

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SECTION	SECTION	COUNTY	TOTAL SHEETS
1362	3200RS&DR-5	COOK	* 85
			CONTRACT NO. 62G42

*85 + 12 = 97 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROPOSED HIGHWAY PLANS

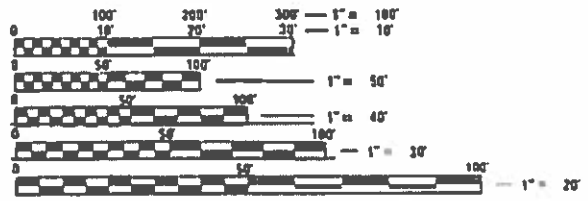
F.A.U. ROUTE 1362: LAWRENCE AVENUE
E. OF MANNHEIM ROAD TO ROSE STREET,
AND E. OF CANFIELD AVENUE
SECTION: 3200RS&DR-5
PROJECT: STP - HWFD(869)
RESURFACING (3P), PEDESTRIAN RAMPS,
STORM SEWER REPAIR, AND DRAINAGE IMPROVEMENTS
COOK COUNTY

THE PROJECT IS LOCATED IN THE
THE VILLAGES OF SCHILLER PARK
AND NORRIDGE



LOCATION OF SECTION INDICATED THUS - [Symbol]

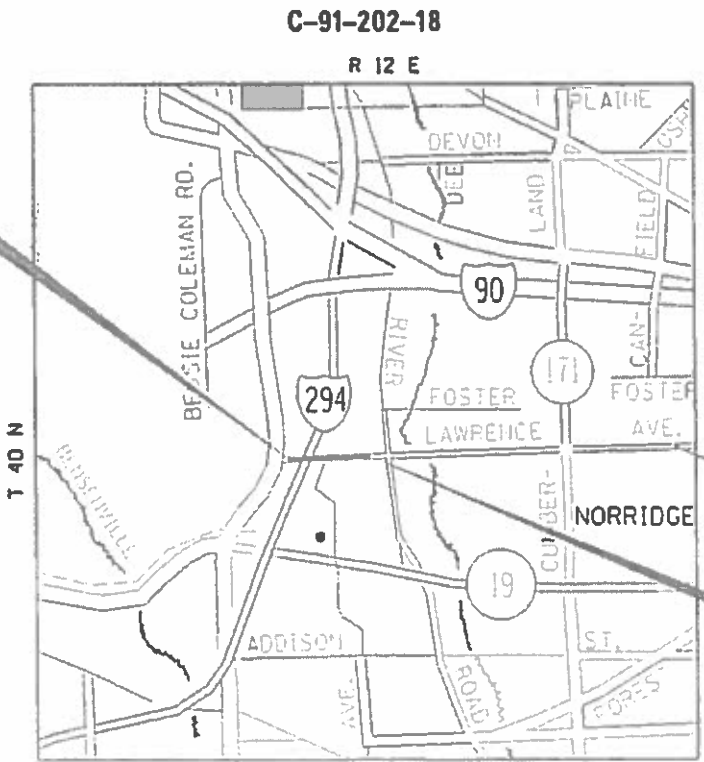
TRAFFIC DATA:
2014 ADT = 17,600
POSTED SPEED LIMIT = 35 MPH



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

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

PROJECT BEGINS
STA. 14 + 71.5



DRAINAGE
IMPROVEMENT
STA. 148 + 06

PROJECT ENDS
STA. 38 + 92

LEYDEN AND NORWOOD PARK TOWNSHIPS

GROSS AND NET LENGTH = 2,420.5 FT. = 0.46 MILES

PROJECT ENGINEER KARI SMITH (847) 705-4437
PROJECT MANAGER FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62G42

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED *January 22, 2019*
Paul A. Wengler / *AS*
REGISTERED PROFESSIONAL ENGINEER
March 20, 2019
Paul P. Chafin
ENGINEER OF DESIGN AND ENVIRONMENT
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3 - 7	SUMMARY OF QUANTITIES
8 - 8	TYPICAL SECTIONS
9	SCHEDULE OF QUANTITIES
10	ROADWAY AND PAVEMENT MARKING PLANS
11 - 14	PROPOSED SIDEWALK/RAMP DETAILS
* 15 - 18	STAGES OF CONSTRUCTION AND TRAFFIC CONTROL
19	EROSION AND SEDIMENT CONTROL
20 - 27	DRAINAGE AND UTILITIES SHEETS
28 - 32	PROPOSED STRUCTURAL DETAILS
33 - 69	EXISTING SOO RAILROAD BRIDGE DETAILS
70 - 71	DETECTOR LOOP REPLACEMENT PLANS
72	TEMPORARY TRAFFIC SIGNAL DESIGN PLANS
72	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)
73	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
74	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
75	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
76	HMA TAPER AT EDGE OF PCC PAVEMENT (BD-33)
77	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
78	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
79	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
80	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
81	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
82	ARTERIAL ROAD INFORMATION SIGN (TC-22)
83	DRIVEWAY ENTRANCE SIGNING (TC-26)
84	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL, SHEET 2 OF 7 (TS-05)
85	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

* INCLUDES 17A & 17B

STATE HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442101-09	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
602001-02	CATCH BASIN TYPE A
602401-06	PRECAST MANHOLE TYPE A 6' (1.83 m) DIAMETER
602402-02	PRECAST MANHOLE TYPE A 6' (1.83 m) DIAMETER
602406-10	PRECAST MANHOLE TYPE A 6' (1.83 m) DIAMETER
602601-06	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-04	FRAMES AND LIDS TYPE 1
604051-04	FRAME AND GRATE TYPE 11
604086-03	FRAME AND GRATE TYPE 23
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701606-10	URBAN SINGLE LANE CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
814001-03	HANDHOLES
814006-02	DOUBLE HANDHOLES

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOUR NOTIFICATION REQUIRED)
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF SCHILLER PARK.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- THE CONTRACTOR SHALL CONTACT DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT THE WRITTEN PERMISSION OF THE DEPARTMENT.
- UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

GENERAL NOTES (CONTINUED..)

- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES WHERE THE SPEED LIMIT IS 45 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS OVER 45 MPH. WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1V:3H.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- THE ENGINEER SHALL CONTACT CORY JUCIUS, ARTERIAL TRAFFIC FIELD ENGINEER AT CORY.JUCIUS@ILLINOIS.GOV A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
- PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED IN THE PLANS)) WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK FOR LAYOUT.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, OR CATCH BASINS. THEY SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE SAME. THEY SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLANT, IF NECESSARY, AND A TEMPORARY OUTLET SHALL BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT ROADSIDE DRAINAGE SYSTEM IS BUILT AND IN SERVICE.
- THE ENGINEER SHALL REPORT CLEARANCES UNDER THE BRIDGES BEFORE AND AFTER RESURFACING.

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PLOT DATE = 1/31/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAWRENCE AVE. (E. OF MANNHEIM RD. - ROSE ST.)
GENERAL NOTES AND INDEX SHEET**

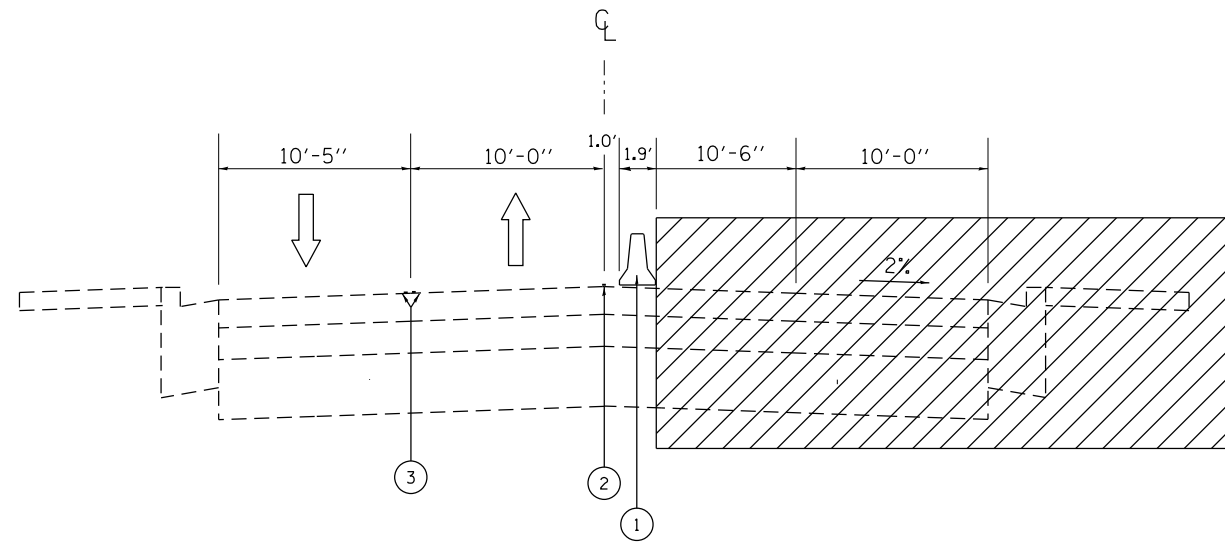
SCALE: 1" = 50' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200R5&DR-5	COOK	85	2
			CONTRACT NO. 62G42	
(ILLINOIS) FED. AID PROJECT				

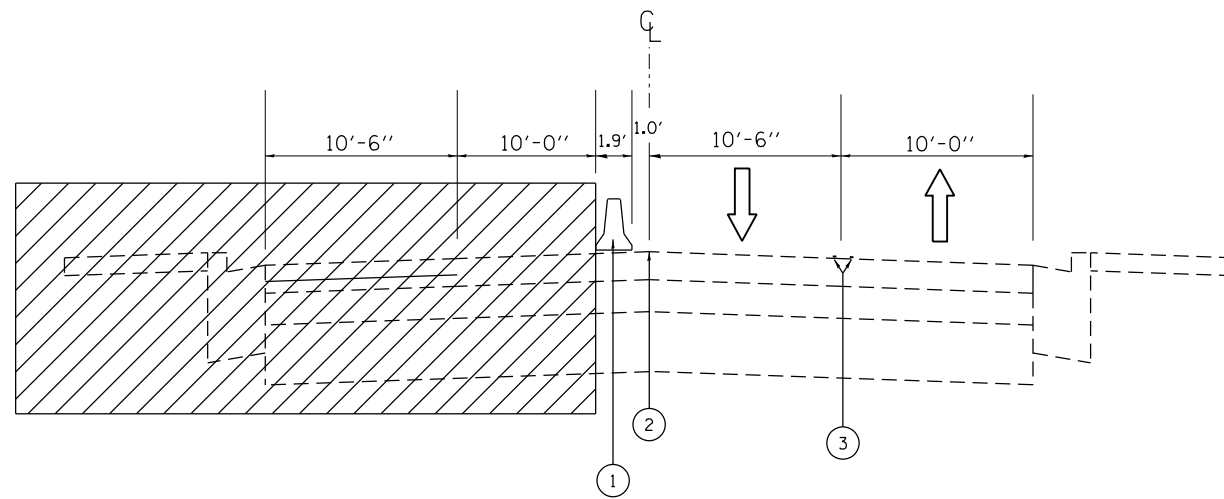
SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE						CODE NO	ITEM		UNIT	0005 80% FED 20% STATE				
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SO YD	137	137						550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	63	63				
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SO YD	1186	1186						550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	511	511				
44213000	PATCHING REINFORCEMENT	SO YD	652	652						550A4000	STORM SEWERS, CLASS A, TYPE 1	FOOT	129	129				
44213200	SAW CUTS	FOOT	2867	2867							EQUIVALENT ROUND-SIZE 18"							
44213204	TIE BARS 3/4"	EACH	461	461					55100400	STORM SEWER REMOVAL 10"	FOOT	6	6					
50102400	CONCRETE REMOVAL	CU YD	9	9					550A4800	STORM SEWERS, CLASS A, TYPE 2	FOOT	325	325					
50200100	STRUCTURE EXCAVATION	CU YD	3	3							EQUIVALENT ROUND-SIZE 18"							
50300225	CONCRETE STRUCTURES	CU YD	9	9					55100500	STORM SEWER REMOVAL 12"	FOOT	24	24					
50300300	PROTECTIVE COAT	SO YD	51	51					55100700	STORM SEWER REMOVAL 15"	FOOT	164	164					
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	660	660					55100900	STORM SEWER REMOVAL 18"	FOOT	116	116					
52200020	TEMPORARY SOIL RETENTION SYSTEM	SO FT	225	225					55101100	STORM SEWER REMOVAL 21"	FOOT	136	136					
54248510	CONCRETE COLLAR	CU YD	7	7					55101400	STORM SEWER REMOVAL 30"	FOOT	578	578					
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	43	43					60200105	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE	EACH	1	1					
550A0160	STORM SEWERS, CLASS A, TYPE 1 36"	FOOT	30	30							1 FRAME, OPEN LID							
550A0180	STORM SEWERS, CLASS A, TYPE 1 42"	FOOT	246	246					60203805	CATCH BASINS, TYPE A, 5' -DIAMETER, TYPE	EACH	1	1					
550A0190	STORM SEWERS, CLASS A, TYPE 1 48"	FOOT	45	45							1 FRAME, OPEN LID							
									60218400	MANHOLES, TYPE A, 4' -DIAMETER, TYPE 1	EACH	4	4					
											FRAME, CLOSED LID							
									60221100	MANHOLES, TYPE A, 5' -DIAMETER, TYPE 1	EACH	3	3					
											FRAME, CLOSED LID							

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE							0005 80% FED 20% STATE			
60223700	MANHOLES, TYPE A, 6' -DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1					* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	160	160	1
60223800	MANHOLES, TYPE A, 6' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	7	7					* 66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3	
60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	6	6					* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1	
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1					* 66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	4	4	1
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1					66901000	BACKFILL PLUGS	CU YD	48	48	
60236825	INLETS, TYPE A, TYPE 11V FRAME AND GRATE	EACH	1	1					* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1	
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1					67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
60262700	INLETS TO BE RECONSTRUCTED	EACH	1	1					67100100	MOBILIZATION	L SUM	1	1	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	16	16					70107025	CHANGEABLE MESSAGE SIGN	CA DA	120	120	1
60404800	FRAMES AND GRATES, TYPE 11	EACH	1	1										
60404940	FRAMES AND GRATES, TYPE 23	EACH	2	2										
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2										
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	8	8										
60500040	REMOVING MANHOLES	EACH	10	10										
60500050	REMOVING CATCH BASINS	EACH	2	2										
60500060	REMOVING INLETS	EACH	2	2										

*= SPECIALTY ITEM



STAGE 1
LAWRENCE AVENUE
STA. 14+71.5 TO STA. 38+92



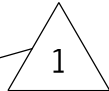
STAGE 2
LAWRENCE AVENUE
STA. 14+71.5 TO STA. 38+92

LEGEND

- ← DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ① TEMPORARY CONCRETE BARRIER
- ② PAVEMENT MARKING TAPE TYPE IV, 4", SOLID WHITE EDGE LINE
- ③ PAVEMENT MARKING TAPE TYPE IV, 4", SOLID DOUBLE YELLOW LINES (@ 11" C-C WITH TEMP. RAISED REFLECTIVE PVT. MARKERS)

NOTES

1. DURING STAGE I TRAFFIC CONTROL SHALL FOLLOW IDOT HIGHWAY STANDARD 701006 (OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE AS NEEDED).
2. TEMPORARY WEDGE SHALL BE PAID FOR AS TEMPORARY PAVEMENT (VARIABLE DEPTH). ITS REMOVAL SHALL BE PAID FOR AS PAVEMENT REMOVAL.
3. DURING STAGE I, TEMPORARY CONCRETE BARRIER SHALL BE PINNED FROM STA. 25+91 TO STA. 37+54 (LT).
4. DURING STAGE II, TEMPORARY CONCRETE BARRIER SHALL BE PINNED FROM STA. 26+40 TO STA. 31+28 (RT).



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PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 4/9/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

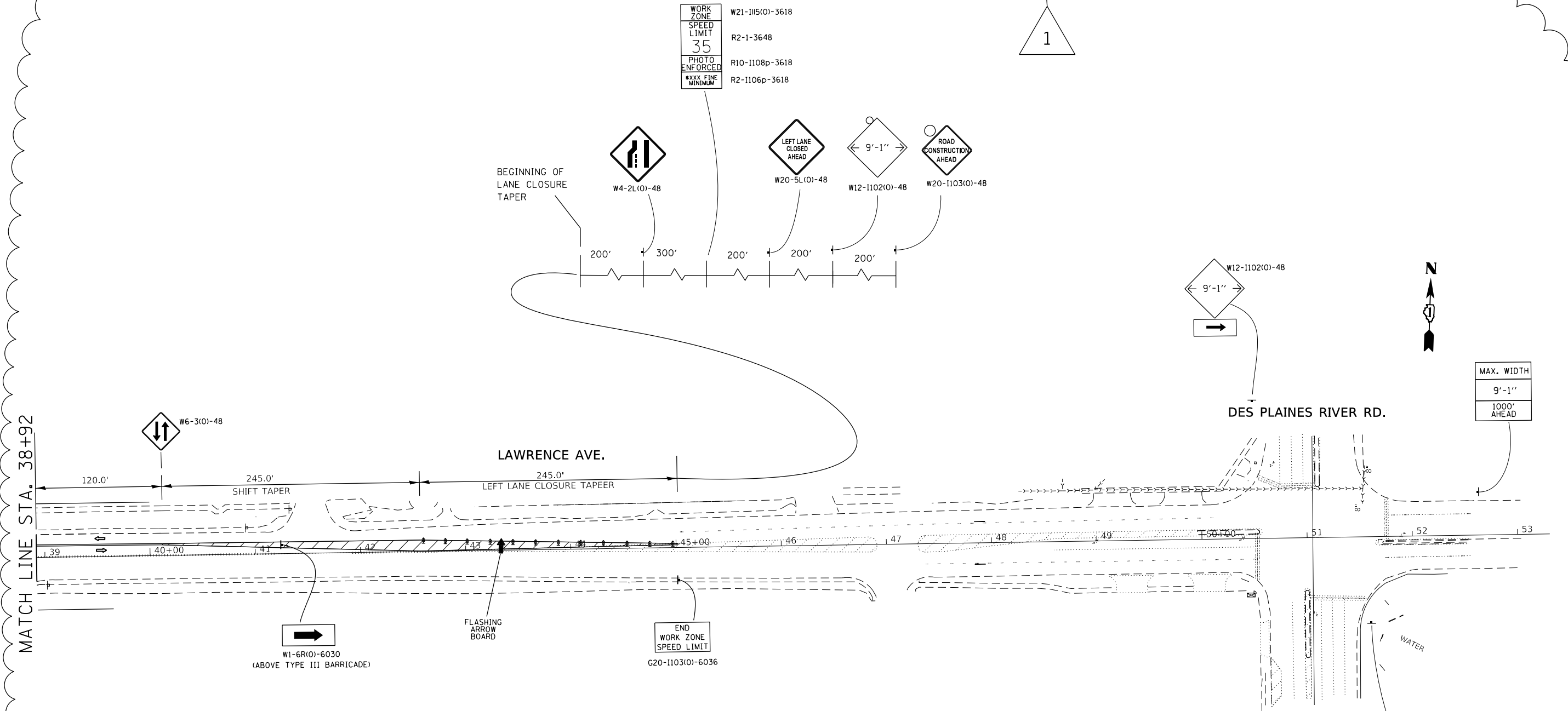
LAWRENCE AVE. (E. OF MANNHEIM RD. - ROSE ST.) MAINTENANCE OF TRAFFIC (STAGE 1 AND 2)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200RS&DR-5	COOK	85	16
CONTRACT NO. 62G42				
ILLINOIS FED. AID PROJECT				

WORK ZONE	W21-1115(O)-3618
SPEED LIMIT	R2-1-3648
35	
PHOTO ENFORCED	R10-1108p-3618
*XXX FINE MINIMUM	R2-1106p-3618

MATCH LINE STA. 38+92

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LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH TWO (2) FLASHING LIGHTS
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE TO BE PLACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPER, AND 10' CENTERS IN RADII/CURVES
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- WORK AREA
- FLASHING ARROW BOARD
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
2. LIGHTS SHALL BE PLACED ON DEVICES AS REQUIRED PER THE "LIGHTS ON BARRICADES (BDE) SPECIAL PROVISION".
3. PAVEMENT MARKING TAPE TYPE IV, 4" SOLID WHITE EDGE LINE SHALL BE APPLIED ON THE EDGE OF DRIVEWAYS.

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PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -	
PLOT DATE = 4/9/2019	CHECKED -	REVISED -	
	DATE -	REVISED -	

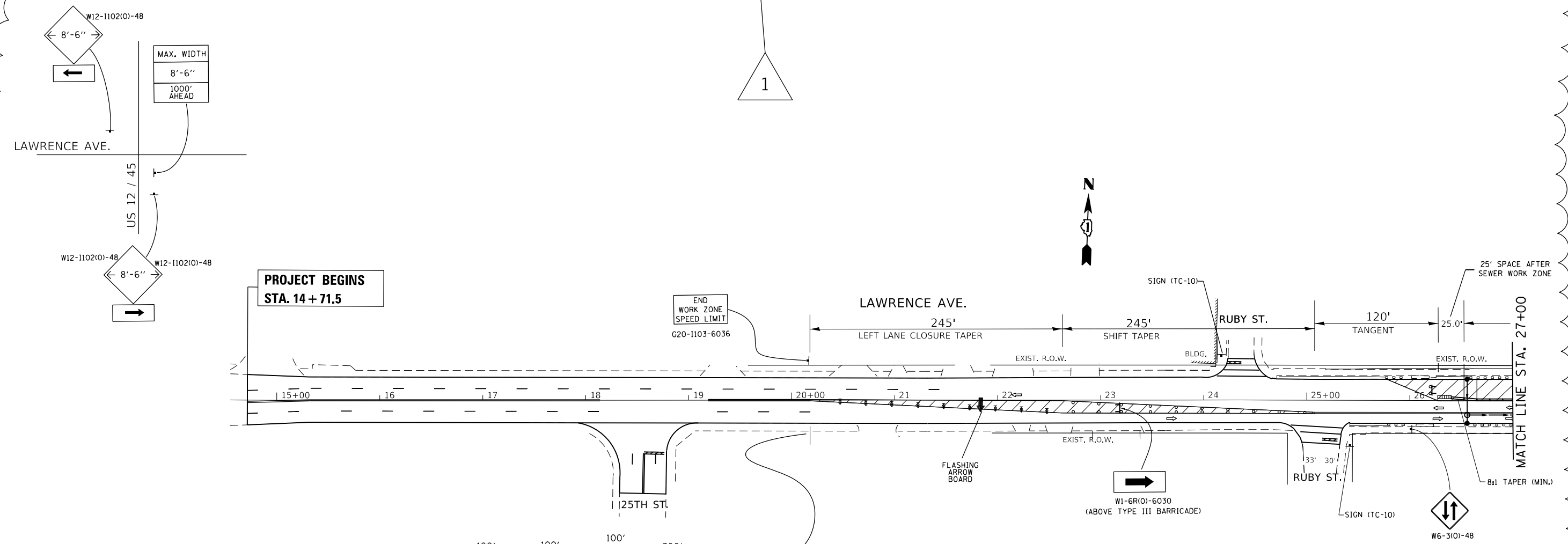
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAWRENCE AVE. (E. OF MANNHEIM RD. - ROSE ST.)
MAINTENANCE OF TRAFFIC (STAGE 1)**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200R5&DR-5	COOK	85	17A
CONTRACT NO. 62G42				

SCALE: SHEET OF SHEETS STA. TO STA.

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**PROJECT BEGINS
STA. 14 + 71.5**

**END WORK ZONE
SPEED LIMIT
G20-1103-6036**

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE WITH TWO (2) FLASHING LIGHTS
- SIGN
- TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE TO BE PLACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPER, AND 10' CENTERS IN RADII/CURVES
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE,NARROW), TEST LEVEL 3 IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE,NARROW), TEST LEVEL 3
- WORK AREA
- FLASHING ARROW BOARD
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT

WORK ZONE
SPEED LIMIT
35
PHOTO ENFORCED
 *XXX FINE MINIMUM

W21-1115(0)-3618
 R2-1-3648
 R10-1108p-3618
 R2-1106p-3618

NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
2. LIGHTS SHALL BE PLACED ON DEVICES AS REQUIRED PER THE "LIGHTS ON BARRICADES (BDE) SPECIAL PROVISION".
3. PAVEMENT MARKING TAPE TYPE IV, 4" SOLID WHITE EDGE LINE SHALL BE APPLIED ON THE EDGE OF DRIVEWAYS.

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	DATE -	REVISED -	

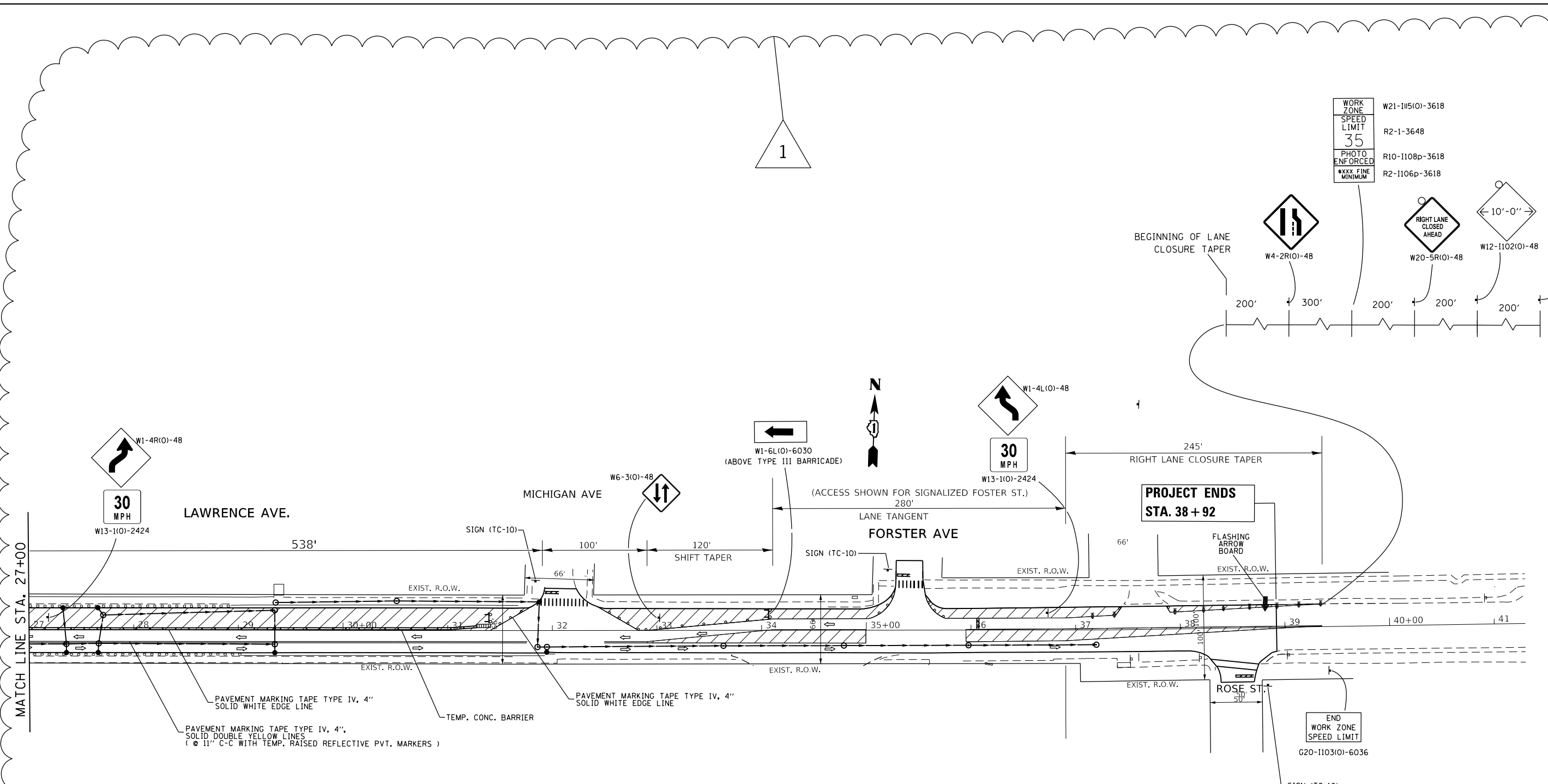
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAWRENCE AVE. (E. OF MANNHEIM RD. - ROSE ST.)
MAINTENANCE OF TRAFFIC (STAGE 1)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200R5&DR-5	COOK	85	178
CONTRACT NO. 62G42				

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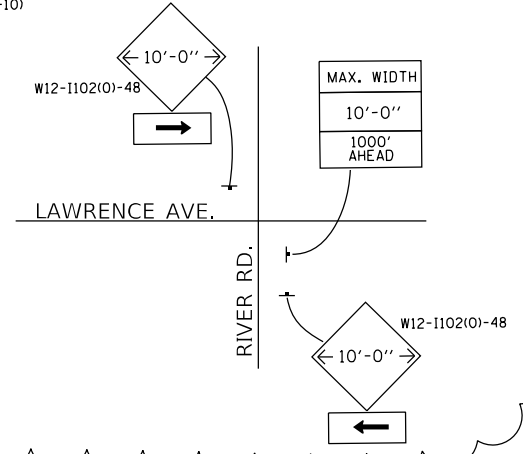
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SPEED LIMIT	R2-1-3648
35	
PHOTO ENFORCED	R10-1108p-3618
*XXX FINE MINIMUM	R2-1106p-3618

LEGEND

- | | |
|---|--|
| DIRECTION OF TRAFFIC | TEMPORARY CONCRETE BARRIER |
| TYPE III BARRICADE WITH TWO (2) FLASHING LIGHTS | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 |
| SIGN | WORK AREA |
| TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE TO BE PLACED AT 50' CENTERS IN TANGENTS, 20' CENTERS IN TAPER, AND 10' CENTERS IN RADII/CURVES | FLASHING ARROW BOARD |
| DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT | |

NOTES

1. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ADJUTING PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
2. LIGHTS SHALL BE PLACED ON DEVICES AS REQUIRED PER THE "LIGHTS ON BARRICADES (BDE) SPECIAL PROVISION".
3. PAVEMENT MARKING TAPE TYPE IV, 4" SOLID WHITE EDGE LINE SHALL BE APPLIED ON THE EDGE OF DRIVEWAYS.



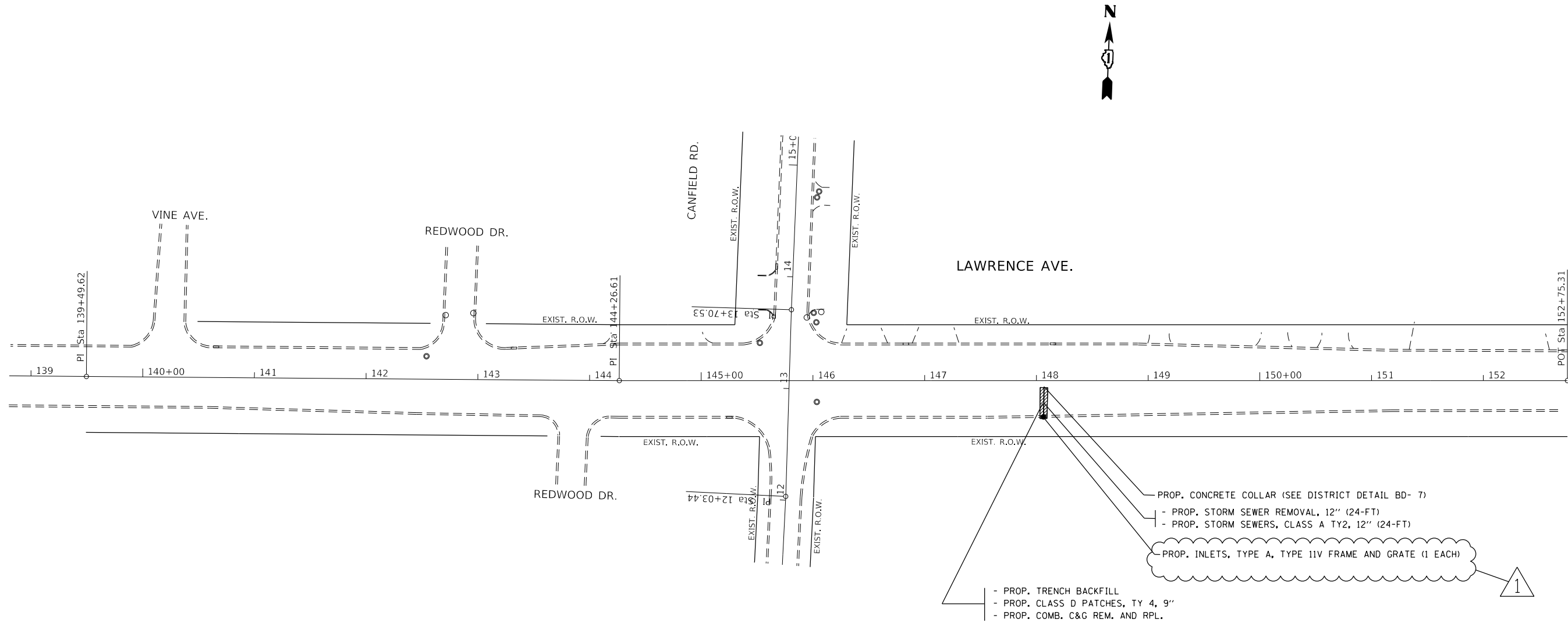
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PLOT DATE = 4/9/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**LAWRENCE AVE. (E. OF MANNHEIM RD. - ROSE ST.)
MAINTENANCE OF TRAFFIC (STAGE 2)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200R5&DR-5	COOK	85	18
CONTRACT NO. 62G42				



NOTE:
 - EXACT LOCATION AND LAYOUT TO BE DETERMINED IN THE FIELD AS DIRECTED BY THE RESIDENT ENGINEER
 - MAINTAIN EXISTING INVERTS

MODEL: Default
 FILE: \\nrcs-pub\pub\room\dat\illinois.gov\PWIDOT\Documents\DOT_Offices\District_1\Projects\129918\Cadd\Drawings\129918-sh-drain.dgn

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PLOT DATE = 4/9/2019	DATE -	REVISED -	

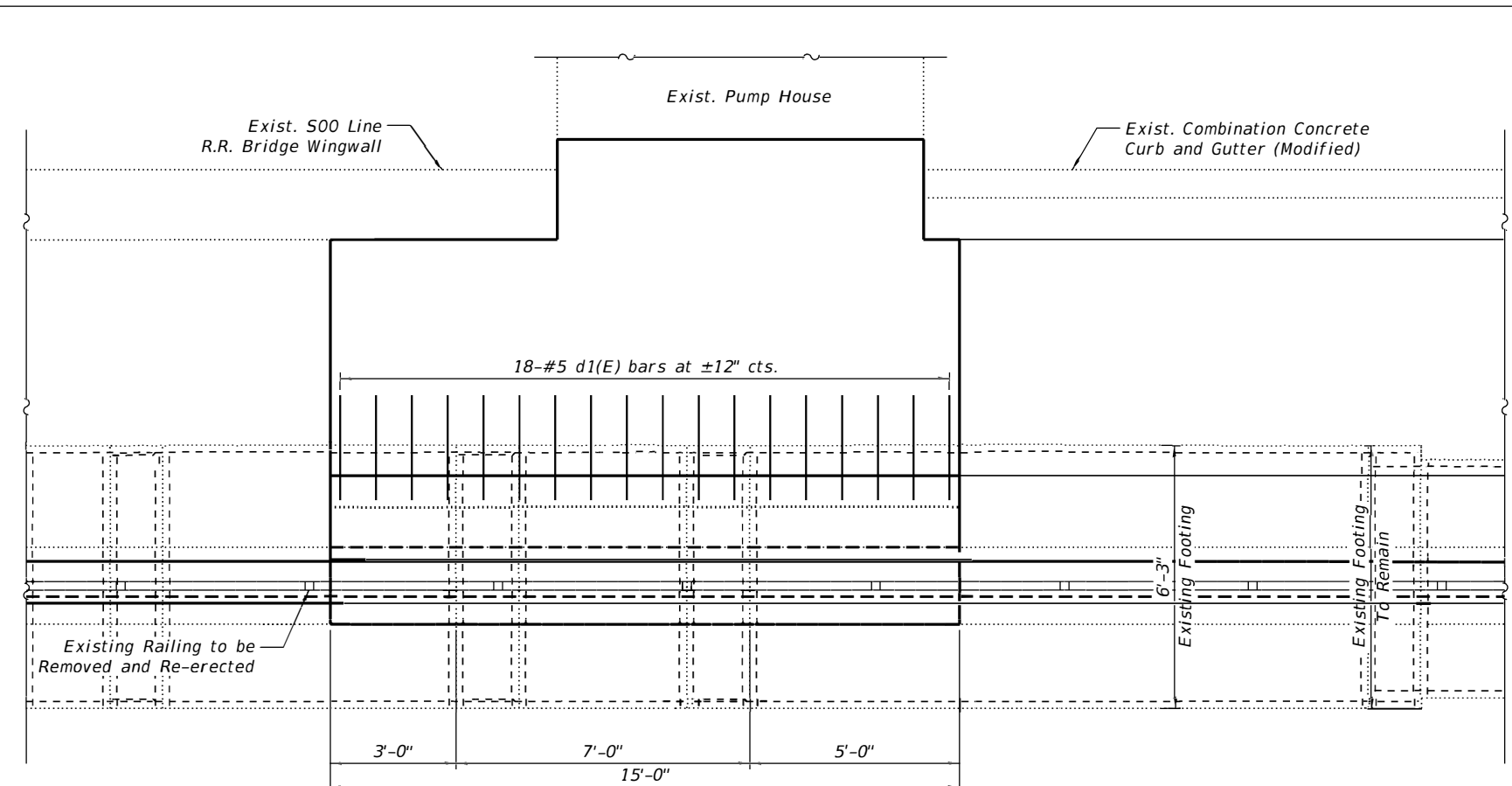
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE PLAN
 LAWRENCE AVE. (E. OF CANFIELD ROAD)**

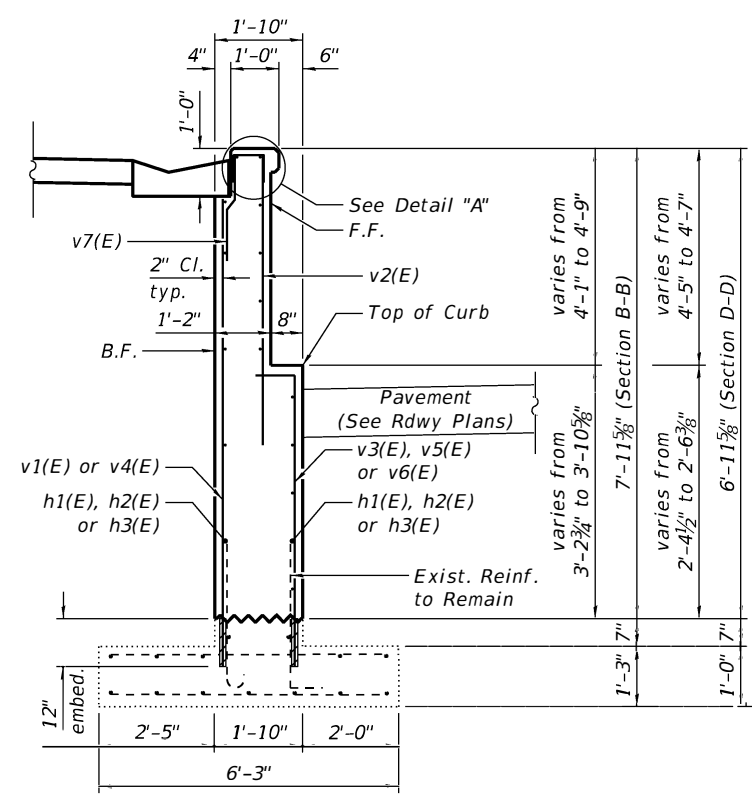
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200RS&DR-5	COOK	85	24
CONTRACT NO. 62G42				
ILLINOIS FED. AID PROJECT				

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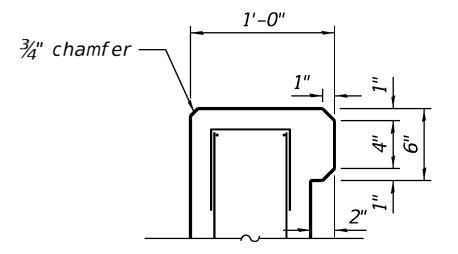


PLAN

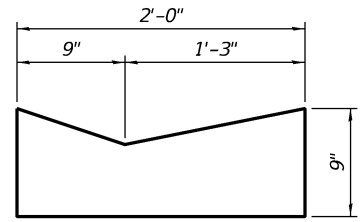


SECTION B-B & D-D

B.F. = Back Face
 F.F. = Front face



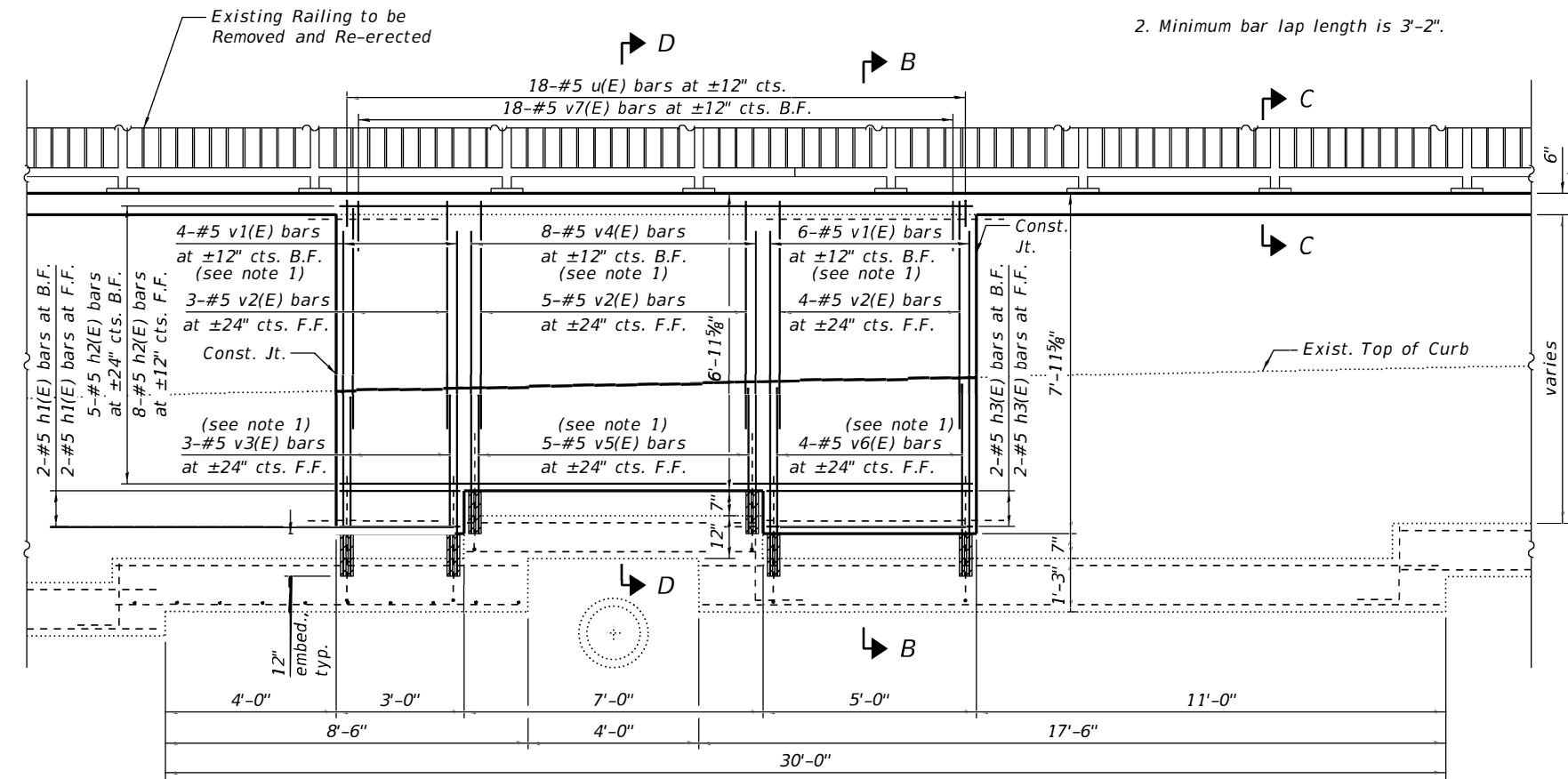
DETAIL "A"



CONCRETE GUTTER, SPECIAL DETAIL

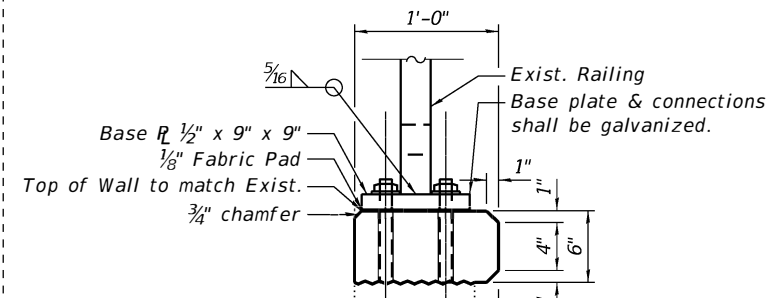
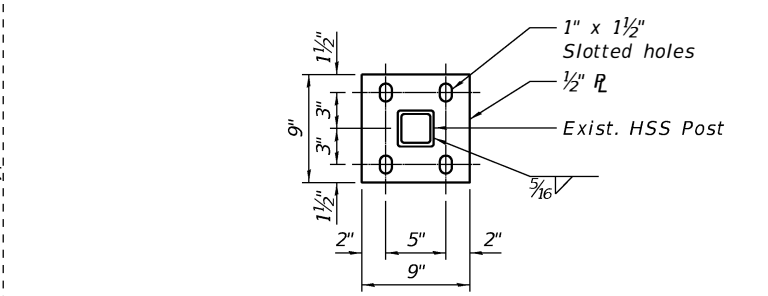
NOTES:

1. Epoxy grout v1(E), v3(E), v4(E), v5(E) and v6(E) bars according to Section 584 of the Standard Specifications. Drill to miss existing reinforcement. Cost included with Concrete Structures.
2. Minimum bar lap length is 3'-2".



ELEVATION

BASE R DETAIL



SECTION C-C

Drill 4 - 5/8" ø holes for 5/8" ø threaded rods with hex nut and flat washer. Drill and set rods according to Article 509.06 of the Standard Specifications. Drill holes to miss existing reinforcement.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d1(E)	18	#5	2'-6"	
h1(E)	4	#5	2'-8"	
h2(E)	13	#5	14'-8"	
h3(E)	4	#5	4'-8"	
u(E)	18	#5	2'-6"	
v1(E)	10	#5	7'-9"	
v2(E)	12	#5	7'-11"	
v3(E)	3	#5	4'-10"	
v4(E)	8	#5	6'-9"	
v5(E)	5	#5	3'-11"	
v6(E)	4	#5	5'-1"	
v7(E)	18	#5	2'-2"	
Structure Excavation			Cu. Yd.	3
Concrete Structures			Cu. Yd.	11
Reinforcement Bars, Epoxy Coated			Pound	660
Protective Coat			Sq. Yd.	51

BAR u(E)



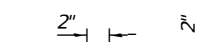
BAR v3(E)



BAR v5(E)



BAR v6(E)



BAR v7(E)

<p>QUIGG ENGINEERING INC</p>	USER NAME = WMohammed	DESIGNED - AWM	REVISED - 04/15/2019 AWM
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		DRAWN - AWM	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

RETAINING WALL PLANS & DETAILS
 LAWRENCE AVENUE - RETAINING WALL AT PUMP HOUSE

SHEET S5 OF S5 SHEETS

FA.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200RS&DR-5	COOK	85	32
CONTRACT NO. 62G42				

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	 	
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	 	
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	 	
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 	 	DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

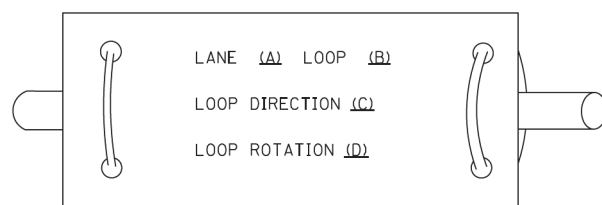
TS SHT NO. 1

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Default	PLOT SCALE = 50,0000' / 1" / 1" / 1"	CHECKED - LP	DATE - 9/29/2016	SCALE: NONE	SHEET 1 OF 7 SHEETS	TS-05		CONTRACT NO. 62G42		
						ILLINOIS FED. AID PROJECT				

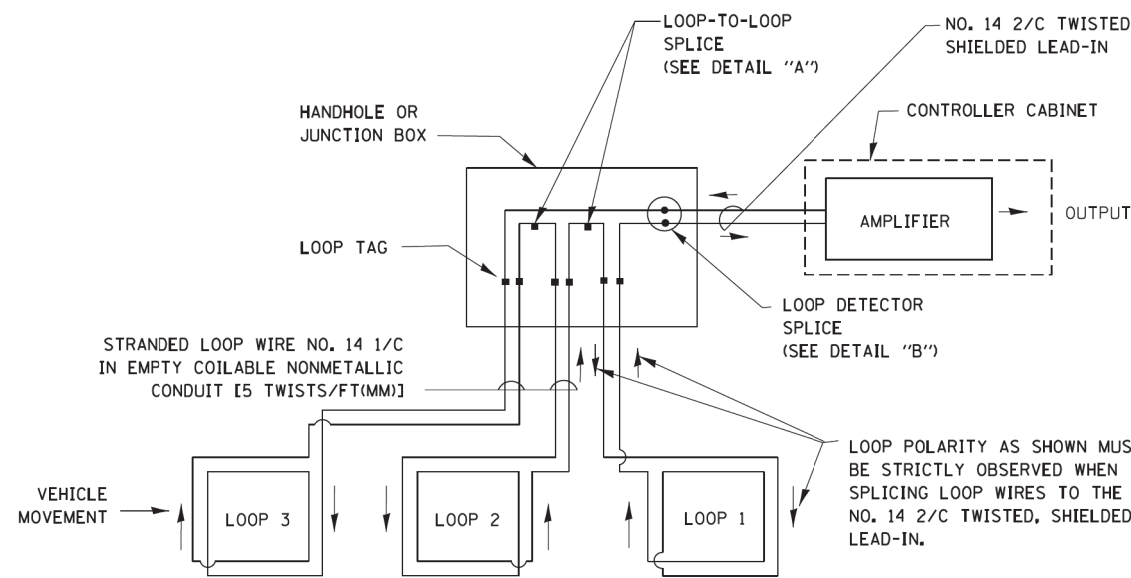
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

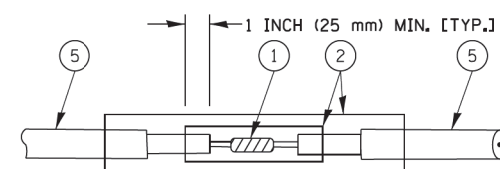


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

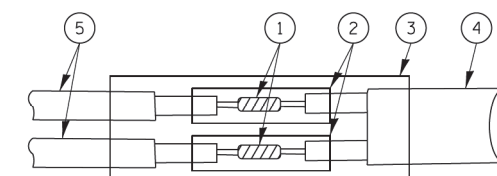


DETECTOR LOOP WIRING SCHEMATIC

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

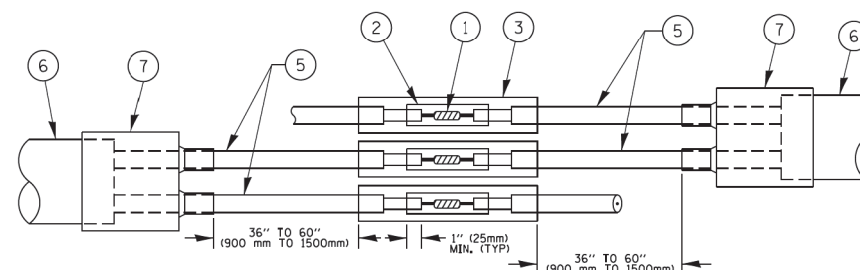


DETAIL "A"
LOOP-TO-LOOP SPLICE

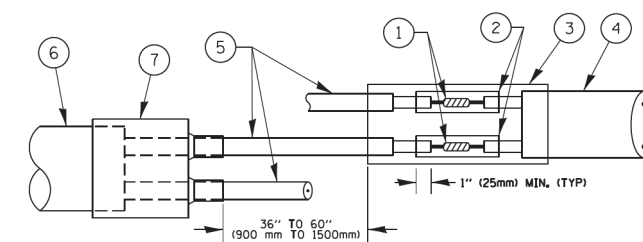


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

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

TS SHT NO. 2

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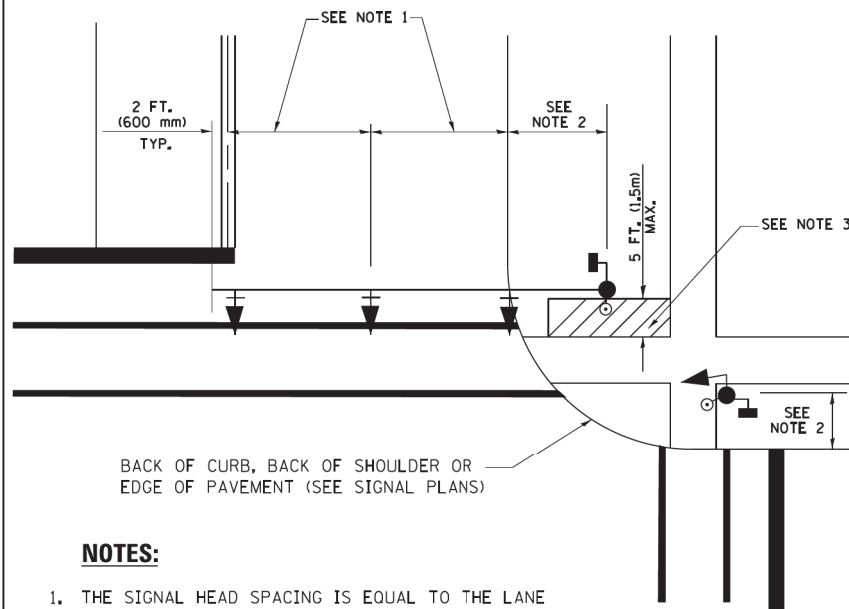
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 1362	SECTION 3200RS&DR-5	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 71B
TS-05		CONTRACT NO. 62G42		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

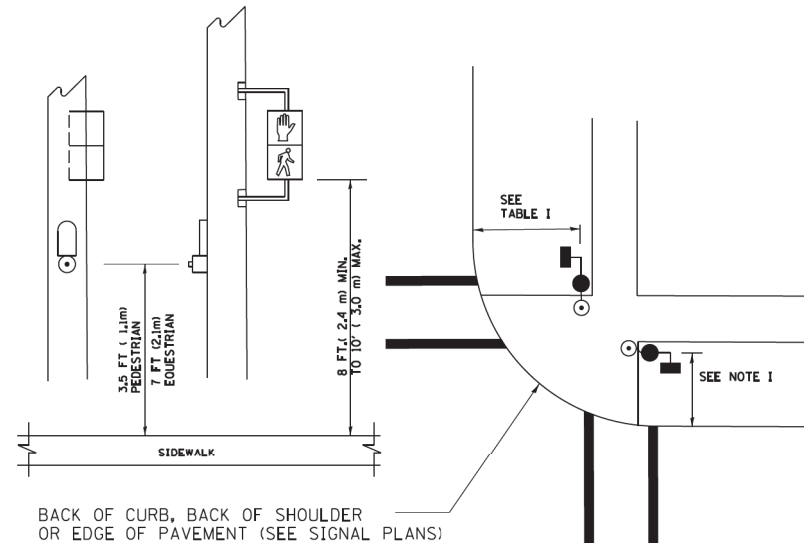
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

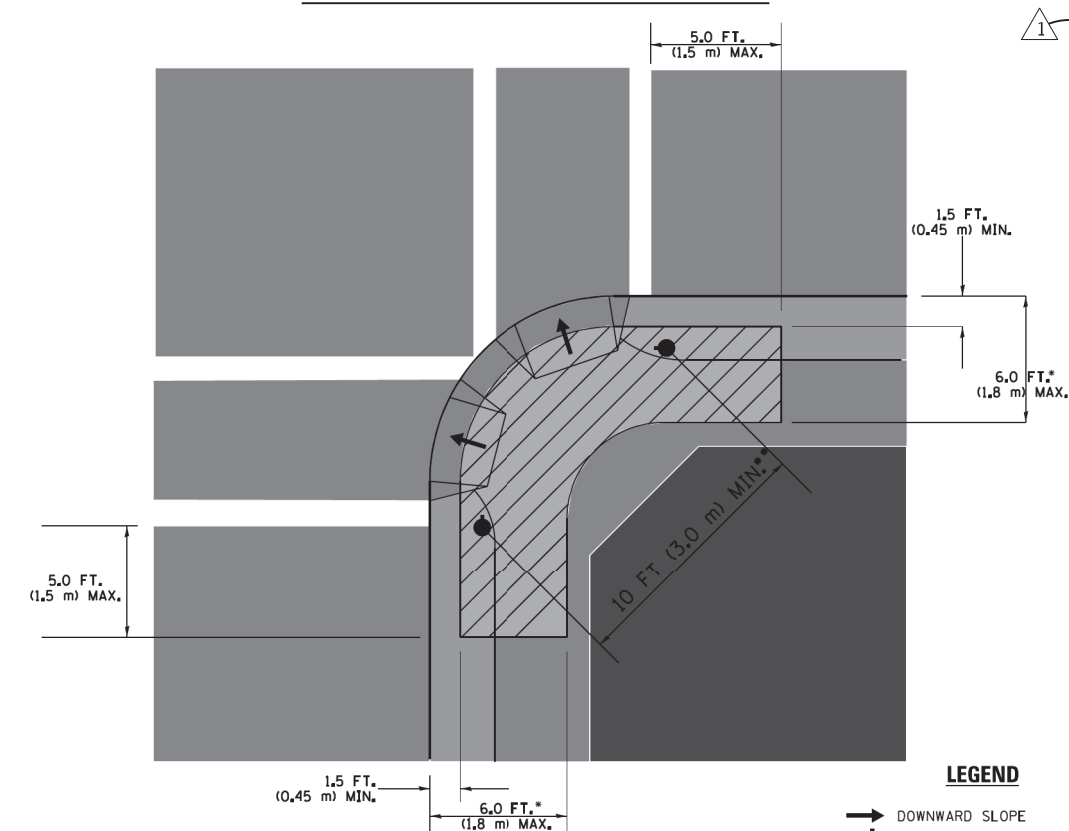
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ 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

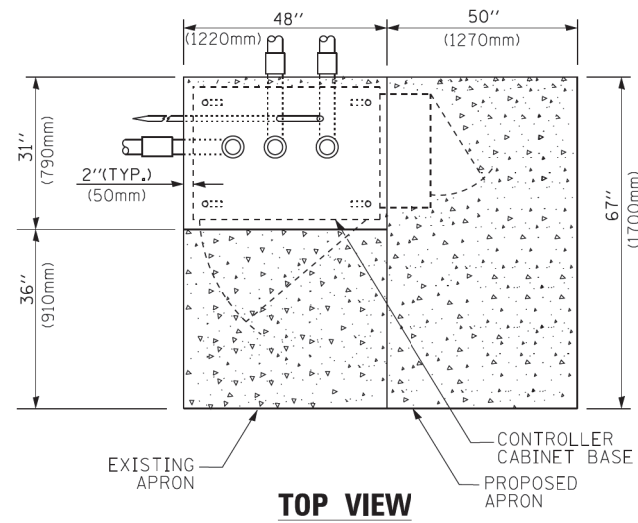
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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:

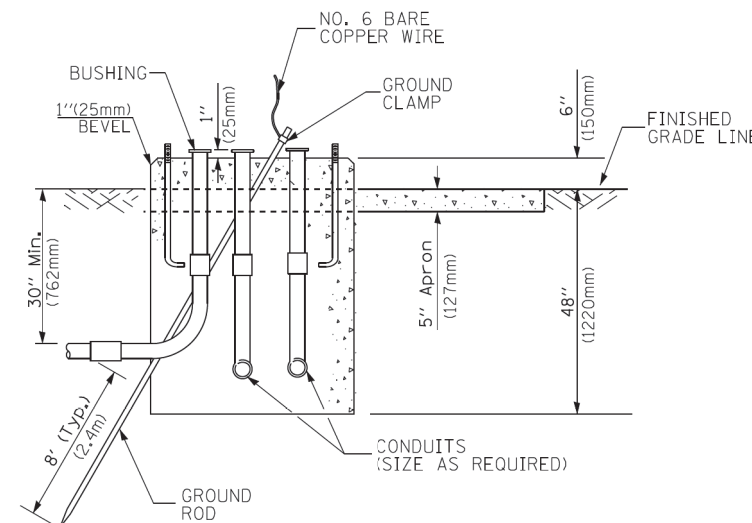
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM 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.

TS SHT NO. 3

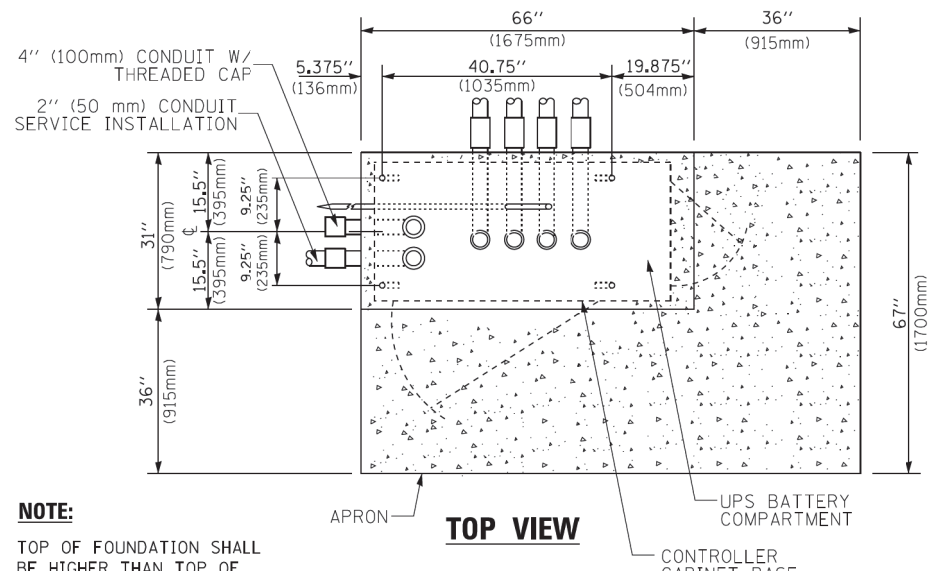
FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwwork\footemj\d0108315\ts05.dgn	DRAWN - BCK	REVISED - 4-11-2019	1362			3200RS&DR-5	COOK	85	71C	
PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -	TS-05			CONTRACT NO. 62G42				
PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 3 OF 7 SHEETS	STA. TO STA.				



TOP VIEW

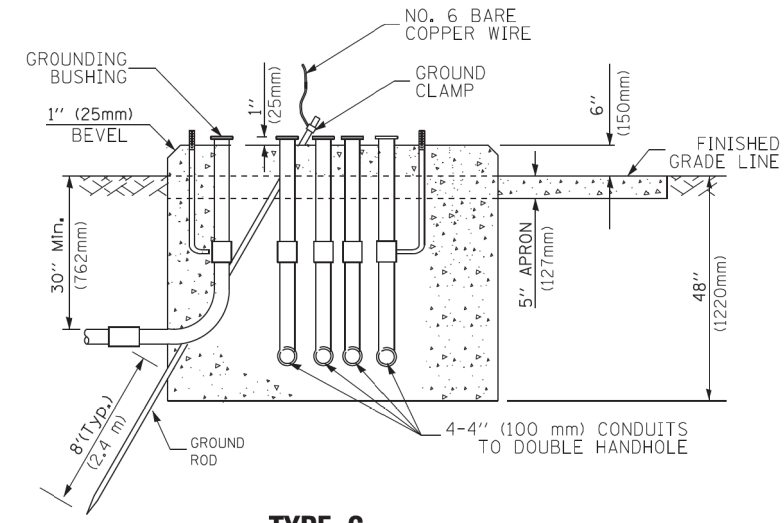


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

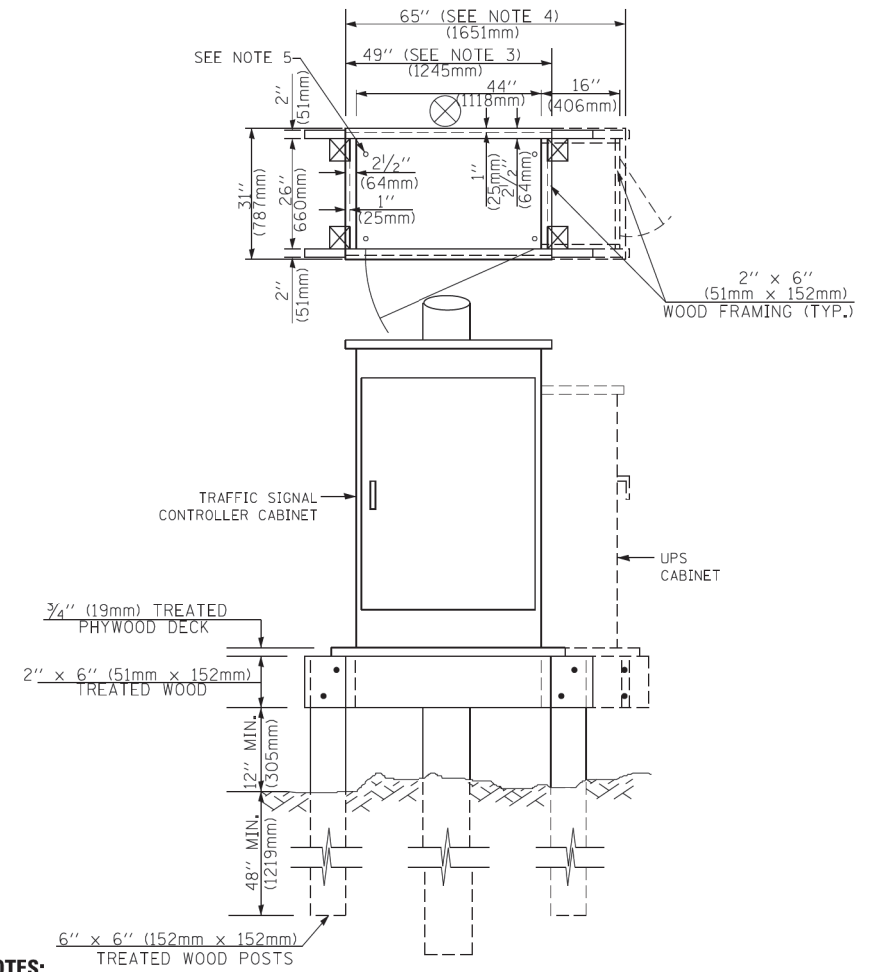


TOP VIEW

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



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



NOTES:

- 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.
- 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.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- 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.
- FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

- 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.
- Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
- For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

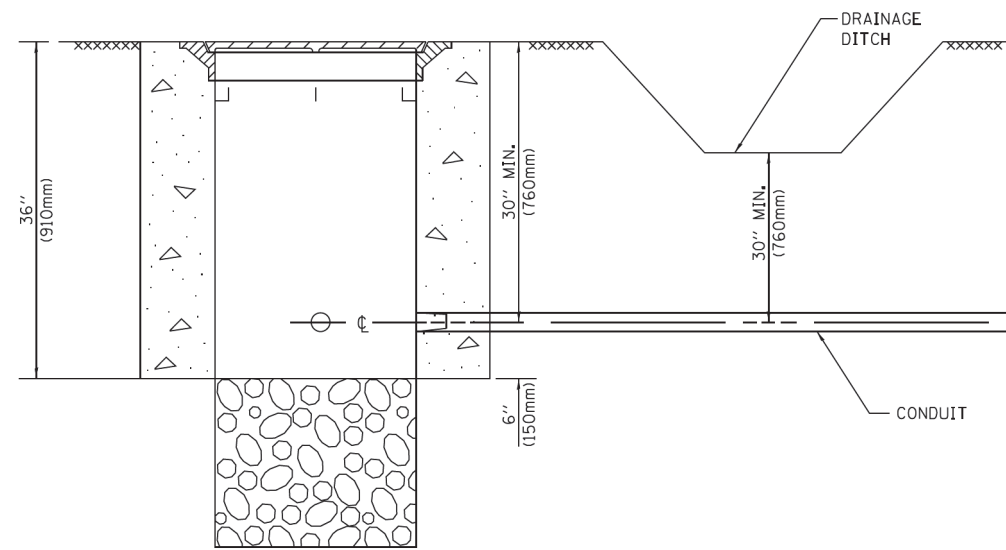
TS SHT NO. 5

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	PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE	SHEET NO. 5 OF 7 SHEETS	STA. TO STA.
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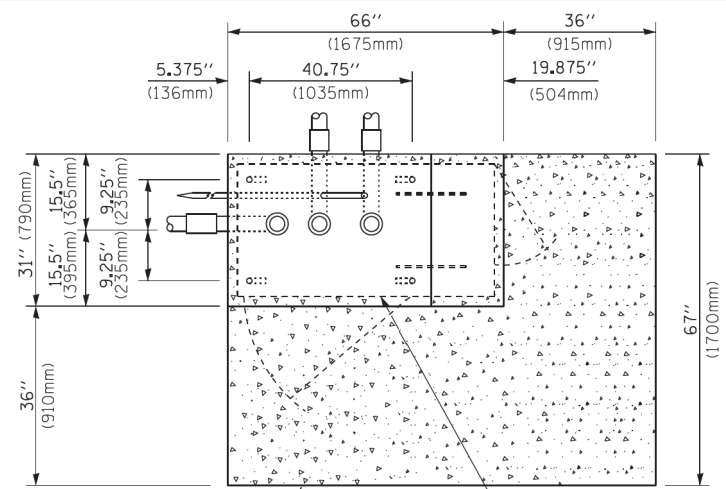
F.A.P. RTE. 1362	SECTION 3200RS&DR-5	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 71E
TS-05		CONTRACT NO. 62G42		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



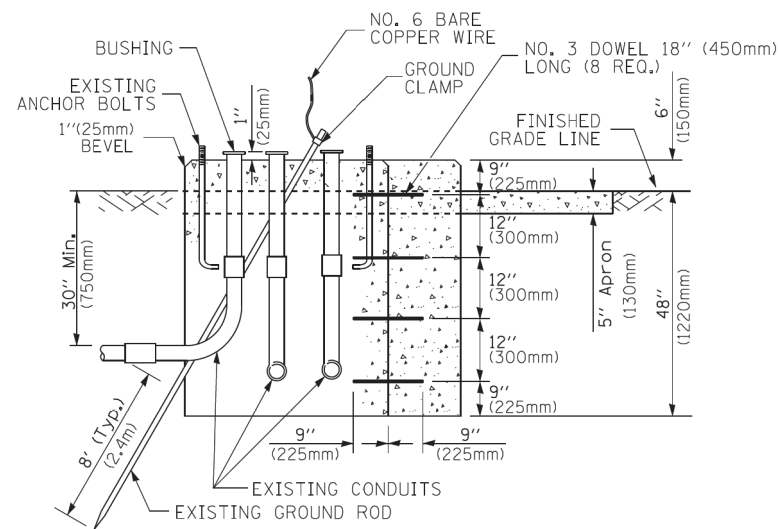
NOTES:

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

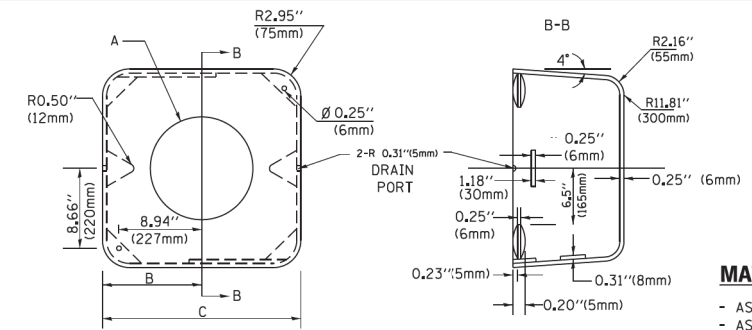
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)



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



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

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

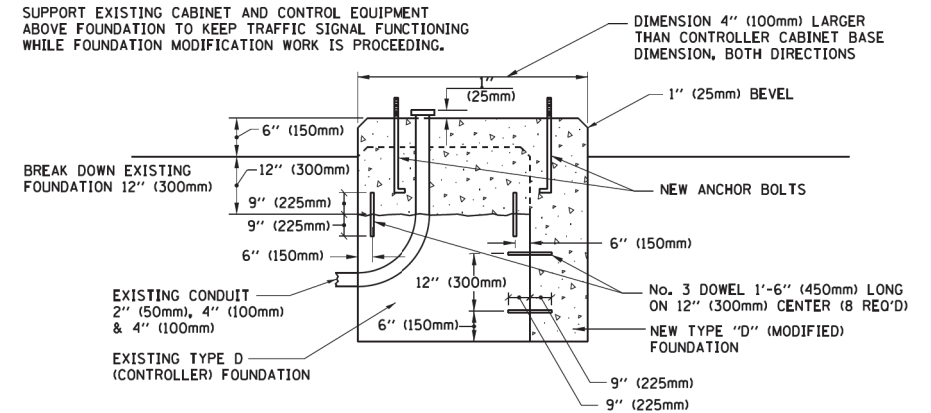
SHROUD

NOTES:

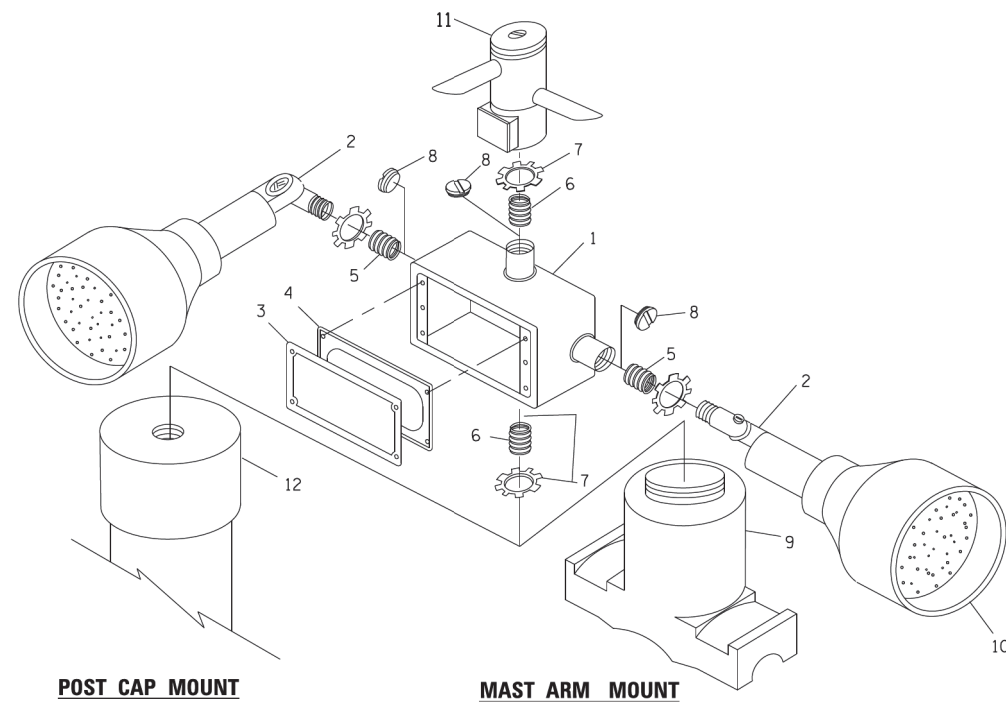
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



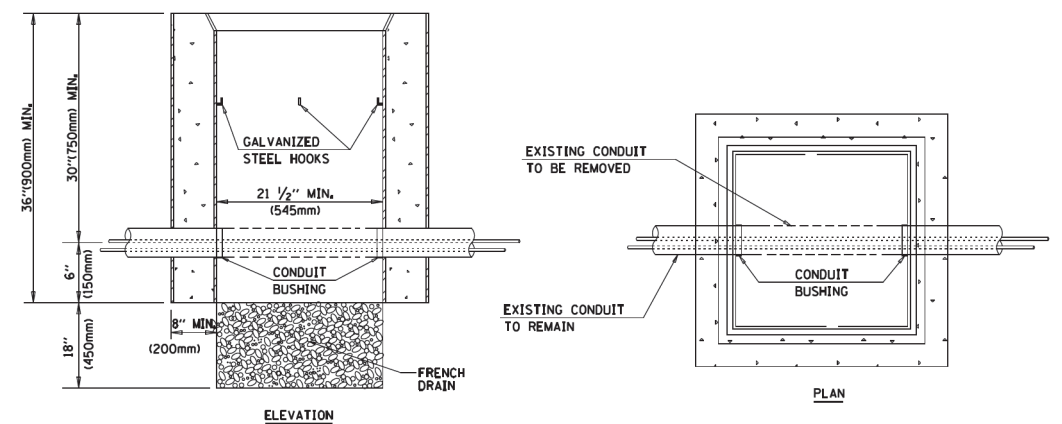
MODIFY EXISTING TYPE "D" FOUNDATION



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

NOTES:

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



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

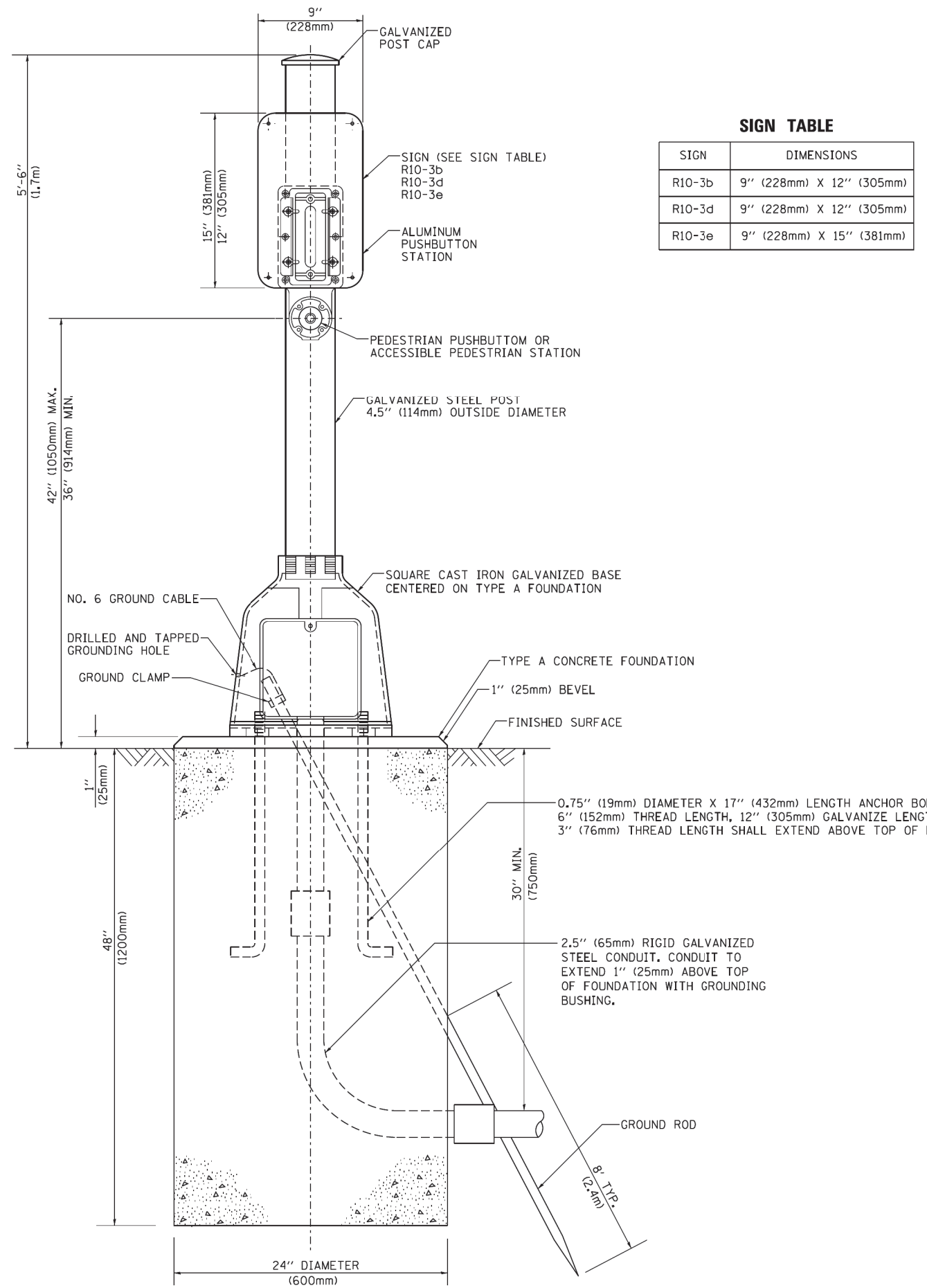
TS SHT NO. 6

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		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

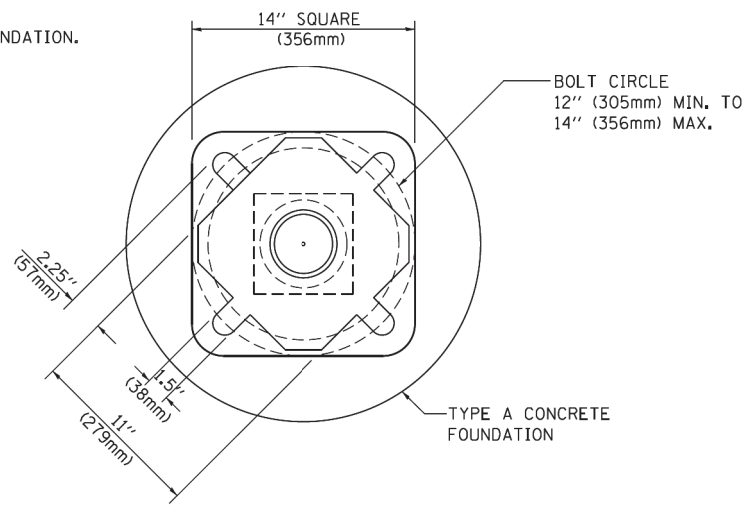
DISTRICT ONE	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	
SCALE: NONE	SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 1362	SECTION 3200RS&DR-5	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 71F
TS-05		CONTRACT NO. 62G42		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SIGN TABLE

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

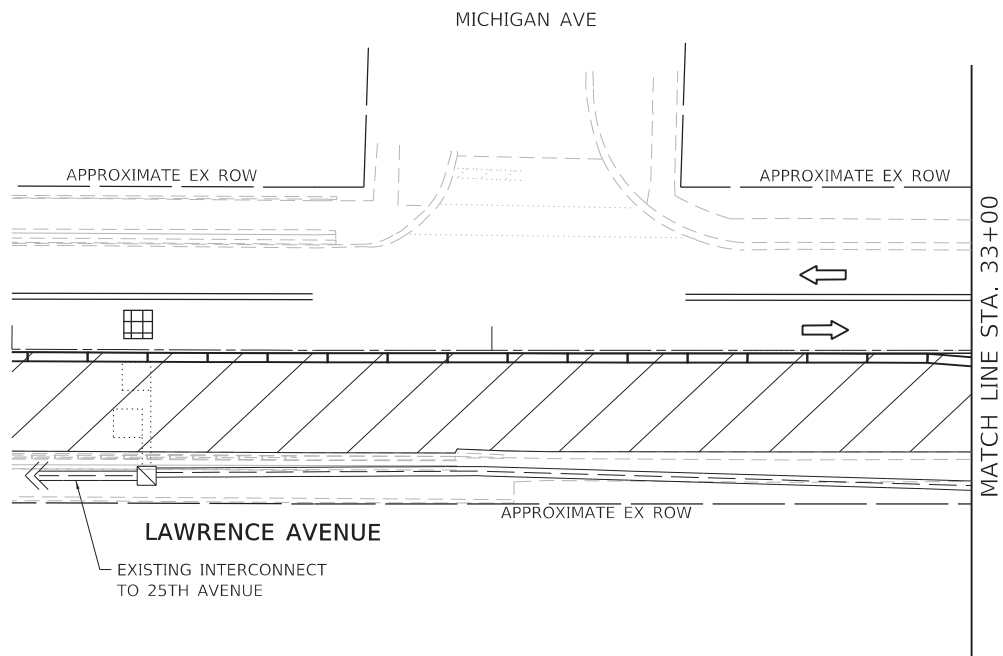
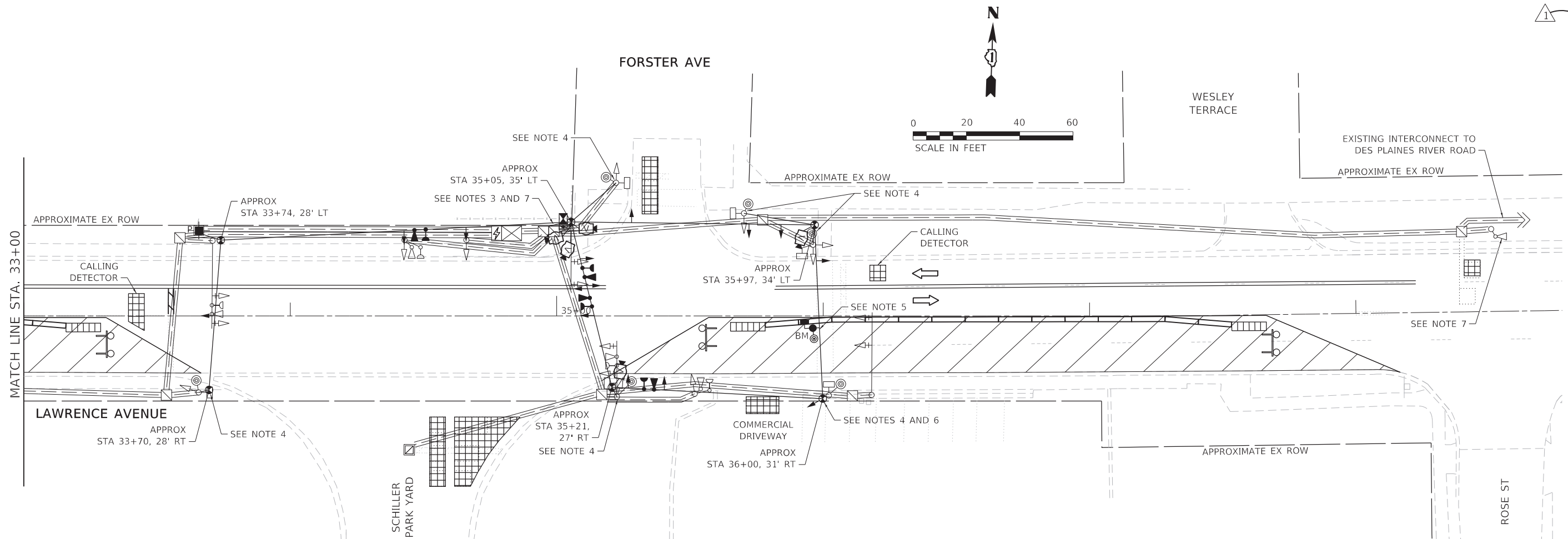


BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

TS SHT NO. 7

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\footemj\d0108315\ts05.dgn	DRAWN - GND	REVISED - 4-11-2019	1362			3200RS&DR-5	COOK	85	71G	
PLOT SCALE = 50.0000' / 1"	CHECKED - DAD	REVISED -	TS-05			CONTRACT NO. 62G42				
PLOT DATE = 1/13/2014	DATE - 10/1/2012	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA.	TO STA.			



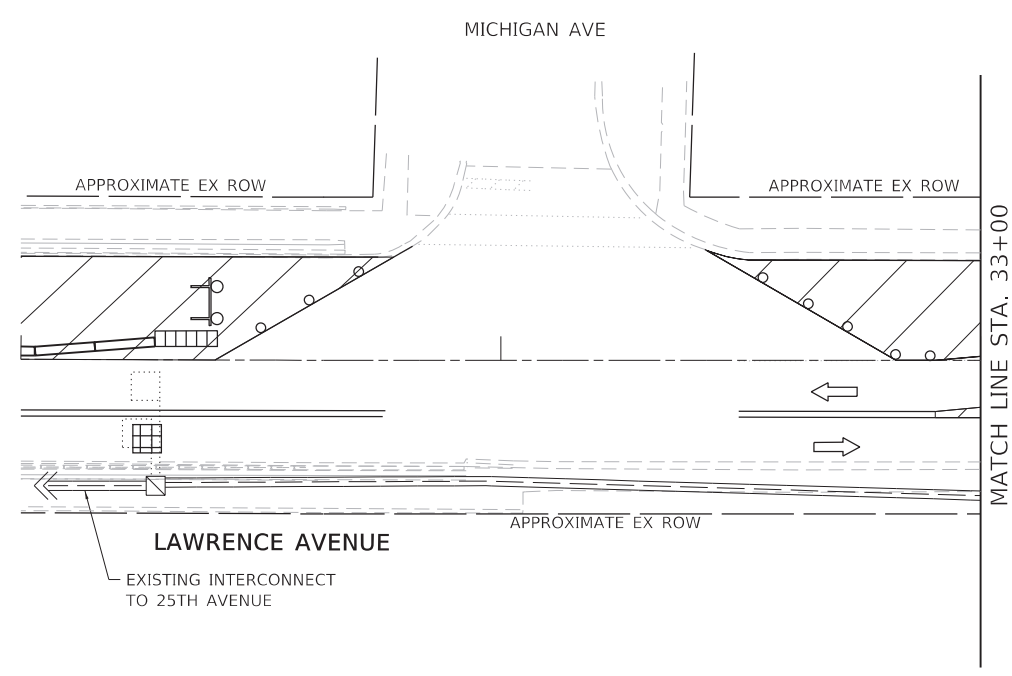
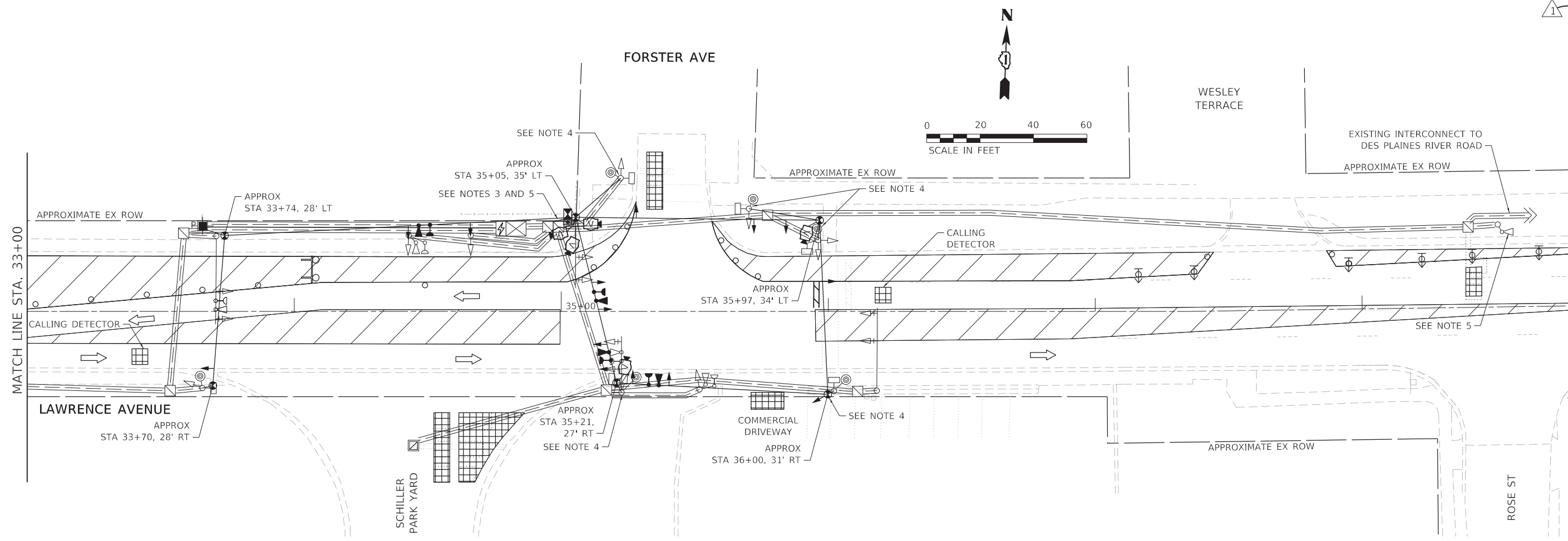
NOTES

1. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL NOT BE OPERATED WITHOUT THE MOT STAGING SHOWN IN PLACE. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL ONLY BE IN OPERATION CONCURRENT WITH THE MOT STAGING SHOWN AND IN PLACE. THE CONTRACTOR SHALL COORDINATE ALTERNATE TEMPORARY TRAFFIC SIGNAL INSTALLATION CONFIGURATIONS WITH THE ENGINEER FOR ANY DEVIATIONS TO THE MOT AS SHOWN, OBTAINING ENGINEER'S APPROVAL PRIOR TO IMPLEMENTING MOT DEVIATIONS OR ALTERNATE TEMPORARY TRAFFIC SIGNAL INSTALLATION CONFIGURATIONS. ALL CONFIGURATIONS OF TEMPORARY TRAFFIC SIGNAL INSTALLATION, INCLUDING COMPLETE RESTORATION OF EXISTING CONDITIONS IMPACTED BY THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
2. THE CONTRACTOR SHALL REMOVE, STORE, AND REINSTALL ANY EXISTING TRAFFIC SIGNAL EQUIPMENT IN ACCORDANCE WITH THE ENGINEER. EQUIPMENT DAMAGED DURING THE REMOVAL, STORAGE, OR REINSTALLATION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT. THE REMOVAL, STORAGE, AND REINSTALLATION OF EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMAINING IN PLACE DURING TEMPORARY TRAFFIC SIGNAL OPERATIONS SHALL BE BAGGED, DE-ENERGIZED, AND MADE INOPERABLE FOR THE DURATION OF THE TEMPORARY TRAFFIC SIGNAL OPERATIONS, AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL INSTALL UNIT DUCT BETWEEN THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET AND EXISTING DOUBLE HANDHOLE. THE CONTRACTOR SHALL DISCONNECT THE EXISTING FIBER OPTIC INTERCONNECT FROM THE EXISTING CONTROLLER CABINET, REMOVE THE FIBER OPTIC CABLE TO THE DOUBLE HANDHOLE, INSTALL THE FIBER OPTIC CABLE TO THE TEMPORARY TRAFFIC SIGNAL CONTROL CABINET, AND RE-TERMINATE THE FIBER OPTIC CABLE FOR CONTINUED OPERATION OF THE INTERCONNECT IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. ALL REQUIRED EQUIPMENT FOR OPERATING THE EXISTING INTERCONNECT IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE PROVIDED BY THE CONTRACTOR. UPON DEACTIVATION OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL RESTORE THE EXISTING INTERCONNECT CABLE CONNECTION INTO THE EXISTING TRAFFIC SIGNAL CABINET. ALL WORK REQUIRED TO COMPLY WITH MODIFYING, MAINTAINING, AND OPERATING THE EXISTING FIBER OPTIC CABLE INTERCONNECT TO THE SATISFACTION OF THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
4. THE CONTRACTOR SHALL INSTALL AERIAL CABLE BETWEEN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND THE EXISTING TRAFFIC SIGNAL SUPPORT VIA THE POLE CAP, TO OPERATE THE EXISTING PEDESTRIAN EQUIPMENT AS SHOWN ON THE PLANS. THE MANNER OF AERIAL CABLE INSTALLATION, SUPPORT, AND CONNECTION TO THE EXISTING EQUIPMENT SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL FULLY RESTORE THE EXISTING TRAFFIC SIGNAL SUPPORT AND WIRING TO THE EXISTING PEDESTRIAN EQUIPMENT, WHICH SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
5. A BARREL MOUNT TRAFFIC SIGNAL POST SHALL BE PROVIDED AS PART OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION FOR OPERATING PEDESTRIAN SIGNAL HEAD AND PUSHBUTTON BEHIND THE PROPOSED TEMPORARY CONCRETE BARRIER AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL INSTALL AERIAL CABLE BETWEEN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND THE BARREL MOUNT POST. THE MANNER OF AERIAL CABLE INSTALLATION, SUPPORT, AND CONNECTION TO THE BARREL MOUNT POST SHALL BE APPROVED BY THE ENGINEER.
6. THE PEDESTRIAN EQUIPMENT ADJACENT TO THE COMMERCIAL DRIVEWAY SHALL BE OPERATED AS PART OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION IN LIEU OF THE BARREL MOUNT POST AND PEDESTRIAN EQUIPMENT IN ACCORDANCE WITH THE ENGINEER.
7. THE CONTRACTOR SHALL DISCONNECT THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE FROM THE EXISTING CONTROLLER CABINET, REMOVE THE EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE TO THE DOUBLE HANDHOLE, INSTALL THE EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE TO THE TEMPORARY TRAFFIC SIGNAL CONTROL CABINET, AND RE-TERMINATE THE EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE FOR CONTINUED OPERATION OF THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR NEAR ROSE STREET AS PART OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. ALL REQUIRED EQUIPMENT FOR OPERATING THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR NEAR ROSE STREET AS PART OF TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE PROVIDED BY THE CONTRACTOR. UPON DEACTIVATION OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL RESTORE THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE CONNECTION AND EQUIPMENT OPERATION INTO THE EXISTING TRAFFIC SIGNAL CABINET. ALL WORK REQUIRED TO COMPLY WITH MAINTAINING AND OPERATING THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
8. ALL WOOD POLE LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL USE EXTREME CAUTION AND EXPOSE ADJACENT UTILITIES IN ACCORDANCE WITH THE ENGINEER FOR CLOSE PROXIMITY TO EXISTING UTILITIES AND TRAFFIC SIGNAL EQUIPMENT. CONTRACTOR SHALL CLOSELY COORDINATE WOOD POLE INSTALLATION WITH UTILITIES AND PROVIDE ANY REQUIRED PROTECTION REQUIRED BY THE UTILITY. HAND EXCAVATION, OVER EXCAVATION, AND UTILITY PROTECTION SHALL BE IN ACCORDANCE WITH THE ENGINEER AND INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

TS SHT NO. 8

**TS 5440
EAGLE 60**

FILE NAME: D129918-sht-ts-signalplan-01.dgn	USER NAME = sjohnson	DESIGNED - BKS	REVISED - 4-11-2019	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN - STAGE 1 MOT LAWRENCE AVENUE AT FORSTER AVENUE			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
		DRAWN - SVJ	REVISED -		SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.	1362	3200RS&DR-5	COOK	85	71H
		CHECKED - BKS	REVISED -													
		DATE - 4/10/2019	REVISED -													



NOTES

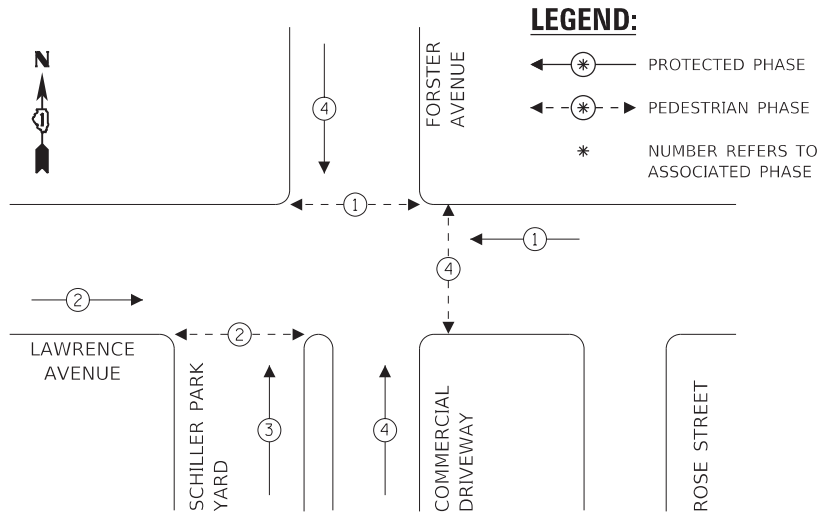
1. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL NOT BE OPERATED WITHOUT THE MOT STAGING SHOWN IN PLACE. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL ONLY BE IN OPERATION CONCURRENT WITH THE MOT STAGING SHOWN AND IN PLACE. THE CONTRACTOR SHALL COORDINATE ALTERNATE TEMPORARY TRAFFIC SIGNAL INSTALLATION CONFIGURATIONS WITH THE ENGINEER FOR ANY DEVIATIONS TO THE MOT AS SHOWN, OBTAINING ENGINEER'S APPROVAL PRIOR TO IMPLEMENTING MOT DEVIATIONS OR ALTERNATE TEMPORARY TRAFFIC SIGNAL INSTALLATION CONFIGURATIONS. ALL CONFIGURATIONS OF TEMPORARY TRAFFIC SIGNAL INSTALLATION, INCLUDING COMPLETE RESTORATION OF EXISTING CONDITIONS IMPACTED BY THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
2. THE CONTRACTOR SHALL REMOVE, STORE, AND REINSTALL ANY EXISTING TRAFFIC SIGNAL EQUIPMENT IN ACCORDANCE WITH THE ENGINEER. EQUIPMENT DAMAGED DURING THE REMOVAL, STORAGE, OR REINSTALLATION SHALL BE REPLACED IN KIND BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT. THE REMOVAL, STORAGE, AND REINSTALLATION OF EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMAINING IN PLACE DURING TEMPORARY TRAFFIC SIGNAL OPERATIONS SHALL BE BAGGED, DE-ENERGIZED, AND MADE INOPERABLE FOR THE DURATION OF THE TEMPORARY TRAFFIC SIGNAL OPERATIONS, AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL INSTALL UNIT DUCT BETWEEN THE TEMPORARY TRAFFIC SIGNAL CONTROLLER CABINET AND EXISTING DOUBLE HANDHOLE. THE CONTRACTOR SHALL DISCONNECT THE EXISTING FIBER OPTIC INTERCONNECT FROM THE EXISTING CONTROLLER CABINET, REMOVE THE FIBER OPTIC CABLE TO THE DOUBLE HANDHOLE, INSTALL THE FIBER OPTIC CABLE TO THE TEMPORARY TRAFFIC SIGNAL CONTROL CABINET, AND RE-TERMINATE THE FIBER OPTIC CABLE FOR CONTINUED OPERATION OF THE INTERCONNECT IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. ALL REQUIRED EQUIPMENT FOR OPERATING THE EXISTING INTERCONNECT IN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE PROVIDED BY THE CONTRACTOR. UPON DEACTIVATION OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL RESTORE THE EXISTING INTERCONNECT CABLE CONNECTION INTO THE EXISTING TRAFFIC SIGNAL CABINET. ALL WORK REQUIRED TO COMPLY WITH MODIFYING, MAINTAINING, AND OPERATING THE EXISTING FIBER OPTIC CABLE INTERCONNECT TO THE SATISFACTION OF THE ENGINEER SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
4. THE CONTRACTOR SHALL INSTALL AERIAL CABLE BETWEEN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND THE EXISTING TRAFFIC SIGNAL SUPPORT VIA THE POLE CAP, TO OPERATE THE EXISTING PEDESTRIAN EQUIPMENT AS SHOWN ON THE PLANS. THE MANNER OF AERIAL CABLE INSTALLATION, SUPPORT, AND CONNECTION TO THE EXISTING EQUIPMENT SHALL BE APPROVED BY THE ENGINEER. THE CONTRACTOR SHALL FULLY RESTORE THE EXISTING TRAFFIC SIGNAL SUPPORT AND WIRING TO THE EXISTING PEDESTRIAN EQUIPMENT, WHICH SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
5. THE CONTRACTOR SHALL DISCONNECT THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE FROM THE EXISTING CONTROLLER CABINET, REMOVE THE EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE TO THE DOUBLE HANDHOLE, INSTALL THE EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE TO THE TEMPORARY TRAFFIC SIGNAL CONTROL CABINET, AND RE-TERMINATE THE EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE FOR CONTINUED OPERATION OF THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR NEAR ROSE STREET AS PART OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION. ALL REQUIRED EQUIPMENT FOR OPERATING THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR NEAR ROSE STREET AS PART OF TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE PROVIDED BY THE CONTRACTOR. UPON DEACTIVATION OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE CONTRACTOR SHALL RESTORE THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE CONNECTION AND EQUIPMENT OPERATION INTO THE EXISTING TRAFFIC SIGNAL CABINET. ALL WORK REQUIRED TO COMPLY WITH MAINTAINING AND OPERATING THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR SHALL BE INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
6. ALL WOOD POLE LOCATIONS SHOWN ARE APPROXIMATE. CONTRACTOR SHALL USE EXTREME CAUTION AND EXPOSE ADJACENT UTILITIES IN ACCORDANCE WITH THE ENGINEER FOR CLOSE PROXIMITY TO EXISTING UTILITIES AND TRAFFIC SIGNAL EQUIPMENT. CONTRACTOR SHALL CLOSELY COORDINATE WOOD POLE INSTALLATION WITH UTILITIES AND PROVIDE ANY REQUIRED PROTECTION REQUIRED BY THE UTILITY. HAND EXCAVATION, OVER EXCAVATION, AND UTILITY PROTECTION SHALL BE IN ACCORDANCE WITH THE ENGINEER AND INCLUDED IN THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.

TS SHT NO. 9

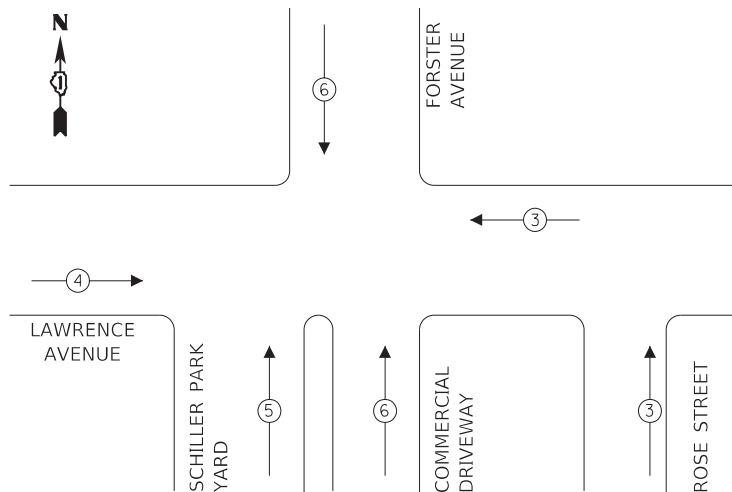
**TS 5440
EAGLE 60**

FILE NAME: D129918-sht-ts-signalplan-02.dgn	USER NAME = sjohnson	DESIGNED - BKS	REVISED - 4-11-2019	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN - STAGE 2 MOT LAWRENCE AVENUE AT FORSTER AVENUE			F.A.P. RTE. 1362	SECTION 3200RS&DR-5	COUNTY COOK	TOTAL SHEETS 85	SHEET NO. 711	
	PLOT SCALE = 40,0000' / in.	CHECKED - BKS	REVISED -		SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 62G42
	PLOT DATE = 4/10/2019	DATE - 4/10/2019	REVISED -										

TEMPORARY CONTROLLER SEQUENCE



TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77.0
(YELLOW)	14	20	5	14.0
(GREEN)	18	12	45	97.2
PERMISSIVE ARROW	-	10	10	16.0
PED. SIGNAL	6	20	100	120.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	-	-	-
FLASHER	-	-	-	-
STREET NAME SIGN	-	-	-	-
LUMINAIRE	-	-	-	-
TOTAL =				599.2

ENERGY COSTS TO:

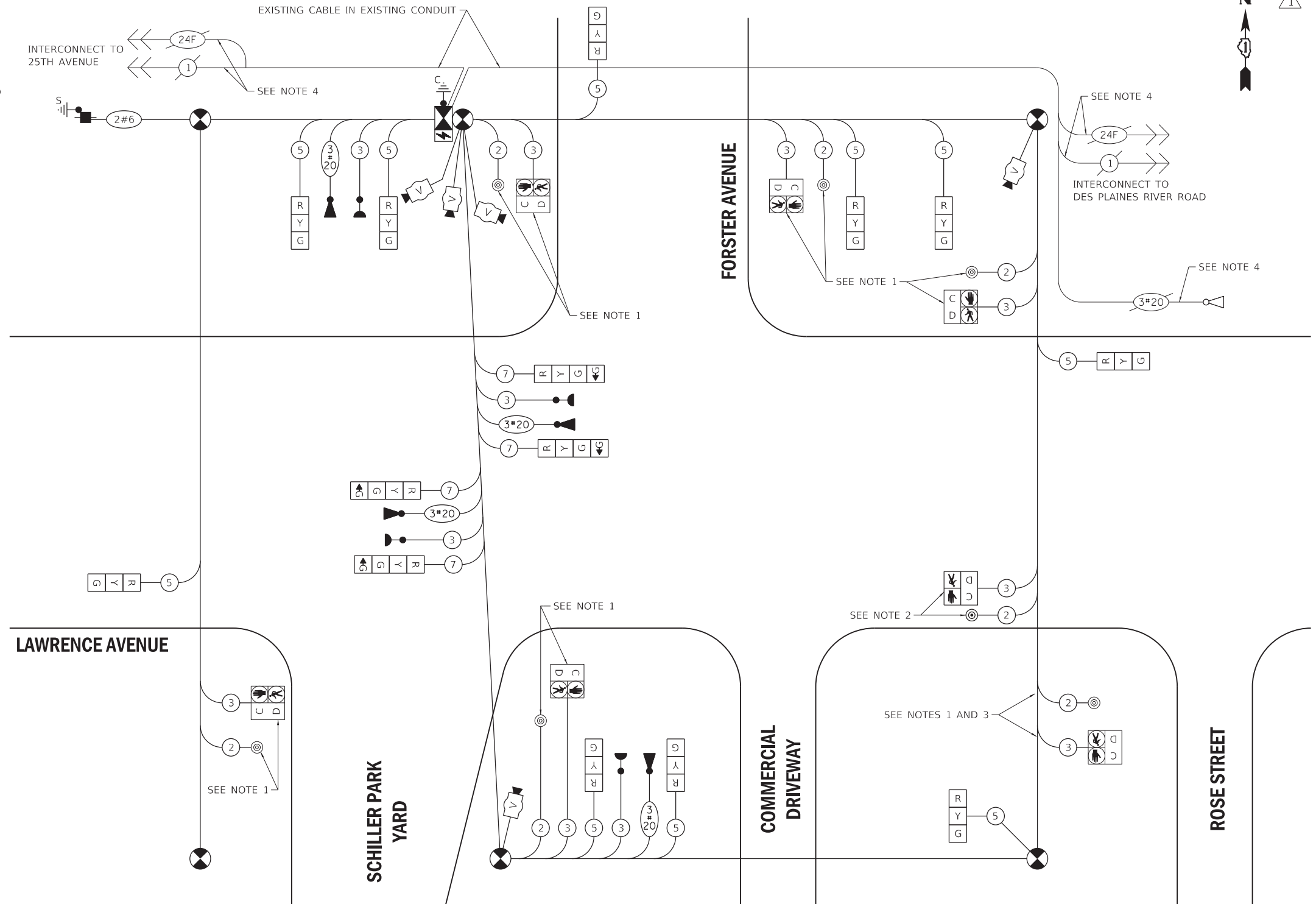
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAY / DISTRICT 1
 201 WEST CENTER COURT / SCHAUMBURG, IL 60196-1096
 ENERGY SUPPLY: CONTACT: XXXXXX
 PHONE: (XXX) XXX-XXXX
 COMPANY: COMED
 ACCOUNT NUMBER: ---

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	3

NOTES

- EXISTING PEDESTRIAN EQUIPMENT SHALL BE CONNECTED TO THE TEMPORARY TRAFFIC SIGNAL CONTROLLER USING TEMPORARY AERIAL CABLES. CABLE CONNECTIONS BETWEEN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND THE EXISTING TRAFFIC SIGNAL SUPPORTS SHALL BE AS SHOWN ON THE PLANS AND APPROVED BY THE ENGINEER.
- THE TEMPORARY PEDESTRIAN EQUIPMENT INSTALLED ON THE BARREL MOUNT POST SHALL ONLY BE OPERATED DURING MOT STAGE 1 OR AS APPROVED BY THE ENGINEER. UPON COMPLETION OF MOT STAGE 1 THE BARREL MOUNT POST AND TEMPORARY PEDESTRIAN EQUIPMENT SHALL BE DISCONNECTED AND REMOVED.
- THE EXISTING PEDESTRIAN EQUIPMENT ADJACENT TO THE COMMERCIAL DRIVE SHALL BE CONNECTED TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION UPON REMOVAL OF THE BARREL MOUNT POST OR AS DIRECTED BY THE ENGINEER.
- THE EXISTING EMERGENCY VEHICLE PREEMPTION DETECTOR CABLE (FAR DETECTOR NEAR ROSE STREET) AND FIBER OPTIC CABLES SHALL BE CONNECTED TO THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.



TEMPORARY CABLE PLAN
(NOT TO SCALE)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,
 TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE, & SCHEDULE OF QUANTITIES
 LAWRENCE AVENUE AT FORSTER AVENUE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1362	3200R5&DR-5	COOK	85	71J
CONTRACT NO. 62G42				

TS SHT NO. 10

TS 5440
 EAGLE 60