

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

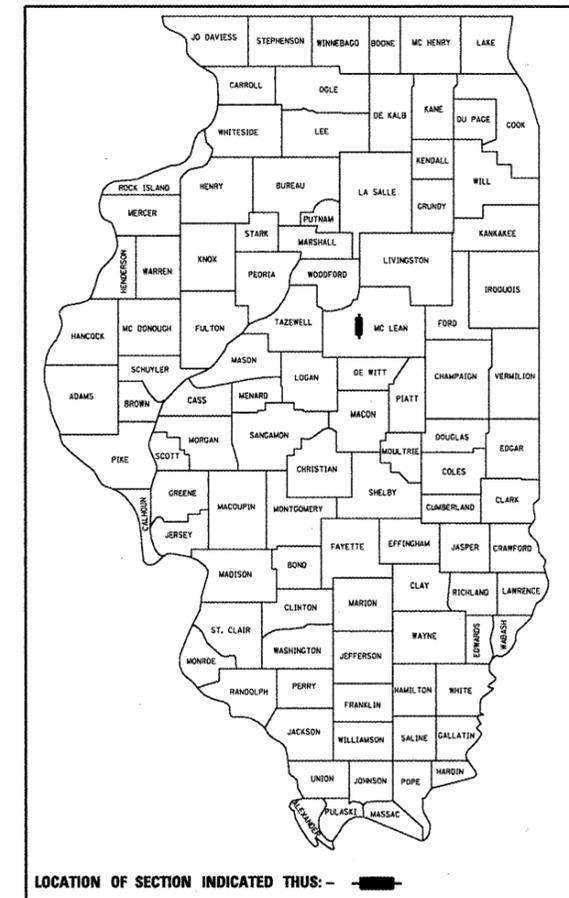
F.A.P. ROUTE 730  
SECTION (8CS)TS;(62Z)TS;(62Z-2)TS  
MCLEAN COUNTY  
C-95-019-08

**TRAFFIC SIGNAL MODERNIZATION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)TS;(62Z)TS;(62Z-2)TS	MCLEAN	14	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 70730	

★ 14+4=18

D95-019-08

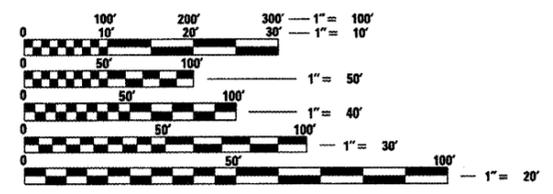
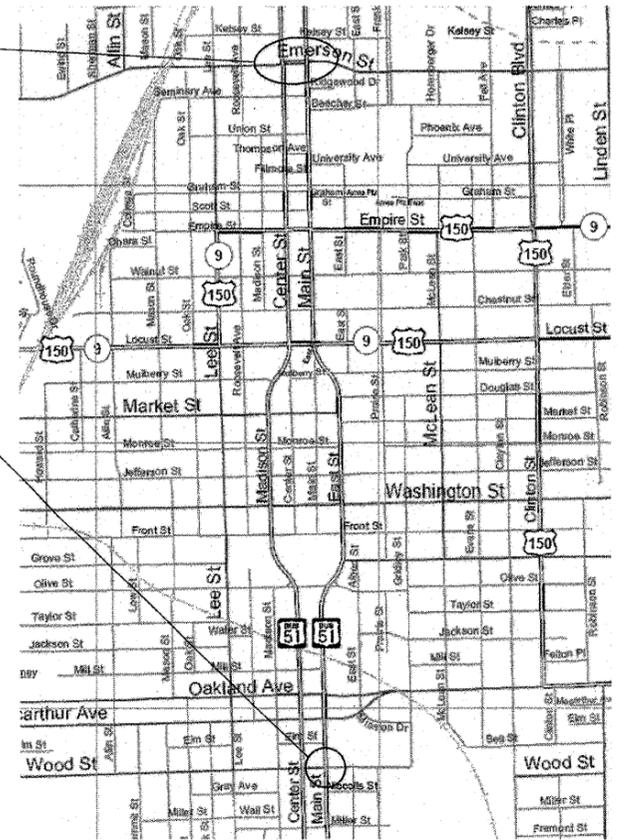


LOCATION OF SECTION INDICATED THUS: - ■ -

FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3

F.A.P. 730 (U.S. 51 BUS.) SB (CENTER ST.)/NB (MAIN ST.)  
@ EMERSON ST.

F.A.P. 730 (U.S. 51 BUS.) NB (MAIN ST.) @ WOOD ST.



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: SCOTT NEIHART  
PROJECT MANAGER: ROGER BIGGS PH: 217-466-7370

CITY OF BLOOMINGTON

CONTRACT NO. 70730

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 8/21 20 08

Joseph E. Grove  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 3 20 08  
Eric E. Ham  
ENGINEER OF DESIGN AND ENVIRONMENT

Interim  
October 3 20 08  
Christine M. Reed  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

GENERAL NOTES

G.N.-100

ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.07

EXISTING STATE-OWNED AND MAINTAINED UTILITY LINES ARE SHOWN ON THE PLANS TO INDICATE THEIR PRESENCE AND APPROXIMATE LOCATION. THE CONTRACTOR SHALL NOTIFY THE DISTRICT OPERATIONS ENGINEER TWO WEEKS PRIOR TO COMMENCING ANY EXCAVATION IN THE VICINITY OF THESE LINES. THE STATE WILL THEN LOCATE AND MARK THE HORIZONTAL LOCATIONS OF THE LINES AND PROVIDE ANY AVAILABLE INFORMATION AS TO THEIR DEPTH. SHOULD ANY OF THE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATION, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF THE ENGINEER AND AT NO COST TO THE STATE.

ALSO THERE MAY BE UTILITIES PRESENT WHICH WERE INSTALLED BY THE STATE BUT ARE MAINTAINED BY OTHERS (CITY, TOWN, ETC.) THE APPROXIMATE LOCATIONS OF THESE LINES ARE ALSO SHOWN ON THE PLANS ALONG WITH THE NAME OF THE MAINTAINING AGENCY. THE CONTRACTOR SHALL COORDINATE THE LOCATING OF THESE LINES WITH THE LOCAL AGENCY PRIOR TO COMMENCING ANY EXCAVATION OR BORING IN THEIR VICINITY. SHOULD THESE LINES BE DAMAGED BY THE CONTRACTOR'S OPERATIONS, THE CONTRACTOR SHALL REPAIR THEM TO THE SATISFACTION OF, AND AT NO COST TO, THE LOCAL AGENCY AND THE STATE.

G.N.-107.31

UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800)892-0123 OR 811.

G.N.-1004.01

COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

STANDARDS IN THE PLANS

STANDARD	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-01	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
701701-05	URBAN CLOSURE MULTILANE INTERSECTION
701801-03	LANE CLOSURE MULTILANE, CROSSWALK OR SW
701901	TRAFFIC CONTROL DEVICES
720016-01	MAST ARM MOUNTED STREET NAME SIGNS
805001	ELECTRIC SERVICE INSTALLATION DETAILS
814001-01	HANDHOLES
814006-01	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCE
873001-01	TRAFFIC SIGNAL GROUNDING AND BONDING
876001	PEDESTRIAN PUSH BUTTON POST
877001-03	STEEL MAST ARM ASSEMBLY AND POLE
877006-02	STELL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS
878001-06	CONCRETE FOUNDATION DETAILS
880006	TRAFFIC SIGNAL MOUNTING DETAILS - POST AND BRACKET MOUNT
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUTS FOR DETECTION LOOPS

INDEX OF SHEETS

1	COVER SHEET
2	GENERAL NOTES, STANDARDS IN THE PLANS, INDEX
3-4	SUMMARY OF QUANTITIES
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7	SCHEDULE OF QUANTITIES, BILL OF MATERIALS, PHASE DESIG. DIAGRAM - CENTER & EMERSON
8-9	TRAFFIC SIGNAL PLANS - MAIN & EMERSON
10	SCHEDULE OF QUANTITIES, BILL OF MATERIALS, PHASE DESIG. DIAGRAM - MAIN & EMERSON
11-12	TRAFFIS SIGNAL PLANS - MAIN & WOOD
13	SCHEDULE OF QUANTITIES, BILL OF MATERIALS, PHASE DESIG. DIAGRAM - MAIN & WOOD
14	TRAFFIC SIGNAL DETAILS

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		DRAWN - RDB	REVISED -		730	(8CS)TS(622)TS(622-2)TS	MCLEAN	14	2
PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISIED -	REVISIED -		CONTRACT NO. 70730				
PLOT DATE = 8/22/2008	DATE -	REVISIED -	REVISIED -		SCALE:	SHEET NO.	OF	SHEETS	STA.
					FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

# SUMMARY OF QUANTITIES

LOCATION OF WORK:

FAP 730  
U.S. 51 BR  
(CENTER ST.)  
&  
EMERSON ST.  
100% STATE  
Y031-1F  
QUANTITY

FAP 730  
U.S. 51 BR  
(MAIN ST.)  
&  
EMERSON ST.  
100% STATE  
Y031-1F  
QUANTITY

FAP 730  
U.S. 51 BR  
(MAIN ST.)  
&  
WOOD ST.  
100% STATE  
Y031-1F  
QUANTITY

CONSTRUCTION TYPE CODE:

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY	Y031-1F QUANTITY
X8774420	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 38 FT. AND 40 FT.	EACH	1.0	1.0		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	442	111	198	133.0
42400610	TEMPORARY SIDEWALK	SQ FT	297.0	97.0	100.0	100.0
44000600	SIDEWALK REMOVAL	SQ FT	373	97.0	156	120.0
44002020	CONCRETE MEDIAN SURFACE REMOVAL	SQ FT	19.0		19.0	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B - G.24	FOOT	15		15	
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	14.0		14.0	
67100100	MOBILIZATION	L SUM	1.0	.4	.3	.3
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1.0	.4	.3	.3
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1.0	.4	.3	.3
80500100	SERVICE INSTALLATION, TYPE A	EACH	3.0	1.0	1.0	1.0
81012300	CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	109	30	42	37
81012500	CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	742.0	235.0	366.0	141.0
81012600	CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	255	83	95	77.0
81012700	CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	85.0	10.0	47.0	28.0
81012800	CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	41.0	19.0	22.0	
81013000	CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	16.0			16.0
81013100	CONDUIT IN TRENCH, 5" DIA., PVC	FOOT	8.0	3.0	2.0	3.0
81021570	CONDUIT, AUGERED 3" DIA., PVC	FOOT	432.0	200.0	151.0	81.0
81021590	CONDUIT, AUGERED 4" DIA., PVC	FOOT	127.0		70.0	57.0
81030100	CONDUIT SPLICE	EACH	1.0		1.0	
81400100	HANDHOLE	EACH	130	4.0	6.0	3.0
81400300	DOUBLE HANDHOLE	EACH	3.0	1.0	1.0	1.0
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,256	380	574	302
83057180	LIGHT POLE, WOOD, 35 FOOT, CLASS 4	EACH	1.0		1.0	
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	620.0	620.0		
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,073.0	125.0	540.0	408.0
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,498.0	699.0	1,053.0	746.0
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2,242.0	811.0	692.0	739.0
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3,271	892	1,842	537
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	200		200	
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	198		198	
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	40		40	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	261		261	

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PLOT SCALE = 48,0000 ' / IN.	CHECKED -	DATE -	REVISIONS -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730				
PLOT DATE = 8/27/2008												

## SUMMARY OF QUANTITIES (cont.)

		LOCATION OF WORK:				
			FAP 730 U.S. 51 BR (CENTER ST.) & EMERSON ST.	FAP 730 U.S. 51 BR (MAIN ST.) & EMERSON ST.	FAP 730 U.S. 51 BR (MAIN ST.) & WOOD ST.	
			100% STATE	100% STATE	100% STATE	
		CONSTRUCTION TYPE CODE:	Y031-1F	Y031-1F	Y031-1F	
CODE NO	ITEM	UNIT	TOTAL QUANTITY	QUANTITY	QUANTITY	QUANTITY
87301715	ELECTRIC CABLE IN CONDUIT, COMMUNICATION No. 18 6 PAIR	FOOT	547.0	247.0	147.0	153.0
87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	4.0	1.0	3.0	
87502480	TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	3.0		1.0	2.0
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3.0	1.0		2.0
87601200	PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	6.0	2.0	1.0	3.0
87700170	STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1.0		1.0	
87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1.0	1.0		
87700260	STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1.0			1.0
87702630	STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 40 FT. AND 44 FT.	EACH	1.0		1.0	
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	31.0	6.2	12.4	12.4
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	10.5	3.5	3.5	3.5
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	63.0	25.0	25.0	13.0
88040070	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1.0			1.0
88040090	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	15.0	5.0	6.0	4.0
88040150	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3.0	1.0	1.0	1.0
88040160	SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2.0	1.0	1.0	
88040230	SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1.0			1.0
88040260	SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3-SECTION, 1-5-SECTION, BRACKET MOUNTED	EACH	1.0			1.0
88102830	PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED	EACH	12.0	4.0	4.0	4.0
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	17.0	6.0	7.0	4.0
88600100	DETECTOR LOOP, TYPE 1	FOOT	828	221	377	230
88800100	PEDESTRIAN PUSH-BUTTON	EACH	24.0	8.0	8.0	8.0
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	28.0			28.0
89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	69.0		69.0	
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3.0	1.0	1.0	1.0
89502380	REMOVE EXISTING HANDHOLE	EACH	14.0	5.0	5.0	4.0
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	20.0	4.0	8.0	8.0
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1,218.0	390.0	479.0	349.0
XX004383	RELOCATE EXISTING CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	3.0	1.0	1.0	1.0
XX004254	FRAMES AND GRATES TO BE REPLACED	EACH	1.0		1.0	

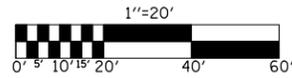
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PLOT SCALE = 40,0000' / IN.		CHECKED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
PLOT DATE = 8/27/2008		DATE -	REVISED -									

# TRAFFIC SIGNAL MODERNIZATION

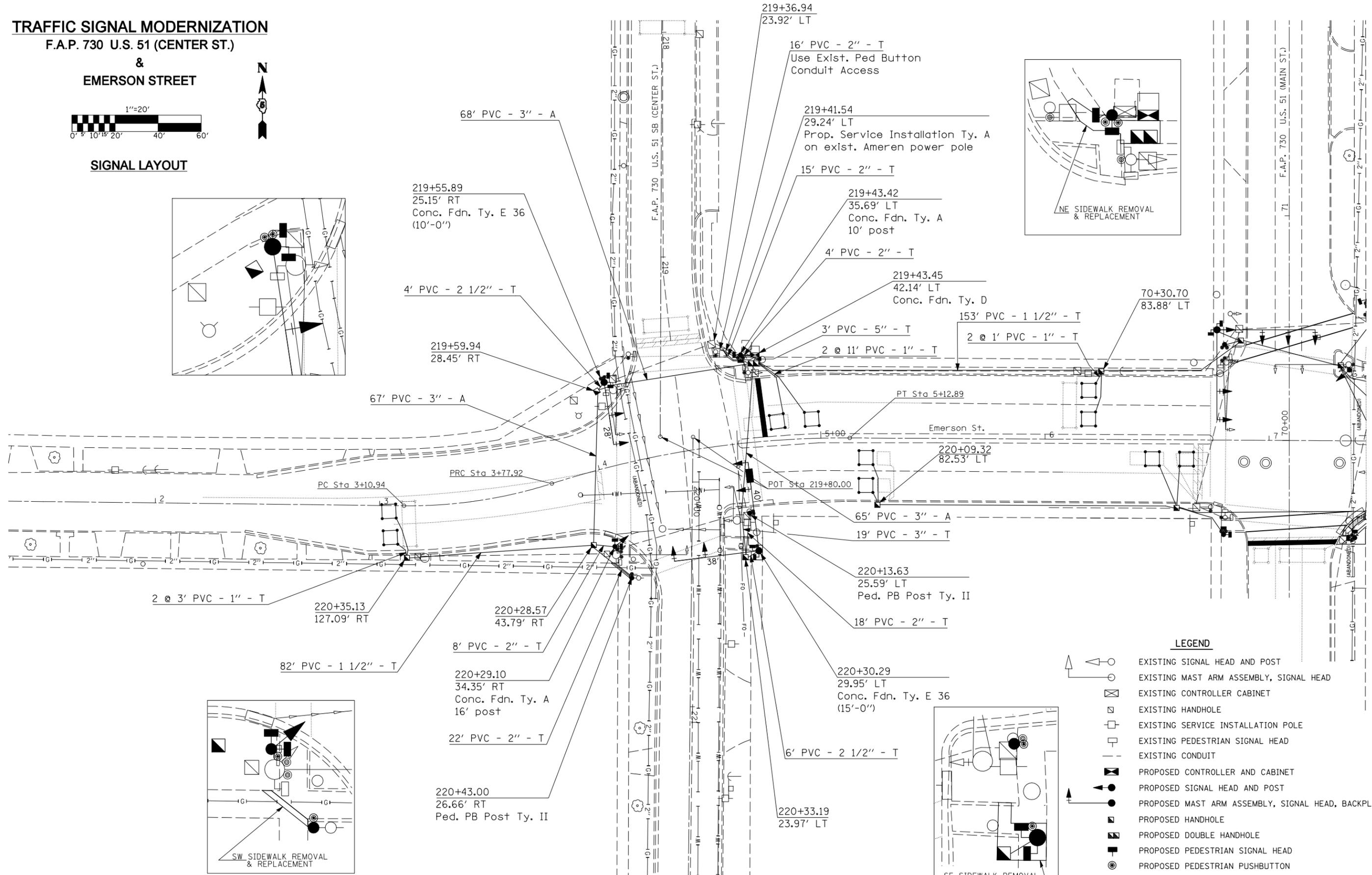
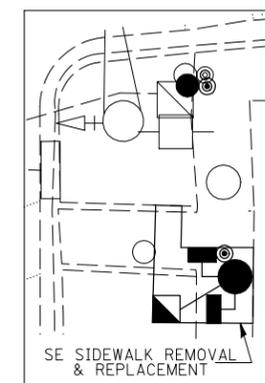
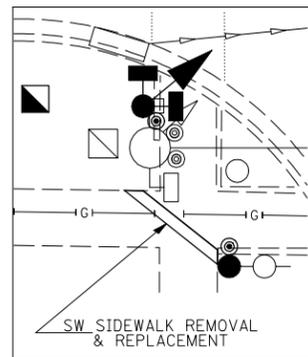
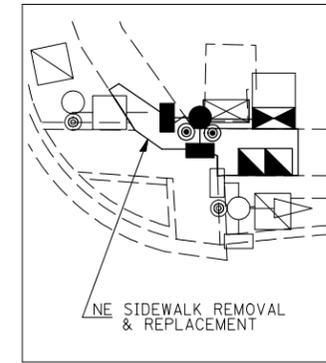
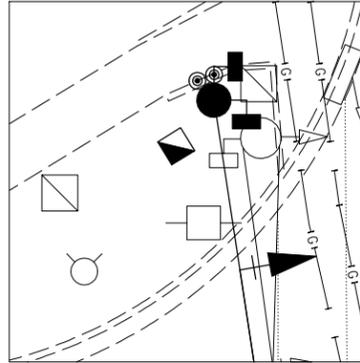
F.A.P. 730 U.S. 51 (CENTER ST.)

&

EMERSON STREET



## SIGNAL LAYOUT



### LEGEND

- EXISTING SIGNAL HEAD AND POST
- EXISTING MAST ARM ASSEMBLY, SIGNAL HEAD
- EXISTING CONTROLLER CABINET
- EXISTING HANDHOLE
- EXISTING SERVICE INSTALLATION POLE
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING CONDUIT
- PROPOSED CONTROLLER AND CABINET
- PROPOSED SIGNAL HEAD AND POST
- PROPOSED MAST ARM ASSEMBLY, SIGNAL HEAD, BACKPLATE
- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- PROPOSED SERVICE INSTALLATION

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	PLOT SCALE = 40.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/25/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.
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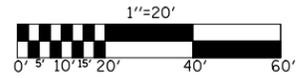
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)51(62Z)TS1(62Z-2)TS	MCLEAN	14	5
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	

# TRAFFIC SIGNAL MODERNIZATION

F.A.P. 730 U.S. 51 (CENTER ST.)

&

EMERSON STREET



## CABLE LAYOUT

2 No. 14 2C, Sig.; 1 No. 14 3C, Sig.;  
4 No. 14 7C, Sig.; 2 No. 14 1pr., L-I;  
1 No. 6 1C, Ground

1 No. 14 3C, Sig.; 2 No. 14 7C, Sig.;  
1 No. 6 1C, Ground

2 No. 6 1C, Serv.; 1 No. 6 1C, Ground

1 No. 14 3C, Sig.; 1 No. 14 7C, Sig.;  
1 No. 6 1C, Ground; 1 No. 18 6pr., Comm.

4 No. 14 2C, Sig.; 1 No. 14 3C, Sig.;  
2 No. 14 5C, Sig.; 5 No. 14 7C, Sig.;  
6 No. 14 1pr., L-I; 2 No. 6 1C, Ground

2 No. 14 1pr., L-I; 1 No. 18 6pr., Comm.

PC Sta 3+10.94  
PRC Sta 3+77.92

PT Sta 5+12.89

Emerson St.

POT Sta 219+80.00

2 No. 14, 1pr., L-I

2 No. 14 2C, Sig.; 2 No. 14 5C, Sig.;  
1 No. 14 7C, Sig.; 1 No. 6 1C, Ground

1 No. 14 2C, Sig.; 1 No. 6 1C, Ground

1 No. 14 2C, Sig.; 2 No. 14 5C, Sig.;  
1 No. 14 7C, Sig.; 1 No. 6 1C, Sig.

2 No. 14 2C, Sig.; 2 No. 14 7C, Sig.;  
2 No. 14 1pr., L-I; 1 No. 6 1C, Ground

1 No. 14 2C, Sig.; 2 No. 14 7C, Sig.;  
1 No. 6 1C, Ground

1 No. 14 2C, Sig.; 1 No. 6 1C, Ground

### GENERAL NOTES

1. THE FINAL LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.
2. ALL TRAFFIC SIGNAL MAST ARMS MUST BE DESIGNED FOR THE LOADINGS SHOWN ON THE HIGHWAY STANDARDS OR THESE SIGNAL PLANS, WHICHEVER IS GREATER.
3. SIGNAL FACES FOR THE NORTH APPROACH ARE NOTED AS "A", "B" FOR THE SOUTH APPROACH, "C" FOR THE WEST APPROACH, AND "D" FOR THE EAST APPROACH.
4. ITEMS REMOVED WILL BECOME THE PROPERTY OF THE CITY OF BLOOMINGTON UNLESS OTHERWISE NOTED ON THE PLANS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO COMMENCEMENT OF WORK TO OBTAIN UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATION

FILE NAME =  
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USER NAME = biggsrd  
PLOT SCALE = 40.0000' / IN.  
PLOT DATE = 9/25/2008

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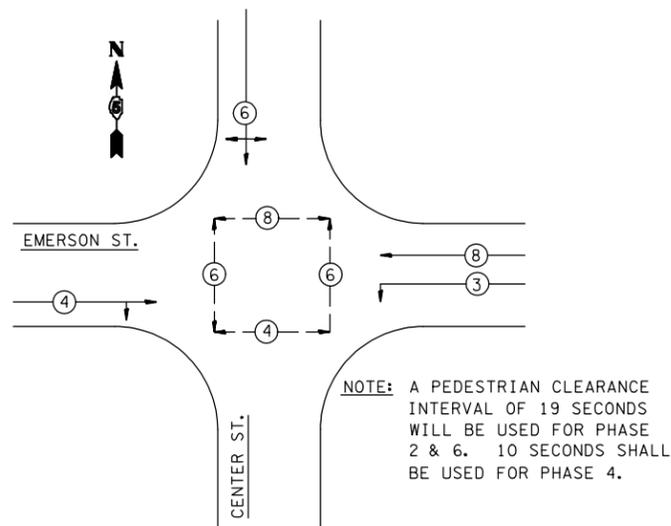
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)TS1(62Z)TS1(62Z-2)TS	MCLEAN	14	6
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	

**PHASE DESIGNATION DIAGRAM**



**PC CONC. SIDEWALK 5"**

SW QUAD	10	SQ FT
SE QUAD	28	SQ FT
NE QUAD	40	SQ FT
<b>TOTAL =</b>	<b>78</b>	<b>SQ FT</b>

**SIDEWALK REMOVAL**

SW QUAD	10	SQ FT
SE QUAD	35	SQ FT
NE QUAD	52	SQ FT
<b>TOTAL =</b>	<b>97</b>	<b>SQ FT</b>

**HANDHOLE**

STA. 220+35.13; 127.09' RT.	1	EACH
STA. 220+28.57; 43.79' RT.	1	EACH
STA. 219+59.94; 28.45' RT.	1	EACH
STA. 220+33.19; 23.97' LT.	1	EACH
STA. 70+30.70; 83.88' LT.	1	EACH
<b>TOTAL =</b>	<b>5</b>	<b>EACH</b>

**CONC FDN TY A**

STA. 220+29.10; 34.35' RT.	3.1'	FOOT
STA. 219+43.42; 35.69' LT.	3.1'	FOOT
<b>TOTAL =</b>	<b>6.2</b>	<b>FOOT</b>

**CONC FDN TY E 36D**

STA. 219+55.89; 25.15' RT.	10.0'	FOOT
STA. 220+30.29; 29.95' LT.	15.0'	FOOT
<b>TOTAL =</b>	<b>25.0</b>	<b>FOOT</b>

**REMOVE EXIST HANDHOLE**

STA. 219+54.4; 21.2' RT.	1	EACH
STA. 220+32.4; 37.8' RT.	1	EACH
STA. 220+14.9; 24.5' LT.	1	EACH
STA. 219+51.6; 42.1' LT.	1	EACH
STA. 219+50.1; 186.0' LT.	1	EACH
<b>TOTAL =</b>	<b>5</b>	<b>EACH</b>

**REMOVE EXIST CONC FDN**

STA. 220+32.7; 33.7' RT.	1	EACH
STA. 219+59.2; 21.0' RT.	1	EACH
STA. 220+16.8; 20.0' LT.	1	EACH
STA. 219+51.3; 39.1' LT.	1	EACH
<b>TOTAL =</b>	<b>4</b>	<b>EACH</b>

**BILL OF MATERIALS**  
U. S. 51 BUS. ( CENTER ST. ) & EMERSON ST.

ITEM	UNIT	QUANTITY
STEEL COMBINATION MAST ARM ASSEMBLY ANDPOLE WITH DUAL MAST ARMS, 38 FT. AND 40 FT.	EACH	1
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	111
SIDEWALK REMOVAL	SQ FT	97
SERVICE INSTALLATION, TYPE A	EACH	1
CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	30
CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	235
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	83
CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	10
CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	19
CONDUIT IN TRENCH, 5" DIA., PVC	FOOT	3
CONDUIT, AUGERED 3" DIA., PVC	FOOT	200
HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	380
ELECTRIC CABLE IN CONDUIT, SIGNALNO. 14 2C	FOOT	620
ELECTRIC CABLE IN CONDUIT, SIGNALNO. 14 3C	FOOT	125
ELECTRIC CABLE IN CONDUIT, SIGNALNO. 14 5C	FOOT	453
ELECTRIC CABLE IN CONDUIT, SIGNALNO. 14 7C	FOOT	811
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	892
ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 18 6 PAIR	FOOT	247
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	1
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 28 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	6.2
CONCRETE FOUNDATION, TYPE D	FOOT	3.5
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	25
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	5
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE	EACH	6
DETECTOR LOOP, TYPE 1	FOOT	221
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	5
REMOVE EXISTING CONCRETE FOUNDATION	EACH	4
RELOCATE CONTROLLER CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	390

**GENERAL NOTES**

1. THE FOLLOWING SIGNAL HEADS SHALL BE WIRED IN PARALLEL AT THE MAST POLE HANDHOLE: CABLE FROM THE MAST POLE HANDHOLE TO THE SIGNAL HEAD. (A1, A2), (C1, C2), (D1, D2)
2. THE ACTUAL LOCATION OF ALL SIGNAL FOUNDATIONS, HANDHOLES, AND TRAFFIC CONTROLLER WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. POST MOUNTED SIGNALS SHALL BE INSTALLED SO THAT NO PART OF THE SIGNAL HEAD IS WITHIN 2 FT. OF THE FACE OF CURB.
4. ALL MAST ARM POLES SHALL BE A MINIMUM OF 6 FT. FROM THE CENTER OF THE POLE TO THE FACE OF CURB
5. ALIGN ADJACENT RED INDICATIONS TO SAME HEIGHT ABOVE PAVEMENT.
6. THE BASE FOR A TRAFFIC SIGNAL POST SHALL BE SITUATED SUCH THAT THE HANDHOLE IS LOCATED ON A SIDE AWAY FROM A TRAVELED LANE.
7. PEDESTRIAN PUSHBUTTON SIGNAL SIGNS SHALL BE MOUNTED ABOVE THE APPROPRIATE PEDESTRIAN PUSHBUTTON.
8. THE ANTI-BACKUP FEATURE SHALL BE HARDWIRED ON THE BACKPANEL OF THE CONTROLLER CABINET.

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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

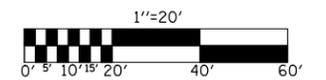
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)S1(62Z)TS1(62Z-2)TS	MCLEAN	14	7
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	

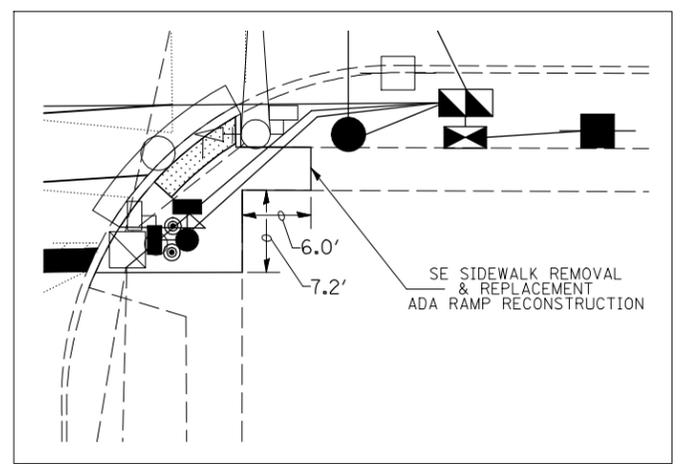
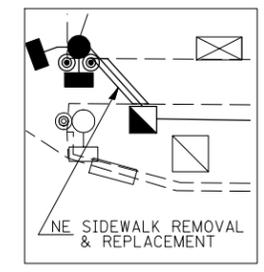
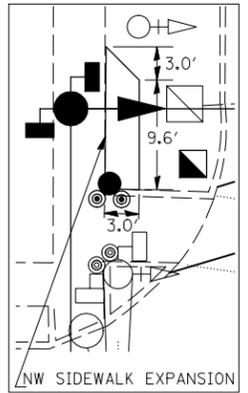
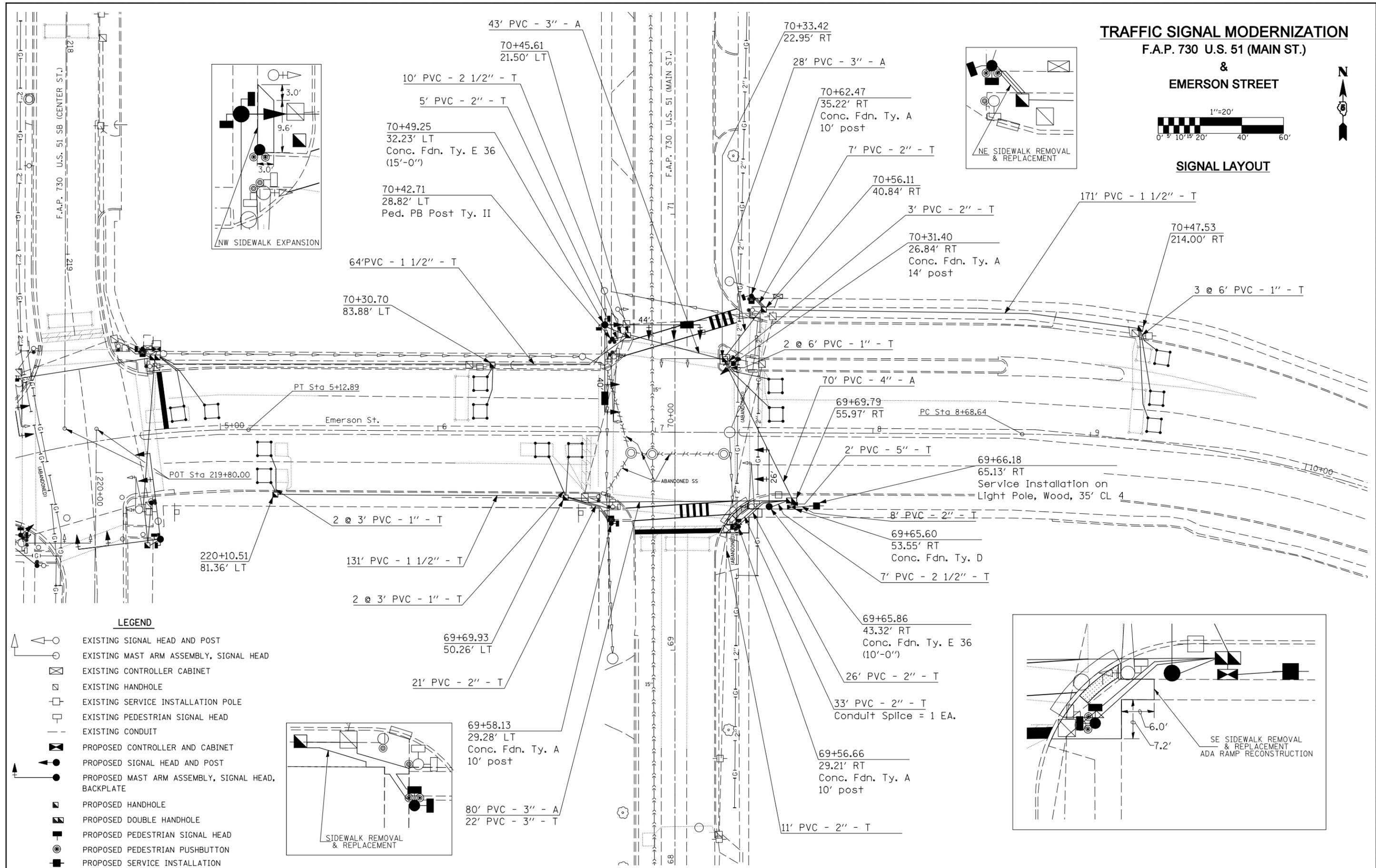
# TRAFFIC SIGNAL MODERNIZATION

F.A.P. 730 U.S. 51 (MAIN ST.)

&  
EMERSON STREET

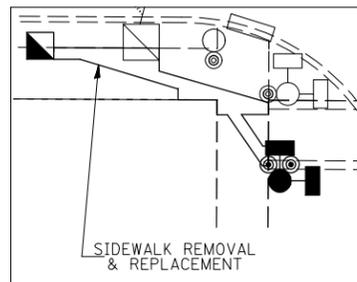


## SIGNAL LAYOUT



### LEGEND

- EXISTING SIGNAL HEAD AND POST
- EXISTING MAST ARM ASSEMBLY, SIGNAL HEAD
- EXISTING CONTROLLER CABINET
- EXISTING HANDHOLE
- EXISTING SERVICE INSTALLATION POLE
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING CONDUIT
- PROPOSED CONTROLLER AND CABINET
- PROPOSED SIGNAL HEAD AND POST
- PROPOSED MAST ARM ASSEMBLY, SIGNAL HEAD, BACKPLATE
- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- PROPOSED SERVICE INSTALLATION



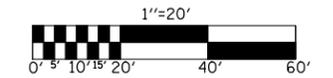
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ct:\projects\0570730\emerson_street.dgn		DRAWN - RDB	REVISED -							730	(8CS15)(62Z)TS(62Z-2)TS	MCLEAN	14	8
		CHECKED -	REVISED -							CONTRACT NO. 70730				
		DATE - 9/25/2008	REVISED -							FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# TRAFFIC SIGNAL MODERNIZATION

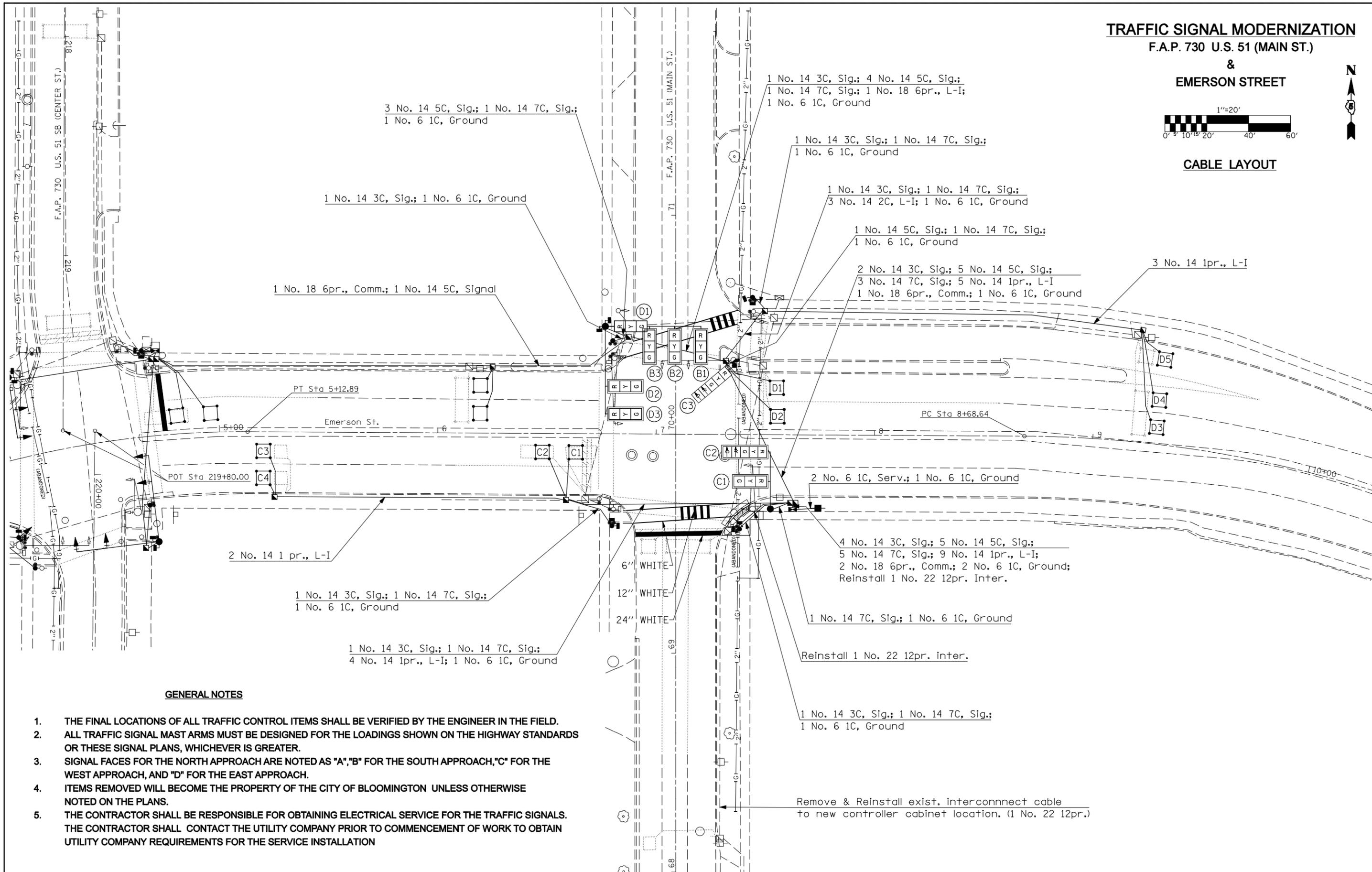
F.A.P. 730 U.S. 51 (MAIN ST.)

&

EMERSON STREET



## CABLE LAYOUT



### GENERAL NOTES

1. THE FINAL LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.
2. ALL TRAFFIC SIGNAL MAST ARMS MUST BE DESIGNED FOR THE LOADINGS SHOWN ON THE HIGHWAY STANDARDS OR THESE SIGNAL PLANS, WHICHEVER IS GREATER.
3. SIGNAL FACES FOR THE NORTH APPROACH ARE NOTED AS "A", "B" FOR THE SOUTH APPROACH, "C" FOR THE WEST APPROACH, AND "D" FOR THE EAST APPROACH.
4. ITEMS REMOVED WILL BECOME THE PROPERTY OF THE CITY OF BLOOMINGTON UNLESS OTHERWISE NOTED ON THE PLANS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO COMMENCEMENT OF WORK TO OBTAIN UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATION

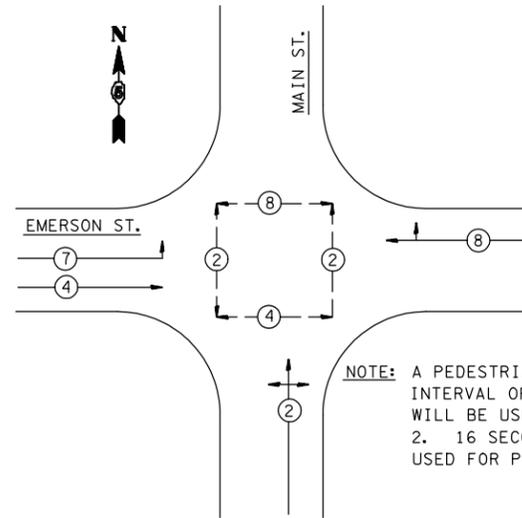
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	PLOT DATE = 9/25/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)TS(62Z)TS(62Z-2)TS	MCLEAN	14	9
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	

**PHASE DESIGNATION DIAGRAM**



<b>CONC MED SURF REM</b>		
EAST MEDIAN	19.0	SQ FT
<b>CONC MED SURF 4</b>		
EAST MEDIAN	14.0	SQ FT
<b>PC CONC SIDEWALK 5"</b>		
SW QUAD	30	SQ FT
NW QUAD	33	SQ FT
NE QUAD	6	SQ FT
SE QUAD	101	
<b>TOTAL =</b>	<b>170</b>	<b>SQ FT</b>

<b>SIDEWALK REMOVAL</b>		
SW QUAD	27	SQ FT
NE QUAD	6	SQ FT
SE QUAD	83	
<b>TOTAL =</b>	<b>116</b>	<b>SQ FT</b>

<b>HANDHOLE</b>		
STA. 69+69.93;50.3' LT.	1	EACH
STA. 220+09.32;82.5' LT.	1	EACH
STA. 70+45.61; 21.5' LT.	1	EACH
STA. 70+56.11; 40.8' RT.	1	EACH
STA. 70+33.42; 22.9' RT.	1	EACH
STA. 70+47.53; 214.0' RT.	1	EACH
<b>TOTAL =</b>	<b>6</b>	<b>EACH</b>

<b>CONC FDN TY A</b>		
STA. 69+64.15; 29.3' LT.	3.1'	FOOT
STA. 69+60.01; 33.0' RT.	3.1'	FOOT
STA. 70+31.40; 26.8' RT.	3.1'	FOOT
STA. 70+62.47; 35.2' RT.	3.1'	FOOT
<b>TOTAL =</b>	<b>12.4</b>	<b>FOOT</b>

<b>CONC FDN TY E 36D</b>			
STA.69+65.86; 43.3' RT.	10.0'	FOOT	
STA. 70+49.25; 32.2' LT.	15.0'	FOOT	
<b>TOTAL =</b>	<b>25.0</b>	<b>FOOT</b>	

<b>REMOVE EXIST HANDHOLE</b>			
STA. 69+70.23; 41.4' LT.	1	EACH	
STA. 69+55.79; 24.0' RT.	1	EACH	
STA. 70+49.66; 22.3' LT.	1	EACH	
STA. 70+53.14; 45.0' RT.	1	EACH	
STA. 70+45.39; 211.7' RT.	1	EACH	
<b>TOTAL =</b>	<b>5</b>	<b>EACH</b>	

<b>REMOVE EXIST CONC FDN</b>			
STA. 69+65.72; 28.6' LT.	1	EACH	
STA. 69+56.32; 26.5' RT.	1	EACH	
STA. 69+65.89; 35.2' RT.	1	EACH	
STA. 70+34.81; 28.1' LT.	1	EACH	
STA. 70+56.40; 26.3' LT.	1	EACH	
STA. 70+55.99; 35.6' RT.	1	EACH	
STA. 70+62.33; 47.5' RT.	1	EACH	
STA. 70+33.78; 26.5' RT.	1	EACH	
<b>TOTAL =</b>	<b>8</b>	<b>EACH</b>	

**B I L L O F M A T E R I A L S**

U. S. 51 BUS. ( MAIN ST. ) & EMERSON ST.

ITEM	UNIT	QUANTITY
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	170
SIDEWALK REMOVAL	SQ FT	116
SERVICE INSTALLATION, TYPE A	EACH	1
CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	42
CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	366
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	54
CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	47
CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	22
CONDUIT IN TRENCH, 5" DIA., PVC	FOOT	2
CONDUIT, AUGERED 3" DIA., PVC	FOOT	151
CONDUIT, AUGERED 4" DIA., PVC	FOOT	70
CONDUIT SPLICE	EACH	1
HANDHOLE	EACH	7
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	533
LIGHT POLE, WOOD, 35 FOOT, CLASS 4	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	540
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	910
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	692
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1842
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	3
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	1
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE WITH DUAL MAST ARMS, 40 FT. AND 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE 26 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12.4
CONCRETE FOUNDATION, TYPE D	FOOT	3.5
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	25
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE	EACH	7
DETECTOR LOOP, TYPE 1	FOOT	377
PEDESTRIAN PUSH-BUTTON	EACH	8
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	69
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	5
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
RELOCATE CONTROLLER CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	479

**GENERAL NOTES**

1. THE FOLLOWING SIGNAL HEADS SHALL BE WIRED IN PARALLEL AT THE MAST POLE HANDHOLE: (B1, B2, B3), (C1, C2), (D2, D3) - EACH MAST ARM MOUNTED SIGNAL HEAD SHALL HAVE ITS OWN INDIVIDUAL CABLE FROM THE MAST POLE HANDHOLE TO THE SIGNAL HEAD.
2. THE ACTUAL LOCATION OF ALL SIGNAL FOUNDATIONS, HANDHOLES, AND TRAFFIC CONTROLLER WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. POST MOUNTED SIGNALS SHALL BE INSTALLED SO THAT NO PART OF THE SIGNAL HEAD IS WITHIN 2 FT. OF THE FACE OF CURB.
4. ALL MAST ARM POLES SHALL BE A MINIMUM OF 6 FT. FROM THE CENTER OF THE POLE TO THE FACE OF CURB (ON THE MAST ARM SIDE) OR AS SHOWN ON THE PLANS.
5. ALIGN ADJACENT RED INDICATIONS TO SAME HEIGHT ABOVE PAVEMENT.
6. THE BASE FOR A TRAFFIC SIGNAL POST SHALL BE SITUATED SUCH THAT THE HANDHOLE IS LOCATED ON A SIDE AWAY FROM A TRAVELED LANE.
7. PEDESTRIAN PUSHBUTTON SIGNAL SIGNS SHALL BE MOUNTED ABOVE THE APPROPRIATE PEDESTRIAN PUSHBUTTON.
8. THE ANTI-BACKUP FEATURE SHALL BE HARDWIRED ON THE BACKPANEL OF THE CONTROLLER CABINET.

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		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

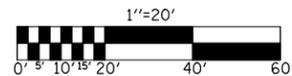
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						730	(8CS)TS(62Z)TS(62Z-2)TS	MCLEAN	14	10
						CONTRACT NO. 70730				
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

# TRAFFIC SIGNAL MODERNIZATION

F.A.P. 730 U.S. 51 NB (MAIN ST.)

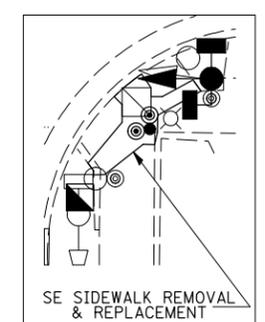
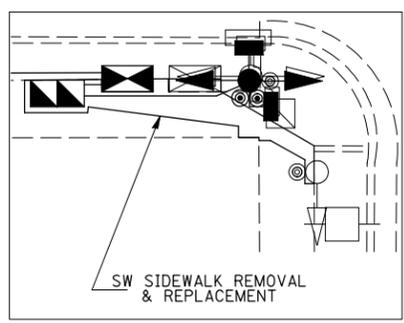
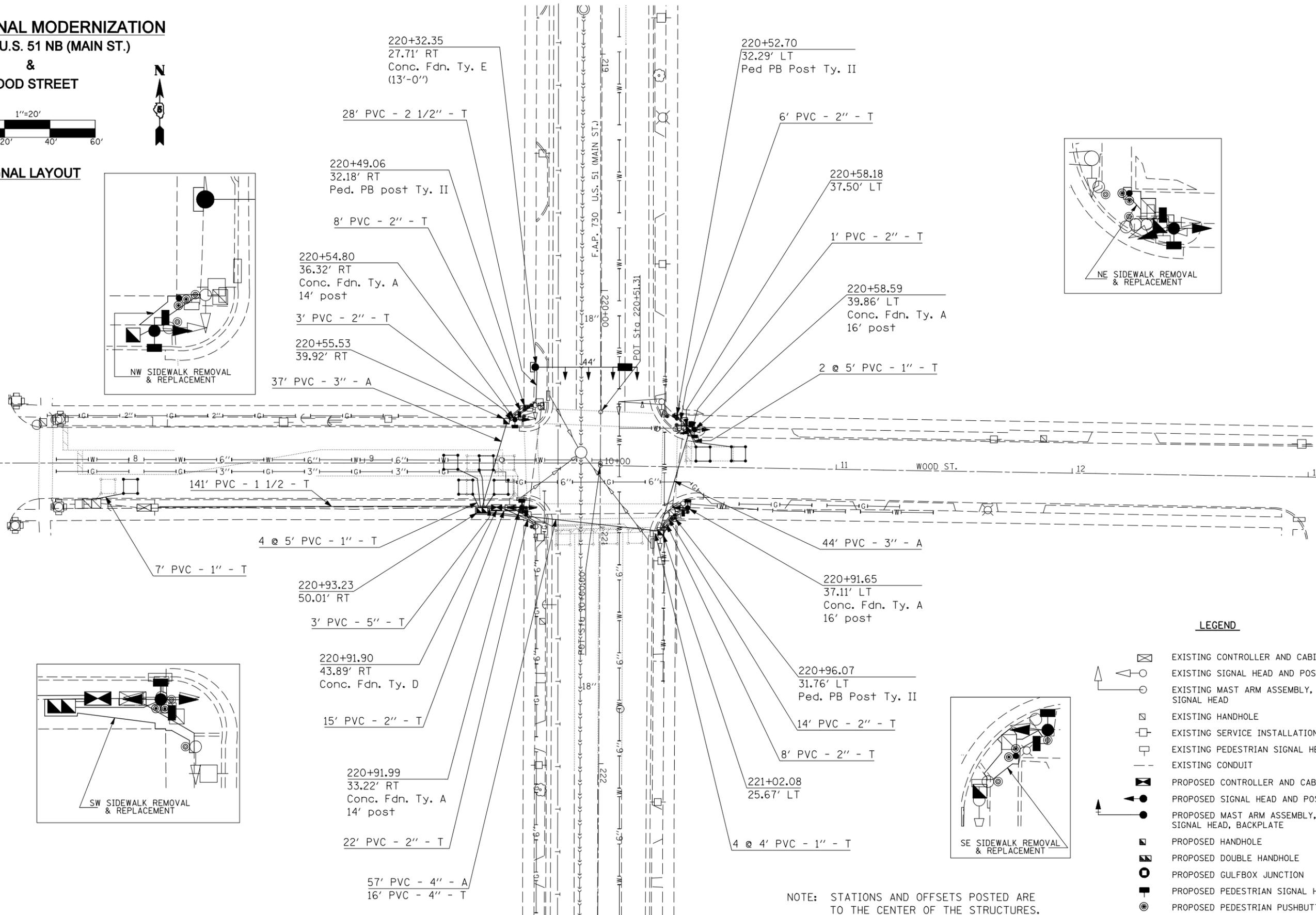
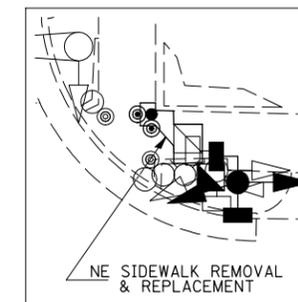
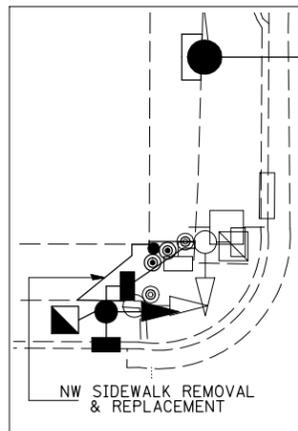
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WOOD STREET



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## SIGNAL LAYOUT



## LEGEND

- EXISTING CONTROLLER AND CABINET
- EXISTING SIGNAL HEAD AND POST
- EXISTING MAST ARM ASSEMBLY, SIGNAL HEAD
- EXISTING HANDHOLE
- EXISTING SERVICE INSTALLATION POLE
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING CONDUIT
- PROPOSED CONTROLLER AND CABINET
- PROPOSED SIGNAL HEAD AND POST
- PROPOSED MAST ARM ASSEMBLY, SIGNAL HEAD, BACKPLATE
- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED GULFBBOX JUNCTION
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED PEDESTRIAN PUSHBUTTON
- PROPOSED SERVICE INSTALLATION

NOTE: STATIONS AND OFFSETS POSTED ARE TO THE CENTER OF THE STRUCTURES.

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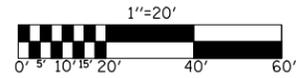
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

# TRAFFIC SIGNAL MODERNIZATION

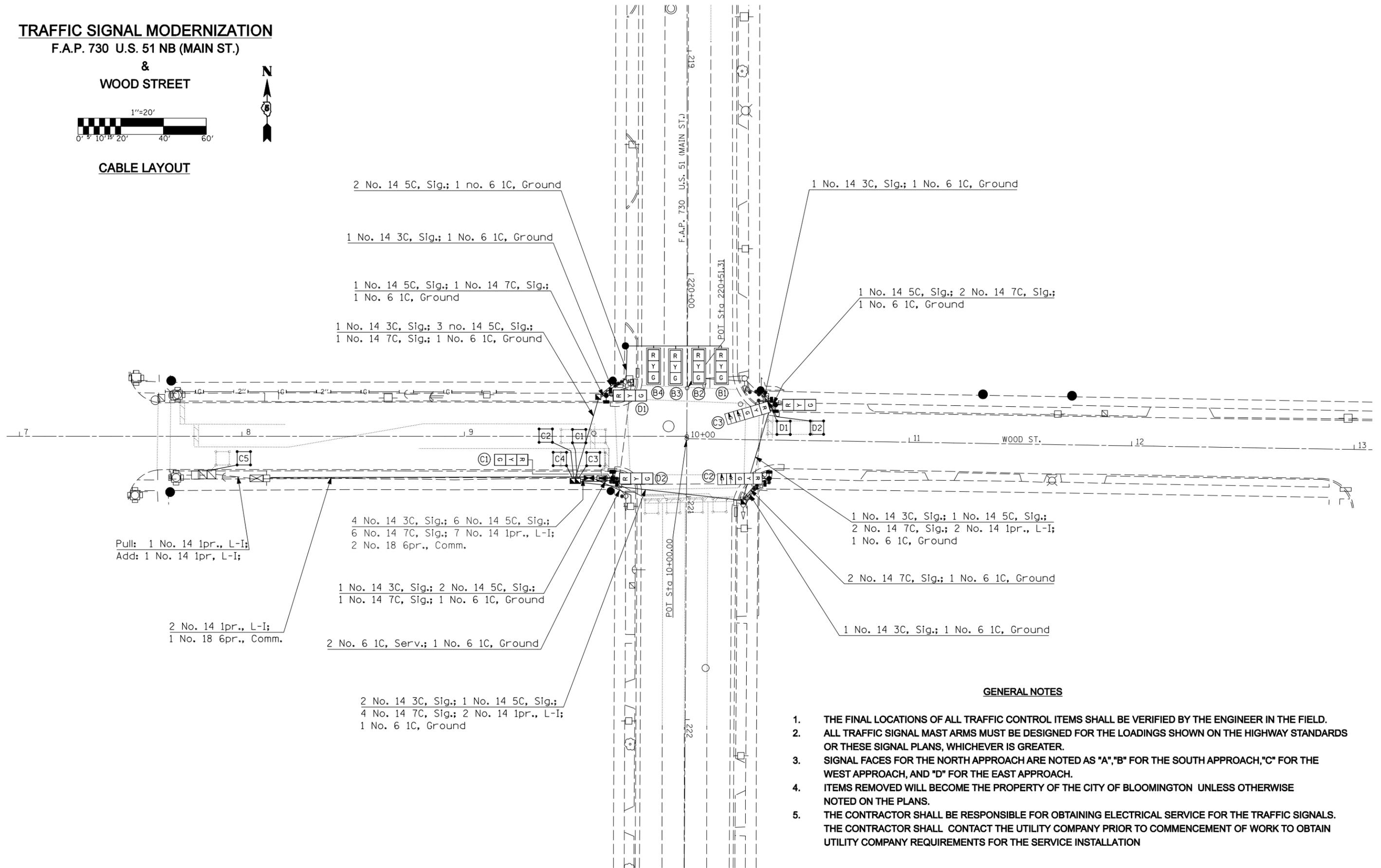
F.A.P. 730 U.S. 51 NB (MAIN ST.)

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WOOD STREET



## CABLE LAYOUT



2 No. 14 5C, Sig.; 1 no. 6 1C, Ground

1 No. 14 3C, Sig.; 1 No. 6 1C, Ground

1 No. 14 3C, Sig.; 1 No. 6 1C, Ground

1 No. 14 5C, Sig.; 1 No. 14 7C, Sig.;  
1 No. 6 1C, Ground

1 No. 14 5C, Sig.; 2 No. 14 7C, Sig.;  
1 No. 6 1C, Ground

1 No. 14 3C, Sig.; 3 no. 14 5C, Sig.;  
1 No. 14 7C, Sig.; 1 No. 6 1C, Ground

Pull: 1 No. 14 1pr., L-I;  
Add: 1 No. 14 1pr., L-I;

4 No. 14 3C, Sig.; 6 No. 14 5C, Sig.;  
6 No. 14 7C, Sig.; 7 No. 14 1pr., L-I;  
2 No. 18 6pr., Comm.

1 No. 14 3C, Sig.; 1 No. 14 5C, Sig.;  
2 No. 14 7C, Sig.; 2 No. 14 1pr., L-I;  
1 No. 6 1C, Ground

2 No. 14 1pr., L-I;  
1 No. 18 6pr., Comm.

1 No. 14 3C, Sig.; 2 No. 14 5C, Sig.;  
1 No. 14 7C, Sig.; 1 No. 6 1C, Ground

2 No. 14 7C, Sig.; 1 No. 6 1C, Ground

2 No. 6 1C, Serv.; 1 No. 6 1C, Ground

1 No. 14 3C, Sig.; 1 No. 6 1C, Ground

2 No. 14 3C, Sig.; 1 No. 14 5C, Sig.;  
4 No. 14 7C, Sig.; 2 No. 14 1pr., L-I;  
1 No. 6 1C, Ground

### GENERAL NOTES

1. THE FINAL LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.
2. ALL TRAFFIC SIGNAL MAST ARMS MUST BE DESIGNED FOR THE LOADINGS SHOWN ON THE HIGHWAY STANDARDS OR THESE SIGNAL PLANS, WHICHEVER IS GREATER.
3. SIGNAL FACES FOR THE NORTH APPROACH ARE NOTED AS "A," "B" FOR THE SOUTH APPROACH, "C" FOR THE WEST APPROACH, AND "D" FOR THE EAST APPROACH.
4. ITEMS REMOVED WILL BECOME THE PROPERTY OF THE CITY OF BLOOMINGTON UNLESS OTHERWISE NOTED ON THE PLANS.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNALS. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO COMMENCEMENT OF WORK TO OBTAIN UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATION

FILE NAME =  
c:\projects\d570730\wood.street.dgn

USER NAME = biggsrd

DESIGNED -

REVISED -

DRAWN -

REVISED -

PLOT SCALE = 40.0000' / IN.

CHECKED -

REVISED -

PLOT DATE = 9/25/2008

DATE -

REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

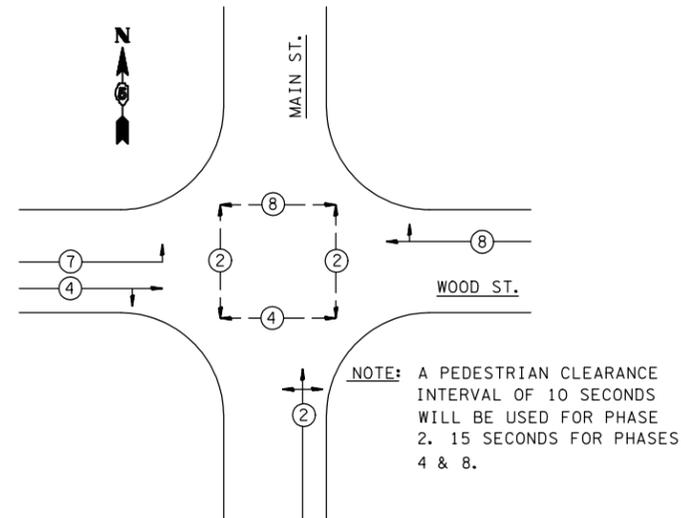
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			14	12
CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BILL OF MATERIALS

U. S. 51 BUS. ( MAIN ST. ) & WOOD ST.

PHASE DESIGNATION DIAGRAM



PC CONC SIDEWALK 5"

NW QUAD	22	
NE QUAD	14	SQ FT
SE QUAD	30	SQ FT
SW QUAD	67	SQ FT
<b>TOTAL =</b>	<b>133</b>	<b>SQ FT</b>

SIDEWALK REMOVAL

NW QUAD	27	
NE QUAD	9	SQ FT
SE QUAD	24	SQ FT
SW QUAD	60	SQ FT
<b>TOTAL =</b>	<b>120</b>	<b>SQ FT</b>

HANDHOLE

STA. 220+55.53; 39.9' RT.	1	EACH
STA. 220+58.18; 37.5' LT.	1	EACH
STA. 221+02.08; 25.7' LT.	1	EACH
<b>TOTAL =</b>	<b>3</b>	<b>EACH</b>

CONC FDN TY A

STA. 220+91.99; 33.2' RT,	3.1'	FOOT
STA. 220+91.65; 37.1' LT.	3.1'	FOOT
STA. 220+58.59; 39.9' LT.	3.1'	FOOT
STA. 220+54.80; 36.3' RT.	3.1'	FOOT
<b>TOTAL =</b>	<b>12.4</b>	<b>FOOT</b>

CONC FDN TY E 36D

STA. 220+32.35; 27.7' RT.	13.0	FOOT
<b>TOTAL =</b>	<b>13.0</b>	<b>FOOT</b>

REMOVE EXIST HANDHOLE

STA. 220+94.86; 30.5' RT.	1	EACH
STA. 220+93.73; 30.6' LT.	1	EACH
STA. 220+54.79; 35.5' LT.	1	EACH
STA. 220+48.88; 25.2' RT.	1	EACH
<b>TOTAL =</b>	<b>4</b>	<b>EACH</b>

REMOVE EXIST CONC FDN

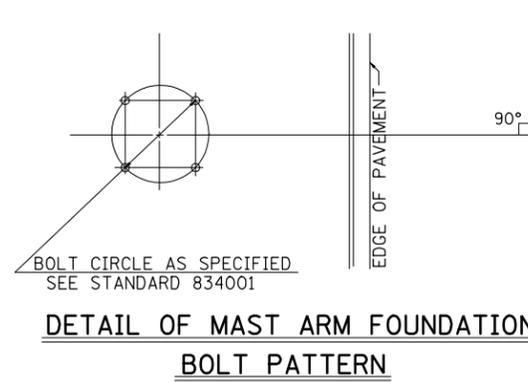
STA. 220+48.88; 25.2' RT.	1	EACH
STA. 220+91.65; 33.1' RT.	1	EACH
STA. 221+03.57; 25.5' LT.	1	EACH
STA. 220+91.65; 37.1' LT.	1	EACH
STA. 220+57.57; 38.0' LT.	1	EACH
STA. 220+46.97; 25.9' LT.	1	EACH
STA. 220+48.51; 27.7' RT.	1	EACH
STA. 220+54.26; 33.8' RT.	1	EACH
<b>TOTAL =</b>	<b>8</b>	<b>EACH</b>

ITEM

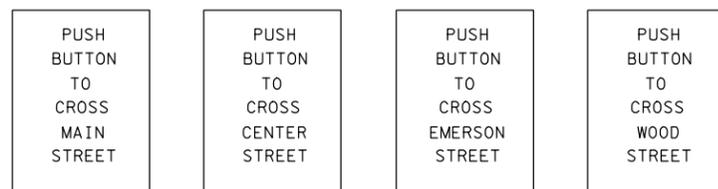
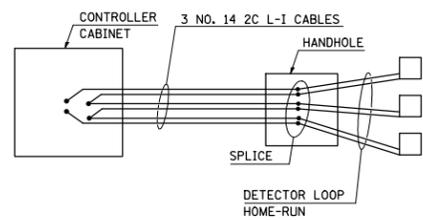
ITEM	UNIT	QUANTITY
PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	133
SIDEWALK REMOVAL	SQ FT	120
SERVICE INSTALLATION, TYPE A	EACH	1
CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	37
CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	141
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	77
CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	28
CONDUIT IN TRENCH, 4" DIA., PVC	FOOT	16
CONDUIT IN TRENCH, 5" DIA., PVC	FOOT	3
CONDUIT, AUGERED 3" DIA., PVC	FOOT	81
CONDUIT, AUGERED 4" DIA., PVC	FOOT	57
HANDHOLE	EACH	3
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	302
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	408
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	746
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	739
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	537
ELECTRIC CABLE IN CONDUIT, COMMUNICATION NO. 18 6 PAIR	FOOT	153
TRAFFIC SIGNAL POST, GALVANIZED STEEL 14 FT.	EACH	2
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
PEDESTRIAN PUSH-BUTTON POST, GALVANIZED STEEL, TYPE II	EACH	3
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12.4
CONCRETE FOUNDATION, TYPE D	FOOT	3.5
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	13
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	1
SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3-SECTION, 1-5-SECTION, BRACKET MOUNTED	EACH	1
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE	EACH	4
DETECTOR LOOP, TYPE 1	EACH	8
PEDESTRIAN PUSH-BUTTON	FOOT	230
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	28
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	4
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
RELOCATE CONTROLLER CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	349

GENERAL NOTES

- THE FOLLOWING SIGNAL HEADS SHALL BE WIRED IN PARALLEL AT THE MAST POLE HANDHOLE: (B1, B2), (B3, B4) - EACH MAST ARM MOUNTED SIGNAL HEAD SHALL HAVE ITS OWN INDIVIDUAL CABLE FROM THE MAST POLE HANDHOLE TO THE SIGNAL HEAD.
- THE ACTUAL LOCATION OF ALL SIGNAL FOUNDATIONS, HANDHOLES, AND TRAFFIC CONTROLLER WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- POST MOUNTED SIGNALS SHALL BE INSTALLED SO THAT NO PART OF THE SIGNAL HEAD IS WITHIN 2 FT. OF THE FACE OF CURB.
- ALL MAST ARM POLES SHALL BE A MINIMUM OF 6 FT. FROM THE CENTER OF THE POLE TO THE FACE OF CURB (ON THE MAST ARM SIDE) OR AS SHOWN ON THE PLANS.
- ALIGN ADJACENT RED INDICATIONS TO SAME HEIGHT ABOVE PAVEMENT.
- THE BASE FOR A TRAFFIC SIGNAL POST SHALL BE SITUATED SUCH THAT THE HANDHOLE IS LOCATED ON A SIDE AWAY FROM A TRAVELED LANE.
- PEDESTRIAN PUSHBUTTON SIGNAL SIGNS SHALL BE MOUNTED ABOVE THE APPROPRIATE PEDESTRIAN PUSHBUTTON.
- THE ANTI-BACKUP FEATURE SHALL BE HARDWIRED ON THE BACKPANEL OF THE CONTROLLER CABINET.

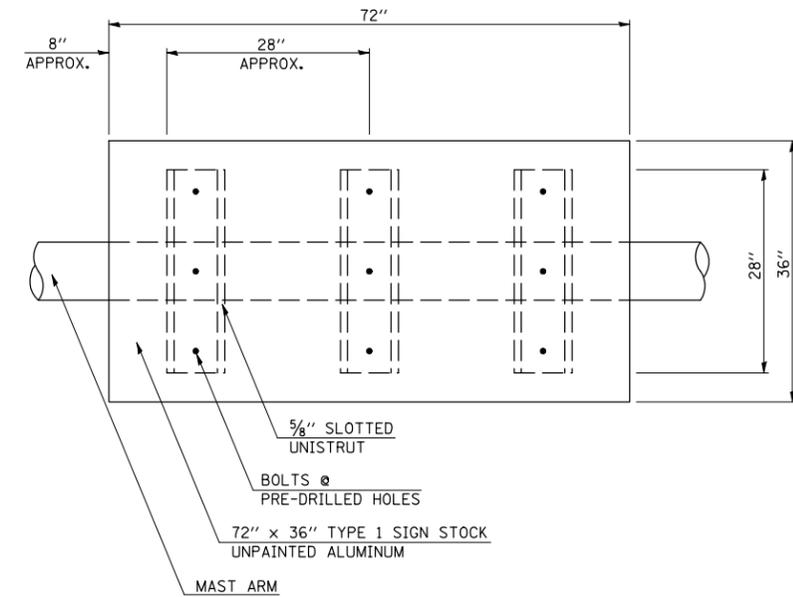


**DETAIL OF DETECTOR LOOP WIRING**  
WIRED IN SERIES WITH MULTI-PAIR CABLE

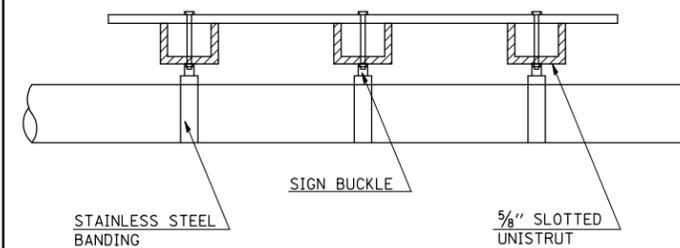


**PEDESTRIAN PUSH-BUTTON SIGNS**

**MAST ARM DAMPENING DEVICE MOUNTING DETAIL**

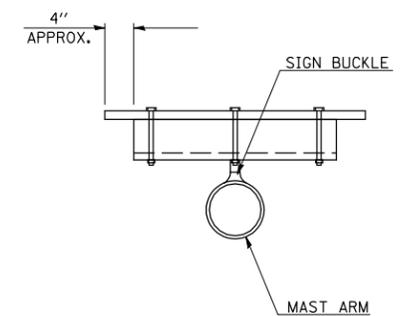


**PLAN VIEW**



**ELEVATION**

NOTE: PAINT ENDS OF UNISTRUT WITH SPRAY ON GALVANIZED PAINT



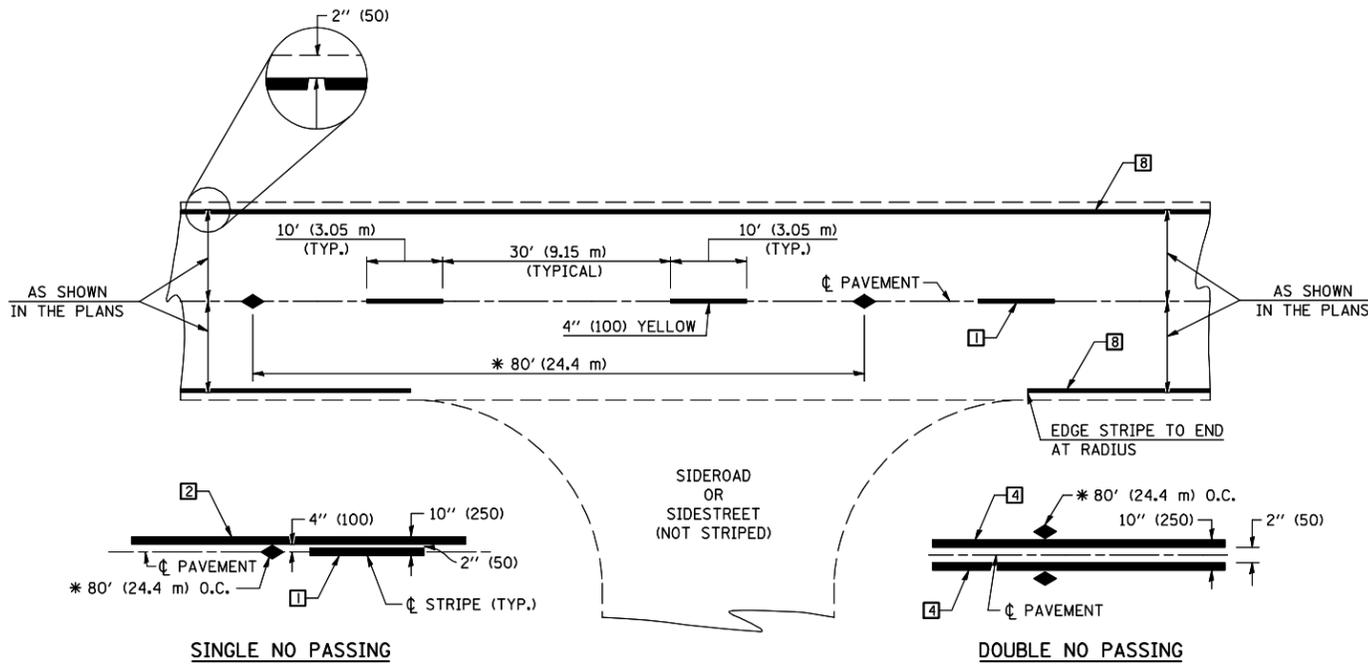
**CROSS SECTION**

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	PLOT DATE = 8/22/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)TS+(62Z)TS+(62Z-2)TS	MCLEAN	14	14
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	



\* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

**TWO LANE/TWO WAY**

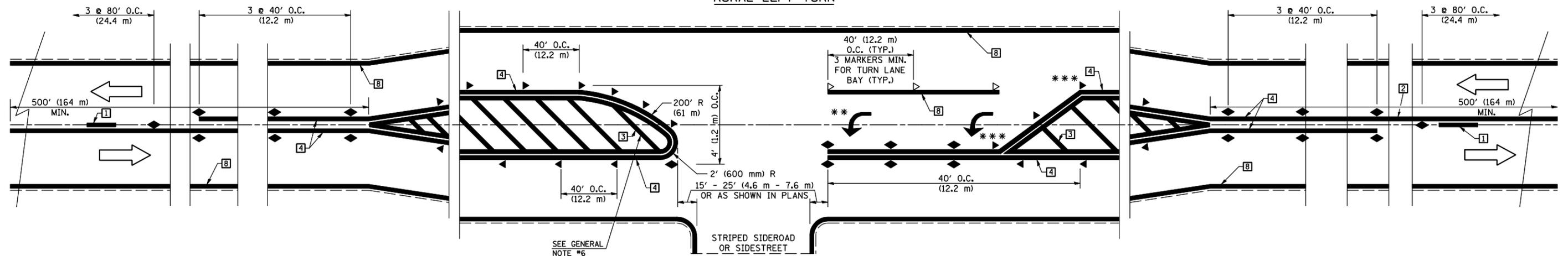
**TYPICAL PAVEMENT MARKING LEGEND**

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

**TYPICAL PAVEMENT MARKERS LEGEND**

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

**RURAL LEFT TURN**



\*\*\* REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

\*\* TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

**DISTRICT 5 DETAIL NO. 7800AAA**

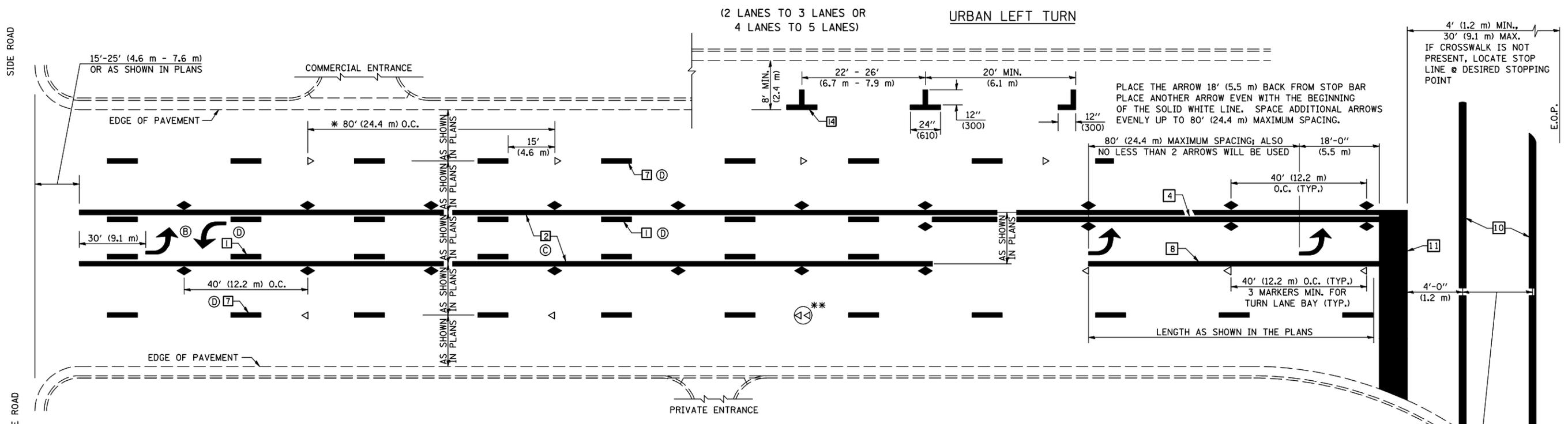
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)TS+(6ZZ)TS+(6ZZ-2)TS	MCLEAN	14	14A
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	

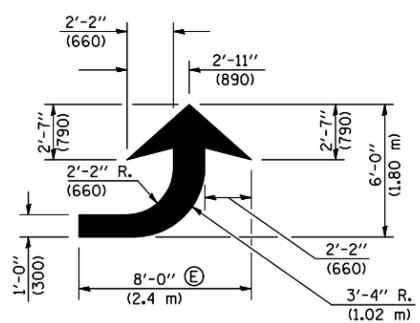


\* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

\*\* DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

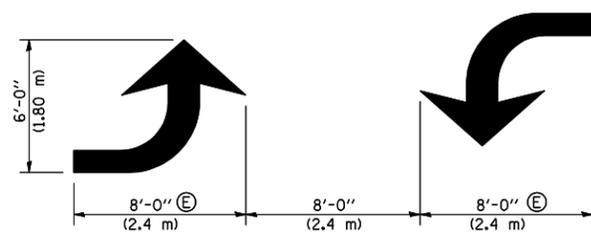
**GENERAL NOTES:**

- Ⓑ TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- Ⓒ THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- Ⓓ THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- Ⓔ USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



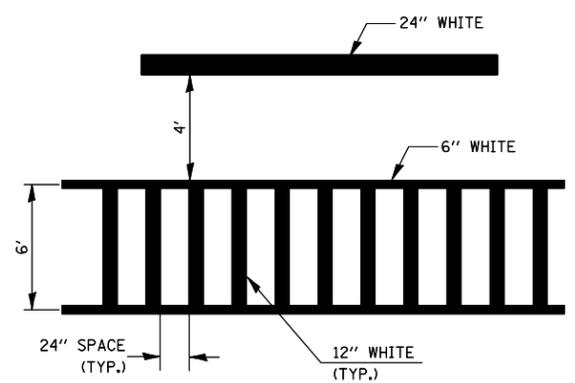
**LEFT ARROW**

REVERSE FOR RIGHT ARROW  
AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
(WHITE)

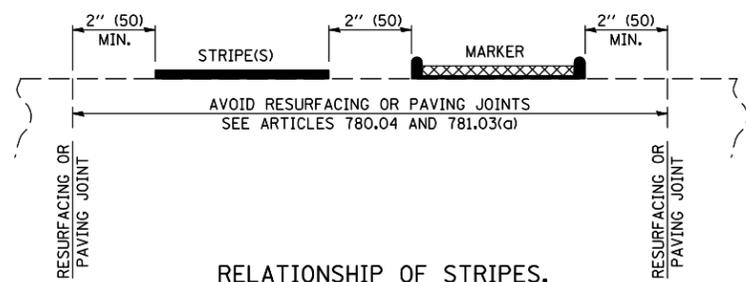


**TYPICAL DOUBLE TURN ARROWS (WHITE)**

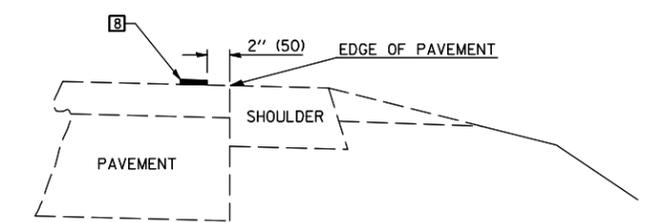
**BLOOMINGTON-NORMAL CITY LIMITS ONLY**



**TYPICAL SPACING FOR CROSSWALKS & STOP BARS**



**RELATIONSHIP OF STRIPES, MARKERS AND JOINTS**



**RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT (SAFETY SHOULDER OR PAVED SURFACE) SEE ARTICLE 780.04**

CROSSWALK WIDTH 6'-0" (1.8 m) OR AS SHOWN IN THE PLANS

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

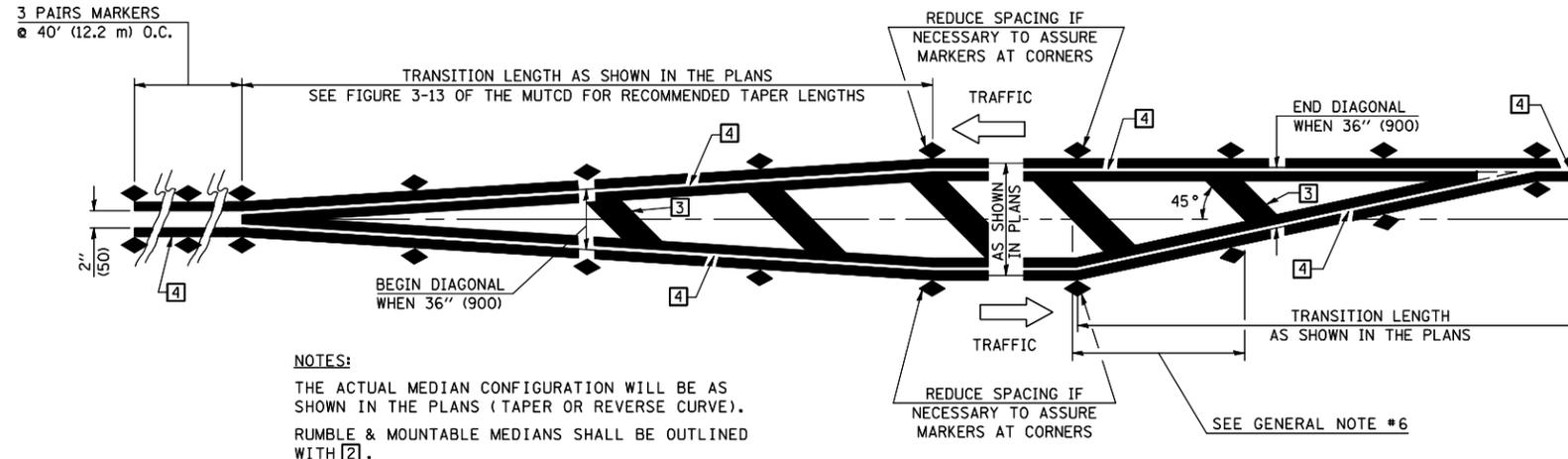
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	PLOT DATE = 9/25/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

<b>DISTRICT 5 DETAIL NO. 7800AAA</b>			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS SHEET NO.
730	(8CS)TS(62Z)TS(62Z-2)TS	MCLEAN	14 14B
			CONTRACT NO. 70730
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

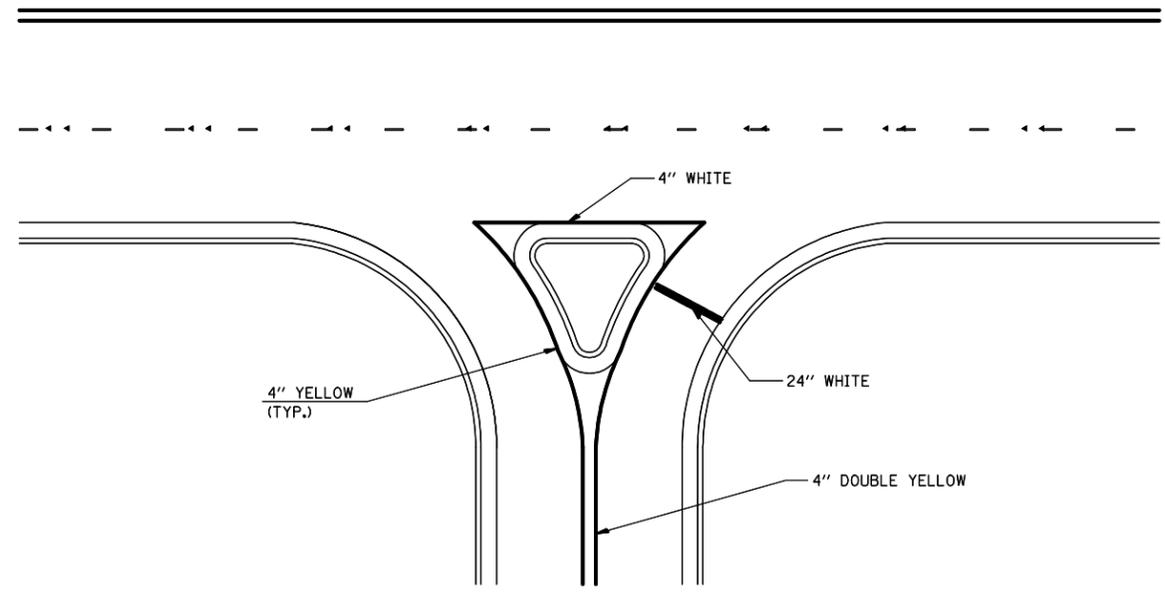


**NOTES:**  
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

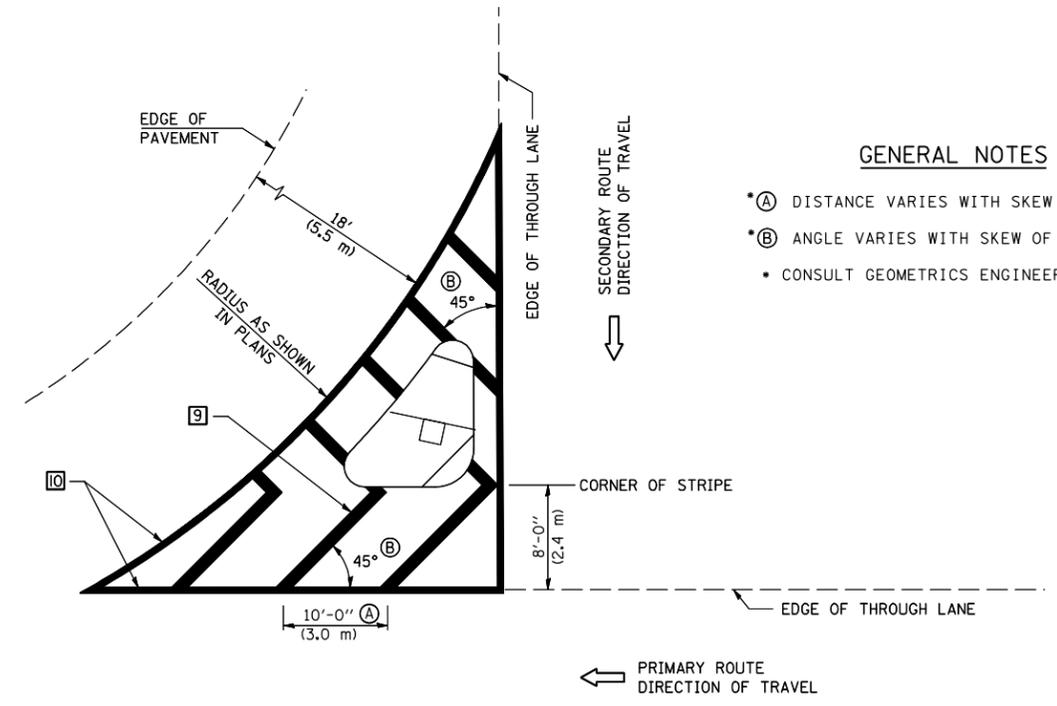
**TYPICAL MEDIAN TRANSITIONS**

**GENERAL NOTES**

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,  
 < 30 MPH USE 15' (< 50 km/h USE 4.5 m)  
 30-45 MPH USE 20' (50-75 km/h USE 6.0 m)  
 > 45 MPH USE 30' (> 75 km/h USE 9.0 m)



**RIGHT IN - RIGHT OUT ACCESS**



**GENERAL NOTES**

- \*A DISTANCE VARIES WITH SKEW OF INTERSECTION.
- \*B ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

**ISLAND**

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

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	PLOT DATE = 9/25/2008	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS  
 (RURAL & URBAN APPLICATIONS)**

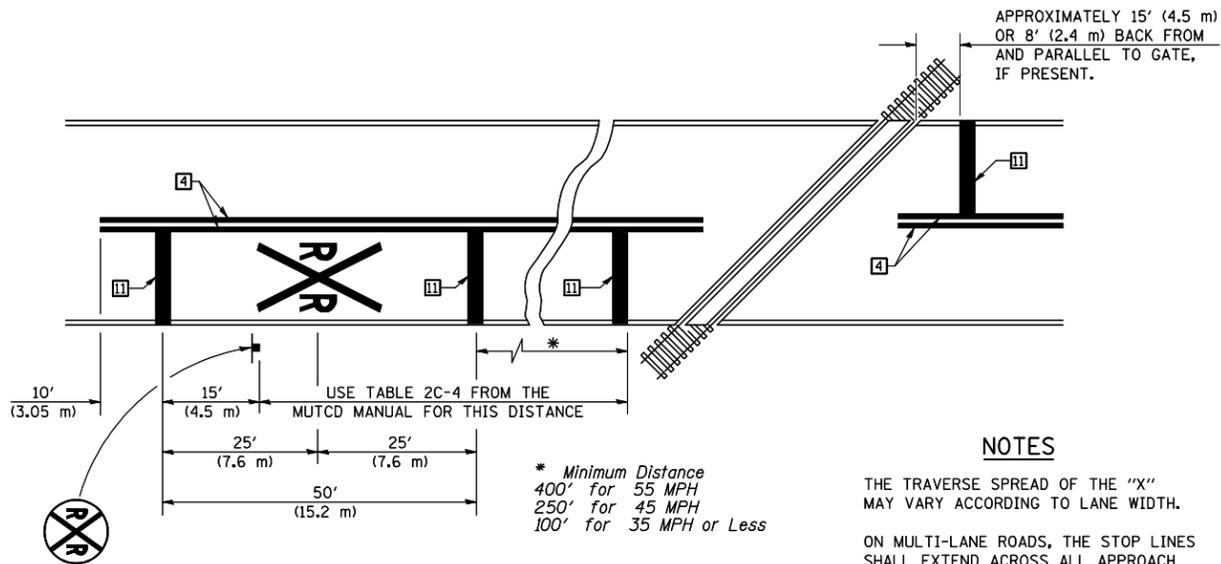
SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

**DISTRICT 5 DETAIL NO. 7800AAA**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)T5+(62Z)T5+(62Z-2)T5	MCLEAN	14	14C
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

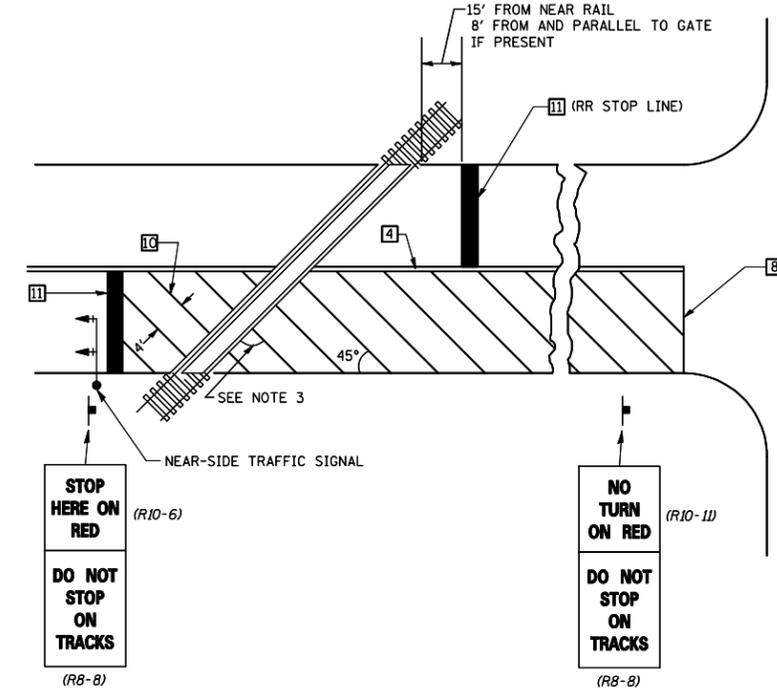
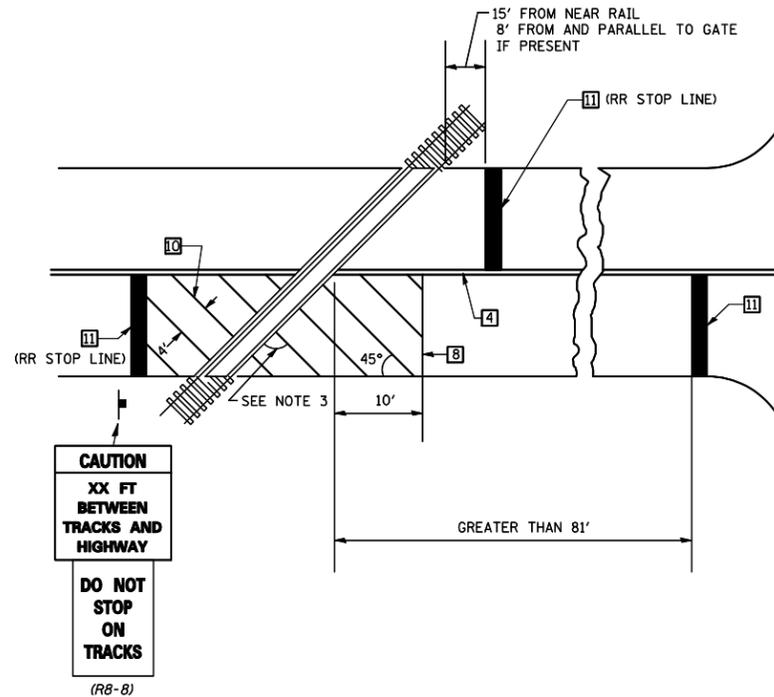
APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

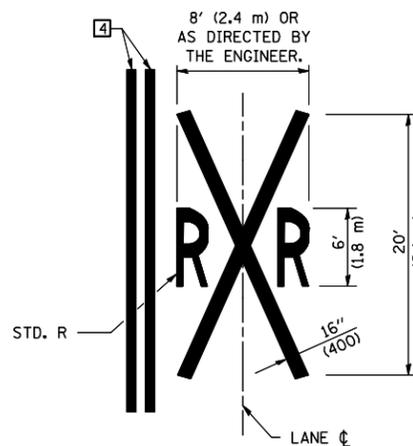
\* Minimum Distance  
400' for 55 MPH  
250' for 45 MPH  
100' for 35 MPH or Less



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.



Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = biggsrd	DESIGNED -	REVISED - 11/06
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	PLOT DATE = 9/25/2008	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS  
(RURAL & URBAN APPLICATIONS)

SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAAA

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
730	(8CS)TS+(6ZZ)TS+(6ZZ-2)TS	MCLEAN	14	14D
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70730	