FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION

ILLINOIS ROUTE 68 (DUNDEE ROAD) = OTHER PRINCIPAL ARTERIAL COMMUNITY BOULEVARD = LOCAL

TRAFFIC DATA

ILLINOIS ROUTE 68 (DUNDEE ROAD) POSTED SPEED = 35 MPH DESIGN SPEED = 40 MPH

COMMUNITY BOULEVARD

POSTED SPEED = N/A DESIGN SPEED = 30 MPH

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAP ROUTE 343 ILLINOIS ROUTE 68 (DUNDEE ROAD) AT COMMUNITY BLVD

INTERSECTION AND TRAFFIC SIGNAL IMPROVEMENTS

SECTION: 15-00083-00-PV

PROJECT: M-4003(579)

VILLAGE OF WHEELING

COOK COUNTY

JOB NUMBER: C-91-032-16

IMPROVEMENT ENDS COMMUNITY BOULEVARD

STA. 24 + 76 LOCATION MAP (NOT TO SCALE) LAKE COOK RD LAKE COOK RD PROJECT SITE **IMPROVEMENT ENDS** IL ROUTE 68 STA. 221 + 40

LICENSET

DATE: 12-04-15

15-00083-00-PV COOK 60 1

M-4003(579) ILLINOIS CONTRACT NO.61C26

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS

APPROVED December 2, 2015

PASSED DEC. 28, 2015

LOCATION OF SECTION INDICATED THUS: - -

DECEMBER 30, 2015 DEPUTY DIRECTOR OF

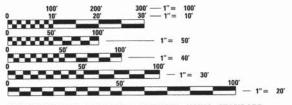
PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

B&W PROJECT NO.: 140350

2015 ADT = 34,0002015 ADT = 2.000

> IMPROVEMENT BEGINS COMMUNITY BOULEVARD STA. 20 + 15

IMPROVEMENT BEGINS **IL ROUTE 68** STA. 208 + 48



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. DESIGN STAGE REQUEST DIG. No. X1210119



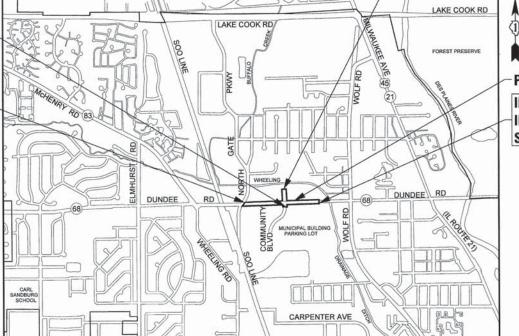
CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:

COUNTY = COOK CITY-TWNSHP. = WHEELING BLINGIS SEC. & 1/4 SEC. NO. = SW 1/4 SEC 2, T42N, R11E

ONE-CALL SYSIEM

48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61C26



SECTION 2, T42N, R11E, OF THE THIRD PRINCIPAL MERIDIAN GROSS LENGTH = 1753 FT. = 0.33 MILE NET LENGTH = 1753 FT. = 0.33 MILE



THERE ARE NO COMMITMENTS ON THIS PROJECT.

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
442201-03	CLASS C AND D PATCHES
602011-02	CATCH BASIN TYPE C
602301-04	INLET - TYPE A
604001-04	FRAME AND LIDS TYPE 1
604051-04	FRAME AND GRATE TYPE 11
604091-03	FRAME AND GRATE TYPE 24
606001-06	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606201-03	TYPE B GUTTER (INLET, OUTLET & ENTRANCE)
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701602-07	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720016-03	MAST ARM MOUNTED STREET NAME SIGNS
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-03	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
877001-06	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877006-05	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS

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32 DISTRICT 1 DETAIL - TS-02 MAST ARM MOUNTED STREET NAME SIGNS

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59 - 60 CROSS SECTIONS - COMMUNITY BOULEVARD

DESIGNED - DSH REVISED DRAWN CJC REVISED CHECKED - TLH REVISED 12-04-15

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

880001-01 SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

INDEX OF SHEETS, HIGHWAY STANDARDS AND COMMITMENTS

STA.

SECTION COOK 60 2 CONTRACT NO. 61C26

878001-10 CONCRETE FOUNDATION DETAILS

886001-01 DETECTOR LOOP INSTALLATIONS

TRAFFIC SIGNAL MOUNTING DETAILS

886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS

TO STA.

SCALE: NONE

BAXTER WOODMAN

880006-01

- ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED AS THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL NOTIFY THE VILLAGE OF WHEELING ENGINEERING (847) 459-2985 INSPECTOR TWO (2) BUSINESS DAYS PRIOR TO THE START OF CONSTRUCTION.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 AND THE VILLAGE OF WHEELING FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED
- THE CONTRACTOR SHALL CONTACT THE IDOT TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72
- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO CALL AT LEAST 48 HOURS IN ADVANCE AND SET UP THE NECESSARY AND PROPER INSPECTION(S) FOR ALL WORK TO BE PERFORMED.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN CONSENT FROM THE ENGINEER
- THE CONTRACTOR SHALL USE CARE WHEN WORKING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE OVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR AT THE CONTRACTORS' OWN EXPENSE.
- NO ADDITIONAL COMPENSATION WILL BE MADE FOR REMOVAL OF STUMPS, TREE ROOTS, SHRUBS OR BUSHES THAT ARE IN CONFLICT WITH THE PROPOSED IMPROVEMENTS.
- PER THE VILLAGE'S ORDINANCE. THE CONTRACTOR SHALL BE REQUIRED TO CONFINE THE WORK ACTIVITY BETWEEN 7:00 AM-6:00 PM MONDAY THROUGH FRIDAY AND 7:00 AM-6:00 PM SATURDAYS. WORK ON SATURDAYS SHALL BE COORDINATED AND APPROVED IN WRITING BY THE ENGINEER AT LEAST 60 HOURS IN ADVANCE (END OF BUSINESS THE WEDNESDAY PRIOR). NO WORK WILL BE PERMITTED ON SUNDAYS AND HOLIDAYS. WORK ACTIVITY, AS INTENDED HEREIN, INCLUDES WARMING/STARTING UP/IDLING OF ANY MACHINERY OR ENGINES.
- ALL DIMENSIONS, INCLUDING RADII, ARE GIVEN TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE 12. FIELD PRIOR TO ORDERING MATERIALS AND REGINNING CONSTRUCTION
- THE CONTRACTOR SHALL MAINTAIN AND KEEP AT THE JOB SITE, AN UP TO DATE SET OF "RECORD DRAWINGS" SHOWING ALL CHANGES FROM THE ORIGINAL PLANS. THE LOCATION OF ALL SERVICE CONNECTIONS FOR SANITARY SEWER, STORM SEWER AND WATER SHALL BE SHOWN FROM THE CLOSEST MANHOLE OR VALVE VAULT. ALL B-BOXES AND CLEANOUTS MUST BE SHOWN WITH TIED DIMENSIONS. THE ELEVATION OF ALL RIMS AND INVERTS SHALL BE VERIFIED BY THE CONTRACTOR AND SHOWN ON THE "RECORD DRAWINGS", THE CONTRACTOR SHALL DELIVER THE "RECORD DRAWINGS" TO THE ENGINEER AT THE CONCLUSION OF THE PROJECT, PRIOR TO ANY FINAL INSPECTIONS. THE ENGINEER WILL TRANSFER THE INFORMATION TO THE ORIGINAL PLANS BY INCORPORATING THE VILLAGE OF WHEELING AS-BUILT REQUIREMENT LIST AND FURNISH THE VILLAGE THREE (3) SETS OF COMPLETE "RECORD DRAWINGS," AND, IF REQUIRED, ONE (1) SET OF REPRODUCIBLE MYLARS
- THE CONTRACTOR MAY OBTAIN MUNICIPAL WATER IN BULK, AT NO CHARGE, AS LONG AS THERE IS NOT A "WATERING BAN" IN EFFECT. THE INDISCRIMINATE USE OF FIRE HYDRANTS IS STRICTLY PROHIBITED. WATER FOR CONSTRUCTION SHALL BE METERED OR OTHERWISE ACCOUNTED FOR AND A DAILY LOG MAINTAINED. THE CONTRACTOR SHALL PROVIDE THE WATER TRUCK AND DRIVER REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE VILLAGE RESERVES THE RIGHT TO RESTRICT OR REFUSE THE USE OF VILLAGE WATER IF DEEMED
- ACCESS TO ENTRANCES SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. TEMPORARY RAMPS SHALL BE CONSTRUCTED AS NEEDED TO PROVIDE SUCH ACCESS. THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR TEMPORARY ACCESS FOR THE TYPE OF ENTRANCE
- IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE ENGINEER. RESIDENTS AND THE VILLAGE WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE, EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO
- THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II RICADE USED. ONE (1) WEIGHTED SANDBAG SHALL BE PLACED ACROSS EACH BOTTOM
- ALL POSTS, RAIL ROAD TIES, AND DECORATIVE TIMBER IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION
- A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE(S) AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. IF WORK IS OCCURRING AT SEVERAL LOCATIONS, ONE PORTABLE BATHROOM SHALL BE PLACED AT EACH LOCATION WITHIN A REASONABLE DISTANCE FROM THE WORK AS DETERMINED BY THE NEER. THIS SHALL BE INCLUDED IN THE PAY ITEM FOR MOBILIZATION
- THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS, ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S
- THE CONTRACTOR SHALL ERECT TEMPORARY FENCE AROUND ALL TREES WITHIN THE CONSTRUCTION AREA TO ESTABLISH A "TREE PROTECTION ZONE" BEFORE ANY WORK BEGINS OR ANY MATERIAL IS DELIVERED TO THE JOBSITE. NO WORK IS TO BE PERFORMED (OTHER THAN ROOT PRUNING), MATERIALS STORED OR VEHICLES DRIVEN OR PARKED WITHIN THE "TREE PROTECTION ZONE", REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED. REMOVE PROTECTIVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
- THE CONTRACTOR SHALL ADHERE TO LIMITS OF RESTORATION SHOWN, AREAS OUTSIDE THESE LIMITS THAT ARE DAMAGED OR DISTURBED BY THE CONTRACTOR SHALL BE RESTORED BY THE CONTRACTOR AT HIS EXPENSE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

GENERAL NOTES (CONTINUED)

23. ONLY THOSE TREES DESIGNATED IN THE PLANS SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS

ROADWAY

- 10' TRANSITIONS SHALL BE USED TO MATCH THE PROPOSED CURB AND GUTTER TO THE EXISTING CURB AND GUTTER, OR TO TERMINATE THE PROPOSED CURB AND GUTTER, THE TERMINATION OF ANY PROPOSED CURB AND GUTTER SHALL TRANSITION TO A ZERO INCH CURB HEIGHT. THE TRANSITION SECTION SHALL BE PAID FOR AS THE CURB & GUTTER ITEM BEING TRANSITIONED.
- FULL-DEPTH SAW CUTS SHALL BE USED TO REMOVE EXISTING PAVEMENT AND APPURTENANCES FROM MATERIAL TO REMAIN IN ACCORDANCE WITH SECTION 440. ALL SAW CUTS REQUIRED FOR ANY REMOVAL ITEMS, INCLUDING PARTIAL REMOVAL NECESSARY FOR STAGE CONSTRUCTION, SHALL NOT BE PAID FOR SEPARATELY, IT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEM.
- SOME RAVELING IS ANTICIPATED ALONG THE EXISTING EDGE OF PAVEMENT, AT LOCATIONS WHERE THE EDGE OF CURB AND GUTTER REMOVAL COINCIDES WITH THE EDGE OF HOT-MIX ASPHALT BASE COURSE WIDENING. T MAKE THE NECESSARY REPAIRS, QUANTITIES OF 95 SQ YD OF PAVEMENT REMOVAL, 95 SQ YD OF AGGREGATE SUBGRADE IMPROVEMENT 12" AND 95 SO YO OF HOT-MIX ASPHALT BASE COURSE WIDENING, 11 1/4" HAVE BEEN INCLUDED TO BE USED AS DIRECTED BY THE ENGINEER.
- HOT-MIX ASPHALT BASE COURSE SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- A 0.5 INCH THICK EXPANSION JOINT SHALL BE PROVIDED AT THE JUNCTION OF THE DRIVEWAY APRON AND CURB AND AT THE JUNCTION OF THE DRIVEWAY APRON AND THE SIDEWALK. THIS WORK WILL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT.
- ON STREETS TO BE FULL WIDTH MILLED (2" OR MORE). THE EXISTING STRUCTURES IN THE PAVEMENT SHALL BE ADJUSTED IN ACCORDANCE WITH THE IDOT DETAIL "DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING". THIS WORK SHALL BE IN ADDITION TO THE REQUIREMENTS FOR MANHOLES TO BE ADJUSTED AND HALL BE PAID FOR ONCE AT THE CONTRACT UNIT PRICE FOR MANHOLES TO BE ADJUSTED.
- WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1.5 INCHES, A MAXIMUM GRADE DIFFERENCE OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H), AS DETERMINED BY THE ENGINEER
- PORTLAND CEMENT CONCRETE SIDEWALK SHALL BE THICKENED TO 6-INCHES AT LOCATIONS WHERE THE SIDEWALK CROSSES RESIDENTIAL DRIVEWAYS AND 8 INCHES WHERE THE SIDEWALK CROSSES COMMERCIAL DRIVEWAYS. TRANSVERSE EXPANSION JOINTS W SHALL BE PLACED EVERY 50 FEET OR AS DETERMINED BY THE ENGINEER. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED EVERY 5-FEET OR AS DETERMINED BY THE

DRAINAGE AND UTILITIES

- IF THE CONTRACTOR ENCOUNTERS PREVIOUSLY UNIDENTIFIED UTILITIES DURING EXCAVATION, THE CONTRACTOR SHALL FIRST DETERMINE IF THE UTILITY IS ABANDONED. IF THE UTILITY IS ABANDONED, THE CONTRACTOR SHALL REMOVE THE PORTIONS OF THE UTILITY THAT CONFLICT WITH CONSTRUCTION OPERATIONS AND DISPOSE OF THE REMOVED UTILITY OUTSIDE OF THE STATE RIGHT OF WAY. THIS WORK SHALL BE PAID FOR PER ARTICLE 109.04.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ABOVE AND BELOW GROUND UTILITIES EVEN THOUGHTHEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR SEXPENSE. THE CONTRACTOR SHALL NOTIFY ALL UTILITY OWNERS OF HIS CONSTRUCTION SCHEDULE AND SHALL COORDINATE CONSTRUCTION OPERATIONS WITH THE UTILITY OWNERS SO THAT RELOCATION OF UTILITY LINES AND STRUCTURES MAY PROCEED IN AN ORDERLY MANNER. NOTIFICATION SHALL BE IN WRITING, WITH COPIES TRANSMITTED TO THE ENGINEER.
- ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.
- THE LOCATIONS OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE VILLAGE AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS
- PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES. THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO INSURE THAT GRADE CONFLICTS WILL NOT OCCUR. THE COST OF THIS EXPLORATION SHALL BE PAID FOR AS EXPLORATION TRENCH, SPECIAL.
- THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECT IONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER. WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THEM. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM ALL THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE, INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE ITEM BEING INSTALLED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THE EXISTING LIGHTING SYSTEM DURING CONSTRUCTION. THE LIGHTING SYSTEM TO BE MAINTAINED SHALL INCLUDE ALL COMPONENTS CONTROLLED BY THE CABINET AT APPROXIMATELY STATION 205-80, 40° LT. RECORD DRAWINGS OF THE EXISTING SYSTEM ARE AVAILABLE UPON REQUEST FROM THE VILLAGE OF WHEELING. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR MONTH FOR MAINTENANCE OF LIGHTING SYSTEM.
- ANY COMPONENTS OF THE EXISTING LIGHTING SYSTEM THAT ARE DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. NO ADDITIONAL COMPENSATION SHALL BE PAID FOR THIS WORK.

DRAINAGE AND UTILITIES (CONTINUED)

- WORK REQUIRED TO CONNECT ANY SEWER TO ANY DRAINAGE STRUCTURE OR PIPE WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE BID FOR THE STORM
- UNLESS OTHERWISE NOTED ON THE PLANS, THE EXISTING DRAINAGE FACILITIES SHALL REMAIN IN USE DURING THE PERIOD OF CONSTRUCTION. LOCATIONS OF EXISTING DRAINAGE STRUCTURES AND SEWERS AS SHOWN ON THE PLANS ARE APPROXIMATE. PRIOR TO COMMENCING WORK, THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL DETERMINE THE EXACT LOCATIONS OF EXISTING STRUCTURES WHICH ARE WITHIN THE PROPOSED CONSTRUCTION LIMITS
- DURING CONSTRUCTION, IF THE CONTRACTOR ENCOUNTERS OR OTHERWISE BECOMES AWARE OF ANY SEWERS, UNDERDRAINS OR FIELD DRAINS WITHIN THE RIGHT-OF-WAY OTHER THAN THOSE SHOWN ON THE PLANS, HE SHALL SO INFORM THE ENGINEER, WHO SHALL DIRECT THE WORK NECESSARY TO MAINTAIN OR REPLACE THE FACILITIES IN SERVICE AND TO PROTECT THEM FROM DAMAGE DURING CONSTRUCTION IF MAINTAINED. EXISTING FACILITIES TO BE MAINTAINED THAT ARE DAMAGED BECAUSE OF THE NON-COMPLIANCE WITH THIS PROVISION SHALL BE REPLACED AT THE CONTRACTOR'S OWN EXPENSE. SHOULD THE ENGINEER HAVE DIRECTED THE REPLACEMENT OF A FACILITY, THE NECESSARY WORK AND PAYMENT SHALL BE IN ACCORDANCE WITH SECTIONS 550 AND 601, AND ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON MANHOLES OR CATCH BASINS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.
- TOP OF FRAME ("RIM") ELEVATIONS GIVEN ON THE PLANS ARE ONLY TO ASSIST THE CONTRACTOR IN DETERMINING THE APPROXIMATE OVERALL HEIGHT OF EACH STRUCTURE. FRAMES ON ALL NEW STRUCTURES SHALL BE ADJUSTED TO THE FINAL ELEVATIONS OF THE AREAS IN WHICH THEY ARE LOCATED, AS A PART OF THE
- ANY TEMPORARY DAMMING OR PUMPING REQUIRED FOR THE EXCAVATIONS FOR THE STORM SEWER OR CULVERT CONNECTIONS SHALL BE INCLUDED IN THE COST OF THE STORM SEWER OR CULVERT BEING
- STORM AND SANITARY SEWER LINES SHALL BE CLEANED OF ALL CONSTRUCTION DEBRIS AND SILT PRIOR TO
- ALL FRAME AND LID CASTINGS LOCATED WITHIN THE PAVEMENT WHICH REQUIRE RESETTING TO FINISH GRADE SHALL BE BACKFILLED WITH CLASS SI CONCRETE AND ALLOWED TO CURE FOR 72 HOURS PRIOR TO PLACEMENT OF SURFACE COURSE. CLASS PP CONCRETE SHALL BE USED IF PLACEMENT OF SURFACE COURSE IS PLANNED IN LESS THAN 72 HOURS. HMA MATERIALS WILL NOT BE ALLOWED AS BACKFILL AROUND AN ADJUSTED CASTING THIS WORK SHALL APPLY TO ALL CASTINGS ADJUSTED OR RECONSTRUCTED AS PART OF THIS CONTRACT WHETHER PAID FOR SEPARATELY OR INCLUDED IN OTHER CONTRACT WORK.
- STORM STRUCTURE OFFSET LOCATIONS ARE TO THE EDGE OF PAVEMENT IF THE STRUCTURE IS IN THE CURB LINE OR TO THE CENTER OF STRUCTURE IF THE STRUCTURE IS NOT IN THE CURB LINE.

PAVEMENT MARKING AND SIGNING

- ANY SIGN WHICH IS DAMAGED DURING THE TIME IT IS STORED SHALL BE REPAIRED OR REPLACED IN KIND BY THE CONTRACTOR AT HIS OWN EXPENSE PRIOR TO PERMANENT REINSTALLATION
- ALL UNUSED SIGNS AND POSTS SHALL BE RETURNED TO THE JURISDICTION FROM WHICH IT WAS REMOVED.
- THE COST OF STORING AND SAFEGUARDING THE PERMANENT SIGNS AND POSTS, AND REINSTALLING THE PERMANENT SIGNS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR "RELOCATE SIGN PANEL ASSEMBLY"
 OF THE TYPE SPECIFIED. NEW SIGN SUPPORTS SHALL BE USED FOR REINSTALLED SIGNS UNLESS OTHERWISE
 NOTED. FURNISHING, INSTALLING, MAINTAINING AND REMOVING THE TEMPORARY SIGNS SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION ITEMS. THE NEW SUPPORTS SHALL BE PAID FOR AS "TELESCOPING STEEL SIGN SUPPORT."

BAXTER WOODMAN

DESIGNED - DSH REVISED RAWN REVISED REVISED CHECKED TLH 12-04-15 FILE - 140350SHT-PH2-Gntes.dg

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEE NO. SECTION **GENERAL NOTES** COCK 343 15-00083-00-PV 60 CONTRACT NO. 61C26 SCALE:

CODE NUMBER	PAY ITEM	UNIT	TOTAL	ROADWAY 0004	SAFETY 0021
TTOMBET				STU	STU
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	154	154	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	88	88	
20101000	TEMPORARY FENCE	FOOT	360	360	
20101200	TREE ROOT PRUNING	EACH	4	4	
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	4	4	
20200100	EARTH EXCAVATION	CU YD	1,654	1,654	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	1,646	1,646	
20800150	TRENCH BACKFILL	CU YD	26	26	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,074	1,074	
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	5,187	5,187	
25000210	SEEDING, CLASS 2A	ACRE	0.30	0.30	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	74	74	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	74	74	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	74	74	
25100127	MULCH, METHOD 3A	ACRE	0.50	0.50	
25100900	TURF REINFORCEMENT MAT	SQ YD	12	12	

CODE			TOTAL	CONSTRUCTION TYPE CODE ROADWAY SAFETY		
NUMBER	PAY ITEM	UNIT	QUANTITY	0004	0021	
NOWDER			QUANTITI	STU	STU	
25200110	SODDING, SALT TOLERANT	SQ YD	3,735	3,735	310	
25200200	SUPPLEMENTAL WATERING	UNIT	40	40		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	307	307		
28000400	PERIMETER EROSION BARRIER	FOOT	2,475	2,475		
28000510	INLET FILTERS	EACH	32	32		
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	5,187	5,187		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	311	311		
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	4,052	4,052		
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1,563	1,563		
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	644	644		
35600721	HOT-MIX ASPHALT BASE COURSE WIDENING, 11 1/4"	SQ YD	1,315	1,315		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	13,249	13,249		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3		
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	572	572		
14 1 T		a Talanca V	,			
40600982	2 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	100	100		

* SPECIALTY ITEMS

BAXTER WOODMAN

DESIGNED - DSH REVISED DRAWN - CJC CHECKED - TLH REVISED REVISED FILE - 140350SHT-PH2-S00.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| Feb. Road Dist. No. 1 | ILLINOIS | Feb. Road Dist. No. 2 | ILLINOIS | Feb. Road Dist SUMMARY OF QUANTITIES STA. TO STA. SCALE: NONE

CODE	PAY ITEM		TOTAL	ROADWAY	SAFETY	
NUMBER		UNIT	QUANTITY	0004	0021	
		TON		STU	STU	
40603080	603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50		758	758		
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	293	293		
40603565	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70	TON	1,090	1,090		
42001300	PROTECTIVE COAT	SQ YD	2,511	2,511		
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	109	109		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	12,522	12,522		
42400300	0300 PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH		1,210	1,210		
42400800	DETECTABLE WARNINGS		333	333		
44000100	PAVEMENT REMOVAL	SQ YD	206	206		
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	8,250	8,250		
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	665	665		
44000300	CURB REMOVAL	FOOT	105	105		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,033	2,033		
44000600	SIDEWALK REMOVAL	SQ FT	7,575	7,575		
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	124	124		
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	124	124		

CODE		The street of th	TOTAL	CONSTRUCTION	SAFETY
NUMBER	PAY ITEM	UNIT	QUANTITY	0004	0021
HOMBER			QO/IIIII	STU	STU
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	124	124	
56400100	FIRE HYDRANTS TO BE MOVED	EACH	2	2	
30400100	THE THOTOMAS TO BE MOVED	LAGIT	-		
56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	2	2	
56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	2	2	
60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	4	4	
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	9	9	
60500040	REMOVING MANHOLES	EACH	1	1	
60500050	REMOVING CATCH BASINS	EACH	10	10	
60500060	REMOVING INLETS	EACH	4	4	
60600605	CONCRETE CURB, TYPE B	FOOT	180	180	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	750	750	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,989	1,989	
63200310	GUARDRAIL REMOVAL	FOOT	90	90	
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	170	170	
66900400	SPECIAL WASTE GROUNDWATER DISPOSAL	GALLON	620	620	
66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	
* SPECIALT	Y ITEMS				Tre-

BAXTER WOODMAN

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SCALE: NONE STA. TO STA.

CODE	DAY		TOTAL	ROADWAY	SAFETY	
NUMBER	PAY ITEM	UNIT	QUANTITY	000:4	0021	
				STU	STU	
66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2		
67100100	MOBILIZATION	L SUM	1	1		
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1		
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	12	10	2	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	608	608		
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	480	480		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	9,006	9,006		
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2,762	2,762		
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	2,276	2,276		
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	326	326		
10300 150	Sort Term PAVEMENT MARKING REMOVAL	SQ FT	203	203		
72000100	SIGN PANEL - TYPE 1	SQ FT	24.5	24.5	,	
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	3	3		
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	7	7	***************************************	

CODE			TOTAL	ROADWAY SAFETY		
CODE	PAY ITEM	UNIT	10.000000000000000000000000000000000000			
NUMBER			QUANTITY	0004 0021		
72400600	DELOCATE CION DANIEL ACCEMIDI V. TVDE D	EACH	2	STU 2	STU	
72400600	RELOCATE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2		
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	90	90		
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	240	240		
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4,503	4,503		
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,381	1,381		
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,138	1,138		
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24*	FOOT	163	163		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	159	159		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	130	130		
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1			
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1,563		1,56	
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	312		31	
81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	49		4	
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	483		48	
81400100	HANDHOLE	EACH	10		[1	
81400200	HEAVY-DUTY HANDHOLE	EACH	4			

BAXTER WOODMAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NONE

STA. TO STA. FED. ROAD DIS

CONSTRUCTION TYPE CODE

CODE	PAY ITEM	UNIT	TOTAL	CONSTRUCTIO ROADWAY	SAFETY
NUMBER		(30,00,00	QUANTITY	0004 STU	0021 STU
81400300	DOUBLE HANDHOLE	EACH	2		2
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2
85100500	PAINT NEW TRAFFIC SIGNAL POST	EACH	4		4
85100600	PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	1		1
85100701	PAINT NEW MAST ARM AND POLE, 40 FOOT AND OVER	EACH	3		3
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1		1
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3,110		3,110
87301115	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 12 2C	FOOT	697		697
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,376	•	1,376
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,569		2,569
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,313		1,313
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,647		1,647
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,719		1,719
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	93		93
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	567		567
87501200	TRAFFIC SIGNAL POST, 16 FT.	EACH	4		4

CODE	PAY ITEM	UNIT	TOTAL QUANTITY	ROADWAY 0004 STU	SAFETY 0021 STU
877002	7700220 STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.		1		1
877002	0 STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1		1
877003	0 STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	2		2
878001	0 CONCRETE FOUNDATION, TYPE A	FOOT	16		16
878001	0 CONCRETE FOUNDATION, TYPE C	FOOT	4		4
878004	5 CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54		54
879002	DRILL EXISTING HANDHOLE	EACH	1		1
880300	0 SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6		6
880301	0 SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4		4
880301	0 SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4		4
881027	7 PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8		8
882004	0 TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10		10
885001	0 INDUCTIVE LOOP DETECTOR	EACH	8		8
886001	0 DETECTOR LOOP, TYPE I	FOOT	927		927
887002	0 LIGHT DETECTOR	EACH	2		2
887003	0 LIGHT DETECTOR AMPLIFIER	EACH	1		1

CONSTRUCTION TYPE CODE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

1				RTE.	SECTION	COUNTY	SHEETS	NO.
	SUMMARY OF	QUANTITII	ES	343	15-00083-00-PV	COOK	60	7
				42		CONTRACT	NO. 61	IC26
	SCALE: NONE	STA.	TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED.	AID PROJECT M-4	1003(579)	

CODE	ODE PAY ITEM		TOTAL	ROADWAY	SAFETY	
NUMBER			QUANTITY	0004 STU	0021 STU	
88800100	8800100 PEDESTRIAN PUSH-BUTTON		8			
89502380	REMOVE EXISTING HANDHOLE	EACH	4			
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3,050		3,05	
09302300	NEWOVE ELECTRIC CABLE I NOW CONDOTT	1001	0,000		0,00	
A2001612	TREE, ACER SACCHARINUM MORTON (CRESCENDO SUGAR MAPLE), 2" CALIPER, BALLED AND BURLAPPED	EACH	5	5		
A2002916	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2" CALIPER, BALLED AND BURLAPPED	EACH	4	4		
A2004720	TREE, GLEDITSIA TRIACANTHOS INERMIS SHADEMASTER (SHADEMASTER THORNLESS COMMON HONEYLOCUST), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	5	5		
B2000770	TREE, AMELANCHIER X GRANDIFLORA AUTUMN BRILLIANCE (AUTUMN BRILLIANCE SERVICE BERRY), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	4	4		
Z0013797	STABILIZED CONSTRUCTION ENTRANCE	SQ YD	100	100		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	14	14		
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	117.5	117.5		
Z0033028	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	6			
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1			
Z0056606	STORM SEWER (WATER MAIN REQUIREMENTS) 10 INCH	FOOT	96		(
X0322131	EMERGENCY VEHICLE PREEMPTION PUSHBUTTON ASSEMBLY	EACH	1			

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION ROADWAY 0004 STU	SAFETY 0021 STU
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	329	310	329
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	2,717		2,717
X0326356	TEMPORARY WIRELESS INTERCONNECT SYSTEM	EACH	1		1
X0326357	ROADWAY LIGHTING MODIFICATIONS	LSUM	1	1	
X0327698	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4		4
X1400081	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1		1
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	200	200	
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	4	4	
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6	
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	3,110		3,110
* SPECIAL					

^{*} SPECIALTY ITEMS

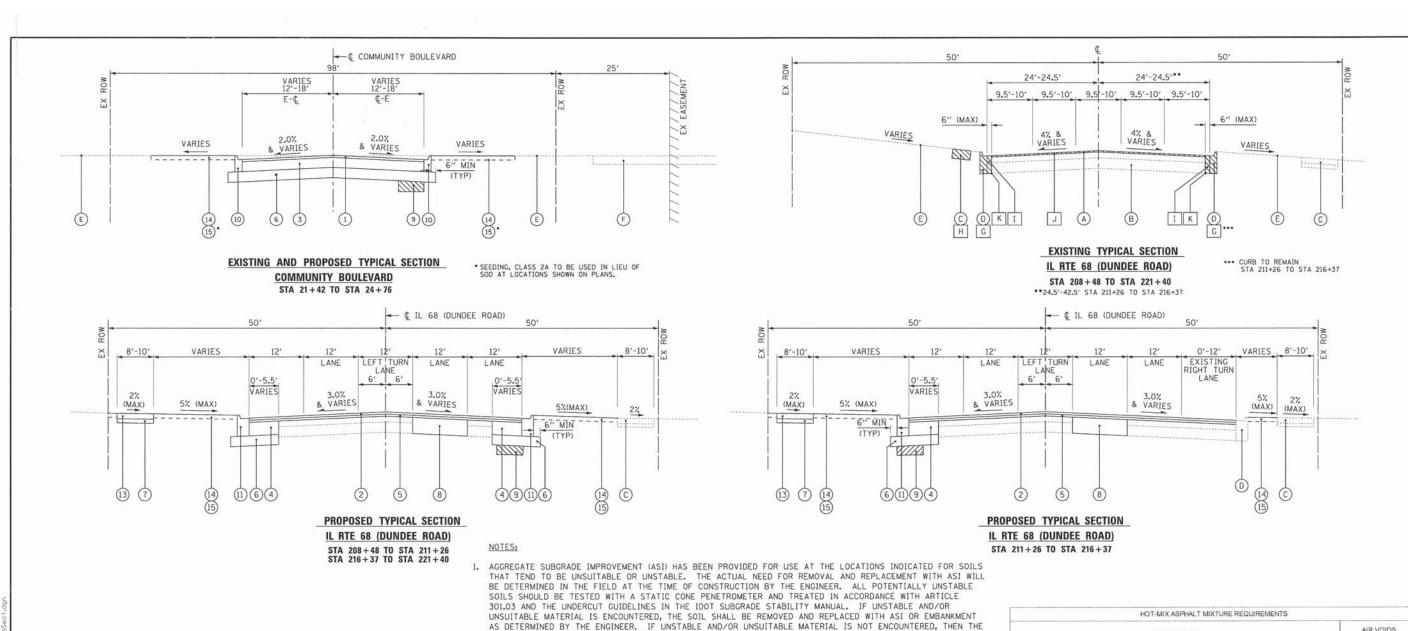
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DESIGNED - DSH
DRAWN - CJC
CHECKED - TLH REVISED -REVISED -FILE - 140350SHT-PH2-S00.dgn 12-04-15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES SCALE: NONE TO STA.

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EXISTING LEGEND

- (A) HOT-MIX ASPHALT BINDER AND SURFACE COURSE 5" AND VARIES
- (B) PC CONCRETE PAVEMENT 9" AND VARIES
- (C) PCC SIDEWALK
- (D) COMBINATION CONCRETE CURB AND GUTTER
- (E) GROUND SURFACE
- (F) PARKING LOT
- G CURB AND GUTTER REMOVAL
- H SIDEWALK REMOVAL
- I PAVEMENT REMOVAL
- J HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- FULL DEPTH SAW CUT ALONG EDGE OF PAVEMENT (INCLUDED IN PAVEMENT REMOVAL)
- = REMOVAL ITEM

PROPOSED LEGEND

- HOT-MIX ASPHALT SURFACE COURSE, MIX "D". N50 2"
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 - 2"
- (3) HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 - 7"
- HOT-MIX ASPHALT BASE COURSE WIDENING, 11.25"
- (5) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50 - 1" (AND VARIES)

COMPENSATION DUE THE CONTRACTOR.

- 6 AGGREGATE SUBGRADE IMPROVEMENT 12"
- 7 AGGREGATE BASE COURSE TYPE B - 4"
- 8 CLASS D PATCHES, 12 INCH (AT LOCATIONS DETERMINED BY THE ENGINEER)
- REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND AGGREGATE SUBGRADE IMPROVEMENT (AT LOCATIONS DETERMINED BY THE ENGINEER) 9
- (10) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MIN FLAG DEPTH = 9")
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (MIN FLAG DEPTH = 14")
- (12) (RESERVED)
- (13) PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- (14) TOPSOIL FURNISH AND PLACE, 6"
- (15) SODDING, SALT TOLERANT

MIXTURE TYPE	AIR VOIDS @ Ndes
PAVEMENT RESURFACING - ILLINOIS ROUTE 68	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 (IL 9.5mm); 2"	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50: 1" & VARIES	3.5% @ 50 Gyr.
PAVEMENT WIDENING - ILLINOIS ROUTE 68	
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70 (IL 9.5mm); 2"	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50: 1" & VARIES	3.5% @ 50 Gyr.
HMA BASE COURSE (HMA BINDER IL-19 MM); 11-1/4" (IN 3 LIFTS)	4% @ 70 Gyr.
FULL DEPTH PAVEMENT - COMMUNITY BOULEVARD	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); 2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50; 7" (IN 2 LIFTS)	4% @ 50 Gyr.
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, (IL 9.5mm); 2"	4% @ 50 Gyr.
HMA BASE COURSE (HMA BINDER IL-19 mm); PE-6", CE - 8" (IN 2 LIFTS)	4% @ 50 Gyr.
PATCHING	
CLASS D PATCHES (HMA BINDER IL-19.0mm)	4% @ 70 Gyr.

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE
 "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

TO STA.

FOR HMA FULL DEPTH "AC TYPE" SEE SPECIAL PROVISIONS.
 FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS

HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19.0mm)

QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE THE CONTRACTOR. A QUANTITY

OF REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL SHALL ALSO BE DEDUCTED WITH NO ADDITIONAL

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

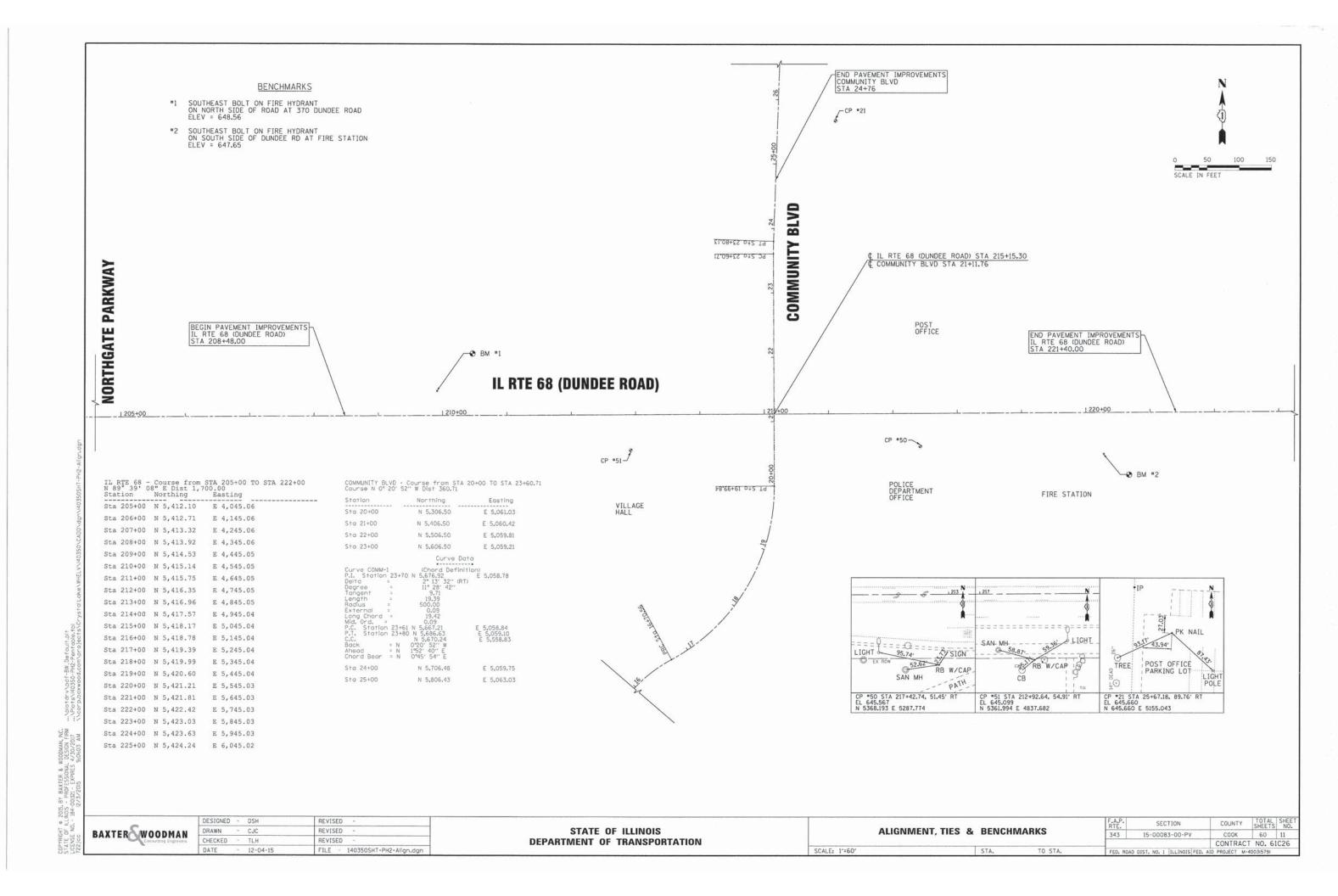
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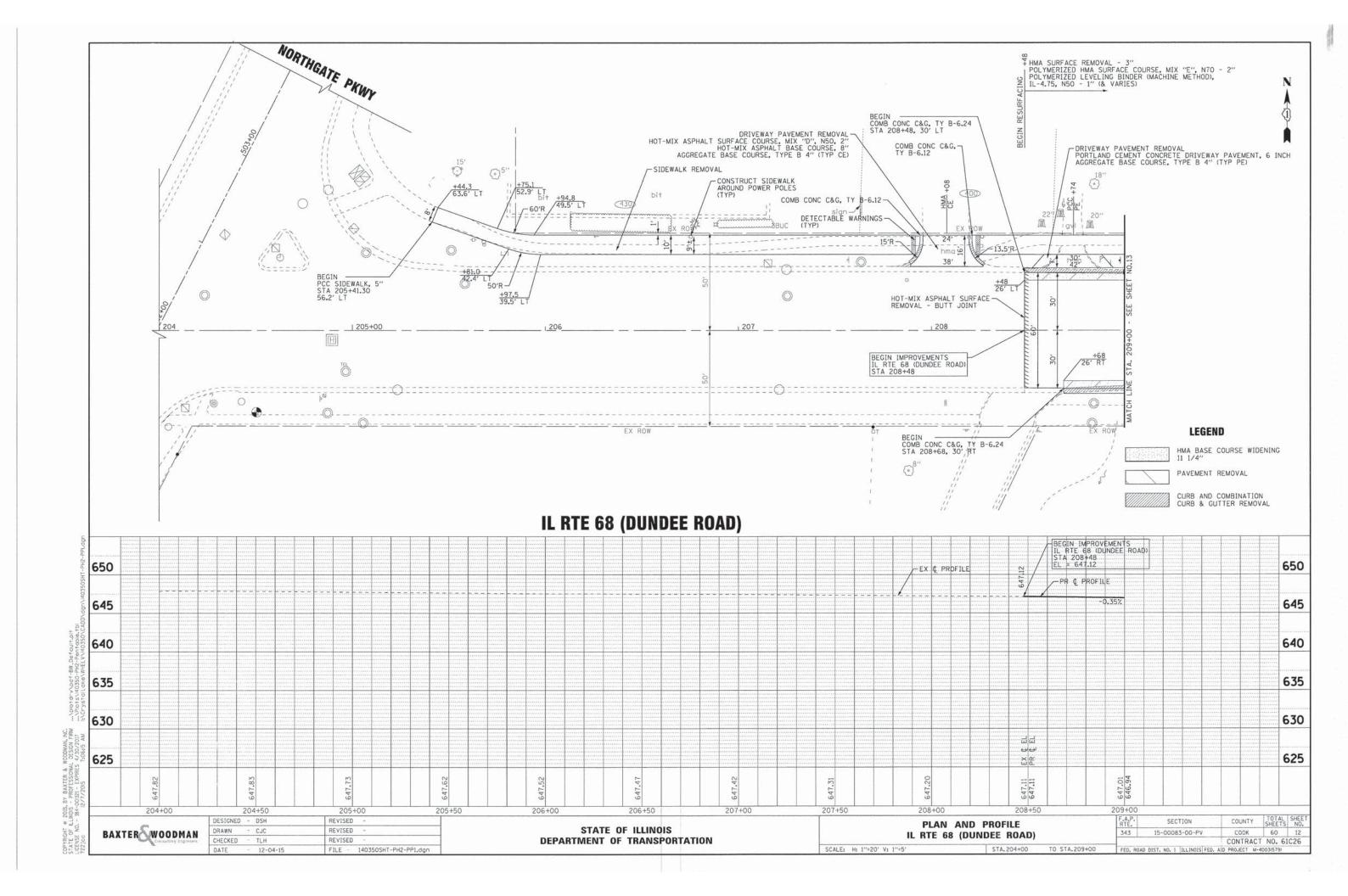
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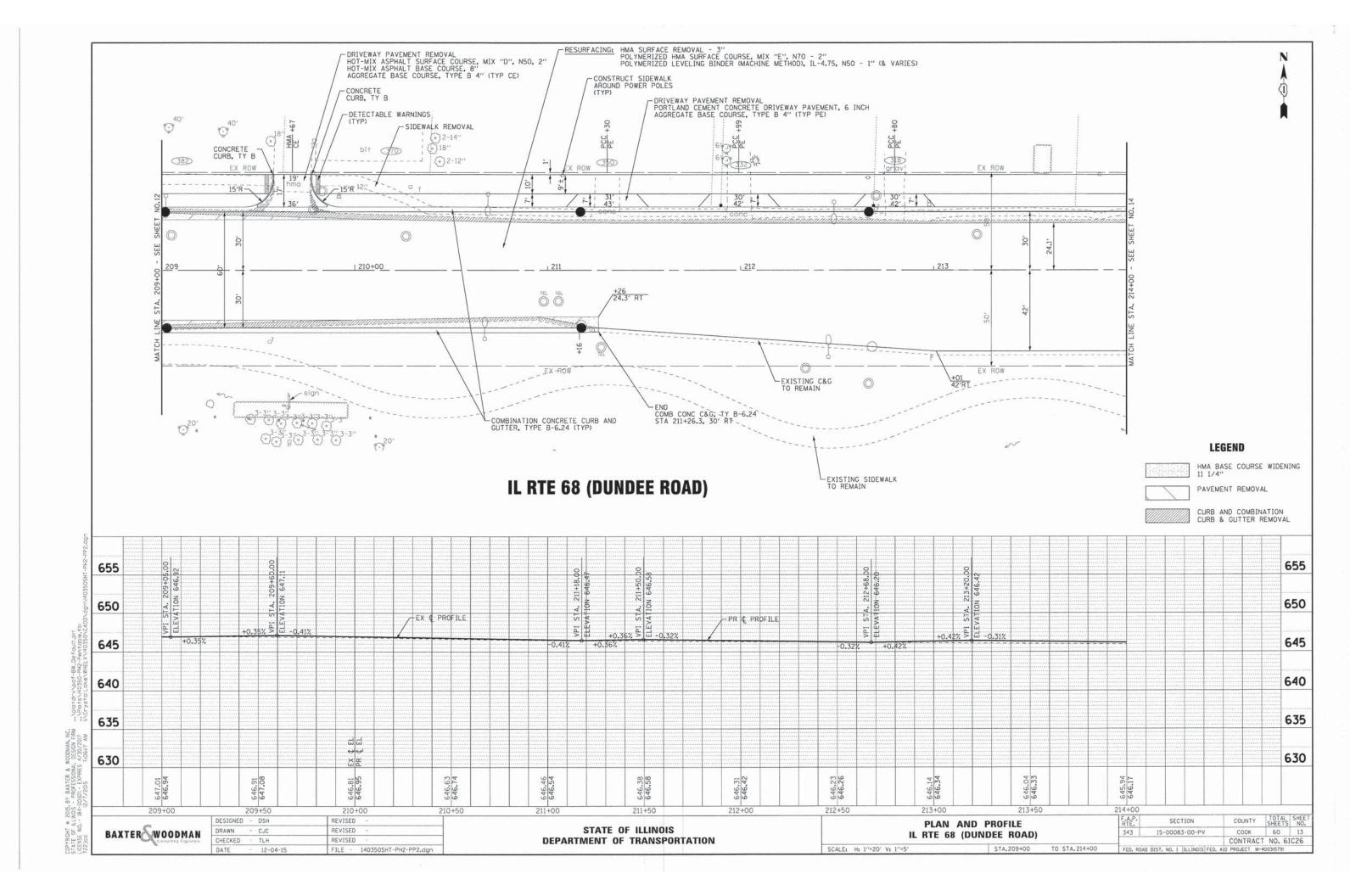
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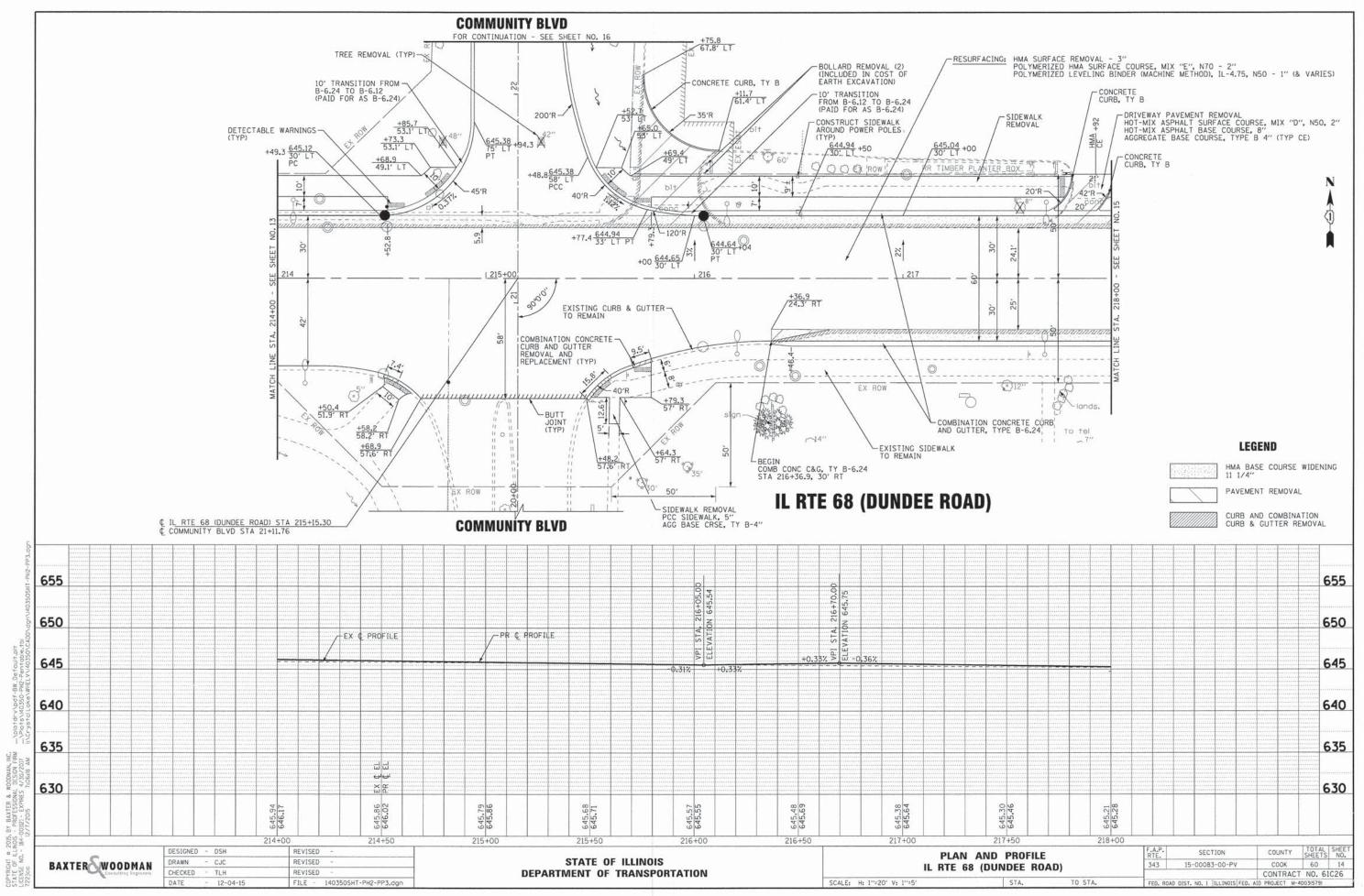
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

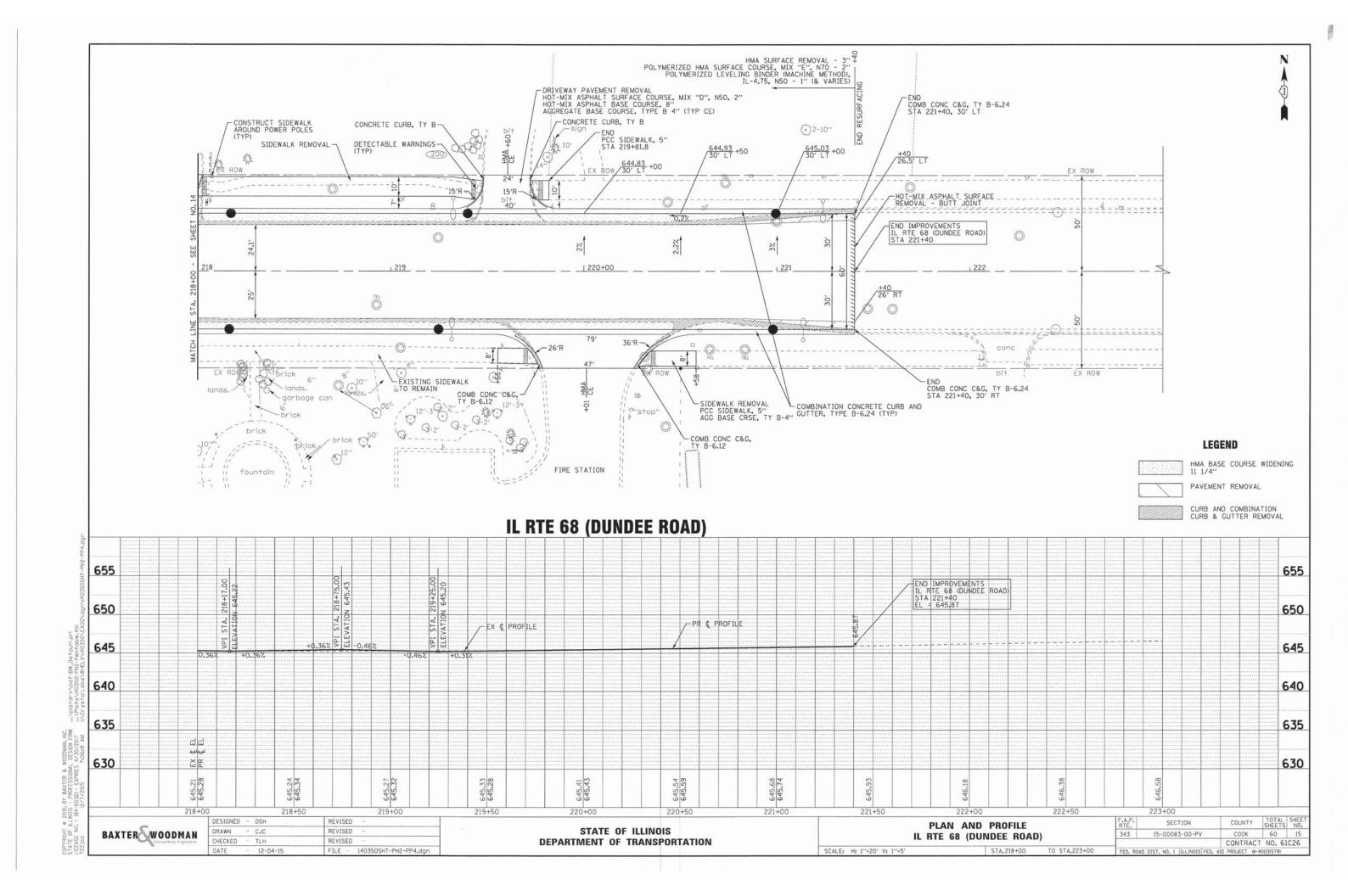


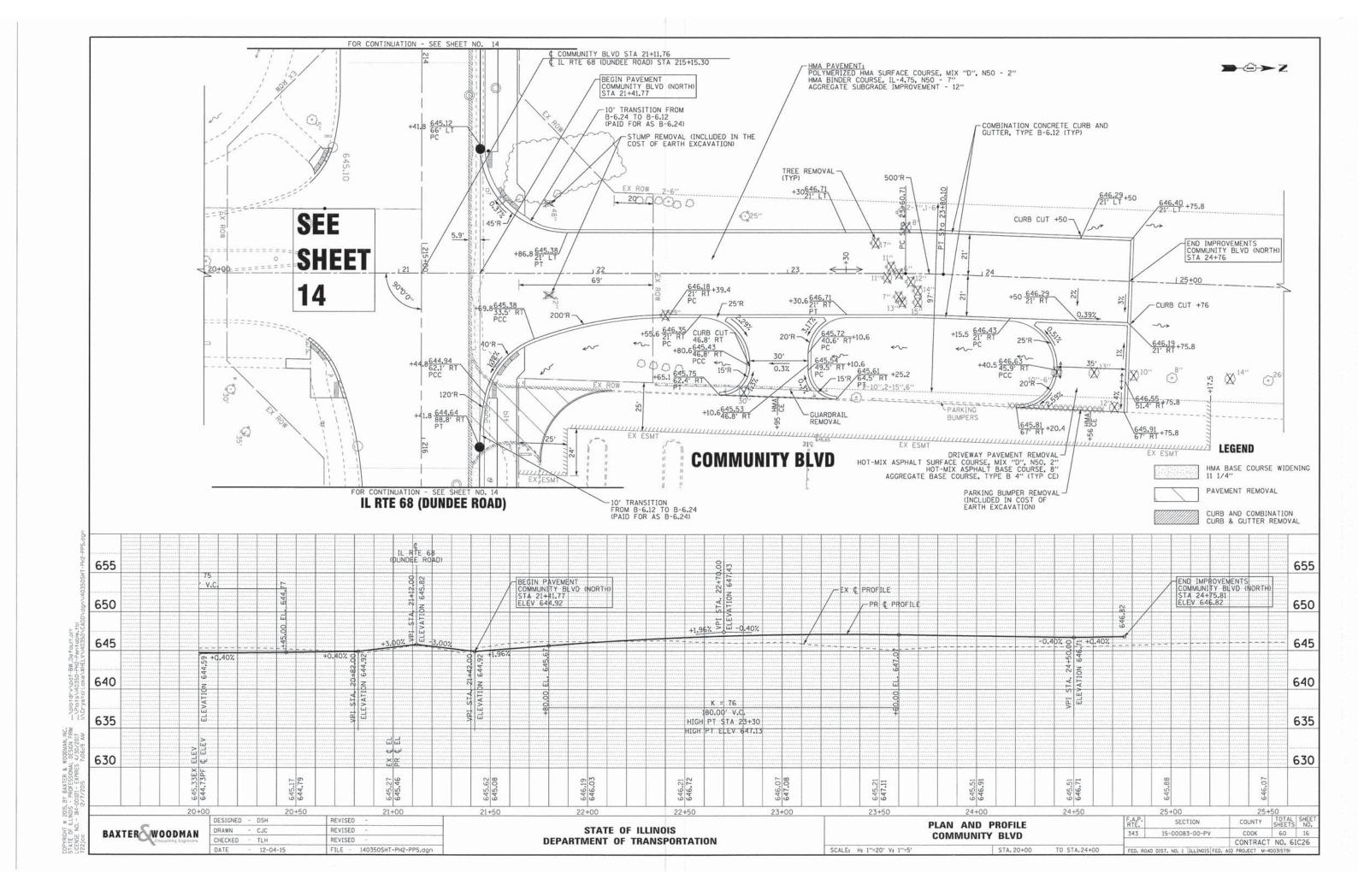






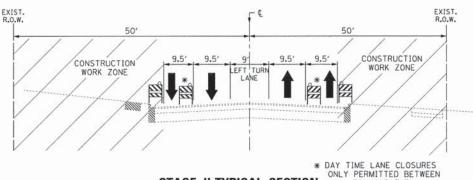
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EXIST. R.O.W. 50' CONSTRUCTION WORK ZONE BIDIRECTIONAL LANE LANE LANE EXIST. R.O.W. 50' CONSTRUCTION WORK ZONE

STAGE I TYPICAL SECTION IL RTE 68 (DUNDEE ROAD) NOT TO SCALE



STAGE II TYPICAL SECTION IL RTE 68 (DUNDEE ROAD)

NOT TO SCALE

9AM AND 3 PM

NOT TO SCALE

TRAFFIC CONTROL NOTES

- THE CONTRACTOR SHALL MAINTAIN A MINIMUM 48' CLEAR WIDTH ROADWAY FOR 2 9.5'
 THRU LANES EACH DIRECTION AND A 9' LEFT TURN LANE MEDIAN FOR TWO-WAY TRAFFIC
 FLOW, INGRESS AND EGRESS TO DRIVEWAY'S AND SIDE STREETS SHALL BE MAINTAINED.
- STREETS SHALL ALL BE MAINTAINED AS SHOWN ON THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
- THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE IN CONSTRUCTION STAGING.
- . THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH
- LANE CLOSURES ON ILLINOIS ROUTE 68 (DUNDEE ROAD) WILL ONLY BE PERMITTED BETWEEN THE HOURS OF 9AM AND 3PM. ONE THRU LANE IN EACH DIRECTION AND THE CENTER TURN LANE SHALL REMAIN OPEN AT ALL TIMES DURING THESE HOURS. ALL LANE CLOSURES SHALL BE APPROVED BY THE ENGINEER AND SHALL BE PER APPLICABLE IDOT HIGHWAY STANDARDS.
- TYPE I BARRICADES AND VERTICAL PANELS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURN LIGHTS AND SHALL BE PLACED AT 50' INTERVALS ALONG THE POOSED WORK ZONE AND 25' WITHIN TAPERED SECTIONS OR AS DIRECTED BY THE ENGINEER.
- ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES TO RE-STRIPE EACH STAGE 3 TIMES HAVE BEEN PROVIDED. ALL MARKINGS REQUIRING REPLACEMENT AFTER THE SECOND PLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE FURNISHING, INSTALLING, AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION. ALL CONFLICTING TRAFFIC SIGNS SHALL BE COVERED AS DIRECTED BY THE ENGINEER. THIS SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION.
- THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL PLAN. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.
- 10. ACCESS TO WHEELING FIRE STATION SHALL BE MAINTAINED AT ALL TIMES. 1/2 OF THE CURB AND GUTTER ADJACENT TO DRIVEWAY PAVEMENT AND DRIVEWAY PAVEMENT SHALL BE CONSTRUCTED AT A TIME. HIGH EARLY STRENGTH CONCRETE SHALL BE USED FOR THE ADJACENT CURB AND GUTTER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEMS BEING CONSTRUCTED.
- EMERGENCY VEHICLE ACCESS SHALL BE MAINTAINED AT ALL TIMES. ANY SIGNIFICANT CHANGE IN TRAFFIC CONTROL SHALL HAVE PRIOR APPROVAL BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE A MINIMUM OF THREE (3) DAYS NOTICE IN ADVANCE OF CONSTRUCTION ACTIVITIES WHICH IMPACT EMERGENCY SERVICES.
- THE CONTRACTOR SHALL PROVIDE TEMPORARY ACCESS TO DRIVEWAYS AND SIDE ROADS DURING CONSTRUCTION, UTILIZING PAY ITEMS TEMPORARY ACCESS (ROAD) AND TEMPORARY ACCESS (COMMERCIAL ENTRANCE).
- 13. ALL COMMERCIAL PROPERTIES SHALL BE PROVIDED AT LEAST ONE INGRESS AND ONE EGRESS EITHER ON THE MAINLINE OR A SIDE STREET AT ALL TIMES. THE CONTRACTOR SHALL COORDINATE DRIVEWAY CLOSURES/MODIFICATIONS WITH THE LOCAL BUSINESSES AND THE ENGINEER, COMMERCIAL DRIVEWAYS WHICH CANNOT BE CLOSED, AS DETERMINED BY THE ENGINEER, SHALL BE CONSTRUCTED IN STAGES OR WILL BE CONSTRUCTED WHEN BUSINESSES ARE NOT OPEN USING HIGH EARLY STRENGTH CONCRETE. THE COST OF THIS WORK SHALL BE INCLUDED IN THE RELATED PAY ITEMS BEING CONSTRUCTED.
- 4. ANY WORK REQUIRING CLOSING OF THE OUTSIDE LANES SHALL BE DONE ON ONE SIDE OF THE ROAD AT A TIME TO MINIMIZE CONGESTION. WORK MAY BE SWITCHED FROM ONE SIDE OF THE ROAD TO THE OTHER DURING THE COURSE OF A DAY; HOWEVER, THE LANES ON FIRST SIDE MUST BE REOPENED BEFORE CLOSING LANES ON THE OTHER SIDE.
- 5. PRIOR TO OPENING THE NORTH LEG OF COMMUNITY BOULEVARD, A TEMPORARY STOP SIGN AND TEMPORARY STOP BAR SHALL BE INSTALLED AT A LOCATION APPROVED BY THE ENGINEER TO PROVIDE STOP CONTROL UNTIL THE TRAFFIC SIGNALS ARE ACTIVATED. THE COSTS RELATED TO THE TEMPORARY STOP SIGN SHALL BE INCLUDED IN THE COST OF THE VARIOUS TRAFFIC CONTROL AND PROTECTION PAY ITEMS.
- A QUANTITY OF 10 CAL MO OF CHANGEABLE MESSAGE SIGN HAS BEEN INCLUDED FOR USE AS DIRECTED BY THE ENGINEER. SEE TRAFFIC SIGNAL PLANS FOR REQUIRED USE OF CHANGEABLE MESSAGE SIGNS NECESSARY FOR TRAFFIC SIGNAL ACTIVATION. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR MULTIPLE DEPLOYMENTS, MOVEMENT OR SETUPS OF THE CHANGEABLE MESSAGE SYCNE.
- TEMPORARY PAINT PAVEMENT MARKINGS SHALL NOT BE APPLIED TO THE FINAL WEARING SURFACE UNLESS AUTHORIZED BY THE ENGINEER.

CONSTRUCTION STAGING

PRIOR TO STAGE 1

 ESTABLISH TRAFFIC CONTROL AND EROSION CONTROL MEASURES, MAINTAIN EXISTING LANE WIDTHS AND PAYEMENT MARKING ON ILLINOIS ROUTE 68 (DUNDEE ROAD).

STAGE 1

 COMPLETE GRADING, CURB AND GUTTER, AND PAVEMENT (THRU BINDER) FOR THE NORTH LEG OF COMMUNITY BOULEVARD. CONSTRUCT ALL DRIVEWAY ACCESS FOR THE WHEELING POST OFFICE ON THE LEG OF COMMUNITY BOULEVARD. THIS MUST BE COMPLETED PRIOR TO ANY ROADWAY WORK ON ILLINOIS ROUTE 68 (DUNDEE ROAD).

PRIOR TO STAGE 2

- REMOVE WHEELING POST OFFICE DRIVEWAY ON NORTH SIDE OF ILLINOIS ROUTE 68 (DUNDEE ROAD).
- MAINTAIN TWO-WAY TRAFFIC FLOW ALONG ILLINOIS ROUTE 68 (DUNDEE ROAD). A MINIMUM OF 2-9.5'
 THRU LANES AND A 9' LEFT TURN LANE IN EACH DIRECTION SHALL BE MAINTAINED THROUGHOUT THE
 ENTIRE LENGTH.

STAGE 2

- CONSTRUCT UTILITIES ON ILLINOIS ROUTE 68 (DUNDEE ROAD).
- REMOVE CURB AND GUTTER ON ILLINOIS ROUTE 68 (DUNDEE ROAD), CONSTRUCTION PAVEMENT WIDENING, CURB AND GUTTER AND SIDEWALK ON ILLINOIS ROUTE 68 (DUNDEE ROAD), WORKING ON ONE SIDE OF THE ROAD AT A TIME.
- PLACE TOPSOIL AND TEMPORARY SEEDING ON ILLINOIS ROUTE 68 (DUNDEE ROAD).
 PLACE TOPSOIL AND SOD ON NORTH LEG OF COMMUNITY BOULEVARD.

STAGE 3

- COMPLETE HMA SURFACE REMOVAL, FINAL HOT-MIX ASPHALT SURFACE, PAVEMENT MARKINGS.
- 2. COMPLETE TRAFFIC SIGNALS AND TRAFFIC SIGNAL INTERCONNECT.
- PLACE SODDING ON ILLINOIS ROUTE 68 (DUNDEE ROAD) AND NORTH LEG COMMUNITY BOULEVARD. COMPLETE PUNCHLIST ITEMS.

STAGE III TYPICAL SECTION IL RTE 68 (DUNDEE ROAD)

| DESIGNED - DSH | REVISED - | DRAWN - CJC | REVISED - | CHECKED - TLH | REVISED - | DATE - 12-04-15 | FILE - 140350SHT-PH2-M0T-Gntes.dq

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC AND CONSTRUCTION STAGING NOTES

STA.

TO STA.

SCALE:

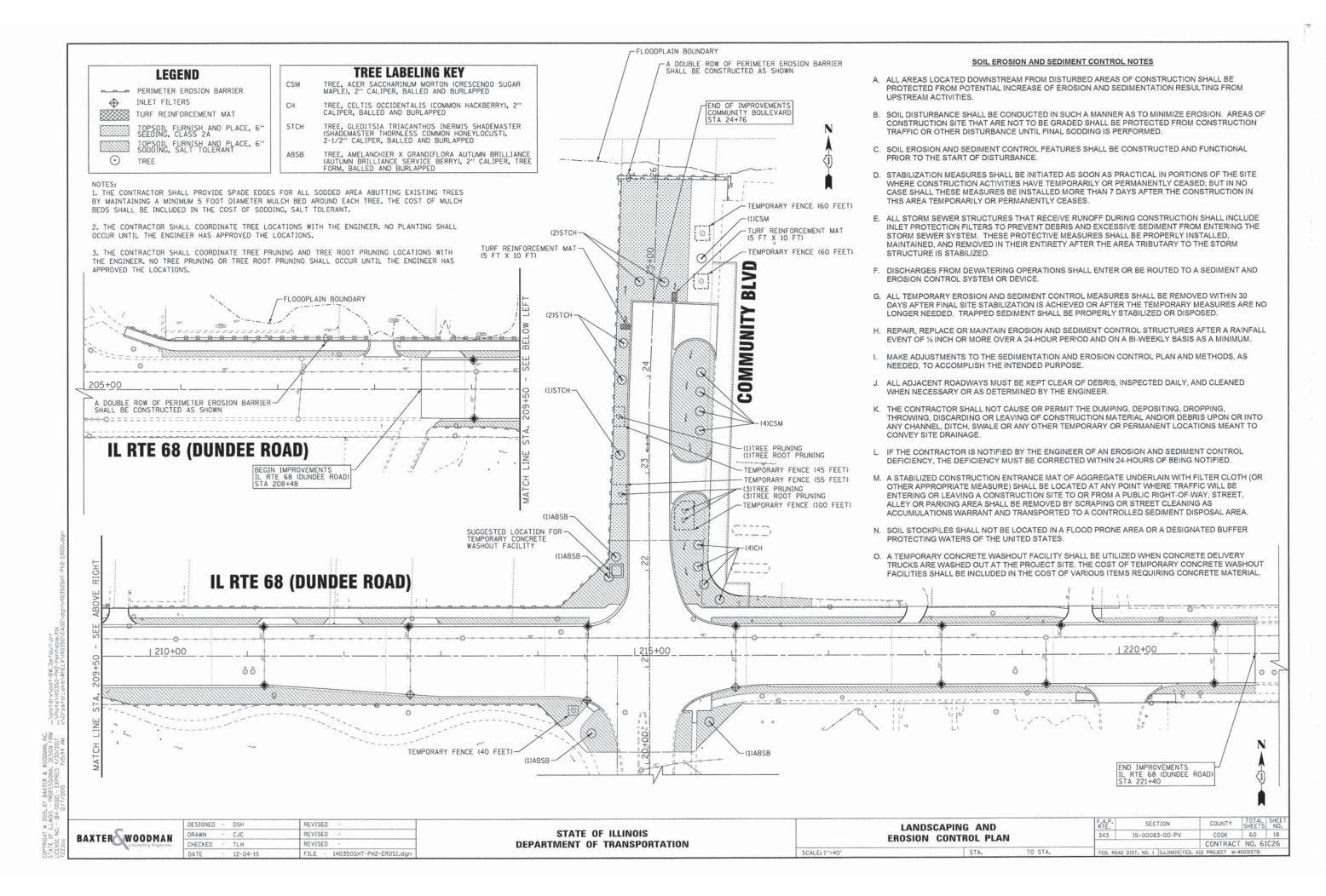
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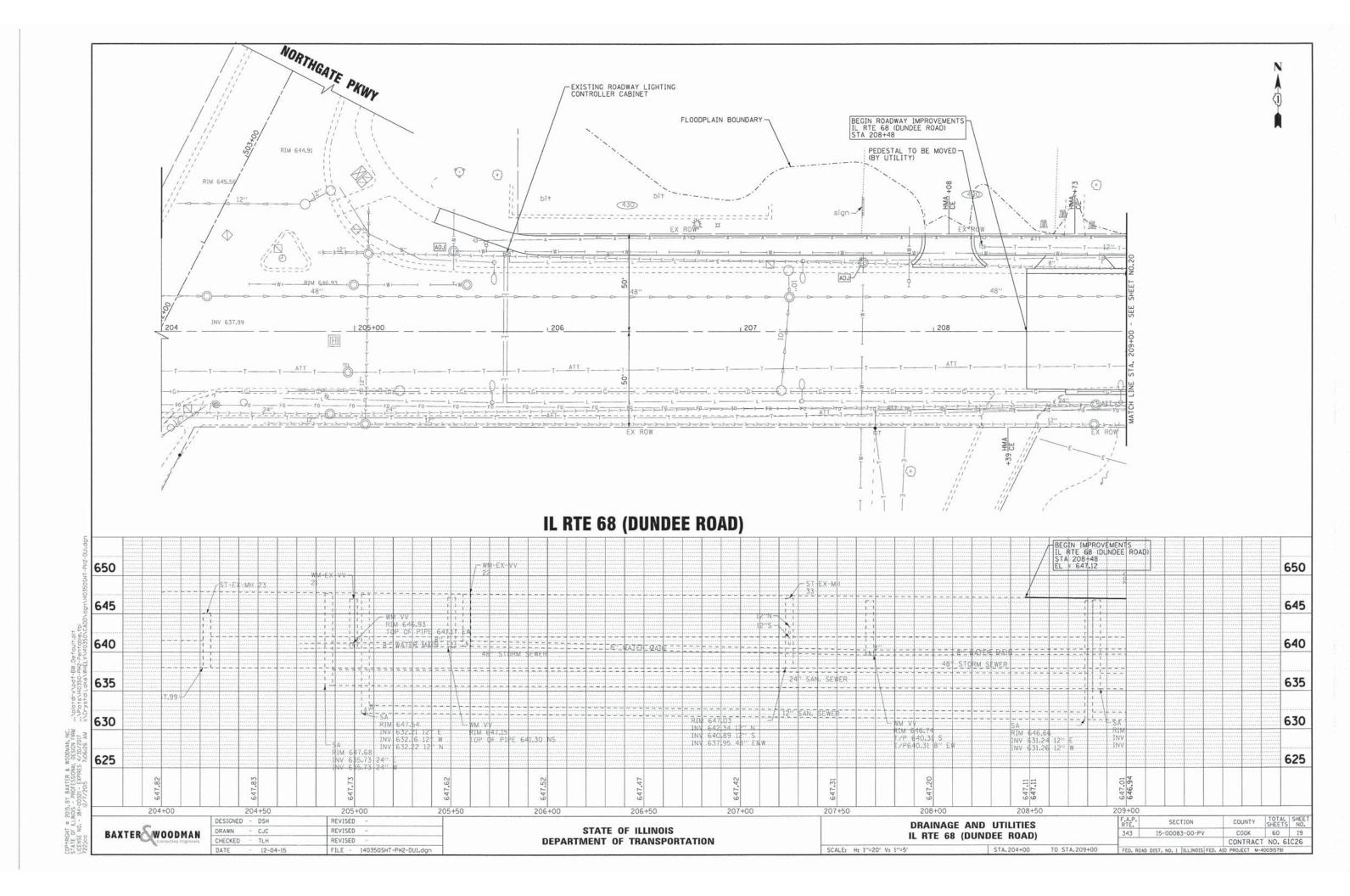
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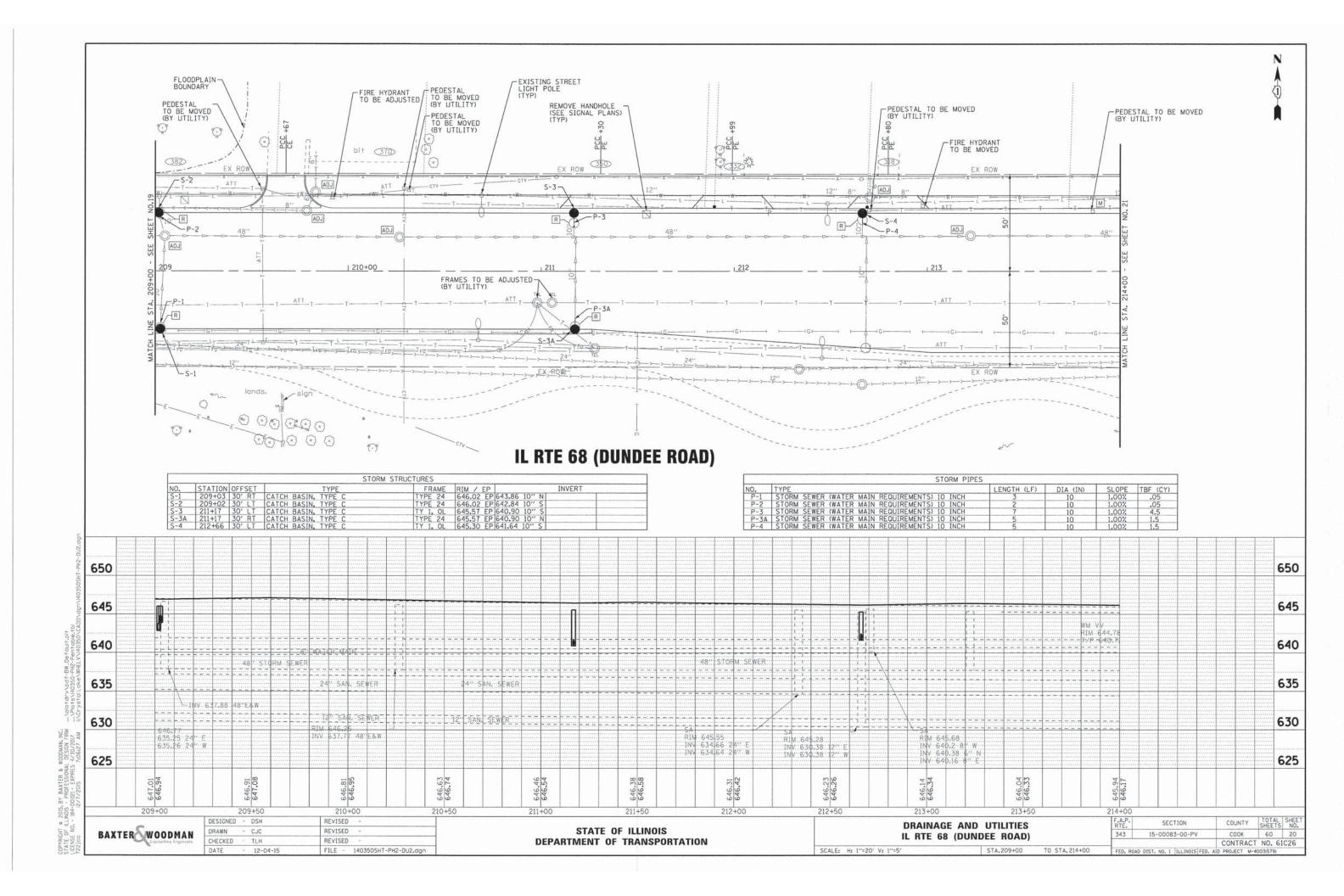
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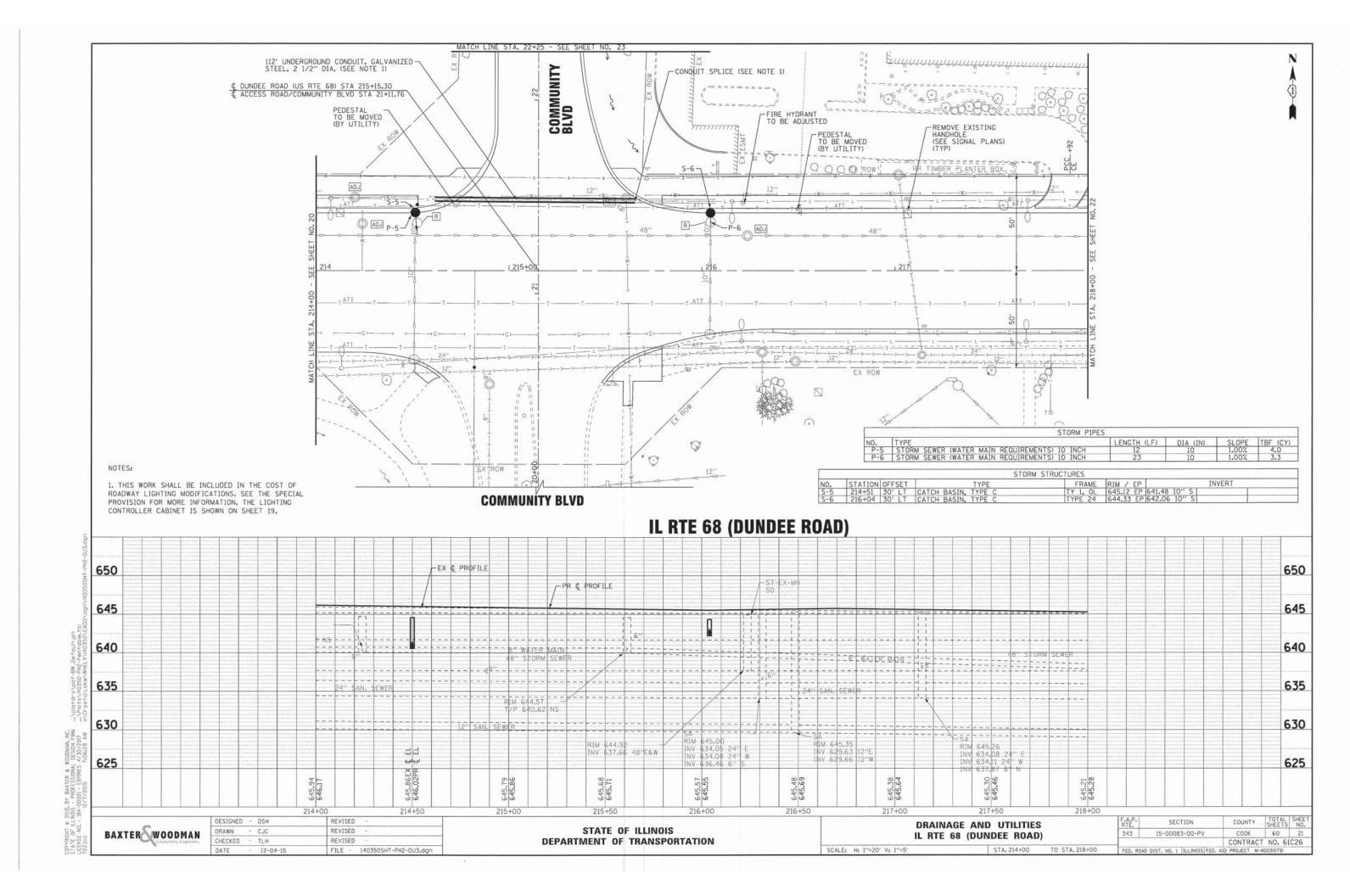
FED. ROAD DIST. NO. 1 | ILLINOIS| FED. AID PROJECT M-4003(579)

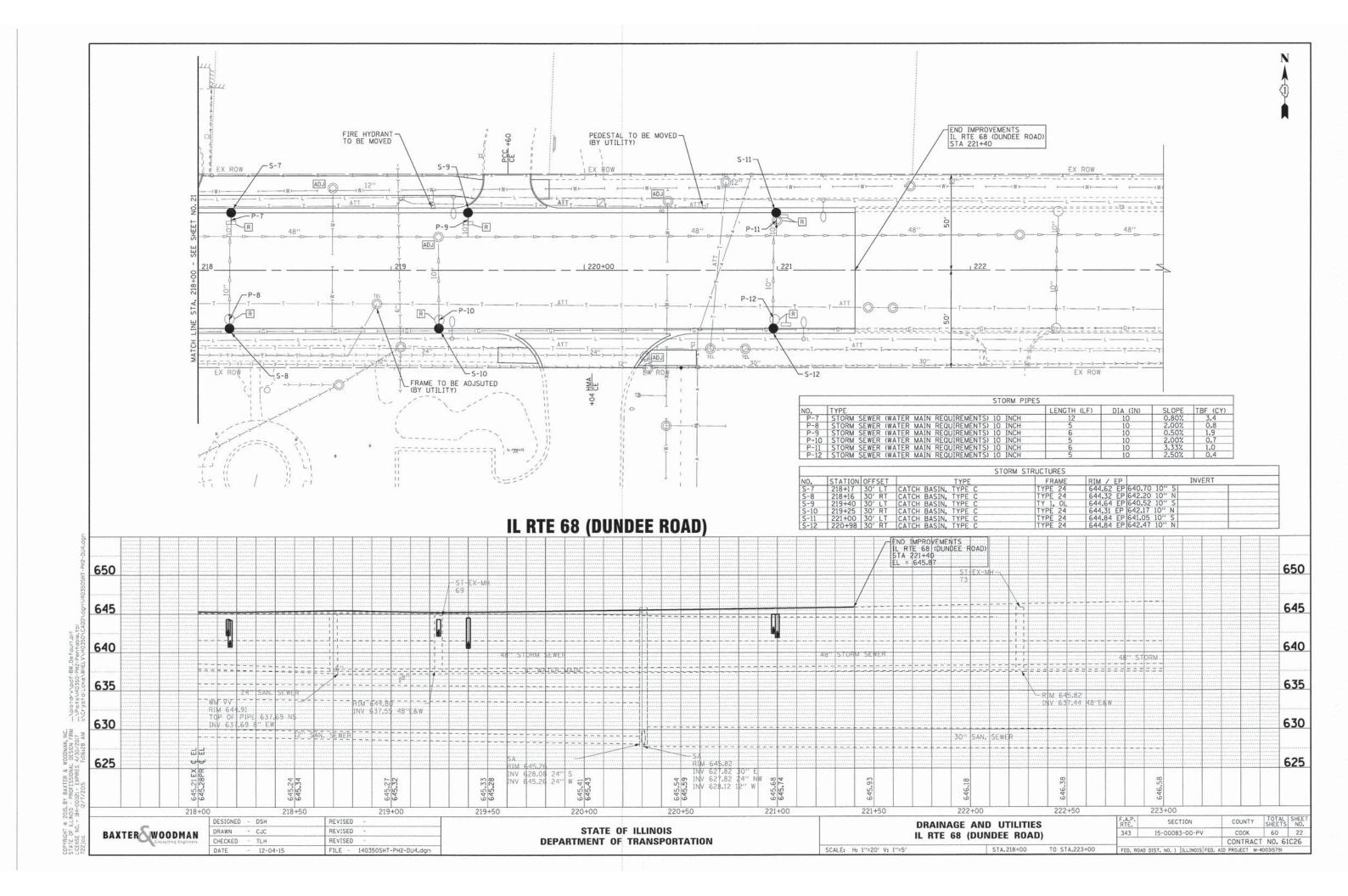
9/2017NPIo+SN40350-PH2-Pentoble,tbl

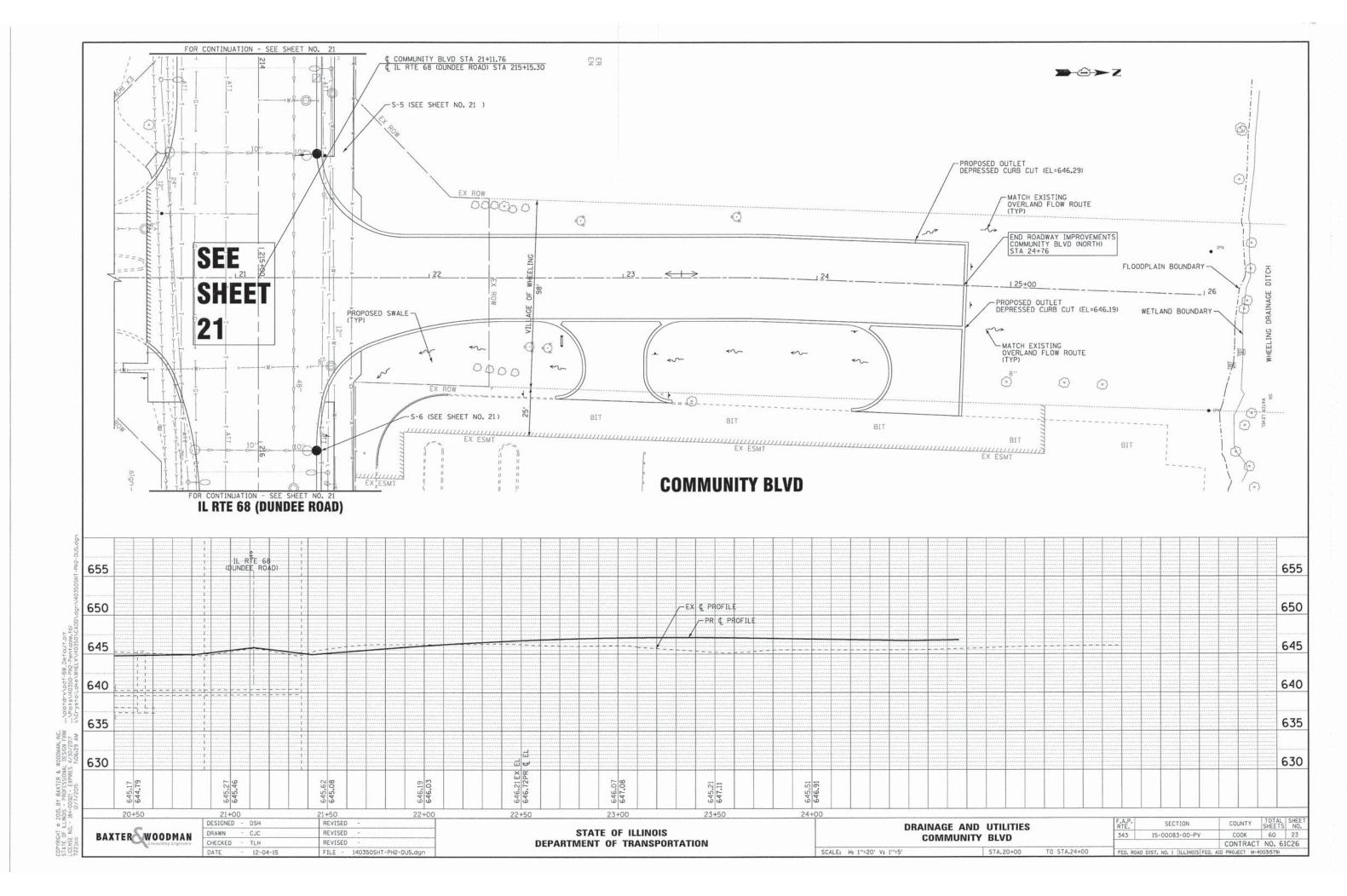


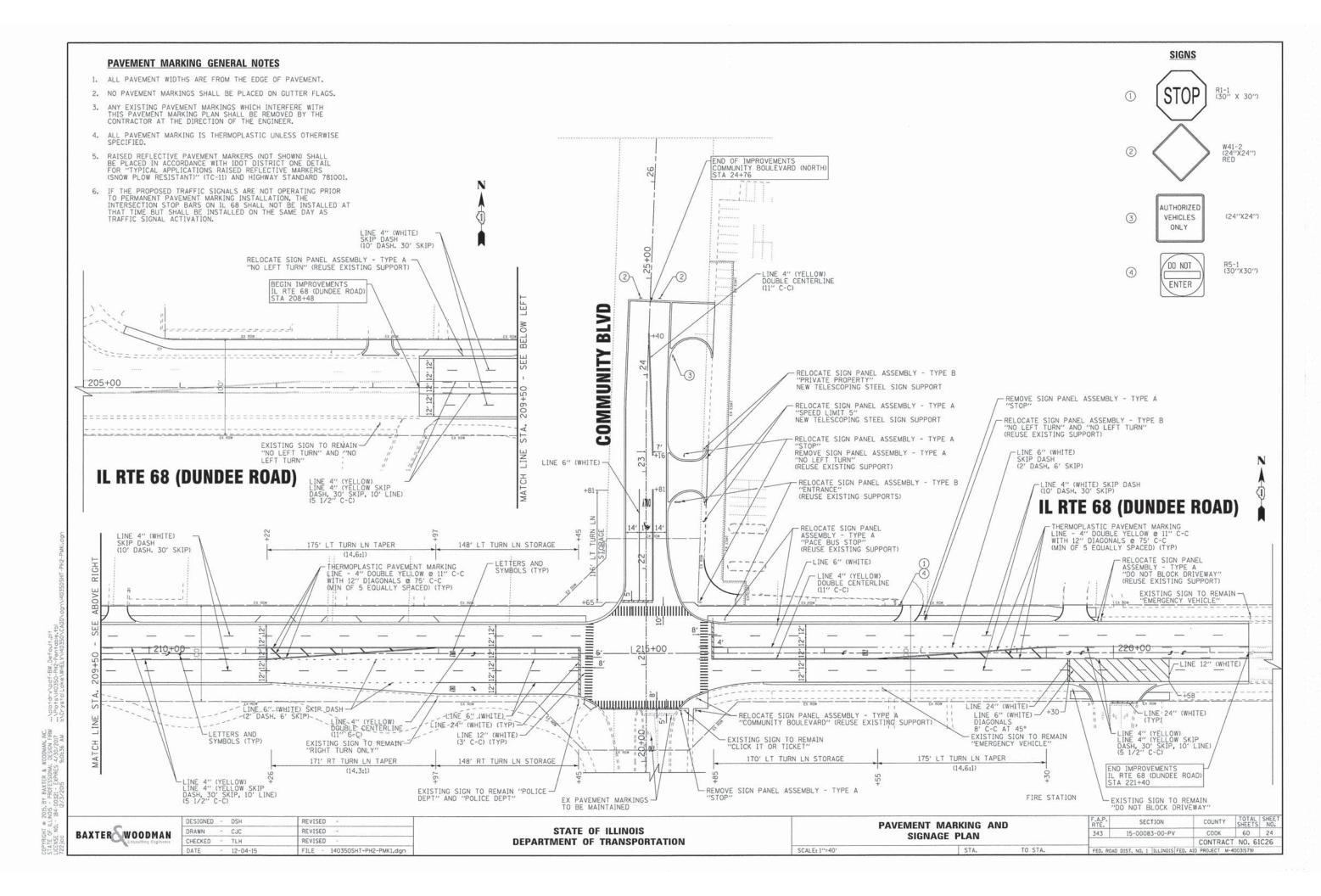










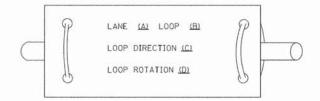


TRAFFIC SIGNAL LEGEND

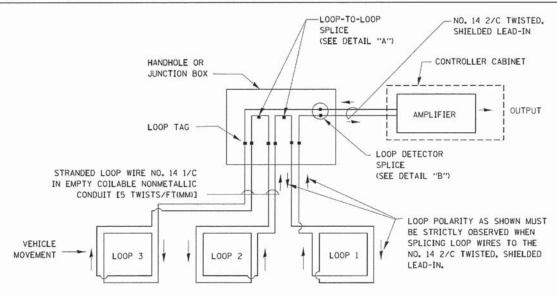
ITEM	REMOVAL	EXISTING	PROPOSED	ITEM		REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET	⊠ ^R	\boxtimes	\blacksquare	EMERGENCY VEHI	CLE LIGHT DETECTOR	R _≪	©	-	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE		— <u>o</u> —	<u> </u>
RAILROAD CONTROL CABINET				CONFIRMATION BE	EACON	Ro-□	0-0	₩.	NO. 14 1/C, UNLESS NOTED OTHERWISE			
COMMUNICATIONS CABINET	C C R	ECC	CC	HANDHOLE.		R	Ø	N	COAXIAL CABLE		_ Ø_	<u> </u>
MASTER CONTROLLER		EMC	MC	HANDHOLE		P			Company Anna Services (Anna Services)		-/	
MASTER MASTER CONTROLLER	D	[EMMC]	MMC	HEAVY DUTY HAN	DHOLE	H	H	H	VENDOR CABLE FOR CAMERA		- V-	- v-
UNINTERRUPTABLE POWER SUPPLY	UPS	EUPS	UPS	DOUBLE HANDHOL	E	R			COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED		-6-	-6-
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT	-D-R	-DP	- ■ ^P	JUNCTION BOX UNDERGROUND CO	NDUIT,	R	0	<u> </u>	FIBER OPTIC CABLE NO. 62.5/125, MM12F		—(12F)—	
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT	R	P	PI	GALVANIZED STEE TEMPORARY SPAN	EL (UC) N WIRE, TETHER WIRE,	R	mantuckodosa		FIBER OPTIC CABLE NO. 62,5/125, MM12F SM12F		- <u>245</u> -	-24F)-
STEEL MAST ARM ASSEMBLY AND POLE	R _O	0	•	AND CABLE			š——š	-	ATTACK TO A CONTROL OF THE CONTROL O			
ALUMINUM MAST ARM ASSEMBLY AND POLE	R	0		COMMON TRENCH				CT	FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F		-36F	—36F)—
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	^R O-¤	0-×	•×	SYSTEM ITEM	TALLIC CONDUIT (EMPTY)		S	CNC S	GROUND ROD AT (C) CONTROLLER,		C .	C+
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA	PZI	PZ)	•	INTERSECTION IT	ЕМ		I	IΡ	(H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE		c.⊪⊸	^c ⊪
SIGNAL POST	RO	0	•	REMOVE ITEM		R			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED	RCF		
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM	R⊗	\otimes	•	RELOCATE ITEM		RL			STEEL MAST ARM POLE AND	RMF		
GUY WIRE	>R	>	>	ABANDON ITEM 12" (300mm) TRA	AFFIC SIGNAL SECTION	A	R	R	FOUNDATION TO BE REMOVED	0		
SIGNAL HEAD	R A	>	-				R		ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED	RMF		
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)			→ ²) WITH 8" (200mm) EN TRAFFIC SIGNAL FACE				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND	RMF		
SIGNAL HEAD WITH BACKPLATE	4	+1>	+-				R	R	FOUNDATION TO BE REMOVED	0-14		
SIGNAL HEAD OPTICALLY PROGRAMMED	-R ->"P"	→> "p"	→ "P"	SIGNAL FACE				G ◆ Y	SIGNAL POST AND FOUNDATION TO BE REMOVED	RPF		
FLASHER INSTALLATION (S DENOTES SOLAR POWER)	O-D"F"	OĐ'F"	●→ "F"					◆ G	INTERSECTION & SAMPLING (SYSTEM) DETECTOR			IS
PEDESTRIAN SIGNAL HEAD	^R □	-0	4				R	R	SAMPLING (SYSTEM) DETECTOR		[5]	S
PEDESTRIAN PUSHBUTTON DETECTOR	R ()	0	©	SIGNAL FACE WIT	TH BACKPLATE. PROGRAMMED HEAD			G +Y	QUEUE DETECTOR		[0]	0
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR	@ APS	@APS	APS	"RB" INDICATES	REFLECTIVE BACKPLATE			← G	PREFORMED QUEUE DETECTOR		Pol	PO
ILLUMINATED SIGN "NO LEFT TURN"	9	9	9		ESTRIAN SIGNAL HEAD		(SW)	P	PREFORMED INTERSECTION AND SAMPLING		ÞIS	PIS
ILLUMINATED SIGN "NO RIGHT TURN"	R	8	®	WALK/DON'T WALK	K SYMBOL ESTRIAN SIGNAL HEAD				(SYSTEM) DETECTOR		11/2/2007	
DETECTOR LOOP, TYPE I	70 20 17 17 1				SYMBOL, OUTLINED		(C)		PREFORMED SAMPLING (SYSTEM) DETECTOR		[PS]	PS
PREFORMED DETECTOR LOOP		 P	P	12" (300mm) PEDI INTERNATIONAL S	ESTRIAN SIGNAL HEAD SYMBOL, SOLID		O	*	RAILROAD	SYMBO	2.10	
MICROWAVE VEHICLE SENSOR	R	₩¤ 1,-1	<u></u> ⊚ •	PEDESTRIAN SIGN	NAL HEAD, INTERNATIONAL		(C) (S) (D)	₽ C	IIAILIIOAD	O I IVIDO		
VIDEO DETECTION CAMERA	R [V]1	(V)	②	SYMBOL, WITH CC		, R		507	RAILROAD CONTROL CABINET		EXISTING	PROPOSED
VIDEO DETECTION ZONE				RADIO INTERCONN	NECT	 0	##+0	 			1700 100	1 (20-20)
S TIPLO DETECTION ZONE				RADIO REPEATER		RERR	ERR	RR	RAILROAD CANTILEVER MAST ARM	Σ	CZ X	X OX X X
PAN, TILT, ZOOM CAMERA	R PTZD	PTZD	PIZ		OF CONDUCTORS, ELECTRIC		_(5)_	_5_	FLASHING SIGNAL		Xo X	XOX
WIRELESS DETECTOR SENSOR	RW	(W)	W		OOP CABLE TO BE SHIELDED) -	<u> </u>	CROSSING GATE		X 0 X>	X-X-
WIRELESS ACCESS POINT	R			GROUND CABLE IN NO. 6 SOLID COP				(1)	CROSSBUCK		₹	*
FILE NAME = USER NAME = Footemj		DESIGNED - DAG/BCK		DAG 1-1-14	OTATE	OF HUBIOIS			DISTRICT ONE	F.A.P. RTE.	SECTION	COUNTY TOTAL SHEE
cs\pw.work\pwsdot\Footamj\d8188315\ta85.4gn PLOT SCALE = 50.8088 ' /		DRAWN - BCK CHECKED - DAD	REVISED -		DEPARTMENT (OF ILLINOIS OF TRANSPO			STANDARD TRAFFIC SIGNAL DESIGN DETAILS	343	15-00083-00-PV TS-05	COOK 60 25 CONTRACT NO. 61026
PLOT DATE = 1/13/2014		DATE - 10-28-09	REVISED -				-25-47 LW/79985357577	SCALE: NON	NE SHEET NO. 1 OF 7 SHEETS STA. TO STA.	FED. ROAD		. AID PROJECT M-4003(579)

- 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

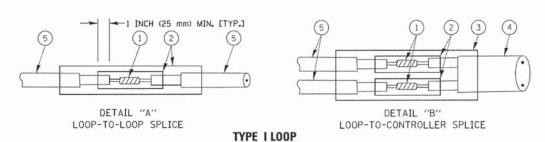


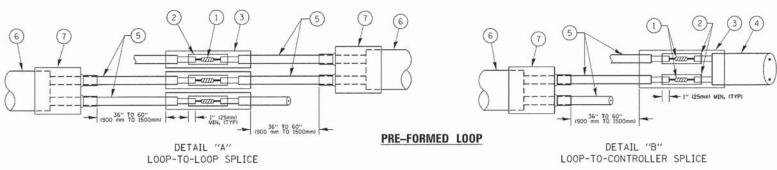
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP *1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





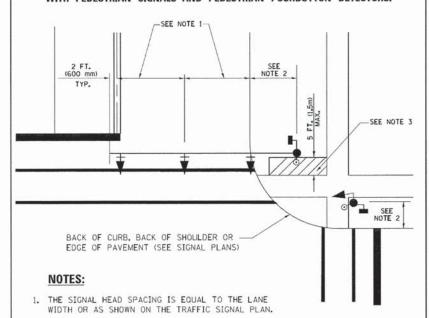
LOOP DETECTOR SPLICE

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

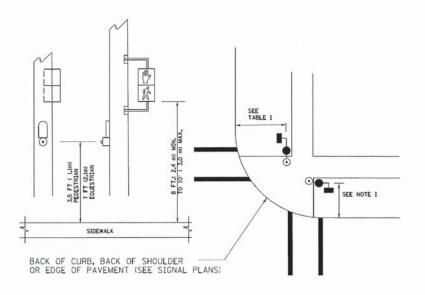
FILE NAME : DESIGNED - DAD REVISED - DAG 1-1-14 SECTION COUNTY DISTRICT ONE STATE OF ILLINOIS DRAWN - BCK REVISED 15-00083-00-PV COOK 60 STANDARD TRAFFIC SIGNAL DESIGN DETAILS REVISED DEPARTMENT OF TRANSPORTATION CONTRACT NO. 61C26 TS-05 PLOT DATE = 1/13/2014 DATE - 10-28-09 SCALE: NONE SHEET NO. 2 OF 7 SHEETS STA. FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-4003(5 REVISED

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



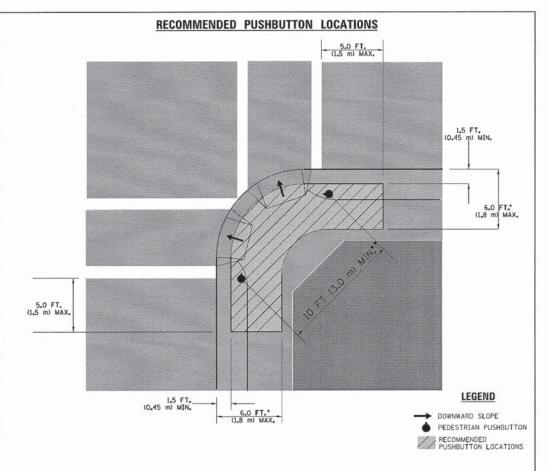
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK. ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO 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

PEDESTRIAN SIGNAL POST 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."



- . 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:

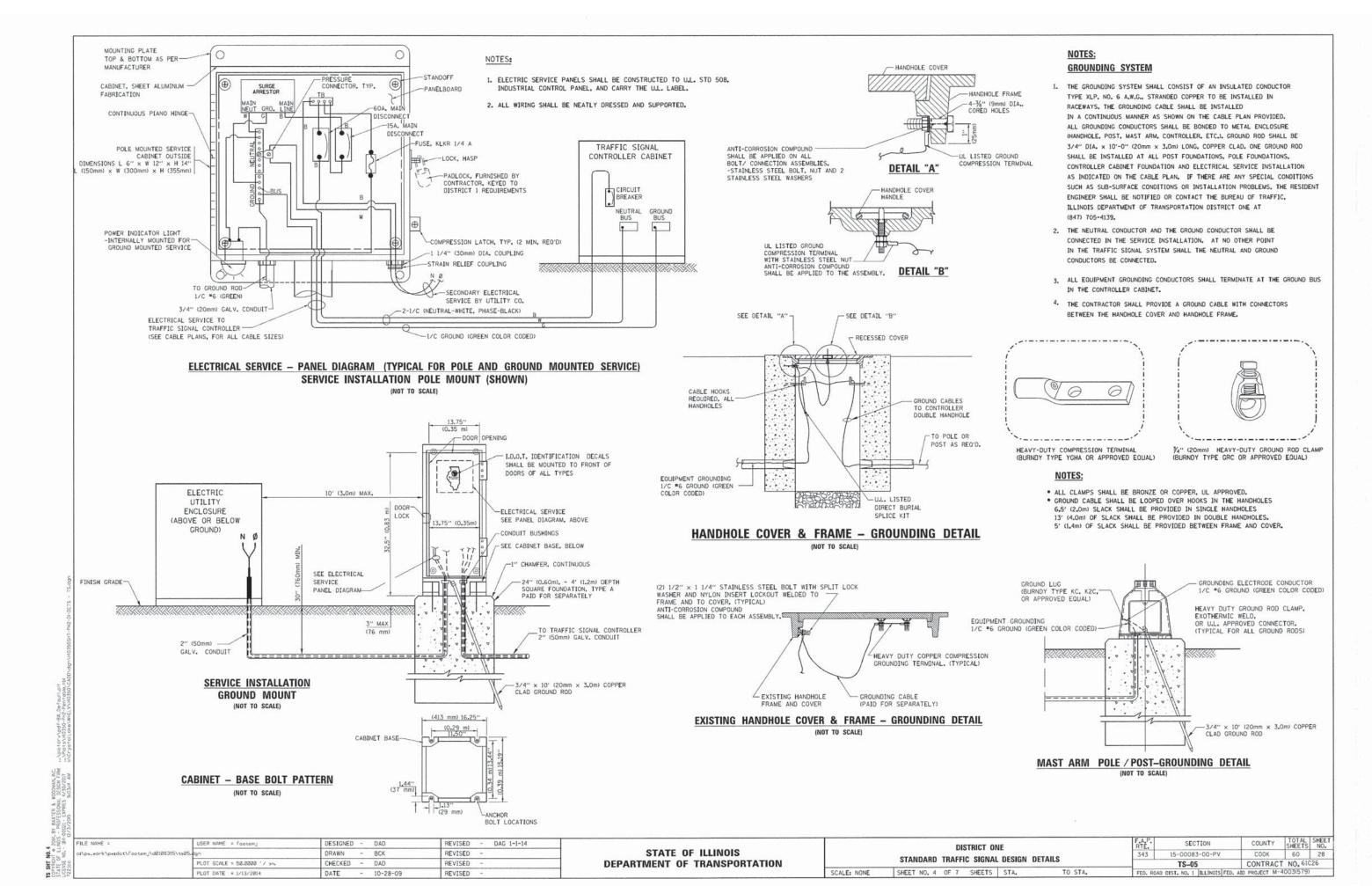
- 1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
- 2. THE BOTTOM 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
- 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.

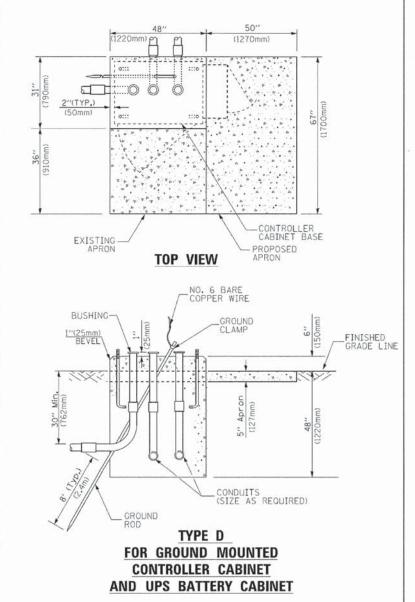
TRAFFIC SIGNAL EQUIPMENT OFFSET

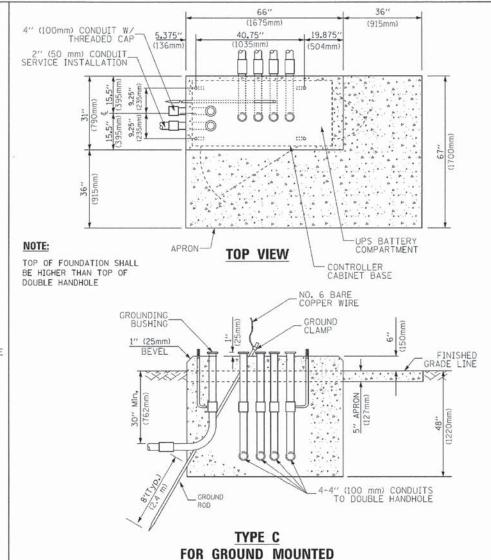
TRAITIC SIGNAL EGGI MENT OFFSET								
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)						
TRAFFIC SIGNAL MAST ARM POLE	6 FT (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.						

- 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 TOTHE 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 =	USER NAME = Footemj	DESIGNED -	DAD	REVISED - DAG 1-1-14			DISTRICT ONE					SECTION	COUNTY	SHEETS	SHEET NO.
ct\pw_work\pwtdot\footemj\dØ108315\ts05.	ign	DRAWN -	BCK	REVISED -	STATE OF ILLINOIS	STANDARD TRAFFIC SIGNAL DESIGN DETAILS			343	15-00083-00-PV	COOK	60	27		
	PLOT SCALE = 50.2000 ' / in.	CHECKED -	DAD	REVISED -	DEPARTMENT OF TRANSPORTATION					TS-05	CONTRAC	CT NO. 61C	26		
	PLOT DATE = 1/13/2014	DATE -	10-28-09	REVISED -		SCALE: NONE SHEET NO. 3 OF 7 SHEETS STA. TO STA. FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT I					-4003(579)				

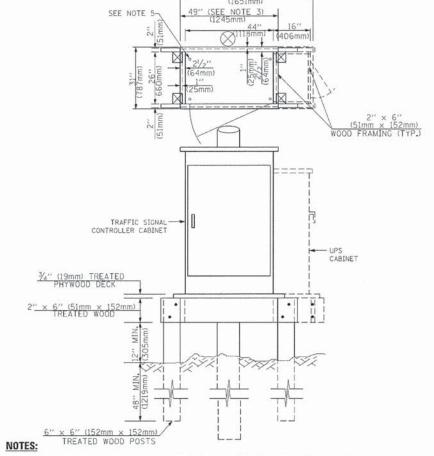






SUPER P (TYPE IV) AND SUPER R (TYPE V)

CONTROLLER CABINETS



- 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
- 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				
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

TYPE D - CONTROLLER	4'-0" (1.2m
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m

4'-0" (1.2m)

TYPE A - Signal Post

TYPE C - CONTROLLER W/ UPS

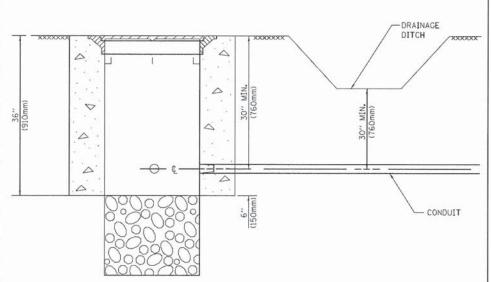
DEPTH OF FOUNDATION

Most 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	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	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)

- 1. These foundation depths are for sites which have cohesive soils (cloyey silt, sandy clay, etc.) along the length of the shoft, with an average Unconfined Compressive Strength (Ou) > 1.0 taf (100 kpc). 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 most arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- 3. Combination most arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
- 4. For most arm assemblies with dual arms refer to state standard 878001..

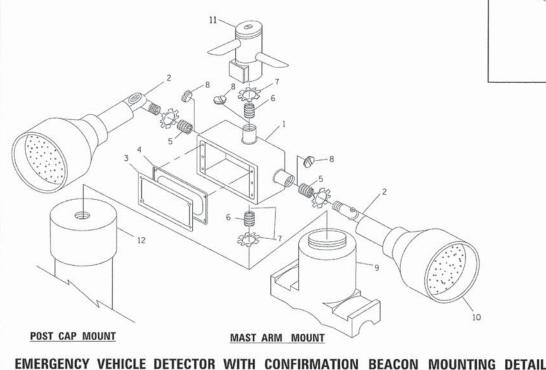
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

<u>0</u>							- Parilla Parilla				
FILE NAME =	USER NAME = Footemj	DESIGNED - DAG	REVISED - DAG 1-1-14		DISTRICT ONE		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHE	HEET NO.
ci\pw.work\pwidot\footemj\d0108315\tm	35. 8 gn	DRAWN - BCK	REVISED -	STATE OF ILLINOIS			343	15-00083-00-PV	соок	60 2	29
9	PLOT SCALE = 50.0000 ' / in-	CHECKED - DAD	REVISED -	DEPARTMENT OF TRANSPORTATION	STANDARD TRAFFIC SIGNAL DESIGN DETAILS			TS-05	CONTRAC	T NO. 61026	
202	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -		SCALE: NONE	SHEET NO. 5 OF 7 SHEETS STA. TO STA.	FED. RO	AD DIST. NO. 1 ILLINOIS FED	. AID PROJECT M-	4003(579)	

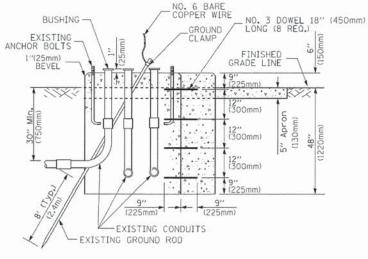


- 1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
- 2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
- 3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES,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

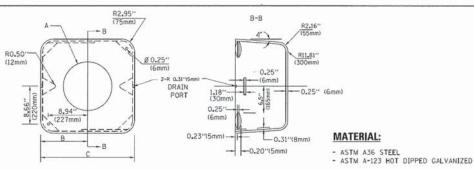
HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)



(1675mm) (915mm) 19.875" 5.375" 40.75" (1035mm) (504mm) (O) PROPOSED APRON -CONTROLLER CABINET BASE **TOP VIEW**



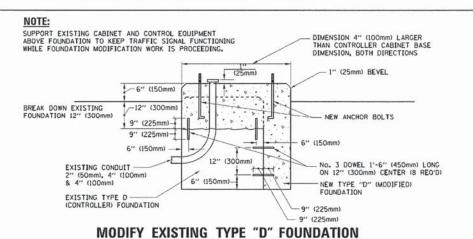
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



Α	В	С	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)	

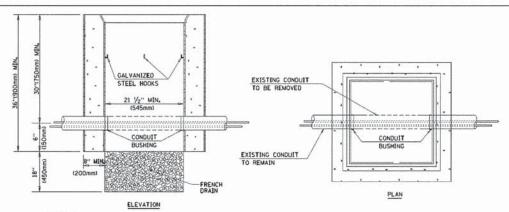
SHROUD

- 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,



1 OUTLET BOX- CALV. 21 CU,IN. (0.000344 CU-M) 2 LAMP HOLDER AND COVER 3 OUTLET BOX COVER REDUCING BUSHING 1/4"(19 mm) CLOSE NIPPLE ¾4"(19 mm) LOCKNUT ¾4"(19 mm) HOLE PLUG SADDLE BRACKET - GALV. 5 WATT PAR 38 LED FLOOD LAM 11 DETECTOR UNIT 12 POST CAP [18 FT. (5.4 m) POST MIN.]

- 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.



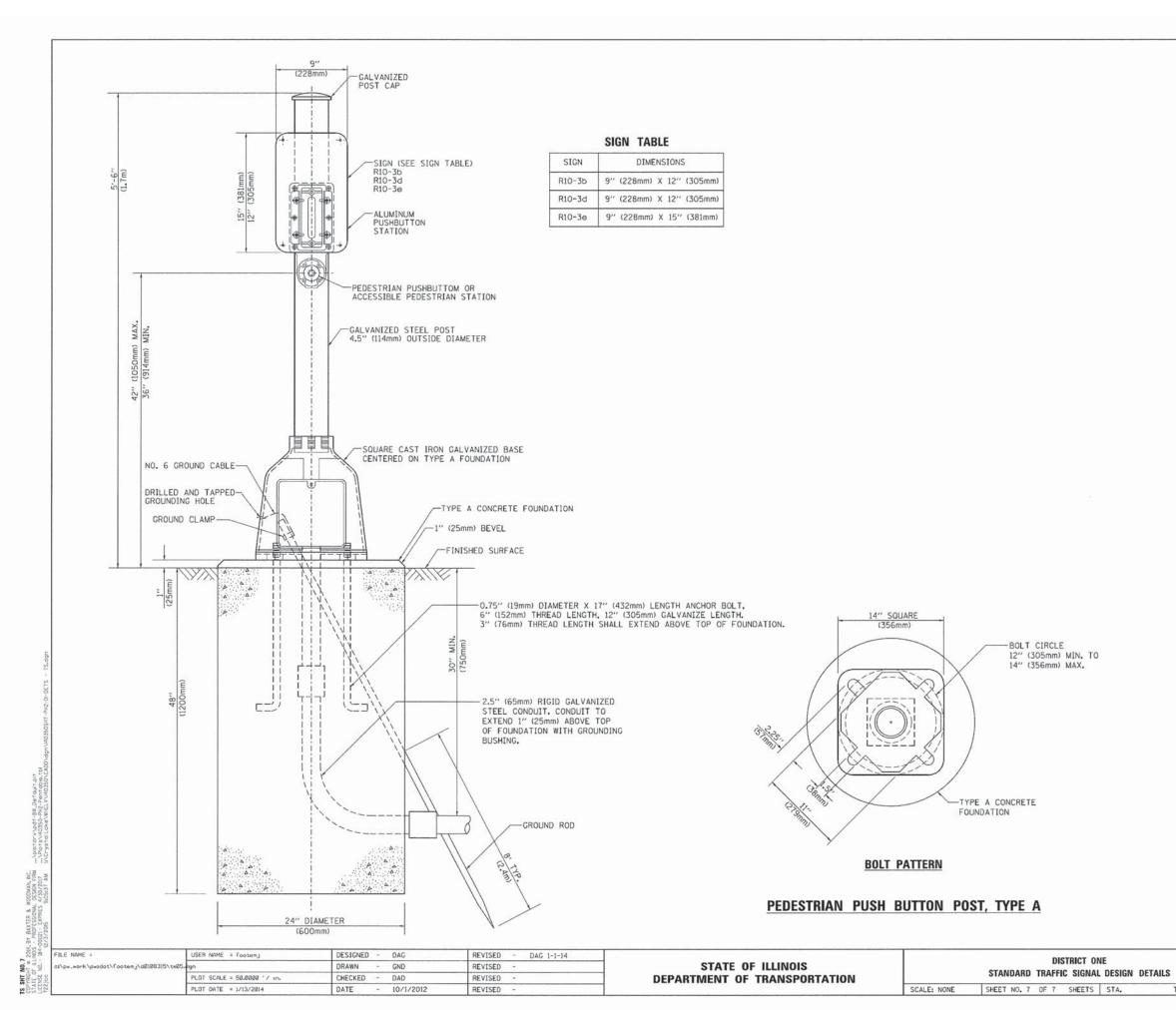
- 1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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\pw.work\pwidot\footemj\d0108315\ta05.	lgn	DRAWN	-	ВСК	REVISED -
	PLOT SCALE = 50.80000 1/ in.	CHECKED	-	DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE	-	10-28-09	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE					SECTION	COUNTY	TOTAL	SHEET NO.
	STANDARD TRACEIC SIGNA	343	15-00083-00-PV	COOK	60	30		
STANDARD TRAFFIC SIGNAL DESIGN DETAILS					TS-05	CONTRACT	NO. 610	26
SCALE: NONE	SHEET NO. 6 OF 7 SHEETS	STA.	TO STA.	FED. ROA	D DIST. NO. 1 ILLINOIS FED.	AID PROJECT M-4	003(579)	R.



COUNTY TOTAL SHEET NO.

CONTRACT NO. 61C26

RTE.

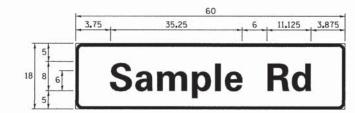
SECTION

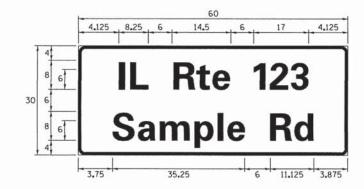
15-00083-00-PV

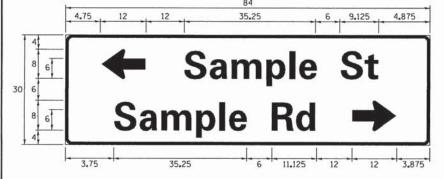
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(579)

TS-05

SIGN PANEL - TYPE 1 OR TYPE 2







DESIGN SERIES	(SO FT)	SIGN PANEL TYPE	SHEETING TYPE	OTY. REQUIRED	
D OR C	-	1 OR 2	ZZ	-	

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ADDDEWATION	WIDTH (INCH)			
NAME	ABBREVATION	SERIES "C"	SERIES "D"		
AVENUE	Ave	15.000	18.250		
BOULEVARD	Blvd	17.125	20.000		
CIRCLE	Cir	11.125	13.000		
COURT	C†	8. 250	9.625		
DRIVE	Dr	8.625	10.125		
HIGHWAY	Hwy	18.375	22.000		
ILLINOIS	IL	7.000	8. 250		
LANE	Ln	9, 125	10.750		
PARKWAY	Pkwy	23, 375	27.375		
PLACE	PI	7. 125	7. 750		
ROAD	Rd	9. 625	11.125		
ROUTE	Rte	12.625	14.500		
STREET	S†	8. 000	9, 125		
TERRACE	Ter	12.625	14.625		
TRAIL	Tr	7. 750	9. 125		
UNITED STATES	US	10.375	12, 250		

GENERAL NOTES

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

PARTS LISTING:

SIGN CHANNEL

SIGN SCREWS

BRACKETS

RS:	CAL SUPPLIERS
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MIDLOTHIAN, VA

WOODRIDGE. IL

- WESTERN REMAC, INC.

- J.O. HERBERT COMPANY, INC

PART #HPN053 (MED. CHANNEL) 1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER

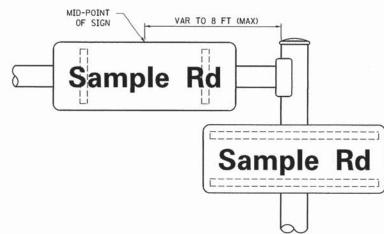
PART *HPN034 (UNIVERSAL)

CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

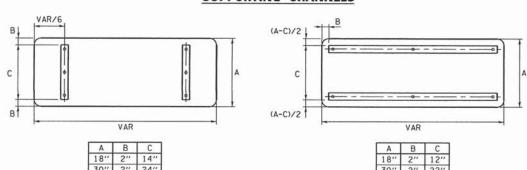
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION

ARM OR POLE MOUNTED



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

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

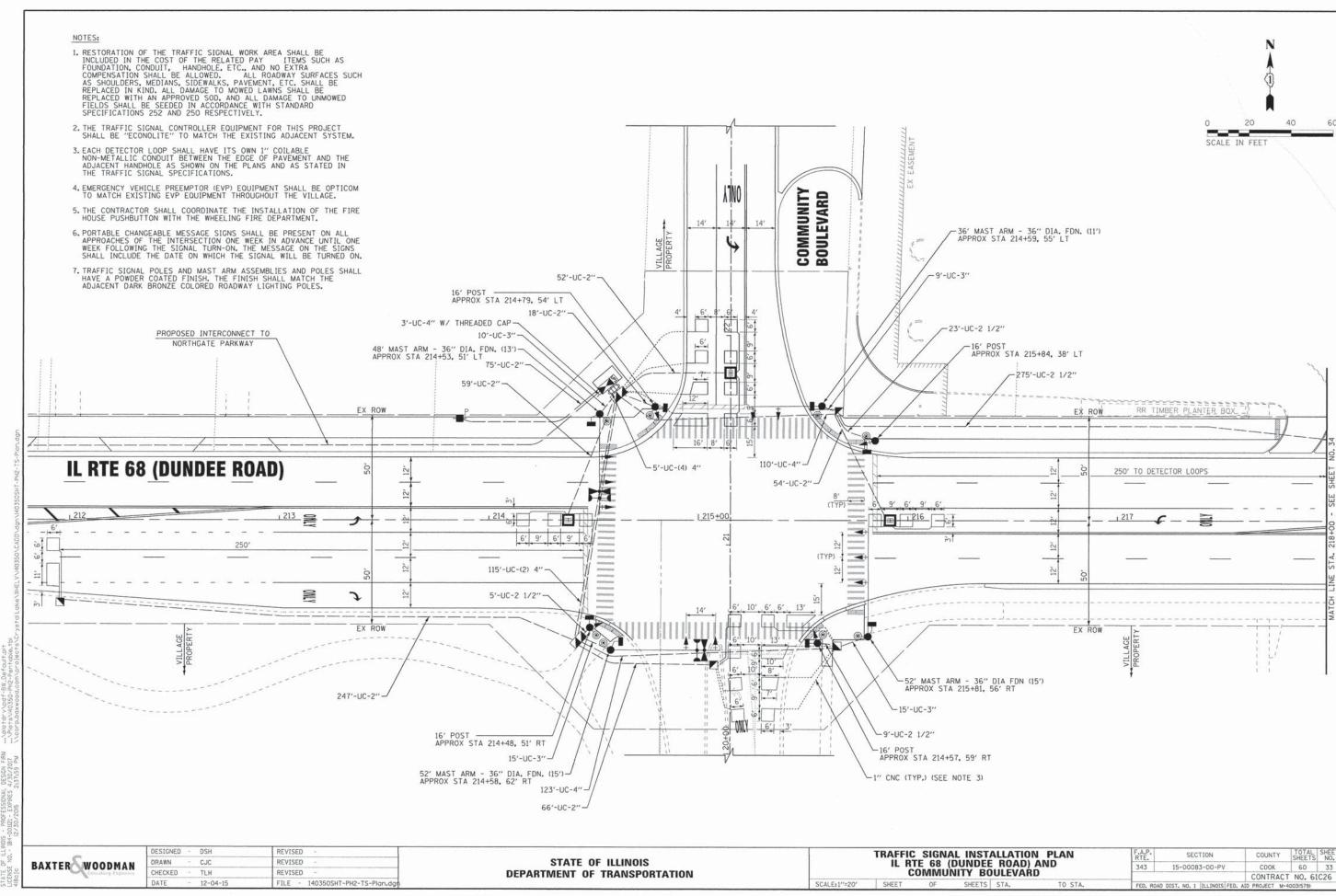
	FHWA SE	RIES "C"		FHWA SERIES "D"					
HARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)		
Α	0.240	5.122	0.240	Α	0.240	6.804	0.240		
В	0.880	4.482	0.480	В	0.960	5.446	0.400		
С	0.720	4.482	0.720	С	0.800	5.446	0,800		
D	0.880	4.482	0. 720	D	0.960	5. 446	0.800		
E	0.880	4.082	0.480	E	0.960	4. 962	0.400		
F	0.880	4.082	0.240	F	0.960	4. 962	0.240		
G	0.720	4.482	0.720	G	0.800	5. 446	0.800		
H	0.880	4. 482	0.880	H	0.960	5. 446	0, 960		
J	0.880	1.120 4.082	0.880	J	0. 960	1. 280 5. 122	0.960		
К	0.880	4. 482	0.480	К	0. 960	5. 604	0.400		
- L	0.880	4. 082	0. 240	L	0.960	4. 962	0. 240		
M	0.880	5. 284	0.880	М	0.960	6. 244	0.960		
N	0.880	4. 482	0.880	N	0. 960	5. 446	0.960		
0	0.720	4. 722	0.720	0	0.800	5. 684	0.800		
Р	0.880	4.482	0.720	Р	0.960	5. 446	0.240		
0	0.720	4.722	0.720	Q	0.800	5. 684	0.800		
R	0.880	4. 482	0.480	R	0.960	5.446	0.400		
S	0.480	4. 482	0.480	S	0.400	5.446	0.400		
T	0.240	4.082	0.240	T	0. 240	4.962	0.240		
U	0.880	4. 482	0.880	U	0.960	5. 446	0.960		
V	0. 240	4.962	0.240	٧	0. 240	6.084	0.240		
W	0. 240	6. 084	0.240	W	0. 240	7. 124	0.240		
X Y	0.240	4. 722	0. 240	X	0.400	5. 446	0.400		
Z	0. 480	5. 122 4. 482	0.240	Z	0. 240	6. 884 5. 446	0. 240		
0	0.320	3. 842	0. 640	a	0.400	4. 562	0. 720		
Ь	0.720	4. 082	0.480	Ь	0.800	4. 802	0.480		
c	0.480	4.002	0. 240	c	0.480	4. 722	0.240		
d	0.480	4, 082	0.720	d	0.480	4. 802	0.800		
е	0.480	4.082	0.320	е	0.480	4.722	0.320		
f	0.320	2.480	0.160	f	0.320	2.882	0.160		
g	0.480	4.082	0.720	g	0.480	4.802	0.800		
h	0.720	4.082	0.640	h	0.800	4.722	0.720		
ı	0.720	1.120	0.720	1	0.800	1.280	0.800		
j	0.000	2. 320	0.720	j	0.000	2.642	0.800		
k	0.720	4. 322	0.160	k	0.800	5. 122	0.160		
1	0.720	1.120	0.720	1	0.800	1.280	0.800		
m	0.720	6. 724 4. 082	0.640	m	0.800	7, 926	0.720		
0	0.720	4. 082	0. 640	n 0	0.800	4. 722	0.720		
P	0.720	4. 082	0.480	P	0.800	4. 802	0.480		
q	0.480	4. 082	0.720	q	0.480	4. 802	0.800		
r	0. 720	2. 642	0.160	r	0.800	3. 042	0.160		
s	0.320	3. 362	0.240	s	0.320	3. 762	0.240		
+	0.080	2.882	0.080	+	0.080	3, 202	0.080		
u	0.640	4.082	0.720	u	0.720	4.722	0.800		
٧	0.160	4.722	0.160	٧	0.160	5.684	0.160		
W	0.160	7.524	0.160	w	0.160	9.046	0.160		
×	0.000	5. 202	0.000	×	0.000	6. 244	0.000		
У	0.160	4. 962	0.160	У	0.160	6.004	0.160		
Z	0. 240	3. 362	0.240	Z	0. 240	4.002	0.240		
1	0.720	1.680	0.880	1	0.800	2.000	0.960		
3	0.480	4. 482	0.480	3	0.800	5.446	0.800		
4	0. 480	4. 962	0. 480	4	1.440 0.160	5. 446 6. 004	0.800		
5	0. 480	4. 482	0. 120	5	0. 800	5. 446	0. 800		
6	0.720	4. 482	0.720	6	0.800	5. 446	0.800		
7	0. 240	4. 482	0. 720	7	0.560	5. 446	0.560		
8	0.480	4. 482	0.480	8	0.800	5. 446	0.800		
9	0.480	4. 482	0.480	9	0.800	5. 446	0.800		
0	0.720	4. 722	0.720	0	0.800	5. 684	0.800		
-	0.240	2.802	0.240	-	0. 240	2.802	0. 240		

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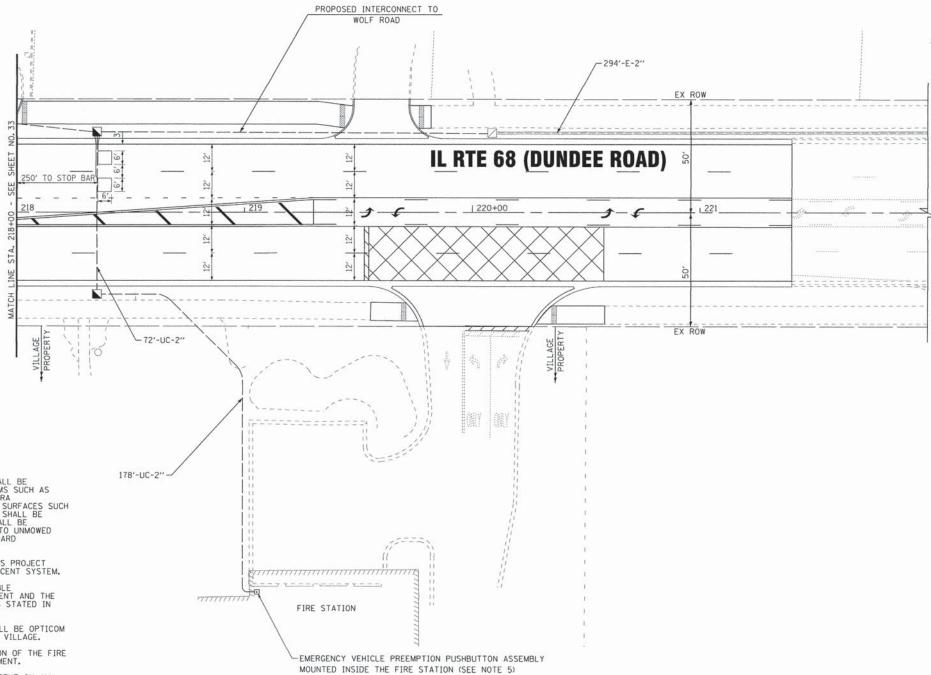
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION DISTRICT ONE 15-00083-00-PV COOK 60 32 MAST ARM MOUNTED STREET NAME SIGNS CONTRACT NO. 61026 TS-02 SCALE: SHEET SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT M-40030



TS SHT NO. 13 COPYRIGHT # 2015, BY BAXTER & WOODMA



1.

- 1. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE COST OF THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, 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.
- 2. THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.
- 3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
- 4. EMERGENCY VEHICLE PREEMPTOR (EVP) EQUIPMENT SHALL BE OPTICOM TO MATCH EXISTING EVP EQUIPMENT THROUGHOUT THE VILLAGE.
- 5. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE FIRE HOUSE PUSHBUTTON WITH THE WHEELING FIRE DEPARTMENT.
- 6. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PRESENT ON ALL APPROACHES OF THE INTERSECTION ONE WEEK IN ADVANCE UNTIL ONE WEEK FOLLOWING THE SIGNAL TURN-ON. THE MESSAGE ON THE SIGNS SHALL INCLUDE THE DATE ON WHICH THE SIGNAL WILL BE TURNED ON.

BAXTER	WOODMAN	

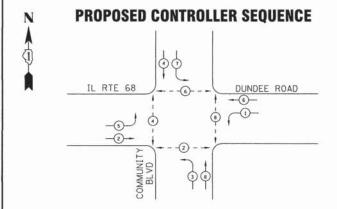
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DRAWN		CJC	REVISED -
DESIGNED		DSH	REVISED -

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	TRAFFIC			F.A.P. RTE.	SECTION	COUNTY	TOTAL	SHE		
				ROAD) ULEVAR		343	15-00083-00-PV	COOK	60	3
	·	OIVIIVIO	MILL DO	ULEVAN	U			CONTRAC	T NO. 61	C26
SCALE:1"=20"	SHEET	OF	SHEETS	STA.	TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED. A	AID PROJECT M-	4003(579)	

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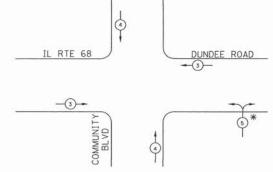


LEGEND

ASSOCIATED PHASE

DUAL ENTRY PHASE PEDESTRIAN PHASE NUMBER REFERS TO

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR SHALL ONLY BE ACTIVATED BY THE PROPOSED FIRE STATION PUSHBUTTON AND WILL INITIATE AN ALL-RED CLEARANCE PHASE FOLLOWED BY A GREEN BALL AND LEFT TURN ARROW FOR ONLY WESTBOUND

TRAFFIC SIGNAL **ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	WATTAGE LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	17	0.50	119.0
(YELLOW)	14	25	0.25	87.5
(GREEN)	14	15	0.25	52.5
PERMISSIVE ARROW (YELLOW)	8	12	0.10	9.6
PERMISSIVE ARROW (GREEN)	8	12	0.10	9.6
PED. SIGNAL	8	25	1.00	200.0
CONTROLLER	1	100	1.00	100.0
UPS	1	25	1.00	25.0
LED SIGN	2	90	0.50	90.0
LED SIGN (6'+)	2	120	0.50	120.0
			TOTAL =	813.2

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAY/DISTRICT 1 201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTRACT: KATRINA TAYLOR PHONE: (847) 816-5492

COMPANY: COMMONWEALTH EDISON ACCOUNT NUMBER:

BAXTER WOODMAN

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ESIGNED	-	DSH	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE IL RTE 68 (DUNDEE ROAD) AND COMMUNITY BOULEVARD

SECTION COUNTY 15-00083-00-PV COOK 60 35 CONTRACT NO. 61C26

CABLE PLAN

- (1°6)-----

NUMBER OF CABLES AS PER PLAN

3 *20

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-(2)--(6)

3-0¥

Cill

INTERCONNECT TO

NORTHGATE PARKWAY

TRACER CABLE

IL RTE 68

(DUNDEE ROAD)

COMMUNITY

LED INTERNALLY ILLUMINATED -STREET NAME SIGN (TYP)

FC 3-

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723

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0 ¥ -3-

-INTERCONNECT TO

TRACER CABLE

-2/C =12 ELECTRIC CABLE IN CONDUIT TO EMERGENCY VEHICLE PREEMPTION PUSH BUTTON ASSEMBLY AT FIRE

EMERGENCY VEHICLE

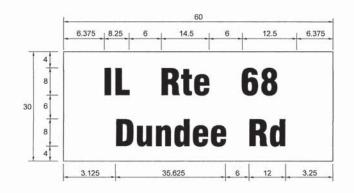
PREEMPTION PUSH BUTTON LOCATED IN FIRE STATION

WOLF RD

(NOT TO SCALE)

NO. SHT

LED INTERNALLY ILLUMINATED STREET NAME SIGNS





- FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS AND DISTRICT ONE LIGHTED STREET NAME SIGN DETAIL DRAWINGS.
- 2. SIGNS SHALL BE 2-SIDED WITH THE SAME MESSAGE ON BOTH SIDED OF THE SIGN.
- 3. SIGN DIMENSIONS ARE INCHES UNLESS OTHERWISE NOTED.
- 4. LETTERING SHALL BE DESIGN SERIES "D".

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	TOTAL
CHANGEABLE MESSAGE SIGN	CAL MO	2
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	821
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	312
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	49
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	483
HANDHOLE	EACH	5
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	2
PAINT NEW TRAFFIC SIGNAL POST	EACH	4
PAINT NEW MAST ARM AND POLE, UNDER 40 FOOT	EACH	1
PAINT NEW MAST ARM AND POLE, 40 FOOT AND OVER	EACH	3
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 12 2C	FOOT	697
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,376
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,569
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,313
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,647
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,719
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	93
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	567
TRAFFIC SIGNAL POST, 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 52 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE I	FOOT	927
LIGHT DETECTOR	EACH	2
LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
EMERGENCY VEHICLE PREEMPTION PUSHBUTTON ASSEMBLY	EACH	1
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	329
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET (SPECIAL)	EACH	1

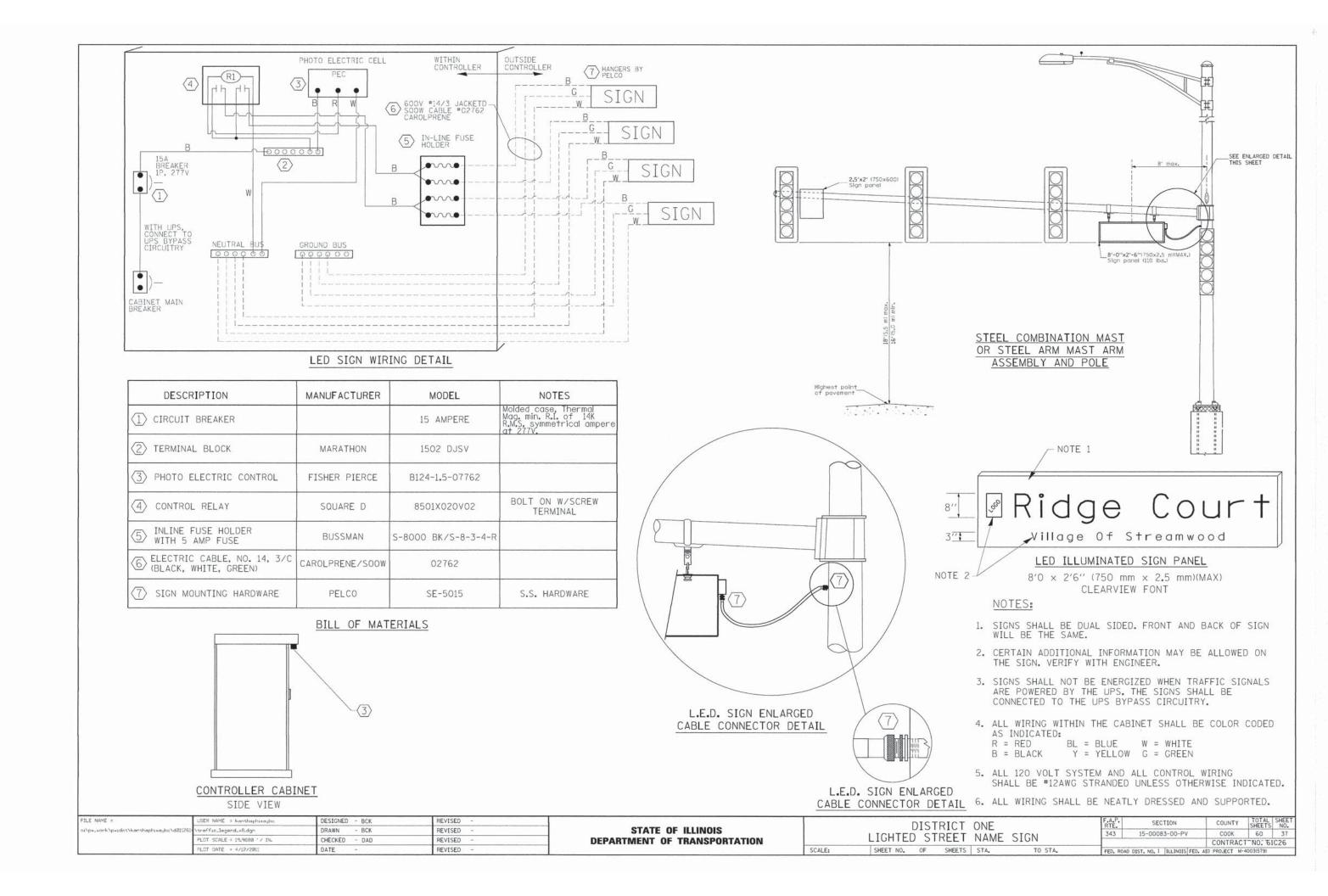
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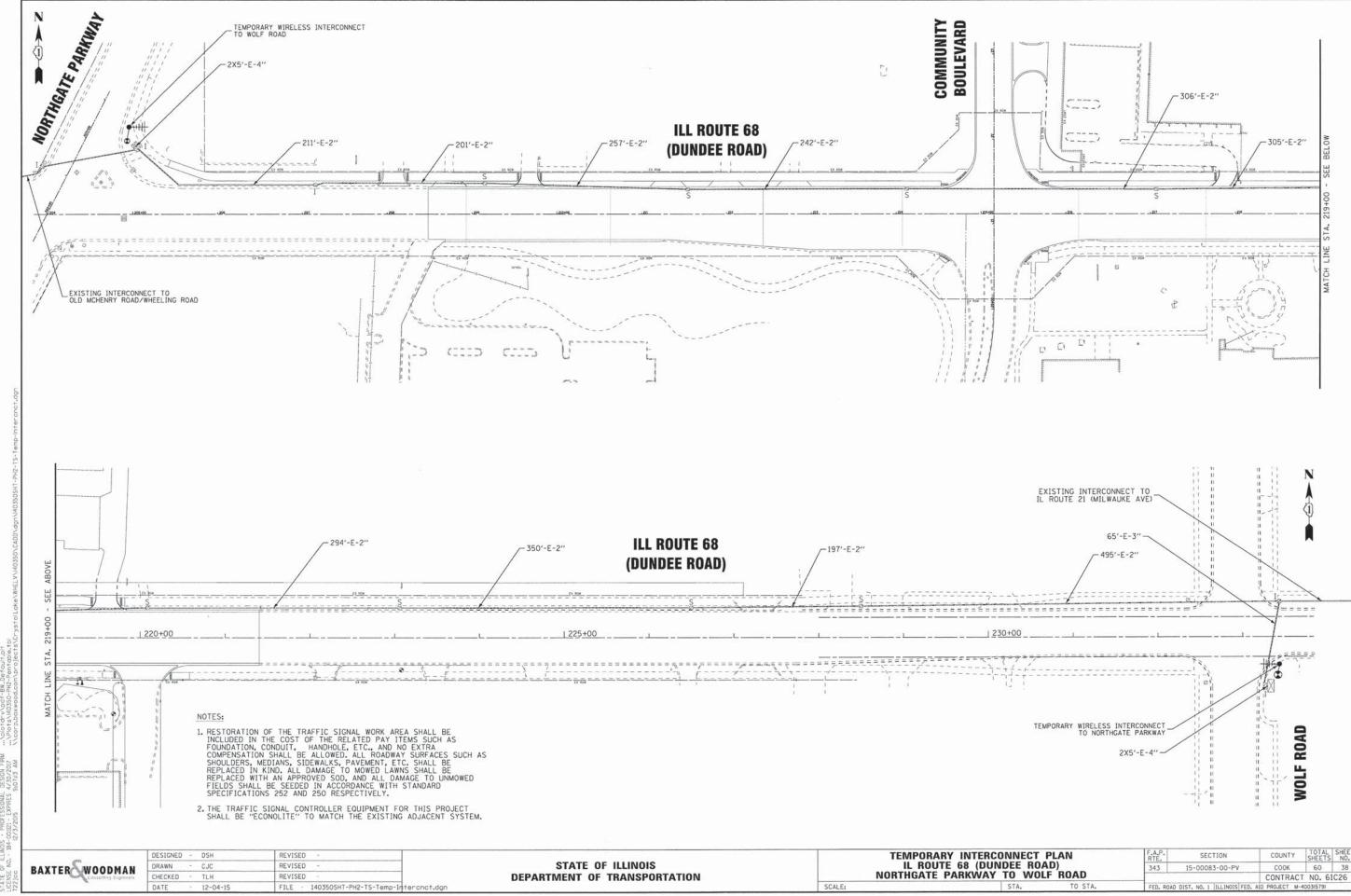
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

MAST ARM MOUNTED STREET NAMES AND SCHEDULE OF QUANTITIES IL RTE 68 (DUNDEE ROAD) AND COMMUNITY BLVD

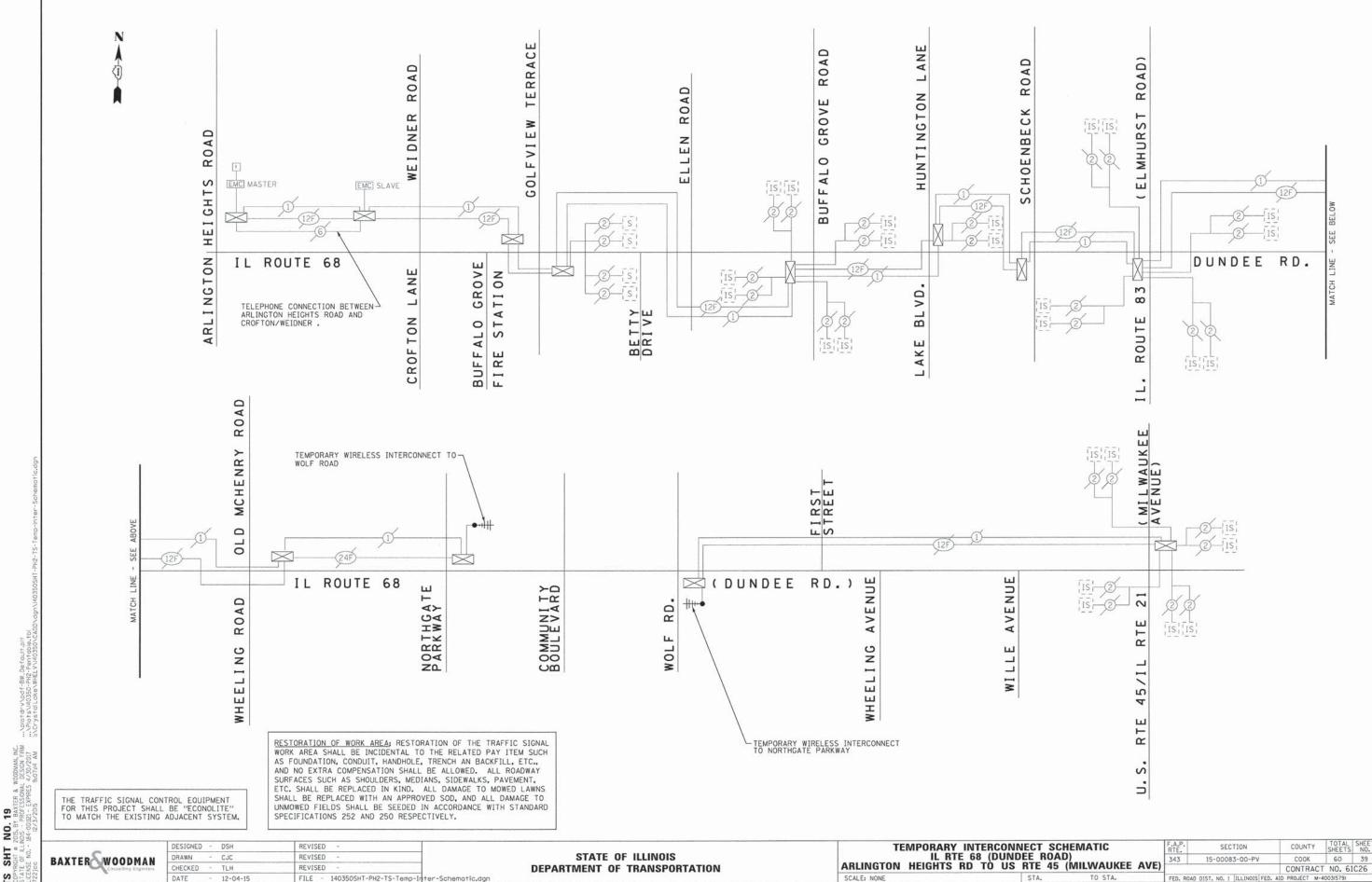
COUNTY TOTAL SHEET NO. COOK 60 36 SECTION 15-00083-00-PV 343 CONTRACT NO. 61C26



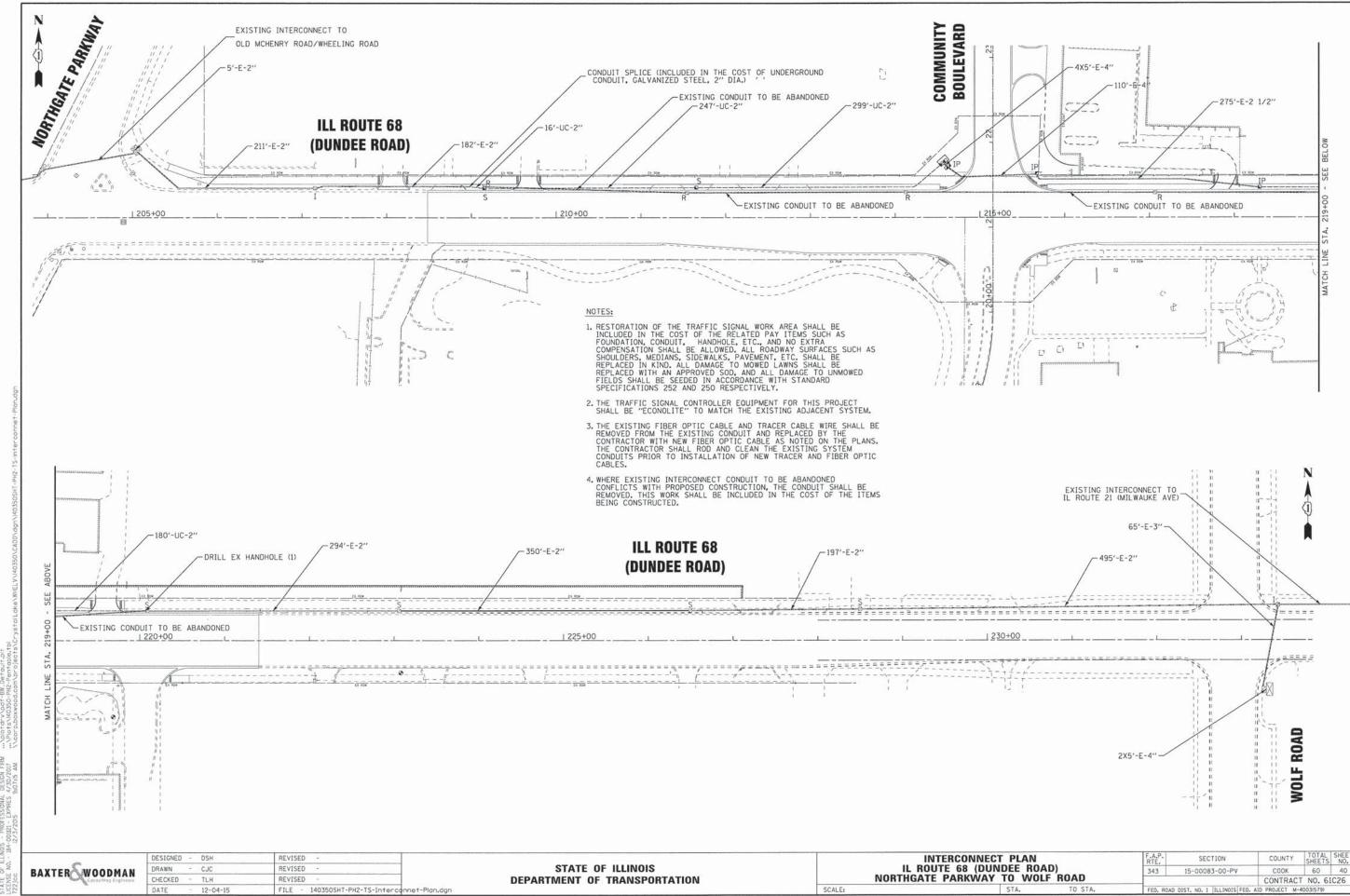


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SOPRIGHT & 2015, BY BAXTER & WOODMAN, INC.
TO THE OF THE SOPPLESSORY FIRM
TOENSE NO. 164-00121. EXPRES 4/36/2017

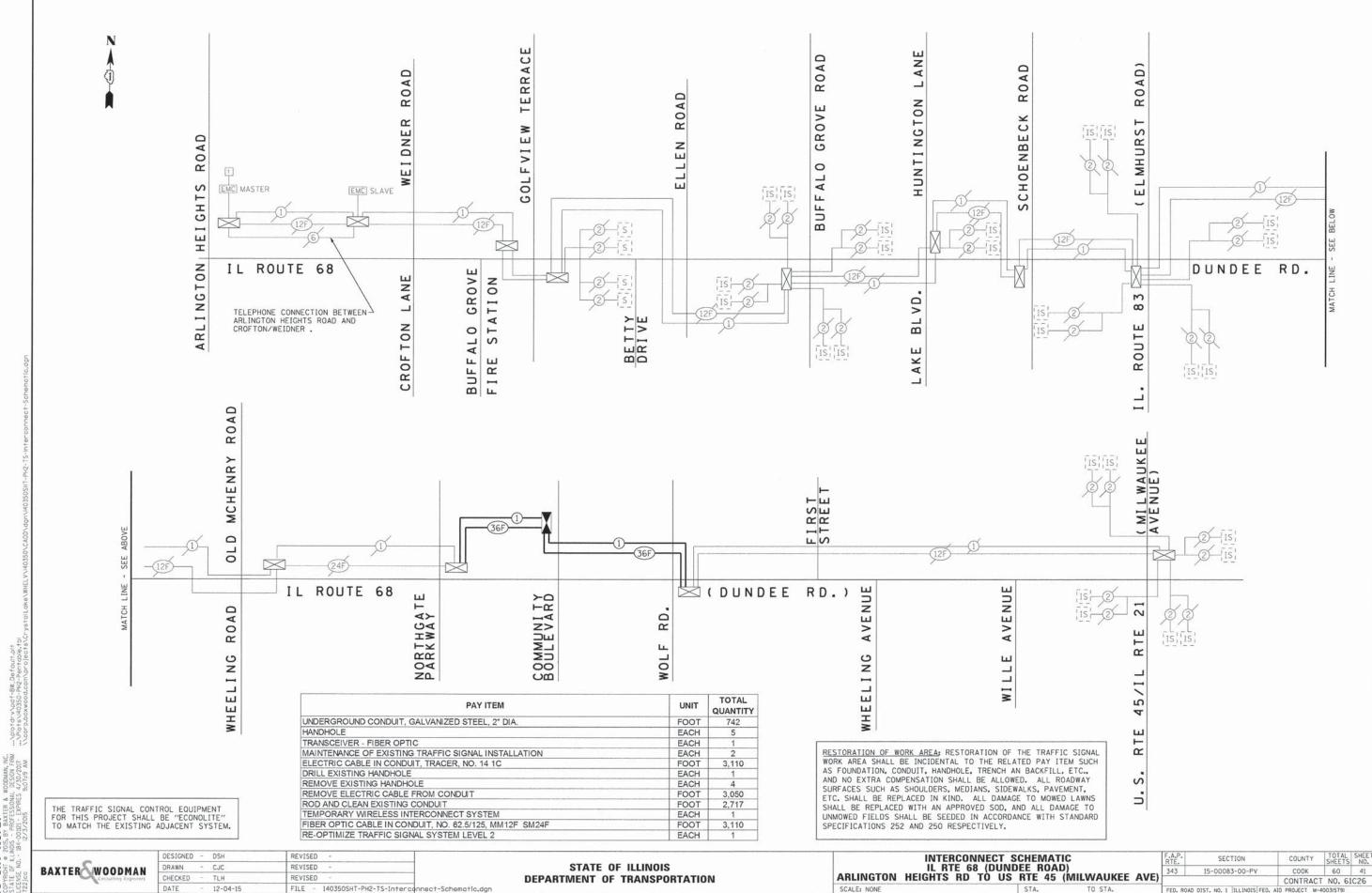


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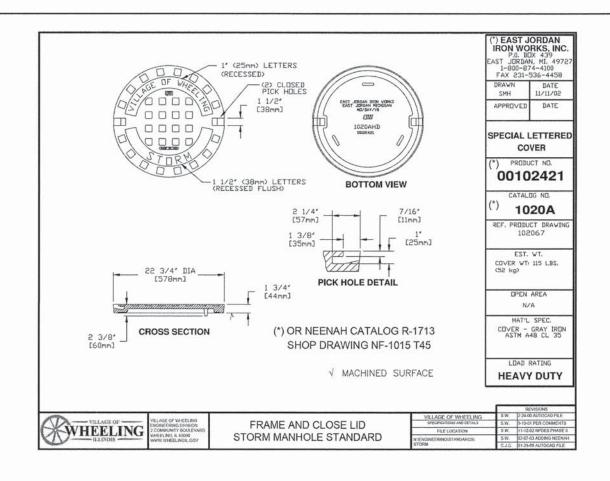
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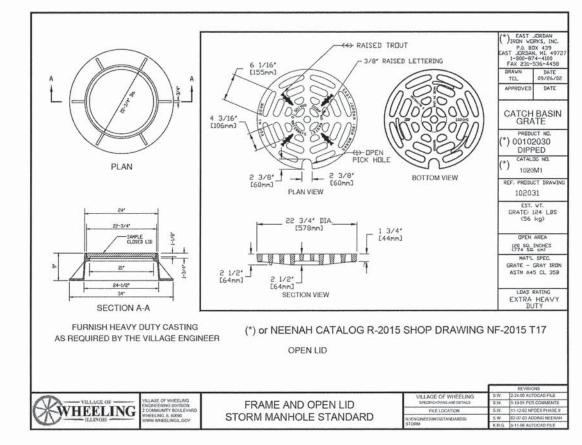
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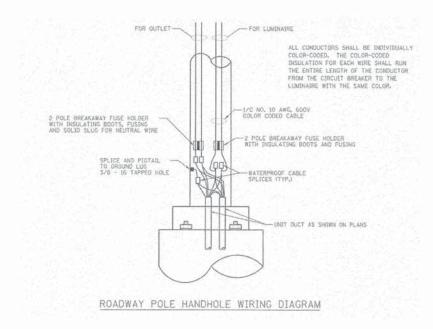


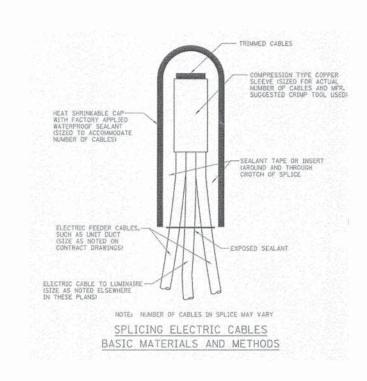
FED. ROAD DIST. NO. 1 | ILLINOIS FED. AID PROJECT M-4003(579)

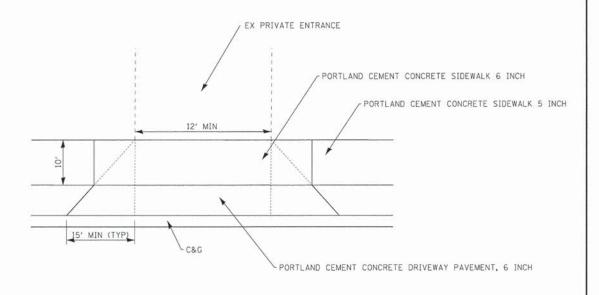
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RECOMMENDED APPLICATION OF **DETAIL FOR PRIVATE ENTRANCES**

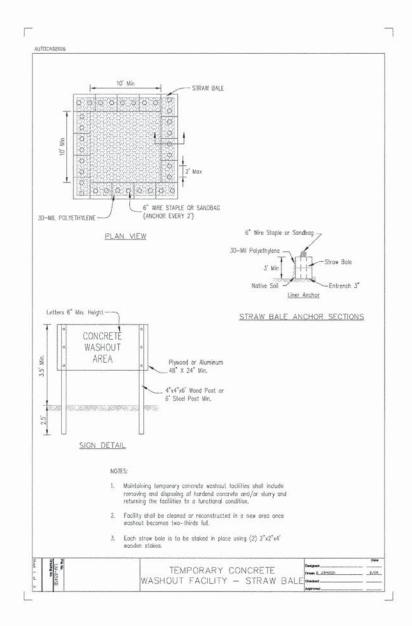
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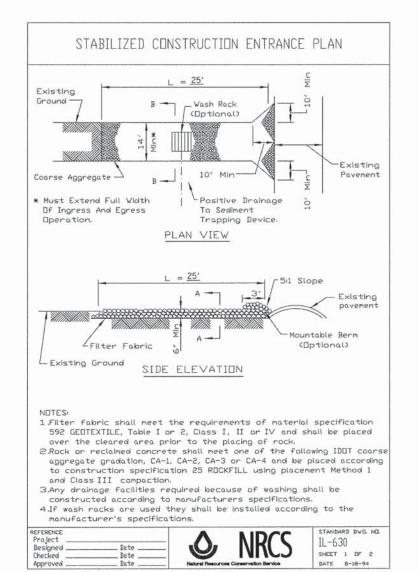
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CHECKED - TLH REVISED -
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

			F.A.P. RTE.	SECTION	COUNTY	TOTAL	SHEET NO.
IV.	IISCELLANEOUS DETAILS	S	343	15-00083-00-PV	COOK	60	42
<u> </u>					CONTRACT	NO. 61	C26
SCALE:	STA.	TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED.	AID PROJECT M-4	003(579)	

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STATE OF ILLINOIS

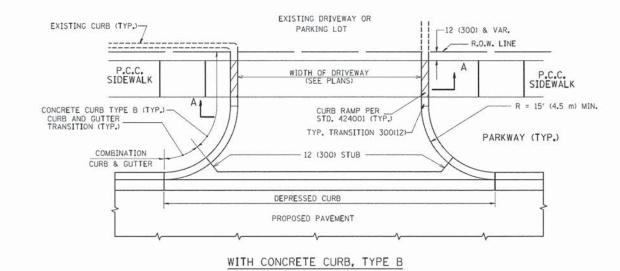
SECTION MISCELLANEOUS DETAILS 343 15-00083-00-PV COUNTY TOTAL SHEET NO.

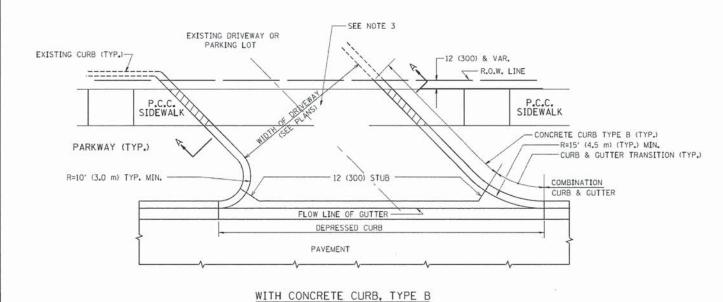
COOK 60 43

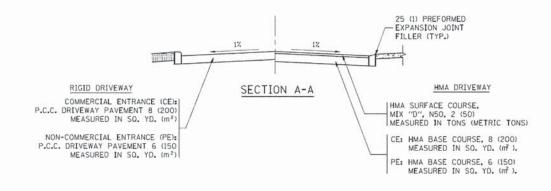
CONTRACT NO. 61C26

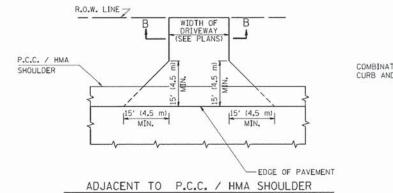
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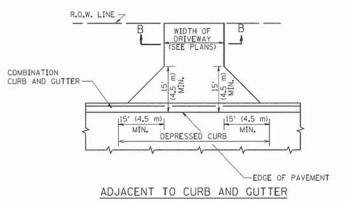
DEPARTMENT OF TRANSPORTATION

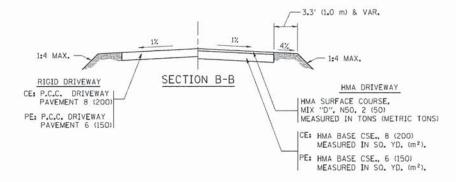












RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE, MIX "D", N50, 2 (50) MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B. 8 (200) MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

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

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

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

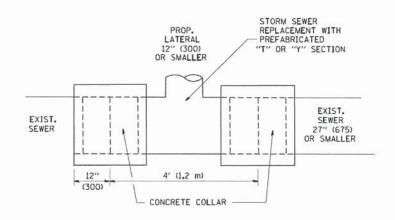
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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ct\pw_work\pwidot\leysa\d8188315\bd81.dgr		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000 '/ in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE	OF	ILLINOIS
DEPARTMENT	0F	TRANSPORTATION

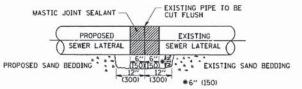
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AND	FACE OF CURB & E	DGE OF SI	IUULUEK >	= 15 (4.5 m)		3D0156-07 (BD-01)	CONTRAC	I NO. 610	26
SCALE: NONE	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FED. RO	AD DIST. NO. 1 ILLINOIS FED.	ALD PROJECT M-	4003(579)	

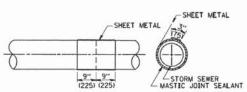
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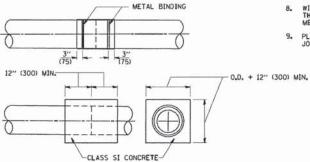


DETAIL "A"

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





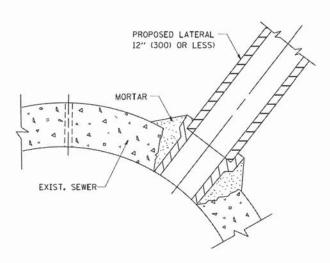


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

NOTES

MATERIA

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

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

 B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION,

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER.
ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED, THE SEWER MUST
BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WIDER.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME =	USER NAME = gagl:anobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92			DETAIL OF STORM SEWER	F.A.P. RTE.	SECTION	COUNTY TO	OTAL SHEET HEETS NO.
W:\d:ststd\22x34\bdØ7.dgn		DRAWN -	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS		CONNECTION TO EXISTING SEWER 343 15-00083-00-PV C	00-PV COOK 60 45			
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94	DEPARTMENT OF TRANSPORTATION			CONTRACT NO	0.61026		
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.			AID PROJECT M-40030	3(579)

(2) (3) (5) (1)

12 (300) MIN. (30

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.

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 11/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

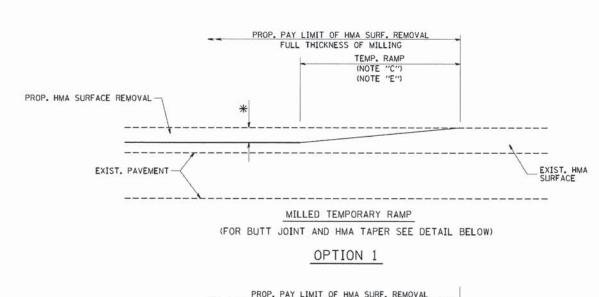
THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

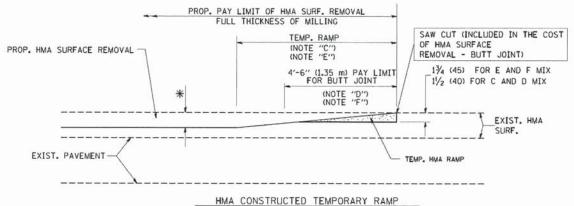
NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

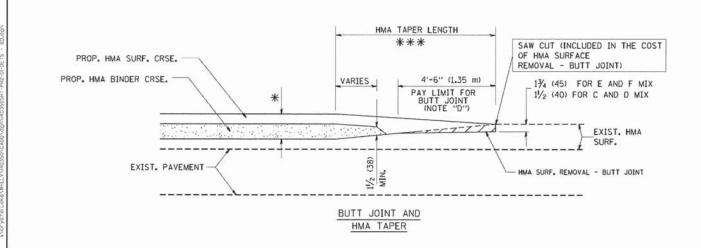
FILE NAME =	USER NAME = bouerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04			DETAILS FOR	F.A.P.	SECTION	COUNTY	TOTAL SHEET
ct\pw_work\pwidct\bauerd1\d0108315\bd88.	gri	DRAWN -	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS			343	15-00083-00-PV	COOK	60 46
	PLOT SCALE = 1968.5000 '/ m	CHECKED -	REVISED - R. BORO 03-09-11	DEPARTMENT OF TRANSPORTATION		FRAMES AND LIDS ADJUSTMENT WITH MILLING		BD600-03 (BD-8)	CONTRACT	NO. 61C26
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FEO. F	ROAD DIST. NO. 1 ILLINOIS FED. A	AID PROJECT M-40	03(579)



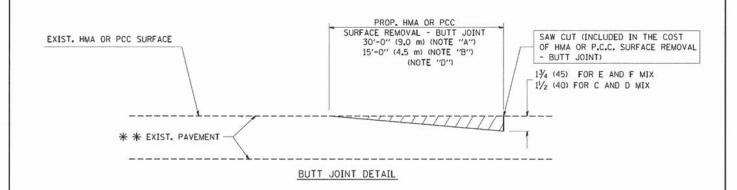


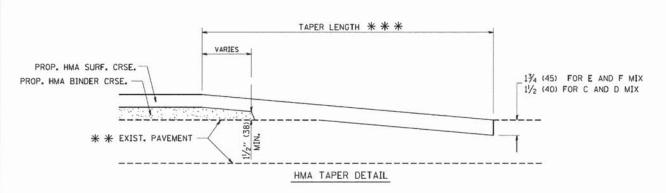
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2 TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

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

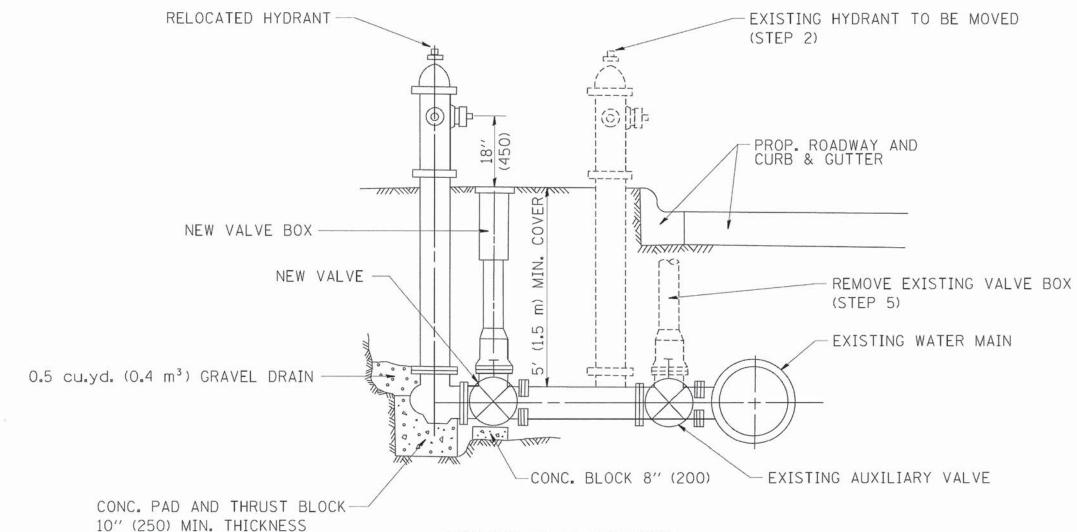
BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SOUARE 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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| BUTT JOINT AND | Ff.A.P. | SECTION | COUNTY | TOTAL | SHEETS | SHEETS | STA. | TO STA. | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-40031579 | TO STA. | FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT M-40031579 | TO STA. | TO ST



SEQUENCE OF CONSTRUCTION:

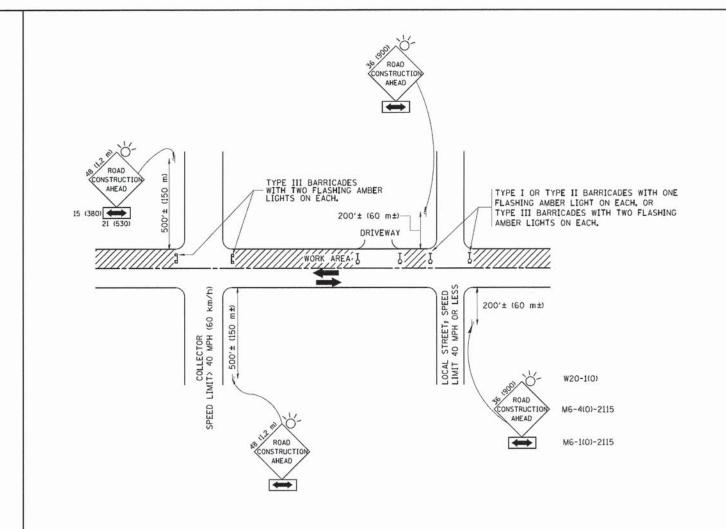
- 1. CLOSE EXISTING VALVE.
- 2. REMOVE EXISTING HYDRANT.
- 3. INSTALL HYDRANT EXTENSION AND NEW VALVE.
- 4. RELOCATE EXISTING HYDRANT.
- 5. OPEN EXISTING VALVE, REMOVE BOX.
- 6. BACKFILL.
- 7. FLUSH AND TEST FOR CHLORIDE RESIDUAL AND PROVIDE TEST.

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

FIRE HYDRANT TO BE MOVED

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

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INDIS IB4	FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED - R. SHAH 09-09-94			FIRE HYDRANT TO BE	MOVED		F.A.P.	SECTION	COUNTY	TOTAL	SHEET NO.
NO. II	W:\diststd\22x34\bd36.dgn		DRAWN -	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS		THE HIDHART TO BE	MOVED		343	15-00083-00-PV	COOK	60	48
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STA LICE 722		PLOT DATE = 1/4/2008	DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS S	TA. TO	STA.	FED. ROA	D DIST. NO. 1 ILLINOIS FED.			



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 ENGINEERS
- Q) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900×900) 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 1T 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 (MG-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (MG-4).

SCALE: NONE

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

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

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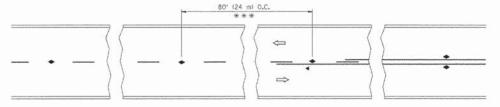
SER NAME # gaglianobt DESIGNED -REVISED - J. OBERLE 10-18-95 DRAWN REVISED - A. HOUSEH 03-06-96 \diststd\22x34\tal0.dgn CHECKED REVISED - A. HOUSEH 10-15-96 PLOT SCALE = 50.000 '/ IN. DATE 06-89 REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHEET NO. 1 OF 1 SHEETS STA.

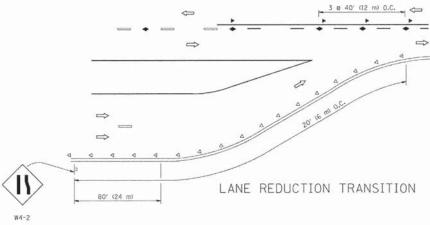
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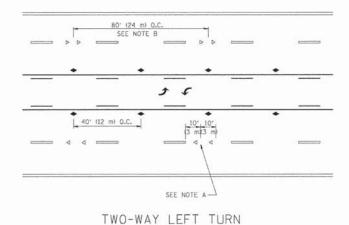
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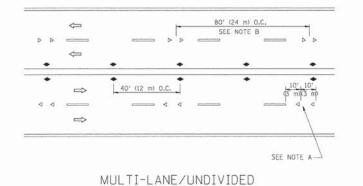


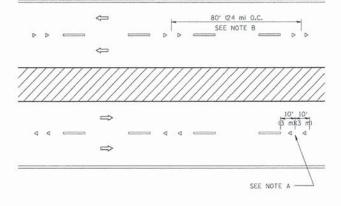
TWO-LANE/TWO-WAY

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









MULTI-LANE/DIVIDED

GENERAL NOTES

- 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.
- MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

LANE MARKER NOTES

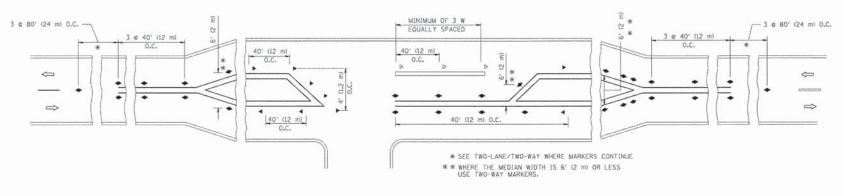
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



LEFT TURN

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS

RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

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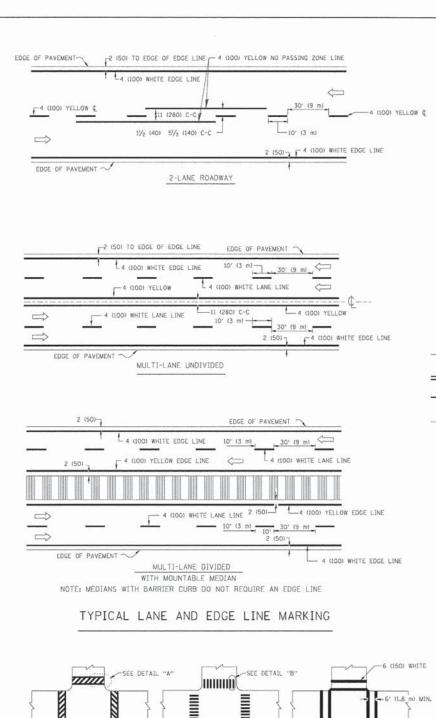
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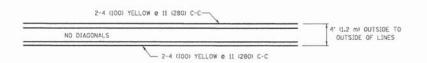
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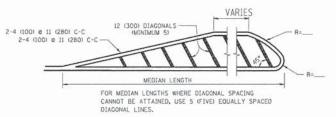


BICYCLE & EQUESTRIAN SCHOOL PEDESTRIAN SCHOOL PEDESTRIAN 12 (300) WHITE DETAIL "A" DETAIL "A" DETAIL "B" 6 (150) WHITE DETAIL "B" DETAIL "B" 12 (300) WHITE

TYPICAL CROSSWALK MARKING

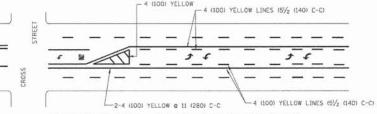


4' (1.2 m) WIDE MEDIANS ONLY



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

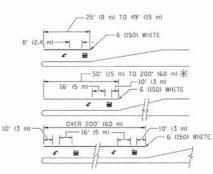


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

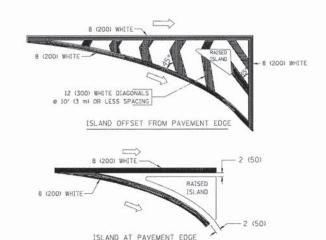


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.6 SO. FT. (1.5 m²) 000 AREA = 20.8 SO. FT. (1.9 m²)

* 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



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 o 4 (100)	SOLID SOLID	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	SKIP-DASH AND SOLID	YELLOW	10" (3 m) LINE WITH 30" (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	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 CROSSMALK, 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 (0VER 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 SO. FT. (0.33 m²) EACH "X"=54,0 SO. FT. (5.0 m²)
SHOULDER DIAGONALS	12 (300) to 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 (0VER 45MPH (70 km/h))

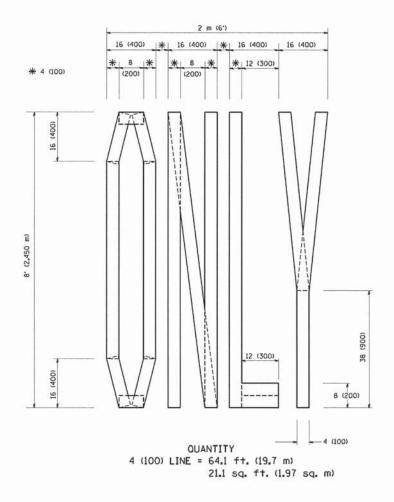
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

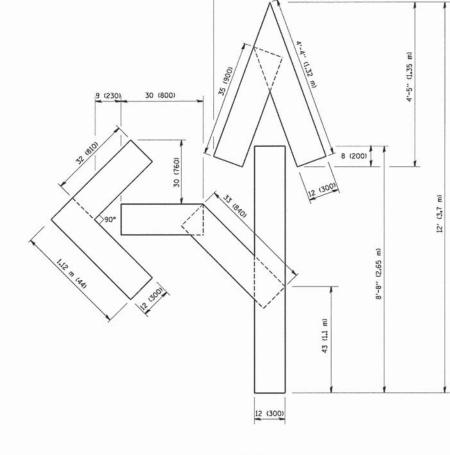
All dimensions are in inches (millmeters) unless otherwise shown.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

10% - 17 BACTER & BUOLDMAN, NO. 10% - 7 BECTES (100 M. DESTAN FIRM ... "Noistan Vpdf - 8W. Default.plt A (-0)(27) - 18 KPRES 4 (-0)(20)5 ... M. Phores Vdg 25 PRES PRES A (-0)(25 M. PRES A (-

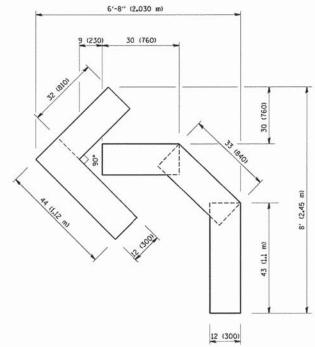
COPYRIGHT 0 2014 BY BAXIER & WOODMAN, NC. SIATE OF LIMNOS - PROFESSIONAL DESKN FRM. ...\Diotary LEENSE NN. : 184-001121 - EXPRES 4/30/2015 ...\Piotalya





_1'-8" (500) _

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



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

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

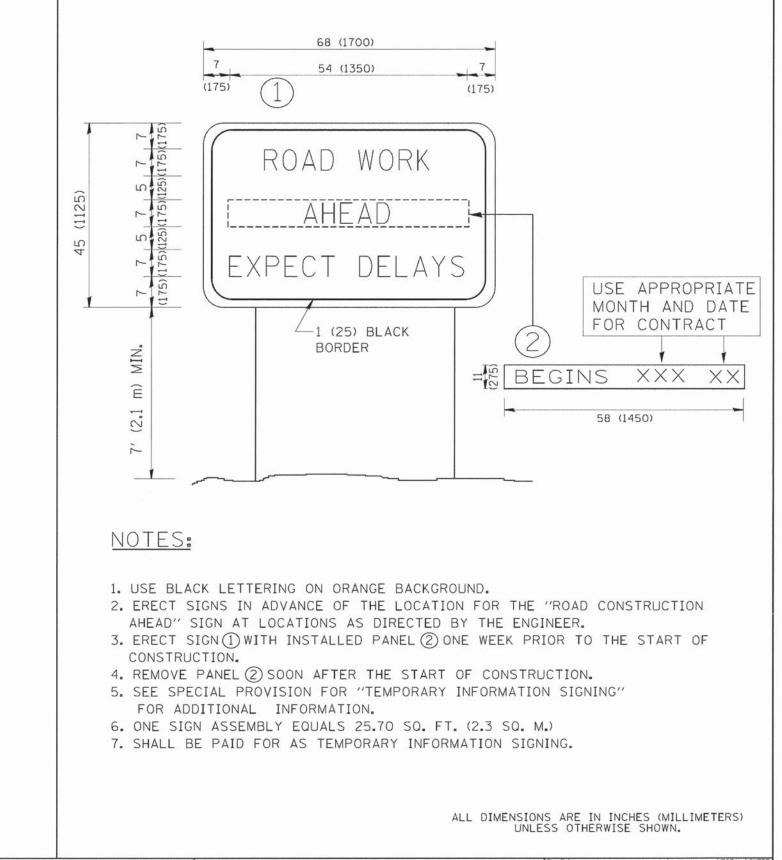
COUNTY TOTAL SHEETS NO. COOK 60 52

CONTRACT NO. 61026

FILE NAME = DESIGNED REVISED -T. RAMMACHER 06-05-96 /:\diststd\22x34\tol6.dgn DRAWN REVISED -T. RAMMACHER 11-04-97 PLOT SCALE = 50.8000 1/ IN. CHECKED REVISED -T. RAMMACHER 03-02-98 PLOT DATE = 1/4/2008 DATE 09-18-94 REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION PAVEMENT MARKING LETTERS AND SYMBOLS 15-00083-00-PV FOR TRAFFIC STAGING TC-16 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT M-4003(579) SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.



- EXPIRES 4/30/2015 ... NPtorsN40350-PH2-Pentoble, tbl
015 942436 AM INCHYSTGLOKANWIELVIA0350XCADDVAGANV40350SHT-PH2-C

FILE NAME = USER NAME = gaglianobt DESIGNED - REVISED - R. MIRS 09-15-97

Wikdiststd\22x34\to22.dgn

PLOT SCALE = 58.000 '/ IN. CHECKED - REVISED - T. RAMMACHER 02-02-99

PLOT DATE = 1/4/2000 DATE - REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN
SHEET NO. 1 OF 1 SHEETS STA.

TO STA.

SCALE: NONE

F.A.P. SECTION COUNTY TOTAL SHE SHEETS NO. 343 15-00083-00-PV COOK 60 53

TC-22 CONTRACT NO. 61026

FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID | PROJECT M-4003(579)



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

NOTES:

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

FILE NAME = USER NAME = gaglianobt DESIGNED -REVISED - C. JUCIUS 02-15-07 SECTION DRIVEWAY ENTRANCE SIGNING DRAWN -STATE OF ILLINOIS REVISED соок 15-00083-00-PV PLOT SCALE = 50.000 '/ an. CHECKED REVISED DEPARTMENT OF TRANSPORTATION TC-26 CONTRACT NO. 61C26 DATE SHEET NO. 1 OF 1 SHEETS STA. REVISED SCALE: NONE TO STA.

