

**FINAL PLANS
MAY 30, 2019**

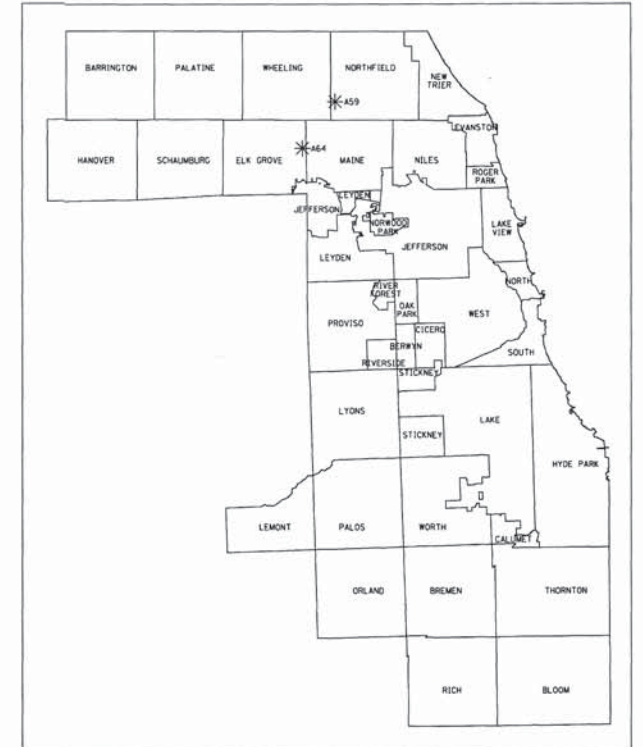


**STATE OF ILLINOIS
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS**

**PLANS FOR PROPOSED
COUNTY HIGHWAY**

**WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
SECTION: 19-A5918-00-PV**

**WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD**



INGRID L. PETERSON, P.E.
IL. L.C. NO. 062-054295
EXP: 11/30/2019
DATE: 5/30/2019

THIS SEAL AND SIGNATURE
PERTAINS TO
SHEETS 23 TO 47, 112 TO 117

ALEXANDER CARL LANE, P.E.
IL. L.C. NO. 062-063261
EXP: 11/30/2019
DATE: 5/30/2019

THIS SEAL AND SIGNATURE
PERTAINS TO
SHEETS 48 TO 54, 118 TO 121

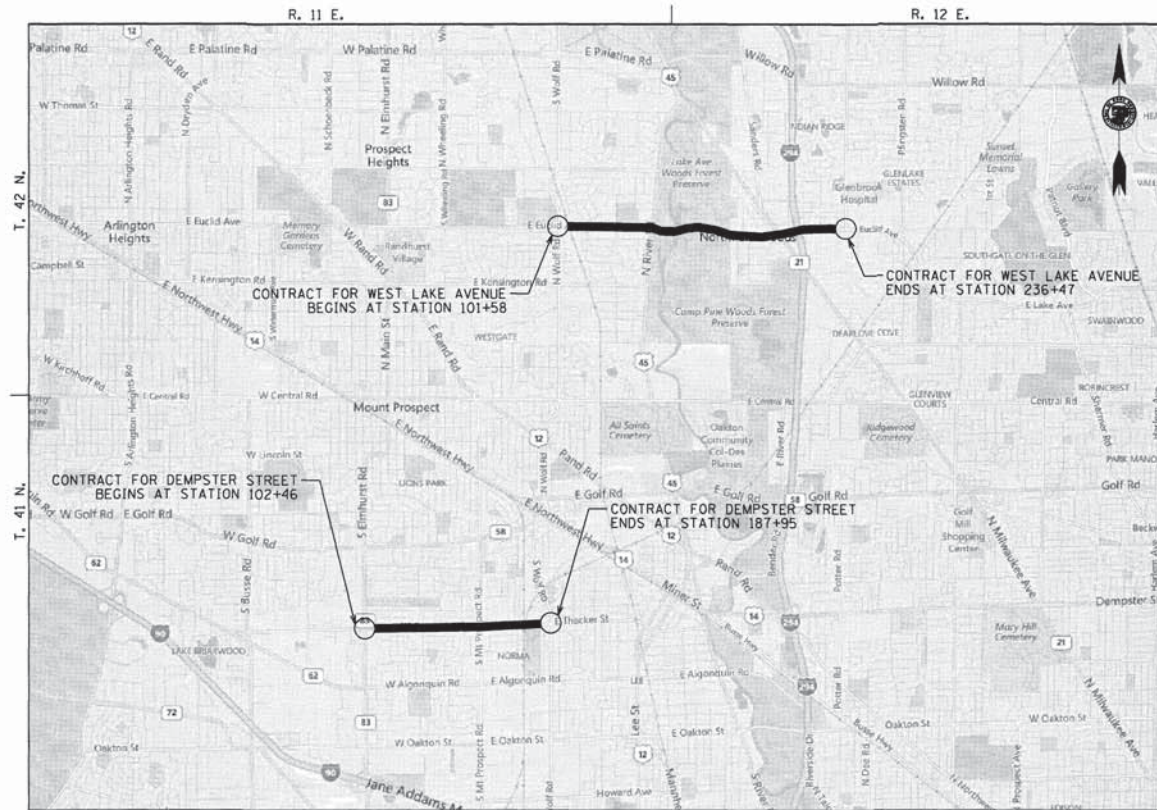
ADAM D. JAMES, P.E.
IL. L.C. NO. 062-054506
EXP: 11/30/2019
DATE: 5/30/2019

THIS SEAL AND SIGNATURE
PERTAINS TO
SHEET 128

NADIR SHAH, S.E.
IL. L.C. NO. 081-005469
EXP: 11/30/2020
DATE: 5/30/2019

THIS SEAL AND SIGNATURE
PERTAINS TO
SHEETS 137 TO 140

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS STRUCTURE DESIGN IS
FUNCTIONALLY ADEQUATE FOR THE DESIGN LOADS SHOWN ON THE PLAN. THE DESIGN IS AN EXPERIMENTAL ONE FOR
THE STREET STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT AASHTO STANDARD SPECIFICATIONS
FOR STREET BRIDGES.



WEST LAKE AVENUE
GROSS LENGTH = 13,622 FEET = 2.58 MILE
NET LENGTH = 13,219 FEET = 2.50 MILE

DEMPSTER STREET
GROSS LENGTH = 8,549.00 FEET = 1.62 MILE
NET LENGTH = 8,549.00 FEET = 1.62 MILE

DESIGN SPEED LIMIT
WEST LAKE AVENUE
N WOLF RD - N RIVER RD = 35 MPH
N RIVER RD - FOREST DR = 40 MPH
FOREST DR - MILWAUKEE AVE = 35 MPH
MILWAUKEE AVE - LANDWEHR RD = 45 MPH
DEMPSTER STREET
ELMHURST ROAD TO MT. PROSPECT ROAD = 40 MPH
MT. PROSPECT ROAD TO WOLF ROAD = 35 MPH

AADT 2014
WEST LAKE AVENUE
N WOLF RD - N RIVER RD = 17,100
N RIVER RD - MILWAUKEE AVE = 20,300
MILWAUKEE AVE - LANDWEHR RD = 22,300
DEMPSTER STREET
ELMHURST ROAD TO MARSHALL DR = 12,600
MARSHALL DR TO WOLF RD = 10,600

THE CONTRACTOR'S ATTENTION IS DIRECTED
TO TELEPHONE J. U. L. I. E. AT 1-800-892-0123
FOR ALL UTILITY LOCATIONS

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS
APPROVED May 30 2019
APPROVED MAY 31ST 2019
APPROVED May 31ST 2019

MODEL: Debut
FILE NAME: P:\P\18118\3304-00_Cook County Phase 2 Design\Task 07_WOT_Dempster\DWG\CADD_SHEETS\219_SIN-cover.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
COVER

G-1
SCALE: SHEET 1 OF 195

INDEX OF SHEETS

SHEET NO.	REFERENCE NO.	TITLE
1	G-1	COVERSHEET
GENERAL		
2	G-2	INDEX OF SHEETS
3 TO 4	G-3 TO G-4	GENERAL NOTES
5 TO 7	G-5 TO G-7	IDOT STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
8 TO 9	G-8 TO G-9	SUMMARY OF QUANTITIES
MAINTENANCE OF TRAFFIC		
10 TO 12	MOT-1 TO MOT-3	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD MAINTENANCE OF TRAFFIC
13 TO 22	MOT-4 TO MOT-13	STANDARDS FOR MAINTENANCE OF TRAFFIC
CIVIL		
23	C-1	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD BILL OF MATERIALS
24 TO 29	C-2 TO C-7	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD TYPICAL SECTIONS
30 TO 35	C-8 TO C-13	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD PLAN SHEETS
36 TO 46	ADA-1 TO ADA-11	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD ADA RAMPS
47	C-14	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD PAVEMENT CORES
48	C-15	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD BILL OF MATERIALS
49 TO 50	C-16 TO C-17	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD TYPICAL SECTIONS
51 TO 54	C-18 TO C-21	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD PLAN SHEETS
55 TO 74	ADA-12 TO ADA-31	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD ADA RAMPS
75	C-22	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD PAVEMENT CORES
76 TO 81	ADA-32 TO ADA-37	DETAILS AND STANDARDS FOR ADA RAMPS
82 TO 111	C-23 TO C-52	DETAILS AND STANDARDS FOR CIVIL
PAVEMENT MARKINGS		
112 TO 117	PM-1 TO PM-6	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD PAVEMENT MARKINGS AND SIGNAGE
118 TO 121	PM-7 TO PM-10	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD PAVEMENT MARKINGS AND SIGNAGE
122 TO 127	PM-11 TO PM-16	STANDARDS FOR PAVEMENT MARKINGS
DRAINAGE		
128	DU-1	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD DRAINAGE PLAN
129 TO 136	DU-2 TO DU-9	DETAILS AND STANDARDS FOR DRAINAGE
STRUCTURAL		
137	S-1	WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016-3251) GENERAL NOTES AND EXPANSION JOINT RAIL DETAILS
138	S-2	WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016-3251) GENERAL PLAN AND ELEVATION
139	S-3	WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016-3251) EXPANSION JOINT RAIL DETAILS
140	S-4	WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016-3251) BAR SPLICER STANDARD
TRAFFIC SIGNALS		
141	TS-1	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD TRAFFIC SIGNAL BILL OF MATERIAL AND GENERAL NOTES
142 TO 153	TS-2 TO TS-13	WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD TRAFFIC SIGNAL REFERENCE DRAWINGS
154	TS-14	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD TRAFFIC SIGNAL PLAN BILL OF MATERIALS
155	TS-15	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD TRAFFIC SIGNAL TEMPORARY PLAN - DEMPSTER AVE/MARSHALL DR
156	TS-16	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD TRAFFIC SIGNAL DESIGN PLAN - DEMPSTER AVE/MARSHALL DR
157	TS-17	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD TRAFFIC SIGNAL CABLE PLAN - DEMPSTER AVE/MARSHALL DR
158 TO 168	TS-18 TO TS-28	DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD TRAFFIC SIGNAL REFERENCE DRAWINGS
169 TO 195	TS-29 TO TS-55	STANDARDS FOR TRAFFIC SIGNALS

CCDOH STANDARD DRAWINGS

REFERENCE NO.	STANDARD NO.	DRAWING NAME
ADA-32		PCC SIDEWALK CONSTRUCTION (EXPANSION JOINTS)
C-23		TEMPORARY RAMP AT DRIVEWAY
C-24		DETAILS AND NOTES FOR CONSTRUCTION OF PAVEMENT AND PAVEMENT APPURTENANCES
C-25		DETAIL OF LONGITUDINAL JOINT REPAIR
C-26		DETAIL FOR PLACING MONUMENT
C-27	BD-8	DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING
C-28	BD-32	BUTT JOINT AND HMA TAPER DETAILS
C-29		CONCRETE MEDIAN, TYPE M2.12 SUPPLEMENTAL TO IDOT STANDARD 606301
DU-3	D-11	BEDDING DETAIL
DU-4	D-61	DRAINAGE FIELD JOINT FOR CONNECTION OF LATERAL TO EXISTING TRUNCK SEWER
DU-5	D-64	DRAINAGE FRAMES & LIDS TO BE ADJUSTED (SPECIAL)
TS-29		ILLUMINATED STREET NAME SIGN MOUNTING DETAIL

IDOT STANDARD DRAWINGS

REFERENCE NO.	STANDARD NO.	DRAWING NAME
G-5 TO G-7	000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
MOT-4	701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS <= 40 MPH
MOT-5	701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
MOT-6	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
MOT-7 TO MOT-8	701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
MOT-9 TO MOT-11	701901-08	TRAFFIC CONTROL DEVICES
MOT-12 TO MOT-13	704001-08	TEMPORARY CONCRETE BARRIER
ADA-33 TO ADA-34	424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
ADA-35	424006-04	DIAGONAL CURB RAMPS FOR SIDEWALKS
ADA-36	424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
ADA-37	424021-05	DEPRESSED CORNER FOR SIDEWALKS
C-30 TO C-31	420001-09	PAVEMENT JOINTS
C-32 TO C-33	420111-04	PCC PAVEMENT ROUNDOUTS
C-34	420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
C-35 TO C-36	442101-09	CLASS B PATCHES
C-37	442201-03	CLASS C AND D PATCHES
C-38 TO C-39	606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
C-40 TO C-41	606301-04	PC CONCRETE ISLANDS AND MEDIANS
C-42 TO C-45	630001-12	STEEL PLATE BEAM GUARDRAIL
C-46	630101-10	STRONG POST GUARDRAIL ATTACHED TO CULVERT
C-47	630106-02	LONG-SPAN GUARDRAIL OVER CULVERT
C-48	630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
C-49 TO C-50	630301-08	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
C-51	DISTRICT 1 BD-22	PAVEMENT PATCHING FORHMA SURFACED PAVEMENT
C-52	DISTRICT 1 BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
PM-11 TO PM-13	780001-05	TYPICAL PAVEMENT MARKINGS
PM-14	DISTRICT 1 TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
PM-15	DISTRICT 1 TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKING APPLICATIONS
PM-16	DISTRICT 1 TC-16	SHORT TERM PAVEMENT MARKING LETTER AND SYMBOLS
DU-2	DISTRICT 1 BD-7	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
DU-6	602011-02	CATCH BASIN TYPE C
DU-7	602301-04	INLET - TYPE A
DU-8	604001-04	FRAME AND LIDS TYPE 1
DU-9	604091-03	FRAME AND GRATE TYPE 24
TS-30	814001-03	HANDHOLES
TS-31	814006-02	DOUBLE HANDHOLES
TS-32 TO TS-33	857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
TS-34	857006-01	SUPERVISED RAILROAD INTERCONNECT CIRCUIT
TS-35	862001-01	UNITERRUPTABLE POWER SUPPLY (UPS)
TS-36	873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
TS-37	876001-04	PEDESTRIAN PUSH BUTTON POST
TS-38	877001-07	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
TS-39 TO TS-40	878001-10	CONCRETE FOUNDATION DETAILS
TS-41	880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
TS-42	880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
TS-43	886001-01	DETECTOR LOOP INSTALLATIONS
TS-44	886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
TS-45	DISTRICT 1 TS-02	MAST ARM MOUNTED STREET NAME SIGNS
TS-46 TO TS-51	DISTRICT 1 TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-52	DISTRICT 1 TS-06	RAILROAD CANTILEVER SIGNAL HEAD MOUNTING DETAIL
TS-53	DISTRICT 1 TS-07	DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
TS-54 TO TS-55	DISTRICT 1 TS-08	EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION - MAIN ST AND CROSS ST

MODEL: D:\cfd\1611616\3304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07_sht_gmencore01.dgn
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VARIOUS LOCATIONS

COUNTY HIGHWAY:	MULTI
FISCAL YEAR:	2019
SECTION:	VARIOUS



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
INDEX OF SHEETS

G-2
 SCALE: SHEET 2 OF 195

DESCRIPTION OF WORK:

1. THIS IS A QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PROJECT. IT IS THE INTENT OF THIS CONTRACT TO PROVIDE FOR THE PAVEMENT REHABILITATION OF THE WEST LAKE AVENUE FROM WOLF ROAD TO LANDWEHR ROAD AND DEMPSTER STREET - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD. THE WORK WILL BE AS FOLLOWS:
 - A. FULL DEPTH CLASS C PATCHING, EDGE GRINDING AND 2 1/4 INCH OVERLAY WITH 3/4 INCH POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 AND 1 1/2 INCH HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N 70:
WEST LAKE AVENUE - WOLF ROAD TO 575 FEET WEST OF DES PLAINES RIVER ROAD
WEST LAKE AVENUE - FOREST DRIVE TO MILWAUKEE AVENUE
DEMPSTER STREET - ELMHURST ROAD TO WOLF ROAD
 - B. FULL DEPTH CLASS C PATCHING, 2 INCH SURFACE REMOVAL AND 2 1/4 INCH OVERLAY WITH 3#4 INCH POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 AND 1 1/2 INCH HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N 70:
WEST LAKE AVENUE - 575 FEET WEST OF DES PLAINES RIVER ROAD TO DES PLAINES RIVER ROAD
WEST LAKE AVENUE - MILWAUKEE AVENUE TO EAST OF IL-294 OVERPASS
DEMPSTER STREET - 410 FEET EAST OF ELMHURST ROAD TO 520 FEET WEST OF WOLF ROAD
 - C. VARIABLE DEPTH PORTLAND CEMENT CONCRETE SURFACE EDGE REMOVAL AND OVERLAY OF 2 1/4 INCH HOT-MIX ASPHALT SURFACE COURSE, MIX "E" N70 FOR 7 FEET WIDTH:
DEMPSTER STREET - 410 FEET EAST OF ELMHURST ROAD TO 520 FEET WEST OF WOLF ROAD
 - D. FULL DEPTH CLASS B PATCHING AND DIAMOND GRINDING:
WEST LAKE AVENUE - DES PLAINES RIVER ROAD TO FOREST DRIVE
 - E. 2 INCH HMA SURFACE REMOVAL AND 2 1/4 INCH RESURFACING WITH 3/4 INCH POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4. 75, N50 AND 1 1/2 INCH HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N 70:
WEST LAKE AVENUE - INTERSECTION RETURNS OF DES PLAINES RIVER ROAD
WEST LAKE AVENUE - EAST IL-294 OVERPASS TO EAST OF LANDWEHR ROAD
 - F. REMOVAL AND REPLACEMENT OF EXPANSION JOINTS AND OTHER APPURTENANT WORK AT THE WEST LAKE AVENUE - BRIDGE OVER THE DES PLAINES RIVER.
2. ALSO INCLUDED IN THE IMPROVEMENT ARE ADA RAMP UPDATES, MEDIAN UPDATES, REMOVAL AND REPLACEMENT OF DISTRESSED CONCRETE CURB AND GUTTER, DRAINAGE ADJUSTMENTS, GUARDRAIL REMOVAL AND REPLACEMENT, PAVEMENT MARKINGS AND OTHER RELATED ROAD WORKS.

MAINTENANCE OF TRAFFIC:

- CHANGEABLE MESSAGE SIGNS:
CONTRACTOR SHALL INSTALL A CHANGEABLE MESSAGE SIGN BEGINNING 72 HOURS IN ADVANCE OF CONSTRUCTION ON EACH APPROACH TO A LOCATION PROPOSED FOR IMPROVEMENT AS PART OF THE PROJECT AND ON EACH APPROACH OF AN INTERSECTING STATE AND COUNTY HIGHWAY AT A SIGNALIZED INTERSECTION WITH THE LOCATION, AND CONTRACTOR SHALL MAINTAIN THE CHANGEABLE MESSAGE SIGNS UNTIL PROJECT COMPLETION, UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- PRE-CONSTRUCTION TRAFFIC CONTROL:
CONTRACTOR SHALL INSTALL ALL REQUIRED TRAFFIC CONTROL DEVICES PRIOR TO THE START OF CONSTRUCTION UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- TWO-WAY AND AUXILIARY TRAFFIC:
CONTRACTOR SHALL MAINTAIN EXCLUSIVE LEFT-TURN AND RIGHT-TURN LANES AT SIGNALIZED INTERSECTIONS AND TWO-WAY TRAFFIC AT ALL TIMES, AND WILL BE ALLOWED TEMPORARY LANE CLOSURES, ALL IN ACCORDANCE WITH THE TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- ARROW BOARDS:
CONTRACTOR SHALL INSTALL AND MAINTAIN ARROW BOARDS WHEN IMPLEMENTING ALL LANE CLOSURES UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- DAYTIME RESTRICTION:
CONTRACTOR WILL BE ALLOWED A DAYTIME TEMPORARY LANE CLOSURE RESTRICTED TO WITHIN THE HOURS OF 9 A.M.-3 P.M. FOR WORK ENCRDACHING INTO A LANE OPEN TO TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- LOCAL ACCESS:
CONTRACTOR SHALL MAINTAIN ACCESS TO AND FROM ALL INTERSECTING STREETS, ALLEYS, RAMPS, DRIVEWAYS, BICYCLE PATHS, MULTIPURPOSE PATHS AND SIDEWALKS AT ALL TIMES AND MAINTAIN DRIVEWAY ENTRANCE SIGNAGE FOR ALL ACCESS POINTS TO COMMERCIAL PROPERTY IN ACCORDANCE WITH THE TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- STAGED CONSTRUCTION:
CONTRACTOR SHALL COORDINATE STAGED CONSTRUCTION OF EACH PROJECT IMPROVEMENT LOCATION INCLUDING, BUT NOT LIMITED TO, BRIDGE AND STRUCTURAL WORK AND WITH ADJACENT PROJECTS IN ORDER TO MINIMIZE MOTORIST DELAY AND TO INCREASE FAMILIARITY, CONTINUITY, AND SAFETY FOR THE MOTORING PUBLIC AND WORKERS WITHIN AND BETWEEN PROJECT WORK ZONES AND MAINTENANCE OF TRAFFIC SUBJECT TO THE REVIEW AND APPROVAL OF THE ENGINEER.
- CONTRACTOR SHALL STAGE AND COMPLETE CONSTRUCTION ON EACH TWO-LANE ROADWAY IMPROVEMENT LOCATION INCLUDED IN THE PROJECT SUCH THAT CONSTRUCTION OCCURS AND IS COMPLETED IN ONE DIRECTION BEFORE WORKING ON SUBSEQUENT STAGES OF THE REMAINING LANE IN THE OTHER DIRECTION SUBJET TO THE REVIEW AND APPROVAL OF THE ENGINEER.
- CONTRACTOR WILL BE ALLOWED TO WORK ON ALL LOCATIONS OF MULTI-LANE AND TWO-LANE ROADWAYS SIMULTANEOUSLY UNLESS DIRECTED OTHERWISE BY BY THE ENGINEER.
- SIGNAGE CONFLICTS:
CONTRACTOR SHALL REMOVE, COVER AND/OR TURN AWAY FROM TRAFFIC ALL EXISTING SIGNAGE THAT IS NOT APPLICABLE DURING CONSTRUCTION AND CONTRACTOR SHALL RELOCATE AND MAINTAIN TRAFFIC CONTROL SIGNS WHERE REQUIRED FOR EACH STAGE OF CONSTRUCTION UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- UNFINISHED SURFACE TEMPORARY MARKING:
CONTRACTOR SHALL USE TEMPORARY PAVEMENT MARKING TAPE OR PAINT FOR TEMPORARY PAVEMENT MARKING APPLICATIONS ON TEMPORARY PAVEMENT SURFACES INCLUDING CONCRETE SURFACES TO BE DIAMOND GRINDED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- FINISHED SURFACE TEMPORARY MARKING:
CONTRACTOR SHALL USE TEMPORARY PAVEMENT MARKING TAPE FOR TEMPORARY PAVEMENT MARKING APPLICATIONS ON FINAL PAVEMENT SURFACES INCLUDING PRIOR TO INSTALLATION OF THE PERMANENT PAVEMENT MARKINGS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.

- BARRICADE SAND BAGS:
CONTRACTOR SHALL FURNISH AND INSTALL TWO (2) WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE, AND A MINIMUM OF FOUR (4) WEIGHTED SAND BAGS ON EACH TYPE III BARRICADE.
- BARRICADES AT 100 FT. ON CENTER:
CONTRACTOR SHALL INSTALL AND MAINTAIN TYPE I OR TYPE II BARRICADES, DRUMS AND/OR VERTICAL PANELS EQUIPPED WITH MONODIRECTIONAL STEADY-BURN WARNING LIGHTS AT 100 FT. ON CENTER MAXIMUM SPACING TO PROTECT ANY DROP-OFF GREATER THAN 3 IN. BUT LESS THAN 6 IN. WITHIN 8 FT. OF THE PAVEMENT EDGE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- BARRICADES AT 50 FT. ON CENTER:
CONTRACTOR SHALL INSTALL AND MAINTAIN TYPE I OR TYPE II BARRICADES, DRUMS AND/OR VERTICAL PANELS EQUIPPED WITH MONODIRECTIONAL STEADY-BURN WARNING LIGHTS AT 50 FT. ON CENTER MAXIMUM SPACING TO PROTECT ANY DROP-OFF EXCEEDING 6 IN. WITHIN 8 FT. OF THE PAVEMENT EDGE UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- BARRICADE LEG EXTENSIONS:
CONTRACTOR SHALL INSTALL AND MAINTAIN LEG EXTENSIONS ON BARRICADES IN EXCAVATED AREAS TO MEET STANDARD HEIGHT REQUIREMENTS UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
- STEEL PLATING
CONTRACTOR MAY USE STEEL PLATING ACROSS OPEN EXCAVATIONS FOR PATCHES IN EXCLUSIVE TURN LANES AND OTHER LOCATION IF APPROVED BY THE ENGINEER AT NO ADDITIONAL COST TO THE CONTRACT.
- ANY PROPOSED ACTIVITY IN THE VICINITY OF A HIGHWAY-RAILROAD GRADE CROSSING MUST ADHERE TO THE GUIDELINES SET FORTH IN THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) UNDER SECTION 6G.18: WORK IN THE VICINITY OF HIGHWAY-RAIL GRADE CROSSINGS WHICH STATES, "WHEN GRADE CROSSINGS EXIST EITHER WITHIN OR IN THE VICINITY OF A TTC ZONE, LANE RESTRICTIONS, FLAGGING, OR OTHER OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE."SIMILAR PROVISIONS ARE SET FORTH IN THE MUTCD, PART 8: TRAFFIC CONTROL FOR RAILROAD AND LIGHT RAIL TRANSIT GRADE CROSSINGS, SECTION 8A.08: TEMPORARY TRAFFIC CONTROL ZONES.

PAVEMENT MARKING NOTES:

1. IF ANY EXISTING TRAFFIC CONTROL SIGNS AND MARKINGS ALONG COUNTY HIGHWAYS BEYOND THE LIMITS OF PROPOSED WORK ARE DISTURBED DUE TO CONSTRUCTION, THE DISTURBED TRAFFIC CONTROL DEVICES SHALL BE REPLACED TO THE SATISFACTION OF THE COUNTY FOLLOWING IDOT AND IDOT-DISTRICT 1 STANDARDS FOR TRAFFIC CONTROL DEVICES FOR SIGNING AND MARKING. SIGNAGE IS REQUIRED TO USED TYPE ZZ SIGN SHEETING AND TELESCOPING STEEL SIGN SUPPORTS.
2. TEMPORARY PAVEMENT MARKINGS SHALL BE USED IN THE INTERIM UNTIL PERMANENT PAVEMENT MARKINGS ARE INSTALLED AFTER COMPLETION OF THE PAVING WORK AND SHALL BE CONSIDERED AS INCIDENTAL TO THE COST FOR TRAFFIC PROTECTION (SPECIAL).
3. TEMPORARY PAVEMENT MARKING ON PAVEMENT WHICH IS TO BE RESURFACED MAY BE PAINT OR TAPE AND SHALL BE CONSIDERED AS INCIDENTAL TO THE COST FOR TRAFFIC PROTECTION (SPECIAL>).
4. EXISTING 24 INCH WIDE WHITE STOP LINES AT SIGNALIZED INTERSECTIONS WHICH ARE REMOVED DUE TO CONSTRUCTION ACTIVITIES SHALL TO BE RE-APPLIED AT THE SAME LOCATION AS EXISTING.
5. ALL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE.

ELECTRICAL & TRAFFIC SIGNAL GENERAL NOTES

1. THE CONTRACTOR SHALL INFORM CCDOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCED NOTICE IS REQUIRED.
2. THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT DESIGN ENGINEER AT (312) 603-1730 FOR EUCLID AVENUE AT BURNING BUSH LANE, WEST LAKE AVENUE AT LANDWEHR ROAD, DEMPSTER STREET AT MARSHALL BOULEVARD, AND DEMPSTER/THACKER STREET AT MOUNT PROSPECT ROAD. CONTACT IDOT AT (847) 705-4451 FOR EUCLID AVENUE AT WOLF ROAD, EUCLID AVENUE AT US RTE. 45 (DES PLANES RIVER ROAD), WEST LAKE AVENUE AT IL RTE 21 (MILWAUKEE AVENUE), DEMPSTER STREET AT ELMHURST ROAD, AND DEMPSTER/THACKER STREET AT WOLF ROAD. THIS IS FOR LOOP LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS.
3. VEHICLE LOOP DETECTORS SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
4. IT IS CONTRACTOR'S RESPONSIBILITY TO LOCATE CABLES AND CONDUITS AT EXISTING TRAFFIC SIGNAL INSTALLATIONS.
5. ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL JACKETS.
6. CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS.
7. CARE SHALL BE TAKEN NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY OR STATE.
8. THE USE OF PAY ITEMS "REBUILD EXISTING HANDHOLE", "REBUILD EXISTING HEAVY DUTY HANDHOLE", AND "REBUILD EXISTING DOUBLE HANDHOLE" WILL BE AT THE DIRECTION OF ENGINEER.
9. THE USE OF PAY ITEM "ELECTRIC CABLE IN CONDUIT, LEAD-IN. NO. 14 I PAIR" WILL BE AT THE DIRECTION OF THE ENGINEER.
10. ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL FOLLOW ADA/PROWAG GUIDELINES. THE LOCATION OF THE PEDESTRIAN PUSH-BUTTON MUST BE PARALLEL TO THE CROSSWALK.
11. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOTH AT 312-603-1730.
12. IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS. THE EXISTING HOLES IN THE POST AND/MAST ARM SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST FOR THE PAY ITEM "RELOCATE EXISTINGT PEDESTRIAN PUSH-BUTTON.
13. THE ADA RAMP CURB SHALL RUN THROUGH CENTER OR BEHIND THE CONCRETE FOUNDATION OF POLE/POST CONCRETE FOUNDATION WHICH HAS PEDESTRIAN PUSH BUTTON.

14. THE COUNTY IS NOT PART OF JULIE FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL AND LANDSCAPING DIVISION AT 312-603-1730.
15. FOR THE LOCATION OF UNDERGROUND COUNTY MAINTAINED FACILITES, SEE COUNTY SPECIAL PROVISION "TRAFFIC SIGNAL WORK GENERAL".



CONSTRUCTION NOTES:

ANY DAMAGE CAUSED TO EXISTING STRUCTURES TO REMAIN WILL BE REPAIRED/REPLACED BY GENERAL CONTRACTOR, PER RESIDENT ENGINEER APPROVAL, AT NO EXPENSE TO THE COUNTY.

EROSION CONTROL NOTES:

1. INSTALL INLET FILTERS IN ALL PROPOSED OPEN LID INLETS AND CATCH BASINS AND IN EXISTING OPEN LID DRIANAGE STRUCTURES THAT WILL RECEIVE SEDIMENT LADEN DISCHARGE AT THE DIRECTION OF THE ENGINEER (WITHIN PAVEMENT AREAS).
2. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

MODEL: D:\c4\it FILE NAME: P:\1616\3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DCN\CADD_Sheets\T07_sht-01.dwg

 <p>INFRASTRUCTURE ENGINEERING INCORPORATED 1 S Wacker Dr Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9594 www.infrastructure-eng.com</p>	<p>VARIOUS LOCATIONS</p>	<p>COUNTY HIGHWAY: MULTI</p>	 <p>COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS</p>	<p>COMPUTED: _____ DRAWN: VP CHECKED: _____</p>	<p>REVISIONS</p> <p>_____</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>DATE</p> <p>_____</p> <p>_____</p> <p>_____</p>	<p>WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD</p> <p>GENERAL NOTES</p>	<p>G-3</p>
		<p>FISCAL YEAR: 2019</p>			<p>SECTION: VARIOUS</p>	<p>SCALE: SHEET 3 OF 195</p>		

ABV	ABOVE	CU YD	CUBIC YARD	HD	HEAD	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HDW	HEADWALL	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HU	HEAVY DUTY	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	ha	HECTARE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	HMA	HOT MIX ASPHALT	SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HWF	HIGHWAY	SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HORIZ	HORIZONTAL	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HSE	HOUSE	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	IL	ILLINOIS	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IMP	IMPROVEMENT	e	ELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSLOPE ELEVATION	IN DIA	INCH DIAMETER	S.E. RUN	SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSLOPE FLOWLINE	INL	INLET	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INST	INSTALLATION	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	IDS	INTERSECTION DESIGN STUDY	T	TANGENT DISTANCE
B-B	BACK TO BACK	DRV	DRIVEWAY	INV	INVERT	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	IP	IRON PIPE	TEL	TELEPHONE
B	BARN	EA	EACH	IR	IRON ROD	TB	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	JT	JOINT	TP	TELEPHONE POLE
BGN	BEGIN	EOP	EDGE OF PAVEMENT	kg	KILOGRAM	TEMP	TEMPORARY
BM	BENCHMARK	E-CL	EDGE TO CENTERLINE	R	RADIUS	TBM	TEMPORARY BENCH MARK
BIND	BINDER	E-E	EDGE TO EDGE	RR	RAILROAD	TD	TILE DRAIN
BIT	BITUMINOUS	EL	ELEVATION	RIS	RAILROAD SPIKE	TBE	TO BE EXTENDED
BTM	BOTTOM	ENTR	ENTRANCE	RPS	REFERENCE POINT STAKE	TBR	TO BE REMOVED
BLVD	BOULEVARD	EXC	EXCAVATION	LP	LIGHT POLE	TBS	TO BE SAVED
BK	BRICK	EX	EXISTING	LGT	LIGHTING	TWP	TOWNSHIP
BBOX	BUFFALO BOX	EXPWAY	EXPRESSWAY	LF	LINEAL FEET OR LINEAR FEET	TR	TOWNSHIP ROAD
BLDG	BUILDING	E	EXTERNAL DISTANCE OF HORIZONTAL CURVE	L	LITER OR CURVE LENGTH	TS	TRAFFIC SIGNAL
CIP	CAST IRON PIPE	E	OFFSET DISTANCE TO VERTICAL CURVE	LC	LONG CHORD	TSCB	TRAFFIC SIGNAL CONTROL BOX
CB	CATCH BASIN	F-F	FACE TO FACE	LNG	LONGITUDINAL	TSC	TRAFFIC SIGNAL CENTER
C-C	CENTER TO CENTER	FA	FEDERAL AID	L SUM	LUMP SUM	TRV	TRANSVERSE
CL	CENTERLINE OR CLEARANCE	FAI	FEDERAL AID INTERSTATE	MACH	MACHINE	TRVL	TRAVEL
CL-E	CENTERLINE TO EDGE	FAP	FEDERAL AID PRIMARY	MB	MAIL BOX	TRN	TURN
CL-F	CENTERLINE TO FACE	FAS	FEDERAL AID SECONDARY	MH	MANHOLE	TY	TYPE
CTS	CENTERS	FAUS	FEDERAL AID URBAN SECONDARY	MATL	MATERIAL	TA	TYPE A
CERT	CERTIFIED	FP	FENCE POST	MED	MEDIAN	TYP	TYPICAL
CHSLD	CHISELED	FE	FIELD ENTRANCE	METER	METER	UNDGND	UNDERGROUND
CS	CITY STREET	PH	FIRE HYDRANT	METH	METHOD	USGS	U.S. GEOLOGICAL SURVEY
CP	CLAY PIPE	FL	FLOW LINE	N	MID-ORDINATE	USEL	UPSTREAM ELEVATION
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	USFL	UPSTREAM FLOWLINE
CLUD	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	UTIL	UTILITY
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	VALVE BOX	VALVE BOX
COMB	COMBINATION	F&G	FRAME & GRATE	MBH	MOBILE HOME	VV	VAULT
C	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	VLT	VAULT
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	VEH	VEHICLE
CONC	CONCRETE	GALV	GALVANIZED	N & BC	NAIL & BOTTLE CAP	VP	VENT PIPE
CONST	CONSTRUCT	G	GARAGE	N & C	NAIL & CAP	VERT	VERTICAL
CONTD	CONTINUED	GM	GAS METER	N & W	NAIL & WASHER	VC	VERTICAL CURVE
CONT	CONTINUOUS	GV	GAS VALVE	NOQA	NATIONAL OCEANIC ATMOSPHERIC ADMINISTRATION	VPC	VERTICAL POINT OF CURVATURE
COR	CORNER	GRAN	GRANULAR	NC	NORMAL CROWN	VPI	VERTICAL POINT OF INTERSECTION
CORR	CORRUGATED	GR	GRATE	NE	NORTHBOUND	VPT	VERTICAL POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	GRVL	GRAVEL	NE	NORTHEAST	WM	WATER METER
CNTY	COUNTY	GND	GROUND	NW	NORTHWEST	WV	WATER VALVE
CH	COUNTY HIGHWAY	GUT	GUTTER	ND	NORTH	WMAN	WATER MAIN
CSE	COURSE	GP	GUY POLE	OB	OPEN LID	WB	WESTBOUND
XSECT	CROSS SECTION	GW	GUY WIRE	OP	OPEN	WILDFL	WILDFLOWERS
m ³	CUBIC METER	HH	HANDHOLE	PVD	PAVED	W	WITH
mm ³	CUBIC MILLIMETER	HATCH	HATCHING	PVMT	PAVEMENT	WO	WITHOUT
				PM	PAVEMENT MARKING		

DATE	REVISIONS	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 1 of 9)
1-1-19	Added new symbols.	STANDARD 000001-07
1-1-11	Updated abbreviations and symbols.	STANDARD 000001-07

ADJUSTMENT ITEMS	EX	PR
Structure To Be Adjusted		ADJ
Structure To Be Cleaned		C
Main Structure To Be Filled		FM
Structure To Be Filled		F
Structure To Be Filled Special		FSP
Structure To Be Removed		R
Structure To Be Reconstructed		REC
Structure To Be Reconstructed Special		RSP
Frame and Grate To Be Adjusted		A
Frame and Lid To Be Adjusted		A
Domestic Service Box To Be Adjusted		A
Valve Vault To Be Adjusted		A
Special Adjustment		SP
Item To Be Abandoned		AB
Item To Be Moved		M
Item To Be Relocated		REL
Pavement Removal and Replacement		

ALIGNMENT ITEMS	EX	PR
Baseline		
Centerline		
Centerline Break Circle	o	o
Baseline Symbol		
Centerline Symbol	⊕	⊕
PI Indicator	Δ	Δ
Point Indicator	o	o
Horizontal Curve Data (Half Size)	P.I. CURVE STA D.P. STA R L E E S.E. RUN P.C. STA P.T. STA	P.I. CURVE STA D.P. STA R L E E S.E. RUN P.C. STA P.T. STA
BOUNDARIES ITEMS	EX	PR
Dashed Property Line		
Solid Property/Lot Line		
Section/Grant Line		
Quarter Section Line		
Quarter/Quarter Section Line		
County/Township Line		
State Line		
Iron Pipe Found	o	o
Iron Pipe Set	o	o
Survey Marker	⊕	⊕
Property Line Symbol		
Same Ownership Symbol (Half Size)		
Northwest Quarter Corner (Half Size)		
Section Corner (Half Size)		
Southeast Quarter Corner (Half Size)		

DRAINAGE ITEMS	EX	PR
Channel or Stream Line		
Culvert Line		
Grading & Shaping Ditches		
Drainage Boundary Line		
Paved Ditch		
Aggregate Ditch		
Pipe Underdrain		
Storm Sewer		
Flowline		
Ditch Check		
Headwall		
Inlet		
Manhole		
Summit		
Roadway Ditch Flow		
Swale		
Catch Basin		
Culvert End Section		
Water Surface Indicator		
Riprap		
HYDRAULICS ITEMS	EX	PR
Overflow		
Sheet Flow		
Hydrant Outlet		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 2 of 9)
STANDARD 000001-07

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 ENGINEER OF PUBLIC WORKS PROCEDURES
 APPROVED January 1, 2019
 ENGINEER OF PUBLIC WORKS AND ENVIRONMENT

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EROSION & SEDIMENT CONTROL ITEMS	EX	PR
Cleaning & Grading Limits		
Dike		
Erosion Control Fence		
Perimeter Erosion Barrier		
Temporary Fence		
Ditch Check Temporary		
Ditch Check Permanent		
Inlet & Pipe Protection		
Sediment Basin		
Erosion Control Blanket		
Fabric Formed Concrete Revetment Mat		
Turf Reinforcement Mat		
Mulch Temporary		
Mulch Method 1		
Mulch Method 2 Stabilized		
Mulch Method 3 Hydraulic		
CONTOUR ITEMS	EX	PR
Approx. Index Line		
Approx. Intermediate Line		
Index Contour		
Intermediate Contour		

NON-HIGHWAY IMPROVEMENT ITEMS	EX	PR
Noise Attn./Levee		
Field Line		
Fence		
Base of Levee		
Mailbox		
Multiple Mailboxes		
Pay Telephone		
Advertising Sign		
ITS Camera		
Wind Turbine		
Cellular Tower		
Intelligent Transportation Systems		
LANDSCAPING ITEMS	EX	PR
Contour Mounding Line		
Fence		
Fence Post		
Shrubs		
Mowline		
Perennial Plants		
Seeding Class 2		
Seeding Class 2A		
Seeding Class 4		
Seeding Class 4 & 5 Combined		

EXISTING LANDSCAPING ITEMS (contd.)	EX	PR
Seeding Class 5		
Seeding Class 7		
Seedlings Type 1		
Seedlings Type 2		
Sodding		
Mowstake w/Sign		
Tree Trunk Protection		
Evergreen Tree		
Shade Tree		
LIGHTING	EX	PR
Duct		
Conduit		
Electrical Aerial Cable		
Electrical Buried Cable		
Controller		
Underpass Luminaire		
Power Pole		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 3 of 9)
STANDARD 000001-07

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COUNTY HIGHWAY: MULTI
 FISCAL YEAR: 2019
 SECTION: VARIOUS



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
 IDOT STANDARD 000001-07

G-5
 SCALE: SHEET 5 OF 195

LIGHTING (contd.)	EX	PR
Pull Point		
Handhole		
Heavy Duty Handhole		
Junction Box		
Light Unit Comb.		
Electrical Ground		
Traffic Flow Arrow		
High Mast Pole (Half Size)		
Light Unit-1		
PAVEMENT (MISC.)	EX	PR
Keyed Long Joint		
Keyed Long Joint w/Tie Bars		
Sawed Long Joint w/Tie Bars		
Bituminous Shoulder		
Bituminous Taper		
Stabilized Driveway		
Widening		

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 ENGINEER OF PUBLIC WORKS AND ENVIRONMENT

PAVEMENT MARKINGS	EX	PR
Handicap Symbol		
RR Crossing		
Raised Marker Amber 1 Way		
Raised Marker Amber 2 Way		
Raised Marker Crystal 1 Way		
Two Way Turn Left		
Shoulder Diag. Pattern		
Skip-Dash White		
Skip-Dash Yellow		
Stop Line		
Solid Line		
Double Centerline		
Dotted Lines		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 (Sheet 4 of 9)
 STANDARD 000001-07

PAVEMENT MARKINGS (contd.)	EX	PR
CL 2Ln 2Way RRPm 12.2 m (40') o.c.		
CL 2Ln 2Way RRPm 80' (24.4 m) o.c.		
CL Multilane Div. RRPm 40' (12.2 m) o.c.		
CL Multilane Div. RRPm 80' (24.4 m) o.c.		
CL Multilane Div. Dbl. RRPm 80' (24.4 m) o.c.		
CL Multilane Undiv.		
Two Way Turn Left Line		
Urban Combination Left		
Urban Combination Right		
Urban Left Turn Arrow		
Urban Right Turn Arrow		
Urban Left Turn Only		
Urban Right Turn Only		
Urban Thru Only		

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RAILROAD ITEMS	EX	PR
Abandoned Railroad		
Railroad		
Railroad Point		
Control Box		
Crossing Gate		
Flashing Signal		
Railroad Cant. Mast Arm		
Crossbuck		
REMOVAL ITEMS	EX	PR
Removal Tic		
Bituminous Removal		
Hatch Pattern		
Tree Removal Single		
RIGHT OF WAY ITEMS	EX	PR
Future ROW Corner Monument		
ROW Marker		
ROW Line		
Easement		
Temporary Easement		

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 (Sheet 5 of 9)
 STANDARD 000001-07

PAVEMENT MARKINGS (contd.)	EX	PR
Urban U-Turn		
Urban Combined U-Turn		
Rural Combination Left		
Rural Combination Right		
Rural Left Turn Arrow		
Rural Right Turn Arrow		
Rural Left Turn Only		
Rural Right Turn Only		
Rural Thru Only		
Bike Lane Symbol		
Bike Lane Text		
Bike Path Shared		
Bike Shared Roadway		

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STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 (Sheet 6 of 9)
 STANDARD 000001-07

MODEL: D:\inf\it... FILE NAME: P:\16163304-00_Cook County_Phase 2_DesignTask_07_W07 DemopstetDC\GADD_Sheets\TOTL_sht_gennote05.dgn

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COUNTY HIGHWAY:	MULTI
FISCAL YEAR:	2019
SECTION:	VARIOUS



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:	_____	_____
CHECKED:	_____	_____

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
 IDOT STANDARD
 000001-07

RIGHT OF WAY ITEMS (contd.)	EX	PR
Access Control Line	— AC —	— AC —
Access Control Line & ROW	— AC —	— AC —
Access Control Line & ROW with Fence	— AC —	— AC —
Excess ROW Line	— XS —	— XS —
ROADWAY PLAN ITEMS		
Cable Barrier	— ○ —	— ○ —
Concrete Barrier	— —	— —
Edge of Pavement	— —	— —
BI Shoulders, Medians and C&G Line	— —	— —
Aggregate Shoulder	— —	— —
Shoulders, Driveways	— —	— —
Guardrail	— —	— —
Guardrail Post	○	○
Traffic Sign	□	□
Corrugated Median	— —	— —
Impact Attenuator	— —	— —
North Arrow with District Office (Half Size)	— N —	— N —
Match Line	— —	— STA. 45+00 —
Slope Limit Line	— —	— —
Typical Cross-Section Line	— —	— —

ROADWAY PROFILES	EX	PR
P.I. Indicator	▲	▲
Point Indicator	○	○
Earthworks Balance Point	— —	— —
Begin Point	— —	— —
Vert. Curve Data	VPI = ELEV = E	VPI = ELEV = E
Ditch Profile Left Side	— —	— —
Ditch Profile Right Side	— —	— —
Roadway Profile Line	— —	— —
Storm Sewer Profile Left Side	— —	— —
Storm Sewer Profile Right Side	— —	— —
SIGNING ITEMS		
Cone, Drum or Barricade	○	○
Barricade Type II	— —	— —
Barricade Type III	— —	— —
Barricade With Edge Line	— —	— —
Flashing Light Sign	○	○
Panels I	— —	— —
Panels II	— —	— —
Direction of Traffic	→	→
Sign Flag (Half Size)	◇	◇

SIGNING ITEMS (contd.)	EX	PR
Reverse Left W1-4L (Half Size)	— —	— —
Reverse Right W1-4R (Half Size)	— —	— —
Two Way Traffic Sign W6-3 (Half Size)	— —	— —
Detour Ahead W20-2(O) (Half Size)	— —	— —
Left Lane Closed Ahead W2C-5L(O) (Half Size)	— —	— —
Right Lane Closed Ahead W20-5R(O) (Half Size)	— —	— —
Road Closed Ahead W20-3(O) (Half Size)	— —	— —
Road Construction Ahead W20-1(O) (Half Size)	— —	— —
Single Lane Ahead (Half Size)	— —	— —
Transition Left W4-2L (Half Size)	— —	— —
Transition Right W4-2R (Half Size)	— —	— —

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 7 of 9)
STANDARD 000001-07

SIGNING ITEMS (contd.)	EX	PR
One Way Arrow Lrg. W1-6(O) (Half Size)	— —	— —
Two Way Arrow Large W1-7(O) (Half Size)	— —	— —
Detour M4-10L(O) (Half Size)	— —	— —
Detour M4-10R(O) (Half Size)	— —	— —
One Way Left R6-1L (Half Size)	— —	— —
One Way Right R6-1R (Half Size)	— —	— —
Left Turn Lane R3-100L (Half Size)	— —	— —
Keep Left R4-7AL (Half Size)	— —	— —
Keep Left R4-7BL (Half Size)	— —	— —
Keep Right R4-7AR (Half Size)	— —	— —
Keep Right R4-7BR (Half Size)	— —	— —
Stop Here On Red R10-6-AL (Half Size)	— —	— —
Stop Here On Red R10-6-AR (Half Size)	— —	— —
No Left Turn R3-2 (Half Size)	— —	— —
No Right Turn R3-1 (Half Size)	— —	— —
Road Closed R11-2 (Half Size)	— —	— —
Road Closed Thru Traffic R11-2 (Half Size)	— —	— —

STRUCTURES ITEMS	EX	PR
Box Culvert Barrel	— —	— —
Box Culvert Headwall	— —	— —
Bridge Pier	— —	— —
Bridge	— —	— —
Retaining Wall	— —	— —
Temporary Sheet Piling	— —	— —

TRAFFIC SHEET ITEMS	EX	PR
Cable Number	— —	— —
Left Turn Green	— —	— —
Left Turn Yellow	— —	— —
Signal Backplate	— —	— —
Signal Section 8" (200 mm)	— —	— —
Signal Section 12" (300 mm)	— —	— —
Walk/Don't Walk Letters	— —	— —
Walk/Don't Walk Symbols	— —	— —
TRAFFIC SIGNAL ITEMS		
Galv. Steel Conduit	— —	— —
Underground Cable	— —	— —
Detector Loop Line	— —	— —
Detector Loop Large	— —	— —
Detector Loop Small	— —	— —
Detector Loop Quadrangle	— —	— —

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 8 of 9)
STANDARD 000001-07

TRAFFIC SIGNAL ITEMS (contd.)	EX	PR
Detector Raceway	— —	— —
Aluminum Mast Arm	— —	— —
Steel Mast Arm	— —	— —
Veh. Detector Magnetic	— —	— —
Conduit Splice	— —	— —
Controller	— —	— —
Gulfbow Junction	— —	— —
Wood Pole	— —	— —
Temp. Signal Head	— —	— —
Handhole	— —	— —
Double Handhole	— —	— —
Heavy Duty Handhole	— —	— —
Junction Box	— —	— —
Ped. Pushbutton Detector	— —	— —
Ped. Signal Head	— —	— —
Power Pole Service	— —	— —
Priority Veh. Detector	— —	— —
Signal Head	— —	— —
Signal Head w/backplate	— —	— —
Signal Post	— —	— —
Closed Circuit TV	— —	— —
Video Detector System	— —	— —

UNDERGROUND UTILITY ITEMS	EX	PR	ABANDONED
Cable TV	— —	— —	— —
Electric Cable	— —	— —	— —
Fiber Optic	— —	— —	— —
Gas Pipe	— —	— —	— —
Oil Pipe	— —	— —	— —
Sanitary Sewer	— —	— —	— —
Telephone Cable	— —	— —	— —
Water Pipe	— —	— —	— —
UTILITIES ITEMS			
Controller	— —	— —	— —
Double Handhole	— —	— —	— —
Fire Hydrant	— —	— —	— —
GuyWire or Deadman Anchor	— —	— —	— —
Handhole	— —	— —	— —
Heavy Duty Handhole	— —	— —	— —
Junction Box	— —	— —	— —
Light Pole	— —	— —	— —
Manhole	— —	— —	— —
Monitoring Well (Gasoline)	— —	— —	— —
Pipeline Warning Sign	— —	— —	— —
Power Pole	— —	— —	— —
Power Pole with Light	— —	— —	— —
Sanitary Sewer Cleanout	— —	— —	— —
Splice Box Above Ground	— —	— —	— —
Telephone Splice Box Above Ground	— —	— —	— —
Telephone Pole	— —	— —	— —

UTILITY ITEMS (contd.)	EX	PR
Traffic Signal	— —	— —
Traffic Signal Control Box	— —	— —
Water Meter	— —	— —
Water Meter Valve Box	— —	— —
Profile Line	— —	— —
Aerial Power Line	— —	— —
VEGETATION ITEMS		
Deciduous Tree	— —	— —
Bush or Shrub	— —	— —
Evergreen Tree	— —	— —
Stump	— —	— —
Orchard/Nursery Line	— —	— —
Vegetation Line	— —	— —
Woods & Bush Line	— —	— —
WATER FEATURE ITEMS		
Stream or Drainage Ditch	— —	— —
Waters Edge	— —	— —
Water Surface Indicator	— —	— —
Water Point	— —	— —
Disappearing Ditch	— —	— —
Marsh	— —	— —
Marsh/Swamp Boundary	— —	— —

STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
(Sheet 9 of 9)
STANDARD 000001-07

MODEL: D:\p\inf\16116163304-00_Cook County Phase 2 Design\Task 07 W07 Demolition\DC\ADD_Sheets\T071-shh-gmnet06.dgn

ILLINOIS DEPARTMENT OF TRANSPORTATION
PASSED January 1, 2019
ENGINEER OF PROFESSIONAL PROCEDURES
APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

VARIOUS LOCATIONS

COUNTY HIGHWAY:	MULTI
FISCAL YEAR:	2019
SECTION:	VARIOUS



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
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CHECKED:	— — — —	— — — —

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD
000001-07

G-7
SCALE: SHEET 7 OF 195

SUMMARY OF QUANTITIES								
ITEM NO.	S.P	SPECIALTY ITEM	PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	DEMPSTER	WEST LAKE	COMBINED
1			20200100	EARTH EXCAVATION	CU YD	0	64	64
2			20800150	TRENCH BACKFILL	CU YD	0	9	9
3			21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,105	1,780	2,885
4			25000400	NITROGEN FERTILIZER NUTRIENT	POUND	14	22	36
5			25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	14	22	36
6			25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	14	22	36
7			25200200	SUPPLEMENTAL WATERING	UNIT	50	80	130
8			28000510	INLET FILTERS	EACH	216	200	416
9			31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	4,772	2,782	7,554
10			35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	6,037	2,680	8,717
11			40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	33	29	62
12			40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,495	1,797	3,292
13			40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	429	0	429
14			40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	939	1,022	1,961
15			40600990	TEMPORARY RAMP	SQ YD	537	394	931
16			40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5,124	4,792	9,916
17			42000060	WELDED WIRE REINFORCEMENT	SQ YD	0	408	408
18			42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	0	575	575
19			42001300	PROTECTIVE COAT	SQ YD	2,458	4,616	7,074
20			42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,037	1,514	7,551
21			42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	0	1,166	1,166
22			44000100	PAVEMENT REMOVAL	SQ YD	0	905	905
23			44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	0	1,058	1,058
24			44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	5,471	13,758	19,229
25			44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,188	6,914	9,102
26			44000600	SIDEWALK REMOVAL	SQ FT	5,573	2,592	8,165
27			44003100	MEDIAN REMOVAL	SQ FT	1,291	23,335	24,626
28			44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	36,971	11,820	48,791
29			44200970	CLASS B PATCHES, TYPE II, 10 INCH	SQ YD	0	2,608	2,608
30			44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	0	114	114
31			44200976	CLASS B PATCHES, TYPE IV, 10 INCH	SQ YD	0	334	334
32			44201349	CLASS C PATCHES, TYPE I, 10 INCH	SQ YD	254	70	324
33			44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	6,625	4,310	10,935
34			44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	217	196	413
35			44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	52	152	204
36			48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	0	50	50
37			50102400	CONCRETE REMOVAL	CU YD	0	6.6	6.6
38			50300255	CONCRETE SUPERSTRUCTURE	CU YD	0	6.6	6.6
39			50300300	PROTECTIVE COAT	SQ YD	0	32	32
40			50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	0	1,820	1,820
41			50800515	BAR SPLICERS	EACH	0	24	24
42			52000110	PREFORMED JOINT STRIP SEAL	FOOT	0	144	144
43			550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	0	11	11
44			60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	0	2	2
45			60250200	CATCH BASINS TO BE ADJUSTED	EACH	41	0	41
46			60250400	CATCH BASINS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, OPEN LID	EACH	0	2	2
47			60252800	CATCH BASIN TO BE RECONSTRUCTED	EACH	2	0	2
48			60265700	VALVE VAULTS TO BE ADJUSTED	EACH	0	2	2
49			60266600	VALVE BOXES TO BE ADJUSTED	EACH	4	1	5
50			60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	69	16	85
51	*		60403700	LIDS, TYPE 1, OPEN LID	EACH	1	0	1
52			60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	88	46	134
53			60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1,991	364	2,355
54			60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	109	256	365
55			60618740	CONCRETE MEDIAN, TYPE M-2.12	SQ FT	708	18,214	18,922
56			63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	0	100	100
57			63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	0	1	1
58			63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	0	1	1
59			63200310	GUARDRAIL REMOVAL	FOOT	0	138	138
60			66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	50	47	97
61			66900530	SOIL DISPOSAL ANALYSIS	EACH	10	22	32
62			66901001	INLET FILTERS	CU YD	0.5	0.5	1
63			66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	10	10	20
64			66901003	INLET FILTERS	CU YD	0.5	0.5	1
65			67100100	MOBILIZATION	LSUM	0.5	0.5	1
66			70107025	CHANGEABLE MESSAGE SIGN	CAL DA	300	300	600

SUMMARY OF QUANTITIES									
ITEM NO.	S.P	SPECIALTY ITEM	PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	DEMPSTER	WEST LAKE	COMBINED	
67			70400100	TEMPORARY CONCRETE BARRIER	FOOT	0.0	800	800	
68			70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	0	800	800	
69			70600260	LEVEL 3	EACH	0	2	2	
70			70600332	LEVEL 3	EACH	0	2	2	
71			72000100	SIGN PANEL - TYPE 1	SQ FT	0	191	191	
72			72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	0	1	1	
73			72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	0	2	2	
74			72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	0	325	325	
75			73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	0	1	1	
76			78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	730	1,467	2,197	
77			78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	18,831	46,470	65,301	
78			78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1,185	2,509	3,694	
79			78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	0	174	174	
80			78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	4,012	1,626	5,638	
81			78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	449	603	1,052	
82			78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	597	722	1,319	
83			78100300	REPLACEMENT REFLECTOR	EACH	0	2	2	
84			78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	0	8	8	
85			78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	582	87	669	
86		*	89502380	REMOVE EXISTING HANDHOLE	EACH	6	0	6	
87	*	*	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1	0	1	
88		*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9	0	9	
89	*		Z0001700	APPROACH SLAB REPAIR (FULL DEPTH)	SQ YD	0	10	10	
90	*		Z0001800	APPROACH SLAB REPAIR (PARTIAL DEPTH)	SQ YD	0	20	20	
91	*		Z0012754	INCHES)	SQ FT	0	100	100	
92	*		Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	0	50	50	
93	*		Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	0	20	20	
94	*		Z0042300	PORTLAND CEMENT CONCRETE SIDEWALK CURB	FOOT	1,164	0	1,164	
95	*		CCDOH011	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	0.5	1	1	
96	*		CCDOH026	CONTRACT EXTRA WORK	UNIT	50,000	100,000	150,000	
97	*		CCDOH029	CONSTRUCTION LAYOUT STAKES AND SURVEY CONTROL POINTS	LSUM	0	1	1	
98	*		CCDOH029A	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	0.5	0.5	1	
99	*		CCDOH031	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	12	20	
100	*		CCDOH043	CLASS B PATCHES, LONGITUDINAL JOINT REPAIR (SPECIAL), 10"	SQ YD	743	1,519	2,262	
101	*		CCDOH053	DIAMOND GRINDING CONCRETE PAVEMENT	SQ YD	0	20,754	20,754	
102	*		CCDOH059	SURVEY MONUMENTS	EACH	0	3	3	
103	*		CCDOH070	RAILROAD FLAGGERS	LSUM	0.5	0.5	1	
104	*		CCDOH072	CUTTING PAVEMENT SURFACE	FOOT	0	788	788	
105	*		CCDOH176	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	17	12	29	
106	*		CCDOH194A	WATERPROOFING SANITARY FRAMES AND LIDS TO BE ADJUSTED	EACH	0	3	3	
107	*		CCDOH194B	WATERPROOFING SANITARY FRAMES AND LIDS TO BE ADJUSTED, SPECIAL	EACH	0	5	5	
108	*		CCDOH200	CLEANING EXISTING CATCH BASINS	EACH	10	28	38	
109	*		CCDOH212	SODDING	SQ YD	1,105	1,780	2,885	
110	*	*	CCDOH244C	SINGLE HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6	0	6	
111	*	*	CCDOH244D	SINGLE HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6	0	6	
112	*	*	CCDOH244G	SINGLE HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2	0	2	
113	*	*	CCDOH244H	SINGLE HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2	0	2	
114	*	*	CCDOH245A	PEDESTRIAN SIGNAL HEAD, LED WITH COUNTDOWN TIMER	EACH	8	0	8	
115	*	*	CCDOH246A	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINIUM	EACH	8	0	8	
116	*	*	CCDOH248C	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16FT	EACH	4	0	4	
117	*	*	CCDOH249A015	STEEL MAST ARM ASSEMBLY AND POLE, 18FT	EACH	2	0	2	
118	*	*	CCDOH249A055	STEEL MAST ARM ASSEMBLY AND POLE, 34FT	EACH	1	0	1	
119	*	*	CCDOH249A060	STEEL MAST ARM ASSEMBLY AND POLE, 36FT	EACH	1	0	1	
120	*	*	CCDOH250B	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1	0	1	
121	*	*	CCDOH252A	DETECTOR LOOP, TYPE I	FOOT	1,100	1,350	2,450	
122	*	*	CCDOH253A	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	0	1	1	
123	*	*	CCDOH254A	PEDESTRIAN PUSH-BUTTON	EACH	8	0	8	
124	*	*	CCDOH255B	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	680	0	680	
125	*	*	CCDOH255D	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA	FOOT	135	0	135	
126	*	*	CCDOH255F	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA	FOOT	275	0	275	
127	*	*	CCDOH258B	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 2C	FOOT	700	0	700	
128	*	*	CCDOH258C	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 3C	FOOT	1,020	0	1,020	
129	*	*	CCDOH258D	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 5C	FOOT	1,000	0	1,000	
130	*	*	CCDOH258E	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 7C	FOOT	450	0	450	

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VARIOUS LOCATIONS

COUNTY HIGHWAY:	MULTI
FISCAL YEAR:	2019
SECTION:	VARIOUS



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

SUMMARY OF QUANTITIES

G-8

SCALE: SHEET 8 OF 195

SUMMARY OF QUANTITIES								
ITEM NO.	S.P	SPECIALTY ITEM	PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	DEMPSTER	WEST LAKE	COMBINED
131	*	*	CCDOTH258F	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,900	1,500	3,400
132	*	*	CCDOTH258H	ELECTRIC CABLE IN CONDUIT, SERVICE, NO, 6 2C	FOOT	50	0	50
133	*	*	CCDOTH258N	SOOW	FOOT	450	0	450
134	*	*	CCDOTH258O	ELECTRIC CABLE, VIDEO DETECTION SYSTEM	FOOT	370	0	370
135	*	*	CCDOTH261K	6 1C	FOOT	360	0	360
136	*	*	CCDOTH264A	SERVICE INSTALLATION, GROUND MOUNTED	EACH	1	0	1
137	*	*	CCDOTH266A	HANDHOLE	EACH	5	0	5
138	*	*	CCDOTH266C	DOUBLE HANDHOLE	EACH	2	0	2
139	*	*	CCDOTH267A	REBUILD EXISTING HANDHOLE	EACH	3	1	4
140	*	*	CCDOTH267B	REBUILD EXISTING HEAVY DUTY HANDHOLE	EACH	2	2	4
141	*	*	CCDOTH268A	CONCRETE FOUNDATION, TYPE A	FOOT	16	0	16
142	*	*	CCDOTH268B	CONCRETE FOUNDATION, TYPE C	FOOT	4	0	4
143	*	*	CCDOTH268E	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	47	0	47
144	*	*	CCDOTH270A	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	0	1
145	*	*	CCDOTH271A	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	0	1
146	*	*	CCDOTH272A	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3	5	8
147	*	*	CCDOTH274A	UNIT	EACH	2	0	2
148	*	*	CCDOTH275A	UNIT	EACH	1	0	1
149	*	*	CCDOTH284A	UNINTERRUPTABLE POWER SUPPLY	EACH	1	0	1
150	*	*	CCDOTH288B	LED INTERNALLY ILLUMINATED STREET NAME SIGN, 6 FT	EACH	2	0	2
151	*	*	CCDOTH288C	LED INTERNALLY ILLUMINATED STREET NAME SIGN, 8 FT	EACH	2	0	2
152	*	*	CCDOTH290A	DETECTION	EACH	2	0	2
153	*	*	CCDOTH298A	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABL, NO, 20 3/C	FOOT	280	0	280
154	*		CCDOTH310	DETECTABLE WARNINGS (SPECIAL), CAST IRON	SQ FT	632	285	917
155	*		CCDOTH405	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	10,034	10,356	20,390
156	*		CCDOTH406	PCC PAVEMENT REMOVAL (MILLING)	SQ YD	0	8,757	8,757
157	*		CCDOTH407	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)	FOOT	3,837	5,629	9,466
158	*		CCDOTH408	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (SPECIAL)	FOOT	0	619	619
159	*		CCDOTH409	HOT MIX ASPHALT - TACK COAT SPECIAL	POUND	45,528	64,168	109,696
160	*		CCDOTH410	CLEANING EXISTING DECK DRAINS	EACH	0	4	4
161	*		CCDOTH411	TRAFFIC PROTECTION (SPECIAL)	LSUM	0.5	0.5	1

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VARIOUS LOCATIONS

COUNTY HIGHWAY:	MULTI
FISCAL YEAR:	2019
SECTION:	VARIOUS



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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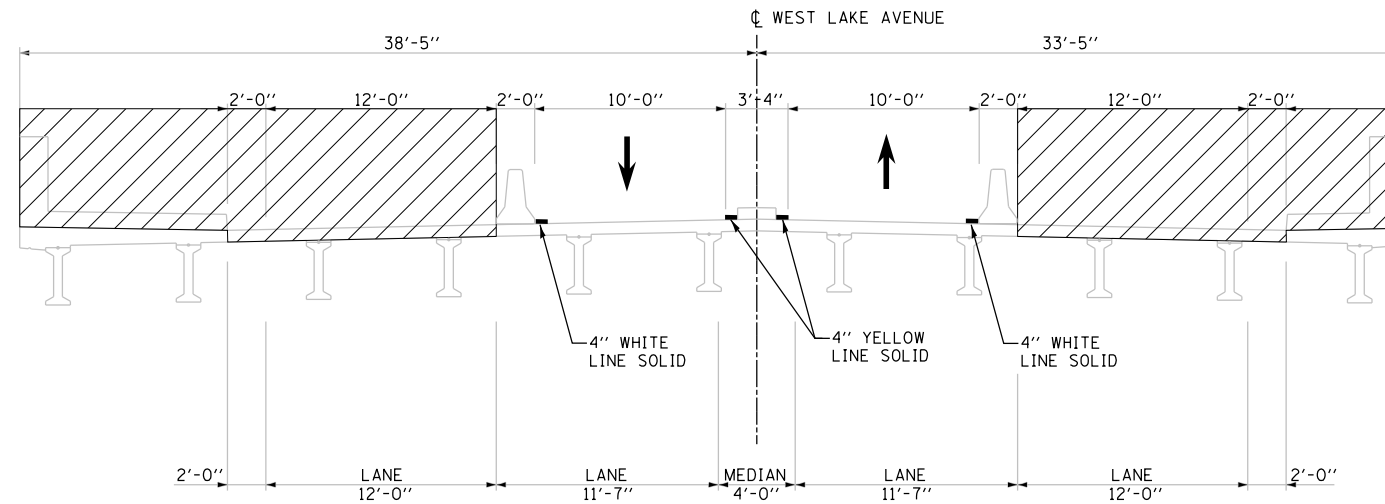
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

SUMMARY OF QUANTITIES

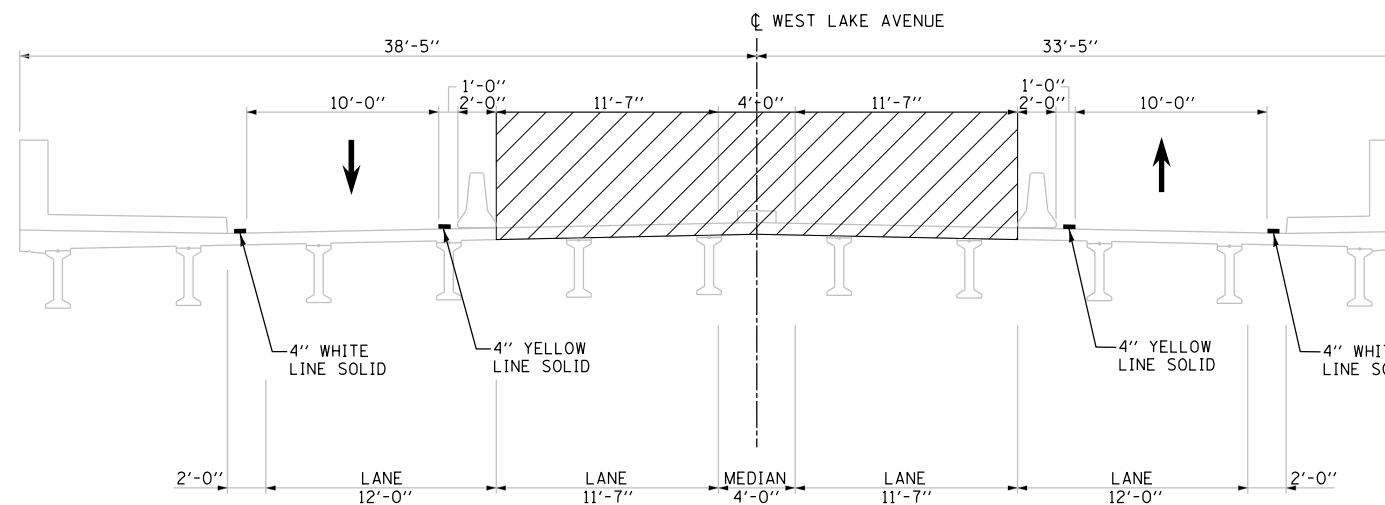
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SCALE: SHEET 9 OF 195



STAGE 1





BRIDGE OVER DES PLAINES RIVER



STAGE 2

BRIDGE OVER DES PLAINES RIVER

LEGEND

-  TEMPORARY CONCRETE BARRIER WALL
-  WORK ZONE
-  TRAFFIC LANE
-  TEMPORARY PAVEMENT MARKING, 4 INCH

NOTE:

CONTRACTOR SHALL STAGE THE SIDEWALKS TO ALLOW ONE SIDE TO REMAIN OPEN AT ALL TIMES.

MODEL: D:\m\1616-3304-00_Cook County Phase 2_Design\Task 07_W07 Demopstred\GN\CADD_Sheets\T07L-shr.mxd01.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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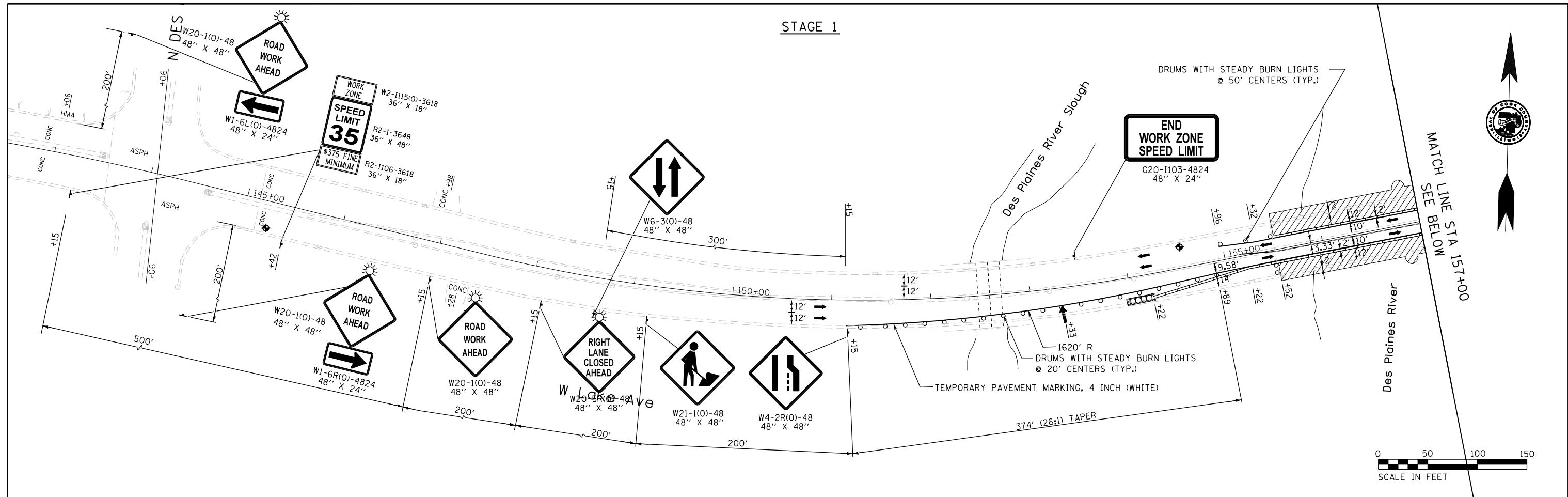
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
MAINTENANCE OF TRAFFIC

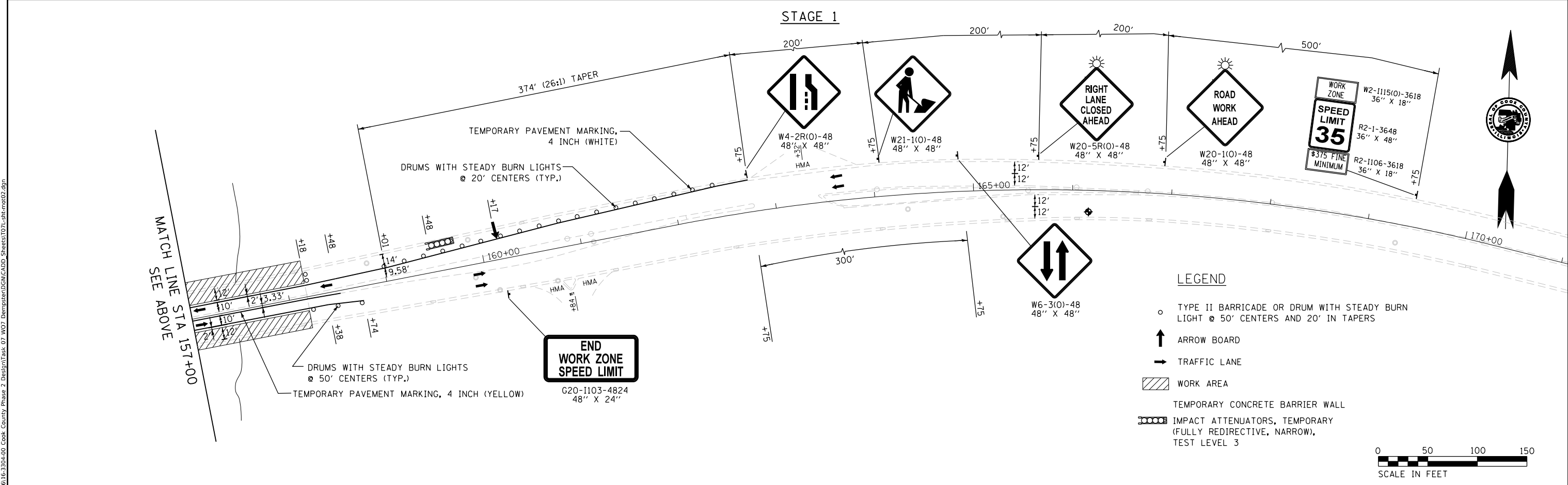
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SCALE: SHEET 10 OF 195

STAGE 1

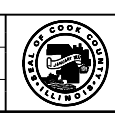


STAGE 1



MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64
FISCAL YEAR: 2019
SECTION: 00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

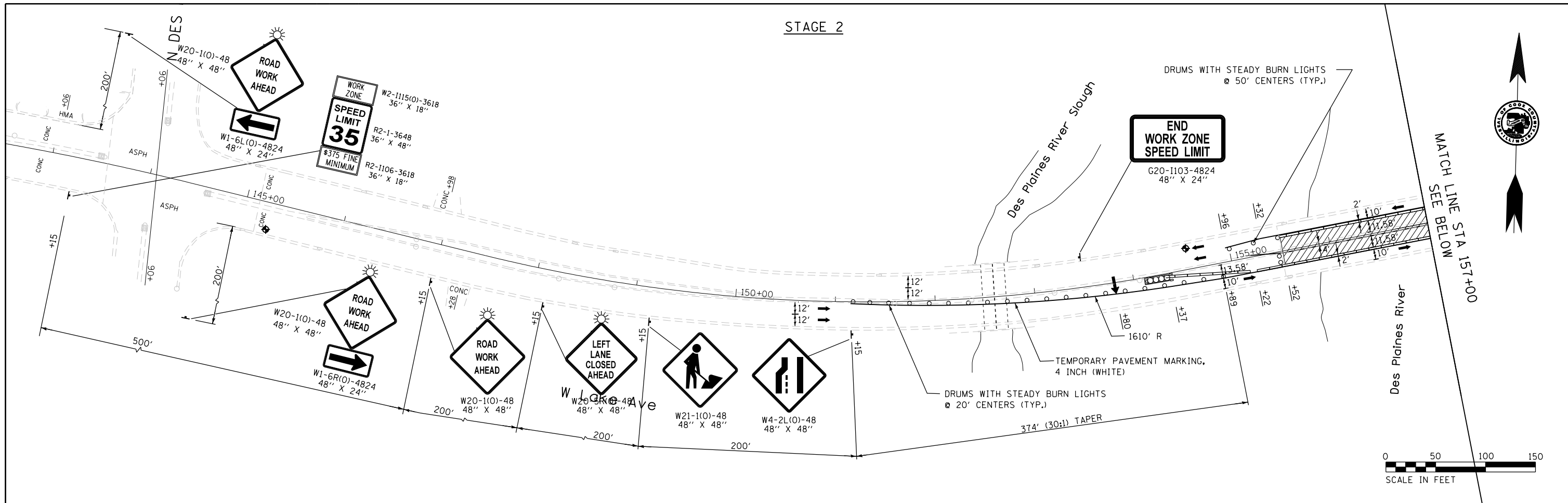
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DRAWN: IE		
CHECKED: TW		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
MAINTENANCE OF TRAFFIC

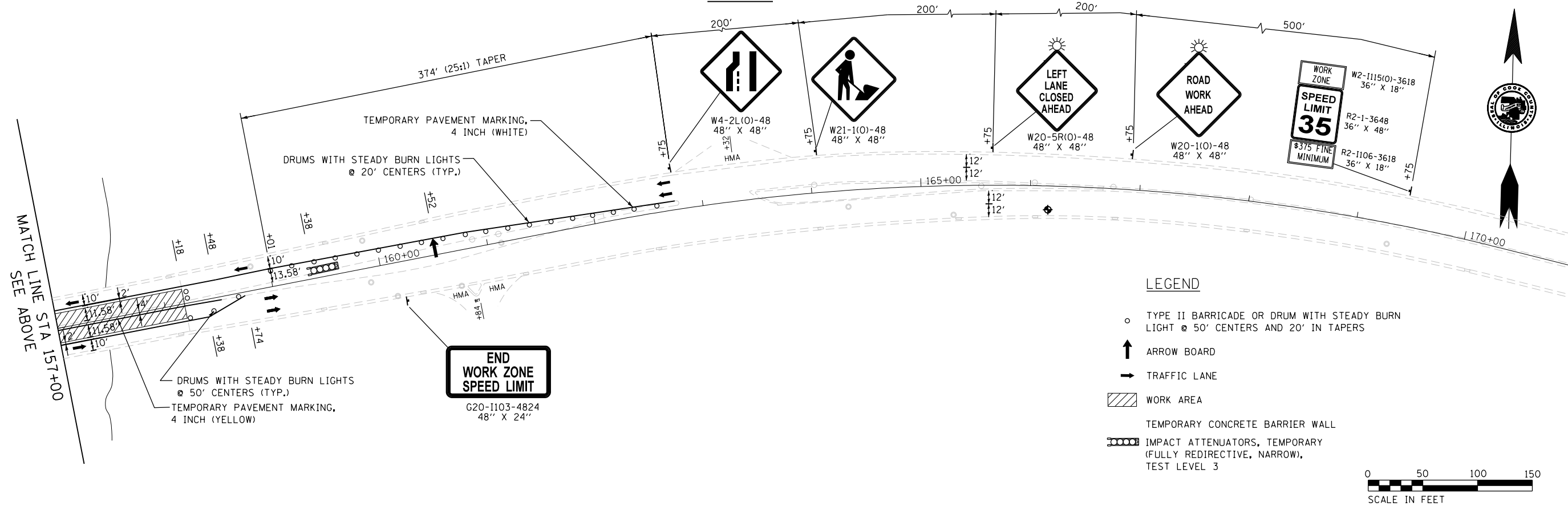
MOT-2
SCALE: 1"=50' SHEET 11 OF 195

MODEL: Default
FILE NAME: P:\16163304-00_Cook County_Phase 2_Design\Task 07_W07_Demopier\DCN\CADD_Sheets\T07L_sht.mxd02.dgn

STAGE 2



STAGE 2



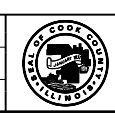
LEGEND

- TYPE II BARRICADE OR DRUM WITH STEADY BURN LIGHT @ 50' CENTERS AND 20' IN TAPERS
- ↑ ARROW BOARD
- TRAFFIC LANE
- ▨ WORK AREA
- ▬ TEMPORARY CONCRETE BARRIER WALL
- ▭ IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW, TEST LEVEL 3)

MODEL: Defaul; FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstern\CGN\CADD_Sheets\T07L-shr-mot03.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64
FISCAL YEAR: 2019
SECTION: 00-PV

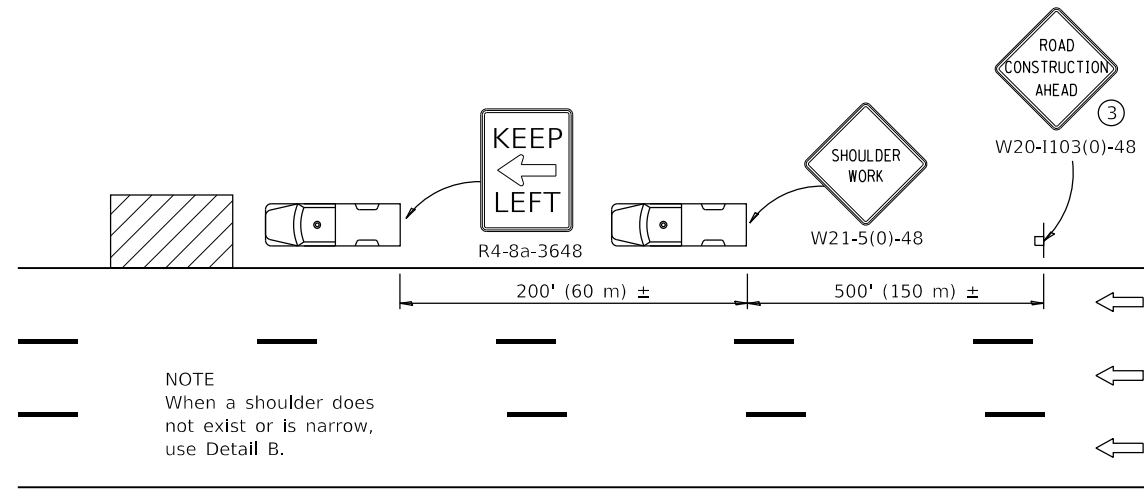


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

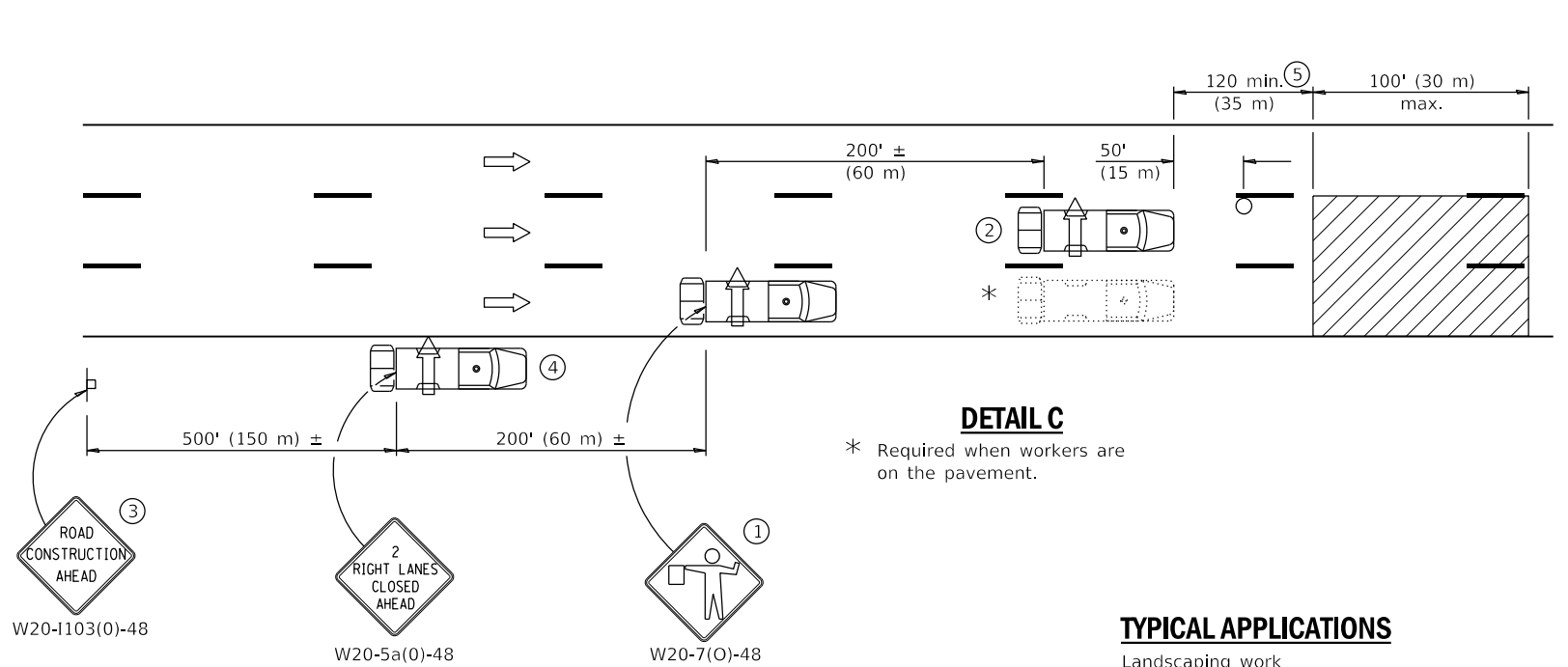
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DRAWN: IE		
CHECKED: TW		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
MAINTENANCE OF TRAFFIC

MOT-3
SCALE: 1"=50' SHEET 12 OF 195



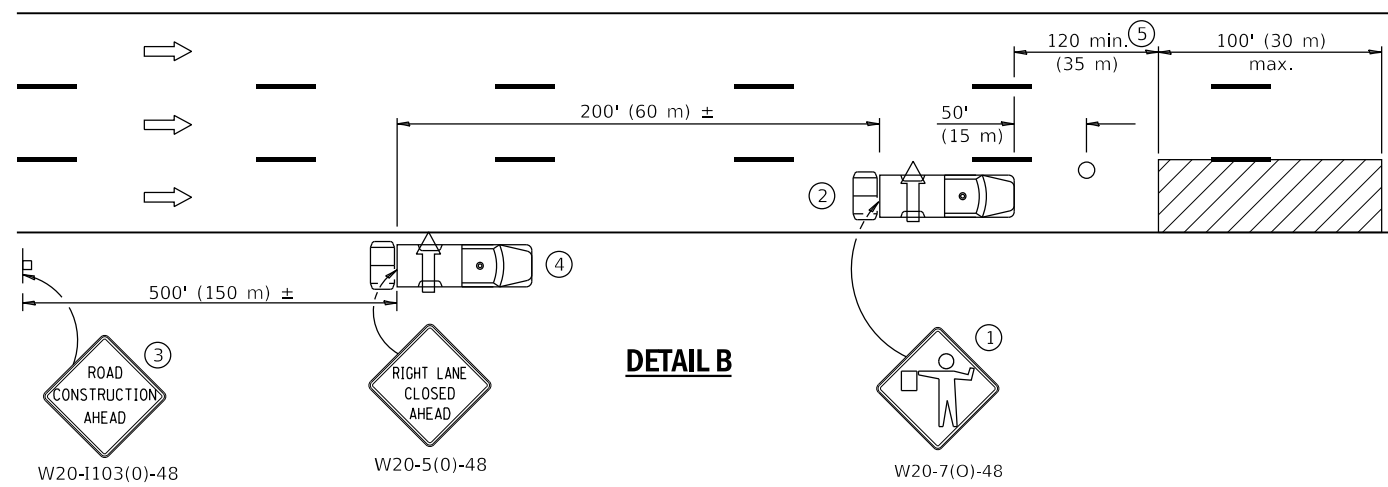
DETAIL A



DETAIL C

TYPICAL APPLICATIONS

- Landscaping work
- Utility work
- Pavement marking
- Weed spraying
- Roadometer measurements
- Debris cleanup
- Crack pouring



DETAIL B

- ① Flaggers are required when workers are on the pavement.
- ② For striping operations only. See sign arrow detail on this standard.
- ③ For stationary operations which are on the roadway or shoulder, greater than 15 minutes and up to 1 hour.
- ④ Omit truck, attenuator and arrow board when no shoulder exists due to curb and gutter.
- ⑤ The distance between the work and the lead truck may vary according to terrain or paint/crack sealing time.



G20-1101-2430 (appropriate arrow) ② (when striping only)

GENERAL NOTES

This Standard is used where any vehicle, equipment, workers or their activities will require: 1) stationary operations up to 1 hour, or 2) a continuous or intermittent moving operation where the average speed of movement is greater than 1 mph (2 km/h).

This Standard is also applicable when work is being performed in the left lane(s) or on the median shoulder. Under these conditions, KEEP RIGHT signs shall be substituted for KEEP LEFT signs and arrow board indications shall be directed to the right.

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

LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH

STANDARD 701427-05

SYMBOLS

- ↑ Arrow board
- ▨ Work area
- Truck with flashing amber light
- Truck/Trailer mounted attenuator
- Flagger with traffic control sign
- Sign

MODEL: D:\dft\11 FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DCN\CADD_Sheets\T071-shr.mxd.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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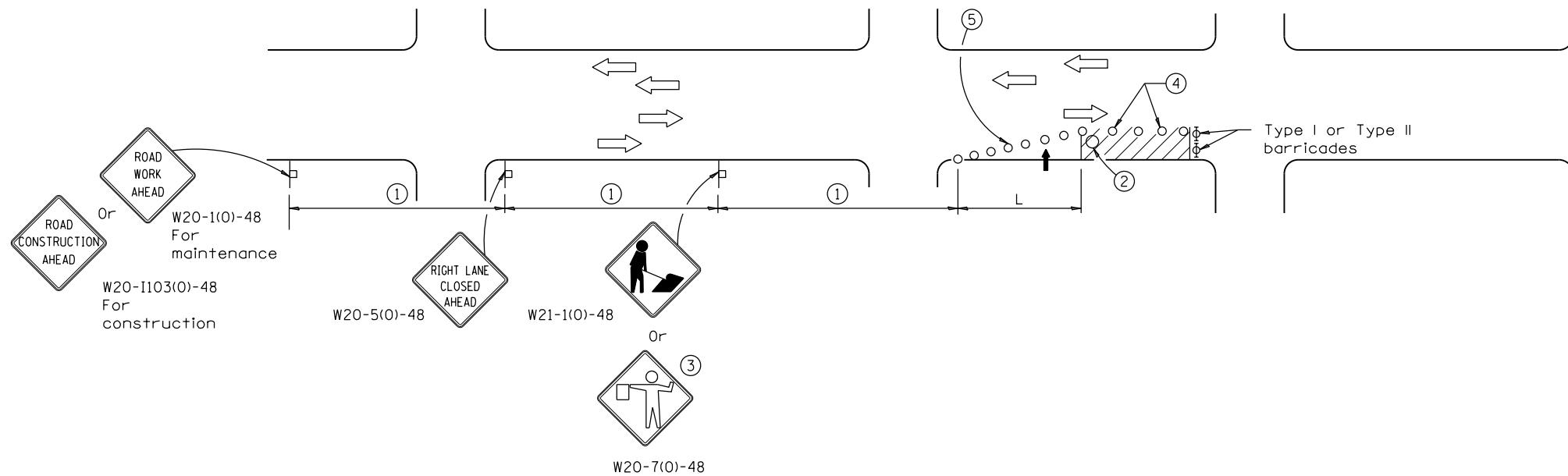
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD MAINTENANCE OF TRAFFIC
701427-05

MOT-4
SCALE: SHEET 13 OF 195



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Arrow board
- Cone, drum or barricade
- Sign on portable or permanent support
- Work area
- Barricade or drum with flashing light
- Flagger with traffic control sign.

- ① Refer to SIGN SPACING TABLE for distances.
- ② Required for speeds > 40 mph.
- ③ Use flagger sign only when flagger is present.
- ④ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ⑤ Cones, drums or barricades at 20' (6 m) centers in taper.

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an Urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).
S = Normal posted speed mph (km/h).

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

DATE	REVISIONS	<p align="center">URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN</p> <p align="center">STANDARD 701606-10</p>
1-1-15	Renamed standard. Moved case on Sheet 2 to new Highway Standard.	
1-1-14	Revised workers sign number to agree with current MUTCD.	

COMPUTED:	REVISIONS	DATE	<p align="center">WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD</p> <p align="center">IDOT STANDARD MAINTENANCE OF TRAFFIC</p> <p align="center">701606-10</p>	<p align="center">MOT-5</p> <p align="center">SCALE: SHEET 14 OF 195</p>
DRAWN:	_____	_____		
CHECKED:	_____	_____		

MODEL: D:\m\h\... FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstet\DC\G\CADD_Sheets\T07L-shr-mnt05.dgn

Illinois Department of Transportation

APPROVED January 1, 2015
ENGINEER OF SAFETY ENGINEERING

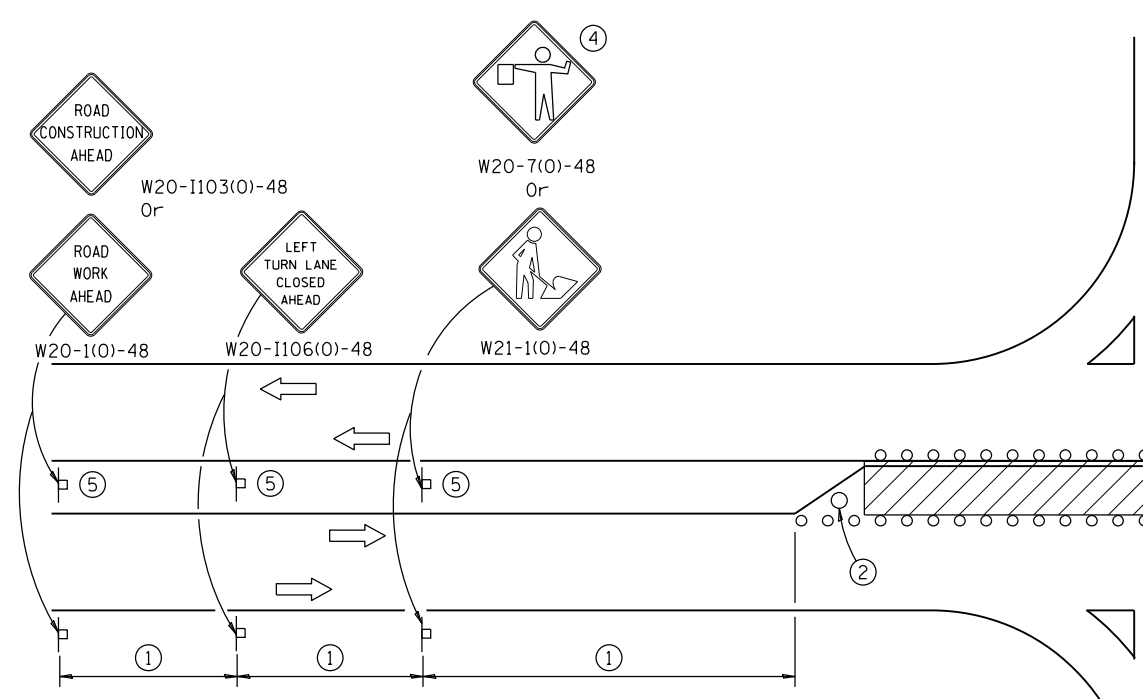
APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV

COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS



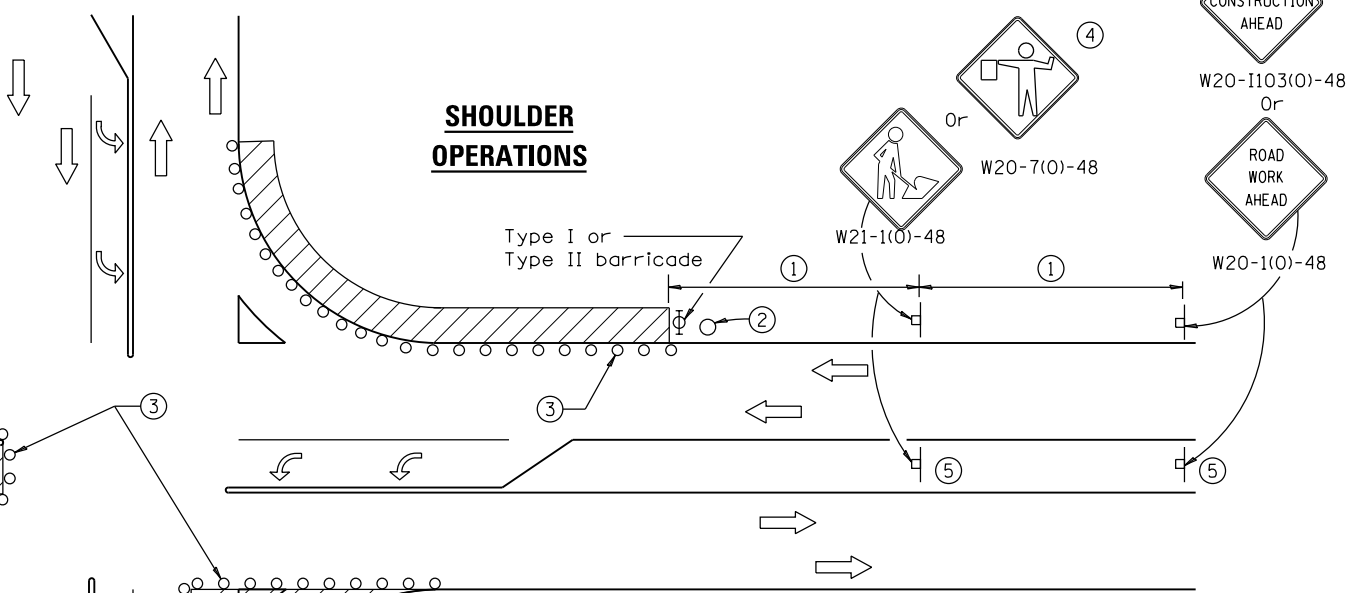
LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

- ① Refer to SIGN SPACING TABLE for distance.
- ② Required for speed > 40 mph.
- ③ Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- ④ Use flagger sign only when flagger is present.
- ⑤ Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- ⑥ Cones, drums or barricades at 20' (6 m) centers in taper.
- ⑦ Advanced arrow board required for speeds > 45 mph.
- ⑧ Three Type II barricades, drums or vertical barricades at 50' (15 m) centers.

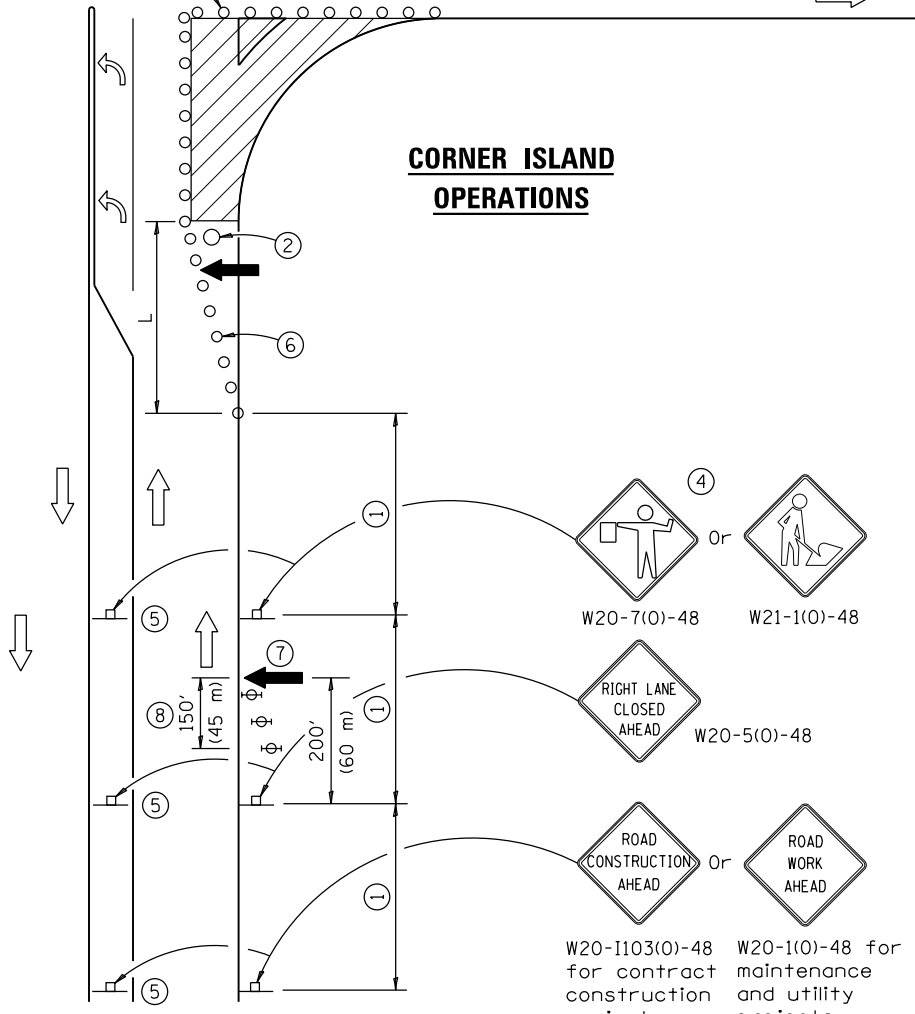
SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign



CORNER ISLAND OPERATIONS



GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT	FORMULAS	
	English	(Metric)
40 mph (70 km/h) or less:	$L = \frac{WS^2}{60}$	$L = \frac{WS^2}{150}$
45 mph (80 km/h) or greater:	$L = (W)(S)$	$L = 0.65(W)(S)$

W = Width of offset in feet (meters).
S = Normal posted speed mph (km/h).

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

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT TURN LANE CLOSED AHEAD.
1-1-14	Added devices at arrow board upstream from taper. Rev. workers sign number.

URBAN LANE CLOSURE, MULTILANE INTERSECTION

STANDARD 701701-10

COMPUTED:	REVISIONS	DATE	WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD	MOT-6
DRAWN:			IDOT STANDARD MAINTENANCE OF TRAFFIC 701701-10	
CHECKED:				SCALE: SHEET 15 OF 195

MODEL: D:\info\... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DCN\CADD_Sheets\T071-shr-mat06.dgn

Illinois Department of Transportation

APPROVED: *[Signature]* April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED: *[Signature]* April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

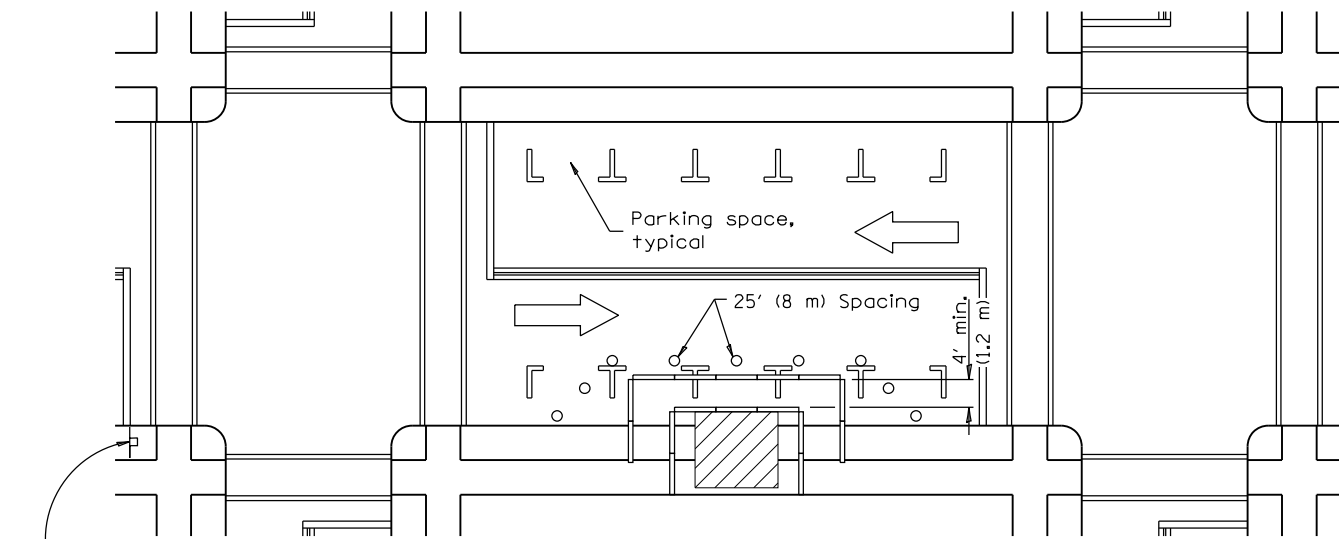
ISSUED: 1-1-97

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS



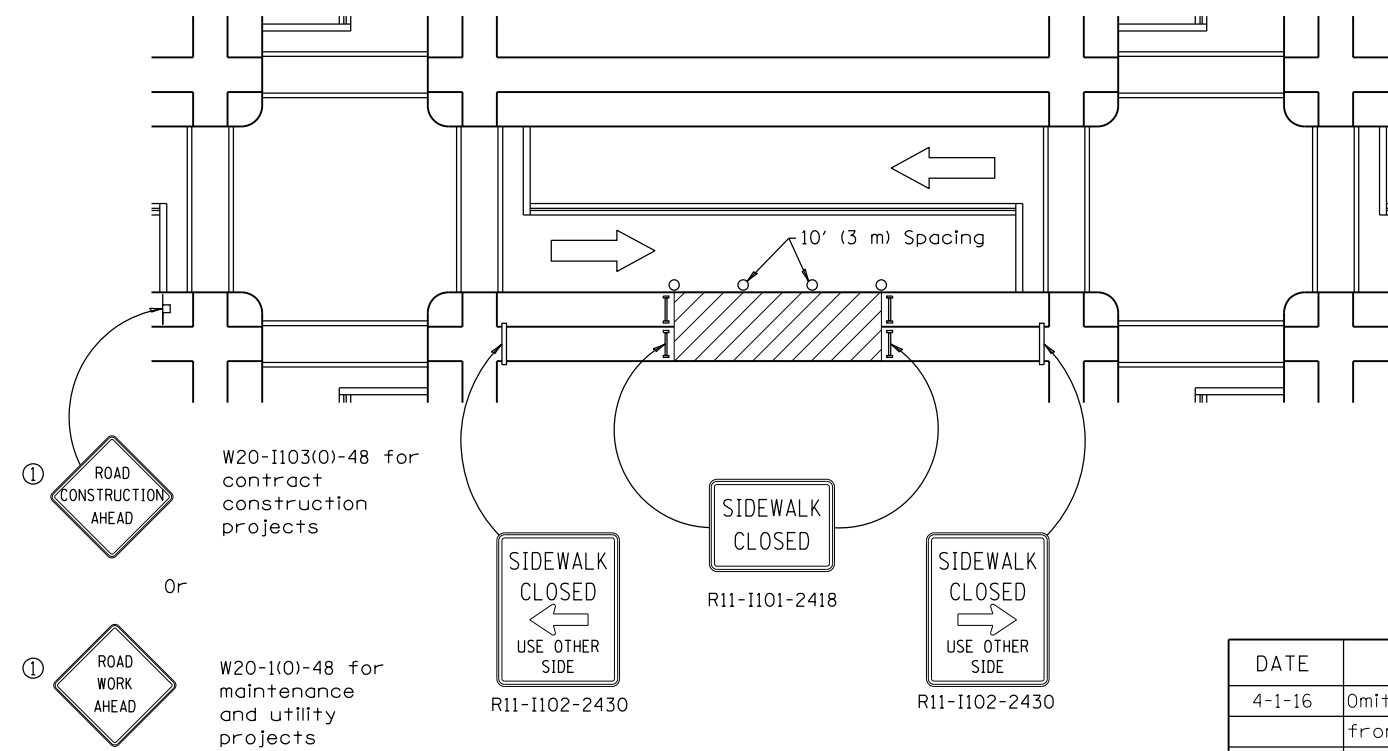
① ROAD CONSTRUCTION AHEAD W20-1103(0)-48 for contract construction projects

Or

① ROAD WORK AHEAD W20-1(0)-48 for maintenance and utility projects

SIDEWALK DIVERSION

- SYMBOLS**
- Work area
 - Sign on portable or permanent support
 - Barricade or drum
 - Cone, drum or barricade
 - Type III barricade
 - Detectable pedestrian channelizing barricade



① ROAD CONSTRUCTION AHEAD W20-1103(0)-48 for contract construction projects

Or

① ROAD WORK AHEAD W20-1(0)-48 for maintenance and utility projects

SIDEWALK CLOSURE

① Omit whenever duplicated by road work traffic control.

GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

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

DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION. Modified appearance of plan views. Renamed Std.

SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD MAINTENANCE OF TRAFFIC

701801-06

MOT-7

SCALE: SHEET 16 OF 195

MODEL: D:\m\1616\3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstred\GNCADD_Sheets\T071-shr.mxd 07.dgn

Illinois Department of Transportation

APPROVED April 1, 2016

 ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016

 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP



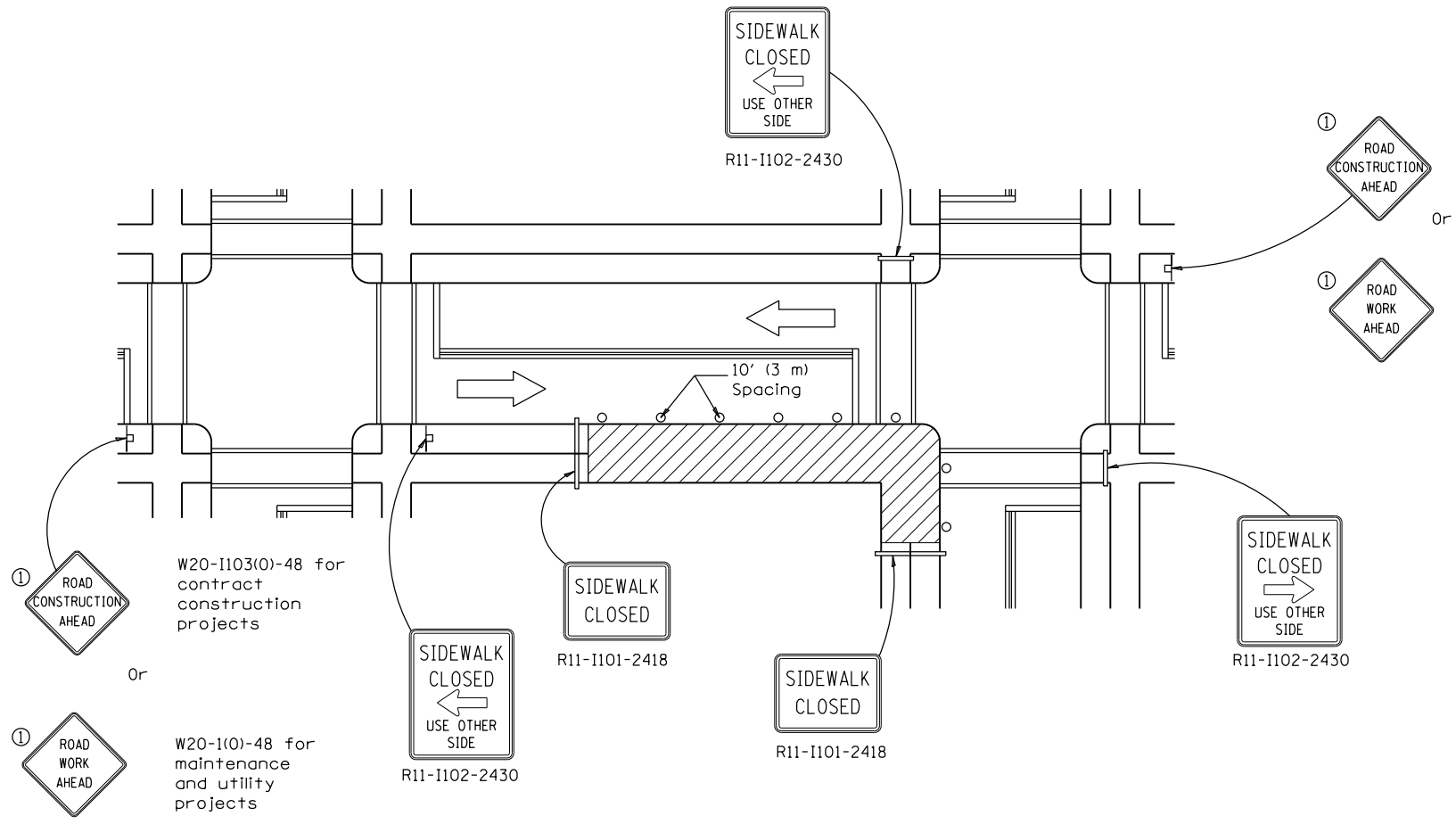
COUNTY OF COOK

DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

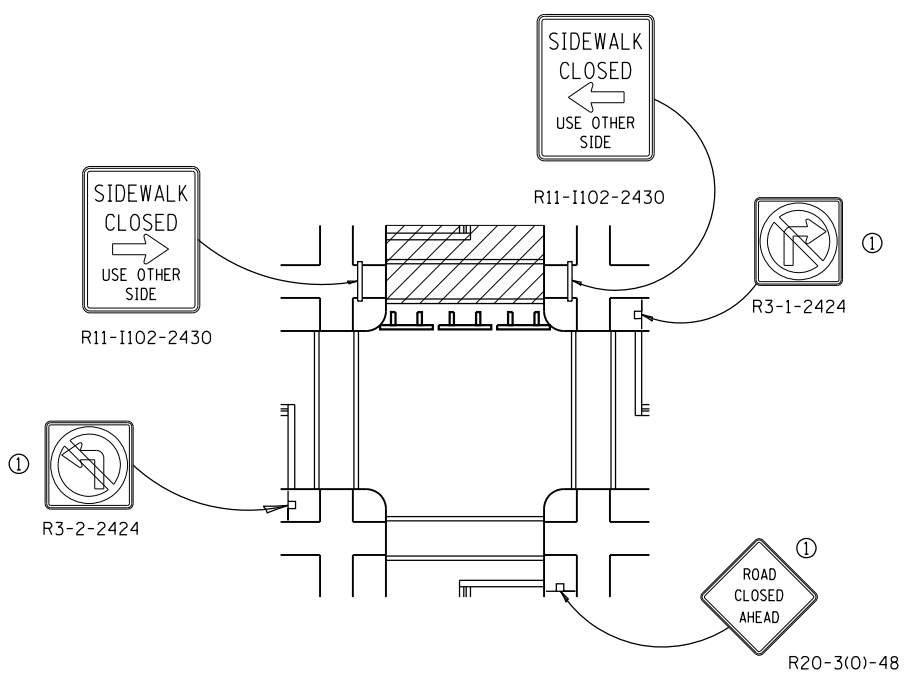
COUNTY HIGHWAY: A59 A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



CORNER CLOSURE



CROSSWALK CLOSURE

W20-1103(0)-48 for contract construction projects
Or
W20-1(0)-48 for maintenance and utility projects

SIDEWALK, CORNER OR CROSSWALK CLOSURE
(Sheet 2 of 2)
STANDARD 701801-06

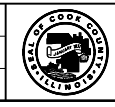
Illinois Department of Transportation

APPROVED April 1, 2016
ENGINEER OF SAFETY ENGINEERING

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 11-1-97

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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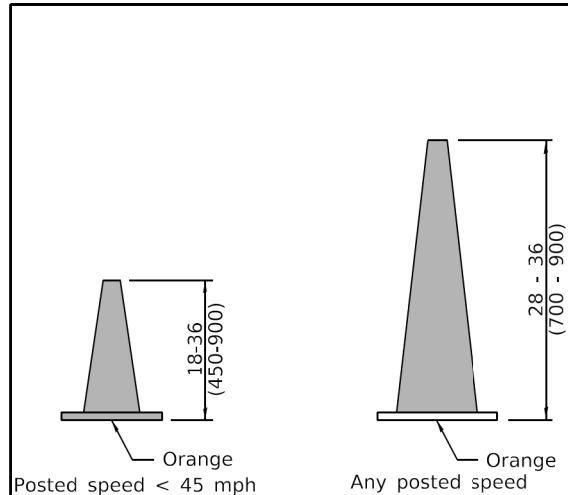
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
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CHECKED:		

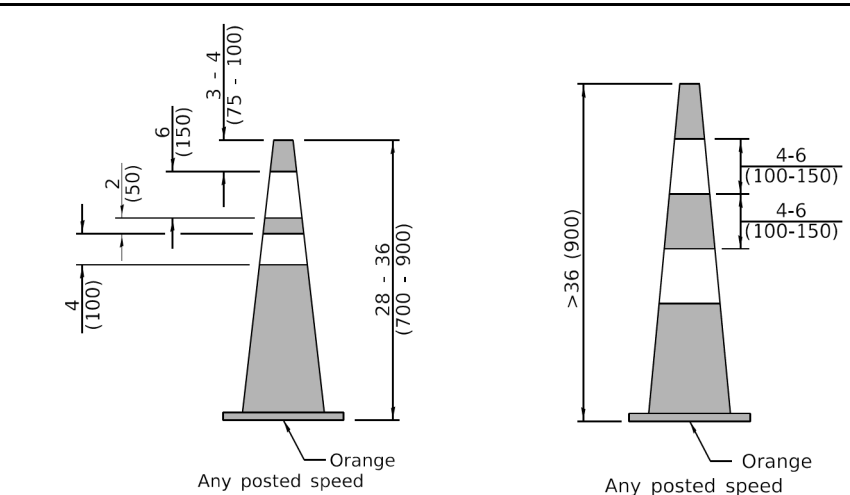
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD MAINTENANCE OF TRAFFIC
701801-06

MOT-8
SCALE: SHEET 17 OF 195

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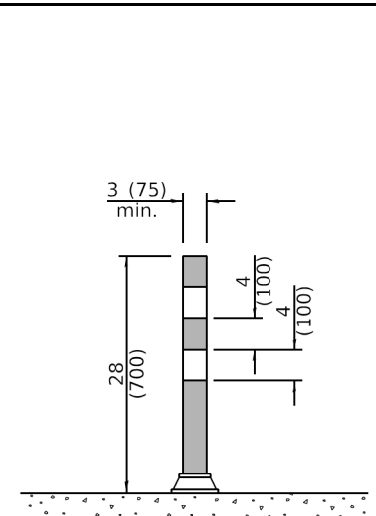


DAYTIME USE

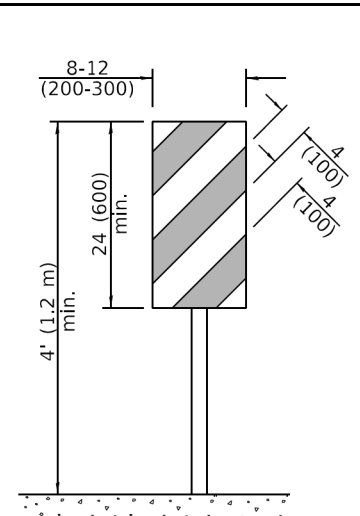


DAY OR NIGHTTIME USE

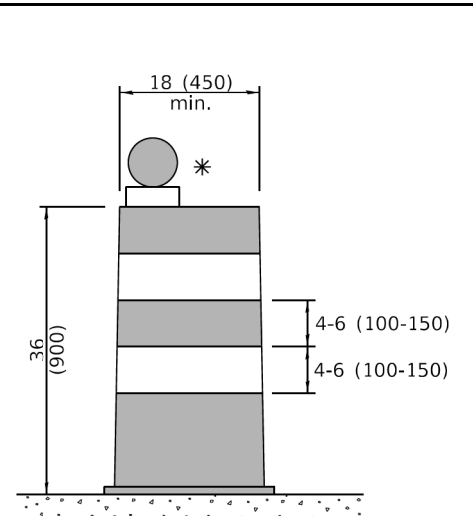
CONES



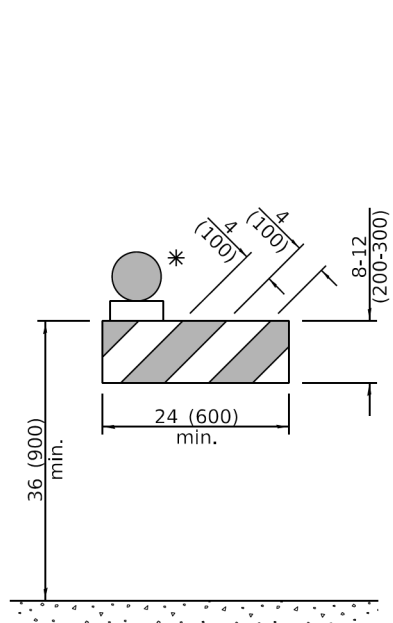
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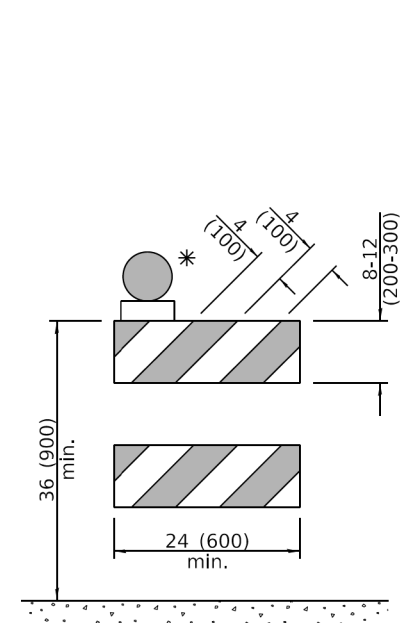
**VERTICAL PANEL
POST MOUNTED**



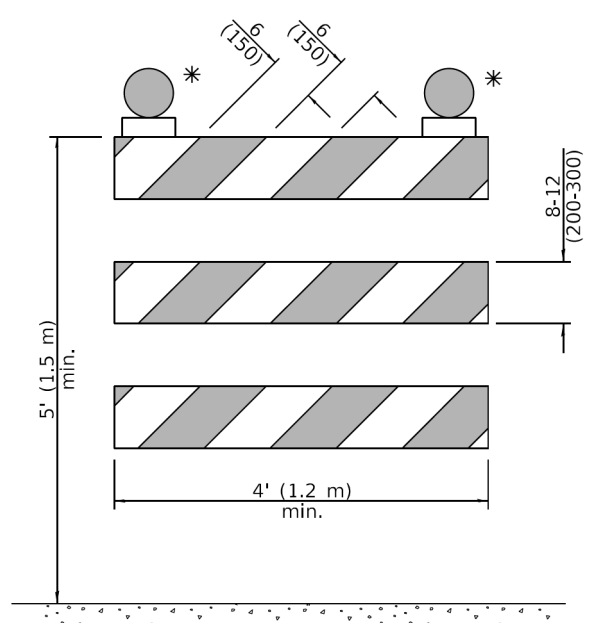
DRUM



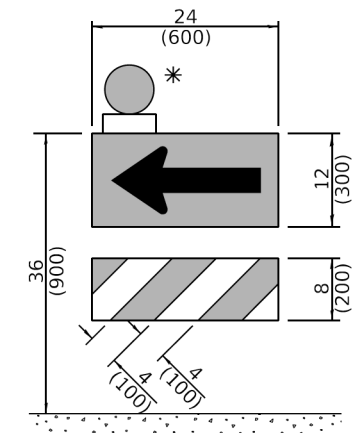
TYPE I BARRICADE



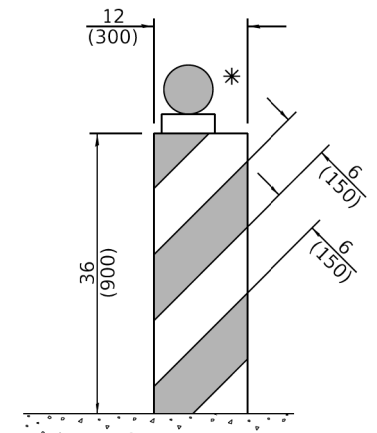
TYPE II BARRICADE



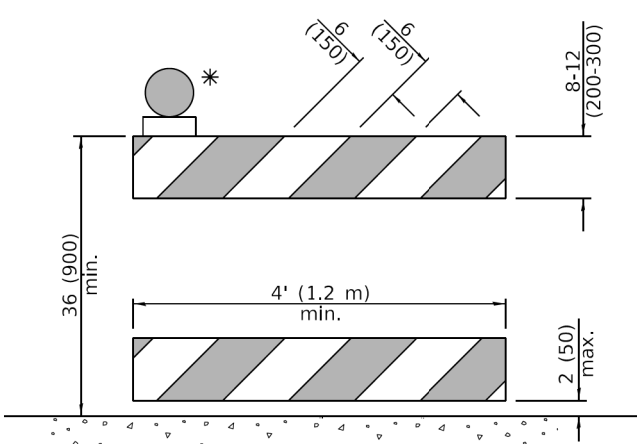
TYPE III BARRICADE



**DIRECTION INDICATOR
BARRICADE**



VERTICAL BARRICADE



**DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE**

* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Revised cone usage and added cones >36" (900 m) height.
1-1-18	Revised END WORK ZONE
	SPEED LIMIT sign from orange to white background.

TRAFFIC CONTROL DEVICES
(Sheet 1 of 3)
STANDARD 701901-08

MODEL: D:\m\16163304-00_Cook County Phase 3 Design\Task 07_W07_Demo\Sheet\CGN\CADD_Sheets\T07_sht.mxd09.dgn

Illinois Department of Transportation

APPROVED January 1, 2019
[Signature]
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV

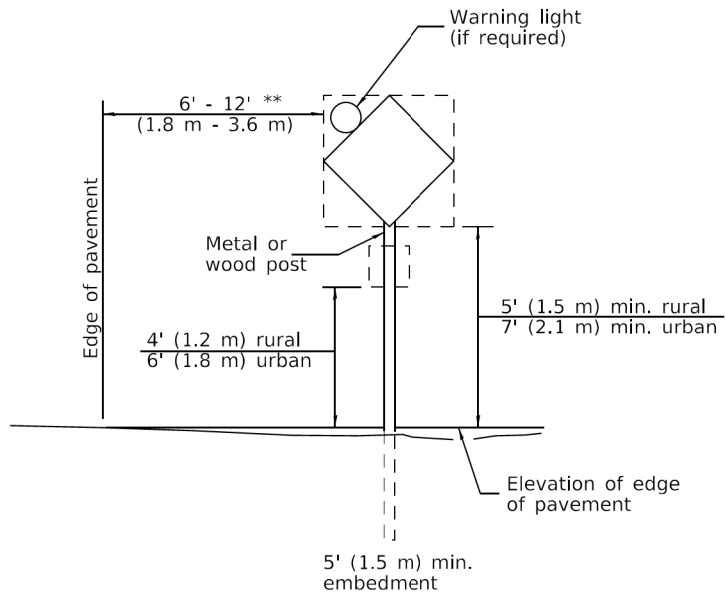


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: _____ DATE: _____
DRAWN: _____
CHECKED: _____

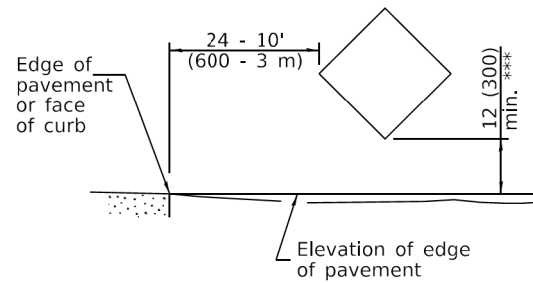
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD MAINTENANCE OF TRAFFIC
701901-08

MOT-9
SCALE: SHEET 18 OF 195



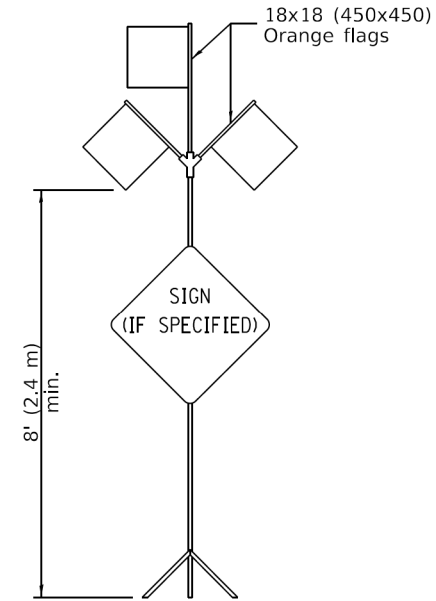
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD CONSTRUCTION NEXT X MILES

G20-1104(0)-6036

END CONSTRUCTION

G20-1105(0)-6024

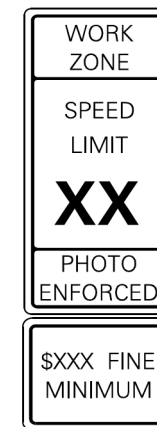
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



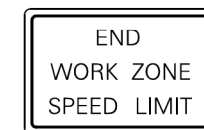
W21-III5(0)-3618

R2-1-3648

R10-1108p-3618 ****

R2-1106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

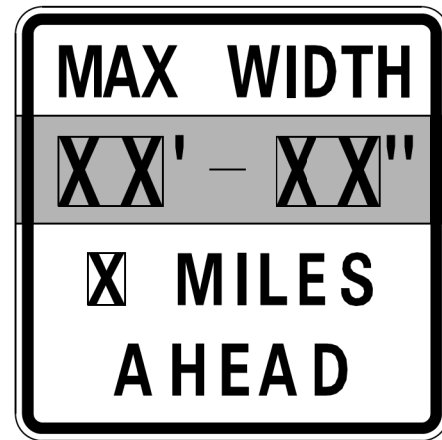


G20-1103-6036

This sign shall be used when the above sign assembly is used.

HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

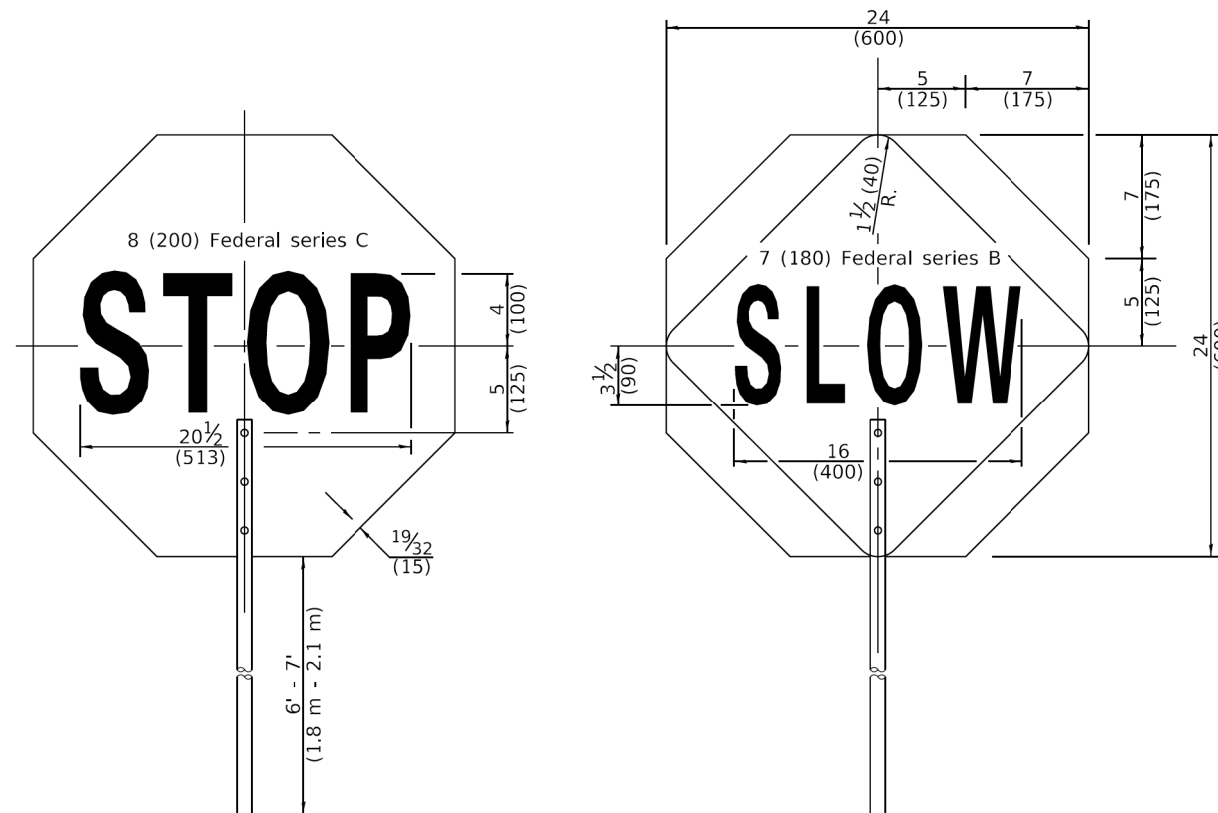
**** R10-1108p shall only be used along roadways under the jurisdiction of the State.



W12-1103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE

REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

MODEL: D:\m\it... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstent\CGN\CADD_Sheets\T071-shr-mect10.dgn

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

ISSUED 1-1-13

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD MAINTENANCE OF TRAFFIC
701901-08

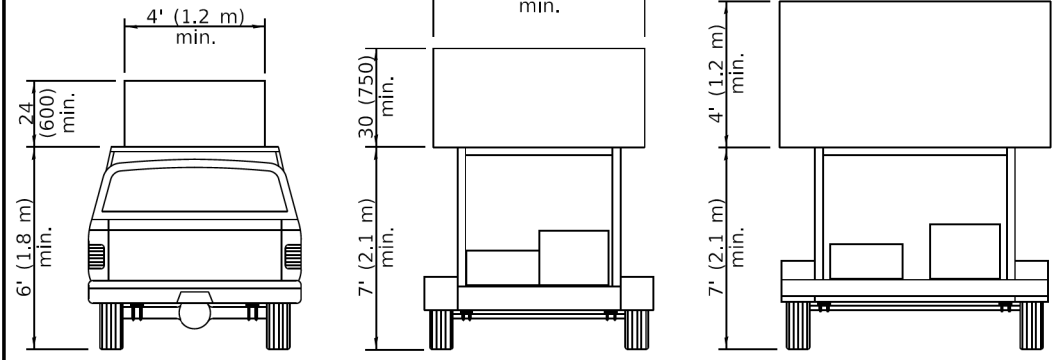
TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-08

MOT-10

SCALE: SHEET 19 OF 195

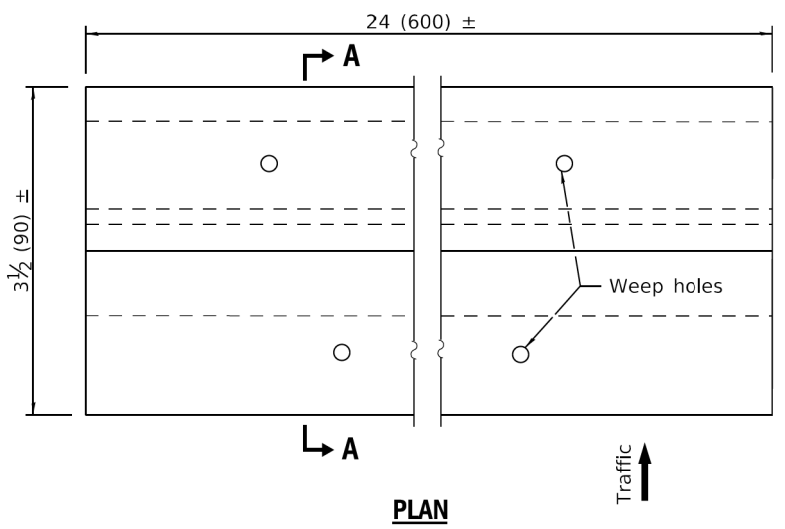


**TYPE A
ROOF
MOUNTED**

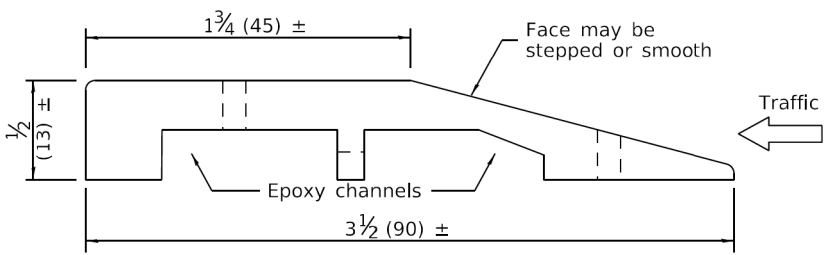
**TYPE B
ROOF OR TRAILER
MOUNTED**

**TYPE C
TRAILER
MOUNTED**

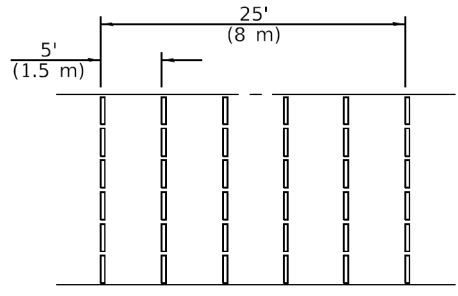
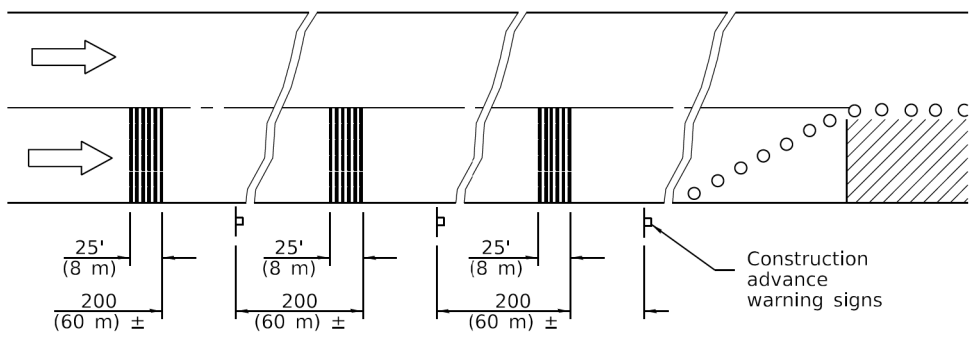
ARROW BOARDS



PLAN

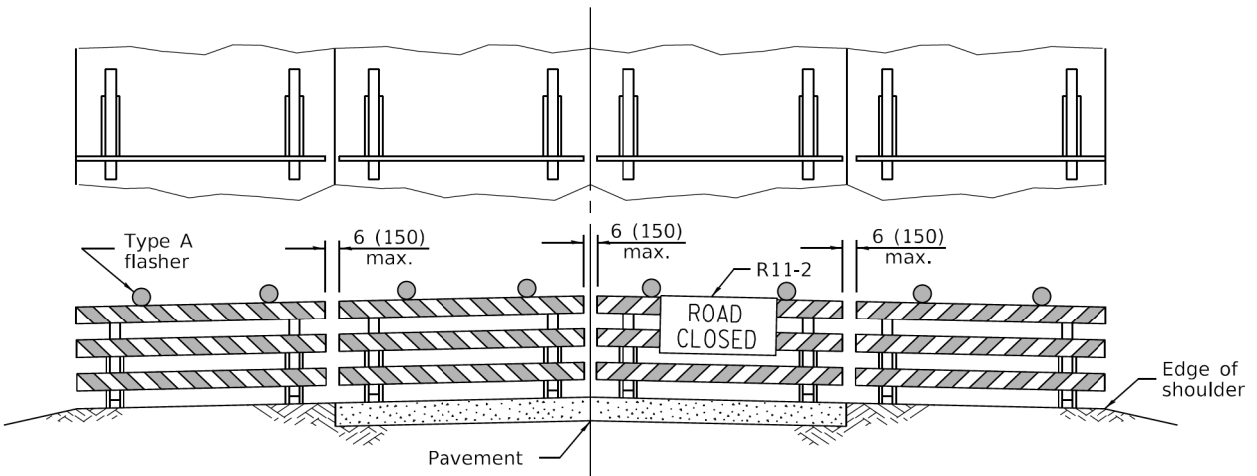


SECTION A-A



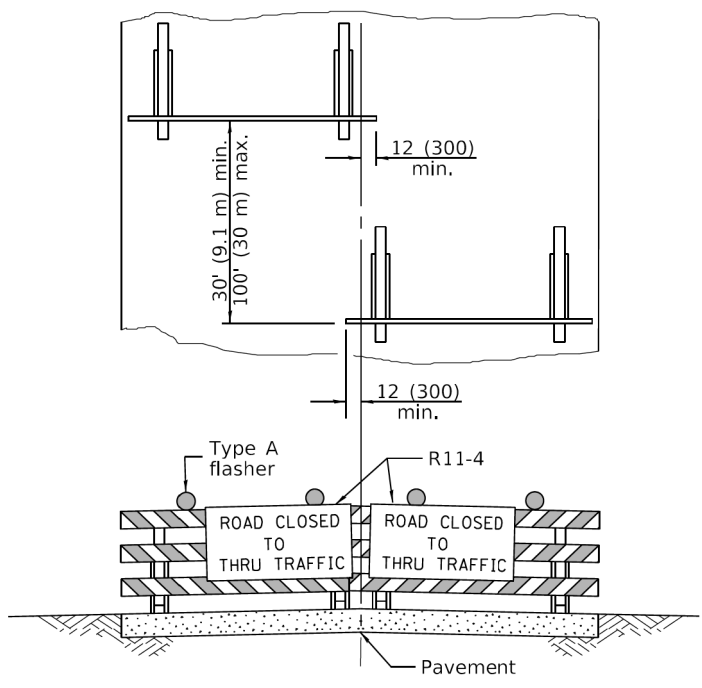
TYPICAL INSTALLATION

TEMPORARY RUMBLE STRIPS



ROAD CLOSED TO ALL TRAFFIC

Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**

**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 701901-08

Illinois Department of Transportation

APPROVED January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

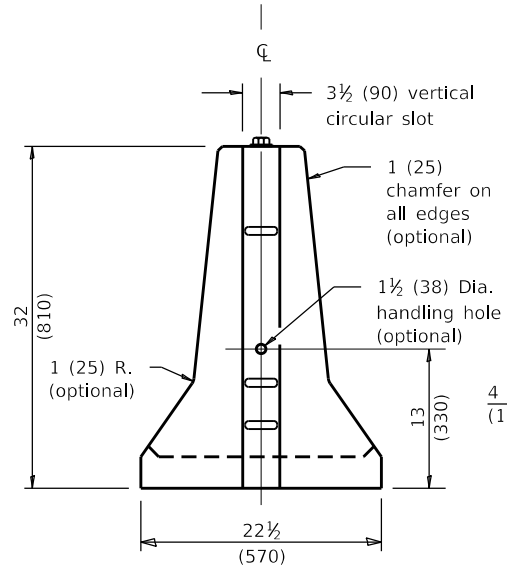
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

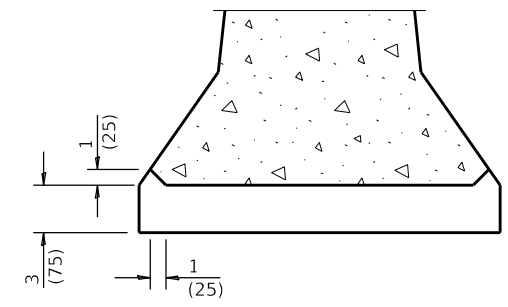
IDOT STANDARD MAINTENANCE OF TRAFFIC
701901-08

MOT-11
SCALE: SHEET 20 OF 195

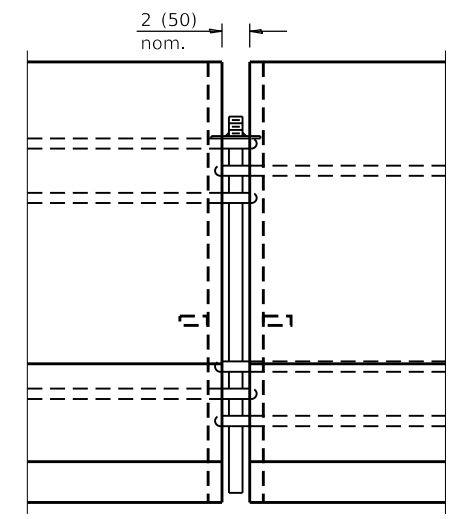
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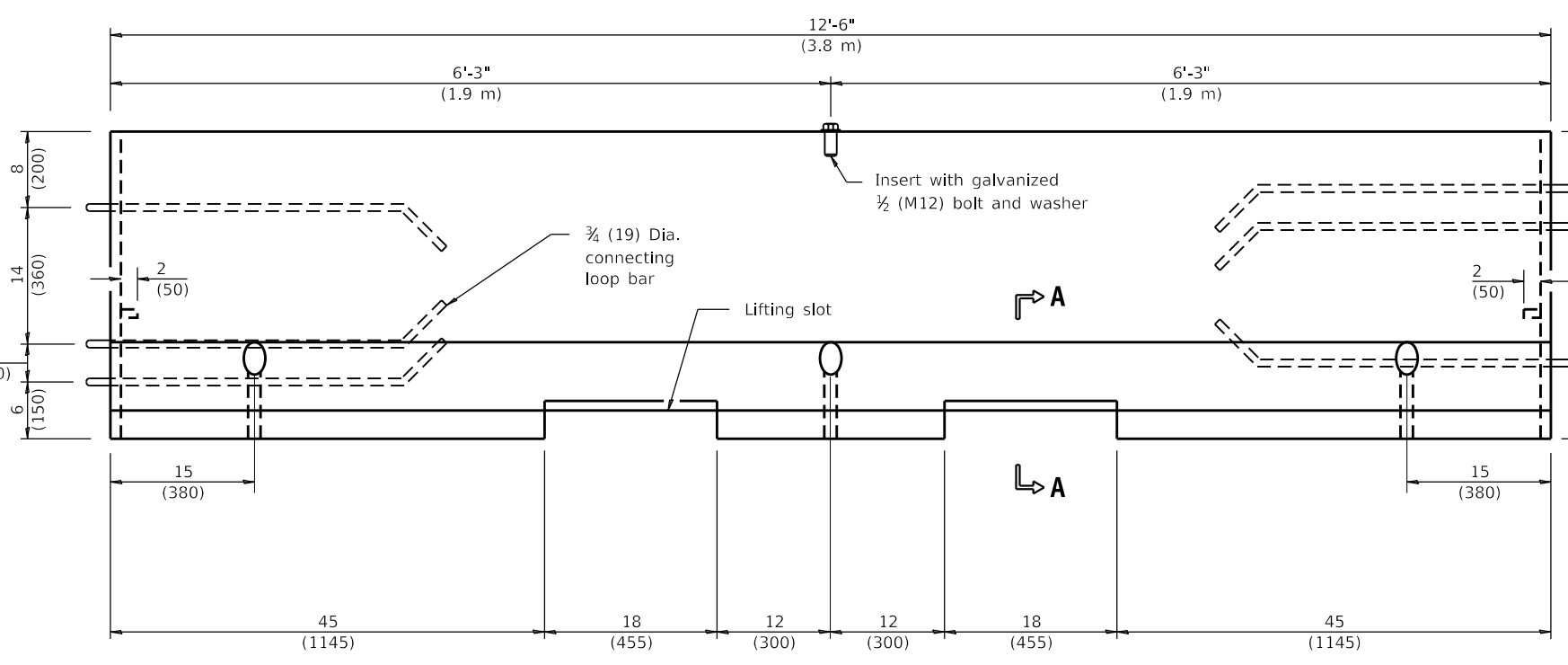
END VIEW
(Showing lifting slot)



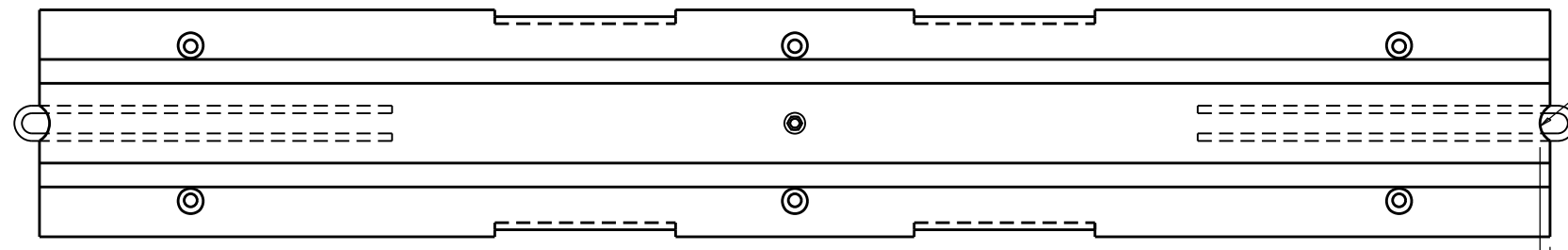
SECTION A-A
LIFTING SLOT



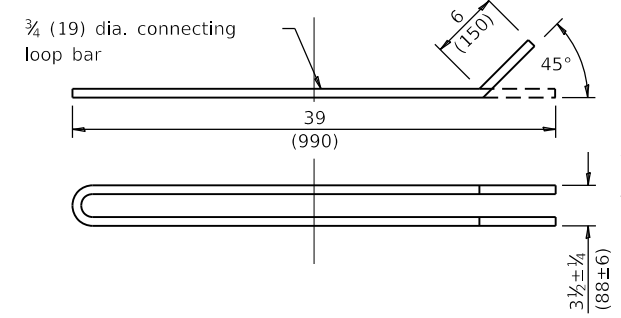
CONNECTING DETAIL



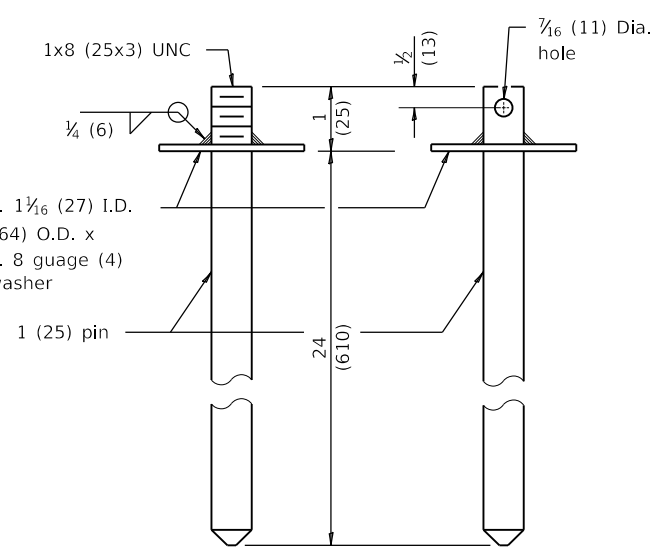
ELEVATION
(Showing connecting loop bars and vertical panel bolt/insert)



PLAN



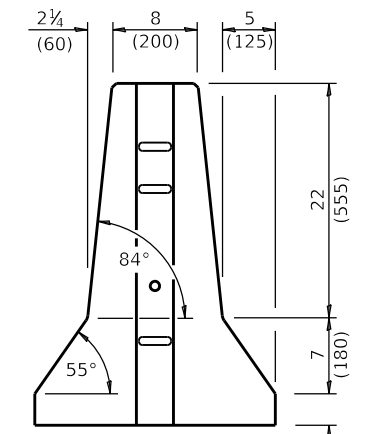
CONNECTING LOOP BAR



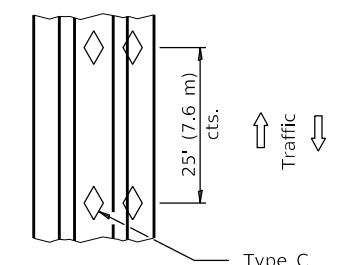
CONNECTING AND ANCHOR PINS
(End may be beveled 1/4 (6) max.)

2 1/2 (63) measured from face of barrier to end of loop bar

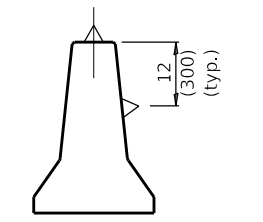
F SHAPE DESIGN



END VIEW



TOP VIEW



BARRIER WALL REFLECTORS

GENERAL NOTES

- Each F shape barrier shall be clearly marked with "ILLINOIS F SHAPE", the Producer's mark and the date of manufacture. The markings shall be indented on the barrier or painted thereon with waterproof paint/ink.
- The insert for the 1/2 (M12) bolt shall be capable of 3,000 lb (13 kN) pull-out strength.
- When barrier separates opposing flows of traffic markers shall be on both sides of barrier.
- See Standard 782006 for dimensions of Type C reflector.
- All dimensions are in inches (millimeters) unless otherwise shown.

TEMPORARY CONCRETE BARRIER

(Sheet 1 of 2)

STANDARD 704001-08

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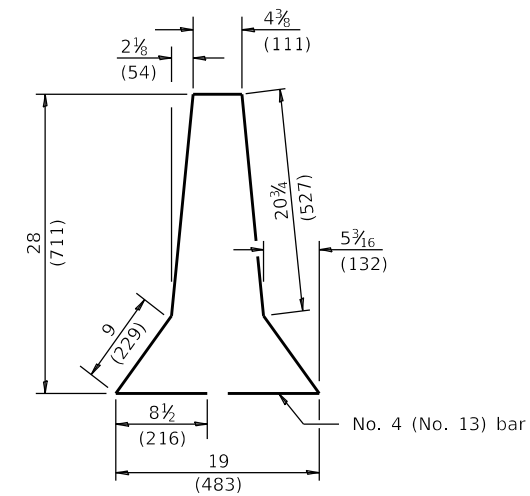
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

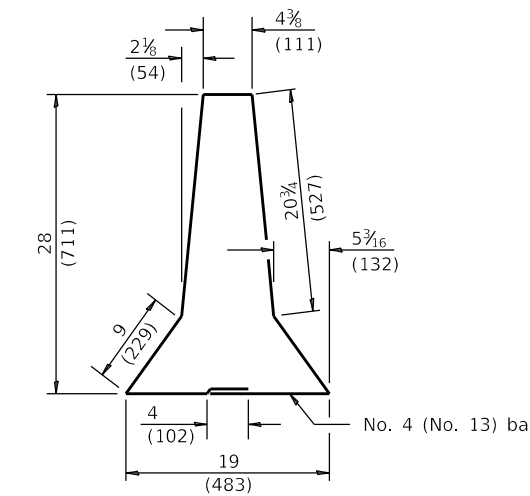
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD MAINTENANCE OF TRAFFIC
704001-08

MOT-12
SCALE: SHEET 21 OF 195

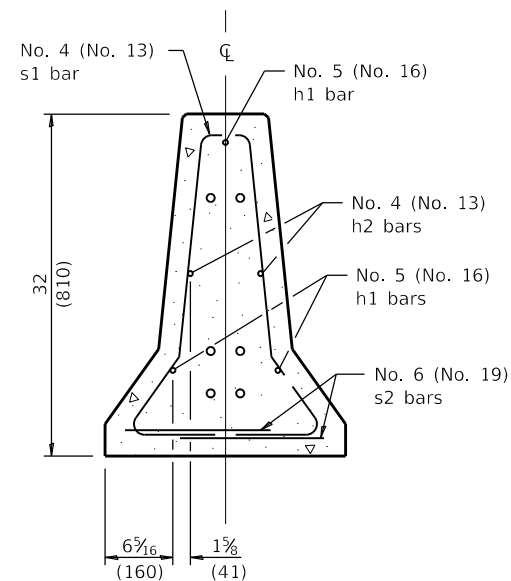
F SHAPE DESIGN



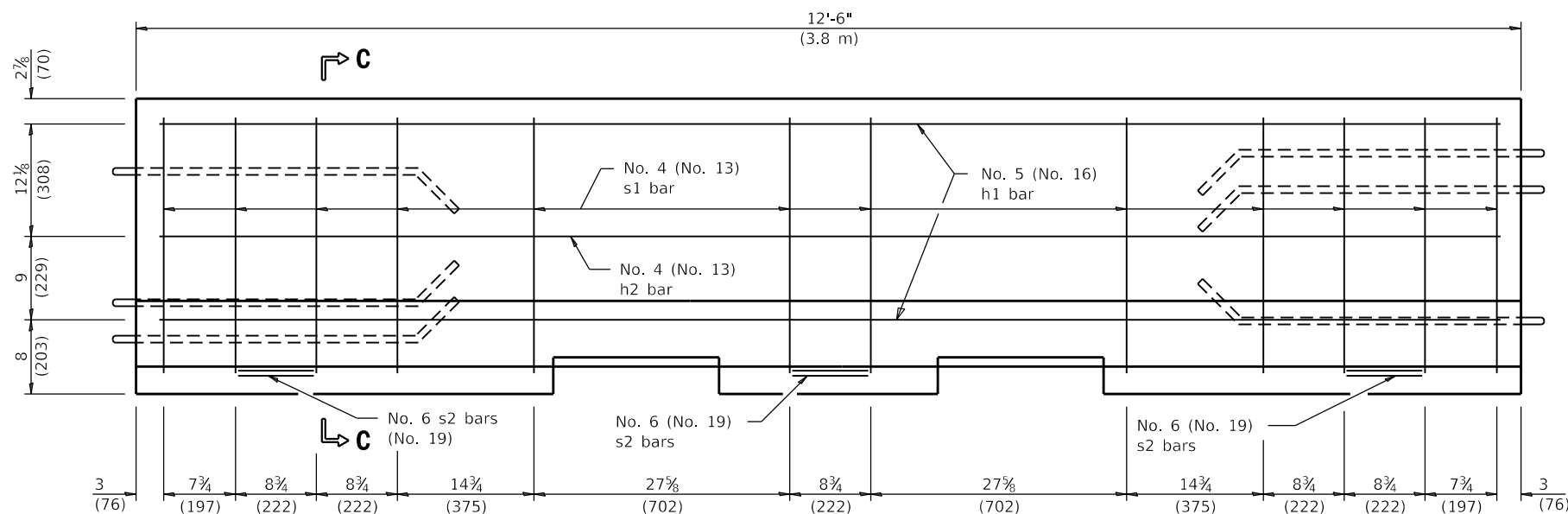
s1 BAR



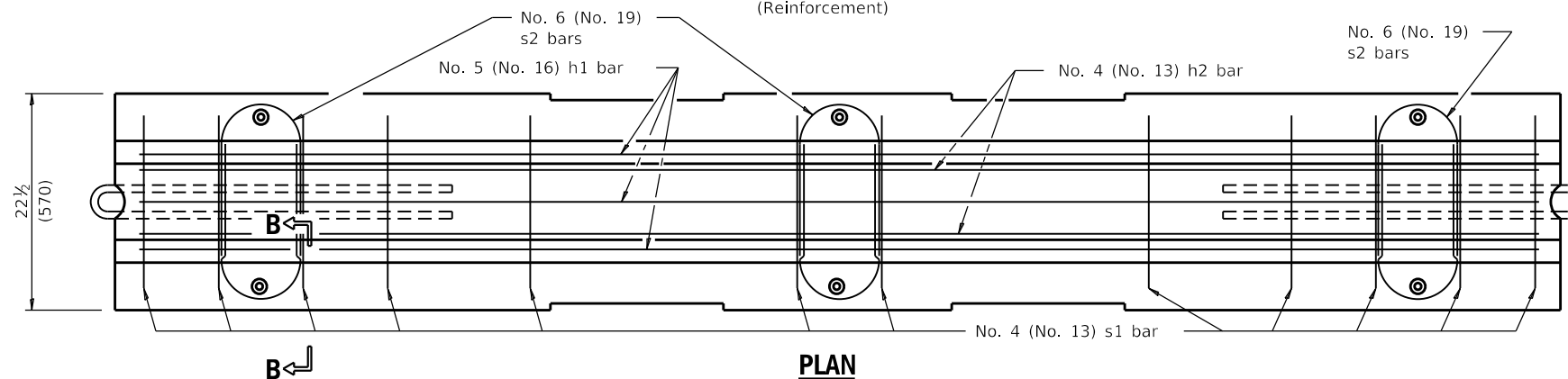
ALTERNATE s1 BAR



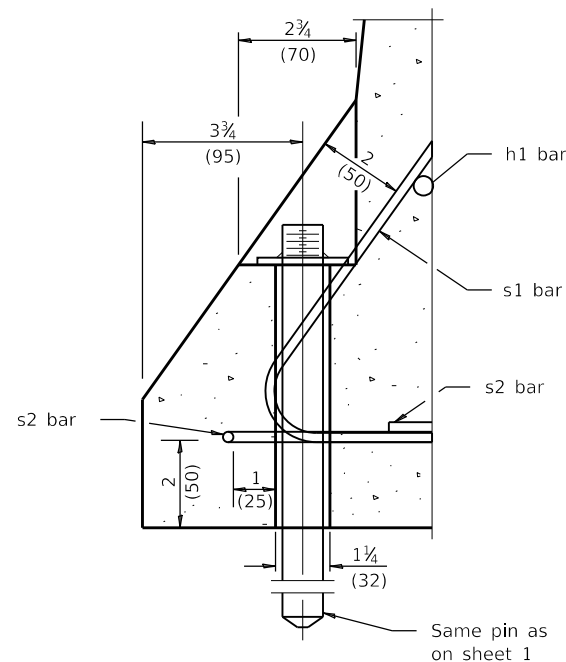
SECTION C-C



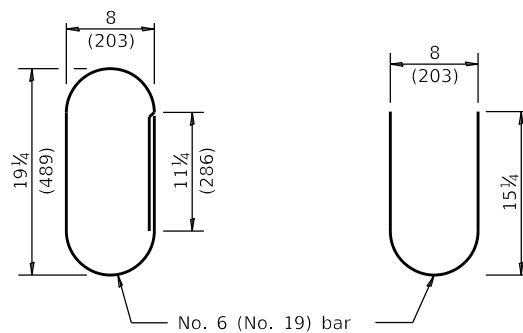
ELEVATION
(Reinforcement)



PLAN



SECTION B-B
ANCHORING DETAIL



ALTERNATE s2 BARS

TEMPORARY CONCRETE BARRIER

(Sheet 2 of 2)

STANDARD 704001-08

MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07_Dempster\DCN\CADD_Sheets\T07L_sht.mct13.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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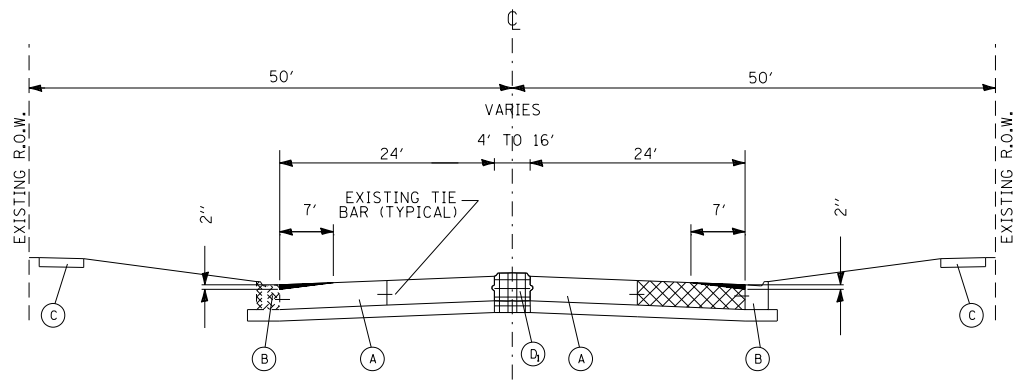
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
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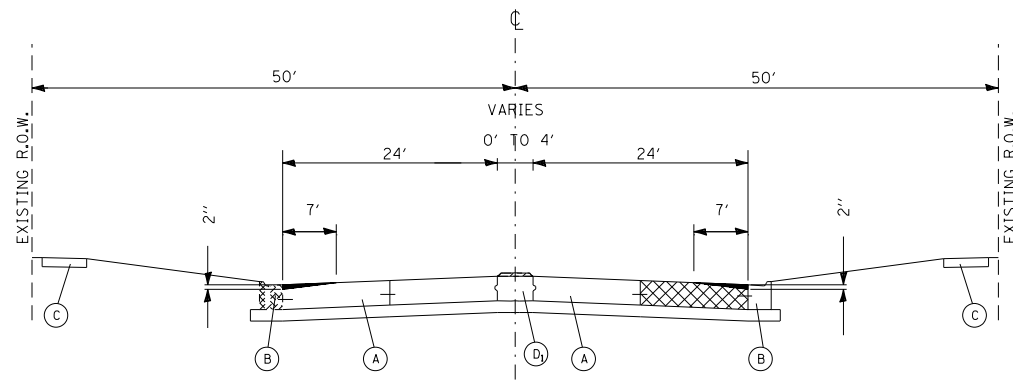
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD MAINTENANCE OF TRAFFIC
704001-08

MOT-13

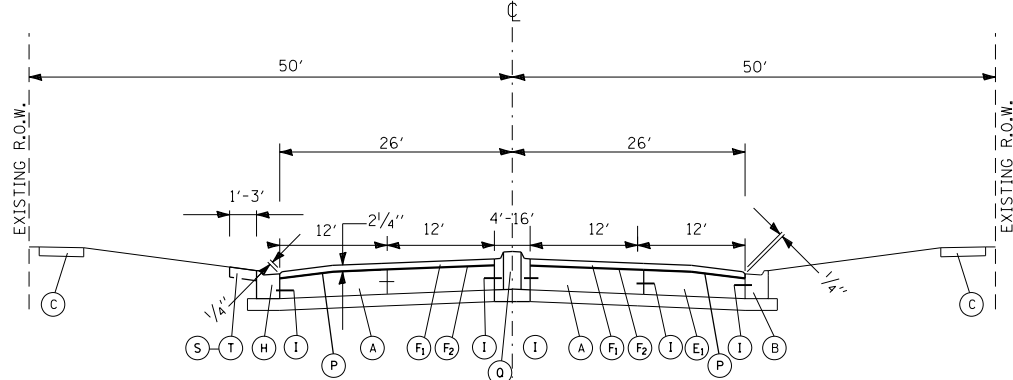
SCALE: SHEET 22 OF 195



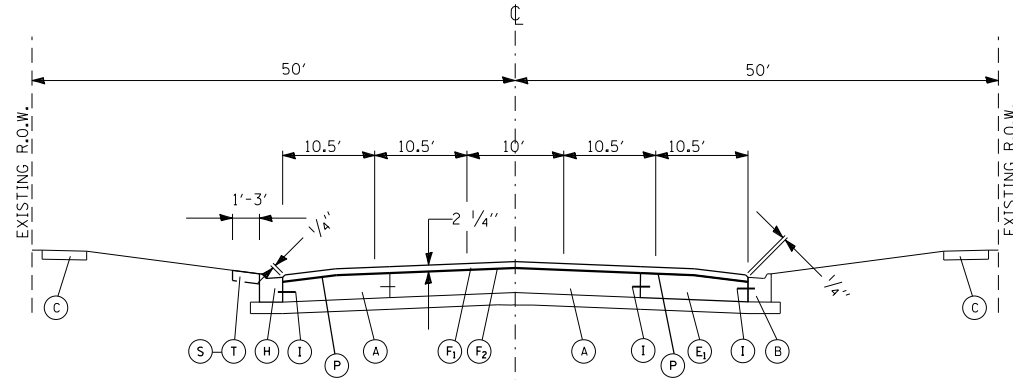
EXISTING CONDITIONS
STATION 102+00 (E/WOLF ROAD) TO STATION 108+75



EXISTING CONDITIONS
STATION 108+75 TO STATION 137+25
(E/WOLF ROAD TO W/DES PLAINES RIVER ROAD)



PROPOSED PLAN
STATION 102+00 (E/WOLF ROAD) TO STATION 108+75



PROPOSED PLAN
STATION 108+75 TO STATION 137+25
(E/WOLF ROAD TO W/DES PLAINES RIVER ROAD)

LEGEND:

- (A) EXISTING P.C. CONCRETE (10 IN)
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24 TO BE PROTECTED IN PLACE
- (C) EXISTING P.C. CONCRETE SIDEWALK TO BE PROTECTED IN PLACE
- (D₁) EXISTING CONCRETE MEDIAN, TYPE C-4
- (D₂) EXISTING CONCRETE MEDIAN, BARRIER
- (D₃) EXISTING CONCRETE MEDIAN, TYPE C-4 WITH SURFACE REMOVED
- (D₄) EXISTING CONCRETE MEDIAN, MOUNTABLE
- (E₁) CLASS C PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (E₂) CLASS B PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (F₁) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 IN.
- (F₂) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 INCH
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24, AS DESIGNATED BY THE RESIDENT ENGINEER
- (I) NO. 6 TRANSVERSE TIE BARS (30 IN)
- (S-T) SODDING AND TOPSOIL FURNISH AND PLACE (4 IN)
- (M) CONCRETE MEDIAN, TYPE M-2.12 OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (N) PCC PAVEMENT, 10 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (O) DIAMOND GRINDING CONCRETE PAVEMENT
- (P) HOT-MIX ASPHALT - TACK COAT SPECIAL
- (Q) CONCRETE MEDIAN, TYPE M-2.12
- (R) PCC PAVEMENT, 8 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B

- EXISTING P.C. CONCRETE PAVEMENT TO BE PATCHED WITH CLASS B OR C PATCHES OF THE TYPE DESIGNATED BY THE RESIDENT ENGINEER (SEE PLANS)
- DAMAGED CURB AND GUTTER TO BE REMOVED AND REPLACED IN KIND OR AS DESIGNATED BY THE ENGINEER
- CONCRETE MEDIAN REMOVAL FULL DEPTH
- P.C. CONCRETE SURFACE REMOVAL, VARIABLE DEPTH (2 IN X 7 FT)
- EXISTING H.M.A. SURFACE TO BE MILLED (2 IN).
- EXISTING MEDIAN SURFACE TO BE REMOVED FLUSH TO ADJACENT PAVEMENT AND PAID FOR MEDIAN REMOVAL PARTIAL DEPTH
- EXISTING PCC SURFACE TO BE MILLED 2 IN. (PCC PAVEMENT REMOVAL (MILLING))
- PCC PAVEMENT REMOVAL

**FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS
SEE GENERAL NOTES SHEET G-5**

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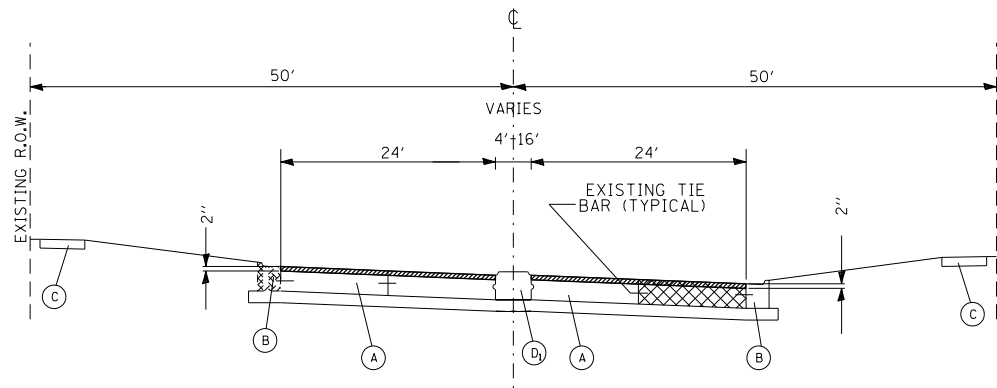
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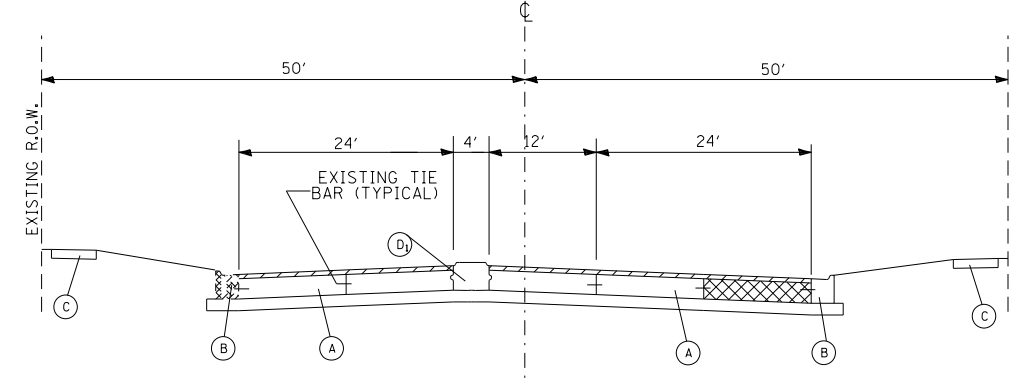
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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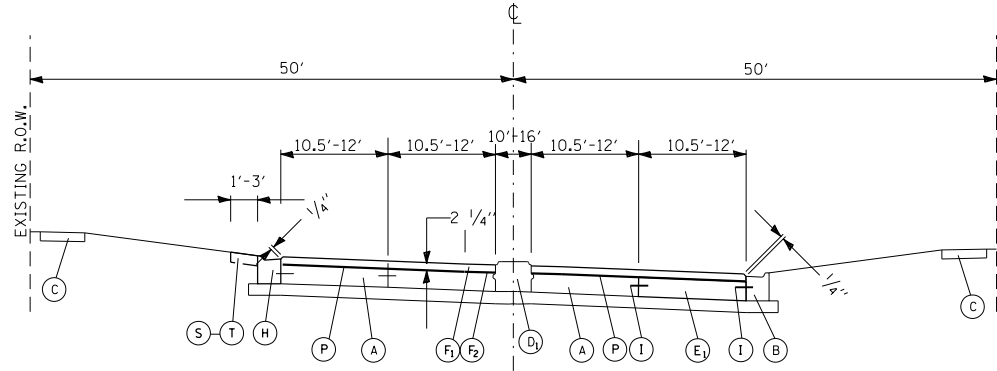
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TYPICAL SECTIONS



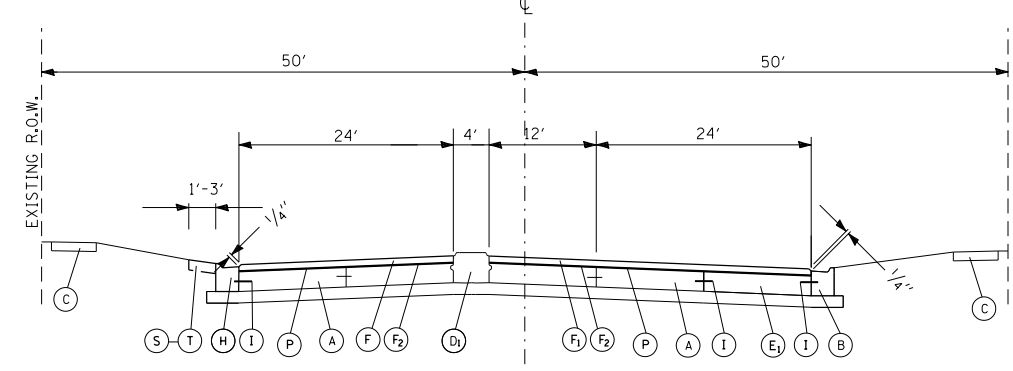
EXISTING CONDITIONS
STATION 137+25 TO STATION 142+96



EXISTING CONDITIONS
STATION 142+96 TO STATION 143+61
AND STATION 144+38 TO 145+12
AT DES PLAINES RIVER ROAD



PROPOSED PLAN
STATION 137+25 TO STATION 142+96



PROPOSED PLAN
STATION 142+96 TO STATION 143+61
AND STATION 144+38 TO 145+12
AT DES PLAINES RIVER ROAD

- LEGEND:**
- (A) EXISTING P.C. CONCRETE (10 IN)
 - (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24 TO BE PROTECTED IN PLACE
 - (C) EXISTING P.C. CONCRETE SIDEWALK TO BE PROTECTED IN PLACE
 - (D₁) EXISTING CONCRETE MEDIAN, TYPE C-4
 - (D₂) EXISTING CONCRETE MEDIAN, BARRIER
 - (D₃) EXISTING CONCRETE MEDIAN, TYPE C-4 WITH SURFACE REMOVED
 - (D₄) EXISTING CONCRETE MEDIAN, MOUNTABLE
 - (E₁) CLASS C PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
 - (E₂) CLASS B PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
 - (F₁) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 IN.
 - (F₂) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 INCH
 - (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24, AS DESIGNATED BY THE RESIDENT ENGINEER
 - (I) NO. 6 TRANSVERSE TIE BARS (30 IN)
 - (S-T) SODDING AND TOPSOIL FURNISH AND PLACE (4 IN)
 - (M) CONCRETE MEDIAN, TYPE M-2.12 OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
 - (N) PCC PAVEMENT, 10 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
 - (O) DIAMOND GRINDING CONCRETE PAVEMENT
 - (P) HOT-MIX ASPHALT - TACK COAT SPECIAL
 - (Q) CONCRETE MEDIAN, TYPE M-2.12
 - (R) PCC PAVEMENT, 8 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B

- EXISTING P.C. CONCRETE PAVEMENT TO BE PATCHED WITH CLASS B OR C PATCHES OF THE TYPE DESIGNATED BY THE RESIDENT ENGINEER (SEE PLANS)
- DAMAGED CURB AND GUTTER TO BE REMOVED AND REPLACED IN KIND OR AS DESIGNATED BY THE ENGINEER
- CONCRETE MEDIAN REMOVAL FULL DEPTH
- P.C. CONCRETE SURFACE REMOVAL, VARIABLE DEPTH (2 IN X 7 FT)
- EXISTING H.M.A. SURFACE TO BE MILLED (2 IN).
- EXISTING MEDIAN SURFACE TO BE REMOVED FLUSH TO ADJACENT PAVEMENT AND PAID FOR MEDIAN REMOVAL PARTIAL DEPTH
- EXISTING PCC SURFACE TO BE MILLED 2 IN. (PCC PAVEMENT REMOVAL (MILLING))
- PCC PAVEMENT REMOVAL

**FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS
SEE GENERAL NOTES SHEET G-5**

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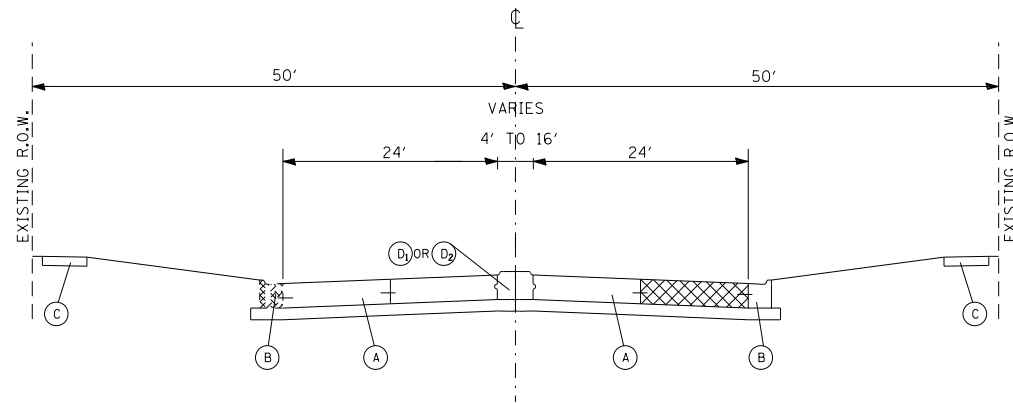
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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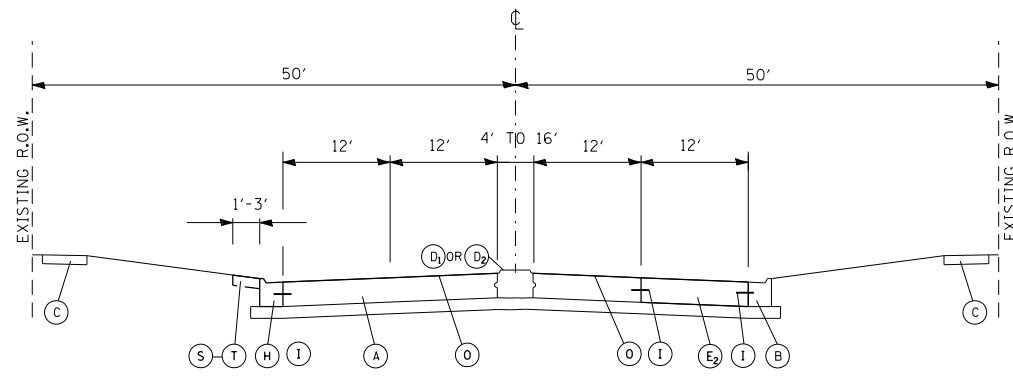
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: ILP	REVISIONS	DATE
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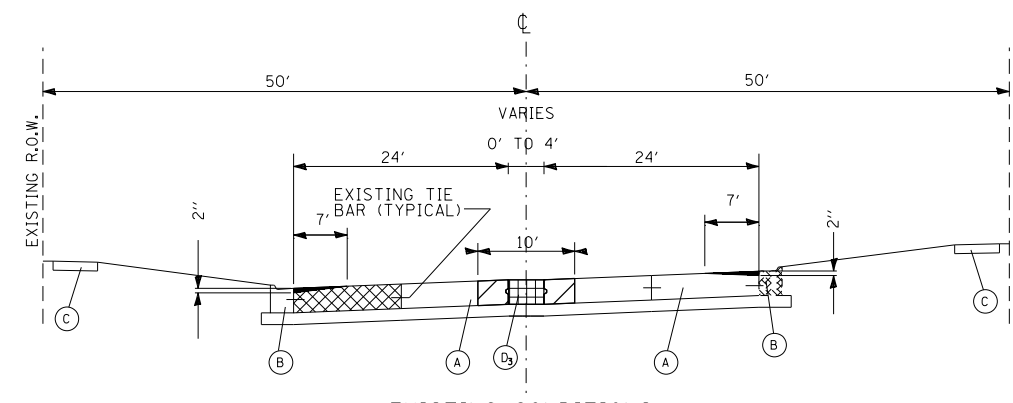
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TYPICAL SECTIONS



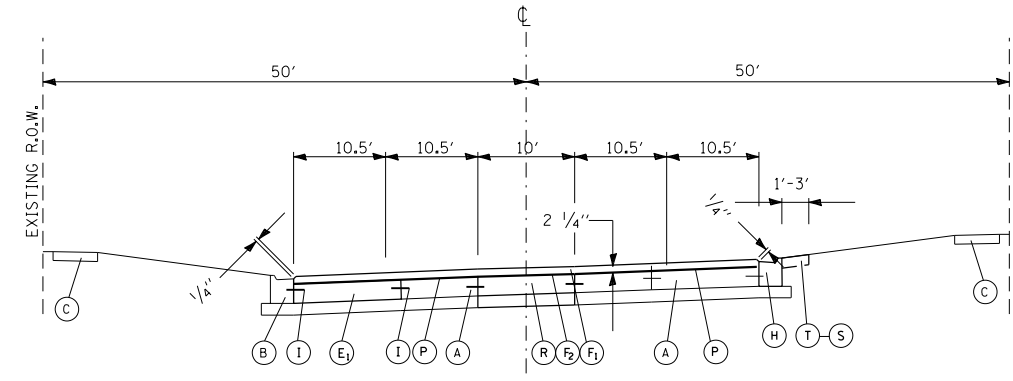
EXISTING CONDITIONS
 STATION 145+12 TO STATION 183+85
 (E/DES PLAINES RIVER ROAD TO W/FOREST DRIVE)
 MEDIAN TO REMAIN



PROPOSED PLAN
 STATION 145+12 TO STATION 183+85
 (E/DES PLAINES RIVER ROAD TO W/FOREST DRIVE)



EXISTING CONDITIONS
 STATION 183+85 TO STATION 195+48
 (W/FOREST DRIVE TO 580 FEET E/MAGNOLIA STREET)



PROPOSED PLAN
 STATION 183+85 TO STATION 195+48
 (W/FOREST DRIVE TO 580 FEET E/MAGNOLIA STREET)

LEGEND:

- (A) EXISTING P.C. CONCRETE (10 IN)
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24 TO BE PROTECTED IN PLACE
- (C) EXISTING P.C. CONCRETE SIDEWALK TO BE PROTECTED IN PLACE
- (D1) EXISTING CONCRETE MEDIAN, TYPE C-4
- (D2) EXISTING CONCRETE MEDIAN, BARRIER
- (D3) EXISTING CONCRETE MEDIAN, TYPE C-4 WITH SURFACE REMOVED
- (D4) EXISTING CONCRETE MEDIAN, MOUNTABLE
- (E1) CLASS C PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (E2) CLASS B PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (F1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 IN.
- (F2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 INCH
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24, AS DESIGNATED BY THE RESIDENT ENGINEER
- (I) NO. 6 TRANSVERSE TIE BARS (30 IN)
- (S) (T) SODDING AND TOPSOIL FURNISH AND PLACE (4 IN)
- (M) CONCRETE MEDIAN, TYPE M-2.12 OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (N) PCC PAVEMENT, 10 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (O) DIAMOND GRINDING CONCRETE PAVEMENT
- (P) HOT-MIX ASPHALT - TACK COAT SPECIAL
- (Q) CONCRETE MEDIAN, TYPE M-2.12
- (R) PCC PAVEMENT, 8 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B

- EXISTING P.C. CONCRETE PAVEMENT TO BE PATCHED WITH CLASS B OR C PATCHES OF THE TYPE DESIGNATED BY THE RESIDENT ENGINEER (SEE PLANS)
- DAMAGED CURB AND GUTTER TO BE REMOVED AND REPLACED IN KIND OR AS DESIGNATED BY THE ENGINEER
- CONCRETE MEDIAN REMOVAL FULL DEPTH
- P.C. CONCRETE SURFACE REMOVAL, VARIABLE DEPTH (2 IN X 7 FT)
- EXISTING H.M.A. SURFACE TO BE MILLED (2 IN).
- EXISTING MEDIAN SURFACE TO BE REMOVED FLUSH TO ADJACENT PAVEMENT AND PAID FOR MEDIAN REMOVAL PARTIAL DEPTH
- EXISTING PCC SURFACE TO BE MILLED 2 IN. (PCC PAVEMENT REMOVAL (MILLING))
- PCC PAVEMENT REMOVAL

FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS
 SEE GENERAL NOTES SHEET G-5

MODEL: D:\p1\11 FILE NAME: P16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T071-sh-typical03.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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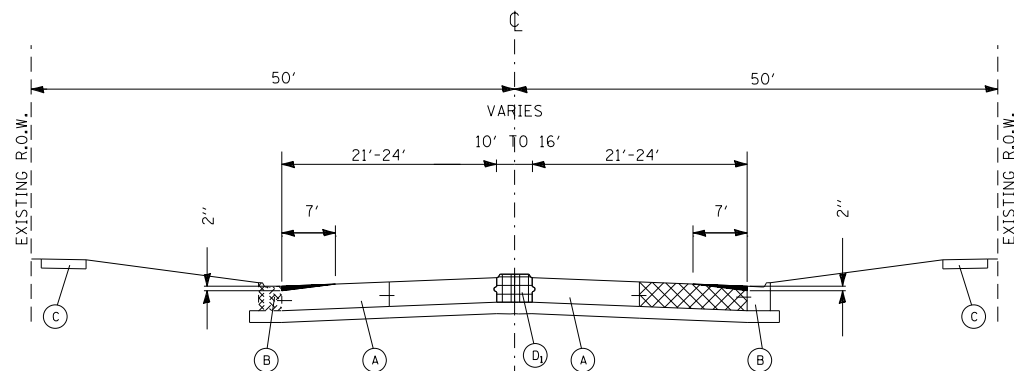


COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

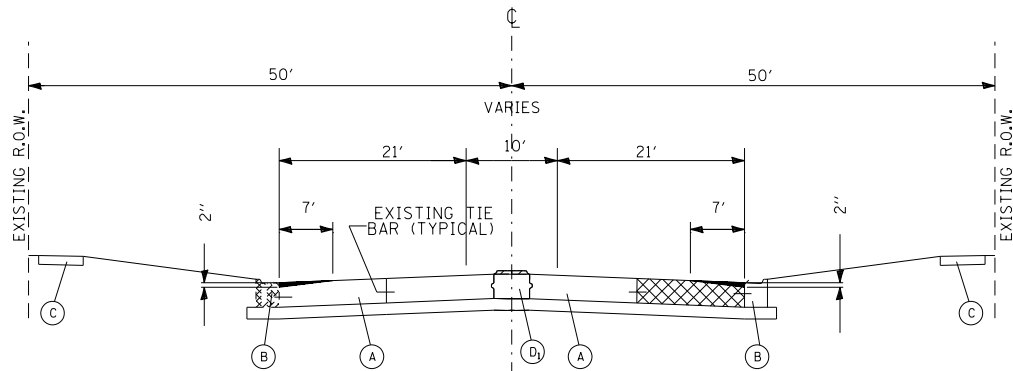
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REVISIONS	DATE

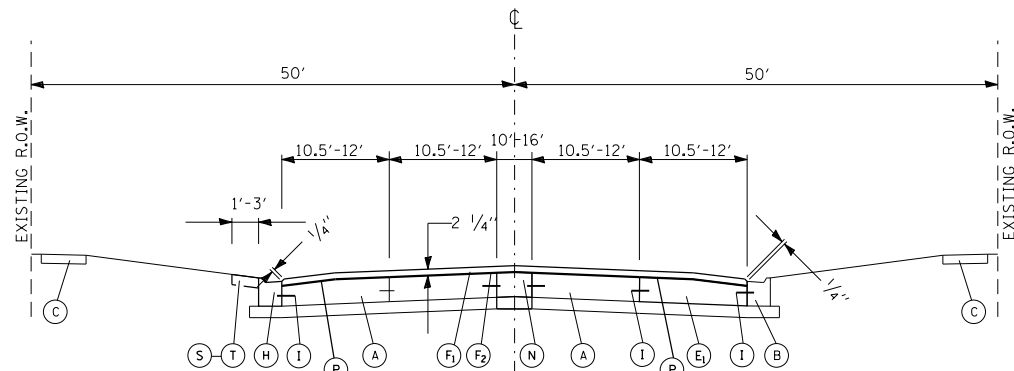
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
 WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
 TYPICAL SECTIONS



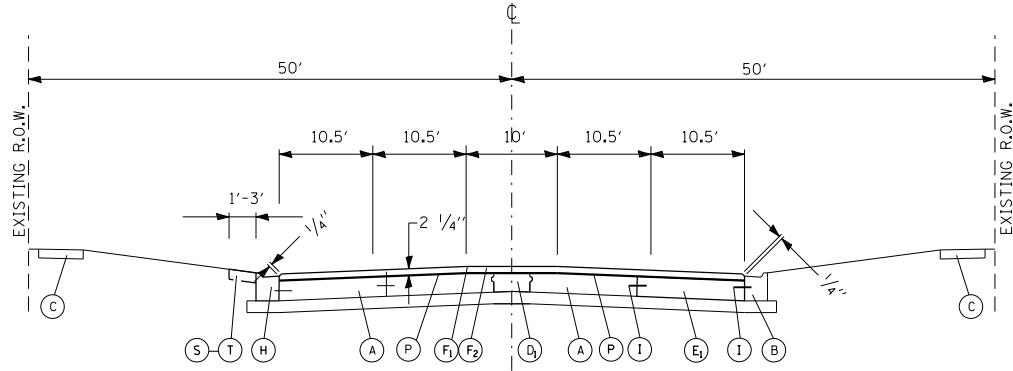
EXISTING CONDITIONS
STATION 195+48 TO STATION 199+70
(580 FEET E/MAGNOLIA STREET TO MAPLE STREET))



EXISTING CONDITIONS
STATION 199+70 TO STATION 203+06
(MAPLE STREET TO MILWAUKEE AVENUE)



PROPOSED PLAN
STATION 195+48 TO STATION 199+70
(580 FEET E/MAGNOLIA STREET TO MAPLE STREET))



PROPOSED PLAN
STATION 199+70 TO STATION 203+06
(MAPLE STREET TO MILWAUKEE AVENUE)

LEGEND:

- (A) EXISTING P.C. CONCRETE (10 IN)
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24 TO BE PROTECTED IN PLACE
- (C) EXISTING P.C. CONCRETE SIDEWALK TO BE PROTECTED IN PLACE
- (D₁) EXISTING CONCRETE MEDIAN, TYPE C-4
- (D₂) EXISTING CONCRETE MEDIAN, BARRIER
- (D₃) EXISTING CONCRETE MEDIAN, TYPE C-4 WITH SURFACE REMOVED
- (D₄) EXISTING CONCRETE MEDIAN, MOUNTABLE
- (E₁) CLASS C PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (E₂) CLASS B PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (F₁) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 IN.
- (F₂) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 INCH
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24, AS DESIGNATED BY THE RESIDENT ENGINEER
- (I) NO. 6 TRANSVERSE TIE BARS (30 IN)
- (S-T) SODDING AND TOPSOIL FURNISH AND PLACE (4 IN)
- (M) CONCRETE MEDIAN, TYPE M-2.12 OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (N) PCC PAVEMENT, 10 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (O) DIAMOND GRINDING CONCRETE PAVEMENT
- (P) HOT-MIX ASPHALT - TACK COAT SPECIAL
- (Q) CONCRETE MEDIAN, TYPE M-2.12
- (R) PCC PAVEMENT, 8 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B

- EXISTING P.C. CONCRETE PAVEMENT TO BE PATCHED WITH CLASS B OR C PATCHES OF THE TYPE DESIGNATED BY THE RESIDENT ENGINEER (SEE PLANS)
- DAMAGED CURB AND GUTTER TO BE REMOVED AND REPLACED IN KIND OR AS DESIGNATED BY THE ENGINEER
- CONCRETE MEDIAN REMOVAL FULL DEPTH
- P.C. CONCRETE SURFACE REMOVAL, VARIABLE DEPTH (2 IN X 7 FT)
- EXISTING H.M.A. SURFACE TO BE MILLED (2 IN).
- EXISTING MEDIAN SURFACE TO BE REMOVED FLUSH TO ADJACENT PAVEMENT AND PAID FOR MEDIAN REMOVAL PARTIAL DEPTH
- EXISTING PCC SURFACE TO BE MILLED 2 IN. (PCC PAVEMENT REMOVAL (MILLING))
- PCC PAVEMENT REMOVAL

FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS
SEE GENERAL NOTES SHEET G-5

MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopster\DCN\CADD_Sheets\T07-shf-typl\cal04.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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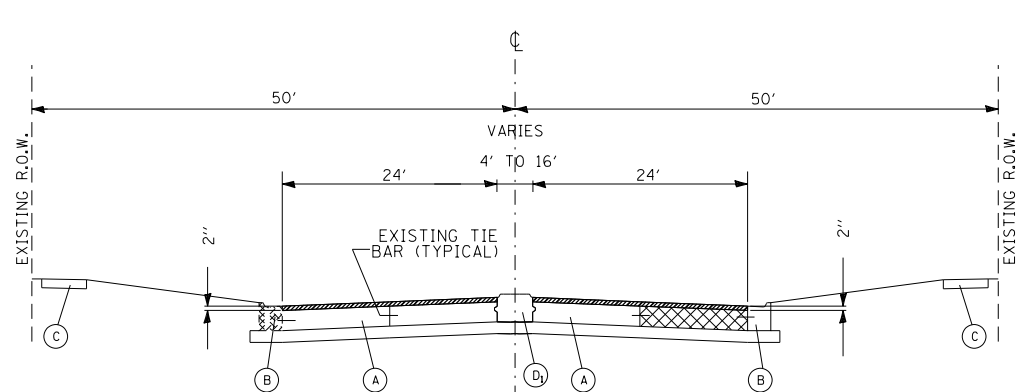


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

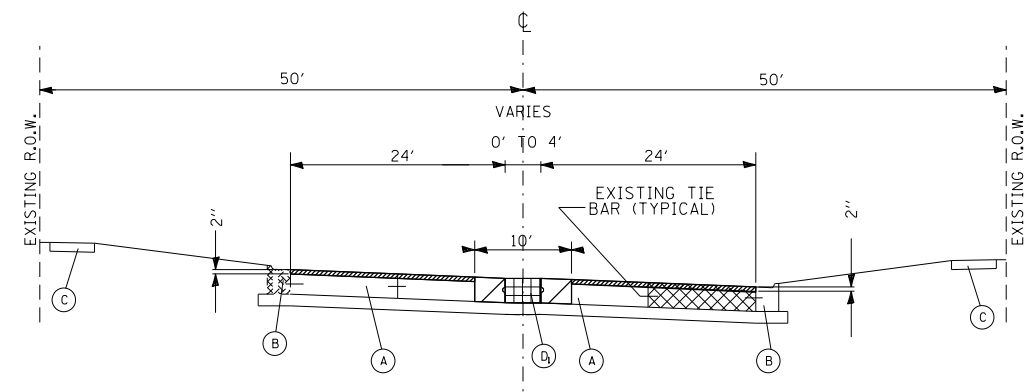
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TYPICAL SECTIONS

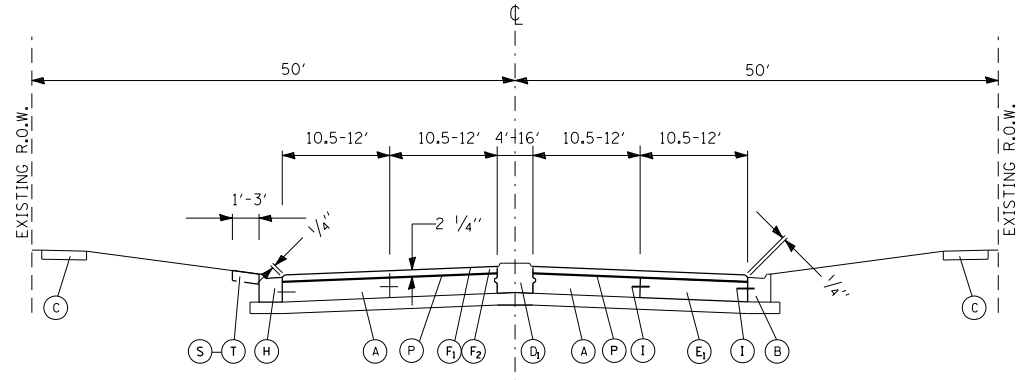
C-5
SCALE: SHEET 27 OF 195



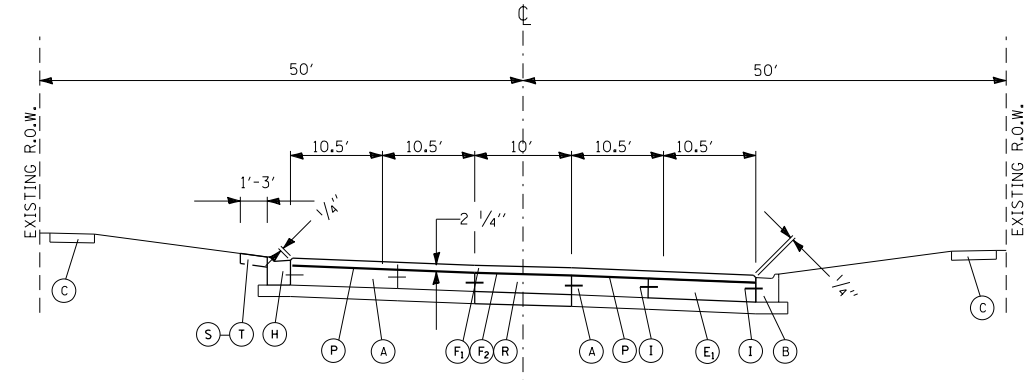
EXISTING CONDITIONS
STATION 205+01 TO STATION 209+62
(MILWAUKEE AVENUE W/TRI-STATE TOLLWAY BRIDGE)



EXISTING CONDITIONS
STATION 209+62 TO STATION 213+53



PROPOSED PLAN
STATION 205+01 TO STATION 209+62
(MILWAUKEE AVENUE W/TRI-STATE TOLLWAY BRIDGE)



PROPOSED PLAN
STATION 209+62 TO STATION 213+53

LEGEND:

- (A) EXISTING P.C. CONCRETE (10 IN)
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24 TO BE PROTECTED IN PLACE
- (C) EXISTING P.C. CONCRETE SIDEWALK TO BE PROTECTED IN PLACE
- (D₁) EXISTING CONCRETE MEDIAN, TYPE C-4
- (D₂) EXISTING CONCRETE MEDIAN, BARRIER
- (D₃) EXISTING CONCRETE MEDIAN, TYPE C-4 WITH SURFACE REMOVED
- (D₄) EXISTING CONCRETE MEDIAN, MOUNTABLE
- (E₁) CLASS C PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (E₂) CLASS B PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (F₁) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 IN.
- (F₂) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 INCH
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24, AS DESIGNATED BY THE RESIDENT ENGINEER
- (I) NO. 6 TRANSVERSE TIE BARS (30 IN)
- (S-T) SODDING AND TOPSOIL FURNISH AND PLACE (4 IN)
- (M) CONCRETE MEDIAN, TYPE M-2.12 OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (N) PCC PAVEMENT, 10 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (O) DIAMOND GRINDING CONCRETE PAVEMENT
- (P) HOT-MIX ASPHALT - TACK COAT SPECIAL
- (Q) CONCRETE MEDIAN, TYPE M-2.12
- (R) PCC PAVEMENT, 8 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B

- EXISTING P.C. CONCRETE PAVEMENT TO BE PATCHED WITH CLASS B OR C PATCHES OF THE TYPE DESIGNATED BY THE RESIDENT ENGINEER (SEE PLANS)
- DAMAGED CURB AND GUTTER TO BE REMOVED AND REPLACED IN KIND OR AS DESIGNATED BY THE ENGINEER
- CONCRETE MEDIAN REMOVAL FULL DEPTH
- P.C. CONCRETE SURFACE REMOVAL, VARIABLE DEPTH (2 IN X 7 FT)
- EXISTING H.M.A. SURFACE TO BE MILLED (2 IN).
- EXISTING MEDIAN SURFACE TO BE REMOVED FLUSH TO ADJACENT PAVEMENT AND PAID FOR MEDIAN REMOVAL PARTIAL DEPTH
- EXISTING PCC SURFACE TO BE MILLED 2 IN. (PCC PAVEMENT REMOVAL (MILLING))
- PCC PAVEMENT REMOVAL

**FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS
SEE GENERAL NOTES SHEET G-5**

MODEL: D:\p1\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopster\DCN\CADD_Sheets\T07-shh-typical\05.dgn

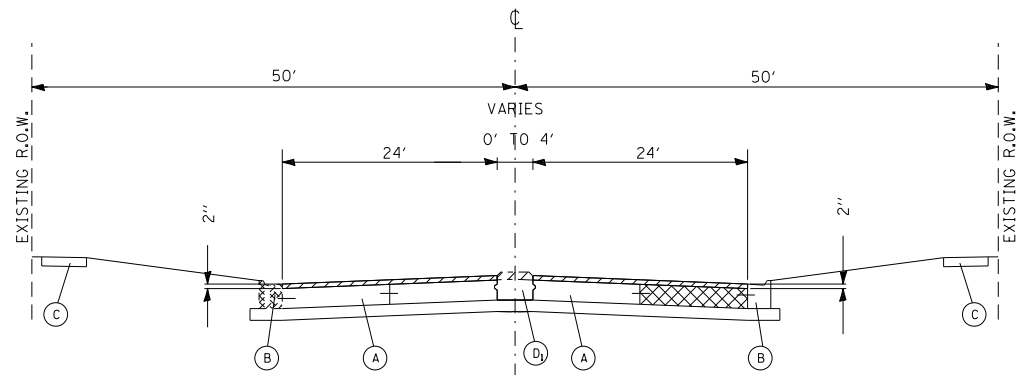
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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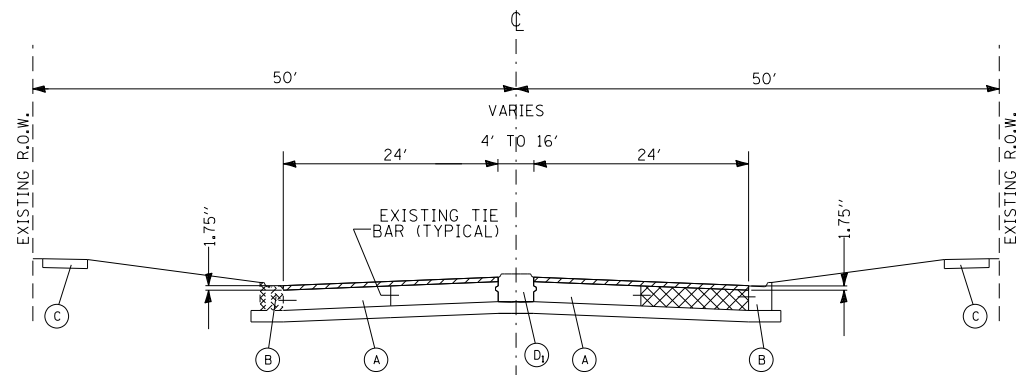
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: ILP	REVISIONS	DATE
DRAWN: ILP		
CHECKED: AO		

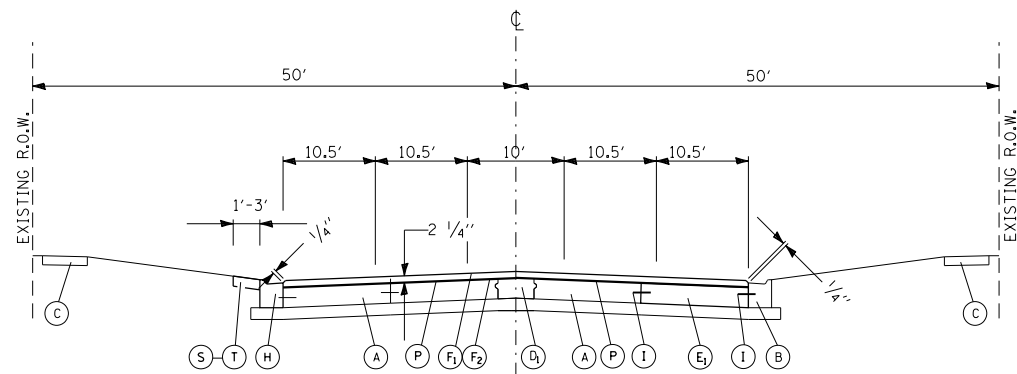
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TYPICAL SECTIONS



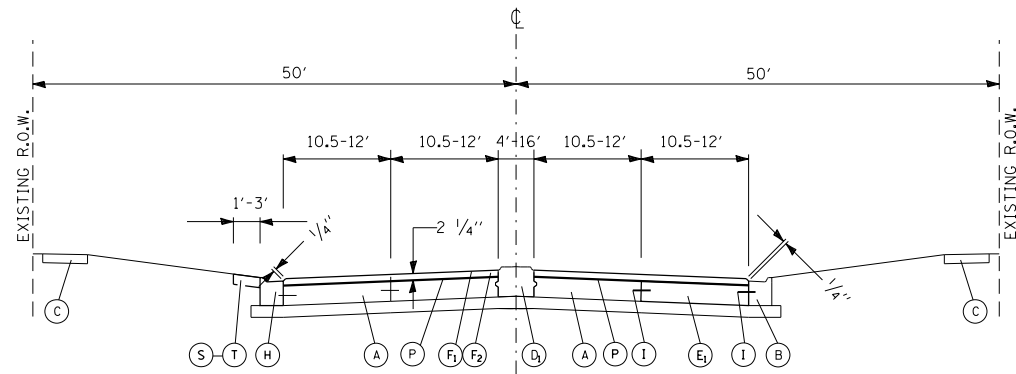
EXISTING CONDITIONS
STATION 213+53 TO STATION 220+09
(EAST OF TRI-STATE TOLLWAY)



EXISTING CONDITIONS
STATION 220+09 TO STATION 236+47
(EAST OF TRI-STATE TOLLWAY TO E/LANDWEHR ROAD)



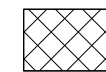
PROPOSED PLAN
STATION 213+53 TO STATION 220+09
(EAST OF TRI-STATE TOLLWAY)



PROPOSED PLAN
STATION 220+09 TO STATION 236+47
(EAST OF TRI-STATE TOLLWAY TO E/LANDWEHR ROAD)

LEGEND:

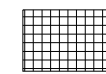
- (A) EXISTING P.C. CONCRETE (10 IN)
- (B) EXISTING COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24 TO BE PROTECTED IN PLACE
- (C) EXISTING P.C. CONCRETE SIDEWALK TO BE PROTECTED IN PLACE
- (D₁) EXISTING CONCRETE MEDIAN, TYPE C-4
- (D₂) EXISTING CONCRETE MEDIAN, BARRIER
- (D₃) EXISTING CONCRETE MEDIAN, TYPE C-4 WITH SURFACE REMOVED
- (D₄) EXISTING CONCRETE MEDIAN, MOUNTABLE
- (E₁) CLASS C PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (E₂) CLASS B PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER
- (F₁) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2 IN.
- (F₂) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4 INCH
- (H) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 OR TYPE B-6.24, AS DESIGNATED BY THE RESIDENT ENGINEER
- (I) NO. 6 TRANSVERSE TIE BARS (30 IN)
- (S-T) SODDING AND TOPSOIL FURNISH AND PLACE (4 IN)
- (M) CONCRETE MEDIAN, TYPE M-2.12 OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (N) PCC PAVEMENT, 10 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B
- (O) DIAMOND GRINDING CONCRETE PAVEMENT
- (P) HOT-MIX ASPHALT - TACK COAT SPECIAL
- (Q) CONCRETE MEDIAN, TYPE M-2.12
- (R) PCC PAVEMENT, 8 INCH OVER 6 INCHES SUB-BASE GRANULAR MATERIAL, TYPE B



EXISTING P.C. CONCRETE PAVEMENT TO BE PATCHED WITH CLASS B OR C PATCHES OF THE TYPE DESIGNATED BY THE RESIDENT ENGINEER (SEE PLANS)



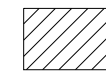
DAMAGED CURB AND GUTTER TO BE REMOVED AND REPLACED IN KIND OR AS DESIGNATED BY THE ENGINEER



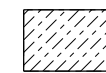
CONCRETE MEDIAN REMOVAL FULL DEPTH



P.C. CONCRETE SURFACE REMOVAL, VARIABLE DEPTH (2 IN X 7 FT)



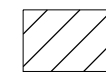
EXISTING H.M.A. SURFACE TO BE MILLED (2 IN).



EXISTING MEDIAN SURFACE TO BE REMOVED FLUSH TO ADJACENT PAVEMENT AND PAID FOR MEDIAN REMOVAL PARTIAL DEPTH



EXISTING PCC SURFACE TO BE MILLED 2 IN. (PCC PAVEMENT REMOVAL (MILLING))



PCC PAVEMENT REMOVAL

FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS
SEE GENERAL NOTES SHEET G-5

MODEL: D:\p\16163304-00_Cook County Phase 2 Design\Task 07_W07 Demopster\DC\ADD_Sheets\T07-sh-typical06.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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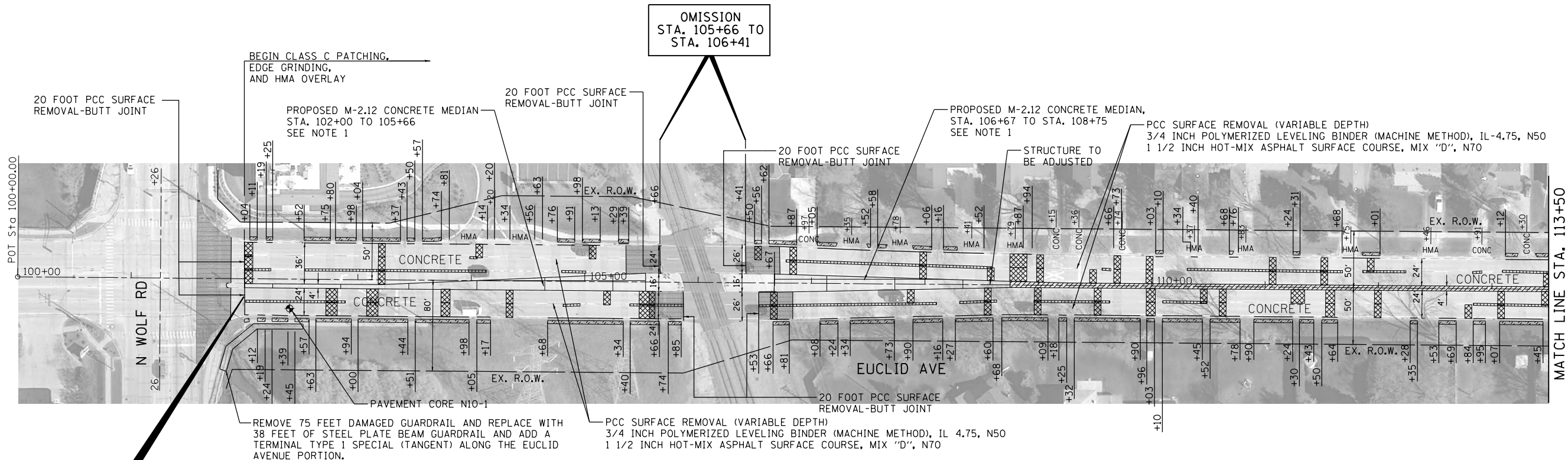


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: ILP	REVISIONS	DATE
DRAWN: ILP		
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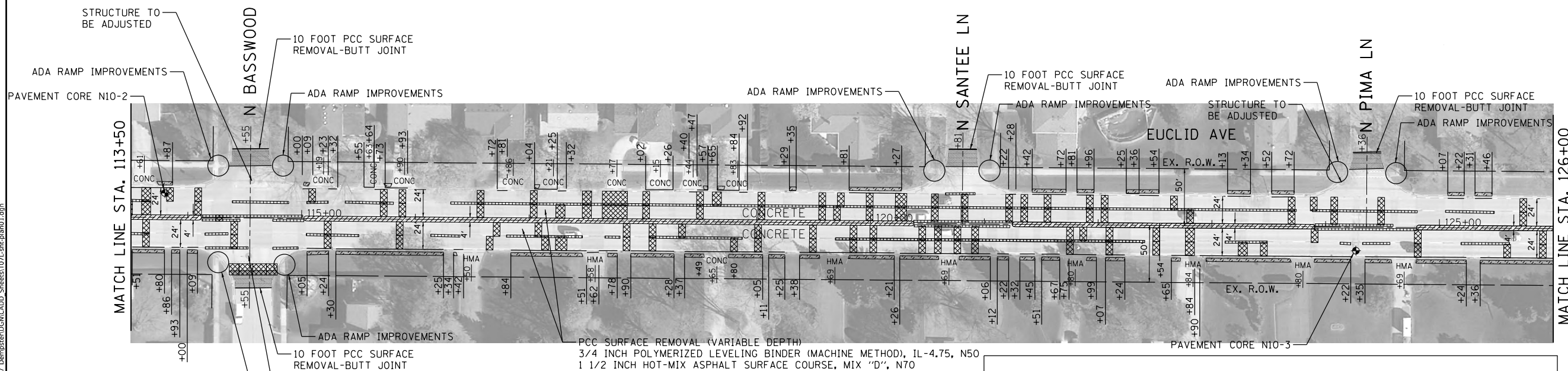
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TYPICAL SECTIONS

C-7
SCALE: SHEET 29 OF 195



CONTRACT FOR A59
WEST LAKE AVENUE
SECTION: 19-A5918-00-PV
BEGINS AT STA. 102+00

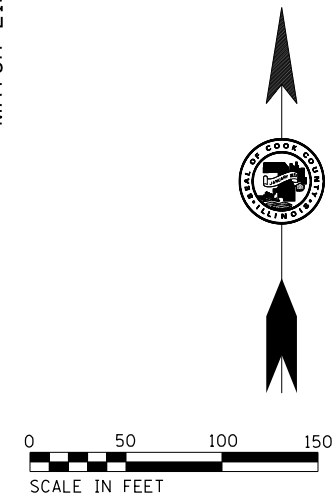
ADA RAMP IMPROVEMENTS



NOTES
1. PROVIDE RAMPED NOSE IN ACCORDANCE WITH SECTION 40-1.01(F) OF THE IDOT BLRS MANUAL.

LEGEND

	MEDIAN REMOVAL PARTIAL DEPTH		CONCRETE MEDIAN REMOVAL FULL DEPTH
	CLASS C PATCHES		COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 SPECIAL
	SODDING - SALT TOLERANT		COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
	CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, (SPECIAL)		



MODEL: D:\p1\16163304-00_Cook_County_Phase 2_Design\Task 07_W07_Demop\res\DC\G\CADD_Sheets\T01_sht-plan01.dgn

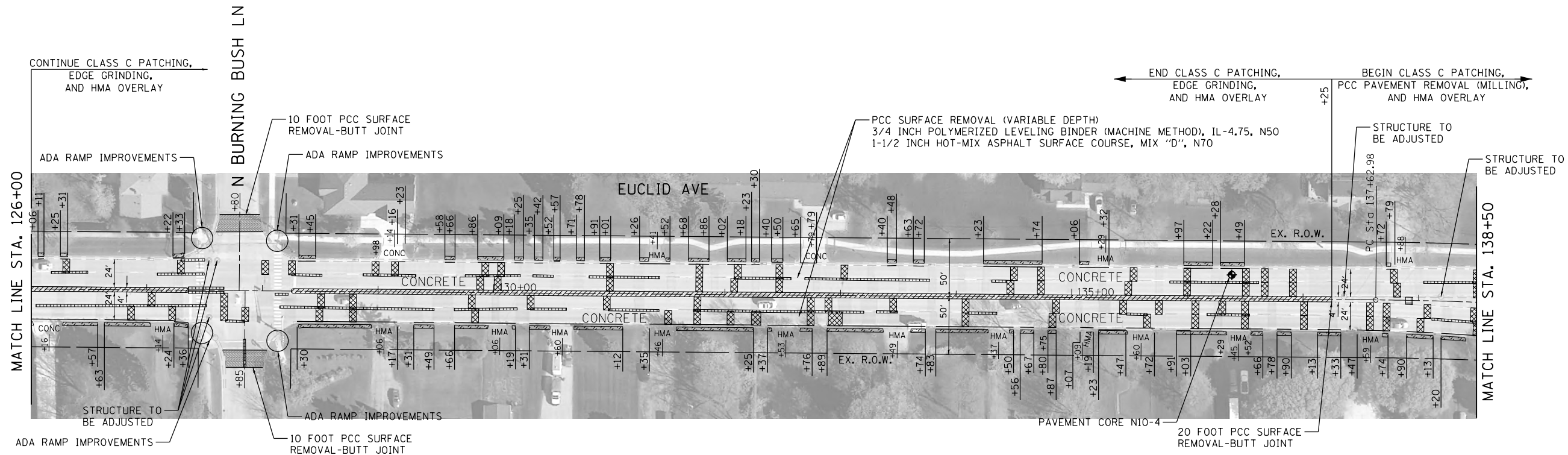
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019	
SECTION: 19-A5918-00-PV	



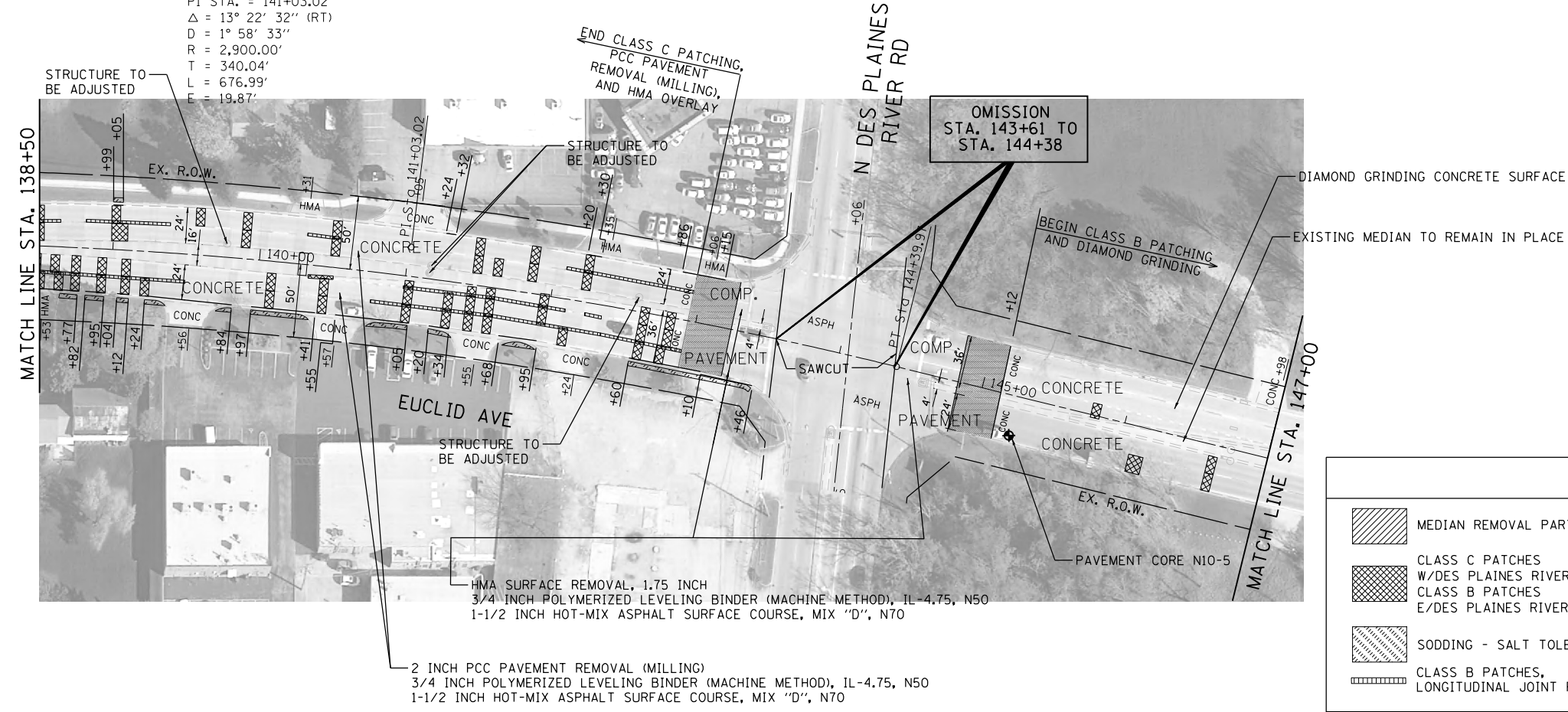
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PLAN SHEET

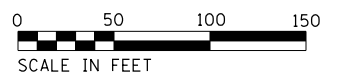


EXIST. CURVE C1
 PI STA. = 141+03.02
 $\Delta = 13^\circ 22' 32''$ (RT)
 $D = 1^\circ 58' 33''$
 $R = 2,900.00'$
 $T = 340.04'$
 $L = 676.99'$
 $E = 19.87'$



LEGEND

- MEDIAN REMOVAL PARTIAL DEPTH
- CLASS C PATCHES W/DES PLAINES RIVER RD.
CLASS B PATCHES E/DES PLAINES RIVER RD.
- SODDING - SALT TOLERANT
- CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, (SPECIAL)
- COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 SPECIAL
- COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18



MODEL: D:\p\16163304-00_Cook County Phase 2 Design\Task 07_W07 Demoprep\DCN\CADD_Sheets\T01_sht-plan02.dgn

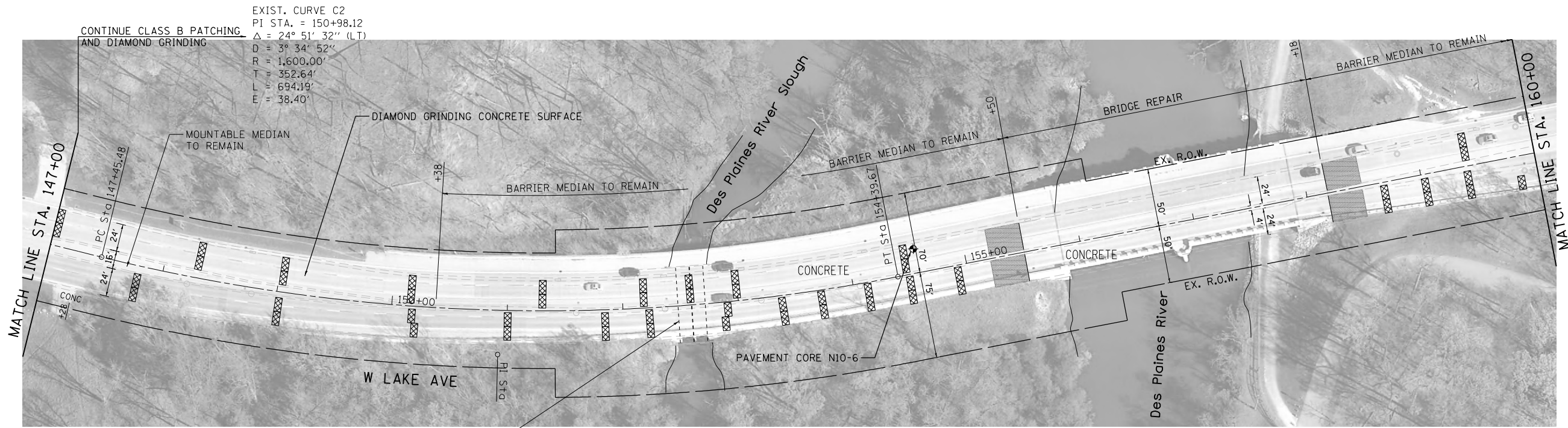
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PLAN SHEET

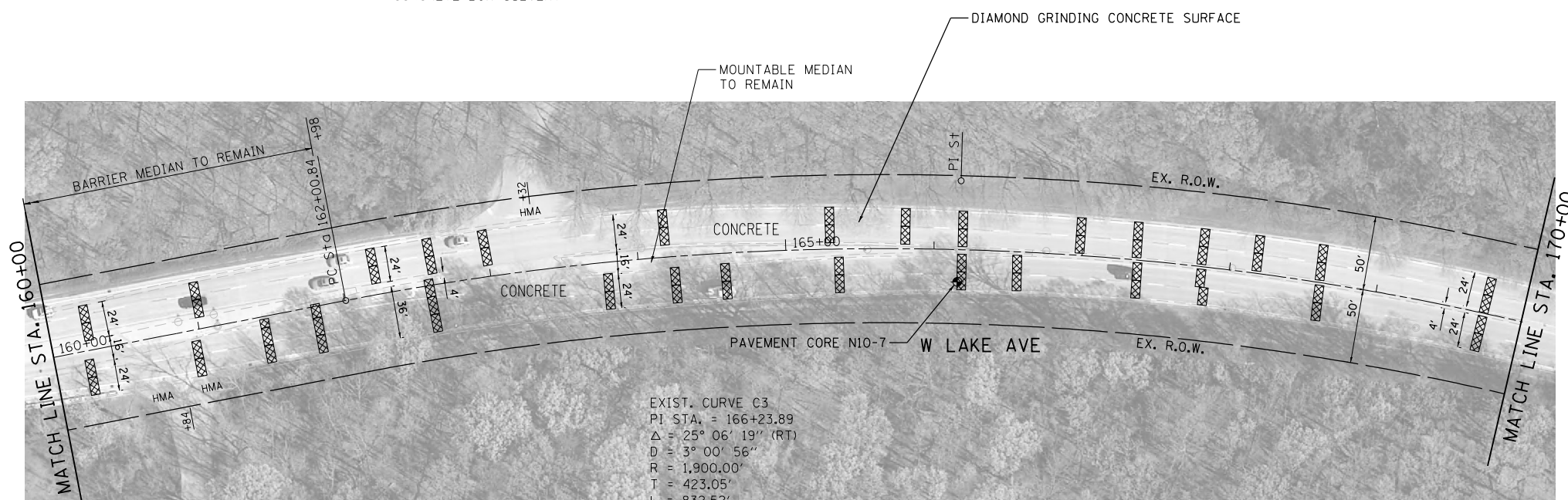


EXIST. CURVE C2
 PI STA. = 150+98.12
 $\Delta = 24^\circ 51' 32''$ (LT)
 $D = 3^\circ 34' 52''$
 $R = 1,600.00'$
 $T = 352.64'$
 $L = 694.19'$
 $E = 38.40'$

MATCH LINE STA. 147+00

MATCH LINE STA. 160+00

2 - 11.48' x 11.48' REINFORCED CONCRETE BOX CULVERT

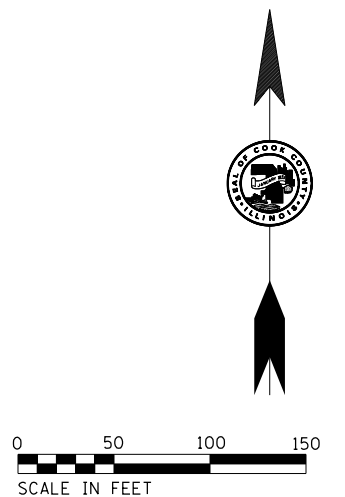


EXIST. CURVE C3
 PI STA. = 166+23.89
 $\Delta = 25^\circ 06' 19''$ (RT)
 $D = 3^\circ 00' 56''$
 $R = 1,900.00'$
 $T = 423.05'$
 $L = 832.52'$
 $E = 46.53'$

MATCH LINE STA. 160+00

MATCH LINE STA. 170+00

LEGEND	
	CLASS B PATCHES
	SODDING - SALT TOLERANT
	CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, (SPECIAL)
	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 SPECIAL
	COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18



MODEL: D:\p\16163304-00_Cook County_Phase 2_Design\Task 07_W07 Demopster\DCN\CADD_Sheets\1071-shp-plan03.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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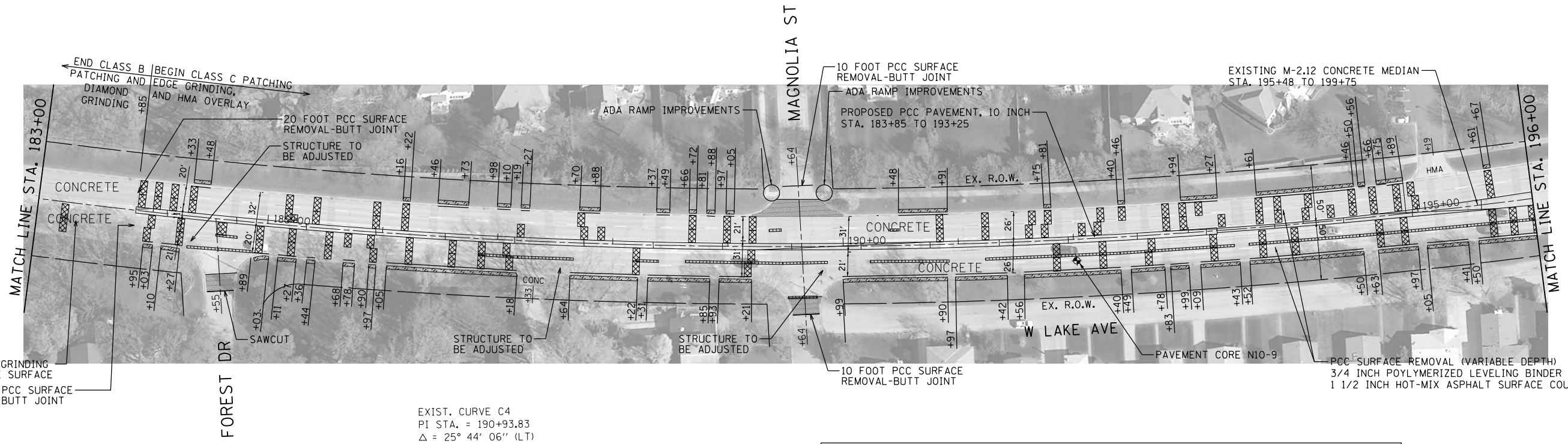
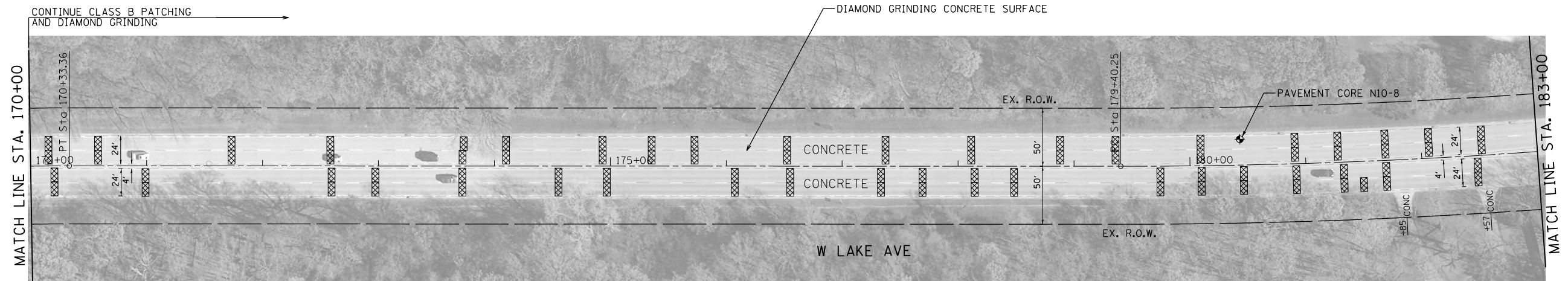


COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

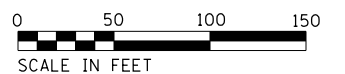
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PLAN SHEET

C-10
 SCALE: 1"=50' SHEET 32 OF 195



EXIST. CURVE C4
 PI STA. = 190+93.83
 $\Delta = 25^\circ 44' 06''$ (LT)
 $D = 1^\circ 08' 04''$
 $R = 5,050.00'$
 $T = 1,153.59'$
 $L = 2,268.26'$
 $E = 130.08'$

LEGEND	
	MEDIAN REMOVAL PARTIAL DEPTH
	CONCRETE MEDIAN REMOVAL FULL DEPTH
	CLASS B OR C PATCHES
	SODDING - SALT TOLERANT
	CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, (SPECIAL)
	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 SPECIAL
	COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18



MODEL: D:\p1\16163304-00_Cook County Phase 2 Design\Task 07_W07 Demoprep\DCG\CADD_Sheets\071-shr-plan04.dgn

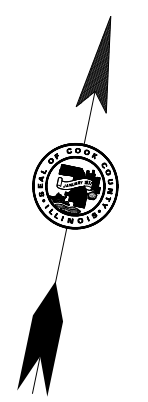
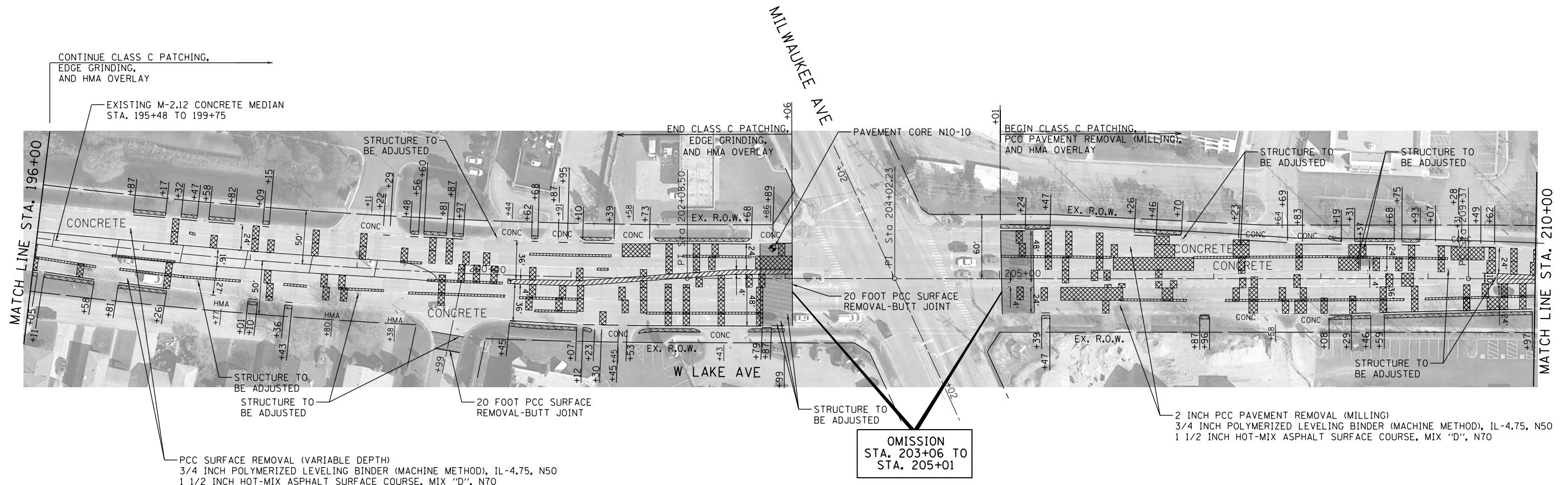
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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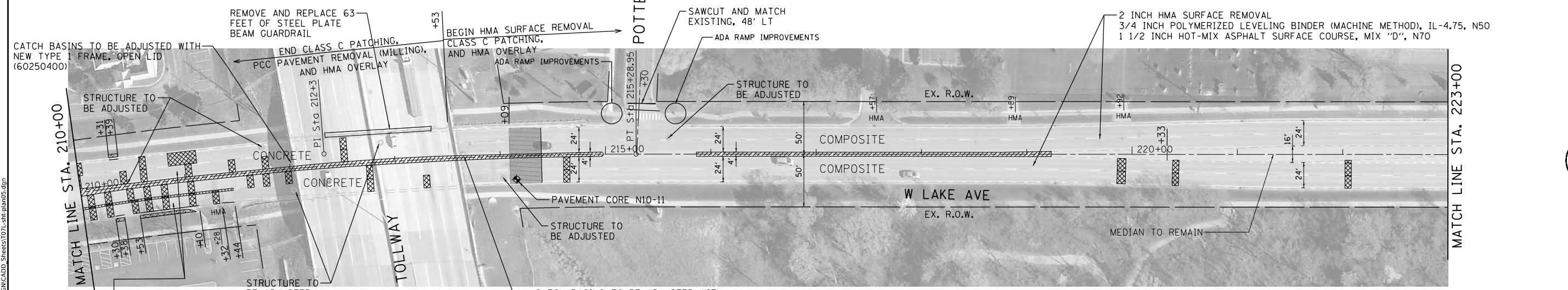
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
 PLAN SHEET



MODEL: D:\p16\16-3304-00_Cook County Phase 2 Design\Task 07_W07 Demopstere\OGN\CADD_Sheets\T07L-shp-plan05.dgn

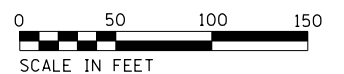


EXIST. CURVE C5
 PI STA. = 212+33.92
 $\Delta = 8^\circ 54' 53''$ (RT)
 $D = 1^\circ 30' 28''$
 $R = 3,800.00'$
 $T = 296.23'$
 $L = 591.25'$
 $E = 11.53'$

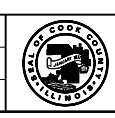
2 INCH PCC PAVEMENT REMOVAL (MILLING)
 3/4 INCH POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50
 1 1/2 INCH HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

LEGEND

	MEDIAN REMOVAL PARTIAL DEPTH		COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18 SPECIAL
	CLASS B OR C PATCHES		COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.18
	SODDING - SALT TOLERANT		
	CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, (SPECIAL)		



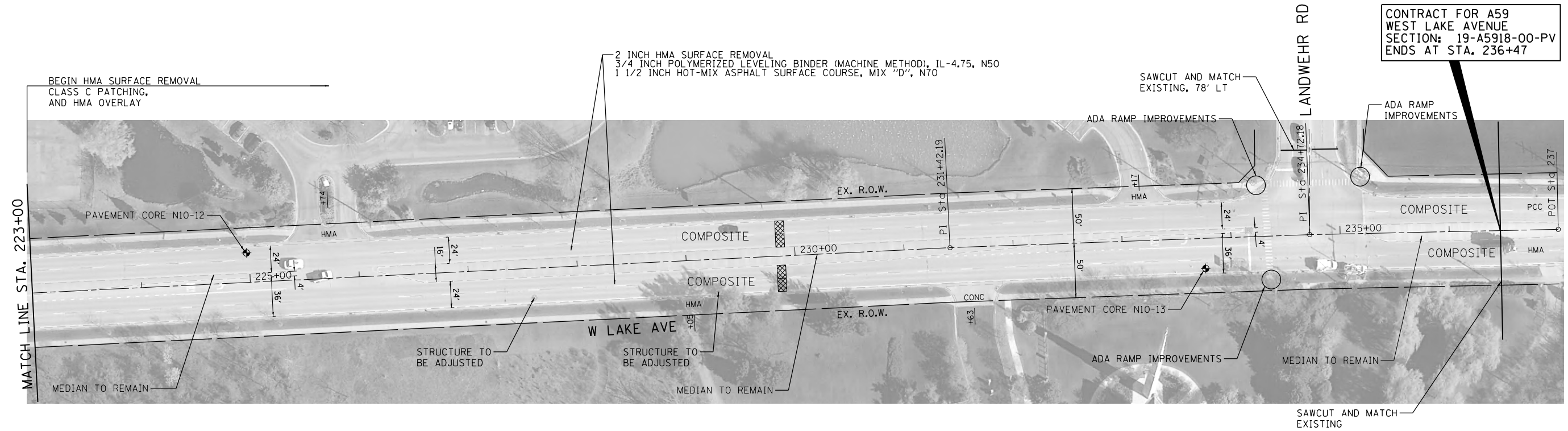
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019	
SECTION: 19-A5918-00-PV	



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PLAN SHEET



CONTRACT FOR A59
 WEST LAKE AVENUE
 SECTION: 19-A5918-00-PV
 ENDS AT STA. 236+47

LEGEND

CLASS C PATCHES

SCALE IN FEET

MODEL: D:\p\16163304-00_Cook County_Phase 2_Design\Task 07_W07 Demopstred\CGN\CGN_CADD_Sheets\1071-shp-plan06.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PLAN SHEET

C-13

SCALE: 1"=50' SHEET 35 OF 195

ADA RAMPS SCHEDULE OF QUANTITIES																
SHEET	CORNER (NW, NE, SE, SW)	20200100	21101615	25200110	42400200	42400800	44000500	44000600	48301000	60266600	60300305	60403700	60603800	60604400	60605000	Z0042300
		EARTH EXCAVATION	TOPSOIL FURNISH AND PLACE, 4"	SODDING, SALT TOLERANT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PROTECTIVE COAT	VALVE BOXES TO BE ADJUSTED	FRAMES AND LIDS TO BE ADJUSTED	LIDS, TYPE 1, OPEN LID (ADA COMPLIANT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	PORTLAND CEMENT CONCRETE SIDEWALK CURB
		CU-YD	SQ YD	SQ YD	SQ FT	SQ FT	FOOT	SQ FT	SQ YD	EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT
ADA-2	NW	1	5	5	148	20	23	148	9		1			23		29
ADA-2	NE	1	6	6	153	20	22	153	8					22		30
ADA-3	SW	1	9	9	145	25	19	145	9						19	35
ADA-3	SE	1	6	6	127	18	15	127	7						15	27
ADA-4	NW	1	5	5	105	10	11	105	5						11	14
ADA-4	NE	1	6	6	124	10	11	124	5						11	20
ADA-5	NW	1	5	5	107	10	11	107	4					11		14
ADA-5	NE	1	5	5	115	10	11	115	4					11		15
ADA-6	NW	0	4	4	150	20	23	144	9			1		23		16
ADA-6	NE	0	3	3	227	22	26	213	10					26		17
ADA-7	SW	1	11	11	168	20	23	211	10	1					23	38
ADA-7	SE	1	6	6	130	18	23	120	9	1				23		15
ADA-8	NW	0	4	4	81	10	11	78	4				11			12
ADA-8	NE	0	4	4	101	10	12	99	4				12			11
ADA-9	NW	1	5	5	122	10	11	124	4				11			15
ADA-9	NE	1	6	6	93	10	11	89	4				11			27
ADA-10	NW	1	10	10	111	16	14	145	7						14	32
ADA-10	NE	1	7	7	124	10	12	207	5		1					17
ADA-11	S	1	5	5	137	12	12	150	8						12	19
TOTAL		12	112	112	2465	281	301	2602	124	2	2	1	44	139	118	401

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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS
 DRAWN:
 CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS SCHEDULE OF QUANTITIES

ADA-1

SCALE: SHEET 36 OF 195

TEMPORARY BENCHMARK #122:

X CUT IN NOSE OF EUCLID AVENUE
CONCRETE MEDIAN WEST OF
INTERSECTION

ELEVATION = 643.82

TEMPORARY BENCHMARK #123:

X CUT IN NOSE OF EUCLID AVENUE
CONCRETE MEDIAN EAST OF
INTERSECTION

ELEVATION = 643.87

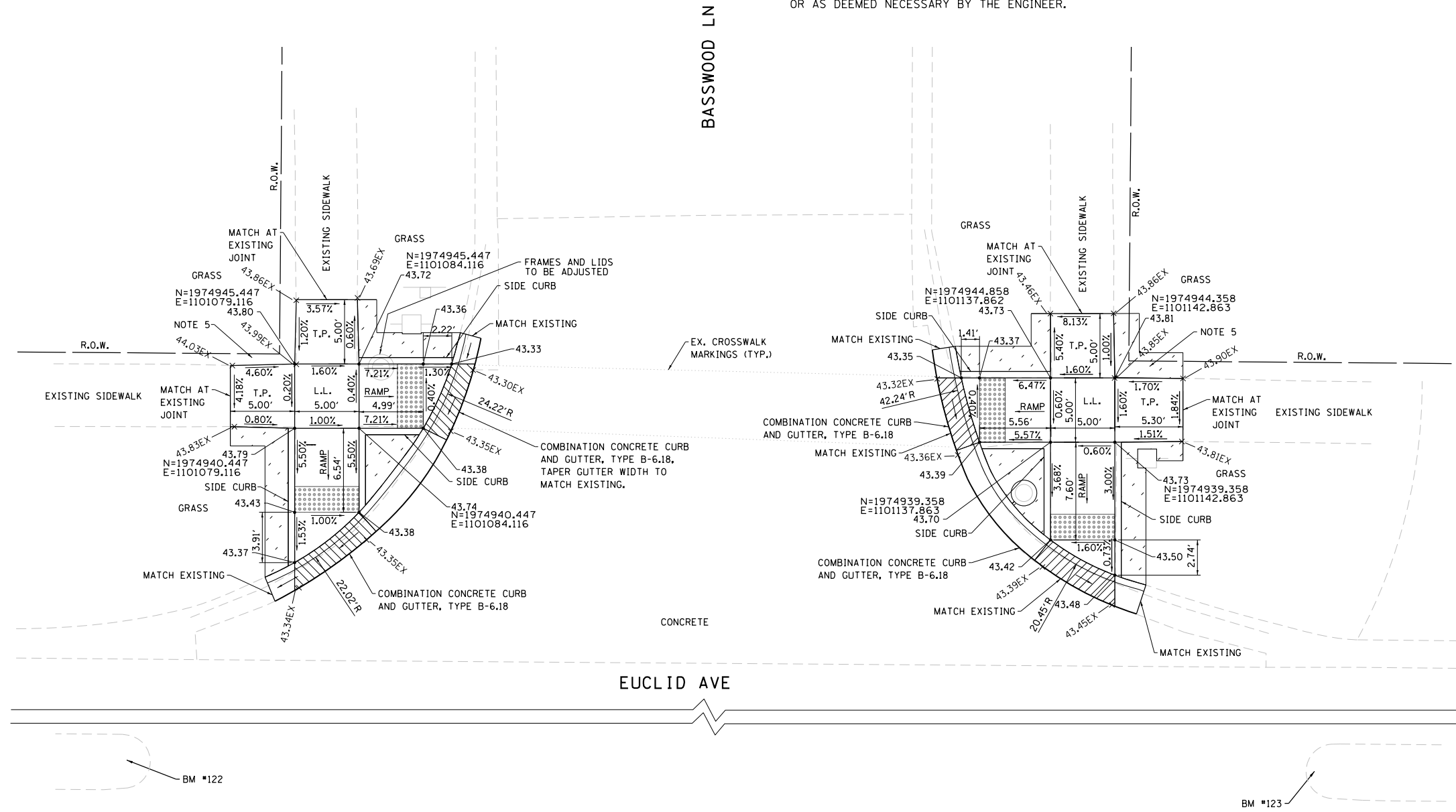
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- 56.01 - PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstere\DCN\CADD_Sheets\T07-shf-ada02.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS BASSWOOD LN (NORTH)

TEMPORARY BENCHMARK #122:
 X CUT IN NOSE OF EUCLID AVENUE
 CONCRETE MEDIAN WEST OF
 INTERSECTION
 ELEVATION = 643.82

TEMPORARY BENCHMARK #123:
 X CUT IN NOSE OF EUCLID AVENUE
 CONCRETE MEDIAN EAST OF
 INTERSECTION
 ELEVATION = 643.87

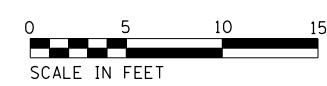
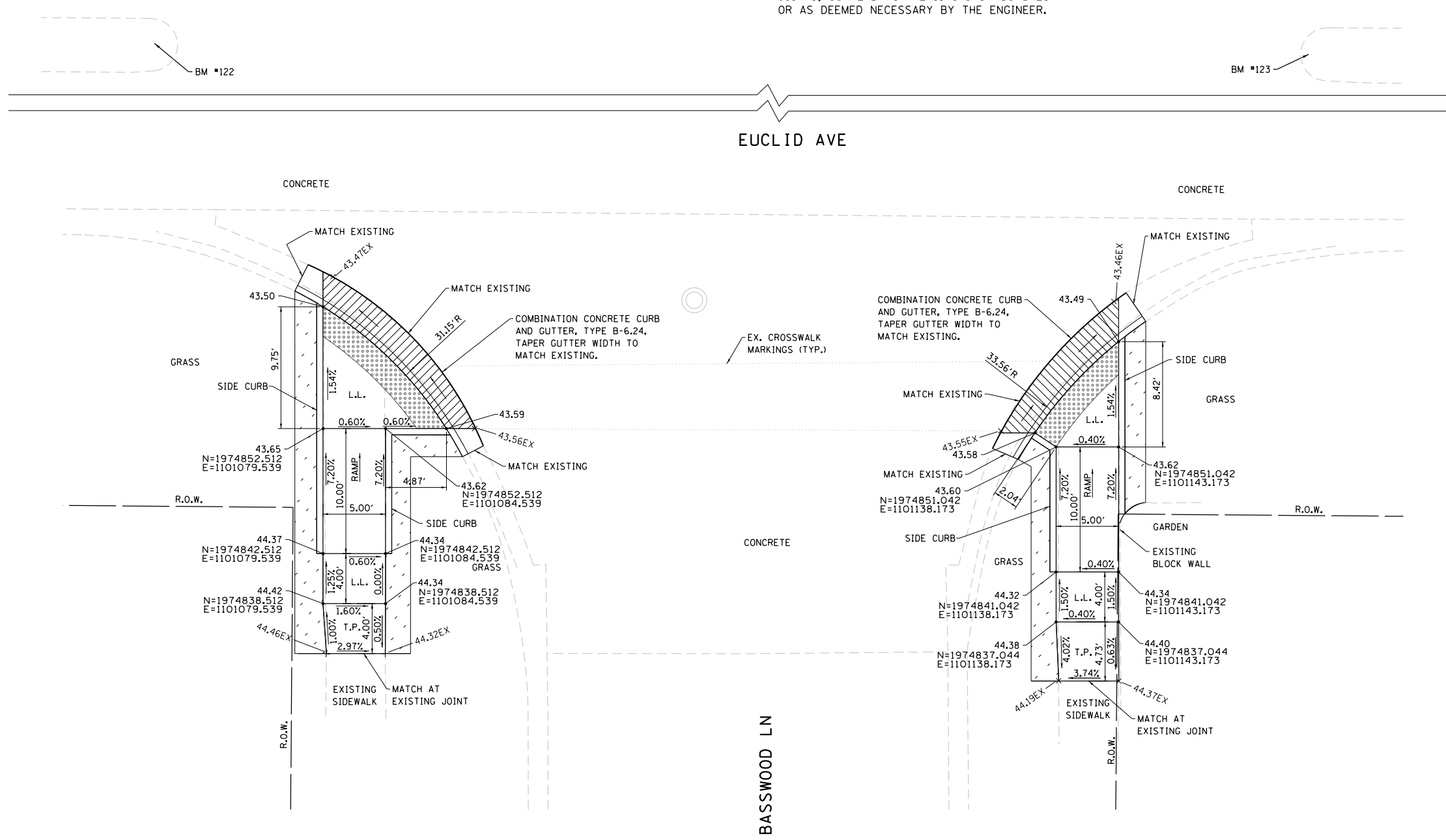
NOTES:

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- MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
- MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
- LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
- THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
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LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ.- ADJUST RIM
- T.P.- TRANSITION PANEL
- L.L.- LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS BASSWOOD LN (SOUTH)

ADA-3
 SCALE: 1"=5' SHEET 38 OF 195

TEMPORARY BENCHMARK #124:
 X CUT IN CONCRETE CURB ON
 WEST SIDE OF SANTEE LANE
 ADJACENT TO CATCH BASIN
 +/- 30' NORTH OF EUCLID
 AVENUE EDGE OF PAVEMENT
 ELEVATION = 643.47

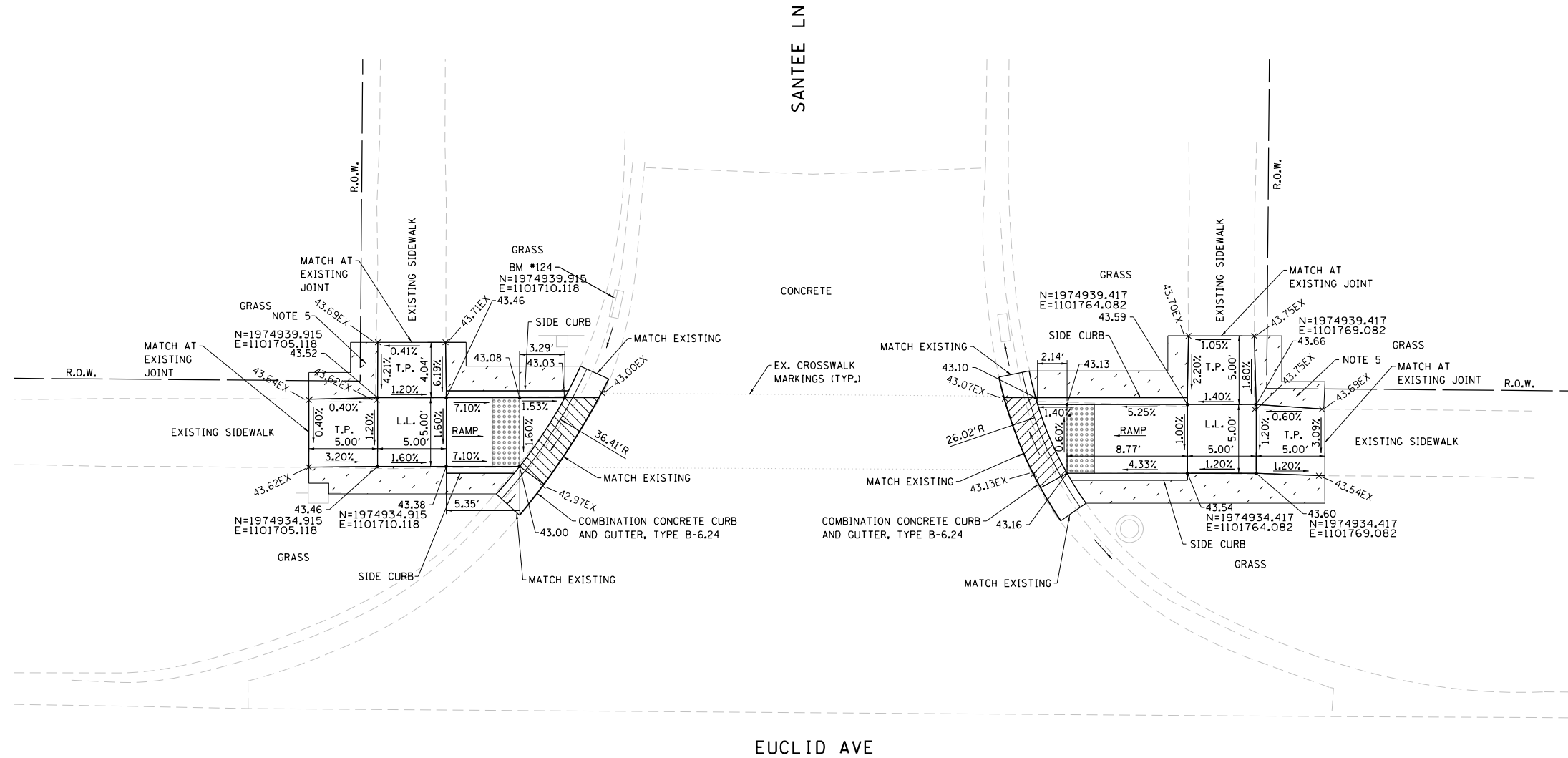
NOTES:

- ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
- MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
- MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
- LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
- THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
- THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ.- ADJUST RIM
- T.P.- TRANSITION PANEL
- L.L.- LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\d\h\j\ FILE NAME: P:\1616\3304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T07L-shf-ada04.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS
 DRAWN:
 CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS SANTEE LN (NORTH)

ADA-4
 SCALE: 1"=5' SHEET 39 OF 195

TEMPORARY BENCHMARK #125:
RAILROAD SPIKE IN SOUTHWEST
FACE OF UTILITY POLE IN
NORTHEAST CORNER OF
INTERSECTION
ELEVATION = 643.27

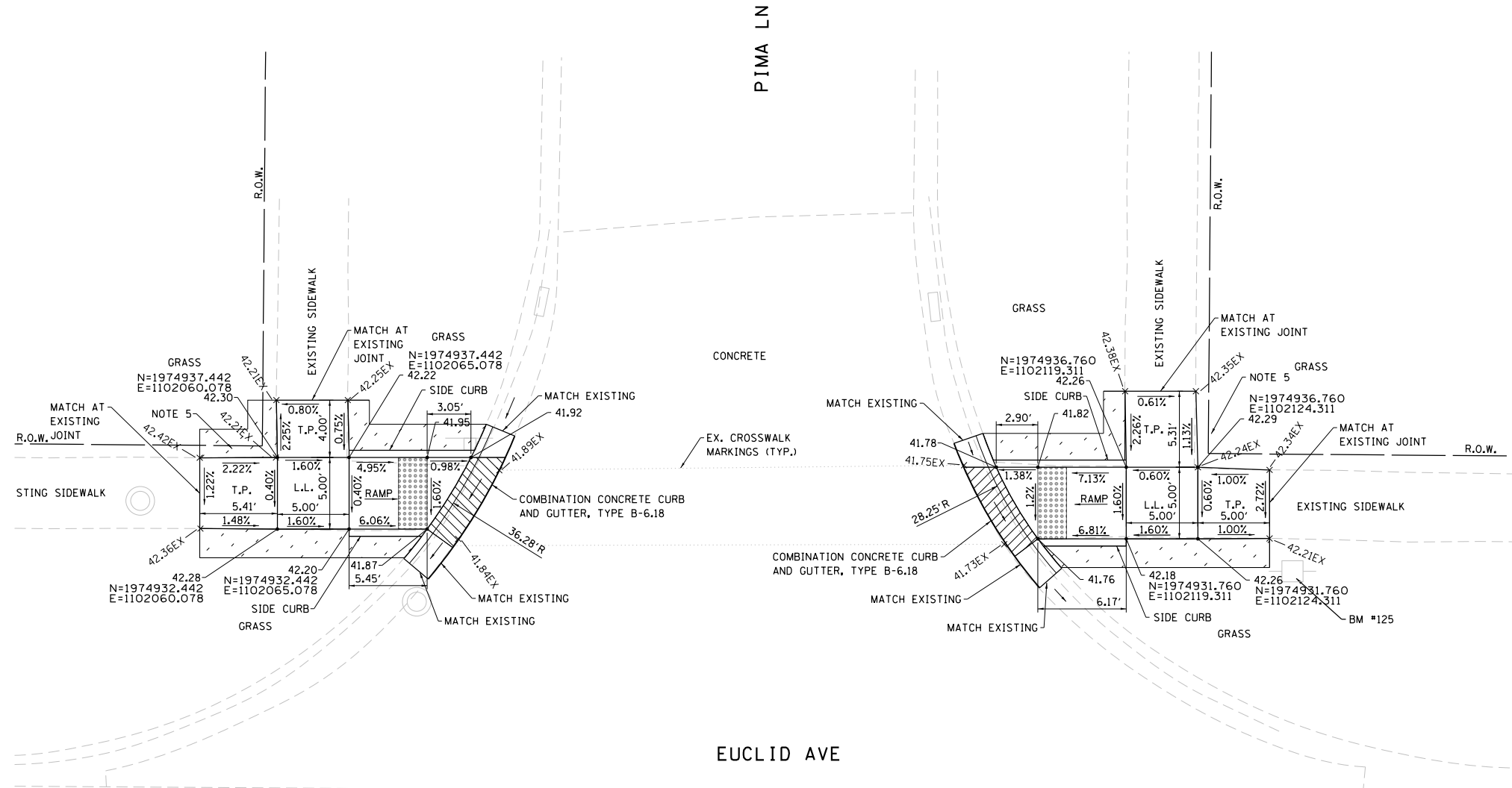
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONFLICT WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T071-shf-ada05.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAK5
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS PIMA LN (NORTH)

ADA-5

SCALE: 1"=5' SHEET 40 OF 195

NOTES (CONTINUED):

- COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730.
- A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."
- IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLES SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."

TEMPORARY BENCHMARK #126:
 X CUT ON UPPER SOUTHWEST FLANGE BOLT ON FIRE HYDRANT IN SOUTHEAST CORNER OF INTERSECTION
 ELEVATION = 642.12

TEMPORARY BENCHMARK #127:
 X CUT ON THE SOUTHWEST CORNER OF METAL ELECTRIC HANDHOLE IN NORTHWEST CORNER OF INTERSECTION
 ELEVATION = 640.95

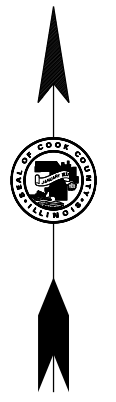
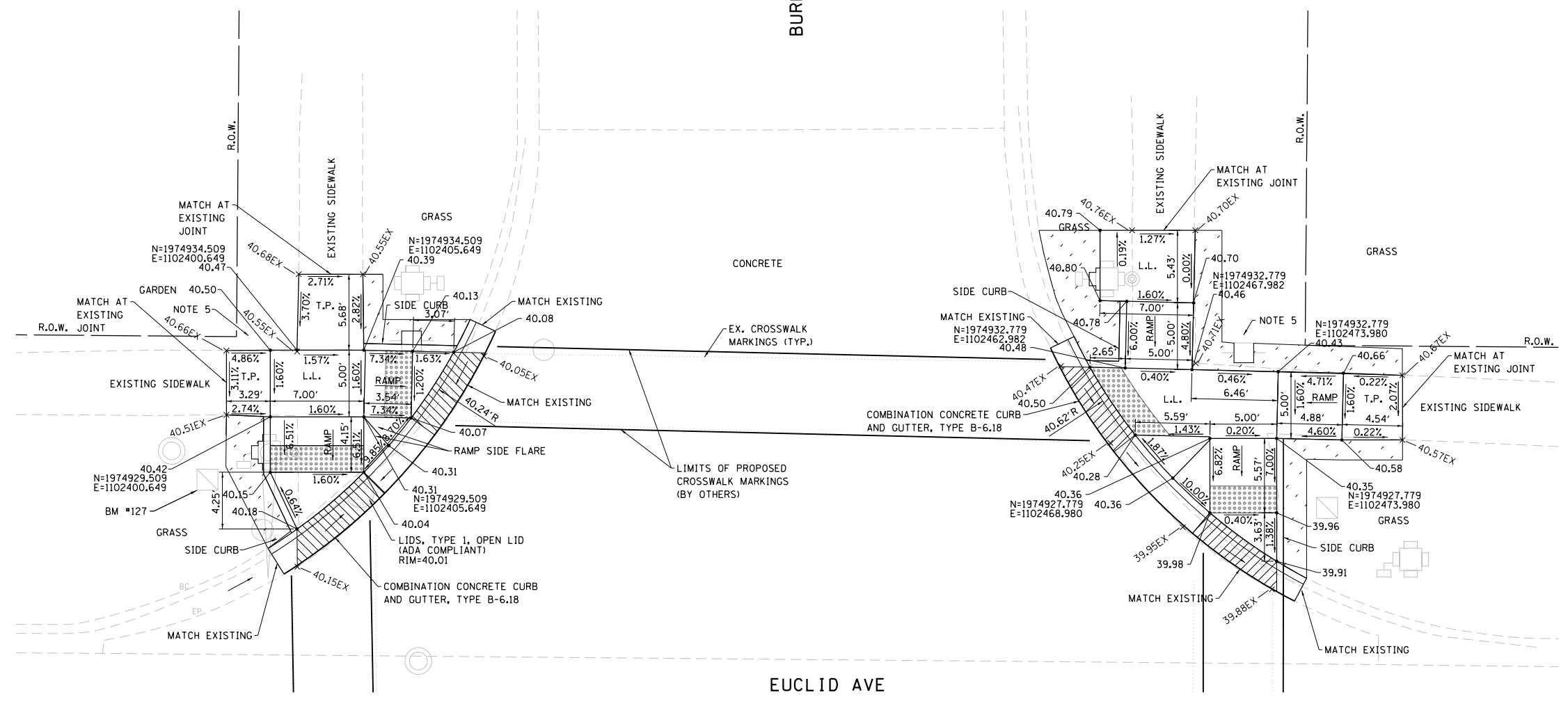
NOTES:

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- MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
- MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
- LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
- THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
- THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

	DEPRESSED CURB & GUTTER		TRAFFIC SIGNAL POLE
	DETECTABLE WARNING SURFACE		TRAFFIC SIGNAL POLE WITH MAST ARM
	PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH		HAND HOLE
	SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"		TRAFFIC SIGNAL CONTROLLER
	EXISTING ELEVATION		PED PUSH BUTTON
56.01-	PROPOSED ELEVATION		PED SIGNAL
ADJ.-	ADJUST RIM		PROP. PED PUSH BUTTON
T.P.-	TRANSITION PANEL		PROP. POST
L.L.-	LEVEL LANDING		MANHOLE
	POWER POLE/LIGHT POLE		CATCH BASIN
			INLET
			BUFFALO BOX
			SIGN

BURNING BUSH LN



MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07_Demopster\DCN\CADD_Sheets\T07L_sht-ada06.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAK	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS BURNING BUSH LN (NORTH)

ADA-6
 SCALE: 1"=5' SHEET 41 OF 195

NOTES (CONTINUED):

7. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730.
8. A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."
9. IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLES SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."

TEMPORARY BENCHMARK #126:

X CUT ON UPPER SOUTHWEST FLANGE BOLT ON FIRE HYDRANT IN SOUTHEAST CORNER OF INTERSECTION

ELEVATION = 642.12

TEMPORARY BENCHMARK #127:

X CUT ON THE SOUTHWEST CORNER OF METAL ELECTRIC HANDHOLE IN NORTHWEST CORNER OF INTERSECTION

ELEVATION = 640.95

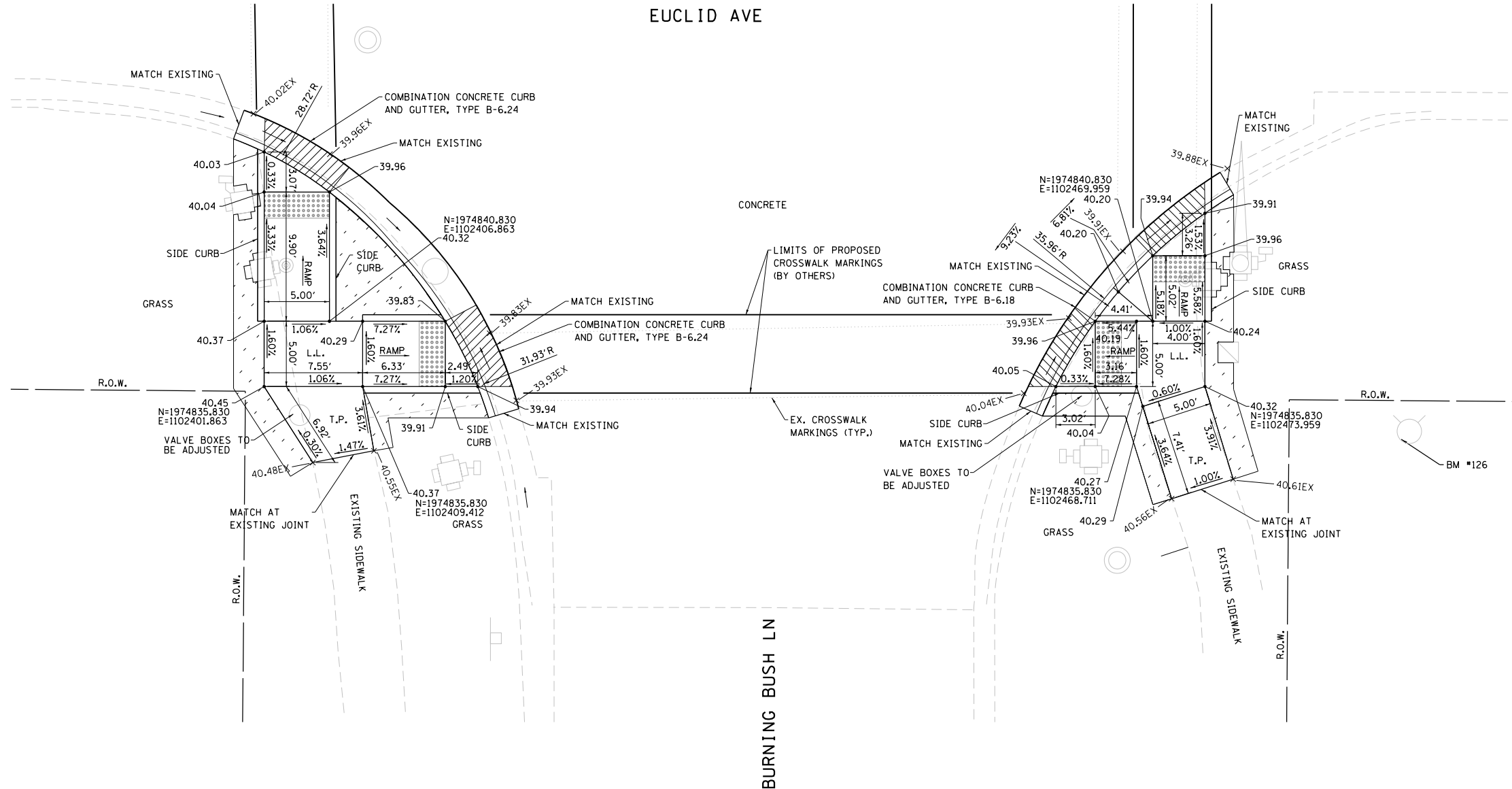
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ.- ADJUST RIM
- T.P.- TRANSITION PANEL
- L.L.- LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p\16163304-00_Cook County_Phase 2_Design\Task 07_W07 Demopster\DCN\CADD_Sheets\T071-shf-ada07.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAK5	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS BURNING BUSH LN (SOUTH)

ADA-7
SCALE: 1"=5' SHEET 42 OF 195

TEMPORARY BENCHMARK #128:
 X CUT IN CONCRETE CURB ON
 WEST SIDE OF MAGNOLIA STREET
 ADJACENT TO CATCH BASIN
 +/- 38' NORTH OF EUCLID
 AVENUE EDGE OF PAVEMENT
 ELEVATION = 644.16

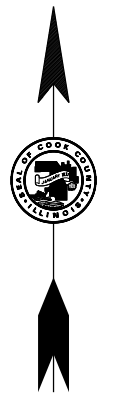
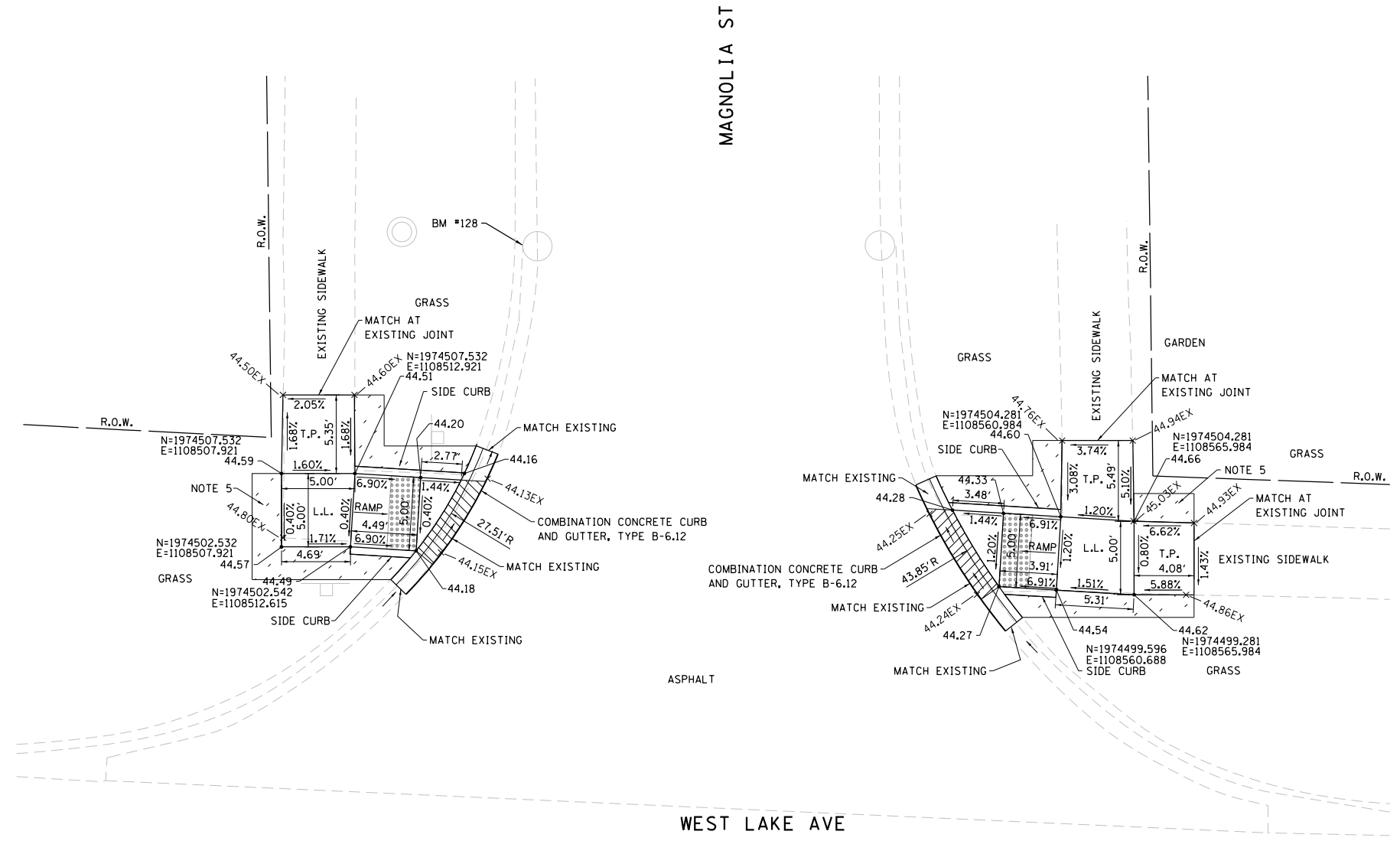
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstere\DC\ADD_Sheets\T071-shf-ada08.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS MAGNOLIA ST (NORTH)

ADA-8
 SCALE: 1"=5' SHEET 43 OF 195

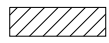


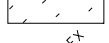
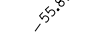
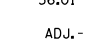
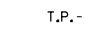



TEMPORARY BENCHMARK #133:
 X CUT IN NORTHEAST CORNER OF
 CONCRETE PAD OF THE MOST
 WESTERNLY ELECTRIC SPLICE BOX
 IN THE NORTHWEST CORNER OF
 INTERSECTION













ELEVATION = 667.89

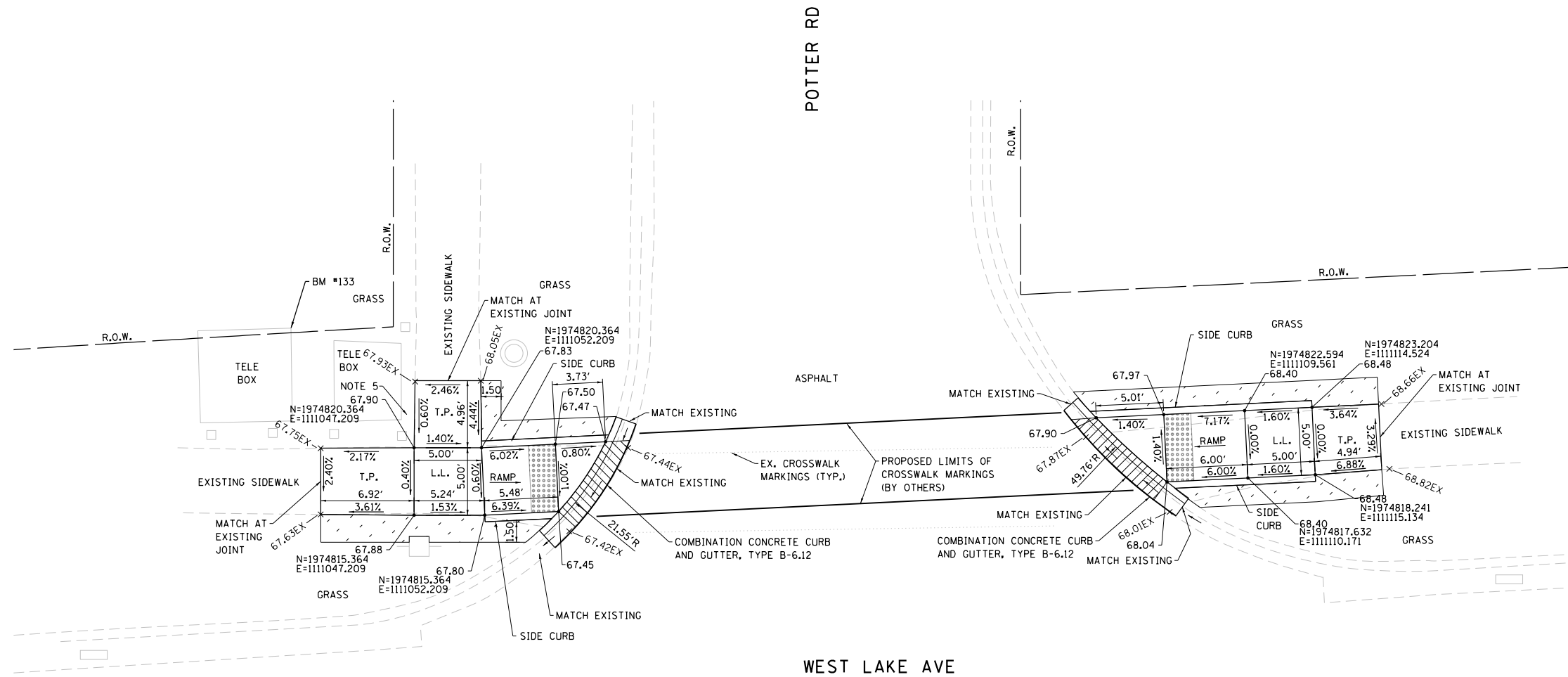
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMP SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

-  DEPRESSED CURB & GUTTER
-  DETECTABLE WARNING SURFACE
-  PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
-  SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
-  EXISTING ELEVATION
-  PROPOSED ELEVATION
-  ADJUST RIM
-  TRANSITION PANEL
-  LEVEL LANDING
-  POWER POLE/LIGHT POLE

-  TRAFFIC SIGNAL POLE
-  TRAFFIC SIGNAL POLE WITH MAST ARM
-  HAND HOLE
-  TRAFFIC SIGNAL CONTROLLER
-  PED PUSH BUTTON
-  PED SIGNAL
-  PROP. PED PUSH BUTTON
-  PROP. POST
-  MANHOLE
-  CATCH BASIN
-  INLET
-  BUFFALO BOX
-  SIGN



MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07_Demop\Ext\DC\ADD_Sheets\T07L-shf-ada09.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAK5
 DRAWN:
 CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS POTTER RD (NORTH)

ADA-9
 SCALE: 1"=5' SHEET 44 OF 195

NOTES (CONTINUED):

7. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOTH AT 312-603-1730.
8. A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."
9. IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLES SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."

TEMPORARY BENCHMARK #134:

X CUT IN WEST FACE OF CONCRETE BASE FOR EAST TRAFFIC SIGNAL IN NORTHEAST CORNER OF INTERSECTION

ELEVATION = 682.90

TEMPORARY BENCHMARK #213:

X CUT ON TOP OF SOUTH CURB OF WEST LAKE AVENUE AT THE EXTENSION OF CENTERLINE OF LANDWEHR ROAD

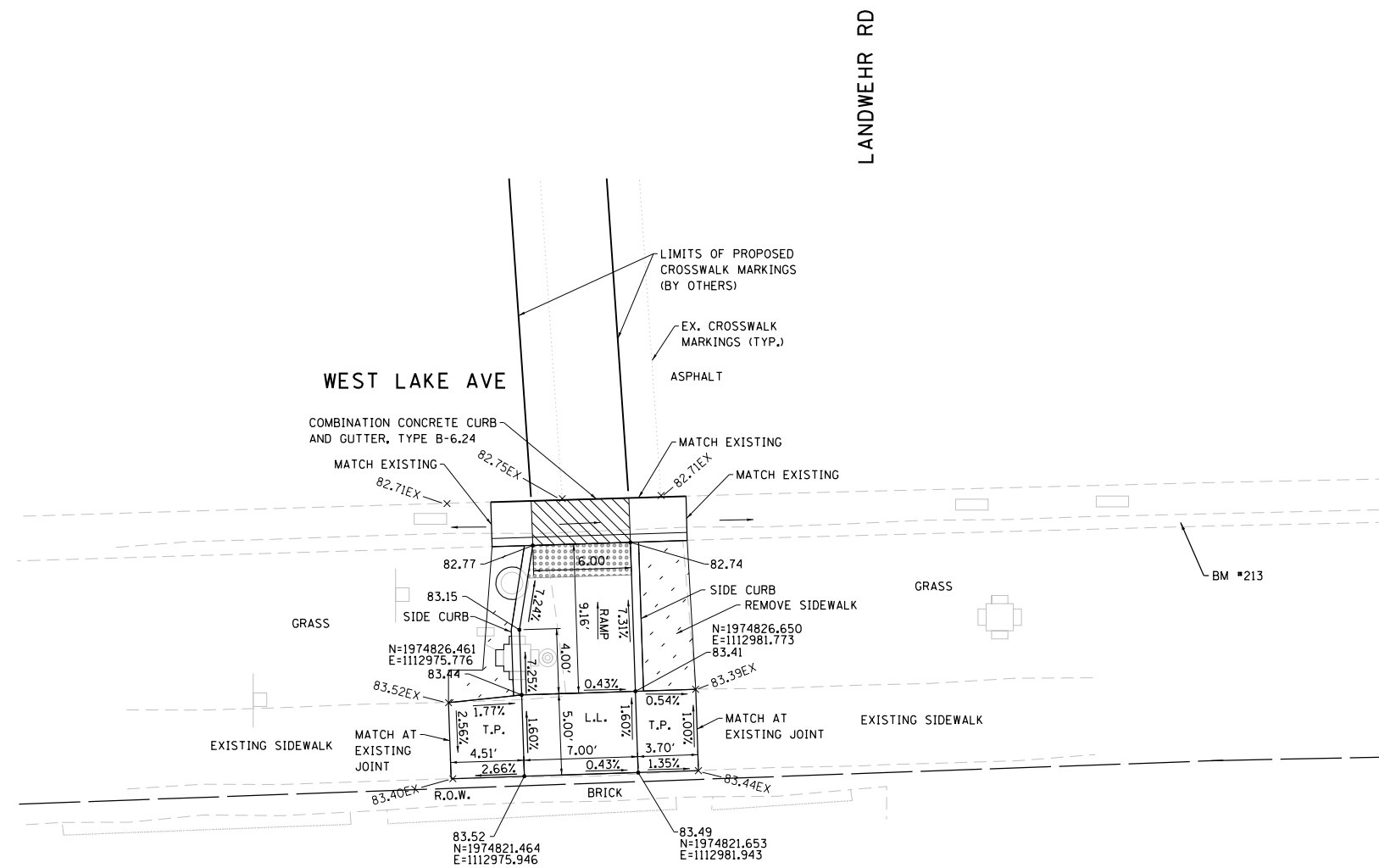
ELEVATION = 682.97

NOTES:

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LEGEND

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- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE
- TRAFFIC SIGNAL POLE
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- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstend\CGN\CADD_Sheets\T071-shf-ada1.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAK5	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
ADA RAMPS LANDWEHR RD (SOUTH)



SEGMENT N10 PAVEMENT CORE SUMMARY

Project: Geotechnical Investigation for the Pavement Preservation and Rehabilitation—2018 GSI Job No.: 16136—A
 Location: West Lake Avenue from Wolf Road to Landwehr Road, Cook County, IL (Segment N10) Date: 12/10/2016
 County: Cook Cored By: RT
 Client: Globetrotters Checked By: AJP

CORE NO.	THICKNESS (in.)	MATERIAL DESCRIPTION
N10-1	10.0	CONCRETE—well consolidated, wire mesh @ -4.25".
N10-2	10.75	CONCRETE—well consolidated, wire mesh @ -5.5".
N10-3	10.25	CONCRETE—well consolidated.
N10-4	11.0	CONCRETE—well consolidated.
N10-5	11.25 1.75	CONCRETE—well consolidated, wire mesh @ -4.50". ASPHALT—poorly consolidated, fine to medium coarse aggregate.
N10-6	10.0	CONCRETE—well consolidated, wire mesh @ -4.25".
N10-7	10.0	CONCRETE—well consolidated.
N10-8	10.25	CONCRETE—well consolidated, wire mesh @ -4.5".
N10-9	10.25	CONCRETE—well consolidated, wire mesh @ -4.75".
N10-10	10.75	CONCRETE—well consolidated, wire mesh @ -4.5".
N10-11	2.0 1.5 10.5	ASPHALT—well consolidated, fine to medium coarse aggregate. ASPHALT—well consolidated, fine to medium coarse aggregate. CONCRETE—well consolidated.
N10-12	1.75 2.75 10.75	ASPHALT—slightly porous, fine to medium coarse aggregate. ASPHALT—porous, fine to medium coarse aggregate. CONCRETE—well consolidated.
N10-13	1.75 2.75 9.5	ASPHALT—well consolidated, fine to medium coarse aggregate. ASPHALT—well consolidated, fine to medium coarse aggregate. CONCRETE—well consolidated.

MODEL: D:\p\16136\16136-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\GADD_Sheets\T07_sht-core01.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

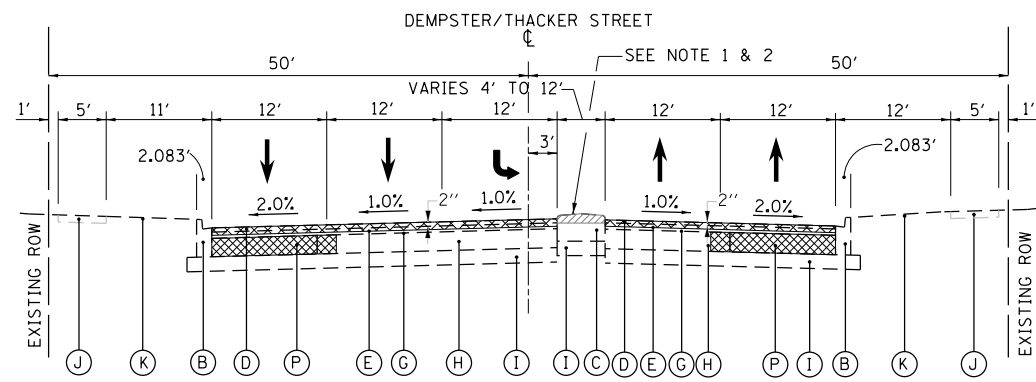
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DRAWN:	_____	_____
CHECKED:	_____	_____

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PAVEMENT CORES

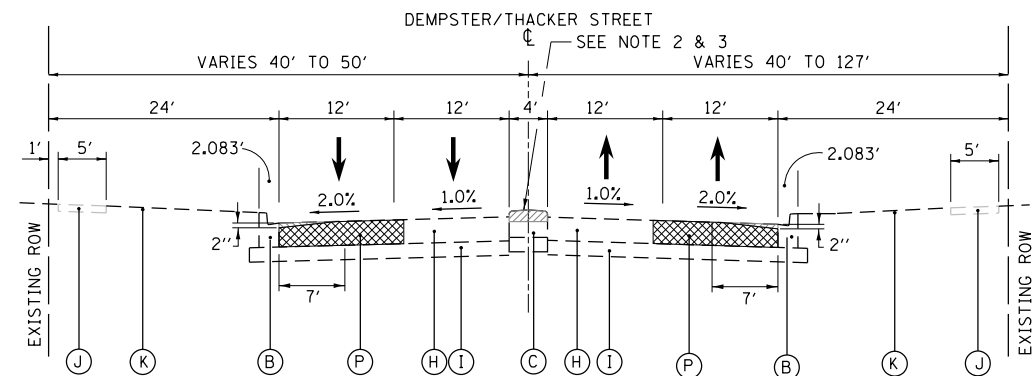
BILL OF MATERIALS DEMPSTER STREET - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD						
ITEM NO.	S.P	SPECIALTY ITEM	PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	QUANTITY
1			21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,105
2			25000400	NITROGEN FERTILIZER NUTRIENT	POUND	14
3			25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	14
4			25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	14
5			25200200	SUPPLEMENTAL WATERING	UNIT	50
6			28000510	INLET FILTERS	EACH	216
7			31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	4,772
8			35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	6,037
9			40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	33
10			40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	1,495
11			40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	429
12			40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	939
13			40600990	TEMPORARY RAMP	SQ YD	537
14			40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	5,124
15			42001300	PROTECTIVE COAT	SQ YD	2,458
16			42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6037
17			44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	5,471
18			44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,188
19			44000600	SIDEWALK REMOVAL	SQ FT	5,573
20			44003100	MEDIAN REMOVAL	SQ FT	1,291
21			44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	36,971
22			44201349	CLASS C PATCHES, TYPE I, 10 INCH	SQ YD	254
23			44201353	CLASS C PATCHES, TYPE II, 10 INCH	SQ YD	6,625
24			44201357	CLASS C PATCHES, TYPE III, 10 INCH	SQ YD	217
25			44201359	CLASS C PATCHES, TYPE IV, 10 INCH	SQ YD	52
26			60250200	CATCH BASINS TO BE ADJUSTED	EACH	41
27			60252800	CATCH BASIN TO BE RECONSTRUCTED	EACH	2
28			60266600	VALVE BOXES TO BE ADJUSTED	EACH	4
29			60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	69
30	*		60403700	LIDS, TYPE 1, OPEN LID	EACH	1
31			60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	88
32			60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	1,991
33			60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	109
34			60618740	CONCRETE MEDIAN, TYPE M-2.12	SQ FT	708
35			66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	50
36			66900530	SOIL DISPOSAL ANALYSIS	EACH	10
37			66901001	REGULATED SUBSTANCE PRE-CONSTRUCTION PLAN	LSUM	0.5
38			66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DA	10
39			66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	0.5
40			67100100	MOBILIZATION	LSUM	0.5
41			70107025	CHANGEABLE MESSAGE SIGN	CAL DA	300
42			78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	730
43			78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	18,831
44			78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1,185
45			78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	4,012
46			78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	449
47			78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	597
48			78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	582
49		*	89502380	REMOVE EXISTING HANDHOLE	EACH	6
50	*	*	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
51		*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
52	*		Z0042300	PORTLAND CEMENT CONCRETE SIDEWALK CURB	FOOT	1,164
53	*		CCDOTH011	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	0.5
54	*		CCDOTH026	CONTRACT EXTRA WORK	UNIT	50,000
55	*		CCDOTH029A	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	0.5
56	*		CCDOTH031	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8
57	*		CCDOTH043	CLASS B PATCHES, LONGITUDINAL JOINT REPAIR (SPECIAL), 10"	SQ YD	743
58	*		CCDOTH070	RAILROAD FLAGGERS	LSUM	0.5
59	*		CCDOTH176	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	17
60	*		CCDOTH200	CLEANING EXISTING CATCH BASINS	EACH	10
61	*		CCDOTH212	SODDING	SQ YD	1,105
62	*	*	CCDOTH244C	SINGLE HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6
63	*	*	CCDOTH244D	SINGLE HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6
64	*	*	CCDOTH244G	SINGLE HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
65	*	*	CCDOTH244H	SINGLE HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2
66	*	*	CCDOTH245A	PEDESTRIAN SIGNAL HEAD, LED WITH COUNTDOWN TIMER	EACH	8

BILL OF MATERIALS DEMPSTER STREET - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD						
ITEM NO.	S.P	SPECIALTY ITEM	PAY ITEM NO.	PAY ITEM DESCRIPTION	UNIT	QUANTITY
67	*	*	CCDOTH246A	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINIUM	EACH	8
68	*	*	CCDOTH248C	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16FT	EACH	4
69	*	*	CCDOTH249A015	STEEL MAST ARM ASSEMBLY AND POLE, 18FT	EACH	2
70	*	*	CCDOTH249A055	STEEL MAST ARM ASSEMBLY AND POLE, 34FT	EACH	1
71	*	*	CCDOTH249A060	STEEL MAST ARM ASSEMBLY AND POLE, 36FT	EACH	1
72	*	*	CCDOTH250B	FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1
73	*	*	CCDOTH252A	DETECTOR LOOP, TYPE I	FOOT	1,100
74	*	*	CCDOTH254A	PEDESTRIAN PUSH-BUTTON	EACH	8
75	*	*	CCDOTH255B	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	680
76	*	*	CCDOTH255D	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA	FOOT	135
77	*	*	CCDOTH255F	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA	FOOT	275
78	*	*	CCDOTH258B	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 2C	FOOT	700
79	*	*	CCDOTH258C	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 3C	FOOT	1,020
80	*	*	CCDOTH258D	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 5C	FOOT	1,000
81	*	*	CCDOTH258E	ELECTRIC CABLE IN CONDUIT, SIGNAL NO, 14 7C	FOOT	450
82	*	*	CCDOTH258F	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,900
83	*	*	CCDOTH258H	ELECTRIC CABLE IN CONDUIT, SERVICE, NO, 6 2C	FOOT	50
84	*	*	CCDOTH258N	ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO, 14 3C, TYPE SOOW	FOOT	450
85	*	*	CCDOTH258O	ELECTRIC CABLE, VIDEO DETECTION SYSTEM	FOOT	370
86	*	*	CCDOTH261K	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR NO. 6 1C	FOOT	360
87	*	*	CCDOTH264A	SERVICE INSTALLATION, GROUND MOUNTED	EACH	1
88	*	*	CCDOTH266A	HANDHOLE	EACH	5
89	*	*	CCDOTH266C	DOUBLE HANDHOLE	EACH	2
90	*	*	CCDOTH267A	REBUILD EXISTING HANDHOLE	EACH	3
91	*	*	CCDOTH267B	REBUILD EXISTING HEAVY DUTY HANDHOLE	EACH	2
92	*	*	CCDOTH268A	CONCRETE FOUNDATION, TYPE A	FOOT	16
93	*	*	CCDOTH268B	CONCRETE FOUNDATION, TYPE C	FOOT	4
94	*	*	CCDOTH268E	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	47
95	*	*	CCDOTH270A	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
96	*	*	CCDOTH271A	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
97	*	*	CCDOTH272A	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3
98	*	*	CCDOTH274A	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2
99	*	*	CCDOTH275A	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1
100	*	*	CCDOTH284A	UNINTERRUPTABLE POWER SUPPLY	EACH	1
101	*	*	CCDOTH288B	LED INTERNALLY ILLUMINATED STREET NAME SIGN, 6 FT	EACH	2
102	*	*	CCDOTH288C	LED INTERNALLY ILLUMINATED STREET NAME SIGN, 8 FT	EACH	2
103	*	*	CCDOTH290A	VIDEO DETECTION SYSTEM SINGLE CAMERA/PROCESSOR VIDEO DETECTION	EACH	2
104	*	*	CCDOTH298A	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABL, NO, 20 3/C	FOOT	280
105	*	*	CCDOTH310	DETECTABLE WARNINGS (SPECIAL), CAST IRON	SQ FT	632
106	*	*	CCDOTH405	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	10,034
107	*	*	CCDOTH407	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)	FOOT	3,837
108	*	*	CCDOTH409	HOT MIX ASPHALT - TACK COAT SPECIAL	POUND	45,528
109	*	*	CCDOTH411	TRAFFIC PROTECTION (SPECIAL)	LSUM	0.5

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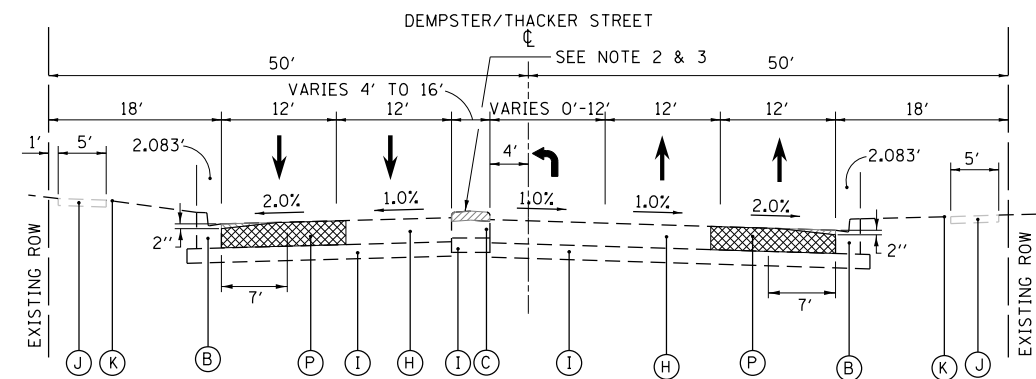


**EXISTING TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 102+70 TO STA. 106+55
LOOKING EAST



**EXISTING TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 106+55 TO STA. 113+11
STA. 114+04 TO STA. 122+50
STA. 123+40 TO STA. 128+45
STA. 129+35 TO STA. 138+83
STA. 139+73 TO STA. 146+68
LOOKING EAST

STA. 162+80 TO STA. 163+56
STA. 164+59 TO STA. 168+09
STA. 168+98 TO STA. 170+93
STA. 172+79 TO STA. 174+42
STA. 176+95 TO STA. 180+34
LOOKING EAST



**EXISTING TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 148+40 TO STA. 155+13
LOOKING EAST

EXISTING LEGEND

- (A) B-6.24 CURB AND GUTTER
- (B) B-6.18 CURB AND GUTTER
- (C) CONCRETE MEDIAN, TYPE C-4
- (D) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- (E) HOT-MIX ASPHALT BINDER COURSE, VARIES 1.0" TO 2 1/2"
- (F) BITUMINOUS BASE COURSE VARIES 2.0" TO 3 1/2"
- (G) BITUMINOUS MATERIALS (PRIME COAT)
- (H) P.C.C. PAVEMENT VARIES 8 3/4" TO 11"
- (I) GRANULAR SUB-BASE
- (J) P.C.C. SIDEWALK
- (K) LANDSCAPING
- (L) BARRIER MEDIAN
- (M) M-2.12 CURB AND GUTTER
- (N) CONCRETE MEDIAN SURFACE
- (O) B-6.12 CURB AND GUTTER
- (P) CLASS C PATCHES, TYPE AS DESIGNATED BY THE RESIDENT ENGINEER

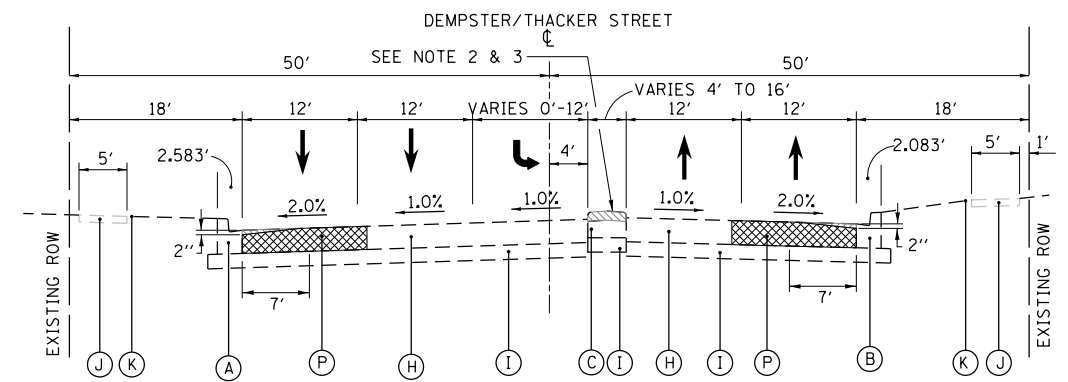
NOTES:

1. MILL EXISTING P.C.C. MEDIAN TYPE C-4 TO AN ELEVATION OF 4" BELOW THE EXISTING ADJACENT PAVEMENT ELEVATION.
2. EXISTING CONCRETE MEDIAN WILL BE PATCHED FULL DEPTH AS NEEDED. SEE PATCHING PLANS FOR LOCATIONS.
3. MILL EXISTING CORRUGATED MEDIAN TYPE C-4 EVEN WITH ADJACENT PAVEMENT SURFACE.

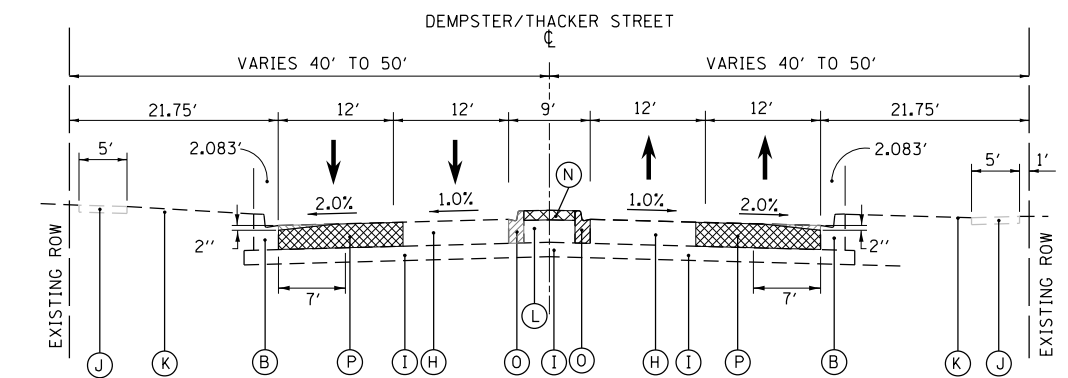
LEGEND:

- MEDIAN REMOVAL PARTIAL DEPTH
- HMA PAVEMENT MILLING & PCC MEDIAN SURFACE REMOVAL
- PORTLAND CONCRETE SURFACE REMOVAL, VARIABLE DEPTH
- CLASS C PATCHES (FULL-DEPTH)

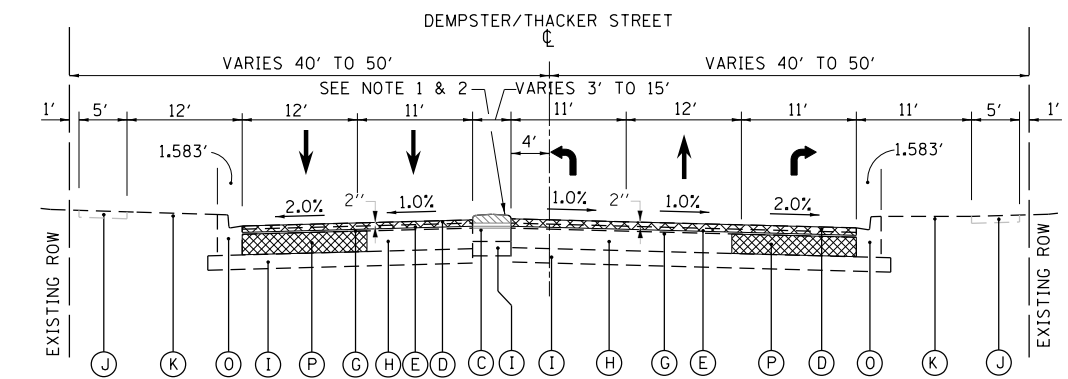
**FOR HOT-MIX ASPHALT MIXTURE REQUIREMENTS
SEE GENERAL NOTES SHEET G-5**



**EXISTING TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 156+15 TO STA. 161+80
LOOKING EAST



**EXISTING TYPICAL CROSS SECTION
BARRIER MEDIAN AT RR CROSSING
DEMPSTER/THACKER STREET**
STA. 174+42 TO STA. 175+38
STA. 175+98 TO STA. 176+95
LOOKING EAST



**EXISTING TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 182+89 TO STA. 187+72
LOOKING EAST

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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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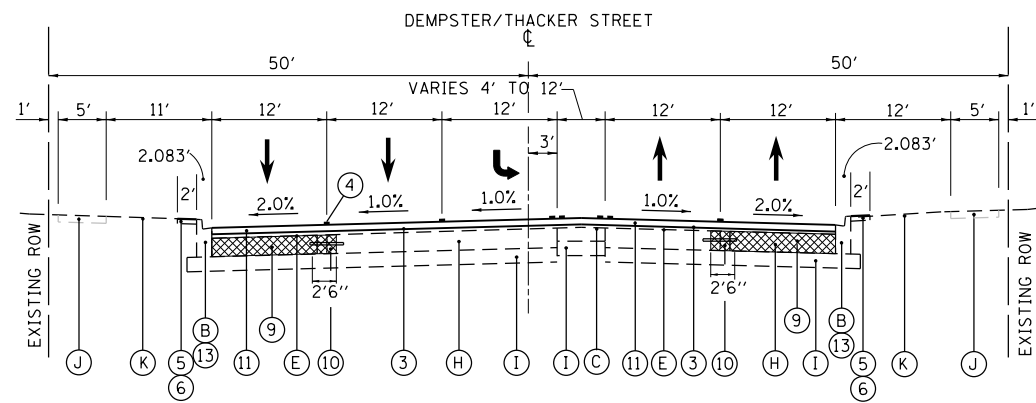


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

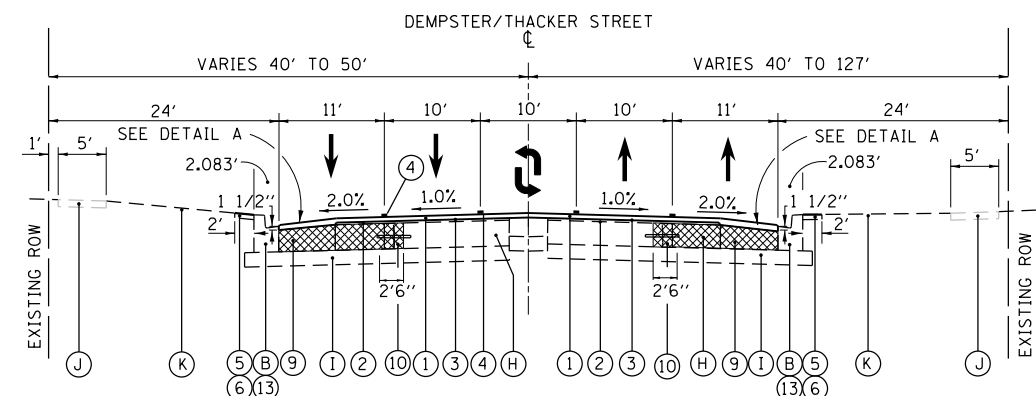
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CHECKED: CW

REVISIONS	DATE

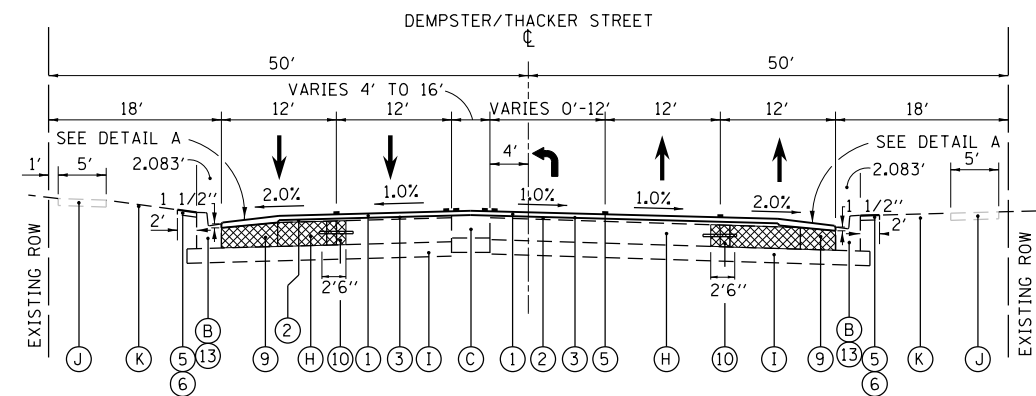
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TYPICAL SECTIONS



**PROPOSED TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 102+70 TO STA. 106+55
LOOKING EAST



**PROPOSED TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 106+55 TO STA. 113+11
STA. 114+04 TO STA. 122+50
STA. 123+40 TO STA. 128+45
STA. 129+35 TO STA. 138+83
STA. 139+73 TO STA. 146+68
LOOKING EAST



**PROPOSED TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 148+40 TO STA. 155+13
LOOKING EAST

EXISTING LEGEND

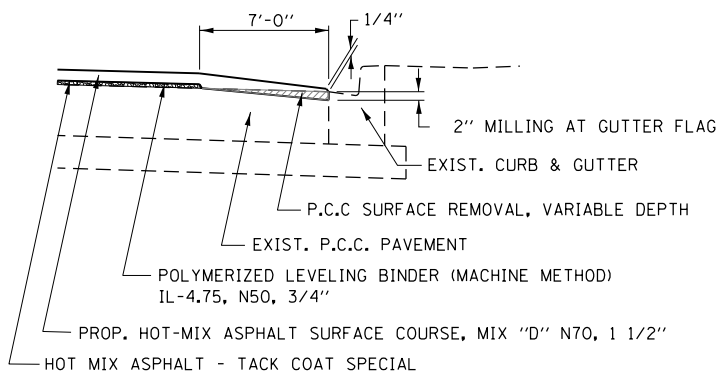
- (A) B-6.24 CURB AND GUTTER
- (B) B-6.18 CURB AND GUTTER
- (C) CONCRETE MEDIAN, TYPE C-4
- (D) HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- (E) HOT-MIX ASPHALT BINDER COURSE, VARIES 1.0" TO 2 1/2"
- (F) BITUMINOUS BASE COURSE VARIES 2.0" TO 3 1/2"
- (G) BITUMINOUS MATERIALS (PRIME COAT)
- (H) P.C.C. PAVEMENT VARIES 8 3/4" TO 11"
- (I) GRANULAR SUB-BASE
- (J) P.C.C. SIDEWALK
- (K) LANDSCAPING
- (L) BARRIER MEDIAN
- (M) M-2.12 CURB AND GUTTER
- (N) HOT-MIX ASPHALT MEDIAN SURFACE
- (O) B-6.12 CURB AND GUTTER

PROPOSED LEGEND

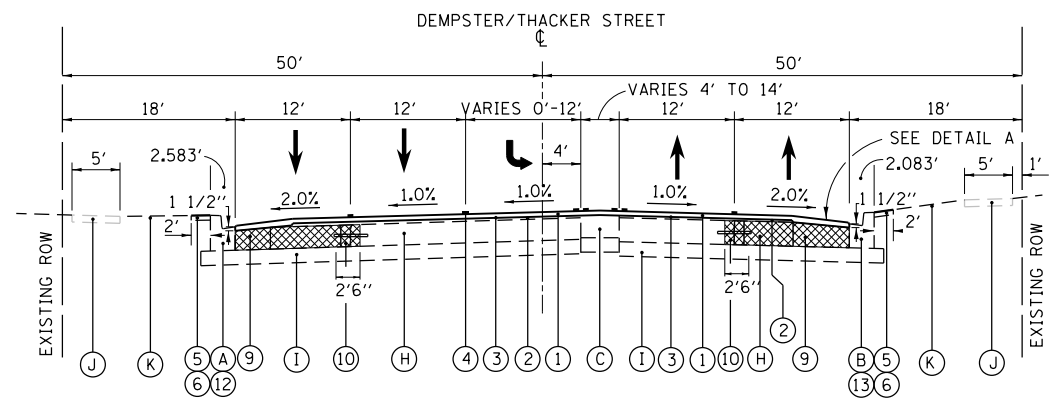
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- (2) POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- (3) HOT MIX ASPHALT - TACK COAT SPECIAL
- (4) MODIFIED URETHANE PAVEMENT MARKING
- (5) TOPSOIL FURNISH AND PLACE, 4" - SEE NOTE 1 BELOW
- (6) SODDING, SALT TOLERANT - SEE NOTE 1 BELOW
- (7) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-2.12
- (8) CONCRETE BARRIER MEDIAN, TYPE SB-6.06
- (9) CLASS C PATCHES, TYPE AS DESIGNATED BY RESIDENT ENGINEER
- (10) CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, (SPECIAL)
- (11) HOT-MIX ASPHALT SURFACE COURSE, MIX "E", N70, 2"
- (12) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24, SEE PLANS FOR LOCATION
- (13) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18, SEE PLANS FOR LOCATION
- (14) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12, SEE PLANS FOR LOCATION

NOTES:

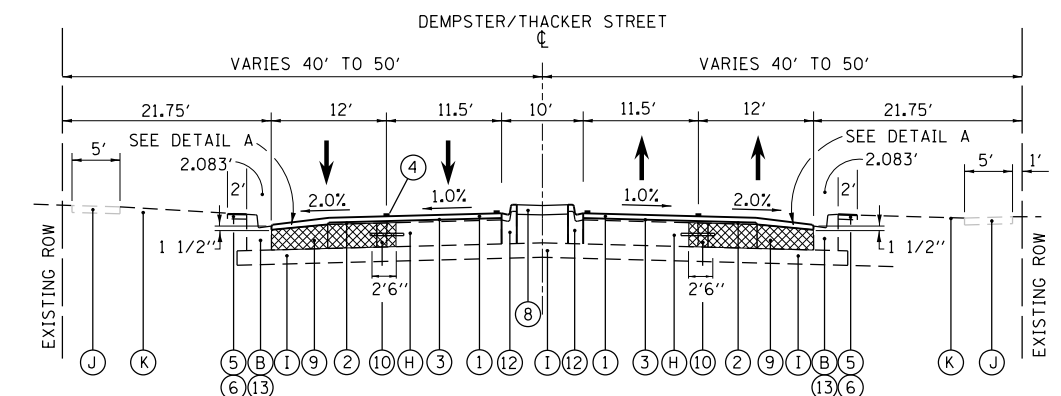
1. SEE PLANS FOR LOCATIONS OF NEW TOPSOIL FURNISH AND PLACE AND SODDING.
2. BITUMINOUS MATERIALS (TACK COAT) TO BE APPLIED AT THE TOP AND BOTTOM OF BINDER COURSE.



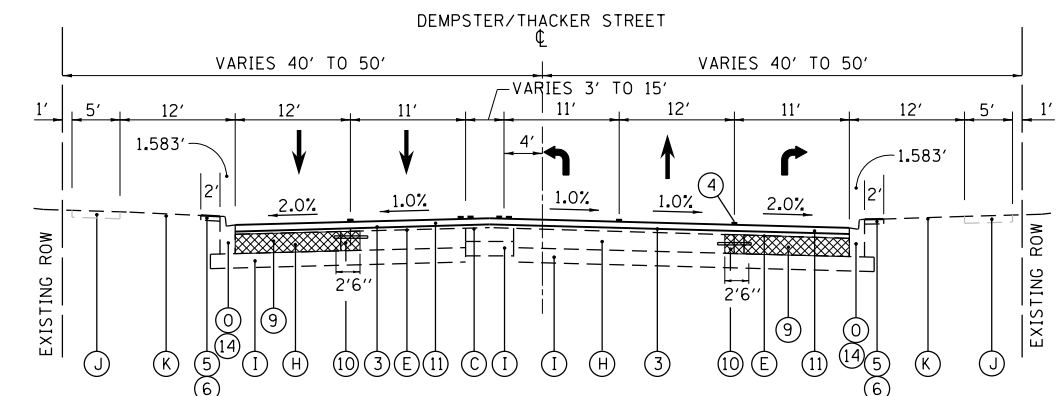
**DETAIL A
HMA TAPER AT EDGE
OF P.C.C. PAVEMENT**



**PROPOSED TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 156+15 TO STA. 161+80
LOOKING EAST



**PROPOSED TYPICAL CROSS SECTION
BARRIER MEDIAN AT RR CROSSING
DEMPSTER/THACKER STREET**
STA. 174+42 TO STA. 175+38
STA. 175+98 TO STA. 176+95
LOOKING EAST



**PROPOSED TYPICAL CROSS SECTION
DEMPSTER/THACKER STREET**
STA. 182+89 TO STA. 187+72
LOOKING EAST

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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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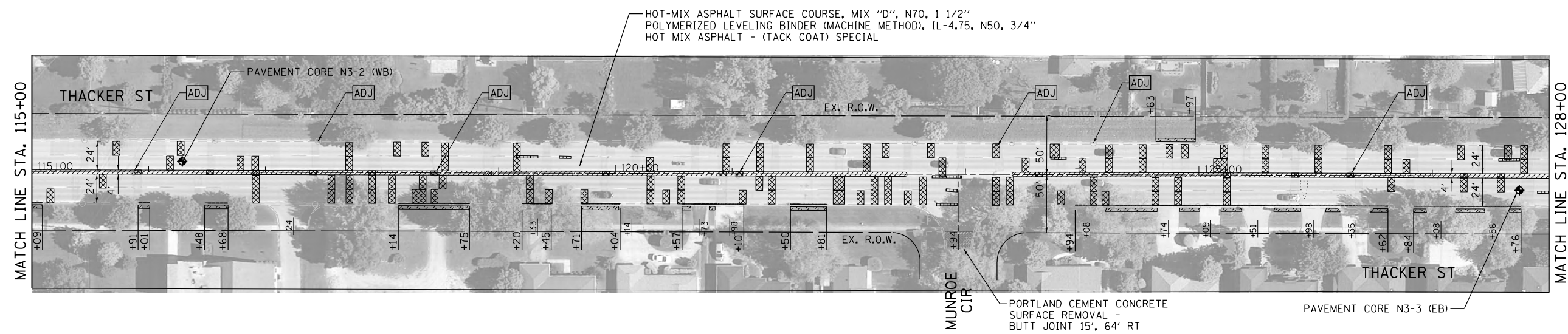
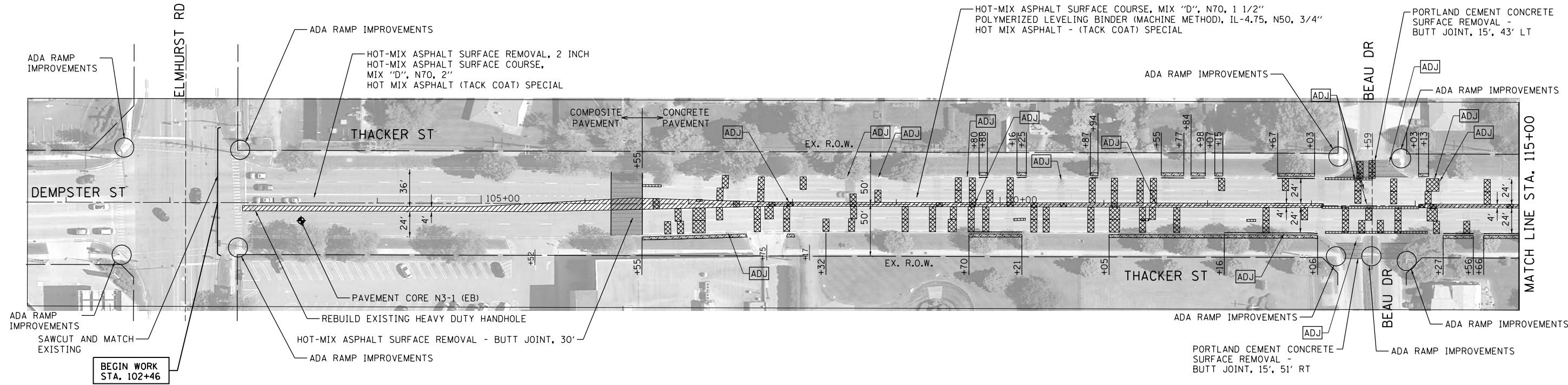
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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



REVISIONS	DATE

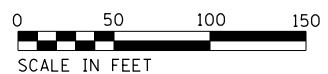
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TYPICAL SECTIONS

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LEGEND

	MEDIAN REMOVAL PARTIAL DEPTH		COMBINATION CONCRETE CURB & GUTTER, SPECIAL OF TYPE SPECIFIED (SEE TYP. SECTIONS)
	CLASS C PATCHES		COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, OF TYPE SPECIFIED (SEE TYP. SECTIONS)
	SODDING - SALT TOLERANT		CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, SPECIAL
	STRUCTURE TO BE ADJUSTED		



MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59
 A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MW
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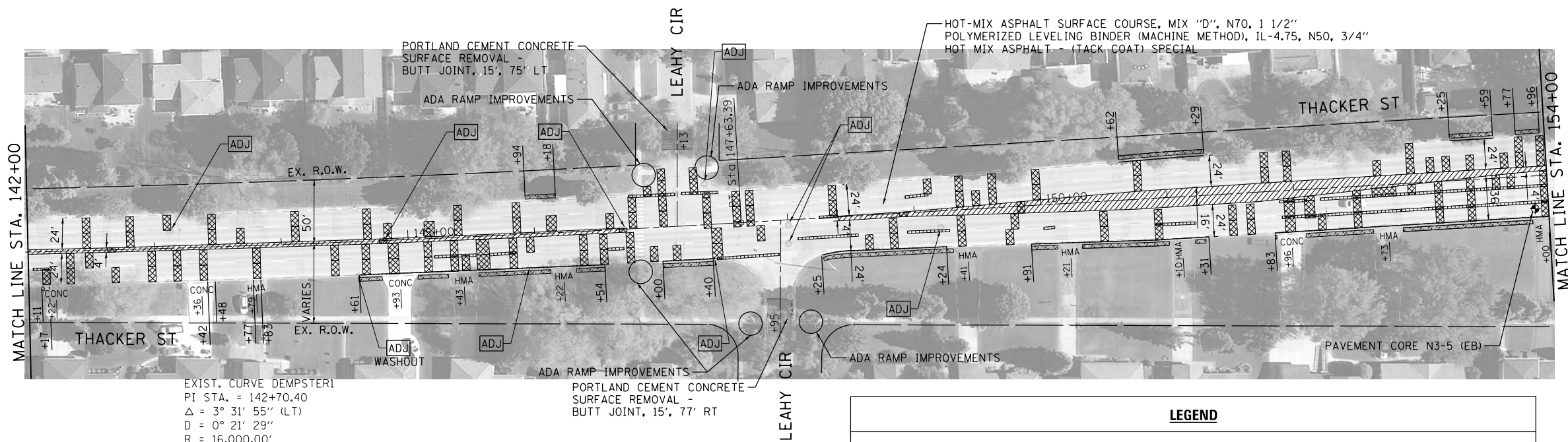
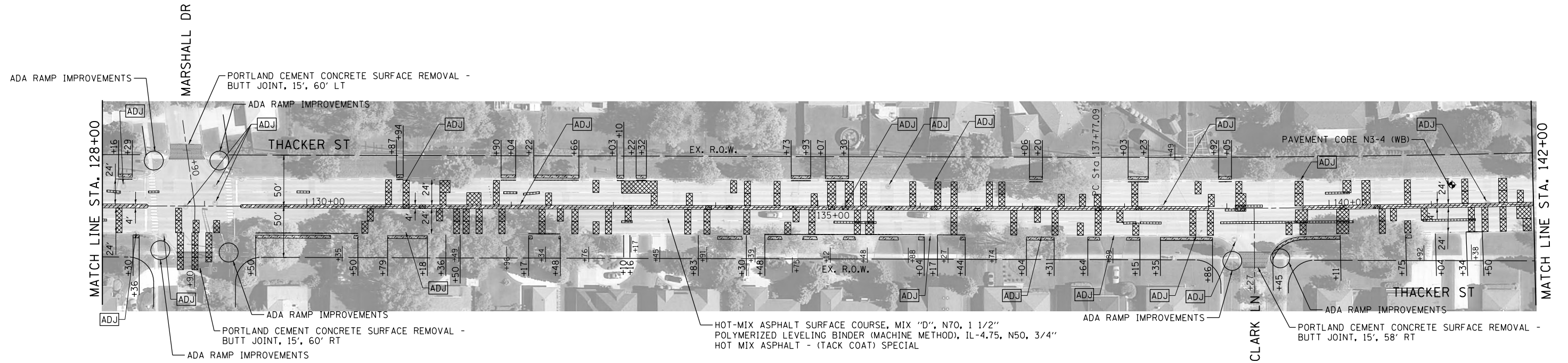
REVISIONS

DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PLAN SHEET

C-18
 SCALE: SHEET 51 OF 195








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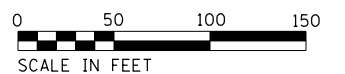


EXIST. CURVE DEMPSTER
 PI STA. = 142+70.40
 $\Delta = 3^\circ 31' 55''$ (LT)
 $D = 0^\circ 21' 29''$
 $R = 16,000.00'$
 $T = 493.31'$
 $L = 986.30'$
 $E = 7.60'$

PORTLAND CEMENT CONCRETE
 SURFACE REMOVAL -
 BUTT JOINT, 15', 77' RT

LEGEND

	MEDIAN REMOVAL PARTIAL DEPTH		COMBINATION CONCRETE CURB & GUTTER, SPECIAL OF TYPE SPECIFIED (SEE TYP. SECTIONS)
	CLASS C PATCHES		COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, OF TYPE SPECIFIED (SEE TYP. SECTIONS)
	SODDING - SALT TOLERANT		CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, SPECIAL
	STRUCTURE TO BE ADJUSTED		



MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MW	REVISIONS	DATE
DRAWN: BS		
CHECKED: CW		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PLAN SHEET

C-19
 SCALE: SHEET 52 OF 195

PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT, 30'

REBUILD EXISTING HEAVY DUTY HANDHOLE

MATCH LINE STA. 154+00

MT. PROSPECT RD

PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT, 30'

REBUILD EXISTING HEAVY DUTY HANDHOLE

THACKER ST

ADA RAMP IMPROVEMENTS

S. WESTGATE RD

PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT, 15', 61' LT

ADA RAMP IMPROVEMENTS

THACKER ST

MATCH LINE STA. 166+00

ADA RAMP IMPROVEMENTS

ADA RAMP IMPROVEMENTS

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
HOT MIX ASPHALT - (TACK COAT) SPECIAL

ADA RAMP IMPROVEMENTS

MEDIAN REMOVAL, PROPOSED M-2.12 CONCRETE MEDIAN, SEE NOTE 1

S. WARRINGTON RD

S. WARRINGTON RD

PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT, 15', 62' LT

ADA RAMP IMPROVEMENTS

MEDIAN REMOVAL, PROPOSED M-2.12 CONCRETE MEDIAN, SEE NOTE 1

PAVEMENT CORE N3-6 (WB)

ADA RAMP IMPROVEMENTS

ADA RAMP IMPROVEMENTS

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
HOT MIX ASPHALT - (TACK COAT) SPECIAL

ADA RAMP IMPROVEMENTS

ADA RAMP IMPROVEMENTS

MATCH LINE STA. 166+00

THACKER ST

THACKER ST

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
HOT MIX ASPHALT - (TACK COAT) SPECIAL




ADA RAMP IMPROVEMENTS





PORTLAND CONCRETE CEMENT SURFACE REMOVAL - BUTT JOINT, 15', 61' RT

PAVEMENT CORE N3-7 (EB)

MATCH LINE STA. 179+00

LEGEND

-  MEDIAN REMOVAL PARTIAL DEPTH
-  CLASS C PATCHES
-  SODDING - SALT TOLERANT

-  COMBINATION CONCRETE CURB & GUTTER, SPECIAL OF TYPE SPECIFIED (SEE TYP. SECTIONS)
-  COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, OF TYPE SPECIFIED (SEE TYP. SECTIONS)
-  CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, SPECIAL
-  STRUCTURE TO BE ADJUSTED

NOTES
1. PROVIDE RAMPED NOSE IN ACCORDANCE WITH SECTION 40-1.01(F) OF THE IDOT BLRS MANUAL.



MODEL: D:\p\h\l\16163304-00_Cook County Phase 2 Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D-shcplan03.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 MULTI A64	FISCAL YEAR: 2018 2019
	SECTION: 19-A5918-00-PV	



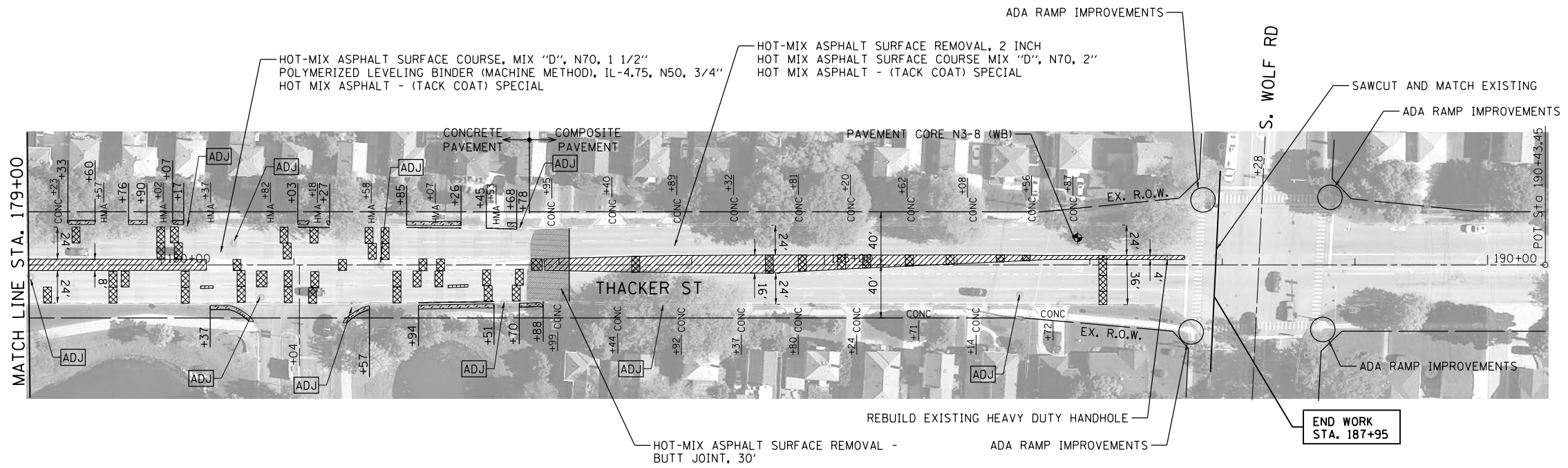
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MW
DRAWN: BS
CHECKED: CW

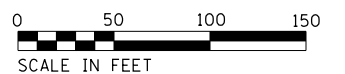
REVISIONS	DATE

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PLAN SHEET

C-20
SCALE: SHEET 53 OF 195



LEGEND	
	MEDIAN REMOVAL PARTIAL DEPTH
	CLASS C PATCHES
	SODDING - SALT TOLERANT
	COMBINATION CONCRETE CURB & GUTTER, SPECIAL, OF TYPE SPECIFIED (SEE TYP. SECTIONS)
	COMBINATION CURB & GUTTER REMOVAL, COMBINATION CONCRETE CURB & GUTTER, OF TYPE SPECIFIED (SEE TYP. SECTIONS)
	CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, SPECIAL
	STRUCTURE TO BE ADJUSTED



MODEL: D:\p4\11 FILE NAME: P:\1616\3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\ADD_Sheets\T07D-shc-plan04.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MW	REVISIONS	DATE
DRAWN: BS		
CHECKED: CW		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PLAN SHEET

ADA RAMPS SCHEDULE OF QUANTITIES

SHEET	CORNERS (NW, NE, SE, SW)	21101615	CCDOH212	42400200	42400800	44000500	44000600	48301000	60266600	60300305	60403700	60603800	60604400	60605000	Z0042300
		TOPSOIL FURNISH AND PLACE, 4"	SODDING SALT TOLERANT	PORTLAND CEMENT CONCRETE SIDEWALK, 5"	DETECTABLE WARNING	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PROTECTIVE COAT	VALVE BOXES TO BE ADJUSTED	FRAMES AND LIDS TO BE ADJUSTED	LIDS, TYPE 1, OPEN LID (ADA COMPLIANT)	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.18	COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.24	PORTLAND CEMENT CONCRETE SIDEWALK CURB
		SQ YD	SQ YD	SQ FT	SQ FT	FOOT	SQ FT	SQ YD	EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT
ADA-13	ELMHURST, NW	13	13	275.3	33	27	254	46						27	55
ADA-13	ELMHURST, NE	4	4	139.3	18	16	127	22		1	1			16	12
ADA-14	ELMHURST, SW	7	7	118.3	19	17	126	23						17	32
ADA-14	ELMHURST, SE	11	11	282.3	20	27	248	50		1				27	85
ADA-15	BEAU, NW	7	7	155.3	20	21	155	28					21		41
ADA-15	BEAU, NE	8	8	135.3	20	22	135	27						22	44
ADA-16	BEAU, MEDIAN	4	4	56.2	16	18	56	14					18		28
ADA-16	BEAU, SW	1	1	99.3	11	13	99	17					13		23
ADA-16	BEAU, SE	4	4	130.3	12	17	130	23					17		33
ADA-17	MUNROE, SW	5	5	83.3	8	10	83	15					10		24
ADA-17	MUNROE, SE	6	6	108.1	8	10	108	18					10		25
ADA-18	MARSHALL, NW	8	8	227	24	24.9	189	38					25		54
ADA-18	MARSHALL, NE	11	11	243	24	23.8	205	41					23.9		62
ADA-19	MARSHALL, SW	9	9	242	26	22.7	171	40					22.8		59
ADA-19	MARSHALL, SE	9	9	256	26	22.7	182	41	3				22.8		54
ADA-20	CLARK, SW	7	7	104	8	10	104	17.3					9.8		27
ADA-20	CLARK, SE	7	7	104	8	10	104	17.3					9.8		27
ADA-21	LEAHY, NW	7	7	135	20	22	135.4	26					22		37
ADA-21	LEAHY, NE	4	4	90	10	11	90	15					11		15
ADA-22	LEAHY, S	4	4	56	10	10	56.3	10.4					9.9		11
ADA-22	LEAHY, SW	7	7	118	8	8.9	118	17					9		10
ADA-22	LEAHY, SE	7	7	120	8	8.9	120	17					9		10
ADA-24	MT PROSPECT, SW	6	6	86	10	10	86	14					9.8		10
ADA-24	MT PROSPECT, SE	7	7	104	15	14	122.2	18					14		25.3
ADA-25	WESTGATE, NW	7	7	180	20	22.9	173	31					23		37.2
ADA-25	WESTGATE, NE	6	6	165	20	23	162	29					22.7		34
ADA-26	WESTGATE, SE	6	6	151	10	9.8	148	23					10		30
ADA-27	CITADEL, NW	6	6	134	10	11	126.4	20					11		19.3
ADA-27	CITADEL, NE	5	5	112	10	11	112	17					11		16
ADA-28	WARRINGTON, NW	5	5	189	20	15	170	28	1				14.5		26
ADA-28	WARRINGTON, NE	5	5	194	26	17.8	192.3	29					18		26
ADA-28	WARRINGTON, E	10	10	162	16	13	160	24					13		22.4
ADA-29	WARRINGTON, SW	3	3	94	10	11	83	16					11		18.2
ADA-29	WARRINGTON, SE	12	12	300	26	37	242	46					37		21.3
ADA-30	WOLF, NW	6	6	236	21	18	207.3	33				18			21.3
ADA-30	WOLF, NE	6	6	221	19	18	189.1	32				18			29
ADA-31	WOLF, SW	5	5	178	18	13.6	164	26				14			23
ADA-31	WOLF, SE	5	5	253	24	18	240	36				18			37
TOTAL		250	250	6037	632	636	5573	985	4	2	1	68	459	109	1164

MODEL: D:\p16\16-3304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DC\CA\ADD_Sheets\T07D-eh-ada01.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: KPL
DRAWN: BA
CHECKED: CW

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS SCHEDULE OF QUANTITIES

ADA-12

SCALE: SHEET 55 OF 195

NOTES:

- ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
- MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
- MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
- LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
- THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
- THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

TEMPORARY BENCHMARK #151:

X-CUT IN SE CORNER OF THE CONCRETE BASE OF NORTH TRAFFIC SIGNAL POLE AT NE CORNER OF INTERSECTION

ELEVATION = 657.24

TEMPORARY BENCHMARK #150:

X-CUT IN NW CORNER OF THE DOUBLE HANDHOLE ADJACENT TO THE TRAFFIC CONTROL BOX AT THE SW CORNER OF INTERSECTION

ELEVATION = 656.54

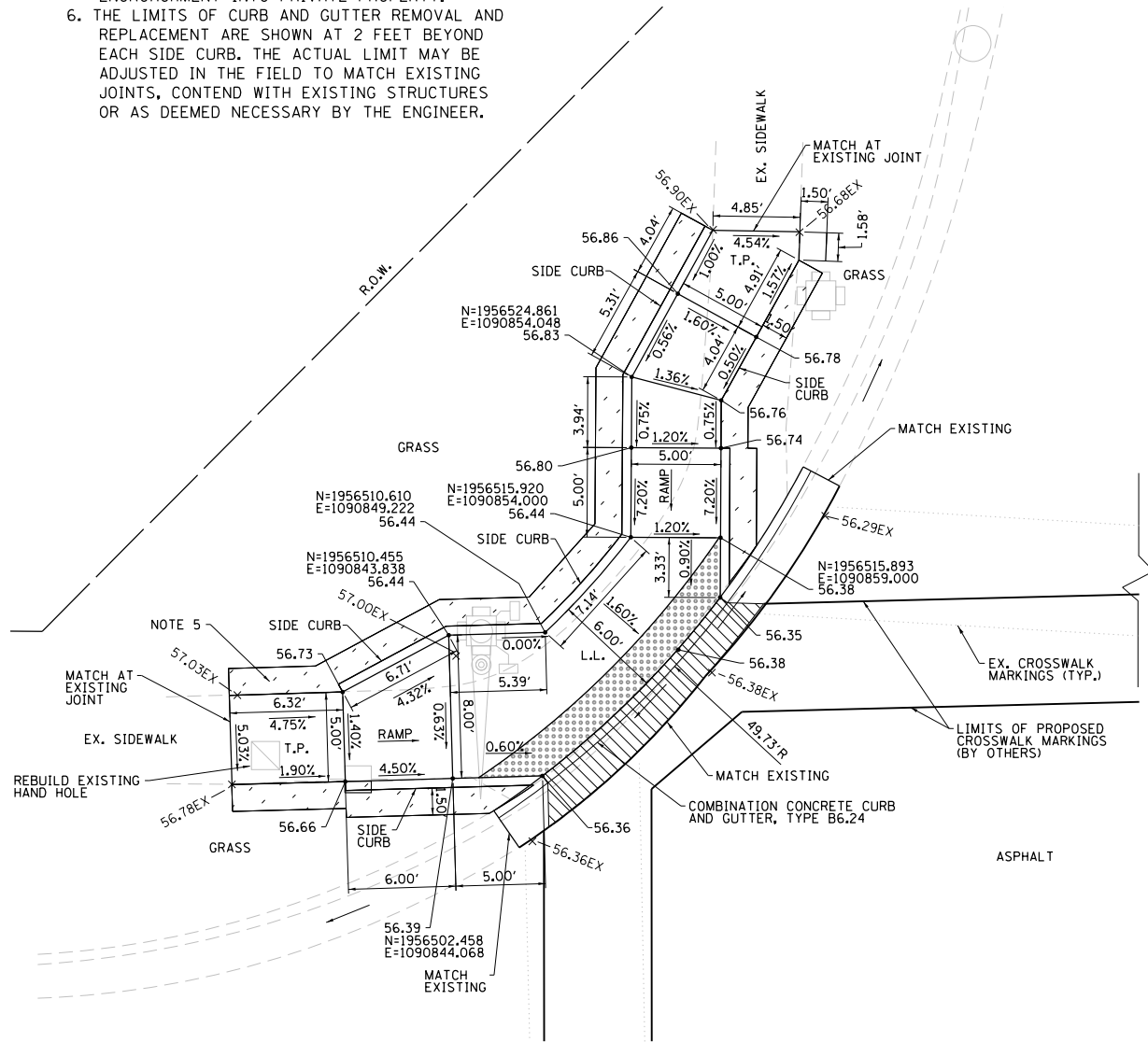
NOTES (CONTINUED):

- COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730.
- A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."
- IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLES SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."

LEGEND

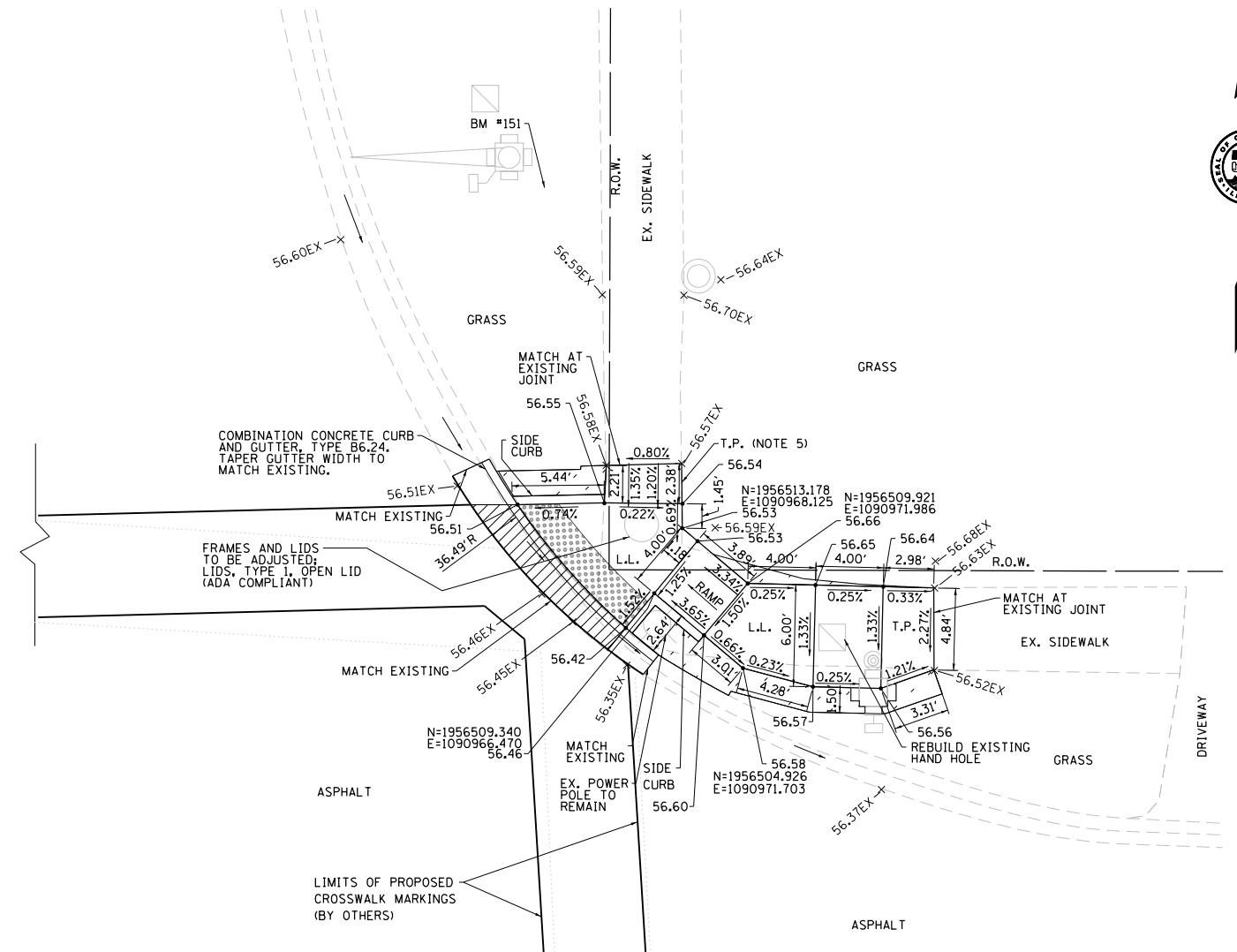
- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJUST RIM
- TRANSITION PANEL
- LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



ELMHURST ROAD

DEMPSTER/THACKER ST



MODEL: D:\p\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DCN\CADD_Sheets\T07D-sh-a002.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS ELMHURST RD (NORTH)

ADA-13

SCALE: 1"=5' SHEET 56 OF 195

TEMPORARY BENCHMARK #210:

X-CUT IN CONCRETE CURB ON WEST SIDE OF BEAU DRIVE 14' NORTH OF NORTH SIDE SIDEWALK

ELEVATION = 656.06

TEMPORARY BENCHMARK #149:

X-CUT IN CONCRETE CURB ON NORTH END OF MEDIAN IN SOUTH BEAU DRIVE

ELEVATION = 656.06

NOTES:

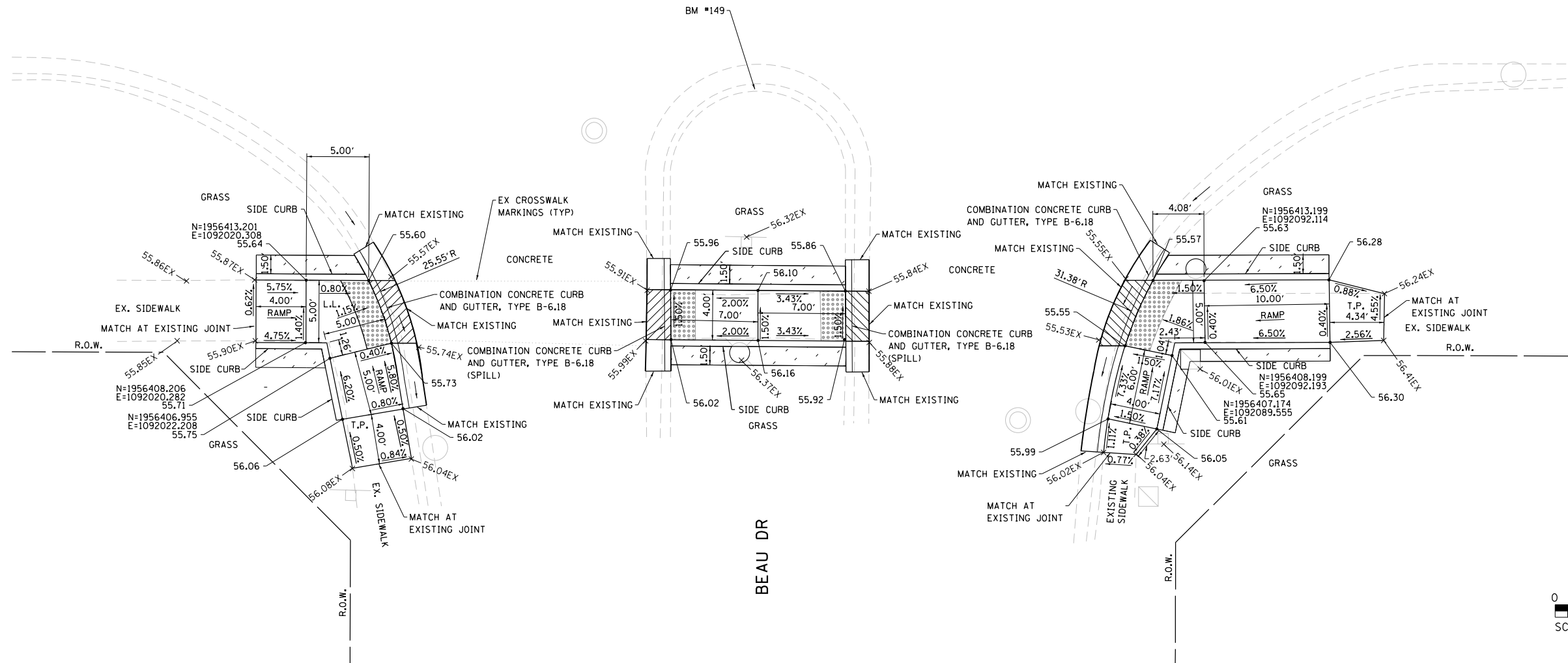
1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ.- ADJUST RIM
- T.P.- TRANSITION PANEL
- L.L.- LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN

DEMPSTER STREET



MODEL: D:\p\16163304-00_Cook County Phase 2 Design\Task 07 W07 Dempster\DCN\CADD_Sheets\T07D-sh-a0405.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS BEAU DR (SOUTH)

ADA-16
SCALE: 1"=5' SHEET 59 OF 195



TEMPORARY BENCHMARK #148:
 X-CUT IN SW UPPER FLANGE
 BOLT OF FIRE HYDRANT AT
 SW CORNER OF INTERSECTION
 ELEVATION = 661.12

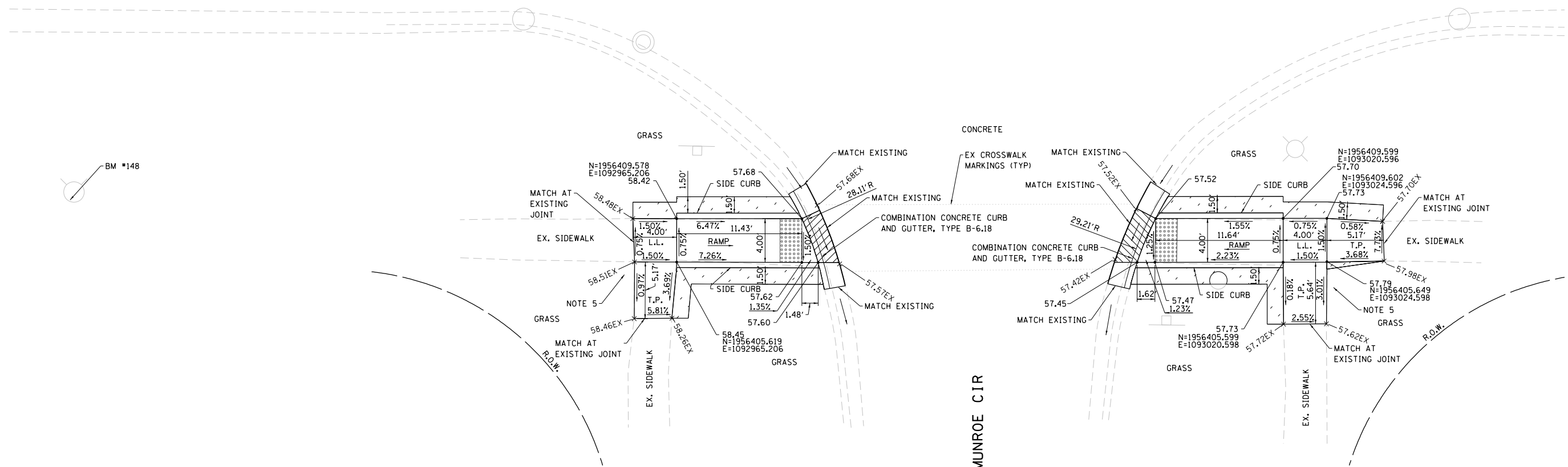
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- 56.01 - PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN

DEMPSTER/THACKER ST



MODEL: D:\p\16116-3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\GADD_Sheets\T07D-sh-ada06.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS MUNROE CIR (SOUTH)

ADA-17
 SCALE: 1"=5' SHEET 60 OF 195

NOTES (CONTINUED):

7. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730.
8. A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."
9. IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLES SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."

TEMPORARY BENCHMARK #147:

X-CUT IN DEMPSTER STREET CURB ADJACENT TO CATCH BASIN WEST OF NORTHWEST CORNER OF INTERSECTION

ELEVATION = 659.40

TEMPORARY BENCHMARK #146:

X-CUT IN NE CORNER OF CONCRETE BASE FOR TRAFFIC SIGNAL POLE WITH MAST ARM AT SOUTHEAST CORNER OF INTERSECTION

ELEVATION = 660.05

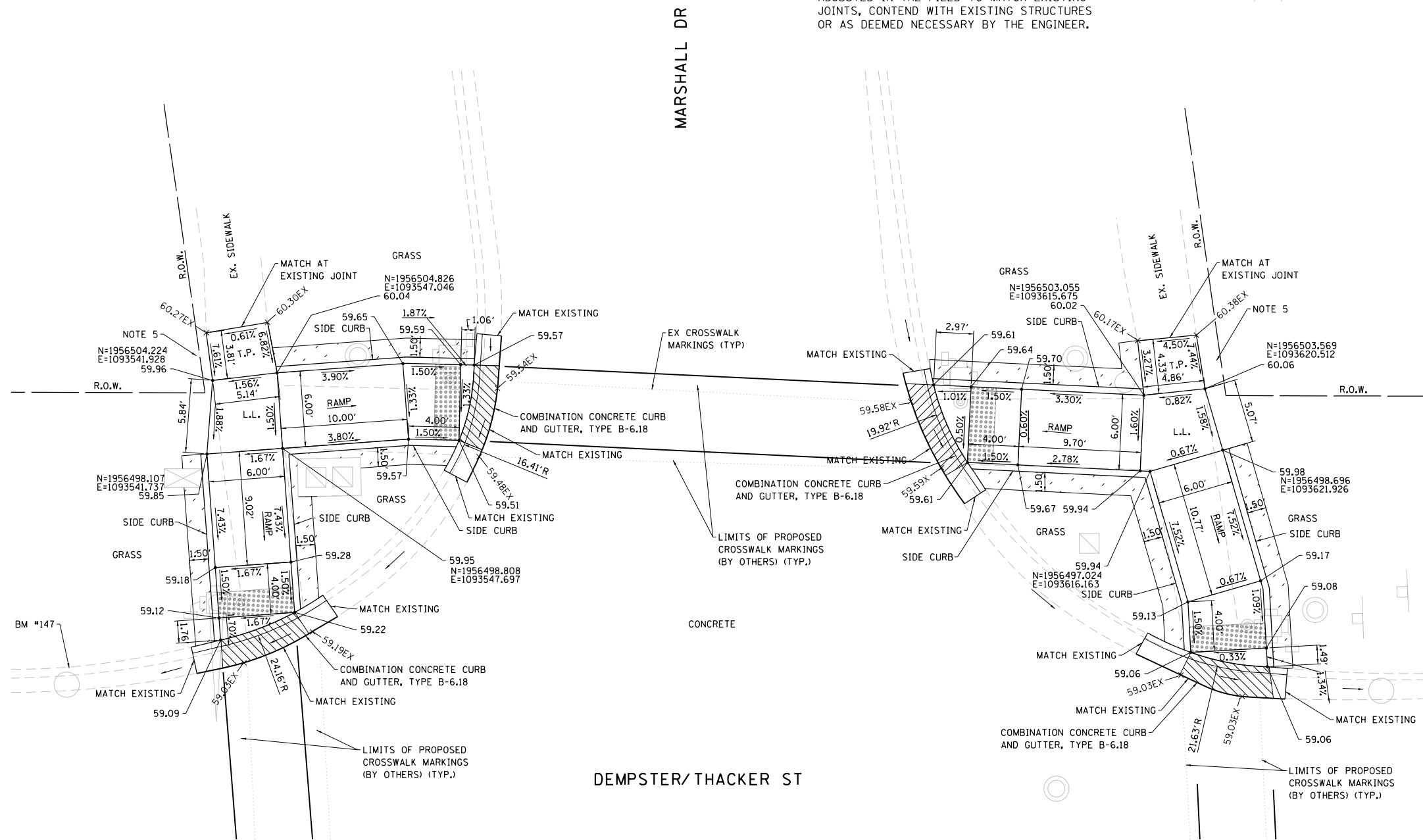
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONCORD WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p\1616\3304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D_rht-ada07.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MARS
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS MARSHALL DR (NORTH)

ADA-18
SCALE: 1"=5' SHEET 61 OF 195

NOTES (CONTINUED):

- COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CDDOT AT 312-603-1730.
- A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."
- IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLES SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."

TEMPORARY BENCHMARK #147:

X-CUT IN DEMPSTER STREET CURB ADJACENT TO CATCH BASIN WEST OF NORTHWEST CORNER OF INTERSECTION

ELEVATION = 659.40

TEMPORARY BENCHMARK #146:

X-CUT IN NE CORNER OF CONCRETE BASE FOR TRAFFIC SIGNAL POLE WITH MAST ARM AT SOUTHEAST CORNER OF INTERSECTION

ELEVATION = 660.05

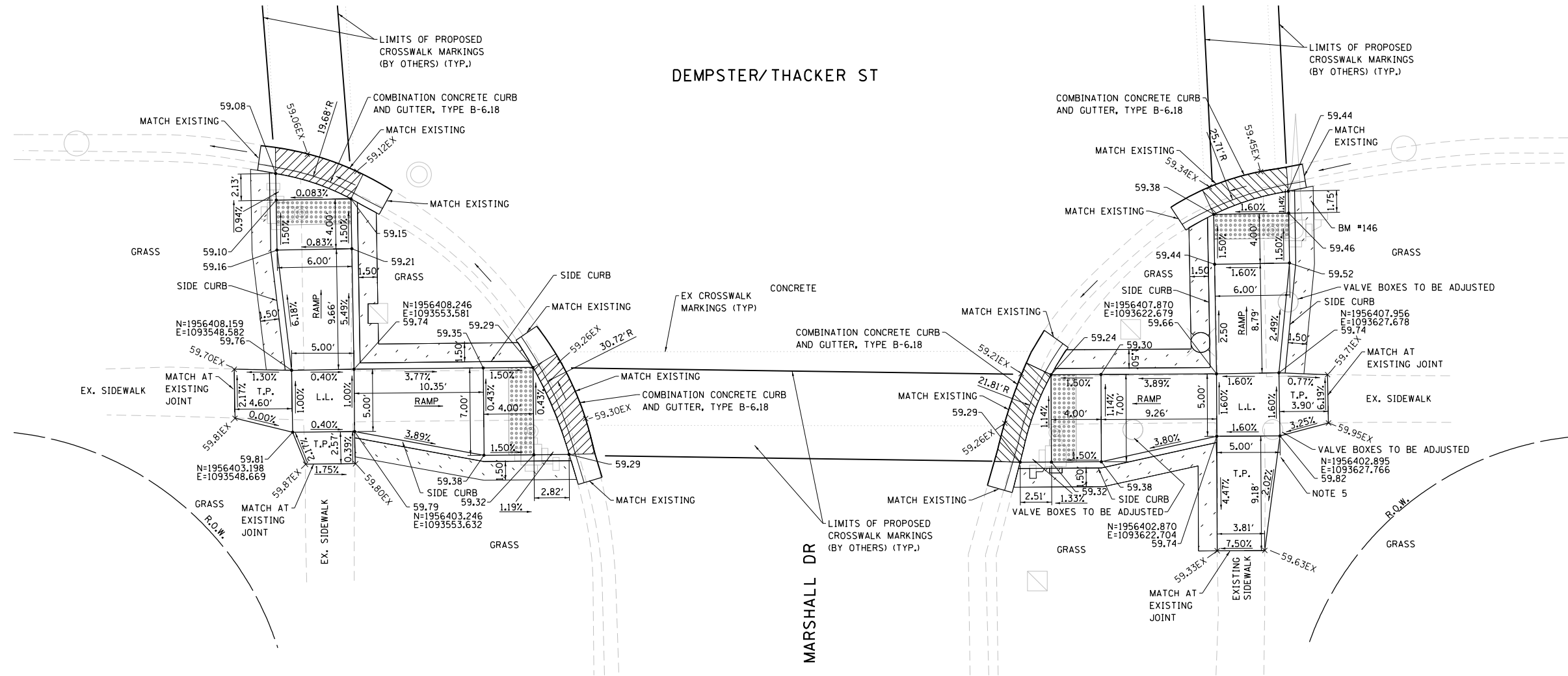
NOTES:

- ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
- MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
- MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
- LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
- THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
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LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJUST RIM
- TRANSITION PANEL
- LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p1\16163304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DCN\CADD_Sheets\T07D-sh-a0408.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAK	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS MARSHALL DR (SOUTH)

ADA-19
SCALE: 1"=5' SHEET 62 OF 195

TEMPORARY BENCHMARK #145:
 X-CUT IN CONCRETE WALK +/- 25 FT.
 EAST OF EAST LINE OF CLARK LN.,
 +/- 0.5 FT. NORTH OF SOUTH LINE
 OF DEMPSTER ST.
 ELEVATION = 656.68

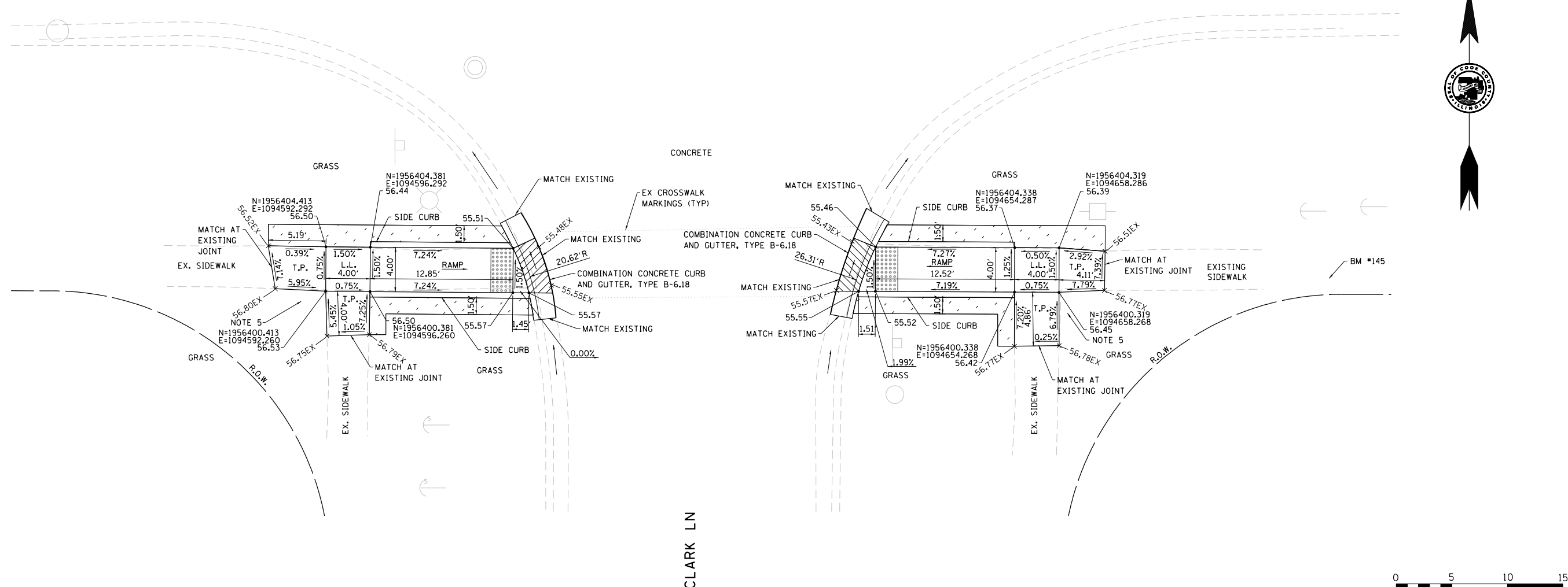
NOTES:

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LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN

DEMPSTER/THACKER ST



MODEL: D:\p\1616\3304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D-sh-ada09.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS CLARK LN (SOUTH)

ADA-20
 SCALE: 1"=5' SHEET 63 OF 195

NOTES:

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TEMPORARY BENCHMARK #212:

X-CUT IN CONCRETE CURB NORTH SIDE OF DEMPSTER ST. OPPOSITE FIRST POWER POLE EAST OF MT. PROSPECT RD.

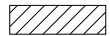


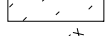
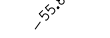
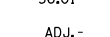
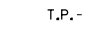
















ELEVATION = 654.59

TEMPORARY BENCHMARK #141:

SE (TAG) FLANGE BOLT ON HYDRANT AT SE CORNER OF INTERSECTION.

ELEVATION = 655.57

LEGEND

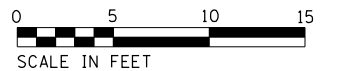
-  DEPRESSED CURB & GUTTER
-  DETECTABLE WARNING SURFACE
-  PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
-  SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
-  EXISTING ELEVATION
-  PROPOSED ELEVATION
-  ADJ. - ADJUST RIM
-  T.P. - TRANSITION PANEL
-  L.L. - LEVEL LANDING
-  POWER POLE/LIGHT POLE
-  TRAFFIC SIGNAL POLE
-  TRAFFIC SIGNAL POLE WITH MAST ARM
-  HAND HOLE
-  TRAFFIC SIGNAL CONTROLLER
-  PED PUSH BUTTON
-  PED SIGNAL
-  PROP. PED PUSH BUTTON
-  PROP. POST
-  MANHOLE
-  CATCH BASIN
-  INLET
-  BUFFALO BOX
-  SIGN

MT PROSPECT RD

DEMPSTER/THACKER ST

NO ADA RAMP HERE

BM #212



MODEL: D:\p\h\l FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\ADD_Sheets\T07D-sh-ada12.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019
	SECTION: 19-A5918-00-PV	



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS MT PROSPECT RD (NORTH)

ADA-23

SCALE: 1"=5' SHEET 66 OF 195

TEMPORARY BENCHMARK #212:
 X-CUT IN CONCRETE CURB NORTH
 SIDE OF DEMPSTER ST. OPPOSITE
 FIRST POWER POLE EAST OF
 MT. PROSPECT RD.
 ELEVATION = 654.59

TEMPORARY BENCHMARK #141:
 SE (TAG) FLANGE BOLT ON
 HYDRANT AT SE CORNER
 OF INTERSECTION.
 ELEVATION = 655.57

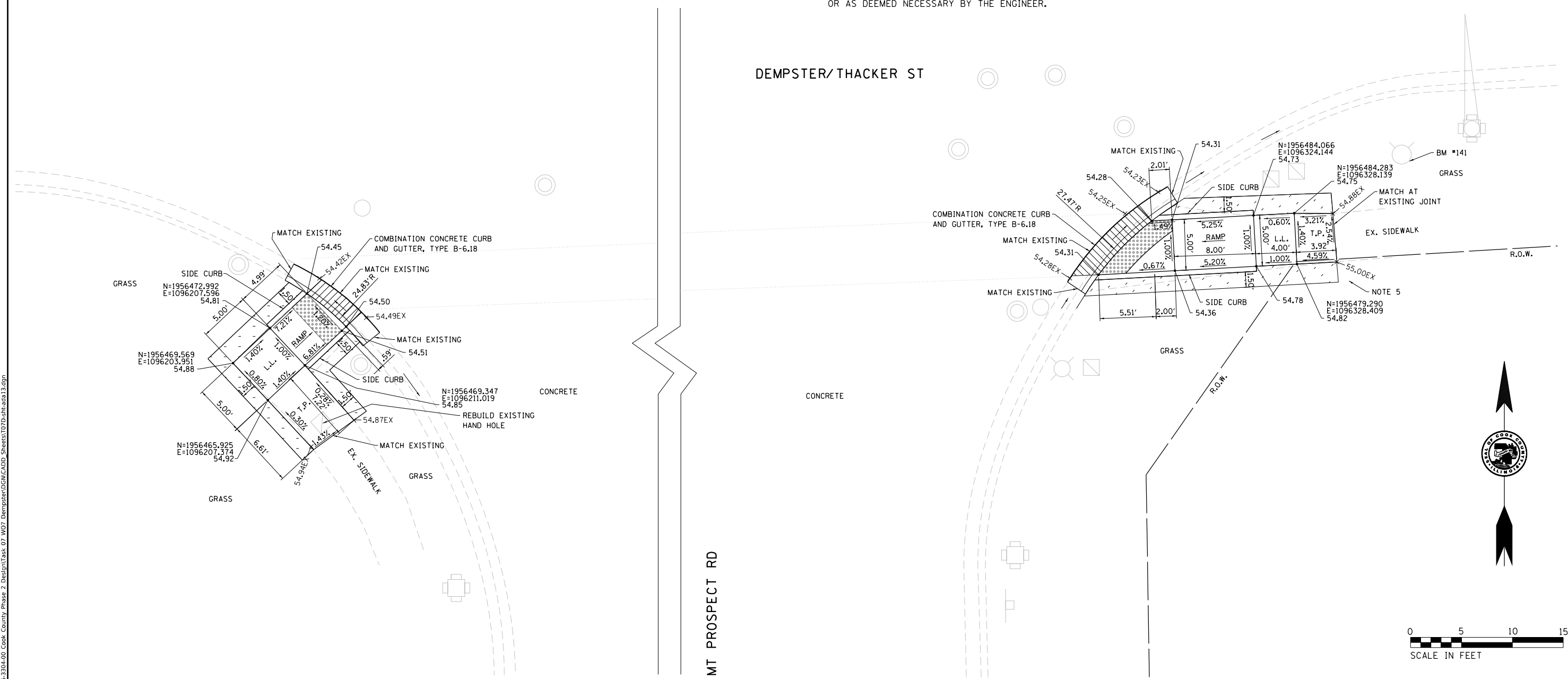
- NOTES:
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- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN

DEMPSTER/THACKER ST

MT PROSPECT RD



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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS MT PROSPECT RD (SOUTH)

ADA-24
 SCALE: 1"=5' SHEET 67 OF 195

TEMPORARY BENCHMARK #140:

X-CUT IN SE CORNER OF 3RD
SLAB OF SIDEWALK EAST OF
KEYSTONE IN NE CORNER OF
INTERSECTION

ELEVATION = 652.58

TEMPORARY BENCHMARK #209:

X-CUT IN CONCRETE CURB ON
SOUTH SIDE OF DEMPSTER
STREET EAST OF EAST SIDE
OF WESTGATE EXTENDED

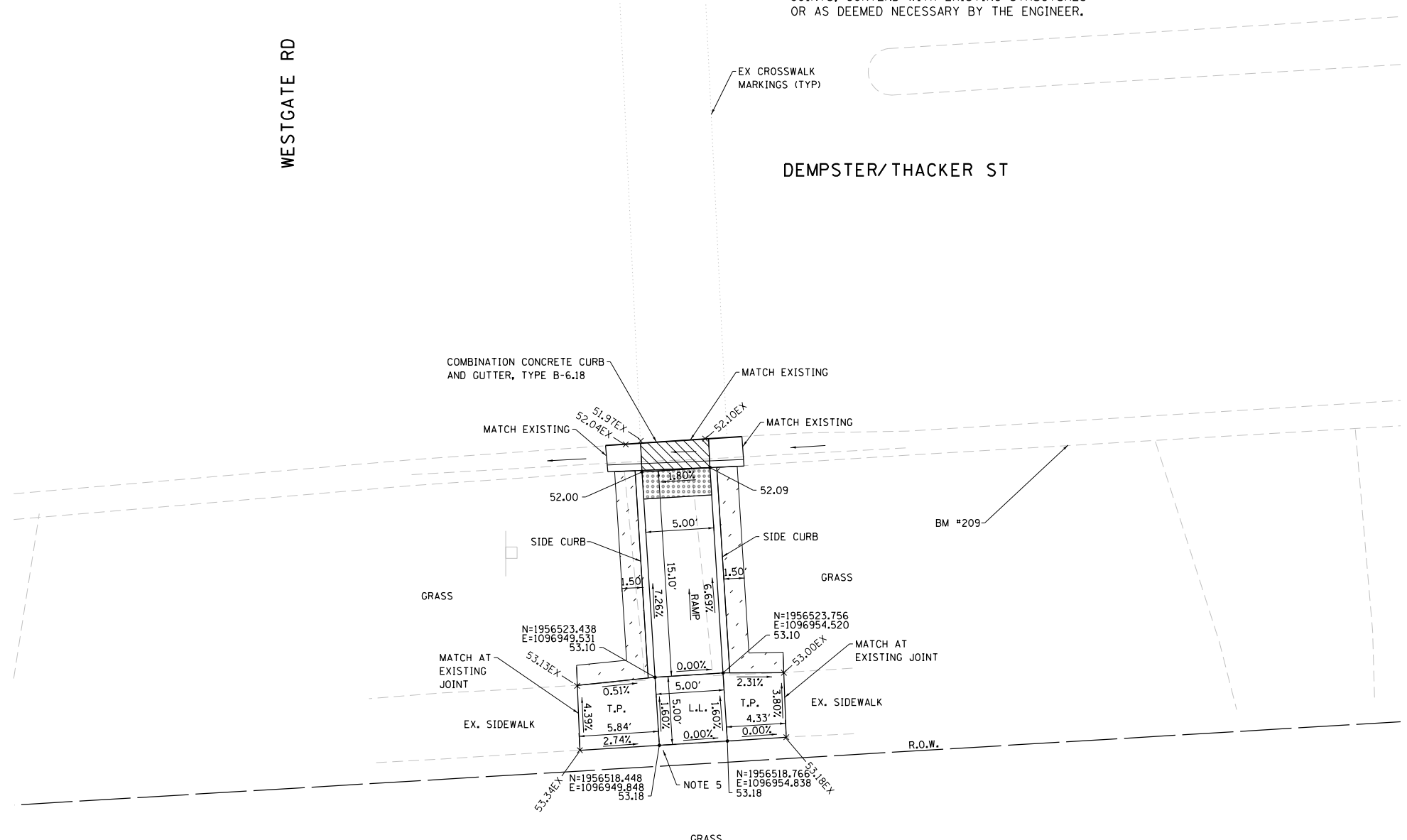
ELEVATION = 652.43

NOTES:

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LEGEND

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- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
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- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



MODEL: D:\p1\16163304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07-dh-ada15.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS WESTGATE RD (SOUTH)

ADA-26
SCALE: 1"=5' SHEET 69 OF 195

TEMPORARY BENCHMARK #211:

X-CUT IN CONCRETE CURB
NORTH SIDE OF THACKER/
DEMPSTER ST. WEST SIDE OF
CITADEL CT.

ELEVATION = 650.39

TEMPORARY BENCHMARK #200:

SW LOWER FLANGE BOLT OF
FIRE HYDRANT SOUTH SIDE
OF DEMPSTER STREET EAST OF
EAST SIDE OF CITADEL EXTENDED.

ELEVATION = 650.80

NOTES:

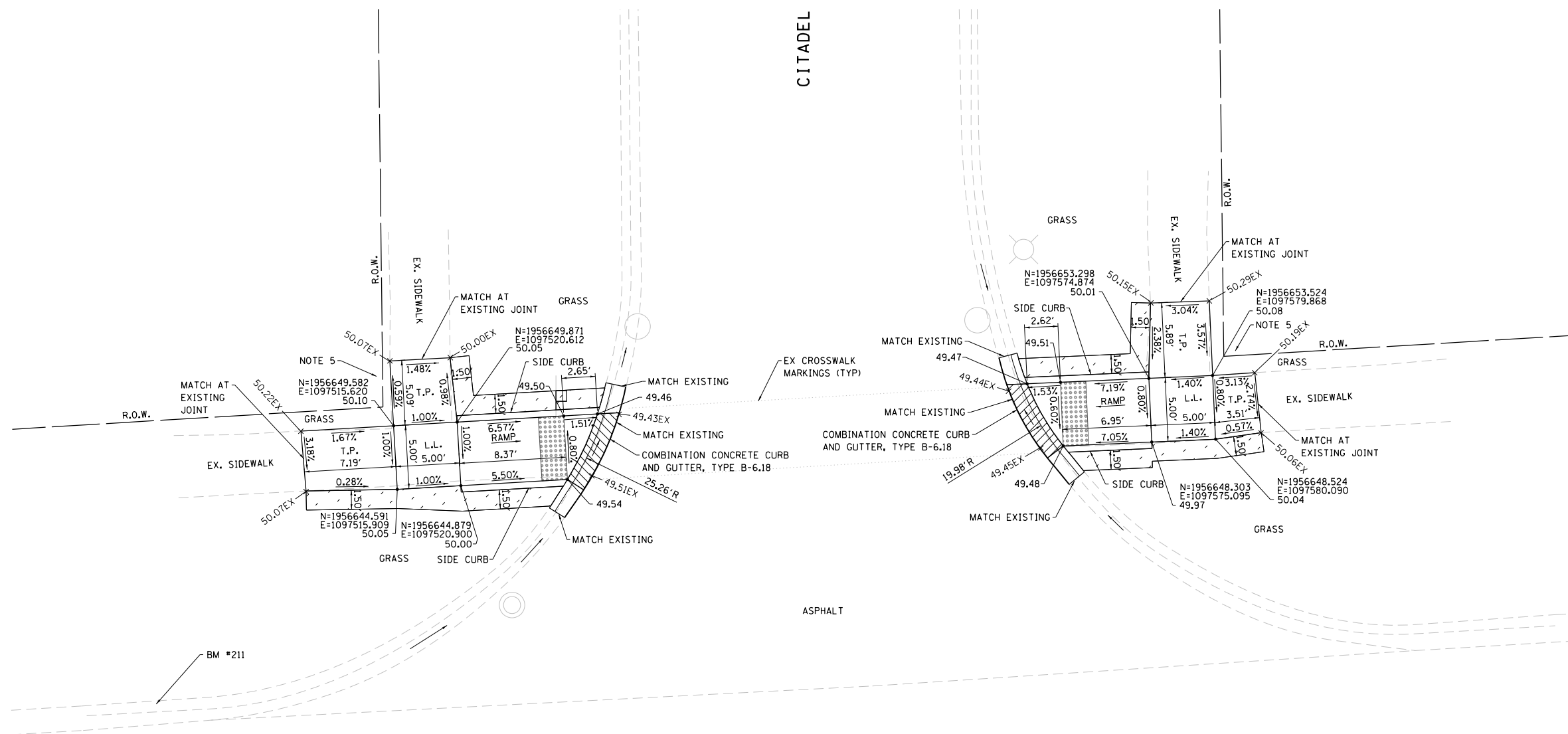
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LEGEND

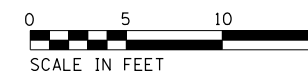
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- BUFFALO BOX
- SIGN

CITADEL CT



DEMPSTER/THACKER ST



MODEL: D:\p16\16-3304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D_rht-ada16.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAK5
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS CITADEL CT (NORTH)

ADA-27

SCALE: 1"=5' SHEET 70 OF 195

TEMPORARY BENCHMARK #138:

X-CUT ON TOP OF THE SW CORNER OF STONE WALL ADJACENT TO WOOD FENCE AT NW CORNER OF INTERSECTION.

ELEVATION = 652.68

TEMPORARY BENCHMARK #137:

X-CUT ON NORTH SIDE OF CONCRETE BASE FOR MAILBOX AT SE CORNER OF INTERSECTION.

ELEVATION = 650.08

NOTES:

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6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

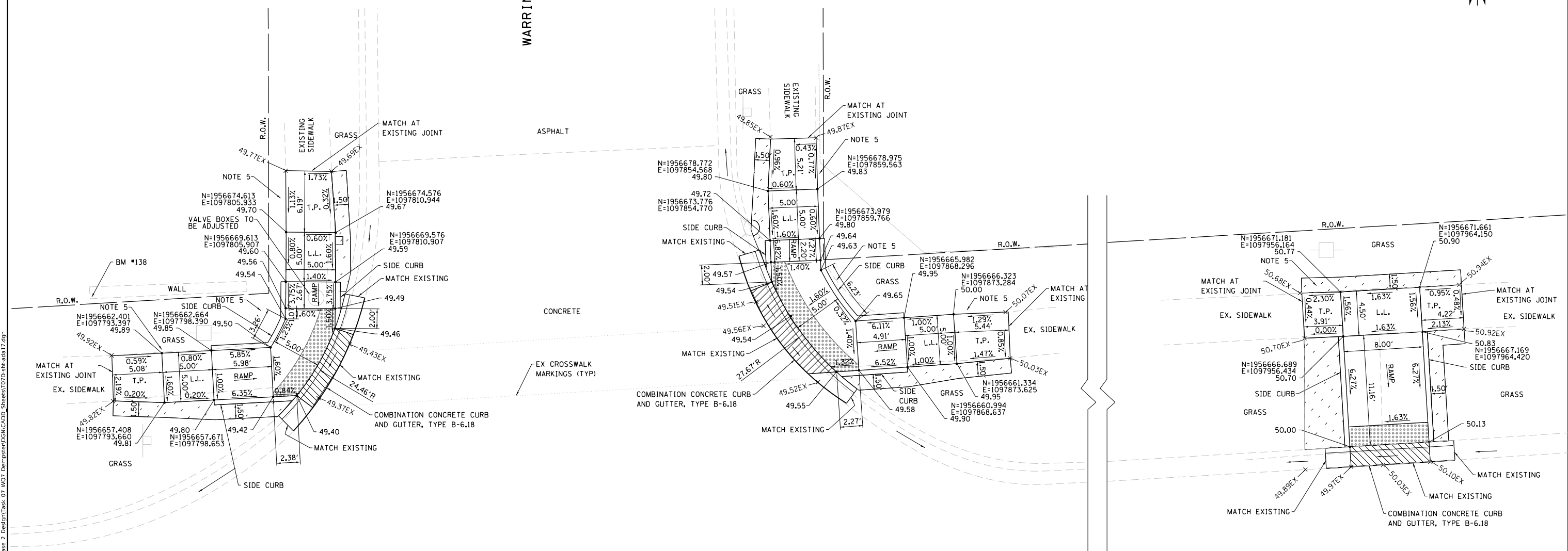
- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ.- ADJUST RIM
- T.P.- TRANSITION PANEL
- L.L.- LEVEL LANDING
- POWER POLE/LIGHT POLE

- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN



WARRINGTON RD

DEMPSTER/THACKER ST



NOTES (CONTINUED):

7. COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730.
8. A PEDESTRIAN PUSH-BUTTON EXTENSION MAY BE NEEDED FOR THE ACCESSIBILITY AND CORRECT ALIGNMENT OF PEDESTRIAN PUSH-BUTTON. THE EXTENSION SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."
9. IF PEDESTRIAN PUSH-BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLES SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON."

TEMPORARY BENCHMARK #135:

SQUARE CUT IN TOP OF CURB RADIUS AT NE CORNER OF INTERSECTION DIRECTLY SOUTH FROM BOTH UTILITY POLE AND TRAFFIC SIGNAL POLE

ELEVATION = 648.33

TEMPORARY BENCHMARK #136:

X CUT IN SE TAG BOLT ON UPPER FLANGE OF FIRE HYDRANT AT SW CORNER OF INTERSECTION

ELEVATION = 649.60

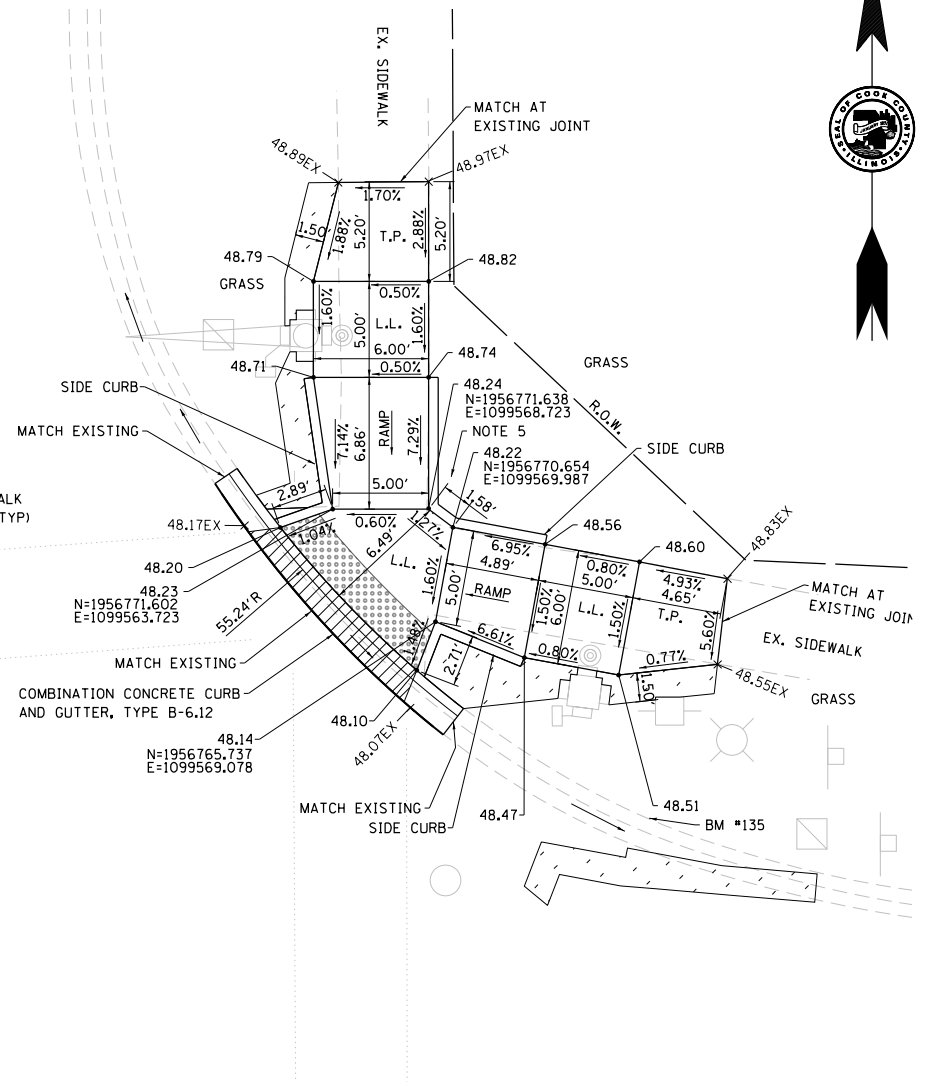
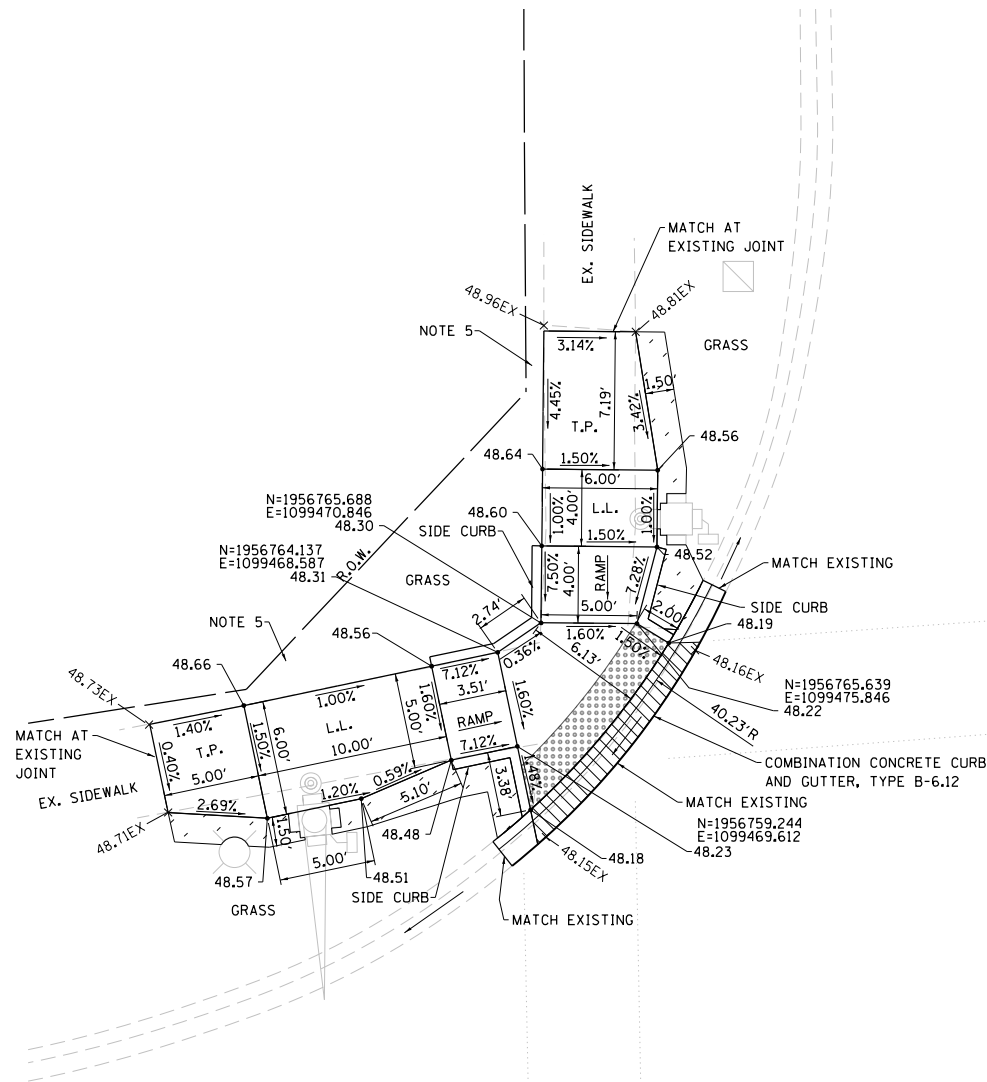
NOTES:

1. ALL PROPOSED ELEVATIONS ARE AT TOP OF FINISHED SURFACE UNLESS OTHERWISE NOTED. ELEVATIONS ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88). TO REDUCE CLUTTER THE HUNDRED DIGIT IS NOT SHOWN.
2. MAXIMUM SIDEWALK CROSS SLOPE = 2.00%.
3. MAXIMUM RAMP SLOPE = 8.33% FOR RAMPS SHORTER THAN 15 FEET.
4. LEVEL LANDING MAXIMUM SLOPE = 2.00% IN ANY DIRECTION. TRANSITION PANEL RUNNING SLOPE SHALL NOT EXCEED 8.33%.
5. THE RIGHT-OF-WAY (ROW) SHOWN ON THE PLANS IS BASED ON 80-ACRE SHEETS AND IS NOT INTENDED TO BE AN EXACT REPRESENTATION OF THE ACTUAL ROW. THE CONTRACTOR SHALL MINIMIZE DISTURBANCE BEHIND THE BACK OF SIDEWALK AS MUCH AS POSSIBLE TO AVOID ENCROACHMENT INTO PRIVATE PROPERTY.
6. THE LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT ARE SHOWN AT 2 FEET BEYOND EACH SIDE CURB. THE ACTUAL LIMIT MAY BE ADJUSTED IN THE FIELD TO MATCH EXISTING JOINTS, CONTEND WITH EXISTING STRUCTURES OR AS DEEMED NECESSARY BY THE ENGINEER.

LEGEND

- DEPRESSED CURB & GUTTER
- DETECTABLE WARNING SURFACE
- PORTLAND CEMENT CONCRETE SIDEWALK, 5-INCH
- SODDING, SALT TOLERANT; TOPSOIL, FURNISH AND PLACE, 4"
- EXISTING ELEVATION
- PROPOSED ELEVATION
- ADJ. - ADJUST RIM
- T.P. - TRANSITION PANEL
- L.L. - LEVEL LANDING
- POWER POLE/LIGHT POLE
- TRAFFIC SIGNAL POLE
- TRAFFIC SIGNAL POLE WITH MAST ARM
- HAND HOLE
- TRAFFIC SIGNAL CONTROLLER
- PED PUSH BUTTON
- PED SIGNAL
- PROP. PED PUSH BUTTON
- PROP. POST
- MANHOLE
- CATCH BASIN
- INLET
- BUFFALO BOX
- SIGN

S WOLF ROAD



ASPHALT

DEMPSTER/THACKER ST



MODEL: D:\p\16116-3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\GADD_Sheets\T07D-sh-ada19.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: MAKS
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
ADA RAMPS WOLF RD (NORTH)

ADA-30

SCALE: 1"=5' SHEET 73 OF 195



SEGMENT N10 PAVEMENT CORE SUMMARY

Project: Geotechnical Investigation for the Pavement Preservation and Rehabilitation—2018 GSI Job No.: 16136—A
 Location: West Lake Avenue from Wolf Road to Landwehr Road, Cook County, IL (Segment N10) Date: 12/10/2016
 County: Cook Cored By: RT
 Client: Globetrotters Checked By: AJP

CORE NO.	THICKNESS (in.)	MATERIAL DESCRIPTION
N10-1	10.0	CONCRETE—well consolidated, wire mesh @ -4.25".
N10-2	10.75	CONCRETE—well consolidated, wire mesh @ -5.5".
N10-3	10.25	CONCRETE—well consolidated.
N10-4	11.0	CONCRETE—well consolidated.
N10-5	11.25 1.75	CONCRETE—well consolidated, wire mesh @ -4.50". ASPHALT—poorly consolidated, fine to medium coarse aggregate.
N10-6	10.0	CONCRETE—well consolidated, wire mesh @ -4.25".
N10-7	10.0	CONCRETE—well consolidated.
N10-8	10.25	CONCRETE—well consolidated, wire mesh @ -4.5".
N10-9	10.25	CONCRETE—well consolidated, wire mesh @ -4.75".
N10-10	10.75	CONCRETE—well consolidated, wire mesh @ -4.5".
N10-11	2.0 1.5 10.5	ASPHALT—well consolidated, fine to medium coarse aggregate. ASPHALT—well consolidated, fine to medium coarse aggregate. CONCRETE—well consolidated.
N10-12	1.75 2.75 10.75	ASPHALT—slightly porous, fine to medium coarse aggregate. ASPHALT—porous, fine to medium coarse aggregate. CONCRETE—well consolidated.
N10-13	1.75 2.75 9.5	ASPHALT—well consolidated, fine to medium coarse aggregate. ASPHALT—well consolidated, fine to medium coarse aggregate. CONCRETE—well consolidated.

MODEL: D:\p\16136\16136-3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\CA\00_Sheets\T07D-shr-core01.dgn

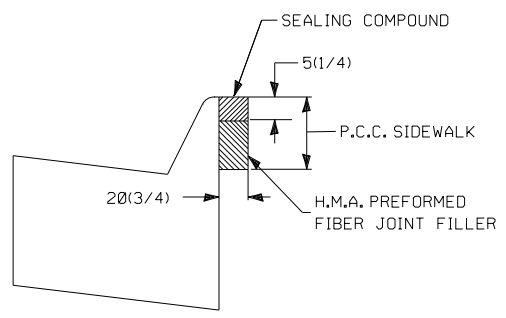
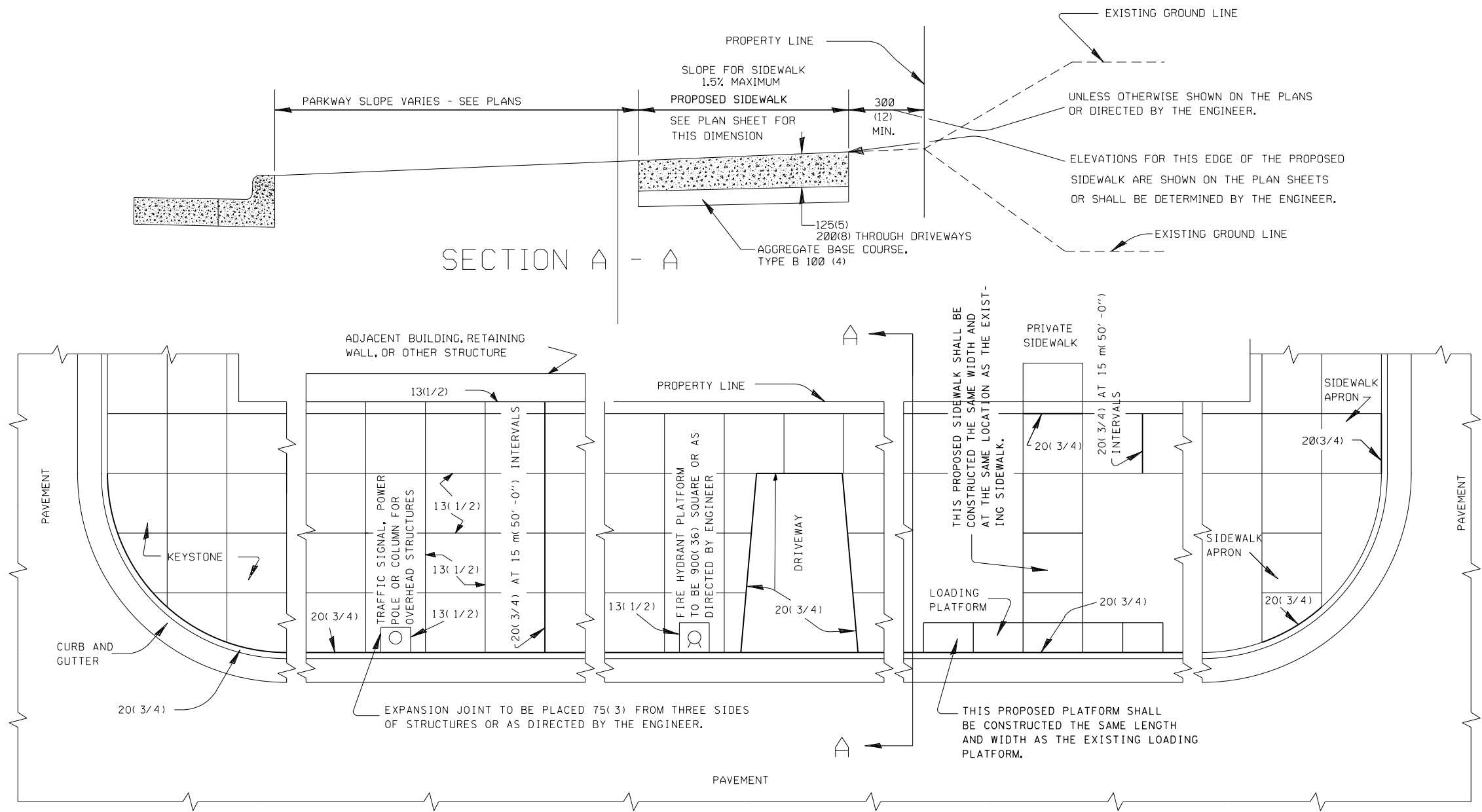
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:	_____	_____
CHECKED:	_____	_____

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PAVEMENT CORES



EXPANSION JOINT DETAIL

NOTES:
 ALL DIMENSIONS ARE MILLIMETERS (INCHES)
 UNLESS OTHERWISE SHOWN.

All Expansion Joints shall conform to the requirements of Section 424.07 of the Standard Specifications for Road and Bridge Construction and shall be included in the contract unit price per Square Meter (foot) for P.C. Concrete Sidewalk of the thickness specified.

MODEL: D:\p\1616-3304-00_Cook County Phase 2_Design\Task 07_W07 Demopster\DCN\CADD_Sheets\1071_sht-ada12.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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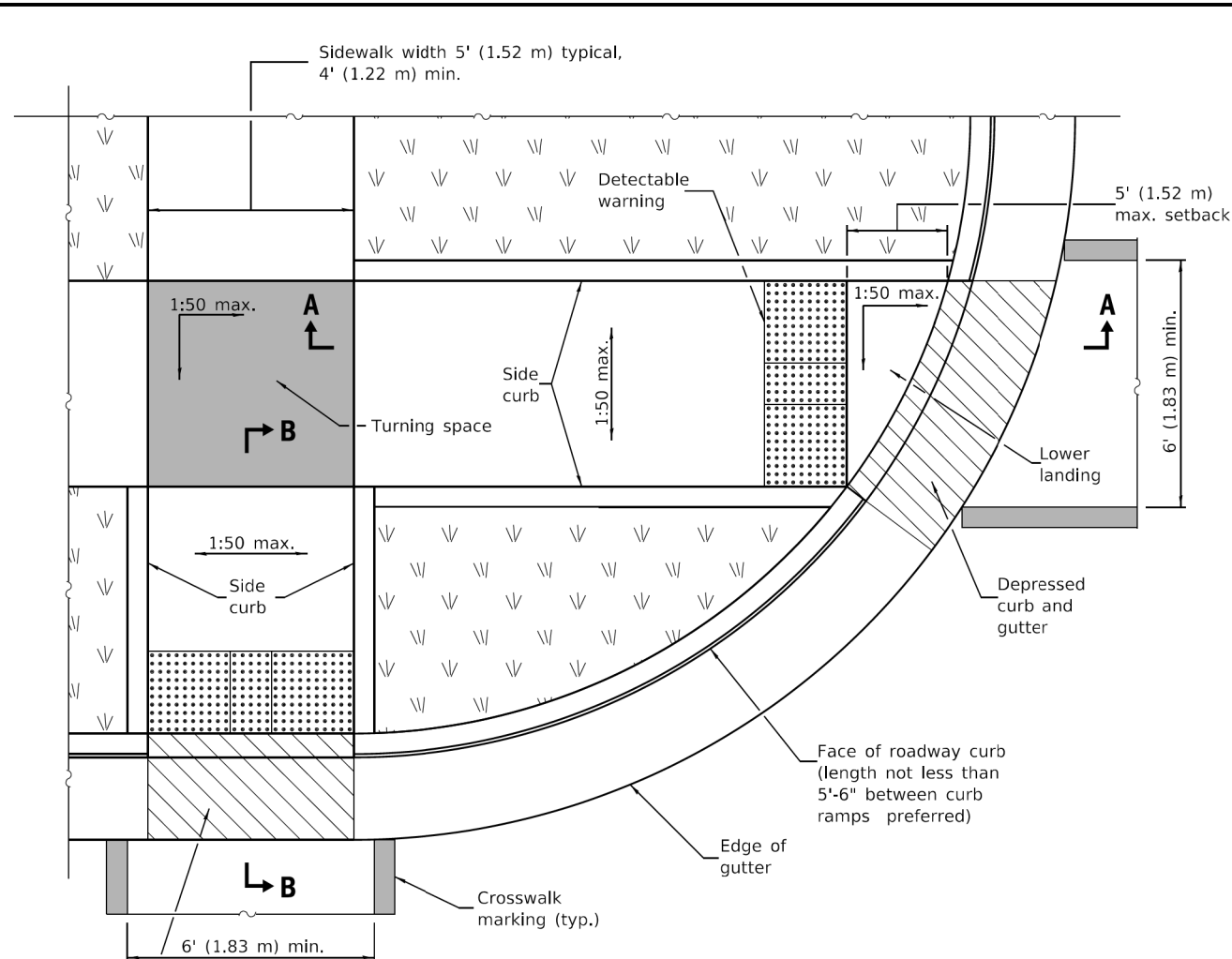
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

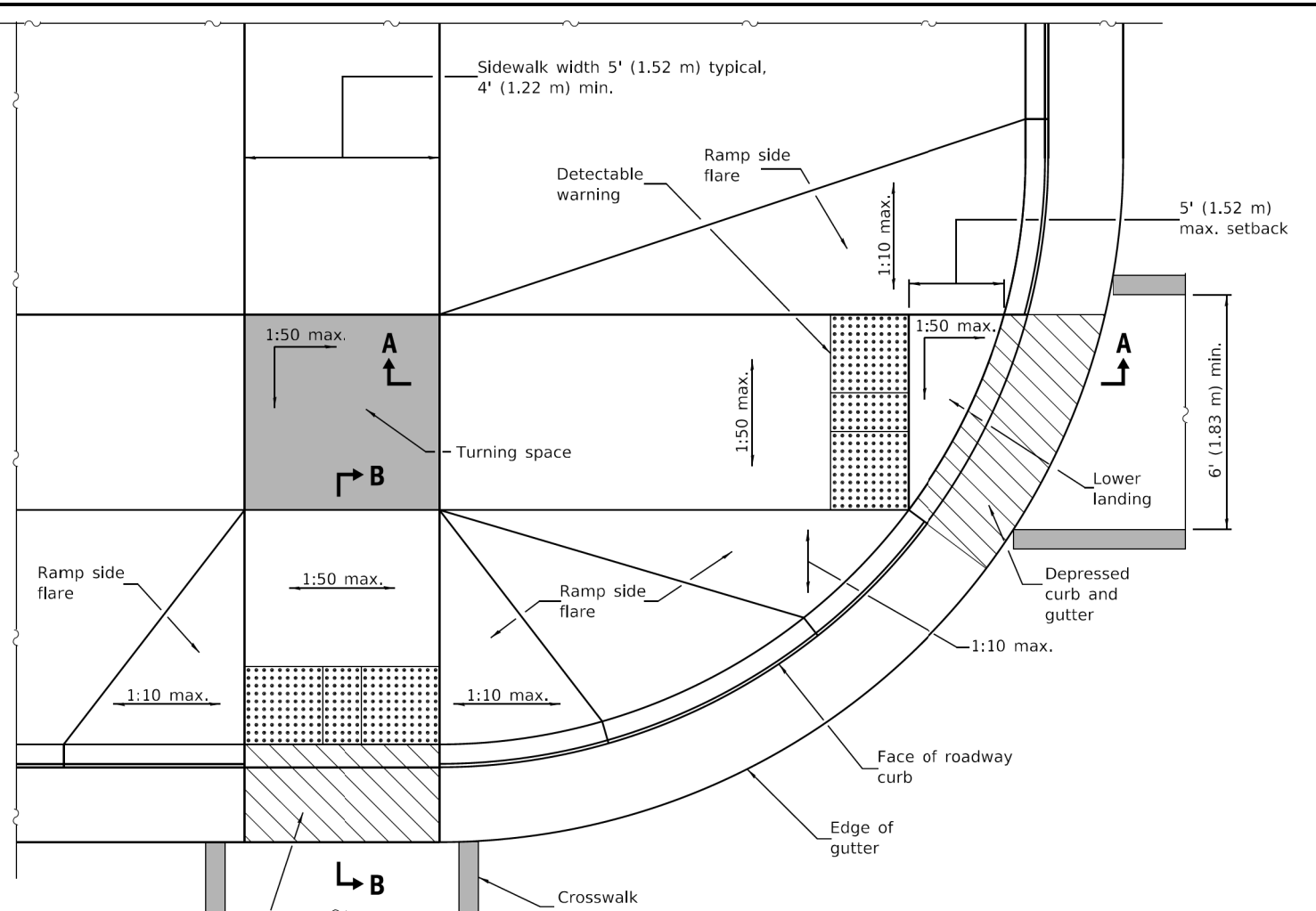
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
CCDOH DETAIL
PCC SIDEWALK CONSTRUCTION (EXPANSION JOINTS)

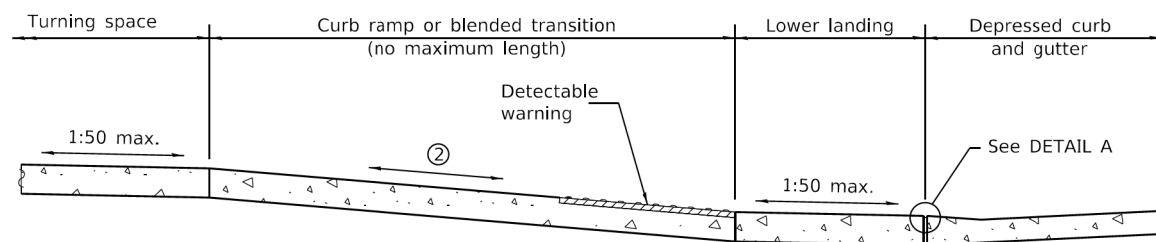
ADA-32
 SCALE: SHEET 76 OF 195



**RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'**

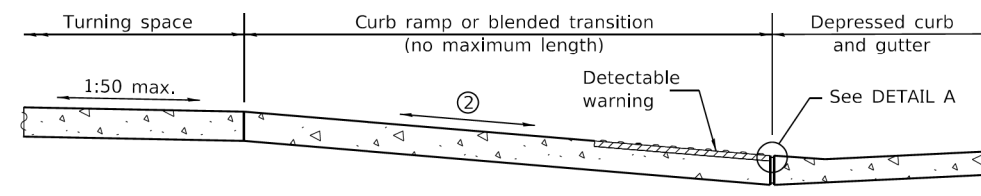


**RAMPS IN PAVED AREA
SETBACK ≤ 5'**



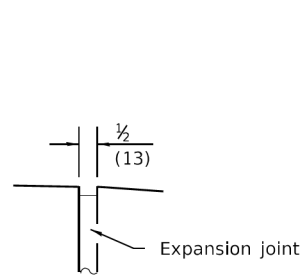
SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

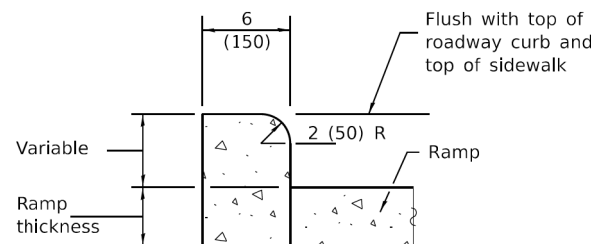


SECTION B-B

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

See Sheet 2 for GENERAL NOTES.

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 1 of 2)

STANDARD 424001-11

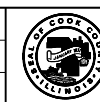
Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19/7

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

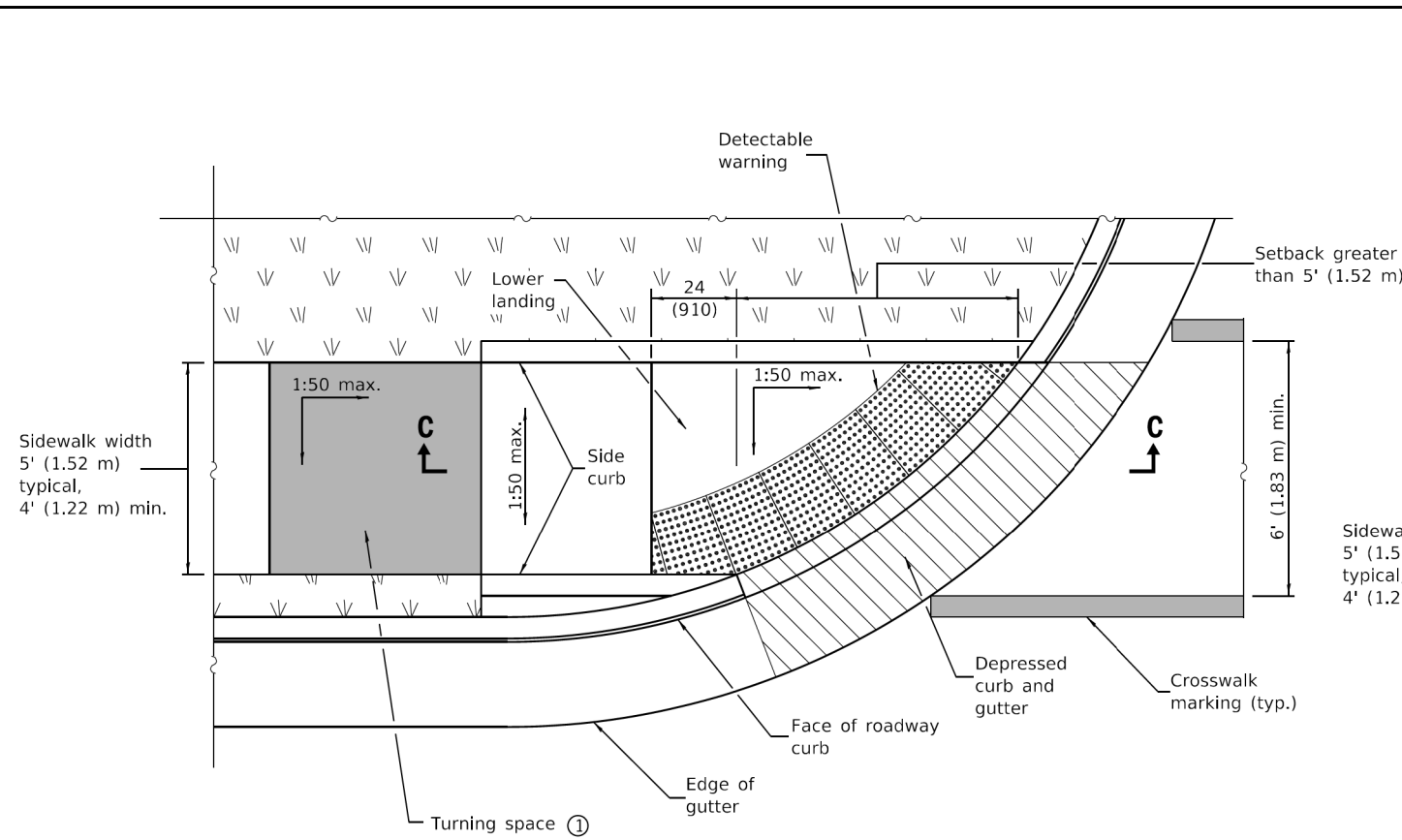
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
424001-11

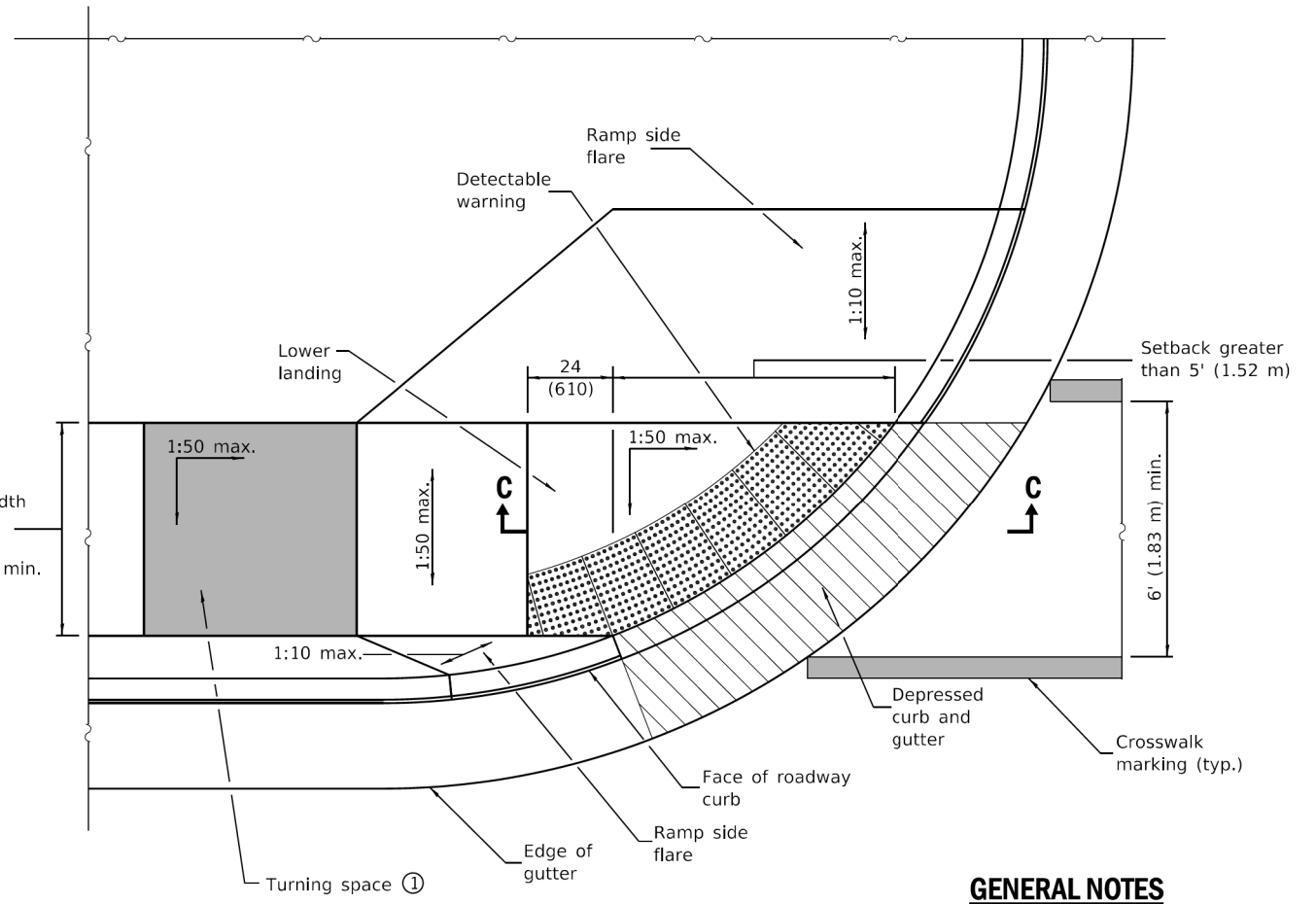
ADA-33

SCALE: SHEET 77 OF 195

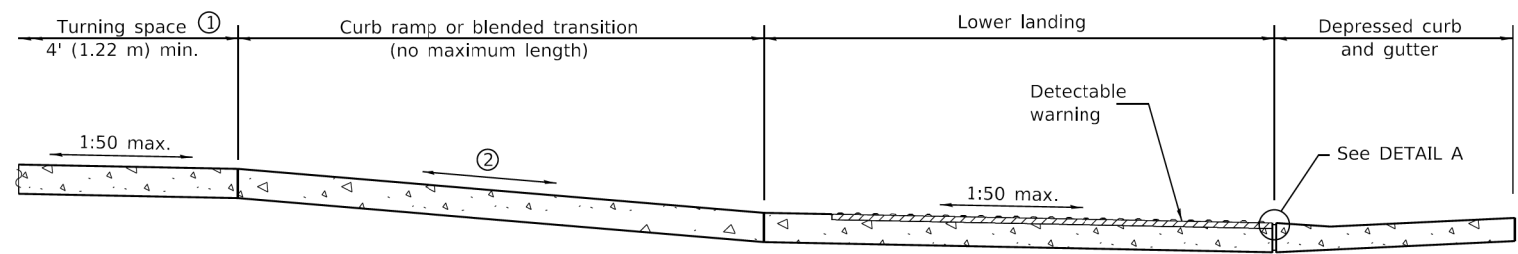
MODEL: D:\p\1616\3304-00_Cook County_Phase 2_Design\Task 07_W07_Demo\Standard\424001-11_Sheet1071-shf-ada33.dgn



**RAMP IN LANDSCAPED AREA
SETBACK > 5'**



**RAMP IN PAVED AREA
SETBACK > 5'**



SECTION C-C

- ① This turning space not required for blended transitions.
- ② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

**PERPENDICULAR CURB RAMPS
FOR SIDEWALKS**

(Sheet 2 of 2)

STANDARD 424001-11

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
424001-11

ADA-34

SCALE: SHEET 78 OF 195

MODEL: Default; FILE NAME: P:\1616\3304-00_Cook County Phase 2 Design\Task 07_W07 DemopstereOCN\CADD_Sheets\T07_rft-ada11.dgn

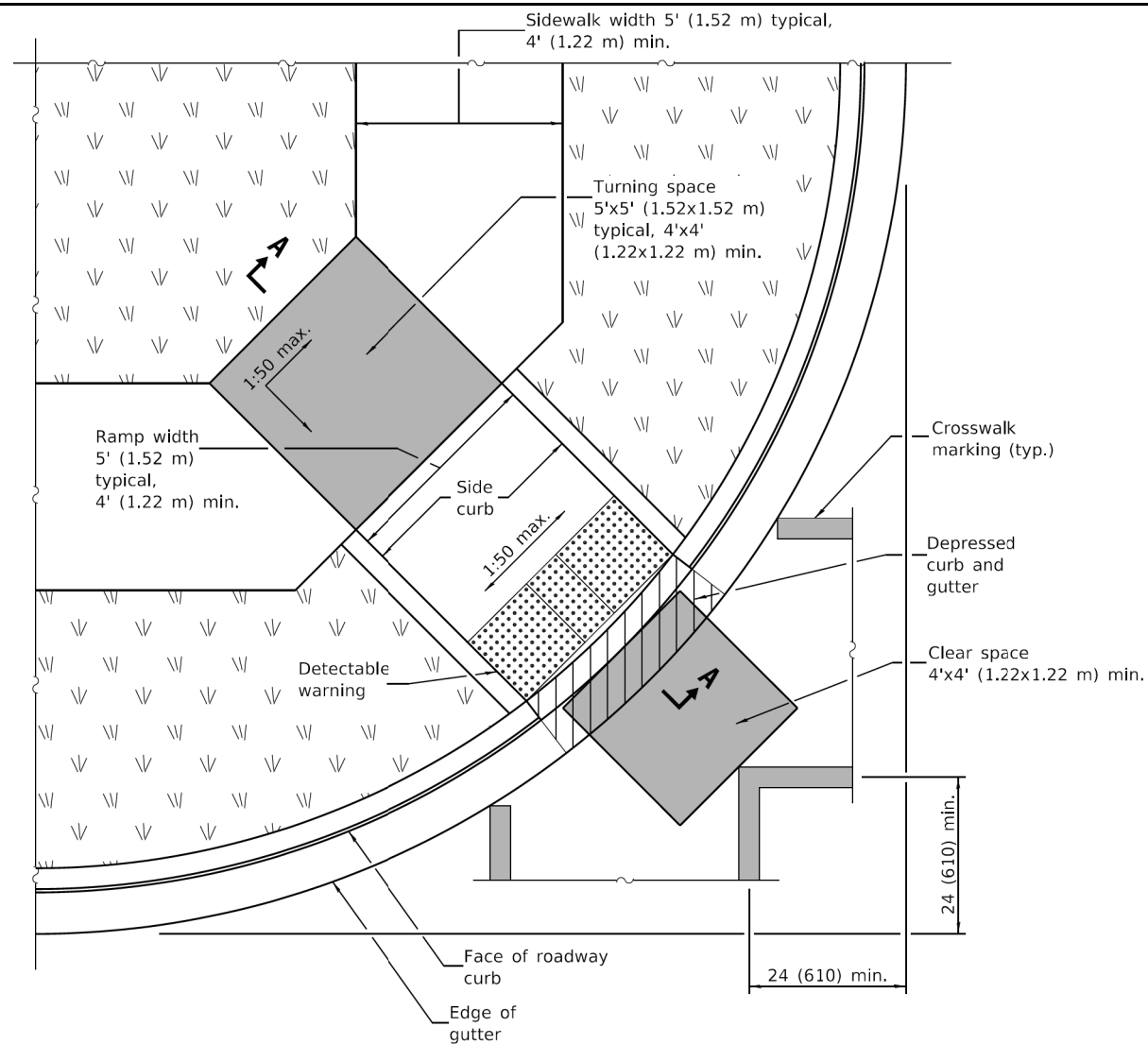
PASSED	January 1, 2019
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT	
ISSUED	1-1-19

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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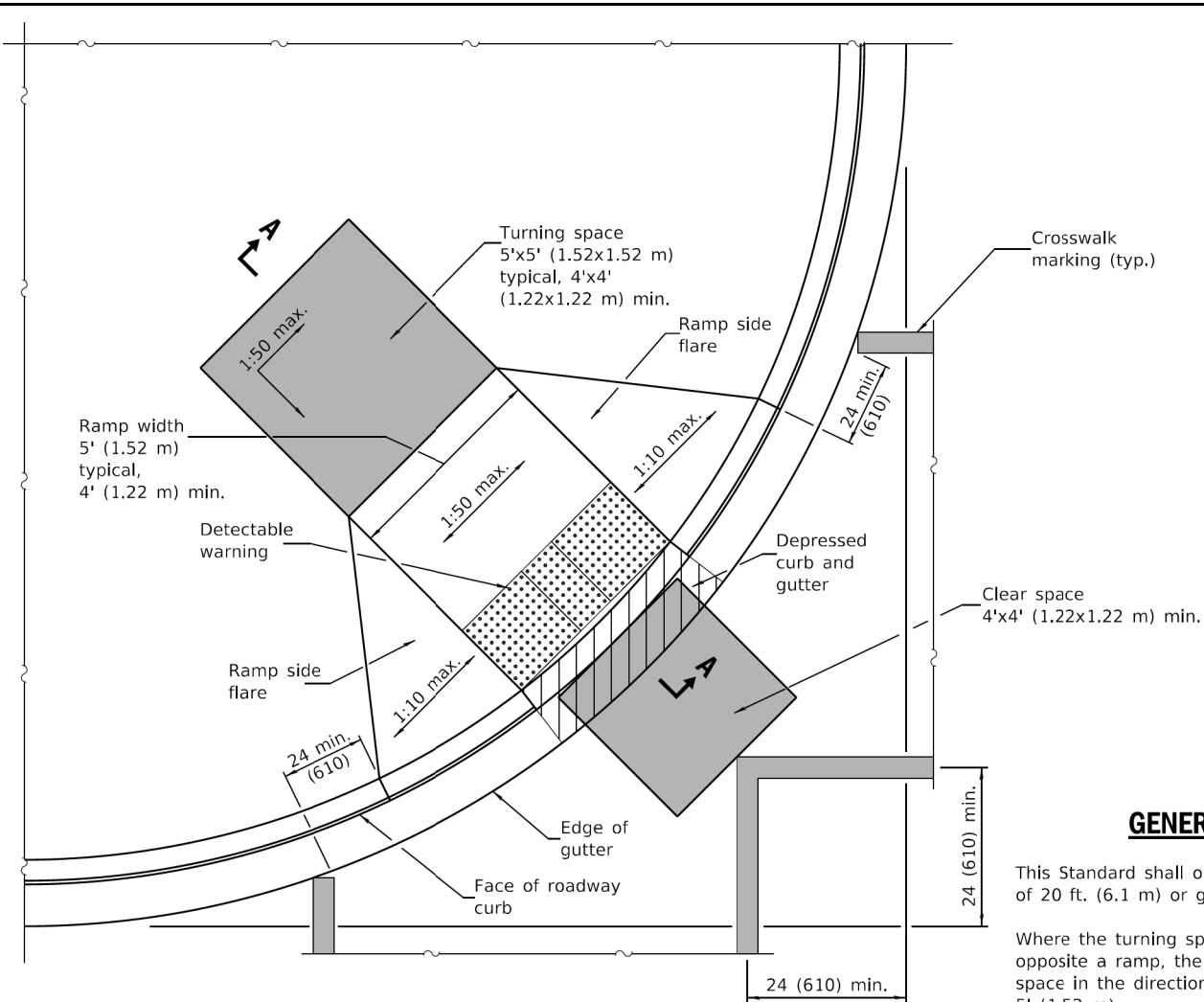


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		



RAMP IN LANDSCAPED AREA



RAMP IN PAVED AREA

GENERAL NOTES

This Standard shall only be used for curb radii of 20 ft. (6.1 m) or greater.

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

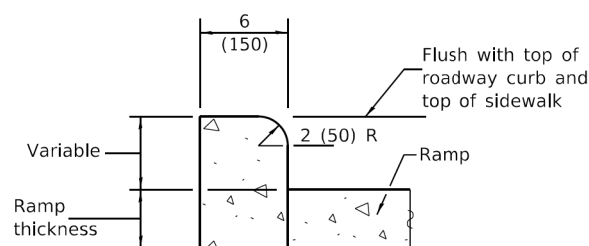
Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

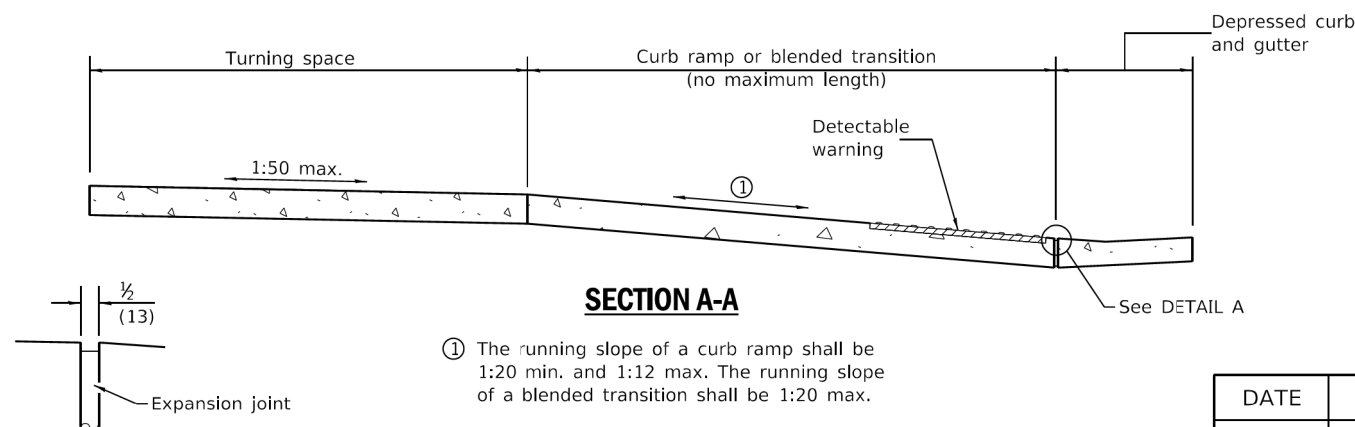
See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

MODEL: D:\p4\11... FILE NAME: P:\16163304-00_Cook County Phase 2_Design\Task 07_W07_Demop\Standard\CAD\DD_Sheets\071-shf-ada15.dgn



SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

DETAIL A

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces.

DIAGONAL CURB RAMPS FOR SIDEWALKS

STANDARD 424006-04

PASSED	January 1, 2019
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT	

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

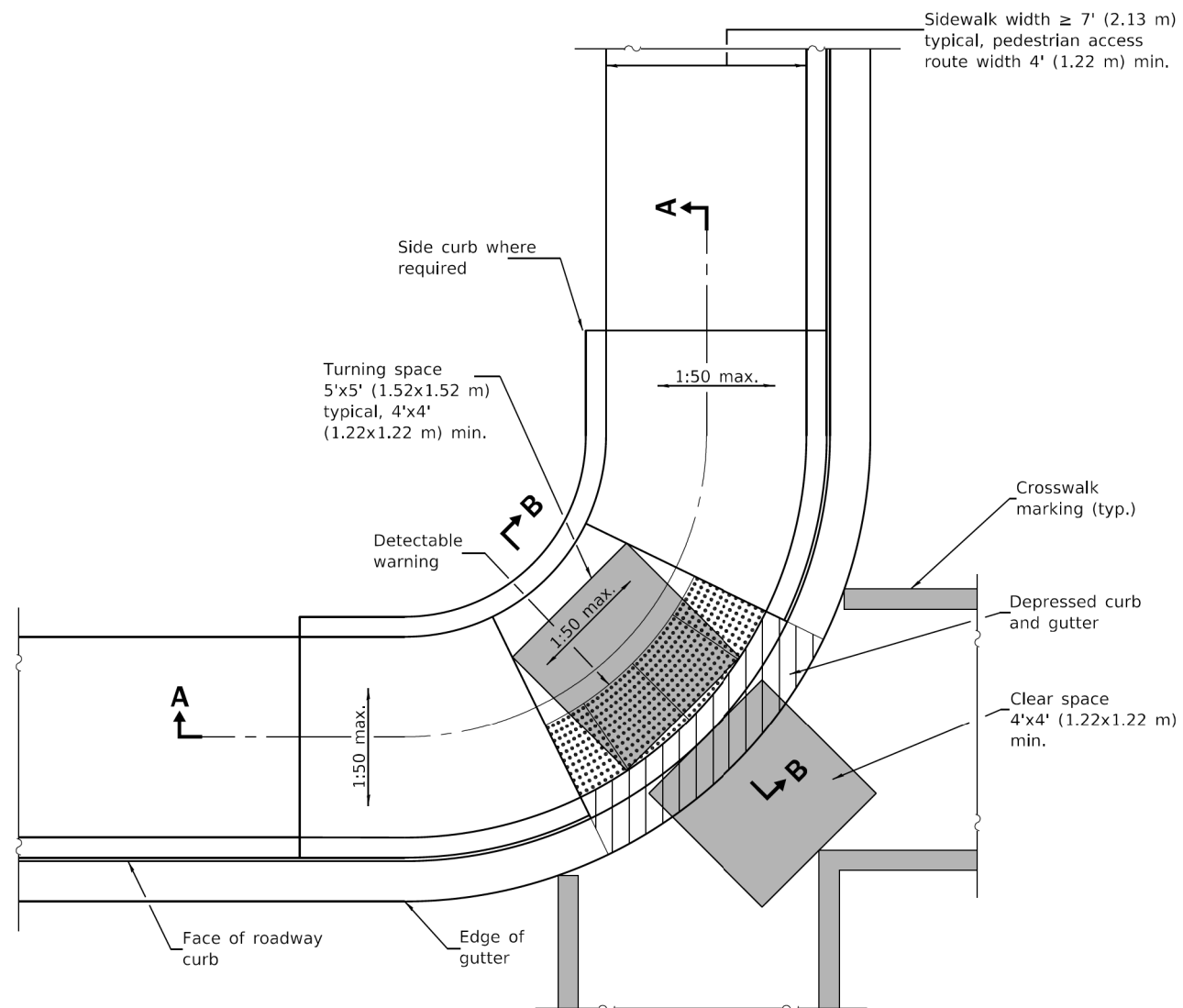
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

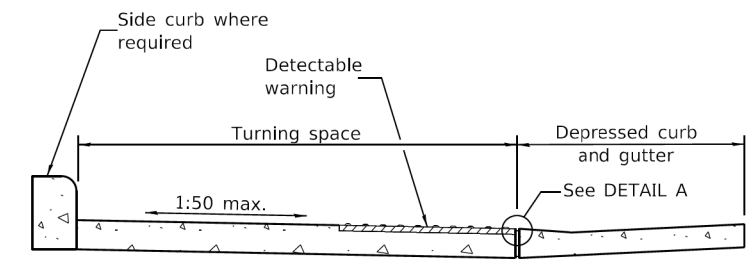
IDOT STANDARD
424006-04

ADA-35

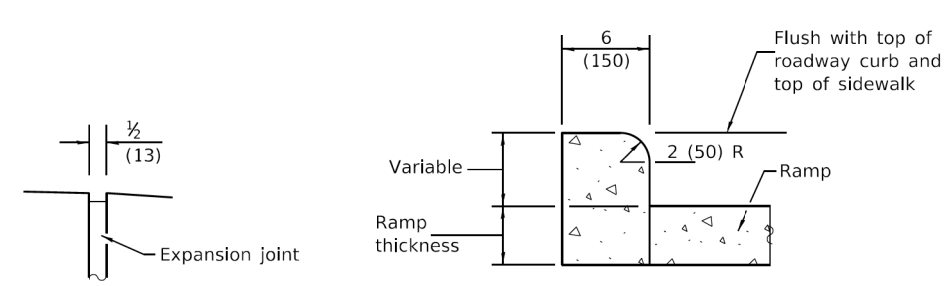
SCALE: SHEET 79 OF 195



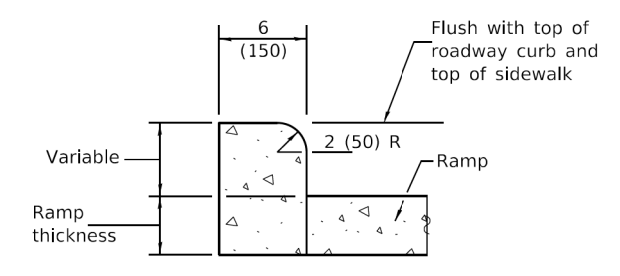
CORNER PARALLEL CURB RAMP



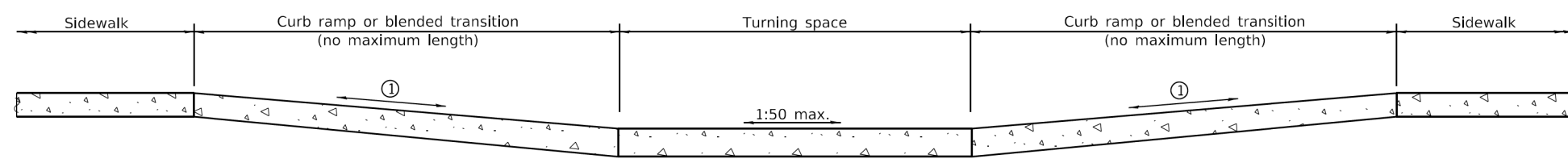
SECTION B-B



DETAIL A



SIDE CURB DETAIL



SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transition and detectable warning tolerances.
1-1-17	Revised sidewalk width to include 24 (610) buffer behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-04

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-12

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV

COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: _____ DATE: _____

DRAWN: _____

CHECKED: _____

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

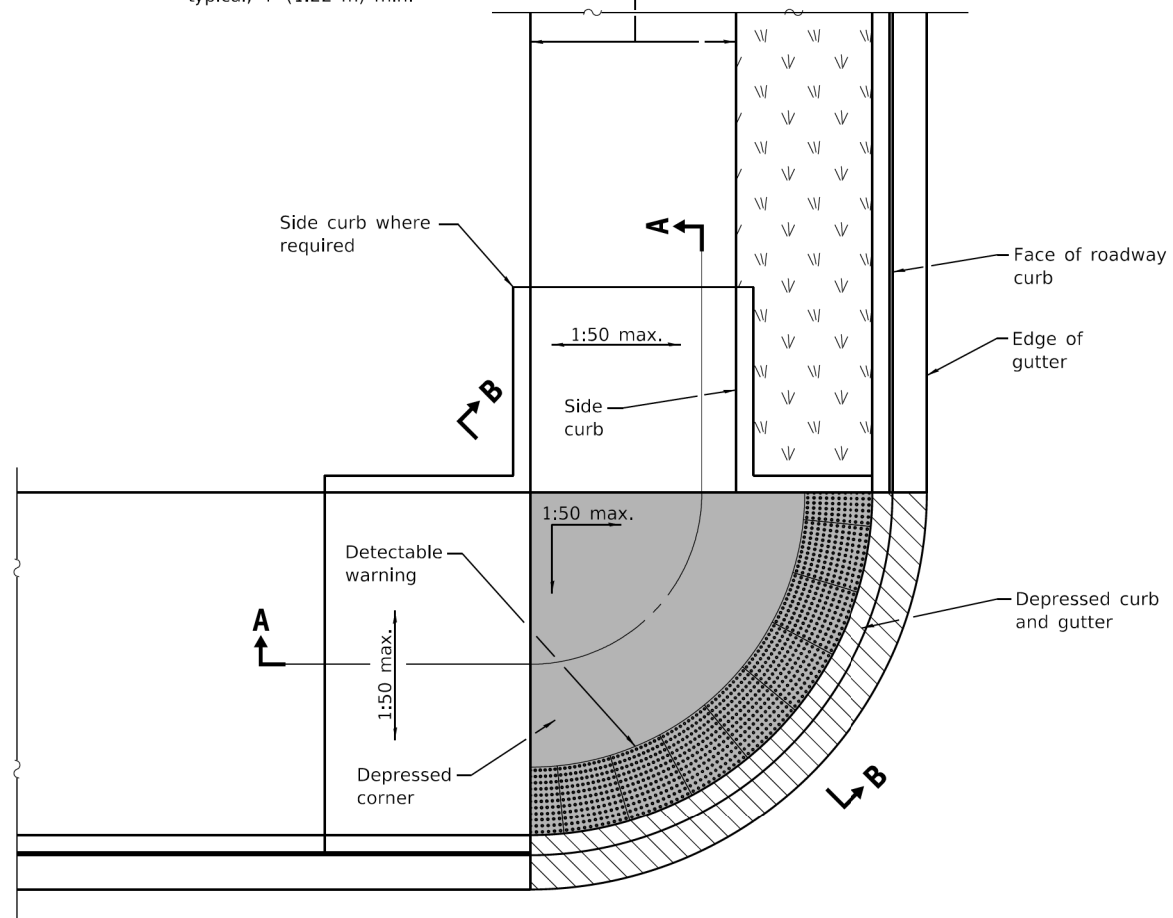
IDOT STANDARD 424011-04

ADA-36

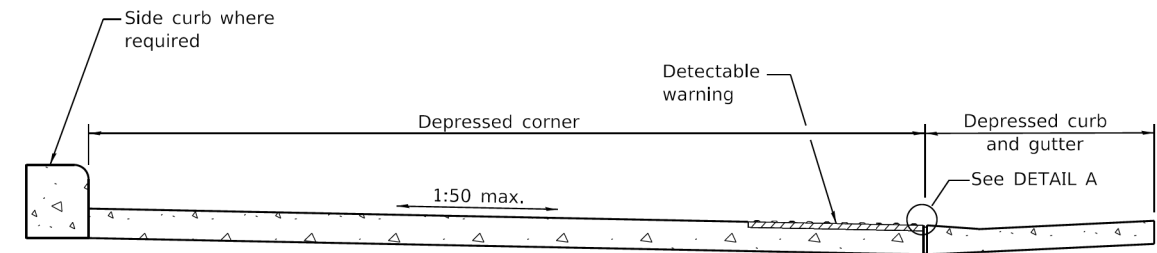
SCALE: SHEET 80 OF 195

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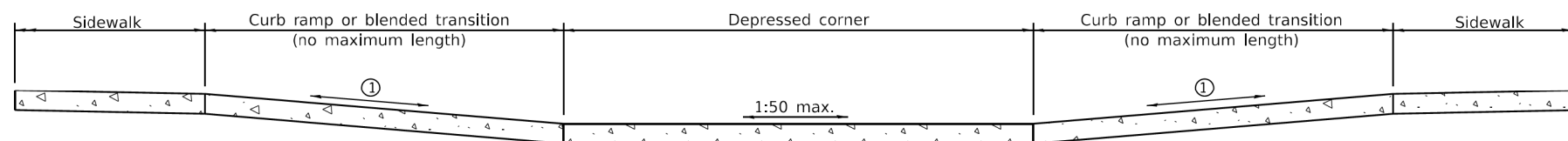
Sidewalk width 5' (1.52 m)
typical, 4' (1.22 m) min.



DEPRESSED CORNER

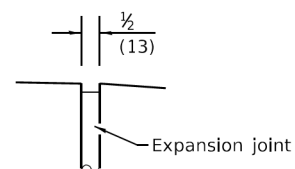


SECTION B-B

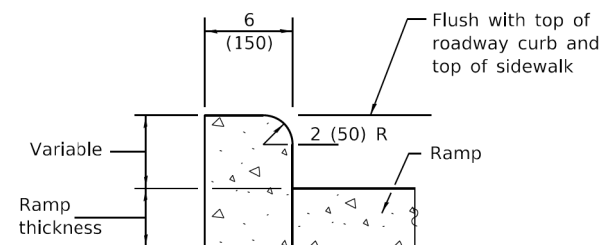


SECTION A-A

① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



DETAIL A



SIDE CURB DETAIL

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

DATE	REVISIONS
1-1-19	Removed upper landings, added blended transition and detectable warning tolerances.
1-1-18	Omitted diagonal slope at turning spaces and upper landings.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-05

Illinois Department of Transportation

PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

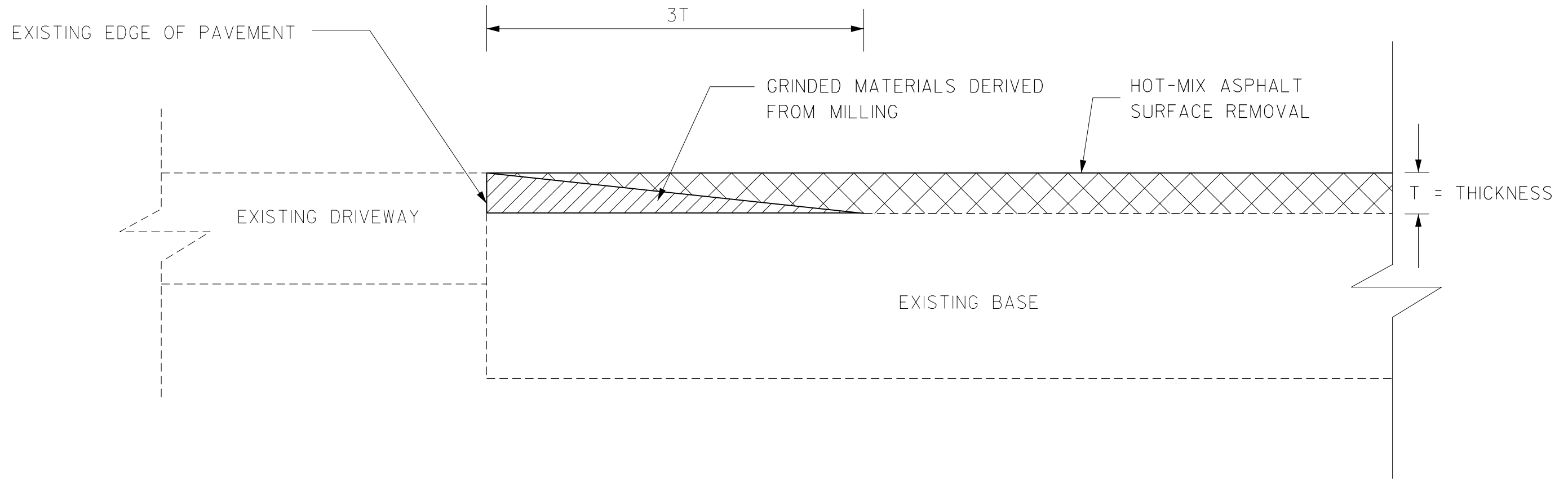
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
424021-05

ADA-37

SCALE: SHEET 81 OF 195

MODEL: D:\info\... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstere\DCNCADD_Sheets\T07L-shf-ada17.dgn



TEMPORARY RAMP AT DRIVEWAY

DURING HOT-MIX ASPHALT SURFACE REMOVAL

MODEL: D:\p\1616-3304-00_Cook County_Phase 2_Design\Task 07_W07 Demopstred\CCDOT_Sheets\T07_sht-detail01.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY:	A59 A64
	FISCAL YEAR:	2019
	SECTION:	19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

**CCDOTH DETAIL
TEMPORARY RAMP AT DRIVEWAY**

C-23

SCALE: SHEET 82 OF 195

NOTES (SUPPLEMENTAL TO I.D.O.T. STANDARDS)

STANDARDS 606101, 606201 AND 606006 - TYPE A GUTTER, TYPE B GUTTER AND OUTLET FOR CURB AND GUTTER

TIE BARS SHALL BE NO. 20 (NO. 6) SPACED AT 600 mm (24 IN.) CENTERS.

CONCRETE INLETS, ENTRANCES AND OUTLETS FOR GUTTER OR COMBINATION CURB AND GUTTER SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (FOOT) FOR THE PARTICULAR TYPE OF GUTTER OR COMBINATION CURB AND GUTTER SPECIFIED.

STANDARD 606001 - CURB AND COMBINATION CURB AND GUTTER

TYPE	VARIABLE CURB TABLE				R
	A	B	C	D	
B-V.30 (B-V.12)	300 (12)	50 (2)	125 (5)	VARIABLE	25 (1)
B-V.45 (B-V.18)	450 (18)	50 (2)	125 (5)	VARIABLE	25 (1)
B-V.60 (B-V.24)	600 (24)	50 (2)	125 (5)	VARIABLE	25 (1)

VARIABLE CURB AND GUTTER SHALL BE CONSTRUCTED WITH THE HEIGHT OF CURB VARYING BETWEEN 100 mm (4 IN.) AND 225 mm (9 IN.), AS REQUIRED, THE TOP OF CURB ELEVATION SHALL BE DETERMINED BY THE ENGINEER.

LONGITUDINAL JOINT TIE BARS SHALL BE NO. 20 (NO. 6) SPACED AT 600mm (24 IN.) CENTERS. AT THE CONTRACTOR'S OPTION, TIE BARS MAY BE BENT AT RIGHT ANGLES AGAINST THE EDGE OF THE CONCRETE PAVEMENT AND STRAIGHTENED INTO FINAL POSITION BEFORE THE CURB AND GUTTER IS PLACED, SUBJECT TO THE APPROVAL OF THE ENGINEER.

WHERE EXISTING CURB AND GUTTER IS TO BE REMOVED AND REPLACED ADJACENT TO EXISTING CONCRETE PAVEMENT REMAINING IN PLACE, THE CONTRACTOR SHALL PERFORM THE REMOVAL SO THAT THE EXISTING TIE BARS CAN BE USED IN TYING THE NEW CURB AND GUTTER TO THE EXISTING PAVEMENT. ANY TIE BARS WHICH ARE DAMAGED OR MISSING SHALL BE REPLACED WITH NO. 20 (NO. 6) TIE BARS, 600 mm (24 INCHES) LONG, EMBEDDED 200 mm (8 INCHES) AT 600 mm (24 INCH) CENTERS IN ACCORDANCE WITH THE ARTICLE 420.05 (B) OF THE STANDARD SPECIFICATIONS. THE COST OF FURNISHING AND INSTALLING THE TIE BARS SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PARTICULAR TYPE OF CURB AND GUTTER SPECIFIED.

THE DEPTH OF THE CURB OR COMBINATION CURB AND GUTTER SHALL BE EQUIVALENT TO THE DEPTH OF THE ADJACENT PAVEMENT, REGARDLESS OF PAVEMENT COMPOSITION.

STANDARD 353001 - PCC BASE WITH HOT MIX ASPHALT BINDER AND SURFACE COURSE

TIE BARS SHALL BE NO. 20 (NO. 6) SPACED AT 750 mm (30 IN.) CENTERS.

STANDARD 420001 - PAVEMENT JOINTS

JOINTS AND REINFORCEMENT BARS SHALL BE PLACED IN ACCORDANCE WITH THE P.C. CONCRETE PAVEMENT DETAIL SHOWN ON THIS SHEET.

LONGITUDINAL CONSTRUCTION JOINTS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAIL SHOWN ON THIS SHEET. AT THE CONTRACTOR'S OPTION, TIE BARS MAY BE BENT AT RIGHT ANGLES AGAINST THE TYPE C METAL JOINT AND STRAIGHTENED INTO FINAL POSITION BEFORE THE ADJACENT CONCRETE PAVEMENT POUR, SUBJECT TO THE APPROVAL OF THE ENGINEER.

TIE BARS SHALL BE NO. 20 (NO. 6).

TRANSVERSE SAWED CONTRACTION JOINTS, TRANSVERSE CONSTRUCTION JOINTS AND JOINTS AT CONTRACT TERMINALS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THIS SHEET.

STANDARD 442101 - CLASS B PATCHES

IF A SAWED LONGITUDINAL JOINT IS REQUIRED, TIE BARS SHALL BE NO. 20 (NO. 6) SPACED AT 750 mm (30 IN.) CENTERS.

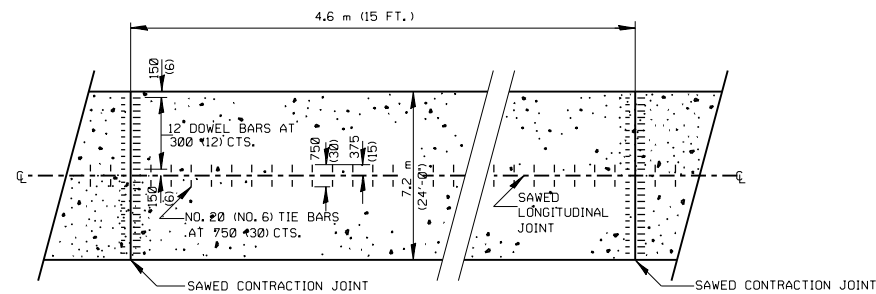
STANDARD 442201 - CLASS C AND D PATCHES

CLASS C PATCHES SHALL BE TIED TO THE EXISTING PAVEMENT ALONG ALL SIDES OF THE PATCH WITH NO. 20 (NO. 6) TIE BARS, 600 mm (24 INCHES) LONG, EMBEDDED 200 mm (8 INCHES) AT 600 mm (24 INCH) CENTERS IN ACCORDANCE WITH ARTICLE 420.05 (B) OF THE STANDARD SPECIFICATIONS, MINIMUM 3 BARS ON EACH SIDE. THE COST OF FURNISHING AND INSTALLING THE TIE BARS SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR CLASS C PATCHES.

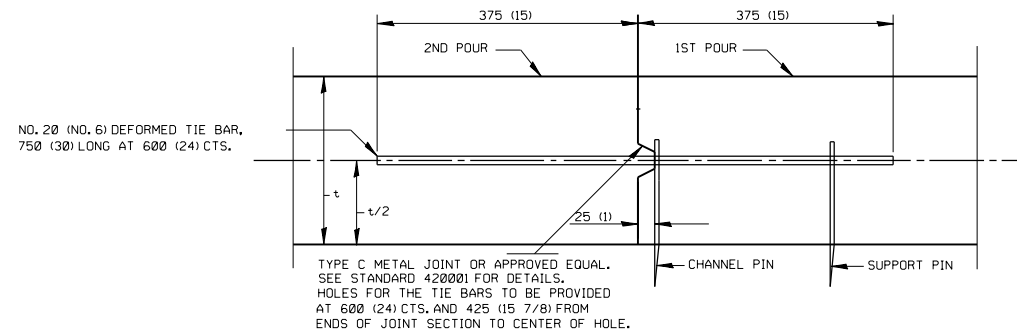
ALL GUARDRAIL AND TRAFFIC BARRIER TERMINAL STANDARDS

HOT MIX ASPHALT SHOULDERS 150 mm (6 IN.) SHALL BE PLACED UNDERNEATH THE ENTIRE LENGTH OF ALL PROPOSED GUARDRAIL AND TRAFFIC BARRIER TERMINALS AND EXTEND 0.6 m (2 FT.) BEYOND THE TERMINAL ENDS. THE WIDTH OF THE SHOULDER SHALL EXTEND ONE FOOT BEYOND EITHER SIDE OF THE POSTS FOR THE GUARDRAIL AND TRAFFIC BARRIER TERMINALS AND AS SHOWN ON THE PLANS. EARTH EXCAVATION NECESSARY FOR PLACEMENT OF THE SHOULDER SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SHOULDERS, 6 IN.

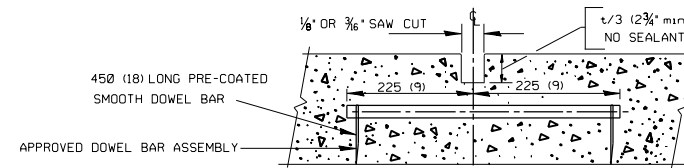
REVISED: DEC. 2012 (TIE BAR SIZE AND SPACING, AND GUARDRAIL SHOULDER TYPE)
 REVISED: OCT. 2012 (TRANSVERSE JOINT DETAIL)
 REVISED: DEC. 2008 (SAWED CONTRACTION JOINT DETAIL)
 REVISED: NOV. 2008 (SAWED CONTRACTION JOINTS 15 FT.)
 REVISED: AUG. 2007 (HOT MIX ASPHALT SHOULDERS)
 REVISED: OCT. 2004 (REMOVED SAWED CONTRACT JT. DETAILS)
 REVISED: SEPTEMBER 2004 (20 FT. SAWED CONTRACT. JT.)
 REVISED: JUNE 2004 (SAWED CONTRACT. JT.)
 REVISED: DEC. 2002
 REVISED: NOVEMBER 2000



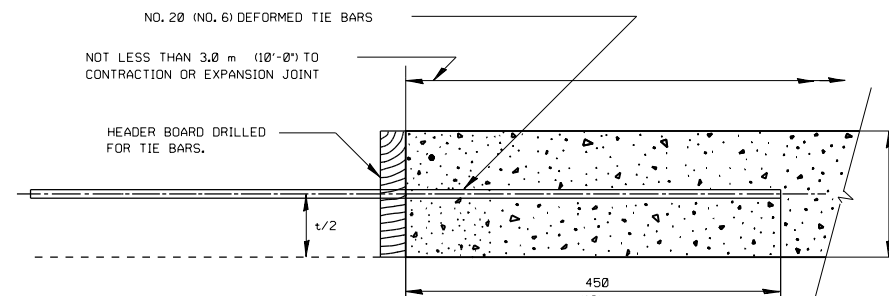
P.C. CONCRETE PAVEMENT DETAIL
 SEE I.D.O.T. STANDARDS 420001 AND 420701 FOR ADDITIONAL DETAILS



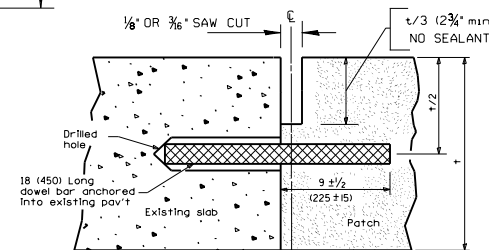
LONGITUDINAL CONSTRUCTION JOINT DETAIL
 TYPE A - INSTALL TIE BARS
 TYPE B - OMIT TIE BARS



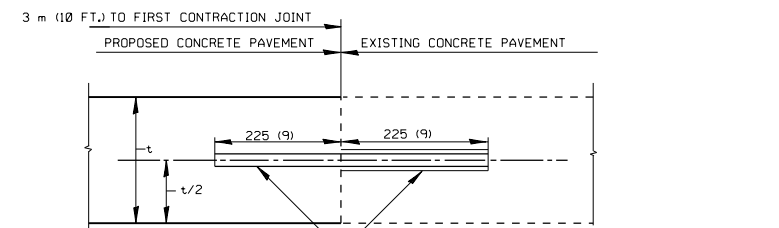
CONTRACTION JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT DETAIL



TRANSVERSE JOINT DETAIL



DOWEL BARS - SIZE AND SPACING SHALL BE THE SAME AS THAT USED AT SAWED CONTRACTION JOINTS.
 DRILL AND GROUT - IF DOWEL BARS HAVE NOT BEEN PROVIDED IN THE EXISTING PAVEMENT, THEY SHALL BE FURNISHED AND INSTALLED AS SHOWN. THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR P.C. CONCRETE PAVEMENT.

JOINT DETAIL AT CONTRACT TERMINAL(S)

NOTE:
 THE INTENT OF THIS STANDARD IS TO REFLECT ADDITIONS OR VARIATIONS TO I.D.O.T. STANDARDS CONTAINED IN THE PLANS.

THIS STANDARD SHALL GOVERN OVER THE I.D.O.T. STANDARDS.

DETAIL NOTES

SEE I.D.O.T. STANDARDS FOR DETAILS NOT SHOWN.
 ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.
 ALL TIE BAR SIZES ARE METRIC (STANDARD)
 t = PAVEMENT THICKNESS

COUNTY OF COOK	
DEPARTMENT OF HIGHWAYS	
DETAILS AND NOTES FOR CONSTRUCTION OF PAVEMENT AND PAVEMENT APPURTENANCES (SUPPLEMENTAL TO I.D.O.T. STANDARDS)	
COMPUTED	S.M.V.
DRAWN	V.M.
CHECKED	H.P.S.

MODEL: Defaul...
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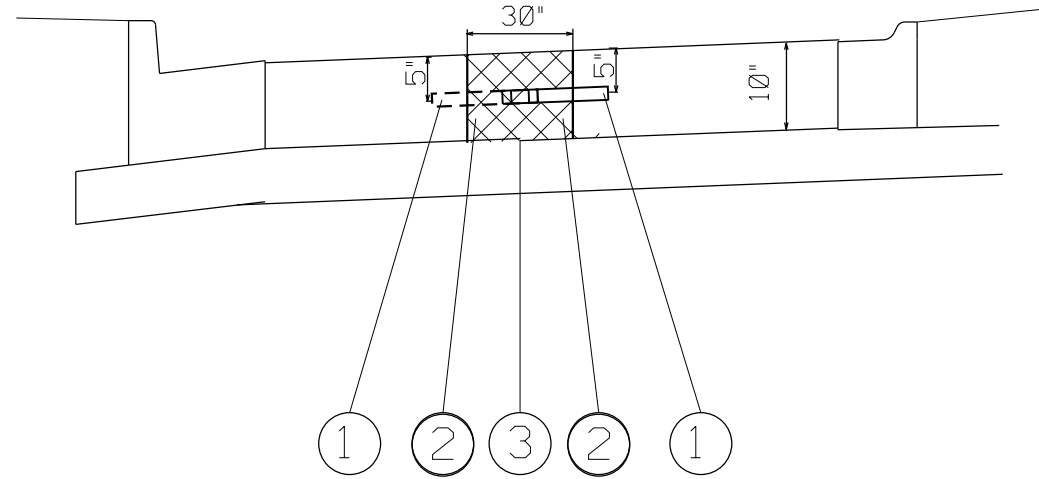
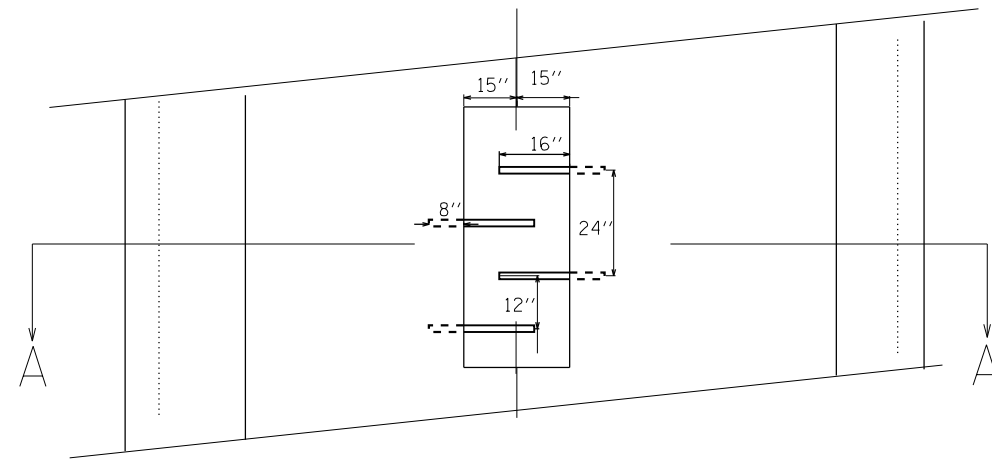
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
 CCDOH DETAIL AND NOTES
 FOR CONSTRUCTION OF PAVEMENT AND PAVEMENT APPURTENANCES



SECTION A-A

DETAIL OF LONGITUDINAL JOINT REPAIR

CLASS B PATCHES, LONGITUDINAL JOINT REPAIR, SPECIAL

THE SAW CUT, REMOVAL, DISPOSAL OF THE CONCRETE PAVEMENT, TIE BARS, DRILLING AND GROUTING OF THE TIE BARS ARE INCLUDED IN THE PAY ITEM OF CLASS B PATCHES, LONGITUDINAL JOINT REPAIR (SPECIAL) DETAILS.

LEGEND:

- ① NO. 6 X 30 TIE BAR AT 24" CENTERS GROUTED IN PLACE
- ② CLASS B PATCHES, LONGITUDINAL JOINT REPAIR (SPECIAL) DETAILS
- ③ DETERIORATED LONGITUDINAL JOINT

MODEL: D:\cfd\11 FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\CA\DD_Sheets\T07_sht-detail03.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY:	A59 A64
	FISCAL YEAR:	2019
	SECTION:	19-A5918-00-PV



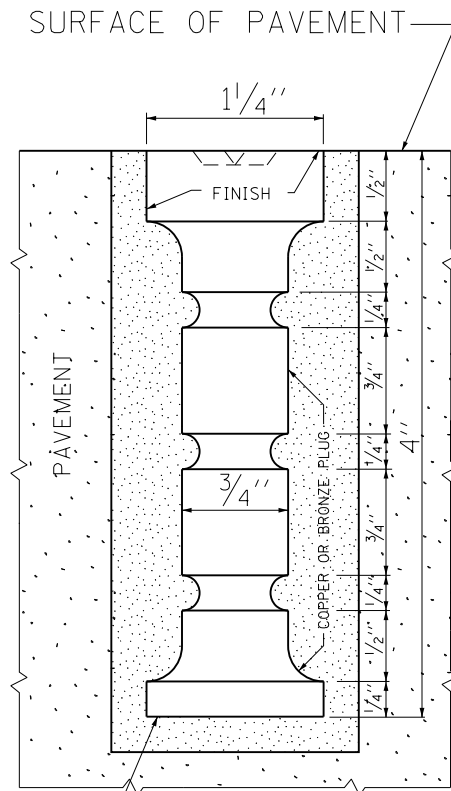
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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REVISIONS	DATE

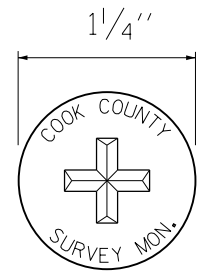
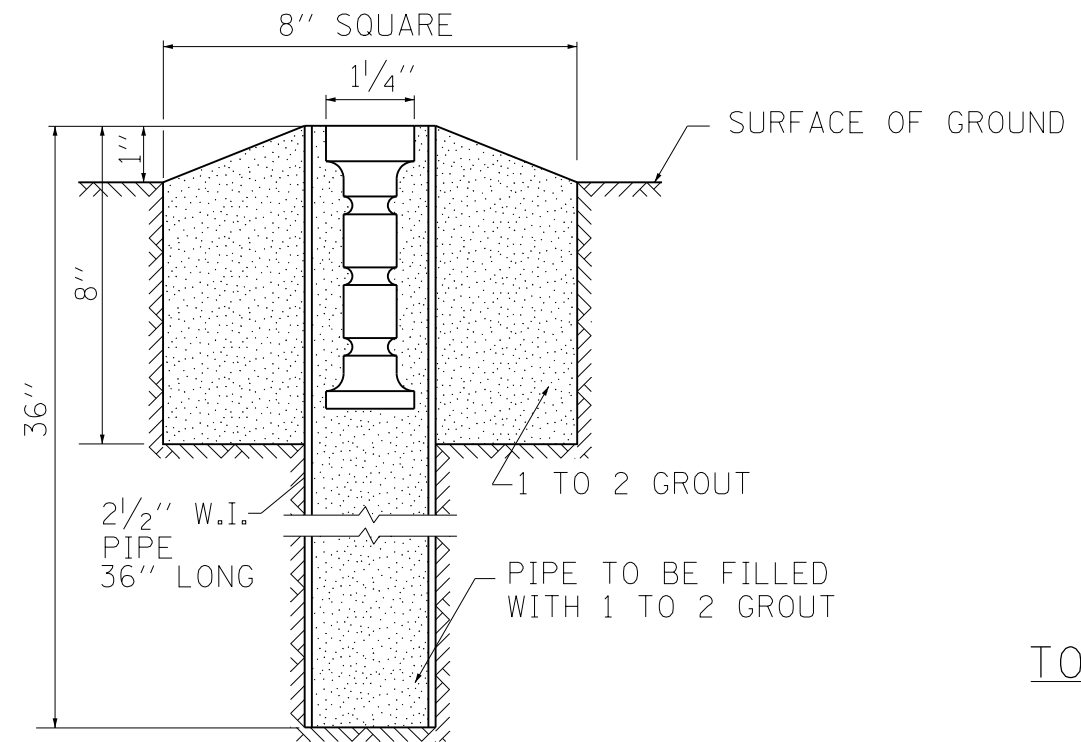
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
CCDOH DETAIL
CLASS B PATCHES, LONGITUDINAL JOINT REPAIR (SPECIAL) DETAILS

C-25
SCALE: SHEET 84 OF 195



HOLE TO BE DRILLED IN PAVEMENT,
AND PLUG GROUTED WITH 1 TO 2 THIN
PORTLAND CONCRETE GROUT.

DETAIL FOR PLACING MONUMENT IN PAVEMENT



TOP OF MONUMENT

DETAIL FOR PLACING MONUMENT WHEN
LOCATED OUTSIDE OF PAVEMENT

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FILE NAME: P:\1616\3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstet\CCDOT_Sheets\T07-shr-detail04.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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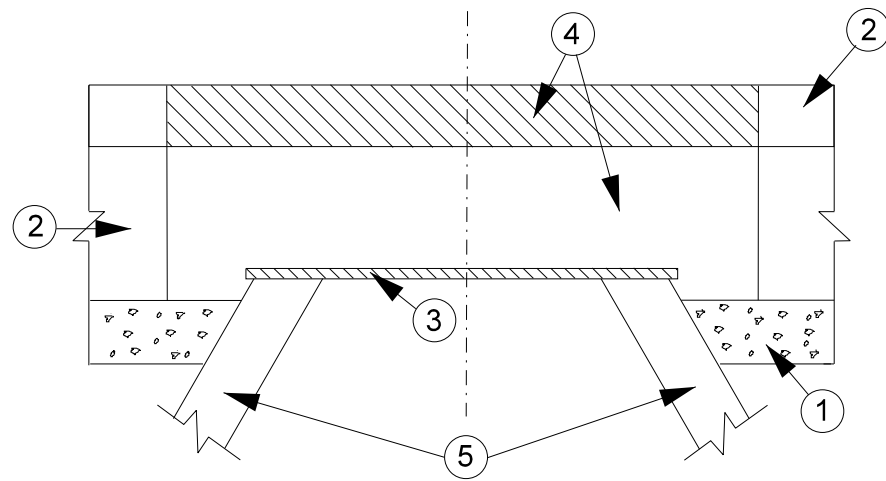
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

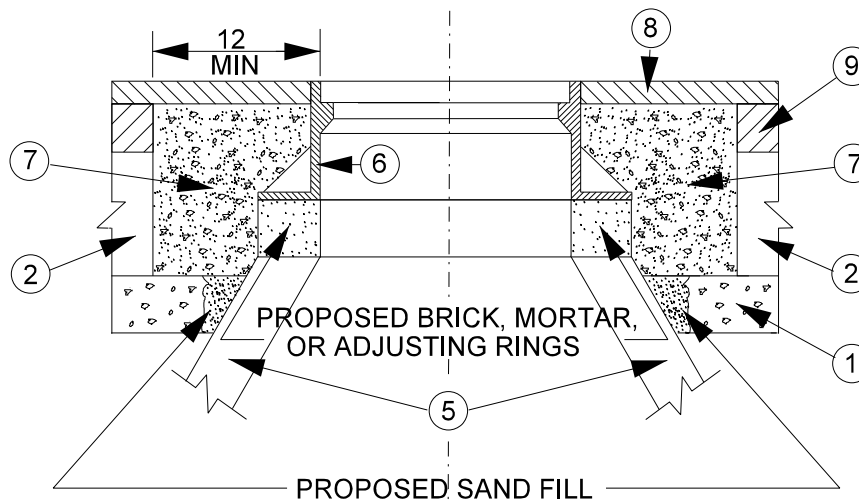
CCDOTH DETAIL
SURVEY MONUMENT

C-26

SCALE: SHEET 85 OF 195



STAGE 1 (BEFORE PAVEMENT MILLING)



STAGE 2 (AFTER PAVEMENT MILLING)

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

LEGEND

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

NOTES

1. THIS STANDARD CONFORMS TO THE IDOT BUREAU OF DESIGN SPECIFICATION FOR FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).
2. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE ITEM HAS BEEN PROVIDED.
3. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
4. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

CONSTRUCTION PROCEDURES:

STAGE 1 (BEFORE PAVEMENT MILLING)

- A) REMOVE A MINIMUM OF 12 INCHES OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1-½ INCH THICK BITUMINOUS MATERIAL APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	
SCALE: NONE DATE: 05/11/2004	DRAWN BY: BD600-03 (BD-8) CHECKED BY: 03/21/97 05/14/04

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	
R. WEIDEMAN	

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

REVISION	
DATE	COMMENT
01-27-12 - MK	REF: IDOT BD600-03 (BD-8)

MODEL: D:\p\16163304-00_Cook County Phase 2_DesignTask 07_W07 Demopster\DCN\CADD_Sheets\T07_sht-detail05.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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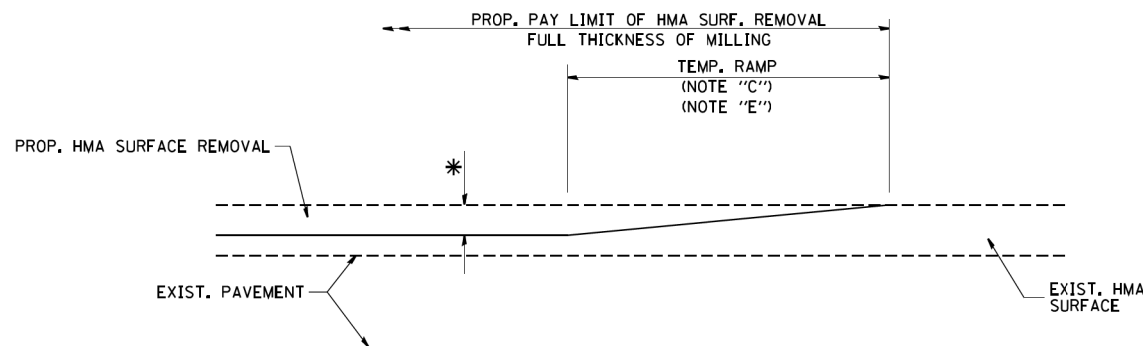
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
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REVISIONS	DATE

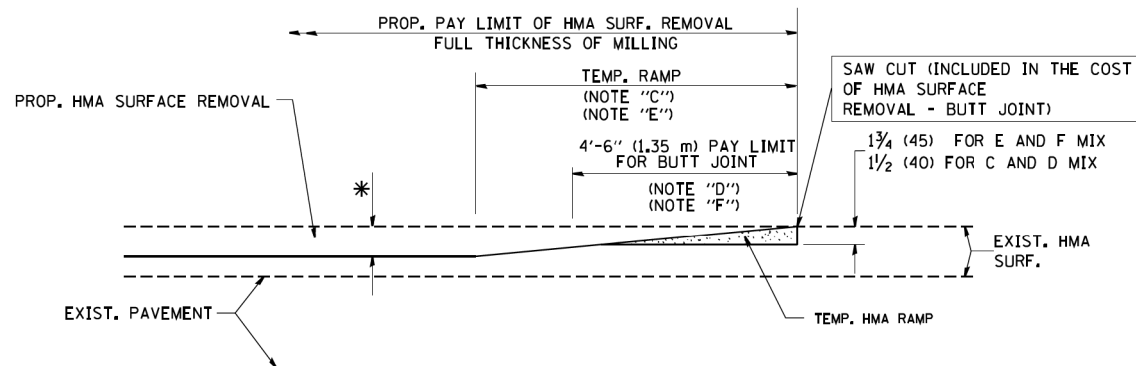
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
CCDOH DETAIL
FRAMES AND LIDS ADJUSTMENTS WITH MILLING

C-27
SCALE: SHEET 86 OF 195



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

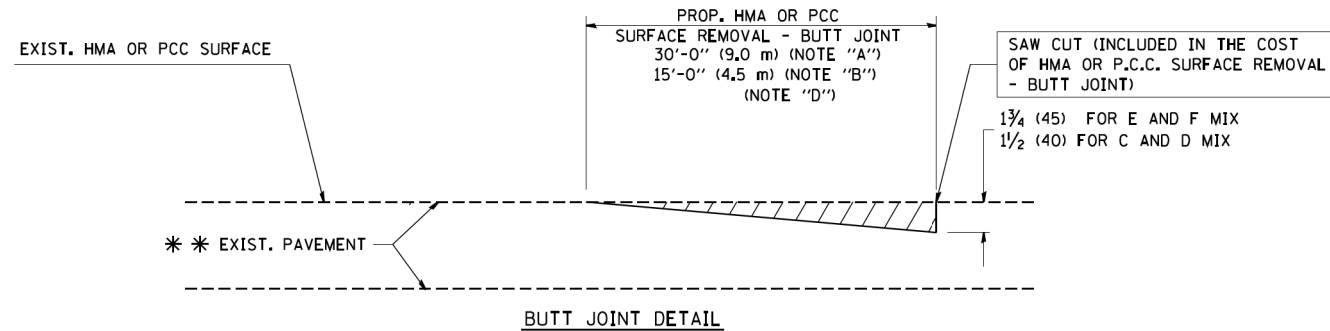
OPTION 1



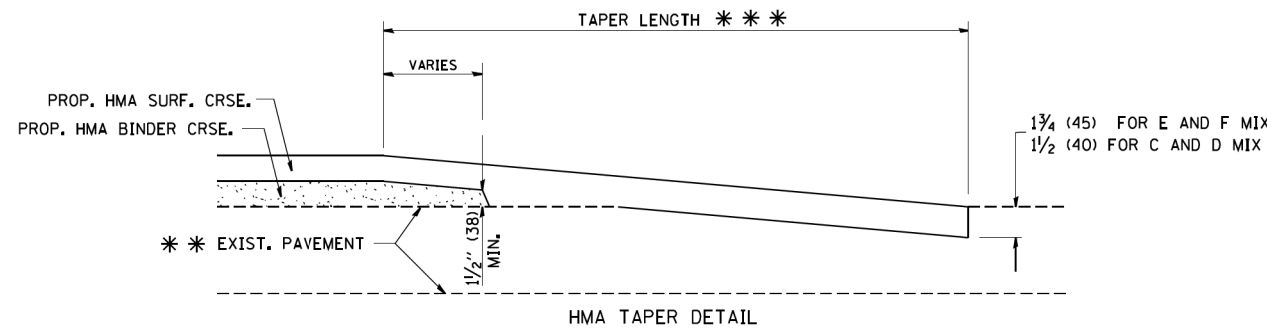
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER
FOR RESURFACING ONLY

*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

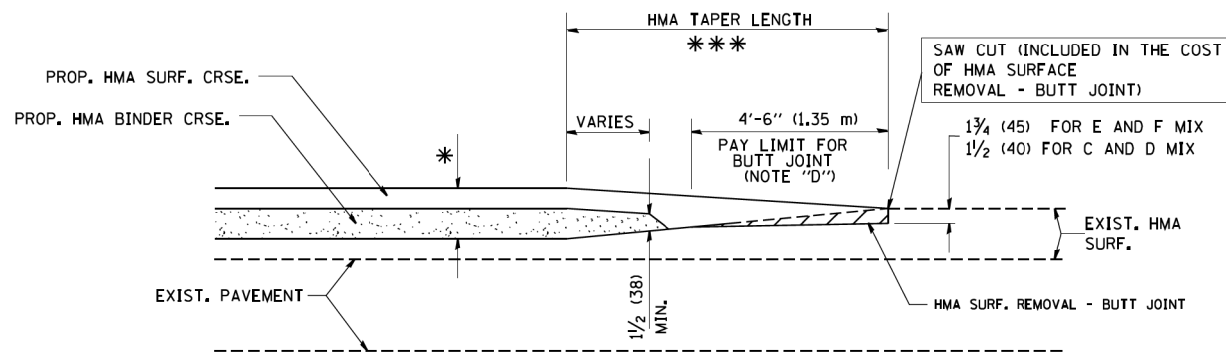
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - B: MINOR SIDE ROADS.
 - C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
 - D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
 - E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT".

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

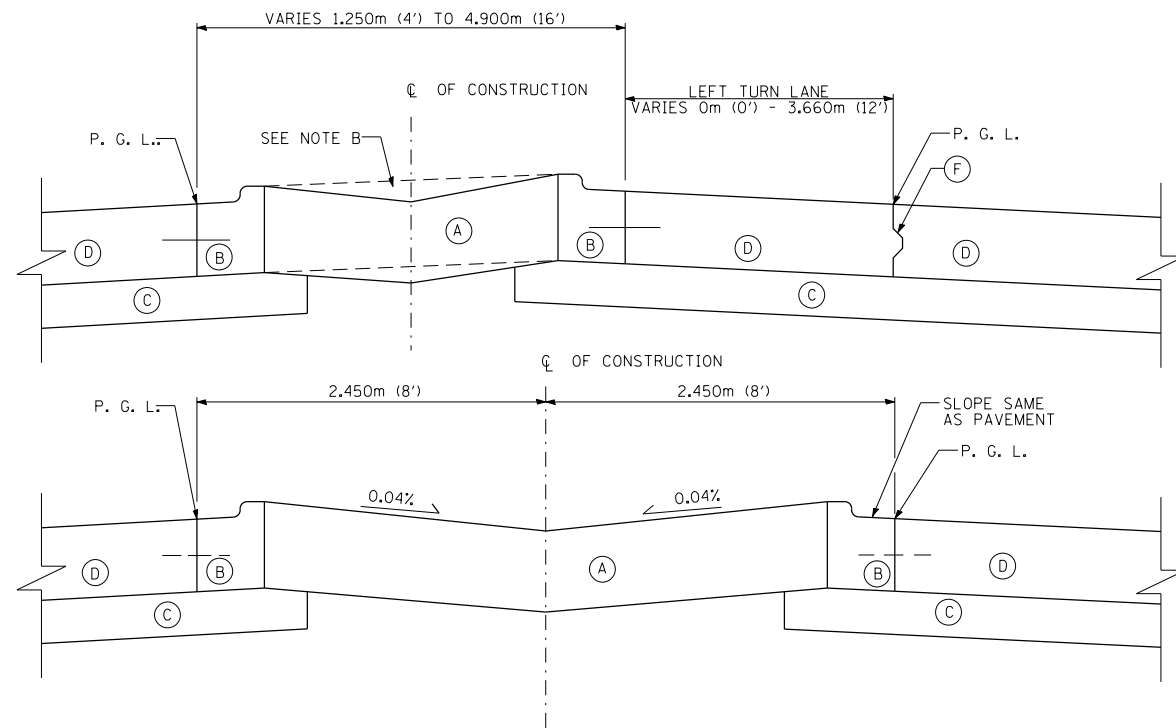


BUTT JOINT AND
HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER
FOR MILLING AND RESURFACING

MODEL: D:\p\h\... FILE NAME: P:\16163304-00... Cook County Phase 2 Design\Task 07 W07 Demoprepare\GNCADD_Sheets\T07-shr-detail06.dgn

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianob	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			BUTT JOINT AND HMA TAPER DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
PLOT SCALE = 50.0000' / IN.	DRAWN - A. ABBAS 03-21-97	CHECKED - M. GOMEZ 04-06-01	REVISED - M. GOMEZ 04-06-01							SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	BD400-05	BD32	CONTRACT NO.	
PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07	REVISED - R. BORO 01-01-07							WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD									
COUNTY HIGHWAY: A59 A64		FISCAL YEAR: 2019	COMPUTED: DRAWN: CHECKED:			DATE			IDOT DISTRICT 1 STANDARD BD-32			C-28							
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP		SECTION: 19-A5918-00-PV	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			SCALE: SHEET 87 OF 195							



NOTE B:

THE MEDIAN SURFACE SHALL BE A STRAIGHT LINE FROM TOP OF CURB TO TOP OF CURB.

- (A) HOT-MIX ASPHALT SHOULDERS, 305 (12)
- (B) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-5.30 (M-2.12)
- (C) AGGREGATE SUBGRADE 305 (12)
- (D) PORTLAND CEMENT CONCRETE PAVEMENT 255 (10)
- (F) CONSTRUCTION JOINT (FOR TYPE SEE PLANS)

GENERAL NOTES

EXPANSION JOINTS - Shall be of the type similar to that in the adjacent pavement except dowel bars will not be required.

CONTRACTION JOINTS - Shall be constructed and sealed in the same manner as the joints in the adjacent pavement, or shall be constructed with 20(3/4) preformed expansion joint filler conforming to full cross-section of the median. Dowel Bars are to be omitted in median joints.

Plan views of medians shown are typical. Median layout and radii shall be as shown on the plans.

Medians may vary in width as required on the plans, but regardless of any width variation shall be measured and paid for at the contract unit price per square foot for concrete median of the type specified.

NOTE:

ALL DIMENSIONS ARE MILLIMETERS (INCHES) EXCEPT AS NOTED

MODEL: D:\p16\16-3304-00_Cook County_Phase 2_Design\Task 07_W07 Demopster\DC\ADD_Sheets\T07_sht-detail07.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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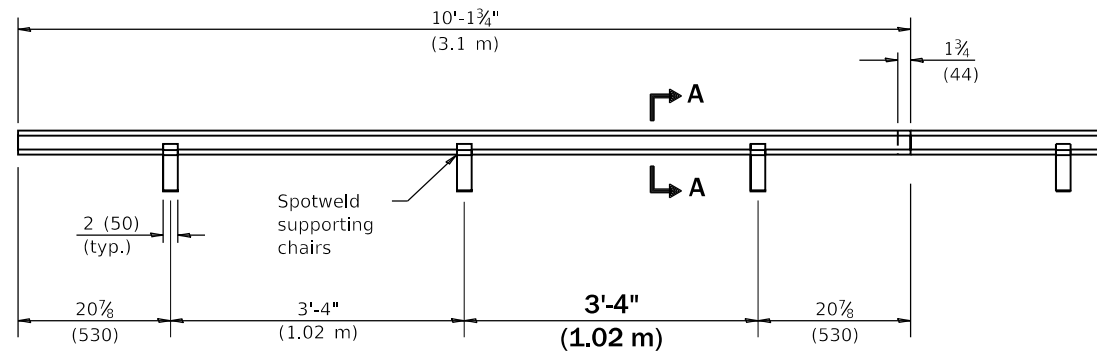
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

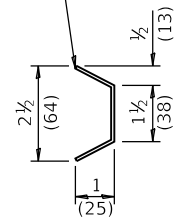
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
CCDOTH DETAIL
CONCRETE MEDIAN, TYPE M2.12 SUPPLEMENTAL TO IDOT STANDARD 606301

C-29
SCALE: SHEET 88 OF 195

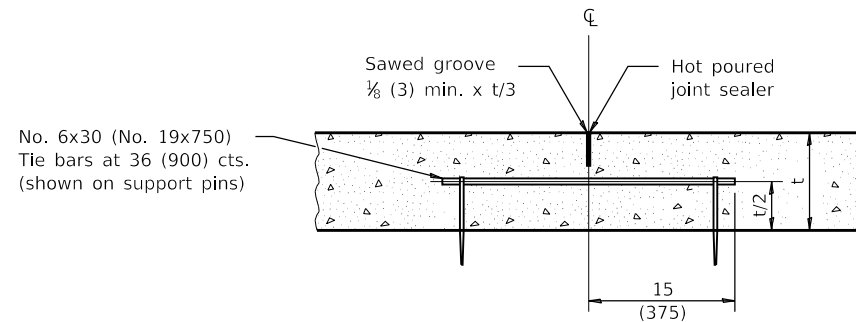


TYPE C METAL JOINT

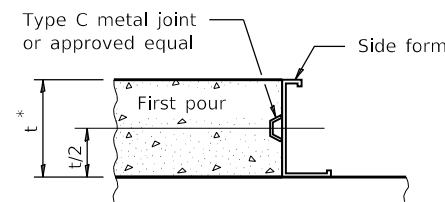
Sheet steel of suitable thickness to form keyway as detailed or approved equal.



SECTION A-A

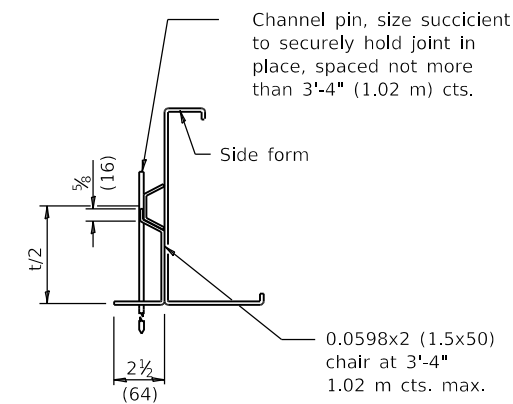


LONGITUDINAL SAWED JOINT

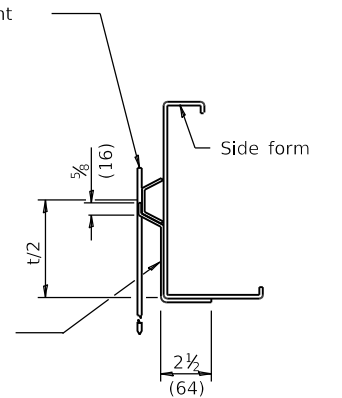


LONGITUDINAL KEYED JOINT

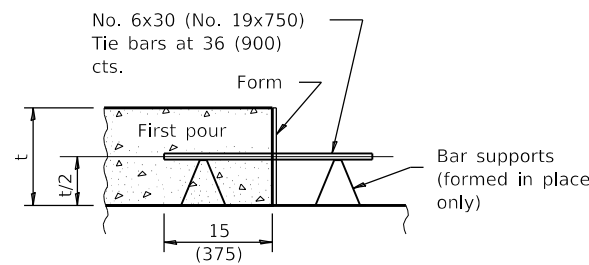
* 8 (203) min. pavement thickness for keyed joints.



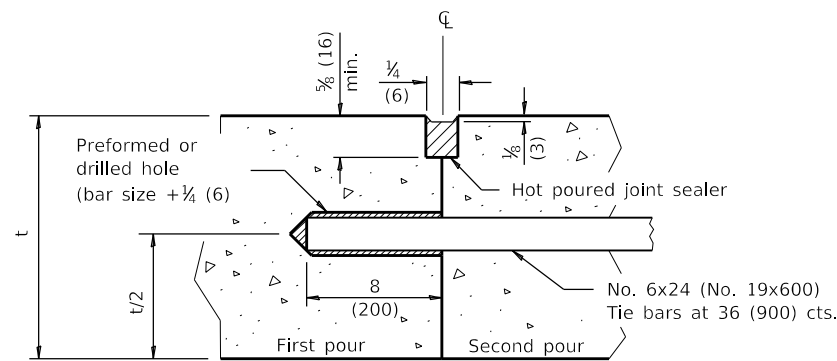
SUPPORTING CHAIR ALTERNATE



SUPPORTING CHAIR ALTERNATE



LONGITUDINAL CONSTRUCTION JOINT
(TIE BAR FORMED IN PLACE OR MECHANICALLY INSERTED)



LONGITUDINAL CONSTRUCTION JOINT
(TIE BAR GROUTED IN PLACE)

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

PAVEMENT JOINTS

(Sheet 1 of 2)

STANDARD 420001-09

MODEL: D:\p\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstred\CGN\CADD_Sheets\T07-shf-std01.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

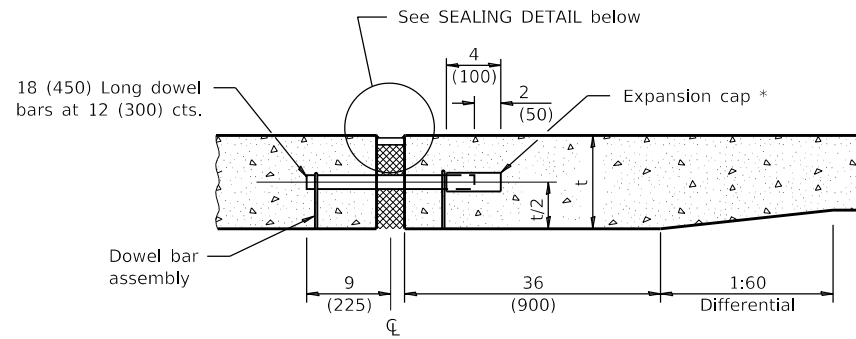
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
420001-09

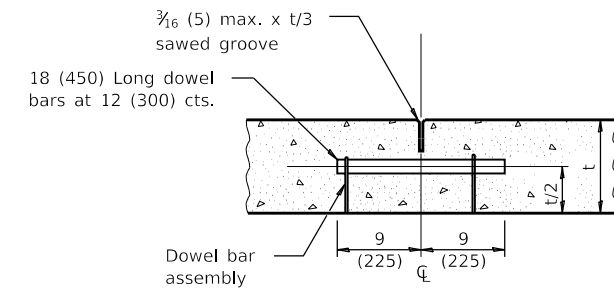
C-30

SCALE: SHEET 89 OF 195

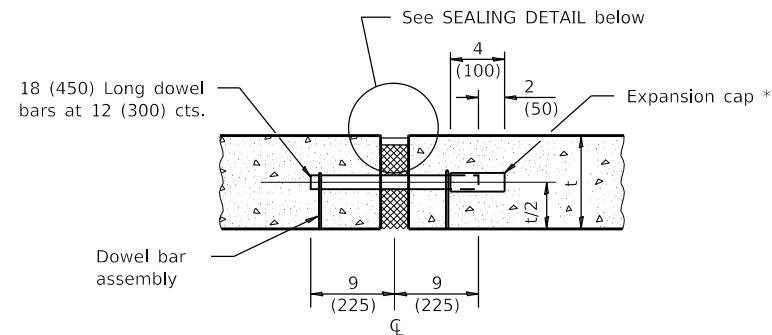


TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH UNEQUAL THICKNESS)

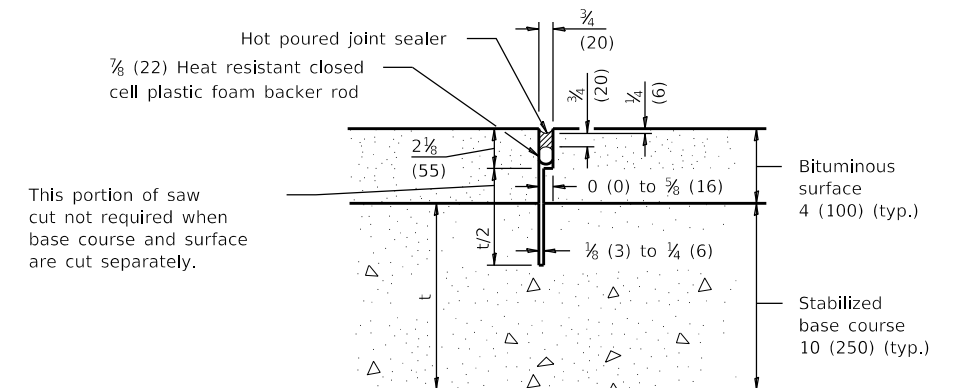
* Expansion caps shall be installed on the exposed end of each dowel bar once the header has been removed and the joint filler material has been installed.



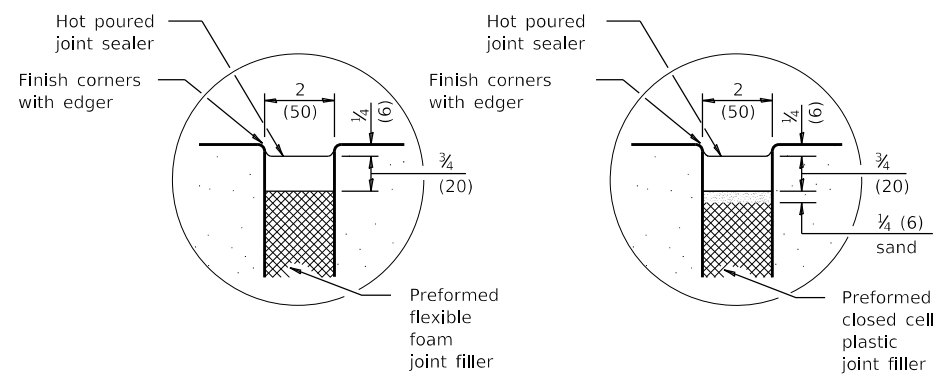
TRANSVERSE CONTRACTION JOINT



TRANSVERSE EXPANSION JOINT
(FOR PAVEMENTS WITH EQUAL THICKNESS)



TRANSVERSE CONTRACTION JOINT
(FOR CAM, CFA AND LFA BASE COURSE MIXTURES)



SEALING DETAIL

DOWEL BAR TABLE	
PAVEMENT THICKNESS	DOWEL BAR DIAMETER
10 (250) or greater	1 1/2 (38)
8 (200) thru 9.99 (249)	1 1/4 (32)
Less than 8 (200)	1 (25)

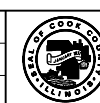
PAVEMENT JOINTS

(Sheet 2 of 2)

STANDARD 420001-09

MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DCN\CADD_Sheets\T071-sh-std02.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

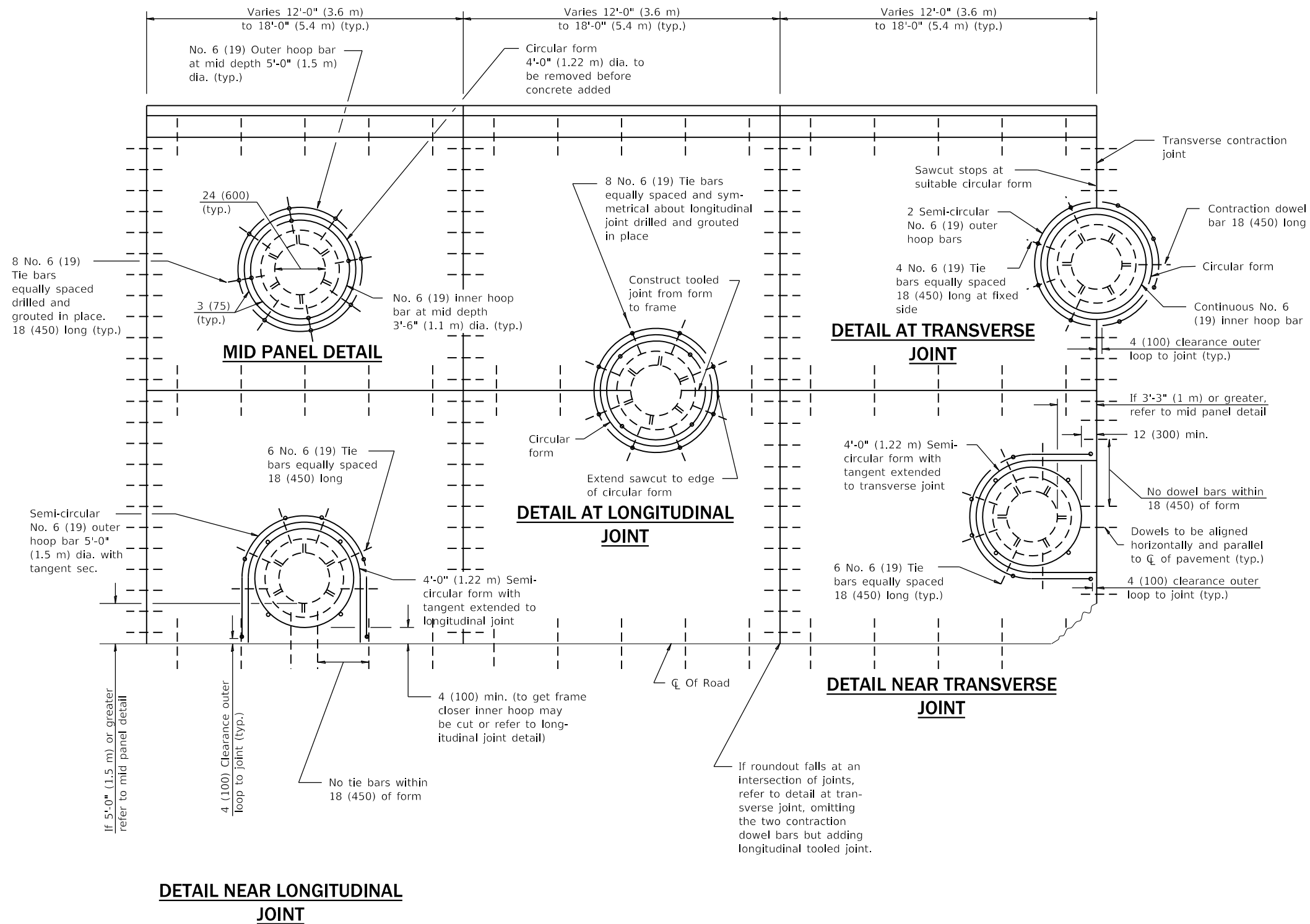
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
420001-09

C-31

SCALE: SHEET 90 OF 195



GENERAL NOTES

Transverse joints may be moved to accommodate roundout. Edge of circular joint shall be minimum 24 (600) from transverse joint. Relocated transverse joint shall be continuous from edge of pavement to edge of pavement.

The transverse joint spacing should be adjusted to use the DETAIL NEAR TRANSVERSE JOINT. If the joint cannot be adjusted to give the 12 (300) min. offset, use the DETAIL AT TRANSVERSE JOINT and ensure the joint is centered in the structure as shown.

Circular form shall be removed prior to drill and grout of tie bars.

Drill and grout is preferred, however tie bars can be poured in place if clearance is provided to outer edge of frame. Maximum 2 (50) clearance.

Shims shall be used to adjust all frames. After adjusting mortar has cured, the shims shall be removed and the voids under the frames filled with nonshrink grout.

Hoop reinforcement shall be one piece construction having a minimum lap length of 24 (600).

All situations not shown and may require combination of details.

WHEN USING CAST IN PLACE:
Frame shall be anchored to the structure to prevent movement during the paving operation.

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

PCC PAVEMENT ROUNDOUTS

(Sheet 1 of 2)

STANDARD 420111-04

MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstere\DCN\CADD_Sheets\T071-shr-std03.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

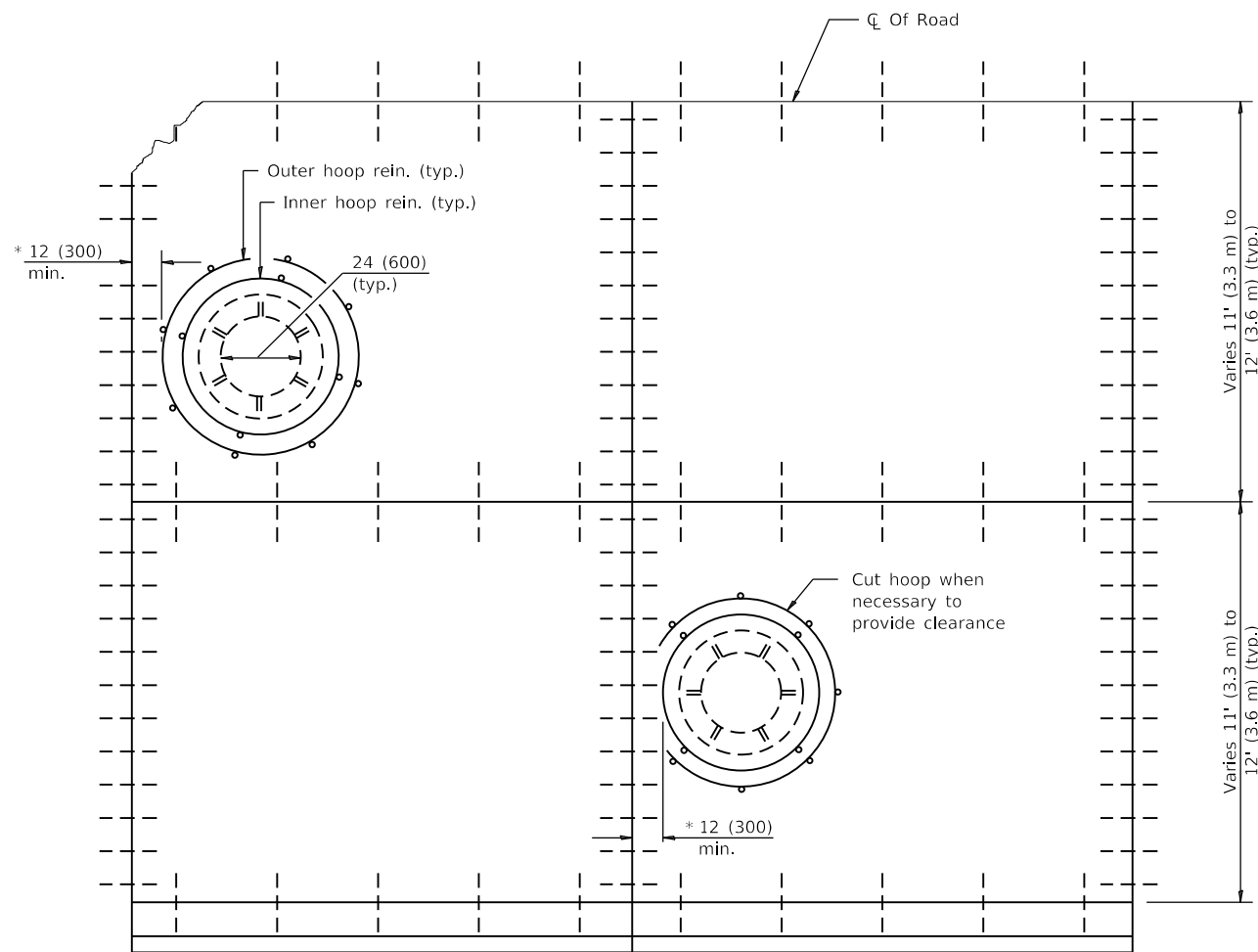
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
420111-04

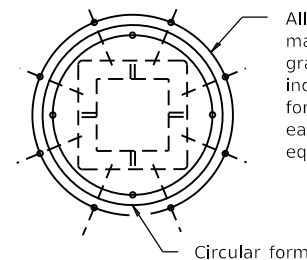
C-32

SCALE: SHEET 91 OF 195

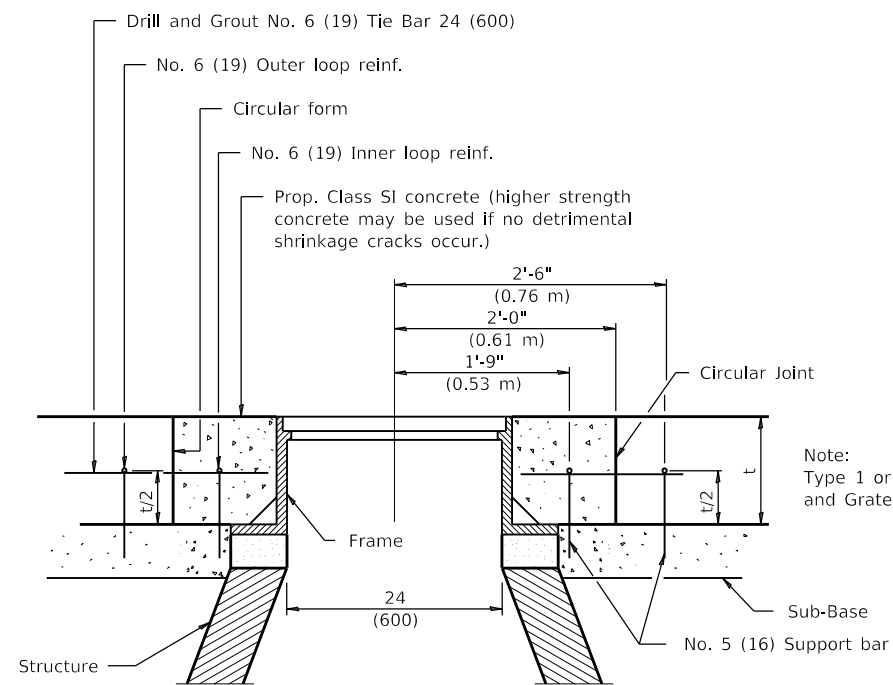
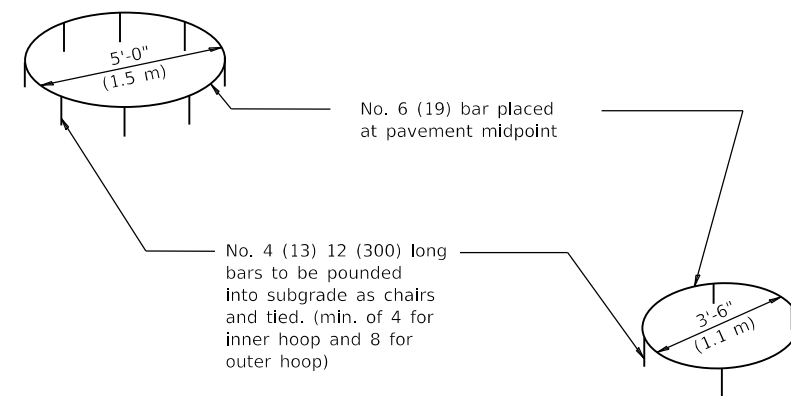


* Less than 12 (300) formed roundout to be used.

CAST IN PLACE DETAIL



ROUNDOUT FOR SQUARE FRAME & GRATE AND MANHOLES



DETAIL OF REINFORCEMENT FOR PAVEMENT ROUNDOUT

PCC PAVEMENT ROUNDOUTS

(Sheet 2 of 2)

STANDARD 420111-04

MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstred\CGN\CADD_Sheets\T071-shr-std04.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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CHECKED:

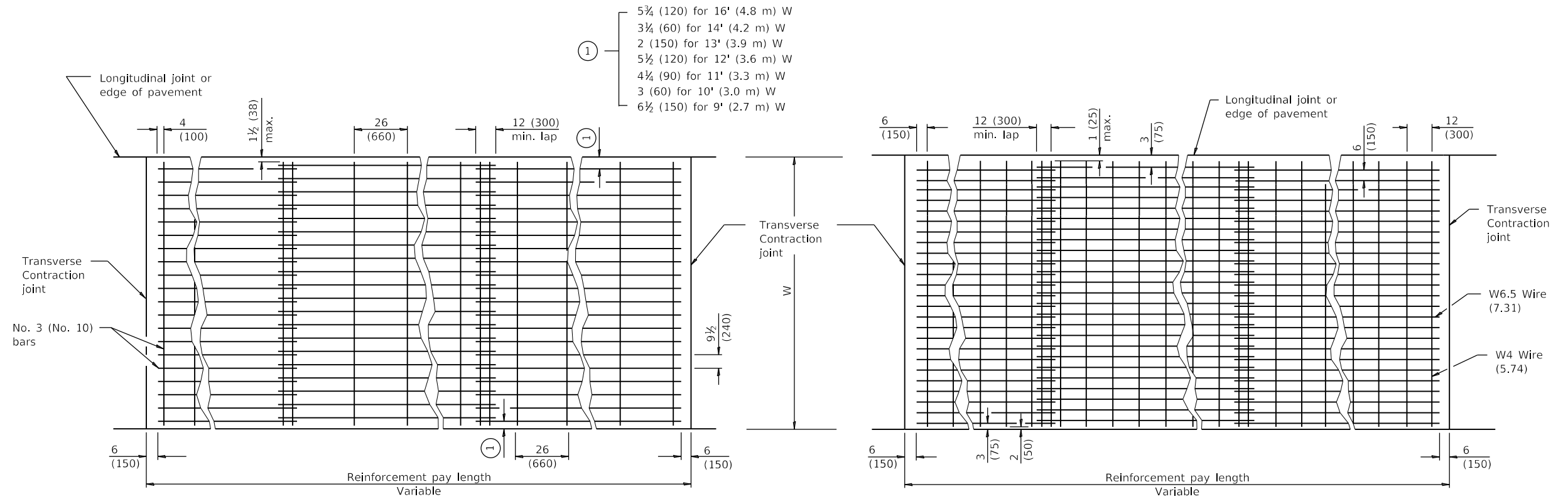
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
420111-04

C-33

SCALE: SHEET 92 OF 195



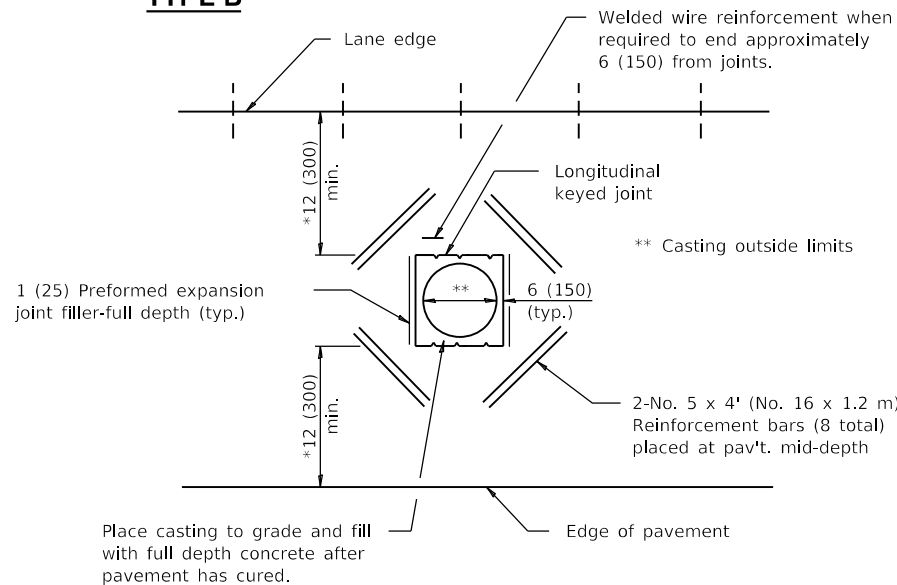
Approximately 63 lbs./100 sq. ft. (3.07 kg/m²)

When clipped bar mats are used, each bar intersection shall be clipped with W1.7 (3.74) wire.

Approximately 63 lbs./100 sq. ft. (3.07 kg/m²)

* When the 12 (300) minimum cannot be achieved, the transverse joints shall be extended to either the longitudinal joint or edge of pavement.

TYPE B



DETAIL OF ADDED REINFORCEMENT FOR PAVEMENT BLOCK-OUTS

TYPE A

GENERAL NOTES

Pavement block-outs shall be at least 24 (600) from contraction joints.

Welded wire reinforcement which is lapped longitudinally shall have a minimum lap of 6 (150).

Welded wire reinforcement may be positioned with the transverse wires on top or bottom of the longitudinal wires.

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

PAVEMENT WELDED WIRE REINFORCEMENT

STANDARD 420701-03

MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstere\DCN\CADD_Sheets\T071-shr-std05.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV		



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

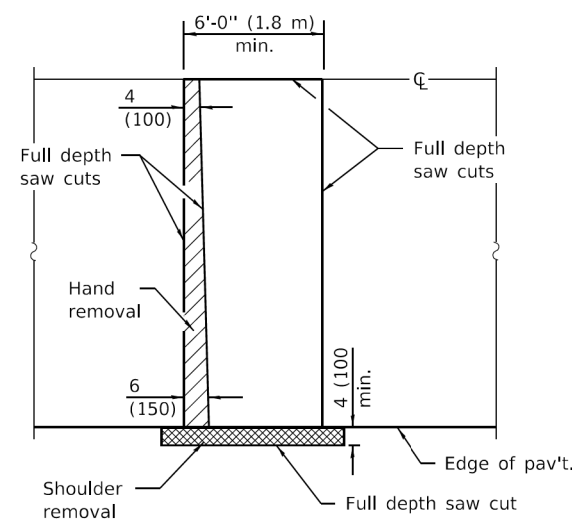
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
420701-03

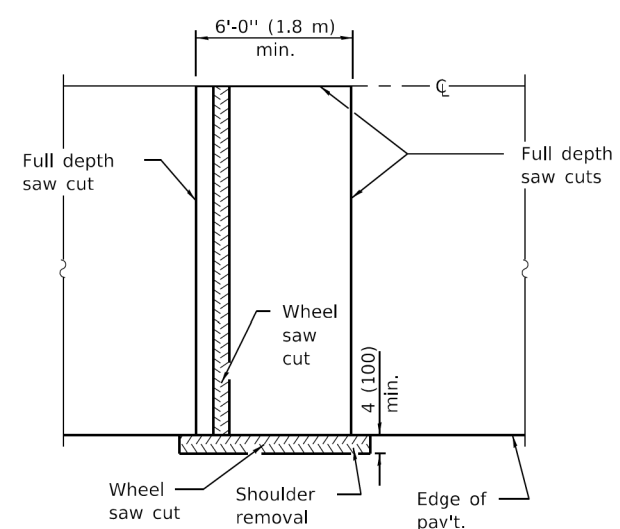
C-34

SCALE: SHEET 93 OF 195



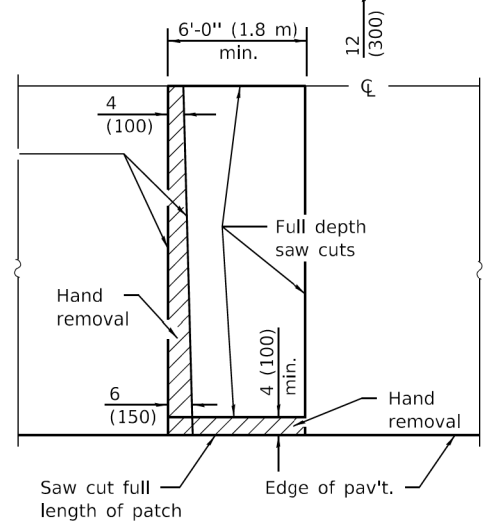
PAVEMENT SAWING DETAIL

(HMA SHOULDER)



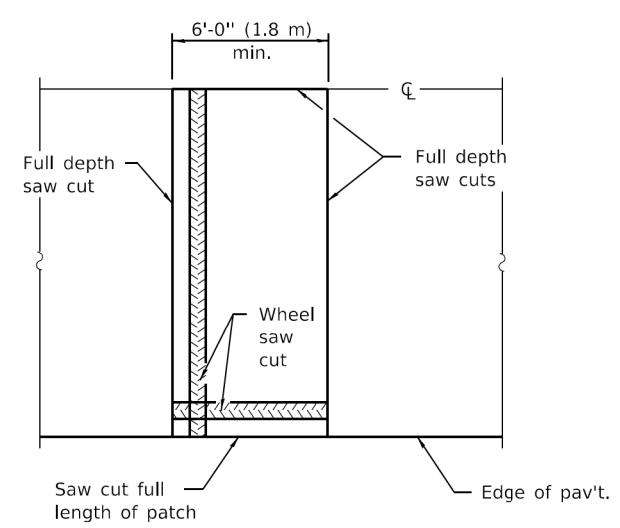
ALTERNATE SAWING DETAIL

(HMA SHOULDER)



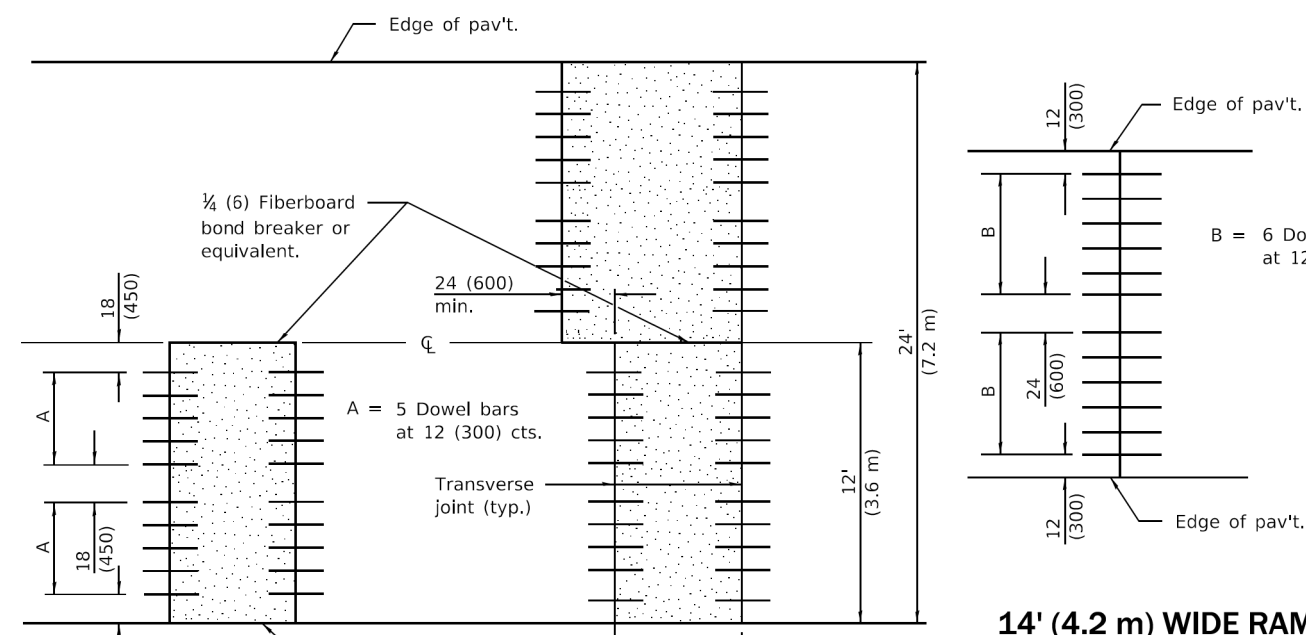
PAVEMENT SAWING DETAIL

(PCC SHOULDER)

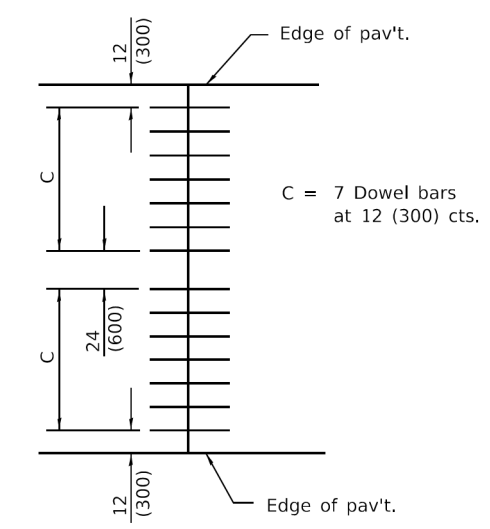


ALTERNATE SAWING DETAIL

(PCC SHOULDER)

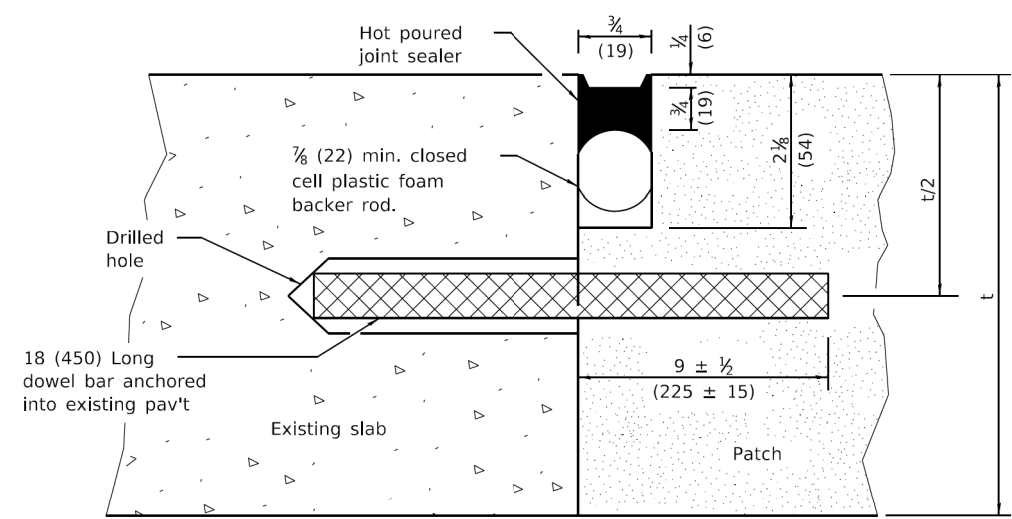


14' (4.2 m) WIDE RAMP

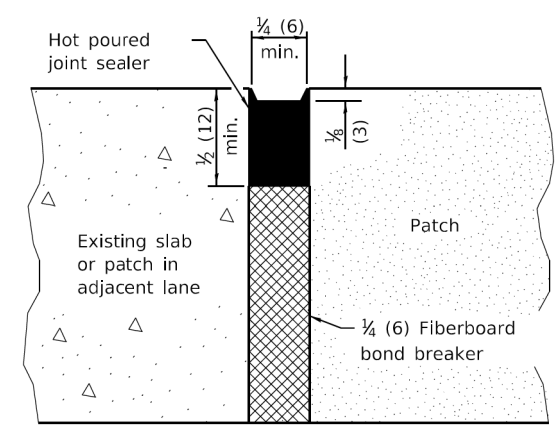


16' (4.8 m) WIDE RAMP

12' (3.6 m) WIDE LANES



TRANSVERSE JOINT



CENTERLINE JOINT

DOWEL BAR TABLE		
PAVEMENT THICKNESS	DOWEL BAR DIAMETER	HOLE DIAMETER
10 (250) or greater	1 1/2 (38)	1 3/8 (41)
8 (200) thru 9.99 (249)	1 1/4 (32)	1 3/8 (35)
Less than 8 (200)	1 (25)	1 1/8 (29)

GENERAL NOTES

The transverse joints for Class B patches shall align with joints or cracks in the adjacent lane whenever possible.

See Standard 420701 for details of welded wire reinforcement.

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

DATE	REVISIONS
1-1-19	Revised reference to Standard 420701 in General Notes.
1-1-18	Revised DOWEL BAR TABLE.

CLASS B PATCHES

(Sheet 1 of 2)

STANDARD 442101-09

Illinois Department of Transportation

PASSED January 1, 2019
Michael Bond
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
John E. ...
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

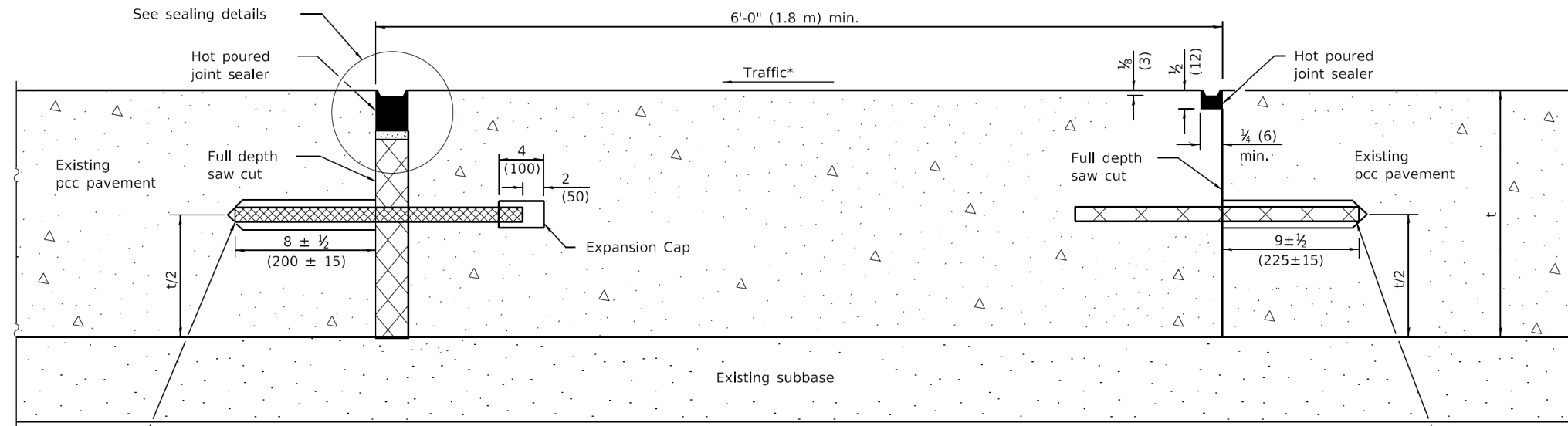
IDOT STANDARD
 442101-09

C-35

SCALE: SHEET 94 OF 195

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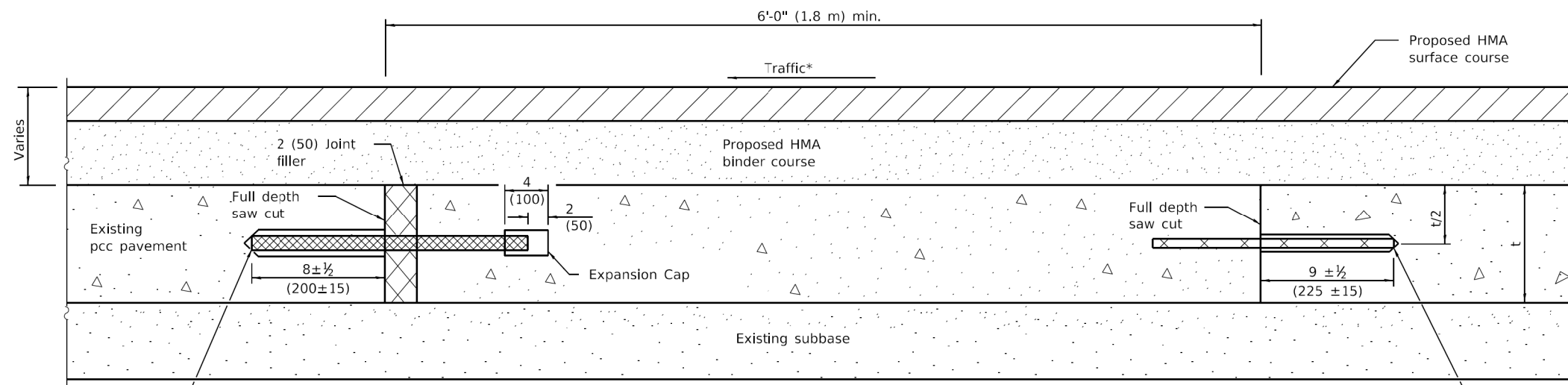
TRANSVERSE EXPANSION JOINTS



18 (450) Long dowel bars anchored into existing pavement at 12 (300) cts.

METHOD I
(Without Resurfacing)

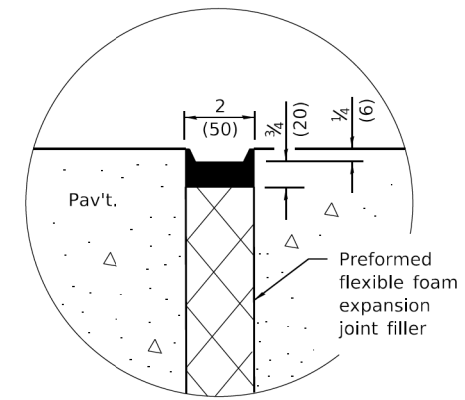
No. 10x18 (No. 32x450) Tie bars anchored into existing pavement at 12 (300) cts.



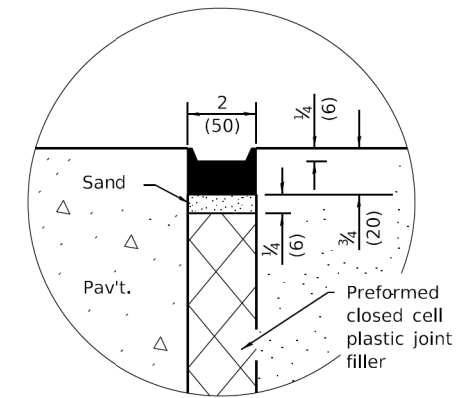
18 (450) Long dowel bars anchored into existing pavement at 12 (300) cts.

METHOD II
(With Resurfacing)

No. 10x18 (No. 32x450) Tie bars anchored into existing pavement at 12 (300) cts.



SEALING DETAIL



SEALING DETAIL

NOTE

* When re-establishing a transverse expansion joint on a two-lane, two-way road, reverse the orientation of the dowel bars with respect to traffic for one of the patches such that the joint will be continuous across both lanes.

CLASS B PATCHES

(Sheet 2 of 2)

STANDARD 442101-09

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
442101-09

C-36

SCALE: SHEET 95 OF 195

MODEL: D:\p16\16163304-00_Cook County Phase 3 Design\Task 07_W07_Dempster\DC\ADD_Sheets\T071-sh1-ctb07.dgn

Illinois Department of Transportation

PASSED January 1, 2019
Michael Bond
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
John E. ...
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-19/7

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64

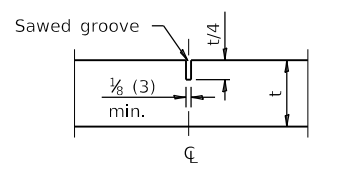
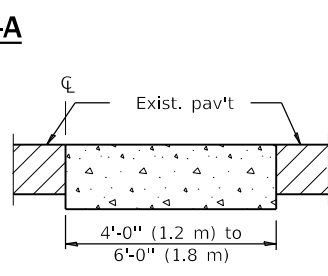
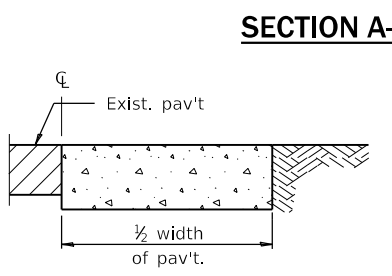
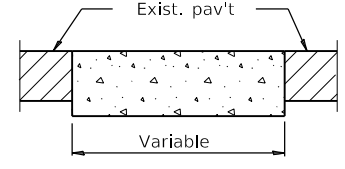
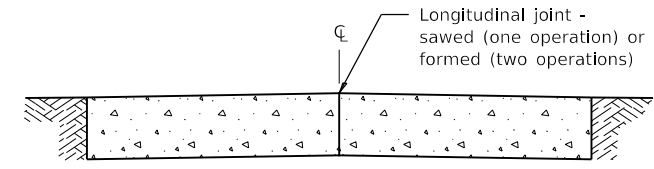
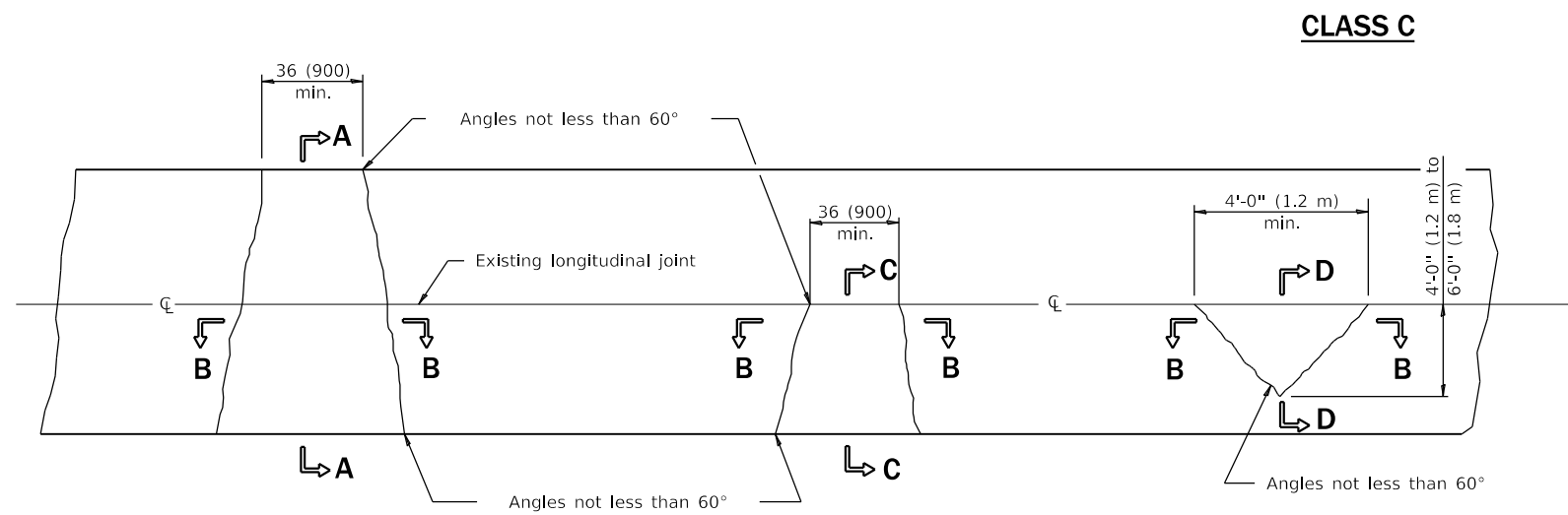
FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV

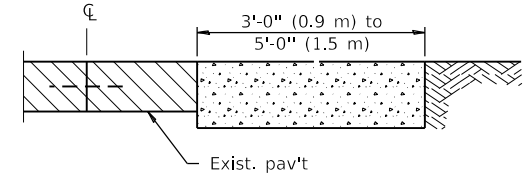
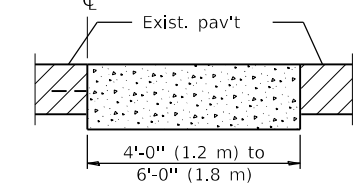
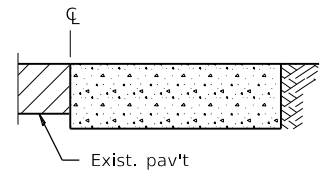
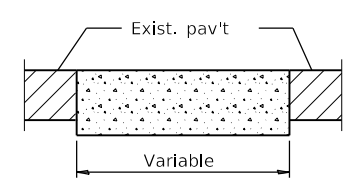
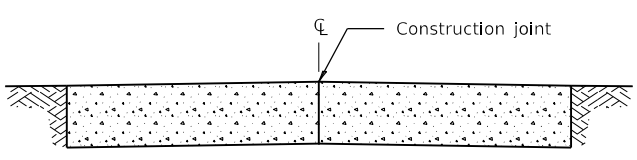
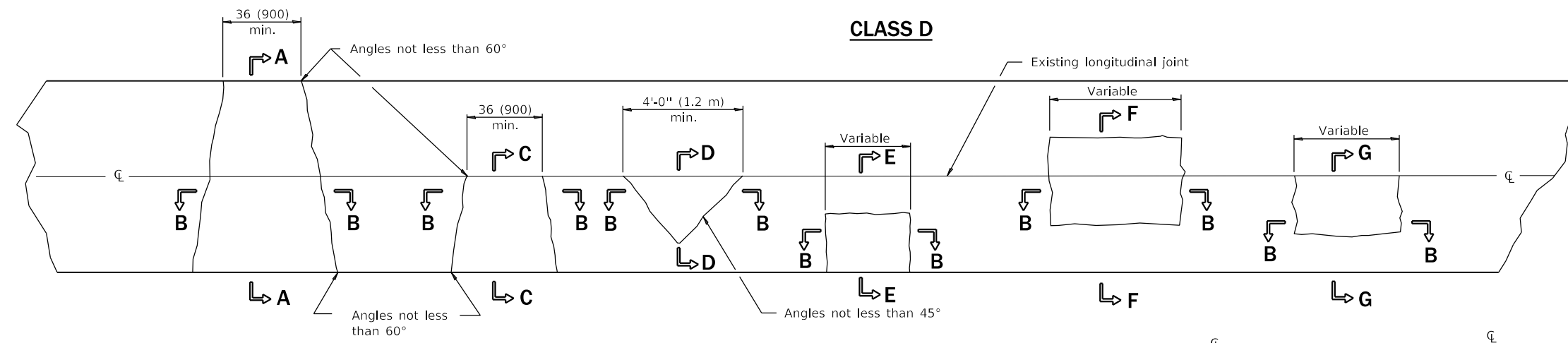


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
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Note:
Longitudinal joints shall be as detailed on Standard 420001, except tie bars are not required for patches 20'-0" (6.0 m) or less in length.



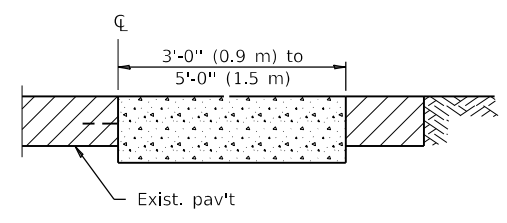
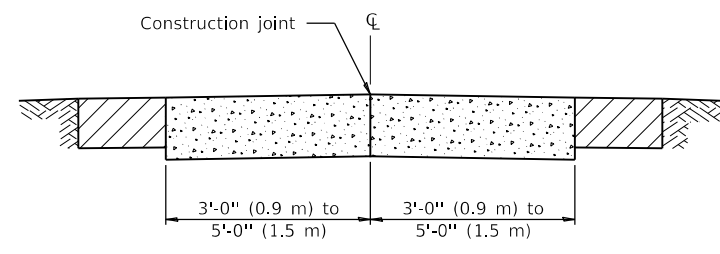
SECTION A-A
(Built in two operations)

SECTION B-B

SECTION C-C

SECTION D-D

SECTION E-E



SECTION F-F
(Built in two operations)

SECTION G-G

GENERAL NOTES
Existing tie bars shall be either cut or removed. Marginal bars shall be cut.
All dimensions are in inches (millimeters) unless otherwise shown.

CLASS C and D PATCHES
STANDARD 442201-03

MODEL: D:\p\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstere\DCN\CADD_Sheets\T071-shf-std08.dgn

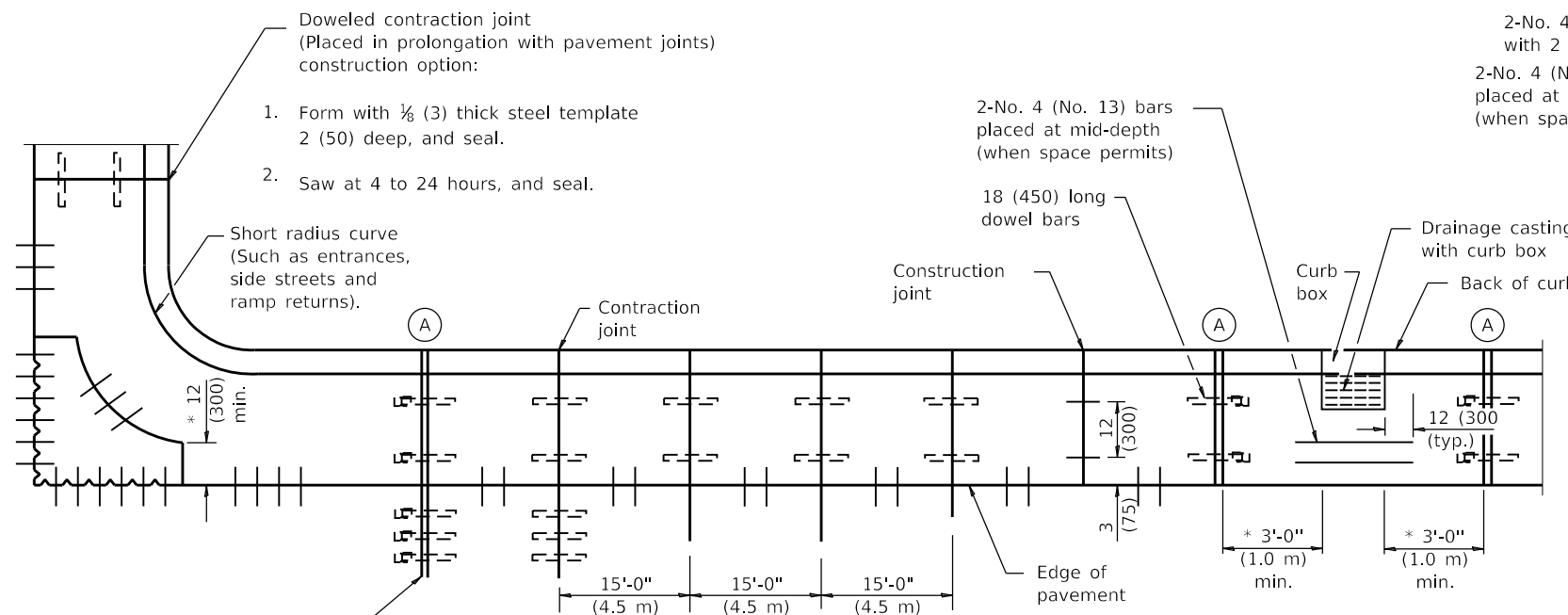
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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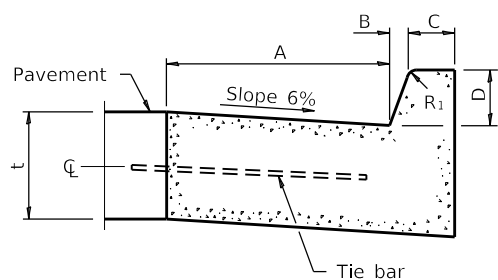
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD 442201-03



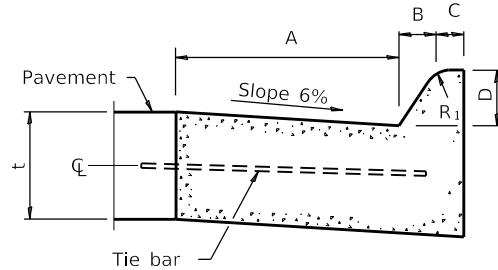
PLAN
ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE



BARRIER CURB

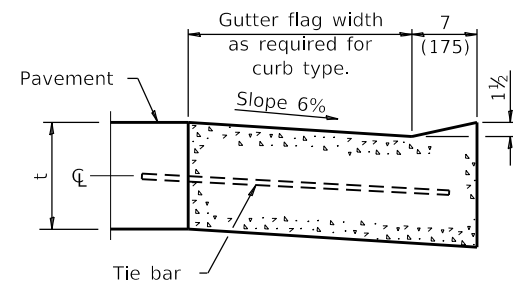
TABLE OF DIMENSIONS BARRIER CURB					
TYPE	A	B	C	D	R ₁
B-6.06 *	6	1	6	6	1
(B-15.15)	(150)	(25)	(150)	(150)	(25)
B-6.12	12	1	6	6	1
(B-15.3)	(300)	(25)	(150)	(150)	(25)
B-6.18	18	1	6	6	1
(B-15.45)	(450)	(25)	(150)	(150)	(25)
B-6.24	24	1	6	6	1
(B-15.60)	(600)	(25)	(150)	(150)	(25)
B-9.12	12	2	5	9	1
(B-22.30)	(300)	(50)	(125)	(225)	(25)
B-9.18	18	2	5	9	1
(B-22.45)	(450)	(50)	(125)	(225)	(25)
B-9.24	24	2	5	9	1
(B-22.60)	(600)	(50)	(125)	(225)	(25)

* For corner islands only.

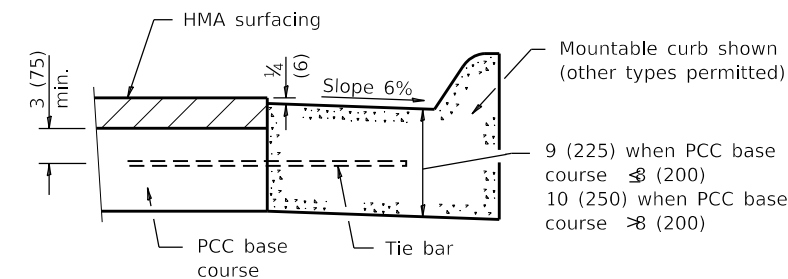


MOUNTABLE CURB

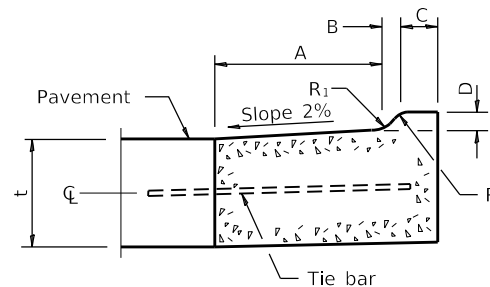
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M-4.06	6	4	3	4	3	NA
(M-10.15)	(150)	(100)	(75)	(100)	(75)	NA
M-4.12	12	4	3	4	3	NA
(M-10.30)	(300)	(100)	(75)	(100)	(75)	NA
M-4.18	18	4	3	4	3	NA
(M-10.45)	(450)	(100)	(75)	(100)	(75)	NA
M-4.24	24	4	3	4	3	NA
(M-10.60)	(600)	(100)	(75)	(100)	(75)	NA
M-6.06	6	6	2	6	2	NA
(M-15.15)	(150)	(150)	(50)	(150)	(50)	NA
M-6.12	12	6	2	6	2	NA
(M-15.30)	(300)	(150)	(50)	(150)	(50)	NA
M-6.18	18	6	2	6	2	NA
(M-15.45)	(450)	(150)	(50)	(150)	(50)	NA
M-6.24	24	6	2	6	2	NA
(M-15.60)	(600)	(150)	(50)	(150)	(50)	NA



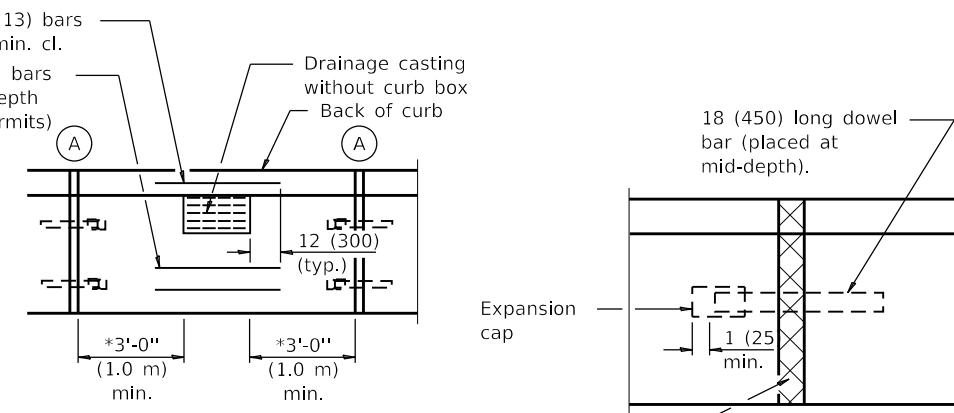
DEPRESSED CURB (TYPICAL)



ADJACENT TO PCC BASE COURSE WITH HMA SURFACING

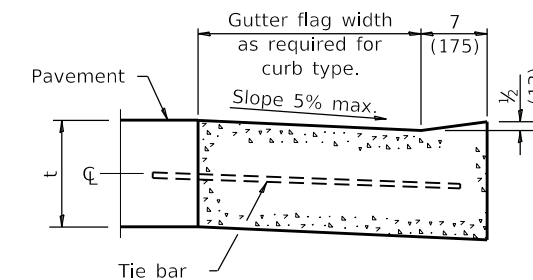


M-2.06 (M-5.15) and M-2.12 (M-5.30)



DETAIL A
EXPANSION JOINT

Full depth & width 1 (25) - thick (min.) preformed expansion joint filler.



DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED

GENERAL NOTES

The bottom slope of combination curb and gutter constructed adjacent to pcc pavement shall be the same slope as the subbase or 6% when subbase is omitted.

t = Thickness of pavement.

Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 420001.

A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.

The dowel bars shown in contraction joints will only be required for monolithic construction.

See Standard 606301 for details of corner islands.

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

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 1 of 2)

STANDARD 606001-07

MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstent\DCN\CADD_Sheets\T07-shr-std09.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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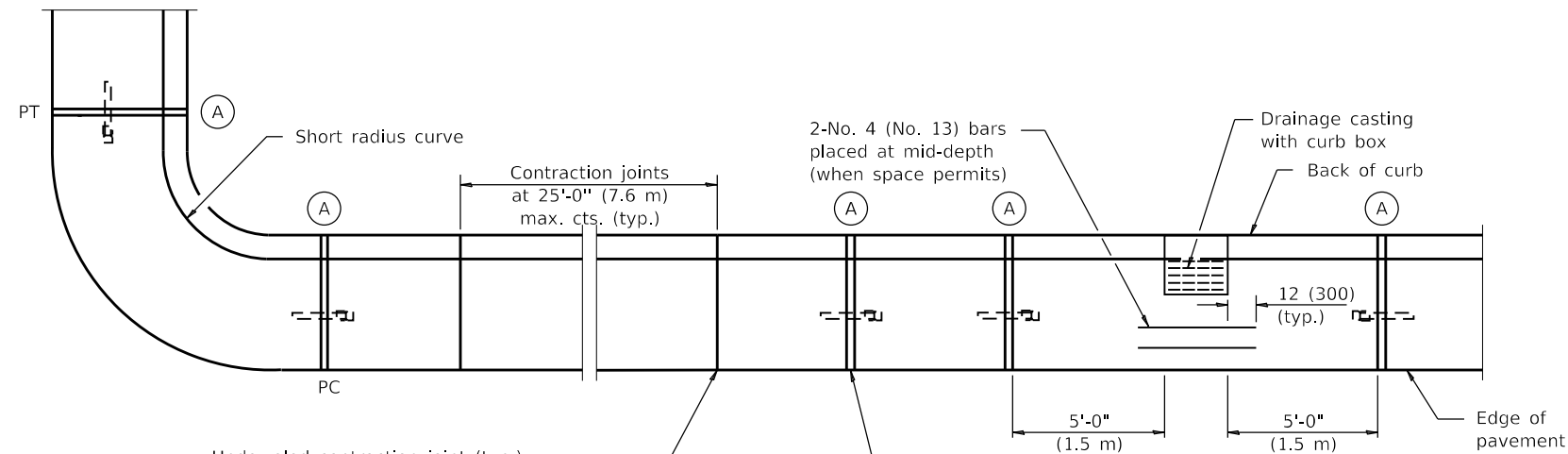
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

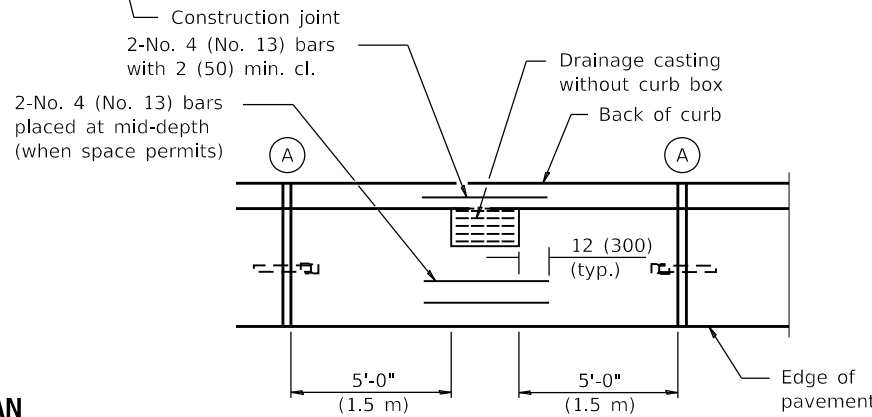
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD 606001-07

C-38
SCALE: SHEET 97 OF 195

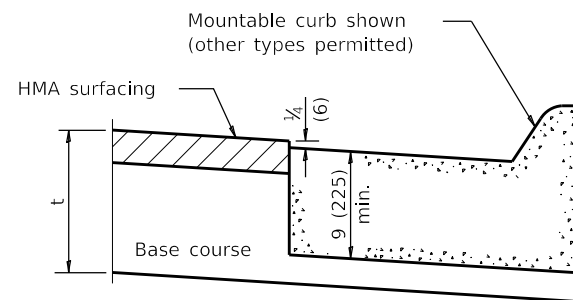


Undoweled contraction joint (typ.) construction options:

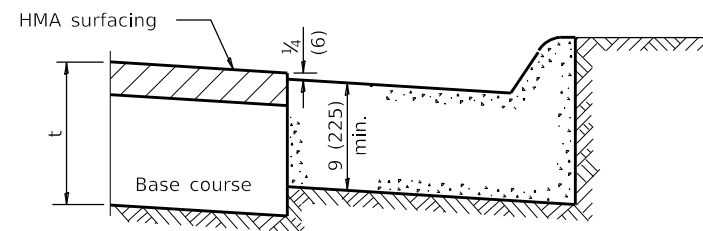
1. Form with $\frac{1}{8}$ (3) thick steel template 2 (50) deep, and seal.
2. Saw 2 (50) deep at 4 to 24 hours, and seal.
3. Insert $\frac{3}{4}$ (20) thick preformed joint filler full depth and width.



PLAN

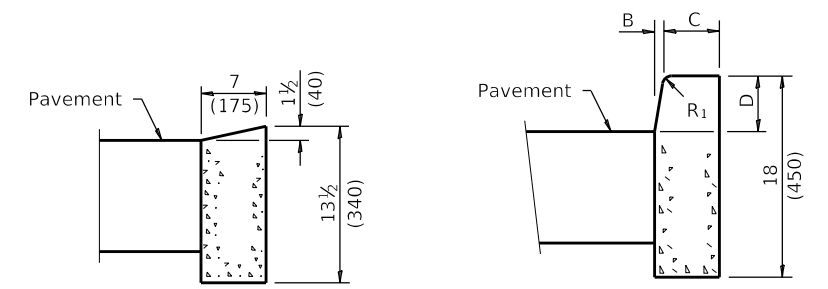


ON DISTURBED SUBGRADE



ON UNDISTURBED SUBGRADE

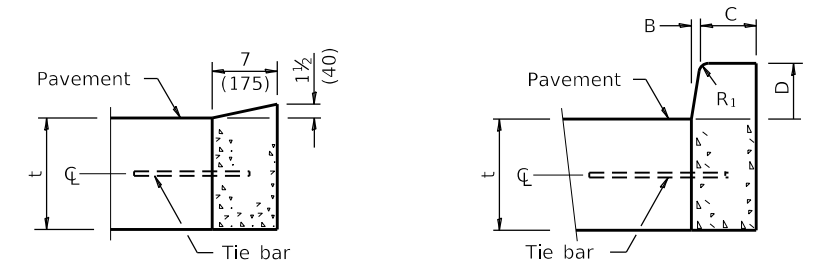
ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO FLEXIBLE PAVEMENT



DEPRESSED CURB

BARRIER CURB

ADJACENT TO PCC PAVEMENT OR PCC BASE COURSE

CONCRETE CURB TYPE B

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

(Sheet 2 of 2)

STANDARD 606001-07

MODEL: D:\dgn\... FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\CA\ADD_Sheets\T07L-shr-std10.dgn

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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

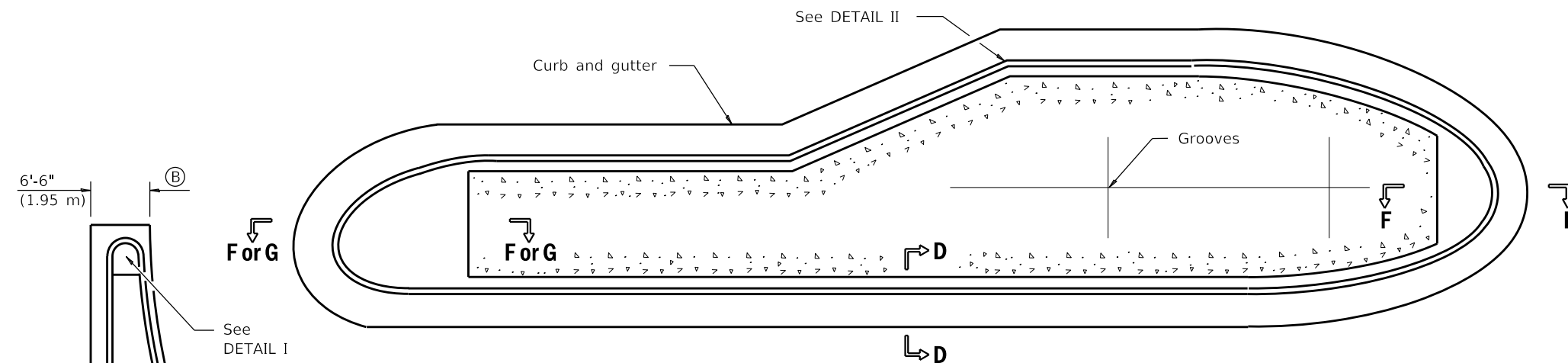
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

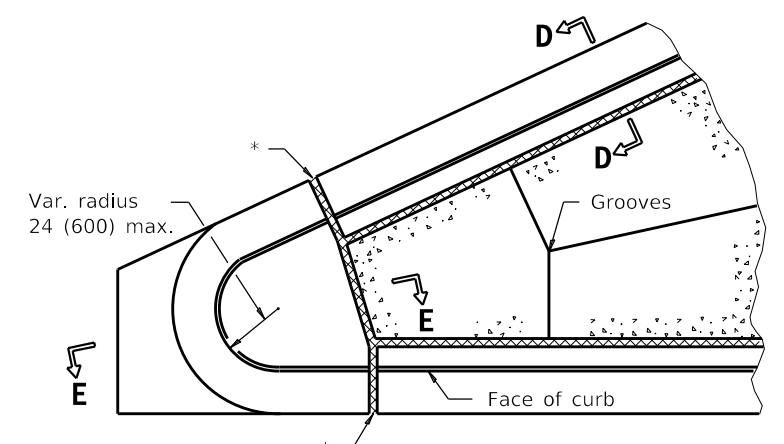
IDOT STANDARD
606001-07

C-39

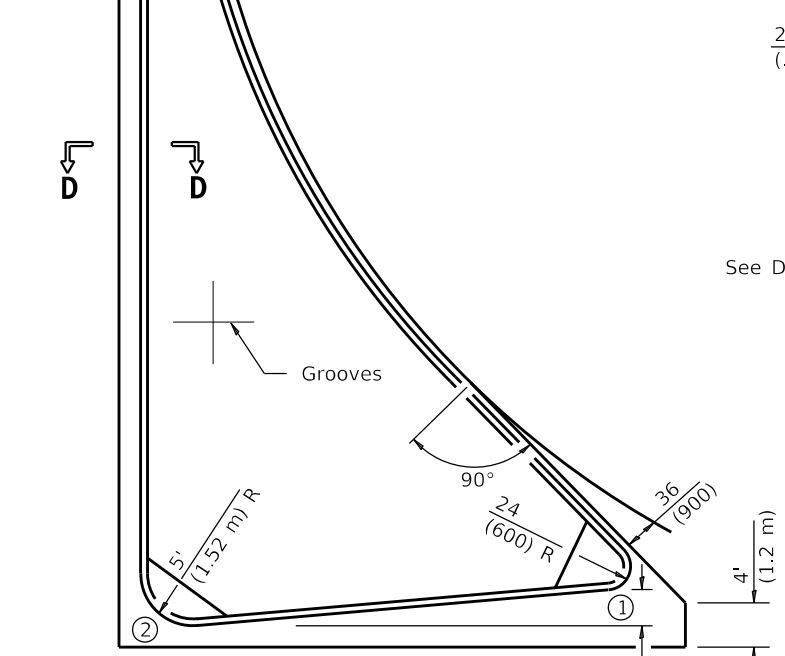
SCALE: SHEET 98 OF 195



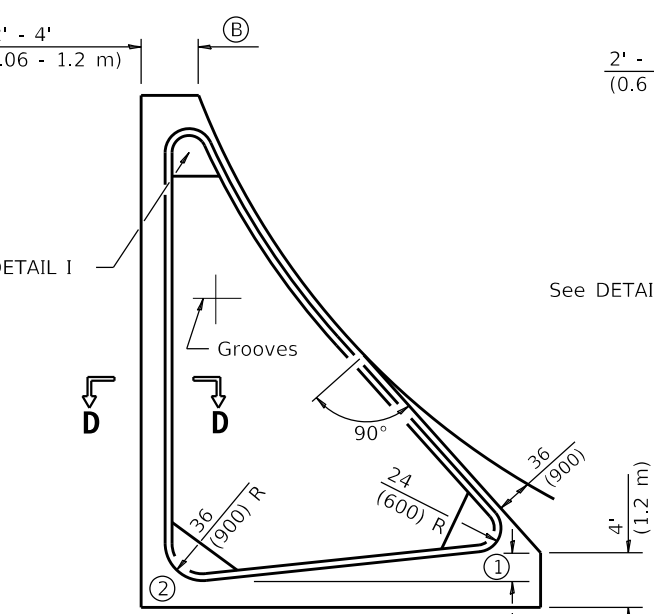
TYPICAL PLAN OF MEDIAN ISLAND
(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



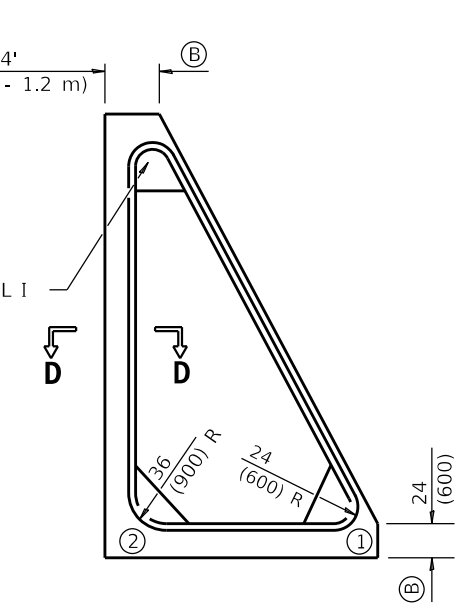
DETAIL I



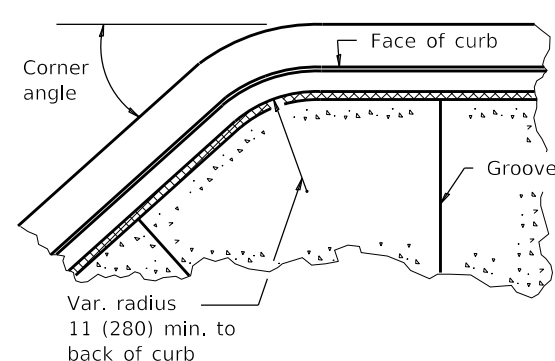
36 (900) Offset for urban conditions
LARGE ISLAND
(FREE FLOW DESIGN)



24 (600) Offset for urban conditions
INTERMEDIATE ISLAND
(FOR RIGHT TURN LANE DESIGN)

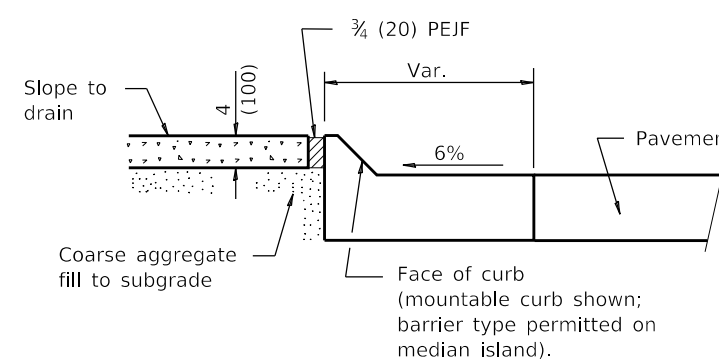


SMALL ISLAND

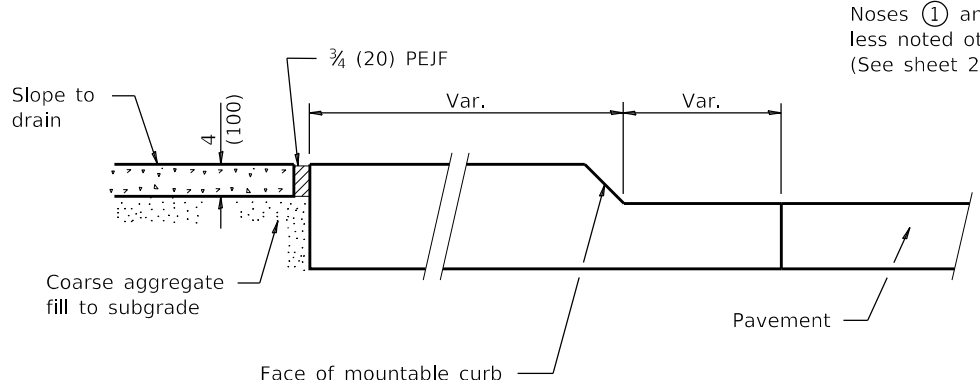


DETAIL II
Typical detail when corner angle is less than 90° and for other corners with radius greater than 24 (600).

TYPICAL PLANS OF CORNER ISLANDS
(SEE SHEET 2 FOR DETAILS OF RAMPED NOSES)



SECTION D-D



SECTION E-E

NOTE:
The blockouts (B) for the islands shall be extended so that the termination will line up with proposed or existing pavement joint.

Noses (1) and (2) shall be ramped unless noted otherwise on the plans. (See sheet 2 for length)

GENERAL NOTES

- PEJF = Preformed expansion joint filler.
- Median layout and radii shall be as shown on the plans.
- Keyed longitudinal construction joints shall be constructed without tie bars.
- See Standard 420001 and 606001 for details not shown.
- * 3/4 (20) PEJF conforming to the full cross section of the curb, gutter and median surface.
- X = PCC base course plus HMA thickness.
- t = Pavement or pcc base course thickness.
- All dimensions are in inches (millimeters) unless otherwise shown.

PC CONCRETE ISLANDS AND MEDIANS

(Sheet 1 of 2)

STANDARD 606301-04

MODEL: Default; FILE NAME: P:\1616\3304-00_Cook County Phase 2 Design\Task 07_W07 Demopstere\DCN\CADD_Sheets\T07_sht-std11.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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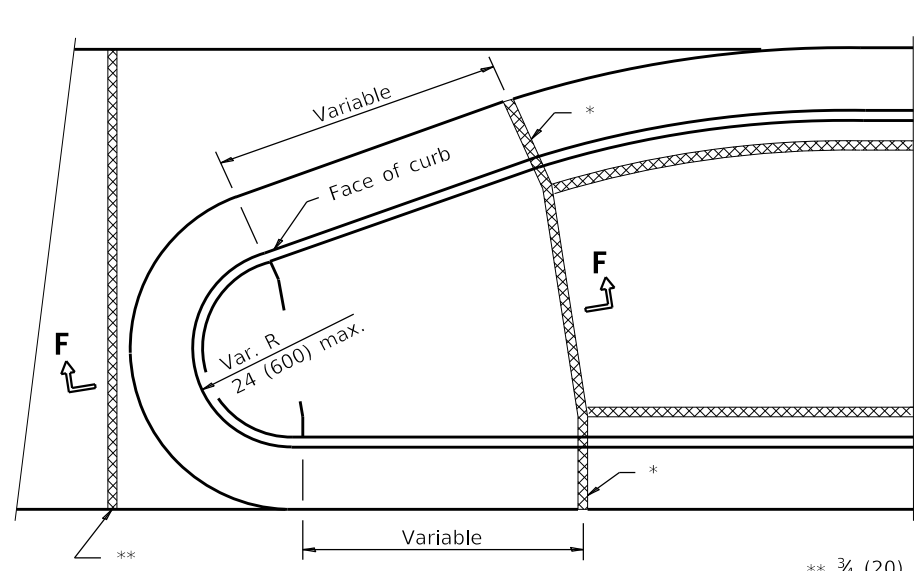


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

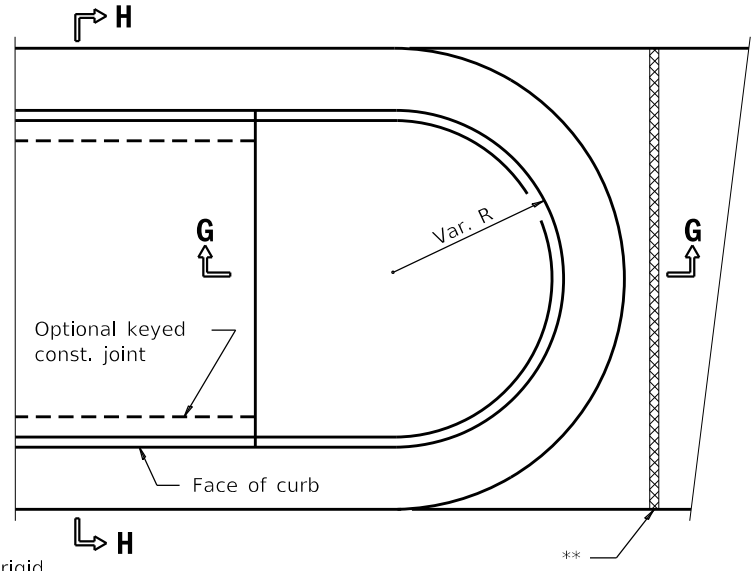
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DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD 606301-04

C-40
SCALE: SHEET 99 OF 195



TYPE P MEDIAN SURFACE



SOLID MEDIAN

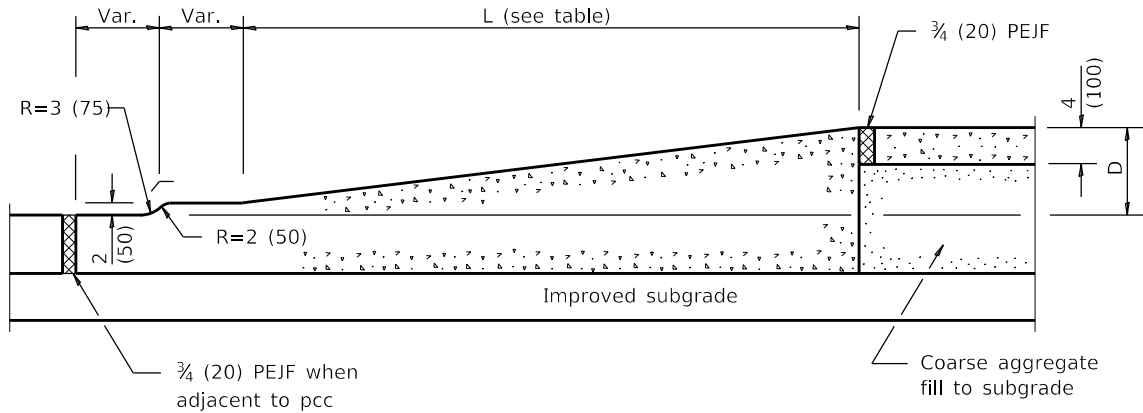
TABLE OF DIMENSIONS					
TYPE SB MEDIANS					
TYPE	A	B	C	D	R ₁
SB-6.06	6	1	6	6	1
(SB-15.15)	(150)	(25)	(150)	(150)	(25)
SB-6.12	12	1	6	6	1
(SB-15.30)	(300)	(25)	(150)	(150)	(25)
SB-6.18	18	1	6	6	1
(SB-15.45)	(450)	(25)	(150)	(150)	(25)
SB-6.24	24	1	6	6	1
(SB-15.60)	(600)	(25)	(150)	(150)	(25)
SB-9.06	6	2	5	9	1
(SB-22.15)	(150)	(50)	(125)	(225)	(25)
SB-9.12	12	2	5	9	1
(SB-22.30)	(300)	(50)	(125)	(225)	(25)
SB-9.18	18	2	5	9	1
(SB-22.45)	(450)	(50)	(125)	(225)	(25)
SB-9.24	24	2	5	9	1
(SB-22.60)	(600)	(50)	(125)	(225)	(25)

TABLE OF DIMENSIONS					
TYPE M AND SM MEDIANS					
TYPE	A	B	C	D	R ₁
M-2.06	6	2	4	2	2
(M-5.15)	(150)	(50)	(100)	(50)	(50)
M-2.12	12	2	4	2	2
(M-5.30)	(300)	(50)	(100)	(50)	(50)
SM-4.06	6	4	3	4	3
(SM-10.15)	(150)	(100)	(75)	(100)	(75)
SM-4.12	12	4	3	4	3
(SM-10.30)	(300)	(100)	(75)	(100)	(75)
SM-4.18	18	4	3	4	3
(SM-10.45)	(450)	(100)	(75)	(100)	(75)
SM-4.24	24	4	3	4	3
(SM-10.60)	(600)	(100)	(75)	(100)	(75)
SM-6.06	6	6	2	6	2
(SM-15.15)	(150)	(150)	(50)	(150)	(50)
SM-6.12	12	6	2	6	2
(SM-15.30)	(300)	(150)	(50)	(150)	(50)
SM-6.18	18	6	2	6	2
(SM-15.45)	(450)	(150)	(50)	(150)	(50)
SM-6.24	24	6	2	6	2
(SM-15.60)	(600)	(150)	(50)	(150)	(50)

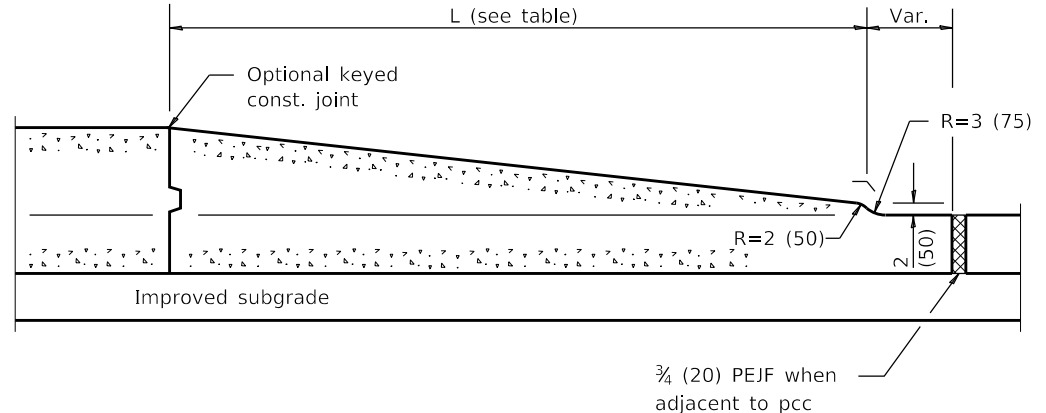
** 3/4 (20) PEJF between rigid pavement and median end. Align with joint in adjacent pavement.

PLAN

(RAMPED NOSES)



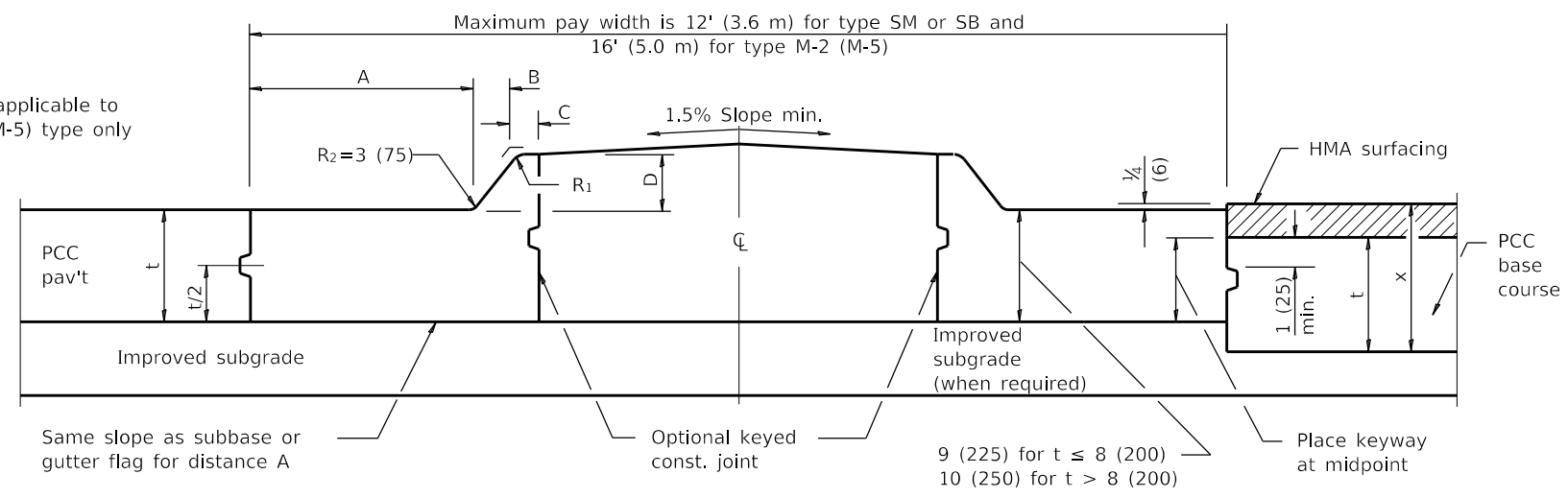
SECTION F-F



SECTION G-G

TABLE OF RAMPED NOSE LENGTHS	
TYPE OF NOSE	L
Median	6' (1.8 m)
Small Island	24 (600)
Intermediate Island	4' (1.2 m)
Large Island	6' (1.8 m)

NOTE
R₂ is applicable to M-2 (M-5) type only

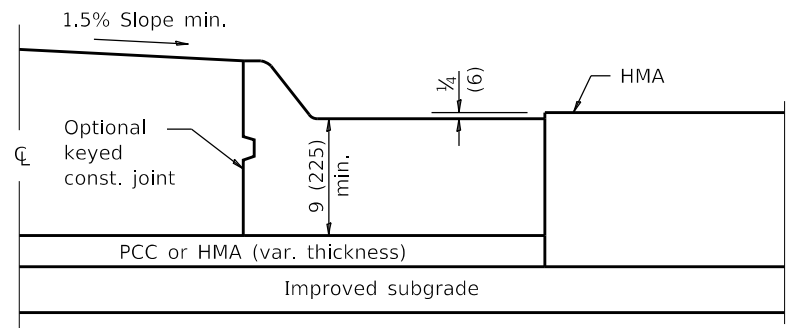


HALF SECTION FOR PCC PAVEMENT

HALF SECTION FOR PCC BASE COURSE

SECTION H-H

(TYPE SM, SB & M-5 (M-2) MEDIANS)



HALF SECTION FOR FLEXIBLE PAVEMENT

PC CONCRETE ISLANDS AND MEDIANS

(Sheet 2 of 2)

STANDARD 606301-04

MODEL: D:\p\1616-3304-00_Cook County Phase 2_Design\Task 07_W07 Demopstet\DCN\CADD_Sheets\T071-shf-std12.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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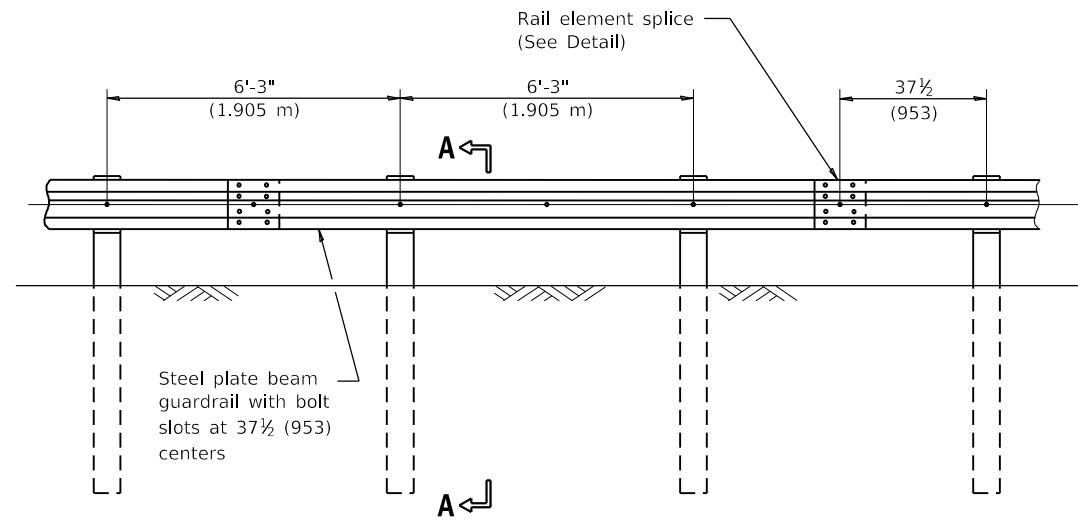


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
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CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD
606301-04

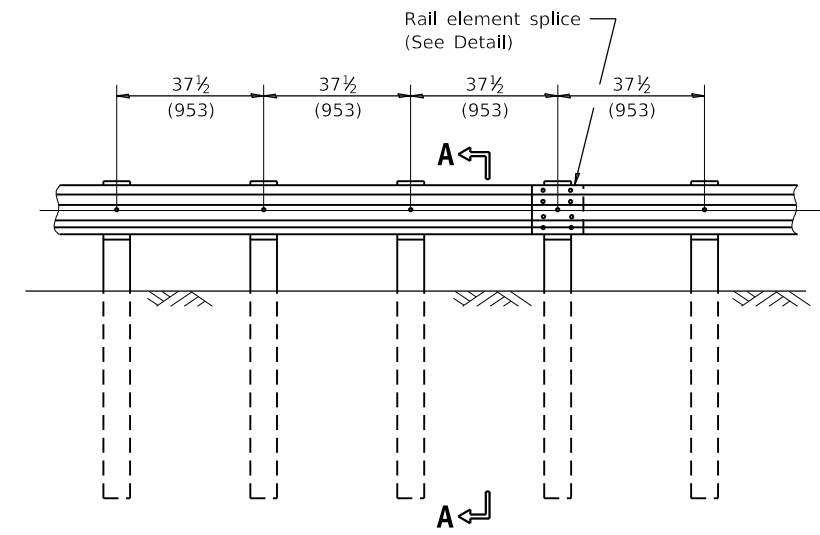
C-41
SCALE: SHEET 100 OF 195



ELEVATION

TYPE A

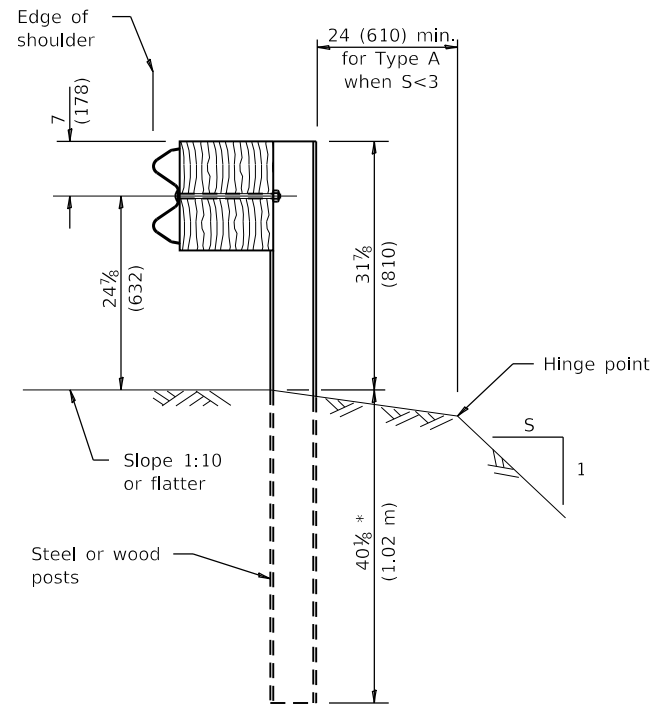
6'-3" (1.905 m) Typical post spacing



ELEVATION

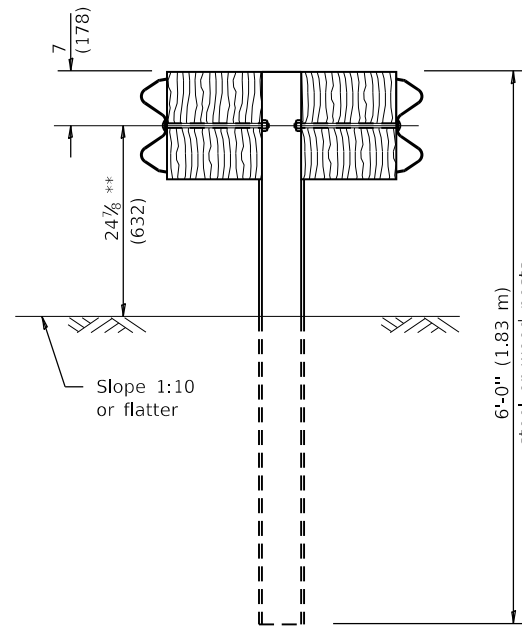
TYPE B

37 1/2 (953) Closed post spacing



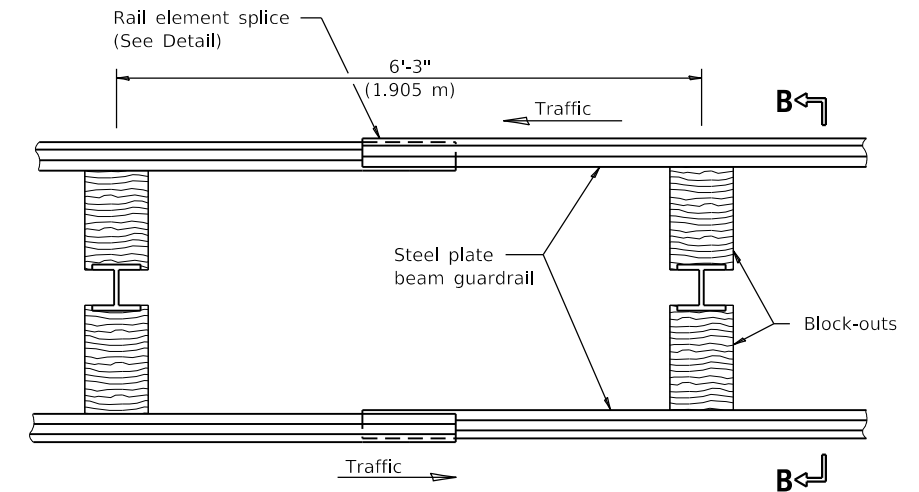
SECTION A-A

* When "S" is less than 3 and the distance from the back of post is less than 24 (610), the post shall be steel and the embedment shall be 76 1/2 (1.93 m) and the minimum top of rail height shall be 31 (787).



SECTION B-B

** When connecting Type D guardrail to an impact attenuator, adjust this dimension to match over a distance of 25'-0" (7.62 m) from point of connection if necessary.



PLAN

TYPE D

Double steel plate beam guardrail
6'-3" (1.905 m) typical post spacing

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

STEEL PLATE BEAM GUARDRAIL

(Sheet 1 of 4)

STANDARD 630001-12

MODEL: D:\p16\16-3304-00_Cook County Phase 2_Design\Task 07_W07_Dempster\DCN\CADD_Sheets\T07L-shr-std13.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
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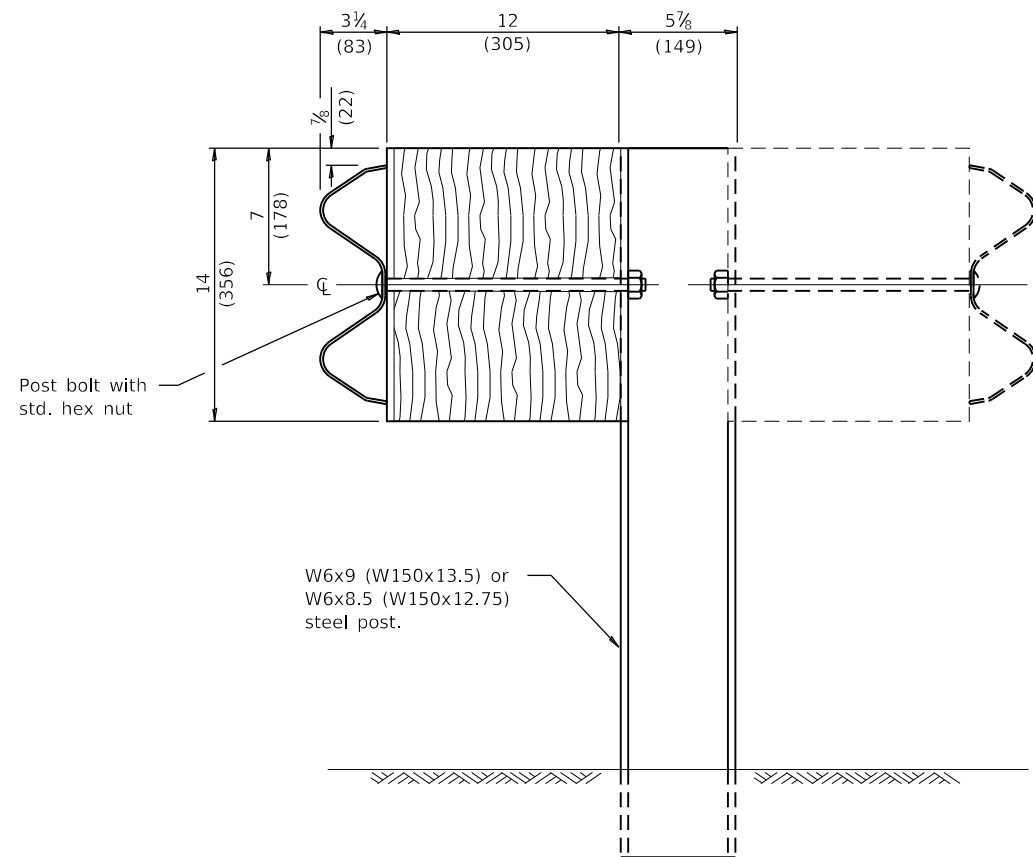
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

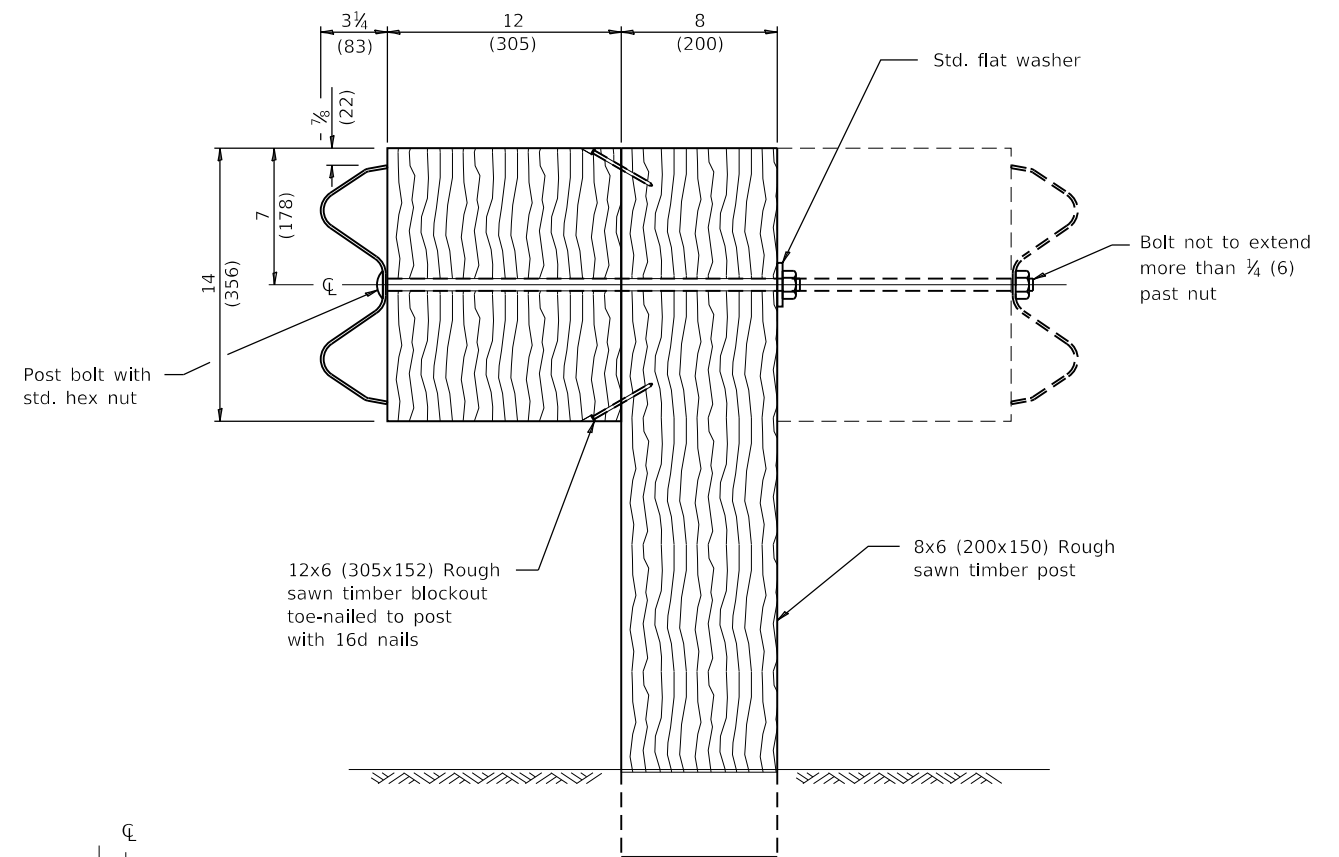
IDOT STANDARD
630001-12

C-42

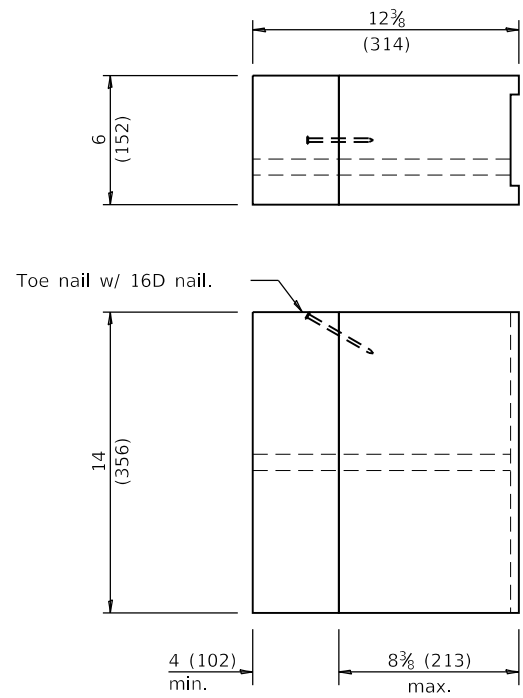
SCALE: SHEET 101 OF 195



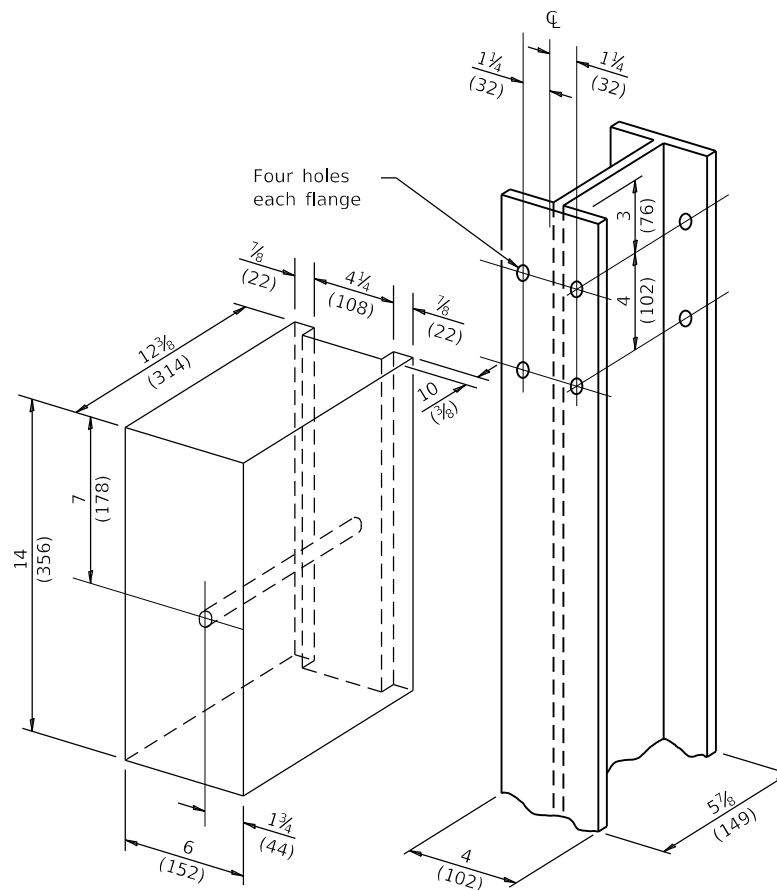
STEEL POST CONSTRUCTION



WOOD POST CONSTRUCTION

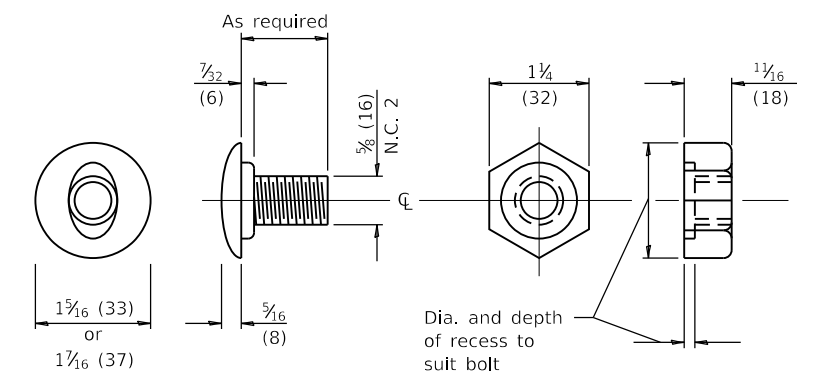


TWO-PIECE WOOD BLOCKOUT OPTION



Note:
All holes 3/4 (20) dia.

WOOD BLOCK-OUT AND STEEL POST DETAILS



POST OR SPLICE BOLT & NUT

STEEL PLATE BEAM GUARDRAIL

(Sheet 2 of 4)

STANDARD 630001-12

MODEL: D:\p\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstet\DC\ADD_Sheets\T07-shr-std14.dgn

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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

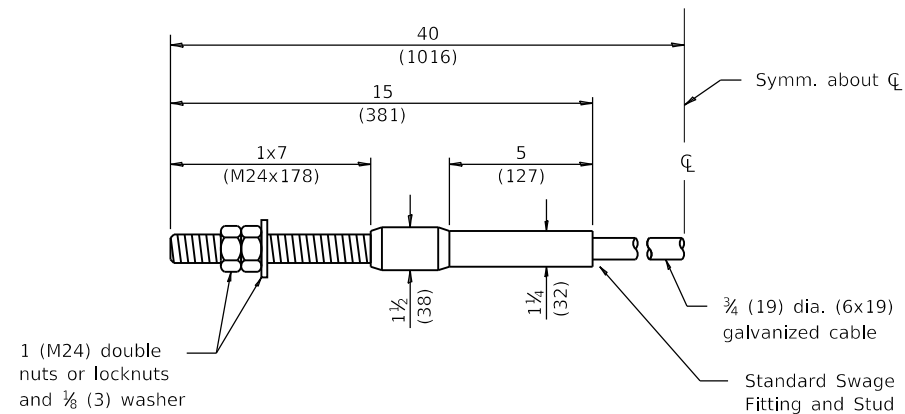
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REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD 630001-12

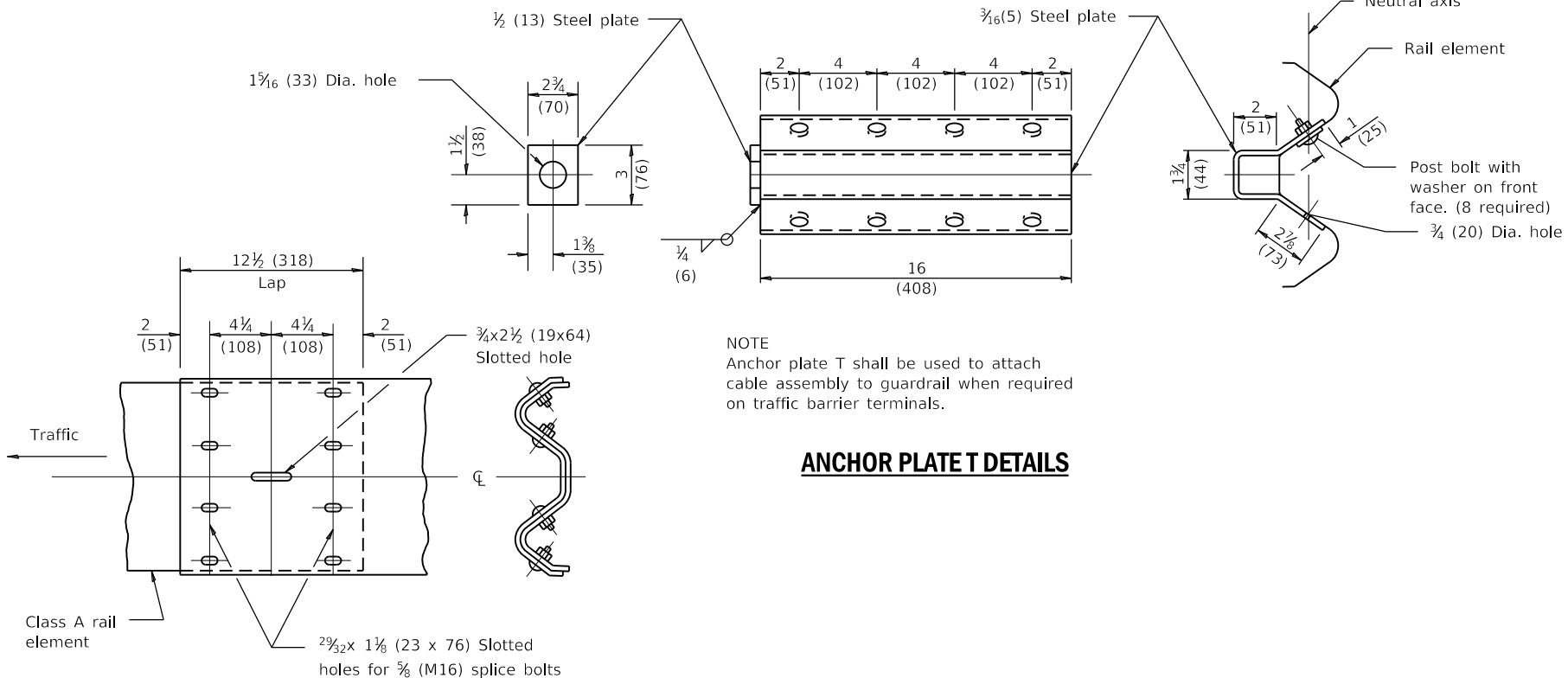
C-43

SCALE: SHEET 102 OF 195



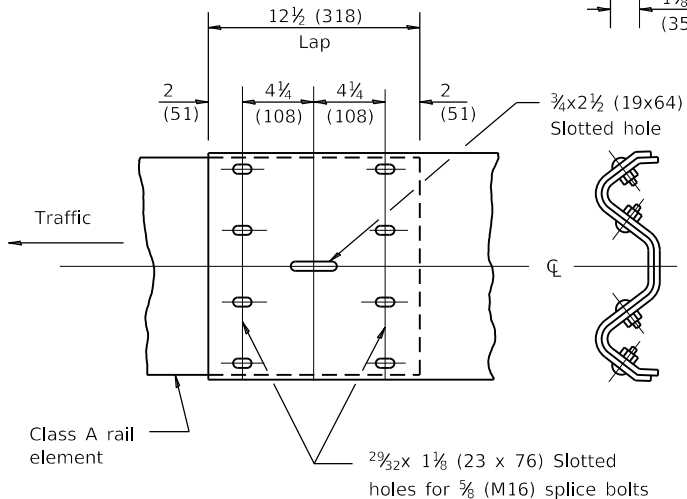
CABLE ASSEMBLY

(42,800 lbs. (190 kN) min. breaking strength)
Tighten to taut tension.

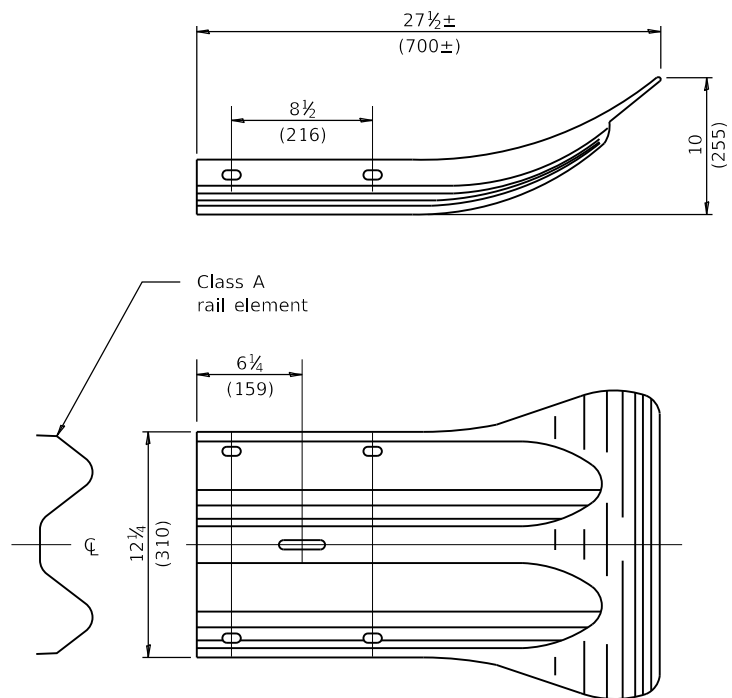


NOTE
Anchor plate T shall be used to attach cable assembly to guardrail when required on traffic barrier terminals.

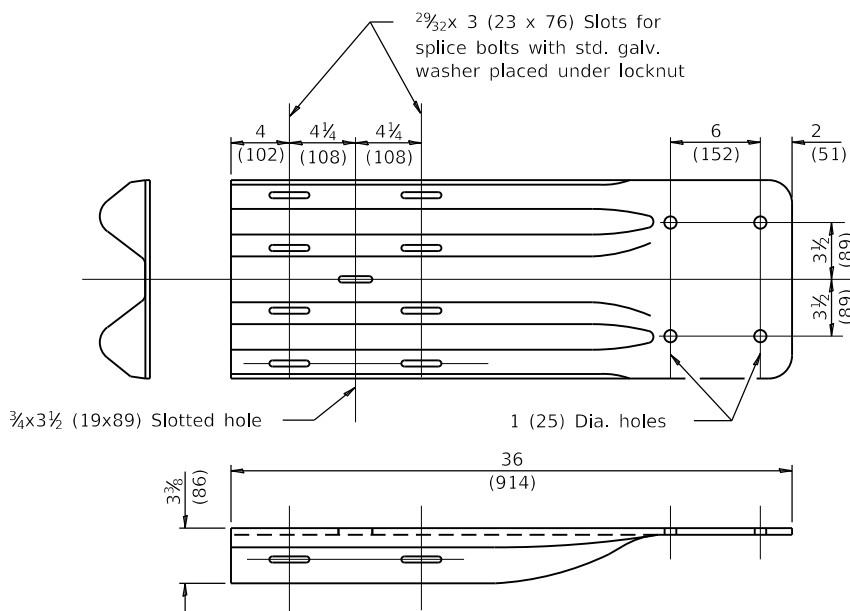
ANCHOR PLATE T DETAILS



RAIL ELEMENT SPLICE



END SECTION

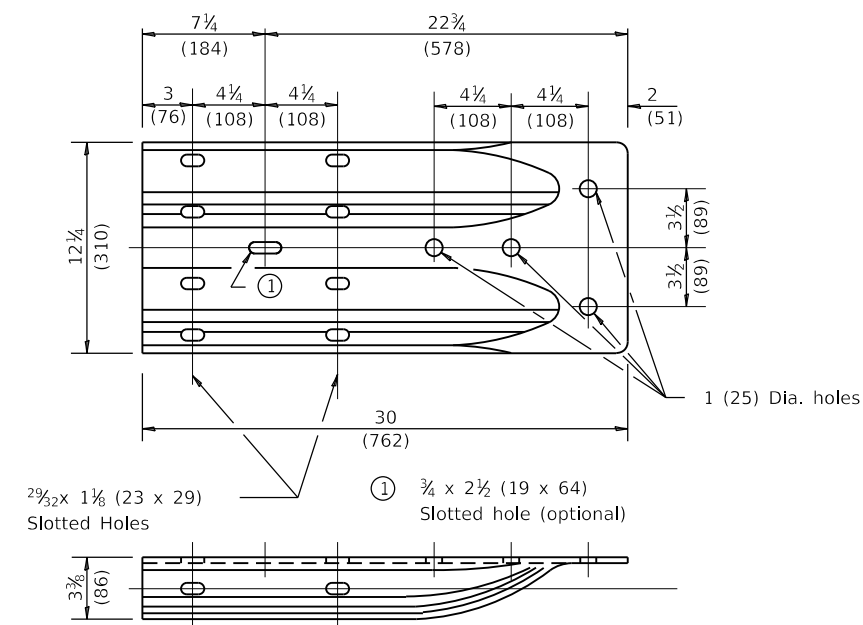


NOTE
When end shoe is attached to a bridge parapet which has an expansion joint, the bolts shall be provided with a locknut or double nut and shall be tightened only to a point that will allow guardrail movement.

The standard end shoe shall be attached to the concrete with pre-drilled or self-drilling anchor bolts. The anchor cone shall be set flush with the surface of the concrete.

Externally threaded studs protruding from the surface of the concrete will not be permitted.

END SHOE



ALTERNATE END SHOE

STEEL PLATE BEAM GUARDRAIL

(Sheet 3 of 4)

STANDARD 630001-12

MODEL: D:\p\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T07-sh-std15.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

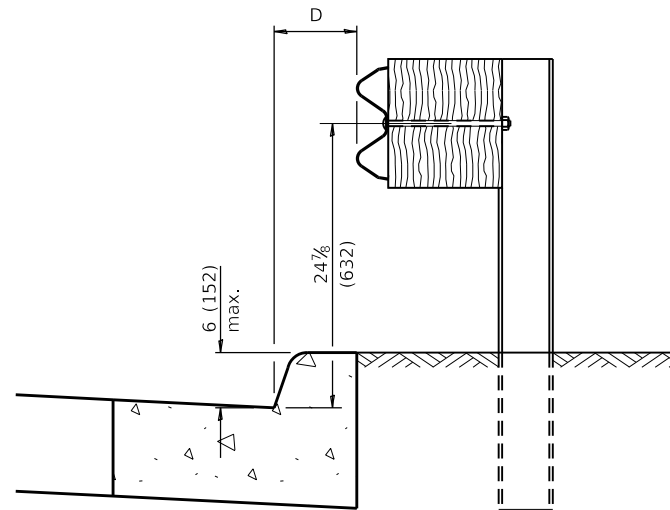
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DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

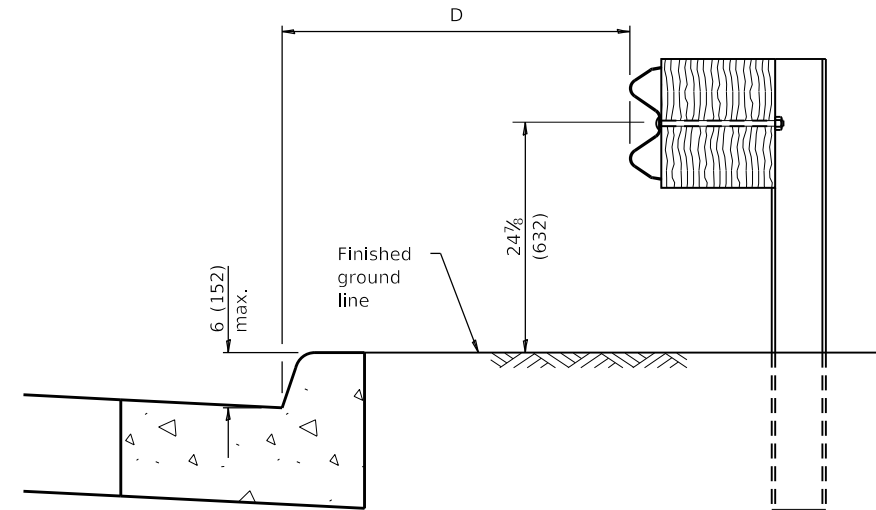
IDOT STANDARD
630001-12

C-44

SCALE: SHEET 103 OF 195



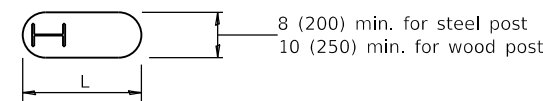
0 ≤ D < 6 (150 m)



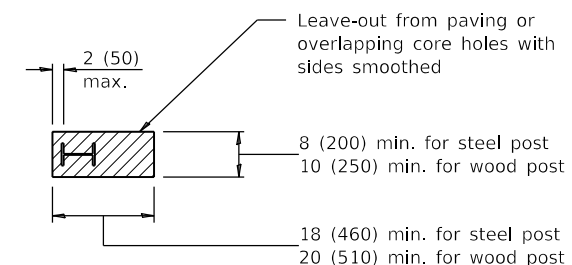
4'-0" (1.2 m) ≤ D ≤ 12'-0" (3.7 m)

GUARDRAIL PLACED BEHIND CURB

Note: 'D' shall not exceed 6 (152) for design speeds greater than 45 mph.

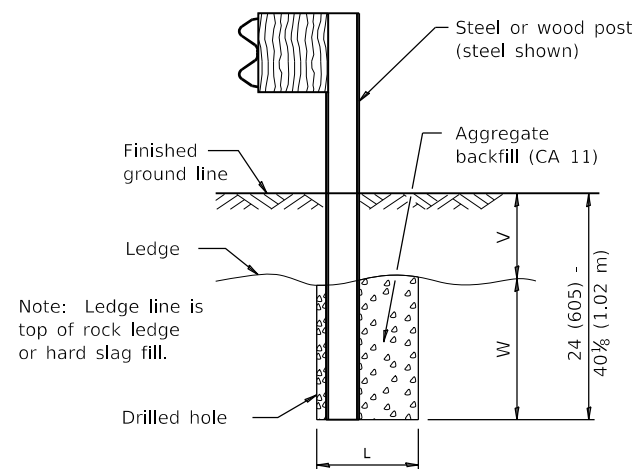


PLAN



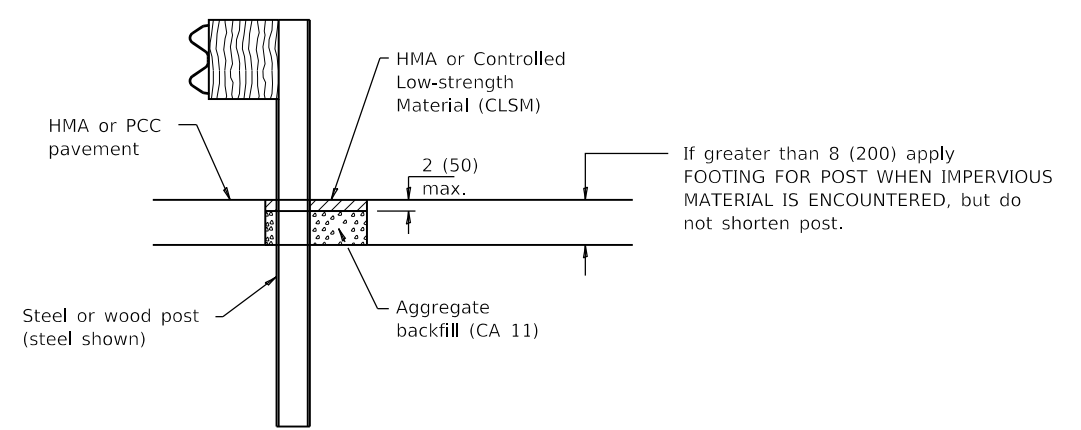
PLAN

V	W	L	
		Steel Post	Wood Post
0 - 6 (0 - 152)	24 (610)	21 (530)	23 (580)
> 6 - 18 (> 152 - 458)	18 (458)	14½ (368)	16½ (419)
> 18 - 31 (> 458 - 787)	12 (305)	8 (203)	10 (250)
> 31 - 40½ (> 787 - 1.02 m)	12 - 0 (305 - 0)	8 (203)	10 (250)



ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED



ELEVATION

LEAVE-OUT FOR POST WHEN PAVED MATERIAL IS ENCOUNTERED

STEEL PLATE BEAM GUARDRAIL

(Sheet 4 of 4)

STANDARD 630001-12

MODEL: D:\d\h\l... FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T07L-shr-std16.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

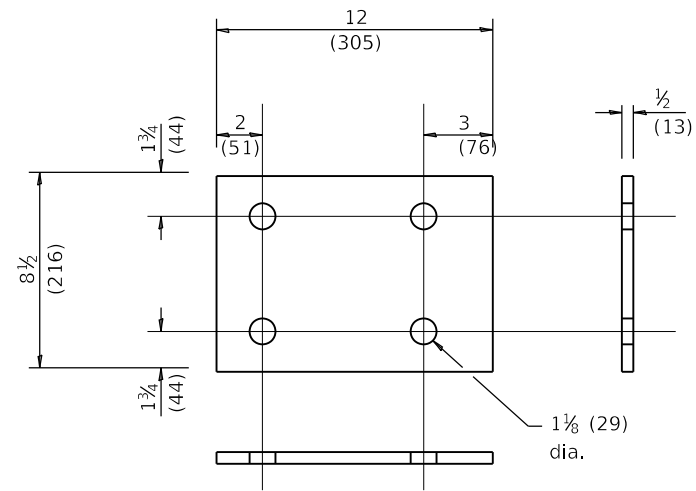
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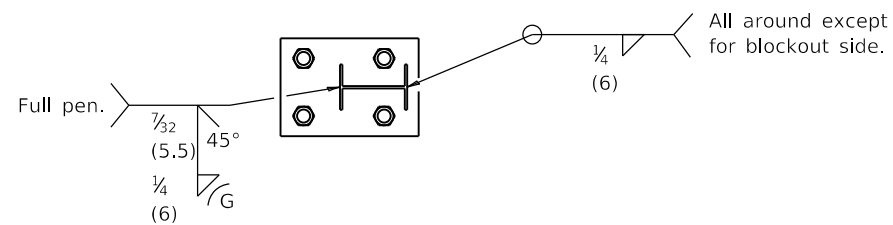
IDOT STANDARD
630001-12

C-45

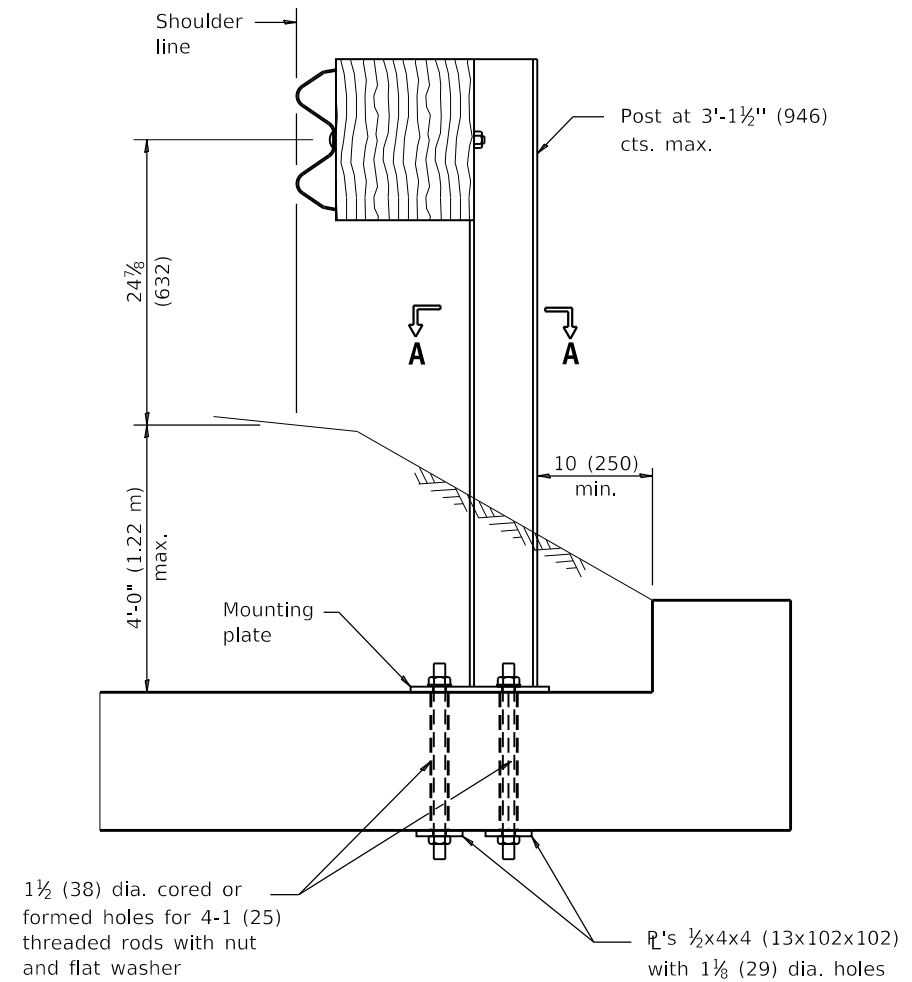
SCALE: SHEET 104 OF 195



MOUNTING PLATE



SECTION A-A



CROSS SECTION

GENERAL NOTES

For details of guardrail elements not shown, see Standard 630001.
 All threaded rods shall be installed with heavy hex nuts and standard washers.
 All dimensions are in inches (millimeters) unless otherwise shown.

**STRONG POST
 GUARDRAIL ATTACHED
 TO CULVERT**

STANDARD 630101-10

MODEL: D:\dgn\11 FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DCN\CADD_Sheets\1071-shr-std17.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

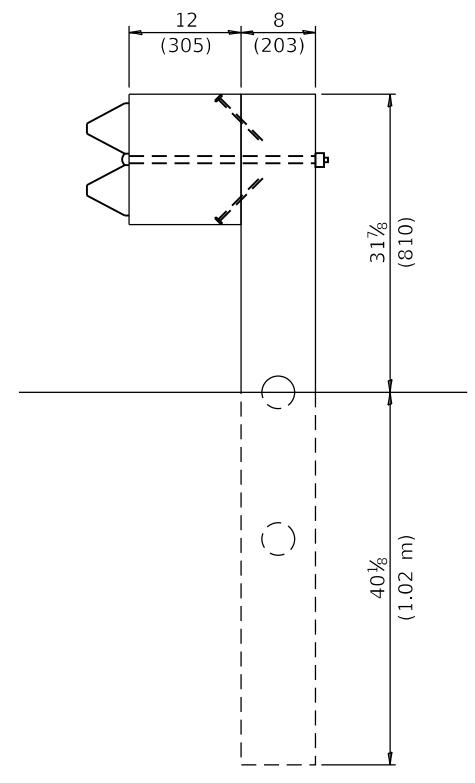
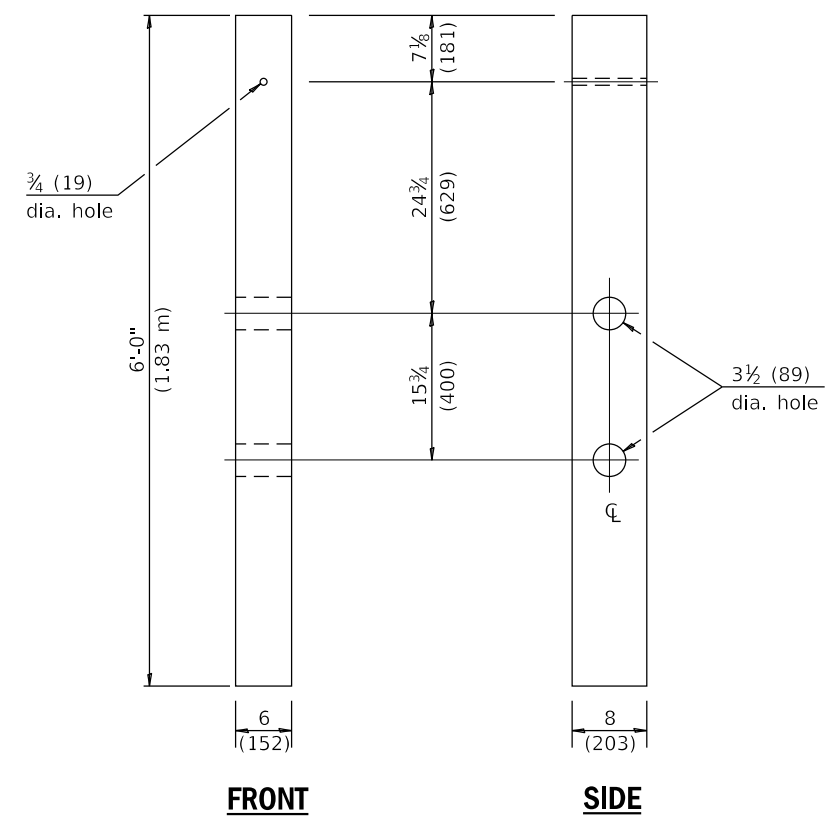
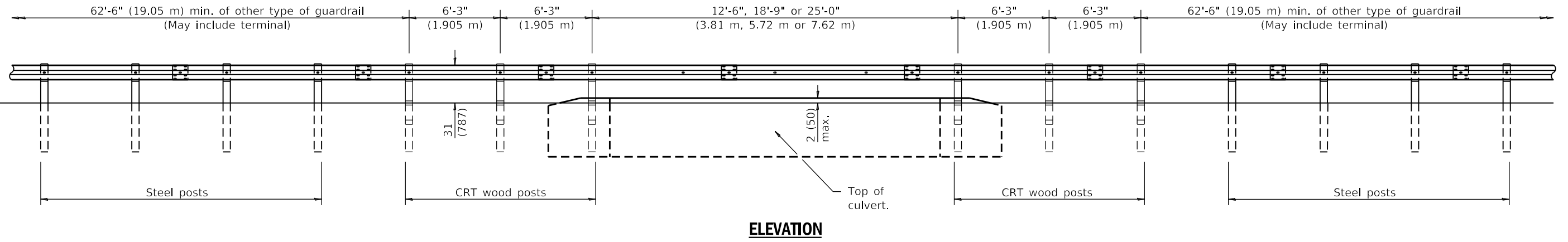
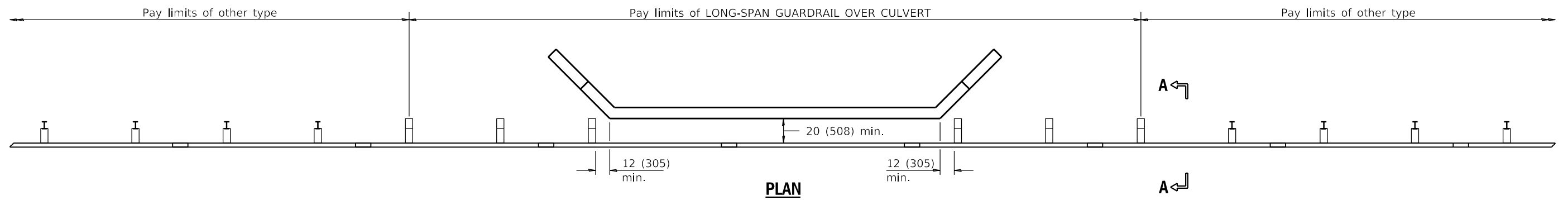
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
 630101-10

C-46

SCALE: SHEET 105 OF 195



FRONT
SIDE
CRT WOOD POST

SECTION A-A

GENERAL NOTES

See Standard 630001 for details of guardrail not shown.
Blockouts shown at steel posts shall be omitted when NON-BLOCKED STEEL PLATE BEAM GUARDRAIL is specified. See Standard 630006 for details not shown.
All dimensions are in inches (millimeters) unless otherwise shown.

**LONG-SPAN GUARDRAIL
OVER CULVERT**

STANDARD 630106-02

MODEL: D:\dgn\1616-3304-00_Cook County Phase 2_Design\Task 07_W07_Demopster\DCN\CADD_Sheets\T071-shr-std18.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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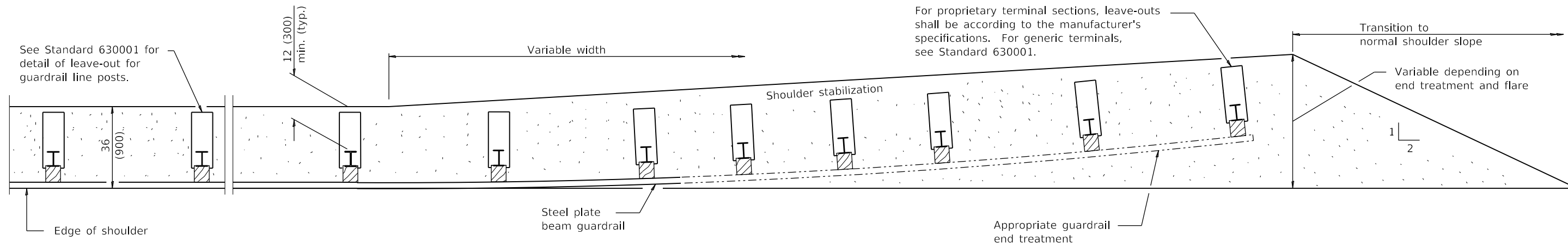


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

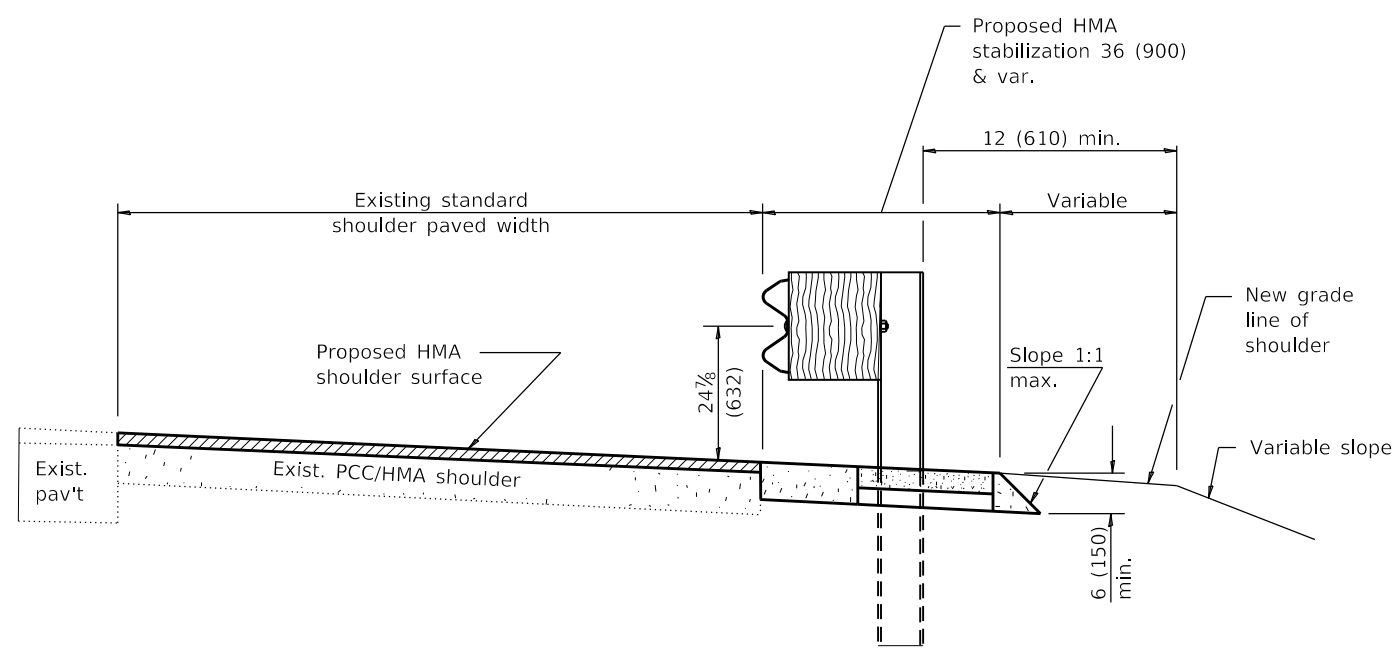
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD
630106-02

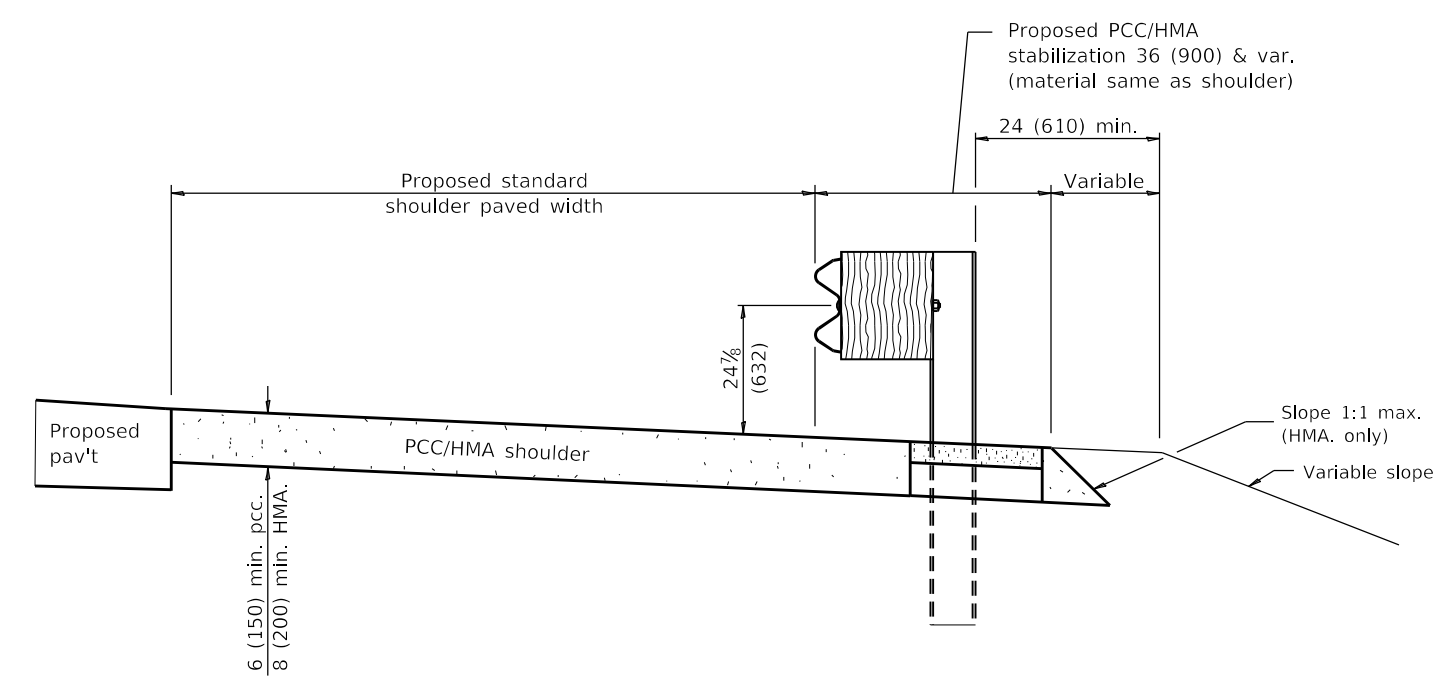
C-47
SCALE: SHEET 106 OF 195



PLAN



RESURFACING



NEW CONSTRUCTION

GENERAL NOTES

See Standard 482001, 482006, 483001 and 630001 for details not shown.

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

**PCC / HMA
STABILIZATION AT STEEL
PLATE BEAM GUARDRAIL**

STANDARD 630201-07

MODEL: D:\dgn\16163304-00_Cook County_Phase 2_Design\Task 07_W07_Dempster\DCN\CADD_Sheets\T07L-shr-std19.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

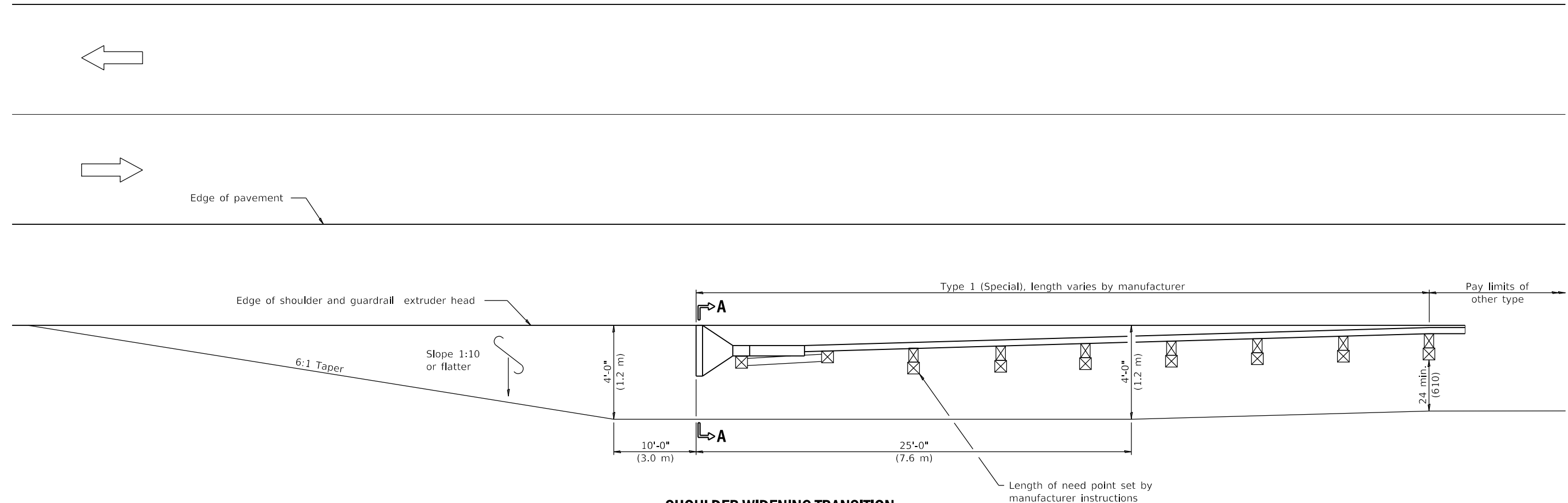
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REVISIONS	DATE

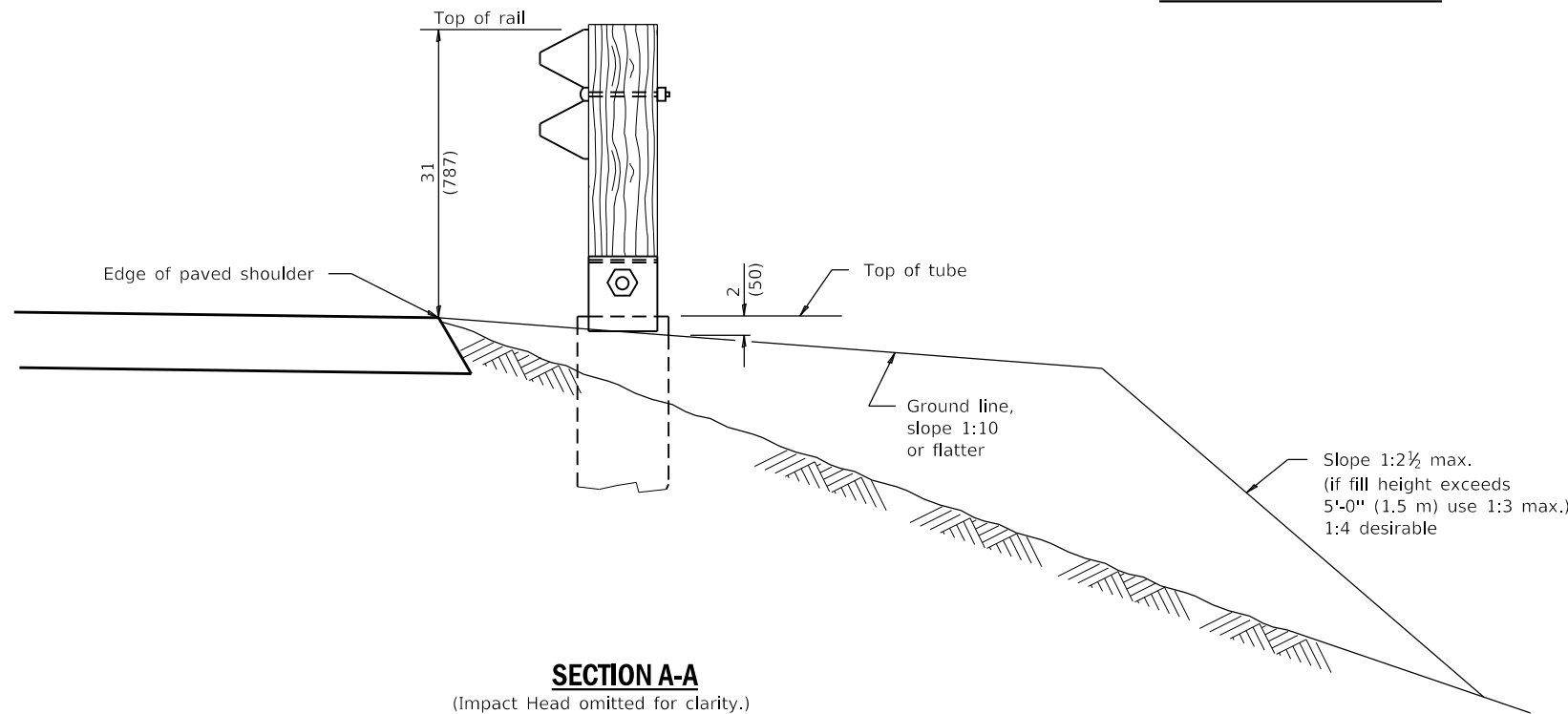
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD
630201-07

C-48

SCALE: SHEET 107 OF 195



**SHOULDER WIDENING TRANSITION
FOR TANGENT TERMINAL**



SECTION A-A
(Impact Head omitted for clarity.)

GENERAL NOTES

50:1 Taper required so the guardrail head will not encroach on the shoulder.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

**SHOULDER WIDENING FOR
TYPE 1 (SPECIAL)
GUARDRAIL TERMINALS**

(Sheet 1 of 2)

STANDARD 630301-08

MODEL: D:\d4\11 FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\ADD_Sheets\T071-sh-std20.dgn

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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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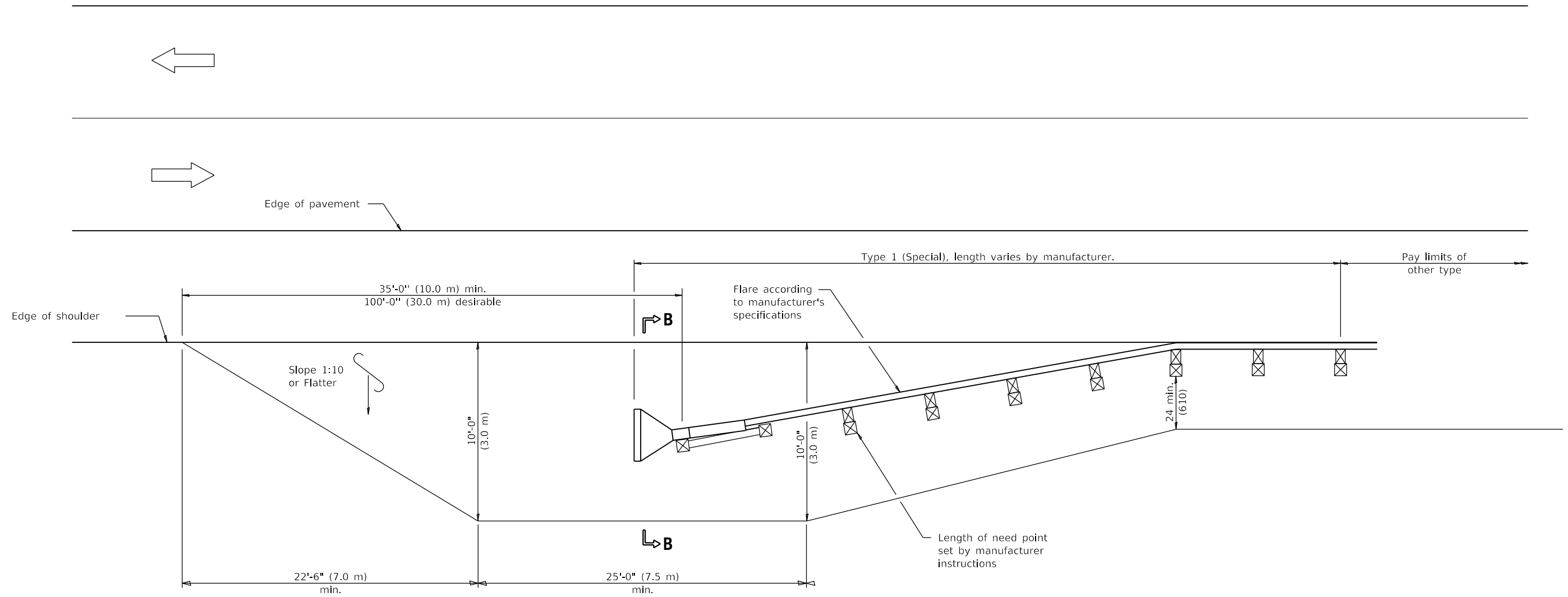
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

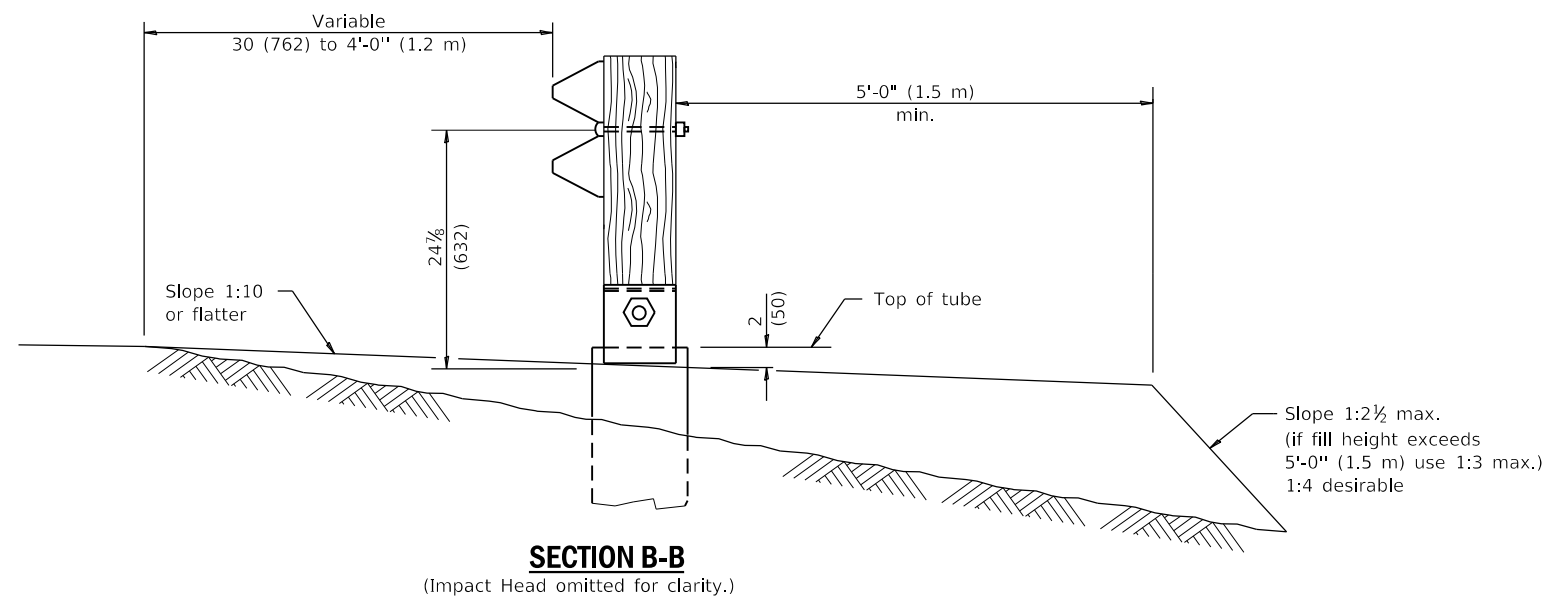
IDOT STANDARD
630301-08

C-49

SCALE: SHEET 108 OF 195



**SHOULDER WIDENING TRANSITION
FOR FLARED TERMINAL**



**SHOULDER WIDENING FOR
TYPE 1 (SPECIAL)
GUARDRAIL TERMINALS**

(Sheet 2 of 2)

STANDARD 630301-08

MODEL: D:\dxf\11 FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\CA\DD_Sheets\1071-shr-std21.dgn

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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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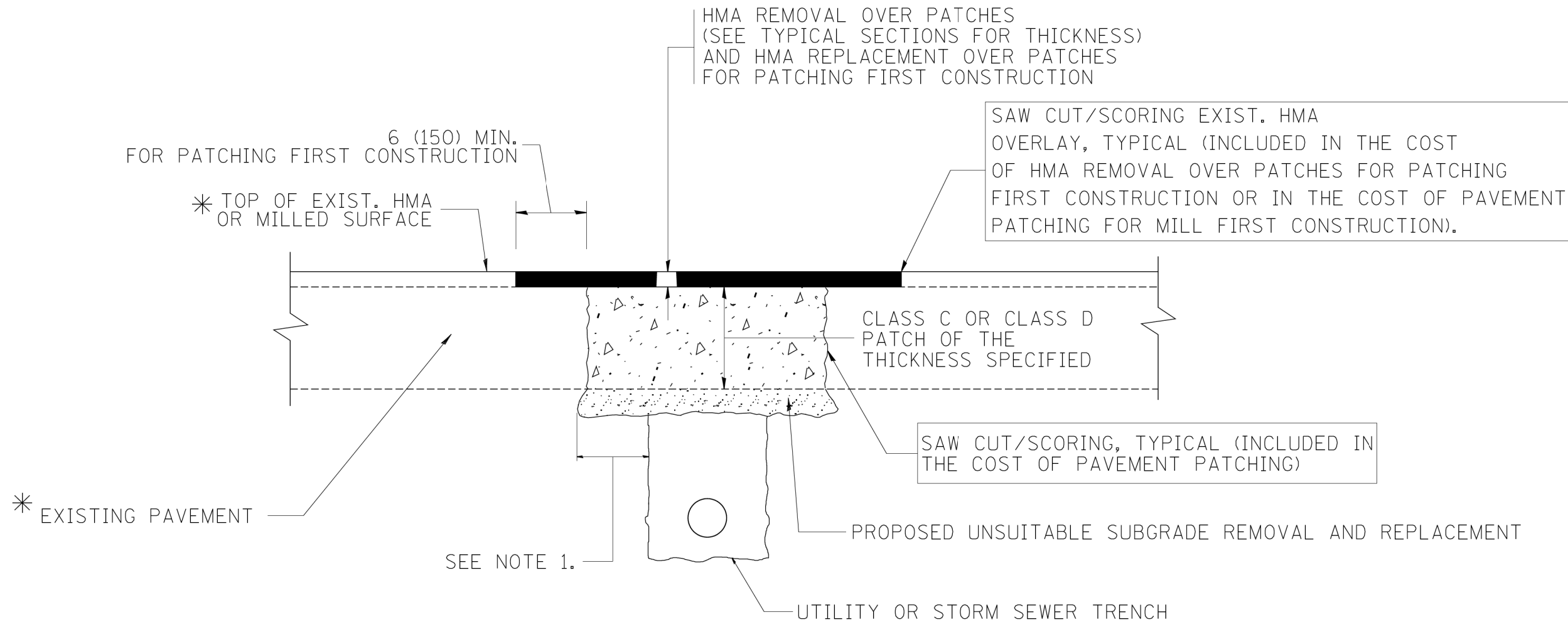
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
630301-08

C-50

SCALE: SHEET 109 OF 195



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)


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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

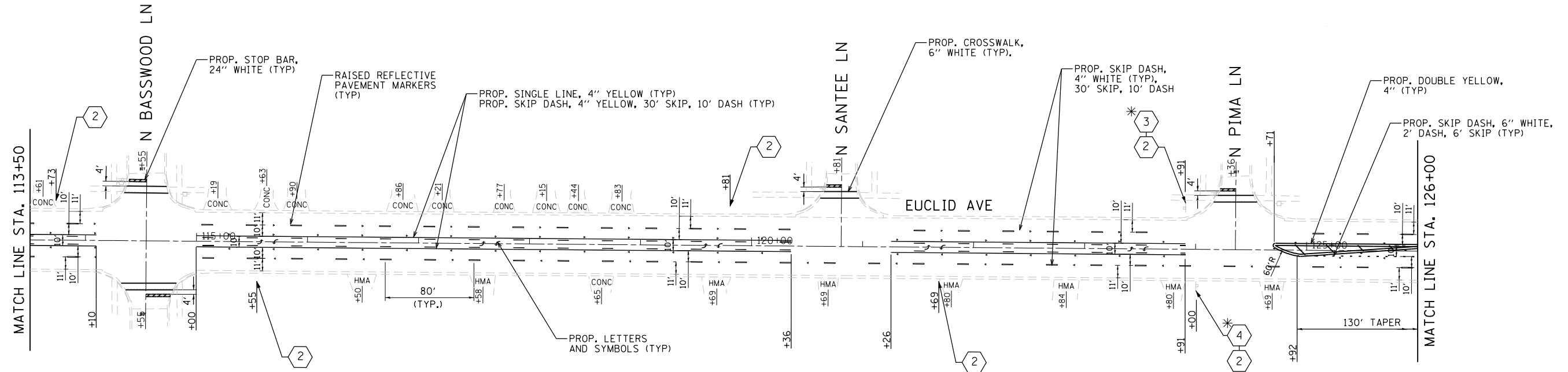
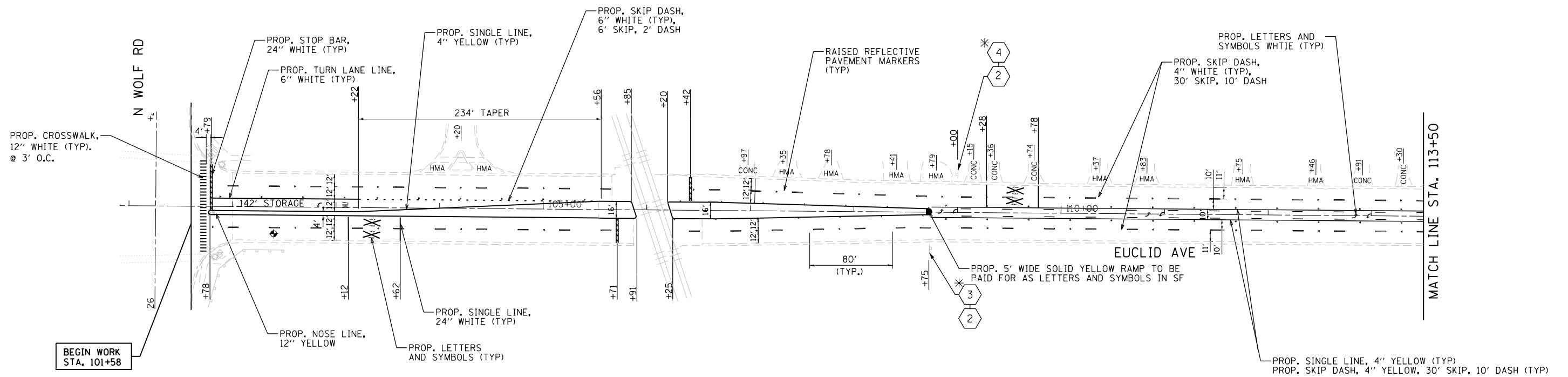
1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

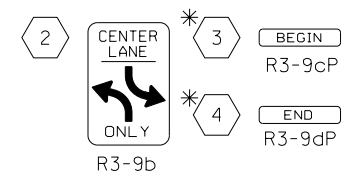
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PLOT SCALE = 50.000' / IN.	CHECKED -	REVISOR - R. BORO 01-01-07	REVISED - R. BORO 09-04-07		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	BD400-04 (BD-22)		
PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISOR - K. ENG 10-27-08						FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO.	
COUNTY HIGHWAY: A59 A64 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV		 COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		COMPUTED:	REVISIONS	DATE	WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD			IDOT DISTRICT 1 STANDARD BD-22		C-51
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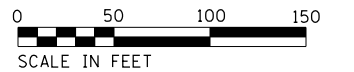
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PROPOSED SIGNS



*SHALL BE MOUNTED DIRECTLY ABOVE R3-9b



MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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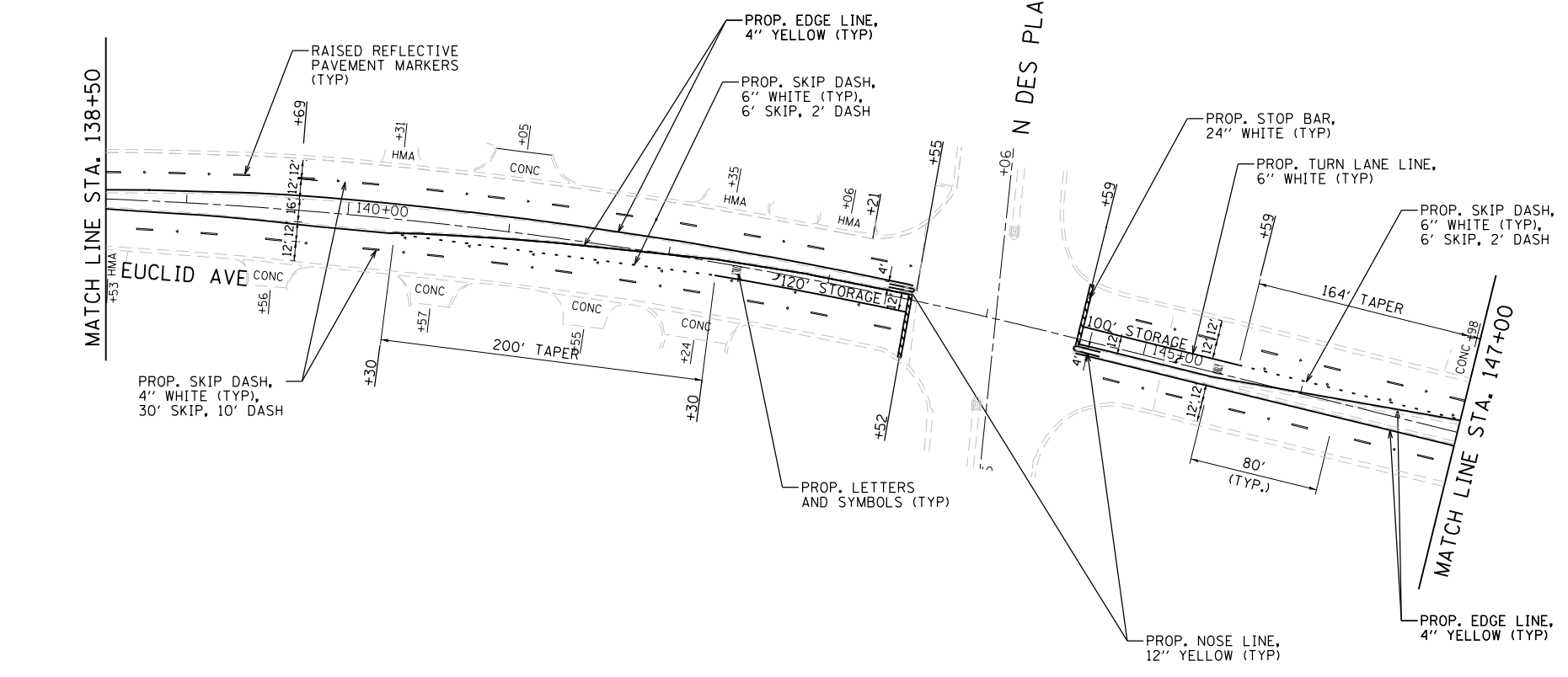
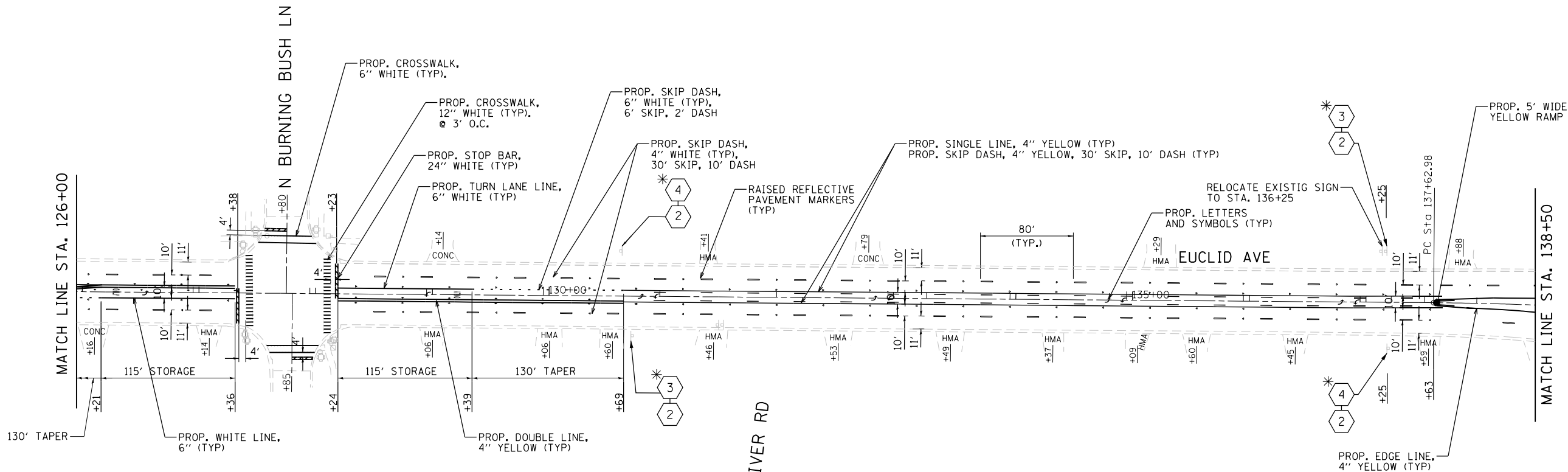


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

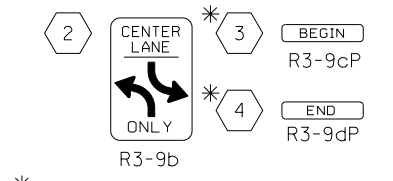
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REVISIONS	DATE

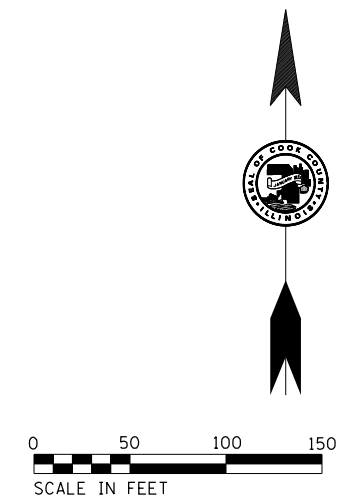
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PAVEMENT MARKINGS AND SIGNAGE



PROPOSED SIGNS



*SHALL BE MOUNTED DIRECTLY ABOVE R3-9b



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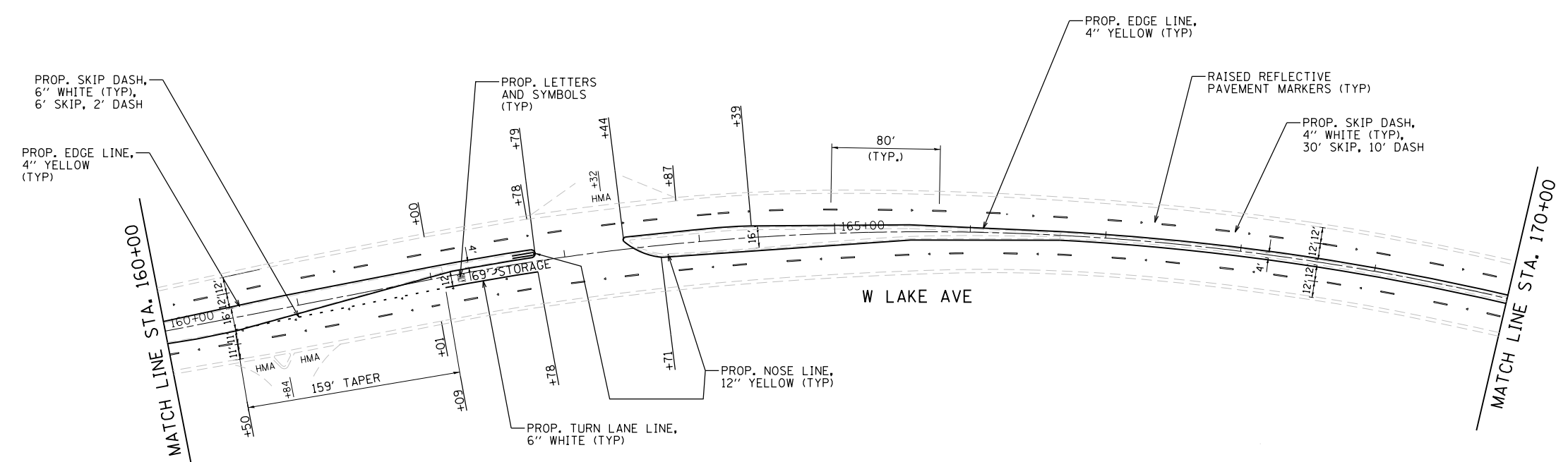
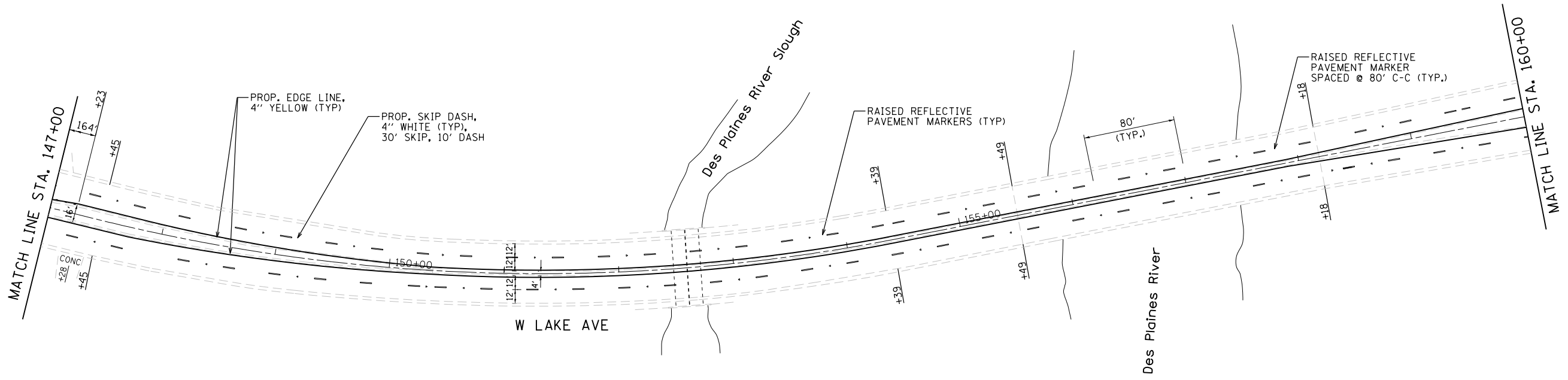
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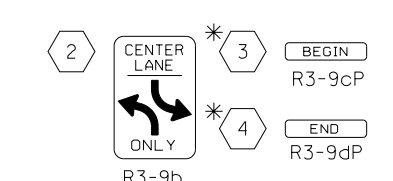
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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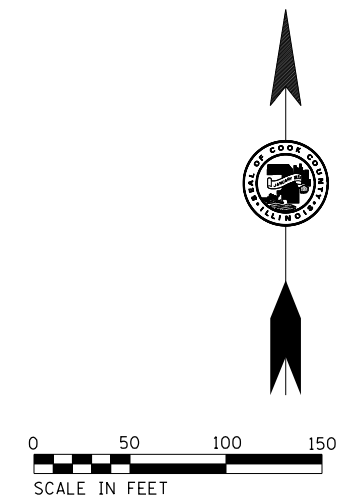
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PAVEMENT MARKINGS AND SIGNAGE



PROPOSED SIGNS

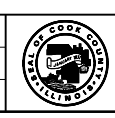


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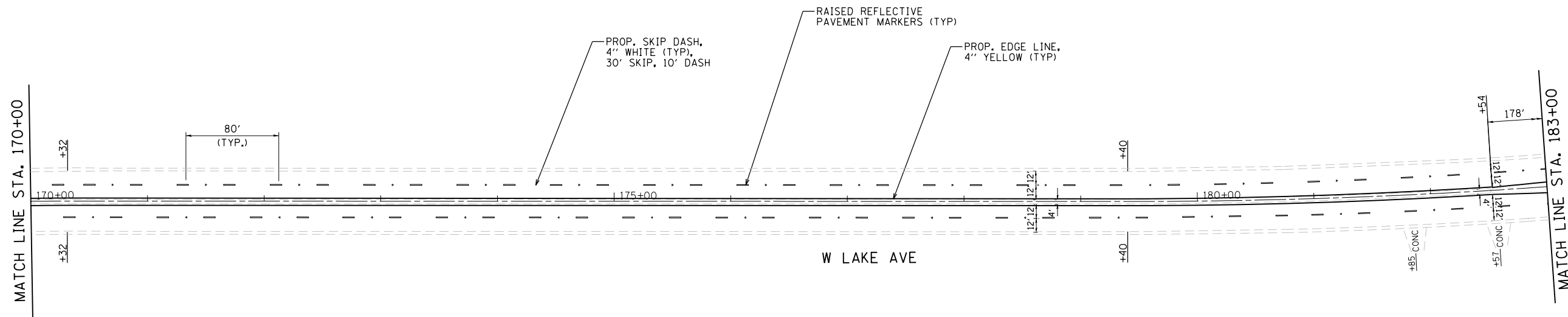


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

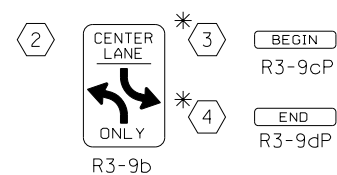
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PAVEMENT MARKINGS AND SIGNAGE

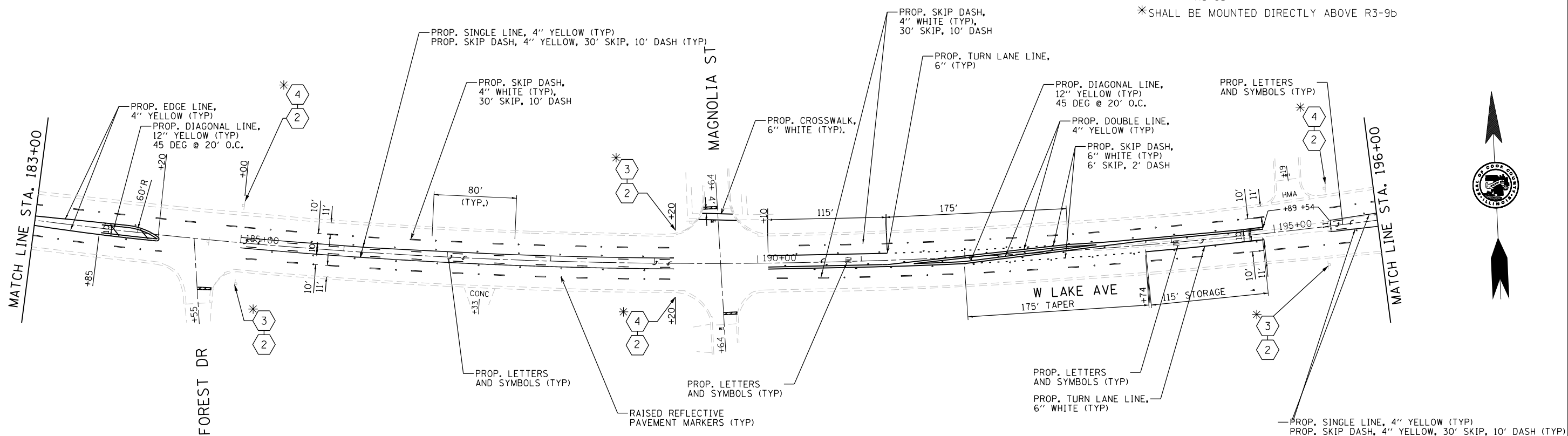
PM-3
SCALE: 1"=50' SHEET 114 OF 195



PROPOSED SIGNS



*SHALL BE MOUNTED DIRECTLY ABOVE R3-9b



MODEL: D:\cadd\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstere\DC\ADD_Sheets\T07L-shr.pnx\04.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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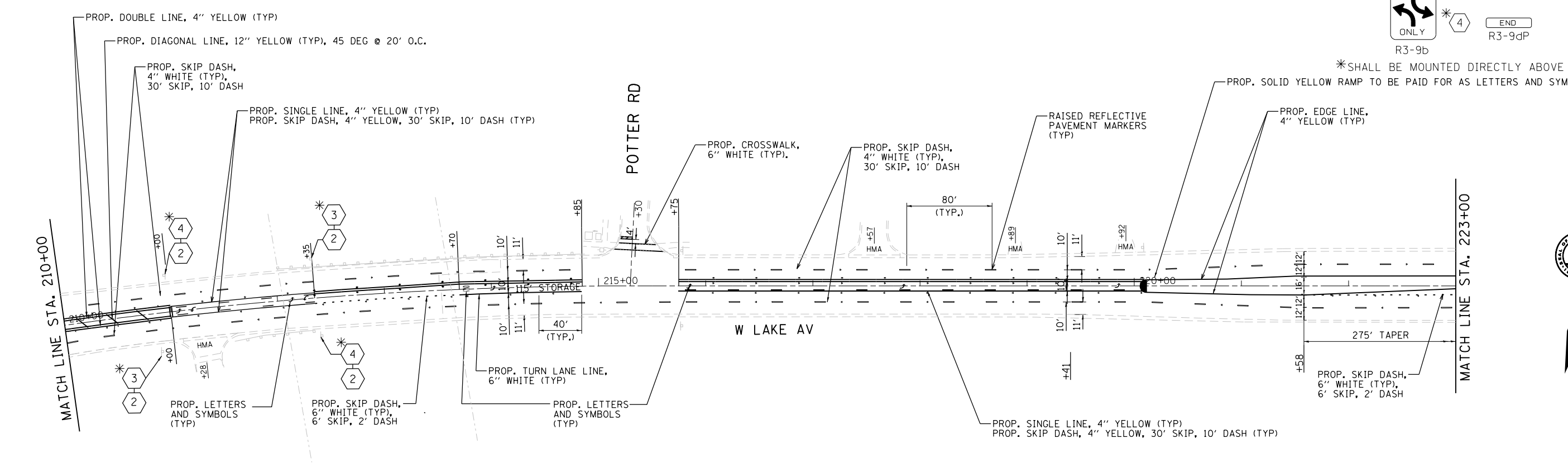
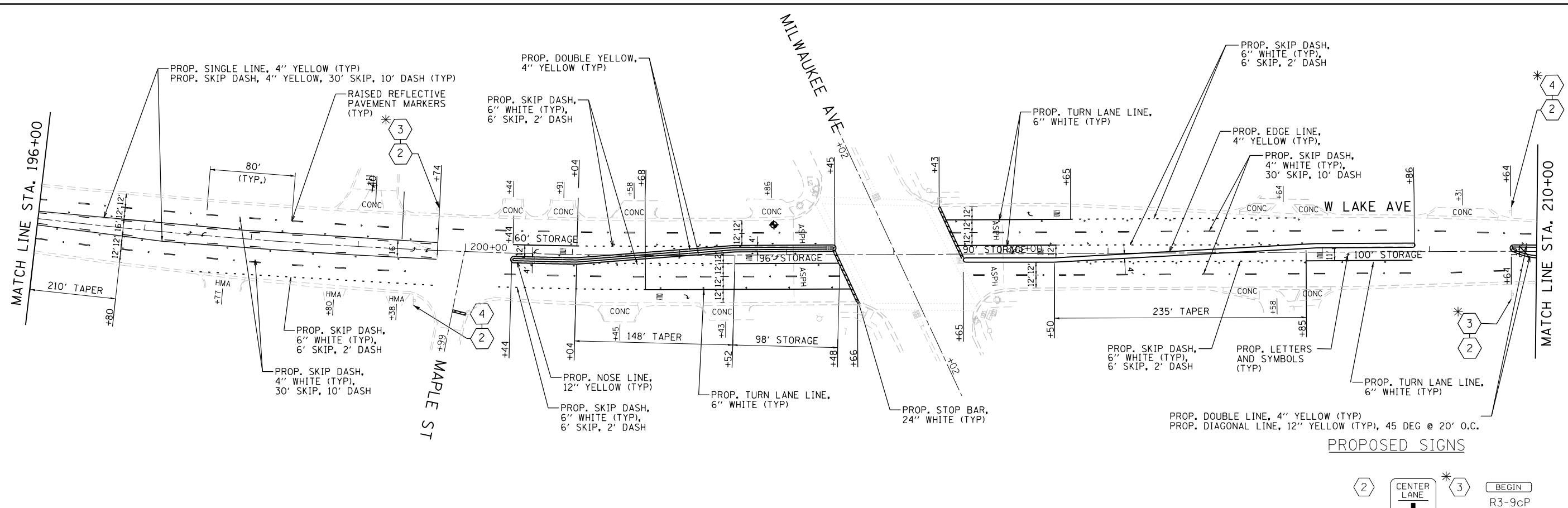


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

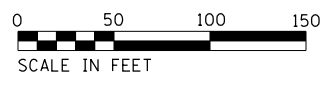
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PAVEMENT MARKINGS AND SIGNAGE

PM-4
SCALE: 1"=50' SHEET 115 OF 195



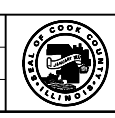
PROPOSED SIGNS

* SHALL BE MOUNTED DIRECTLY ABOVE R3-9b
 * SHALL BE PAID FOR AS LETTERS AND SYMBOLS IN SF



MODEL: Defaul; FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopre\DCN\CADD_Sheets\T07L-shp-prn\05.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV

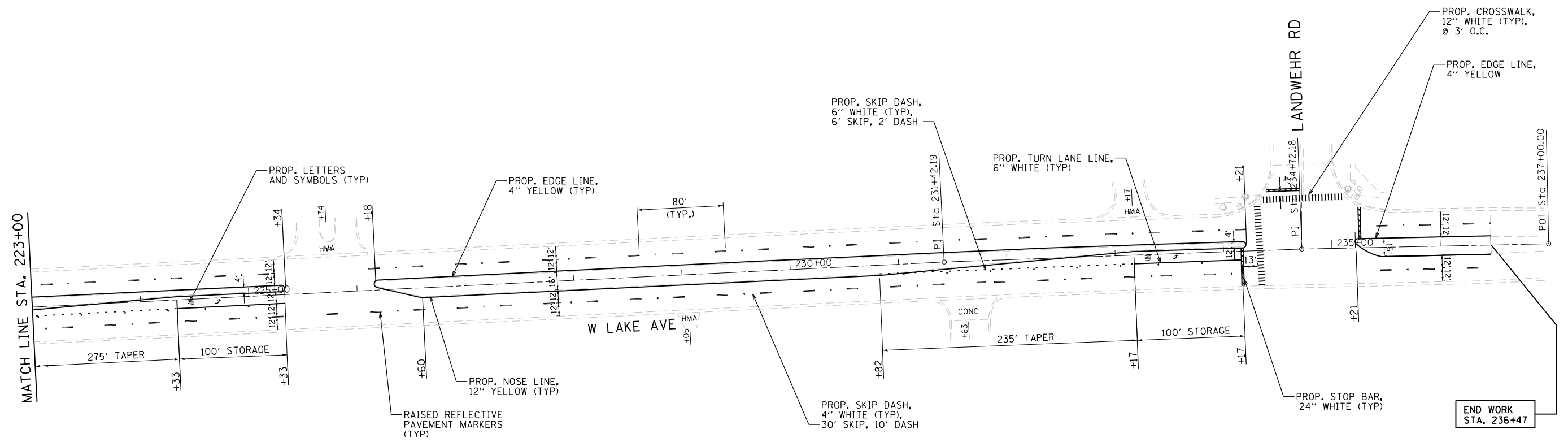


COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

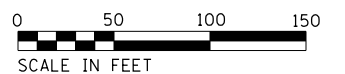
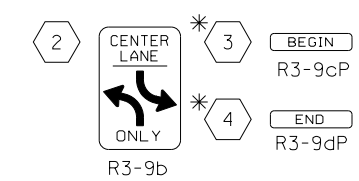
COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PAVEMENT MARKINGS AND SIGNAGE

PM-5
 SCALE: 1"=50' SHEET 116 OF 195



PROPOSED SIGNS



MODEL: D:\p\16163304-00_Cook County_Phase 2_Design\Task 07_W07 Demopstred\CGN\CGN_CADD_Sheets\1071-shp-pmk\06.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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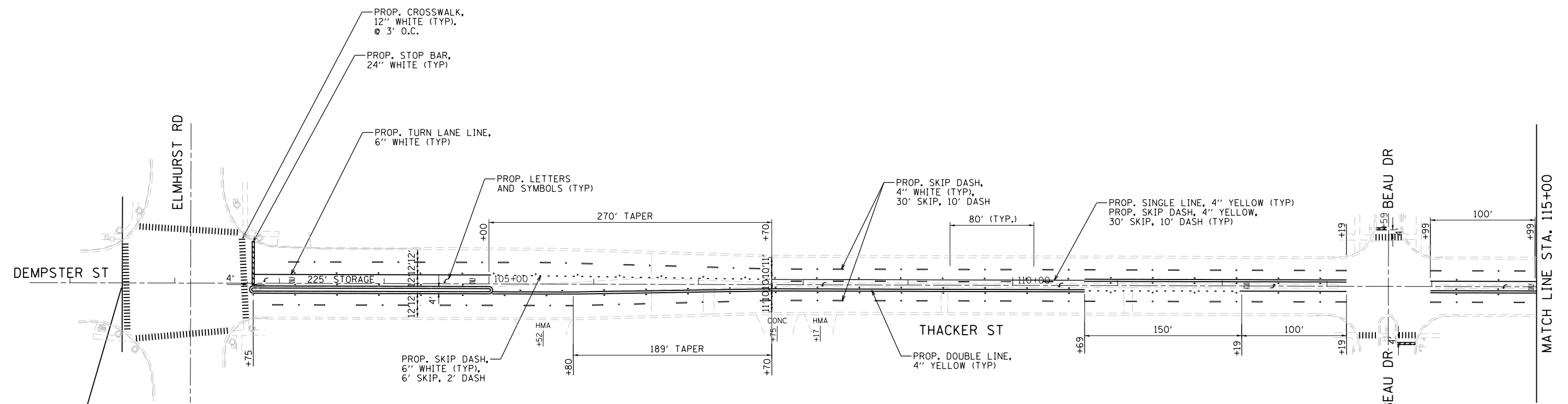


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

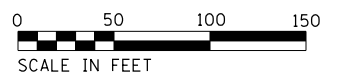
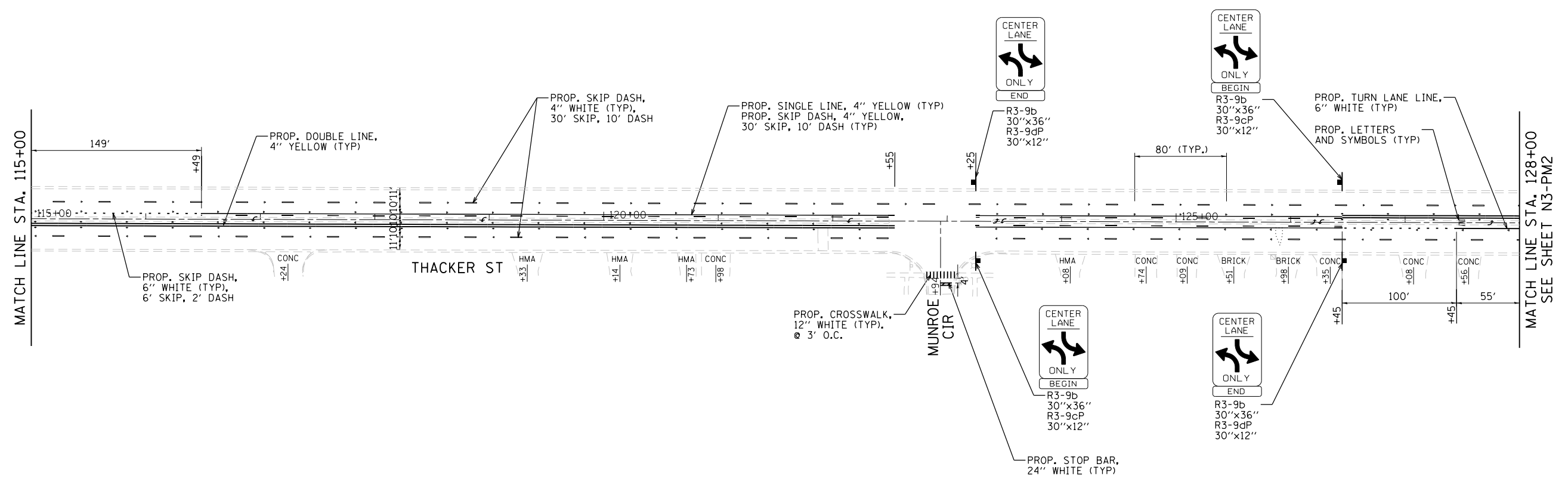
COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
PAVEMENT MARKINGS AND SIGNAGE

PM-6
SCALE: 1"=50' SHEET 117 OF 195



BEGIN WORK
STA. 101+50



MODEL: D:\p4\116\1616\3304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D-shb-001.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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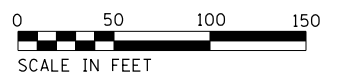
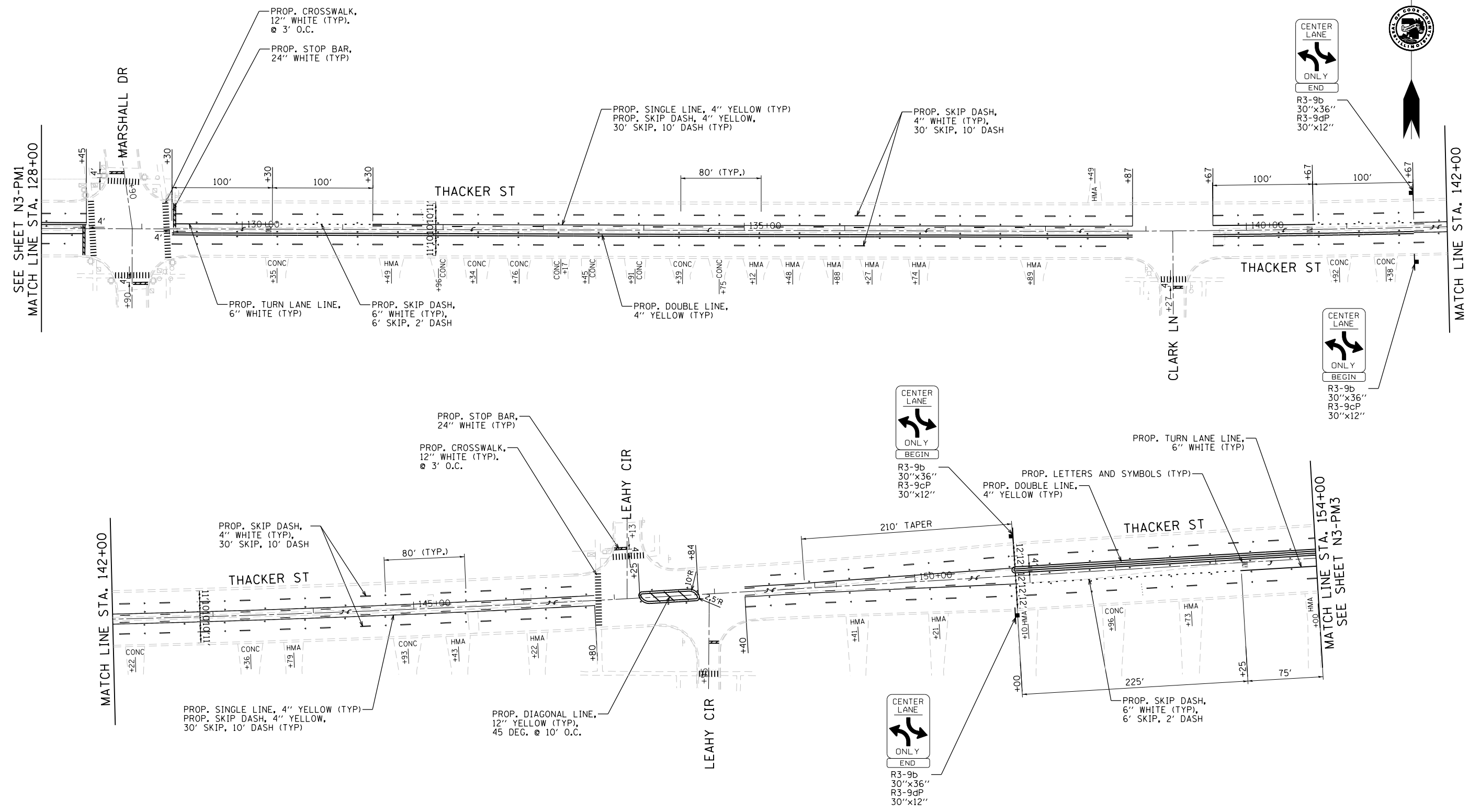


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: IE	REVISIONS	DATE
DRAWN: BS		
CHECKED: CW		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PAVEMENT MARKINGS AND SIGNAGE

PM-7
SCALE: 1"=50' SHEET 118 OF 195



MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D-shb.pmk02.dgn
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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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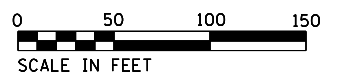
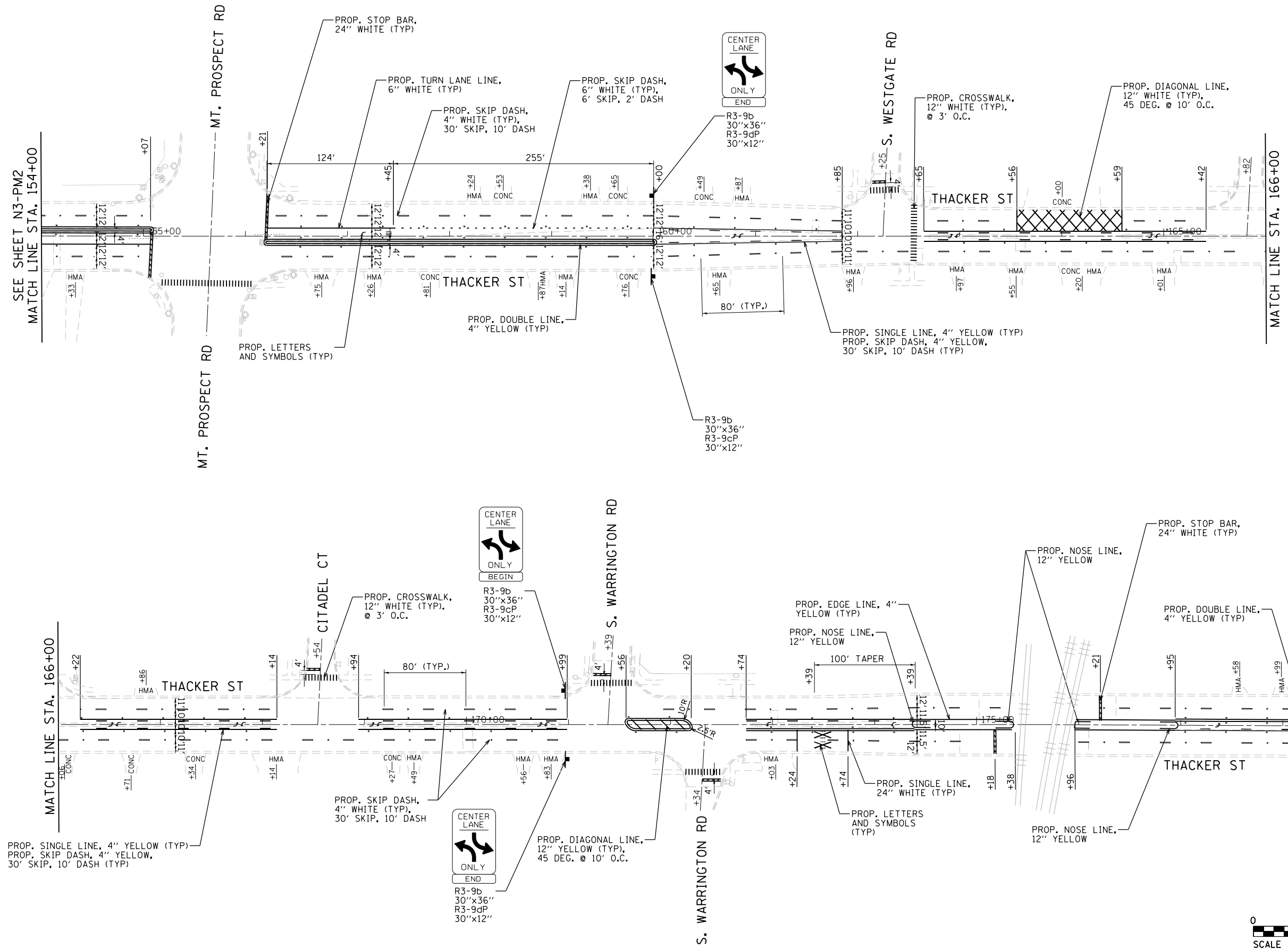
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: IE	REVISIONS	DATE
DRAWN: BS		
CHECKED: CW		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PAVEMENT MARKINGS AND SIGNAGE

PM-8
 SCALE: 1"=50' SHEET 119 OF 195

MODEL: D:\p\16163304-00_Cook County Phase 2 Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D-shp\pmk03.dgn
 FILE NAME: P:\16163304-00_Cook County Phase 2 Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D-shp\pmk03.dgn



MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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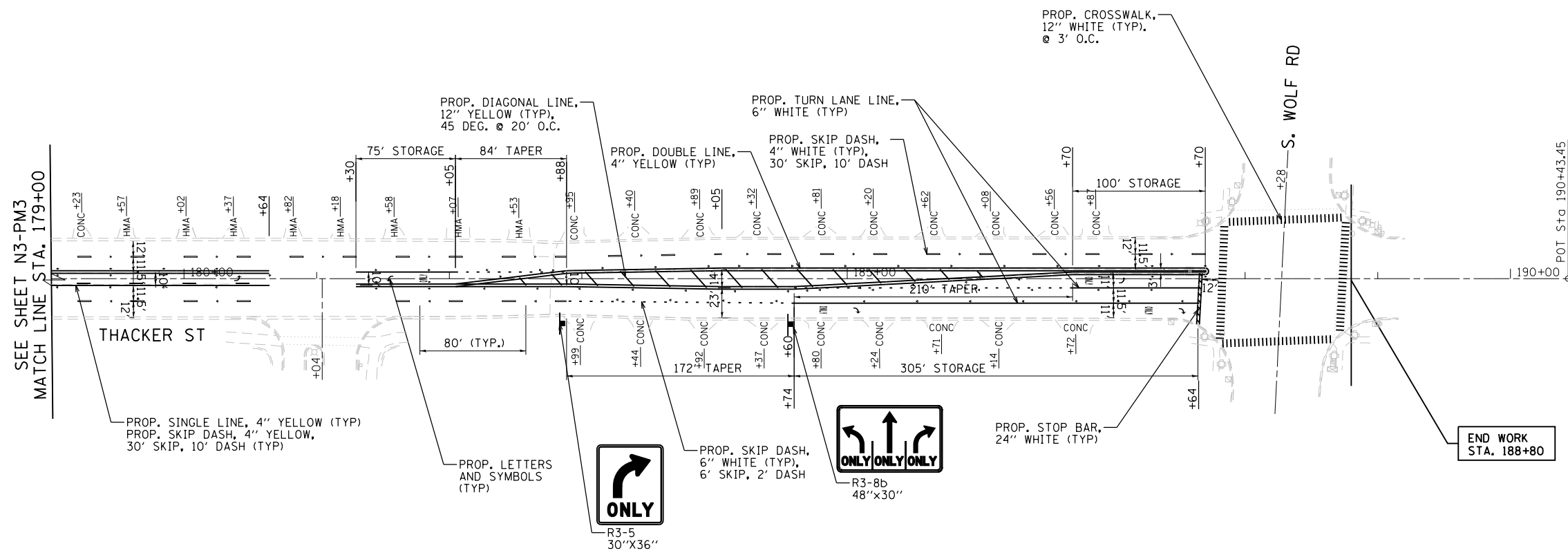

COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: IE	REVISIONS	DATE
DRAWN: BS		
CHECKED: CW		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PAVEMENT MARKINGS AND SIGNAGE

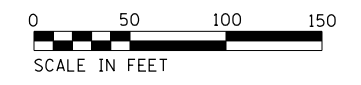
PM-9
 SCALE: 1"=50' SHEET 120 OF 195

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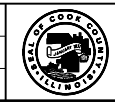


NOTE:

FOR PAVEMENT MARKING DETAILS, SEE IDOT DISTRICT ONE STANDARDS TC-11 & TC-13.



MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY:	A59 A64
	FISCAL YEAR:	2019
	SECTION:	19-A5918-00-PV



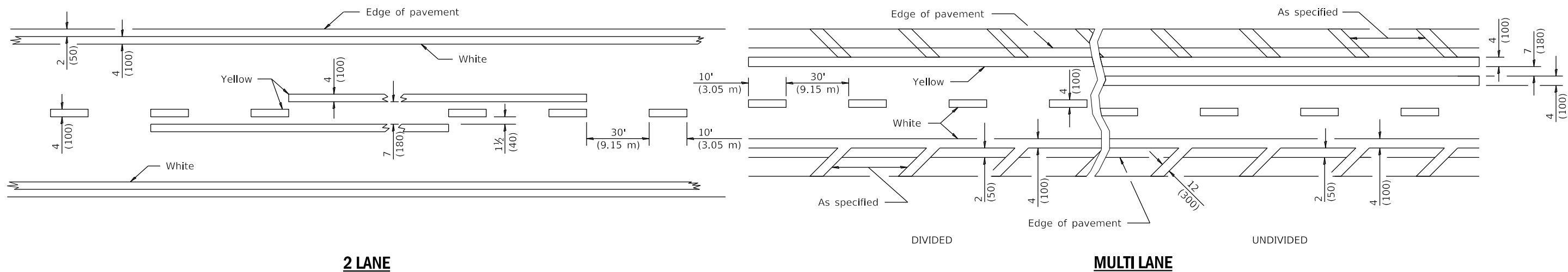
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: IE
 DRAWN: BS
 CHECKED: CW

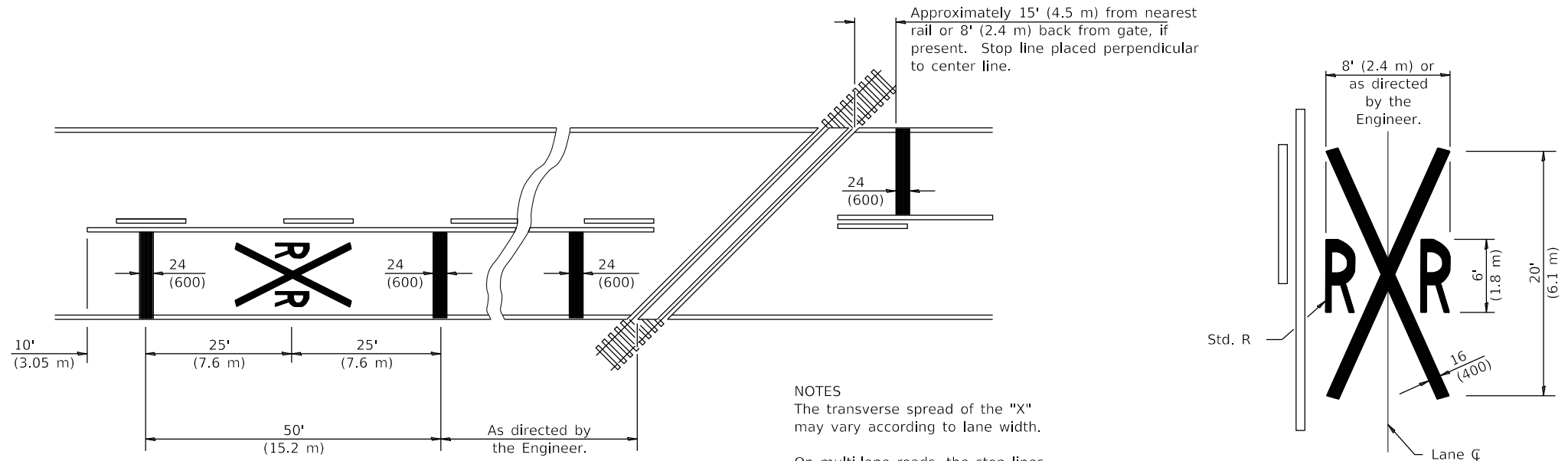
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
PAVEMENT MARKINGS AND SIGNAGE

PM-10
 SCALE: 1"=50' SHEET 121 OF 195



LANE AND EDGE LINES



NOTES
 The transverse spread of the "X" may vary according to lane width.

On multi-lane roads, the stop lines shall extend across all approach lanes and separate RXR symbols shall be placed adjacent to each other in each lane.

When the pavement marking symbol is used, a portion of the symbol should be located directly adjacent to the Advance Warning Sign (W10-1) as placed by Table 2C-4, Condition B of the MUTCD.

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

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

TYPICAL PAVEMENT MARKINGS

(Sheet 1 of 3)

STANDARD 780001-05

PM-11

SCALE: SHEET 122 OF 195

MODEL: D:\p\h\... FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopstere\DC\ADD_Sheets\T07L-shr.pmk\07.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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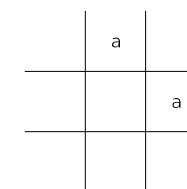
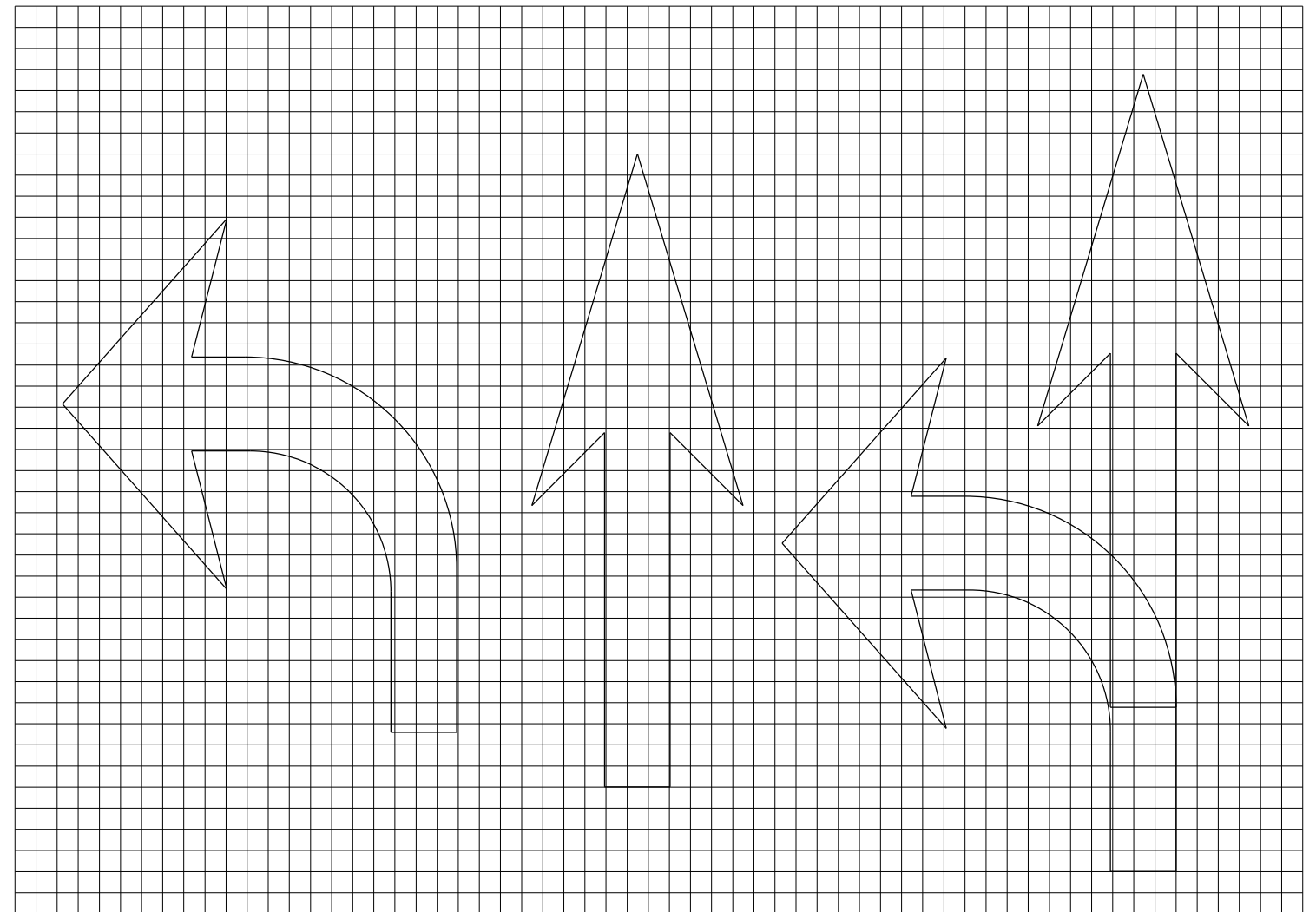
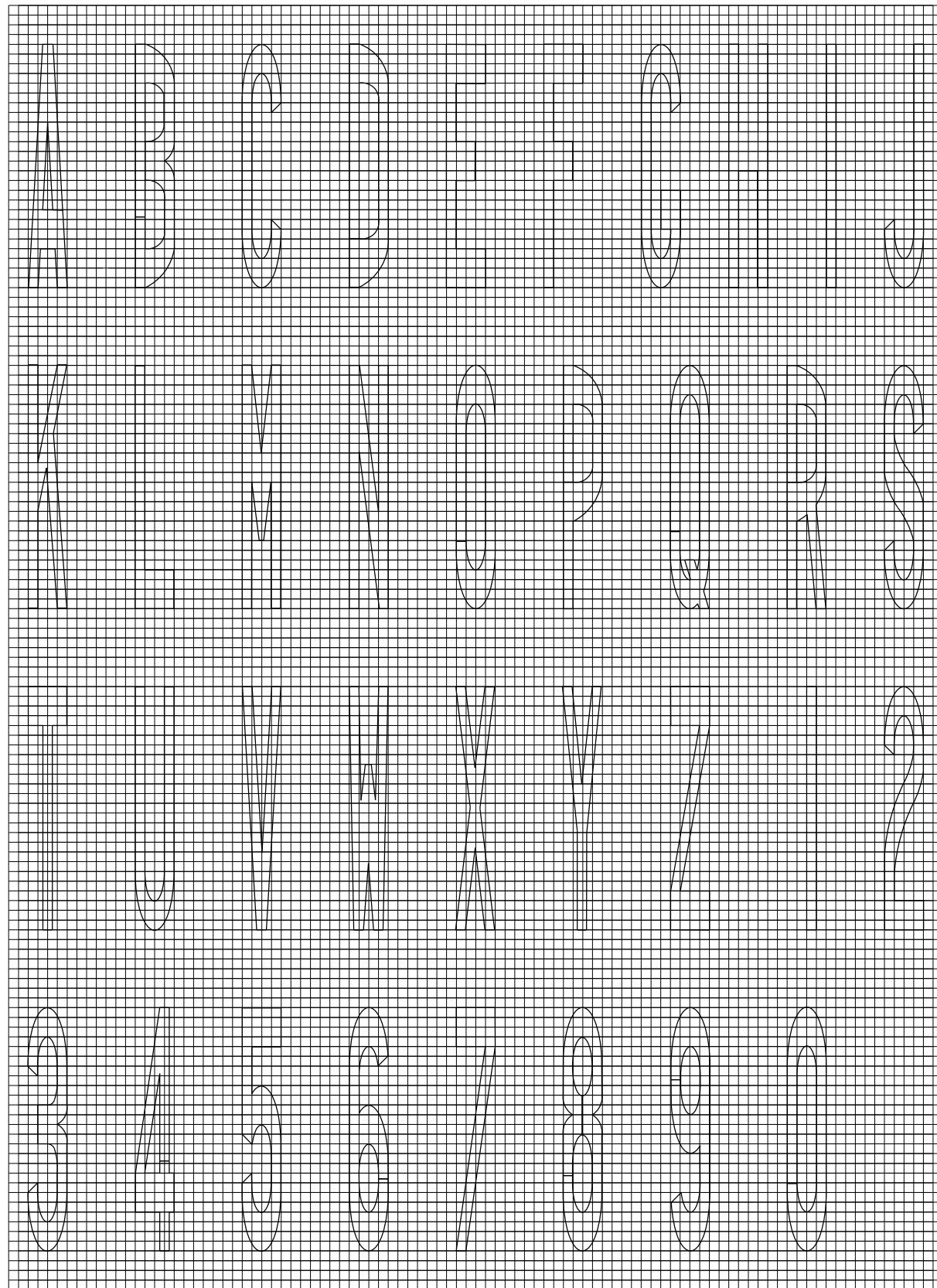
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
 780001-05

MODEL: D:\p4\11
 FILE NAME: P:\1616-3304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T071-shr.pmk\08.dgn



Legend Height	Arrow Size	a
6' (1.8 m)	Small	2.9 (74)
8' (2.4 m)	Large	3.8 (96)

The space between adjacent letters or numerals should be approximately 3 (75) for 6' (1.8 m) legend and 4 (100) for 8' (2.4 m) legend.

LETTER AND ARROW GRID SCALE

TYPICAL PAVEMENT MARKINGS

(Sheet 2 of 3)

STANDARD 780001-05

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019
	SECTION: 19-A5918-00-PV	



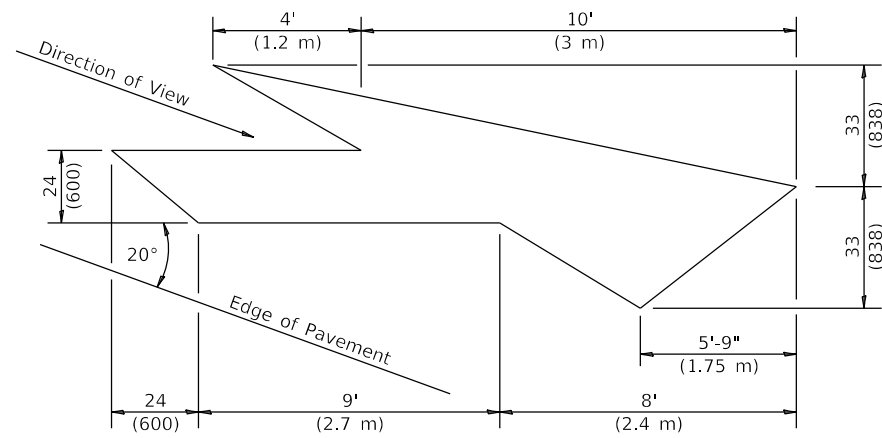
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:	_____	_____
CHECKED:	_____	_____

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD 780001-05

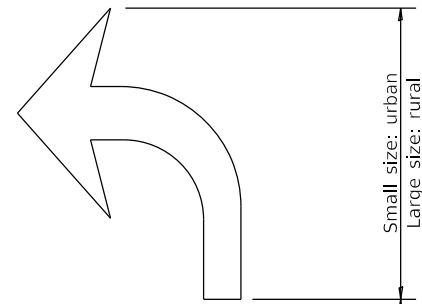
PM-12

SCALE: SHEET 123 OF 195



LANE-REDUCTION ARROW

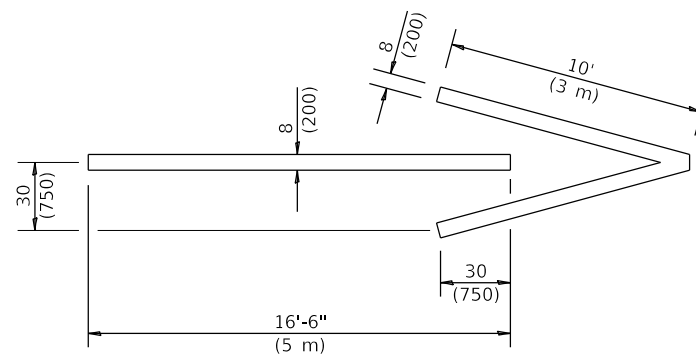
Right lane-reduction arrow shown.
Use mirror image for left lane.



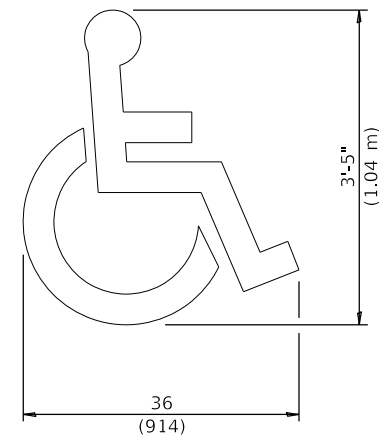
20' (6 m): urban
50' (15 m): rural
(Between arrow
and word or
between words)



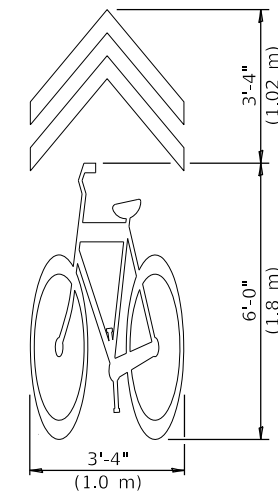
WORD AND ARROW LAYOUT



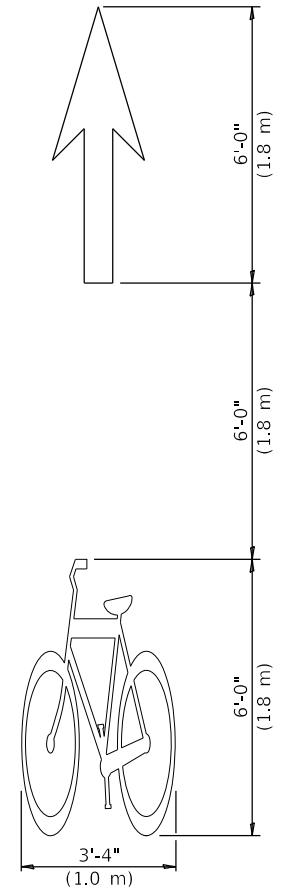
WRONG WAY ARROW



**INTERNATIONAL
SYMBOL OF
ACCESSIBILITY**



**SHARED LANE
SYMBOL**



BIKE SYMBOL
(Arrow is optional.)

**TYPICAL PAVEMENT
MARKINGS**

(Sheet 3 of 3)

STANDARD 780001-05

MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstred\CGN\CGADD_Sheets\T07L-shr-pmk\09.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

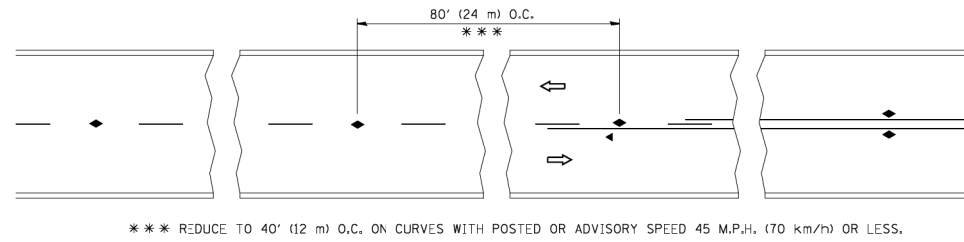
REVISIONS	DATE
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
780001-05

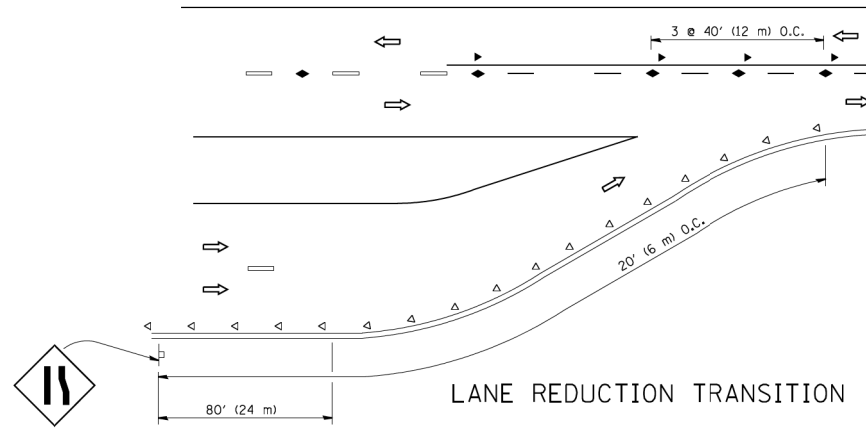
PM-13

SCALE: SHEET 124 OF 195

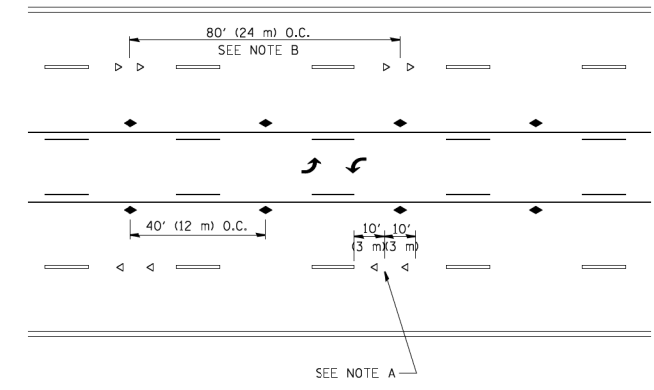


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

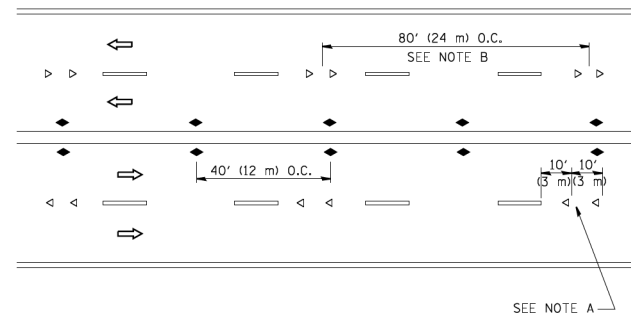
TWO-LANE/TWO-WAY



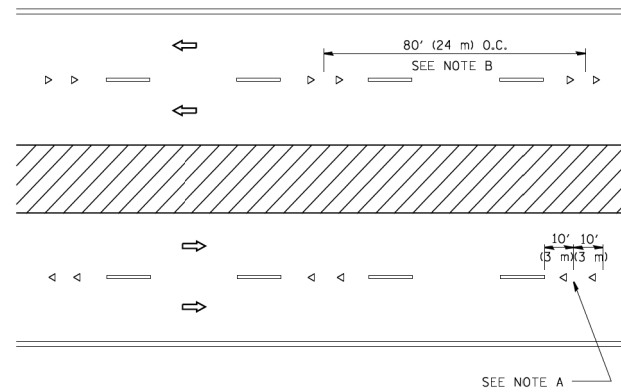
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

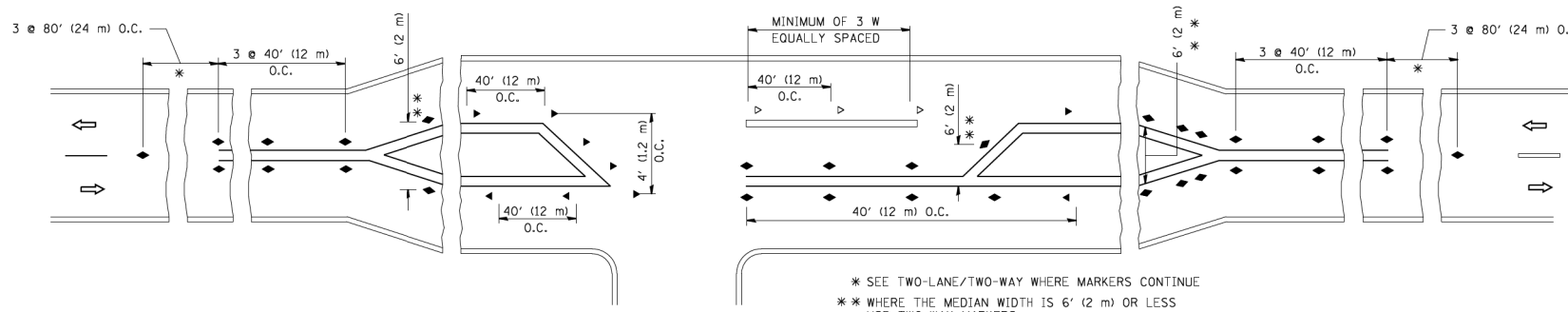
LANE MARKER NOTES

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

DESIGN NOTES

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

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



LEFT TURN

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-11			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		CONTRACT NO.		

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.
COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
 IDOT DISTRICT 1 STANDARD
 TC-11

PM-14
 SCALE: SHEET 125 OF 195

MODEL: D:\p\16163304-00_Cook County Phase 2 Design\Task 07 W07 Demopstere\CG\ADD_Sheets\T07L-shh.pmk\10.dgn
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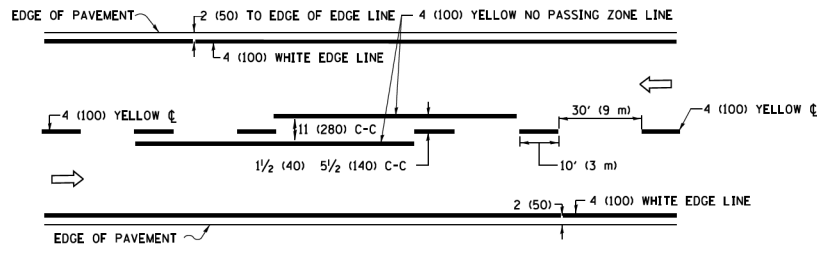
FILE NAME =	USER NAME = leysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
DRAWN -	CHECKED -	DATE -	REVISED - T. RAMMACHER 03-12-99
PLOT SCALE = 50.000' / IN.			REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/2/2011			REVISED - C. JUCIUS 09-09-09

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

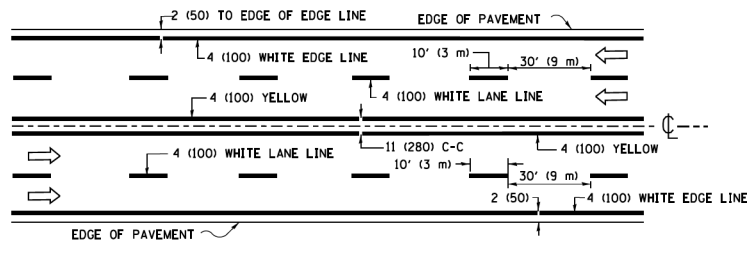


COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

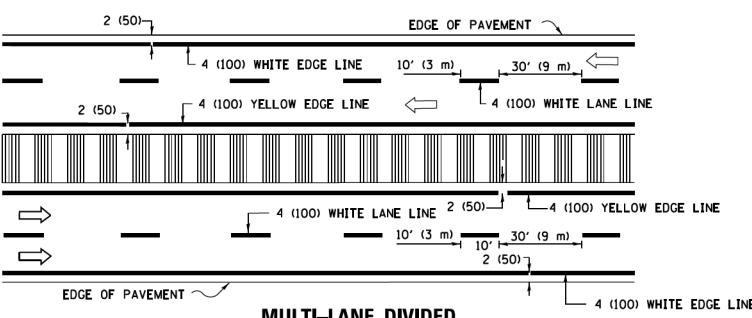
COUNTY HIGHWAY: A59 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



2-LANE ROADWAY

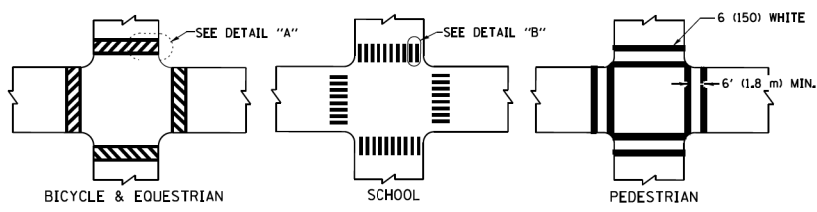


MULTI-LANE UNDIVIDED



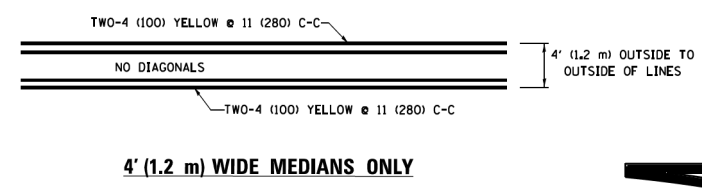
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

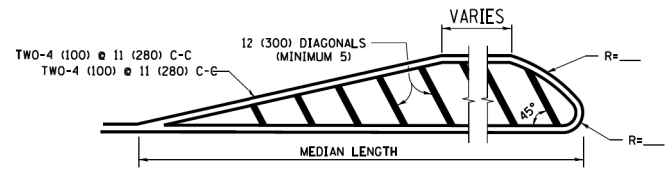


TYPICAL CROSSWALK MARKING

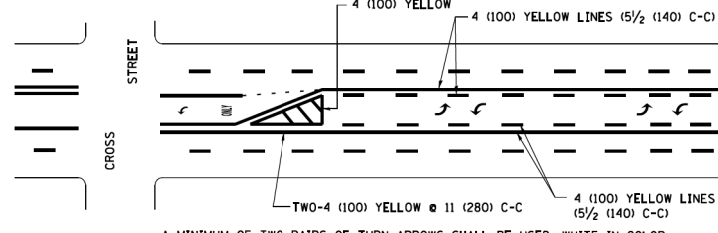
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



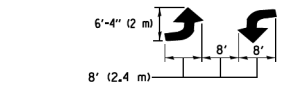
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE



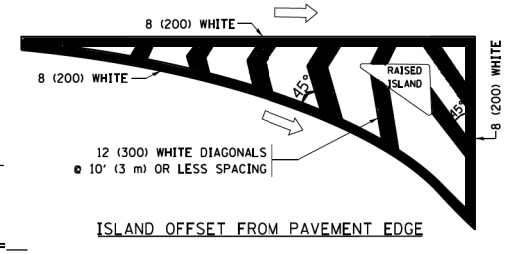
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



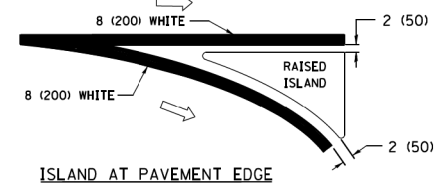
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

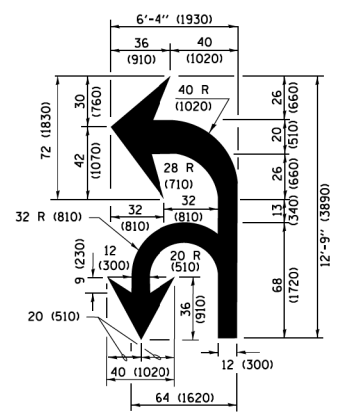
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) AREA = 20.8 SQ. FT. (1.9 m²)
 * TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



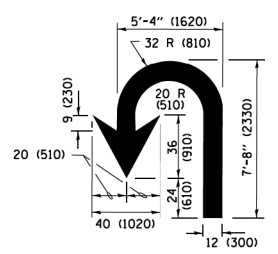
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE. SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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 USER NAME = jaysa
 PLOT SCALE = 50.000' / 1" =
 PLOT DATE = 6/23/2017

DESIGNED - EVERS
 DRAWN -
 CHECKED -
 DATE - 03-19-90

REVISED - C. JUCIUS 09-09-09
 REVISED - C. JUCIUS 07-01-13
 REVISED - C. JUCIUS 12-21-15
 REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
 TYPICAL PAVEMENT MARKINGS**

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

F.A. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.
 TC-13 CONTRACT NO.
 ILLINOIS FED. AID PROJECT



**COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS**

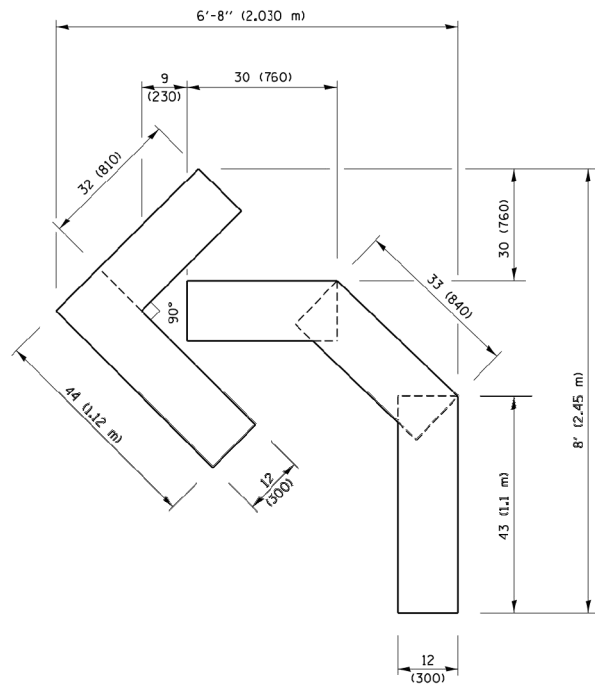
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REVISIONS	DATE

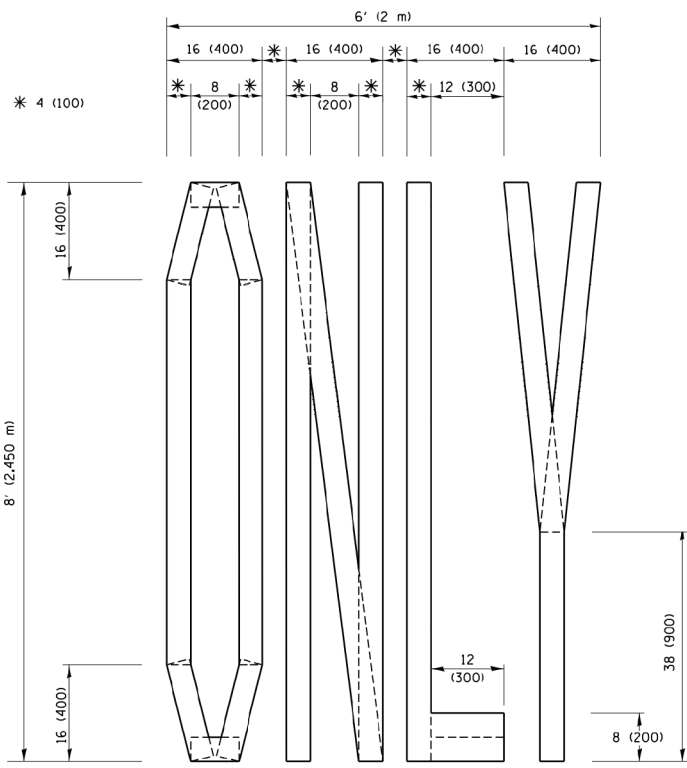
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD

**IDOT DISTRICT 1 STANDARD
 TC-13**

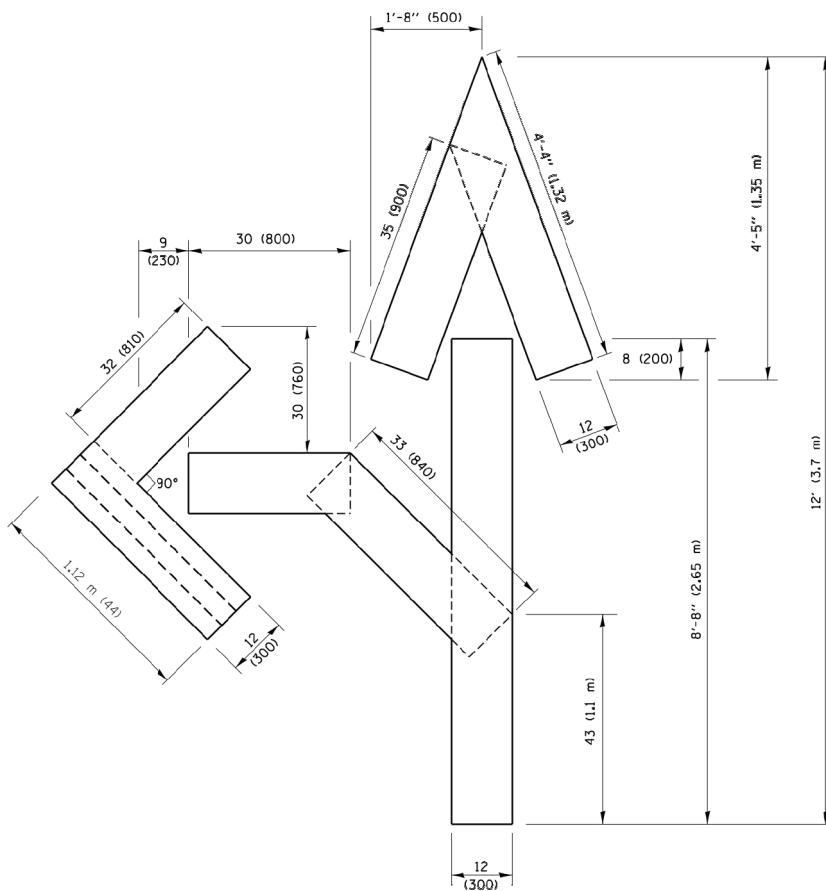
PM-15
 SCALE: SHEET 126 OF 195



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

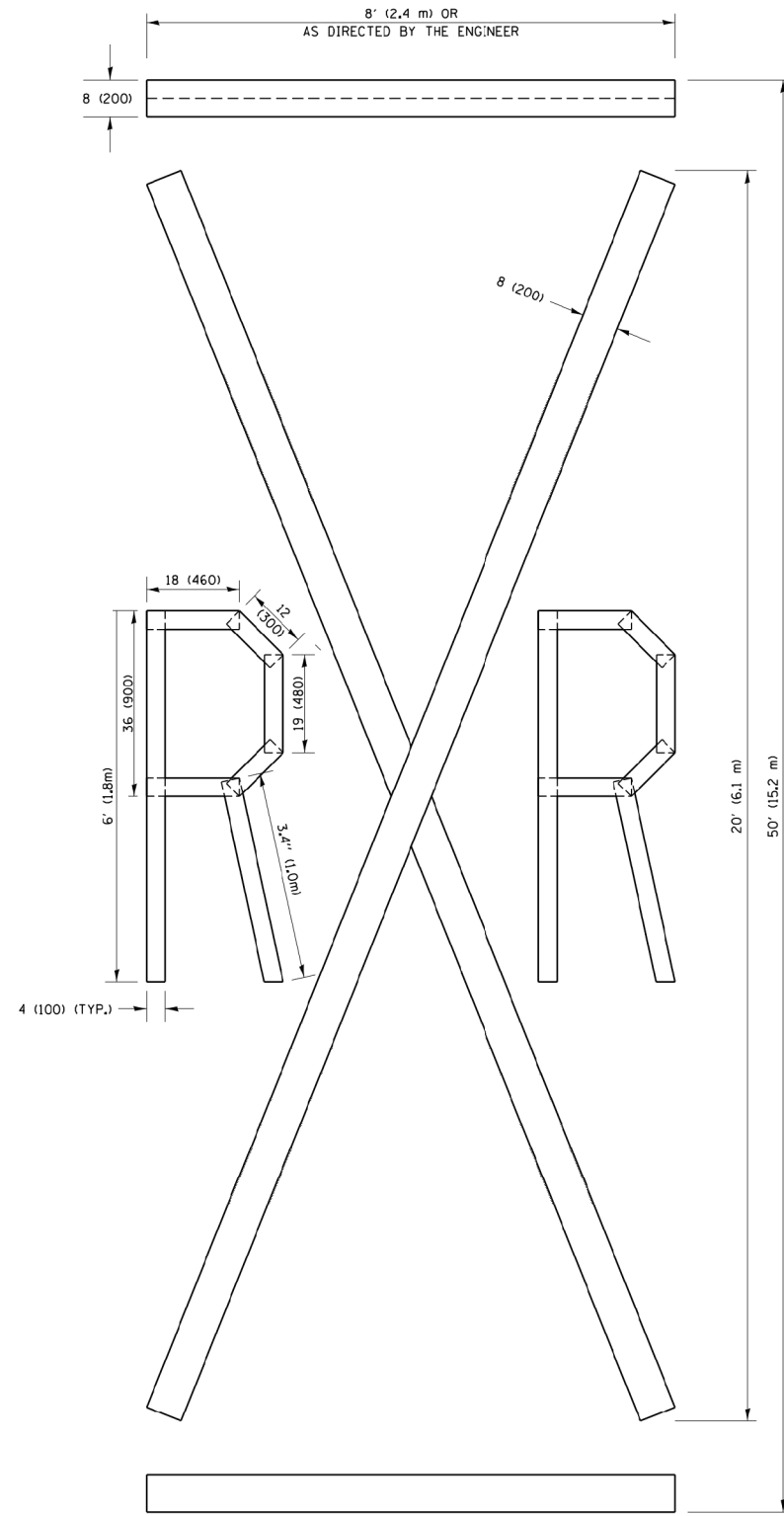


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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

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

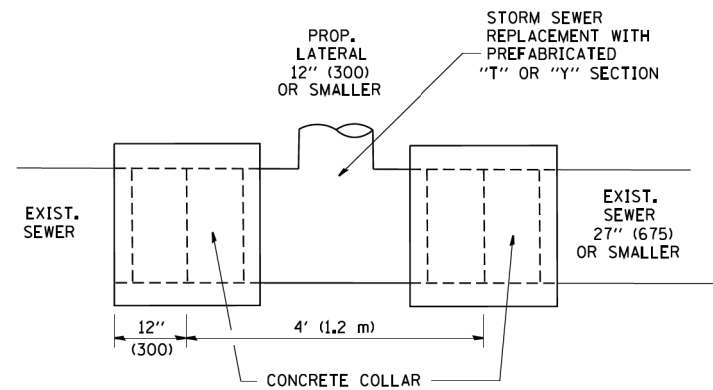


QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

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

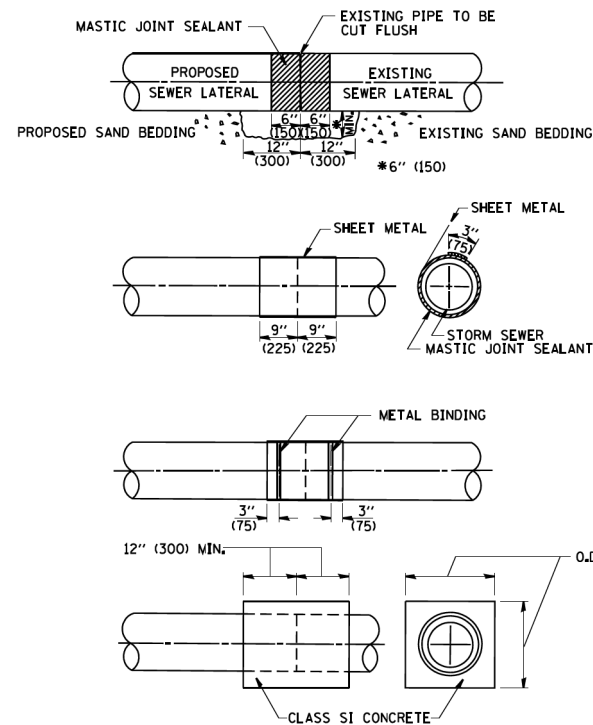
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FILE NAME = P:\16163204\00_Cook County Phase 2 Design\Task 07 W07 Demopstere\DC\CA\DD_Sheets\T071-shr.pmk:12.dgn		USER NAME = footemj		DESIGNED - DRAWN BY: CAD		REVISED - T. RAMMACHER 03-02-98 REVISED - E. GOMEZ 08-28-00 CHECKED - REVISED - E. GOMEZ 08-28-00 DATE - 09-18-94 REVISED - A. SCHUETZE 09-15-16		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS		F.A.U. RTE. *	SECTION 15-00059-00-SW	COUNTY COOK	TOTAL SHEETS 68	SHEET NO. 59	
PLOT SCALE = 50,000 / 1" = 50'		PLOT DATE = 9/15/2016		COUNTY HIGHWAY: A59 A64		FISCAL YEAR: 2019		SECTION: 19-A5918-00-PV		SCALE: NONE		SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		FEDERAL ROAD DISTRICT ILLINOIS FED. AID PROJECT	
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DIES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		COMPUTED: DRAWN: CHECKED:		REVISIONS _____ _____ _____		DATE		WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD		IDOT DISTRICT 1 STANDARD TC-16		PM-16		SCALE: SHEET 127 OF 195	



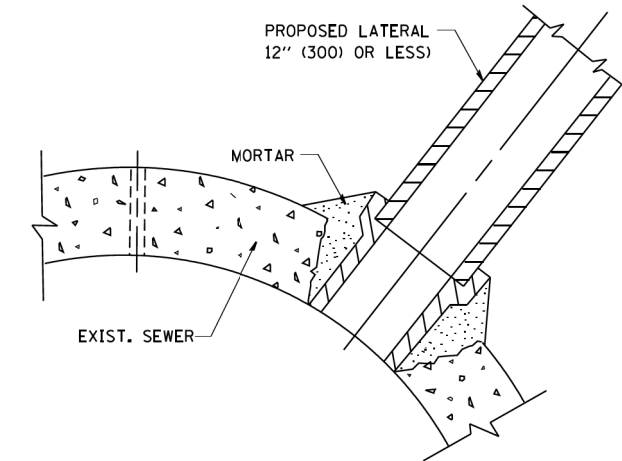
DETAIL "A"

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



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

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

CONSTRUCTION SEQUENCE

1. CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
2. APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
3. BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12' x 6' (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
4. CUT A PIECE OF SHEET METAL GAGE NO. 19 L1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OZZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD500-01 (BD-7)			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
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PLOT SCALE = 50.000' / IN.	CHECKED -	DRAWN -	REVISED -
PLOT DATE = 1/4/2008	DATE -	A59	R. SHAH 09-09-94
	07-25-90	A64	R. SHAH 10-25-94
			R. SHAH 06-12-96



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

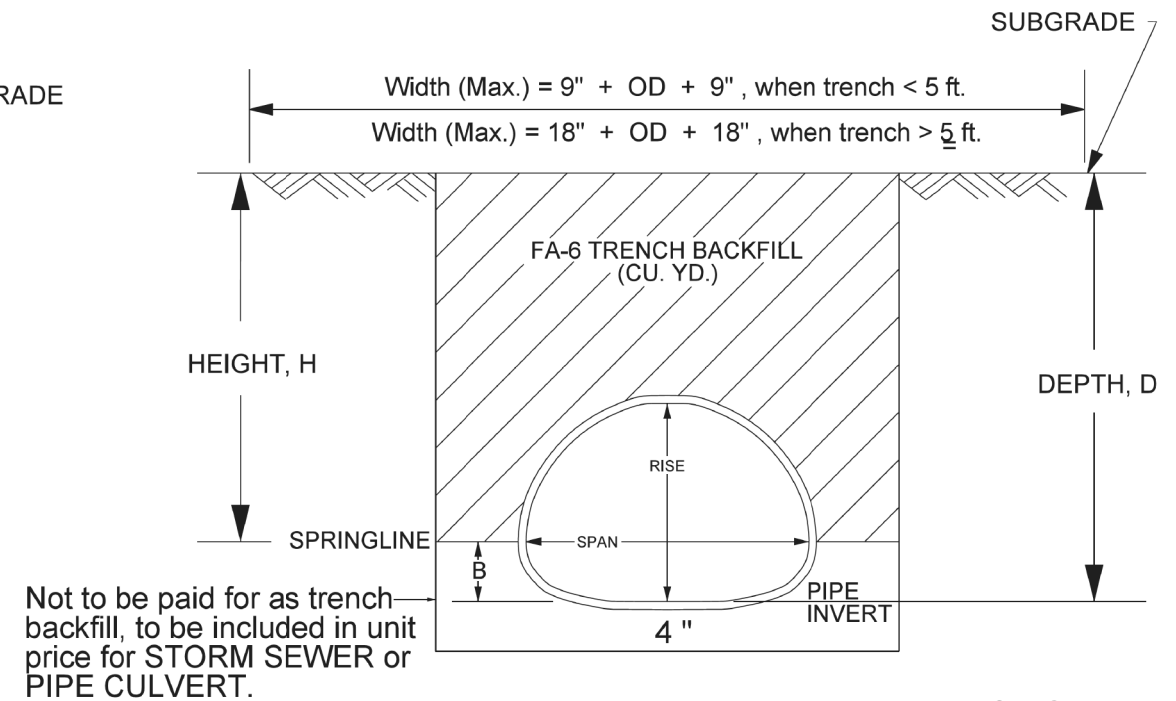
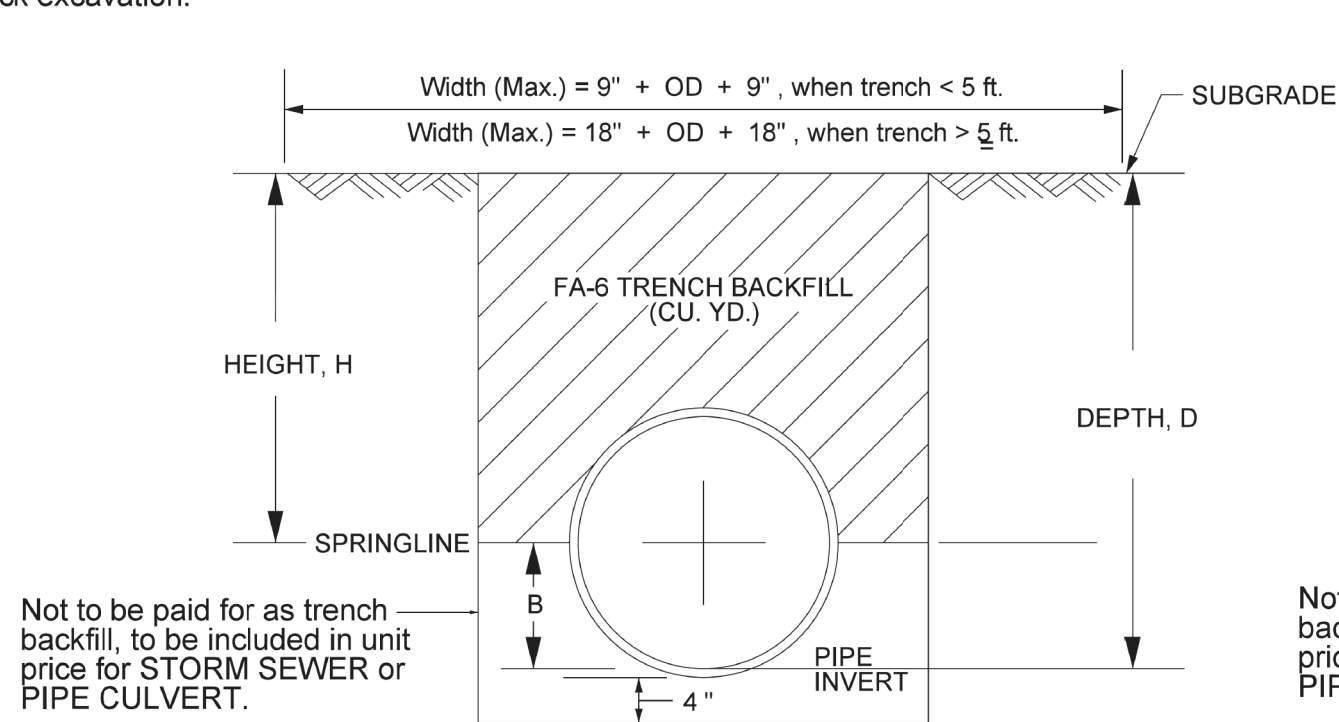
REVISIONS	DATE

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
IDOT DISTRICT 1 STANDARD
BD-7

DU-2
SCALE: SHEET 129 OF 195

MODEL: D:\dgn\... FILE NAME: P:\1616\3304-00_Cook County Phase 2_Design\Task 07_W07 DemopstretDCN\CADD_Sheets\T071-sh-drain02.dgn

The trenching and backfilling for sewer work shall be as shown in STANDARD D-11 in accordance with Article 550.07 of the IDOT Standard Specifications for Road and Bridge Construction. This work will be paid for at the unit price for PIPE CULVERT or STORM SEWER of the size, type and class called for on the plans and shall include all work and materials with the exception of rock excavation.

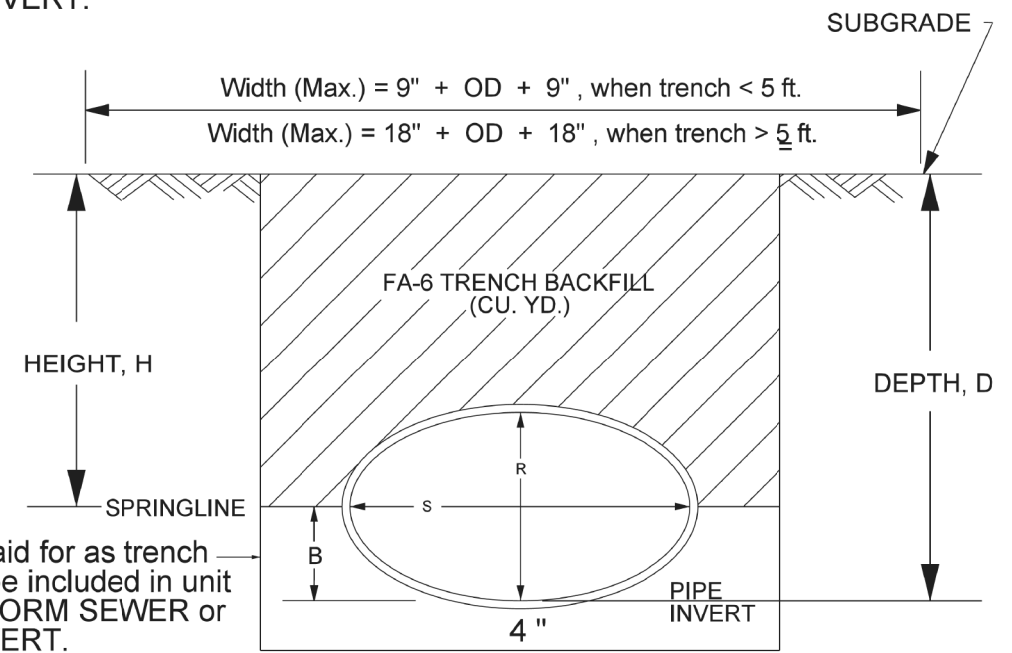


W = Width of trench (ft) B = Distance from Pipe Invert to Springline (ft.)
 D = Depth from Subgrade to Pipe Invert (ft.) L = Length of Trench (ft.)
 H = Height of Trench Backfill Limits (ft) = (D-B) A = End Area of Pipe above Springline (sq. ft.)

$$\text{Volume (Cu. Yds.)} = [(H \times W) - A] \times L \times 1/27$$

NOTE: If the field engineer measures a width of trench less than the maximum permitted, the values included in the trench backfill tables will be of no value. The actual volume of TRENCH BACKFILL used will therefore have to be calculated using the following formula:

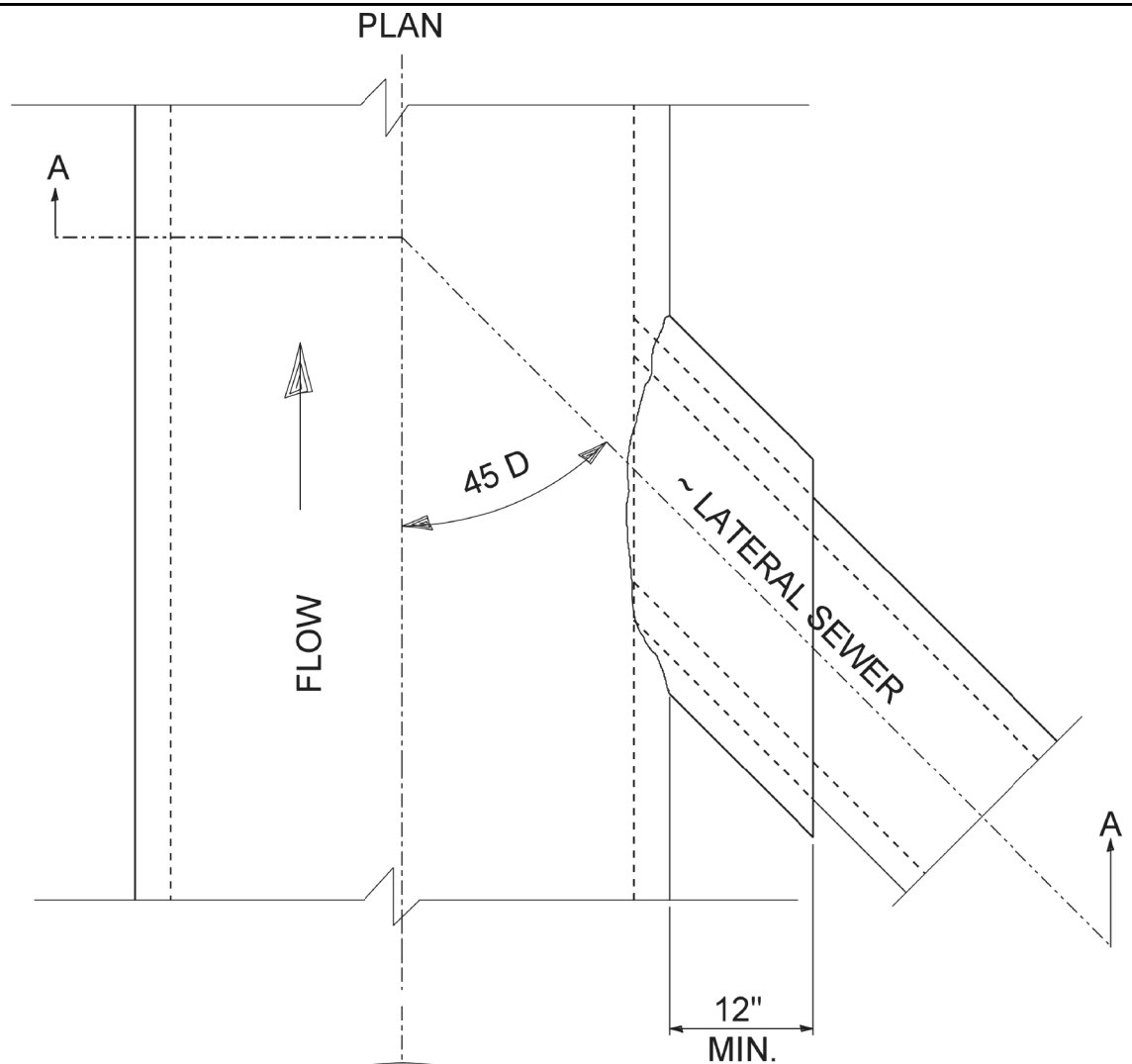
$$\text{Cubic Yards} = \left[(H' \times W') - \left(\frac{\text{Pipe End Area}}{2} \right) \right] \times L' \times 1/27$$



Trench Backfill shall be FA-6 backfilled in accordance with Article 550.07 of the Standard Specifications. Payment for TRENCH BACKFILL to be from bottom of subgrade to springline of pipe.

MODEL: D:\p\1616\3304-00_Cook County Phase 2_Design\Task 07_W07_Dempster\DCN\CADD_Sheets\T07_sht-drain03.dgn

MUNICIPALITY, IL COUNTY HIGHWAY: XXX FISCAL YEAR: XXXX NAME TOWNSHIP		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		COMPUTED: XXX DRAWN: XXX CHECKED: XX	REVISIONS REVISED BORDER 01-28-14 TRENCH BACKFILL (FA-6 ONLY) 05-17-13 PER IDOT SPECS 06-13-12 REMOVED BEDDING NOTE 11-21-14	DATE 01-28-14 05-17-13 06-13-12 11-21-14	BEDDING DETAIL DRAINAGE STANDARD D-11	DU-X SCALE: NONE SHEET X
MT. PROSPECT, IL COUNTY HIGHWAY: A59 WHEELING TOWNSHIP A64 GLENVIEW, IL FISCAL YEAR: 2019 NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP SECTION: 19-A5918-00-PV		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		COMPUTED: DRAWN: CHECKED:	REVISIONS _____ _____ _____	DATE _____ _____ _____	WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD CCDOH DETAIL D-11	DU-3 SCALE: SHEET 130 OF 195

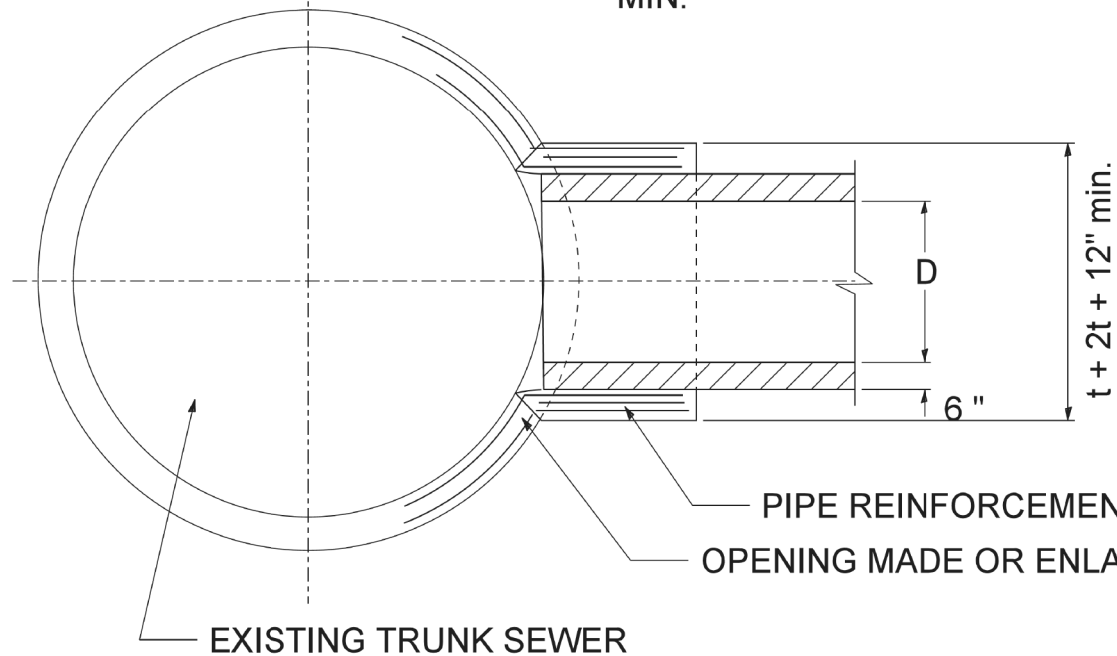


NOTES

1. CLASS SI CONCRETE IS TO BE USED THROUGHOUT.
2. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT IS TO BE INCLUDED IN THE UNIT BID PRICE FOR THE LATERAL SEWER WHERE BLIND CONNECTIONS ARE INDICATED ON PLANS.
3. FOR ELEVATIONS AND DIAMETER OF SEWERS SEE PLANS.
4. IF BULKHEADS ARE PROVIDED FOR LATERAL SEWER OPENINGS. THEY SHALL BE REMOVED. IF NO LATERAL OPENINGS HAVE BEEN PROVIDED FOR, THE OPENINGS IN THE EXISTING TRUNK SEWER SHALL BE MADE IN THE FIELD AT THE LOCATIONS SHOWN ON THE PLANS.

ANY STEEL REINFORCEMENT BARS LEFT IN PLACE AT THESE LATERAL OPENINGS OR FIELD OPENINGS, SHALL BE CUT AND BENT IN THE FIELD FOR USE AS DOWELS, AS SHOWN.

LATERAL SEWER CONNECTIONS MAY BE PRECAST OR CUT IN THE FIELD TO A 45 DEGREE ANGLE.
5. ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.



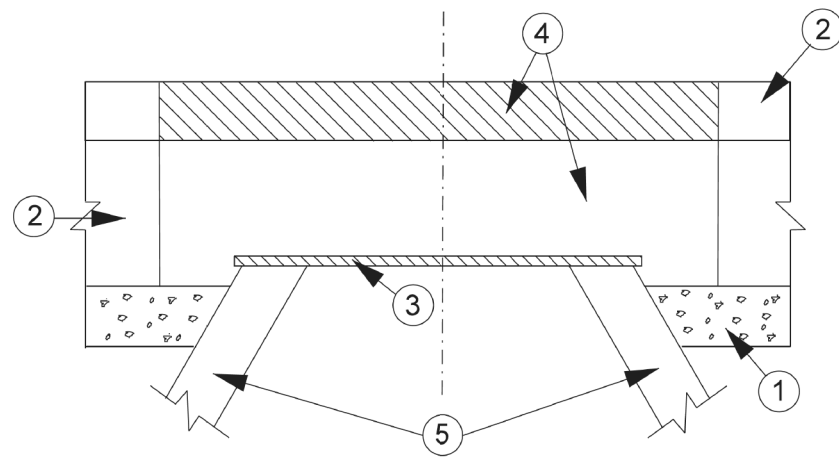
PIPE REINFORCEMENT CUT AND BENT IN FIELD
 OPENING MADE OR ENLARGED IN FIELD

SECTION A-A

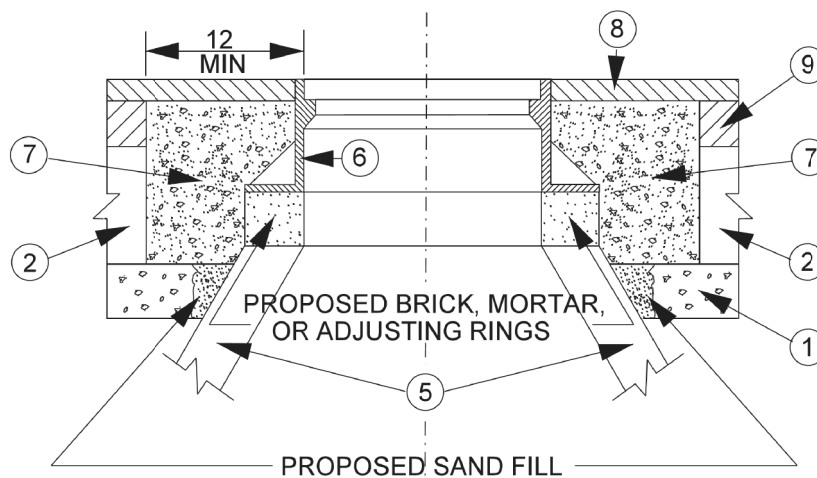
REVISION	
DATE	COMMENT
01-20-12 - MK	UNITS

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IL TOWNSHIP	COUNTY HIGHWAY: XXX FISCAL YEAR: XXXX SECTION: XX-XXXX-XX-XX	 COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPUTED: X.X.X. DRAWN: X.X.X. CHECKED: X.X.	REVISIONS _____ _____ _____	DATE _____ _____	PROJECT NAME DRAINAGE FIELD JOINT FOR CONNECTION OF LATERAL TO EXISTING TRUNK SEWER STANDARD D-61	DU-X SCALE: NONE SHEET XX
	COUNTY HIGHWAY: A59 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV	 COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPUTED: DRAWN: CHECKED:	REVISIONS _____ _____ _____	DATE _____ _____	WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD CCDOH DETAIL D-61	DU-4 SCALE: SHEET 131 OF 195



STAGE 1 (BEFORE PAVEMENT MILLING)



STAGE 2 (AFTER PAVEMENT MILLING)

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

LEGEND

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

NOTES

1. THIS STANDARD CONFORMS TO THE IDOT BUREAU OF DESIGN SPECIFICATION FOR FRAMES AND LIDS TO BE ADJUSTED (SPECIAL).
2. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE ITEM HAS BEEN PROVIDED.
3. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
4. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

FRAMES AND LIDS TO BE ADJUSTED, SPECIAL EACH

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

CONSTRUCTION PROCEDURES:

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

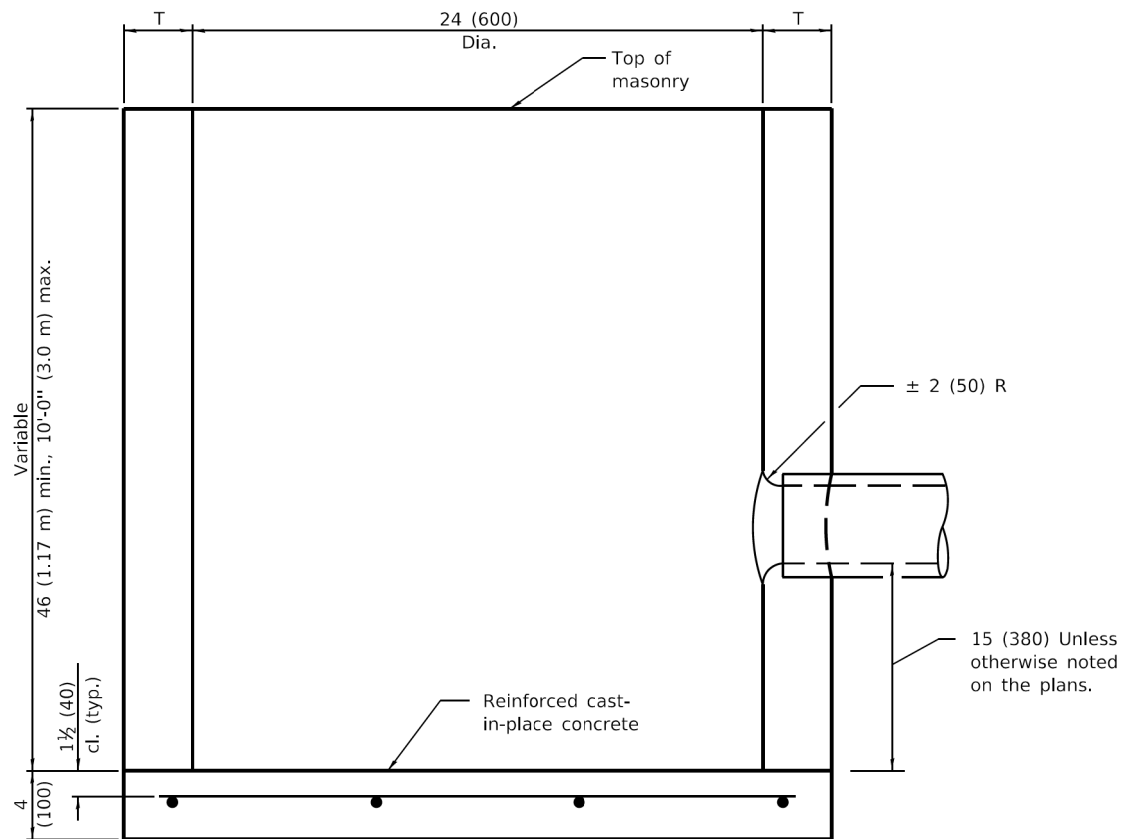
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	
SCALE: NONE DATE: 05/17/2004	BD600-03 (BD-8)
DRAWN BY: 03/21/97	CHECKED BY: 05/14/04

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	
R. WEIDEMAN	

REVISION	
DATE	COMMENT
01-27-12 - MK	REF: IDOT BD600-03 (BD-8)

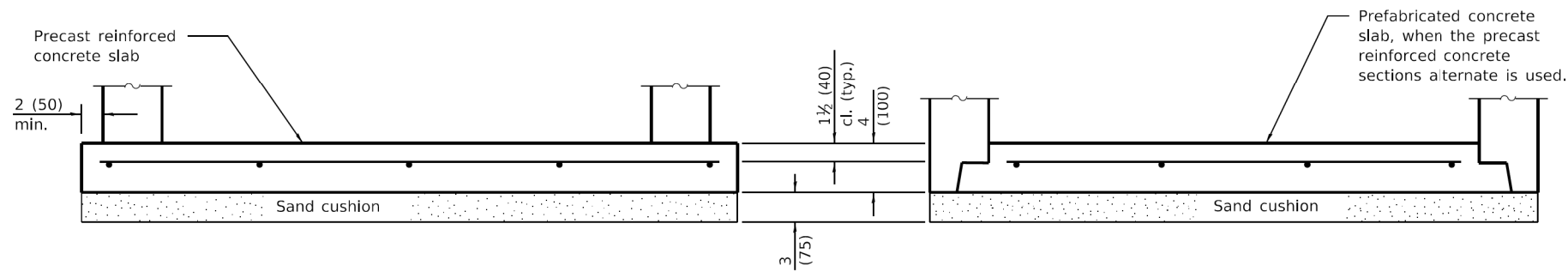
COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
COUNTY HIGHWAY: XXX FISCAL YEAR: XXXX SECTION: XX-XXXX-XX-XX	COUNTY HIGHWAY: A59 A64 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV	COMPUTED: X.X.X. DRAWN: X.X.X. CHECKED: X.X.	REVISIONS DATE	PROJECT NAME DRAINAGE FRAMES & LIDS TO BE ADJUSTED (SPECIAL) STANDARD D-64	DU-X SCALE: NONE SHEET XX
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD			CCDOH DETAIL D-64		

MODEL: D:\m\p\p\16163304-00_Cook County Phase 2 Design\Task 07 W07 Demopstere\DC\CA\03_Sheets\T071-sh-drain05.dgn



ALTERNATE MATERIALS FOR WALLS	T (min)
Precast Reinforced Concrete Section	3 (75)
Concrete Masonry Unit	5 (125)
Cast-in-Place Concrete	6 (150)
Brick Masonry	8 (200)

ELEVATION



ALTERNATE BOTTOM SLAB

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.27 sq. in./ft. (570 sq. mm/m) in both directions with a maximum spacing of 9 (230).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

DATE	REVISIONS
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.
1-1-09	Switched units to
	English (metric).

CATCH BASIN TYPE C

STANDARD 602011-02

MODEL: D:\d\h\it... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstere\DC\ADD_Sheets\T07L-shft.drain06.dgn

Illinois Department of Transportation

PASSED January 1, 2011
Michael Beard
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2011
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07 / 97

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV

COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

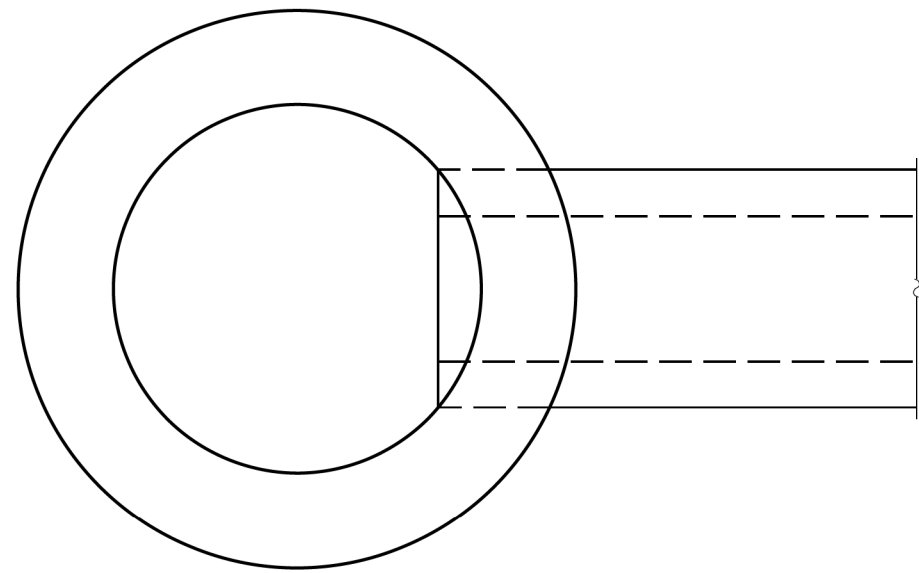
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DRAWN: _____
CHECKED: _____

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

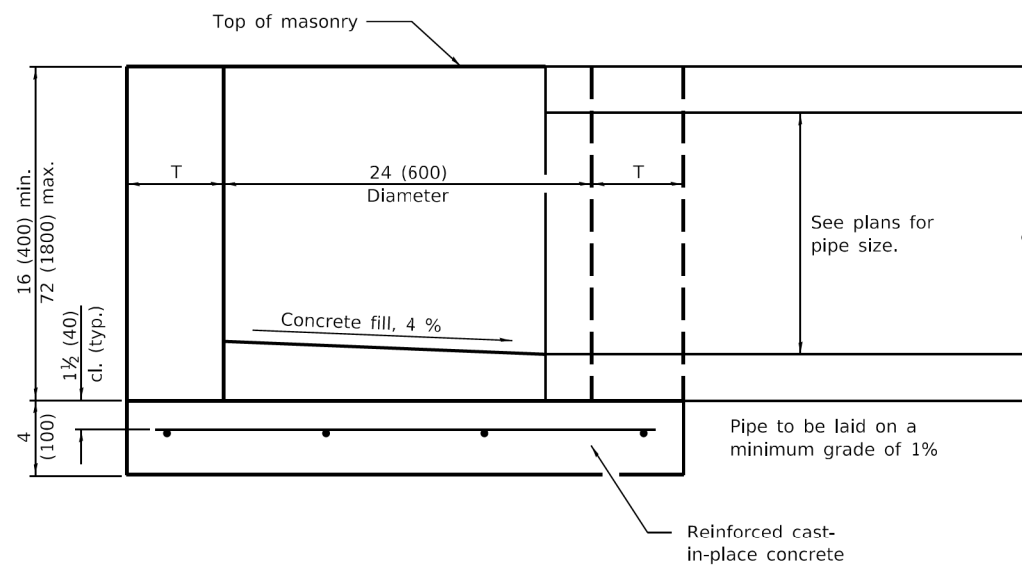
IDOT STANDARD 602011-02

DU-6

SCALE: SHEET 133 OF 195

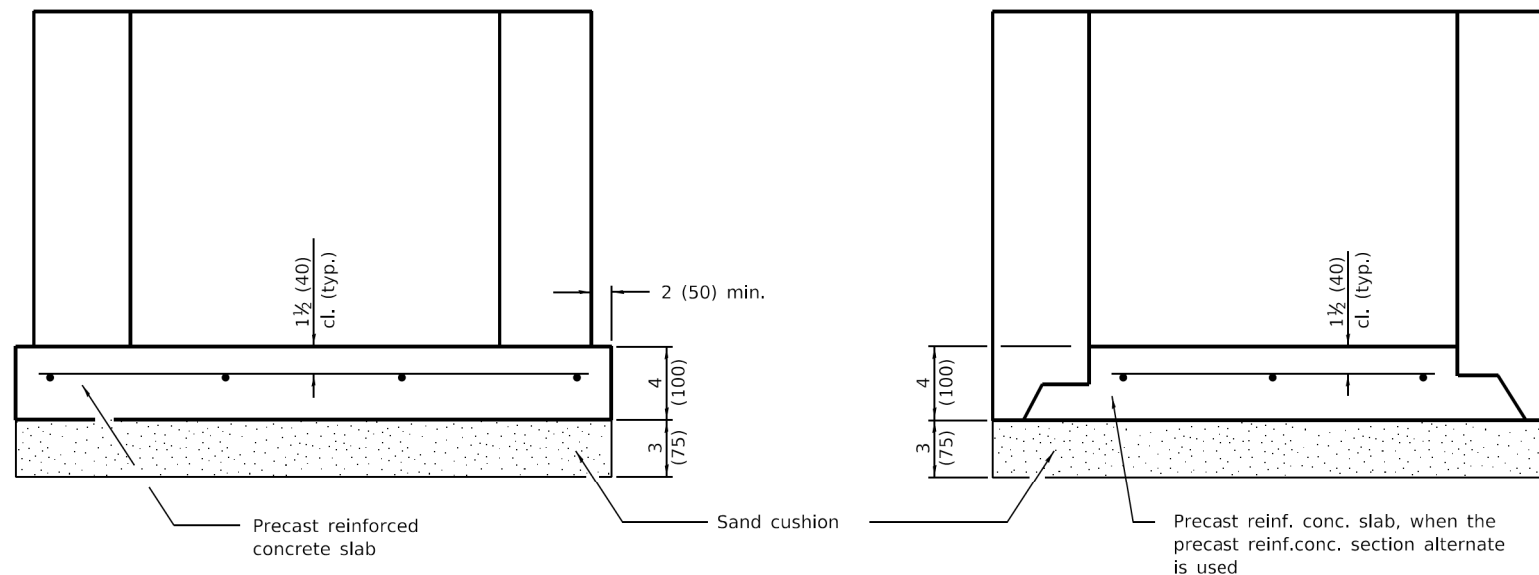


PLAN



ELEVATION

ALTERNATE MATERIALS FOR WALLS	T
BRICK MASONRY	8 (200)
CAST-IN-PLACE CONCRETE	6 (150)
CONCRETE MASONRY UNIT	5 (125)
PRECAST REINFORCED CONCRETE SECTION	3 (75)



ALTERNATE METHODS

GENERAL NOTES

Bottom slabs shall be reinforced with a minimum of 0.24 sq. in./ft. (510 sq. mm/m) in both directions with a maximum spacing of 10 (250).

Bottom slabs may be connected to the riser as determined by the fabricator; however, only a single row of reinforcement around the perimeter may be utilized.

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

DATE	REVISIONS
1-1-14	Increased height to 72 (1800) maximum.
1-1-11	Detailed rein. in slabs.
	Added max. limit to height.
	Added general notes.

INLET - TYPE A

STANDARD 602301-04

MODEL: D:\d4\it... FILE NAME: P:\16163304-00 Cook County Phase 3 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T071-shf-drain07.dgn

Illinois Department of Transportation

PASSED January 1, 2014
Michael Beard
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2014
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-14
 /6-1-97

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

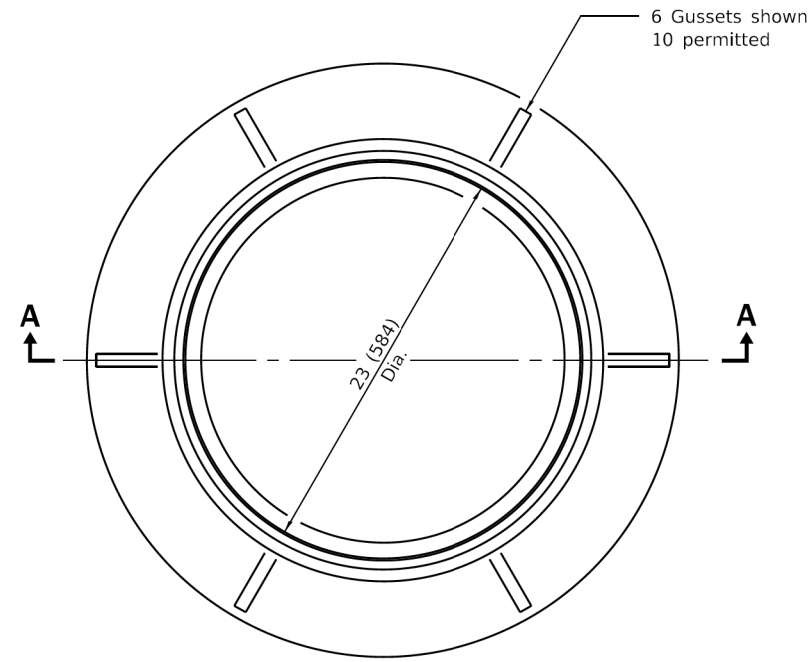
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

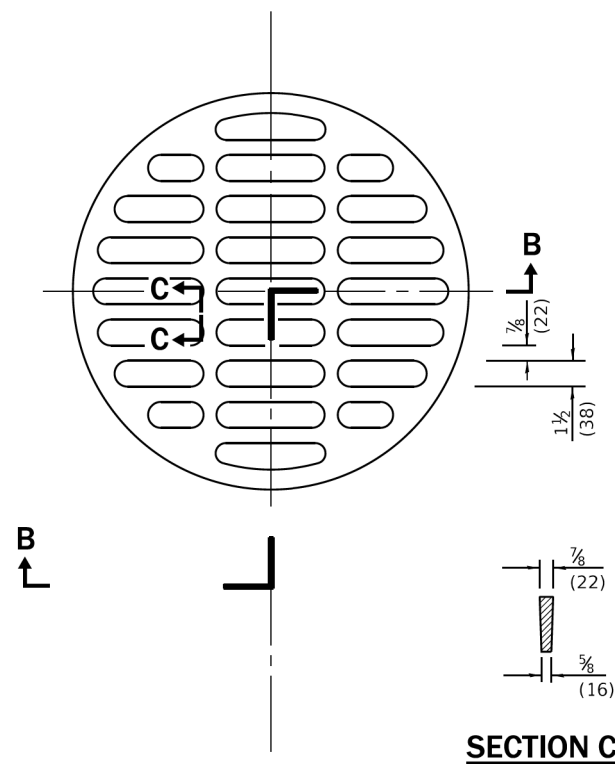
IDOT STANDARD
 602301-04

DU-7

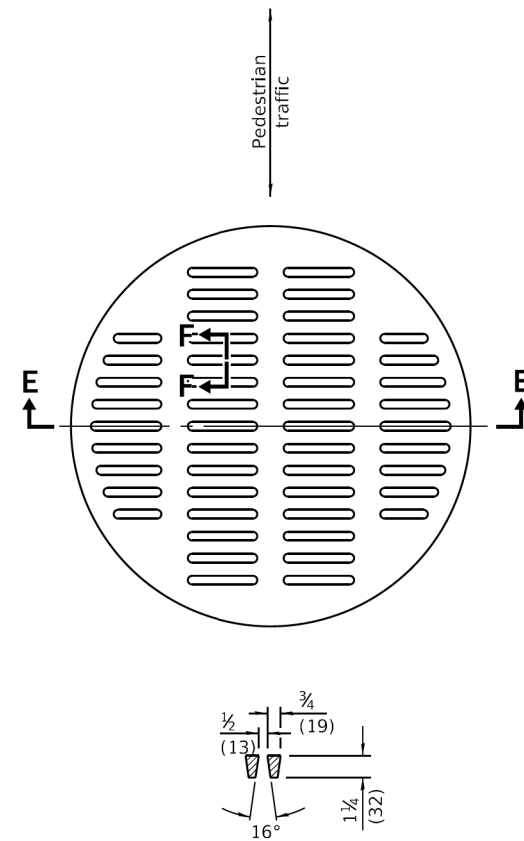
SCALE: SHEET 134 OF 195



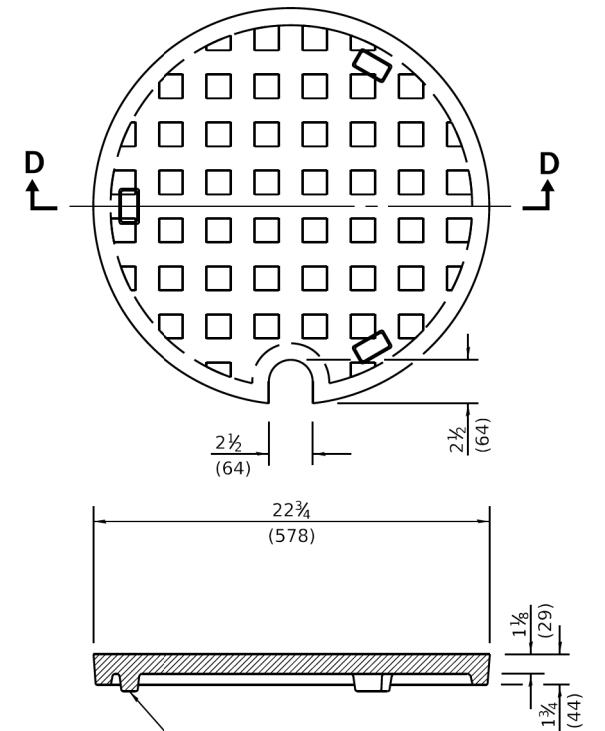
CAST FRAME



SECTION C-C

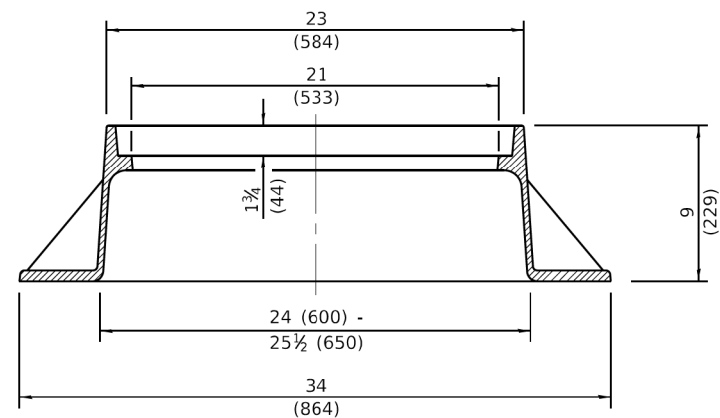


SECTION F-F

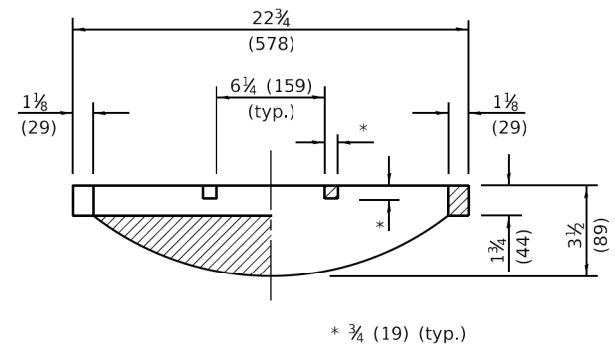


SECTION D-D

CAST CLOSED LID
Gray Iron Lid

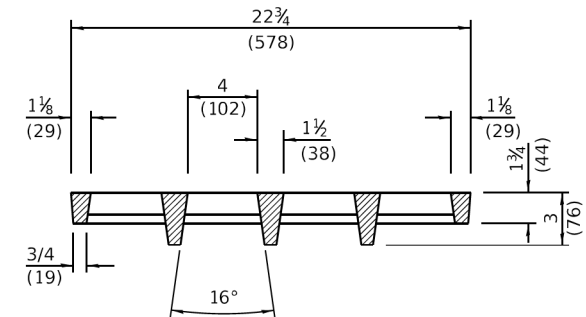


SECTION A-A
Gray Iron



SECTION B-B

CAST OPEN LID



SECTION E-E

**ADA COMPLIANT
CAST OPEN LID**

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

MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\GADD_Sheets\T07-sh-drain08.dgn

PASSED	January 1, 2015
ENGINEER OF POLICY AND PROCEDURES	
APPROVED	January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT	

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

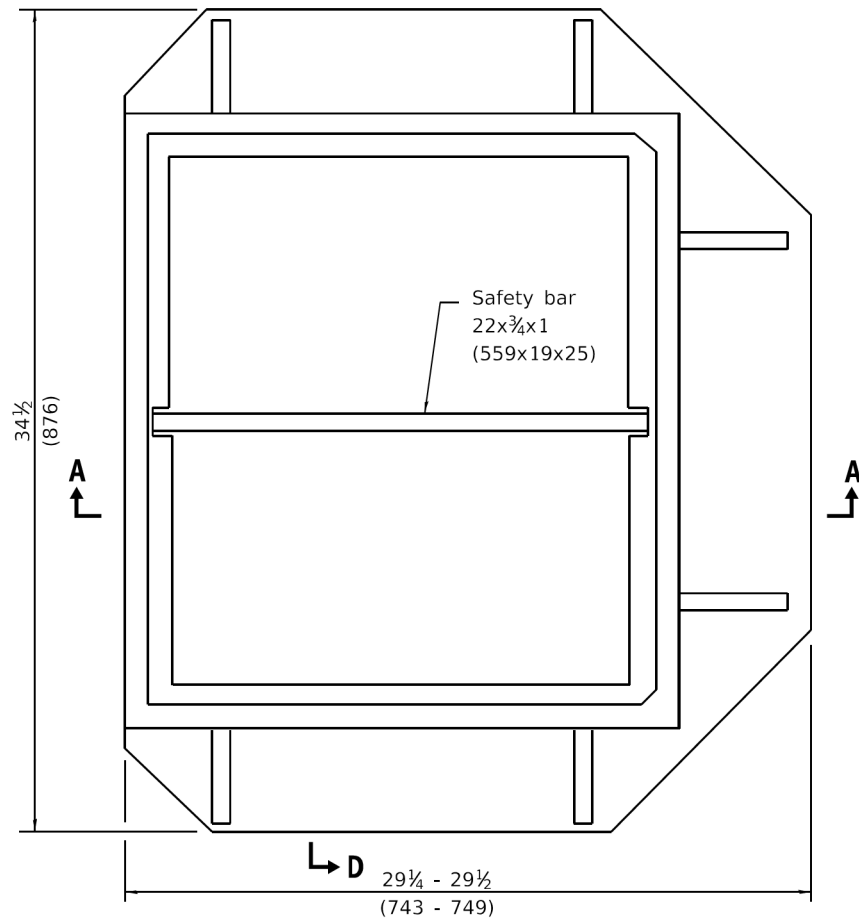
REVISIONS	DATE

DATE	REVISIONS
1-1-15	Revised dimensioning of frame. Added ADA compliant open lid.
1-1-09	Switched units to English (metric).

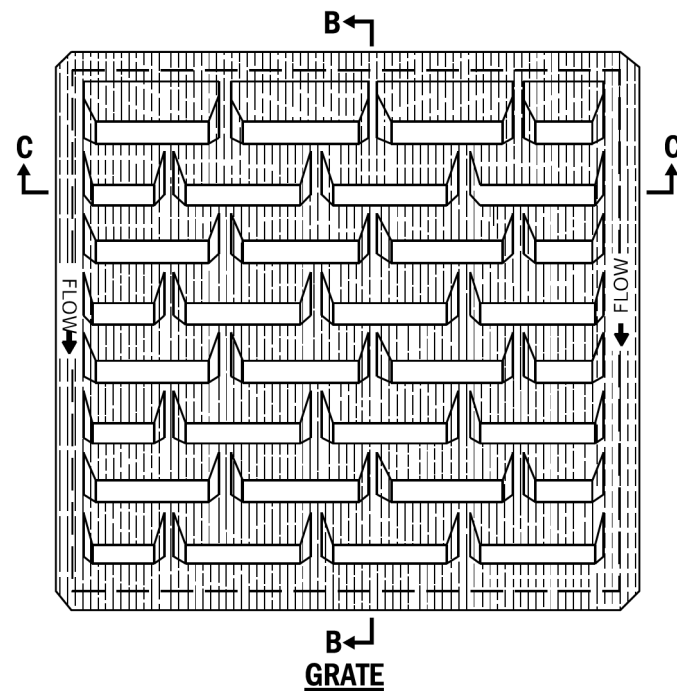
**FRAME AND LIDS
TYPE 1**

STANDARD 604001-04

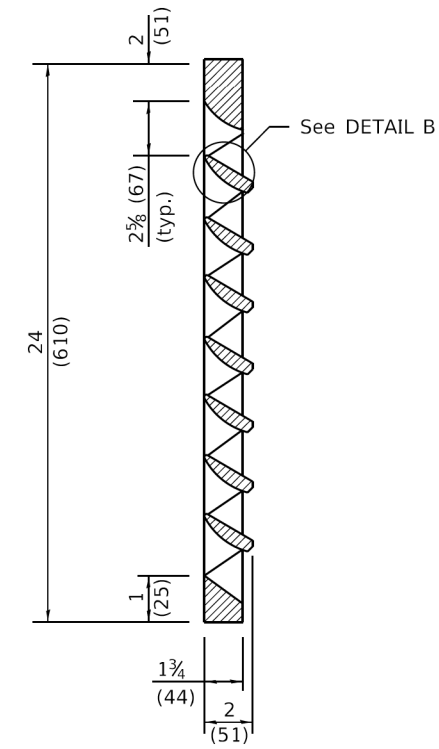
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD
604001-04



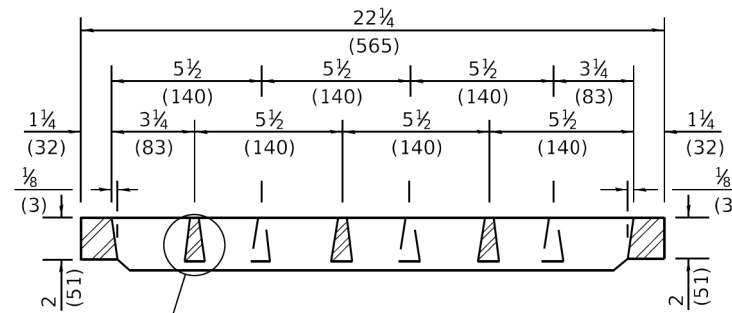
PLAN - FRAME



SECTION B-B

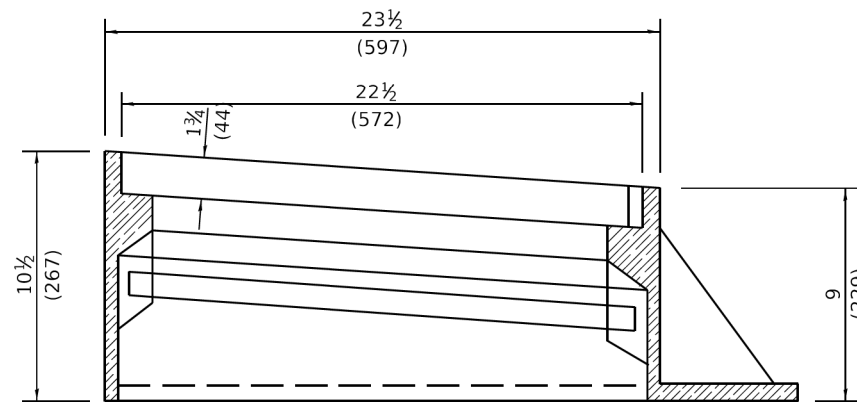


SECTION B-B

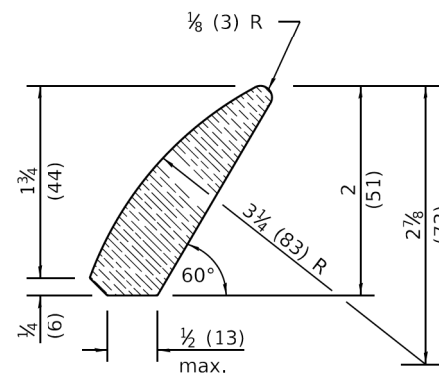


SECTION C-C

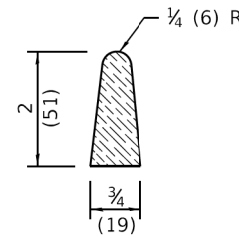
See DETAIL A



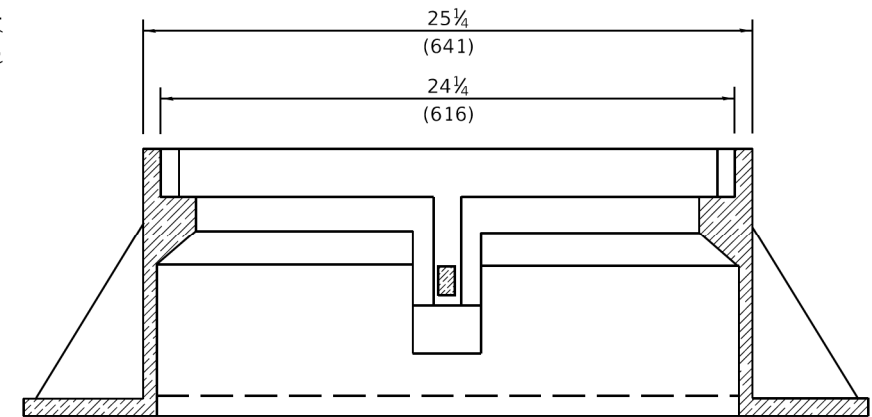
SECTION A-A



DETAIL B



DETAIL A



SECTION D-D

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

DATE	REVISIONS
1-1-15	Revised dimensions of frame.
1-1-09	Switched units to English (metric).

**FRAME AND GRATE
TYPE 24**

STANDARD 604091-03

Illinois Department of Transportation

PASSED January 1, 2015
Michael Brand
 ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15 / 8-1-17

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

REVISIONS	DATE

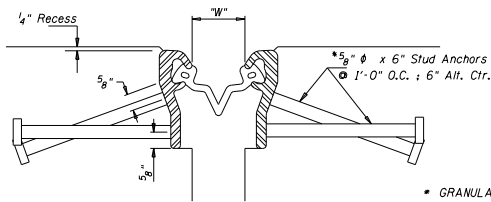
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
 604091-03

DU-9

SCALE: SHEET 136 OF 195

MODEL: D:\info\... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\CA\DD_Sheets\T071-shf-drain09.dgn

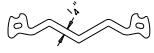


SECTION THRU EXPANSION JOINT

GRANULAR OR SOLID FLUX FILLED HEADED STUDS CONFORMING TO ARTICLE 1006.32 OF THE STANDARD SPECIFICATIONS, AUTOMATICALLY END WELDED.

JOINT LOCATION	TEMP. CORRECTION	INSTALLATION TEMP.
West Lake Ave. Sta. 155+82.45		
West Lake Ave. Sta. 157+88.28		

REFER TO ARTICLE 520.04 OF THE STANDARD SPECIFICATIONS.

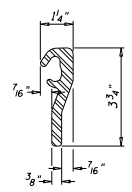


STRIP SEAL

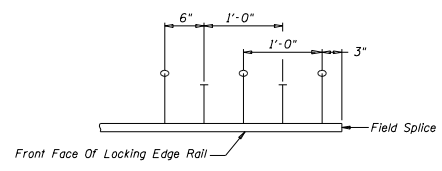
MINIMUM JOINT OPENING FOR EASE OF INSTALLATION = 1 1/2"

STRUCT. TEMP.	"W"	TEMP.
MAX.	1"	130 DEG. F.
MID.	2"	50 DEG. F.
MIN.	3"	-30 DEG. F.

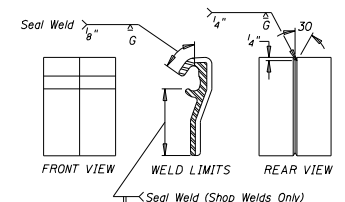
WEST LAKE AVENUE



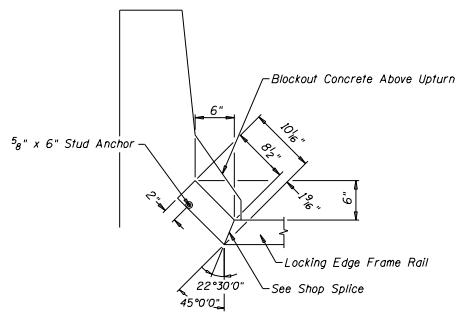
LOCKING EDGE RAIL



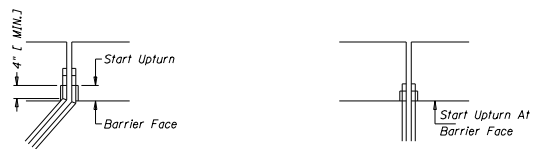
TYP. 5/8" DIA. STUD ANCHOR LAYOUT FROM SPLICE



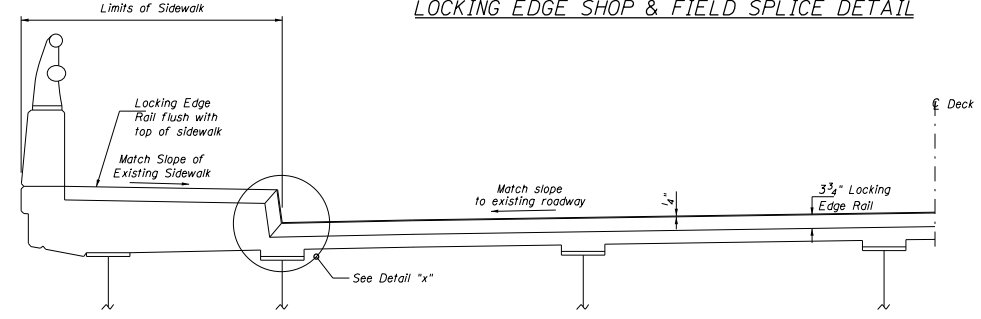
LOCKING EDGE SHOP & FIELD SPLICE DETAIL



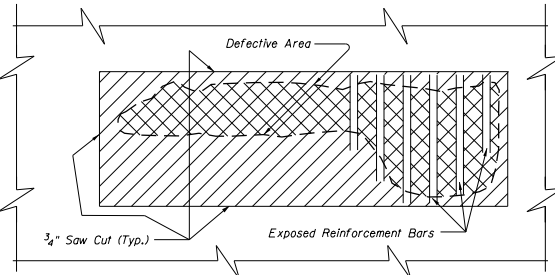
UPTURN DETAIL @ TRAFFIC BARRIER



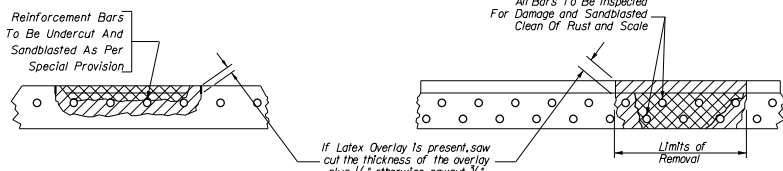
SKEWED JOINT DETAIL 0° SKEWED JOINT DETAIL



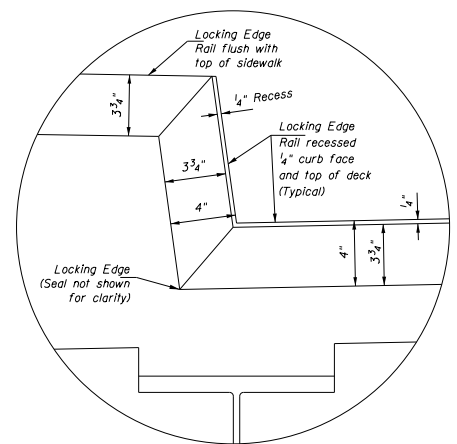
SECTION THRU DECK SLAB SHOWING PROPOSED LOCKING EDGE RAIL DIMENSIONS SHOWN PERPENDICULAR TO CENTER LINE OF ROADWAY



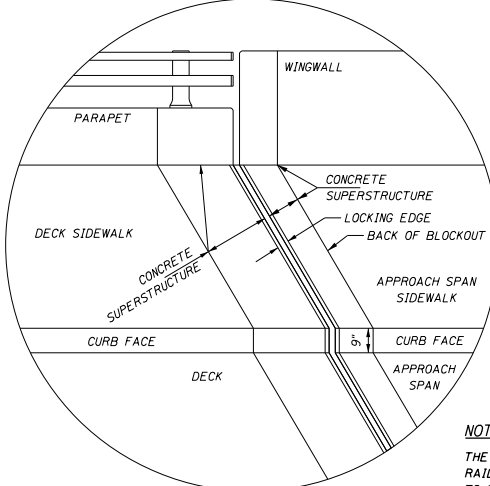
PLAN VIEW SHOWING DECK SLAB REPAIR DETAILS



PARTIAL DEPTH REPAIRS FULL DEPTH REPAIRS



DETAIL "X"



SIDEWALK SKETCH

NOTE:

THE CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING PARAPET RAILING, BICYCLE RAILING, ALUMINUM RAILS, POSTS, POST INSERTS AND HARDWARE DURING CONCRETE REMOVAL. THE CONTRACTOR IS RESPONSIBLE TO STORE THE ALUMINUM POST, INSERT AND HARDWARE. THE CONTRACTOR SHALL SUPPORT THE RAIL ELEMENTS AS APPROVED BY THE RESIDENT ENGINEER. THIS WORK IS NOT CAUSE FOR ADDITIONAL COMPENSATION BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CU. YD. FOR CONCRETE REMOVAL. ANY DAMAGE TO PARAPET RAILING, BICYCLE RAILING, ALUMINUM RAILS, POSTS, POST INSERTS AND HARDWARE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

GENERAL NOTES

- THE QUANTITIES SHOWN ARE ESTIMATED AND THE RESIDENT ENGINEER SHALL DETERMINE THE ACTUAL QUANTITIES IN THE FIELD.
- POLLUTION CONTROL: THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH THE STATE AND FEDERAL REGULATIONS REGARDING LAND, AIR, WATER AND NOISE POLLUTION. NO EXTRA COMPENSATION WILL BE GIVEN TO THE CONTRACTOR FOR COMPLIANCE WITH THIS REQUIREMENT.
- FIELD INSPECTION PRIOR TO BIDDING: IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE WERE TAKEN FROM EXISTING PLANS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY ADJUSTMENTS APPROVED BY THE RESIDENT ENGINEER PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION OR FOR A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY AS DETERMINED BY THE RESIDENT ENGINEER AT THE UNIT PRICE FOR THE ITEM INVOLVED.
- CONCRETE SHALL CONFORM TO THE APPLICABLE PORTION OF SECTION 1020 OF THE STANDARD SPECIFICATIONS, EXPOSED CONCRETE SURFACES SHALL BE CHAMFERED 3/4 INCH UNLESS OTHERWISE NOTED.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A 706, GRADE 60 OR AASHTO M 284.
- THE CONTRACTOR SHALL PROVIDE SAFE AND EASY ACCESS TO ANY LOCATION OF THE PROJECT FOR THE ENGINEER TO INSPECT AND MARK AREAS OF REPAIR. THE COST FOR THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCIDENTAL TO THE CONTRACT.
- EXISTING REINFORCEMENT HAVING 25% OR MORE OF CROSS SECTIONAL AREA LOSS DUE TO CORROSION OR DAMAGED DURING CONCRETE REMOVAL SHALL BE REPLACED WITH NEW REINFORCEMENT BARS, EPOXY COATED, AS DIRECTED BY THE ENGINEER. BARS SHALL BE LAPPED A MINIMUM OF 32 BAR DIAMETERS TO EXISTING BARS AND NO WELDING IS PERMITTED. A QUANTITY OF REINFORCEMENT BARS, EPOXY COATED HAS BEEN ADDED FOR THIS PURPOSE.
- FOR TRAFFIC PROTECTION SEE SPECIAL PROVISIONS AND TRAFFIC CONTROL STANDARDS.
- THE CONTRACTOR MUST USE EXTREME CARE DURING CONCRETE REMOVAL TO AVOID NICKS, CUTS OR DAMAGE OF ANY STRUCTURAL STEEL AND NOT TO DAMAGE OR CUT EXISTING REINFORCEMENT TO BE INCORPORATED INTO THE NEW CONSTRUCTION. ANY DAMAGE SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- ANY ACCUMULATED DEBRIS WITHIN THE PROJECT, AS A RESULT OF THE IMPROVEMENT SHALL BE REMOVED AND DISPOSED OF SATISFACTORILY BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT PAY ITEM FOR THE ITEM INVOLVED.
- THE CONTRACTOR'S ATTENTION IS CALLED TO THE SPECIAL PROVISION FOR COOPERATION WITH UTILITIES.
- THE CONTRACTOR SHALL INSPECT THE SITE OF THE PROJECT AND FAMILIARIZE HIM/HERSELF WITH ALL THE EXISTING CONDITIONS, TRAFFIC, AND OTHER ITEM REQUIREMENTS THAT MAY AFFECT THE CONTRACT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS PRIOR TO ORDERING MATERIALS.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PREVENT THE FALLING OF CONCRETE AND DEBRIS INTO THE WATERWAY DURING REMOVAL OF CONCRETE. DEBRIS THAT FALLS INTO THE WATERWAY SHALL BE REMOVED AND DISPOSED OF OFF SITE BY THE CONTRACTOR AT HIS/HER OWN EXPENSE AS DIRECTED BY THE ENGINEER.
- THE RESIDENT ENGINEER SHALL INSPECT AND MARK ALL AREAS THAT REQUIRE STRUCTURAL REPAIR OF CONCRETE.
- IN ACCORDANCE WITH ARTICLE 505.08 (6) OF THE STANDARD SPECIFICATIONS, BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM THE ENGINEER AS TO THE METHOD OF ERECTION HE PROPOSES TO FOLLOW AND THE AMOUNTS AND TYPE OF EQUIPMENT HE PROPOSES TO USE WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
- ALL CONSTRUCTION PERSONNEL WILL BE REQUIRED TO WEAR FLUORESCENT ORANGE VESTS AT ALL TIMES WHILE ON THE CONSTRUCTION SITE. COMPLIANCE WITH REQUIREMENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- REINFORCEMENT BARS SHALL BE EPOXY COATED.
- THE PAY ITEM FOR 'STRUCTURAL REPAIR OF CONCRETE' HAS BEEN INCLUDED IN THE EVENT THAT UNSOUND CONCRETE IS ENCOUNTERED ADJACENT TO THE LIMITS OF CONCRETE REMOVAL THAT ARE NOT COVERED UNDER 'DECK SLAB REPAIR' AND 'APPROACH SLAB REPAIR'.
- COARSE AGGREGATE IN THE CONCRETE WILL BE REQUIRED TO MEET THE REQUIREMENTS AS SPECIFIED IN ARTICLE 1004.02 OF THE STANDARD SPECIFICATIONS, ADOPTED JANUARY 1, 2012. USE OF CHERT AGGREGATE WILL NOT BE ALLOWED.
- THE CONTRACTOR SHALL FOLLOW THE MANUFACTURER'S RECOMMENDED PROCEDURE FOR INSTALLATION OF THE STRIP SEAL JOINT ASSEMBLY. ANY MODIFICATION OF THE PROCEDURE MUST BE SUBMITTED TO THE COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS STRUCTURAL DIVISION FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
- CARE SHALL BE EXERCISED WHEN REMOVING CONCRETE AT EACH DECK END IN ORDER TO AVOID DAMAGE TO EXISTING LONGITUDINAL REINFORCEMENT OR CONCRETE DECK BEYOND LIMITS OF CONCRETE REMOVAL, UNLESS DIRECTED BY AND OR MARKED BY THE RESIDENT ENGINEER.
- THE PAY ITEMS FOR 'DECK SLAB REPAIR' AND 'APPROACH SLAB REPAIR' HAVE BEEN INCLUDED IN THE EVENT THAT UNSOUND CONCRETE IS ENCOUNTERED ADJACENT TO THE LIMITS OF THE REMOVAL AND REPLACEMENT OF THE EXPANSION JOINTS AS SHOWN ON THE PLANS. NO DECK SLAB OR APPROACH SLAB REPAIR SHALL BE PERFORMED WITHOUT THE APPROVAL OF THE STRUCTURAL DIVISION.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN A SMOOTH AND LEVEL RIDING SURFACE THROUGH THE WORK ZONES IN ALL STAGES OF CONSTRUCTION. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE PAY ITEM FOR TRAFFIC PROTECTION.
- CONCRETE REMOVAL SHALL BE DONE IN ACCORDANCE WITH SECTION 501.05 OF THE STANDARD SPECIFICATIONS.

SPECIFICATIONS:

- ILLINOIS DEPARTMENT OF TRANSPORTATION (I.D.O.T.) - STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, ADOPTED JANUARY 1, 2012, AND SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS, ADOPTED JANUARY 1, 2015.
- AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (A.A.S.H.T.O.) - AASHTO MATERIALS, 17TH EDITION, 2002.
- SPECIAL PROVISIONS.

DESIGN DATA:

- REINFORCEMENT BARS fy = 60,000 psi
- SPECIFIED COMPRESSIVE STRENGTH OF CONCRETE: f'c = 3,500 psi

MODEL: Defaul FILE NAME: P:\1616\3304-00 Cook County Phase 2 Design\Task 07 W07 Demolition\CGN\CADD-Sheets\T07L-shh-st01.dgn

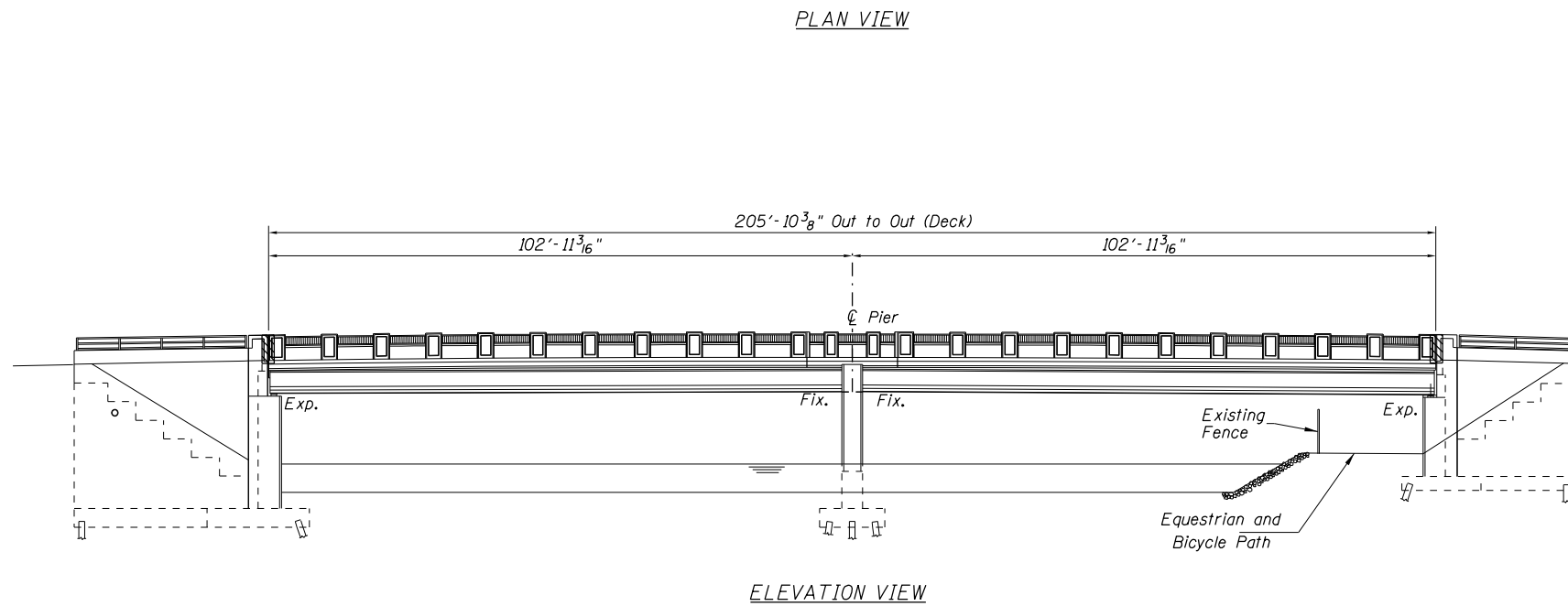
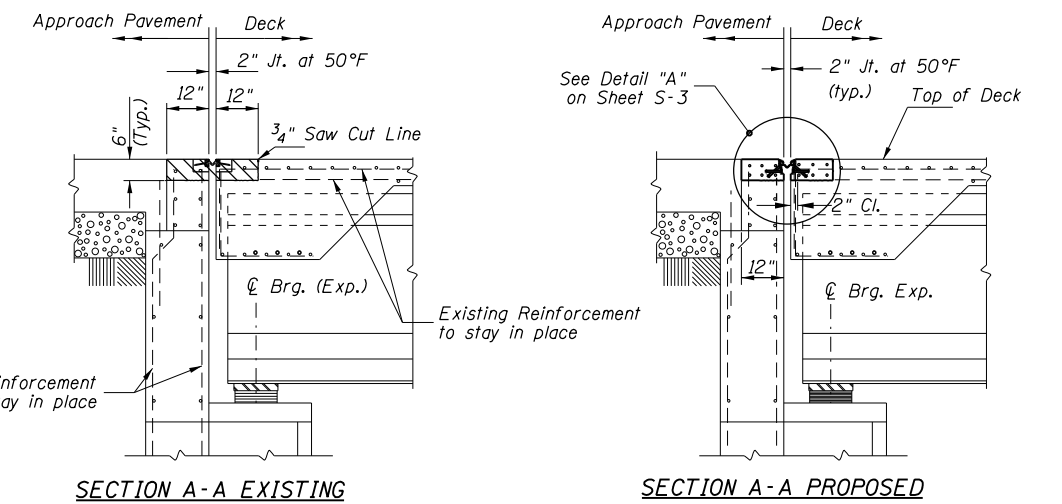
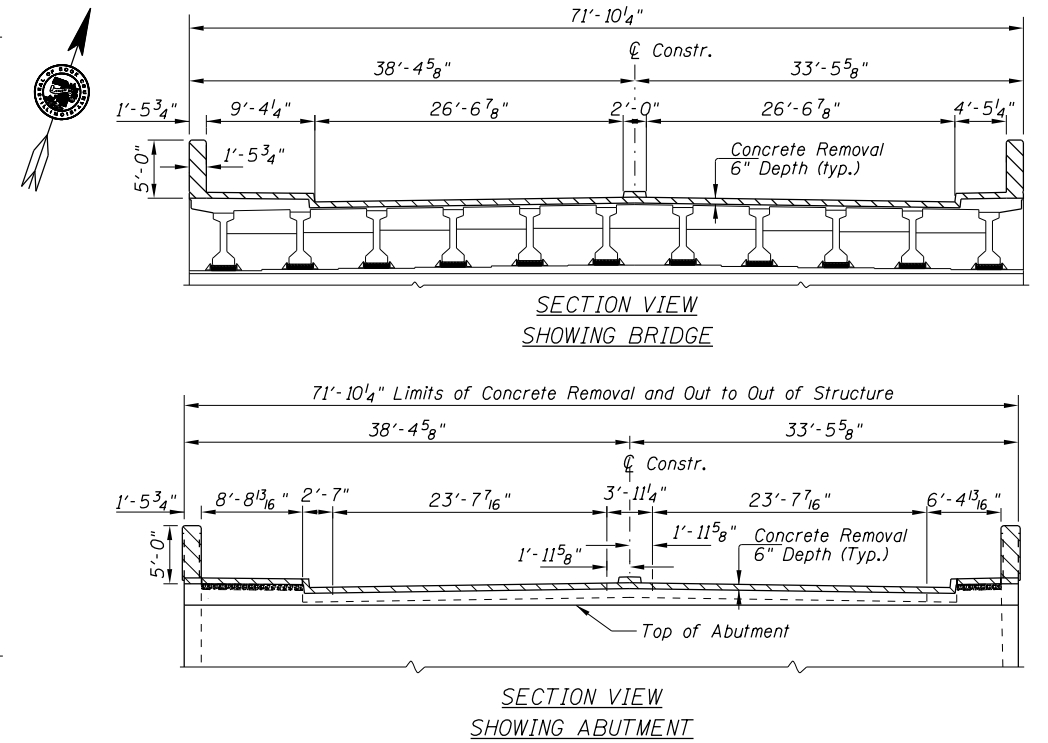
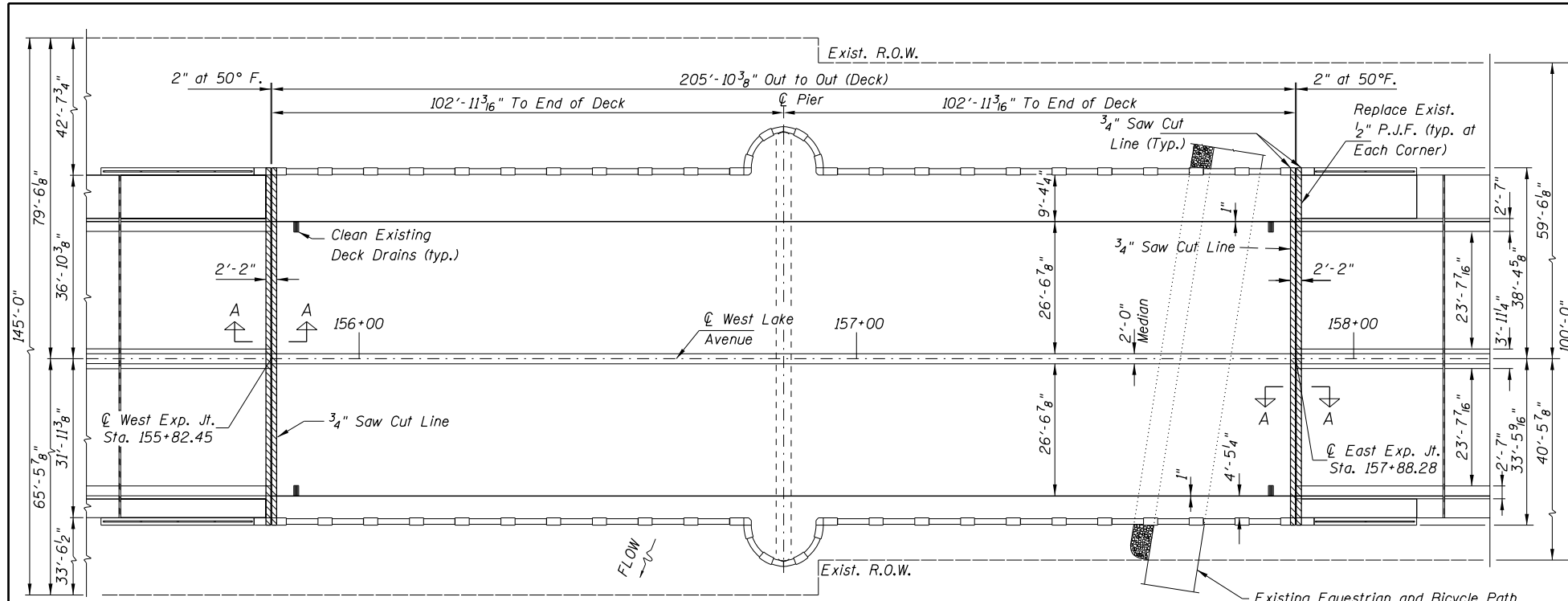
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: EG DRAWN: EG CHECKED: NS	REVISIONS	DATE
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016–3251)
GENERAL NOTES AND EXPANSION JOINT RAIL DETAILS



NOTES:

The design plans for the original construction of this Bridge are in Metric. The repair dimensions are represented and presented in "United States Customary Units" and may cause minor variations. Typical for sheets S-2 and S-3.

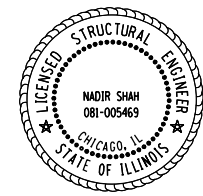
The cost of replacing the 1/2" P.J.F. shall be included with the pay item 'Concrete Superstructure'.

LEGEND:



ABBREVIATIONS:

- Brg. = Bearing
- F. = Fahrenheit
- P.J.F. = Preformed Joint Filler
- E.P. = Edge of Pavement
- E.F. = Each Face
- N.F. = Near Face
- O.F. = Outside Face
- Cl. = Clearance
- Exist. = Existing
- T. & B. = Top and Bottom
- (Typ.) = Typical
- C. & G. = Curb & Gutter
- Min. = Minimum
- Exp. = Expansion



THIS SEAL AND SIGNATURE PERTAINS TO SHEETS xxx THROUGH xxx

NADIR SHAH, S. E.
IL. LIC. NO. 081-005469
EXP: 11/30/2018
DATE: _____

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS STRUCTURE DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLAN. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

BILL OF MATERIAL

PAY CODE	SP	ITEM	UNIT	TOTAL
50102400		Concrete Removal	Cu. Yd.	6.6
50300255		Concrete Superstructure	Cu. Yd.	6.6
50300300		Protective Coat	Sq. Yd.	32
50800205		Reinforcement Bars, Epoxy Coated	Pound	1820
50800515		Bar Splicers	Each	24
52000110		Preformed Joint Strip Seal	Foot	144
Z0001700	*	Approach Slab Repair (Full Depth)	Sq. Yd.	10
Z0001800	*	Approach Slab Repair (Partial Depth)	Sq. Yd.	20
Z0012754	*	Structural Repair of Concrete (Depth Equal to or Less Than 5 Inches)	Sq. Ft.	100
Z0012755	*	Structural Repair of Concrete (Depth Greater Than 5 Inches)	Sq. Ft.	50
Z0016200	*	Deck Slab Repair (Partial)	Sq. Yd.	20
CCDOTH	*	Clean Existing Deck Drains	Each	4

* Indicates Pay Item governed by a Special Provision.

MODEL: D:\d\p\c\16163304-00_Cook County Phase 2_Design\Task 07_W07_Demolition\CGN\CGN_ADD_Sheets\T01-shr-ct02.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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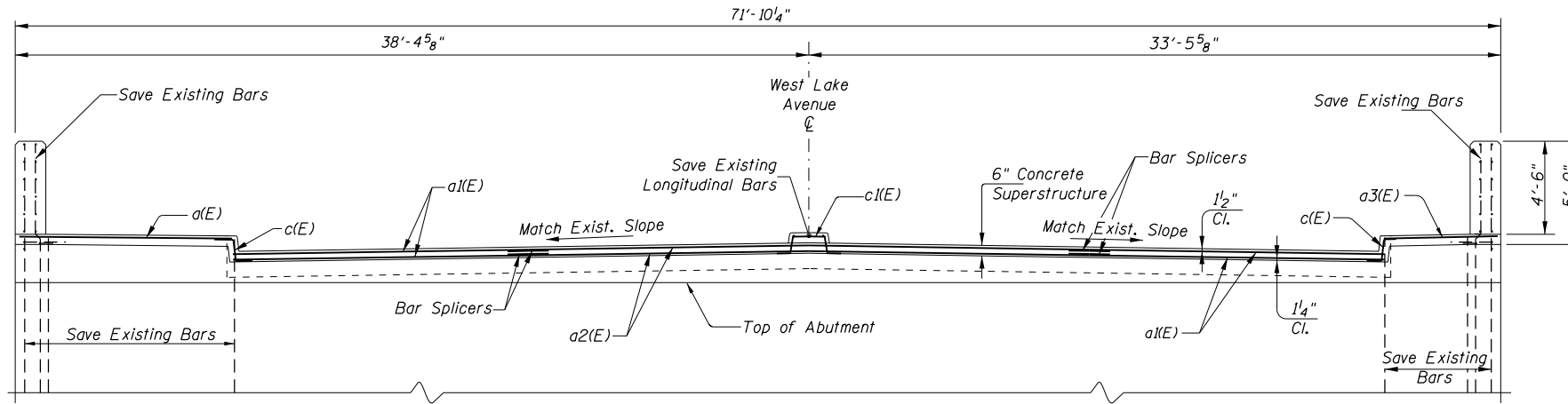
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: EG	REVISIONS	DATE
DRAWN: RH		
CHECKED: NS, EG		

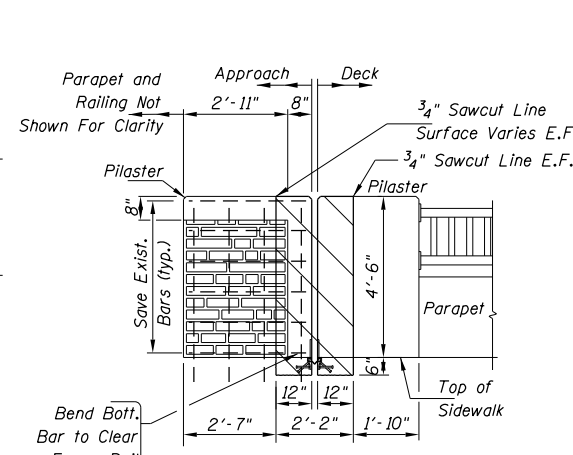
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016-3251)
GENERAL PLAN AND ELEVATION

S-2

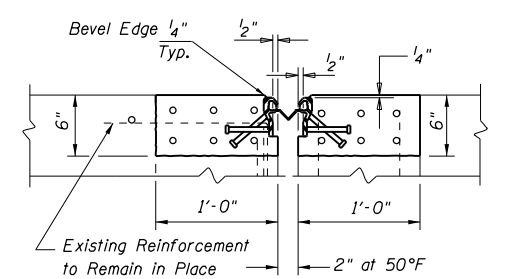
SCALE: SHEET 138 OF 195



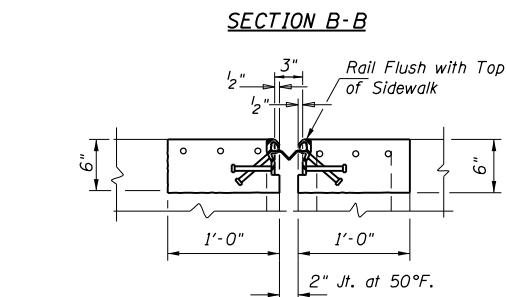
PROPOSED WEST END OF DECK LOOKING EAST
EAST SIMILAR



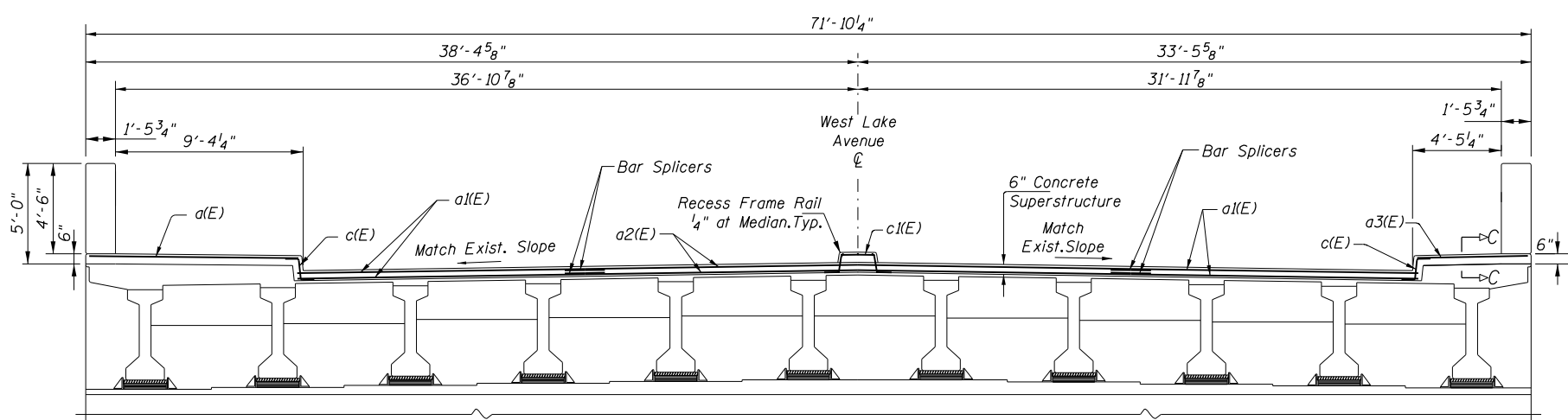
ELEVATION VIEW SHOWING
EXISTING PARAPET



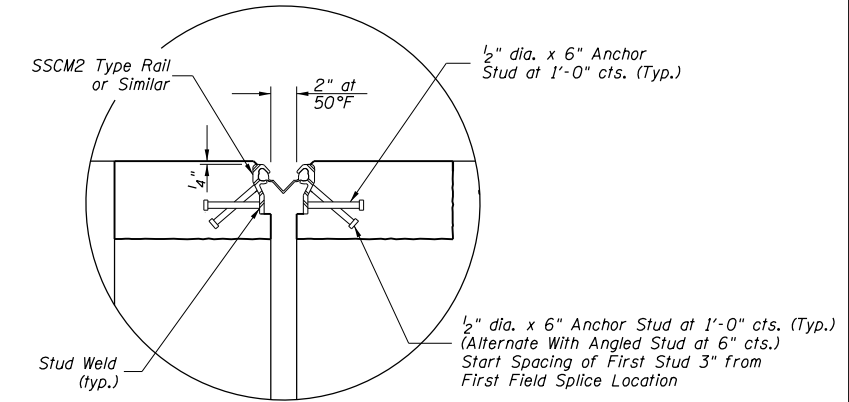
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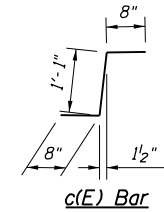
SECTION C-C



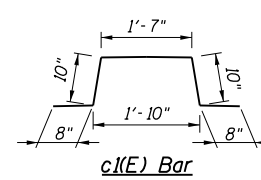
PROPOSED ELEVATION
APPROACH LOOKING EAST AT EAST ABUTMENT
WEST SIMILAR



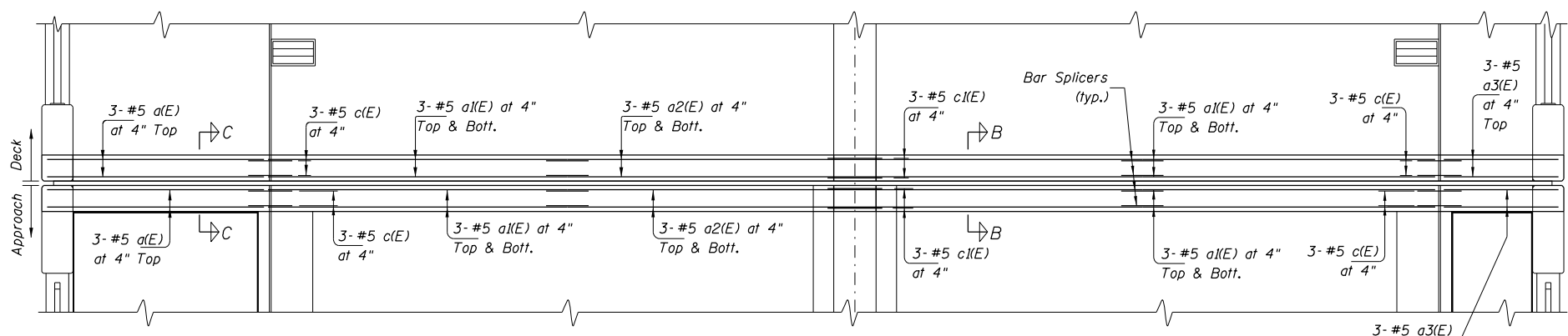
DETAIL 'A'



c(E) Bar



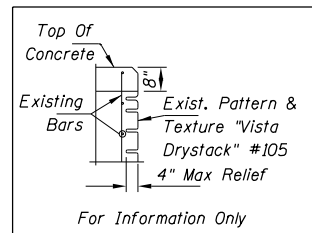
c(E) Bar



PROPOSED PLAN VIEW

EAST AND WEST EXPANSION JOINT REPAIR
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a(E)	12	#5	10'-5"	—	
a1(E)	48	#5	14'-4"	—	
a2(E)	24	#5	27'-2"	—	
a3(E)	12	#5	5'-6"	—	
c(E)	24	#5	2'-5"	┌	
c1(E)	12	#5	4'-7"	└	
Concrete Superstructure				Cu.Yd.	6.6
Reinforcement Bars, Epoxy Coated				Pound	1720
Protective Coat				Sq.Yd.	32
Concrete Removal				Cu.Yd.	6.6
Bar Splicers				Each	24
Preformed Joint Strip Seal				Foot	144



For Information Only

MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demolition\CADD_Sheets\T07-shr-rt03.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV

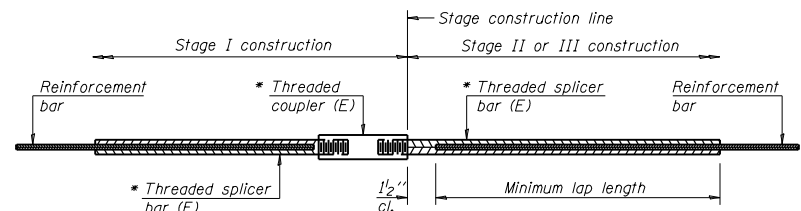
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: EG
DRAWN: RH
CHECKED: NS, EG

REVISIONS
DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016-3251)
EXPANSION JOINT RAIL DETAILS

S-3
SCALE: SHEET 139 OF 195



STANDARD BAR SPLICER ASSEMBLY

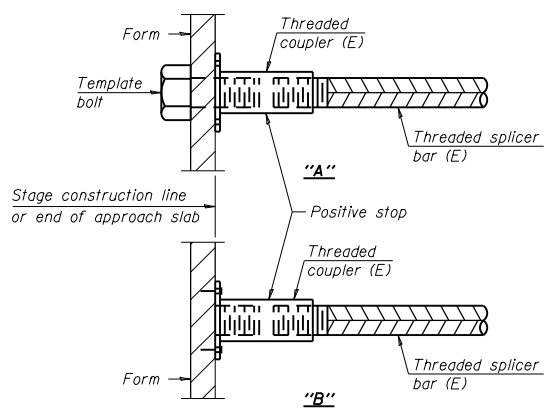
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

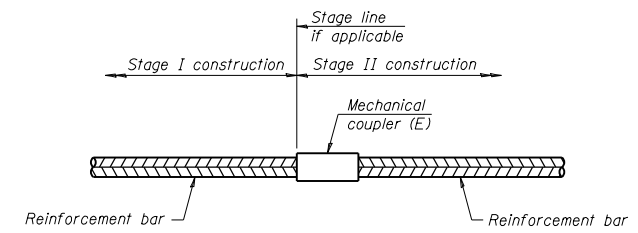
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
APPROACH	#5	12	3
DECK	#5	12	3



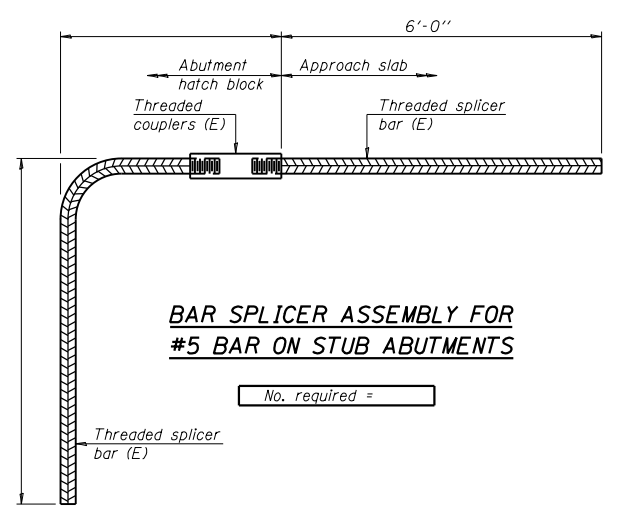
INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59
 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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 DRAWN: EG
 CHECKED: NS

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) OVER DES PLAINES RIVER (SN 016-3251)
BAR SPLICER STANDARD

BILL OF MATERIALS

WEST LAKE AVENUE/EUCLID AVENUE- WOLF ROAD TO LANDWEHR ROAD

PAY CODE	PAY ITEM	UNIT	EUCLID AVENUE/ WEST LAKE AVENUE WOLF ROAD TO LANDWEHR ROAD
CCDOTH252A	DETECTOR LOOP, TYPE I	FOOT	1350
CCDOTH253A	RELOCATE EXISTING PEDESTRIAN PUSH BUTTON	EACH	1
CCDOTH258F	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1500
CCDOTH267A	REBUILD EXISTING HANDHOLE	EACH	1
CCDOTH267B	REBUILD EXISTING HEAVY DUTY HANDHOLE	EACH	2
CCDOTH272A	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	5

ELECTRICAL GENERAL NOTES:

1. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCED NOTICE IS REQUIRED.
2. THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT DESIGN ENGINEER AT (312) 603-1730 FOR EUCLID AVENUE AT BURNING BUSH LANE AND WEST LAKE AVENUE AT LANDWEHR ROAD. CONTACT IDOT AT (847) 705-4451 FOR EUCLID AVENUE AT WOLF ROAD, EUCLID AVENUE AT US RTE. 45 (DESPLANES RIVER ROAD), AND WEST LAKE AVENUE AT IL RTE 21 (MILWAUKEE AVENUE). THIS IS FOR LOOP LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS.
3. VEHICLE LOOP DETECTOR SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE CABLES AND CONDUITS AT THE EXISTING TRAFFIC SIGNAL INSTALLATIONS.
5. ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL CHLORIDE JACKET.
6. THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS.
7. CARE IS TO BE TAKEN NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED THE CONTRACTOR SHALL REPAIR OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY OR STATE.
8. THE USE OF PAY ITEM "ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR" WILL BE AT THE DIRECTION OF ENGINEER.

MODEL: D:\m\p\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopstred\GNCADD_Sheets\T07L_sht.tsd1.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY:	A59 A64
	FISCAL YEAR:	2019
	SECTION:	19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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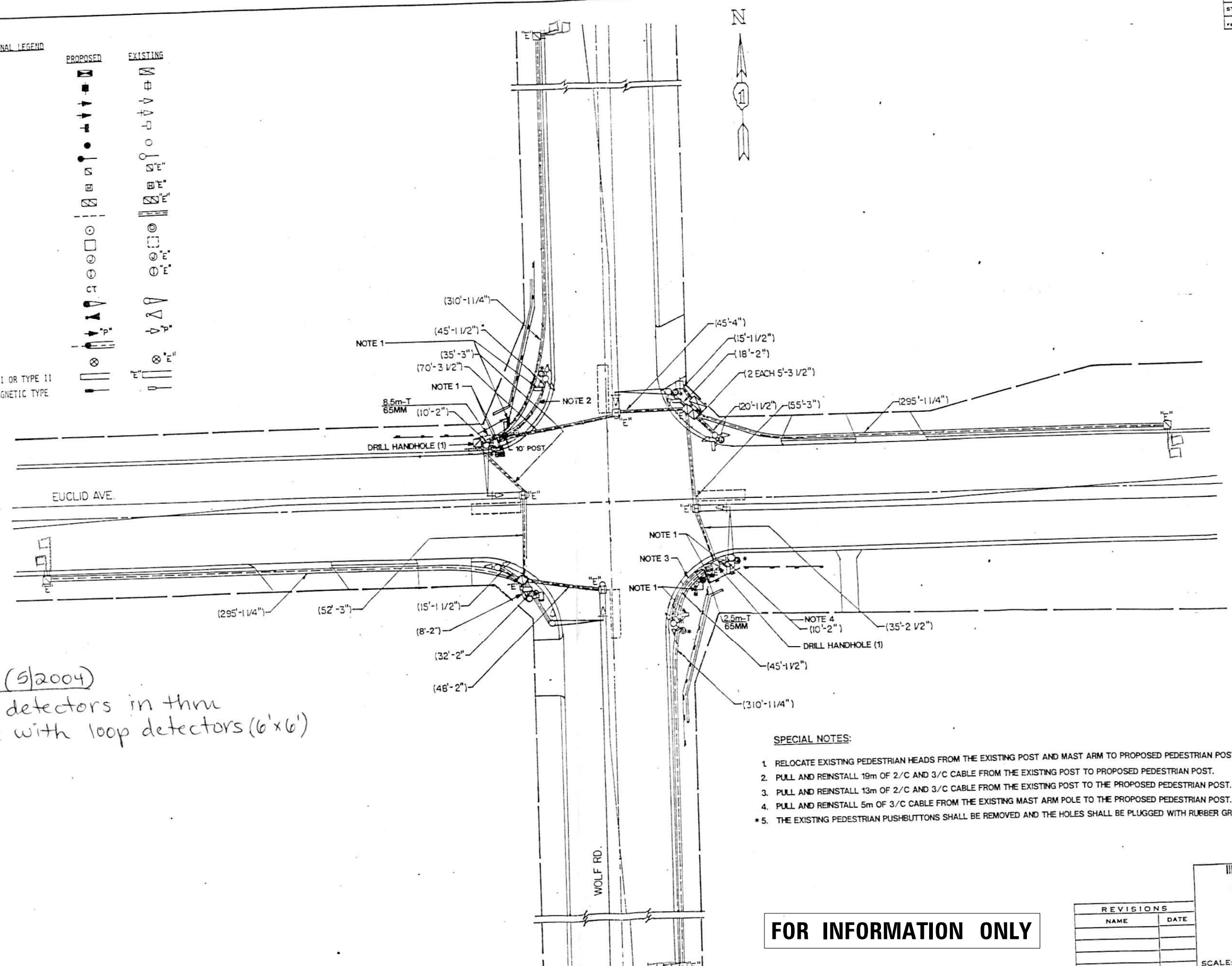
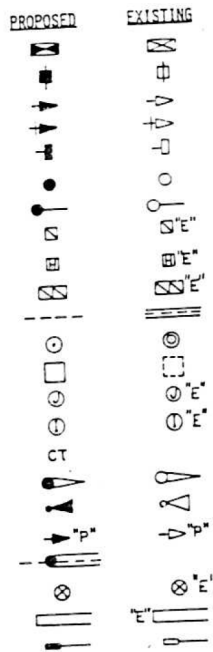
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL BILL OF MATERIAL AND GENERAL NOTES

TS-1
SCALE: SHEET 141 OF 195

TRAFFIC SIGNAL LEGEND

- CONTROLLER
- SERVICE INSTALLATION
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD, PEDESTRIAN
- SIGNAL POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP
- CONCRETE JUNCTION BOX
- CAST IRON JUNCTION BOX
- COMMON TRENCH
- MAST ARM ASSEMBLY AND POLE, ALUMINUM
- EMERGENCY VEHICLE SYSTEM DETECTOR
- SIGNAL HEAD OPTICALLY PROGRAMMED
- CONDUIT SPLICE
- WOOD POLE
- RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II
- VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE



Scope of work (5/2004)
Remove mag detectors in thru lanes & replace with loop detectors (6'x6')

- SPECIAL NOTES:**
1. RELOCATE EXISTING PEDESTRIAN HEADS FROM THE EXISTING POST AND MAST ARM TO PROPOSED PEDESTRIAN POST.
 2. PULL AND REINSTALL 19m OF 2/C AND 3/C CABLE FROM THE EXISTING POST TO PROPOSED PEDESTRIAN POST.
 3. PULL AND REINSTALL 13m OF 2/C AND 3/C CABLE FROM THE EXISTING POST TO THE PROPOSED PEDESTRIAN POST.
 4. PULL AND REINSTALL 5m OF 3/C CABLE FROM THE EXISTING MAST ARM POLE TO THE PROPOSED PEDESTRIAN POST.
 - * 5. THE EXISTING PEDESTRIAN PUSHBUTTONS SHALL BE REMOVED AND THE HOLES SHALL BE PLUGGED WITH RUBBER GROMMETS.

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

EMC
Illinois Department of Transportation
TRAFFIC SIGNAL MODIFICATION

EUCLID AVE. & WOLF RD.

SCALE: 1" = 30'

DRAWN: []
DESIGNED: []
CHECKED: []

MODEL: D:\p\h\... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopost\DCN\CADD_Sheets\T071-shr-t02.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



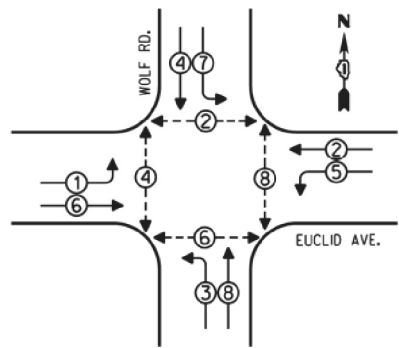
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - EUCLID AVE AT WOLF RD

TS-2
SCALE: SHEET 142 OF 195

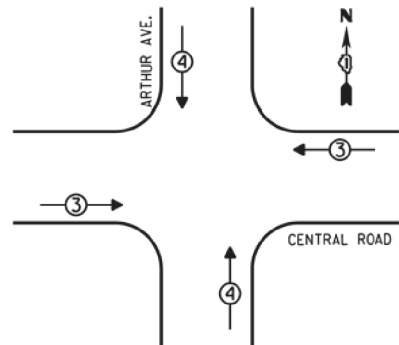
CONTROLLER SEQUENCE



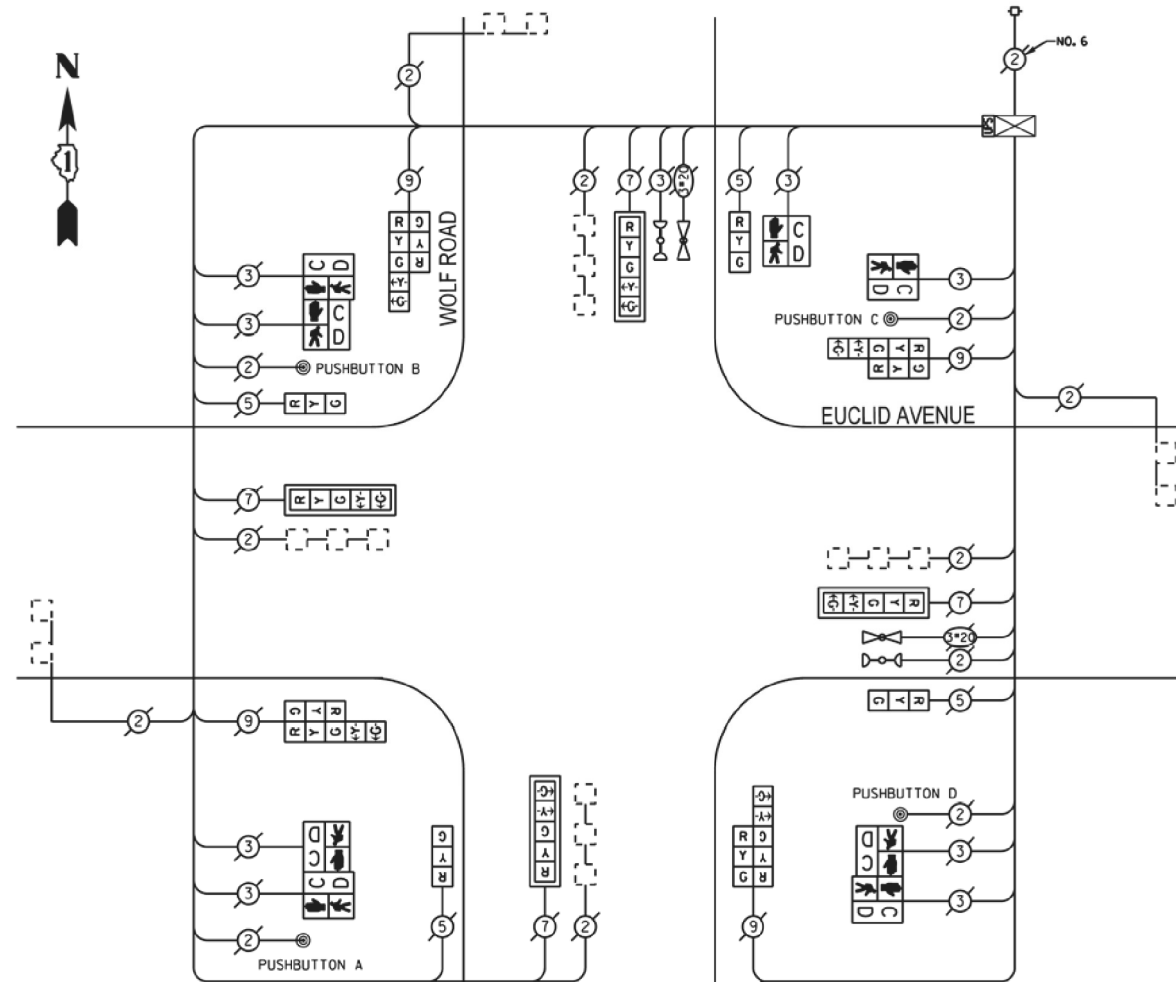
LEGEND
 [Symbol] SINGLE ENTRY PHASE
 [Symbol] DUAL ENTRY PHASE
 [Symbol] OVERLAP
 [Symbol] PEDESTRIAN PHASE
 NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



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



NOTE:
 PUSHBUTTON "A" SHALL PLACE A CALL IN PHASES 4 AND 6
 PUSHBUTTON "B" SHALL PLACE A CALL IN PHASES 2 AND 4
 PUSHBUTTON "C" SHALL PLACE A CALL IN PHASES 2 AND 8
 PUSHBUTTON "D" SHALL PLACE A CALL IN PHASES 6 AND 8

REPLACE ALL EXISTING TRAFFIC SIGNAL HEADS

REPLACE ALL EXISTING PAINTED YELLOW TRAFFIC SIGNAL POSTS ON EXISTING FOUNDATIONS

AS - BUILTS

JOHN BURNS CONSTRUCTION CO.

Date: 10/6/14 By: Ryan Bol

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE".

CABLE PLAN

MODEL: D:\p4\11... FILE NAME: P1616163304-00... Cook County, Phase 2, DesignTask 07 W07 Demos\res\DC\ADD_Sheets\T071-eh-1403.dgn

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE		
SIGNAL (RED)	16	17	0.50	136.00
(YELLOW)	16	25	0.25	100.00
(GREEN)	16	15	0.25	60.00
ARROW	16	12	0.10	19.20
PED. SIGNAL	8	25	1.00	200.00
CONTROLLER	1	100	1.00	100.00
ILLUM. SIGN		25	0.05	
LUMINAIRE		250	0.50	
VIDEO SYSTEM		150	1.00	
FLASHER			0.50	
ENERGY COSTS TO:				TOTAL = 615.20

VILLAGE OF MOUNT PROSPECT
 50 SOUTH EMERSON STREET
 MOUNT PROSPECT, ILLINOIS 60056

ENERGY SUPPLY - CONTACT: DAVE SCHACHT
 PHONE: (630) 437-2129
 COMPANY: COMED

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

QUANTITY	UNIT	DESCRIPTION
4	EACH	TRAFFIC SIGNAL POST
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
4	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION
2	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE
3	EACH	PEDESTRIAN SIGNAL HEAD, 2-FACE
4	EACH	PEDESTRIAN PUSHBUTTON

SCHEDULE OF QUANTITIES

QUAN.	UNIT	ITEM
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
3	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
4	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
3	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
4	EACH	TRAFFIC SIGNAL BACKPLATE
4	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	MODIFY EXISTING CONTROLLER CABINET
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

FOR INFORMATION ONLY

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE, EUCLID AVENUE AT WOLF ROAD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#		DRAWN -	REVISED -			VAR	2013-005-1	COOK	85	56
#MODELNAME#		CHECKED -	REVISED -			CONTRACT NO. 60W23				
		DATE -	REVISED -	SCALE: NONE SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT				

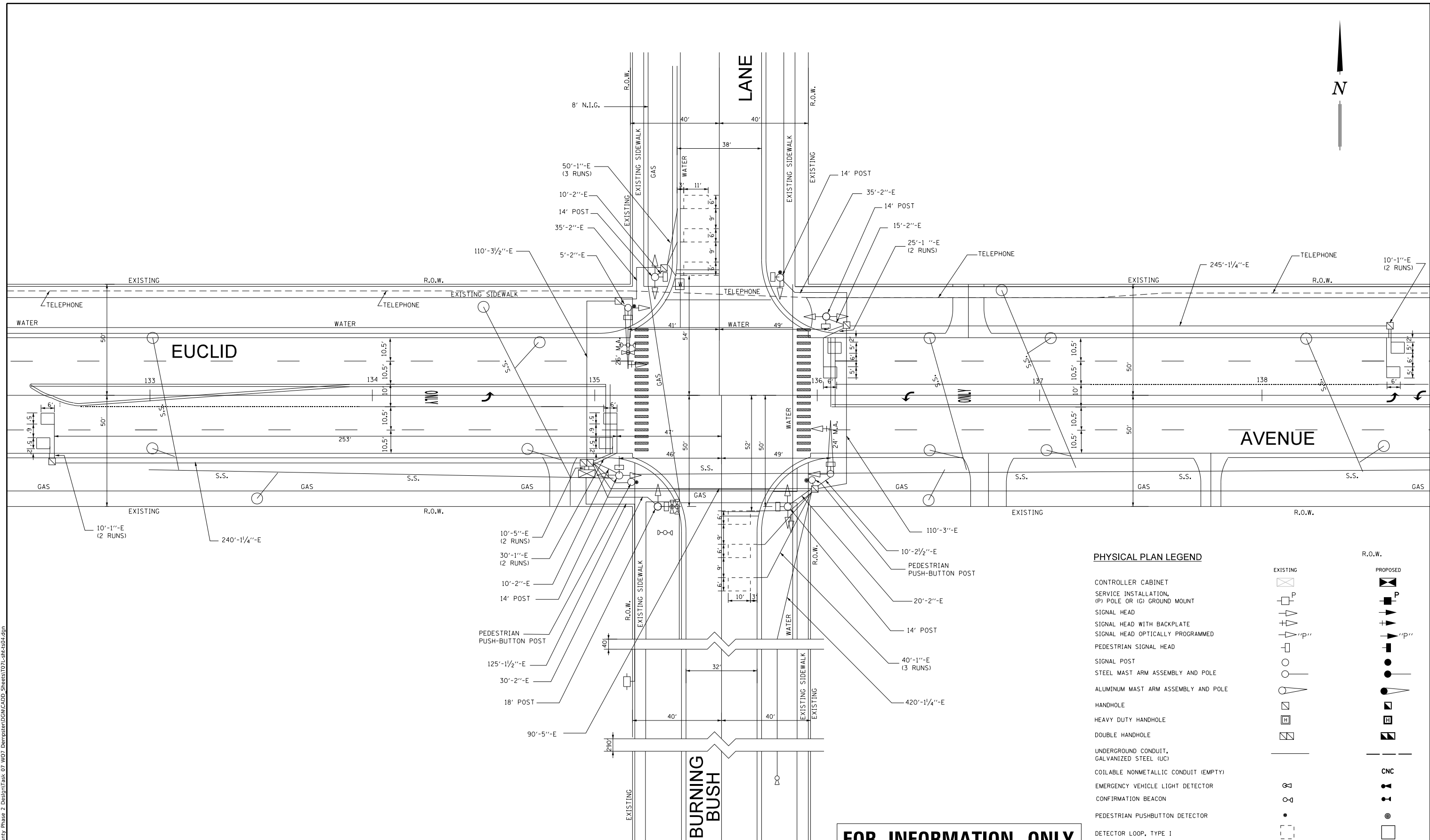
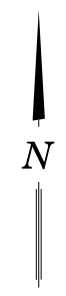
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
 WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
 TRAFFIC SIGNAL REFERENCE DRAWINGS - EUCLID AVE AT WOLF RD



PHYSICAL PLAN LEGEND

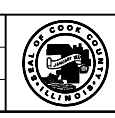
EXISTING	PROPOSED

FOR INFORMATION ONLY

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MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59
 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



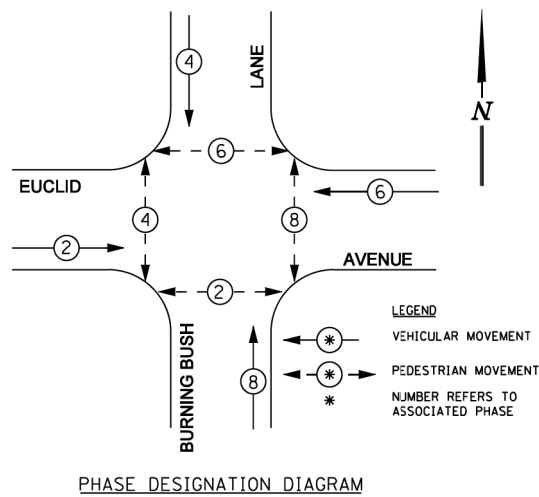
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

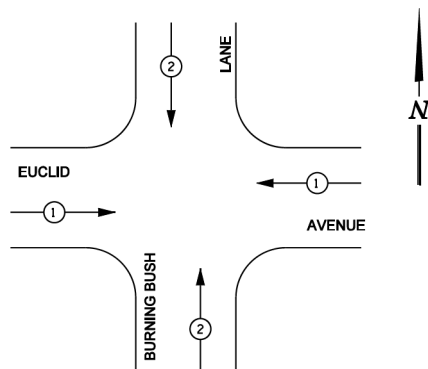
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS – EUCLID /BURNING BUSH

TS-4
 SCALE: SHEET 144 OF 195

EXISTING CONTROLLER SEQUENCE

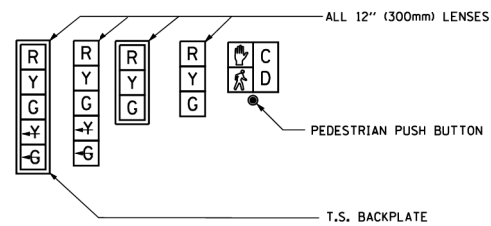


EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	1	2
MOVEMENT	←	↑

SIGNAL FACES



SIGNAL LENSES

- R RED
- Y YELLOW
- G GREEN
- Y< YELLOW TURN INDICATOR
- G< GREEN TURN INDICATOR

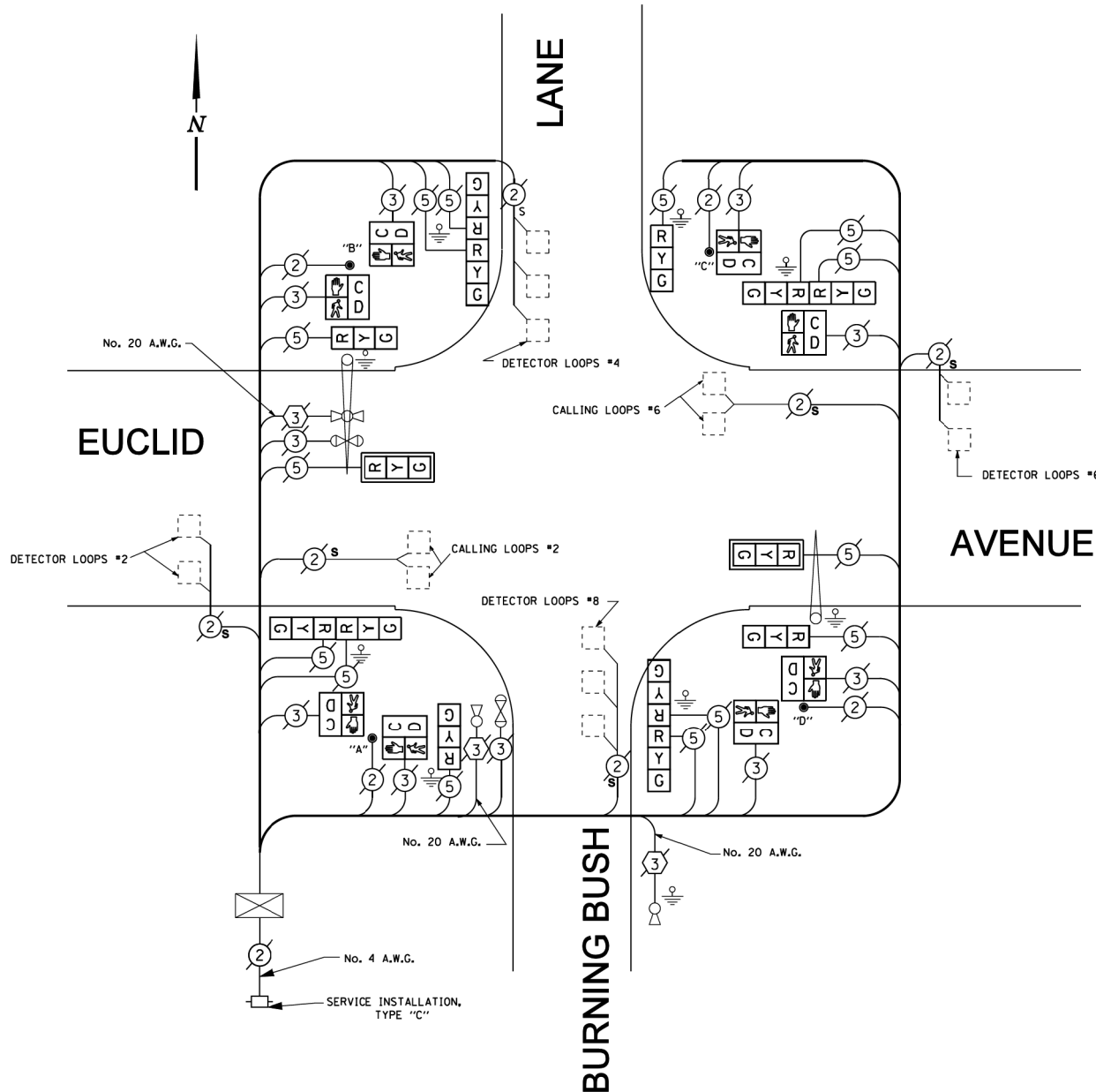
CABLE PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER CABINET		
SERVICE INSTALLATION		
8" (200mm) TRAFFIC SIGNAL SECTION		
12" (300mm) TRAFFIC SIGNAL SECTION		
12" (300mm) PEDESTRIAN SIGNAL SECTION		
(2) DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE TWISTED AND SHIELDED.		
TELEPHONE INSTALLATION		
VEHICLE DETECTOR, INDUCTION LOOP		
SHIELDED & TWISTED		
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
OPTICOM CABLE, NO. 20		
16" (406mm) x 18" (457mm) PEDESTRIAN COUNTDOWN SIGNAL HEAD		
PUSHBUTTON DETECTOR		
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.		
GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), CONTROLLER (C), SERVICE (S), POST (P), OR MAST ARM POLE (MA).		
FIBER OPTIC CABLE, NO. 62.5/125 MULTIMODE 12 FIBERS AND SINGLE MODE 12 FIBERS		
UNINTERRUPTIBLE POWER SUPPLY (UPS)		

ITEM UNIT TOTAL

MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	2
SIGNAL HEAD, LED, 2-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	2
PEDESTRIAN COUNTDOWN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	8
PEDESTRIAN PUSH BUTTON	EACH	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
LOAD SWITCH	EACH	5

- NOTES:
- PUSH BUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4
 - PUSH BUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6
 - PUSH BUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8
 - PUSH BUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8



CABLE PLAN NOT TO SCALE

FOR INFORMATION ONLY

CCHD TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14 x	135	17	x 0.50	119
(YELLOW)	14 x	135	25	x 0.25	87.5
(GREEN)	14 x	135	15	x 0.25	52.5
ARROW	0 x	135	12	x 0.10	0
PED. SIGNAL	4 x	90	25	x 1.00	100
CONTROLLER	1 x	100	100	x 1.00	100
VEHICLE DET.	6 x	84	5	x 0.05	30
FLASHER				x 0.50	
ENERGY COSTS TO:				TOTAL =	489
CALL CCHD FOR BILLING INFORMATION AT (312) 603-1730.					
ENERGY SUPPLY CONTACT: ComEd					
PHONE: (866)-639-3532					
COMPANY: ComEd					

COUNTY OF COOK DEPARTMENT OF HIGHWAYS	
TRAFFIC SIGNAL INSTALLATION EUCLID AVENUE AT BURNING BUSH LANE CABLE PLAN	
COMPUTED <u>CHK</u>	APPROVED _____ 20__
DRAWN <u>CHK</u>	
CHECKED <u>PLW/RJL</u>	CHIEF ENGINEER

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59
 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS – EUCLID /BURNING BUSH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
330	2001-032 TS	COOK	23	13
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

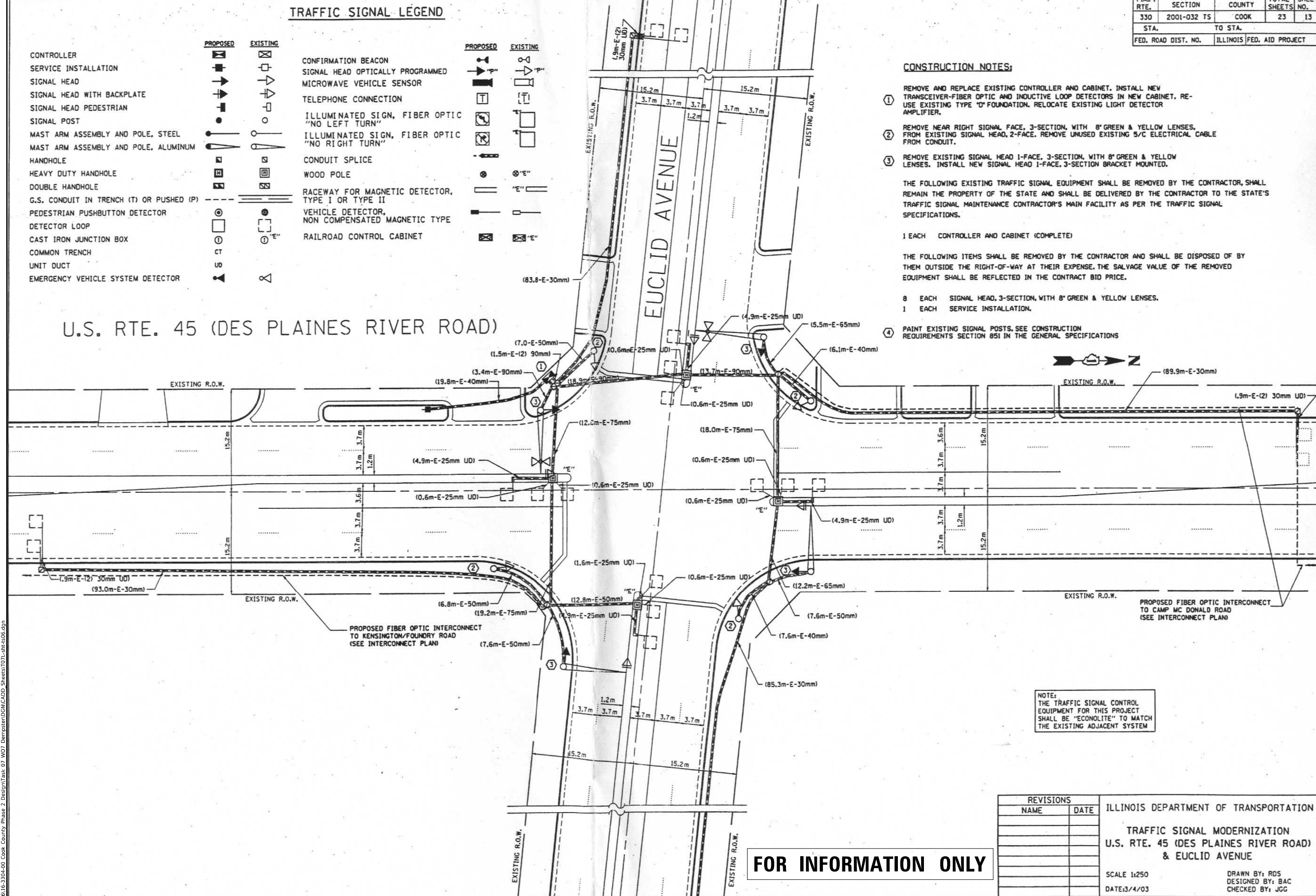
PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER			CONFIRMATION BEACON	
SERVICE INSTALLATION			SIGNAL HEAD OPTICALLY PROGRAMMED	
SIGNAL HEAD			MICROWAVE VEHICLE SENSOR	
SIGNAL HEAD WITH BACKPLATE			TELEPHONE CONNECTION	
SIGNAL HEAD PEDESTRIAN			ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"	
SIGNAL POST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

CONSTRUCTION NOTES:

- REMOVE AND REPLACE EXISTING CONTROLLER AND CABINET. INSTALL NEW TRANSEIVER-FIBER OPTIC AND INDUCTIVE LOOP DETECTORS IN NEW CABINET. RE-USE EXISTING TYPE "D" FOUNDATION. RELOCATE EXISTING LIGHT DETECTOR AMPLIFIER.
 - REMOVE NEAR RIGHT SIGNAL FACE, 3-SECTION, WITH 8" GREEN & YELLOW LENSES. FROM EXISTING SIGNAL HEAD, 2-FACE. REMOVE UNUSED EXISTING 5/C ELECTRICAL CABLE FROM CONDUIT.
 - REMOVE EXISTING SIGNAL HEAD 1-FACE, 3-SECTION, WITH 8" GREEN & YELLOW LENSES. INSTALL NEW SIGNAL HEAD 1-FACE, 3-SECTION BRACKET MOUNTED.
- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.
- 1 EACH CONTROLLER AND CABINET (COMPLETE)
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
- 8 EACH SIGNAL HEAD, 3-SECTION, WITH 8" GREEN & YELLOW LENSES.
1 EACH SERVICE INSTALLATION.
- 4 PAINT EXISTING SIGNAL POSTS. SEE CONSTRUCTION REQUIREMENTS SECTION 851 IN THE GENERAL SPECIFICATIONS

U.S. RTE. 45 (DES PLAINES RIVER ROAD)

EUCLID AVENUE



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

FOR INFORMATION ONLY

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		TRAFFIC SIGNAL MODERNIZATION U.S. RTE. 45 (DES PLAINES RIVER ROAD) & EUCLID AVENUE SCALE 1:250 DATE 3/4/03 DRAWN BY: RDS DESIGNED BY: BAC CHECKED BY: JGG

MODEL: D:\p\h\...
 FILE NAME: P:\16163304-00_Cook County_Phase 3_Design\Task 07_W07_Demo\Sheet\DCN\ADD_Sheets\T071-shr-ts06.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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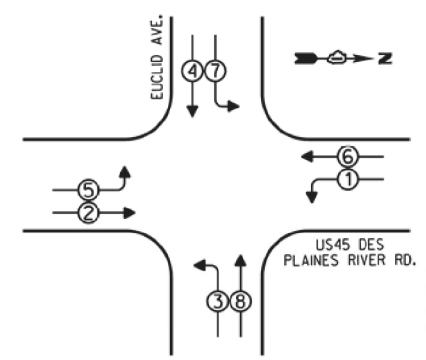


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - EUCLID /DES PLAINES RIVER

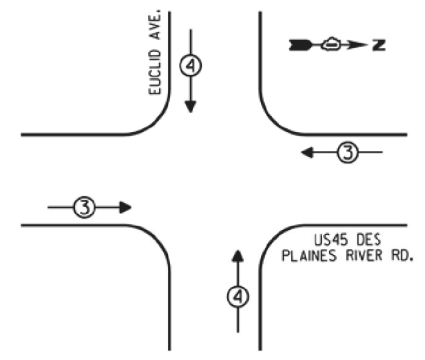
CONTROLLER SEQUENCE



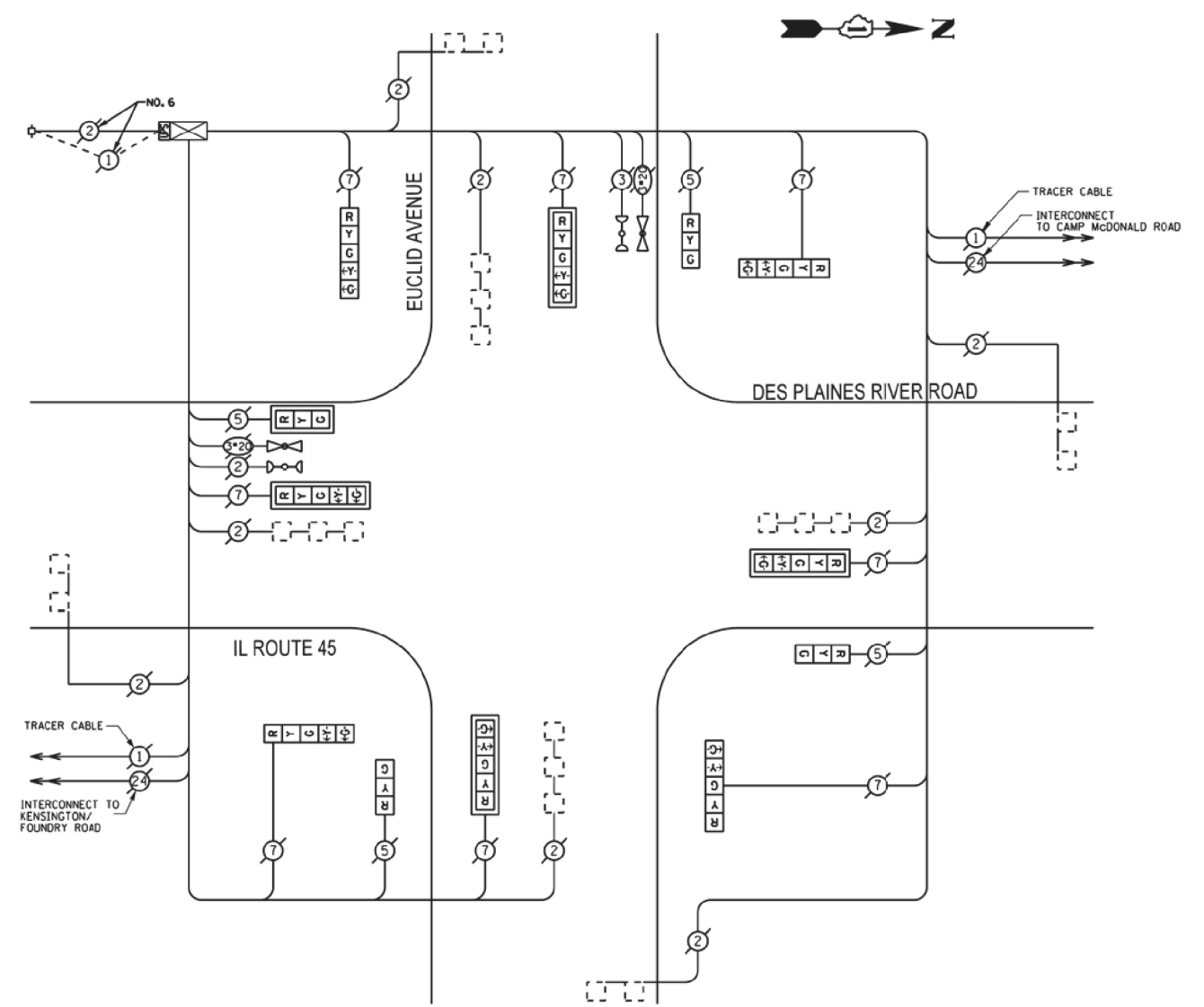
- LEGEND**
- SINGLE ENTRY PHASE
 - DUAL ENTRY PHASE
 - ⊕ OVERLAP
 - ⊙ PEDESTRIAN PHASE
 - NUMBER REFERS TO ASSOCIATED PHASE

PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTORS			
EMERGENCY VEHICLE PREEMPTOR	3	4	
MOVEMENT	↔	↕	



REPLACE ALL EXISTING TRAFFIC SIGNAL HEADS

REPLACE ALL EXISTING PAINTED YELLOW TRAFFIC SIGNAL POSTS ON EXISTING FOUNDATIONS

CABLE PLAN

I. D. O. T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	WATTAGE	LED % OPERATIONS		
SIGNAL (RED)	12	17	0.50		102.00
(YELLOW)	12	25	0.25		75.00
(GREEN)	12	15	0.25		45.00
ARROW	16	12	0.10		19.20
PED. SIGNAL		25	1.00		
CONTROLLER	1	100	1.00		100.00
ILLUM. SIGN		25	0.05		
LUMINAIRE		250	0.50		
VIDEO SYSTEM		150	1.00		
FLASHER			0.50		
ENERGY COSTS TO:				TOTAL =	341.20

VILLAGE OF MOUNT PROSPECT
50 SOUTH EMERSON STREET
MOUNT PROSPECT, ILLINOIS 60056

ENERGY SUPPLY - CONTACT: DAVE SCHACHT
PHONE: (630) 437-2129
COMPANY: COMED

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

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

QUANTITY	UNIT	DESCRIPTION
3	EACH	TRAFFIC SIGNAL POST
4	EACH	SIGNAL HEAD, I-FACE, 3-SECTION
8	EACH	SIGNAL HEAD, I-FACE, 5-SECTION

SCHEDULE OF QUANTITIES

QUAN.	UNIT	ITEM
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
3	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	SIGNAL HEAD, LED, I-FACE, 3-SECTION, MAST ARM MOUNTED
3	EACH	SIGNAL HEAD, LED, I-FACE, 3-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, LED, I-FACE, 5-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, LED, I-FACE, 5-SECTION, MAST ARM MOUNTED
1	EACH	MODIFY EXISTING CONTROLLER CABINET
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

AS - BUILTS

JOHN BURNS CONSTRUCTION CO.

Date: 10/6/14 By: Ryan Bol

FOR INFORMATION ONLY

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE, DESPLAINES RIVER ROAD AT EUCLID AVENUE	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -			VAR	2013-005-1	COOK	85	83	
#MODELNAME#		CHECKED -	REVISED -			CONTRACT NO. 60W23					
		DATE -	REVISED -	SCALE: NONE SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT					
COUNTY HIGHWAY: A59 A64		COMPUTED: DATE		WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD				TS-7			
FISCAL YEAR: 2019		DRAWN: DATE		WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD							
SECTION: 19-A5918-00-PV		CHECKED: DATE		TRAFFIC SIGNAL REFERENCE DRAWINGS - EUCLID /DES PLAINES RIVER				SCALE: SHEET 147 OF 195			

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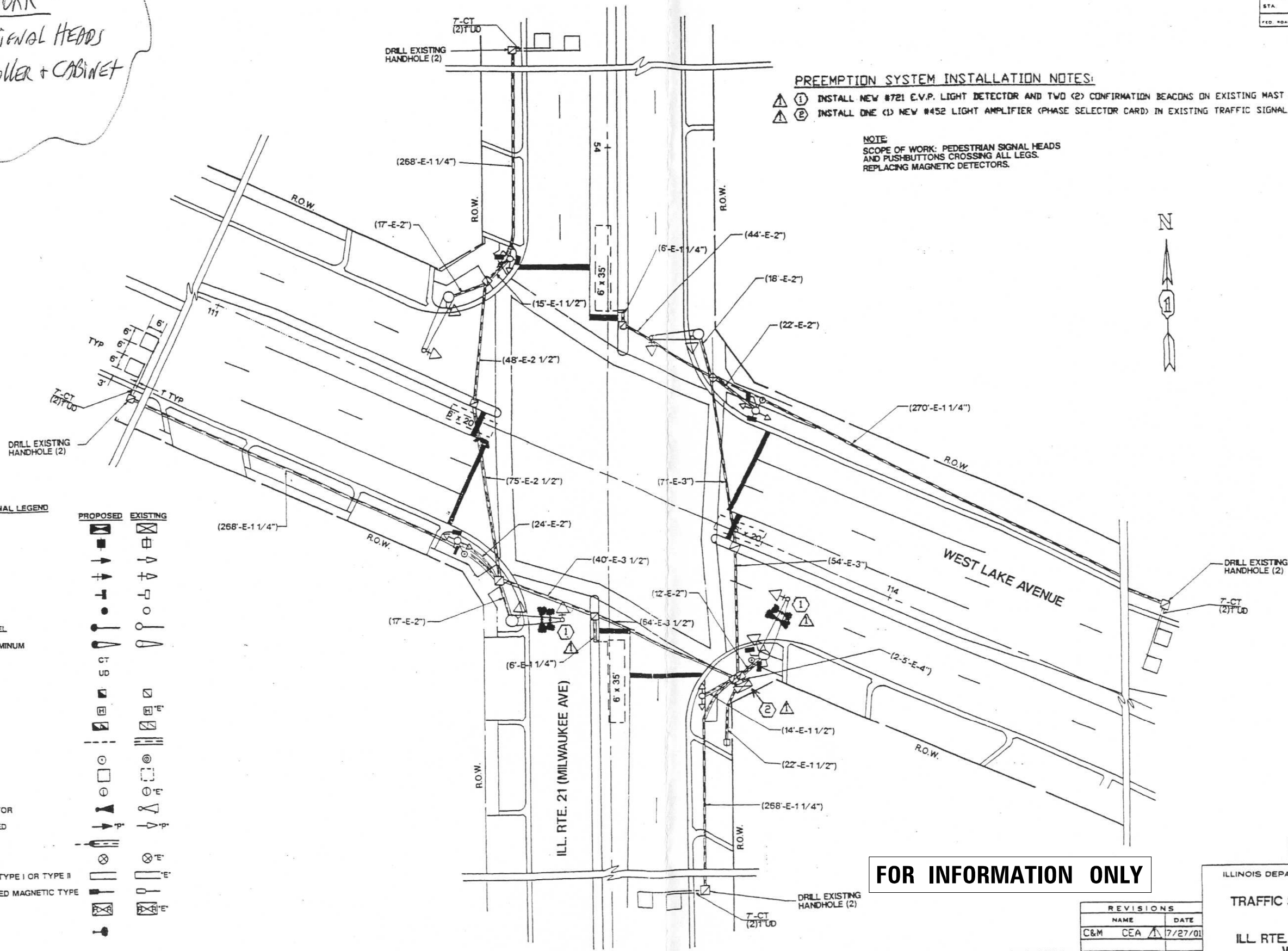
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	COOK	2	1
STA.	TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

SCOPE OF WORK
 - INSTALL LED SIGNAL HEADS
 - INSTALL CONTROLLER + CABINET

PREEMPTION SYSTEM INSTALLATION NOTES:

- ① INSTALL NEW #721 E.V.P. LIGHT DETECTOR AND TWO (2) CONFIRMATION BEACONS ON EXISTING MAST ARM.
- ② INSTALL ONE (1) NEW #452 LIGHT AMPLIFIER (PHASE SELECTOR CARD) IN EXISTING TRAFFIC SIGNAL CABINET.

NOTE:
 SCOPE OF WORK: PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS CROSSING ALL LEGS. REPLACING MAGNETIC DETECTORS.



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]
SERVICE INSTALLATION	[Symbol]	[Symbol]
SIGNAL HEAD	[Symbol]	[Symbol]
SIGNAL HEAD WITH BACKPLATE	[Symbol]	[Symbol]
SIGNAL HEAD, PEDESTRIAN	[Symbol]	[Symbol]
SIGNAL POST	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, STEEL	[Symbol]	[Symbol]
MAST ARM ASSEMBLY AND POLE, ALUMINUM	[Symbol]	[Symbol]
COMMON TRENCH	[Symbol]	[Symbol]
UNIT DUCT	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]
HEAVY DUTY HANDHOLE	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]
PEDESTRIAN PUSHBUTTON DETECTOR	[Symbol]	[Symbol]
DETECTOR LOOP	[Symbol]	[Symbol]
CAST IRON JUNCTION BOX	[Symbol]	[Symbol]
EMERGENCY VEHICLE SYSTEM DETECTOR	[Symbol]	[Symbol]
SIGNAL HEAD OPTICALLY PROGRAMMED	[Symbol]	[Symbol]
CONDUIT SPLICE	[Symbol]	[Symbol]
W/O POLE	[Symbol]	[Symbol]
RAILROAD CONTROL CABINET	[Symbol]	[Symbol]
CONFIRMATION BEACON	[Symbol]	[Symbol]

FOR INFORMATION ONLY

▲ ADDED EMERGENCY VEHICLE PREEMPTION SYSTEM EQUIPMENT.

REVISIONS		
NAME	DATE	
C&M	CEA	7/27/01

EMC
 ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODERNIZATION
 ILL. RTE. 21 (MILWAUKEE AVE) AT WEST LAKE AVE
 SCALE: VERT. 1" = 20'
 DRAWN BY: APZ
 DATE:

MODEL: D:\p1\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopreter\DC\ADD_Sheets\T071-shr-1508.dgn
 FILE NAME: P16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopreter\DC\ADD_Sheets\T071-shr-1508.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

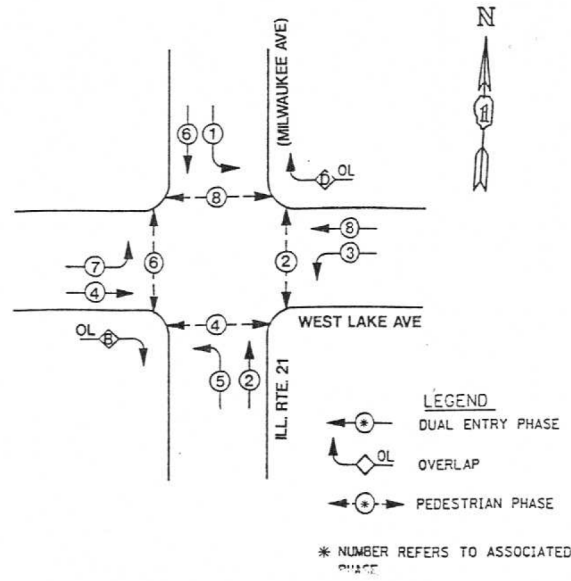
COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - WEST LAKE /MILWAUKEE

TS-8
 SCALE: SHEET 148 OF 195

PROPOSED CONTROLLER SEQUENCE IV

REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS
PROTECTED/PERMITTED LEFT TURN PHASING
WITH RIGHT TURN OVERLAPS

EXISTING & PROPOSED RIGHT TURN OVERLAP PHASE DESIGNATION

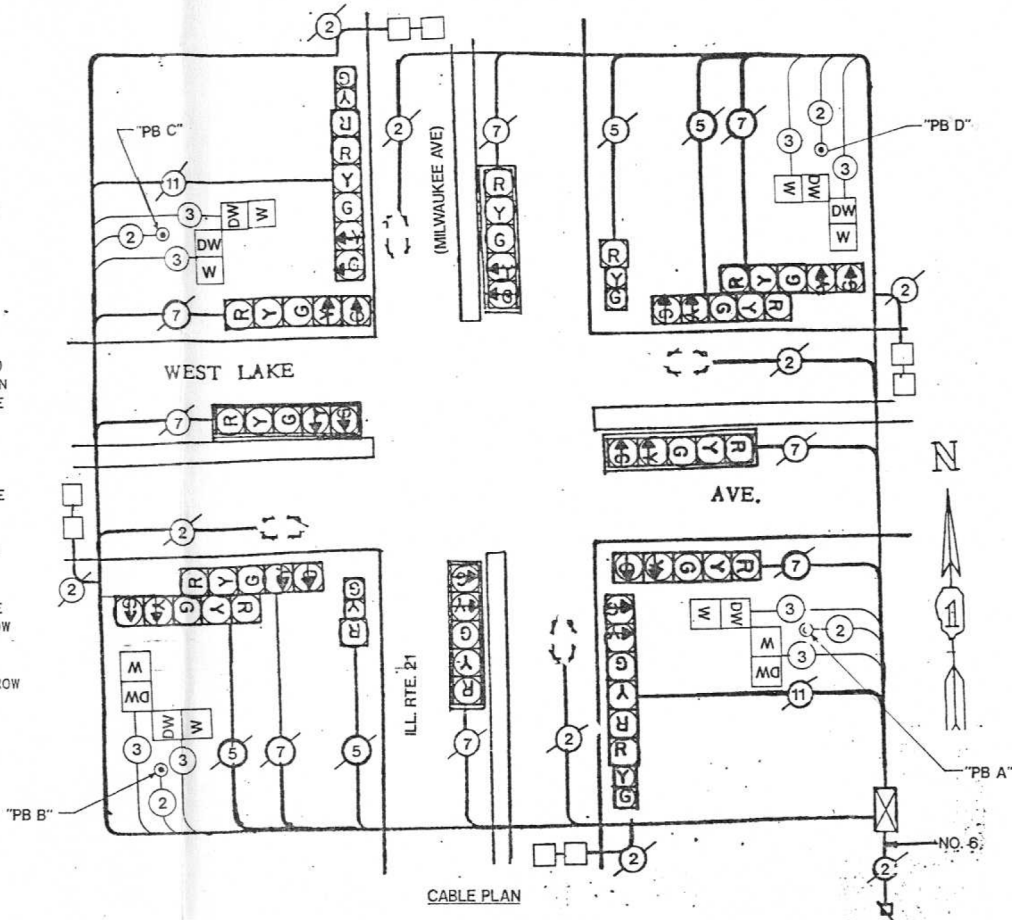
OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE	DISPLAY
B	4	5	4
D	8	1	8

DISPLAY - THE YELLOW RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S YELLOW INTERVAL. THE GREEN RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S GREEN INTERVAL.

- CLEARANCE NOTES FOR RIGHT TURN OVERLAPS WITH 5-SECTION RIGHT TURN SIGNAL HEAD DISPLAYS**
- CONTINUATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE WITH A CIRCULAR YELLOW DISPLAYED TOGETHER WITH A GREEN RIGHT ARROW WHEN FOLLOWED BY THAT OVERLAP'S PROTECTED PHASE.
 - TERMINATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE WITH A CIRCULAR YELLOW WHEN NOT FOLLOWED BY THAT OVERLAP'S PROTECTED PHASE.
 - CONTINUATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOGETHER WITH A GREEN RIGHT ARROW WHEN FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.
 - TERMINATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOGETHER WITH A YELLOW RIGHT ARROW WHEN NOT FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.

EMC SUMMARY OF QUANTITIES

ITEMS	QUANTITY	UNIT	DESCRIPTION
AU-6	8	EACH	PED. SIGNAL HD, 2 SECTION W/12" SQ. LENSES
AU-15	4	EACH	SIG. LOAD RELAY, NEMA - SOLID STATE
AU-16	4	EACH	INDUCTION LOOP DETECTOR AMPLIFIER
AU-18	264	LIN. FT.	DET. LOOP
AU-19	4	EACH	PED. PUSH BUTTON DETECTOR
AU-34	56	LIN. FT.	UNIT DUCT W/O CABLE IN TRENCH 1"
AU-39	652	LIN. FT.	ELEC. CABLE IN COND. #14, 2/C
AU-40	1304	LIN. FT.	ELEC. CABLE IN COND. #14, 3/C
AU-57	28	LIN. FT.	TRENCH & BACKFILL
AU-70	8	EACH	DRILL EX. HANDHOLE



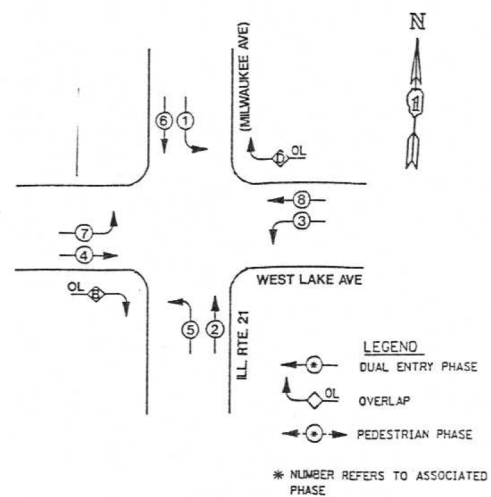
CABLE PLAN LEGEND

EXISTING	PROPOSED	DESCRIPTION
[Symbol]	[Symbol]	8" TRAFFIC SIGNAL SECTION
[Symbol]	[Symbol]	12" TRAFFIC SIGNAL SECTION
[Symbol]	[Symbol]	12" PEDESTRIAN SIGNAL SECTION
[Symbol]	[Symbol]	CONTROLLER CABINET
[Symbol]	[Symbol]	SERVICE INSTALLATION
[Symbol]	[Symbol]	VEHICLE DETECTOR, INDUCTION LOOP
[Symbol]	[Symbol]	MAGNETIC DETECTOR
[Symbol]	[Symbol]	EMERGENCY VEHICLE LIGHT DETECTOR
[Symbol]	[Symbol]	PUSHBUTTON DETECTOR
[Symbol]	[Symbol]	DENOTES NUMBER OF CONDUCTORS.
[Symbol]	[Symbol]	ALL CABLE NO. 14 EXCEPT AS INDICATED.
[Symbol]	[Symbol]	ALL LOOP DETECTOR CABLE TO BE SHIELDED.
[Symbol]	[Symbol]	SIGNAL FACE WITH BACKPLATE.
[Symbol]	[Symbol]	"P" INDICATES PROGRAMMED HEAD.

PUSH BUTTON "A" SHALL PLACE A CALL IN PHASES 2 AND 4
PUSH BUTTON "B" SHALL PLACE A CALL IN PHASES 4 AND 6
PUSH BUTTON "C" SHALL PLACE A CALL IN PHASES 6 AND 8
PUSH BUTTON "D" SHALL PLACE A CALL IN PHASES 2 AND 8

EXISTING CONTROLLER SEQUENCE IV

REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS
PROTECTED/PERMITTED LEFT TURN PHASING
WITH RIGHT TURN OVERLAPS

FOR INFORMATION ONLY

REVISIONS

NAME	DATE

EMC
ILLINOIS DEPARTMENT OF TRANSPORTATION
**PHASE DESIGNATION DIAGRAM
CABLE PLAN
SUMMARY OF QUANTITIES**
ILL. RTE. 21 (MILWAUKEE AVE) AT
WEST LAKE AVE

SCALE: VERT. NONE
HORIZ. 9-15-94

DRAWN BY: APZ
DESIGNED BY: RKF
CHECKED BY: DAZ

MODEL: D:\p4\it... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopre\emc\cadd\Sheet\T071-shr-1509.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - WEST LAKE /MILWAUKEE

County Highway	Fiscal Year	Sheet No.	Total Sheets
A59	2004	110	204

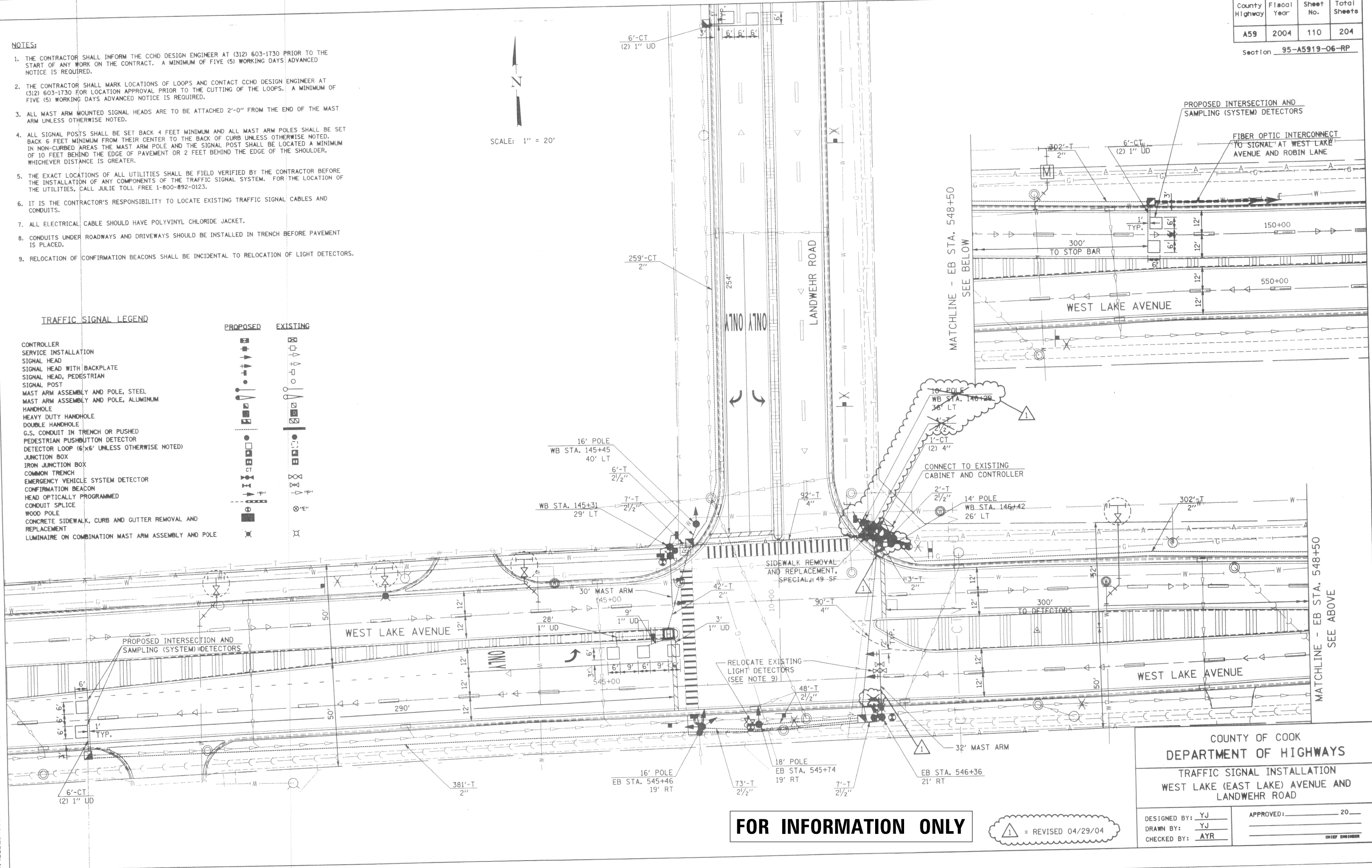
Section 95-A5919-06-RP

- NOTES:**
- THE CONTRACTOR SHALL INFORM THE CCHD DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCED NOTICE IS REQUIRED.
 - THE CONTRACTOR SHALL MARK LOCATIONS OF LOOPS AND CONTACT CCHD DESIGN ENGINEER AT (312) 603-1730 FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCED NOTICE IS REQUIRED.
 - ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF THE MAST ARM UNLESS OTHERWISE NOTED.
 - ALL SIGNAL POSTS SHALL BE SET BACK 4 FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK 6 FEET MINIMUM FROM THEIR CENTER TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS THE MAST ARM POLE AND THE SIGNAL POST SHALL BE LOCATED A MINIMUM OF 10 FEET BEHIND THE EDGE OF PAVEMENT OR 2 FEET BEHIND THE EDGE OF THE SHOULDER, WHICHEVER DISTANCE IS GREATER.
 - THE EXACT LOCATIONS OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATION OF THE UTILITIES, CALL JULIE TOLL FREE 1-800-892-0123.
 - IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE EXISTING TRAFFIC SIGNAL CABLES AND CONDUITS.
 - ALL ELECTRICAL CABLE SHOULD HAVE POLYVINYL CHLORIDE JACKET.
 - CONDUITS UNDER ROADWAYS AND DRIVEWAYS SHOULD BE INSTALLED IN TRENCH BEFORE PAVEMENT IS PLACED.
 - RELOCATION OF CONFIRMATION BEACONS SHALL BE INCIDENTAL TO RELOCATION OF LIGHT DETECTORS.

SCALE: 1" = 20'

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP (6'x6' UNLESS OTHERWISE NOTED)		
JUNCTION BOX		
IRON JUNCTION BOX		
COMMON TRENCH		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
HEAD OPTICALLY PROGRAMMED		
CONDUIT SPLICE		
WOOD POLE		
CONCRETE SIDEWALK, CURB AND GUTTER REMOVAL AND REPLACEMENT		
LUMINAIRE ON COMBINATION MAST ARM ASSEMBLY AND POLE		



FOR INFORMATION ONLY

= REVISED 04/29/04

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS
TRAFFIC SIGNAL INSTALLATION
WEST LAKE (EAST LAKE) AVENUE AND
LANDWEHR ROAD

DESIGNED BY: YJ
DRAWN BY: YJ
CHECKED BY: AYR

APPROVED: _____ 20____
CHIEF ENGINEER

MODEL: D:\cadd\16163304-00_Cook County Phase 2 Design\Task 07 W07 Demoprep\DC\ADD_Sheets\T07-10-1.dgn
 FILE NAME: P:\16163304-00_Cook County Phase 2 Design\Task 07 W07 Demoprep\DC\ADD_Sheets\T07-10-1.dgn
 J:\333021\cadd\16163304-00_Cook County Phase 2 Design\Task 07 W07 Demoprep\DC\ADD_Sheets\T07-10-1.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - WEST LAKE AVE/LANDWEHR RD

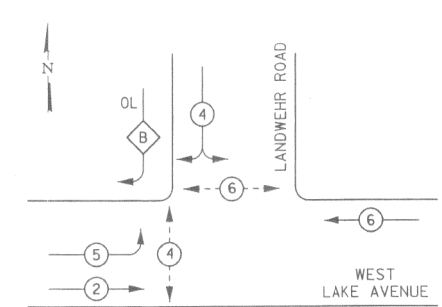
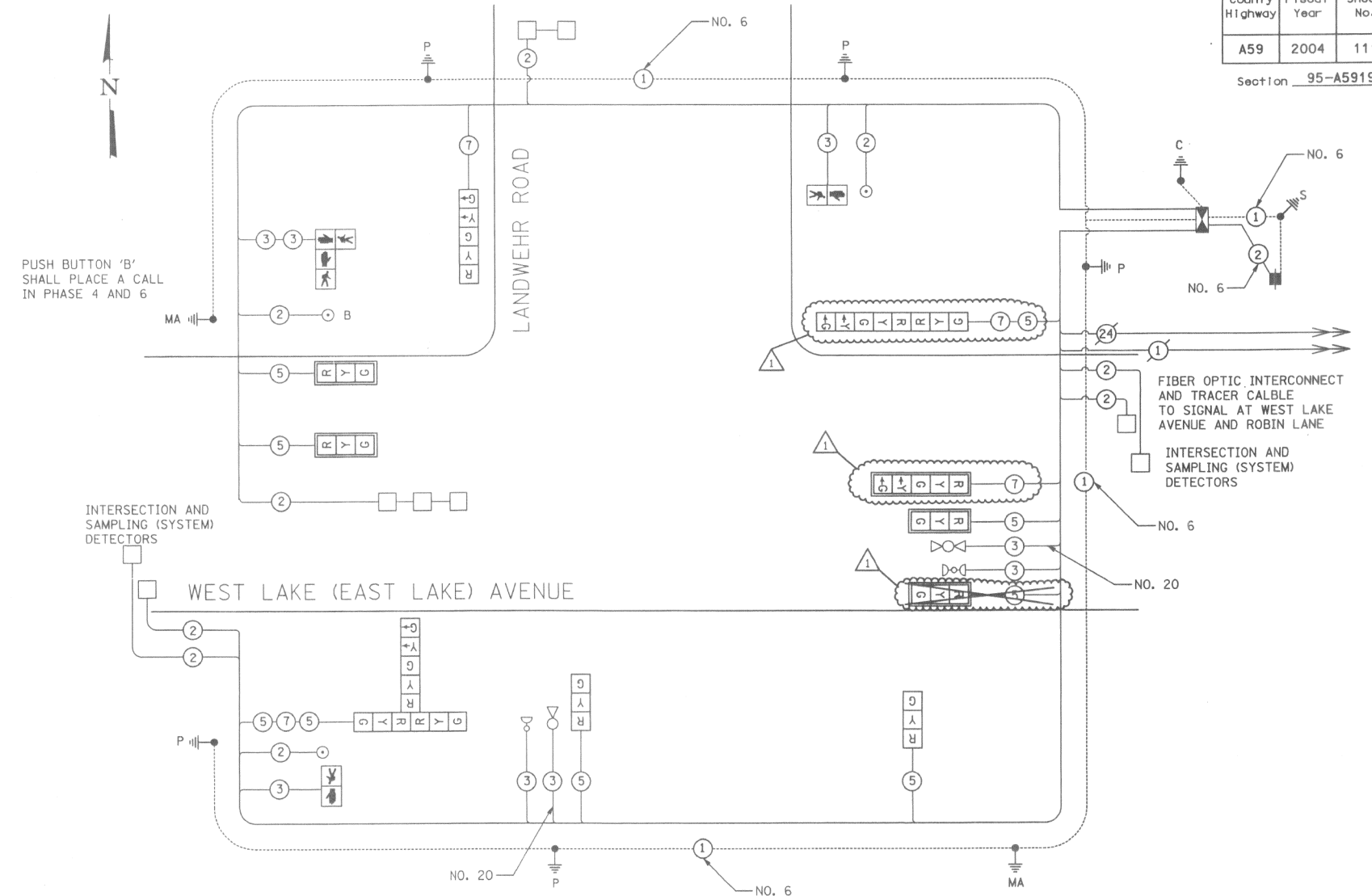
TS-10
SCALE: SHEET 150 OF 195

CABLE PLAN LEGEND

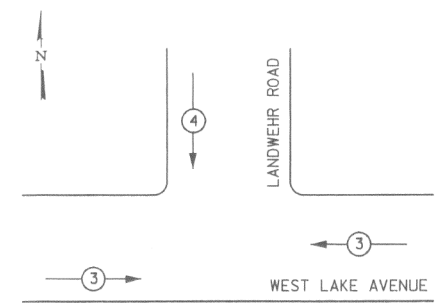
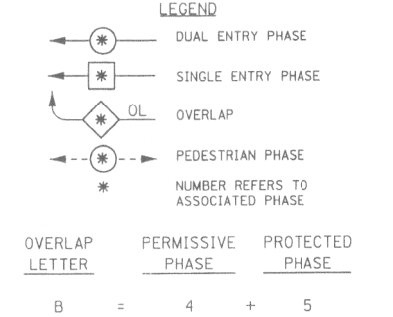
EXISTING	PROPOSED	DESCRIPTION
		8" TRAFFIC SIGNAL SECTION
		12" TRAFFIC SIGNAL SECTION
		12" PEDESTRIAN SIGNAL SECTION
		12" PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE CONNECTION
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
		DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		GROUND CABLE IN CONDUIT, NO. 6 1C SOLID COPPER (GREEN)
		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'
		GROUND ROD AT HANDHOLE (H) OR DOUBLE HANDHOLE OR CONTROLLER (C)
		GROUND ROD AT POST OR MAST ARM POLE
		GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125, MM12F & SM12F

TRAFFIC SIGNAL SCHEDULE OF QUANTITIES

QUANTITY	UNIT	DESCRIPTION
49	SQ FT	SIDEWALK REMOVAL AND REPLACEMENT, SPECIAL
147	FOOT	CONDUIT IN TRENCH, 2 1/2 IN. DIA., GALVANIZED STEEL
184	FOOT	CONDUIT IN TRENCH, 4 IN. DIA., GALVANIZED STEEL
1	EACH	HEAVY-DUTY HANDHOLE
331	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1769	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
893	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
1272659	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
544334	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
112	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
20	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
331	FOOT	ELECTRIC CABLE IN CONDUIT, GROUNDING NO. 6 1C
352	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3C, TWISTED SHIELDED
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 10 FT.
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 14 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL, 18 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 30 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 32 FT.
20	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE D
30	FOOT	CONCRETE FOUNDATION, TYPE E, 30-INCH DIAMETER
4	EACH	TRAFFIC SIGNAL BACKPLATE
6	EACH	INDUCTIVE LOOP DETECTOR
216	FOOT	DETECTOR LOOP, TYPE 1
2	EACH	SIGNAL HEAD, LED, 1-FACE, 3 SECTION, BRACKET MOUNTED
3	EACH	SIGNAL HEAD, LED, 1-FACE, 3 SECTION, MAST ARM MOUNTED
7	EACH	SIGNAL HEAD, LED, 1-FACE, 5 SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 3 SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 3-FACE, 2-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
2	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED
3	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	RELOCATE EXISTING TRAFFIC SIGNAL CONTROLLER
2	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
6	EACH	REMOVE EXISTING HANDHOLE
5	EACH	REMOVE EXISTING CONCRETE FOUNDATION
1	EACH	SERVICE INSTALLATION - POLE MOUNTED
1	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, LED, 1-FACE, 5 SECTION, MAST ARM MOUNTED



PHASE DESIGNATION DIAGRAM



EMERGENCY VEHICLE PREEMPTION SEQUENCE

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

1 = REVISED 04/29/04

FOR INFORMATION ONLY

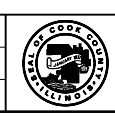
COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
WEST LAKE (EAST LAKE) AVENUE AND
LANDWEHR ROAD
(CABLE PLAN)

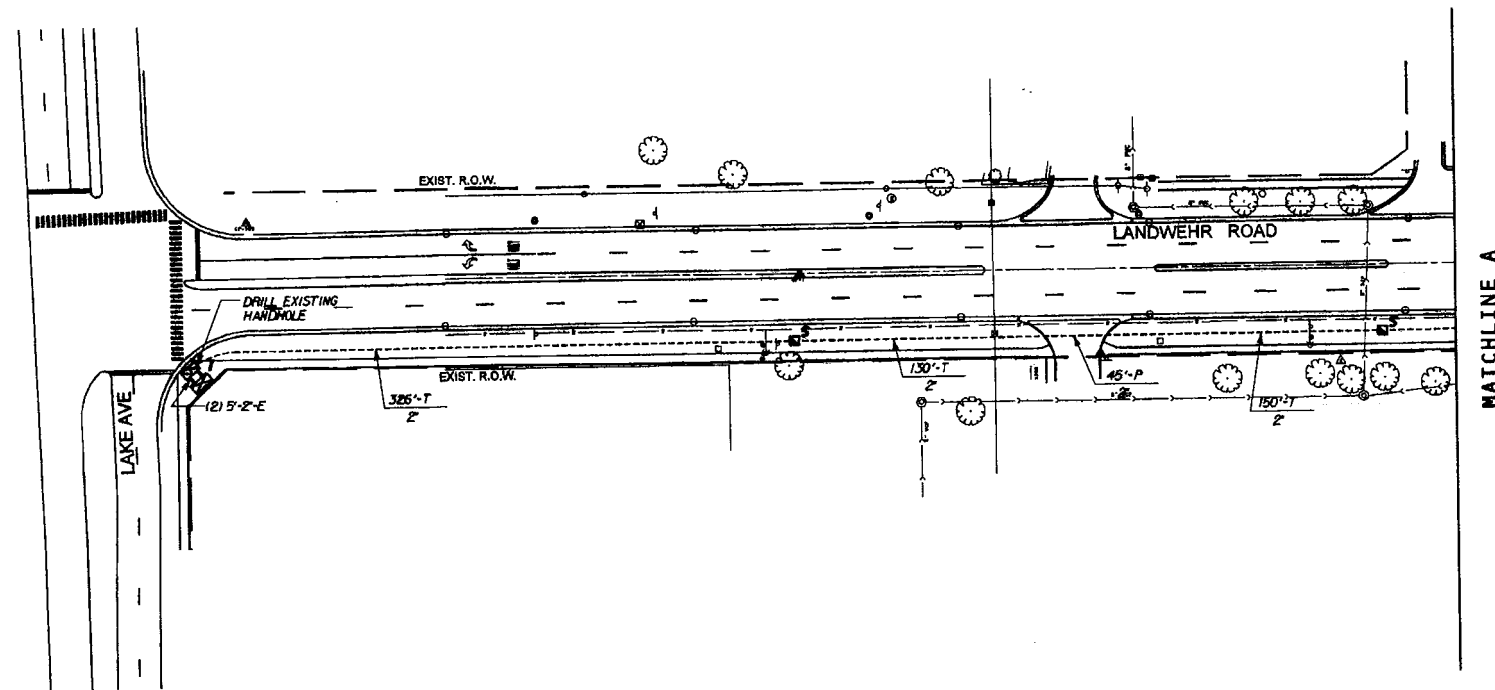
DESIGNED BY: YJ
DRAWN BY: YJ
CHECKED BY: AYR

APPROVED: _____ 20____
CHIEF ENGINEER

MODEL: D:\cadd\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopreter\DCN\CADD_Sheets\T07-shr-11.dgn

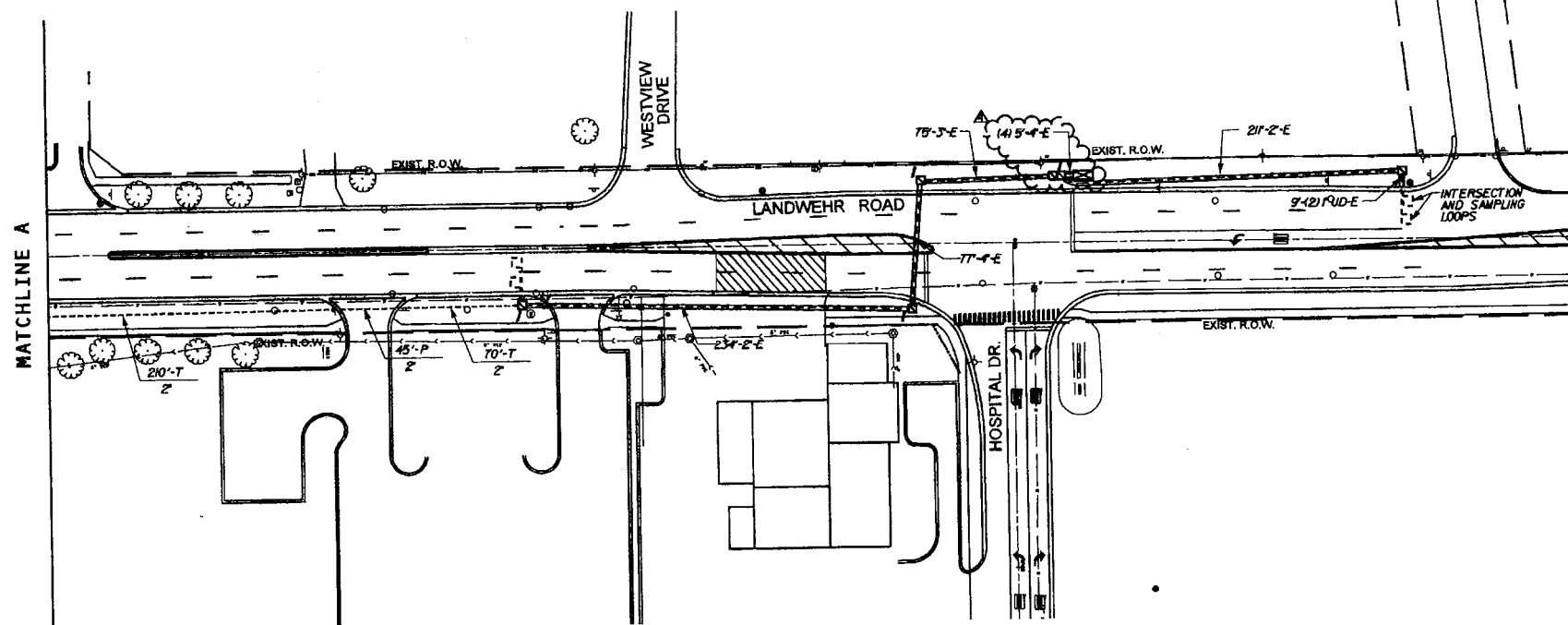


SCALE: 1"=50'



SCHEDULE OF QUANTITIES

QTY	UNIT	ITEM DESCRIPTION
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	TRANSCIVER - FIBER OPTIC
1	EACH	MODIFY EXISTING CONTROLLER CABINET
1	LSUM	TRAFFIC CONTROL AND PROTECTION
866	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
90	FOOT	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL
2	EACH	HANDHOLE
866	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
1437	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C
1447	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125 MM12F & SM12F
1	EACH	DRILL EXISTING HANDHOLE
1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM, LEVEL 2



TRACER CABLE
 THE END OF THE TRACER CABLE SHALL BE TIED TO A CABLE HOOK IN THE DOUBLE HANDHOLE CLOSEST TO THE CONTROLLER FOUNDATION.

FOR INFORMATION ONLY



METRO TRANSPORTATION GROUP, INC.
 TRAFFIC ENGINEERING
 TRANSPORTATION PLANNING/ENGINEERING
 SIGNAL SYSTEMS/DESIGN

3100 W. HIGGINS ROAD, STE. 100
 HOFFMAN ESTATES, IL 60169-2093
 PH: 630.213.1000, FAX: 630.213.3227
 www.metrotransportation.com

REVISIONS		
NO.	DATE	DESCRIPTION
A	5-31-11	ISSUED FOR CONSTRUCTION

**SIGNAL INTERCONNECT PLAN
 and SCHEDULE OF QUANTITIES**
 LANDWEHR ROAD @ HOSPITAL DRIVE
 GLENVIEW, ILLINOIS

FILE NAME: 10_ic.dgn	SHEET NO.:
DATE MAY 24, 2011	10
PROJECT NO.:	of 14

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

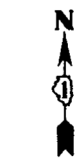
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) - WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - LANDWEHR RD/HOSPITAL DR

TS-12
 SCALE: SHEET 152 OF 195

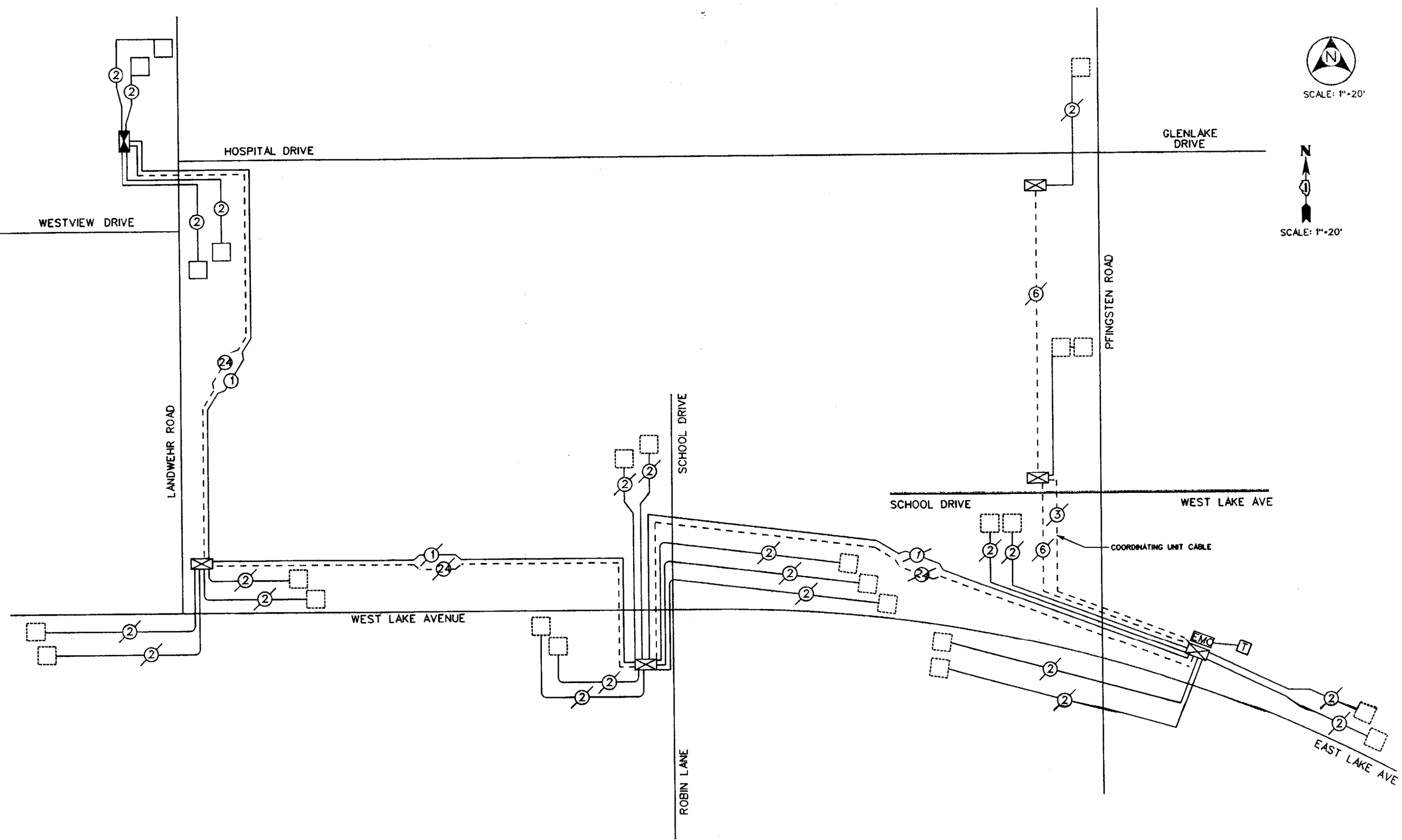
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SCALE: 1"=20'



SCALE: 1"=20'



FOR INFORMATION ONLY

Permit: 08-A-0899-C



METRO TRANSPORTATION GROUP, INC.
 TRAFFIC ENGINEERING
 TRANSPORTATION PLANNING/ENGINEERING
 SIGNAL SYSTEMS/DESIGN

3100 W. HIGGINS ROAD, STE. 100
 HOFFMAN ESTATES, IL 60169-2093
 PH: 630.213.1000, FAX: 630.213.3227
 www.metrotransportation.com

REVISIONS		
NO.	DATE	DESCRIPTION
▲ 1	5-31-11	ISSUED FOR CONSTRUCTION

INTERCONNECT SCHEMATIC
LANDWEHR ROAD @ HOSPITAL DRIVE
GLENVIEW, ILLINOIS

FILE NAME: 11_1csk.dgn	SHEET NO.:
DATE MAY 24, 2011	11
PROJECT NO.:	OF 14
H0803.01	

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
WEST LAKE AVENUE (A59) – WOLF ROAD TO LANDWEHR ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS – LANDWEHR RD/HOSPITAL DR

TS-13
 SCALE: SHEET 153 OF 195

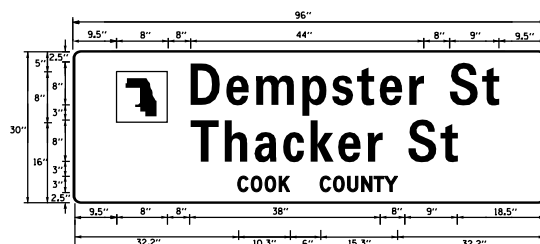
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COMBINED BILL OF MATERIALS

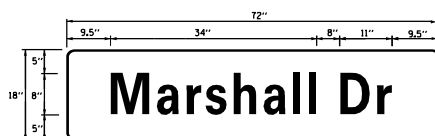
PAVEMENT PRESERVATION AND REHABILITATION PROGRAM 2019 (NORTH)

DEMPSTER STREET - ELMHURST ROAD (IL RTE 83) TO WOLF ROAD

SIGN PANEL - TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	20.0	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D	9.0	2	ZZ	2

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

SPECIALTY ITEM	PAY CODE	DESCRIPTION	UNIT	TOTAL	DEMPSTER STREET AND ELMHURST ROAD (IL 83)	DEMPSTER STREET AND MARSHALL DRIVE	DEMPSTER STREET AND MOUNT PROSPECT ROAD	DEMPSTER STREET AND WOLF ROAD
89502380		REMOVE EXISTING HANDHOLE	EACH	6	-	6	-	-
89502382		REMOVE EXISTING DOUBLE HANDHOLE	EACH	1	-	1	-	-
89502385		REMOVE EXISTING CONCRETE FOUNDATION	EACH	9	-	9	-	-
CCDOH244C		SINGLE HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	6	-	6	-	-
CCDOH244D		SINGLE HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	6	-	6	-	-
CCDOH244G		SINGLE HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2	-	2	-	-
CCDOH244H		SINGLE HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	2	-	2	-	-
CCDOH245A		PEDESTRIAN SIGNAL HEAD, LED WITH COUNTDOWN TIMER	EACH	8	-	8	-	-
CCDOH246A		TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINIUM	EACH	8	-	8	-	-
CCDOH248C		TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16FT	EACH	4	-	4	-	-
CCDOH249A015		STEEL MAST ARM ASSEMBLY AND POLE, 18FT	EACH	2	-	2	-	-
CCDOH249A055		STEEL MAST ARM ASSEMBLY AND POLE, 34FT	EACH	1	-	1	-	-
CCDOH249A060		STEEL MAST ARM ASSEMBLY AND POLE, 38FT	EACH	1	-	1	-	-
CCDOH250B		FULL-ACTUATED CONTROLLER AND TYPE V CABINET	EACH	1	-	1	-	-
CCDOH252A		DETECTOR LOOP, TYPE 1	FOOT	1100	250	250	460	140
CCDOH254A		PEDESTRIAN PUSH-BUTTON	EACH	8	-	8	-	-
CCDOH255B		UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	680	-	680	-	-
CCDOH255D		UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA	FOOT	135	-	135	-	-
CCDOH255F		UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA	FOOT	275	-	275	-	-
CCDOH258B		ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	700	-	700	-	-
CCDOH258C		ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1020	-	1020	-	-
CCDOH258D		ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1000	-	1000	-	-
CCDOH258E		ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	450	-	450	-	-
CCDOH258F		ELECTRIC CABLE CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1900	250	1150	250	250
CCDOH258H		ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	50	-	50	-	-
CCDOH258N		ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	450	-	450	-	-
CCDOH258O		ELECTRIC CABLE, VIDEO DETECTION SYSTEM	FOOT	370	-	370	-	-
CCDOH261K		ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR NO. 6 1C	FOOT	360	-	360	-	-
CCDOH264A		SERVICE INSTALLATION, GROUND MOUNTED	EACH	1	-	1	-	-
CCDOH266A		HANDHOLE	EACH	5	-	5	-	-
CCDOH266C		DOUBLE HANDHOLE	EACH	2	-	2	-	-
CCDOH267A		REBUILT EXISTING HANDHOLE	EACH	3	2	-	1	-
CCDOH267B		REBUILT EXISTING HEAVY DUTY HANDHOLE	EACH	2	1	-	-	1
CCDOH268A		CONCRETE FOUNDATION, TYPE A	FOOT	16	-	16	-	-
CCDOH268B		CONCRETE FOUNDATION, TYPE C	FOOT	4	-	4	-	-
CCDOH268E		CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	47	-	47	-	-
CCDOH270A		REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	-	1	-	-
CCDOH271A		TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	-	1	-	-
CCDOH272A		MAINTAINANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3	1	-	1	1
CCDOH274A		RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	2	-	2	-	-
CCDOH275A		RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1	-	1	-	-
CCDOH284A		UNINTERRUPTABLE POWER SUPPLY	EACH	1	-	1	-	-
CCDOH288B		LED INTERNALLY ILLUMINATED STREET NAME SIGN, 6 FT	EACH	2	-	2	-	-
CCDOH288C		LED INTERNALLY ILLUMINATED STREET NAME SIGN, 8 FT	EACH	2	-	2	-	-
CCDOH290A		VIDEO DETECTION SYSTEM SINGLE CAMERA/PROCESSOR VIDEO DETECTION	EACH	2	-	2	-	-
CCDOH298A		EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABL, NO. 20 3/C	FOOT	280	-	280	-	-

ELECTRICAL GENERAL NOTES:

- THE CONTRACTOR SHALL INFORM THE CCDOH DESIGN ENGINEER AT (312) 603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCED NOTICE IS REQUIRED.
- THE CONTRACTOR SHALL MARK THE LOCATIONS OF ALL DETECTOR LOOPS AND CONTACT DESIGN ENGINEER AT (312) 603-1730 FOR DEMPSTER STREET AT MARSHALL BOULEVARD, DEMPSTER/THACKER STREET AT MOUNT PROSPECT ROAD. CONTACT IDOT AT (847) 705-4451 FOR DEMPSTER STREET AT ELMHURST ROAD, DEMPSTER/THACKER STREET AT WOLF ROAD, THIS IS FOR LOCATION APPROVAL PRIOR TO THE CUTTING OF THE LOOPS.
- VEHICLE LOOP DETECTOR SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE CABLES AND CONDUITS AT THE EXISTING TRAFFIC SIGNAL INSTALLATIONS.
- ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL CHLORIDE JACKET.
- THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS.
- CARE IS TO BE TAKEN NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED THE CONTRACTOR SHALL REPAIR OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY OR STATE.
- THE USE OF PAY ITEM "ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR" WILL BE AT THE DIRECTION OF ENGINEER.
- ALL PEDESTRIAN PUSH-BUTTON LOCATIONS SHALL FOLLOW THE GUIDELINES FROM ADA/PROWAG. THE LOCATION OF THE PEDESTRIAN PUSHBUTTON MUST BE PARALLEL TO THE CROSSWALK.
- COORDINATION BETWEEN THE ELECTRICAL CONTRACTOR AND SIDEWALK CONTRACTOR IS REQUIRED BEFORE THE SIDEWALK CONSTRUCTION. THE CONTRACTOR SHALL CONTACT CCDOH AT 312-603-1730.
- IF PEDESTRIAN PUSH BUTTONS ARE CHANGED DUE TO ADA/PROWAG REQUIREMENTS, THE EXISTING HOLES IN THE POST AND/OR MAST ARM POLE SHALL BE PLUGGED. THIS SHALL BE INCLUDED IN COST OF THE PAY ITEM "PEDESTRIAN PUSH-BUTTON".
- THE ADA RAMP CURB SHALL RUN THROUGH CENTER OR BEHIND THE CONCRETE FOUNDATION OF POLE/POST CONCRETE FOUNDATION WHICH HAS PEDESTRIAN PUSH BUTTON.
- THE COUNTY IS NOT PART OF JULIE FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT, CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL AND LANDSCAPING DIVISION AT 312-603-1730.
- FOR THE LOCATION OF UNDERGROUND COUNTY MAINTAINED FACILITIES, SEE COUNTY SPECIAL PROVISION "TRAFFIC SIGNAL WORK GENERAL".

MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DCN\CADD_Sheets\T07D-rh-tso1.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

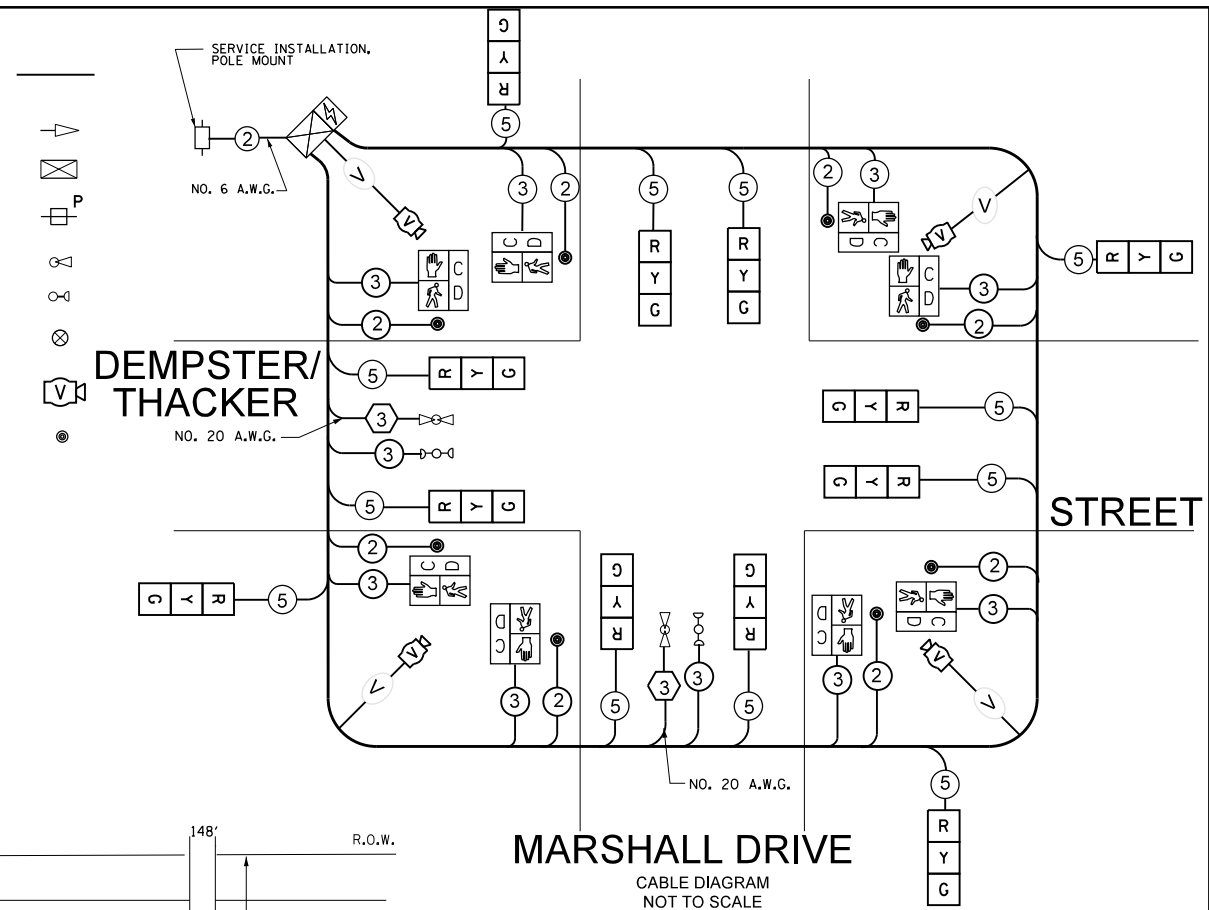
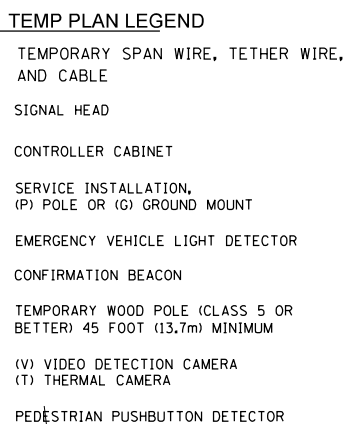
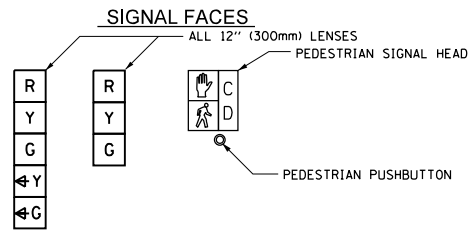
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DRAWN: LMP		
CHECKED: RJ/PW		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL PLAN BILL OF MATERIALS

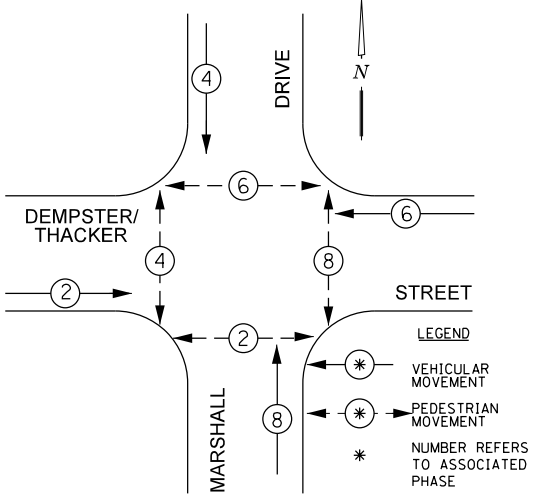
TS-14
SCALE: SHEET 154 OF 195

ESTIMATED BILL OF MATERIAL

TOTAL	UNIT	DESCRIPTION
1	EACH	FULL-ACTUATED CONTROLLER AND CABINET
12	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, WITH ALL 12" (300mm) LENSES, SPAN WIRE MOUNTED
1	EACH	SERVICE INSTALLATION, POLE MOUNT
830	FOOT	ELECTRIC CABLE AERIAL SUSPENDED, NO. 14 - 2/C
1160	FOOT	ELECTRIC CABLE AERIAL SUSPENDED, NO. 14 - 3/C
1210	FOOT	ELECTRIC CABLE AERIAL SUSPENDED, NO. 14 - 5/C
20	FOOT	ELECTRIC CABLE AERIAL SUSPENDED, SERVICE, NO. 6 - 2/C
215	FOOT	ELECTRIC CABLE AERIAL SUSPENDED, NO. 20 3/C
310	FOOT	SPAN WIRE
310	FOOT	TETHER WIRE
4	EACH	WOOD POLE
1	EACH	VIDEO DETECTION SYSTEM
1	EACH	UNINTERRUPTIBLE POWER SUPPLY
2	EACH	LIGHT DETECTOR
1	EACH	LIGHT DETECTOR AMPLIFIER
8	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED
8	EACH	PEDESTRIAN PUSHBUTTON

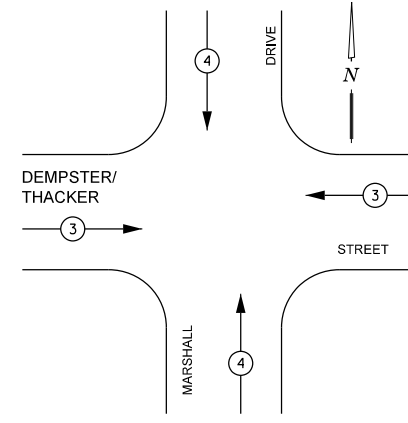


CONTROLLER SEQUENCE

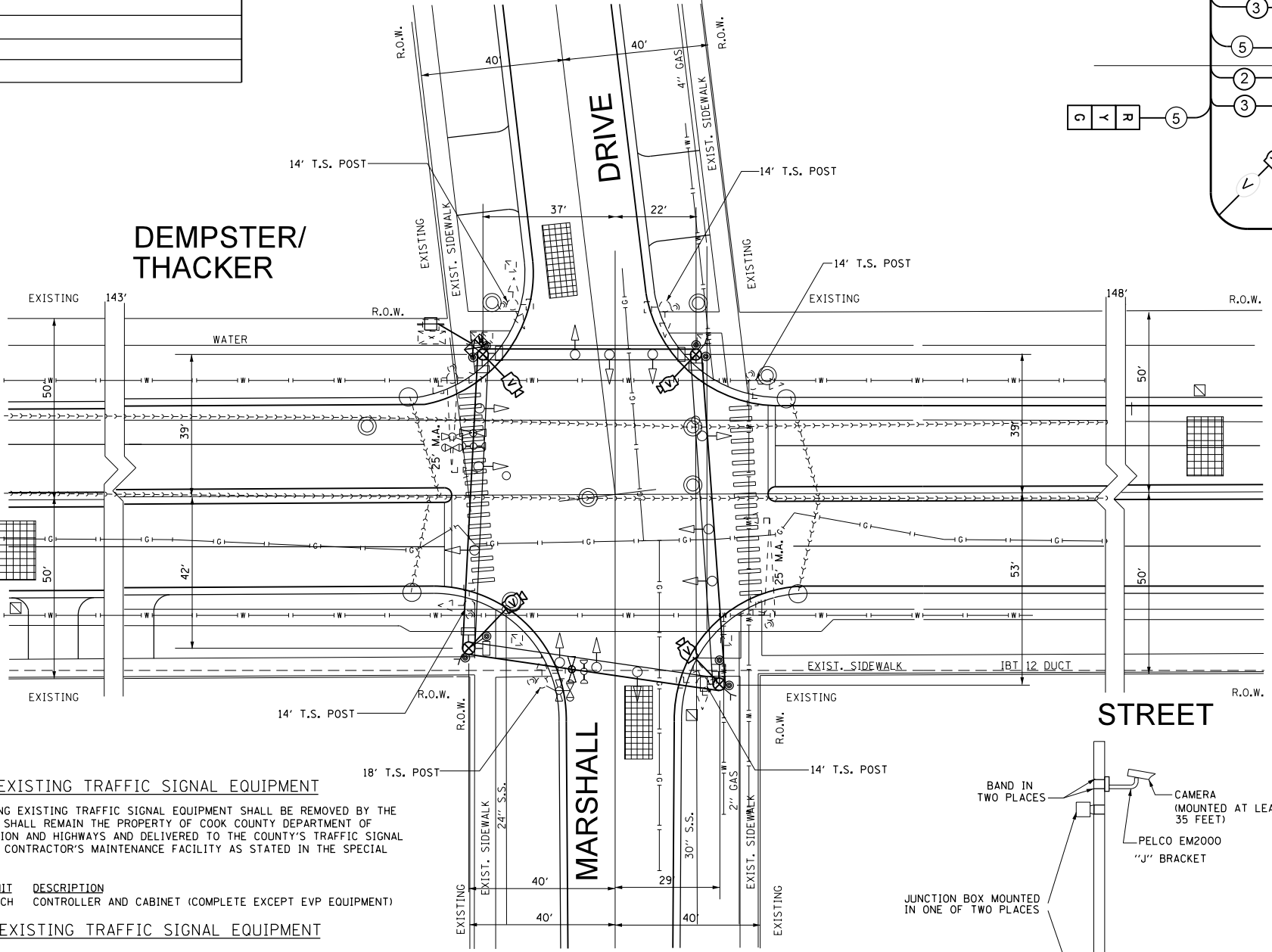


PHASE DESIGNATION DIAGRAM
DUAL ENTRY - ALL LEGS PROTECTED / PERMITTED LEFT TURN PHASING

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR	
EMERGENCY VEHICLE PREEMPTOR	3 4
MOVEMENT	↔ ↑



REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

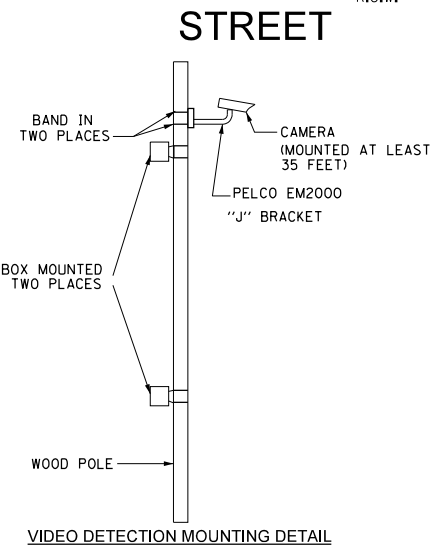
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS AND DELIVERED TO THE COUNTY'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAINTENANCE FACILITY AS STATED IN THE SPECIAL PROVISIONS.

QUANTITY	UNIT	DESCRIPTION
1	EACH	CONTROLLER AND CABINET (COMPLETE EXCEPT EVP EQUIPMENT)

REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY HIM OUTSIDE THE RIGHT-OF-WAY AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

QUANTITY	UNIT	DESCRIPTION
6	EACH	TRAFFIC SIGNAL POST
2	EACH	MAST ARM ASSEMBLY AND POLE
12	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
8	EACH	PEDESTRIAN SIGNAL HEAD
8	EACH	PEDESTRIAN PUSH BUTTON



- TEMPORARY TRAFFIC SIGNAL NOTES**
- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
 - ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TSI OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
 - ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12" (300mm). HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
 - ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SIGNAL SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER. UPON COMPLETION OF PERMANENT TRAFFIC SIGNAL WORK, ALL STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM THE TEMPORARY TRAFFIC SIGNAL INSTALLATION AND RELOCATED TO PERMANENT TRAFFIC SIGNAL POLES AS DIRECTED BY THE ENGINEER.
 - ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
 - THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL. AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
 - ALL TEMPORARY TRAFFIC SIGNAL SECTIONS NOT IN USE DURING A STAGE OF CONSTRUCTION SHALL BE BAGGED AND DEACTIVATED. ALL PERMANENT TRAFFIC SIGNAL SECTIONS SHALL BE BAGGED OR REMOVED WHILE THE TEMPORARY TRAFFIC SIGNAL IS IN OPERATION.
 - ALL VIDEO DETECTION ZONES ARE TO BE REDEFINED DURING EACH STAGE OF CONSTRUCTION AND ARE INCIDENTAL TO THE COST OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION.
 - DETECTION AT TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED FOR ALL APPROACHES OF THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
 - THE CONTRACTOR IS RESPONSIBLE FOR RELOCATING ALL SIGNAL HEADS TO AGREE WITH CONSTRUCTION STAGING AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER AND IS CONSIDERED TO BE PART OF THE PAY ITEM TEMPORARY TRAFFIC SIGNAL INSTALLATION.
 - IF THERE IS UTILITY CONFLICT, SIGNAL HEAD CAN BE PUT HORIZONTALLY.

MODEL: D:\p4\1616-3304-00_Cook_County_Phase 2_Design\Task 07_W07_Dempster\GNCADD_Sheets\T07D-rht-t02.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



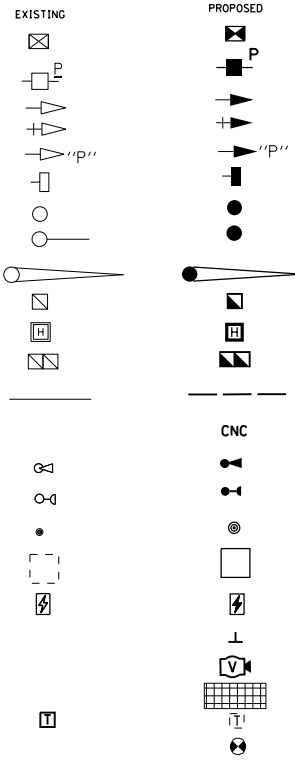
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: CP
DRAWN: LMP
CHECKED: RJ/PW

REVISIONS: _____ DATE: _____
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL TEMPORARY PLAN - DEMPSTER AVE/MARSHALL DR
TS-15
SCALE: SHEET 155 OF 195

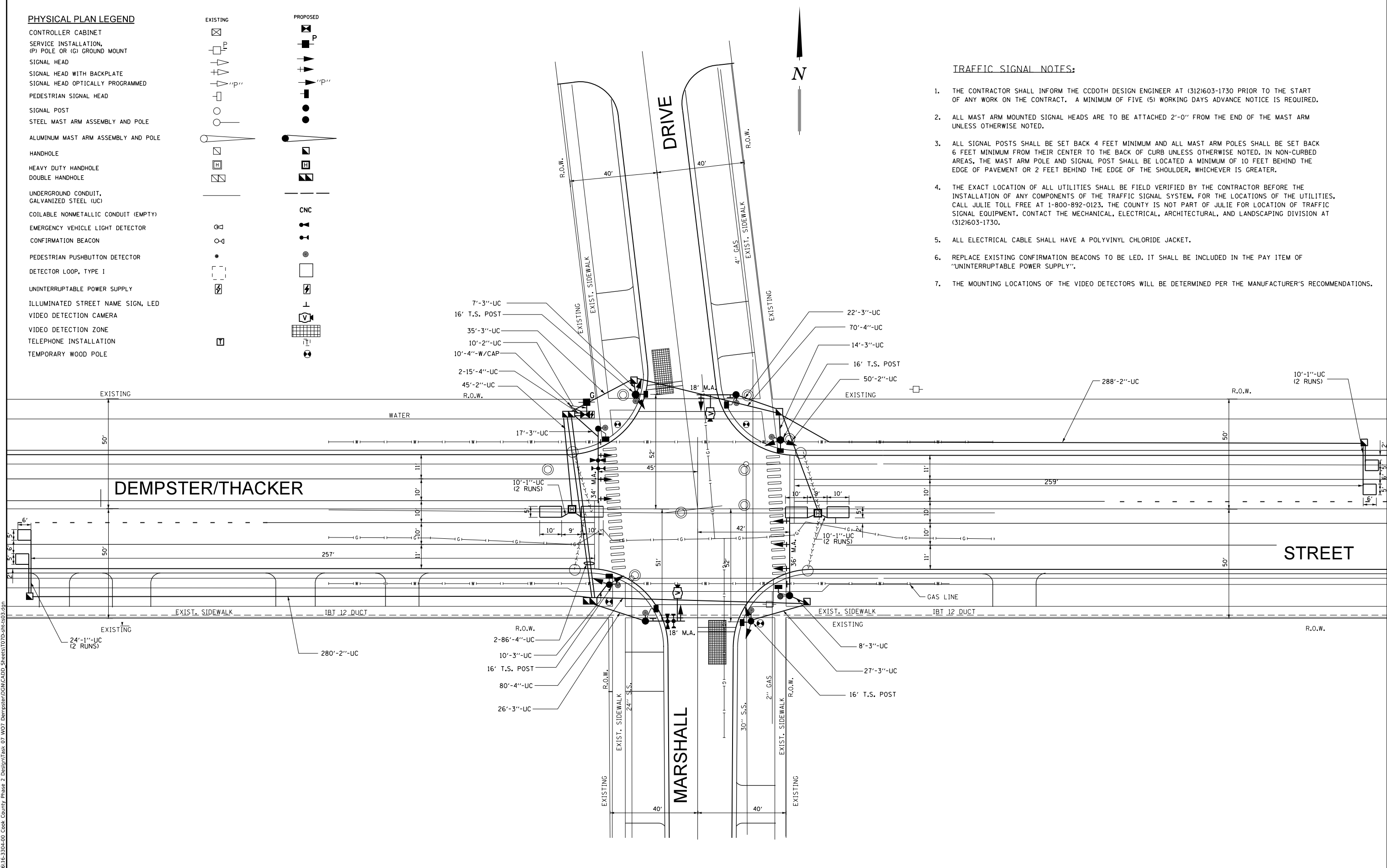
PHYSICAL PLAN LEGEND

- CONTROLLER CABINET
- SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT
- SIGNAL HEAD
- SIGNAL HEAD WITH BACKPLATE
- SIGNAL HEAD OPTICALLY PROGRAMMED
- PEDESTRIAN SIGNAL HEAD
- SIGNAL POST
- STEEL MAST ARM ASSEMBLY AND POLE
- ALUMINUM MAST ARM ASSEMBLY AND POLE
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- UNDERGROUND CONDUIT, GALVANIZED STEEL (UC)
- COILABLE NONMETALLIC CONDUIT (EMPTY)
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PEDESTRIAN PUSHBUTTON DETECTOR
- DETECTOR LOOP, TYPE I
- UNINTERRUPTIBLE POWER SUPPLY
- ILLUMINATED STREET NAME SIGN, LED
- VIDEO DETECTION CAMERA
- VIDEO DETECTION ZONE
- TELEPHONE INSTALLATION
- TEMPORARY WOOD POLE



TRAFFIC SIGNAL NOTES:

1. THE CONTRACTOR SHALL INFORM THE CDDOT DESIGN ENGINEER AT (312)603-1730 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
2. ALL MAST ARM MOUNTED SIGNAL HEADS ARE TO BE ATTACHED 2'-0" FROM THE END OF THE MAST ARM UNLESS OTHERWISE NOTED.
3. ALL SIGNAL POSTS SHALL BE SET BACK 4 FEET MINIMUM AND ALL MAST ARM POLES SHALL BE SET BACK 6 FEET MINIMUM FROM THEIR CENTER TO THE BACK OF CURB UNLESS OTHERWISE NOTED. IN NON-CURBED AREAS, THE MAST ARM POLE AND SIGNAL POST SHALL BE LOCATED A MINIMUM OF 10 FEET BEHIND THE EDGE OF PAVEMENT OR 2 FEET BEHIND THE EDGE OF THE SHOULDER, WHICHEVER IS GREATER.
4. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE THE INSTALLATION OF ANY COMPONENTS OF THE TRAFFIC SIGNAL SYSTEM. FOR THE LOCATIONS OF THE UTILITIES, CALL JULIE TOLL FREE AT 1-800-892-0123. THE COUNTY IS NOT PART OF JULIE FOR LOCATION OF TRAFFIC SIGNAL EQUIPMENT. CONTACT THE MECHANICAL, ELECTRICAL, ARCHITECTURAL, AND LANDSCAPING DIVISION AT (312)603-1730.
5. ALL ELECTRICAL CABLE SHALL HAVE A POLYVINYL CHLORIDE JACKET.
6. REPLACE EXISTING CONFIRMATION BEACONS TO BE LED. IT SHALL BE INCLUDED IN THE PAY ITEM OF "UNINTERRUPTIBLE POWER SUPPLY".
7. THE MOUNTING LOCATIONS OF THE VIDEO DETECTORS WILL BE DETERMINED PER THE MANUFACTURER'S RECOMMENDATIONS.



MODEL: D:\p\16163304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DC\ADD_Sheets\T07D-pts-t03.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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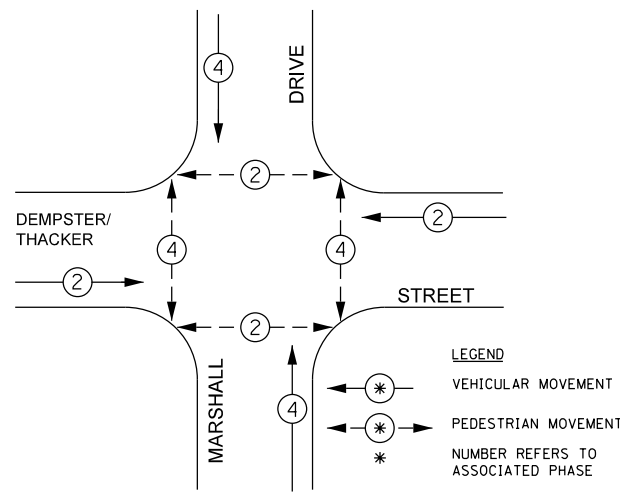
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: CP	REVISIONS	DATE
DRAWN: LMP		
CHECKED: RJ/PW		

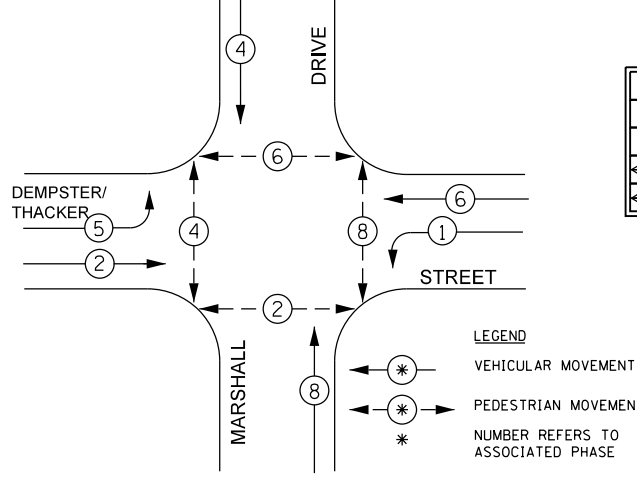
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL DESIGN PLAN – DEMPSTER AVE/MARSHALL DR

TS-16
SCALE: SHEET 156 OF 195

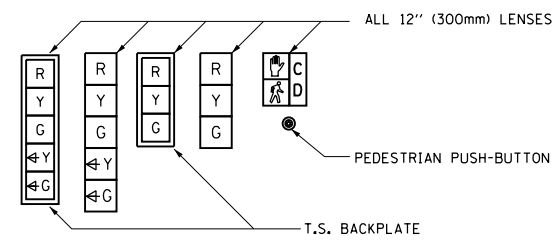
EXISTING CONTROLLER SEQUENCE



PROPOSED CONTROLLER SEQUENCE



SIGNAL FACES



SIGNAL LENSES

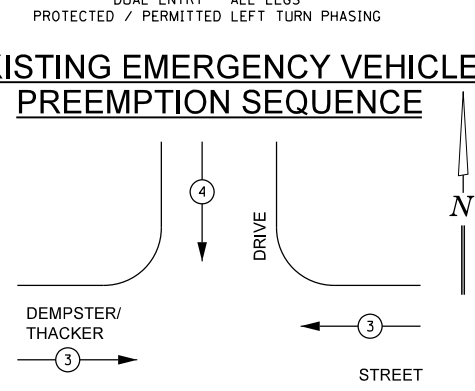
- R RED
- Y YELLOW
- G GREEN
- Y↔ YELLOW TURN INDICATOR
- G↔ GREEN TURN INDICATOR



CABLE PLAN LEGEND

- CONTROLLER CABINET
- SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT
- DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED (S) SHIELDED & TWISTED
- FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F
- FIBER OPTIC CABLE NO. 62.5/125, MM12F SM24F
- DETECTOR LOOP, TYPE I
- PREFORMED DETECTOR LOOP
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER
- 12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID
- PEDESTRIAN PUSHBUTTON DETECTOR
- SIGNAL FACE
- SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD
- GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE
- UNINTERRUPTABLE POWER SUPPLY
- ILLUMINATED STREET NAME SIGN, LED
- (S) ELECTRIC CABLE NO. 14 SOOW
- (TC) ELECTRIC CABLE, THERMAL CAMERA
- (V) VIDEO DETECTION CAMERA
- (T) THERMAL CAMERA
- OPTICOM CABLE, NO. 20
- (R) RADAR DETECTION CAMERA
- RADAR DETECTION ZONE

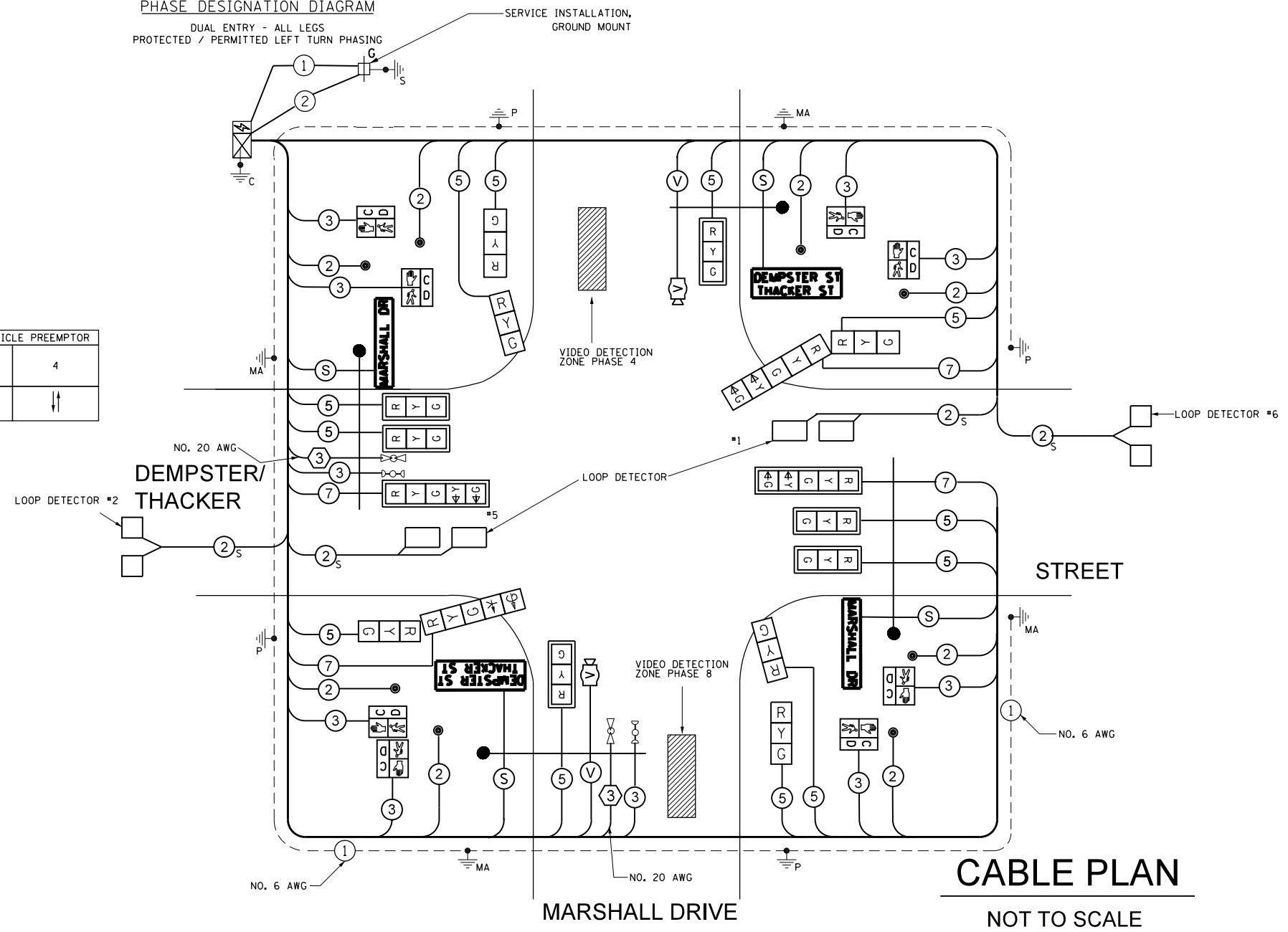
EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↔	↕

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

DUAL ENTRY - ALL LEGS PROTECTED / PERMITTED LEFT TURN PHASING



CABLE PLAN NOT TO SCALE

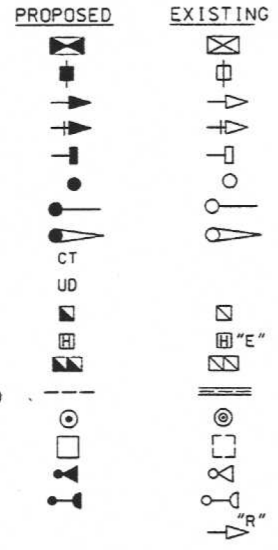
COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. LAMPS	WATTAGE	% OPERATION	TOTAL WATTAGE
CONTROLLER	1 x	100	x 1.00	100.00
VEHICLE DET.	4 x	5	x 1.00	20.00
PED. SIGNAL	8 x	25	x 1.00	200.00
12" SIGNAL (RED)	16 x	17	x 0.50	136.00
(YELLOW)	16 x	25	x 0.05	20.00
(GREEN)	16 x	15	x 0.45	108.00
(ARROW)	4 x	12	x 0.10	4.8
ILLUMINATED LED STREET NAME 8'	2 x	144	x 0.40	115.2
ILLUMINATED LED STREET NAME 6'	2 x	108	x 0.40	86.4
HEATER	1 x	200	x 0.30	60.00
VIDEO DET.	2 x	25	x 1.00	24.00
TOTAL =				874.4

ENERGY COSTS TO:		ENERGY COSTS SHARE:	
COOK COUNTY BUREAU OF ADMINISTRATION 118 N. CLARK STREET, ROOM 801 CHICAGO, IL 60602 TOWER ACCOUNT NO. 5855102014 SUPPLIMENT NO. NC150362		COOK COUNTY:	50%
DES PLAINES 1420 MINER STREET DES PLAINES, IL 60016		DES PLAINES:	50%

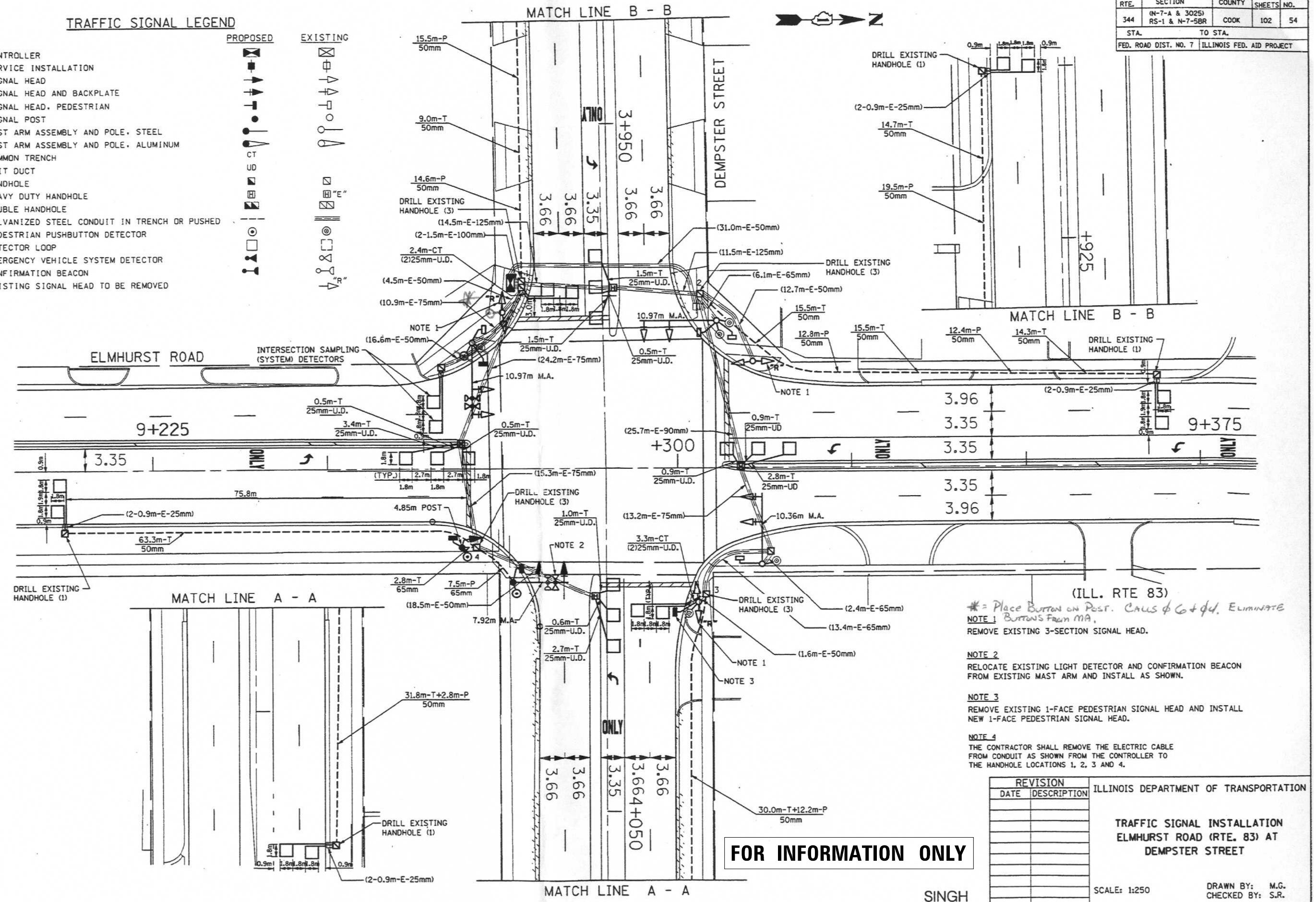
ENERGY SUPPLY CONTACT: ComEd	
PHONE: (866)-639-3532	
COMPANY: ComEd	

TRAFFIC SIGNAL LEGEND

- PROPOSED**
 CONTROLLER
 SERVICE INSTALLATION
 SIGNAL HEAD
 SIGNAL HEAD AND BACKPLATE
 SIGNAL HEAD, PEDESTRIAN
 SIGNAL POST
 MAST ARM ASSEMBLY AND POLE, STEEL
 MAST ARM ASSEMBLY AND POLE, ALUMINUM
 COMMON TRENCH
 UNIT DUCT
 HANDHOLE
 HEAVY DUTY HANDHOLE
 DOUBLE HANDHOLE
 GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
 PEDESTRIAN PUSHBUTTON DETECTOR
 DETECTOR LOOP
 EMERGENCY VEHICLE SYSTEM DETECTOR
 CONFIRMATION BEACON
 EXISTING SIGNAL HEAD TO BE REMOVED



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(N-7-A & 3025) RS-1 & N-7-5BR	COOK	102	54
STA.		TO STA.		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



- # = Place Button on Post. CAUSE of 6 & 4. ELIMINATE
 NOTE 1 Buttons from MA.
 REMOVE EXISTING 3-SECTION SIGNAL HEAD.
 NOTE 2
 RELOCATE EXISTING LIGHT DETECTOR AND CONFIRMATION BEACON FROM EXISTING MAST ARM AND INSTALL AS SHOWN.
 NOTE 3
 REMOVE EXISTING 1-FACE PEDESTRIAN SIGNAL HEAD AND INSTALL NEW 1-FACE PEDESTRIAN SIGNAL HEAD.
 NOTE 4
 THE CONTRACTOR SHALL REMOVE THE ELECTRIC CABLE FROM CONDUIT AS SHOWN FROM THE CONTROLLER TO THE HANDHOLE LOCATIONS 1, 2, 3 AND 4.

REVISION		ILLINOIS DEPARTMENT OF TRANSPORTATION
DATE	DESCRIPTION	
		TRAFFIC SIGNAL INSTALLATION ELMHURST ROAD (RTE. 83) AT DEMPSTER STREET

SCALE: 1:250 DRAWN BY: M.G.
CHECKED BY: S.R.

FOR INFORMATION ONLY

SINGH

MODEL: D:\p16\163304-00 Cook County Phase 2 Design\Task 07 W07 DempsterDGN\CADD_Sheets\T07D-pts-t05.dgn
 FILE NAME: P16\163304-00 Cook County Phase 2 Design\Task 07 W07 DempsterDGN\CADD_Sheets\T07D-pts-t05.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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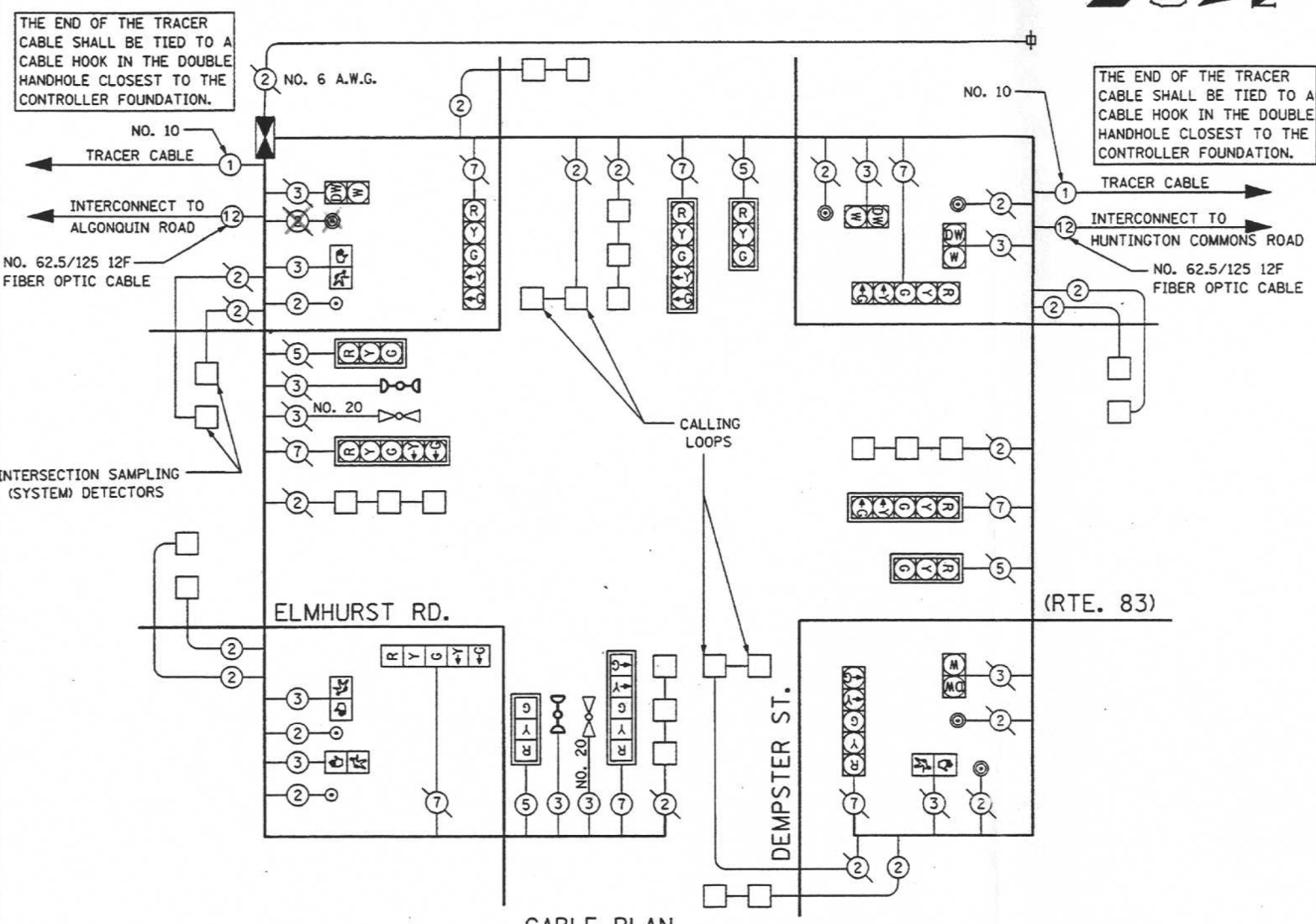


COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
 DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
 TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE/ELMHURST RD

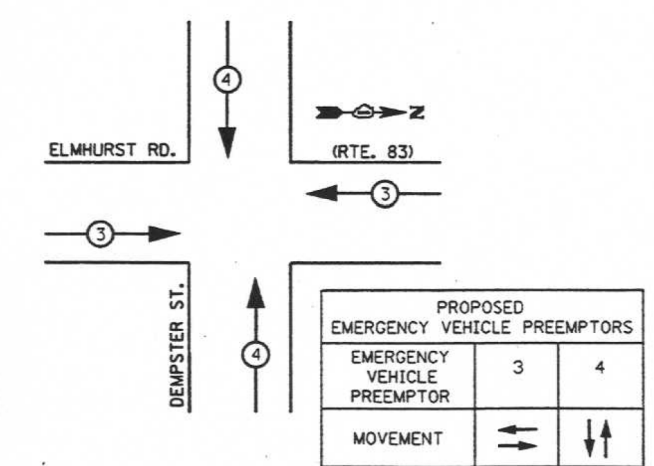
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(N-7-A & 3025) RS-1 & N-7-5BR	COOK	102	55
STA. TO STA.				
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



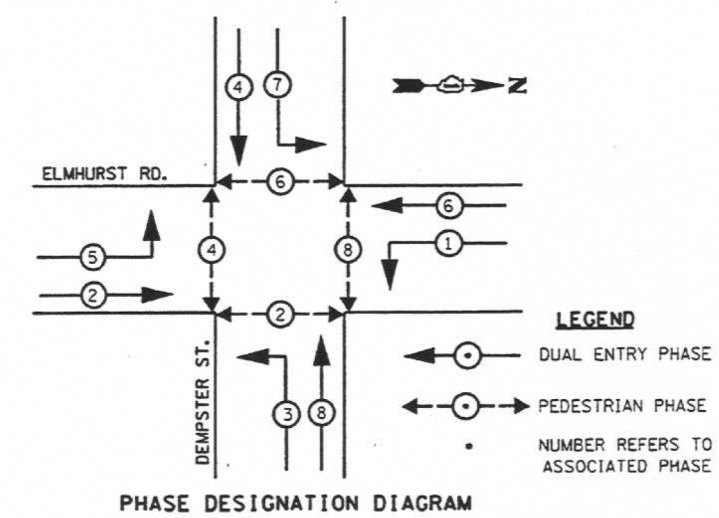
SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
69.0	METER	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED
4	EACH	HEAVY-DUTY HANDHOLE
16	EACH	DRILL EXISTING HANDHOLE
1	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, BRACKET MOUNTED
1	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION, MAST ARM MOUNTED
4	EACH	PEDESTRIAN SIGNAL HEAD, 1-FACE, BRACKET MOUNTED
2	EACH	TRAFFIC SIGNAL BACKPLATE
14	EACH	INDUCTIVE LOOP DETECTOR
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
3	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TRANSCIEVER - FIBER OPTIC
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
4	EACH	REMOVE EXISTING HANDHOLE
3	EACH	REMOVE EXISTING CONCRETE FOUNDATION
0.8	SQ M	SIGN PANEL - TYPE 1
194.1	METER	CONDUIT IN TRENCH, 50MM DIA., GALVANIZED STEEL
2.8	METER	CONDUIT IN TRENCH, 65MM DIA., GALVANIZED STEEL
89.8	METER	CONDUIT PUSHED, 50MM DIA., GALVANIZED STEEL
7.5	METER	CONDUIT PUSHED, 65MM DIA., GALVANIZED STEEL
117.0	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
192.0	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
69.0	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
132.0	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
704.0	METER	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 4.85 METER
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE, 7.92 METER
1.2	METER	CONCRETE FOUNDATION, TYPE A
3.0	METER	CONCRETE FOUNDATION, TYPE E 600MM DIAMETER
252.6	METER	DETECTOR LOOP, TYPE I
179.7	METER	TRENCH AND BACKFILL FOR ELECTRICAL WORK
436.0	METER	REMOVE ELECTRIC CABLE FROM CONDUIT

EMERGENCY VEHICLE PREEMPTION SEQUENCE NOTES FOR DUAL ENTRY OPERATION - ALL LEGS



CONTROLLER SEQUENCE



NOTE:
THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PREEMPTOR AND CONFIRMATION BEACON FROM EXISTING CABINET TO NEW CONTROLLER.

FOR INFORMATION ONLY SINGH

REVISION		ILLINOIS DEPARTMENT OF TRANSPORTATION
DATE	DESCRIPTION	
		<p>CABLE DIAGRAM AND PHASE DESIGNATION DIAGRAM ELMHURST ROAD (RTE. 83) AT DEMPSTER STREET</p> <p>SCALE: NOT TO SCALE DRAWN BY: M.G. CHECKED BY: S.R.</p>

MODEL: D:\p\h\l... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Dempster\DC\CA\ADD_Sheets\T07D_rht-t06.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

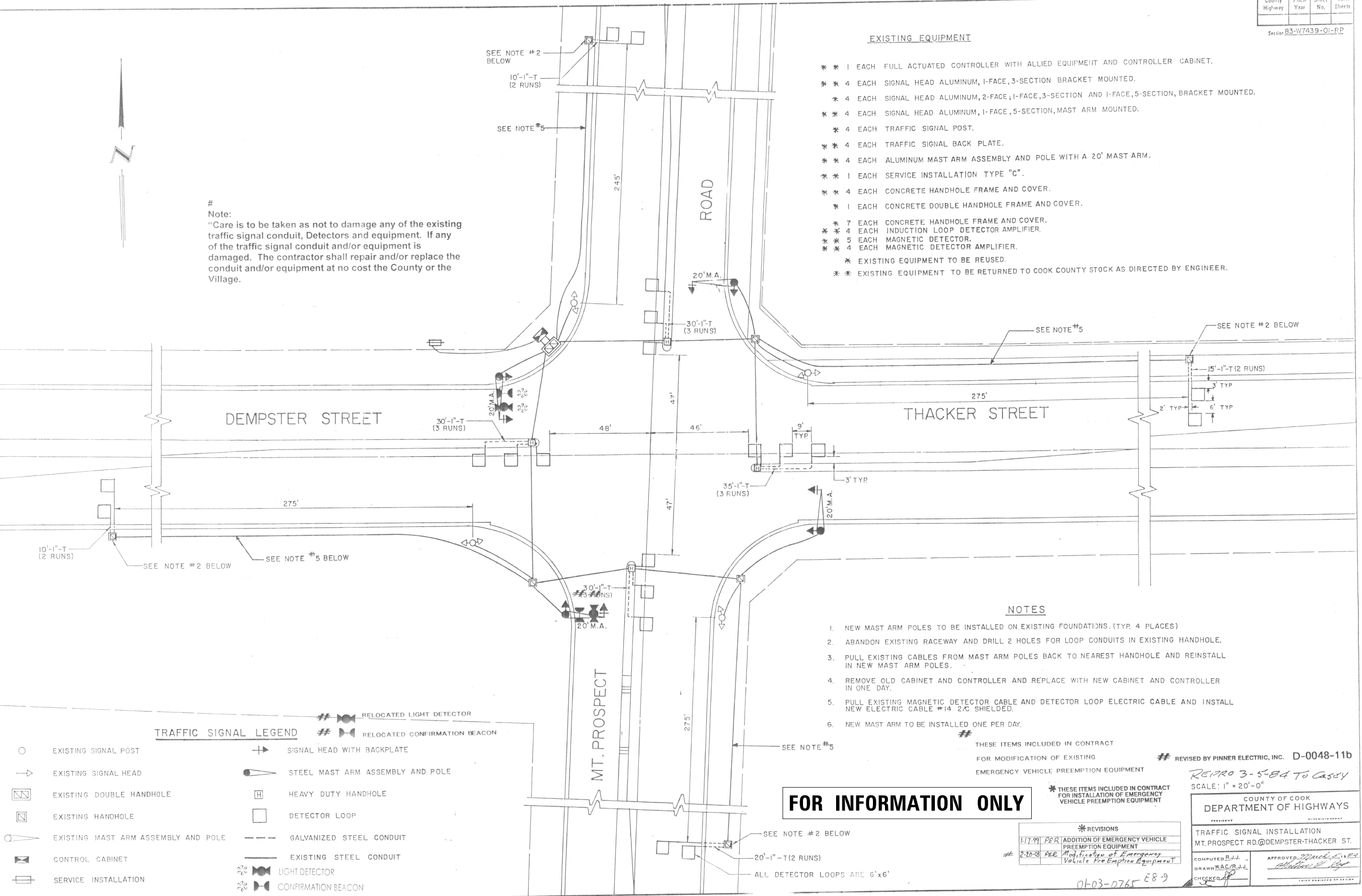
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WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE/ELMHURST RD

EXISTING EQUIPMENT

- * * 1 EACH FULL ACTUATED CONTROLLER WITH ALLIED EQUIPMENT AND CONTROLLER CABINET.
- * * 4 EACH SIGNAL HEAD ALUMINUM, 1-FACE, 3-SECTION BRACKET MOUNTED.
- * * 4 EACH SIGNAL HEAD ALUMINUM, 2-FACE, 1-FACE, 3-SECTION AND 1-FACE, 5-SECTION, BRACKET MOUNTED.
- * * 4 EACH SIGNAL HEAD ALUMINUM, 1-FACE, 5-SECTION, MAST ARM MOUNTED.
- * * 4 EACH TRAFFIC SIGNAL POST.
- * * 4 EACH TRAFFIC SIGNAL BACK PLATE.
- * * 4 EACH ALUMINUM MAST ARM ASSEMBLY AND POLE WITH A 20' MAST ARM.
- * * 1 EACH SERVICE INSTALLATION TYPE "C".
- * * 4 EACH CONCRETE HANDHOLE FRAME AND COVER.
- * * 1 EACH CONCRETE DOUBLE HANDHOLE FRAME AND COVER.
- * * 7 EACH CONCRETE HANDHOLE FRAME AND COVER.
- * * 4 EACH INDUCTION LOOP DETECTOR AMPLIFIER.
- * * 5 EACH MAGNETIC DETECTOR.
- * * 4 EACH MAGNETIC DETECTOR AMPLIFIER.
- * * EXISTING EQUIPMENT TO BE REUSED.
- * * EXISTING EQUIPMENT TO BE RETURNED TO COOK COUNTY STOCK AS DIRECTED BY ENGINEER.

Note:
"Care is to be taken as not to damage any of the existing traffic signal conduit, Detectors and equipment. If any of the traffic signal conduit and/or equipment is damaged. The contractor shall repair and/or replace the conduit and/or equipment at no cost the County or the Village.



TRAFFIC SIGNAL LEGEND

- | | | | |
|---|-------------------------------------|-----|----------------------------------|
| ○ | EXISTING SIGNAL POST | ➔ | SIGNAL HEAD WITH BACKPLATE |
| ➔ | EXISTING SIGNAL HEAD | ⚙ | STEEL MAST ARM ASSEMBLY AND POLE |
| ◻ | EXISTING DOUBLE HANDHOLE | ⊞ | HEAVY DUTY HANDHOLE |
| ◻ | EXISTING HANDHOLE | ◻ | DETECTOR LOOP |
| ⚙ | EXISTING MAST ARM ASSEMBLY AND POLE | --- | GALVANIZED STEEL CONDUIT |
| ⊞ | CONTROL CABINET | --- | EXISTING STEEL CONDUIT |
| ⊞ | SERVICE INSTALLATION | ⚙ | LIGHT DETECTOR |
| | | ⚙ | CONFIRMATION BEACON |

- NOTES**
1. NEW MAST ARM POLES TO BE INSTALLED ON EXISTING FOUNDATIONS. (TYP. 4 PLACES)
 2. ABANDON EXISTING RACEWAY AND DRILL 2 HOLES FOR LOOP CONDUITS IN EXISTING HANDHOLE.
 3. PULL EXISTING CABLES FROM MAST ARM POLES BACK TO NEAREST HANDHOLE AND REINSTALL IN NEW MAST ARM POLES.
 4. REMOVE OLD CABINET AND CONTROLLER AND REPLACE WITH NEW CABINET AND CONTROLLER IN ONE DAY.
 5. PULL EXISTING MAGNETIC DETECTOR CABLE AND DETECTOR LOOP ELECTRIC CABLE AND INSTALL NEW ELECTRIC CABLE #14 2/C SHIELDED.
 6. NEW MAST ARM TO BE INSTALLED ONE PER DAY.

THESE ITEMS INCLUDED IN CONTRACT FOR MODIFICATION OF EXISTING EMERGENCY VEHICLE PREEMPTION EQUIPMENT

REVISED BY PINNER ELECTRIC, INC. D-0048-11b
REPRO 3-5-84 To Casey
SCALE: 1" = 20'-0"

FOR INFORMATION ONLY

REVISIONS	
1.17.99 PER	ADDITION OF EMERGENCY VEHICLE PREEMPTION EQUIPMENT
2.20.08 PER	Modification of Emergency Vehicle Preemption Equipment

COUNTY OF COOK
DEPARTMENT OF HIGHWAYS

TRAFFIC SIGNAL INSTALLATION
MT. PROSPECT RD @ DEMPSTER-THACKER ST.

COMPUTED BY: [Signature]
DRAWN BY: [Signature]
CHECKED BY: [Signature]

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MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



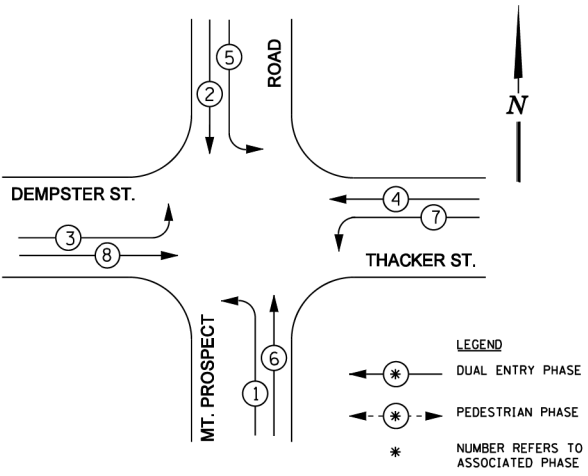
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER /MT. PROSPECT

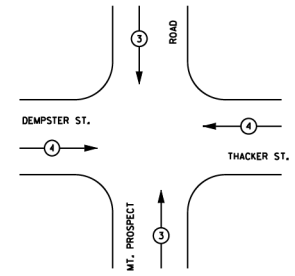
TS-20
SCALE: SHEET 160 OF 195

EXISTING CONTROLLER SEQUENCE



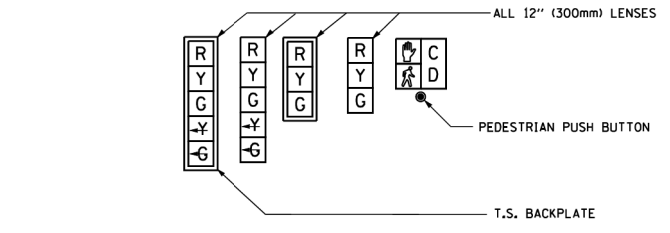
PHASE DESIGNATION DIAGRAM

EMERGENCY VEHICLE PREEMPTION SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTOR	3	4
EMERGENCY VEHICLE PREEMPTOR	↑↑	⇌
MOVEMENT	↑↑	⇌

SIGNAL FACES



SIGNAL LENSES

- R RED
- Y YELLOW
- G GREEN
- Y TURN INDICATOR
- G TURN INDICATOR

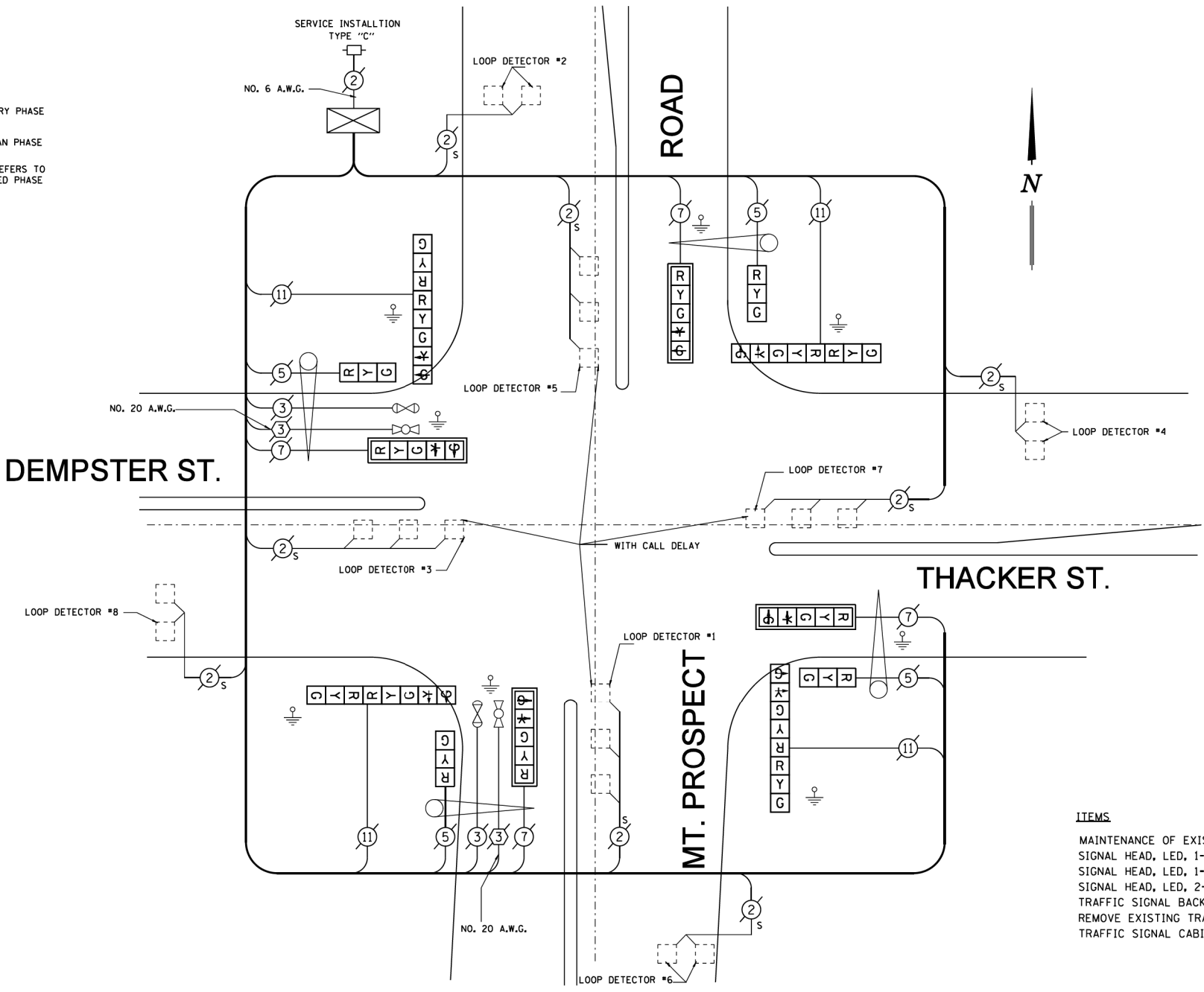
CABLE PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER CABINET		
SERVICE INSTALLATION		
8" (200mm) TRAFFIC SIGNAL SECTION		
12" (300mm) TRAFFIC SIGNAL SECTION		
12" (300mm) PEDESTRIAN SIGNAL SECTION		
DENOTES NUMBER OF CONDUCTORS ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE TWISTED AND SHIELDED.		
TELEPHONE INSTALLATION		
VEHICLE DETECTOR, INDUCTION LOOP		
SHIELDED & TWISTED		
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
OPTICOM CABLE, NO. 20		
16" (406mm) x 18" (457mm) PEDESTRIAN COUNTDOWN SIGNAL HEAD		
PUSHBUTTON DETECTOR		
SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.		
GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), CONTROLLER (C), SERVICE (S), POST (P), OR MAST ARM POLE (MA).		
FIBER OPTIC CABLE, NO. 62.5/125 MULTIMODE 12 FIBERS AND SINGLE MODE 12 FIBERS		
UNINTERRUPTIBLE POWER SUPPLY (UPS)		

DEMPSTER ST.

THACKER ST.

MT. PROSPECT



REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND DISPOSED OF BY HIM OUTSIDE THE RIGHT-OF-WAY AT HIS EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

QUANTITY	UNIT	DESCRIPTION
4	EACH	SIGNAL HEAD, 1-FACE, 3-SECTION
4	EACH	SIGNAL HEAD, 1-FACE, 5-SECTION
4	EACH	SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5-SECTION

CABLE PLAN
NOT TO SCALE

NOTE: PUSH-BUTTON "D" SHALL BE PLACE A CALL IN PHASES 2 AND 8

FOR INFORMATION ONLY

SCHEDULE OF QUANTITIES

ITEMS	UNIT	TOTAL
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
TRAFFIC SIGNAL CABINET LOAD SWITCH	EACH	8

CCHD TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	16 x		17 x	0.50	136
(YELLOW)	16 x		25 x	0.25	100
(GREEN)	16 x		15 x	0.25	60
ARROW	8 x		12 x	0.10	9.6
PED. SIGNAL	0 x		25 x	1.00	0
CONTROLLER	1 x		100 x	1.00	100
VEHICLE DET.	8 x		5 x	1.00	40
FLASHER				x 0.50	
ENERGY COSTS TO:				TOTAL =	445.6
CALL CCHD FOR BILLING INFORMATION AT (312) 603-1730.					
ENERGY SUPPLY CONTACT: ComEd					
PHONE: (866)-639-3532					
COMPANY: ComEd					

COUNTY OF COOK DEPARTMENT OF HIGHWAYS	
TRAFFIC SIGNAL INSTALLATION MT. PROSPECT RD. & DEMPSTER-THACKER ST. CABLE PLAN	
COMPUTED: EL	APPROVED: _____ 20____
DRAWN: CHK	
CHECKED: PLW/RJL	CHIEF ENGINEER

MODEL: D:\p\161613204-00_Cook County Phase 2 Design\Task 07 W07 DempsterThacker\ADD_Sheets\T07D-8-ht-t510.dgn

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

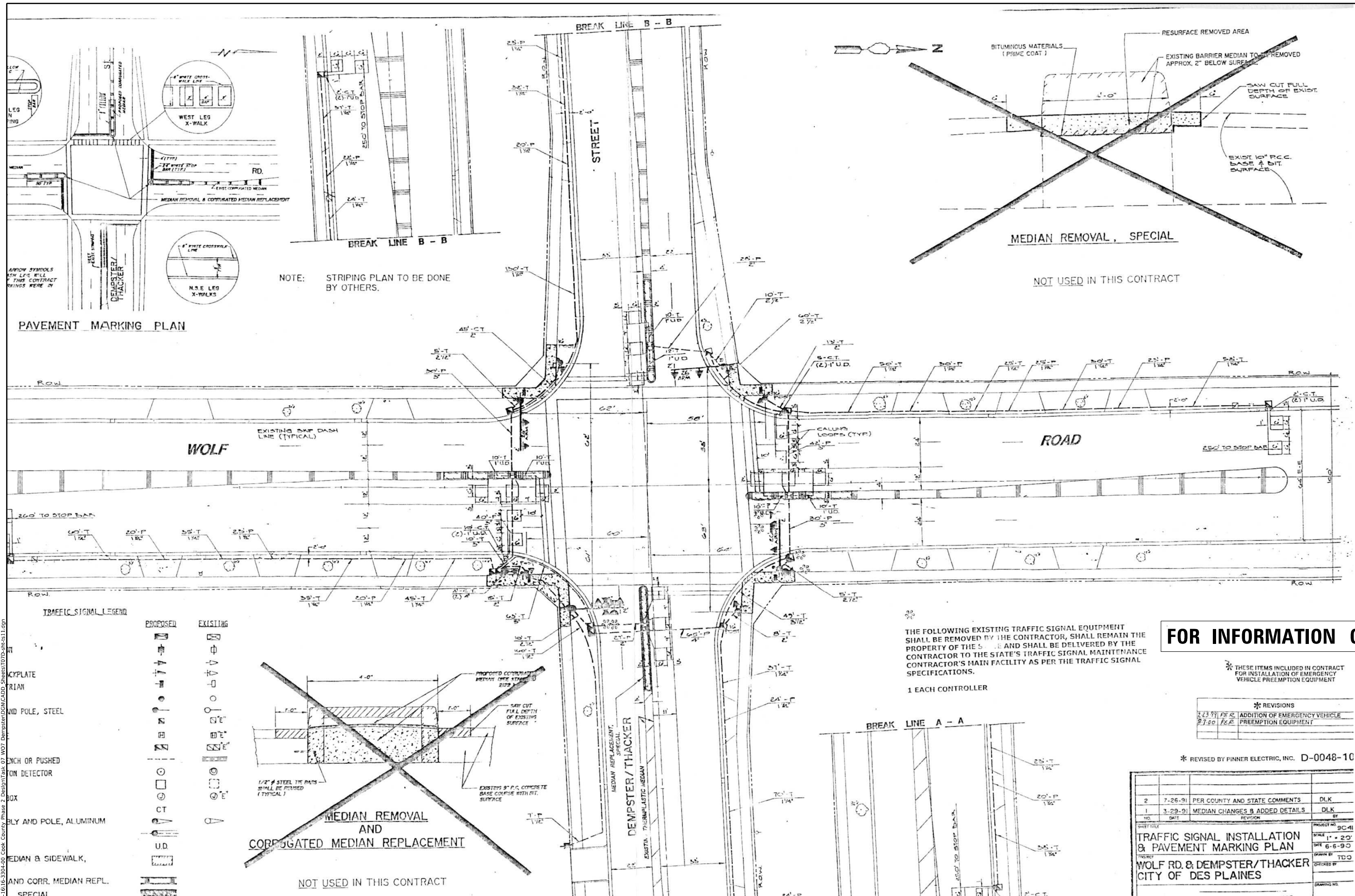
COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) – IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS – DEMPSTER /MT. PROSPECT



NOTE: STRIPING PLAN TO BE DONE BY OTHERS.

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE AND SHALL BE DELIVERED BY THE CONTRACTOR TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE CONTRACTOR'S MAIN FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

1 EACH CONTROLLER

FOR INFORMATION ONLY

* THESE ITEMS INCLUDED IN CONTRACT FOR INSTALLATION OF EMERGENCY VEHICLE PREEMPTION EQUIPMENT

*** REVISIONS**

2/23/91	PSR	ADDITION OF EMERGENCY VEHICLE PREEMPTION EQUIPMENT
8/10/90	FOR	

* REVISED BY PINNER ELECTRIC, INC. D-0048-10

NO.	DATE	REVISION	BY
2	7-26-91	PER COUNTY AND STATE COMMENTS	DLK
1	3-29-91	MEDIAN CHANGES & ADDED DETAILS	DLK

PROJECT NO. 90-41
 SCALE 1" = 20'
 DATE 6-6-90
 DRAWN BY TDO
 CHECKED BY
 DRAWING NO.

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MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59
 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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 DRAWN:
 CHECKED:

REVISIONS	DATE








WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE/WOLF ST

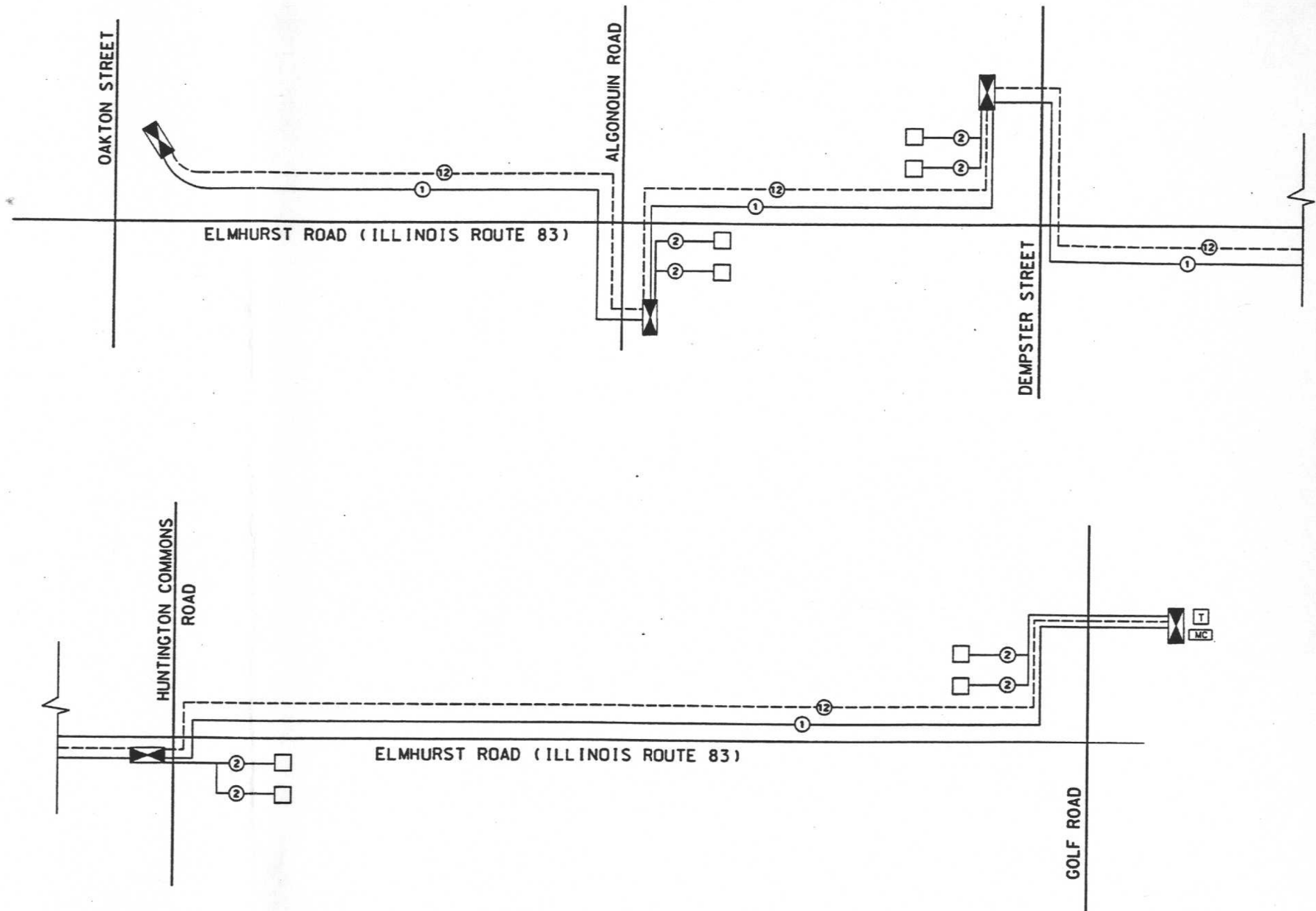
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 SCALE: SHEET 162 OF 195

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(N-7-A & 3025) RS-1 & N-7-SBR	COOK	102	64
STA. TO STA.				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



LEGEND

-  INTERSECTION CONTROLLER CABINET
-  PROPOSED MASTER CONTROLLER
-  PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
-  INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE
-  INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
-  LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
-  PROPOSED TRACER CABLE NO. 10 1/C



FOR INFORMATION ONLY

SINGH

REVISION		ILLINOIS DEPARTMENT OF TRANSPORTATION
DATE	DESCRIPTION	
		<p style="text-align: center;">INTERCONNECT SCHEMATICS ELMHURST ROAD (RTE. 83) (OAKTON STREET TO GOLF ROAD)</p> <p>SCALE: NOT TO SCALE DRAWN BY: M.G. CHECKED BY: S.R.</p>

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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

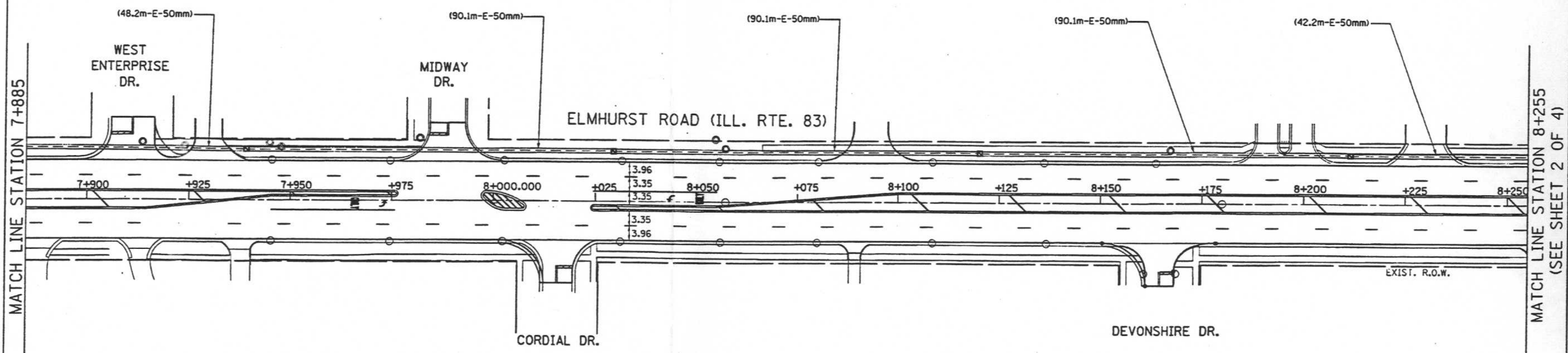
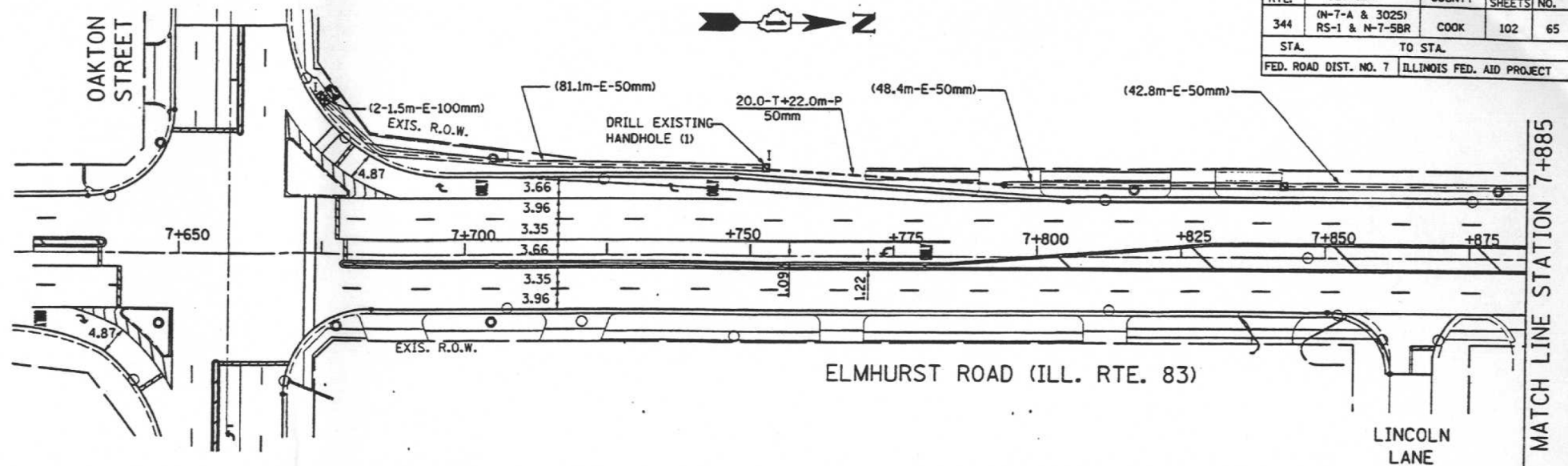
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CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE INTERCONNECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(N-7-A & 3025) RS-1 & N-7-5BR	COOK	102	65
STA. TO STA.		FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT		

INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION		
CONDUIT SPLICE		



SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
2980	METER	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 10 1C
1	EACH	DRILL EXISTING HANDHOLE
1	EACH	MASTER CONTROLLER
34.5	METER	CONDUIT IN TRENCH, 50MM DIA., GALVANIZED STEEL
22.0	METER	CONDUIT PUSHED, 50MM DIA., GALVANIZED STEEL
2980	METER	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, 12F
34.5	METER	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2403	METER	REMOVE ELECTRIC CABLE FROM CONDUIT

FOR INFORMATION ONLY

SINGH

REVISION		ILLINOIS DEPARTMENT OF TRANSPORTATION
DATE	DESCRIPTION	
		<p>INTERCONNECT PLAN ELMHURST ROAD (RTE. 83) (OAKTON STREET TO GOLF ROAD) SHEET 1 OF 4</p> <p>SCALE: 1:500 DRAWN BY: M.G. CHECKED BY: S.R.</p>

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MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 MULTI A64	FISCAL YEAR: 2018 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE INTERCONNECT

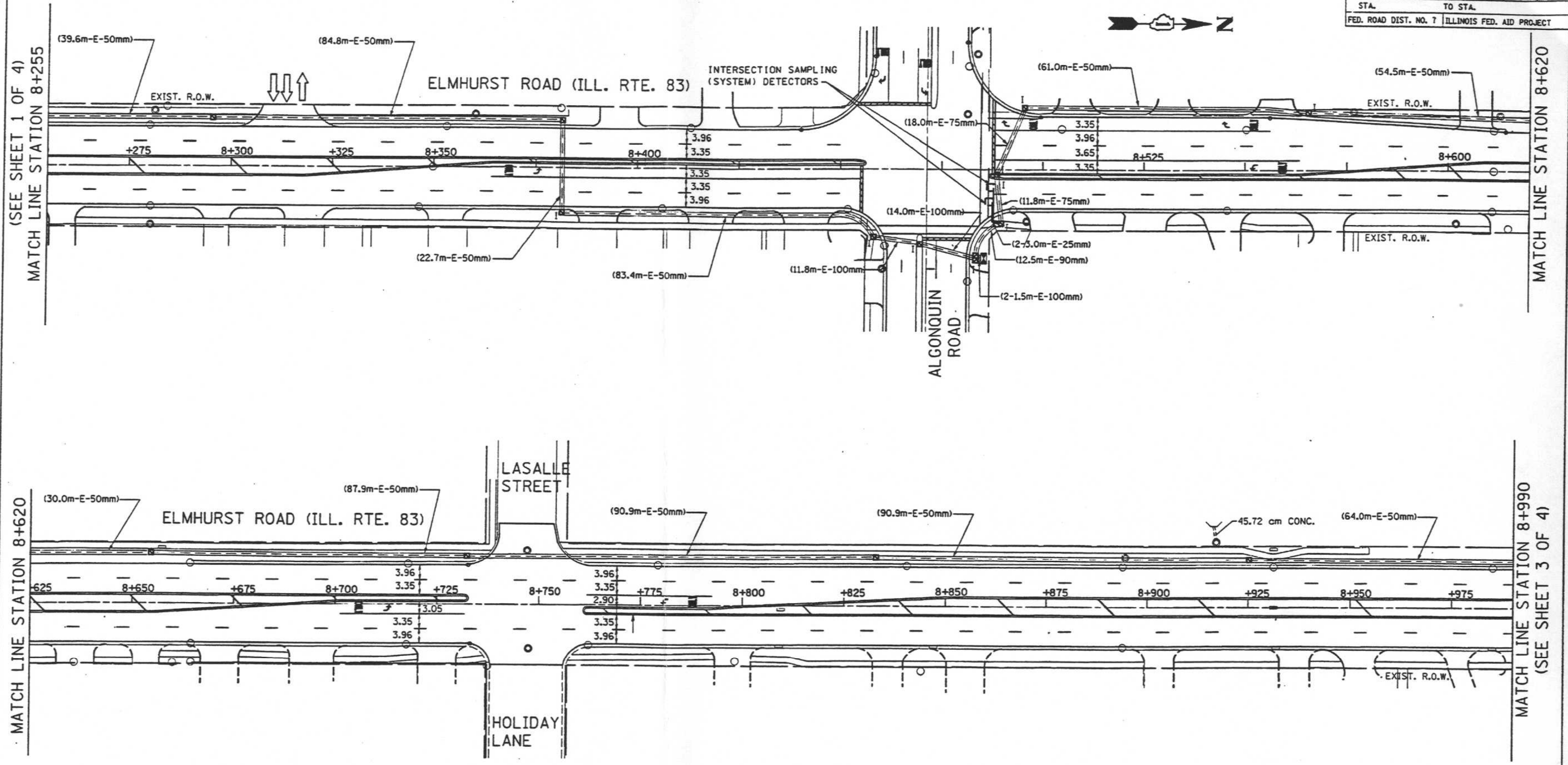
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(N-7-A & 3025) RS-1 & N-7-SBR	COOK	102	66
STA. TO STA.				
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

(SEE SHEET 1 OF 4)
MATCH LINE STATION 8+255

MATCH LINE STATION 8+620

MATCH LINE STATION 8+620

MATCH LINE STATION 8+990
(SEE SHEET 3 OF 4)



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER	☒	☒
HANDHOLE	◼	◼
DOUBLE HANDHOLE	◼	◼
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	===
DETECTOR LOOP	□	□
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION		I

FOR INFORMATION ONLY

REVISION		ILLINOIS DEPARTMENT OF TRANSPORTATION
DATE	DESCRIPTION	
		INTERCONNECT PLAN ELMHURST ROAD (RTE. 83) (OAKTON STREET TO GOLF ROAD) SHEET 2 OF 4

SCALE: 1:500 DRAWN BY: M.G.
CHECKED BY: S.R.

SINGH

MODEL: D:\p11\16163204-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D_rht-ts15.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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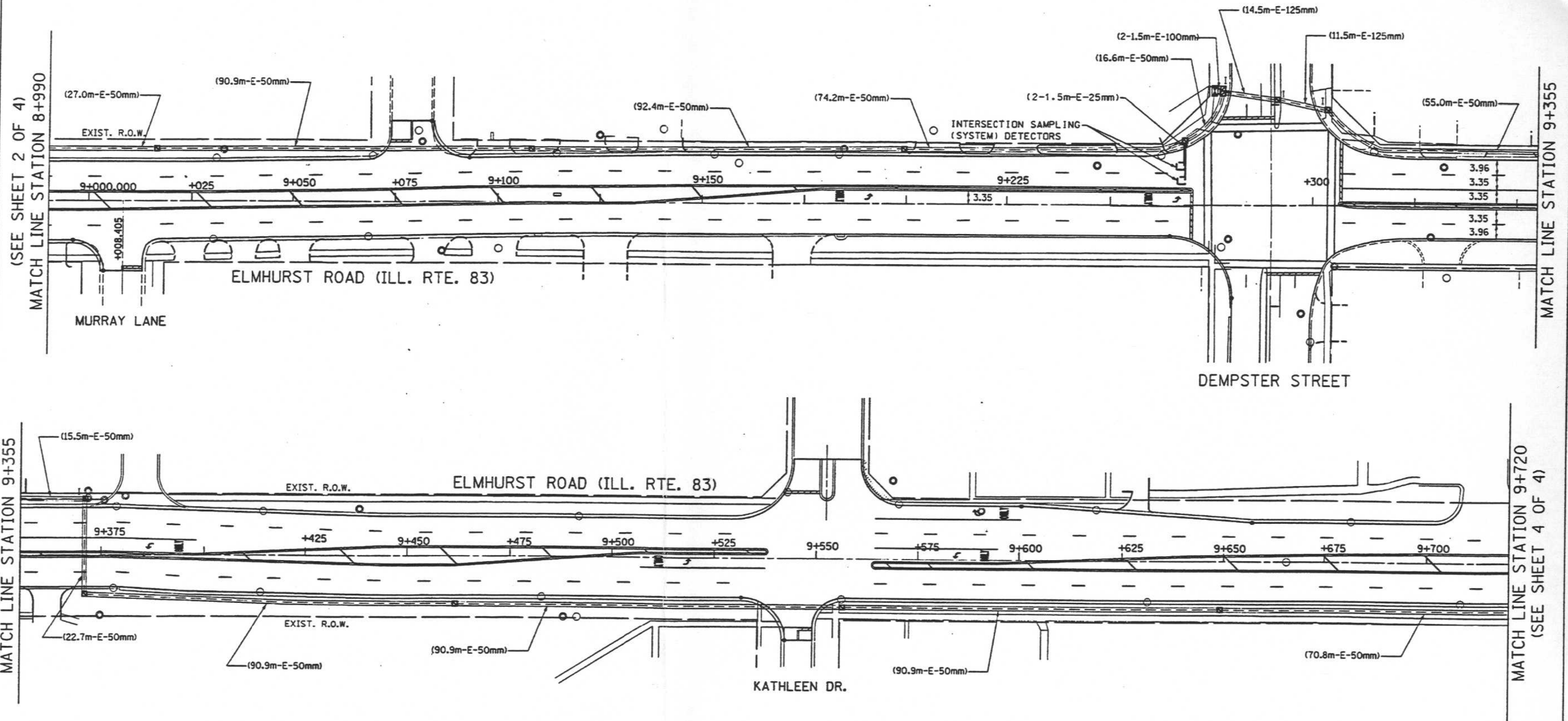
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE INTERCONNECT

TS-26

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(N-7-A & 3025) RS-1 & N-7-SBR	COOK	102	67
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION		

FOR INFORMATION ONLY

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION

**INTERCONNECT PLAN
ELMHURST ROAD (RTE. 83)
(OAKTON STREET TO GOLF ROAD)
SHEET 3 OF 4**

SCALE: 1:500

DRAWN BY: M.G.
CHECKED BY: S.R.

MODEL: D:\p16\16-3304-00_Cook County Phase 2_DesignTask 07_W07 DempsterOGN\CADD_Sheets\T07-Sub-16.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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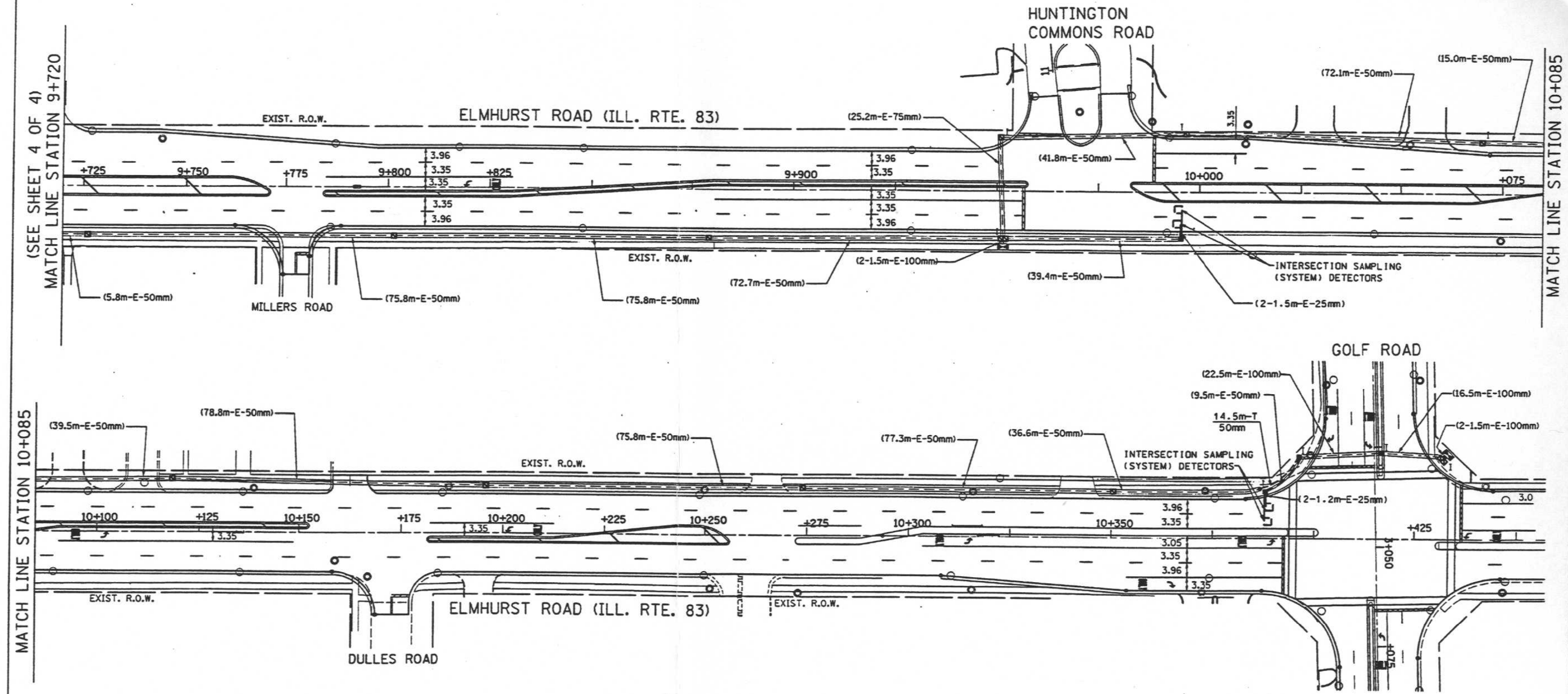
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE INTERCONNECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	(N-7-A & 3025) RS-1 & N-7-5BR	COOK	102	68
STA.		TO STA.		
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT		



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER	☒	☒
HANDHOLE	◻	◻
DOUBLE HANDHOLE	◻	◻
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED	---	---
DETECTOR LOOP	◻	◻
COMMON TRENCH	CT	
UNIT DUCT	UD	
SYSTEM	S	
INTERSECTION		I

FOR INFORMATION ONLY

REVISION		ILLINOIS DEPARTMENT OF TRANSPORTATION
DATE	DESCRIPTION	
		<p align="center">INTERCONNECT PLAN ELMHURST ROAD (RTE. 83) (OAKTON STREET TO GOLF ROAD) SHEET 4 OF 4</p> <p>SCALE: 1:500 DRAWN BY: M.G. CHECKED BY: S.R.</p>

SINGH

MODEL: D:\p16\16-3304-00_Cook County Phase 2_Design\Task 07_W07 Dempster\DCN\CADD_Sheets\T07D_rht-ts17.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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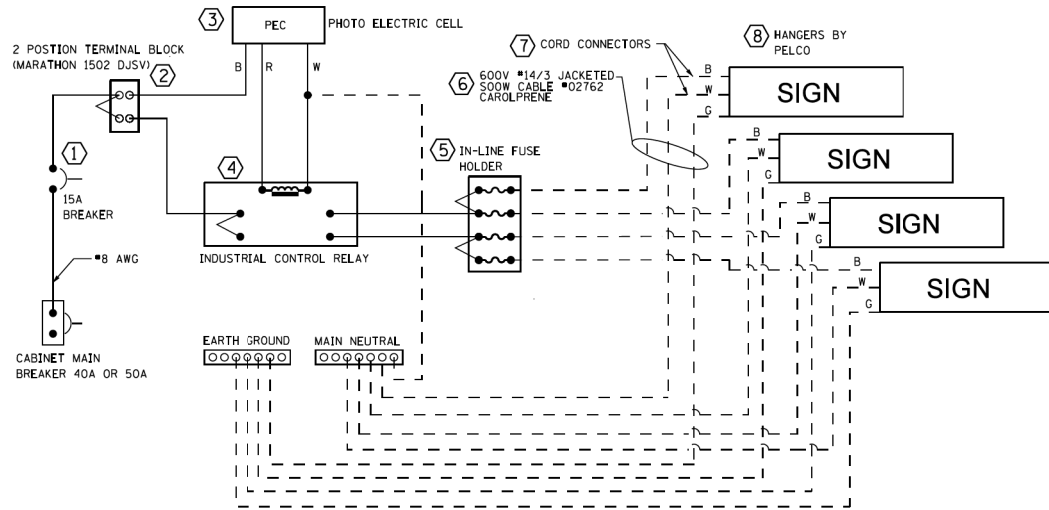


COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
DEMPSTER STREET (A64) - IL RTE. 83 (ELMHURST ROAD) TO WOLF ROAD
TRAFFIC SIGNAL REFERENCE DRAWINGS - DEMPSTER AVE INTERCONNECT

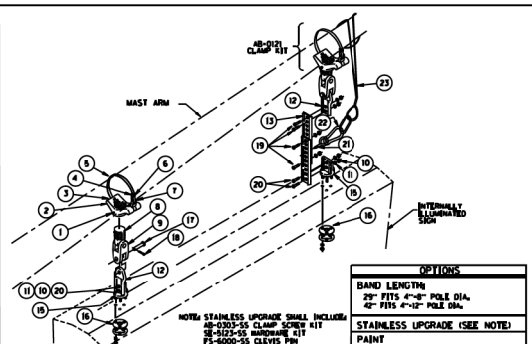
TS-28



LED SIGN WIRING DETAIL

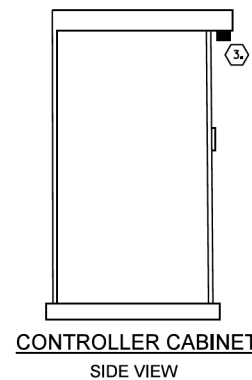
DESCRIPTION	MANUFACTURER	MODEL	NOTES
1. CIRCUIT BREAKER		15 AMPERE	
2. TERMINAL BLOCK	MARATHON	1502 DJSV	
3. PHOTO ELECTRIC CONTROL	FISHER PIERCE	B124-1.5-07762	
4. CONTRACTOR (INDUSTRIAL CONTROL RELAY)	SQUARE D	8501X020V02	BOLT ON W/SCREW TERMINAL
5. IN-LINE FUSE HOLDER WITH 5 AMP FUSE	BUSSMANN	S-8000 BK/S-8-3-4-R	
6. ELECTRIC CABLE, No. 14, 3/C (BLACK, WHITE, GREEN)	CAROLPRENE /SOOW	02762	
7. CORD/CABLE CONNECTOR	APPLETON	CG5050S (STEEL)	
8. SIGN MOUNTING HARDWARE	PELCO	SE-5015	

TITLE: BRACKET, FREE-SWINGING MAST ARM SIGN W/BAND MOUNT MINI-BRAC

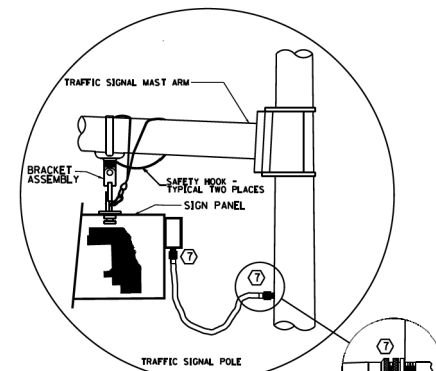


ITEM	PART NO.	DESCRIPTION	QTY
1	FS-3205-SS	SCREW, SET SO HD 1/4"-20 X 5/8", STAINLESS	2
2	AB-0266-MI	CLAMP, MINI-BRAC BAND MOUNT, 1/2" WPS, ALUM	2
3	FS-6201-ZNI	PIN, GROOVE 3/16" X 1 1/2", ZINC	2
4	AB-0244-SS	CLAMP, BAND 5/8", STAINLESS	2
5	AB-0243-L	BAND, 5/8", STAINLESS	2
6	FS-3202-SS	SCREW, SET SOC HD 5/16"-18, STAINLESS	2
7	AB-0303-GLV	KIT, CLAMP SCREW FOR MINI-BRAC, GALV	2
8	SE-0371-MI	ADAPTER, SPAN WIRE, DIE CAST ALUM W/ SS INSERT	2
9	SE-0464-M2	CLEVIS-CLEVIS, 1/2" X 1/2", ALUM W/ STAINLESS BUSHINGS	2
10	FS-1001-SS	NUT, HEX HD 5/16", STAINLESS	8
11	FS-4201-SS	WASHER, SPLIT LOCK, 5/16", STAINLESS	8
12	SE-0508-M2	EXTENDER CONNECTOR HANGER, ALUM W/ STAINLESS BUSHINGS	2
13	SE-0507-11	EXTENDER, 11"	2
15	SE-0512-MI	HANGER, TRI-STUD, ALUM	2
16	SE-5048-SS	HARDWARE KIT W/ GASKET, 5/16" - 18, STAINLESS	2
17	FS-6000-GLV	PIN, CLEVIS, 5/8" X 2 1/4" EL, GALV	4
18	FS-6100-SS	PIN, COTTER HUMPED, 5/32" X 1.775" 304 STAINLESS	4
19	FS-2006-SS	BOLT, HEX HD, 5/16" - 18 X 1", STAINLESS	4
20	FS-2019-SS	BOLT, HEX HD, 5/16" - 18 X 1 1/4", STAINLESS	4
21		EYE HOOD, STAINLESS STEEL, (RATED FOR APPROPRIATE LOAD)	2
22		CARABINER HOOK, STAINLESS STEEL, (RATED FOR APPROPRIATE LOAD)	2
23	SH-1867-L	CABLE, SAFETY, FOR SIGN HANGERS, STAINLESS	2
	FS-9054-SS	SLEEVE, COMPRESSION, OVAL, STAINLESS	4
	FS-5101-SS	WIRE ROPE, 3/16" X 7 X 19, AIRCRAFT, TYPE 304 STAINLESS	2
	FS-6516-SS	CONNECTOR, THREADED, 3/16" X 1-1/2", STAINLESS	2
	Z-2042	INSTRUCTIONS, SAFETY CABLE FOR SIGN HANGERS	2

LED SIGN BRACKET DETAIL

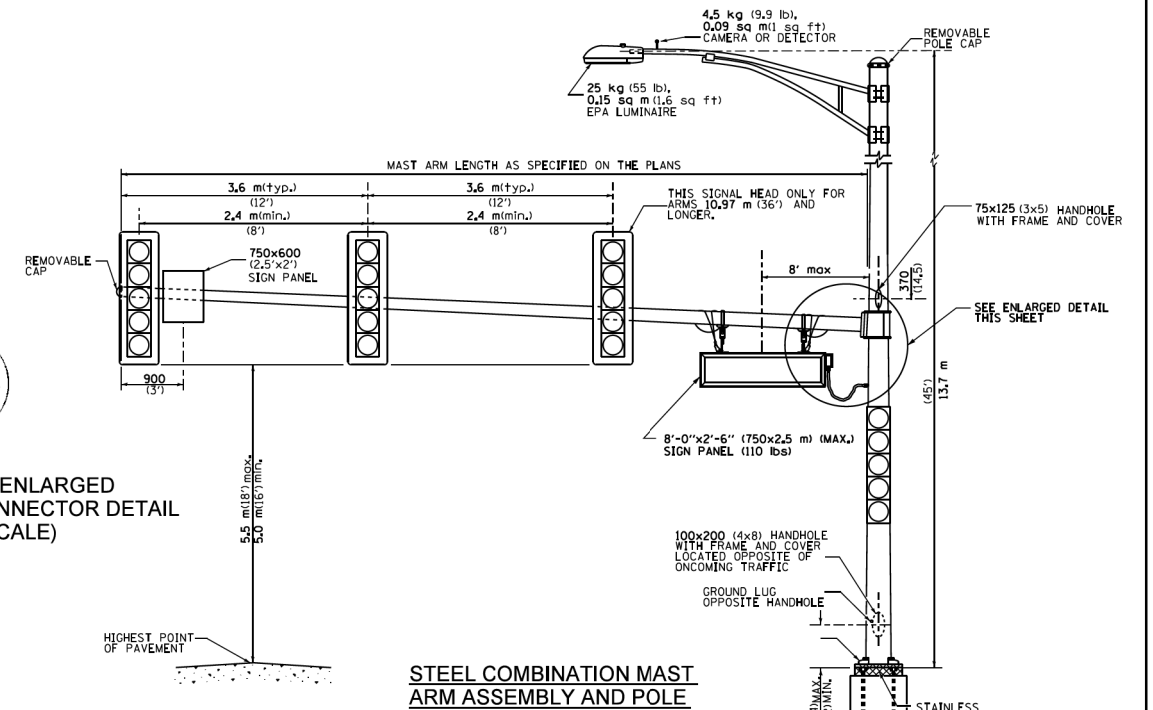


CONTROLLER CABINET SIDE VIEW

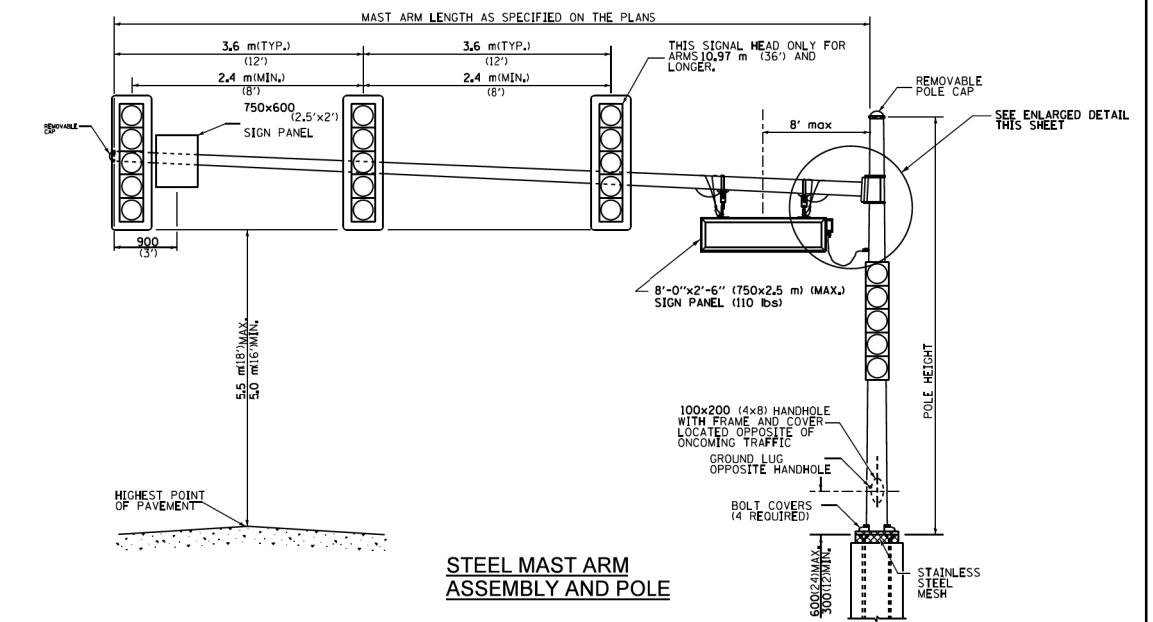


LED SIGN ENLARGED CABLE CONNECTOR DETAIL (NOT TO SCALE)

LED SIGN ENLARGED CABLE CONNECTOR DETAIL (NOT TO SCALE)



STEEL COMBINATION MAST ARM ASSEMBLY AND POLE



STEEL MAST ARM ASSEMBLY AND POLE

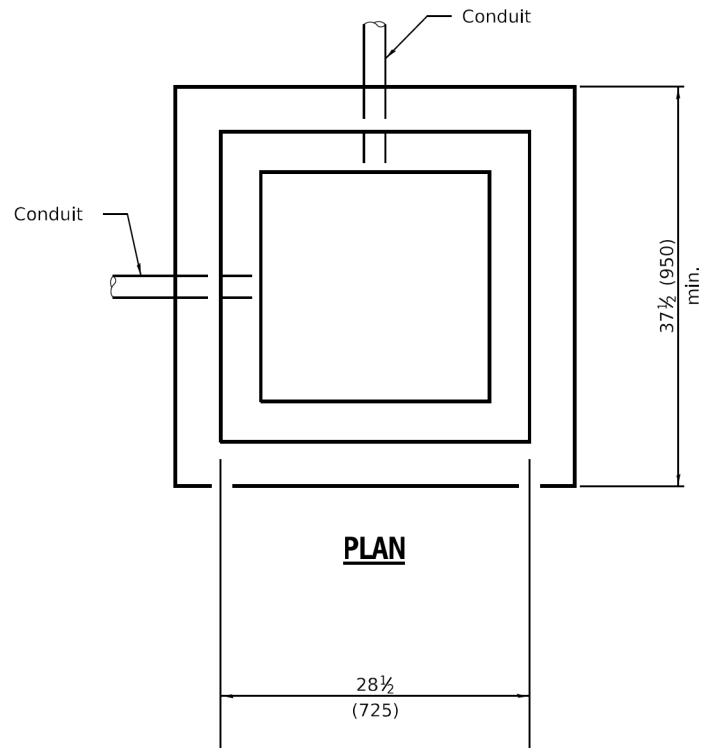
GENERAL NOTE:

- SIGNAL HEADS, SIGN PANELS, AND OTHER ATTACHMENT ARE SHOWN FOR MINIMUM DESIGN LOADING PURPOSES ONLY. EACH SIGNAL HEAD SHALL WEIGH 36 Kg (80 lb) AND HAVE A PROJECTED AREA OF 1.37 sq. m (14.7 sq. ft.).
- PHOTO ELECTRIC CELL IS TO BE MOUNTED ABOVE CABINET DOOR.
- THE SIGN SHALL BE LOCATED AT A MAXIMUM OF 8' FROM CENTER OF SIGN TO POLE.
- SIGN IS TO BE MOUNTED A MINIMUM OF 16' ABOVE PAVEMENT.
- CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN, VERIFY WITH ENGINEER.
- SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS. THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
- ALL 120 VOLT SYSTEM AND CONTROL WIRING SHALL BE #12 AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:
R = RED BL = BLUE W = WHITE
B = BLACK Y = YELLOW G = GREEN

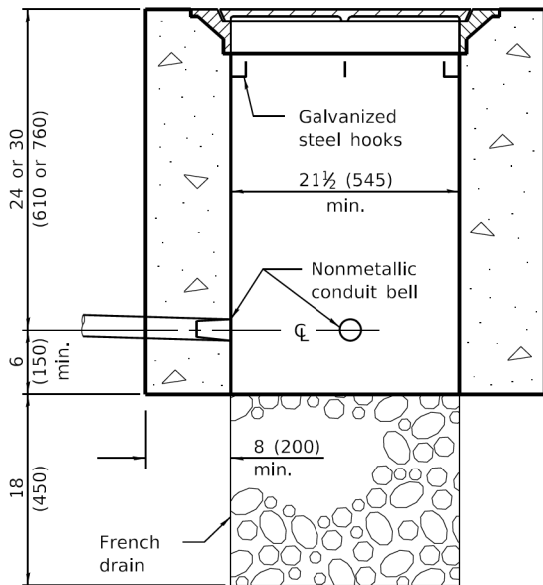
All dimensions are in millimeters (inches) unless otherwise shown.

MODEL: D:\d\h\l... FILE NAME: P:\1616-3304-00... COUNTY: Cook County, Phase 2, Design\Task 07 W07 Demoposter\CGN\CADD_Sheets\T07L-sh1-t314.dgn

MUNICIPALITY, IL MUNICIPALITY, IL NAME TOWNSHIP	COUNTY HIGHWAY: XXX FISCAL YEAR: XXXX SECTION: XX-XXXX-XX-XX		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPUTED: XX DRAWN: XXX CHECKED: XX	REVISIONS DATE	STANDARD ILLUMINATED STREET NAME SIGN MOUNTING DETAIL	TS- SCALE: SHEET XX
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS	COMPUTED: DRAWN: CHECKED:	REVISIONS DATE	WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD CCDOH DETAIL ILLUMINATED STREET NAME SIGN MOUNTING DETAIL	TS-29 SCALE: SHEET 169 OF 195

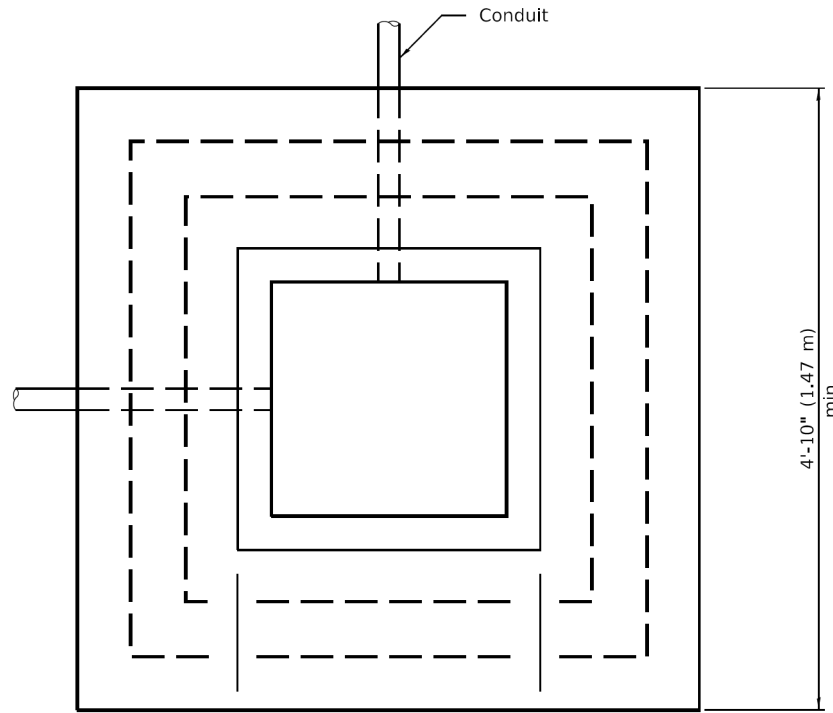


PLAN

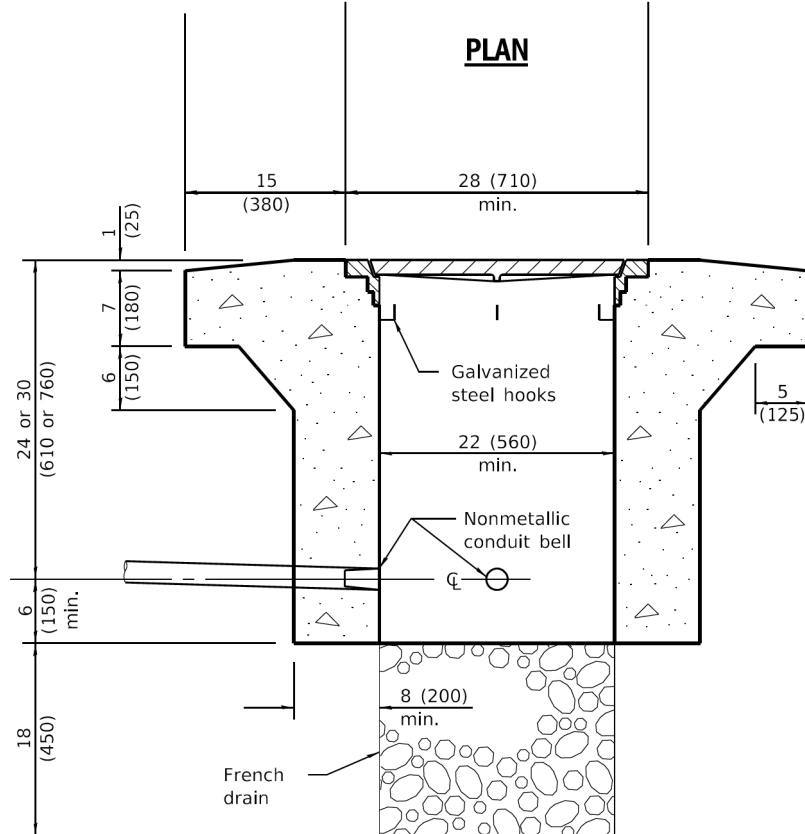


ELEVATION

PORTLAND CEMENT CONCRETE

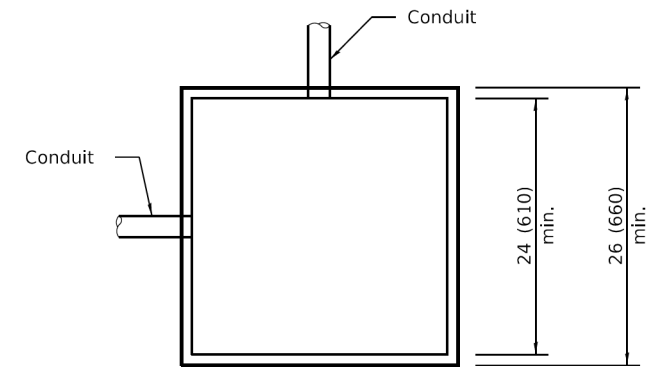


PLAN

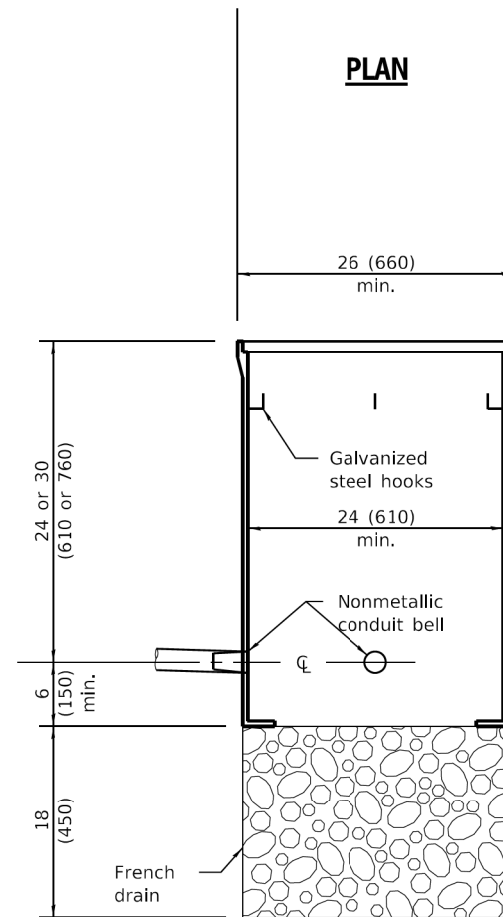


ELEVATION

**PORTLAND CEMENT CONCRETE
HEAVY DUTY**



PLAN



ELEVATION

COMPOSITE CONCRETE

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

QUANTITIES

Depth	Concrete yd ³ (m ³)	
	Handhole	Heavy Duty Handhole
30 (762)	0.61 (0.47)	0.98 (0.75)
36 (914)	0.73 (0.56)	1.10 (0.84)

Illinois Department of Transportation

PASSED January 1, 2015
Tom Elter
 ENGINEER OF OPERATIONS

APPROVED January 1, 2015
[Signature]
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-15
 1/6

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59
 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
 DRAWN:
 CHECKED:

REVISIONS	DATE

DATE	REVISIONS
1-1-15	Corrected dimension on heavy duty handhole. Added concrete quantities table.
1-1-09	Switched units to English (metric).

HANDHOLES

STANDARD 814001-03

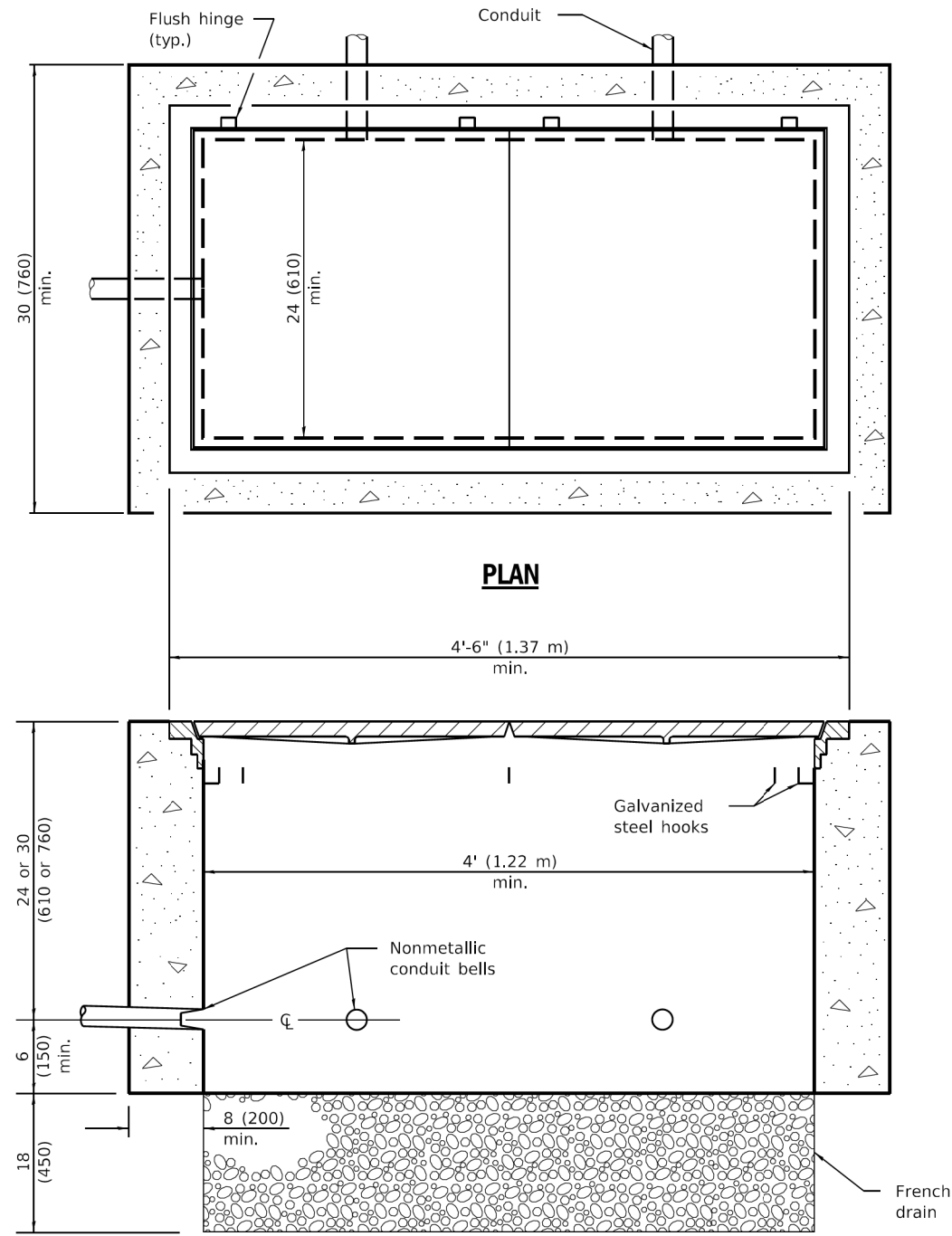
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
 814001-03

TS-30

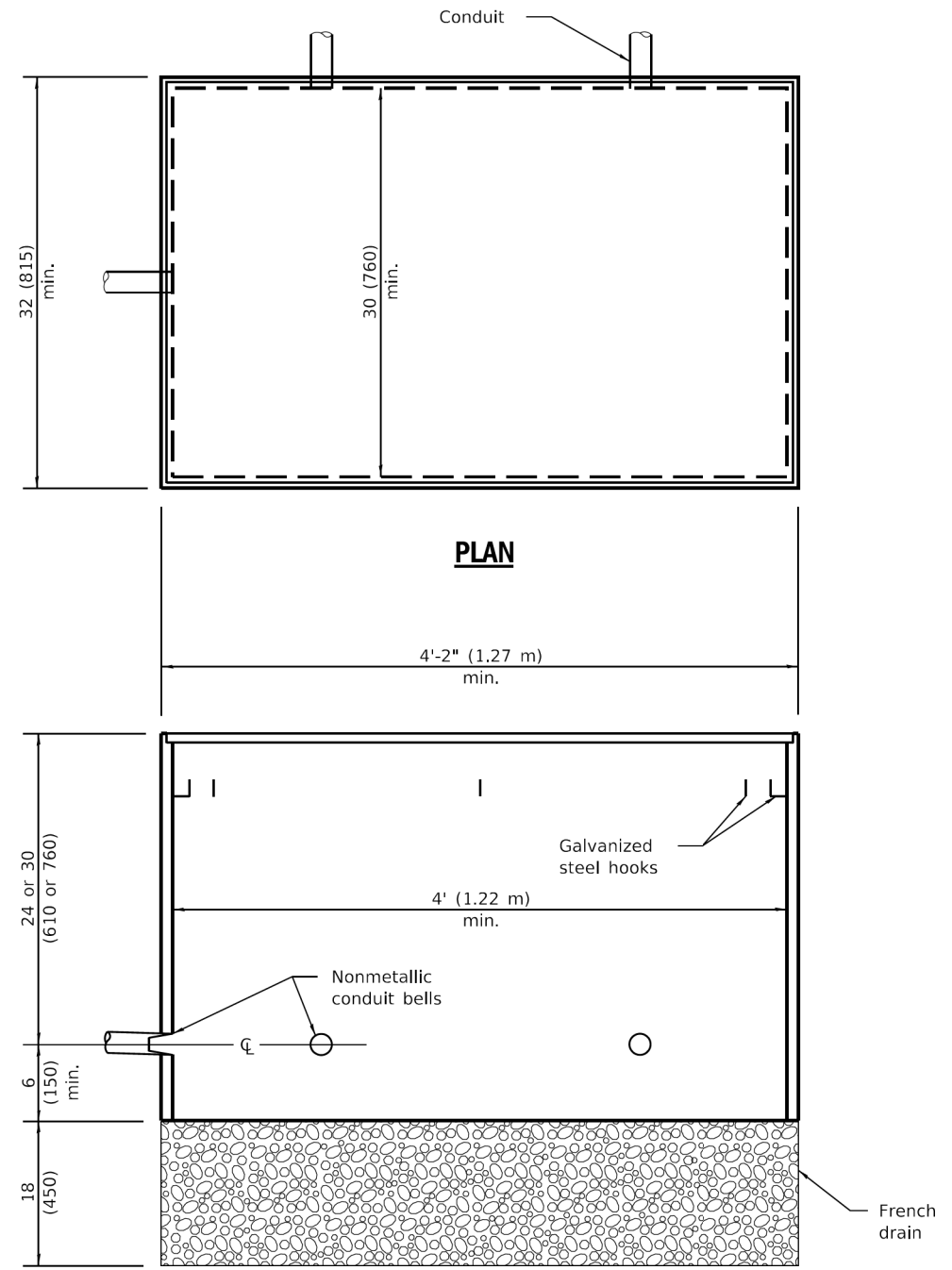
SCALE: SHEET 170 OF 195

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PLAN
4'-6" (1.37 m) min.

ELEVATION
PORTLAND CEMENT CONCRETE



PLAN
4'-2" (1.27 m) min.

ELEVATION
COMPOSITE CONCRETE

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Revised composite conc. handhole. Rem. weights of frames and covers.

DOUBLE HANDHOLES

STANDARD 814006-02

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

**IDOT STANDARD
814006-02**

TS-31

SCALE: SHEET 171 OF 195

MODEL: D:\dwt\... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstet\DC\ADD_Sheets\T071.sht ts16.dgn

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07 / 6-1-07

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

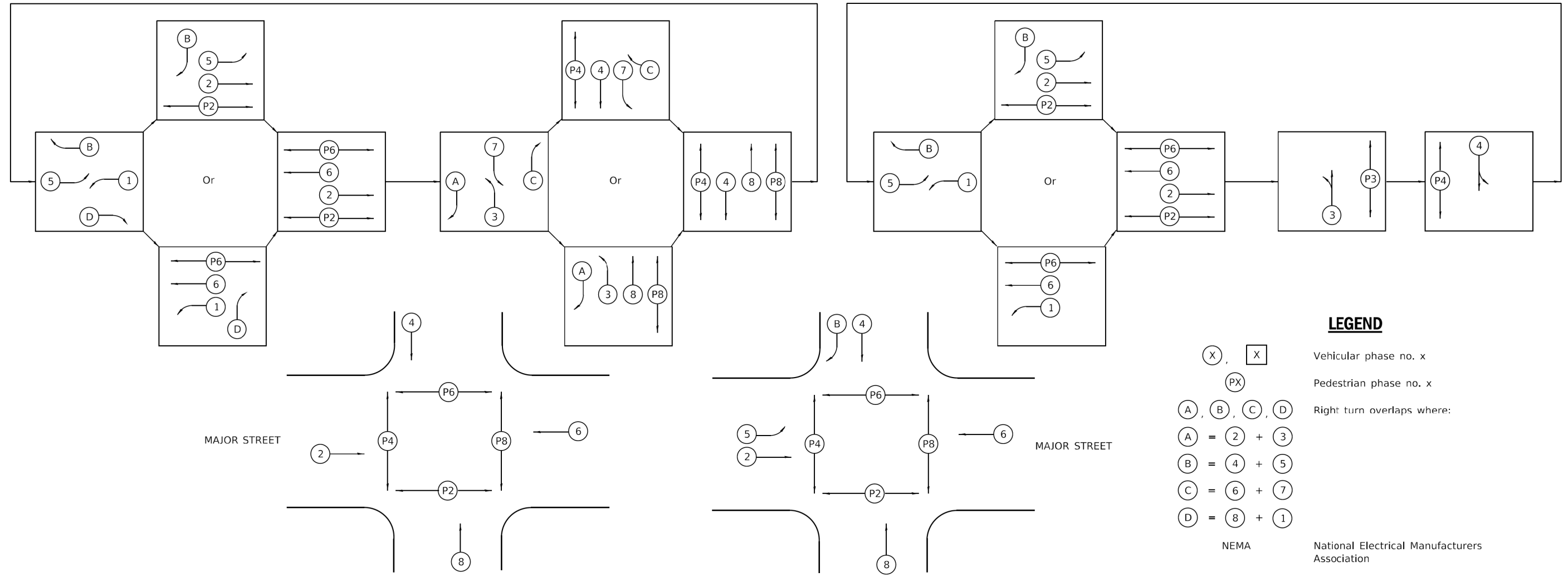
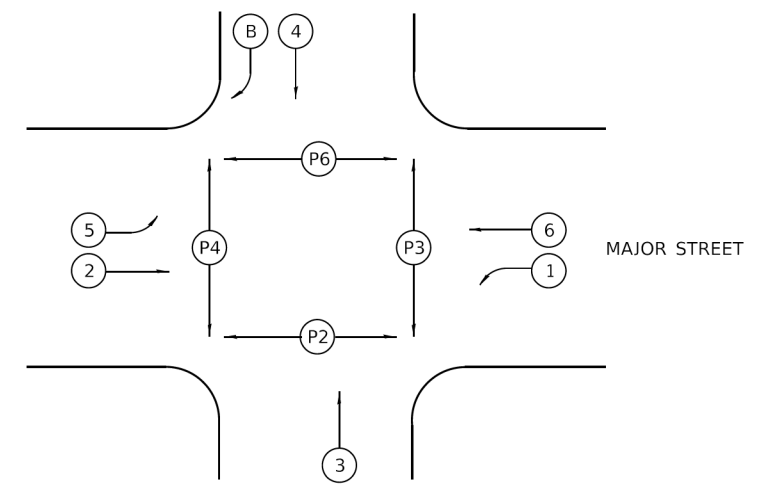
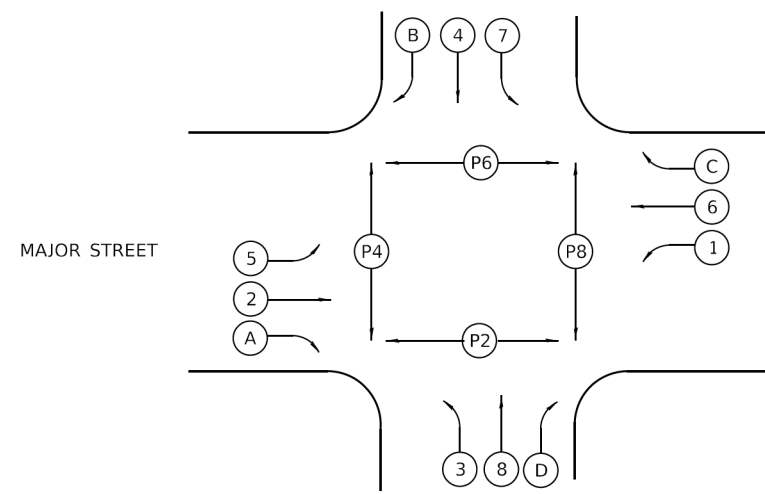
COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

REVISIONS	DATE



LEGEND

- (X), [X] Vehicular phase no. x
- (PX) Pedestrian phase no. x
- (A), (B), (C), (D) Right turn overlaps where:
 - (A) = (2) + (3)
 - (B) = (4) + (5)
 - (C) = (6) + (7)
 - (D) = (8) + (1)
- NEMA National Electrical Manufacturers Association

PHASE DESIGNATION DIAGRAMS AND CORRESPONDING PHASE SEQUENCES

STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
(Sheet 2 of 2)
STANDARD 857001-01

MODEL: D:\dtd\11... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstred\CGN\CGADD_Sheets\T071-sh1-ts18.dgn

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-09

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

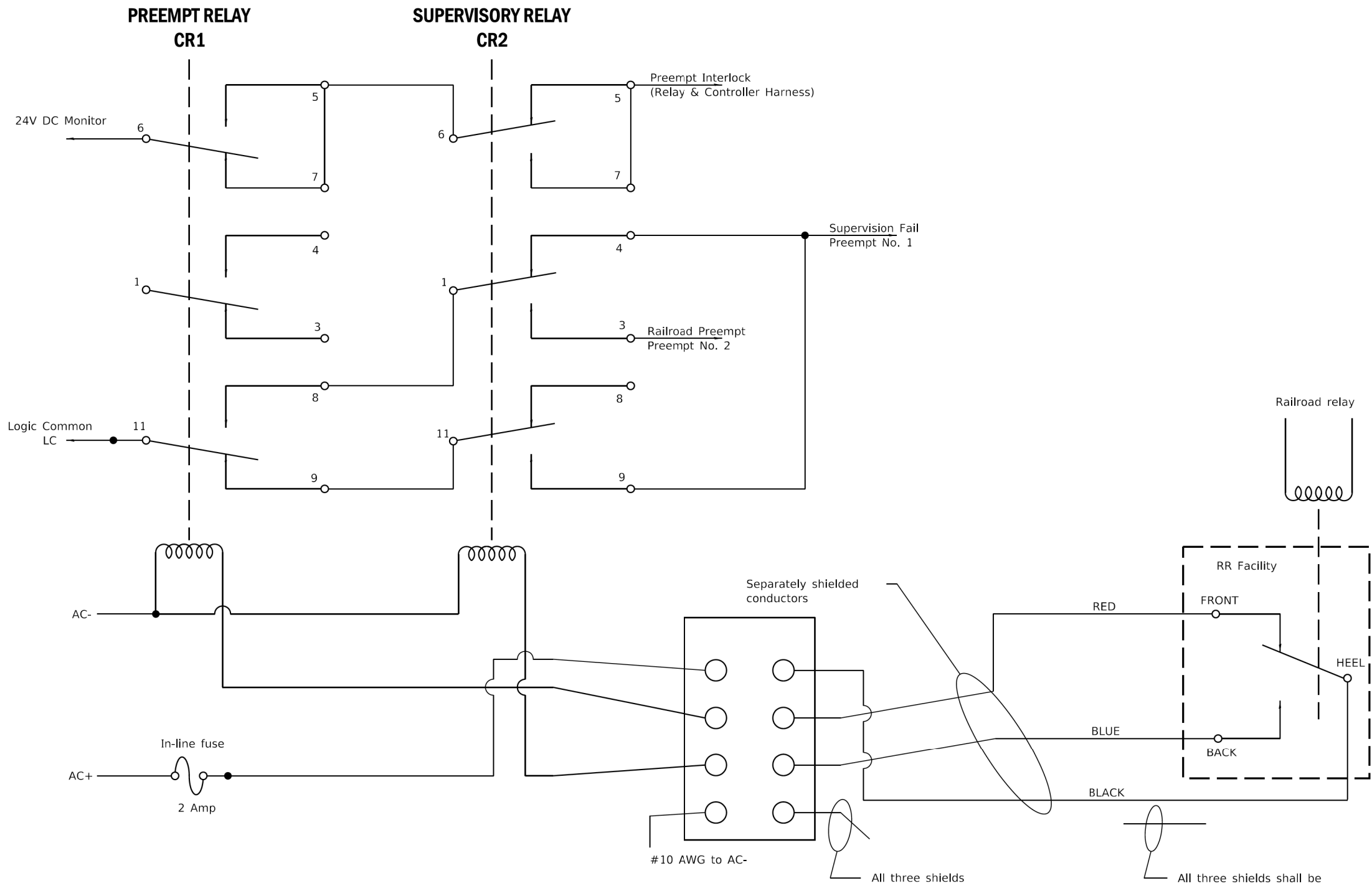
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DRAWN:
CHECKED:

REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
857001-01

TS-33
SCALE: SHEET 173 OF 195



RELAYS IN NON-PREEMPT STATE - RAILROAD AND PREEMPT RELAYS ENERGIZED

GENERAL NOTES

CR1 and CR2 are 120VAC 3PDT Relays.

Supervision Fail is Preempt No. 1, causing traffic signal controller to implement all-red flash following track clearance phase.

Railroad Preempt is Preempt No. 2, causing traffic signal controller to implement railroad preemption routine following 1 second delay.

Preempt No. 1 and Preempt No. 2 shall have priority over all other preempts. The railroad preemption routine shall abbreviate each and all active pedestrian phases by immediately entering into flashing DON'T WALK and timing concurrently with the associated vehicle yellow change interval.

DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
1-1-04	New Standard.

SUPERVISED RAILROAD INTERCONNECT CIRCUIT

STANDARD 857006-01

Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-04

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV

COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: _____ DATE: _____
DRAWN: _____
CHECKED: _____

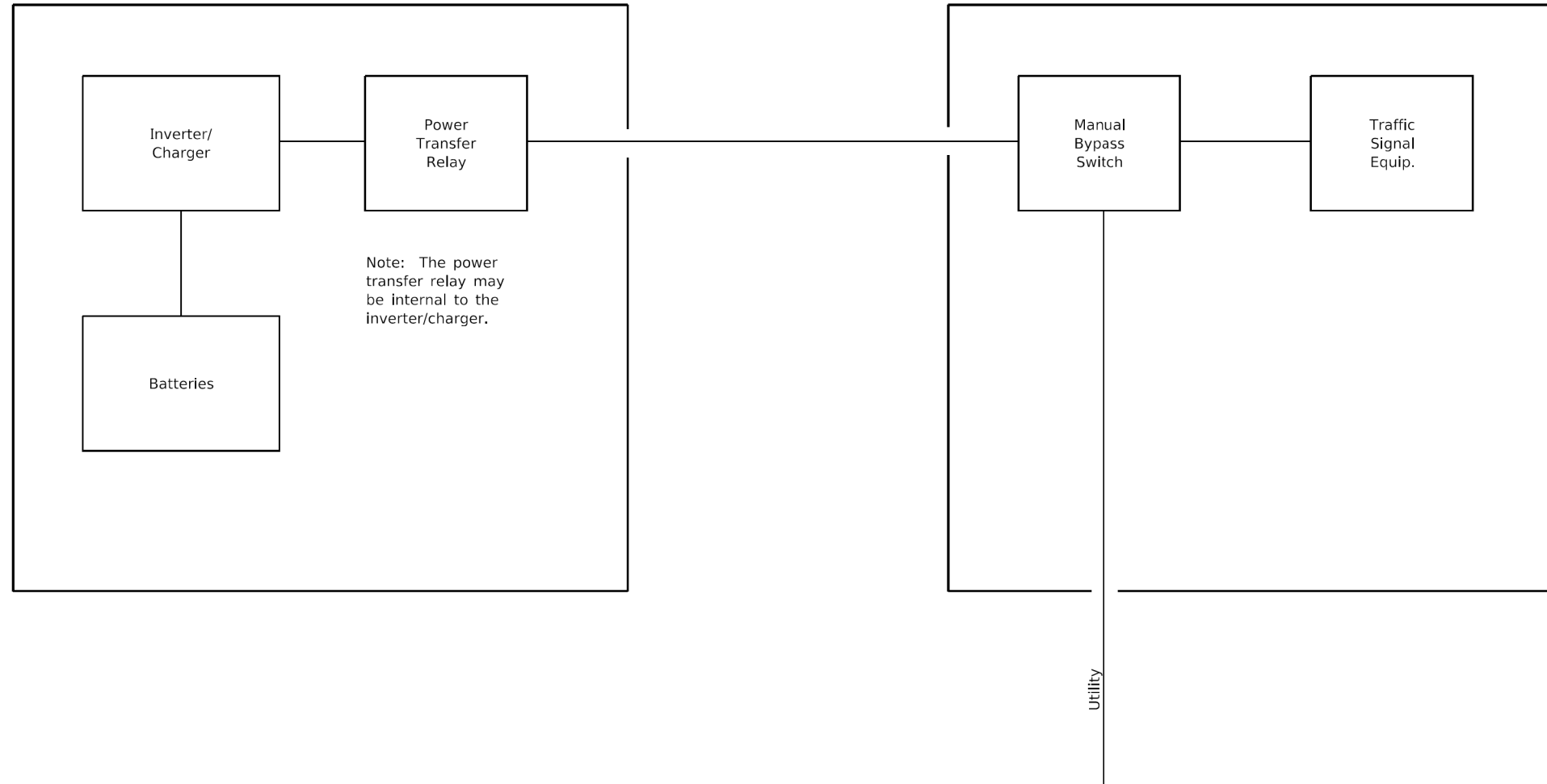
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
857006-01

MODEL: D:\dft\... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DCN\CADD_Sheets\T071-sh1-t319.dgn

UPS CABINET

TRAFFIC SIGNAL (NEMA) CABINET



SINGLE LINE BLOCK DIAGRAM

MODEL: D:\d4\p1 FILE NAME: P:\16163304-00 Cook County Phase 3 Design\Task 07 W07 Demopster\DC\DCADD_Sheets\T07_sht-ts20.dgn

Illinois Department of Transportation	
PASSED <u>January 1, 2009</u> ENGINEER OF OPERATIONS <i>[Signature]</i>	ISSUED 4-1-06
APPROVED <u>January 1, 2009</u> ENGINEER OF DESIGN AND ENVIRONMENT <i>[Signature]</i>	

DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
4-1-06	New Standard

UNINTERRUPTABLE POWER SUPPLY (UPS)
STANDARD 862001-01

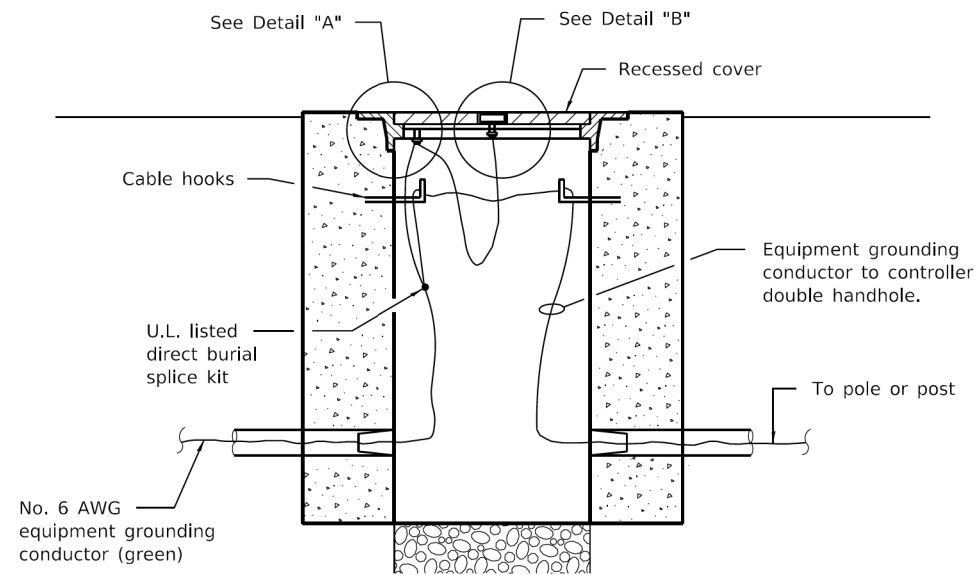
COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS
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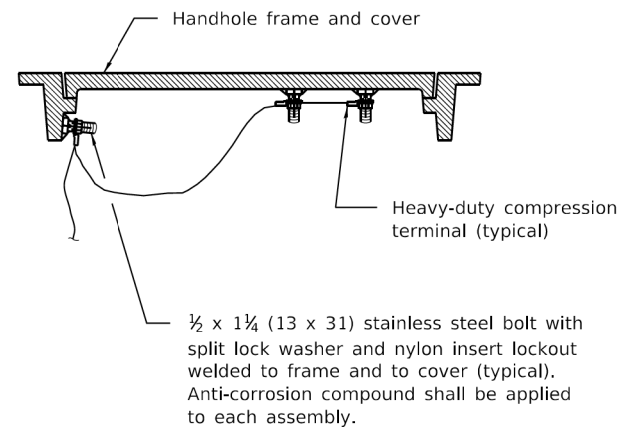
COMPUTED: _____ DRAWN: _____ CHECKED: _____	REVISIONS _____ DATE _____ _____ _____
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD IDOT STANDARD 862001-01

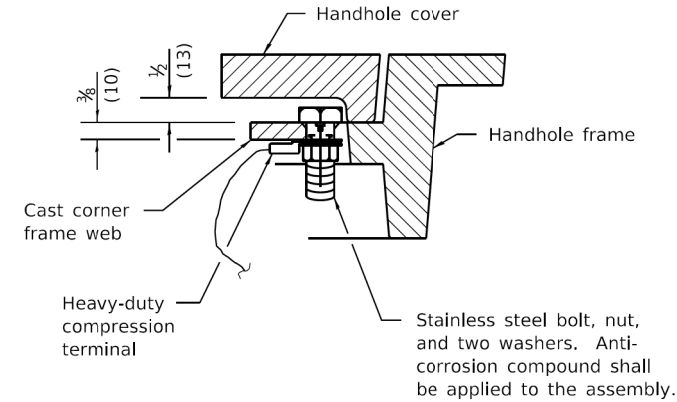
TS-35 SCALE: SHEET 175 OF 195



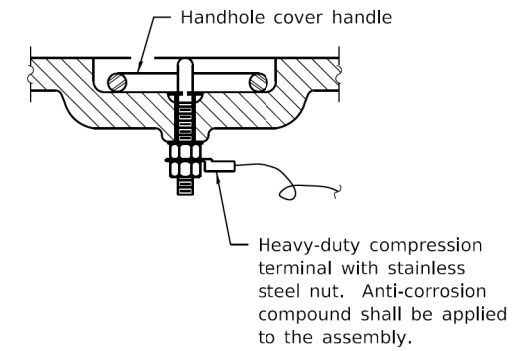
BONDING A HANDHOLE COVER & FRAME



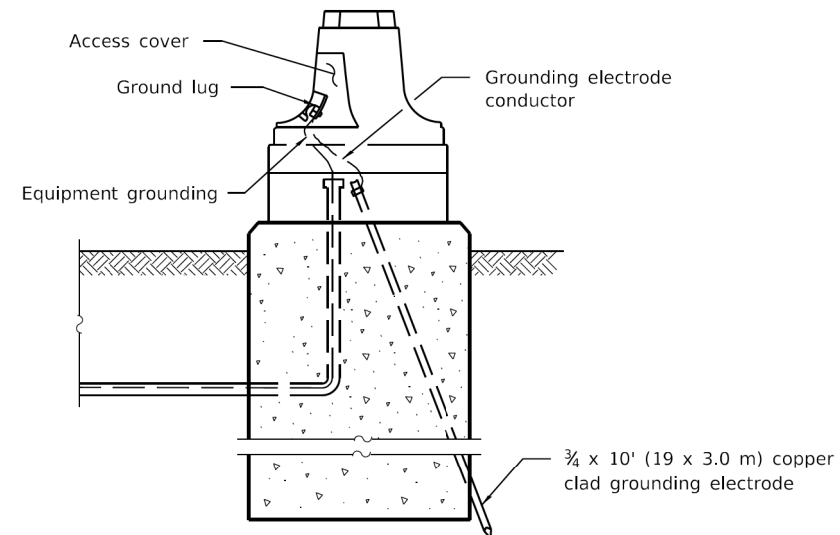
BONDING AN EXISTING HANDHOLE COVER & FRAME



DETAIL "A"



DETAIL "B"



GROUNDING A MAST ARM POLE/POST



HEAVY-DUTY COMPRESSION TERMINAL



HEAVY-DUTY GROUND ROD CLAMP

3/4 (19) Clamp Size

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-07	Revised terminology.

TRAFFIC SIGNAL GROUNDING & BONDING

STANDARD 873001-02

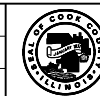
Illinois Department of Transportation

PASSED January 1, 2009
ENGINEER OF OPERATIONS

APPROVED January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 4-1-06

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

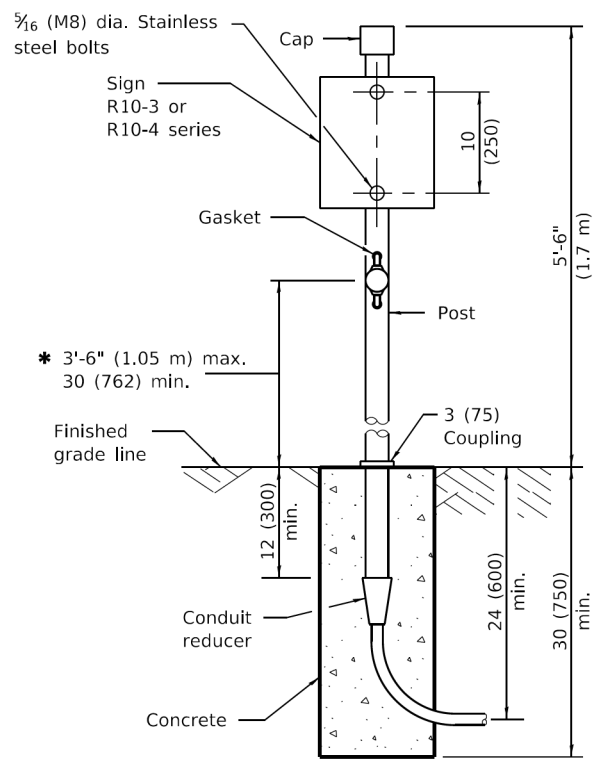
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
873001-02

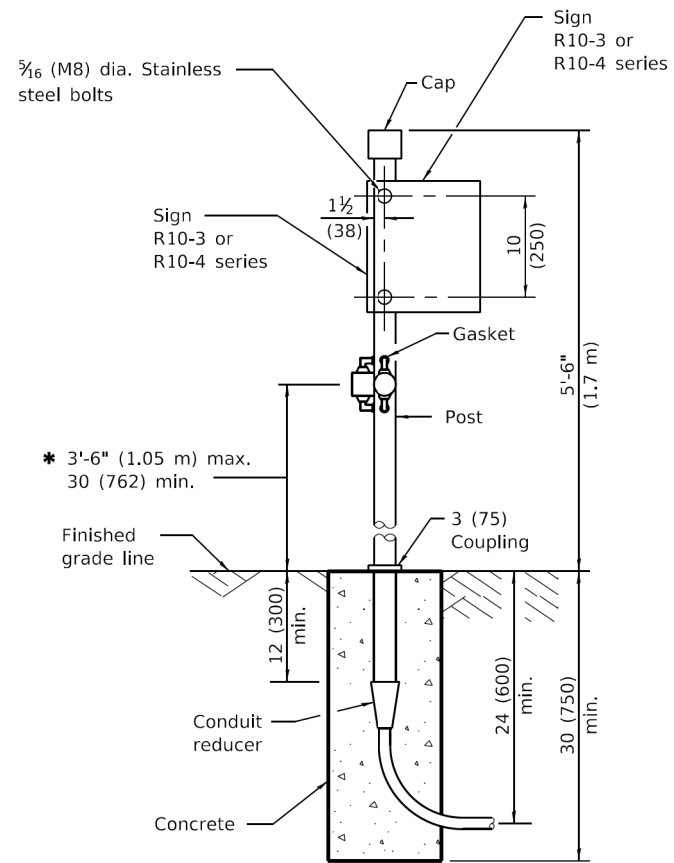
TS-36

SCALE: SHEET 176 OF 195

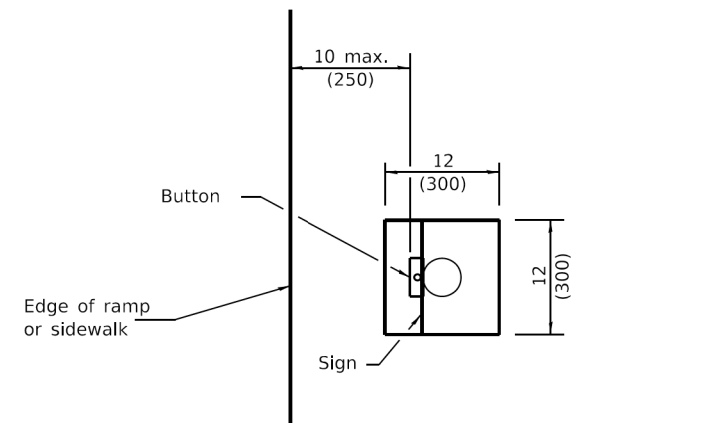
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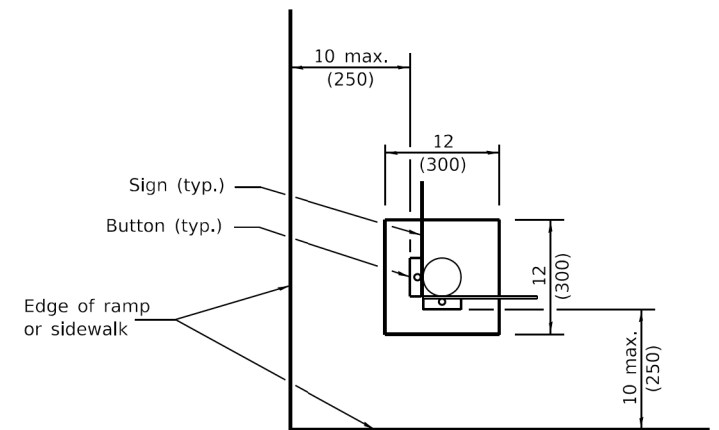
PEDESTRIAN ONE PUSH BUTTON POST



PEDESTRIAN TWO PUSH BUTTON POST



**TOP VIEW
TYPICAL ONE BUTTON**



**TOP VIEW
TYPICAL TWO BUTTONS**

* 36 (914) preferred

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

DATE	REVISIONS
4-1-16	Revised sign numbers for consistency with current MUTCD.
1-1-14	Revised and added dimensions for PROWAG reach range requirements.

**PEDESTRIAN PUSH
BUTTON POST**

STANDARD 876001-04

Illinois Department of Transportation

PASSED April 1, 2016
ENGINEER OF OPERATIONS

APPROVED April 1, 2016
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59
A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

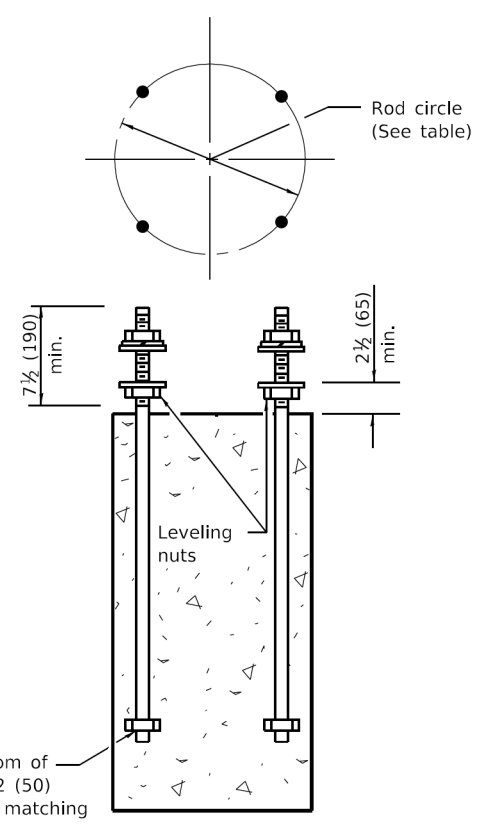
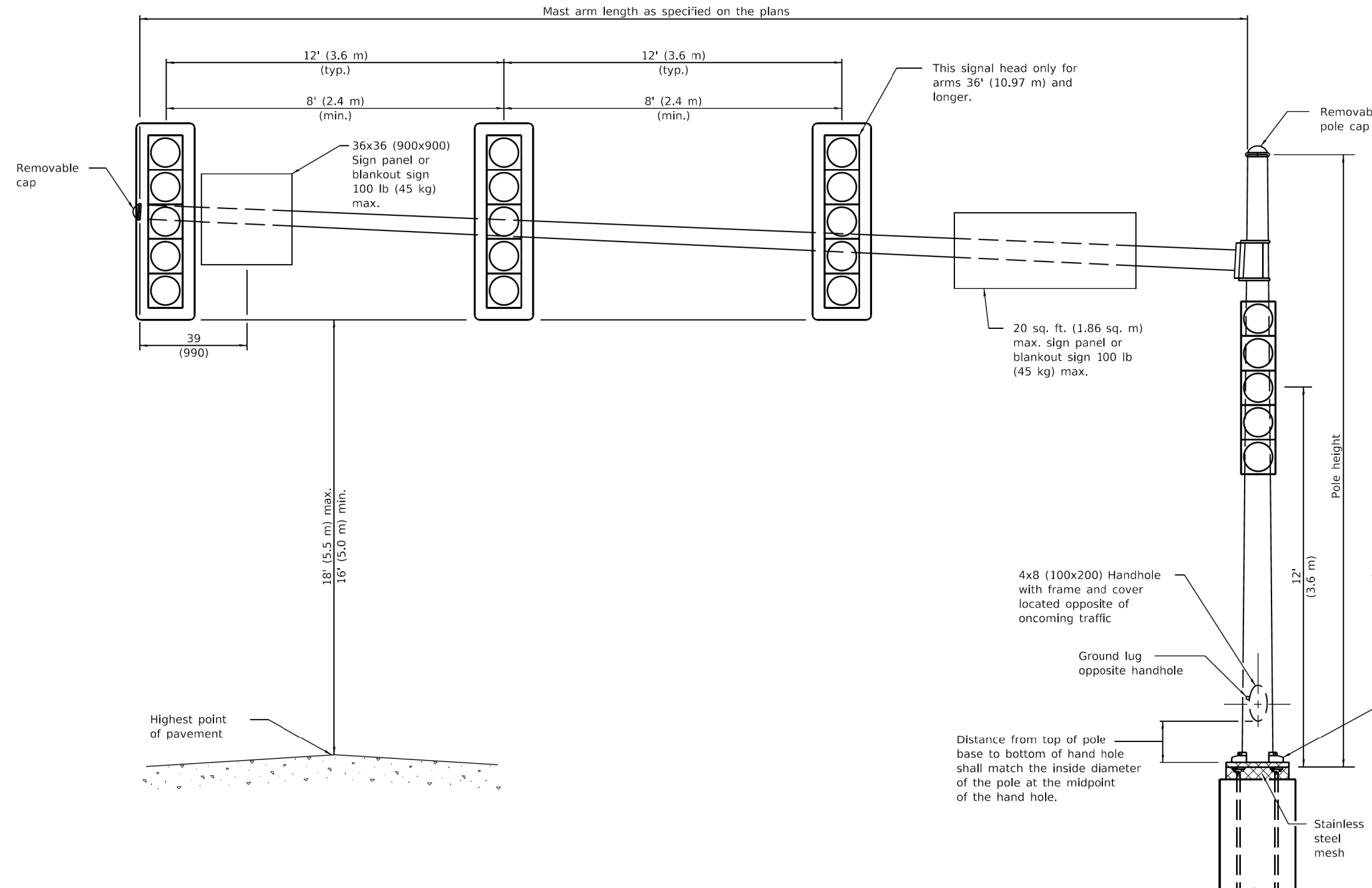
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
876001-04

TS-37

SCALE: SHEET 177 OF 195



ANCHOR ROD DETAIL

Thread bottom of anchor rod 2 (50) and provide matching hex head nut fully seated, typ.

GENERAL NOTES

Signal heads, sign panels, and other attachments are shown for minimum design loading purposes only. Each signal head shall weigh 80 lb (36 kg) and have a projected area of 14.7 sq. ft. (1.37 sq. m).
See Standard 720016 for location of sign panel or blankout sign closest to pole.
All dimensions are in inches (millimeters) unless otherwise shown.

MAST ARM LENGTH	ANCHOR ROD CIRCLE	ANCHOR ROD SIZE
16' thru 20' (4.87 m thru 6.10 m)	18 (450)	1 3/4 x 7' (44 x 2.10 m)
42' thru 55' (12.80 m thru 16.80 m)	21 (535)	1 3/4 x 7' (44 x 2.10 m)

DATE	REVISIONS
1-1-18	Revised table for RLFD reqs.
	Revised GEN. NOTES for sign locaton. Rep. rod hooks with nuts.
4-1-16	Changed sign panel to 36x36.
	Added max. weight of 100 lb.
	Modified dim. to outer signal.

STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
STANDARD 877001-07

Illinois Department of Transportation

PASSED January 1, 2018
ENGINEER OF OPERATIONS

APPROVED January 1, 2018
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-02

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

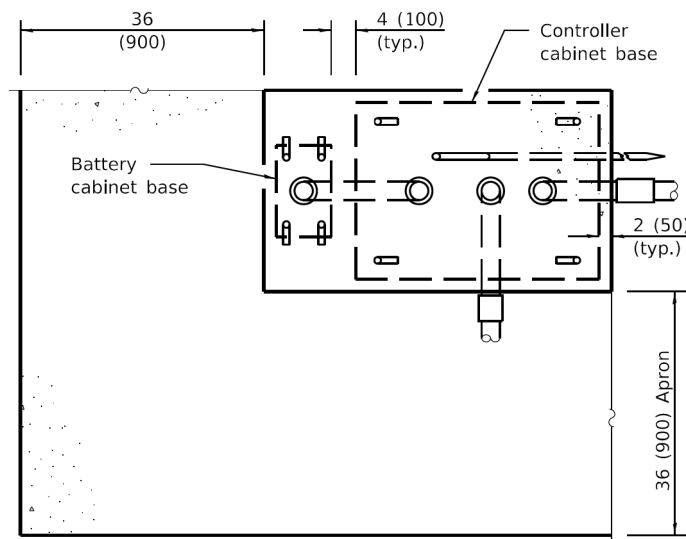
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DRAWN: _____
CHECKED: _____

REVISIONS _____ DATE _____

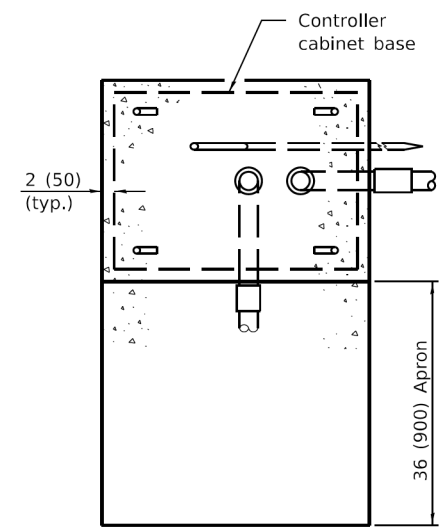
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD 877001-07

TS-38
SCALE: SHEET 178 OF 195

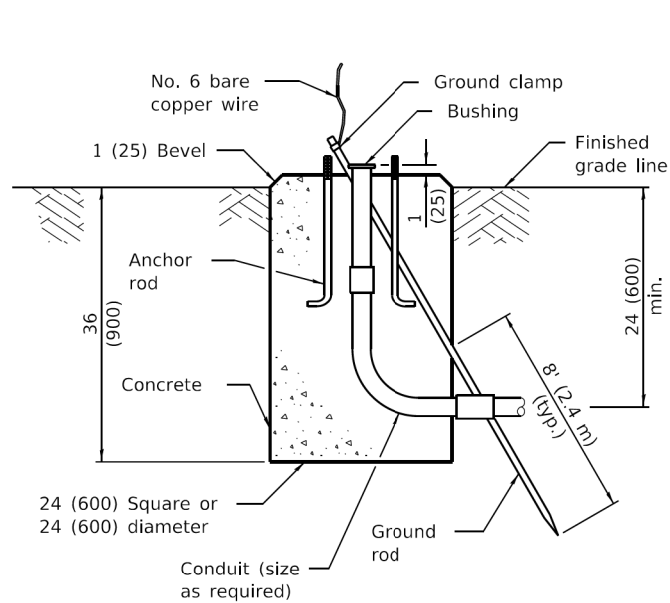
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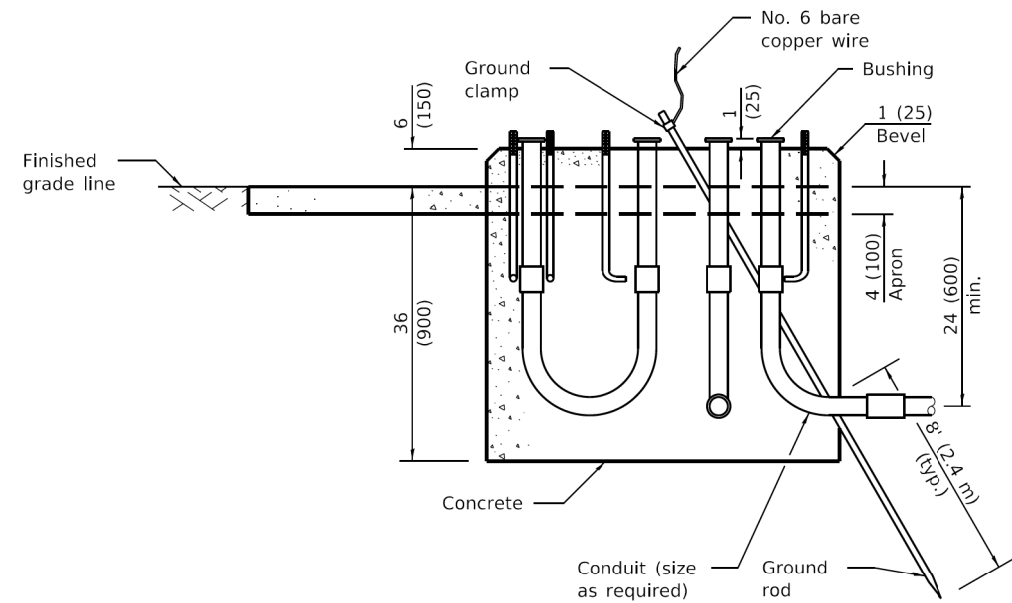
TOP VIEW



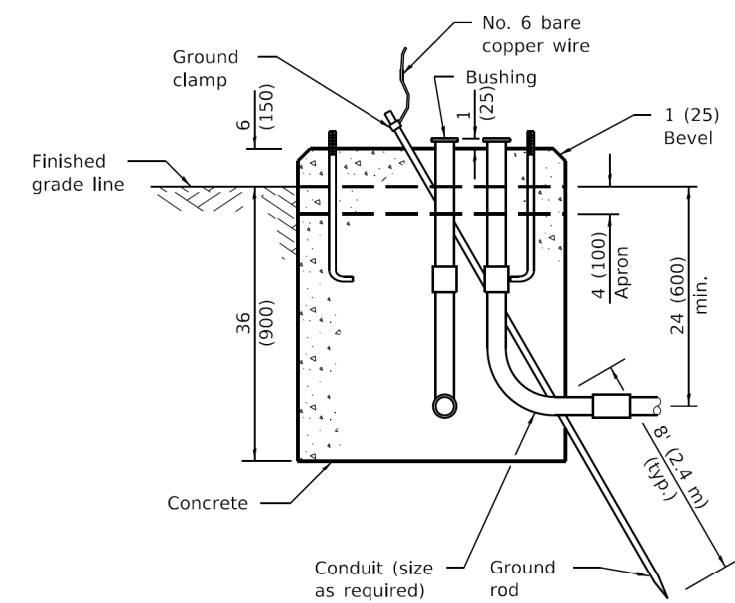
TOP VIEW



TYPE A



**TYPE C
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**



**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET**

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

DATE	REVISIONS
1-1-15	Revised TYPE E detail.
1-1-12	Replaced rebar No.'s with 'Vertical' for TYPE E foundation detail.

CONCRETE FOUNDATION DETAILS
(Sheet 1 of 2)

STANDARD 878001-10

MODEL: D:\info\... FILE NAME: P:\16163304-00 Cook County Phase 3 Design\Task 07 W07 Demopster\DCN\CADD_Sheets\T07L_sht-ts24.dgn

Illinois Department of Transportation

PASSED January 1, 2015
ENGINEER OF OPERATIONS

APPROVED January 1, 2015
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-10

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
FISCAL YEAR: 2019
SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

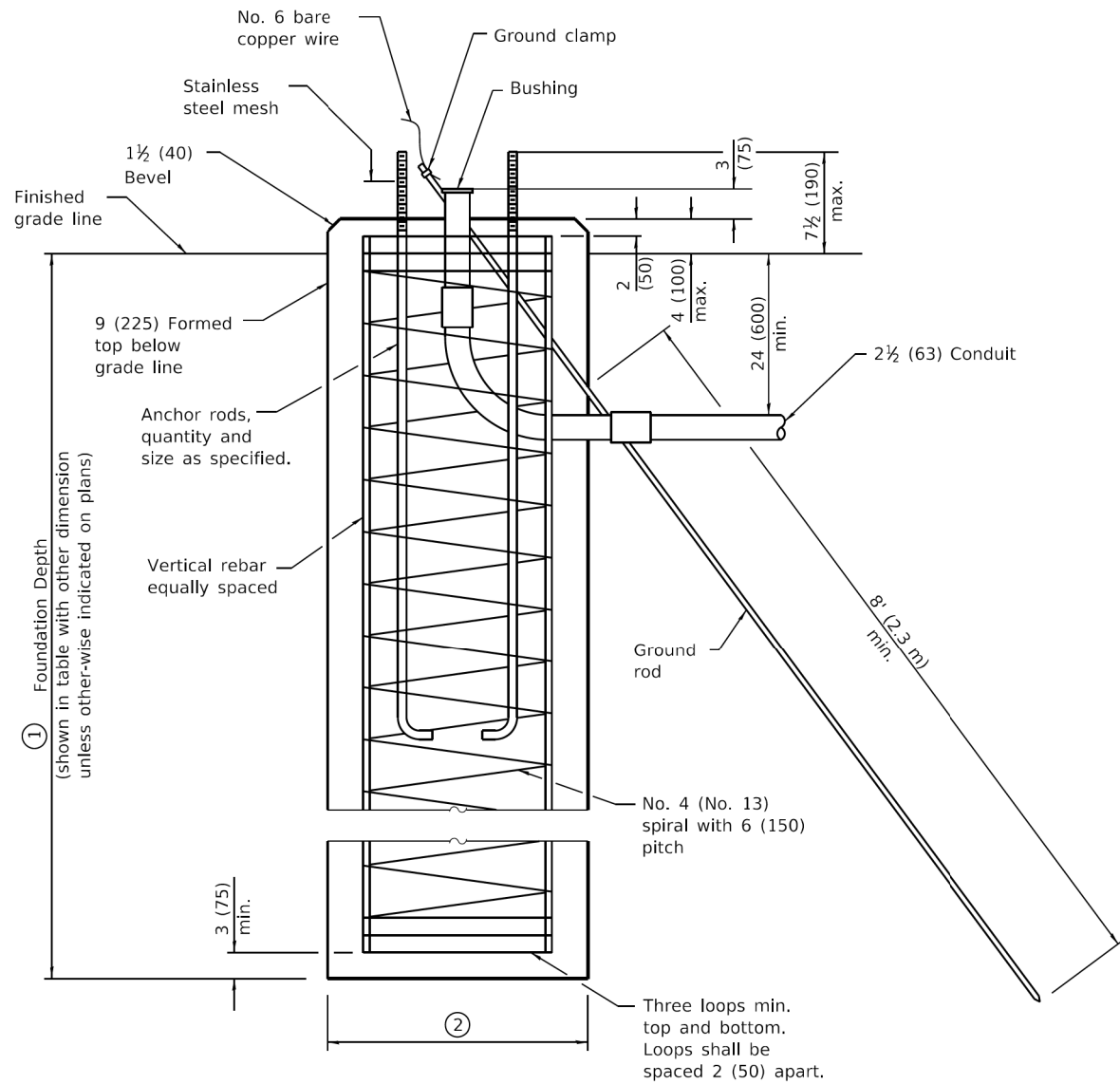
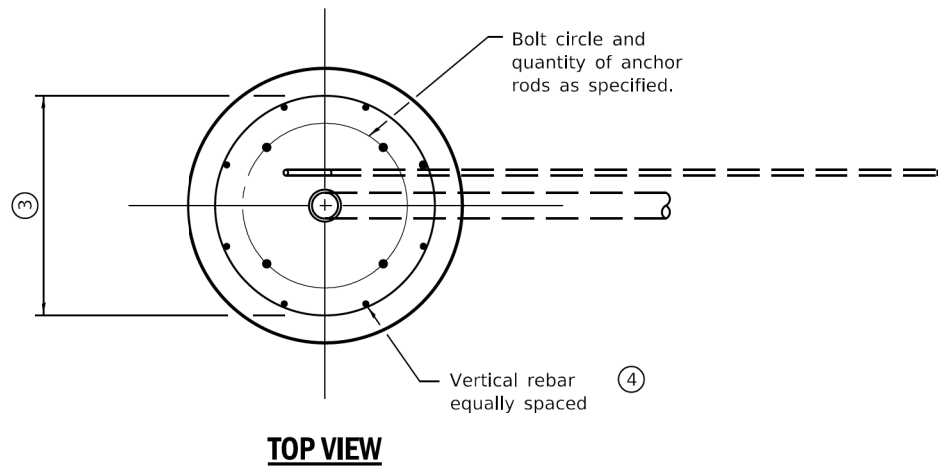
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
878001-10

TS-39

SCALE: SHEET 179 OF 195



TYPE E

Mast Arm Length	① Foundation Depth *	② Foundation Diameter	③ Spiral Diameter	④ Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30 (750)	24 (600)	8	6 (19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30 (750)	24 (600)	8	6 (19)
	11'-0" (3.4 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42 (1060)	36 (900)	16	8 (25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42 (1060)	36 (900)	16	8 (25)

* For standard and combination mast arm assemblies. Foundation depths for standard dual mast arms with the longest arm length upto and including 55' (16.8 m) shall be increased by 1' (0.3 m) of that shown in the table, based on the longer of the two arms.

These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.

MODEL: D:\d4\11... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopstere\DC\CA\DD_Sheets\T071-shf-ts25.dgn

Illinois Department of Transportation

PASSED January 1, 2015
 ISSUED 1-1-10
 ENGINEER OF OPERATIONS
 APPROVED January 1, 2015
 ENGINEER OF DESIGN AND ENVIRONMENT

MT. PROSPECT, IL
 WHEELING TOWNSHIP
 GLENVIEW, IL
 NORTHFIELD TOWNSHIP
 DES PLAINES, IL
 ELK GROVE TOWNSHIP
 MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64
 FISCAL YEAR: 2019
 SECTION: 19-A5918-00-PV



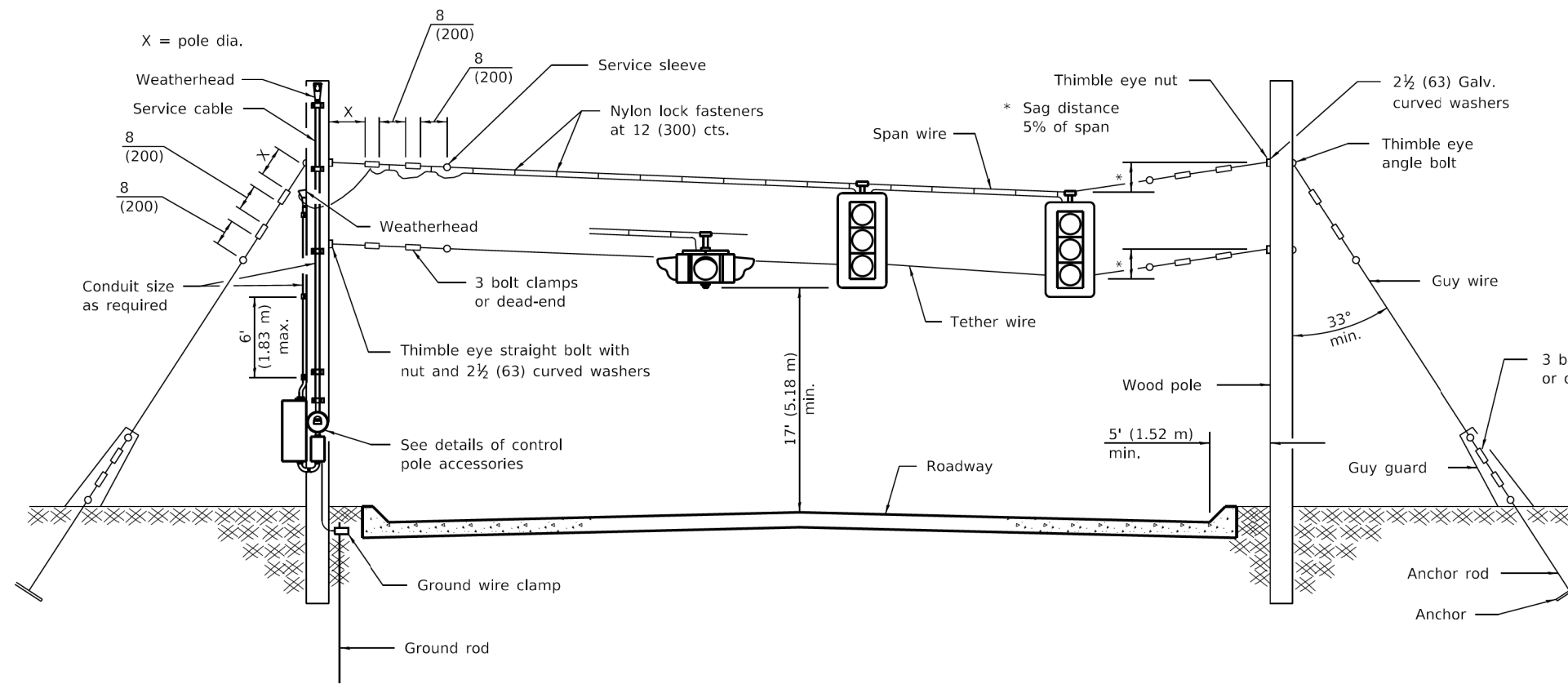
COUNTY OF COOK
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:		
CHECKED:		

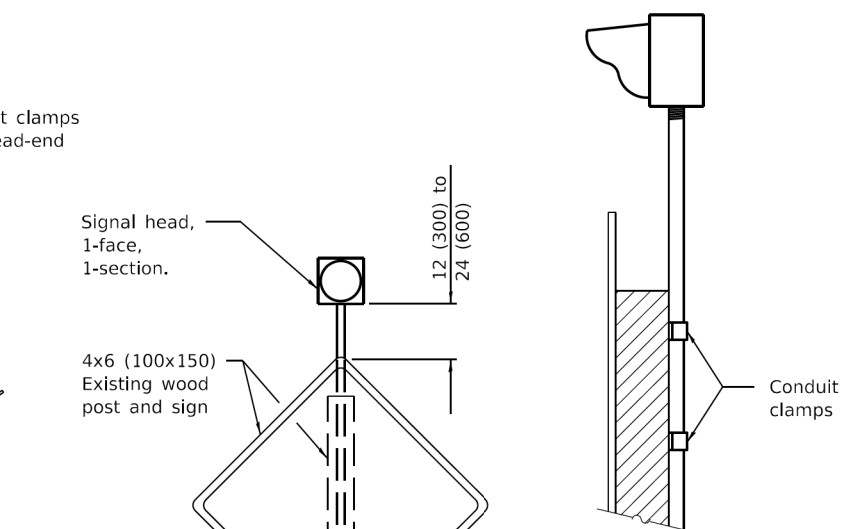
CONCRETE FOUNDATION DETAILS
 (Sheet 2 of 2)
STANDARD 878001-10

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
 IDOT STANDARD 878001-10

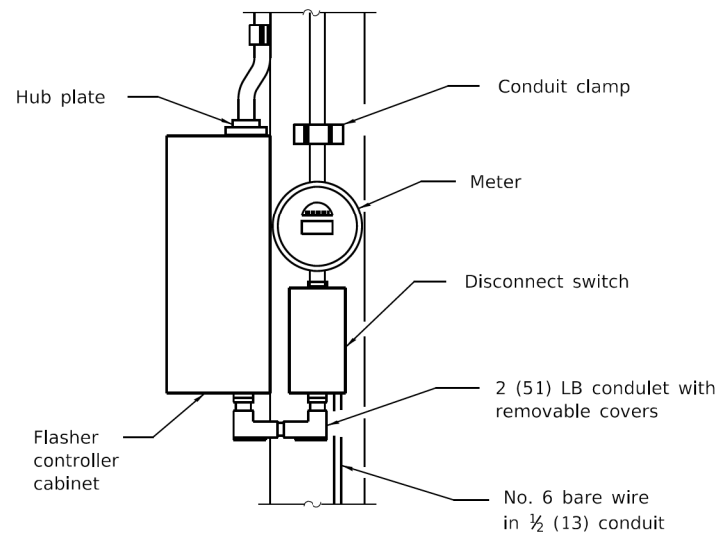
TS-40
 SCALE: SHEET 180 OF 195



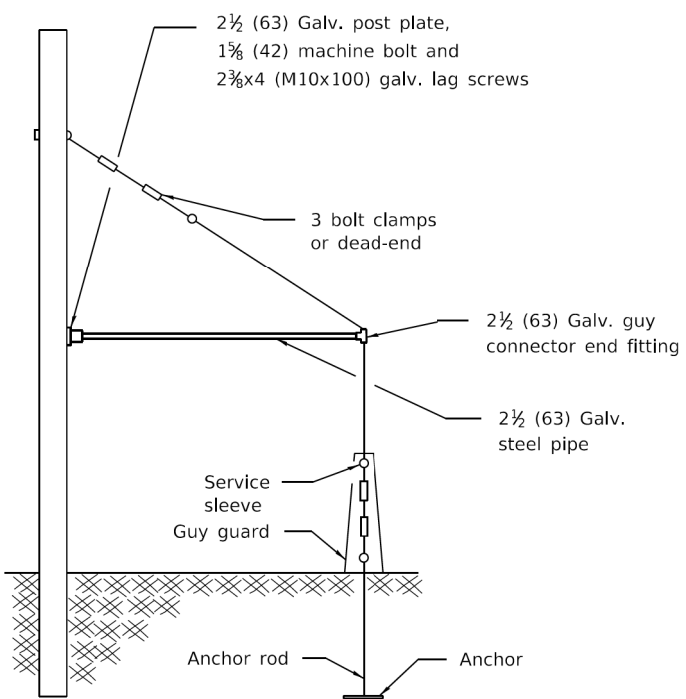
SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON



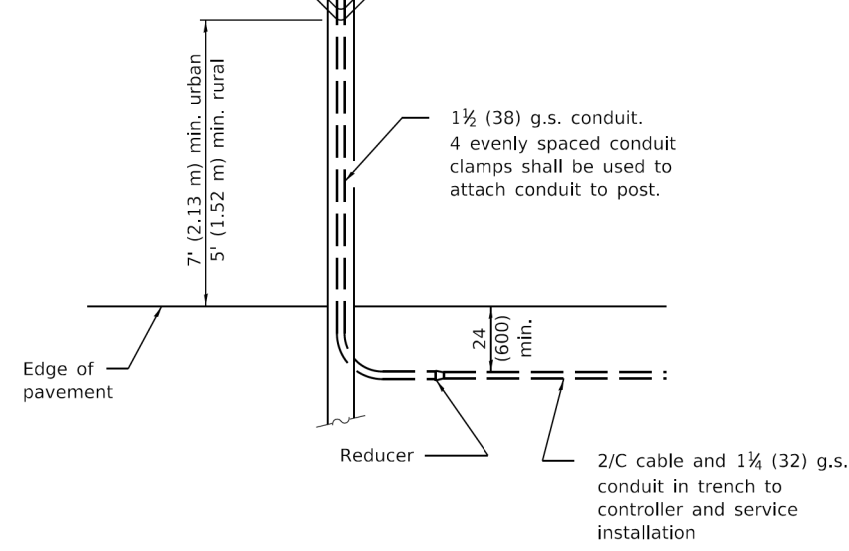
MOUNTING DETAIL



CONTROL POLE DETAIL



SIDEWALK GUY DETAIL



POST MOUNTED FLASHING BEACON

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

DATE	REVISIONS
1-1-09	Switched units to English (metric).
1-1-02	Renum. Standard 840001.

SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION

STANDARD 880001-01

MODEL: D:\p4\11... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopost\DCN\CADD_Sheets\T071-sh-1-1-02.dgn

Illinois Department of Transportation

PASSED January 1, 2009

ISSUED 1-1-02

ENGINEER OF OPERATIONS

APPROVED January 1, 2009

ENGINEER OF DESIGN AND ENVIRONMENT

MT. PROSPECT, IL
WHEELING TOWNSHIP
GLENVIEW, IL
NORTHFIELD TOWNSHIP
DES PLAINES, IL
ELK GROVE TOWNSHIP
MAINE TOWNSHIP

COUNTY HIGHWAY: A59 A64

FISCAL YEAR: 2019

SECTION: 19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: _____ DATE: _____

DRAWN: _____

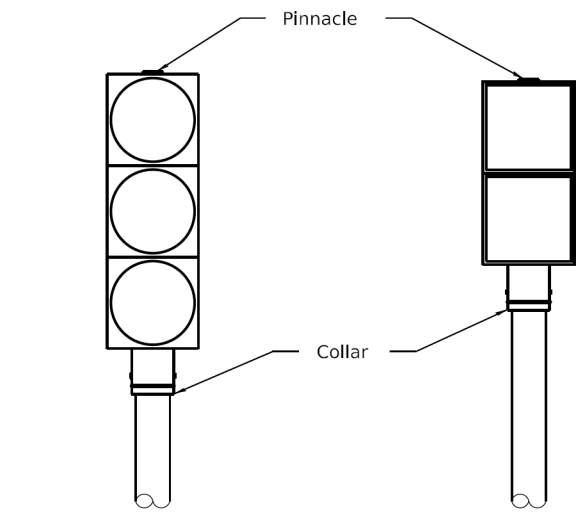
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WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD 880001-01

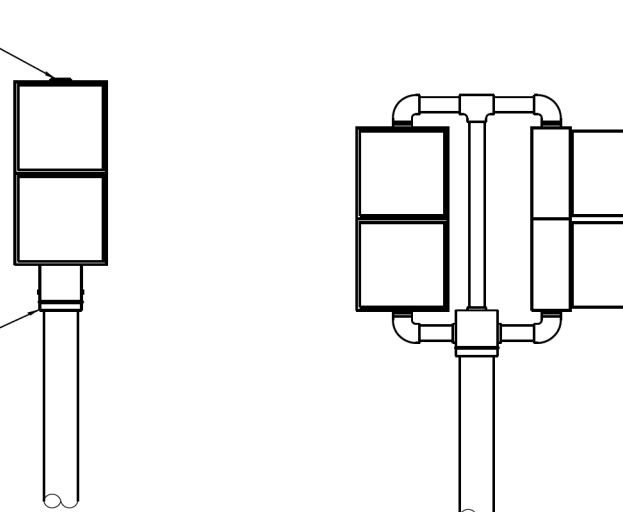
TS-41

SCALE: SHEET 181 OF 195



**POST MOUNTED
TRAFFIC SIGNAL HEAD**

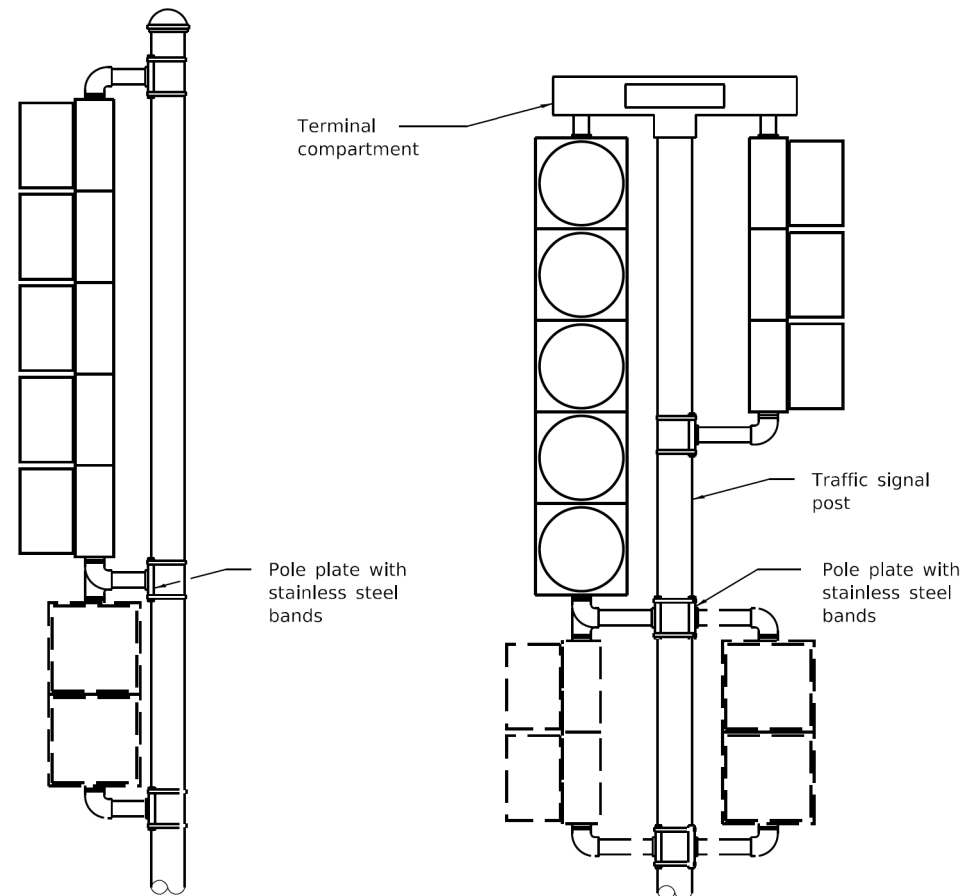
ONE WAY



**POST MOUNTED
PEDESTRIAN SIGNAL HEAD**

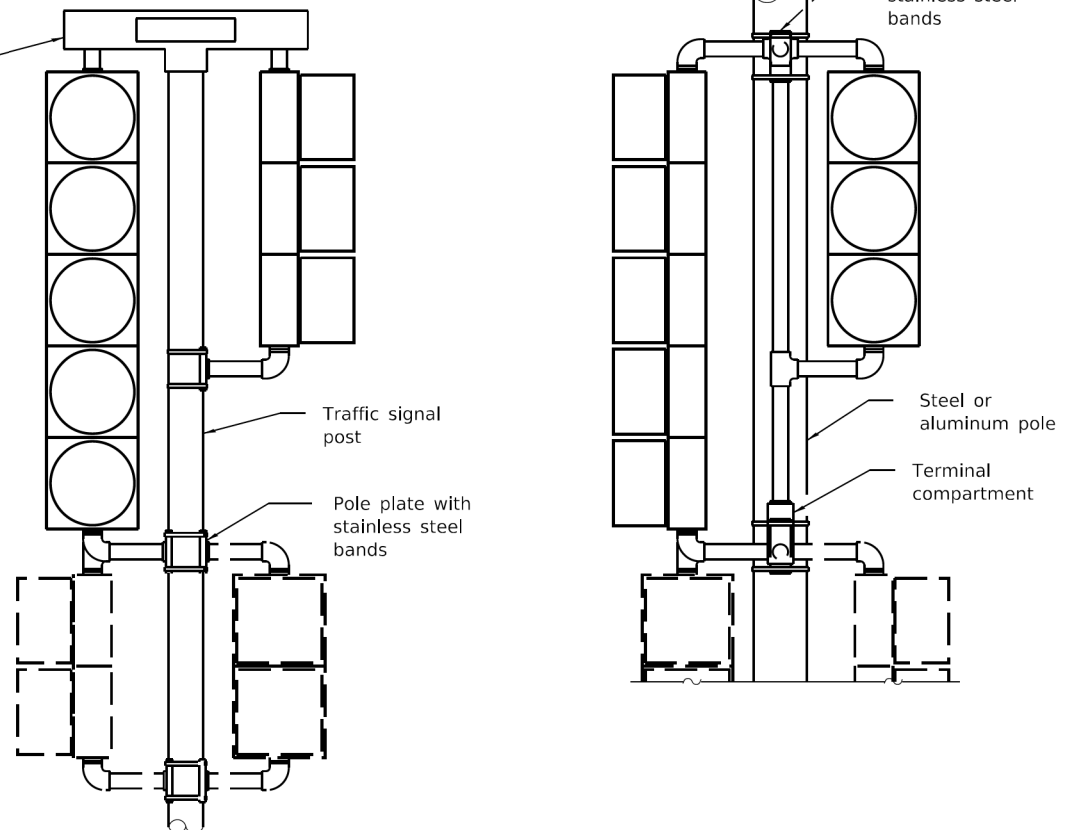
**POST MOUNTED
PEDESTRIAN SIGNAL HEAD**

TWO WAY



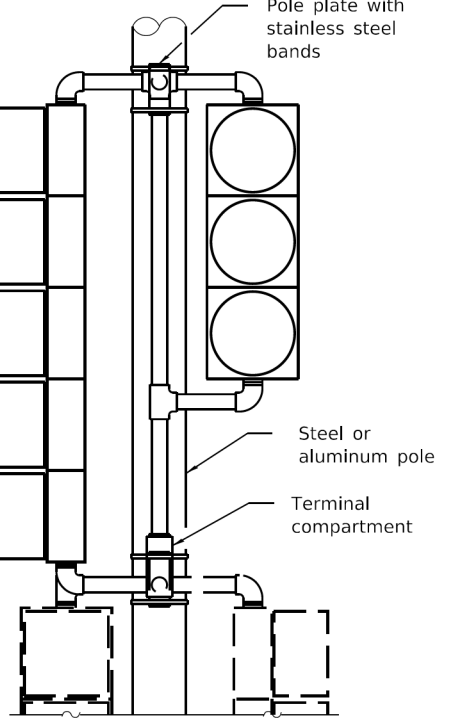
**BRACKET MOUNTED
TRAFFIC SIGNAL HEAD**

ONE WAY

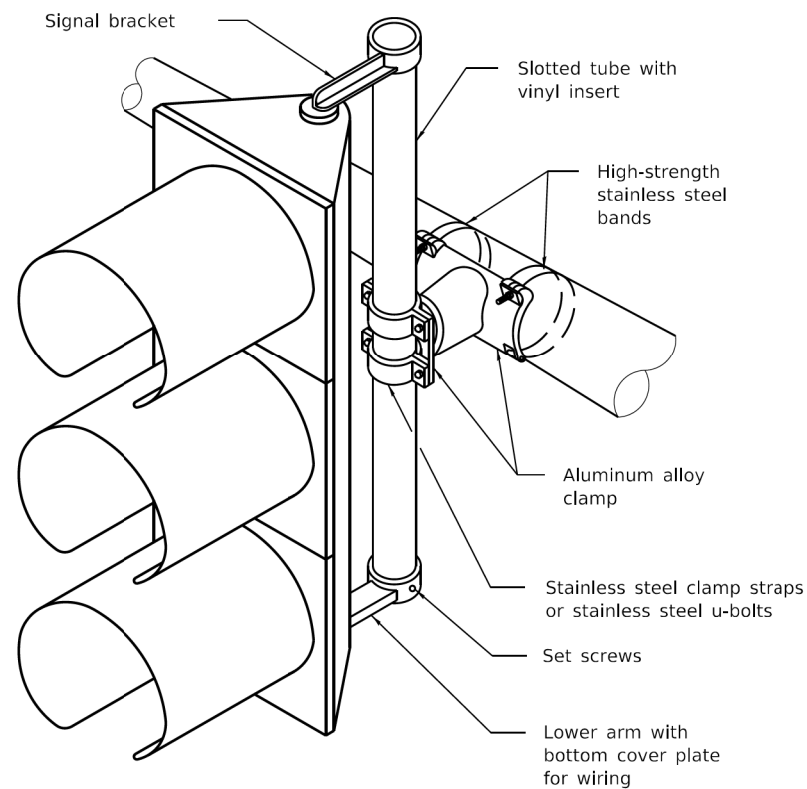


**BRACKET MOUNTED
TRAFFIC SIGNAL HEAD**

TWO WAY



**BRACKET MOUNTED
TRAFFIC SIGNAL HEAD**



STEEL MAST ARM MOUNTING

MODEL: D:\dft\11... FILE NAME: P:\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\GADD_Sheets\T071_sht-ts27.dgn

PASSED	January 1, 2009
ENGINEER OF OPERATIONS	<i>[Signature]</i>
APPROVED	January 1, 2009
ENGINEER OF DESIGN AND ENVIRONMENT	<i>[Signature]</i>
ISSUED	1-1-02

MT. PROSPECT, IL	COUNTY HIGHWAY:	A59
WHEELING TOWNSHIP		A64
GLENVIEW, IL	FISCAL YEAR:	2019
NORTHFIELD TOWNSHIP		
DES PLAINES, IL	SECTION:	19-A5918-00-PV
ELK GROVE TOWNSHIP		
MAINE TOWNSHIP		



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:
DRAWN:
CHECKED:

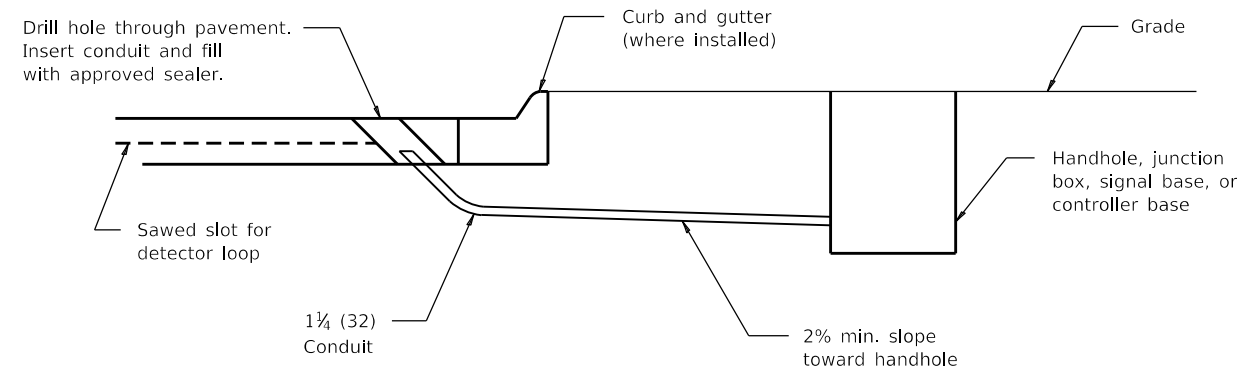
REVISIONS	DATE

DATE	REVISIONS
1-1-09	Omitted note regarding units of length.
1-1-02	Renum. Standard 840006.

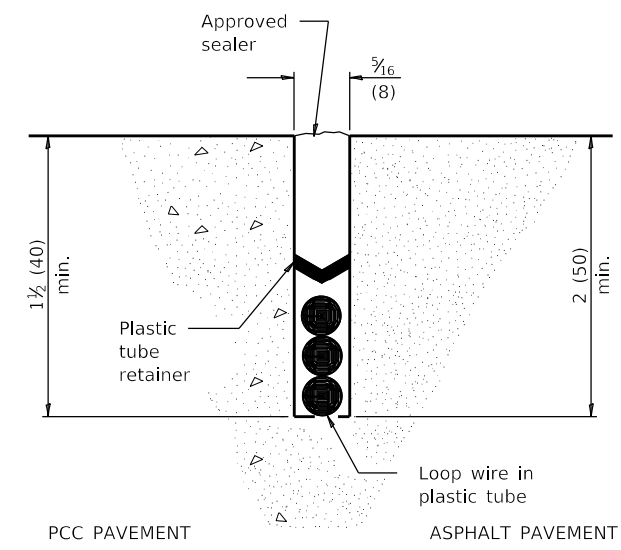
TRAFFIC SIGNAL MOUNTING DETAILS
STANDARD 880006-01

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD
IDOT STANDARD
880006-01

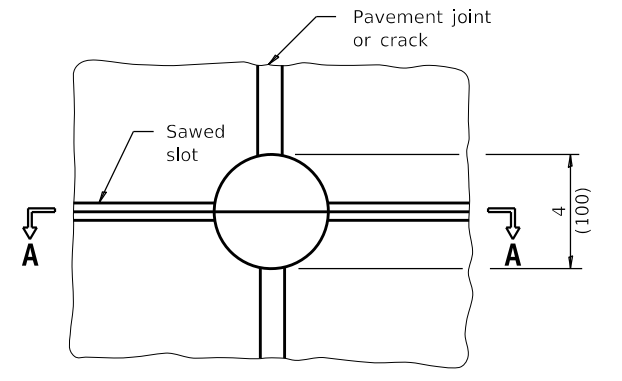
TS-42
SCALE: SHEET 182 OF 195



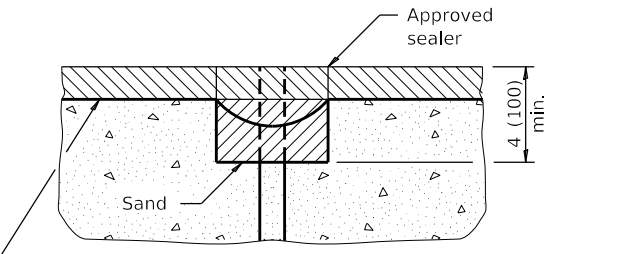
DETECTOR LOOP LEAD-IN



DETECTOR LOOP INSTALLATION



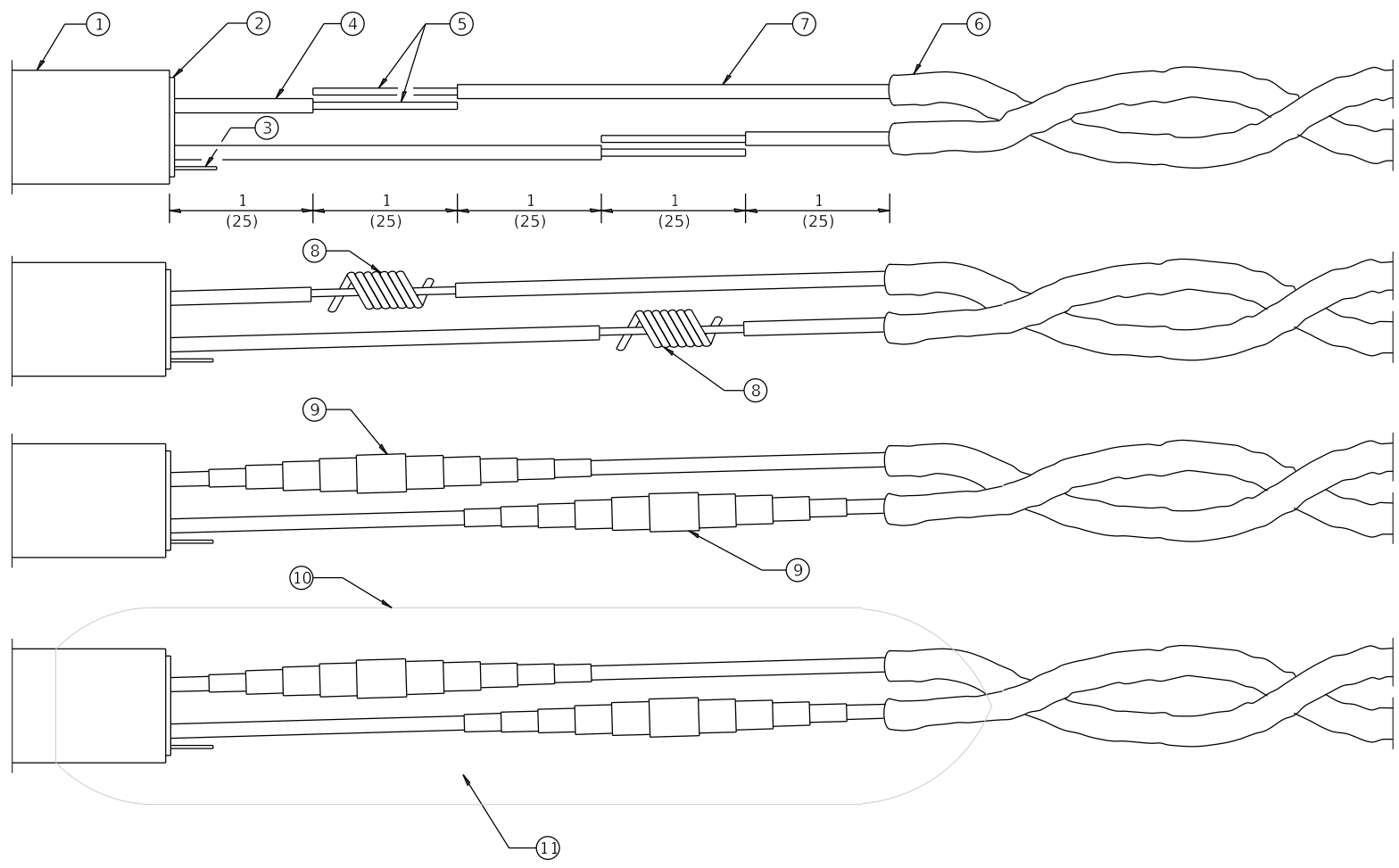
PLAN



SECTION A-A

NOTE
Loop wire shall follow saw cut to bottom, forming slack section at joint.

DETECTOR LOOP AT PAVEMENT JOINT OR PAVEMENT CRACK



LOOP WIRE AND LEAD-IN CABLE SPLICE

- ① = Lead-in cable (single pair or multipair)
- ② = Lead-in cable shield
- ③ = Lead-in cable shield drain-wire
- ④ = Lead-in cable insulated conductor
- ⑤ = Bare conductor
- ⑥ = Loop wire in tube
- ⑦ = Loop wire insulated conductor
- ⑧ = Twisted and resin soldered conductor
- ⑨ = Electrical tape insulated splice
- ⑩ = Rigid mold
- ⑪ = Waterproof and dielectric resin

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

DETECTOR LOOP INSTALLATIONS

STANDARD 886001-01

MODEL: D:\cadd\16163304-00_Cook County Phase 2_Design\Task 07_W07 Demopster\DCN\CADD_Sheets\T071-sh1-ts28.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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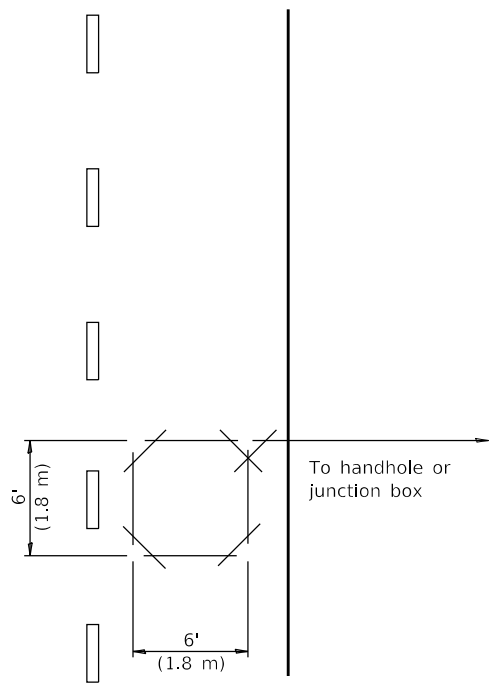
REVISIONS	DATE

WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

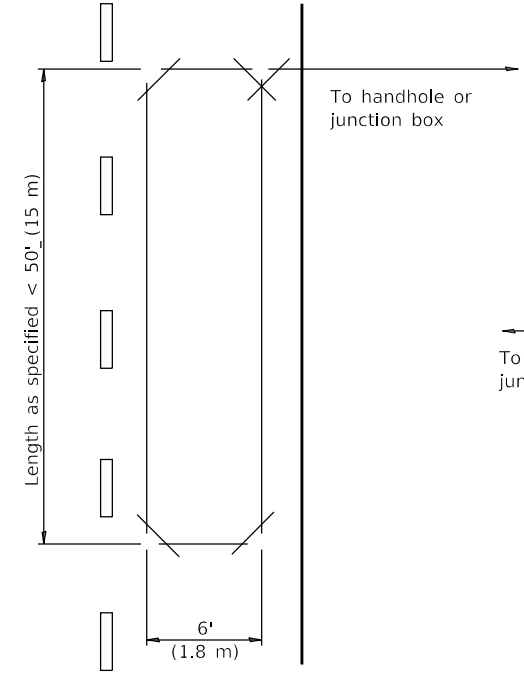
IDOT STANDARD
886001-01

TS-43

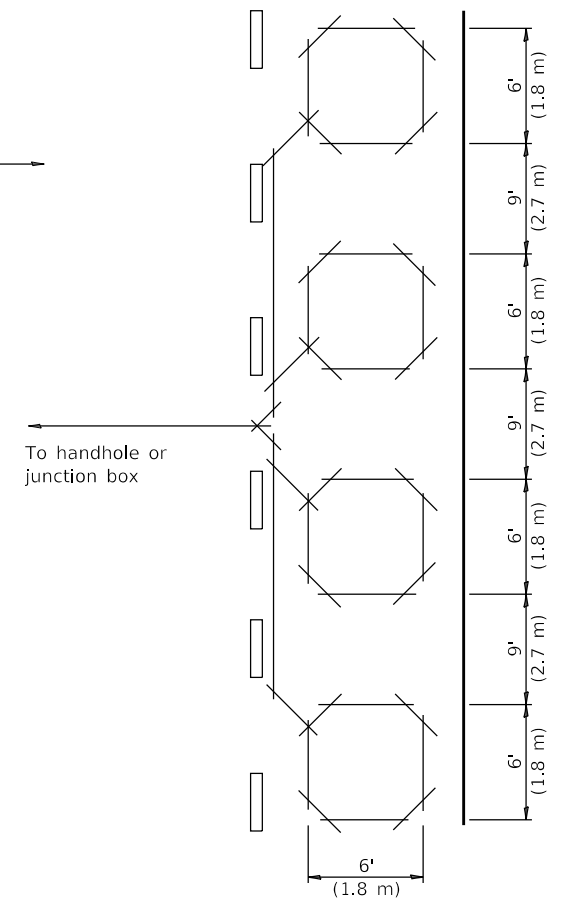
SCALE: SHEET 183 OF 195



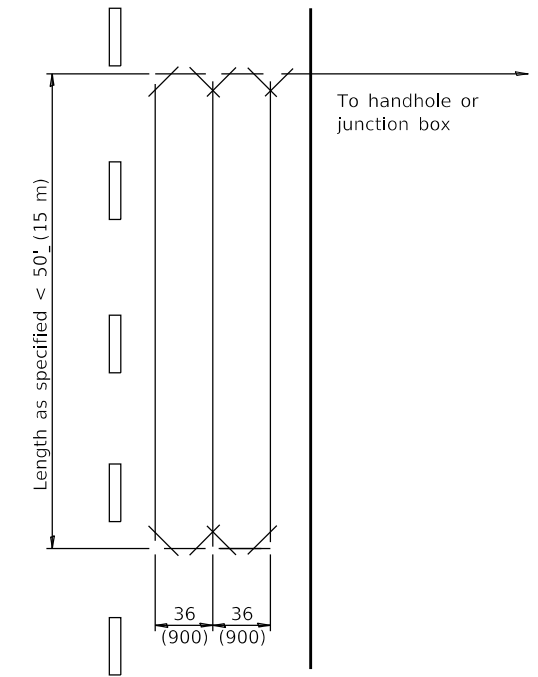
FOR POINT DETECTION SHORT LOOP



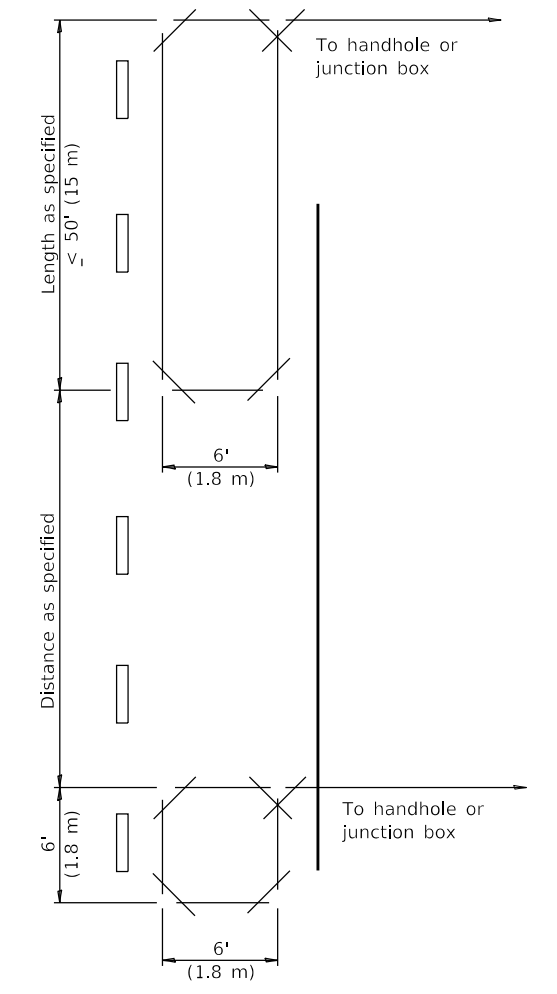
FOR PRESENCE DETECTION LONG LOOP



FOR PRESENCE DETECTION MULTIPLE LOOP IN SERIES

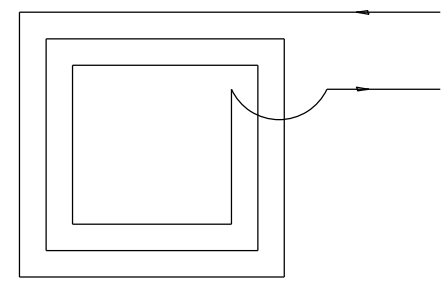


FOR PRESENCE DETECTION QUADRUPOLE LOOP

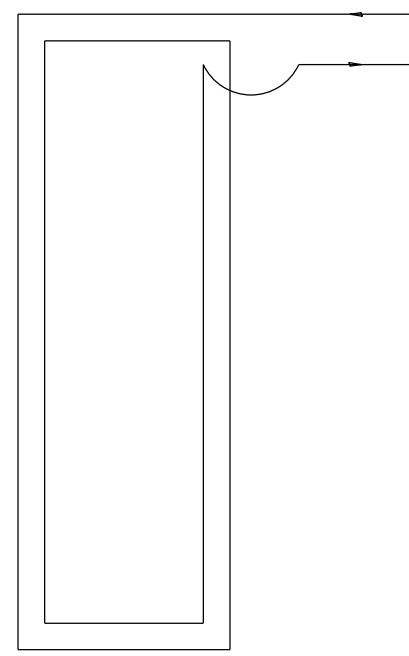


FOR EXTENDED-CALL DETECTION

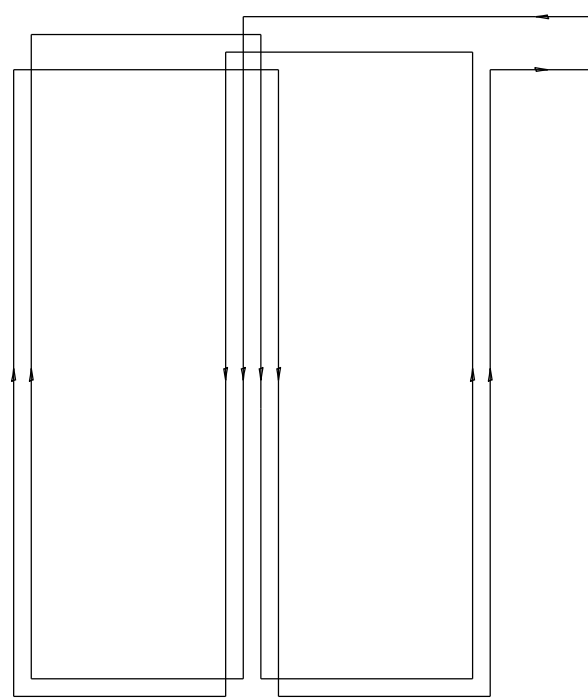
SLOT PLAN



SHORT LOOP



LONG LOOP



QUADRUPOLE LOOP

WIRING DIAGRAM

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

TYPICAL LAYOUTS FOR DETECTION LOOPS

STANDARD 886006-01

MODEL: D:\p\16163304-00 Cook County Phase 2 Design\Task 07 W07 Demopster\DC\ADD_Sheets\T07_sht-ts29.dgn

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	SECTION: 19-A5918-00-PV
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COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	REVISIONS	DATE
DRAWN:	-----	-----
CHECKED:	-----	-----

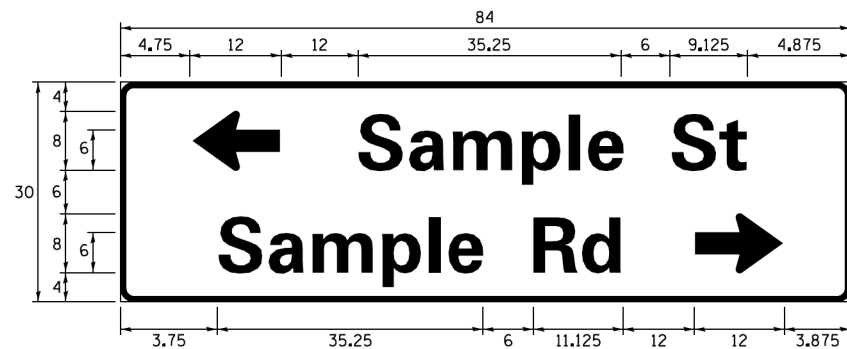
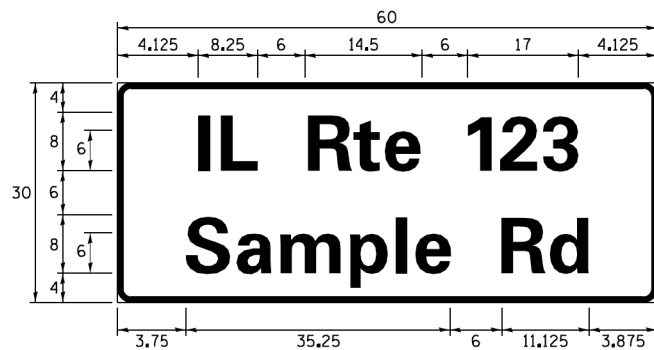
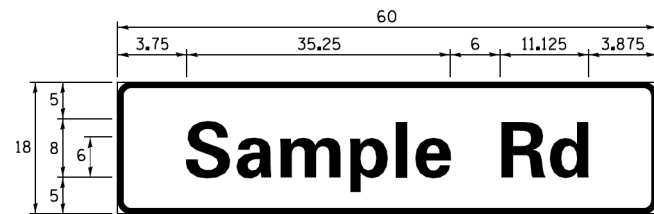
WEST LAKE AVENUE – WOLF ROAD TO LANDWEHR ROAD

IDOT STANDARD
886006-01

TS-44

SCALE: SHEET 184 OF 195

SIGN PANEL - TYPE 1 OR TYPE 2



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

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

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 ON STANDARDS 877001, 877002, 877005, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-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 CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6", IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

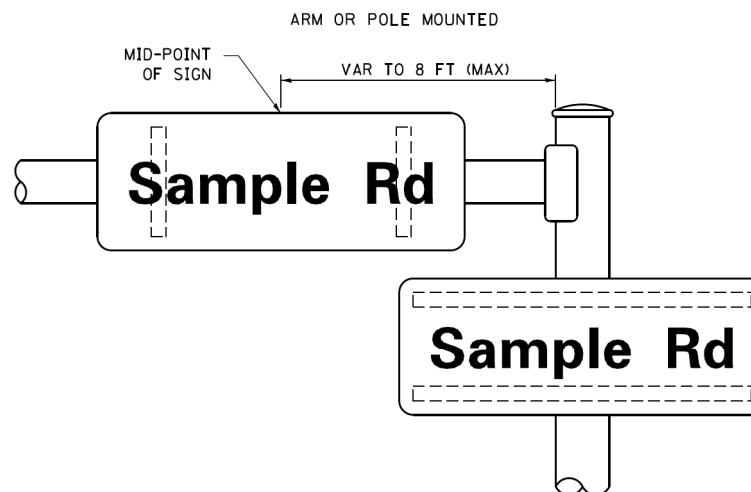
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

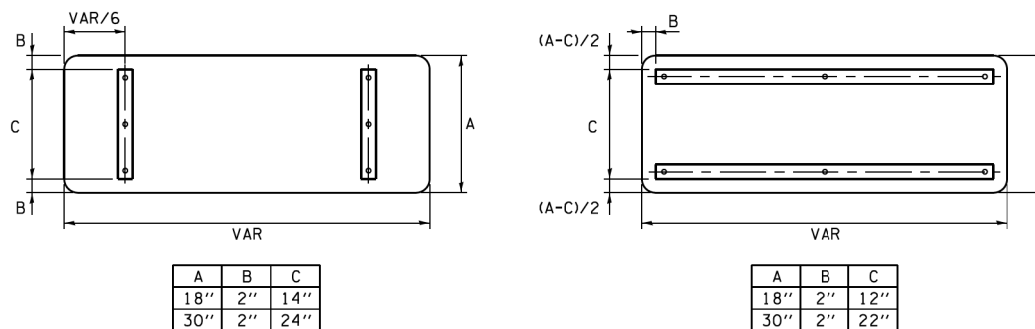
- SIGN CHANNEL PART *HPN053 (MED. CHANNEL)
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
- BRACKETS PART *HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"			FHWA SERIES "D"				
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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PLOT SCALE = 50,0000' / 1"				WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD						
PLOT DATE = 7/31/2015				IDOT DISTRICT 1 STANDARD TS-02						
COUNTY HIGHWAY: A59 A64				TS-45						
FISCAL YEAR: 2019				SCALE: SHEET 185 OF 195						
SECTION: 19-A5918-00-PV				DEPARTMENT OF TRANSPORTATION AND HIGHWAYS						

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

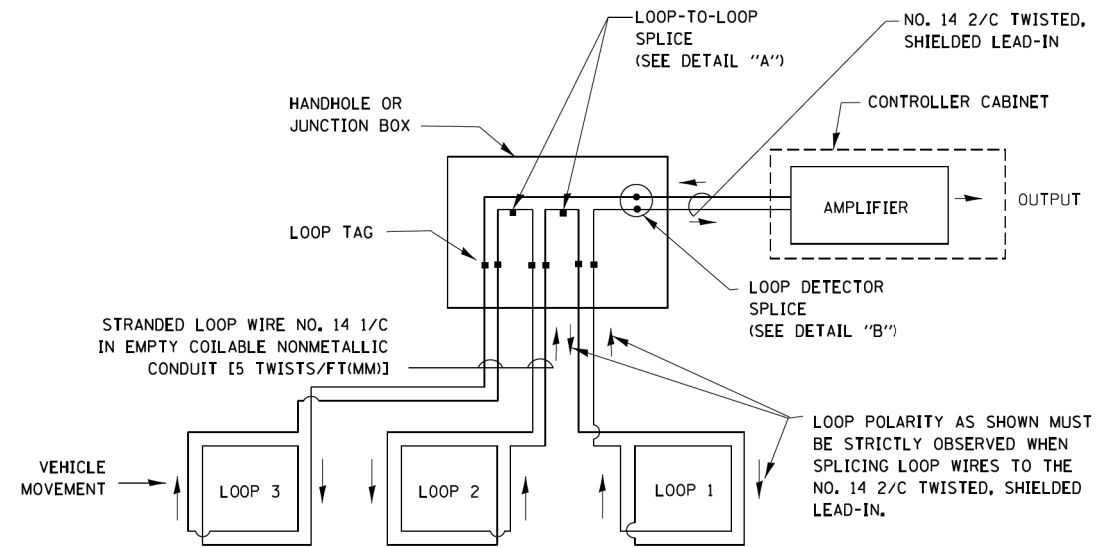
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE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

MODEL: Default
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PLOT SCALE = 50,0000' / 1"	DRAWN - IP	CHECKED - LP	REVISED -		SCALE: NONE SHEET 1 OF 7 SHEETS STA. _____ TO STA. _____				TS-05 CONTRACT NO. _____				
Default	PLOT DATE = 9/29/2016	DATE - 9/29/2016	REVISED -		WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD				ILLINOIS FED. AID PROJECT				
COUNTY HIGHWAY: A59 A64 COUNTY: COOK FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV		 COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS			COMPUTED:	REVISIONS	DATE	IDOT DISTRICT 1 STANDARD TS-05					TS-46
					DRAWN:						SCALE: SHEET 186 OF 195		
					CHECKED:								

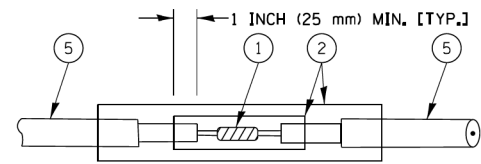
LOOP DETECTOR NOTES

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

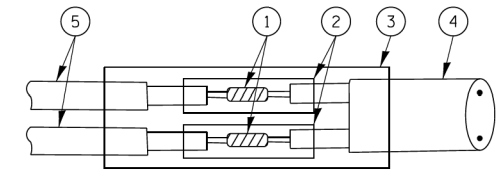


DETECTOR LOOP WIRING SCHEMATIC

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

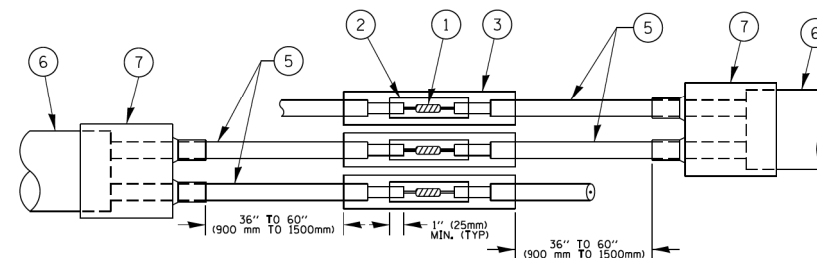


DETAIL "A"
LOOP-TO-LOOP SPLICE

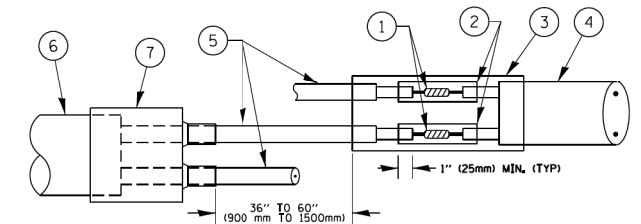


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



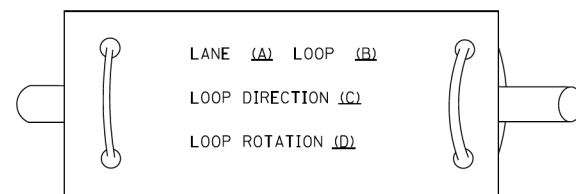
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

LOOP LEAD-IN CABLE TAG

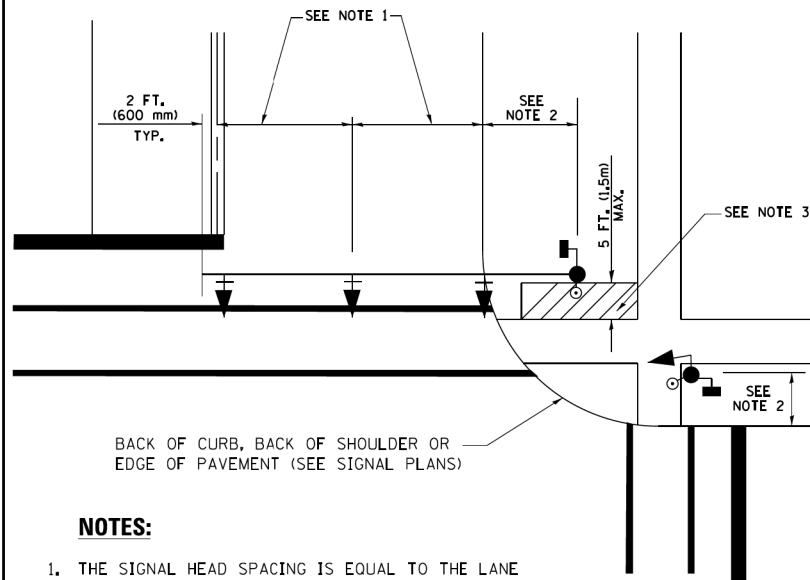


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

MODEL: D:\p\... FILE NAME: P:\16163204-00_Cook County Phase 2 Design\Task 07 W07 Demoprestd\GNCADD_Sheets\T07L-shr-1-22.dgn

FILE NAME =	USER NAME = foatemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DESIGNED BY =	DRAWN - BCK	CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	TS-05		CONTRACT NO.	
PLOT SCALE = 50.0000' / 1"	DATE - 10-28-09	DATE - 1/13/2014	REVISED -		FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT							
COUNTY HIGHWAY: A59 A64		FISCAL YEAR: 2019		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		COMPUTED:	REVISIONS	WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD				TS-47
SECTION: 19-A5918-00-PV				DRAWN:	DATE	IDOT DISTRICT 1 STANDARD TS-05				SCALE: SHEET 187 OF 195		

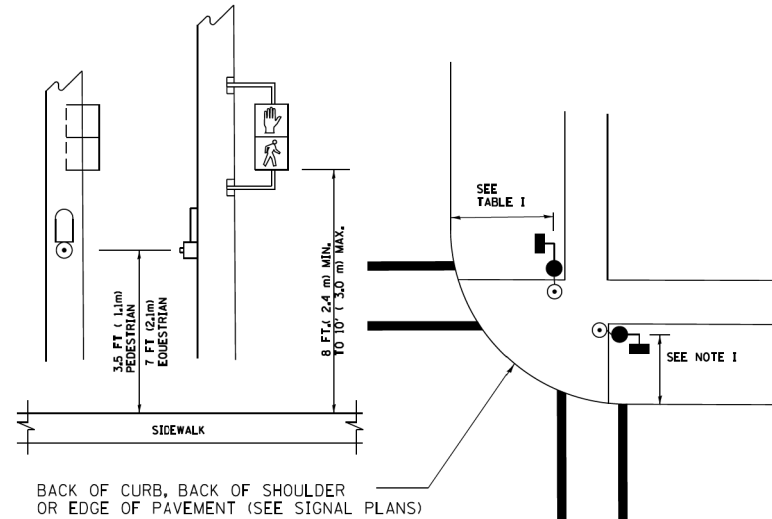
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

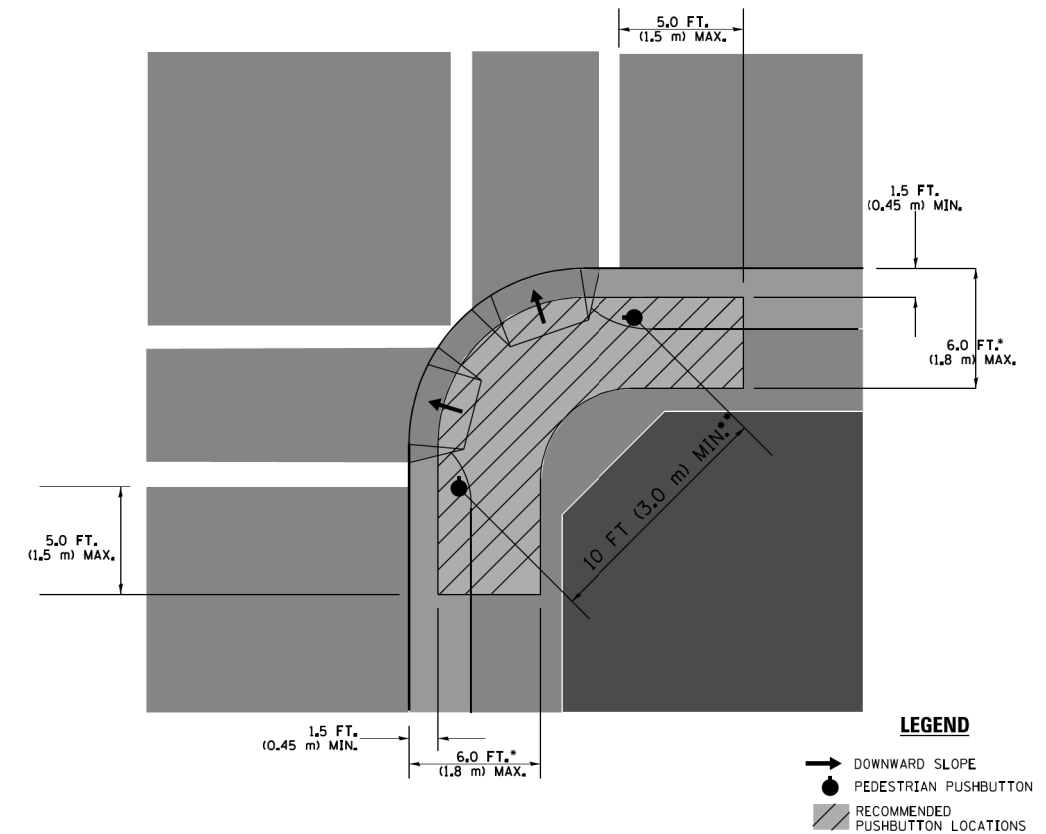
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

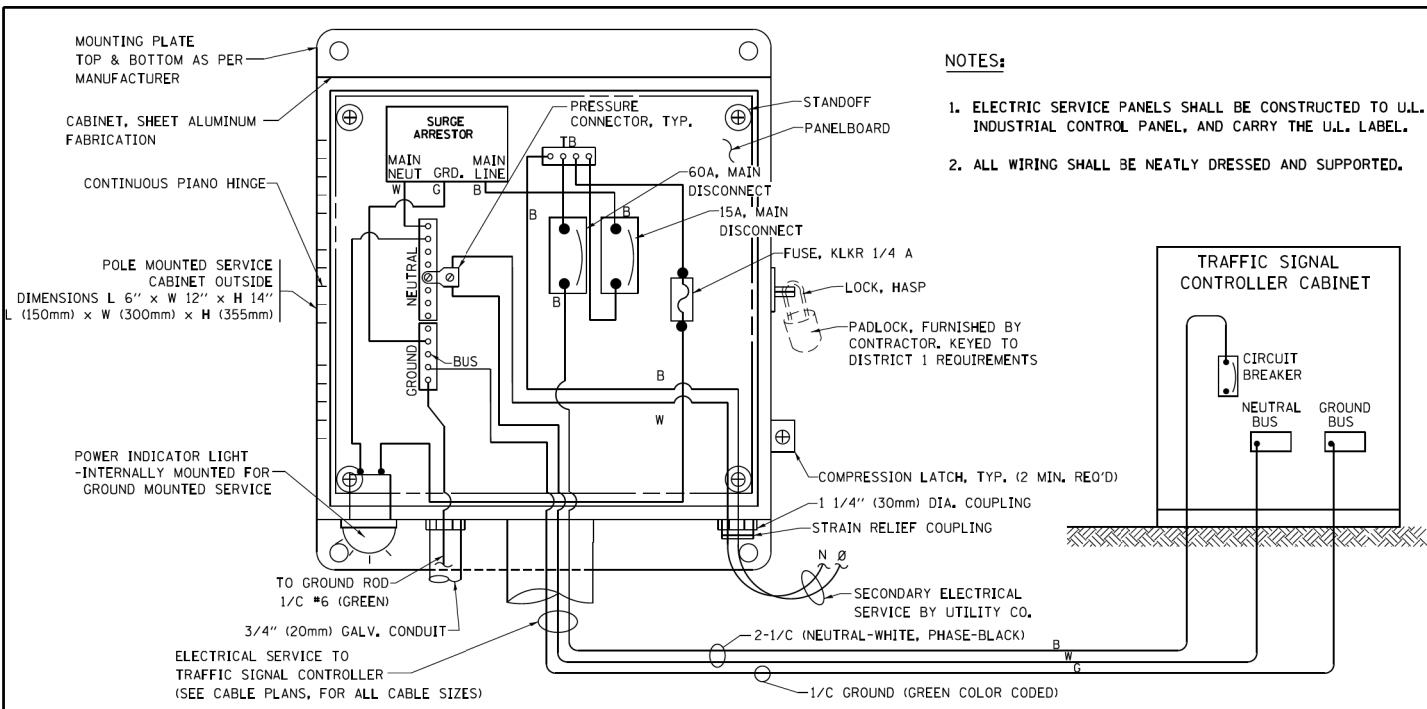
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

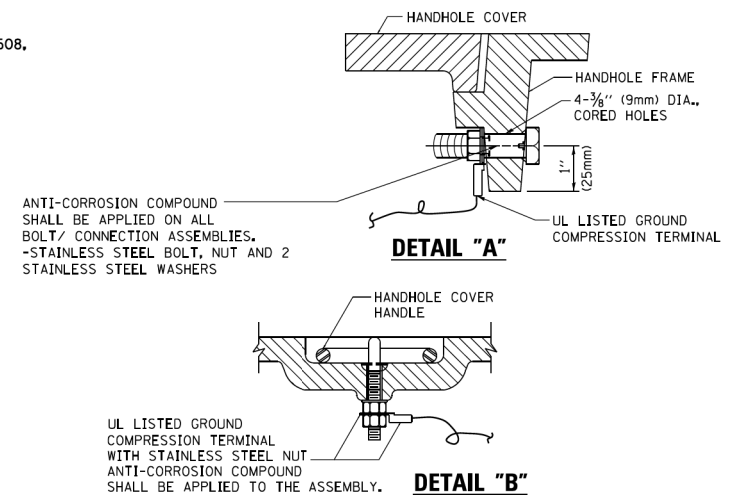
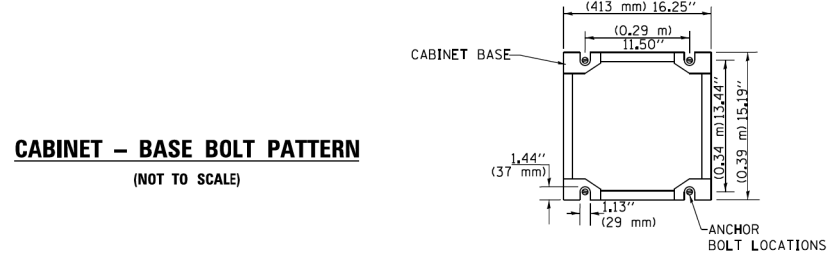
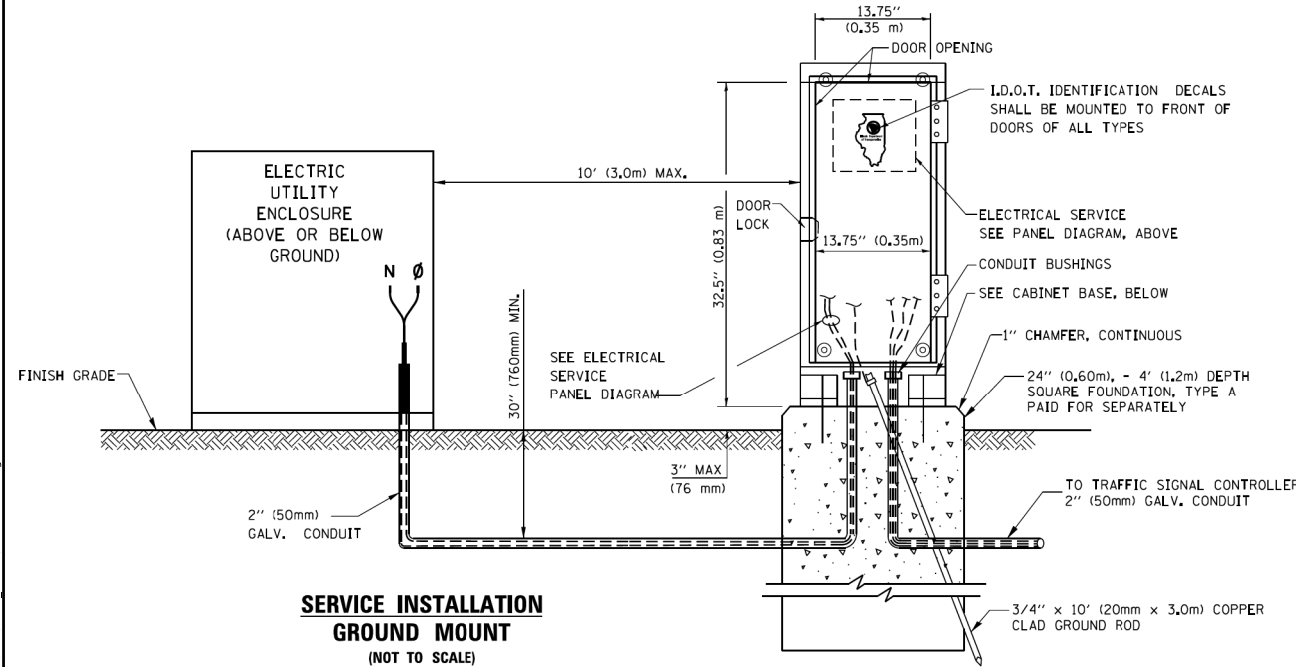
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM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

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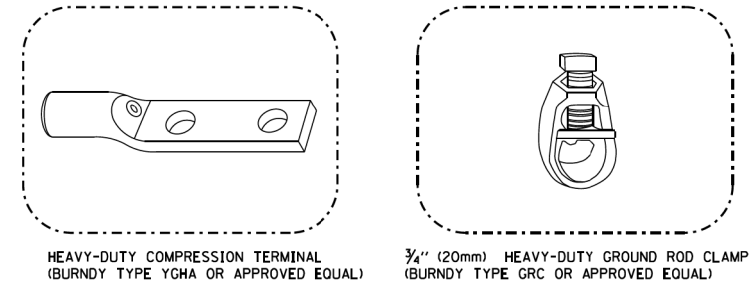
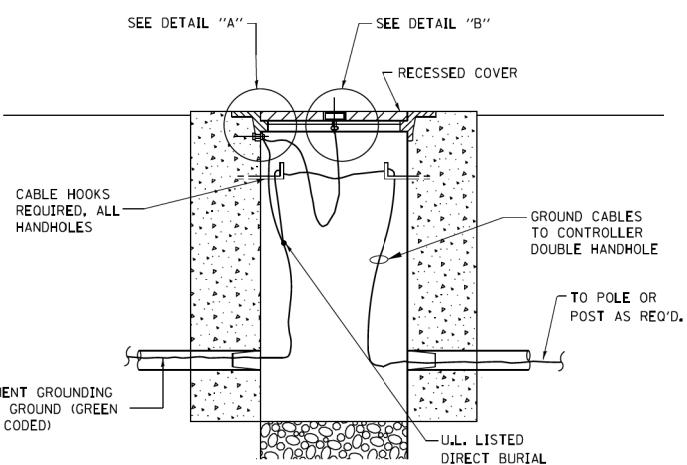
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PLOT SCALE = 50,0000 ' / 1" =	CHECKED - DAD	REVISI ON	DATE			SCALE: NONE		SHEET NO. 3 OF 7 SHEETS		STA. TO STA.		TS-05 CONTRACT NO.		
PLOT DATE = 1/13/2014	DATE - 10-28-09											FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
				COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS				WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD		IDOT DISTRICT 1 STANDARD TS-05		TS-48		
												SCALE: SHEET 188 OF 195		



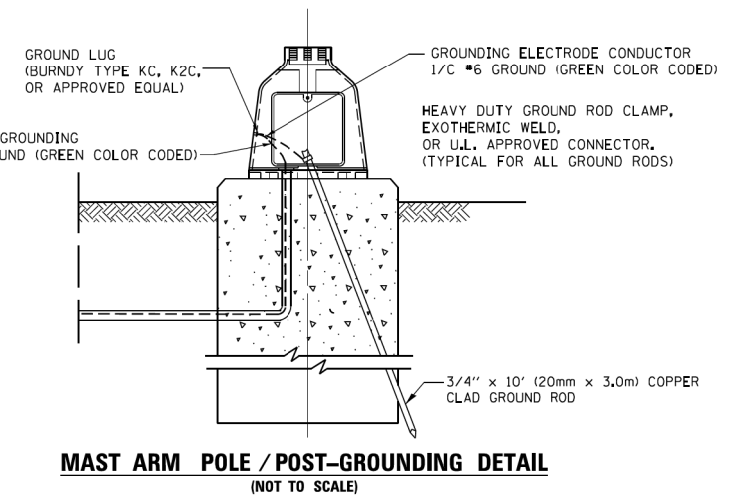
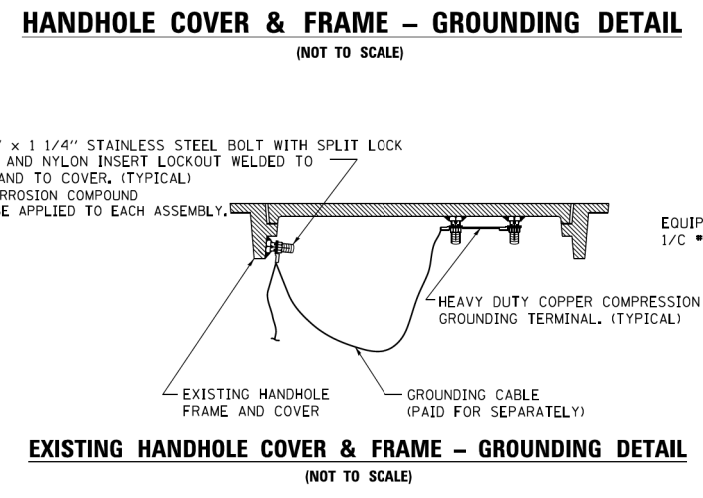
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



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

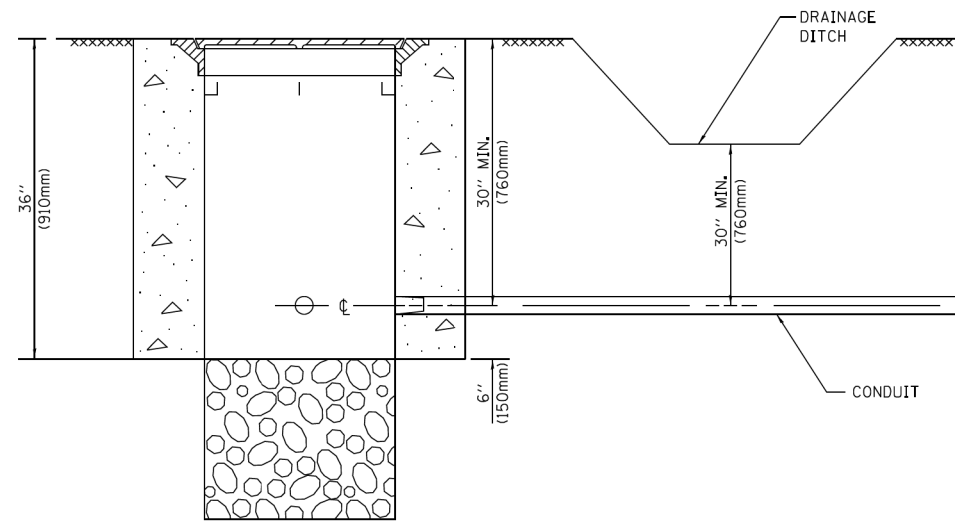


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



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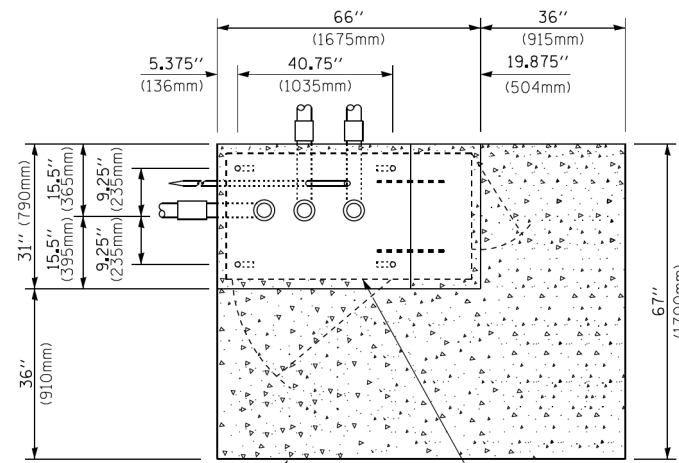
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COUNTY HIGHWAY: A59 A64		FISCAL YEAR: 2019		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS				COMPUTED: DRAWN: CHECKED:				WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD				TS-49					
COUNTY: COOK		SECTION: 19-A5918-00-PV																SCALE:			



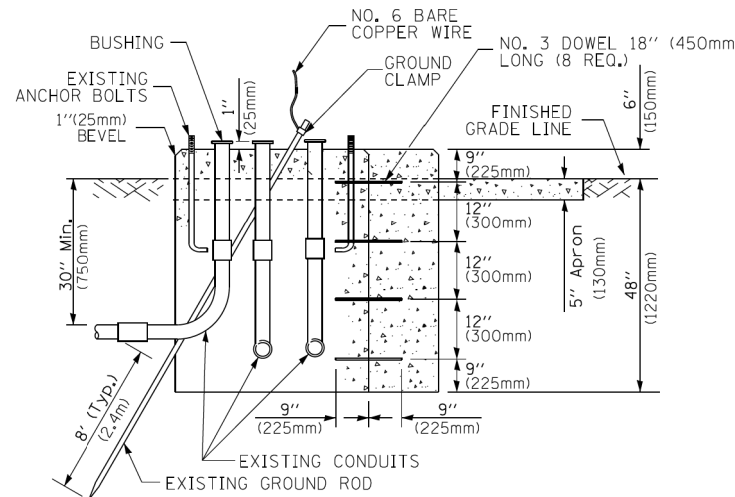
NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



TOP VIEW
(NOT TO SCALE)

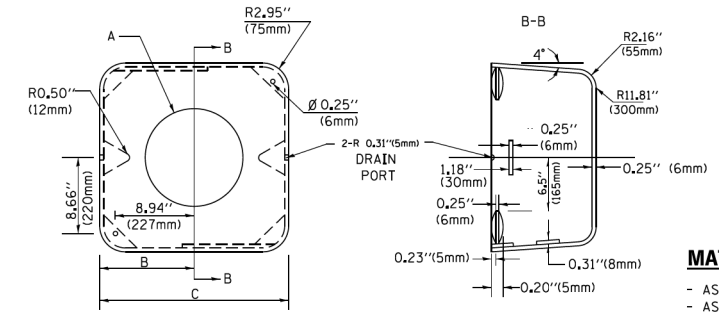


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

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



MATERIAL:

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

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

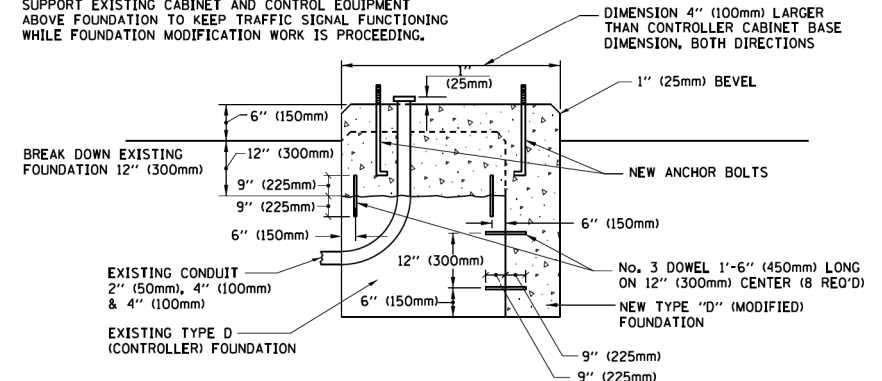
SHROUD

NOTES:

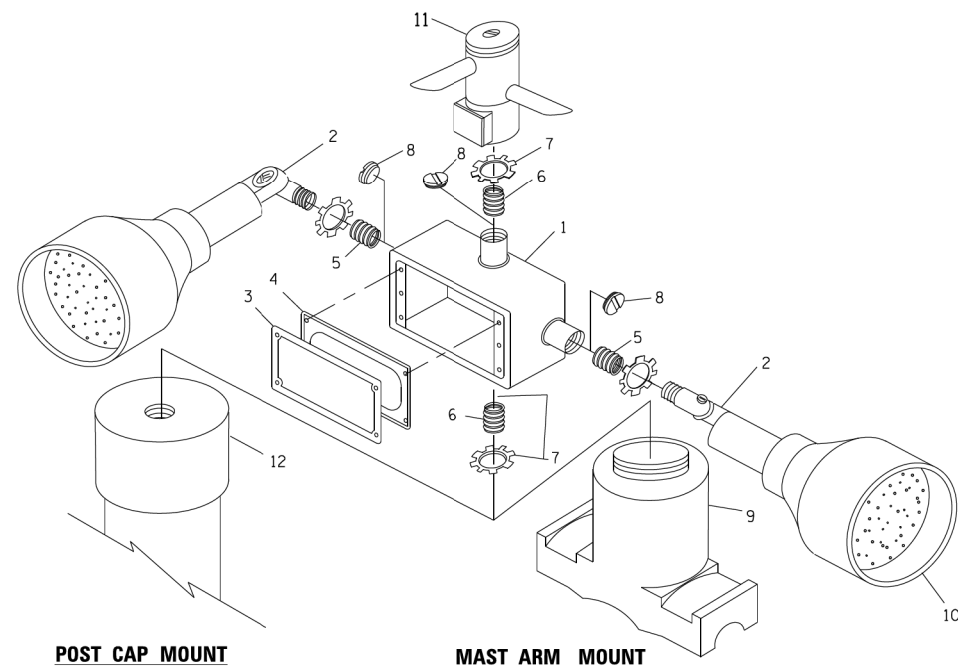
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



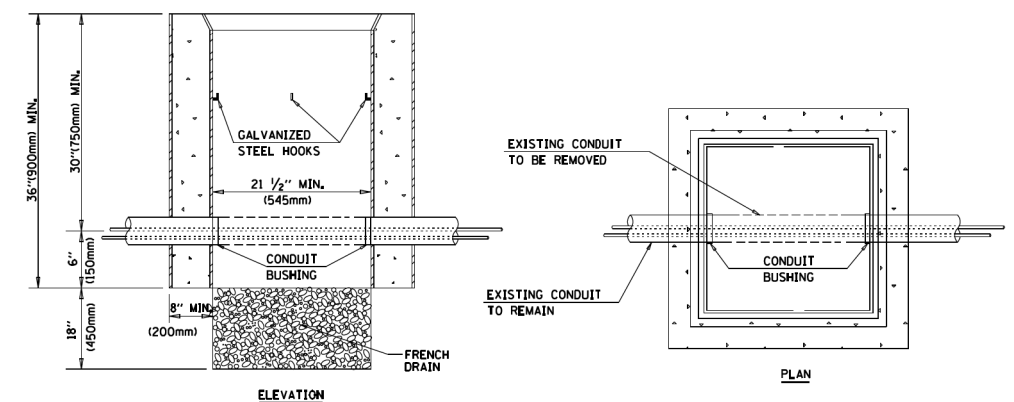
MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
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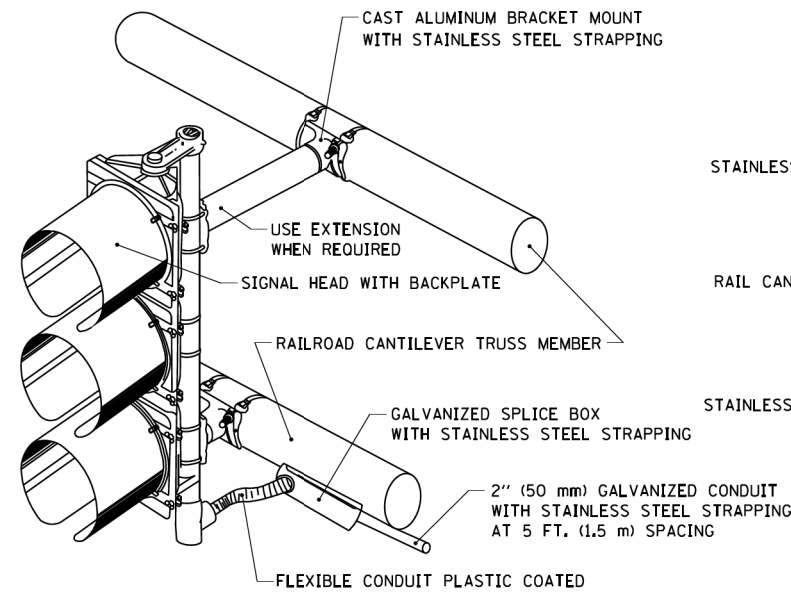
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	TS-05			
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT		CONTRACT NO.		

MT. PROSPECT, IL	COUNTY HIGHWAY: A59	
WHEELING TOWNSHIP	A64	
GLENVIEW, IL	FISCAL YEAR: 2019	
NORTHFIELD TOWNSHIP	SECTION: 19-A5918-00-PV	
DES PLAINES, IL		
ELK GROVE TOWNSHIP		
MAINE TOWNSHIP		

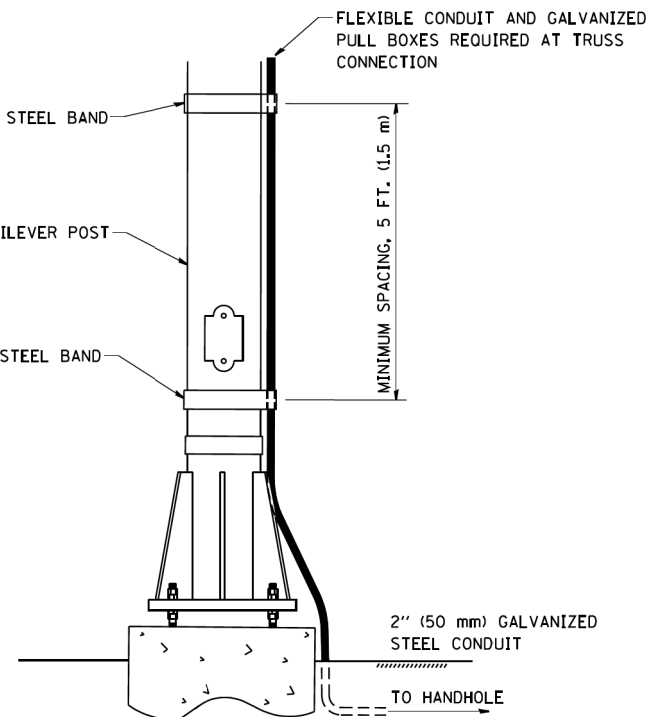
COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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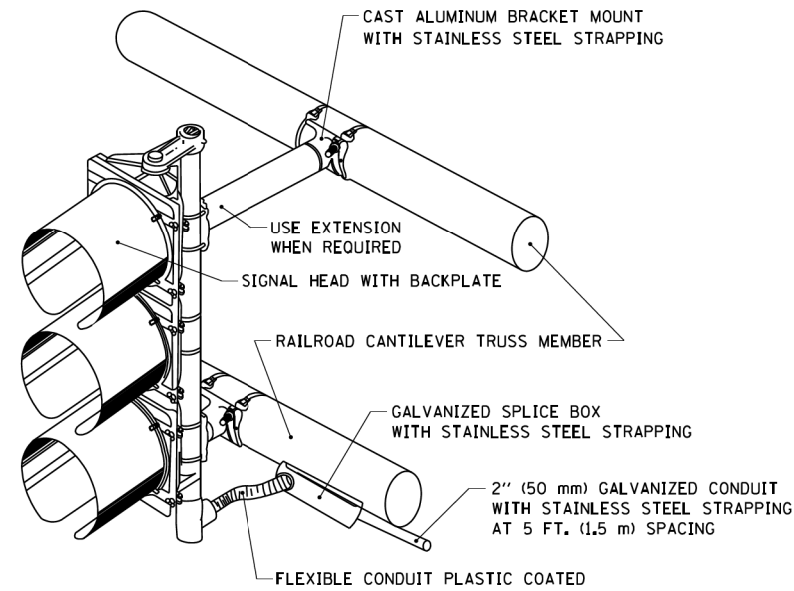
WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD
IDOT DISTRICT 1 STANDARD
TS-05



RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

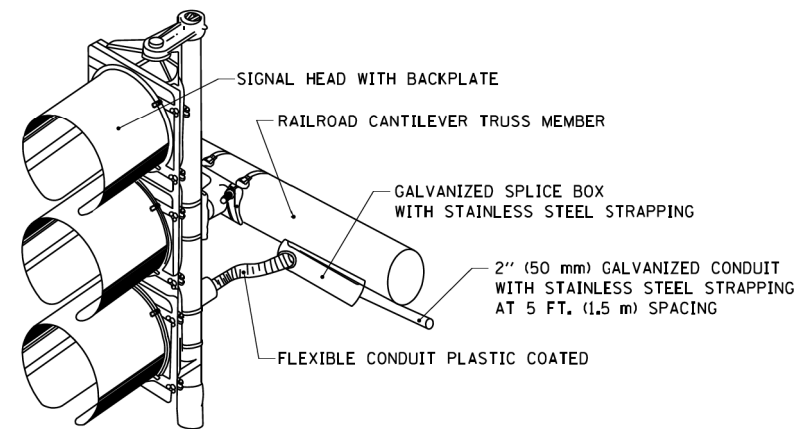


SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL



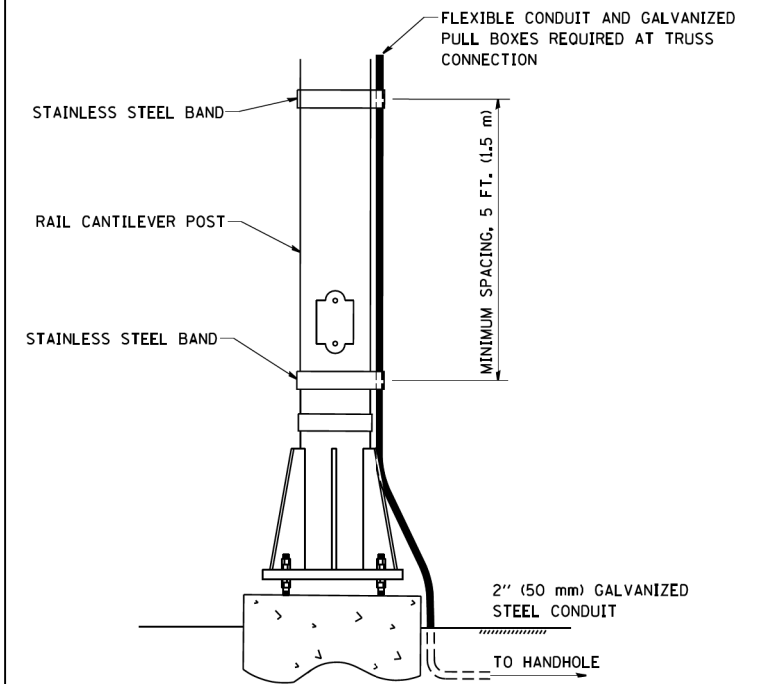
NOTE: USE NONCONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORRSION.

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING



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

RAILROAD CANTILEVER SIGNAL HEAD MOUNTING



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

SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**RAILROAD CANTILEVER
SIGNAL HEAD MOUNTING DETAIL**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-06			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		CONTRACT NO.		

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		DATE -	REVISED -

MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP	COUNTY HIGHWAY:	A59 A64
	FISCAL YEAR:	2019
	SECTION:	19-A5918-00-PV



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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REVISIONS	DATE

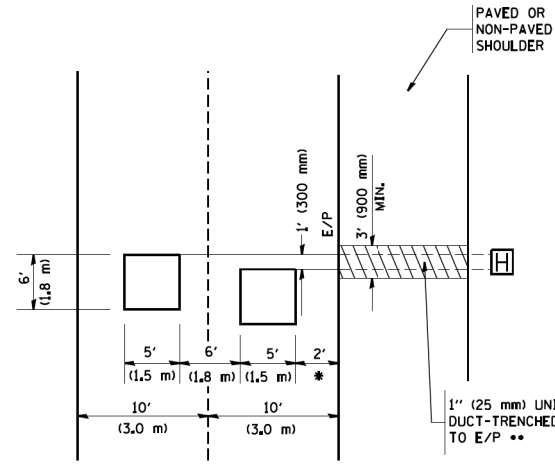
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WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD		
IDOT DISTRICT 1 STANDARD TS-06		

TS-52
SCALE: SHEET 192 OF 195

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LOOPS NEXT TO SHOULDERS

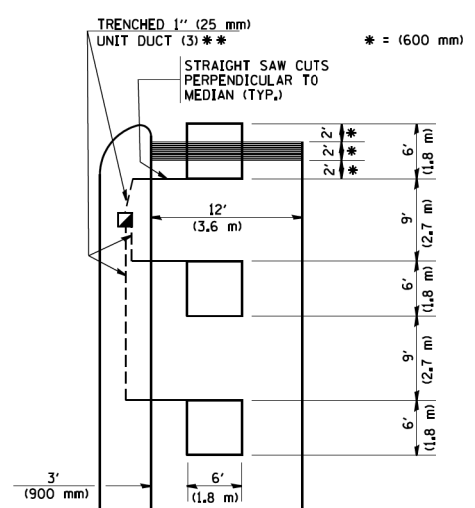
PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.



* = (600 mm)
 ** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

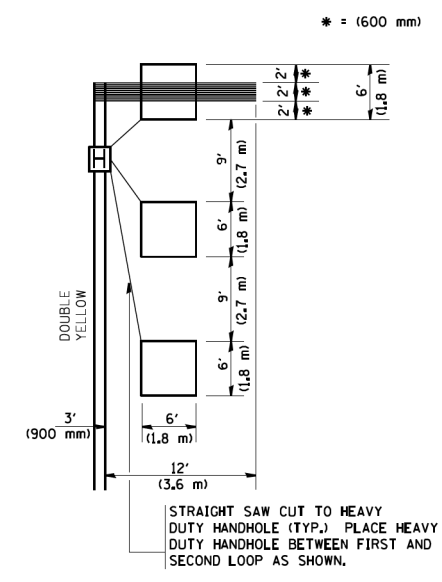
**LEFT TURN LANES WITH MEDIANS
 VOLUME DENSITY ("FAR OUT" DETECTION)
 ON SAME APPROACH
 (PROTECTED / PERMITTED LEFT TURN PHASING)**

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



** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.
 NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

**LEFT TURN LANES WITHOUT MEDIANS
 VOLUME DENSITY ("FAR OUT" DETECTION)
 ON SAME APPROACH
 (PROTECTED / PERMITTED LEFT TURN PHASING)**

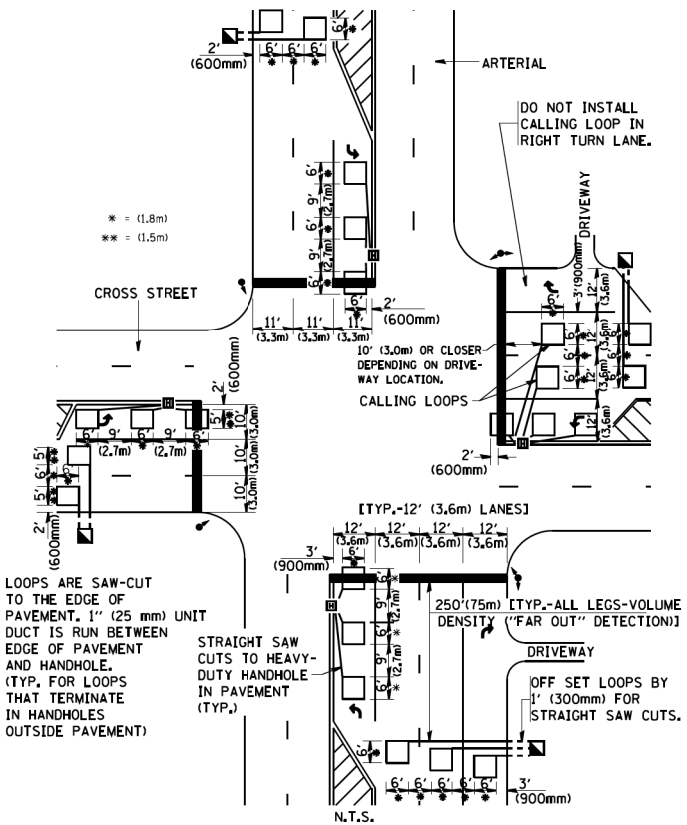


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

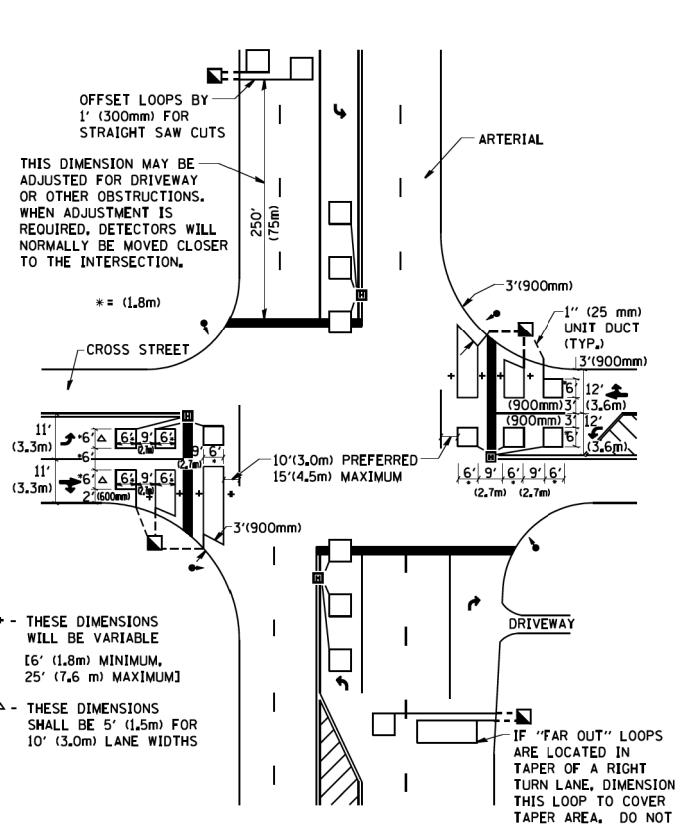
- VEHICLES LOOP DETECTORS**
- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
 - * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
 - * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE 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.

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



DETAIL 1
 N.T.S.

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



DETAIL 2
 N.T.S.

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.

MODEL: D:\dgn\... FILE NAME: P:\16163304-00... COOK COUNTY, Phase 2, Design\Task 07 W07 Demopre\DCN\CADD_Sheets\T07L-shr-ts38.dgn


FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglianob	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 50.0000' / IN.	PLOT DATE = 1/4/2008	CHECKED - DATE -	REVISED - REVISED -							SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.
MT. PROSPECT, IL WHEELING TOWNSHIP GLENVIEW, IL NORTHFIELD TOWNSHIP DES PLAINES, IL ELK GROVE TOWNSHIP MAINE TOWNSHIP		COUNTY HIGHWAY: A59 A64	FISCAL YEAR: 2019	COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD				IDOT DISTRICT 1 STANDARD TS-07				TS-53
SECTION: 19-A5918-00-PV		COMPUTED: DRAWN: CHECKED:												

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

	PREEMPTOR NUMBER 3																										PREEMPTOR NUMBER 4		CLEAR TO NORMAL SEQUENCE				
	1	5	5	8	8	11	11	14	18	18	22	22	26	26	2	3																	
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	2	3	◇
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	1C	2	1E	1F	3	1H	2	1K	1L	3	2	1P	1Q	3	2 OR 3	1T	1U	2	1W	3	1Y	1Z	2	1BB	3	1DD	1EE	2	3			◇
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	1C	2	1E	1F	3	1H	2	1K	1L	3	2	1P	1Q	3	2 OR 3	1T	1U	2	1W	3	1Y	1Z	2	1BB	3	1DD	1EE	2	3			◇
MAIN STREET END MAST ARM AND FAR LEFT SIGNALS E/B	R ←Y	R	R	R	R	R	G ←G	G ←Y	G ←G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
MAIN STREET FAR RIGHT SIGNAL E/B	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
MAIN STREET END MAST ARM AND FAR LEFT SIGNALS W/B	R ←Y	G ←G	G ←Y	G ←G	Y	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◇
MAIN STREET FAR RIGHT SIGNAL W/B	R	G	G	G	Y	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	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	G	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	G	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	G	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	G	R	◇
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON NORTHSIDE OF MAIN STREET	H	FH	H	FH	H	H	H	H	H	H	H	FH	FH	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	FH	H	FH	H	H	FH	FH	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	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	FH	H	H	FH	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	FH	H	H	H	H	H	FH	H	H	FH	H	H	H	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2 OR 3 IS TERMINATED.

MODEL: Default
 FILE NAME: P:\16163304-00_Cook County Phase 2 Design\Task 07 W07 Demoprep\DC\CA\ADD_Sheets\T07_sht-ts08.dgn

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION - MAIN STREET AND CROSS STREET	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PROJECT =	PROJECT =	CHECKED -	REVISED -			SCALE: NONE	SHEET 1	OF 2	SHEETS	STA.	TO STA.
PLOT SCALE = 100,0000' / in	PLOT DATE = 11/17/2015	CHECKED -	REVISED -			TS-08 ILLINOIS FED. AID PROJECT					
DATE =	DATE =	CHECKED -	REVISED -			WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD					
COUNTY HIGHWAY: A59 A64 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV		 COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS			COMPUTED:	REVISIONS	DATE	IDOT DISTRICT 1 STANDARD TS-08			TS-54 SCALE: SHEET 194 OF 195

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 + 5		1 + 6			2 + 5		2 + 6		3 + 7			3 + 8			4 + 7			4 + 8														
INTERVAL	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	φ	φ	2+6	φ	φ	2+6			3+7 3+8 4+7 4+8		1+5 1+6 2+5 2+6	3+8	4+7	φ	φ	1+5 1+6 2+5 2+6	4+8	φ	φ	1+5 1+6 2+5 2+6	4+8							1+5 1+6 2+5 2+6	
MAIN STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET E/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
MAIN STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	G	G	G	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 W/B FAR RIGHT SIGNAL	R	R	R	R	G	G	G	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 S/B END MAST ARM AND FAR LEFT SIGNALS	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 S/B FAR RIGHT SIGNAL	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 N/B END MAST ARM AND FAR LEFT SIGNALS	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 N/B FAR RIGHT SIGNAL	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	H	H	H	*P	**FH	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
PEDESTRIAN SIGNALS CROSSING CROSS STREET ON SOUTHSIDE OF MAIN STREET	H	H	H	H	H	H	H	*P	**FH	H	*P	**FH	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	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

- TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- ** FLASHING "H" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- φ 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 "H" OR FLASHING "H" INTERVALS. "H" AND FLASHING "H" TIMINGS TO BE SET ONLY ON PHASES WHERE "H" AND FLASHING "H" 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

	1	5	8	11	14	18	22	26	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2											
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER																						
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER									2	3												
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	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	2	1N	2	10	2	1S	2	3	4	5		
MAIN STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
MAIN STREET E/B FAR RIGHT SIGNAL	R	Y	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
MAIN STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	Δ
MAIN STREET W/B FAR RIGHT SIGNAL	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	Δ
CROSS STREET S/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Δ
CROSS STREET S/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Δ
CROSS STREET N/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
CROSS STREET N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
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	Δ
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	Δ
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON EASTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING MAIN STREET ON WESTSIDE OF CROSS STREET	H	H	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	Δ
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	Δ
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	Δ

Δ 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.

MODEL: Default
 FILE NAME: P:\16163304-00_Cook County Phase 2_DesignTask 07_W07 Demopreemtion\CAD\CADD_Sheets\T01_sht.ts0.dgn

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION - MAIN STREET AND CROSS STREET				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\16163304-00_Cook County Phase 2_DesignTask 07_W07 Demopreemtion\CAD\CADD_Sheets\T01_sht.ts0.dgn		CHECKED -	REVISED -		SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.				TS-08 CONTRACT NO.				
PLOT SCALE = 100.0000' / in		DATE -	REVISED -		SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT				
Default					SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT				
COUNTY HIGHWAY: A59 A64 FISCAL YEAR: 2019 SECTION: 19-A5918-00-PV		COUNTY OF COOK DEPARTMENT OF TRANSPORTATION AND HIGHWAYS		COMPUTED: DRAWN: CHECKED:	WEST LAKE AVENUE - WOLF ROAD TO LANDWEHR ROAD IDOT DISTRICT 1 STANDARD TS-08				TS-55 SCALE: SHEET 195 OF 195				