11-5-10 LETTING ITEM 090

F. A. P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
351	06-00139-00-CH	COOK	044 +	001
STA.		TO STA.	5 = 49	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	HD-M-9003(258)	

CONTRACT #63268

INDEX OF SHEETS
SEE SHEET NO. 2

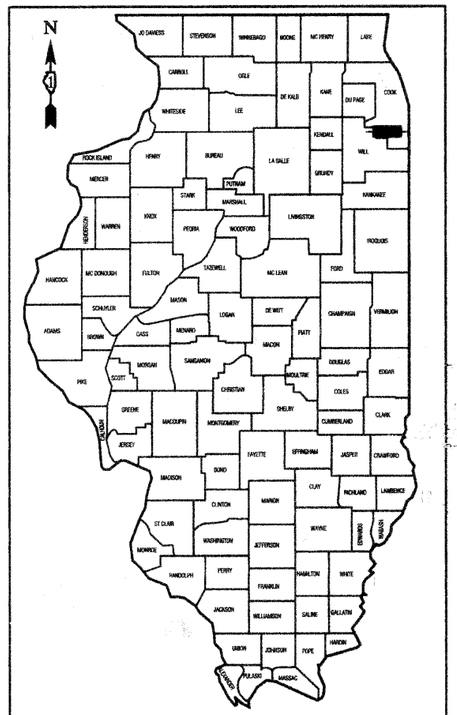
STATE STANDARDS
SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

INTERSECTION IMPROVEMENT &
NEW TRAFFIC SIGNALS
FAP 351 (RIVER OAKS DRIVE) AT PAXTON AVENUE
SECTION NO.: 06-00139-00-CH
PROJECT NO.: HD-M-9003(258)
C-91-380-09
CITY *of* CALUMET CITY
COOK COUNTY

	RIVER OAKS DRIVE	& PAXTON AVENUE
2005 ADT –	47,105	8,420
2030 ADT –	48,000	10,000
POSTED SPEED LIMIT –	35 mph	35 mph
DESIGN SPEED LIMIT –	40 mph	35 mph
STREET CLASSIFICATION –	CLASS II	



LOCATION OF SECTION INDICATED THUS: - ■

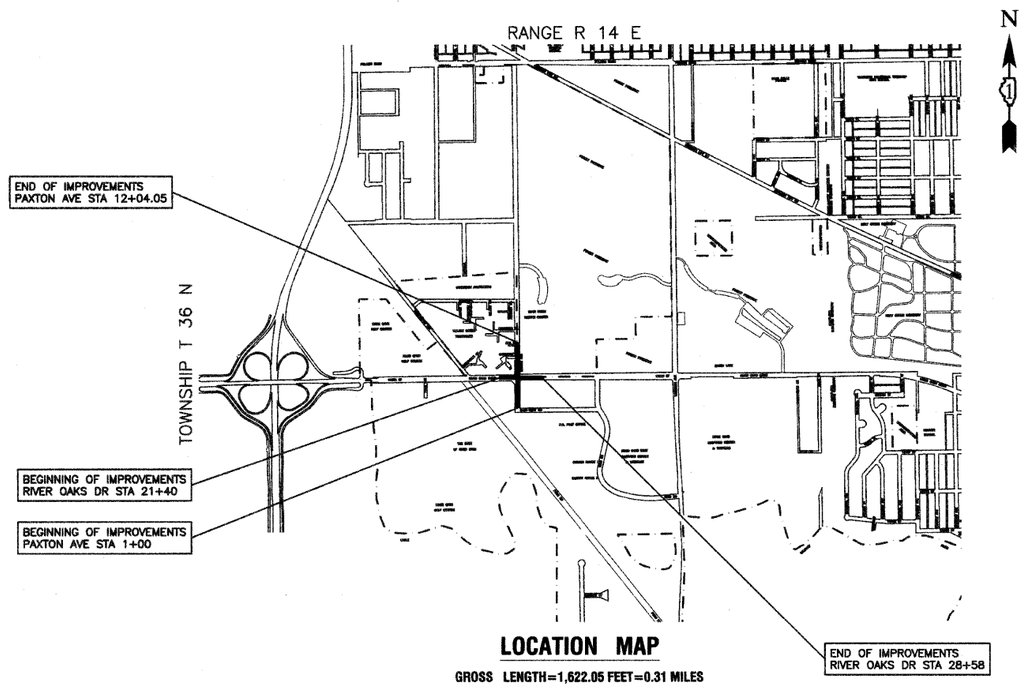
SCALES	
PLAN -	1"=50'
PROFILE HORIZ. -	1"=50'
PROFILE VERT. -	1"=5'
CROSS SECTIONS -	1"=10'

0 100' 200' 300' - 1"= 100'
0 10' 20' 30' - 1"= 10'
0 50' 100' - 1"= 50'
0 50' 100' - 1"= 40'
0 50' 100' - 1"= 30'
0 50' 100' - 1"= 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.

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

CONTRACT NO. 63268



LOCATION MAP

GROSS LENGTH=1,622.05 FEET=0.31 MILES
NET LENGTH=1,622.05 FEET=0.31 MILES

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved _____
Mayor, City of Calumet City
1/27/2010

Passed JANUARY 29, 2010
District 1 Engineer of Local Roads & Streets

Released for Bid Based on Limited Review FEBRUARY 1, 2010
Deputy Director of Highways, Region 1 Engineer

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PREPARED BY OR UNDER THE DIRECT SUPERVISION OF:

1/25/2010

ROSHAN D. J. WEERASEKARA 62-51681 REGISTERED PROFESSIONAL ENGINEER STATE OF ILLINOIS

LICENSE EXPIRES: 11/30/11

I.D.O.T. FEDERAL AID DESIGN ENGINEER: MELCHOR MANGOBA (847) 705-4408
CONSULTANTS: ROBINSON ENGINEERING, LTD. 708-331-6700

INDEX OF SHEETS

LIST OF STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVATIONS & PATTERNS
280001-05	TEMPORARY EROSION CONTRAOL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2m) JOINTED PCC PAVEMENT
424001-05	CURB RAMP FOR SIDEWALKS
442101-07	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
602001-01	CATCH BASIN TYPE A
602011-01	CATCH BASIN TYPE C
602301-02	INLET TYPE A
602401-02	MANHOLE TYPE A
602406-03	MANHOLE TYPE A 6' (1.8 m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604086-02	FRAME AND GRATE TYPE 23
604091-02	FRAME AND GRATE TYPE 24
606001-04	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701101-02	OFF-RD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701311-03	LANE CLOSURE 2L, SW MOVING OPERATIONS-DAY ONLY
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION FOR SPEEDS >= 45 MPH
701501-05	URBAN LANE CLOSURE, 2L, SW UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-06	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-04	LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
814001-02	HANDHOLES
814006-02	DOULBE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNITERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-04	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-08	CONCRETE FOUDATION DETAILS
880006-01	TRAFFIC SIGNALS MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007 BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPICIAL PROVISIONS ADOPTED JANUARY 1, 2010 SHALL GOVERN THIS WORK.

BEFORE ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICTION IS REQUIRED)

10 FOOT TRANSITIONS SHALL BE USED TO MATCH THE PROPOSED CURB AND GUTTER AND MEDIANS TO EXISTING CURBS AND GUTTERS AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE THE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CALUMET CITY.

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

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT),IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING DETAIL" SHEET INCLUDED IN THE PLANS UNLESS OTHERWISE SPECIFIED.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERFY ALL DIMENSIONS AND CONDITIONS EXISITNG IN THE FIELD PRIOR TO COSNTRUCTION AND ORDERING OF MATERIAL

FILE NAME = 08328-INDX-01 - G01	USER NAME =	DESIGNED — RW	REVISED — 02-04-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT INDEX OF SHEETS, STATE STANDARDS, & GENERAL NOTES
		CHECKED — RW	REVISED — 08-17-10		
	PLOT SCALE =	DRAWN — RG/PS	REVISED —		
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —		

SCALE: | SHEET NO. 002 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	002
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SUMMARY OF QUANTITIES

S.I.	CODE NO.	PAY ITEM	UNIT	QUAN	Paxton Ave. 1000-1A 80% Fed, 20% City	River Oaks Dr. J000-1A 80% Fed, 20% State	Traffic Signals Y031-1F 80% Fed, 20% City
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	44	44		
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	66	66		
	20200100	EARTH EXCAVATION	CU YD	1041	760	281	
	20800150	TRENCH BACKFILL	CU YD	210	210		
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1216	1060	156	
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	15	13	2	
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	15	13	2	
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	15	13	2	
	25200110	SODDING, SALT TOLERANT	SQ YD	1216	1060	156	
	28000400	PERIMETER EROSION BARRIER	FOOT	833	833		
	28000510	INLET FILTERS	EACH	14	11	3	
	31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2429	2247	182	
	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	1675	1675		
	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	3	3		
	40600300	AGGREGATE (PRIME COAT)	TON	142	142		
	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	125	125		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL- BUTT JOINT	SQ YD	193	193		
	40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	1112	1112		
	40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	590	590		
	42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	427	245	182	
	42001300	PROTECTIVE COAT	SQ YD	1179	597	582	
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2730	2548	182	
	42400800	DETECTABLE WARNINGS	SQ FT	24	24		
	44000100	PAVEMENT REMOVAL	SQ YD	800	800		
	44000153	HOT-MIX ASPHALT SURFACE REMOVAL, 1"	SQ YD	1734	1734		
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	1665	1665		
	44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	151	151		
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	604	604		
	44000300	CURB REMOVAL	FOOT	273	273		
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2319	2039	280	
	44000600	SIDEWALK REMOVAL	SQ FT	1391	1391		
	44003100	MEDIAN REMOVAL	SQ FT	1762		1762	
	44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	985		985	
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	120	120		
	44213200	SAW CUTS	FOOT	4356		4356	
	44300200	STRIP REFLECTIVE CRACK CONTROL TREAMENT	FOOT	957	957		
	48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	62	62		
	542D0215	PIPE CULVERTS, CLASS D, TYPE 1 10"	FOOT	100	100		
	550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	15		15	
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	383	364	19	
	550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	190	190		
	55100500	STORM SEWER REMOVAL 12"	FOOT	56		56	
*	56400500	FIRE HYDRANTS TO BE REMOVED	EACH	2	2		
*	56400820	FIRE HYDRANT WITH AUXILIARY VALVE AND VALVE BOX	EACH	2	2		
	60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	4	4		
	60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 FRAME AND GRATE	EACH	3	1	2	
	60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2		

* - INDICATES SPECIALTY ITEMS

FILE NAME = 08328-quan-01 - Q01

USER NAME =	DESIGNED - RW	REVISED - 02-04-10	
	CHECKED - RW	REVISED -	
PLOT SCALE =	DRAWN - RG/PS	REVISED -	
PLOT DATE = 01-25-10	CHECKED - AG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 003 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	003
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SUMMARY OF QUANTITIES

S.I.	CODE NO.	PAY ITEM	UNIT	QUAN	Paxton Ave. I000-1A 80% Fed, 20% City	River Oaks Dr. J000-1A 80% Fed, 20% State	Traffic Signals Y031-1F 80% Fed, 20% City
	60208230	CATCH BASINS, TYPE C, TYPE 23 FRAME AND GRATE	EACH	2	2		
	60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	2		2	
	60218400	MANHOLES, TYPE A, 4"-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
	60221100	MANHOLES, TYPE A, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2		
	60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1		
	60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	1	1		
	60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2	2		
	60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	3	2	1	
	60251730	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 23 FRAME AND GRATE	EACH	5	5		
	602501740	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 24 FRAME AND GRATE	EACH	1	1		
	60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4	2	2	
	60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2		
	60500050	REMOVING CATCH BASINS	EACH	3	2	1	
	60500205	FILLING CATCH BASINS	EACH	1	1		
	60600605	CONCRETE CURB, TYPE B	FOOT	195	195		
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1458	1458		
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	714	434	280	
	60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	267		267	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8		
	67100100	MOBILIZATION	L SUM	1	0.72	0.28	
	70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	0.72	0.28	
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1000	1000		
	70300220	TEMPORARY PAVEMENT MARKING-LINE 4"	FOOT	4277	4277		
	70300240	TEMPORARY PAVEMENT MARKING-LINE 6"	FOOT	311	311		
	70300280	TEMPORARY PAVEMENT MARKING-LINE 24"	FOOT	100	100		
*	72000100	SIGN PANEL - TYPE 1	SQ FT	15			15
*	72000200	SIGN PANEL - TYPE 2	SQ FT	36			36
*	78000100	THERMOPLASTIC PAVEMENT MARKING -LETTERS AND SYMBOLS	SQ FT	255	255		
*	78000200	THERMOPLASTIC PAVEMENT MARKING -LINE 4"	FOOT	2950	2950		
*	78000400	THERMOPLASTIC PAVEMENT MARKING -LINE 6"	FOOT	755	755		
*	78000600	THERMOPLASTIC PAVEMENT MARKING -LINE 12"	FOOT	152	152		
*	78003100	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B -LETTERS AND SYMBOLS	SQ FT	148		148	
*	78003110	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B -LINE 4"	FOOT	192		192	
*	78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B -LINE 6"	FOOT	1128		1128	
*	78003180	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B -LINE 24"	FOOT	194		194	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	27		27	
*	80400100	ELECTRIC SERVICE INSTALLATION	EACH	1			1
*	81000500	CONDUIT IN TRENCH, 1 1/2" DIA., GALVANIZED STEEL	FOOT	200			200
*	81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1053			1053
*	81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	61			61
*	81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	101			101
*	81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	139			139
*	81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	720			720
*	81400100	HANDHOLE	EACH	7			7
*	81400200	HEAVY-DUTY HANDHOLE	EACH	4			4
*	81400300	DOUBLE HANDHOLE	EACH	1			1
*	81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1416			1416

* - INDICATES SPECIALTY ITEMS

FILE NAME = 08326-quan-01 - Q02

USER NAME =

PLOT SCALE =

PLOT DATE = 01-25-10

DESIGNED - RW | REVISED - 02-04-10

CHECKED - RW | REVISED -

DRAWN - RG/PS | REVISED -

CHECKED - AG | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
SUMMARY OF QUANTITIES

SCALE: | SHEET NO. 004 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	004
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SUMMARY OF QUANTITIES

S.I.	CODE NO.	PAY ITEM	UNIT	QUAN	Paxton Ave. I000-1A 80% Fed, 20% City	River Oaks Dr. J000-1A 80% Fed, 20% State	Traffic Signals Y031-1F 80% Fed, 20% City
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3			3
*	85700205	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1			1
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	194			194
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	505			505
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1387			1387
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2627			2627
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2308.5			2308.5
*	87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3			3
*	87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1			1
*	87700240	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1			1
*	87700250	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1			1
*	87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8			8
*	87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4			4
*	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10			10
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	30			30
*	87800420	CONCRETE FOUNDATION, TYPE E, 42-INCH DIAMETER	FOOT	21			21
*	87900200	DRILL EXISTING HANDHOLE	EACH	1			1
*	88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	5			5
*	88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1			1
*	88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	8			8
*	88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2			2
*	88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1			1
*	88200110	TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	13			13
*	88600100	DETECTOR LOOP, TYPE 1	FOOT	1000			1000
*	88800100	PEDESTRIAN PUSH-BUTTON	EACH	2			2
*	89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1			1
*	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	4300			4300
*	89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1264			1264
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1
*	89502380	REMOVE EXISTING HANDHOLE	EACH	7			7
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	6			6
	X0322033	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	33	33		
	X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	103	51	52	
*	X0322925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2500			2500
*	X0325705	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1			1
*	X0325988	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 22 Ft. AND 54 Ft.	EACH	1			1
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	8	8		
	X7240600	REMOVE AND RE-ERECT EXISTING SIGN	EACH	1	1		
*	X8620020	UNINTERRUPTIBLE POWER SUPPLY	EACH	1			1
*	X8710022	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 2-MM12F & SM12F	FOOT	2500			2500
*	X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	500			500
*	X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C, TWISTED, SHIELDED	FOOT	307			307
*	XX003663	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2			2
	Z0004530	HOT-MIX ASPHALT DRIVEWAY PAVEMENT, 8"	SQ YD	464	464		
	Z0017100	DOWEL BARS	EACH	990		990	

* - INDICATES SPECIALTY ITEMS

FILE NAME = 08328 quan-01 - Q03

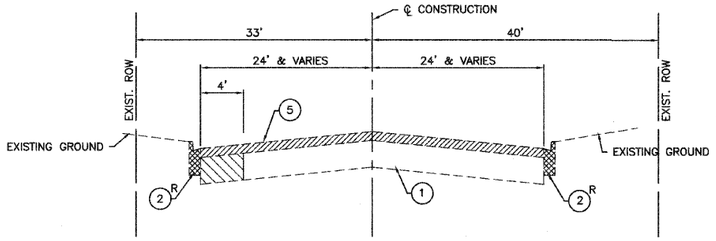
USER NAME =	DESIGNED - RW	REVISED - 02-04-10	
	CHECKED - RW	REVISED -	
PLOT SCALE =	DRAWN - RG/PS	REVISED -	
PLOT DATE = 01-25-10	CHECKED - AG	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
SUMMARY OF QUANTITIES

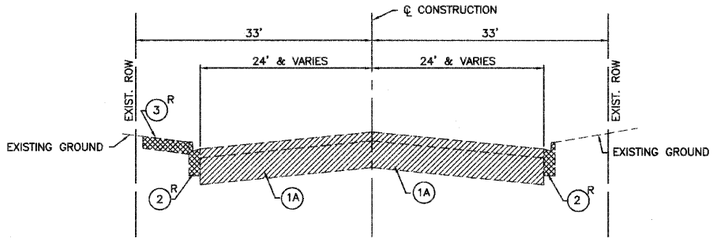
SCALE: | SHEET NO. 005 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	005
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



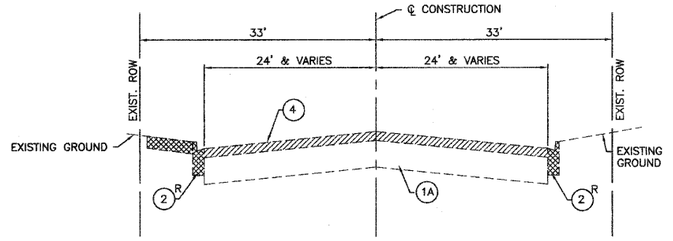
EXISTING TYPICAL SECTION - SOUTH LEG PAXTON AVENUE

STA. 1+00.00 TO STA. 4+58.00



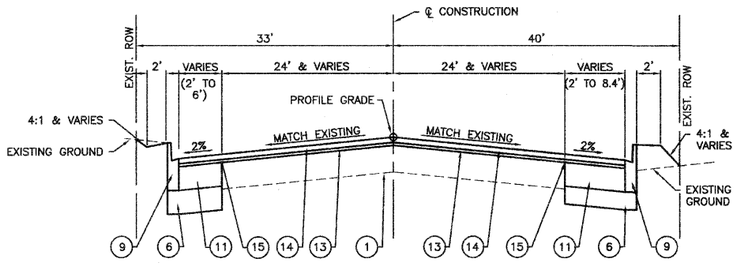
EXISTING TYPICAL SECTION - NORTH LEG PAXTON AVENUE

STA. 6+82.60 TO STA. 8+00.00



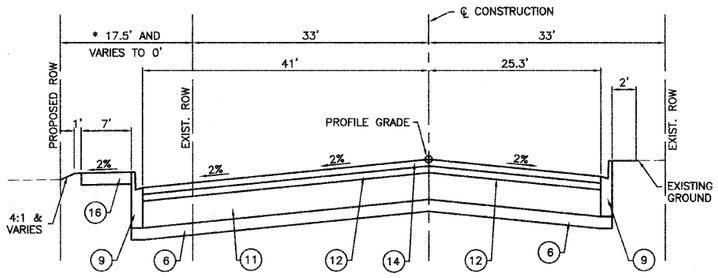
EXISTING TYPICAL SECTION - NORTH LEG PAXTON AVENUE

STA. 8+00.00 TO STA. 12+04.05



PROPOSED TYPICAL SECTION - SOUTH LEG PAXTON AVENUE

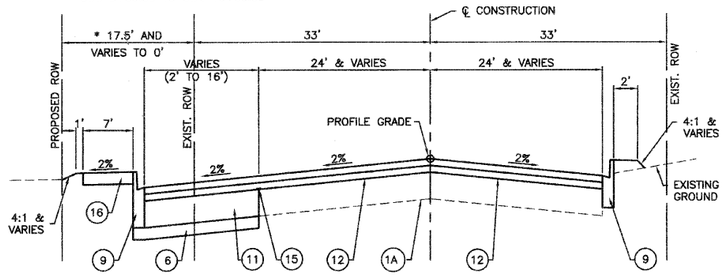
STA. 1+00.00 TO STA. 4+58.00



PROPOSED TYPICAL SECTION - NORTH LEG PAXTON AVENUE

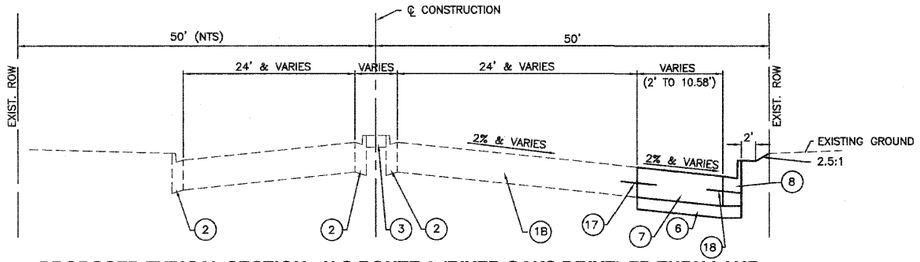
STA. 6+82.60 TO STA. 8+00.00

* STA. 8+00.00 TO STA. 10+35.50

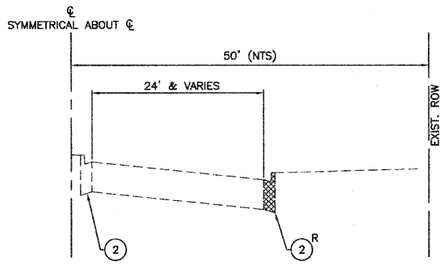


PROPOSED TYPICAL SECTION - NORTH LEG PAXTON AVENUE

STA. 8+00.00 TO STA. 12+04.05



PROPOSED TYPICAL SECTION - U.S ROUTE 6 (RIVER OAKS DRIVE) EB TURN LANE



EXISTING TYPICAL SECTION - U.S ROUTE 6 (RIVER OAKS DRIVE) EB TURN LANE

TYPICAL SECTION NOTE

CONTRACTOR SHALL MILL BEFROE PATCHING

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes *
HMA PAVEMENT WIDENING AND RECONSTRUCTION SECTION	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70(IL-9.5mm) (2")	4% @ 70 Gyr.
LEVELING BINDER (MACHINE METHOD), N70 (IL-9.5mm) (2 1/4" MAX & VARIES)	4% @ 70 Gyr.
HOT MIX ASPHALT BASE COURSE, 8", (HMA BINDER IL-19.0mm) (8")	4% @ 70 Gyr.
RESURFACING	
HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70(IL-9.5mm) (2")	4% @ 70 Gyr.
HOT MIX ASPHALT BINDER COURSE, IL-19.0, N70, (1")	4% @ 70 Gyr.
HOT MIX ASPHALT DRIVEWAY PAVEMENT, 8"	
HOT MIX ASPHALT SURFACE COURSE, MIX "C", N50(IL-9.5mm) (2")	4% @ 50 Gyr.
HOT MIX ASPHALT BASE COURSE, 6", (HMA BINDER IL-19.0mm)	4% @ 50 Gyr.
CLASS D PATCHES, 10" ((HMA BINDER IL-19.0mm) (IN TWO LIFTS)	4% @ 70 Gyr.

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

* THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

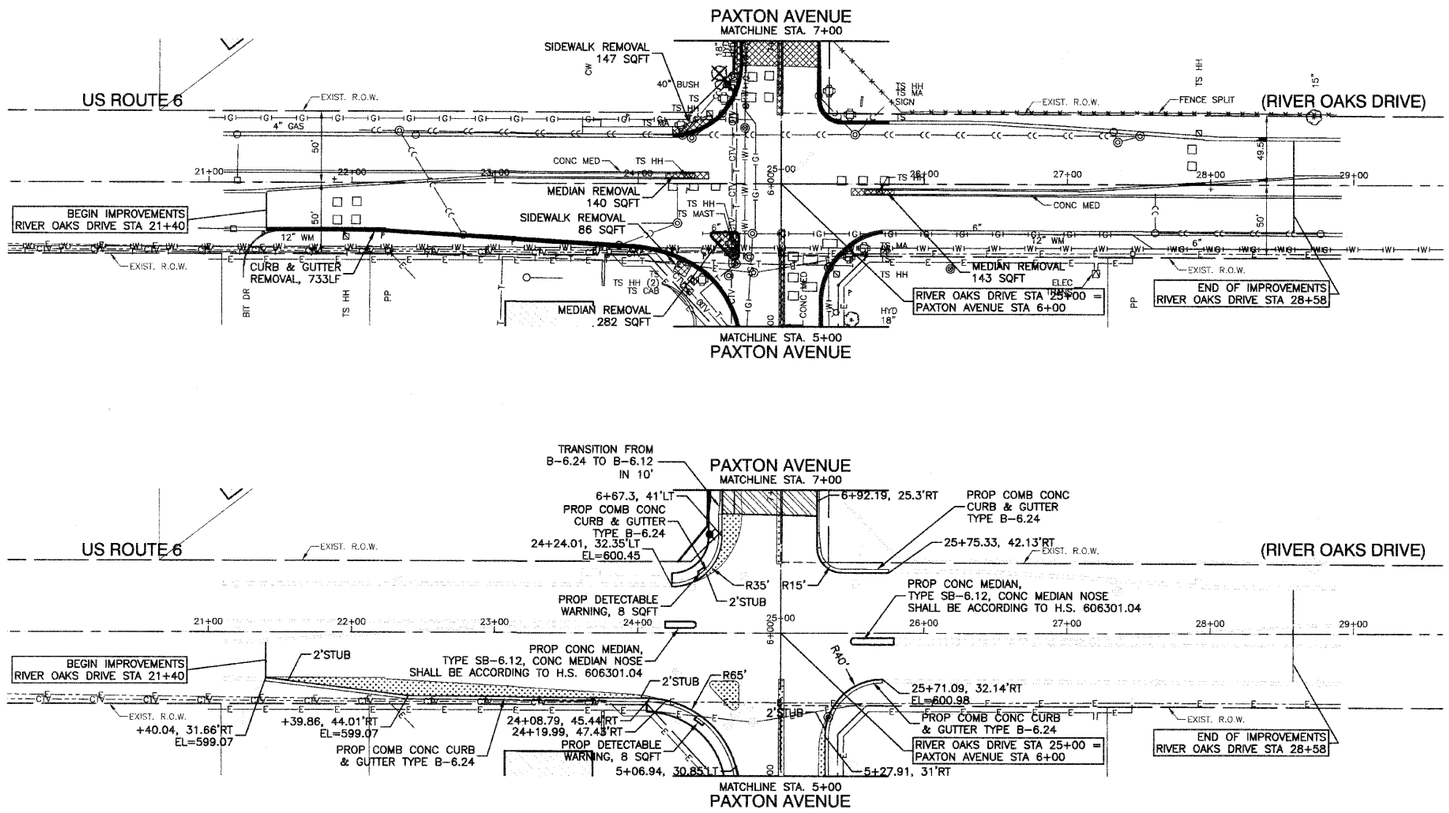
LEGEND

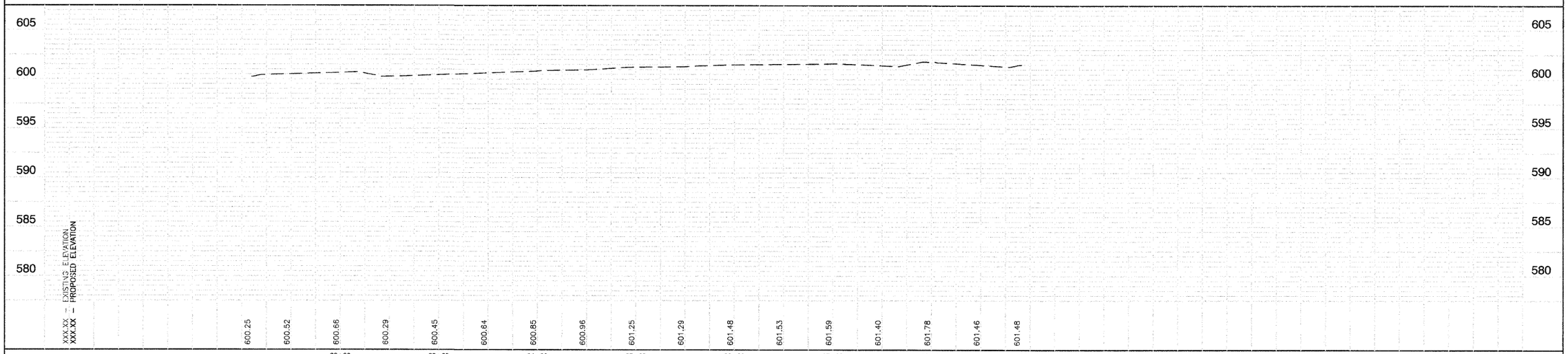
(1)	EXISTING HMA PAVEMENT (+/-9.5" HMA OVER 9.5" STONE)
(1A)	EXISTING HMA PAVEMENT (+/-3.5" HMA OVER 9.5" REIN. CONCRETE BASE OVER 7" STONE)
(1B)	EXISTING CONCRETE PAVEMENT (10" REIN, P.C.C PAVEMENT OVER 9" STONE)
(2)	EXISTING CONCRETE CURB AND GUTTER
(3)	EXISTING CONCRETE SIDEWALK
(4)	HMA SURFACE REMOVAL, 1"
(5)	HMA SURFACE REMOVAL, 3"
(6)	PROPOSED GRANULAR SUBASE MATERIAL, TYPE B, 4"
(7)	PROPOSED P.C.C. PAVEMENT, 10"
(8)	PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
(9)	PROPOSED COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
(11)	HOT-MIX ASPHALT BASE COURSE, 8"
(12)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N-70, 2 1/4" MIN. & VARIES
(13)	LEVELING BINDER (MACHINE METHOD) N70, 1"
(14)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
(15)	STRIP REFLECTIVE CRACK CONTROL
(16)	PROPOSED P.C.C. SIDEWALK, 5"
(17)	NO 8 EPOXY COATED TIE BARS AT 30" CTS ACCORDING TO STANDARD 420101-04 THIS WORK IS INCLUDED IN THE PAY ITEM PORTLAND CEMENT CONCRETE PAVEMENT, 10"
(18)	NO 6 EPOXY COATED TIE BARS AT 24" CTS ACCORDING TO STANDARD 606001-04 THIS WORK IS INCLUDED IN THE PAY ITEM COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
R	TO BE REMOVED AT LOCATIONS SHOWN ON PLANS

FILE NAME = 06328-TYPX-01 - P02	USER NAME =	DESIGNED - RW	REVISED - 02-04-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT TYPICAL CROSS SECTIONS
		CHECKED - RW	REVISED -		
	PLOT SCALE =	DRAWN - RG/PS	REVISED -		
	PLOT DATE = 01-25-10	CHECKED - AG	REVISED -		SCALE: SHEET NO. 006 OF 044 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	006
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14





EARTHWORK SCHEDULE				
1	2	3	4	5
Location	Earth Excavation	Earth Excavation adjusted fro Shrinkage	Embankment	Earthwork Balance Waste(+) or Shortage (-)
	Cubic Yard	Cubic Yard	Cubic Yard	Cubic Yard
Paxton Ave South Leg	647.4	485.6	13.2	472.4
Paxton Ave North Leg	112.0	84.0	0.7	83.3
River Oaks Drive West Leg	281.0	210.7	0.0	210.7
Total				766.4

LEGEND

- PROP SUBBASE GRANULAR MATERIAL, TYPE B, 4"
  HOT-MIX ASPHALT BASE COURSE, 8"
  HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 2½"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- PROP SUBBASE GRANULAR MATERIAL, TYPE B, 4"
  P.C.C. PAVEMENT, 10"
- PROP SUBBASE GRANULAR MATERIAL, TYPE B, 4"
  HOT-MIX ASPHALT BASE COURSE, 8"
  LEVELING BINDER (MACHINE METHOD) N70, 1"
  HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- CLASS D PATCH, 10"
- PAVEMENT. DRIVEWAY PAVEMENT, & SIDEWALK REMOVAL
- CURB & GUTTER REMOVAL

PLAN — DRAWN / PLOTTED / ALIGNMENT CHECKED / GRADES CHECKED / C&DD FILE NAME / NOTE BOOK / NO. / BY / DATE

PROFILE — DRAWN / PLOTTED / GRADES CHECKED / B.M. NOTED / NOTE BOOK / BY / DATE

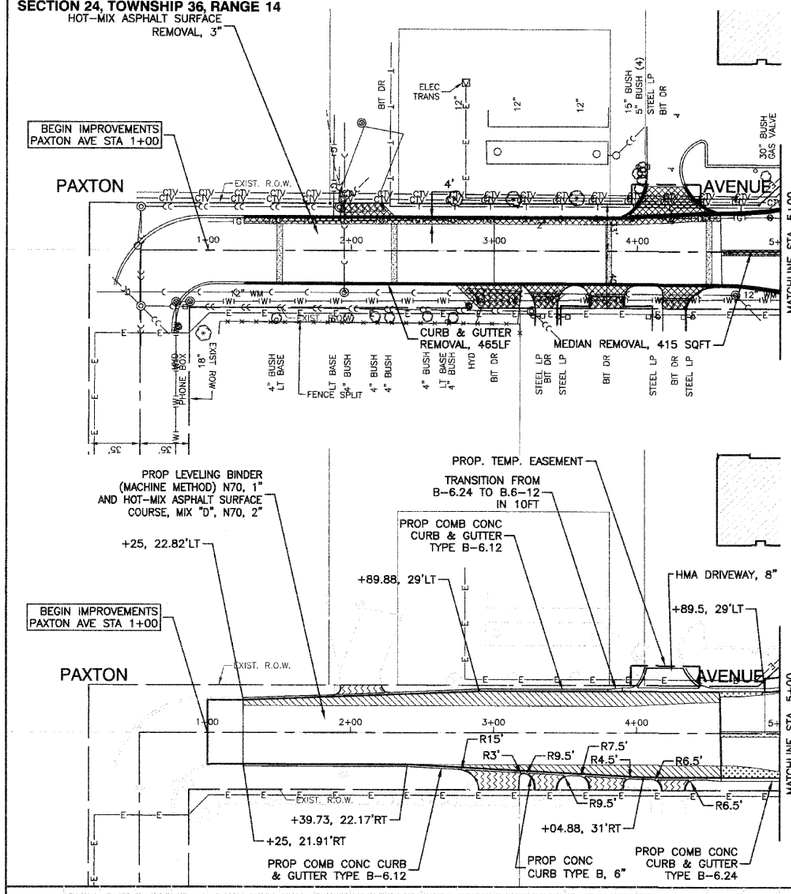
FILE NAME = 08328-PLPR-01 - PLPR01	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED — RW	REVISED —	
	PLOT SCALE =	DRAWN — RG/PS	REVISED —	
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —	

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
EXISTING & PROPOSED PLAN & PROFILE

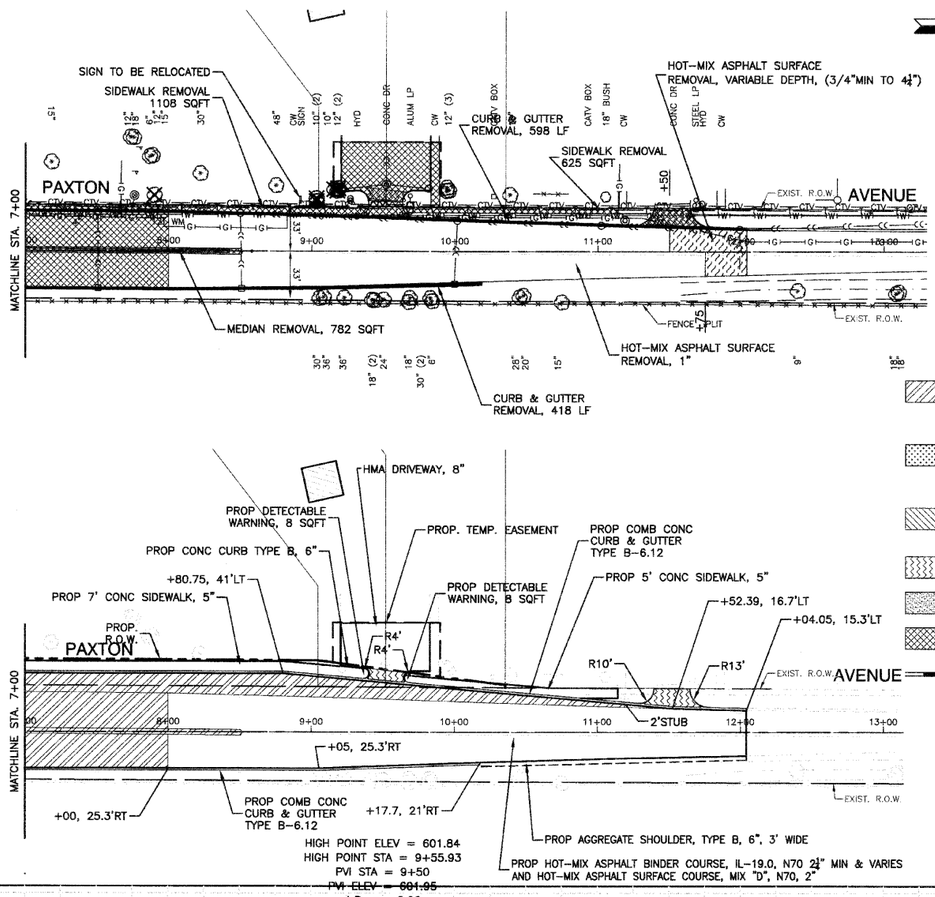
SCALE: H 1"=50' V 1"=5' | SHEET NO. 007 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	007
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14



US ROUTE 6 (RIVER OAKS DRIVE)

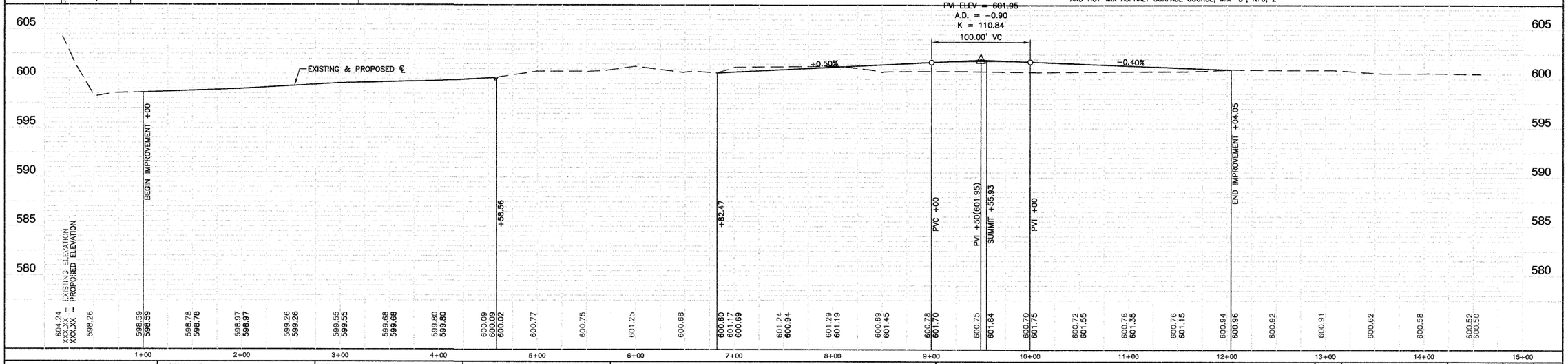


N

LEGEND

- PROP SUBBASE GRANULAR MATERIAL, TYPE B, 4" HOT-MIX ASPHALT BASE COURSE, 8" HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 2¼" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- PROP SUBBASE GRANULAR MATERIAL, TYPE B, 4" P.C.C. PAVEMENT, 10"
- PROP SUBBASE GRANULAR MATERIAL, TYPE B, 4" HOT-MIX ASPHALT BASE COURSE, 8" LEVELING BINDER (MACHINE METHOD) N70, 1" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- PROP. HMA DRIVEWAY, 8"
- CLASS D PATCH, 10"
- PAVEMENT, DRIVEWAY PAVEMENT, & SIDEWALK REMOVAL
- CURB & GUTTER REMOVAL

NOTE:
CLASS D PATCHING FOR THE INSTALLATION OF STORM SEWER SHALL BE MADE FLUSH TO THE EXISTING PAVEMENT. AFTER ALL STORM SEWER IS INSTALLED THE ENTIRE PAVEMENT WILL BE MILLED 3" AND RESURFACED.



FILE NAME = 08328-PLPR-01 - PLPR02	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT EXISTING & PROPOSED PLAN & PROFILE
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — RG/PS	REVISED —		SCALE: H 1"=50' V 1"=5' | SHEET NO. 008 OF 044 SHEETS | STA. | TO STA.
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	06-00139-00-CH	COOK	044	008
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, GRADES CHECKED, C&D FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, NOTE BOOK, BY, DATE

SUGGESTED STAGING

RIVER OAKS DRIVE (FAP 351), EAST AND WEST LEG

INSTALL TEMPORARY AND NEW TRAFFIC SIGNALS, CONCRETE PATCHING, RIGHT TURN LANE WIDENING AND THE INSTALLATION OF DRAINAGE STRUCTURES AND STORM SEWERS AND ALL INCIDENTAL AND COLLATERAL WORK AS SHOWN IN THE CONTRACT PLANS ACCORDING USING THE APPROPRIATE HIGHWAY STANDARDS.

PAXTON AVENUE, NORTH AND SOUTH LEGS

1. INSTALL THE TEMPORARY TRAFFIC SIGNALS USING THE APPROPRIATE HIGHWAY STANDARDS

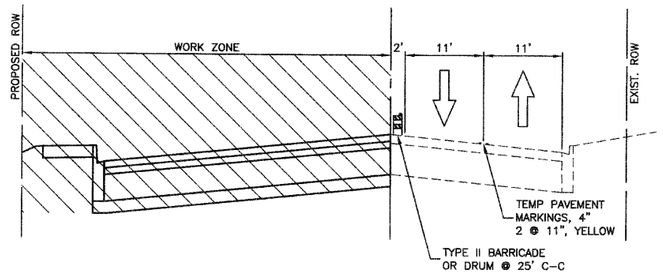
2. REMOVE AND REPLACE THE EXISTING CONCRETE MEDIAN WITH A CONCRETE PATCH IN THE CONCRETE PAVEMENT AREAS. THESE PATCHES NEED TO BE MADE FLUSH WITH THE EXISTING SURFACE USING THE APPROPRIATE HIGHWAY STANDARDS.

3. ON THE SOUTH LEG OF PAXTON AVENUE, PERFORM WIDENING ALONG THE EAST AND WEST SIDES, INSTALL AND /OR ADJUST DRAINAGE STRUCTURES AND STORM SEWERS, CURB AND GUTTER AND ALL INCIDENTAL AND COLLATERAL WORK AS SHOWN IN THE CONTRACT PLANS USING THE APPROPRIATE HIGHWAY STANDARDS

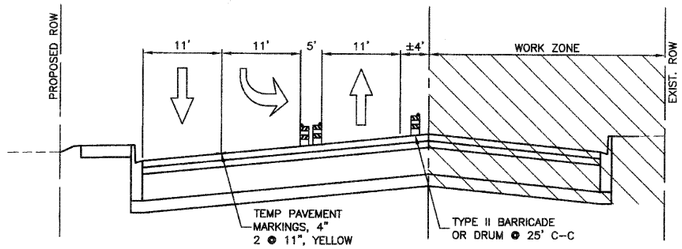
4. MAINTAIN ONE NORTHBOUND AND ONE SOUTHBOUND LANE, AS SHOWN IN STAGE I PLANS. RECONSTRUCT THE EXISTING PAVEMENT AS SHOWN IN THE PLANS, INSTALL AND /OR ADJUST DRAINAGE STRUCTURES AND STORM SEWERS, CURB AND GUTTER, SIDEWALK, AND ALL INCIDENTAL AND COLLATERAL WORK AS SHOWN IN THE CONTRACT PLANS USING THE APPROPRIATE HIGHWAY STANDARDS OR DETAILS SHOWN IN THE PLANS.

5. MAINTAIN ONE NORTHBOUND AND ONE SOUTHBOUND LANE AND LEFT TURN LANES ON THE NEWLY CONSTRUCTED WEST SIDE PAVEMENT, AS SHOWN IN STAGE II PLANS. RECONSTRUCT THE EXISTING PAVEMENT AS SHOWN IN THE PLANS, INSTALL AND /OR ADJUST DRAINAGE STRUCTURES AND STORM SEWERS, CURB AND GUTTER, AND ALL INCIDENTAL AND COLLATERAL WORK AS SHOWN IN THE CONTRACT PLANS USING THE APPROPRIATE HIGHWAY STANDARDS OR DETAILS SHOWN IN THE PLANS.

6. PERFORM SURFACE COURSE AND PAVEMENT MARKING OPERATIONS, AND REQUIRED RESTORATION USING THE APPROPRIATE HIGHWAY STANDARDS.



STAGE I TYPICAL SECTION
NORTH LEG PAXTON AVE
LOOKING NORTH



STAGE II TYPICAL SECTION
NORTH LEG PAXTON AVE
LOOKING NORTH

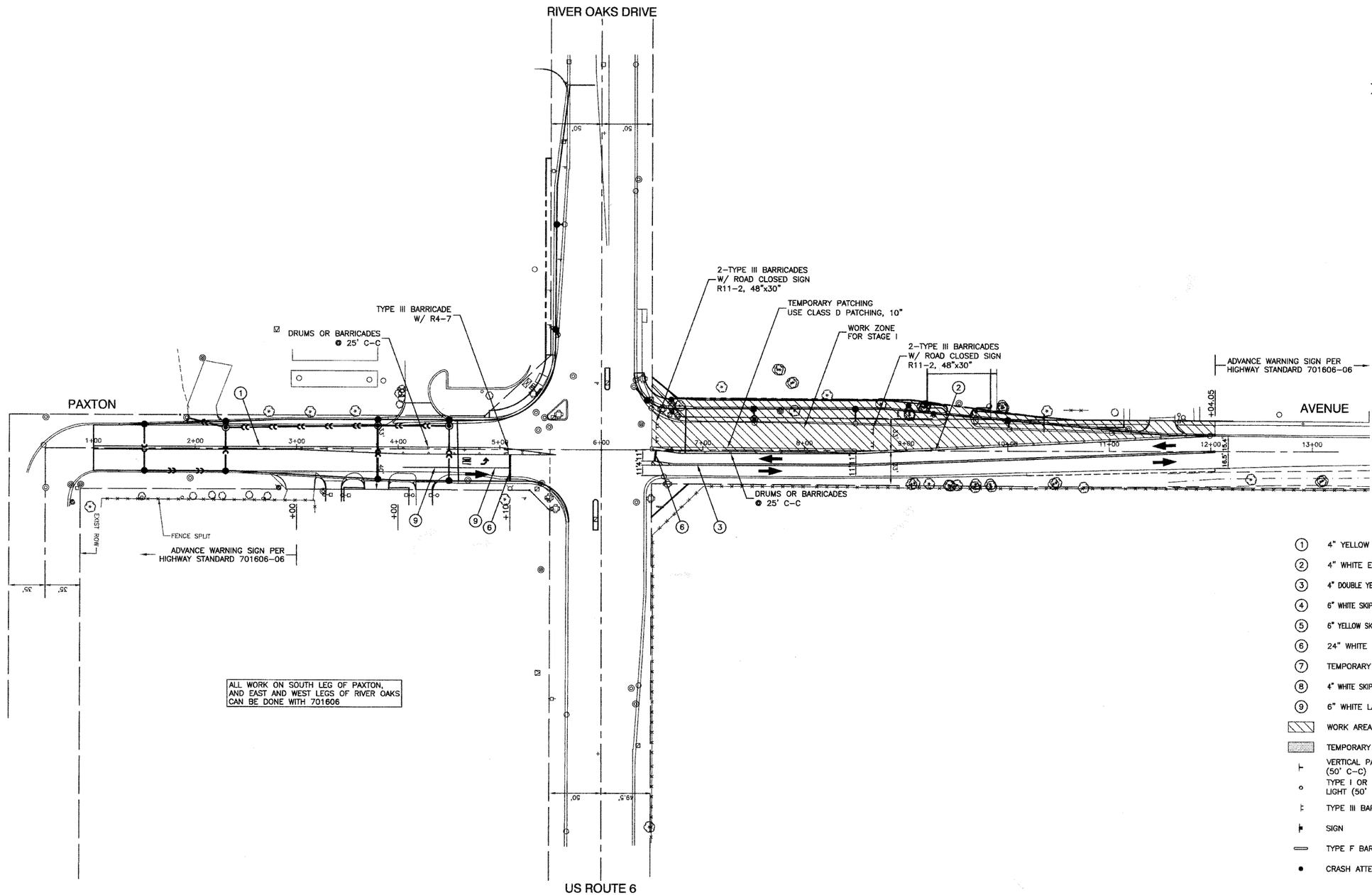
FILE NAME = 08308-TCON-01 - NOTE01	USER NAME =	DESIGNED — RW	REVISED —
		CHECKED — RW	REVISED —
	PLOT SCALE =	DRAWN — RG/PS	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
SUGGESTED STAGING AND TRAFFIC CONTROL - NOTES & TYPICAL SECTIONS

SCALE: | SHEET NO. 009 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	08-00139-00-CH	COOK	044	009
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



LEGEND

1. 4" YELLOW EDGE LINE – TEMPORARY PAVEMENT MARKINGS
2. 4" WHITE EDGE LINE – TEMPORARY PAVEMENT MARKINGS
3. 4" DOUBLE YELLOW CENTERLINE (11" C-C) – TEMPORARY PAVEMENT MARKINGS
4. 6" WHITE SKIP DASH (2' LINE, 6' SPACE) – TEMPORARY PAVEMENT MARKINGS
5. 6" YELLOW SKIP DASH (2' LINE, 6' SPACE) – TEMPORARY PAVEMENT MARKINGS
6. 24" WHITE STOP BAR – TEMPORARY PAVEMENT MARKINGS
7. TEMPORARY SYMBOLS AND LETTERS, LARGE
8. 4" WHITE SKIP DASH (10' LINE, 30' SPACE) – TEMPORARY PAVEMENT MARKINGS
9. 6" WHITE LANE LINE – TEMPORARY PAVEMENT MARKINGS

- WORK AREA
- TEMPORARY PAVEMENT TO BE CONSTRUCTED
- VERTICAL PANEL WITH STEADY BURNING LIGHT (50' C-C)
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURNING LIGHT (50' C-C)
- TYPE III BARRICADE WITH STEADY BURNING LIGHT
- SIGN
- TYPE F BARRICADE
- CRASH ATTENUATER

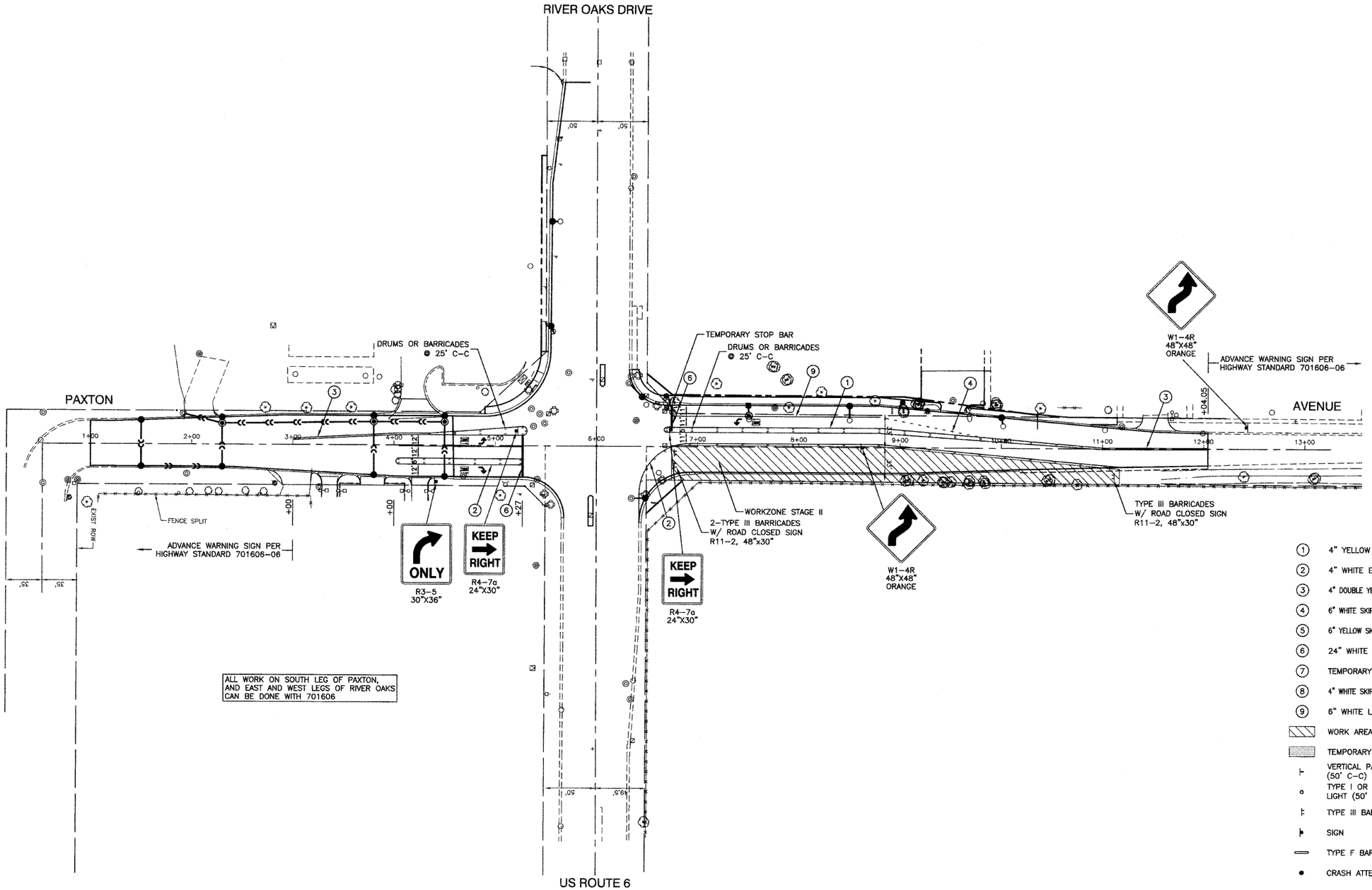
FILE NAME = 08328-TCON-01 - TCON01	USER NAME =	DESIGNED — RW	REVISED —
		CHECKED — RW	REVISED —
	PLOT SCALE =	DRAWN — RG	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
SUGGESTED STAGING AND TRAFFIC CONTROL - STAGE I

SCALE: 1"=50' | SHEET NO. 010 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	010
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



LEGEND

1. 4" YELLOW EDGE LINE – TEMPORARY PAVEMENT MARKINGS
2. 4" WHITE EDGE LINE – TEMPORARY PAVEMENT MARKINGS
3. 4" DOUBLE YELLOW CENTERLINE (11" C-C) – TEMPORARY PAVEMENT MARKINGS
4. 6" WHITE SKIP DASH (2' LINE, 6' SPACE) – TEMPORARY PAVEMENT MARKINGS
5. 6" YELLOW SKIP DASH (2' LINE, 6' SPACE) – TEMPORARY PAVEMENT MARKINGS
6. 24" WHITE STOP BAR – TEMPORARY PAVEMENT MARKINGS
7. TEMPORARY SYMBOLS AND LETTERS, LARGE
8. 4" WHITE SKIP DASH (10' LINE, 30' SPACE) – TEMPORARY PAVEMENT MARKINGS
9. 6" WHITE LANE LINE – TEMPORARY PAVEMENT MARKINGS

WORK AREA

TEMPORARY PAVEMENT TO BE CONSTRUCTED

VERTICAL PANEL WITH STEADY BURNING LIGHT (50' C-C)

TYPE I OR II BARRICADE OR DRUM WITH STEADY BURNING LIGHT (50' C-C)

TYPE III BARRICADE WITH STEADY BURNING LIGHT

SIGN

TYPE F BARRICADE

CRASH ATTENUATER

FILE NAME = 08328-TCON-02 - TCON02	USER NAME =	DESIGNED — RW	REVISED —
		CHECKED — RW	REVISED —
	PLOT SCALE =	DRAWN — RG/PS	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

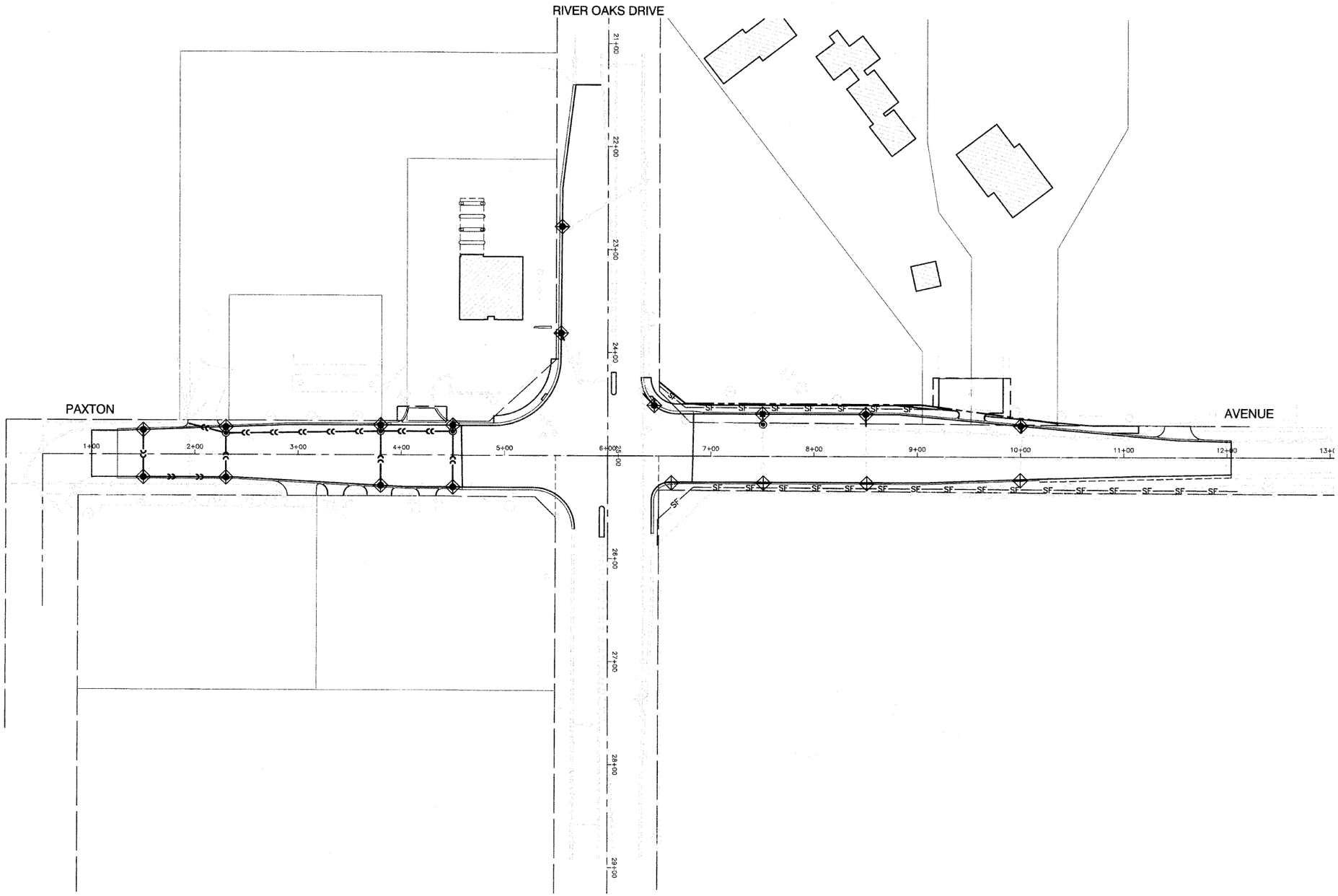
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
SUGGESTED STAGING AND TRAFFIC CONTROL - STAGE II

SCALE: 1"=50' | SHEET NO. 011 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	011
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14



N

EROSION CONTROL NOTES

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

IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION CONTROL PLAN BEING IMPLEMENTED BY THE CONTRACTOR WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.

DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE) WITHIN 7 CALENDAR DAYS. TEMPORARY STABILIZATION THROUGH THE USE OF GROUND COVER OR OTHER APPROVED MEASURE WILL BE INSTALLED WHENEVER SITE DEVELOPMENT WORK, GRADING OR OTHER EARTH DISTURBING ACTIVITIES CEASE TO BE CONTINUOUS FOR A PERIOD EXCEEDING 14 DAYS.

THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES AS RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS. THIS PERSON IS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES. THIS PERSON IS TO HAVE THE AUTHORITY TO CARRY OUT THE PLAN GIVEN BY THE ENGINEER ON A REGULAR BASIS (AT LEAST ONCE EVERY 7 DAYS) AND AFTER RAINFALL EVENTS GREATER THAN ½".

WHEN DRAINAGE STRUCTURES ARE INSTALLED AND BEFORE THE FRAME AND LIDS OR GRATES ARE PLACED ON THE STRUCTURES, IT SHALL BE COVERED WITH A PLATE OR SOME OTHER APPROVED METHOD. THIS WILL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE BEING INSTALLED. INLET FILTERS WILL BE INSTALLED IMMEDIATELY AFTER THE FRAME AND LID OR GRATE IS INSTALLED.

UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURE EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO THE MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL REVISED FEBRUARY 2002.

SLIT FENCE IS TO BE INSTALLED PRIOR TO SITE CLEARING AND GRADING.

ANY STOCKPILES REMAINING IN PLACE MORE THAN 3 DAYS WILL REQUIRE TEMPORARY STABILIZATION.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTROLLING THE DUST AND AIRBORNE DIRT GENERATED BY HIS/HER CONSTRUCTION ACTIVITIES. THIS WORK WILL BE DONE ACCORDING TO SECTION 107.36 OF THE STANDARD SPECIFICATIONS.

THE CONTRACTOR MUST TAKE MEASURES TO MINIMIZE SOIL TRACKED ONTO PUBLIC, AND PRIVATE ROADS, INCLUDING THE USE OF STABILIZED CONSTRUCTION ENTRANCES AND VEHICLE WASHDOWN FACILITIES WHERE APPROPRIATE. ANY SEDIMENT REACHING A PUBLIC OR PRIVATE ROAD SHALL BE REMOVED BY SHOVELING OR STREET CLEANING (NOT FLUSHING) BEFORE THE END OF THE WORK DAY AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

SILT FENCE NOTES

TO BE PLACED AT RIGHT OF WAY OR TEMPORARY EASEMENT LINE. (THE FENCE DESIGNATES THE LIMITS OF CONSTRUCTION. NO WORK SHALL BE DONE OUTSIDE OF THE LIMITS.)

LEGEND

——SF—— PERIMETER EROSION BARRIER

INLET FILTER

FILE NAME = 08328-PLPR-01 - EROS01	USER NAME =	DESIGNED — RW	REVISED —
		CHECKED — RW	REVISED —
	PLOT SCALE =	DRAWN — RG/PS	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

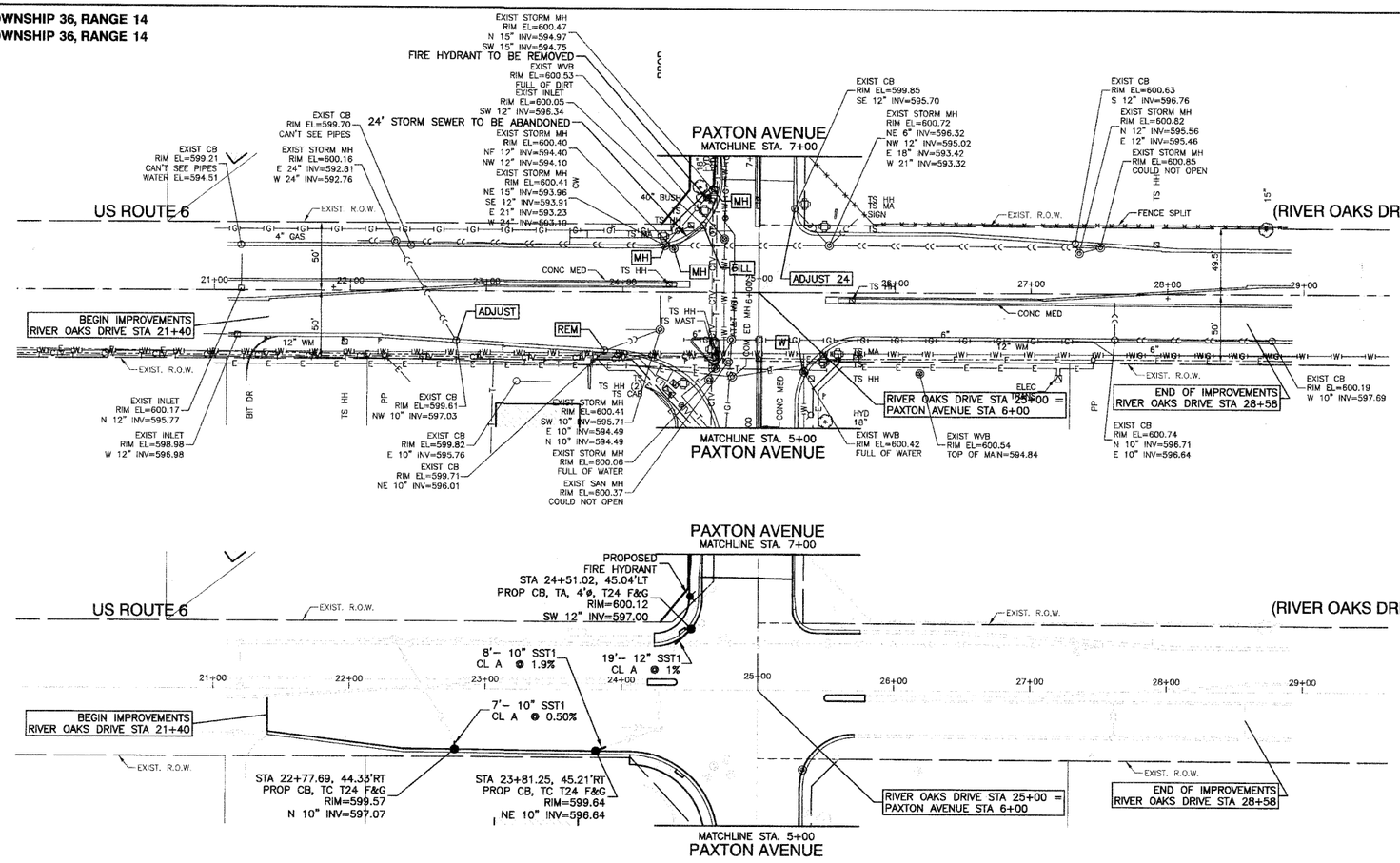
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=50' | SHEET NO. 012 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	012
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14



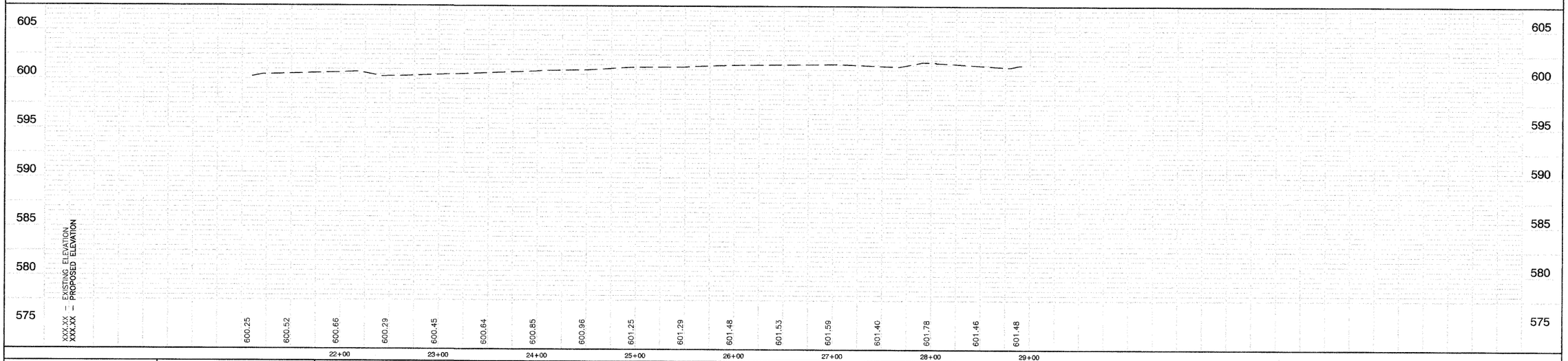
N

LEGEND

ADJUST 24	CATCH BASIN TO BE ADJUSTED W/ NEW TYPE 24 FRAME AND GRATE
ADJUST	CATCH BASIN TO BE ADJUSTED W/ NEW TYPE 1 FRAME, OPEN OR CLOSED LID
CB23	CATCH BASIN TO BE ADJUSTED W/ NEW TYPE 23 FRAME & GRATE
MH	MANHOLE TO BE ADJUSTED W/ NEW TYPE 1 FRAME, CLOSED LID
VV	VALVE VAULT TO BE ADJUSTED W/ NEW TYPE 1 FRAME, CLOSED LID
REM	INLET OR CATCH BASIN TO BE REMOVED
FILL	CATCH BASIN TO BE FILLED

PLAN — SURVEYED | PLOTTED | ALIGNMENT CHECKED | GRADES CHECKED | B.M. NOTED | NOTE BOOK | NO. | BY | DATE

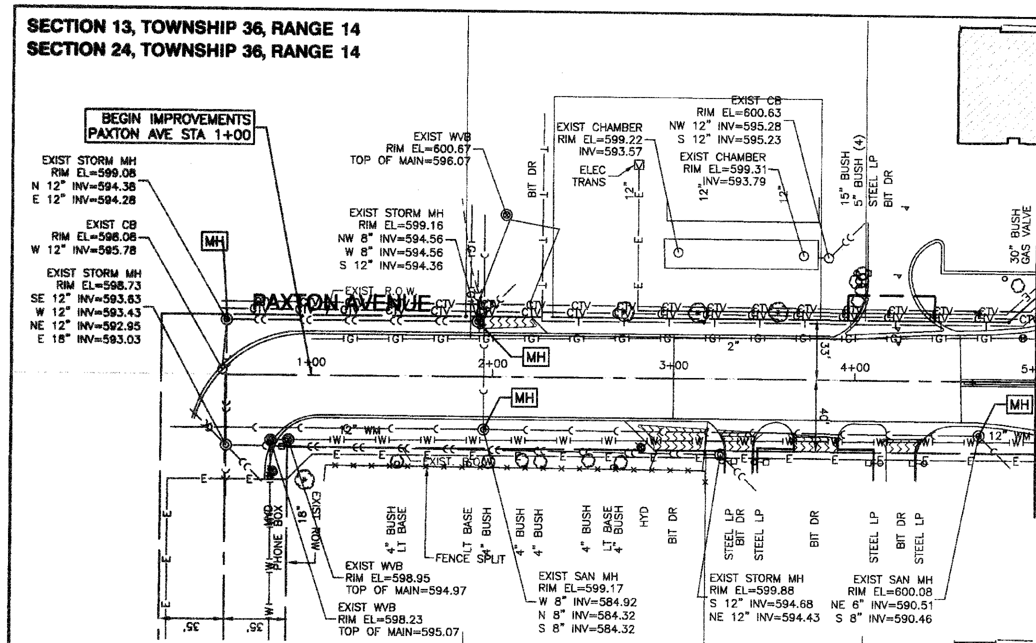
PROFILE — SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | NOTE BOOK | BY | DATE

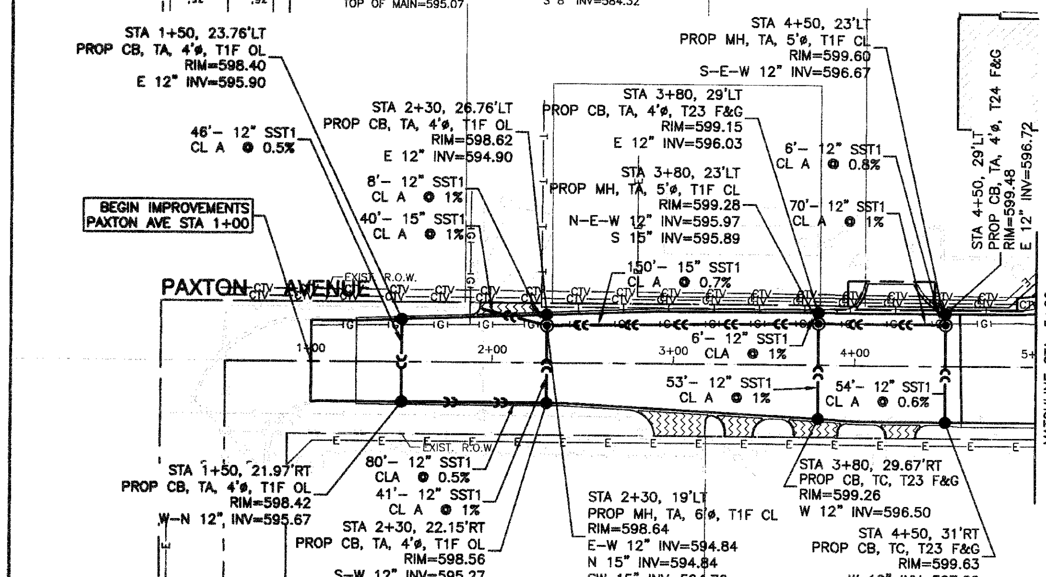


FILE NAME = 08328 PLPR 01 - UTIL01	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT EXISTING & PROPOSED DRAINAGE & UTILITIES
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — RG/PS	REVISED —		
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —		SCALE: H 1"=50' V 1"=5' | SHEET NO. 013 OF 044 SHEETS | STA. | TO STA.

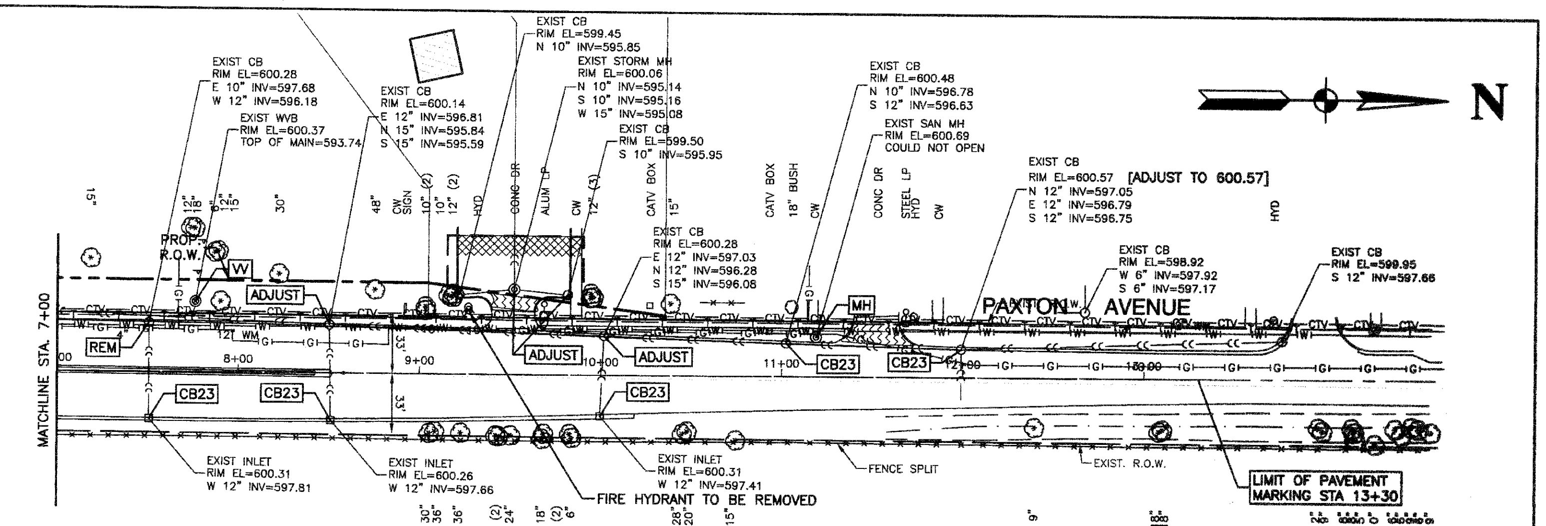
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	013
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14

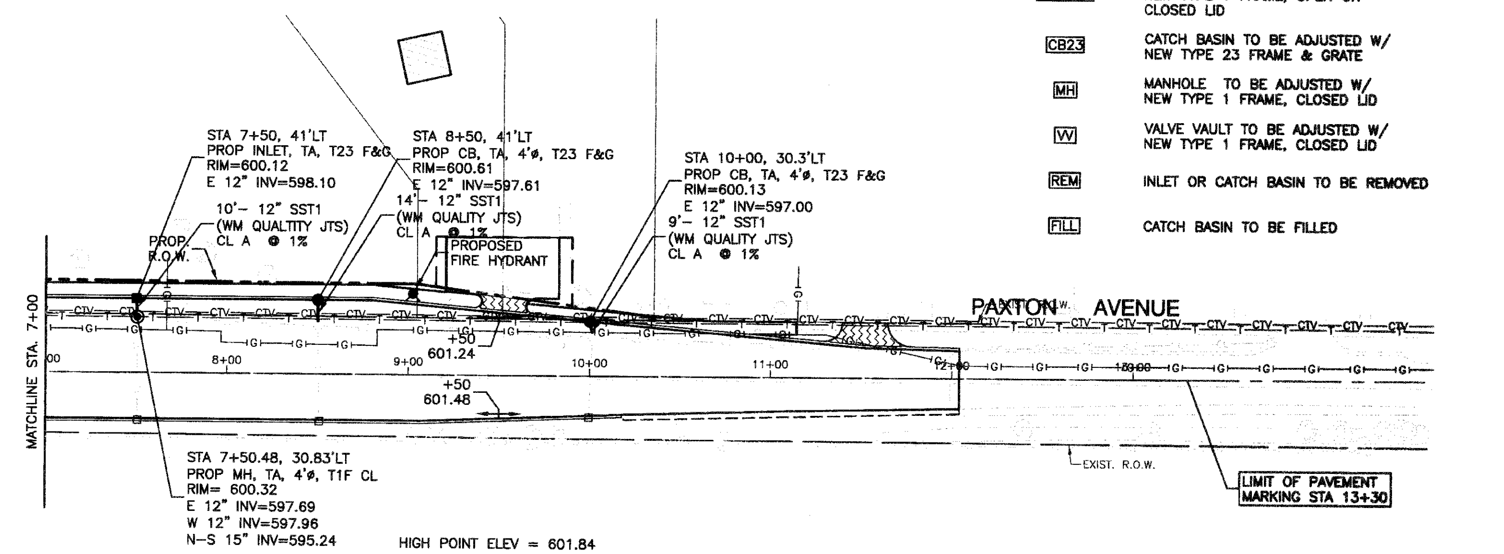




US ROUTE 6 (RIVER OAKS DRIVE)



US ROUTE 6 (RIVER OAKS DRIVE)



LEGEND

ADJUST	CATCH BASIN TO BE ADJUSTED W/ NEW TYPE 1 FRAME, OPEN OR CLOSED LID
CB23	CATCH BASIN TO BE ADJUSTED W/ NEW TYPE 23 FRAME & GRATE
MH	MANHOLE TO BE ADJUSTED W/ NEW TYPE 1 FRAME, CLOSED LID
VV	VALVE VAULT TO BE ADJUSTED W/ NEW TYPE 1 FRAME, CLOSED LID
REM	INLET OR CATCH BASIN TO BE REMOVED
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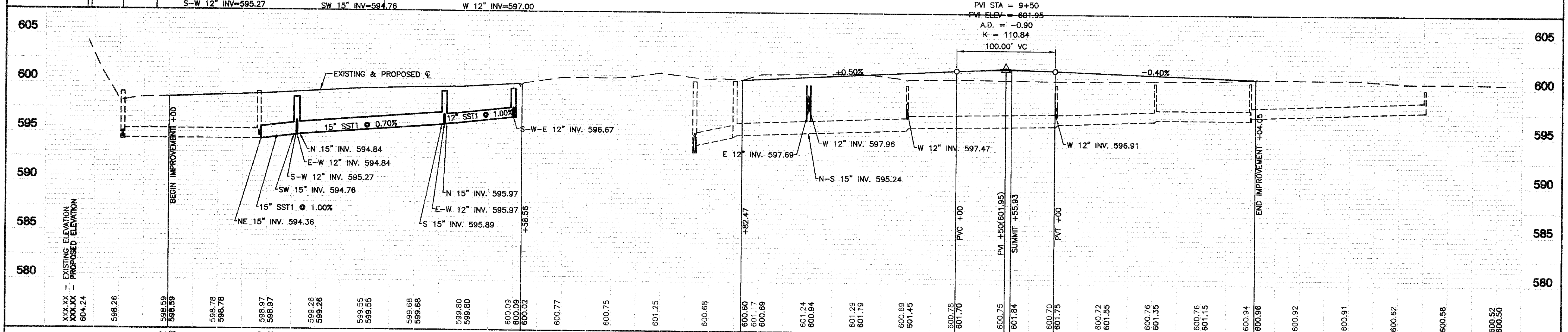

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	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
EXISTING & PROPOSED DRAINAGE & UTILITIES

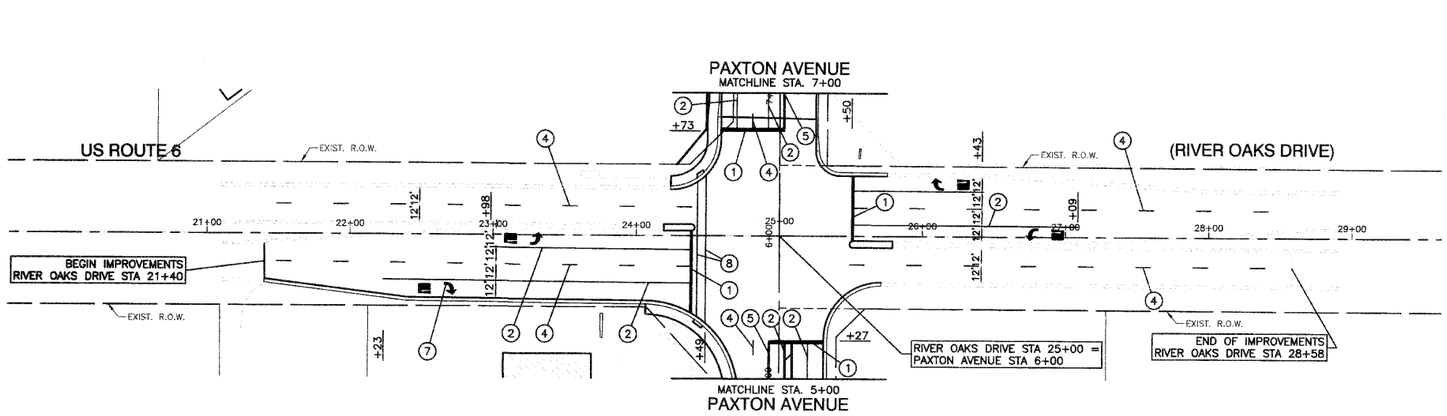
SCALE: H 1"=50' V 1"=5' | SHEET NO. 014 OF 044 SHEETS | STA. | TO STA.

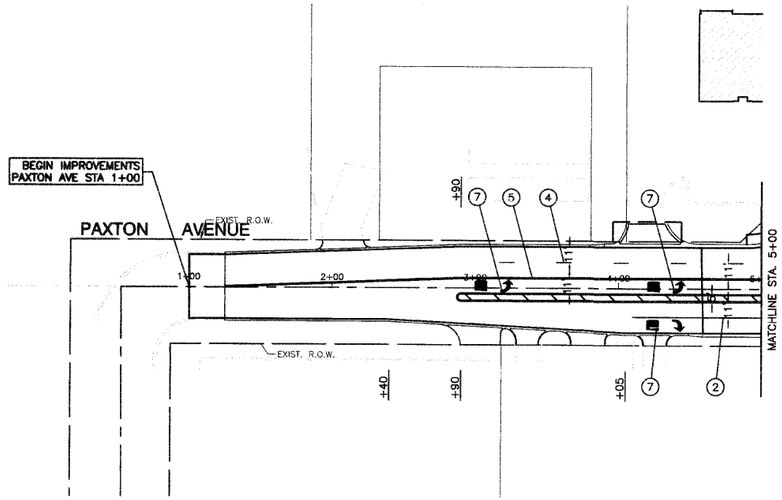
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	014

CONTRACT NO. 63268

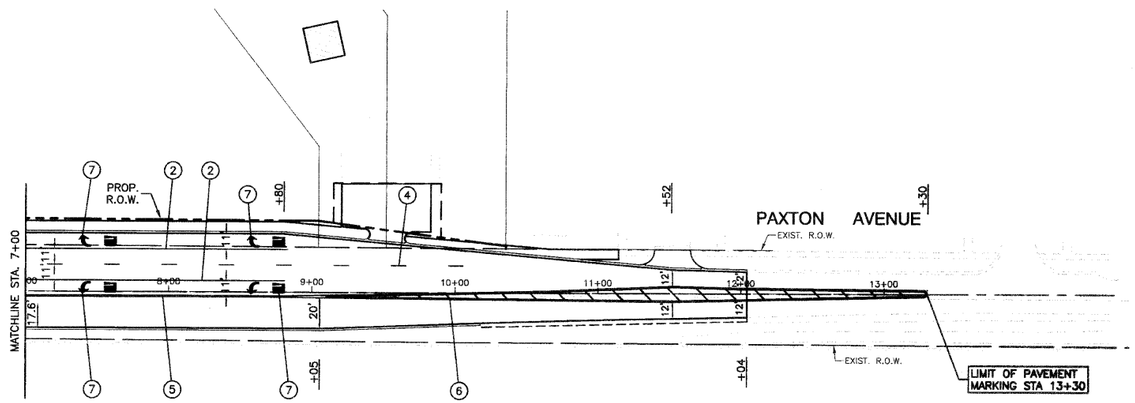
FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT HD-M-9003(256)

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14





US ROUTE 6 (RIVER OAKS DRIVE)



NOTE

ALL PAVEMENT MARKINGS ON CONCRETE PAVEMENT WILL BE PREFORMED PLASTIC

RAISED REFLECTIVE PAVEMENT MARKER WILL BE INSTALLED ON US RTE 6 (RIVER OAKS DRIVE) ONLY ACCORDING TO THE DETAIL RAISED REFLECTIVE PAVEMENT MARKING (SNOW-PLOW RESISTANT)

PAVEMENT MARKING LEGEND

1. 24" WHITE STOP BAR
2. 6" WHITE LANE LINE
3. 6" WHITE SKIP-DASH LINE (2' LINE - 6' SPACE)
4. 4" WHITE SKIP - DASH LINE (10' LINE - 30' SPACE)
5. DOUBLE 4" YELLOW CENTERLINE (11" C/C)
6. 12" YELLOW DIAGONAL LINE (20' C/C)
7. WHITE LETTERS & SYMBOLS
8. 6" WHITE CROSSWALK LINE

FILE NAME = 06328-PLPR-01 - PVMK01	USER NAME =	DESIGNED - RW	REVISED -
		CHECKED - RW	REVISED -
	PLOT SCALE =	DRAWN - RG/PS	REVISED -
	PLOT DATE = 01-25-10	CHECKED - AG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
PAVEMENT MARKING

SCALE: 1"=50' | SHEET NO. 015 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	015
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(256)		

LOOP DETECTOR NOTES

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

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

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

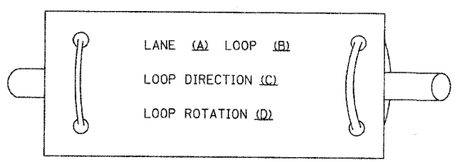
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

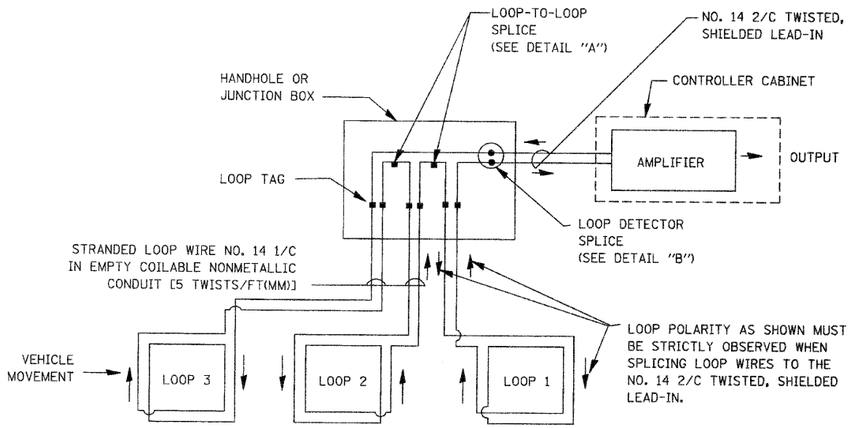


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

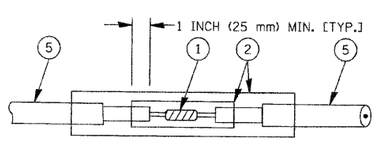
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

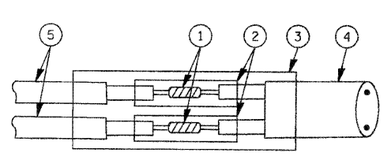


DETECTOR LOOP WIRING SCHEMATIC

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

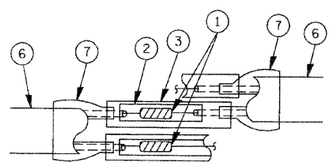


DETAIL "A"
LOOP-TO-LOOP SPLICE



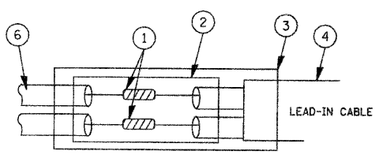
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

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

FILE NAME = 08328-SGNL-DTLS-01 - P01	USER NAME = bauerdl	DESIGNED — DAD	REVISED — 02-04-10
		CHECKED — BCK	REVISED —
	PLOT SCALE = 50.0000 ' / IN.	DRAWN — DAD	REVISED —
	PLOT DATE = 11/4/2009	CHECKED — 10-28-09	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

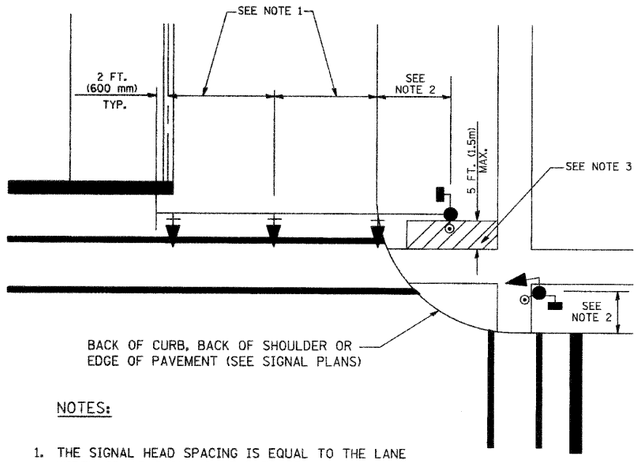
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 016 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	08-00139-00-CH	COOK	044	016
	TS-05	CONTRACT NO. 63288		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

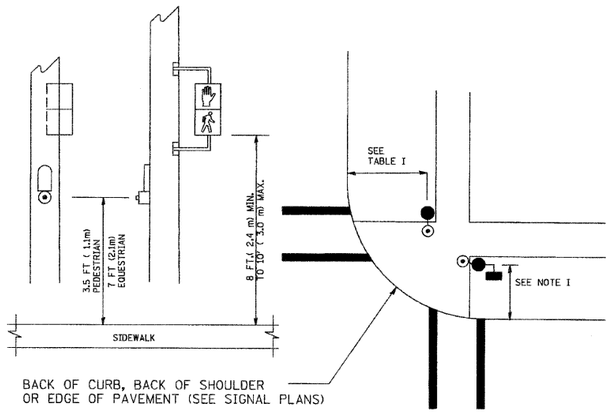
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

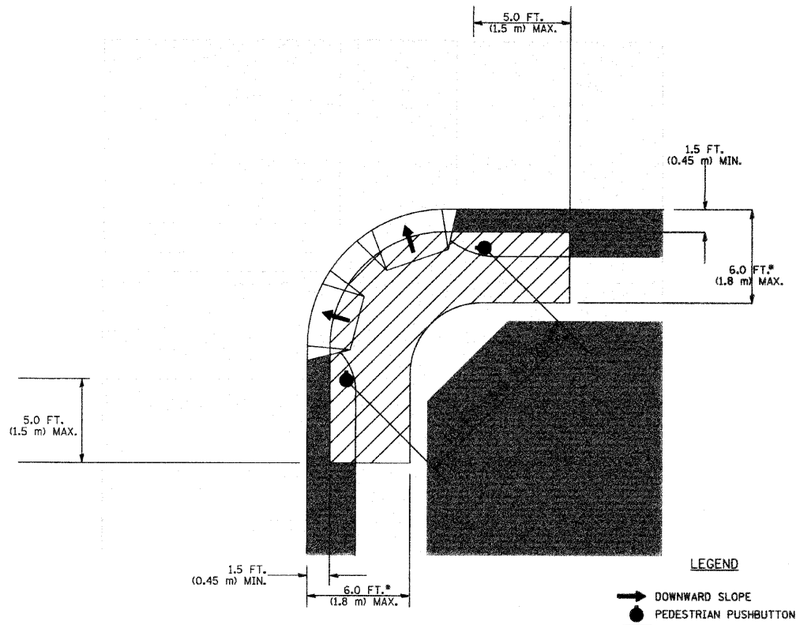
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

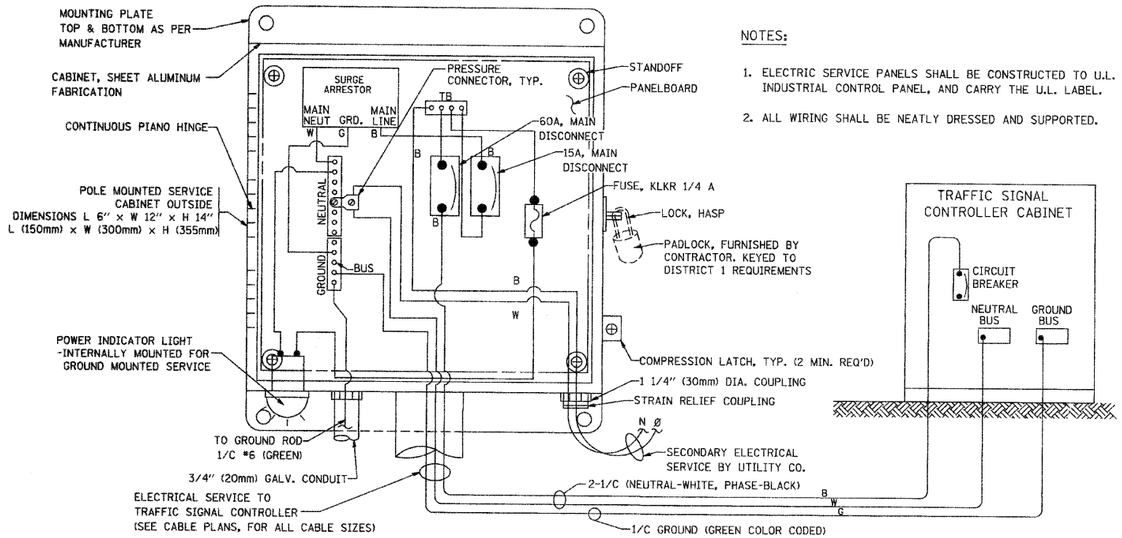
FILE NAME = 08328-SGNL-DTLS-01 - P02	USER NAME = bauerdl	DESIGNED — DAD	REVISED — 02-04-10
		CHECKED — BCK	REVISED —
	PLOT SCALE = 50.0000 ' / IN.	DRAWN — DAD	REVISED —
	PLOT DATE = 11/4/2009	CHECKED — 10-28-09	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 017 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	017
	TS-08	CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



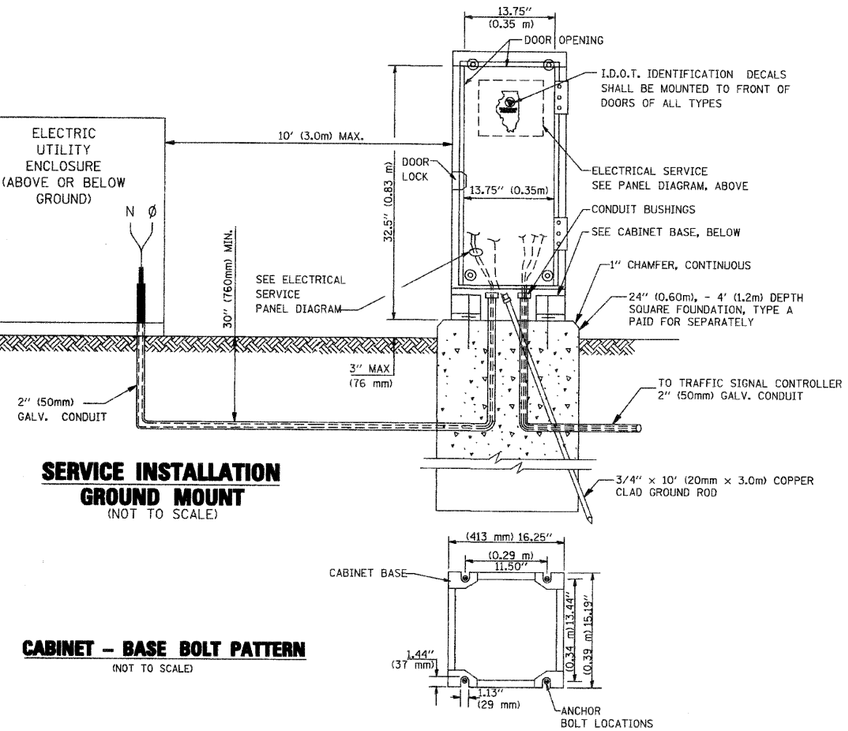
NOTES:

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

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

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

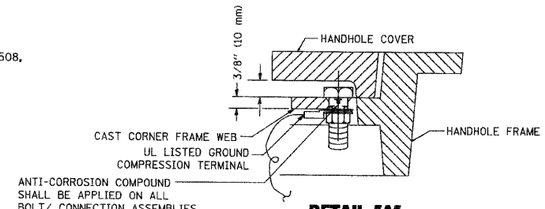


SERVICE INSTALLATION GROUND MOUNT

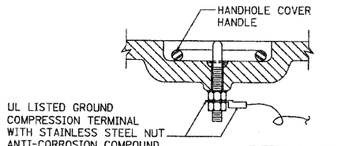
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

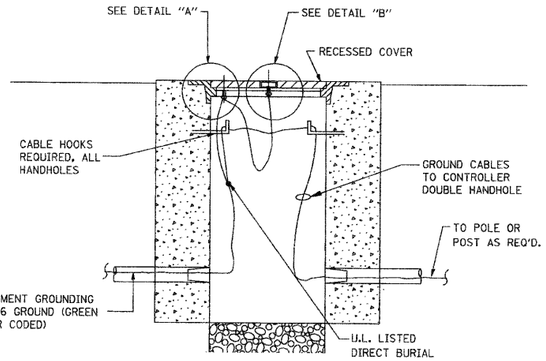
(NOT TO SCALE)



DETAIL "A"

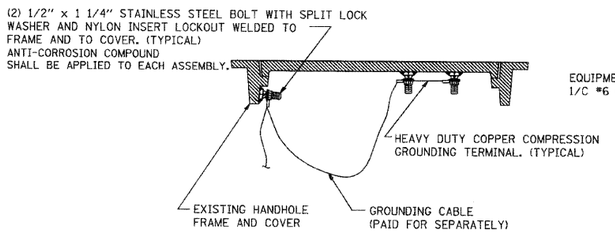


DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



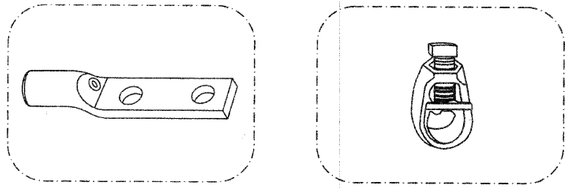
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

NOTES:

GROUNDING SYSTEM

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

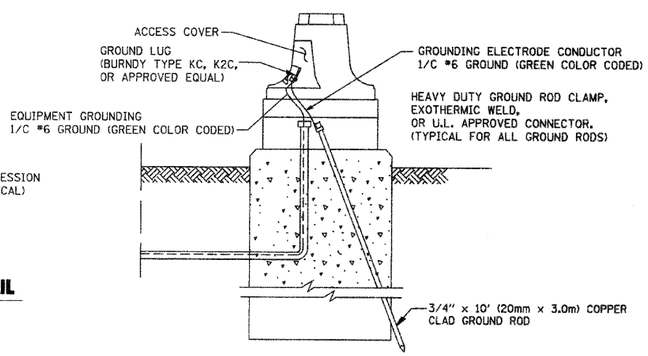


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

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

NOTES:

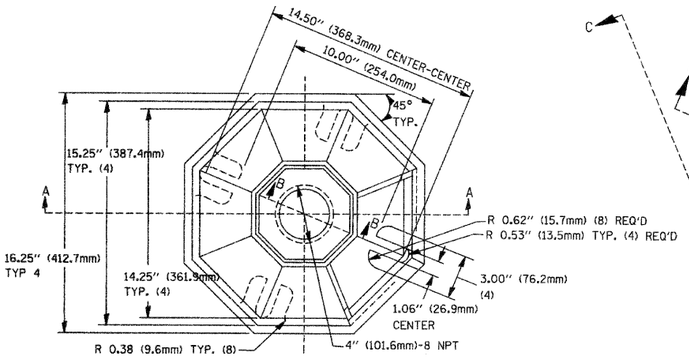
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



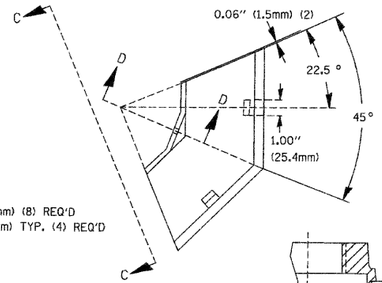
MAST ARM POLE / POST-GROUNDING DETAIL

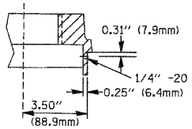
(NOT TO SCALE)

FILE NAME = 08328-SGNL-DTLS-01 - P03	USER NAME = bauerdl	DESIGNED — DAD	REVISED — 02-04-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED — BCK	REVISED —				351	08-00139-00-CH	COOK	044	018
	PLOT SCALE = 50.0000 ' / IN.	DRAWN — DAD	REVISED —					TS-05	CONTRACT NO. 63268		
	PLOT DATE = 11/4/2009	CHECKED — 10-28-09	REVISED —		SCALE: NONE	SHEET NO. 018 OF 044 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

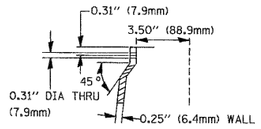


TOP VIEW

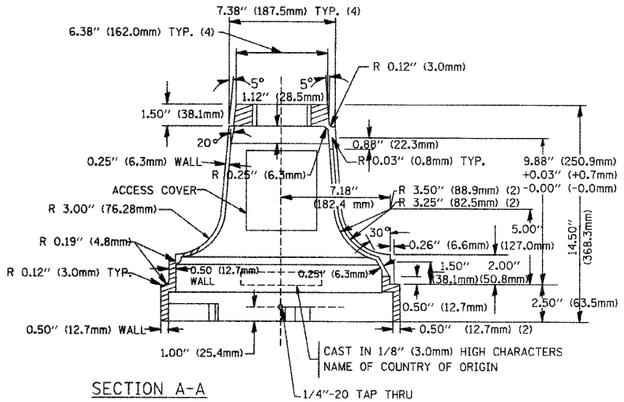




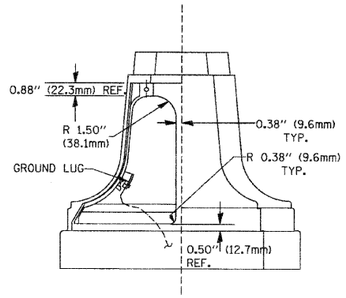
SECTION B-B



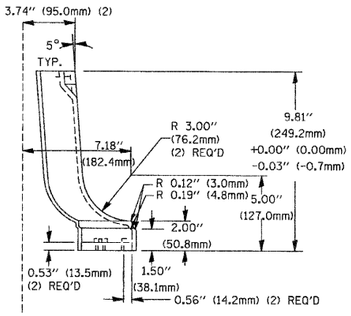
SECTION D-D



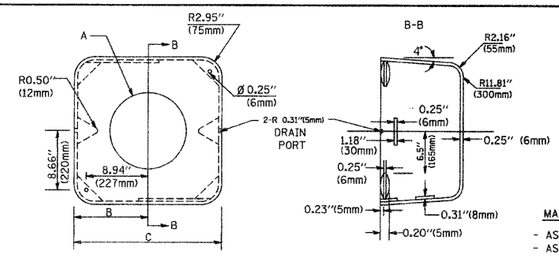
SECTION A-A



VIEW C-C



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



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

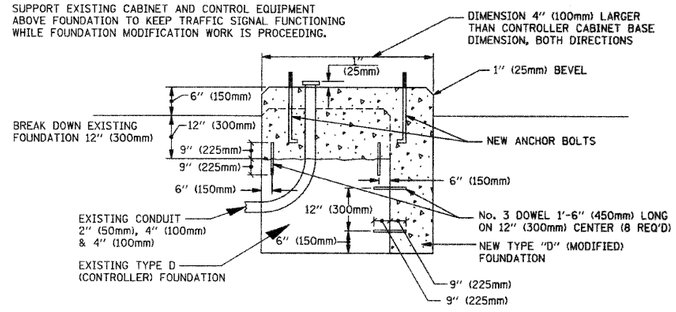
A	B	C	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

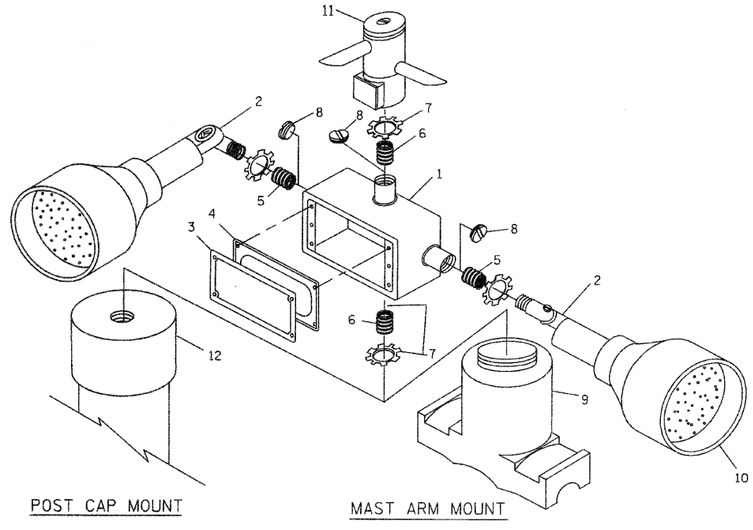
NOTES:

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

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



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

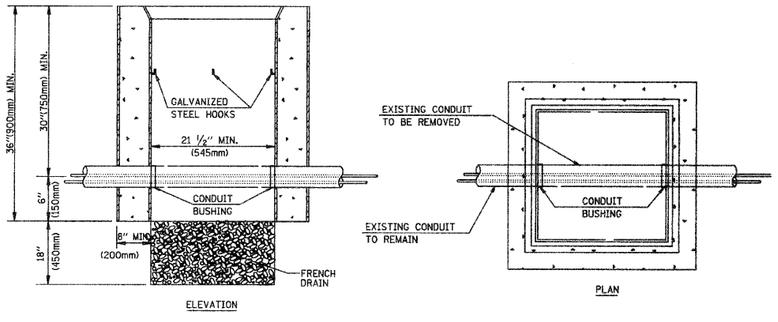
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

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



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME = 08328-SGNL-DTLS-01 - P04	USER NAME = bauerdl	DESIGNED — DAD	REVISED — 02-04-10
		CHECKED — BCK	REVISED —
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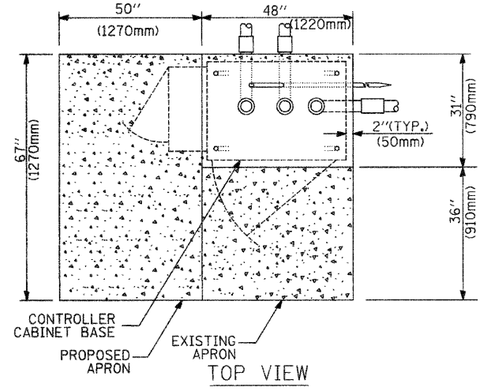
	PLOT DATE = 11/4/2009	CHECKED — 10-28-09	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

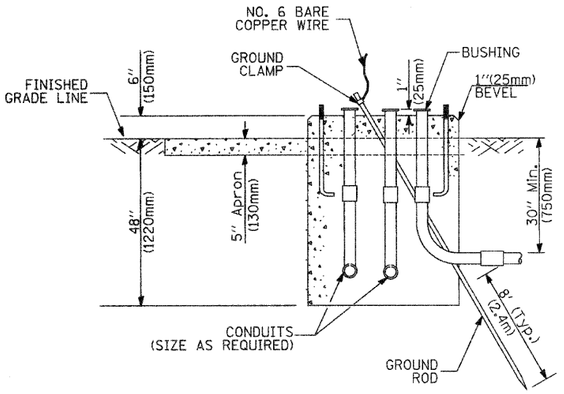
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 019 OF 044 SHEETS | STA. | TO STA.

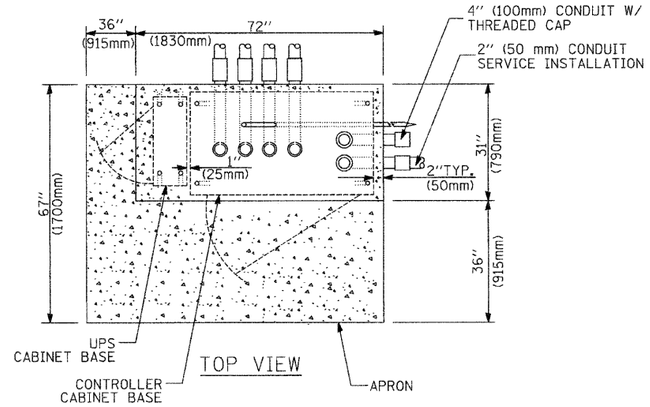
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	019
	TS-05	CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



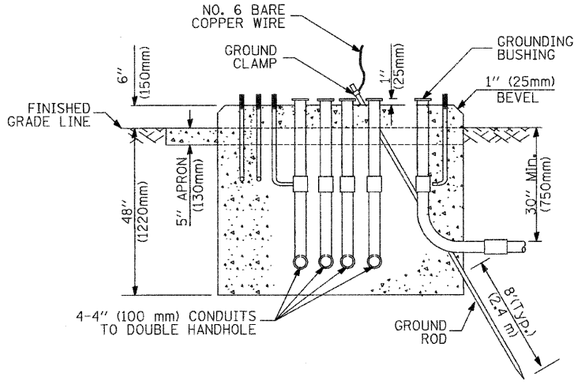
TOP VIEW



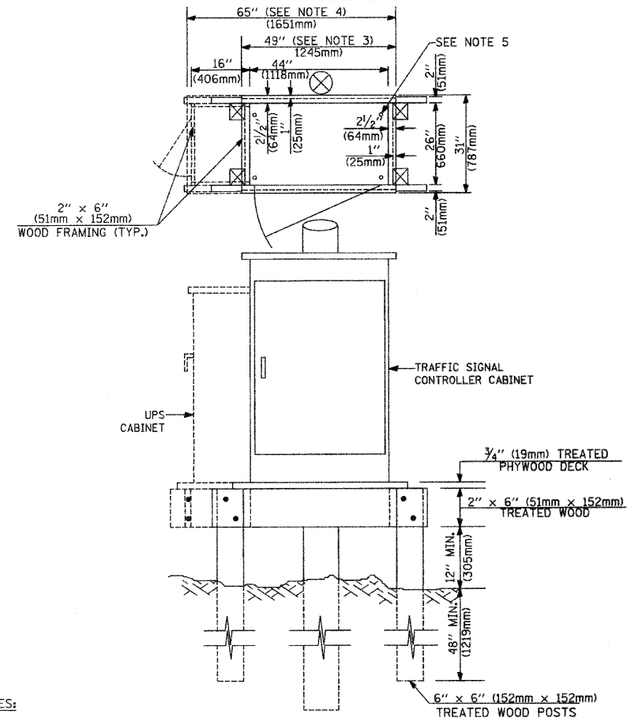
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



TOP VIEW



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FILE NAME = 08328-SGNL-DTLS-01 - P05	USER NAME = bauerdl	DESIGNED — DAG	REVISED — 02-04-10
		CHECKED — BCK	REVISED —
	PLOT SCALE = 50.0000 ' / IN.	DRAWN — DAD	REVISED —
	PLOT DATE = 11/4/2009	CHECKED — 10-28-09	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET NO. 019A OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	08-00139-00-CH	COOK	044	019A
	TS-08	CONTRACT NO. 63288		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

TRAFFIC SIGNAL LEGEND

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

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

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

RAILROAD SYMBOLS

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

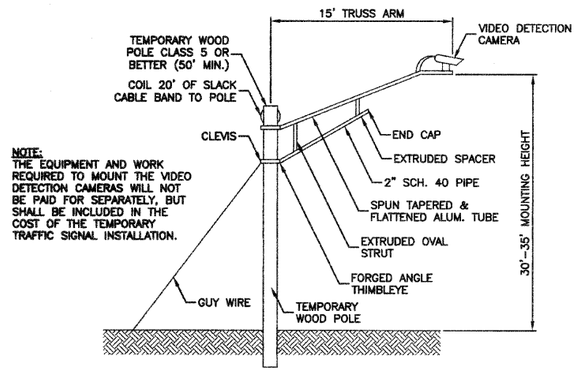
FILE NAME = 08328-SGNL-DTLS-01 - P08	USER NAME = beuerdl	DESIGNED — DAG/BCK	REVISED — 02-04-10	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
		CHECKED — BCK	REVISED —					
	PLOT SCALE = 50.0000 ' / IN.	DRAWN — DAD	REVISED —		SCALE: NONE	SHEET NO. 019B OF 044 SHEETS	STA.	TO STA.
	PLOT DATE = 11/4/2009	CHECKED — 10-28-09	REVISED —					

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	08-00139-00-CH	COOK	044	019B
	TS-08	CONTRACT NO. 63288		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

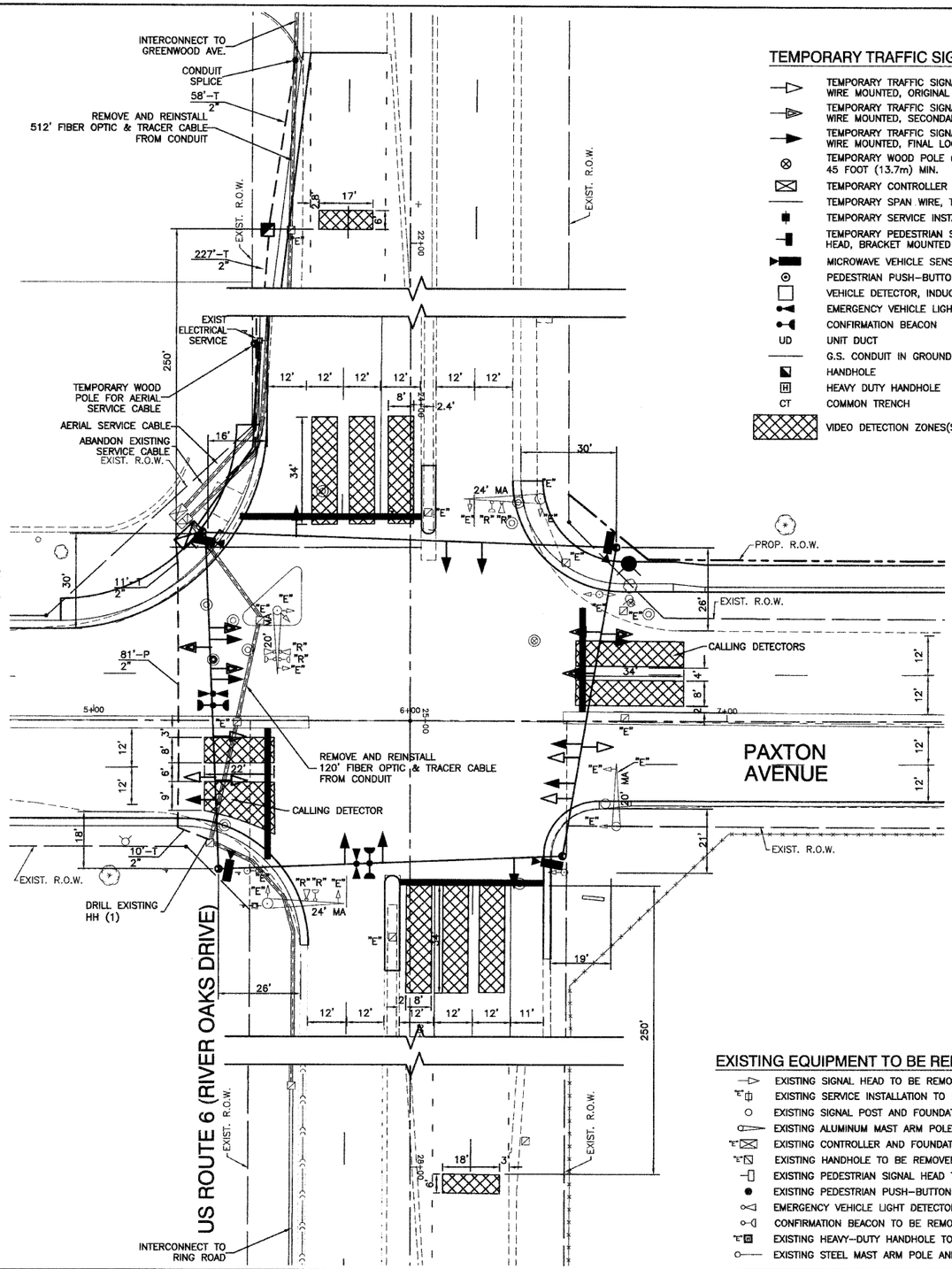
SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER.. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAMES AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENT AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORRY TRAFFIC SIGNAL INSTALLTIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORAY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PREEMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE ECONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.
11. THIS EXISTING TRAFFIC SIGNAL POSTS AND TYPE A CONCRETE FOUNDATION SHALL BE REMOVED.
12. THE EXISTING TRAFFIC SIGNAL POSTS, MAST ARMS AND CONCRETE FOUNDATIONS SHALL BE REMOVED.
13. THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET SHALL BE REMOVED. THE EXISTING FOUNDATION SHALL BE REMOVED.
14. EXISTING EMERGENCY VEHICLE LIGHT DETECTORS, CONFIRMATION BEACONS AND LIGHT DETECTOR AMPLIFIER SHALL BE RETURNED TO THE OWNER THEN RELOCATED TO PROPOSED PERMANENT TRAFFIC SIGNAL INSTALLATION.
15. ALL DETECTION ZONES ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED AND LAID OUT IN THE FIELD BY THE MANUFACTURER'S TECHNICIAN AS APPROVED BY THE ENGINEER.
16. CONSTRUCT PROPOSED CONDUIT AND HANDHOLE REQUIRED FOR RELOCATION OF EXISTING INTERCONNECT TRAFFIC SIGNAL CABLE AND TRACER OR USE RADIO INTERCONNECT FOR TEMPORARY TRAFFIC SIGNAL.



TEMPORARY VIDEO DETECTION CAMERA MOUNTING DETAIL



TEMPORARY TRAFFIC SIGNAL LEGEND

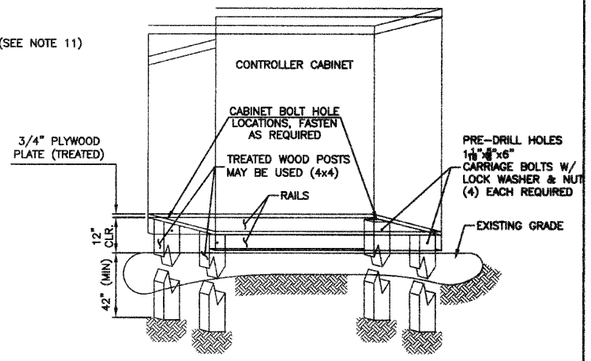
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED, ORIGINAL LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED, SECONDARY LOCATION
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED, FINAL LOCATION
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MIN.
- TEMPORARY CONTROLLER CABINET
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE
- TEMPORARY SERVICE INSTALLATION
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED
- MICROWAVE VEHICLE SENSOR
- PEDESTRIAN PUSH-BUTTON DETECTOR
- VEHICLE DETECTOR, INDUCTION LOOP
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- UD UNIT DUCT
- G.S. CONDUIT IN GROUND
- HANDHOLE
- H HEAVY DUTY HANDHOLE
- CT COMMON TRENCH
- VIDEO DETECTION ZONES(SEE NOTE 11)

N

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.

CONTROLLER CABINET TYPE AND DIMENSIONS VARY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CORRECT CABINET DIMENSIONS PRIOR TO THE CONSTRUCTION OF THE MOUNTING PLATFORM SHOWN BELOW.

CABINET PLATFORM LEGS AND RAILS SHALL BE CONSTRUCTED OF 2"x6" TREATED WOOD TO RESIST WEATHERING.



TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM DETAIL

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: IDOT
1 EACH CONTROLLER AND CABINET (COMPLETE)

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

4 EACH	MAST ARM AND POLE
3 EACH	POSTS
1 EACH	SIGNAL HEAD, 3 FACE, 1-5 SECTION, 1-3 SECTION
6 EACH	SIGNAL HEAD, 1 FACE, 3 SECTION
2 EACH	SIGNAL HEAD, 1 FACE, 5 SECTION
1 EACH	SIGNAL HEAD, 2 FACE, 1-3 SECTION, 1-5 SECTION
1 EACH	SIGNAL HEAD, 2 FACE, 3 SECTION
4 EACH	BACKPLATE
1 EACH	SERVICE INSTALLATION

EXISTING EQUIPMENT TO BE REMOVED LEGEND

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

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

FILE NAME = 08328-SGNL-01 - TP-TS01	USER NAME =	DESIGNED - MS	REVISED - 02-04-10
		CHECKED - MS	REVISED -
	PLOT SCALE =	DRAWN - SLG	REVISED -
	PLOT DATE = 01-25-10	CHECKED - AG	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

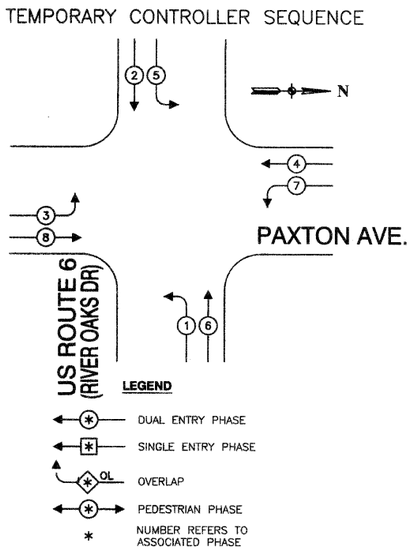
US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
TEMPORARY TRAFFIC SIGNAL PLAN AND EXISTING TRAFFIC SIGNAL REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. 020 OF 044 SHEETS | STA. | TO STA.

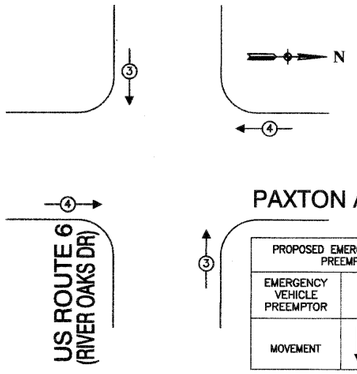
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	020
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(256)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14

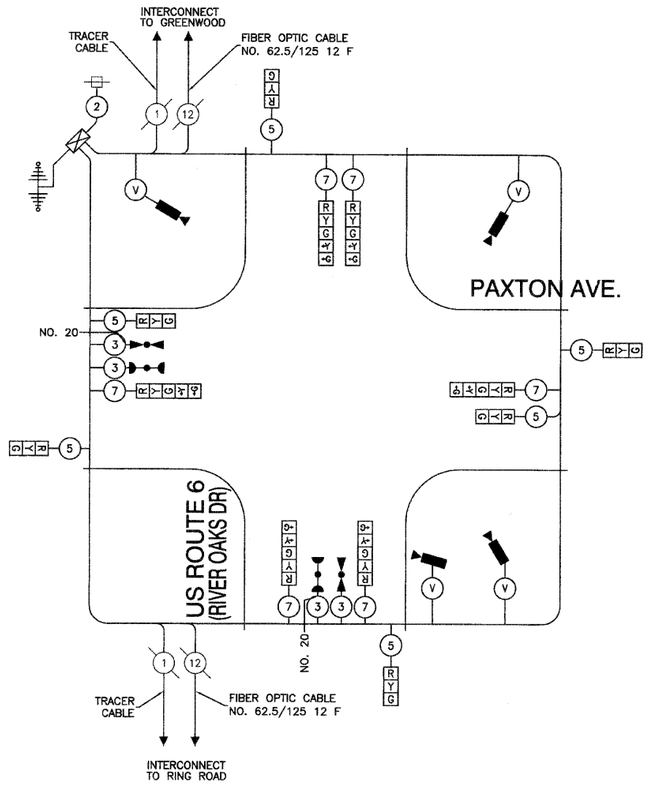
TEMPORARY CONTROLLER SEQUENCE



PHASE DESIGNATION DIAGRAM



TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



CABLE PLAN
NOT TO SCALE

TEMPORARY CABLE PLAN LEGEND

- 12" TRAFFIC SIGNAL SECTION
- CONTROLLER CABINET
- SERVICE INSTALLATION
- (2) DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- VEHICLE DETECTOR, INDUCTION LOOP
- PUSHBUTTON DETECTOR
- 12" PEDESTRIAN SIGNAL SECTION
- VIDEO DETECTION CAMERA
- WIRELESS INTERCONNECT

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

TYPE	NO. LAMPS	WATTAGE		% OPERATION	TOTAL WATTAGE
		INCAND.	LED		
SIGNAL (RED)	12		17	0.50	102
SIGNAL (YELLOW)	12		25	0.25	75
SIGNAL (GREEN)	12		15	0.25	45
SIGNAL (RED)	12		12	0.10	15
SIGNAL (RED)	1		100	1.00	100
SIGNAL (RED)	1		150	1.00	150
				TOTAL	488

ENERGY COSTS TO: CITY OF CALUMET CITY

ENERGY SUPPY: CONTACT: GREG TRIEMSTRA
PHONE: (708) 235-2331
COMPANY: COM ED

FILE NAME = 08326-SGNL-01 - TP-TS02	USER NAME =	DESIGNED — MS	REVISED —
		CHECKED — MS	REVISED —
	PLOT SCALE =	DRAWN — SLG	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

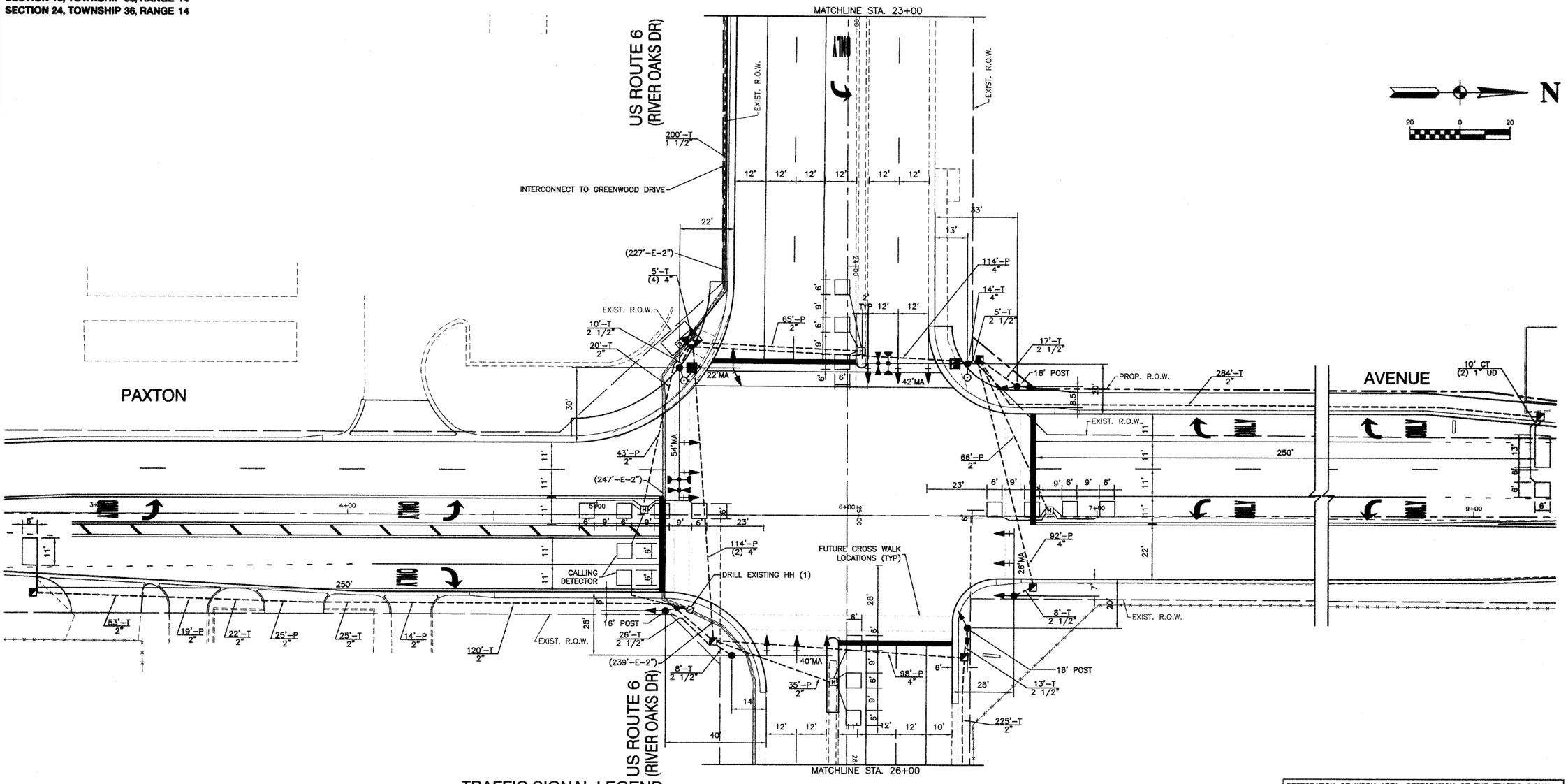
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT
TRAFFIC SIGNAL INSTALLATION TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM AND EMERGENCY VEHICLE PREEMPTION SEQUENCE

SCALE: NONE | SHEET NO. 021 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	021
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	■	▨
SERVICE INSTALLATION	■	▯
SIGNAL HEAD	►	▻
SIGNAL HEAD WITH BACKPLATE	►+	▻+
SIGNAL HEAD, PEDESTRIAN	■►	▯▻
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●—	○—
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●▰	○▰
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	●✱	○✱
UNIT DUCT	UD	
UNINTERRUPTIBLE POWER SUPPLY	B	

	PROPOSED	EXISTING
COMMON TRENCH	CT	
HANDHOLE	◪	◪
HEAVY DUTY HANDHOLE	H	H
DOUBLE HANDHOLE	◪◪	◪◪
G.S. CONDUIT IN GROUND	———	═══
PEDESTRIAN PUSHBUTTON DETECTOR	⊙	◎
DETECTOR LOOP	□	⬚
CAST IRON JUNCTION BOX	ⓘ	ⓘE
EMERGENCY VEHICLE SYSTEM DETECTOR	◄■	◅
CONFIRMATION BEACON	◄■	◅

	PROPOSED	EXISTING
SIGNAL HEAD OPTICALLY PROGRAMMED	►"P"	▻"P"
CONDUIT SPLICE	—●—	—●—
WOOD POLE	⊗	⊗E
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II	▭	▭E
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	▬	▭
RAILROAD CONTROL CABINET	R R	R RE
TELEPHONE CONNECTION	T	TE
ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"		E
ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"		E

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.

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

FILE NAME = 08328-SGNL-01 - TS01	USER NAME =	DESIGNED — MS	REVISED — 02-04-10
		CHECKED — MS	REVISED —
	PLOT SCALE =	DRAWN — SLG	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

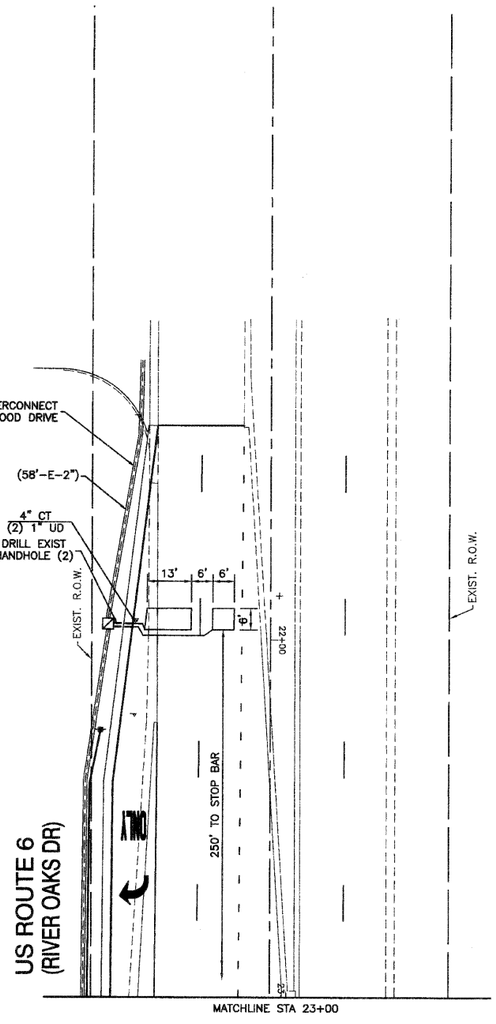
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

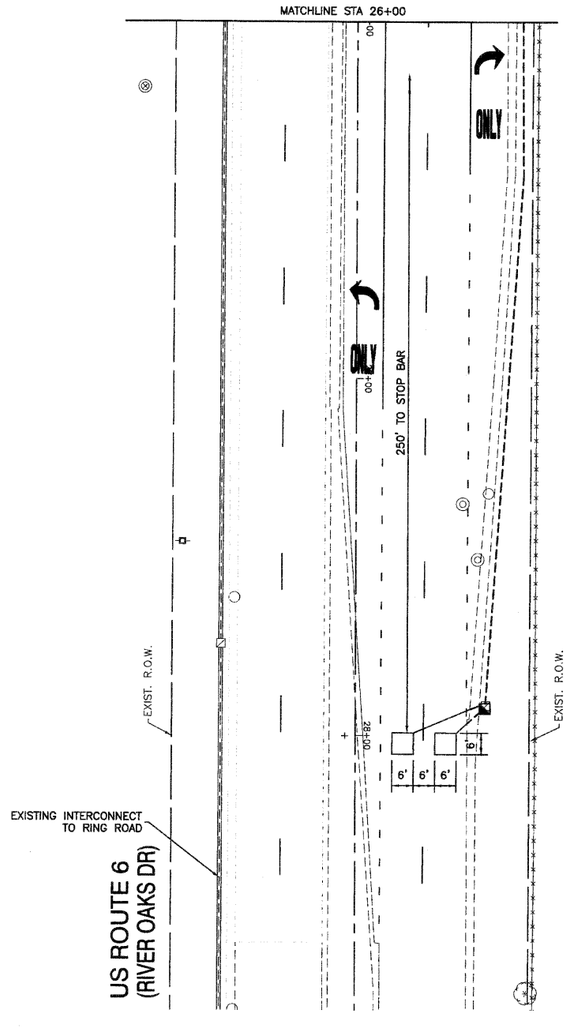
US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
TRAFFIC SIGNAL INSTALLATION

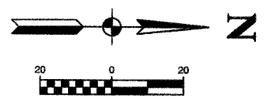
SCALE: 1"=20' | SHEET NO. 022 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	08-00139-00-CH	COOK	044	022
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14







TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	■	▨
SERVICE INSTALLATION	■	▯
SIGNAL HEAD	→	▷
SIGNAL HEAD WITH BACKPLATE	→	▷
SIGNAL HEAD, PEDESTRIAN	■	▯
SIGNAL POST	●	○
MAST ARM ASSEMBLY AND POLE, STEEL	●	○
MAST ARM ASSEMBLY AND POLE, ALUMINUM	●	○
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE	●	○
UNIT DUCT	UD	
UNINTERRUPTIBLE POWER SUPPLY	B	

	PROPOSED	EXISTING
COMMON TRENCH	CT	
HANDHOLE	◪	▨
HEAVY DUTY HANDHOLE	H	H
DOUBLE HANDHOLE	◪	▨
G.S. CONDUIT IN GROUND		
PEDESTRIAN PUSHBUTTON DETECTOR	⊙	◎
DETECTOR LOOP	□	⬚
CAST IRON JUNCTION BOX	ⓘ	ⓘ"E"
EMERGENCY VEHICLE SYSTEM DETECTOR	◀	◁
CONFIRMATION BEACON	◀	◁

	PROPOSED	EXISTING
SIGNAL HEAD OPTICALLY PROGRAMMED	→"P"	▷"P"
CONDUIT SPLICE		
WOOD POLE	⊗	⊗"E"
RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		"E"
VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE	■	▯
RAILROAD CONTROL CABINET	■	▨"E"
TELEPHONE CONNECTION	T	T
ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"		"E"
ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"		"E"

FILE NAME = 08328-SGNL-01 - TS02	USER NAME =	DESIGNED — MS	REVISED —
		CHECKED — MS	REVISED —
	PLOT SCALE =	DRAWN — SLG	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

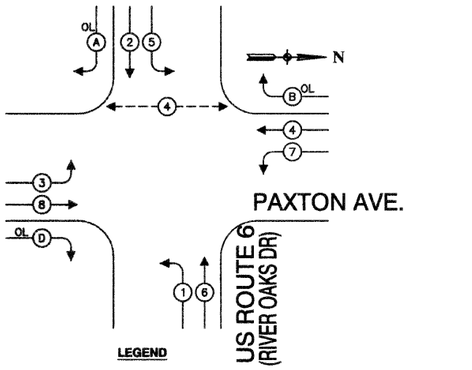
US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
TRAFFIC SIGNAL INSTALLATION

SCALE: 1"=20' | SHEET NO. 023 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	023
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14

PROPOSED CONTROLLER SEQUENCE

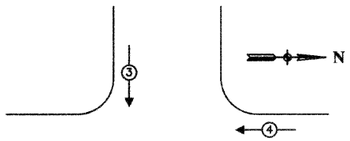


LEGEND

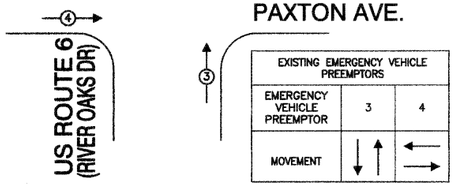
- DUAL ENTRY PHASE
- SINGLE ENTRY PHASE
- OL OVERLAP
- PEDESTRIAN PHASE
- * NUMBER REFERS TO ASSOCIATED PHASE

OVERLAP LETTER	PROTECTED PHASE	PERMISSIVE PHASE
A	3	+ 2
B	5	+ 4
D	1	+ 8

PHASE DESIGNATION DIAGRAM

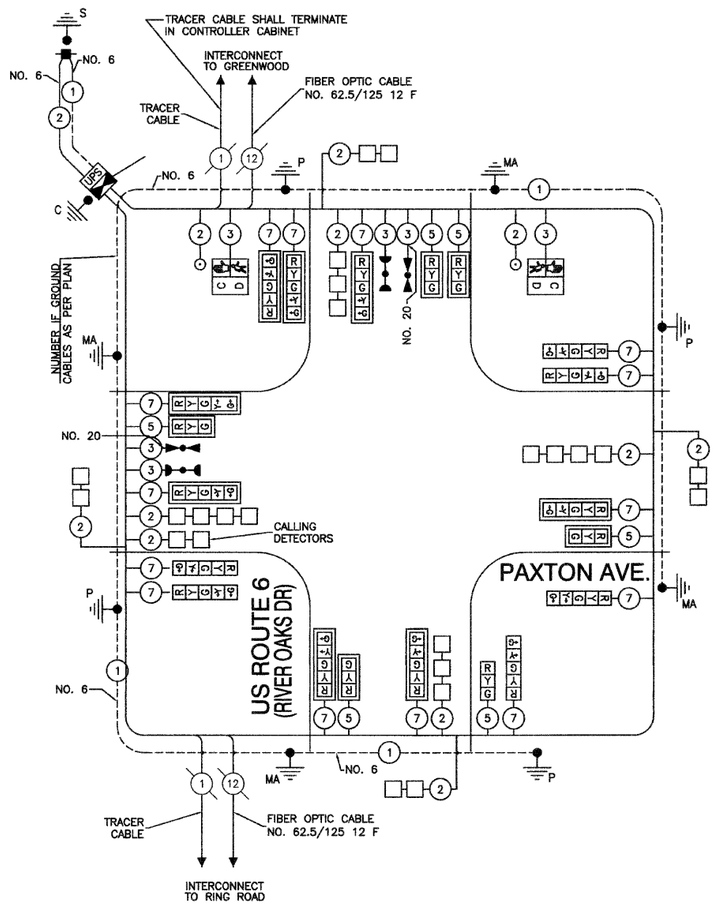


EMERGENCY VEHICLE PREEMPTION SEQUENCE

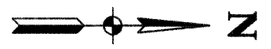


EXISTING EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →

NO.	ITEM DESCRIPTION	UNIT	TOTAL
1	SIGN PANEL – TYPE 1	SQ FT	15
2	SIGN PANEL – TYPE 2	SQ FT	36
3	ELECTRIC SERVICE INSTALLATION	EACH	1
4	CONDUIT IN TRENCH, 1–1/2" GALVANIZED STEEL	FOOT	200
5	CONDUIT IN TRENCH, 2" GALAVANIZED STEEL	FOOT	1053
6	CONDUIT IN TRENCH, 2–1/2" GALVANIZED STEEL	FOOT	61
7	CONDUIT IN TRENCH, 4" GALVANIZED STEEL	FOOT	101
8	CONDUIT PUSHED, 2" GALVANIZED STEEL	FOOT	139
9	CONDUIT PUSHED, 4" GALVANIZED STEEL	FOOT	720
10	HANDHOLE	EACH	7
11	HEAVY–DUTY HANDHOLE	EACH	4
12	DOUBLE HANDHOLE	EACH	1
13	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1416
14	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3
15	FULL–ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
16	ELECTRIC CABLE IN TRENCH, LEAD–IN, NO. 14 1 PAIR	FOOT	2309
17	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	194
18	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	505
19	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1387
20	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2627
21	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT	EACH	3
22	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT	EACH	1
23	STEEL MAST ARM ASSEMBLY AND POLE, 40 FT	EACH	1
24	STEEL MAST ARM ASSEMBLY AND POLE, 42 FT	EACH	1
25	CONCRETE FOUNDATION, TYPE A	FOOT	12
26	CONCRETE FOUNDATION, TYPE C	FOOT	4
27	CONCRETE FOUNDATION, TYPE E 30–INCH DIAMETER	FOOT	10
28	CONCRETE FOUNDATION, TYPE E 36–INCH DIAMETER	FOOT	30
29	CONCRETE FOUNDATION, TYPE E 42–INCH DIAMETER	FOOT	21
30	SIGNAL HEAD, LED, 1–FACE, 3–SECTION, MAST–ARM MOUNTED	EACH	5
31	SIGNAL HEAD, LED, 1–FACE, 5–SECTION, MAST–ARM MOUNTED	EACH	8
32	PEDESTRIAN SIGNAL HEAD, LED, 1–FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
33	TRAFFIC SIGNAL BACKPLATE, LOUVERED	EACH	13
34	DETECTOR LOOP, TYPE 1	FOOT	1000
35	PEDESTRIAN PUSH BUTTON	EACH	2
36	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
37	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
38	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
39	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4300
40	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1264
41	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	LSUM	1
42	REMOVE EXISTING HANDHOLE	EACH	7
43	REMOVE EXISTING CONCRETE FOUNDATION	EACH	6
44	SIGNAL HEAD, LED, 2–FACE, 1–3 SECTION, 1–5 SECTION, BRACKET MOUNTED	EACH	1
45	SIGNAL HEAD, LED, 2–FACE, 5–SECTION, BRACKET MOUNTED	EACH	2
46	SIGNAL HEAD, LED, 1–FACE, 5–SECTION, BRACKET MOUNTED	EACH	1
47	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	2500
48	RE–OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1
49	UNINTERRUPTIBLE POWER SUPPLY	EACH	1
50	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 2MM12F & SM12F	FOOT	2500
51	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	500
52	ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED, SHIELDED	FOOT	307
53	STEEL MAST ARM ASSEMBLY & POLE WITH DUAL MAST ARMS, 22' & 54'	EACH	1
54	DRILL EXISTING HANDHOLE	EACH	1



CABLE PLAN
NOT TO SCALE



CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" TRAFFIC SIGNAL SECTION
R	R	12" TRAFFIC SIGNAL SECTION
W	W	12" PEDESTRIAN SIGNAL SECTION
C D	C D	12" PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
T	T	TELEPHONE CONNECTION
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
2	2	DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
R Y G "P"	R Y G "P"	SIGNAL FACE WITH BACKPLATE "P" INDICATES PROGRAMMED HEAD
"E"	"E"	RAILROAD CONTROL CABINET
"E"	"E"	ILLUMINATED SIGN, FIBOR OPTRIC "NO LEFT TURN"
"E"	"E"	ILLUMINATED SIGN, FIBOR OPTRIC "NO RIGHT TURN"
H/C	H/C	GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
P	P	GROUND ROD AT POST OR MAST ARM POLE
S	S	GROUND ROD AT ELECTRIC SERVICE INSTALLATION
1	1	GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
24	24	FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2–MM12F & SM12F
	UPS	UNINTERRUPTIBLE POWER SUPPLY

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

TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20		17	0.50	170
SIGNAL (YELLOW)	20		25	0.25	125
SIGNAL (GREEN)	20		15	0.25	75
ARROW	28		12	0.10	34
PED SIGNAL	2		25	1.00	50
CONTROLLER	1		100	1.00	100
FLASHER			150	1.00	
				TOTAL	554

ENERGY COSTS TO: CITY OF CALUMET CITY

ENERGY SUPPY: CONTACT: GREG TRIEMSTRA
PHONE: (708) 235–2331
COMPANY: COM ED

FOUNDATION (DEPTH)	FT.	(m)
TYPE A – POST	4	(1.2)
D – CONTROLLER	4	(1.2)
E – M. ARM POLE		
30" (750mm)	15	(4.6)
30" (750mm)	15	(4.6)
36" (900mm)	15	(4.6)

CABLE SLACK	FT.	(m)
HANDHOLE	6.5	(2.0)
DOUBLE HANDHOLE	13	(4.0)
SIGNAL POST	2	(1.0)
CONTROLLER CAB.	1	(0.5)
FIBER OPTIC	13	(4.0)
ELECTRIC SERVICE	1	(0.5)
GROUND CABLE	1	(0.5)

VERTICAL	FT.	(m)
ALL FOUNDATIONS	3.5	(1.0)
MAST ARM (L) POLE	20'+L–2=	(8m+L–0.6m)=
BRACKET MOUNTED	13	(4.0)
PED. PUSHBUTTON	4	(1.2)
ELECTRIC SERVICE	13.5	(4.1)
SERVICE TO GROUND	13.5	(4.1)
POST MOUNTED	6	(1.8)

FILE NAME = 08328-SGNL-01 - TS03	USER NAME =	DESIGNED – MS	REVISED – 02-04-10
		CHECKED – MS	REVISED –
	PLOT SCALE =	DRAWN – SLG	REVISED –
	PLOT DATE = 01-25-10	CHECKED – AG	REVISED –

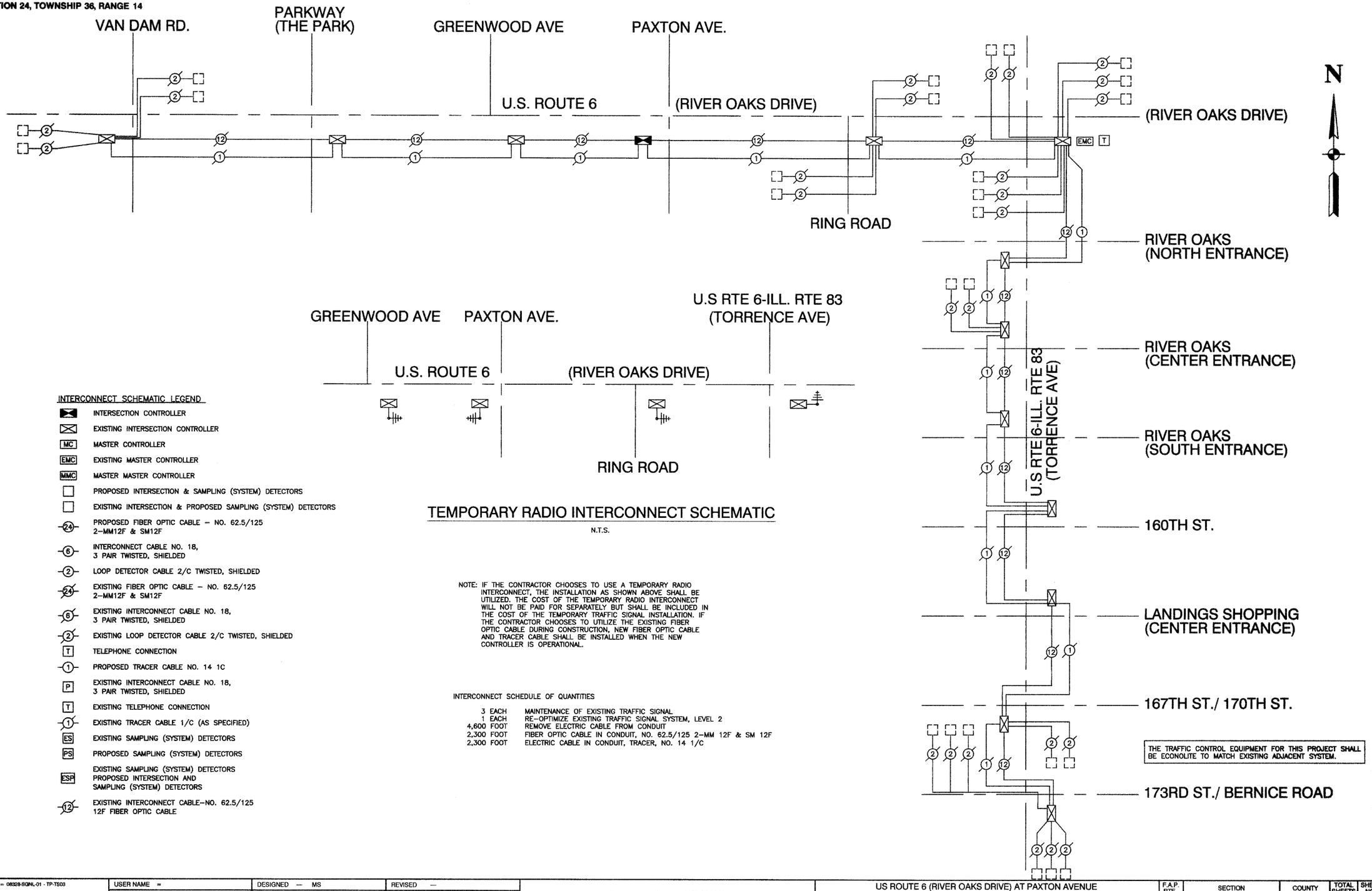
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT
TRAFFIC SIGNAL INSTALLATION CABLE PLAN, PHASE DESIGNATION DIAGRAM
EMERGENCY VEHICLE PREEMPTION SEQUENCE AND QUANTITIES

SCALE: NONE | SHEET NO. 024 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	024
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

SECTION 13, TOWNSHIP 36, RANGE 14
SECTION 24, TOWNSHIP 36, RANGE 14



INTERCONNECT SCHEMATIC LEGEND

- INTERSECTION CONTROLLER
- EXISTING INTERSECTION CONTROLLER
- MC — MASTER CONTROLLER
- EMC — EXISTING MASTER CONTROLLER
- MMC — MASTER MASTER CONTROLLER
- PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- EXISTING INTERSECTION & PROPOSED SAMPLING (SYSTEM) DETECTORS
- (24) — PROPOSED FIBER OPTIC CABLE – NO. 62.5/125 2–MM12F & SM12F
- (6) — INTERCONNECT CABLE NO. 18, 3 PAIR TWISTED, SHIELDED
- (2) — LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED
- (24) — EXISTING FIBER OPTIC CABLE – NO. 62.5/125 2–MM12F & SM12F
- (6) — EXISTING INTERCONNECT CABLE NO. 18, 3 PAIR TWISTED, SHIELDED
- (2) — EXISTING LOOP DETECTOR CABLE 2/C TWISTED, SHIELDED
- T — TELEPHONE CONNECTION
- (1) — PROPOSED TRACER CABLE NO. 14 1C
- P — EXISTING INTERCONNECT CABLE NO. 18, 3 PAIR TWISTED, SHIELDED
- T — EXISTING TELEPHONE CONNECTION
- (1) — EXISTING TRACER CABLE 1/C (AS SPECIFIED)
- ES — EXISTING SAMPLING (SYSTEM) DETECTORS
- PS — PROPOSED SAMPLING (SYSTEM) DETECTORS
- ESP — EXISTING SAMPLING (SYSTEM) DETECTORS PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS
- (12) — EXISTING INTERCONNECT CABLE–NO. 62.5/125 12F FIBER OPTIC CABLE

TEMPORARY RADIO INTERCONNECT SCHEMATIC

N.T.S.

NOTE: IF THE CONTRACTOR CHOOSES TO USE A TEMPORARY RADIO INTERCONNECT, THE INSTALLATION AS SHOWN ABOVE SHALL BE UTILIZED. THE COST OF THE TEMPORARY RADIO INTERCONNECT WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. IF THE CONTRACTOR CHOOSES TO UTILIZE THE EXISTING FIBER OPTIC CABLE DURING CONSTRUCTION, NEW FIBER OPTIC CABLE AND TRACER CABLE SHALL BE INSTALLED WHEN THE NEW CONTROLLER IS OPERATIONAL.

INTERCONNECT SCHEDULE OF QUANTITIES

3	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL
1	EACH	RE–OPTIMIZE EXISTING TRAFFIC SIGNAL SYSTEM, LEVEL 2
4,600	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
2,300	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 2–MM 12F & SM 12F
2,300	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C

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

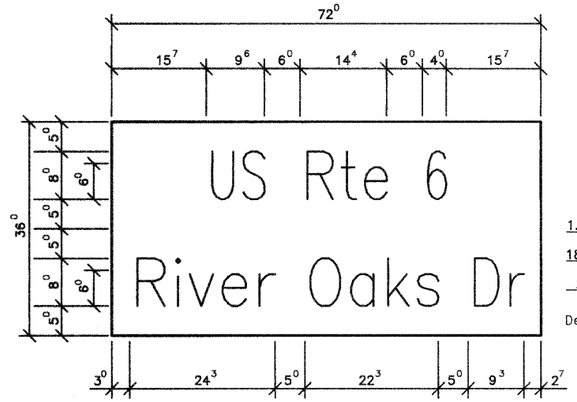
FILE NAME = 06328-SGNL-01 - TP-TS03	USER NAME =	DESIGNED — MS	REVISED —
		CHECKED — MS	REVISED —
	PLOT SCALE =	DRAWN — SLG	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

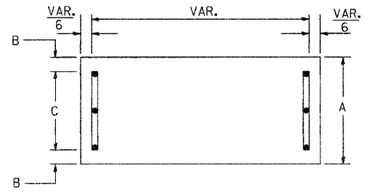
US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
TRAFFIC SIGNAL INSTALLATION INTERCONNECT SCHEMATIC

SCALE: 1"=50' | SHEET NO. 025 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	025
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



PANEL SIGN DESIGN TYPE 2



A	B	C
18"	2"	14"

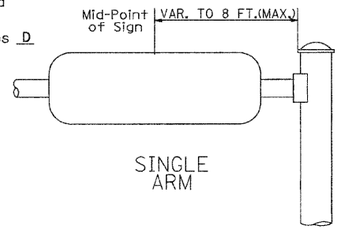
1.67 Sq. M. each

18.0 Sq. Ft. each

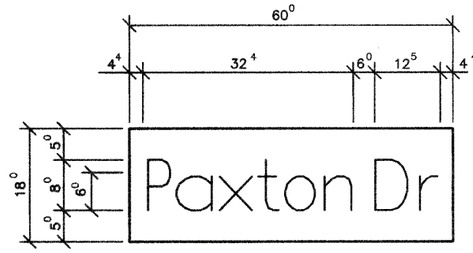
2 Required

Design Series D

SUPPORTING CHANNELS



SINGLE ARM



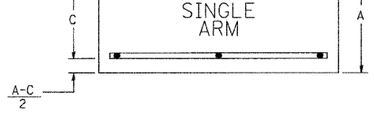
0.70 Sq. M. each

7.5 Sq. Ft. each

2 Required

Design Series D

SUPPORTING CHANNELS



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

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

PANEL SIGN DESIGN TYPE 1

GENERAL NOTES

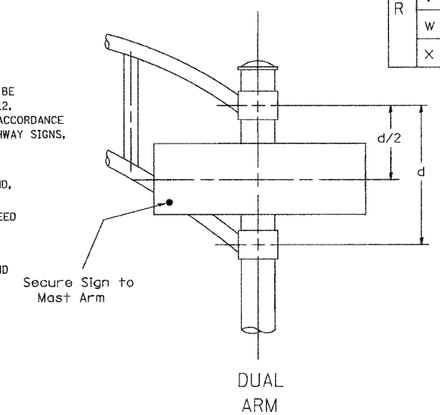
1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" × 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
3. THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
4. ALL BORDERS SHALL BE ¾" WIDE AND CORNER RADIUS SHALL BE 2-1/4 ".
5. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

   * J.O. HERBERT CO. MIDLOTHIAN, VA.
   * WESTERN REMAC INC. WOODRIDGE, IL.

PARTS LISTING:

SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	¼" × 14 × 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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



DUAL ARM

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

Upper Case To Lower Case

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

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

Lower Case To Lower Case

Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER: a c d e g o q		b h i k l m n p r u		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
a d h g i j i m n q u	1^6	1^7	2^2	2^4	1^6	1^7	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^6	1^7
b f k o p s	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
c e	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^2	1^4	1^2	1^4	1^2	1^4	1^2	1^4
r	0^6	1^0	1^2	1^4	0^6	1^0	0^3	0^3	0^5	0^6	0^5	0^6	0^6	1^0	0^6	1^0
t z	1^2	1^4	1^6	1^7	1^2	1^4	0^6	1^0	1^1	1^2	1^1	1^2	1^2	1^4	1^2	1^4
v y	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	0^6	1^0	0^6	1^0	1^1	1^2	1^1	1^2
w	1^1	1^2	1^4	1^5	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4
x	1^2	1^4	1^6	1^7	1^1	1^2	0^5	0^6	1^1	1^2	1^1	1^2	1^1	1^2	1^2	1^4

Number To Number

Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER: 0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^6	1^7
1	2^0	2^1	2^0	2^1	2^0	2^1	1^6	1^7	1^4	1^5	2^0	2^1	2^0	2^1	1^4	1^5	2^0	2^1	2^0	2^1
2 3 4	1^4	1^5	1^4	1^5	1^4	1^5	1^2	1^4	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^6	1^7	1^4	1^5
5	1^4	1^5	1^4	1^5	1^4	1^5	1^1	1^2	1^1	1^2	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
6	1^6	1^7	1^4	1^5	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^4	1^5	1^1	1^2	1^4	1^5	1^4	1^5
7	1^2	1^4	1^2	1^4	1^4	1^5	1^2	1^5	0^5	0^6	1^2	1^4	1^4	1^5	1^1	1^2	1^4	1^5	1^2	1^4
8	1^6	1^7	1^6	1^7	1^4	1^5	1^2	1^5	1^2	1^4	1^4	1^5	1^6	1^7	1^2	1^4	1^6	1^7	1^4	1^5

EXAMPLE, $2^{(3)}$ DENOTES $\frac{3}{8}$"

UPPER AND LOWER CASE LETTER WIDTHS

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

NUMBER	6 INCH SERIES C	D	8 INCH SERIES C	D
1	1^2	1^4	1^5	2^0
2	3^2	4^0	4^3	5^3
3	3^2	4^0	4^3	5^3
4	3^5	4^3	4^7	5^7
5	3^2	4^0	4^3	5^3
6	3^2	4^0	4^3	5^3
7	3^2	4^0	4^3	5^3
8	3^2	4^0	4^3	5^3
9	3^2	4^0	4^3	5^3
0	3^4	4^2	4^5	5^5

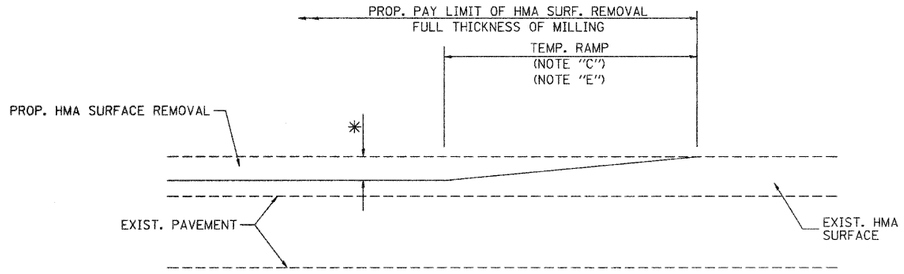
FILE NAME = 08328-SIGN-DTLS-01 - P01	USER NAME = kanthaphixaybc	DESIGNED — DAG./BCK.	REVISED — DAG-10/28/09
		CHECKED — BCK.	REVISED — 02-04-10
	PLOT SCALE = 20.0000 ' / IN.	DRAWN — DAG/DAD	REVISED —
	PLOT DATE = 10/6/2009	CHECKED — 03/15/09	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: | SHEET NO. 026 OF 044 SHEETS | STA. | TO STA.

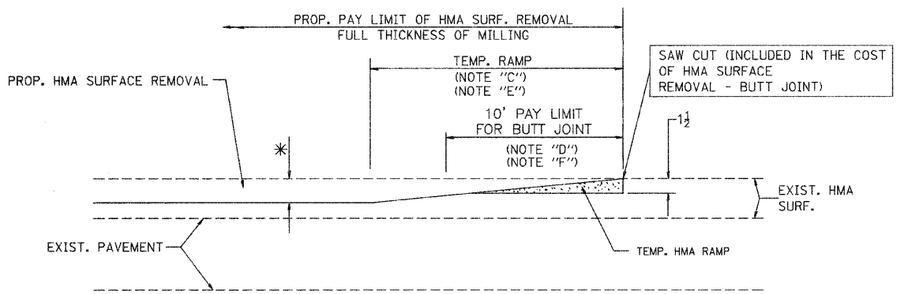
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	026
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(256)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

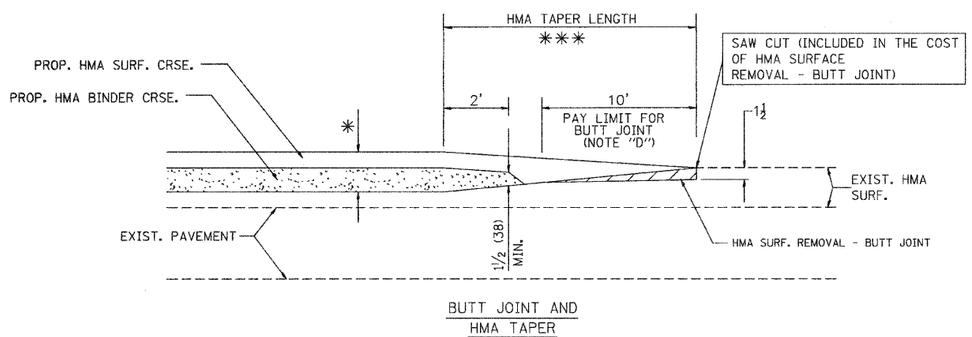


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

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

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

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

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

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

✳ SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

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

BASIS OF PAYMENT:

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

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

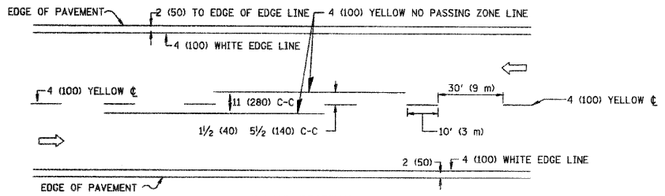
FILE NAME = 08328-DTLS-04 - BD-32	USER NAME =	DESIGNED — RW	REVISED —
		CHECKED — RW	REVISED —
	PLOT SCALE =	DRAWN — SLG	REVISED —
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

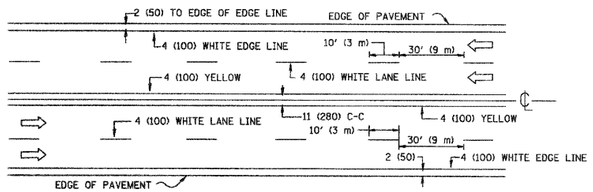
US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
CONSTRUCTION DETAILS

SCALE: NONE | SHEET NO. 027 OF 044 SHEETS | STA. | TO STA.

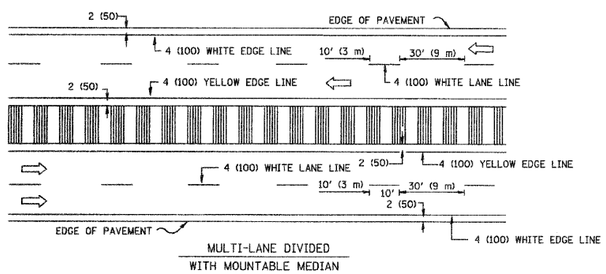
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	027
		CONTRACT NO. 63288		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



2-LANE ROADWAY



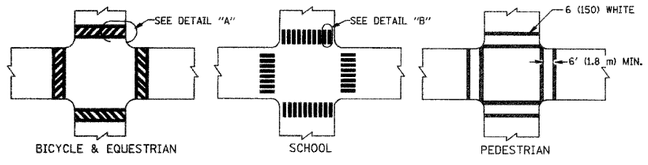
MULTI-LANE UNDIVIDED

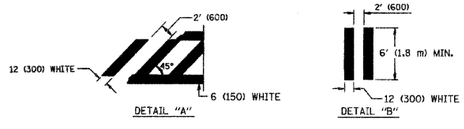


MULTI-LANE DIVIDED
WITH MOUNTABLE MEDIAN

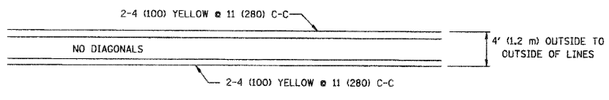
NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

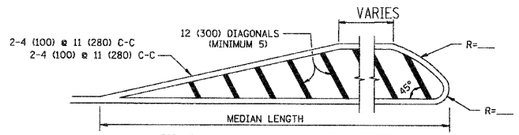




TYPICAL CROSSWALK MARKING



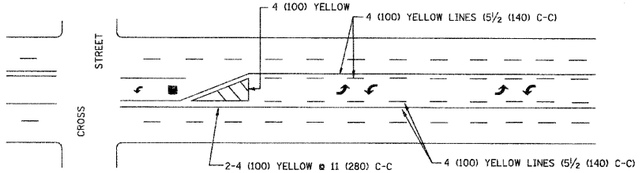
4' (1.2 m) WIDE MEDIANS ONLY



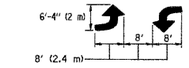
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

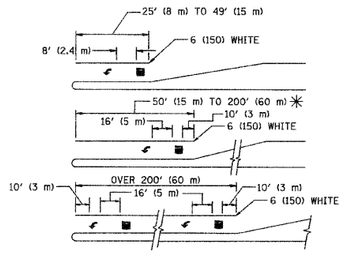


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

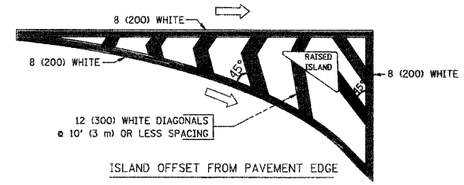


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) AREA = 20.8 SQ. FT. (1.9 m^2)

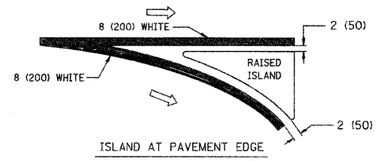
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

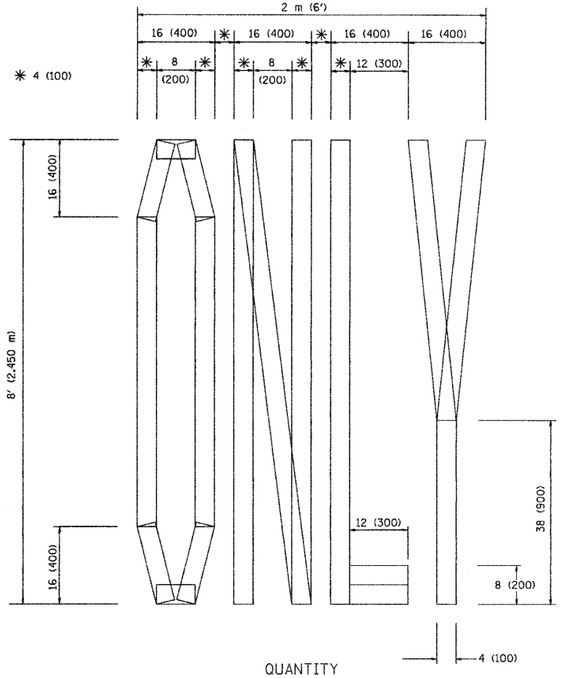
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊄ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊄ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊄ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊄ 6 (150) 12 (300) ⊄ 45° 12 (300) ⊄ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊄ 4 (100) WITH 12 (300) DIAGONALS ⊄ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊄ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m^2) EACH "X"=54.0 SQ. FT. (5.0 m^2)
SHOULDER DIAGONALS	12 (300) ⊄ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

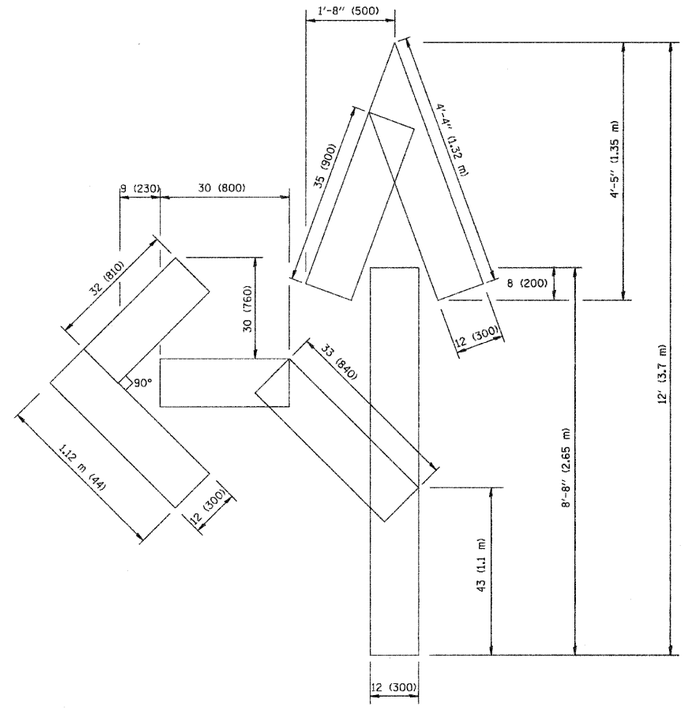
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = 06328-DTLS-03 - TC-13	USER NAME = drivekcsgn	DESIGNED — EVERS	REVISED —T. RAMMACHER 10-27-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CONSTRUCTION DETAILS
		CHECKED —	REVISED —C. JUCIUS 09-09-09		
	PLOT SCALE = 50.000 ' / IN.	DRAWN —	REVISED — 02-04-10		
	PLOT DATE = 9/9/2009	CHECKED — 03-19-90	REVISED —		SCALE: NONE | SHEET NO. 028 OF 044 SHEETS | STA. | TO STA.

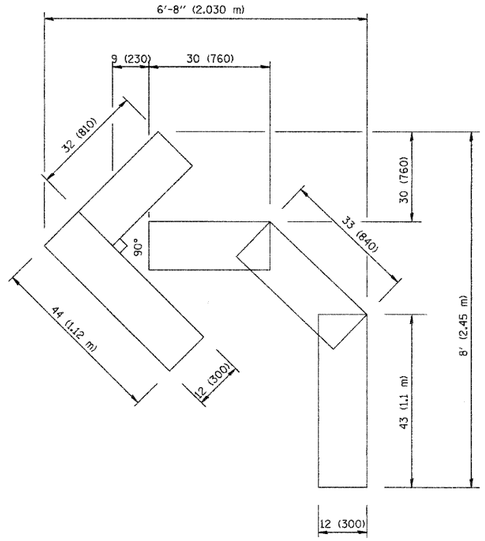
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	028
	TC-13	CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



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

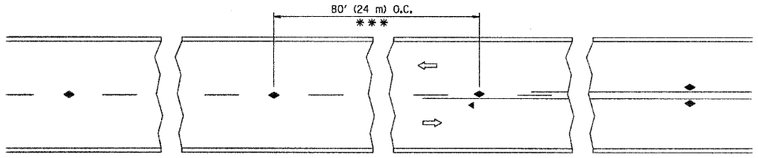


QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



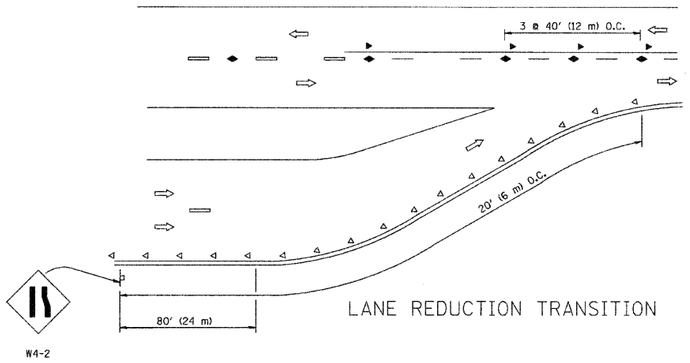
QUANTITY
4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.39 sq. m)

FILE NAME = 08328-DTLS-05 - TC-16	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CONSTRUCTION DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
		CHECKED — RW	REVISED —					351	06-00139-00-CH	COOK	044 / 029
	PLOT SCALE =	DRAWN — SLG	REVISED —							CONTRACT NO. 63268	
	PLOT DATE = 01-25-10	CHECKED — AG	REVISED —		SCALE: NONE	SHEET NO. 029 OF 044 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)	

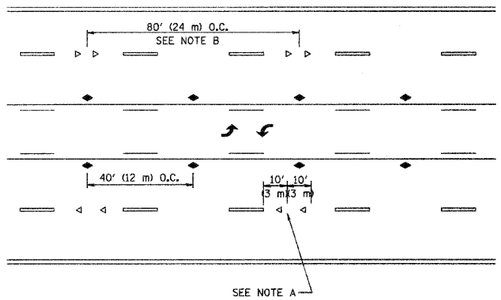


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

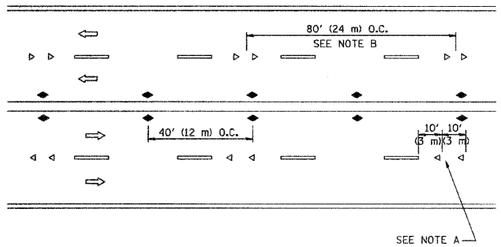
TWO-LANE/TWO-WAY



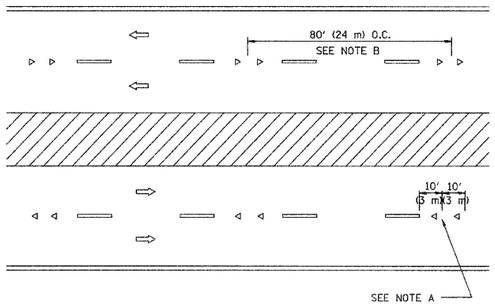
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

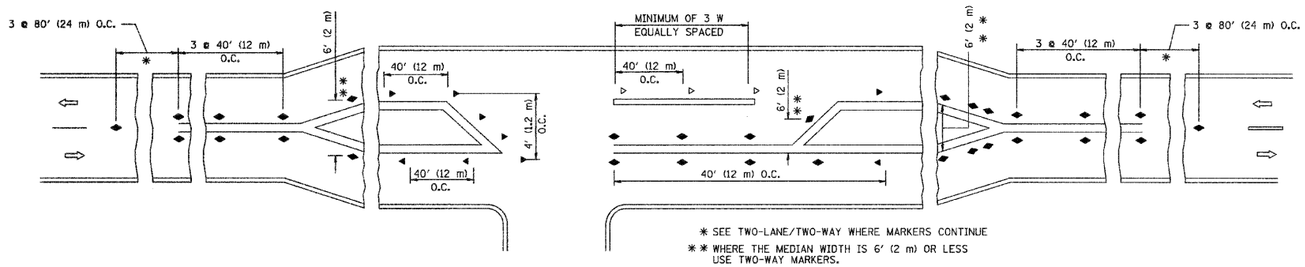
SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.



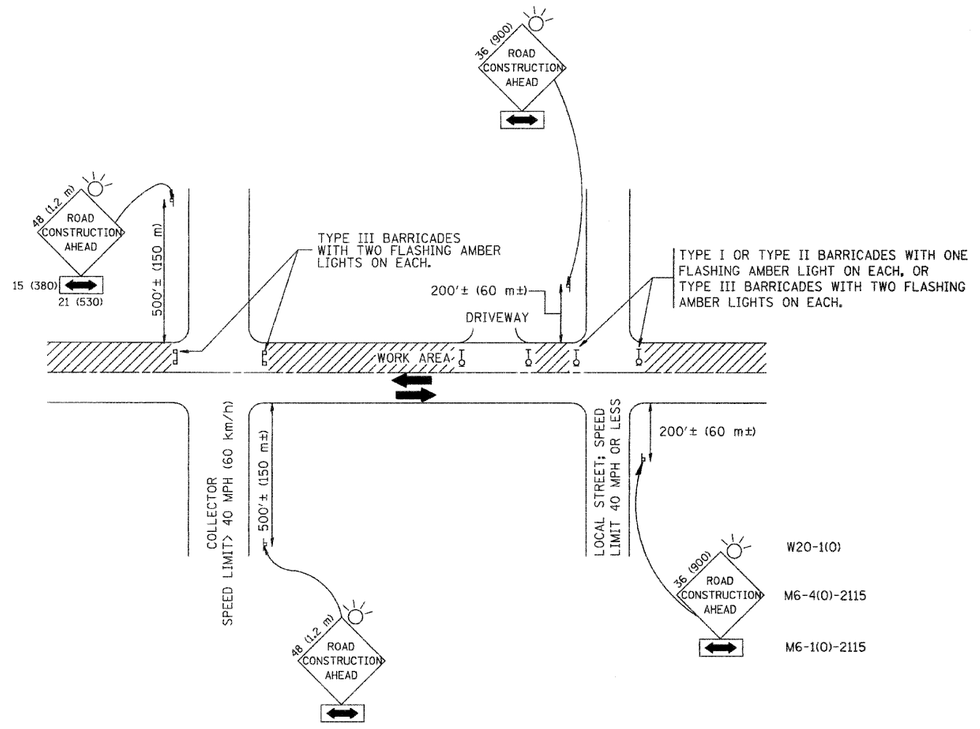
* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

LEFT TURN

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

FILE NAME = 08328-DTLS-07 - TC-11	USER NAME = drivakosgn	DESIGNED —	REVISED —T. RAMMACHER 09-19-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED —	REVISED —T. RAMMACHER 03-12-99			351	06-00139-00-CH	COOK	044	030
	PLOT SCALE = 50.000 ' / IN.	DRAWN —	REVISED —T. RAMMACHER 01-06-00				TC-11	CONTRACT NO. 63268		
	PLOT DATE = 9/9/2009	CHECKED —	REVISED —C. JUCIUS 09-09-09		SCALE:	SHEET NO. 030 OF 044 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)



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

NOTES:

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

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

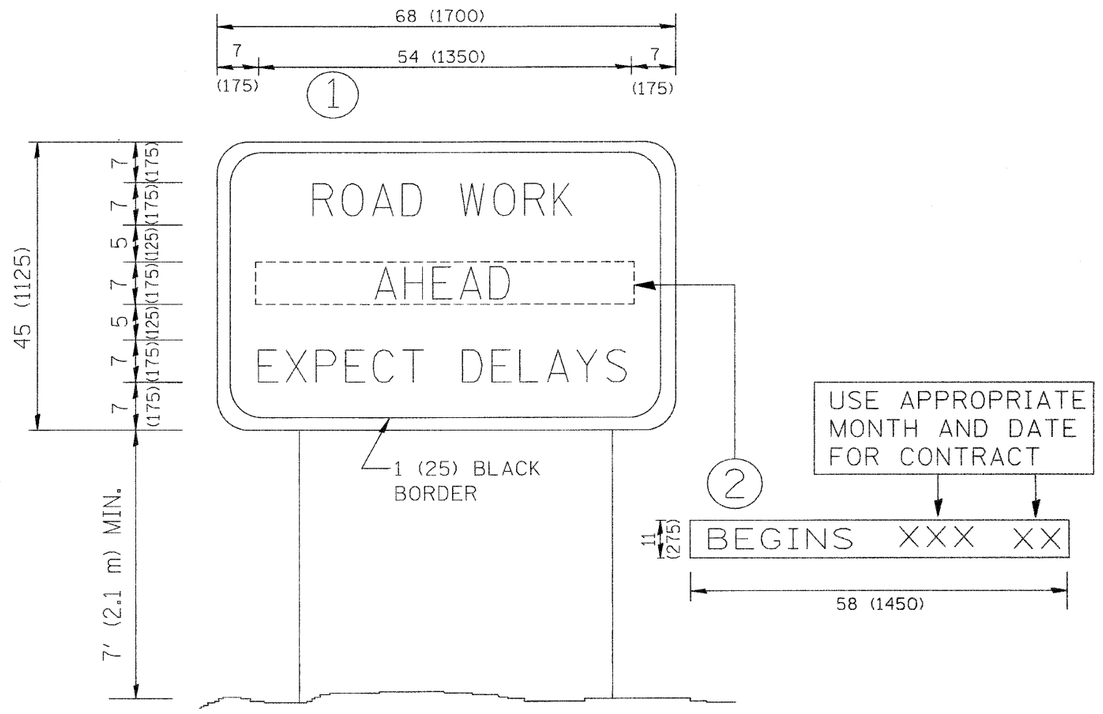
FILE NAME = 08329-DTLS-06 - TC-10	USER NAME = gaglianobt	DESIGNED — LHA	REVISED — J. OBERLE 10-18-95
		CHECKED —	REVISED — A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	DRAWN —	REVISED — A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	CHECKED — 06-89	REVISED — T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: | SHEET NO. 031 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	031
	TC-16	CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



NOTES:

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

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

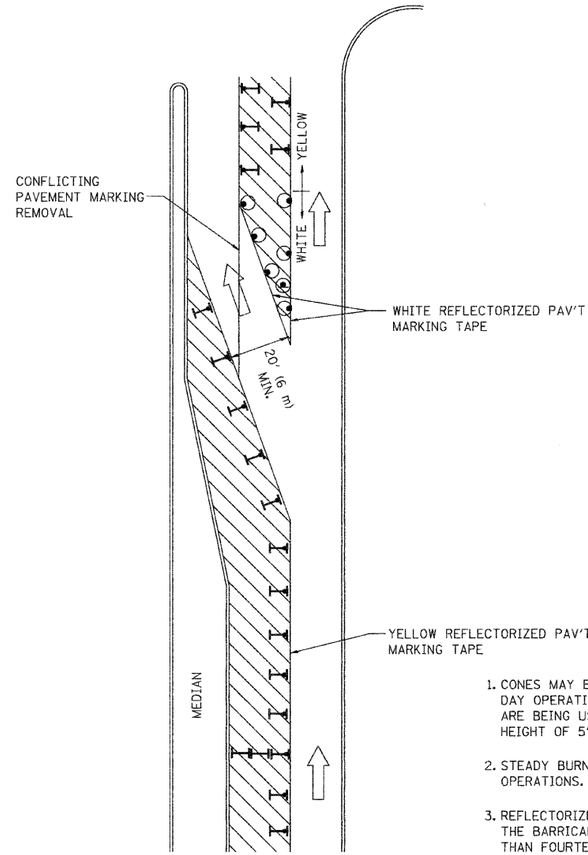
FILE NAME = 08328-DTLS-08 - TC-22	USER NAME = gaglianobt	DESIGNED —	REVISED — R. MIRS 09-15-97
		CHECKED —	REVISED — R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	DRAWN —	REVISED — T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	CHECKED —	REVISED — C. JUCIUS 01-31-07

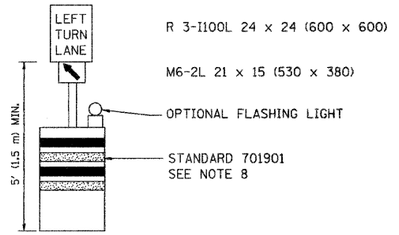
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: | SHEET NO. 032 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	032
	TC-22	CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		





GENERAL NOTES

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

LEGEND

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

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

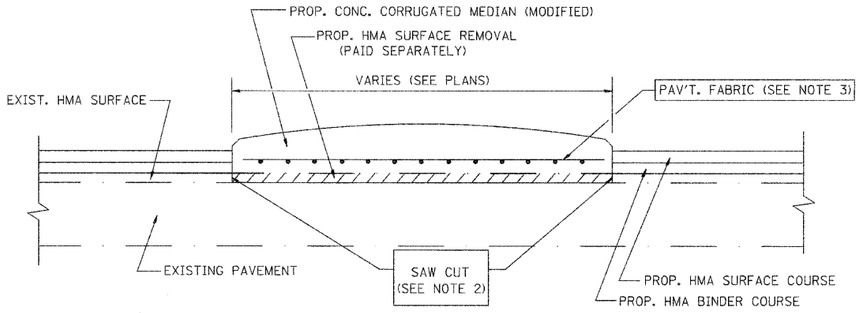
FILE NAME = 08328-DTLS-09 - TC-14	USER NAME = drivakosgn	DESIGNED — . RAMMACHER (	REVISED — R. BORO 09-14-09
		CHECKED —	REVISED —
	PLOT SCALE = 49.9999 ' / IN.	DRAWN —	REVISED —
	PLOT DATE = 9/14/2009	CHECKED — . RAMMACHER (	REVISED —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

SCALE: | SHEET NO. 033 OF 044 SHEETS | STA. | TO STA.

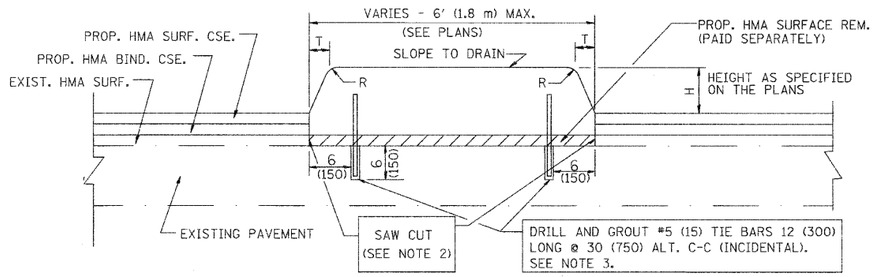
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	033
	TC-14	CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

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

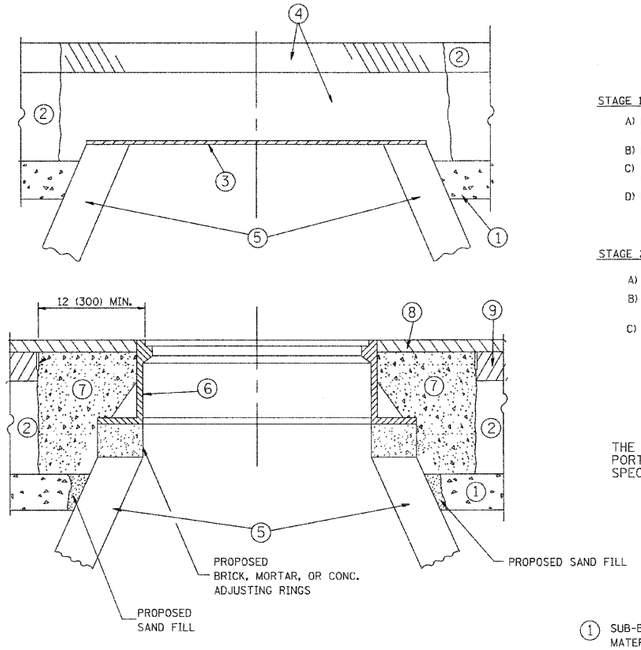
PLAN: DATE | BY | SURVEYED | PLOTTED | ALIGNMENT CHECKED | GRADES CHECKED | B.M. NOTED | CADD FILE NAME | NOTE BOOK | NO.

PROFILE: SURVEYED | PLOTTED | GRADES CHECKED | B.M. NOTED | NOTE BOOK

FILE NAME = 08328-DTLS-BD05 - BD-8	USER NAME = geglenobt	DESIGNED — M. DE YONG	REVISED — R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR CONCRETE MEDIAN TYPE SB (DOWELLED) CORRUGATED MEDIAN (MODIFIED)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED —	REVISED — R. SHAH 10-25-94			351	06-00139-00-CH	COOK	044	033A
	PLOT SCALE = 50.0000 ' / IN.	DRAWN —	REVISED — E. GOMEZ 08-28-00				BD606-02 (BD-5)	CONTRACT NO. 63268		
	PLOT DATE = 1/4/2008	CHECKED — 05-14-90	REVISED — R. BORO 01-01-07		SCALE: NONE / SHEET NO. 033A OF 044 SHEETS / STA. N/A / TO STA. N/A	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

PLAN
NOTE BOOK
NO.
SURFACED
PLOTTED
ALIGNMENT CHECKED
RE-MONUMENTED
CADD FILE NAME
BY
DATE

PROFILE
NOTE BOOK
SURFACED
PLOTTED
GRADES CHECKED
B.M. NOTED
BY
DATE



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS 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
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

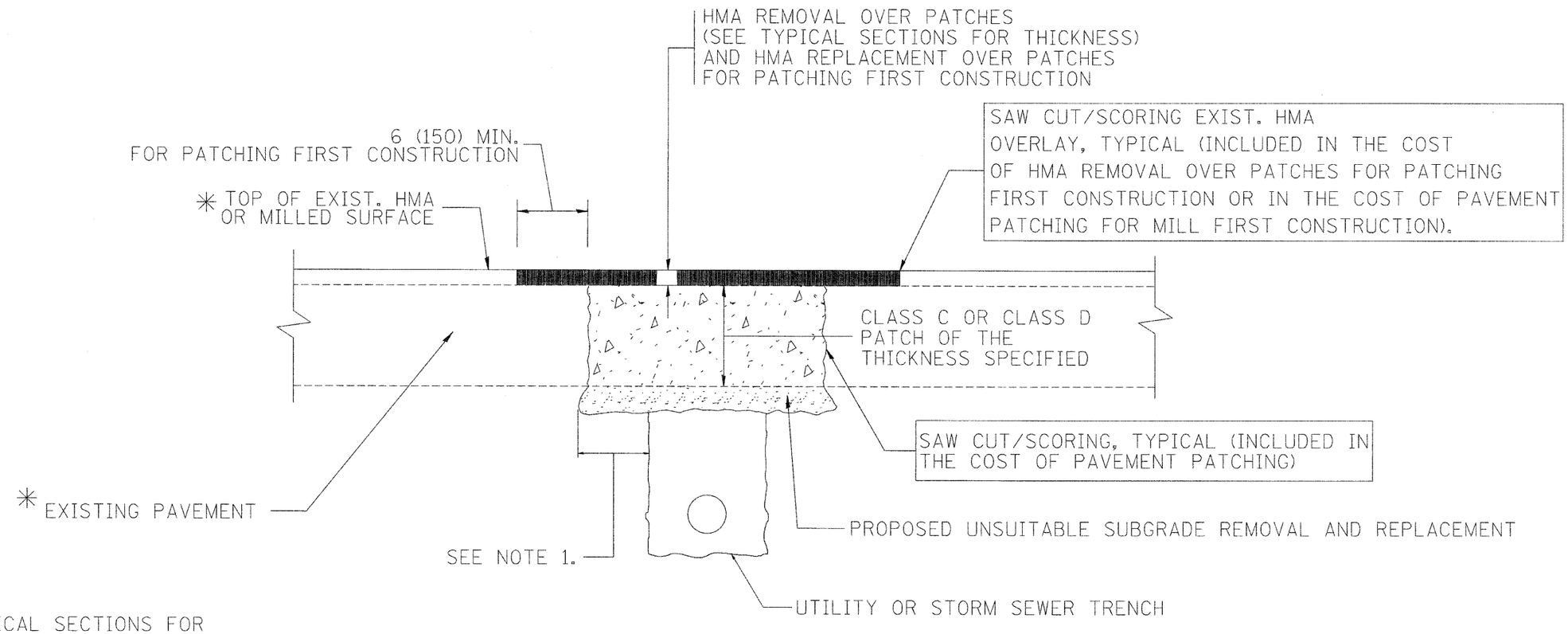
FILE NAME = 08326-DTLS-BD08 - BD-8	USER NAME = gaglenobt	DESIGNED — R. SHAH	REVISED — R. SHAH 03-10-95
		CHECKED —	REVISED — A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	DRAWN —	REVISED — R. WIEDEMAN 05-14-04
	PLOT DATE = 1/4/2008	CHECKED — 10-25-94	REVISED — R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: 1"=50' | SHEET NO. 033B OF 044 SHEETS | STA. N/A | TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	033B
	BD000-03 (BD-8)	CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

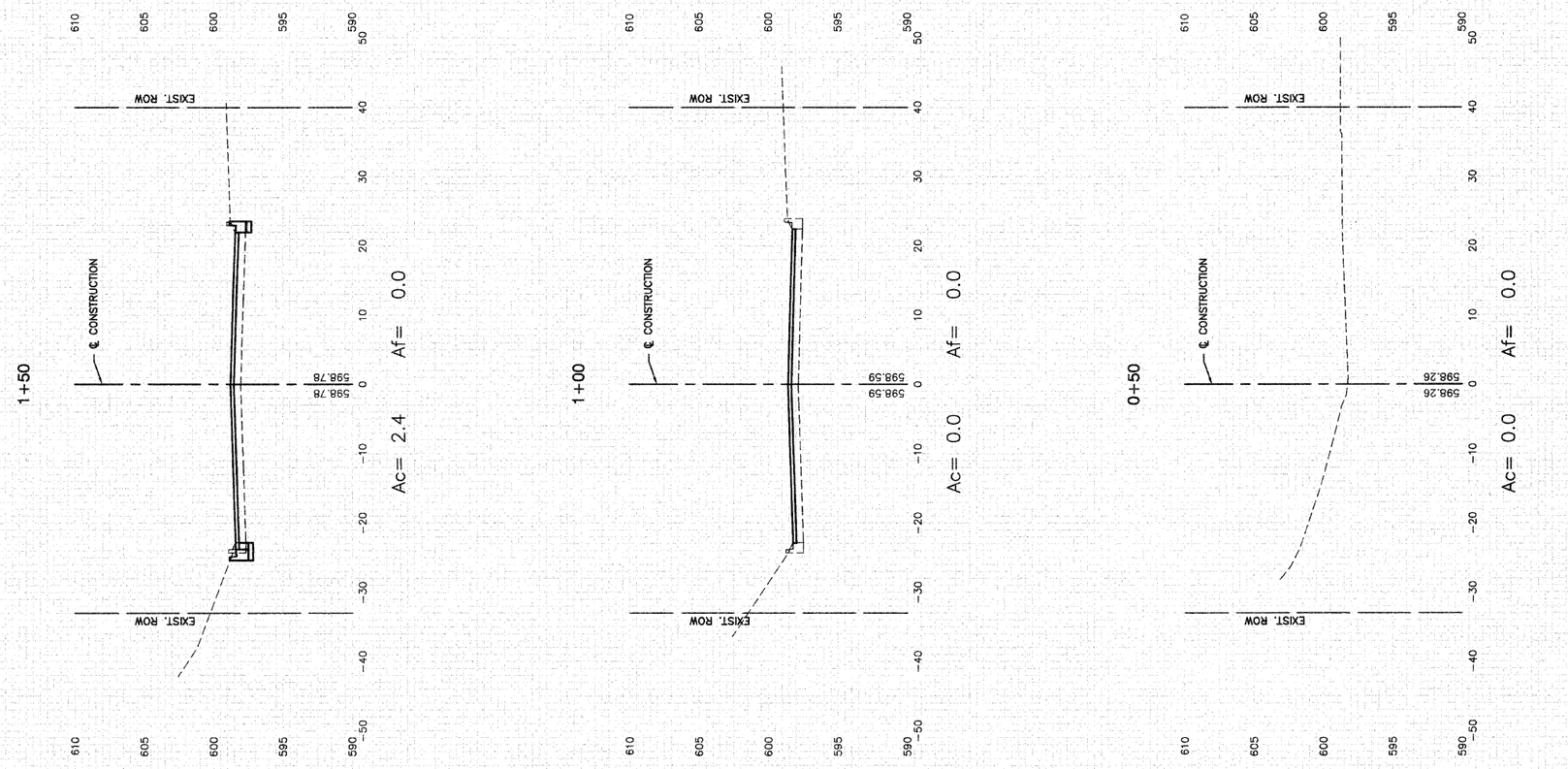
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

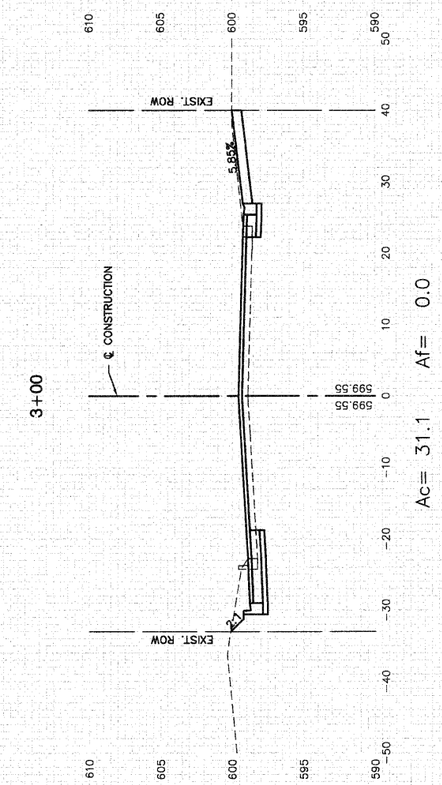
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

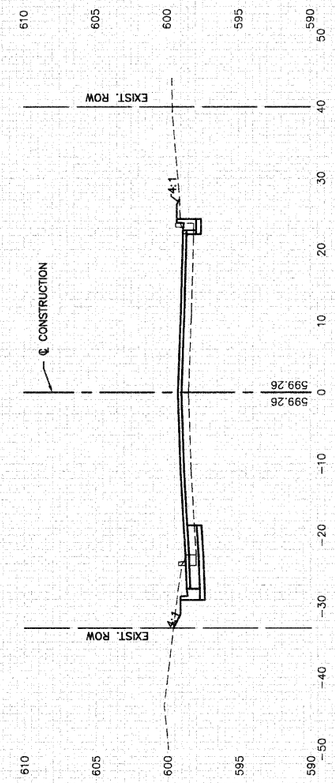
FILE NAME = 08328-DTLS-BD22 - BD-22	USER NAME = bauer-dl	DESIGNED — R. SHAH	REVISED — A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED —	REVISED — R. BORO 01-01-07			351	06-00139-00-CH	COOK	044	033C
	PLOT SCALE = 50.000 ' / IN.	DRAWN —	REVISED — R. BORO 09-04-07				BD400-04 (BD-22)	CONTRACT NO. 63268		
	PLOT DATE = 10/27/2008	CHECKED — 10-25-94	REVISED — K. ENG 10-27-08		SCALE: SHEET NO. 033COF 044 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

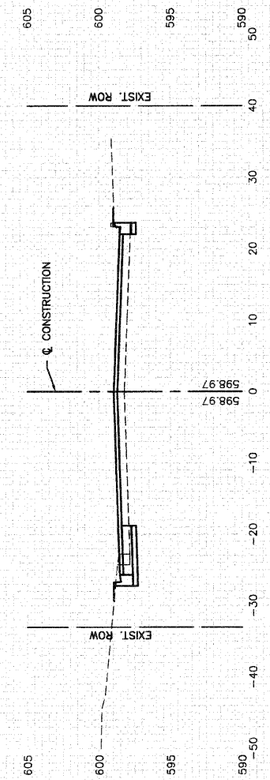


FILE NAME = 08328-XSEC-01 - XD1	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 034 OF 044 SHEETS | STA. | TO STA.
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		

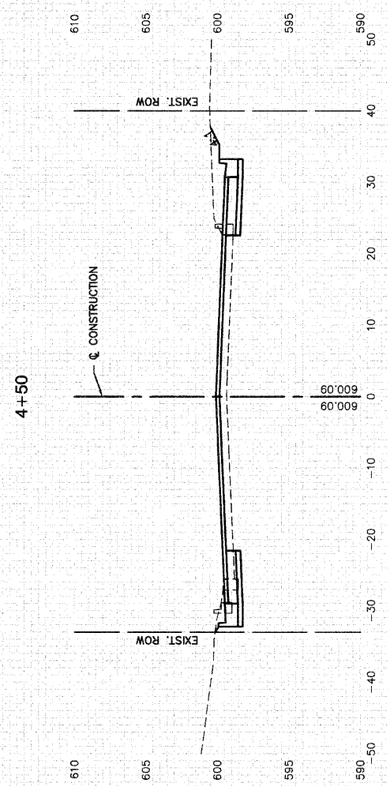
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	034
		CONTRACT NO. 63288		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-8003(256)		

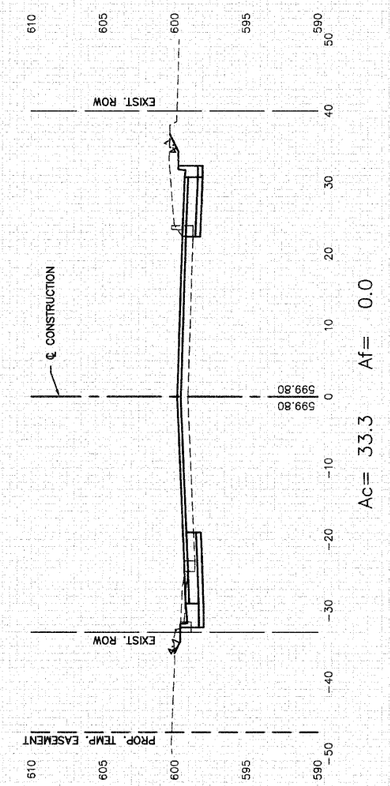


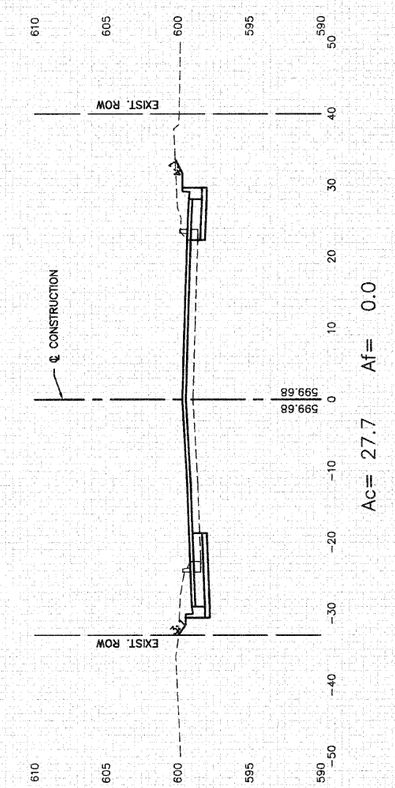




FILE NAME = 06328-XSEC-01 - X02	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED — RW	REVISED —			351	06-00139-00-CH	COOK	044	035
	PLOT SCALE =	DRAWN — PS	REVISED —					CONTRACT NO. 63268		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' SHEET NO. 035 OF 044 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

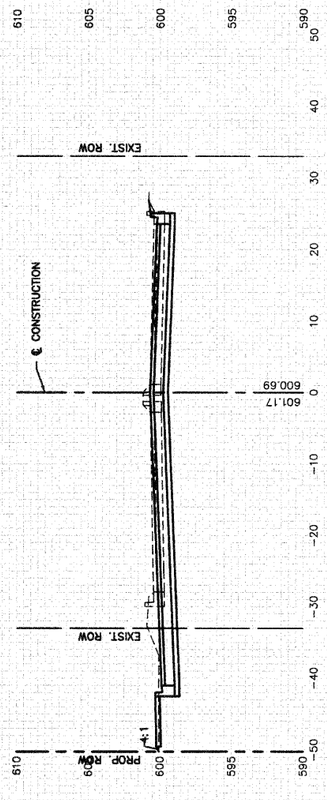




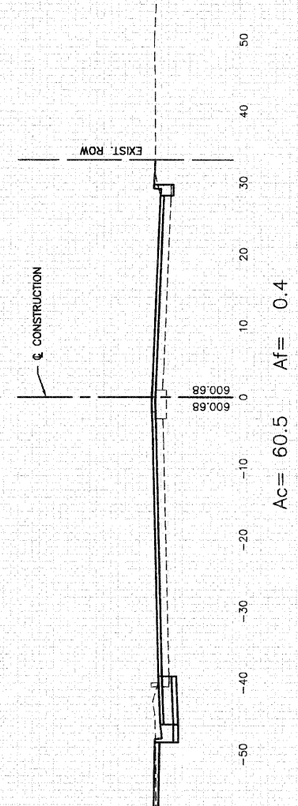


FILE NAME = 06326-XSEC-01 - X03	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 036 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	036
		CONTRACT NO. 63258		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

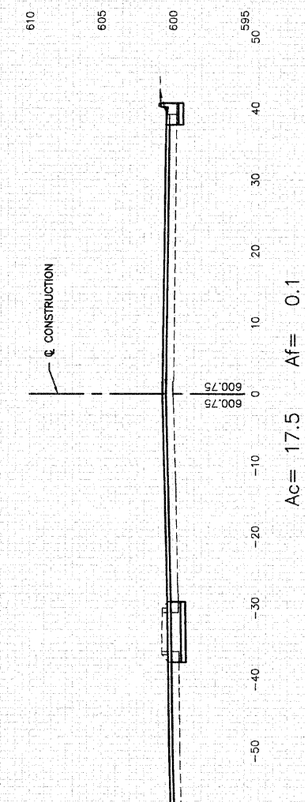


Ac= 43.8 Af= 0.4



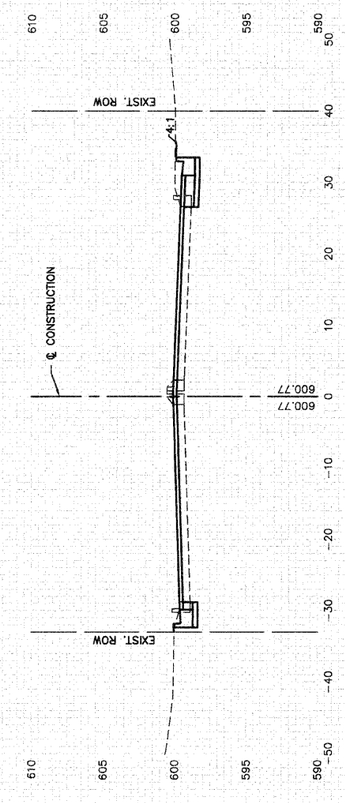
6+50

Ac= 60.5 Af= 0.4



5+50

Ac= 17.5 Af= 0.1

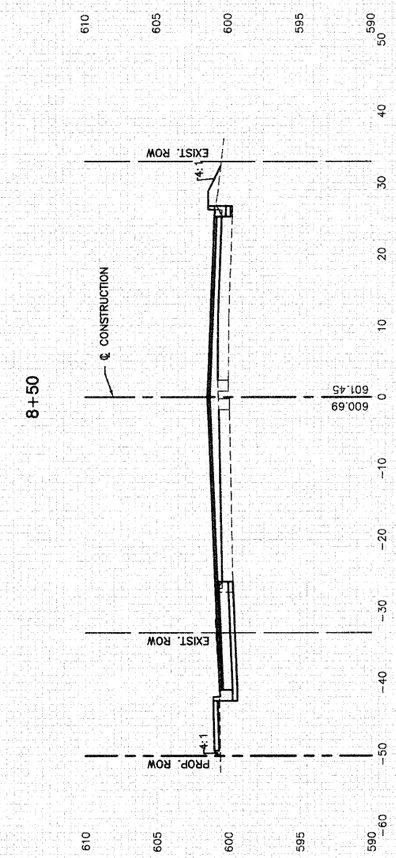


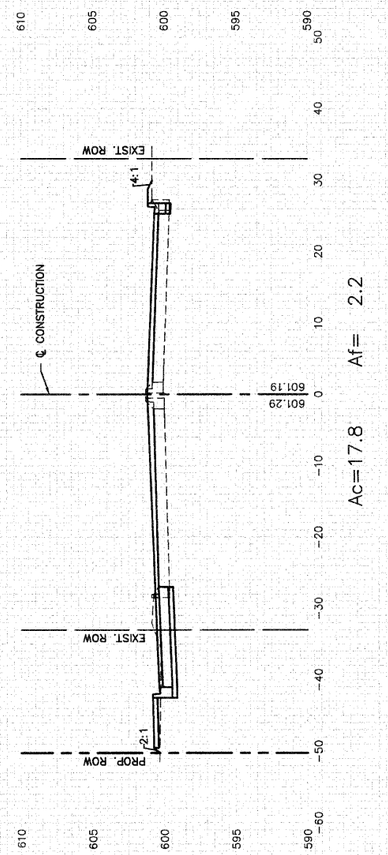
5+00

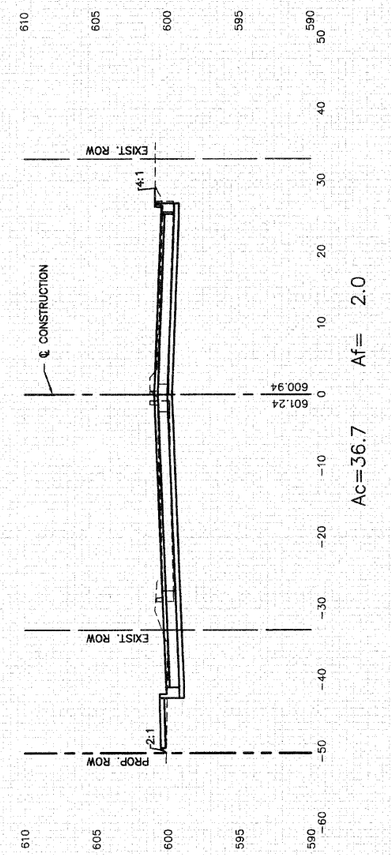
Ac= 13.1 Af= 0.0

FILE NAME = 08328-XSEC-01 - X04	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 037 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	037
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		







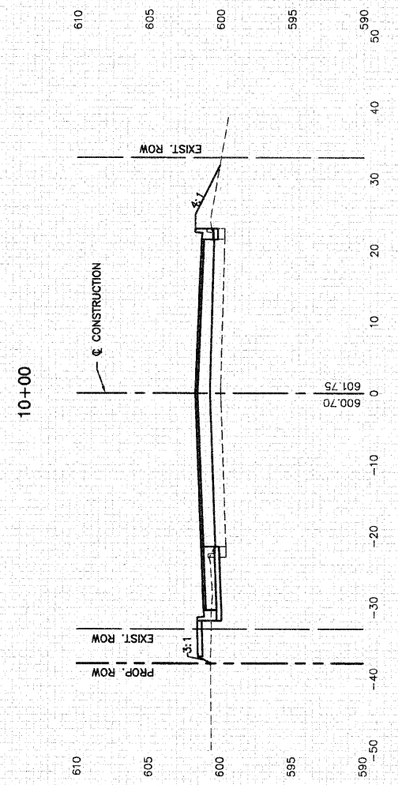
FILE NAME = 06328-XSEC-01 - X05	USER NAME =	DESIGNED — RW	REVISED —
		CHECKED — RW	REVISED —
	PLOT SCALE =	DRAWN — PS	REVISED —
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —

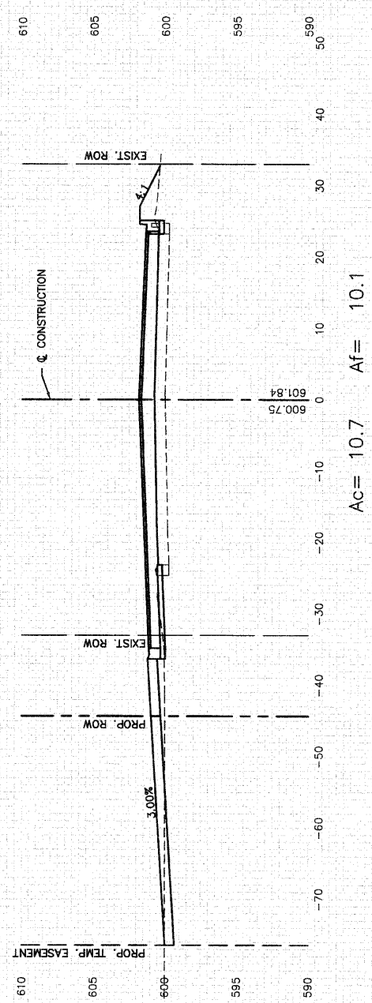
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

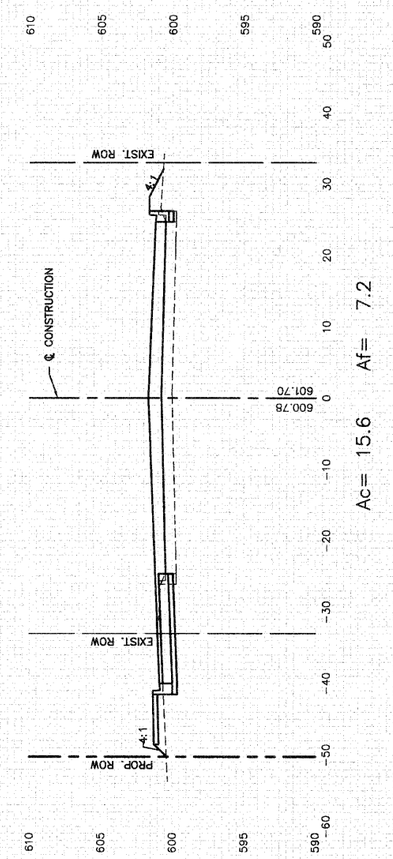
US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE
INTERSECTION IMPROVEMENT
CROSS SECTIONS

SCALE: H 1"=10' V 1"=5' | SHEET NO. 038 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	038
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

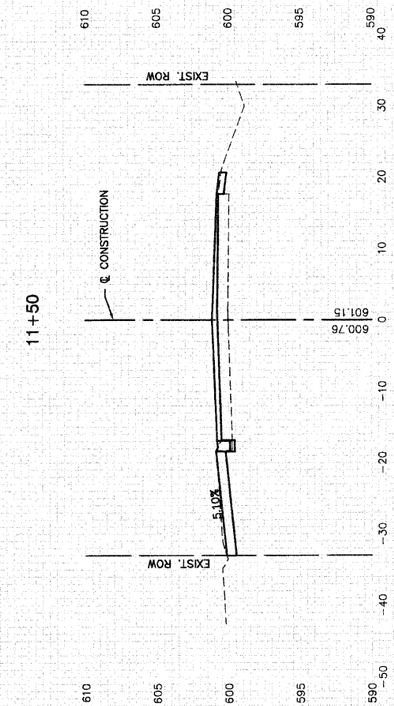


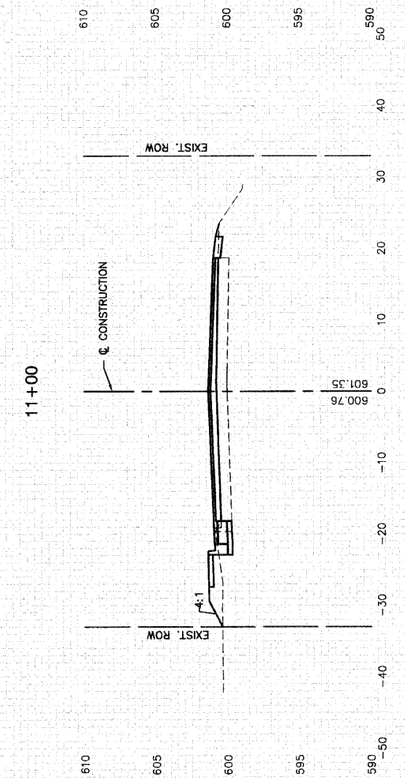


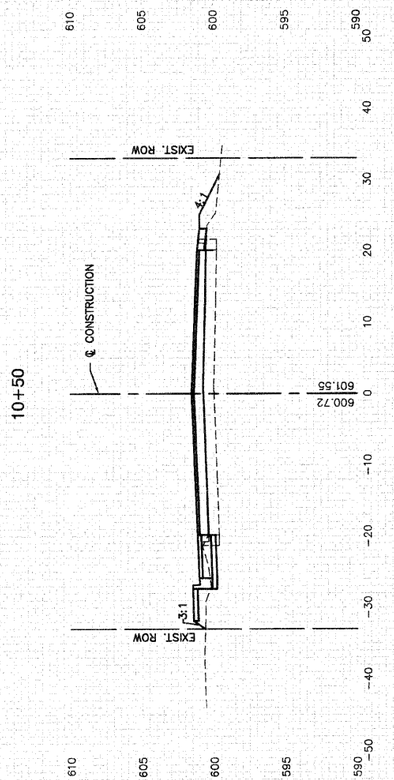


FILE NAME = 08328-XSEC-01 - X06	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 039 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	039
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

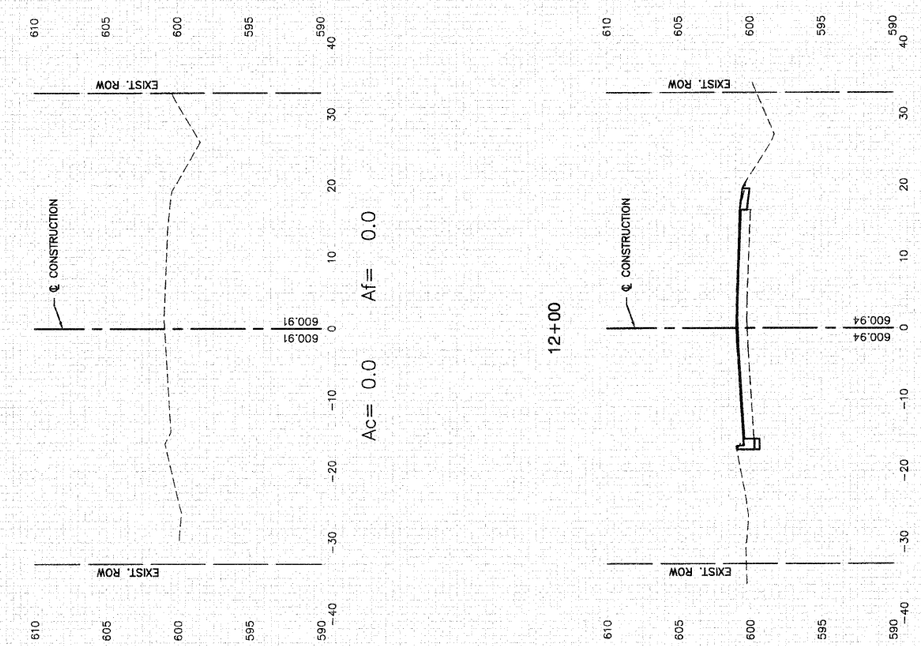




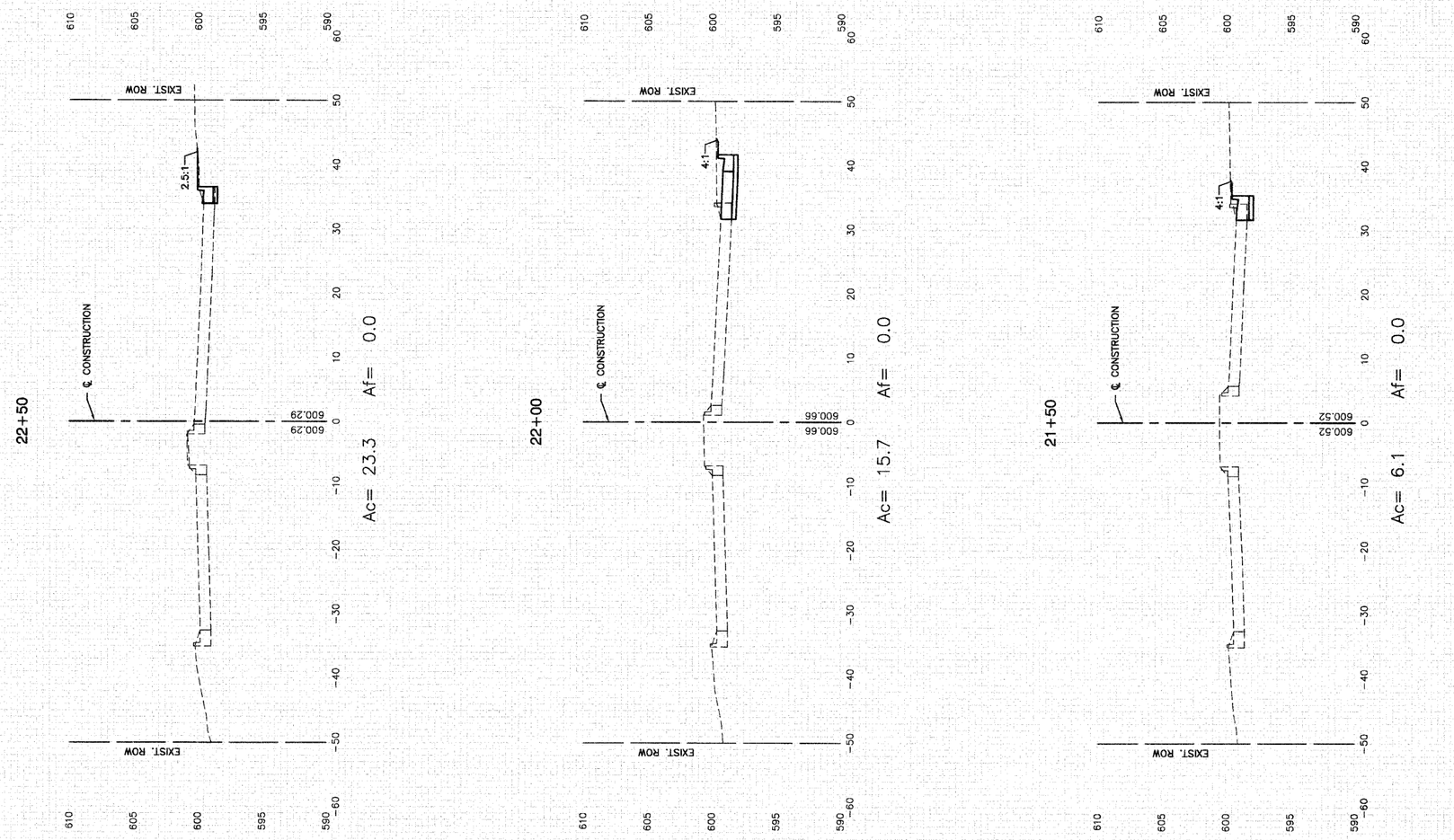


FILE NAME = 08328-XSEC-01 - X07	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 040 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	040
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

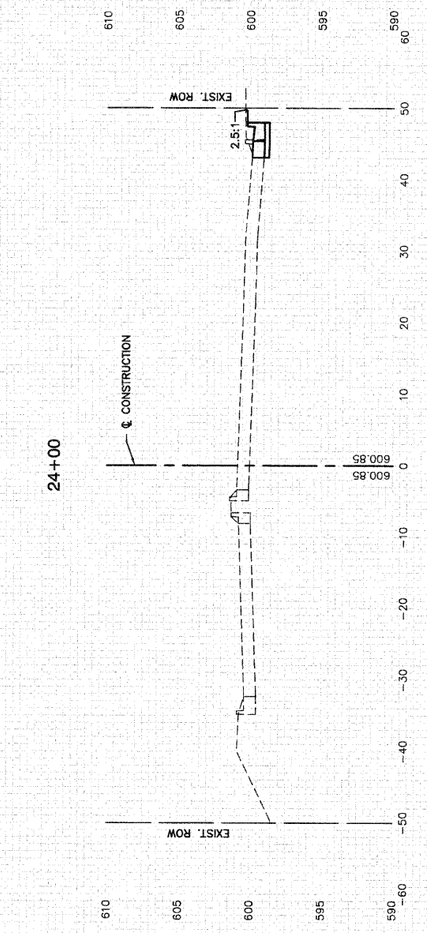


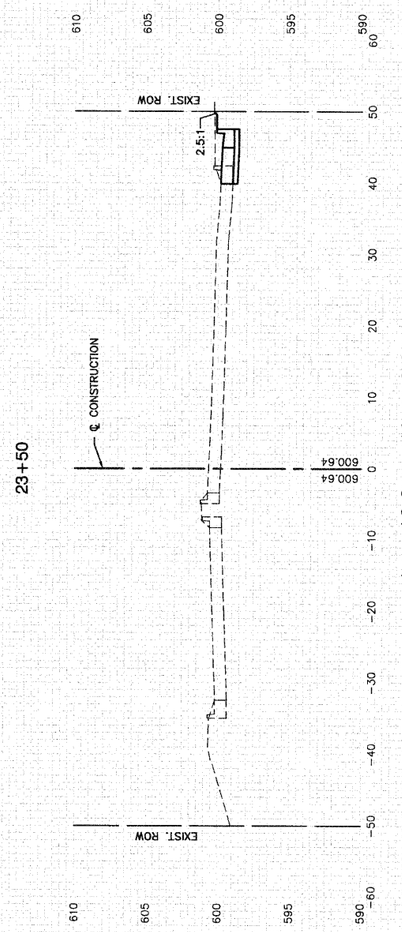
FILE NAME = 08328-XSEC-01 - X08	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED — RW	REVISED —			351	06-00139-00-CH	COOK	044	041
	PLOT SCALE =	DRAWN — PS	REVISED —					CONTRACT NO. 63268		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' SHEET NO. 041 OF 044 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

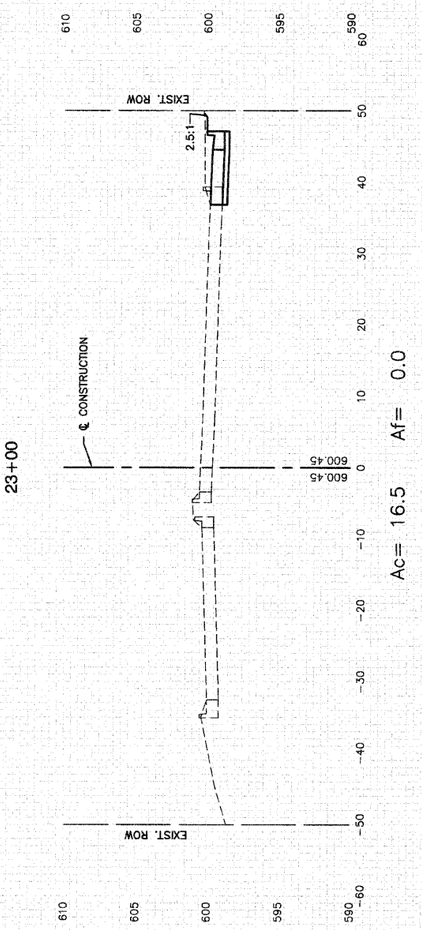


FILE NAME = 08328-XSEC-01 - X13	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 042 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	042
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		

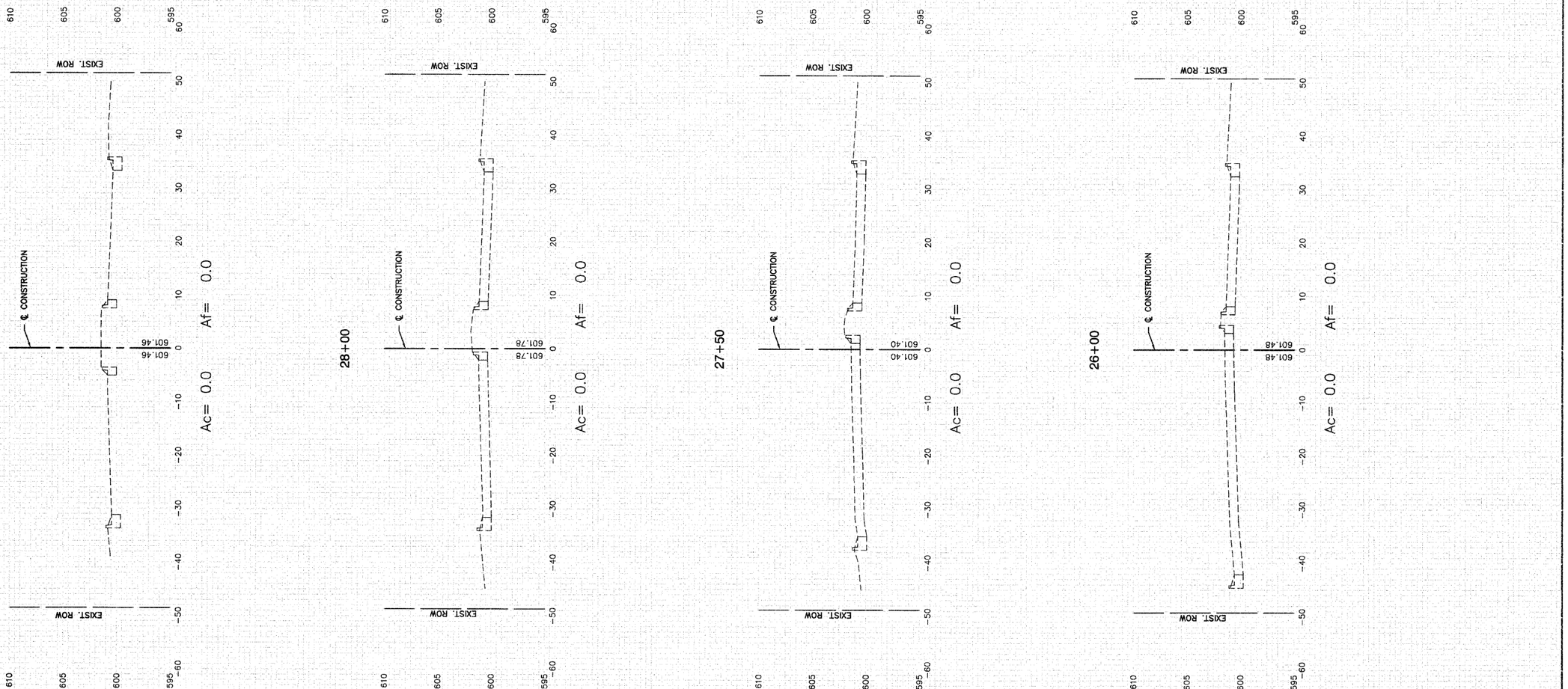






FILE NAME = 08328-XSEC-01 - X14	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 043 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	043
		CONTRACT NO. 83268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		



FILE NAME = 08328-XSEC-01 - X15	USER NAME =	DESIGNED — RW	REVISED —	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 6 (RIVER OAKS DRIVE) AT PAXTON AVENUE INTERSECTION IMPROVEMENT CROSS SECTIONS
		CHECKED — RW	REVISED —		
	PLOT SCALE =	DRAWN — PS	REVISED —		
	PLOT DATE = 11-18-09	CHECKED — AG	REVISED —		SCALE: H 1"=10' V 1"=5' | SHEET NO. 044 OF 044 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
351	06-00139-00-CH	COOK	044	044
		CONTRACT NO. 63268		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT HD-M-9003(258)		