

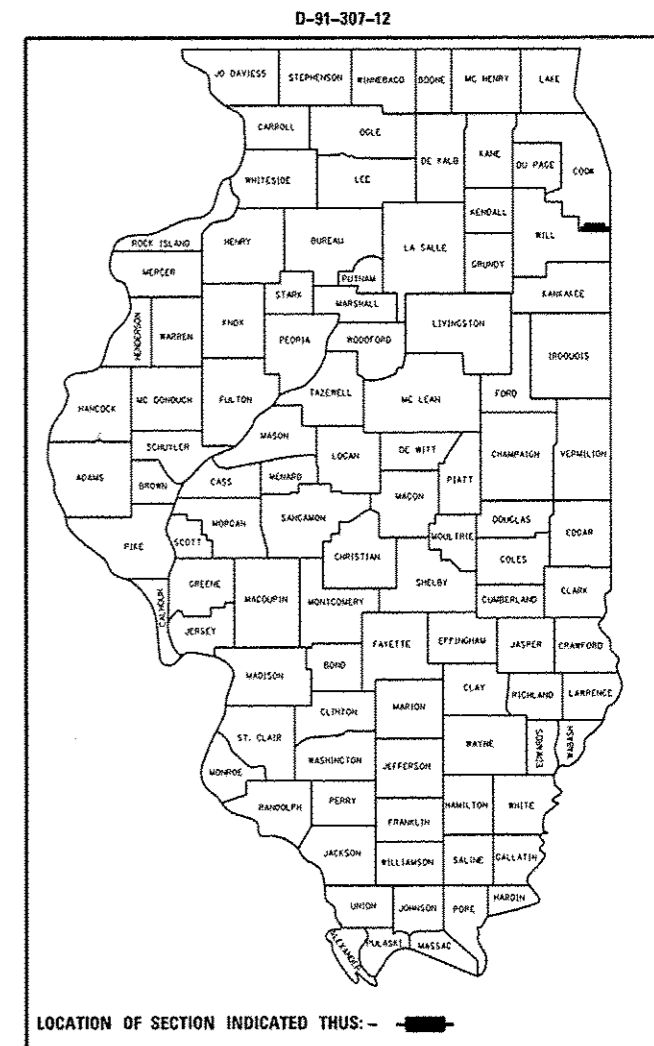
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	1
ILLINOIS			CONTRACT NO. 60T19	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF OLYMPIA FIELDS AND CITY OF CHICAGO HEIGHTS

F.A.P ROUTE 353: U.S. ROUTE 30 (LINCOLN HIGHWAY)
SECTION 23N-2
AT WESTERN AVENUE
INTERSECTION IMPROVEMENT
PROJECT: ACHSIP-0353(023)
COOK COUNTY
C-91-307-12



TRAFFIC DATA

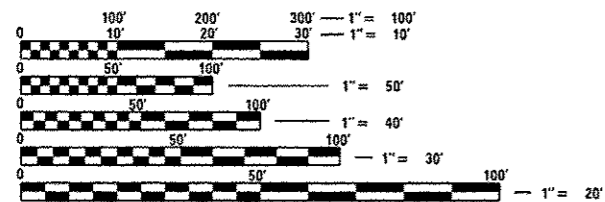
2012 ADT

U.S. RTE 30 = 28,900

WESTERN AVENUE = 16,800

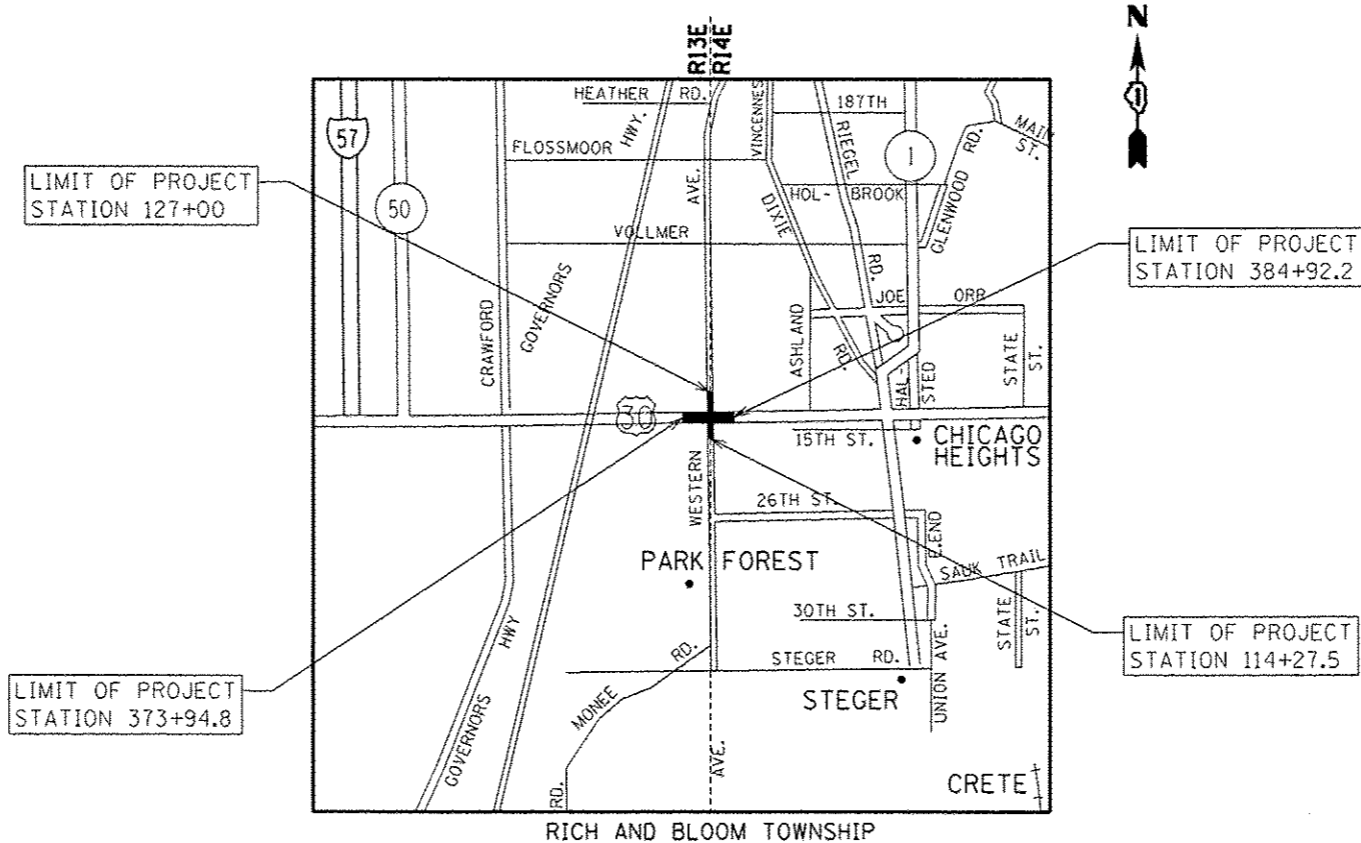
SPEED LIMIT = (U.S. RTE 30) = 35 MPH

(WESTERN AVENUE) = 35 MPH



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

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



PROJECT ENGINEER KARI SMITH (847) 705-4437
PROJECT MANAGER KEN ENG (847) 705-4247

CONTRACT NO. 60T19

GROSS LENGTH OF PROJECT (U.S. RTE 30) = 1,097.4 FT = 0.21 MILE
GROSS LENGTH OF PROJECT (WESTERN AVE.) = 1,147.8 FT = 0.22 MILE
NET LENGTH OF PROJECT = 2,245.2 FT = 0.43 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *October 15 2013*

John F. ...
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 6 2013
John D. Baranzelli PE
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 6 2013
Omair Osman PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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STATE STANDARDS:

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' JOINTED PCC PAVEMENT
420111-03	PCC PAVEMENT ROUNDOUTS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-02	DEPRESSED CORNER FOR SIDEWALKS
424026-01	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS

STATE STANDARDS:

602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-04	INLET - TYPE A
602401-03	MANHOLE TYPE A
602406-06	MANHOLE TYPE A 6' DIAMETER
602601-03	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
604091-02	FRAME AND GRATE TYPE 24
606001-05	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701101-04	OFF -RD OPERATIONS MULTILANE 15' TO 24" FROM PAVEMENT EDGE
701427-02	LANE CLOSURE, MULTILANE, INTERMITTEN OR MOVING OPER., FOR SPEEDS <=40 MPH
701606-09	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-09	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAIL
780001-04	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001-01	ELECTRIC SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
877001-05	STEEL MAST ARM ASSEMBLY AND POLE, 16' THROUGH 55'
878001-09	CONCRETE FOUNDATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BECON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

FILE NAME	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS & LIST OF STATE STANDARDS U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
q:\pwwork\pwwork\jimenenez\00274265\PIE	2012-Design\jdn	DRAWN	REVISED			353	23N-2	COOK	75	2	
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED	REVISED			CONTRACT NO. 60T19					
	PLOT DATE = 10/18/2013	DATE	REVISED			ILLINOIS FED. AID PROJECT					

Rev.

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE CITY OF CHICAGO HEIGHTS AND THE VILLAGE OF OLYMPIA FIELDS.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE (or TOLLWAY) PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (or ISTHA).

USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE "LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)" DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS AND FOR TYING PCC PAVEMENT WIDENING TO EXISTING CONCRETE PAVEMENT AS SHOWN ON THE PLANS

USE #8 EPOXY-COATED TIE BARS, CONFORMING TO ART. 1006.10 OF THE STANDARD SPECIFICATIONS, FOR ALL TIE BARS. USE THE "LONGITUDINAL CONSTRUCTION JOINT (TIE BAR GROUTED IN PLACE)" DETAIL SHOWN ON HIGHWAY STANDARD 420001 FOR ALL LONGITUDINAL JOINTS.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED THEIR LOCATION.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

FOR STORM SEWER CONSTRUCTED UNDER THE ROADWAY, BACKFILLING METHODS TWO AND THREE AUTHORIZED UNDER THE PROVISIONS OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS WILL NOT BE ALLOWED.

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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

ALL PCC PAVEMENT WHICH REQUIRES FRAMES AND GRATES TO BE ADJUSTED SHALL BE CONSTRUCTED UTILIZING "CAST IN PLACE" ALTERNATE ACCORDING TO STATE HIGHWAY STANDARD 420111 FOR "PCC PAVEMENT ROUNDOUTS" AND DISTRICT STANDARD BD-48 "PCC PAVEMENT ROUNDOUTS AT CURB AND GUTTER".

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW- PLOW RESISTANT)" SHOWN IN THE PLANS.

THE MIDDLE LANE(S) OF THREE (3) OR FOUR (4) LANE SECTIONS (PER DIRECTION) ON U.S. ROUTE 30 AND WESTERN AVENUE SHALL NOT BE PATCHED UNDER THIS CONTRACT. THE INSIDE AND OUTSIDE LANES SHALL ONLY BE PATCHED. FINAL PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

THE MINIMUM CLASS B PATCH DIMENSIONS SHALL BE A LENGTH OF 6 FEET AND A WIDTH THAT INCLUDES THE FULL WIDTH OF THE TRAVEL WAY.

THE CONTRACTOR SHALL SOLELY BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

FILE NAME *	USER NAME * jmunerzj	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pvidot\jmunerzj\d0274265\PI02012-Design.dgn	DRAWN -	REVISED -	353			23N-2	COOK	75	3	
PLOT SCALE * 100.0000' / 1" =	CHECKED -	REVISED -	CONTRACT NO. 60T19							
Default	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:		SHEET OF SHEETS		STA. TO STA.		

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	12	12					
20101100	TREE TRUNK PROTECTION	EACH	4	4					
20200100	EARTH EXCAVATION	CU YD	121	121					
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	219	219					
20800150	TRENCH BACKFILL	CU YD	60	60					
21101625	TOPSOIL FURNISH AND PLACE, 6"	SO YD	1245	1245					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	71	71					
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	71	71					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	71	71					
25200110	SODDING, SALT TOLERANT	SO YD	1245	1245					
25200200	SUPPLEMENTAL WATERING	UNIT	13	13					
28000400	PERIMETER EROSION BARRIER	FOOT	975	975					
28000510	INLET FILTERS	EACH	27	27					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	646	646					
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SO YD	726	726					
15									

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	486	486					
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	0.5	0.5					
40600300	AGGREGATE (PRIME COAT)	TON	1	1					
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	54	54					
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SO YD	646	646					
42001300	PROTECTIVE COAT	SO YD	3086	3086					
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	213	213					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	2583					2233	350
42400800	DETECTABLE WARNINGS	SO FT	510	510					
44000100	PAVEMENT REMOVAL	SO YD	544	544					
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	685	685					
44000300	CURB REMOVAL	FOOT	381	381					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2299	2299					
44000600	SIDEWALK REMOVAL	SO FT	76	76					
14									

• SPECIALTY ITEMS

• SPECIALTY ITEMS

FILE NAME : c:\p\work\p102812\102812-02812-02812-02812-02812.dwg	USER NAME : jlmenezj	DESIGNED -	REVISED -
PLOT SCALE : 1/8" = 1'-0"		DRAWN -	REVISED -
PLOT DATE : 10/21/2013		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE. 353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60T19	

URBAN

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS EVP 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
44003100	MEDIAN REMOVAL	SO FT	5485	5485					
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	152	152					
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	140	140					
44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SO YD	280	280					
44201299	DOWEL BARS 1 1/2"	EACH	540	540					
44213100	PAVEMENT FABRIC	SO YD	420	420					
44213200	SAW CUTS	FOOT	1830	1830					
44213202	TIE BARS 1"	EACH	60	60					
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	209	209					
55100500	STORM SEWER REMOVAL 12"	FOOT	20	20					
60201340	CATCH BASINS, TYPE A, 4' -DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2	2					
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	10	10					
60223800	MANHOLES, TYPE A, 6' -DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					
60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1	1					

■ SPECIALTY ITEMS

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
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60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE I FRAME, OPEN LID	EACH	1	1					
60255500	MANHOLES TO BE ADJUSTED	EACH	4	4					
60260100	INLETS TO BE ADJUSTED	EACH	1	1					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1	1					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	3	3					
60500040	REMOVING MANHOLES	EACH	1	1					
60500050	REMOVING CATCH BASINS	EACH	4	4					
60500060	REMOVING INLETS	EACH	1	1					
60600605	CONCRETE CURB, TYPE B	FOOT	409	409					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1529	1529					
60622000	CONCRETE MEDIAN, TYPE SM-2.12	SO FT	2100	2100					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	700	700					
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5					
* 66901000	BACKFILL PLUGS	CU YD	30	30					

■ SPECIALTY ITEMS

FILE NAME =	USER NAME = jlimenezjl	DESIGNED -	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwworkspace\jlimenezjl\102142651\102812-Design.dgn	DRAWN -	REVISOR -	353			23N-2	COOK	75	5	
PLOT SCALE = 100.0000 1" = 10'	CHECKED -	REVISOR -	CONTRACT NO. 60T19							
PLOT DATE = 10/21/2013	DATE -	REVISOR -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

URBAN

URBAN

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS EVP 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6					
67100100	MOBILIZATION	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10					
70300510	PAVEMENT MARKING TAPE, TYPE III - LETTERS AND SYMBOLS	50 FT	525	525					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	767	767					
70300540	PAVEMENT MARKING TAPE, TYPE III 6"	FOOT	3205	3205					
70300550	PAVEMENT MARKING TAPE, TYPE III 8"	FOOT	840	840					
70300560	PAVEMENT MARKING TAPE, TYPE III 12"	FOOT	419	419					
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	692	692					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	50 FT	7040	7040					
72000100	SIGN PANEL - TYPE 1	50 FT	36.5	36.5					
72000200	SIGN PANEL - TYPE 2	50 FT	30	30					
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1352	1352					
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	44	44					
• SPECIALTY ITEMS									

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE						
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS EVP 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	30	30					
78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	50 FT	292	292					
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	4905	4905					
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	1489	1489					
78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	798	798					
78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	191	191					
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	327	327					
78300100	PAVEMENT MARKING REMOVAL	50 FT	4908	4908					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	277	277					
80500020	SERVICE INSTALLATION - POLE MOUNTED	EACH	1	1					
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1843	1264	579				
• SPECIALTY ITEMS									

• SPECIALTY ITEMS

• SPECIALTY ITEMS

FILE NAME =	USER NAME = jimezj	DESIGNED -	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwworking\jimezj\10214265\102812\Design	DRAWN -	REVISIONS -	353			23N-2	COOK	75	6	
PLOT SCALE = 100,0000' / 1"	CHECKED -	REVISIONS -	CONTRACT NO. 60T19							
PLOT DATE = 10/21/2013	DATE -	REVISIONS -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.				

14

11

URBAN

URBAN

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
•81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	57	57					
•81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	134	134					
•81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	717	717					
•81400100	HANDHOLE	EACH	1	1					
•81400200	HEAVY-DUTY HANDHOLE	EACH	4	4					
•81400300	DOUBLE HANDHOLE	EACH	3	3					
•85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3		3				
•86400100	TRANSCEIVER - FIBER OPTIC	EACH	1	1					
•87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	4251	4251					
•87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1516	1516					
•87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2336	2336					
•87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3704	3704					

• SPECIALTY ITEMS

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
•87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	903	903					
•87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	6430	6430					
•87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	149	149					
•87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1181	1181					
•87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3	3					
•87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2	2					
•87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2	2					
•87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1	1					
•87700270	STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1	1					
•87700280	STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1	1					

• SPECIALTY ITEMS

FILE NAME : c:\pwworkspace\ddh\jimeze\140274265\1402812-Design.dgn	USER NAME : jimeze.jl	DESIGNED -	REVISED -
PLOT SCALE : 100,0000 1/4" = 1'	PLOT DATE : 10/21/2013	DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

F.A. RTE. 353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 7
CONTRACT NO. 60T19				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

URBAN

URBAN

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
•87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1		1				
•87800100	CONCRETE FOUNDATION, TYPE A	FOOT	28		28				
•87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4				
•87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54		54				
•87900200	DRILL EXISTING HANDHOLE	EACH	6		4	2			
•88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	12		12				
•88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2		2				
•88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2		2				
•88030210	SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		2				
•88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2		2				
•88102747	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3		3				
				• SPECIALTY ITEMS					

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
•88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	14		14				
•88500100	INDUCTIVE LOOP DETECTOR	EACH	24		24				
•88600100	DETECTOR LOOP, TYPE 1	FOOT	691		691				
•88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		8				
•89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1				
•89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	3				3		
•89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1				1		
•89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3055				3055		
•89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1				
•89502380	REMOVE EXISTING HANDHOLE	EACH	8		8				
•89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1		1				
•89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	10		10				
•X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	762				762		
				• SPECIALTY ITEMS					

FILE NAME : c:\pwwork\p102812\jimezi\jimezi\102812\2659\102812-Design.dgn	USER NAME : jimezi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A. RTE. : 353	SECTION : 23N-2	COUNTY : COOK	TOTAL SHEETS : 75	SHEET NO. : 8
PLOT SCALE : 1000000 / 1/8	CHECKED -	REVISED -	FED. ROAD DIST. NO. 1					ILLINOIS FED. AID PROJECT				
PLOT DATE : 10/21/2013	DATE -	REVISED -	SCALE:					SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60T19		

URBAN

URBAN

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P. 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	17	17					
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	2525	2525					
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					
X8570231	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1		1				
X8600105	MASTER CONTROLLER (SPECIAL)	EACH	2		2				
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1				
X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	4320			4320			
X8950510	REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	3089			3089			
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	345	345					
Z0007510	ENGINEERED BARRIER	SO YD	125	125					
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1					
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	26	26					
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	5	5					
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	363	363					

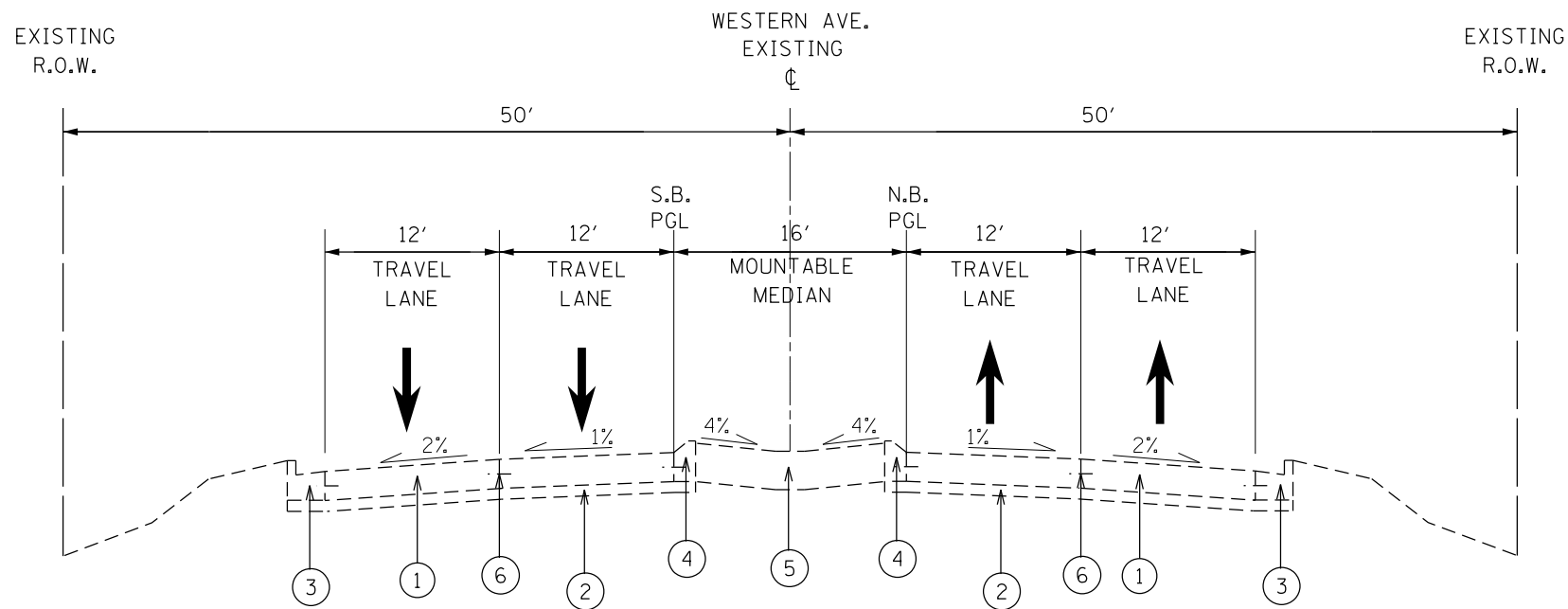
• SPECIALTY ITEMS

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	90% FED. 10% ST. ROADWAY 0004	90% FED. 10% ST. TRAFFIC SIGNAL 0021	90% FED. 10% ST. TRAFFIC SIGNAL INTER-CONNECT 0021	100% VILLAGE CHICAGO HEIGHTS E.V.P. 0021	80% ST. 20% VILL. CHICAGO HEIGHTS SIDEWALK 0021	80% ST. 20% VILL. OLYMPIA FIELDS SIDEWALK 0021
Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL	EACH	1					1	
	2								
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1				
Z0076600	TRAINEES	HOURL	500	500					
Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURL	500	500					

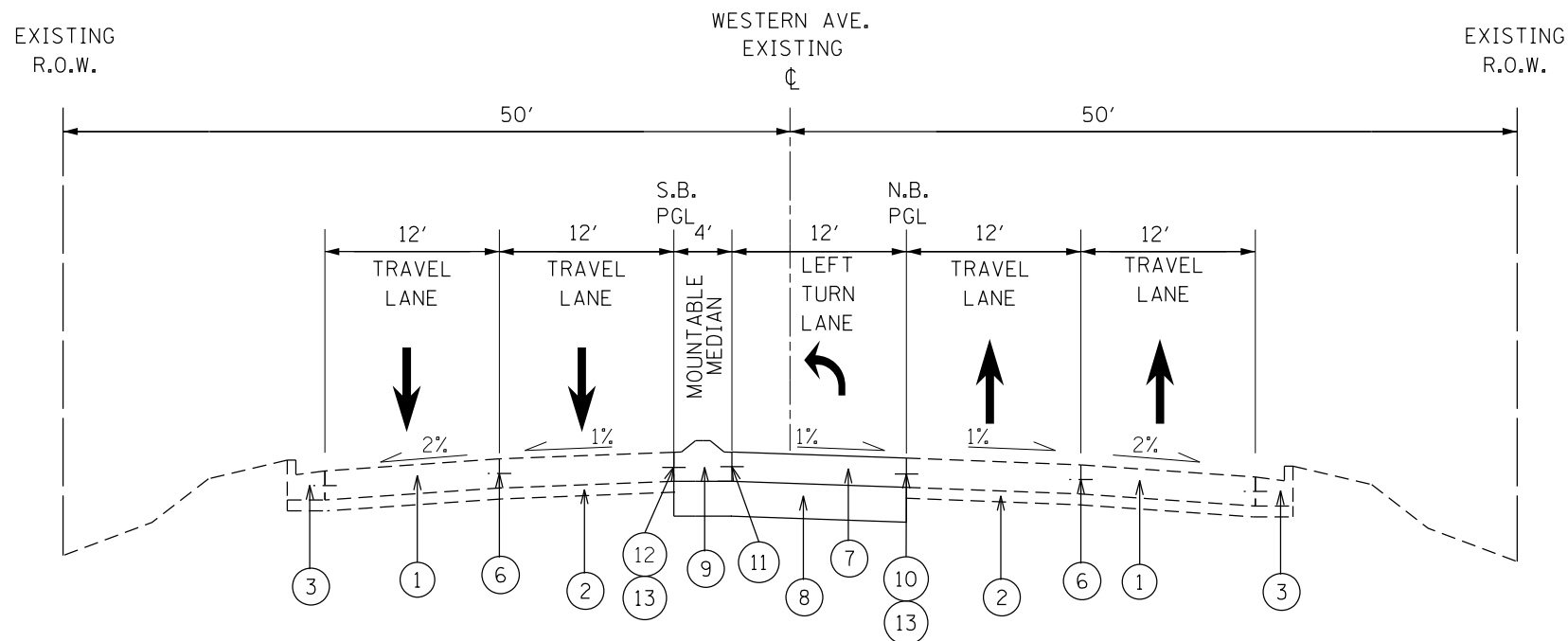
Rev.

• SPECIALTY ITEMS

FILE NAME: NP-100% STATE	USER NAME: j1111111	DESIGNED: -	REVISIONS: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A. RTE. 353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 9	CONTRACT NO. 60T19
SCALE: 1" = 100'	DATE: 10/21/2013	CHECKED: -	REVISIONS: -	SCALE: SHEET NO. OF SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					



- ① EXIST. 10" PCC PAVEMENT (JOINTED)
- ② EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- ③ EXIST. COMB. CURB AND GUTTER, TYPE B-6.24
- ④ EXIST. COMB CURB AND GUTTER, TYPE M-2.12
- ⑤ EXIST. CONCRETE MEDIAN, TYPE M-2.12
- ⑥ EXIST. CONSTRUCTION JOINT WITH TIE BAR
- ⑦ PROP. PCC PAVEMENT, 10" (JOINTED) (SEE NOTE #1)
- ⑧ PROP. AGGREGATE SUBGRADE IMPROVMENT, 12" (SEE NOTE #2)
- ⑨ PROP. CONCRETE MEDIAN, TYPE SM-2.12
- ⑩ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED PAVEMENT)
- ⑪ NO. 8 TIE BAR AT 24" LONG, DEFORMED (EPOXY COATED) AT 24" CTS. (INCLUDED IN THE COST OF THE PORPOSED SM-2.12 MEDIAN)
- ⑫ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED SM-2.12 MEDIAN)
- ⑬ PROP. SAW CUT

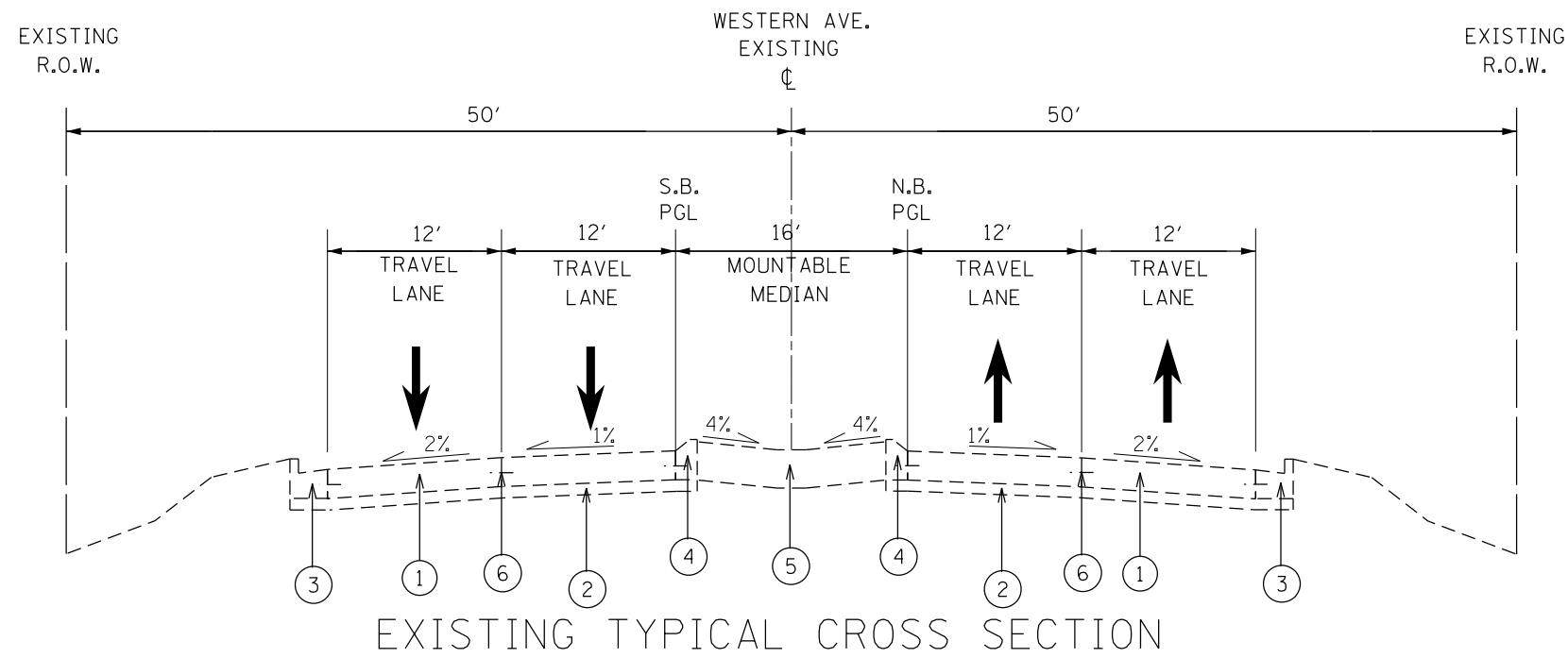


NOTE 1: USE PAY ITEM #42000501, "PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)", PAID IN SQUARE YARDS.

NOTE 2: USE PAY ITEM #30300112, "AGGREGATE SUBGRADE IMPROVEMENT, 12\"", PAID IN SQUARE YARDS

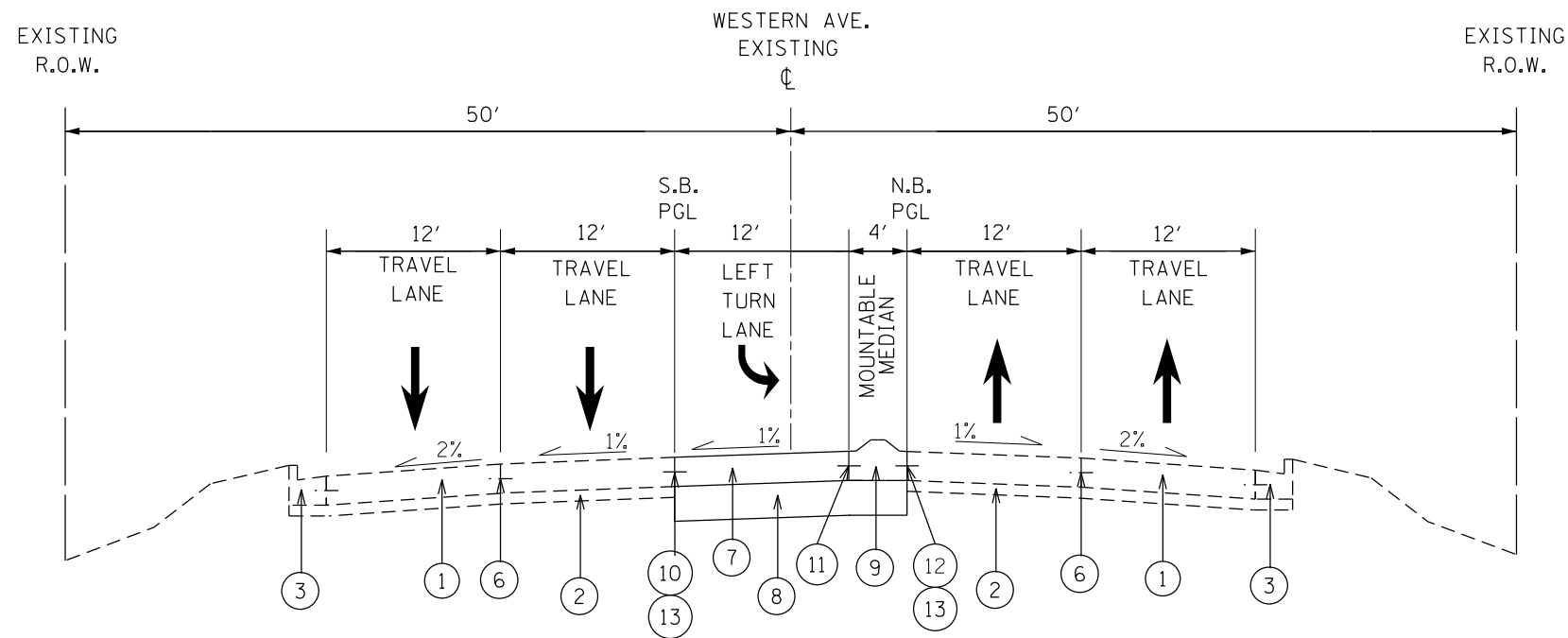
HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
DRIVEWAYS	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 mm)	4% @ 50 GYR.
HMA BASE COURSE (HMA BINDER IL-19 mm)	4% @ 50 GYR.

NOTES:
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. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.



STATION 120+08 TO 124+00

- ① EXIST. 10" PCC PAVEMENT (JOINTED)
- ② EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- ③ EXIST. COMB. CURB AND GUTTER, TYPE B-6.24
- ④ EXIST. COMB CURB AND GUTTER, TYPE M-2.12
- ⑤ EXIST. CONCRETE MEDIAN, TYPE M-2.12
- ⑥ EXIST. CONSTRUCTION JOINT WITH TIE BAR
- ⑦ PROP. PCC PAVEMENT, 10" (JOINTED) (SEE NOTE #1)
- ⑧ PROP. AGGREGATE SUBGRADE IMPROVMENT, 12" (SEE NOTE #2)
- ⑨ PROP. CONCRETE MEDIAN, TYPE SM-2.12
- ⑩ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED PAVEMENT)
- ⑪ NO. 8 TIE BAR AT 24" LONG, DEFORMED (EPOXY COATED) AT 24" CTS. (INCLUDED IN THE COST OF THE PORPOSED SM-2.12 MEDIAN)
- ⑫ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED SM-2.12 MEDIAN)
- ⑬ PROP. SAW CUT

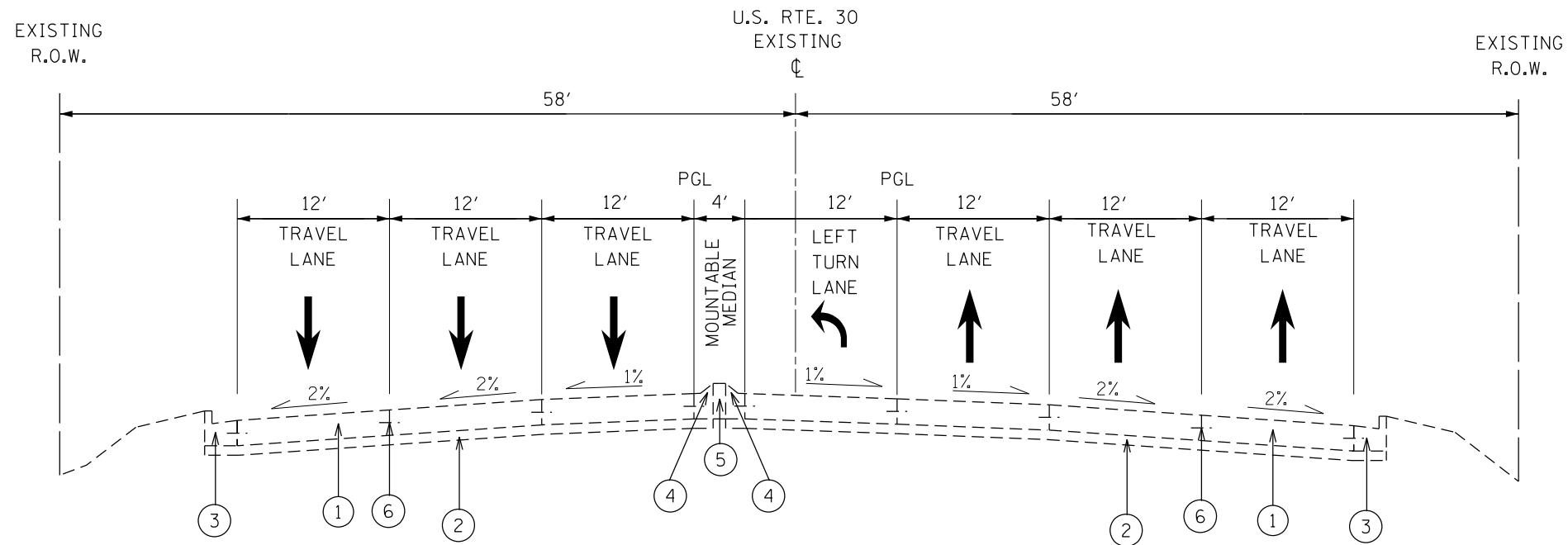


STATION 120+08 TO 124+00

NOTE 1: USE PAY ITEM #42000501, "PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)", PAID IN SQUARE YARDS.

NOTE 2: USE PAY ITEM #30300112, "AGGREGATE SUBGRADE IMPROVEMENT, 12", PAID IN SQUARE YARDS

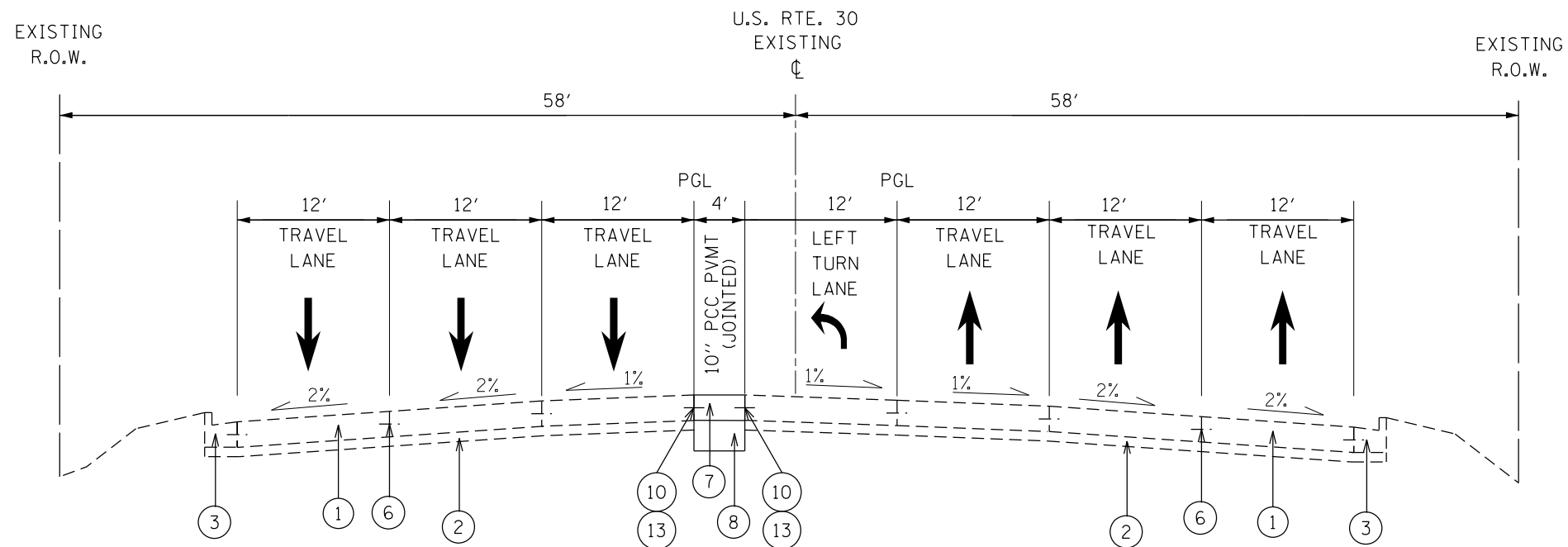
FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -			353	23N-2	COOK	75	11	
	PLOT DATE = 10/17/2013	CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



EXISTING TYPICAL CROSS SECTION

STATION 373+94.8 TO 379+05.8

- ① EXIST. 10" PCC PAVEMENT (JOINTED)
- ② EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- ③ EXIST. COMB. CURB AND GUTTER, TYPE B-6.24
- ④ EXIST. COMB CURB AND GUTTER, TYPE M-2.12
- ⑤ EXIST. CONCRETE MEDIAN, TYPE M-2.12
- ⑥ EXIST. CONSTRUCTION JOINT WITH TIE BAR
- ⑦ PROP. PCC PAVEMENT, 10" (JOINTED) (SEE NOTE #1)
- ⑧ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12" (SEE NOTE #2)
- ⑨ PROP. CONCRETE MEDIAN, TYPE SM-2.12
- ⑩ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED PAVEMENT)
- ⑪ NO. 8 TIE BAR AT 24" LONG, DEFORMED (EPOXY COATED) AT 24" CTS. (INCLUDED IN THE COST OF THE PROPOSED SM-2.12 MEDIAN)
- ⑫ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED SM-2.12 MEDIAN)
- ⑬ PROP. SAW CUT



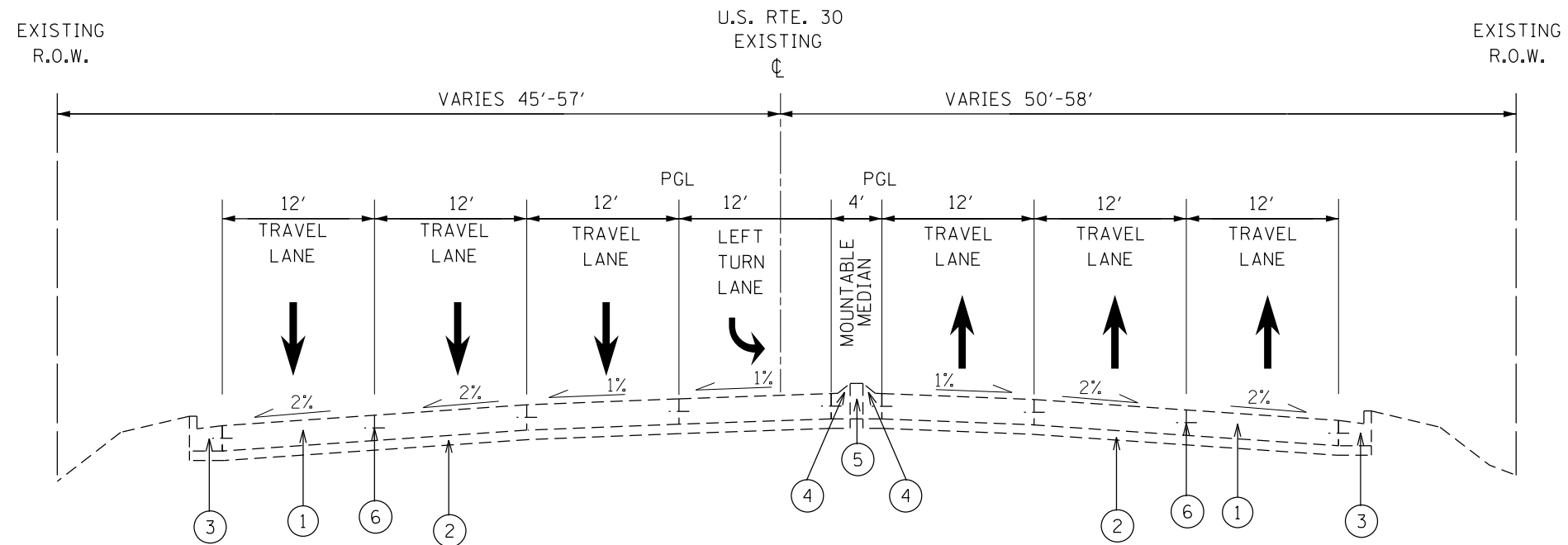
PROPOSED TYPICAL CROSS SECTION

STATION 378+34.78 TO 379+05.8

NOTE 1: USE PAY ITEM #42000501, "PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)", PAID IN SQUARE YARDS.

NOTE 2: USE PAY ITEM #30300112, "AGGREGATE SUBGRADE IMPROVEMENT, 12\"", PAID IN SQUARE YARDS

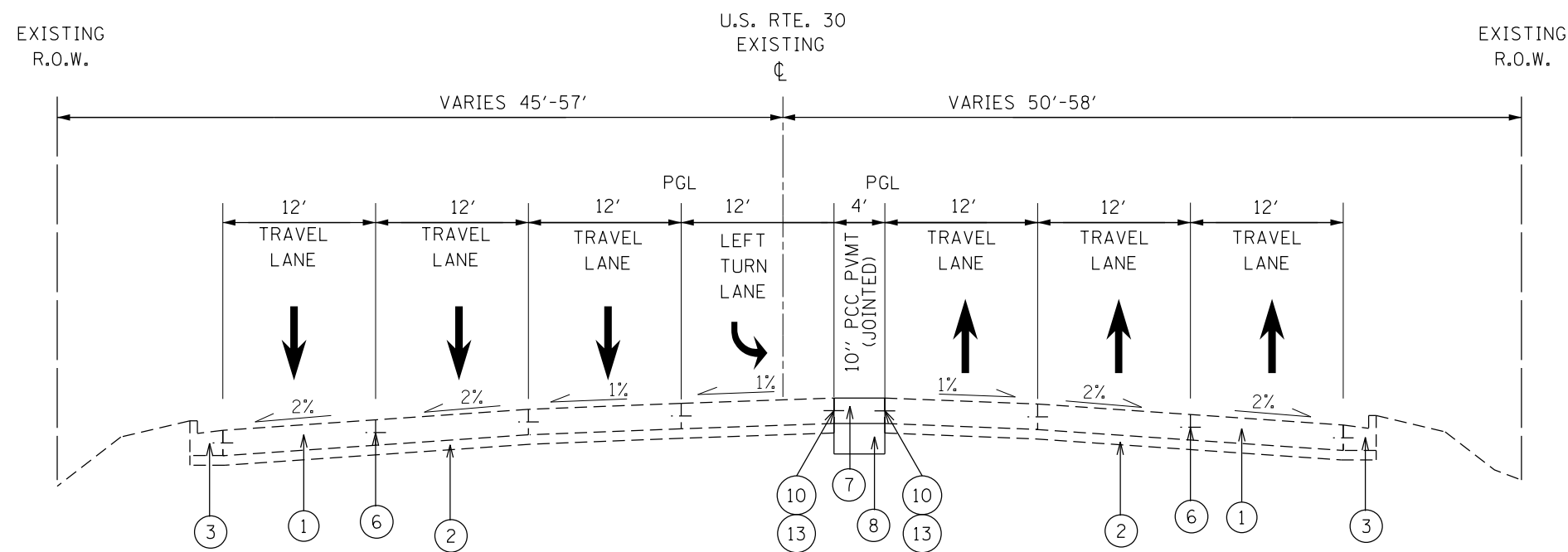
FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / 1" / 10'	DRAWN -	REVISED -			353	23N-2	COOK	75	12	
	PLOT DATE = 10/17/2013	CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



EXISTING TYPICAL CROSS SECTION

STATION 379+05.8 TO 383+21.92

- ① EXIST. 10" PCC PAVEMENT (JOINTED)
- ② EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- ③ EXIST. COMB. CURB AND GUTTER, TYPE B-6.24
- ④ EXIST. COMB CURB AND GUTTER, TYPE M-2.12
- ⑤ EXIST. CONCRETE MEDIAN, TYPE M-2.12
- ⑥ EXIST. CONSTRUCTION JOINT WITH TIE BAR
- ⑦ PROP. PCC PAVEMENT, 10" (JOINTED) (SEE NOTE #1)
- ⑧ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12" (SEE NOTE #2)
- ⑨ PROP. CONCRETE MEDIAN, TYPE SM-2.12
- ⑩ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED PAVEMENT)
- ⑪ NO. 8 TIE BAR AT 24" LONG, DEFORMED (EPOXY COATED) AT 24" CTS. (INCLUDED IN THE COST OF THE PORPOSED SM-2.12 MEDIAN)
- ⑫ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED SM-2.12 MEDIAN)
- ⑬ PROP. SAW CUT



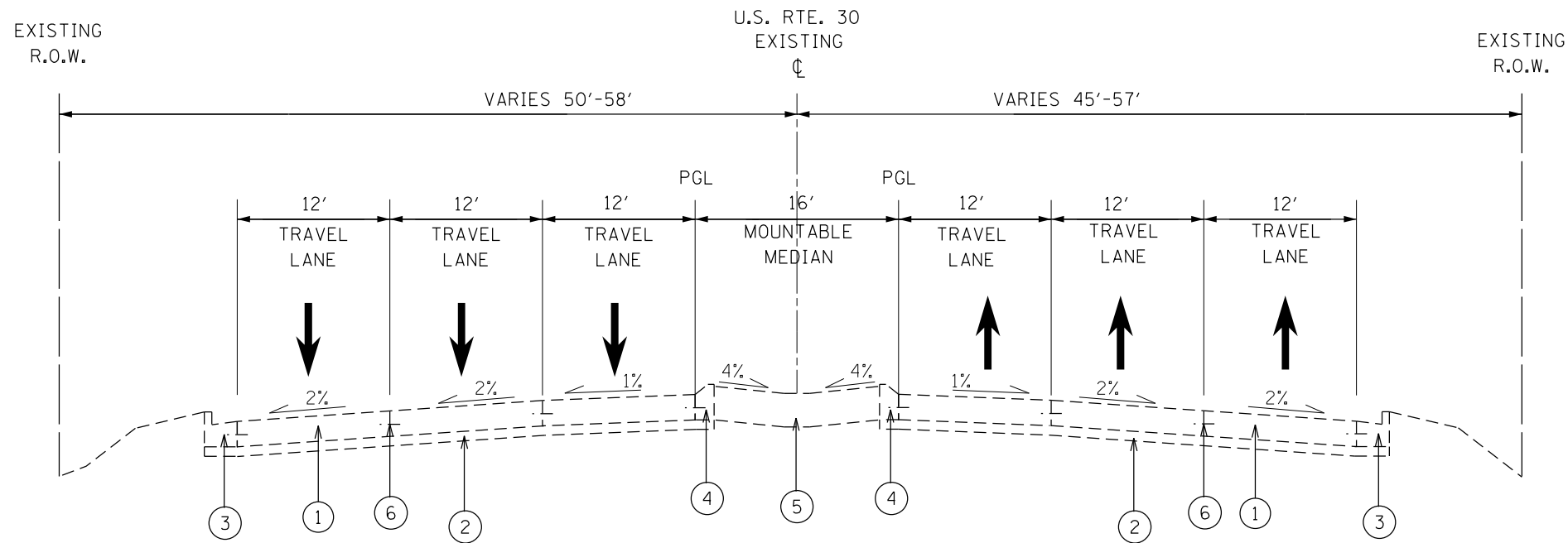
PROPOSED TYPICAL CROSS SECTION

STATION 379+05.8 TO 379+77.20

NOTE 1: USE PAY ITEM #42000501, "PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)", PAID IN SQUARE YARDS.

NOTE 2: USE PAY ITEM #30300112, "AGGREGATE SUBGRADE IMPROVEMENT, 12\"", PAID IN SQUARE YARDS

FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	PLOT DATE = 10/17/2013	DRAWN -	REVISED -					353	23N-2	COOK	75	13
		CHECKED -	REVISED -		SCALE: NONE			SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 60T19	
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



- ① EXIST. 10" PCC PAVEMENT (JOINTED)
- ② EXIST. SUB-BASE GRANULAR MATERIAL, TYPE A, 6"
- ③ EXIST. COMB. CURB AND GUTTER, TYPE B-6.24
- ④ EXIST. COMB CURB AND GUTTER, TYPE M-2.12
- ⑤ EXIST. CONCRETE MEDIAN, TYPE M-2.12
- ⑥ EXIST. CONSTRUCTION JOINT WITH TIE BAR
- ⑦ PROP. PCC PAVEMENT, 10" (JOINTED) (SEE NOTE #1)
- ⑧ PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12" (SEE NOTE #2)
- ⑨ PROP. CONCRETE MEDIAN, TYPE SM-2.12
- ⑩ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED PAVEMENT)
- ⑪ NO. 8 TIE BAR AT 24" LONG, DEFORMED (EPOXY COATED) AT 24" CTS. (INCLUDED IN THE COST OF THE PORPOSED SM-2.12 MEDIAN)
- ⑫ PROP. CONSTRUCTION JOINT WITH DRILLED & GROUTED NO. 8 TIE BARS AT 24" CTS. (INCLUDED IN THE COST OF PROPOSED SM-2.12 MEDIAN)
- ⑬ PROP. SAW CUT

NOTE 1: USE PAY ITEM #42000501, "PORTLAND CEMENT CONCRETE PAVEMENT, 10" (JOINTED)", PAID IN SQUARE YARDS.

NOTE 2: USE PAY ITEM #30300112, "AGGREGATE SUBGRADE IMPROVEMENT, 12", PAID IN SQUARE YARDS

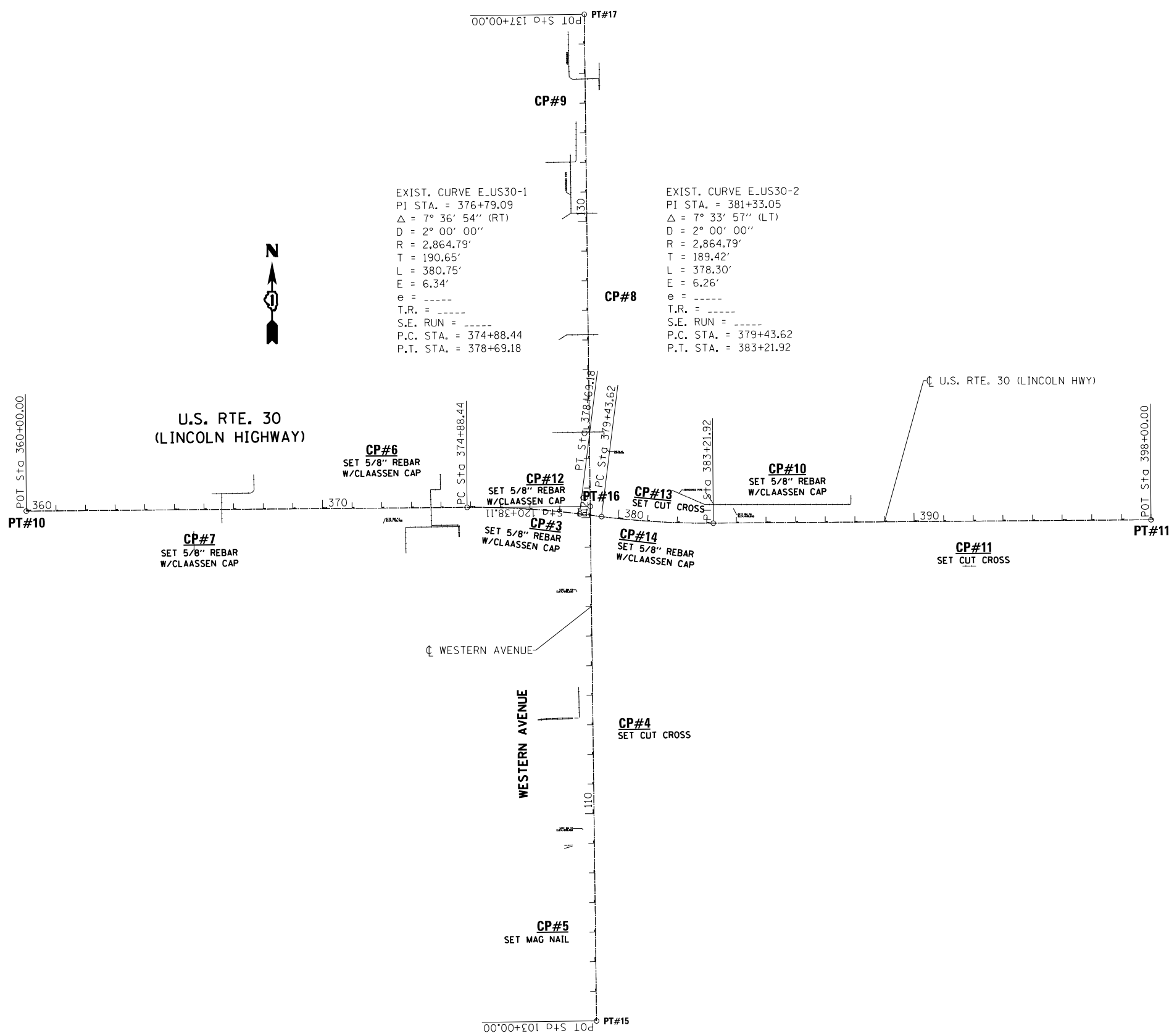
FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL CROSS SECTIONS U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pwork\work\pwork\jimenezjl\0274265\102812-Design.dgn	DRAWN -	REVISED -	353			23N-2	COOK	75	14		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60T19					
	PLOT DATE = 10/17/2013	DATE -	REVISED -			SCALE: NONE	SHEET	OF	SHEETS	STA.	TO

DRIVEWAY SCHEDULE					
LOCATION	LT/RT	44000200	42300400	35501316	40603335
		DRV PVMNT REMOVAL	PCC DRV PVMNT 8"	HMA BSE CSE 8"	HMA SURF CSE MIX D N50
		SQ. YD.	SQ. YD.	SQ. YD.	TON
U.S. RTE. 30					
STA 377+75	LT	76	0	81	9
STA 378+28	RT	13	0	22	2
STA 380+00	LT	28	44	0	0
STA 380+85	LT	44	43	0	0
STA 381+00	RT	35	0	33	4
STA 381+30	RT	36	0	33	4
STA 382+00	RT	32	0	30	3
STA 382+40	RT	40	0	37	4
STA 383+30	RT	29	0	26	3
STA 384+25	RT	22	0	20	2
WESTERN AVE.					
STA 118+40	LT	34	0	33	4
STA 118+90	LT	51	0	52	6
STA 121+20	RT	53	60	0	0
STA 121+60	LT	58	0	56	6
STA 122+20	RT	32	30	0	0
STA 122+50	RT	38	37	0	0
STA 122+50	LT	65	0	64	7
	TOTAL:	685	213	486	54

SCHEDULE OF QUANTITIES (EARTHWORK)

1	2	3	4	5	6	7
Project	Earth Excavation (Cu. Yd.)	Unsuitable Material (Cu. Yd.)	Embankment (Cu. Yd.)	Adjustment for Shrinkage (Cu. Yd.)	Earthwork Balance (Cu. Yd.)	Top Soil Furnish and Place (Sq. Yd.)
US 30, STA 377+21.44 TO 385+00	64	88	48	54	6	653
WESTERN AVE STA 114+00 TO 125+44.21	238	131	87	202	115	592
TOTAL	302	219	135	257	121	1,245

Column 1: Location from plans	Column 5: Earth excavation that is to be used as fill material in the embankment, shrinkage factor was determined to be 15%
Column 2: Cut quantities from cross sections, which does not include unsuitable material.	Column 6: Column 5 - Column 4, Positive Quantity = extra excavation, negative quantity = furnished excavation needed.
Column 3: Cut material that is determined to be either unstable or unsuitable from use in embankment. (Top soil excavated at 6" (300 mm) average depth)	Column 7: Topsoil furnish and place = Area of sodding
Column 4: Quantities from Cross sections (Fill)	



CONTROL POINTS

	N	E	ELEVATION
CP#3	1,763,243.0771	1,164,691.7905	693.254
CP#4	1,762,593.7644	1,164,807.9678	695.104
CP#5	1,761,916.3963	1,164,724.2485	703.552
CP#6	1,763,389.6256	1,164,048.4851	705.056
CP#7	1,763,271.5095	1,163,431.9262	705.112
CP#8			
CP#9			
CP#10	1,763,330.9386	1,165,418.2360	695.764
CP#11	1,763,243.5432	1,166,045.7896	697.748
CP#12	1,763,410.9008	1,164,702.3571	691.738
CP#13	1,763,343.4726	1,164,868.2382	692.377
CP#14	1,763,219.1134	1,164,812.0665	692.616

BENCHMARKS

ALIGNMENT COORDINATES

		N	E	STATION
U.S. ROUTE 30 (LINCOLN HIGHWAY)	PT#10	1,763,319.41	1,162,848.23	360+00.00
	PC CURVE 1	1,763,332.15	1,164,336.61	374+88.44
	PI CURVE 1	1,763,333.78	1,164,527.25	376+79.09
	PT CURVE 1	1,763,310.13	1,164,716.44	378+69.18
	PC CURVE 2	1,763,300.90	1,164,790.30	379+43.62
	PI CURVE 2	1,763,277.41	1,164,978.26	381+33.05
	PT CURVE 2	1,763,278.87	1,165,167.68	383+21.92
WESTERN AVENUE	PT#11	1,763,290.26	1,166,645.72	398+00.00
	PT#15	1,761,597.73	1,164,773.65	103+00.00
	PT#16	1,763,335.71	1,164,752.41	120+38.11
	PT#17	1,764,997.48	1,164,732.25	137+00.00

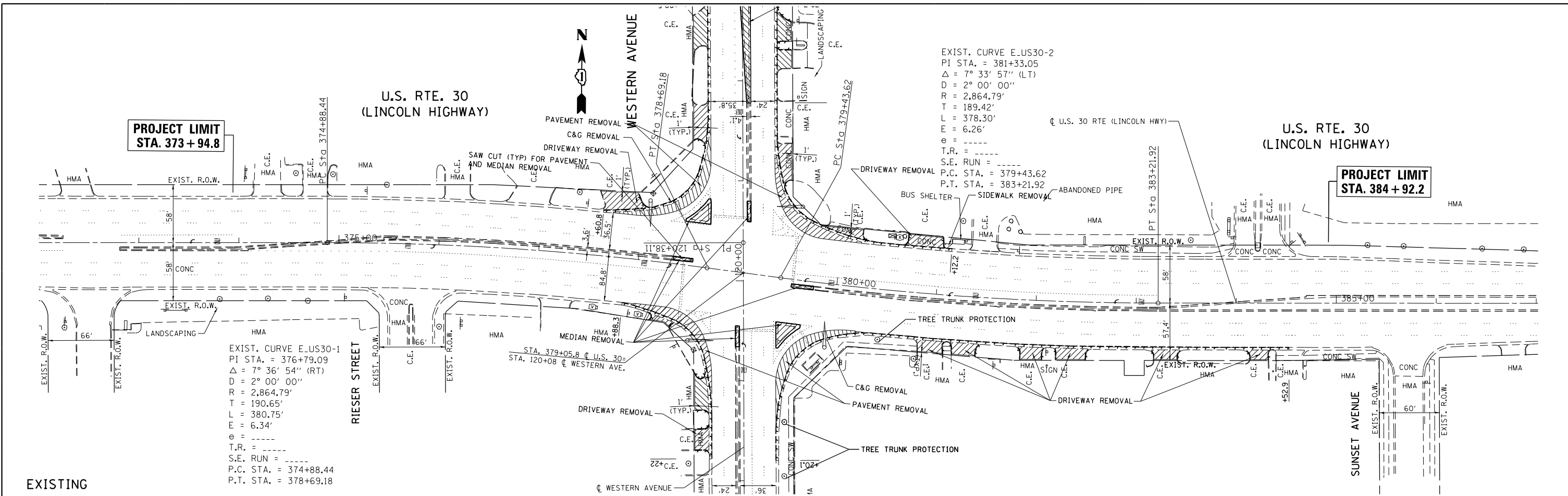
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

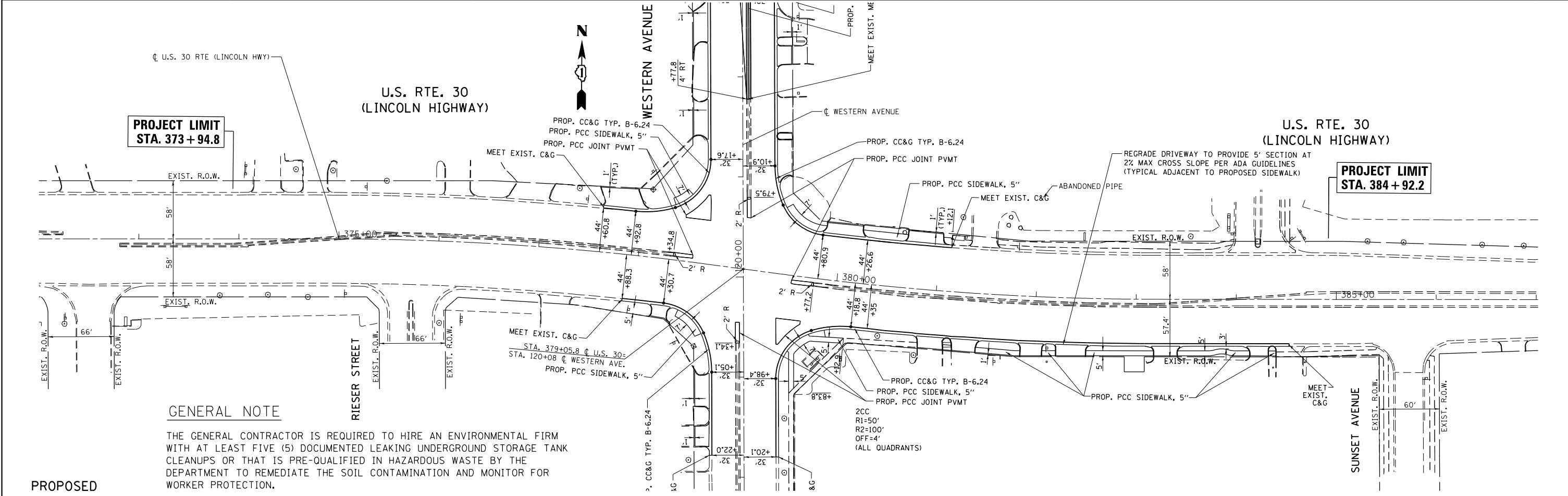
ALIGNMENT, TIES, AND BENCHMARKS
U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	16
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



EXISTING



PROPOSED

GENERAL NOTE

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

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		DATE -	REVISED -

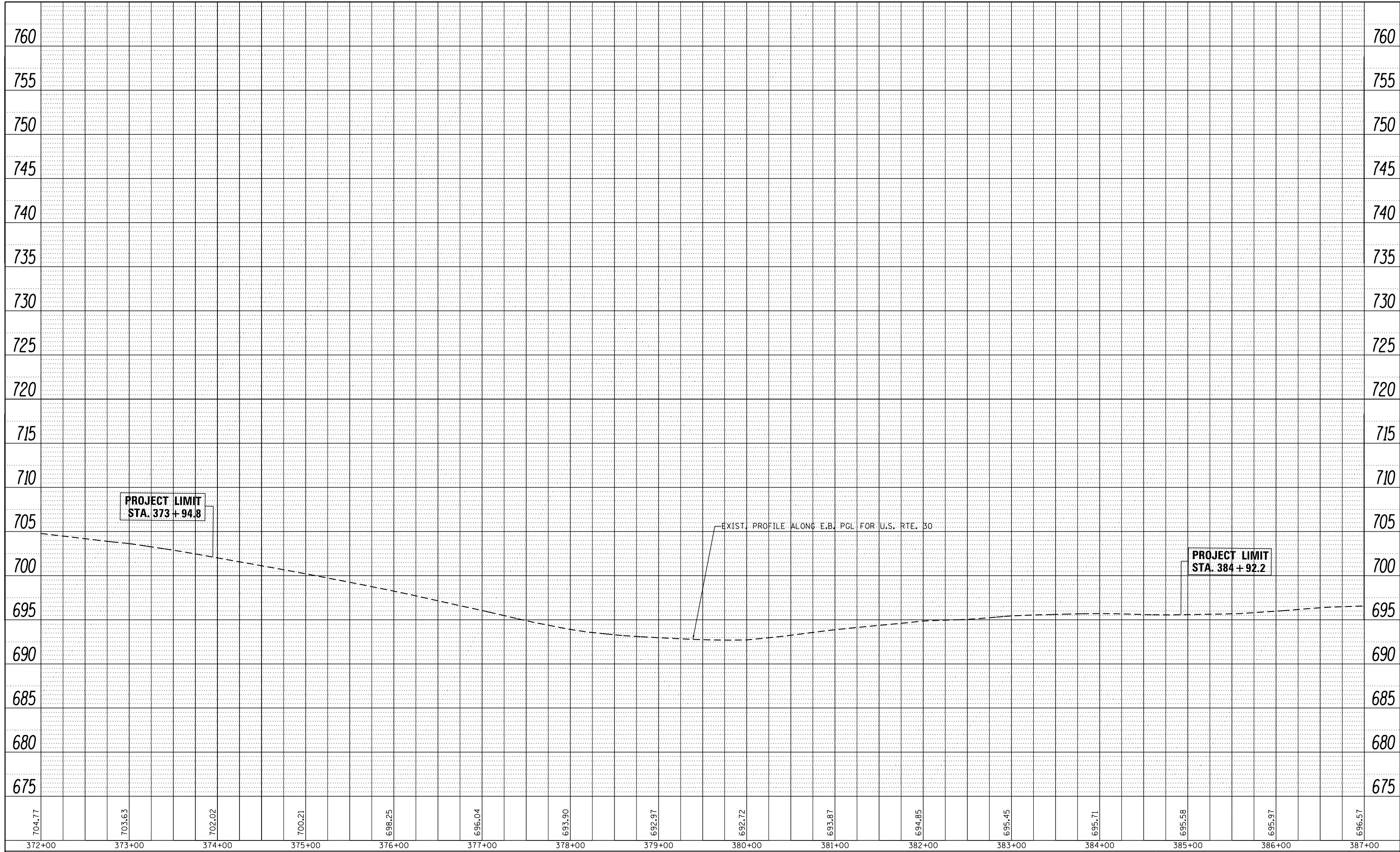
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING & PROPOSED ROADWAY PLAN			
U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	17
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
NOTE BOOK NO.	CARD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.			

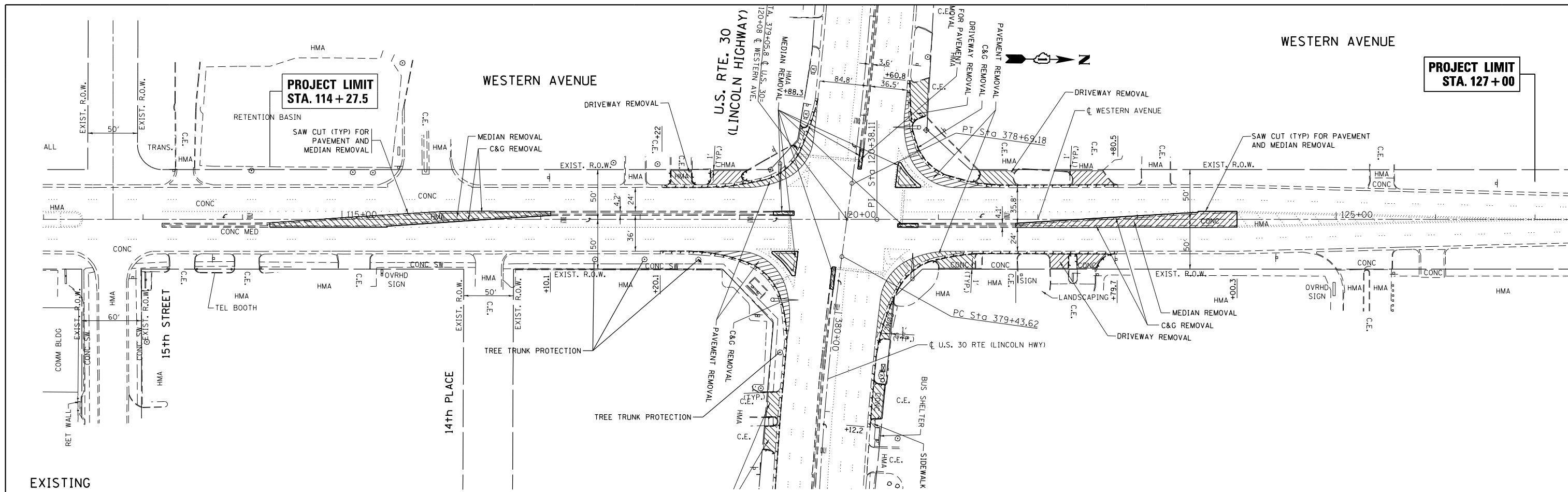


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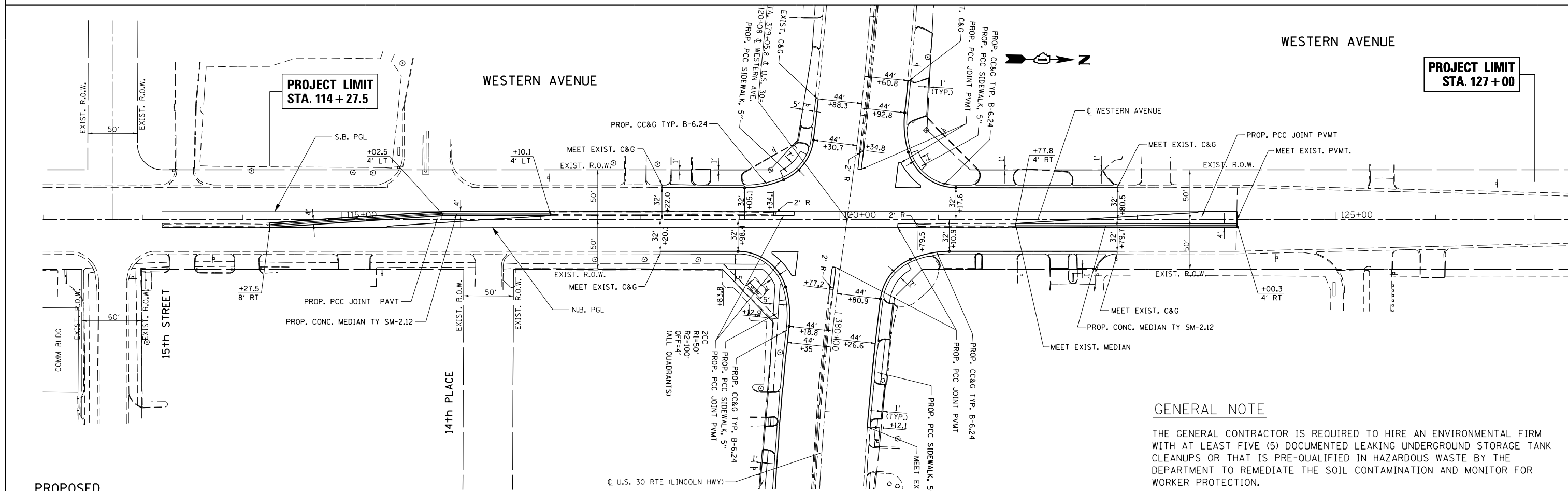
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING & PROPOSED ROADWAY PROFILE			
U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.			
SCALE: 1"=50'	SHEET	OF	SHEETS
STA.	TO	STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	18
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



EXISTING



PROPOSED

GENERAL NOTE

THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

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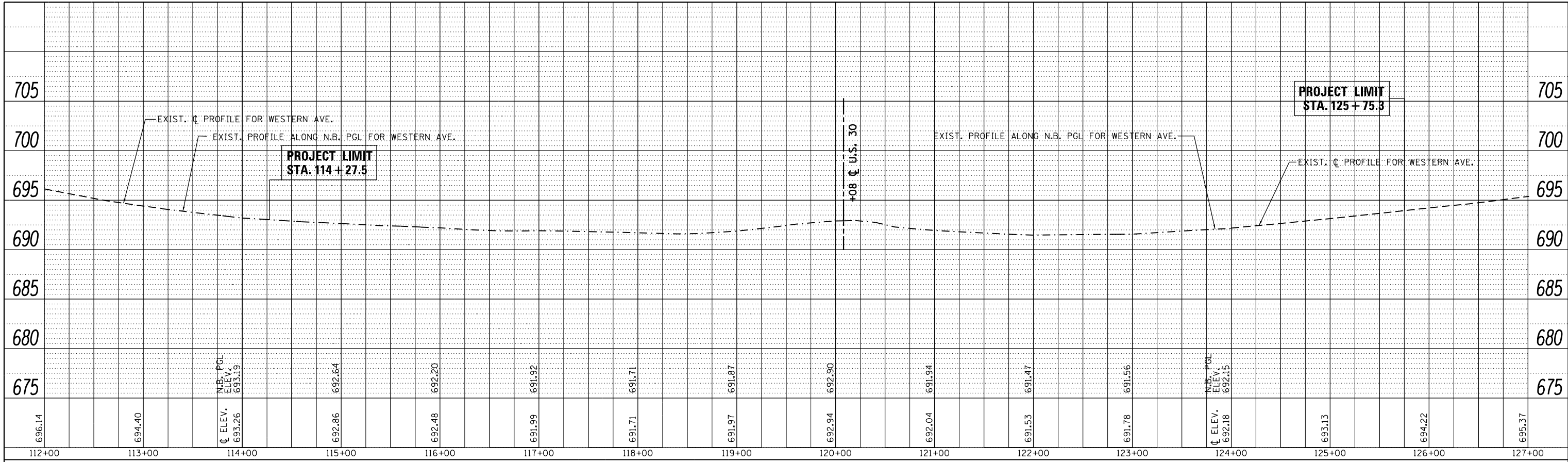
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

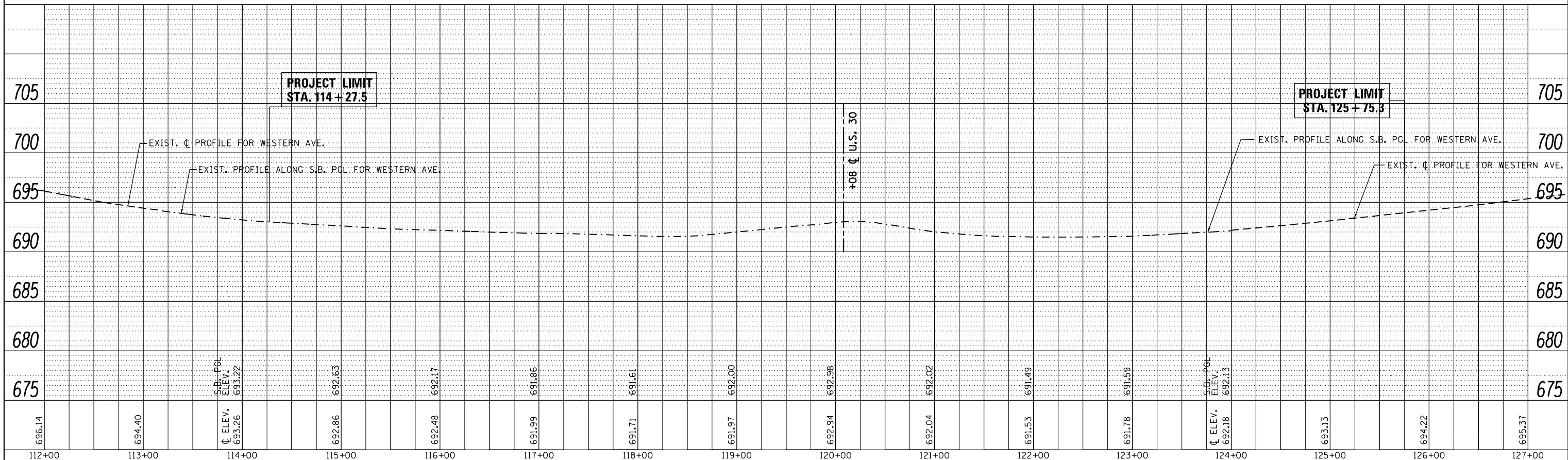
EXISTING & PROPOSED ROADWAY PLAN U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	19
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
NOTE BOOK NO.	CARD FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	NOTATIS CHECKED		



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	PLOT DATE = 10/17/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING & PROPOSED ROADWAY PROFILES
WESTERN AVENUE AT U.S. ROUTE 30**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	20
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				

STAGE 1

1. PLACE ALL TRAFFIC CONTROL PER STAGE 1 MAINTENANCE OF TRAFFIC DRAWINGS. REMOVE ALL PAVEMENT, CURB AND GUTTER, MEDIAN, FOUNDATIONS AND UTILITIES WITHIN THE WORK ZONE AS SHOWN ON THE REMOVAL PLANS. THE CONTRACTOR SHALL INSTALL PROPOSED PAVEMENT PATCH, ALL UTILITY IMPROVEMENTS, SUBBASE IMPROVEMENTS, AND ALL OTHER APPURTENANCE PERTAINING TO THE ROADWAY WIDENING. IF THERE IS ANY NEED TO SHUT DOWN A LANE TO FACILITATE CONSTRUCTION, THE CONTRACTOR CAN ONLY PERFORM THIS WORK DURING DAILY LANE CLOSURE PER IDOT STANDARD 701701-08. COST OF APPLYING STANDARD 701701-08 INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

STAGE 2

1. PRIOR TO THE START OF STAGE 2, THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF CONFLICTING PAVEMENT MARKINGS IN PREPERATION FOR STAGE 2 TRAFFIC CONTROL. PLACE ALL TRAFFIC CONTROL PER THE STAGE 2 MAINTENANCE OF TRAFFIC DRAWINGS. ADJUST SIGNALS FOR NEW TRAFFIC PATTERN. REMOVE ALL PAVEMENT, CURB AND GUTTER AND UTILITIES WITHIN THE WORK ZONE AS SHOWN ON THE REMOVAL PLANS. THE CONTRACTOR SHALL INSTALL PROPOSED CURB AND GUTTER, SIDEWALK, ALL UTILITY IMPROVEMENTS, SUBBASE IMPROVEMENTS, FOUNDATIONS, STORM SEWER ITEMS, DRIVEWAYS, AND ALL OTHER APPURTENANCES PERTAINING TO THE ROADWAY WIDENING. IF THERE IS ANY NEED TO SHUT DOWN A LANE TO FACILITATE CONSTRUCTION, THE CONTRACTOR CAN ONLY PERFORM THIS WORK DURING DIALY LANE CLOSURE PER IDOT STANDARD 701701-08. COST OF APPLYING STANDARD 701701-08 INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

STAGE 3

1. PRIOR TO THE START OF STAGE 3, THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF CONFLICTING PAVEMENT MARKINGS IN PREPERATION FOR STAGE 3 TRAFFIC CONTROL. PLACE ALL TRAFFIC CONTROL PER THE STAGE 3 MAINTENANCE OF TRAFFIC DRAWINGS. ADJUST SIGNALS FOR NEW TRAFFIC PATTERN. REMOVE ALL PAVEMENT, CURB AND GUTTER AND UTILITIES WITHIN THE WORK ZONE AS SHOWN ON THE REMOVAL PLANS. THE CONTRACTOR SHALL INSTALL PROPOSED CURB AND GUTTER, SIDEWALK, ALL UTILITY IMPROVEMENTS, SUBBASE IMPROVEMENTS, FOUNDATIONS, STORM SEWER ITEMS, DRIVEWAYS, AND ALL OTHER APPURTENANCES PERTAINING TO THE ROADWAY WIDENING. IF THERE IS ANY NEED TO SHUT DOWN A LANE TO FACILITATE CONSTRUCTION, THE CONTRACTOR CAN ONLY PERFORM THIS WORK DURING DIALY LANE CLOSURE PER IDOT STANDARD 701701-08. COST OF APPLYING STANDARD 701701-08 INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

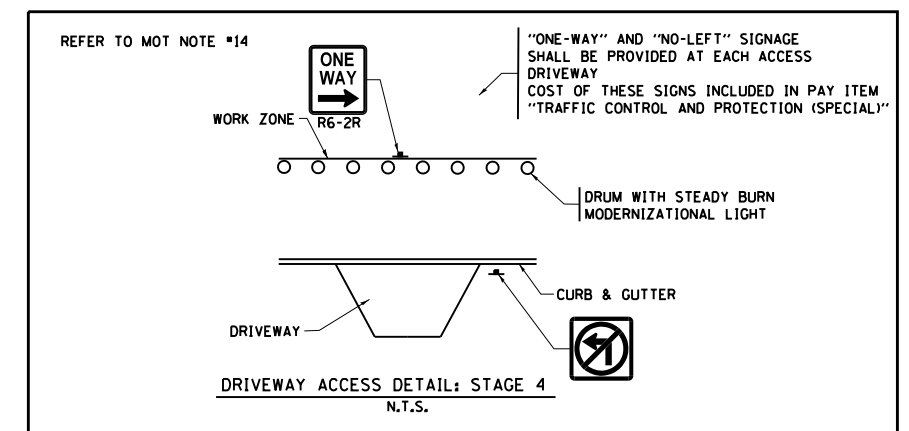
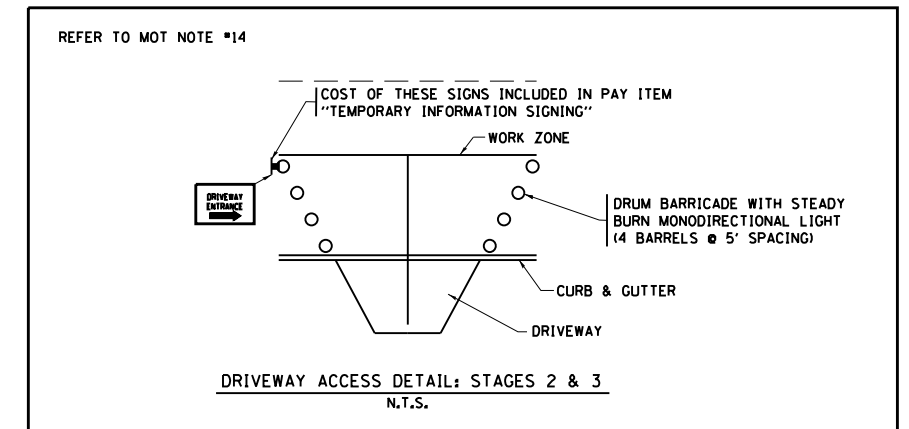
STAGE 4

1. PRIOR TO THE START OF STAGE 4, THE CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF CONFLICTING PAVEMENT MARKINGS IN PREPERATION FOR STAGE 4 TRAFFIC CONTROL. PLACE ALL TRAFFIC CONTROL PER THE STAGE 4 MAINTENANCE OF TRAFFIC DRAWINGS. ADJUST SIGNALS FOR NEW TRAFFIC PATTERN. REMOVE ALL PAVEMENT, CURB AND GUTTER AND UTILITIES WITHIN THE WORK ZONE AS SHOWN ON THE REMOVAL PLANS. THE CONTRACTOR SHALL INSTALL PROPOSED PAVEMENT PATCH, CURB AND GUTTER, MEDIAN, ALL UTILITY IMPROVEMENTS, SUBBASE IMPROVEMENTS, STORM SEWER ITEMS, AND ALL OTHER APPURTENANCES PERTAINING TO THE ROADWAY WIDENING. IF THERE IS ANY NEED TO SHUT DOWN A LANE TO FACILITATE CONSTRUCTION, THE CONTRACTOR CAN ONLY PERFORM THIS WORK DURING DIALY LANE CLOSURE PER IDOT STANDARD 701701-08. COST OF APPLYING STANDARD 701701-08 INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

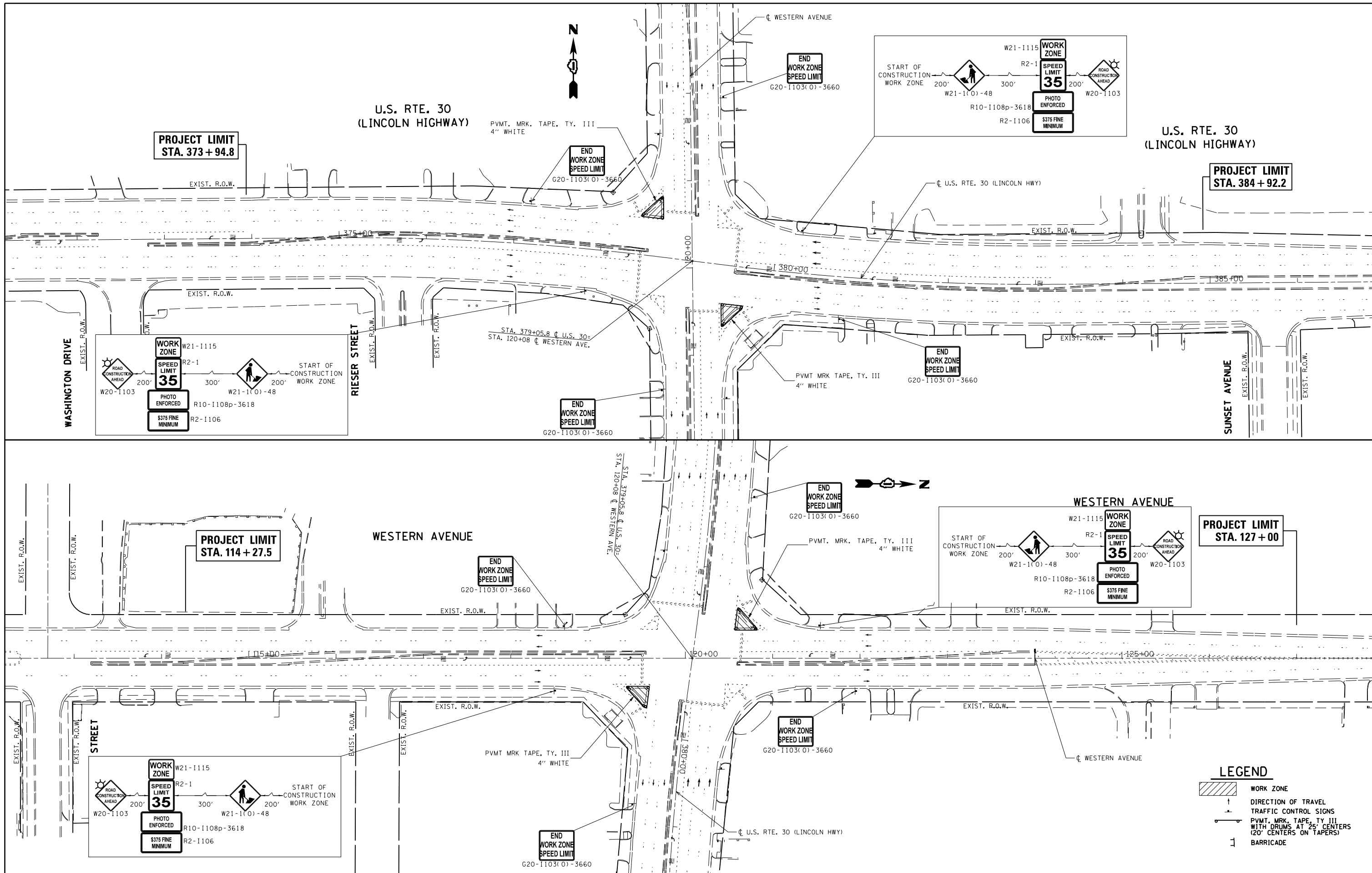
MAINTENANCE OF TRAFFIC GENERAL NOTES

1. TRAFFIC CONTROL DEPICTED IN THESE PLANS AND THE APPLICABLE I.D.O.T. DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDLINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL UNLESS HEREIN REVISED.
2. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
3. ALL CONSTRUCTION SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
4. ALL SIGNS THAT ARE TO BE IN PLACE MORE THAN 4 DAYS SHALL BE MOUNTED ON METAL POSTS WHEN POSSIBLE, 7 FEET FROM THE TOP OF THE PAVEMENT TO THE BOTTOM OF THE SIGN, AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
5. BARRICADES WILL BE REQUIRED ADJACENT TO PAVEMENT EDGES WHERE WIDENING, CURB AND GUTTER OR OVERLAYING WORK IS BEING DONE, AS SPECIFIED IN SECTION 701 OF THE STANDARD SPECIFICATIONS. EXEPT THAT THE BARRICADES SHALL BE TYPE II OR DRUMS, NON-METALLIC WITH MONO-DIRECTIONAL STEADY-BURN LIGHTS. SPACING SHALL BE AS SHOWN ON THE CONSTRUCTION STAGING PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER. BARRICADES THAT MUST BE PLACED IN EXCAVATED AREAS SHALL HAVE LEG EXTENSIONS INSTALLED SUCH THAT THE TOPS OF THE BARRICADES ARE IN COMPLIANCE WITH THE HEIGHT REQUIREMENTS OF STANDARD 701901-01.
6. TYPE II BARRICADES OR DRUMS EQUIPPED WITH THE ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES.
7. TYPE II BARRICADES AND DRUMS SHALL HAVE ALTERNATING REFLECTORIZED TYPE AA OR TYPE AP FLUORESCENT ORANGE AND REFLECTORIZED WHITE HORIZONTAL, CIRCUMFERENTIAL STRIPES.
8. EXISTING TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE REMOVED OR RELOCATED BY THE CONTRACTOR AFTER THE TRAFFIC CONTROL REQUIREMENTS ARE MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE ARE TO BE PROTECTED FROM DAMAGE AND MAINTAINED.
9. EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTRACTOR, ANY DAMAGE CAUSED BY THIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE EXPENSE OF THE CONTRACTOR.
10. "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. SIGNS MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
11. ALL PAVEMENT MARKINGS SHOWN ON MAINTENANCE OF TRAFFIC SHEETS SHALL BE PAID FOR AS "PAVEMENT MARKING TAPE, TY. III" OF THE SIZE SPECIFIED.
12. ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ALL LANE CLOSURES, AND SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
13. THE COST OF SUPPLYING, ERECTING AND MAINTAINING BARRICADES DRUMS, WARNING LIGHTS AND SIGNS SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION (SPECIAL)". QUANTITIES FOR PAVEMENT MARKING REMOVAL, TEMPORARY PAVEMENT MARKINGS, AND WORK ZONE PAVEMENT MARKING REMOVAL ARE NOT INCLUDED IN THE ITEN "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)" AND SHALL BE MEASURED SEPERATLY FOR PAYMENT.
14. ACCESS TO PROPERTIES SHALL BE MAINTAINED AT ALL TIMES BY STAGE. THE CONTRACTOR SHALL ERECT DRIVEWAY ENTRANCE AS PROVIDED IN THE MOT PLANS TO PROVIDE GUIDANCE SIGNS. WHEN A DRIVEWAY MUST BE CLOSED TEMPORARILY FOR CONSTRUCTION OF THE DRIVEWAY APRON. PROPERTIES WITH MULTIPLE ENTRANCES SHALL HAVE ONLY ONE ENTRANCE CLOSED AT A TIME. THE COST OF THESE SIGNS ARE INCLUDED IN "TEMPORARY INFORMATION SIGNING".

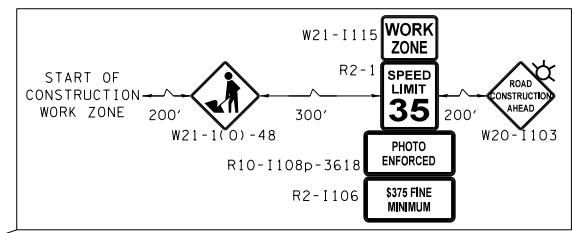
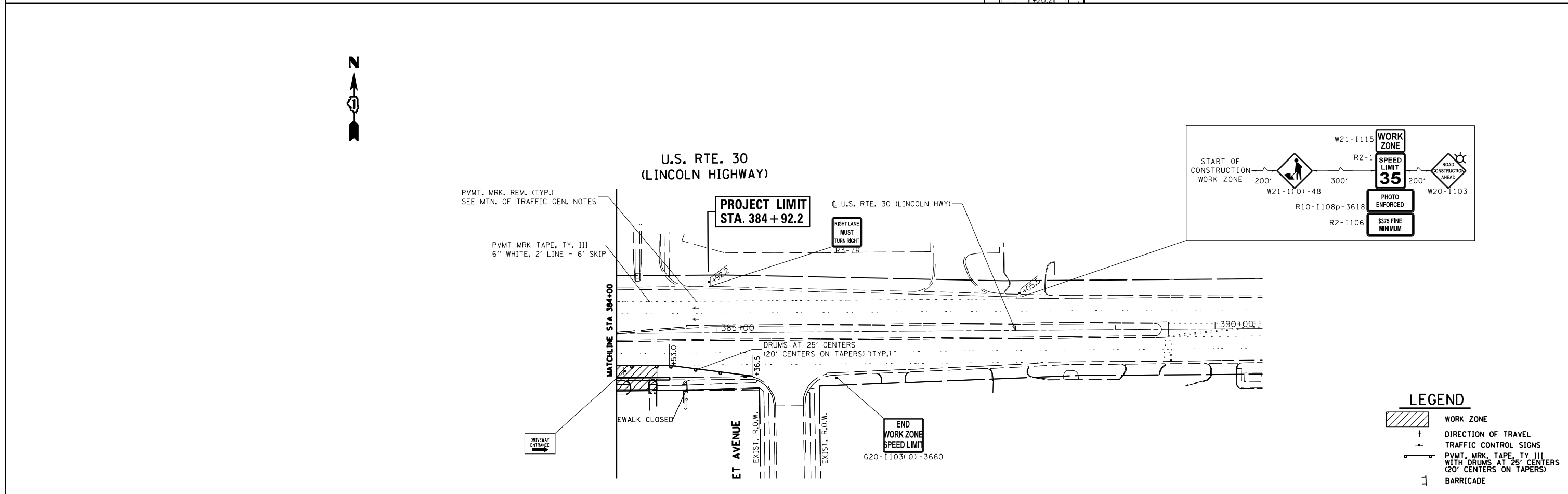
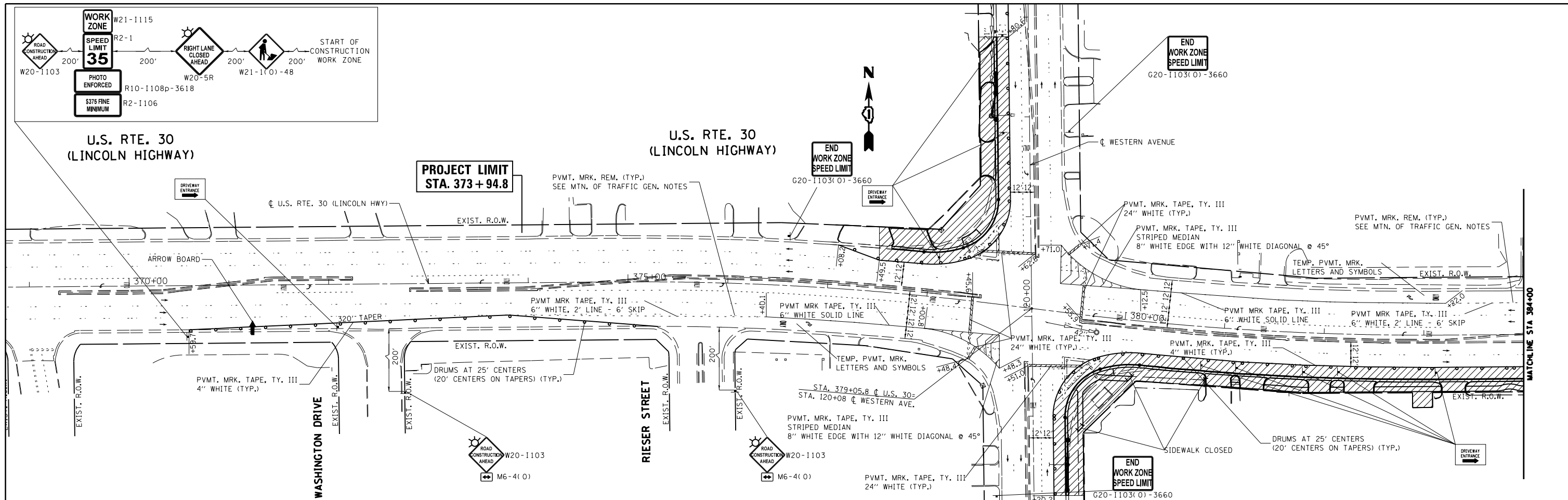
15. ALL STAGING SWITCH-OVERS SHALL OCCUR AT OFF PEAK HOURS.
16. FLAGGERS MUST BE CERTIFIED AND CARRY THEIR CERTIFICATION CARD ON THEM WHEN WORKING. PROPER STOP/SLOW PADDLES MUST BE UTILIZED AND ALL REQUIRED SAFETY GARMENTS MUST BE WORN ON THE JOB SITE. "FLAGGER" WARNING SIGNS MUST BE IN PLACE WHENEVER FLAGGERS ARE PRESENT. THESE SIGNS MUST BE CONVERTED AND REMOVED WHEN NOT APPLICABLE.
17. "CAUTION" TAPE OR RIBBON IS NOT TO BE USED BETWEEN BARRICADES.
18. ALL EXISTING SIGNS WITHIN THE LIMITS OF MAINTENANCE OF TRAFFIC WHICH ARE OBCURED BY OR OTHERWISE INTERFERED WITH BY THE CONSTRUCTION PERATIONS AND MAINTENANCE OF TRAFFIC, SHALL BE COVERED OR REMOVED BY THE CONTRACTOR UNLESS SPECIFIED IN THE PLANS OR WHEN DIRECTED BY THE ENGINEER, THIS WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
19. THE CONTRACOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
20. ALL DRUMS, TYPE I AND TYPE II BARRICADES SHALL HAVE A MONODIRECTIONAL STEADY BURN LIGHT.



FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC GENERAL NOTES U.S. RTE. 30 (LINCOLN HWY) AT LINCOLN HWY				F.A.P. RTE. 353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 21
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	PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT								
	PLOT DATE = 10/18/2013	DATE -	REVISED -										



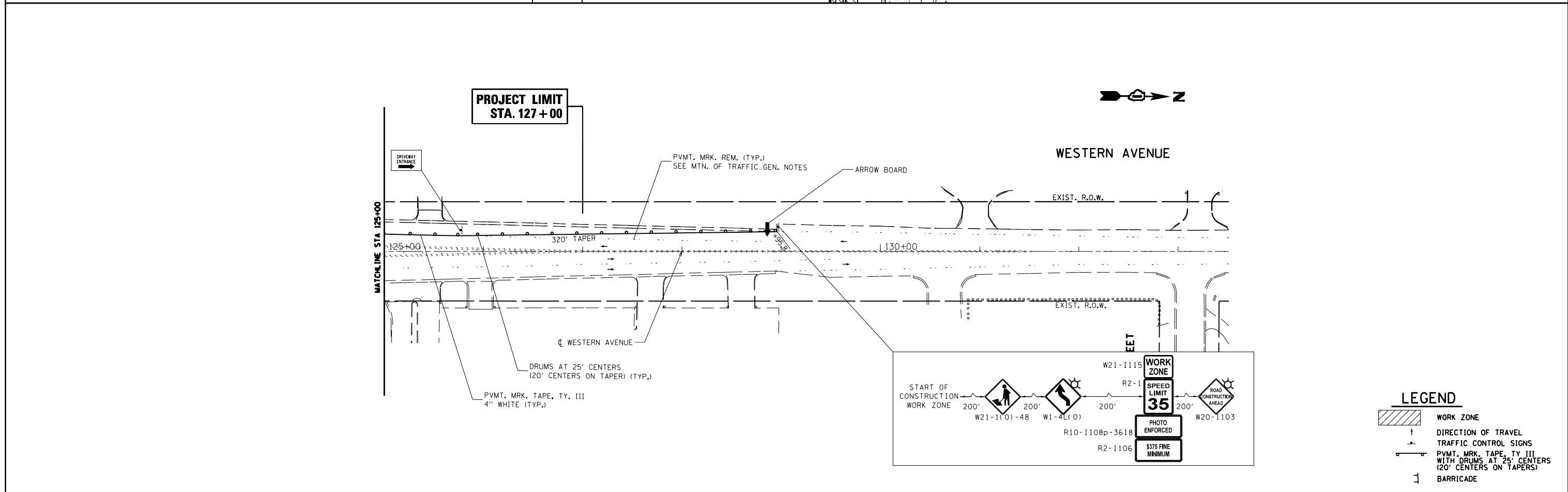
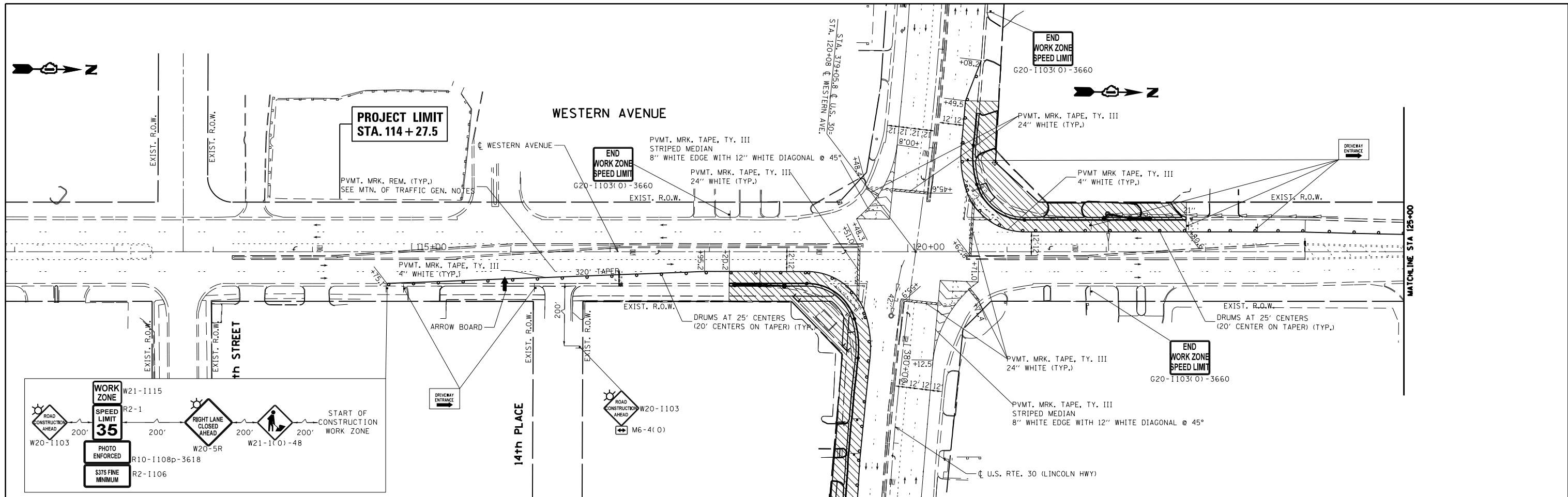
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Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -			353	23N-2	COOK	75	22	
	PLOT DATE = 10/15/2013	CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



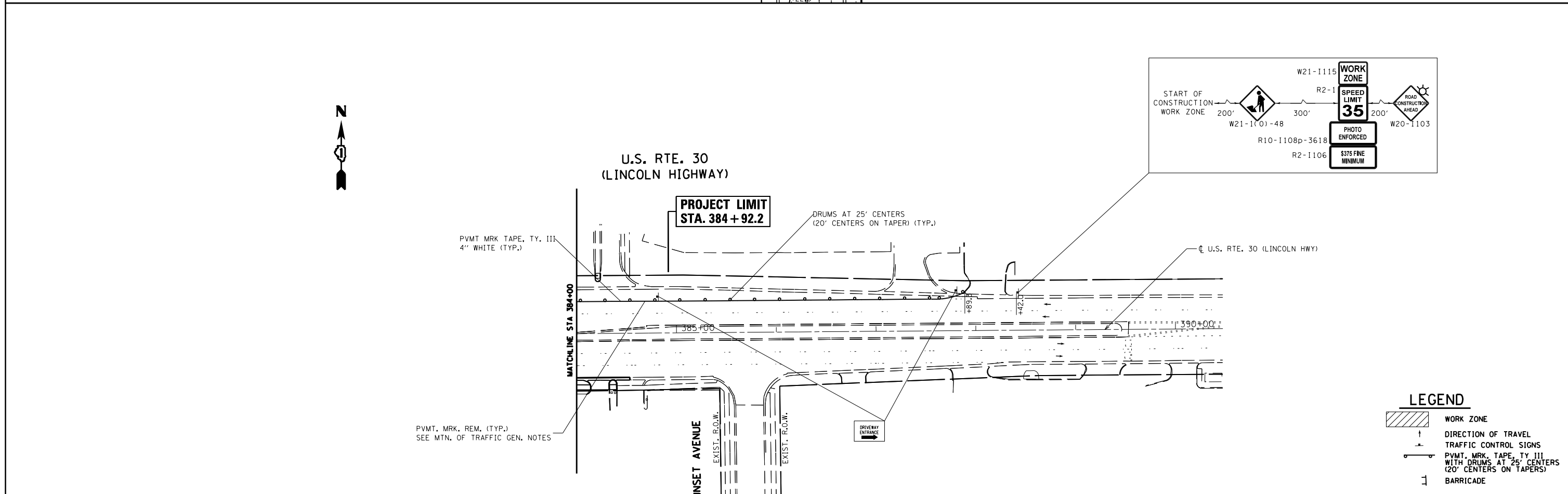
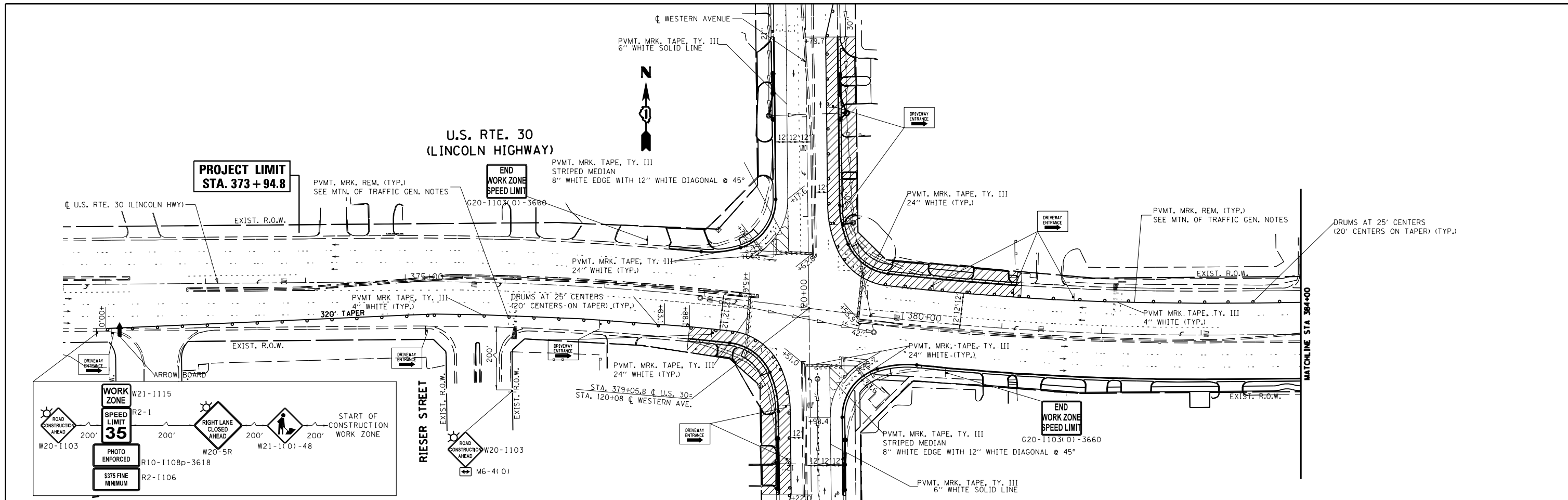
LEGEND

	WORK ZONE
	DIRECTION OF TRAVEL
	TRAFFIC CONTROL SIGNS
	PVMT. MRK. TAPE, TY. III WITH DRUMS AT 25' CENTERS (20' CENTERS ON TAPERS)
	BARRICADE

FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC STAGE 2 U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -			353	23N-2	COOK	75	23	
	PLOT DATE = 10/15/2013	CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



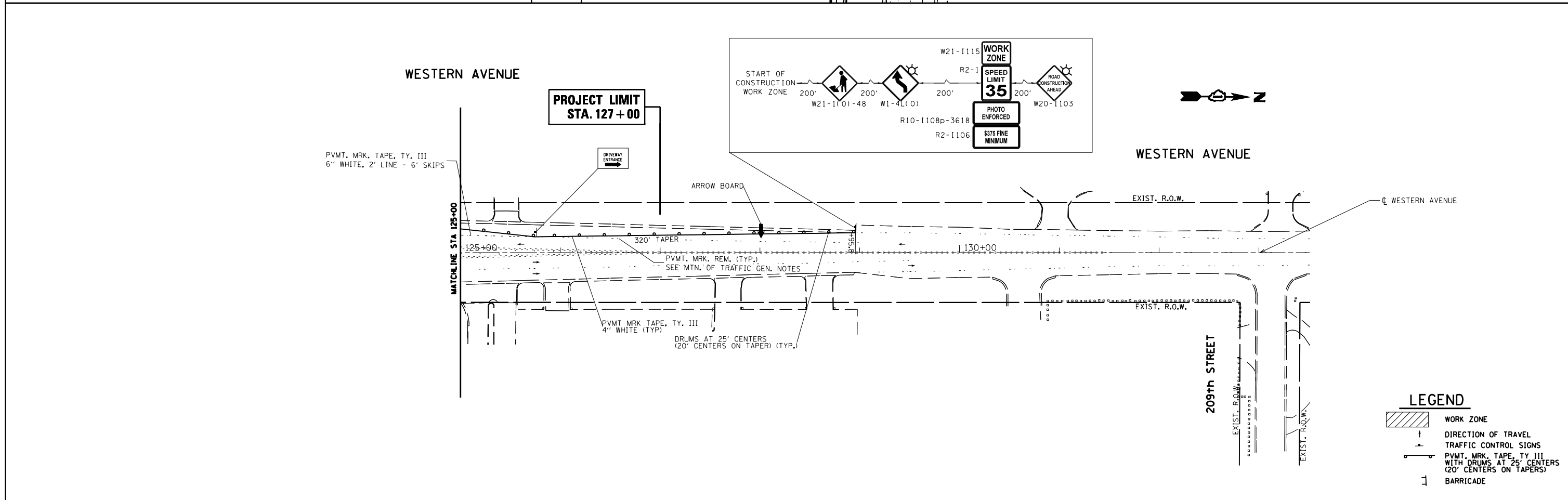
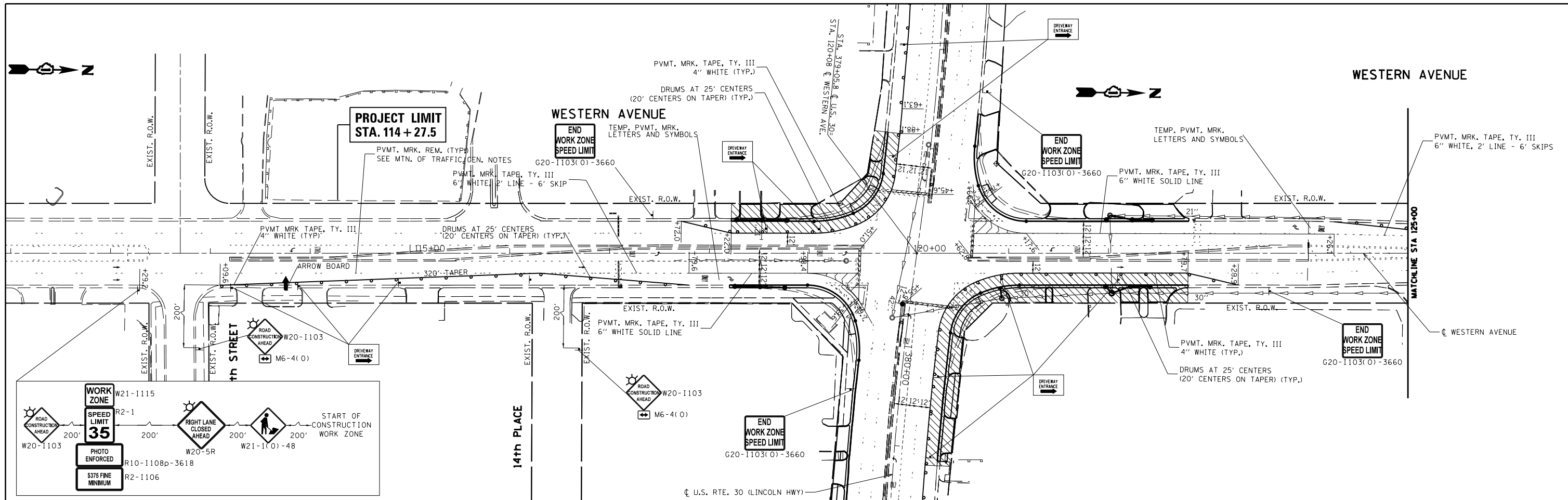
FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC STAGE 2 U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -			353	23N-2	COOK	75	24	
	PLOT DATE = 10/15/2013	CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



LEGEND

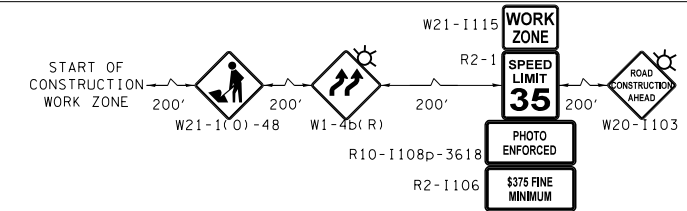
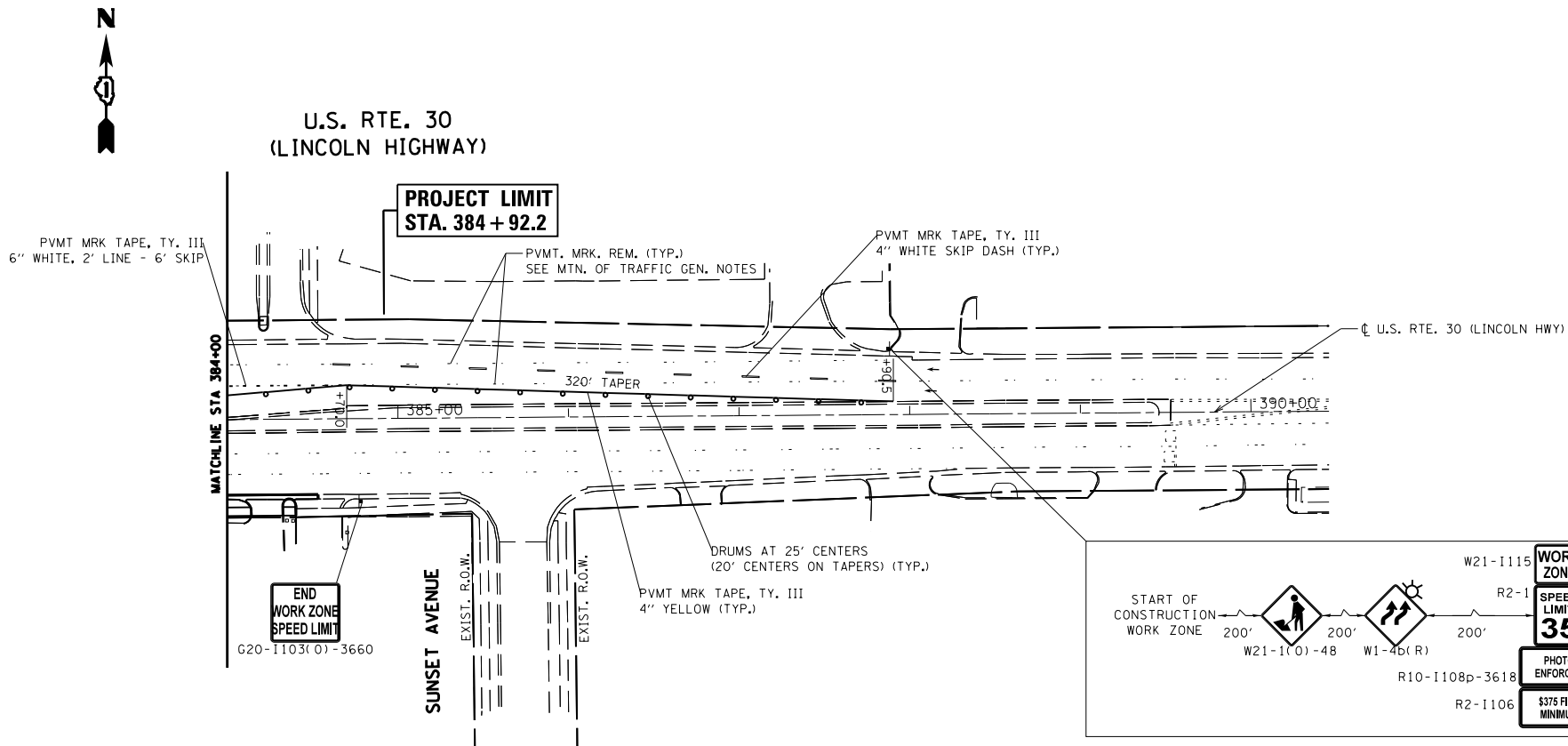
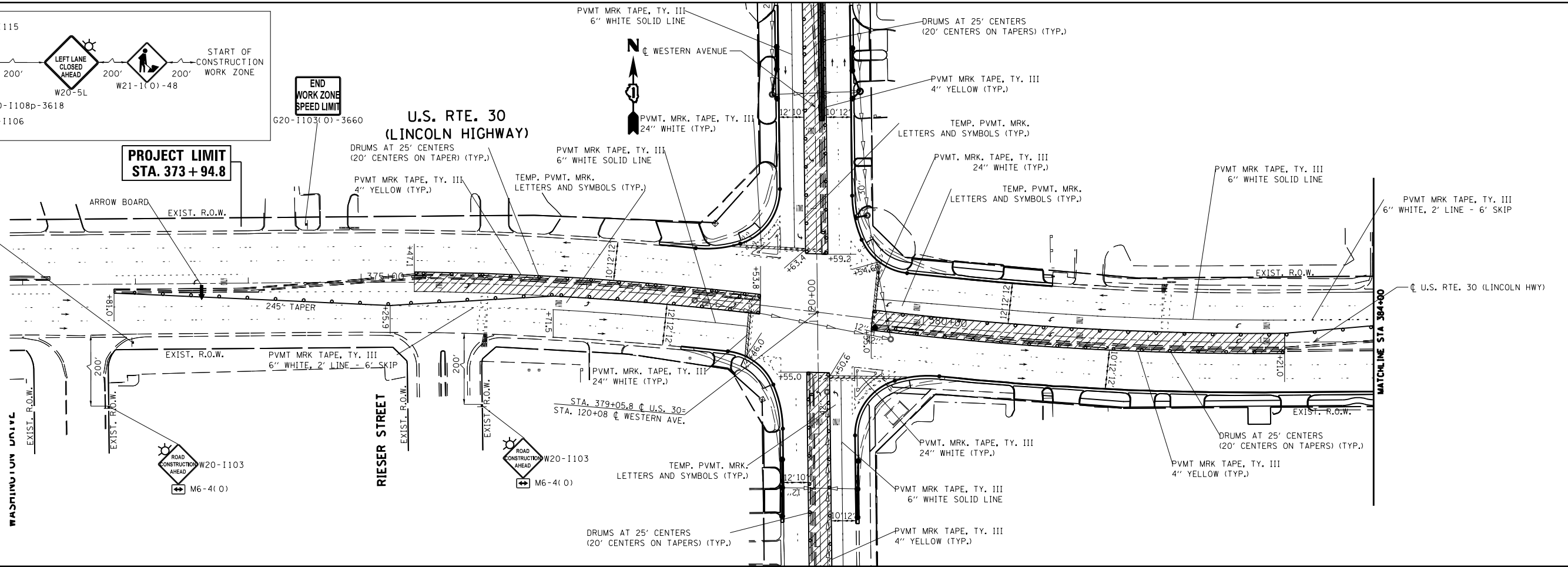
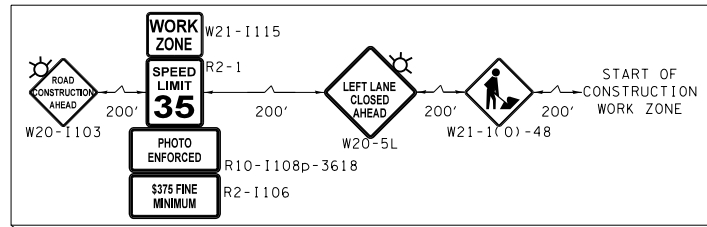
- WORK ZONE
- DIRECTION OF TRAVEL
- TRAFFIC CONTROL SIGNS
- P.V.M.T. MRK. TAPE, TY. III WITH DRUMS AT 25' CENTERS (20' CENTERS ON TAPERS)
- BARRICADE

FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC STAGE 3 U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	et:\pw\work\p\dot\jimenezjl\d0274265\P102812-Stage1.dgn	DRAWN -	REVISED -			353	23N-2	COOK	75	25	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60T19					
	PLOT DATE = 10/15/2013	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



LEGEND	
	WORK ZONE
	DIRECTION OF TRAVEL
	TRAFFIC CONTROL SIGNS
	PVMT. MRK. TAPE, TY. III WITH DRUMS AT 25' CENTERS (20' CENTERS ON TAPERS)
	BARRICADE

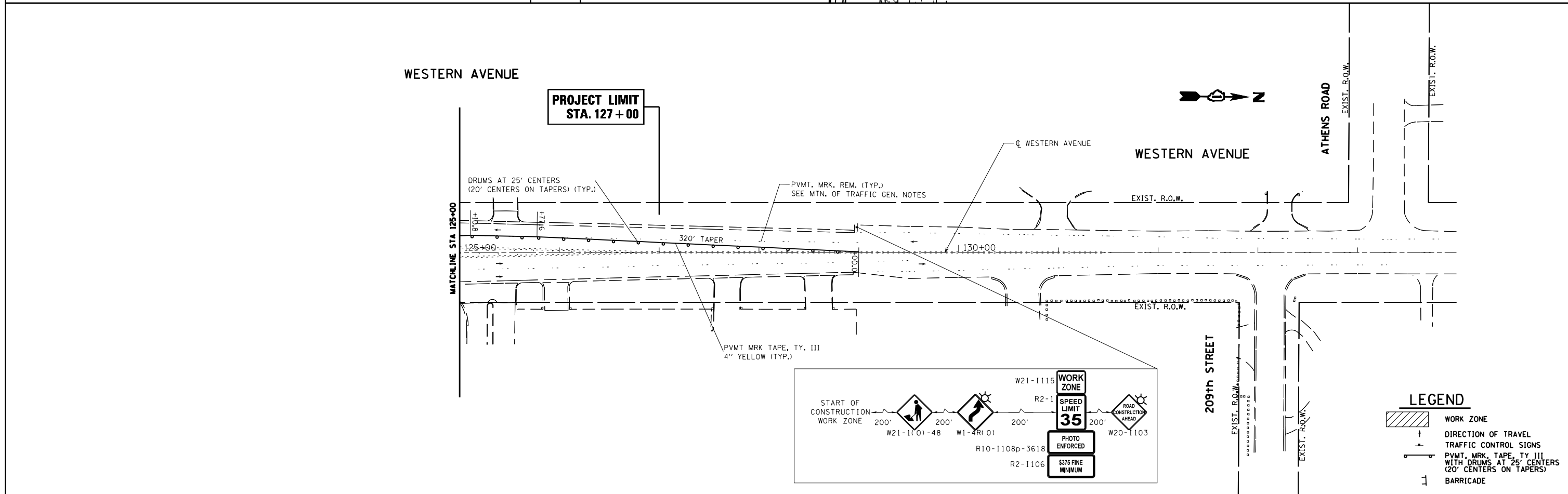
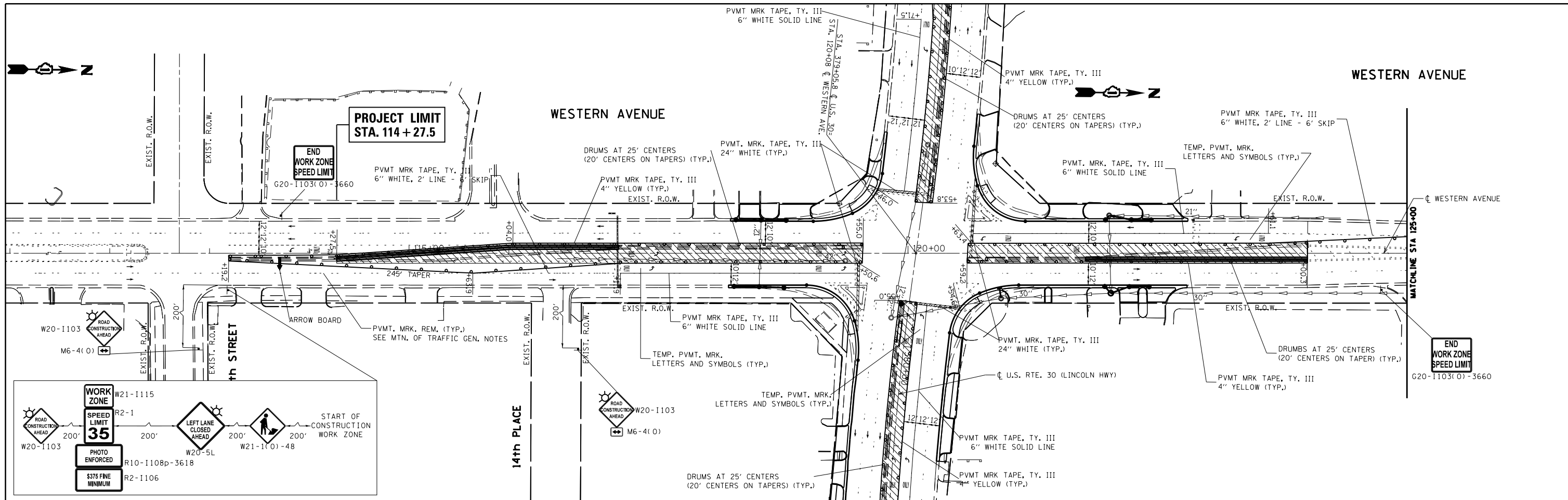
FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC STAGE 3 U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot SCALE = 100.0000' / in.	DRAWN -	REVISED -			353	23N-2	COOK	75	26	
	PLOT DATE = 10/15/2013	CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



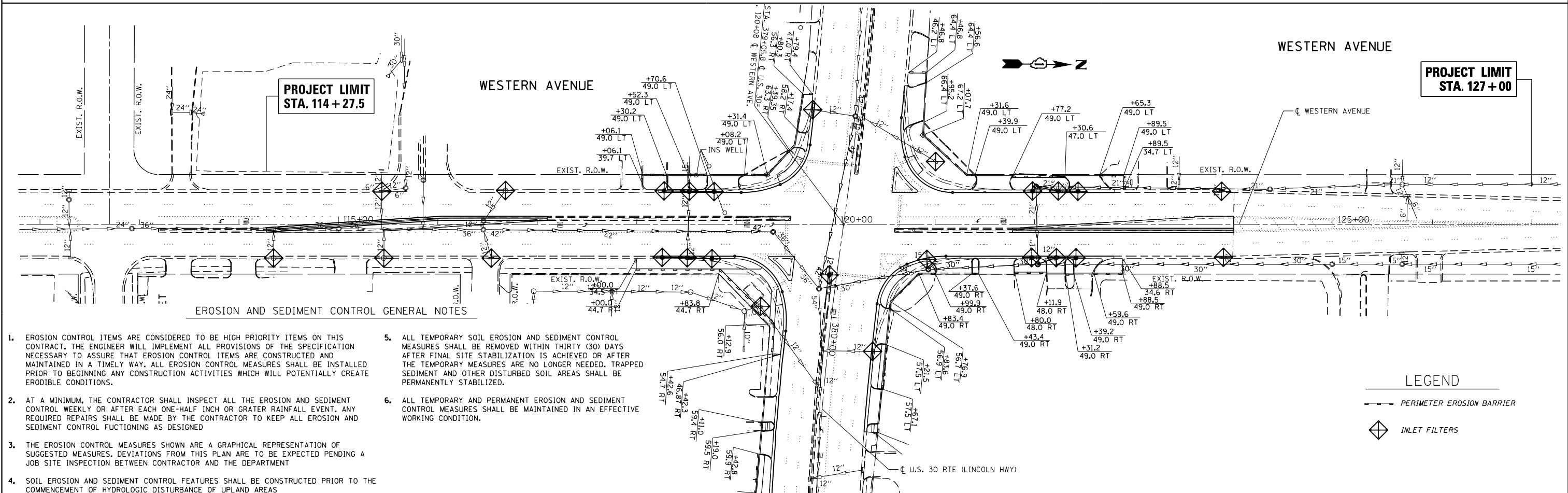
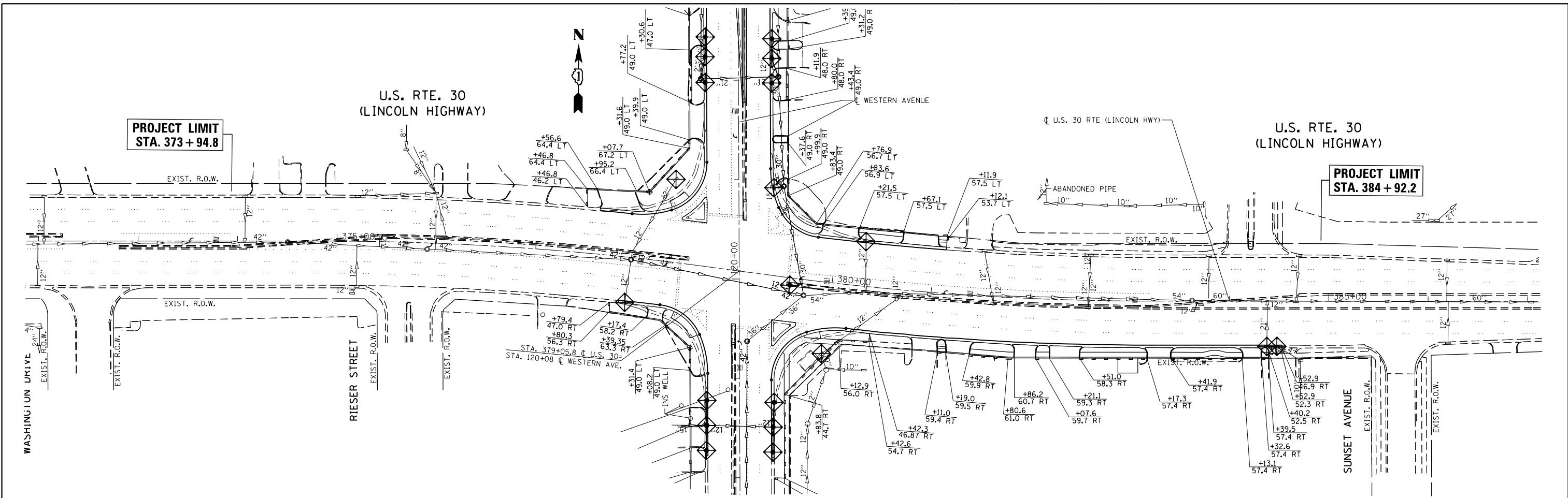
LEGEND

	WORK ZONE
	DIRECTION OF TRAVEL
	TRAFFIC CONTROL SIGNS
	PVMT. MRK. TAPE, TY. III WITH DRUMS AT 25' CENTERS (20' CENTERS ON TAPERS)
	BARRICADE

FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC STAGE 4 U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	et:\pw\work\p1dot\jimenezjl\d0274265\P102812-Stage1.dgn	DRAWN -	REVISED -			353	23N-2	COOK	75	27	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60T19					
	PLOT DATE = 10/15/2013	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED MAINTENANCE OF TRAFFIC STAGE 4 U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	ct:\pw\work\p102812\jimenezjl\d0274265\P102812-Stage1.dgn	DRAWN -	REVISED -			353	23N-2	COOK	75	28	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60719					
	PLOT DATE = 10/15/2013	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					



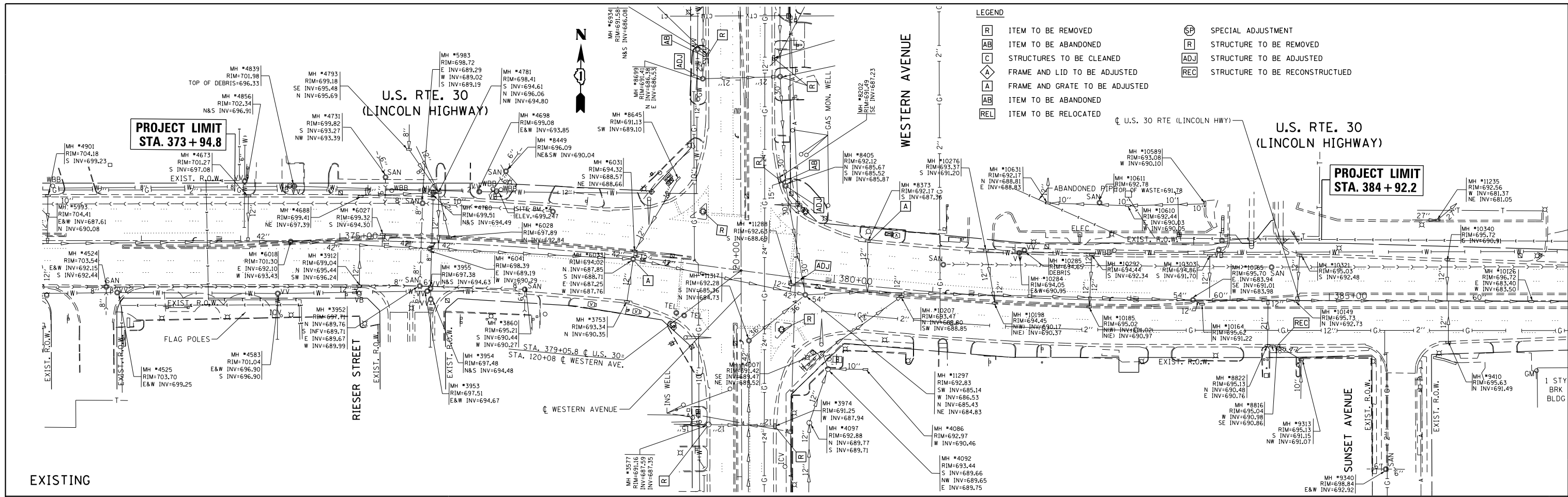
EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. EROSION CONTROL ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE ENGINEER WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
2. AT A MINIMUM, THE CONTRACTOR SHALL INSPECT ALL THE EROSION AND SEDIMENT CONTROL WEEKLY OR AFTER EACH ONE-HALF INCH OR GRATER RAINFALL EVENT. ANY REQUIRED REPAIRS SHALL BE MADE BY THE CONTRACTOR TO KEEP ALL EROSION AND SEDIMENT CONTROL FUNCTIONING AS DESIGNED.
3. THE EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN CONTRACTOR AND THE DEPARTMENT.
4. SOIL EROSION AND SEDIMENT CONTROL FEATURES SHALL BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.
5. ALL TEMPORARY SOIL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN THIRTY (30) DAYS AFTER FINAL SITE STABILIZATION IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED. TRAPPED SEDIMENT AND OTHER DISTURBED SOIL AREAS SHALL BE PERMANENTLY STABILIZED.
6. ALL TEMPORARY AND PERMANENT EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED IN AN EFFECTIVE WORKING CONDITION.

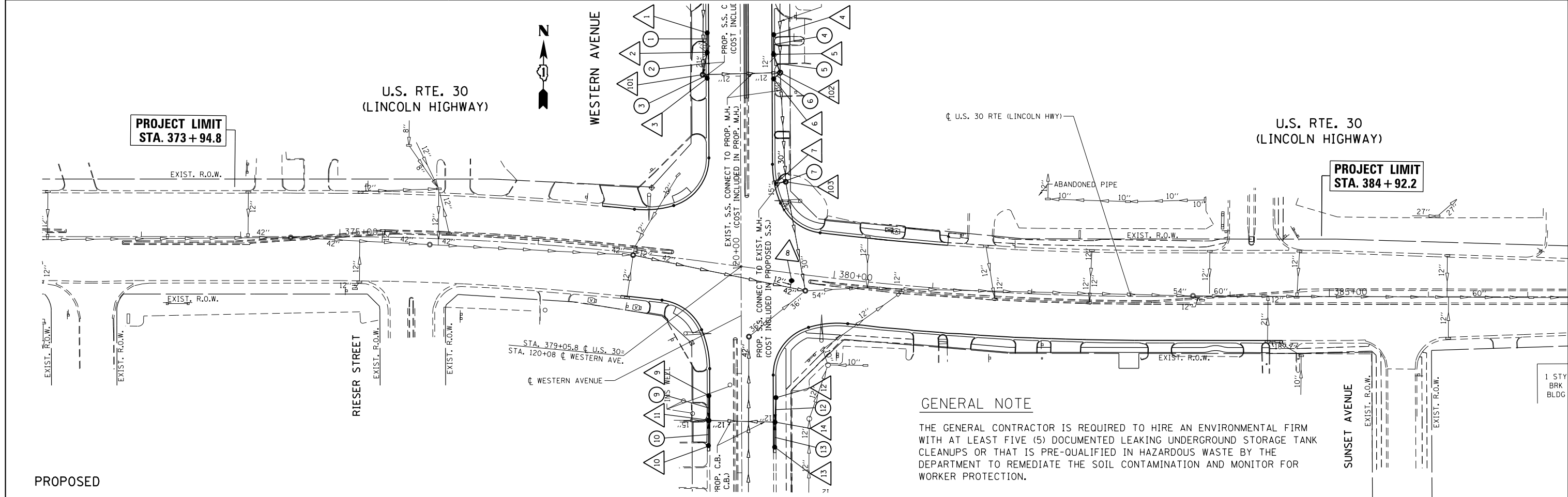
LEGEND

PERIMETER EROSION BARRIER
 INLET FILTERS

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



EXISTING

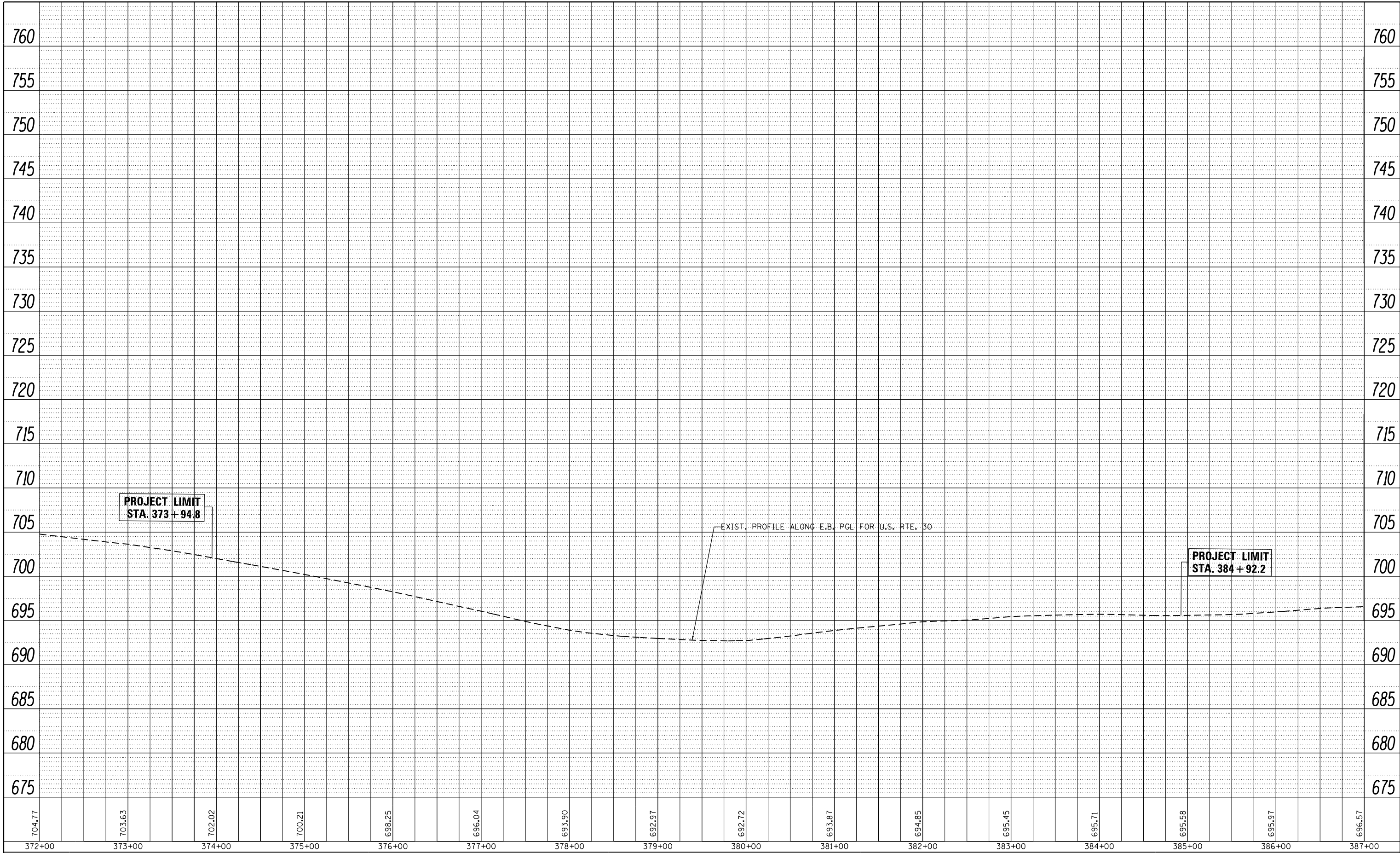


PROPOSED

FILE NAME =	USER NAME = jimenenzjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED DRAINAGE AND UTILITY PLAN U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default		DRAWN -	REVISED -			353	23N-2	COOK	75	30	
		CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
NO.	CARD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
NO.		



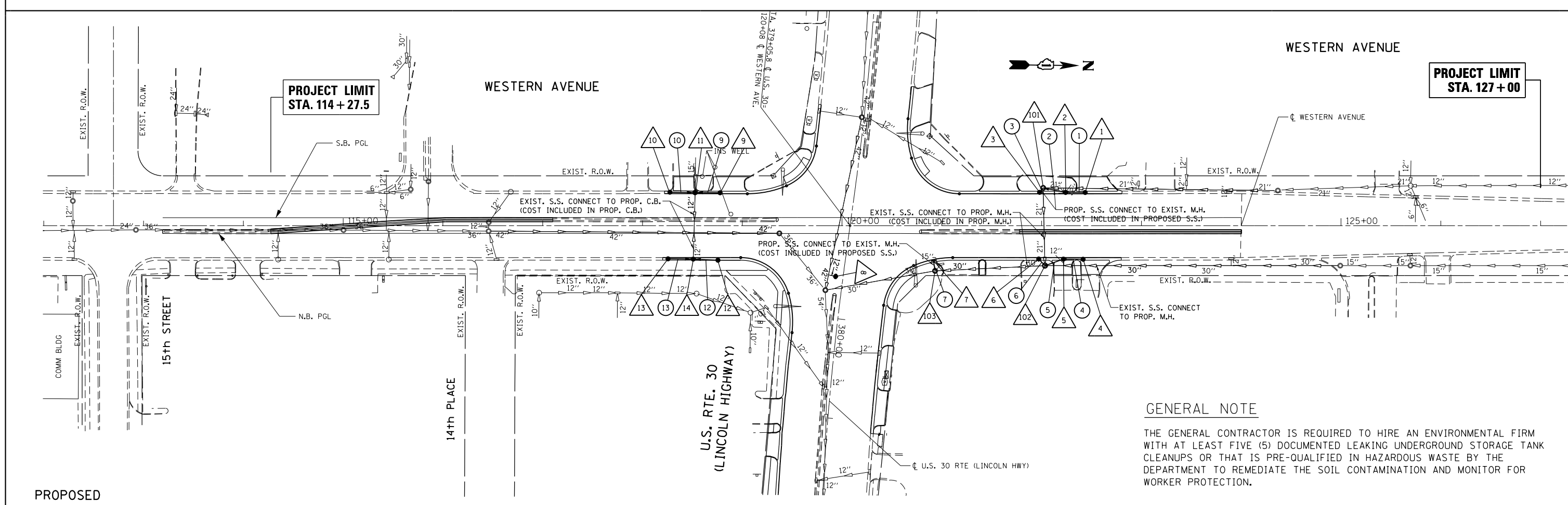
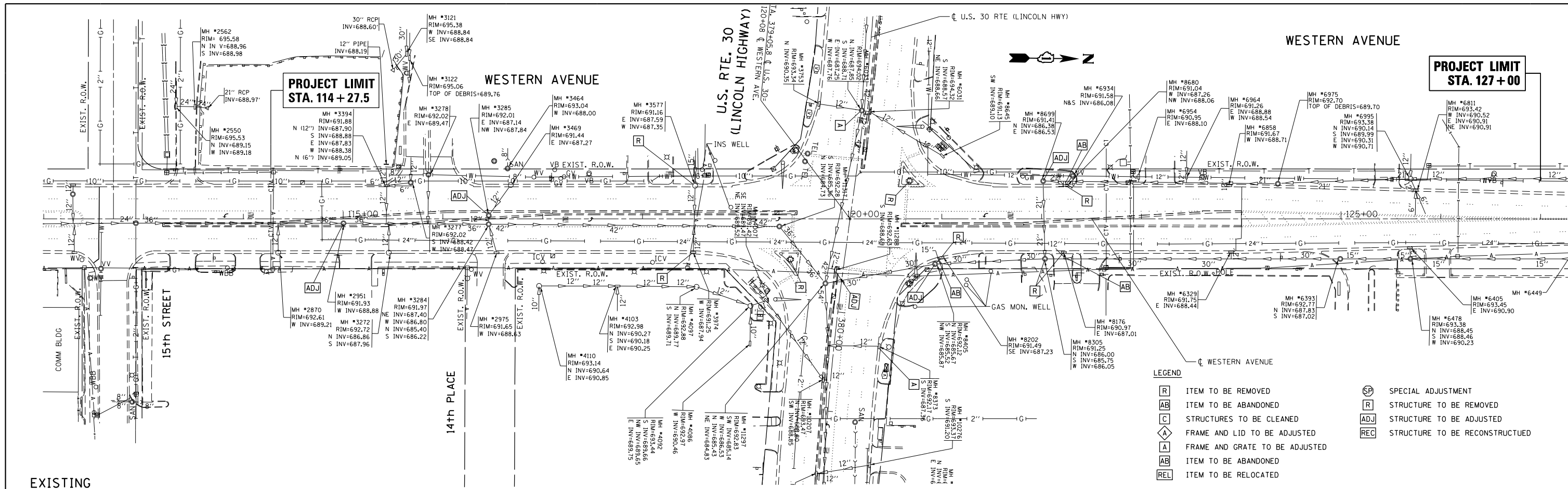
FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -
c:\pwork\pwidot\jimenezjl\d0274265\p102612-Design.dgn		DRAWN -	REVISED -
Default		CHECKED -	REVISED -
		DATE - 10/17/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING & PROPOSED DRAINAGE PROFILE
U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	31
				CONTRACT NO. 60T19
ILLINOIS FED. AID PROJECT				

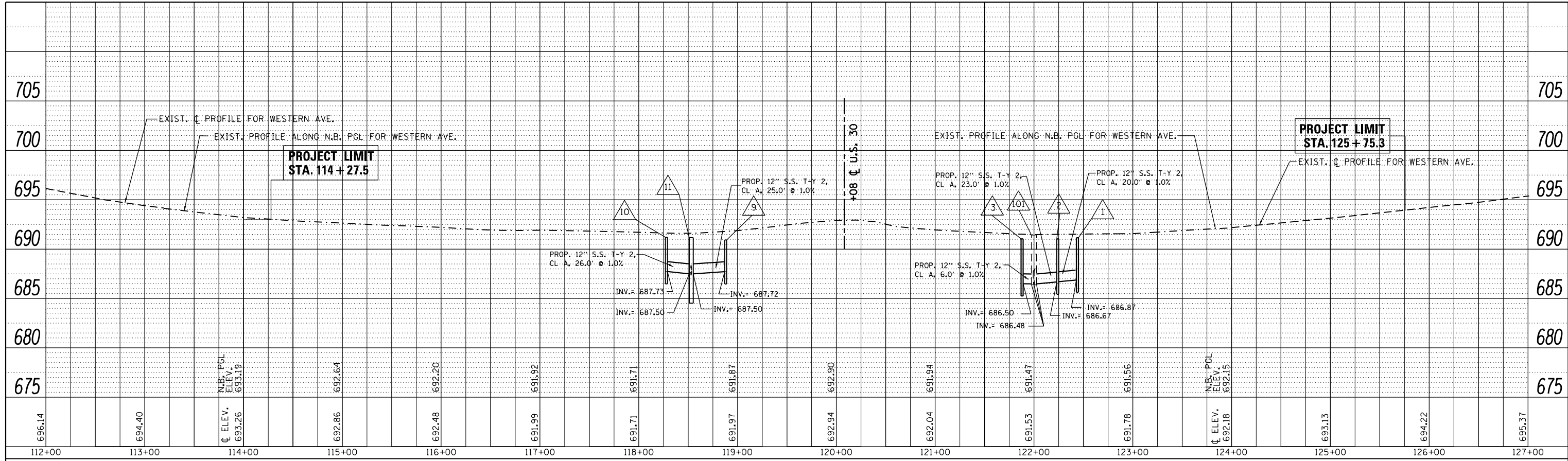


GENERAL NOTE

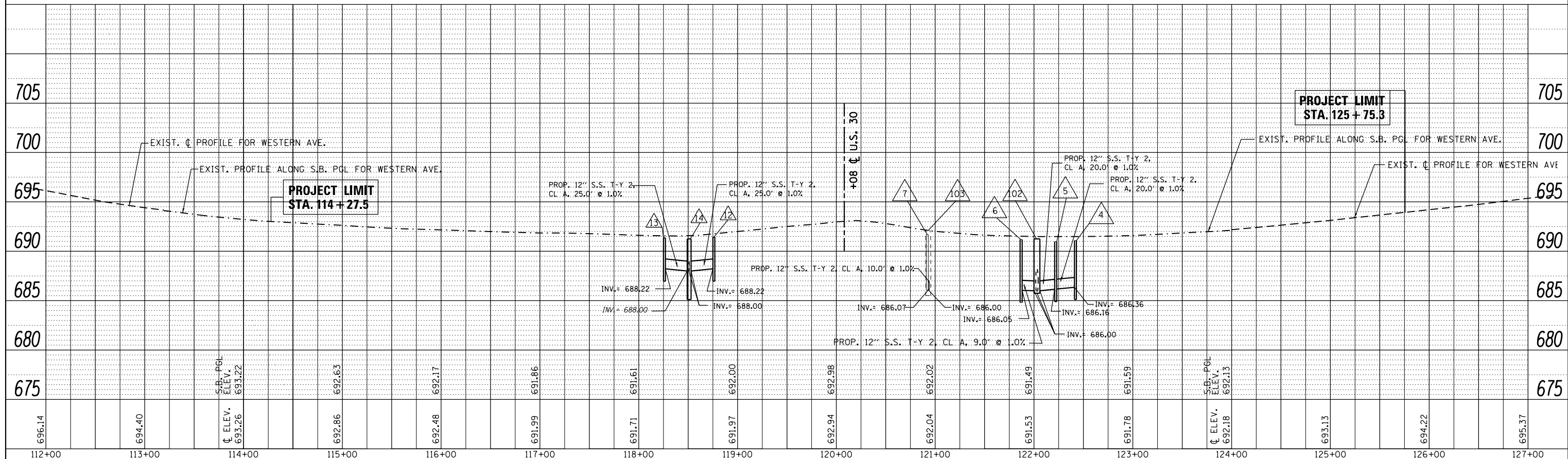
THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED DRAINAGE AND UTILITY PLAN U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Default	DRAWN -	REVISED -			353	23N-2	COOK	75	32	
		CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NOTE BOOK NO.		
	CARD FILE NAME		



PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS OK'D		
	NOTE BOOK NO.		
	CARD FILE NAME		



FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING & PROPOSED DRAINAGE PROFILE WESTERN AVENUE AT U.S. ROUTE 30	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwidot\jimenezjl\d0274265\p102612-Design.dgn	DRAWN -	REVISED -	353			23N-2	COOK	75	33	
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -	CONTRACT NO. 60T19							
Default	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							

1 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 122+44, 33.5' LT
T.G. 691.15
INV. 686.87 S

2 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 122+24, 33.5' LT
T.G. 691.04
INV. 686.69 N
INV. 686.67 S

3 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 121+88, 33.5' LT
T.G. 691.12
INV. 686.50 N

4 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 122+42, 33.5' RT
T.G. 691.09
INV. 686.36 S

5 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 122+22, 33.5' RT
T.G. 690.97
INV. 686.18 N
INV. 686.16 S

6 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 121+87, 33.5' RT
T.G. 691.18
INV. 686.05 N

7 INLET, T-A, 2' DIA., W/ T-24 F&G
STA 120+92, 35.2' RT
T.G. 691.69
INV. 686.07 E

8 EXIST. C.B. TO BE ADJUSTED W/
NEW F & G, T-1, OL

9 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 118+88 33.0' LT
T.G. 691.50
INV. 687.72 S

10 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 118+28 33.6' LT
T.G. 691.21
INV. 687.73 N

11 C.B., T-A, 4' DIA., W/ T-24 F&G
STA 118+53 33.3' LT
T.G. 691.16
INV. 687.50 N
INV. 687.50 S
INV. 687.59 E
INV. 687.35 W

12 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 118+76 34.6' RT
T.G. 691.42
INV. 688.22 S

13 C.B., T-C, 2' DIA., W/ T-24 F&G
STA 118+26 33.2' RT
T.G. 691.35
INV. 688.22 N

14 C.B., T-A, 4' DIA., W/ T-24 F&G
STA 118+51 33.6' RT
T.G. 691.25
INV. 688.00 N
INV. 688.00 S
INV. 687.94 W

101 EXIST. M.H., 5' DIA., W/T-1 F CL
STA 122+00, 38.0' LT
T.G. 691.41
INV. 686.38 N
INV. 686.38 E
INV. 686.48 NE
INV. 686.48 SE

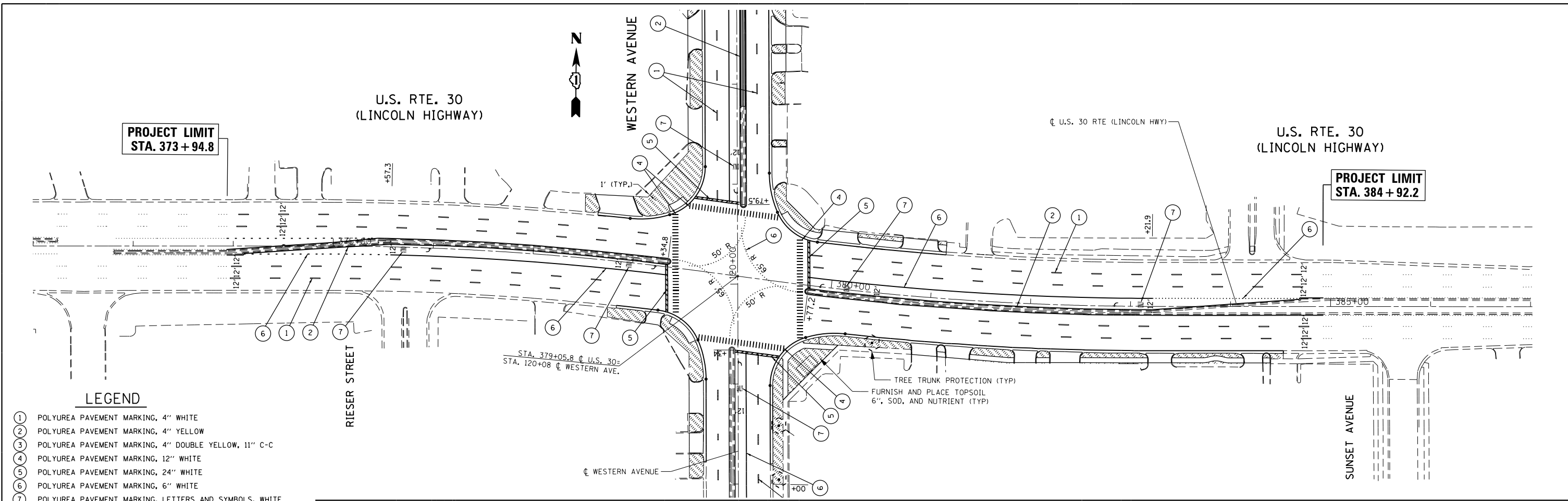
102 M.H., 6' DIA., W/T-1 F CL
STA 122+03, 40.0' RT
T.G. 691.25
INV. 686.00 N
INV. 685.75 S
INV. 686.05 W
INV. 686.00 NW
INV. 686.00 SW

103 EXIST. M.H., 5' DIA., W/T-1 F CL
STA 120+93 45.3' RT
T.G. 692.12
INV. 685.67 N
INV. 685.52 S
INV. 686.00 W

DRAINAGE PIPES TABLE

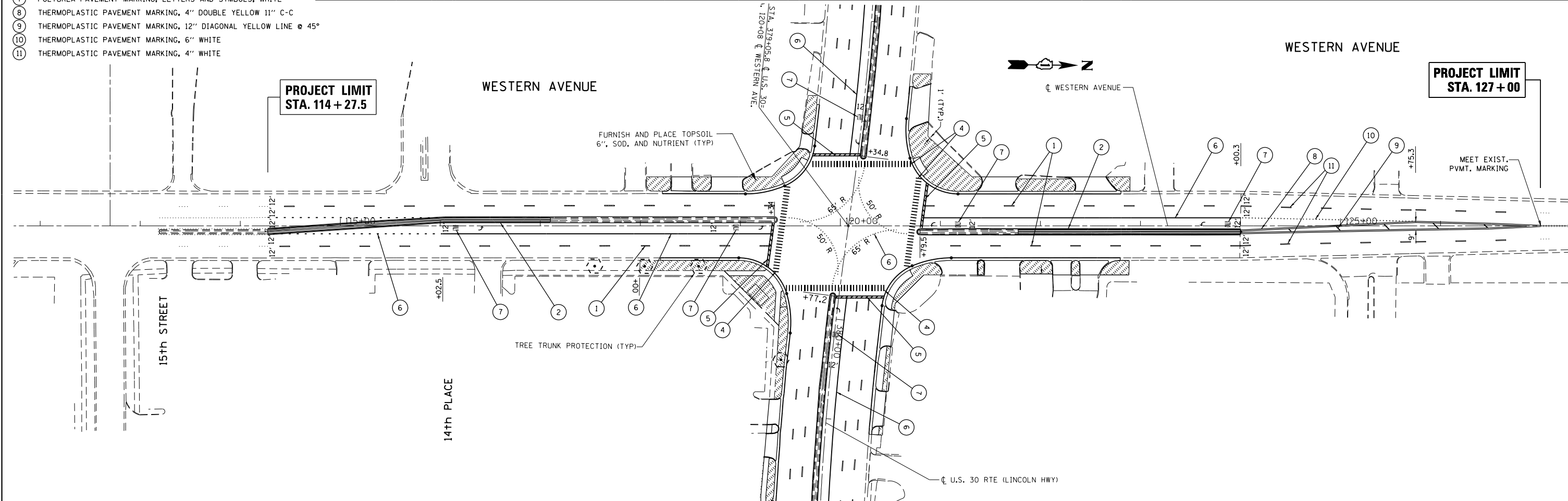
PIPE NO.	PIPE LOCATION		STATION - STATION	DESCRIPTION / COMMENTS	DIA. (IN.)	LENGTH (FT)
	FROM STR.	TO STR.				
1	1	2	122+44 - 122+24	SS, CLASS A, TYPE 2	12	20.0
2	2	101	122+44 - 122+24	SS, CLASS A, TYPE 2	12	23.0
3	3	101	121+98 - 122+00	SS, CLASS A, TYPE 2	12	6.0
4	4	5	122+42 - 122+03	SS, CLASS A, TYPE 2	12	20.0
5	5	102	122+22 - 122+03	SS, CLASS A, TYPE 2	12	20.0
6	6	102	121+97 - 122+03	SS, CLASS A, TYPE 2	12	9.0
7	7	103	120+92 - 120+93	SS, CLASS A, TYPE 2	12	10.0
9	9	11	118+78 - 118+53	SS, CLASS A, TYPE 2	12	25.0
10	10	11	118+28 - 118+53	SS, CLASS A, TYPE 2	12	26.0
12	12	14	118+76 - 118+51	SS, CLASS A, TYPE 2	12	25.0
13	13	14	118+26 - 118+51	SS, CLASS A, TYPE 2	12	25.0

FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURE AND PIPE SCHEDULE U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\p\dot\jimenezjl\d0274265\P102812-Design.dgn	DRAWN -	REVISED -	353			23N-2	COOK	75	34		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 60T19					
	PLOT DATE = 10/18/2013	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO



LEGEND

- 1 POLYUREA PAVEMENT MARKING, 4" WHITE
- 2 POLYUREA PAVEMENT MARKING, 4" YELLOW
- 3 POLYUREA PAVEMENT MARKING, 4" DOUBLE YELLOW, 11" C-C
- 4 POLYUREA PAVEMENT MARKING, 12" WHITE
- 5 POLYUREA PAVEMENT MARKING, 24" WHITE
- 6 POLYUREA PAVEMENT MARKING, 6" WHITE
- 7 POLYUREA PAVEMENT MARKING, LETTERS AND SYMBOLS, WHITE
- 8 THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE YELLOW 11" C-C
- 9 THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL YELLOW LINE @ 45°
- 10 THERMOPLASTIC PAVEMENT MARKING, 6" WHITE
- 11 THERMOPLASTIC PAVEMENT MARKING, 4" WHITE



FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING & LANDSCAPING PLAN U.S. RTE. 30 (LINCOLN HWY) AT WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	Plot Scale = 100.0000' / in.	DRAWN -	REVISED -			353	23N-2	COOK	75	35	
	PLOT DATE = 10/17/2013	CHECKED -	REVISED -			CONTRACT NO. 60T19					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

TEMPORARY TRAFFIC SIGNAL NOTES

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12 INCHES (300 MM). TRAFFIC SIGNAL SECTIONS SHALL BE LED WITH EXPANDABLE VIEW, UNLESS OTHERWISE APPROVED BY THE ENGINEER. PEDESTRIAN SIGNAL HEADS SHALL BE LIGHT EMITTING DIODE (LED) PEDESTRIAN COUNTDOWN SIGNAL HEADS EXCEPT WHEN TEMPORARY TRAFFIC SIGNAL IS INSTALLED AT AN INTERSECTION INTERCONNECTED WITH A RAILROAD GRADE CROSSING. WHEN A TEMPORARY TRAFFIC SIGNAL IS INSTALLED AT AN INTERSECTION INTERCONNECTED WITH A RAILROAD GRADE CROSSING, LIGHT EMITTING DIODE (LED) PEDESTRIAN SIGNAL HEADS SHALL BE FURNISHED. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH EXTRA CABLE LENGTH TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAMES AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT AT NO ADDITIONAL COST TO THE CONTRACT.
6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. ALL TEMPORARY TRAFFIC SIGNAL INSTALLATIONS SHALL HAVE UNINTERRUPTIBLE POWER SUPPLY (UPS). THE UPS CABINET SHALL BE MOUNTED TO THE TEMPORARY TRAFFIC SIGNAL CABINET AND MEET THE REQUIREMENTS OF UNINTERRUPTIBLE POWER SUPPLY IN DIVISIONS 800 AND 1000 OF THESE SPECIFICATIONS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. PEDESTRIAN PUSH BUTTONS SHALL BE PROVIDED FOR ALL PEDESTRIAN SIGNAL HEADS/PHASES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER. DETECTION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN TEMPORARY TRAFFIC SIGNAL INSTALLATION PAY ITEM.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

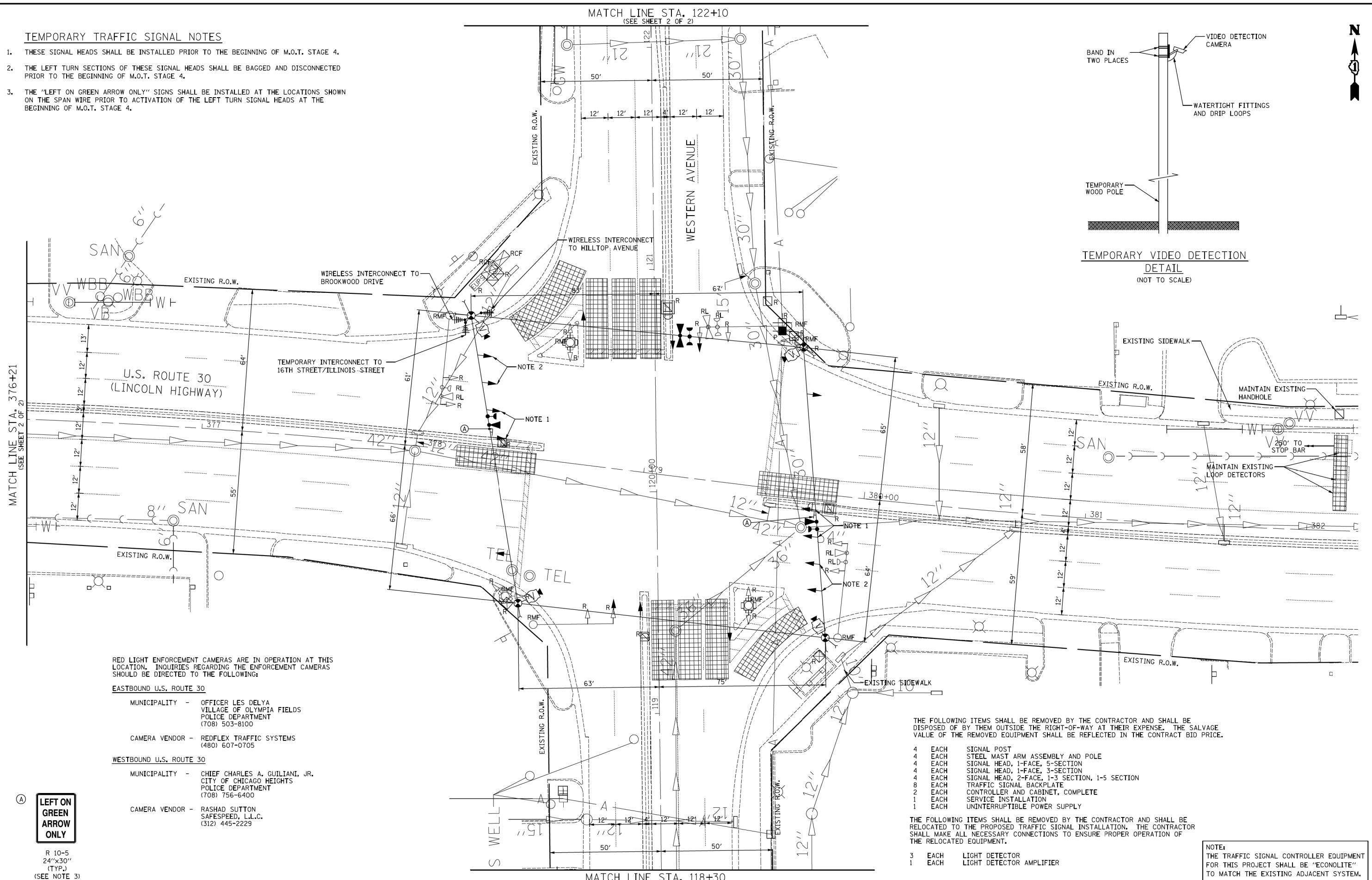
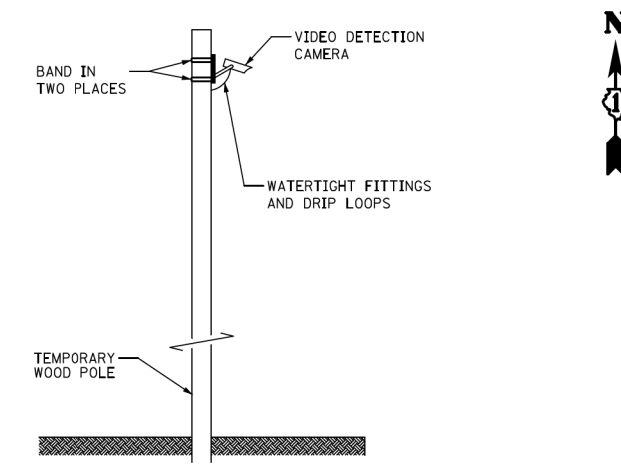
TRAFFIC SIGNAL GENERAL NOTES

1. IF THIS CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.
2. THE MASTER CONTROLLERS FOR TWO IDOT SIGNAL SYSTEMS ARE CURRENTLY LOCATED AT THE INTERSECTION OF U.S. ROUTE 30 AND WESTERN AVENUE IN TWO SEPARATE CABINETS. BOTH SYSTEMS SHALL BE MAINTAINED DURING CONSTRUCTION USING SEPARATE MASTER CONTROLLERS BOTH LOCATED IN THE TEMPORARY TRAFFIC SIGNAL CABINET. A SUPER "R" CABINET, TYPE V SHALL BE INSTALLED AT THE INTERSECTION CONTAINING NEW MASTER CONTROLLERS FOR BOTH SYSTEMS.
3. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDER, MEDIAN, 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.
4. THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEMS.

FILE NAME =	USER NAME = jimenzej1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL GENERAL NOTES U.S. RTE. 30 (LINCOLN HWY) & WESTERN AVE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw\work\p1dot\jimenzej1\d0274265\102812-Design.dgn	DRAWN -	REVISED -	353			23N-2	COOK	75	36		
Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -			CONTRACT NO. 60T19					
	PLOT DATE = 10/17/2013	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO
ILLINOIS FED. AID PROJECT											

TEMPORARY TRAFFIC SIGNAL NOTES

1. THESE SIGNAL HEADS SHALL BE INSTALLED PRIOR TO THE BEGINNING OF M.O.T. STAGE 4.
2. THE LEFT TURN SECTIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED PRIOR TO THE BEGINNING OF M.O.T. STAGE 4.
3. THE "LEFT ON GREEN ARROW ONLY" SIGNS SHALL BE INSTALLED AT THE LOCATIONS SHOWN ON THE SPAN WIRE PRIOR TO ACTIVATION OF THE LEFT TURN SIGNAL HEADS AT THE BEGINNING OF M.O.T. STAGE 4.



RED LIGHT ENFORCEMENT CAMERAS ARE IN OPERATION AT THIS LOCATION. INQUIRIES REGARDING THE ENFORCEMENT CAMERAS SHOULD BE DIRECTED TO THE FOLLOWING:

EASTBOUND U.S. ROUTE 30

MUNICIPALITY - OFFICER LES DELYA
VILLAGE OF OLYMPIA FIELDS
POLICE DEPARTMENT
(708) 503-8100

CAMERA VENDOR - REDFLEX TRAFFIC SYSTEMS
(480) 607-0705

WESTBOUND U.S. ROUTE 30

MUNICIPALITY - CHIEF CHARLES A. GUILIANI, JR.
CITY OF CHICAGO HEIGHTS
POLICE DEPARTMENT
(708) 756-6400

CAMERA VENDOR - RASHAD SUTTON
SAFESPEED, L.L.C.
(312) 445-2229

LEFT ON GREEN ARROW ONLY
R 10-5
24"x30"
(TYP.)
(SEE NOTE 3)

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

- 4 EACH SIGNAL POST
- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 4 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
- 4 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
- 8 EACH TRAFFIC SIGNAL BACKPLATE
- 2 EACH CONTROLLER AND CABINET, COMPLETE
- 1 EACH SERVICE INSTALLATION
- 1 EACH UNINTERRUPTIBLE POWER SUPPLY

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE RELOCATED TO THE PROPOSED TRAFFIC SIGNAL INSTALLATION. THE CONTRACTOR SHALL MAKE ALL NECESSARY CONNECTIONS TO ENSURE PROPER OPERATION OF THE RELOCATED EQUIPMENT.

- 3 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE 'ECONOLITE' TO MATCH THE EXISTING ADJACENT SYSTEM.



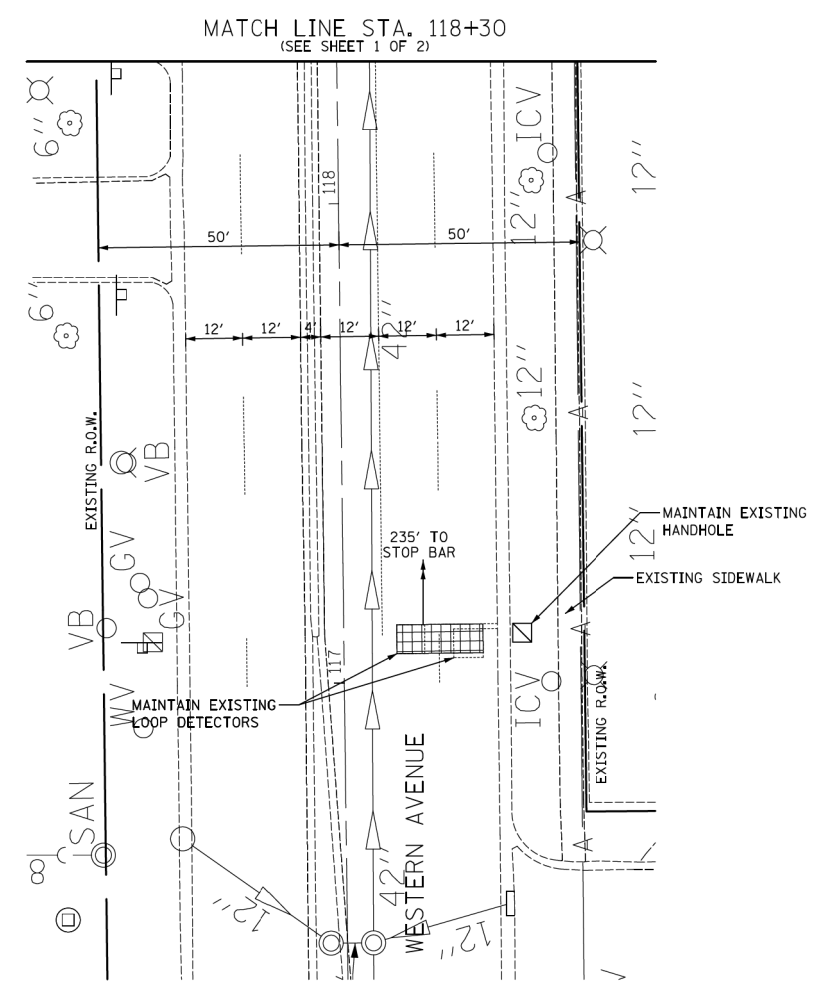
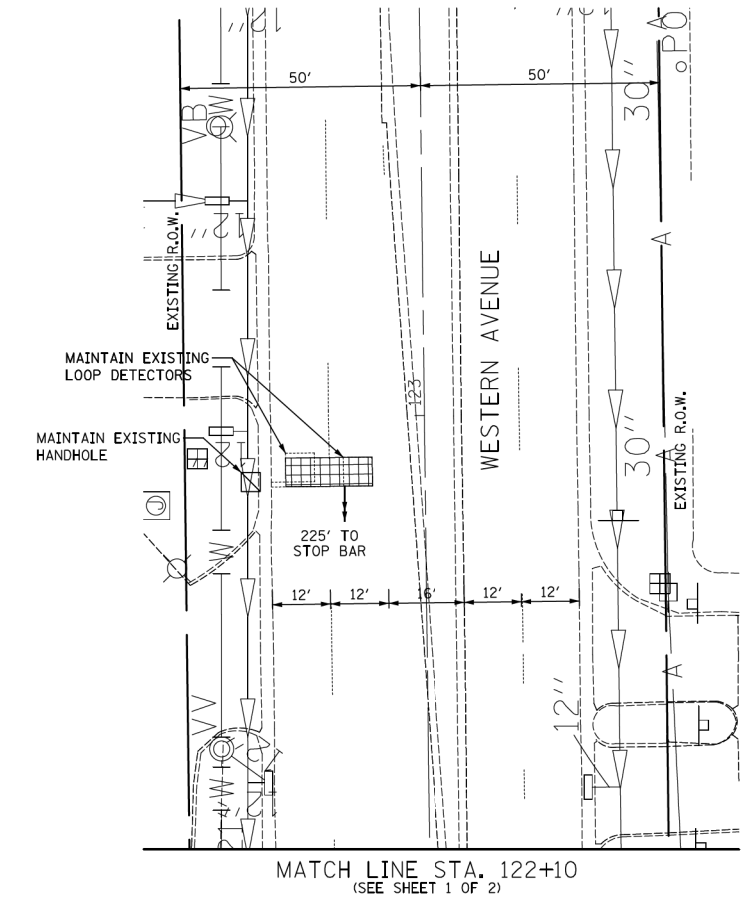
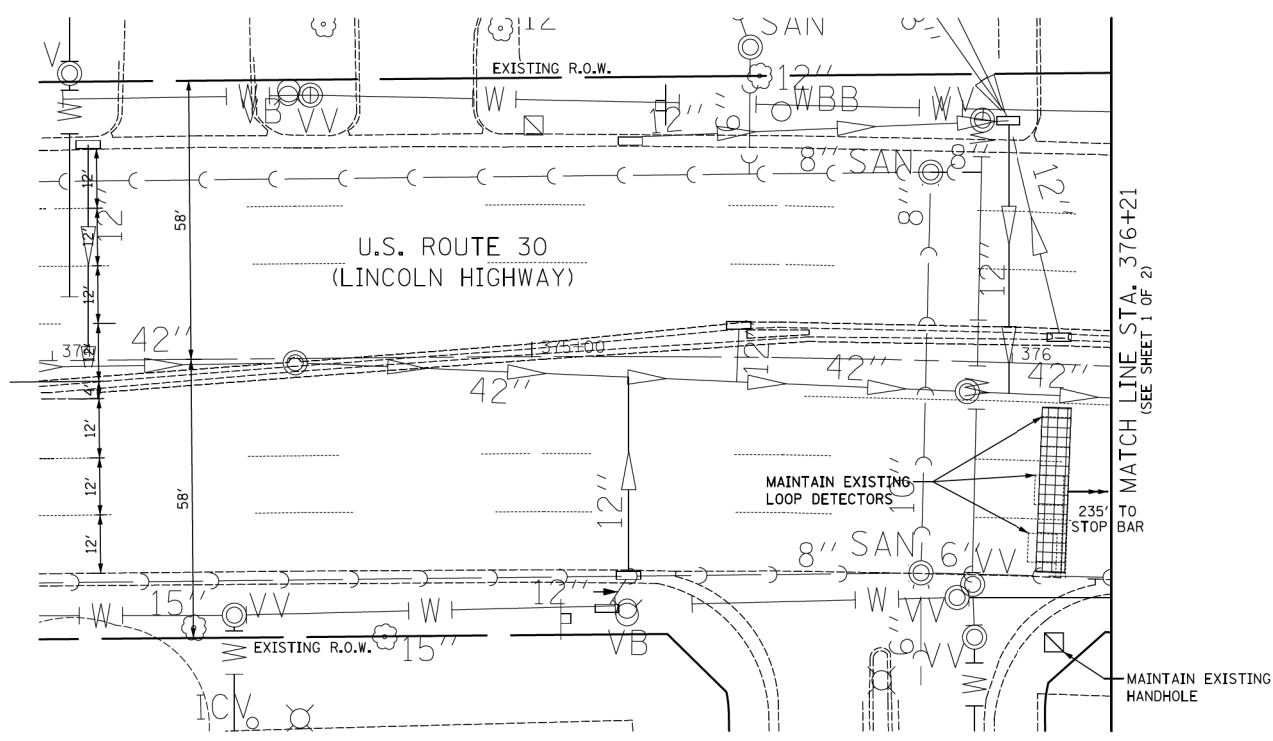
USER NAME = jje	DESIGNED - BRD	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - JRT	REVISED -
PLOT DATE = 9/30/2013	CHECKED - JJE	REVISED -
	DATE - 09/27/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN
U.S. ROUTE 30 (LINCOLN HWY.) & WESTERN AVENUE**

F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 37
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. TO STA.



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE 'ECONOLITE' TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = jje	DESIGNED - BRD	REVISED -
	DRAWN - JRT	REVISED -
PLOT SCALE = 20.0000' / 1"	CHECKED - JJE	REVISED -
PLOT DATE = 9/30/2013	DATE - 09/27/2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

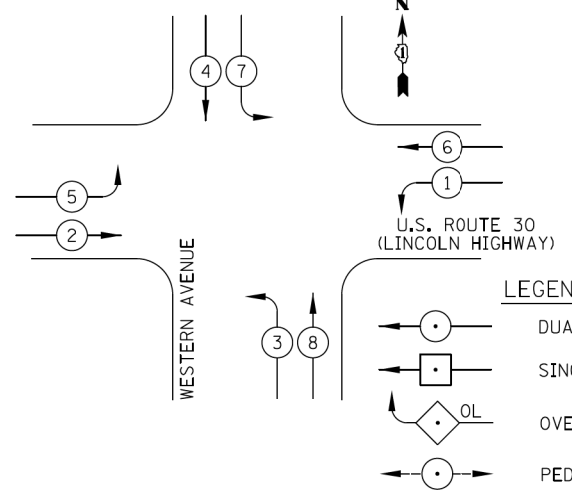
**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN
 U.S. ROUTE 30 (LINCOLN HWY.) & WESTERN AVENUE**

SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

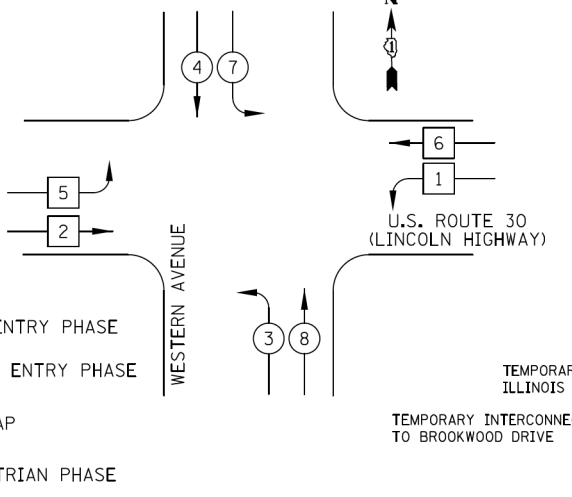
F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 38
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



TEMPORARY CONTROLLER SEQUENCE
EXISTING CONDITIONS AND
M.O.T. STAGES 1 - 3



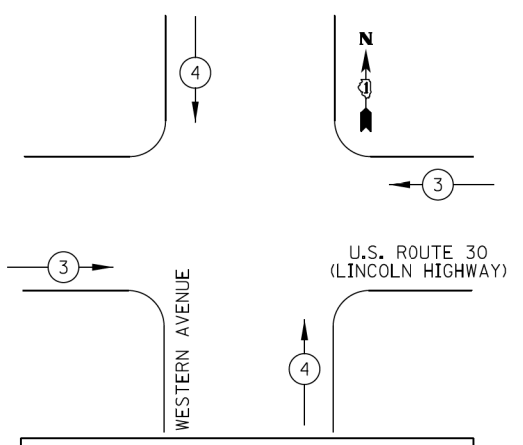
TEMPORARY CONTROLLER SEQUENCE
M.O.T. STAGE 4 AND
FINAL CONFIGURATION



LEGEND

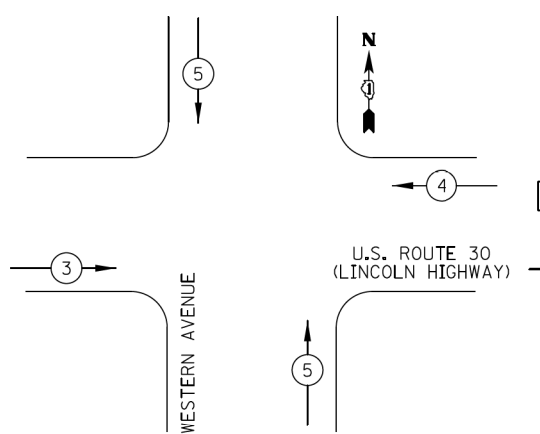
- DUAL ENTRY PHASE
 - SINGLE ENTRY PHASE
 - ◇ OL OVERLAP
 - PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

TEMPORARY EMERGENCY VEHICLE
PREEMPTION SEQUENCE
EXISTING CONDITIONS AND
M.O.T. STAGES 1 - 3

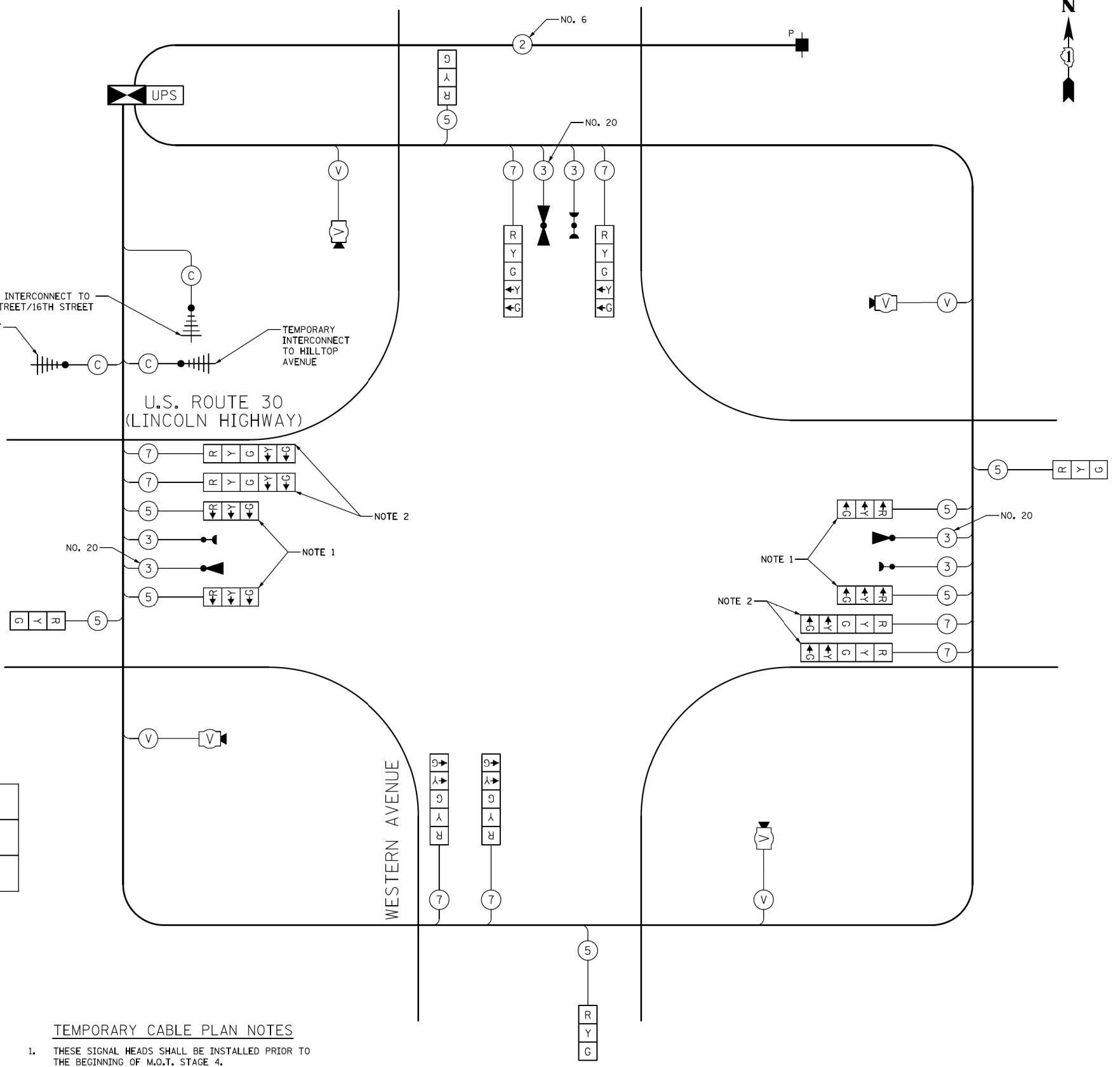


PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	→ ←	↑ ↓

TEMPORARY EMERGENCY VEHICLE
PREEMPTION SEQUENCE
M.O.T. STAGE 4 AND
FINAL CONFIGURATION



PROPOSED EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→ ←	← →	↑ ↓



TEMPORARY CABLE PLAN NOTES

1. THESE SIGNAL HEADS SHALL BE INSTALLED PRIOR TO THE BEGINNING OF M.O.T. STAGE 4.
2. THE LEFT TURN INDICATIONS OF THESE SIGNAL HEADS SHALL BE BAGGED AND DISCONNECTED PRIOR TO THE BEGINNING OF M.O.T. STAGE 4.

TEMPORARY CABLE PLAN
NOT TO SCALE

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE 'ECONOLITE' TO MATCH THE EXISTING ADJACENT SYSTEM.

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	16	INCAND.	17	0.50	136
(YELLOW)	8		25	0.25	50
(GREEN)	8		15	0.25	30
ARROW	16		12	0.10	19
PED. SIGNAL	0		25	1.00	
CONTROLLER	1		100	1.00	100
VIDEO SYSTEM	1		150	1.00	150
TOTAL =					485

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

ENERGY SUPPLY: CONTACT: EARL WASHINGTON
PHONE: (708) 235-2443
COMPANY: COM ED

USER NAME = jje	DESIGNED - BRD	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - JRT	REVISED -
PLOT DATE = 9/27/2013	CHECKED - JJE	REVISED -
	DATE - 09/27/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM, AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE U.S. ROUTE 30 (LINCOLN HWY.) & WESTERN AVENUE		
NOT TO SCALE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.

F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 39
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL NOTES

1. THE PROPOSED SUPER R, TYPE V CONTROLLER CABINET SHALL HOUSE A NEW LOCAL CONTROLLER AND TWO NEW MASTER CONTROLLERS, ONE FOR THE U.S. ROUTE 30 SYSTEM (IDOT SYSTEM #53) AND ONE FOR THE WESTERN AVENUE SYSTEM (IDOT SYSTEM #124).
2. THE EXISTING DETECTOR LOOPS SHALL BE CONNECTED TO THE PROPOSED CONTROLLER WITH NEW LEAD-IN CABLES. THE OPERATION OF THE EXISTING LOOPS SHALL BE TESTED ONCE THIS IS COMPLETED. SHOULD ANY OF THE LOOPS BE FOUND TO BE NON-OPERATIONAL, NEW LOOPS SHALL BE INSTALLED AND PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "LOOP DETECTOR, TYPE 1".

RED LIGHT ENFORCEMENT CAMERAS ARE IN OPERATION AT THIS LOCATION. INQUIRIES REGARDING THE ENFORCEMENT CAMERAS SHOULD BE DIRECTED TO THE FOLLOWING:

EASTBOUND U.S. ROUTE 30

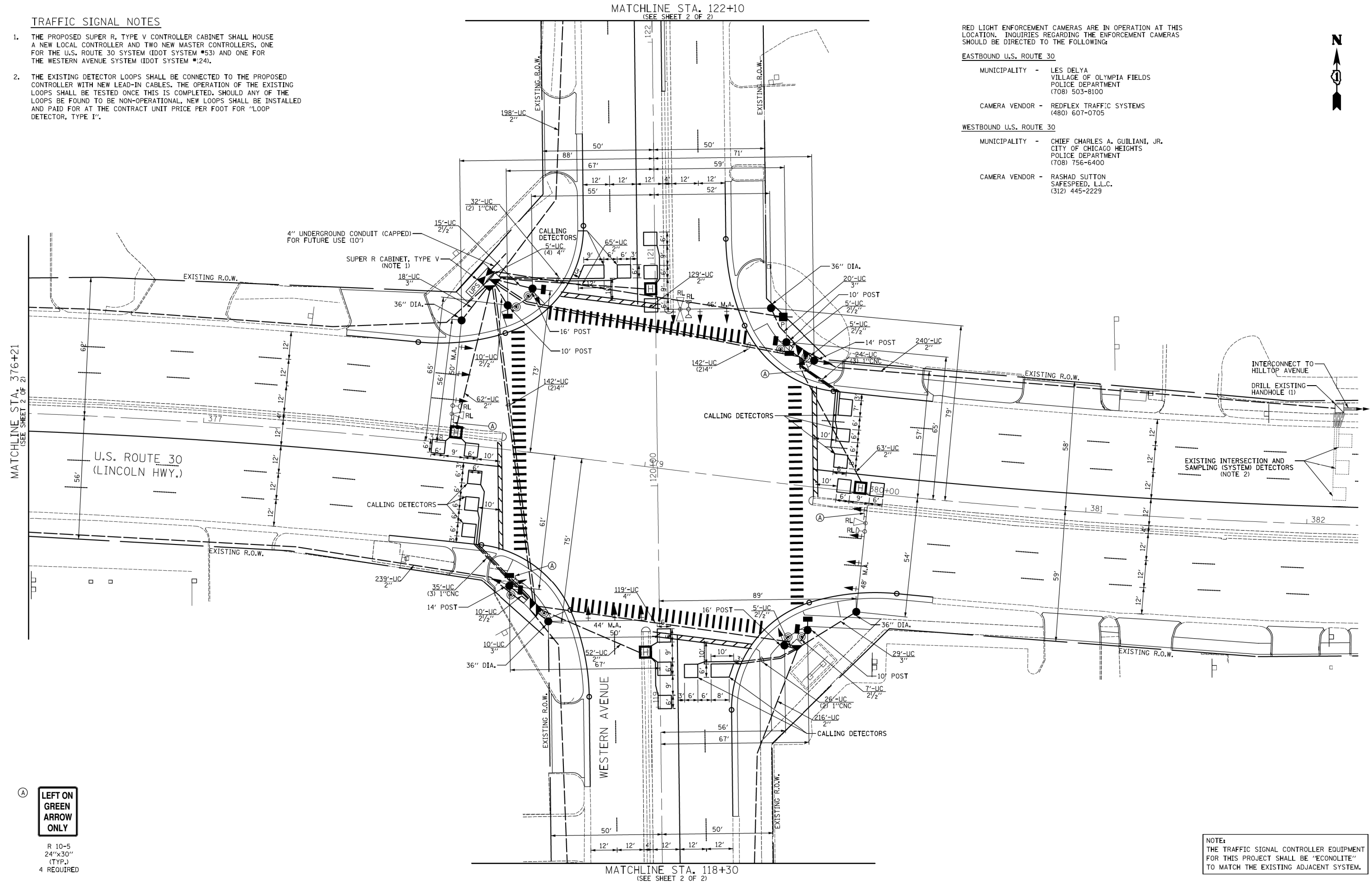
MUNICIPALITY - LES DELYA
VILLAGE OF OLYMPIA FIELDS
POLICE DEPARTMENT
(708) 503-8100

CAMERA VENDOR - REDFLEX TRAFFIC SYSTEMS
(480) 607-0705

WESTBOUND U.S. ROUTE 30

MUNICIPALITY - CHIEF CHARLES A. GUILIANI, JR.
CITY OF CHICAGO HEIGHTS
POLICE DEPARTMENT
(708) 756-6400

CAMERA VENDOR - RASHAD SUTTON
SAFESPEED, L.L.C.
(312) 445-2229



MATCHLINE STA. 376+21
(SEE SHEET 2 OF 2)

MATCHLINE STA. 122+10
(SEE SHEET 2 OF 2)

MATCHLINE STA. 118+30
(SEE SHEET 2 OF 2)

Ⓐ LEFT ON GREEN ARROW ONLY

R 10-5
24"x30"
(TYP.)
4 REQUIRED

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE 'ECONOLITE' TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = jje	DESIGNED - BRD	REVISED -
	DRAWN - JRT	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - JJE	REVISED -
PLOT DATE = 9/27/2013	DATE - 09/27/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN
U.S. ROUTE 30 (LINCOLN HWY.) & WESTERN AVENUE**

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

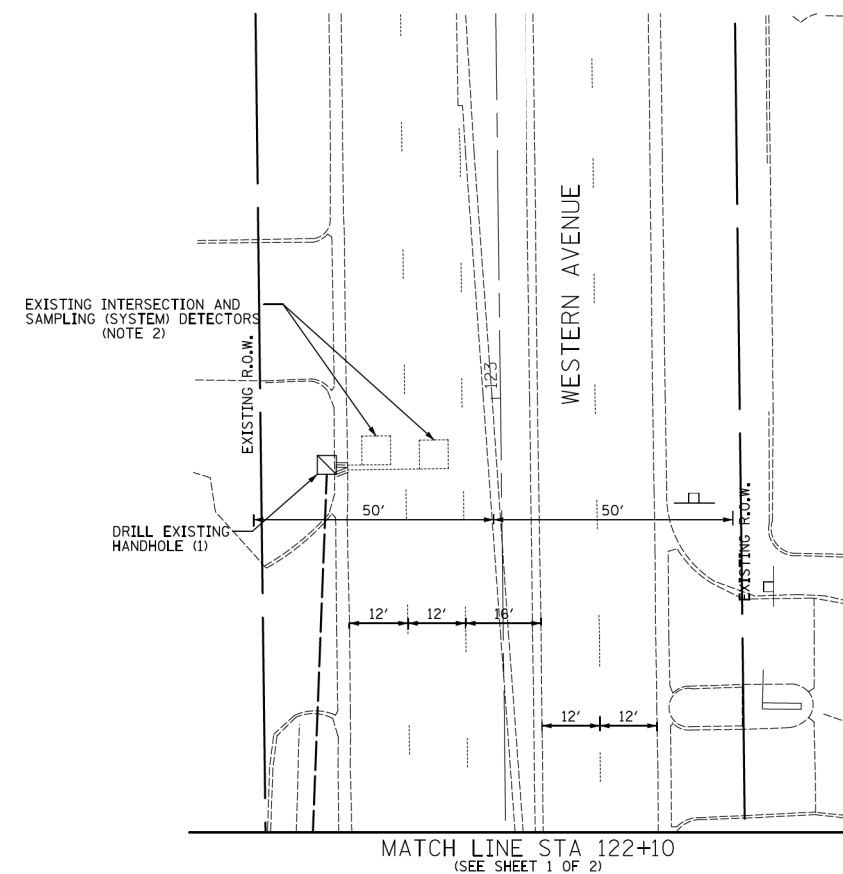
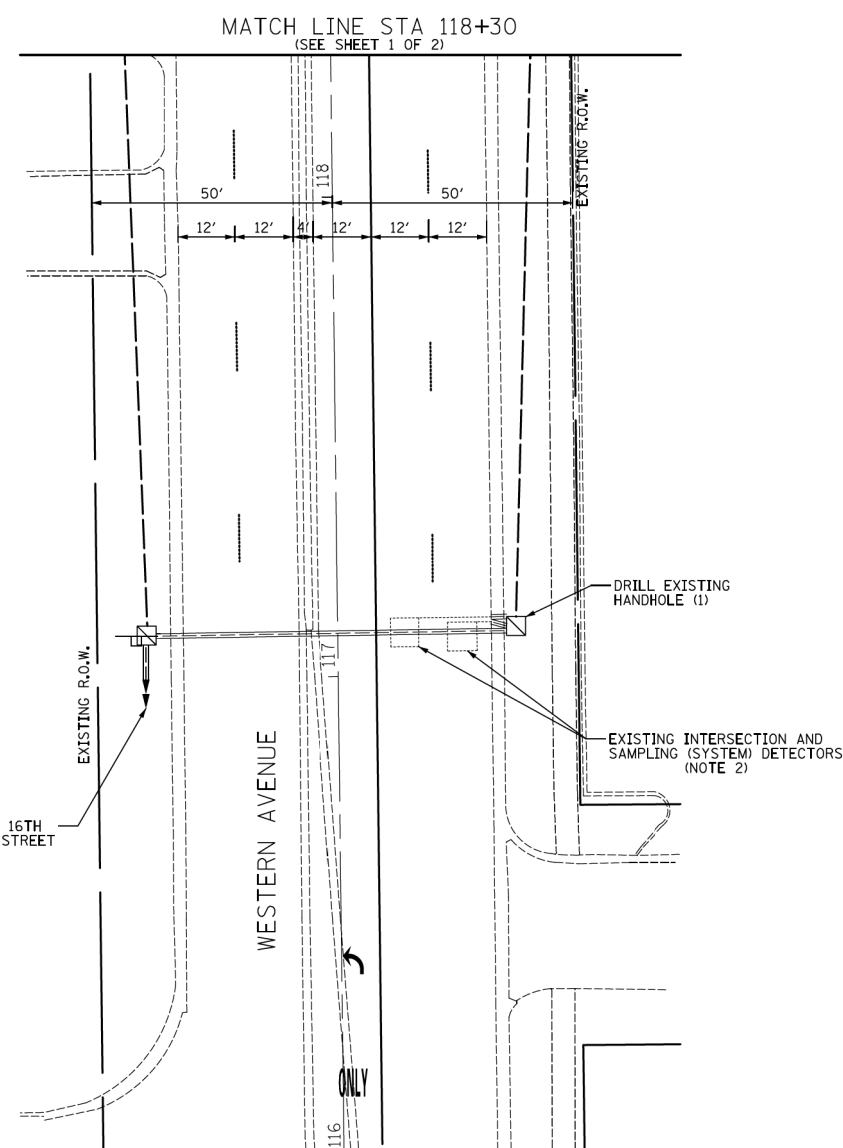
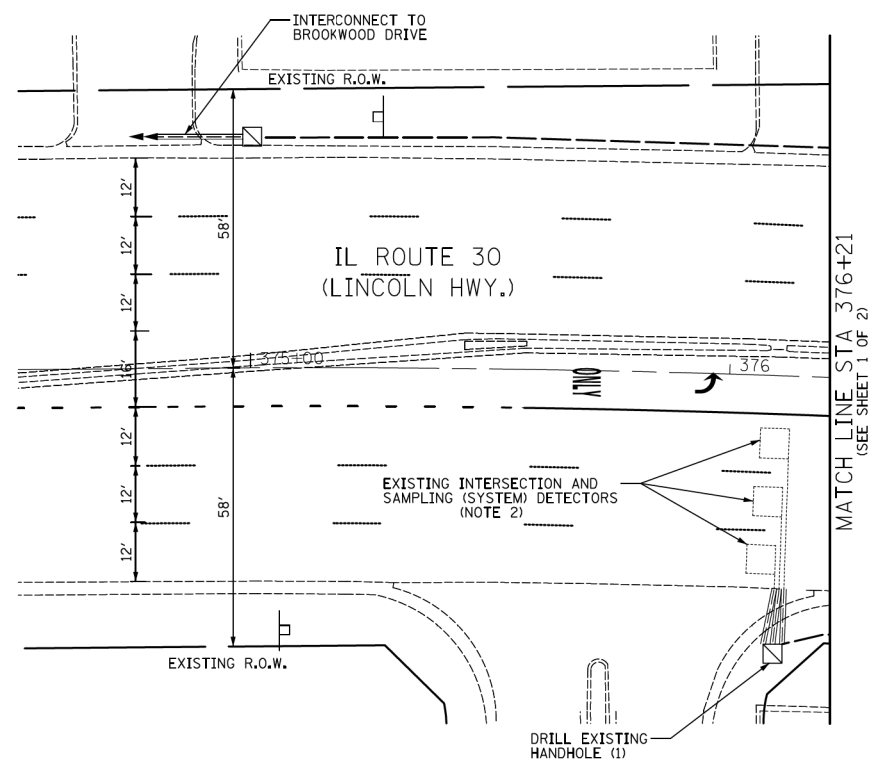
F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 40
CONTRACT NO. 60T19				

ILLINOIS FED. AID PROJECT



TRAFFIC SIGNAL NOTES

1. THE PROPOSED SUPER R, TYPE V CONTROLLER CABINET SHALL HOUSE A NEW LOCAL CONTROLLER AND TWO NEW MASTER CONTROLLERS, ONE FOR THE U.S. ROUTE 30 SYSTEM (IDOT SYSTEM #53) AND ONE FOR THE WESTERN AVENUE SYSTEM (IDOT SYSTEM #124).
2. THE EXISTING DETECTOR LOOPS SHALL BE CONNECTED TO THE PROPOSED CONTROLLER WITH INSTALLATION OF NEW LEAD-IN CABLES. THE OPERATION OF THE EXISTING LOOPS SHALL THEN BE TESTED. SHOULD ANY OF THE LOOPS BE FOUND TO BE NON-OPERATIONAL, NEW LOOPS SHALL BE INSTALLED AND PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR "LOOP DETECTOR, TYPE I".



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE 'ECONOLITE' TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = jje	DESIGNED - BRD	REVISED -
	DRAWN - JRT	REVISED -
PLOT SCALE = 20.0000' / 1" =	CHECKED - JJE	REVISED -
PLOT DATE = 9/27/2013	DATE - 09/27/2013	REVISED -

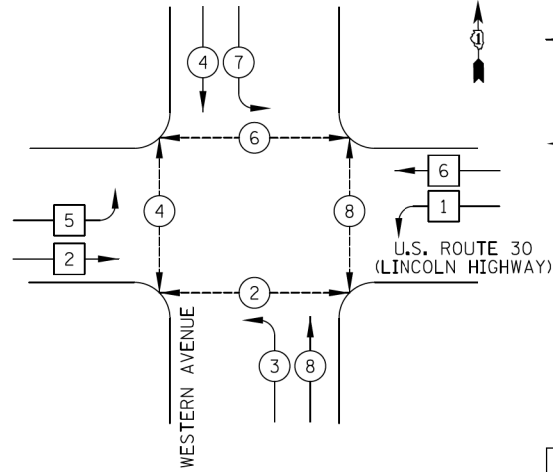
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN
U.S. ROUTE 30 (LINCOLN HWY.) & WESTERN AVENUE**

SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0353	23N-2	COOK	75	41
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				

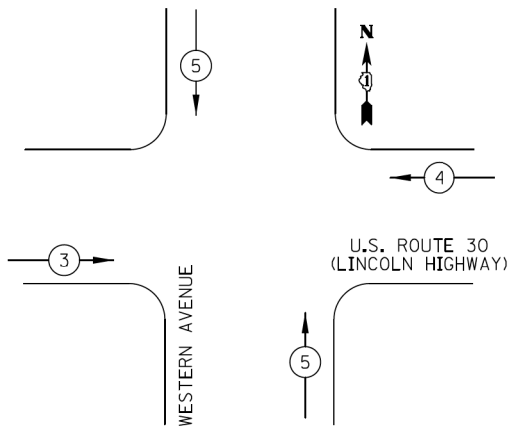
PROPOSED CONTROLLER SEQUENCE



LEGEND

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

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



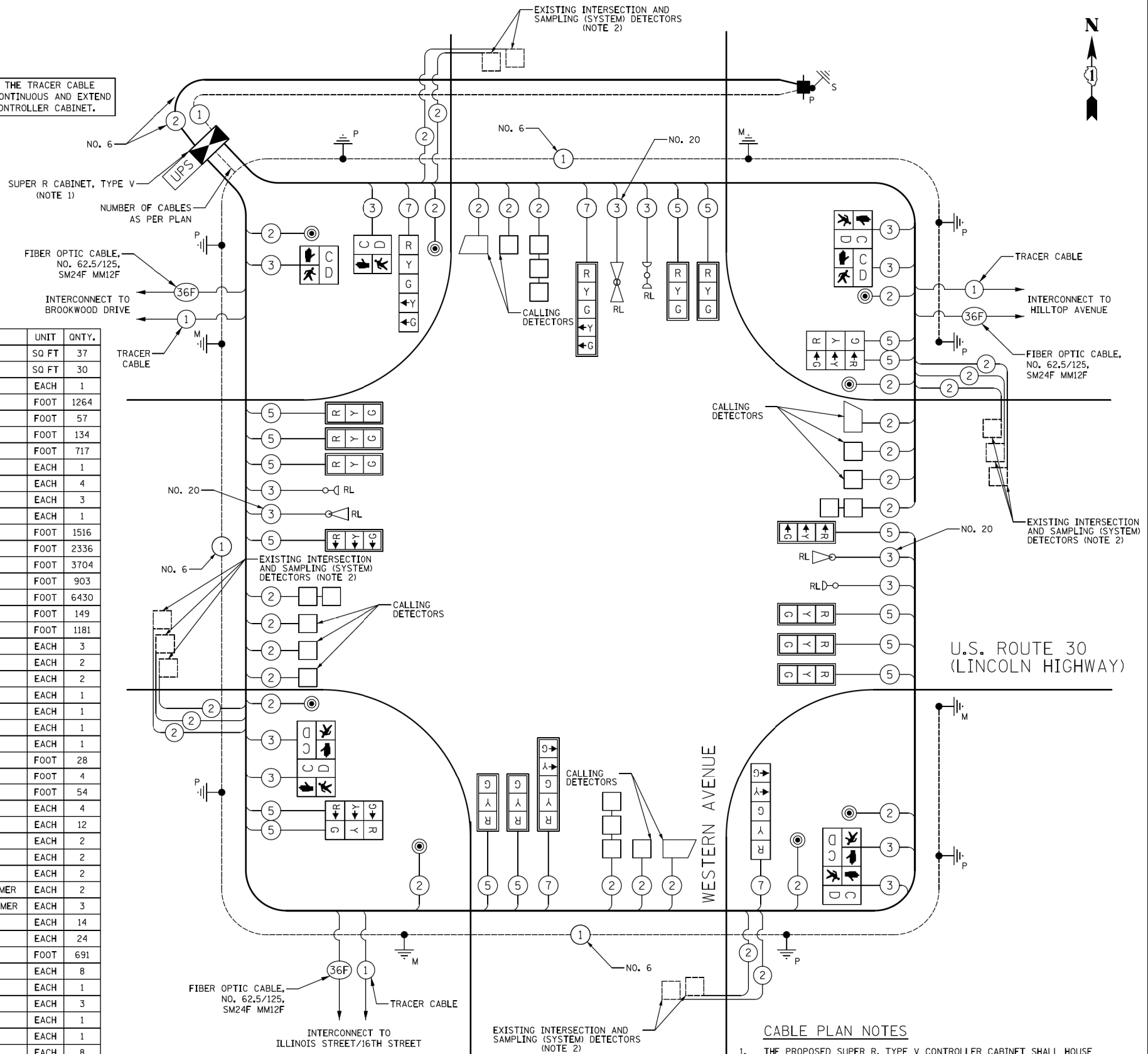
PROPOSED EMERGENCY VEHICLE PREEMPTORS

EMERGENCY VEHICLE PREEMPTOR	3	4	5
MOVEMENT	→	←	↕

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY.
SIGN PANEL - TYPE 1	SQ FT	37
SIGN PANEL - TYPE 2	SQ FT	30
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1264
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	57
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	134
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	717
HANDHOLE	EACH	1
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	3
TRANSCIVER - FIBER OPTIC	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1516
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2336
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3704
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	903
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	6430
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	149
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1181
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 50 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	28
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	54
DRILL EXISTING HANDHOLE	EACH	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	12
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 3 SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	14
INDUCTIVE LOOP DETECTOR	EACH	24
DETECTOR LOOP, TYPE I	FOOT	691
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
* RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	3
* RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	8
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	10
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	762
FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
MASTER CONTROLLER (SPECIAL)	EACH	2
UNINTERRUPTIBLE POWER SUPPLY SPECIAL	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1
*100% COST TO CITY OF CHICAGO HEIGHTS		

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.



CABLE PLAN NOTES

- THE PROPOSED SUPER R, TYPE V CONTROLLER CABINET SHALL HOUSE A NEW LOCAL CONTROLLER AND TWO NEW MASTER CONTROLLERS, ONE FOR THE U.S. ROUTE 30 SYSTEM (IDOT SYSTEM #53) AND ONE FOR THE WESTERN AVENUE SYSTEM (IDOT SYSTEM #124).
- THE EXISTING DETECTOR LOOPS SHALL BE CONNECTED TO THE PROPOSED CONTROLLER WITH INSTALLATION OF NEW LEAD-IN CABLES. THE OPERATION OF THE EXISTING LOOPS SHALL THEN BE TESTED. SHOULD ANY OF THE LOOPS BE FOUND TO BE NON-OPERATIONAL, NEW LOOPS SHALL BE INSTALLED AND PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR 'LOOP DETECTOR, TYPE 1'.

NOTE: THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CABLE PLAN NOT TO SCALE

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	18		17	0.50	153
(YELLOW)	18		25	0.25	113
(GREEN)	18		15	0.25	68
ARROW	8		12	0.10	10
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
TOTAL =					644

ENERGY COSTS TO: ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, IL 60196-1096
ENERGY SUPPLY: CONTACT: EARL WASHINGTON
PHONE: (708) 235-2443
COMPANY: COM ED



USER NAME = jje
DESIGNED - BRD
DRAWN - JRT
CHECKED - JJE
DATE - 09/27/2013
PLOT SCALE = 20.0000' / 1" =
PLOT DATE = 9/27/2013

REVISOR -
REVISOR -
REVISOR -
REVISOR -
REVISOR -

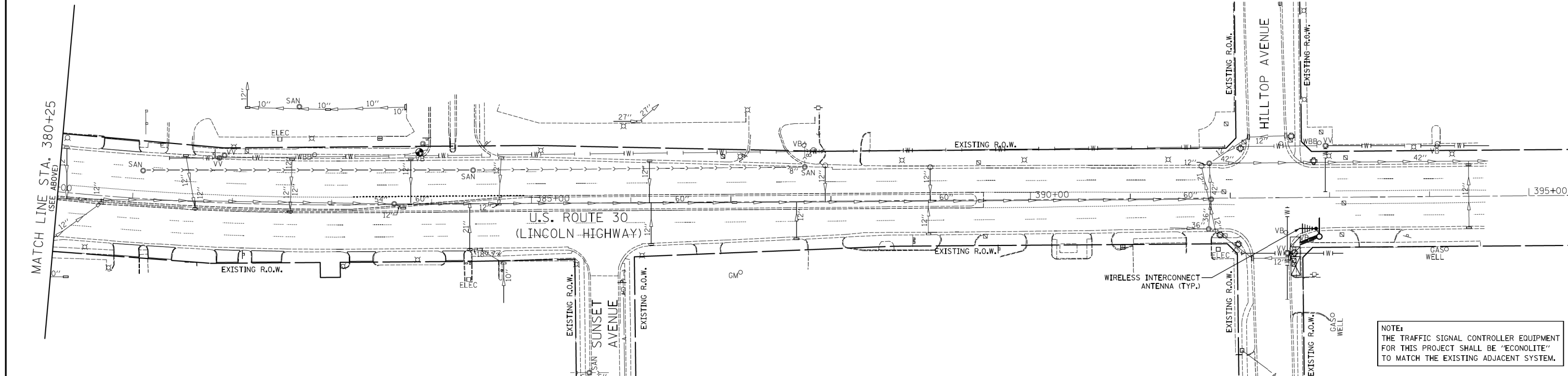
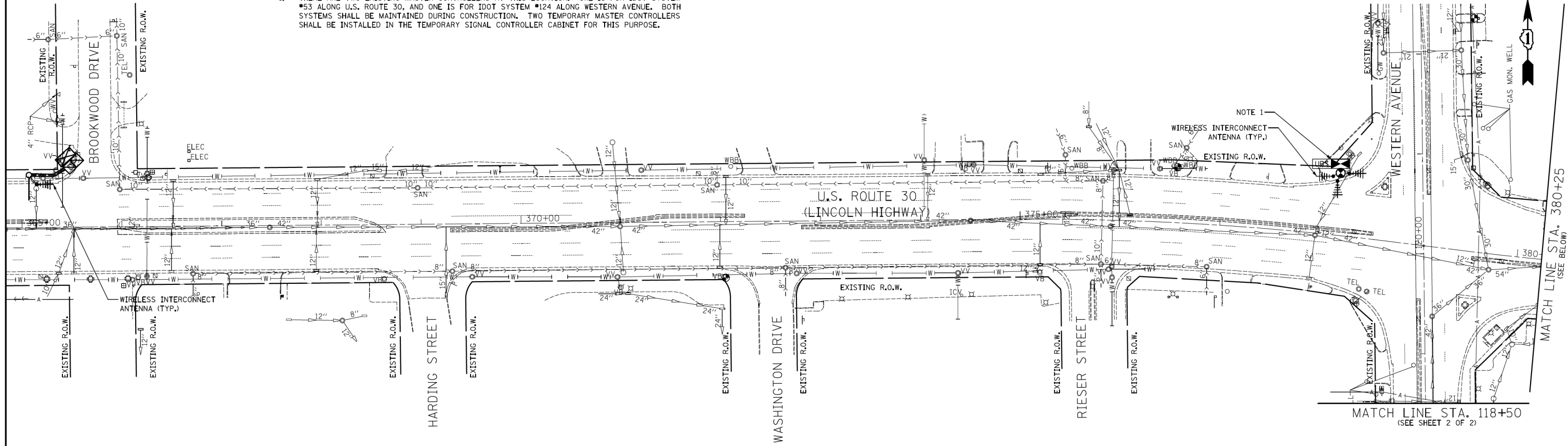
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM,
EMERGENCY VEHICLE PREEMPTION SEQUENCE & SCHEDULE OF QUANTITIES
U.S. ROUTE 30 (LINCOLN HWY.) & WESTERN AVENUE**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0353	23N-2	COOK	75	42
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				

TEMPORARY INTERCONNECT NOTES

1. THERE ARE TWO EXISTING MASTER CONTROLLERS AT THIS LOCATION. ONE IS FOR IDOT SYSTEM #53 ALONG U.S. ROUTE 30, AND ONE IS FOR IDOT SYSTEM #124 ALONG WESTERN AVENUE. BOTH SYSTEMS SHALL BE MAINTAINED DURING CONSTRUCTION. TWO TEMPORARY MASTER CONTROLLERS SHALL BE INSTALLED IN THE TEMPORARY SIGNAL CONTROLLER CABINET FOR THIS PURPOSE.



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE 'ECONOLITE' TO MATCH THE EXISTING ADJACENT SYSTEM.



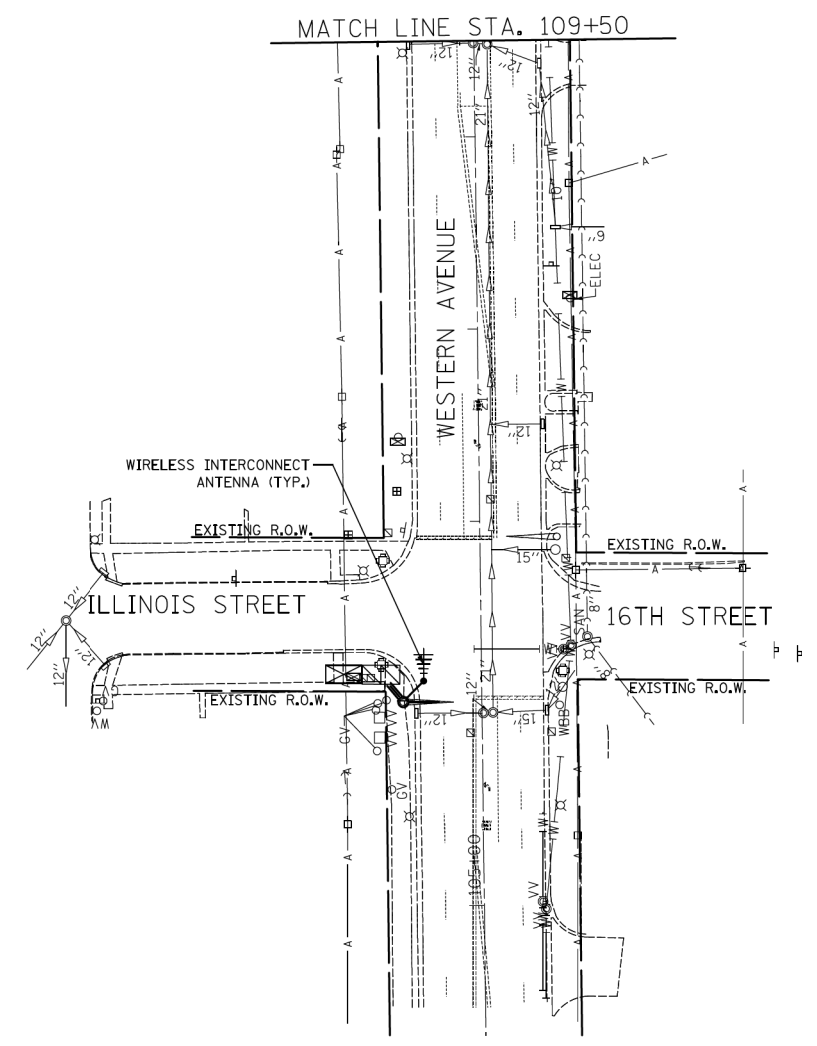
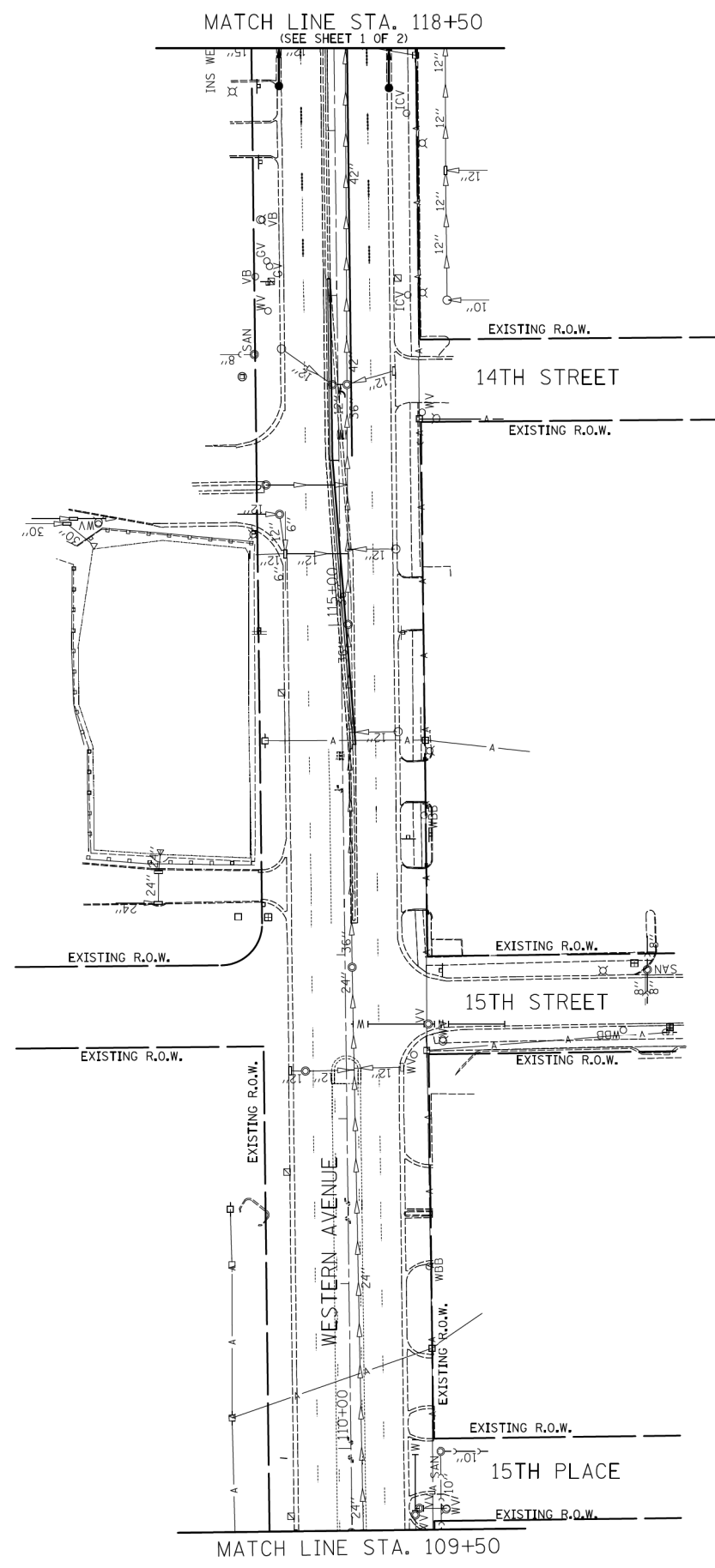
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PLOT DATE = 9/30/2013	DATE - 09/27/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY INTERCONNECT PLAN
U.S. ROUTE 30 (LINCOLN HWY.)
BROOKWOOD DRIVE TO HILLTOP AVENUE

SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 43
CONTRACT NO. 60T19				ILLINOIS FED. AID PROJECT



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
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 TO MATCH THE EXISTING ADJACENT SYSTEM.

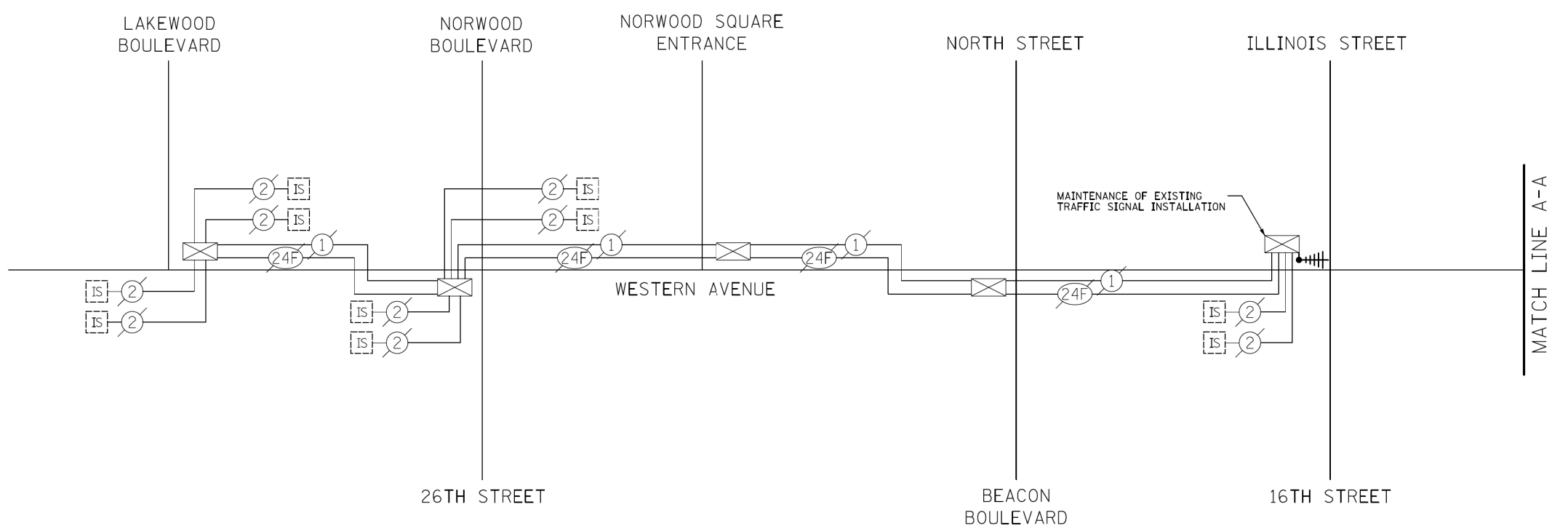
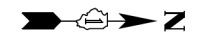
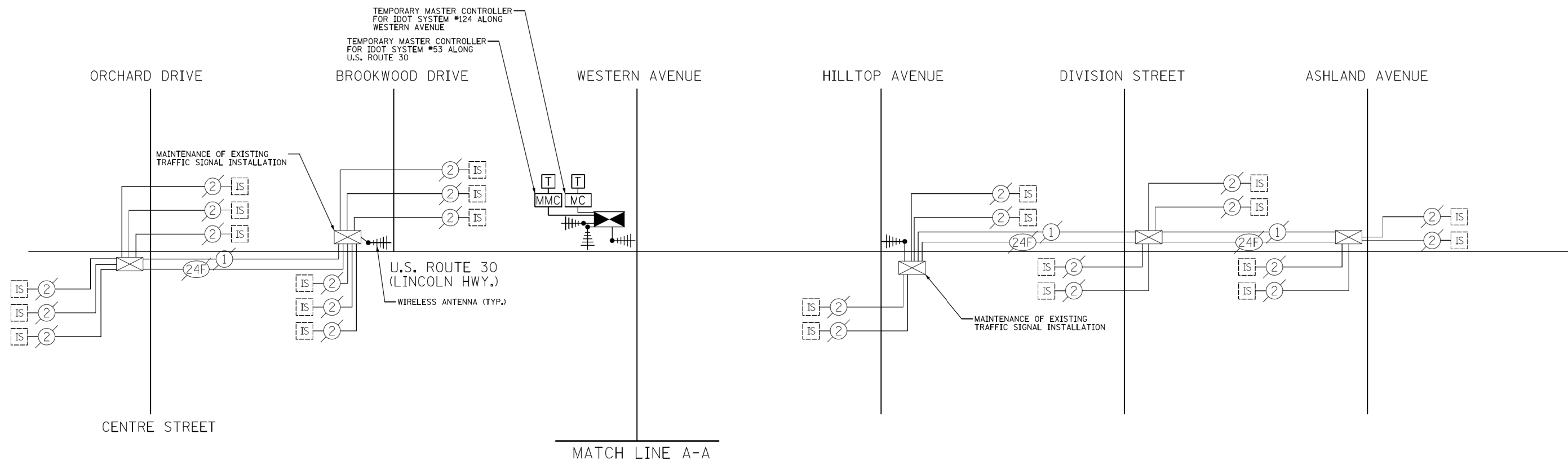


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PLOT DATE = 9/30/2013	DATE - 09/27/2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TEMPORARY INTERCONNECT PLAN		
WESTERN AVENUE		
U.S. ROUTE 30 (LINCOLN HWY.) TO ILLINOIS ST./16TH ST.		
SCALE: 1" = 50'	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.

F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 44
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
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 TO MATCH THE EXISTING ADJACENT SYSTEM.



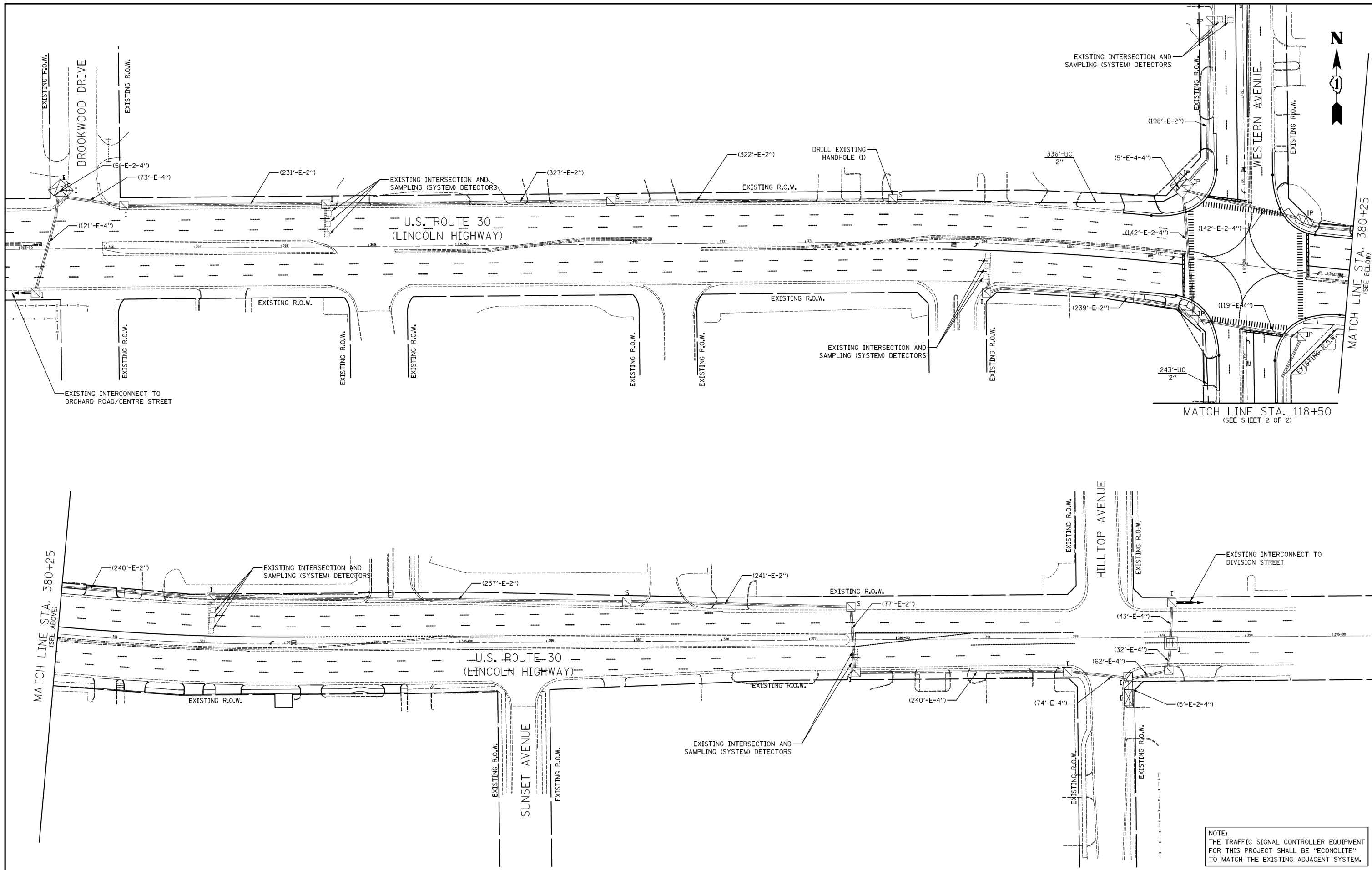
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PLOT DATE = 9/27/2013	DATE - 09/27/2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TEMPORARY INTERCONNECT SCHEMATIC
 U.S. ROUTE 30 (LINCOLN HWY.) & WESTERN AVENUE**

NO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 45
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
 FOR THIS PROJECT SHALL BE 'ECONOLITE'
 TO MATCH THE EXISTING ADJACENT SYSTEM.

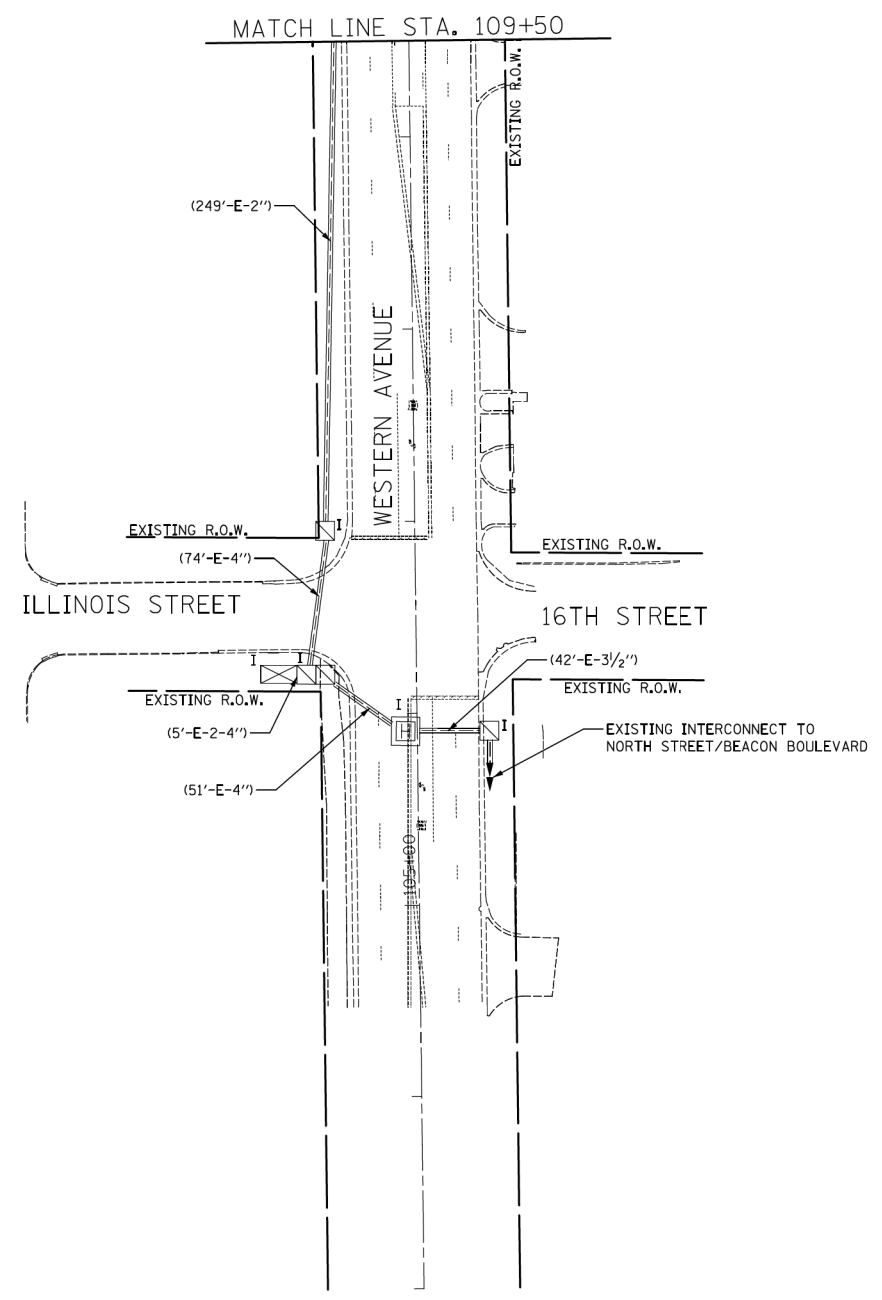
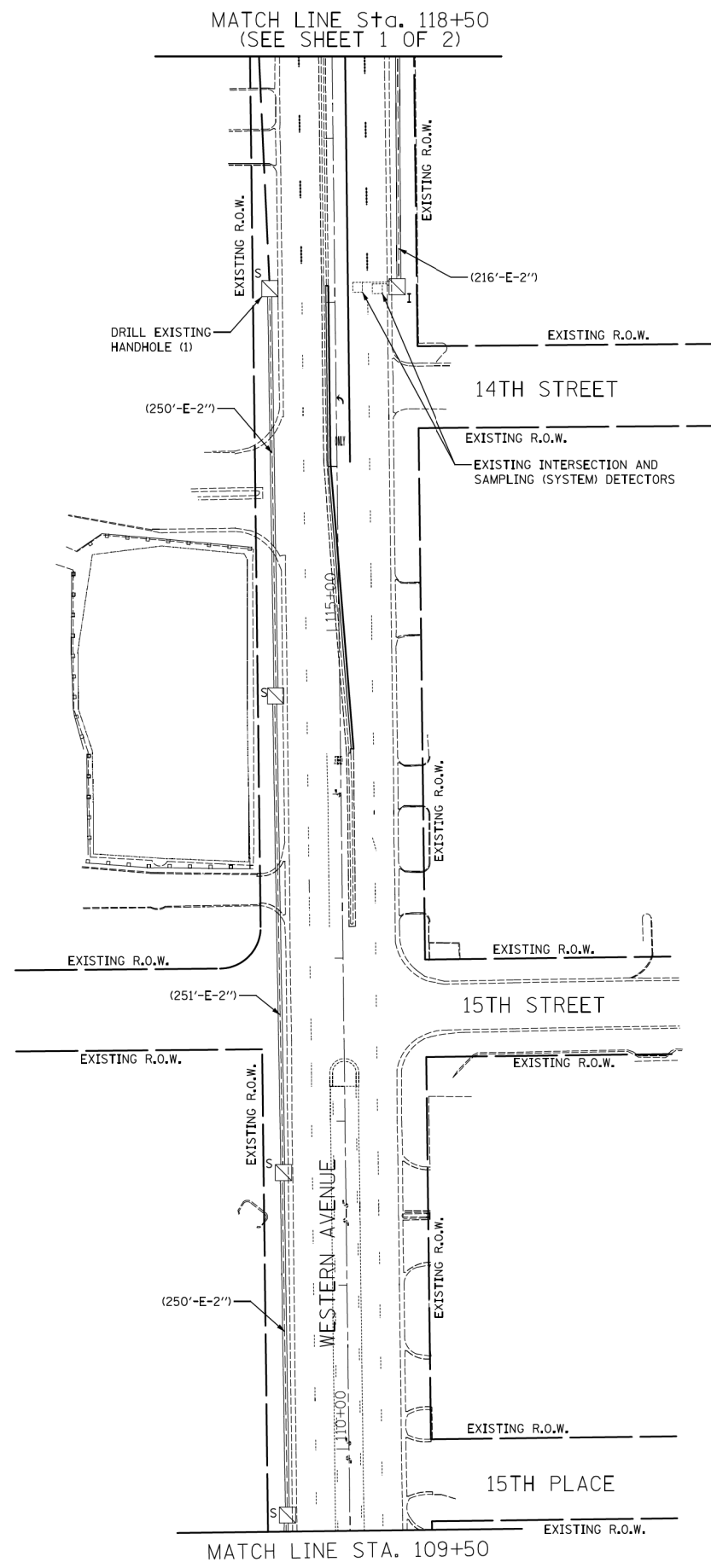


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PLOT DATE = 9/27/2013	DATE - 09/27/2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT PLAN
 U.S. ROUTE 30 (LINCOLN HWY.)
 BROOKWOOD DRIVE TO HILLTOP AVENUE**
 SCALE: 1" = 50' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE. 0353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 46
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
 FOR THIS PROJECT SHALL BE 'ECONOLITE'
 TO MATCH THE EXISTING ADJACENT SYSTEM.



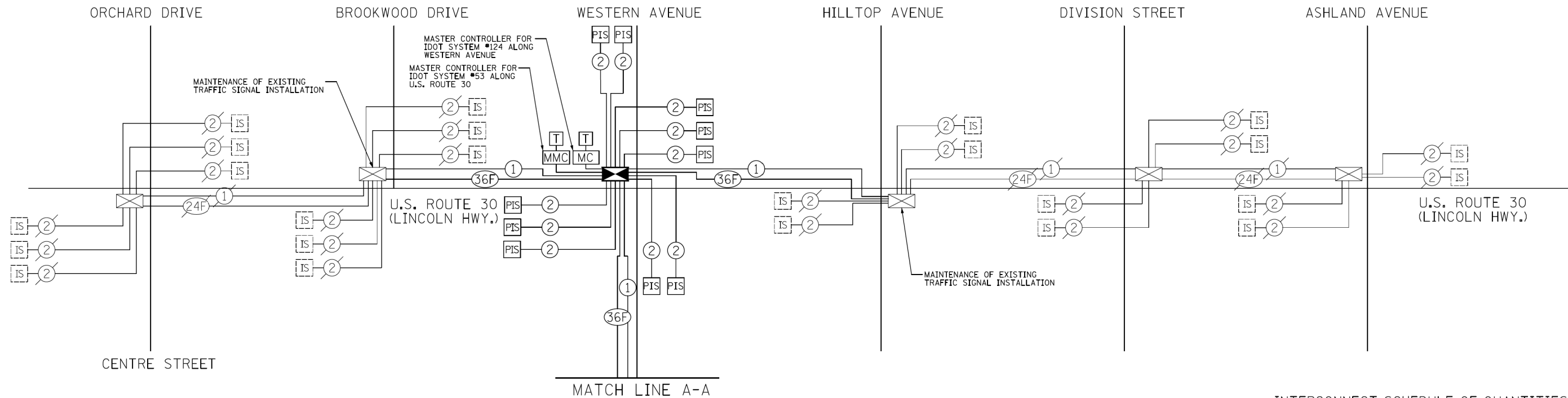
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PLOT DATE = 9/27/2013	DATE - 09/27/2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTERCONNECT PLAN
 WESTERN AVENUE
 U.S. ROUTE 30 (LINCOLN HWY.) TO ILLINOIS ST/16TH ST.**

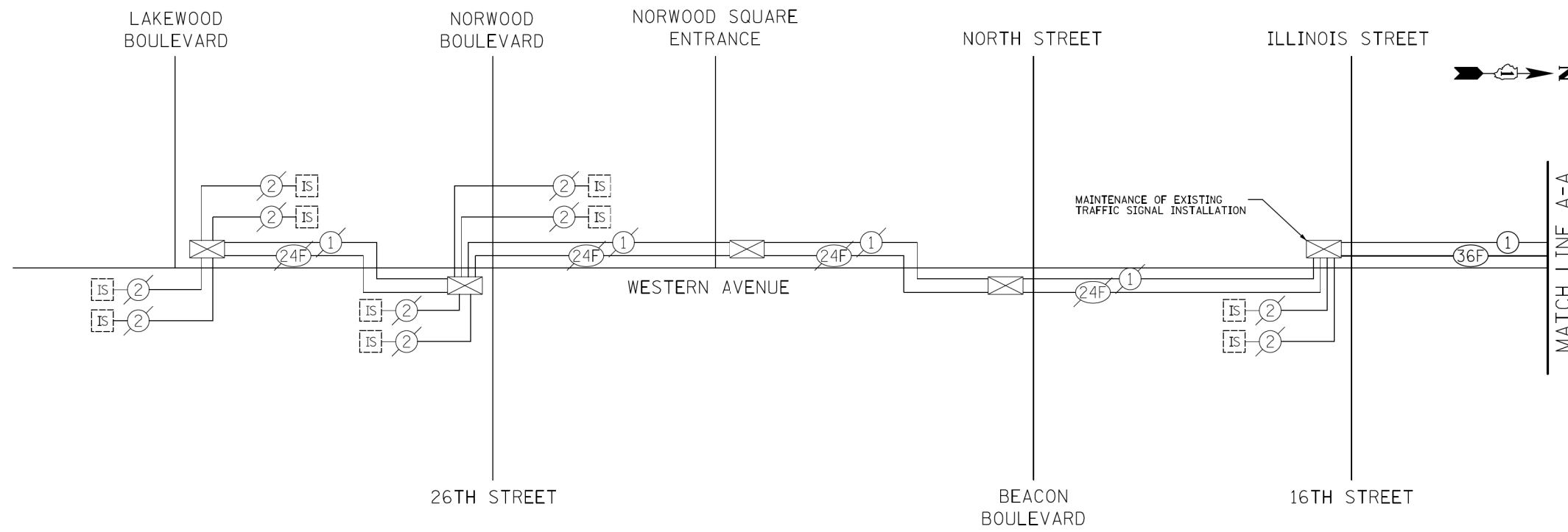
SCALE: 1" = 50' SHEET NO. 2 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0353	23N-2	COOK	75	47
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				



INTERCONNECT SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	QNTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	579
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	4251
DRILL EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3055
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	4320
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1
REMOVE FIBER OPTIC CABLE FROM CONDUIT	FOOT	3089



NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE 'ECONOLITE' TO MATCH THE EXISTING ADJACENT SYSTEM.



USER NAME = jje
DESIGNED - BRD
DRAWN - JRT
PLOT SCALE = 20,0000' / 1" = 1'
PLOT DATE = 9/27/2013
CHECKED - JJE
DATE - 09/27/2013

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERCONNECT SCHEMATIC
U.S. ROUTE 30 (LINCOLN HWY.)
WESTERN AVENUE

NO SCALE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

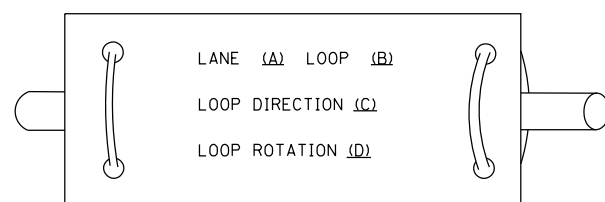
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0353	23N-2	COOK	75	48

CONTRACT NO. 60T19
ILLINOIS FED. AID PROJECT

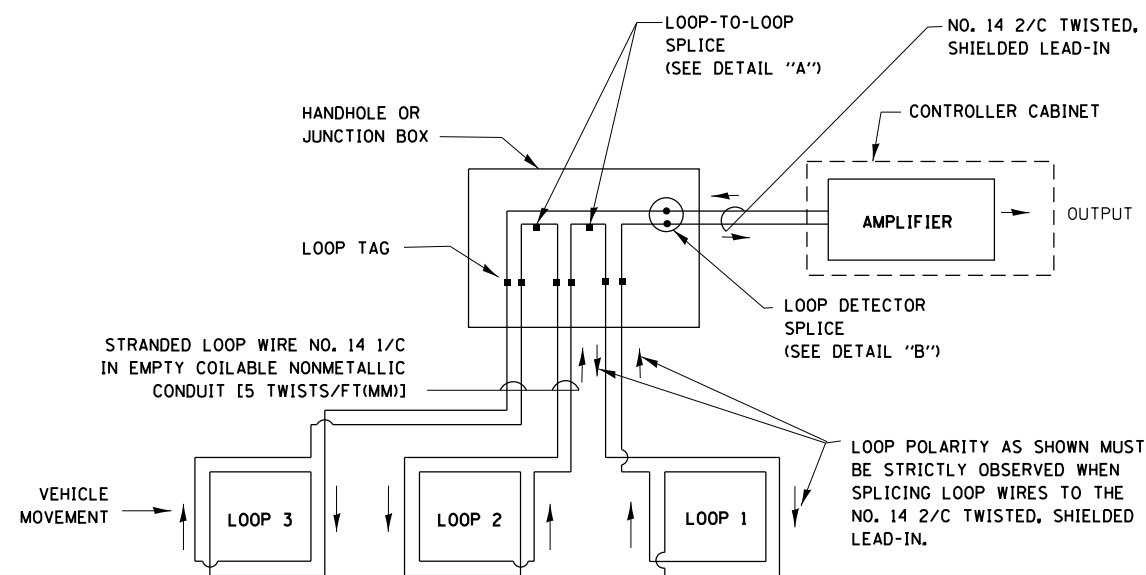
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

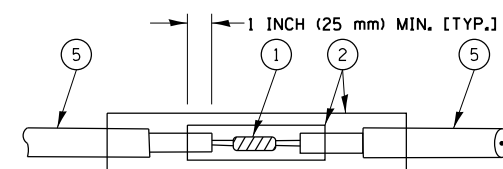


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

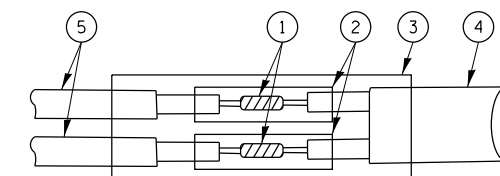


DETECTOR LOOP WIRING SCHEMATIC

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

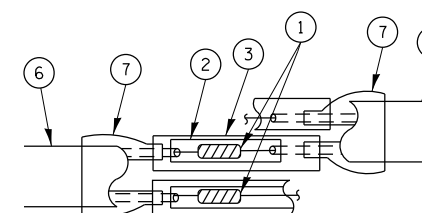


DETAIL "A"
LOOP-TO-LOOP SPLICE

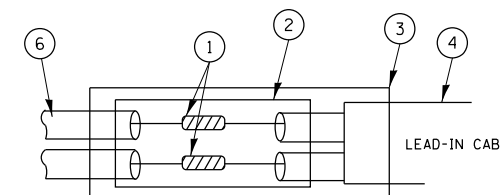


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

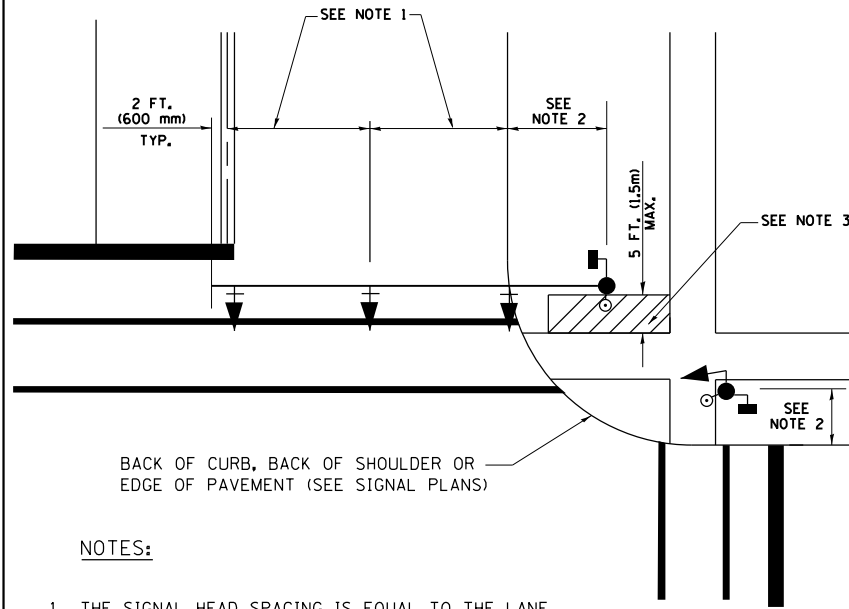
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	50
TS-05			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

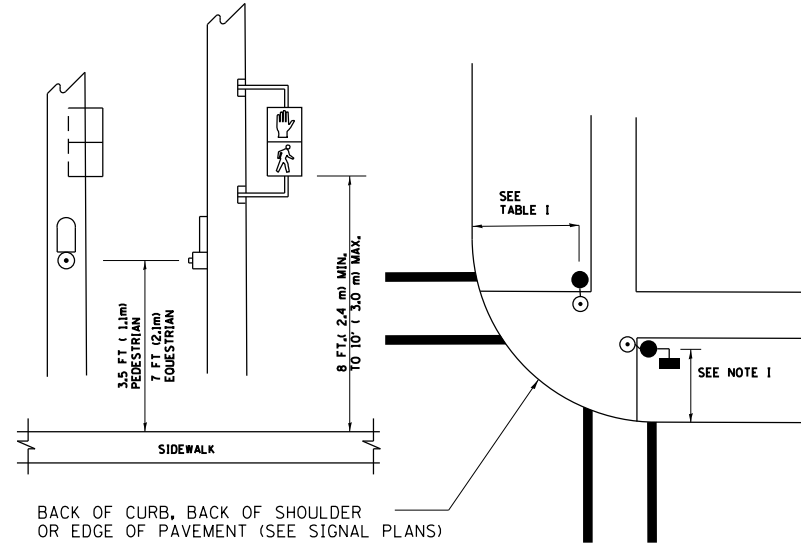
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

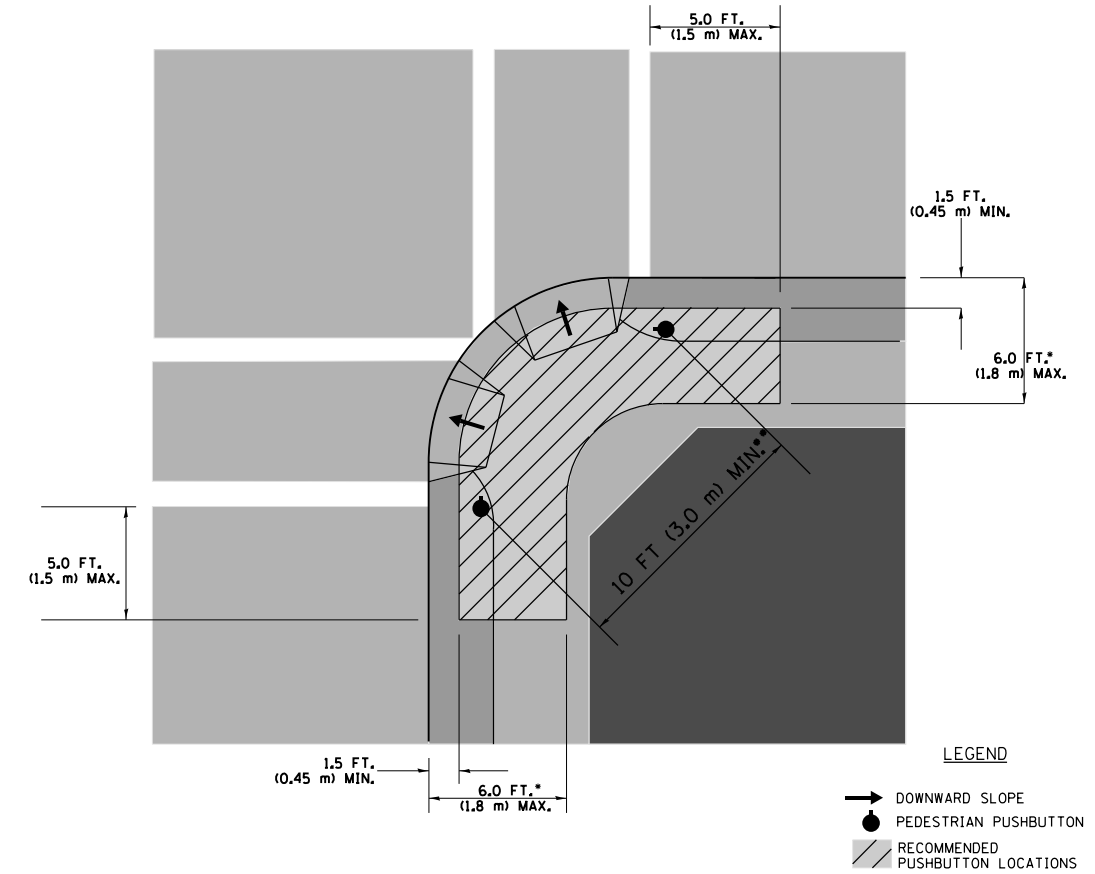
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



- 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) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

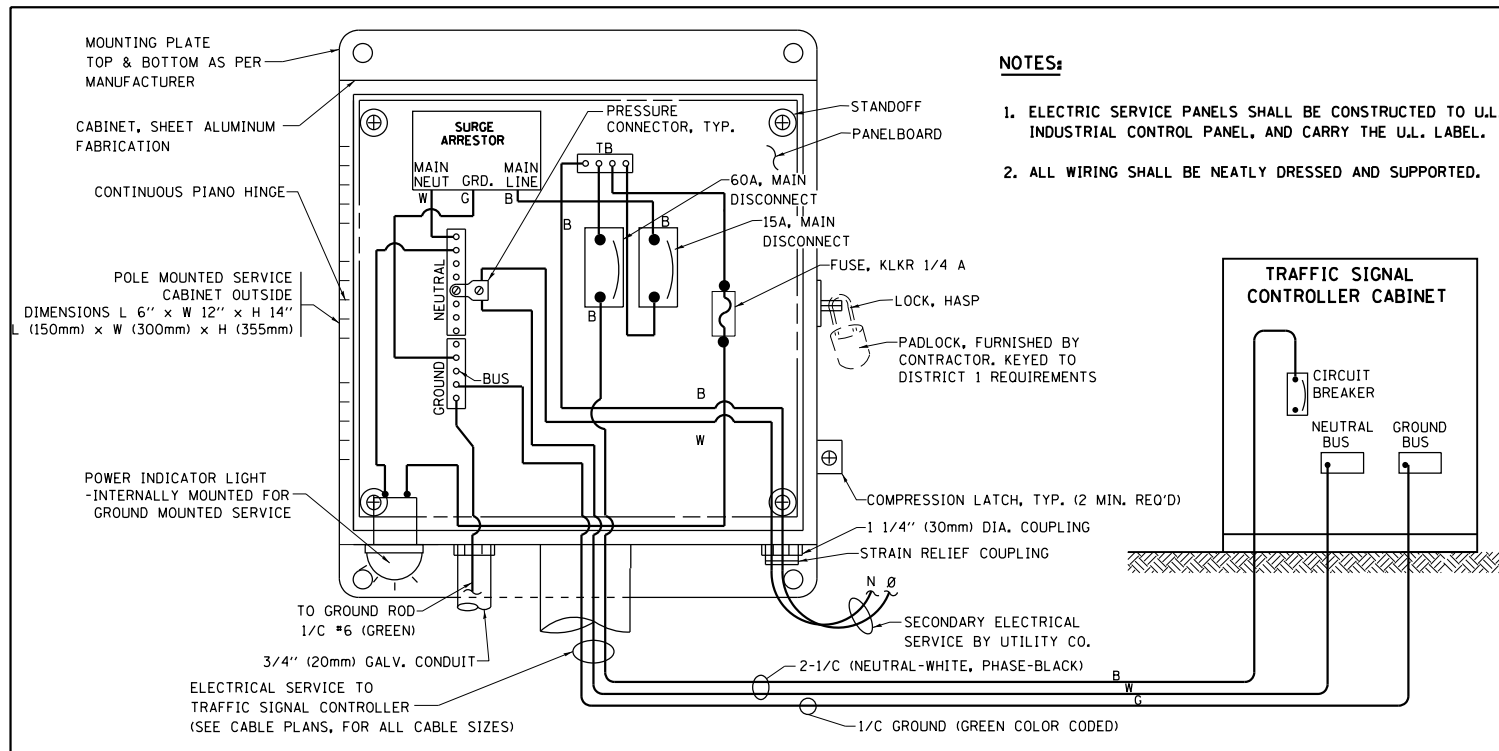
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

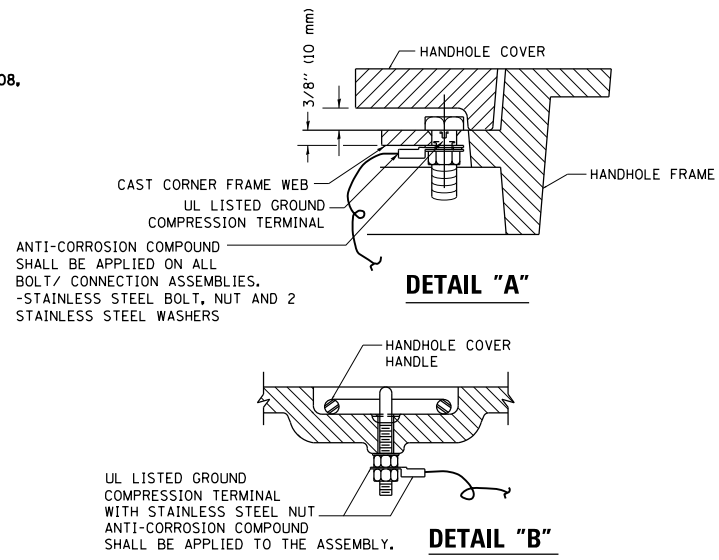
NOTES:

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



NOTES:

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



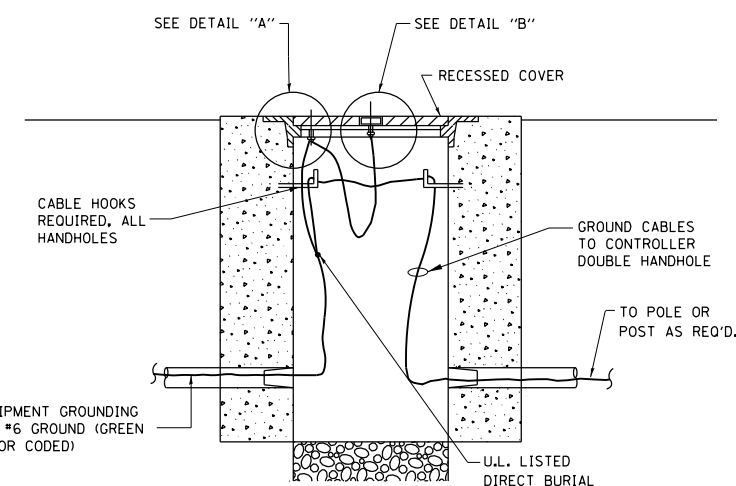
NOTES:

GROUNDING SYSTEM

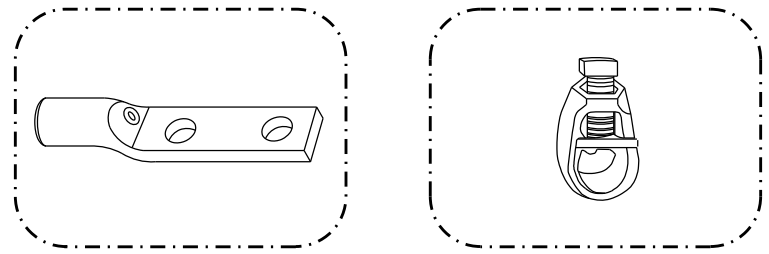
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE,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

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

SERVICE INSTALLATION POLE MOUNT (SHOWN) (NOT TO SCALE)



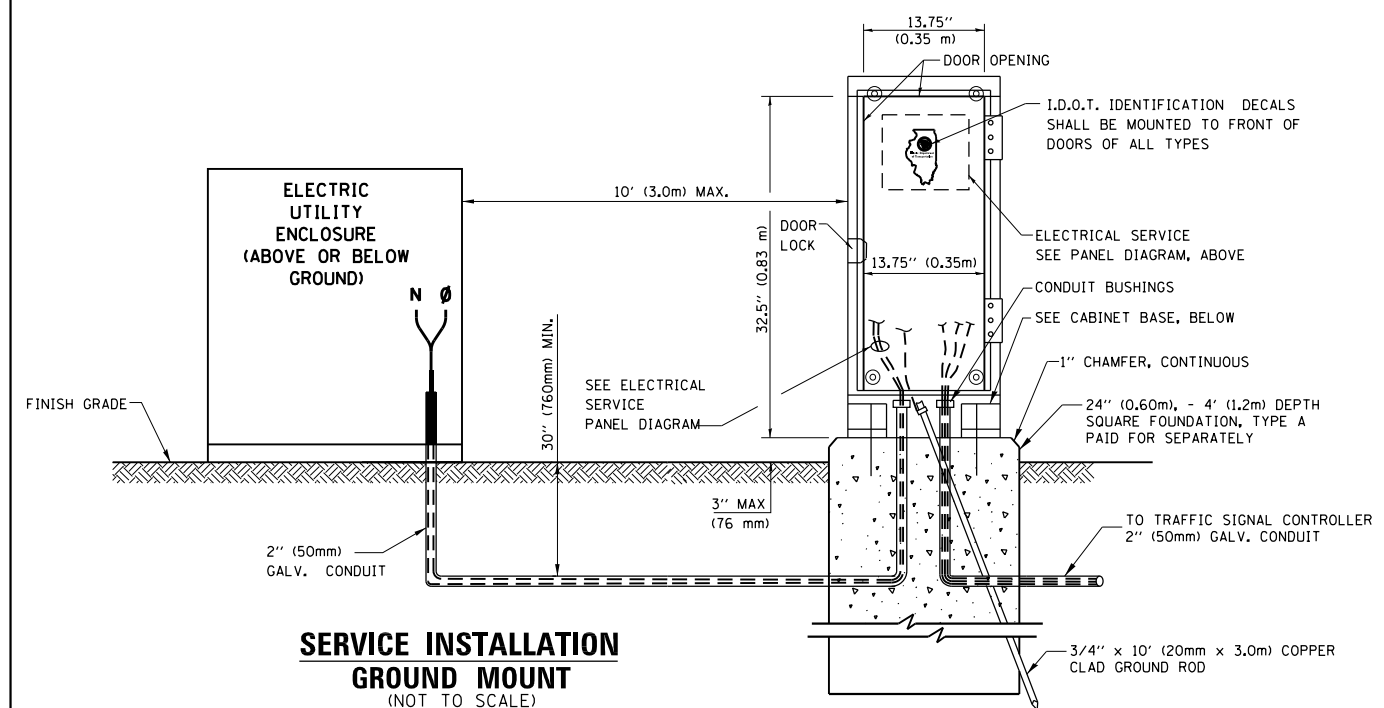
HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



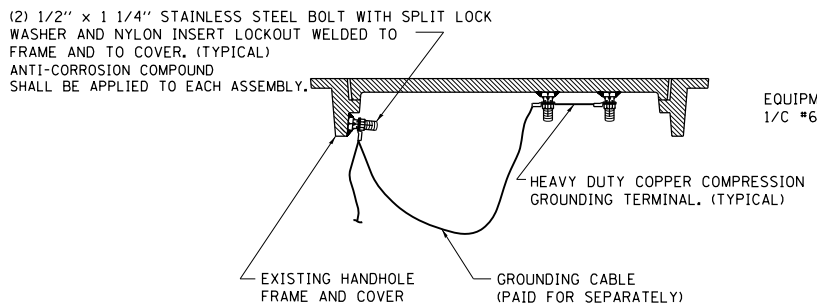
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL) 3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

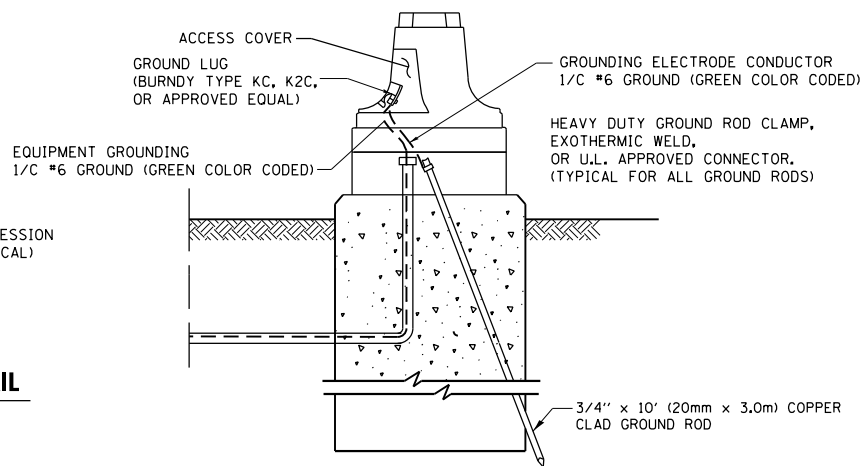
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)

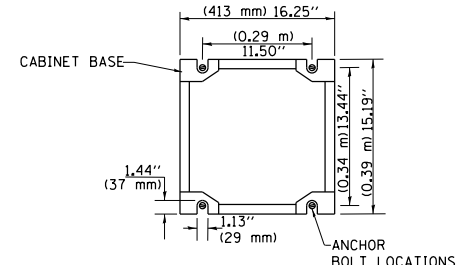


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL (NOT TO SCALE)



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

CABINET - BASE BOLT PATTERN (NOT TO SCALE)

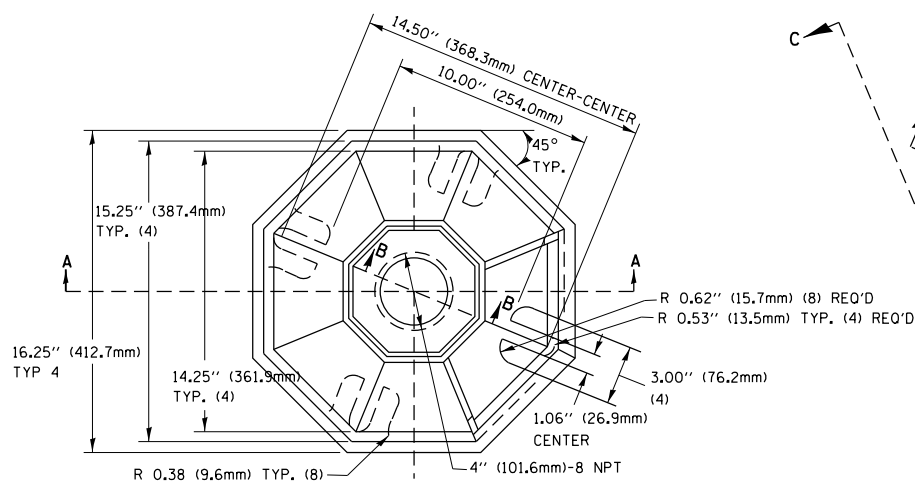


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		DATE - 10-28-09	REVISED -

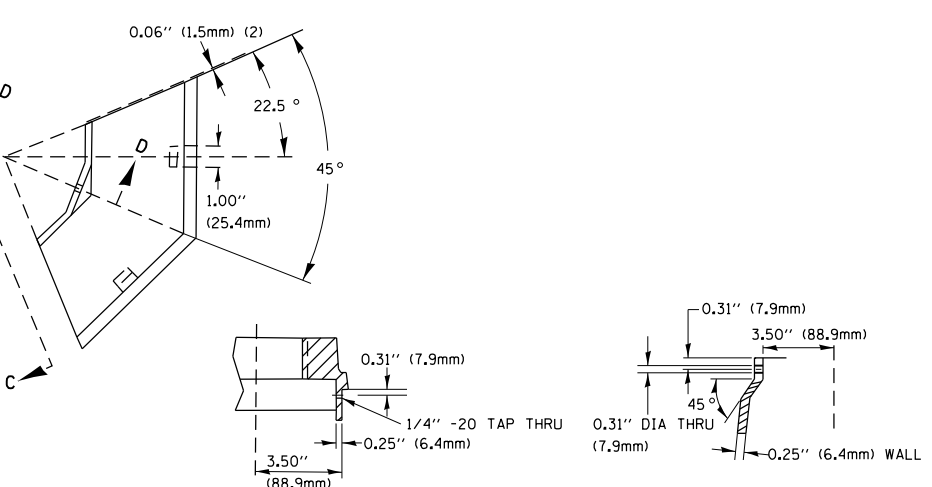
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 3 OF 6 SHEETS	STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	52
TS-05			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

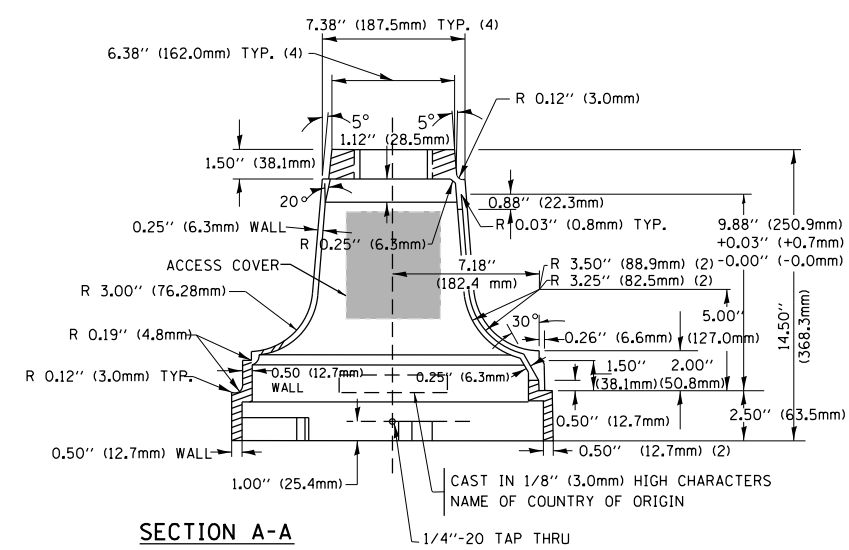


TOP VIEW

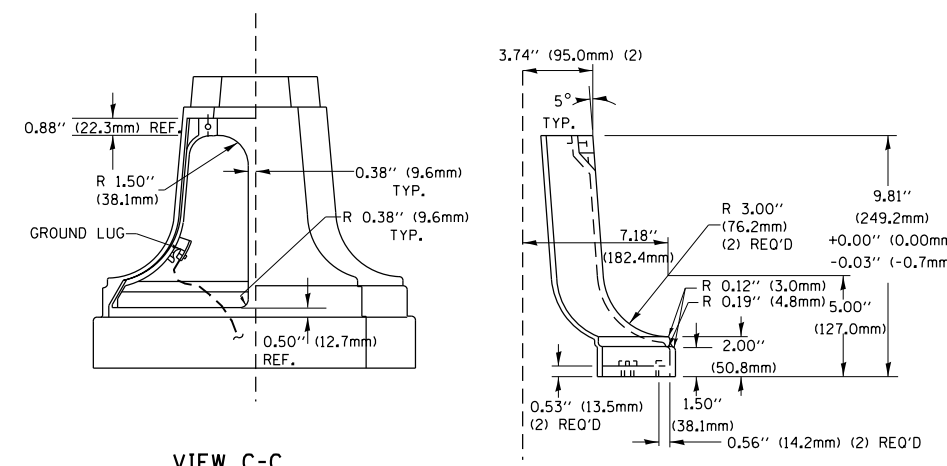


SECTION B-B

SECTION D-D

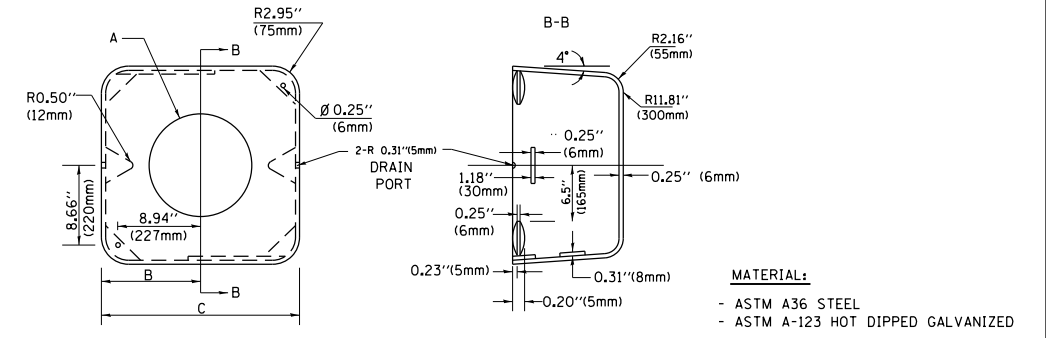


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

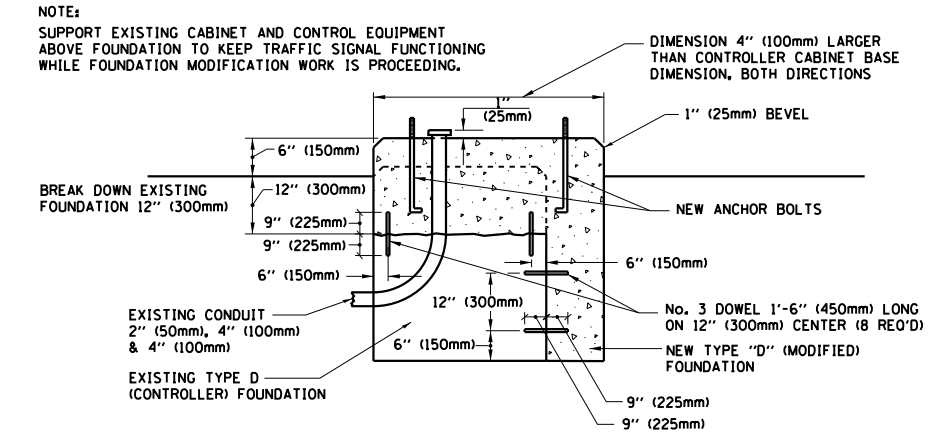


SHROUD

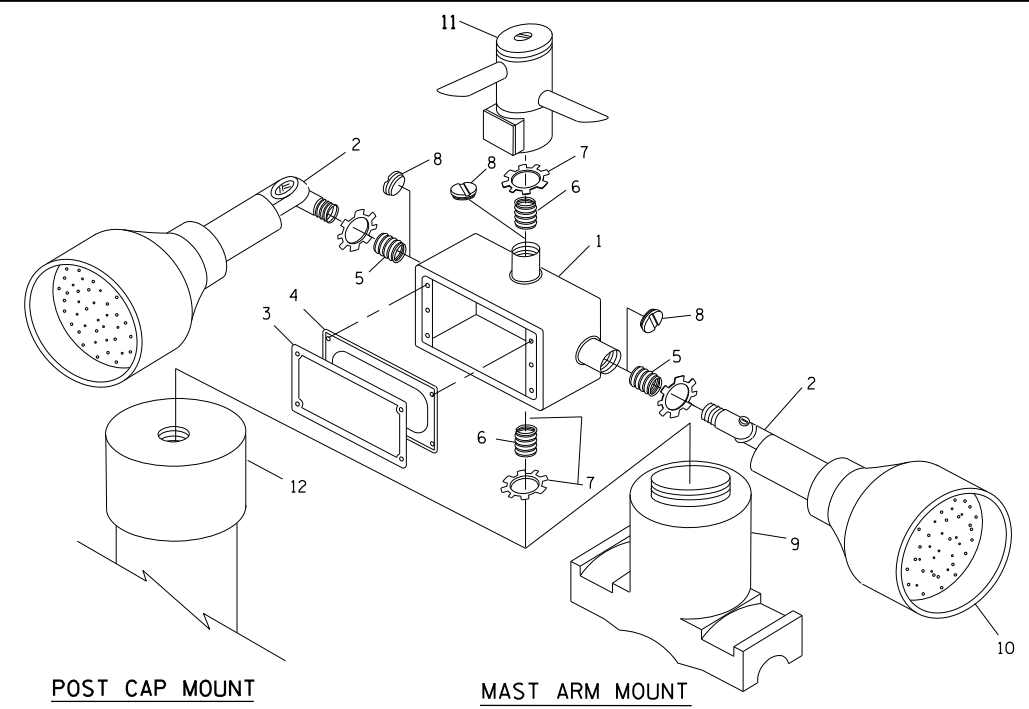
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIABLES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIABLES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIABLES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12"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

NOTES:

- 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.
- THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

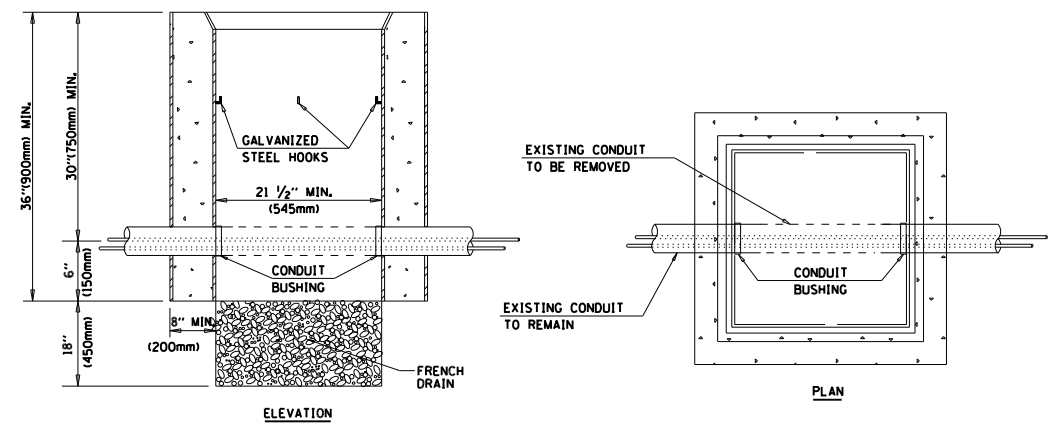
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

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

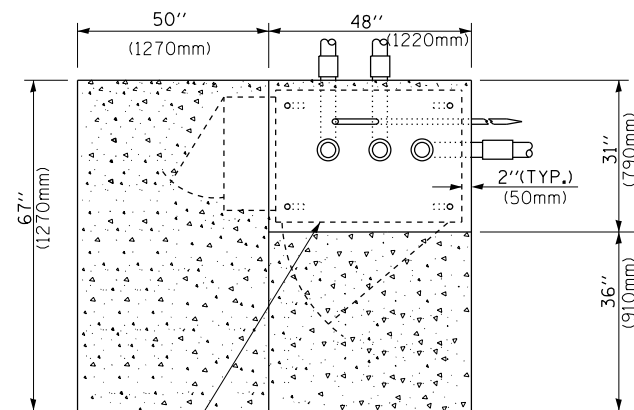
HANDHOLE TO INTERCEPT EXISTING CONDUIT

FILE NAME =	USER NAME = jimenezjl	DESIGNED - DAD	REVISED -
ei:\pw\work\p1dot\jimenezjl\d8274265\p102812-Design.dgn		DRAWN - BCK	REVISED -
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	PLOT DATE = 10/17/2013	DATE - 10-28-09	REVISED -

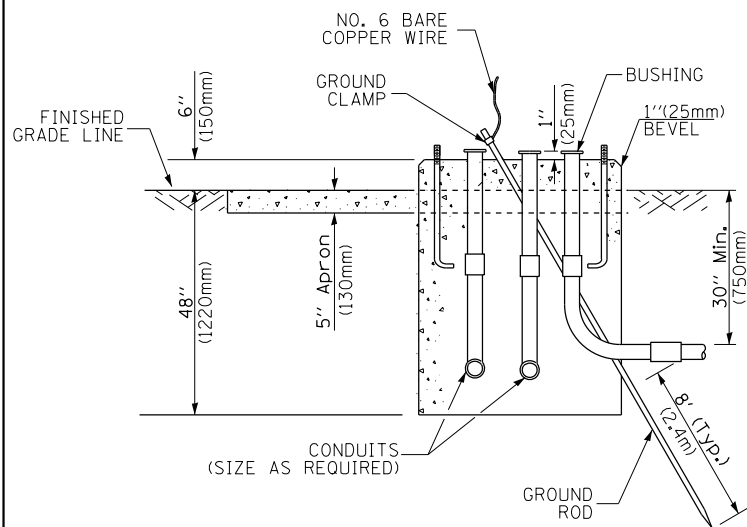
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 4 OF 6 SHEETS	STA.	TO STA.

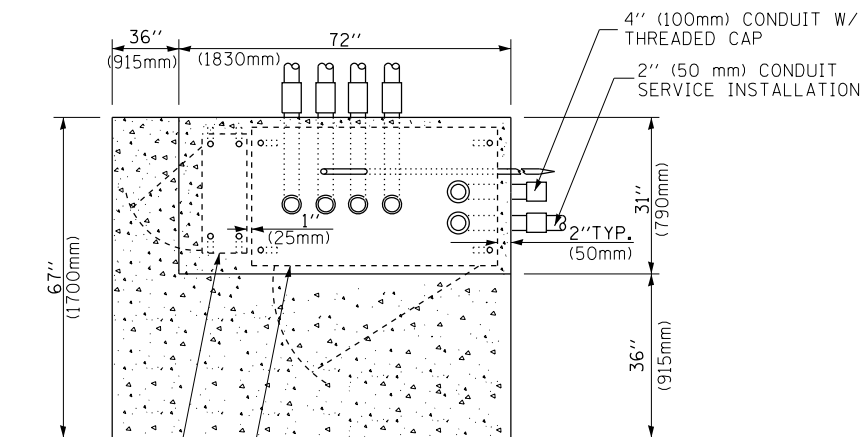
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	53
TS-05		CONTRACT NO. 60T19		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



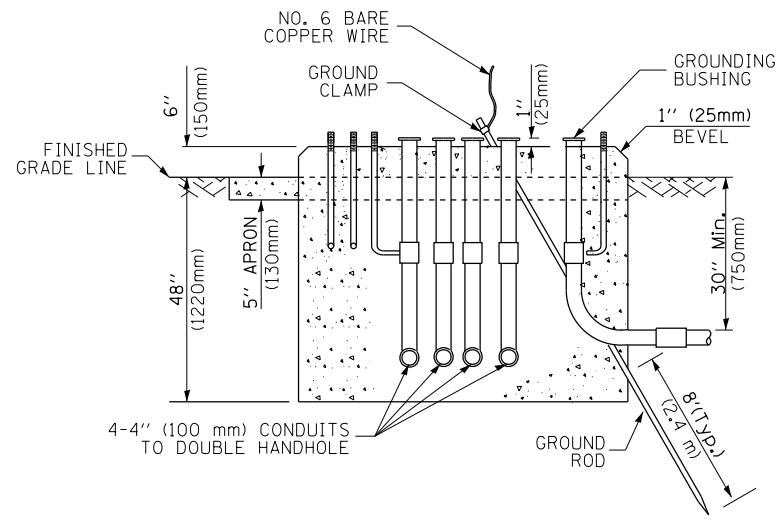
CONTROLLER CABINET BASE
PROPOSED APRON
EXISTING APRON
TOP VIEW



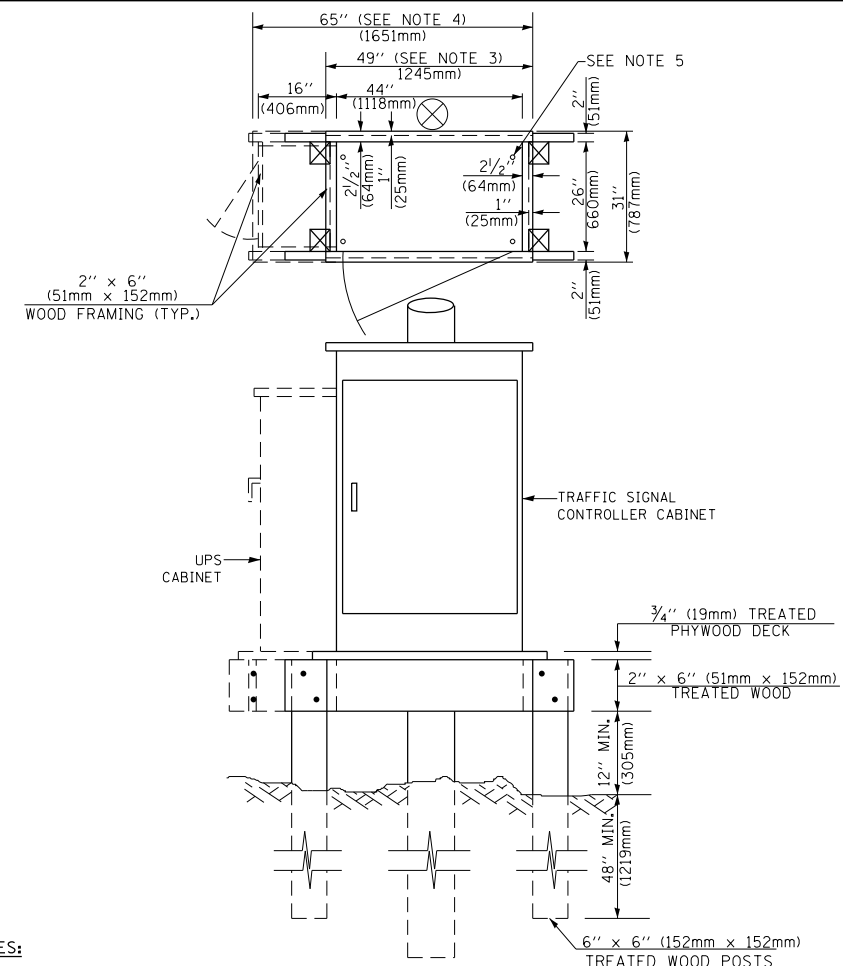
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



UPS CABINET
CONTROLLER CABINET BASE
TOP VIEW
APRON



TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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	PLOT SCALE = 100.0000' / 1"	CHECKED - DAD	REVISED -
	PLOT DATE = 10/17/2013	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 5 OF 6 SHEETS	STA.	TO STA.

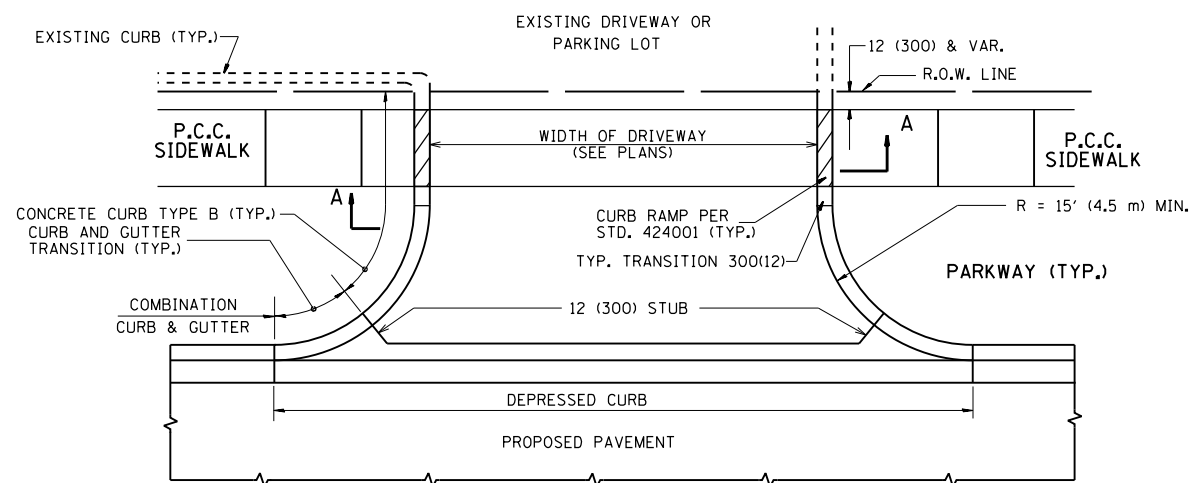
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	54
TS-05			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

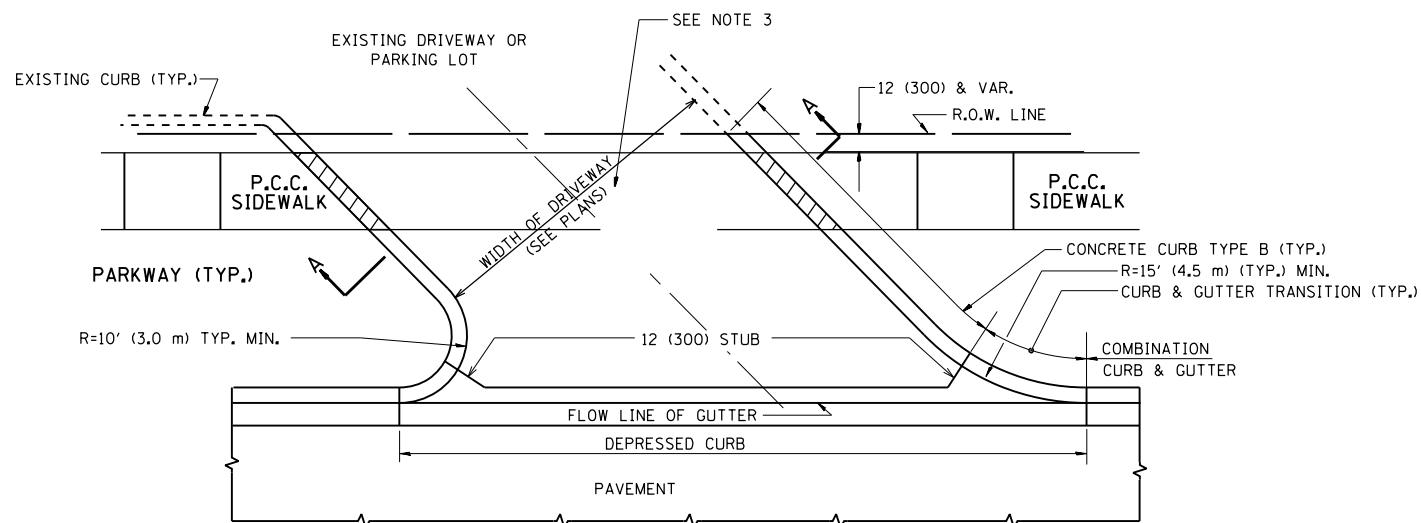
ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE			
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE			
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED			
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F			
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F			
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM21F			
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)			
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE			
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM		S	S	STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM		I	IP	ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED			
SIGNAL POST				REMOVE ITEM	R			STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED			
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM	RL			SIGNAL POST AND FOUNDATION TO BE REMOVED			
GUY WIRE				ABANDON ITEM	A			INTERSECTION & SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR			
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR			
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED							
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID							
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER							
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT							
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER							
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED							
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)							
MICROWAVE VEHICLE SENSOR											
VIDEO DETECTION CAMERA											
VIDEO DETECTION ZONE											
PAN, TILT, ZOOM CAMERA											
WIRELESS DETECTOR SENSOR											
WIRELESS ACCESS POINT											

RAILROAD SYMBOLS

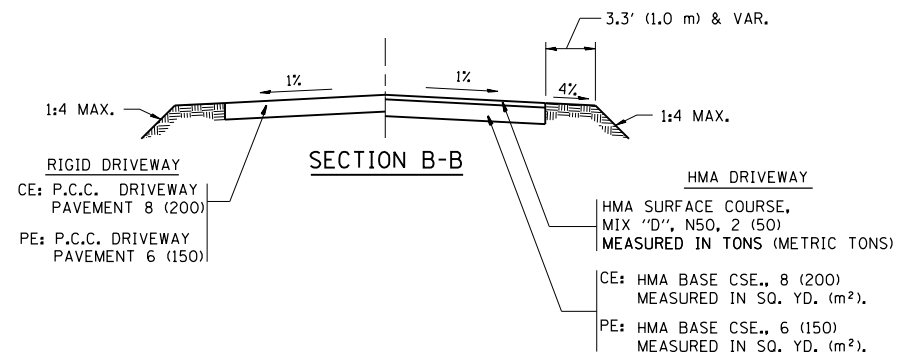
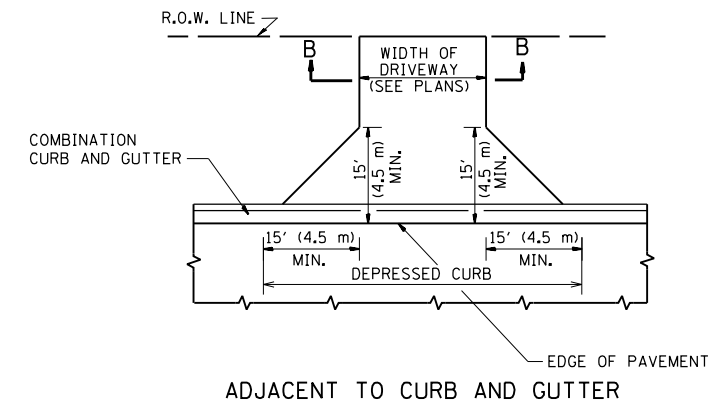
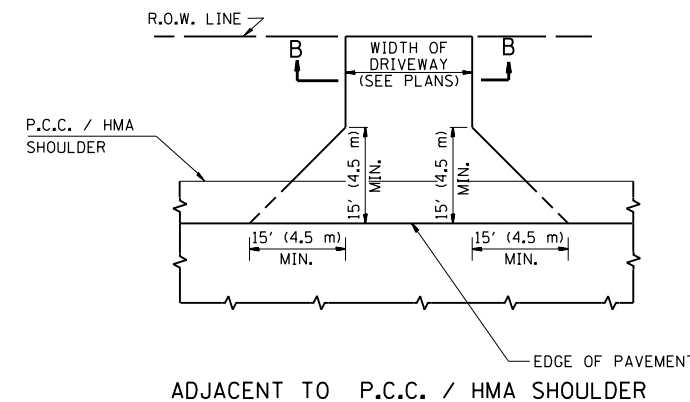
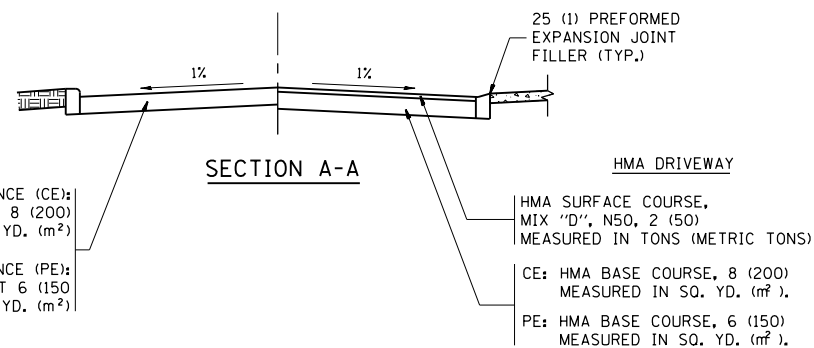
	EXISTING	PROPOSED
RAILROAD CONTROL CABINET		
RAILROAD CANTILEVER MAST ARM		
FLASHING SIGNAL		
CROSSING GATE		
CROSSBUCK		



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



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 QUESTIONS 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.

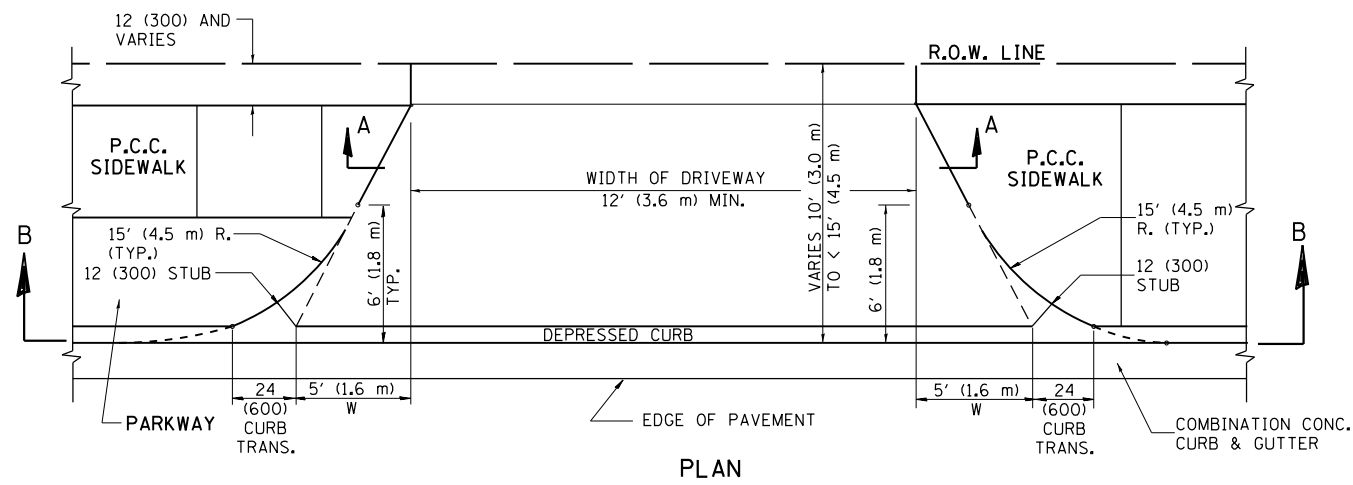
WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

FILE NAME =	USER NAME = jimenezjl	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
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	PLOT DATE = 10/17/2013	DATE - 11-04-95	REVISED - R. BORO 09-06-11

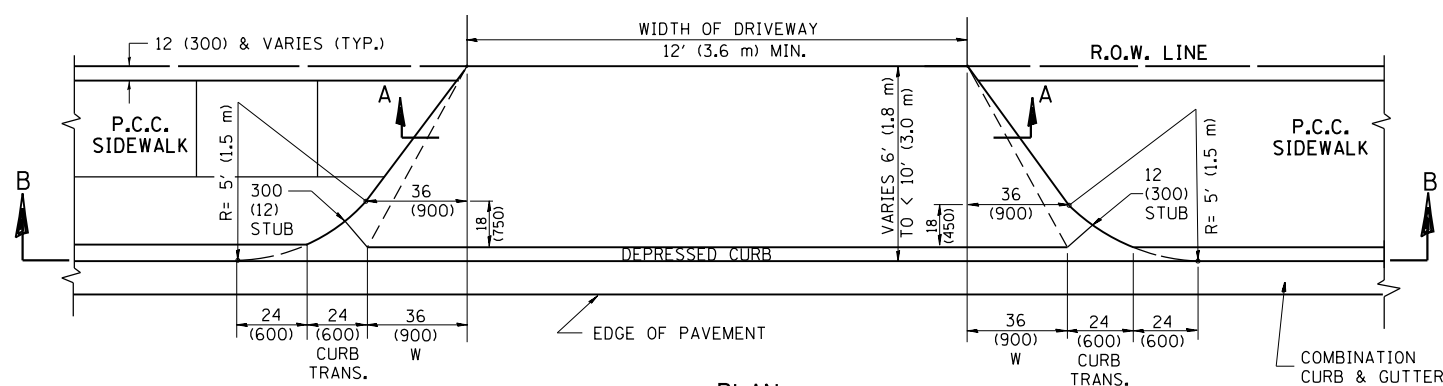
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

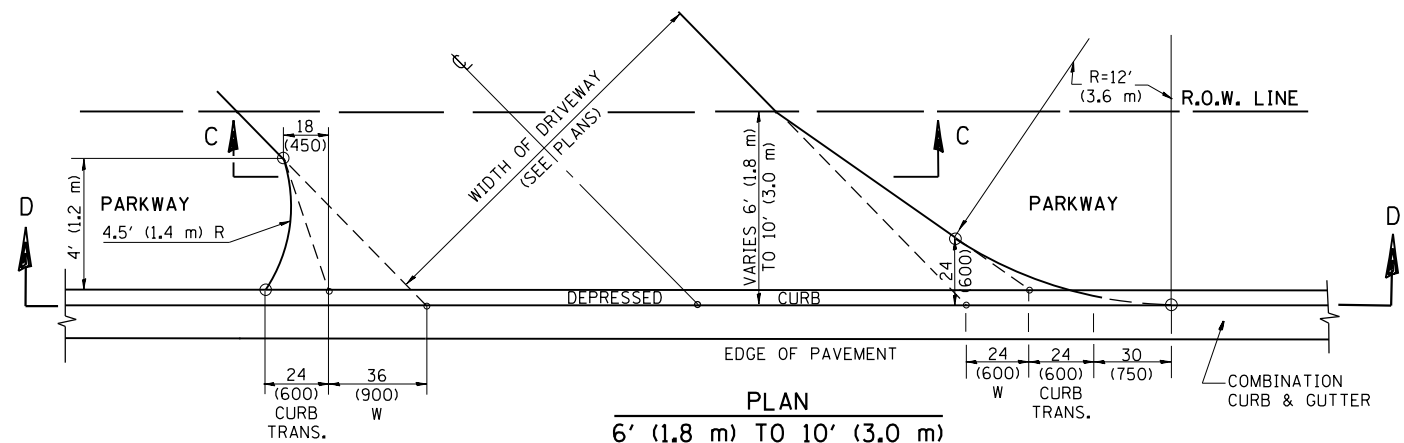
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	56
BD0156-07 (BD-01)			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



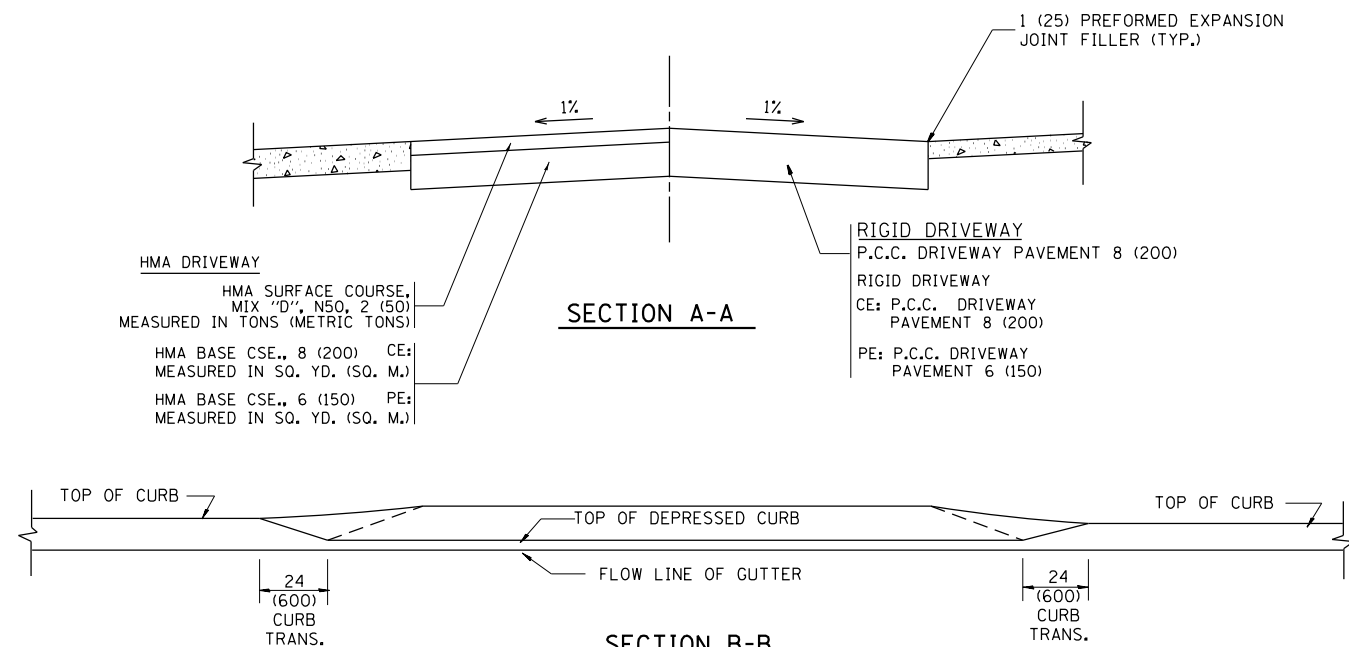
PLAN
10' (3.0 m) TO < 15' (4.5 m)



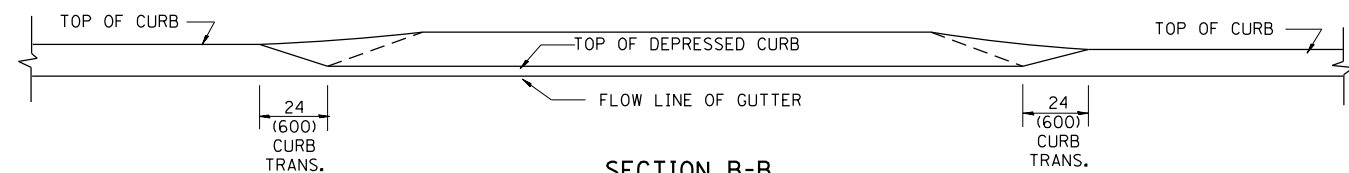
PLAN
6' (1.8 m) TO < 10' (3.0 m)



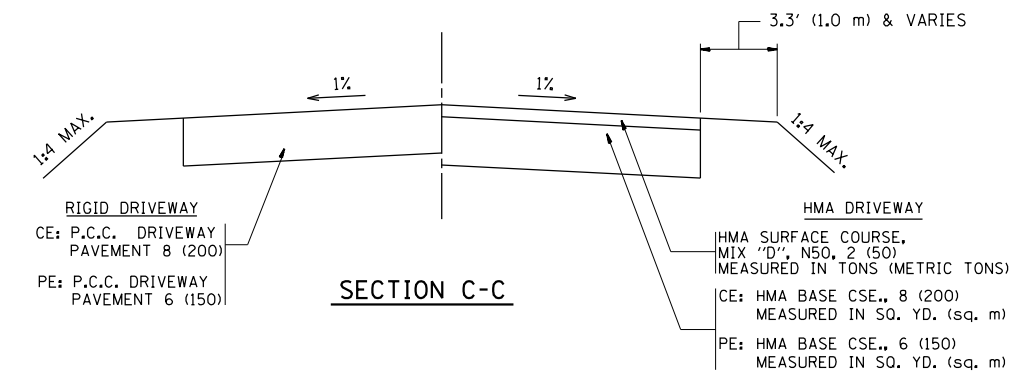
PLAN
6' (1.8 m) TO 10' (3.0 m)



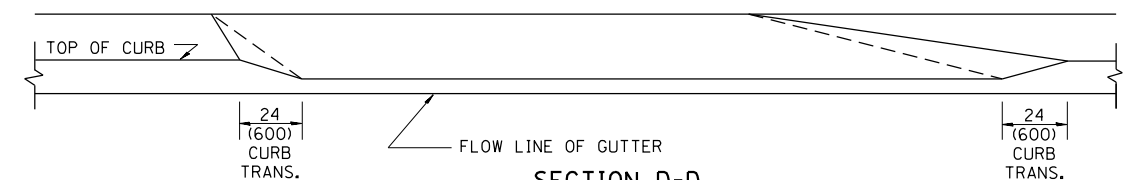
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

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 ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS 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.

THE 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.

"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

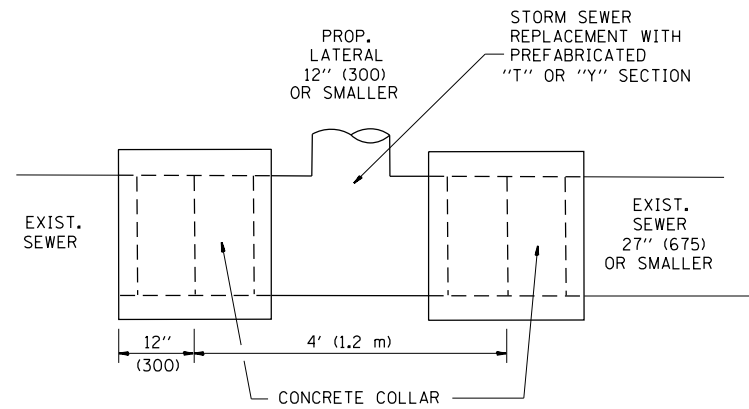
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

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	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/17/2013	DATE - 11-06-95	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

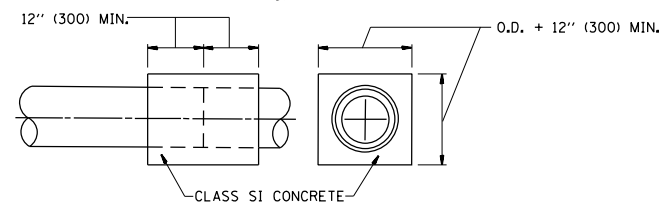
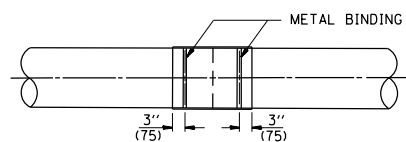
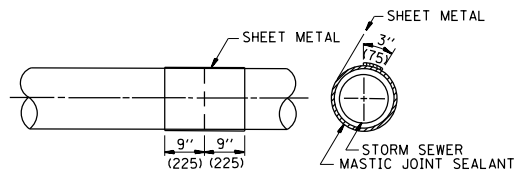
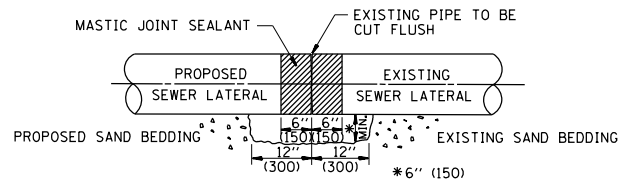
DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	57
BD400-02 (BD-02)			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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



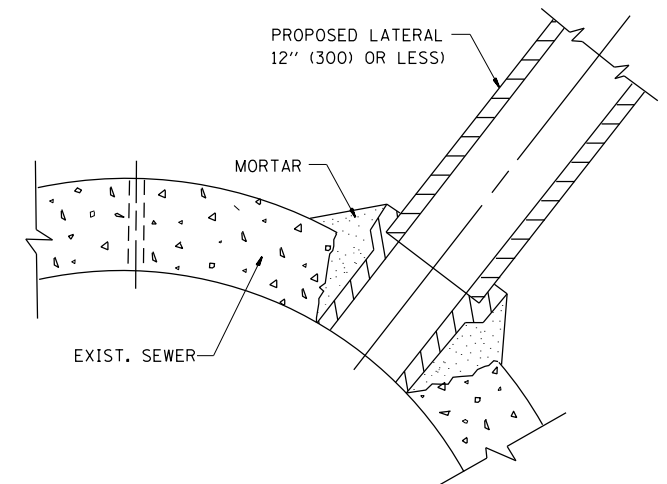
DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 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 CIRCUMFERENCE 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.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

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

FILE NAME =	USER NAME = jimenezjl	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
et:\pw\work\p1dot\jimenezjl\d0274265\p102812-Design.dgn		DRAWN -	REVISED - R. SHAH 09-09-94
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	PLOT DATE = 10/17/2013	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	58
BD500-01 (BD-7)			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

1/4" (5) **

18" (450) MAX.

T/2 *

3" (75) MIN.

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

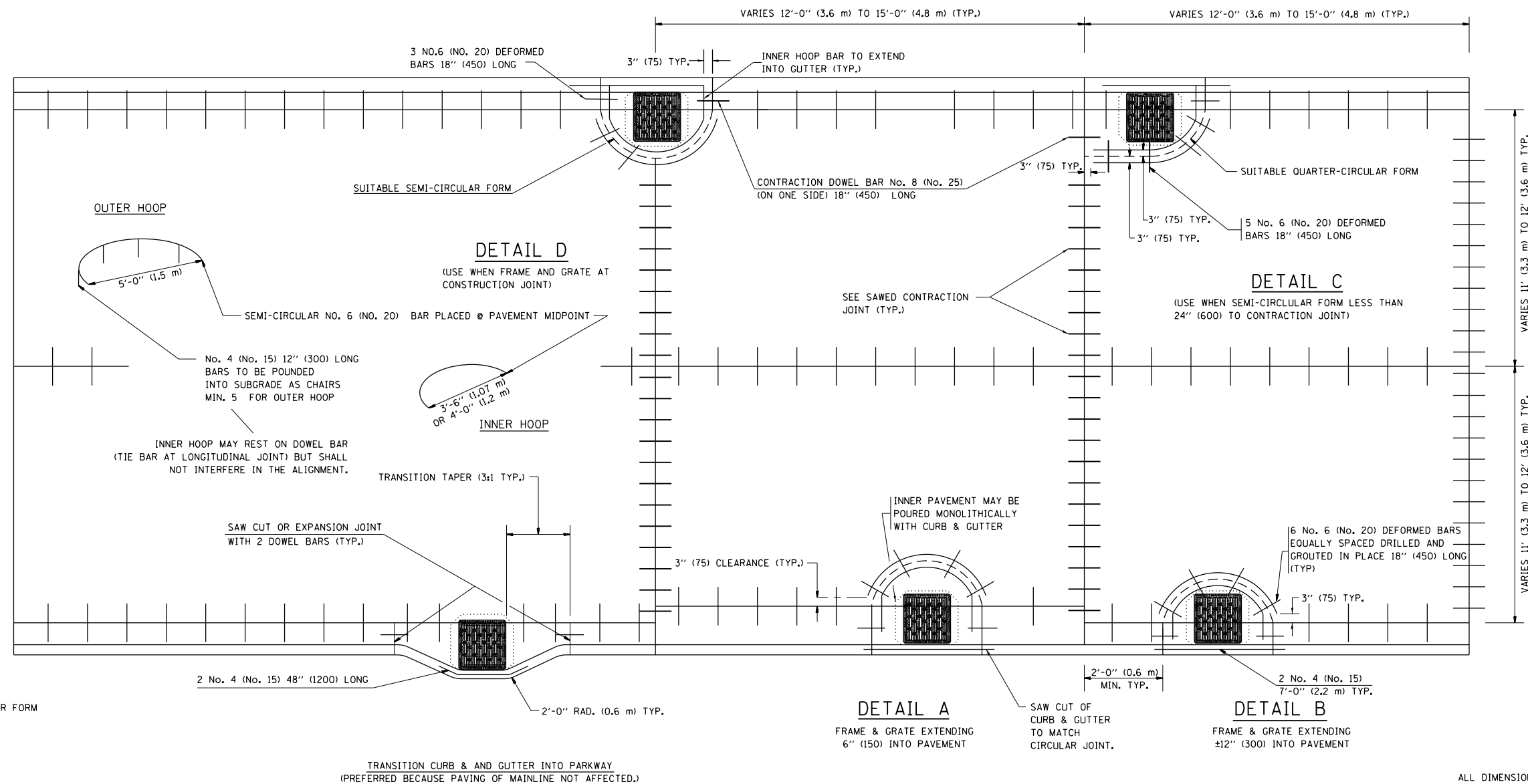
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et:\pw\work\pwidot\jlmenezjl\d0274265\P102812-Design.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97					353	23N-2	COOK	75	59
	PLOT SCALE = 100.0000' / 1".	CHECKED -	REVISED - M. GOMEZ 01-22-01		BD600-06 (BD-24)			CONTRACT NO. 60T19				
	PLOT DATE = 10/17/2013	DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FRAME EXTENSION INTO PAVEMENT	INNER HOOP REINFORCEMENT DIAMETER	SEMI CIRCULAR FORM DIAMETER	OUTER HOOP REINFORCEMENT DIAMETER
UP TO 8" (200)	3'-6" (1.1 m)	4'-0" (1.2 m)	5'-0" (1.5 m)
> 8" (200) TO 14" (360)	4'-0" (1.2 m)	4'-6" (1.4 m)	5'-0" (1.5 m)

DESIGNER NOTE:
THIS DETAIL IS TO BE USED
WHEN THE GUTTER FLAG IS
LESS THAN 24"

NOTES :

1. THE ROUNDOUT AND ADDED REINFORCEMENT WILL NOT BE PAID SEPARATELY, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PAVEMENT.
2. TRANSVERSE JOINTS MAY BE MOVED TO ACCOMMODATE ROUNDOUT. EDGE OF CIRCULAR JOINT SHALL BE MINIMUM 12" (300) FROM TRANSVERSE JOINT. RELOCATED TRANSVERSE JOINT SHALL BE CONTINUOUS FROM EDGE OF PAVEMENT TO EDGE OF PAVEMENT.
3. SEMI-CIRCULAR FORM SHALL BE REMOVED PRIOR TO DRILL AND GROUT OF TIE BARS.
4. ALL REINFORCED BARS SHALL BE EPOXY COATED.
5. DRILL AND GROUT IS PREFERRED, HOWEVER TIE BARS CAN BE POURED IN PLACE IF CLEARANCE IS PROVIDED TO OUTER EDGE OF FRAME. MINIMUM 2" (50) CLEARANCE.
6. WOOD SHIMS SHALL BE USED TO ADJUST ALL FRAMES. AFTER ADJUSTING MORTAR HAS CURED, THE WOOD SHIMS SHALL BE REMOVED AND THE VOIDS UNDER THE FRAMES FILLED WITH NON SHRINK GROUT.
7. HOOP REINFORCEMENT SHALL BE ONE PIECE CONSTRUCTION.
8. CIRCULAR FRAMES AND GRATES MAY BE SUBSTITUTED.
9. CURB DOWELS MUST BE PLACED LEVEL & TRUE TO ALLOW CONTRACTION MOVEMENT.



LEGEND:

- CASTING
- SUITABLE SEMI-CIRCULAR FORM

ALL DIMENSIONS ARE IN INCHES
(MILLIMETERS) UNLESS OTHERWISE NOTED

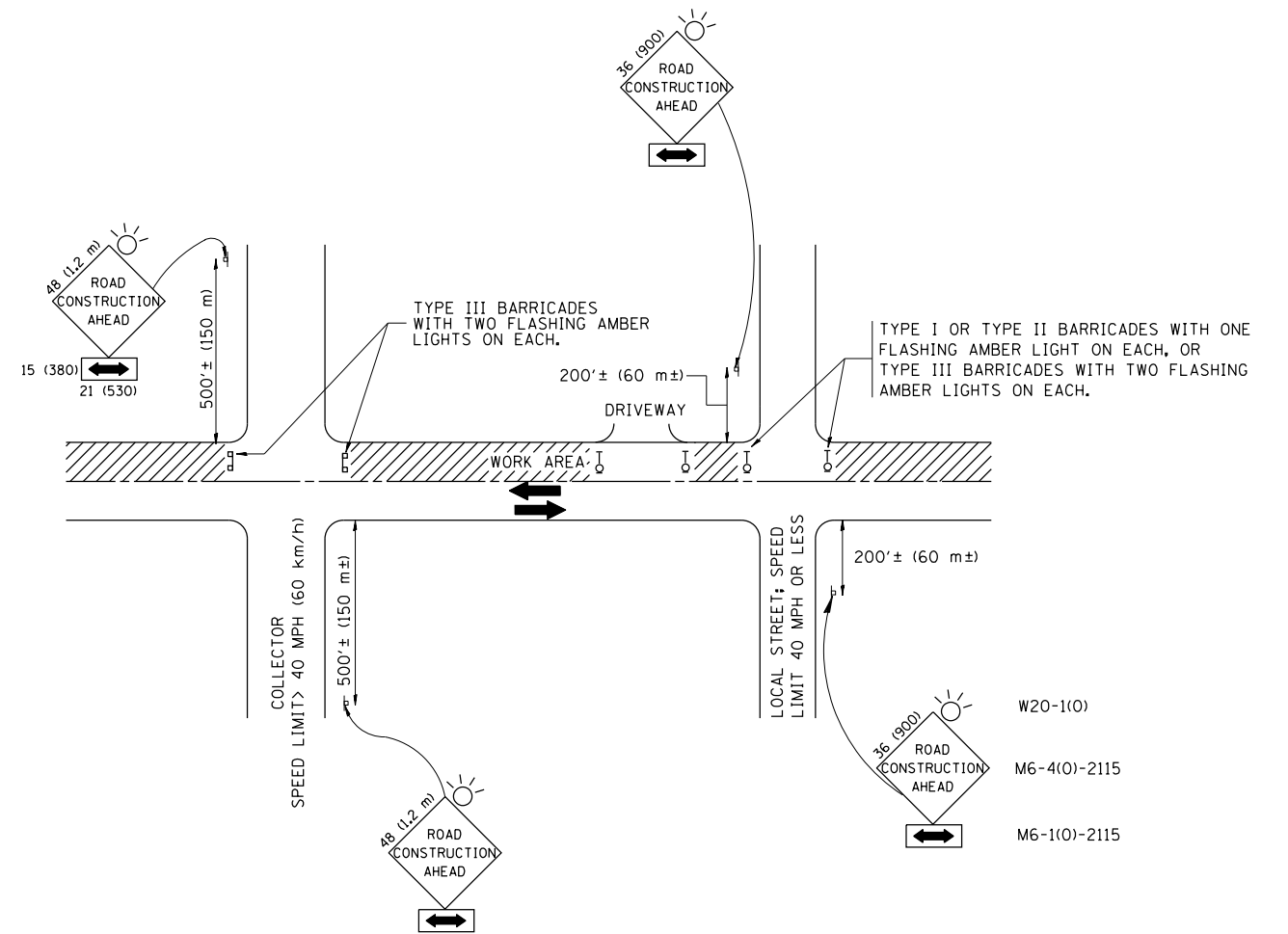
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		CHECKED - A. ABBAS	REVISED - T. MATOUSEK 04-25-02
		DATE - 01-04-99	REVISED - P. LAFLEUR 08-27-02

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PCC PAVEMENT ROUNDOUTS AT
CURB AND GUTTER

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	60
BD-48			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

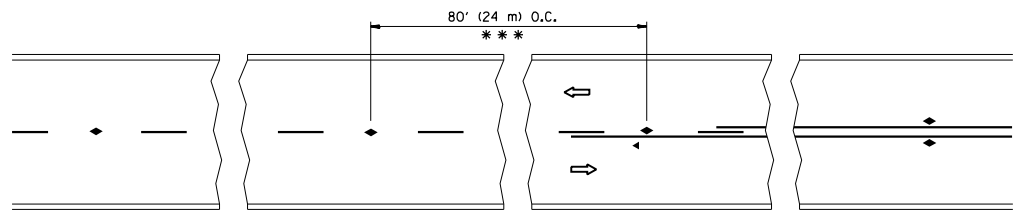
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 10/17/2013	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

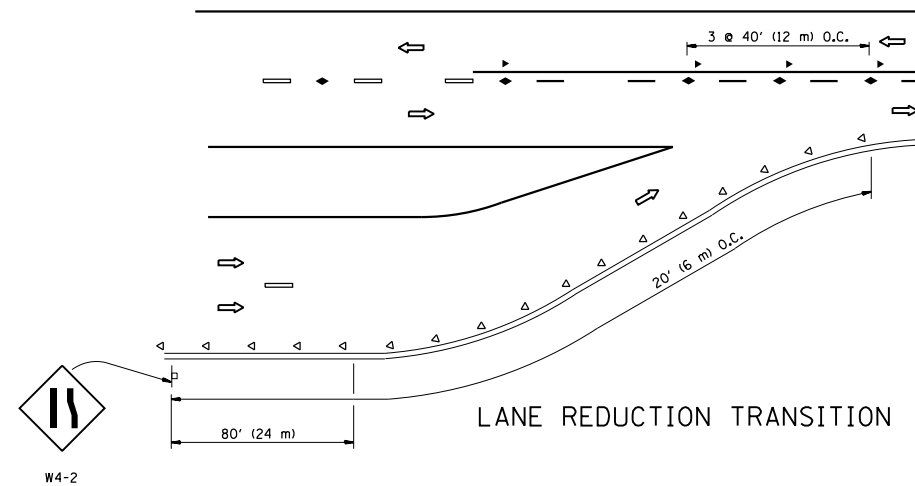
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	61
TC-10			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

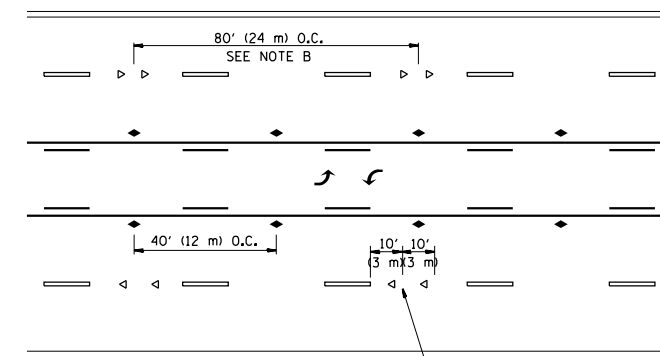


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

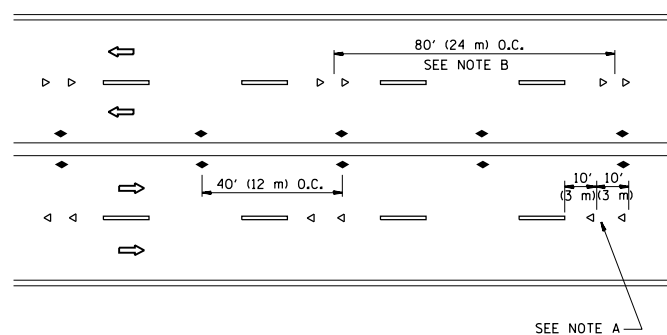
TWO-LANE/TWO-WAY



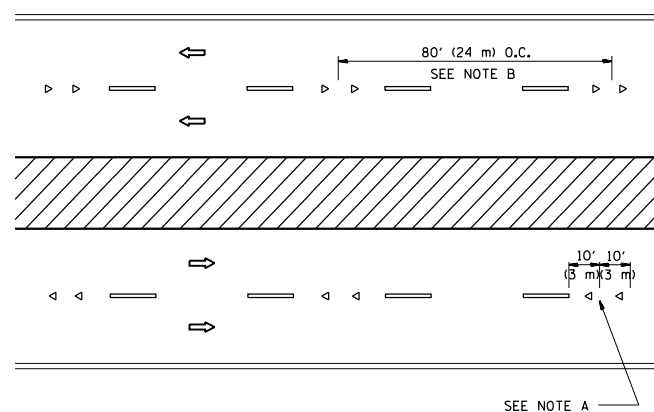
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

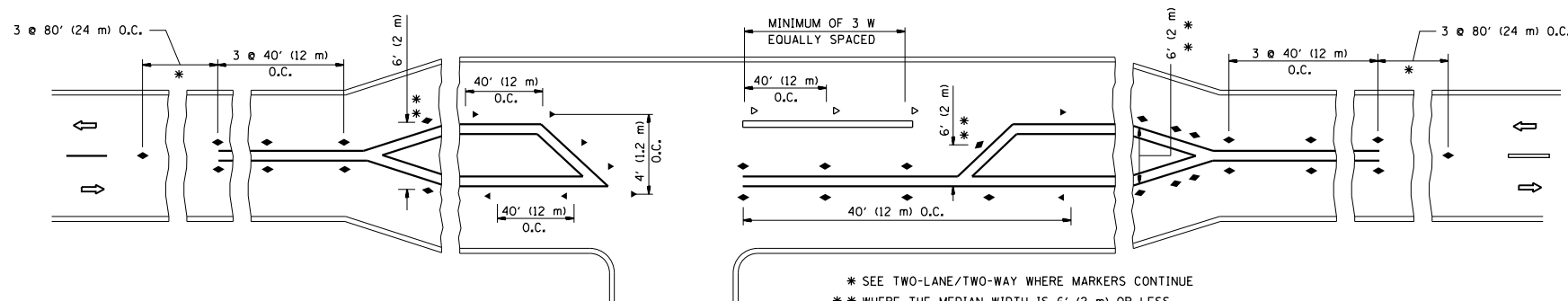
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

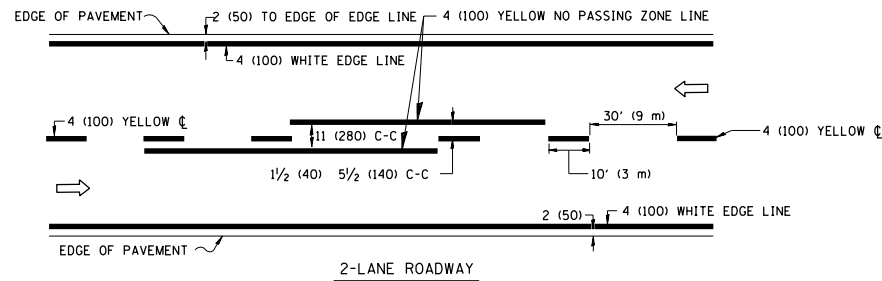
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT DATE = 10/17/2013	DATE -	REVISED - C. JUCIUS 09-09-09

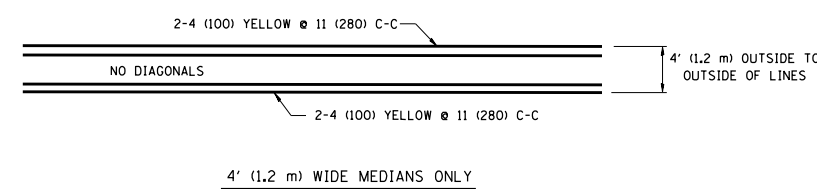
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
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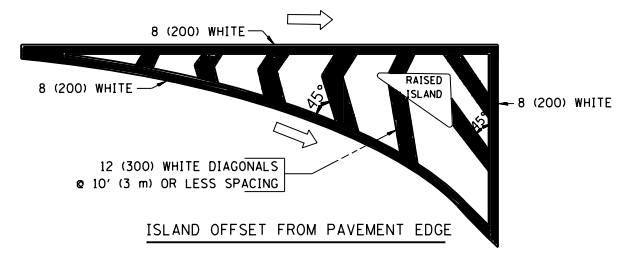
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	62
TC-11			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



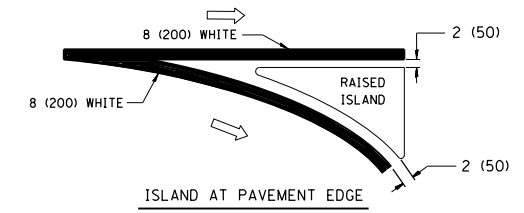
2-LANE ROADWAY



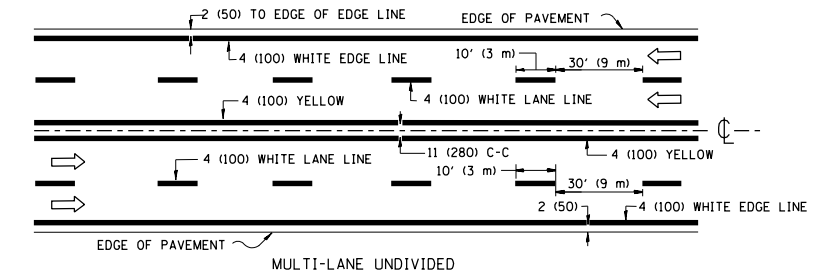
4' (1.2 m) WIDE MEDIANS ONLY



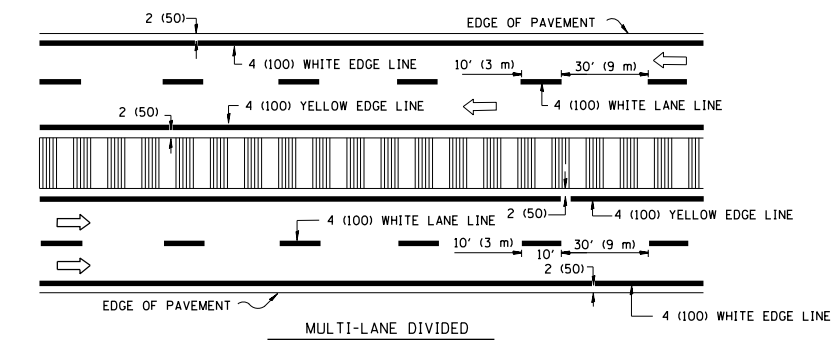
ISLAND OFFSET FROM PAVEMENT EDGE



TYPICAL ISLAND MARKING



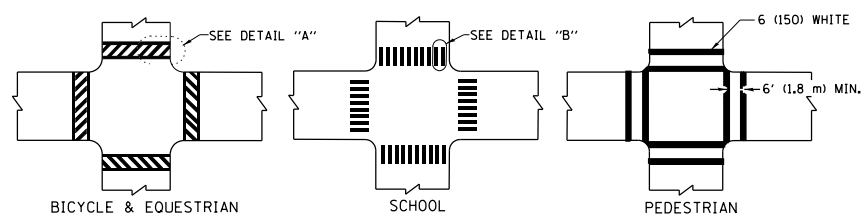
MULTI-LANE UNDIVIDED



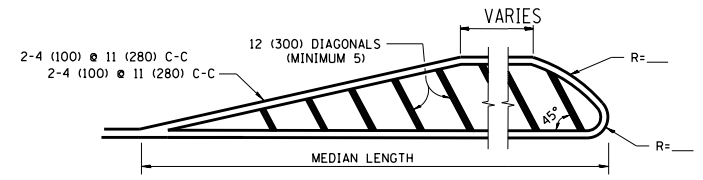
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

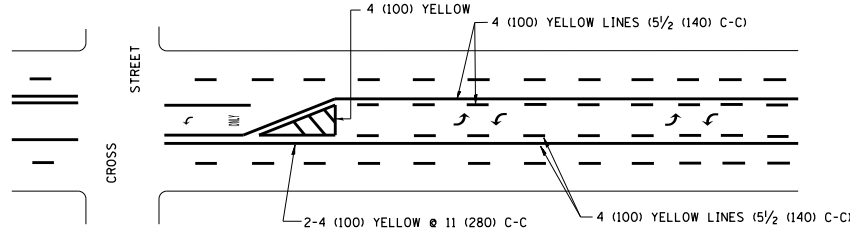
TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

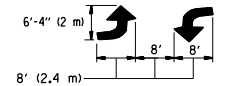


MEDIANS OVER 4' (1.2 m) WIDE



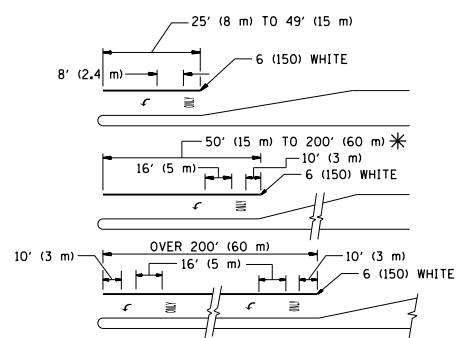
TYPICAL PAINTED MEDIAN MARKING

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 TURN LANE MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

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

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

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

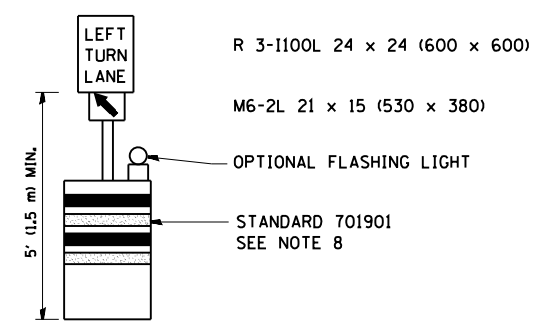
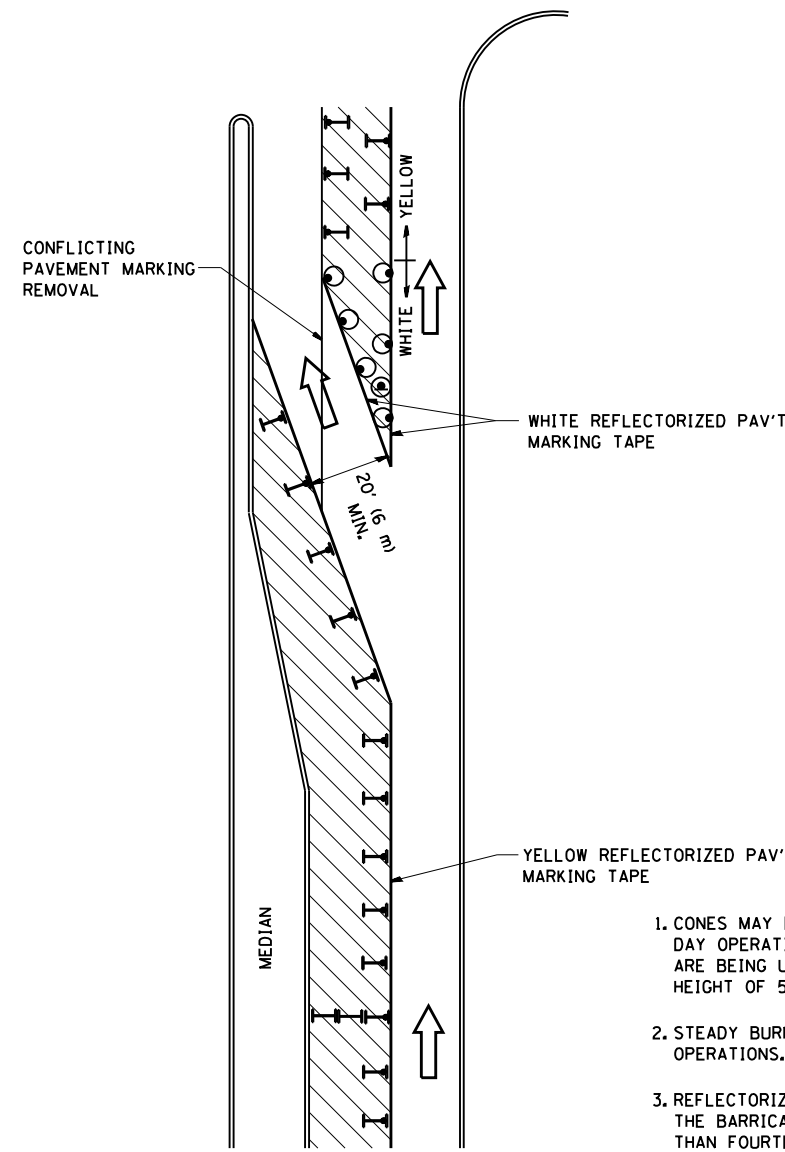
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT DATE = 10/17/2013	DATE - 03-19-90	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	63
TC-13		CONTRACT NO. 60T19		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

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

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

LEGEND

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

FILE NAME =	USER NAME = jimenezjl	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
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	PLOT DATE = 10/18/2013	REVISED - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

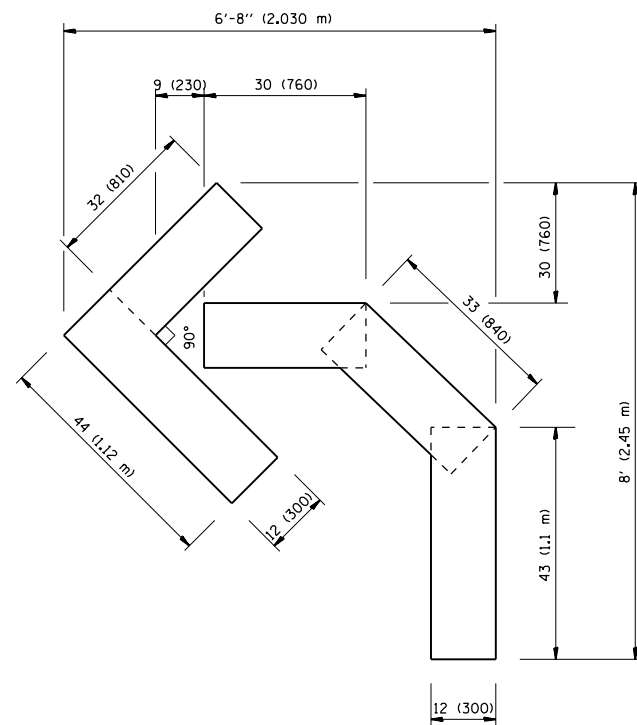
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	64
TC-14			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



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



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

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

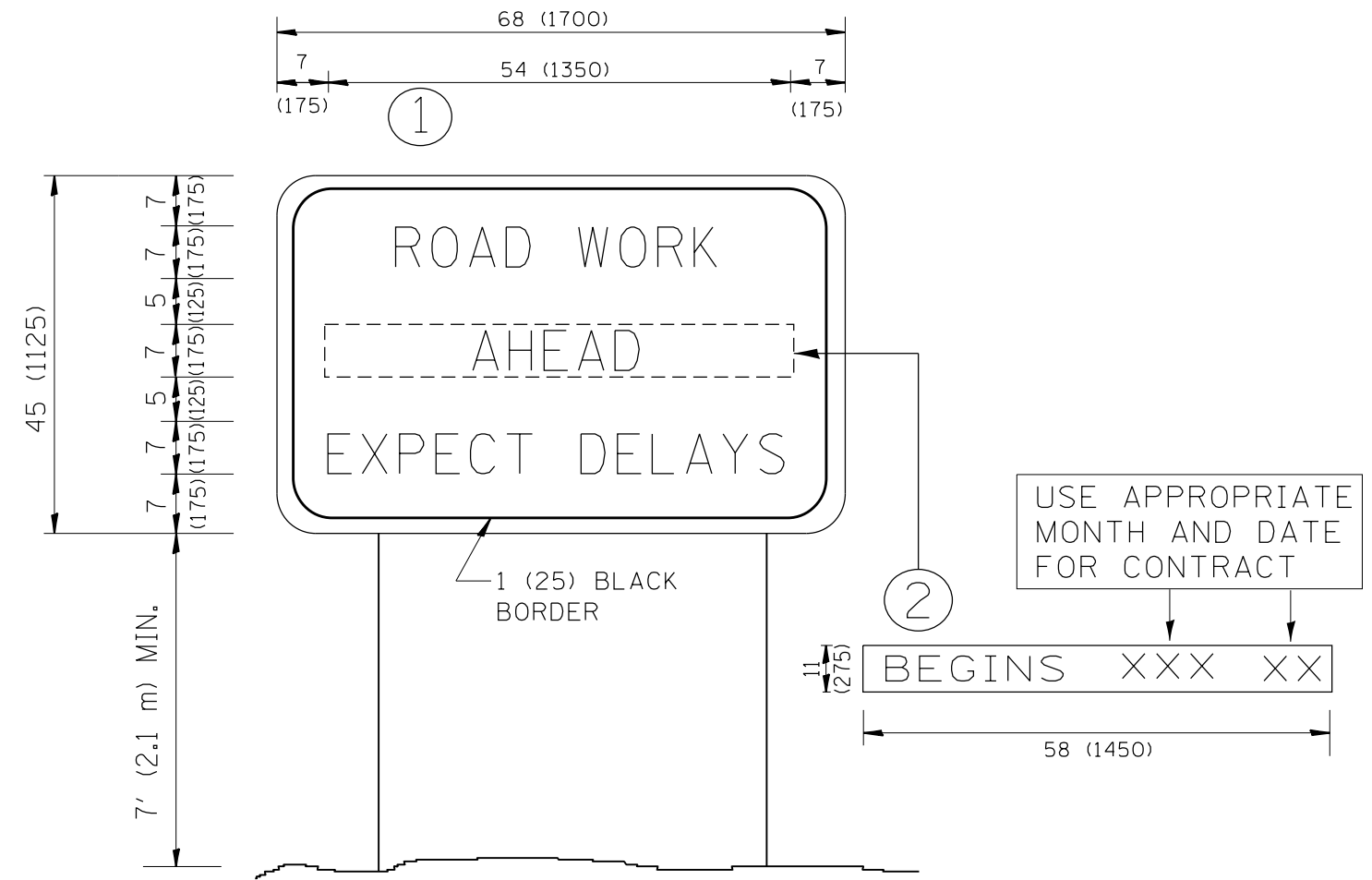
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	PLOT DATE = 10/17/2013	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING LETTERS AND SYMBOLS
 FOR TRAFFIC STAGING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-16			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

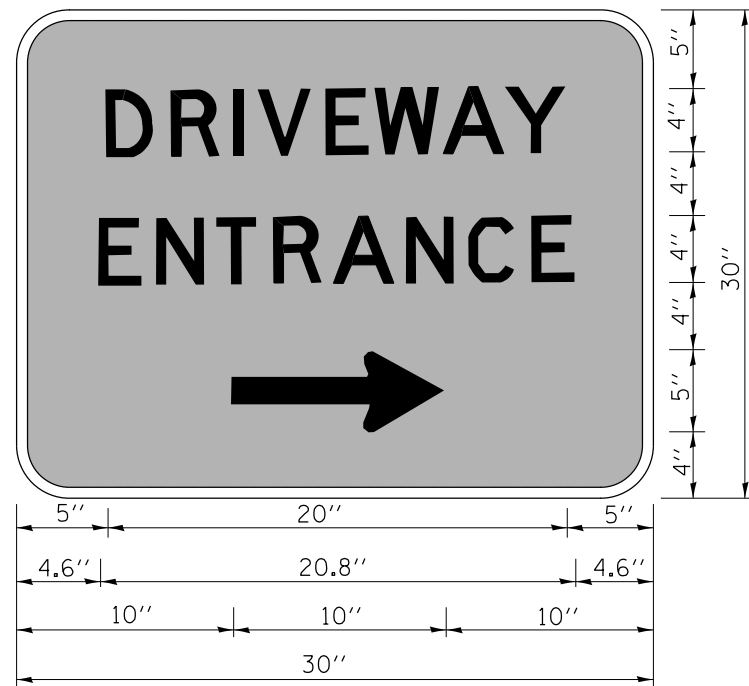


NOTES:

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

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

FILE NAME =	USER NAME = jimenezjl	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 10/17/2013	DATE -	REVISED - C. JUCIUS 01-31-07			<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>					
				SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA.		TO STA.	



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 = jlmenezjl	DESIGNED -	REVISED - C. JUCIUS 02-15-07
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

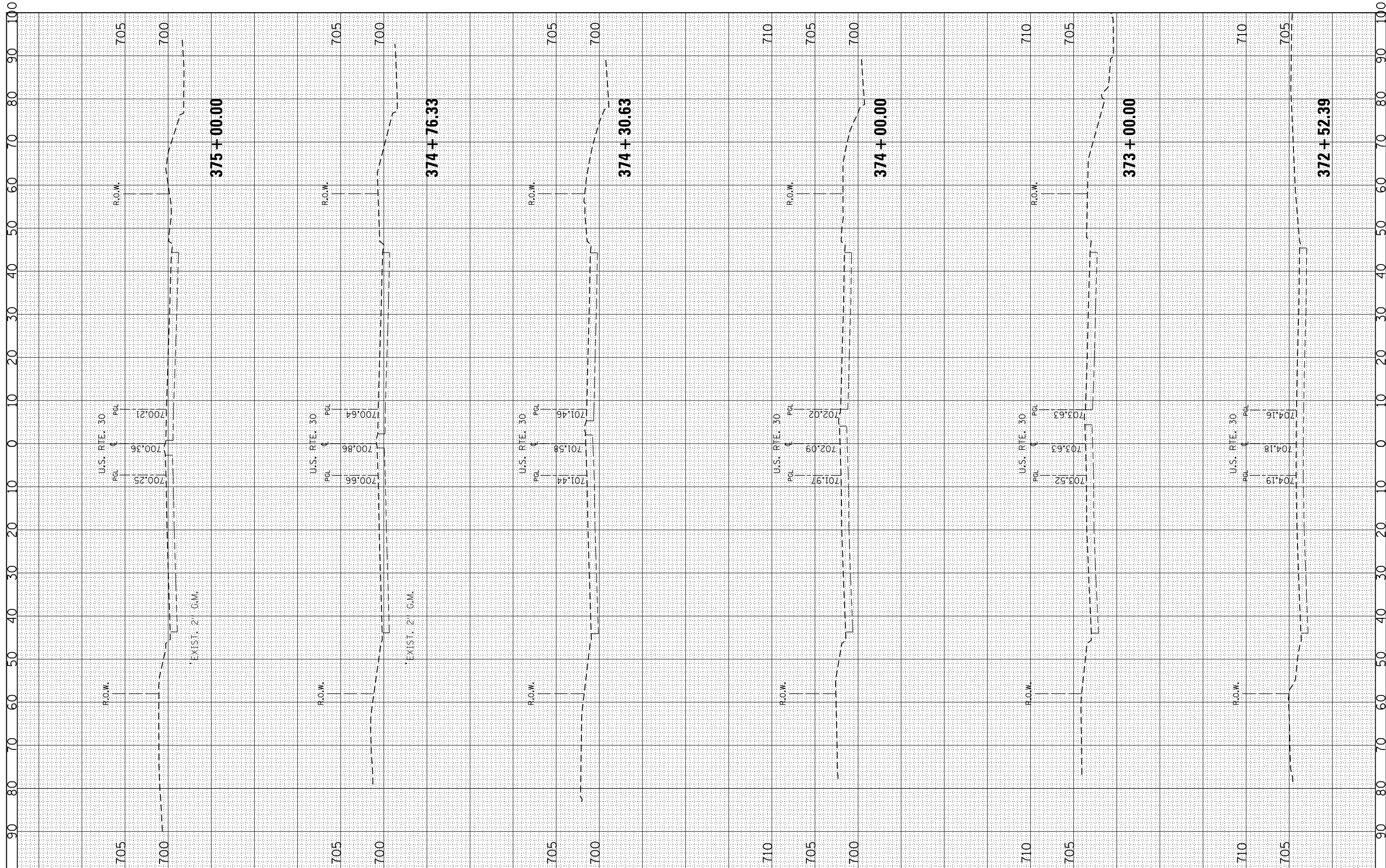
DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	67
TC-26			CONTRACT NO. 60T19	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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DESIGNED -
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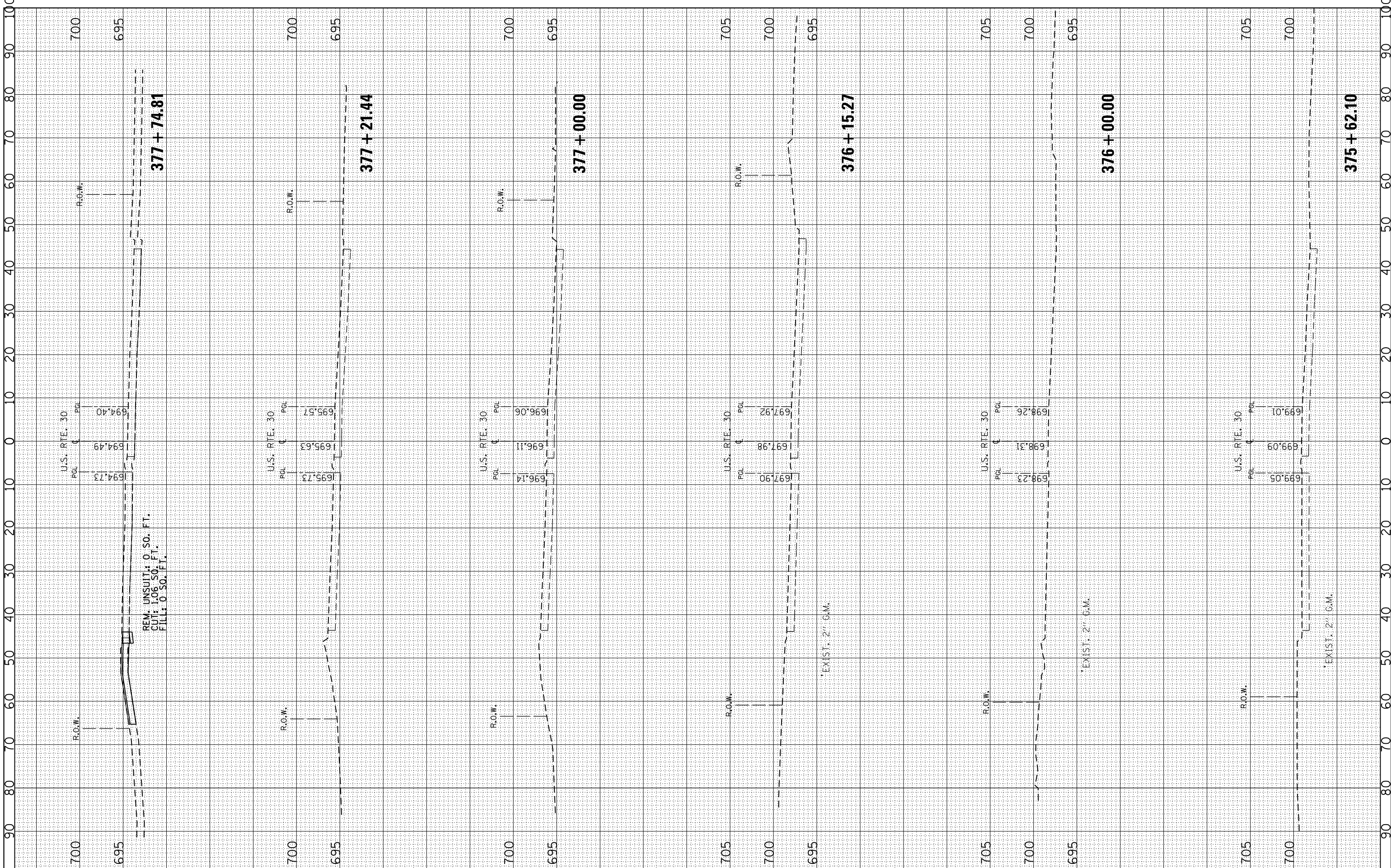
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 U.S. RTE. 30 AT WESTERN AVE.**
 SCALE: SHEET OF SHEETS STA. 372+52.39 TO STA. 375+00.00

F.A.P. RTE. 353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 68
CONTRACT NO. 60T19				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED	DATE
NOTE BOOK	TEMPLATE	
AREAS CHECKED	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED PLOTTED	DATE
NOTE BOOK	TEMPLATE	
AREAS CHECKED	AREAS CHECKED	



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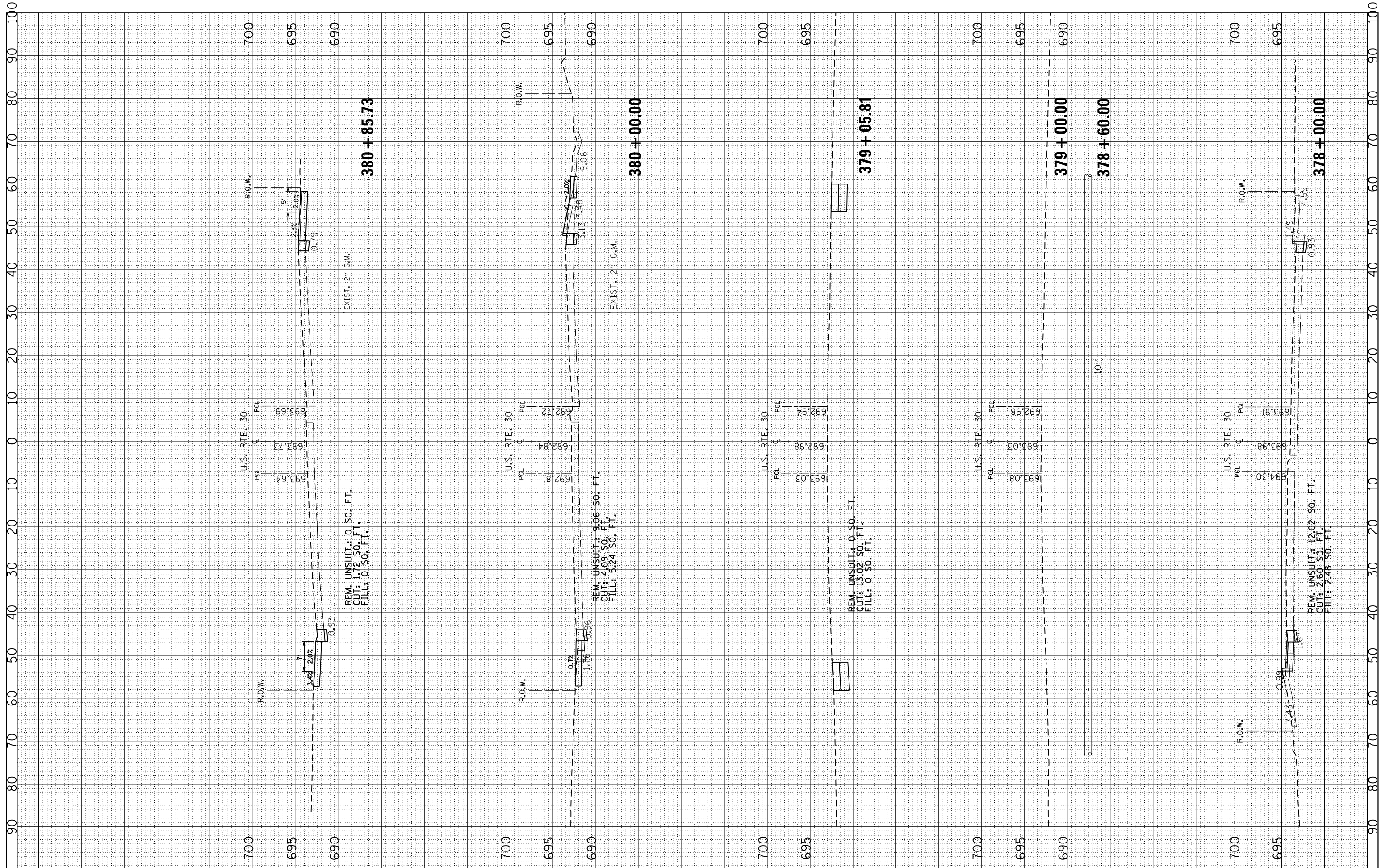
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
U.S. RTE. 30 AT WESTERN AVE.	
SCALE:	SHEET OF SHEETS STA. 375+62.10 TO STA. 377+74.81

F.A.P. RTE. 353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 69
ILLINOIS FED. AID PROJECT		CONTRACT NO. 60T19		

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 U.S. RTE. 30 AT WESTERN AVE.**

SCALE: SHEET OF SHEETS STA. 378+00.00 TO STA. 380+85.73

F.A.P. RTE. 353	SECTION 23N-2	COUNTY COOK	TOTAL SHEETS 75	SHEET NO. 70
CONTRACT NO. 60T19			ILLINOIS FED. AID PROJECT	

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
	TEMPLATE
	AREAS
	CHECKED

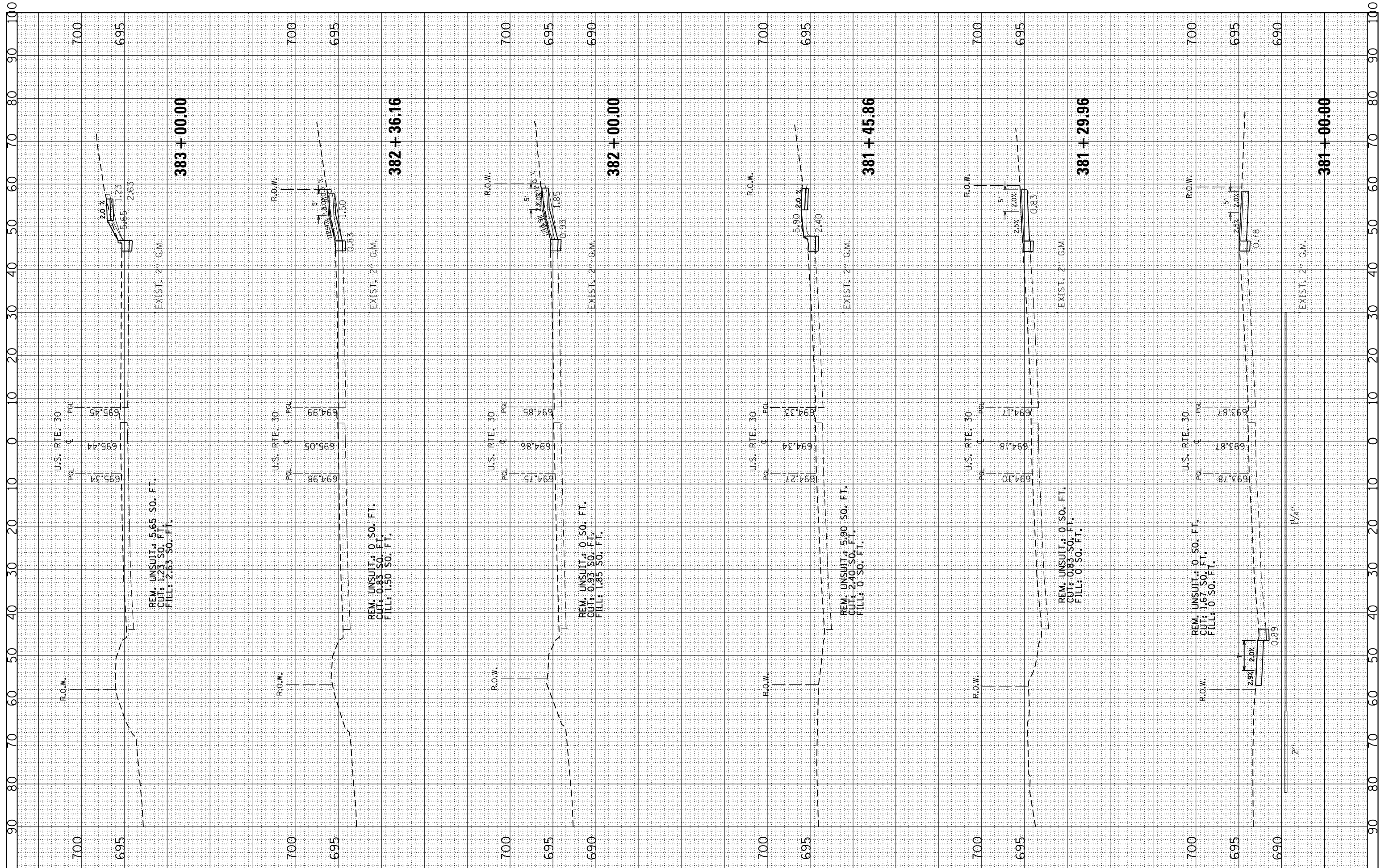
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DESIGNED -	REVIS
DRAWN -	REVIS
CHECKED -	REVIS
DATE -	REVIS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET	OF	SHEETS	STA. 381+00.00	TO STA. 383+00.00
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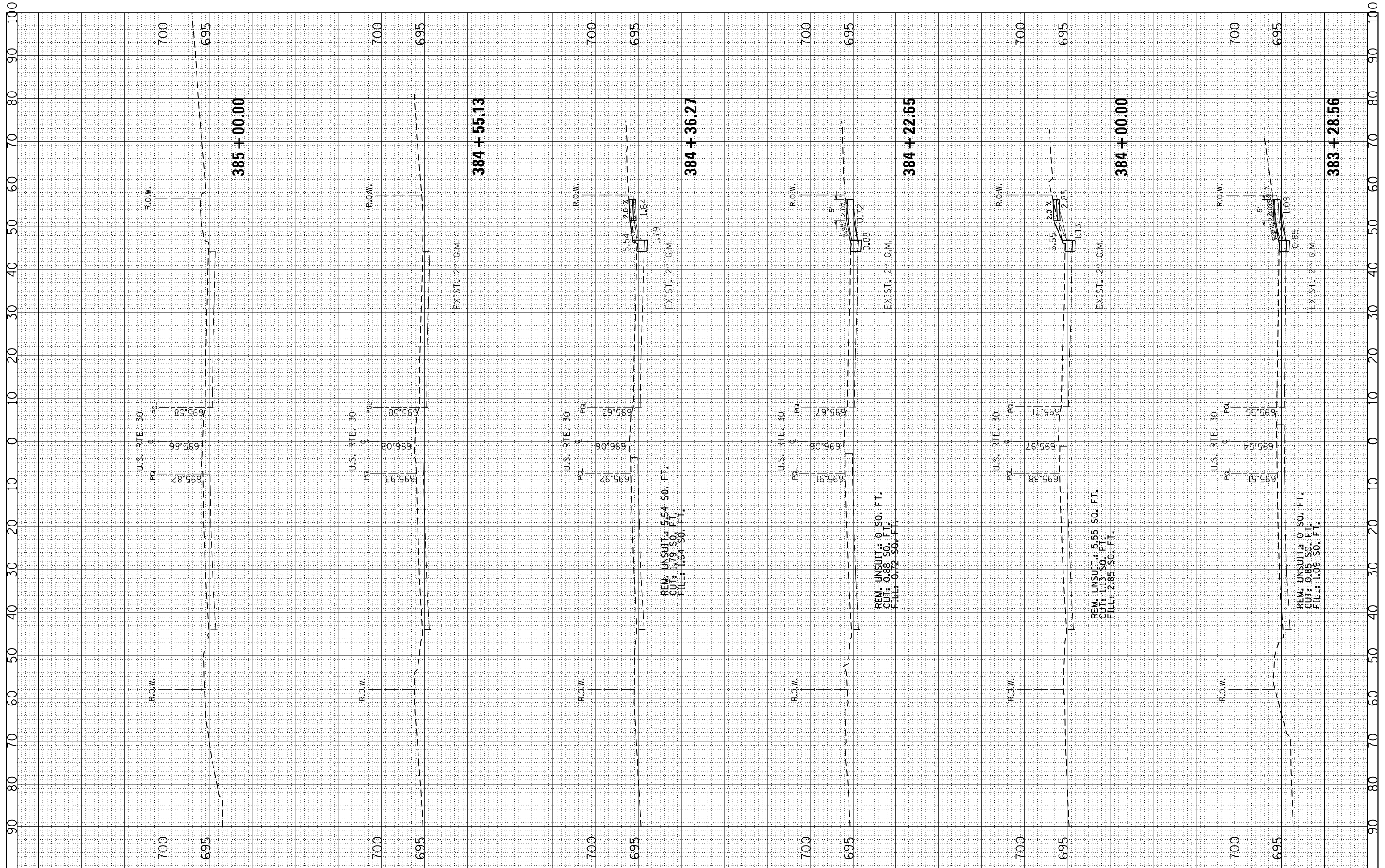
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	71
CONTRACT NO. 60T19				



ILLINOIS FED. AID PROJECT

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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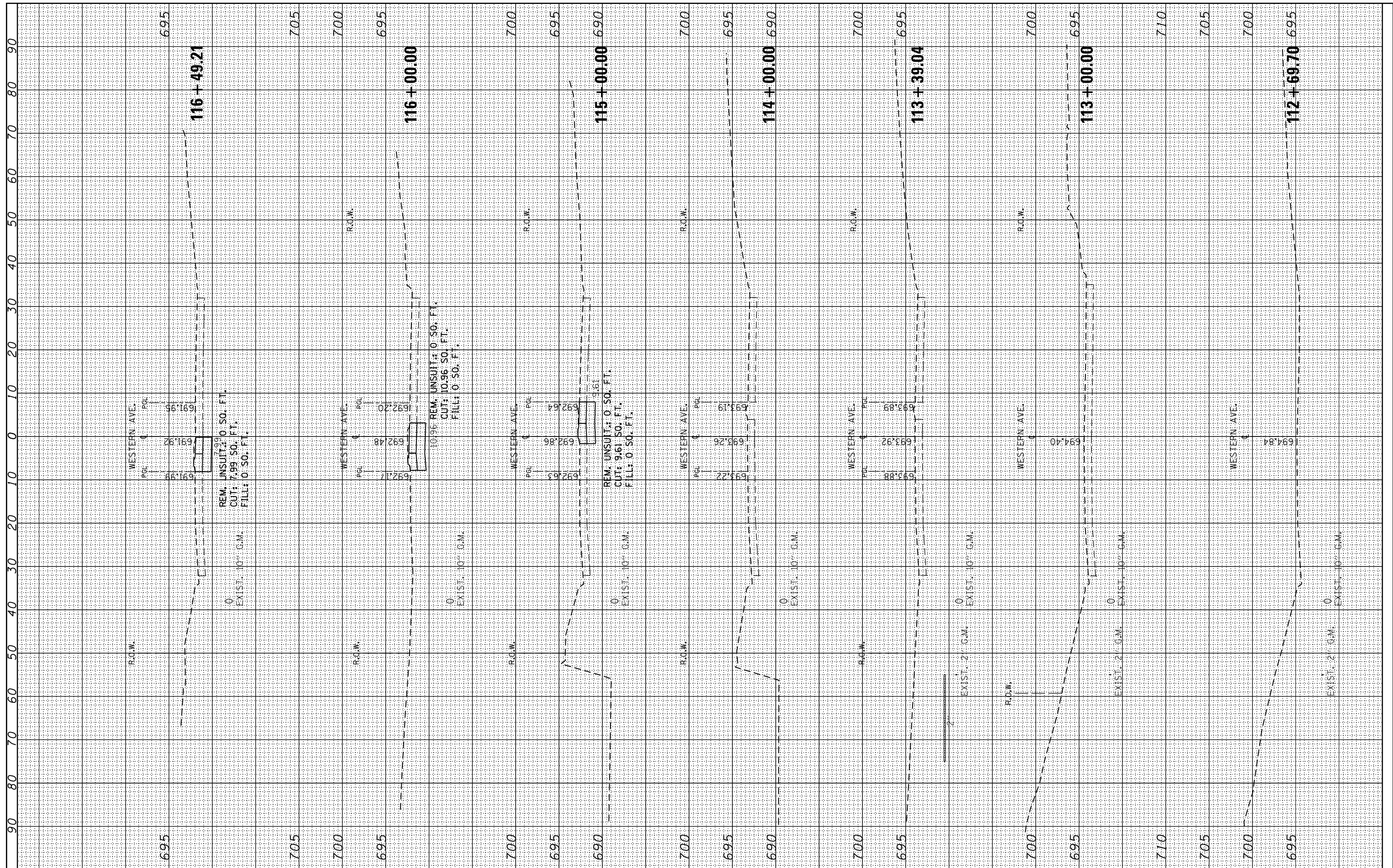
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS U.S. RTE. 30 AT WESTERN AVE.			
SCALE:	SHEET	OF	SHEETS
			STA. 383+28.56 TO STA. 385+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	72
CONTRACT NO.			60T19	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME =
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USER NAME = jimenezjl
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

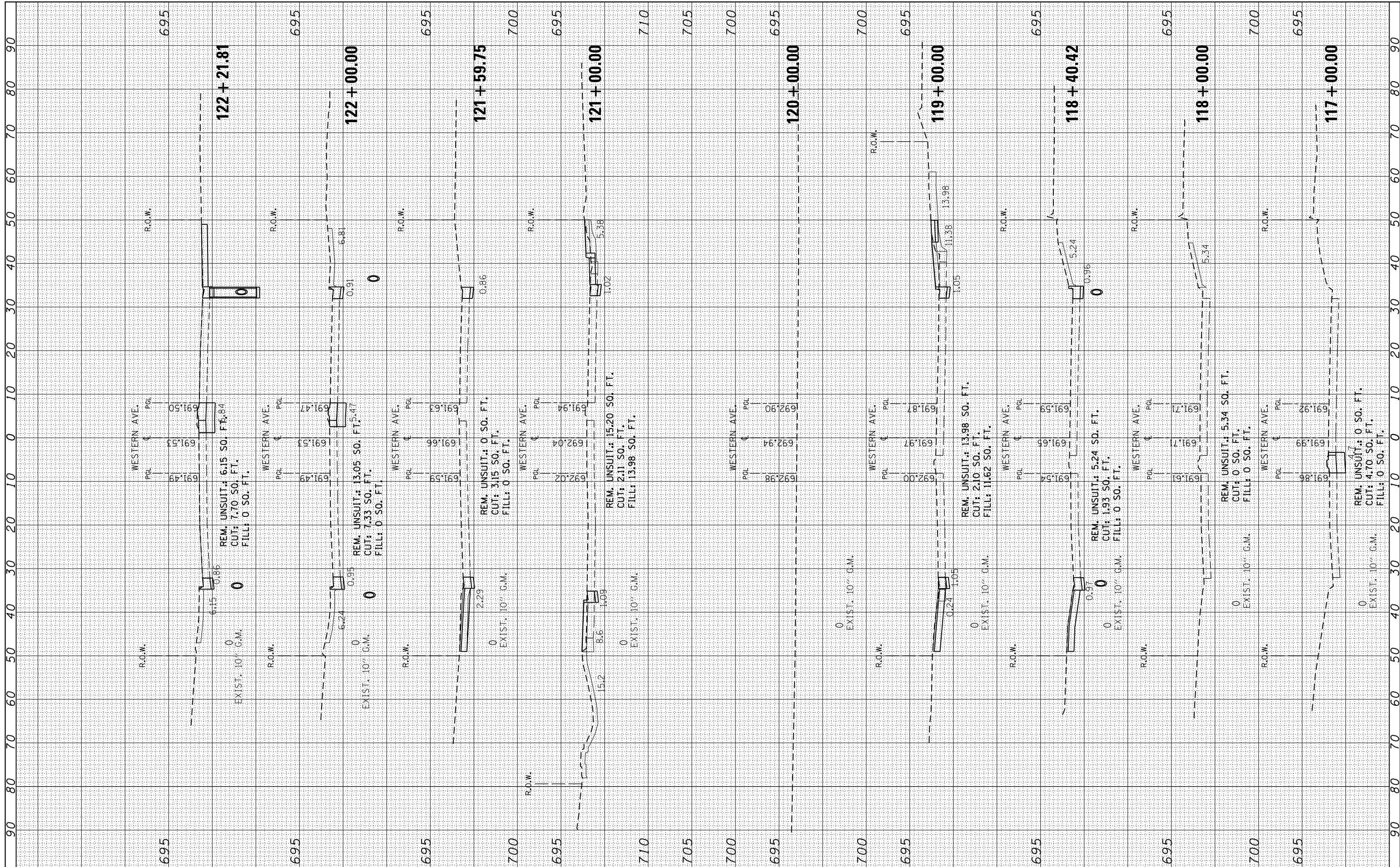
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 U.S. RTE. 30 AT WESTERN AVE.**
 SCALE: SHEET NO. OF SHEETS STA. 112+69.70 TO STA. 116+49.21

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	73
CONTRACT NO. 60T19			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



FILE NAME =
 USER NAME = jimenezjl
 DRAWN -
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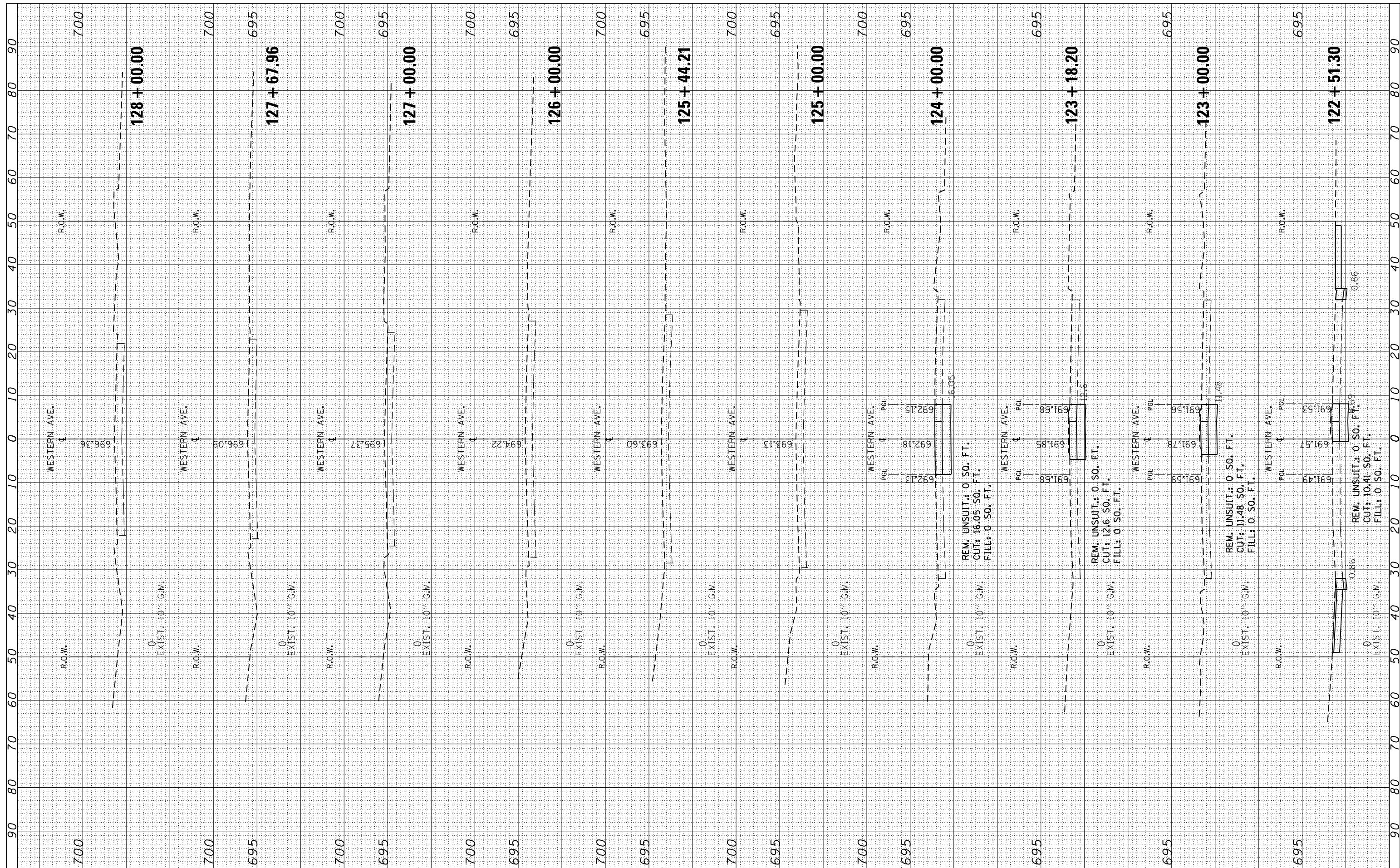
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 U.S. RTE. 30 AT WESTERN AVE.**
 SCALE: SHEET NO. OF SHEETS STA. 117+00.00 TO STA. 122+21.81

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	74
CONTRACT NO. 60T19			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME =
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 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 U.S. RTE. 30 AT WESTERN AVE.**
 SCALE: SHEET NO. OF SHEETS STA. 122+51.30 TO STA. 128+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	23N-2	COOK	75	75
CONTRACT NO. 60T19				