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PROJECT LOCATED IN THE VILLAGE OF FRANKFORT

DESCRIPTION OF PROJECT

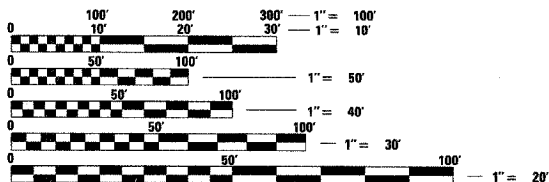
THIS IMPROVEMENT CONSISTS OF EARTH EXCAVATION, CONSTRUCTION OF STORM SEWER AND DRAINAGE STRUCTURES, ROADWAY RECONSTRUCTION, INSTALLATION OF TRAFFIC SIGNALS, LANDSCAPING AND COLLATERAL WORK NECESSARY TO COMPLETE THE IMPROVEMENT SHOWN HEREIN AND AS DESCRIBED IN THE SPECIFICATION.

DESIGN DESIGNATION

PFEIFFER ROAD
COLLECTOR STREET
U.S. ROUTE 30
MAJOR ARTERIAL

TRAFFIC DATA

PFEIFFER ROAD
POSTED SPEED = 35 MPH
DESIGN SPEED = 40 MPH
ADT = 5,600 (2005), 12000 (2020)
U.S. ROUTE 30
POSTED SPEED = 45 MPH
DESIGN SPEED = 50 MPH
ADT = EAST LEG 20,100 (2005/2020)
WEST LEG 19,300 (2005), 20,000 (2020)



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

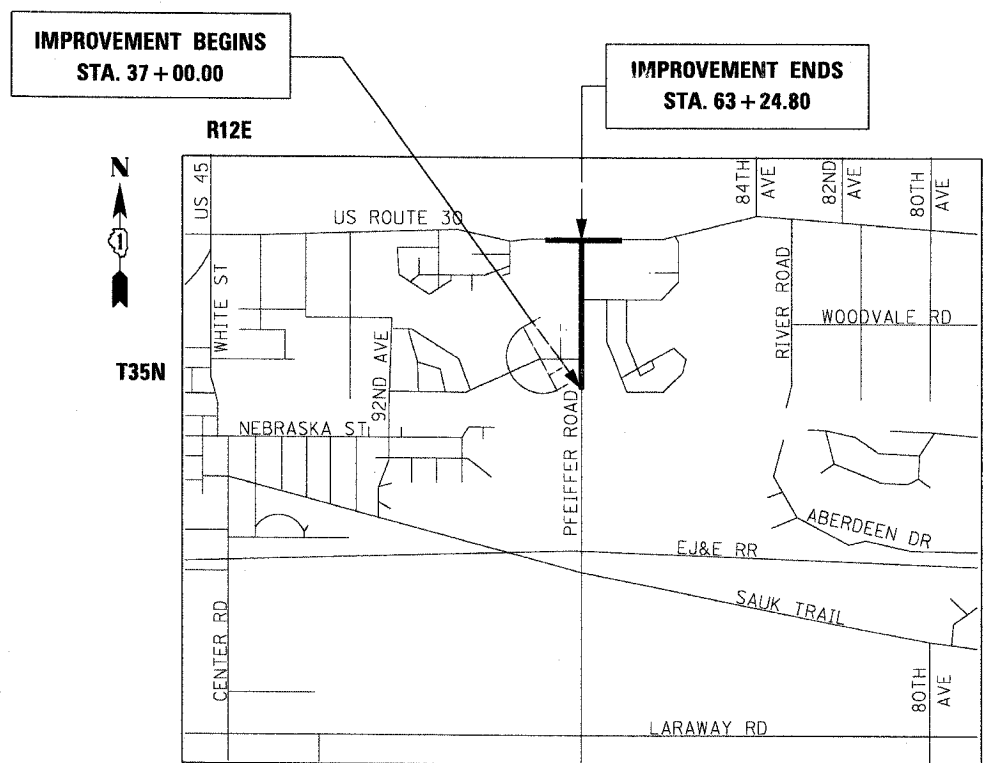
CONTRACT NO. 83803

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

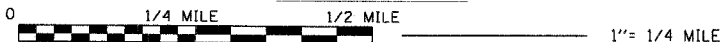
PLANS FOR PROPOSED FEDERAL AID HIGHWAY

PFEIFFER ROAD
FAU ROUTE 3751
SECTION: 99-00030-00-PV
PROJECT M-7003 (799)

750 - FEET SOUTH OF CHARRINGTON COURT TO U.S. ROUTE 30
ROADWAY RECONSTRUCTION AND TRAFFIC SIGNAL IMPROVEMENTS
WILL COUNTY
C - 91 - 417 - 99



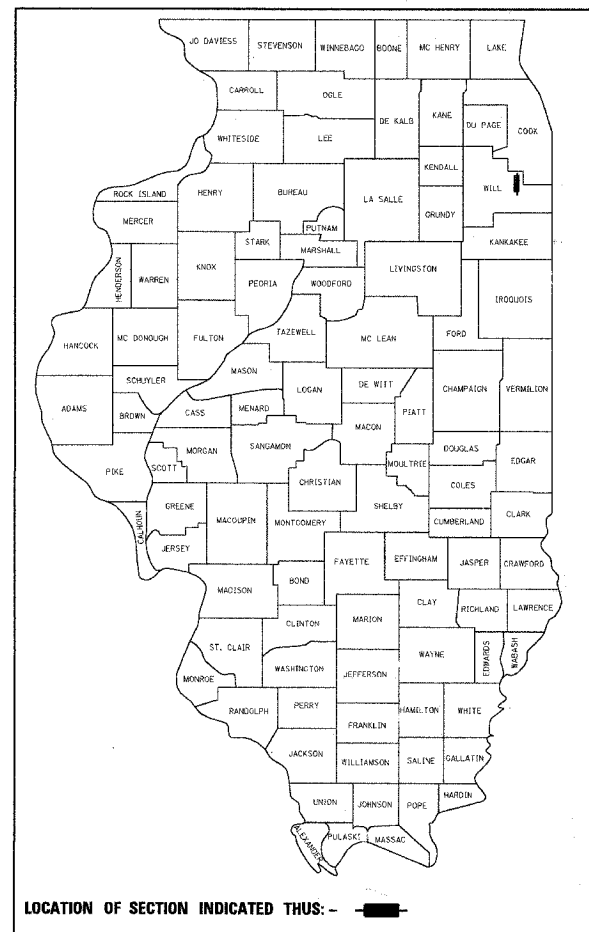
LOCATION MAP



PROJECT GROSS LENGTH (PFEIFFER ROAD) = 0.497 MILES (2624.80 FEET)
PROJECT NET LENGTH (PFEIFFER ROAD) = 0.497 MILES (2624.80 FEET)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61+	1

• 99-00030-00-PV 83803



APPROVED JUNE 1 2005
Paul C. Blain
VILLAGE OF FRANKFORT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PASSED June 6 2005
Ch...
DISTRICT ENGINEER OF LOCAL ROADS AND STREETS

APPROVED June 6, 2005
Dina O'Keefe/AP
REGION ENGINEER



Robert M. Goveia
ROBERT M. GOVEIA
11/30/05 4/1/05
EXPIRES DATE

CTE | AECOM

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FEDERAL AID DESIGN ENGINEER: JESSICA MILLER (847) 705-4487

IDOT STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420111-01	PCC PAVEMENT ROUNDOUTS
424001-04	CURB RAMPS FOR SIDEWALKS
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542311	GRATING FOR CONCRETE FLARED END SECTION (FOR 600 MM (24") THRU 1350 MM (54") PIPE)
542601	REINFORCED CONCRETE PIPE ELBOW
542606	REINFORCED CONCRETE PIPE TEE
601001	SUB-SURFACE DRAINS
602001	CATCH BASIN, TYPE A
602301	INLET, TYPE A
602401	MANHOLE, TYPE A
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
604001-02	FRAME AND LIDS, TYPE 1
604036-01	GRATE, TYPE B
604086-01	FRAME AND GRATE, TYPE 23
606001-02	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
667101	PERMANENT SURVEY MARKERS
701001-01	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5M (15') AWAY
701006-02	OFF-ROAD OPERATIONS, 2L, 2W, 4.5M (15') TO 600 MM (24") FROM PAVEMENT EDGE
701011-01	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-01	OFF-ROAD OPERATIONS, MULTILANE, 4.5M (15') TO 600MM (24") FROM PAVEMENT EDGE
701106-01	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5M (15') AWAY
701201-02	LANE CLOSURE, 2L, SW, DAY ONLY, FOR SPEEDS > 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-01	LANE CLOSURE, 2L, 2W, SLOW MOVING DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH
701311-02	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-02	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701501-03	URBAN LANE CLOSURE, 2L, 2W UNDIVIDED
701502-01	URBAN LANE CLOSURE, 2L, 2W WITH BIODIRECTIONAL LEFT TURN LANE
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
702001-05	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001	ELECTRICAL SERVICE INSTALLATION DETAILS
814001	CONCRETE HANDHOLES
814006	DOUBLE HANDHOLES
857001	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
877001-02	STEEL MAST ARM ASSEMBLY AND POLE
878001-03	CONCRETE FOUNDATION DETAILS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006	TRAFFIC SIGNAL MOUNTING DETAILS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

ALL ELEVATIONS SHOWN REFER TO U.S.G.S. DATUM UNLESS OTHERWISE NOTED.

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

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

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.

DURING CONSTRUCTION OPERATIONS WHEN ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF THE GUTTERS OR DRAINAGE STRUCTURES SO THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY.

PROTECTIVE COAT SHALL BE APPLIED IN ACCORDANCE WITH ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS TO CONCRETE SURFACES, AND ALL EXPOSED SURFACES OF CURBS AND GUTTERS. ANY PART OF THIS ITEM CAN BE DELETED OR ANOTHER ADDED AT THE DISCRETION OF THE ENGINEER.

10 FEET TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD. UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID AT THE CONTRACTOR UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

SAW CUTTING: A SAW CUT SHALL BE REQUIRED TO THE FULL DEPTH AT THE JOINT BETWEEN THE PAVEMENT, SIDEWALK, CURB AND GUTTER, MEDIAN, DRIVEWAY PAVEMENT, BITUMINOUS SURFACES TO BE REMOVED AND THAT LEFT IN PLACE OR AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS.

THE CONTRACTOR'S SPECIAL ATTENTION IS REQUIRED TO PRESERVE AS MANY TREES, SHRUBS, AND BUSHES AS POSSIBLE DURING THE CONSTRUCTION OF THE IMPROVEMENT. PLAN QUANTITIES FOR TREE REMOVAL HAVE BEEN BASED ON REMOVAL OF TREES WITHIN THE CONSTRUCTION LIMITS. THIS QUANTITY MAY BE REDUCED OR INCREASED DURING CONSTRUCTION AT THE DISCRETION OF THE ENGINEER.

THE CONTRACTOR, AT HIS OWN EXPENSE, SHALL BE REQUIRED TO RELOCATE OR TO REMOVE AND REPLACE ALL ROAD SIGNS WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND TO TEMPORARILY RESET ALL SUCH SIGNS DURING CONSTRUCTION.

ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS:

- A. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK DEMANDS.
- B. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO HIGHWAY TRAFFIC. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND NEAT FOR THE DURATION OF THE TEMPORARY SETTING.
- C. ALL PAVEMENT MARKINGS PROPOSED WITHIN A GIVEN WORK AREA SHALL BE COMPLETED PRIOR TO CONSTRUCTION PHASE CHANGE.

A MINIMUM THICKNESS OF 4 INCHES OF TOP SOIL SHALL BE PLACED OVER THE ENTIRE AREA TO BE SODDED OR SEED. 4 INCHES OF COMPOST SHALL BE PLACED IN LIEU OF TOPSOIL FOR SEED CLASSES 4A, 5A, 4B, & 5B.

WHEREVER CONCRETE MASONRY WALLS, HEADWALLS, OR OTHER OBSTRUCTIONS ARE ENCOUNTERED, THEY SHALL BE REMOVED TO AN ELEVATION OF 12 INCHES BELOW THE ESTABLISHED GRADE OR SUBGRADE AS SHOWN ON THE PLANS. SUCH WORK SHALL BE CONSIDERED INCLUDED IN EARTH EXCAVATION.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.

THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

THE CONTRACTOR SHALL PROVIDE FOR TEMPORARY DRAINAGE UNTIL THE FINAL SURFACE IS PLACED. COST SHALL BE INCLUDED IN EARTHWORK.

DRAINAGE STRUCTURE GRADES AND LOCATIONS SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION OF DRAINAGE ITEMS.

ADDED EXPENSE INVOLVED IN CONNECTING EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM SHALL BE CONSIDERED INCLUDED IN OTHER DRAINAGE ITEMS.

THE CONTRACTOR SHALL TEMPORARILY RELOCATE AND PERMANENTLY RESET MAILBOXES AS DIRECTED BY LOCAL POSTMASTER. THIS WORK SHALL BE INCIDENTAL TO CONTRACT.

THE REMOVAL OF EXISTING FLARED END SECTIONS SHALL BE INCLUDED IN THE COST OF STORM SEWER REMOVAL, OF THE SIZE SPECIFIED OR PIPE CULVERT REMOVAL.

DRAINAGE PLANS: ALL STATIONS, OFFSETS, AND ELEVATIONS FOR DRAINAGE STRUCTURES LOCATED WITHIN THE PROPOSED CURB AND GUTTER ARE TAKEN AT THE EDGE OF PAVEMENT. CARE SHOULD BE TAKEN WHEN LAYING OUT THESE STRUCTURES.

TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER AT (847) 741-5302.

POROUS GRANULAR EMBANKMENT, SUBGRADE (PGE,S) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSUITABLE OR UNSTABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH PGE,S WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.03 AND THE UNDERCUT GUIDELINE IN THE IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS ENCOUNTERED, THE SOIL SHALL BE REMOVED AND REPLACED WITH PGE,S OR EMBANKMENT AS DETERMINED BY THE GEOTECHNICAL ENGINEER. IF UNSTABLE AND/OR UNSUITABLE MATERIAL IS NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

THE ADDITIONAL THICKNESS OF THE SUB-BASE GRANULAR MATERIAL UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQ YD OF THE SUB-BASE GRANULAR MATERIAL, TY B 8".

UNDERDRAIN REMOVAL SHALL BE INCIDENTAL TO EARTHWORK.

LOCATION	UNDERCUT	RECOMMENDED REMEDIAL TREATMENT
(PFEIFFER ROAD)		
38+50 TO 41+50	1.0	REPLACE WITH PGE,S
47+50 TO 49+50	1.0	REPLACE WITH FABRIC AND PGE,S
49+50 TO 52+50	1.0	REPLACE WITH FABRIC AND PGE,S
55+50 TO 61+00	1.0	REPLACE WITH PGE,S
(US ROUTE 30)		
295+50 TO 300+00	1.0	REPLACE WITH FABRIC AND PGE,S
300+00 TO 304+00	1.0	REPLACE WITH PGE,S

UNDERDRAIN REMOVAL SHALL BE INCIDENTAL TO EARTHWORK.

EARTHWORK SCHEDULE

LOCATION	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE(+) OR SHORTAGE(-)	POROUS GRANULAR EMBANKMENT, SUBGRADE
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
PFEIFFER ROAD	4,678	3,790	3,221	3,071	+150	1,855
ROUTE 30	1,106	740	629	749	-120	664
TOTAL	5,784	4,530	3,850	3,820	+30	2,519

* THE SHRINKAGE FACTOR USED TO CALCULATE EARTHWORK QUANTITIES IS 15%.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS	NO.
3751		WILL	61	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
			99-00030-00-PV	83803

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION PFEIFFER ROAD IMPROVEMENT GENERAL NOTES AND LIST OF STANDARDS
NAME	DATE	
		SCALE: NTS DATE: JUNE 06, 2005 DRAWN BY: RMG DESIGNED BY: RMG CHECKED BY: RMG

SUMMARY OF QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
99-00030-00-PV		83803		

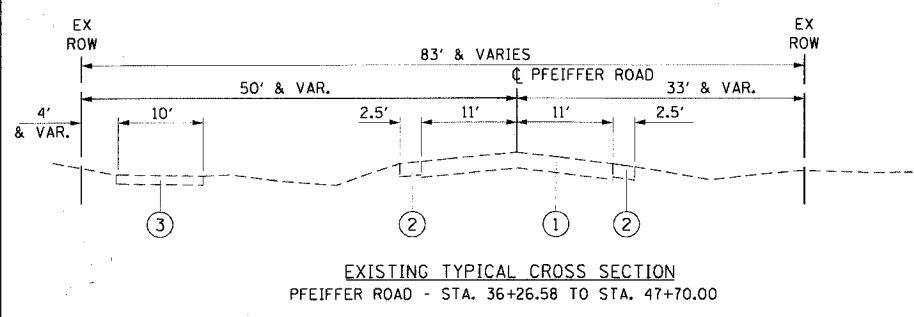
CODE NO.	PAY ITEM	UNIT	QUANTITY	ROADWAY	SIGNALS
				I-000 2A	Y031-1F
20200100	EARTH EXCAVATION	CU YD	4,530	4,530	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5,784	5,784	
20700420	POROUS GRANULAR EMBANKMENT, SUBGRADE	CU YD	2,519	2,519	
20800150	TRENCH BACKFILL	CU YD	1,217	1,217	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SO YD	2,862	2,862	
* 21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	14,997	14,997	
* 25000400	NITROGEN FERTILIZER NUTRIENT	LB	279	279	
* 25000500	PHOSPHOROUS FERTILIZER NUTRIENT	LB	279	279	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	LB	279	279	
* 25100630	EROSION CONTROL BLANKET	SO YD	14,997	14,997	
* 25200110	SODDING, SALT TOLERANT	SO YD	14,997	14,997	
* 25200200	SUPPLEMENTAL WATERING	UNIT	2	2	
* 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	310	310	
28000300	TEMPORARY DITCH CHECKS	EACH	27	27	
28000400	PERIMETER EROSION BARRIER	FOOT	7,622	7,622	
28000500	INLET AND PIPE PROTECTION	EACH	51	51	
28100107	STONE RIPRAP, CLASS A4	SO YD	46	46	
28200200	FILTER FABRIC	SO YD	46	46	
31101600	SUB-BASE GRANULAR MATERIAL, TYPE B 8"	SO YD	2,446	2,446	
31101810	SUB-BASE GRANULAR MATERIAL, TYPE B 12"	SO YD	14,037	14,037	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	24.0	24.0	
40600300	AGGREGATE (PRIME COAT)	TON	35.9	35.9	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SO YD	26	26	
42001300	PROTECTIVE COAT	SO YD	2,551	2,551	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	12,986	12,986	
44000100	PAVEMENT REMOVAL	SO YD	7,494	7,494	
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	584	584	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	605	605	
48202600	BITUMINOUS SHOULDERS, SUPERPAVE 8"	SO YD	1,916	1,916	
50105220	PIPE CULVERT REMOVAL	FOOT	285	285	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
54213672	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 27"	EACH	1	1	
54247140	GRATING FOR CONCRETE FLARED END SECTION 27"	EACH	1	1	
55019500	STORM SEWERS, TYPE 1, RCC, STORM DRAIN, AND SEWER PIPE, CLASS IV 12"	FOOT	946	946	
55019600	STORM SEWERS, TYPE 1, RCC, STORM DRAIN, AND SEWER PIPE, CLASS IV 15"	FOOT	533	533	
55019700	STORM SEWERS, TYPE 1, RCC, STORM DRAIN, AND SEWER PIPE, CLASS IV 18"	FOOT	236	236	
55020000	STORM SEWERS, TYPE 1, RCC, STORM DRAIN, AND SEWER PIPE, CLASS IV 27"	FOOT	80	80	
55021600	STORM SEWERS, TYPE 2, RCC, STORM DRAIN, AND SEWER PIPE, CLASS III 12"	FOOT	2,453	2,453	
55021700	STORM SEWERS, TYPE 2, RCC, STORM DRAIN, AND SEWER PIPE, CLASS III 15"	FOOT	300	300	
55021800	STORM SEWERS, TYPE 2, RCC, STORM DRAIN, AND SEWER PIPE, CLASS III 18"	FOOT	339	339	
55100500	STORM SEWER REMOVAL 12"	FOOT	755	755	
55100900	STORM SEWER REMOVAL 18"	FOOT	128	128	
56400100	FIRE HYDRANTS TO BE MOVED	EACH	8	8	
60107600	PIPE UNDERDRAIN 4"	FOOT	2,508	2,508	
60108100	PIPE UNDERDRAIN 4" (SPECIAL)	FOOT	186	186	
60200805	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 8 GRATE	EACH	8	8	
60201330	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 23 F&G	EACH	29	29	
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME CLOSED LID	EACH	31	31	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	2	2	
60237460	INLETS, TYPE A, TYPE 23 FRAME AND GRATE	EACH	7	7	
60500040	REMOVING MANHOLES	EACH	4	4	
60500050	REMOVING CATCH BASINS	EACH	1	1	
60500060	REMOVING INLETS	EACH	1	1	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	4,985	4,985	
67000200	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	15	15	
67100100	MOBILIZATION	LSUM	1	1	
70101800	TRAFFIC CONTROL AND PROTECTION (SPECIAL)	LSUM	1	1	
72000100	SIGN PANEL - TYPE 1	SO FT	17	17	
72000200	SIGN PANEL - TYPE 2	SO FT	30	30	
* 78000100	THERMOPLASTIC PAVEMENT MARKING-LETTERS AND SYMBOLS	SO FT	292	292	
* 78000200	THERMOPLASTIC PAVEMENT MARKING -LINE 4"	FOOT	14,946	14,946	
* 78000400	THERMOPLASTIC PAVEMENT MARKING-LINE 6"	FOOT	1,049	1,049	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	740	740	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	129	129	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	197	197	

CODE NO.	PAY ITEM	UNIT	QUANTITY	ROADWAY	SIGNALS
				I-000 2A	Y031-1F
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	1,192		1,192
81000700	CONDUIT IN TRENCH, 2 1/2 " DIA., GALVANIZED STEEL	FOOT	132		132
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	66		66
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	122		122
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	193		193
81400100	HANDHOLE	EACH	1		1
81400200	HEAVY-DUTY HANDHOLE	EACH	5		5
81400300	DOUBLE HANDHOLE	EACH	1		1
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1,357		1,357
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1		1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,657		1,657
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	812		812
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,355		1,355
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	785		785
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,340		1,340
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	29		29
87700150	STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.	EACH	1		1
87700180	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1		1
87700210	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.	EACH	1		1
87700230	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1		1
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4		4
87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	60		60
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	7		7
88500100	INDUCTIVE LOOP DETECTOR	EACH	5		5
88600100	DETECTOR LOOP TYPE 1	FOOT	459		459
88700200	LIGHT DETECTOR	EACH	3		3
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1		1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	2		2
* A2001020	TREE, ACER RUBRUM (RED MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	7	7	
* A2005620	TREE, OSTRYA VIRGINIANA (AMERICAN HOPHORNBEAM), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	17	17	
* A2006420	TREE, QUERCUS ALBA (WHITE OAK), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2	2	
* A2007920	TREE, TILIA AMERICANA REMOND (REDMOND AMERICAN LINDEN), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	9	9	
* B0025574	TREE, PYRUS CALLERYANA AUTUMN BLAZE (AUTUMN BLAZE CALLERY PEAR) 10' HEIGHT, BALLED AND BURLAPPED	EACH	18	18	
X0323319	POST MOUNTED FLASHING BEACON INSTALLATION (SPECIAL)	EACH	2		2
X4066424	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	TON	1,176	1,176	
X4066426	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	TON	475	475	
X4066614	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50	TON	4,041	4,041	
X4066616	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N70	TON	1,390	1,390	
X4066770	LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70	TON	963	963	
X4067100	POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	TON	237	237	
X4409410	BITUMINOUS SURFACE REMOVAL 2 1/4"	SO YD	3,492	3,492	
X8050015	SERVICE INSTALLATION - POLE MOUNTED	EACH	1		1
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	2,218		2,218
X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	524		524
X8800020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4		4
X8800035	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2		2
X8800040	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1		1
X8800045	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	3		3
X8810610	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	2		2
XX003535	AGGREGATE BASE COURSE, TYPE B, 2"	SO YD	1,443	1,443	
* XX004777	TREE, ULMUS ACCOLADE (HYBRID ELM) 3" CALIPER, BALLED AND BURLAPPED	EACH	4	4	
Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1	
Z0076600	TRAINEES	HR	500	500	
* Z2400800	DETECTABLE WARNINGS	SO FT	156	156	

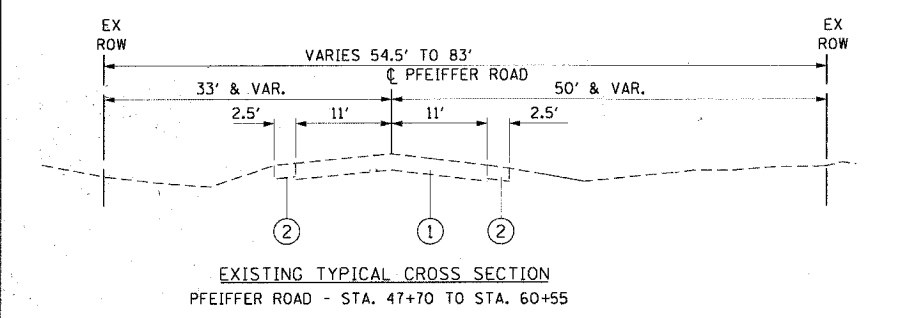
Δ Y080

• - DENOTES SPECIALTY ITEM

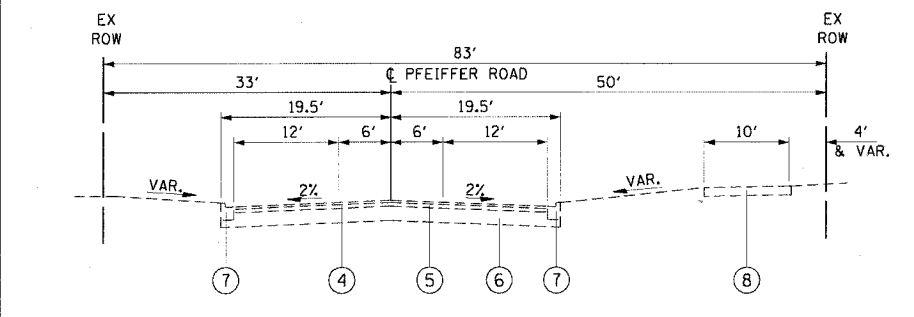
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION PFEIFFER ROAD IMPROVEMENT
NAME	DATE	
		SUMMARY OF QUANTITIES SCALE: NTS DATE: JUNE 06, 2005 DRAWN BY: DESIGNED BY: RMG CHECKED BY: RMG



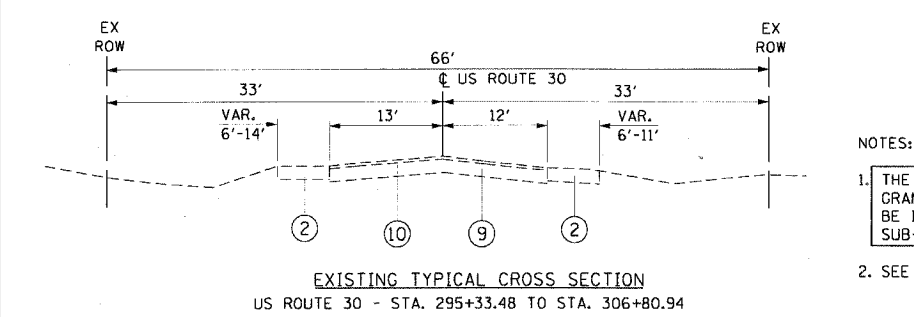
EXISTING TYPICAL CROSS SECTION
PFEIFFER ROAD - STA. 36+26.58 TO STA. 47+70.00



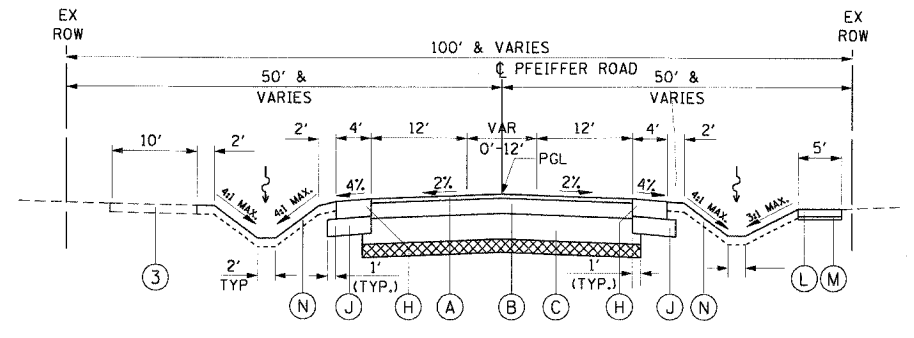
EXISTING TYPICAL CROSS SECTION
PFEIFFER ROAD - STA. 47+70 TO STA. 60+55



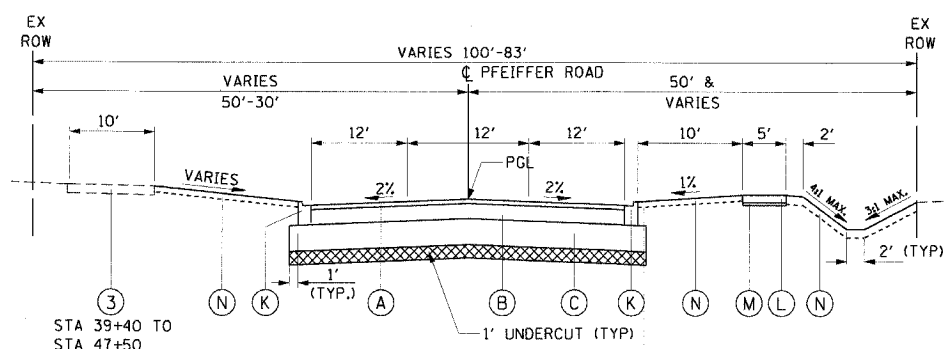
EXISTING TYPICAL CROSS SECTION
PFEIFFER ROAD - STA. 60+55 TO STA. 63+24.80



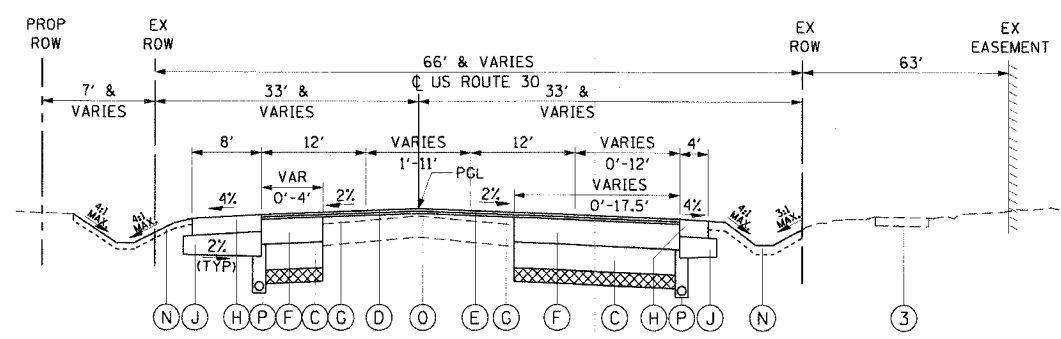
EXISTING TYPICAL CROSS SECTION
US ROUTE 30 - STA. 295+33.48 TO STA. 306+80.94



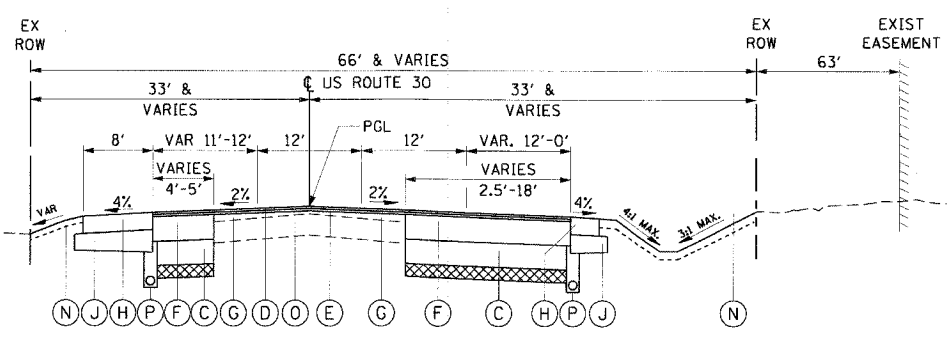
PROPOSED TYPICAL CROSS SECTION
PFEIFFER ROAD - STA. 37+00.00 TO STA. 39+40.00



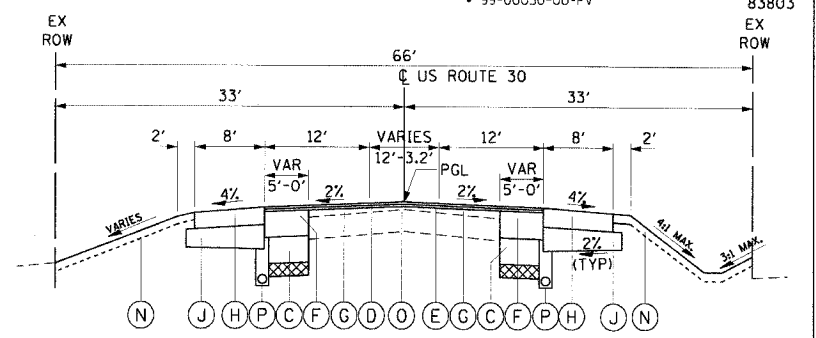
PROPOSED TYPICAL CROSS SECTION
PFEIFFER ROAD - STA. 39+40.00 TO STA. 63+24.80



PROPOSED TYPICAL CROSS SECTION
U.S. ROUTE 30 - STA. 295+25.84 TO STA. 297+55.84



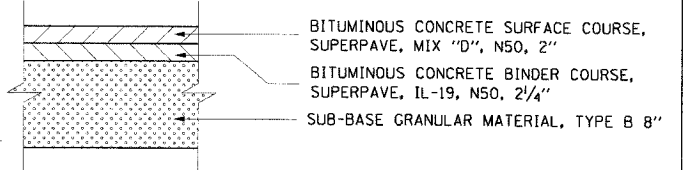
PROPOSED TYPICAL CROSS SECTION
U.S. ROUTE 30 - STA. 297+55.84 TO STA. 301+16.66



PROPOSED TYPICAL CROSS SECTION
U.S. ROUTE 30 - STA. 301+16.66 TO STA. 307+24.69

- EXISTING LEGEND**
- ① BITUMINOUS CONCRETE SURFACE - 3"
 - ② GRANULAR BASE COURSE - 8"
 - ③ AGGREGATE SHOULDER
 - ④ BITUMINOUS MULTI-USE PATH
 - ⑤ BITUMINOUS CONCRETE SURFACE COURSE - 1 1/2"
 - ⑥ BITUMINOUS CONCRETE BASE COURSE - 2 1/2"
 - ⑦ GRANULAR BASE COURSE - 10"
 - ⑧ COMBINATION CONCRETE CURB AND GUTTER
 - ⑨ PORTLAND CEMENT CONCRETE SIDEWALK
 - ⑩ BITUMINOUS CONCRETE SURFACE - 10"
 - ⑪ GRANULAR BASE COURSE - 2"
 - ⑫ BITUMINOUS SURFACE REMOVAL 2 1/4"

- PROPOSED LEGEND**
- A BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50, 2"
 - B BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50, 7"
 - C SUB-BASE GRANULAR MATERIAL, TYPE B 12"
 - D BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70, 1 1/2"
 - E POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50, 3/4"
 - F BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70, 11 1/2"
 - G LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70
 - H BITUMINOUS SHOULDERS SUPERPAVE 8"
 - J SUB-BASE GRANULAR MATERIAL, TYPE B 8"
 - K COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
 - L PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH
 - M AGGREGATE BASE COURSE, TYPE B, 2"
 - N SODDING, SALT TOLERANT AND TOPSOIL FURNISH AND PLACE, 4"
 - O BITUMINOUS SURFACE REMOVAL 2 1/4"
 - P PIPE UNDERDRAINS 4"



DRIVEWAY COMPOSITION DETAIL

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION PFEIFFER ROAD IMPROVEMENT TYPICAL SECTIONS SCALE: NTS DATE: JUNE 06, 2005 DRAWN BY: NWH DESIGNED BY: NWH CHECKED BY: RMG
NAME	DATE	

- NOTES:**
- THE ADDITIONAL THICKNESS OF THE SUB-BASE GRANULAR MATERIAL UNDER THE SHOULDER SHALL BE INCLUDED IN THE COST PER SQ YD OF THE SUB-BASE GRANULAR MATERIAL, TY B 8".
 - SEE GENERAL NOTES FOR UNDERCUT LOCATIONS.

BITUMINOUS MIXTURE REQUIREMENT

ITEM	AC TYPE	VOIDS	RAP %
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N50	PG 64-22	4% @ 50 Gyr.	15
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N50	PG 58-22	4% @ 50 Gyr.	25
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "D", N70	PG 64-22	4% @ 70 Gyr.	10
POLYMERIZED LEVELING BINDER (MACHINE METHOD), SUPERPAVE, IL-4.75, N50	SBS/SBR PG 76-28	2.5% @ 50 Gyr.	0
BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19, N70	PG 64-22	4% @ 70 Gyr.	15
LEVELING BINDER (MACHINE METHOD), SUPERPAVE, N70	PG 64-22	4% @ 70 Gyr.	10
BITUMINOUS SHOULDERS SUPERPAVE 8"	PG 58-22	2% @ 30 Gyr.	50

PFEIFFER ROAD PAVEMENT DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC:	YEAR 2020
PV= 3,688	SU= 144 MU= 0
ROAD/STREET CLASSIFICATION:	CLASS 2
P= 50%	S= 50% M= 50%
TRAFFIC FACTOR:	ACTUAL TF= 0.16 AC TYPE= 10
	MINIMUM TF= 0.13
PG GRADE:	BINDER= SURFACE=
SUBGRADE SUPPORT RATING:	
SSR=	(STA TO STA)
SSR=	(STA TO STA)

NOTE:
THE UNIT WEIGHT USED TO CALCULATE ALL BITUMINOUS SURFACE MIXTURES IS 112 LBS/SQ YD/IN.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
99-00030-00-PV		83803		



CONTROL POINT NO. 4
 A - 26.62' - PK NAIL IN ROAD
 B - 20.72' - SIGN
 C - 64.78' - POWER POLE

IRON BAR IN SHOULDER

N: 9,168.28
 E: 9,943.60
 ELEV: 731.93

NTS

CONTROL POINT NO. 6
 A - 4.70' - EDGE OF PAVEMENT
 B - 39.30' - MAILBOX
 C - 19.00' - POWER POLE

3/8" IRON ROD

N: 10,964.73
 E: 9,963.83
 ELEV: 728.02

NTS

CONTROL POINT NO. 8
 A - 7.3' - MIDPOINT OF BIKE PATH
 B - 6.80' - WEST EDGE OF BIKE PATH
 C - 9.0' - EAST EDGE OF BIKE PATH

CROSS CUT ON BIKE PATH

N: 11,808.11
 E: 9,457.60
 ELEV: 735.68

NTS

CONTROL POINT NO. 5
 A - 20.15' - EASTERN PART OF FRAME
 B - 23.42' - PK NAIL IN ROAD
 C - 67.11' - POWER POLE

IRON BAR

N: 10,000.00
 E: 10,000.00
 ELEV: 742.18

NTS

CONTROL POINT NO. 7
 A - 18.40' - FLARED END STRUCTURE
 B - 32.80' - LIBRARY SIGN
 C - 54.80' - FIRE HYDRANT

3/8" IRON ROD

N: 11,834.82
 E: 10,068.56
 ELEV: 721.10

NTS

CONTROL POINT NO. 9
 A - 18.0' - EDGE OF PAVEMENT
 B - 98.75' - POWER POLE
 C - 69.35' - FIRE HYDRANT

3/8" IRON ROD

N: 11,901.72
 E: 10,829.35
 ELEV: 715.96

NTS

STA. 36+26.58 (PFEIFFER ROAD)
 N: 9,182.67
 E: 9,957.67

STA. 293+00.00 (US ROUTE 30)
 N: 11,887.22
 E: 9,288.61

STA. 63+24.80 (PFEIFFER ROAD)
 STA. 300+00.00 (US ROUTE 30)
 N: 11,880.72
 E: 9,988.58

STA. 308+00.00 (US ROUTE 30)
 N: 11,871.66
 E: 10,788.53

BMK "A"
 DESCRIPTION: S.E. BOLT ON FIRE HYDRANT 230' SOUTH OF CHARRINGTON COURT ON EAST SIDE OF PFEIFFER ROAD.
 ELEVATION: 736.24

BMK "C"
 DESCRIPTION: RAILROAD SPIKE IN POWER POLE 90' SOUTH OF THE CENTERLINE OF U.S. ROUTE 30 ON WEST SIDE OF PFEIFFER ROAD.
 ELEVATION: 722.44

REVISIONS	
NAME	DATE

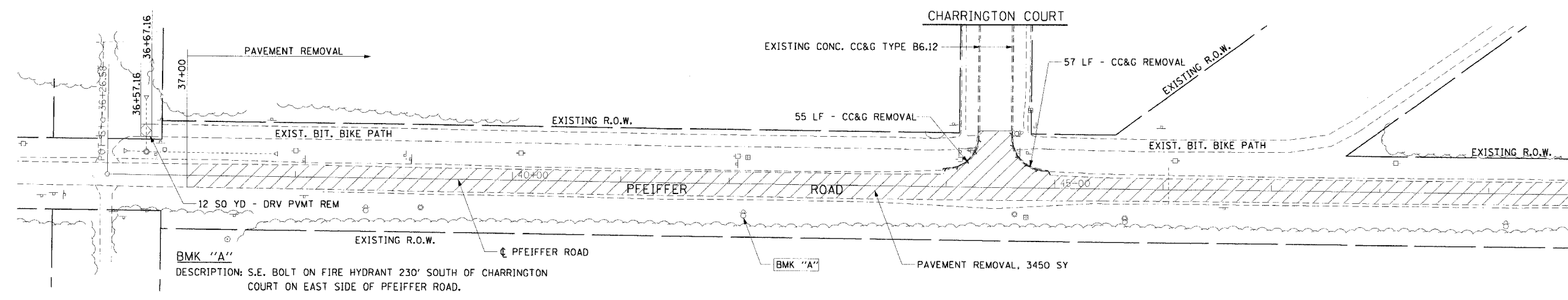
ILLINOIS DEPARTMENT OF TRANSPORTATION
 PFEIFFER ROAD IMPROVEMENT

ALIGNMENT AND TIES

SCALE: 1" = 100'
 DATE: JUNE 06, 2005

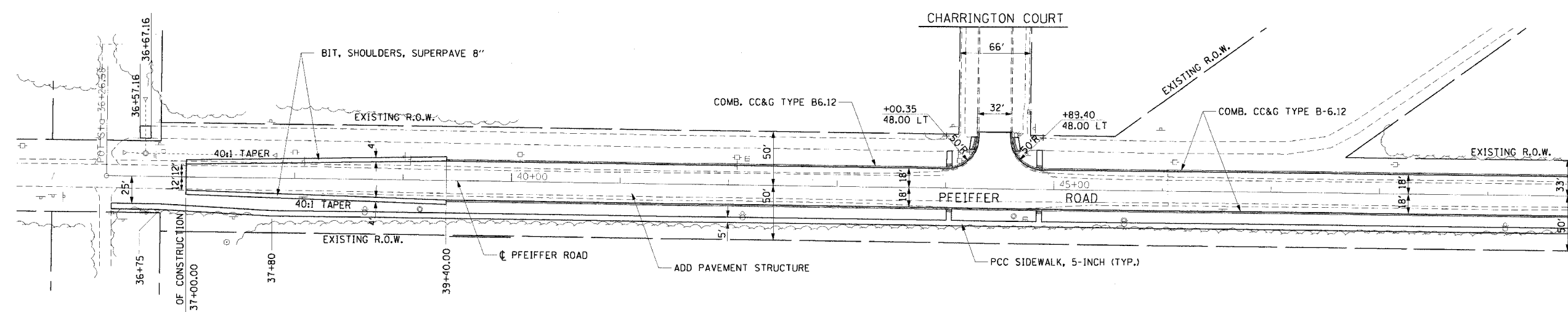
DRAWN BY: RMG
 DESIGNED BY: RMG
 CHECKED BY: RMG

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	6
STA. 37+00.00		TO STA. 50+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 99-00030-00-PV				83803



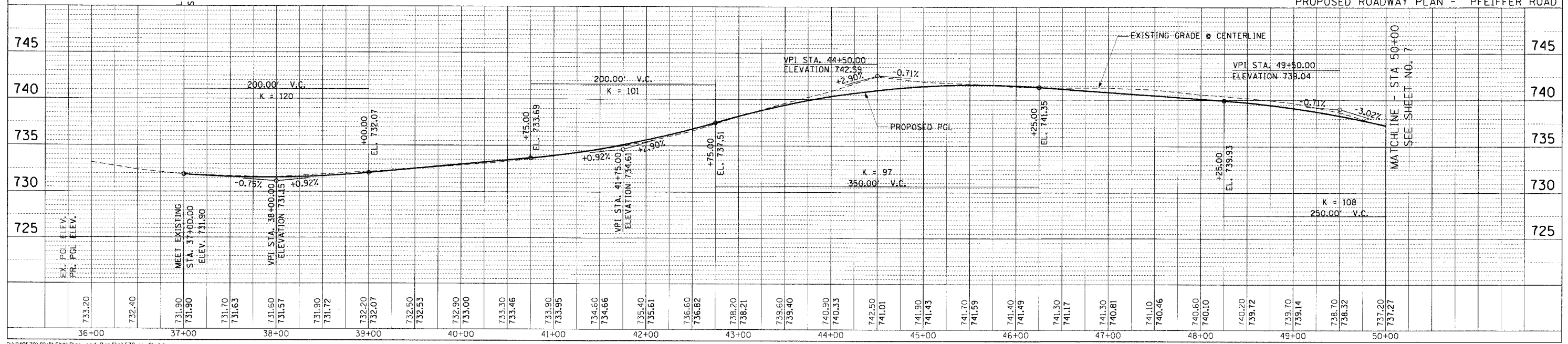
BMK "A"
 DESCRIPTION: S.E. BOLT ON FIRE HYDRANT 230' SOUTH OF CHARRINGTON COURT ON EAST SIDE OF PFEIFFER ROAD.
 ELEVATION: 736.24

EXISTING CONDITIONS AND REMOVAL - PFEIFFER ROAD



SCALE: H: 1"=50'
 V: 1"=5'

PROPOSED ROADWAY PLAN - PFEIFFER ROAD

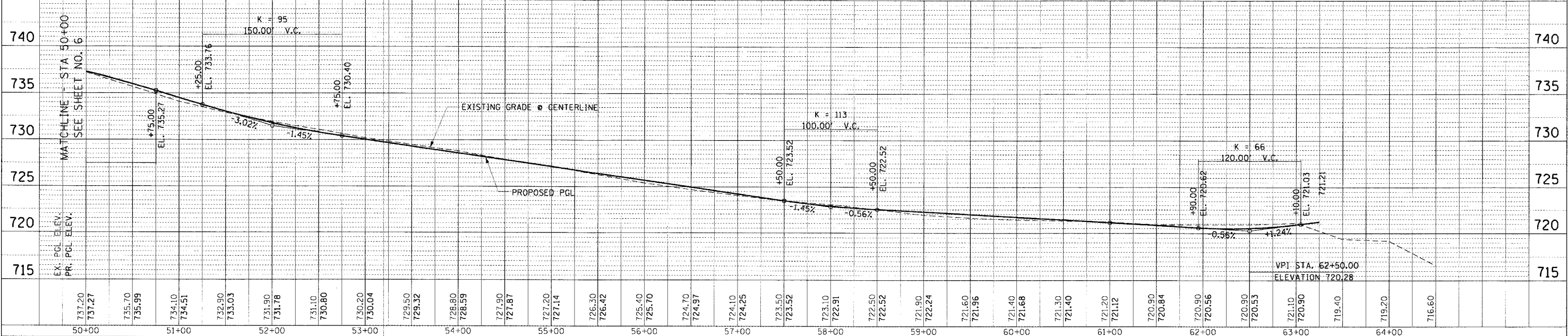
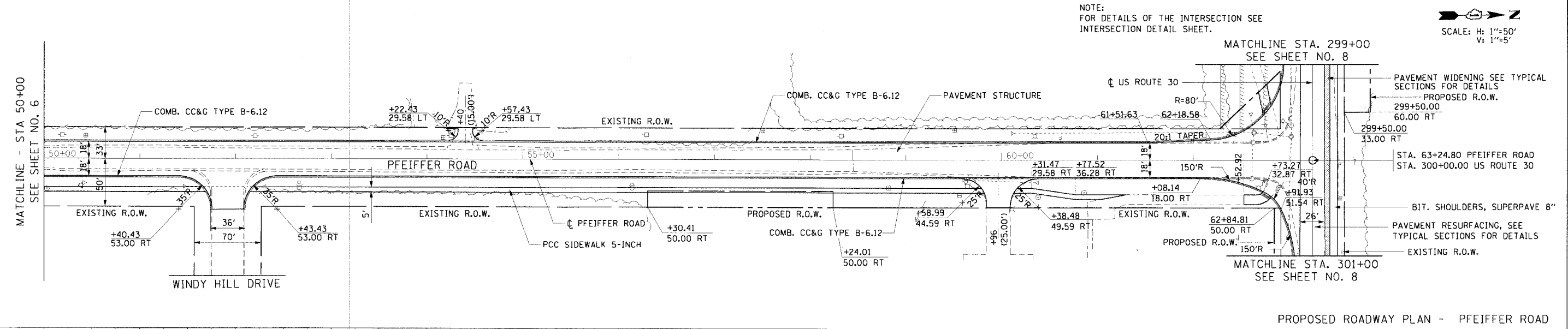
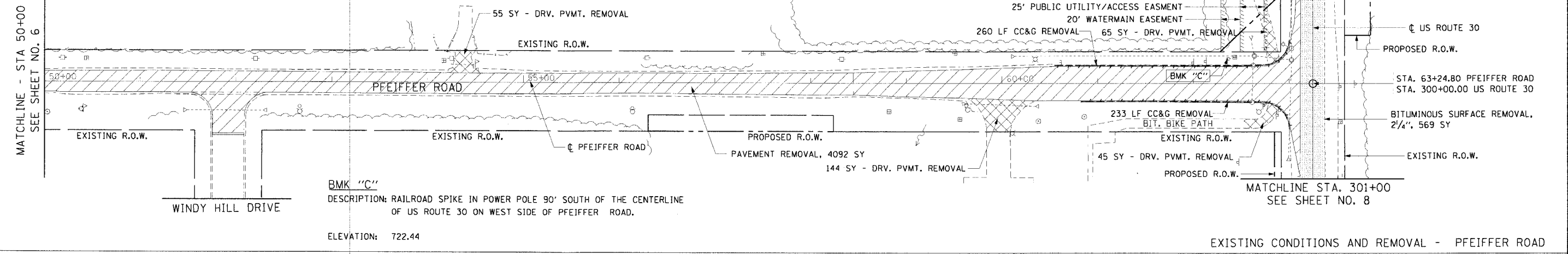


PLAN AND PROFILE - PFEIFFER ROAD
 STA 37+00 TO STA. 50+00.00

PLAN	DATE
DESIGNED	
CHECKED	
DATE	

PROFILE	DATE
DESIGNED	
CHECKED	
DATE	

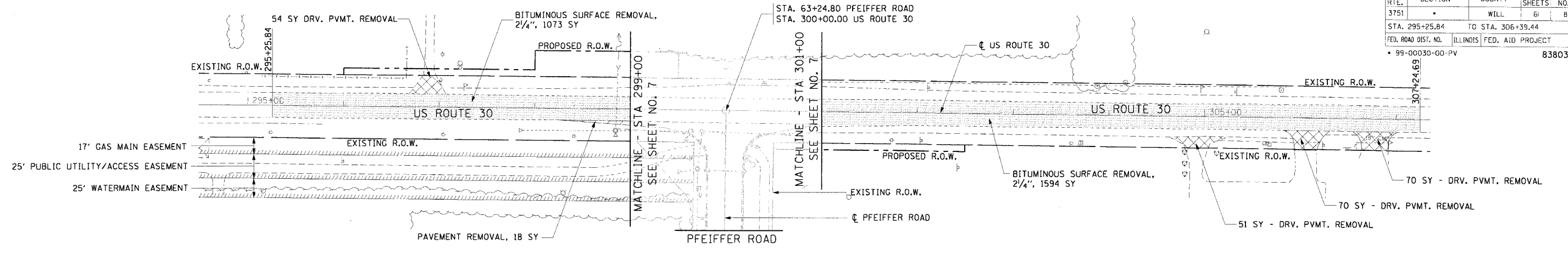
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	7
STA. 50+00.00		TO STA. 63+24.80		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
99-00030-00-PV		83803		



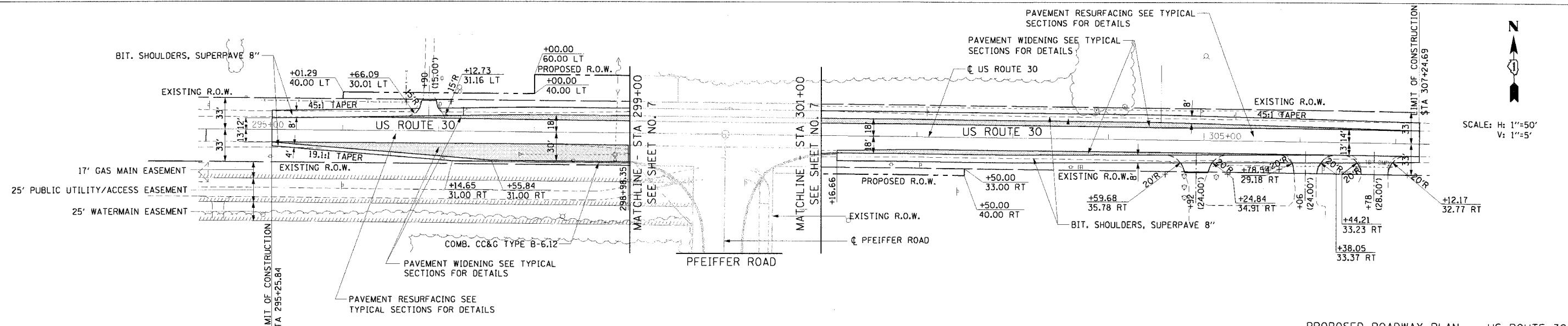
DATE	
BY	
PLAN	
NO.	

DATE	
BY	
PROFILE	
NO.	

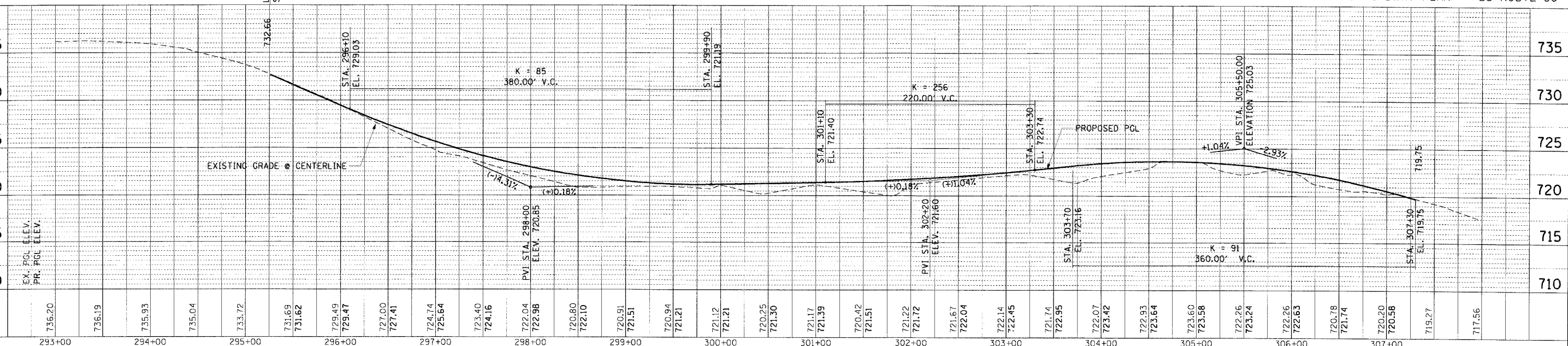
F.A.U. RTE. 3751	SECTION	COUNTY WILL	TOTAL SHEETS NO. 61	SHEET NO. 8
STA. 295+25.84		TO STA. 306+39.44		
FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT			
• 99-00030-00-PV			83803	



EXISTING CONDITIONS AND REMOVAL - US ROUTE 30



PROPOSED ROADWAY PLAN - US ROUTE 30

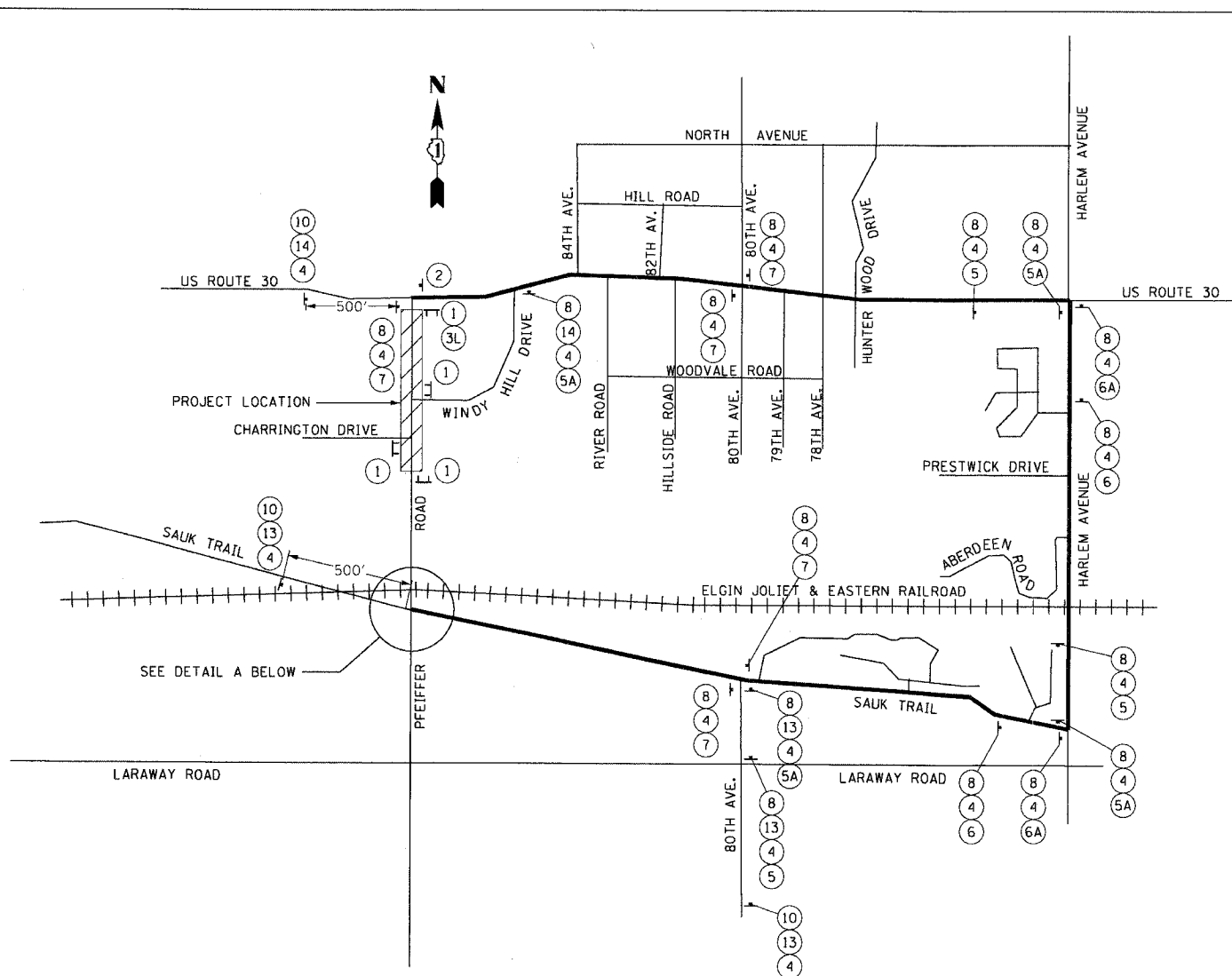


PLAN AND PROFILE - US ROUTE 30
 STA 295+25.84 TO STA. 306+39.44

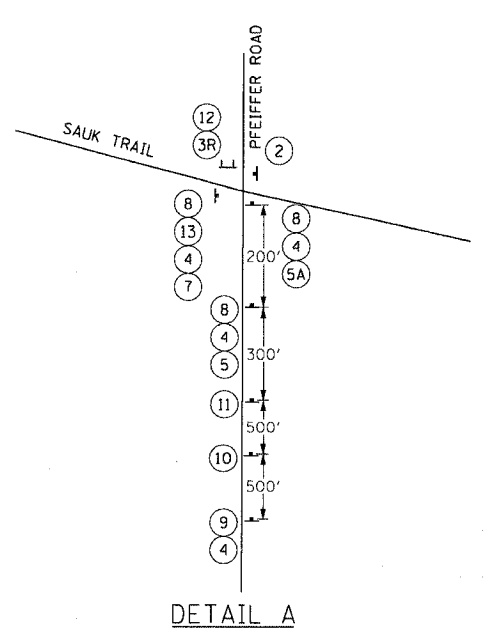
PLAN	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO. OF SHEETS	
	FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	
	NOTED	
	BY	
	NO. OF SHEETS	
	FILE NAME	

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
	99-00030-00-PV		83803	



DETOUR PLAN



DETAIL A

- | | |
|--|---|
| <p>1 R11-2 (48" x 30") ON TYPE III BARICADE</p> <p>2 M4-8a (24" x 18")</p> <p>3R M4-10 (R) (48" x 18")</p> <p>3L M4-10 (L) (48" x 18")</p> <p>4 48" x 24" (6" LETTERS)</p> <p>5 M5-1 (R) (21" x 15")</p> <p>5A M6-1 (R) (21" x 15")</p> <p>6 M5-1 (L) (21" x 15")</p> <p>6A M6-1 (L) (21" x 15")</p> <p>7 M6-3 (21" x 15")</p> | <p>8 M4-8 (24" x 12")</p> <p>9 W20-3 (48" x 48")</p> <p>10 W20-2 (48" x 48")</p> <p>11 W20-3 (48" x 48")</p> <p>12 R11-4 (60" x 30") ON TYPE III BARICADE</p> <p>13 M3-1 (24" x 12")</p> <p>14 M3-3 (24" x 12")</p> |
|--|---|

LEGEND

LI TYPE III BARICADE

NOTES

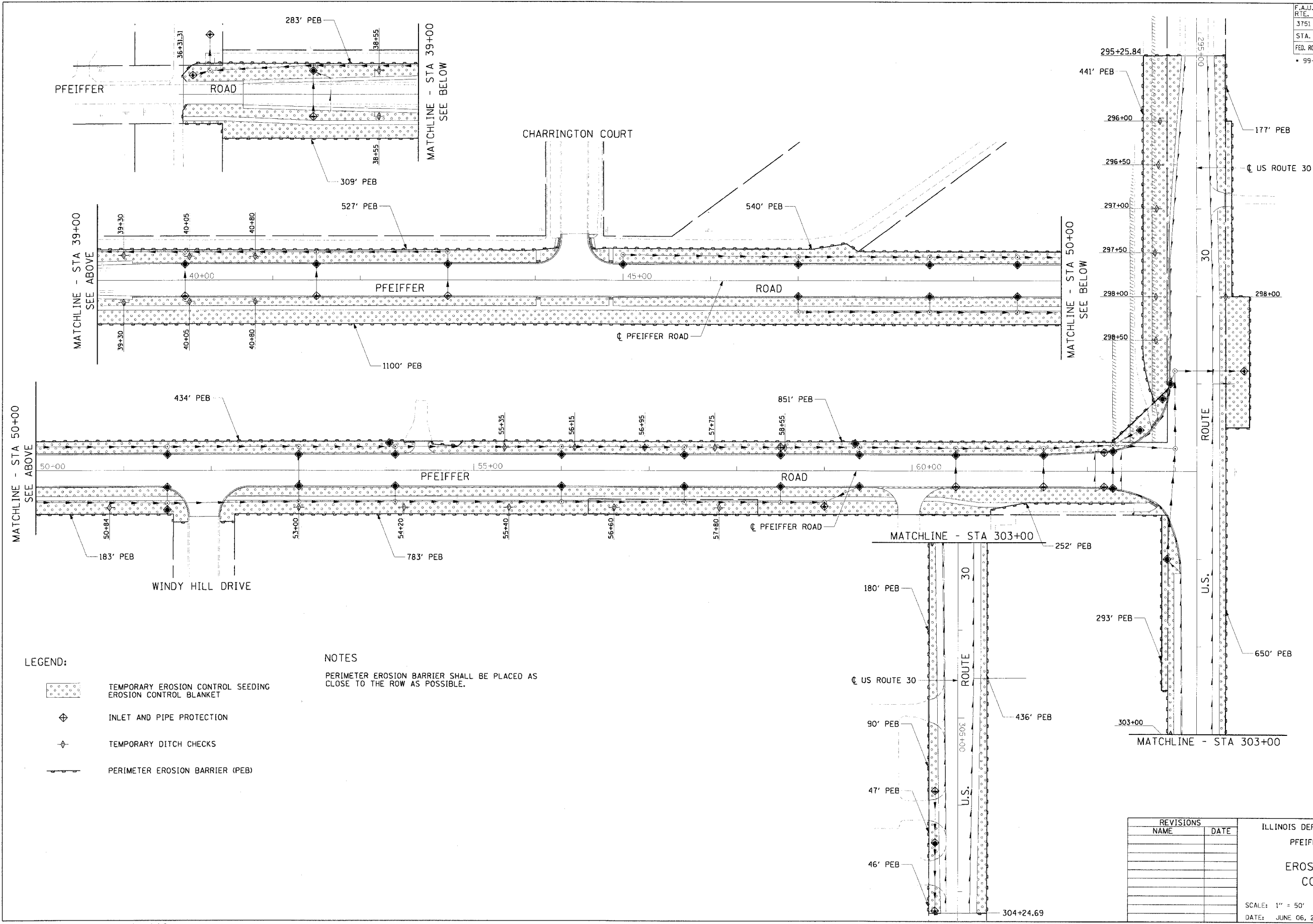
ALL WORK ASSOCIATED WITH THE CONSTRUCTION STAGING AND DETOUR PLAN SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION (SPECIAL).

REVISIONS	
NAME	DATE





ILLINOIS DEPARTMENT OF TRANSPORTATION
 PFEIFFER ROAD IMPROVEMENT
 CONSTRUCTION DETAILS/
 DETOUR PLAN

SCALE: NTS
 DATE: JUNE 06, 2005
 DRAWN BY:
 DESIGNED BY: RMG
 CHECKED BY: RMG

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• 99-00030-00-PV		83803		



LEGEND:

-  TEMPORARY EROSION CONTROL SEEDING
EROSION CONTROL BLANKET
-  INLET AND PIPE PROTECTION
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER (PEB)

NOTES

PERIMETER EROSION BARRIER SHALL BE PLACED AS CLOSE TO THE ROW AS POSSIBLE.

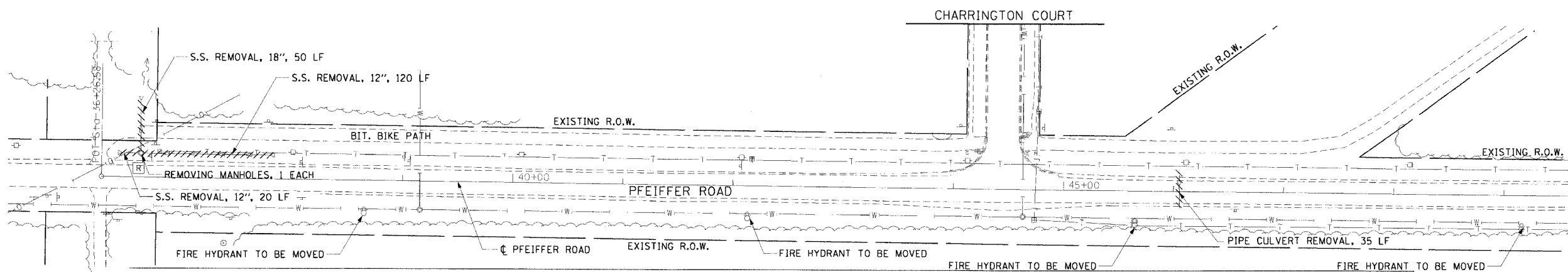
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PFEIFFER ROAD IMPROVEMENT
EROSION AND SEDIMENT CONTROL DETAILS

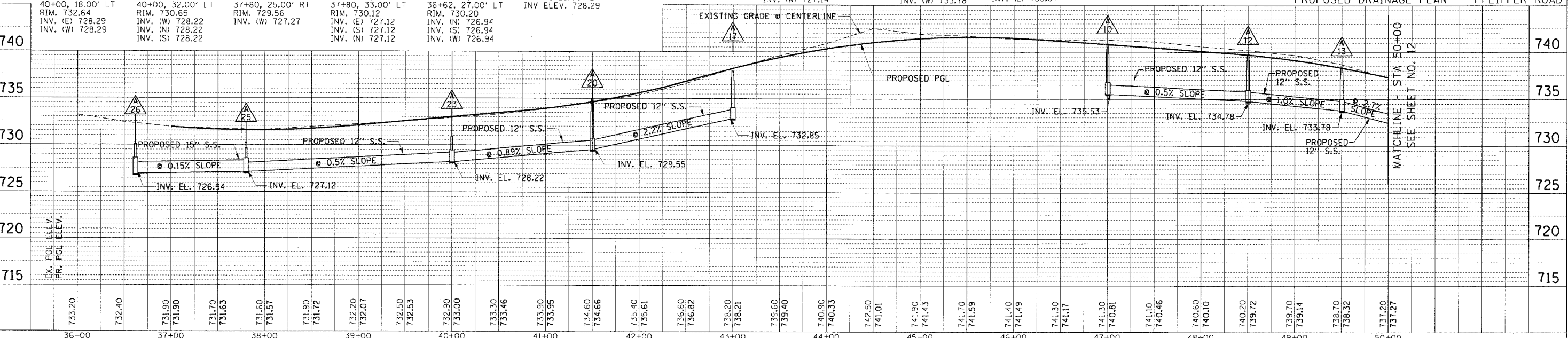
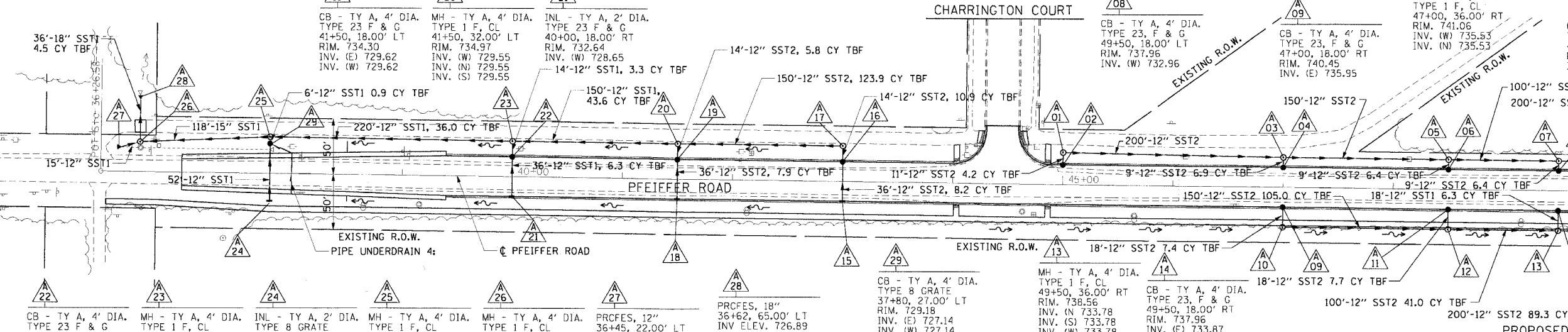
SCALE: 1" = 50'
DATE: JUNE 06, 2005

DRAWN BY:
DESIGNED BY: RMC
CHECKED BY: RMC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	11
STA. 37+00.00		TO STA. 50+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
99-00030-00-PV		83803		



Station	Utility Type	Material	Length	Depth	Notes
36+00	INL - TY A, 2' DIA.	TYPE 23 F & G	43+00, 18.00' RT	RIM. 737.85	INV. (W) 733.35
37+00	CB - TY A, 4' DIA.	TYPE 23 F & G	43+00, 18.00' LT	RIM. 737.85	INV. (W) 732.99
37+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	43+00, 32.00' LT	RIM. 739.72	INV. (E) 732.85
38+00	INL - TY A, 2' DIA.	TYPE 23 F & G	41+50, 18.00' RT	RIM. 734.30	INV. (W) 729.80
39+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	45+00, 29.00' LT	RIM. 739.70	INV. (E) 735.37
40+00	CB - TY A, 4' DIA.	TYPE 23, F & G	45+00, 18.00' LT	RIM. 741.07	INV. (W) 736.00
41+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	47+00, 29.00' LT	RIM. 741.92	INV. (S) 734.37
42+00	CB - TY A, 4' DIA.	TYPE 23, F & G	47+00, 18.00' LT	RIM. 740.45	INV. (W) 735.46
43+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	48+50, 27.00' LT	RIM. 740.00	INV. (N) 732.87
44+00	CB - TY A, 4' DIA.	TYPE 23, F & G	48+50, 18.00' LT	RIM. 739.36	INV. (W) 734.36
45+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	49+50, 27.00' LT	RIM. 738.65	INV. (N) 731.87
46+00	CB - TY A, 4' DIA.	TYPE 23, F & G	49+50, 18.00' LT	RIM. 739.97	INV. (W) 734.86
47+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	47+00, 18.00' RT	RIM. 740.45	INV. (S) 734.78
48+00	CB - TY A, 4' DIA.	TYPE 23, F & G	47+00, 18.00' RT	RIM. 739.36	INV. (W) 734.78
49+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	47+00, 18.00' RT	RIM. 741.06	INV. (N) 735.53
50+00	CB - TY A, 4' DIA.	TYPE 23, F & G	48+50, 18.00' RT	RIM. 739.36	INV. (E) 734.86
50+00	MH - TY A, 4' DIA.	TYPE 1 F, CL	48+50, 36.00' RT	RIM. 739.97	INV. (N) 734.78
50+00	CB - TY A, 4' DIA.	TYPE 23, F & G	48+50, 18.00' RT	RIM. 739.36	INV. (W) 734.78



MATCHLINE - STA 50+00
SEE SHEET NO. 12

MATCHLINE - STA 50+00
SEE SHEET NO. 12

MATCHLINE - STA 50+00
SEE SHEET NO. 12

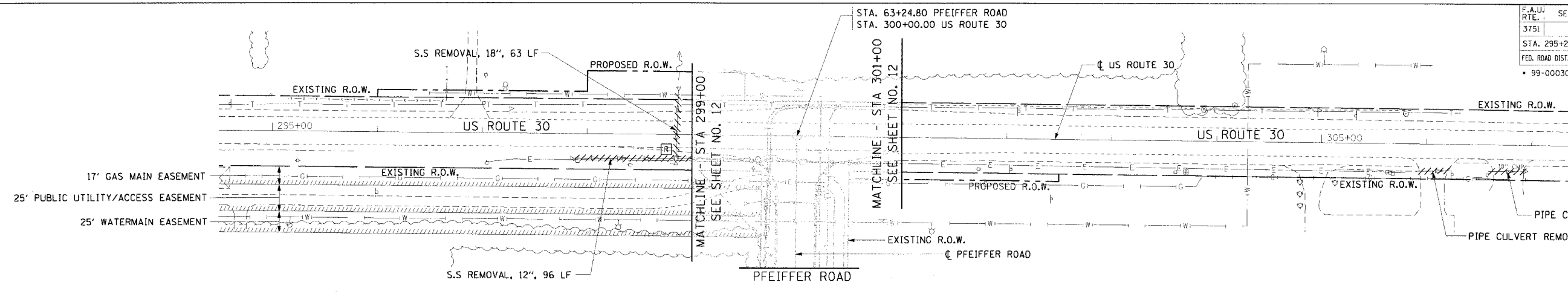
NOTES:
SEE DETAIL FOR RIPRAP AT FLARED END SECTIONS ON SHEET NUMBER 15.
SEE SHEET NUMBER 15 FOR SCHEDULE OF PIPE UNDERDRAIN 4" AND PIPE UNDERDRAIN 4" (SPECIAL).

SCALE: H: 1"=50'
V: 1"=5'

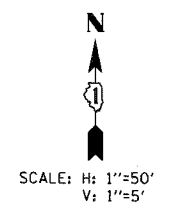
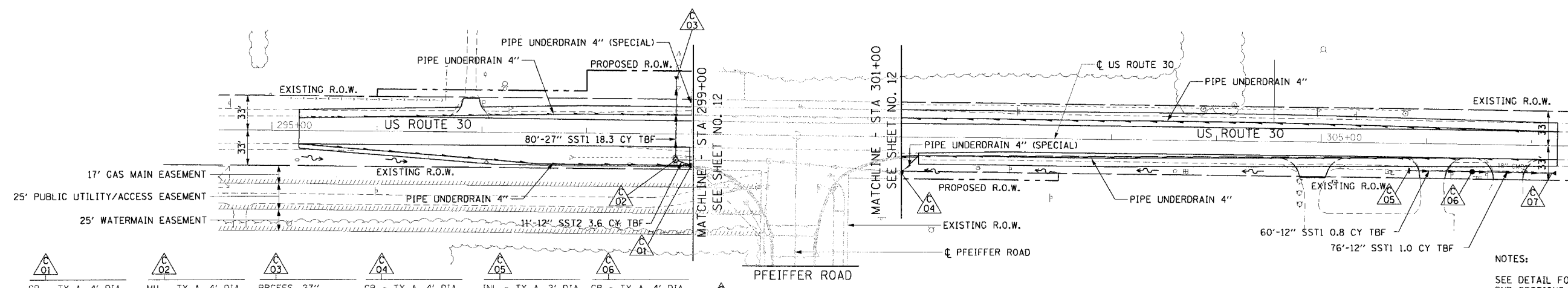
PLAN	DATE
BY: [Name]	[Date]
CHECKED: [Name]	[Date]
IN CHARGE: [Name]	[Date]

PROFILE	DATE
BY: [Name]	[Date]
CHECKED: [Name]	[Date]
IN CHARGE: [Name]	[Date]

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS
3751		WILL	61 13
STA. 295+25.84 TO STA. 306+39.34		ILLINOIS FED. AID PROJECT	
FED. ROAD DIST. NO.		99-00030-00-PV	
			83803



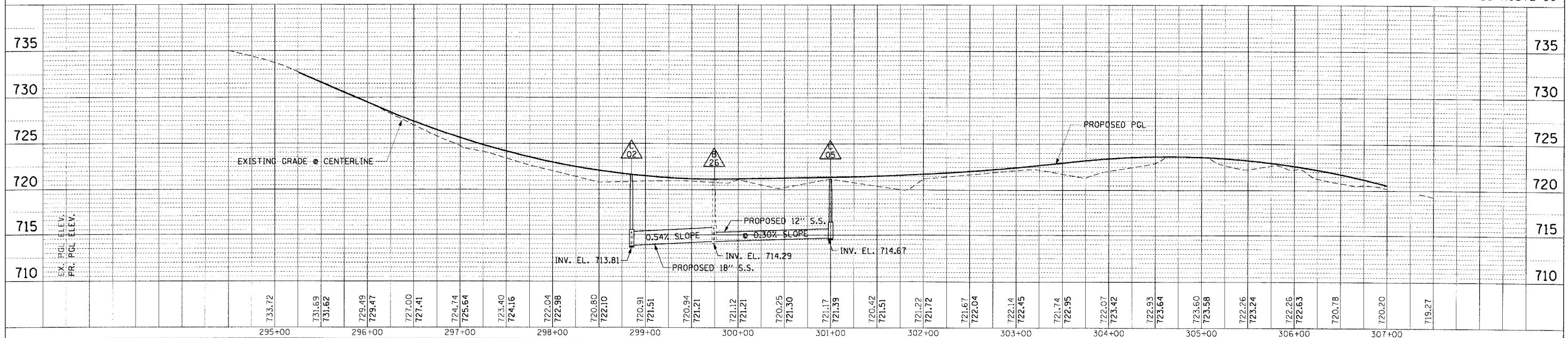
EXISTING UTILITIES AND REMOVALS - US ROUTE 30



NOTES:
 SEE DETAIL FOR RIPRAP AT FLARED END SECTIONS ON SHEET NUMBER 15.
 SEE SHEET NUMBER 15 FOR SCHEDULE OF PIPE UNDERDRAIN 4" AND PIPE UNDERDRAIN 4" (SPECIAL).

PROPOSED DRAINAGE PLAN - US ROUTE 30

01	02	03	04	05	06	07
CB - TY A, 4' DIA. TYPE 23, F & G 299+00, 30.00' RT RIM. 720.91 INV. (NW) 716.74 INV. (SE) 716.74	MH - TY A, 4' DIA. TYPE 1F, CL 298+85, 25.00' RT RIM. 721.35 INV. (E) 713.81 INV. (SE) 716.24 INV. (N) 713.81	PRCFES, 27" 298+85, 55.00' LT ELEV. 713.50	CB - TY A, 4' DIA. TYPE B GRATE 301+00, 34.00' RT RIM. 719.00 INV. (W) 714.67	INL - TY A, 2' DIA. TYPE B GRATE 305+84, 26.00' RT RIM. 721.40 INV. (E) 719.34	CB - TY A, 4' DIA. TYPE B GRATE 306+44, 26.00' RT RIM. 720.80 INV. (W) 719.04 INV. (E) 719.04	PRCFES, 12" 307+20, 26.00' RT INV ELEV. 718.66



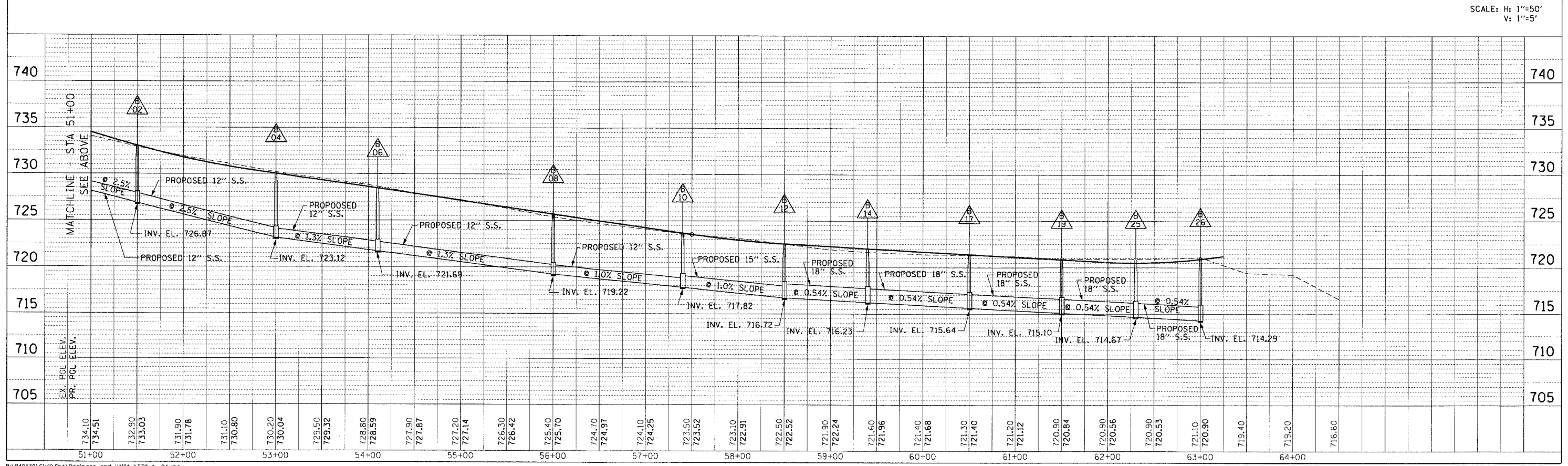
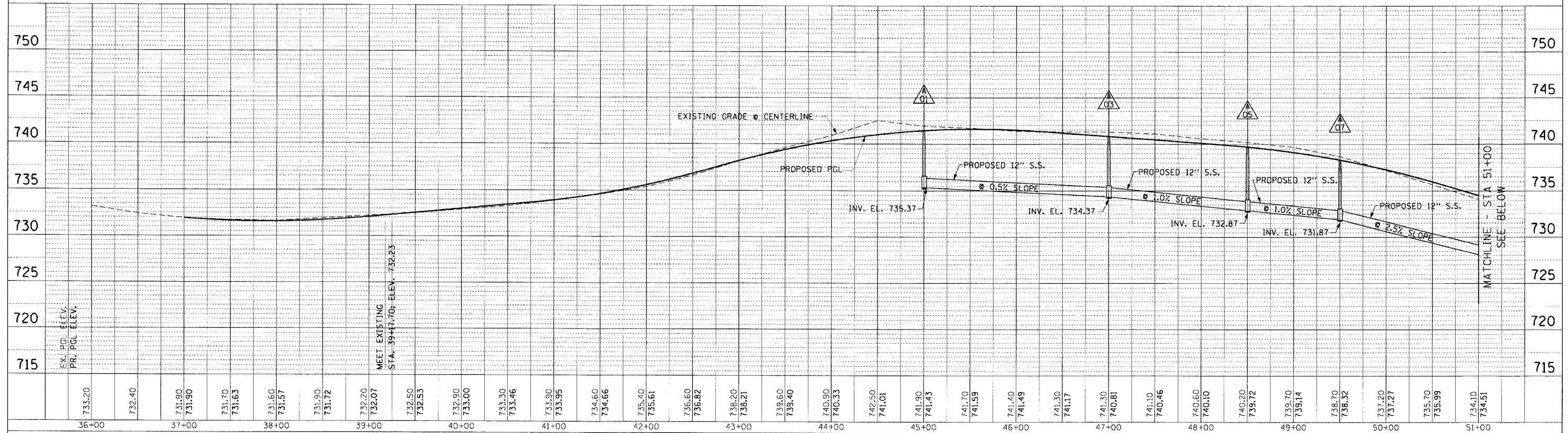
DATE	BY
DATE	BY
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DATE	BY
DATE	BY

F.A.L.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	14
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
99-00030-00-PV		83803		

PLAN	REVISION	DATE
NO. 1	BY	
NO. 2	BY	
NO. 3	BY	
NO. 4	BY	
NO. 5	BY	

PROFILE	REVISION	DATE
NO. 1	BY	
NO. 2	BY	
NO. 3	BY	
NO. 4	BY	
NO. 5	BY	



SCALE: H: 1"=50'
V: 1"=5'

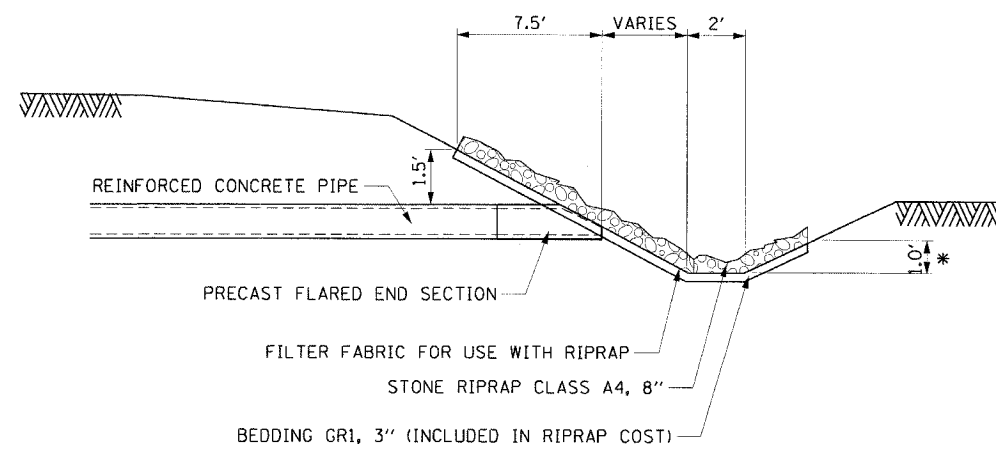
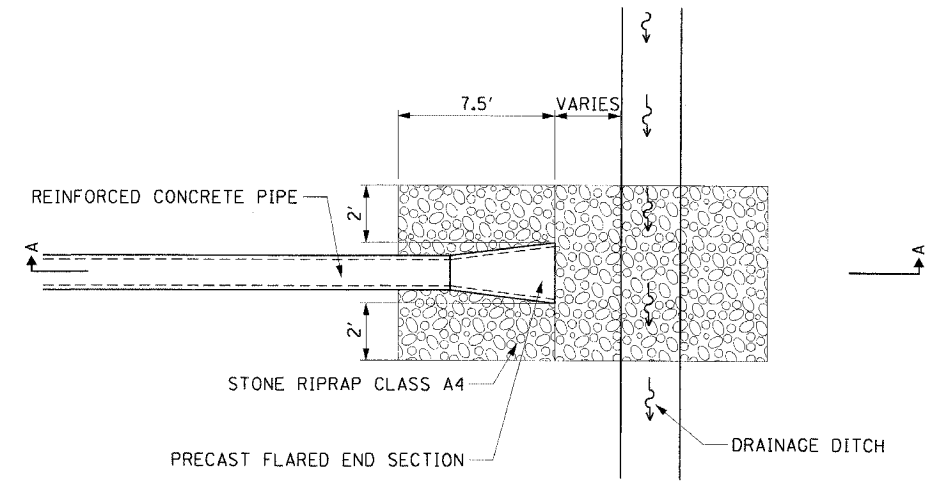
P:\P40570\Civil\Sh+Drainage and Util\y1510.dwg, 04.sht
06/02/2005 10:37:36 AM

PIPE UNDERDRAIN SCHEDULE

FROM		TO		LENGTH (FEET)
STA	OFFSET	STA	OFFSET	
62+09	23' RT	62+09	23' LT	46
62+39	23' RT	62+39	27' LT	50
38+00	18.5' RT	38+00	18.5' LT	37
295+25	13' RT	298+85	30' RT	363
307+23	13' RT	301+16	18' RT	607
299+25	34.5' RT	299+75	85' RT	74
301+16	18' RT	300+21	85' RT	130
295+25	12' LT	299+00	18' LT	375
307+23	14' LT	299+00	18' LT	826
TOTAL				2,508 FEET

PIPE UNDERDRAIN (SPECIAL) SCHEDULE

FROM		TO	LENGTH (FEET)
STA	OFFSET	STRUCTURE	
62+09	23' RT	B44	10
62+09	23' LT	B43	10
62+39	23' RT	B22	10
62+39	27' LT	B23	10
38+50	18.5' LT	A29	20
53+00	⊕	B3	18
53+00	⊕	B30	18
298+85	30' RT	C01	10
301+16	18' RT	C05	23
299+25	34.5' RT	C01	27
299+00	18' LT	DITCH	30
TOTAL			186 FEET



SECTION A-A

STONE RIPRAP PROTECTION DETAIL

* WHEN DITCH IS LESS THAN 1' PLACE RIP RAP TO TOP OF BACKSLOPE

NOTE:

- SEE STANDARD 542301 FOR DIMENSIONS OF FLARED END SECTIONS

REVISIONS	
NAME	DATE

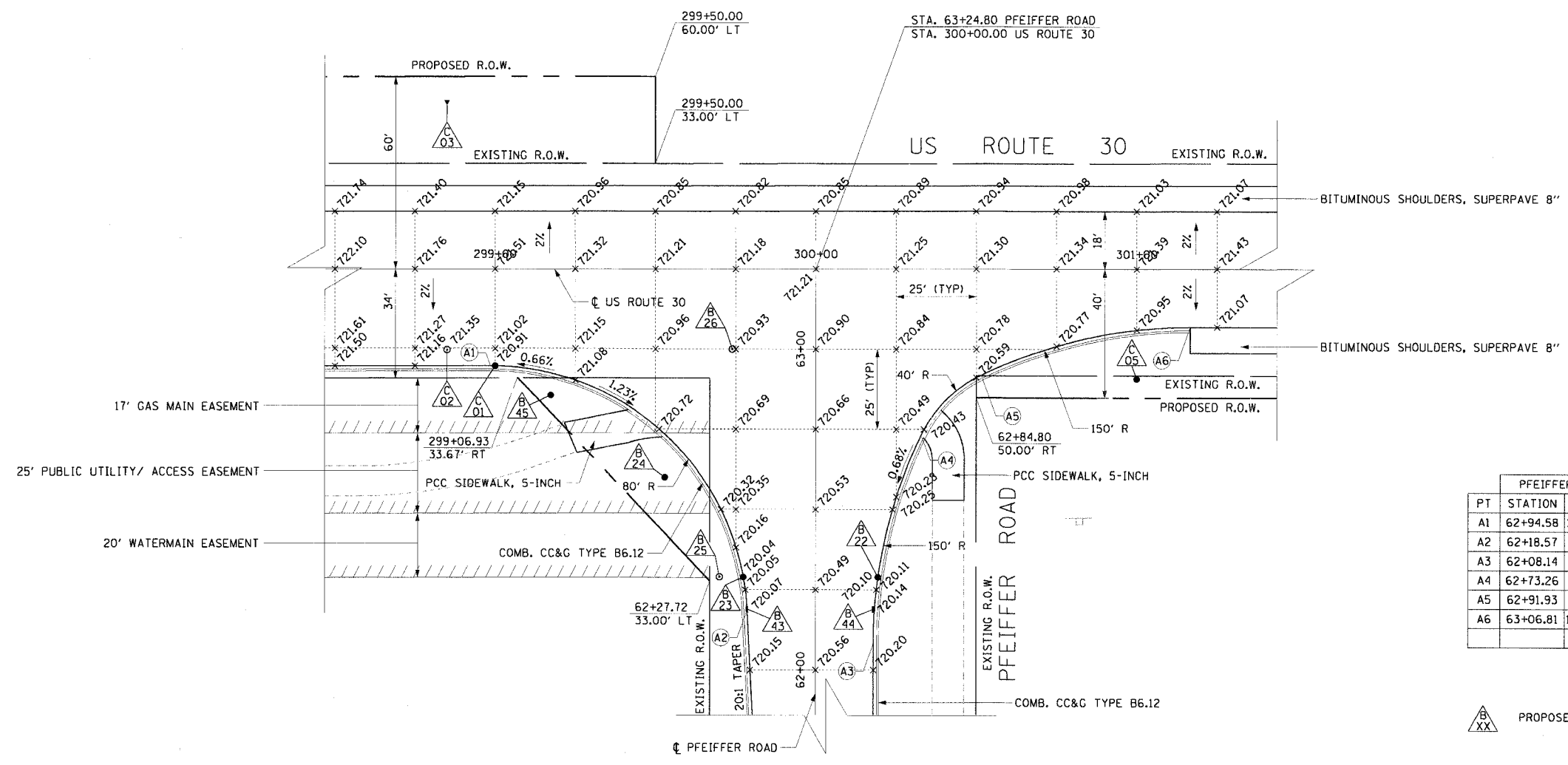
ILLINOIS DEPARTMENT OF TRANSPORTATION
PFEIFFER ROAD IMPROVEMENT

DRAINAGE SCHEDULE AND DETAILS

SCALE: NTS
DATE: JUNE 06, 2005

DRAWN BY:
DESIGNED BY: RMG
CHECKED BY: RMG

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	*	WELL	61	16
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* 99-00030-00-PV			83803	



PFEIFFER ROAD		U.S. ROUTE 30	
PT	STATION	OFFSET	STATION
A1	62+94.58	101.42' LT	298+98.51
A2	62+18.57	21.35' LT	299+78.42
A3	62+08.14	18.00' RT	300+17.99
A4	62+73.26	32.87' RT	300+32.87
A5	62+91.93	51.54' RT	300+51.53
A6	63+06.81	116.66' RT	301+16.66

PROPOSED DRAINAGE STRUCTURE

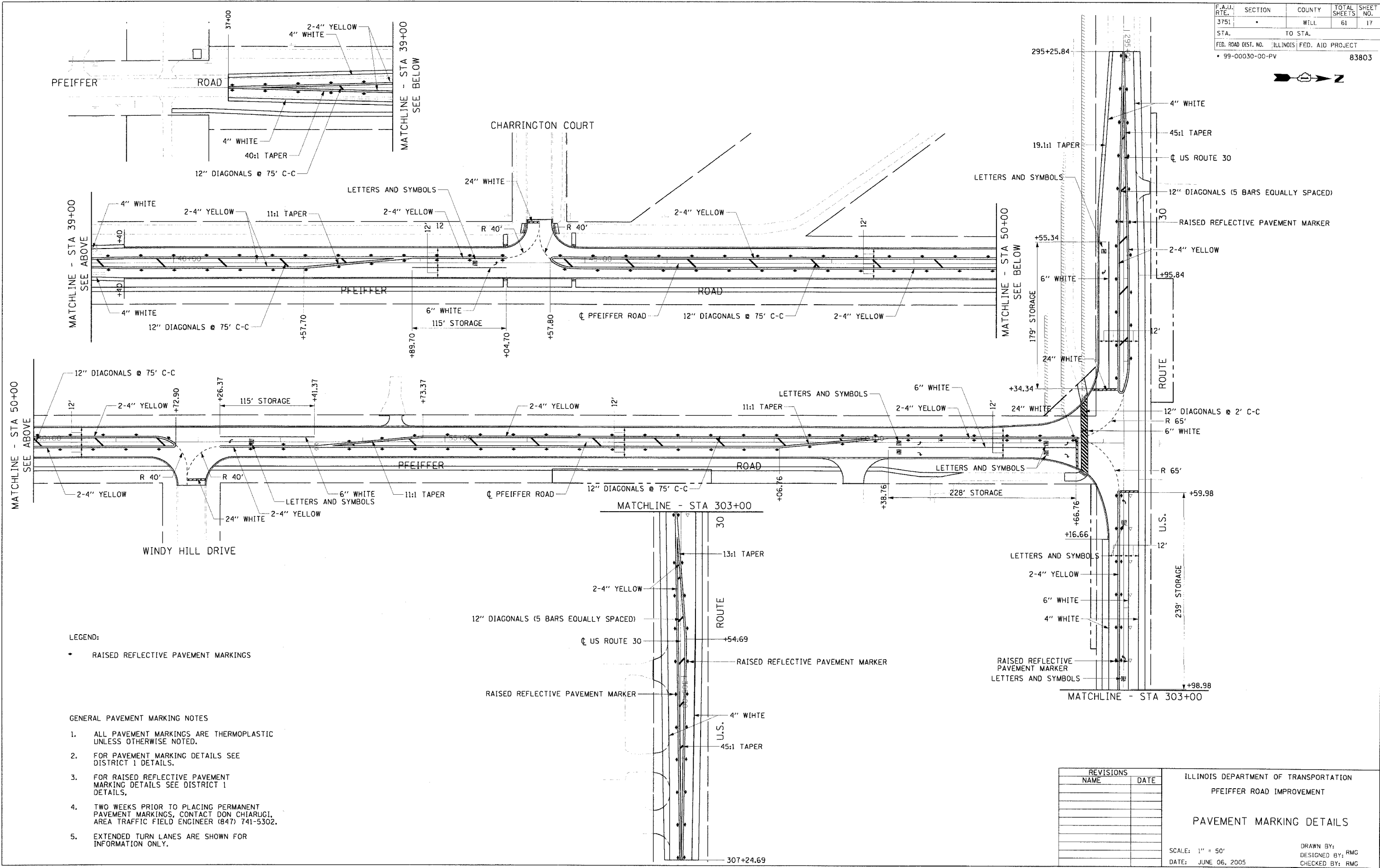
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PFEIFFER ROAD IMPROVEMENT

INTERSECTION DETAIL

SCALE: 1" = 20'
DATE: JUNE 06, 2005
DRAWN BY: NJH
DESIGNED BY: NJH
CHECKED BY: RMC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	17
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
99-00030-00-PV		83803		



LEGEND:
 * RAISED REFLECTIVE PAVEMENT MARKINGS

- GENERAL PAVEMENT MARKING NOTES
1. ALL PAVEMENT MARKINGS ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 2. FOR PAVEMENT MARKING DETAILS SEE DISTRICT 1 DETAILS.
 3. FOR RAISED REFLECTIVE PAVEMENT MARKING DETAILS SEE DISTRICT 1 DETAILS.
 4. TWO WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT DON CHIARUGI, AREA TRAFFIC FIELD ENGINEER (847) 741-5302.
 5. EXTENDED TURN LANES ARE SHOWN FOR INFORMATION ONLY.

REVISIONS	
NAME	DATE

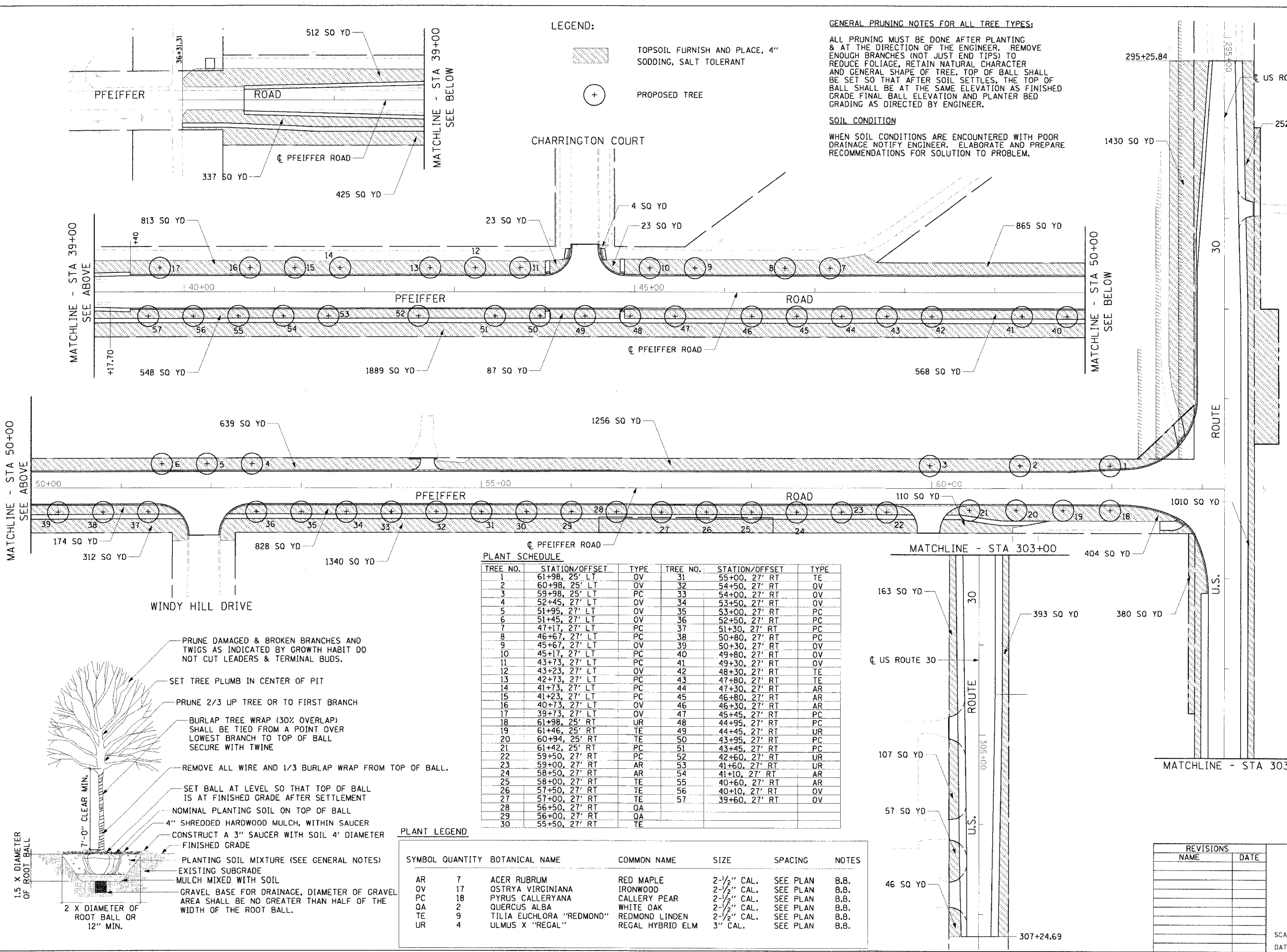
ILLINOIS DEPARTMENT OF TRANSPORTATION
 PFEIFFER ROAD IMPROVEMENT

PAVEMENT MARKING DETAILS

SCALE: 1" = 50'
 DATE: JUNE 06, 2005

DRAWN BY:
 DESIGNED BY: RMG
 CHECKED BY: RMG

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	18
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
99-00030-00-PV				83803



LEGEND:

- TOPSOIL FURNISH AND PLACE, 4" SODDING, SALT TOLERANT
- PROPOSED TREE

GENERAL PRUNING NOTES FOR ALL TREE TYPES:

ALL PRUNING MUST BE DONE AFTER PLANTING & AT THE DIRECTION OF THE ENGINEER. REMOVE ENOUGH BRANCHES (NOT JUST END TIPS) TO REDUCE FOLIAGE, RETAIN NATURAL CHARACTER AND GENERAL SHAPE OF TREE. TOP OF BALL SHALL BE SET SO THAT AFTER SOIL SETTLES, THE TOP OF BALL SHALL BE AT THE SAME ELEVATION AS FINISHED GRADE FINAL ELEVATION AND PLANTER BED GRADING AS DIRECTED BY ENGINEER.

SOIL CONDITION

WHEN SOIL CONDITIONS ARE ENCOUNTERED WITH POOR DRAINAGE NOTIFY ENGINEER. ELABORATE AND PREPARE RECOMMENDATIONS FOR SOLUTION TO PROBLEM.

GENERAL LANDSCAPING NOTES

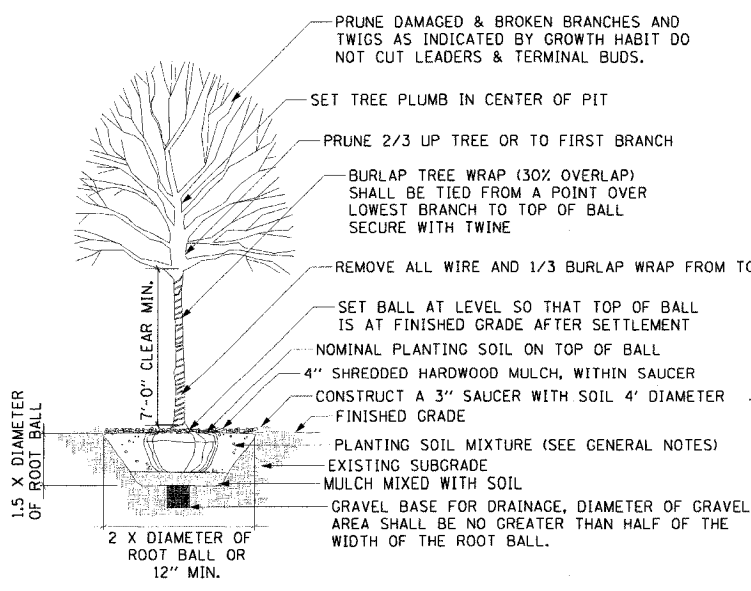
1. GENERAL NOTES SHALL APPLY TO ALL NEW LANDSCAPE WORK IN THIS CONTRACT.
2. PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES, CONTRACTOR SHALL NOTIFY THE LOCAL UTILITY ALERT NETWORK FOR EACH MUNICIPALITY IN WHICH SITE WORK OCCURS, TO DETERMINE THE LOCATION OF ANY UNDERGROUND UTILITIES, WHICH MAY AFFECT PROPOSED SITE WORK. CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY OF ANY DISCREPANCIES, OBSTACLES AND/OR PROBLEMS.
3. CONTRACTOR SHALL REPAIR IN KIND ANY AREAS DAMAGED AS A RESULT OF LANDSCAPE OPERATIONS.
4. ALL TREES TO RECEIVE A MINIMUM 4" OF SHREDDED HARDWOOD MULCH.
5. PLANT MATERIAL SIZES SHOWN ON PLANT SCHEDULE ARE MINIMUM ACCEPTABLE SIZES.
6. CONTRACTOR SHALL WARRANT ALL TREES UNDER THIS CONTRACT WILL BE HEALTHY AND IN FLOURISHING CONDITION OF ACTIVE GROWTH ONE YEAR FROM DATE OF FINAL ACCEPTANCE.
7. SOIL TO BE USED FOR THE PLANTING MEDIUM FOR THE PROJECT SHALL BE FERTILE, WELL DRAINED, OF UNIFORM QUALITY, FREE OF STONES OVER 1" IN DIAMETER, STICKS, OILS, CHEMICALS, PLASTER, CONCRETE AND OTHER DETERIOUS MATERIAL.
8. THE CONTRACTOR SHALL PREPARE PLANTING BEDS BY ADDING SOIL AMENDMENTS TO TOPSOIL MIX IN THE FOLLOWING QUANTITIES: TOPSOIL MIX FOR TREES AND SHRUBS SHALL BE THREE (3) PARTS TOPSOIL, ONE (1) PART PEAT, AND ONE (1) PART SAND.
9. ALL PLANTS TO BE BALLED IN BURLAP OR CONTAINER GROWN AS SPECIFIED IN PLANT SCHEDULE. ALL PLASTIC ROOT WRAPPING MATERIAL AND METAL WIRE BASKETS SHALL BE REMOVED.
10. CONTRACTOR SHALL WATER ALL PLANTS IMMEDIATELY AFTER PLANTING. FLOOD PLANTS TWICE DURING FIRST TWENTY-FOUR HOURS AFTER PLANTING.
11. ALL NEW TRANSPLANTED SHRUBS TO BE SPRAYED WITH AN ANTIDESSICANT WITHIN TWENTY-FOUR HOURS AFTER PLANTING. ANTI-TRANSPIRANT SHALL BE EQUAL TO "WILTPROF".
12. ALL ROAD AND WALK SURFACES SHALL BE KEPT CLEAR OF MUD AND DEBRIS AT ALL TIMES.
13. ALL AREAS THAT HAVE BEEN DISRUPTED DURING THE CONSTRUCTION PROCESS, AND HAVE NOT BEEN DESIGNATED WITH NEW LANDSCAPE PLANTINGS, SHALL BE RESTORED WITH NEW SALT TOLERANT SOD.

PLANT SCHEDULE

TREE NO.	STATION/OFFSET	TYPE	TREE NO.	STATION/OFFSET	TYPE
1	61+98, 25' LT	OV	31	55+00, 27' RT	TE
2	60+98, 25' LT	OV	32	54+50, 27' RT	OV
3	59+98, 25' LT	PC	33	54+00, 27' RT	OV
4	52+45, 27' LT	OV	34	53+50, 27' RT	OV
5	51+95, 27' LT	OV	35	53+00, 27' RT	PC
6	51+45, 27' LT	OV	36	52+50, 27' RT	PC
7	47+17, 27' LT	PC	37	51+30, 27' RT	PC
8	46+67, 27' LT	PC	38	50+80, 27' RT	PC
9	45+67, 27' LT	OV	39	50+30, 27' RT	OV
10	45+17, 27' LT	PC	40	49+80, 27' RT	OV
11	43+73, 27' LT	PC	41	49+30, 27' RT	OV
12	43+23, 27' LT	OV	42	48+30, 27' RT	TE
13	42+73, 27' LT	PC	43	47+80, 27' RT	TE
14	41+73, 27' LT	PC	44	47+30, 27' RT	AR
15	41+23, 27' LT	PC	45	46+80, 27' RT	AR
16	40+73, 27' LT	OV	46	46+30, 27' RT	AR
17	39+73, 27' LT	OV	47	45+45, 27' RT	PC
18	61+98, 25' RT	UR	48	44+95, 27' RT	PC
19	61+46, 25' RT	TE	49	44+45, 27' RT	UR
20	60+94, 25' RT	TE	50	43+95, 27' RT	PC
21	61+42, 25' RT	PC	51	43+45, 27' RT	PC
22	59+50, 27' RT	PC	52	42+60, 27' RT	UR
23	59+00, 27' RT	AR	53	41+60, 27' RT	UR
24	58+50, 27' RT	AR	54	41+10, 27' RT	AR
25	58+00, 27' RT	TE	55	40+60, 27' RT	AR
26	57+50, 27' RT	TE	56	40+10, 27' RT	OV
27	57+00, 27' RT	TE	57	39+60, 27' RT	OV
28	56+50, 27' RT	QA			
29	56+00, 27' RT	QA			
30	55+50, 27' RT	TE			

PLANT LEGEND

SYMBOL	QUANTITY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	NOTES
AR	7	ACER RUBRUM	RED MAPLE	2-1/2" CAL.	SEE PLAN	B.B.
OV	17	Ostrya virginiana	IRONWOOD	2-1/2" CAL.	SEE PLAN	B.B.
PC	18	Pyrus calleryana	CALLERY PEAR	2-1/2" CAL.	SEE PLAN	B.B.
QA	2	Quercus alba	WHITE OAK	2-1/2" CAL.	SEE PLAN	B.B.
TE	9	Tilia euclora "Redmond"	REDMOND LINDEN	2-1/2" CAL.	SEE PLAN	B.B.
UR	4	Ulmus x "Regal"	REGAL HYBRID ELM	3" CAL.	SEE PLAN	B.B.



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PFEIFFER ROAD IMPROVEMENT

LANDSCAPING DETAILS

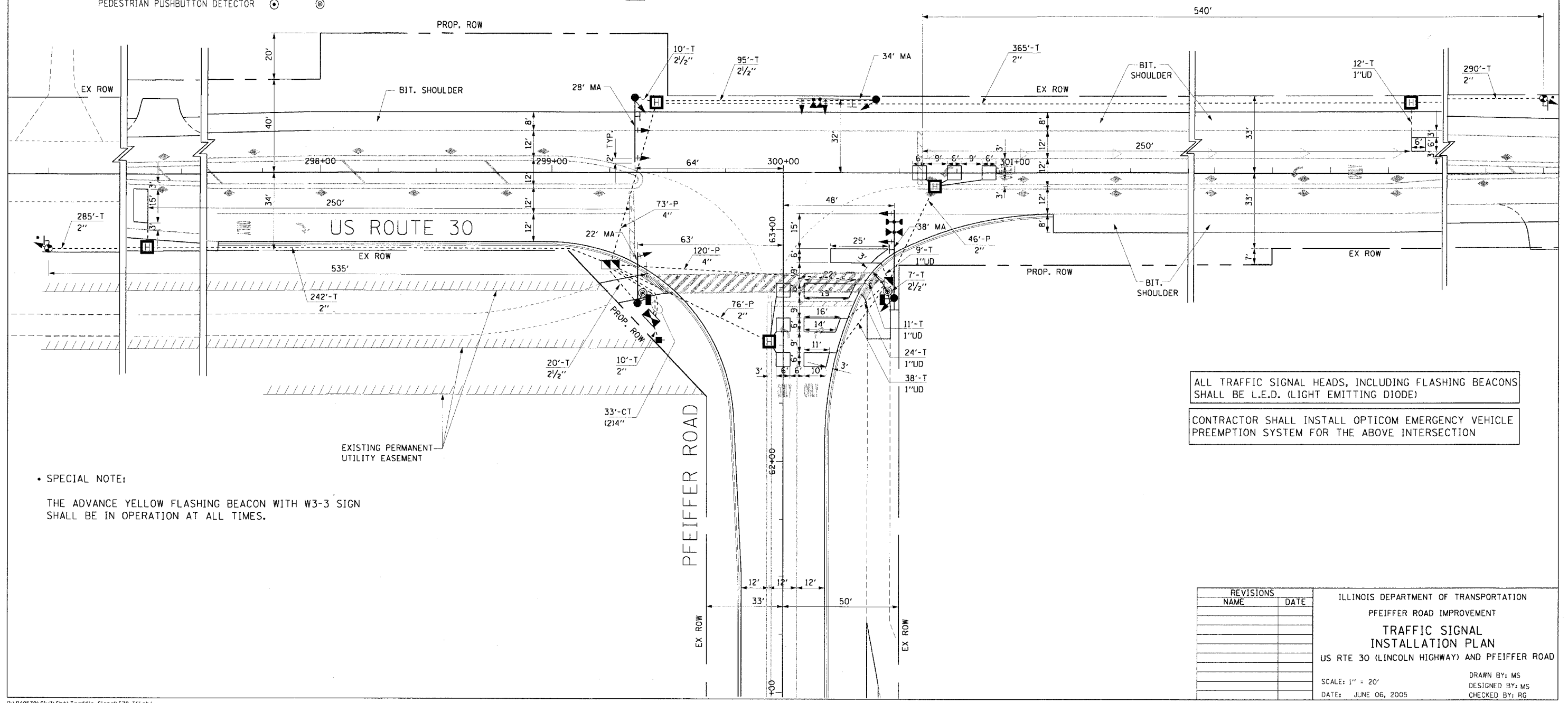
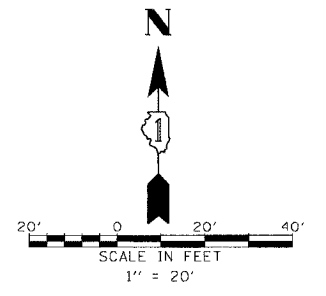
SCALE: 1" = 50'
DATE: JUNE 06, 2005

DRAWN BY: RMC
DESIGNED BY: RMC
CHECKED BY: RMC

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	19
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		
• 99-00030-00-PV		83803		

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER SERVICE INSTALLATION			DETECTOR LOOP		
SIGNAL HEAD			CAST IRON JUNCTION BOX		
SIGNAL HEAD WITH BACKPLATE			EMERGENCY VEHICLE SYSTEM DETECTOR		
SIGNAL HEAD, PEDESTRIAN			CONFIRMATION BEACON		
SIGNAL POST			SIGNAL HEAD OPTICALLY PROGRAMMED		
MAST ARM ASSEMBLY AND POLE, STEEL			CONDUIT SPLICE		
MAST ARM ASSEMBLY AND POLE, ALUMINUM			WOOD POLE		
MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE			RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II		
COMMON TRENCH	CT		VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE		
UNIT DUCT	UD		RAILROAD CONTROL CABINET		
HANDHOLE			TELEPHONE CONNECTION		
HEAVY DUTY HANDHOLE			ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"		
DOUBLE HANDHOLE			ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"		
G.S. CONDUIT IN TRENCH OR PUSHED					
PEDESTRIAN PUSHBUTTON DETECTOR					



ALL TRAFFIC SIGNAL HEADS, INCLUDING FLASHING BEACONS SHALL BE L.E.D. (LIGHT EMITTING DIODE)

CONTRACTOR SHALL INSTALL OPTICOM EMERGENCY VEHICLE PREEMPTION SYSTEM FOR THE ABOVE INTERSECTION

SPECIAL NOTE:

THE ADVANCE YELLOW FLASHING BEACON WITH W3-3 SIGN SHALL BE IN OPERATION AT ALL TIMES.

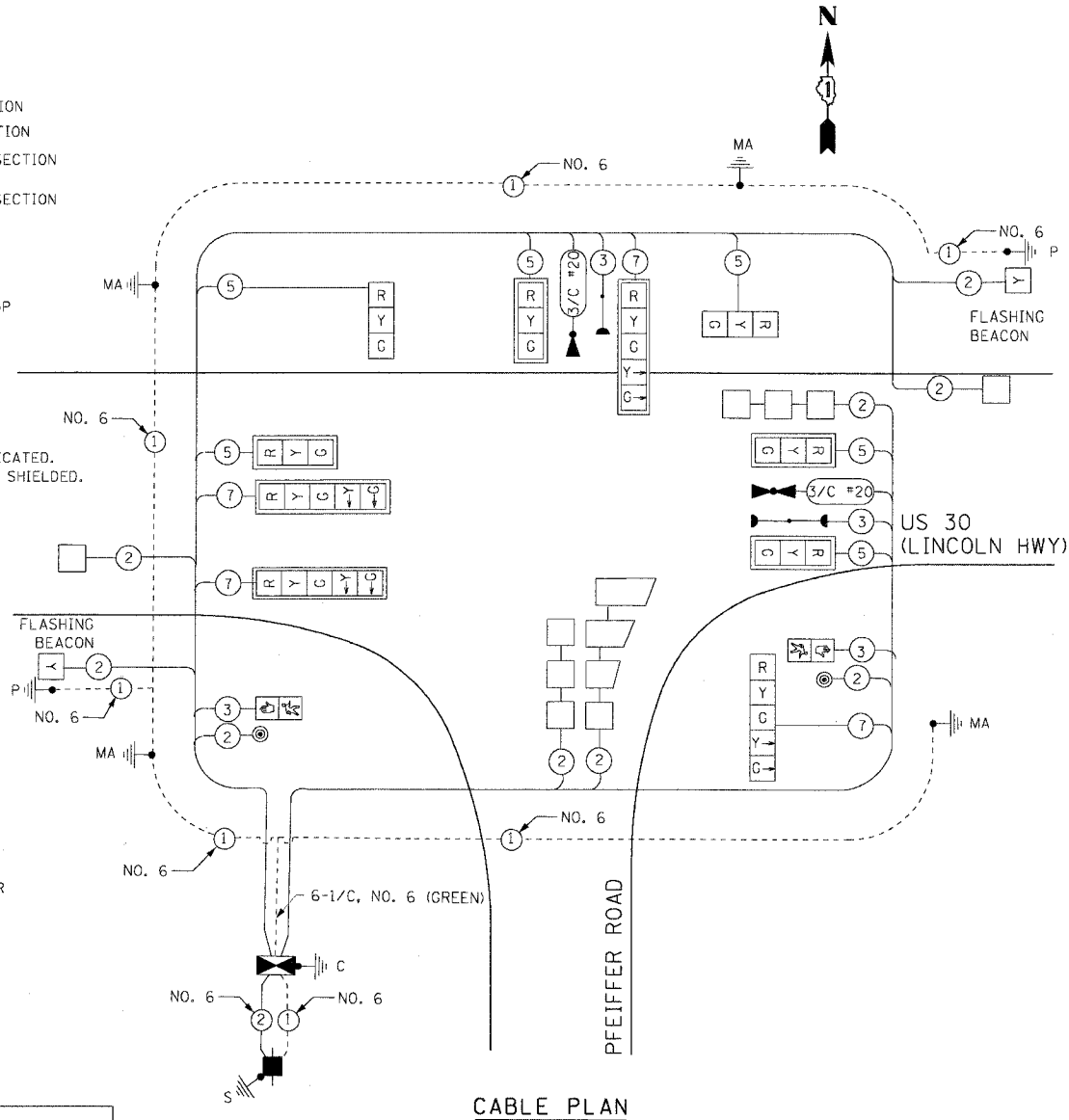
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION PFEIFFER ROAD IMPROVEMENT TRAFFIC SIGNAL INSTALLATION PLAN US RTE 30 (LINCOLN HIGHWAY) AND PFEIFFER ROAD
NAME	DATE	
		SCALE: 1" = 20' DATE: JUNE 06, 2005

DRAWN BY: MS
DESIGNED BY: MS
CHECKED BY: RG

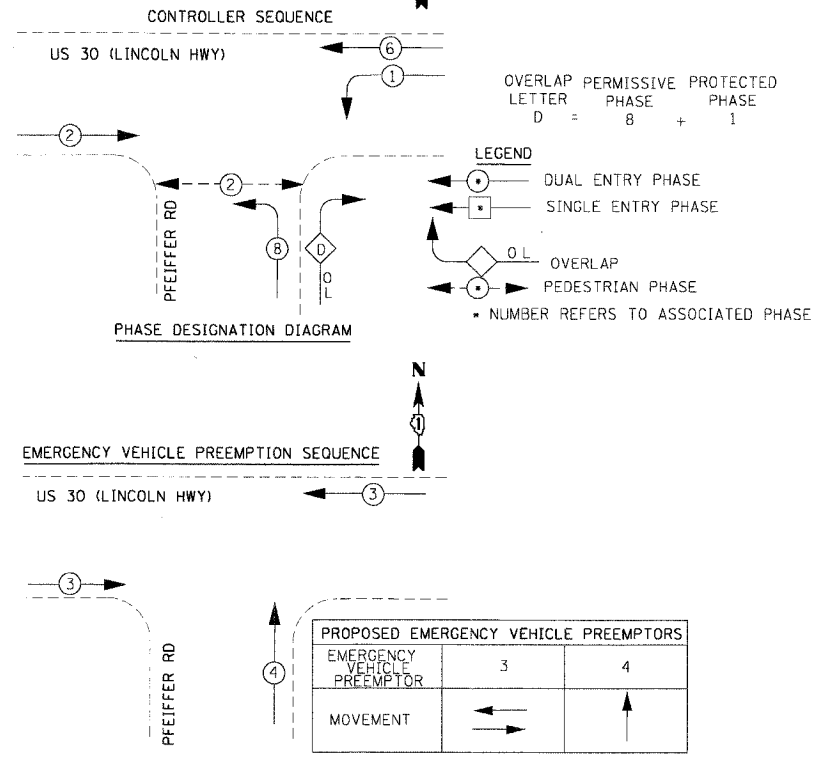
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751		WILL	61	20
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
99-0030-00-PV		83803		

CABLE PLAN LEGEND

- | | | | | |
|--|-----------------|--|-----------------|---|
| | EXISTING | | PROPOSED | 8" (200mm) TRAFFIC SIGNAL SECTION |
| | | | | 12" (300mm) TRAFFIC SIGNAL SECTION |
| | | | | 12" (300mm) PEDESTRIAN SIGNAL SECTION |
| | | | | CONTROLLER CABINET |
| | | | | SERVICE INSTALLATION TELEPHONE INSTALLATION |
| | | | | VEHICLE DETECTOR, INDUCTION LOOP |
| | | | | MAGNETIC DETECTOR |
| | | | | EMERGENCY VEHICLE LIGHT DETECTOR |
| | | | | CONFIRMATION BEACON |
| | | | | PUSHBUTTON DETECTOR |
| | | | | 2 DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED. |
| | | | | 1 GROUND CABLE IN CONDUIT, NO.6 SOLID COPPER (GREEN) |
| | | | | 24 FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 2-MM12F & SM12F |
| | | | | SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD |
| | | | | RAILROAD CONTROL CABINET |
| | | | | ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN" |
| | | | | ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN" |
| | | | | H/C GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER |
| | | | | P GROUND ROD AT POST OR MAST ARM POLE |
| | | | | S GROUND ROD AT ELECTRIC SERVICE INSTALLATION |



CABLE PLAN
NOT TO SCALE



QTY	UNIT	ITEM DESCRIPTION
4	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED
3	EACH	SIGNAL HEAD, L.E.D., 3-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED
2	EACH	SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED

SCHEDULE OF QUANTITIES

QTY	UNIT	ITEM DESCRIPTION
16.5	SOFT	SIGN PANEL - TYPE 1
30	SOFT	SIGN PANEL - TYPE 2
1192	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
132	FOOT	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL
66	FOOT	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL
122	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
193	FOOT	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL
1	EACH	HANDHOLE
5	EACH	HEAVY-DUTY HANDHOLE
1	EACH	DOUBLE HANDHOLE
1357	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
1657	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
812	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1355	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
785	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1340	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, SIGNAL NO. 14 1 PAIR
29	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 22 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 34 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.
4	FOOT	CONCRETE FOUNDATION, TYPE D
60	FOOT	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER
7	EACH	TRAFFIC SIGNAL BACKPLATE
5	EACH	INDUCTIVE LOOP DETECTOR
459	FOOT	DETECTOR LOOP, TYPE I
3	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
2	EACH	PEDESTRIAN PUSH BUTTON
2	EACH	POST MOUNTED FLASHING BEACON (SPECIAL)
1	EACH	SERVICE INSTALLATION, POLE MOUNT
2218	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 1C
524	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED

NOTE:
EQUIPMENT GROUND CONDUCTOR (GREEN COLOR CODED) SPLICE TO FRAME AND COVER IS REQUIRED FOR ALL HANDHOLES OR DOUBLE HANDHOLES THAT CARRY SIGNAL CABLES AND SERVICE CABLES.

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE	
TYPE	NO. LAMPS	WATTAGE		% OPERATION		
SIGNAL (RED)	10	135	17	0.50	85	
	(YELLOW)	10	135	25	0.25	62.5
	(GREEN)	10	135	15	0.25	37.5
ARROW	8	135	12	0.10	9.6	
PED. SIGNAL	2	90	25	1.00	50	
CONTROLLER	1	100	100	1.00	100.00	
ILLUM. SIGN		252		0.05		
TOTAL =					344.6	

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY CONTACT: MS. DOLORES KREMNIETZ
PHONE: (815) 724-5716
COMPANY: COMMONWEALTH EDISON
1910 S. BRIGGS ST. JOLIET, IL 60433

FOUNDATION (DEPTH)	FT.	CABLE SLACK	FT.	VERTICAL	FT.
TYPE A - POST	4	HANDHOLE	6.5	ALL FOUNDATIONS	3.5
D - CONTROLLER	4	DOUBLE HANDHOLE	13	MAST ARM (L) POLE	20'+L-2'
E - M. ARM POLE		SIGNAL POST	2	BRACKET MOUNTED	13
24"	10	CONTROLLER CAB.	1	PED. PUSHBUTTON	4
30"	15	FIBER OPTIC	13	ELECTRIC SERVICE	13.5
		ELECTRIC SERVICE	1	SERVICE TO GROUND	13.5
		GROUND CABLE	1	POST MOUNTED	6

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
PFEIFFER ROAD IMPROVEMENT
SCHEDULE OF QUANTITIES, CABLE PLAN
US RTE 30 (LINCOLN HIGHWAY) AND PFEIFFER ROAD
SCALE: 1" = 20'
DATE: JUNE 06, 2005
DRAWN BY: MS
DESIGNED BY: MS
CHECKED BY: RG

EXAMPLE, 2 ³ DENOTES $\frac{3}{8}$

Upper Case To Lower Case
Spacing Chart 8-6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER															
	acde		bhikl		f w		j		s t		v y		x		z	
	goq		mnpru													
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ²	1 ⁴
B	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁶	1 ⁷
C E G	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
D O Q R	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
F	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²
H I M N	2 ⁰	2 ¹	2 ²	2 ⁴	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹	2 ⁰	2 ¹
J U	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹
K L	1 ¹	1 ²	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
P	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
S	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
T	1 ¹	1 ²	1 ⁶	1 ⁷	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
V	0 ⁶	1 ⁰	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
Y	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁵	0 ⁷	0 ⁵	0 ⁶	0 ⁶	1 ⁰	1 ¹	1 ²
Z	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹

Lower Case To Lower Case
Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER															
	acde		bhikl		f w		j		s t		v y		x		z	
	goq		mnpru													
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
ad h g l j	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷
l m n q u																
b f k o p s	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
c e	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
r	0 ⁶	1 ⁰	1 ²	1 ⁴	0 ⁶	1 ⁰	0 ³	0 ³	0 ⁵	0 ⁶	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰
t z	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
v y	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²
w	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
x	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴

Number To Number
Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷
1	2 ⁰	2 ¹	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹
2 3 4	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁶	1 ⁷	1 ⁴	1 ⁵		
5	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
6	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵
7	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁵	0 ⁵	0 ⁶	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴
8	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁴	1 ⁵

LETTERS	6 INCH UPPER CASE LETTERS				8 INCH UPPER CASE LETTERS				6 INCH LOWER CASE LETTERS			
	SERIES		SERIES		SERIES		SERIES		SERIES		SERIES	
	C	D	C	D	C	D	C	D	C	D	C	D
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²					
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²					
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹					
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²					
E	3 ⁰	3 ⁵	4 ⁰	4 ⁷	e	3 ⁵	4 ²					
F	3 ⁰	3 ⁵	4 ⁰	4 ⁷	f	2 ³	2 ⁶					
G	3 ²	4 ⁰	4 ³	5 ³	g	3 ⁵	4 ²					
H	3 ²	4 ⁰	4 ³	5 ³	h	3 ⁵	4 ²					
I	0 ⁷	0 ⁷	1 ¹	1 ²	i	1 ¹	1 ¹					
J	3 ⁰	3 ⁶	4 ⁰	5 ⁰	j	2 ⁰	2 ²					
K	3 ²	4 ¹	4 ³	5 ⁴	k	3 ⁵	4 ²					
L	3 ⁰	3 ⁵	4 ⁰	4 ⁷	l	1 ¹	1 ¹					
M	3 ⁷	4 ⁵	5 ¹	6 ¹	m	6 ⁰	7 ⁰					
N	3 ²	4 ⁰	4 ³	5 ³	n	3 ⁵	4 ²					
O	3 ⁴	4 ²	4 ⁵	5 ⁵	o	3 ⁶	4 ³					
P	3 ²	4 ⁰	4 ³	5 ³	p	3 ⁵	4 ²					
Q	3 ⁴	4 ²	4 ⁵	5 ⁵	q	3 ⁵	4 ²					
R	3 ²	4 ⁰	4 ³	5 ³	r	2 ⁶	3 ²					
S	3 ²	4 ⁰	4 ³	5 ³	s	3 ⁶	4 ²					
T	3 ⁰	3 ⁵	4 ⁰	4 ⁷	t	2 ⁷	3 ²					
U	3 ²	4 ⁰	4 ³	5 ³	u	3 ⁵	4 ²					
V	3 ⁵	4 ⁴	4 ⁷	6 ⁰	v	4 ²	4 ⁷					
W	4 ⁴	5 ²	6 ⁰	7 ⁰	w	5 ⁵	6 ⁴					
X	3 ⁴	4 ⁰	4 ⁵	5 ³	x	4 ⁴	5 ¹					
Y	3 ⁶	5 ⁰	5 ⁰	6 ⁶	y	4 ⁶	5 ³					
Z	3 ²	4 ⁰	4 ³	5 ³	z	3 ⁶	4 ³					

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	1 ²	1 ⁴	1 ⁵	2 ⁰
2	3 ²	4 ⁰	4 ³	5 ³
3	3 ²	4 ⁰	4 ³	5 ³
4	3 ⁵	4 ³	4 ⁷	5 ⁷
5	3 ²	4 ⁰	4 ³	5 ³
6	3 ²	4 ⁰	4 ³	5 ³
7	3 ²	4 ⁰	4 ³	5 ³
8	3 ²	4 ⁰	4 ³	5 ³
9	3 ²	4 ⁰	4 ³	5 ³
0	3 ⁴	4 ²	4 ⁵	5 ⁵

REVISIONS	
NAME	DATE

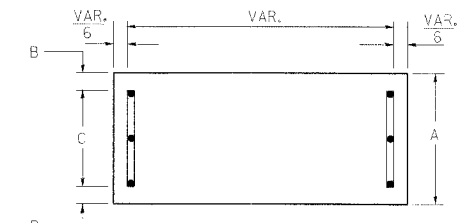
Illinois Department of Transportation
DISTRICT 1

MAST ARM MOUNTED STREET NAME SIGNS

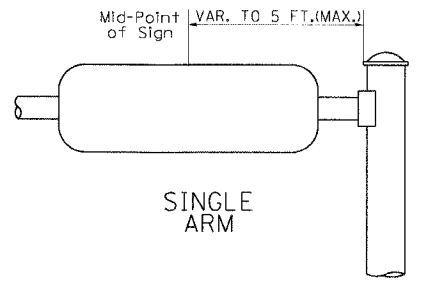
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DATE: 4/18/05

DRAWN BY: MS
DESIGNED BY: MS
CHECKED BY: RG

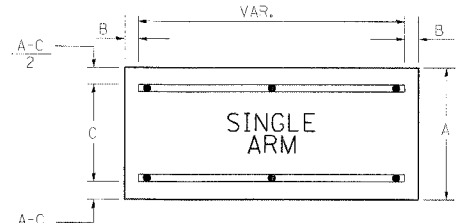
SUPPORTING CHANNELS



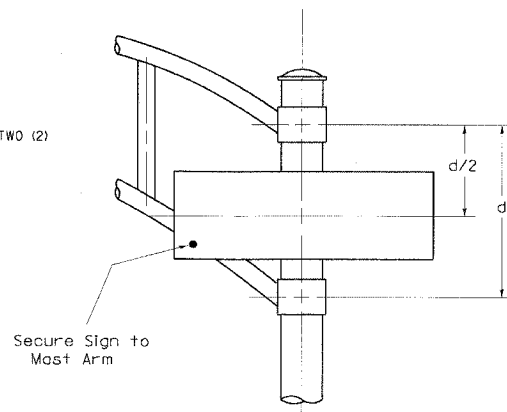
A	B	C
18"	2"	14"



SUPPORTING CHANNELS



A	B	C
18"	2"	12"
30"	2"	22"

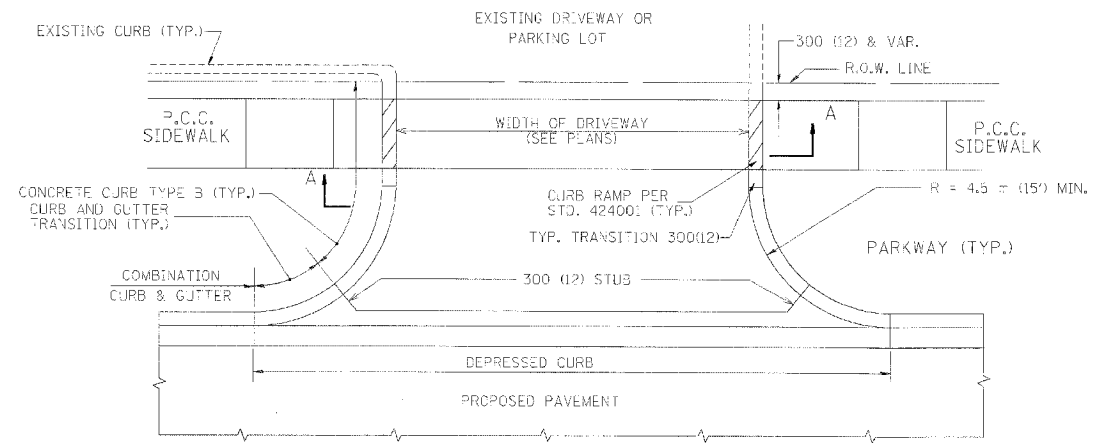


DUAL ARM

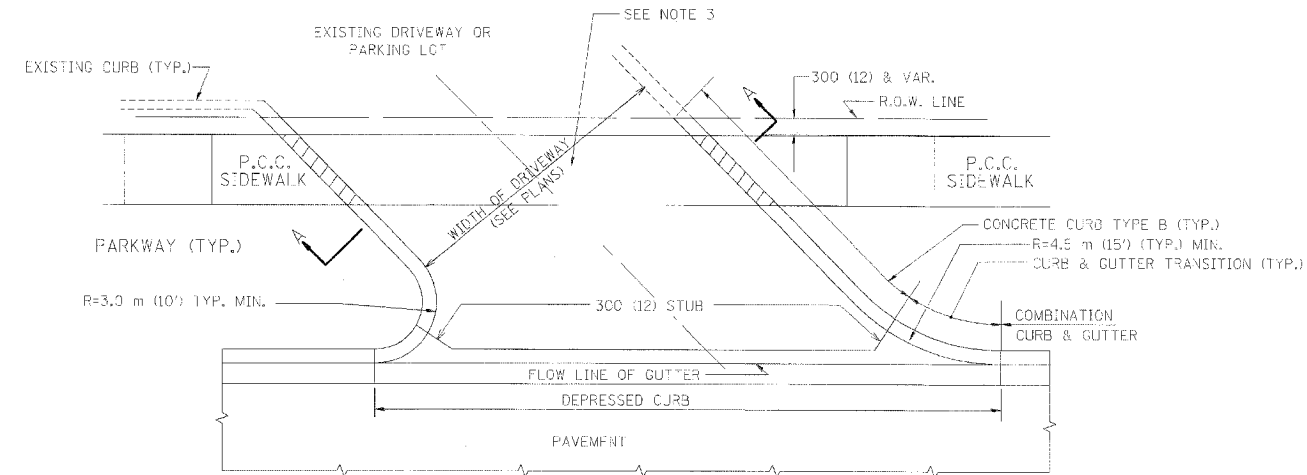
SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM
Should be used, See Note #5.

P.C. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	89-00030-00-PV	WILL	61	22
STA.	TO STA.			
FED. ROAD DIST. NO. 1	DISTRICT	VOL. AND PROJECT		

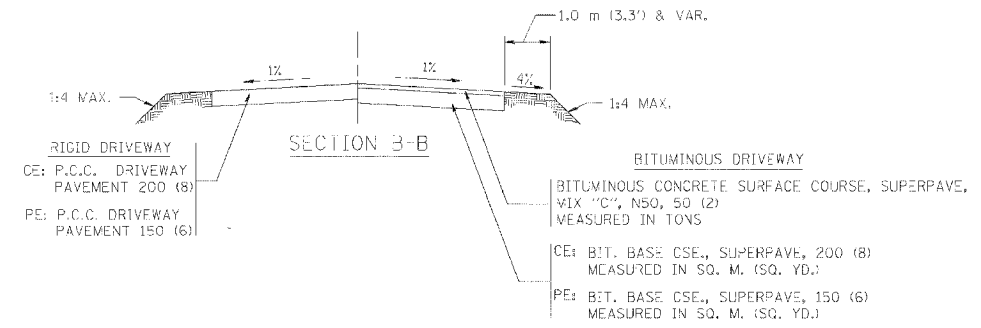
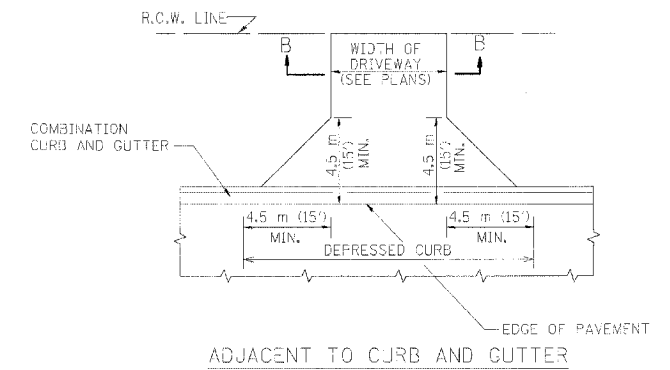
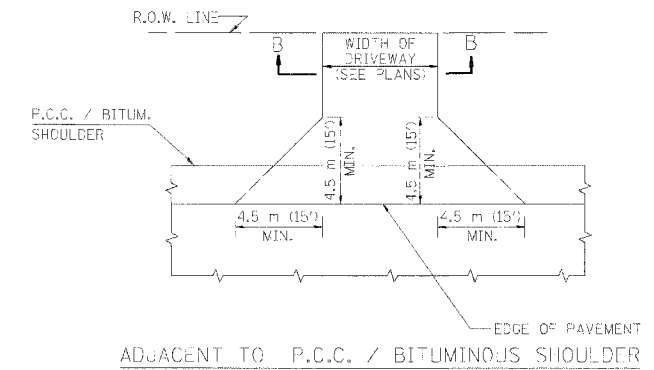
83803



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

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

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

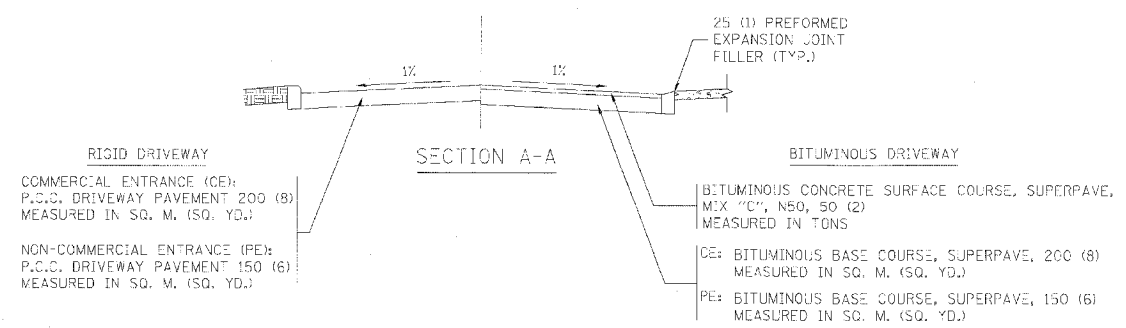
THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4133 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

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

25 (1) 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.

RURAL FIELD ENTRANCE (FE)
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE
MIX "C", N50, 50 (2)
MEASURED IN TONS
AGGREGATE BASE CSE., TYPE A 200 (8)
MEASURED IN SQ. M. (SQ. YD.)



RIGID DRIVEWAY
COMMERCIAL ENTRANCE (CE):
P.C.C. DRIVEWAY PAVEMENT 200 (8)
MEASURED IN SQ. M. (SQ. YD.)
NON-COMMERCIAL ENTRANCE (PE):
P.C.C. DRIVEWAY PAVEMENT 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

BITUMINOUS DRIVEWAY
BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE,
MIX "C", N50, 50 (2)
MEASURED IN TONS
CE: BITUMINOUS BASE COURSE, SUPERPAVE, 200 (8)
MEASURED IN SQ. M. (SQ. YD.)
PE: BITUMINOUS BASE COURSE, SUPERPAVE, 150 (6)
MEASURED IN SQ. M. (SQ. YD.)

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

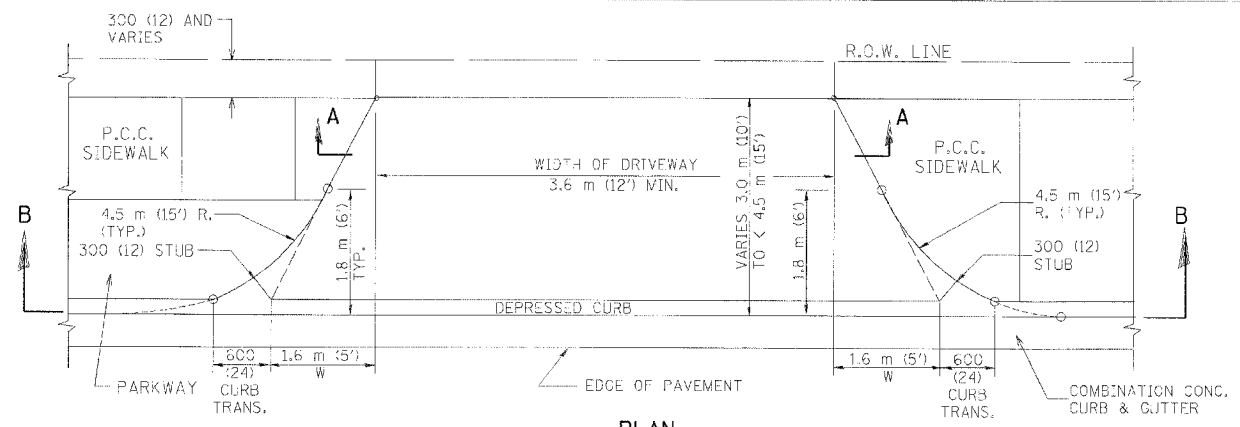
REVISIONS	
NAME	DATE
P. LOFLEUR	04-15-03
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01

SCALE: NONE
DATE PLOTTED: 04/17/2003
DRAWN BY: JGF
CHECKED BY: JFP

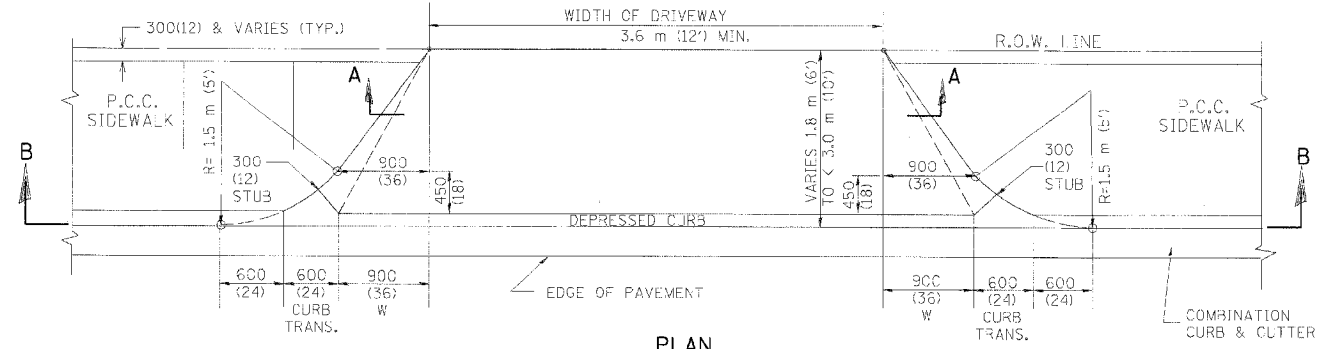
BD-00-01 (80-01)
REVISION DATE: 04/15/03

P.L. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	88-0000-COPY	WILL	61	23
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ALPHABETIC	FED. AID PROJECT		

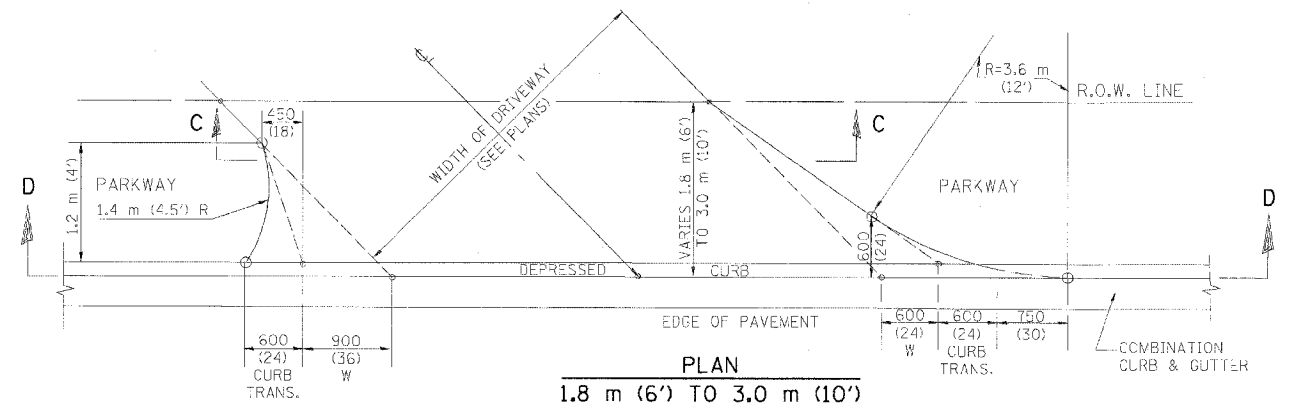
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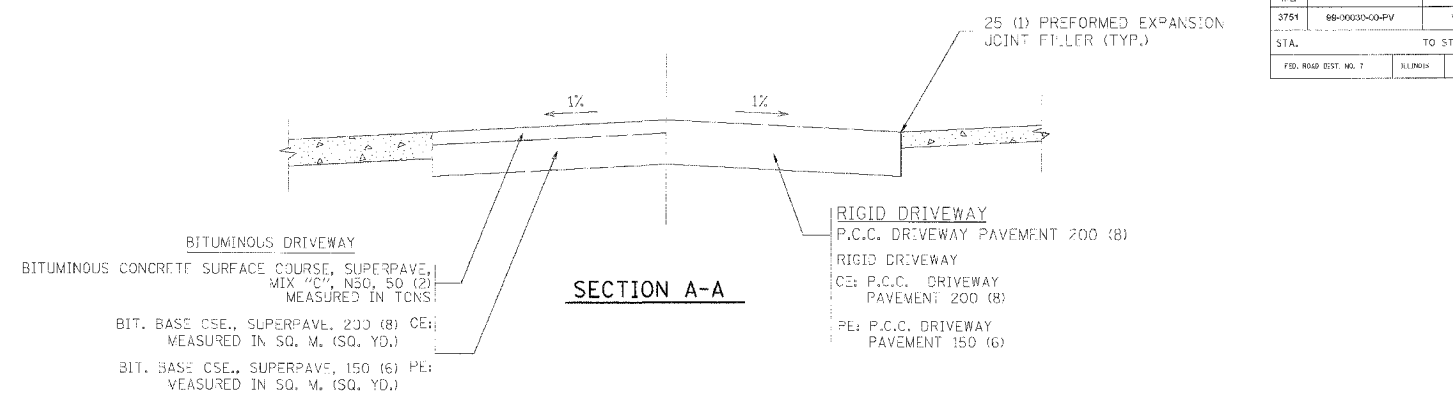
PLAN
3.0 m (10') TO < 4.5 m (15')



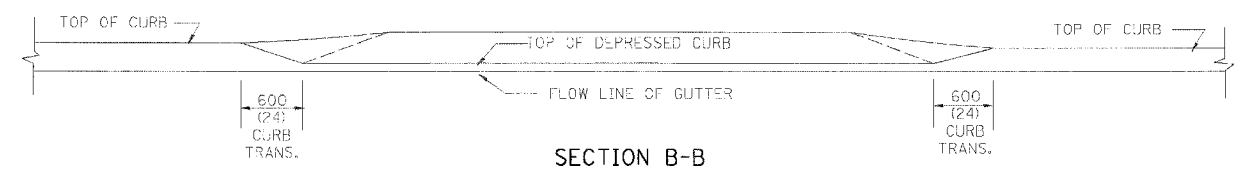
PLAN
1.8 m (6') < 3.0 m (10')



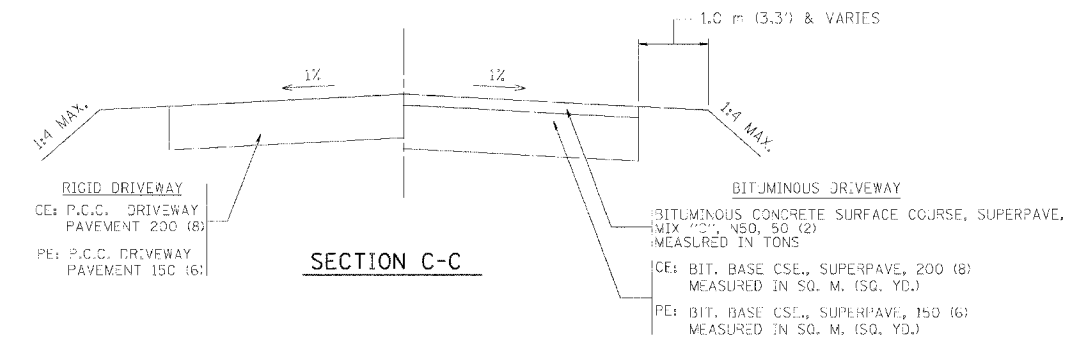
PLAN
1.8 m (6') TO 3.0 m (10')



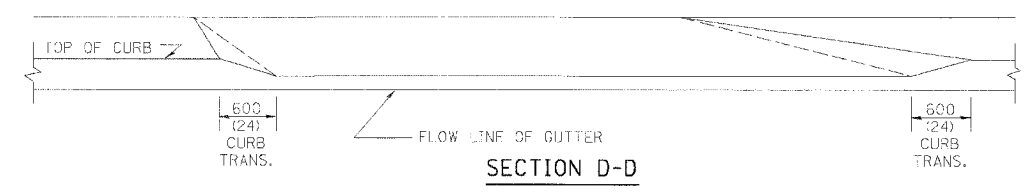
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

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

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

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

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

DISTANCE BETWEEN ROW AND FACE OF CURB < 4.5 m (15')

REVISIONS	
NAME	DATE
P. LOFLEUR	04/15/03
M. GOMEZ	04/06/01
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABAS	03/21/97
T. HOLTZ	04/08/97

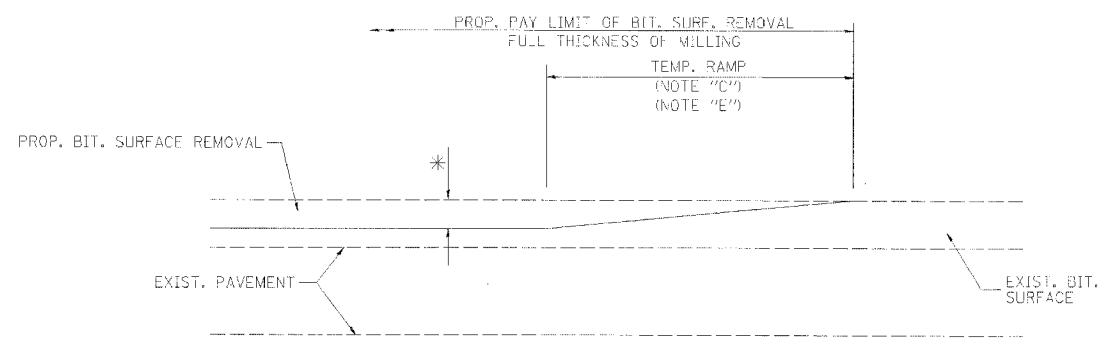
SCALE: NONE
DATE: P.07ED04/17/2003

DRAWN BY: SG
CHECKED BY: JFP

BD40-02 (BD-02)
REVISION DATE: 04/15/03

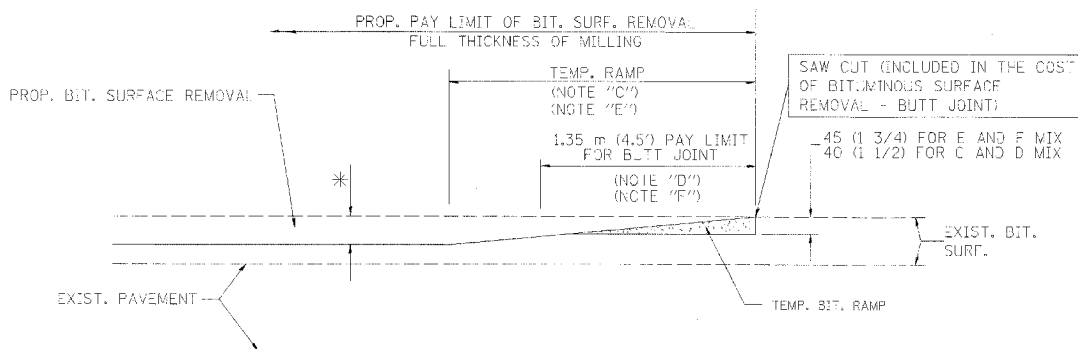
P. A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	81	24
STA.	TO STA.			
FED. ROAD DIST. NO.	BILLINGS	FED. AID PROJECT		

83803



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

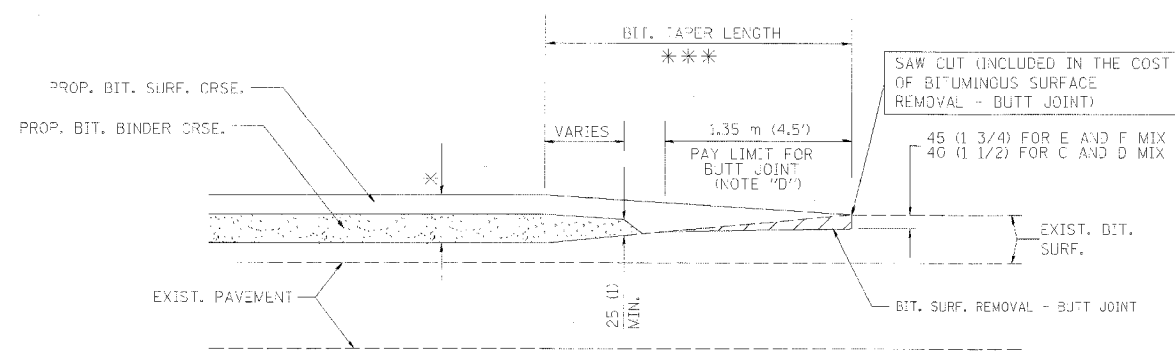
OPTION 1



BITUMINOUS CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND BIT. TAPER SEE DETAIL BELOW)

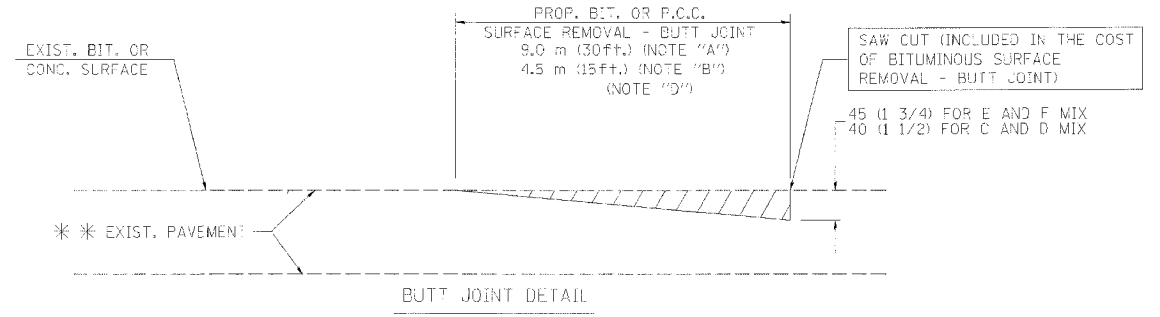
OPTION 2

TYPICAL TEMPORARY RAMP

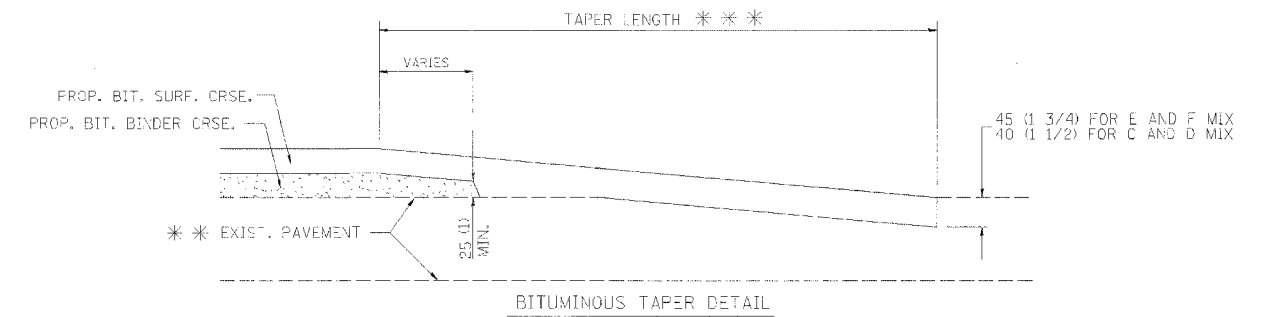


BUTT JOINT AND BITUMINOUS TAPER

TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



BITUMINOUS TAPER DETAIL

TYPICAL BUTT JOINT AND BITUMINOUS TAPER
FOR RESURFACING ONLY

** PC CONCRETE, BITUMINOUS OR BITUMINOUS RESURFACED PAVEMENT.

NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
- B: MINOR SIDE ROADS.
- C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING BITUMINOUS SURFACE.
- D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED BITUMINOUS COURSES.
- E: TAPER THE TEMP. RAMP AT A RATE OF 900 (3 ft.) PER INCH OF MILLING THICKNESS.
- F: INSTALLATION AND REMOVAL OF THE 1.35 m (4.5') TEMP. BIT. RAMP WILL BE PAID AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT".
- G: SEE ARTICLE 406.18 AND 406.24 OF THE STANDARD SPECIFICATIONS FOR "BITUMINOUS AND PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- ** 6.1 m (20') PER 25 (1) RESURFACING (NOTE 'A')
5.0 m (16') PER 25 (1) RESURFACING (NOTE 'B')

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND BITUMINOUS TAPER DETAILS

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR PER SQUARE METER (SQUARE YARD.) AS "BITUMINOUS SURFACE REMOVAL - BUTT JOINT" OR AS "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

REVISIONS	
NAME	DATE
M. DE YONG	6-13-90
M. DE YONG	7-3-90
M. DE YONG	3-27-92
R. SHAH	09/09/94
R. SHAH	10/25/94
A. ABBAS	03/21/97
M. GOMEZ	04/06/01

SCALE: NONE
DATE PLOTTED: 10/18/2002

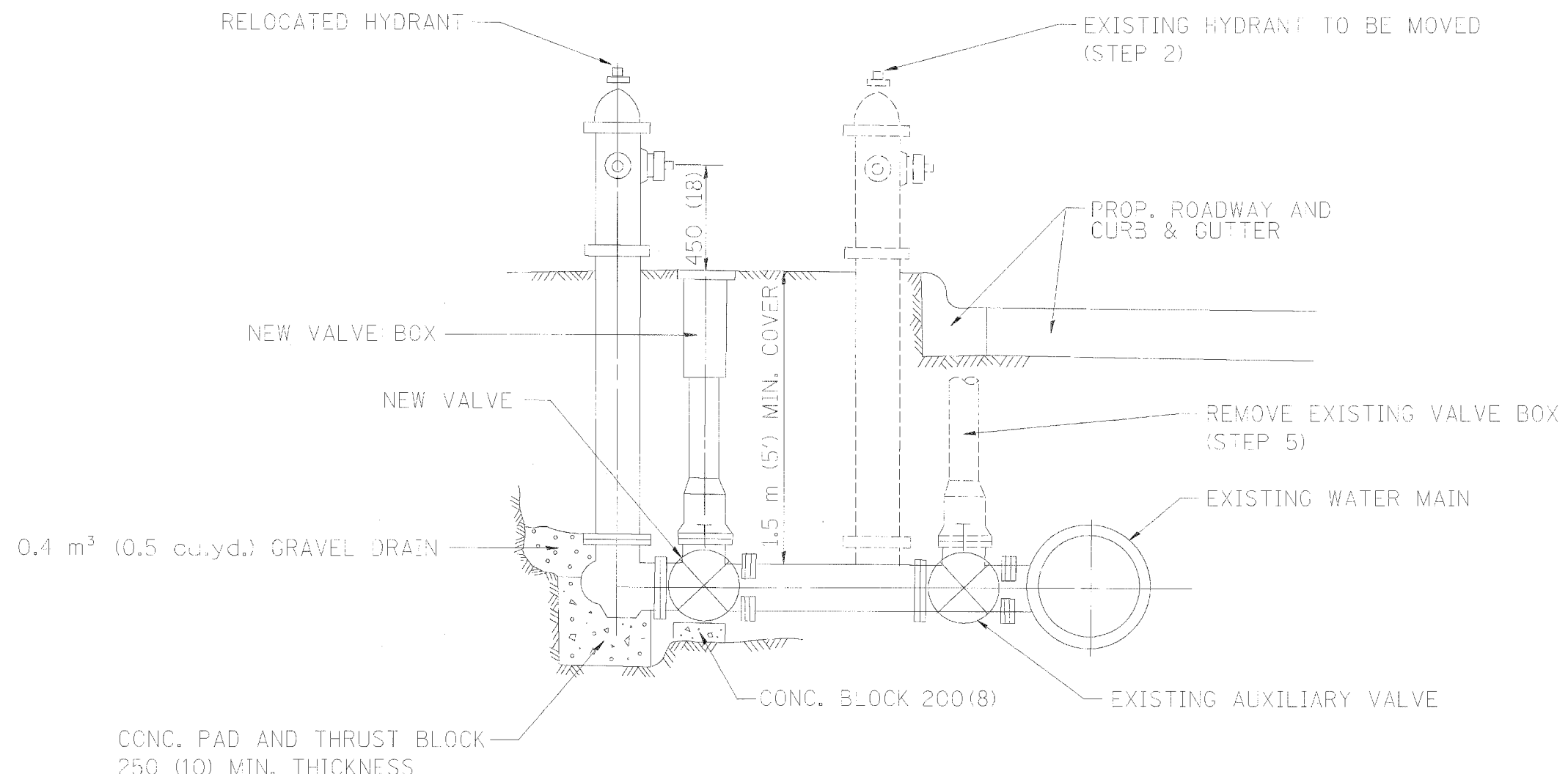
DRAWN BY
CHECKED BY
BD400-05 (VI-3032)

DATE-TIME
"DW-SPEC"
VI-8032

REVISION DATE: 04/06/01

P.A. SEC.	SECTION	COUNTY	TOTAL SHEETS	DRAW NO.
3751	99-06030-00-FV	YANK	61	25
STA.		TO STA.		
FED. ROAD DIST. NO.	BLANKS	FED. AID PROJECT		

63803



SEQUENCE OF CONSTRUCTION:

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

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

FIRE HYDRANT TO BE MOVED

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

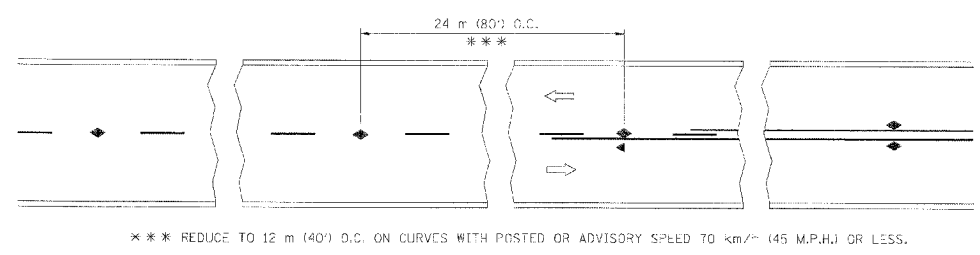
REVISIONS	
NAME	DATE
R. SHAH	09/29/94
R. SHAH	10/25/94

SCALE: NONE
 DATE 10/18/2002
 DRAWN BY
 CHECKED BY
 B0500-03 (8D-36)
 REVISION DATE 10/25/94

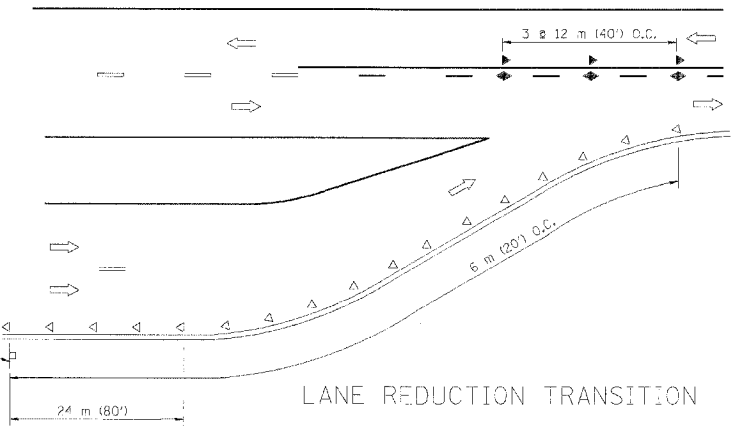
DATE-TIME
 DGN-SPEC
 V-BD36

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. TO STA.			
FED. ROAD DIST. NO.			
ILLINOIS			
FED. AID PROJECT			

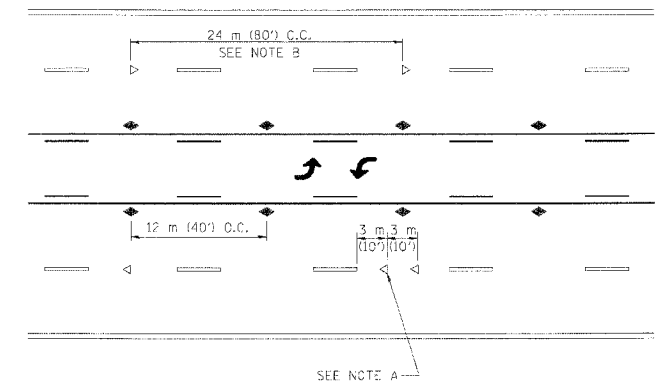
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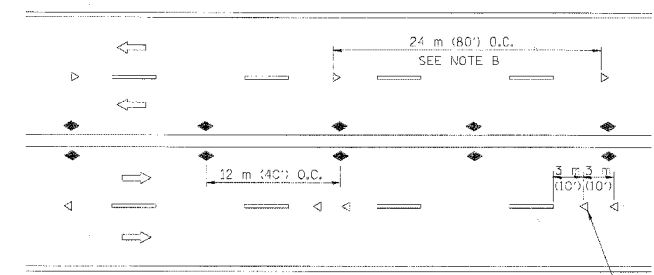
TWO-LANE/TWO-WAY



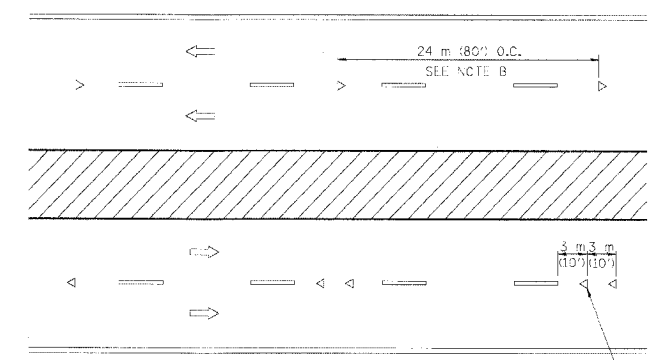
LANE REDUCTION TRANSITION



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 50 TO 75 (2 TO 3) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 150 m (500') IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

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

LANE MARKER NOTES

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

DESIGN NOTES

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

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

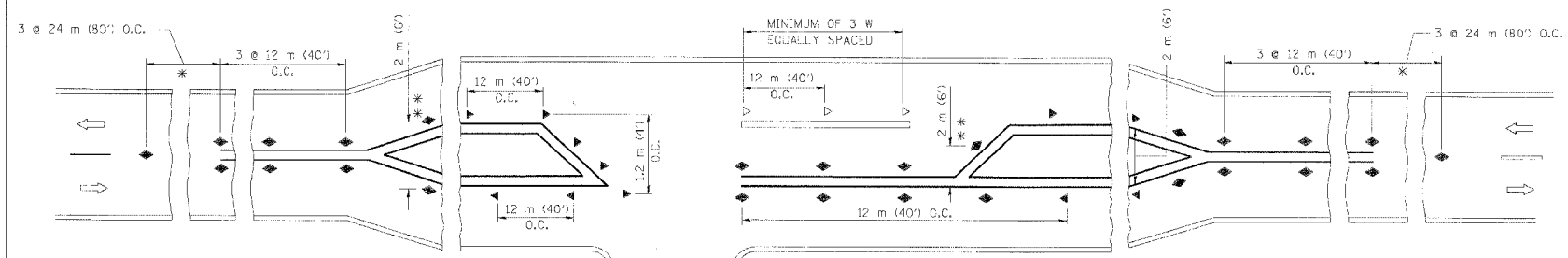
ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS
(SNOW-PLOW RESISTANT)

REVISIONS	
NAME	DATE
T. RAMMACHER	09-19-94
T. RAMMACHER	03-12-99
T. RAMMACHER	01-06-00

SCALE: NONE
DATE: 10/18/2002
DRAWN BY CAD0
CHECKED BY TC-11

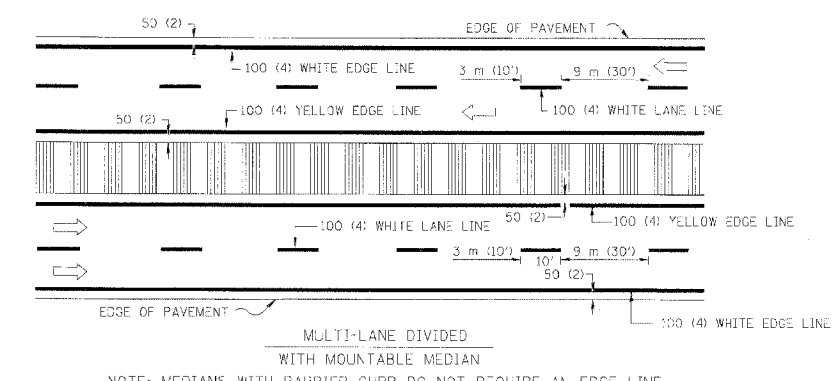
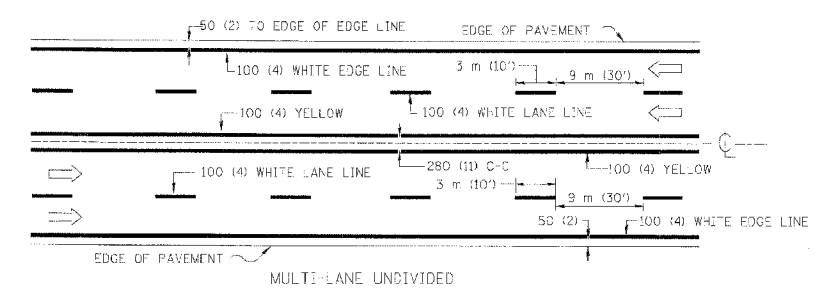
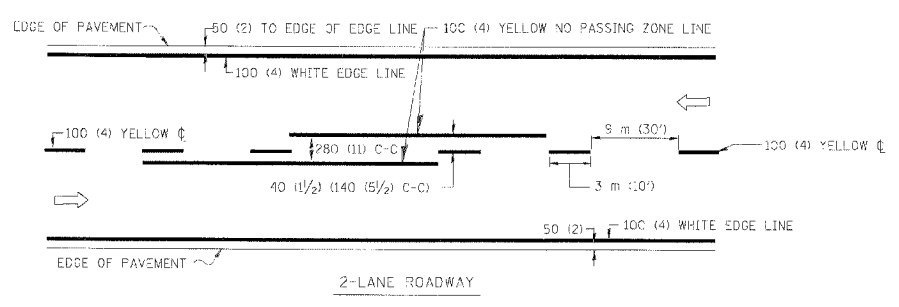
REVISION DATE: 01/06/00



LEFT TURN

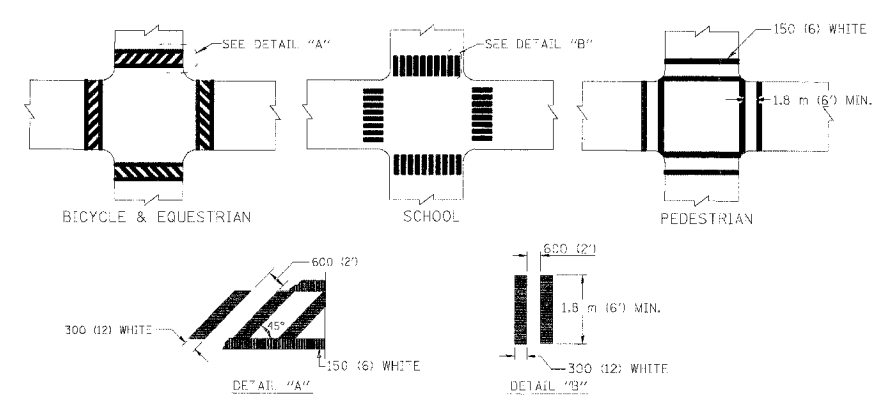
- * SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE
- ** WHERE THE MEDIAN WIDTH IS 2 m (6') OR LESS USE TWO-WAY MARKERS.

DATE-TIME
DGN-SPEC
VI-TCB

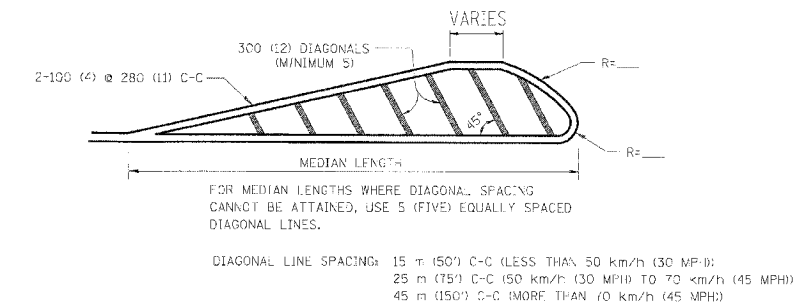
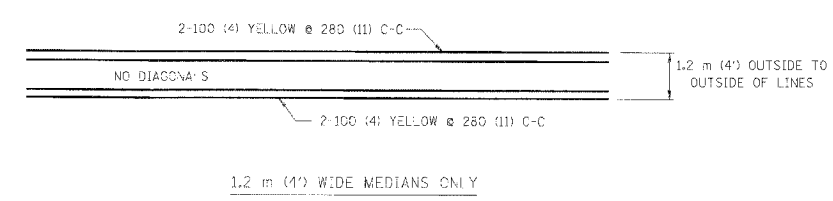


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

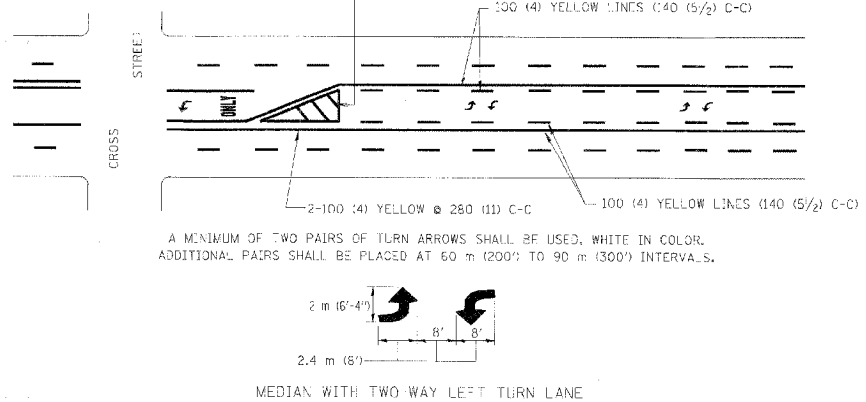


TYPICAL CROSSWALK MARKING

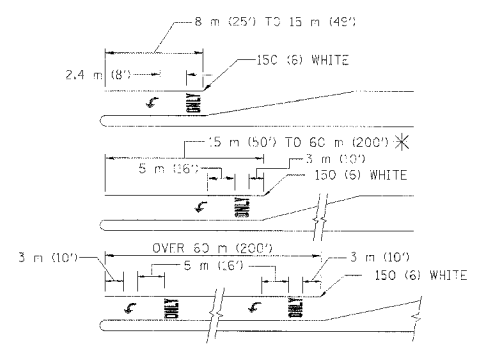


DIAGONAL LINE SPACING: 15 m (50') C-C (LESS THAN 50 km/h (30 MPH)); 25 m (75') C-C (50 km/h (30 MPH) TO 70 km/h (45 MPH)); 45 m (150') C-C (MORE THAN 70 km/h (45 MPH))

MEDIANS OVER 1.2 m (4') WIDE



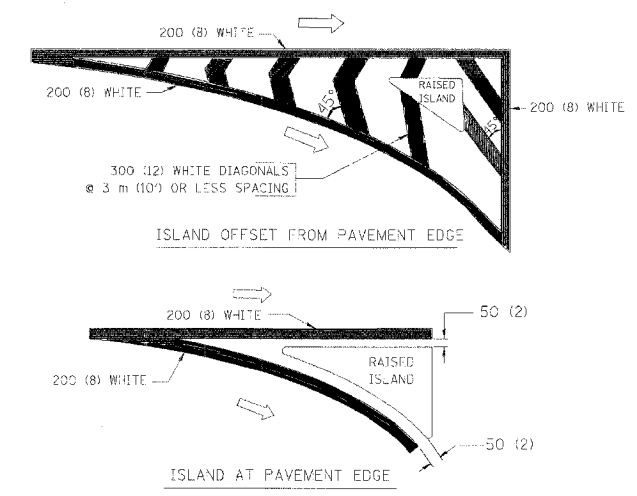
TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

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

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

TYPICAL PAVEMENT MARKINGS

SCALE: NONE

DATE: 10/18/2002

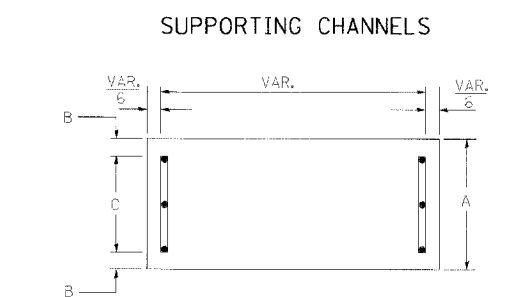
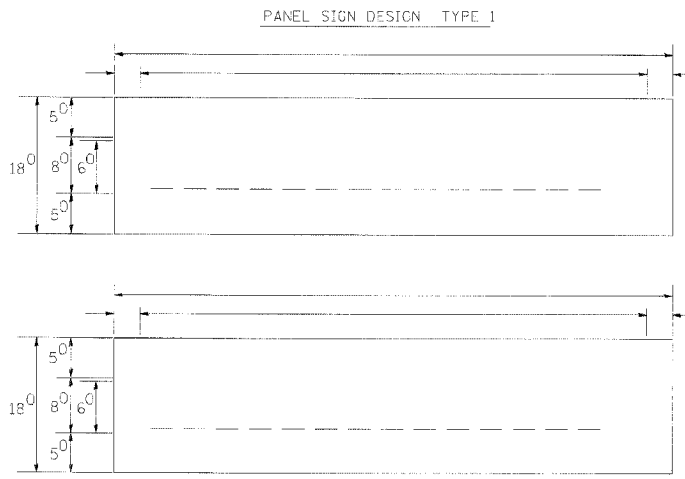
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CHECKED BY: TC-13

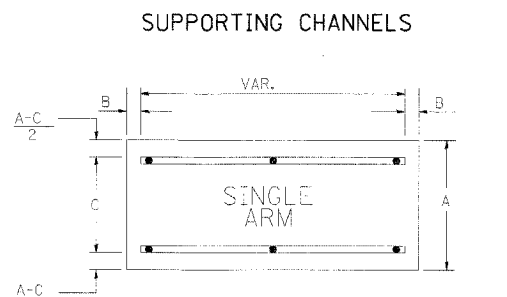
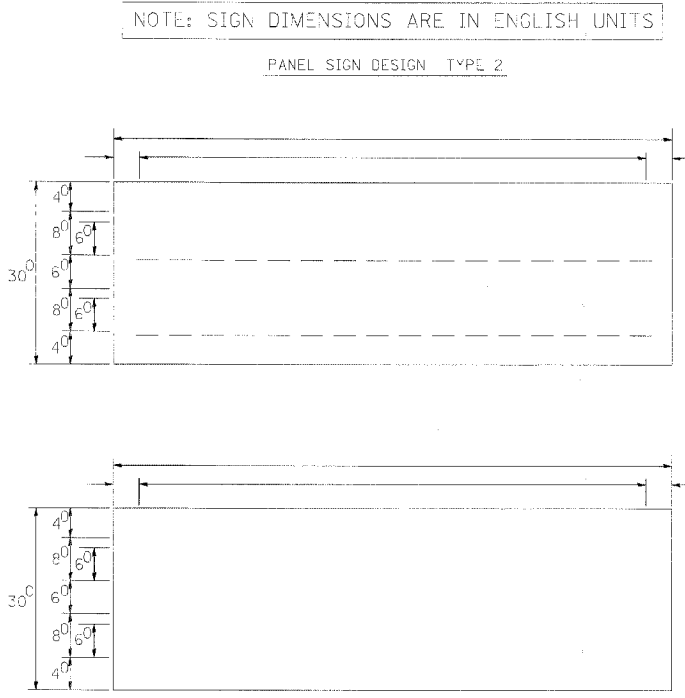
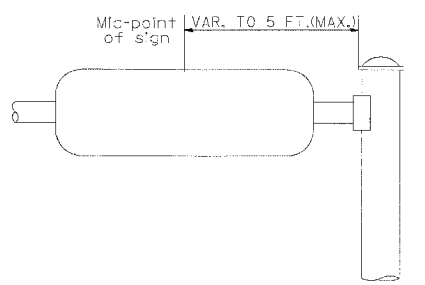
REVISION DATE: 01/26/00

REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HULSEH	10-09-96
ALEX HULSEH	10-17-96
T. RAMMACHER	01-06-00

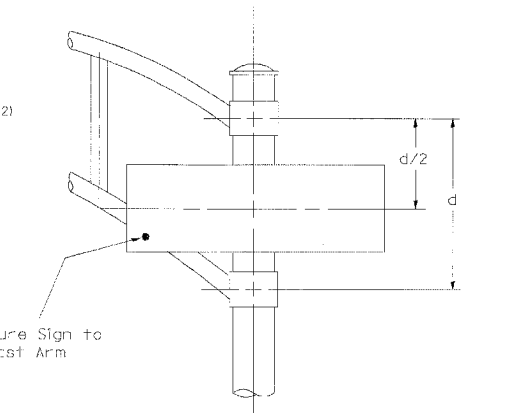
F.A. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-0003-00-PV	WILL	61	28
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ALLOWS	FED. AID PROJECT		



A	B	C
18"	2"	14"



A	B	C
18"	2"	12"
30"	2"	22"



SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM
 Shall be used. See Note #5.

Upper Case to Lower Case
 Spacing Chart 8-6 Inch Series "C & D"

EXAMPLE, 2 DENOTES 3/8"

FIRST LETTER	SECOND LETTER															
	a d e e		b h i k l		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	12	14	14	15	12	14	06	10	11	14	06	10	11	12	12	14
B	14	15	20	21	14	15	11	12	14	15	12	14	12	14	16	17
C E G	14	15	20	21	12	14	06	10	12	14	12	14	14	15	14	15
D O Q R	14	15	20	21	14	15	06	10	12	14	12	14	14	15	14	15
F	05	06	14	15	06	10	05	06	06	10	06	10	06	10	11	12
H I M N	20	21	22	24	20	21	14	15	16	17	16	17	20	21	20	21
J U	20	21	20	21	16	17	14	15	16	17	16	17	16	17	20	21
K L	11	12	16	17	11	12	05	06	11	12	11	12	11	12	12	14
P	12	14	14	15	12	14	05	06	11	12	11	12	12	14	12	14
S	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
T	11	12	16	17	06	10	06	10	11	12	11	12	11	12	12	14
V	06	10	14	15	11	12	06	10	12	14	12	14	12	14	12	14
Y	05	06	14	15	06	10	05	06	05	07	05	06	06	10	11	12
Z	16	17	22	24	16	17	12	14	16	17	16	17	16	17	20	21

Lower Case to Lower Case
 Spacing Chart 6 Inch Series "C & D"

FIRST LETTER	SECOND LETTER															
	a d e e		b h i k l		f w		j		s t		v y		x		z	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
ad h g j	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
l m n q u																
b f k o p s	12	14	16	17	11	12	05	06	11	12	11	12	12	14	12	14
c e	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
r	06	10	12	14	06	10	03	03	05	06	05	06	06	10	06	10
t z	12	14	16	17	12	14	06	10	11	12	11	12	12	14	12	14
v y	11	12	14	15	11	12	05	06	06	10	06	10	11	12	11	12
w	11	12	14	15	11	12	05	06	11	12	11	12	11	12	12	14
x	12	14	16	17	11	12	05	06	11	12	11	12	11	12	12	14

Number to Number
 Spacing Chart 8 Inch Series "C & D"

FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	16	17	16	17	14	15	12	14	14	15	14	15	16	17	12	14	16	17	16	17
1	20	21	20	21	20	21	16	17	14	15	20	21	20	21	14	15	20	21	20	21
2 3 4	14	15	14	15	14	15	12	14	12	14	14	15	14	15	11	12	16	17	14	15
5	14	15	14	15	14	15	11	12	11	12	14	15	14	15	11	12	14	15	14	15
6	16	17	14	15	14	15	12	14	12	14	14	15	14	15	11	12	14	15	14	15
7	12	14	12	14	12	14	05	06	12	14	14	15	11	12	14	15	12	14	12	14
8	16	17	16	17	14	15	12	14	12	14	14	15	16	17	12	14	16	17	14	15

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		LETTERS	6 INCH LOWER CASE LETTERS	
	C	D	C	D		C	D
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²
E	3 ⁰	3 ⁵	4 ⁰	4 ⁷	e	3 ⁵	4 ²
F	3 ⁰	3 ⁵	4 ⁰	4 ⁷	f	2 ³	2 ⁶
G	3 ²	4 ⁰	4 ³	5 ³	g	3 ⁵	4 ²
H	3 ²	4 ⁰	4 ³	5 ³	h	3 ⁵	4 ²
I	0 ⁷	0 ⁷	1 ¹	1 ²	i	1 ¹	1 ¹
J	3 ⁰	3 ⁶	4 ⁰	5 ⁰	j	2 ⁰	2 ²
K	3 ²	4 ¹	4 ³	5 ⁴	k	3 ⁵	4 ²
L	3 ⁰	3 ⁵	4 ⁰	4 ⁷	l	1 ¹	1 ¹
M	3 ⁷	4 ⁵	5 ¹	6 ¹	m	6 ⁰	7 ⁰
N	3 ²	4 ⁰	4 ³	5 ³	n	3 ⁵	4 ²
O	3 ⁴	4 ²	4 ⁵	5 ⁵	o	3 ⁶	4 ³
P	3 ²	4 ⁰	4 ³	5 ³	p	3 ⁵	4 ²
Q	3 ⁴	4 ²	4 ⁵	5 ⁵	q	3 ⁵	4 ²
R	3 ²	4 ⁰	4 ³	5 ³	r	2 ⁸	3 ²
S	3 ²	4 ⁰	4 ³	5 ³	s	3 ⁶	4 ²
T	3 ⁰	3 ⁵	4 ⁰	4 ⁷	t	2 ⁷	3 ²
U	3 ²	4 ⁰	4 ³	5 ³	u	3 ⁵	4 ²
V	3 ⁵	4 ⁴	4 ⁷	6 ⁰	v	4 ²	4 ⁷
W	4 ⁴	5 ²	6 ⁰	7 ⁰	w	5 ⁵	6 ⁴
X	3 ⁴	4 ⁰	4 ⁵	5 ³	x	4 ⁴	5 ¹
Y	3 ⁶	5 ⁰	5 ⁰	6 ⁶	y	4 ⁶	5 ³
Z	3 ²	4 ⁰	4 ³	5 ³	z	3 ⁵	4 ³

NUMBER TO NUMBER

NUMBER	6 INCH SERIES	8 INCH SERIES		
	C	D	C	D
1	1 ²	1 ⁴	1 ⁵	2 ⁰
2	3 ²	4 ⁰	4 ³	5 ³
3	3 ²	4 ⁰	4 ³	5 ³
4	3 ⁵	4 ³	4 ⁷	5 ⁷
5	3 ²	4 ⁰	4 ³	5 ³
6	3 ²	4 ⁰	4 ³	5 ³
7	3 ²	4 ⁰	4 ³	5 ³
8	3 ²	4 ⁰	4 ³	5 ³
9	3 ²	4 ⁰	4 ³	5 ³
0	3 ⁴	4 ²	4 ⁵	5 ⁵

REVISIONS

NAME	DATE
CREATED	2/79
D.A.Z./ D.A.G.	1/790
CADD	6/98
	10/00

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 MAST ARM MOUNTED
 STREET NAME SIGNS

SCALE: NONE
 DATE: 12/19/2002

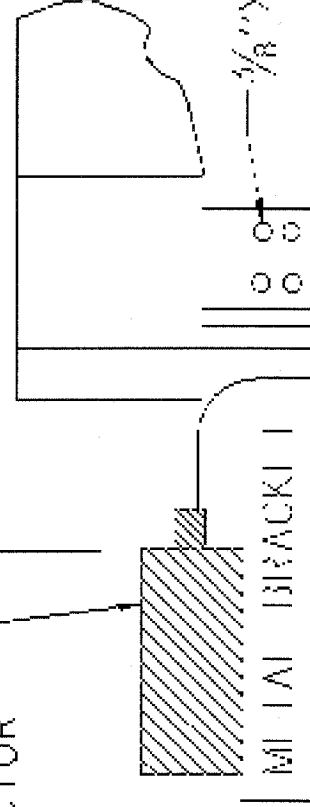
DRAWN BY: TJR
 CHECKED BY: RPK
 TS 2

- GENERAL NOTES**
- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR IN STANDARDS 834001, 834006 AND 834011, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 6'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
 - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
 - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
 - ALL BORDERS SHALL BE 3/8" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
 - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
 - * A.K.T. CORPORATION
 - * SCHAUMBURG, IL
 - * TUCKER COMPANY, INC.
 - * WAUWATOSA, WI
 - * AMERICAN FABRICATION CO.
 - * CHICAGO HEIGHTS, IL
 - * WESTERN TRAFFIC CONTROL, INC.
 - * CICERO, IL
- PART LISTING
 SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
 SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
 BRACKET'S SELF TAPPING WITH NEOPRENE WASHER
 CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING
 OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

MINIMUM HEIGHT OF THE HOUSING SHALL BE NOT LESS THAN 12" NOR MORE THAN 24" ABOVE THE TOP OF THE SIGN.

12" MINIMUM

DPD-12A
PRECIPITATION
DETECTOR



METAL BRACKET

1/8" X 3/8" LAG BOLT

12" MINIMUM
24" MAXIMUM

4" X 6" WOOD POST
AND SIGN EXISTING

FLEXIBLE
WEATHER PROOF
CONDUIT SIZE AS
REQUIRED

FLASHER (NEMA)
CONTROLLER CABINET

W8 5 SIGN

7' MIN. URBAN
5' MIN. RURAL

EDGE OF
PAVEMENT

7/8"	S.C.C.	CCLAY
3751	99-00030-00-FV	WILL

TOTAL SHEETS	29
NO. OF SHEETS	28

83803

SIDE VIEW

FRONT VIEW

**POST MOUNTED FLASHING BEACON
WITH PRECIPITATION DETECTOR**

(NOT TO SCALE)

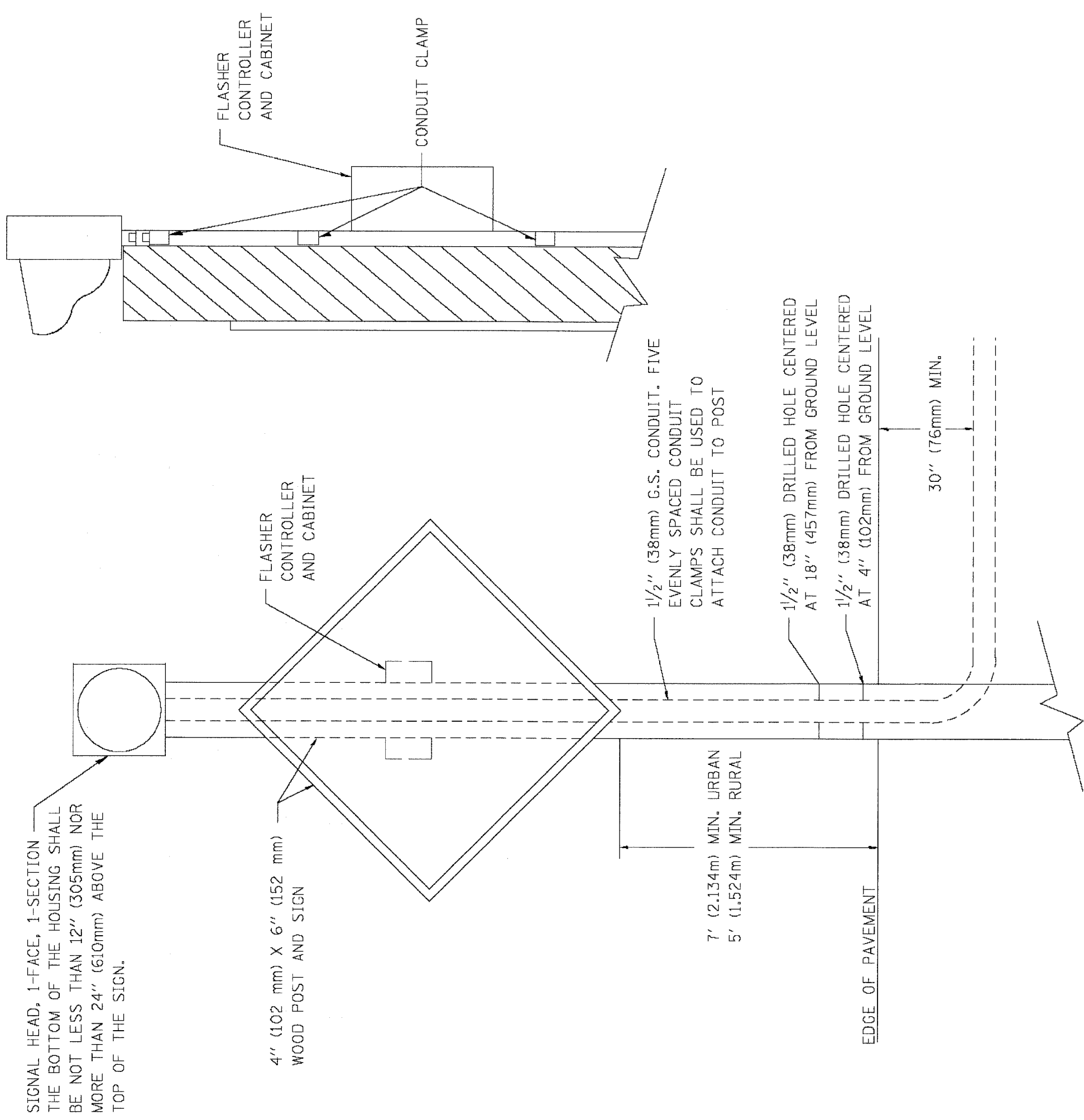
1 1/2" G.S. CONDUIT.
EVENLY SPACED CONDUIT
CLAMPS SHALL BE USED
TO ATTACH CONDUIT TO
POST

2" G. CABLET /
1 1/2" G.S. CONDUIT
IN TRENCH TO
CONTROLLER AN
SERVICE
INSTALLATION

30' MIN.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	30

83803

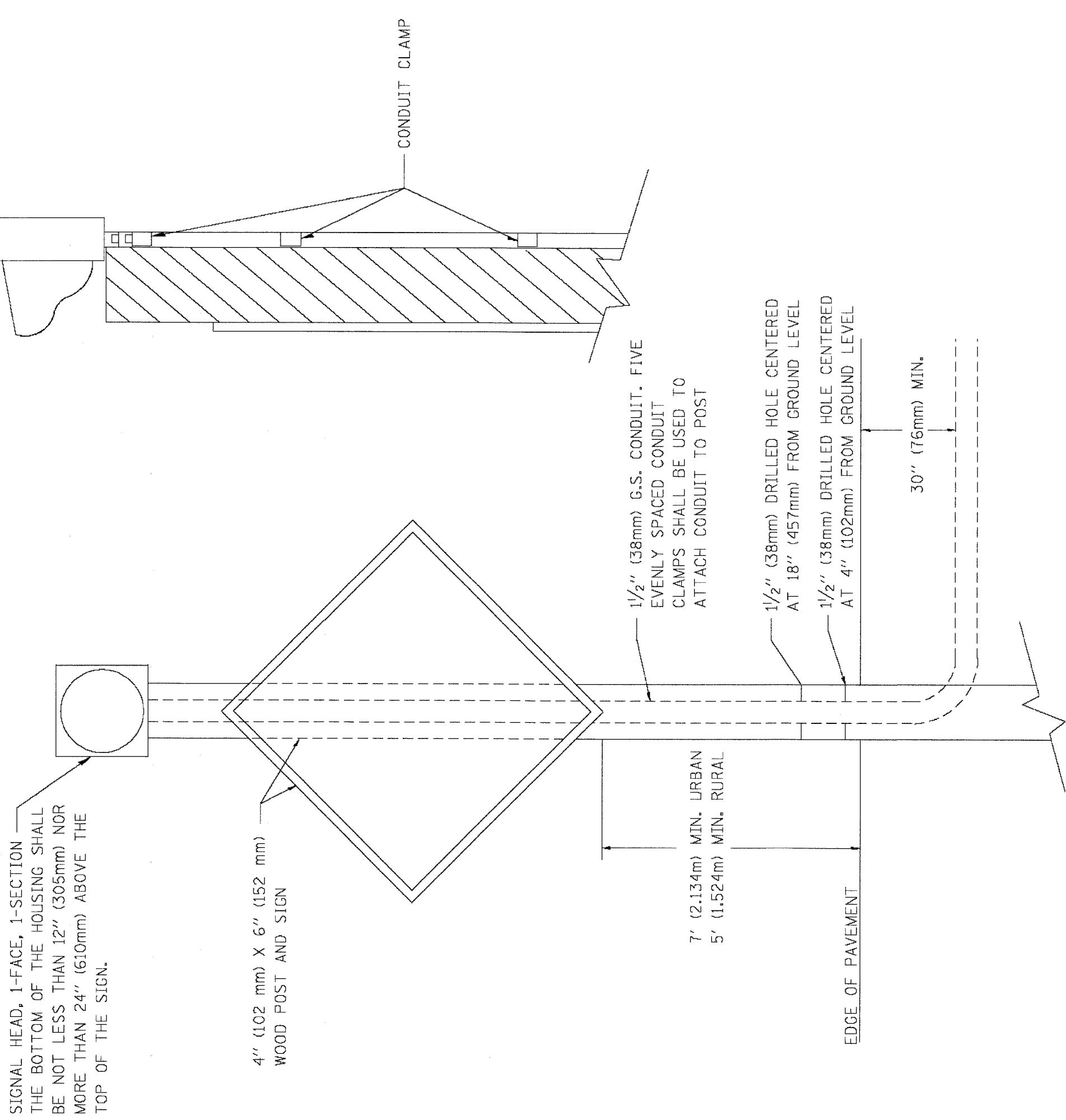


POST MOUNTED FLASHING BEACON
WITH CONTROLLER AND CABINET

Sheet 30
83803

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	31

83803



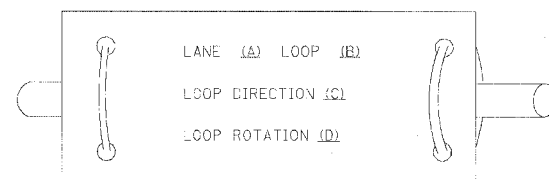
POST MOUNTED FLASHING BEACON

Sheet 21
83803

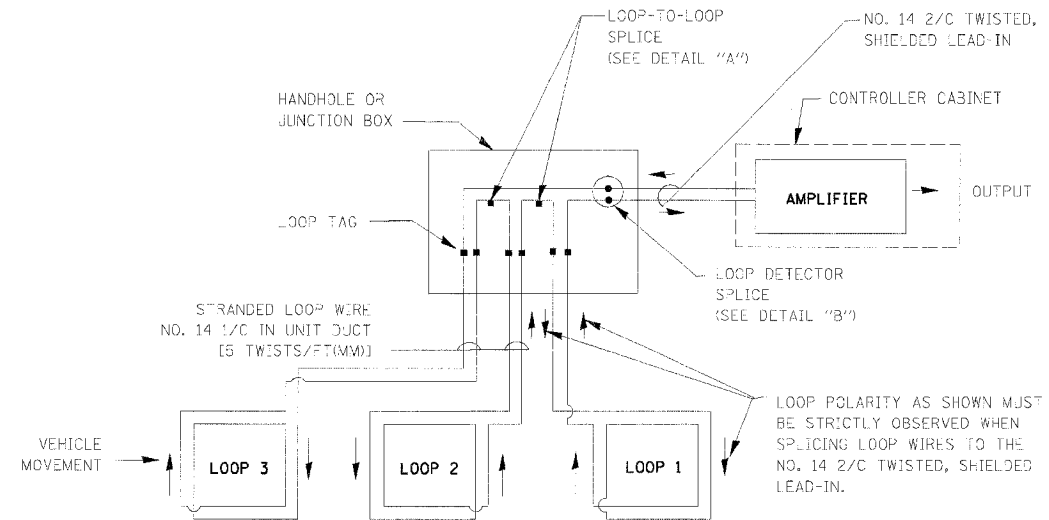
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 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.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HAND-OLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVESHOLES 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.
- 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.
- PERFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PERFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

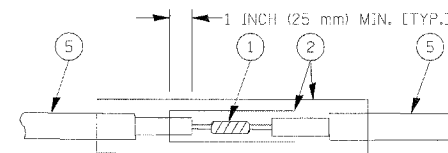


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

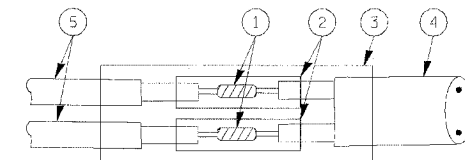


DETECTOR LOOP WIRING SCHEMATIC

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



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

- WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.
- LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 6	11/12/01
BUREAU OF TRAFFIC	1-01-02

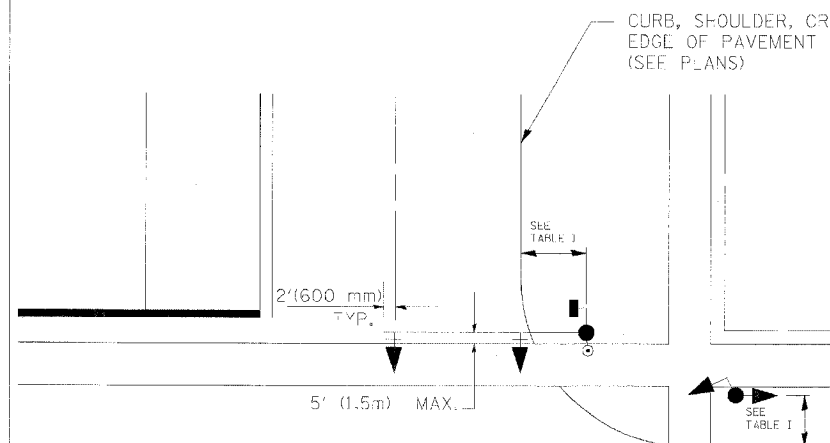
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ.
 DATE 10/18/2002

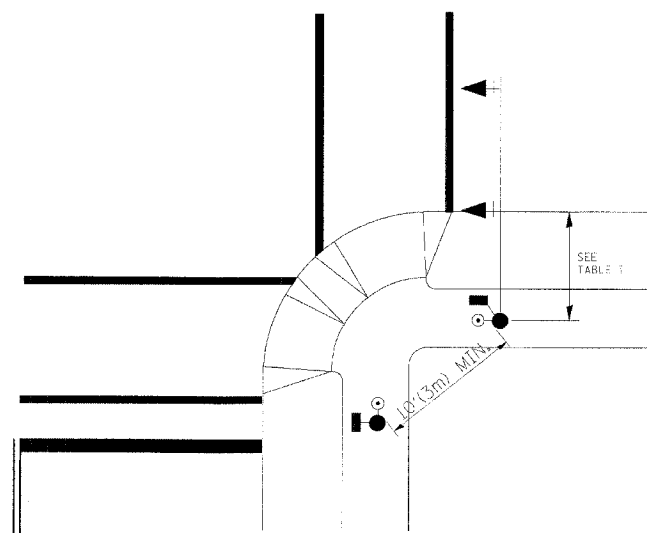
DRAWN BY: RWP
 DESIGNED BY: OAD
 CHECKED BY: DAZ
 SHEET 1 OF 4

TRAFFIC SIGNAL MAST ARM AND POST

MAST ARM MOUNTED SIGNAL IN PROPOSED & FUTURE SIDEWALK AREA, INTERSECTION SHOWN WITH PEDESTRIAN SIGNAL AND PUSHBUTTON DETECTOR



PEDESTRIAN SIGNAL PUSHBUTTON



RECOMMENDED PUSHBUTTON LOCATIONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH THE CURRENT MUTCD (SEE NOTE 1). TO MEET MUTCD REQUIREMENTS, PEDESTRIAN SIGNAL PUSHBUTTONS MAY HAVE TO BE MOUNTED ON A SEPARATE POST.

NOTES:

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.

AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.

PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL-WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK.
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006, (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT).

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

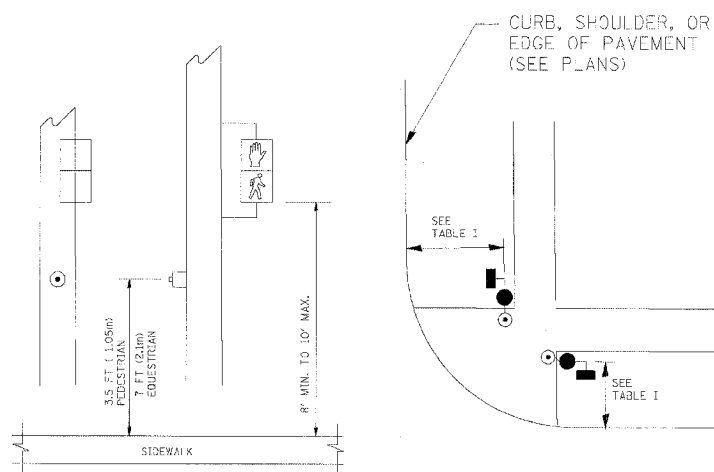


TABLE I

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
PEDESTRIAN PUSHBUTTON	SEE NOTE 1	SEE NOTE 1

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 10/18/2002

DRAWN BY: RWP
DESIGNED BY: DAD
CHECKED BY: DAZ
SHEET 2 OF 4

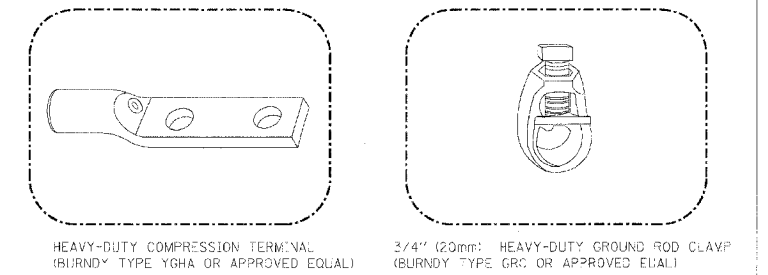
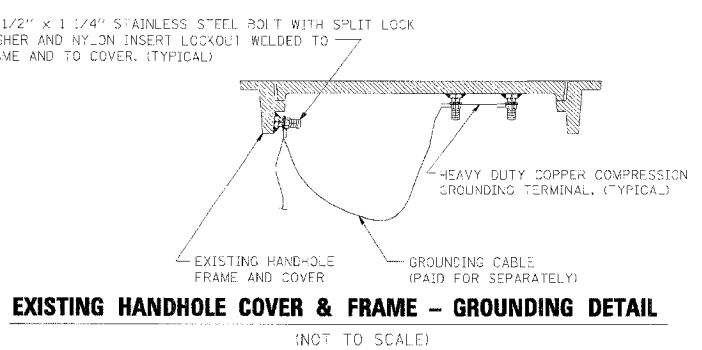
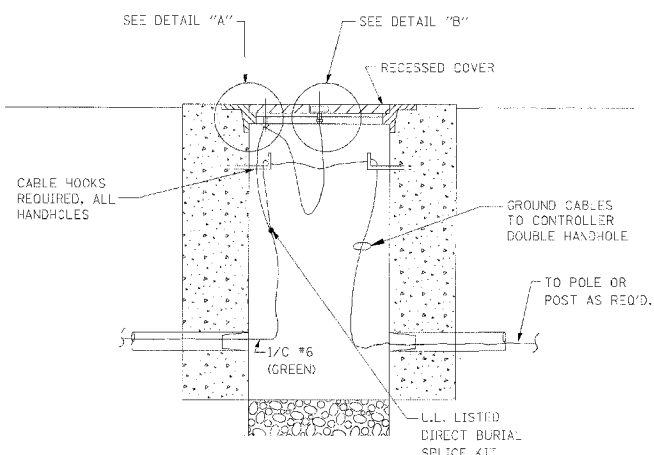
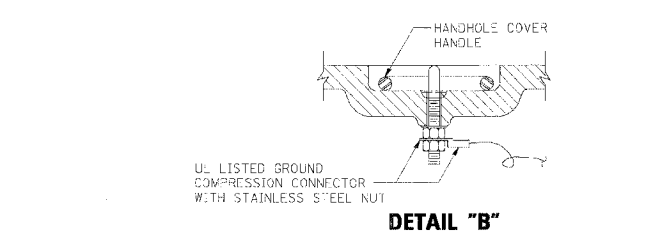
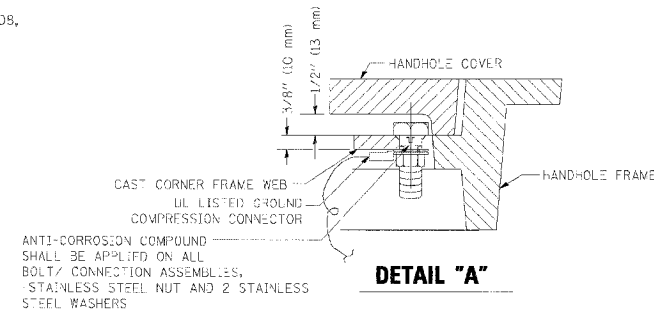
P.A. RITE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3761	99-00033-00-PV	WILL	61	34
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

83803

NOTES:

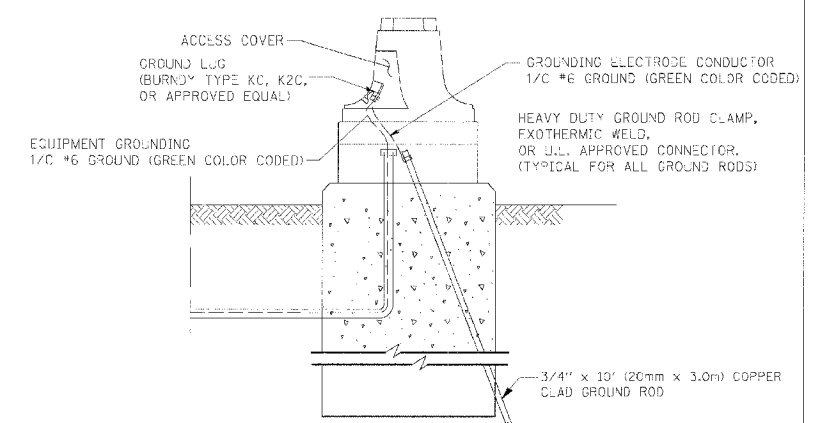
GROUNDING SYSTEM

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.



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

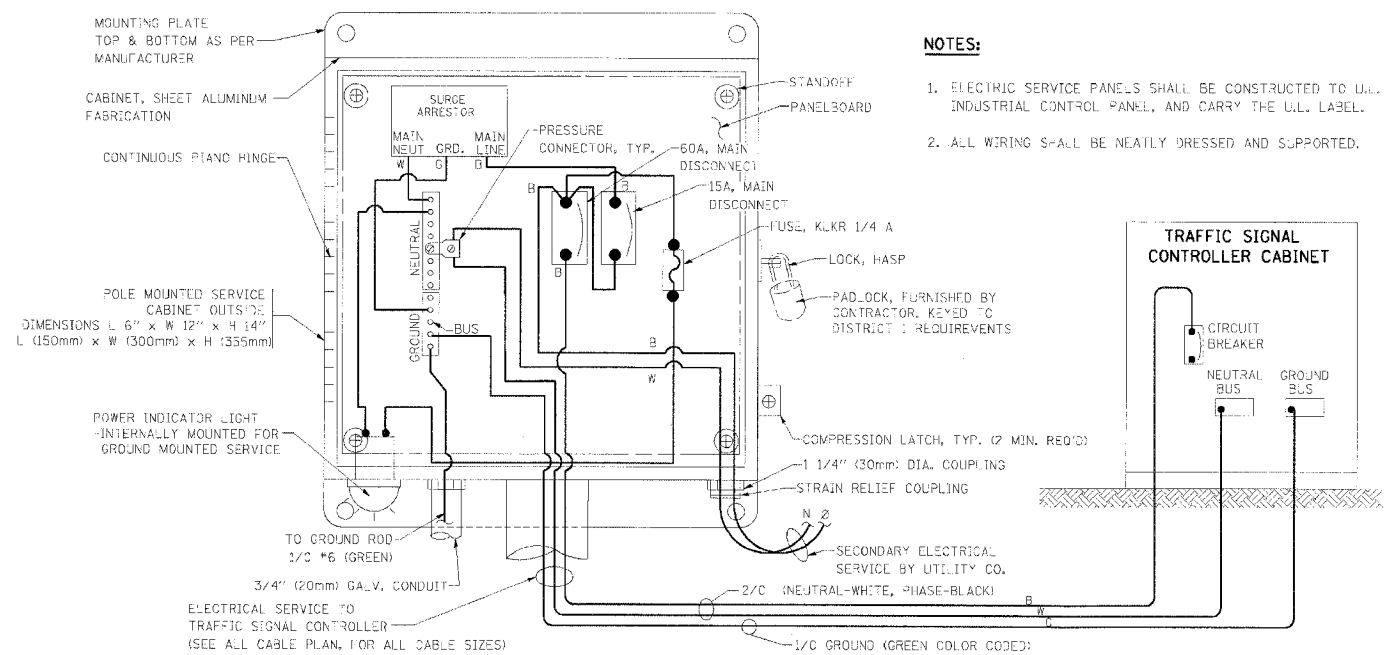
REVISIONS	
NAME	DATE
CAD:	5/30/00
CAD:	3/15/01
BUREAU OF TRAFFIC	1/01/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS
 SCALE: VERT. NONE
 HORIZ. NONE
 DATE: 10/18/2002
 DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 3 OF 4
 T505

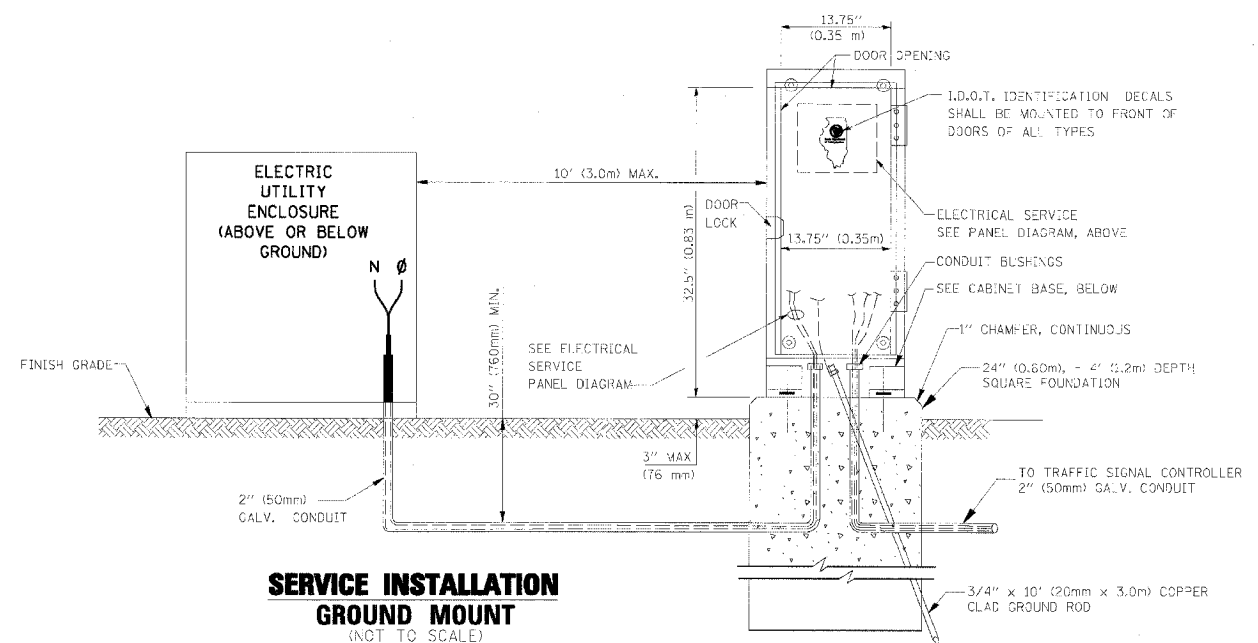
REVISION DATE: 01/21/02

NOTES:

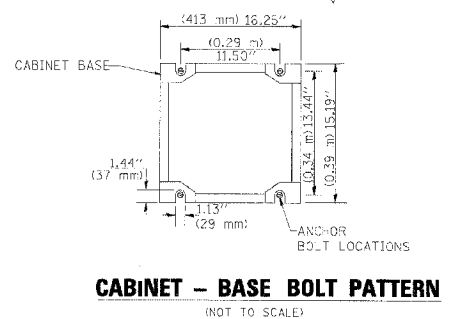
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



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



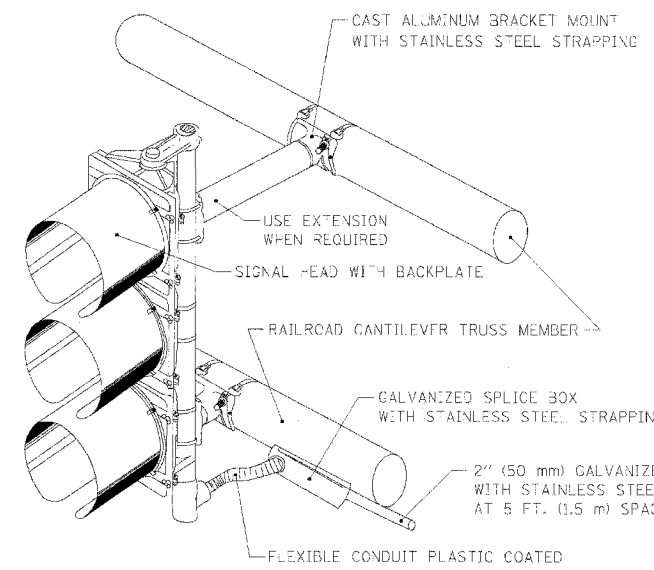
SERVICE INSTALLATION GROUND MOUNT (NOT TO SCALE)



10/18/2002
 C:\pcc\jcs\stdstd\stdstd05.dgn
 v147505

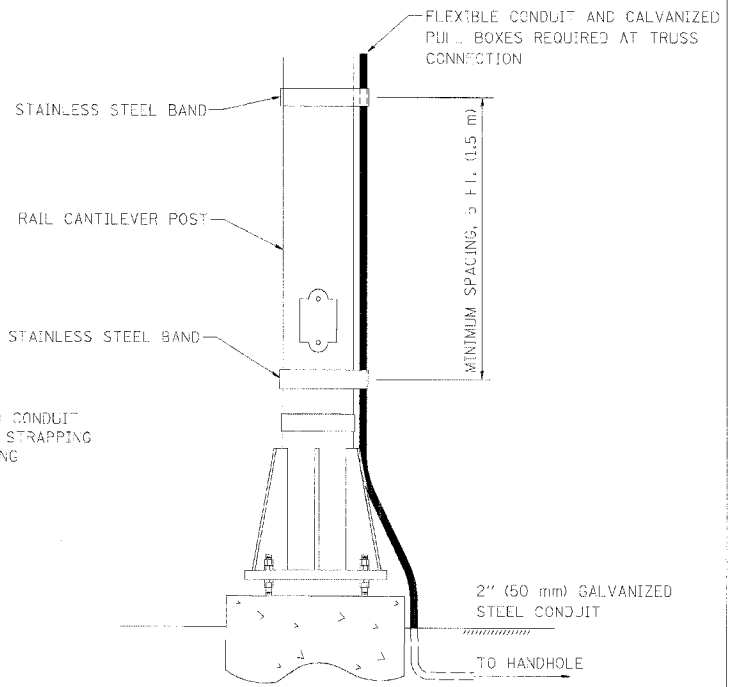
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	88-00030-00-PV	WILL	61	36
STA.		TC STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

83803

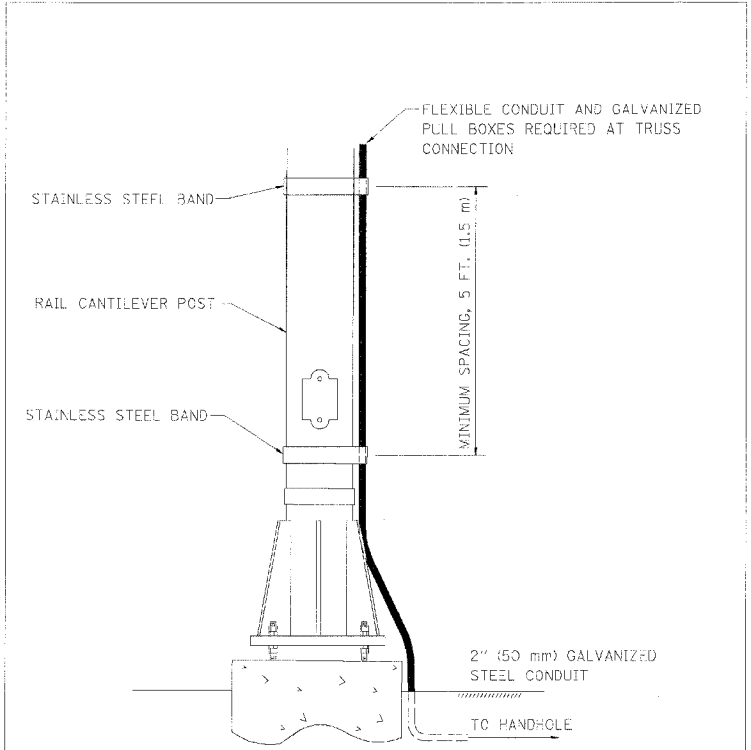


RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

10/18/2002
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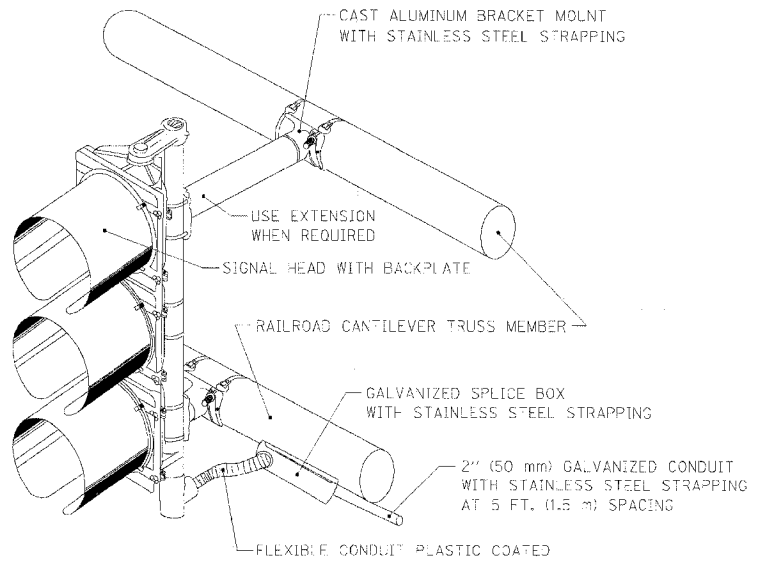
SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

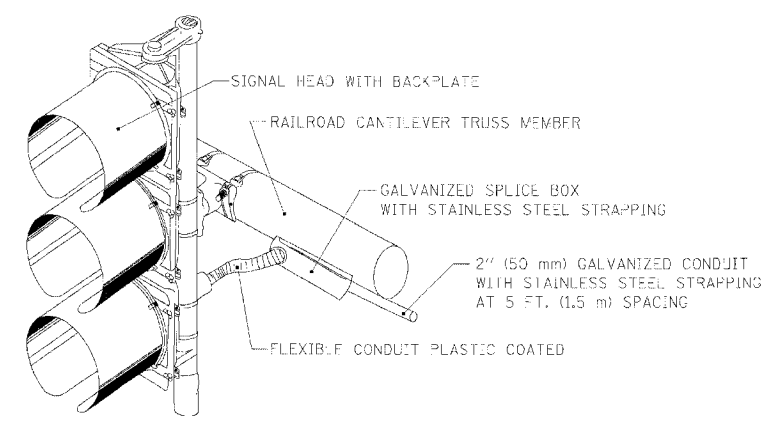
10/18/2002
c:\projects\83803\trk.dgn



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

10/18/2002
c:\projects\83803\trk.dgn



NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

10/18/2002
c:\projects\83803\trk.dgn

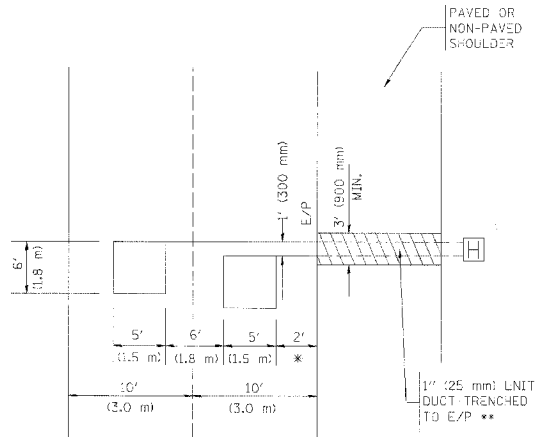
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
**RAILROAD CANTILEVER
SIGNAL HEAD MOUNTING DETAIL**

SCALE: VERT. NONE
HORIZ. NONE
DATE: _____ DRAWN BY: _____
CHECKED BY: _____

LOOPS NEXT TO SHOULDERS

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



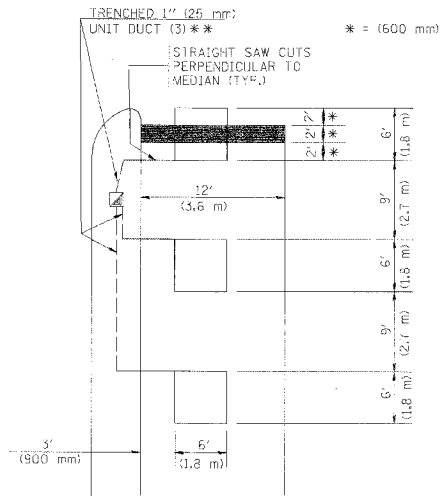
* = (600 mm)

** 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 81400 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.

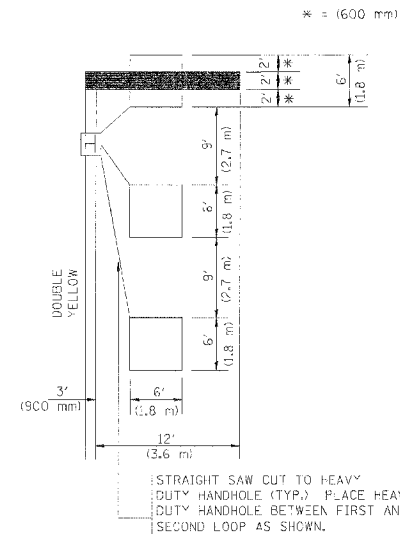


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

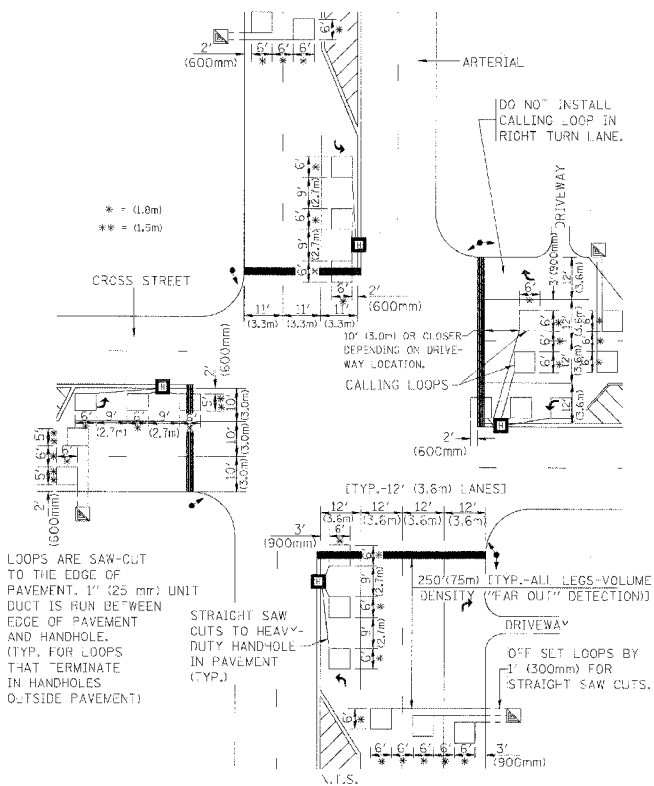
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

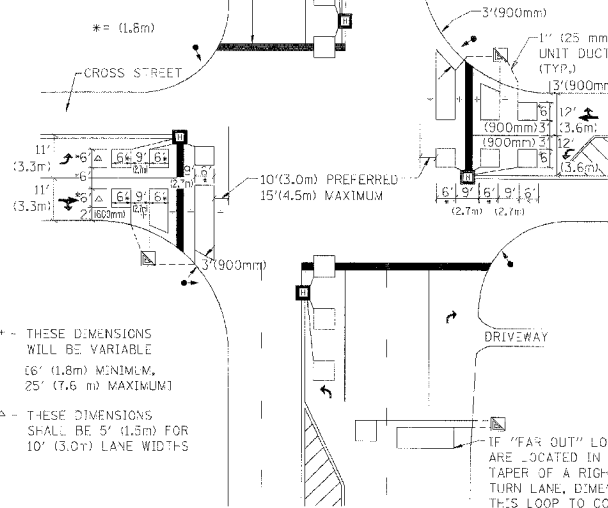
ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-VOLUME DENSITY ("FAR OUT" DETECTION)



DETAIL 1
N.T.S.

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

OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS
THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS, WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER TO THE INTERSECTION.



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 DIMENSIONS 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.

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
DETECTOR LOOP
INSTALLATION DETAILS
FOR ROADWAY RESURFACING

SCALE: NONE
DATE 10/16/2002

DRAWN BY CADD
DESIGNED BY
CHECKED BY R.K.F.
TSJ

REVISIONS	
NAME	DATE


REVISION DATE:


PROPOSED SEQUENCE OF OPERATION

MOVEMENT	1 + 5		1 + 6		2 - 5		2 + 6		3 + 7		3 + 8		4 + 7		4 - 8		F L A S H																			
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13A	13B	14	15		16	17	18	19	20A	20B	21	22	23	24A	24B	25	26	27	28A	28B			
CHANGE TO		1+6	2+5	2+6	⊕	⊕	2+6	⊕	⊕	2+6			3+7 3+8 4+7 4+8			1+5 1+6 2+5 2+6 4+8					⊕	⊕			⊕	⊕	1+5 1+6 2+5 2+6			4+8			1+5 1+6 2+5 2+6			
MAIN STREET END MAST ARM AND FAR LEFT SIGNALS E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET FAR RIGHT SIGNAL E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET END MAST ARM AND FAR LEFT SIGNALS W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET FAR RIGHT SIGNAL W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CROSS STREET END MAST ARM AND FAR LEFT SIGNALS S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CROSS STREET FAR RIGHT SIGNAL S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CROSS STREET END MAST ARM AND FAR LEFT SIGNALS N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
CROSS STREET FAR RIGHT SIGNAL N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	H	F	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	H	H	H	H	H	H	H	H	*P	**FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	H	F	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- FLASHING "H" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- THIS "H" OR FLASHING "H" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "R" OR FLASHING "R" INTERVALS. "R" AND FLASHING "R" TIMINGS TO BE SET ONLY ON PHASES WHERE "R" AND FLASHING "R" ARE INDICATED IN THE SEQUENCE OF OPERATION.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

PHASE 2+6 SHALL BE PLACED ON RECALL.

NLT = "NO LEFT TURN" OR 

NRT = "NO RIGHT TURN" OR 

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5	8	11	14	18	22	26	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2												
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	[REDACTED]								2	3	[REDACTED]												
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1I	1J	1K	1L	1M	1N	1P	1Q	1R	1S	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	2	1K	2	?	1N	2	1Q	2	1S	2	3	4	5	[REDACTED]	[REDACTED]	
MAIN STREET END MAST ARM AND FAR LEFT SIGNALS E/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
MAIN STREET FAR RIGHT SIGNAL E/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
MAIN STREET END MAST ARM AND FAR LEFT SIGNALS W/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
MAIN STREET FAR RIGHT SIGNAL W/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
CROSS STREET END MAST ARM AND FAR LEFT SIGNALS S/B	R	R	R	R	R	R	R	R	P	R	R	G	G	G	R	R	G	G	G	Y	R	R	△
CROSS STREET FAR RIGHT SIGNAL S/B	R	R	R	R	R	R	R	R	R	R	R	G	G	G	R	R	G	G	G	Y	R	R	△
CROSS STREET END MAST ARM AND FAR LEFT SIGNALS N/B	R	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	△
CROSS STREET FAR RIGHT SIGNAL N/B	R	R	R	R	R	R	R	R	R	Y	R	R	Y	R	R	R	Y	R	R	R	R	R	△
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	F	△
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	F	△
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	F	H	H	H	H	H	H	F	△
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	F	H	H	H	H	H	H	F	△
INTERNALLY ILLUMINATED NRT SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
INTERNALLY ILLUMINATED NLT SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

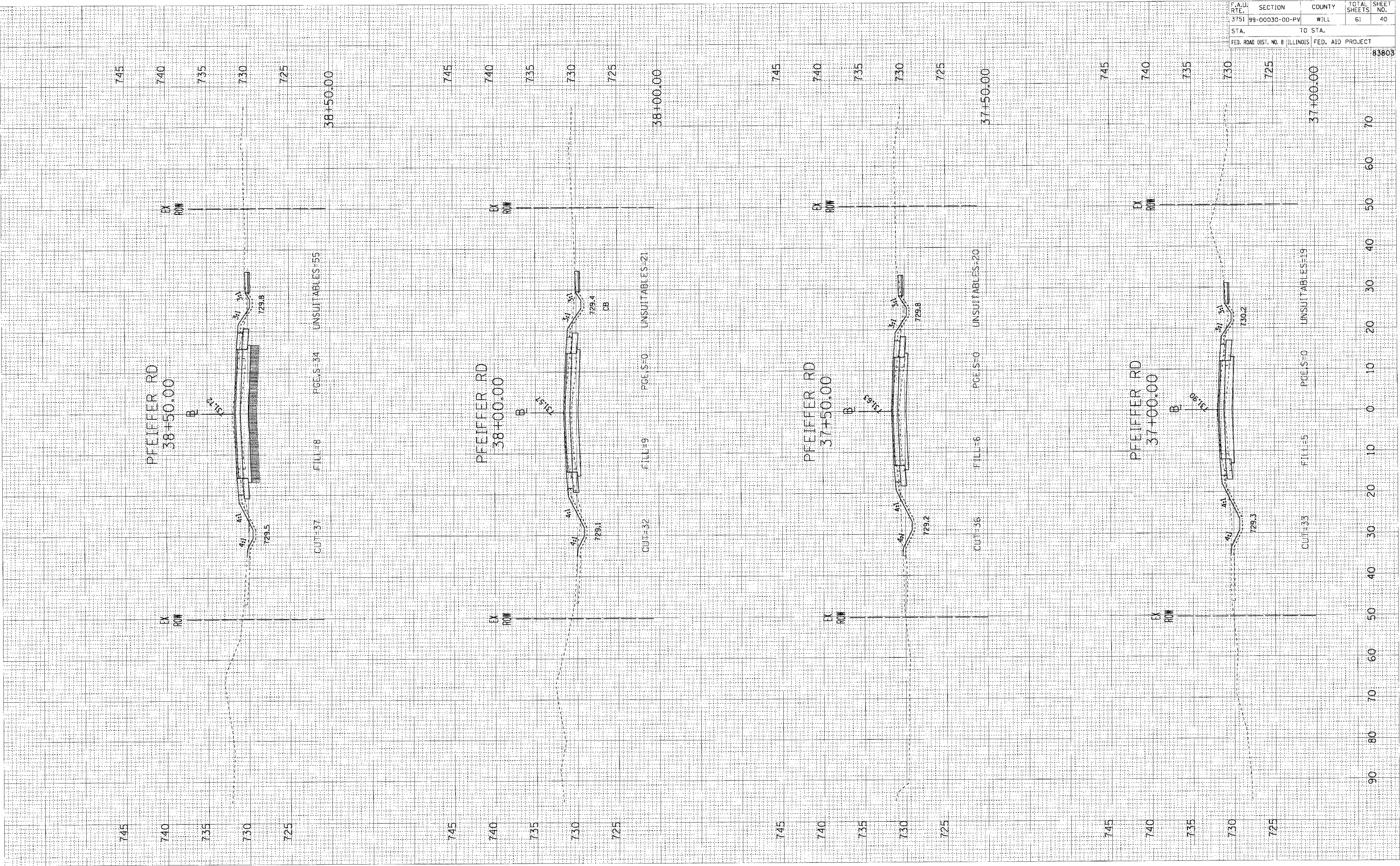
REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		<p align="center">SEQUENCE OF OPERATION AND RAILROAD PREEMPTION SEQUENCE OF OPERATION</p> <p align="center">MAIN STREET AND CROSS STREET</p> <p>SCALE: VERT. N.T.S. DRAWN BY CADD</p> <p>DATE CHECKED BY</p> <p align="right">TS08 (2of2)</p> <p align="right">REVISION DATE:</p>

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	40
STA.		TO STA.		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

83803

FINAL SURVEY	DATE
NO. _____	BY _____
NO. _____	DATE _____
NO. _____	BY _____
NO. _____	DATE _____

ORIGINAL SURVEY	DATE
NO. _____	BY _____
NO. _____	DATE _____
NO. _____	BY _____
NO. _____	DATE _____

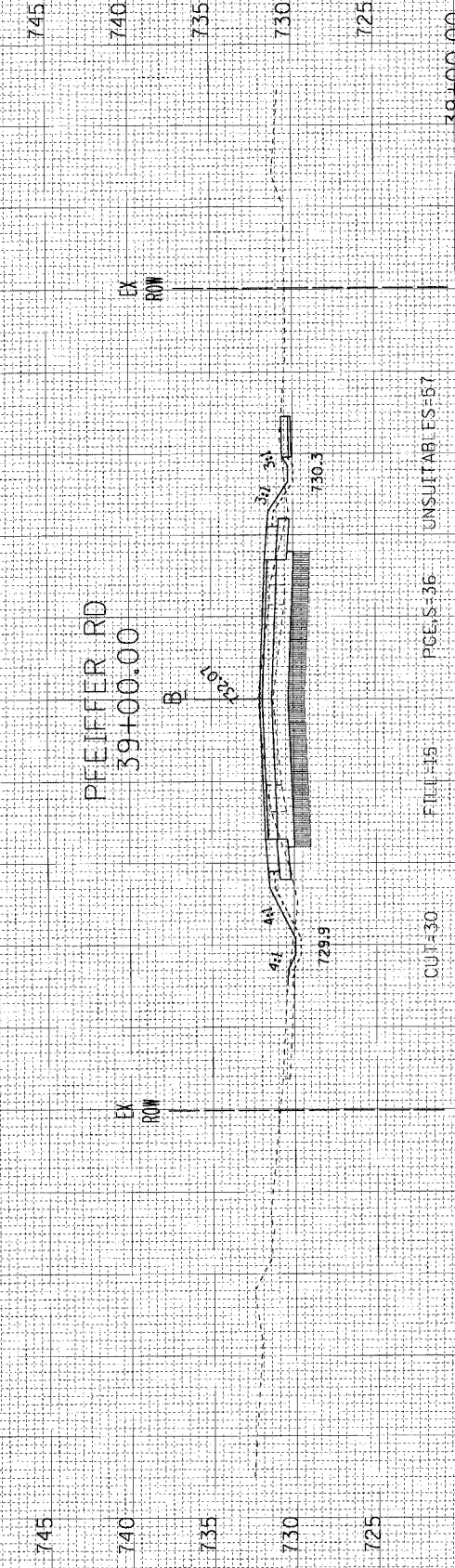
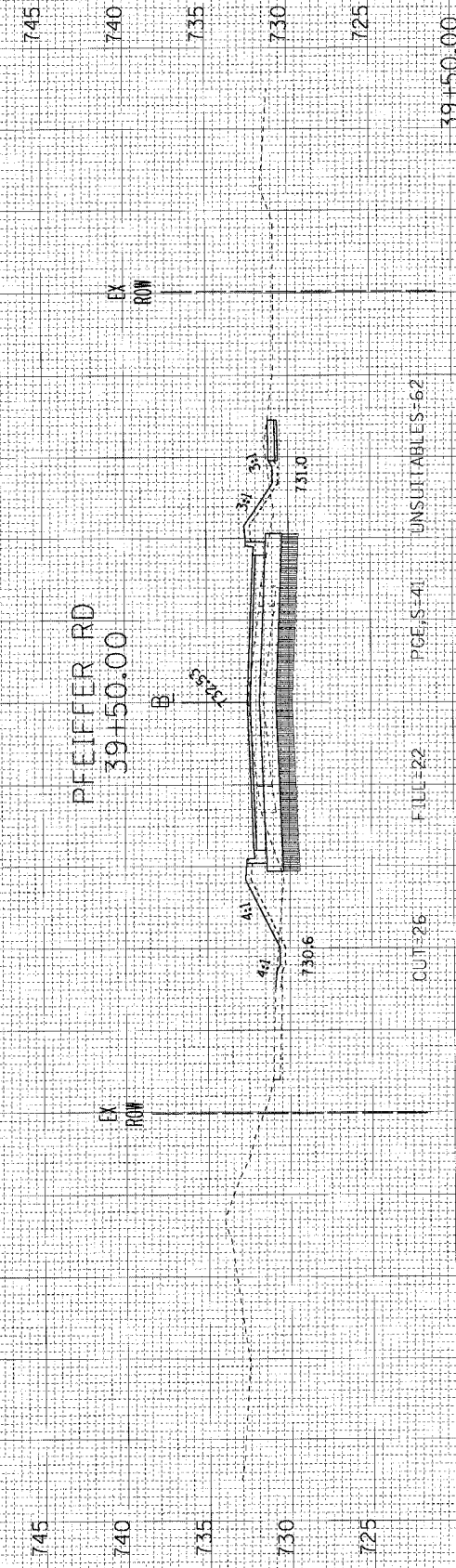
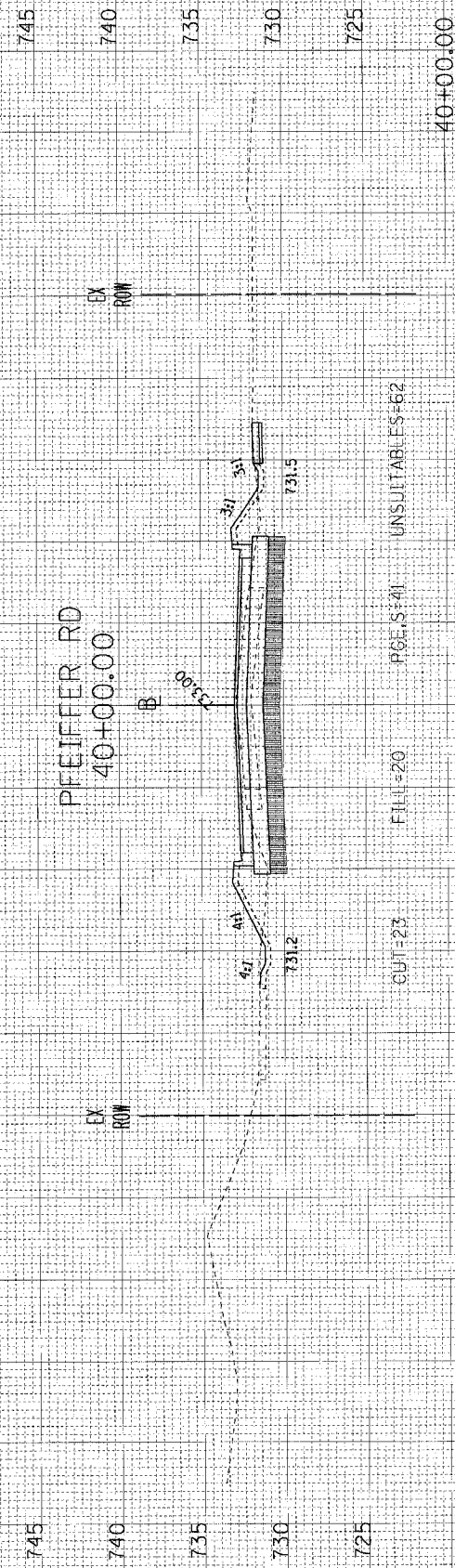
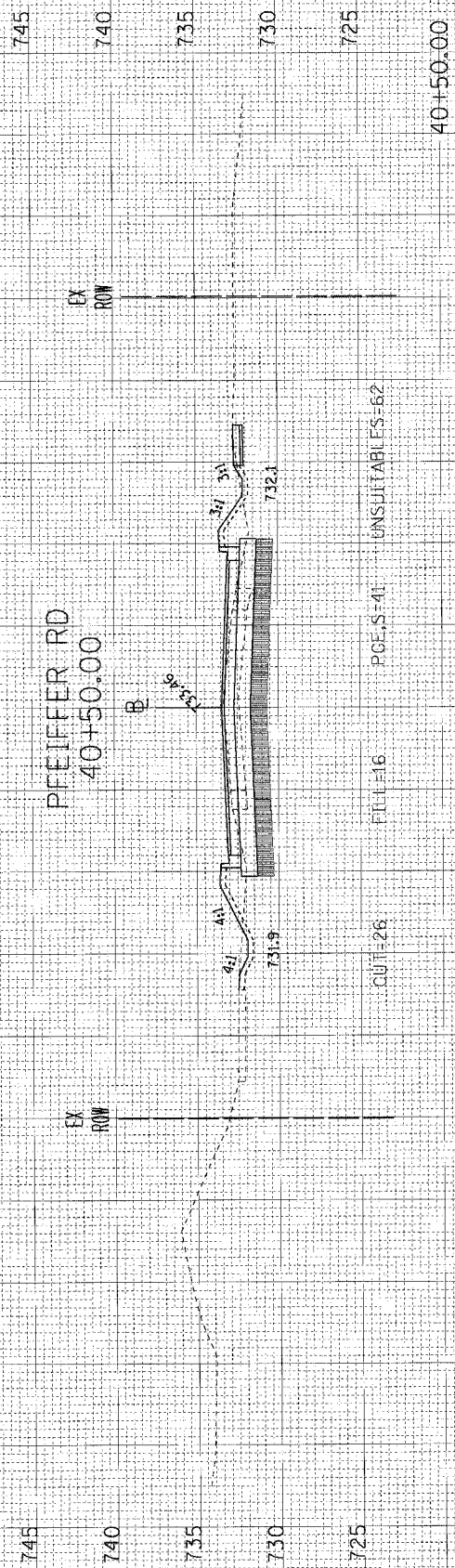


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ORIGINAL SURVEYED PLOTTED
 SURVEY TEMPLATE
 NO. DATE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. TO STA.		FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT		



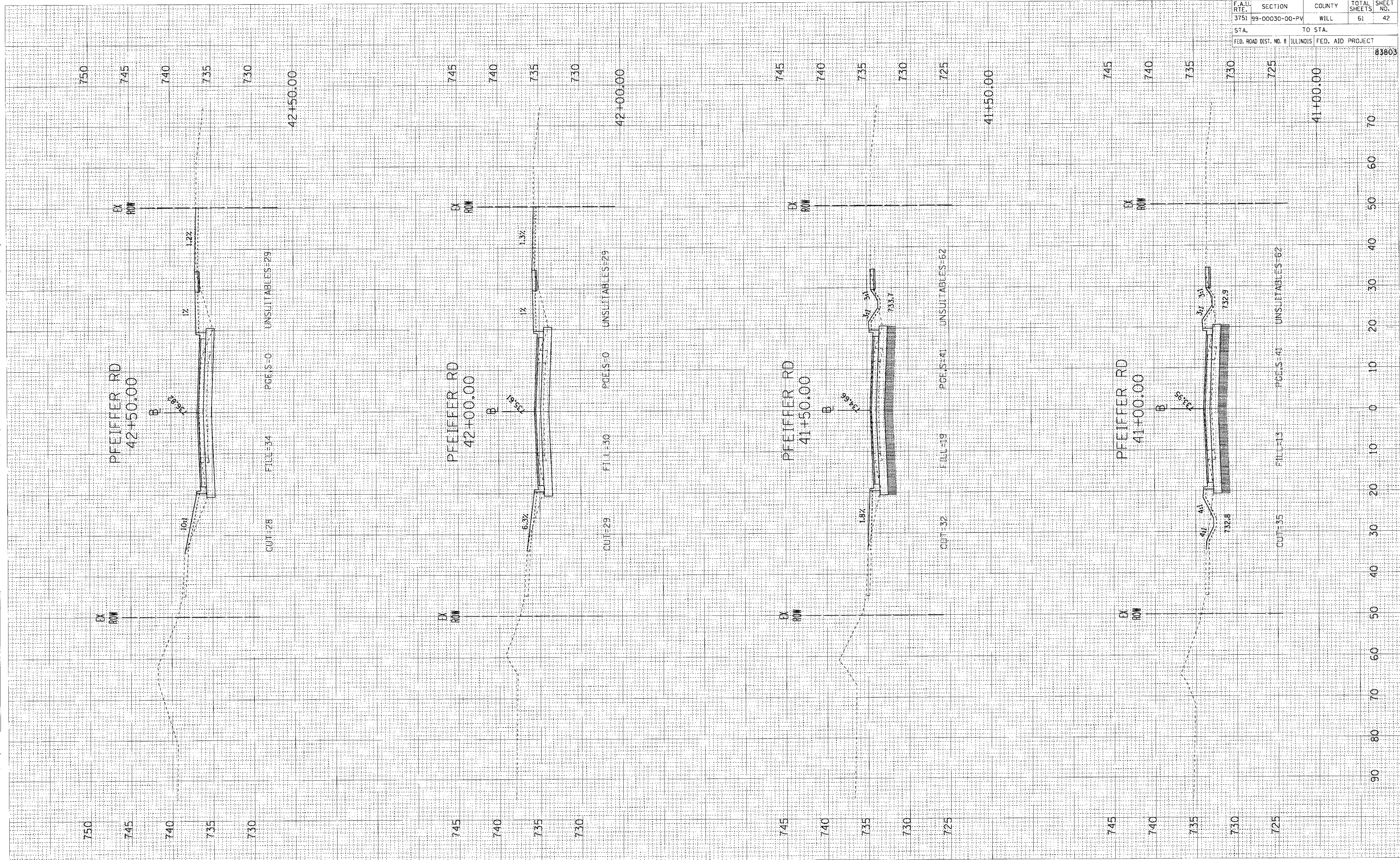
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 BY _____
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 NOTE BOOK _____ TEMPLATE _____
 AREAS CHECKED _____

ORIGINAL SURVEY NO. _____ DATE _____
 BY _____
 REVISIONS: _____
 PLO TID _____
 NOTE BOOK _____ TEMPLATE _____
 AREAS CHECKED _____

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STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO. 8				

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SURVEYED	DATE
PLANNED	DATE
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ORIGINAL	DATE
SCALE	BY
NOTE BOOK	
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SURVEYED	DATE
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AREAS	CHECKED

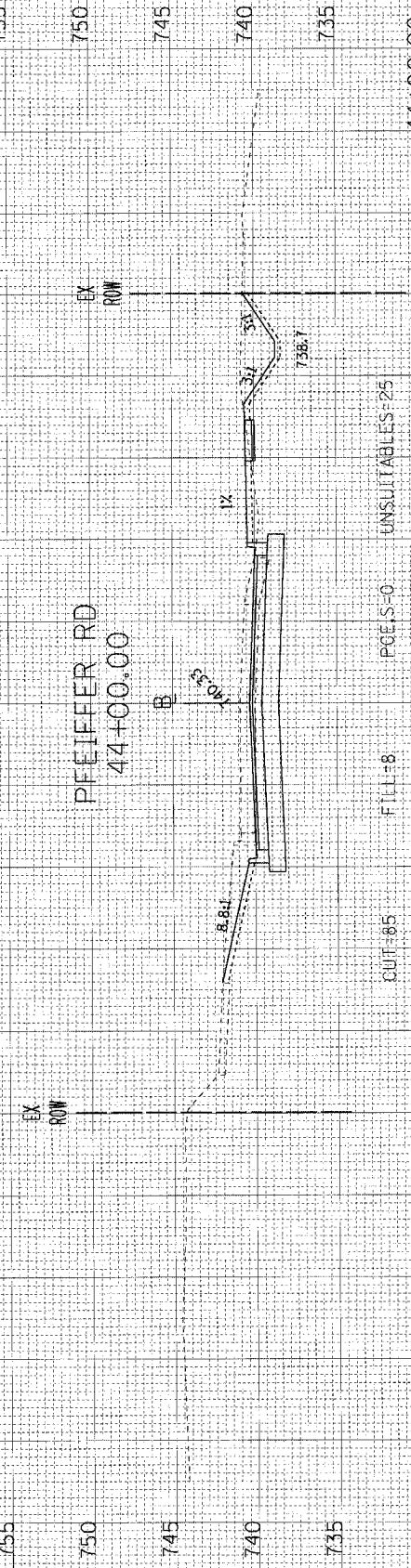
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FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

CHARRINGTON CT PFEIFFER RD
44+44.69



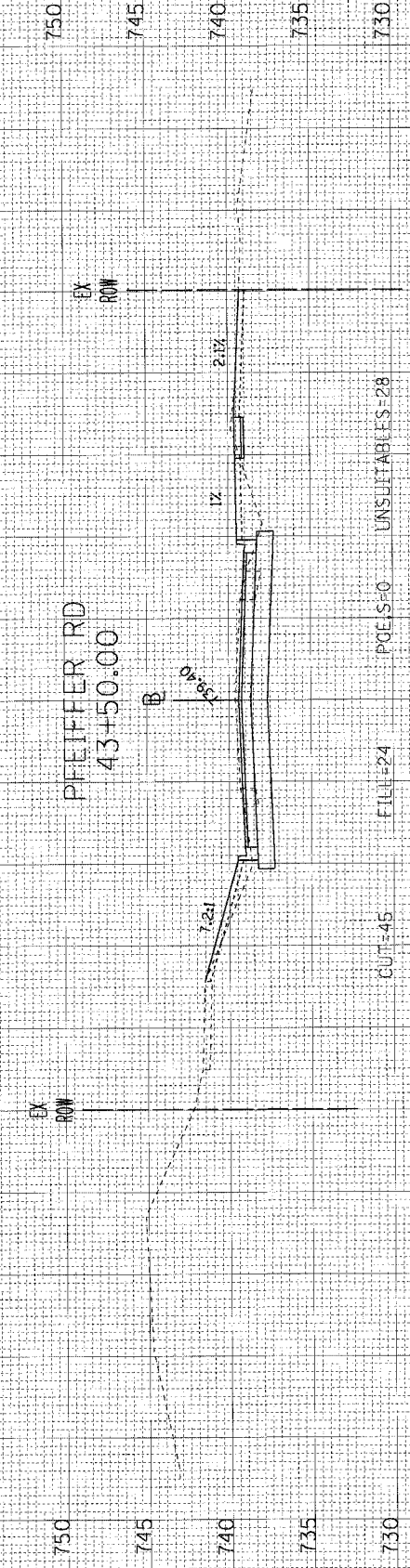
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PFEIFFER RD
44+00.00



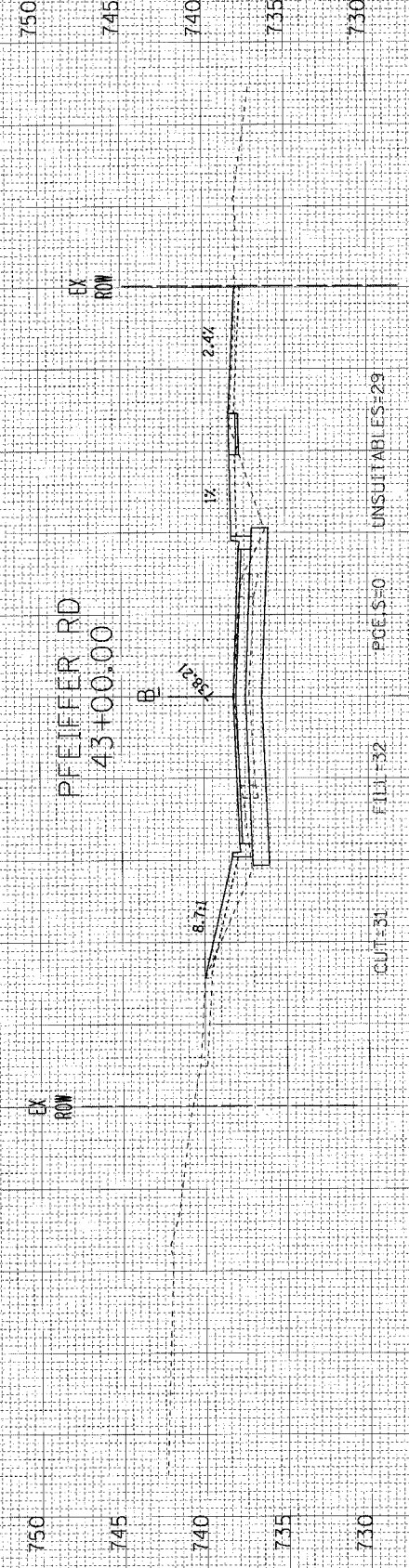
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PFEIFFER RD
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43+50.00

PFEIFFER RD
43+00.00

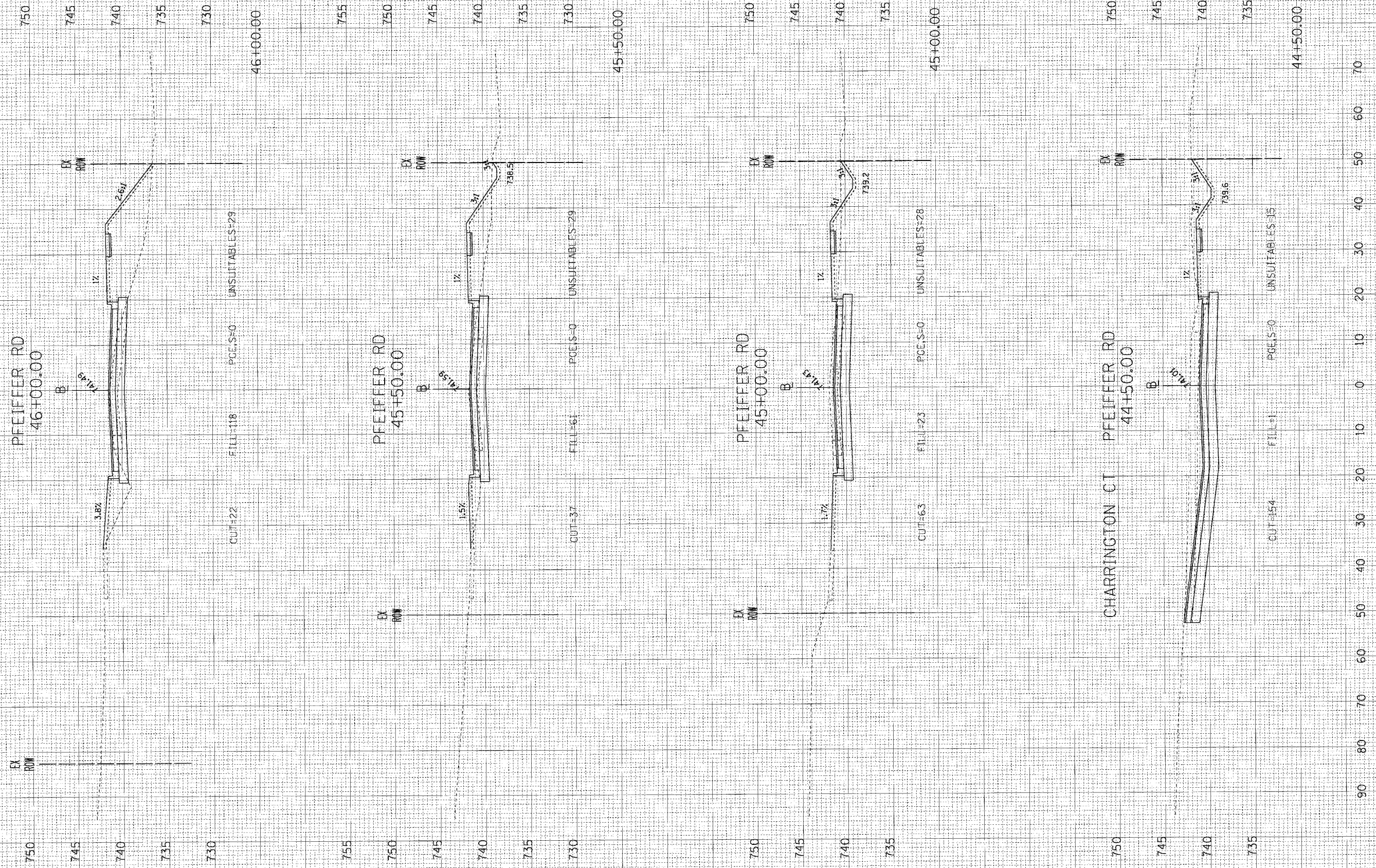


43+00.00

FINAL SURVEY
 SURVEYED BY: _____
 DATE: _____
 CHECKED BY: _____
 DATE: _____
 NO. _____

ORIGINAL SURVEY
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 DATE: _____
 CHECKED BY: _____
 DATE: _____
 NO. _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA. TO STA.		FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT		
		83803		

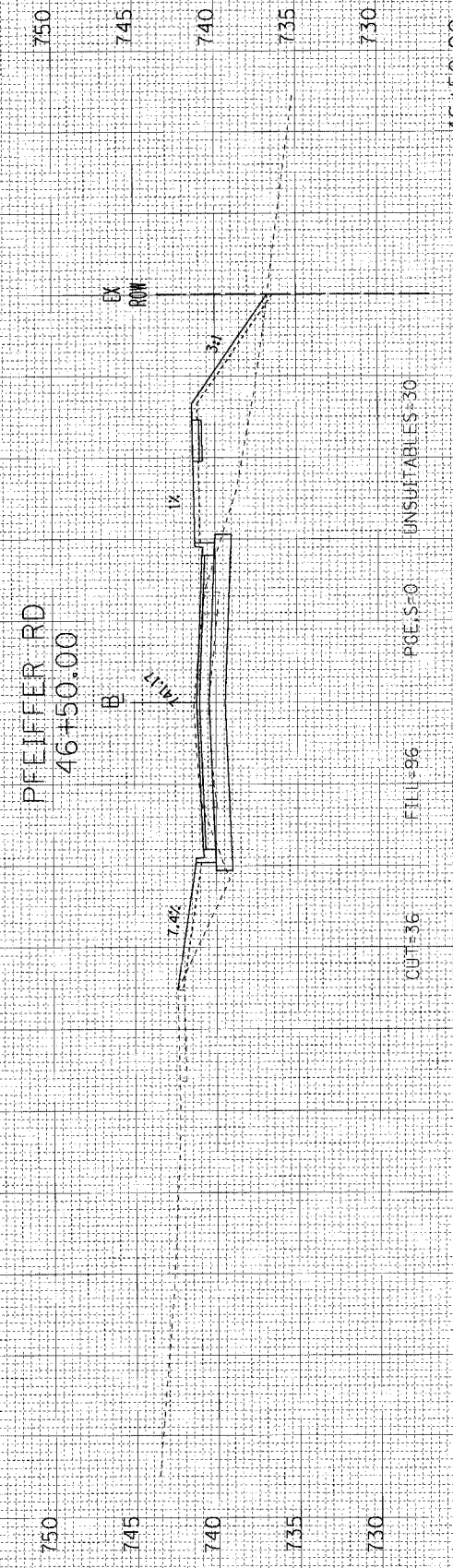
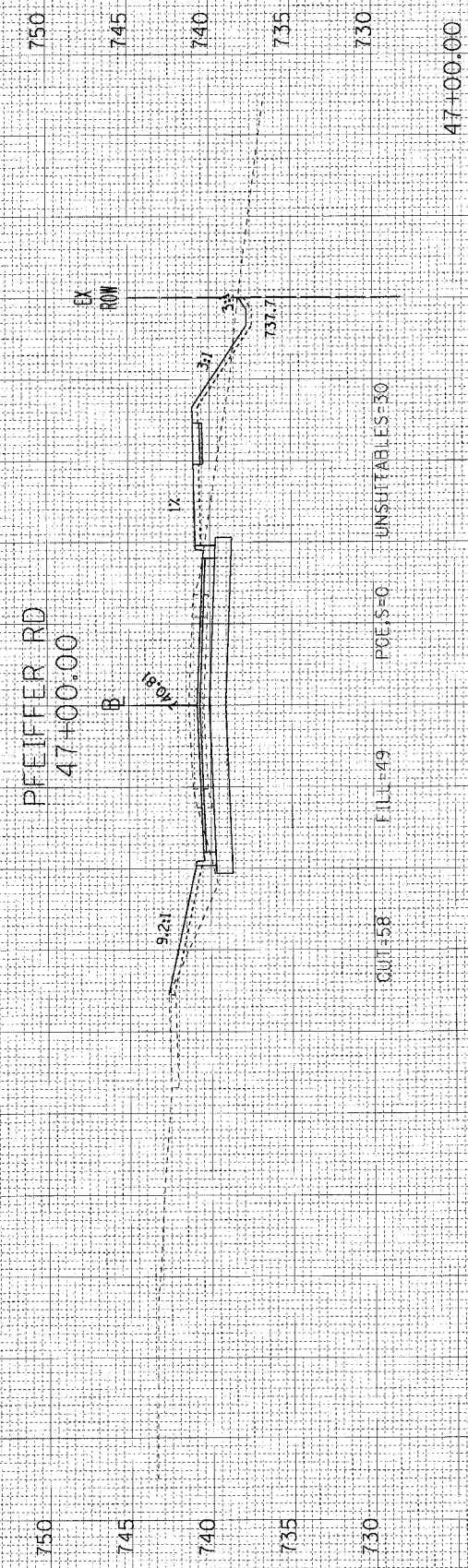
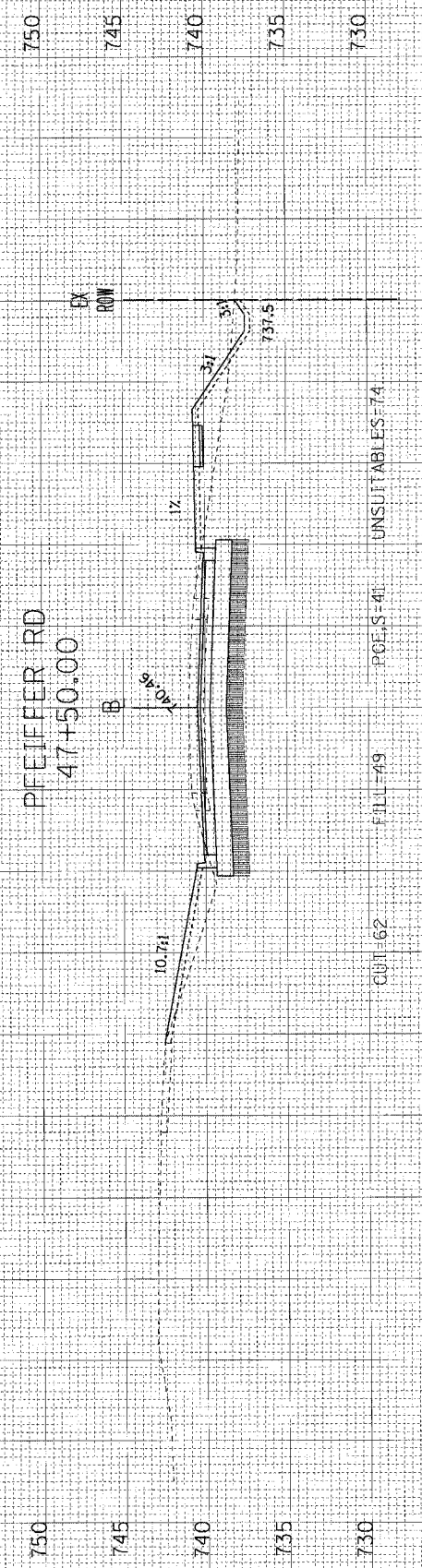
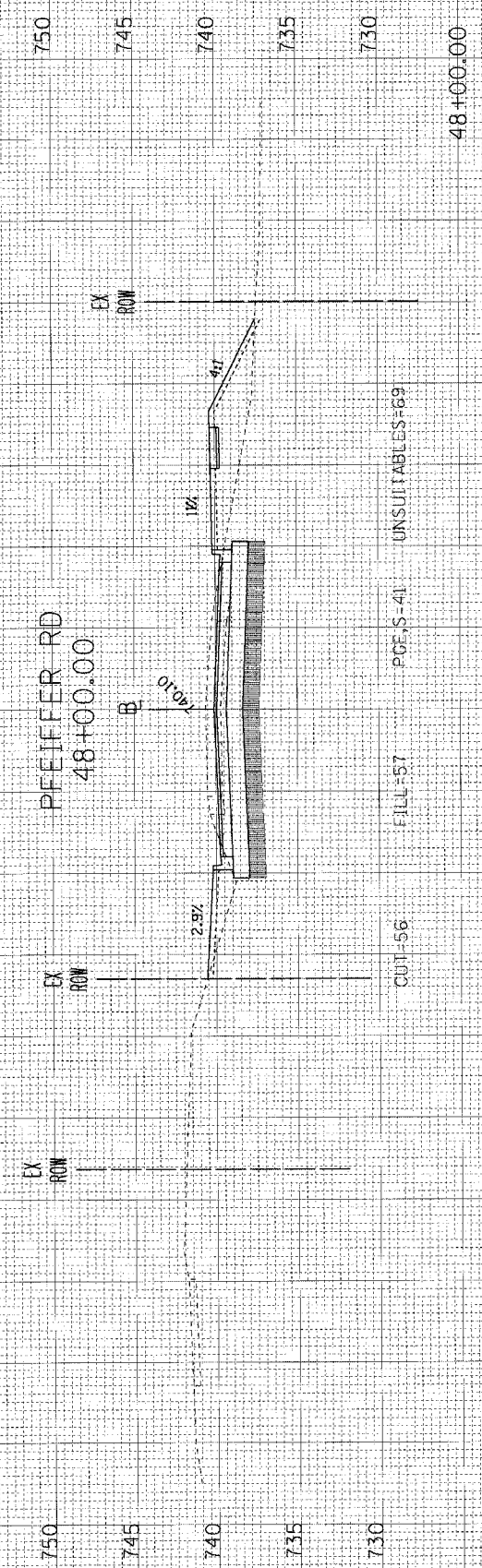


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FINAL	DATE
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ORIGINAL	DATE
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO. 8 ILLINOIS			FED. AID PROJECT	
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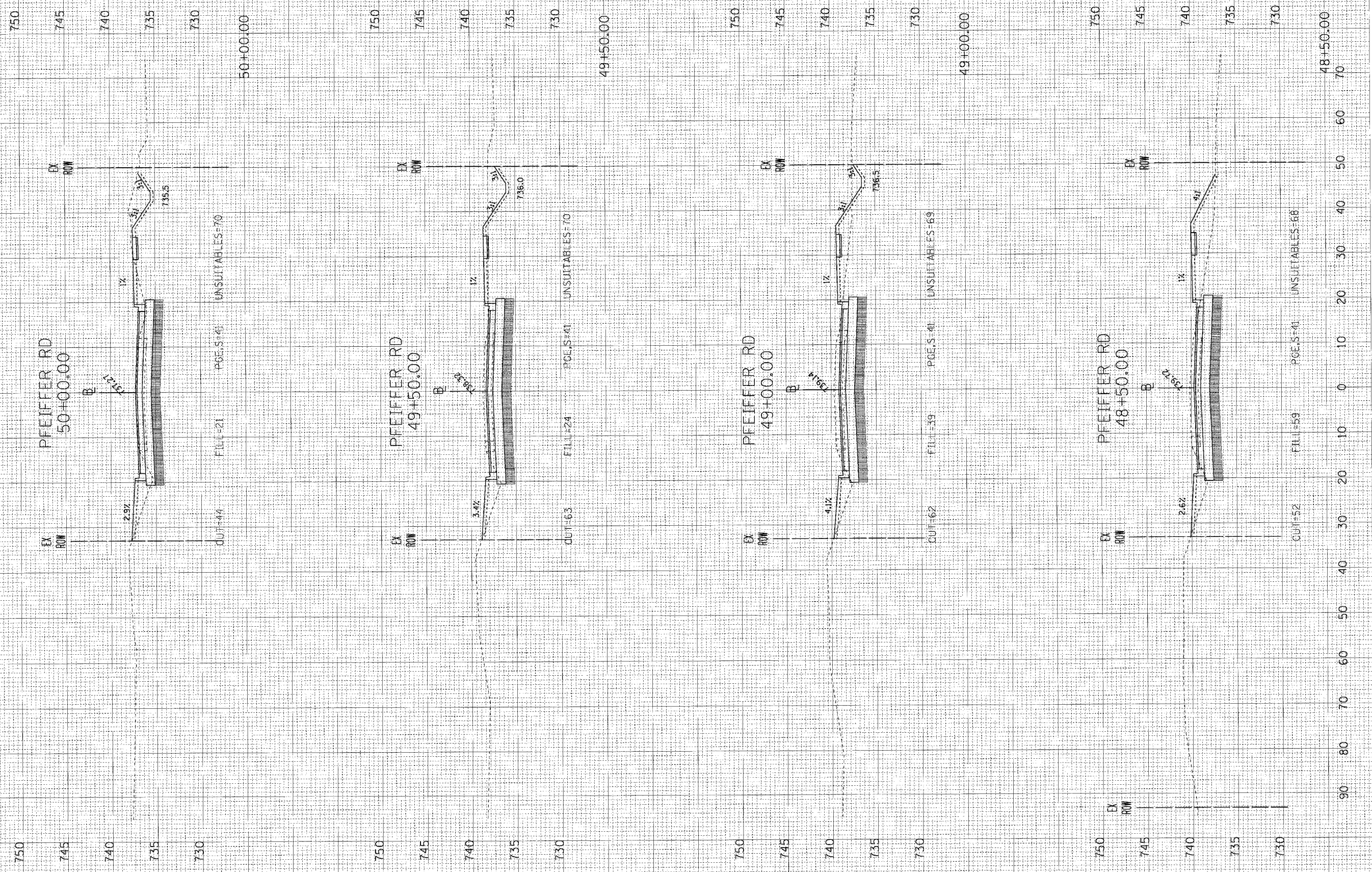


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FINAL	DATE	BY
SURVEY		
NOTE BOOK		
NO.		

ORIGINAL	DATE	BY
SURVEY		
NOTE BOOK		
NO.		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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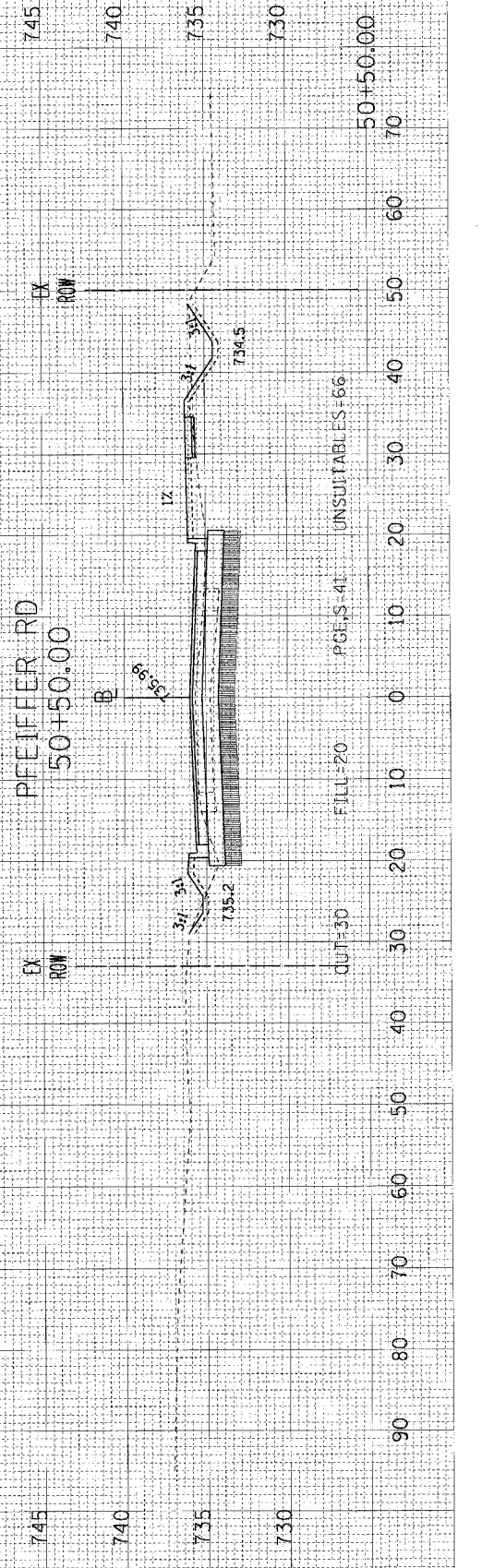
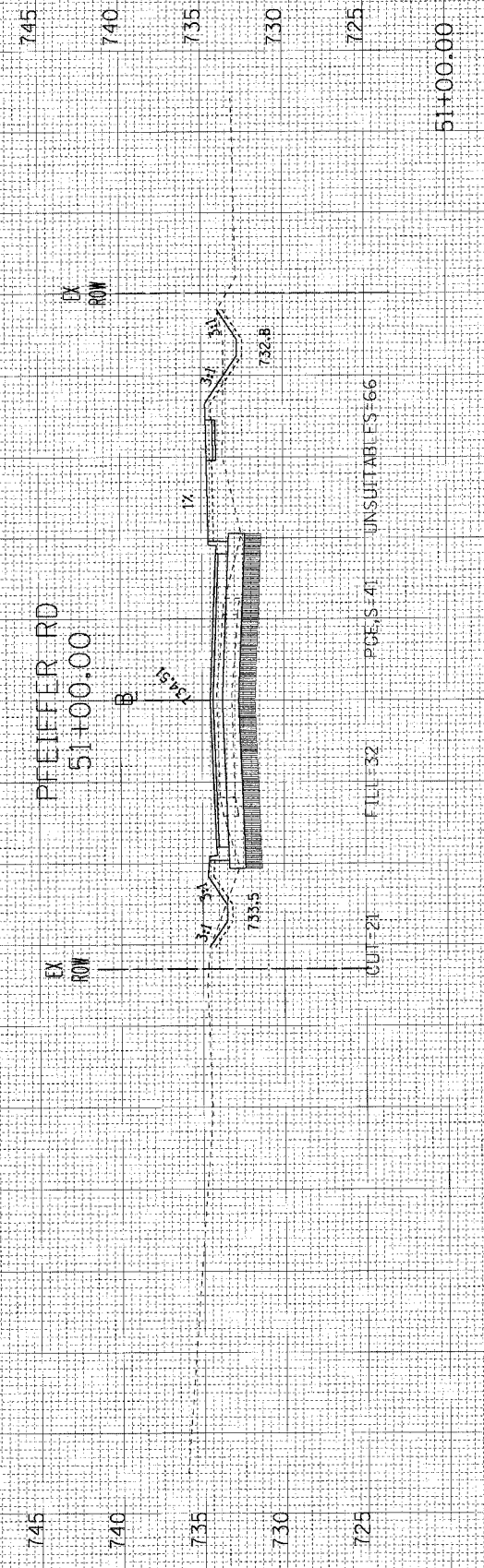
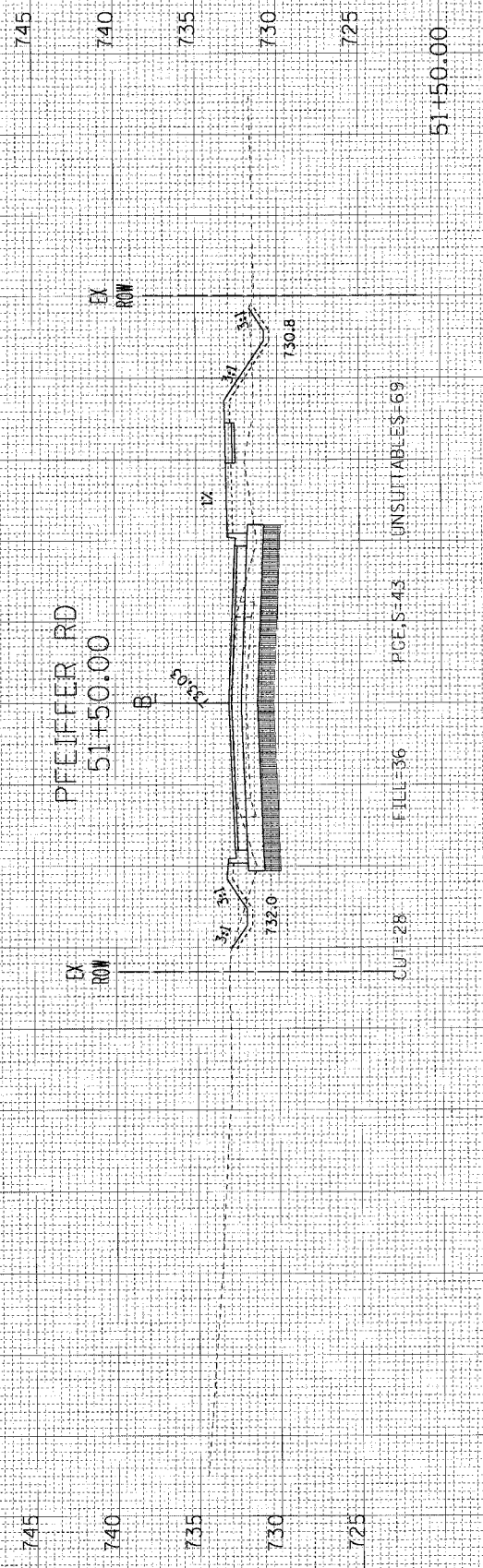
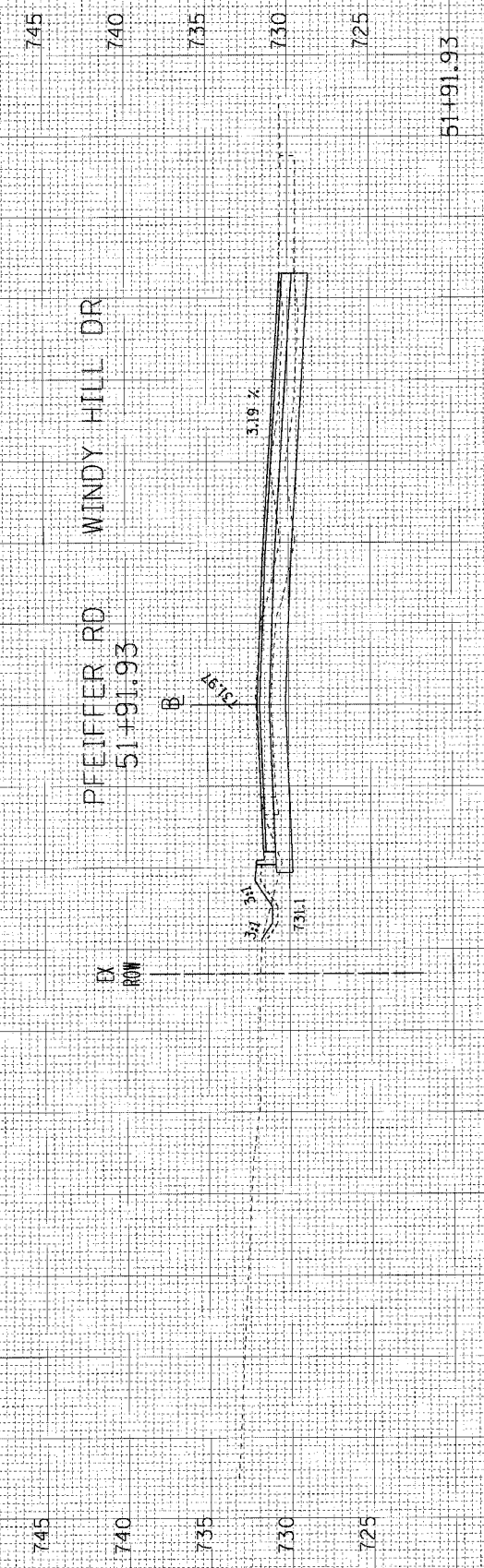


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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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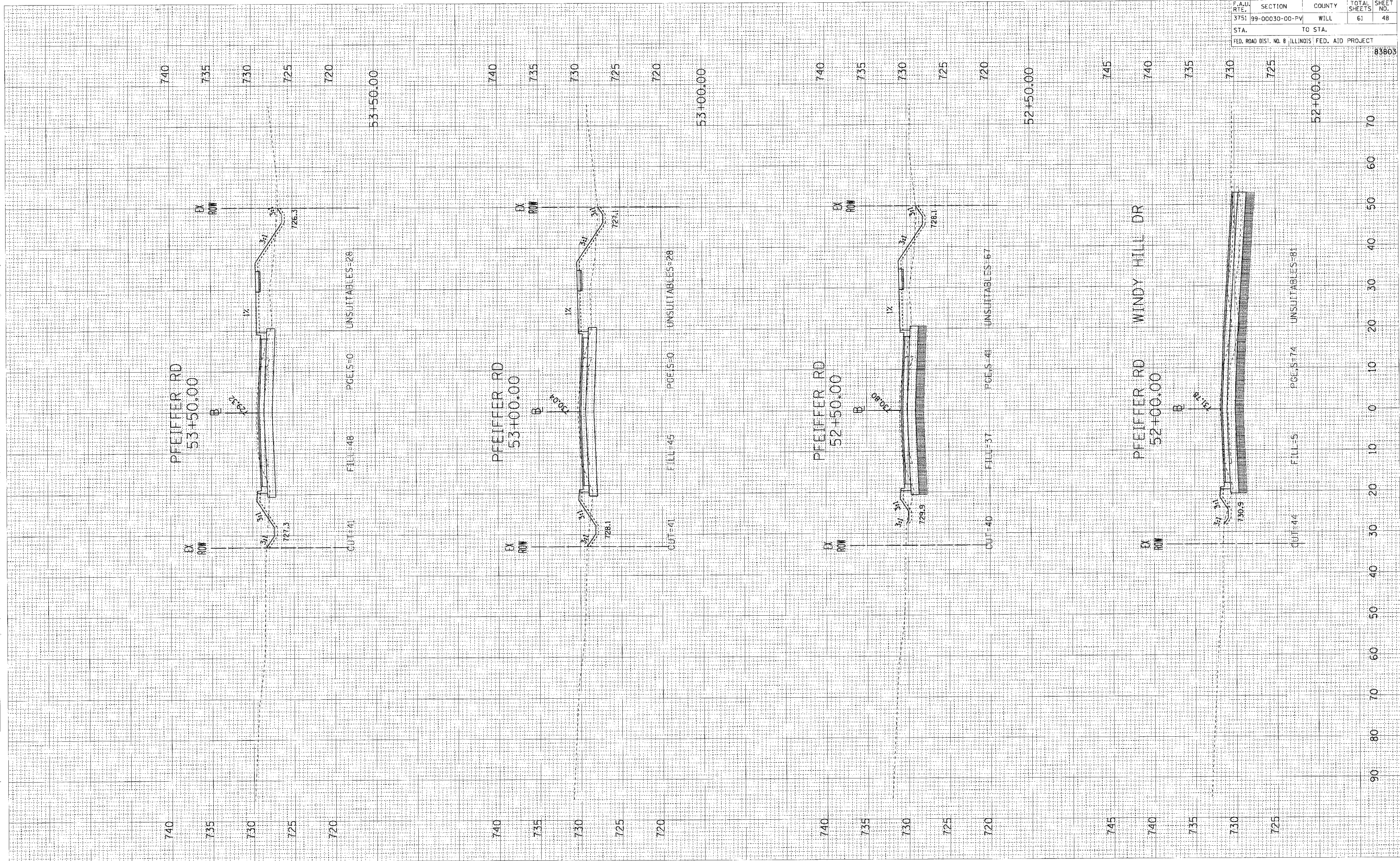


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SURVEY	PLOTTED	
NOTE BOOK	TEMPLATE	
AREAS	CHECKED	
MS.		

ORIGINAL	BY	DATE
SURVEY		
NOTE BOOK		
AREAS		
CHECKED		
MS.		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	48
STA.	TO STA.			
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

83803

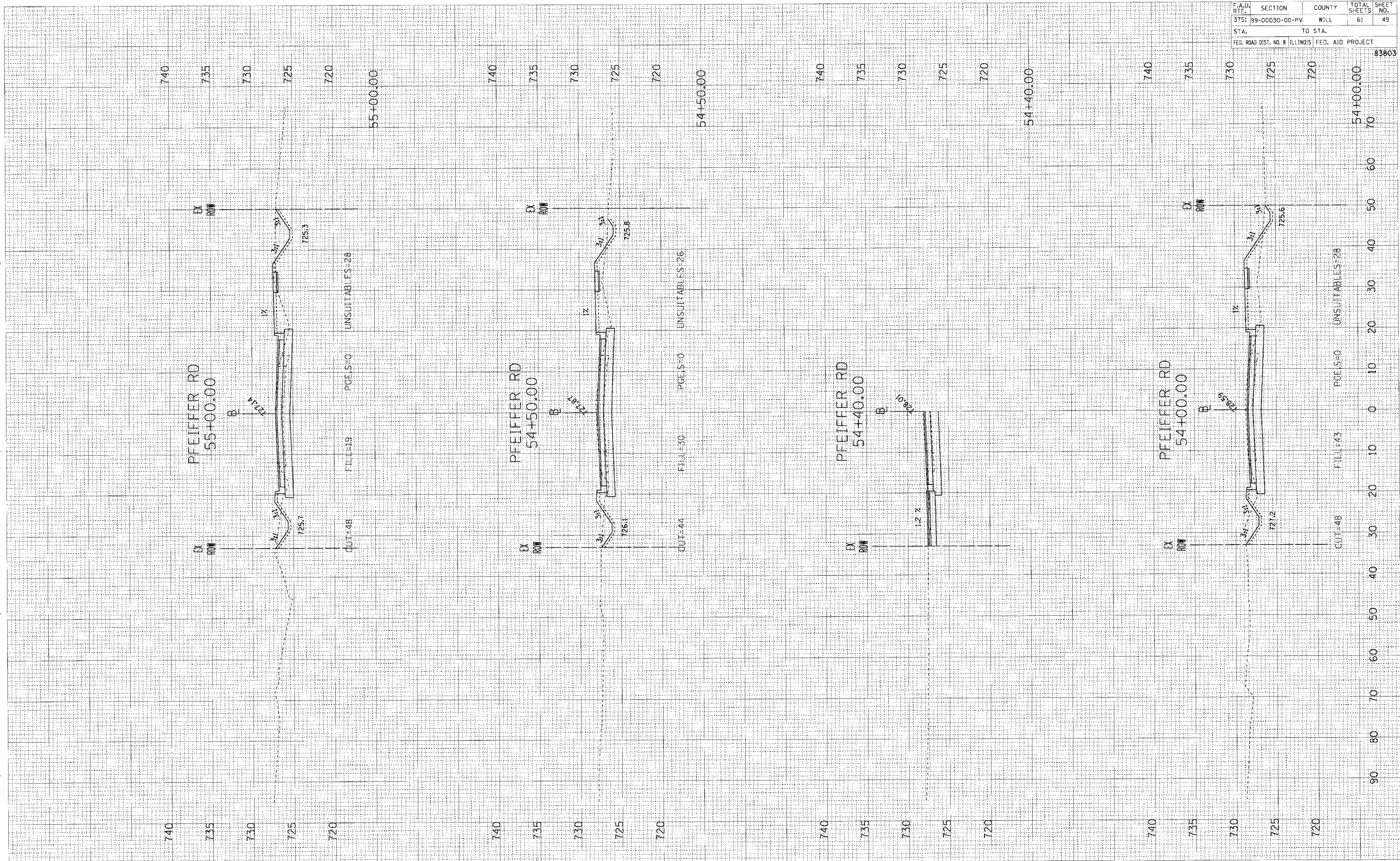


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SUBJECT	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL	SURVEY	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

F.A.L.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	49
STA.		TO STA.		
FED. ROAD DIST. NO. 8		ILLINOIS FED. AID PROJECT		



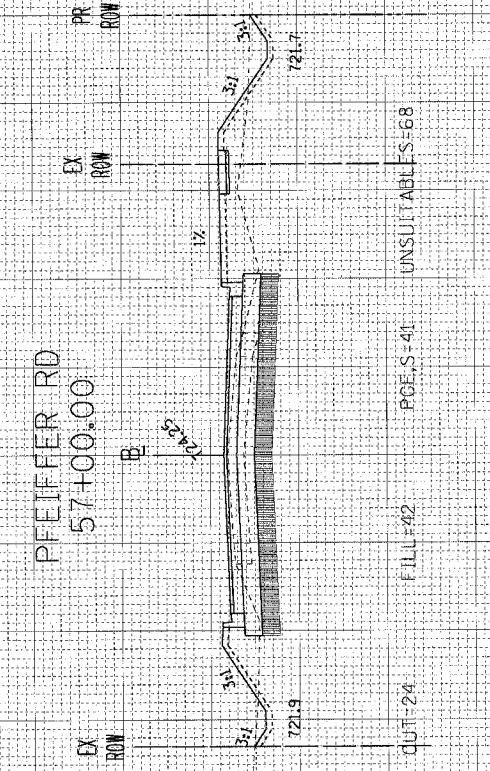
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SURVEY	PLANNED		
NOTE BOOK	TEMPLATE		
NO.	AREAS	DATE-CO	

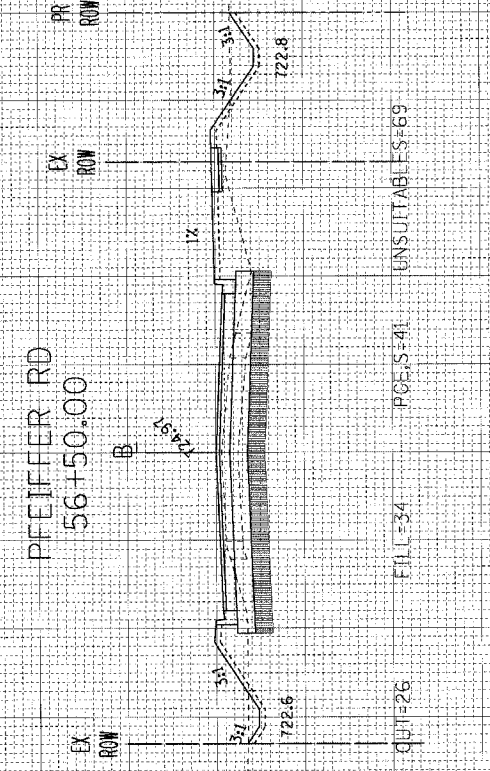
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3/8/07		
NOTE BOOK		
NO.	AREAS	DATE-CO

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	50
STA.	TO STA.			
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

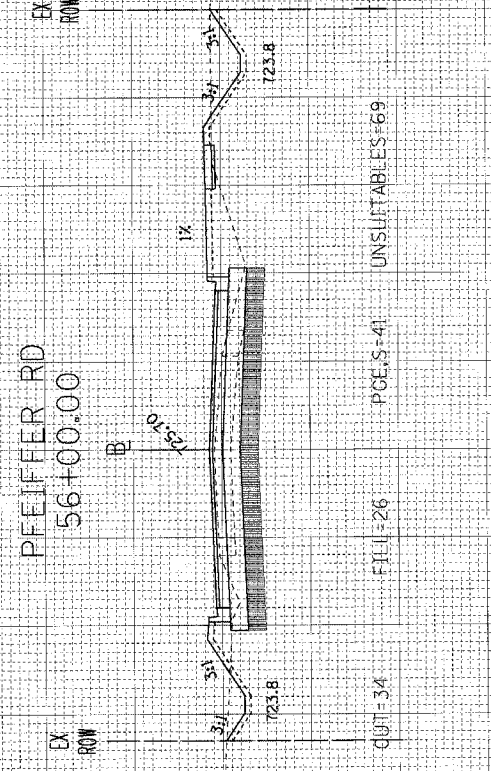
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730
725
720
715
57+00.00



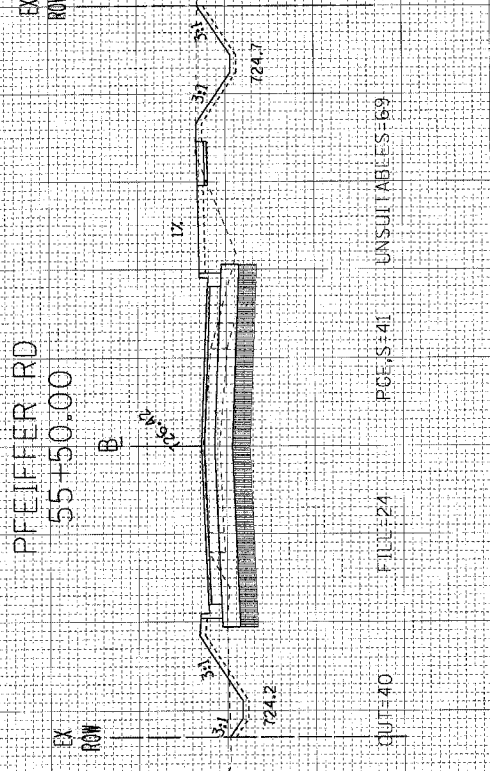
735
730
725
720
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56+50.00



735
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735
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55+50.00



83803

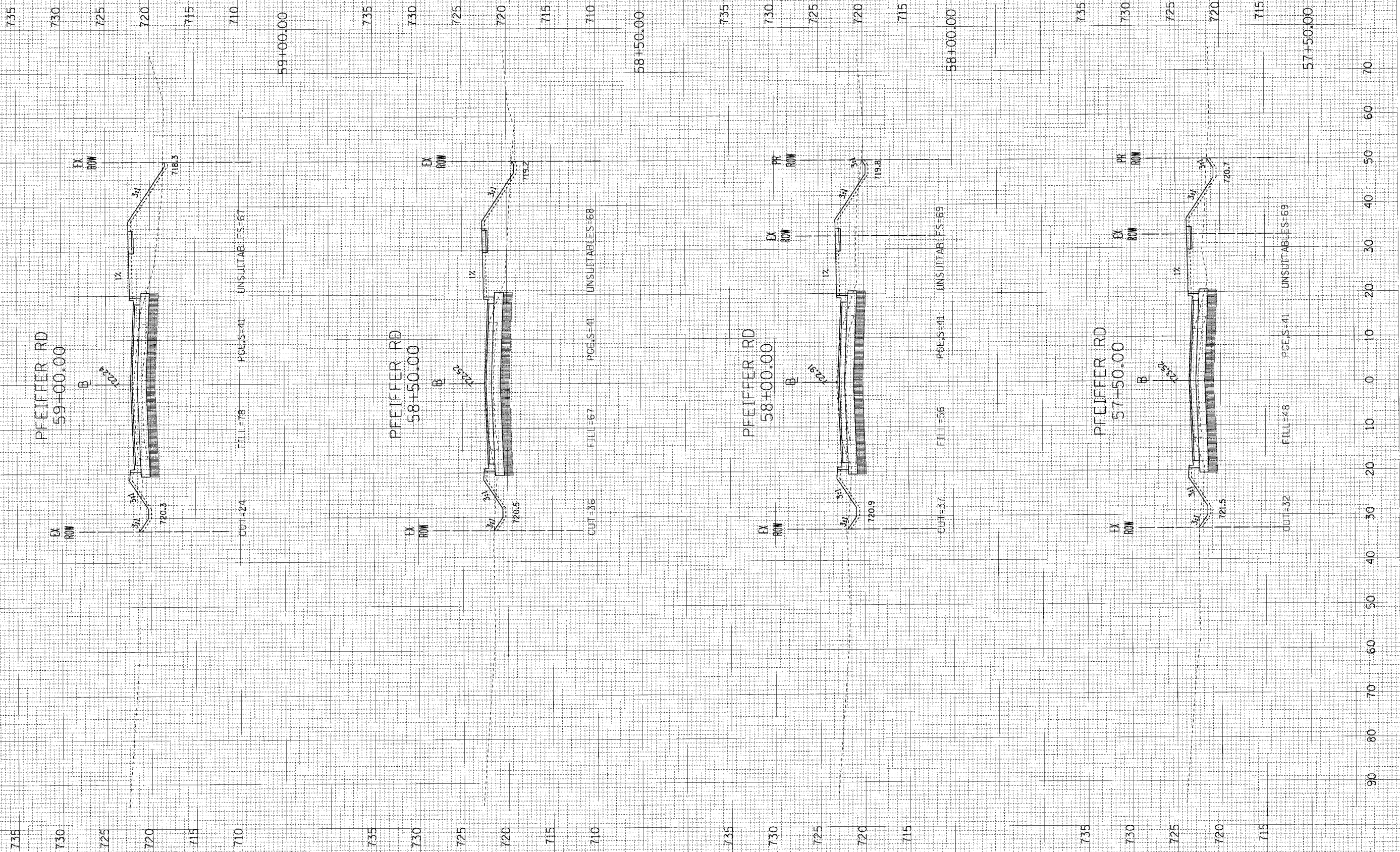
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ORIGINAL SURVEYED SURVEYED
 SURVEY PLOT/BD
 NOTE BOOK TEMPLATE
 AREAS AREAS
 CHECKED CHECKED
 NO. NO.

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	51
STA. TO STA.		FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT		

83803



FINAL
 SUPPLY
 NOTE BOOK
 NO. _____

REVISIONS
 1. _____
 2. _____
 3. _____

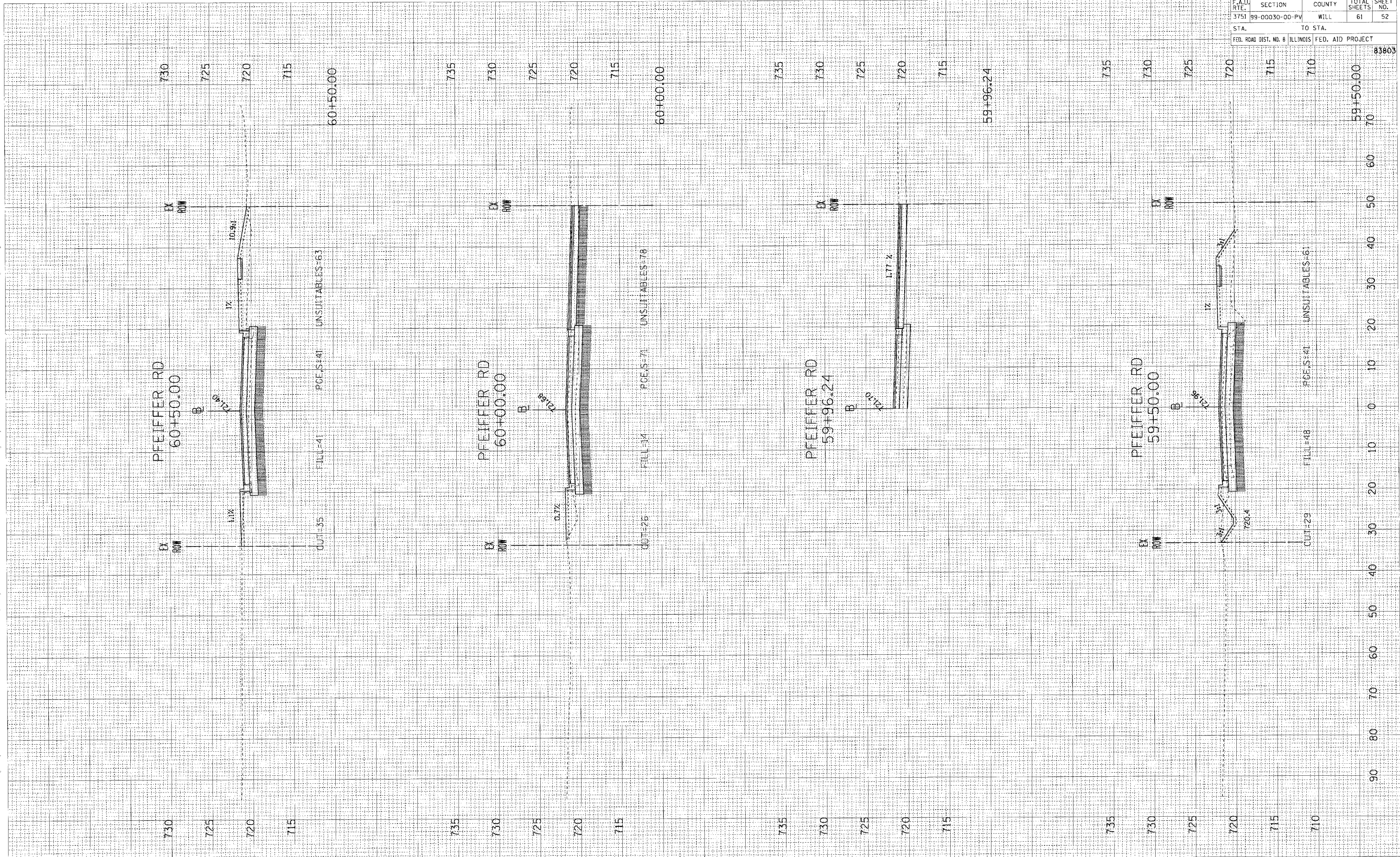
DATE
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ORIGINAL
 SUPPLY
 NOTE BOOK
 NO. _____

REVISIONS
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 3. _____

DATE
 BY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	52
STA. _____ TO STA. _____		FED. AID PROJECT		
FED. ROAD DIST. NO. 8 ILLINOIS		83803		



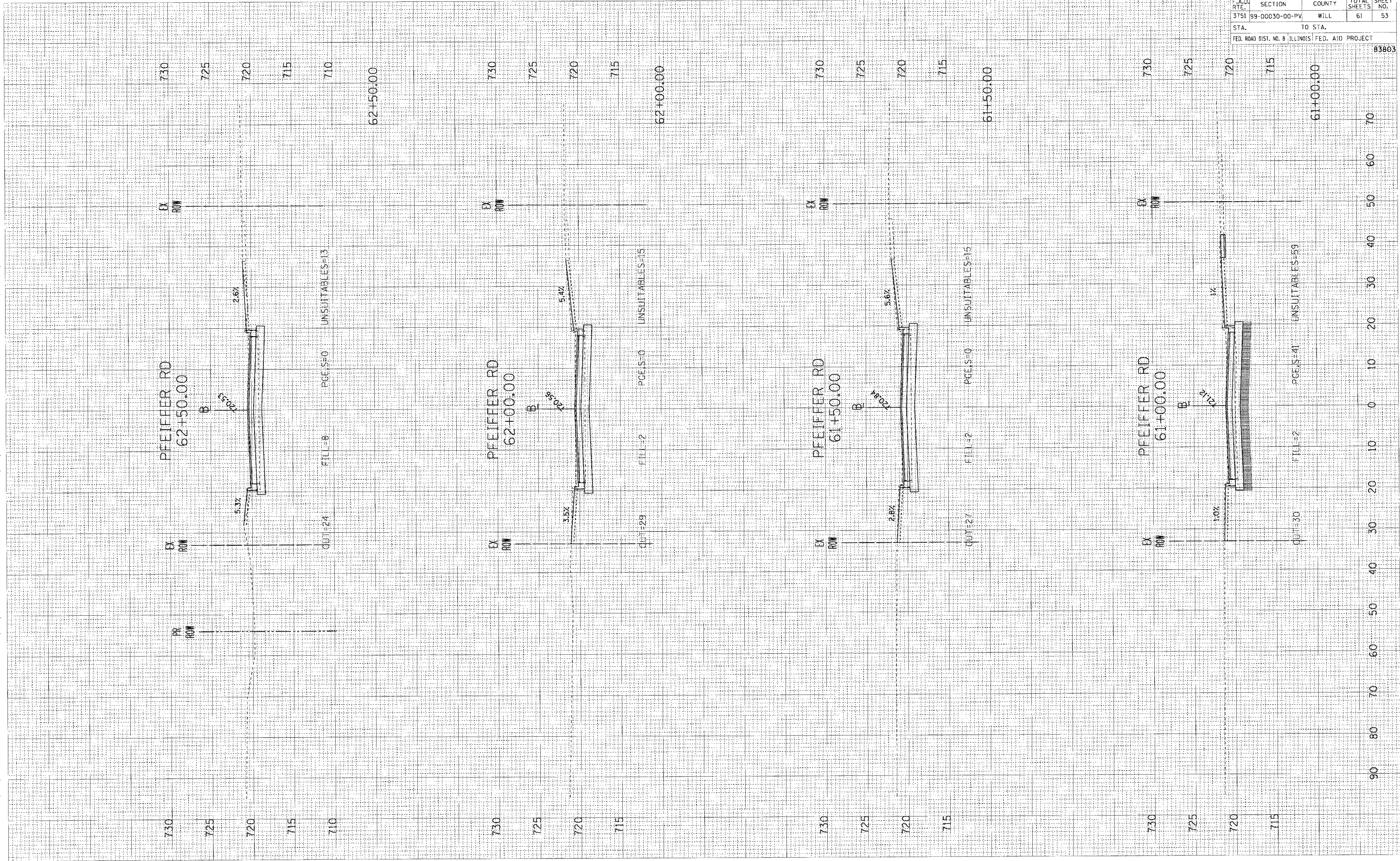
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 NOTE BOOK NO. _____
 BY _____ DATE _____

ORIGINAL SURVEY PLOTTED
 NOTE BOOK NO. _____
 BY _____ DATE _____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	53
STA.	TO STA.			
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

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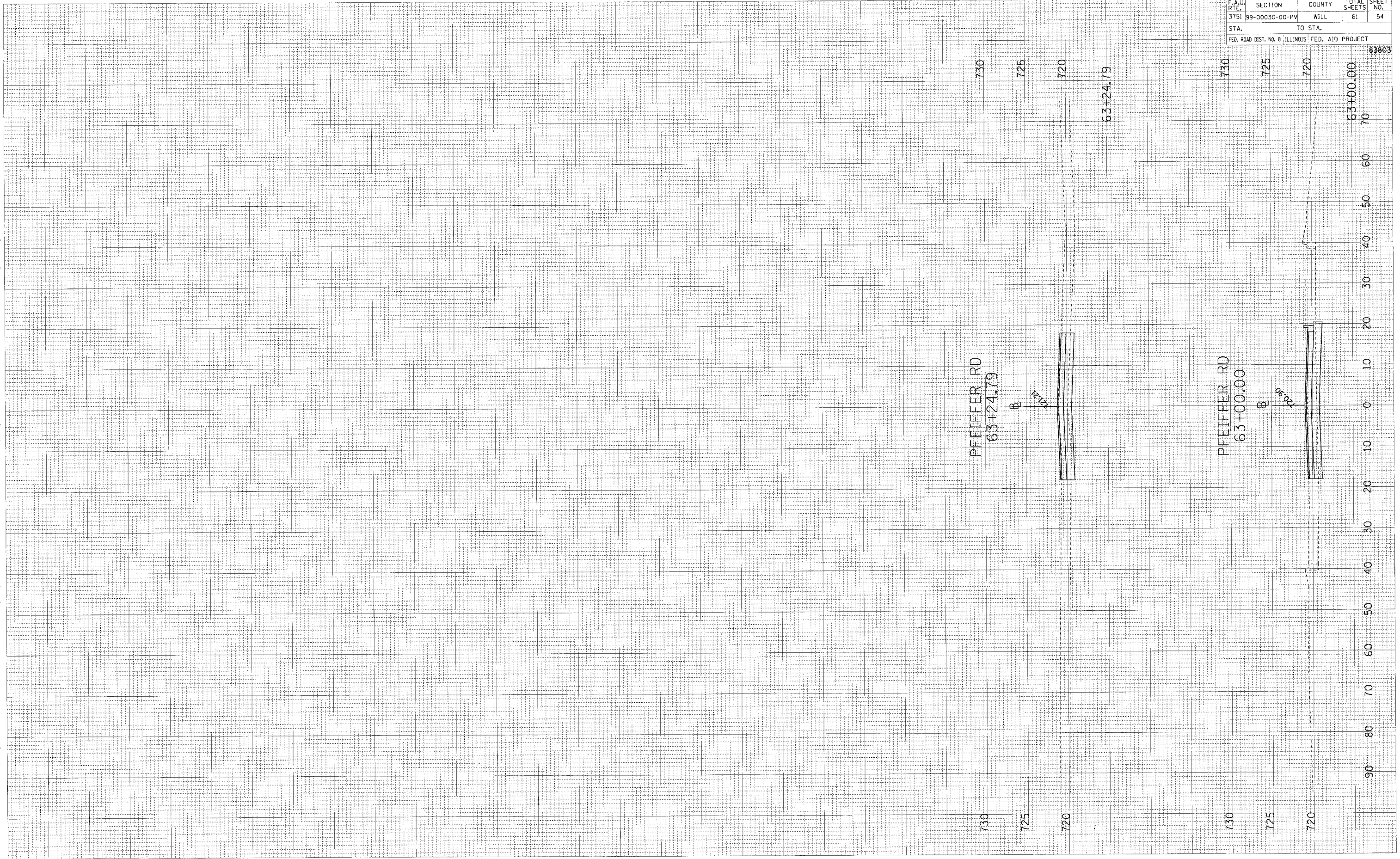


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FINAL SURVEY
 DATE _____ BY _____
 SURVEY PLOTTED _____
 NOTE BOOK _____
 TEMPLATE _____
 AREAS CHECKED _____
 NO. _____

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

F.A.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	54
STA. _____ TO STA. _____		FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT		

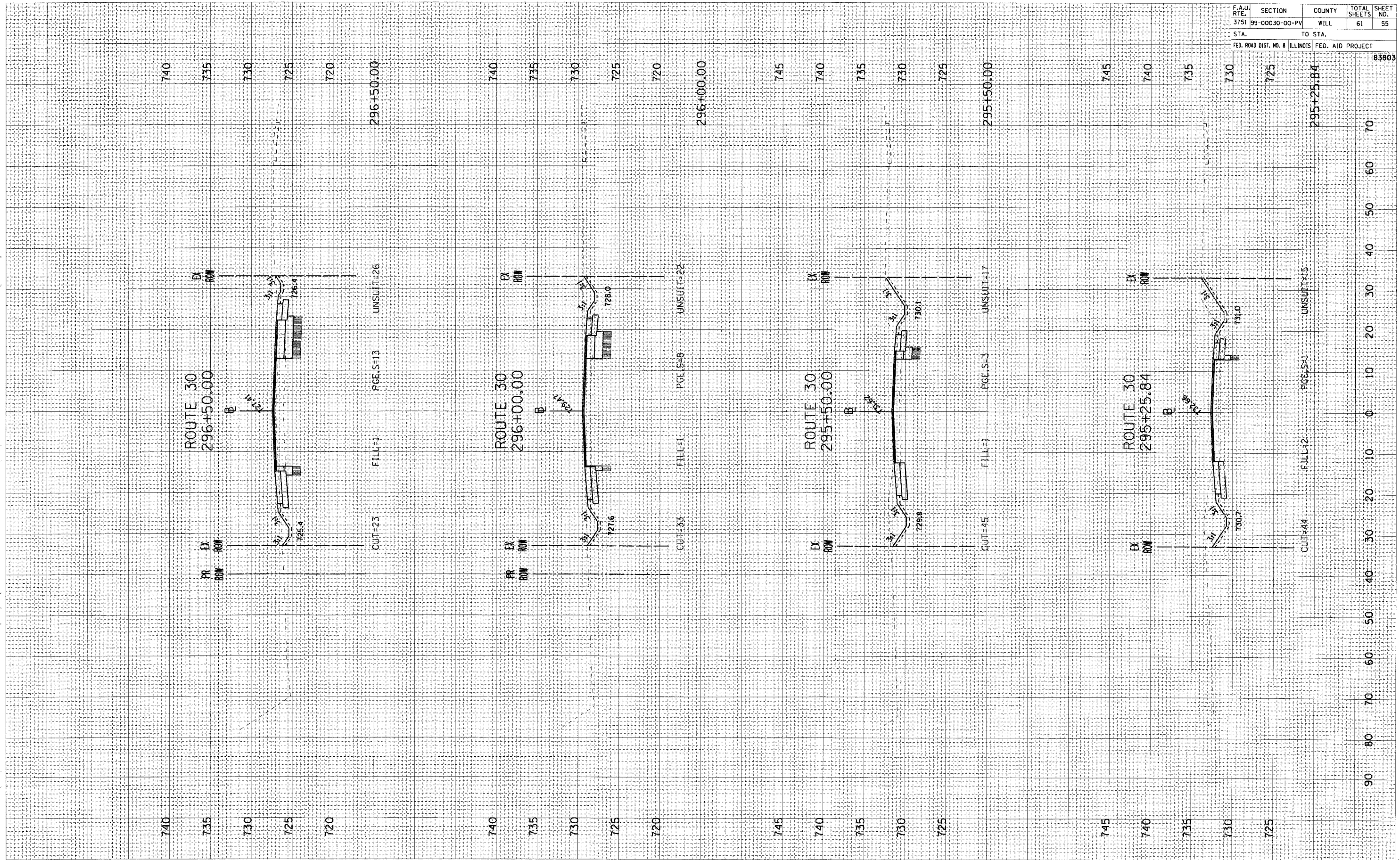


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FINAL	DATE
SURVEY	BY
NOTE BOOK	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

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

F.A.U. RT. E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	55
STA.	TO STA.			
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

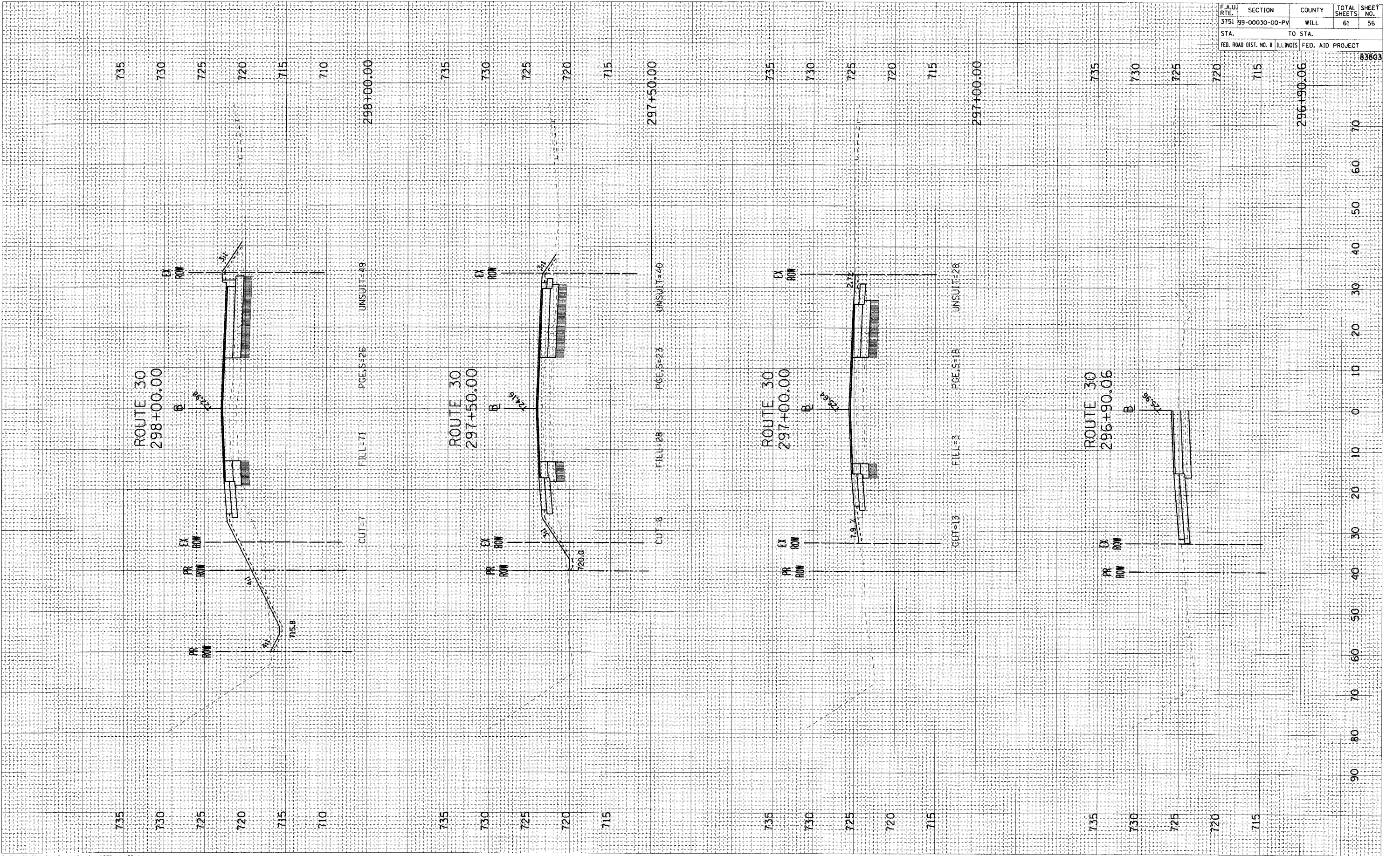


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FINAL SURVEY	DATE
NO. _____	_____
BY _____	_____
PLANNED	DATE
NOTE BOOK	_____
AREAS CHECKED	_____

ORIGINAL SURVEY	DATE
NO. _____	_____
BY _____	_____
PLANNED	DATE
NOTE BOOK	_____
AREAS CHECKED	_____

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO. 8 (ILLINOIS) FED. AID PROJECT				

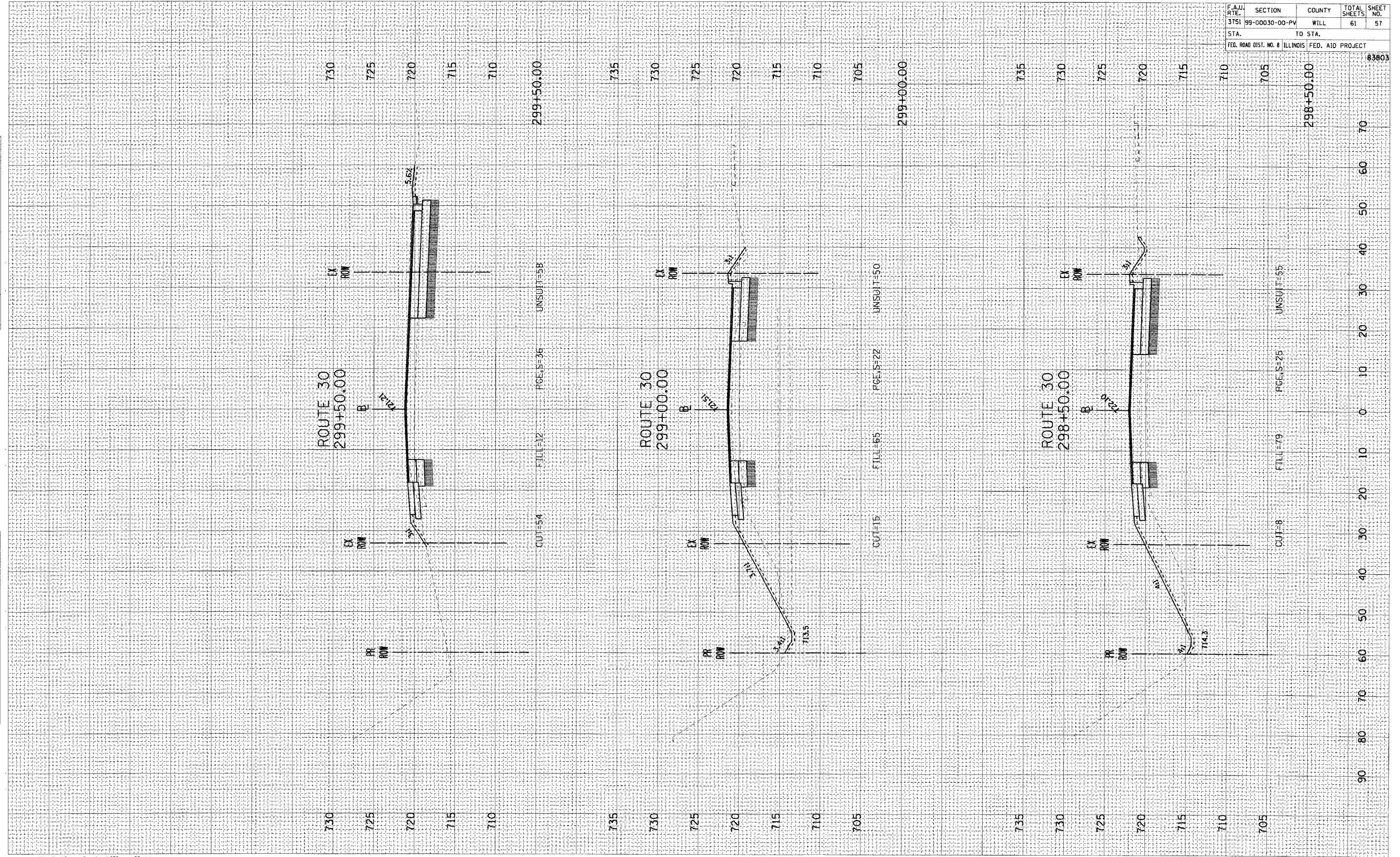


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 SURVEY PLANNED BY
 NOTE BOOK NO.
 AREAS CHECKED

ORIGINAL SURVEYED BY DATE
 SURVEY PLANNED BY
 NOTE BOOK NO.
 AREAS CHECKED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	57
STA. TO STA.		FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT		

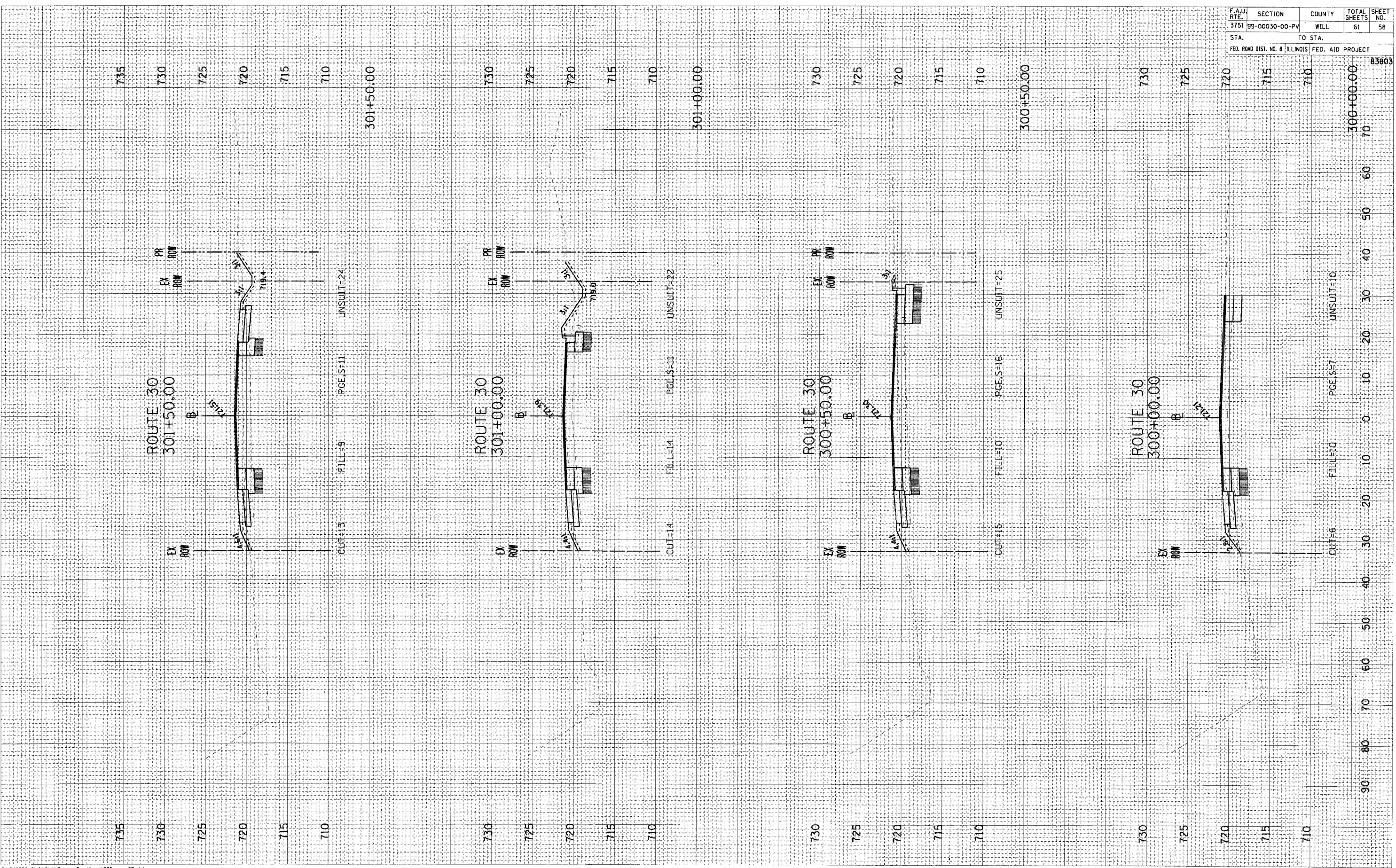


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 BY _____
 NO. _____

ORIGINAL SURVEY
 SURVEYED _____
 DATE _____
 BY _____
 NO. _____

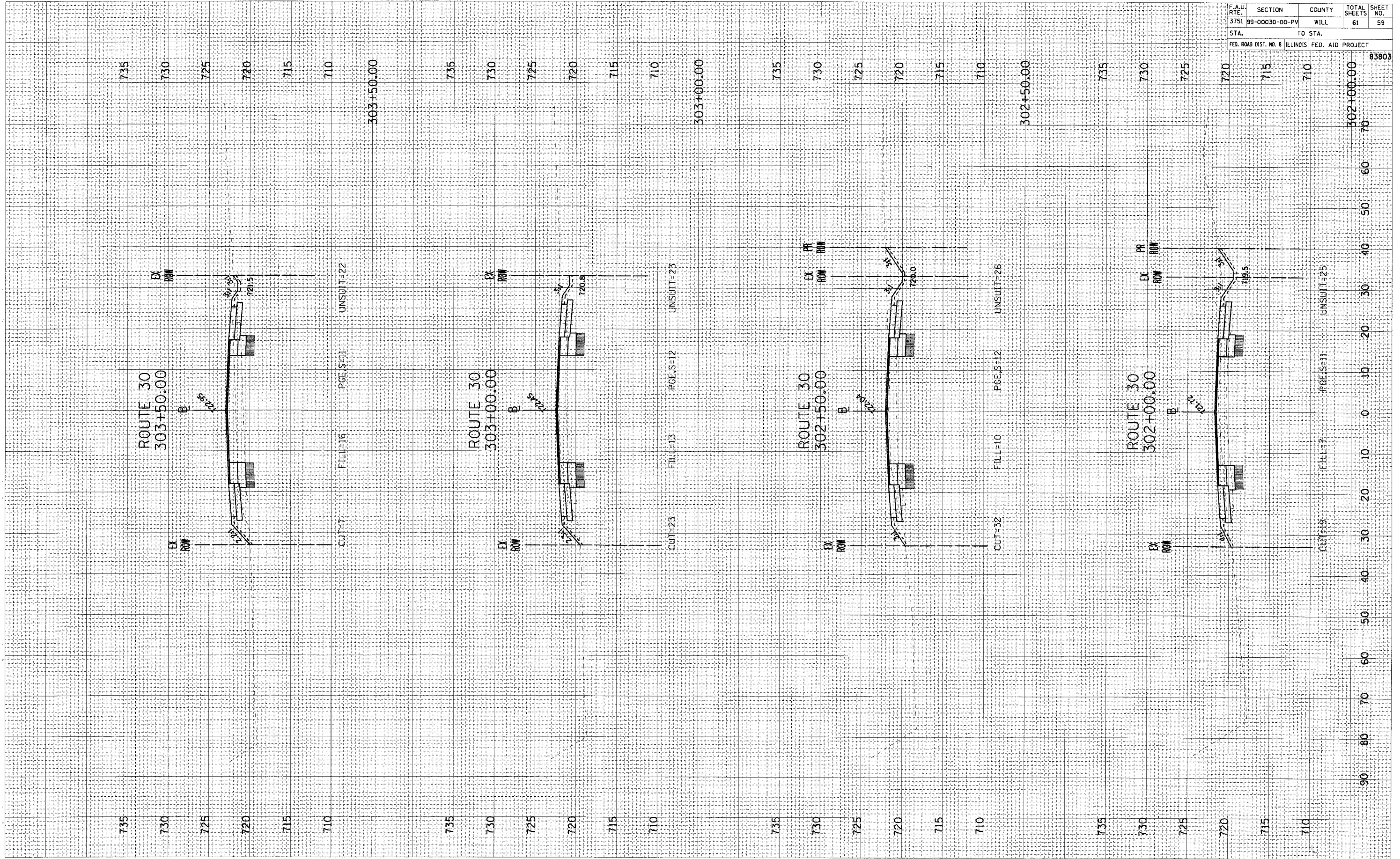
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3751	99-00030-00-PV	WILL	61	58
STA.		TO STA.		
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



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ORIGINAL SURVEY
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 NOTE BOOK _____
 TEMPLATE _____
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 NO. _____

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	59
STA.		TO STA.		
FED. ROAD DIST. NO. 8 (ILLINOIS) FED. AID PROJECT				

83803

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	60
STA.		TO STA.		
FED. ROAD DIST. NO. 8		ILLINOIS		FED. AID PROJECT
				83803

735

730

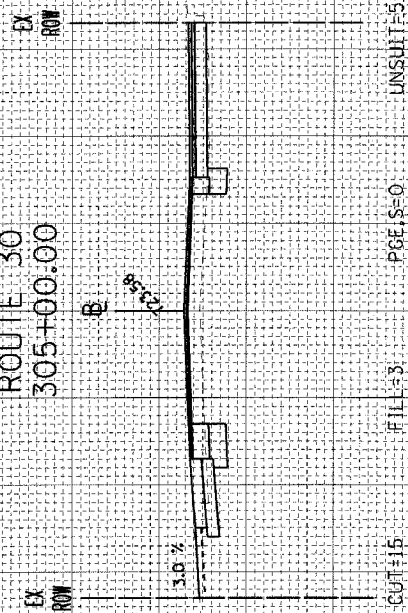
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720

715

305+00.00

ROUTE 30
305+00.00



UNSUIT=5

PGE.S=0

FILL=3

CUT=15

735

730

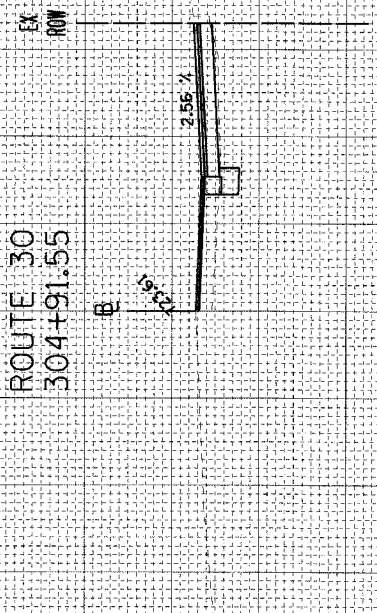
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304+91.55

ROUTE 30
304+91.55



UNSUIT=1

PGE.S=0

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730

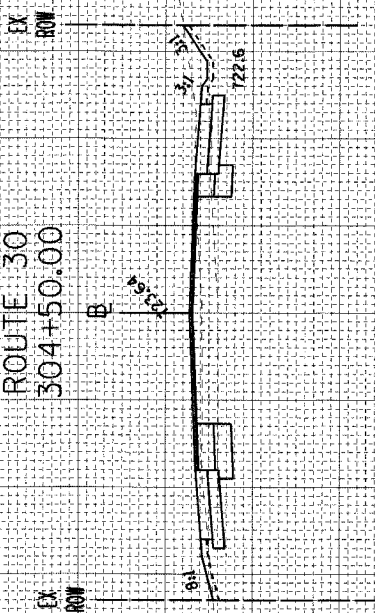
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304+50.00

ROUTE 30
304+50.00



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PGE.S=0

FILL=3

CUT=21

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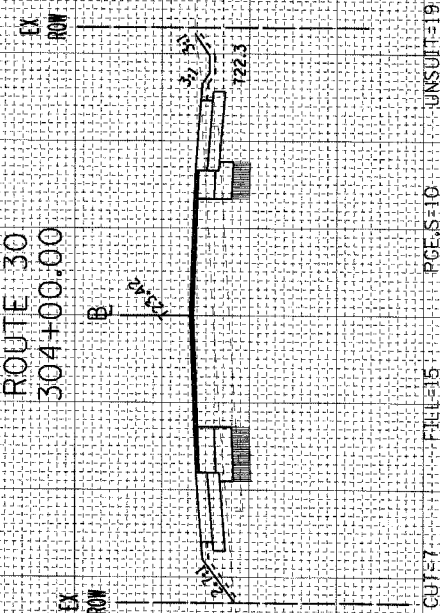
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720

715

304+00.00

ROUTE 30
304+00.00



UNSUIT=19

PGE.S=10

FILL=15

CUT=7

735

730

725

720

715

304+00.00

735

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725

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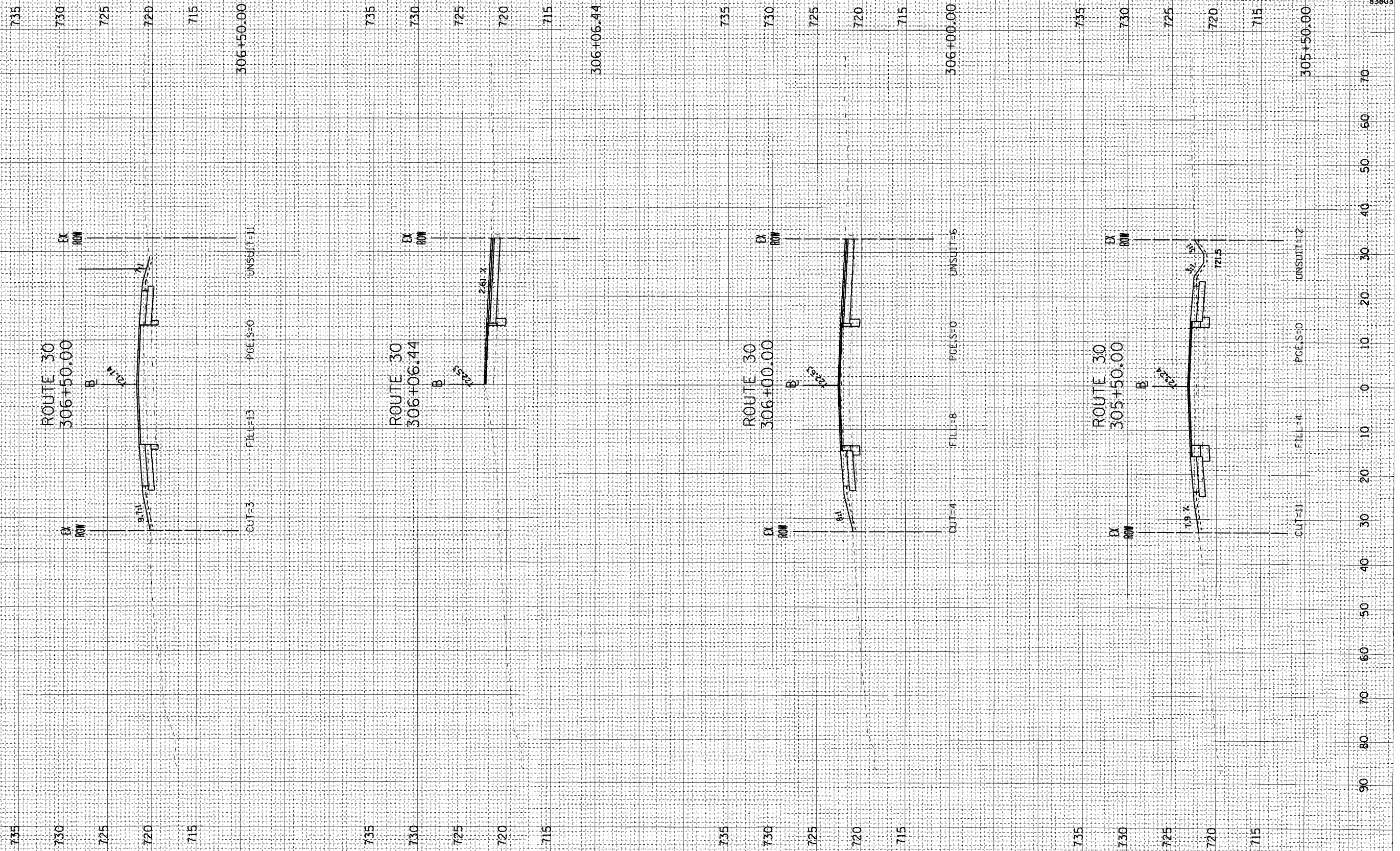
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304+00.00

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

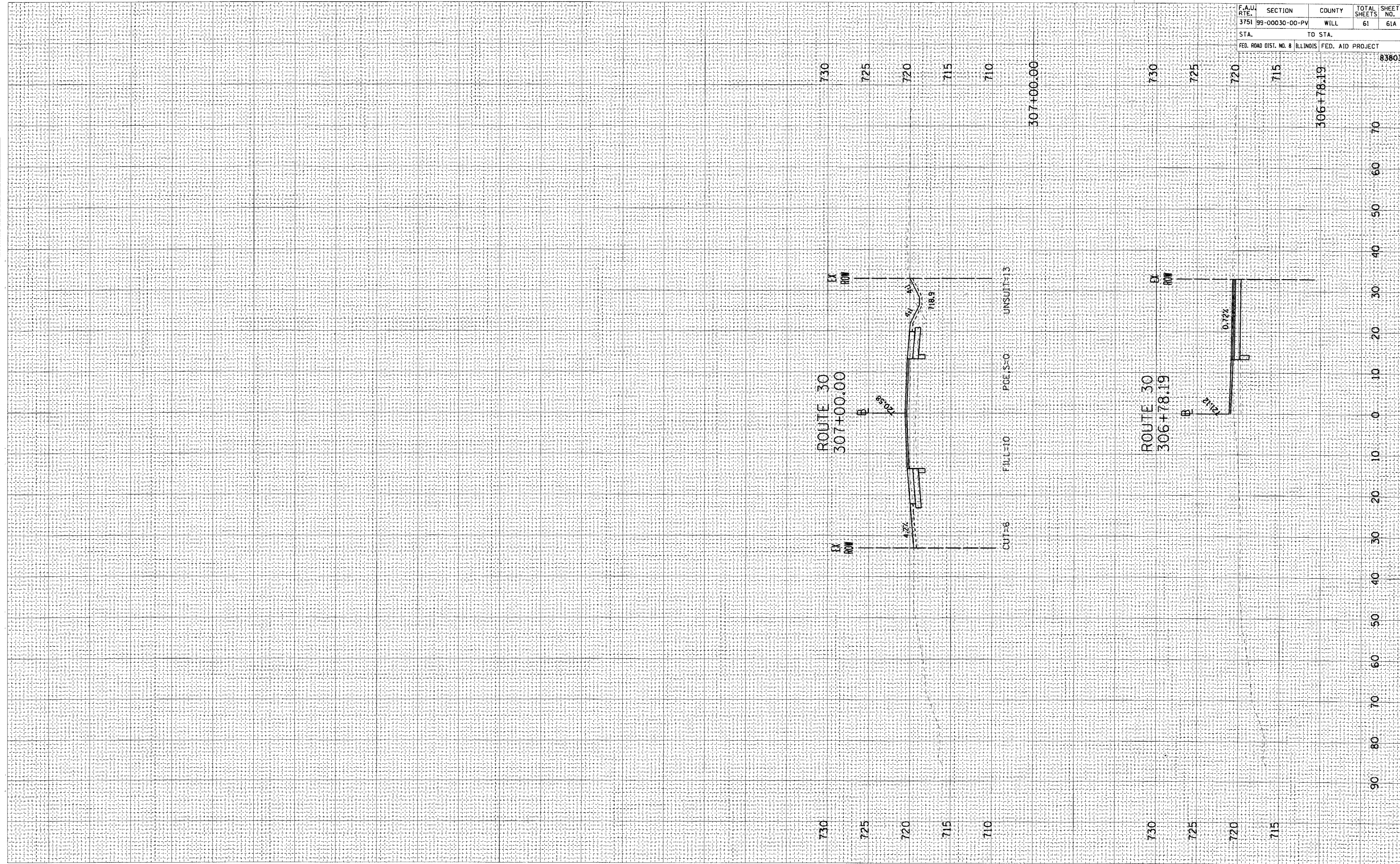
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NOTE BOOK NO.	PLOTTED		
	DATE		
	AREAS CHECKED		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	61
STA.	TO STA.			
FED. ROAD DIST. NO. 8 ILLINOIS	FED. AID PROJECT			83803



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

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3751	99-00030-00-PV	WILL	61	61A
STA.	TO STA.			
FED. ROAD DIST. NO. 8 ILLINOIS	FED. AID PROJECT			83803