

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAU RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	1
		ILLINOIS	CONTRACT NO. 62B63	

D-91-082-16

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

PLAINFIELD RD: MAJOR COLLECTOR
WILLOW SPRINGS RD: MINOR ARTERIAL

TRAFFIC DATA

ADT PLAINFIELD RD:
13,600 (2013)/14,000 (2040)
ADT WILLOW SPRINGS RD:
10,200 (2013)/11,000 (2040)

SPEED LIMIT PLAINFIELD RD:

35 MPH (POSTED)
35 MPH (DESIGN)

SPEED LIMIT WILLOW SPRINGS RD:

35 MPH (POSTED)
35 MPH (DESIGN)

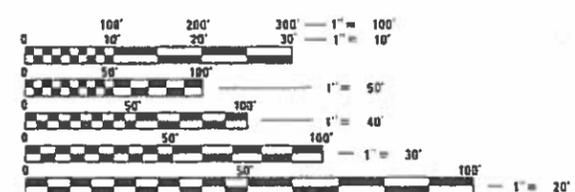
PROPOSED HIGHWAY PLANS

FAU ROUTE 1551 (PLAINFIELD ROAD)
SECTION (3363)N
AT WILLOW SPRINGS ROAD
INTERSECTION IMPROVEMENT
PROJECT: STP-6SSV(987)
COOK COUNTY

C-91-082-16



THE IMPROVEMENT IS LOCATED IN
THE CITY OF COUNTRYSIDE

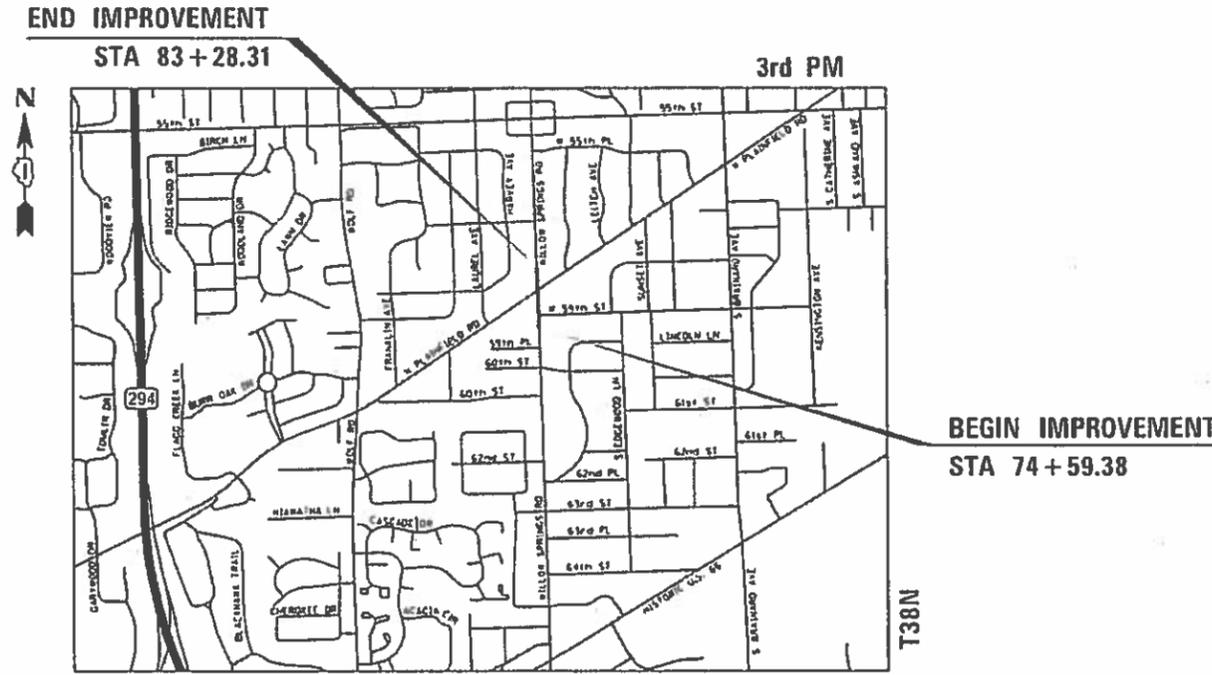


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

CONTRACT NO. 62B63



LOCATION MAP
NOT TO SCALE

LYONS TOWNSHIP
GROSS LENGTH = 869 FT. = 0.165 MILES
NET LENGTH = 869 FT. = 0.165 MILES

CONSULTING ENGINEERS

BLA, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P(630) 438-4400 F(630) 478-6444 www.bla-inc.com
ILLINOIS • INDIANA • WISCONSIN



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 28, 2018
Anthony J. Dugley (CRS)
REGIONAL ENGINEER

Aug 17, 2018
Paul P. Chaf
ENGINEER OF DESIGN AND ENVIRONMENT

Aug 17, 2018
Paul P. Chaf
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

Jaymin I. Patel
DATE 06/18/18
JAYMIN I. PATEL
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062-051494
MY LICENSE EXPIRES ON 11-30-19.

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424001-10	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-03	DIAGONAL CURB RAMPS FOR SIDEWALKS
424021-04	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
601001-05	PIPE UNDERDRAINS
602001-02	CATCH BASIN, TYPE A
602006-04	CATCH BASIN TYPE B
602011-02	CATCH BASIN, TYPE C
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604001-04	FRAME AND LIDS TYPE 1
604031-03	GRATE TYPE 7
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720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
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877001-07	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
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880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND WITH LOCAL EMERGENCY SERVICES AND THE CITY OF COUNTRYSIDE.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR CITY PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE CITY.
4. WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJOINING RESIDENTIAL AREAS.
5. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS PRIOR TO PLACING ANY SIGNS OR TRAFFIC CONTROL DEVICES ON STATE HIGHWAYS.
6. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
7. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
8. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION IL.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
9. THE CONTRACTOR SHALL TAKE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
10. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION. ANY COST ASSOCIATED WITH OBTAINING THESE PERMITS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ITEMS BEING INSTALLED.
11. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST THE PROPOSED STORM SEWER ITEMS.
12. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
13. THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON INLETS, MANHOLES, AND CATCH BASINS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS AND IT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE STORM STRUCTURE.
14. ALL ABANDONED SEWER INVERTS SHALL BE PLUGGED WITH BRICK AND CLASS SI CONCRETE TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE STORM SEWER BEING REMOVED.
15. THE CONNECTION OF PROPOSED STORM SEWER INTO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE STORM SEWER. THIS WORK SHALL INCLUDE ANY ADDITIONAL PIPE REQUIRED TO MAKE THE CONNECTION AND ANY NECESSARY CONCRETE COLLARS.
16. THE CONNECTION OF EXISTING STORM SEWER INTO PROPOSED DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.
17. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:
 - a. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - b. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS NEEDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - c. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DIRECTED BY THE ENGINEER.
 - d. ALL UNUSED SIGNS WILL BE RETURNED TO THE: IDOT
 - e. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS, THE COST SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
18. THE RESIDENT ENGINEER SHALL CONTACT MS. PATRICE HARRIS, IDOT'S AREA TRAFFIC FIELD TECHNICIAN FOR SOUTH COOK, VIA EMAIL AT PATRICE.HARRIS@ILLINOIS.GOV AND/OR AT (708) 597-9800 A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
19. AGGREGATE SUBGRADE IMPROVEMENT (CU YD) WITH AN ASSUMED THICKNESS OF 12" AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION HAVE BEEN PROVIDED FOR USE BELOW THE PROPOSED 12" IMPROVED SUBGRADE LAYER AT LOCATIONS OF SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE (EXCLUDING THE AREA OF PROPOSED 24" UNDERCUT AND AGGREGATE SUBGRADE IMPROVEMENT FROM STATION 79+79 TO 81+50 LT). THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH AGGREGATE SUBGRADE IMPROVEMENT SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER OR SOILS INSPECTOR. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLES 301.04 AND THE UNDERCUT GUIDELINES IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSUITABLE SOILS ARE ENCOUNTERED, THE SOIL SHALL BE REMOVED, DISPOSED, AND REPLACED WITH MATERIAL MEETING THE DISTRICT ONE AGGREGATE SUBGRADE IMPROVEMENT SPECIAL PROVISION AND THE FABRIC FOR GROUND STABILIZATION REQUIREMENTS OF ARTICLE 210. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DELETED FROM THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

TRAFFIC SIGNAL NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION ACTIVITIES. THIS SHALL INCLUDE LOCATING MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
2. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES, AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES, AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 FOR LOCATIONS OF BURIED UTILITIES (48 HOUR NOTIFICATION IS REQUIRED).
3. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
4. ALL EXISTING TRAFFIC SIGNALS SHALL BE REMOVED AND RETURNED TO IDOT TO BE PLACED BACK INTO IDOT INVENTORY. ANY EXISTING TRAFFIC SIGNAL EQUIPMENT DAMAGED DURING REMOVAL SHALL BE PAID FOR BY THE CONTRACTOR AND NO ADDITIONAL COMPENSATION WILL BE PROVIDED.

TEMPORARY TRAFFIC SIGNAL NOTES

1. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION ACTIVITIES. THIS SHALL INCLUDE LOCATING WOOD POST LOCATION AND VERIFYING THE CABLE LENGTHS.
2. THE CONTRACTOR SHALL CHECK THE TEMPORARY TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
3. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
4. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
5. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300MM) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
6. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
7. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
8. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
9. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL. TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
10. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
11. DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
12. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

COMMITMENTS

NONE

 BLA, Inc. <small>ITASCA, ILLINOIS</small>	USER NAME = WTeng	DESIGNED - WJT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAINFIELD RD AT WILLOW SPRINGS RD INDEX, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		1551	(3363)N	COOK	71	3				
	PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -		CONTRACT NO. 62B63								
	PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -		SCALE: N.T.S.		SHEET 2 OF 2 SHEETS	STA. N/A TO STA. N/A	ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
20101000	TEMPORARY FENCE	FOOT	211	211	
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	1	1	
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	2	2	
20200100	EARTH EXCAVATION	CU YD	596	596	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	529	529	
20800150	TRENCH BACKFILL	CU YD	671	671	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	358	358	
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	1479	1479	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	18	18	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	18	18	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	18	18	
25100630	EROSION CONTROL BLANKET	SQ YD	1479	1479	
25200110	SODDING, SALT TOLERANT	SQ YD	1479	1479	
25200200	SUPPLEMENTAL WATERING	UNIT	3	3	

* SPECIALTY ITEM



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 1 OF 10 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	4
CONTRACT NO. 62B63			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	30	30	
28000400	PERIMETER EROSION BARRIER	FOOT	952	952	
28000510	INLET FILTERS	EACH	11	11	
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	206	206	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	986	986	
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	239	239	
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	104	104	
35501310	HOT-MIX ASPHALT BASE COURSE, 6 1/2"	SQ YD	555	555	
35600702	HOT-MIX ASPHALT BASE COURSE WIDENING, 6 1/2"	SQ YD	103	103	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	692	692	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	12	12	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	103	103	
42001300	PROTECTIVE COAT	SQ YD	351	351	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	112	112	

* SPECIALTY ITEM



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	DRAWN -	REVISED -
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 2 OF 10 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	5
CONTRACT NO. 62B63			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2152	2152	
* 42400800	DETECTABLE WARNINGS	SQ FT	99	99	
44000100	PAVEMENT REMOVAL	SQ YD	127	127	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	201	201	
44000600	SIDEWALK REMOVAL	SQ FT	2171	2171	
44004250	PAVED SHOULDER REMOVAL	SQ YD	284	284	
44201349	CLASS C PATCHES, TYPE I, 10 INCH	SQ YD	18	18	
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	20	20	
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	40	40	
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	72	72	
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	60	60	
48101202	AGGREGATE SHOULDERS, TYPE B	CU YD	44	44	
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	246	246	
50105220	PIPE CULVERT REMOVAL	FOOT	28	28	

* SPECIALTY ITEM



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
SUMMARY OF QUANTITIES**

SCALE: N.T.S. SHEET 3 OF 10 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62B63	

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	TRAFFIC SIGNALS
				0004 80% FED / 20% STATE	0021 80% FED / 20% STATE
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	30	30	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	10	10	
550A0480	STORM SEWERS, CLASS A, TYPE 2 48"	FOOT	440	440	
55100500	STORM SEWER REMOVAL 12"	FOOT	11	11	
55100700	STORM SEWER REMOVAL 15"	FOOT	39	39	
55101200	STORM SEWER REMOVAL 24"	FOOT	14	14	
55101600	STORM SEWER REMOVAL 36"	FOOT	325	325	
60108204	PIPE UNDERDRAINS, TYPE 2, 4"	FOOT	525	525	
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	1	1	
60202215	CATCH BASINS, TYPE A, 4'-DIAMETER, WITH MEDIAN INLET (604101)	EACH	1	1	
60206600	CATCH BASINS, TYPE B, TYPE 7 GRATE	EACH	1	1	
60207605	CATCH BASINS, TYPE C, TYPE 8 GRATE	EACH	2	2	
60223800	MANHOLES, TYPE A, 6'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	4	4	

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
60250500	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60500040	REMOVING MANHOLES	EACH	4	4	
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	250	250	
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1	
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
67100100	MOBILIZATION	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DAY	82	82	
70300900	PAVEMENT MARKING TAPE, TYPE IV - LETTERS AND SYMBOLS	SQ FT	182	182	
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	10262	10262	
70300906	PAVEMENT MARKING TAPE, TYPE IV 6"	FOOT	973	973	
70300912	PAVEMENT MARKING TAPE, TYPE IV 12"	FOOT	697	697	
70300924	PAVEMENT MARKING TAPE, TYPE IV 24"	FOOT	180	180	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	41	24.5	16.5

* SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
* 72000200	SIGN PANEL - TYPE 2	SQ FT	24		24
72900100	METAL POST - TYPE A	FOOT	54	54	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	255	255	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5420	5420	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1278	1278	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	673	673	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	142	142	
78100300	REPLACEMENT REFLECTOR	EACH	95	95	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	95	95	
* 80500010	SERVICE INSTALLATION - GROUND MOUNTED	EACH	1		1
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1204		1204
* 81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	74		74
* 81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	630		630
* 81400100	HANDHOLE	EACH	7		7

* SPECIALTY ITEM



USER NAME = WTeng	DESIGNED - WJT	REVISED -
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PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/21/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 6 OF 10 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62B63	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
* 81400200	HEAVY-DUTY HANDHOLE	EACH	4		4
* 81400300	DOUBLE HANDHOLE	EACH	3		3
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	3338		3338
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1827		1827
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	399		399
* 87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2071		2071
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2127		2127
* 87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	100		100
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1764		1764
* 87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3		3
* 87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1		1
* 87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1		1
* 87700200	STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1		1
* 87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1		1

* SPECIALTY ITEM



USER NAME = WTeng	DESIGNED - WJT	REVISED -
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PLOT DATE = 6/21/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 7 OF 10 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	10
CONTRACT NO. 62B63			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12		12
* 87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4
* 87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	20		20
* 87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	22		22
* 88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	2		2
* 88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6		6
* 88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6		6
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8		8
* 88200410	TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	8		8
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	8		8
* 88600100	DETECTOR LOOP, TYPE I	FOOT	790		790
# * 88700200	LIGHT DETECTOR	EACH	2		2
# * 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1		1
* 88800100	PEDESTRIAN PUSH-BUTTON	EACH	8		8

* SPECIALTY ITEM

100% PLEASANTVIEW FIRE PROTECTION DISTRICT COST



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
SUMMARY OF QUANTITIES

SCALE: N.T.S. SHEET 8 OF 10 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	11
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1
89502380	REMOVE EXISTING HANDHOLE	EACH	5		5
89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1		1
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9		9
X0323868	DRAINAGE RESTRICTOR	EACH	1	1	
# *	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	297	297
	X0327979	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	200	200
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2839	2839
*	X1400107	FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET	EACH	1	1
*	X1400201	RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	EACH	2	2
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	3	3
	X5537900	STORM SEWERS TO BE CLEANED 15"	FOOT	394	394
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	2	2

* SPECIALTY ITEM

100% PLEASANTVIEW FIRE PROTECTION DISTRICT COST

 BLA, Inc. ITASCA, ILLINOIS	USER NAME = WTeng	DESIGNED - WJT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAINFIELD RD AT WILLOW SPRINGS RD SUMMARY OF QUANTITIES		F.A.U. RTE. = 1551	SECTION = (3363)N	COUNTY = COOK	TOTAL SHEETS = 71	SHEET NO. = 12
	PLOT SCALE = 100.0000' / 1in.	CHECKED - MTC	REVISED -				CONTRACT NO. 62B63				
	PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -				ILLINOIS FED. AID PROJECT				

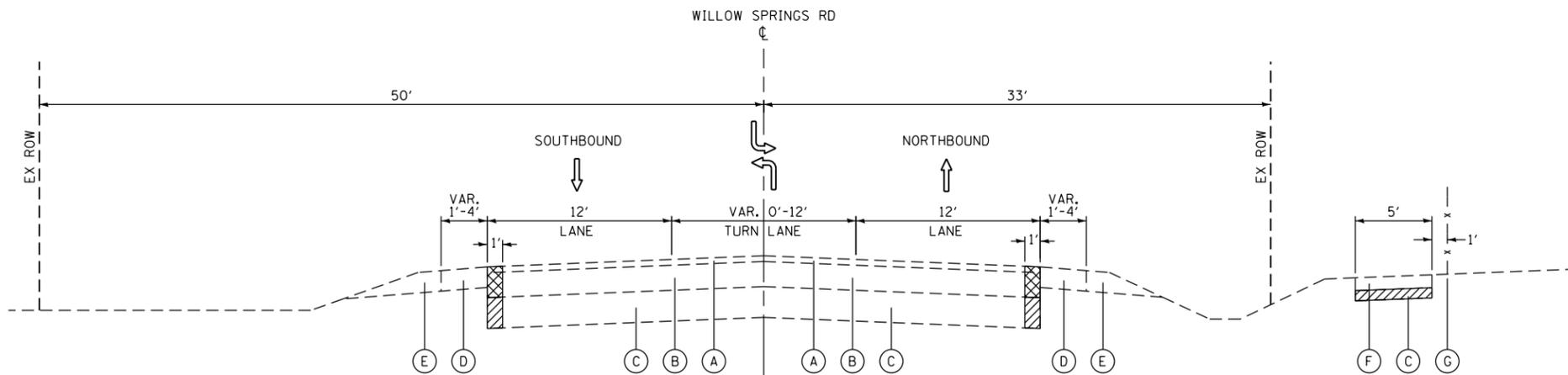
SCALE: N.T.S. SHEET 9 OF 10 SHEETS STA. N/A TO STA. N/A

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				URBAN	
				ROADWAY 0004 80% FED / 20% STATE	TRAFFIC SIGNALS 0021 80% FED / 20% STATE
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
X7015005	CHANGEABLE MESSAGE SIGN	CAL DAY	492	492	
X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	5146	5146	
* X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1
Z0007430	TEMPORARY SIDEWALK	SQ FT	343	343	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	5	5	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	103	103	
* Z0033046	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1		1
Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	9	9	
Z0056610	STORM SEWER (WATER MAIN REQUIREMENTS) 15 INCH	FOOT	81	81	
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1
** Z0076600	TRAINEES	HOUR	500	500	
** Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500	
Z0077700	WOOD FENCE TO BE REMOVED AND RE-ERECTED	FOOT	179	179	

* SPECIALTY ITEM

** = 0042

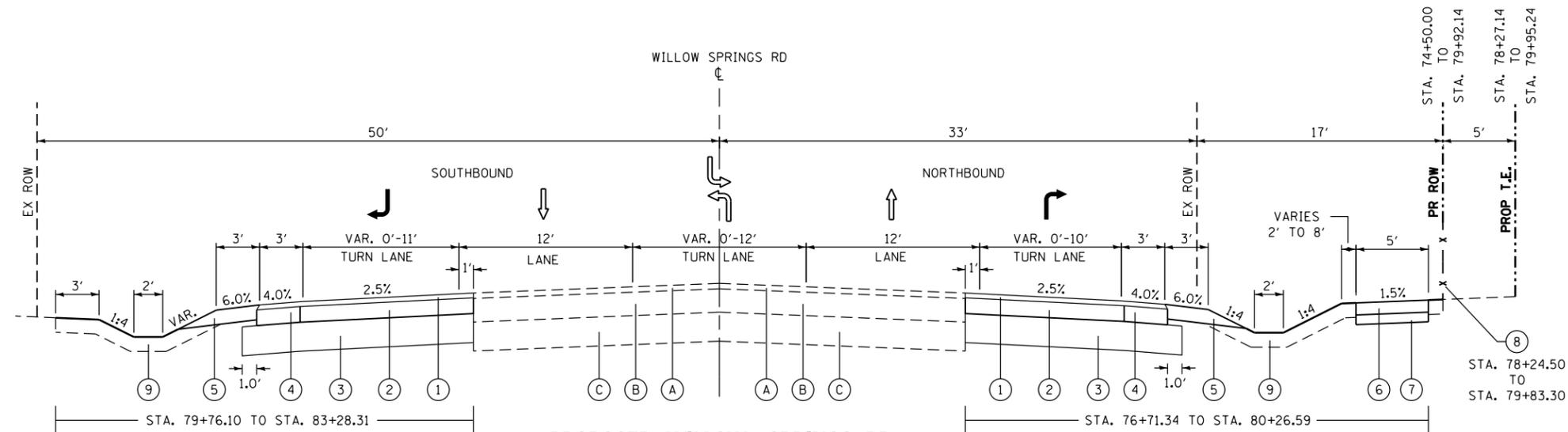
 BLA, Inc. <small>ITASCA, ILLINOIS</small>	USER NAME = WTeng	DESIGNED - WJT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAINFIELD RD AT WILLOW SPRINGS RD SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / 1" =	DRAWN -	REVISED -					1551	(3363)N	COOK	71	13
	PLOT DATE = 6/20/2018	CHECKED - MTC	REVISED -					CONTRACT NO. 62B63				
				SCALE: N.T.S.		SHEET 10 OF 10 SHEETS		STA. N/A TO STA. N/A		ILLINOIS FED. AID PROJECT		



EXISTING WILLOW SPRINGS RD

STA. 74+59.38 TO STA. 83+28.31

PAVEMENT REMOVAL
 GRANULAR SUBBASE REMOVAL



PROPOSED WILLOW SPRINGS RD

STA. 74+59.38 TO STA. 83+28.31

NOTE:

24" UNDERCUT IS PROPOSED BELOW THE LAYER OF AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ YD) ON THE SOUTHBOUND SIDE OF WILLOW SPRINGS ROAD, STA 79+79 TO STA 81+50. WORK SHALL BE PAID FOR AS "REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL" AND "AGGREGATE SUBGRADE IMPROVEMENT" (CU YD) WITH "GEOTECHNICAL FABRIC FOR GROUND STABILIZATION".

NOTES:

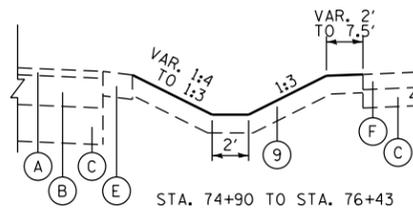
THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

THE QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

LONGITUDINAL JOINT SEALANT SHALL BE APPLIED BELOW THE SURFACE LIFT AND BELOW THE TOP BINDER LIFT OF THE PROPOSED HMA PAVEMENT.



STA. 74+90 TO STA. 76+43

EXISTING LEGEND

- (A) EX. HMA SURFACE COURSE, 3" (R - PAID FOR AS PAVEMENT REMOVAL)
- (B) EX. HMA BASE COURSE, 9" (R - PAID FOR AS PAVEMENT REMOVAL)
- (C) EX. GRANULAR SUBBASE (R - PAID FOR AS EARTH EX.)
- (D) EX. HMA SHOULDER (R)
- (E) EX. AGGREGATE SHOULDER (R - PAID FOR AS EARTH EX.)
- (F) EX. PCC SIDEWALK (R)
- (G) EX. WOOD FENCE TO BE REMOVED AND RE-ERECTED (R: STA. 78+24.50 TO STA. 79+87.18)

PROPOSED LEGEND

- (1) PR. HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm) (2")
- * (2) PR. HMA BASE COURSE, 6 1/2" OR PR. HMA BASE COURSE WIDENING, 6 1/2"
- (3) PR. AGGREGATE SUBGRADE IMPROVEMENT 12"
- (4) PR. HMA SHOULDERS, 6 1/2"
- (5) PR. AGGREGATE SHOULDERS TY. B
- (6) PR. PCC SIDEWALK 5"
- (7) PR. AGGREGATE BASE COURSE TY. B 4"
- (8) PR. WOOD FENCE TO BE REMOVED AND RE-ERECTED
- (9) PR. TOPSOIL FURNISH AND PLACE (6"), SODDING SALT TOLERANT, & FERTILIZER NUTRIENTS

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN & PROFILE SHEETS.

* "HMA BASE COURSE, 6 1/2 INCH" - FOR WIDTH GREATER THAN 6 FT
 "HMA BASE COURSE WIDENING, 6 1/2 INCH" - FOR WIDTH 6 FT OR LESS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
PAVEMENT WIDENING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"	4% @ 70 GYR	QC/OA
HOT-MIX ASPHALT BASE COURSE, 6 1/2" (HMA BINDER IL-19.0)	4% @ 70 GYR	QC/OA
OR		
HOT-MIX ASPHALT BASE COURSE WIDENING, 6 1/2" (HMA BINDER IL-19.0)	4% @ 70 GYR	QC/OA
HMA SHOULDERS		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 2"	4% @ 70 GYR	QC/OA
HOT-MIX ASPHALT SHOULDER (HMA BINDER IL-19 mm), 6 1/2"	4% @ 70 GYR	QC/OA
DRIVEWAYS; P.E.		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2"	4% @ 50 GYR	QC/OA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm), 6"	4% @ 50 GYR	QC/OA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0) 12"	4% @ 70 GYR	QC/OA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/OA)		

SEE PLAN AND PROFILE SHEET FOR LOCATIONS OF CLASS D PATCHES



USER NAME = WTeng
 DESIGNED - WJT
 DRAWN -
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 6/21/2018

DESIGNED - WJT
 DRAWN -
 CHECKED - MTC
 DATE - 06/18/2018

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
 TYPICAL SECTIONS

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. 74+59.38 TO STA. 83+28.31

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	14
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

WILLOW SPRINGS ROAD EARTH EXCAVATION - STAGE I					
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
79+00.00	0.0				
		0.47	39.70	18.56	0.69
79+39.70	0.9				
		0.47	10.30	4.82	0.18
79+50.00	0.0				
		14.97	50.00	748.63	27.73
80+00.00	29.9				
		41.76	50.00	2088.00	77.33
80+50.00	53.6				
		51.92	50.00	2596.00	96.15
81+00.00	50.3				
		53.72	50.00	2685.75	99.47
81+50.00	57.2				
		44.37	20.62	914.91	33.89
81+70.62	31.6				
		28.24	29.38	829.54	30.72
82+00.00	24.9				
		19.85	50.00	992.25	36.75
82+50.00	14.8				
		10.87	50.00	543.38	20.13
83+00.00	6.9				
		6.56	7.80	51.15	1.89
83+07.80	6.2				
		3.09	36.48	112.63	4.17
83+44.28	0.0				
				TOTAL	429.10

WILLOW SPRINGS ROAD FURNISHED EXCAVATION - STAGE I					
STATION	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
79+00.00	0.0				
		0.00	39.70	0.00	0.00
79+39.70	0.0				
		0.00	10.30	0.00	0.00
79+50.00	0.0				
		0.42	50.00	21.13	0.78
80+00.00	0.8				
		0.52	50.00	26.13	0.97
80+50.00	0.2				
		0.35	50.00	17.38	0.64
81+00.00	0.5				
		0.35	50.00	17.33	0.64
81+50.00	0.2				
		0.23	20.62	4.73	0.18
81+70.62	0.3				
		0.50	29.38	14.76	0.55
82+00.00	0.7				
		0.47	50.00	23.63	0.88
82+50.00	0.2				
		1.84	50.00	91.88	3.40
83+00.00	3.5				
		6.30	7.80	49.12	1.82
83+07.80	9.1				
		4.56	36.48	166.35	6.16
83+44.28	0.0				
				TOTAL	16.02

WILLOW SPRINGS ROAD UNSUITABLE MATERIAL - STAGE I					
STATION	UNSUIT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
79+00.00	0.0				
		0.98	39.70	39.01	1.44
79+39.70	2.0				
		0.98	10.30	10.12	0.37
79+50.00	0.0				
		5.29	50.00	264.25	9.79
80+00.00	10.6				
		10.67	50.00	533.38	19.75
80+50.00	10.8				
		10.86	50.00	542.75	20.10
81+00.00	10.9				
		10.60	50.00	530.00	19.63
81+50.00	10.3				
		5.13	20.62	105.73	3.92
81+70.62	0.0				
		7.47	29.38	219.54	8.13
82+00.00	14.9				
		13.63	50.00	681.50	25.24
82+50.00	12.3				
		11.61	50.00	580.50	21.50
83+00.00	10.9				
		5.45	7.80	42.53	1.58
83+07.80	0.0				
		0.00	36.48	0.00	0.00
83+44.28	0.0				
				TOTAL	131.46

WILLOW SPRINGS ROAD EARTH EXCAVATION - STAGE II					
STATION	CUT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
74+50.00	0.0				
		3.91	25.12	98.16	3.64
74+75.12	7.8				
		7.99	24.88	198.73	7.36
75+00.00	8.2				
		4.40	50.00	220.13	8.15
75+50.00	0.6				
		0.42	50.00	21.13	0.78
76+00.00	0.2				
		0.44	17.67	7.82	0.29
76+17.67	0.7				
		3.18	39.53	125.51	4.65
76+57.20	5.7				
		12.04	42.80	515.21	19.08
77+00.00	18.4				
		13.14	11.81	155.12	5.75
77+11.81	7.9				
		7.87	38.19	300.36	11.12
77+50.00	7.9				
		9.79	50.00	489.25	18.12
78+00.00	11.7				
		11.18	50.00	559.13	20.71
78+50.00	10.7				
		10.23	50.00	511.38	18.94
79+00.00	9.8				
		10.26	39.70	407.22	15.08
79+39.70	10.7				
		11.08	10.30	114.12	4.23
79+50.00	11.4				
		10.79	50.00	539.50	19.98
80+00.00	10.1				
		5.07	50.00	253.63	9.39
80+50.00	0.0				
				TOTAL	167.27

WILLOW SPRINGS ROAD FURNISHED EXCAVATION - STAGE II					
STATION	FILL (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
74+50.00	0.0				
		2.65	25.12	66.44	2.46
74+75.12	5.3				
		4.39	24.88	109.22	4.05
75+00.00	3.5				
		4.93	50.00	246.38	9.13
75+50.00	6.4				
		9.76	50.00	488.00	18.07
76+00.00	13.2				
		13.58	17.67	240.00	8.89
76+17.67	14.0				
		7.01	39.53	276.91	10.26
76+57.20	0.0				
		2.15	42.80	91.91	3.40
77+00.00	4.3				
		4.72	11.81	55.71	2.06
77+11.81	5.1				
		6.43	38.19	245.66	9.10
77+50.00	7.7				
		6.90	50.00	345.00	12.78
78+00.00	6.1				
		6.70	50.00	335.13	12.41
78+50.00	7.3				
		8.83	50.00	441.25	16.34
79+00.00	10.3				
		7.92	39.70	314.42	11.65
79+39.70	5.5				
		4.73	10.30	48.69	1.80
79+50.00	3.9				
		2.81	50.00	140.25	5.19
80+00.00	1.7				
		0.84	50.00	41.88	1.55
80+50.00	0.0				
				TOTAL	129.14

WILLOW SPRINGS ROAD UNSUITABLE MATERIAL - STAGE II					
STATION	UNSUIT (SF)	AVERAGE	LENGTH	TOTAL	TOTAL (CY)
74+50.00	0.0				
		0.00	25.12	0.00	0.00
74+75.12	0.0				
		6.01	24.88	149.59	5.54
75+00.00	12.0				
		11.82	50.00	590.75	21.88
75+50.00	11.6				
		11.08	50.00	554.00	20.52
76+00.00	10.6				
		10.46	17.67	184.78	6.84
76+17.67	10.4				
		5.18	39.53	204.77	7.58
76+57.20	0.0				
		5.29	42.80	226.20	8.38
77+00.00	10.6				
		9.79	11.81	115.62	4.28
77+11.81	9.0				
		9.59	38.19	366.05	13.56
77+50.00	10.2				
		11.00	50.00	549.88	20.37
78+00.00	11.8				
		12.53	50.00	626.50	23.20
78+50.00	13.2				
		13.16	50.00	658.00	24.37
79+00.00	13.1				
		6.55	39.70	259.94	9.63
79+39.70	0.0				
		6.25	10.30	64.38	2.38
79+50.00	12.5				
		9.58	50.00	478.88	17.74
80+00.00	6.7				
		3.33	50.00	166.38	6.16
80+50.00	0.0				
				TOTAL	192.43

EARTHWORK SUMMARY TABLE									
EARTH EX (CU YD)		ADJUST 15% (CU YD)		EMBANKMENT (CU YD)		EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)		UNSUITABLE (CU YD)	
STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II
429	167	365	142	16	129	349	13	131	192

ITEM	STAGE I	STAGE II	TOTAL
EARTH EXCAVATION	429	167	596
REM. & DISP. OF UNSUITABLE MATERIAL*	131	192	323
FURNISHED EXCAVATION	0	0	0

* INCLUDED IN THE TOTAL 529 CU YD OF "REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL". REFER TO GENERAL NOTE #19 AND THE TYPICAL SECTIONS.



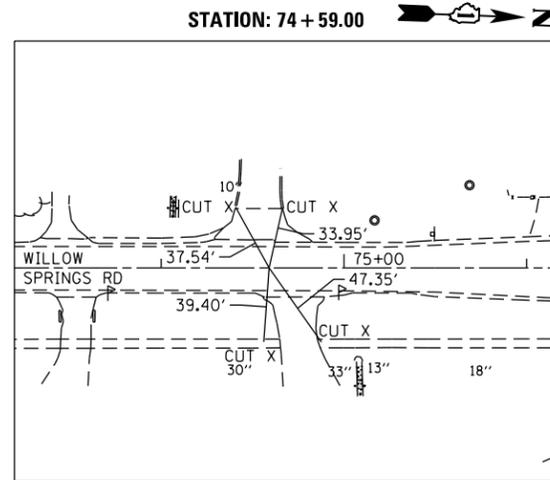
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	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

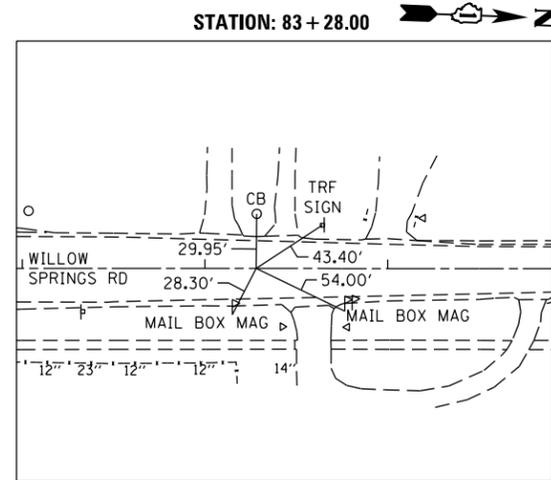
PLAINFIELD RD AT WILLOW SPRINGS RD
SCHEDULE OF EARTHWORK QUANTITIES

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

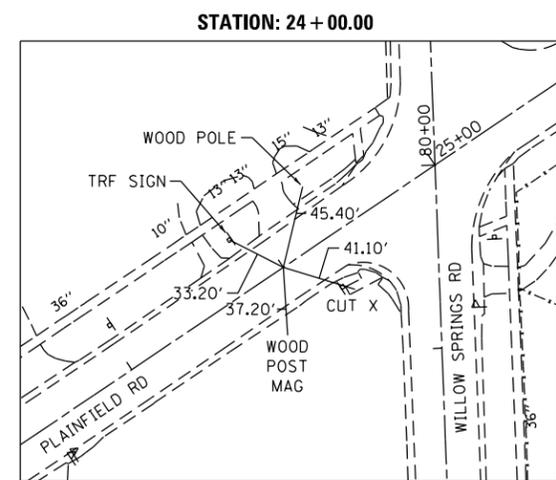
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	15
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				



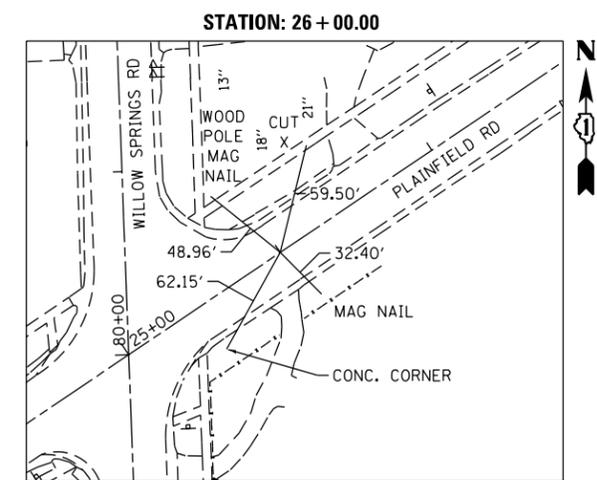
ALIGNMENT TIE #A1
WILLOW SPRINGS ROAD
STATION 74+59.00
N: 1,863,532.0690
E: 1,105,763.4170



ALIGNMENT TIE #A2
WILLOW SPRINGS ROAD
STATION 83+28.00
N: 1,864,400.4330
E: 1,105,730.5740



ALIGNMENT TIE #A3
PLAINFIELD ROAD
STATION 24+00.00
N: 1,864,016.8400
E: 1,105,659.8470

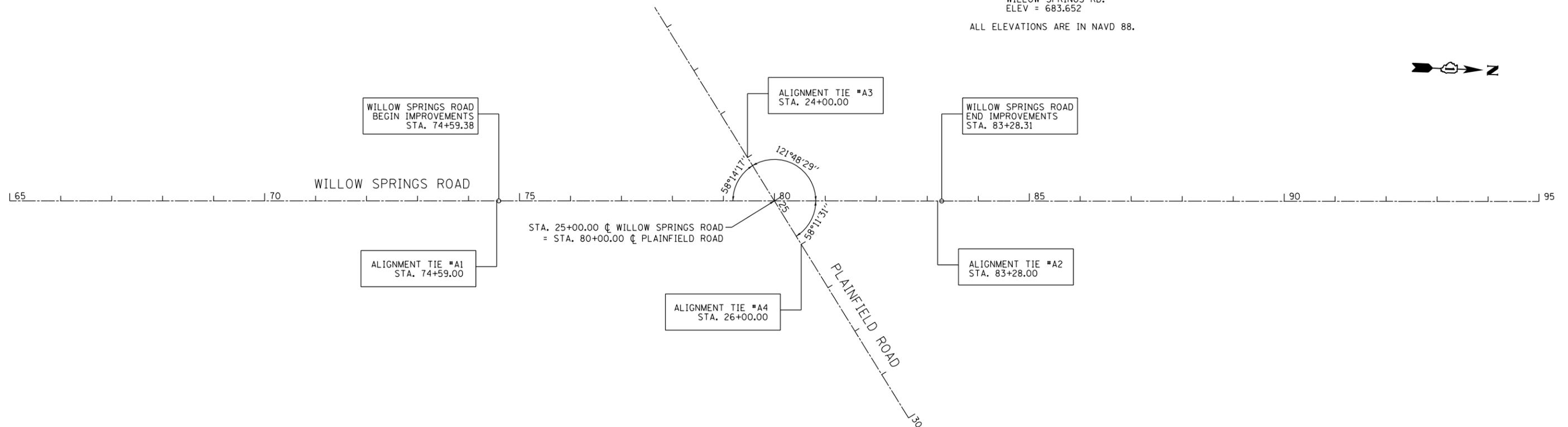


ALIGNMENT TIE #A4
PLAINFIELD ROAD
STATION 26+00.00
N: 1,864,128.5290
E: 1,105,825.7770

BENCHMARKS:

- BM #1: " X " ON BOLT OF FIRE HYDRANT AT NORTHEAST CORNER OF THE INTERSECTION OF WILLOW SPRINGS RD AND PLAINFIELD RD
ELEV = 683.779
- BM #2: " □ " CUT ON NORTHEAST CORNER OF WINGWALL OVER THE DITCH ON THE EAST SIDE OF WILLOW SPRINGS RD IN FRONT OF HOUSE #5923.
ELEV = 687.993
- BM #3: " □ " ON THE SOUTHWEST CORNER OF HEADWALL OVER THE DITCH IN FRONT OF HOUSE #5728 ON THE WEST SIDE OF WILLOW SPRINGS RD.
ELEV = 683.652

ALL ELEVATIONS ARE IN NAVD 88.



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

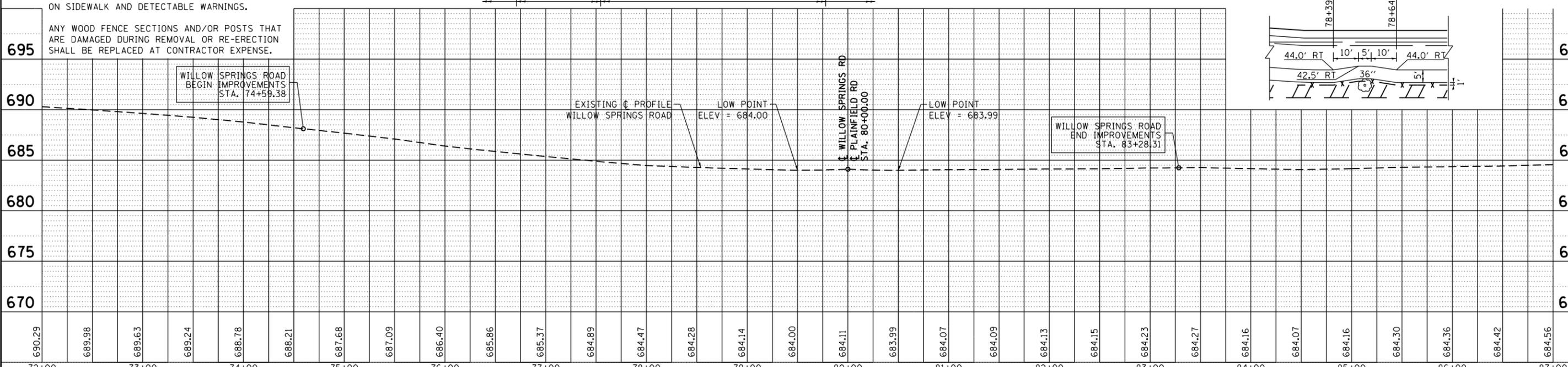
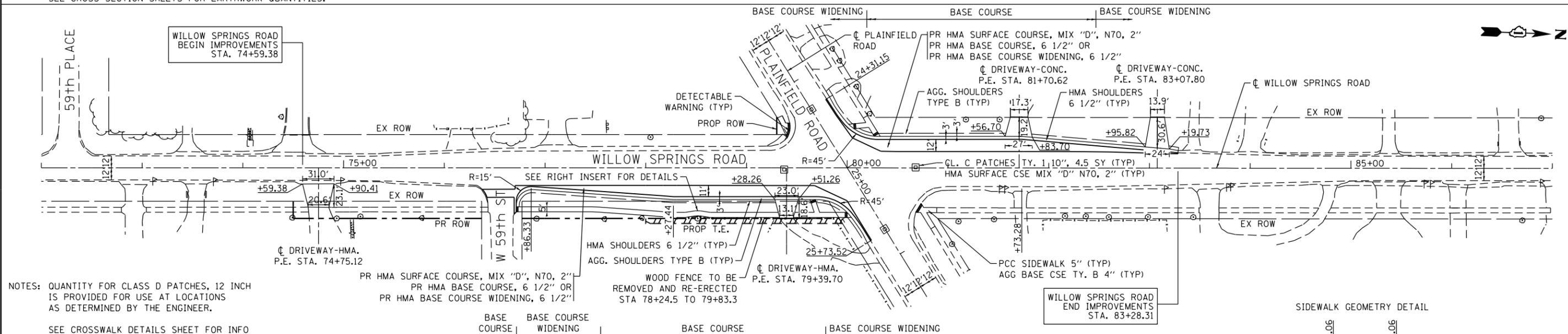
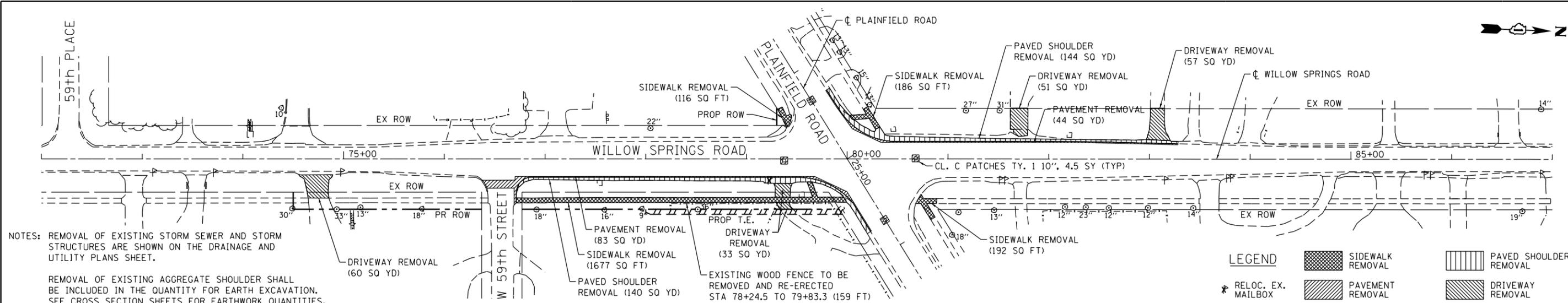
**PLAINFIELD RD AT WILLOW SPRINGS RD
ALIGNMENT, TIES, AND BENCHMARKS**

SCALE: 1"=100' SHEET 1 OF 1 SHEETS STA. 65+00 TO STA. 95+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	16
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
PLAN	SUBMITTED
NOTE BOOK	ALIGNED
NO.	CHECKED
	FILED
	NO.

DATE	
BY	
PROFILE	SUBMITTED
NOTE BOOK	GRADES CHECKED
NO.	STRUCTURE NOTATIONS OK'D
	NO.



695	690	685	680	675	670																									
690.29	689.98	689.63	689.24	688.78	688.21	687.68	687.09	686.40	685.86	685.37	684.89	684.47	684.28	684.14	684.00	684.11	683.99	684.07	684.09	684.13	684.15	684.23	684.27	684.16	684.07	684.16	684.30	684.36	684.42	684.56
72+00	73+00	74+00	75+00	76+00	77+00	78+00	79+00	80+00	81+00	82+00	83+00	84+00	85+00	86+00	87+00															

BLA, Inc.
ITASCA, ILLINOIS

USER NAME = WTeng	DESIGNED - WJT	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
PLAN AND PROFILE**

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 72+00 TO STA. 87+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	17
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				



①
W 20-1 (c)
48 in X 48 in



②
M6-1 R (c)
21 in X 15 in



③
M6-1 L (c)
21 in X 15 in



④
M6-4 (c)
21 in X 15 in



⑤
W1-4L (c)
48 in X 48 in



⑥
W1-4R (c)
48 in X 48 in



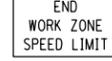
⑦
W21-1a
48X48

OR



⑧
W20-7a
48X48

* MUST BE REMOVED WHEN WORKERS/FLAGGERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.



⑧
G20-1103-6036
60 in X 36 in



⑨
R10-7
24 in X 30 in



⑩
W21-1115(O)-3618
36 in X 18 in
R2-1-3648
36 in X 48 in
R10-1108p-3618
36 in X 18 in
R2-1106p-3618
36 in X 18 in



⑪
R3-8
30 in X 30 in



⑫
R3-8
36 in X 30 in

NOTE:
ALL SIGNS SHALL COMPLY WITH THE MOST RECENT VERSION OF THE MUTCD AND ILLINOIS MUTCD.

CONSTRUCTION STAGING GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED. TEMPORARY TRAFFIC SIGNALS SHALL BE CONSTRUCTED AT THE INTERSECTION OF WILLOW SPRINGS ROAD AND PLAINFIELD ROAD. TEMPORARY INTERSECTION SIGNALIZATION SHALL BE ADJUSTED TO ACCOMMODATE THE VARIOUS STAGES OF CONSTRUCTION SHOWN. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT.

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$$L = W \cdot S \quad \text{FOR SPEED LIMITS OF 45 MPH OR MORE.}$$

$$L = \frac{W \cdot S^2}{60} \quad \text{FOR SPEED LIMITS OF 40 MPH OR LESS.}$$

THE TAPER IS DEFINED AS FOLLOWS:

- L = TAPER LENGTH IN FEET
- W = WIDTH OF OFFSET IN FEET
- S = POSTED SPEED LIMIT IN MPH

THE FOLLOWING TEMPORARY PAVEMENT MARKINGS SHALL BE PROVIDED IN ACCORDANCE WITH SECTION 703 "WORK ZONE PAVEMENT MARKINGS" OF STANDARD SPECIFICATIONS AT ALL THE FOLLOWING LOCATIONS IN EACH OF THE VARIOUS STAGES OF CONSTRUCTION:

- 4 IN WHITE EDGE LINE - EACH EDGE (YELLOW FOR INSIDE EDGE)
- 4 IN DOUBLE YELLOW - MEDIANS AND BETWEEN OPPOSING LANES
- 6 IN WHITE LANE LINE - STORAGE AREA OF TURN BAYS
- 6 IN WHITE SKIP DASH (6 FT SKIP - 2 FT DASH) TURN BAY TAPERS
- 12 IN YELLOW DIAGONALS - MEDIANS AND GORES (WHITE FOR DIAGONALS AT EOP)
- 24 IN WHITE STOP BAR - ALL LOCATIONS
- WHITE LETTERS AND SYMBOLS - TURN LANES

ALL TEMPORARY PAVEMENT MARKINGS PLACED DURING STAGED CONSTRUCTION SHALL BE PAVEMENT MARKING TAPE, TYPE IV OF THE WIDTH AND COLOR SPECIFIED IN THE PLANS.

TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE PROJECT IN ACCORDANCE WITH THE DISTRICT ONE C.A.D.D. DETAIL FOR "RAISED REFLECTIVE PAVEMENT MARKERS" OR AS DIRECTED BY THE ENGINEER.

PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PLACED BEYOND THE NORTH AND SOUTH PROJECT LIMITS ON WILLOW SPRINGS ROAD, THE EAST AND WEST PROJECT LIMITS ON PLAINFIELD ROAD, AND AS DIRECTED BY THE ENGINEER. THE SIGNS SHALL BE PAID FOR AS "CHANGEABLE MESSAGE SIGN".

THE CONTRACTOR SHALL PROVIDE THE ENGINEER AT LEAST 10 DAYS NOTICE PRIOR TO ANY TRAFFIC STAGING CHANGES.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COVERING OR REMOVING ANY EXISTING ROADWAY SIGNAGE THAT CONFLICTS WITH THE STAGED TRAFFIC PATTERN TO THE SATISFACTION OF THE RESIDENT ENGINEER.

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

A MONO-DIRECTIONAL FLASHING AMBER BEACON SHALL BE MOUNTED TO THE FIRST TWO WARNING SIGNS ON EACH APPROACH DURING HOURS OF DARKNESS.

ON TWO-LANE SECTIONS, BARRICADES SHALL BE EQUIPPED WITH BI-DIRECTIONAL AMBER LIGHTS PER ARTICLE 701.16.

STOP SIGNS AND STOP BARS ARE TO BE MAINTAINED FOR UNSIGNALIZED SIDE STREETS AND DRIVEWAYS THROUGH ALL CONSTRUCTION STAGES IN WHICH THEY ARE TO BE MAINTAINED.

ACCESS TO PEDESTRIAN PUSH BUTTONS MUST BE MAINTAINED AT ALL TIMES UNLESS OTHERWISE DIRECTED BY THE ENGINEER. TEMPORARY SIDEWALK SHALL BE PLACED AS DIRECTED BY THE ENGINEER TO MAINTAIN PEDESTRIAN ACCESS.

CONSTRUCTION STAGING GENERAL NOTES (CONT'D)

POSITIVE DRAINAGE WITHIN THE WORK ZONE MUST BE MAINTAINED AT ALL TIMES TO THE SATISFACTION OF THE RESIDENT ENGINEER. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, INCLUDING THE FLOW LINE OF DITCHES, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY INLETS, OUTLETS, AND CONNECTIONS FOR ALL EXISTING AND PROPOSED FACILITIES INCLUDING TEMPORARY PUMPING IF NECESSARY. TEMPORARY ACCOMMODATIONS SHALL BE MAINTAINED UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE AND THE FINAL SHAPING AND GRADING OF DITCHES IS PERFORMED. THE COST OF ALL LABOR, EQUIPMENT, AND MATERIALS (TEMPORARY OR PERMANENT USED AS TEMPORARY) TO COMPLY WITH THIS REQUIREMENT WILL NOT BE PAID FOR DIRECTLY, BUT THE COST SHALL BE CONSIDERED INCLUDED IN THE PROPOSED ITEMS OF WORK IN THE CONTRACT.

THE CONTRACTOR SHALL NOTE LOCATIONS OF ALL PAVEMENT MARKINGS OUTSIDE OF THE PROJECT LIMITS FOR RESTORATION PURPOSES.

THE CONTRACTOR SHALL MAINTAIN ALL DRIVEWAY AND SIDE STREET ENTRANCES AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. ACCESS TO EXISTING DRIVEWAY ENTRANCES SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "TEMPORARY ACCESS (PRIVATE ENTRANCE)".

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL SIDE STREETS AND DRIVEWAYS BY UTILIZING STAGED CONSTRUCTION, FLAGGERS, TEMPORARY ACCESSES, OR OTHER METHODS APPROVED BY THE ENGINEER. THIS WORK SHALL NOT BE CONSIDERED FOR ADDITIONAL PAYMENT, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS OF WORK.

THE CONTRACTOR SHALL PROVIDE AT LEAST 48 HOURS PRIOR NOTICE TO THE RESIDENT ENGINEER, CITY OF COUNTRYSIDE EMERGENCY SERVICES, SCHOOLS, AND POST OFFICE PRIOR TO IMPLEMENTING LANE CLOSURES OR MAJOR TRAFFIC CONTROL CHANGES.

IF THE CONTRACTOR MUST FULLY CLOSE AN EXISTING DRIVEWAY OR SIDE STREET, THE CONTRACTOR MUST MAINTAIN A TEMPORARY ACCESS. THE CONTRACTOR SHALL GIVE AT LEAST ONE WEEK PRIOR WRITTEN NOTICE OF DRIVEWAY OR SIDE STREET CLOSURES TO THE ENGINEER, THE CITY, EMERGENCY SERVICES, SCHOOLS, AND THE LOCAL POST OFFICE. DIRECTIONAL SIGNAGE SHALL BE PROVIDED TO REDIRECT DRIVERS AND PATRONS OF AFFECTED BUSINESSES TO ACCESS PROPERTIES BY ALTERNATE ROUTES. THIS WORK SHALL BE COORDINATED BY THE RESIDENT ENGINEER. ANY REDIRECTING SIGNAGE SHALL BE PAID FOR AS "TEMPORARY INFORMATION SIGNAGE" AND SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE. ANY ITEMS FOR CLOSURE OF THE DRIVEWAYS INCLUDING TYPE III BARRICADES SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE WORK ITEMS.

SUGGESTED GENERAL SEQUENCE OF CONSTRUCTION

STAGE I

MAINTAIN ONE 12' SHARED (LEFT, THROUGH, RIGHT) TRAFFIC LANE ON NORTHBOUND AND SOUTHBOUND WILLOW SPRINGS ROAD. MAINTAIN TRAFFIC ON EASTBOUND AND WESTBOUND PLAINFIELD ROAD USING 10' LANES SHIFTED TOWARDS THE SOUTH EDGE OF PAVEMENT. SHIFT SOUTHBOUND LANE OF WILLOW SPRINGS ROAD EAST INTO THE SOUTHBOUND LEFT TURN LANE. CONSTRUCT THE PROPOSED SOUTHBOUND RIGHT TURN LANE, SHOULDER, DRIVEWAYS, AND DRAINAGE IMPROVEMENTS ON THE WEST SIDE OF THE ROADWAY.

STAGE II

MAINTAIN ONE 12' SHARED (LEFT, THROUGH) TRAFFIC LANE, AND THE NEWLY CONSTRUCTED 11' RIGHT TURN LANE ON SOUTHBOUND WILLOW SPRINGS ROAD. MAINTAIN TRAFFIC ON EASTBOUND AND WESTBOUND PLAINFIELD ROAD USING 10' LANES SHIFTED TOWARDS THE SOUTH EDGE OF PAVEMENT. MAINTAIN ONE 12' SHARED (LEFT, THROUGH, RIGHT) LANE ON NORTHBOUND WILLOW SPRINGS ROAD. SHIFT NORTHBOUND LANE OF WILLOW SPRINGS ROAD WEST INTO THE NORTHBOUND LEFT TURN LANE. CONSTRUCT THE PROPOSED NORTHBOUND RIGHT TURN LANE, SHOULDER, DRIVEWAY, SIDEWALK, AND DRAINAGE IMPROVEMENTS ON THE EAST SIDE OF THE ROADWAY.

LEGEND:



CONSTRUCTION STAGE WORK ZONE



BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING)



TEMPORARY TRAFFIC ADVISORY SIGN



SIGN LEGEND NUMBER (SEE ADJACENT LEGEND FOR SIGNS AND CORRESPONDING NUMBERS)



4 IN DOUBLE YELLOW LINES @ 11 IN C/C



4 IN SOLID WHITE EDGE LINE OR 6 IN SOLID WHITE LINE (UNLESS OTHERWISE NOTED)



6 IN WHITE SKIP-DASH 2 FT LINE WITH 6 FT SKIP



24 IN WHITE STOP BAR



FLOW OF TRAFFIC



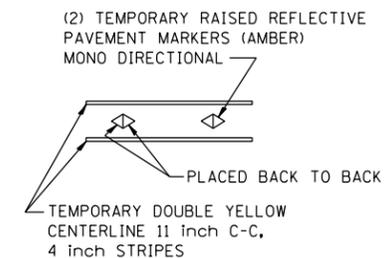
TEMPORARY RRPM (ONE WAY CRYSTAL) @ 40 FT C/C



TEMPORARY RRPM (ONE WAY AMBER) @ 40 FT C/C



TEMPORARY RRPM (TWO WAY AMBER) @ 40 FT C/C



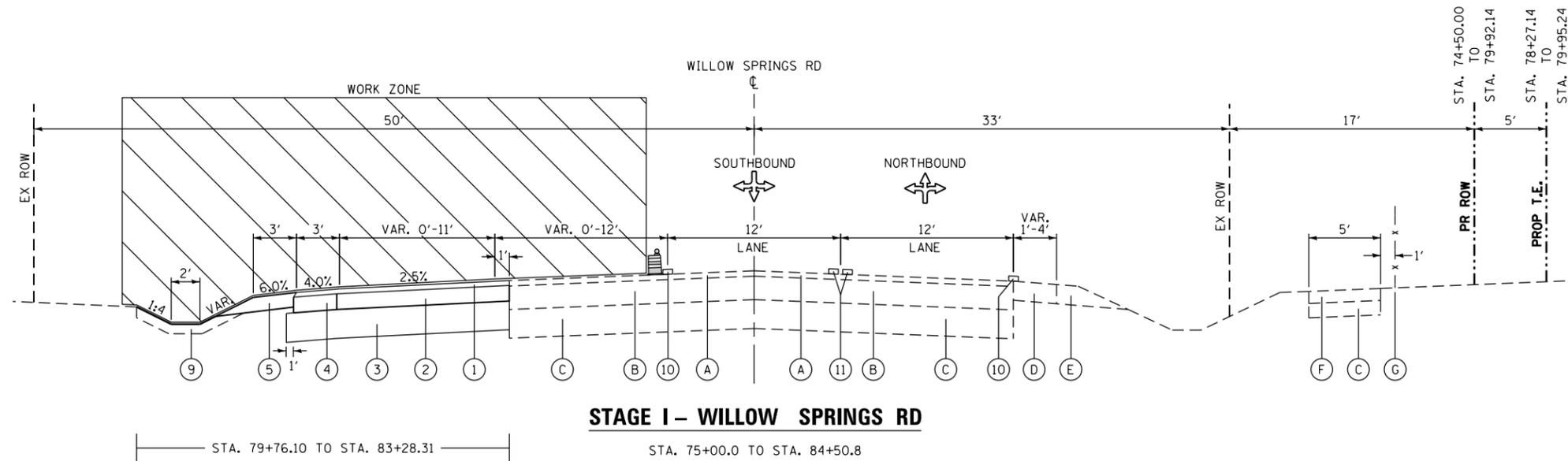
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PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
SUGGESTED CONSTRUCTION SEQUENCE, SIGN LEGEND, & GENERAL NOTES

SCALE: N.T.S. SHEET 1 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	18
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				



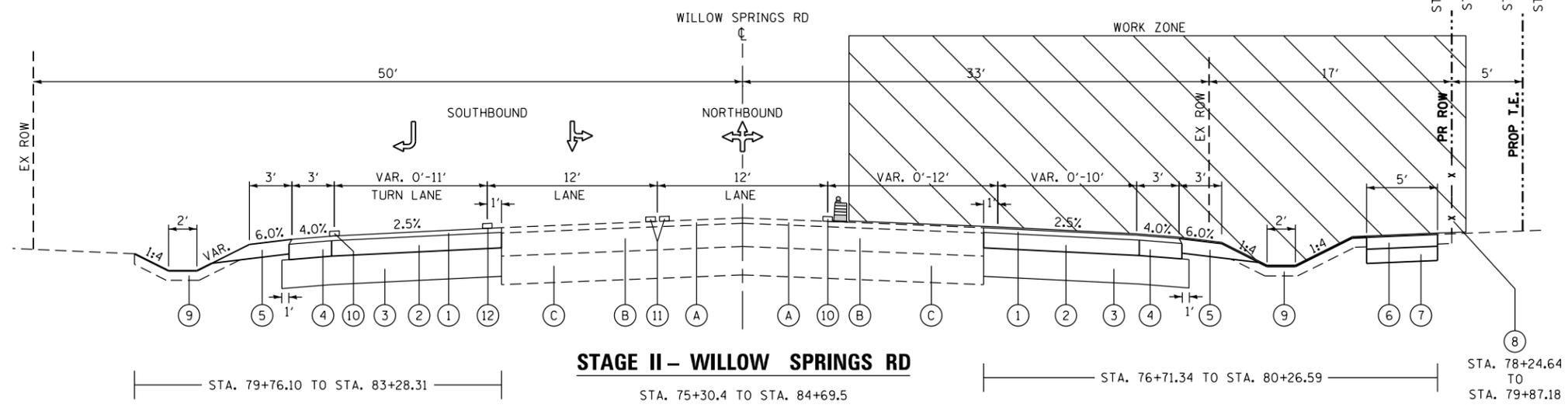
STAGE I - WILLOW SPRINGS RD

EXISTING LEGEND

- (A) EX. HMA SURFACE COURSE, 3"
- (B) EX. HMA BASE COURSE, 9"
- (C) EX. GRANULAR SUBBASE
- (D) EX. HMA SHOULDER
- (E) EX. AGGREGATE SHOULDER
- (F) EX. PCC SIDEWALK
- (G) EX. WOOD FENCE

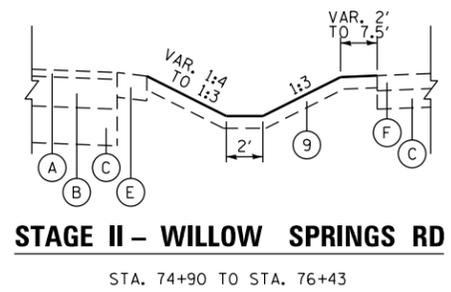
PROPOSED LEGEND

- (1) PR. HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm) (2")
- * (2) PR. HMA BINDER COURSE, (IL-19.0), N70, 6 1/2"
- (3) PR. AGGREGATE SUBGRADE IMPROVEMENT 12"
- (4) PR. HMA SHOULDERS, 6 1/2"
- (5) PR. AGGREGATE SHOULDERS TY. B
- (6) PR. PCC SIDEWALK 5"
- (7) PR. AGGREGATE BASE COURSE TY. B 4"
- (8) PR. WOOD FENCE TO BE REMOVED AND RE-ERECTED
- (9) PR. TOPSOIL FURNISH AND PLACE (4"), SODDING SALT TOLERANT, & FERTILIZER NUTRIENTS
- (10) PAVEMENT MARKING TAPE TYPE IV, 4" WHITE EDGE LINE
- (11) PAVEMENT MARKING TAPE TYPE IV, 4" DOUBLE YELLOW CTR LINE
- (12) PAVEMENT MARKING TAPE TYPE IV, 6" WHITE LANE LINE



STAGE II - WILLOW SPRINGS RD

* BINDER COURSE SHALL BE PAID FOR AS EITHER:
 "HMA BASE COURSE, 6 1/2 INCH" - FOR WIDTH GREATER THAN 6 FT
 "HMA BASE COURSE WIDENING, 6 1/2 INCH" - FOR WIDTH 6 FT OR LESS



STAGE II - WILLOW SPRINGS RD

LEGEND

- WORK ZONE
- WORK ZONE PAVEMENT MARKING
- DIRECTION OF TRAFFIC



USER NAME = WTeng	DESIGNED - WJT	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 20.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

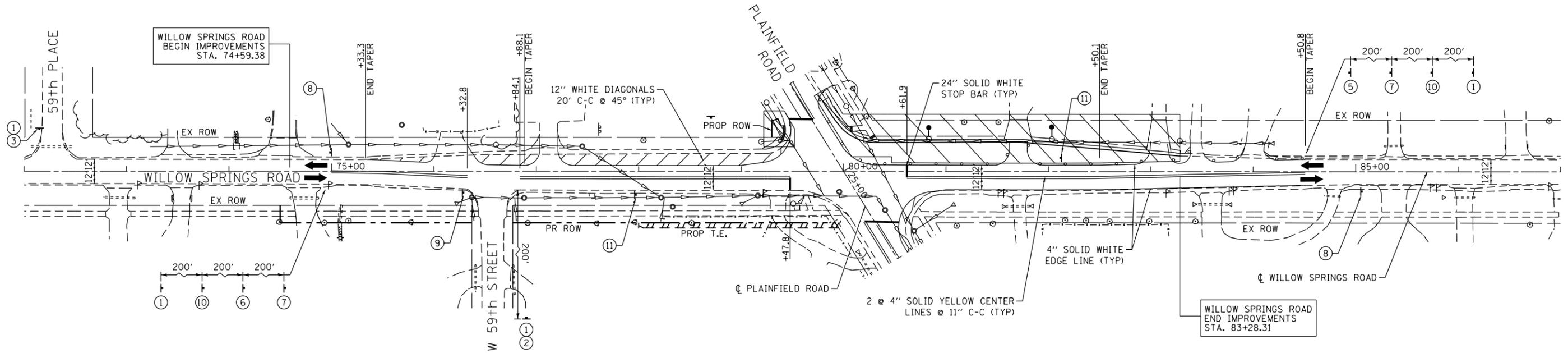
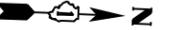
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
SUGGESTED MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

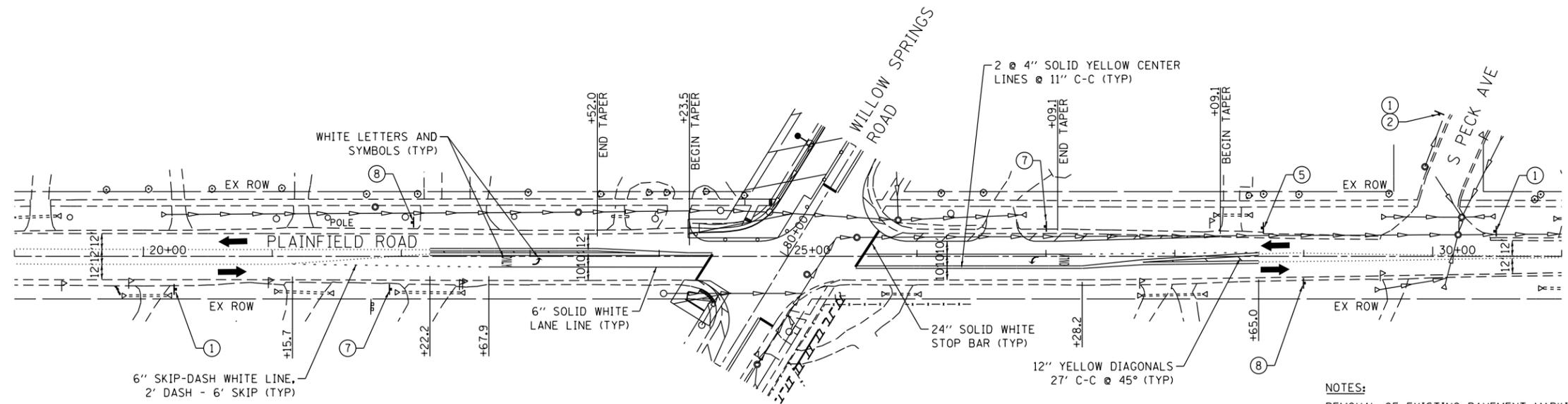
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	19
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

SCALE: N.T.S. SHEET 2 OF 4 SHEETS STA. N/A TO STA. N/A

STAGE I



STAGE I



LEGEND

-  CONSTRUCTION STAGE WORK ZONE
-  BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING)
-  FLOW OF TRAFFIC

- NOTES:**
- REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PERFORMED USING WATER BLASTING METHOD. THE ONLY PERMISSIBLE LOCATIONS FOR REMOVAL USING GRINDING METHOD ARE THE EDGE LINES ON WILLOW SPRINGS RD; STA 76+84 TO 80+23 RT, & STA 79+80 TO 83+28 LT.
 - RAISED REFLECTIVE PAVEMENT MARKER REMOVAL FOR MAINTENANCE OF TRAFFIC SHALL CONSIST OF ONLY THE REFLECTIVE ELEMENT PER SSRBC ARTICLE 783.031(b).
 - PEDESTRIAN CROSSINGS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. A QUANTITY FOR TEMPORARY SIDEWALK HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER.



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

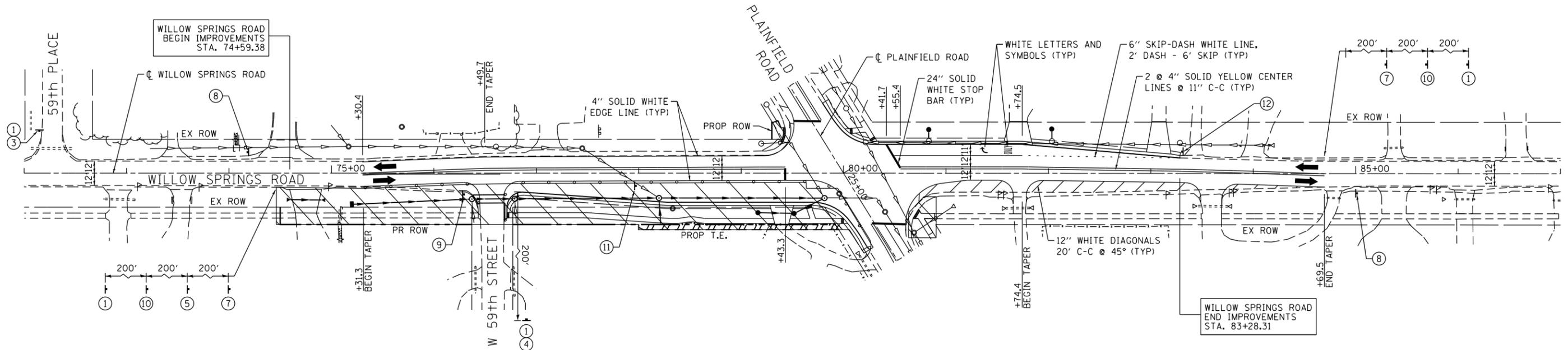
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
SUGGESTED MAINTENANCE OF TRAFFIC - STAGE 1**

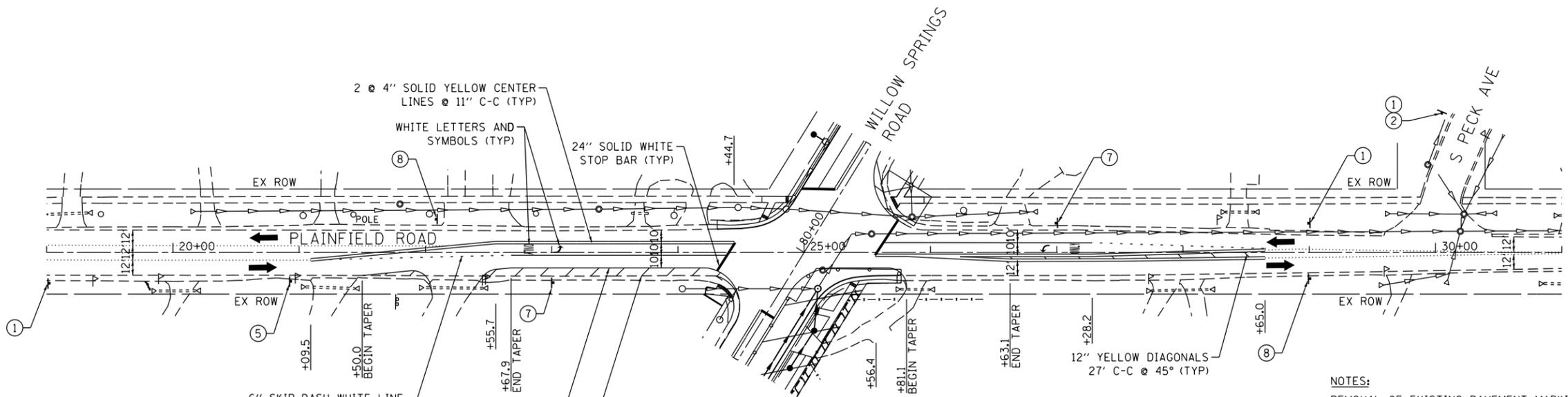
SCALE: 1" = 50' SHEET 3 OF 4 SHEETS STA. 72+00 TO STA. 87+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	20
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

STAGE II



STAGE II



LEGEND

-  CONSTRUCTION STAGE WORK ZONE
-  BARRICADE TYPE II OR DRUMS, WITH STEADY-BURNING LIGHT (SEE APPLICABLE IDOT STANDARD FOR SPACING)
-  FLOW OF TRAFFIC

NOTES:

REMOVAL OF EXISTING PAVEMENT MARKINGS SHALL BE PERFORMED USING WATER BLASTING METHOD. THE ONLY PERMISSIBLE LOCATIONS FOR REMOVAL USING GRINDING METHOD ARE THE EDGE LINES ON WILLOW SPRINGS RD; STA 76+84 TO 80+23 RT, & STA 79+80 TO 83+28 LT.

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL FOR MAINTENANCE OF TRAFFIC SHALL CONSIST OF ONLY THE REFLECTIVE ELEMENT PER SSRBC ARTICLE 783.031(b).

PEDESTRIAN CROSSINGS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. A QUANTITY FOR TEMPORARY SIDEWALK HAS BEEN PROVIDED FOR USE AS DIRECTED BY THE ENGINEER.



USER NAME = WTeng	DESIGNED - WJT	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
SUGGESTED MAINTENANCE OF TRAFFIC - STAGE 2**

SCALE: 1" = 50' SHEET 4 OF 4 SHEETS STA. 72+00 TO STA. 87+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	21
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

SOIL EROSION AND SEDIMENT CONTROL GENERAL NOTES:

1. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL MEASURES DURING CONSTRUCTION.
2. TEMPORARY FENCE FOR TREE TRUNK PROTECTION SHOULD BE ERECTED ALONG THE DRIP LINE OF EXISTING TREES TO REMAIN WITHIN THE LIMITS OF CONSTRUCTION. AFTER TREES ARE SAFELY FENCED NOTHING IS TO BE STORED, DRIVEN, OR DISTURBED INSIDE THE FENCE. REMOVE TEMPORARY FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
3. EROSION CONTROL WORK ITEMS ARE CONSIDERED TO BE HIGH PRIORITY ITEMS ON THIS CONTRACT. THE CONTRACTOR WILL IMPLEMENT ALL PROVISIONS OF THE SPECIFICATION NECESSARY TO ASSURE THAT EROSION CONTROL ITEMS ARE CONSTRUCTED AND MAINTAINED IN A TIMELY WAY. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES WHICH WILL POTENTIALLY CREATE ERODIBLE CONDITIONS.
4. WILLOW SPRINGS RD, PLAINFIELD RD, AND ALL ADJACENT STREETS MUST BE KEPT CLEAR OF DEBRIS. THESE STREETS SHALL BE INSPECTED DAILY AND CLEANED WHEN NECESSARY.
5. THE LANDSCAPING AND EROSION CONTROL MEASURES SHOWN ARE A GRAPHICAL REPRESENTATION OF SUGGESTED MEASURES. DEVIATIONS FROM THIS PLAN ARE TO BE EXPECTED PENDING A JOB SITE INSPECTION BETWEEN THE CONTRACTOR AND THE RESIDENT ENGINEER
6. UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION, AND THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, CURRENT EDITION.
7. A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
8. ALL EROSION CONTROL MEASURES MUST BE INSPECTED BY IDOT OR IDOT'S REPRESENTATIVE AND THE INSPECTION REPORT MUST BE SIGNED BY THE CONTRACTOR EVERY SEVEN DAYS AND AFTER EACH 1/2" RAIN EVENT OR EQUIVALENT SNOWFALL AND SIGNIFICANT SNOWMELT.
9. PERMANENT OR TEMPORARY STABILIZATION SHALL BE INITIATED IMMEDIATELY WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN ONE (1) DAY AFTER WORK HAS CEASED.
10. PRIOR TO COMMENCING LAND DISTURBING ACTIVITIES IN AREAS OTHER THAN INDICATED ON THESE PLANS (INCLUDING BUT NOT LIMITED TO, ADDITIONAL PHASES OF DEVELOPMENT AND OFF-SITE BORROW OR WASTE AREAS) A SUPPLEMENTARY EROSION CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW.
11. IF WINTER SHUTDOWN IS NECESSARY, IT SHALL BE ADDRESSED EARLY IN THE FALL GROWING SEASON SO THAT SLOPES AND OTHER BARE EARTH AREAS MAY BE STABILIZED WITH TEMPORARY AND/OR PERMANENT VEGETATIVE COVER FOR PROPER EROSION AND SEDIMENT CONTROL.
12. IT IS THE RESPONSIBILITY OF THE LANDOWNER AND/OR CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT, OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS, TO ASSURE COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.
13. LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY SO THAT THE NATURAL FLOW OF WATER IS NOT OBSTRUCTED.
14. INLETS EXPOSED TO TRAFFIC WITH INLET FILTER PROTECTION SHALL HAVE FILTER BASKETS WITH OVERFLOW TO ALLOW FOR THE POSITIVE DRAINAGE OF WATER OFF THE ROADWAY. THESE INLETS SHALL BE CLEANED WHEN NECESSARY.
15. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: [HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL](http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control).
16. THE CONTRACTOR SHOULD PROVIDE TO THE ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS, ESPECIALLY WHEN RAIN IS FORECASTED, SO THAT FLOW WILL NOT ERODE. LACK OF APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
17. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SODDED AT ONE TIME.
18. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

SOIL EROSION AND SEDIMENT CONTROL SPECIFICATIONS:

A. GENERAL

1. THIS SOIL EROSION AND SEDIMENT CONTROL PLAN IS THE MINIMUM TO INITIATE THE PROJECT. IT IS EXPECTED TO CHANGE AS THE PROJECT PROCEEDS. ALL COSTS ASSOCIATED WITH SOIL EROSION AND SEDIMENTATION CONTROL IS THE OWNER'S/DEVELOPER'S RESPONSIBILITY, UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS.
2. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST EDITION OF ALL APPLICABLE PROVISIONS OF THE COUNTY CODE, THE ILLINOIS PROCEDURES AND STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS FOR URBAN SOIL EROSION AND SEDIMENTATION CONTROL, IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENTATION CONTROL, AND ANY LOCAL POLLUTION CONTROL ORDINANCES.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROPER INSTALLATION AND MAINTENANCE OF ALL TEMPORARY AND PERMANENT SOIL EROSION AND SEDIMENTATION CONTROL MEASURES. ALL EROSION CONTROL MEASURES SHALL REMAIN IN PLACE UNTIL PERMANENT VEGETATION AND OR GROUND COVER HAS BEEN ESTABLISHED WITH COVERAGE AT LEAST 70 PERCENT.
4. SEDIMENT AND EROSION CONTROL DEVICES SHALL BE FUNCTIONAL BEFORE LAND IS OTHERWISE DISTURBED ON THE SITE. BEST MANAGEMENT PRACTICES SHALL BE PERFORMED AND REVISED AS THE PROJECT REQUIRES AT NO EXPENSE TO THE ENGINEER.

B. IMPLEMENTATION

1. BEFORE STARTING CLEARING AND SITE GRADING WORK, A STABILIZED CONSTRUCTION ENTRANCE AND SILT FENCES SHALL BE INSTALLED AS SHOWN ON THE PLANS. IF DIRECTED BY THE DESIGNATED EROSION CONTROL INSPECTOR OR LOCAL ENFORCEMENT OFFICER AND/OR COUNTY ENGINEER, THE OWNER/DEVELOPER SHALL INSTALL ADDITIONAL SOIL AND EROSION CONTROL MEASURES AS NEEDED UTILIZING BEST MANAGEMENT PRACTICES.
2. THE STABILIZED CONSTRUCTION ENTRANCES SHALL BE MONITORED PERIODICALLY FOR THEIR EFFECTIVENESS TO COLLECT DIRT WHICH COULD LEAVE THE SITE VIA CONSTRUCTION VEHICLES. ANY DEFICIENCIES SHALL BE CORRECTED IMMEDIATELY.
3. INLET FILTER BASKETS SHALL BE INSTALLED AND MAINTAINED IN INTAKE STRUCTURES (I.E. INLETS AND CATCH BASINS.)
4. IF A STOCKPILE IS TO REMAIN IN PLACE FOR MORE THAN 14 DAYS, SEDIMENT AND EROSION CONTROL SHALL BE PROVIDED AROUND SUCH STOCKPILE. ANY PART OF THE STOCKPILE TO REMAIN UNTOUCHED FOR 14 DAYS MUST BE PROTECTED WITH TEMPORARY SOIL AND EROSION CONTROL MEASURES WITHIN 7 DAYS OF THE LAST DAY THE STOCKPILE WAS DISTURBED. TEMPORARY COVER SHALL BE MAINTAINED CONTINUOUSLY UNTIL PERMANENT COVER IS ESTABLISHED.
5. WATER PUMPED OR OTHERWISE DISCHARGED FROM THE SITE DURING CONSTRUCTION DEWATERING, INCLUDING STORM WATER RUNOFF, SHALL BE FILTERED PRIOR TO DISCHARGING TO THE STORM WATER SYSTEM THIS SHALL BE INCLUDED IN THE UNIT PRICE OF THE PROPOSED STORM SEWER ITEMS.

C. MAINTENANCE AND INSPECTION

1. THE OWNER/DEVELOPER IS ULTIMATELY RESPONSIBLE UNLESS OTHERWISE SPECIFIED IN THE SUPPLEMENTARY CONDITIONS FOR THE INSTALLATION AND MAINTENANCE OF THE SOIL AND EROSION AND SEDIMENTATION CONTROL FOR THIS SITE. PRIOR TO ANY CONSTRUCTION ACTIVITY, THE INITIAL SOIL EROSION AND SEDIMENTATION CONTROL MUST BE INSPECTED AND APPROVED BY THE REQUIRED AGENCY AND OR QUALIFIED PERSONNEL.
2. QUALIFIED PERSONNEL SHALL INSPECT THE DISTURBED AREAS OF THE CONSTRUCTION SITE THAT HAVE NOT BEEN PERMANENTLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL AND SIGNIFICANT SNOWMELT.
3. DISTURBED AREAS AND AREAS USED FOR STORAGE OF MATERIALS THAT ARE EXPOSED TO PRECIPITATION SHALL BE INSPECTED FOR EVIDENCE OF/OR POTENTIAL FOR POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. WHERE DISCHARGE LOCATIONS OR POINTS ARE ACCESSIBLE, THEY SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFFSITE SEDIMENT TRACKING. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN THE PLAN AND POLLUTION PREVENTION MEASURES IDENTIFIED IN THE PLAN SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. SUCH MODIFICATIONS SHALL PROVIDE FOR TIMELY IMPLEMENTATION OF ANY CHANGES TO THE PLAN WITHIN SEVEN (7) CALENDAR DAYS FOLLOWING THE INSPECTION.
4. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S), AND QUALIFICATIONS OF PERSONNEL/ENGINEER MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, AND ACTIONS TAKEN SHALL BE MADE AND RETAINED AS PART OF THE STORM WATER POLLUTION PREVENTION PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF INSPECTION. THE PERMITTEE SHALL COMPLETE AND SUBMIT WITHIN 24 HOURS AN INCIDENCE OF NONCOMPLIANCE OBSERVED DURING AN INSPECTION CONDUCTED. SUBMISSION SHALL BE ON FORMS PROVIDED BY THE AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NON-COMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NON-COMPLIANCE. AN INCIDENCE OF NON-COMPLIANCE IS DEFINED AS ANY NOTICEABLE DISCHARGE OF ANY SEDIMENT LEAVING THE SITE.

SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION LEGEND:

-  EROSION CONTROL BLANKET
-  TEMPORARY EROSION CONTROL SEEDING
-  PERIMETER EROSION BARRIER
-  TEMPORARY FENCE
-  TEMPORARY INLET FILTER / INLET & PIPE PROTECTION
-  DITCH FLOW



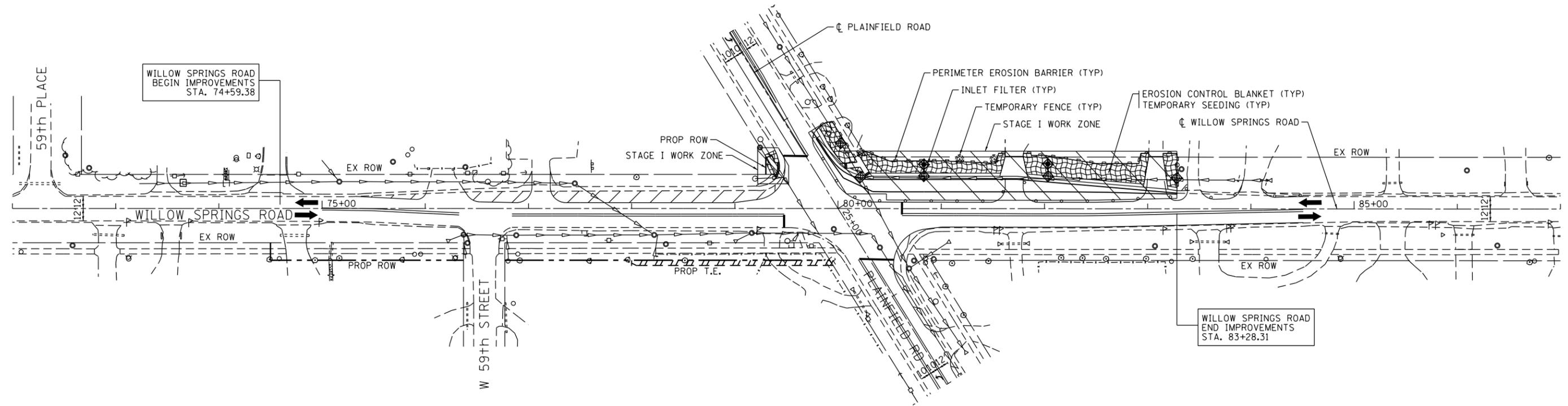
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PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

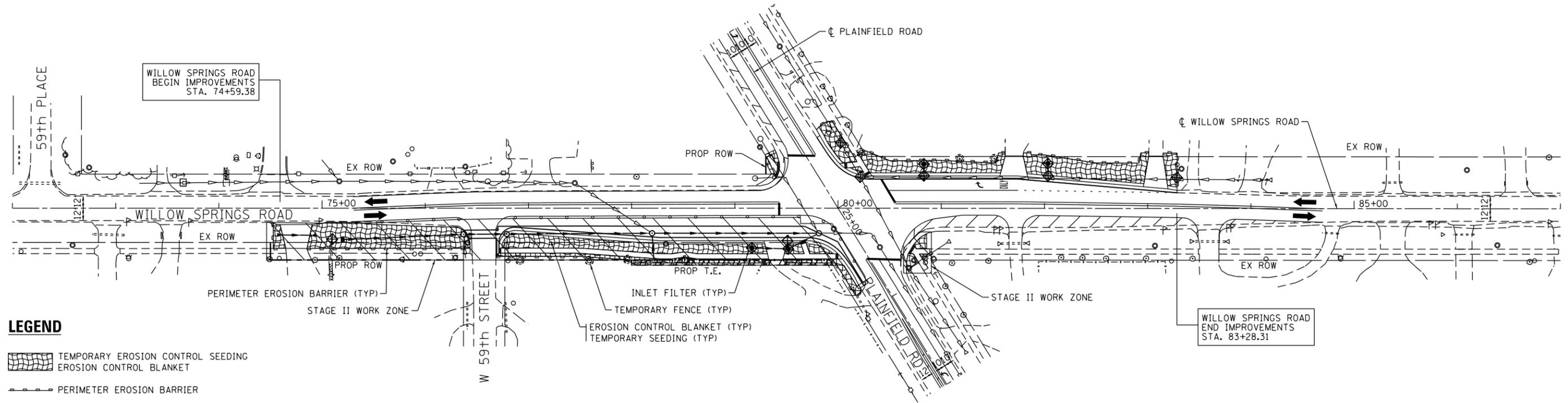
PLAINFIELD RD AT WILLOW SPRINGS RD	
EROSION AND SEDIMENT CONTROL GENERAL NOTES	
SCALE: N.T.S.	SHEET 1 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	22
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

STAGE I



STAGE II



LEGEND

- TEMPORARY EROSION CONTROL SEEDING
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER
- TEMPORARY FENCE
- TEMPORARY INLET FILTER
- DITCH FLOW



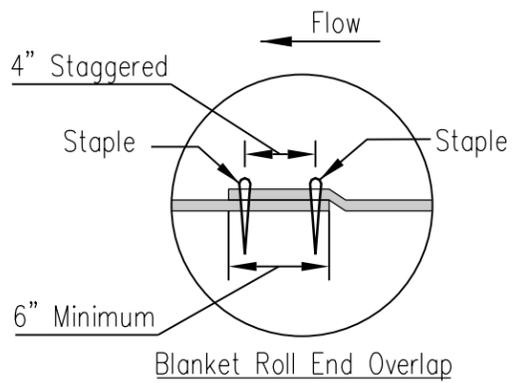
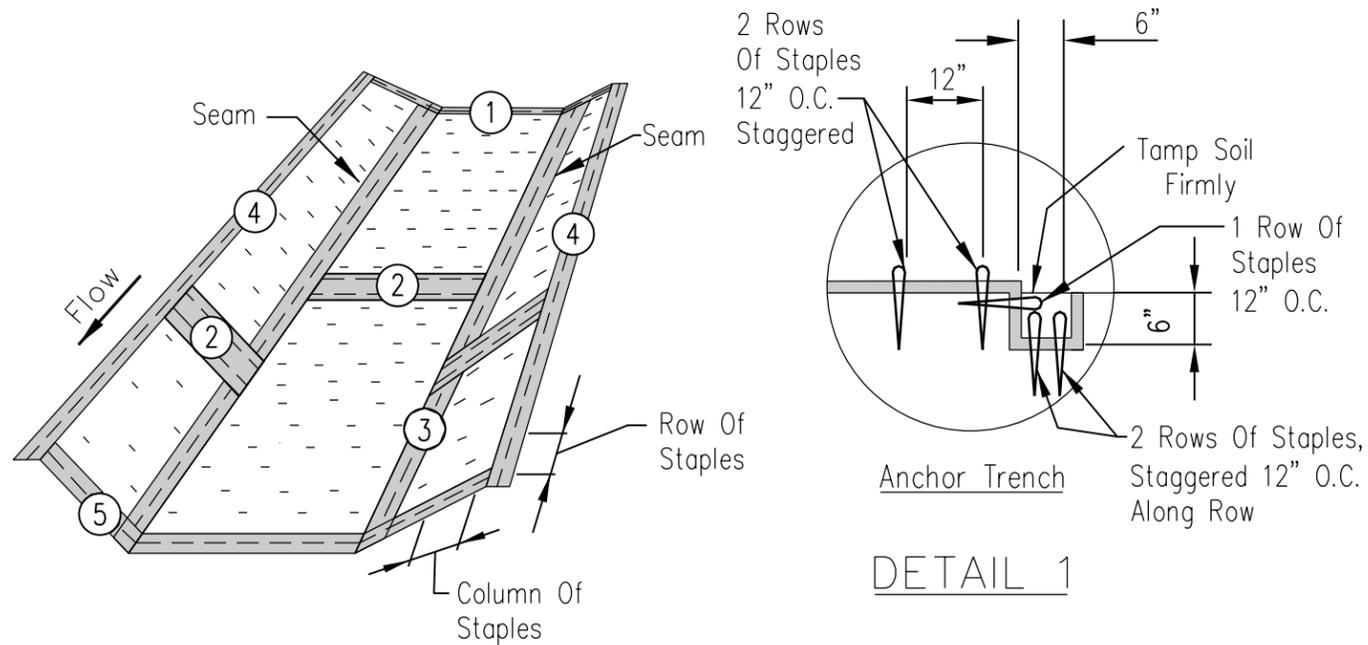
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PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

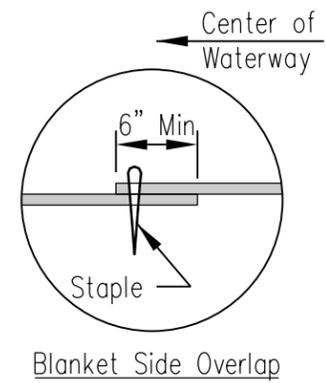
**PLAINFIELD RD AT WILLOW SPRINGS RD
EROSION AND SEDIMENT CONTROL PLAN**

SCALE: 1" = 50' SHEET 2 OF 5 SHEETS STA. 72+00 TO STA. 87+00

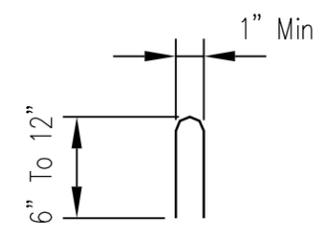
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	23
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				



DETAIL 2



DETAIL 3



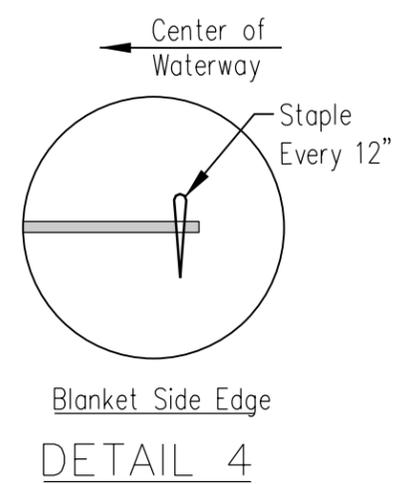
STAPLE DETAIL

Waterway #			
Waterway Width (ft)			
ECB Width (ft)			
Length (ft)			
Stations	_____ to _____	_____ to _____	_____ to _____

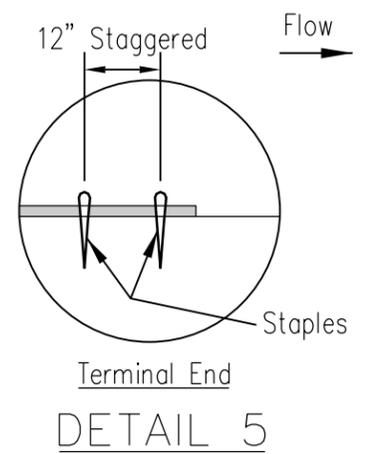
- NOTES:
- The erosion control blanket consists of a machine produced mat of specified material. The product must meet the minimum requirements specified in Table 1, below. Ensure that the product is new and unused, and is furnished in rolls. Alternative materials may be used upon approval by the designer.
 - Prepare soil prior to installing erosion control blanket, including seeding, fertilizing, and lime application.
 - The erosion control blanket is to be placed in firm contact with the soil and not be allowed to bridge over surface irregularities. The blanket can not be stretched.
 - Install the erosion control blanket according to manufacturer's instructions. If no manufacturer's instructions are available, install the blanket as follows:
 - Use "U" shaped staples, 0.12 in diameter wire or greater (#11 gauge). See Staple Detail for dimensions.
 - Bury upstream end of blanket in a trench 6 inch wide by 6 inch deep and stapled in staggered rows across the width as shown in Detail 1.
 - For joining ends of rolls, overlap end of upslope blanket a minimum of 6 inches over downslope blanket (shingle style). Use a double row of staggered staples 4 inches apart, as shown in Detail 2.
 - Overlap blankets on side slopes a minimum 6 inches over the blanket below (shingle style). Staple overlap at 12 inch intervals. See Detail 3.
 - Staple the outer edge along sides of the blanket every 12 inches. See Detail 4.
 - Staples are to be placed alternately in columns (in the direction of the waterway) 2 feet apart and in rows (across the waterway) 3 feet apart, throughout the area covered by erosion blanket.
 - Downstream (terminal) end of blanket are to be stapled with a double row of staggered staples 12 inches apart. See Detail 5.
 - Start laying the blankets by rolling center blanket in the direction of flow, centered on the centerline of waterway. No overlap of blankets at the center of the waterway.

TABLE 1. MINIMUM REQUIREMENTS FOR EROSION CONTROL BLANKET

(See Note 1)	Coconut Blanket	Wood Fiber Blanket
Type of Fiber	100% coconut fibers	100% curled wood fibers
Weight, lbs/sq. yd.	0.50	0.63
Life Expectancy		
Fiber Length	N/A	80% of fibers > 6 in.
Fiber Dimensions	N/A	0.021 in. x 0.042 in.
Netting		
Netting Required ? <input type="checkbox"/> Yes <input type="checkbox"/> No	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting, bound to the mat on max. 1.5" centers.	Cover Top and bottom of blanket with a max. 5/8" x 5/8" opening size netting



DETAIL 4



DETAIL 5

Not To Scale

Date _____
 Designed _____
 Drawn M. QUINONES 7/1/15
 Checked _____
 Approved _____

EROSION CONTROL BLANKET
INSTALLATION DETAILS

United States
Department of
Agriculture
USDA
Natural Resources
Conservation Service

File No.
IL ENG-61
Drawing No.
Page 1 of 1



USER NAME = WTeng	DESIGNED - WJT	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 6/20/2018	CHECKED - MTC	REVISED -
	DATE - 06/18/2018	REVISED -

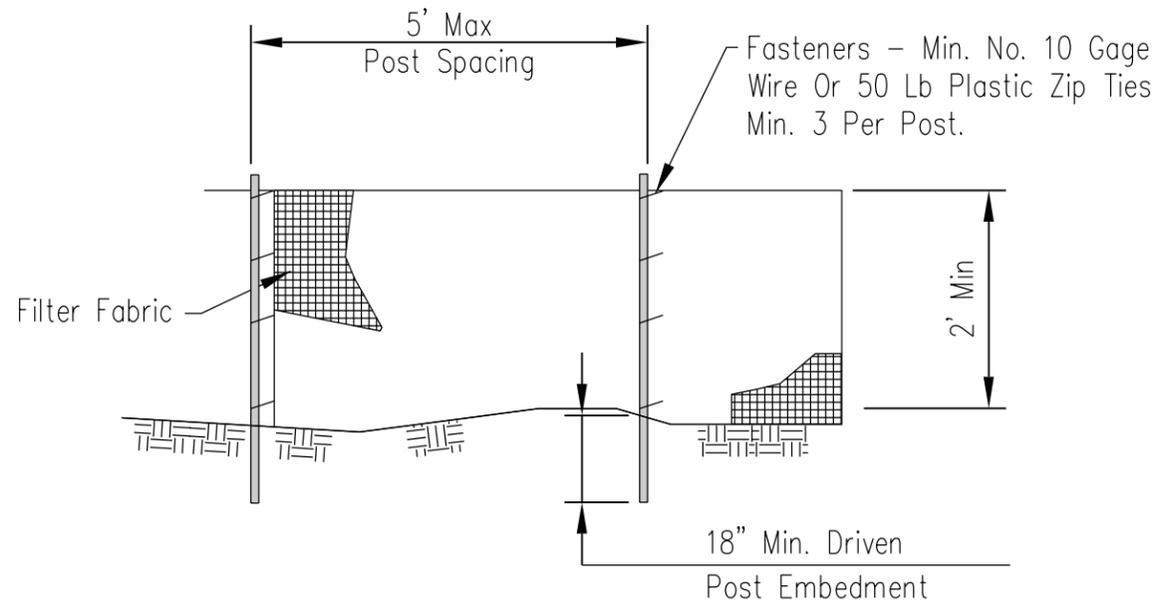
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
EROSION AND SEDIMENT CONTROL DETAILS

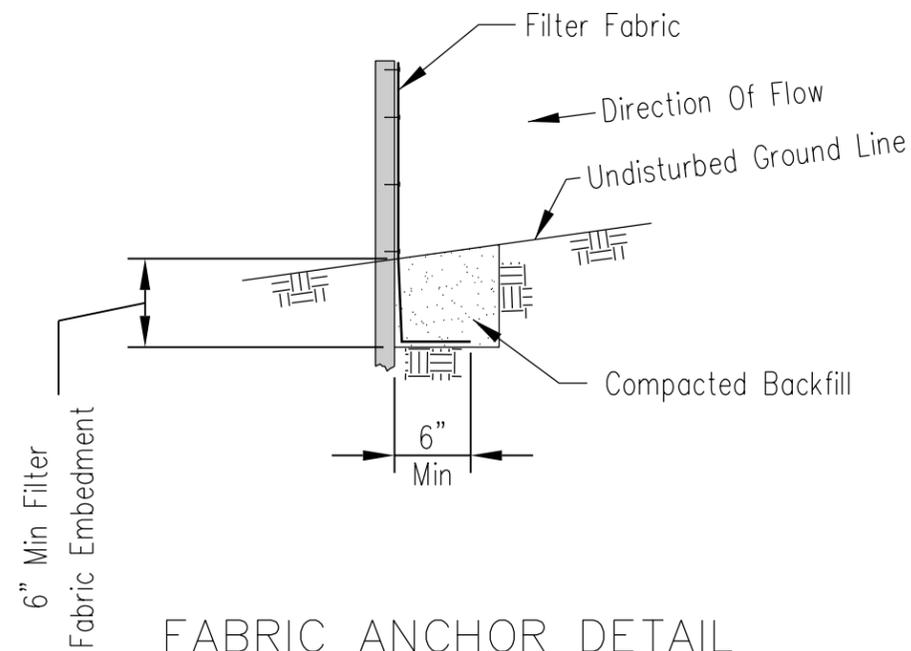
SCALE: N.T.S. SHEET 3 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	24
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

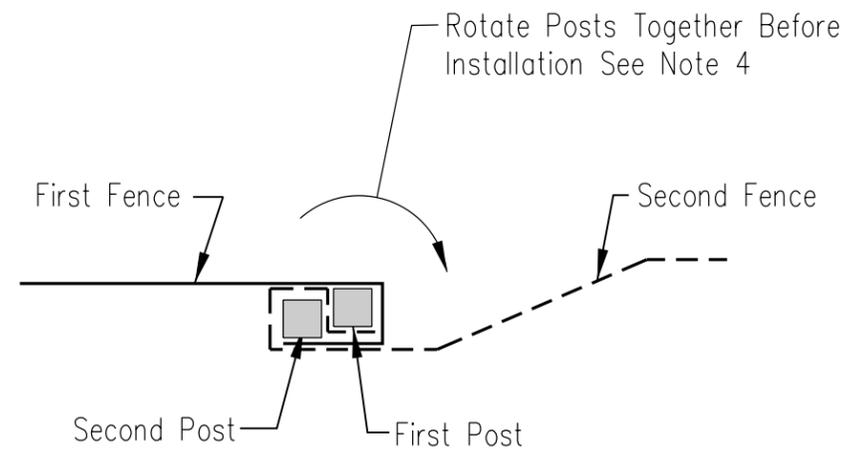
Sheet _____ of _____



ELEVATION



FABRIC ANCHOR DETAIL



SPLICE DETAIL-PLAN VIEW

NOTES:

1. Temporary silt fence shall be installed prior to any grading work in the area to be protected. Fence shall be maintained throughout the construction period and removed in conjunction with the final grading and site stabilization.
2. Filter fabric shall meet the requirements of material specification 592 Geotextile Table 1 or 2, Class I with equivalent opening size of at least 30 for nonwoven and 50 for woven.
3. Fence posts shall be either wood post with a minimum cross-sectional area of 1.5" X 1.5" or a standard steel post.
4. When splices are necessary make splice at post according to splice detail. Place the end post of the second fence inside the end post of the first fence. Rotate both posts together at least 180 degrees to create a tight seal with the fabric material. Cut the fabric near the bottom of the posts to accommodate the 6 inch flap. Then drive both posts and bury the flap. Compact backfill well.

Designed	M. QUINONES	Date	8/1/14
Drawn		Checked	
		Approved	

SILT FENCE

United States Department of Agriculture
USDA
 Natural Resources Conservation Service

File No. IL-ENG-49
 Drawing No.
 Page 1 of 1



USER NAME = WTeng	DESIGNED - WJT	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 6/20/2018	CHECKED - MTC	REVISED -
	DATE - 06/18/2018	REVISED -

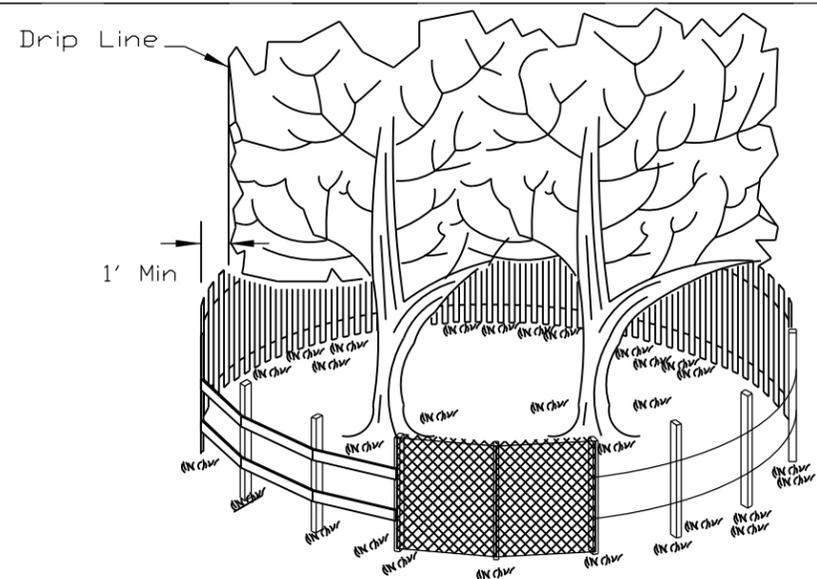
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
 EROSION AND SEDIMENT CONTROL DETAILS
 SCALE: N.T.S. SHEET 4 OF 5 SHEETS STA. N/A TO STA. N/A

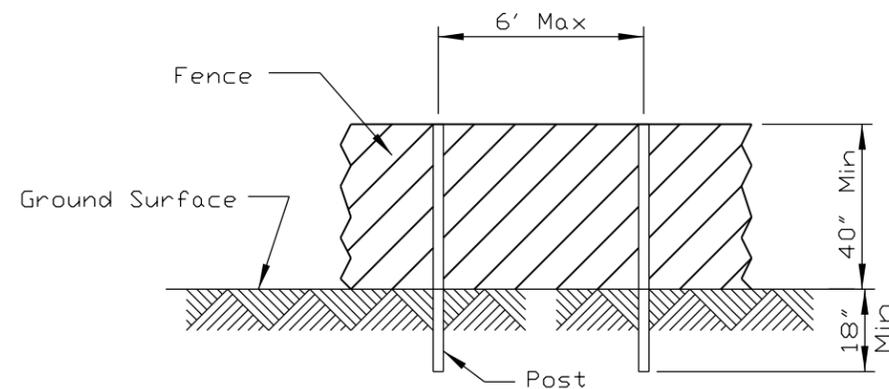
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	25
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

Sheet of

TREE PROTECTION - FENCING



SIDE VIEW



POST AND FENCE DETAIL

NOTES:

1. The fence shall be located a minimum of 1 foot outside the drip line of the tree to be saved and in no case closer than 5 feet to the trunk of any tree.
2. Fence posts shall be either standard steel posts or wood posts with a minimum cross sectional area of 3.0 sq. in.
3. The fence may be either 40" high snow fence, 40" plastic web fencing or any other material as approved by the engineer/inspector.

REFERENCE
 Project _____
 Designed _____ Date _____
 Checked _____ Date _____
 Approved _____ Date _____



STANDARD DWG. NO.
 IL-690
 SHEET 1 OF 1
 DATE 4-7-94

CONTROL MEASURE GROUP	CONTROL MEASURE	APPL.	KEY	CONTROL MEASURE CHARACTERISTICS	TEMP.	PERMIT
VEGETATIVE SOIL COVER	TEMPORARY SEEDING	X	(TS)	PROVIDES QUICK TEMPORARY COVER TO CONTROL EROSION WHEN PERMANENT SEEDING IS NOT DESIRED OR TIME OF YEAR IS INAPPROPRIATE.	X	
	PERMANENT SEEDING		(PS)	PROVIDES PERMANENT VEGETATIVE COVER TO CONTROL EROSION. FILTERS SEDIMENT FROM WATER. MAY BE PART OF FINAL LANDSCAPE PLAN.		X
	DORMANT SEEDING		(DS)	SAME AS PERMANENT SEEDING EXCEPT IS DONE DURING DORMANT SEASON. HIGHER RATES OF SEED APPLICATION ARE REQUIRED.	X	X
	SODDING	X	(SO)	QUICK PERMANENT COVER TO CONTROL EROSION. QUICK WAY TO ESTABLISH VEGETATION FILTER STRIP. CAN BE USED ON STEEP SLOPES OR IN DRAINAGEWAYS WHERE SEEDING MAY BE DIFFICULT.	X	X
	GROUND COVER		(GC)	PROVIDES GROUND COVER, SHRUBS AND TREES IN ADDITION TO PERMANENT VEGETATION. MAY BE USED AS PART OF A FINAL LANDSCAPE PLAN ALONG WITH SHRUBS AND TREES.		X
NON VEGETATIVE SOIL COVER	MULCHING		(M)	ADDED INSURANCE OF A SUCCESSFUL TEMPORARY OR PERMANENT SEEDING. CONTROLS UNWANTED VEGETATION AND PRESERVES MOISTURE. PROVIDES COVER WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
	AGGREGATE COVER		(AG)	PROVIDES SOIL COVER ON ROADS AND PARKING LOTS AND AREAS WHERE VEGETATION CANNOT BE ESTABLISHED. PREVENTS MUD FROM BEING PICKED UP AND TRANSPORTED OFF-SITE.	X	X
	PAVING	X	(P)	PROVIDES PERMANENT COVER ON PARKING LOTS AND ROADS OR OTHER AREAS WHERE VEGETATION CANNOT BE ESTABLISHED.		X
DIVERSIONS	RIDGE DIVERSION		(RD)	TYPICALLY USED ABOVE SLOPES. USED WHERE AN EXCESS OF SOIL IS AVAILABLE.	X	X
	CHANNEL DIVERSION		(CD)	TYPICALLY USED AT TOP OR BASE OF SLOPES. USED WHEN EXCESS SOIL IS NOT AVAILABLE.	X	X
	COMBINATION DIVERSION		(DC)	TYPICALLY USED ANYWHERE ON A SLOPE. SOIL TAKEN OUT OF CHANNEL IS USED TO BUILD THE RIDGE.	X	X
	CURB AND GUTTER		(CG)	SPECIAL CASE OF DIVERSION USED IN CONJUNCTION WITH A STREET TO DIVERT WATER FROM AN AREA NEEDING PROTECTION.		X
	BENCHES		(B)	SPECIAL CASE OF DIVERSION CONSTRUCTED WHEN WORKING ON CUT SLOPES TO SHORTEN LENGTH OF SLOPE AND ADD SLOPE STABILITY.	X	X
WATERWAYS	BARE CHANNEL		(BC)	PROVIDES MEANS OF CONVEYING RUNOFF TO DESIRED LOCATION. MAY BE USED TO DRAIN DEPRESSIONAL AREAS. ONLY APPLICABLE WHEN VELOCITY OF FLOW IS VERY LOW.	X	
	VEGETATIVE CHANNEL		(VC)	PROVIDES ADDED STABILITY TO CHANNEL. USED WHEN VELOCITY OF FLOW IS NOT EXTREMELY FAST.	X	X
	LINED CHANNEL		(LC)	USED WHEN VEGETATION WILL NOT PROTECT THE CHANNEL AGAINST HIGH VELOCITIES OF FLOW OR WHERE VEGETATION CANNOT BE ESTABLISHED.	X	X
ENCLOSED DRAINAGE	STORM SEWER	X	(ST)	CAN BE USED TO CONVEY SEDIMENT LADEN WATER TO SEDIMENT BASIN OR IN CONJUNCTION WITH A WATERWAY.		X
	UNDERDRAIN	X	(UD)	USED TO LOWER WATER TABLE AND INTERCEPT GROUNDWATER FOR BETTER VEGETATION GROWTH AND SLOPE STABILITY. USED TO CARRY BASE FLOW IN WATERWAYS AND TO DEWATER SEDIMENT BASINS.	X	X
SPILLWAYS	STRAIGHT PIPE SPILLWAY		(SS)	USED FOR RELATIVELY SMALL VERTICAL DROPS AND SMALL FLOWS OF WATER.		X
	DROP INLET PIPE SPILLWAY		(DIS)	SAME AS PIPE SPILLWAY EXCEPT LARGER FLOWS AND LARGE VERTICAL DROPS CAN BE ACCOMMODATED.		X
	WEIR SPILLWAY		(W)	USED FOR RELATIVELY SMALL VERTICAL DROPS AND FLOWS MUCH GREATER THAN PIPE STRUCTURES.	X	X
	BOX INLET WEIR SPILLWAY		(BS)	SAME AS WEIR SPILLWAY EXCEPT LARGER FLOWS CAN BE ACCOMMODATED BECAUSE OF LOWER WEIR LENGTH.	X	X
OUTLETS	LINED APRON		(LA)	PROTECTS DOWNSTREAM CHANNEL FROM HIGH VELOCITY OF FLOW DISCHARGING FROM STRUCTURES.	X	X
SEDIMENT BASINS	EMBANKMENT SEDIMENT BASIN		(ES)	USED WHERE TOPOGRAPHY LENDS ITSELF TO CONSTRUCTING A DAM AND EARTH FILL IS AVAILABLE.	X	X
	EXCAVATED SEDIMENT BASIN		(XS)	USED WHERE EMBANKMENT COULD CAUSE A HAZARD DOWNSTREAM IN CASE OF FAILURE AND WHEN EXCESS EARTH FILL IS NOT AVAILABLE.	X	X
	COMBINATION SEDIMENT BASIN		(CS)	USED WHEN TOPOGRAPHY IS SUITABLE BUT ADDITIONAL CAPACITY IS NEEDED.	X	X
SEDIMENT FILTERS	BARRIER FILTER		(BF) (C)	USED FOR SINGLE LOTS OR DRAINAGE AREAS LESS THAN 1/2 ACRE TO FILTER SEDIMENT FROM RUNOFF.	X	
	VEGETATIVE FILTER		(VF)	USED ALONG DRAINAGEWAYS OR PROPERTY LINES TO FILTER SEDIMENT FROM RUNOFF. SIZE MUST BE INCREASED IN PROPORTION TO DRAINAGE AREA.	X	X
MUD AND DUST CONTROL	STABILIZED CONST. ENTRANCE		(SE)	PREVENT MUD FROM BEING PICKED UP AND CARRIED OFF-SITE.	X	X
	DUST AND TRAFFIC CONTROL	X	(DT)	PREVENTS DUST FROM LEAVING CONSTRUCTION SITE.	X	X



USER NAME = WTeng
 DESIGNED - WJT
 DRAWN -
 CHECKED - MTC
 DATE - 06/18/2018

DESIGNED - WJT
 DRAWN -
 CHECKED - MTC
 DATE - 06/18/2018

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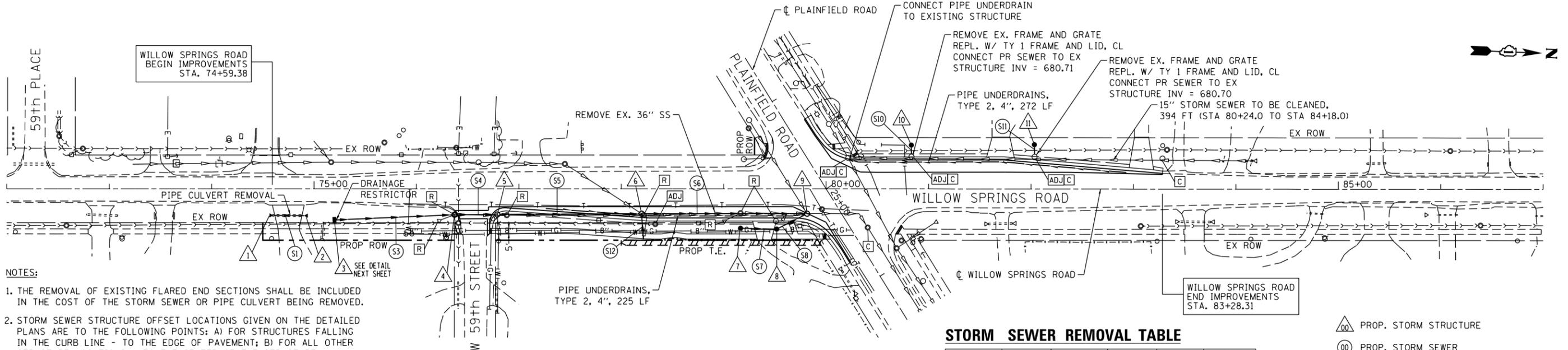
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
 EROSION AND SEDIMENT CONTROL DETAILS

SCALE: N.T.S. SHEET 5 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 1551 (3363)N COOK 71 26
 CONTRACT NO. 62B63
 ILLINOIS FED. AID PROJECT

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NOTES:

1. THE REMOVAL OF EXISTING FLARED END SECTIONS SHALL BE INCLUDED IN THE COST OF THE STORM SEWER OR PIPE CULVERT BEING REMOVED.
2. STORM SEWER STRUCTURE OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS ARE TO THE FOLLOWING POINTS: A) FOR STRUCTURES FALLING IN THE CURB LINE - TO THE EDGE OF PAVEMENT; B) FOR ALL OTHER STRUCTURE LOCATIONS - TO THE CENTER OF THE STRUCTURE; C) FLARED END SECTIONS - TO THE END OF THE CONNECTING PIPE.
3. PIPE UNDERDRAINS TYPE 2 SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE SSRBC AND STANDARD 601001-05. TOP OF PIPE UNDERDRAINS SHALL BE PLACED 6" BELOW THE SUBGRADE OR UNDERCUT. THE COST OF MAKING PIPE UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PIPE UNDERDRAINS.

STORM SEWER REMOVAL TABLE

FROM STA.	OS	TO STA.	OS	DIA (IN)	LENGTH
76+21.7	31.1' RT	76+34.8	26.1' RT	24	14
76+39.7	25.2' RT	76+85.7	26.0' RT	36	46
76+90.7	25.8' RT	78+19.4	25.5' RT	36	129
78+21.4	49.0' RT	78+25.0	26.9' RT	15	23
78+24.4	25.5' RT	79+13.9	23.7' RT	36	90
78+99.6	31.8' RT	79+14.2	24.7' RT	15	16
79+18.9	23.6' RT	79+78.9	24.0' RT	36	60
79+53.4	31.3' RT	79+60.8	25.4' RT	12	11

- △ PROP. STORM STRUCTURE
- PROP. STORM SEWER
- R EXIST. STRUCTURE TO BE REMOVED
- C EXIST. STRUCTURE/SEWER TO BE CLEANED
- AB EXIST. STORM SEWER TO BE ABANDONED
- ADJ EXIST. STRUCTURE TO BE ADJUSTED

STORM SEWER STRUCTURE TABLE

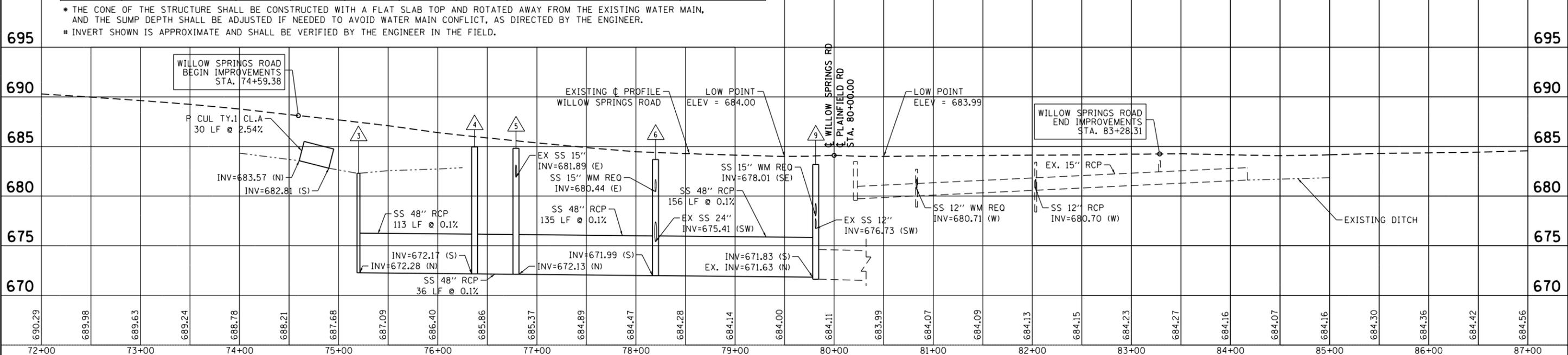
STRUCTURE NO.	STATION	OFFSET	STRUCTURE TYPE				F&G	INVERT ELEVATION	RIM ELEVATION
			MH	CB	IN	OTHER			
1	74+60.23	25.89' RT					683.57 (N) 24"	--	
2	74+90.14	26.14' RT					682.81 (S) 24"	--	
3	75+20.00	30.41' RT		B		7	672.28 (N) 48"	682.30	
4	76+37.16	25.21' RT	6' A			1 CL	672.17 (N, S) 48"	684.95	
5	76+78.95	24.97' RT	6' A			1 CL	672.13 (N, S) 48", 681.89* (E) 15"	684.81	
6	78+19.82	24.19' RT	6' A			1 CL	671.99 (N, S) 48", 675.41 (SW) 24", 680.44 (E) 15"	683.69	
* 7	79+16.37	38.45' RT		4' A		604101	678.30 (N) 15"	680.80	
* 8	79+51.73	39.28' RT		4' A		8	678.15 (S, NW) 15"	681.80	
9	79+81.40	24.24' RT	6' A			1 CL	671.63 (N) 36", 671.83 (S) 48", 678.01 (SE) 15", 676.73* (SW) 12"	683.19	
10	80+83.11	42.64' LT				8	680.77 (E) 12"	682.50	
11	82+03.27	43.21' LT		C		8	680.76 (E) 12"	683.15	

* THE CONE OF THE STRUCTURE SHALL BE CONSTRUCTED WITH A FLAT SLAB TOP AND ROTATED AWAY FROM THE EXISTING WATER MAIN, AND THE SUMP DEPTH SHALL BE ADJUSTED IF NEEDED TO AVOID WATER MAIN CONFLICT, AS DIRECTED BY THE ENGINEER.
 * INVERT SHOWN IS APPROXIMATE AND SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.

STORM SEWER PIPE TABLE

PIPE NO.	FROM STR.	TO STR.	DESCRIPTION	DIA (IN)	LENGTH (FT)	SLOPE (%)	T.B.F (CU YD)
S1	1	2	PIPE CULVERTS TYPE 1 CLASS A	24	30	2.54%	3.5
S3	3	4	STORM SEWERS TYPE 2 CLASS A RCP	48	113	0.10%	0.0
S4	4	5	STORM SEWERS TYPE 2 CLASS A RCP	48	36	0.10%	79.7
S5	5	6	STORM SEWERS TYPE 2 CLASS A RCP	48	135	0.10%	277.3
S6	6	9	STORM SEWERS TYPE 2 CLASS A RCP	48	156	0.10%	290.9
S7	7	8	STORM SEWER WATERMAIN REQUIREMENTS	15	31	0.50%	5.2
S8	8	9	STORM SEWER WATERMAIN REQUIREMENTS	15	28	0.50%	9.2
S10	10	EX.	STORM SEWER WATERMAIN REQUIREMENTS	12	9	0.50%	1.2
S11	11	EX.	STORM SEWERS TYPE 2 CLASS A RCP	12	10	0.50%	2.0
S12	EX. SS	5	STORM SEWER WATERMAIN REQUIREMENTS	15	22	0.50%	2.0

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USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

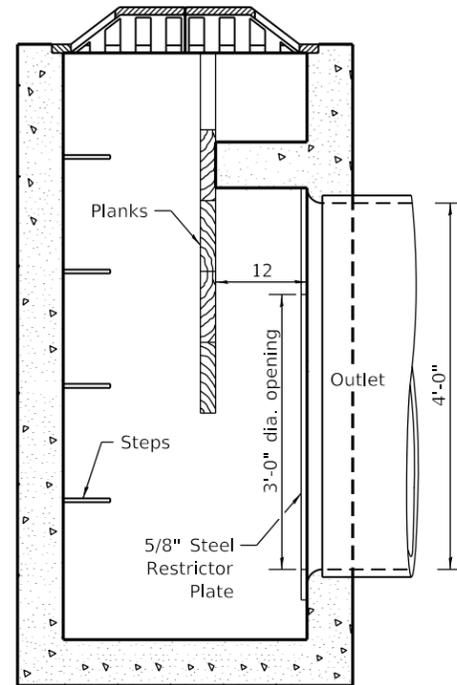
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
DRAINAGE AND UTILITIES**

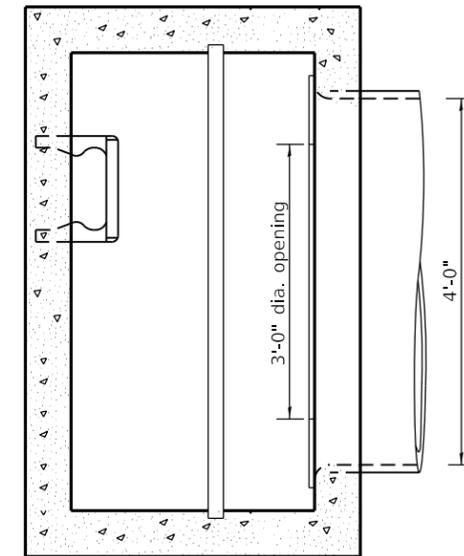
SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 72+00 TO STA. 87+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	27
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

**CATCH BASIN STRUCTURE #3
RESTRICTOR PLATE DETAIL**



ELEVATION



PLAN

See Standard 602006 for details of Catch Basin Type B.

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



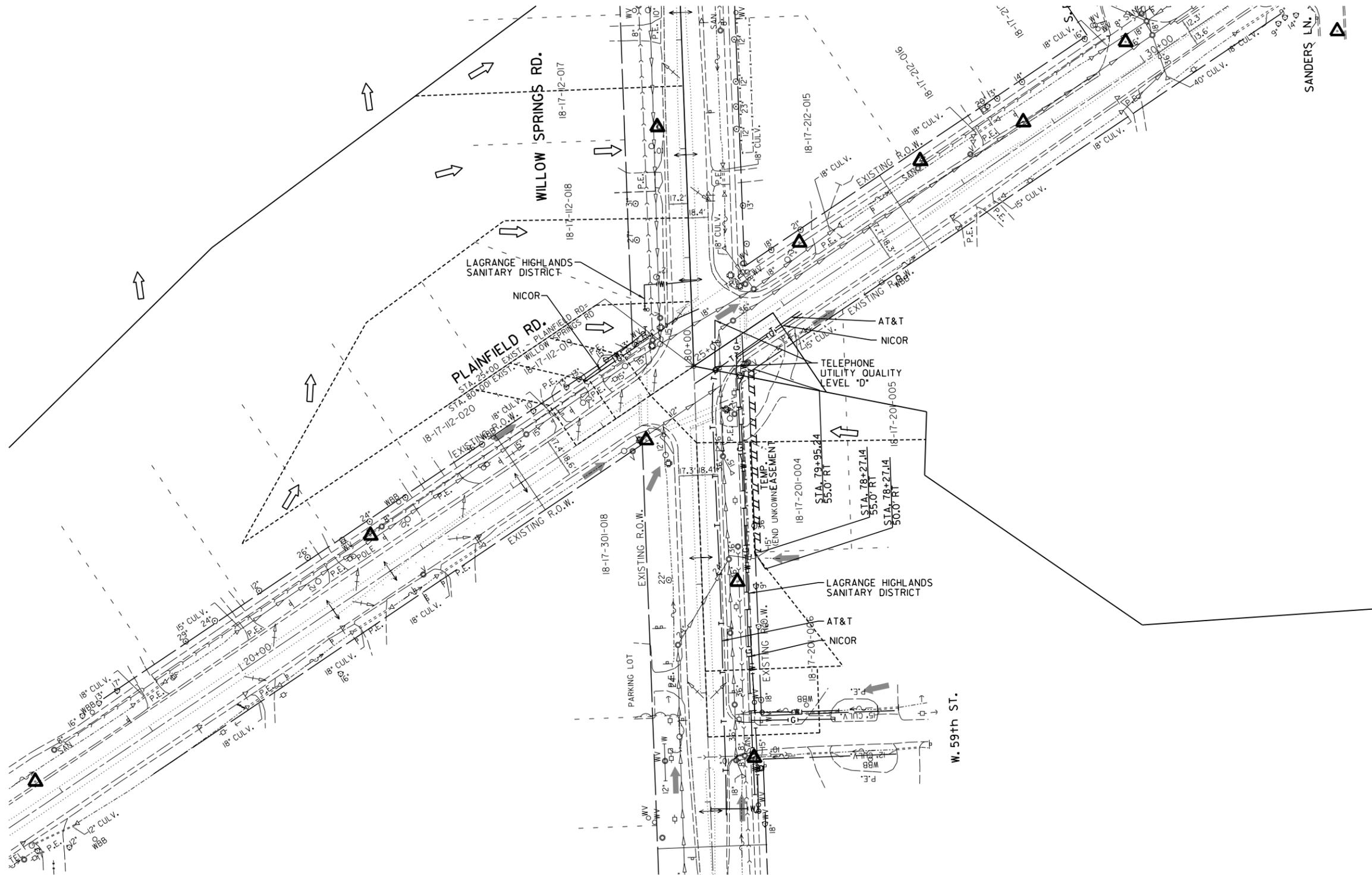
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PLOT SCALE = 10.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
DRAINAGE RESTRICTOR DETAIL**

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	28
				CONTRACT NO. 62B63
ILLINOIS FED. AID PROJECT				



— A — A —	AERIAL
- - - - -	UNKNOWN
— O —	OIL
— CTV — CTV —	CABLE TV
— T — T —	TELEPHONE
— G — G —	GAS
— E — E —	ELECTRIC
— W — W —	TRAFFIC SIGNAL/LIGHTING
— W — W —	WATER
— FM — FM —	FORCE MAIN
— FO — FO —	FIBER OPTIC
⊕	TBE TEST HOLE
EOI	END OF INFORMATION

UTILITY OWNERS	
AT&T - TELEPHONE	
NICOR - GAS	
LAGRANGE HIGHLANDS SANITARY DISTRICT - WATER	

Utilities shown on these plans as depicted in the legend have been investigated by Cardno in accordance with SUE Industry Standards. All other information shown has been provided to Cardno by others. Cardno's SUE field investigation was performed 12/16/15 through 12/18/15. Changes to utilities after 12/18/15 may have been made and therefore may result in variances from this plan. Consideration should be given to updating this plan if deemed advisable prior to final design and construction.

ALL UTILITIES SHOWN QUALITY LEVEL "B" UNLESS NOTED OTHERWISE.



Utility Quality Level "A": Visually Verified Test Hole
 Utility Quality Level "B": Designating/non Visually Verified Test Hole
 Utility Quality Level "C": Research with Survey
 Utility Quality Level "D": Records Research

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DRAWN	KLC	REVISED
CHECKED	MGR	REVISED
DATE	1/06/16	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

Plainfield Road and Willow Springs Road
 Lyons / Countryside, Illinois



CWA
 SURVEY
CLAASSEN, WHITE & ASSOCIATES, P.C.
 LAND SURVEYORS
 12 AIRPORT DRIVE, UNIT 1, JOLETT, ILLINOIS 60431
 (815) 744-3720 clausenwhite@cwasurevey.com

CARDNO Job No. IL09510703
 SUE Plan Page: 1 of 1

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	29
Contract No. 62B63				
FED. ROAD DIST. NO. ILLINOIS DOT Project No.				

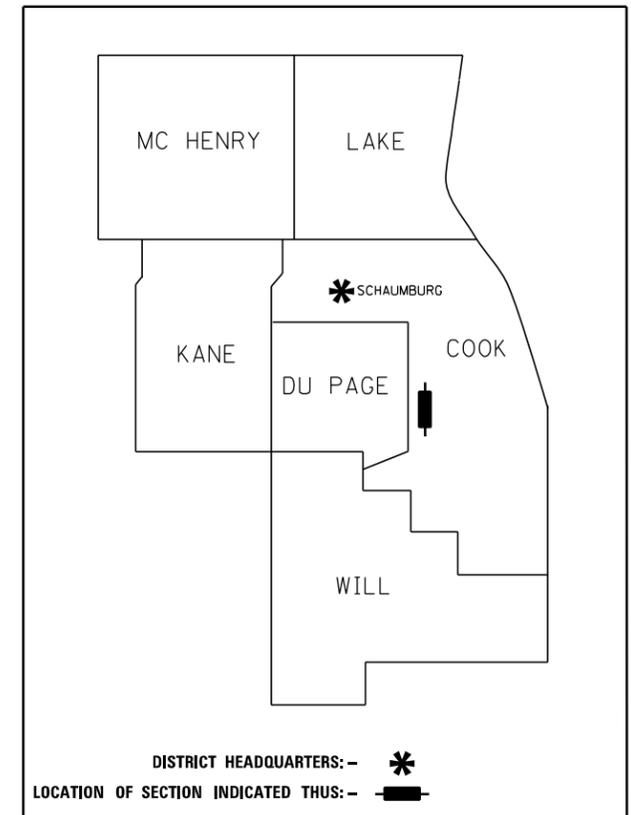
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

PARCEL NUMBER	OWNERS	SHEET NUMBER	PROPERTY ACQUIRED BY
OLLO001	DRAGOLJUB KNEZEVIC AND FRANCES KNEZEVIC	2	
OLLO001TE			
OLLO002	THE CHICAGO TRUST COMPANY, NA, AS TRUSTEE UNDER TRUST AGREEMENT DATED MARCH 13, 2012 KNOWN AS TRUST NO. 3410	2	
OLLO002TE			
OLLO003	CENTRAL ADVENT CHRISTIAN MISSION SOCIETY, AN ILLINOIS NOT-FOR-PROFIT CORPORATION	2	

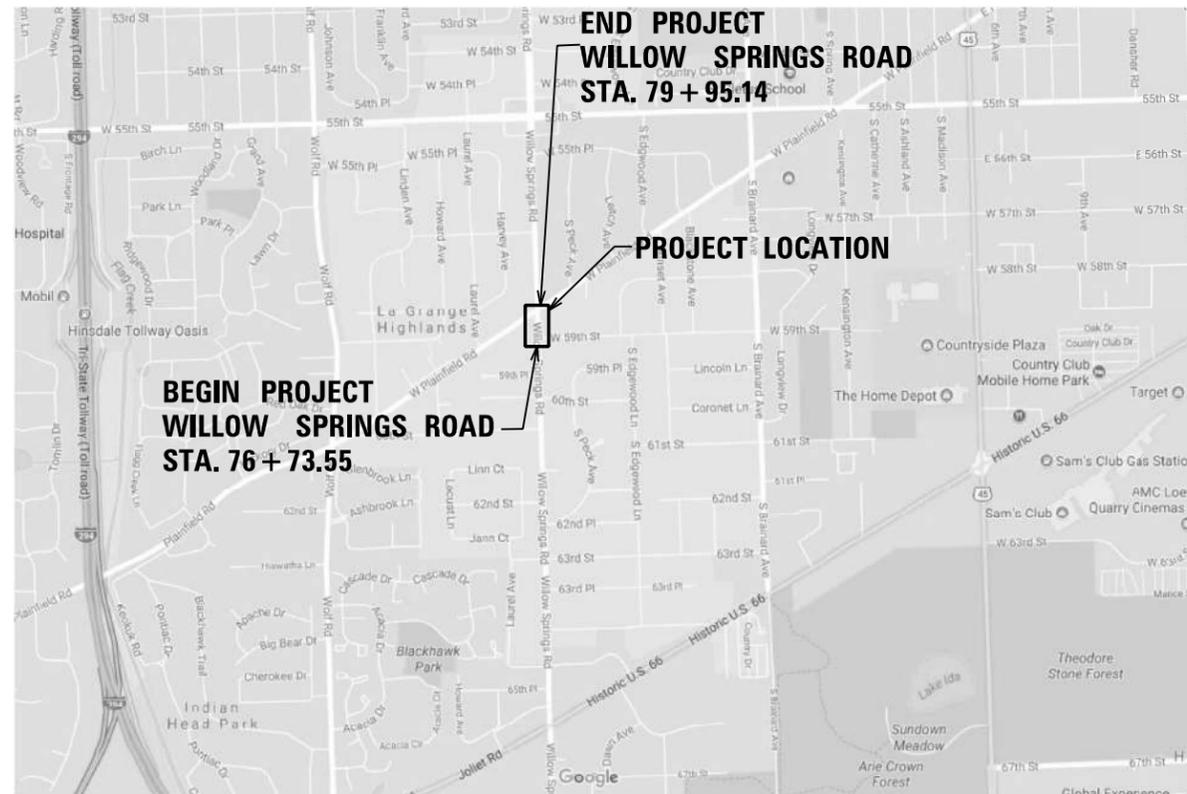
PLAT OF HIGHWAYS

**ROUTE: WILLOW SPRINGS ROAD
SECTION:
COUNTY: COOK
LIMITS: 59TH STREET TO PLAINFIELD ROAD

JOB NO.: R-90-012-16**



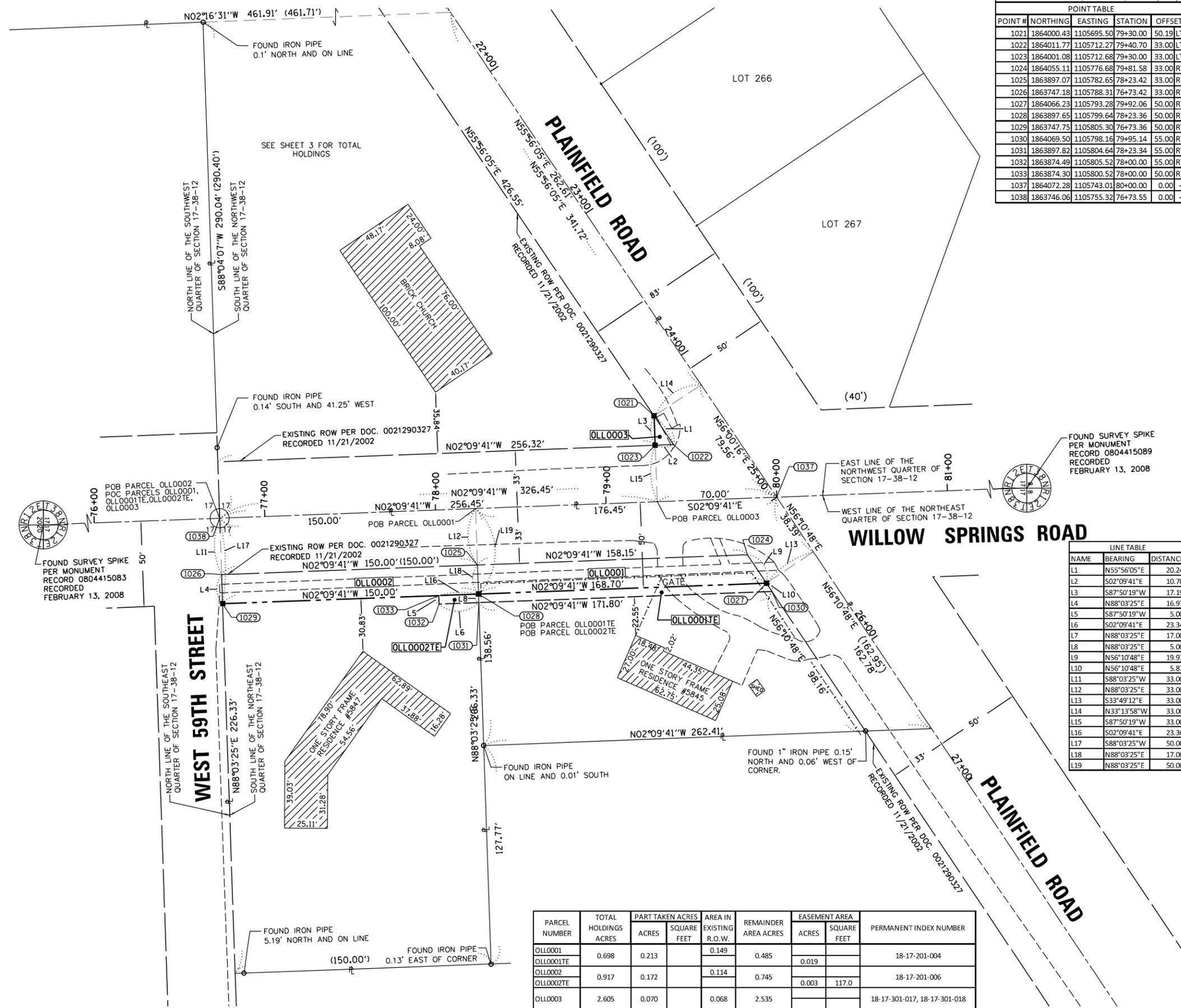
**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**



LOCATION MAP

GROSS LENGTH = 321.59 FT. = 0.061 MILES
NET LENGTH = 321.59 FT. = 0.061 MILES

PART OF THE NE 1/4 OF SECTION 17 OF TWP. 38 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.
 PART OF THE NW 1/4 OF SECTION 17 OF TWP. 38 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.



PROJECT COORDINATES				
ILLINOIS STATE PLANE, EAST ZONE, NAD 83 (2011)				
POINT TABLE				
POINT #	NORTHING	EASTING	STATION	OFFSET
1021	1864000.43	1105695.50	79+30.00	50.19 LT
1022	1864011.77	1105712.27	79+40.70	33.00 LT
1023	1864001.08	1105712.68	79+30.00	33.00 LT
1024	1864055.11	1105776.68	79+81.58	33.00 RT
1025	1863897.07	1105782.65	78+23.42	33.00 RT
1026	1863747.18	1105788.31	76+73.42	33.00 RT
1027	1864066.23	1105793.28	79+92.06	50.00 RT
1028	1863897.65	1105799.64	78+23.36	50.00 RT
1029	1863747.75	1105805.30	76+73.36	50.00 RT
1030	1864069.50	1105798.16	79+95.14	55.00 RT
1031	1863897.82	1105804.64	78+23.34	55.00 RT
1032	1863874.49	1105805.52	78+00.00	55.00 RT
1033	1863874.30	1105800.52	78+00.00	50.00 RT
1037	1864072.28	1105743.01	80+00.00	0.00 -
1038	1863746.06	1105755.32	76+73.55	0.00 -

LEGEND

SECTION CORNER: 9, 10, 15, 16
 QUARTER SECTION CORNER: 15

SECTION / QUARTER SECTION LINE: ---
 PLATTED LOT LINES: ---
 PROPERTY (DEED) LINE: ---
 APPARENT PROPERTY LINE: ---
 EXISTING CENTERLINE: ---
 PROPOSED CENTERLINE: ---
 EXISTING RIGHT OF WAY LINE: ---
 PROPOSED RIGHT OF WAY LINE: ---
 EXISTING EASEMENT: ---
 PROPOSED EASEMENT: ---
 EXISTING ACCESS CONTROL LINE: ---
 PROPOSED ACCESS CONTROL LINE: ---
 MEASURED DIMENSION: ---
 COMPUTED DIMENSION: ---
 RECORDED DIMENSION: ---
 EXISTING BUILDING: [Hatched Box]

ABBREVIATIONS:
 POC - POINT OF COMMENCEMENT
 POB - POINT OF BEGINNING

SURVEY NOTES:
 - ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
 - BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM 1983 (2011 ADJUSTMENT) "GRID".
 - ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES DIVIDE GRID DISTANCES SHOWN BY THE COMBINED FACTOR OF 0.999975000.
 - AREAS SHOWN ON THIS PLAT ARE "GROUND".

MARKERS:
 ○ IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
 + CUT CROSS FOUND OR SET ● 5 / 8" REBAR SET
 ■ STAKING OF PROPOSED RIGHT OF WAY, SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
 □ RIGHT OF WAY STAKING PROPOSED TO BE SET

LINE TABLE		
NAME	BEARING	DISTANCE
L1	N55°56'05"E	20.24'
L2	S02°09'41"E	10.70'
L3	S87°50'19"W	17.19'
L4	N88°03'25"E	16.97'
L5	S87°50'19"W	5.00'
L6	S02°09'41"E	23.34'
L7	N88°03'25"E	17.00'
L8	N88°03'25"E	5.00'
L9	N56°10'48"E	19.97'
L10	N56°10'48"E	5.87'
L11	S88°03'25"W	33.00'
L12	N88°03'25"E	33.00'
L13	S33°49'12"E	33.00'
L14	N33°13'58"W	33.00'
L15	S87°50'19"W	33.00'
L16	S02°09'41"E	23.36'
L17	S88°03'25"W	50.00'
L18	N88°03'25"E	17.00'
L19	N88°03'25"E	50.00'

PARCEL NUMBER	TOTAL HOLDINGS ACRES	PART TAKEN ACRES		REMAINDER AREA ACRES	EASEMENT AREA		PERMANENT INDEX NUMBER
		ACRES	SQUARE FEET		ACRES	SQUARE FEET	
OLL0001	0.698	0.213	0.149	0.485			18-17-201-004
OLL0001TE					0.019		
OLL0002	0.917	0.172	0.114	0.745			18-17-201-006
OLL0002TE					0.003	117.0	
OLL0003	2.605	0.070	0.068	2.535			18-17-301-017, 18-17-301-018

IDOT USE ONLY
RECEIVED
 AUG 18 2017
 PLATS & LEGALS

PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 WILLOW SPRINGS ROAD

LIMITS: PLAINFIELD ROAD COUNTY: COOK
 SECTIONS: JOB NO.: R-90-012-16
 STATION 76+73.55 TO STATION 79+95.14
 SCALE: 1"=30' SHEET 2 OF 3

BUREAU OF LAND ACQUISITION
 201 WEST CENTER COURT
 SCHAMBURG, ILLINOIS 60196

THIS IS TO CERTIFY THAT I, GERARDO P. SANCHEZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR LICENSE NO. 035-003486, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 17, TOWNSHIP 38 NORTH, RANGE 12 EAST AND SECTION 17, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

DATED AT CHICAGO, ILLINOIS THIS 17 DAY OF JULY 2017 A.D.

GERARDO P. SANCHEZ, PRESIDENT

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003486
 LICENSE EXPIRATION DATE: NOVEMBER 30, 2018

ILLINOIS PROFESSIONAL DESIGN FIRM REGISTRATION NO.: 184-004601

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

SANCHEZ
 8604 W. CATALPA AVE STE 912
 CHICAGO, IL 60658
 PHONE: 773-444-0144
 FAX: 847-232-3104

PART OF THE NE 1/4 OF SECTION 17 OF TWP. 38 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.
 PART OF THE NW 1/4 OF SECTION 17 OF TWP. 38 N., R. 12 E. OF THE 3RD. P.M., IN COOK COUNTY, ILLINOIS.

LEGEND

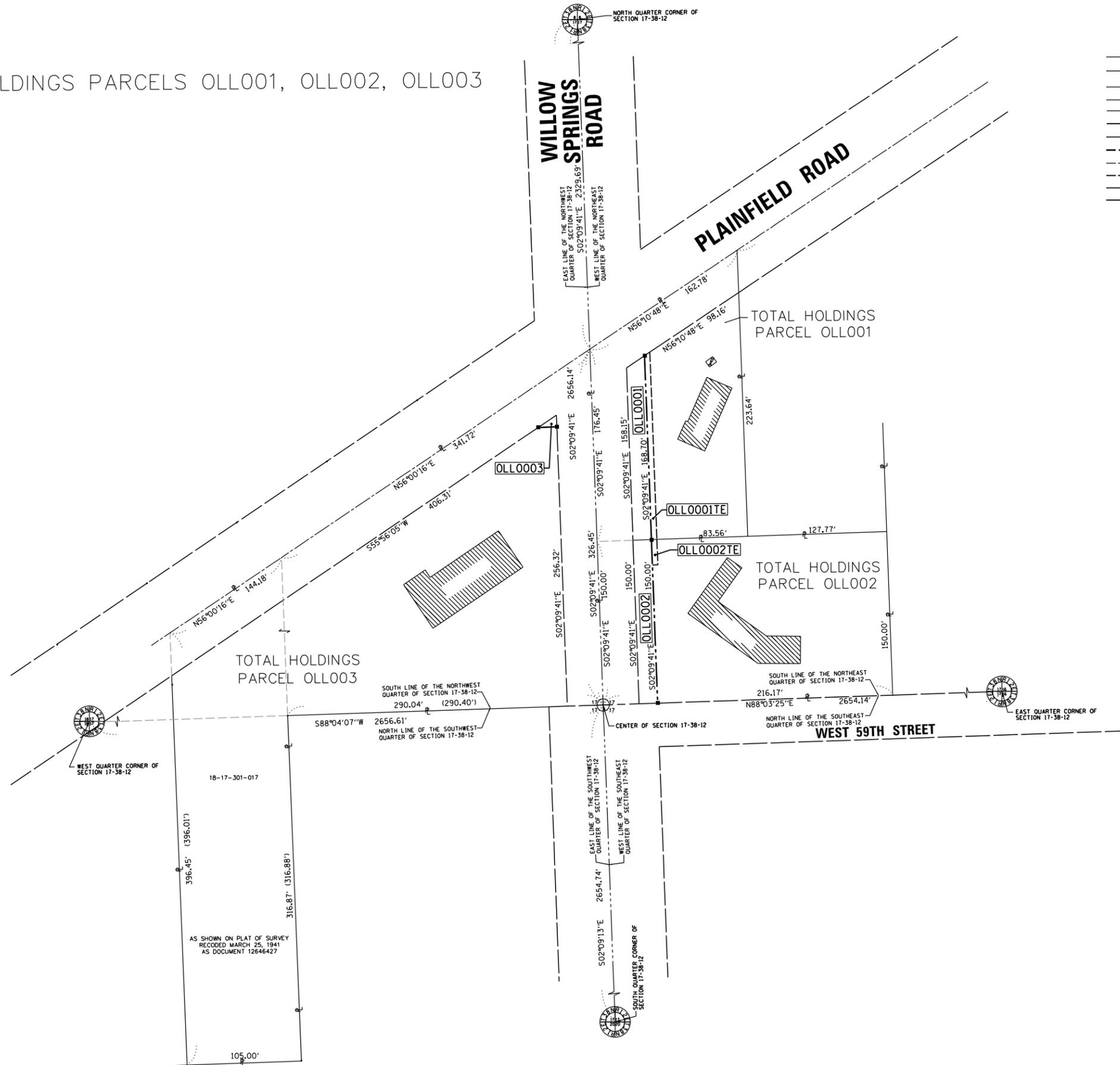
SECTION CORNER: 9, 10, 15, 16
 QUARTER SECTION CORNER: 15

SCALE 1" = 50'

Bearings and distance are referenced to the Illinois State Plane Coordinate System, East Zone, NAD 83 (2011 ADJUSTMENT)

---	SECTION / QUARTER SECTION LINE
---	PLATTED LOT LINES
---	PROPERTY (DEED) LINE
---	APPARENT PROPERTY LINE
---	EXISTING CENTERLINE
---	PROPOSED CENTERLINE
---	EXISTING RIGHT OF WAY LINE
---	PROPOSED RIGHT OF WAY LINE
---	EXISTING EASEMENT
---	PROPOSED EASEMENT
---	EXISTING ACCESS CONTROL LINE
---	PROPOSED ACCESS CONTROL LINE
---	MEASURED DIMENSION
---	COMPUTED DIMENSION
---	RECORDED DIMENSION
---	EXISTING BUILDING

TOTAL HOLDINGS PARCELS OLL001, OLL002, OLL003



ABBREVIATIONS:
 POC - POINT OF COMMENCEMENT
 POB - POINT OF BEGINNING

SURVEY NOTES

- ALL DIMENSIONS ARE MEASURED UNLESS OTHERWISE SPECIFIED.
- BEARINGS AND DISTANCES SHOWN HEREON REFERENCE THE ILLINOIS STATE PLANE COORDINATE SYSTEM, EAST ZONE, NORTH AMERICAN DATUM 1983 (2011 ADJUSTMENT) "GRID".
- ALL MEASURED AND CALCULATED DISTANCES ARE "GRID" NOT "GROUND". TO OBTAIN GROUND DISTANCES DIVIDE GRID DISTANCES SHOWN BY THE COMBINED FACTOR OF 0.999975000.
- AREAS SHOWN ON THIS PLAT ARE "GROUND".

- IRON PIPE OR ROD FOUND ⊕ "MAG" NAIL SET
 - + CUT CROSS FOUND OR SET ● 5 / 8" REBAR SET
 - STAKING OF PROPOSED RIGHT OF WAY. SET DIVISION OF HIGHWAYS SURVEY MARKER TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
 - ⊙ PERMANENT SURVEY MARKER, I.D.O.T. STANDARD 2135 (TO BE SET BY OTHERS)
 - RIGHT OF WAY STAKING PROPOSED TO BE SET
- STATE OF ILLINOIS)
 COUNTY OF COOK)

THIS IS TO CERTIFY THAT I, GERARDO P. SANCHEZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR LICENSE NO. 035-003486, HAVE SURVEYED THE PLAT OF HIGHWAYS SHOWN HEREON IN SECTION 17, TOWNSHIP 38 NORTH, RANGE 12 EAST AND SECTION 17, TOWNSHIP 38 NORTH, RANGE 12 EAST OF THE THIRD PRINCIPAL MERIDIAN, LAKE COUNTY, THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT THE PLAT CORRECTLY REPRESENTS SAID SURVEY, THAT ALL MONUMENTS FOUND AND ESTABLISHED ARE OF PERMANENT QUALITY AND OCCUPY THE POSITIONS SHOWN THEREON AND THAT THE MONUMENTS ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED, MADE FOR THE DEPARTMENT OF TRANSPORTATION, STATE OF ILLINOIS.

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PLAT OF HIGHWAYS
 STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 WILLOW SPRINGS ROAD

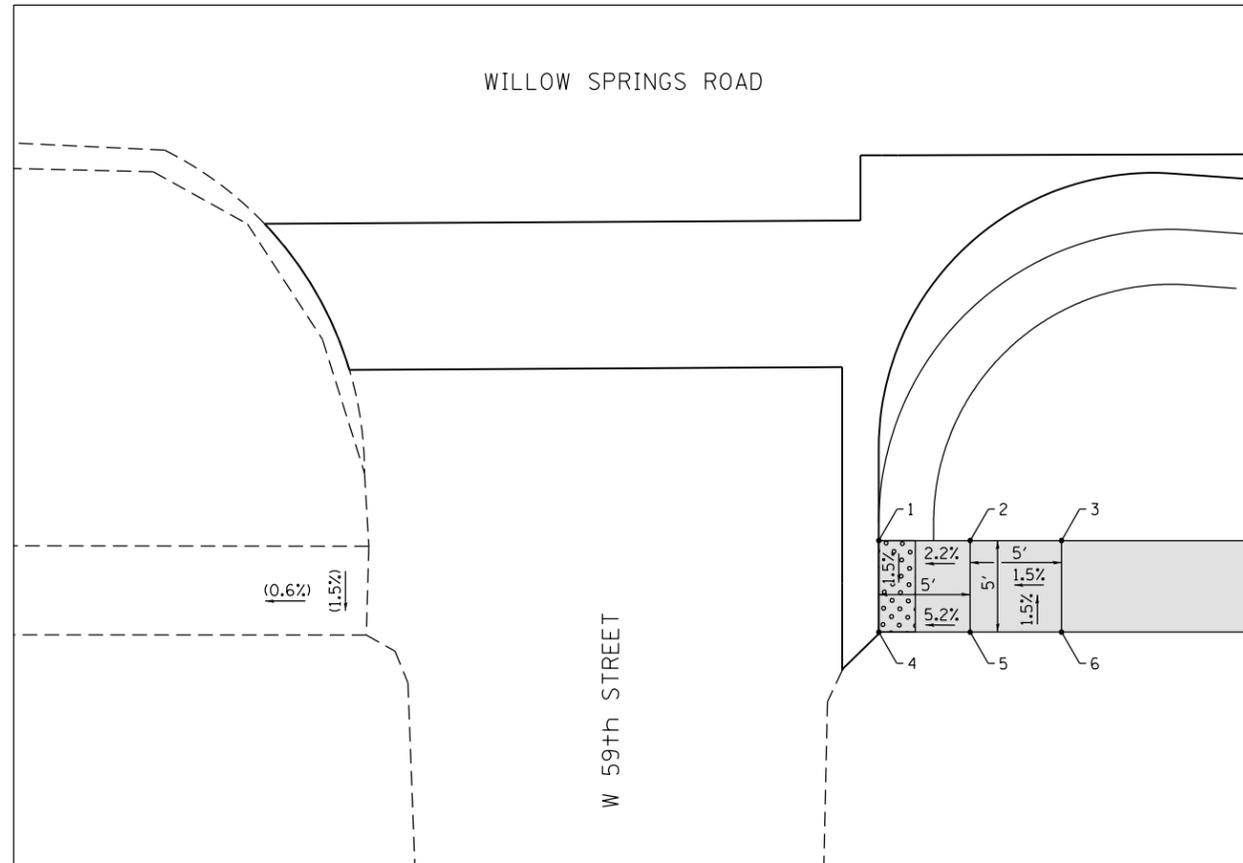
LIMITS: PLAINFIELD ROAD COUNTY: COOK
 SECTIONS: JOB NO.: R-90-012-16
 STATION 76+73.55 TO STATION 79+95.14
 SHEET 3 OF 3

BUREAU OF LAND ACQUISITION
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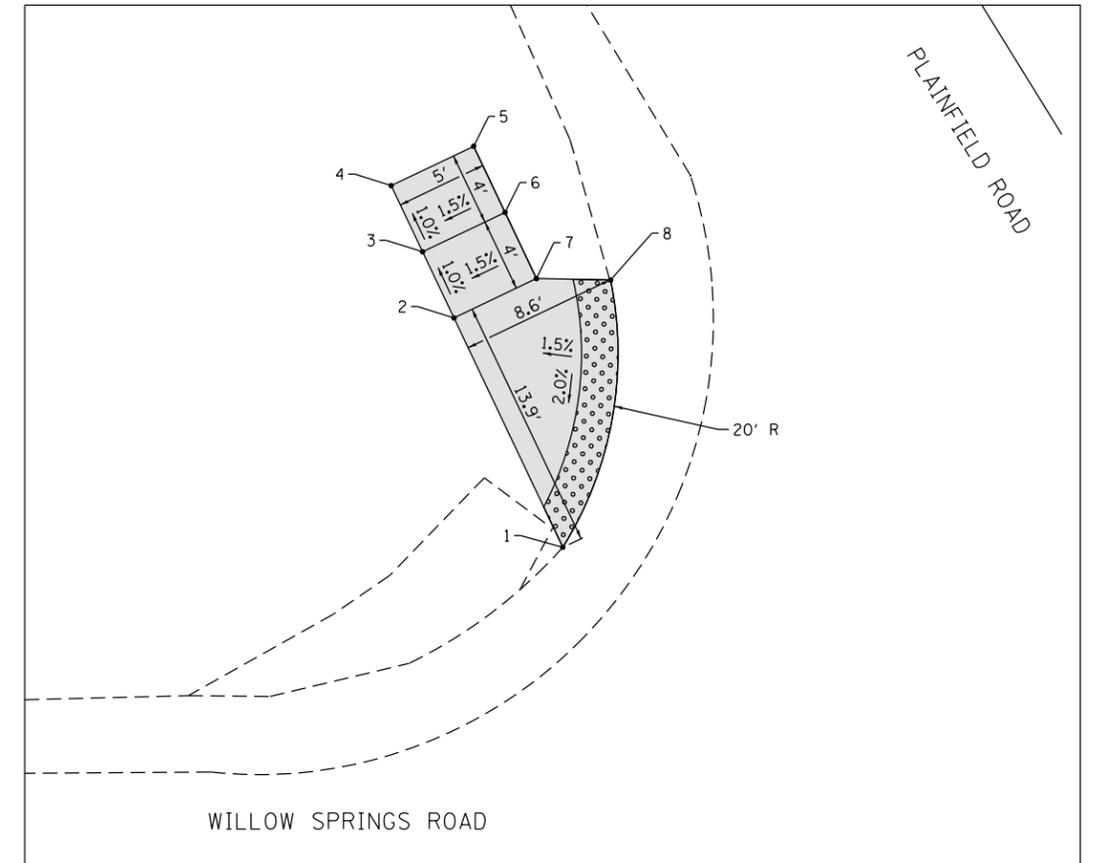
32 of 71

RECEIVED
 AUG 18 2017
 PLATS & LEGALS

LOCATION 1



LOCATION 2

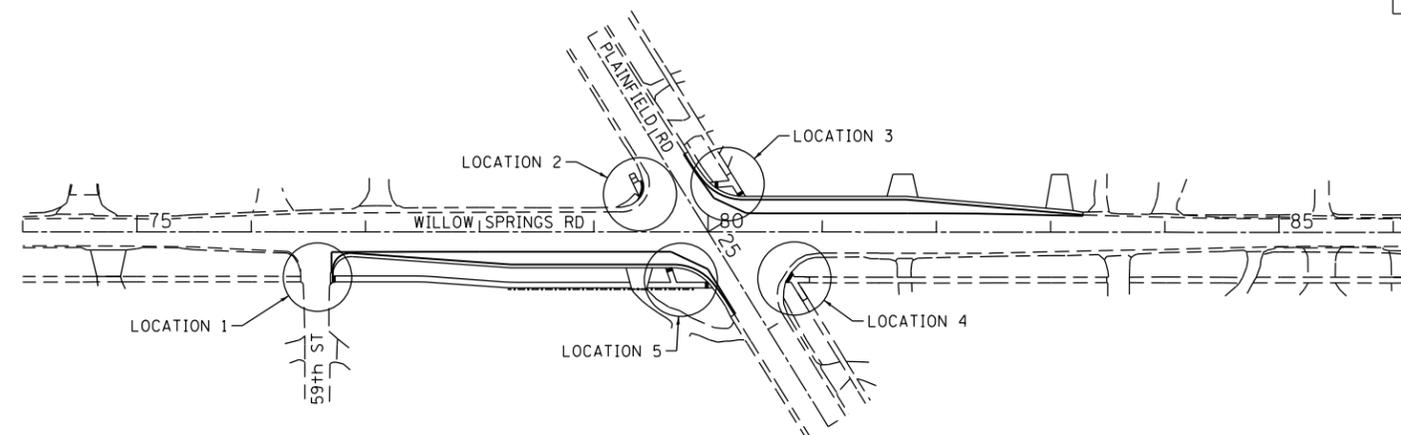


CROSSWALK GRADING PLAN			
ELEVATION TABLE			
POINT NO.	STATION	OFFSET (FT)	ELEV.
1	76+71.34	38.50' RT	684.65
2	76+76.34	38.50' RT	683.76
3	76+81.34	38.50' RT	683.83
4	76+71.34	43.50' RT	684.57
5	76+76.34	43.50' RT	683.83
6	76+81.34	43.50' RT	683.90

CROSSWALK GRADING PLAN			
ELEVATION TABLE			
POINT NO.	STATION	OFFSET (FT)	ELEV.
1	79+40.32	29.75' LT	684.08
2	79+34.36	42.27' LT	684.26
3	79+32.64	45.88' LT	684.22
4	79+30.92	49.49' LT	684.18
5	79+35.43	51.64' LT	684.26
6	79+37.15	48.03' LT	684.30
7	79+38.87	44.42' LT	684.34
8	79+42.93	44.33' LT	684.40

LOCATION KEY

KEY SCALE: 1" = 80'



LEGEND

- DETECTABLE WARNINGS
- PROPOSED SIDEWALK W/ AGGREGATE BASE COURSE
- EXISTING ELEV./SLOPE



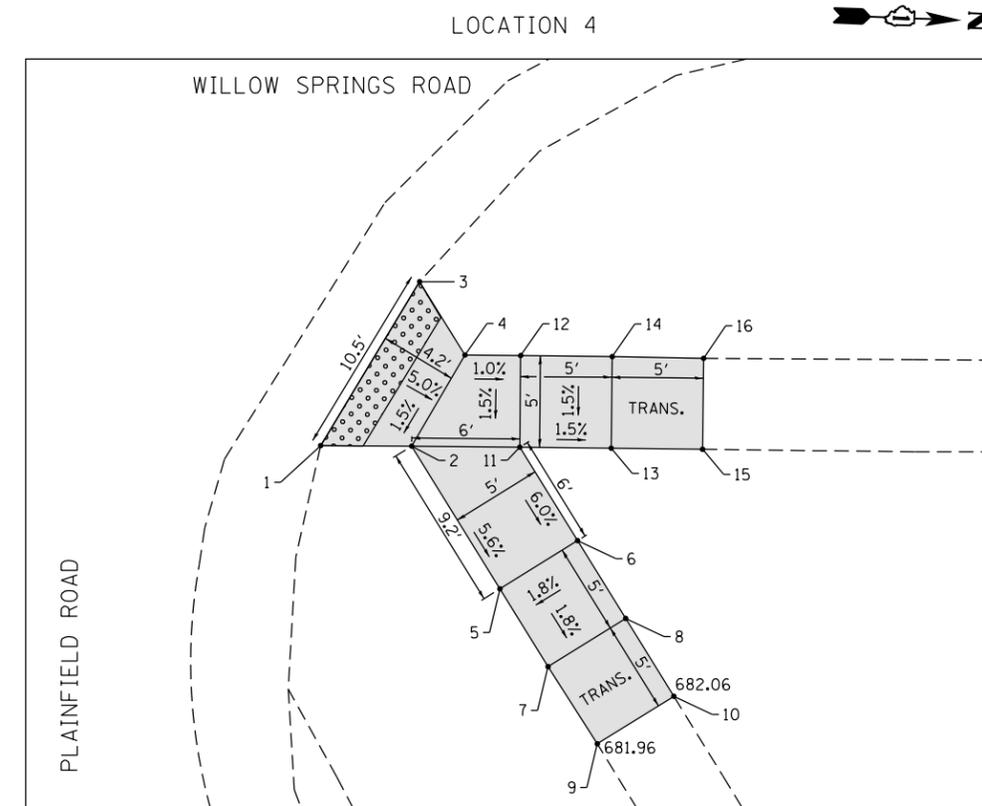
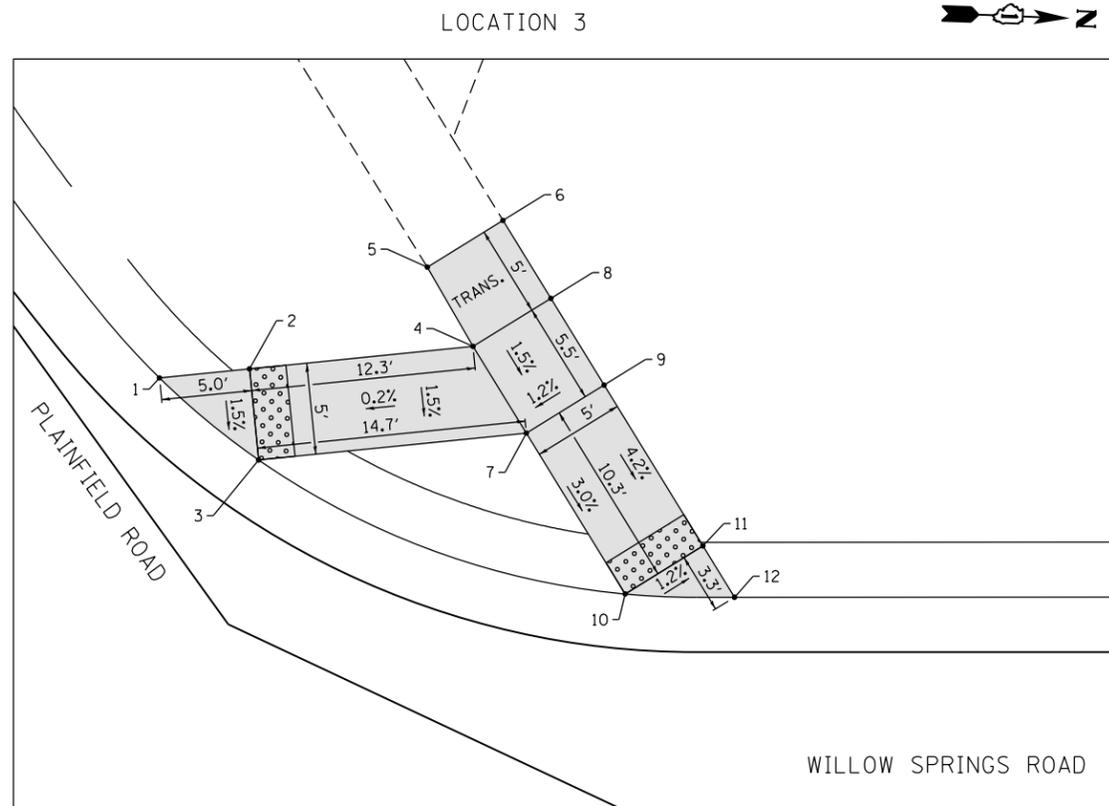
USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
CROSSWALK ELEVATION DETAILS

SCALE: 1" = 5' SHEET 1 OF 3 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	33
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				



CROSSWALK GRADING PLAN
ELEVATION TABLE

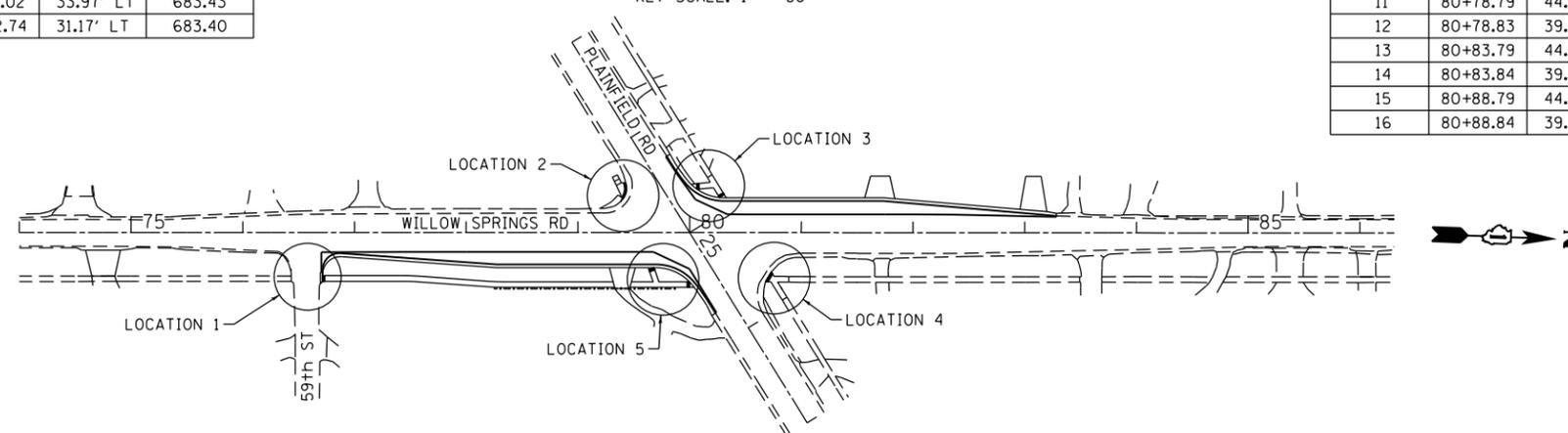
POINT NO.	STATION	OFFSET (FT)	ELEV.
1	80+01.26	43.12' LT	683.84
2	80+06.19	43.62' LT	683.85
3	80+06.69	38.65' LT	683.77
4	80+18.43	44.85' LT	683.87
5	80+15.92	49.18' LT	MATCH EX
6	80+20.05	51.74' LT	MATCH EX
7	80+21.34	40.12' LT	683.80
8	80+22.68	47.48' LT	683.93
9	80+25.60	42.75' LT	683.86
10	80+26.76	31.35' LT	683.49
11	80+31.02	33.97' LT	683.43
12	80+32.74	31.17' LT	683.40

CROSSWALK GRADING PLAN
ELEVATION TABLE

POINT NO.	STATION	OFFSET (FT)	ELEV.
1	80+67.89	44.02' RT	682.98
2	80+72.87	44.04' RT	682.81
3	80+73.30	35.06' RT	683.14
4	80+75.78	39.07' RT	682.90
5	80+77.70	51.83' RT	682.30
6	80+81.95	49.19' RT	682.39
7	80+80.34	56.07' RT	682.21
8	80+84.59	53.44' RT	682.30
9	80+83.04	60.28' RT	MATCH EX
10	80+87.23	57.69' RT	MATCH EX
11	80+78.79	44.09' RT	682.75
12	80+78.83	39.09' RT	682.87
13	80+83.79	44.15' RT	682.67
14	80+83.84	39.15' RT	682.79
15	80+88.79	44.20' RT	MATCH EX
16	80+88.84	39.23' RT	MATCH EX

LOCATION KEY

KEY SCALE: 1" = 80'



LEGEND

- DETECTABLE WARNINGS
- PROPOSED SIDEWALK W/ AGGREGATE BASE COURSE
- () EXISTING ELEV./SLOPE



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
CROSSWALK ELEVATION DETAILS

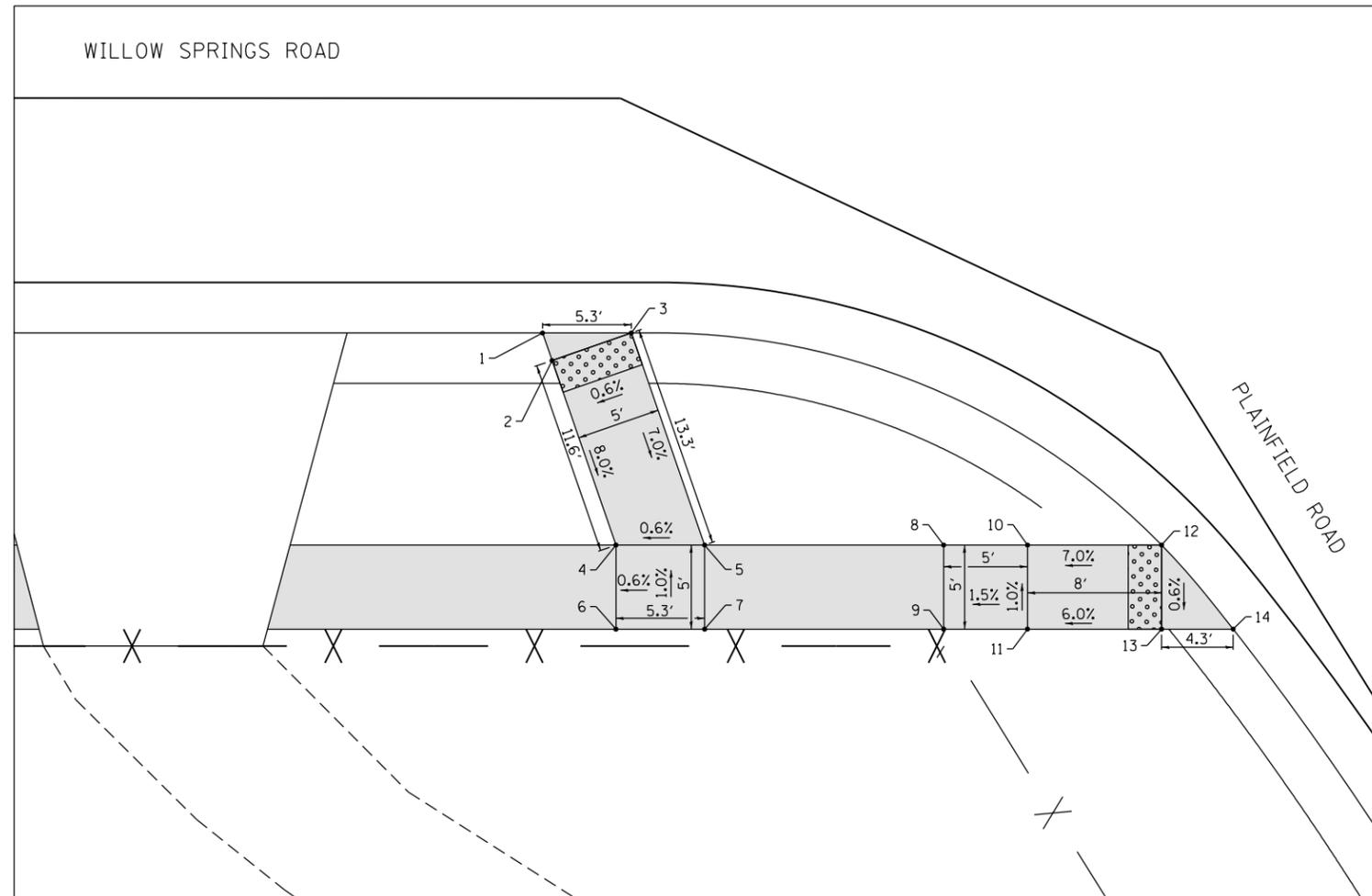
SCALE: 1" = 5' SHEET 2 OF 3 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	34

CONTRACT NO. 62B63

ILLINOIS FED. AID PROJECT

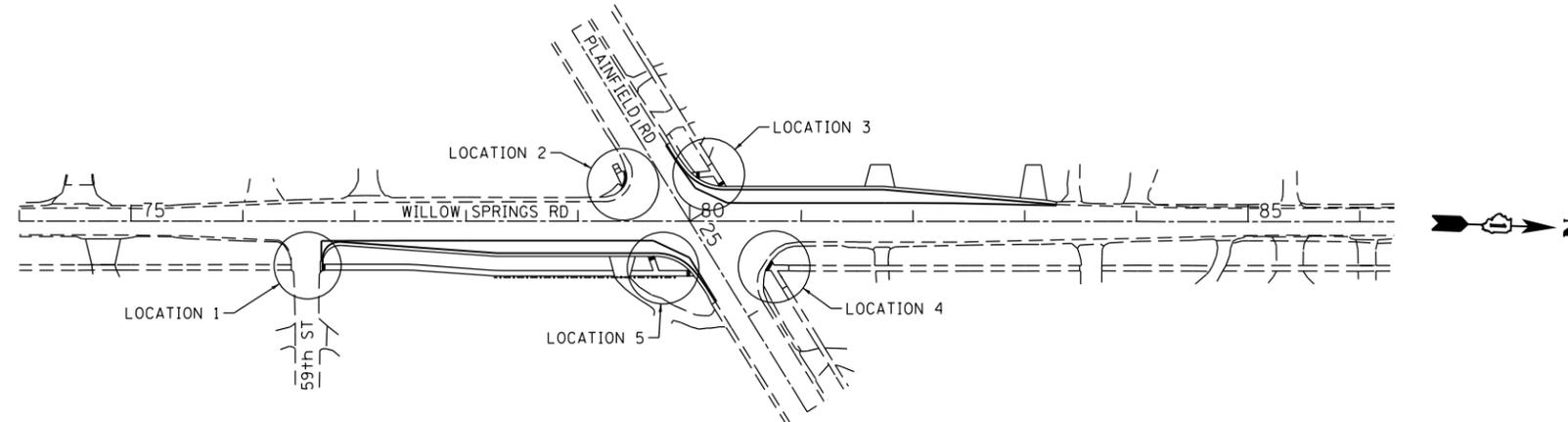
LOCATION 5



CROSSWALK GRADING PLAN			
ELEVATION TABLE			
POINT NO.	STATION	OFFSET (FT)	ELEV.
1	79+62.92	31.39' RT	682.83
2	79+63.49	33.03' RT	682.81
3	79+68.21	31.39' RT	682.84
4	79+67.29	44.00' RT	681.88
5	79+72.59	44.00' RT	681.91
6	79+67.29	49.00' RT	681.93
7	79+72.59	49.00' RT	681.96
8	79+86.84	44.00' RT	682.36
9	79+86.84	49.00' RT	682.41
10	79+91.84	49.00' RT	682.44
11	79+89.84	49.00' RT	682.49
12	79+99.84	44.00' RT	683.00
13	79+99.84	49.00' RT	682.97
14	80+04.14	49.00' RT	683.01

LOCATION KEY

KEY SCALE: 1" = 80'



LEGEND

- DETECTABLE WARNINGS
- PROPOSED SIDEWALK W/ AGGREGATE BASE COURSE
- EXISTING ELEV./SLOPE



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

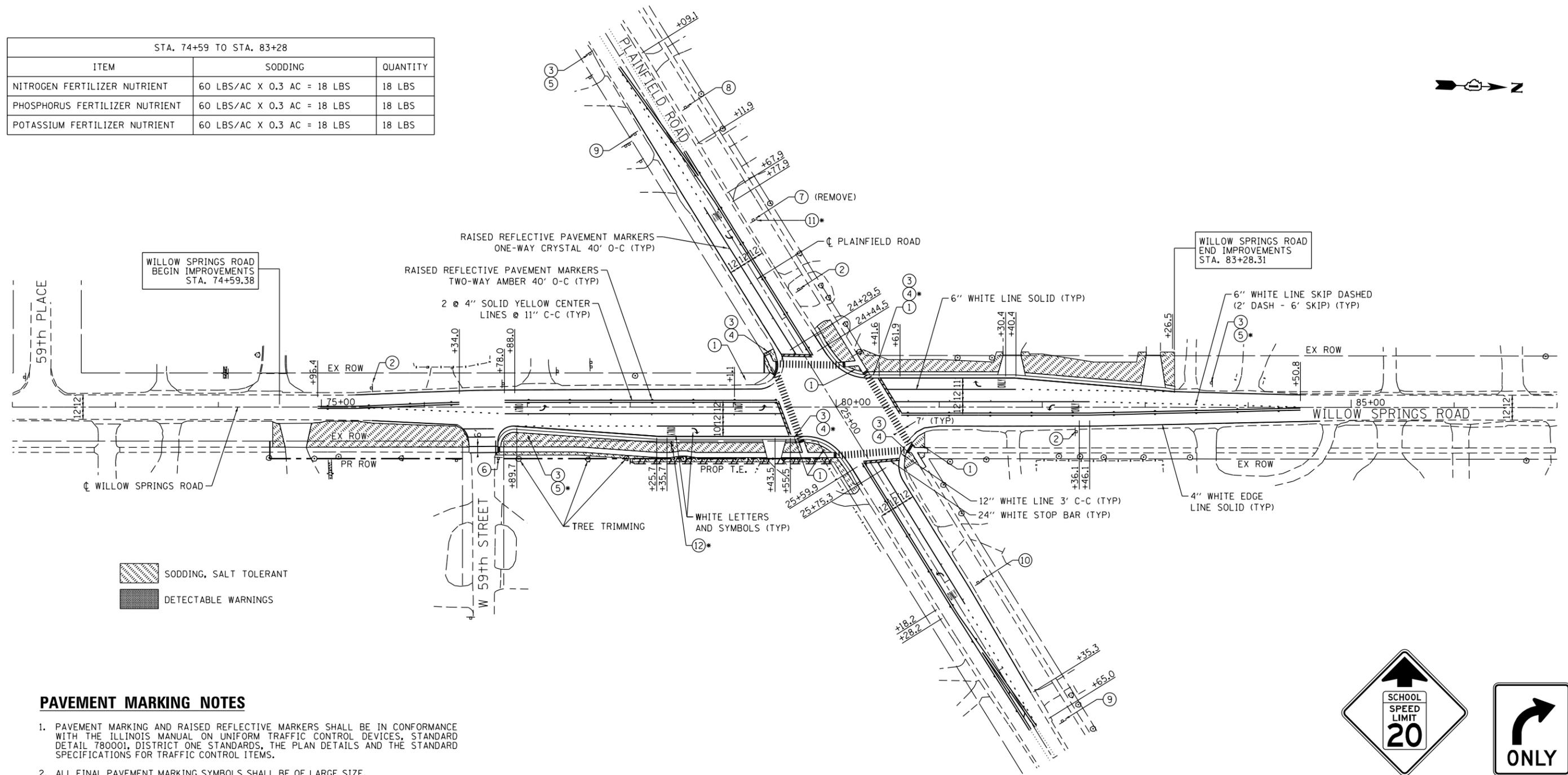
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
CROSSWALK ELEVATION DETAILS

SCALE: 1" = 5' SHEET 3 OF 3 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	35
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

STA. 74+59 TO STA. 83+28		
ITEM	SODDING	QUANTITY
NITROGEN FERTILIZER NUTRIENT	60 LBS/AC X 0.3 AC = 18 LBS	18 LBS
PHOSPHORUS FERTILIZER NUTRIENT	60 LBS/AC X 0.3 AC = 18 LBS	18 LBS
POTASSIUM FERTILIZER NUTRIENT	60 LBS/AC X 0.3 AC = 18 LBS	18 LBS



SODDING, SALT TOLERANT
 DETECTABLE WARNINGS

PAVEMENT MARKING NOTES

- PAVEMENT MARKING AND RAISED REFLECTIVE MARKERS SHALL BE IN CONFORMANCE WITH THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, STANDARD DETAIL 780001, DISTRICT ONE STANDARDS, THE PLAN DETAILS AND THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
- ALL FINAL PAVEMENT MARKING SYMBOLS SHALL BE OF LARGE SIZE.
- RAISED REFLECTIVE MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2" TOWARDS TRAFFIC AND SPACED AT 40' ON CENTER (O.C.) EXCEPT WHERE OTHERWISE NOTED IN THE PLANS.
- STOP BARS SHALL BE PLACED 4' BEHIND CROSSWALK LINES AS SHOWN.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE MARKINGS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD TECHNICIAN, MS. PATRICE HARRIS, AT PATRICE.HARRIS@ILLINOIS.GOV TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS.
- STATION AND OFFSET MEASUREMENTS AS SHOWN ON THE PLANS FOR 24" WHITE STOP BARS ARE TAKEN AT THE ENDS OF THE MARKINGS ALONG THE LONGITUDINAL CENTERLINES.
- THERE SHALL BE A MINIMUM OF FIVE (5) EQUALLY SPACED DIAGONALS.
- ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC

SIGNAGE LEGEND

NOTES: EXISTING SIGNS SHALL BE RESTORED OR MAINTAINED AS INDICATED IN THE PLANS OR AS DETERMINED BY THE ENGINEER.
 PROPOSED SIGNS ARE DENOTED ON THE PLANS WITH ASTERISKS (*).



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD
PAVEMENT MARKING, SIGNAGE, AND LANDSCAPING
SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 72+00 TO STA. 87+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	36
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

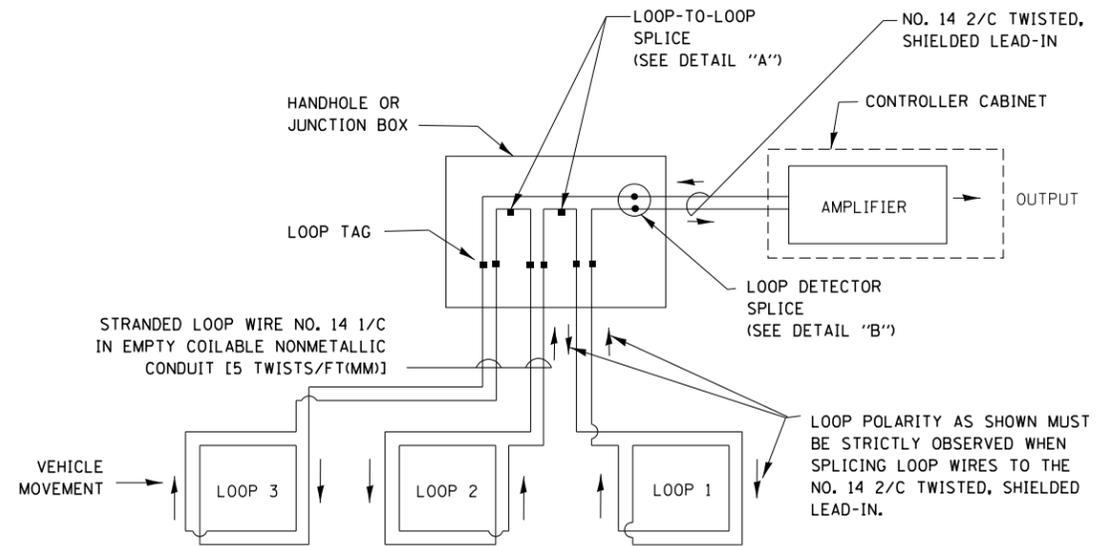
TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

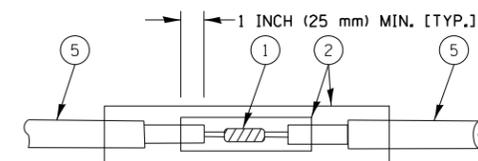
LOOP DETECTOR NOTES

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

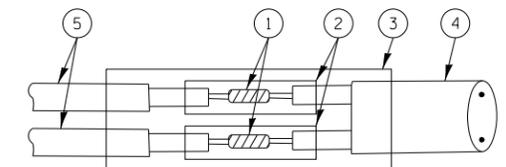


DETECTOR LOOP WIRING SCHEMATIC

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



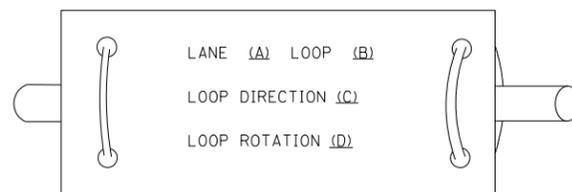
DETAIL "A"
LOOP-TO-LOOP SPLICE



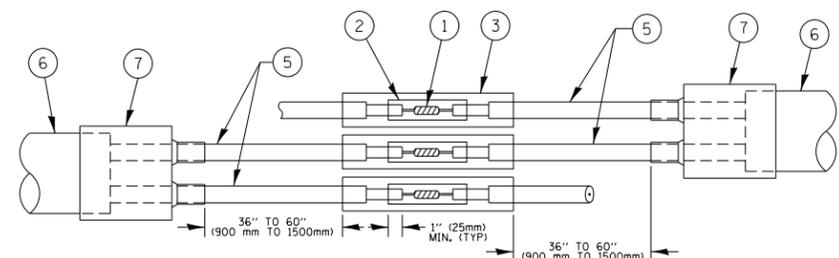
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP

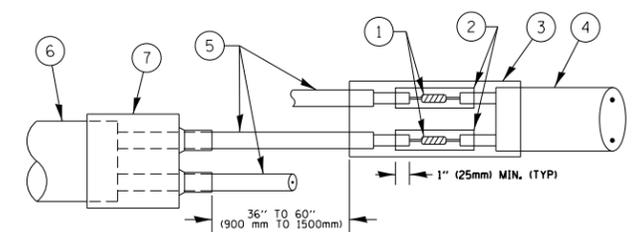
LOOP LEAD-IN CABLE TAG



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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

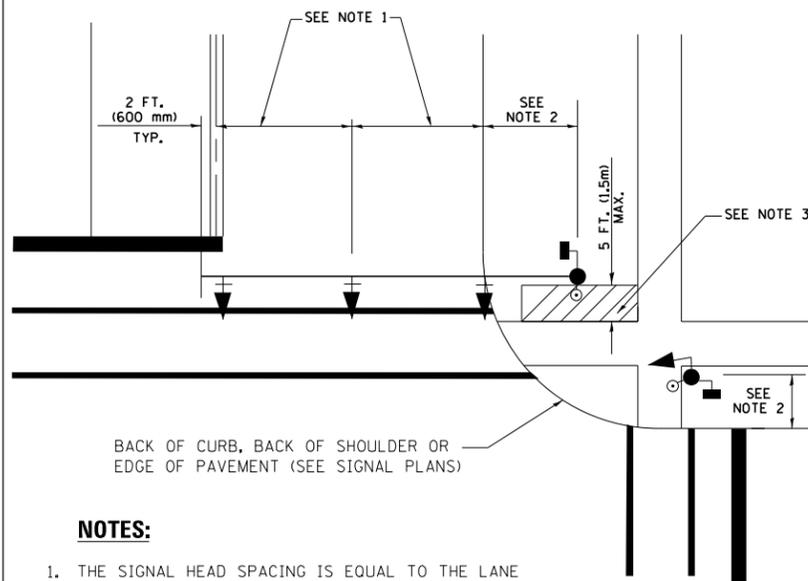
PREFORMED LOOP

LOOP DETECTOR SPLICE

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

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		PLOT SCALE = 50.0000' / in.	CHECKED - DAD		REVISED -				TS-05		CONTRACT NO. 62B63		
		PLOT DATE = 1/13/2014	DATE - 10-28-09		REVISED -				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

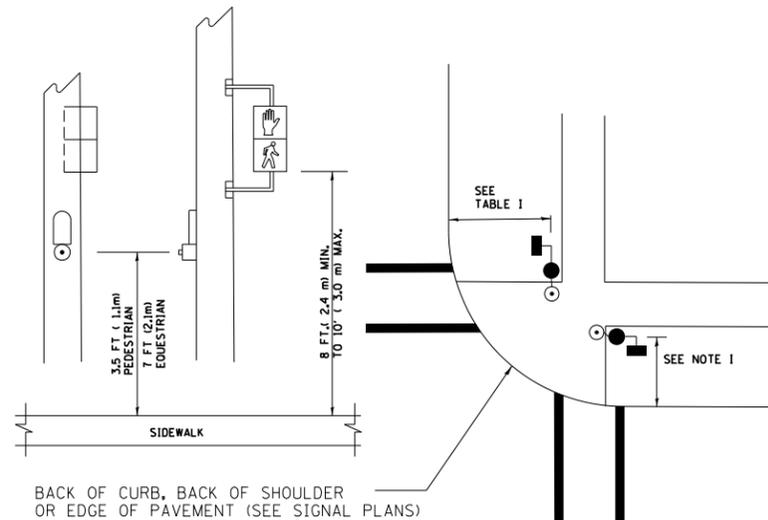
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

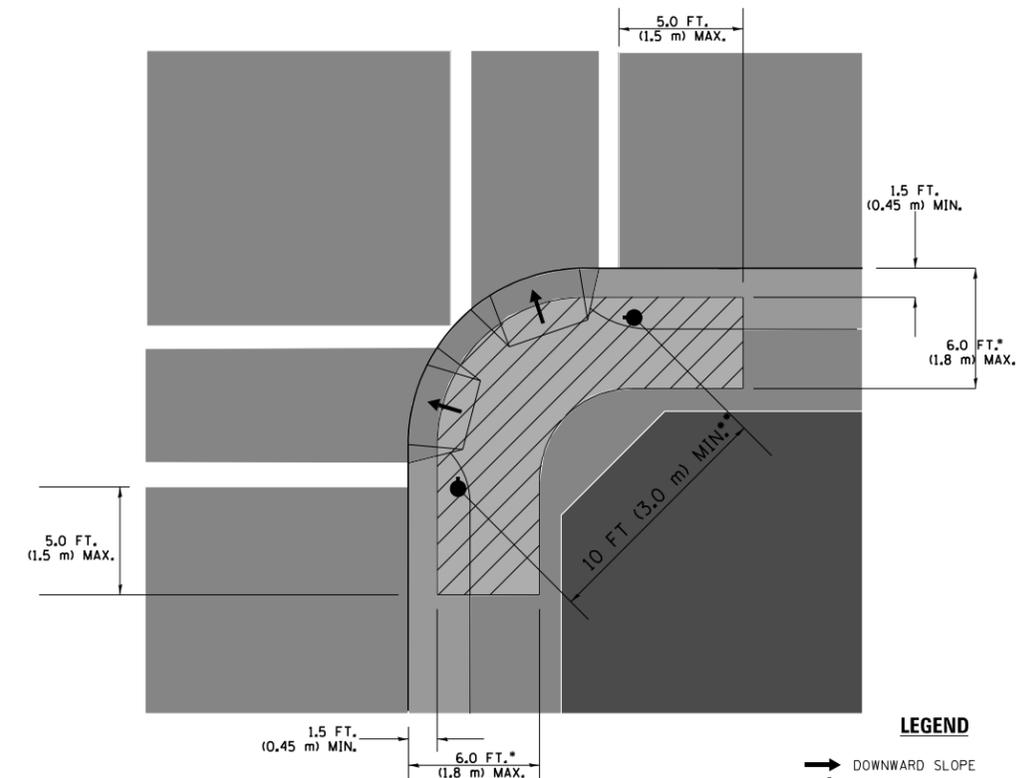
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- ** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

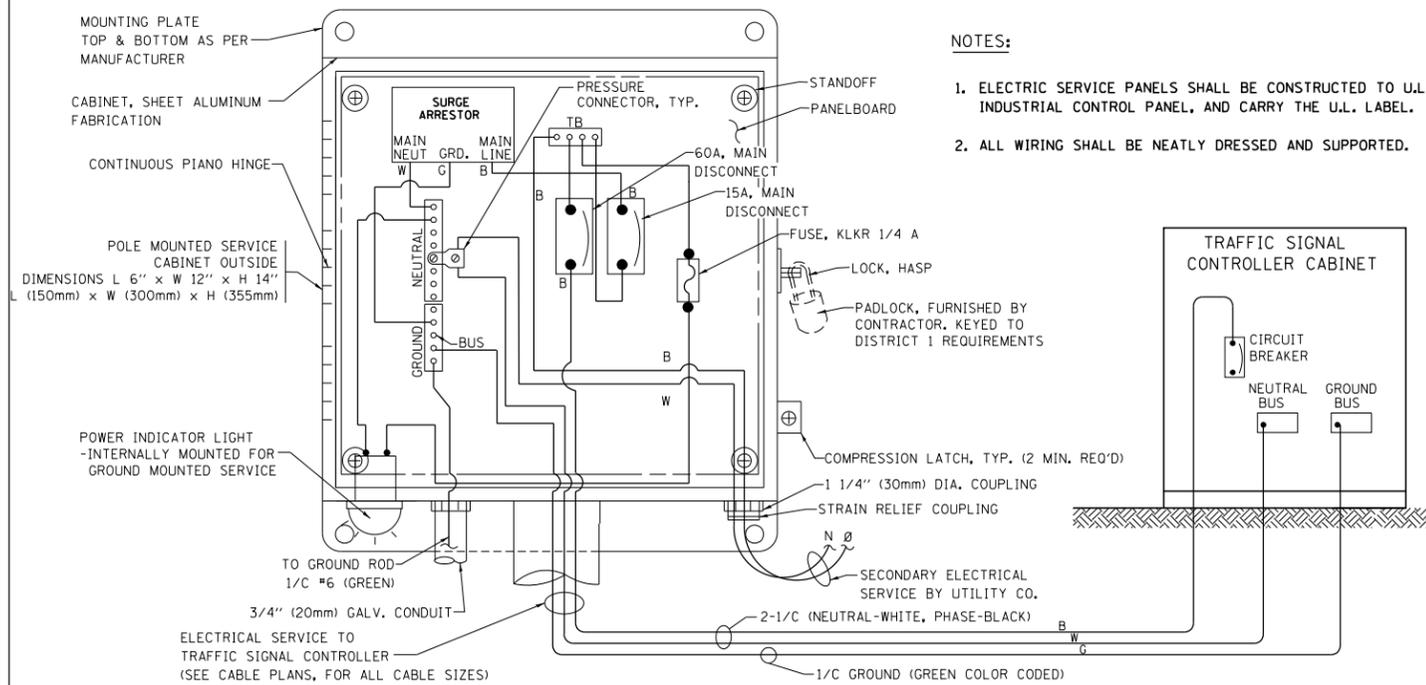
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

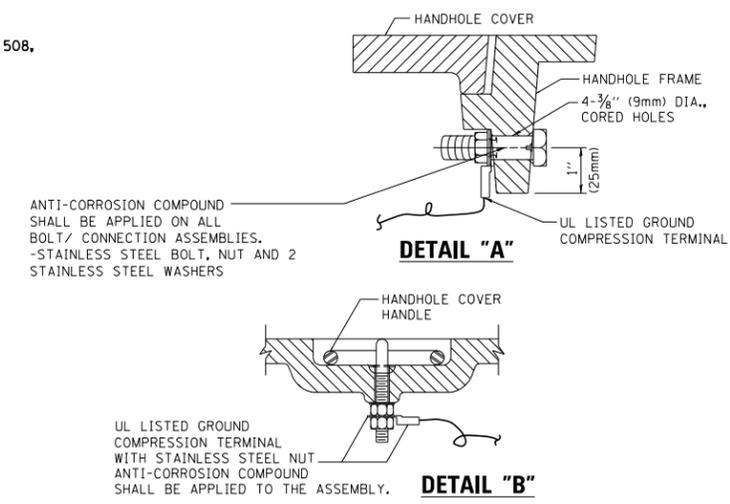
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

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

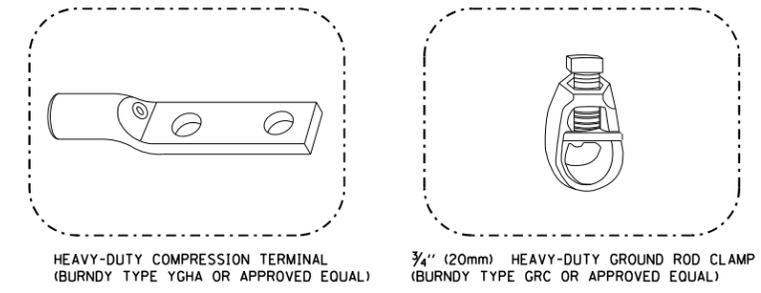
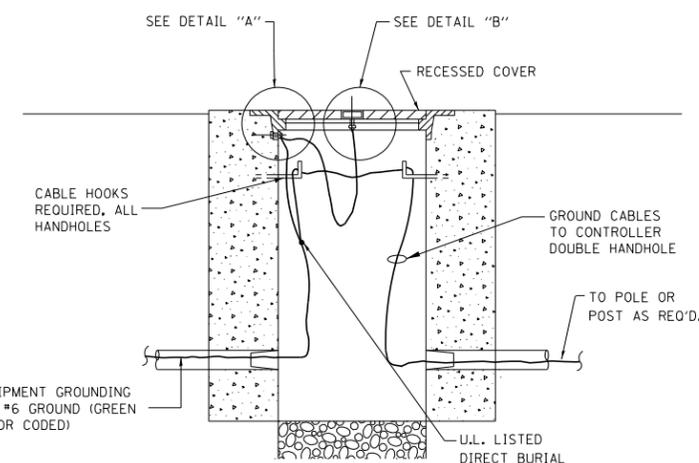


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

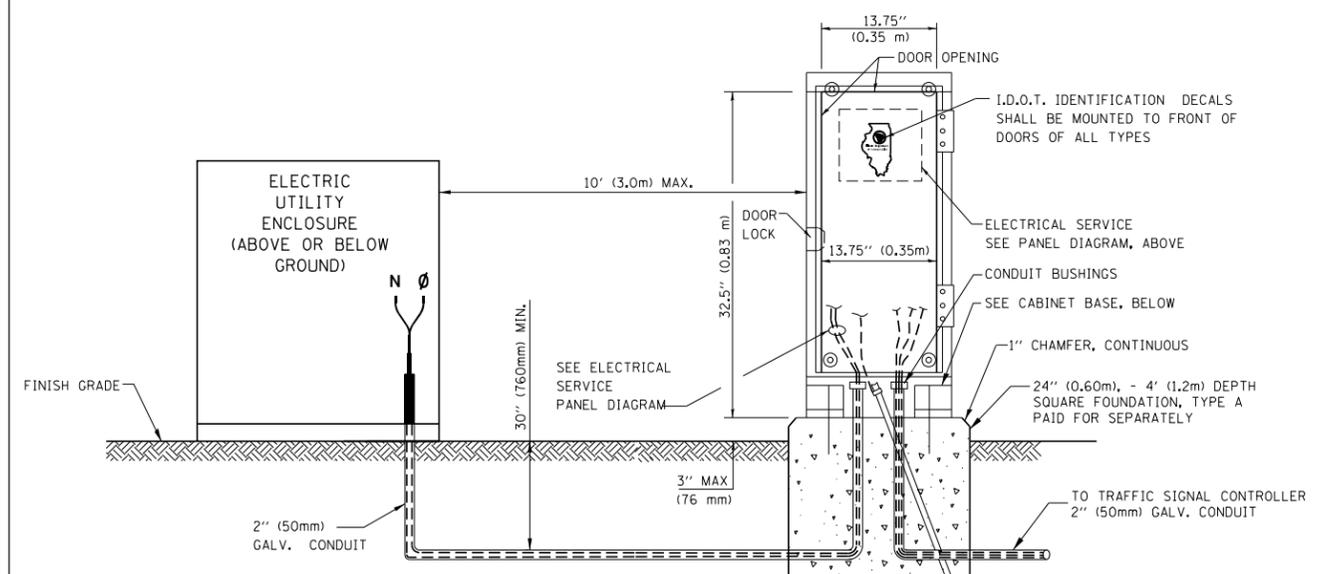
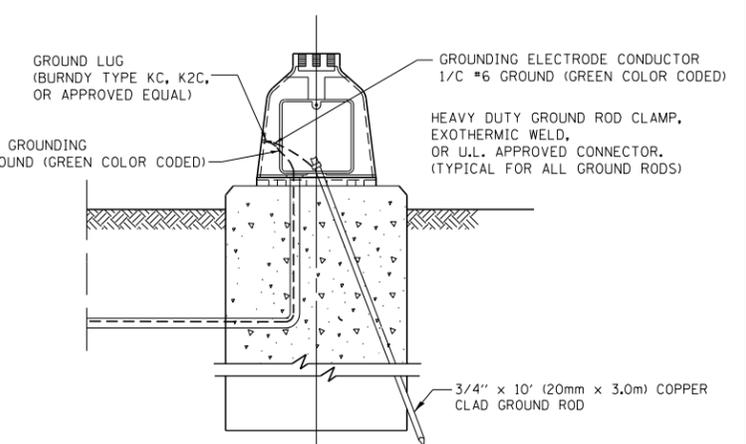
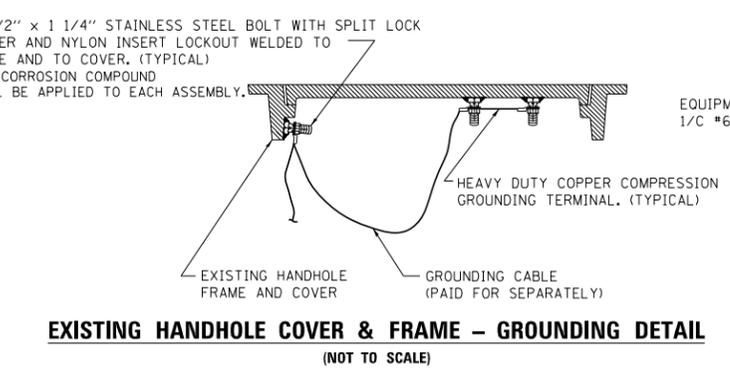


**NOTES:
GROUNDING SYSTEM**

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

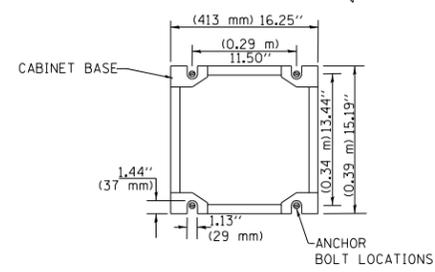


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



**SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)**

**CABINET – BASE BOLT PATTERN
(NOT TO SCALE)**

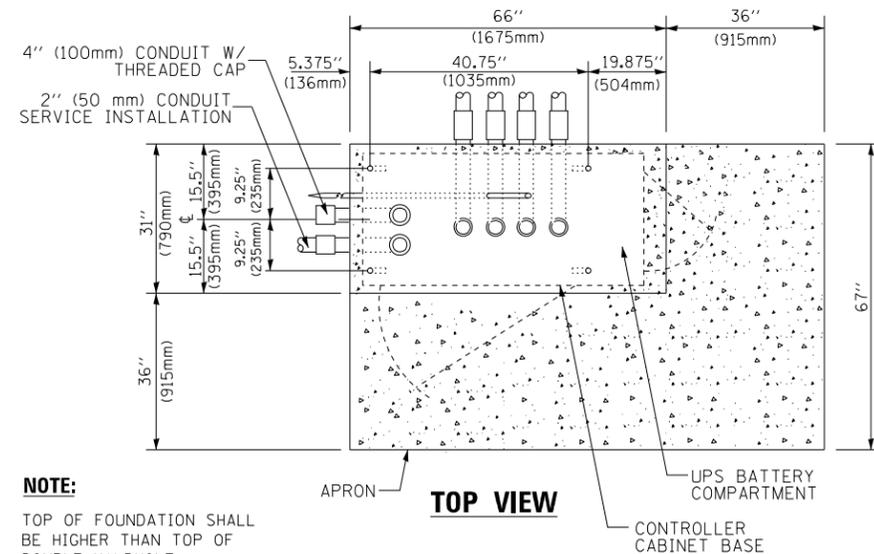
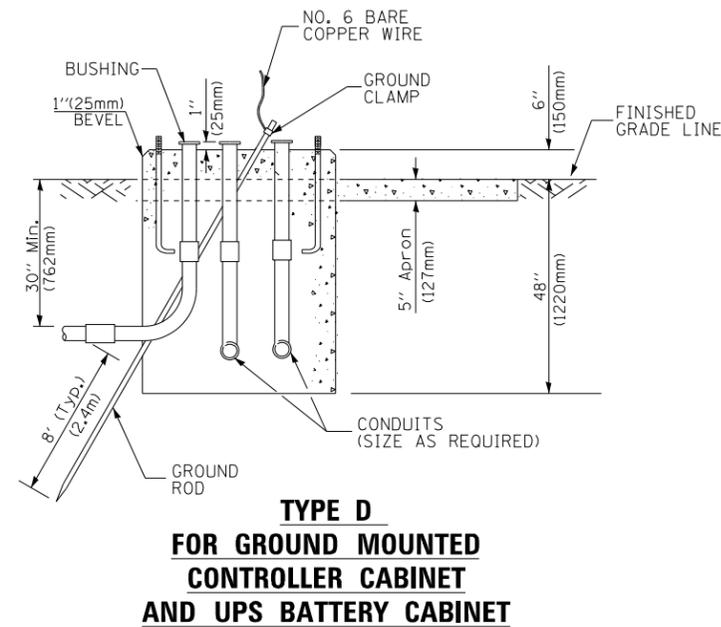
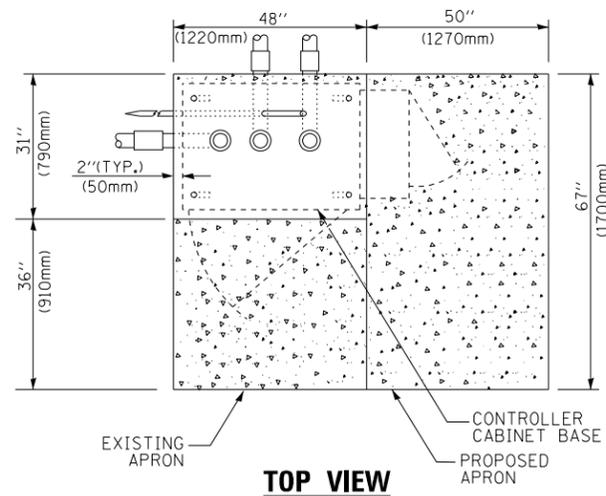


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		CHECKED - DAD	REVISED -
		DATE - 10-28-09	REVISED -

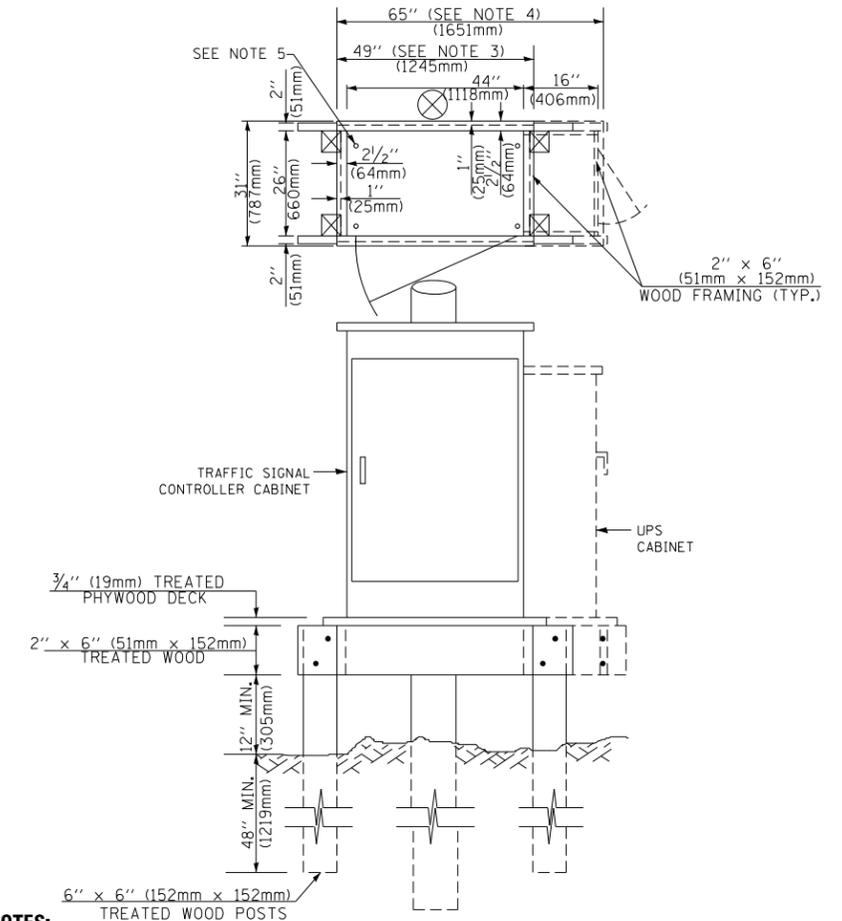
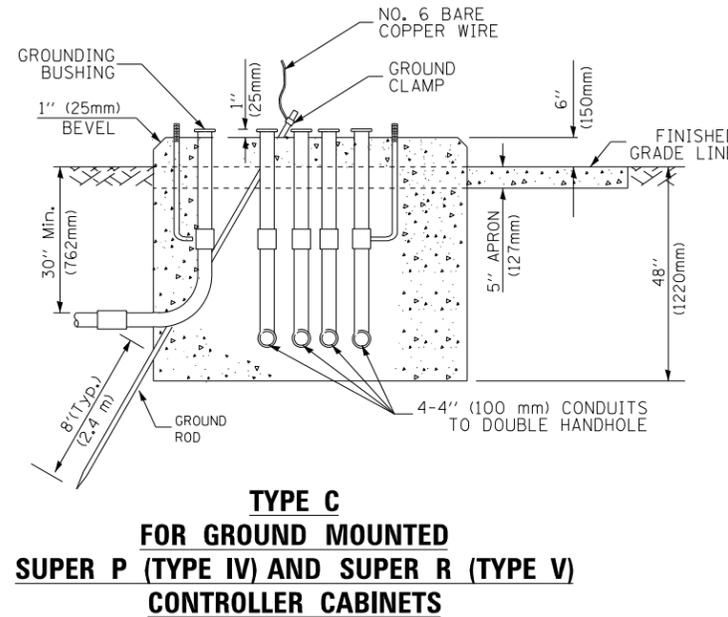
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	41
TS-05		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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



NOTES:

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

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

MAST ARM LENGTH	① FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

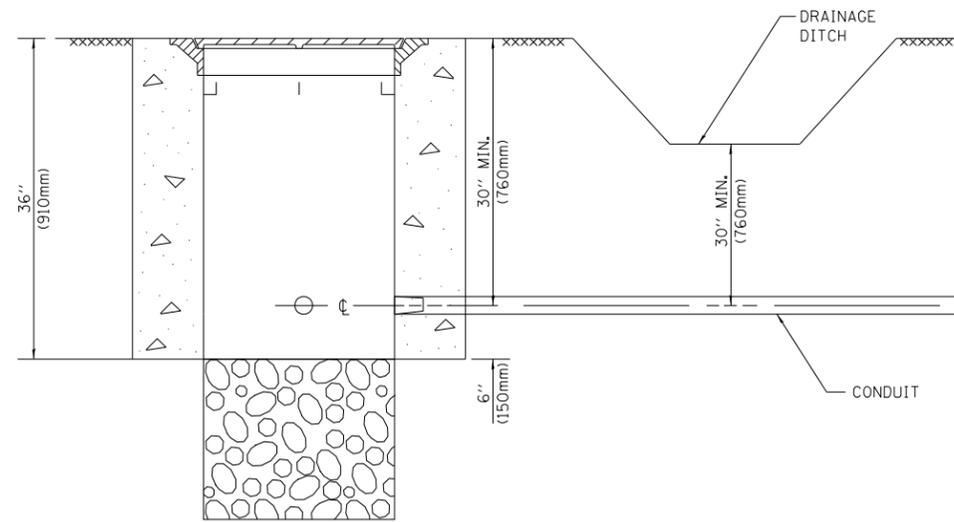
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 5 OF 7 SHEETS	STA.	TO STA.

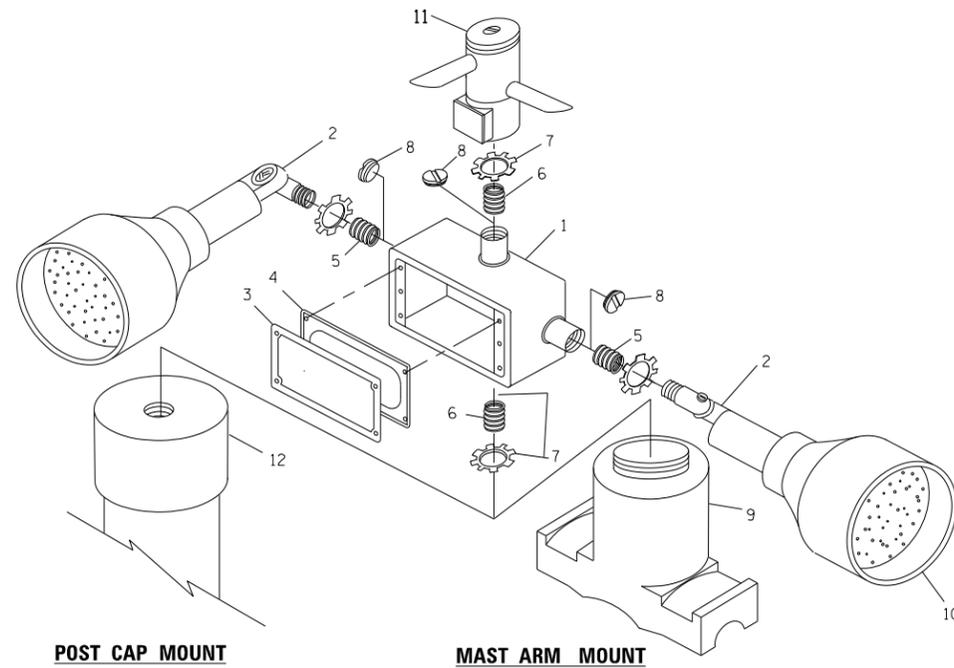
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	42
TS-05		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



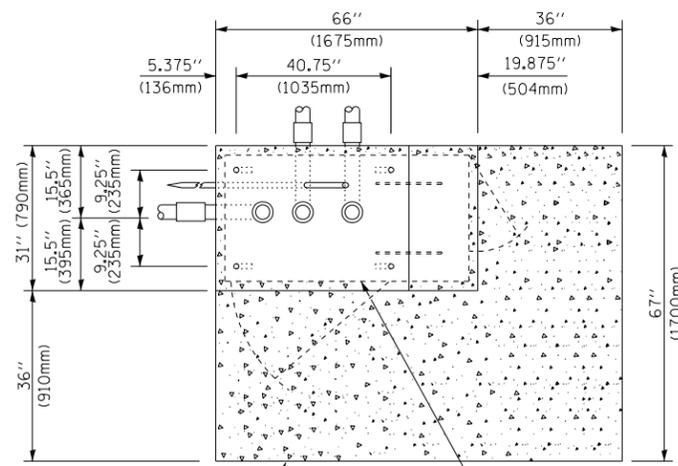
NOTES:

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

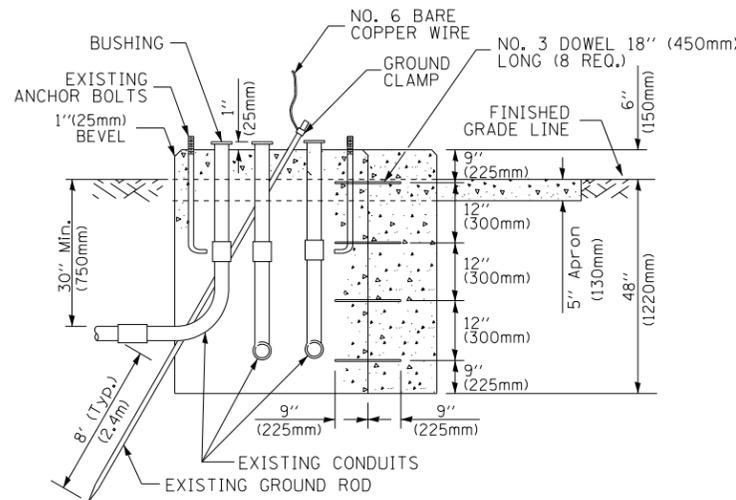
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

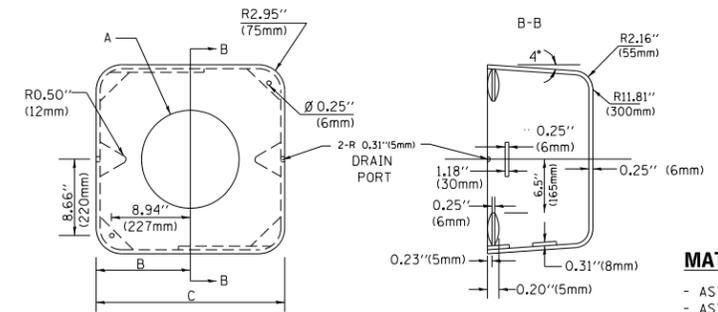


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

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



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

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

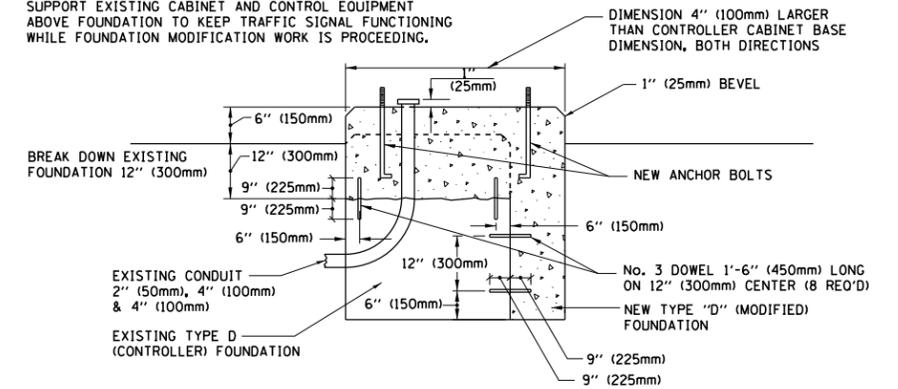
SHROUD

NOTES:

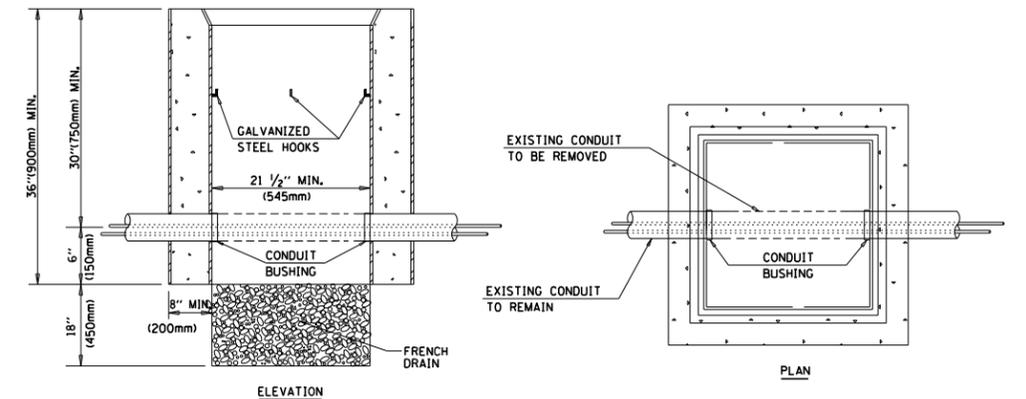
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



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

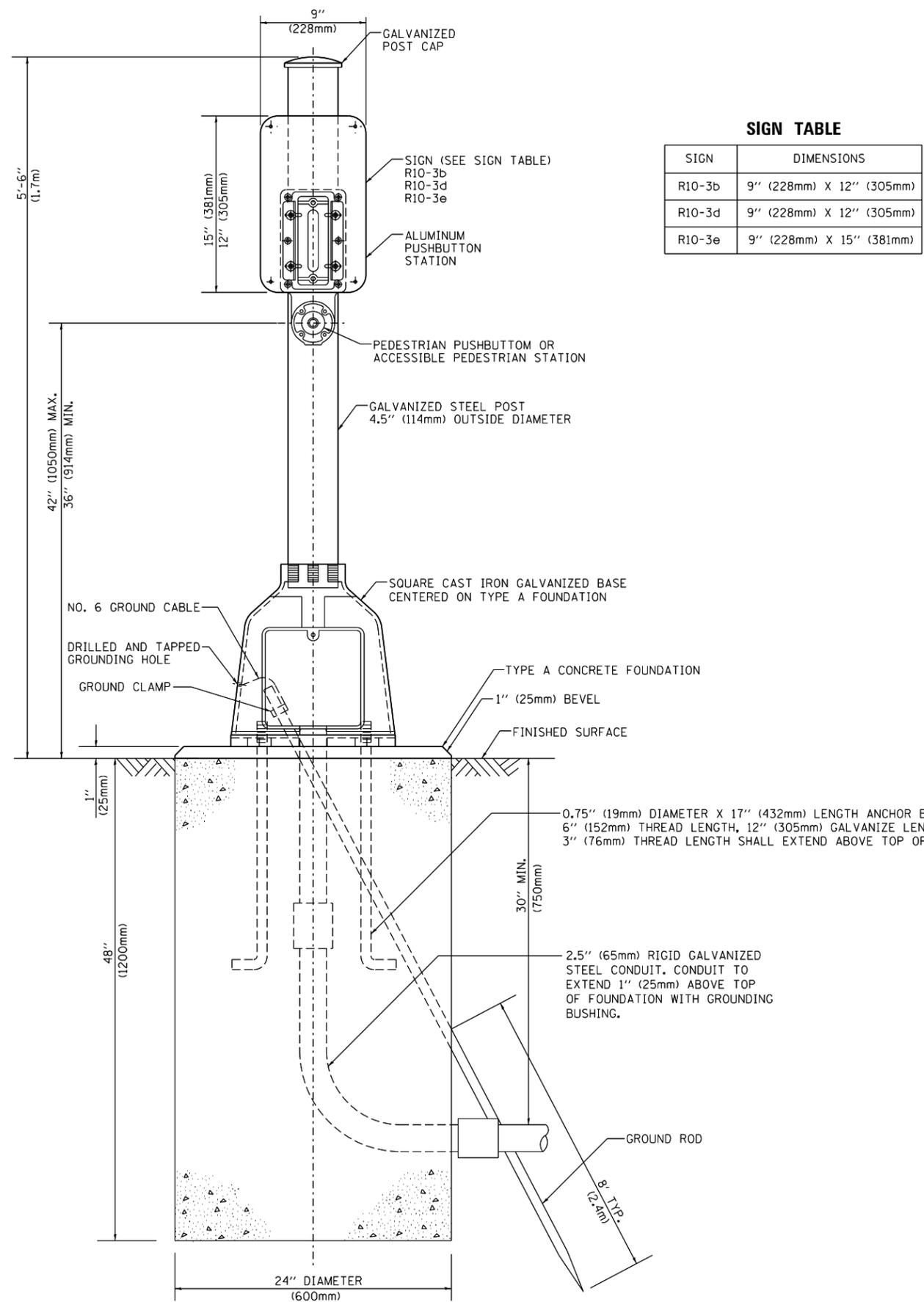
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ca:\pwwork\pwwork\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

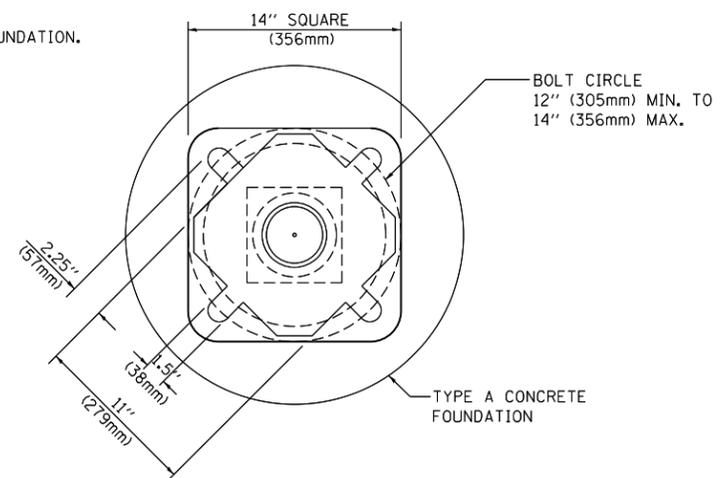
SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	43
	TS-05		CONTRACT NO. 62B63	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



SIGN TABLE

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



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
ct:\pwork\pwork\footemj\d0108315\ts05.dgn		DRAWN - GND	REVISED -
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PLOT DATE = 1/13/2014		DATE - 10/1/2012	REVISED -

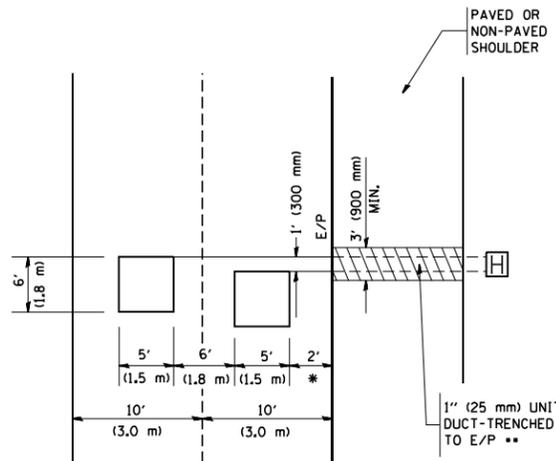
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	44
TS-05		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.



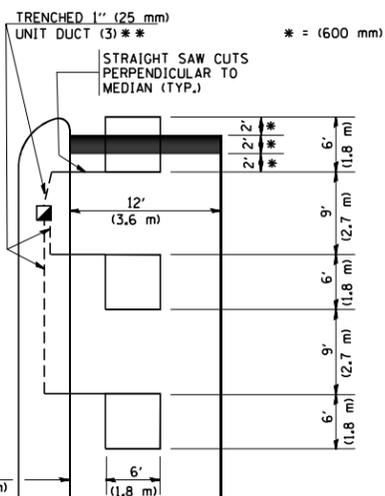
* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

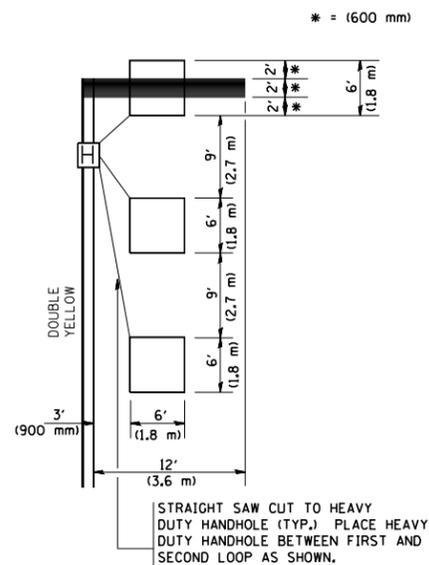


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

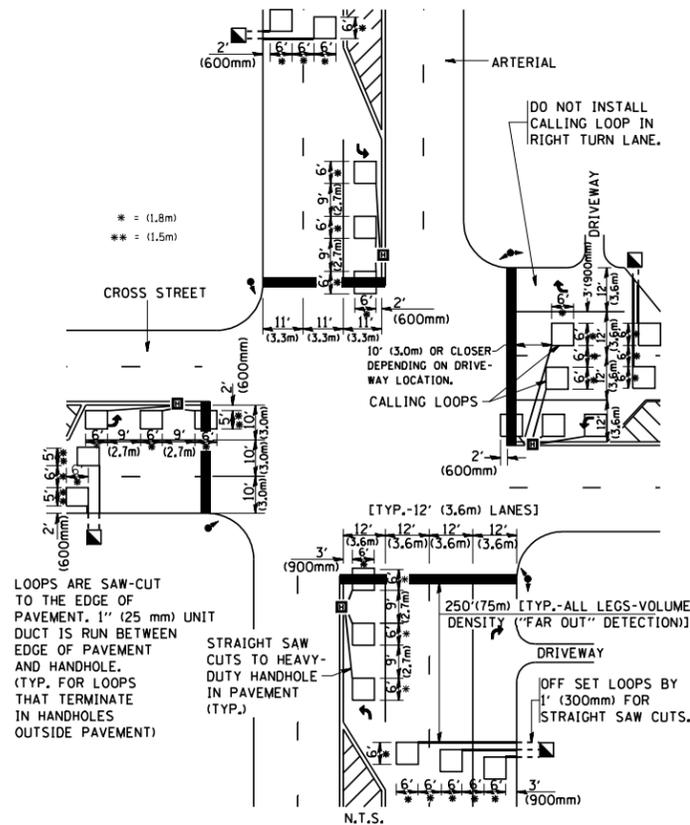
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



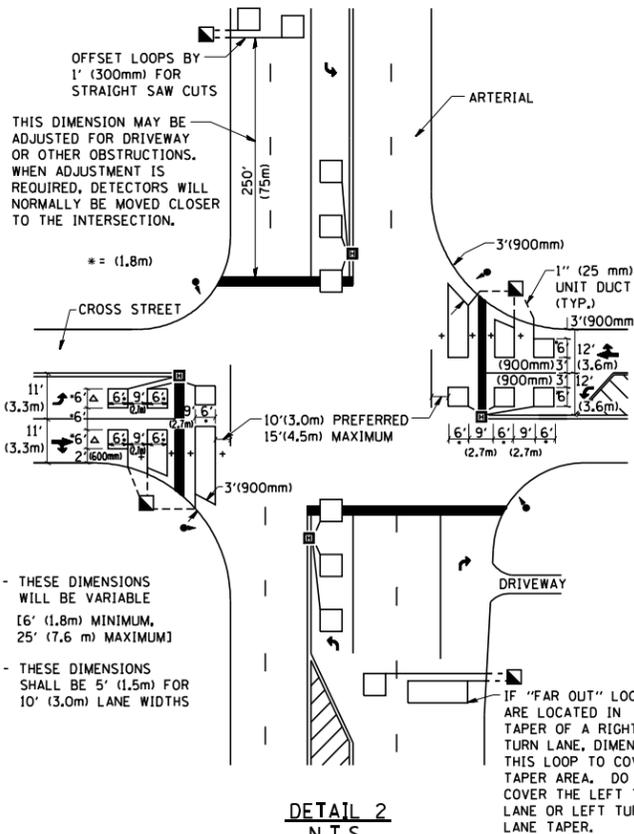
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("UPTIGHT" PRESENCE DETECTION)



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\diststd\22x34\ts07.dgn

USER NAME = gaglianobt
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 1/4/2008

DESIGNED -
DRAWN -
CHECKED - R.K.F.
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	45
TS-07		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

REMOVAL 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.

- 4 EACH STEEL MAST ARM ASSEMBLY AND POST
- 4 EACH TRAFFIC SIGNAL POST
- 8 EACH 5-SECTION SIGNAL HEAD
- 8 EACH PEDESTRIAN SIGNAL HEAD
- 8 EACH PEDESTRIAN PUSH-BUTTON
- 1 EACH SERVICE INSTALLATION
- 4 EACH TRAFFIC SIGNAL BACKPLATE

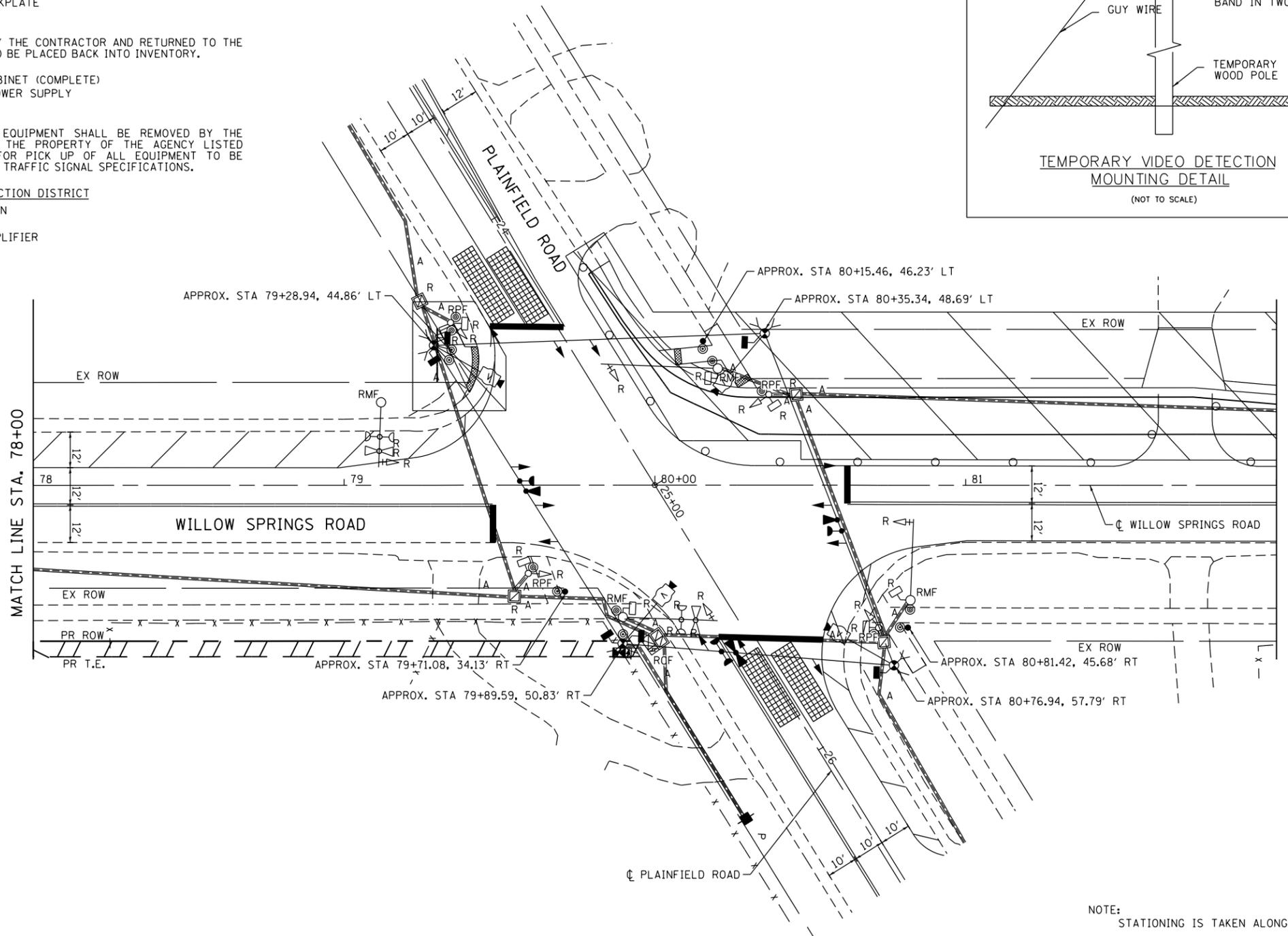
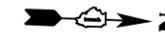
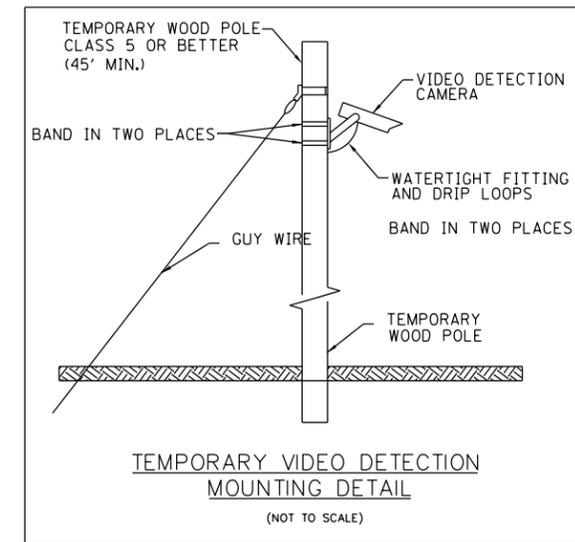
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND RETURNED TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION TO BE PLACED BACK INTO INVENTORY.

- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- 1 EACH UNINTERRUPTABLE POWER SUPPLY

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED, AND REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL ARRANGE FOR PICK UP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

AGENCY: PLEASANTVIEW FIRE PROTECTION DISTRICT

- 2 EACH CONFIRMATION BEACON
- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER



NOTE:
STATIONING IS TAKEN ALONG WILLOW SPRINGS ROAD

TS SHT NO. 1

TS 5935



USER NAME = WTeng	DESIGNED - WJT	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 40.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

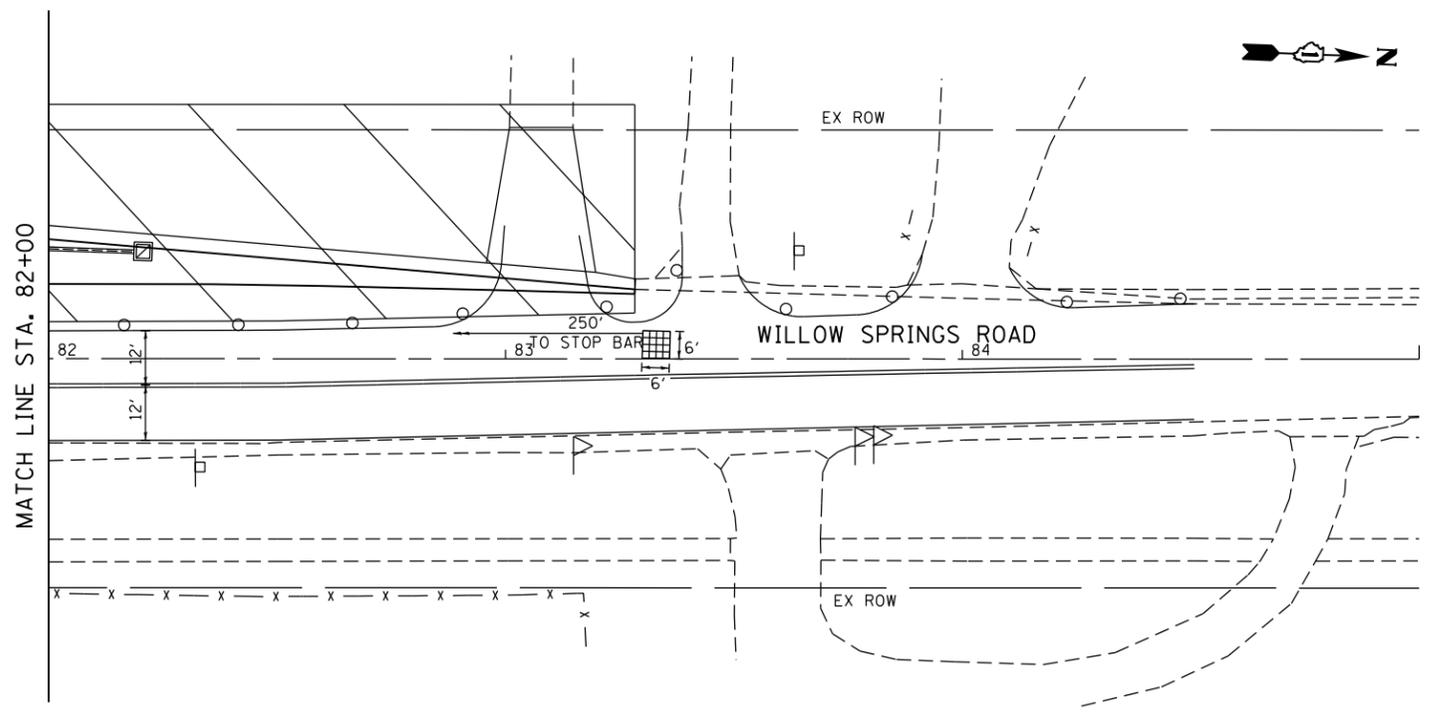
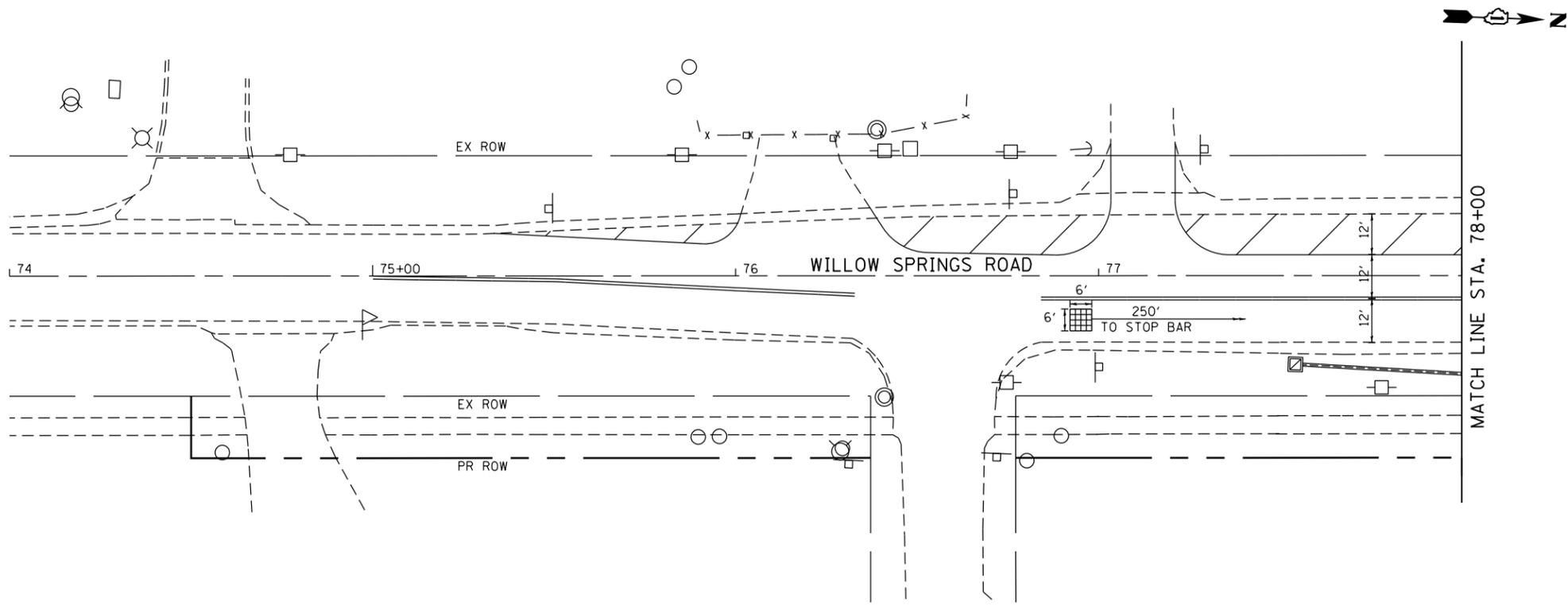
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN (SHEET 1 OF 3)
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD - STAGE 1**

SCALE: 1"=20' SHEET 1 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	46
				CONTRACT NO. 62B63
ILLINOIS FED. AID PROJECT				

TS SHT NO. 2



USER NAME = WTeng	DESIGNED - WJT	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 40.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

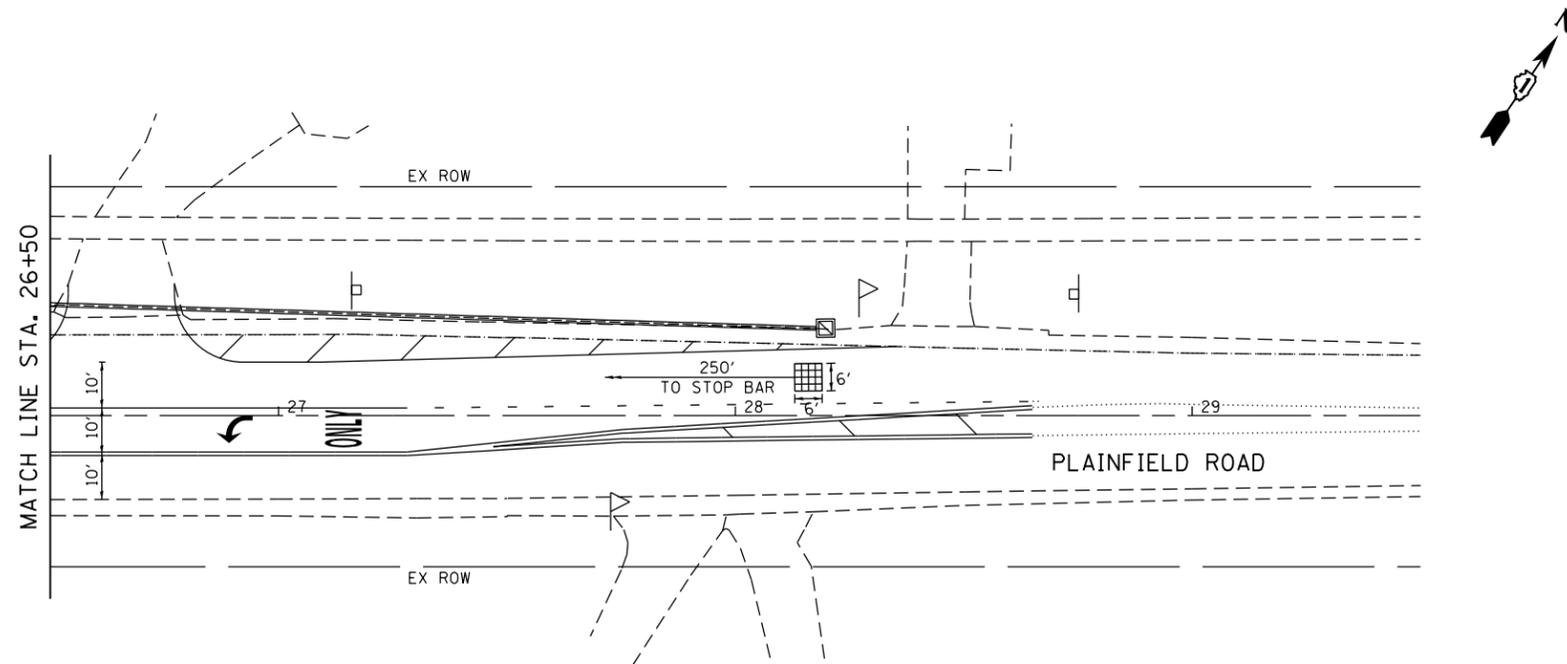
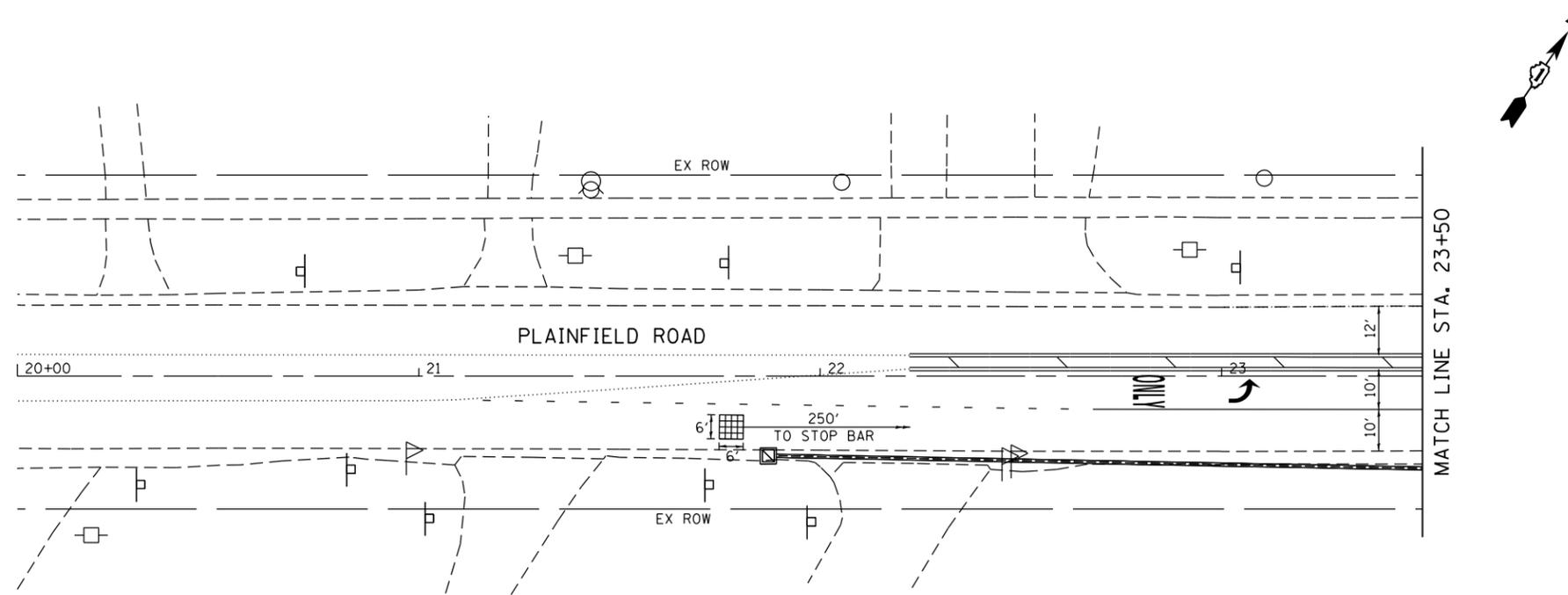
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN (SHEET 2 OF 3)
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD - STAGE 1
SCALE: 1"=20' SHEET 2 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	47
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

TS 5935

TS SHT NO. 3



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

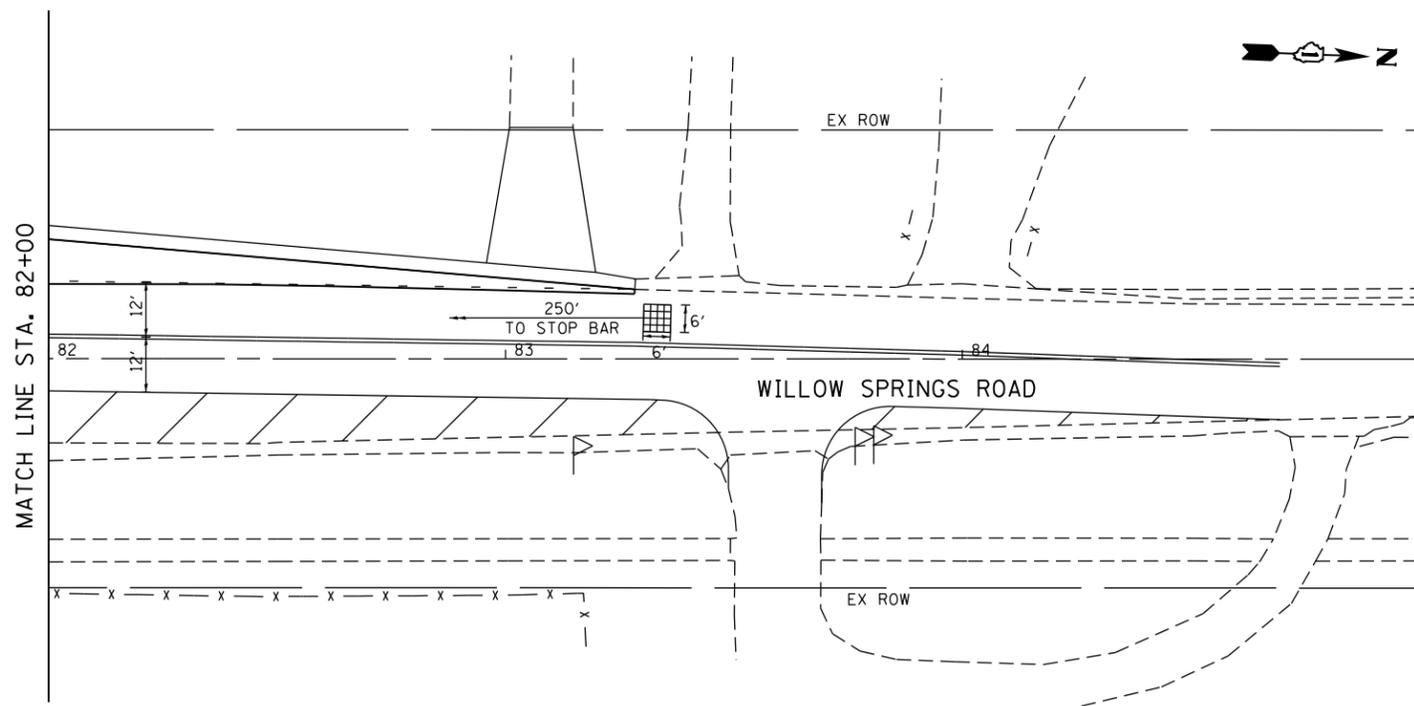
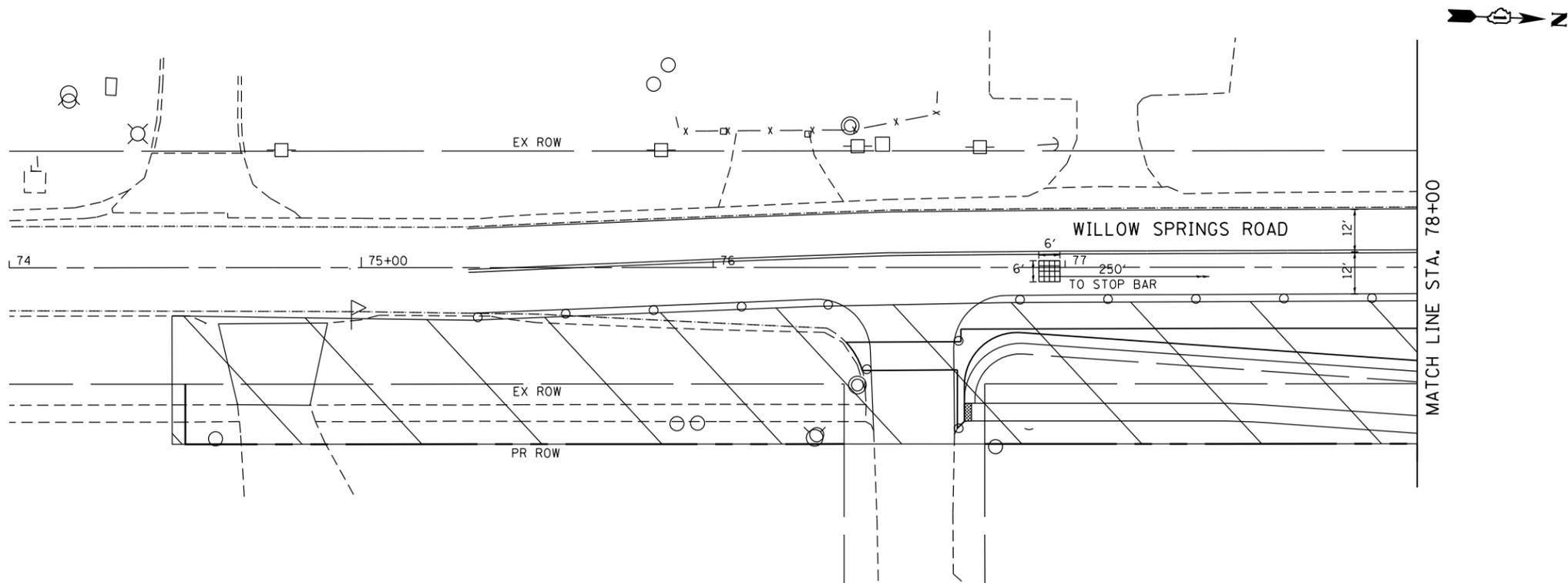
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN (SHEET 3 OF 3)
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD - STAGE 1

SCALE: 1"=20' SHEET 3 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	48
				CONTRACT NO. 62B63
ILLINOIS FED. AID PROJECT				

TS 5935

TS SHT NO. 5



NOTE A

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



USER NAME = WTeng	DESIGNED - WJT	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 40.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

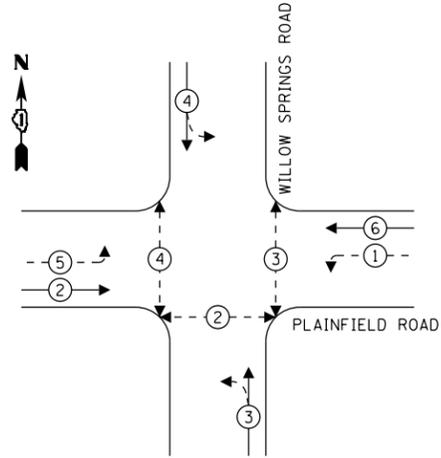
**TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN (SHEET 2 OF 2)
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD - STAGE 2**

SCALE: 1"=20' SHEET 5 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	50
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

TS 5935

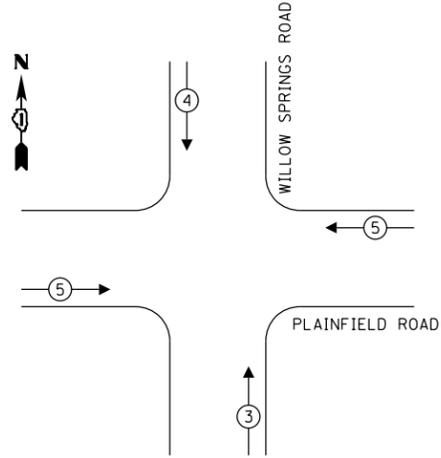
PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← ⊙ ← PROTECTED PHASE
- ← ⊙ - - PROTECTED/PERMITTED PHASE
- ← ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



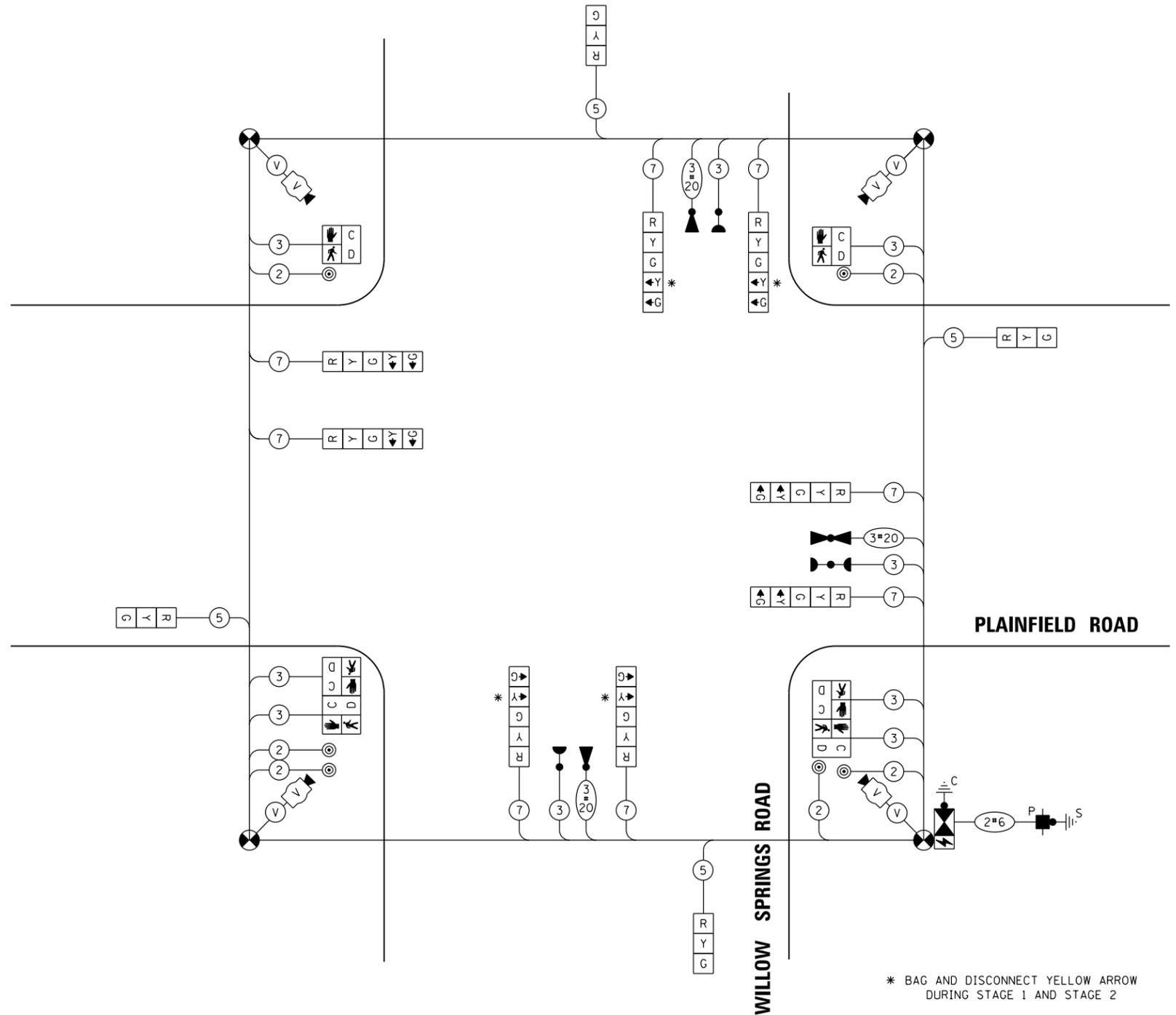
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	6	20	100	120.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				553.8

ENERGY COSTS TO:

CITY OF COUNTRYSIDE
5550 EAST AVENUE
COUNTRYSIDE, ILLINOIS 60525

ENERGY SUPPLY: CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



CABLE PLAN – STAGE 1
(NOT TO SCALE)

* BAG AND DISCONNECT YELLOW ARROW DURING STAGE 1 AND STAGE 2

TS SHT NO. 6



USER NAME = WTeng	DESIGNED - WJT	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 6/20/2018	CHECKED - MTC	REVISED -
	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,
AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD – STAGE 1

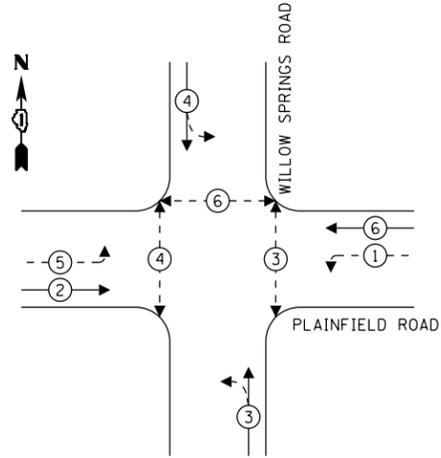
SCALE: N.T.S. SHEET 6 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	51
CONTRACT NO. 62B63				

TS 5935

ILLINOIS FED. AID PROJECT

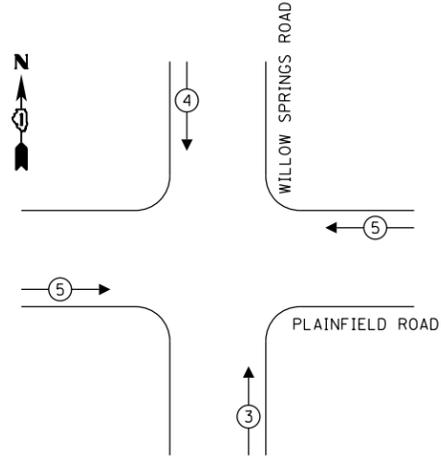
PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← ⊙ ← PROTECTED PHASE
- ← ⊙ - - PROTECTED/PERMITTED PHASE
- ← ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL OVERLAP

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



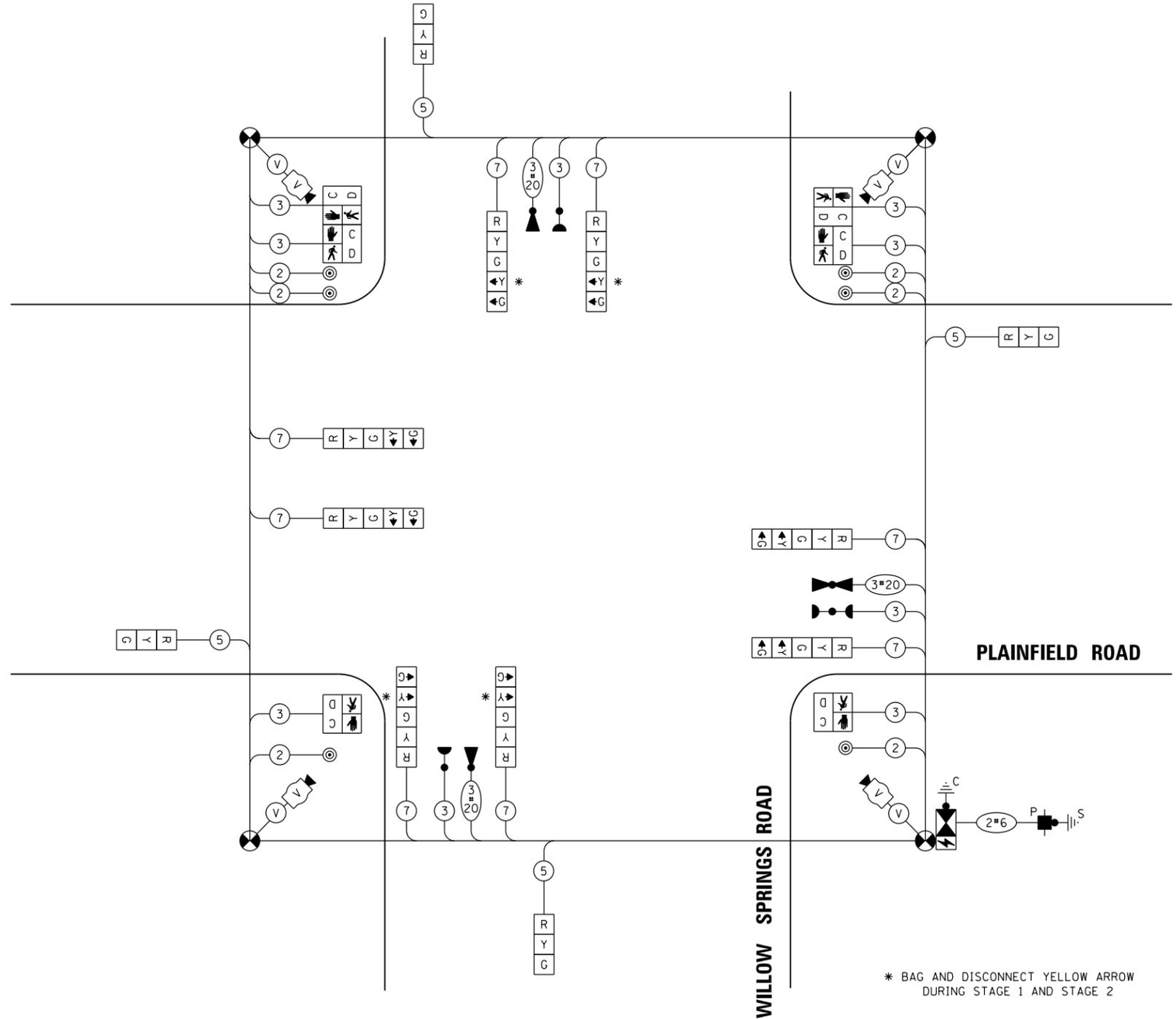
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

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SIGNAL (RED)	12	11	50	66.0
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(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	6	20	100	120.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	1	150	100	150.0
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				553.8

ENERGY COSTS TO:

CITY OF COUNTRYSIDE
5550 EAST AVENUE
COUNTRYSIDE, ILLINOIS 60525

ENERGY SUPPLY: CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



CABLE PLAN – STAGE 2
(NOT TO SCALE)

* BAG AND DISCONNECT YELLOW ARROW DURING STAGE 1 AND STAGE 2

TS SHT NO. 7



USER NAME = WTeng	DESIGNED - WJT	REVISED -
PLOT SCALE = 40,0000' / in.	DRAWN -	REVISED -
PLOT DATE = 6/20/2018	CHECKED - MTC	REVISED -
	DATE - 06/18/2018	REVISED -

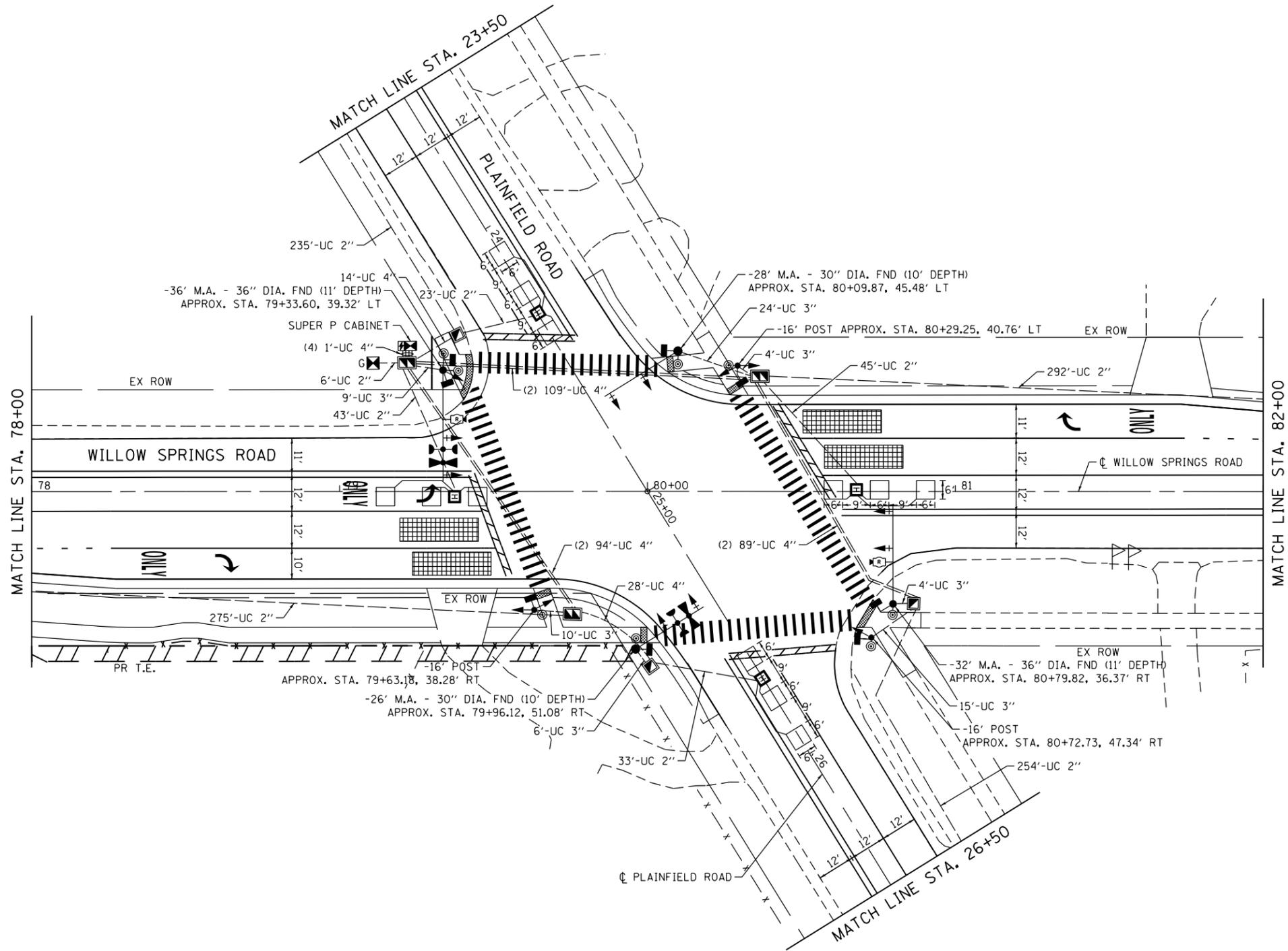
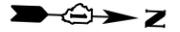
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM,
AND TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD – STAGE 2**

SCALE: N.T.S. SHEET 7 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	52
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

TS 5935



TS SHT NO. 8

TS 5935



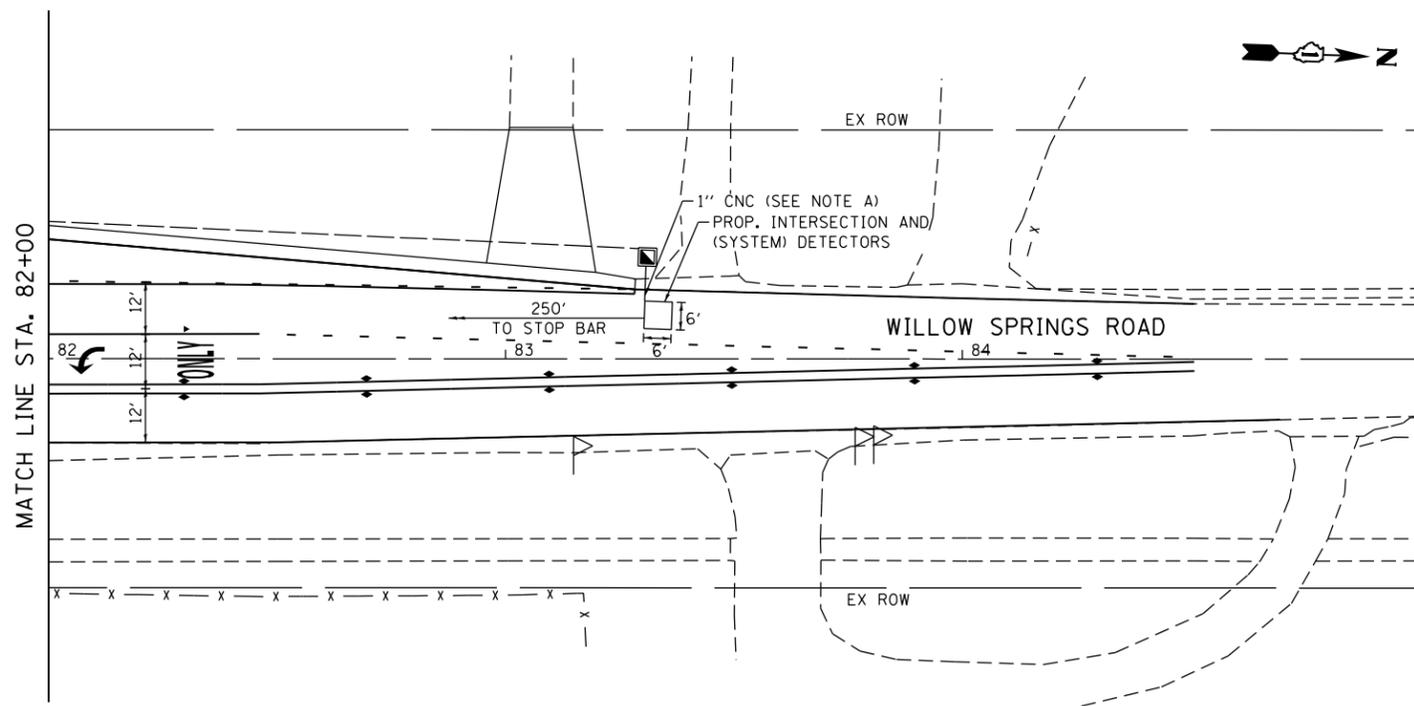
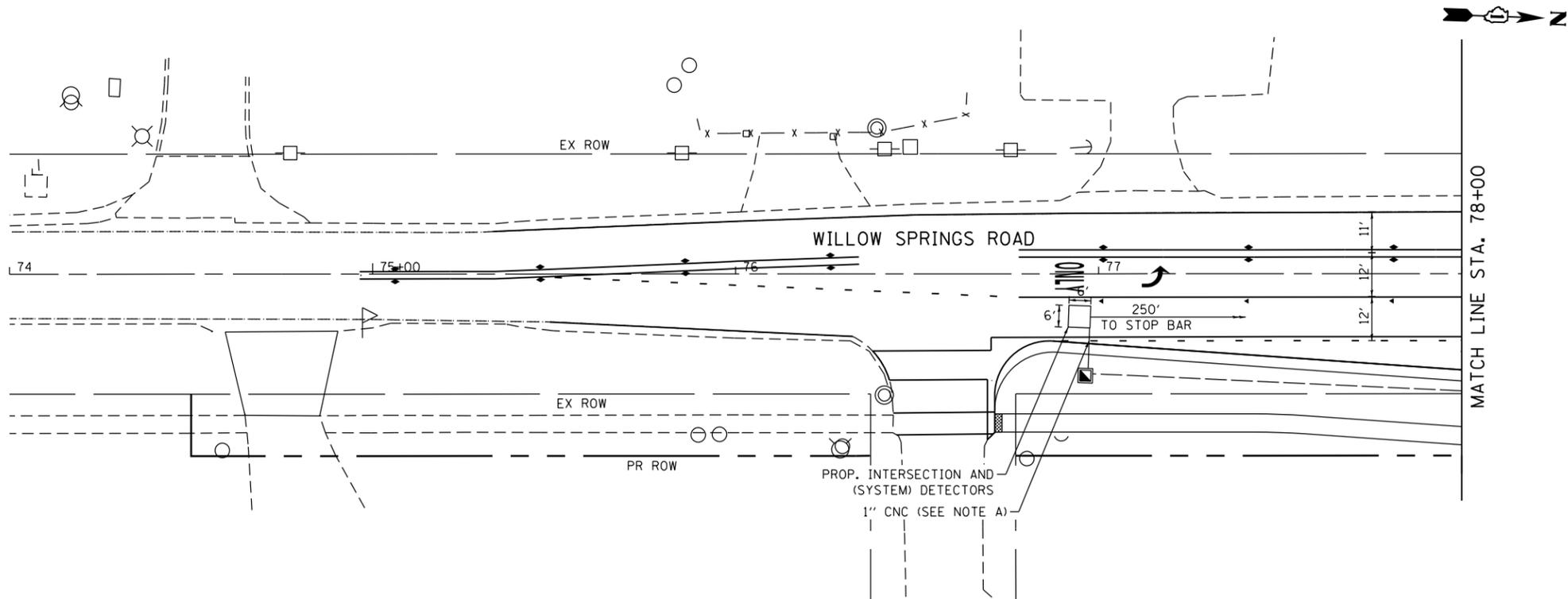
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	DRAWN -	REVISED -
PLOT SCALE = 40,0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/21/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 3)
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD

SCALE: 1"=20' SHEET 8 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	53
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				



NOTE A

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

TS SHT NO. 9

TS 5935



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

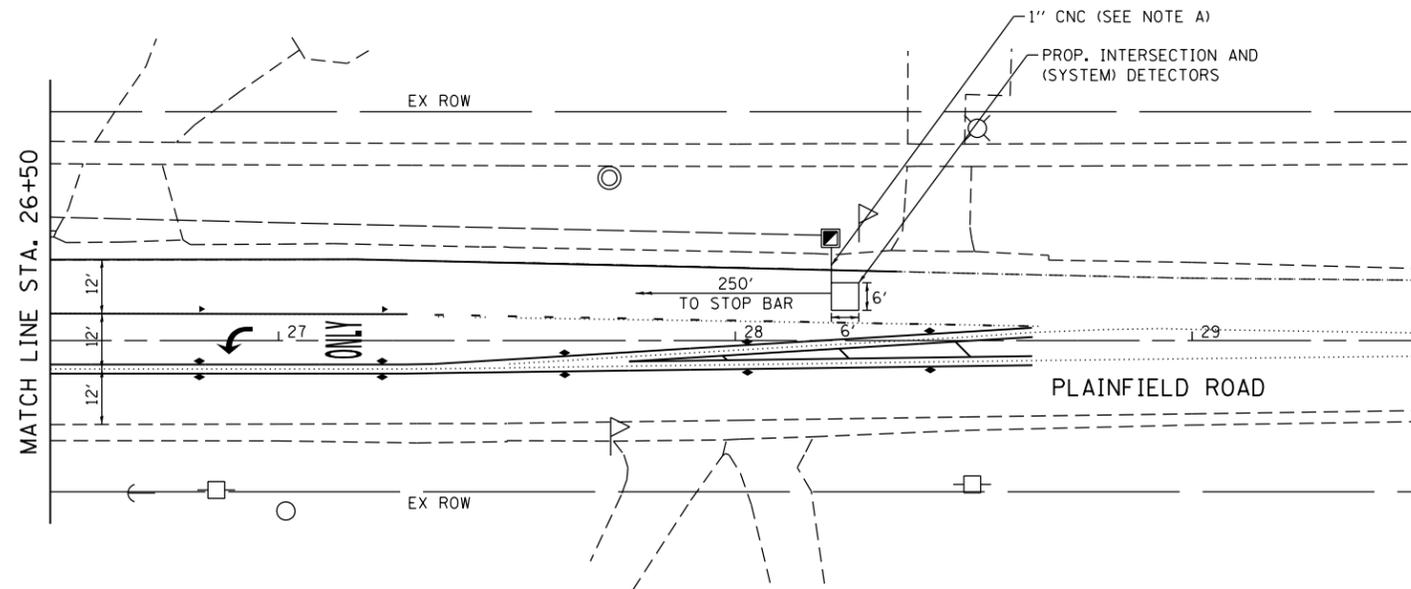
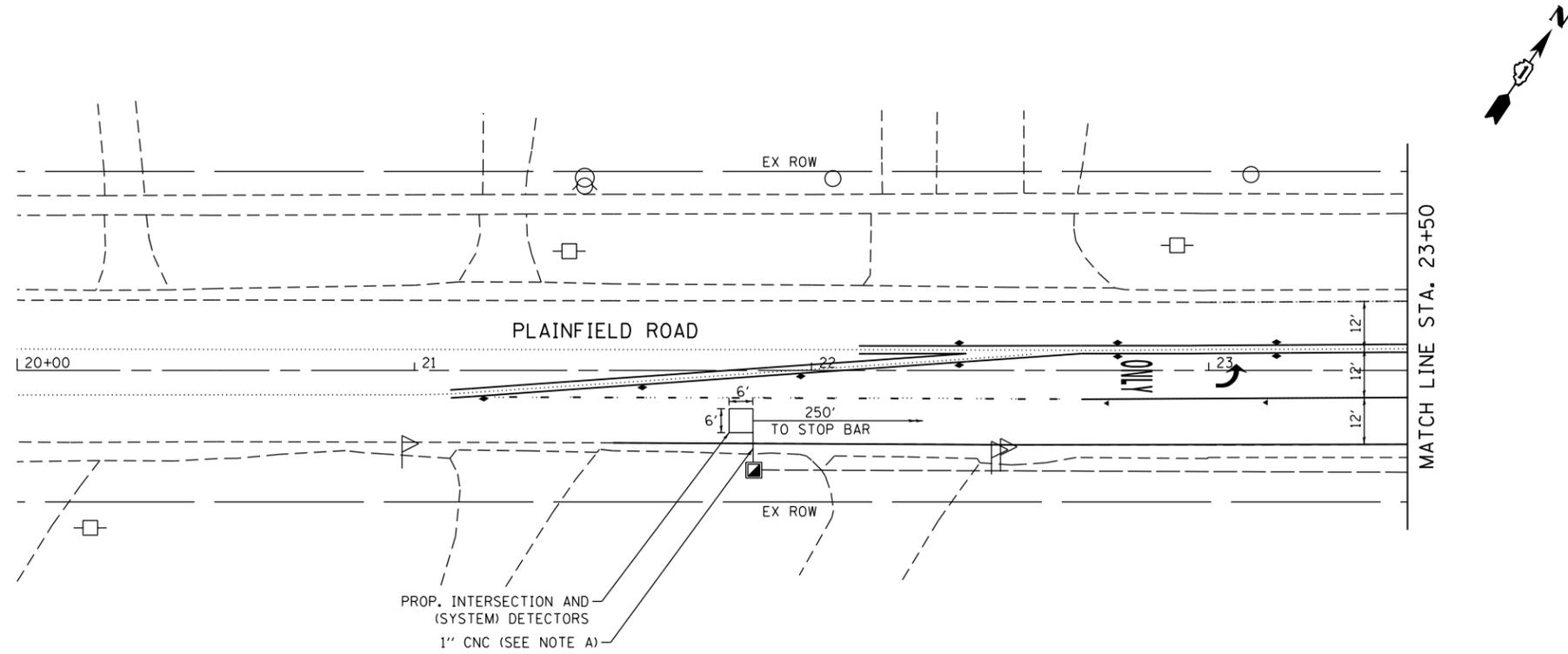
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 3)
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD

SCALE: 1"=20' SHEET 9 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	54
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

TS SHT NO. 10



NOTE A

EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



USER NAME = WTeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40,000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

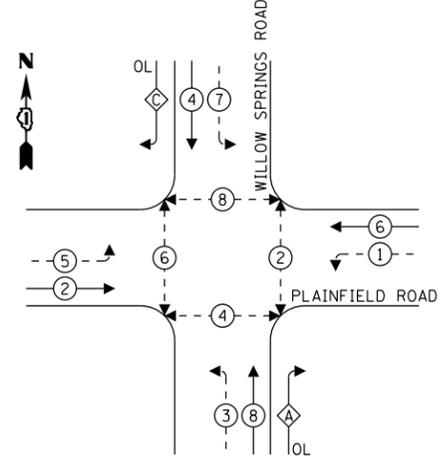
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 3 OF 3)
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD

SCALE: 1"=20' SHEET 10 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	55
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

TS 5935

PROPOSED CONTROLLER SEQUENCE



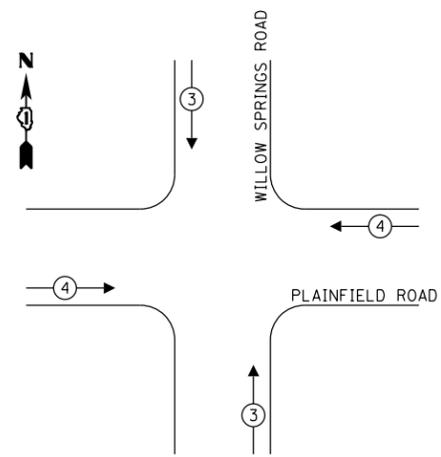
LEGEND:

- ← * → PROTECTED PHASE
- ← * - - PROTECTED/PERMITTED PHASE
- ← * → PEDESTRIAN PHASE
- ← * OL → OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
C	= 6	+ 7

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



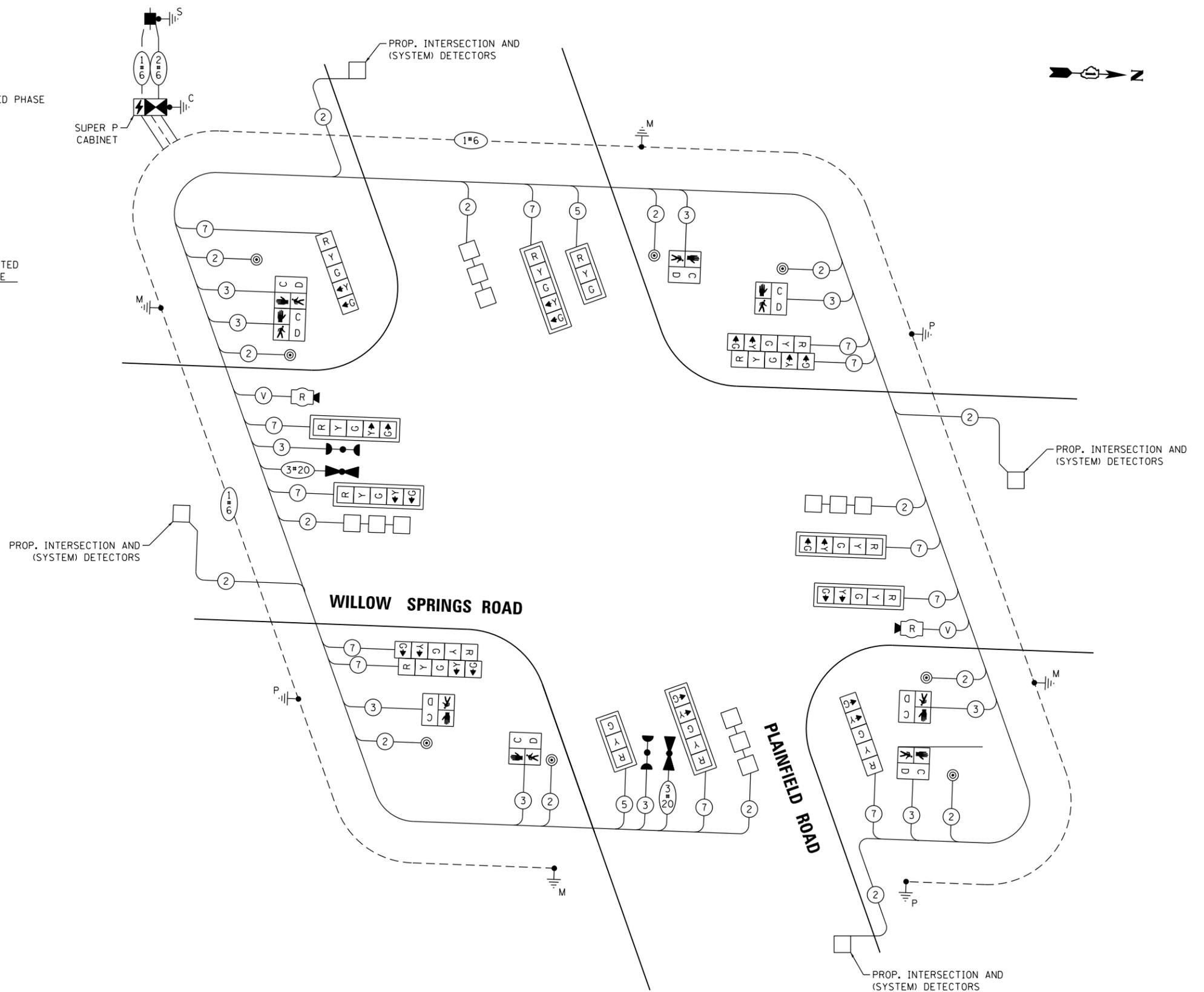
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77.0
(YELLOW)	14	20	5	14.0
(GREEN)	14	12	45	75.6
PERMISSIVE ARROW	24	10	10	24.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.00
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				475.6

ENERGY COSTS TO:

CITY OF COUNTRYSIDE
5550 EAST AVENUE
COUNTRYSIDE, ILLINOIS 60525

ENERGY SUPPLY: CONTACT: JOE STACHO
PHONE: (630) 424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



CABLE PLAN
(NOT TO SCALE)

TS SHT NO. 11



USER NAME = <u>WTeng</u>	DESIGNED - <u>WJT</u>	REVISED -
PLOT SCALE = <u>40.0000' / in.</u>	DRAWN -	REVISED -
PLOT DATE = <u>6/20/2018</u>	CHECKED - <u>MTC</u>	REVISED -
	DATE - <u>06/18/2018</u>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD**

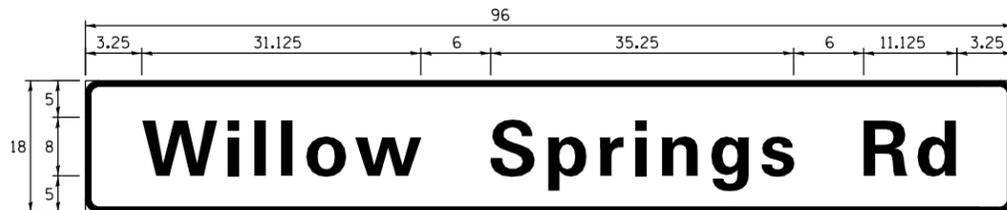
SCALE: N.T.S. SHEET 11 OF 12 SHEETS STA. N/A TO STA. N/A

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	56
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

TS 5935

SIGN PANEL – TYPE 1 OR TYPE 2

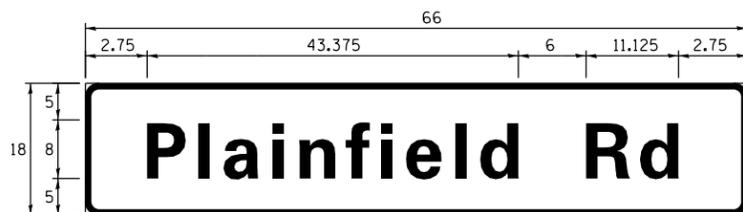
ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	12.0	2	ZZ	2

SIGN PANEL – TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	8.25	1	ZZ	2

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ FT	24.5
SIGN PANEL - TYPE 2	SQ FT	24
SERVICE INSTALLATION - GROUND MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	1204
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	74
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	630
HANDHOLE	EACH	7
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	3
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	3338
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1827
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	399
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2071
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2127
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	100
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1764
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3
STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 32 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	20
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	22
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	8
INDUCTIVE LOOP DETECTOR	EACH	8
DETECTOR LOOP, TYPE I	FOOT	790
* LIGHT DETECTOR	EACH	2
* LIGHT DETECTOR AMPLIFIER	EACH	1
PEDESTRIAN PUSH-BUTTON	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	5
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	297
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET	EACH	1
RADAR VEHICLE DETECTION SYSTEM, SINGLE APPROACH, STOP BAR	EACH	2
UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 2	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

* 100% COST TO THE PLEASANTVIEW FIRE PROTECTION DISTRICT

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL

TS SHT NO. 12

TS 5935



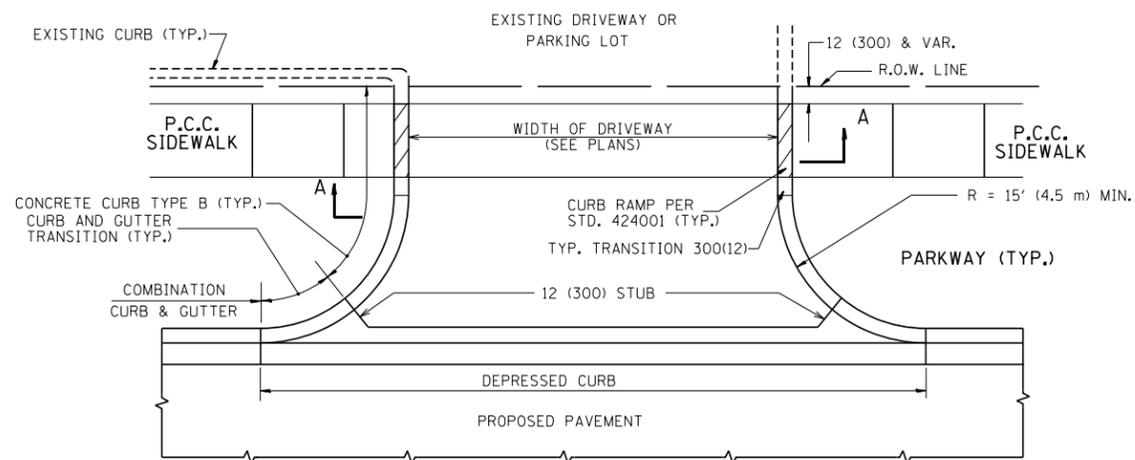
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PLOT SCALE = 40.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/21/2018	DATE - 06/18/2018	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

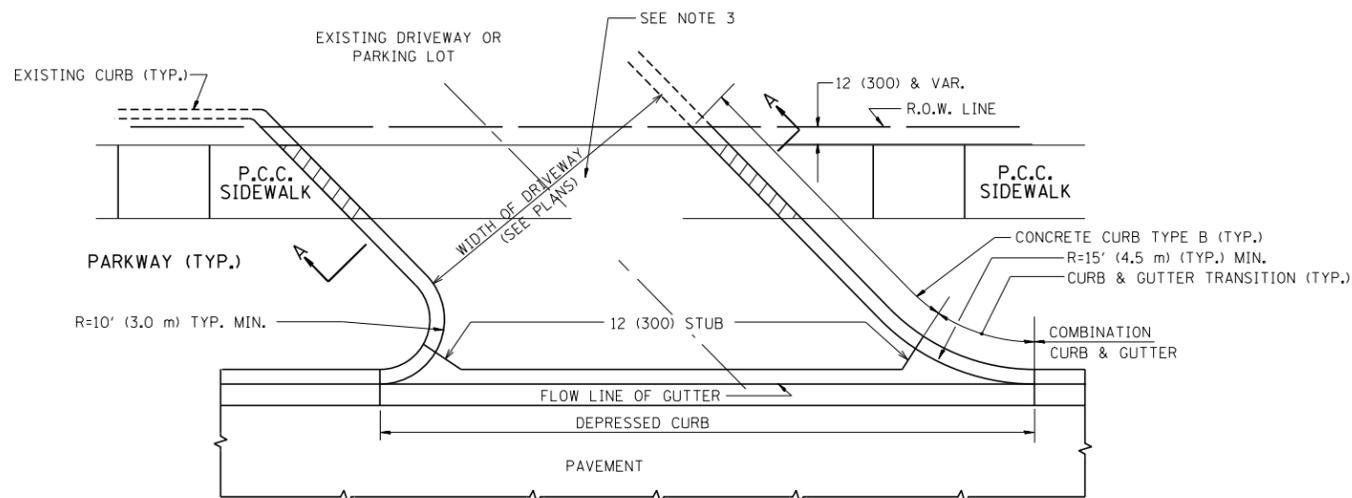
MAST ARM MOUNTED STREET NAME SIGNS
AND SCHEDULE OF QUANTITIES
PLAINFIELD ROAD AT WILLOW SPRINGS ROAD

SCALE: N.T.S. SHEET 12 OF 12 SHEETS STA. N/A TO STA. N/A

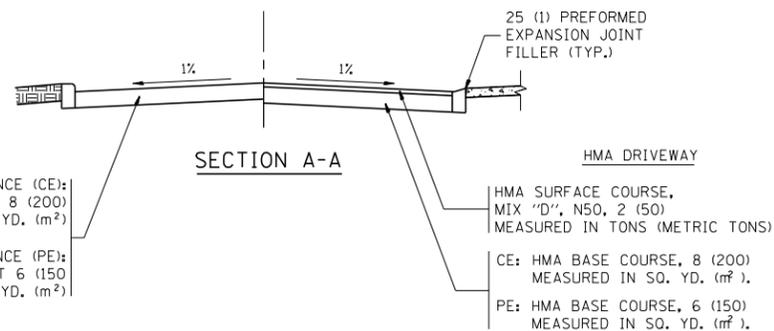
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	57
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				



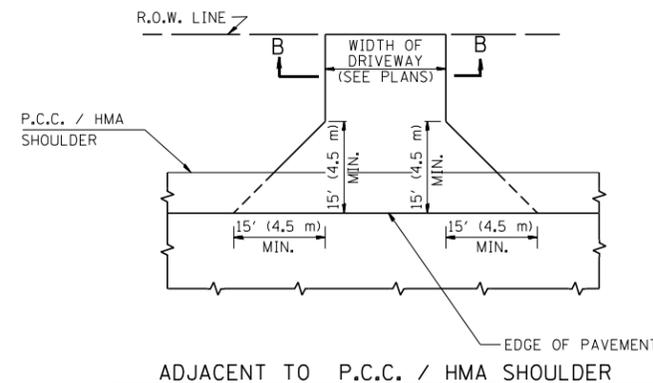
WITH CONCRETE CURB, TYPE B



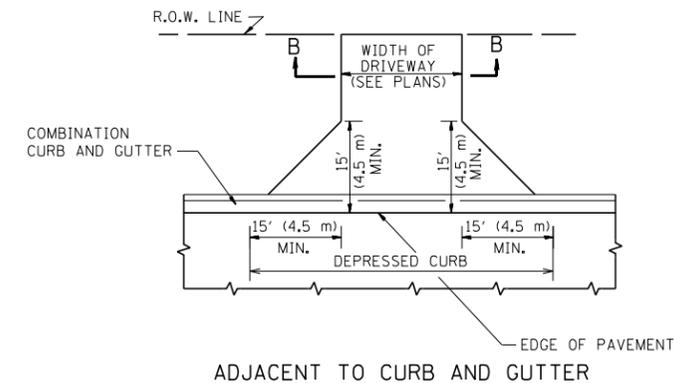
WITH CONCRETE CURB, TYPE B



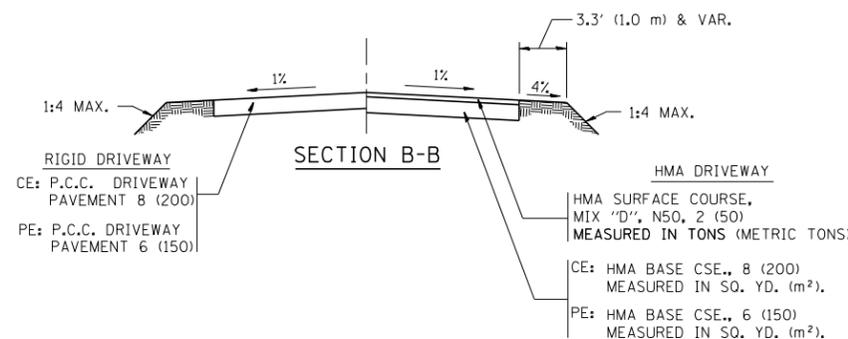
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



RURAL FIELD ENTRANCE (FE)

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

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

GENERAL NOTES:

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

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

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

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

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

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

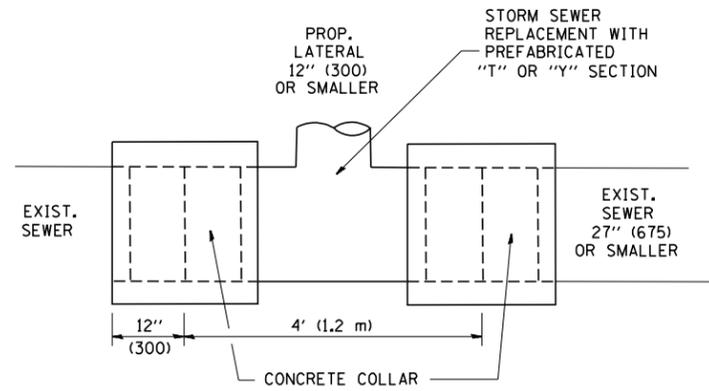
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	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

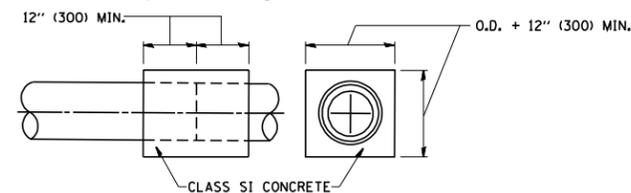
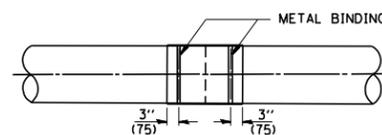
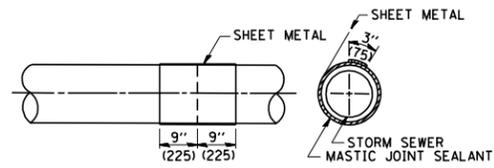
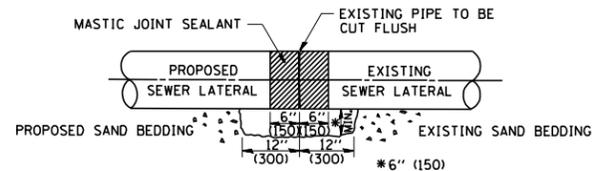
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	58
BD0156-07 (BD-01)		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

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

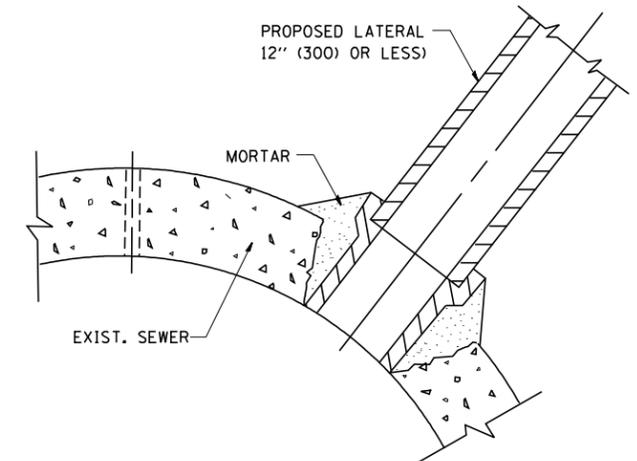


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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



DETAIL "C"

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

NOTES

MATERIAL

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

CONSTRUCTION METHODS

- I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

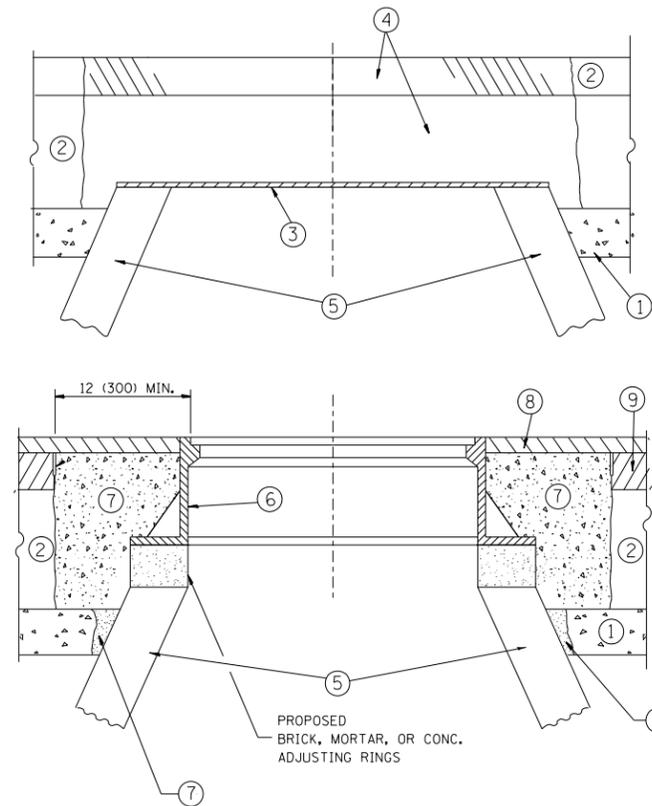
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	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	59
BD500-01 (BD-7)		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

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

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

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

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

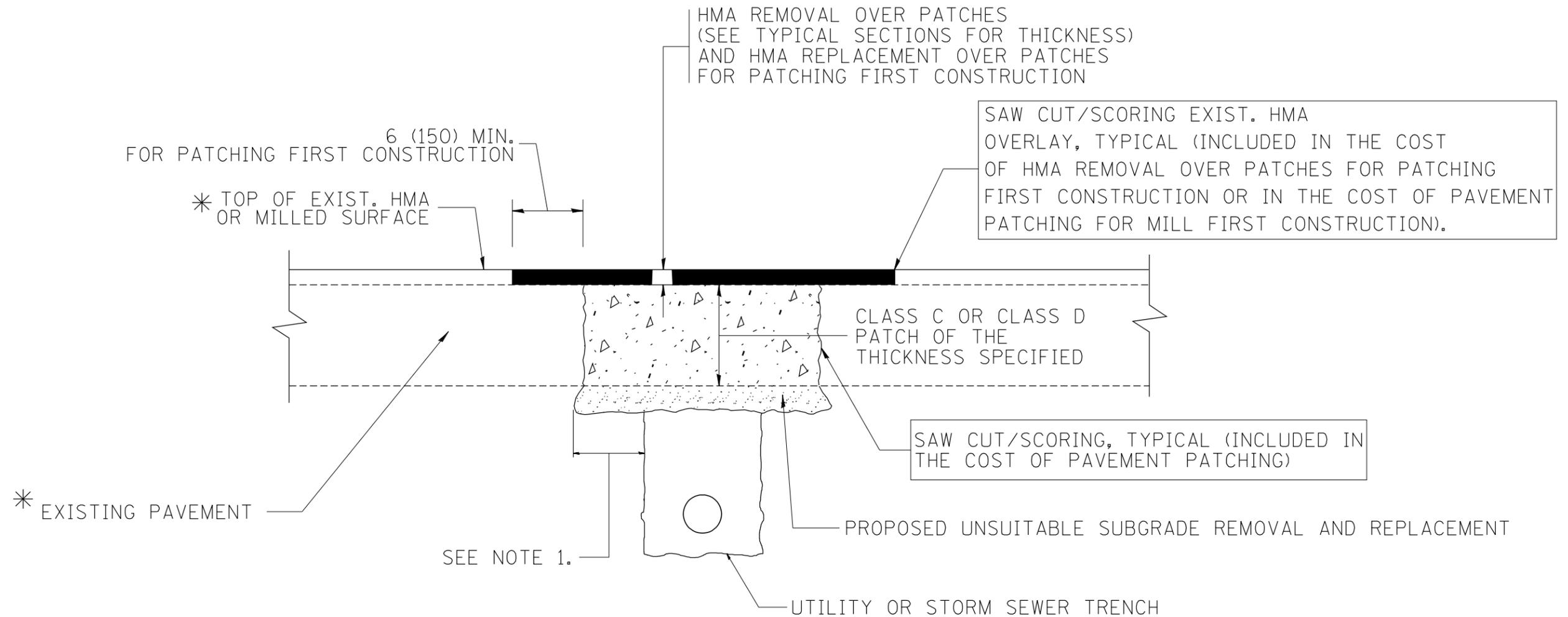
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT SCALE = 1/68.5000 "/ m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	60
BD600-03 (BD-8)		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 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.

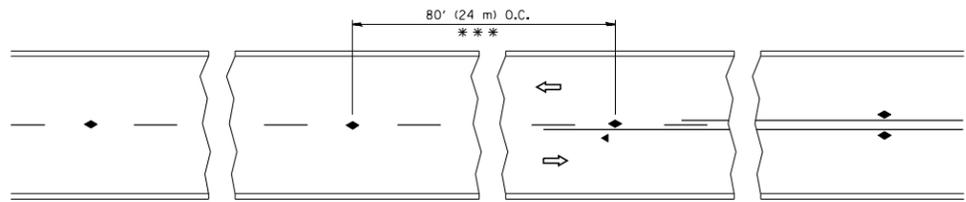
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		DRAWN -	REVISED - R. BORO 01-01-07
		PLOT SCALE = 50.000' / IN.	REVISED - R. BORO 09-04-07
		PLOT DATE = 10/27/2008	REVISED - K. ENG 10-27-08

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.
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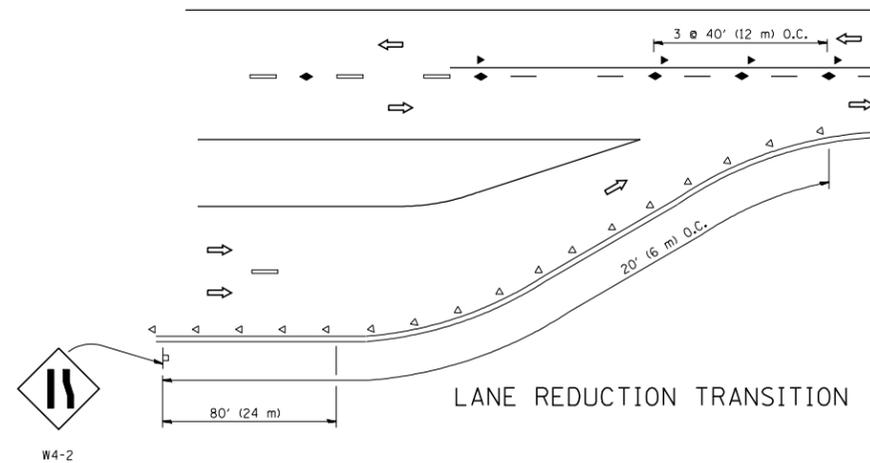
**PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	61
BD400-04 (BD-22)		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

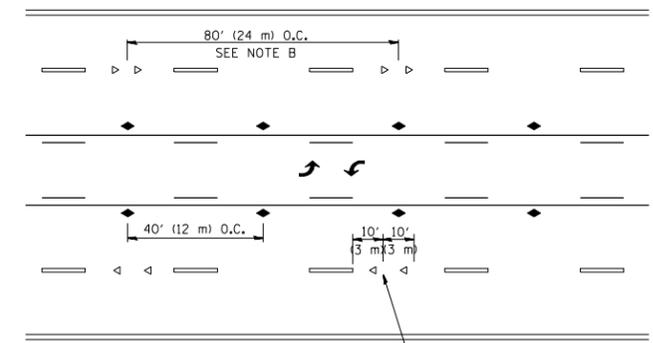


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

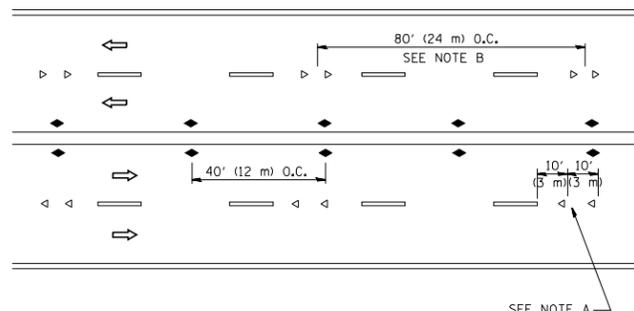
TWO-LANE/TWO-WAY



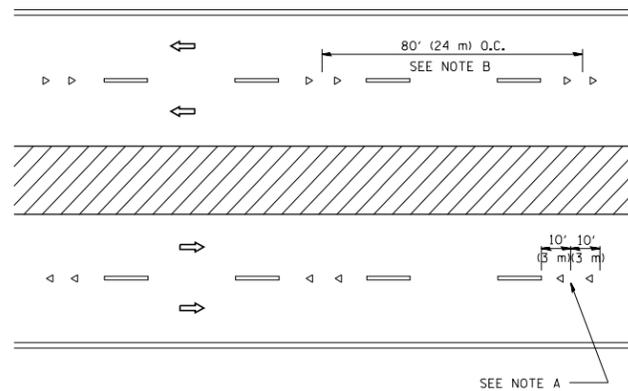
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

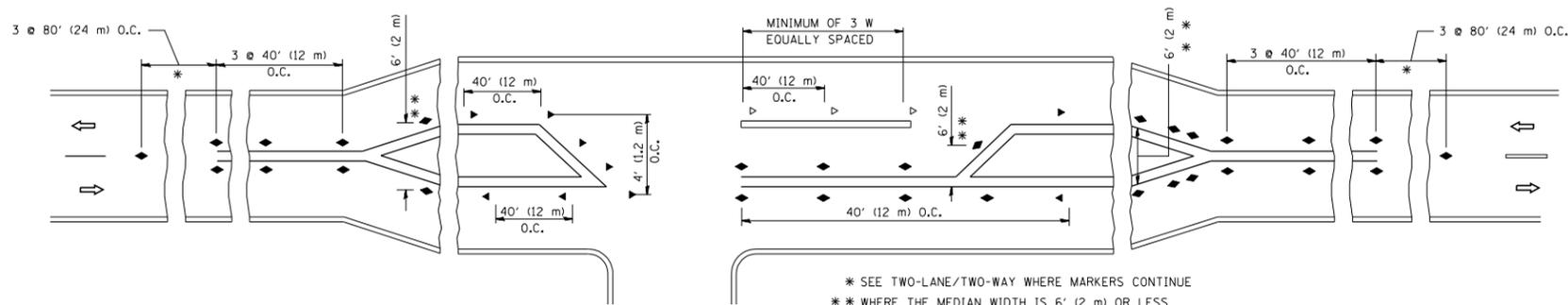
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



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

LEFT TURN

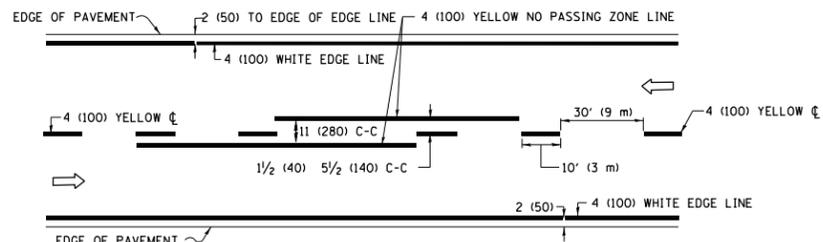
All dimensions are in inches (millimeters) unless otherwise shown.

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cr\pw\work\p\dot\lryso\d0108315\tcl1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

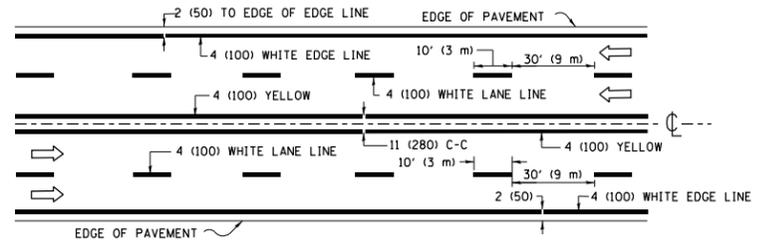
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

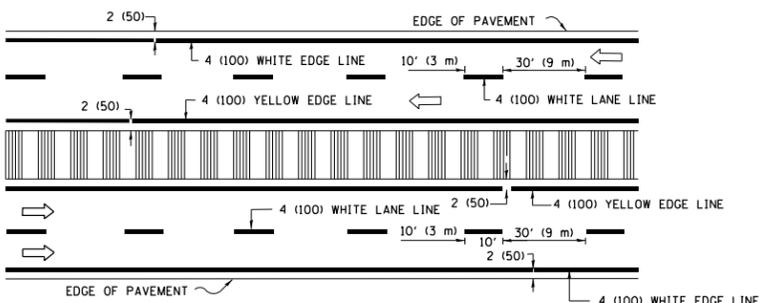
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	63
TC-11		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

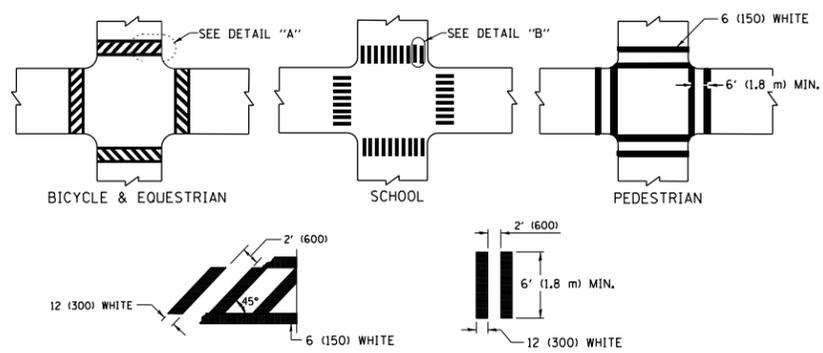


MULTI-LANE UNDIVIDED



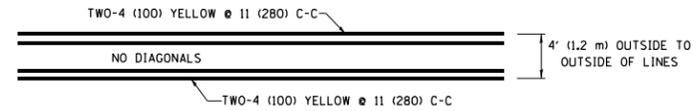
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

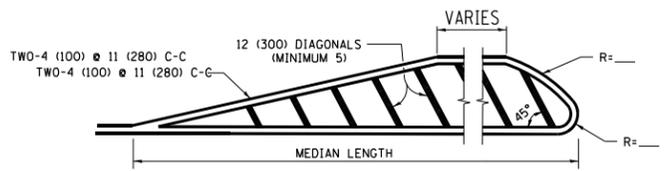


TYPICAL CROSSWALK MARKING

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

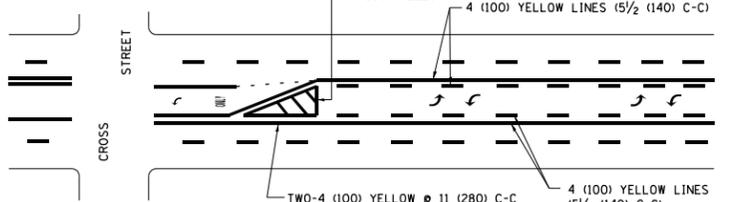


4' (1.2 m) WIDE MEDIANS ONLY

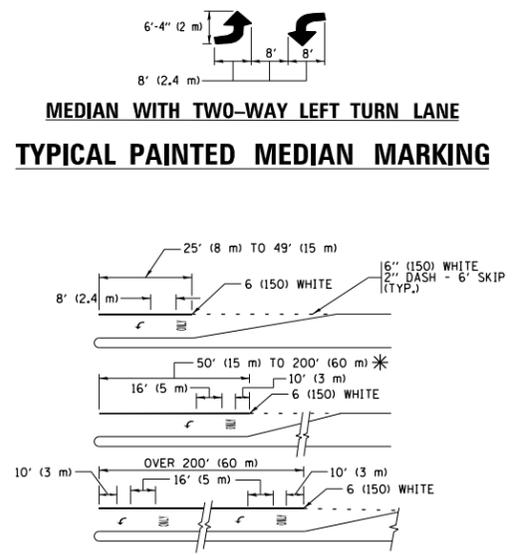


MEDIANS OVER 4' (1.2 m) WIDE

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))

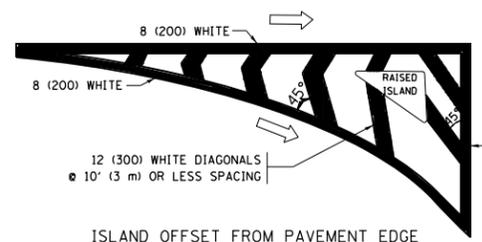


MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

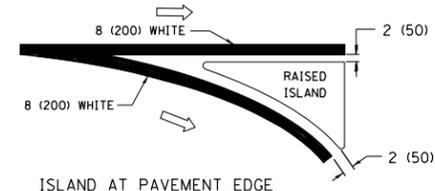


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

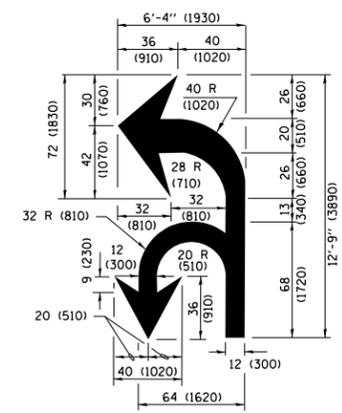
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING



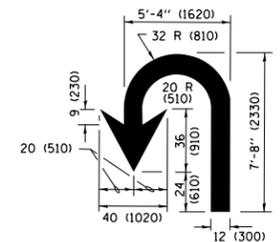
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (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 MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE, FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 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 YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
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.

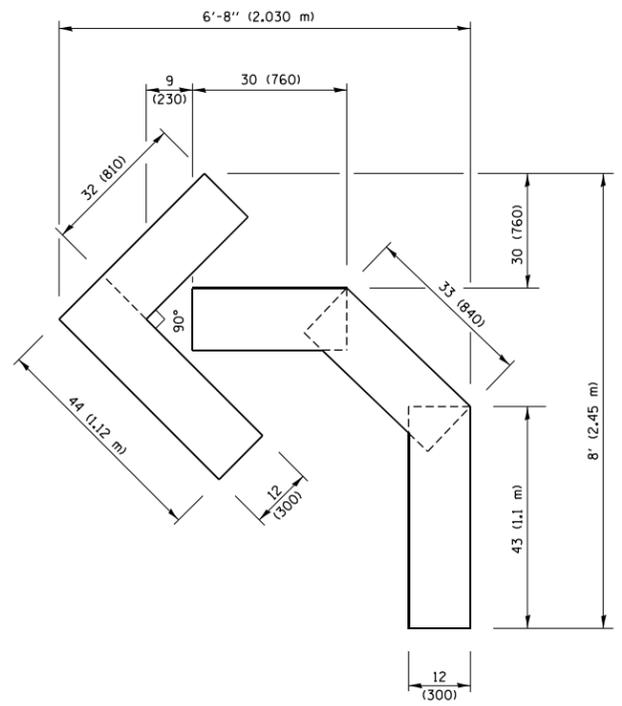
All dimensions are in inches (millimeters) unless otherwise shown.

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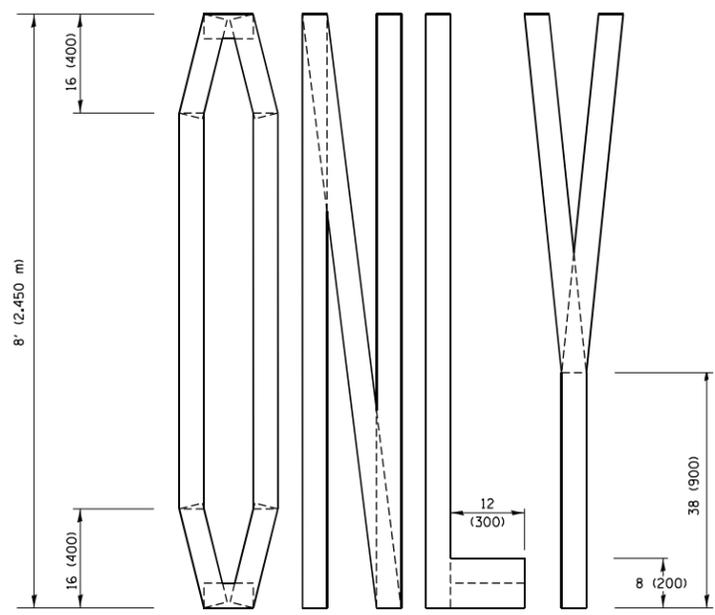
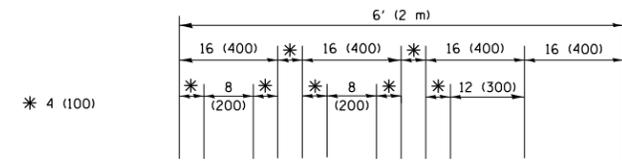
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	

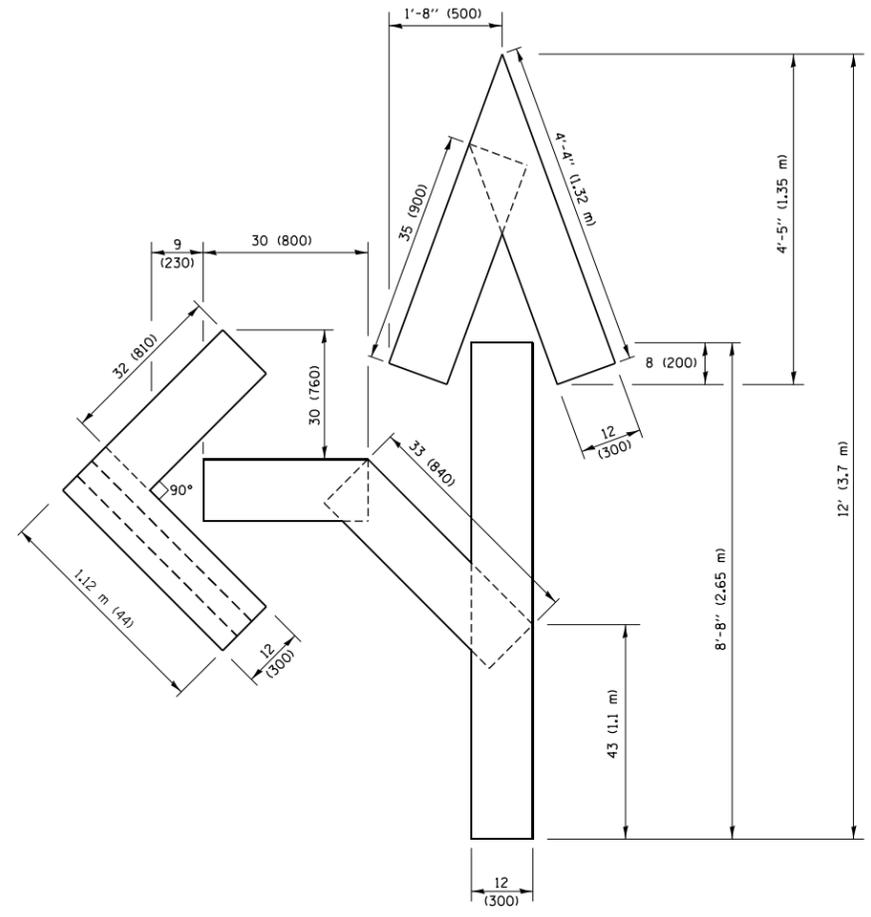
F.A.U. RTE. 1551	SECTION (3363) N	COUNTY COOK	TOTAL SHEETS 71	SHEET NO. 64
TC-13		CONTRACT NO. 62B63	ILLINOIS FED. AID PROJECT	



QUANTITY
 4 (100) LINE = 45.5 ft. (13.9 m)
 15.2 sq. ft. (1.41 sq. m)

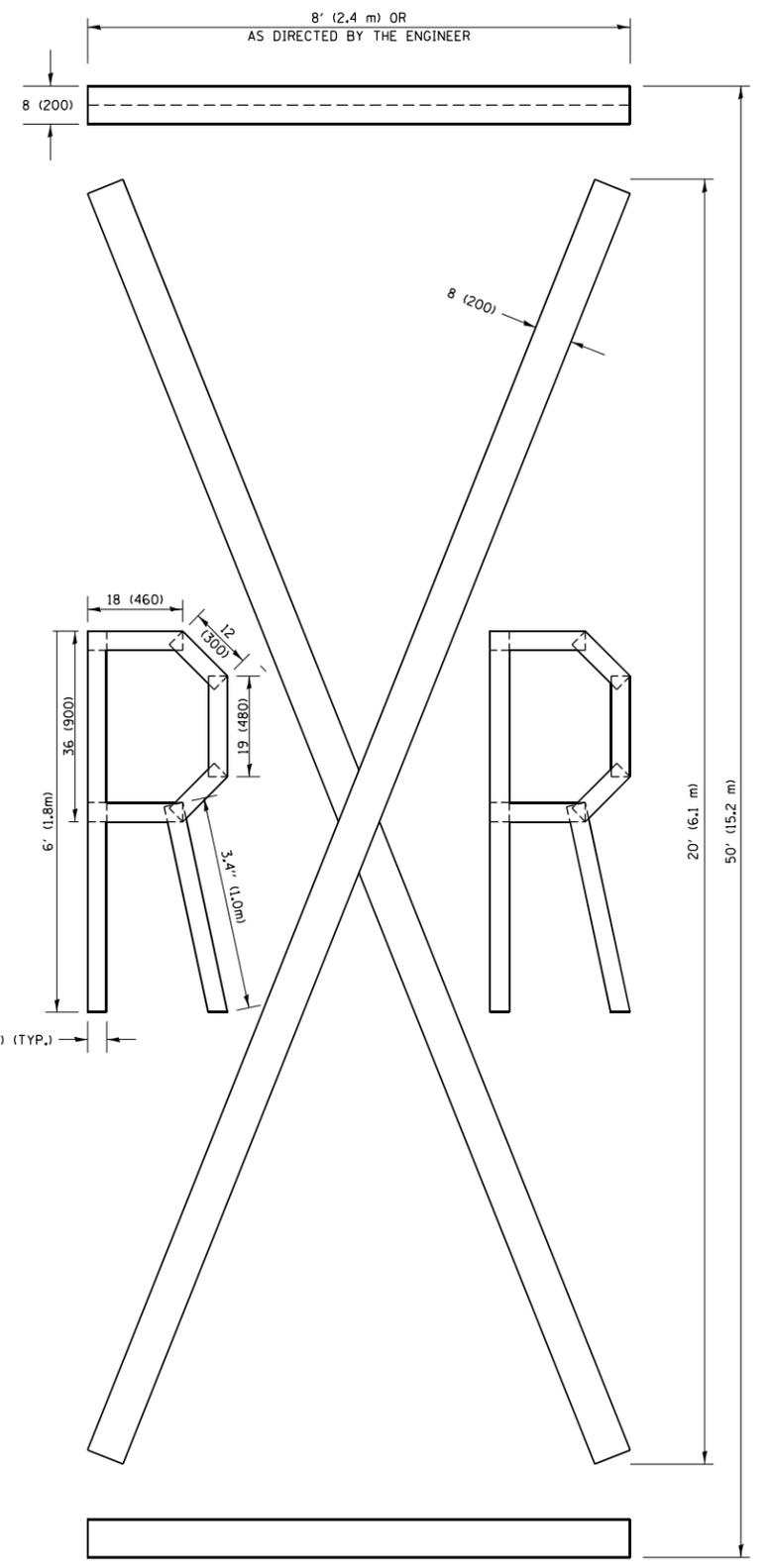


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 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
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

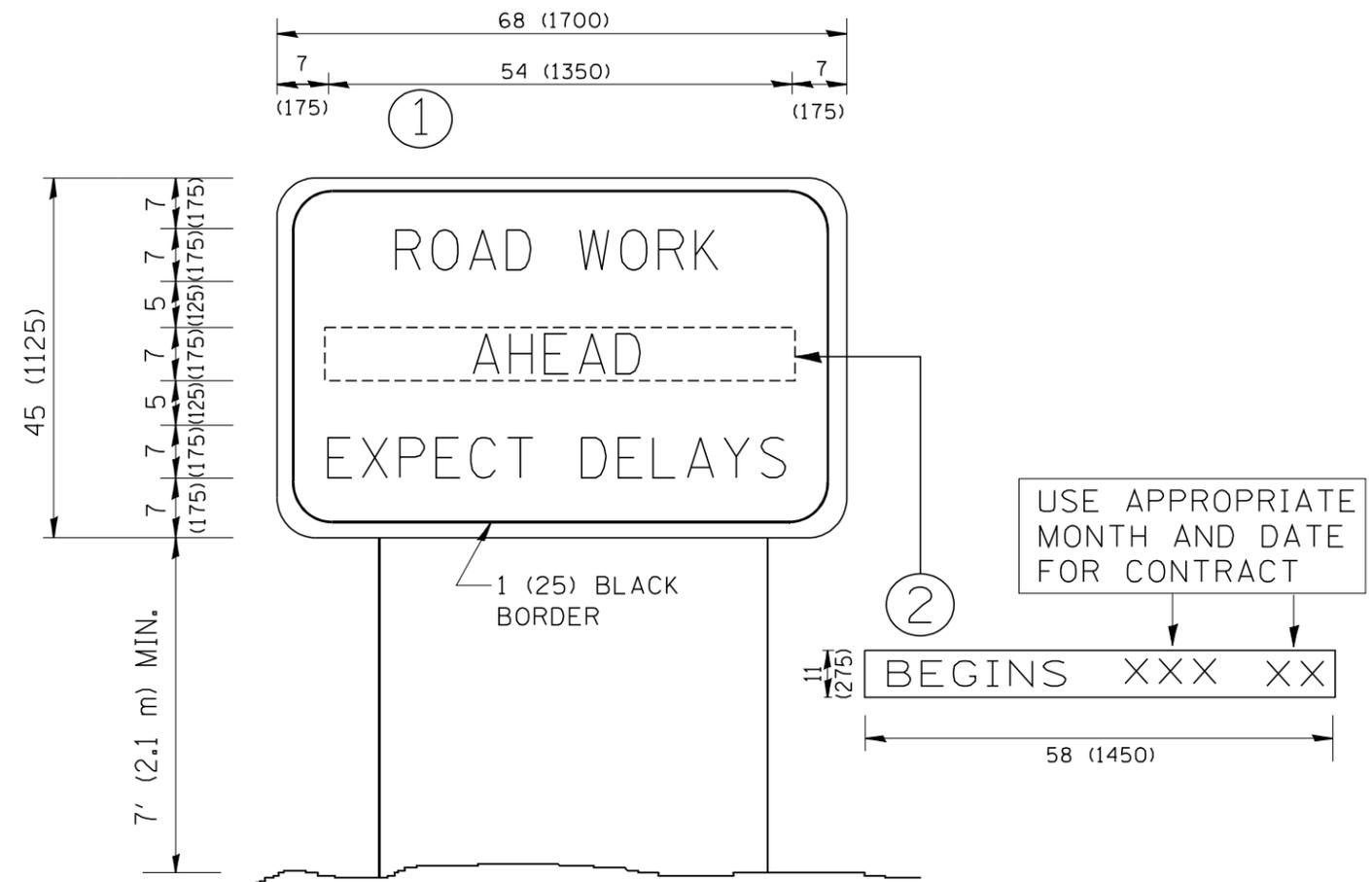
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
pw:\11\084EBIDINTEG\111nois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 1\084EBIDINTEG\CADD\Sheet\to16.dgn		CHECKED -	REVISED - E. GOMEZ 08-28-00
		DATE -	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	65
TC-16		CONTRACT NO. 62B63		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

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

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

FILE NAME = W:\diststd\22x34\tc22.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	REVISED - C. JUCIUS 01-31-07
PLOT DATE = 1/4/2008	DATE -		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

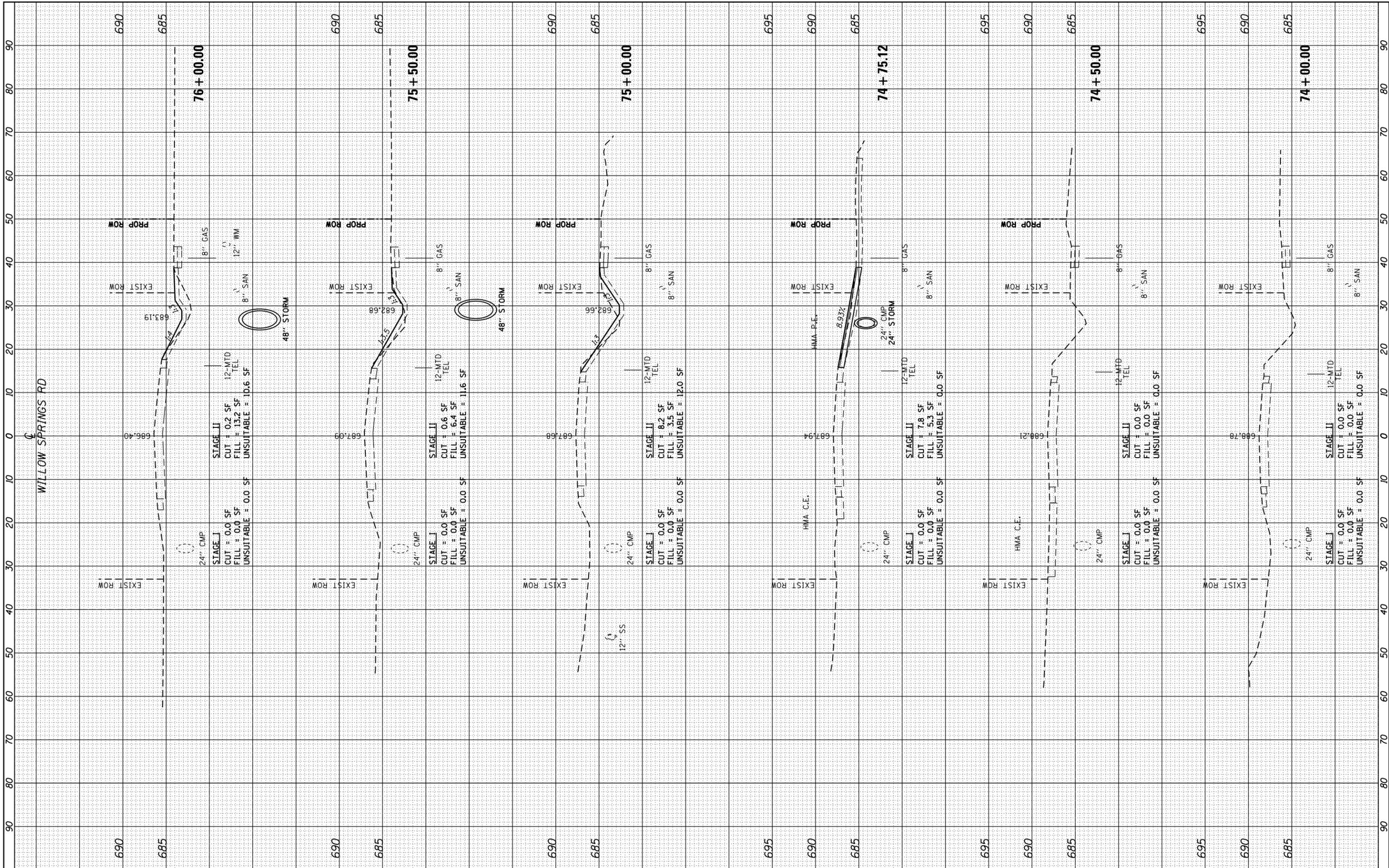
**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363) N	COOK	71	66
TC-22			CONTRACT NO. 62B63	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



BLA, Inc.
ITASCA, ILLINOIS

USER NAME = WJeng	DESIGNED - WJT	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 6/20/2018	CHECKED - MTC	REVISED -
	DATE - 06/18/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PLAINFIELD RD AT WILLOW SPRINGS RD
CROSS SECTIONS**

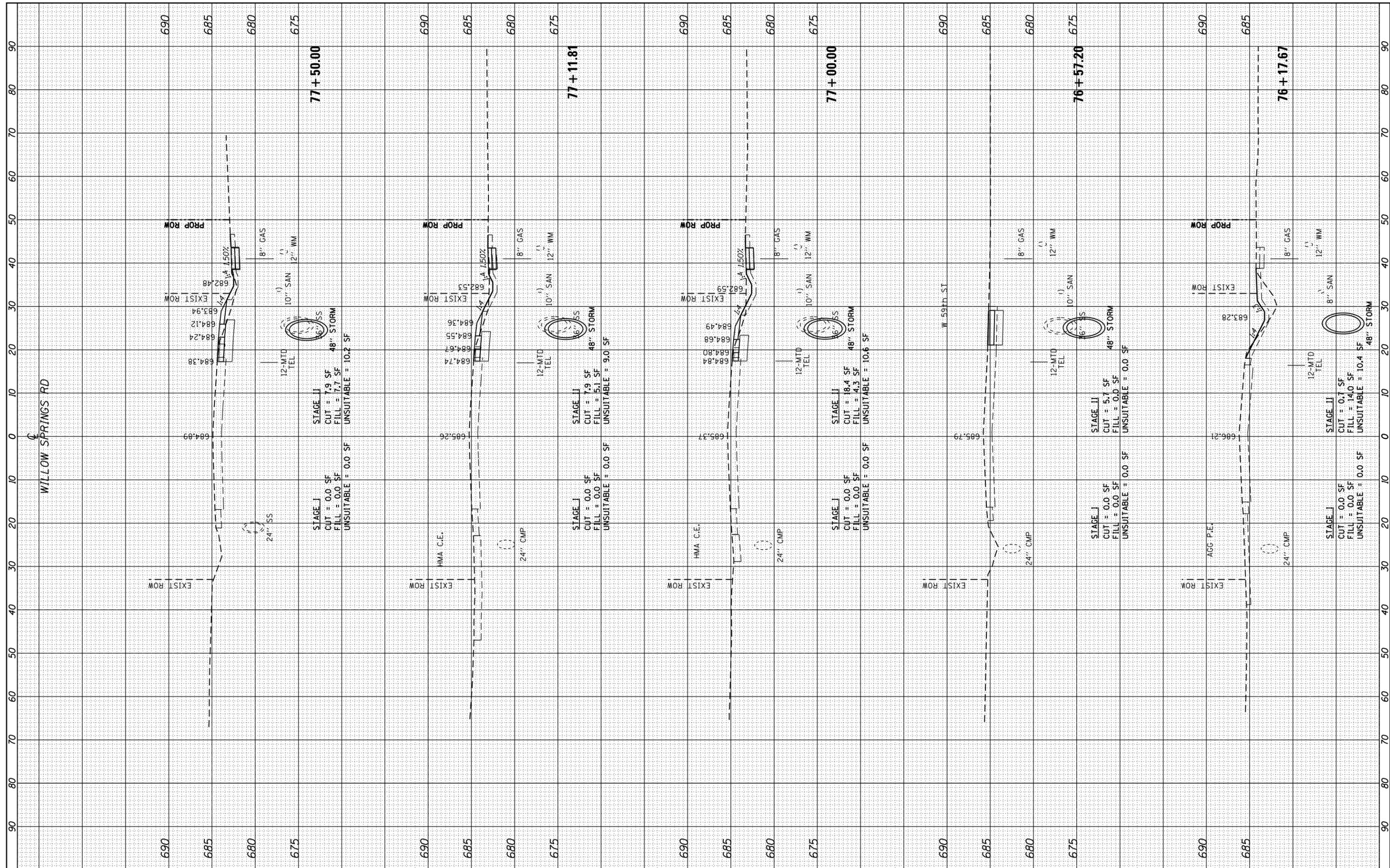
V: 1"=5'
SCALE: H: 1"=10'

SHEET 1 OF 5 SHEETS STA. 74+00.00 TO STA. 76+00.00

F.A.U. RTE. 1551	SECTION (3363)N	COUNTY COOK	TOTAL SHEETS 71	SHEET NO. 67
ILLINOIS FED. AID PROJECT				CONTRACT NO. 62B63

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

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



USER NAME =	WTeng
DESIGNED -	WJT
DRAWN -	
REVISOR -	
REVISIONS -	
CHECKED -	MTC
DATE -	06/18/2018
REVISIONS -	

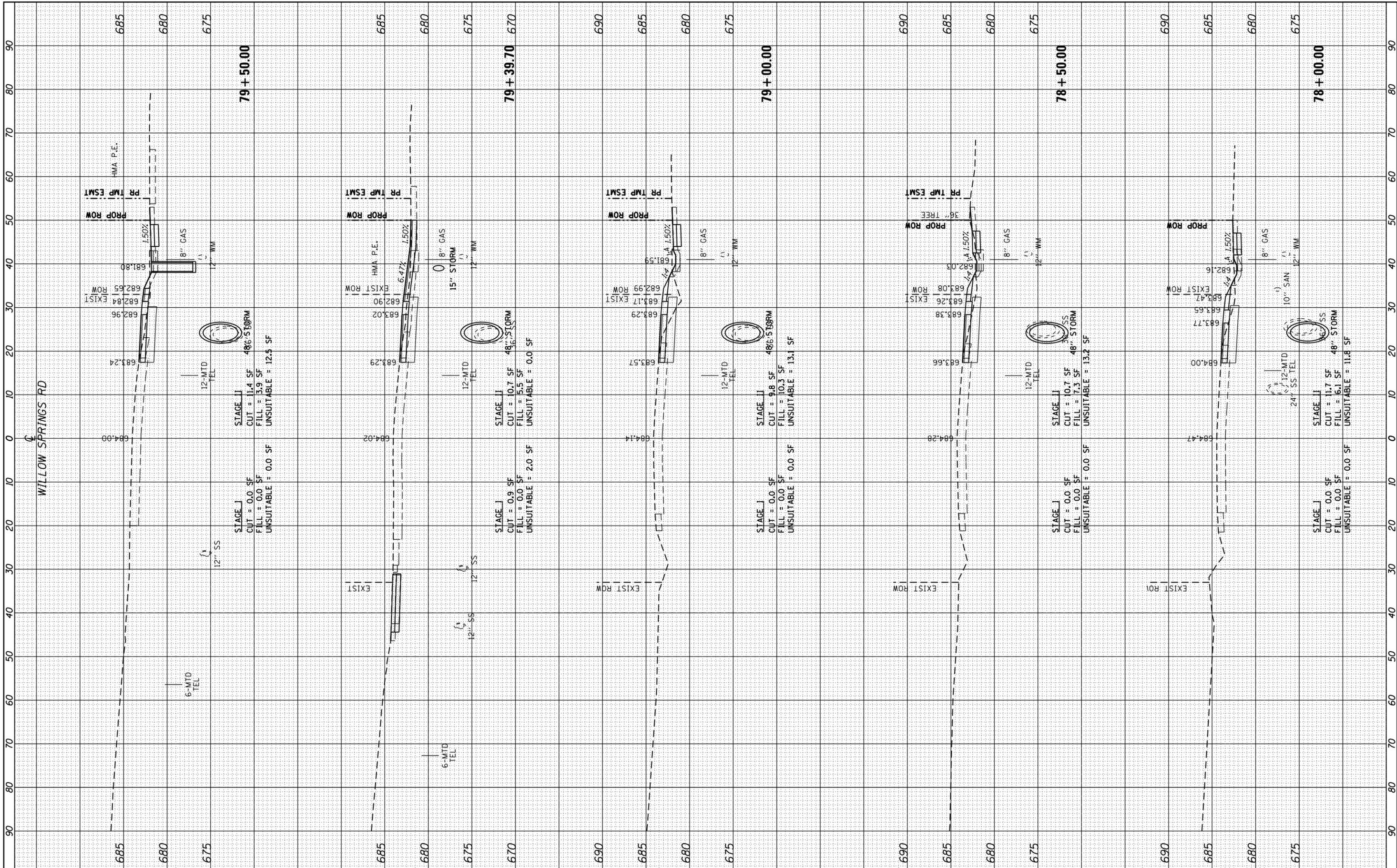
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD	
CROSS SECTIONS	
SCALE: H: 1"=10'	
SHEET 2	OF 5 SHEETS
STA. 76+17.67	TO STA. 77+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	68
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS CHECKED	TEMPLATE		
	AREAS CHECKED		



USER NAME = WJeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

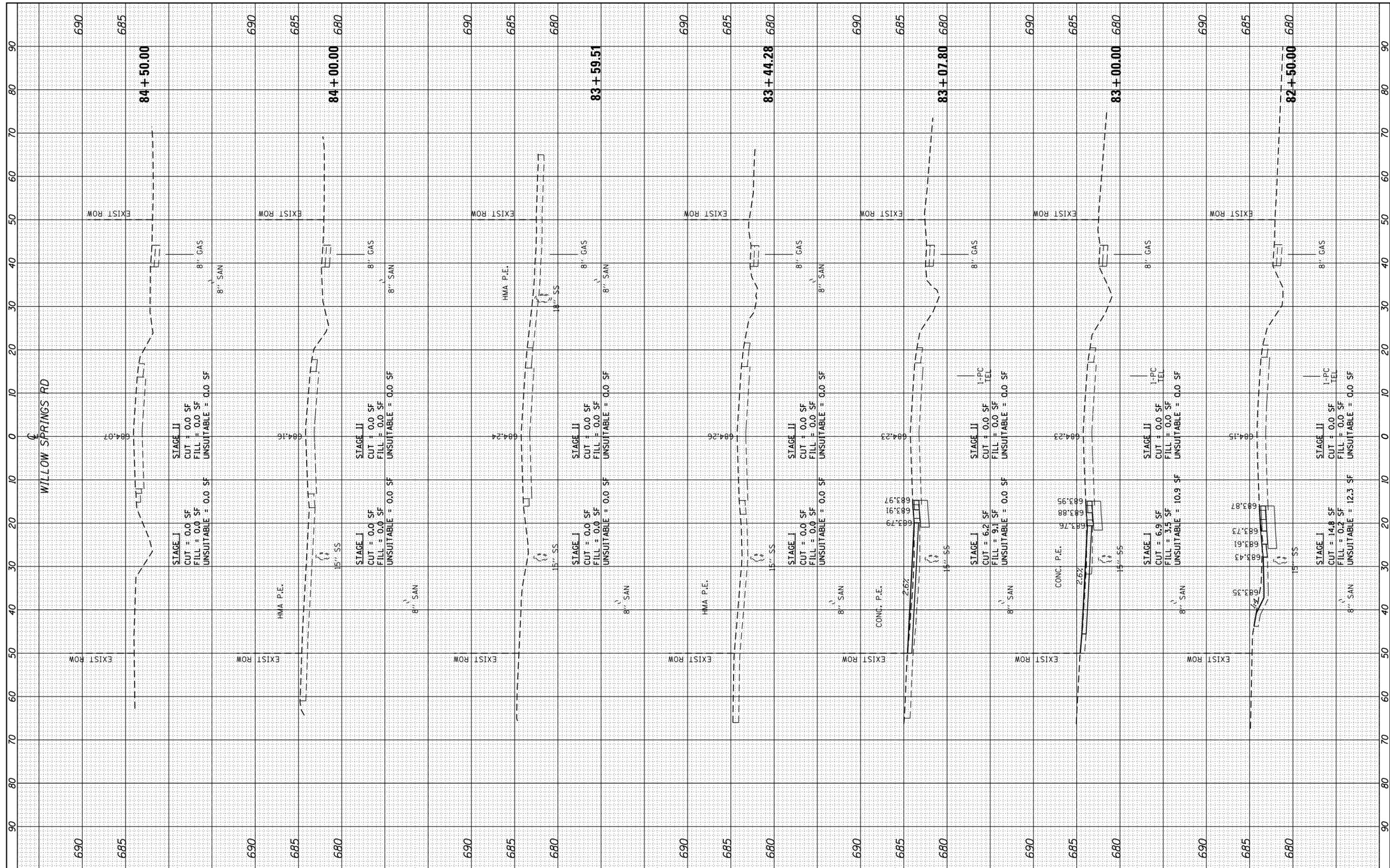
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD CROSS SECTIONS			
V: 1"=5'			
SCALE: H: 1"=10'			
SHEET 3	OF 5 SHEETS	STA. 78+00.00	TO STA. 79+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1551	(3363)N	COOK	71	69
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



USER NAME = WJeng	DESIGNED - WJT	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - MTC	REVISED -
PLOT DATE = 6/20/2018	DATE - 06/18/2018	REVISED -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAINFIELD RD AT WILLOW SPRINGS RD	
CROSS SECTIONS	
V: 1"=5'	SCALE: H: 1"=10'
SHEET 5	OF 5 SHEETS
STA. 82+50.00	TO STA. 84+50.00

F.A.U. RTE. 1551	SECTION (3363)N	COUNTY COOK	TOTAL SHEETS 71	SHEET NO. 71
CONTRACT NO. 62B63				
ILLINOIS FED. AID PROJECT				