

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FILE NO.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
2049	23-00114-00-CH	COOK	79	1

ILLINOIS CONTRACT NO. 61M16

02-27-2026 LETTING ITEM 073

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

GANNON DRIVE RESURFACING AND BICYCLE FACILITY PROJECT

MUN 2049 (GANNON DRIVE)
IL 72 (HIGGINS ROAD) TO IL 58 (GOLF ROAD)

TRAFFIC DATA

GANNON DRIVE
POSTED SPEED: 30 MPH
DESIGN SPEED: 35 MPH
ADT: 5,524 (2023) 5,900 (2050)

DESIGN DESIGNATION

GANNON DRIVE
MINOR COLLECTOR

SECTION NO.: 23-00114-00-CH
PROJECT NO.: M6GA(936)
VILLAGE OF HOFFMAN ESTATES
COOK COUNTY

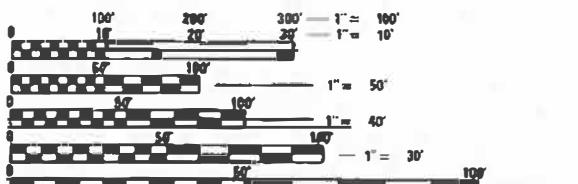


12/17/2025
Emily A. Druckrey
TRANSYSTEMS
EMILY A. DRUCKREY, P.E.
NO. 062-067642
EXP. DATE 11/30/27

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL

TRANSYSTEMS

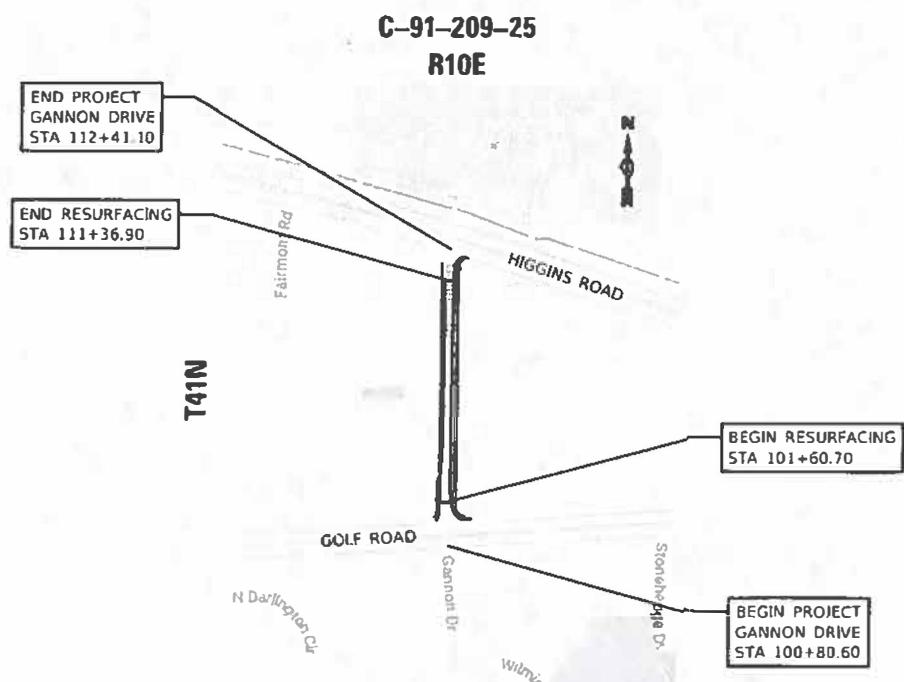
1475 WOODFIELD ROAD #800
SCHAUMBURG, IL 60173
(847) 605-9600



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZE 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 EXCAVATORS
1-800-892-0123
OR 811

CONTRACT NO. 61M16



LOCATION MAP

NOT TO SCALE
PROJECT LENGTH (GROSS / NET)
TOTAL LENGTH = 1,161.50 FT = (0.220 MILES)



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED ON: December 19, 2025

VILLAGE OF HOFFMAN ESTATES, DIRECTOR OF ENGINEERING

PASSED DECEMBER 23, 2025

C. A. Johnson
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETSRELEASING FOR BID
BASED ON LIMITED
REVIEW Dec 23rd, 2025J. S. Doss, P.E.
REGIONAL ENGINEERPRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

- 1 COVER SHEET
- 2 INDEX OF SHEETS, HIGHWAY STANDARDS, & GENERAL NOTES
- 3-8 SUMMARY OF QUANTITIES
- 9-10 TYPICAL SECTIONS
- 11-12 ROADWAY SCHEDULES
- 13-14 ALIGNMENT, TIES AND BENCHMARKS
- 15-16 REMOVAL PLAN
- 17-20 ROADWAY AND DRAINAGE PLAN AND PROFILE
- 21 SUGGESTED CONSTRUCTION STAGING - GENERAL NOTES AND SEQUENCING
- 22 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN - TYPICAL SECTIONS
- 23-27 SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN
- 28-31 EROSION AND SEDIMENTATION CONTROL PLANS
- 32-33 PAVEMENT MARKING AND SIGNING PLAN
- 34-35 LANDSCAPING PLAN
- 36-42 TRAFFIC SIGNAL - DISTRICT 1 DETAILS
- 43-48 TRAFFIC SIGNAL PLANS
- 49-50 ADA DETAILS
- 51-52 VILLAGE OF HOFFMAN ESTATES DETAILS
- 53-64 IDOT DISTRICT ONE STANDARD DETAILS
- 65-79 CROSS SECTIONS

VILLAGE OF HOFFMAN ESTATES DETAILS

- CURB AND GUTTER DETAIL
- SANITARY COVER DETAIL
- STORM COVER DETAIL
- WATER COVER DETAIL

IDOT DISTRICT ONE STANDARD DETAILS

- BD-01 DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER $\geq 15'$ (4.5m)
- BD-02 DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB $< 15'$ (4.5m)
- BD-08 DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING
- BD-22 PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
- BD-24 CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
- BD-32 BUTT JOINTS AND HMA TAPER
- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-13 DISTRICT ONE TYPICAL PAVEMENT MARKINGS
- TC-14 TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
- TC-16 SHORT TERM PAVEMENT MARKING LETTER AND SYMBOLS
- TC-22 ARTERIAL ROAD INFORMATION SIGN
- TC-26 DRIVEWAY ENTRANCE SIGNING
- TS-01 DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

IDOT HIGHWAY STANDARD DETAILS

- 000001-09 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 424001-12 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424026-04 ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
- 442201-04 CLASS C AND D PATCHES
- 602301-04 INLET TYPE A
- 604001-05 FRAME AND LIDS TYPE 1
- 604006-05 FRAME AND GRATE TYPE 3
- 606001-09 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
- 701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701311-03 LANE CLOSURE, 2L, 2W MOVING OPERATIONS DAY ONLY
- 701427-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
- 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701502-09 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
- 701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701611-01 URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-11 TRAFFIC CONTROL DEVICES
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-04 SIGN PANEL ERECTION DETAILS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 780001-05 TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION, JANUARY 1, 2022. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH THESE STANDARD SPECIFICATIONS.
2. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT THEIR OWN RISK AND IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
3. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
4. BEFORE STARTING ANY EXCAVATION THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 AND THE VILLAGE OF HOFFMAN ESTATES AT 847-882-9100 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
6. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM CENTERLINE.
7. WHEN REMOVING CURB AND GUTTER, AND/OR ANY OTHER STRUCTURES, THE USE OF ANY TYPE OF CONCRETE BREAKERS WHICH MIGHT DAMAGE THE UNDERGROUND PUBLIC OR PRIVATE UTILITIES WILL NOT BE PERMITTED. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL BE PERMITTED.

GENERAL NOTES CONTINUED

8. TOOLED JOINTS WILL NOT BE ALLOWED FOR THE PCC BIKE PATH. THE CONTRACTOR SHALL BE REQUIRED TO SAWCUT ALL CONTRACTION JOINTS.
9. TOPSOIL SHALL NOT BE STOCKPILED WITHIN PROJECT LIMITS.
10. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
11. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED AT LOCATIONS WHERE ROADWAY HAZARDS WITHIN THE WORK ZONE WILL REMAIN OVERNIGHT.
12. TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.
13. PAVEMENT MARKING, TYPE IV TAPE SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
14. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDINACE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
15. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
16. ANY AGGREGATE SUBGRADE CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
17. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b,c) OF THE SSRBC WILL NOT BE ALLOWED.
18. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE WOVEN.

UTILITIES NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
2. THE LOCATION OF EXISTING UNDERGROUND DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ALL UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER IN ACCORDANCE WITH ARTICLES 105.07 AND 107.20.
4. ALL UTILITY COMPANIES SHALL BE NOTIFIED AT LEAST 3 DAYS PRIOR TO THE START OF CONSTRUCTION.
5. THE CONTRACTOR SHALL USE NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
6. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, FIRE HYDRANTS AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.
7. ALL LOOSE MATERIAL DEPOSITED IN THE FLOWLINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

COMMITMENTS

1. REPLACE TREES 1:1 RATIO.
2. AT LEAST ONE PEDESTRIAN ROUTE ALONG GANNON DRIVE WILL ALWAYS REMAIN OPEN.

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	STU
				75% FED / 25% LOCAL
				URBAN
				0005
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	23	23
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	34	34
20101000	TEMPORARY FENCE	FOOT	25	25
20200100	EARTH EXCAVATION	CU YD	460	460
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	260	260
20400800	FURNISHED EXCAVATION	CU YD	430	430
20800150	TRENCH BACKFILL	CU YD	5	5
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	500	500
21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	912	912
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1,465	1,465
*	25000100 SEEDING, CLASS 1	ACRE	0.50	0.50
*	25000400 NITROGEN FERTILIZER NUTRIENT	POUND	49	49
*	25000500 PHOSPHORUS FERTILIZER NUTRIENT	POUND	49	49
*	25000600 POTASSIUM FERTILIZER NUTRIENT	POUND	49	49
*	25100630 EROSION CONTROL BLANKET	SQ YD	2,377	2,377
*	25200200 SUPPLEMENTAL WATERING	UNIT	2	2

* DENOTES SPECIALTY ITEM

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	STU
				75% FED / 25% LOCAL
				URBAN
				0005
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	53	53
28000400	PERIMETER EROSION BARRIER	FOOT	1,959	1,959
28000510	INLET FILTERS	EACH	14	14
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	2,377	2,377
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,363	2,363
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	815	815
35300210	PORTLAND CEMENT CONCRETE BASE COURSE 7 1/2"	SQ YD	193	193
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	2,857	2,857
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	45	45
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	176	176
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	357	357
42001300	PROTECTIVE COAT	SQ YD	3,035	3,035
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	815	815
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	14,943	14,943
42400800	DETECTABLE WARNINGS	SQ FT	366	366
44000100	PAVEMENT REMOVAL	SQ YD	1,338	1,338

* DENOTES SPECIALTY ITEM

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	STU
				75% FED / 25% LOCAL
				URBAN
				0005
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	3,992	3,992
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	523	523
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,320	2,320
44000600	SIDEWALK REMOVAL	SQ FT	8,941	8,941
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	50	50
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	50	50
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	50	50
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	50	50
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	10	10
55100500	STORM SEWER REMOVAL 12"	FOOT	53	53
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1
60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	2	2
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2
60250600	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 3 FRAME AND GRATE	EACH	2	2
60255800	MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	5	5
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1

* DENOTES SPECIALTY ITEM

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	STU
				75% FED / 25% LOCAL
				URBAN
				0005
60265900	VALVE VAULTS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	4	4
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1	1
60500050	REMOVING CATCH BASINS	EACH	1	1
60500060	REMOVING INLETS	EACH	4	4
*	66900200 NON-SPECIAL WASTE DISPOSAL	CU YD	35	35
*	66900530 SOIL DISPOSAL ANALYSIS	EACH	2	2
*	66901001 REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1
*	66901003 REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1
*	66901006 REGULATED SUBSTANCES MONITORING	CAL DA	30	30
	67100100 MOBILIZATION	L SUM	1	1
	70107025 CHANGEABLE MESSAGE SIGN	CAL DA	120	120
	70300100 SHORT TERM PAVEMENT MARKING	FOOT	1,534	1,534
	70300150 SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	385	385
	70300211 TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	126	126
	70300221 TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	4,331	4,331
	70300241 TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	294	294

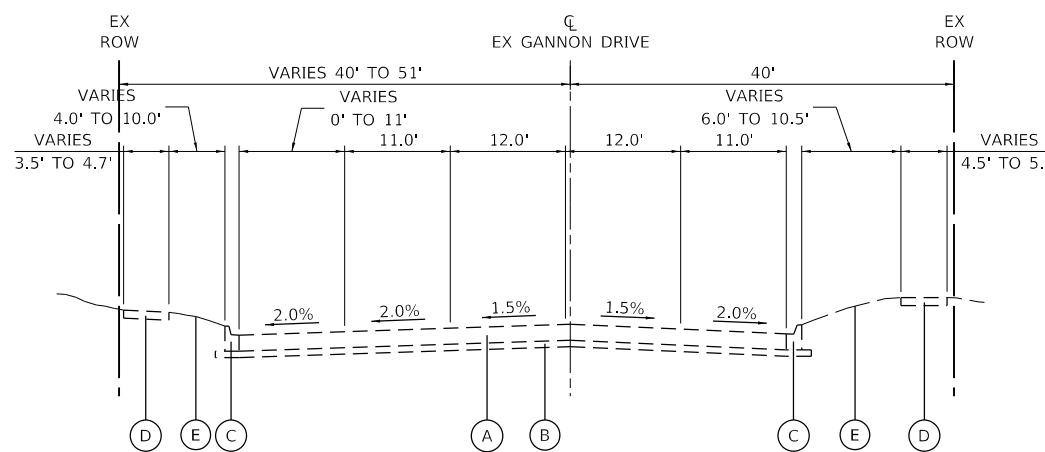
* DENOTES SPECIALTY ITEM

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	STU	
				75% FED / 25% LOCAL	
				URBAN	
				0005	
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	44	44	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	1,534	1,534	
*	72000100	SIGN PANEL - TYPE 1	SQ FT	29	29
*	72000200	SIGN PANEL - TYPE 2	SQ FT	20	20
	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	3	3
	72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	2	2
	72400320	REMOVE SIGN PANEL - TYPE 2	SQ FT	10	10
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	92	92
*	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	352	352
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3,179	3,179
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	703	703
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	372	372
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	72	72
	78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	2,509	2,509
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1,268	1,268
*	88600100	DETECTOR LOOP, TYPE I	FOOT	536	536

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	STU
				75% FED / 25% LOCAL
				URBAN
				0005
*	89000100 TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2	2
*	89502376 REBUILD EXISTING HANDHOLE	EACH	1	1
*	A2000320 TREE, ACER MIYABEI MORTON (STATE STREET MIYABE MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	3	3
*	A2002520 TREE, CARPINUS CAROLINIANA (AMERICAN HORNBEAM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4	4
*	A2002920 TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	4	4
*	A2008745 TREE, ULMUS X FRONTIER (FRONTIER ELM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2	2
*	B2006220 TREE, SYRINGA RETICULATA (JAPANESE TREE LILAC), 2-1/2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	2	2
	X4022000 TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	9	9
	X4240114 TEMPORARY SIDEWALK	SQ FT	300	300
	X4400503 COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	868	868
	X6022712 CATCH BASINS, TYPE A, 4'-DIAMETER, WITH SPECIAL FRAME AND GRATE	EACH	3	3
	X6023206 INLETS, TYPE A, TYPE 3 FRAME AND GRATE (SPECIAL)	EACH	3	3
	X6026056 SANITARY MANHOLES TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	6	6
	X6064200 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	1,549	1,549
	X7010216 TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1
	X7200061 TEMPORARY INFORMATION SIGNING	SQ FT	192	192
*	X8140238 REBUILD EXISTING DOUBLE HANDHOLE	EACH	1	1
*	X8900104 TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	2

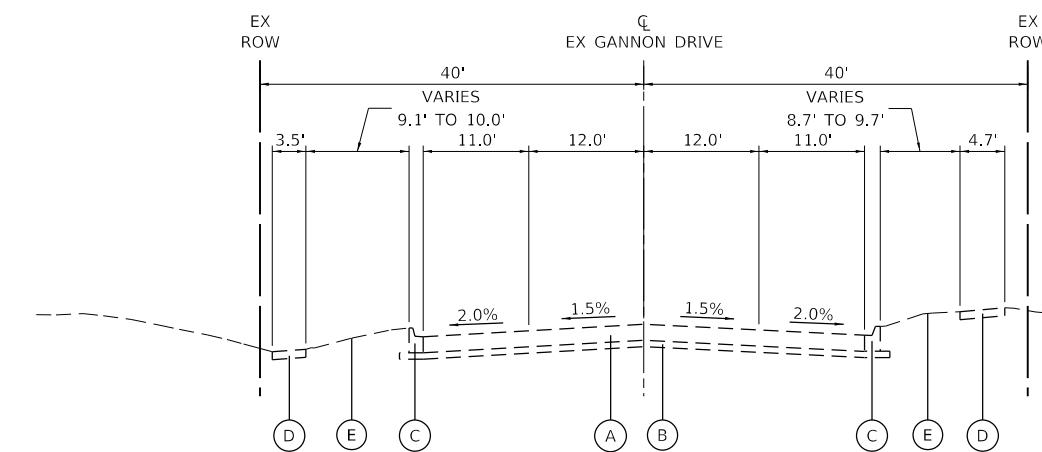
EXISTING LEGEND

- (A) HMA PAVEMENT, 10"
- (B) SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (C) COMBINATION CONCRETE CURB & GUTTER, TY B-6.12
- (D) PCC SIDEWALK, 5"
- (E) TOPSOIL



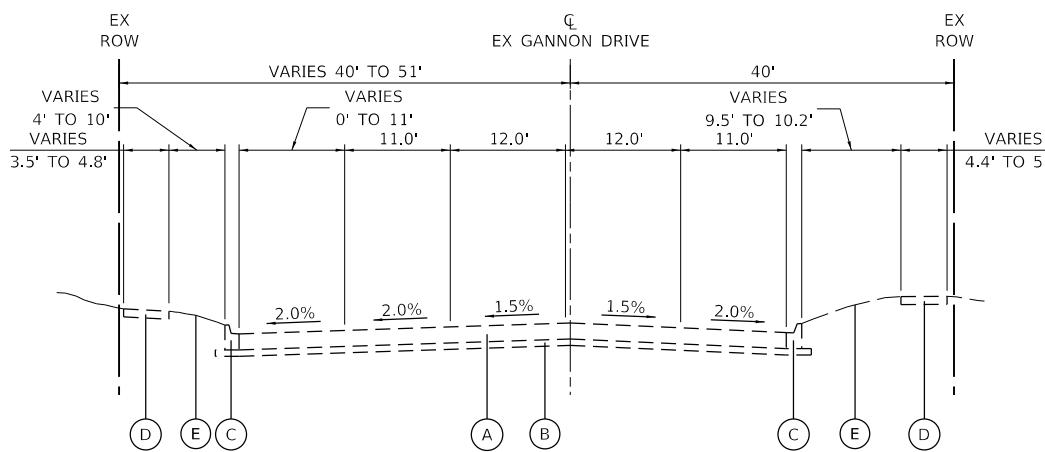
EXISTING TYPICAL SECTION

GANNON DRIVE
STA 100+80.60 TO STA 101+60.70
STA 111+36.90 TO STA 112+41.10



EXISTING TYPICAL SECTION

GANNON DRIVE
STA 104+24.72 TO STA 111+36.90

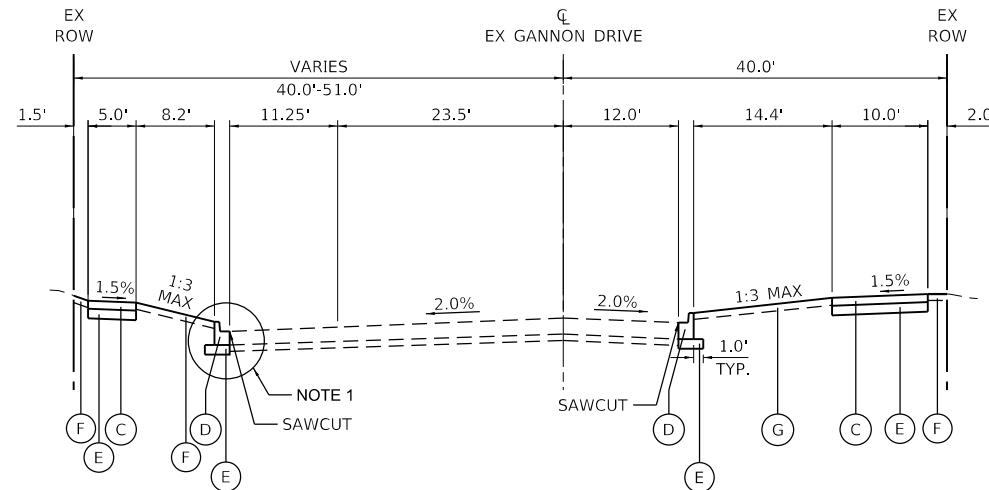


EXISTING TYPICAL SECTION

GANNON DRIVE
STA 101+60.70 TO STA 104+24.72

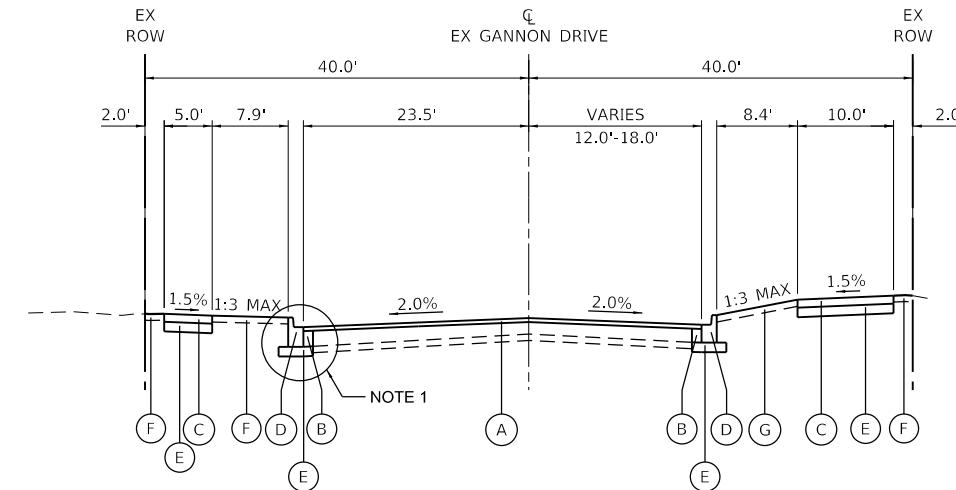
PROPOSED LEGEND

- (A) HMA SURFACE COURSE, IL-9.5, MIX "D", N50 1-1/2" POLY HMA BINDER COURSE, IL-4.75, N50 3/4"
- (B) PCC BASE COURSE, 7 1/2"
- (C) PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH
- (D) COMBINATION CONCRETE CURB & GUTTER, TY B-6.12 (ABUTTING EXISTING PAVEMENT)
- (E) AGGREGATE BASE COURSE, TYPE B 4"
- (F) TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH SEEDING, CLASS 1 FERTILIZER NUTRIENTS EROSION CONTROL BLANKET
- (G) TOPSOIL FURNISH AND PLACE, 6" SEEDING, CLASS 1 FERTILIZER NUTRIENTS EROSION CONTROL BLANKET



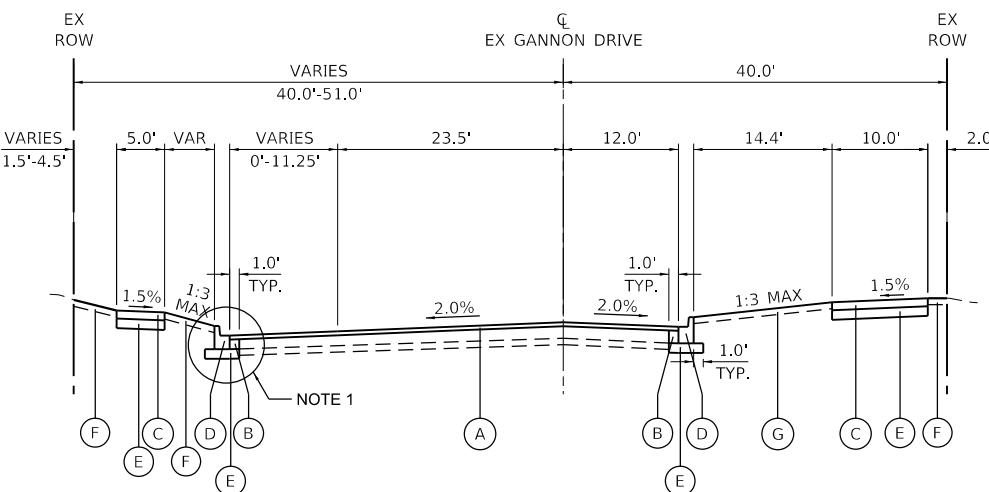
PROPOSED TYPICAL SECTION

GANNON DRIVE
STA 100+80.60 TO STA 101+60.70



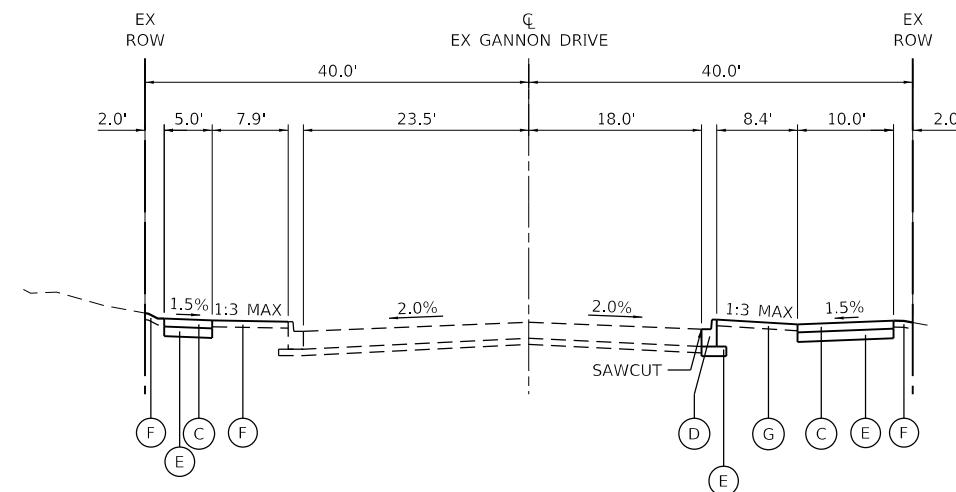
PROPOSED TYPICAL SECTION

GANNON DRIVE
STA 108+48.00 TO STA 111+36.90



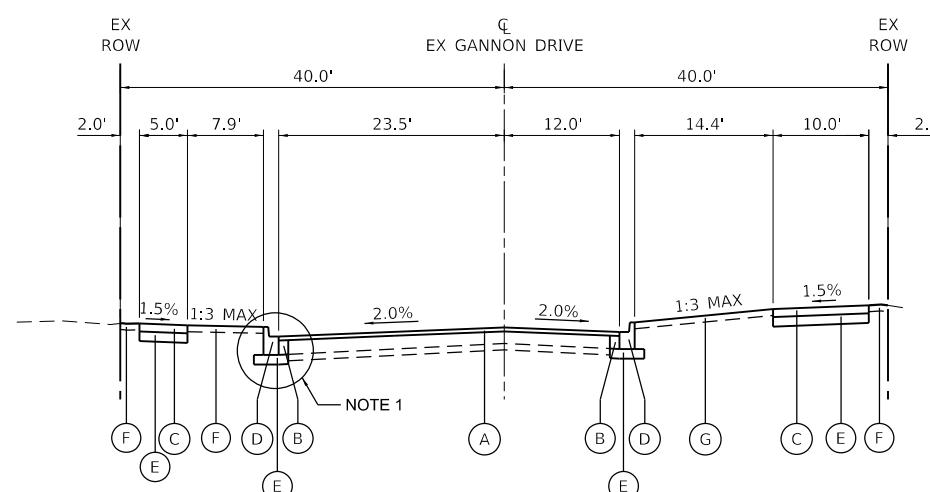
PROPOSED TYPICAL SECTION

GANNON DRIVE
STA 101+60.70 TO STA 104+24.72



PROPOSED TYPICAL SECTION

GANNON DRIVE
STA 111+36.90 TO STA 112+41.10



PROPOSED TYPICAL SECTION

GANNON DRIVE
STA 104+24.72 TO STA 108+48.00

HOT-MIX ASPHALT MIXTURE REQUIREMENTS CHART		
MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1-1/2"	4% @ 50 GYR.	LR 1030-2
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"	3.5% @ 50 GYR.	LR 1030-2
PAVEMENT PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0 mm), 8 INCH	4% @ 70 GYR.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/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 RECLAIMED MATERIALS SPECIFICATIONS

LOCATION	SUMMARY OF REMOVAL								
	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	PAVEMENT REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/8"	DRIVeway PAVEMENT REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	STORM SEWER REMOVAL 12"	REMOVING CATCH BASINS	REMOVING INLETS
SQ YD	SQ YD	SQ YD	SQ YD	FOOT	SQ FT	FOOT	EACH	EACH	
SHEET 1 (STA 97+00 TO 102+00)	25	103	185	-	284	1,202	-	-	-
SHEET 2 (STA 102+00 TO 106+80)	-	646	1,990	223	971	3,477	29	1	1
SHEET 3 (STA 106+80 TO 111+60)	-	510	1,817	300	956	3,453	24	-	3
SHEET 4 (STA 111+60 TO 113+00)	20	79	-	-	109	809	-	-	-
TOTAL	45	1,338	3,992	523	2,320	8,941	53	1	4

SUMMARY OF MAINTENANCE OF TRAFFIC							
LOCATION	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	TEMPORARY PAVEMENT MARKING LINE 4"- PAINT	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	TEMPORARY PAVEMENT MARKING LINE 24"- PAINT	PAVEMENT MARKING REMOVAL - GRINDING	PAVEMENT MARKING REMOVAL - WATER BLASTING	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)
	SQ FT	FOOT	FOOT	FOOT	SQ FT	SQ FT	EACH
SHEET 1 (STA 97+00 TO 102+00)	-	267	88	22	165	589	-
SHEET 2 (STA 102+00 TO 106+80)	89	1,921	106	-	1,336	-	4
SHEET 3 (STA 106+80 TO 111+60)	21	1,920	54	-	1,008	114	5
SHEET 4 (STA 111+60 TO 113+00)	16	223	46	22	-	565	-
TOTAL	126	4,331	294	44	2,509	1,268	9

SUMMARY OF EROSION CONTROL					
LOCATION	TEMPORARY FENCE	TEMPORARY EROSION CONTROL SEEDING	PERIMETER EROSION BARRIER	INLET FILTERS	TEMPORARY EROSION CONTROL BLANKET
	FOOT	POUND	FOOT	EACH	SQ YD
SHEET 1 (STA 97+00 TO 102+00)	-	7	226	1	273
SHEET 2 (STA 102+00 TO 106+80)	25	22	784	5	1,057
SHEET 3 (STA 106+80 TO 111+60)	-	20	806	6	902
SHEET 4 (STA 111+60 TO 113+00)	-	4	143	2	145
TOTAL	25	53	1,959	14	2,377

SUMMARY OF PAVEMENT MARKINGS						
LOCATION	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	
	SQ FT	FOOT	FOOT	FOOT	FOOT	FOOT
SHEET 1 (STA 97+00 TO 102+00)	107	172	172	174	-	35
SHEET 2 (STA 102+00 TO 106+80)	139	1,100	217	-	-	-
SHEET 3 (STA 106+80 TO 111+60)	69	1,751	243	-	-	-
SHEET 4 (STA 111+60 TO 113+00)	37	156	71	198	-	37
TOTAL	352	3,179	703	372	-	72



USER NAME = \$USER\$	DESIGNED - MRQ	REVISED -
	DRAWN - KLB	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - EAD	REVISED -
PLOT DATE = \$DATE\$	DATE - 12/19/25	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

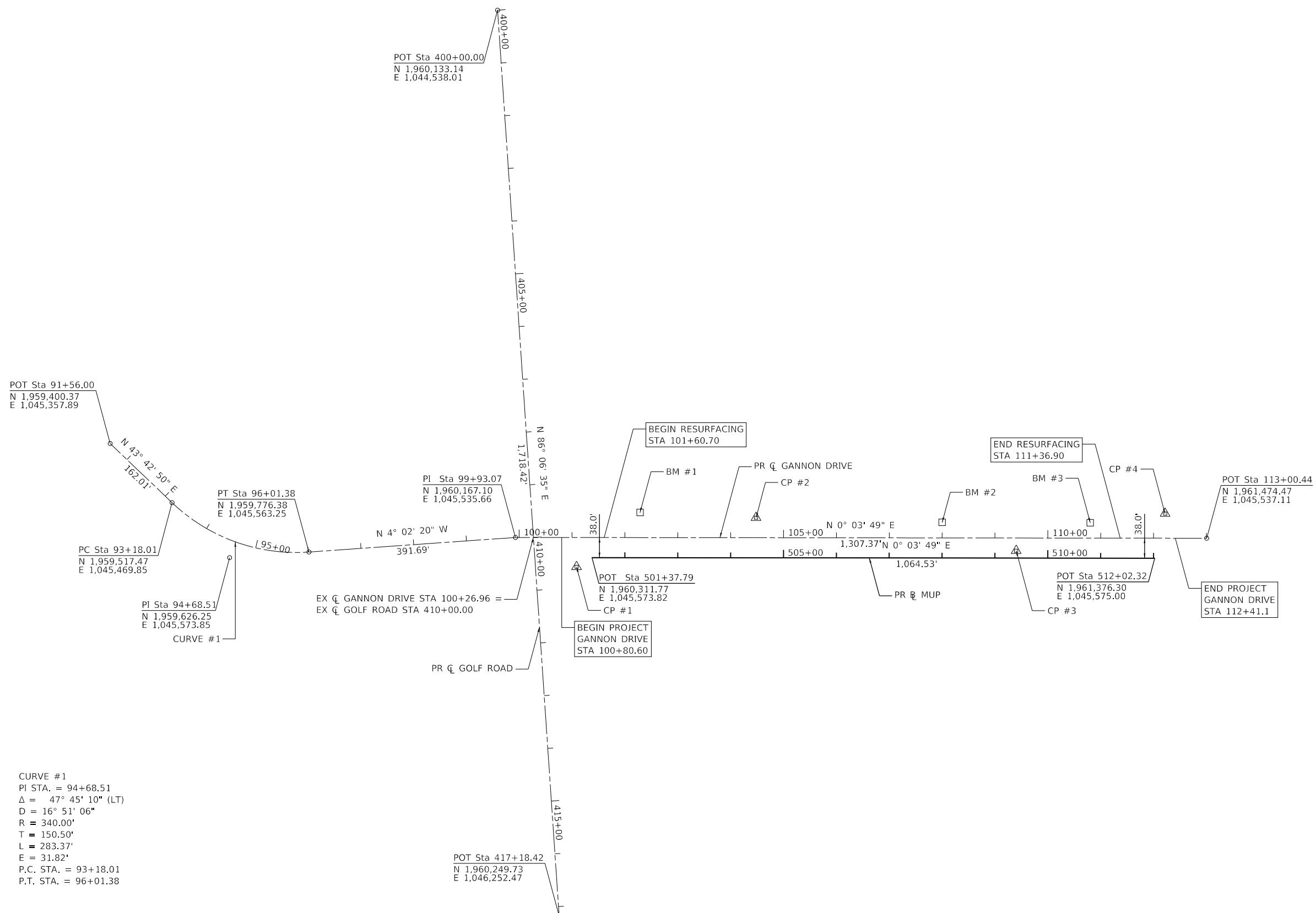
EARTHWORK SCHEDULE

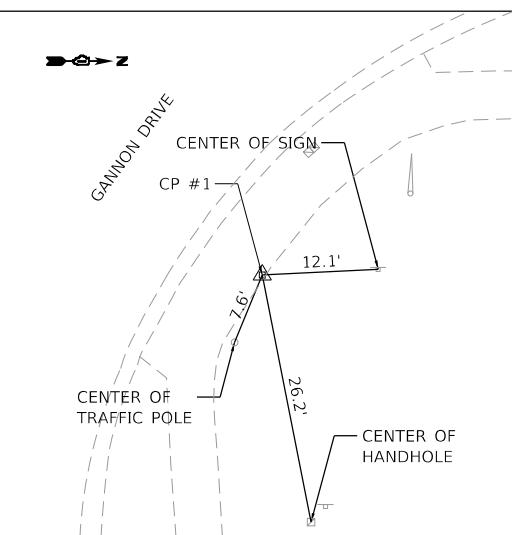
SCALE: NONE SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. 2049	SECTION 23-00114-00-CH	COUNTY COOK	TOTAL SHEETS 79	SHEET NO. 12
				CONTRACT NO. 61M16

ILLINOIS FED. AID PROJECT

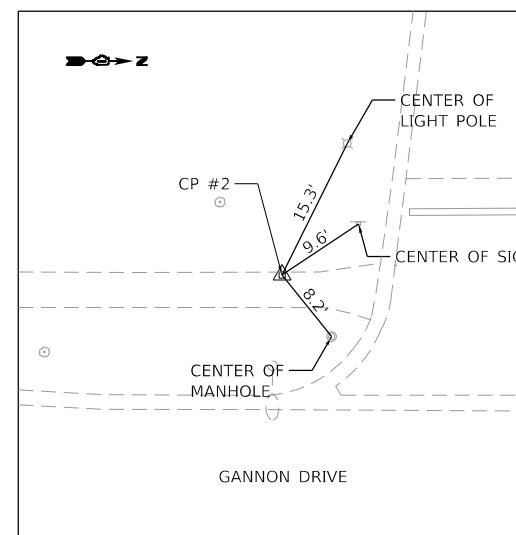
LOCATION	EARTH EXCAVATION (ADJUSTED 15% FOR SHRINKAGE)	EMBANKMENT	EXCESS (+) OR SHORTAGE (-)	FURNISHED EXCAVATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		
					TOPSOIL STRIPPING		
					CU YD	CU YD	CU YD
STAGE 1 - WEST SIDE	218	185	60	125	0	128	
STAGE 2 - EAST SIDE	241	205	633	-428	428	131	
TOTALS	459	390	693	-302	429	259	
ROUNDED TOTALS	460	395	695	-300	430	260	





CONTROL POINT #1

CUT "X" ON EDGE OF SIDEWALK
 STA 101+08.65, 55.60' RT
 N. 1,960,282.614 E. 1,045,591.393
 ELEV.=822.132



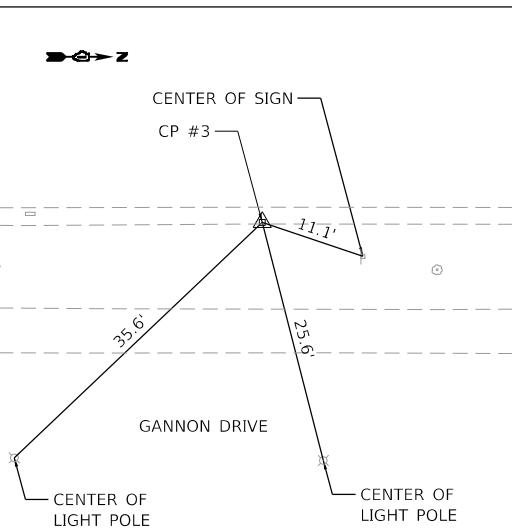
CONTROL POINT #2

CUT "X" ON EDGE OF SIDEWALK
 STA 104+47.97, 37.88' LT
 N. 1,960,622.042 E. 1,045,498.287
 ELEV.=820.203

BENCHMARK #1

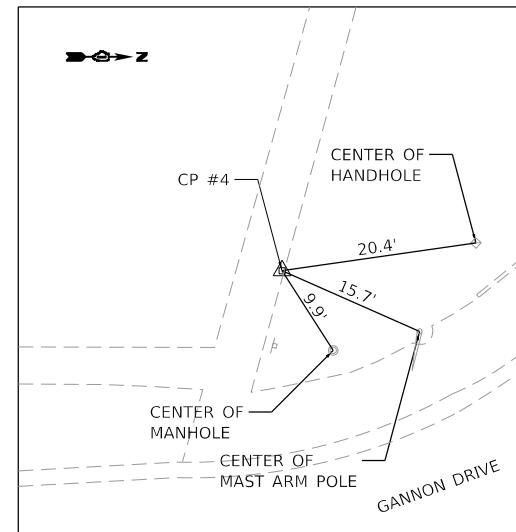
ELEV. 822.132

"X" ON SIDEWALK ARROW BOLT FIRST
 FIRE HYDRANT NORTH OF GOLF ROAD
 ON THE WEST SIDE OF GANNON DRIVE



CONTROL POINT #3

CUT "X" ON TOP OF CURB
 STA 109+40.14, 24.15' RT
 N. 1,961,114.136 E. 1,045,560.867
 ELEV.=820.996



CONTROL POINT #4

CUT "X" ON EDGE OF SIDEWALK
 STA 112+21.72, 46.49' LT
 N. 1,961,395.801 E. 1,045,490.535
 ELEV.=826.195

BENCHMARK #2

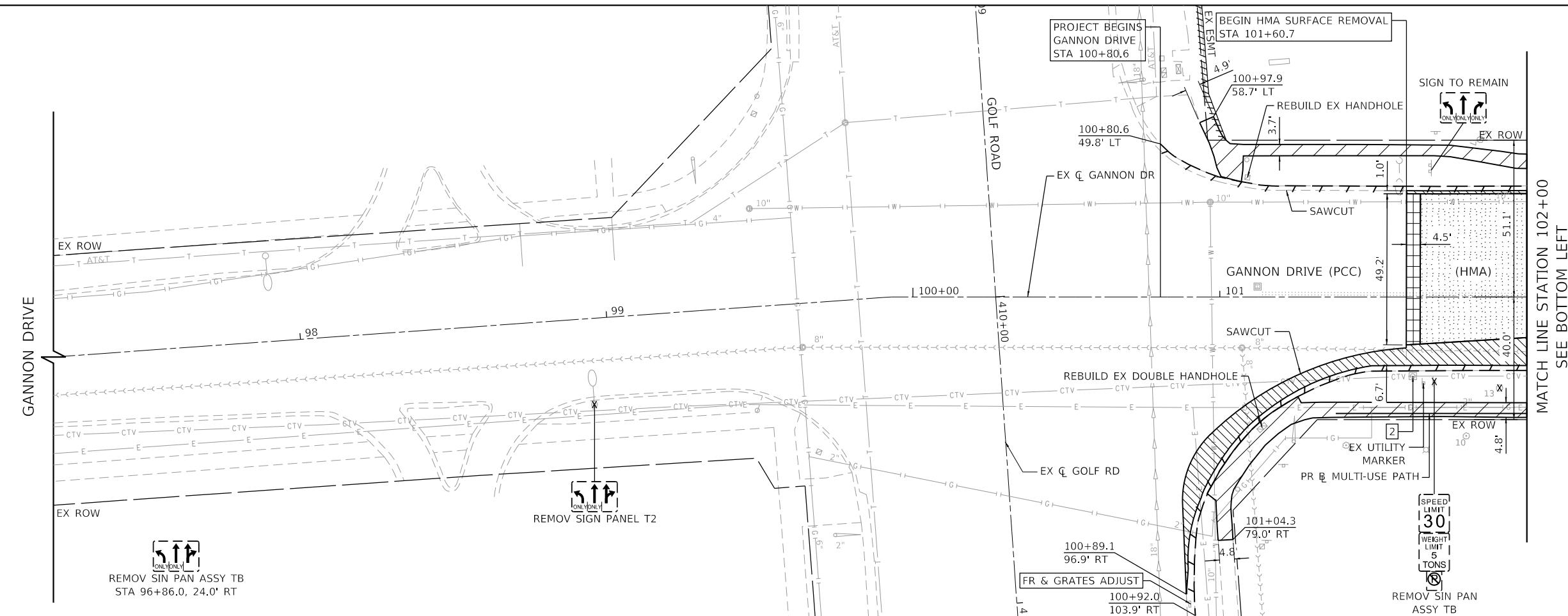
ELEV. 820.778

"X" ON SOUTHWESTERN BOLT SECOND
 FIRE HYDRANT SOUTH OF HIGGINS ROAD
 ON THE WEST SIDE OF GANNON DRIVE

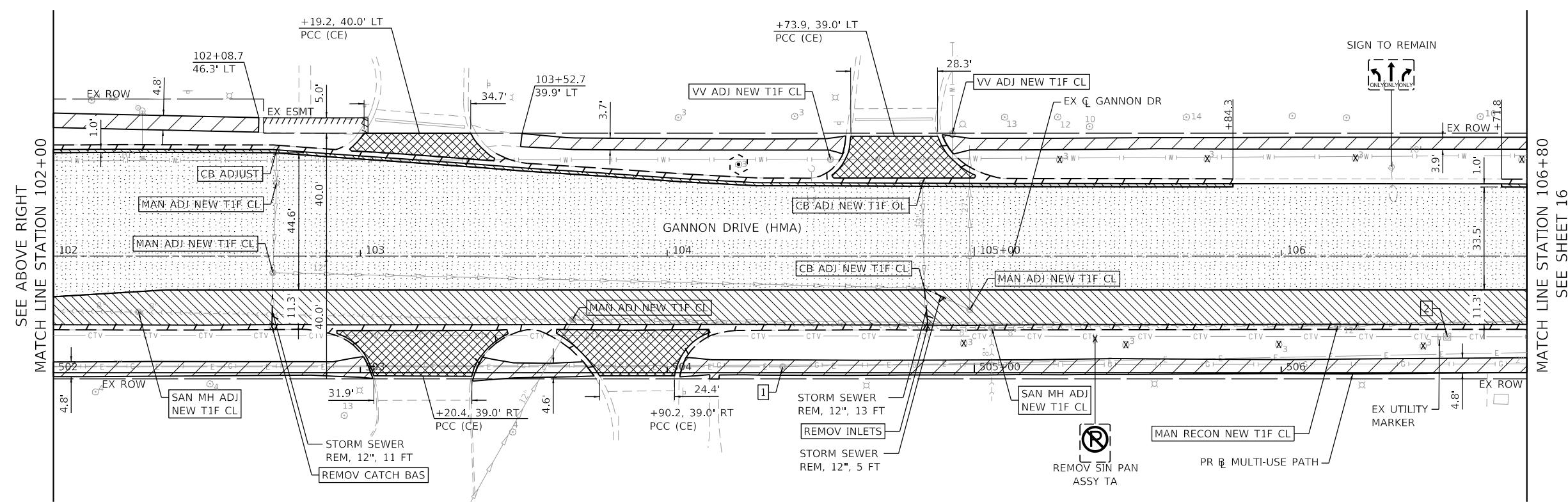
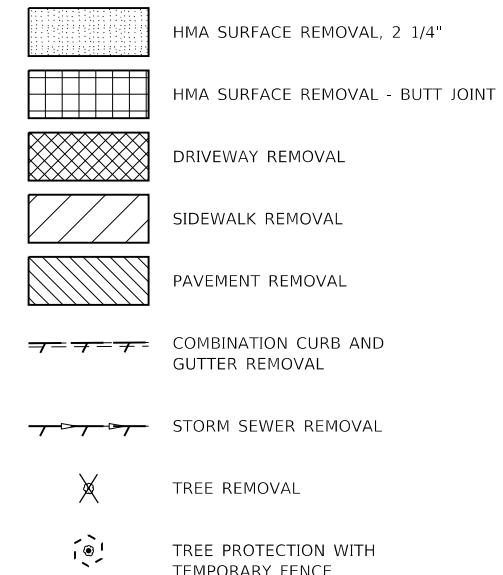
BENCHMARK #3

ELEV. 826.306

"X" ON SOUTHWESTERN BOLT FIRST
 FIRE HYDRANT SOUTH OF HIGGINS ROAD
 ON THE WEST SIDE OF GANNON DRIVE



REMOVAL LEGEND



REMOVAL LEGEND

- 1. UTILITY TO BE ADJUSTED BY COMED
- 2. UTILITY TO BE RELOCATED BY COMCAST

MODEL: \$MODELNAME\$

TRANSYSTEMS

USER NAME = \$USER\$	DESIGNED
	DRAWN
PLOT SCALE = \$SCALE\$	CHECKED
PLOT DATE = \$DATE\$	DATE

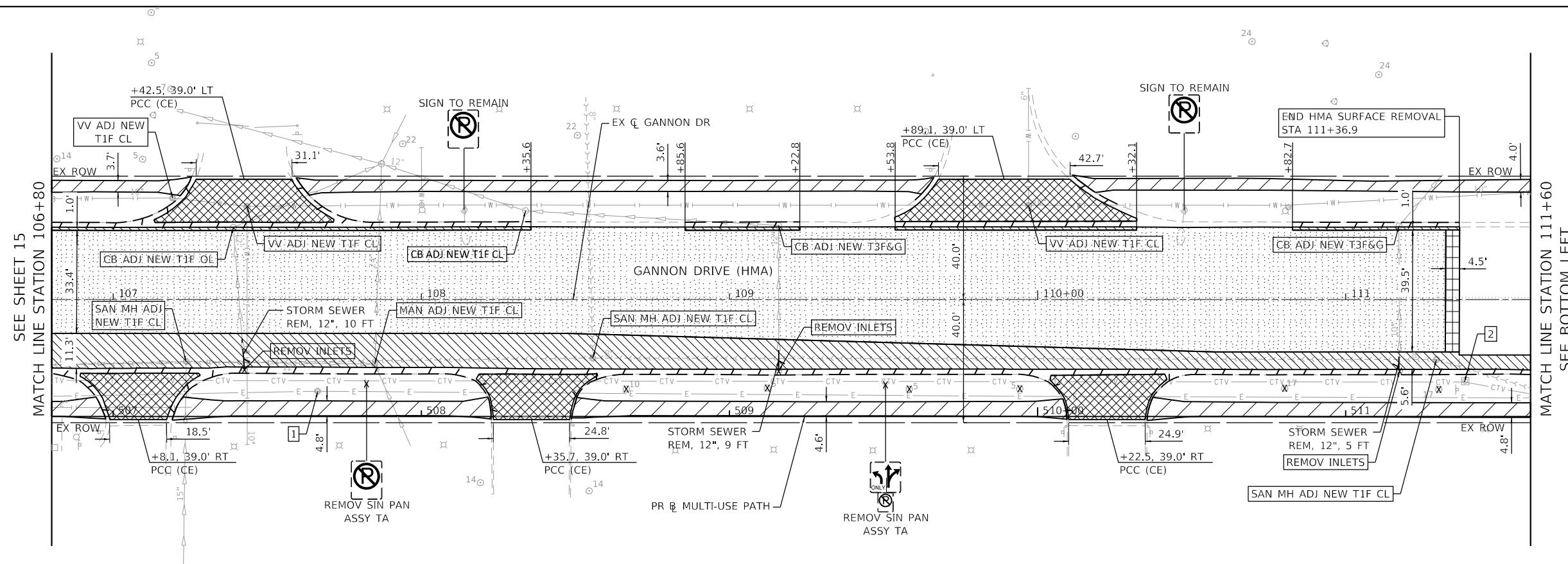
MRQ	REVISED	-
KLB	REVISED	-
EAD	REVISED	-
12/19/25	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

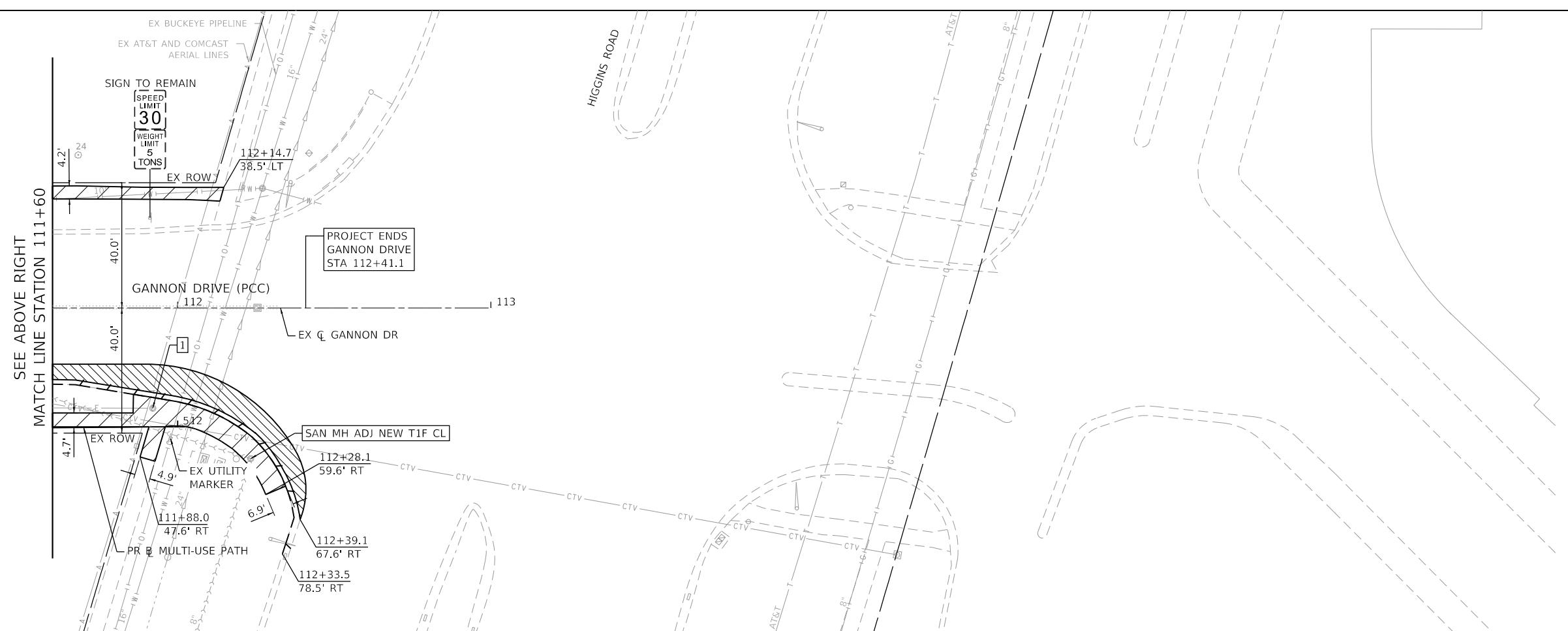
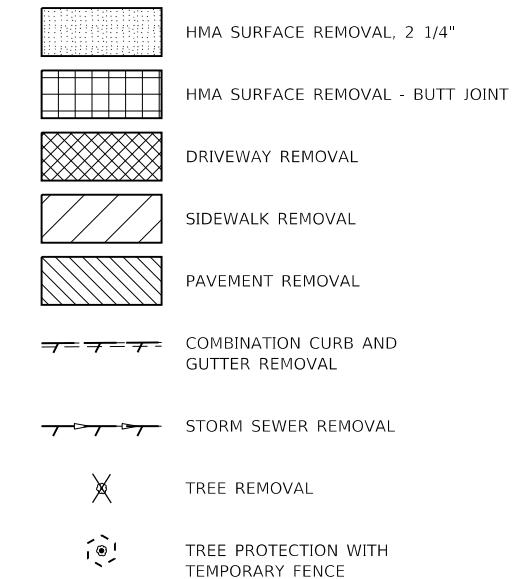
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN

REMOVAL PLAN					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SEE NO.
					2049	23-00114-00-CH	COOK	79	15
					CONTRACT NO. 61M16				
SCALE: 1"=20'	SHEET 1	OF 2	Sheets	STA. 97+20.00	TO STA. 106+80.00		ILLINOIS	FED. AID PROJECT	



REMOVAL LEGEND



REMOVAL LEGEND

- 1 UTILTY TO BE ADJUSTED BY COMED
- 2 UTILTY TO BE RELOCATED BY COMCAST

MODEL: \$MODELNAME\$

TRANSYSTEMS

USER NAME	= \$USER\$	DESIGNED	-	MRO
PLOT SCALE	= \$SCALE\$	DRAWN	-	KLB
PLOT DATE	= \$DATE\$	CHECKED	-	EAD
		DATE	-	12/1/2000

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

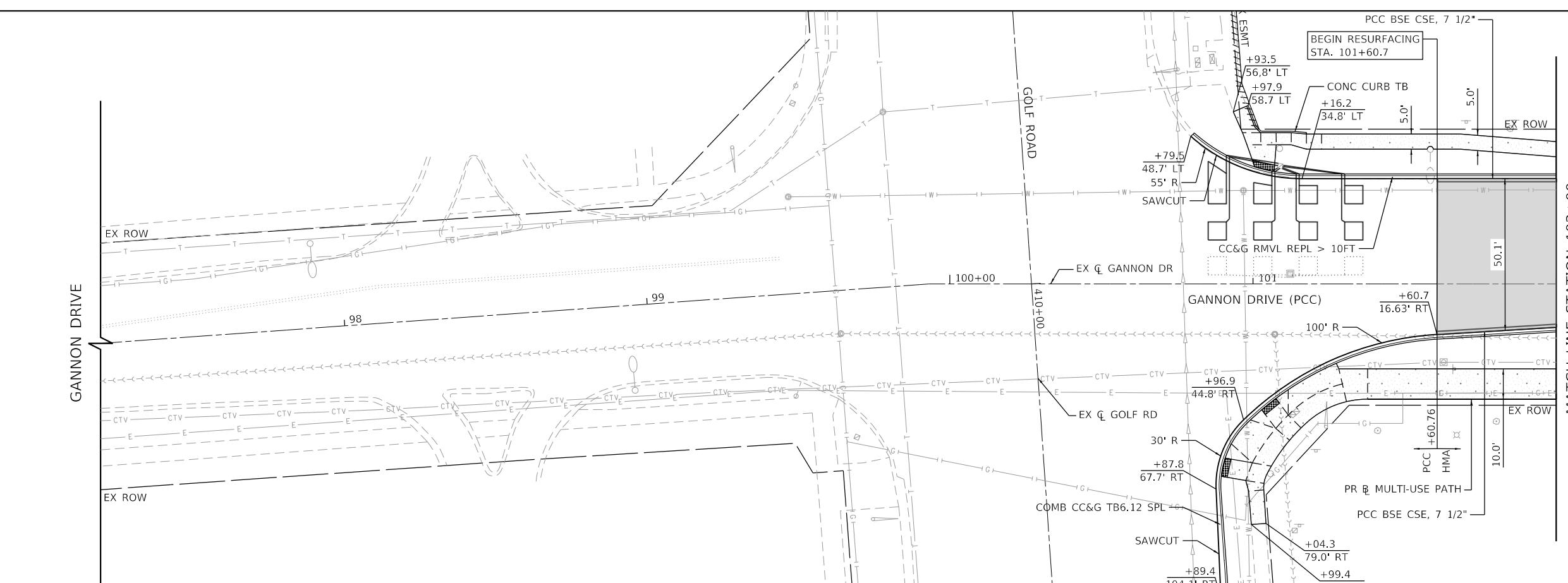
REMOVAL PLAN

F.A.U. RTE.	SECTION		COUNTY	TOTAL SHEETS	HEET NO.
	2049	23-00114-00-CH	COOK	79	16
	CONTRACT NO. 61M16				
	SCALE: 1"=20'	SHEET 2	OF 2 SHEETS	STA. 106+80.00	TO STA. 113+00.44
				ILLINOIS	FED. AID PROJECT

PLAN	SURVEYED	BY	DATE
	PIOTTED		
NOTE BOOK	GRADES CHECKED		
NO.	BIM, NOTED	NOTATIONS	CHWD
CADD FILE NAME			

PROFILE	SURVEYED	BY	DATE
	PIOTTED		
NOTE BOOK	GRADES CHECKED		
NO.	BIM, NOTED	NOTATIONS	CHWD
CADD FILE NAME			

MODEL: SHODELNAMES
FILE NAME: SFILE1



MATCH LINE STATION 102+00
SEE SHEET 18

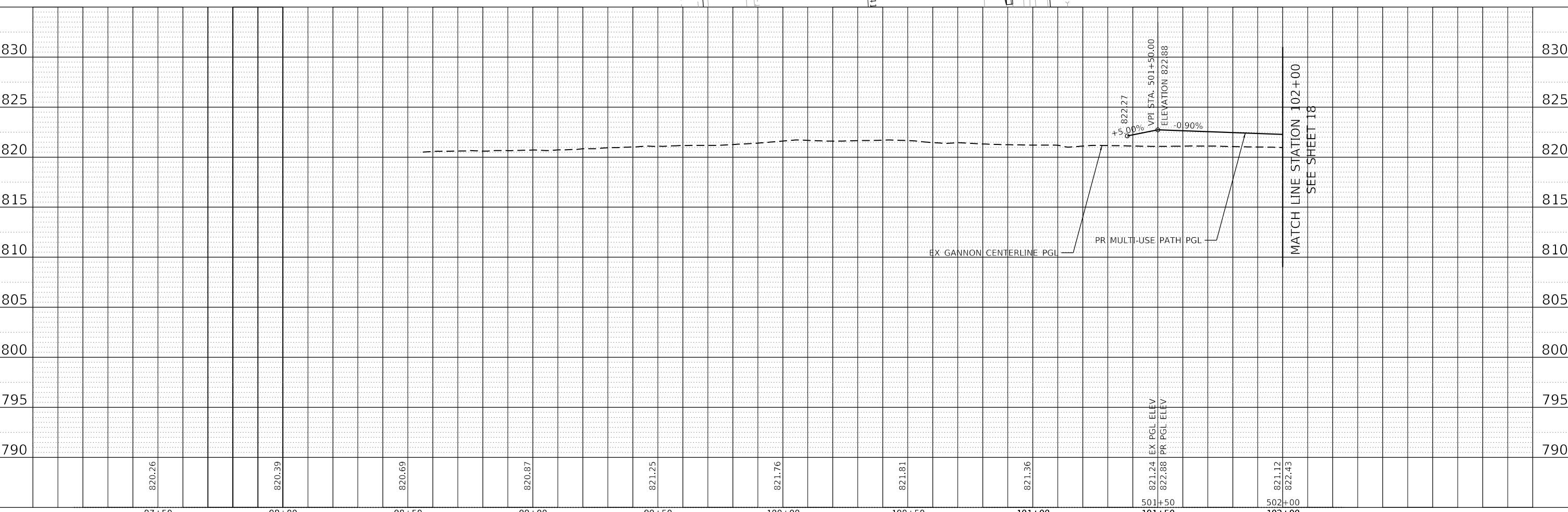
PLAN LEGEND

	HMA SC IL-9.5 D N50, 1-1/2"
	P HMA BC IL-4.75 N50, 3/4"
	PCC DRIVEWAY PAVT, 8 INCH AGG BASE CSE B, 6"
	PC CONC SIDEWALK, 5 INCH AGG BASE CSE B, 4"

PLAN NOTES

1. FOR DETECTOR LOOP, TYPE 1 PLACEMENT, SEE TRAFFIC SIGNAL SHEETS AND IDOT DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS.

0 20 40 60
SCALE IN FEET



MATCH LINE STATION 102+00
SEE SHEET 18

TRANSYSTEMS

USER NAME = SUSER\$	DESIGNED - MRQ	REVISED -
	DRAWN - KLB	REVISED -
PLOT SCALE = SSCALES	CHECKED - EAD	REVISED -
PLOT DATE = SDATES	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN AND PROFILE

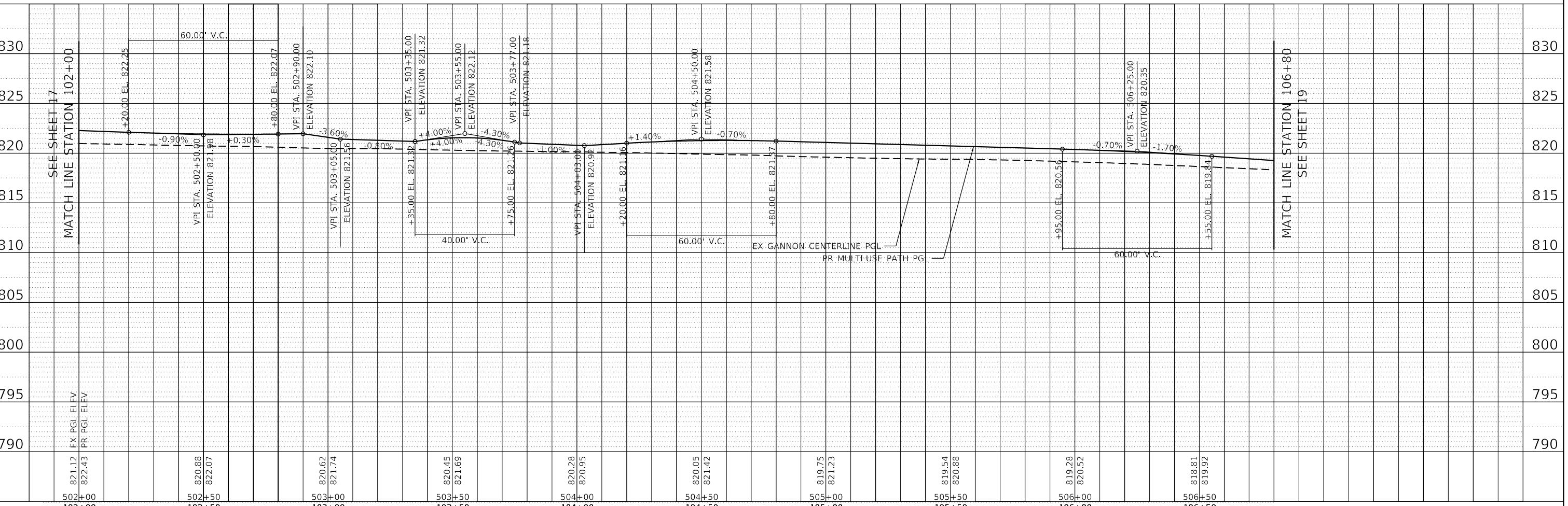
SCALE: 1"=20' SHEET 1 OF 4 SHEETS STA. 97+20.00 TO STA. 102+00.00

F.A.U. RTE. 2049	SECTION 23-00114-00-CH	COUNTY COOK	TOTAL SHEETS 79	SHEET NO. 17
				CONTRACT NO. 61M16
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
PILOTED	ALIGNED	CHECKED	REVIEWED
NOTE BOOK NO.	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
PILOTED	GRADES CHECKED	STRUCTURE NOTATNS CHKD	
NOTE BOOK NO.			

FILE NAME: SMOLENAMES
MODEL: SMOLENAMES



SEE SHEET 17

MATCH LINE STATION 102+00

102

44.7

103

104

105+00

106

35.4'

71.8

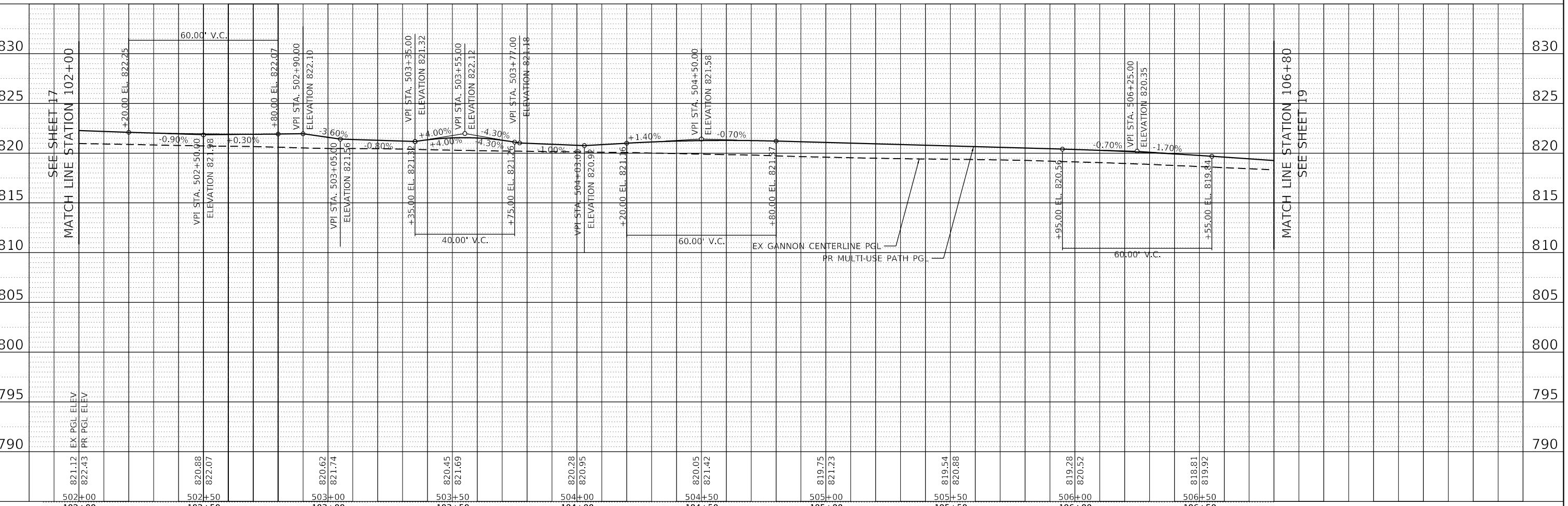
PLAN LEGEND

	HMA SC IL-9.5 D N50, 1-1/2"
	P HMA BC IL-4.75 N50, 3/4"
	PCC DRIVEWAY PAVT, 8 INCH
	AGG BASE CSE B, 6"
	PC CONC SIDEWALK, 5 INCH
	AGG BASE CSE B, 4"

SEE SHEET 19

MATCH LINE STATION 106+80

0 20 40 60
SCALE IN FEET



TRANSYSTEMS

USER NAME = \$USER\$
PLOT SCALE = \$SCALE\$
PLOT DATE = \$DATE\$

DESIGNED - MRQ
DRAWN - KLB
CHECKED - EAD

REVISED -
REVISED -
REVISED -

DATE -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN AND PROFILE

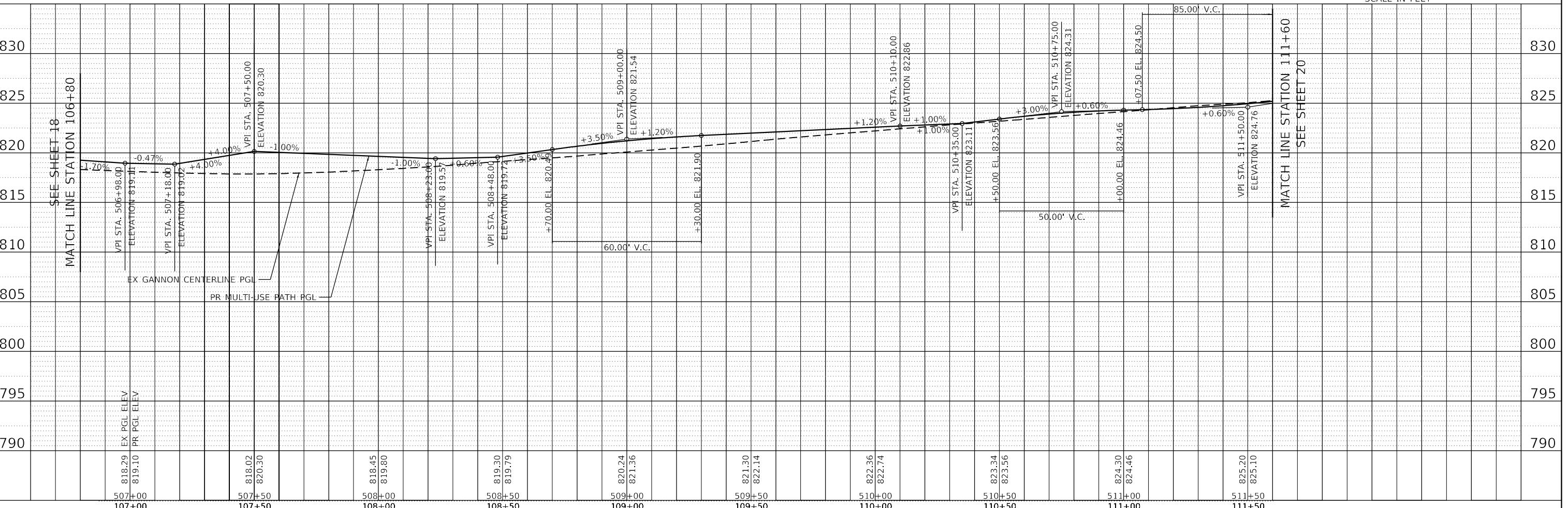
SCALE: 1"=20' SHEET 2 OF 4 SHEETS STA. 102+00.00 TO STA. 106+80.00

F.A.U. RTE. 2049	SECTION 23-00114-00-CH	COUNTY COOK	TOTAL SHEETS 79	SHEET NO. 18
CONTRACT NO. 61M16				ILLINOIS FED. AID PROJECT

PLAN	SURVEYED	BY	DATE
PILOTED	PLOTTED	ALIGNMENT CHECKED	
NOTE BOOK	NO.	FILE NAME	

PROFILE	SURVEYED	BY	DATE
PILOTED	PLOTTED	GRADES CHECKED	
NOTE BOOK	NO.	B.M., STRUCTURE NOTES, C.H.D.	

FILE NAME: SMOLENAME\$



TRANSYSTEMS

USER NAME = SUSER\$	DESIGNED - MRQ	REVISED -
DRAWN - KLB	REVISED -	
PLOT SCALE = SSCALES	CHECKED - EAD	REVISED -
PLOT DATE = SDATES	DATE -	REVISED -

DESIGNED - MRQ	REVISED -
DRAWN - KLB	REVISED -
CHECKED - EAD	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND DRAINAGE PLAN AND PROFILE

SCALE: 1"=20' SHEET 3 OF 4 SHEETS STA. 106+80.00 TO STA. 111+60.00

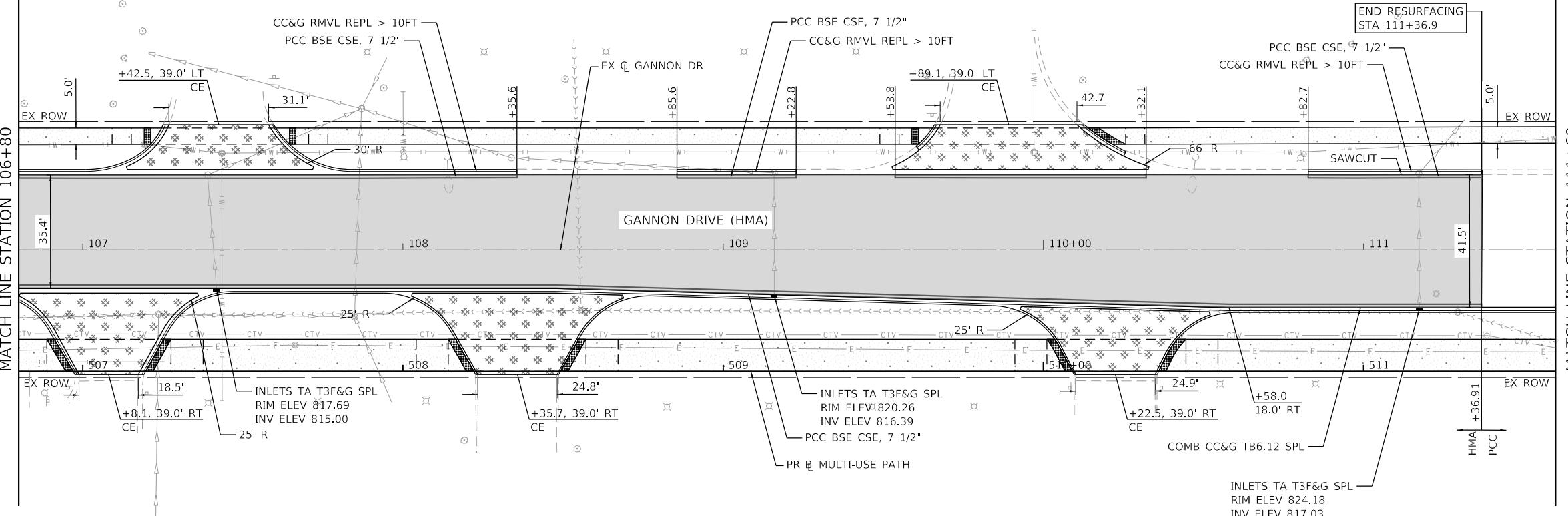
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2049	23-00114-00-CH	COOK	79	19

ILLINOIS FED. AID PROJECT CONTRACT NO. 61M16

SEE SHEET 18

MATCH LINE STATION 106+80

GANNON DRIVE (HMA)



SUGGESTED CONSTRUCTION STAGING GENERAL NOTES

- SUGGESTED SEQUENCE OF OPERATIONS AND SUMMARY FOR CONSTRUCTION STAGING DOES NOT, NOR IS IT INTENDED TO, DEPICT ALL THE WORK THAT WILL BE REQUIRED BY THE CONTRACTOR FOR STAGING OPERATIONS DURING THE CONTRACT. THE SEQUENCE OF OPERATIONS IS GIVEN AS AN AIDE AND GUIDE FOR THE CONTRACTOR'S USE TO ESTABLISH THE NECESSARY GUIDELINES FOR EFFICIENT TRAFFIC OPERATION DURING THE DURATION OF THE CONTRACT.
- TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE TRAFFIC CONTROL PLAN AND SECTION 701 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2022 EDITION AS AMENDED BY THE SPECIAL PROVISION FOR CONSTRUCTION ZONE TRAFFIC CONTROL UNLESS PRIOR APPROVAL IS RECEIVED FROM THE ENGINEER.
- THE CONTRACTOR SHALL INFORM THE ENGINEER OF ANY STAGE CHANGE AT LEAST SEVEN (7) DAYS IN ADVANCE OF THE SCHEDULED TRAFFIC CHANGE.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN ACCESS TO ENTRANCES AS INDICATED ON THE PLANS. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR TEMPORARY ACCESS (COMMERCIAL ENTRANCE).
- THE CONTRACTOR SHALL PLACE "DRIVEWAY ENTRANCE" SIGNS AT ALL COMMERCIAL ENTRANCES WITHIN THE PROJECT LIMITS WHERE ENTRANCES ARE OBSTRUCTED DUE TO CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. ACCESS SHALL BE MAINTAINED TO ALL PROPERTIES DURING CONSTRUCTION OPERATIONS WITH THE USE OF AGGREGATE FOR TEMPORARY ACCESS AND/OR BY CONSTRUCTING ONE HALF OF THE PROPOSED DRIVEWAYS AT A TIME. SEE TEMPORARY INFORMATION SIGNS DETAIL TC-26 FOR MORE INFORMATION.
- THE CONTRACTOR SHALL PROVIDE ENGINEER WITH THE NAMES AND NUMBERS OF THEIR REPRESENTATIVES ON THE CONSTRUCTION SITE PRIOR TO THE START OF WORK.
- TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
- ANY PAVEMENT DROP-OFFS GREATER THAN 3 INCHES IMMEDIATELY ADJACENT TO TRAFFIC SHALL NOT BE LEFT OVERNIGHT. DROP-OFFS GREATER THAN 18 INCHES SHALL NOT BE EXPOSED TO TRAFFIC FOR GREATER THAN 48 HOURS. THE WORK TO COMPLY WITH THIS CRITERIA SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- ANY DROP OFF GREATER THAN THREE (3) INCHES BUT LESS THAN TWELVE (12) INCHES, WITHIN EIGHT (8) FEET OF THE PAVEMENT EDGE, SHALL BE PROTECTED BY TYPE II BARRICADES, DRUMS OR VERTICAL PANELS WITH MONO DIRECTIONAL STEADY BURNING LIGHTS AT 50 FOOT CENTER TO CENTER SPACING.
- ALL TYPE II BARRICADES WILL BE FURNISHED WITH A MINIMUM OF 2 SANDBAGS, ONE PER SIDE.
- ALL DRUMS, VERTICAL PANELS AND BARRICADES PLACED IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH STEADY BURN MONO-DIRECTIONAL LAMPS.
- CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUING AND/OR WITH MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE ENGINEER.
- THE SIZES OF ALL SIGNS NOT SPECIFIED IN THESE PLANS SHALL BE IN ACCORDANCE WITH THE ILLINOIS SUPPLEMENT TO THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, REVISION 3, NOVEMBER 2021 AND THE NATIONAL MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.
- THE FURNISHING, INSTALLATION AND RELOCATION OF ALL TRAFFIC SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD, IL SUPPLEMENT TO THE MUTCD, IDOT SSRBC, CONTRACT SPECIAL PROVISIONS, AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED OR COVERED IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY.
- ALL TEMPORARY PAVEMENT MARKING SHALL BE PAINT ON TEMPORARY SURFACES WHEN THE AIR TEMPERATURE IS 50 DEGREES OR ABOVE (TAPE SHALL BE USED ON ALL FINAL WEARING SURFACES). WHEN THE AIR TEMPERATURE IS BELOW 50 DEGREES, THE TEMPORARY PAVEMENT MARKINGS SHALL BE URETHANE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED BASED UPON MATERIAL USED.
- ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR ONE PLACEMENT AND ONE REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE SECOND REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE.
- THE CONTRACTOR SHALL REMOVE ALL THE TEMPORARY STRIPING WHICH CONFLICTS WITH THE NEXT STAGE OR FINAL STRIPING. REMOVAL OF TEMPORARY STRIPING SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL - GRINDING OR PAVEMENT MARKING REMOVAL - WATER BLASTING.
- THE COST OF SUPPLYING, ERECTING, AND MAINTAINING TRAFFIC CONTROL DEVICES, LIGHTS, AND SIGNS SHALL BE INCLINED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- CONTRACTOR SHALL ONLY WORK ON ONE SIDE OF GANNON DRIVE AT A TIME UNLESS OTHERWISE APPROVED BY THE ENGINEER.

SUGGESTED CONSTRUCTION SEQUENCING

STAGE 1

TRAFFIC STAGING

- SETUP ADVANCED MESSAGE BOARDS TO WARN THE MOTORING PUBLIC OF THE PENDING CONSTRUCTION AND CHANGES TO TRAFFIC CONDITIONS.
- REMOVE AND REPLACE PAVEMENT MARKING AND LANE CONFIGURATION SIGNS FOR NORTHBOUND GANNON DRIVE SOUTH OF GOLF ROAD PER PAVEMENT MARKING AND SIGNING PLAN.
- SET UP ADVANCED TRAFFIC CONTROL CONSTRUCTION SIGNS, PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN IN STAGE 1 MOT PLANS. REMOVE EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE 1 TEMPORARY PAVEMENT MARKINGS.

CONSTRUCTION

- PERFORM IMPROVEMENTS OF CURB AND GUTTER, SIDEWALK, DRIVEWAY, PAVEMENT PATCHES, AND DRAINAGE STRUCTURES AS SHOWN IN PLANS.

STAGE 2

TRAFFIC STAGING

- SETUP ADVANCED MESSAGE BOARDS TO WARN THE MOTORING PUBLIC OF THE PENDING CHANGES TO TRAFFIC CONDITIONS.
- SET UP ADVANCED TRAFFIC CONTROL CONSTRUCTION SIGNS, PLACE TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES AS SHOWN IN STAGE 2 MOT PLANS. REMOVE TEMPORARY PAVEMENT MARKINGS THAT CONFLICT WITH STAGE 2 TEMPORARY PAVEMENT MARKINGS.

CONSTRUCTION

- PERFORM IMPROVEMENTS OF CURB AND GUTTER, SIDEWALK, DRIVEWAY, PAVEMENT PATCHES, AND DRAINAGE STRUCTURES AS SHOWN IN PLANS.

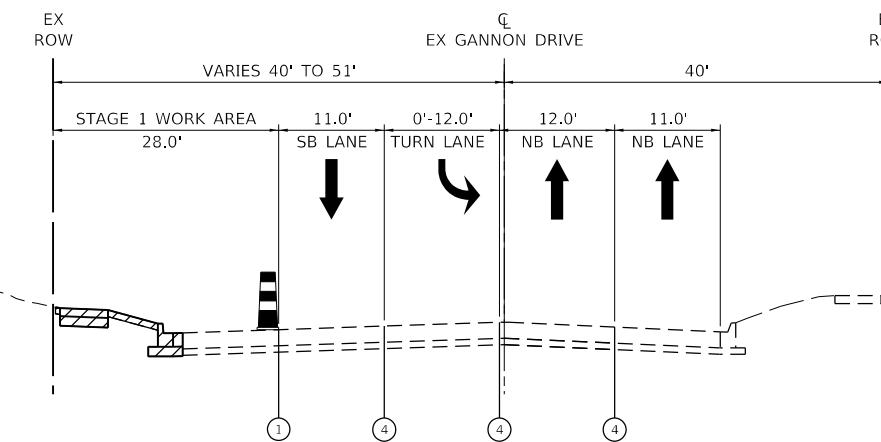
STAGE 3

CONSTRUCTION

- MILL THE EXISTING PAVEMENT SURFACE, CONTRACTOR MAY OPT TO MILL THE ENTIRE HMA SURFACE USING DAILY LANE CLOSURES WITH FLAGGER.
- CONSTRUCT BINDER AND SURFACE COURSES.
- CONSTRUCT PERMANENT PAVEMENT MARKINGS.
- REMOVE TRAFFIC CONTROL AND OPEN ALL LANES OF TRAFFIC.
- CLEANUP AND PUNCHLIST.

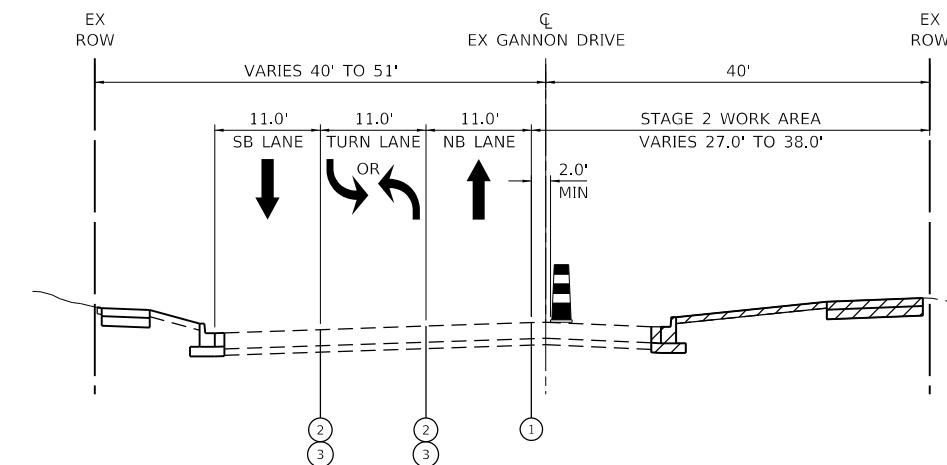
**TRAFFIC CONTROL TYPICAL
SECTIONS LEGEND**

-  WORK AREA
-  DIRECTION OF TRAFFIC FLOW ARROWS
-  TYPE II BARRICADES OR DRUMS @ 50' CENTERS (25' CENTERS ALONG TAPERS AND RAMPS)
-  (1) TEMPORARY PAVEMENT MARKING 4" (SOLID, WHITE)
-  (2) TEMPORARY PAVEMENT MARKING 4" (SOLID, DOUBLE YELLOW)
-  (3) TEMPORARY PAVEMENT MARKING 6" (SOLID, WHITE)
-  (4) EXISTING PAVEMENT MARKINGS



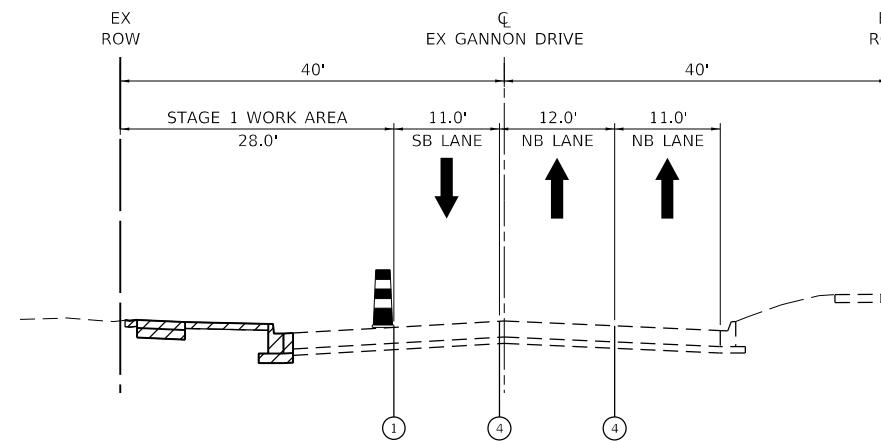
STAGE 1 TYPICAL SECTION

GANNON DRIVE
STA 100+80.60 TO STA 104+28.57
STA 110+13.31 TO STA 112+41.10



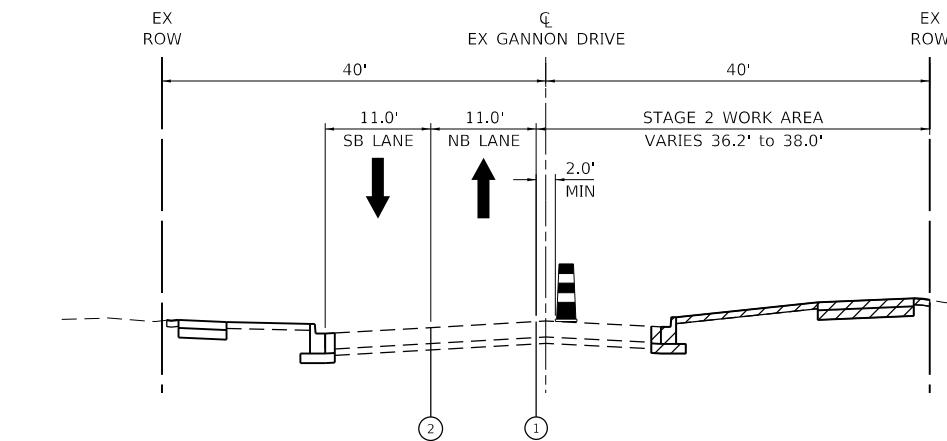
STAGE 2 TYPICAL SECTION

GANNON DRIVE
STA 100+80.60 TO STA 104+28.57
STA 110+13.31 TO STA 112+41.10



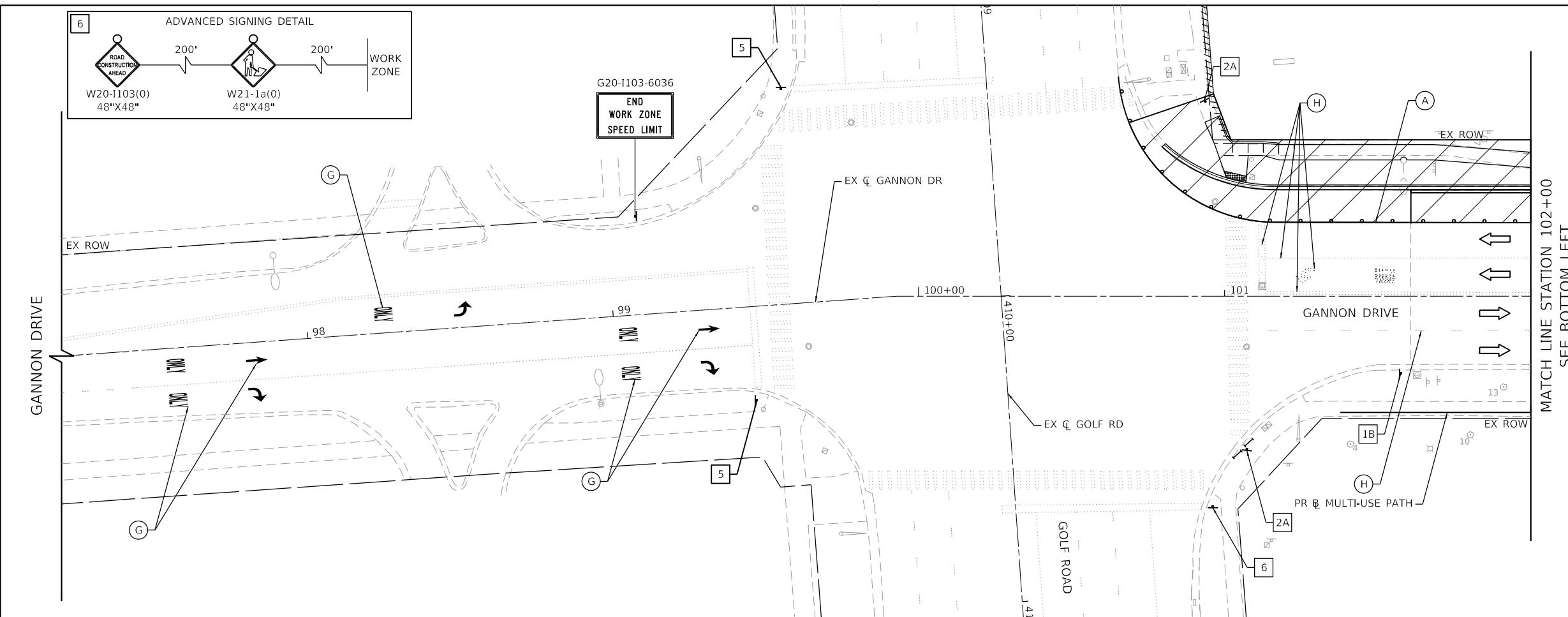
STAGE 1 TYPICAL SECTION

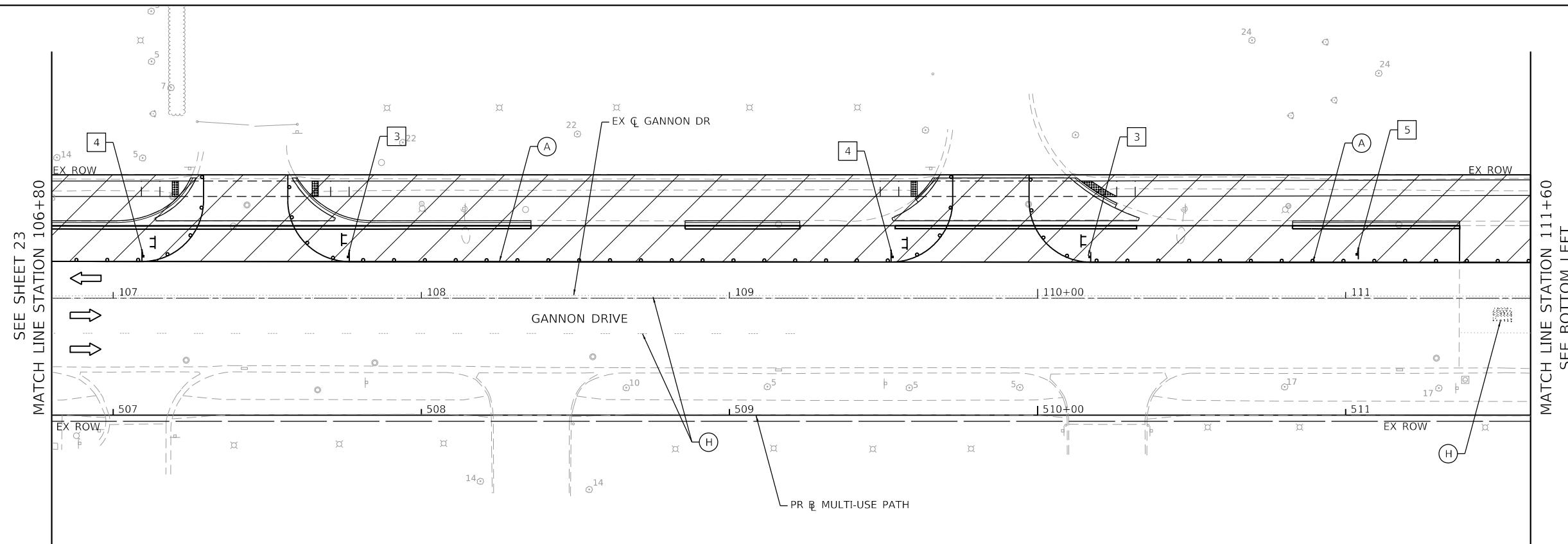
GANNON DRIVE
STA 104+28.57 TO STA 110+31.31



STAGE 2 TYPICAL SECTION

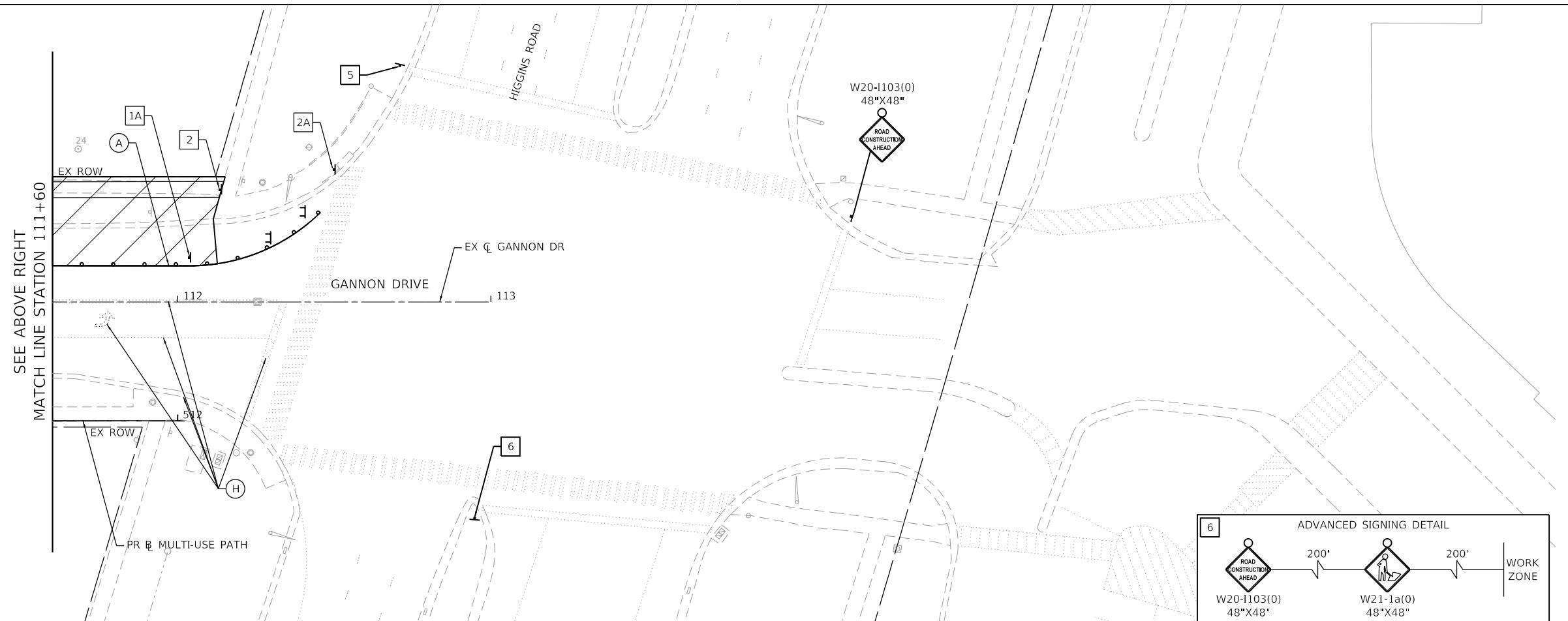
GANNON DRIVE
STA 104+28.57 TO STA 110+31.31





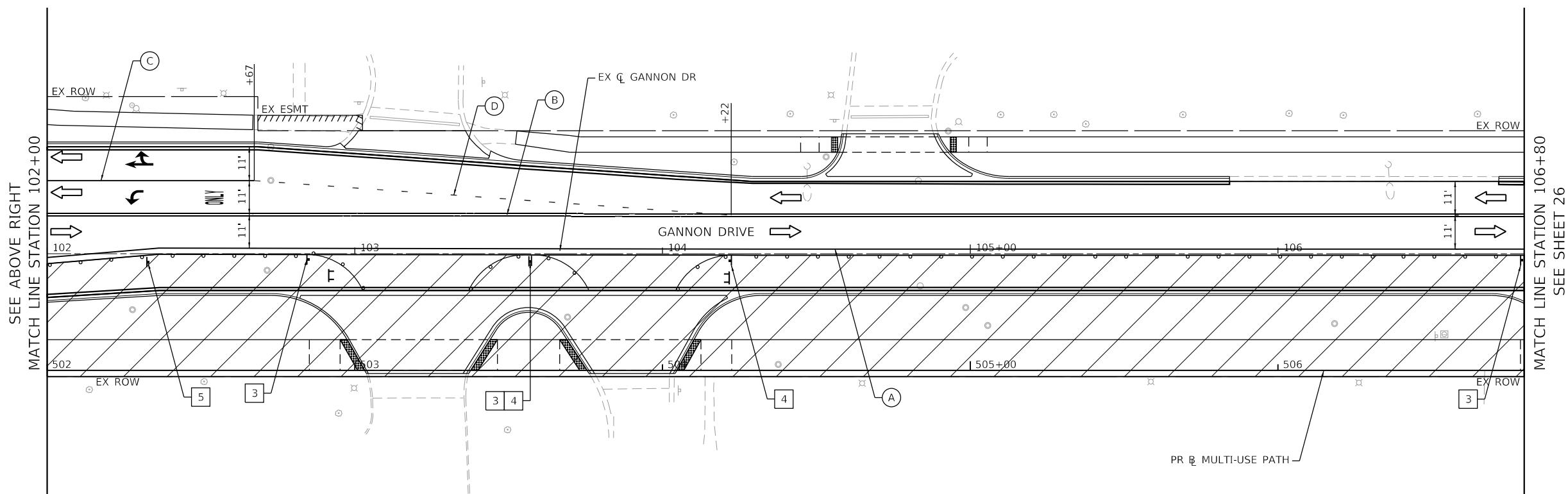
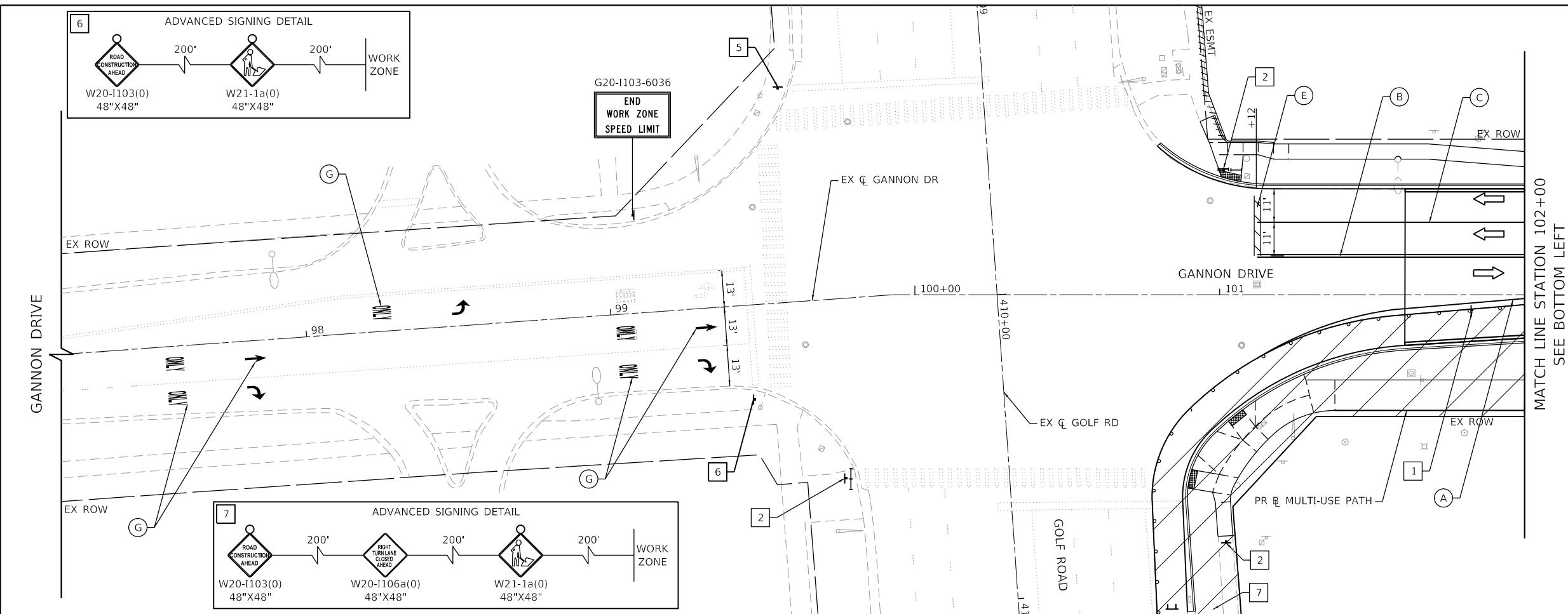
STAGING LEGEND

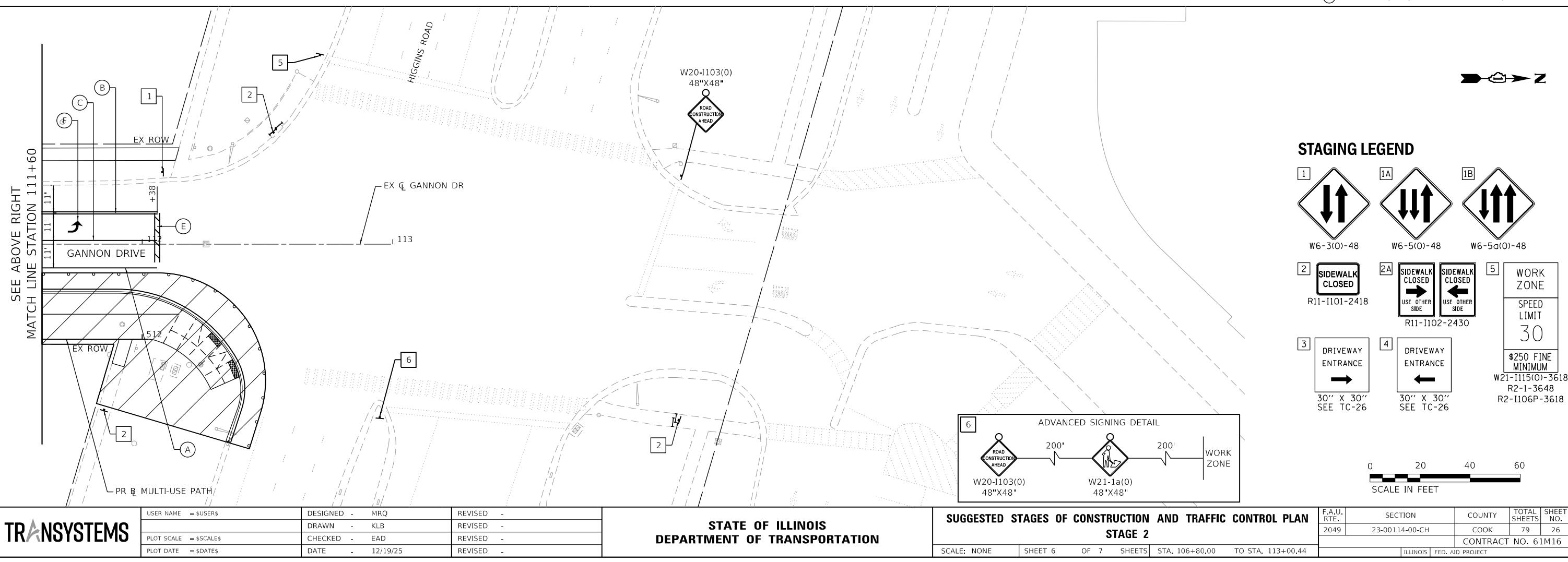
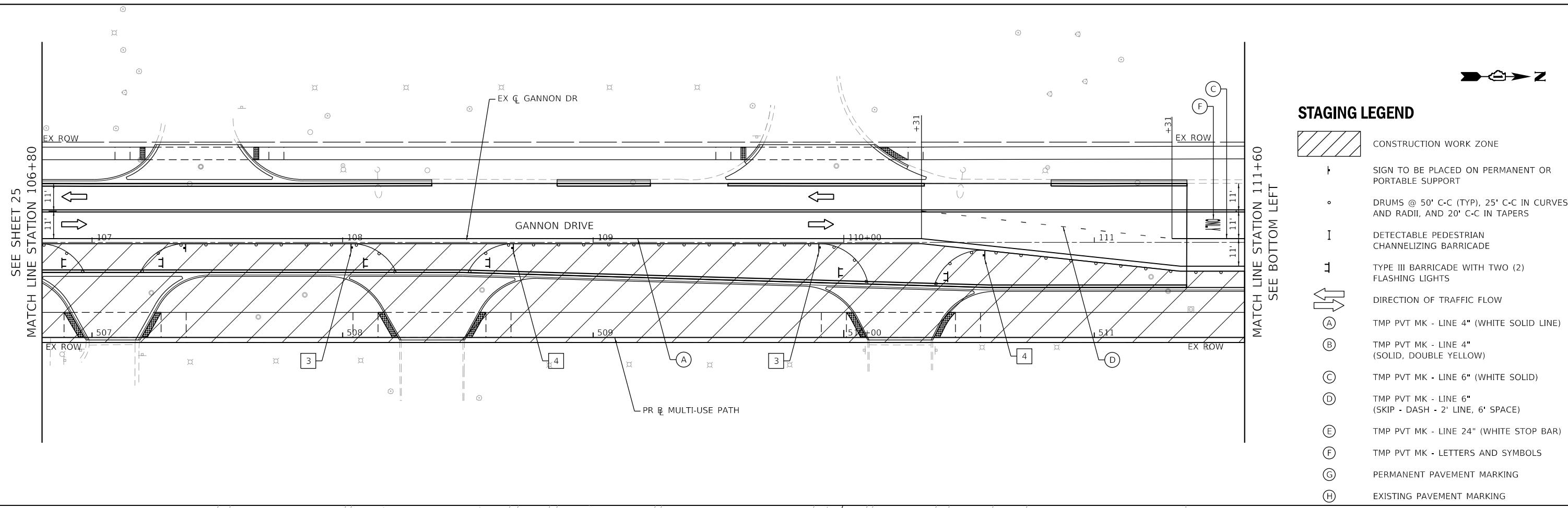
- CONSTRUCTION WORK ZONE
- SIGN TO BE PLACED ON PERMANENT OR PORTABLE SUPPORT
- DRUMS @ 50' C-C (TYP), 25' C-C IN CURVES AND RADII, AND 20' C-C IN TAPERS
- DETECTABLE PEDESTRIAN CHANNELIZING BARRICADE
- TYPE III BARRICADE WITH TWO (2) FLASHING LIGHTS
- DIRECTION OF TRAFFIC FLOW
- TMP PVT MK - LINE 4" (WHITE SOLID LINE)
- TMP PVT MK - LINE 4" (SOLID, DOUBLE YELLOW)
- TMP PVT MK - LINE 6" (WHITE SOLID)
- TMP PVT MK - LINE 6" (SKIP - DASH - 2' LINE, 6' SPACE)
- TMP PVT MK - LINE 24" (WHITE STOP BAR)
- TMP PVT MK - LETTERS AND SYMBOLS
- PERMANENT PAVEMENT MARKING
- EXISTING PAVEMENT MARKING

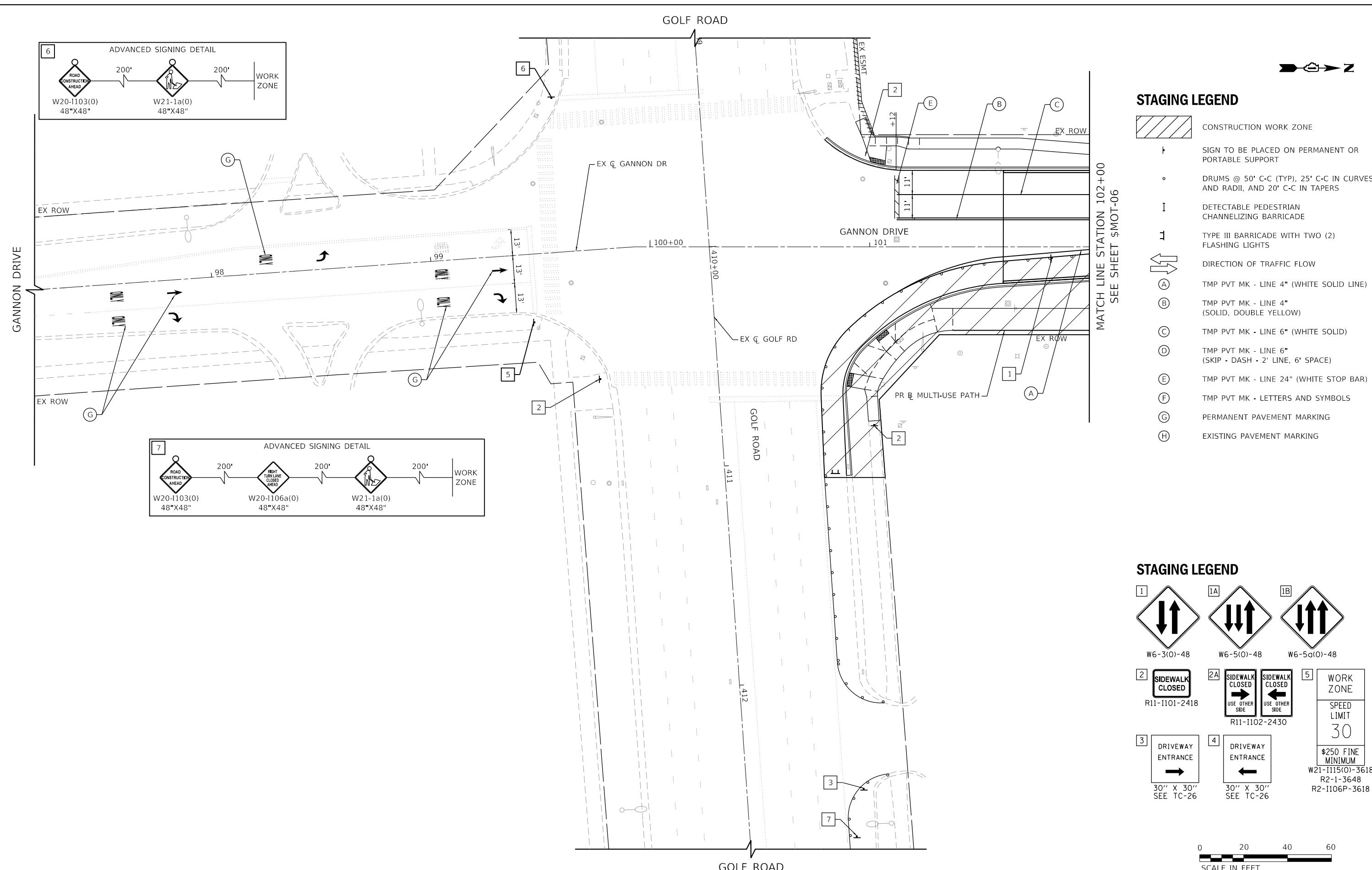


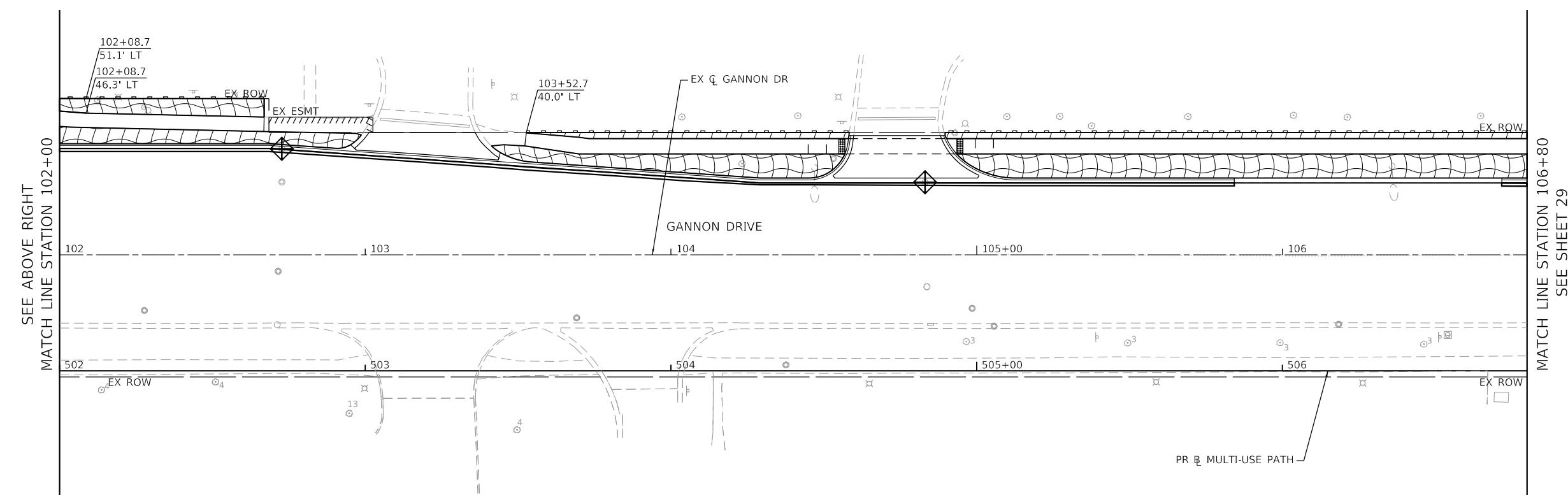
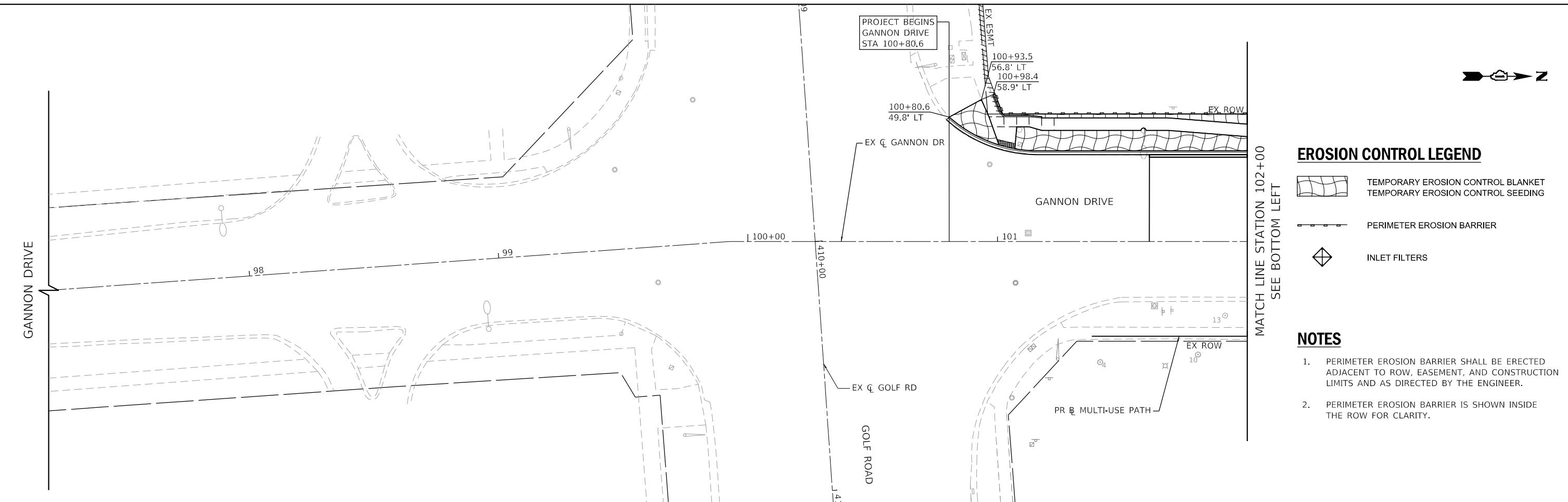
STAGING LEGEND

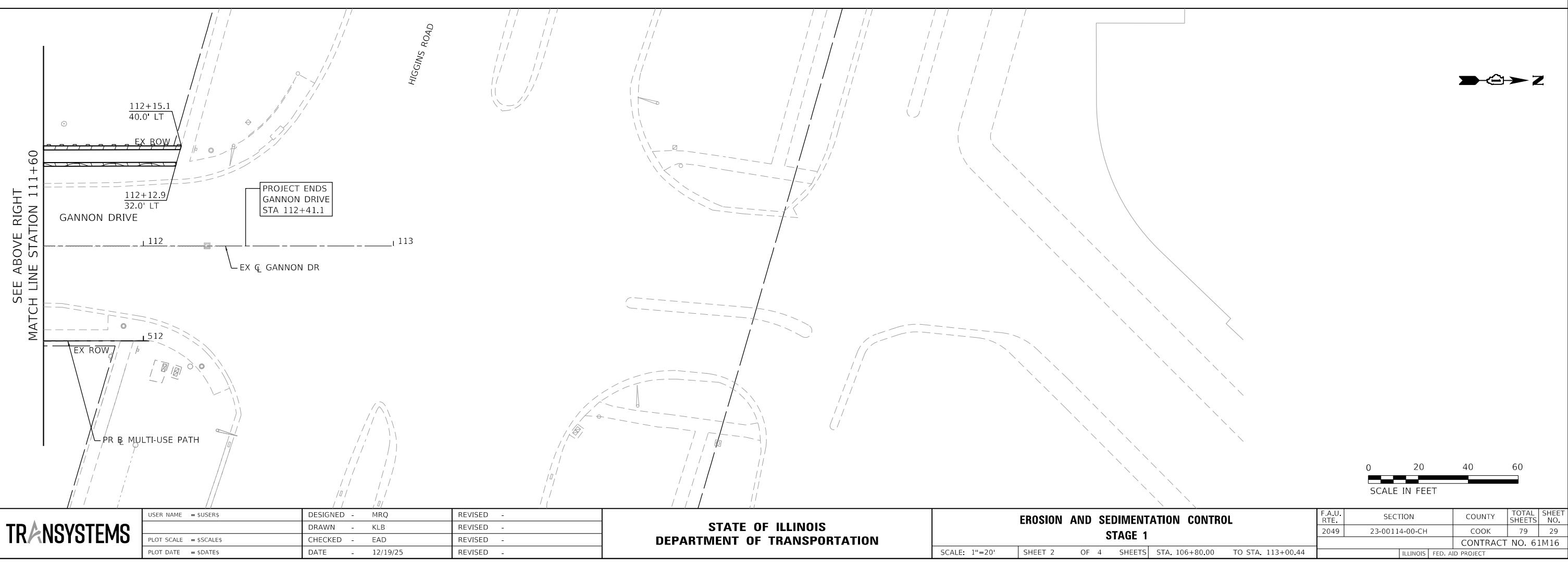
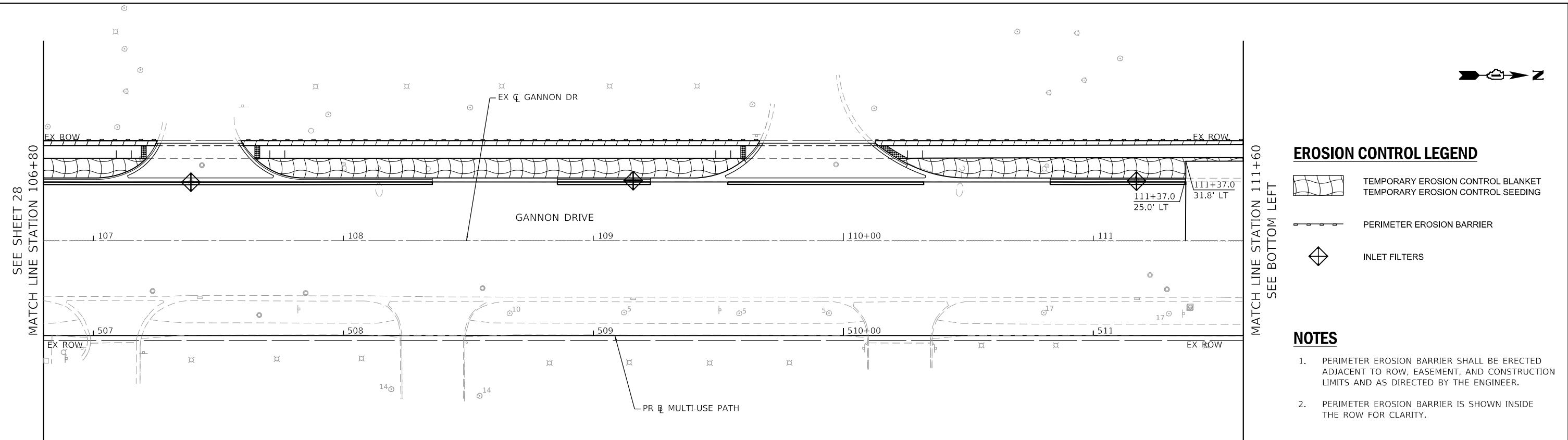
W6-3(0)-48	W6-5(0)-48	W6-5a(0)-48
2A SIDEWALK CLOSED	2A SIDEWALK CLOSED	5 WORK ZONE
R11-I101-2418	USE OTHER SIDE	SPEED LIMIT 30
	USE OTHER SIDE	\$250 FINE MINIMUM
		W21-II15(0)-3618
3 DRIVEWAY ENTRANCE	4 DRIVEWAY ENTRANCE	R2-1-3648
30" X 30"	30" X 30"	R2-II06P-3618
SEE TC-26	SEE TC-26	

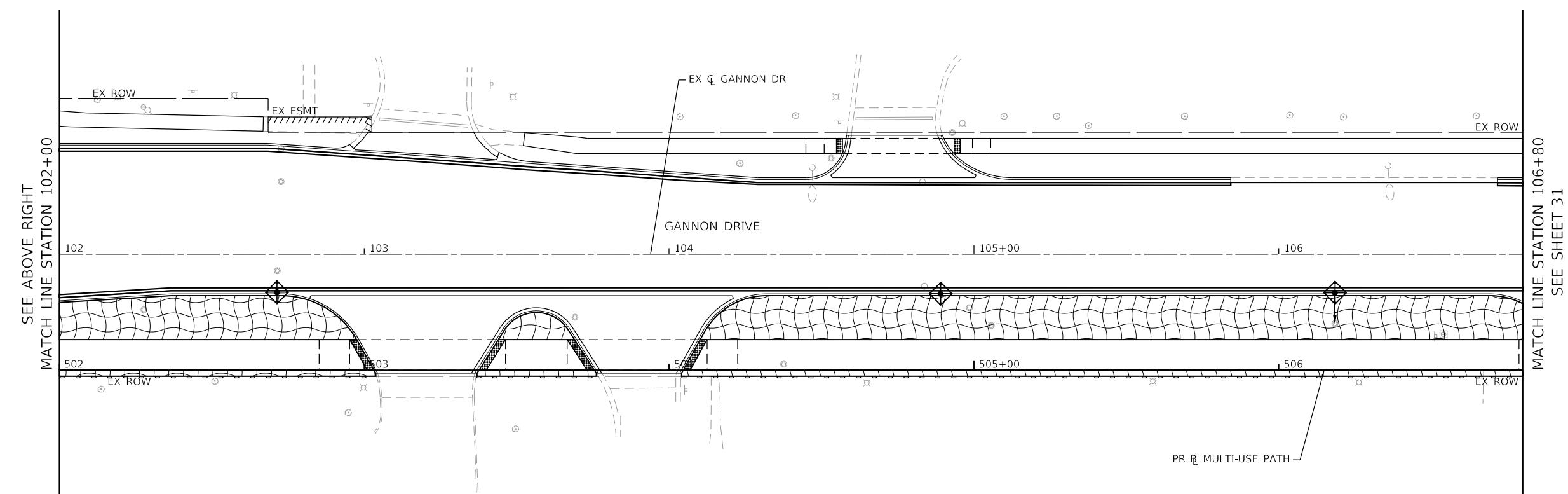
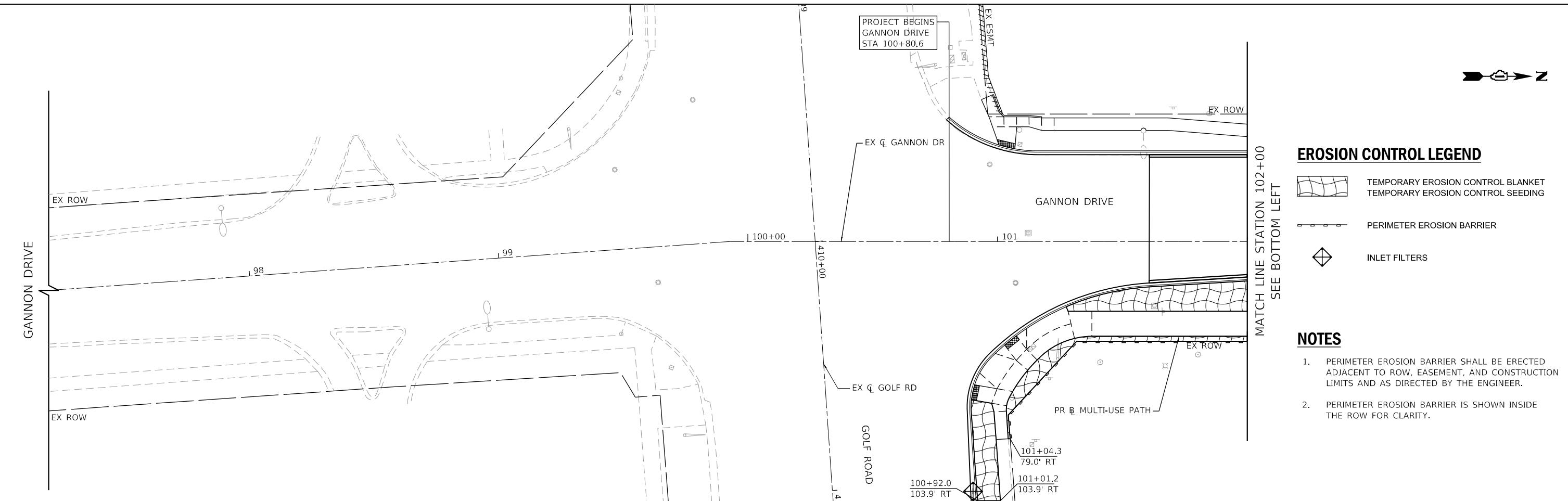


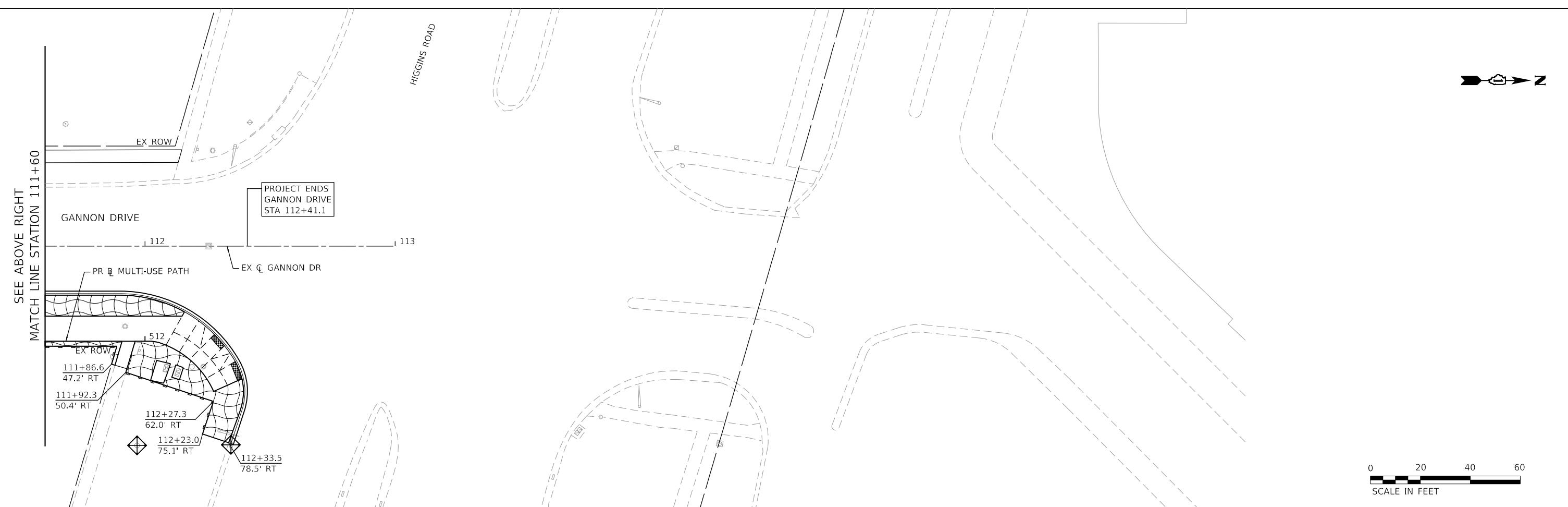
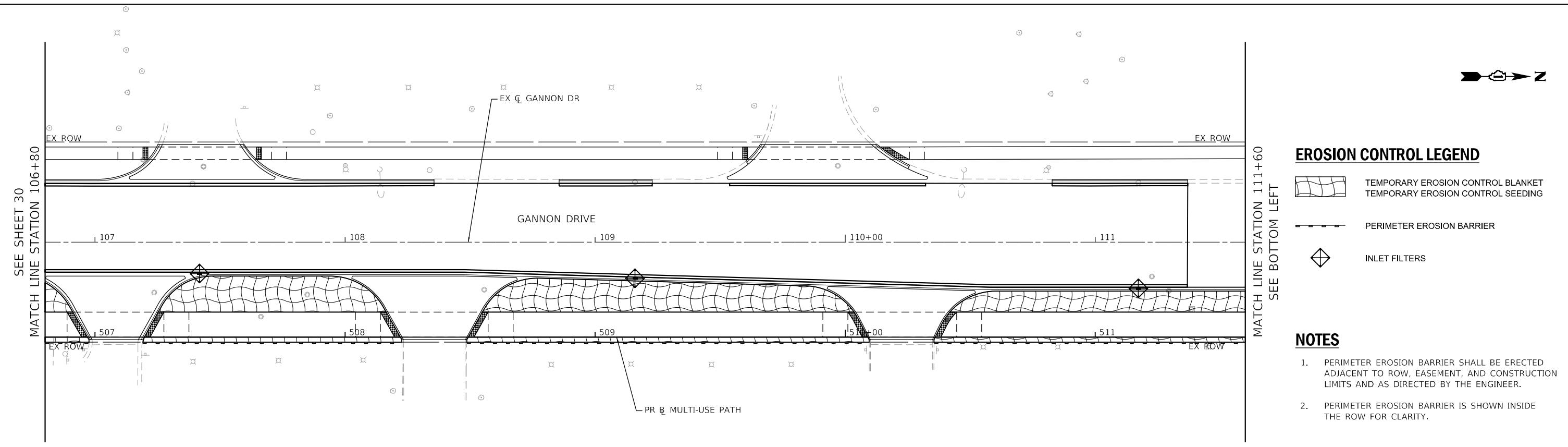


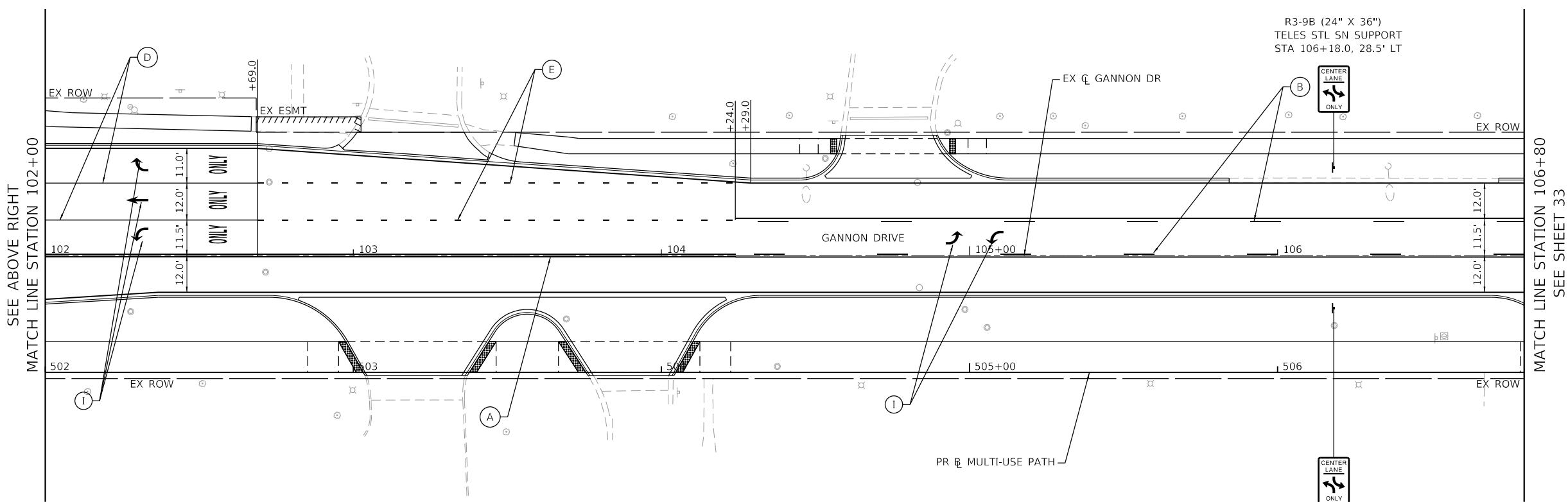
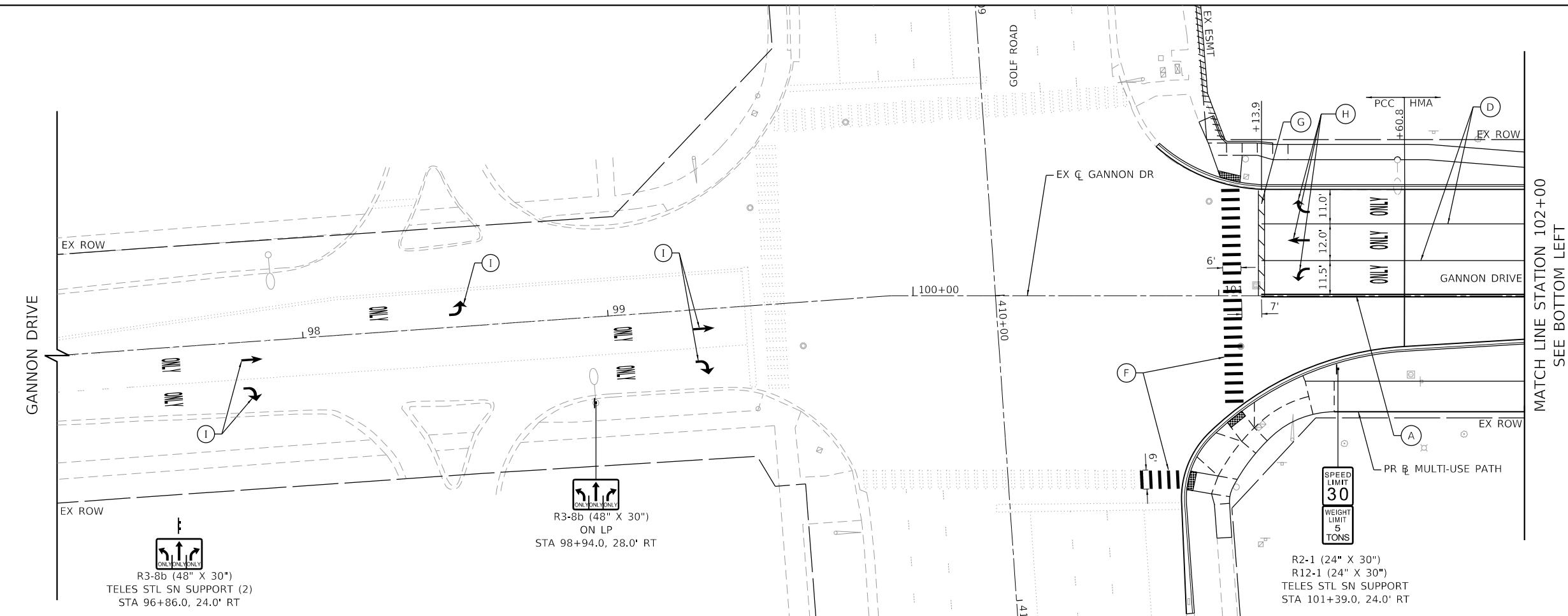








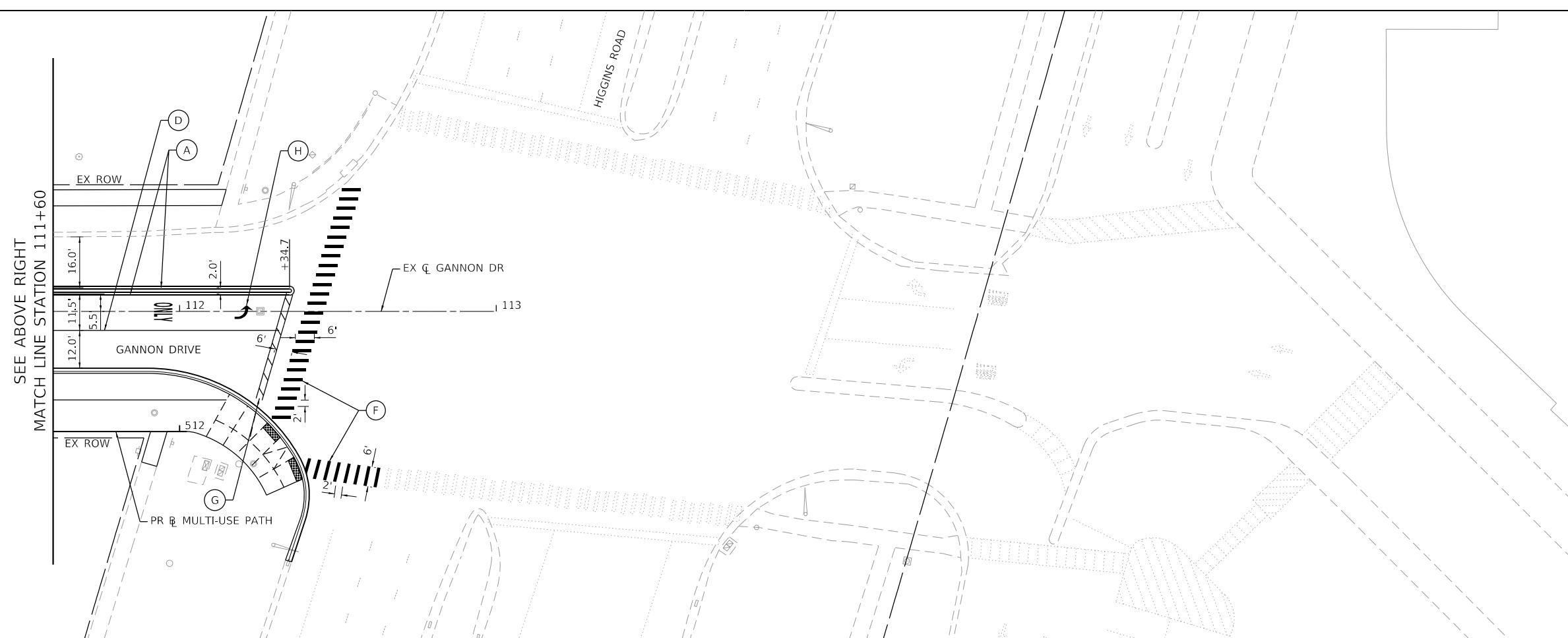
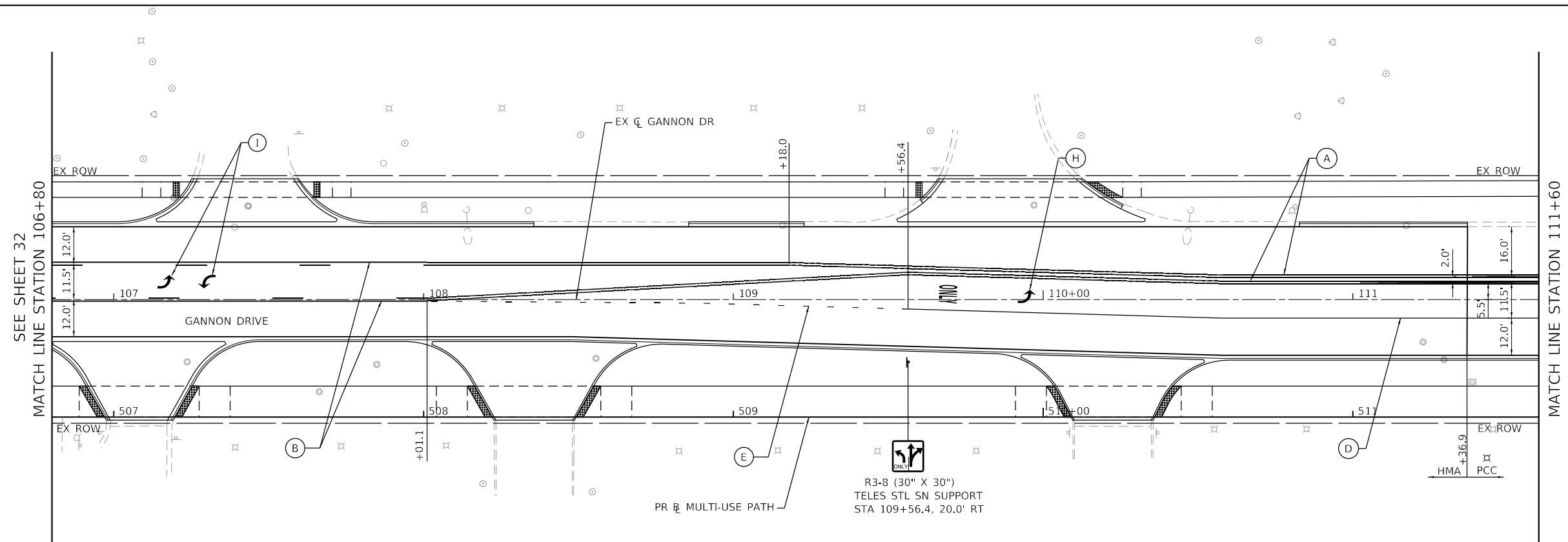




NOTES

- PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH HIGHWAY STANDARD 780001-05 AND IDOT DISTRICT 1 DETAILS TC-13.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER 72 HOURS PRIOR TO THE PLACEMENT OF THE PAVEMENT MARKINGS.
- ALL PERMANENT PAVEMENT MARKINGS ON PAVEMENTS SHALL BE MODIFIED URETHANE PAVEMENT MARKING OF THE SPECIFIED TYPE IN THE PAVEMENT MARKING LEGEND.
- FINAL SIGN LOCATIONS MAY VARY DUE TO FIELD CONDITIONS. EXACT LOCATIONS ARE AT THE DISCRETION OF THE ENGINEER TO ENSURE SIGNS ARE NOT PLACED IN THE LINE OF SIGHT OF OTHER SIGNS.
- ALL SIGNS SHALL BE MOUNTED ON TELESCOPING POLES IN ACCORDANCE WITH HIGHWAY STANDARD 728001

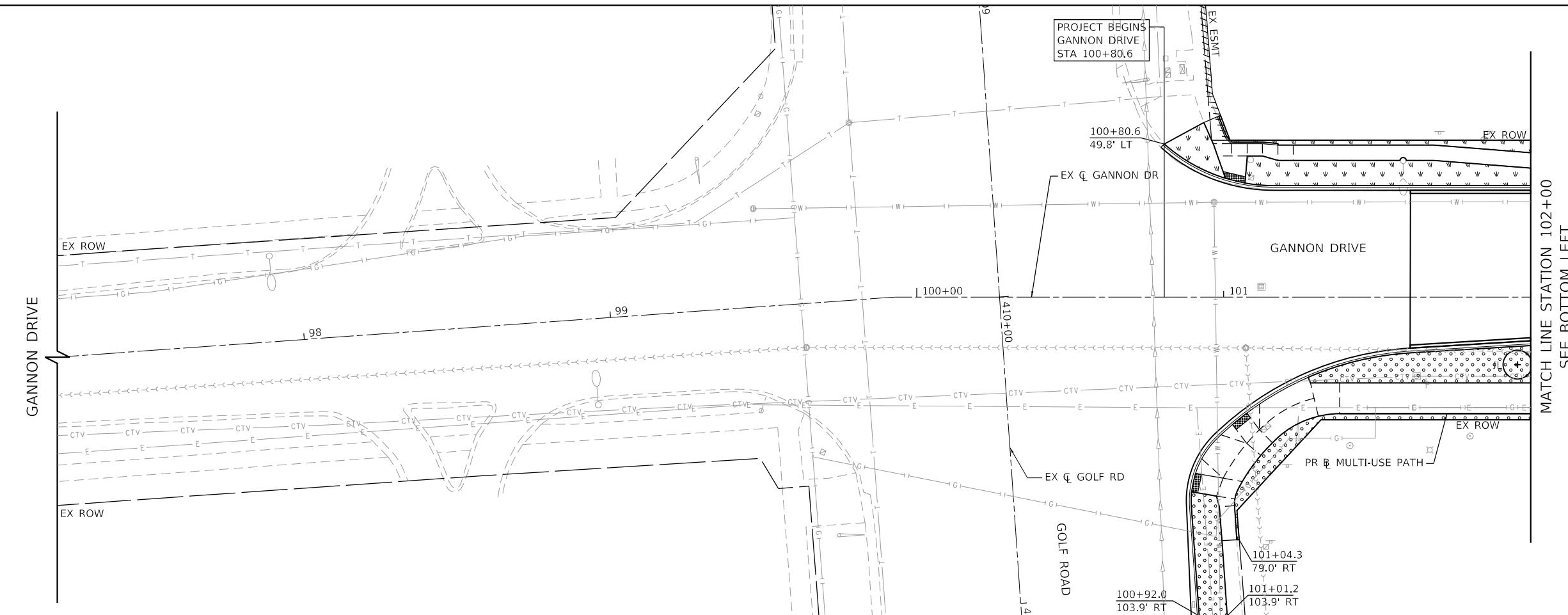
0 20 40 60
SCALE IN FEET



NOTES

- PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH HIGHWAY STANDARD 780001-05 AND IDOT DISTRICT 1 DETAILS TC-13.
- THE CONTRACTOR SHALL NOTIFY THE ENGINEER 72 HOURS PRIOR TO THE PLACEMENT OF THE PAVEMENT MARKINGS.
- ALL PERMANENT PAVEMENT MARKINGS ON PAVEMENTS SHALL BE MODIFIED URETHANE PAVEMENT MARKING OF THE SPECIFIED TYPE IN THE PAVEMENT MARKING LEGEND.
- FINAL SIGN LOCATIONS MAY VARY DUE TO FIELD CONDITIONS. EXACT LOCATIONS ARE AT THE DISCRETION OF THE ENGINEER TO ENSURE SIGNS ARE NOT PLACED IN THE LINE OF SIGHT OF OTHER SIGNS.
- ALL SIGNS SHALL BE MOUNTED ON TELESCOPING POLES IN ACCORDANCE WITH HIGHWAY STANDARD 728001

0 20 40 60
SCALE IN FEET



LANDSCAPING LEGEND

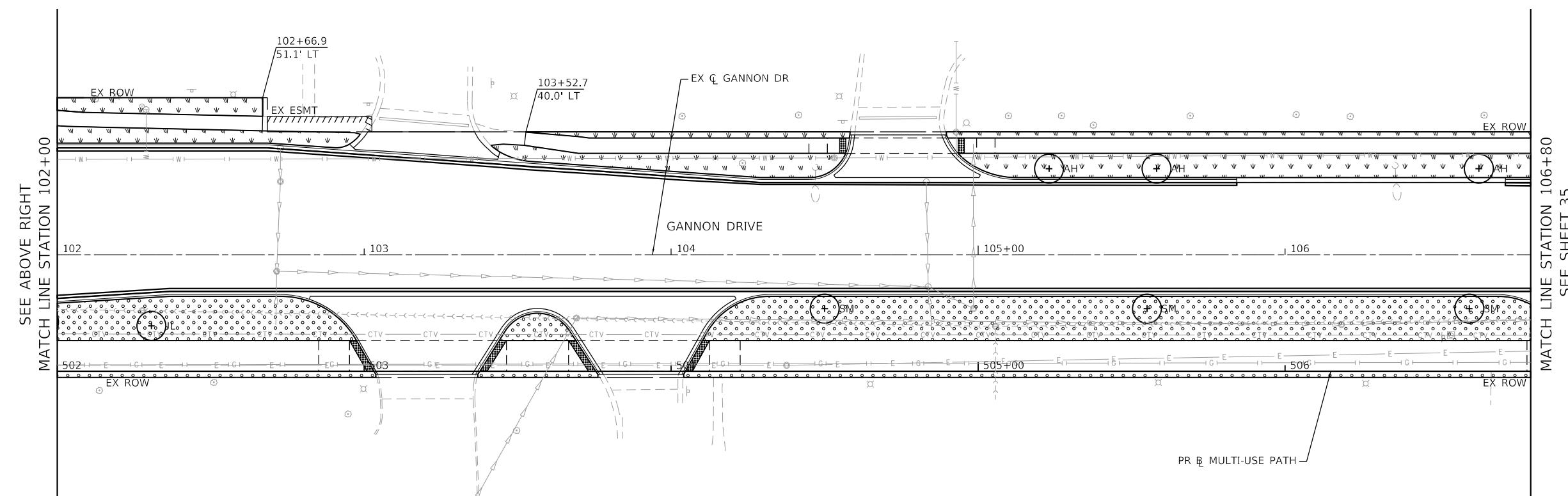
TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
SEEDING, CLASS 1
FERTILIZER NUTRIENTS
EROSION CONTROL BLANKET

TOPSOIL FURNISH AND PLACE, 6" THICK
SEEDING, CLASS 1
FERTILIZER NUTRIENTS
EROSION CONTROL BLANKET

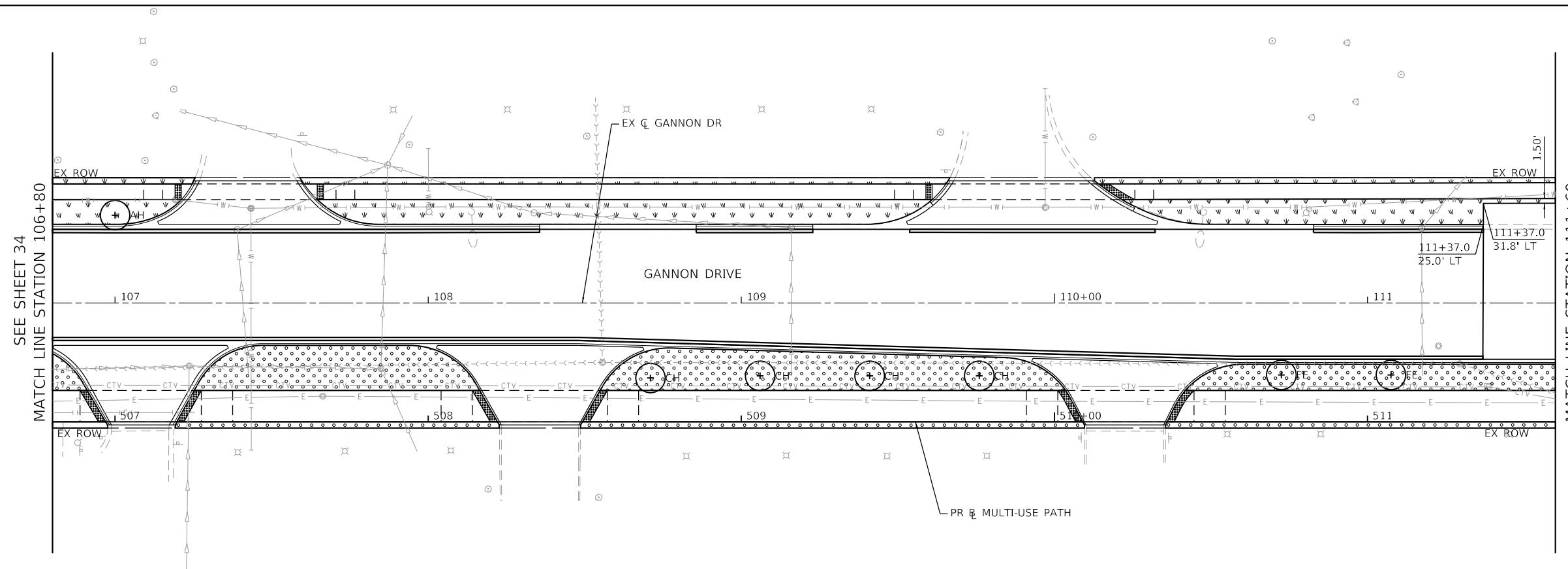
PROPOSED TREE:
SM = STATE STREET MIYABE MAPLE
AH = AMERICAN HORNBEAM
CH = COMMON HACKBERRY
FE = FRONTIER ELM
JL = JAPANESE TREE LILAC

LANDSCAPING NOTES

1. ALL TREES SHALL BE SPACED 35' C-C AND 35' MINIMUM FROM INTERSECTION CORNER.
2. PRIOR TO PLANTING ANY TREES, THE CONTRACTOR SHALL STAKE THE PROPOSED PLANTING LOCATIONS AND OBTAIN APPROVAL FROM THE VILLAGE FORESTER.

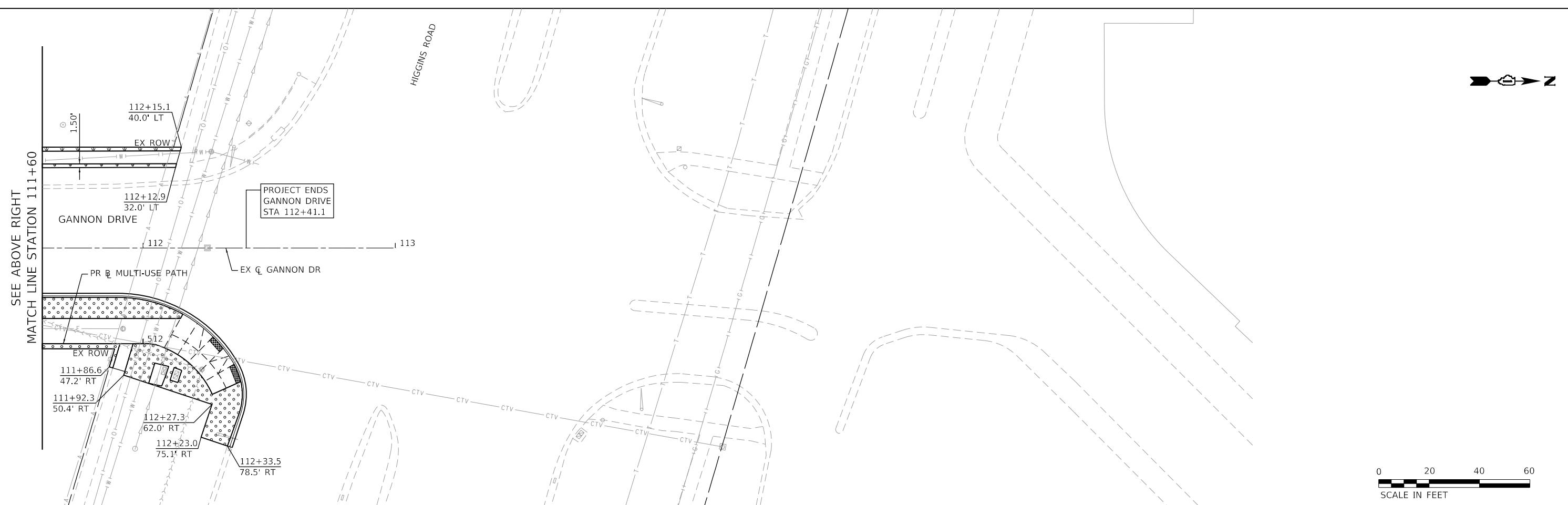


A scale bar for a map, showing a horizontal line with tick marks at 0, 20, and 40. Below the bar, the text "SCALE IN FEET" is printed.



LANDSCAPING NOTES

1. ALL TREES SHALL BE SPACED 35' C-C AND 35' MINIMUM FROM INTERSECTION CORNER.
2. PRIOR TO PLANTING ANY TREES, THE CONTRACTOR SHALL STAKE THE PROPOSED PLANTING LOCATIONS AND OBTAIN APPROVAL FROM THE VILLAGE FORESTER.

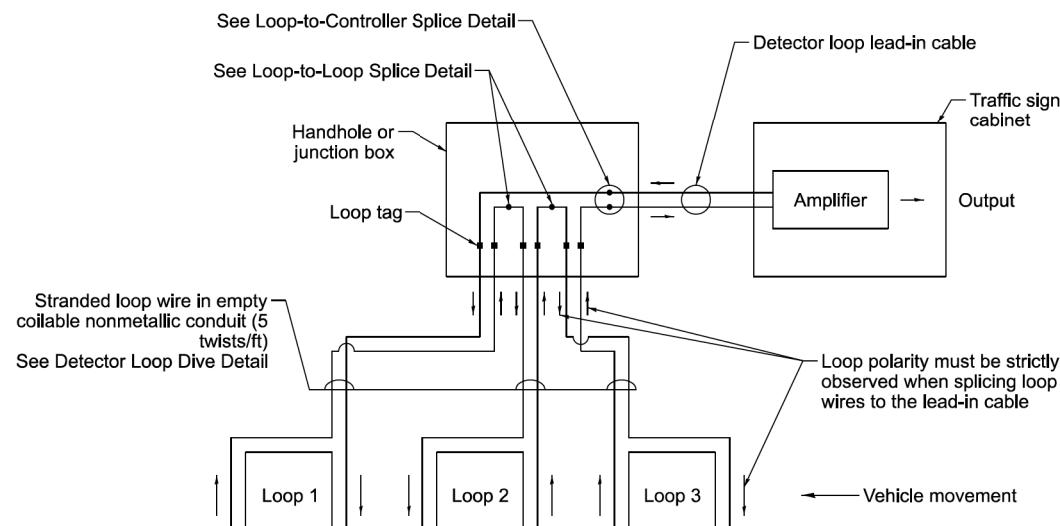
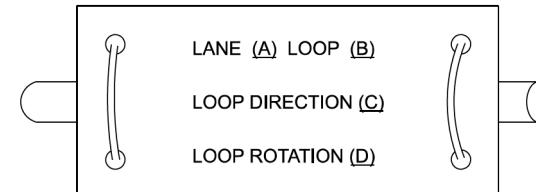


TRAFFIC SIGNAL LEGEND

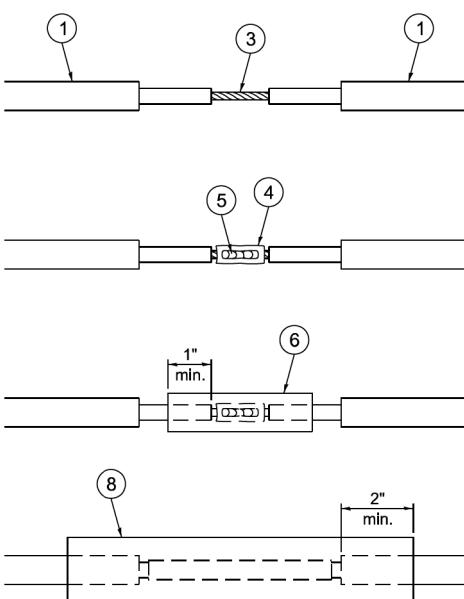
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
Traffic Signal Cabinet			Handhole			Signal Head		
Uninterruptable Power Supply			-Square			-Programmable Signal Head		
Communication Cabinet			-Round			-Elongated Visors		
Master Controller			Double Handhole			Signal Head with Backplate		
Master Master Controller			Heavy Duty Handhole			-RB) Retroreflective Backplate		
Service Installation			-Square			-P) Programmable Signal Head		
- (P) Pole Mounted			-Round			-EV) Elongated Visors		
Service Installation			Junction Box			Pedestrian Signal Head		
- (G) Ground Mounted			Railroad Cantilever Mast Arm			with Countdown Timer		
- (GM) Ground Mounted Metered			Railroad Flashing Signal			Illuminated LED Sign		
Cellular Modem			Railroad Crossing Gate			"NO LEFT TURN"/"NO RIGHT TURN"		
Telephone Connection			Railroad Crossbuck			Electric Cable, Signal, No. 14 -		
Steel Mast Arm Assembly and Pole			Railroad Controller Bungalow			2/C, 3/C, 5/C, 7/C		
Aluminum Mast Arm Assembly and Pole			Underground Conduit (UC),			Service Cable, 2/C -		
Steel Combination Mast Arm Assembly and Pole with Luminaire			Galvanized Steel			No. 2, No. 4, No. 6		
Signal Post			Temporary Span Wire, Tether Wire, and Cable			Ground Cable		
- (BM) Barrel Mounted - Temporary			System Item	S	SP	No. 6 Solid Copper (Green), 1/C		
Wood Pole			Intersection Item	I	IP	Electric Cable, Tracer, No. 14, 1/C		
Guy Wire			Removal Item		R	Electric Cable, Railroad, No. 14, 3/C		
Signal Head			Relocate Item		RL	SOOW		
Signal Head with Backplate			Abandon Item		A	Electric Cable, Street Name Sign		
Signal Head - Programmable			Controller Cabinet and Foundation to be Removed		RCF	Vendor Cable		
Flasher Installation			Mast Arm Pole and Foundation to be Removed		RMF	Emergency Vehicle Priority Line Sensor Cable, No. 20, 3/C		
- (FS) Solar Powered			Signal Post and Foundation to be Removed		RPF	Outdoor Rated Network Cable		
Pedestrian Signal Head			Detector Loop, Type I			Fiber Optic Cable		
Pedestrian Push Button			Preformed Detector Loop			-12F: 12 Multimode		
- (APS) Accessible Pedestrian Push Button			Wireless Detector Sensor			-24F: 12 Multimode / 12 Single Mode		
Radar Detection Sensor						-36F: 12 Multimode / 24 Single Mode		
Video Detection Camera						-24SM: 24 Single Mode		
Radar/Video Detection Zone						-48SM: 48 Single Mode		
Pan, Tilt, Zoom (PTZ) Camera						Ground Rod		
Emergency Vehicle Light Detector						- (C) Controller		
Confirmation Beacon						- (M) Mast Arm		
Wireless Interconnect						- (P) Post		
Wireless Interconnect Radio Repeater						- (S) Service		
Wireless Access Point								

DETECTOR LOOP NOTES:

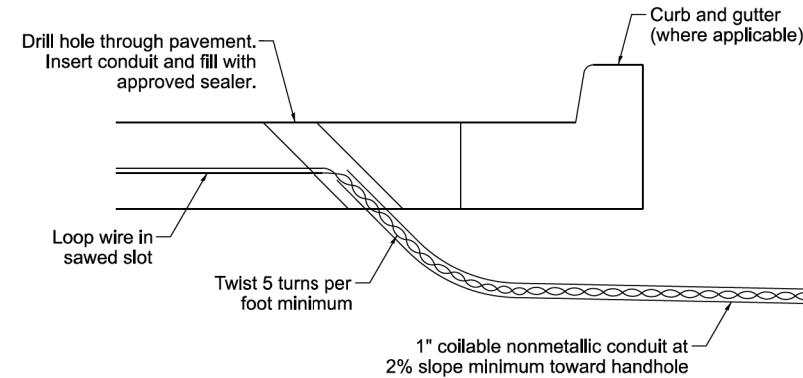
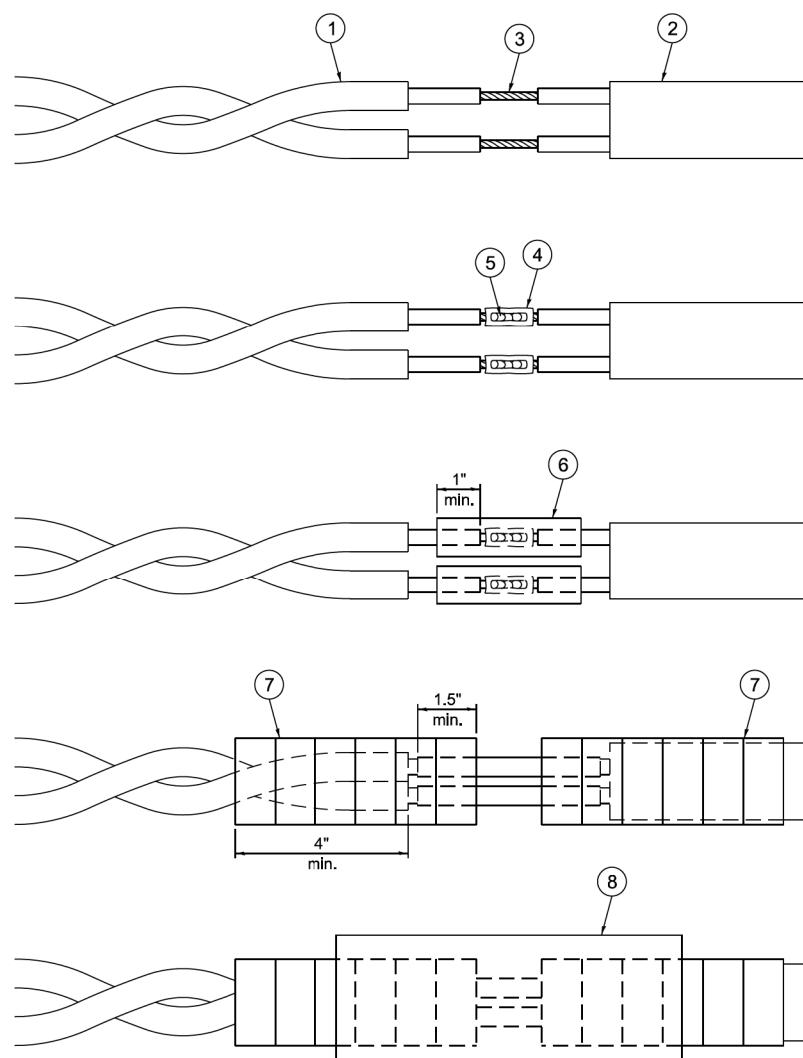
1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3", IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. 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.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES 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" APART.
9. 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.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**DETECTOR LOOP WIRING SCHEMATIC**

- A. Lane 1 is the lane closest to the centerline of the roadway.
- B. Loop #1 is the loop closest to the intersection.
- C. Label loop cable "in" or loop cable "out".
- D. Label loop cable clockwise or loop cable counterclockwise.

DETECTOR LOOP LEAD-IN CABLE TAG**LOOP-TO-LOOP SPLICE DETAIL**

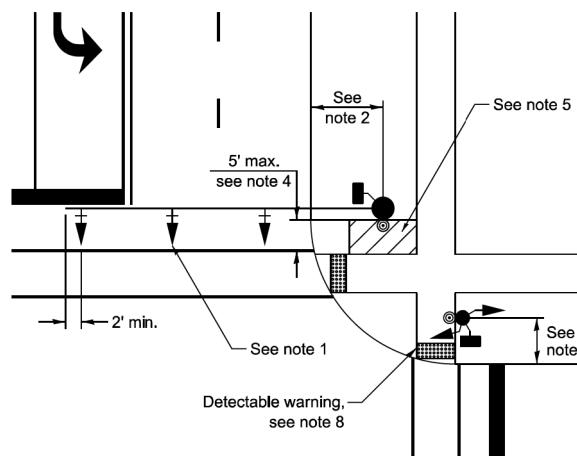
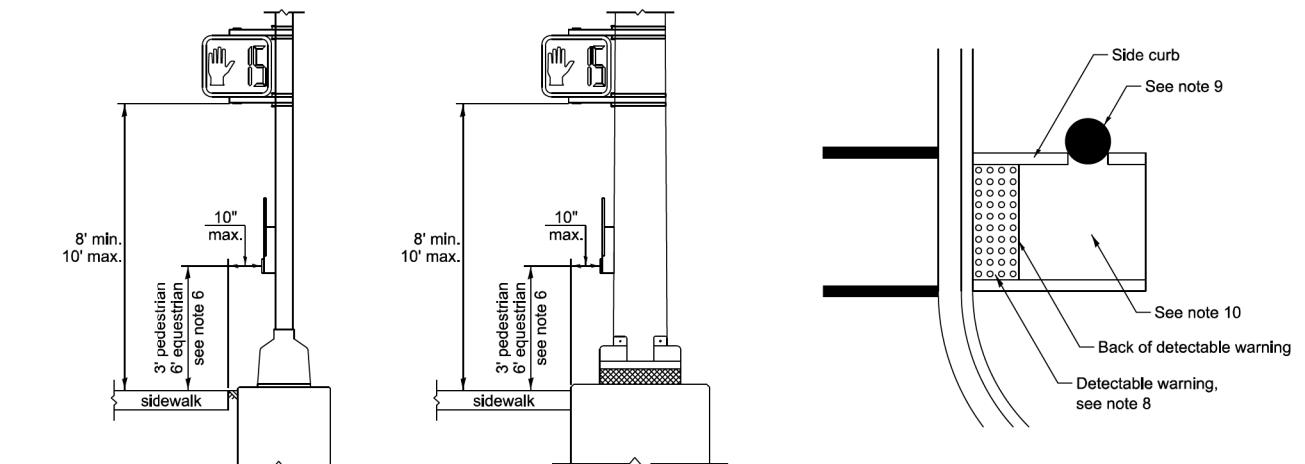
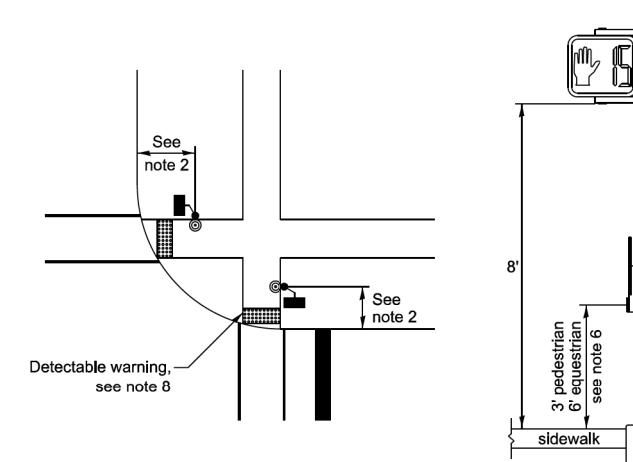
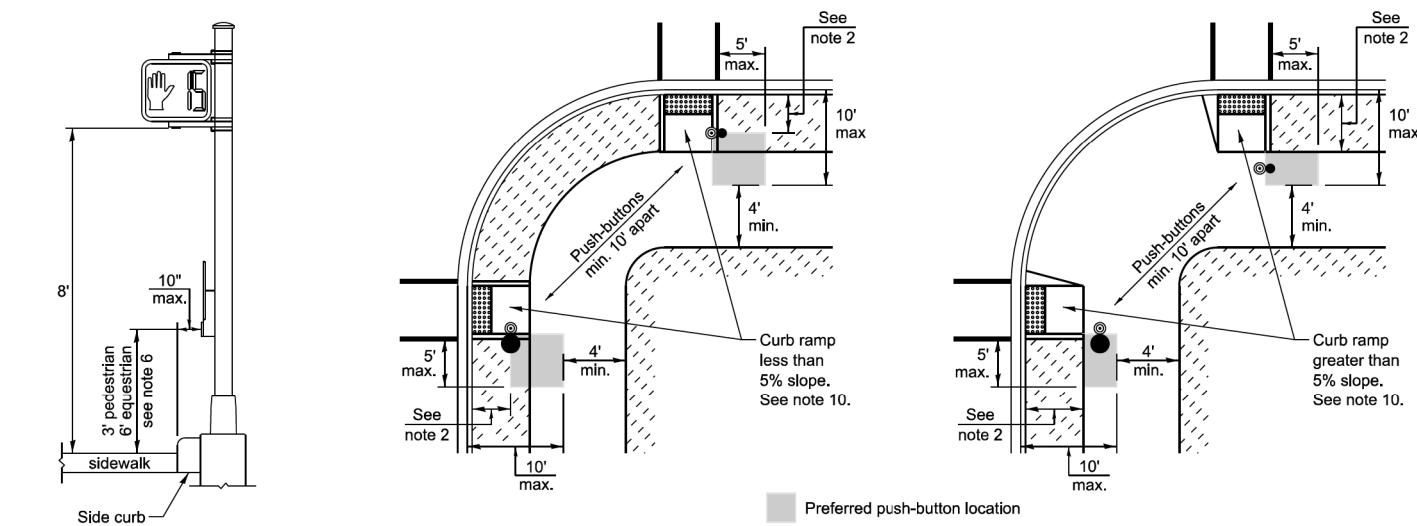
- 1 Detector loop cable.
- 2 Detector loop lead-in cable
- 3 Bare conductors twisted together.
- 4 Butt splice crimp connector.
- 5 Splice soldered with rosin core flux. All exposed surfaces of the solder shall be smooth. The splices shall be staggered.
- 6 WCSMW 30/100 heat shrink tube, 3" minimum length, underwater grade.
- 7 Self-infused, silicone electrical tape tightly wrapped around cables.
- 8 WCS 200/750 heat shrink tube, 8" minimum length, underwater grade.

**DETECTOR LOOP DIVE DETAIL****LOOP-TO-CONTROLLER SPLICE DETAIL**

	USER NAME = Iovan.pascenda	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - IP	REVISED -				2049	23-00114-00-CH	COOK	79	37
	CHECKED - NB/KK	REVISED -				TS-01		CONTRACT NO.	61M16	
	PLOT DATE =	DATE - 10/15/2025	REVISED -			SCALE: NTS	SHEET 2 OF 7 SHEETS STA. TO STA.			
								ILLINOIS	FED. AID PROJECT	

NOTES:

1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARthest FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36". IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHALL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10' REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

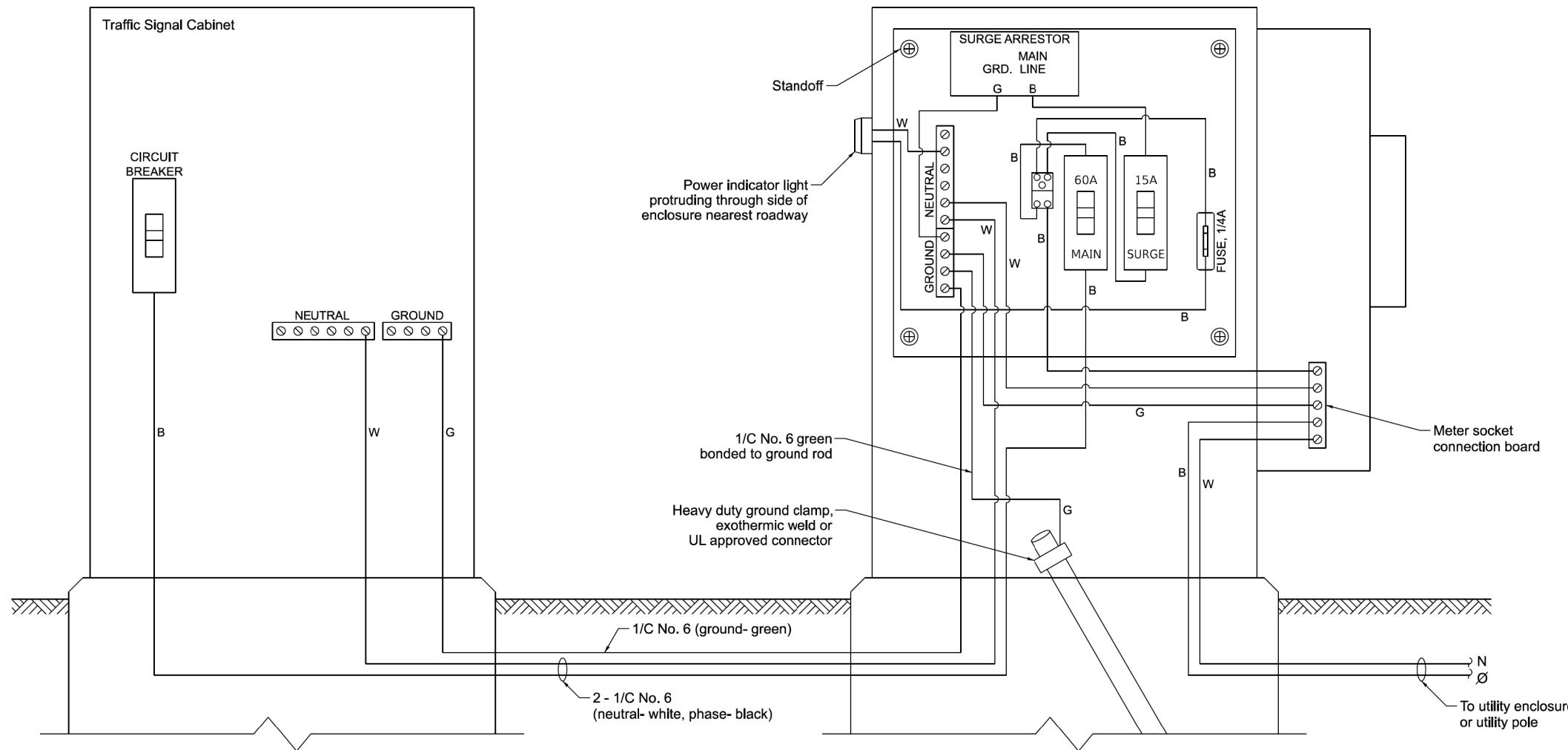
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST****PEDESTRIAN SIGNAL POST****PUSH-BUTTON LOCATIONS**

TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
Mast arm assembly and pole	6'	Shoulder width + 2', minimum 10'
Signal post	4'	Shoulder width + 2', minimum 10'
Pedestrian signal post	4'	4' - See note 2
Temporary wood pole	6'	Shoulder width + 2', minimum 10'
Traffic signal cabinet	6' - See Note 3	Shoulder width + 6', minimum 16' - See note 3
Service cabinet	6' - See Note 3	Shoulder width + 6', minimum 16' - See note 3

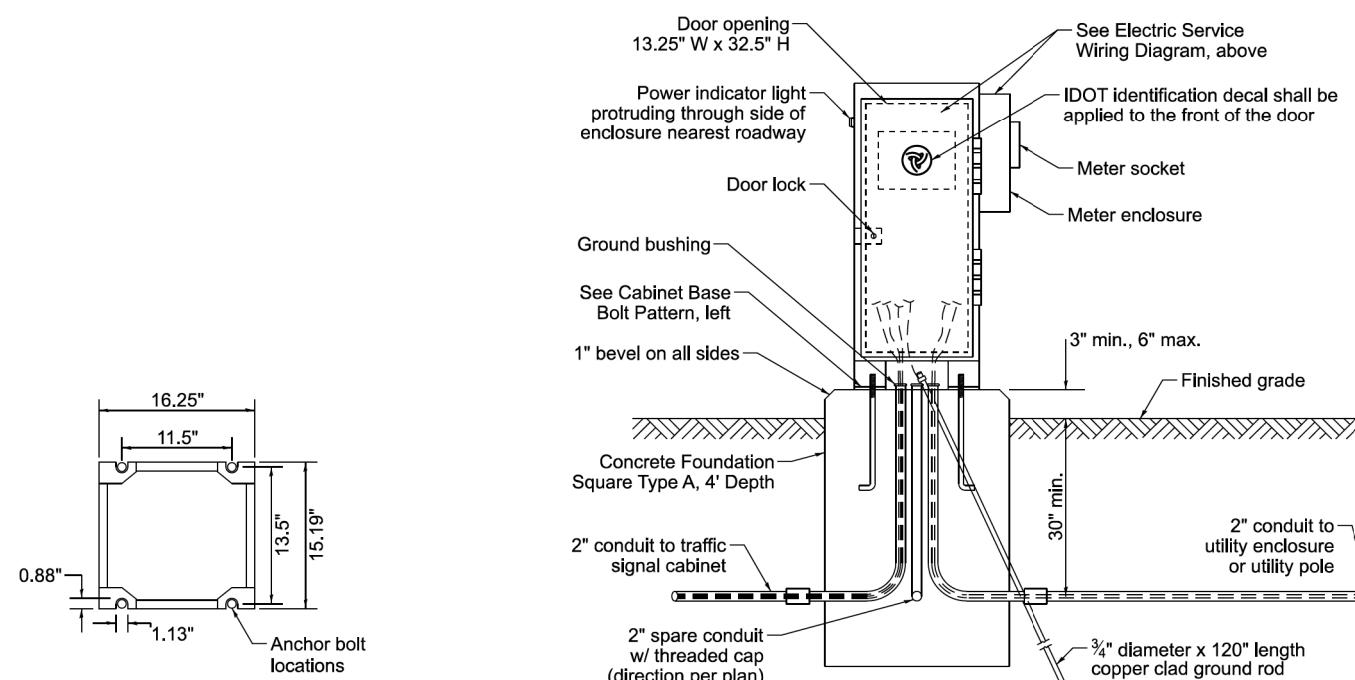
TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS**NOTES:**

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE 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" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

USER NAME = Iovan.pascenda	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. R.T.E. 2049 TS-01	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN - IP	REVISED -						COOK	79	38		
	CHECKED - NB/KK	REVISED -						ILLINOIS			FED. AID PROJECT	
	PLOT DATE =	DATE = 10/15/2025		REVISED -	SCALE: NTS	SHEET 3 OF 7 SHEETS STA. TO STA.						

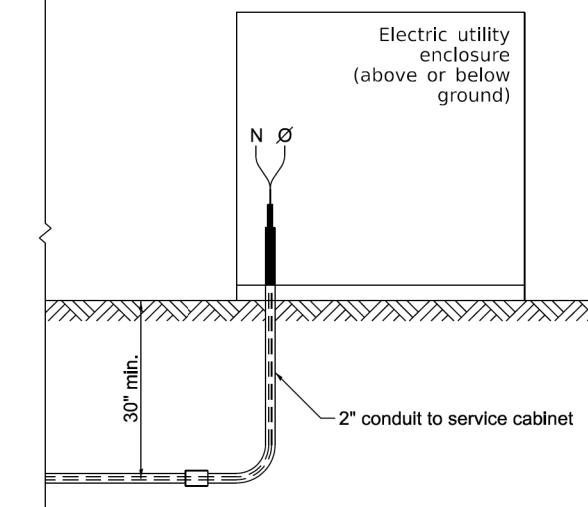


ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

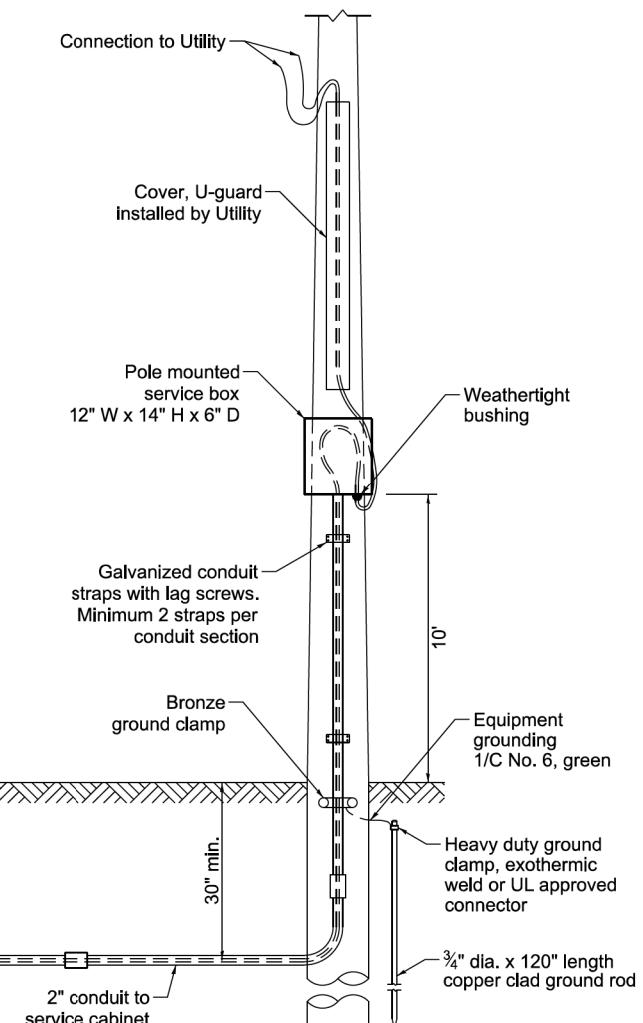


CABINET BASE BOLT PATTERN

SERVICE INSTALLATION – GROUND MOUNTED WITH METER

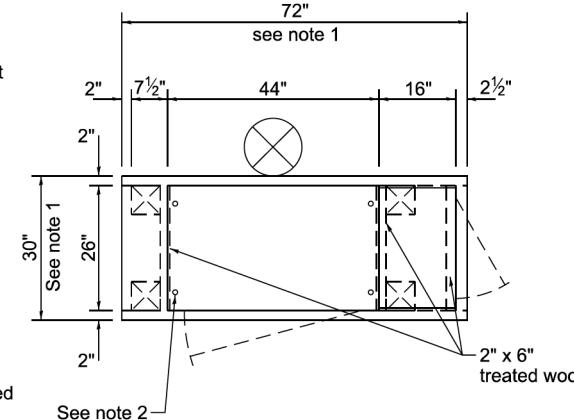
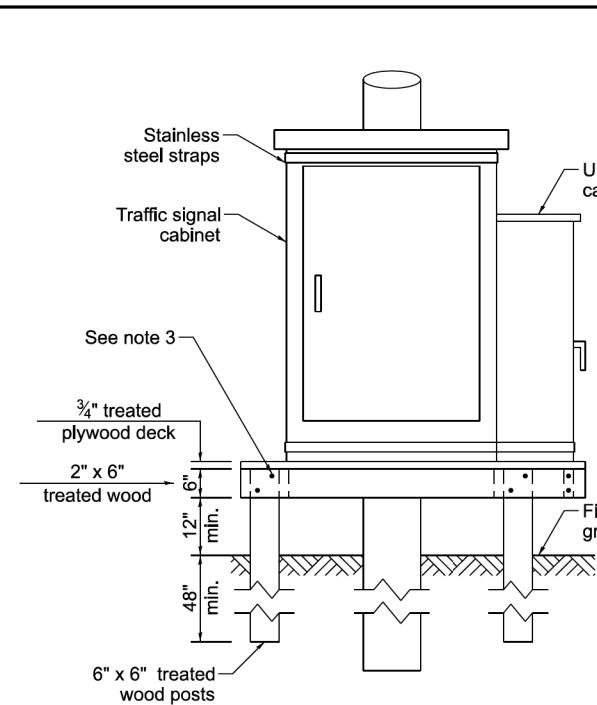


CONNECTION TO UTILITY ENCLOSURE



CONNECTION TO UTILITY POLE

USER NAME = Iovan.pascenda	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - IP	REVISED -			2049	23-00114-00-CH	COOK	79	39
	CHECKED - NB/KK	REVISED -			TS-01	CONTRACT NO. 61M16			
PLOT DATE =	DATE - 10/15/2025	REVISED -	SCALE: NTS	Sheet 4 of 7 Sheets STA. TO STA.	ILLINOIS	FED. AID PROJECT			



TOP VIEW

NOTES:

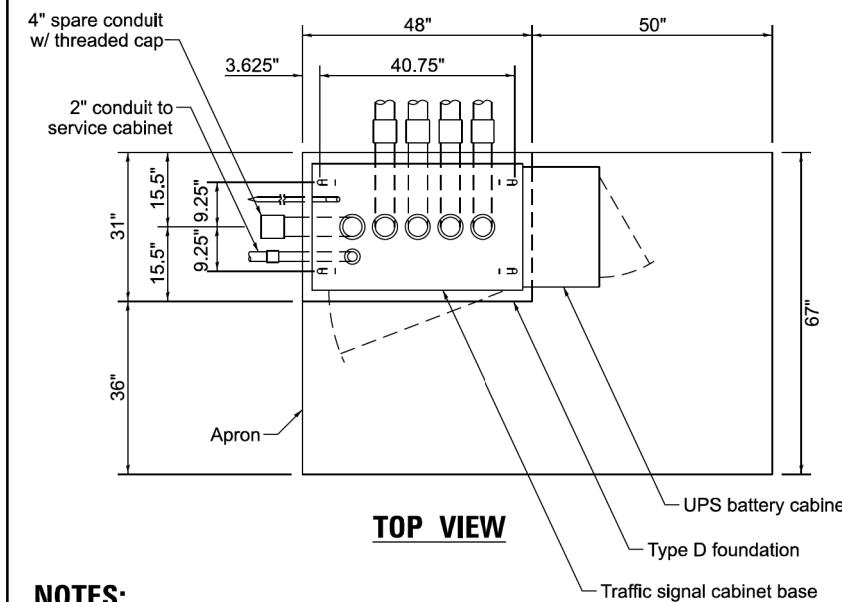
1. THE PLATFORM SIZE IS BASED ON A TRAFFIC SIGNAL CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" AND UNINTERRUPTABLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25". ADJUST THE PLATFORM SIZE TO FIT THE BASE DIMENSIONS OF THE CABINET SUPPLIED.
2. DRILLED HOLES THROUGH THE PLATFORM ARE TO MATCH THE TRAFFIC SIGNAL CABINET BOLT TEMPLATE. THE CABINET SHALL BE FASTENED TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS, AND NUTS.
3. ALL WOOD SUPPORT FRAMING SHALL BE FASTENED TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM

MAST ARM LENGTH	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30'	10'	30"	24"	8	#6
Greater than or equal to 30' and less than 40'	13.5'	30"	24"	8	#6
	11'	36"	30"	12	#7
Greater than or equal to 40' and less than 50'	13'	36"	30"	12	#7
Greater than or equal to 50' and up to 55'	15'	36"	30"	12	#7
Greater than or equal to 56' and less than 65'	21'	42"	36"	16	#8
Greater than or equal to 65' and up to 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E**TYPE E FOUNDATION NOTES:**

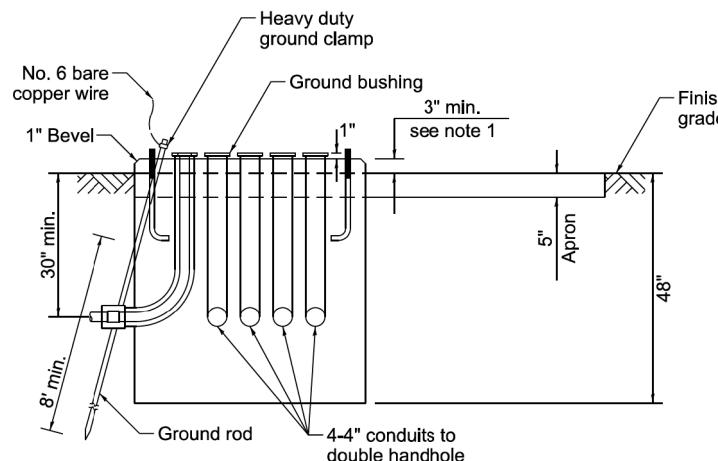
1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASED BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.



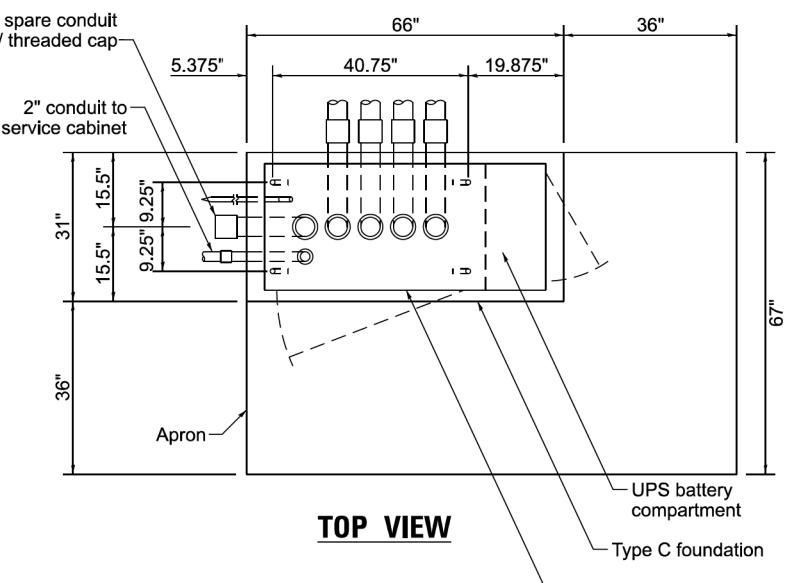
TOP VIEW

NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



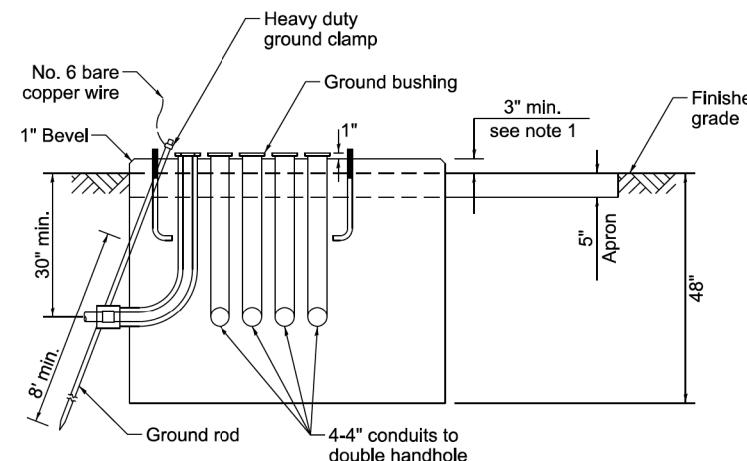
TYPE D FOUNDATION TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET



TOP VIEW

NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



TYPE C FOUNDATION SUPER P AND SUPER R TRAFFIC SIGNAL CABINETS

FOUNDATION	DEPTH
Type A - Signal post, service cabinet	4'
Type C - Traffic signal cabinet with UPS	4'
Type D - Traffic signal cabinet	4'

DEPTH OF FOUNDATIONS TYPES A, C & D

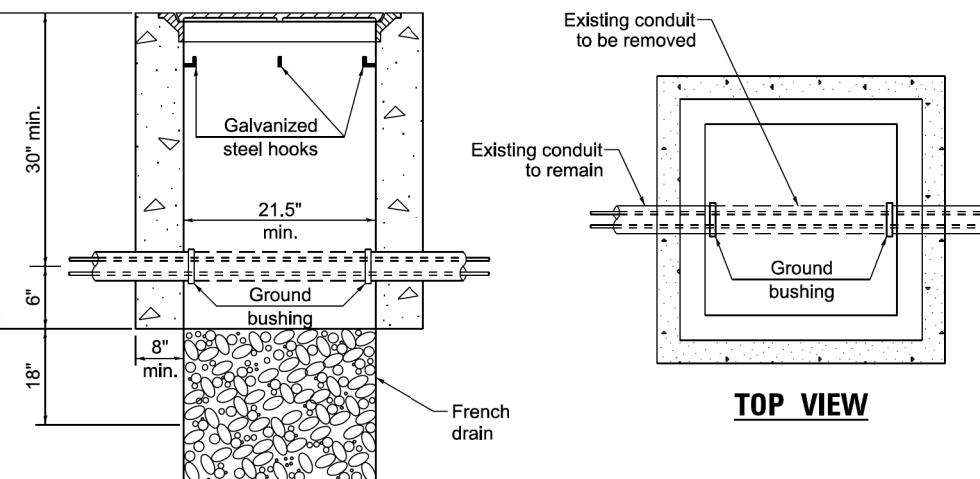
VERTICAL CABLE	LENGTH
Mast arm mounted signal head (L = mast arm length - distance to signal head from end of arm)	20'+L
Bracket mounted signal head (mast arm pole or signal pole)	13'
Pedestrian signal head	10'
Pedestrian push button	6'
Service installation pole mount to service drop	13.5'
Service installation pole mount to ground	13.5'
Service installation ground mount	6'
Foundation (signal post, mast arm, traffic signal cabinet, service cabinet)	3'

VERTICAL CABLE LENGTH

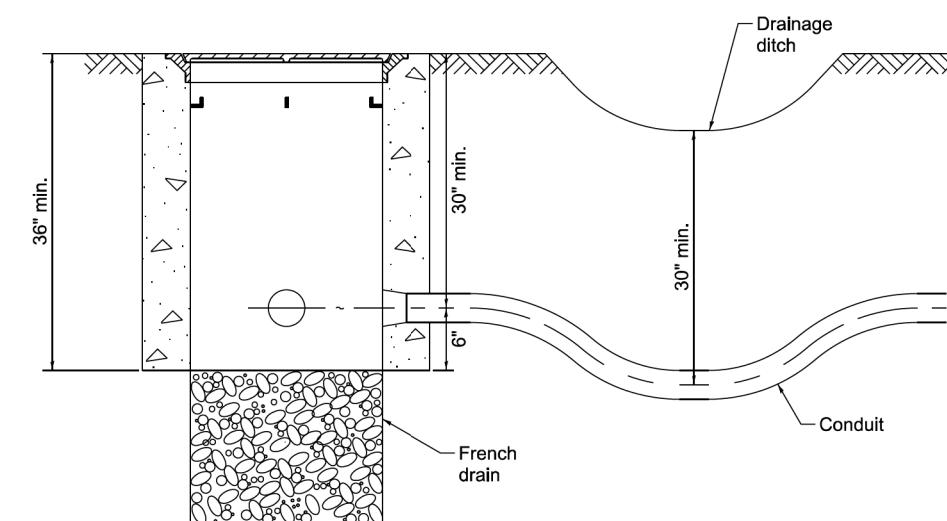
CABLE SLACK	LENGTH
Handhole	6.5'
Double handhole	13'
Signal post	2'
Mast arm	2'
Traffic signal cabinet or service cabinet	1.5'
Fiber optic cable at traffic signal cabinet	13'
Ground cable at signal post, mast arm, or cabinet	1.5'
Ground cable at handhole or double handhole	6.5'
Ground cable between handhole frame and cover	5'

CABLE SLACK LENGTH

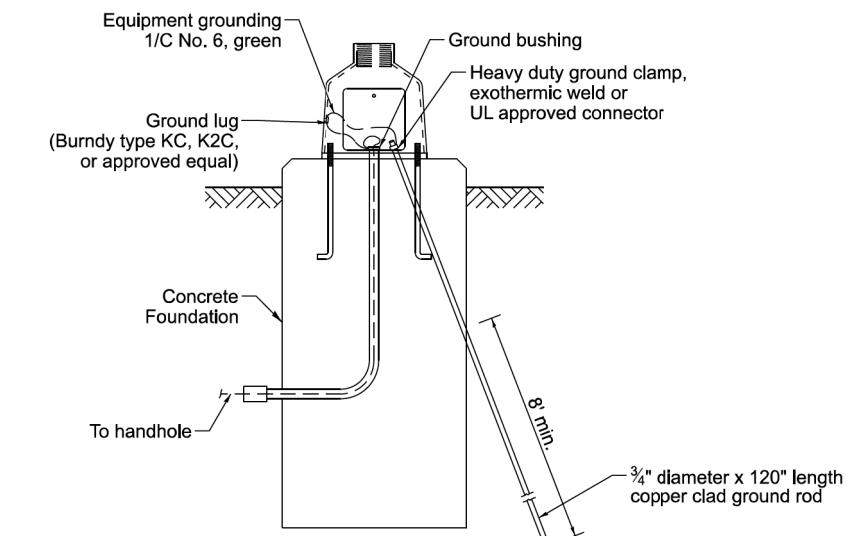
USER NAME = Iovan.pascenda	DESIGNED - IP	REVISED -
DRAWN - IP	REVISED -	
CHECKED - NB/KK	REVISED -	
PLOT DATE =	DATE - 10/15/2025	REVISED -

**NOTES:**

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH**NOTES:**

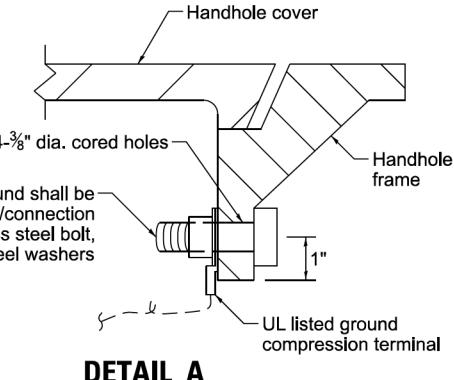
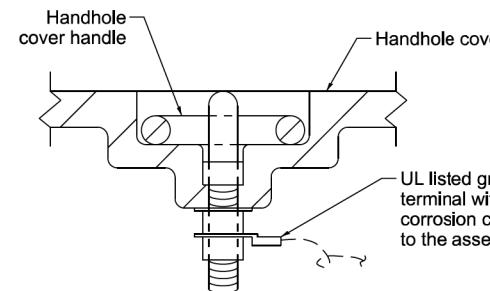
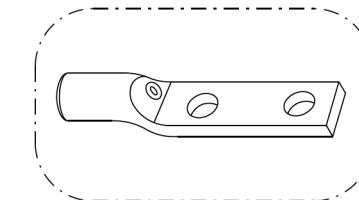
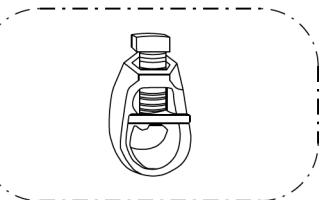
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION****MAST ARM / POST GROUNDING DETAIL**

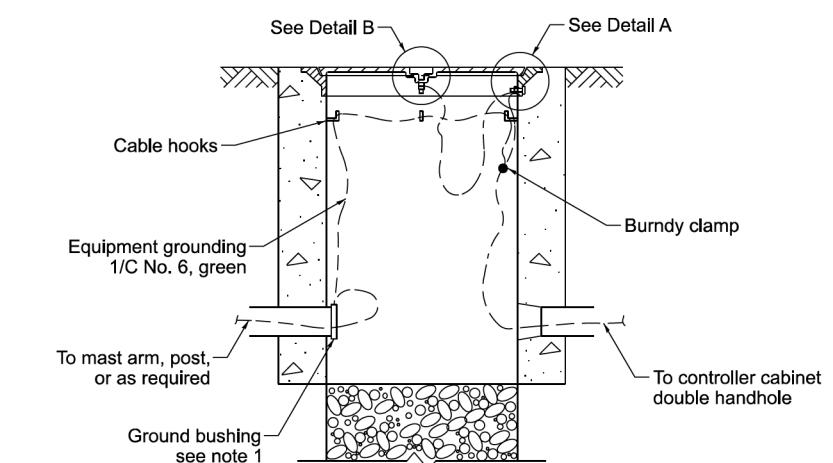
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS SHEET 6 OF 7 SHEETS STA. TO STA.

**DETAIL A****DETAIL B**Heavy-Duty Compression Terminal
(Burndy Type YGHA or approved equal)Heavy-Duty Ground Rod Clamp
Bronze or Copper, UL Approved
(Burndy Type GRC or approved equal)**NOTES:**

1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDED.
2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES. 5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.

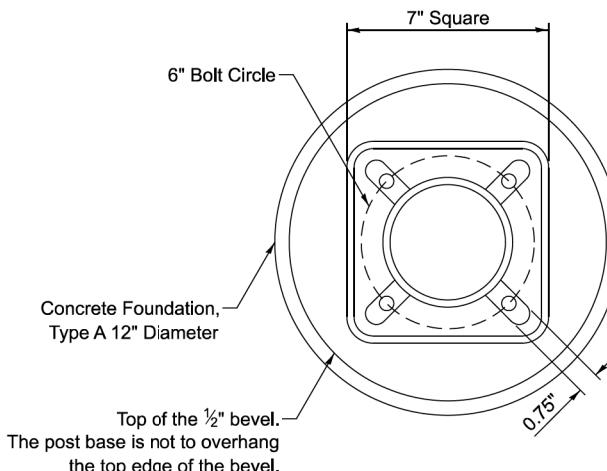
**HANDHOLE GROUNDING DETAIL**

USER NAME = Iovan.pascenda	DESIGNED - IP	REVISED -
DRAWN - IP	REVISED -	
CHECKED - NB/KK	REVISED -	
PLOT DATE =	DATE - 10/15/2025	REVISED -

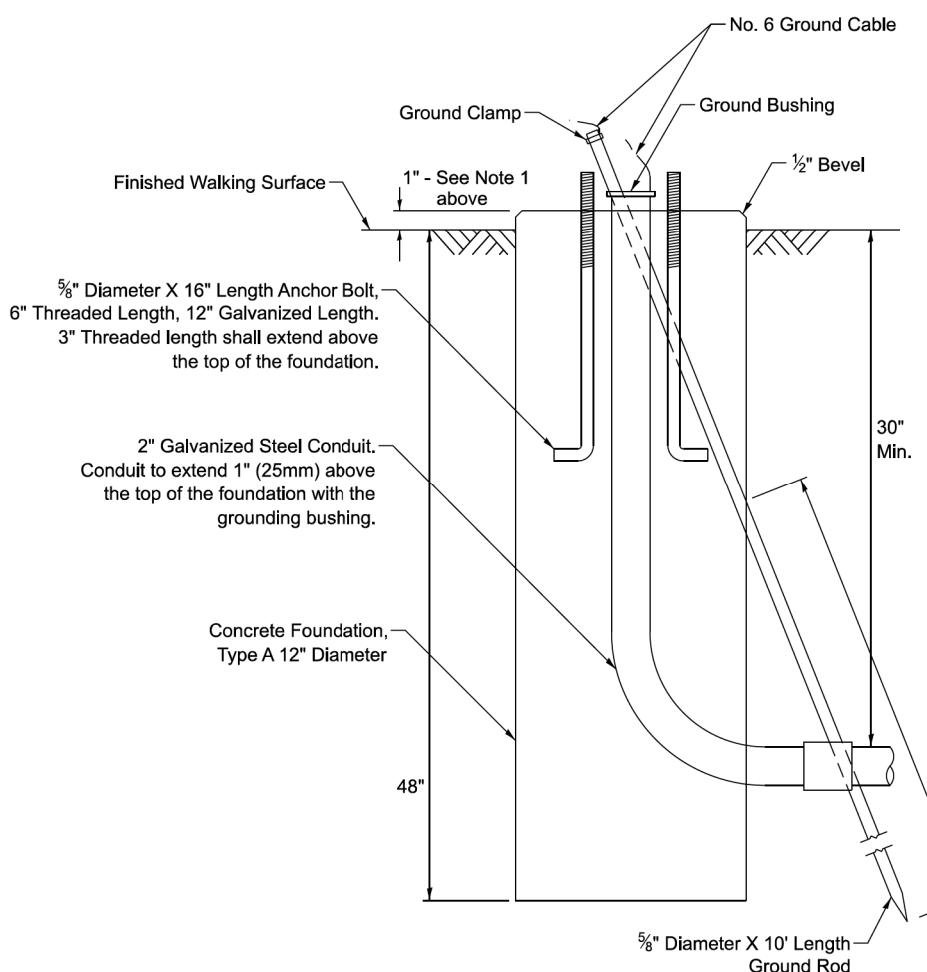
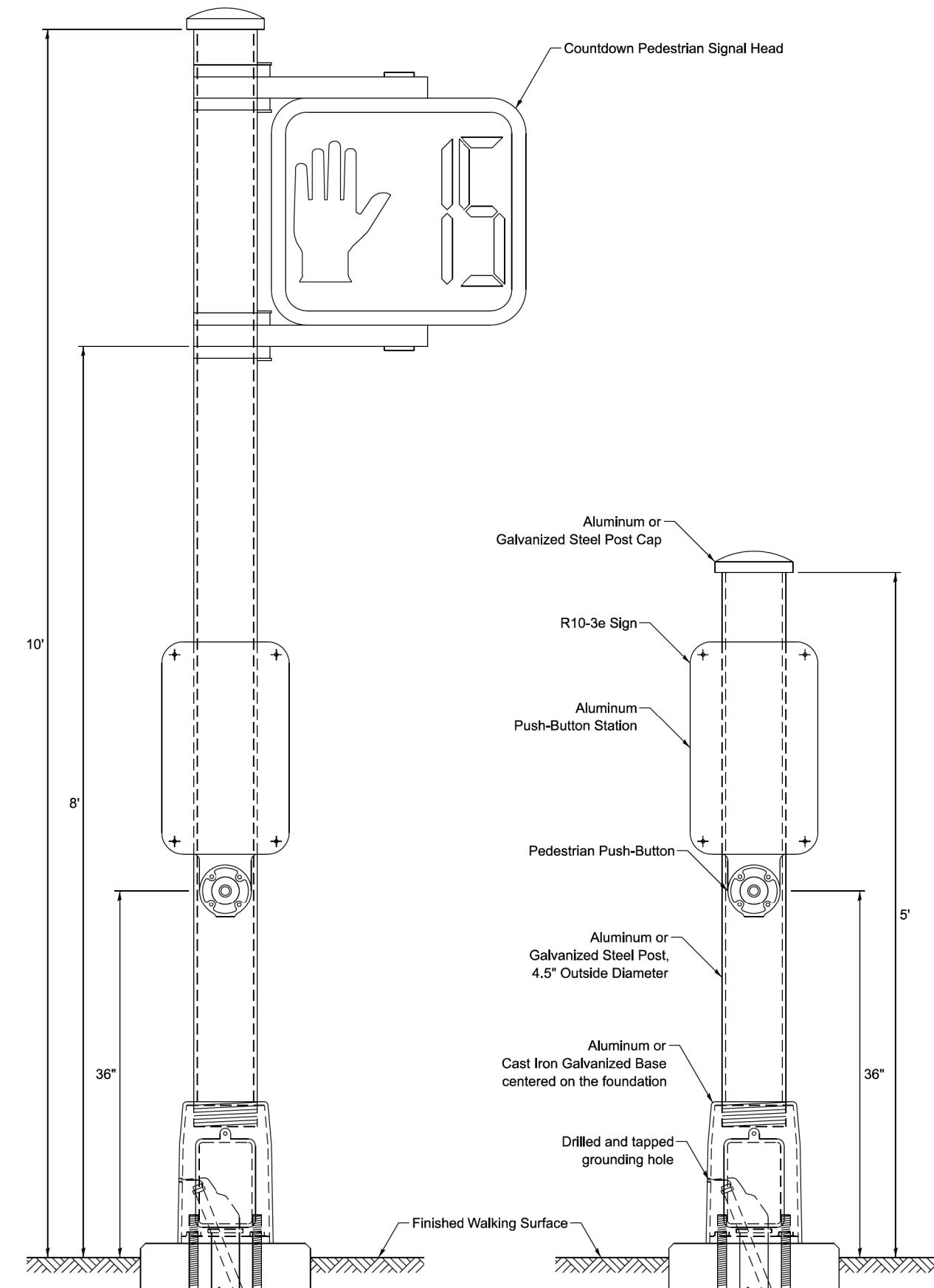
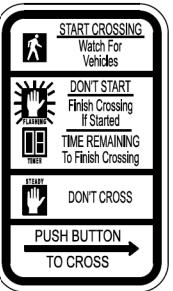
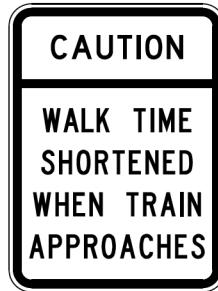
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		
DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS		
SCALE: NTS	SHEET 6	OF 7 SHEETS STA. TO STA.

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2049	23-00114-00-CH	COOK	79	41
TS-01	CONTRACT NO. 61M16			

ILLINOIS FED. AID PROJECT

**BOLT PATTERN****NOTES:**

1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.

**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER****PEDESTRIAN SIGNAL POST, 10 FT.****PEDESTRIAN SIGNAL POST, 5 FT.**R10-3e
9" X 15"W10-I101
18" X 24"**SIGN NOTES:**

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3e IS INSTALLED AT MEDIANES WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-I101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

USER NAME = Iovan.pascenda	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - IP	REVISED -	2049			23-00114-00-CH	COOK	79	42	
CHECKED - NB/KK	REVISED -	TS-01			CONTRACT NO. 61M16				
PLOT DATE =	DATE - 10/15/2025	REVISED -	SCALE: NTS	SHEET 7	OF 7	SHEETS STA.	TO STA.	ILLINOIS	FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	Sheet No.
559	1999-079 R	COOK	490	282
STA.	TO STA.			

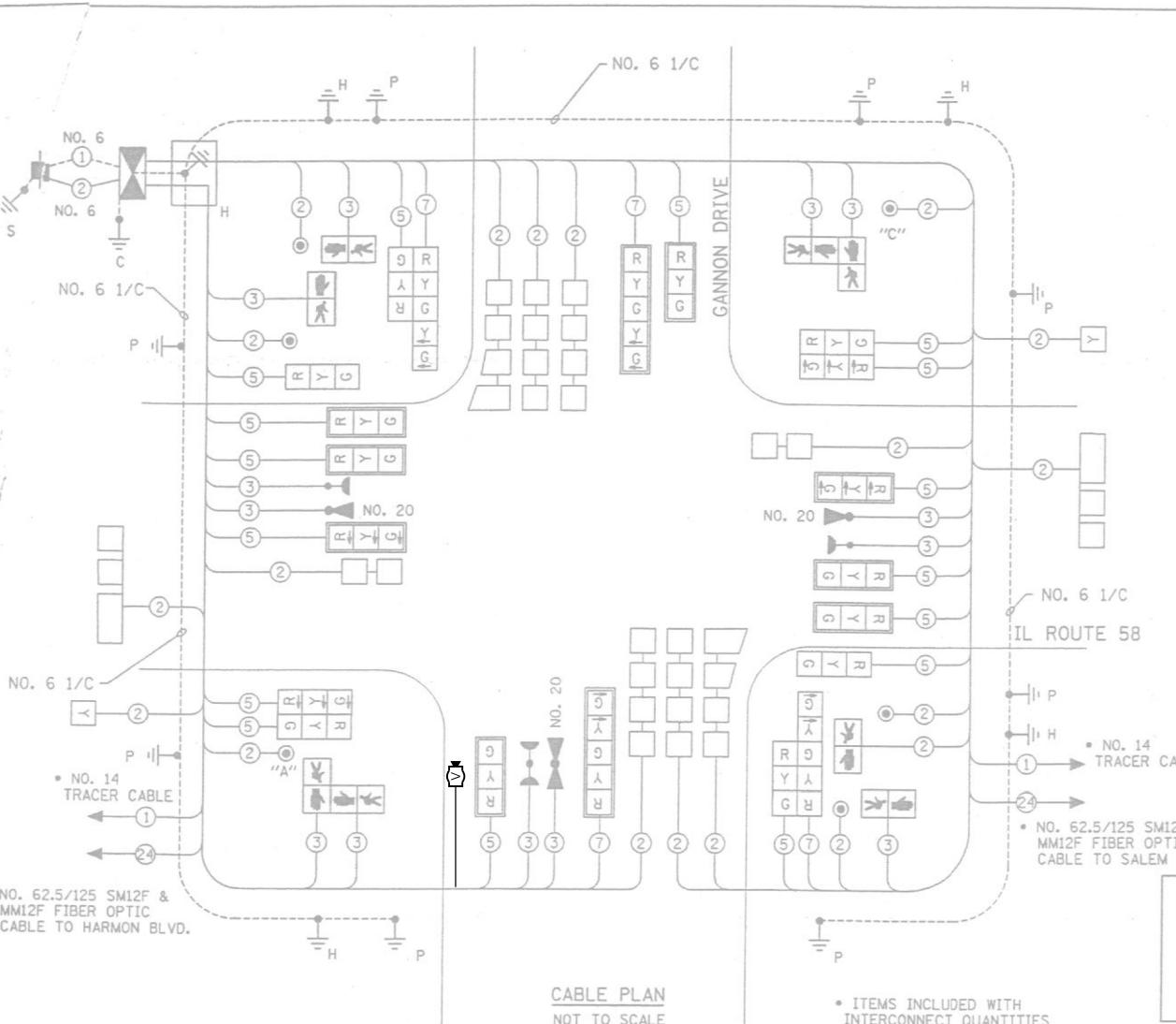
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES

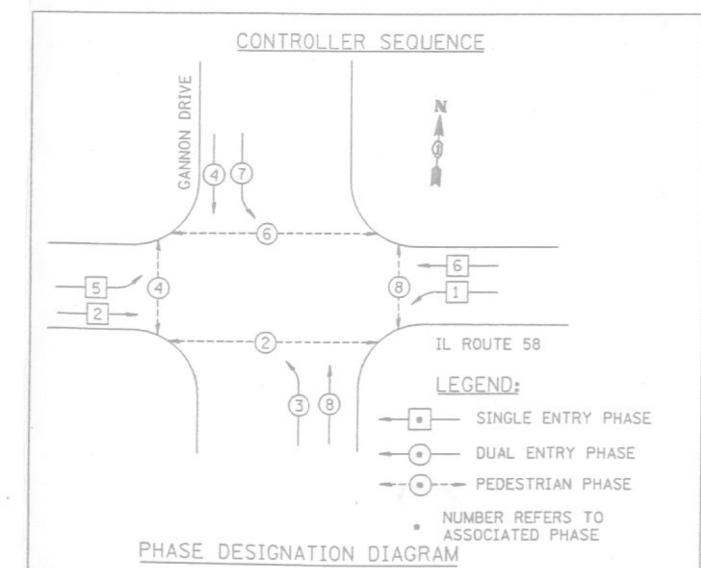
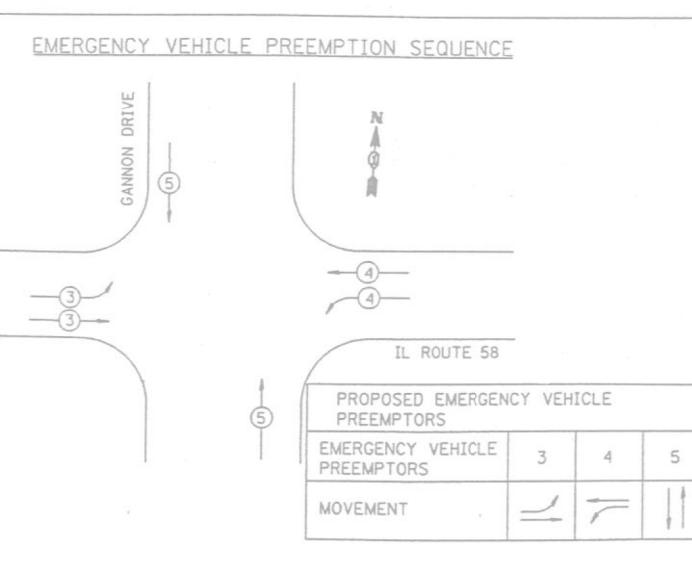
PAY ITEM	UNIT	TOTAL
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

CABLE PLAN LEGEND:

EXISTING	PROPOSED
G	8" TRAFFIC SIGNAL SECTION
R	12" TRAFFIC SIGNAL SECTION
W	12" PEDESTRIAN SIGNAL SECTION
Y	12" PEDESTRIAN SIGNAL SECTION
Y	CONTROLLER CABINET
G	SERVICE INSTALLATION
Y	VEHICLE DETECTOR, INDUCTION LOOP
G	MAGNETIC DETECTOR
Y	EMERGENCY VEHICLE LIGHT DETECTOR
G	CONFIRMATION BEACON
Y	PUSHBUTTON DETECTOR
G	DENOTES NUMBER OF CONDUCTORS
Y	ALL CABLE NO. 14 EXCEPT AS INDICATED.
G	ALL LOOP DETECTOR CABLE TO BE SHIELDED.
Y	"P" INDICATES PROGRAMMED HEAD.
G	SIGNAL FACE WITH BACKPLATE
Y	"P" INDICATES PROGRAMMED HEAD.
G	NO. 14 1/C TRACER CABLE
Y	FIBER OPTIC CABLE
G	NO. 62.5/125 12F MULTIMODE
Y	NO. 9/125 12F SINGLE MODE
G	GROUND ROD 3/4"
Y	GROUND ROD AT HANDHOLE OR CONTROLLER
G	GROUND ROD AT POST OR MAST ARM POLE
Y	GROUND ROD AT ELECTRIC SERVICE
G	INSTALATION
---	GROUND CABLE, No. 6 1/C



PUSH BUTTON NOTES
PUSH BUTTON "A" SHALL PLACE
A CALL TO PHASES 2 AND 4
PUSH BUTTON "C" SHALL PLACE
A CALL TO PHASES 6 AND 8
ALL PUSH BUTTONS SHALL ALSO
ACTIVATE THE FLASHING BEACONS



F:\PROJECTS\JOB264\FINAL\GANNCBL.DGN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL VOLTAGE
TYPE	NO. LAMPS	X WATTAGE	X% OPERATION	
SIGNAL (RED)	20	135	0.50	1350
(YELLOW)	20	135	0.25	675
(GREEN)	20	135	0.25	675
ARROW	8	135	0.10	108
PED. SIGNAL	4	90	1.00	360
CONTROLLER	1	300	1.00	300
ILLUM. SIGN	-	-	0.05	-
FLASHER	-	0.50	-	-
				TOTAL = 3468

ENERGY COST TO: Illinois Department of Transportation
Division of Highways / District 1
201 West Court / Schaumburg, Illinois 60196-1096

ENERGY SUPPLY: CONTACT: MS. JO BEILER
PHONE: 847-870-2056
COMPANY: ComEd

FOUNDATION (DEPTH) (FT.)	CABLE SLACK (FT.)	CABLE SLACK (FT.)	
TYPE A - POST	4	HANDHOLE	6.5
D - CONTROLLER	4	DOUBLE HANDHOLE	13
E - MAST ARM POLE	2	MAST ARM QJ POLE	20+1-2 =
24"	10	BRACKET MOUNTED	13
30"	15	CONTROLLER CAB	1
		1 PED. PUSHBUTTON	4
		1 FIBER OPTIC	13.5
		ELECTRIC SERVICE	13.5
		SERVICE TO GROUND	13.5
		POST MOUNTED	6

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



KAM ENGINEERING, INC.
CONSULTING ENGINEERS
707A Davis Road, Suite 205
Elgin, Illinois 60123-1369

REVISIONS

NAME

DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CABLE PLAN PHASE DESIGNATION DIAGRAM
AND SCHEDULE OF QUANTITIES
IL ROUTE 58 AND GANNON DRIVE

SCALE: NONE
DATE: 07-30-01

DRAWN BY: COR
CHECKED BY: COR

TRANSYSTEMS

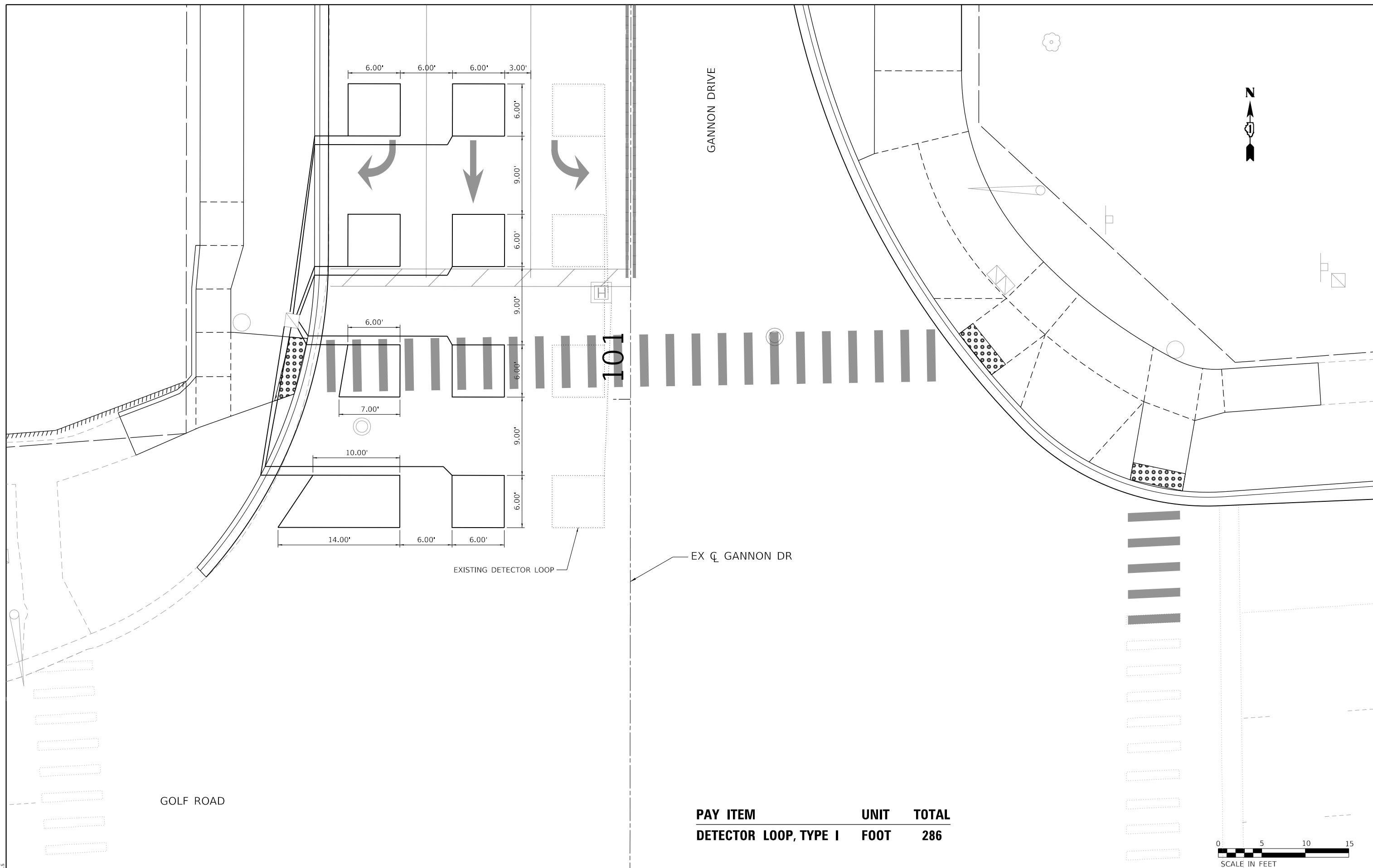
MODEL: SMOLENAME
FILE NAME: FILENAME

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL PLANS
IL 58 (GOLF ROAD) AND GANNON DRIVE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	Sheet No.
2049	23-00114-00-CH	COOK	79	44
				CONTRACT NO. 61M16

ILLINOIS FED. AID PROJECT



MODEL: \$MODELNAME\$

TRANSYSTEMS

USER NAME = \$USER\$	DESIGNED -
	DRAWN -
PLOT SCALE = \$SCALE\$	CHECKED -
PLOT DATE = \$DATES\$	DATE -

MRQ	REVISED	-
KLB	REVISED	-
EAD	REVISED	-
12/19/25	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP PLAN
IL 58 (GOLF ROAD) AND GANNON DRIVE**

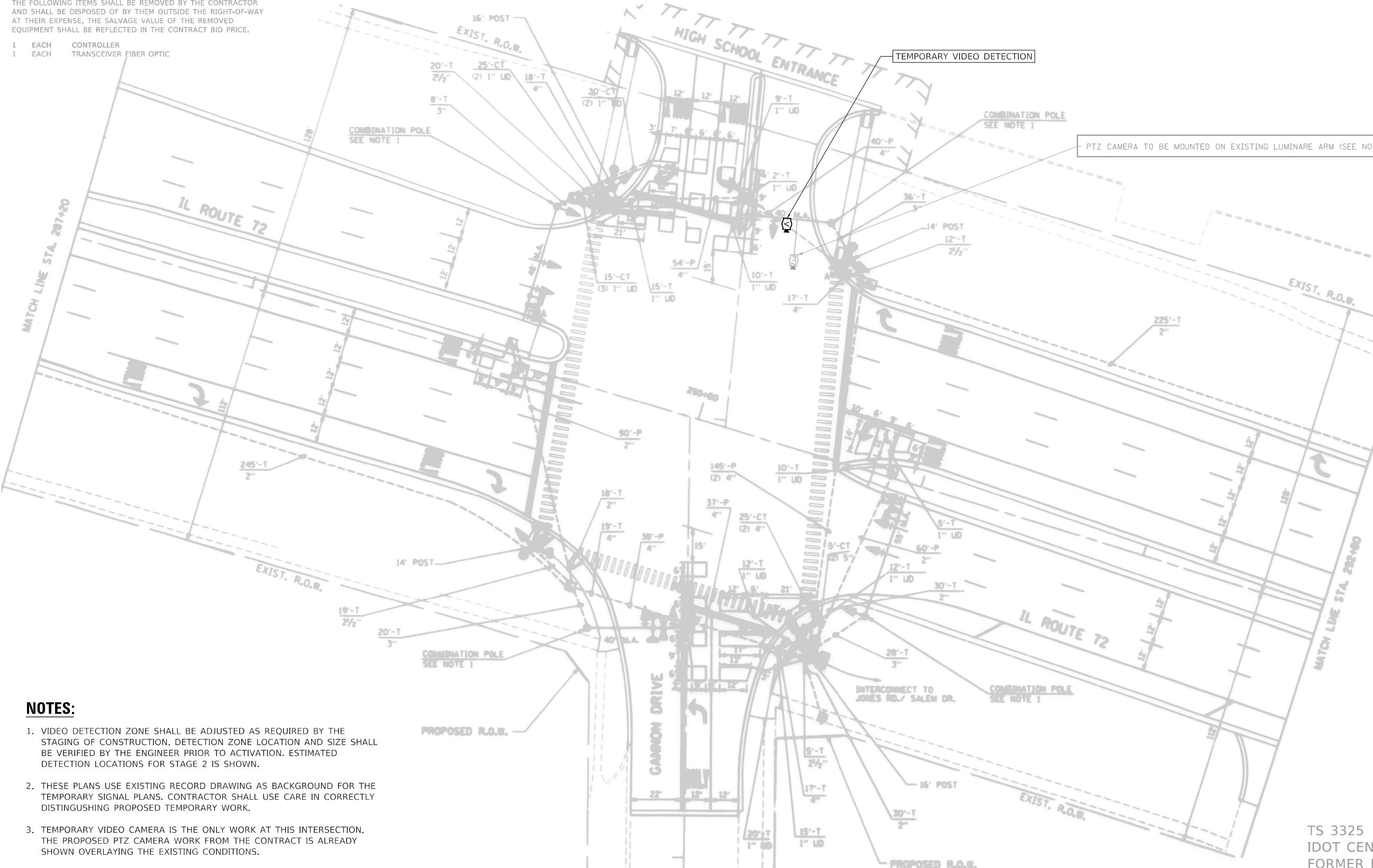
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
00114-00-CH	COOK	79	45
CONTRACT NO. 61M16			
ILLINOIS	FED. AID PROJECT		

REMOVAL AND RELOCATION NOTES:

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.

1 EACH CONTROLLER
1 EACH TRANSCEIVER FIBER OPTIC

"TRAFFIC SIGNAL PLAN FOR REFERENCE ONLY"



TS 3325
IDOT CENTRACS
FORMER ECON 81

FILE NAME: dwallidowbentleycomp\DW\IDOT\Office\District\110\Projects\TS15476\CAD\Data\Traffic\TS15476\ssnt-sr.dwg

MODEL: Default

USER NAME = Kamil.Kobylka	DESIGNED - KK	REVISED - KK - 08-12-2022
DRAWN - GM	REVISED -	
PLOT SCALE = 40.0000 * / in.	CHECKED - DD	REVISED -
PLOT DATE = 8/15/2022	DATE - 06/30/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LOCATION #25
IL 72 (HIGGINS RD.) AT GANNON DR. INTERSECTION PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
VAR. 2022 TRAFFIC 01	COOK	241	68	CONTRACT NO. 62R81

MODEL: SH020000
FILE NAME: SH020000.dwg

TRANSYSTEMS

USER NAME = SUSER\$	DESIGNED - MRQ	REVISED -
DRAWN - KLB	REVISED -	
PLOT SCALE = SSCLAES	CHECKED - EAD	REVISED -
PLOT DATE = \$DATES	DATE - 12/19/25	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL PLANS
IL 72 (HIGGINS ROAD) AND GANNON DRIVE

SCALE: NONE SHEET 4 OF 6 SHEETS STA. TO STA.

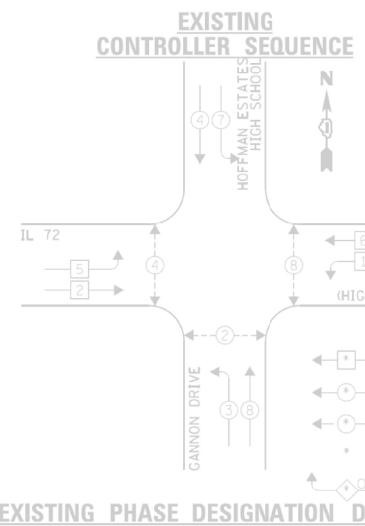
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
2049 23-00114-00-CH	COOK	79	46	CONTRACT NO. 61M16

SCHEDULE OF QUANTITIES

PAY ITEM	UNIT	TOTAL
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

NOTES:

1. TEMPORARY VIDEO CAMERA IS THE ONLY WORK AT THIS INTERSECTION. THE PROPOSED PTZ CAMERA WORK FROM THE CONTRACT IS ALREADY SHOWN OVERLAYING THE EXISTING CONDITIONS.



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.

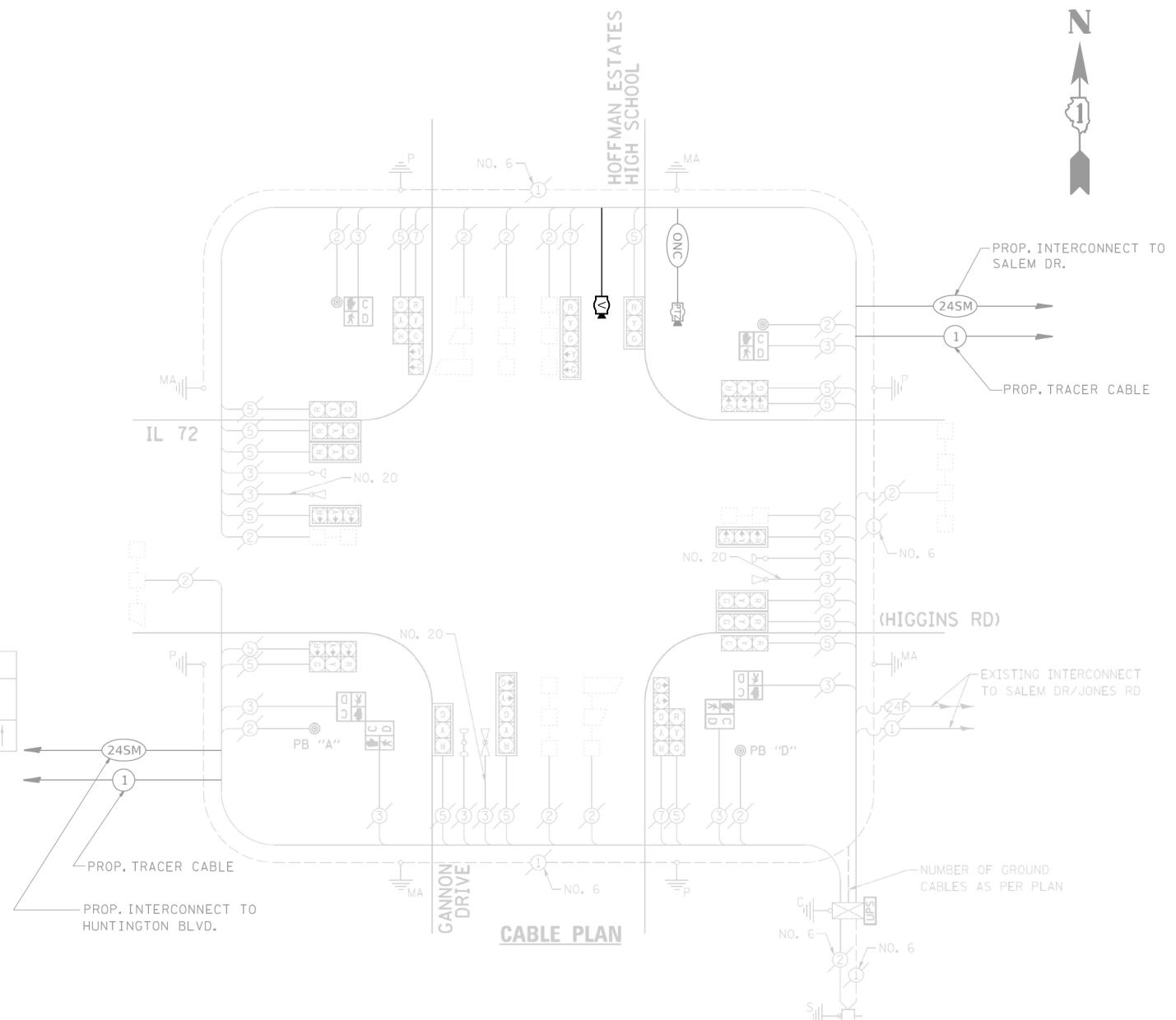
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE
- 2 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE
- 4 EACH PEDESTRIAN PUSH-BUTTON

FILE NAME: dwallacebentley\comp\pwind\Documents\Office\District 1\Projects\TS476\CADdata\Traffic\TS476\sheet1.dwg

MODEL: Default

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND. L.E.D.	OPERATION	
SIGNAL (RED)	20	135	17	0.50
SIGNAL (YELLOW)	20	135	25	0.25
SIGNAL (GREEN)	20	135	15	0.25
ARROW	8	135	12	0.10
PED. SIGNAL	6	90	25	1.00
CONTROLLER	1	-	100	1.00
LUMINAIRE	-	-	250	0.50
L.E.D. ST. NAME SIGN	-	-	64	0.50
VIDEO SYSTEM	-	-	150	1.00
BATTERY BACKUP	1	-	25	1.00
ILLUMINATED SIGN	-	-	25	0.05
TOTAL =				654.5

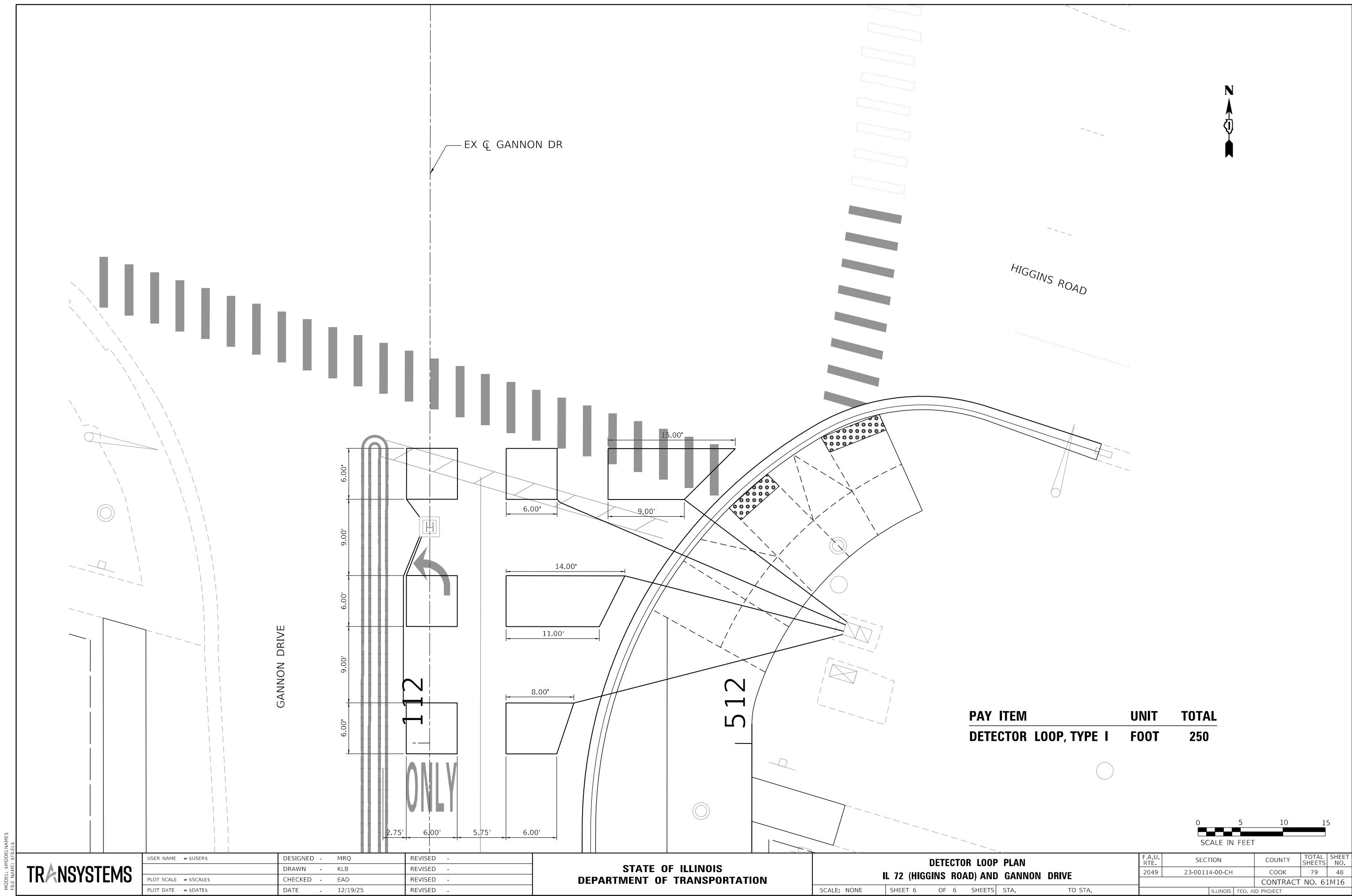
ENERGY COSTS - BILLED TO: IL DEPT. OF TRANSPORTATION
 (ADDRESS: 201 W. CENTER COURT
 (ADDRESS: SCHAUMBURG, IL 60196-1096
 ENERGY SUPPLY - CONTACT: DAVE SCHACHT
 PHONE: 630-437-2129
 COMPANY: COMED - OAKBROOK TERRACE

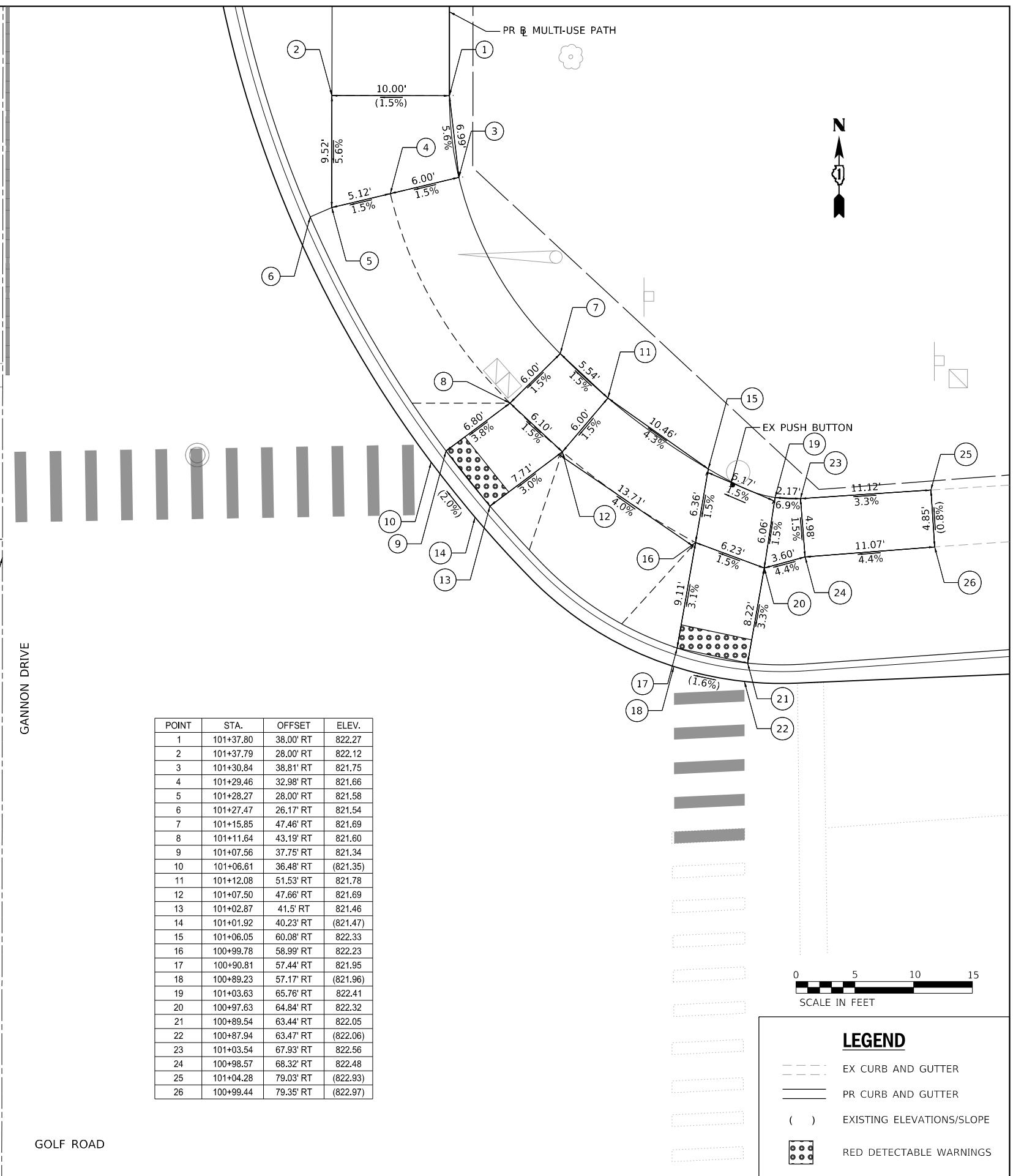
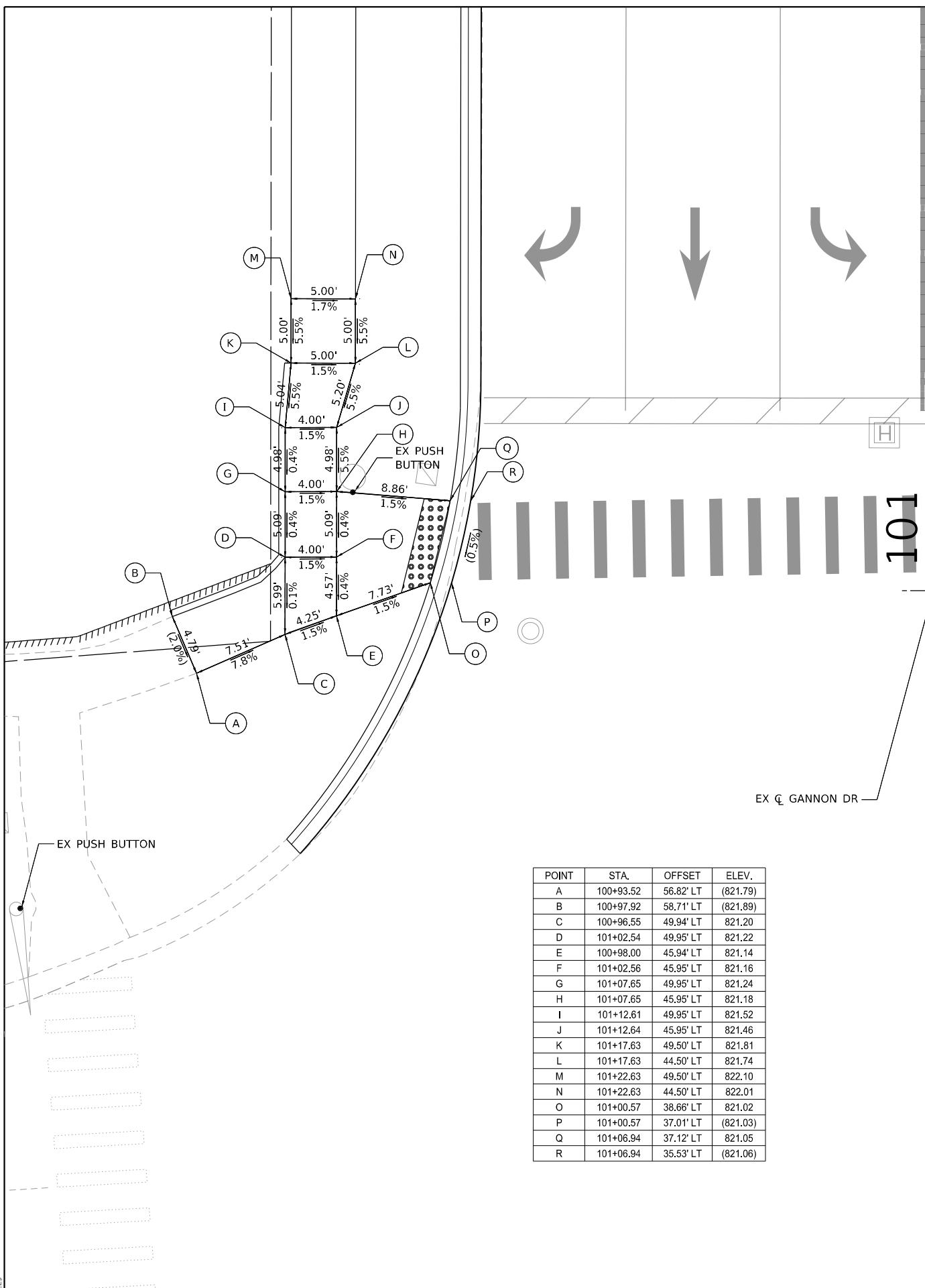


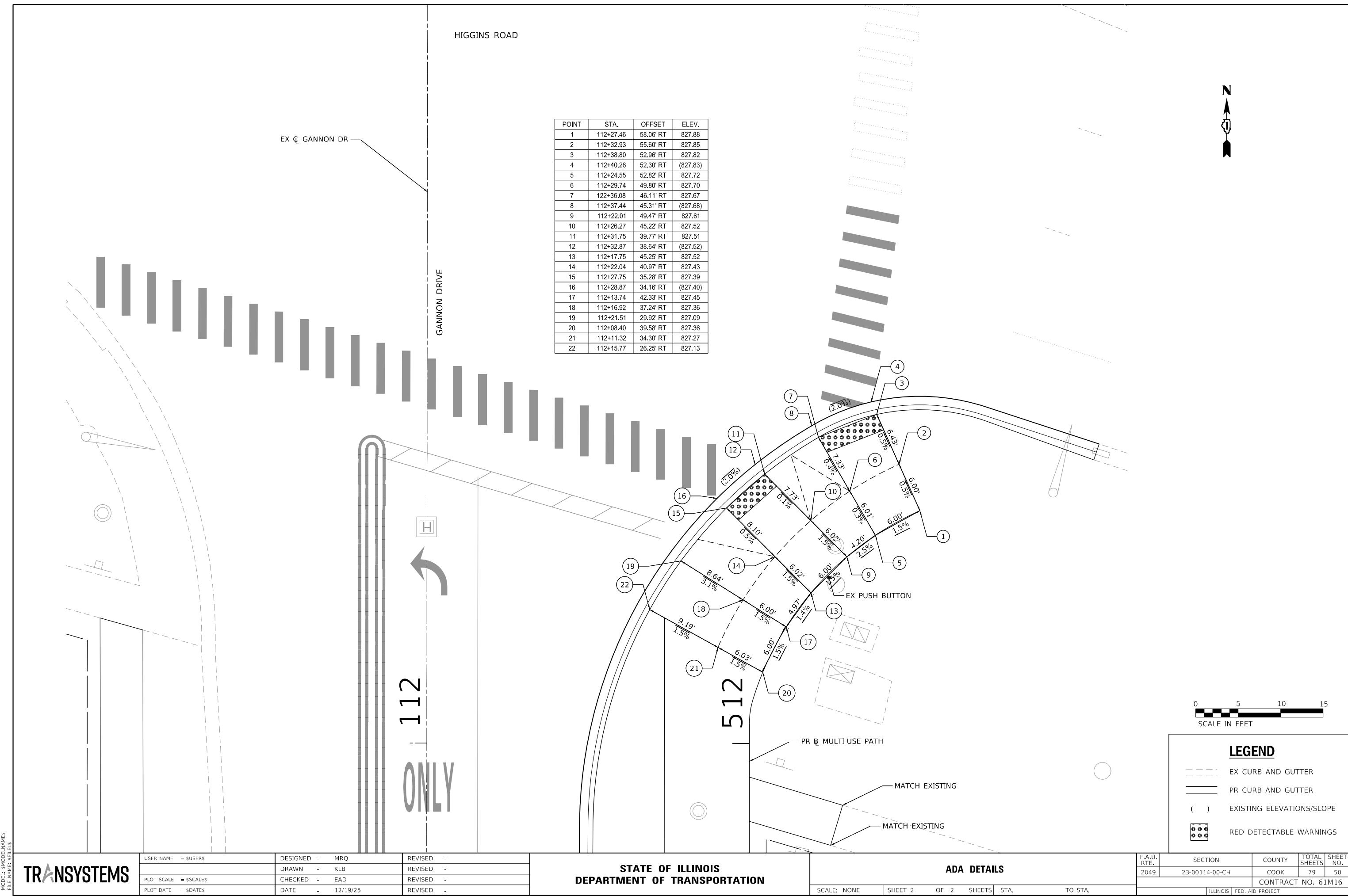
TS 3325
 IDOT CENTRACS
 FORMER ECON 81

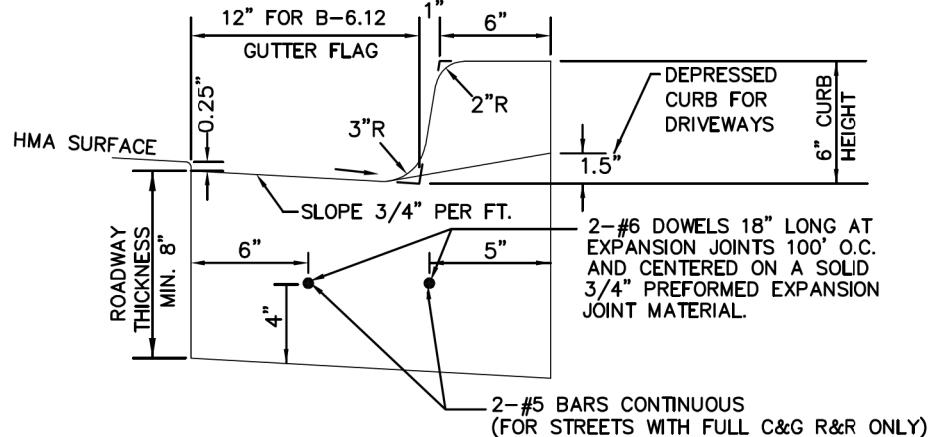
FILE NAME: dwallacebentley\comp\pwind\Documents\Office\District 1\Projects\TS476\CADdata\Traffic\TS476\sheet1.dwg	USER NAME = Kamil.Kobylka		DESIGNED - KK	REVISED - KK - 08-12-2022	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LOCATION #25		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	PLOT DATE = 8/15/2022	DRAWN - GM	REVISED -		CHECKED - DD	REVISED -	SCALE:	VAR. 2022 TRAFFIC 01	COOK	241	70

FILE NAME: dwallacebentley\comp\pwind\Documents\Office\District 1\Projects\TS476\CADdata\Traffic\TS476\sheet1.dwg	USER NAME = SUSER\$		DESIGNED - MRQ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL PLANS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = SSCALES	PLOT DATE = \$DATES	DRAWN - KLB	REVISED -		CHECKED - EAD	REVISED -	SCALE: NONE	2049 23-00114-00-CH	COOK	79	47
	PLOT SCALE = SSCALES	PLOT DATE = \$DATES	DRAWN - KLB	REVISED -		CHECKED - EAD	REVISED -	SCALE: NONE	2049 23-00114-00-CH	COOK	79	47
	PLOT SCALE = SSCALES	PLOT DATE = \$DATES	DRAWN - KLB	REVISED -		CHECKED - EAD	REVISED -	SCALE: NONE	2049 23-00114-00-CH	COOK	79	47

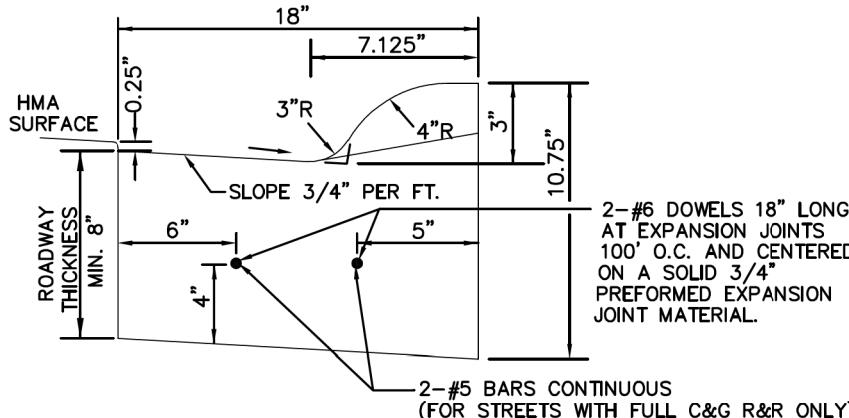




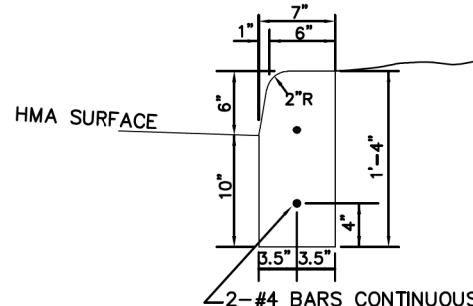




TYPE B6.12 CURB AND GUTTER



TYPE M3.12 CURB AND GUTTER



6" BARRIER CURB

NOTES:

1. THE CURB SHALL BE DEPRESSED AT ALL APRONS AND ACROSS ALL SIDEWALK RAMPING IN ACCORDANCE WITH PROJECT DETAILS AND ADA GUIDELINES.
2. CONTRACTION JOINTS TO BE TOOLED OR SAWCUT EVERY 15' TO A DEPTH OF 1.5".
3. EXPANSION JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF ALL RETURN RADII, 5 FEET EITHER SIDE OF A DRAINAGE STRUCTURE, AT THE END OF A DAY'S POUR, AND/OR AT SPACING NOT TO EXCEED 100 FEET.

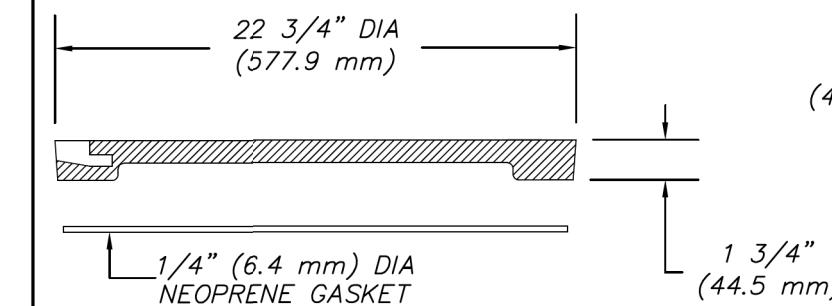
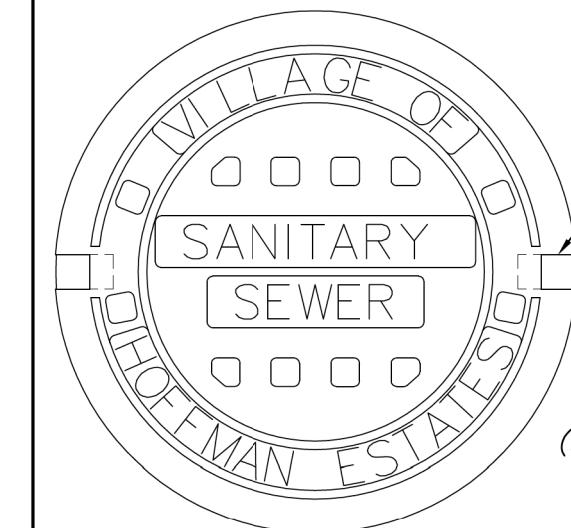
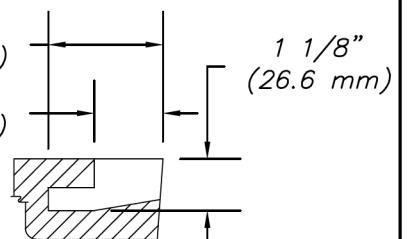
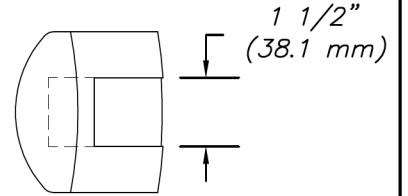
CURB AND GUTTER DETAIL

CURB AND GUTTER DETAILS

SCALE	NTS	NO.	REVISIONS	BY	DATE
DATE	8/9/19	1	SPECIAL	SLW	6/21
DRAFTER	SLW				
VILLAGE OF HOFFMAN ESTATES	FILE NAME:	SHEET NO.			
ENGINEERING DIVISION	CURB & GUTTER 2021.DWG	1			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE OF HOFFMAN ESTATES DETAILS



HEAVY DUTY
MAT'L ASTM A48 CL35
MACHINED BEARING SURFACE
COVER WT: 125 LBS (56.7kg)

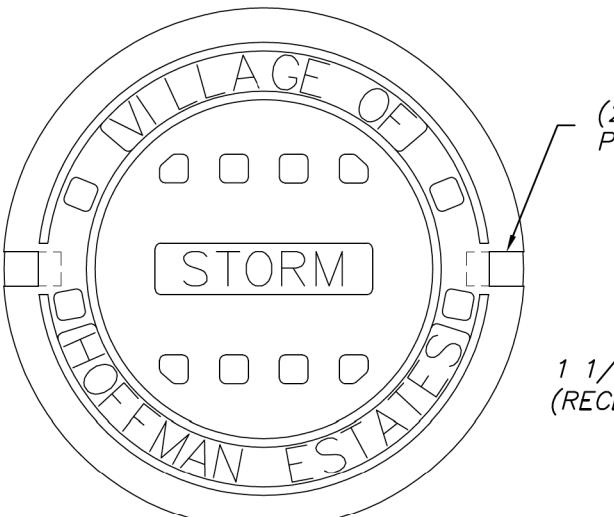
MANHOLE COVER WITH
GROOVED GASKET SEAL &
CONCEALED PICKHOLES
TO REDUCE SURFACE
WATER INFLOW.

SCALE	NONE	NO.	REVISIONS	BY	DATE
DATE	5-25-05	1.	MISC UPDATES	SW	2/10
DRAFTER	SLW				
VILLAGE OF HOFFMAN ESTATES	FILE NAME:	SHEET NO.			
TRANSPORTATION & ENGINEERING DIVISION	SANCOVER.DWG	1 OF 1			

SCALE	NONE	NO.	REVISIONS	BY	DATE
DATE	5-25-05	1.	MISC UPDATES	SW	2/10
DRAFTER	SLW				
VILLAGE OF HOFFMAN ESTATES	FILE NAME:	SHEET NO.			
TRANSPORTATION & ENGINEERING DIVISION	SANCOVER.DWG	1 OF 1			

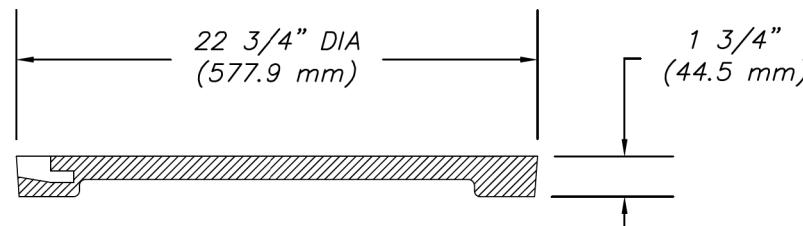
NOTE:

PRIVATE SYSTEMS OR SERVICES SHALL NOT INCLUDE "VILLAGE OF HOFFMAN ESTATES" ON THE STORM COVER.



(2) CONCEALED
PICKHOLES

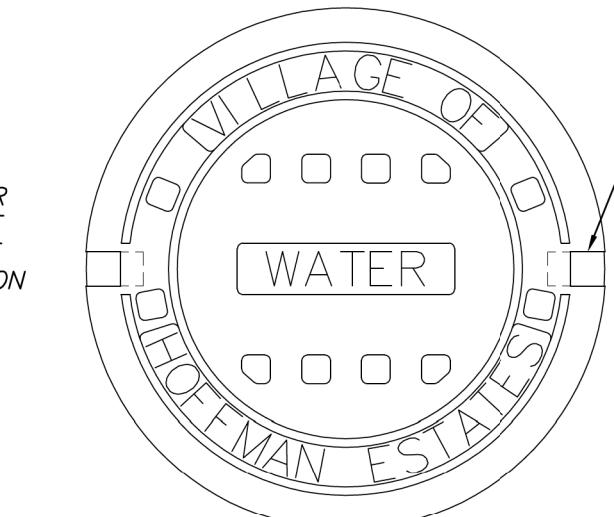
1 1/2" (38.1 mm) LETTERS
(RECESSED FLUSH)



HEAVY DUTY
MAT'L ASTM A48 CL35
MACHINED BEARING SURFACE
COVER WT: 125 LBS (56.7 kg)

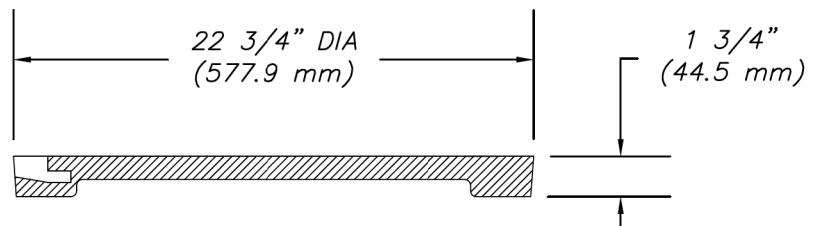
STORM COVER DETAIL

SCALE	NONE	NO.	REVISIONS	BY	DATE
DATE	5-25-05	1.	MISC UPDATES	SW	2/10
DRAFTER	SLW				
VILLAGE OF HOFFMAN ESTATES TRANSPORTATION & ENGINEERING DIVISION	FILE NAME: STRMCVR.DWG	SHEET NO. 1 OF 1			



(2) CONCEALED
PICKHOLES

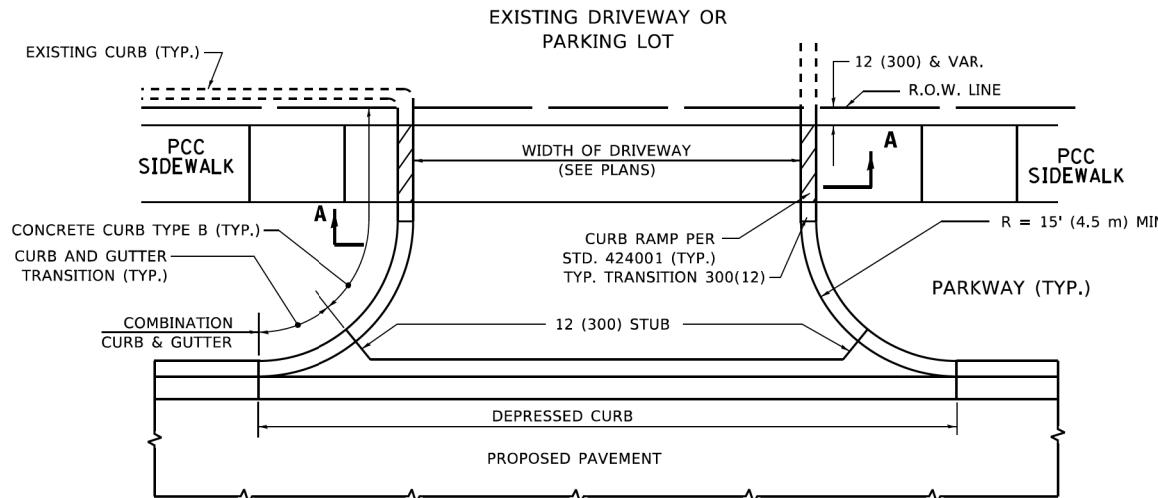
1 1/2" (38.1 mm) LETTERS
(RECESSED FLUSH)



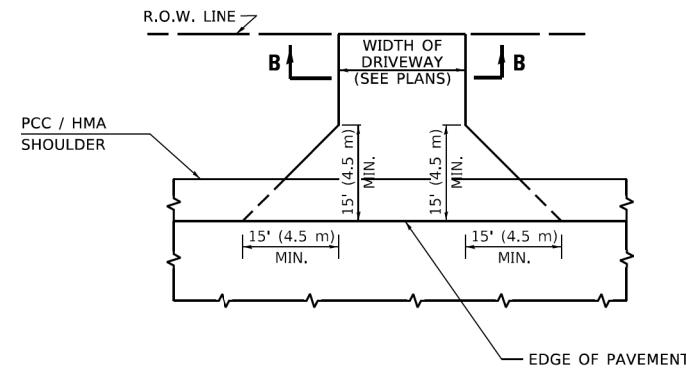
HEAVY DUTY
MAT'L ASTM A48 CL35
MACHINED BEARING SURFACE
COVER WT: 125 LBS (56.7 kg)

WATER COVER DETAIL

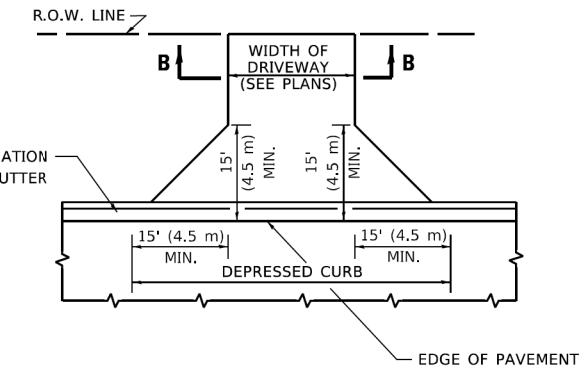
SCALE	NONE	NO.	REVISIONS	BY	DATE
DATE	5-25-05	1.	MISC UPDATES	SW	2/10
DRAFTER	SLW				
VILLAGE OF HOFFMAN ESTATES TRANSPORTATION & ENGINEERING DIVISION	FILE NAME: H20COVER.DWG	SHEET NO. 1 OF 1			



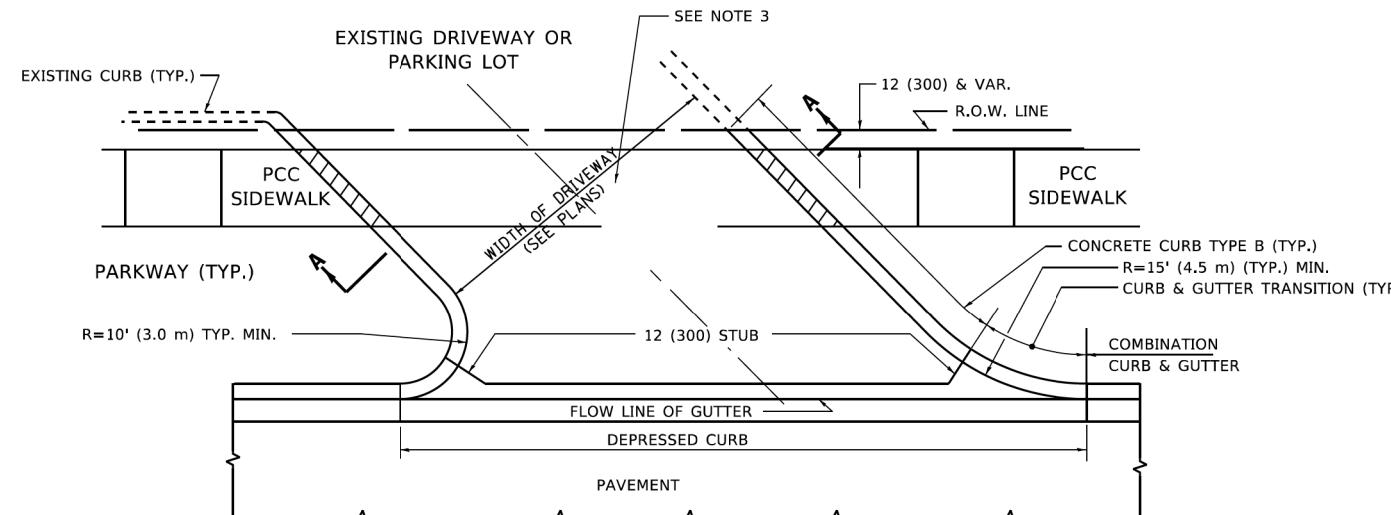
WITH CONCRETE CURB, TYPE B



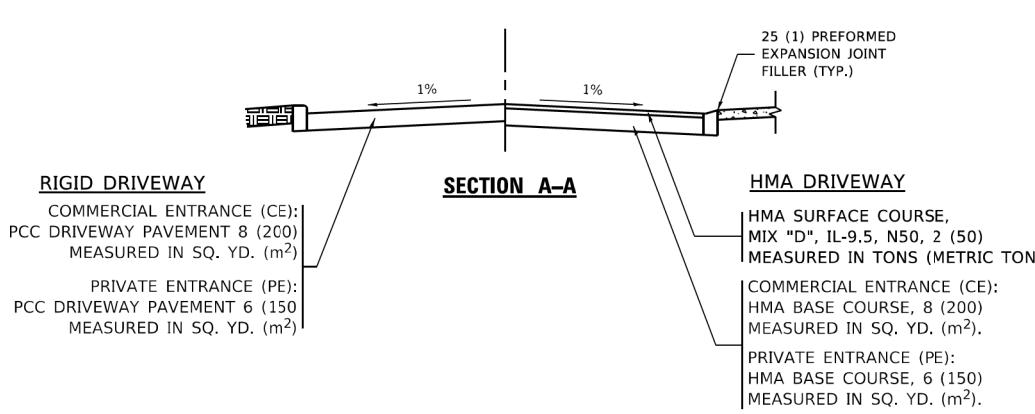
ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



WITH CONCRETE CURB TYPE



SECTION A

HMA DRIVE

GENERAL NOTES

1. 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.
2. 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.

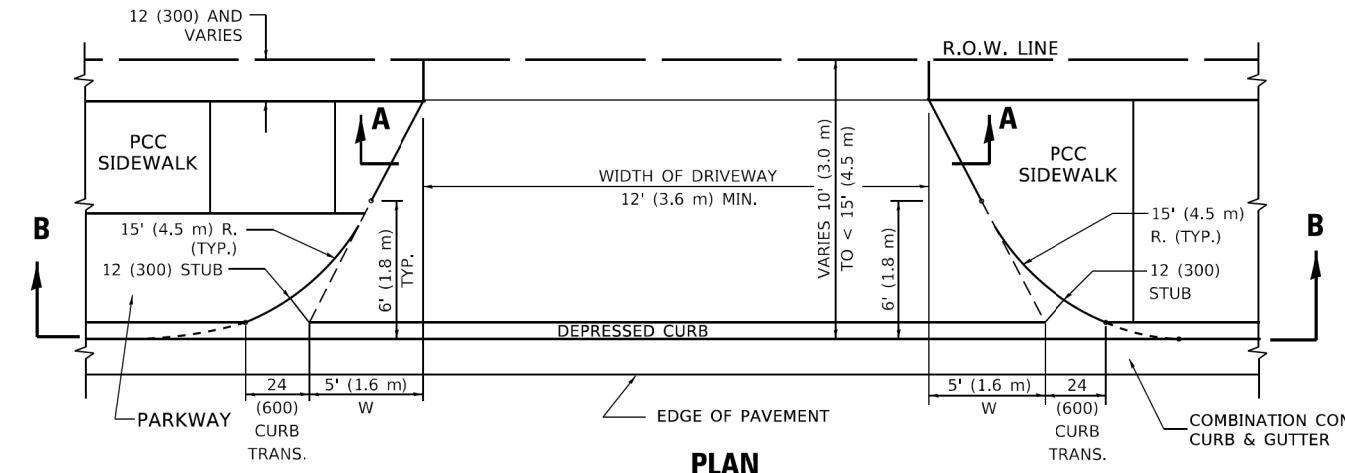
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE NOTED

FILE NAME: prw1101	USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 06-1
		DRAWN -	REVISED - R. BORO 09-0
	PLOT SCALE = 100,0000 ' in.	CHECKED -	REVISED - K. SMITH 08-2
	PLOT DATE = 11/18/2022	DATE - 11-04-95	REVISED - K. SMITH 11-1

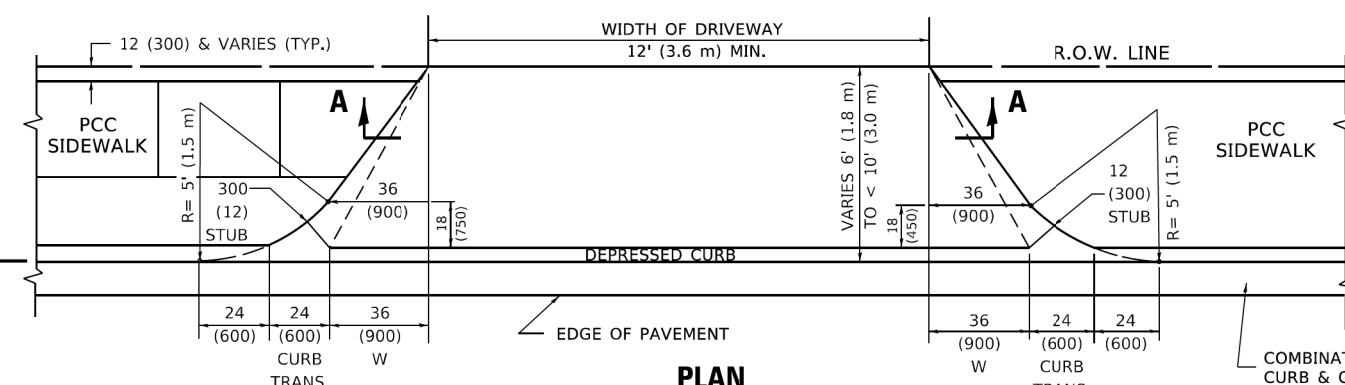
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER > 15'(4.5m)

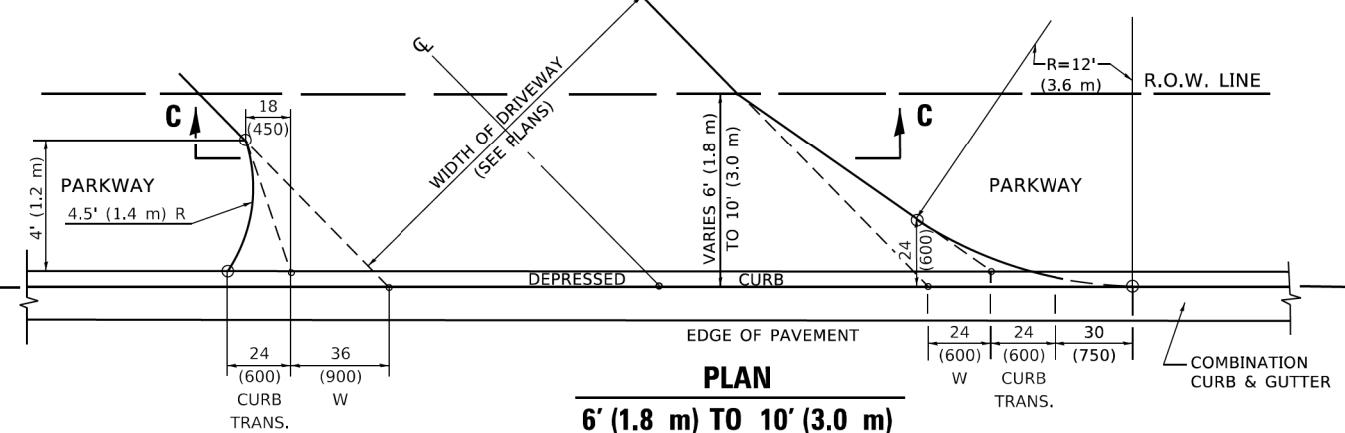
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W. AND FACE OF CURB & EDGE OF SHOULDER $\geq 15'$ (4.5m)						F.A.U. RTE.		SECTION		COUNTY		TOTAL SHEETS		SHEET NO.			
1		SCALE: NONE		SHEET	1	OF	1	SHEETS	STA.	TO STA.		2049		23-00114-00-CH		COOK		79	53
2		BD400-01 (BD-01)		CONTRACT NO. 61M16						ILLINOIS		FED. AID PROJECT							
3																			



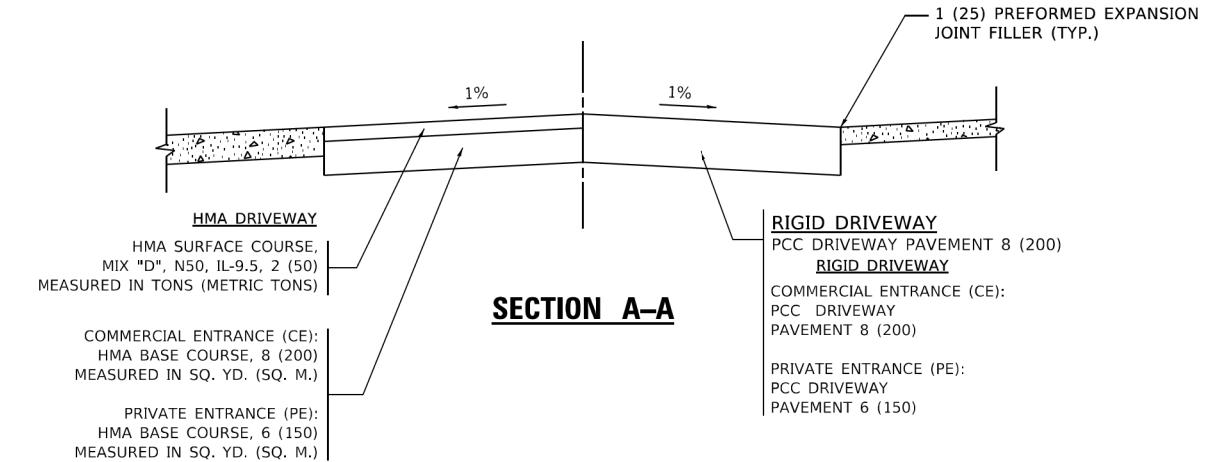
PLAN
10' (3.0 m) TO < 15' (4.5 m)



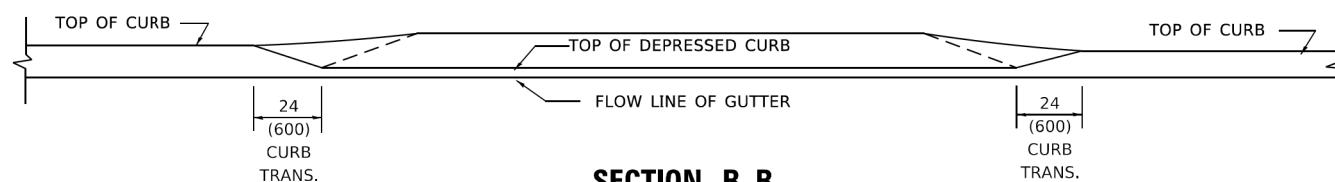
PLAN
6' (1.8 m) TO < 10' (3.0 m)



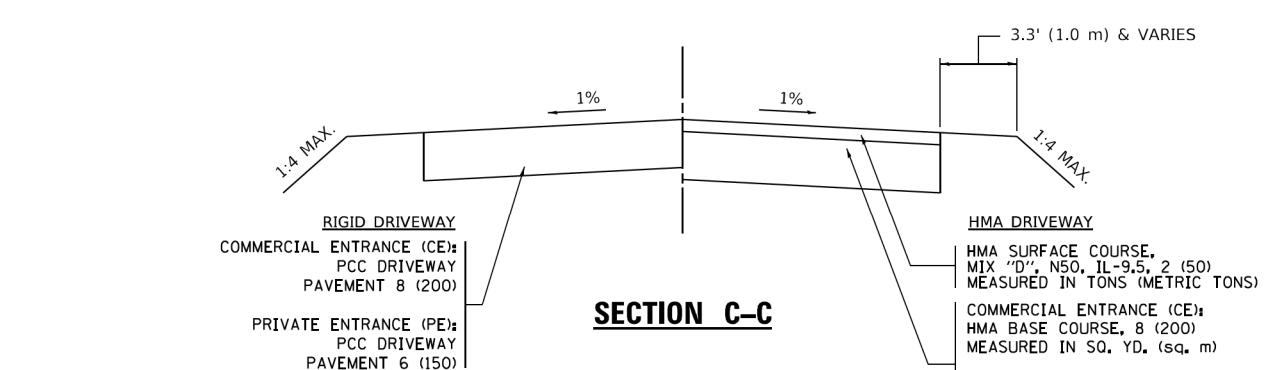
PLAN
6' (1.8 m) TO 10' (3.0 m)



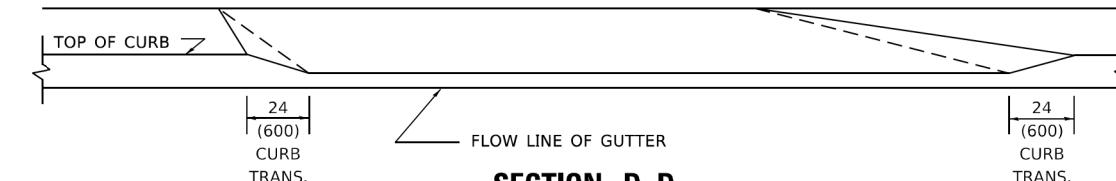
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

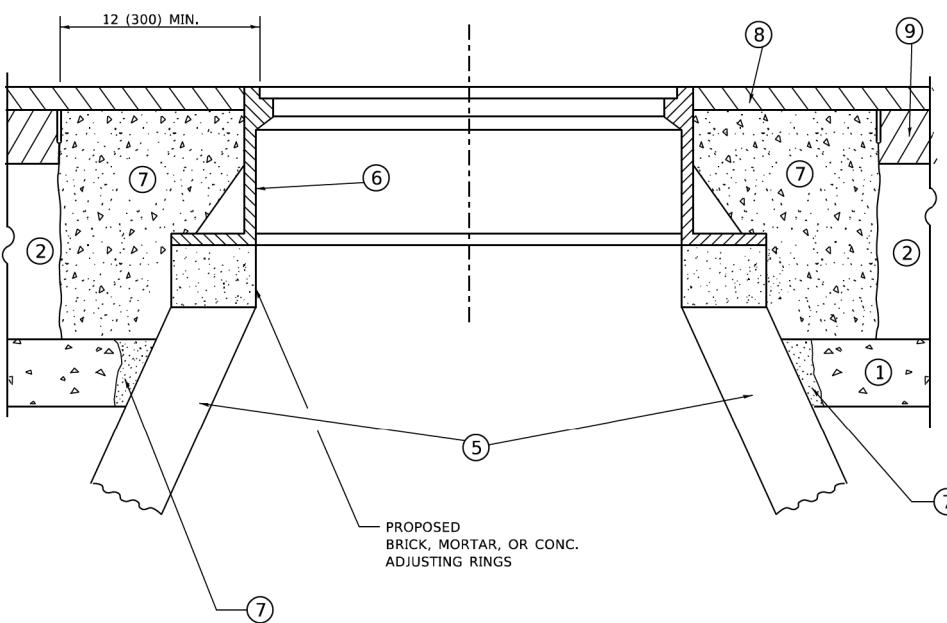
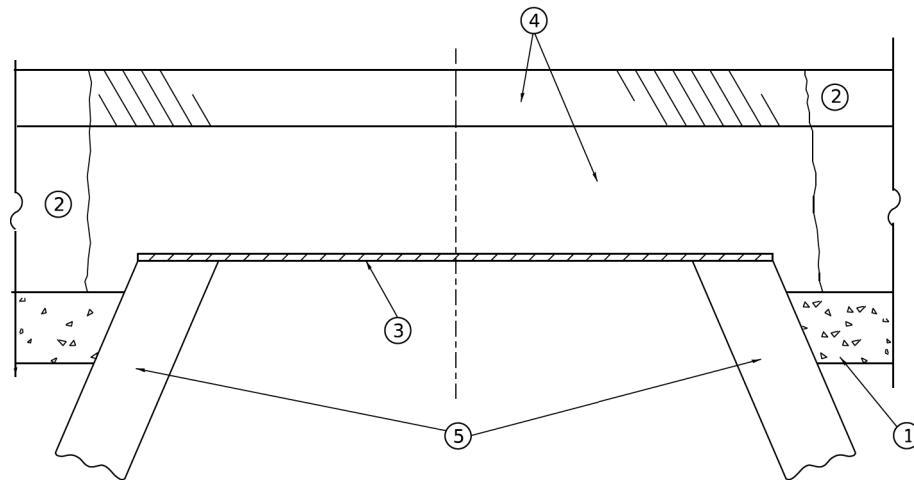
1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE 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.
2. WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
3. "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.

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -		REVISED - R. BORO 09-06-11		2049	23-00114-00-CH	COOK	79	54
PLOT SCALE = 100,000 ' / in.	CHECKED -	REVISED - K. SMITH 08-27-19						
PLOT DATE = 11/18/2022	DATE - 11-06-95	REVISED - K. SMITH 11-18-22						

DRIVEWAY DETAILS DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	

ILLINOIS	FED. AID PROJECT
CONTRACT NO. 61M16	



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

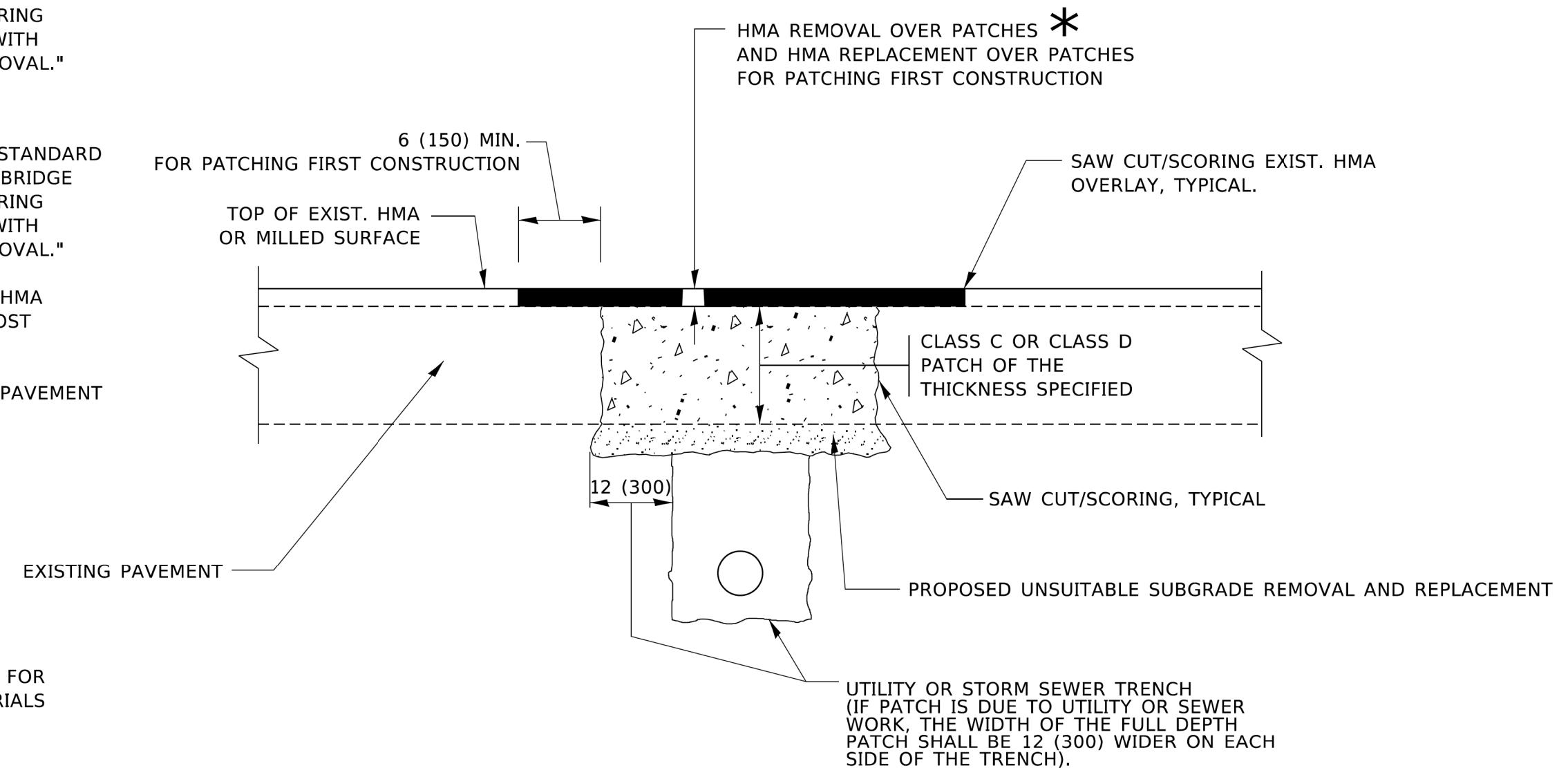
USER NAME	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	DRAWN -	REVISED - R. BORO 12-06-11	CHECKED -	REVISED - K. SMITH 11-18-22	DATE - 10-25-94	REVISED - K. SMITH 09-15-23	DETAILS FOR			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
									FRAMES AND LIDS ADJUSTMENT WITH MILLING										
									SCALE: NONE	1	OF 1	Sheets	STA. TO STA.		ILLINOIS	FED. AID PROJECT			
														2049	23-00114-00-CH	COOK	79	55	
																BD600-03 (BD-08)	CONTRACT NO. 61M16		

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
2. SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

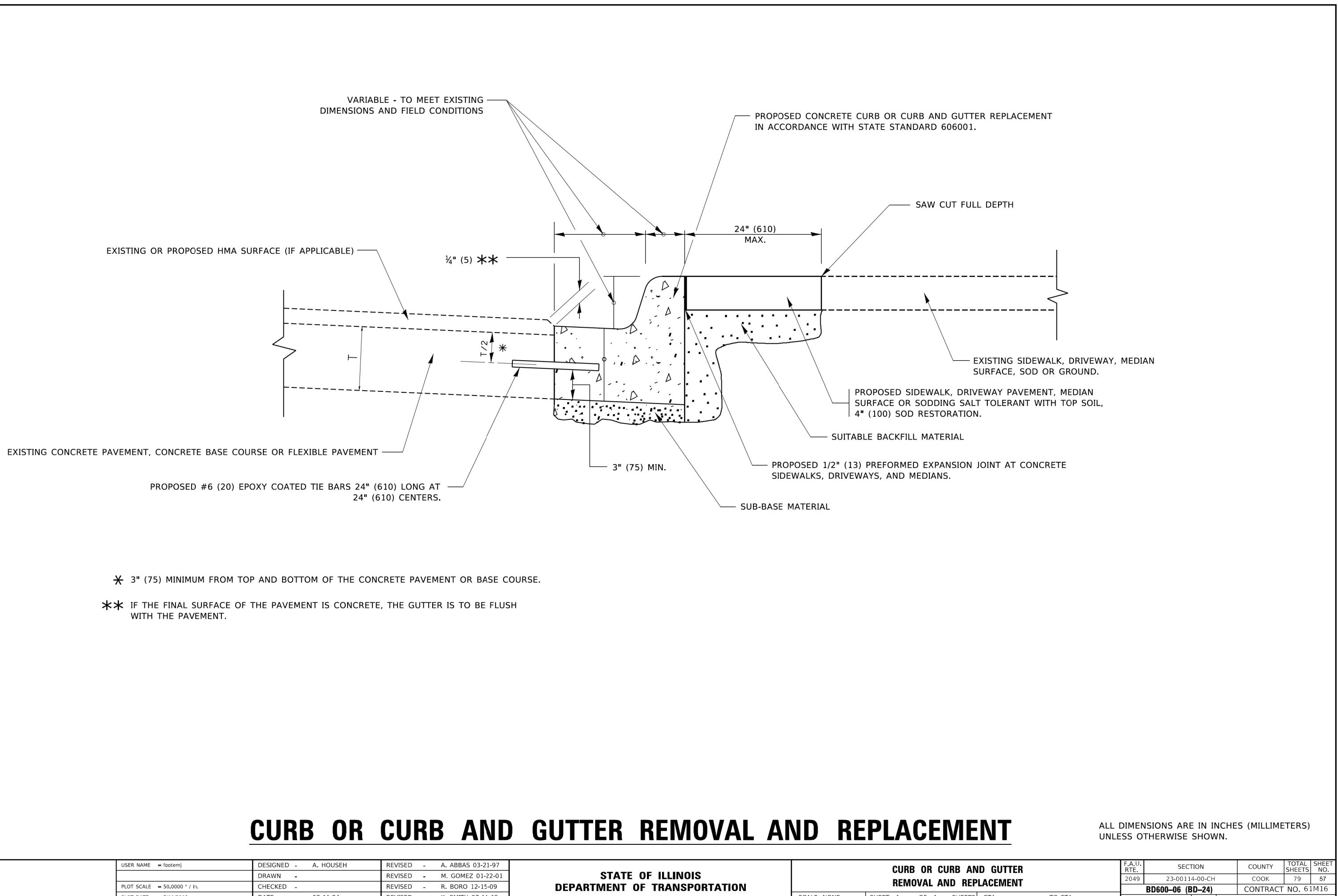
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

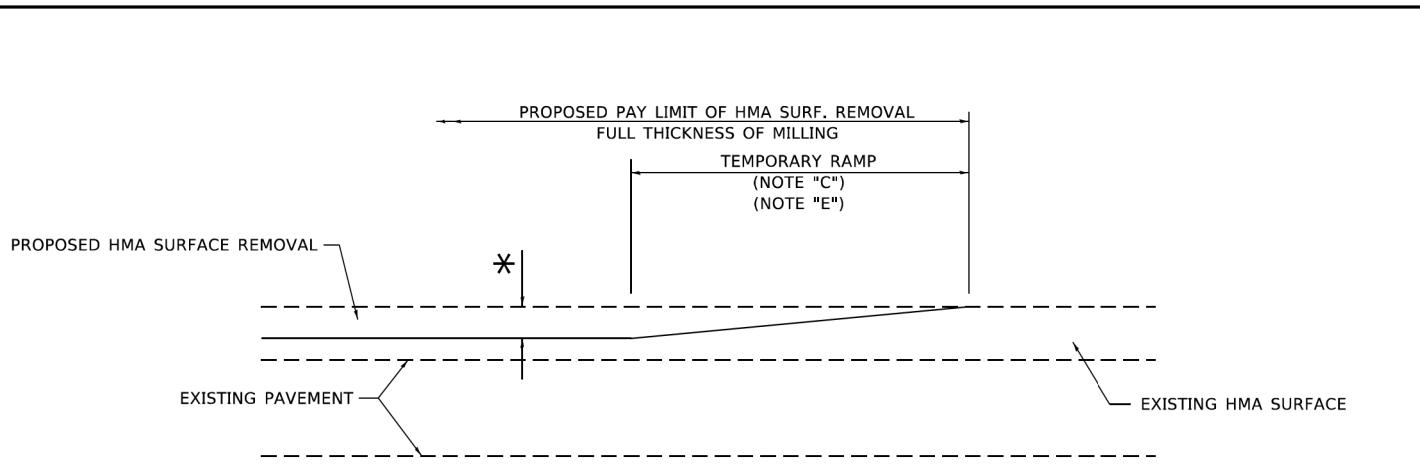
USER NAME	Lawrence,DeManche	DESIGNED	R. SHAH	REVISED	R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN	-	REVISED	-	R. BORO	09-04-07		SCALE: NONE	SHEET	1	OF	1	SHEETS	STA.	TO STA.
REvised	-	REvised	-	K. ENG	10-27-08 <th data-kind="ghost"></th> <th data-cs="3" data-kind="parent">BD400-04 (BD-22)</th> <th data-kind="ghost"></th> <th data-kind="ghost"></th> <th data-cs="4" data-kind="parent">CONTRACT NO. 61M16</th> <th data-kind="ghost"></th> <th data-kind="ghost"></th> <th data-kind="ghost"></th>		BD400-04 (BD-22)			CONTRACT NO. 61M16				
PLOT SCALE	= 100,000 ' / in.	CHECKED	-	REVISED	-	ILLINOIS								
PLOT DATE	= 11/18/2022	DATE	-	10-25-94	REVISED	FED. AID PROJECT								



CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

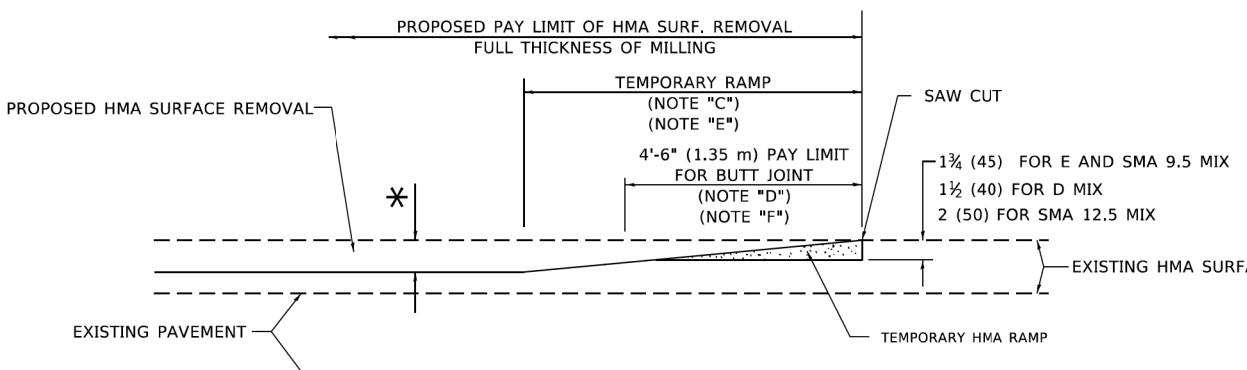
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

FILE NAME: PWD1	USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	M. GOMEZ 01-22-01		2049	23-00114-00-CH	COOK	79	57				
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09		BD600-06 (BD-24)				CONTRACT NO. 61M16				
	PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

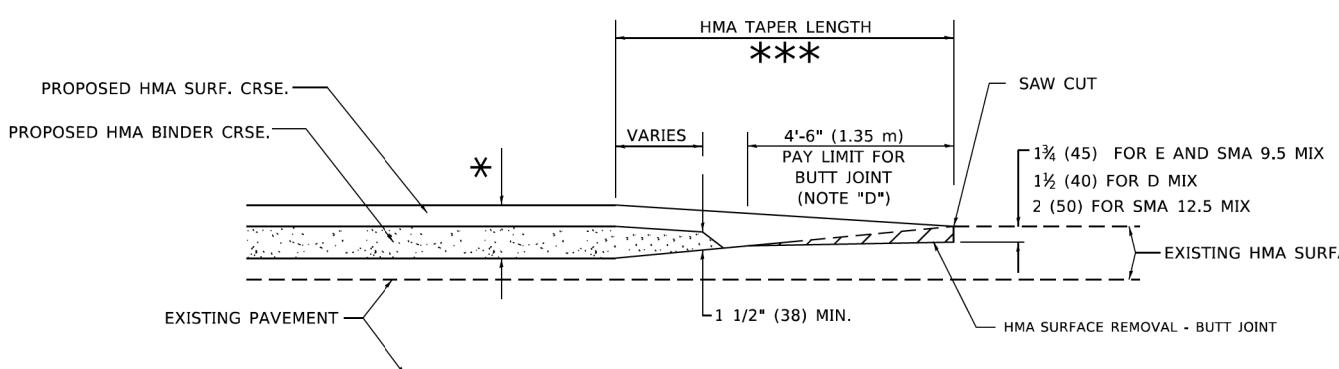
OPTION



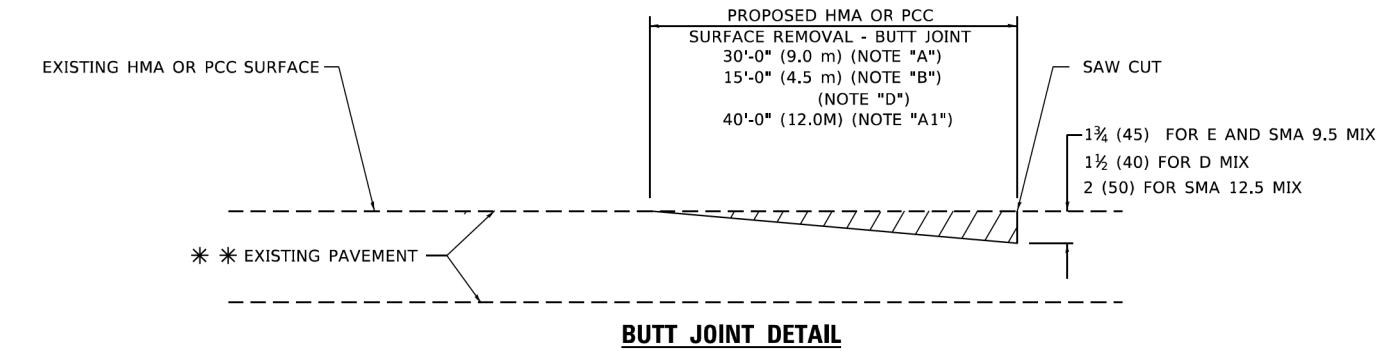
HMA CONSTRUCTED TEMPORARY RAMP

OPTION 2

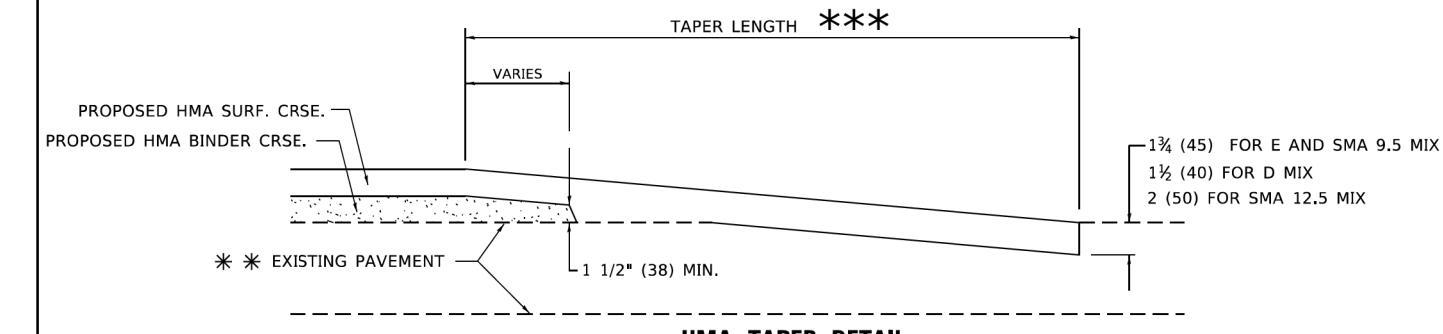
TYPICAL TEMPORARY RAMPS



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

PC CONCRETE HMA OR HMA RESURFACED PAVEMENT

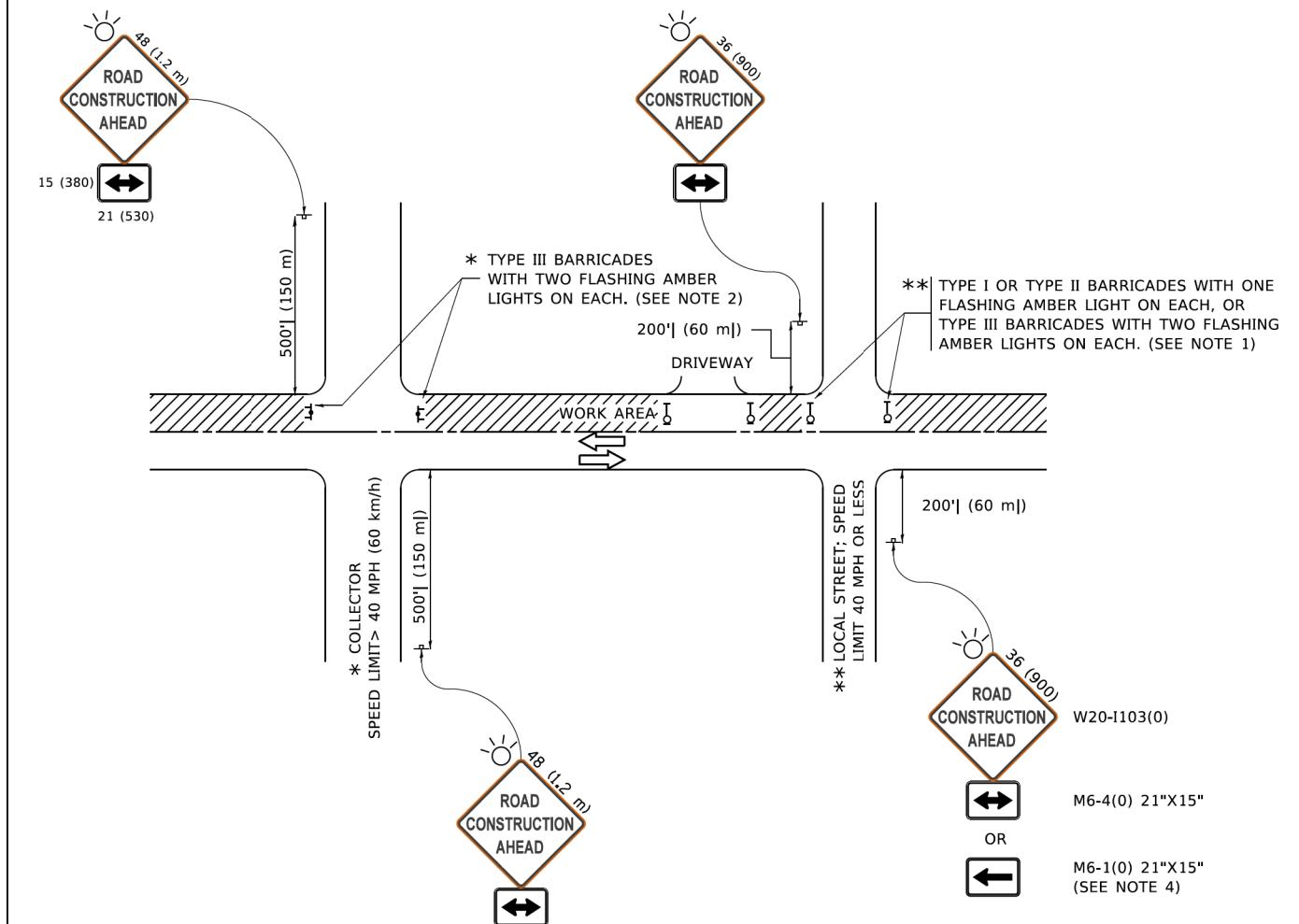
GENERAL NOTE

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * * 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT"
2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT

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



NOTES:

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 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.

THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY

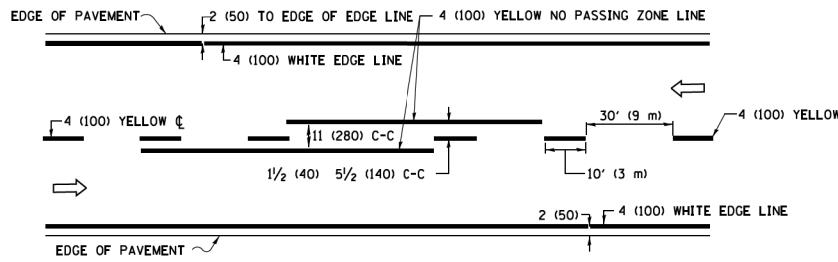
 - b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

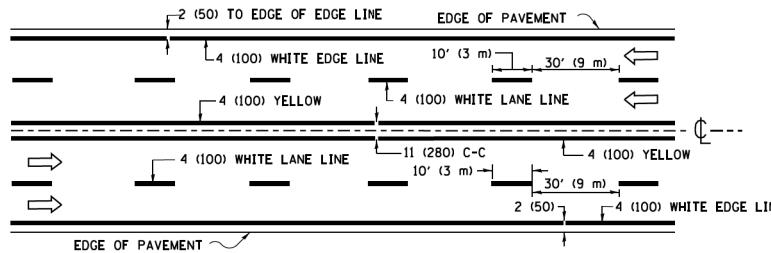
USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-16
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

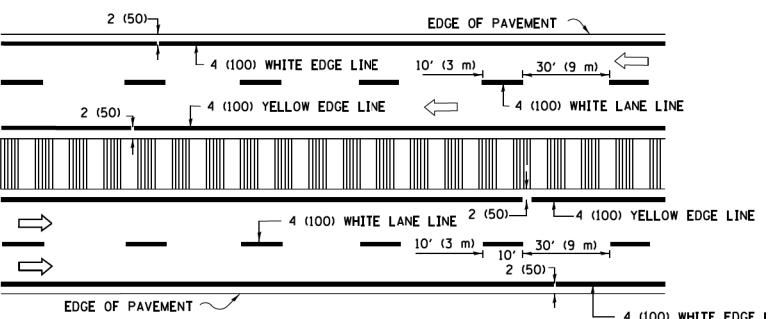
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS



2-LANE ROADWAY

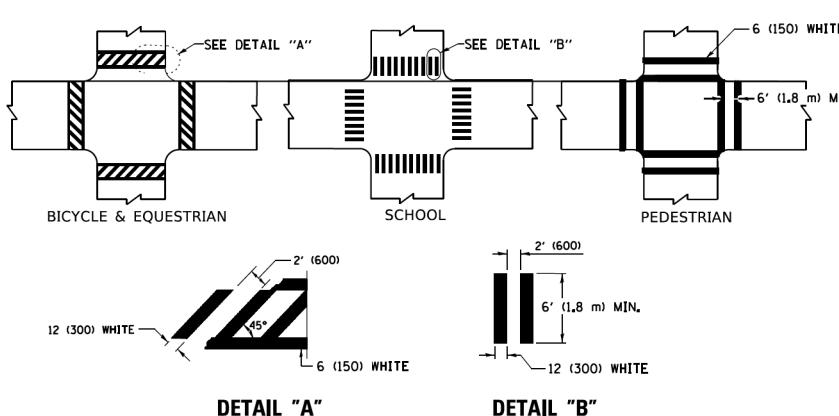


MULTI-LANE UNDIVIDED



**MULTI-LANE DIVIDED
WITH MEDIAN**

TYPICAL LANE AND EDGE LINE MARKING

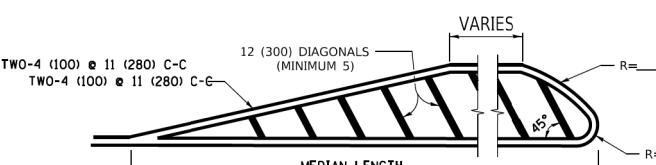


TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



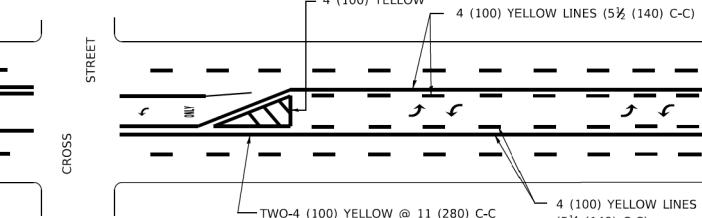
4' (1.2 m) WIDE MEDIAN ONLY



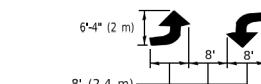
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING
CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED
DIAGONAL LINES.

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

MEDIAN OVER 4' (1.2 m) WIDE

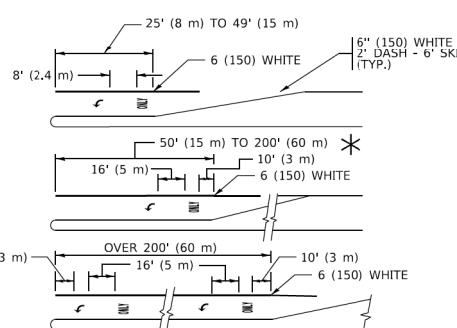


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR,
ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

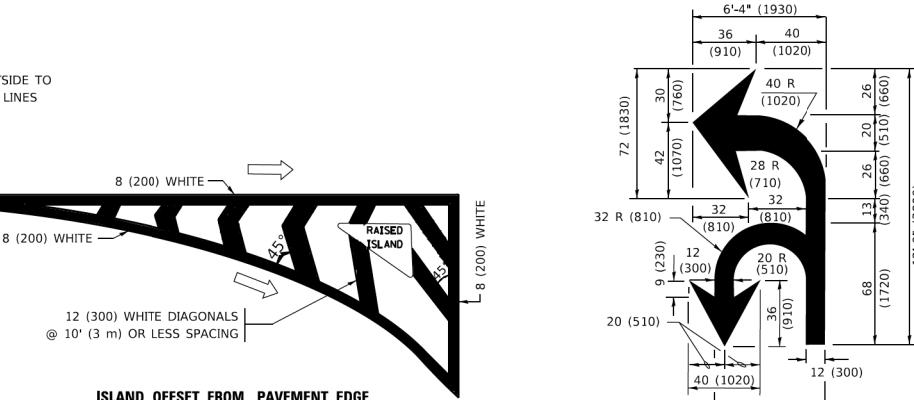


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED,
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* 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".

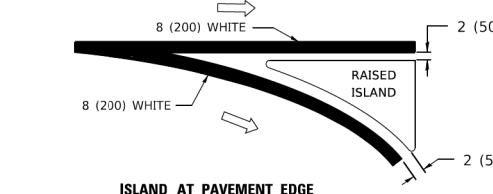
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

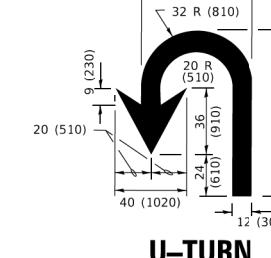


RAISED ISLAND

ISLAND OFFSET FROM PAVEMENT EDGE



**COMBINATION
LEFT AND U-TURN**



TYPICAL ISLAND MARKING

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR
GREATER OR WHEN SPECIFIED IN PLANS.

LANE REDUCTION TRANSITION

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 MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2' (140) C-C FROM SKIP-DASH CENTERLINE 11' (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIAN IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID IN PAIRS	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 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 MEDIAN	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11' (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT WHITE - 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))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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.

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
TYPICAL PAVEMENT MARKINGS**

USER NAME = footernj	DESIGNED - EVER	REVISED - C. JUCIUS 09-09-09	F.A.U. RTE. 2049 23-00144-00-CH	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -	REVISED -	REVISED - C. JUCIUS 07-01-13		COOK	79	60	
PLOT SCALE = 50,000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15		TC-13	CONTRACT NO. 61M16		
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16		ILLINOIS	FED. AID PROJECT		

SCALE: NONE SHEET 1 OF 2 SHEETS STA. TO STA.

**TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER**

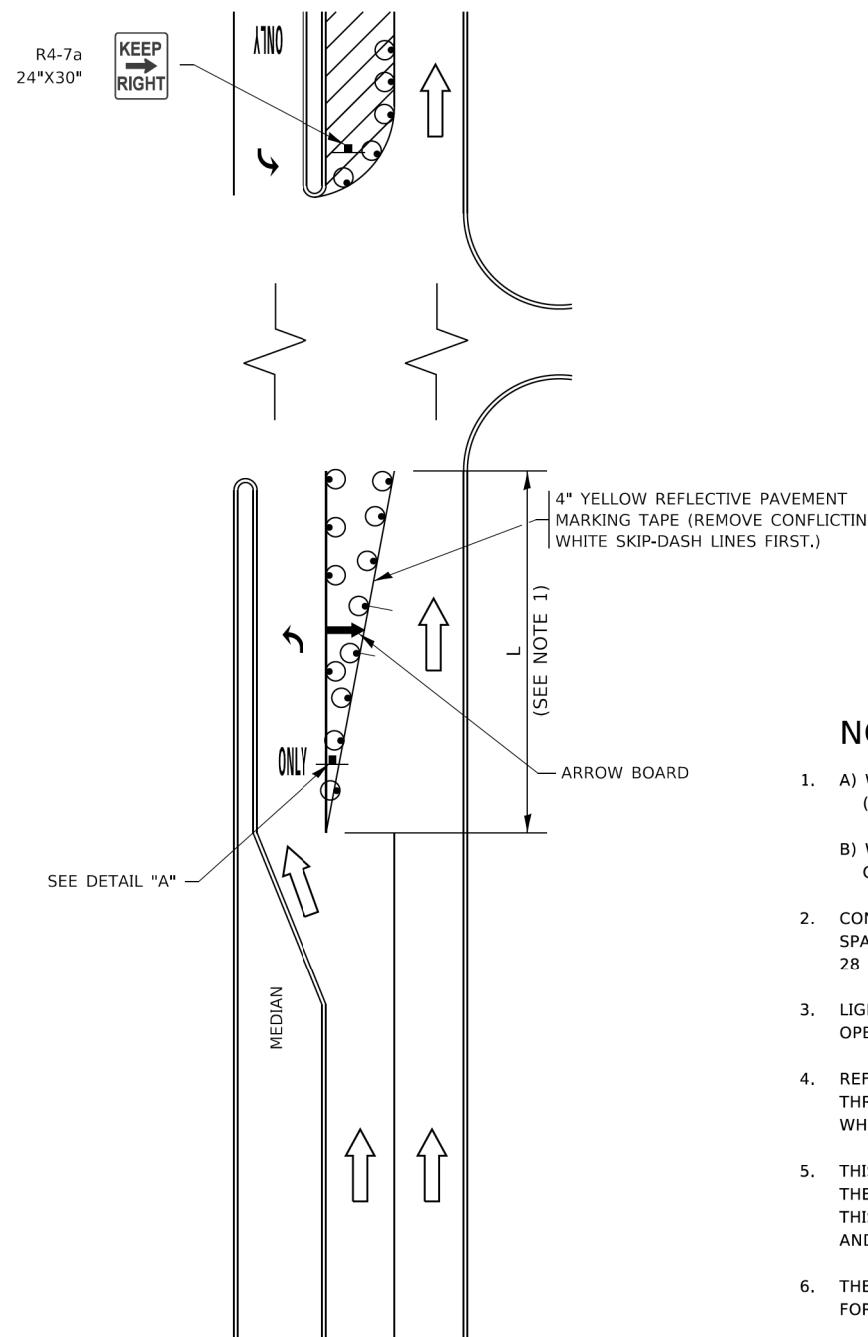
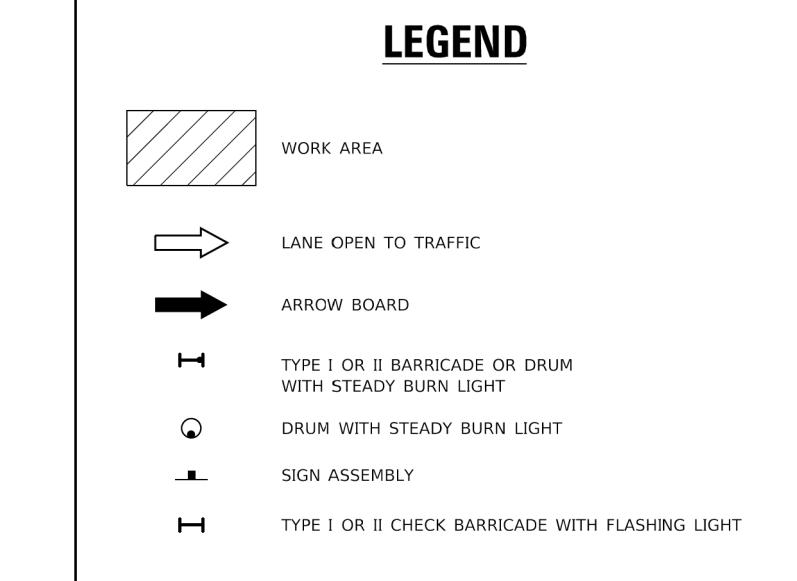


FIGURE 1



NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. 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.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. 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-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

**TURN BAY ENTRANCE
WITHIN A LANE CLOSURE**

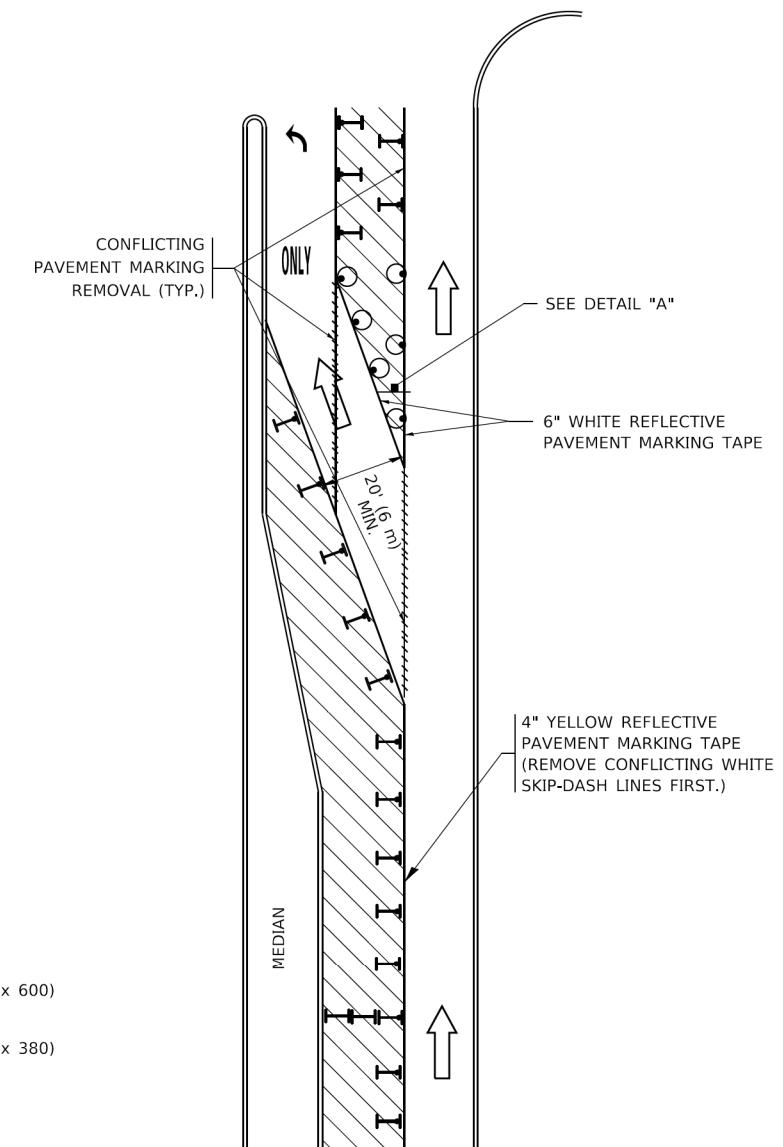
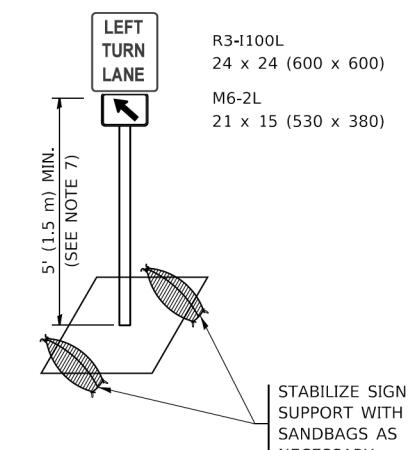
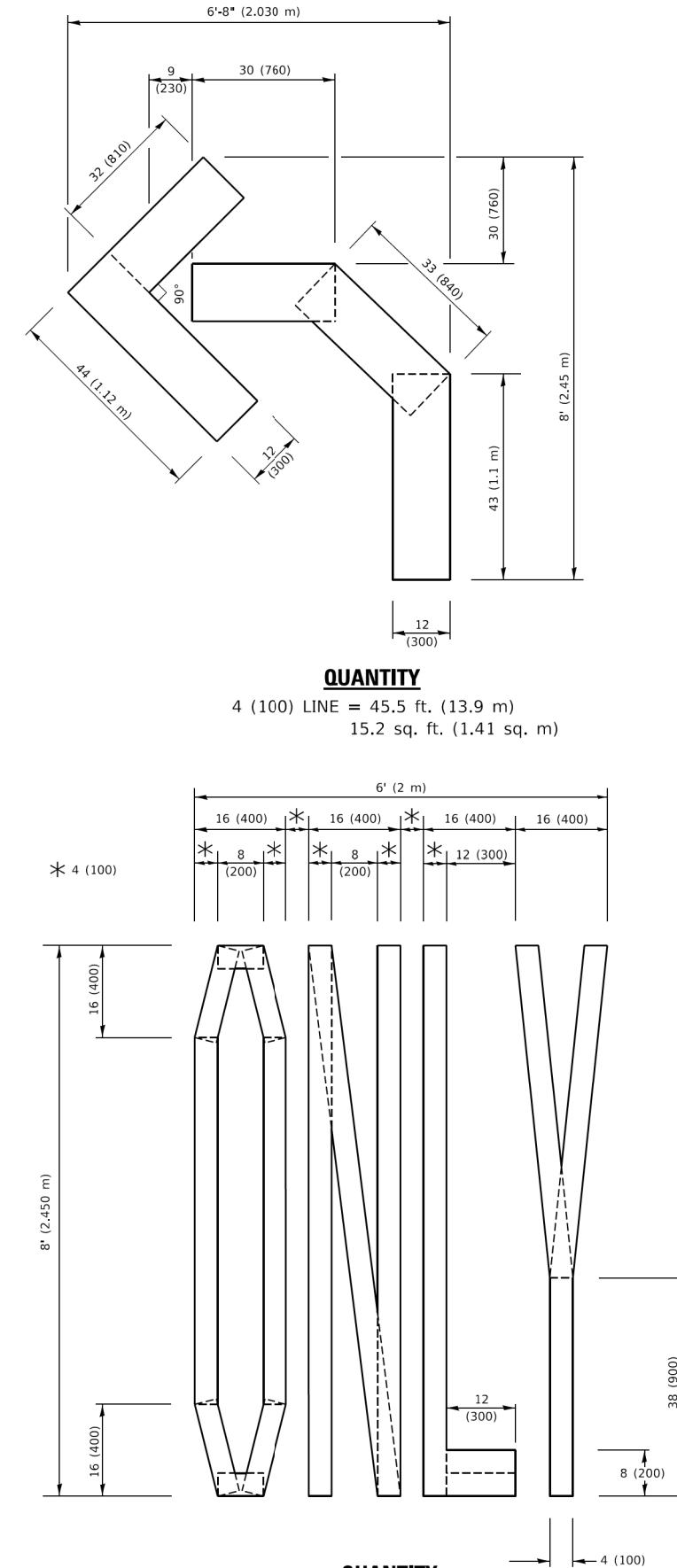


FIGURE 2

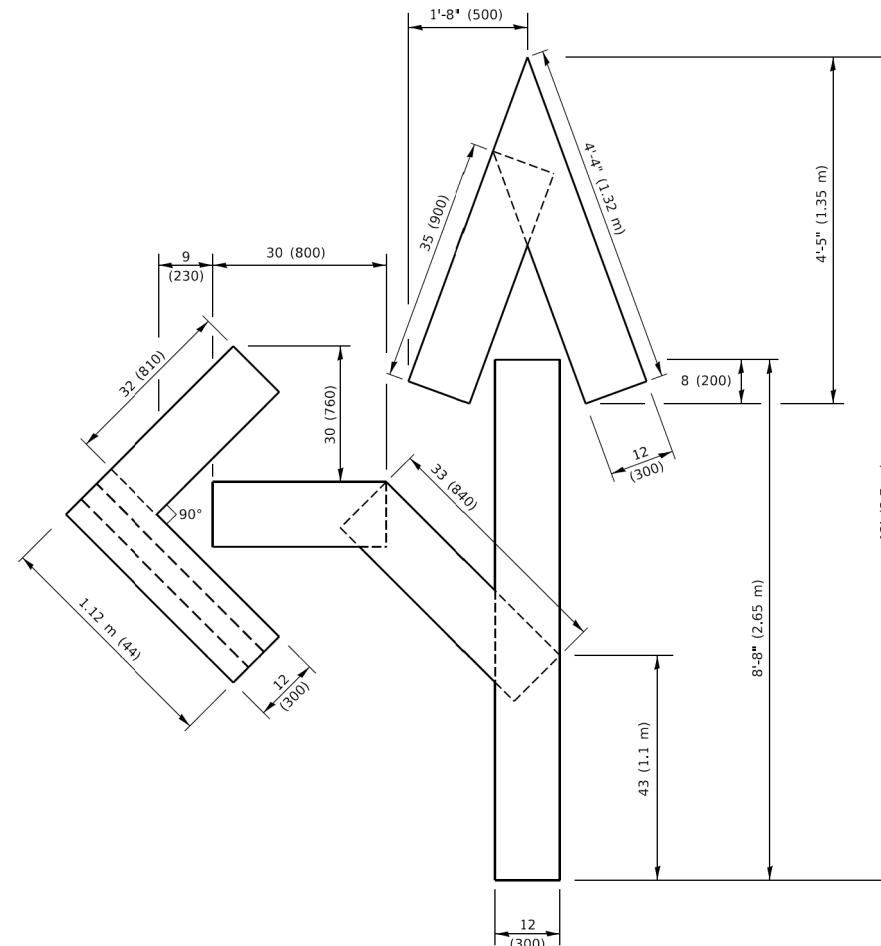


DETAIL A

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

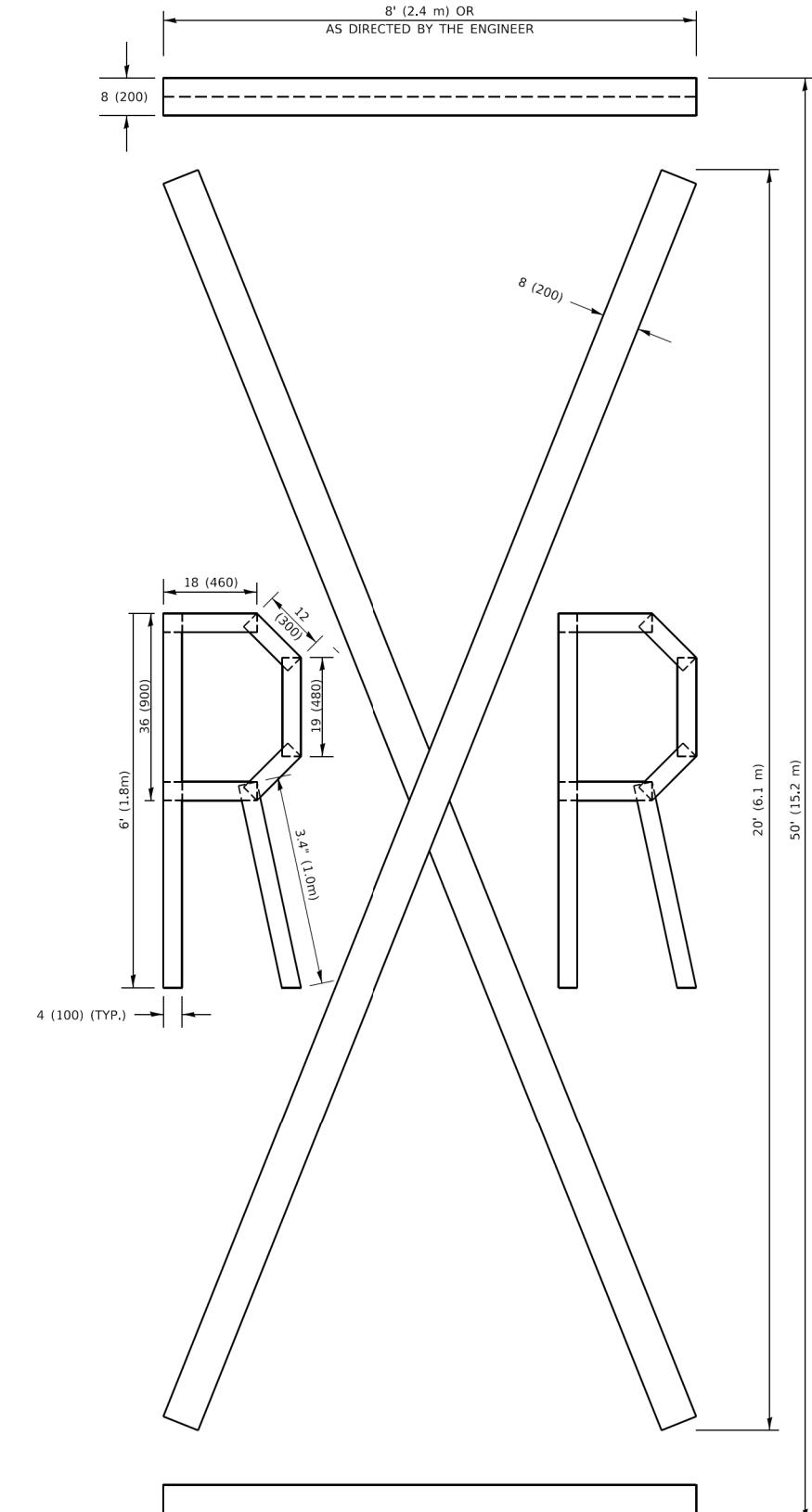


4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)



4 (100) LINE = 82.5 ft. (25.1 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:
ALL QUANTITIES OF PLACEMENT ARE REPRESENTED
IN LINEAR FEET OF 4" LINES TO MATCH THE
4" TEMPORARY TAPE PAY ITEM AND REPRESENTS
THE TOTAL QUANTITY OF 4" TAPE REQUIRED



QUANTITY

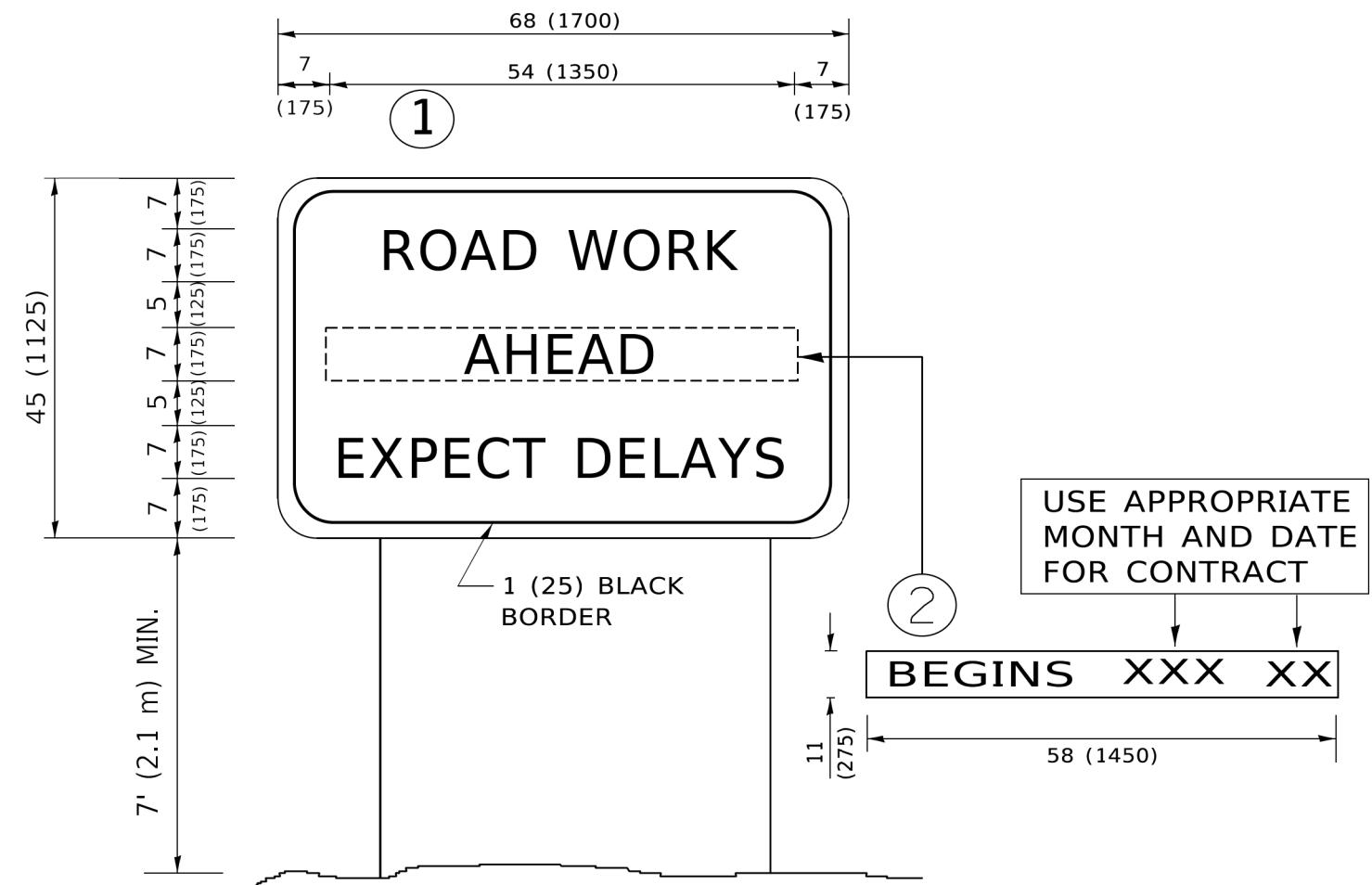
All dimensions are in inches (millimeters) unless otherwise shown.

	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-
		DRAWN -	REVISED - E. GOMEZ 08-28-00
	PLOT SCALE = 50.0068 " / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
	PLOT DATE = 2/14/2010	DATE = 09-10-04	REVISED - A. SCHWETZ 09-15-04

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2049	23-00114-00-CH	COOK	79	62
	TC-16		CONTRACT NO. 61M16	

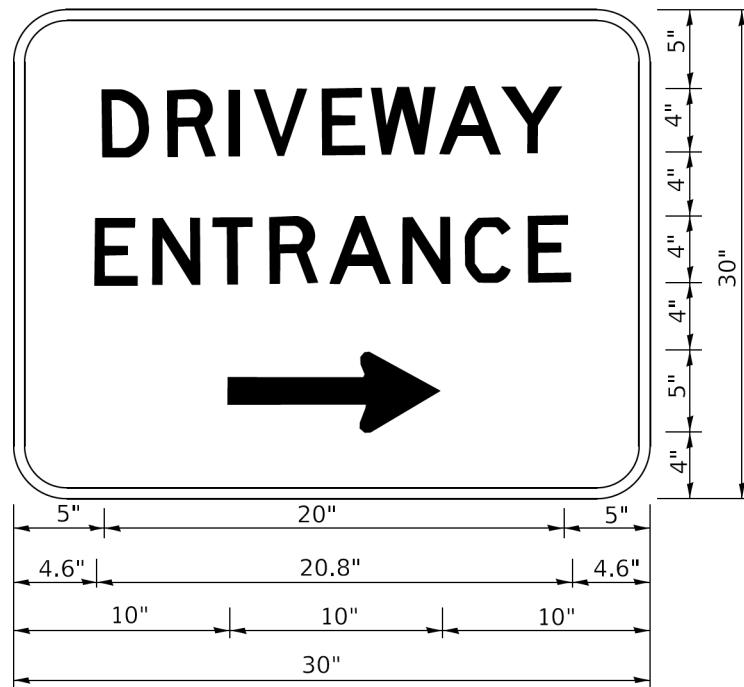


NOTES:

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: DWG11	USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE ET NO
		DRAWN -	REVISED - R. MIRS 12-11-97			2049	23-00114-00-CH	COOK	79	63
	PLOT SCALE = 50,000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 61M16		
	PLOT DATE: 04/26/00	DATE:	REVISED - G. JUGUS 01-21-07			SCALE: NONE	SHEET 1 OF 1	SHEETS 671	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".

USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/6/2021	DATE -	REVISED -

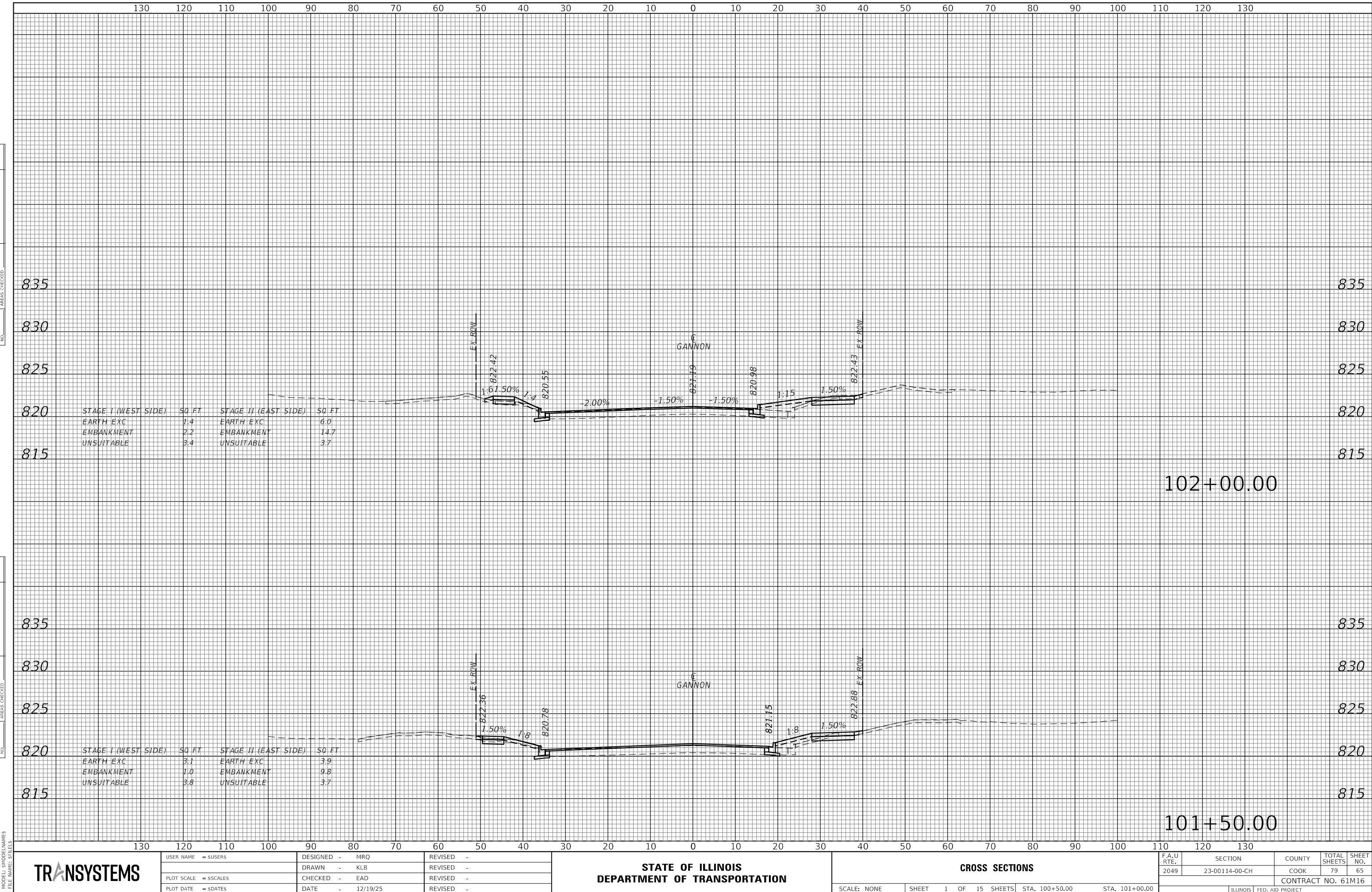
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

SCALE: NONE	SHEET 1	OF 1	LEAVES STA.	TO STA.	F.A.U. RTE. 2049	SECTION 23-00114-00-CH	COUNTY COOK	TOTAL SHEETS 79	SHEET NO. 64
					TC-26				CONTRACT NO. 61M16

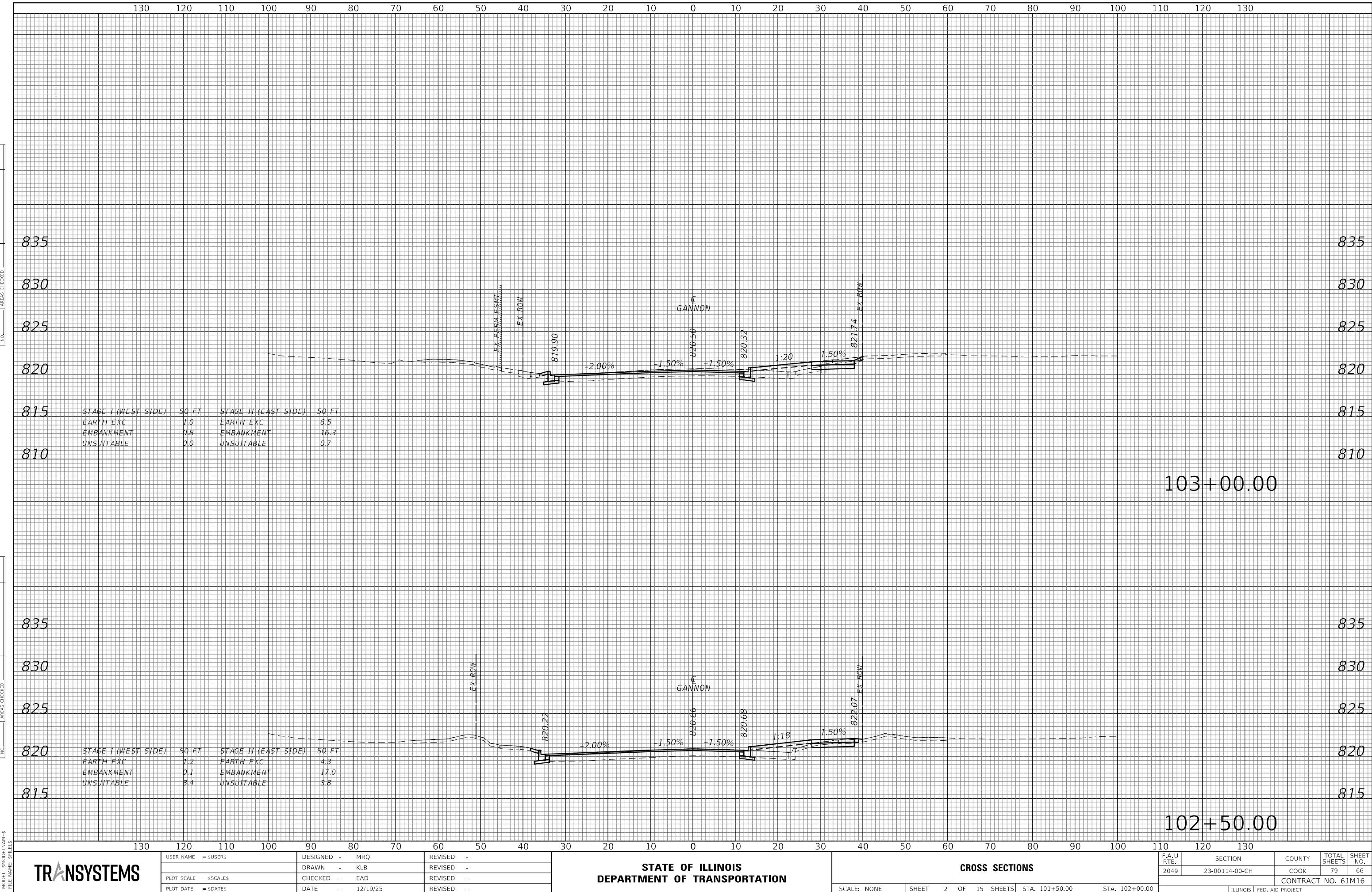
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. _____	TEMPORATE		
ORIGINAL SURVEY	AREAS		
FILE NAME: SHODENAME	CHECKED		

BY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	TEMPORATE
NO. _____	AREAS CHECKED



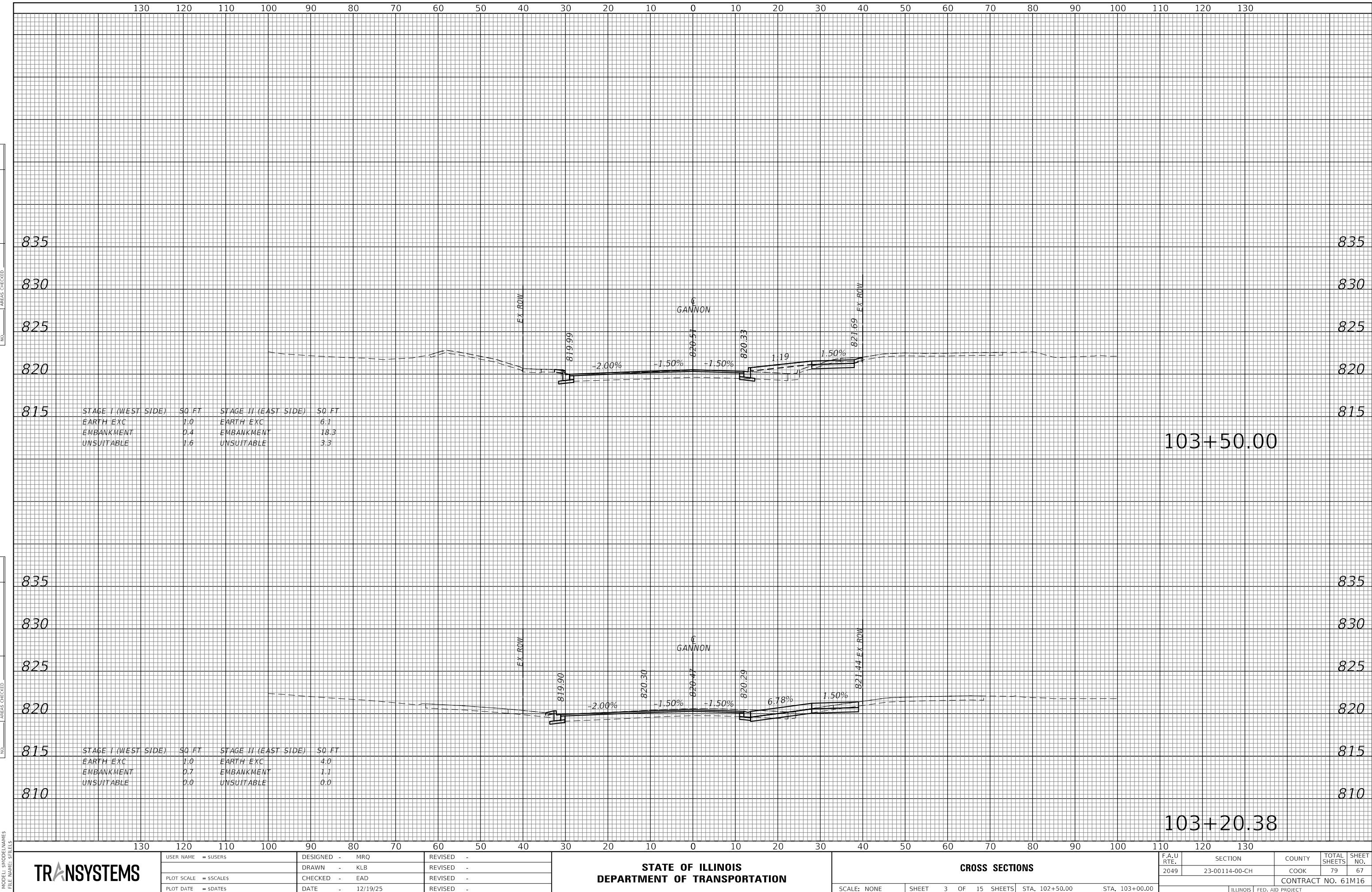
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. _____	TEMPLATE		
ORIGINAL SURVEY	AREAS		
FILE NAME: SHODENAME	CHECKED		

BY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	TEMPATE
NO. _____	AREAS CHECKED



FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. _____	TEMPORATE		
ORIGINAL SURVEY	AREAS		
FILE NAME: SHODENAME	AREAS CHECKED		

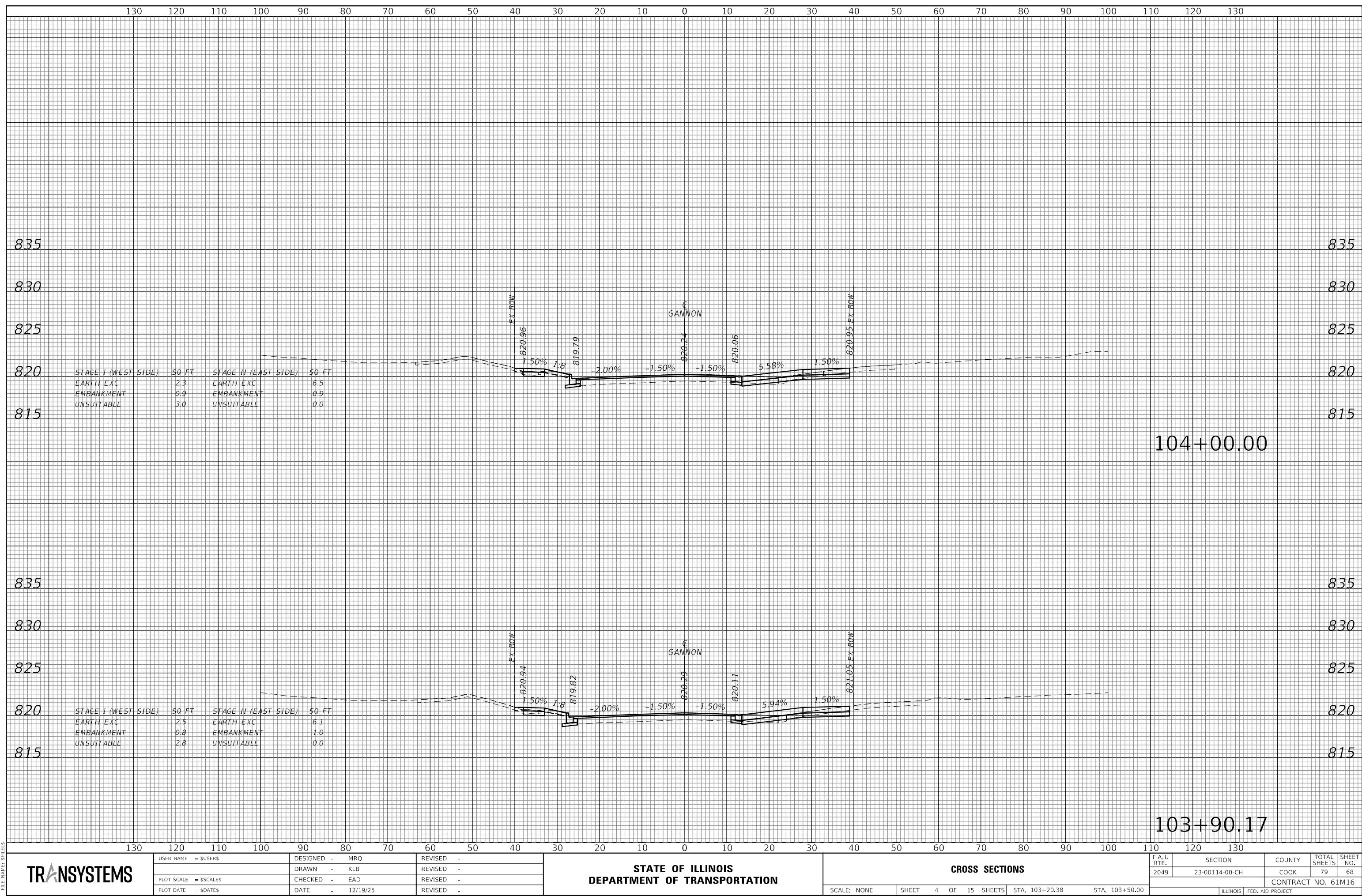
BY	DATE
SURVEYED	
PLOTTED	
NOTE BOOK	TEMPORATE
NO. _____	AREAS CHECKED

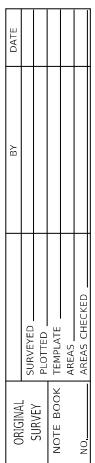
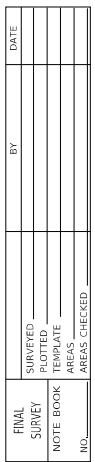


FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	TEMPORATE	
NO. _____	AREAS	CHECKED	

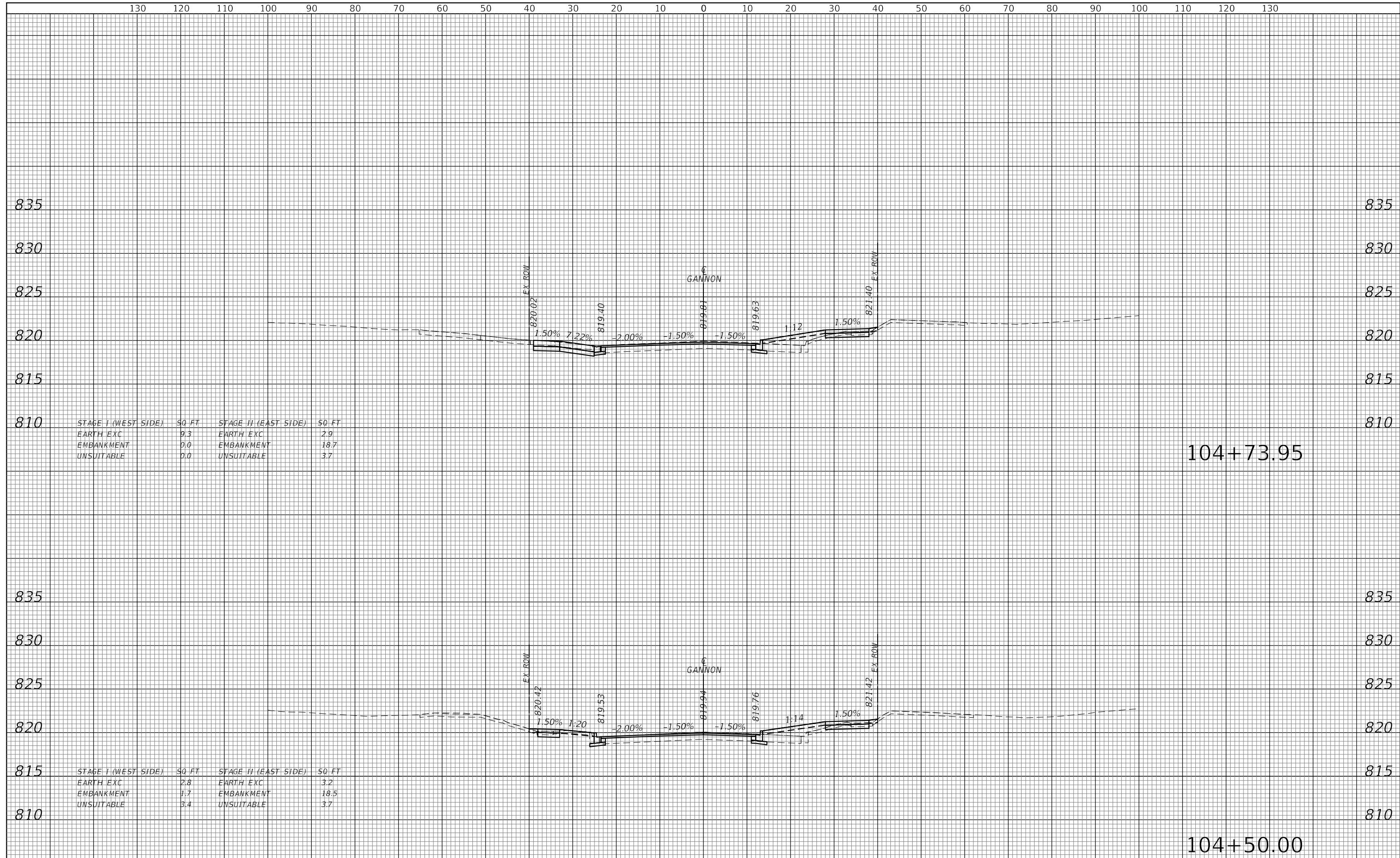
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED	TEMPORATE	
NO. _____	AREAS	CHECKED	

FILE NAME: SHODENAME
MODEL: SHODENAME





MODEL: \$MODELNAME\$
FILE NAME: \$FILEL\$



TRANSYSTEMS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

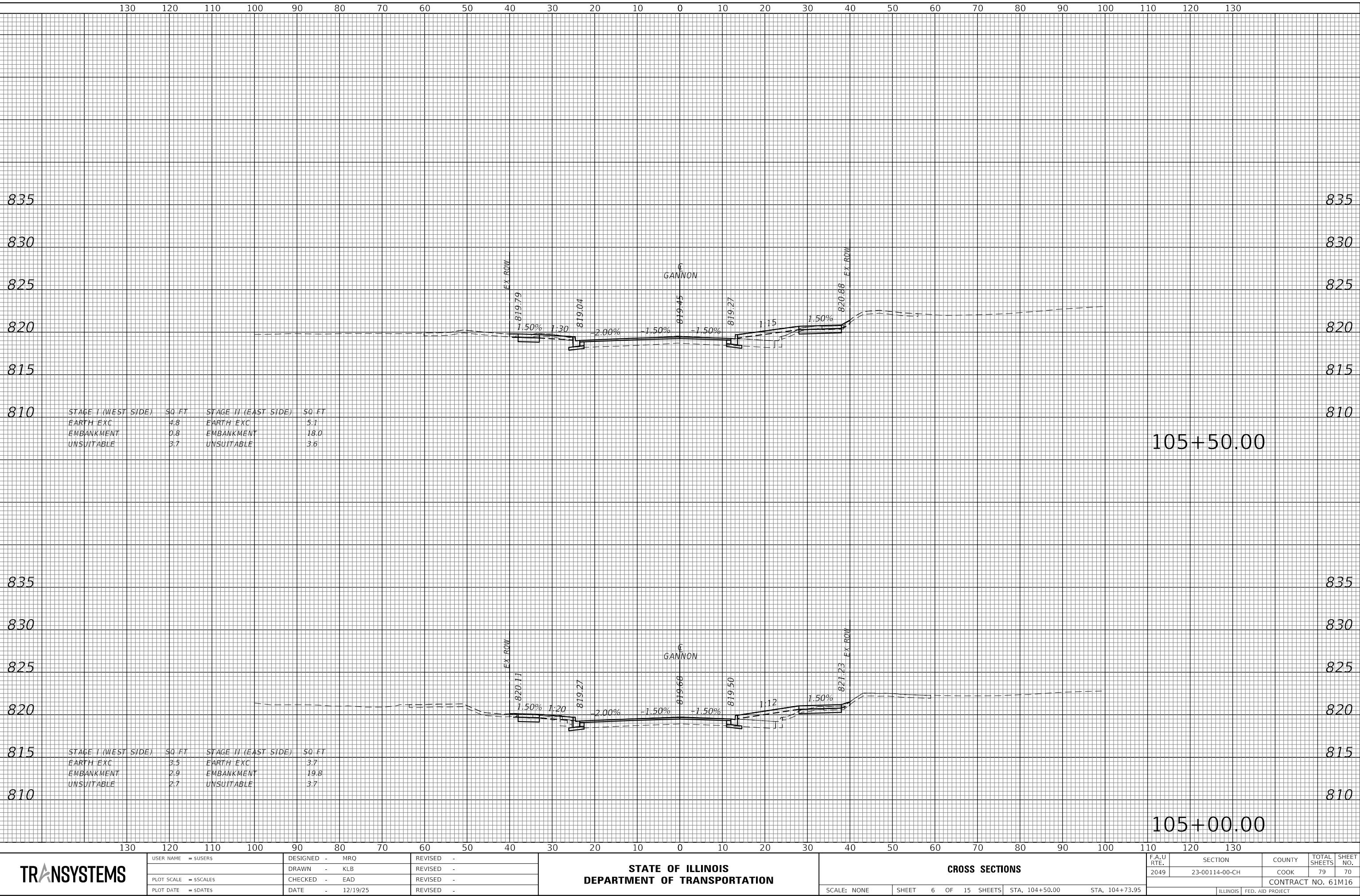
CROSS SECTIONS

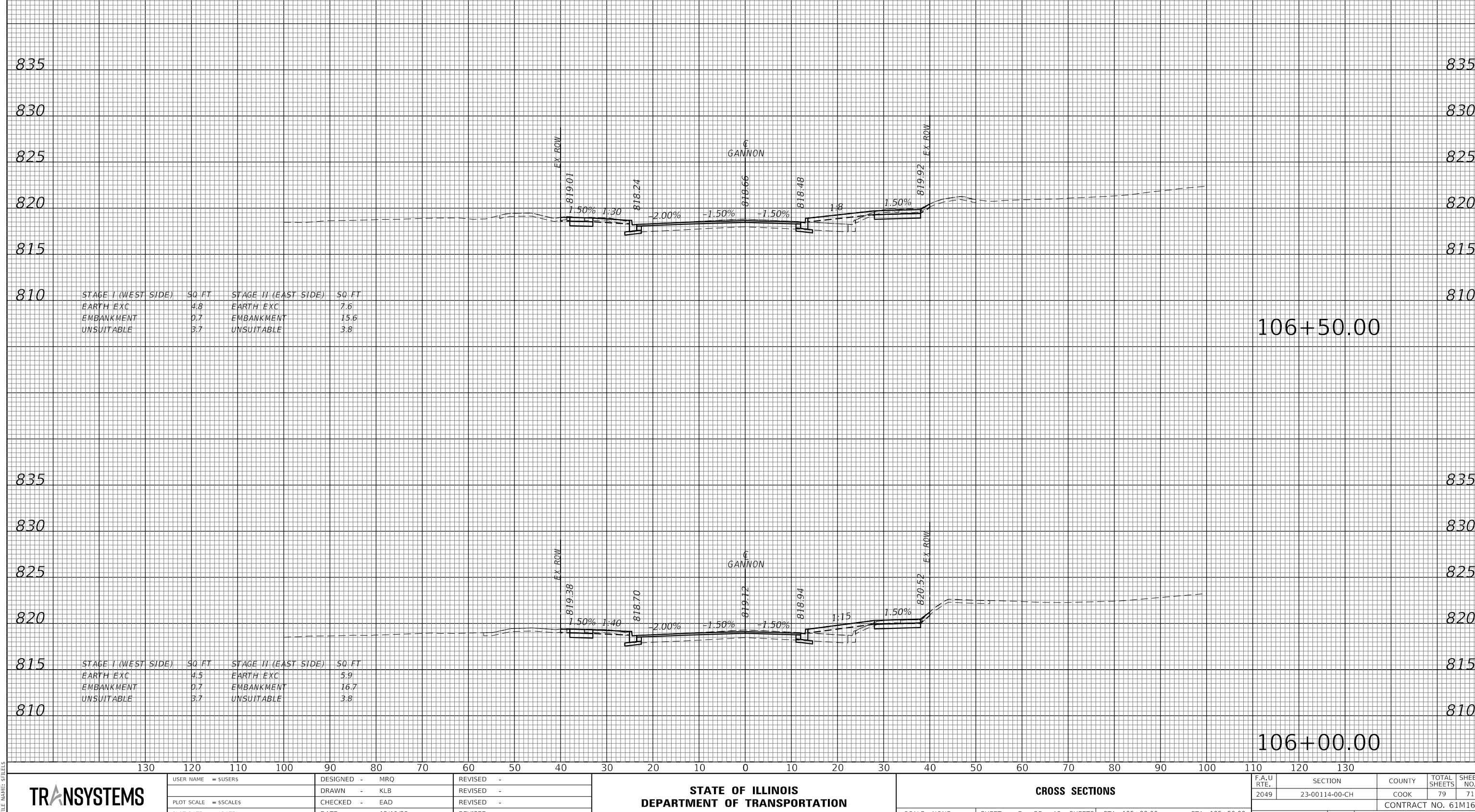
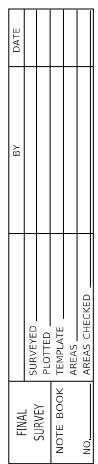
04+50.00

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

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

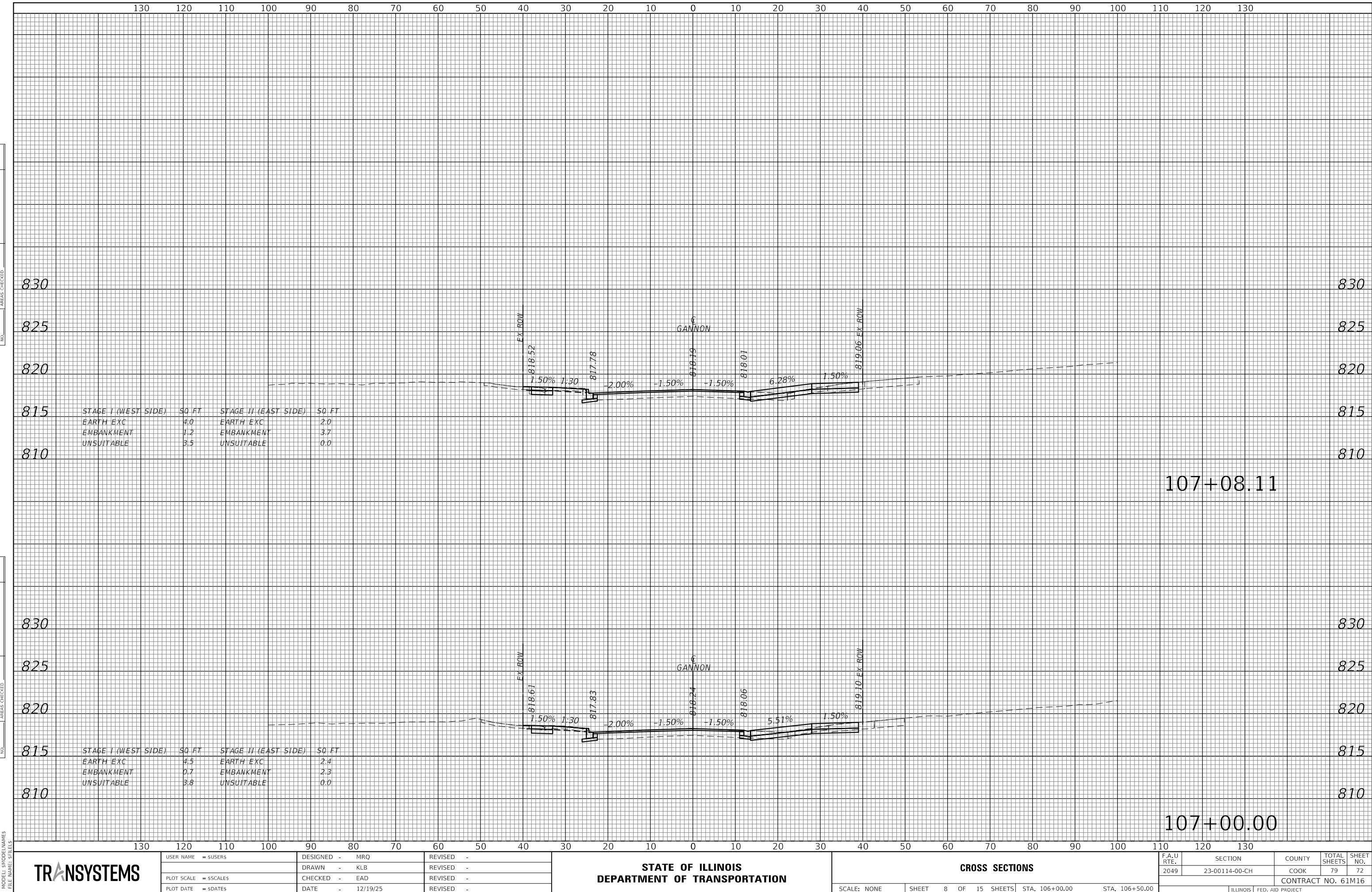
FILE NAME: SHODENAME
MODEL: SHODENAME

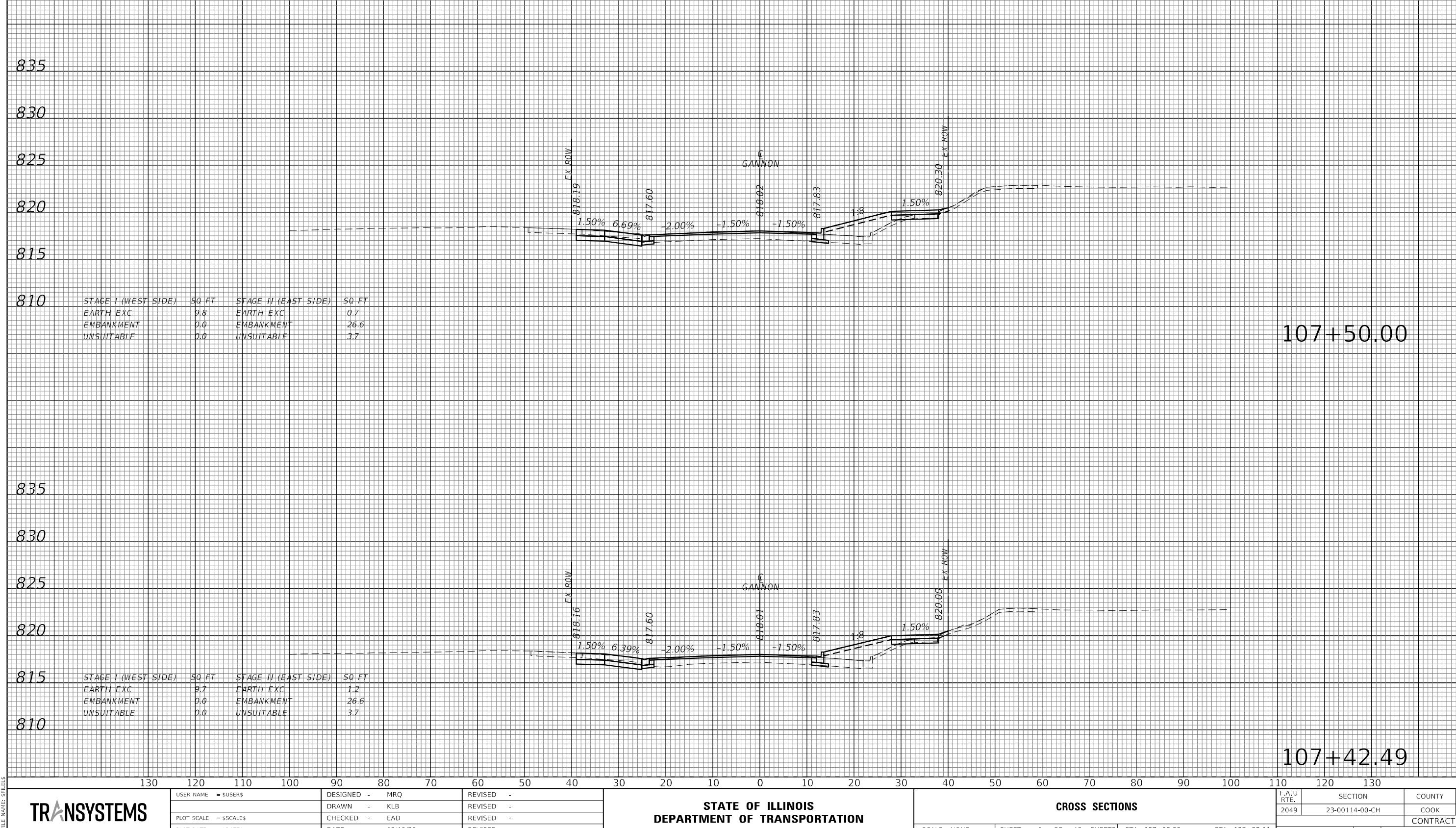
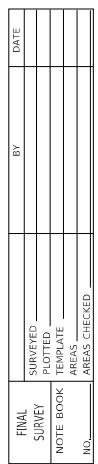


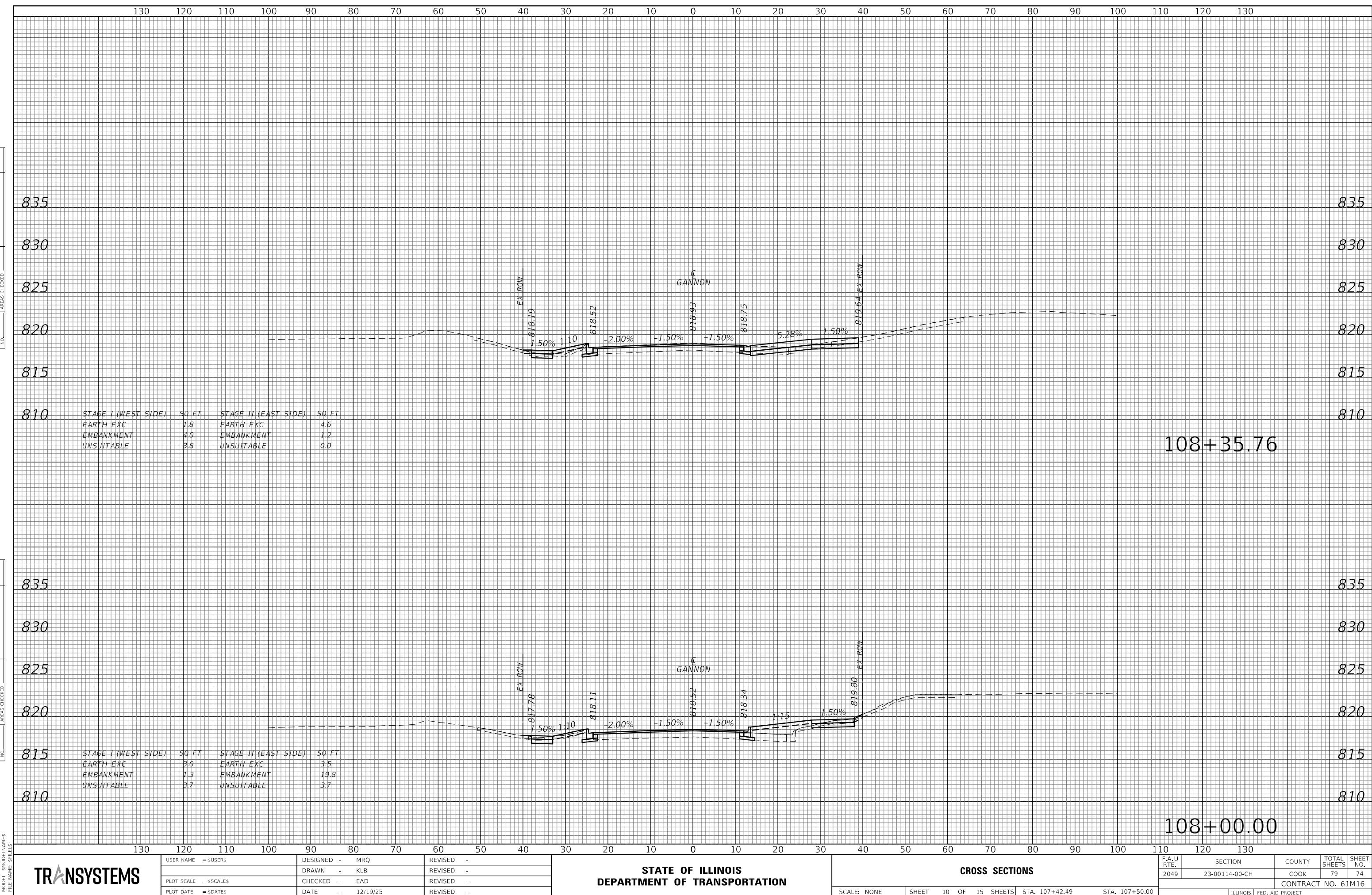
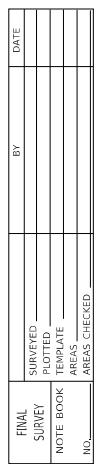


FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. _____	TEMPORATE		
ORIGINAL SURVEY	AREAS		
FILE NAME: SHODENAME	CHECKED		

BY	DATE
SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO. _____	TEMPORATE
ORIGINAL SURVEY	AREAS
FILE NAME: SHODENAME	CHECKED



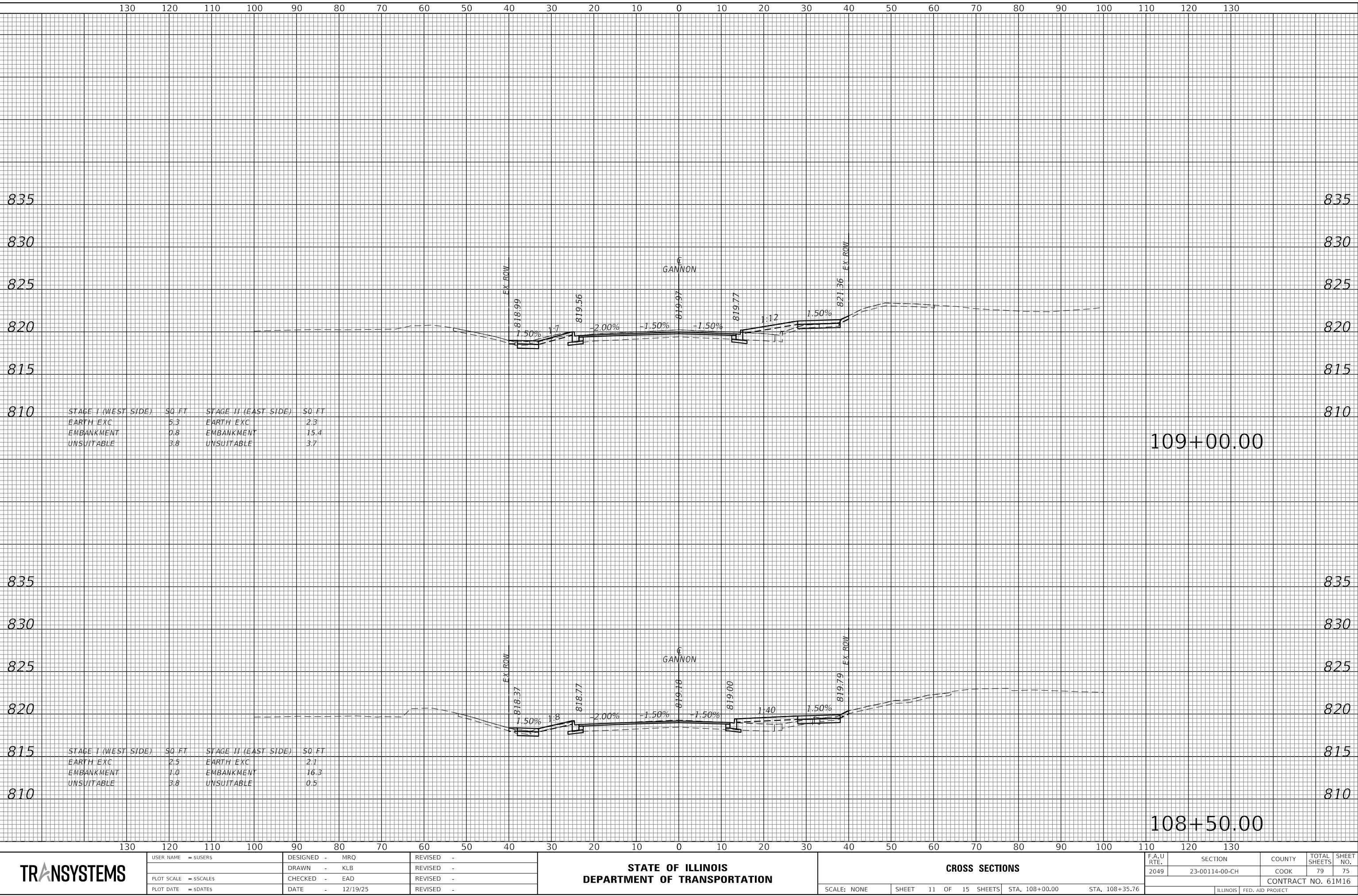




FINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPORATE		
NO.	AREAS	CHECKED	

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

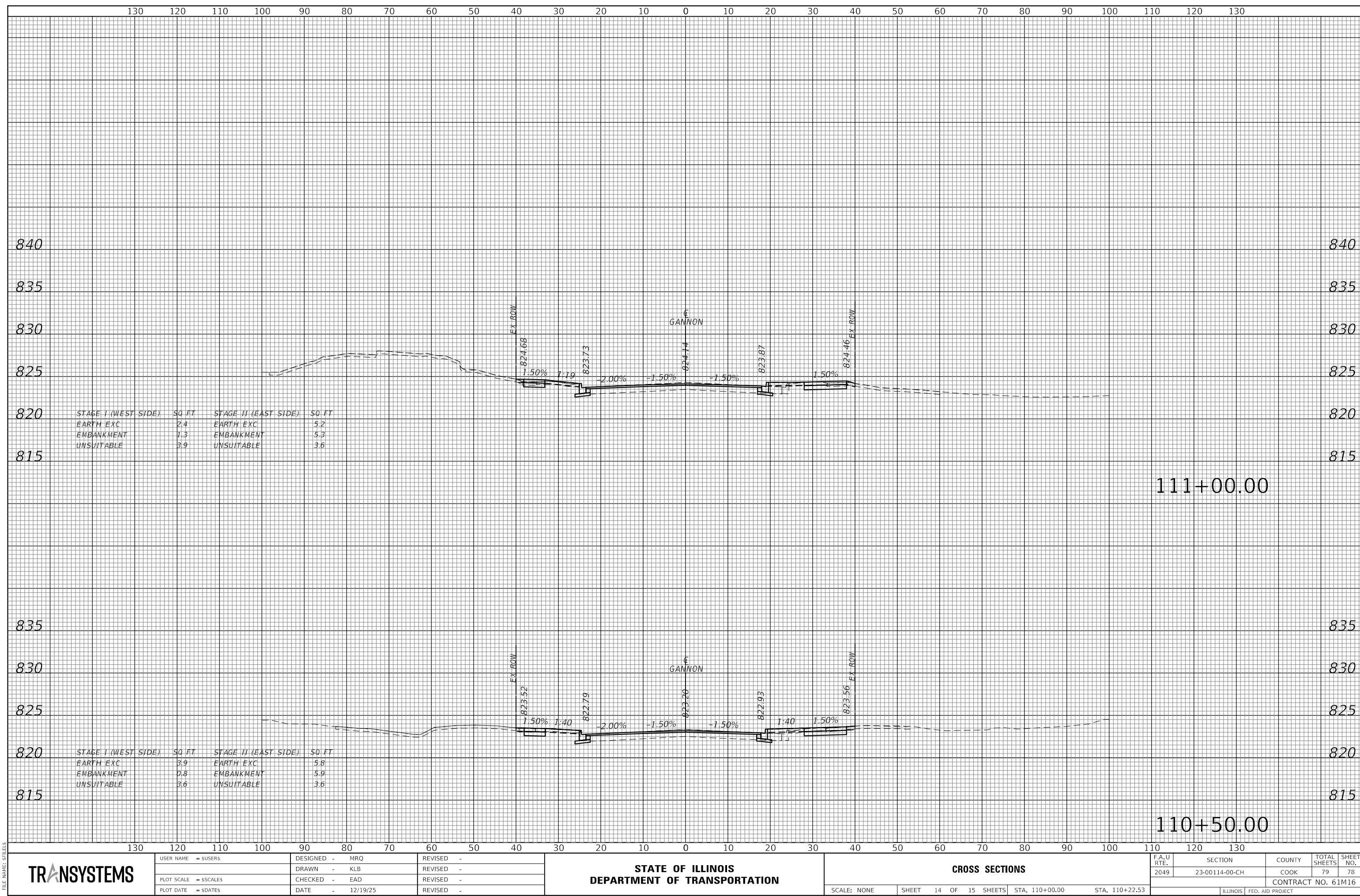
FILE NAME: SFILE11
MODEL: SHODENAME1



TRANSYSTEMS

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. _____	TEMPORATE		
ORIGINAL SURVEY	AREAS		
FILE NAME: SHODENAME	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO. _____	TEMPORATE		
FILE NAME: SHODENAME	AREAS		
FILE NAME: SHODENAME	CHECKED		



FINAL SURVEY	SURVEYED	BY	DATE
ORIGINAL SURVEY	PLOTTED	BY	DATE
NOTE BOOK NO.	TEMPORATE	BY	DATE
FILE NAME: SHODENAME	AREAS	BY	DATE
FILE NAME: SHODENAME	AREAS CHECKED	BY	DATE

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED	BY	DATE
FILE NAME: SHODENAME	TEMPORATE	BY	DATE
FILE NAME: SHODENAME	AREAS	BY	DATE
FILE NAME: SHODENAME	AREAS CHECKED	BY	DATE

