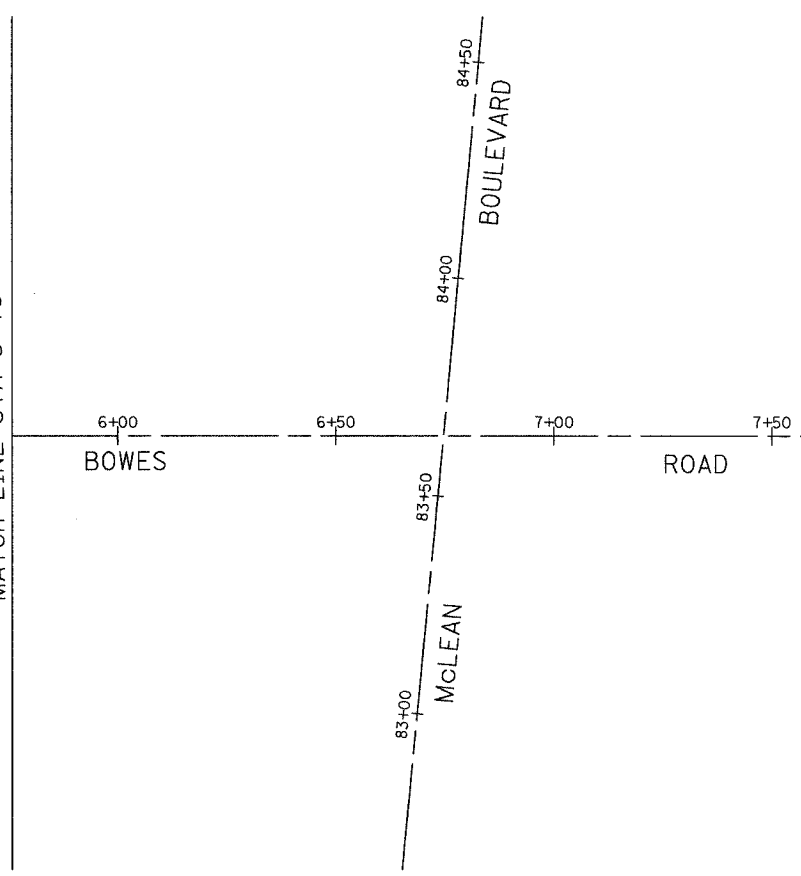


CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	101
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

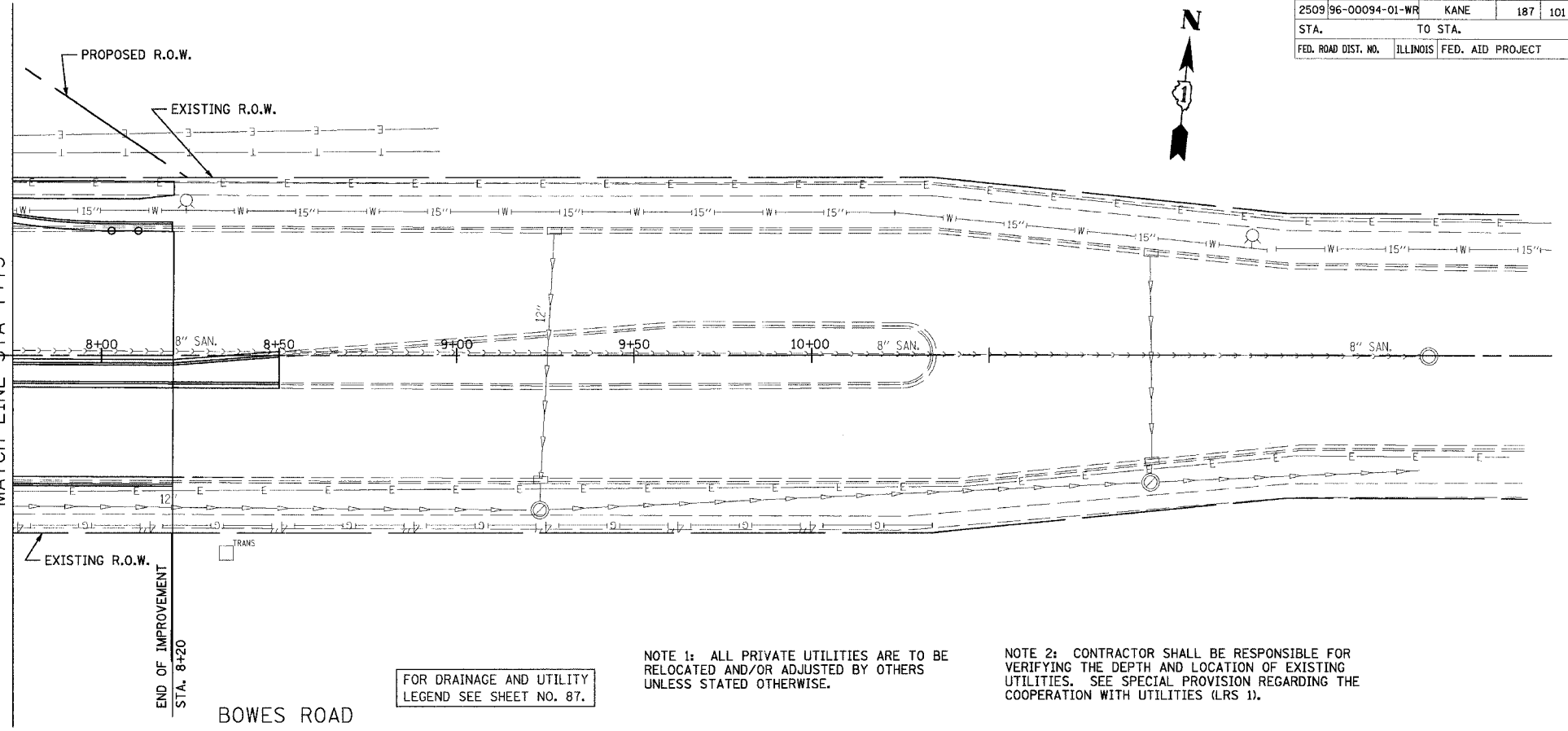


PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
	NO.		

SEE SHEET NO. 100  
MATCH LINE STA 5+75



SEE SHEET NO. 95  
MATCH LINE STA 7+75

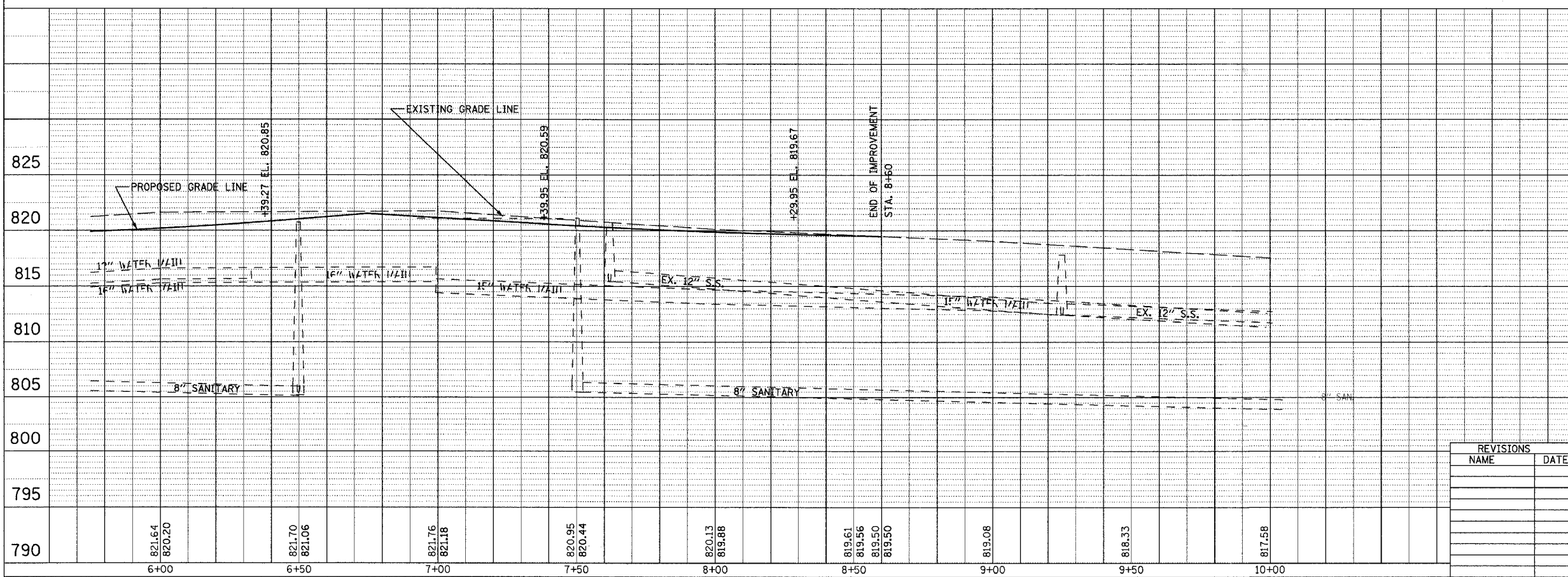


FOR DRAINAGE AND UTILITY  
LEGEND SEE SHEET NO. 87.

NOTE 1: ALL PRIVATE UTILITIES ARE TO BE  
RELOCATED AND/OR ADJUSTED BY OTHERS  
UNLESS STATED OTHERWISE.

NOTE 2: CONTRACTOR SHALL BE RESPONSIBLE FOR  
VERIFYING THE DEPTH AND LOCATION OF EXISTING  
UTILITIES. SEE SPECIAL PROVISION REGARDING THE  
COOPERATION WITH UTILITIES (LRS 1).

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	BY		
	NO.		



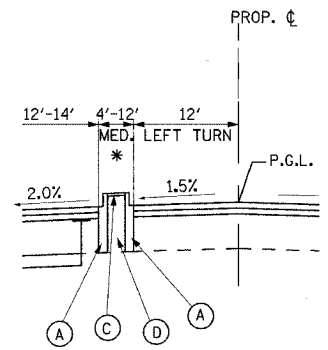
REVISIONS	
NAME	DATE

**URS** 1701 GOLF ROAD, SUITE 1000 TEL (847) 228-0707  
ROLLING MEADOWS, IL 60008 FAX (847) 228-1115

BOWES ROAD  
DRAINAGE AND UTILITIES  
STA. 7+75 TO STA. 8+20

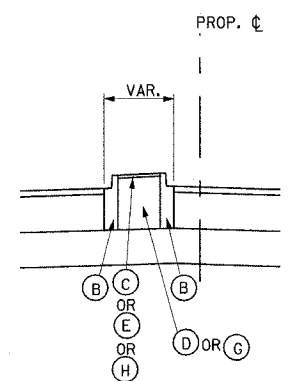
SCALE: VERT. 1" = 5'  
HORIZ. 1" = 20'  
DATE: 04/06/2007  
DRAWN BY:  
CHECKED BY:

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	102
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



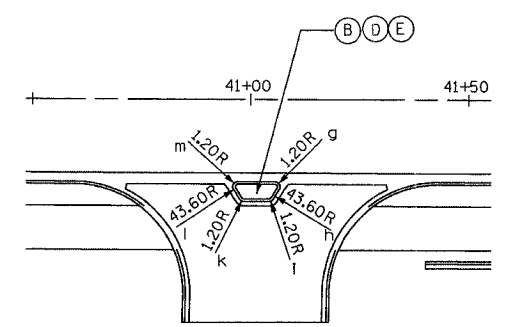
\* 4' RAISED MEDIAN:  
SB-6.06, STA. 9+58 TO STA. 11+66  
4'-12' PAINTED MEDIAN:  
STA. 5+00 TO STA. 9+58  
STA. 14+81 TO STA. 15+84

RAISED MEDIAN DETAIL FOR HOPPS ROAD/SPRING STREET

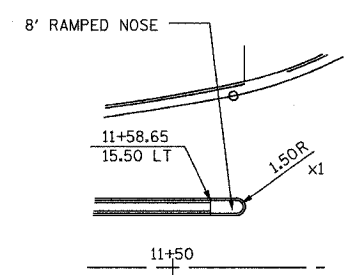


TYPICAL RAISED MEDIAN DETAIL

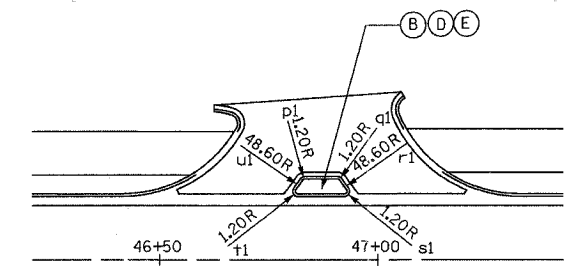
- (A) COMB. CONCRETE C&G TYPE B-6.06
- (B) COMB. CONCRETE C&G TYPE B-6.12
- (C) HMA MEDIAN SURFACE 4"
- (D) COARSE AGGREGATE FILL
- (E) CONCRETE MEDIAN SURFACE, 4"
- (F) CONCRETE CURB TYPE B
- (G) TOP SOIL
- (H) SOD



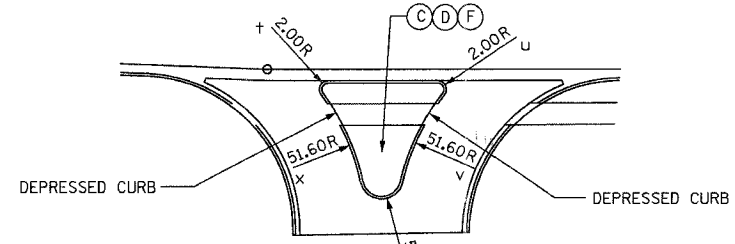
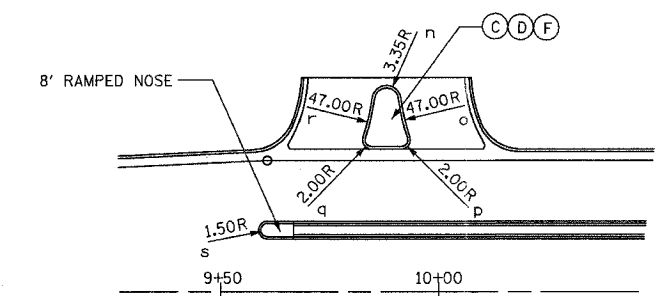
RAISED MEDIAN DETAIL FOR MCLEAN BLVD.



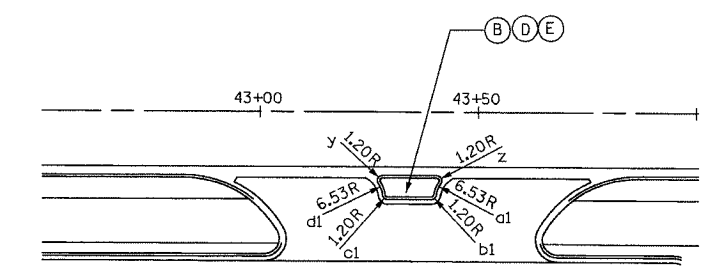
RAISED MEDIAN DETAIL FOR HOPPS ROAD/SPRING STREET



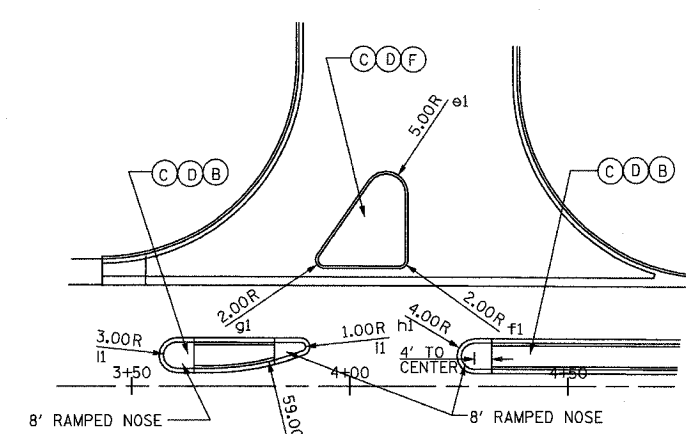
RAISED MEDIAN DETAIL FOR MCLEAN BLVD.



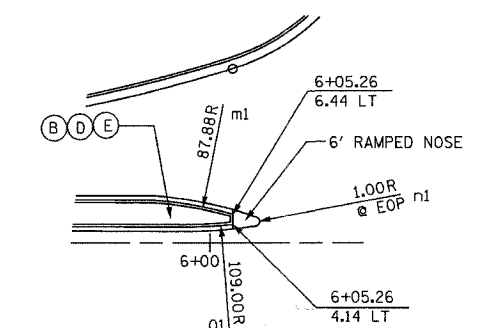
RAISED MEDIAN DETAIL FOR HOPPS ROAD/SPRING STREET



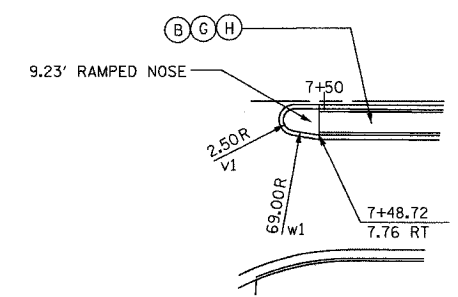
RAISED MEDIAN DETAIL FOR MCLEAN BLVD.



RAISED MEDIAN DETAIL FOR BOWES ROAD



RAISED MEDIAN DETAIL FOR BOWES ROAD



RAISED MEDIAN DETAIL FOR BOWES ROAD

CENTER	STA & OFFSET	CENTER	STA & OFFSET	CENTER	STA & OFFSET
a	NOT USED	s	+60.65, 14.00 LT	k1	3+67.84, 63.11 LT
b	NOT USED	t	+74.63, 40.60 LT	ll	+60.26, 7.13 LT
c	NOT USED	u	+99.74, 40.60 RT	m1	5+81.25, 78.09 RT
d	NOT USED	v	10+41.97, 73.60 RT	n1	+10.42, 4.80 LT
e	NOT USED	w	+86.88, 60.62 RT	o1	5+93.96, 112.54 LT
f	NOT USED	x	+9+31.54, 72.48 RT	p1	+83.25, 47.41 LT
g	+05.67, 33.20 RT	y	+28.16, 33.19 RT	q1	+90.86, 47.41 LT
h	41+43.25, 57.60 RT	z	+40.56, 33.19 RT	r1	47+32.61, 74.60 LT
i	+04.34, 35.38 RT	a1	43+46.96, 37.51 RT	s1	+92.39, 45.20 LT
k	+98.58, 35.38 RT	b1	+39.32, 36.38 RT	t1	+81.72, 45.20 LT
l	40+59.66, 57.60 RT	c1	+29.40, 36.38 RT	u1	46+41.49, 74.60 LT
m	+97.24, 33.20 RT	d1	43+21.76, 37.51 RT	v1	+64.65, 14.00 LT
n	9+87.99, 43.91 LT	e1	+08.33, 44.12 LT	w1	+7+56.76, 60.78 LT
o	10+37.91, 50.16 LT	f1	+11.33, 29.01 LT	x1	7+43.08, 4.30 RT
p	+91.44, 34.60 LT	g1	+94.18, 29.05 LT		
q	+84.50, 34.60 LT	h1	+28.53, 6.96 LT		
r	9+38.04, 50.16 LT	i1	+88.87, 9.06 LT		

NOTES:

- RADII FOR RAISED MEDIANS ARE DIMENSIONED TO THE FACE OF CURB (FOB). RETURN RADII FOR ALL STREETS ARE DIMENSIONED TO THE EDGE OF PAVEMENT (EOP). RETURN RADII FOR ALL PRIVATE ENTRANCES ARE DIMENSIONED TO THE BACK OF CURB (BOC). SEE ROADWAY PLANS FOR THE RETURN RADII INFORMATION FOR STREETS AND ENTRANCES.
- DO NOT SCALE THE DETAILS FROM THIS DRAWING.
- SEE IDOT STD. 606301 FOR ADDITIONAL DETAILS FOR MEDIAN AND RAMPED NOSE.

REVISIONS	
NAME	DATE

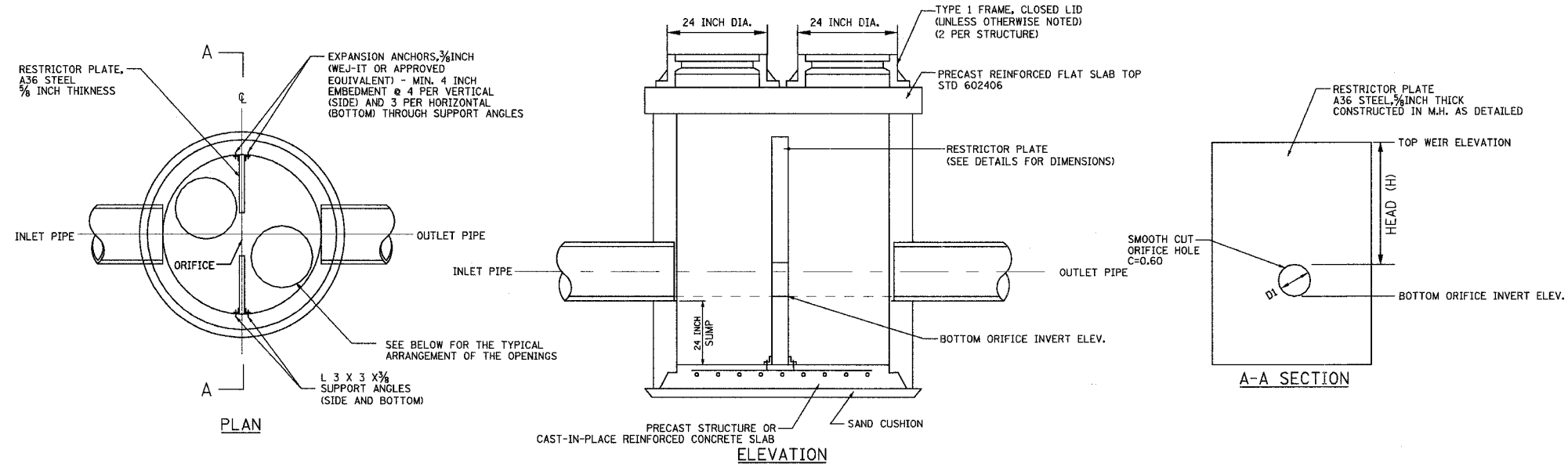
**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**McLEAN BOULEVARD**

**CONSTRUCTION DETAILS ROADWAY**

SCALE: DATE 04/06/2007 DRAWN BY CHECKED BY

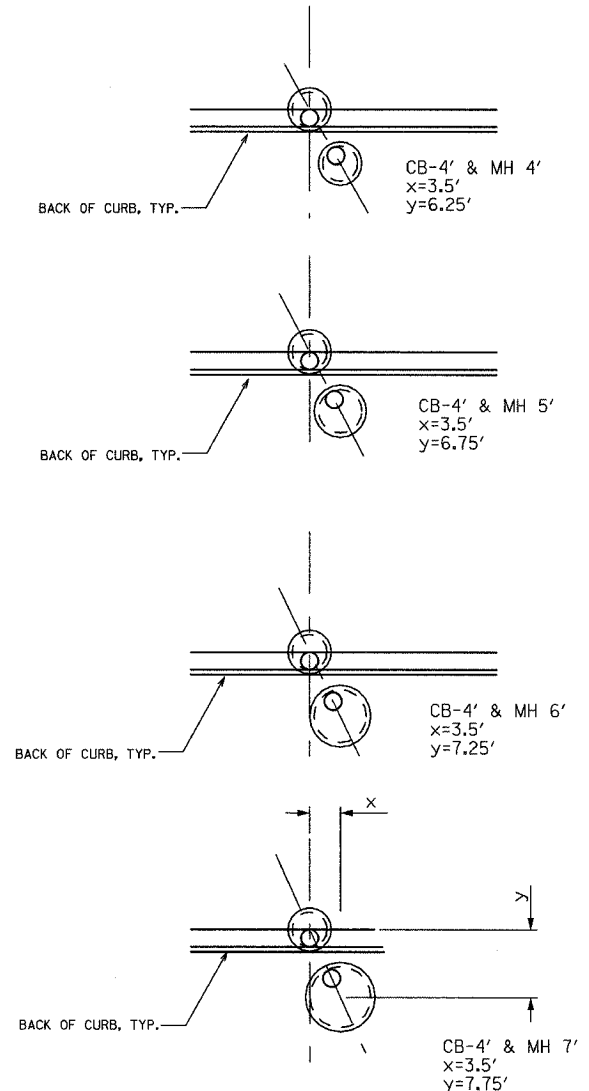
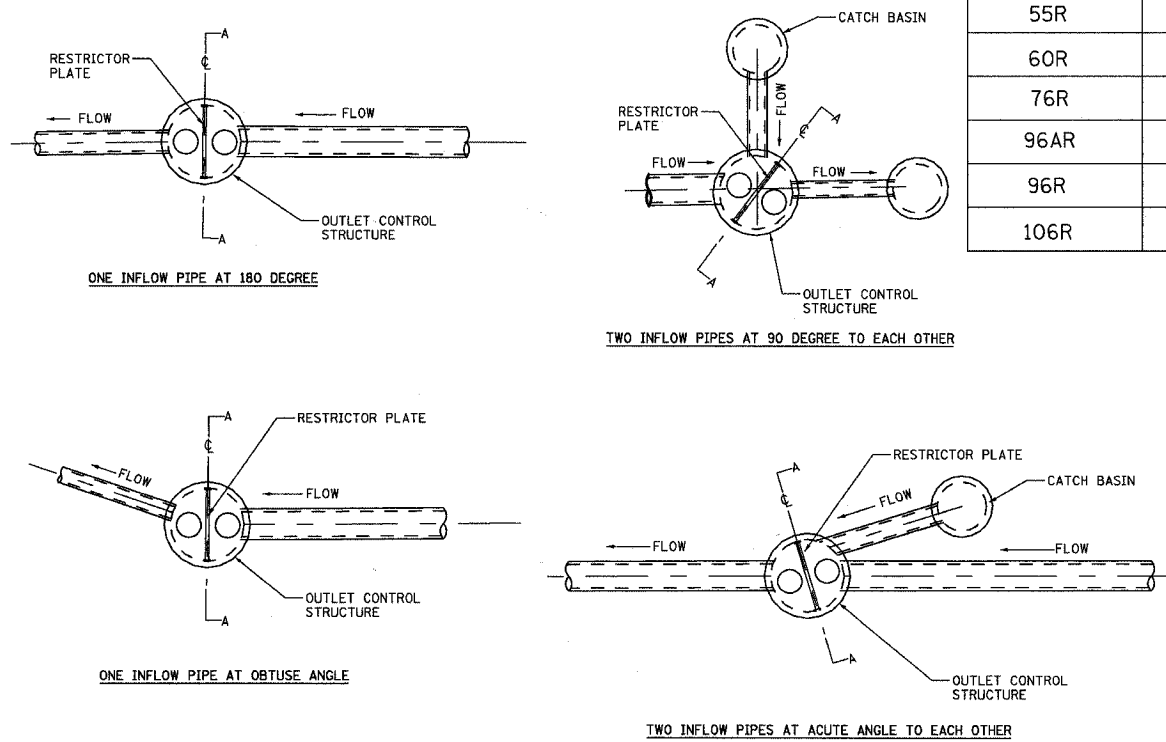
CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	103
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



RESTRICTOR PLATE DETAIL

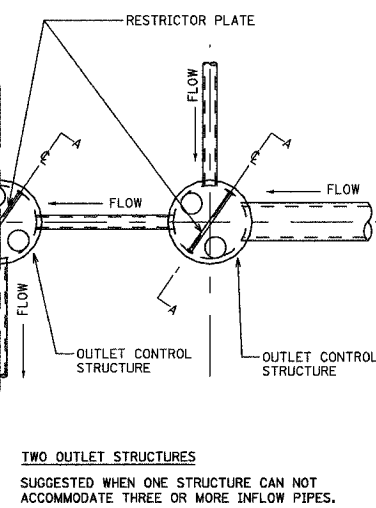
RESTRICTOR NO.	STRUCTURE DIAMETER (FT)	ORIFICE DIAMETER (INCH)	ORIFICE INVERT	HEAD (FT)	TOP OF WEIR ELEVATION	RIM ELEVATION
24R	7.0	6.75	797.79	5.77	804.12	816.18
36R	7.0	5.50	804.61	3.68	808.75	811.13
55R	6.0	14.50	798.62	2.65	802.48	805.70
60R	6.0	14.50	798.65	2.65	802.51	805.70
76R	7.0	8.25	803.65	3.03	806.83	808.50
96AR	6.0	5.75	805.31	3.24	808.83	810.50
96R	6.0	5.75	805.29	3.24	808.83	810.50
106R	6.0	6.25	816.80	2.43	819.75	824.50

TYPICAL RESTRICTOR PLATE AND OPENING ARRANGEMENTS



TYPICAL CB AND MH RELATIVE LOCATIONS

(ACTUAL LOCATIONS MAY VARY. SEE DRAINAGE PLAN SHEETS)



REVISIONS	
NAME	DATE

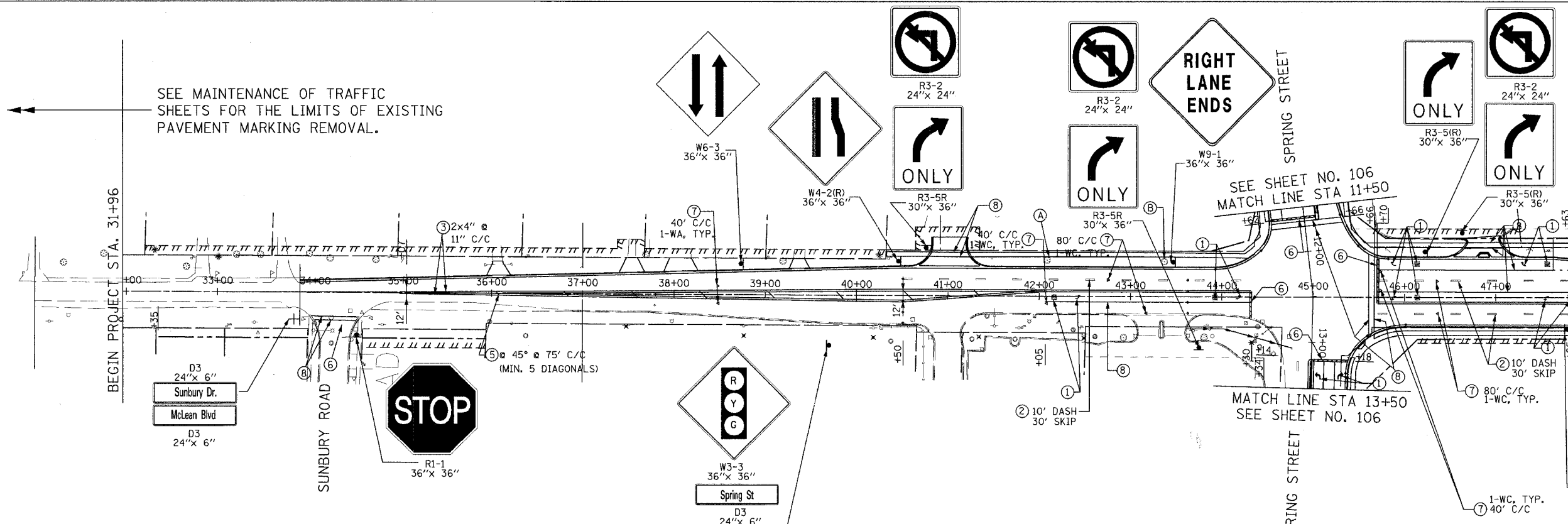
**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**McLEAN BOULEVARD**

**CONSTRUCTION DETAILS RESTRICTOR**

SCALE: DATE 04/06/2007 DRAWN BY CHECKED BY

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	104
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

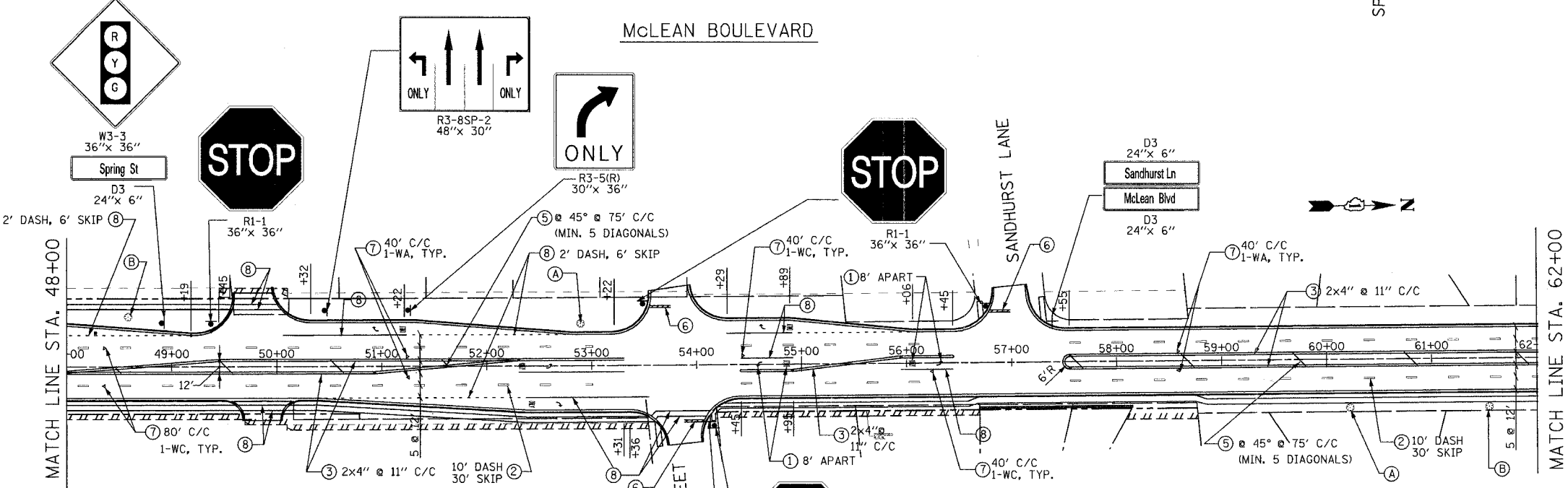


SEE MAINTENANCE OF TRAFFIC SHEETS FOR THE LIMITS OF EXISTING PAVEMENT MARKING REMOVAL.

SEE SHEET NO. 106 MATCH LINE STA 11+50

MATCH LINE STA 13+50 SEE SHEET NO. 106

**SPEED LIMIT 45**



- NOTES:
1. ACTUAL LOCATION OF SIGNS ARE TO BE DETERMINED IN THE FIELD DURING CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
  2. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" FOR ADDITIONAL DETAILS.
  3. ALL SIGNS TO BE DIAMOND GRADE VIP TYPE.
  4. SIGN POSTS SHALL BE TELSAR STEEL POSTS (2"x2"x10") USING THE V-LOC SOCKET SYSTEM FROM TAPCO OR APPROVED EQUIVALENT. ALL STEEL POSTS TO BE POWDER COATED DARK BRONZE.
  5. MINIMUM 250 FT TO MAXIMUM 500 FT. THE ACTUAL LOCATION TO BE DETERMINED IN THE FIELD.

- LEGEND**
- ① POLYUREA PAVEMENT MARKING LETTERS AND SYMBOLS
  - ② POLYUREA PAVEMENT MARKING-LINE 4" (WHITE)
  - ③ POLYUREA PAVEMENT MARKING-LINE 4" (YELLOW)
  - ④ POLYUREA PAVEMENT MARKING-LINE 12" (WHITE)
  - ⑤ POLYUREA PAVEMENT MARKING-LINE 12" (YELLOW)
  - ⑥ POLYUREA PAVEMENT MARKING-LINE 24" (WHITE)
  - ⑦ POLYUREA PAVEMENT MARKING-LINE 24" (YELLOW)
  - ⑧ RAISED REFLECTIVE PAVEMENT MARKERS \*
  - ⑨ POLYUREA PAVEMENT MARKING-LINE 6" (WHITE)
  - ⑩ PAINT PAVEMENT MARKING-LINE 4" (YELLOW)
  - Ⓐ AUTUMN BLAZE MAPLE
  - Ⓑ KENTUCKY COFFEE TREE
- \* 1-WA = ONE-WAY AMBER  
 1-WC = ONE-WAY CRYSTAL  
 2-WA = TWO-WAY AMBER

REVISIONS	
NAME	DATE

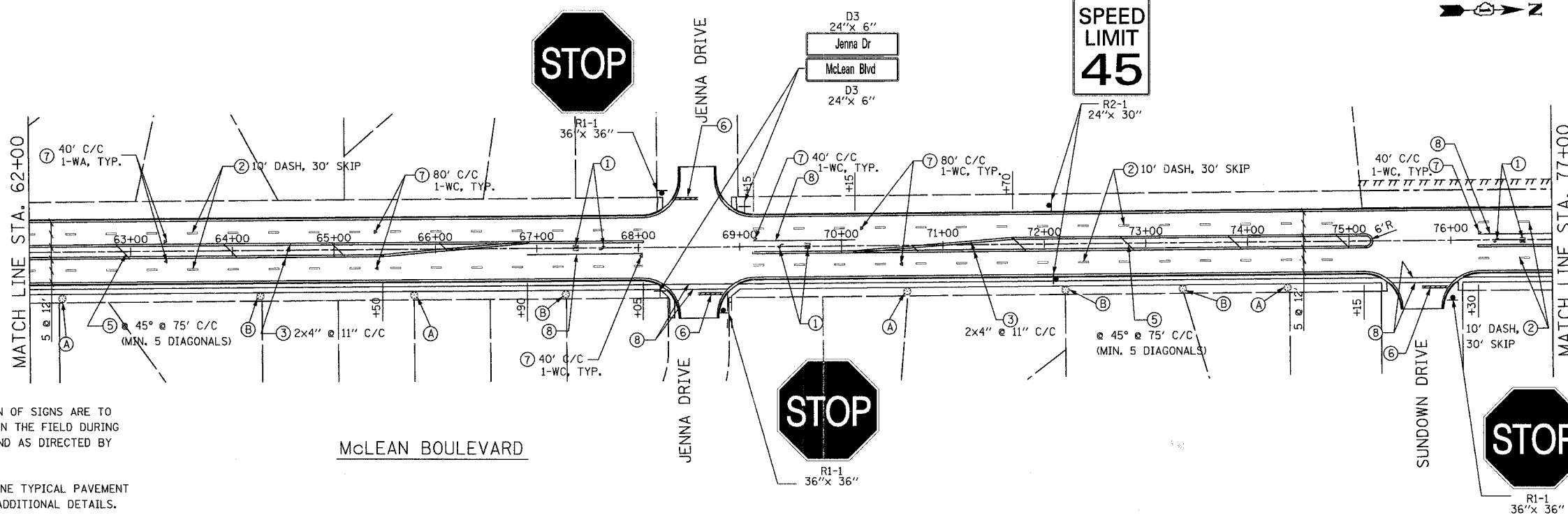
**URS** 100 SOUTH WACKER DRIVE  
 SUITE 500  
 CHICAGO, IL 60606 TEL (312) 939-1000  
 FAX (312) 939-4198

**McLEAN BOULEVARD**  
 PAVEMENT MARKING,  
 LANDSCAPING AND SIGNING

SCALE: DATE 04/06/2007 DRAWN BY CHECKED BY



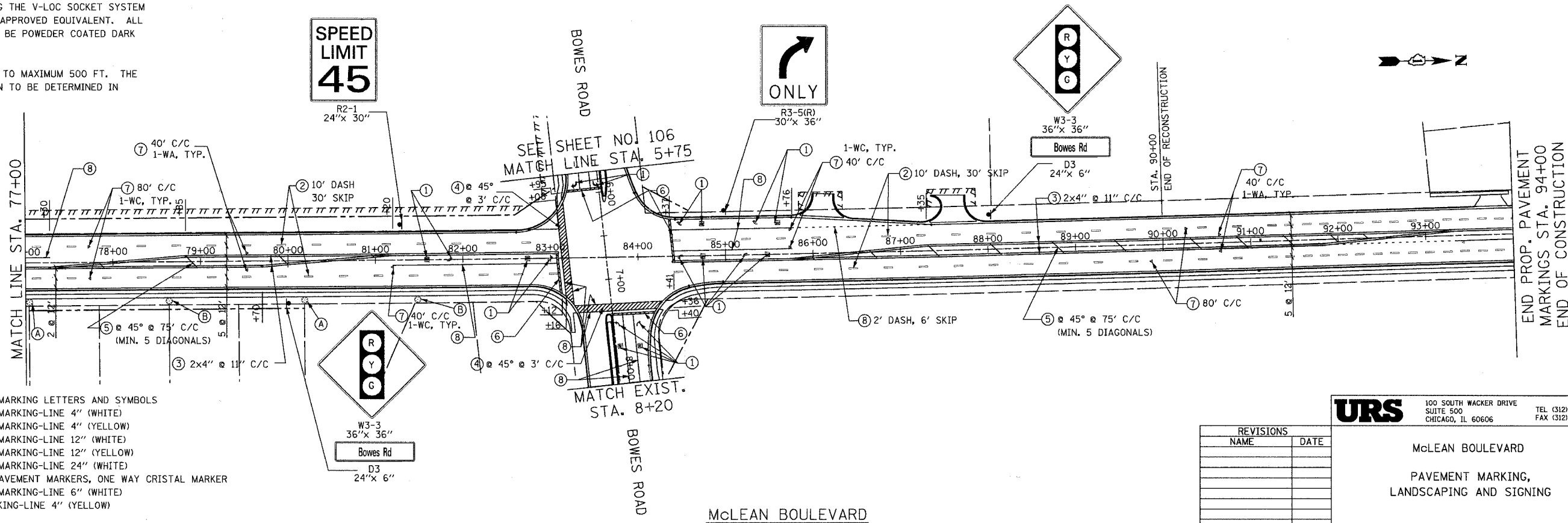
CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	105
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTES:

1. ACTUAL LOCATION OF SIGNS ARE TO BE DETERMINED IN THE FIELD DURING CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
2. SEE "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" FOR ADDITIONAL DETAILS.
3. ALL SIGNS TO BE DIAMOND GRADE VIP TYPE.
4. SIGN POSTS SHALL BE TELSPAR STEEL POSTS (2"x2"x10') USING THE V-LOC SOCKET SYSTEM FROM TAPCO OR APPROVED EQUIVALENT. ALL STEEL POSTS TO BE POWDER COATED DARK BRONZE.
5. MINIMUM 250 FT TO MAXIMUM 500 FT. THE ACTUAL LOCATION TO BE DETERMINED IN THE FIELD.

McLEAN BOULEVARD



LEGEND

- ① POLYUREA PAVEMENT MARKING LETTERS AND SYMBOLS
- ② POLYUREA PAVEMENT MARKING-LINE 4" (WHITE)
- ③ POLYUREA PAVEMENT MARKING-LINE 4" (YELLOW)
- ④ POLYUREA PAVEMENT MARKING-LINE 12" (WHITE)
- ⑤ POLYUREA PAVEMENT MARKING-LINE 12" (YELLOW)
- ⑥ POLYUREA PAVEMENT MARKING-LINE 24" (WHITE)
- ⑦ RAISED REFLECTIVE PAVEMENT MARKERS, ONE WAY CRISTAL MARKER
- ⑧ POLYUREA PAVEMENT MARKING-LINE 6" (WHITE)
- ⑨ PAINT PAVEMENT MARKING-LINE 4" (YELLOW)
- Ⓐ AUTUMN BLAZE MAPLE
- Ⓑ KENTUCKY COFFEE TREE

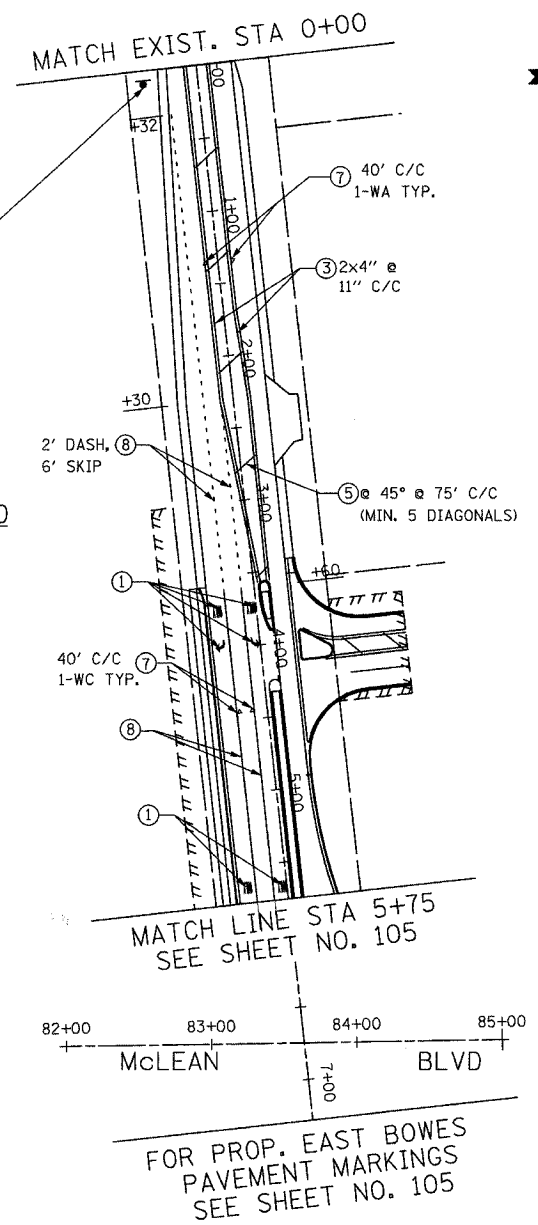
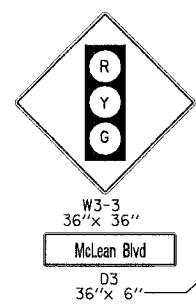
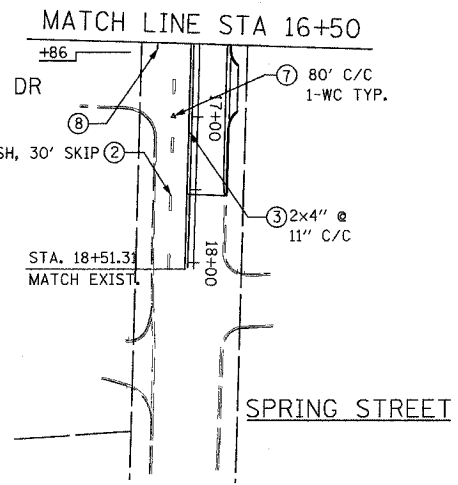
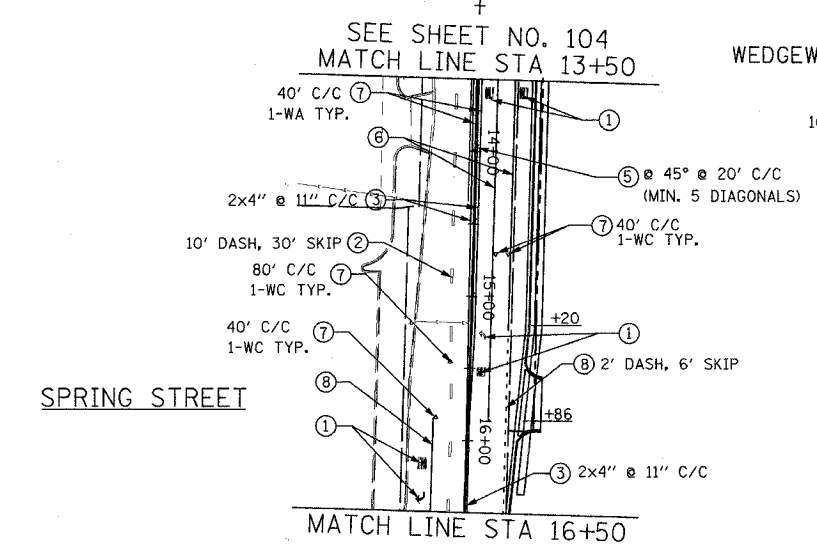
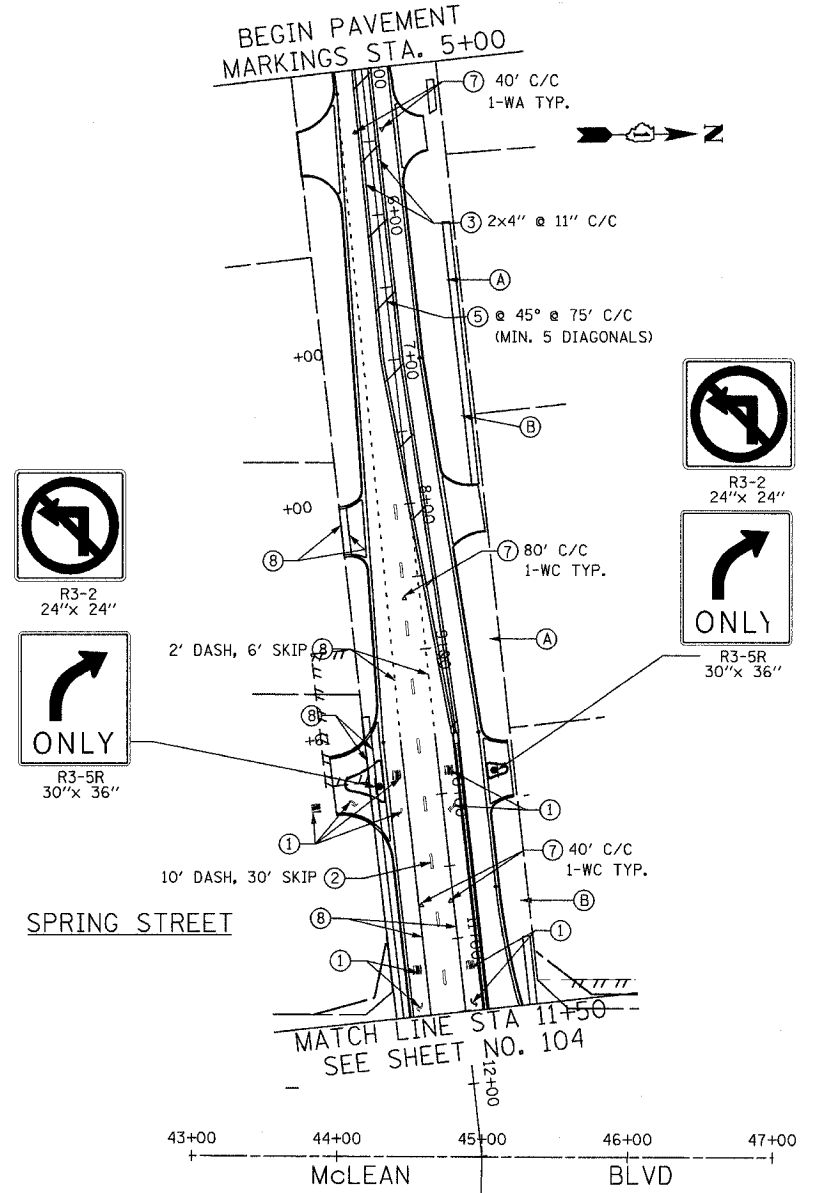
REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500  
CHICAGO, IL 60606 TEL (312) 939-1000  
FAX (312) 939-4198

McLEAN BOULEVARD  
PAVEMENT MARKING,  
LANDSCAPING AND SIGNING

SCALE: DATE 04/06/2007 DRAWN BY CHECKED BY

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	106
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- LEGEND**
- ① POLYUREA PAVEMENT MARKING LETTERS AND SYMBOLS
  - ② POLYUREA PAVEMENT MARKING-LINE 4" (WHITE)
  - ③ POLYUREA PAVEMENT MARKING-LINE 4" (YELLOW)
  - ④ POLYUREA PAVEMENT MARKING-LINE 12" (WHITE)
  - ⑤ POLYUREA PAVEMENT MARKING-LINE 12" (YELLOW)
  - ⑥ POLYUREA PAVEMENT MARKING-LINE 24" (WHITE)
  - ⑦ RAISED REFLECTIVE PAVEMENT MARKERS, ONE WAY CRISTAL MARKER
  - ⑧ POLYUREA PAVEMENT MARKING-LINE 6" (WHITE)
  - Ⓐ AUTUMN BLAZE MAPLE
  - Ⓑ KENTUCKY COFFEE TREE

REVISIONS	
NAME	DATE

**NOTE:**  
ACTUAL LOCATION OF SIGNS ARE TO BE DETERMINED IN THE FIELD DURING CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**MCLEAN BOULEVARD**  
**PAVEMENT MARKING, LANDSCAPING AND SIGNING**

SCALE: DATE 04/06/2007 DRAWN BY CHECKED BY

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	107
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION →
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION →
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM ⊗
- TEMPORARY CONTROLLER CABINET ⊠
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE —
- TEMPORARY SERVICE INSTALLATION ⊕
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED ⊣
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR ⊙
- VIDEO CAMERA ASSEMBLY ⊠
- EMERGENCY VEHICLE LIGHT DETECTOR ⊠
- CONFIRMATION BEACON ⊠
- VEHICLE DETECTOR, INDUCTION LOOP □
- COMMON TRENCH CT
- UNIT DUCT UD
- G.S. CONDUIT IN TRENCH OR PUSHED —
- HANDHOLE ⊠
- HEAVY-DUTY HANDHOLE ⊠
- PROPOSED TEMPORARY LUMINAIRE ON 15' MAST ARM (310 WATTS HPS) 35' MOUNTING HEIGHT ⊠

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- EXISTING SIGNAL HEAD TO BE REMOVED ⊠
- EXISTING SERVICE INSTALLATION TO BE REMOVED ⊠
- EXISTING STREET LIGHT, FOUNDATION AND LUMINAIRE TO REMAIN ⊠
- EXISTING CONTROLLER TO BE REMOVED ⊠
- EXISTING HANDHOLE TO BE REMOVED ⊠
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED ⊠
- EXISTING PEDESTRIAN PUSH BUTTON TO BE REMOVED ⊠
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED ⊠
- CONFIRMATION BEACON TO BE REMOVED ⊠
- EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED ⊠
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED ⊠
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED ⊠
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED ⊠
- EXISTING ILLUMINATED SIGN TO BE RELOCATED ⊠

THE CONTRACTOR SHALL COMPLY TO IDOT STANDARD 880001 FOR THE INSTALLATION OF SPAN WIRE MOUNTED SIGNALS. SPECIAL ATTENTION TO BE PAID TO MOUNTING GUY WIRE SPANNING OVER SIDEWALK.

THE VIDEO DETECTION CAMERA SHALL BE ITERIS FROM BROWN TRAFFIC PRODUCTS OR AUTOSCOPE.

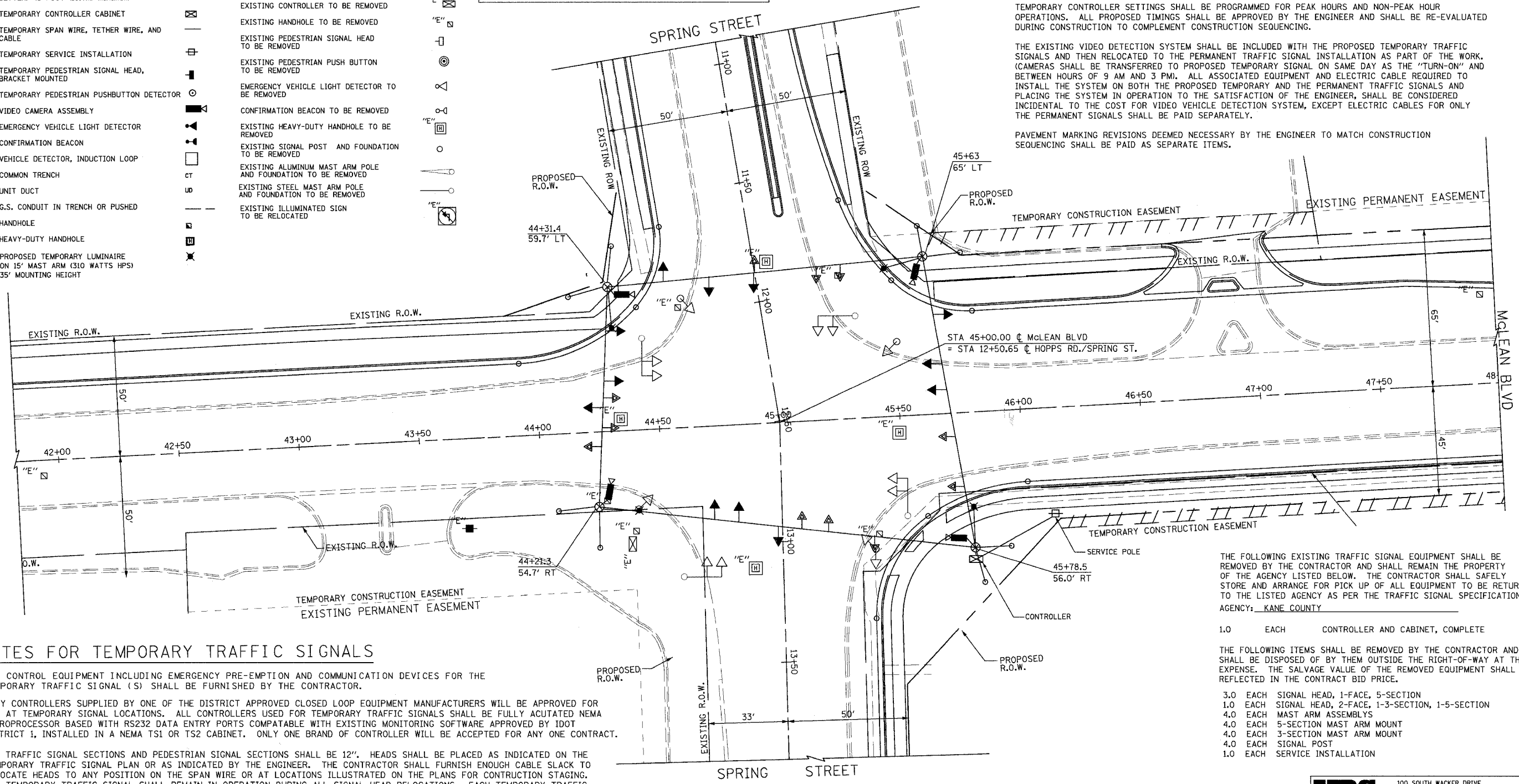
**CONSTRUCTION NOTES**

THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE INSTALLED IN CONJUNCTION WITH PROPOSED SEQUENCE-OF-CONSTRUCTION AS DENOTED IN CONSTRUCTION PLAN STAGING NOTES.

TEMPORARY CONTROLLER SETTINGS SHALL BE PROGRAMMED FOR PEAK HOURS AND NON-PEAK HOUR OPERATIONS. ALL PROPOSED TIMINGS SHALL BE APPROVED BY THE ENGINEER AND SHALL BE RE-EVALUATED DURING CONSTRUCTION TO COMPLEMENT CONSTRUCTION SEQUENCING.

THE EXISTING VIDEO DETECTION SYSTEM SHALL BE INCLUDED WITH THE PROPOSED TEMPORARY TRAFFIC SIGNALS AND THEN RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION AS PART OF THE WORK. (CAMERAS SHALL BE TRANSFERRED TO PROPOSED TEMPORARY SIGNAL ON SAME DAY AS THE "TURN-ON" AND BETWEEN HOURS OF 9 AM AND 3 PM). ALL ASSOCIATED EQUIPMENT AND ELECTRIC CABLE REQUIRED TO INSTALL THE SYSTEM ON BOTH THE PROPOSED TEMPORARY AND THE PERMANENT TRAFFIC SIGNALS AND PLACING THE SYSTEM IN OPERATION TO THE SATISFACTION OF THE ENGINEER, SHALL BE CONSIDERED INCIDENTAL TO THE COST FOR VIDEO VEHICLE DETECTION SYSTEM, EXCEPT ELECTRIC CABLES FOR ONLY THE PERMANENT SIGNALS SHALL BE PAID SEPARATELY.

PAVEMENT MARKING REVISIONS DEEMED NECESSARY BY THE ENGINEER TO MATCH CONSTRUCTION SEQUENCING SHALL BE PAID AS SEPARATE ITEMS.



**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL (S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. 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 ACUTATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS INDICATED 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.
4. 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.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. 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.

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

1.0 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.

- 3.0 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
- 1.0 EACH SIGNAL HEAD, 2-FACE, 1-3-SECTION, 1-5-SECTION
- 4.0 EACH MAST ARM ASSEMBLYS
- 4.0 EACH 5-SECTION MAST ARM MOUNT
- 4.0 EACH 3-SECTION MAST ARM MOUNT
- 4.0 EACH SIGNAL POST
- 1.0 EACH SERVICE INSTALLATION

**RESTORATION OF WORK AREA.**  
 RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENTS, ETC., SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

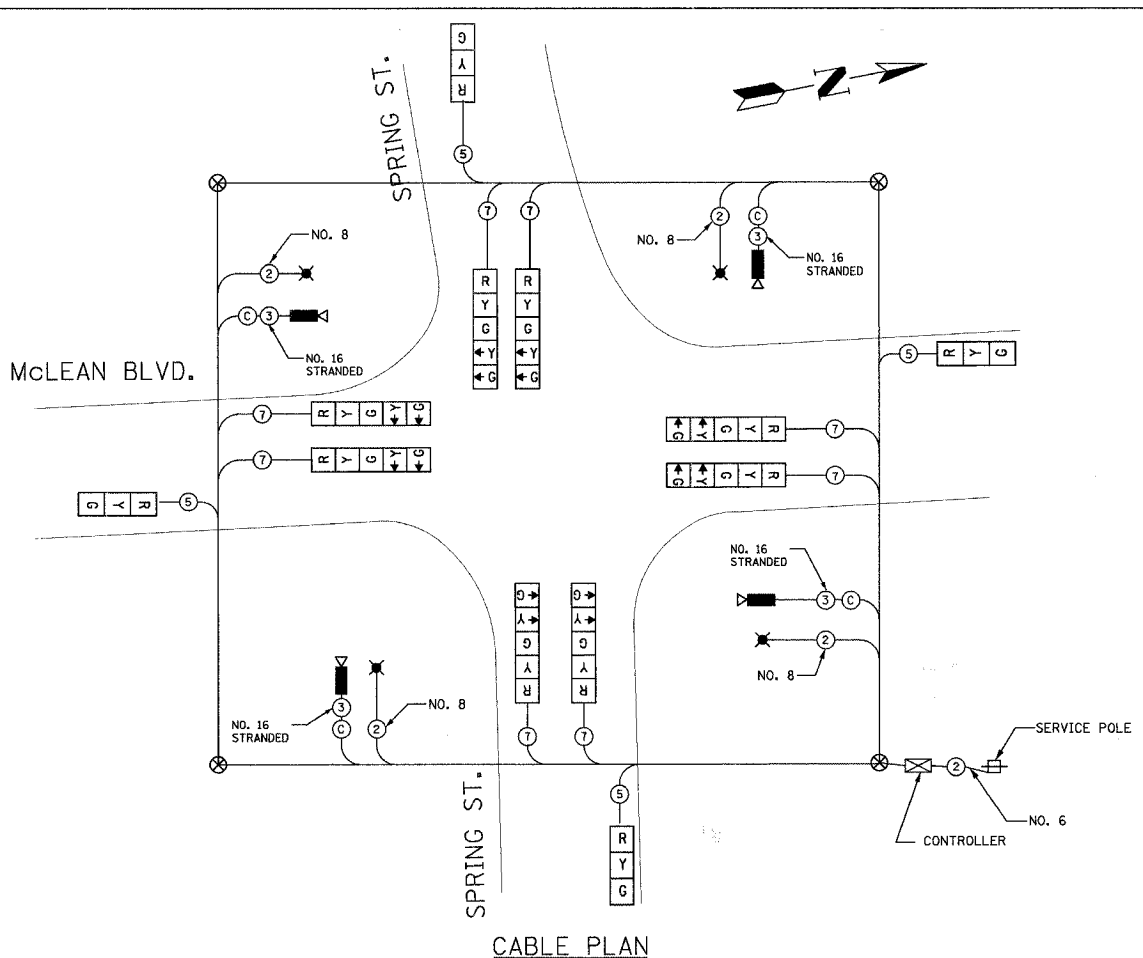
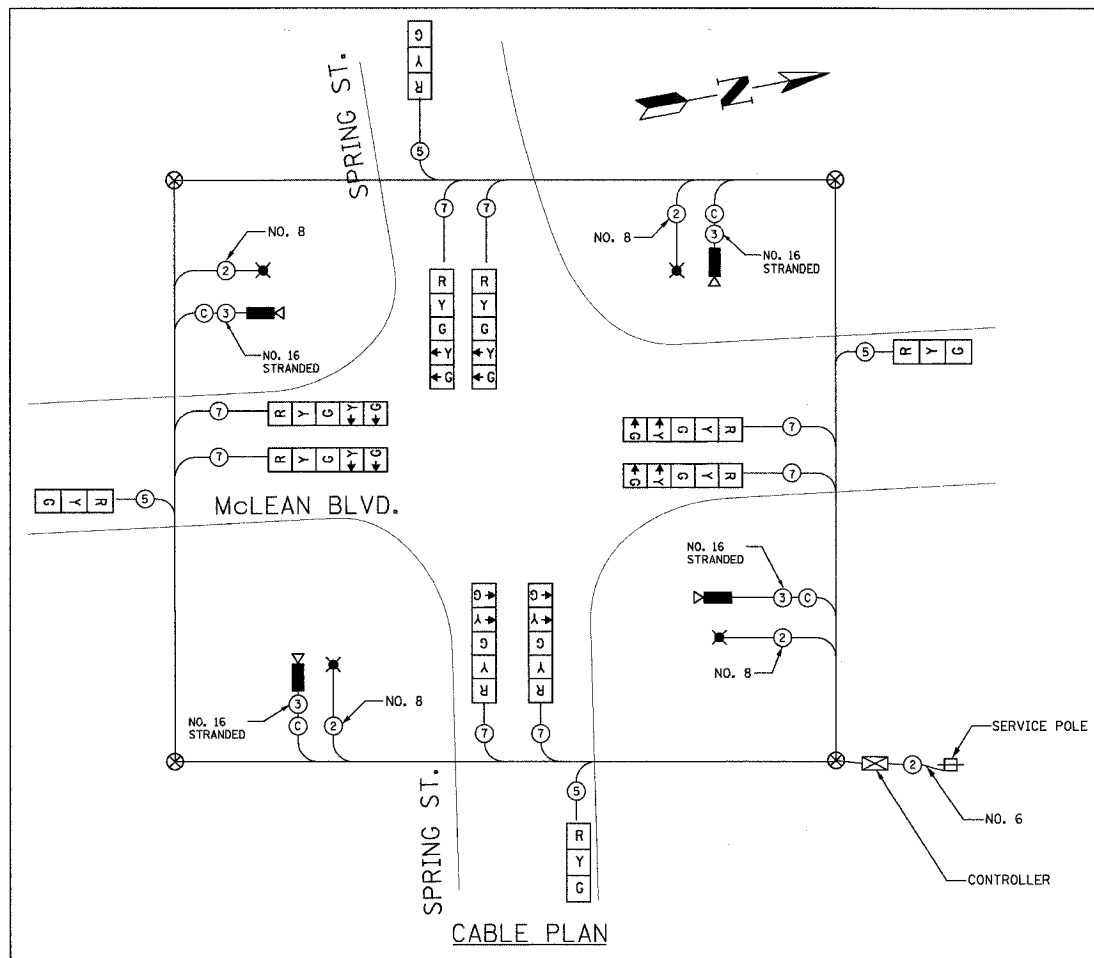
REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
 SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**McLEAN BOULEVARD**  
 TEMPORARY TRAFFIC SIGNAL PLAN  
 EXISTING TRAFFIC SIGNAL REMOVAL  
 McLEAN BLVD. AT SPRING ST.

SCALE: 1" = 20'  
 DATE 04/06/2007  
 DRAWN BY  
 CHECKED BY

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	108
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- TEMPORARY CABLE DIAGRAM LEGEND**
- R TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
  - X TEMPORARY CONTROLLER CABINET
  - TEMPORARY SERVICE INSTALLATION
  - Ⓢ INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
  - EMERGENCY VEHICLE LIGHT DETECTOR
  - CONFIRMATION BEACON
  - PEDESTRIAN PUSHBUTTON DETECTOR
  - VEHICLE DETECTOR, INDUCTION LOOP
  - P 12" (300mm) PEDESTRIAN SIGNAL SECTION
  - VIDEO CAMERA ASSEMBLY
  - PROPOSED TEMPORARY LUMINAIRE

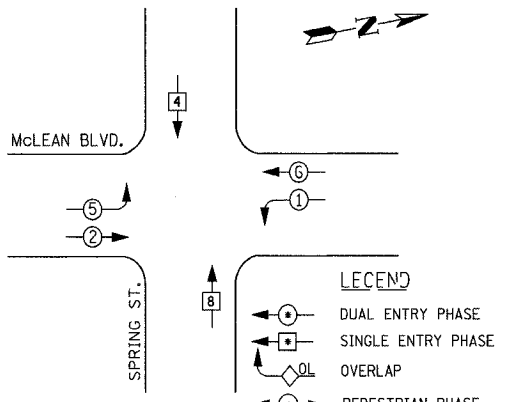
CABLE PLAN

CABLE PLAN

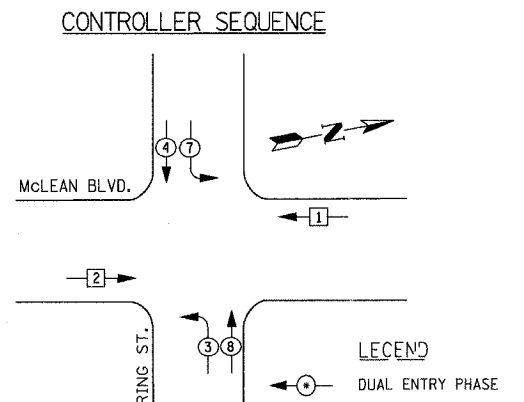
**CONTROLLER SEQUENCE**

THESE TRAFFIC SIGNAL SECTIONS SHALL BE MOVED AS REQUIRED DURING CONSTRUCTION STAGING.

PROVIDE SPLIT PHASING ON ALL LEGS DURING STAGE I AND RELATED SUBSEQUENT SUB STAGES. THE SIGNAL SECTIONS SHALL BE BAGGED AS REQUIRED AND AS DIRECTED BY THE ENGINEER.



TEMPORARY PHASE DESIGNATION DIAGRAM FOR STAGE I AND SUBSEQUENT SUB STAGES



TEMPORARY PHASE DESIGNATION DIAGRAM FOR STAGES II & III AND SUBSEQUENT SUB STAGES

**CONSTRUCTION NOTES**

- THESE TRAFFIC SIGNAL SECTIONS SHALL BE MOVED AS REQUIRED DURING CONSTRUCTION STAGING.
- FOR STAGES II & III AND RELATED SUBSEQUENT SUB STAGES PROVIDE SPLIT PHASING ON McLEAN BLVD. PROTECTED/PERMITTED PHASING ON SPRING/HOPPS ST. THE SIGNAL SECTION HEADS SHALL BE BAGGED REQUIRED AND AS DIRECTED BY THE ENGINEER.

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	WATTAGE LED	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810.00
(YELLOW)	12	135	25	0.25	405.00
(GREEN)	12	135	15	0.25	405.00
ARROW	16	135	12	0.10	216.00
PED. SIGNAL	0	90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN	0	84		0.05	
FLASHER				0.50	--
ENERGY COSTS TO:					TOTAL = 1936.00

KANE COUNTY DEPARTMENT OF TRANSPORTATION  
41W011 BURLINGTON ROAD  
ST. CHARLES 60175

ENERGY SUPPLY CONTACT: KATHY NYSTROM  
PHONE: (847) 816-5489  
COMPANY: COM. ED.

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'±L-2"
E - M. ARM POLE		SIGNAL POST	2 (1.0)	(6m±L-0.6m)±	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 CHICAGO, IL 60606  
TEL (312) 939-1000 FAX (312) 939-4198

REVISIONS	
NAME	DATE

**McLEAN BOULEVARD**

TEMPORARY CABLE PLAN & TEMPORARY PHASE DESIGNATION DIAGRAM  
McLEAN BLVD AT SPRING ST

SCALE: N.T.S. DRAWN BY  
DATE: 04/06/2007 CHECKED BY

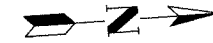
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	109
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**TEMPORARY TRAFFIC SIGNAL LEGEND**

- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED ORIGINAL LOCATION →
- TEMPORARY TRAFFIC SIGNAL HEAD SPAN WIRE MOUNTED SECONDARY LOCATION →
- TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM ⊗
- TEMPORARY CONTROLLER CABINET ⊠
- TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE —
- TEMPORARY SERVICE INSTALLATION ⊕
- TEMPORARY PEDESTRIAN SIGNAL HEAD, BRACKET MOUNTED ⊞
- TEMPORARY PEDESTRIAN PUSHBUTTON DETECTOR ⊙
- VIDEO CAMERA ASSEMBLY ⊠
- EMERGENCY VEHICLE LIGHT DETECTOR ⊙
- CONFIRMATION BEACON ⊙
- VEHICLE DETECTOR, INDUCTION LOOP □
- COMMON TRENCH ct
- UNIT DUCT S
- G.S. CONDUIT IN TRENCH OR PUSHED —
- HANDHOLE □
- HEAVY-DUTY HANDHOLE ⊞
- PROPOSED TEMPORARY LUMINAIRE ON 15' MAST ARM (310 WATTS HPS) 35' MOUNTING HEIGHT ⊞

**EXISTING EQUIPMENT TO BE REMOVED LEGEND**

- EXISTING SIGNAL HEAD TO BE REMOVED →
- EXISTING SERVICE INSTALLATION TO BE REMOVED "E" ⊞
- EXISTING STREET LIGHT, FOUNDATION AND LUMINAIRE TO REMAIN ⊗
- EXISTING CONTROLLER TO BE REMOVED ⊠
- EXISTING HANDHOLE TO BE REMOVED "E" □
- EXISTING PEDESTRIAN SIGNAL HEAD TO BE REMOVED ⊞
- EXISTING PEDESTRIAN PUSH BUTTON TO BE REMOVED ⊞
- EMERGENCY VEHICLE LIGHT DETECTOR TO BE REMOVED ⊙
- CONFIRMATION BEACON TO BE REMOVED ⊙
- EXISTING HEAVY-DUTY HANDHOLE TO BE REMOVED ⊞
- EXISTING SIGNAL POST AND FOUNDATION TO BE REMOVED ⊙
- EXISTING ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED ⊞
- EXISTING STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED ⊞
- EXISTING ILLUMINATED SIGN TO BE RELOCATED "E" ⊞



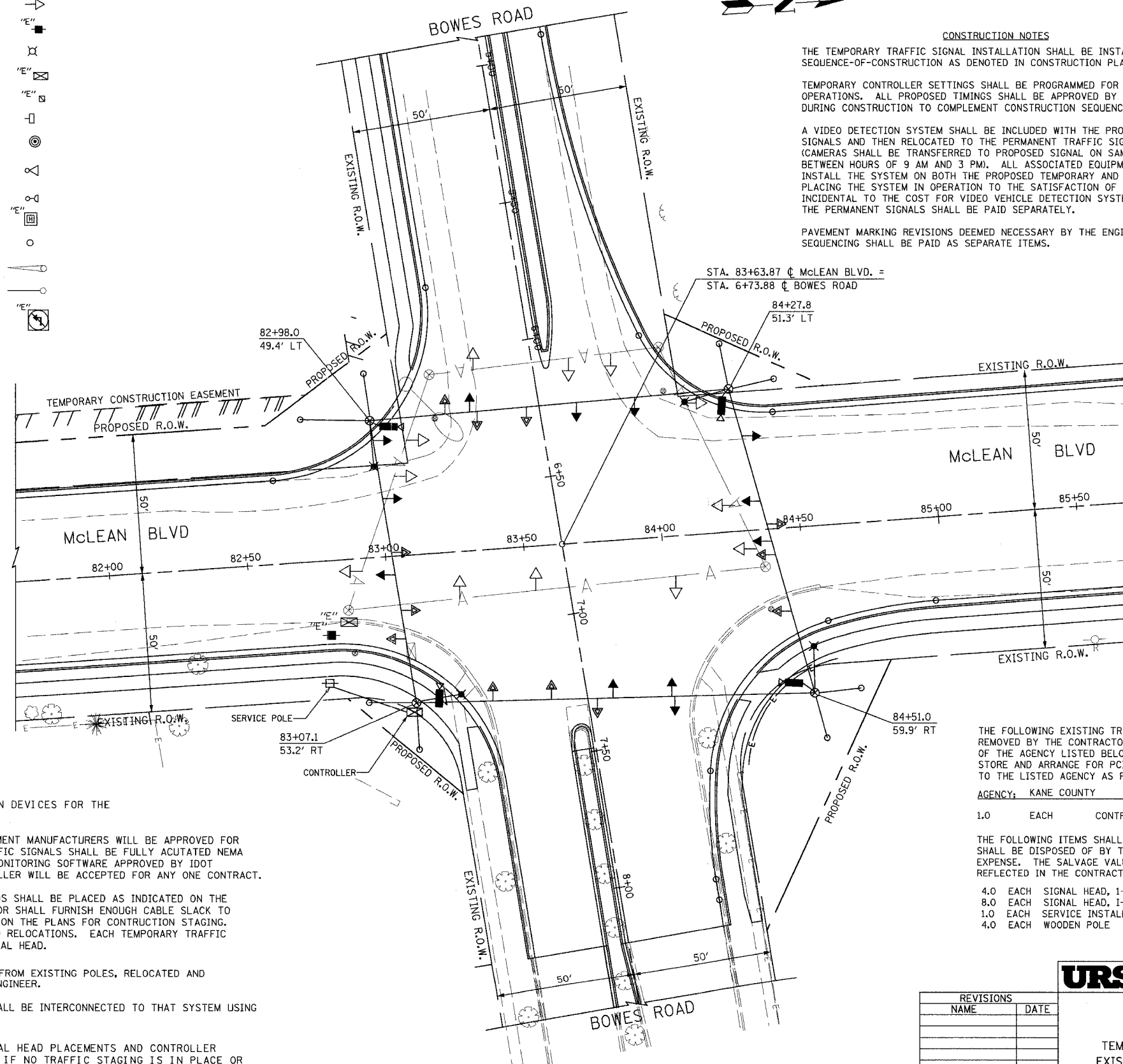
**CONSTRUCTION NOTES**

THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE INSTALLED IN CONJUNCTION WITH PROPOSED SEQUENCE-OF-CONSTRUCTION AS DENOTED IN CONSTRUCTION PLAN STAGING NOTES.

TEMPORARY CONTROLLER SETTINGS SHALL BE PROGRAMMED FOR PEAK HOURS AND NON-PEAK HOUR OPERATIONS. ALL PROPOSED TIMINGS SHALL BE APPROVED BY THE ENGINEER AND SHALL BE RE-EVALUATED DURING CONSTRUCTION TO COMPLEMENT CONSTRUCTION SEQUENCING.

A VIDEO DETECTION SYSTEM SHALL BE INCLUDED WITH THE PROPOSED TEMPORARY TRAFFIC SIGNALS AND THEN RELOCATED TO THE PERMANENT TRAFFIC SIGNAL INSTALLATION AS PART OF THE WORK. (CAMERAS SHALL BE TRANSFERRED TO THE PERMANENT SIGNAL ON SAME DAY AS THE "TURN-ON" AND BETWEEN HOURS OF 9 AM AND 3 PM). ALL ASSOCIATED EQUIPMENT AND ELECTRIC CABLE REQUIRED TO INSTALL THE SYSTEM ON BOTH THE PROPOSED TEMPORARY AND THE PERMANENT TRAFFIC SIGNALS AND PLACING THE SYSTEM IN OPERATION TO THE SATISFACTION OF THE ENGINEER, SHALL BE CONSIDERED INCIDENTAL TO THE COST FOR VIDEO VEHICLE DETECTION SYSTEM, EXCEPT ELECTRIC CABLES FOR ONLY THE PERMANENT SIGNALS SHALL BE PAID SEPARATELY.

PAVEMENT MARKING REVISIONS DEEMED NECESSARY BY THE ENGINEER TO MATCH CONSTRUCTION SEQUENCING SHALL BE PAID AS SEPARATE ITEMS.



THE CONTRACTOR SHALL COMPLY TO IDOT STANDARD 880001 FOR THE INSTALLATION OF SPAN WIRE MOUNTED SIGNALS SPECIAL ATTENTION TO BE PAID TO MOUNTING GUY WIRE SPANNING OVER SIDEWALK.

**RESTORATION OF WORK AREA.**  
RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENTS, ETC., SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD. AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

THE VIDEO DETECTION CAMERA SHALL BE ITERIS FROM BROWN TRAFFIC PRODUCTS OR AUTOSCOPE.

**NOTES FOR TEMPORARY TRAFFIC SIGNALS**

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL (S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. 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 ACUTATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATABLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS1 OR TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE 12". HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS INDICATED 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.
4. 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.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. 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.

- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE AND ARRANGE FOR PICKUP OF ALL EQUIPMENT TO BE RETURNED TO THE LISTED AGENCY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS
- AGENCY: KANE COUNTY
- 1.0 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.
- 4.0 EACH SIGNAL HEAD, 1-FACE, 3-SECTION
  - 8.0 EACH SIGNAL HEAD, 1-FACE, 5-SECTION
  - 1.0 EACH SERVICE INSTALLATION
  - 4.0 EACH WOODEN POLE

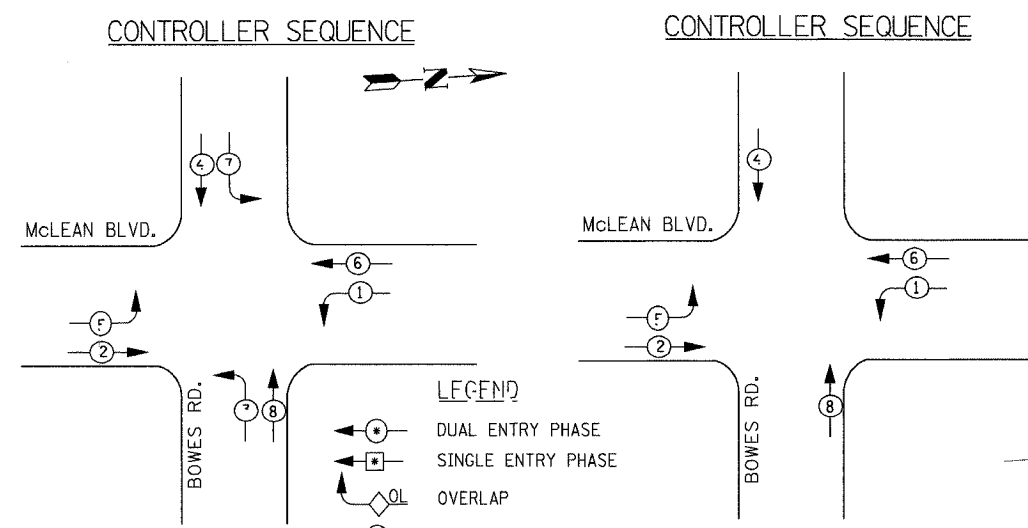
REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE TEL (312) 939-1000  
SUITE 500 CHICAGO, IL 60606 FAX (312) 939-4198

**McLEAN BOULEVARD**  
TEMPORARY TRAFFIC SIGNAL PLAN  
EXISTING TRAFFIC SIGNAL REMOVAL  
AT BOWES ROAD

SCALE: 1" = 20'  
DATE 04/06/2007  
DRAWN BY VAP  
CHECKED BY RAM

CONTRACT NO. 83737				
F.A.U. RT.:	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509196-00094-01-WR		KANE	187	110
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



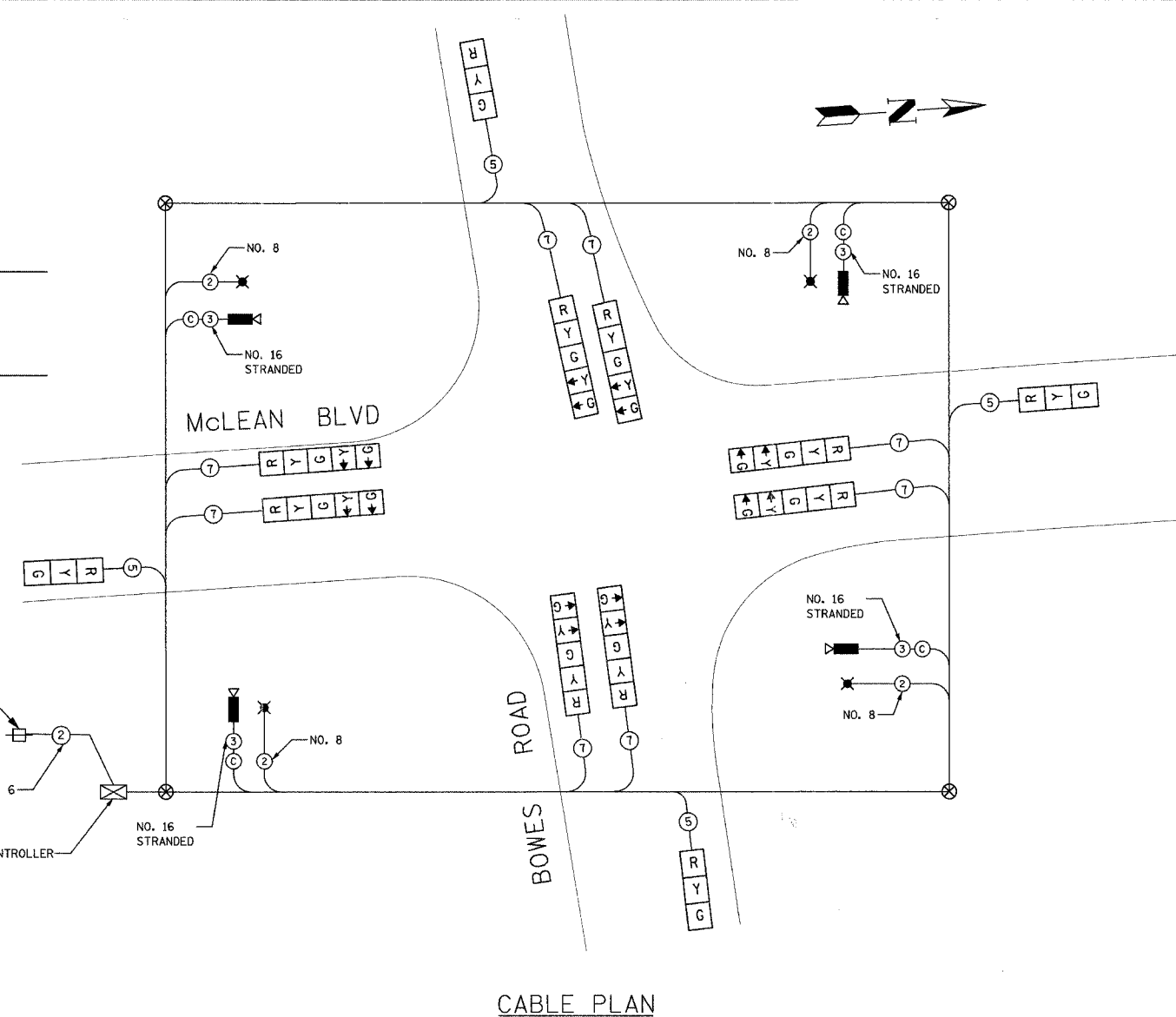
- LEGEND**
- ⊙ DUAL ENTRY PHASE
  - ⊙ SINGLE ENTRY PHASE
  - ⊙ OVERLAP
  - ⊙ PEDESTRIAN PHASE

**TEMPORARY PHASE DESIGNATION DIAGRAM FOR STAGES 1, A1, A2, B1, B2, B3, C1, C2 & 3**

**TEMPORARY PHASE DESIGNATION DIAGRAM FOR STAGES D1, D2 & 2**

**CONSTRUCTION NOTES**

- 1 LEFT TURN ARROWS SHALL BE BAGGED FOR BOWES ROAD FOR STAGES D1, D2, & 2.



- TEMPORARY CABLE DIAGRAM LEGEND**
- R TEMPORARY TRAFFIC SIGNAL SECTION OR PEDESTRIAN SIGNAL SECTION 12" (300 mm)
  - ⊙ TEMPORARY CONTROLLER CABINET
  - ⊙ TEMPORARY SERVICE INSTALLATION
  - 5 INDICATES NUMBER OF CONDUCTORS IN CABLE. ALL CONDUCTORS TO BE NUMBER 14 AWG WIRE UNLESS OTHERWISE NOTED.
  - ▶ EMERGENCY VEHICLE LIGHT DETECTOR
  - ▶ CONFIRMATION BEACON
  - ⊙ PEDESTRIAN PUSHBUTTON DETECTOR
  - VEHICLE DETECTOR, INDUCTION LOOP
  - ▶ 12" (300mm) PEDESTRIAN SIGNAL SECTION
  - ▶ VIDEO CAMERA ASSEMBLY
  - ✕ PROPOSED TEMPORARY LUMINAIRE

**CABLE PLAN**

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	WATTAGE (LED)	% OPERATION	
SIGNAL (RED)	12	135	17	0.50	810.00
(YELLOW)	12	135	25	0.25	405.00
(GREEN)	12	135	15	0.25	405.00
ARROW	16	135	12	0.10	216.00
PED. SIGNAL	0	90	25	1.00	
CONTROLLER	1	100	100	1.00	100.00
ILLUM. SIGN	0	84		0.05	
FLASHER				0.50	--
ENERGY COSTS TO: KANE COUNTY DEPARTMENT OF TRANSPORTATION 41W011 Burlington Road St. Charles, IL 60175					TOTAL = 1936.00
ENERGY SUPPLY CONTACT: KATHY NYSTROM PHONE: (847) 816-5489 COMPANY: COM. ED.					

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'-H-2"=
E - M. ARM POLE		SIGNAL POST	2 (1.0)	6m-H-0.6m=	
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**McLEAN BOULEVARD**

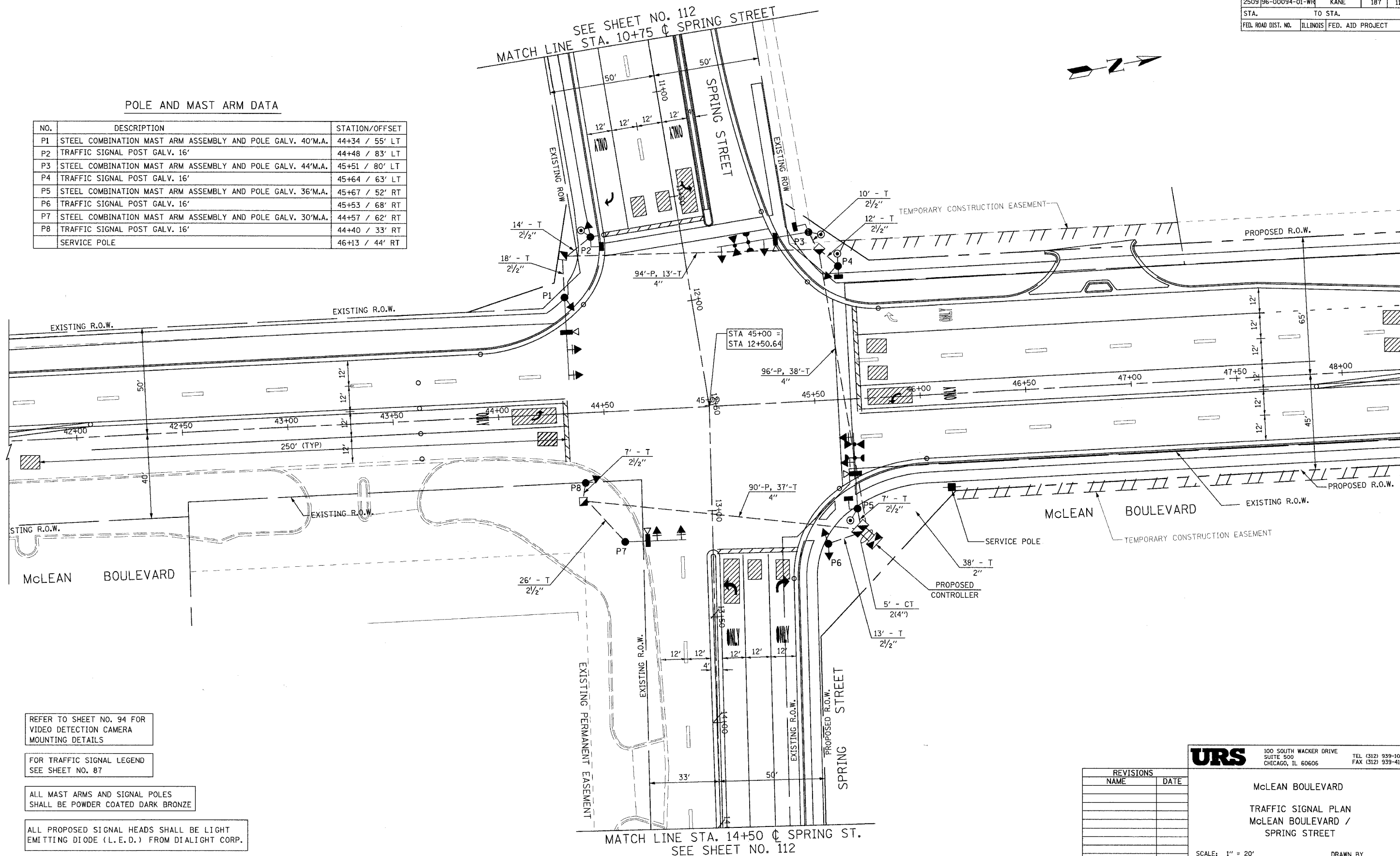
**TEMPORARY CABLE PLAN & TEMPORARY PHASE DESIGNATION DIAGRAM McLEAN BLVD & BOWES RD**

SCALE: N.T.S. DRAWN BY VAP  
DATE 04/06/2007 CHECKED BY RAM

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	111
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

POLE AND MAST ARM DATA

NO.	DESCRIPTION	STATION/OFFSET
P1	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 40'M.A.	44+34 / 55' LT
P2	TRAFFIC SIGNAL POST GALV. 16'	44+48 / 83' LT
P3	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 44'M.A.	45+51 / 80' LT
P4	TRAFFIC SIGNAL POST GALV. 16'	45+64 / 63' LT
P5	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 36'M.A.	45+67 / 52' RT
P6	TRAFFIC SIGNAL POST GALV. 16'	45+53 / 68' RT
P7	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 30'M.A.	44+57 / 62' RT
P8	TRAFFIC SIGNAL POST GALV. 16'	44+40 / 33' RT
	SERVICE POLE	46+13 / 44' RT



REFER TO SHEET NO. 94 FOR VIDEO DETECTION CAMERA MOUNTING DETAILS

FOR TRAFFIC SIGNAL LEGEND SEE SHEET NO. 87

ALL MAST ARMS AND SIGNAL POLES SHALL BE POWDER COATED DARK BRONZE

ALL PROPOSED SIGNAL HEADS SHALL BE LIGHT EMITTING DIODE (L.E.D.) FROM DIALIGHT CORP.

REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 CHICAGO, IL 60606  
TEL (312) 939-1000 FAX (312) 939-4198

McLEAN BOULEVARD  
TRAFFIC SIGNAL PLAN  
McLEAN BOULEVARD /  
SPRING STREET

SCALE: 1" = 20'  
DATE 04/06/2007  
DRAWN BY  
CHECKED BY



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	112
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**TRAFFIC SIGNAL LEGEND**

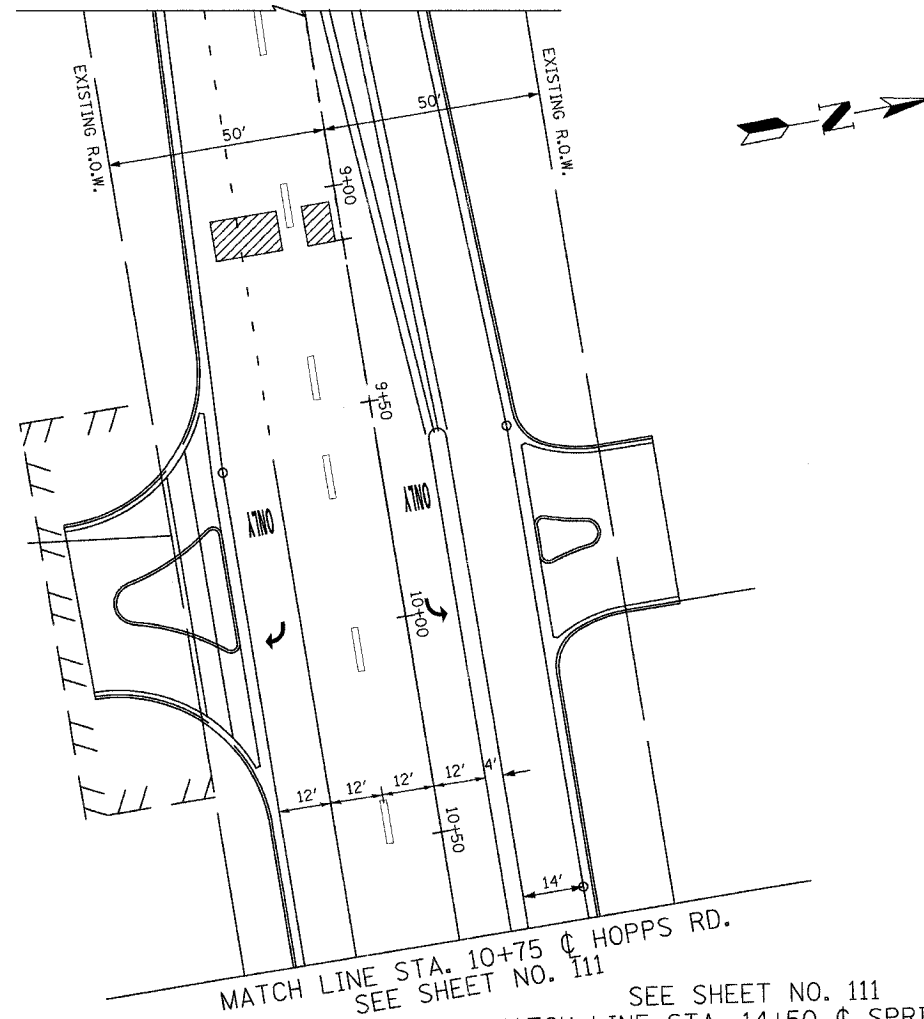
	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN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

**\*\* BILL OF MATERIALS- VIDEO DETECTION SYSTEM (ITERIS)**

ITERIS COLOR CAMERA, MODEL RZ-C4	EACH	4
CAMERA BRACKET, PEDESTAL MOUNT	EACH	4
EDGE 2-2N PROCESSOR	EACH	2
COLOR MONITOR	EACH	1
VIDEO PATCH CABLE	EACH	4
SURGE ARRESTOR, PANEL MOUNT	EACH	4
CAMKIT2 CONNECTOR KIT	EACH	4
POINTING DEVICE (MOUSE)	EACH	1
BELDEN 8281, VIDEO CABLE	FOOT	
BELDEN NO. 16, 3/C STRANDED, POWER CABLE	FOOT	

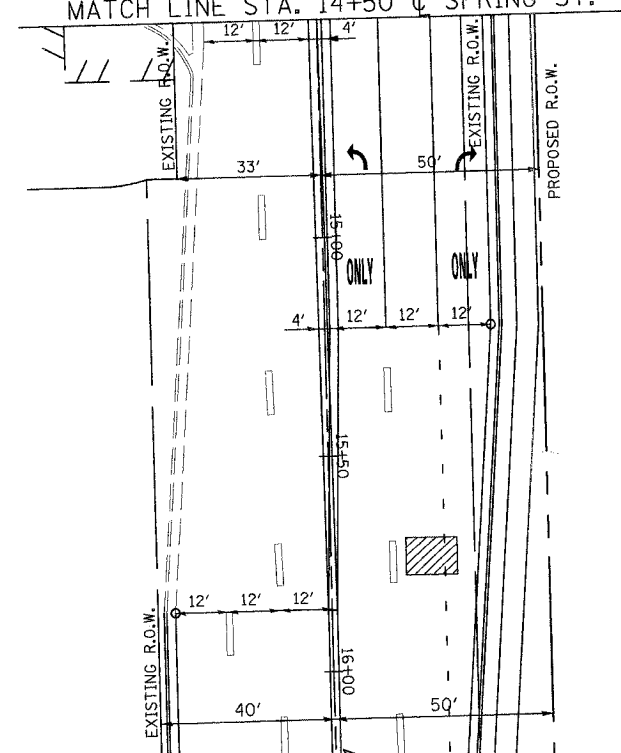
**\*\* BILL OF MATERIALS- VIDEO DETECTION SYSTEM (AUTOSCOPE)**

AUTOSCOPE SOLO PRO II	EACH	4
AUTOSCOPE SOLO PRO CABLE - 100 FEET	EACH	4
PEDESTAL MOUNT	EACH	4
COLOR MONITOR	EACH	1
SOLO INTERFACE PANEL (4) SOLO UNITS	EACH	1
RS 485 CABLE	EACH	1
MINI HUB TS2	EACH	1
COLOR QUAD PROCESSOR	EACH	1
(50 PCS) 3M SCOTCH-LOCK CONNECTORS	FOOT	1
(5) COAX JUMPER	FOOT	1
BELDEN 11 CONDUCTOR 51/2 PR CABLE (YC46223) OR EQUIVALENT		



**SCHEDULE OF QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
72000100	SIGN PANEL - TYPE 1	SQ FT	27
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	38
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	110
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	102
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	173
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	276
81400100	HANDHOLE	EACH	3
81400300	DOUBLE HANDHOLE	EACH	1
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	255
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1395
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1866
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	486
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2462
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	71
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
87702930	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	2
87702950	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	8
88700200	LIGHT DETECTOR	EACH	2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	4
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
X8050015	SERVICE INSTALLATION, POLE MOUNT	EACH	1
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1624
X8730250	ELECTRIC CABLE IN CONDUIT, NO. 20 3/C TWISTED SHIELDED	FOOT	325
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	2
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6
88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	1
88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	4
XX003552	VIDEO DETECTION SYSTEM	EACH	1
XX004923	BATTERY BACK-UP UPS SYSTEM	L SUM	0.5
89502380	REMOVE EXISTING HANDHOLE	EACH	10
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	9
XX003584	VIDEO BELDEN 8281 COAXIAL CABLE IN CONDUIT	FOOT	937
XX003583	VIDEO ELECTRIC CABLE IN CONDUIT, NO. 16 3/C	FOOT	937



REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

McLEAN BOULEVARD  
TRAFFIC SIGNAL PLAN  
McLEAN BOULEVARD /  
SPRING STREET

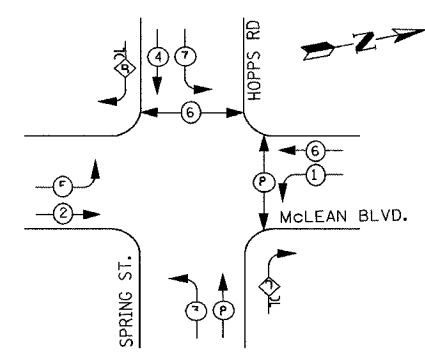
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DATE 04/06/2007

DRAWN BY  
CHECKED BY

CONTRACT NO. 83737				
F.A.U. RY.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	113
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**CABLE PLAN LEGEND**

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



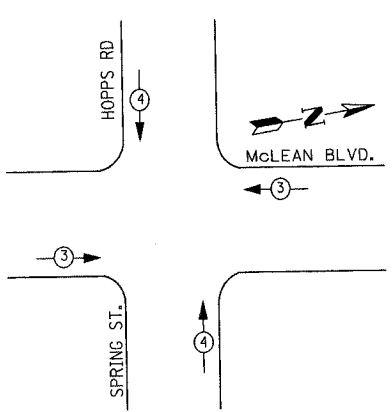
**LEGEND**

- DUAL ENTRY PHASE
- PEDESTRIAN PHASE
- OVERLAP
- NUMBER REFERS TO ASSOCIATED PHASE

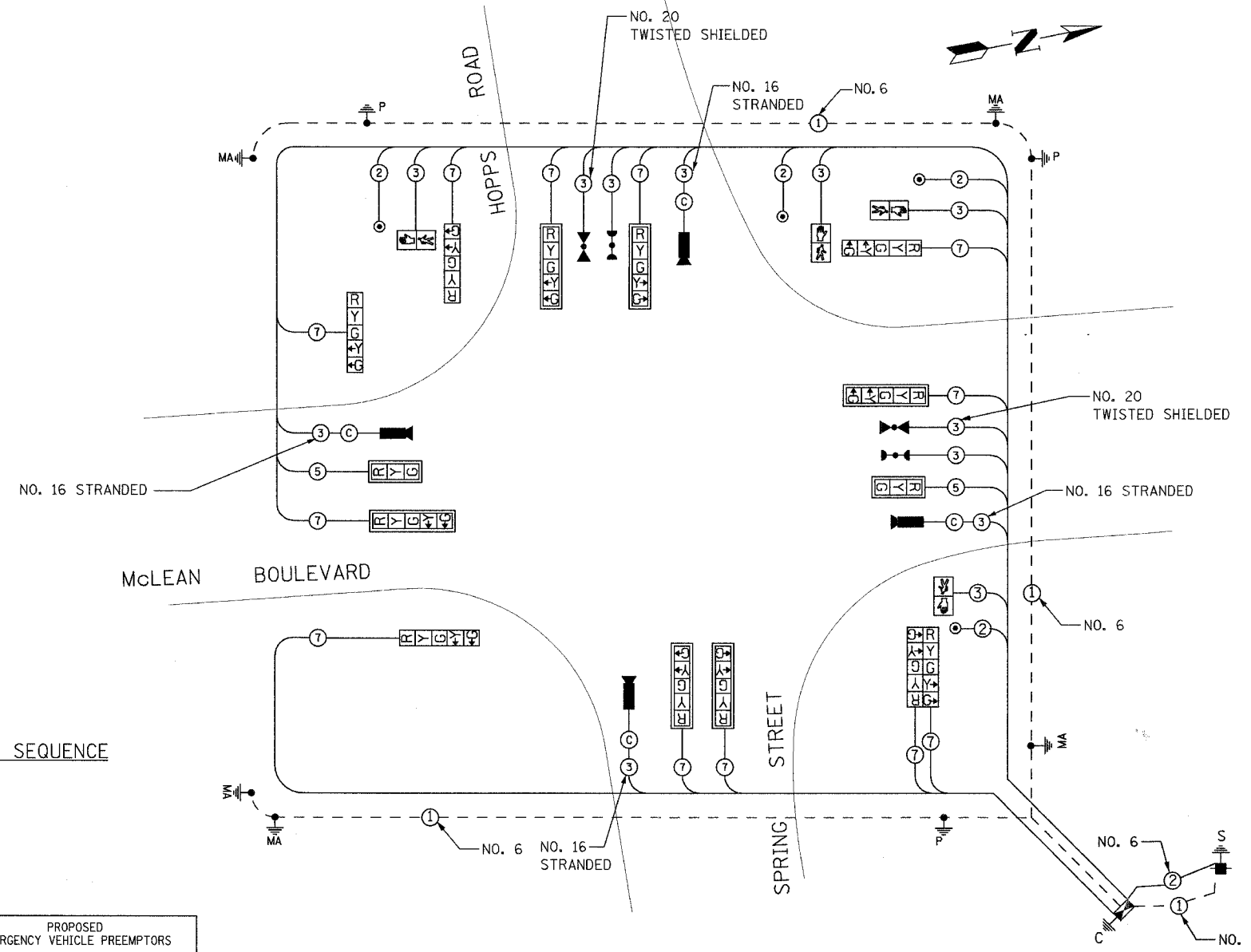
**PHASE DESIGNATION DIAGRAM**

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5
D	= 8	+ 1

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		



**CABLE PLAN**

**NOTES**

- TRAFFIC CONTROL EQUIPMENT SHALL BE MANUFACTURED BY EAGLE
- A UPS BATTERY BACK-UP SYSTEM, ALPHA FXM1100 (MANUFACTURED BY "ALPHA TECHNOLOGIES") SHALL BE INSTALLED IN THE TYPE IV CONTROLLER CABINET WITH A FX-200 EXTERNAL BATTERY ENCLOSURE. THE EXTERNAL BATTERY ENCLOSURE SHOULD MOUNT TO THE POWER PANEL SIDE OF THE TYPE IV CABINET WITH 4 SHELVES TO STORE THE BATTERIES. THE SYSTEM SHALL BE CAPABLE OF 3-HOUR MINIMUM BATTERY LIFE TO PROVIDE ONE HOUR OF FULL FUNCTIONING SIGNAL AND 2 HOURS OF FLASHING RED.
- ALL TRAFFIC SIGNAL HEADS SHALL BE L.E.D. (LIGHT EMITTING DIODE), AND MANUFACTURED BY DIALITE CORPORATION OR APPROVED EQUAL.
- ALL PEDESTRIAN TRAFFIC SIGNAL HEADS SHALL BE L.E.D. WITH COUNTDOWN FEATURE AND MANUFACTURED BY DIALITE CORPORATION OR APPROVED EQUIVALENT.
- VIDEO DETECTION SYSTEM SHALL BE MANUFACTURED BY AUTOSCOPE OR ITERIS.
- STREET LIGHTING INSTALLED AND ENERGIZED AS PART OF THE ROADWAY LIGHTING PLANS.
- MAST ARM MOUNTED STREET NAME SIGNS SHALL BE INSTALLED BY THE KANE COUNTY HIGHWAY DEPARTMENT.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE".

MAST ARM MOUNTED STREET NAME SIGNS SHALL BE PROVIDED ON ALL MAST ARMS

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

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE (INCAND.)	LED	% OPERATION	
SIGNAL (RED)	14	135	17	0.50	119.00
(YELLOW)	14	135	25	0.25	87.50
(GREEN)	14	135	15	0.25	52.50
ARROW	24	135	12	0.10	28.80
PED. SIGNAL	4	90	25	1.00	100.00
CONTROLLER		100	100	1.00	100.00
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
ENERGY COSTS TO:					TOTAL = 487.80

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'-4"-2" (6m H-0.6m)
E - M. ARM POLE		SIGNAL POST	2 (1.0)	BRACKET MOUNTED	13 (4.0)
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	4 (1.2)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	13.5 (4.1)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

**URS** 100 SOUTH WACKER DRIVE SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

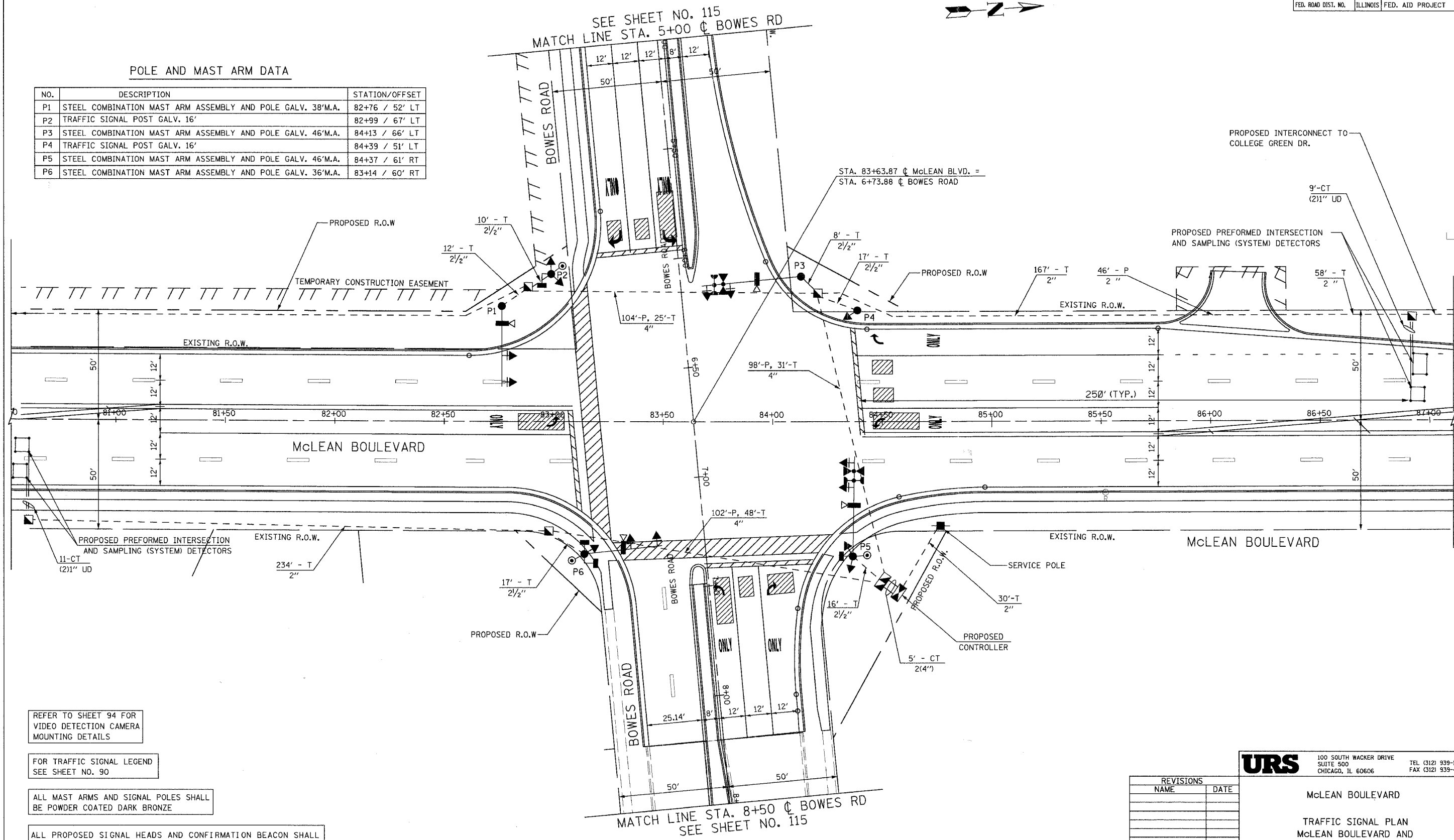
REVISIONS	
NAME	DATE

**McLEAN BOULEVARD**  
**CABLE PLAN AND PHASE DESIGNATION DIAGRAM**  
**McLEAN BLVD & SPRING ST**  
SCALE: N.T.S. DATE 04/06/2007 DRAWN BY CHECKED BY

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	114
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**POLE AND MAST ARM DATA**

NO.	DESCRIPTION	STATION/OFFSET
P1	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 38'M.A.	82+76 / 52' LT
P2	TRAFFIC SIGNAL POST GALV. 16'	82+99 / 67' LT
P3	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 46'M.A.	84+13 / 66' LT
P4	TRAFFIC SIGNAL POST GALV. 16'	84+39 / 51' LT
P5	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 46'M.A.	84+37 / 61' RT
P6	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE GALV. 36'M.A.	83+14 / 60' RT



REFER TO SHEET 94 FOR VIDEO DETECTION CAMERA MOUNTING DETAILS

FOR TRAFFIC SIGNAL LEGEND SEE SHEET NO. 90

ALL MAST ARMS AND SIGNAL POLES SHALL BE POWDER COATED DARK BRONZE

ALL PROPOSED SIGNAL HEADS AND CONFIRMATION BEACON SHALL BE LIGHT EMITTING DIODE (L.E.D.) FROM DIALIGHT CORP.

REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**McLEAN BOULEVARD**  
TRAFFIC SIGNAL PLAN  
McLEAN BOULEVARD AND  
BOWES ROAD

SCALE: 1" = 20'  
DATE: 04/06/2007  
DRAWN BY: VAP  
CHECKED BY: RAM

F.A.U. RTE. 1	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	115
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**TRAFFIC SIGNAL LEGEND**

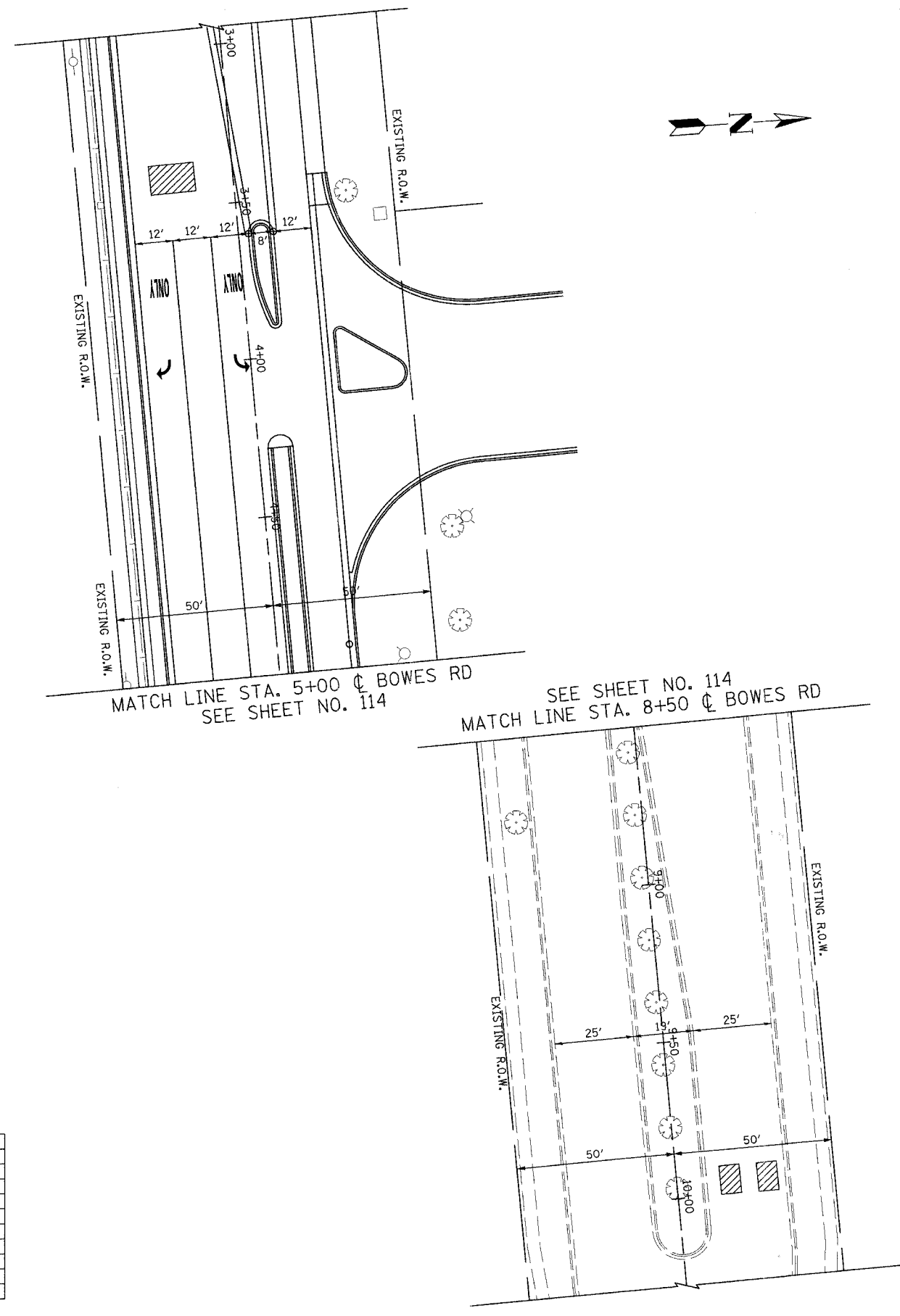
	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN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

**\*\* BILL OF MATERIALS- VIDEO DETECTION SYSTEM (ITERIS)**

DESCRIPTION	UNIT	QUANTITY
ITERIS COLOR CAMERA, MODEL RZ-C4	EACH	4
CAMERA BRACKET, PEDESTAL MOUNT	EACH	4
EDGE 2-2N PROCESSOR	EACH	2
COLOR MONITOR	EACH	1
VIDEO PATCH CABLE	EACH	4
SURGE ARRESTOR, PANEL MOUNT	EACH	4
CAMKIT2 CONNECTOR KIT	EACH	4
POINTING DEVICE (MOUSE)	EACH	1
BELDEN 8281, VIDEO CABLE	FOOT	
BELDEN NO. 16, 3/C STRANDED, POWER CABLE	FOOT	

**\*\* BILL OF MATERIALS- VIDEO DETECTION SYSTEM (AUTOSCOPE)**

DESCRIPTION	UNIT	QUANTITY
AUTOSCOPE SOLO PRO II	EACH	4
AUTOSCOPE SOLO PRO CABLE - 100 FEET	EACH	4
PEDESTAL MOUNT	EACH	4
COLOR MONITOR	EACH	1
SOLO INTERFACE PANEL (4) SOLO UNITS	EACH	1
RS 485 CABLE	EACH	1
MINI HUB TS2	EACH	1
COLOR QUAD PROCESSOR	EACH	1
(50 PCS) 3M SCOTCH-LOCK CONNECTORS	FOOT	1
(5) COAX JUMPER	FOOT	1
BELDEN 11 CONDUCTOR 51/2 PR CABLE (YC46223) OR EQUIVALENT		



**SCHEDULE OF QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
7200100	SIGN PANEL - TYPE 1	SQ FT	28.5
81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	489
81000700	CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	80
81001000	CONDUIT IN TRENCH, 4" DIA., GALVANIZED STEEL	FOOT	114
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	46
81018900	CONDUIT PUSHED, 4" DIA., GALVANIZED STEEL	FOOT	304
81400100	HANDHOLE	EACH	3
81400300	DOUBLE HANDHOLE	EACH	1
81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	189
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	438
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	808
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	337
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2213
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	59
87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
87702920	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
87702960	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 46 FT.	EACH	2
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8
87800200	CONCRETE FOUNDATION, TYPE D	FOOT	4
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	60
88200100	TRAFFIC SIGNAL BACKPLATE	EACH	8
88500100	INDUCTIVE LOOP DETECTOR	EACH	4
88700200	LIGHT DETECTOR	EACH	2
88700300	LIGHT DETECTOR AMPLIFIER	EACH	1
88800100	PEDESTRIAN PUSH-BUTTON	EACH	3
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
X0323670	PREFORMED DETECTOR LOOP	FOOT	129
X8050015	SERVICE INSTALLATION, POLE MOUNT	EACH	1
X8730027	ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	1581
X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C TWISTED SHIELDED	FOOT	665
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	2
88030100	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	6
88030220	SIGNAL HEAD, LED, 2-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
88102710	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED	EACH	2
88102740	PEDESTRIAN SIGNAL HEAD, LED, 2-FACE, BRACKET MOUNTED	EACH	1
XX003552	VIDEO DETECTION SYSTEM	EACH	1
XX004923	BATTERY BACK-UP UPS SYSTEM	L SUM	0.5
XX003584	VIDEO BELDEN 8281 COAXIAL CABLE IN CONDUIT	FOOT	775
XX003583	VIDEO ELECTRIC CABLE IN CONDUIT, NO. 16 3/C	FOOT	775
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14, 1 PAIR	FOOT	1864

REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**McLEAN BOULEVARD**

**TRAFFIC SIGNAL PLAN**  
McLEAN BOULEVARD AND  
BOWES ROAD

SCALE: 1" = 20'  
DATE 04/06/2007

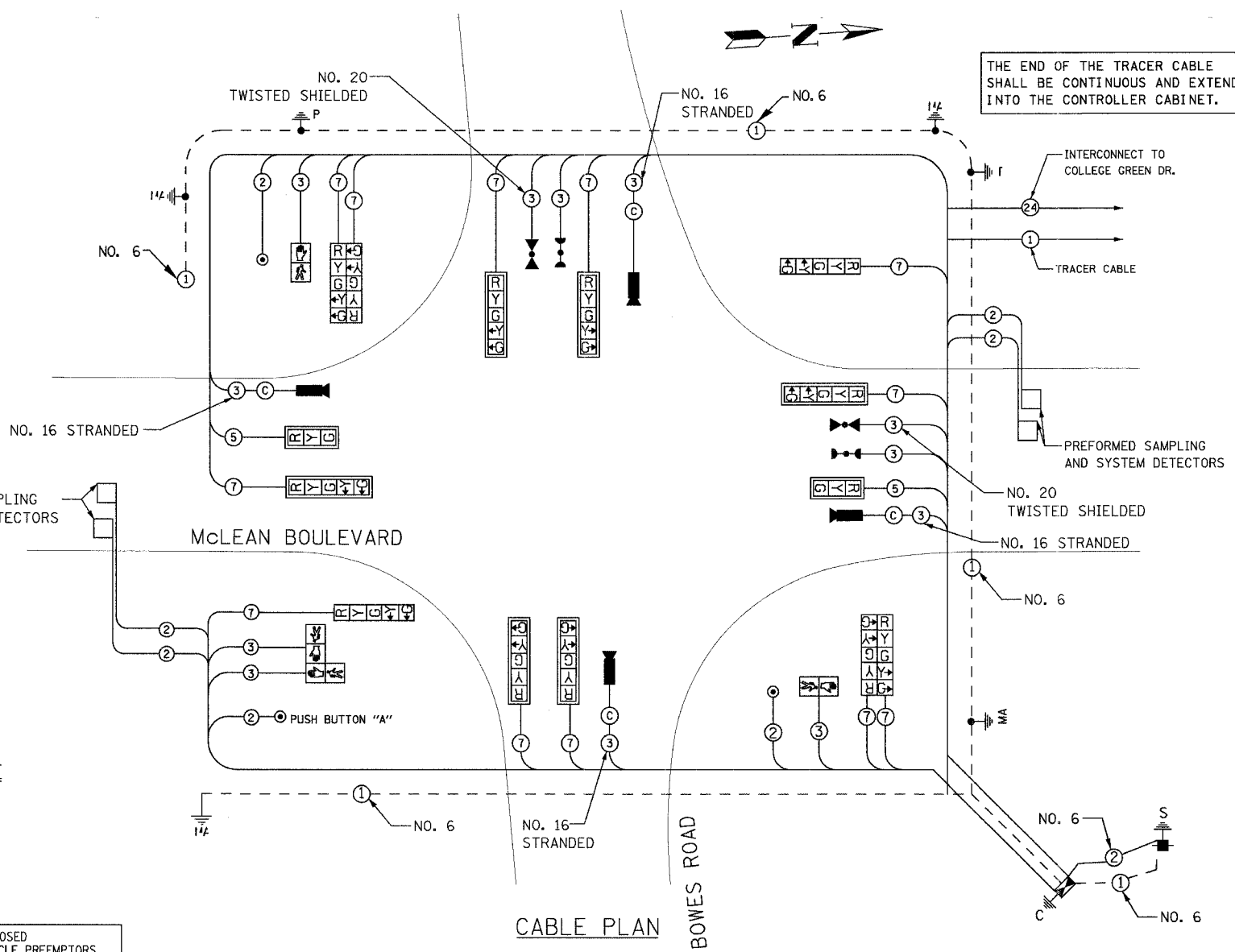
DRAWN BY VAP  
CHECKED BY RAM

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	116
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

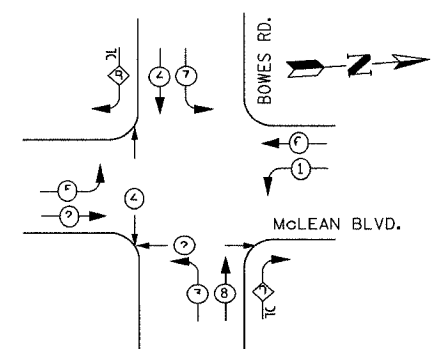
**CABLE PLAN LEGEND**

- EXISTING PROPOSED
- SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD
  - RAILROAD CONTROL CABINET
  - ILLUMINATED SIGN, L.E.D. "NO LEFT TURN"
  - ILLUMINATED SIGN, L.E.D. "NO RIGHT TURN"
  - GROUND ROD AT HANDHOLE (H), DOUBLE HANDHOLE (H), OR CONTROLLER (C).
  - GROUND ROD AT POST (P), OR MAST ARM POLE (MA).
  - GROUND ROD AT ELECTRIC SERVICE INSTALLATION
  - GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
  - FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F SM12F
  - 8" (200mm) TRAFFIC SIGNAL SECTION
  - 12" (300mm) TRAFFIC SIGNAL SECTION
  - 12" (300mm) PEDESTRIAN SIGNAL SECTION
  - 12" (300mm) 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.
  - VIDEO DETECTOR

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.



**CONTROLLER SEQUENCE**



**LEGEND**

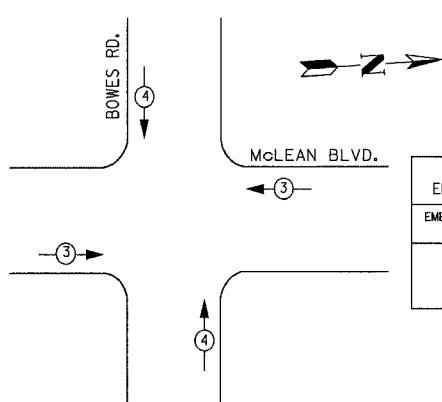
- DUAL ENTRY PHASE
- PEDESTRIAN PHASE
- OVERLAP
- NUMBER REFERS TO ASSOCIATED PHASE

**PHASE DESIGNATION DIAGRAM**

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B =	4 +	5
D =	8 +	1

PUSH BUTTON "A" SHALL PLACE A CALL IN PHASE 4+2

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



PROPOSED EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT		

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

MAST ARM MOUNTED STREET NAME SIGNS SHALL BE PROVIDED ON ALL MAST ARMS

**NOTES:**

- TRAFFIC CONTROL EQUIPMENT SHALL BE MANUFACTURED BY EAGLE
- A UPS BATTERY BACK-UP SYSTEM, ALPHA FXM1100 (MANUFACTURED BY "ALPHA TECHNOLOGIES") SHALL BE INSTALLED IN THE TYPE IV CONTROLLER CABINET WITH A FX-200 EXTERNAL BATTERY ENCLOSURE. THE EXTERNAL BATTERY ENCLOSURE SHOULD MOUNT TO THE POWER PANEL SIDE OF THE TYPE IV CABINET WITH 4 SHELVES TO STORE THE BATTERIES. THE SYSTEM SHALL BE CAPABLE OF 3-HOUR MINIMUM BATTERY LIFE TO PROVIDE ONE HOUR OF FULL FUNCTIONING SIGNAL AND 2 HOURS OF FLASHING RED.
- ALL TRAFFIC SIGNAL HEADS SHALL BE L.E.D. (LIGHT EMITTING DIODE), AND MANUFACTURED BY DIALITE CORPORATION OR APPROVED EQUAL.
- ALL PEDESTRIAN TRAFFIC SIGNAL HEADS SHALL BE L.E.D. WITH COUNTDOWN FEATURE AND MANUFACTURED BY DIALITE CORPORATION OR APPROVED EQUIVALENT.
- VIDEO DETECTION SYSTEM SHALL BE MANUFACTURED BY AUTOSCOPE OR ITERIS.
- STREET LIGHTING INSTALLED AND ENERGIZED AS PART OF THE ROADWAY LIGHTING PLANS.
- MAST ARM MOUNTED STREET NAME SIGNS SHALL BE INSTALLED BY THE KANE COUNTY HIGHWAY DEPARTMENT.

I.D.O.T TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	WATTAGE LED	OPERATION	
SIGNAL (RED)	14	135	17	0.50	119.00
(YELLOW)	14	135	25	0.25	87.50
(GREEN)	14	135	15	0.25	52.50
ARROW	24	135	12	0.10	28.80
PED. SIGNAL	4	90	25	1.00	100.0
CONTROLLER		100	100	1.00	100.00
ILLUM. SIGN		84		0.05	
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	487.8
KANE COUNTY DEPARTMENT OF TRANSPORTATION 41011 Burlington Road St. Charles, IL 60175 CONTACT: MIKE LYNCH PHONE: (847) 816-5331 COMPANY: COM. EDISON					

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A - POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D - CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20'+L-2'
E - M. ARM POLE		SIGNAL POST	2 (1.0)	6m+L-0.6m	
24" (600mm)	10 (3.0)	CONTROL CAB.	1 (0.5)	BRACKET MOUNTED	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	PED. PUSHBUTTON	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	ELECTRIC SERVICE	13.5 (4.1)
		GROUND CABLE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
				POST MOUNTED	6 (1.8)

**URS** 100 SOUTH WACKER DRIVE  
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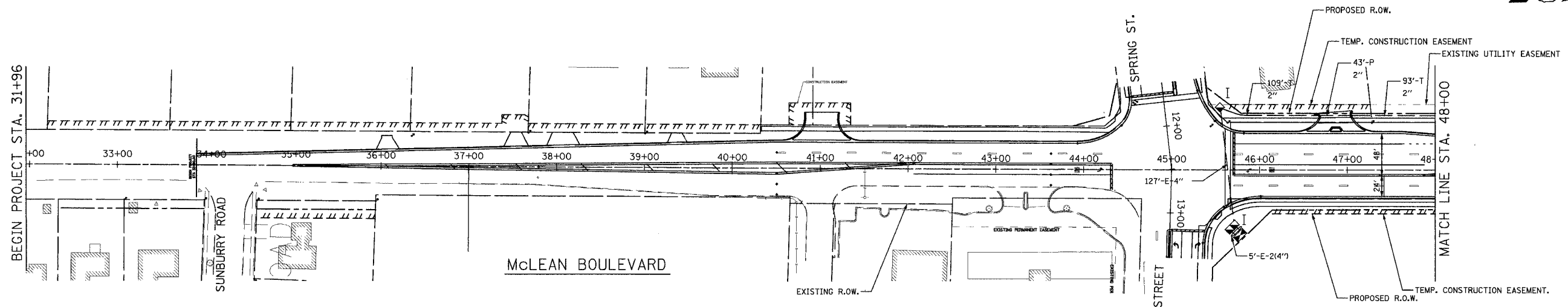
REVISIONS	
NAME	DATE

**McLEAN BOULEVARD**

CABLE PLAN AND PHASE DESIGNATION DIAGRAM  
McLEAN BLVD AND BOWES ROAD

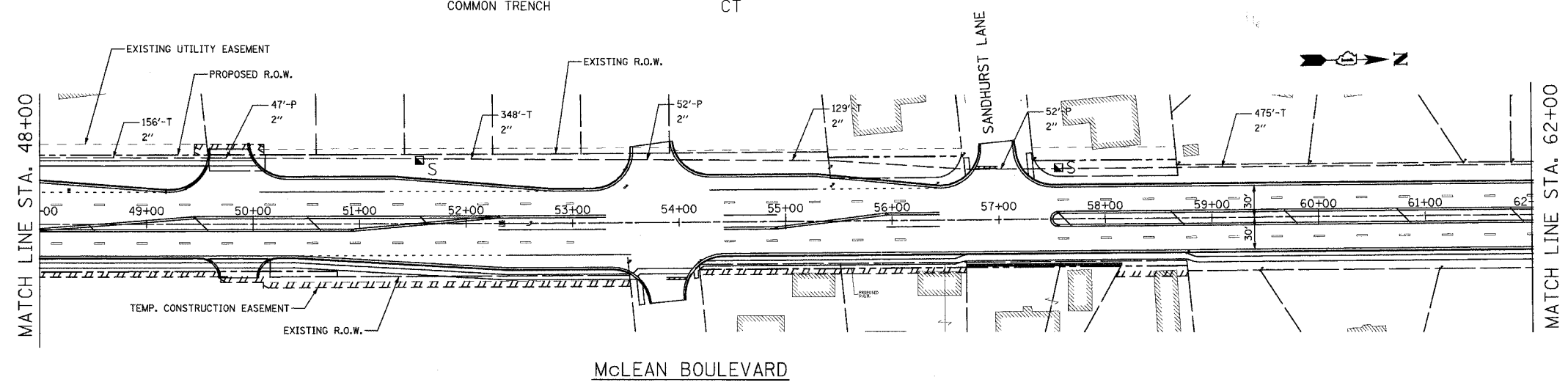
SCALE: N.T.S. DRAWN BY VAP  
DATE 04/06/2007 CHECKED BY RAM

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	117
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
G.S. CONDUIT IN TRENCH OR PUSHED		
DETECTOR LOOP		
SYSTEM		
INTERSECTION		
UNIT DUCT		
COMMON TRENCH		



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REVISIONS	
NAME	DATE

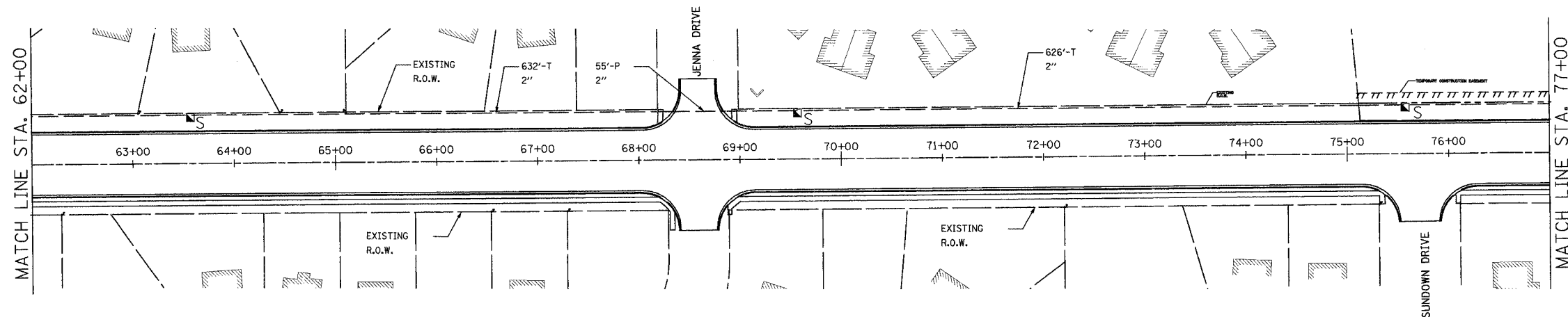
McLEAN BOULEVARD  
 INTERCONNECT PLAN  
 (SPRING ST TO BOWES RD)  
 SHEET 1 OF 2

SCALE: 1:50  
 DATE 04/06/2007

DRAWN BY ARM  
 CHECKED BY DDL

CONTRACT NO. 83737

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	118
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

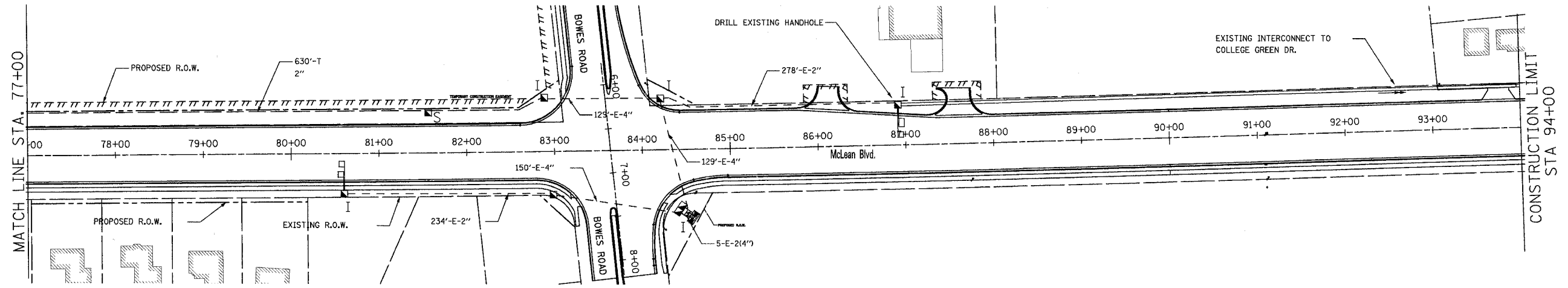


INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING
CONTROLLER	☒	☒
HANDHOLE	☐	☐
HEAVY DUTY HANDHOLE	☐	☐
DOUBLE HANDHOLE	☐	☐
G.S. CONDUIT IN TRENCH OR PUSHED	—	—
DETECTOR LOOP	☐	☐
SYSTEM	S	S
INTERSECTION	IP	I
UNIT DUCT	UD	UD
COMMON TRENCH	CT	CT

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	3090
CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	250
HANDHOLE	EACH	6
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	3090
DRILL EXISTING HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3830
FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F	FOOT	3855



McLEAN BOULEVARD

**URS** 100 SOUTH WACKER DRIVE  
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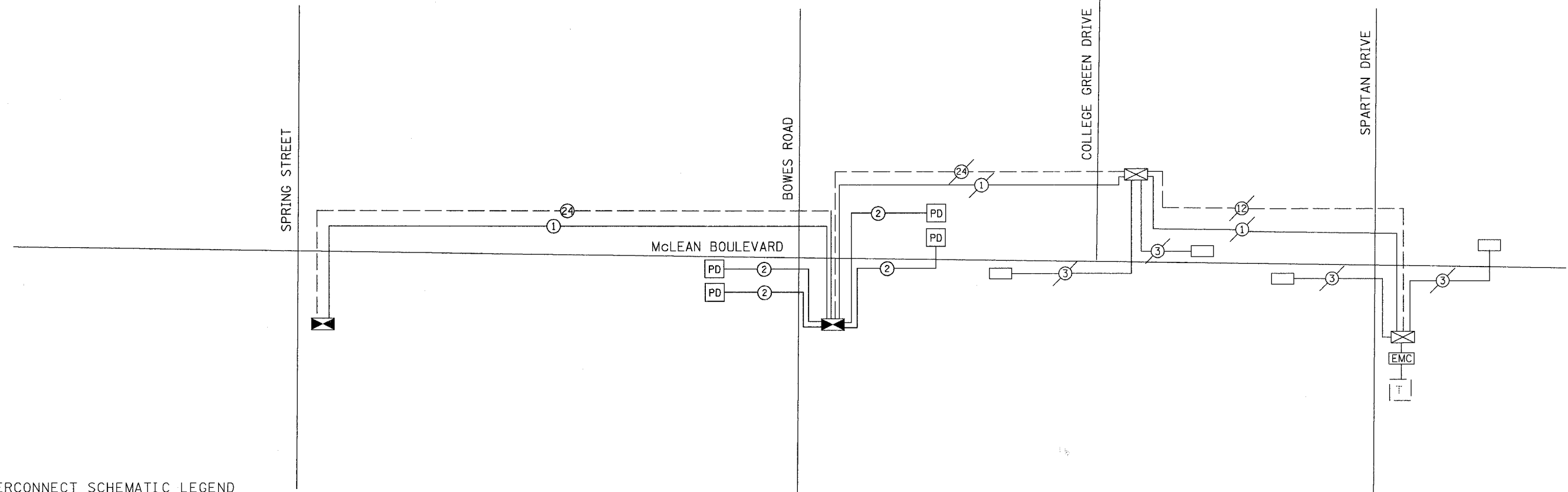
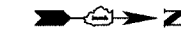
REVISIONS	
NAME	DATE

McLEAN BOULEVARD  
INTERCONNECT PLAN  
(SPRING ST TO BOWES RD).  
SHEET 2 OF 2

SCALE: 1:50  
DATE: 04/06/2007  
DRAWN BY: ARM  
CHECKED BY: DDL



CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	119
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**INTERCONNECT SCHEMATIC LEGEND**

- EXISTING INTERSECTION CONTROLLER
- PROPOSED INTERSECTION CONTROLLER
- PROPOSED MASTER CONTROLLER
- EXISTING MASTER CONTROLLER
- EXISTING VIDEO INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- PROPOSED VIDEO INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
- PROPOSED FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MMI2F SMI2F
- EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE
- PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE
- EXISTING VIDEO DETECTOR CABLE 3/C TWISTED, SHIELDED
- PROPOSED VIDEO DETECTOR CABLE 3/C TWISTED, SHIELDED
- EXISTING ELECTRIC CABLE, 1/C (AS SPECIFIED)
- PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED)
- EXISTING TELEPHONE CONNECTION
- PROPOSED TELEPHONE CONNECTION

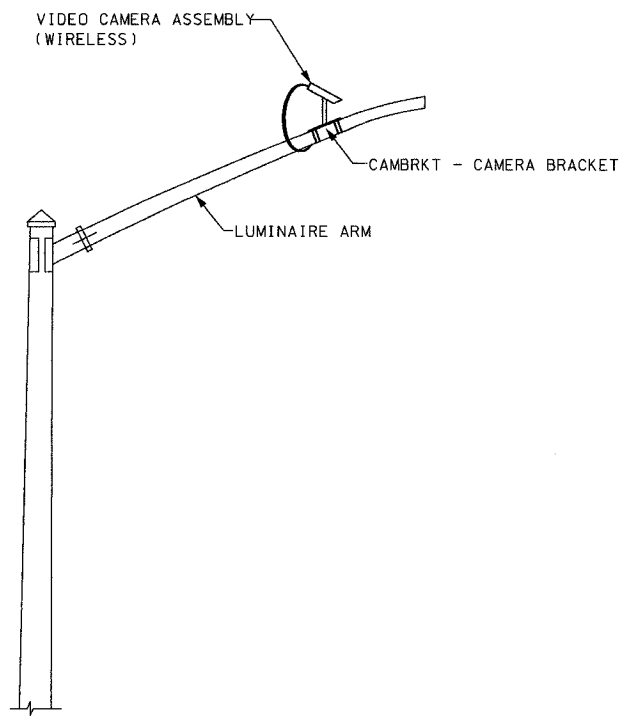
REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE TEL (312) 939-1000  
 SUITE 500 CHICAGO, IL 60606 FAX (312) 939-4198

**McLEAN BOULEVARD**  
 INTERCONNECT SCHEMATIC

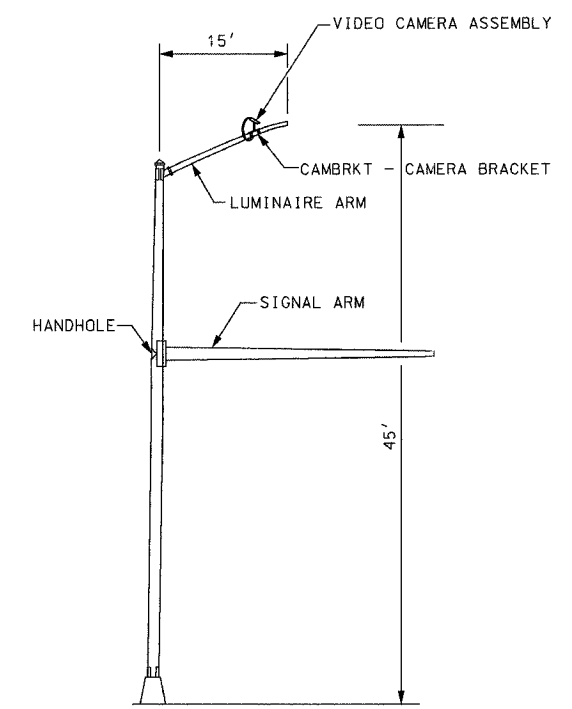
SCALE: N.T.S. DRAWN BY: RAM  
 DATE: 04/06/2007 CHECKED BY: DDL

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	120
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

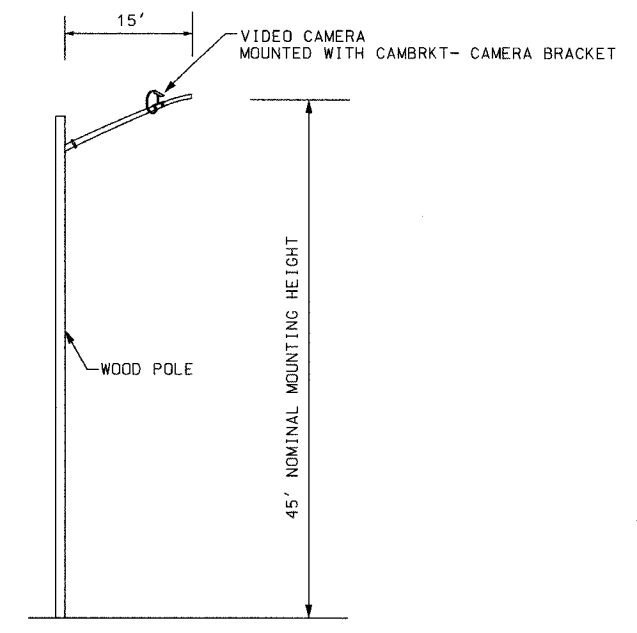


VIDEO VEHICLE DETECTION SYSTEM  
N.T.S.

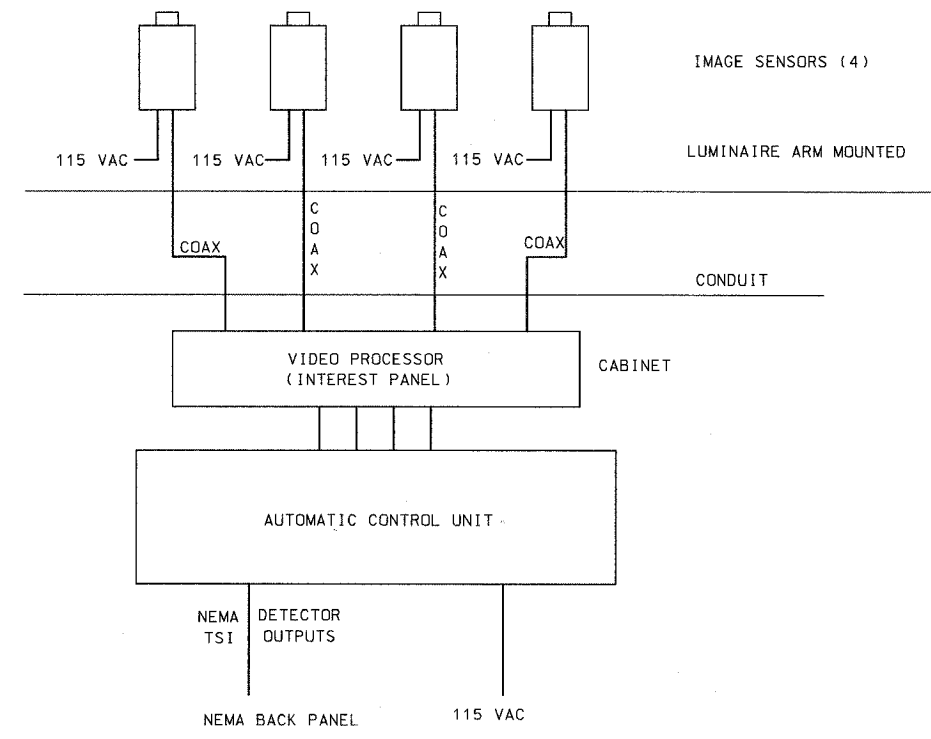
- NOTES:**
1. MOUNT LUMINAIRE MOUNTING BRACKET AS HIGH AS POSSIBLE.
  2. AIM BRACKET TOWARD DIRECTION OF TRAFFIC TO BE DETECTED.
  3. MOUNT VIDEO VEHICLE DETECTOR AIMING DOWN AT 20° ANGLE.
- WARNING:**
1. AIMING THE VIDEO VEHICLE DETECTOR AT DIRECT SUNLIGHT WILL CAUSE PERMANENT DAMAGE TO THE VIDEO VEHICLE DETECTOR.



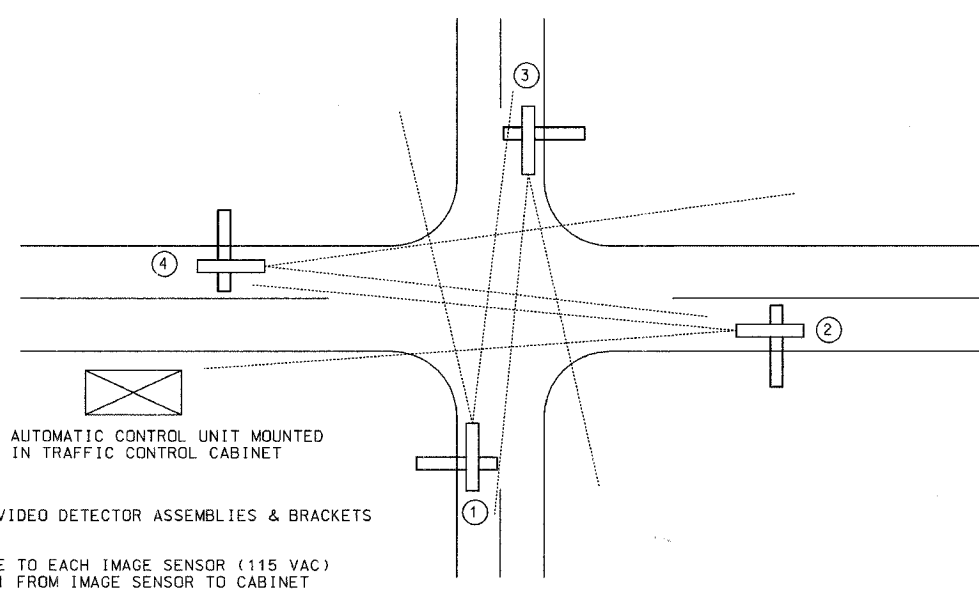
COMBINATION MAST ARM  
LIGHT POLE DETAIL  
N.T.S.



TEMPORARY WOOD POLE DETAIL  
N.T.S.



VIDEO VEHICLE DETECTION SYSTEM  
COMPONENT LAYOUT  
N.T.S.



- (4) WIDE AREA VIDEO DETECTOR ASSEMBLIES & BRACKETS  
①②③④
- POWER CABLE TO EACH IMAGE SENSOR (115 VAC)  
BELDEN 8281 FROM IMAGE SENSOR TO CABINET  
COAXIAL AND POWER CABLE TERMINATIONS  
(SALES REPRESENTATIVE TO ASSIST)

TYPICAL VIDEO VEHICLE DETECTION SYSTEM  
N.T.S.

REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
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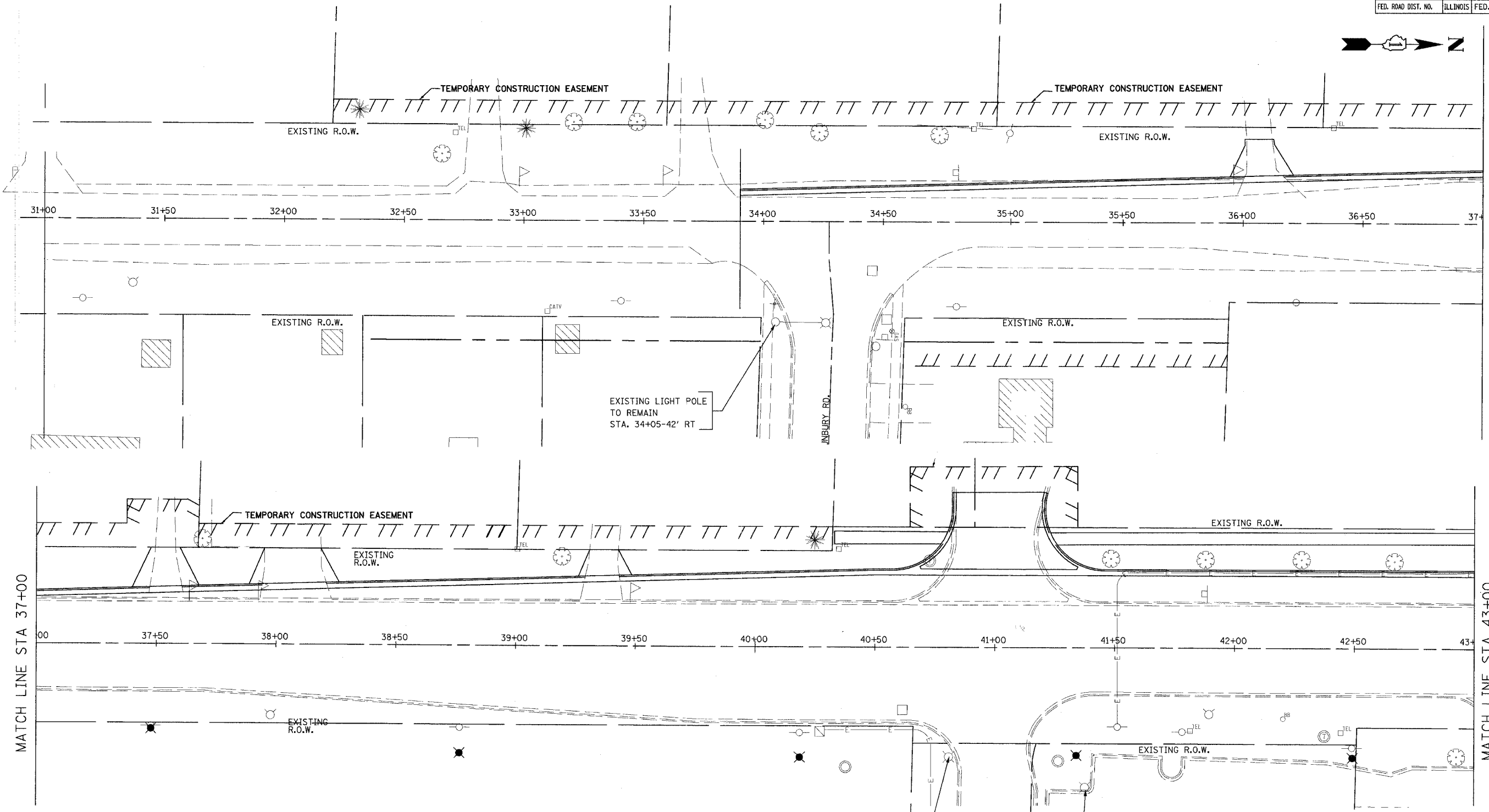
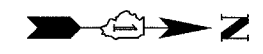
**MGLEAN BOULEVARD**

**TRAFFIC SIGNAL DETAILS**

SCALE: N.T.S. DRAWN BY: RAM  
DATE: 04/06/2007 CHECKED BY: DDL

CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	121
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



MATCH LINE STA 37+00

MATCH LINE STA 43+00

**LEGEND**

	EXISTING LIGHT (ARM MOUNTED)
	EXISTING LIGHT (POLE MOUNTED)
	PROP. POWER POLE RELOCATION ("BY OTHERS") *

\* WORK "BY OTHERS" IS NOT A PART OF THIS CONTRACT. THIS WORK IS A PART OF DIFFERENT CONTRACT AND SHOWN HERE FOR THE INFORMATION PURPOSE ONLY. TYPICAL FOR ALL WORK PERTAINING TO "BY OTHERS."

EXISTING LIGHT POLE  
STA 40+89.9-45.5' RT  
TO BE RELOCATED  
(BY OTHERS)

EXISTING LIGHT POLE  
TO REMAIN  
STA. 40+80-45.5' RT

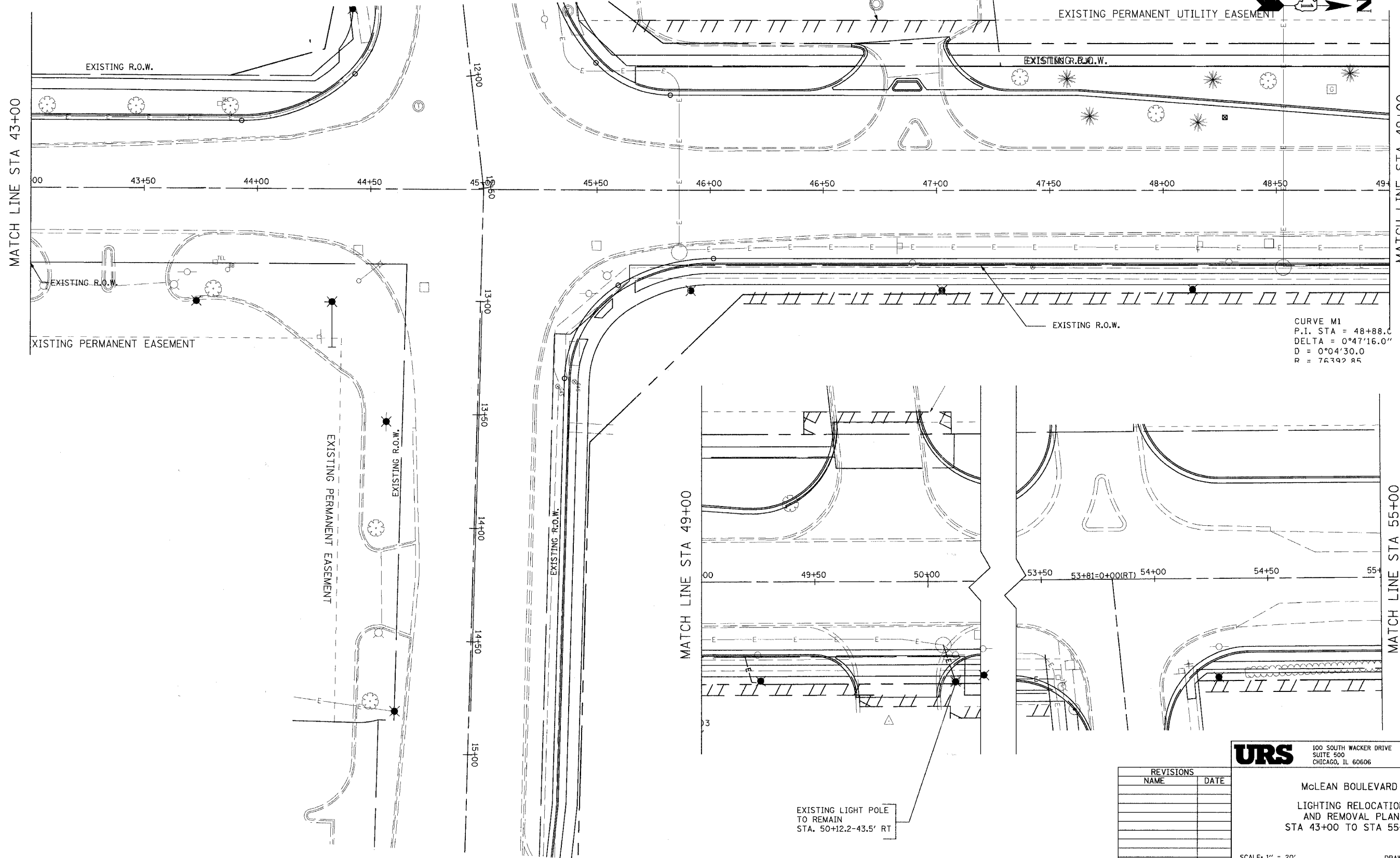
REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
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**McLEAN BOULEVARD  
LIGHTING RELOCATION  
AND REMOVAL PLAN  
STA 33+90 TO STA 43+00**

SCALE: 1" = 20'  
DATE 04/06/2007  
DRAWN BY KLM  
CHECKED BY

CONTRACT NO. 83737				
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	122
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



CURVE M1  
P.I. STA = 48+88.0  
DELTA = 0°47'16.0"  
D = 0°04'30.0  
R = 76392.85

EXISTING LIGHT POLE TO REMAIN  
STA. 50+12.2-43.5' RT

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 TEL (312) 939-1000  
CHICAGO, IL 60606 FAX (312) 939-4198

McLEAN BOULEVARD  
LIGHTING RELOCATION  
AND REMOVAL PLAN  
STA 43+00 TO STA 55+00

SCALE: 1" = 20'  
DATE 04/06/2007  
DRAWN BY KLM  
CHECKED BY

REVISIONS	
NAME	DATE

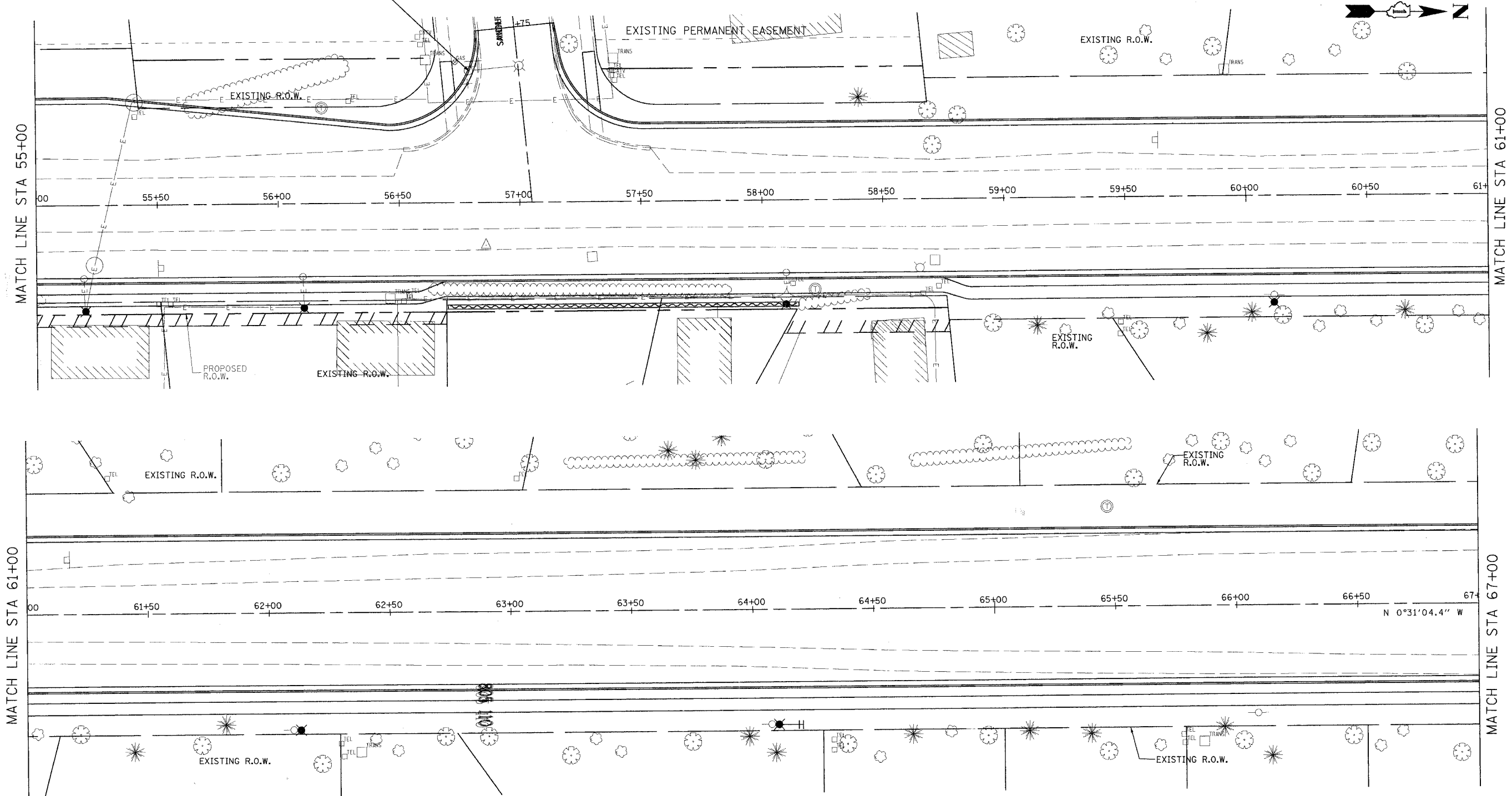
CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	123
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EXISTING LIGHT POLE STA. 56+79.25-54.5' LT TO BE RELOCATED TO STA 56+77.5-63.5' LT SEE NOTE 1.

NOTE:

1. INDIVIDUALLY CONTROLLED BY PHOTOCELL. THE COST OF INSTALLING NEW CABLE FROM THE TRANSFORMER TO THE RELOCATED LIGHTING UNIT WILL NOT BE PAID SEPARATELY. IT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE "RELOCATE EXISTING LIGHTING UNIT."



**URS** 100 SOUTH WACKER DRIVE  
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REVISIONS	
NAME	DATE

**McLEAN BOULEVARD**  
**LIGHTING RELOCATION**  
**AND REMOVAL PLAN**  
**STA 55+00 TO STA 67+00**

SCALE: 1" = 20'  
 DATE: 04/06/2007

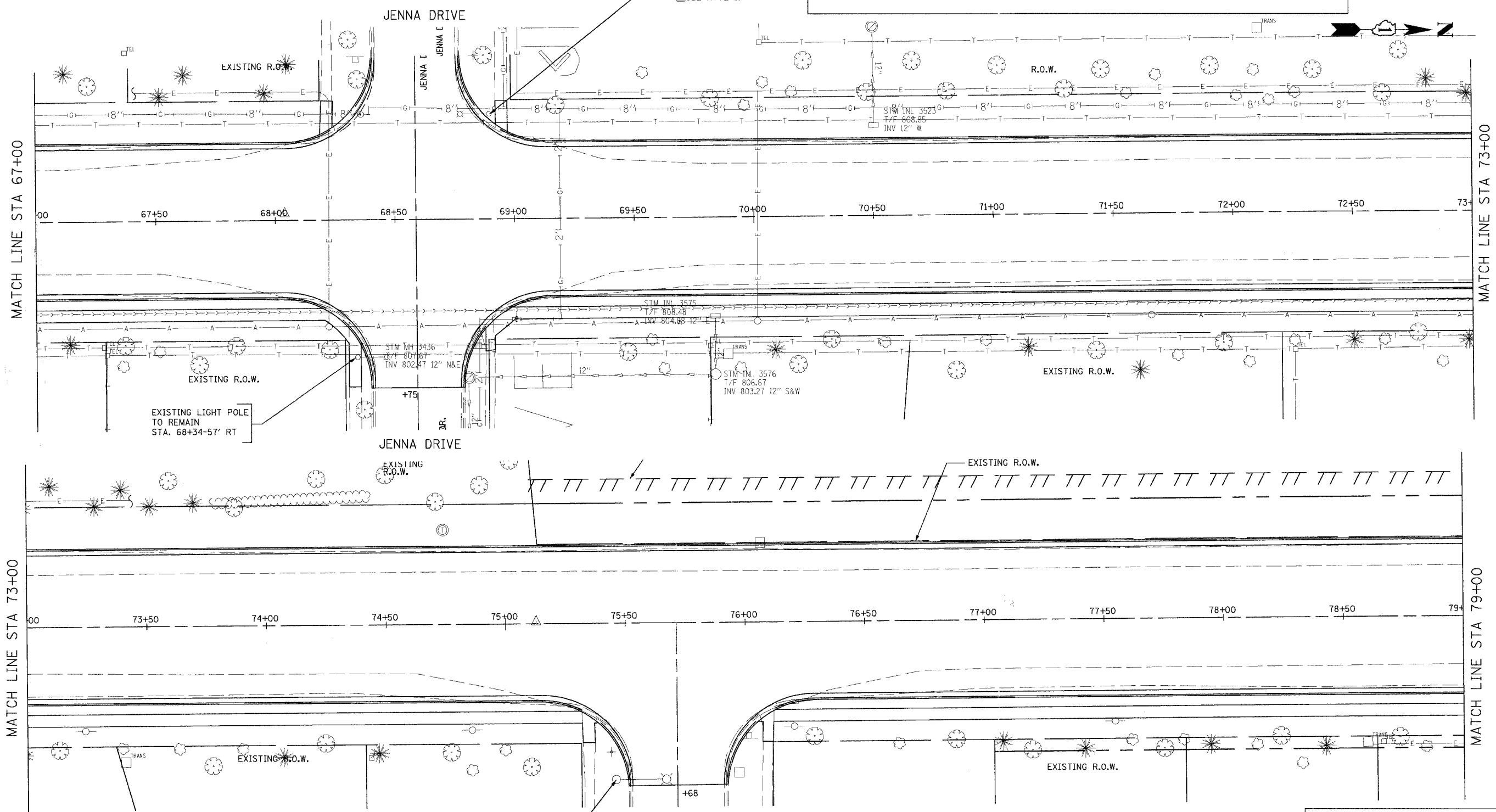
DRAWN BY KLM  
 CHECKED BY

CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	124
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

EXISTING LIGHT POLE STA. 68+89.6-44' LT TO BE RELOCATED STA 68+85-52.5' LT SEE NOTE 1.

NOTE:  
1. INDIVIDUALLY CONTROLLED BY PHOTOCELL. THE COST OF INSTALLING NEW CABLE FROM THE TRANSFORMER TO THE RELOCATED LIGHTING UNIT WILL NOT BE PAID SEPARATELY. IT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE OF THE "RELOCATE EXISTING LIGHTING UNIT."



EXISTING LIGHT POLE TO REMAIN STA. 68+34-57' RT

EXISTING LIGHT POLE TO REMAIN STA. 75+45.7-65' RT

MATCH LINE STA 67+00

MATCH LINE STA 73+00

MATCH LINE STA 73+00

MATCH LINE STA 79+00

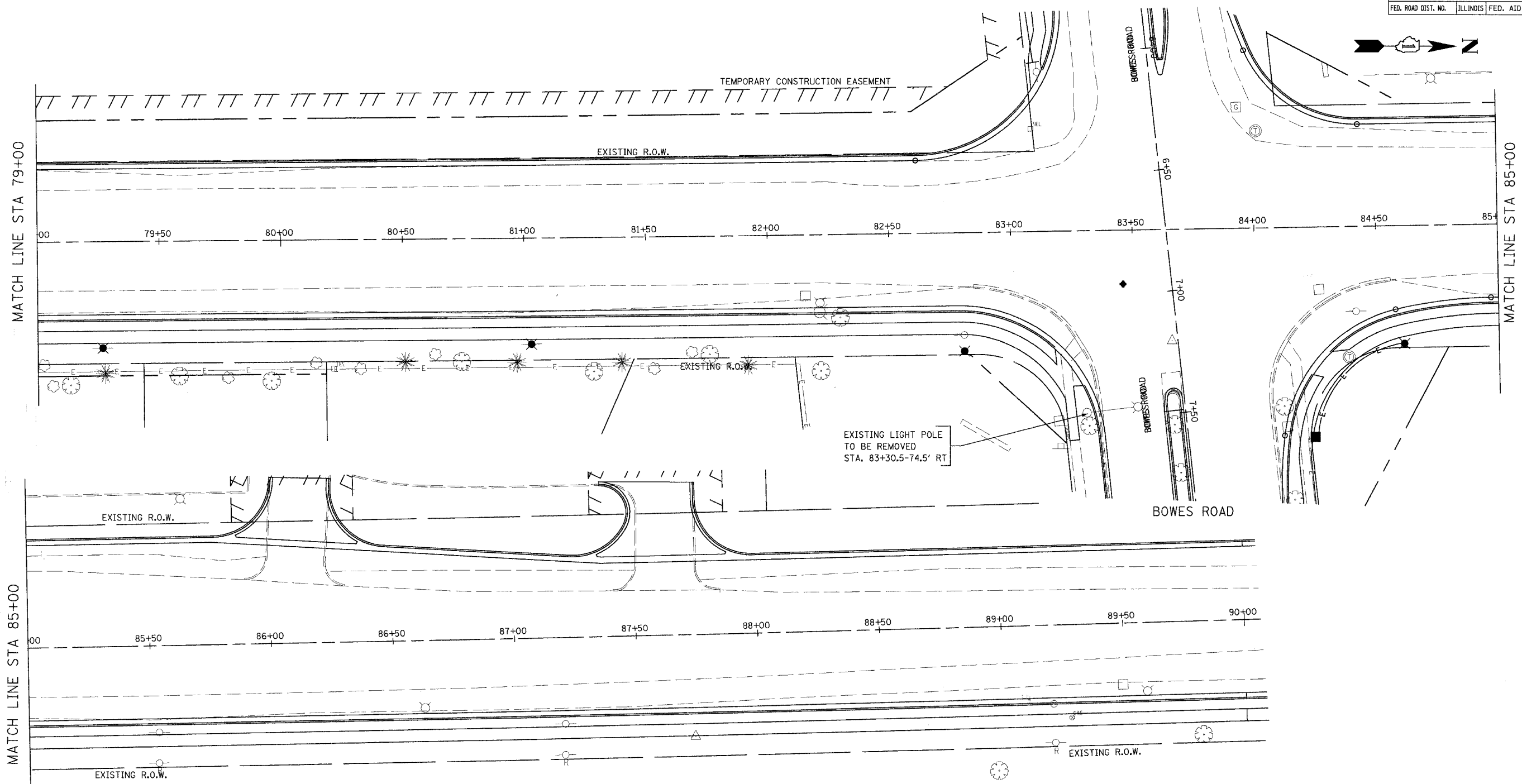
**URS** 100 SOUTH WACKER DRIVE SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

**McLEAN BOULEVARD  
LIGHTING RELOCATION  
AND REMOVAL PLAN  
STA 67+00 TO STA 79+00**

REVISIONS	
NAME	DATE

SCALE: 1" = 20'  
DATE 04/06/2007  
DRAWN BY KLM  
CHECKED BY

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	125
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**SCHEDULE OF QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	QUANTITY
84200500	REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	2
84200700	LIGHTING FOUNDATION REMOVAL	EACH	4
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	20

**NOTES:**  
 THE CONTRACTOR SHALL DISCONNECT THE EXISTING WIRE IN UNIT DUCT AND RECONNECT TO RELOCATED LIGHT POLE. THE COST FOR DISCONNECTING AND RECONNECTING THE WIRES SHALL BE INCIDENTAL TO THE RELOCATION OF LIGHT POLE.

DIRECT BURIED SPLICES WILL NOT BE ALLOWED.

THE CONTRACTOR SHALL VERIFY THE EXISTING AMOUNT OF SLACK TO RECONNECT THE RELOCATED LIGHT POLES. IN THE EVENT THAT THE EXISTING SLACK IS NOT ENOUGH TO PROVIDE RECONNECTION, THEN THE CONTRACTOR SHALL REWIRE FROM THE SAME CIRCUIT TO THE NEAREST LIGHT POLE ON THE CIRCUIT.

REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
 SUITE 500 TEL (312) 939-1000  
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**McLEAN BOULEVARD  
 LIGHTING RELOCATION  
 AND REMOVAL PLAN  
 STA 79+00 TO STA 90+00**

SCALE: 1" = 20'  
 DATE 04/06/2007  
 DRAWN BY KLM  
 CHECKED BY



CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	126
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

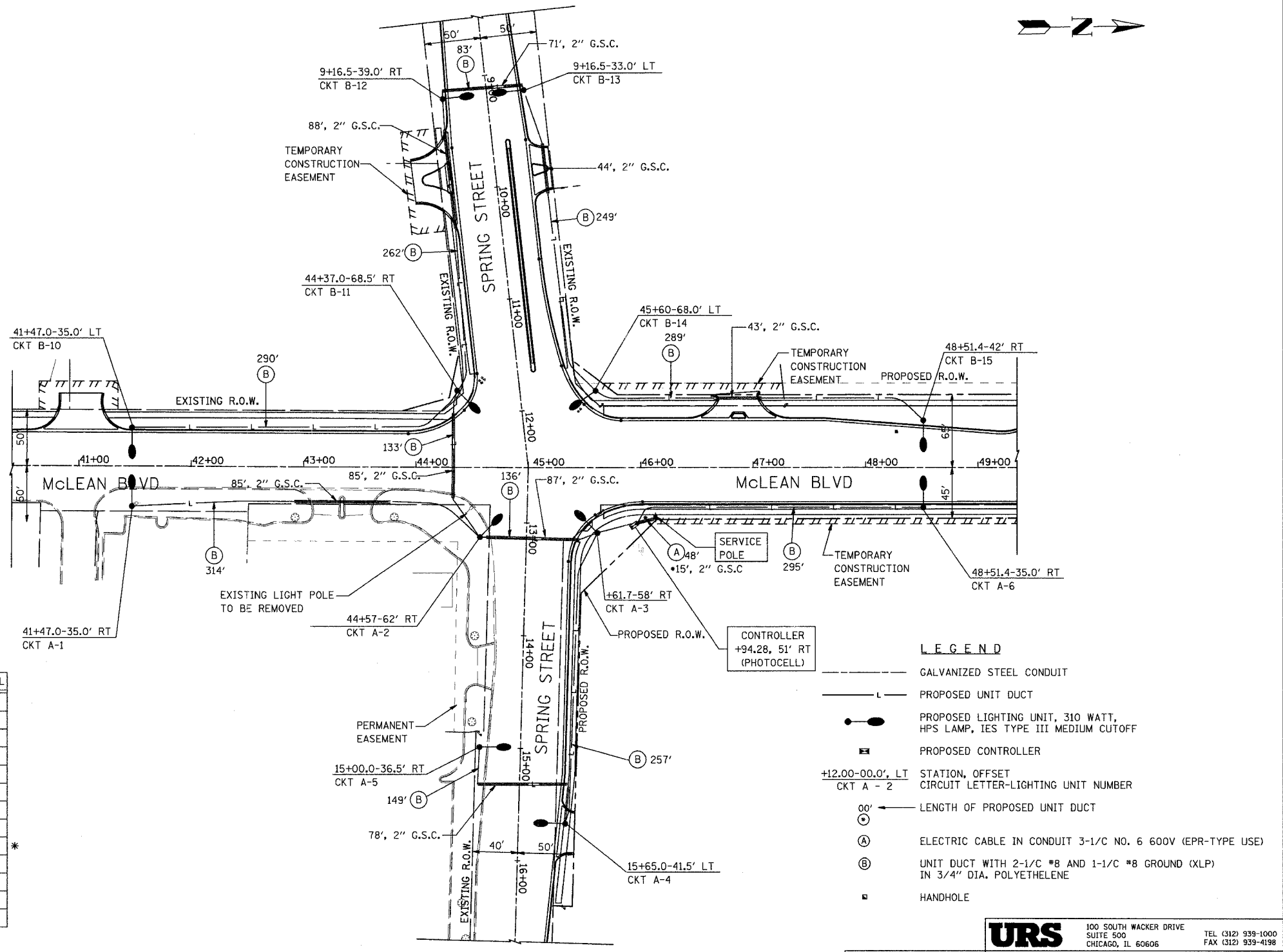
**NOTES:**

- THE SERVICE INSTALLATIONS WILL BE MADE ON COMED POLE AND SHALL BE 240 VOLT SERVICE AND SHALL HAVE A MINIMUM K.V.A. RATING AS SHOWN IN THE PLANS.
- NO UNDERGROUND SPLICES WILL BE ALLOWED.
- ALL SPLICES ARE TO BE MADE IN THE BASE OF THE LIGHT POLE.
- CABLE SHALL BE BURIED AT A MINIMUM DEPTH OF 2.5' BELOW THE SURFACE GRADE.
- LIGHTING STANDARDS ARE TO BE LOCATED A MINIMUM DISTANCE OF 2' FROM THE BACK OF CURB TO THE FACE OF POLE, EXCEPT WHERE OTHERWISE INDICATED, OR ANY CONFLICTS WITH UTILITIES.
- ALL LIGHT POLES SHALL HAVE BREAKAWAY COUPLINGS.
- THE RIGID STEEL CONDUIT FOR SERVICE POLE RISER SHALL BE INCLUDED IN THE ITEM FOR SERVICE INSTALLATION.
- ALL GALVANIZED STEEL CONDUITS ARE TRENCHED UNLESS OTHERWISE INDICATED.
- APPROXIMATELY 20' OF CABLE SHALL BE COILED AT THE TOP OF RIGID STEEL CONDUIT RISER, OF THE SIZE INDICATED, INSTALLED ON THE SERVICE POLE, FOR CONNECTION TO ELECTRICAL SERVICE. CONNECTION TO ELECTRICAL SERVICE TO BE MADE BY COMED COMPANY. THIS CABLE WILL BE MEASURED AND PAID FOR AS CABLE IN CONDUIT.
- LUMINARIES SHALL OPERATE AT A NOMINAL 240V PRIMARY VOLTAGE.
- STATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE OF POLES.
- GROUND RODS SHALL BE LOCATED APPROXIMATELY WHERE SHOWN AND AS DIRECTED BY THE ENGINEER.
- THE CENTERLINE OF THE CABLE TRENCHES SHALL BE COINCIDENT WITH THE CENTERLINE OF THE LIGHTING FOUNDATIONS.
- PROPOSED LUMINARIES SHALL BE HIGH PRESSURE SODIUM 310 WATTS MC-III.
- THE PHOTOCELL SHALL BE MOUNTED ON TOP OF THE CONTROLLER CABINET (FACING NORTH) PER THE MANUFACTURER'S RECOMMENDATIONS. PHOTOCELL CABLE AND CONNECTIONS SHALL BE INCIDENTAL TO THE CONTROLLER PAY ITEM.

**SCHEDULE OF ELECTRICAL QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	TOTAL
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
80700110	GROUND ROD, 3/4" DIA. X 10 FT.	EACH	14
81018500	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	623
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2138
81600215	UNIT DUCT, 2"XLP, 1"XLP GROUND 3/4" POLYETHYLENE	FOOT	2517
81702415	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6	FOOT	78
82102310	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	12
82500510	LIGHTING CONTROLLER TYPE CB-RCS 60AMP - 240VOLT	EACH	1
83008500	LIGHT POLE, ALUMINUM, 40 FT. M.H., 12 FT. MAST ARM	EACH	12 *
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	120
83800505	BREAKAWAY DEVICE, COUPLING, WITH ALUMINUM SKIRT	EACH	12

\* ALL LIGHT POLES ARE TO BE POWDER COATED BRONZE.



REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 TEL (312) 939-1000  
CHICAGO, IL 60606 FAX (312) 939-4198

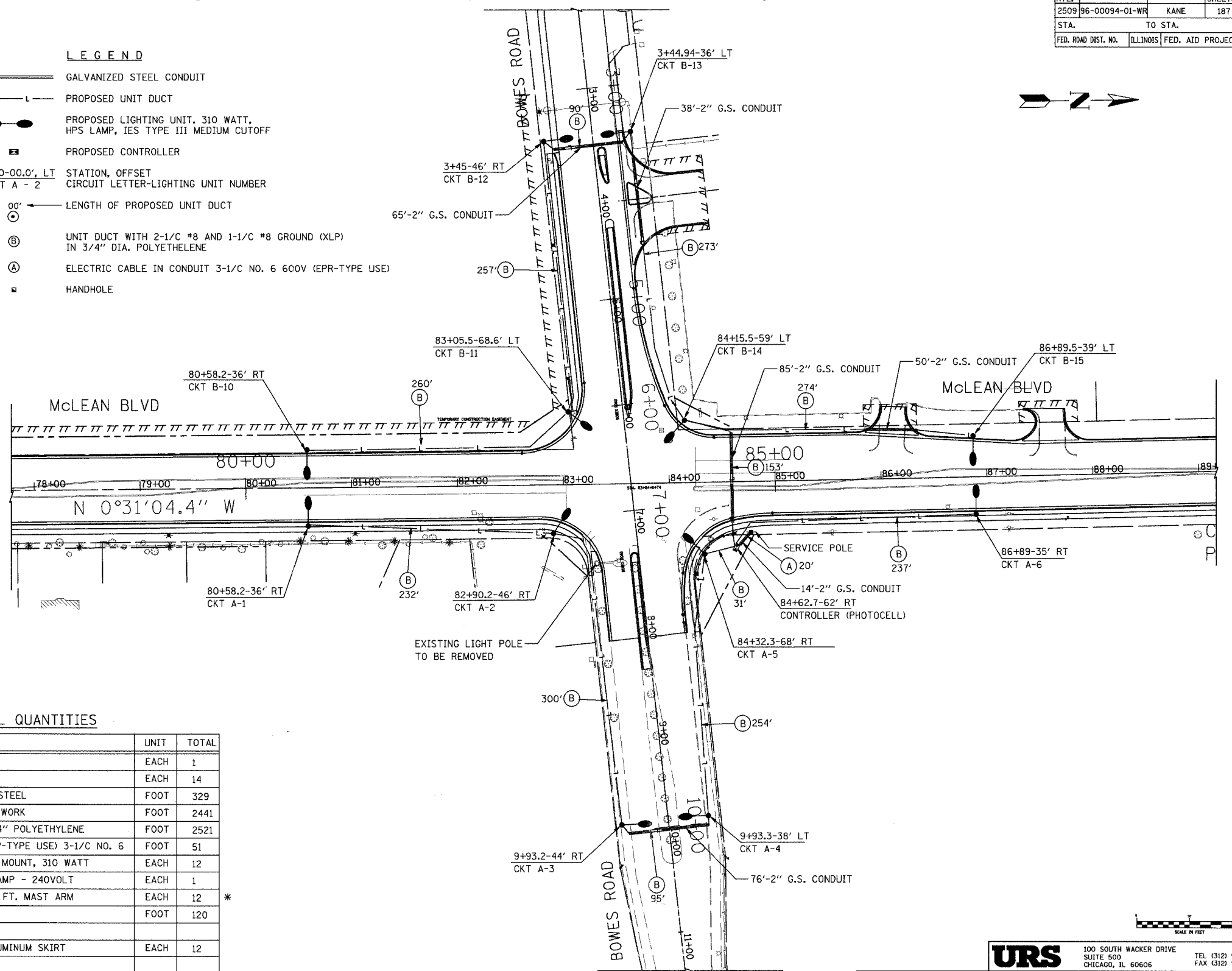
**McLEAN BOULEVARD**  
**LIGHTING PLAN**  
**McLEAN BLVD & SPRING STREET**  
SCALE: 1" = 50'  
DATE: 04/06/2007  
DRAWN BY: VAP  
CHECKED BY: RAM

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	127
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

**NOTES:**

- THE SERVICE INSTALLATIONS WILL BE MADE ON ComEd POLE AND SHALL BE 240 VOLT SERVICE AND SHALL HAVE A MINIMUM K.V.A. RATING AS SHOWN IN THE PLANS.
- NO UNDERGROUND SPLICES WILL BE ALLOWED.
- ALL SPLICES ARE TO BE MADE IN THE BASE OF THE LIGHT POLE.
- CABLE SHALL BE BURIED AT A MINIMUM DEPTH OF 2.5' BELOW THE SURFACE GRADE.
- LIGHTING STANDARDS ARE TO BE LOCATED A MINIMUM DISTANCE OF 2' FROM THE BACK OF CURB TO THE FACE OF POLE, EXCEPT WHERE OTHERWISE INDICATED, OR ANY CONFLICTS WITH UTILITIES.
- ALL LIGHT POLES SHALL HAVE BREAKAWAY COUPLINGS.
- THE RIGID STEEL CONDUIT FOR SERVICE POLE RISER SHALL BE INCLUDED IN THE ITEM FOR SERVICE INSTALLATION.
- ALL GALVANIZED STEEL CONDUITS ARE TRENCHED UNLESS OTHERWISE INDICATED.
- APPROXIMATELY 20' OF CABLE SHALL BE COILED AT THE TOP OF RIGID STEEL CONDUIT RISER, OF THE SIZE INDICATED, INSTALLED ON THE SERVICE POLE, FOR CONNECTION TO ELECTRICAL SERVICE. CONNECTION TO ELECTRICAL SERVICE TO BE MADE BY ComEd COMPANY. THIS CABLE WILL BE MEASURED AND PAID FOR AS CABLE IN CONDUIT.
- LUMINARIES SHALL OPERATE AT A NOMINAL 240V PRIMARY VOLTAGE.
- STATIONS AND OFFSETS ARE GIVEN TO THE CENTERLINE OF POLES.
- GROUND RODS SHALL BE LOCATED APPROXIMATELY WHERE SHOWN AND AS DIRECTED BY THE ENGINEER.
- THE CENTERLINE OF THE CABLE TRENCHES SHALL BE COINCIDENT WITH THE CENTERLINE OF THE LIGHTING FOUNDATIONS.
- PROPOSED LUMINARIES SHALL BE HIGH PRESSURE SODIUM 310 WATTS MC-III.
- THE PHOTOCELL SHALL BE MOUNTED ON TOP OF THE CONTROLLER CABINET (FACING NORTH) PER THE MANUFACTURER'S RECOMMENDATIONS. PHOTOCELL CABLE AND CONNECTIONS SHALL BE INCIDENTAL TO THE CONTROLLER PAY ITEM

- LEGEND**
- ===== GALVANIZED STEEL CONDUIT
  - - - - - PROPOSED UNIT DUCT
  - PROPOSED LIGHTING UNIT, 310 WATT, HPS LAMP, IES TYPE III MEDIUM CUTOFF
  - PROPOSED CONTROLLER
  - ⊕ STATION, OFFSET CIRCUIT LETTER-LIGHTING UNIT NUMBER
  - 00' ← LENGTH OF PROPOSED UNIT DUCT
  - ⊙ UNIT DUCT WITH 2-1/2" #8 AND 1-1/2" #8 GROUND (XLP) IN 3/4" DIA. POLYETHYLENE
  - ⊙ ELECTRIC CABLE IN CONDUIT 3-1/2" NO. 6 600V (EPR-TYPE USE)
  - HANDHOLE



**SCHEDULE OF ELECTRICAL QUANTITIES**

ITEM NO.	DESCRIPTION	UNIT	TOTAL
80400100	ELECTRIC SERVICE INSTALLATION	EACH	1
81018500	GROUND ROD, 3/4" DIA. X 10 FT.	EACH	14
81400100	CONDUIT PUSHED, 2" DIA., GALVANIZED STEEL	FOOT	329
81500200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	2441
81600215	UNIT DUCT, 2"XLP, 1" #8 XLP GROUND 3/4" POLYETHYLENE	FOOT	2521
81702415	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/2" NO. 6	FOOT	51
82102310	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 310 WATT	EACH	12
82500510	LIGHTING CONTROLLER TYPE CB-RCS 60AMP - 240VOLT	EACH	1
83008500	LIGHT POLE, ALUMINUM, 40 FT. M.H., 12 FT. MAST ARM	EACH	12
83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	120
83800505	BREAKAWAY DEVICE, COUPLING, WITH ALUMINUM SKIRT	EACH	12

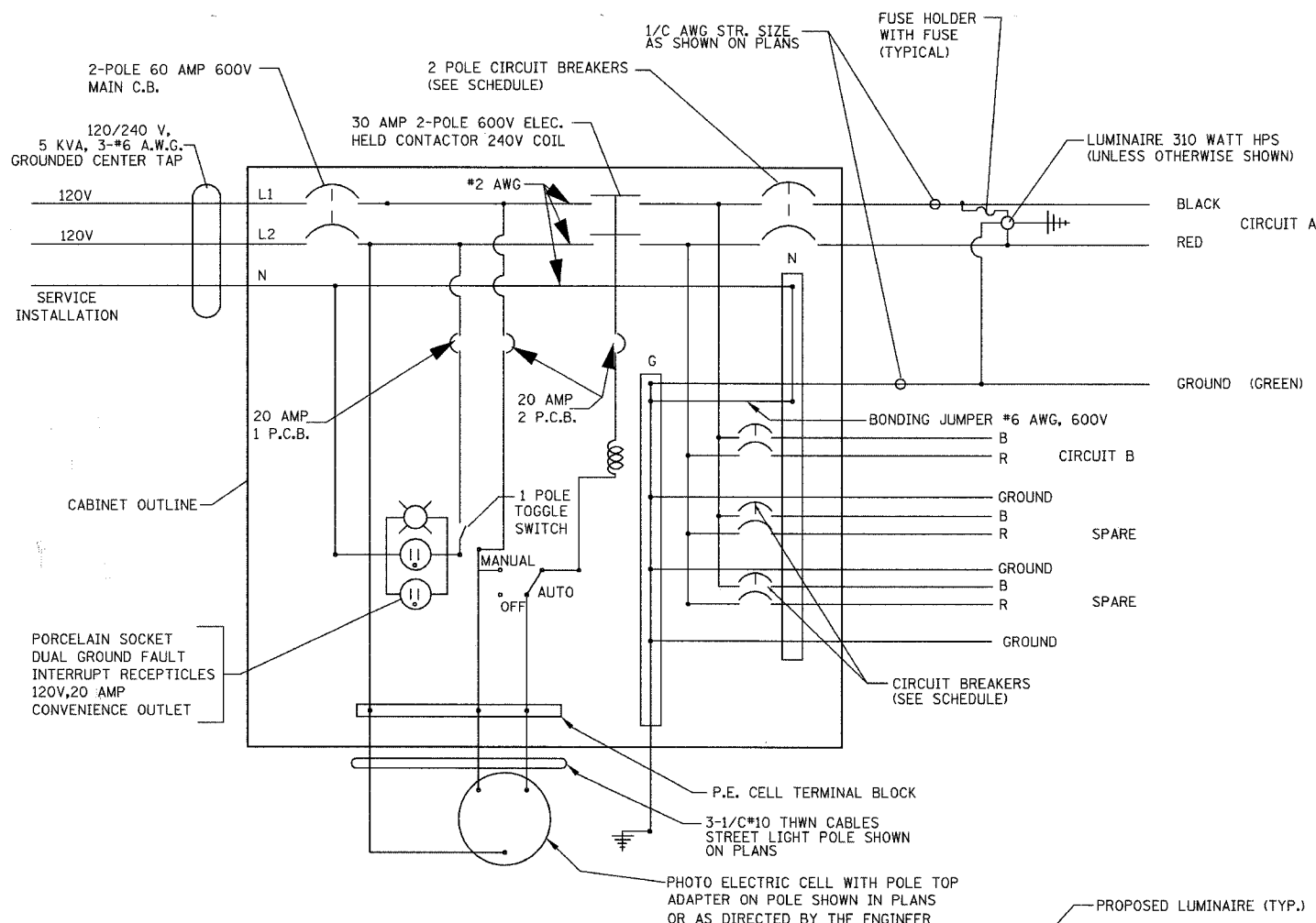
\* ALL LIGHT POLES ARE TO BE POWDER COATED BRONZE.

REVISIONS	
NAME	DATE

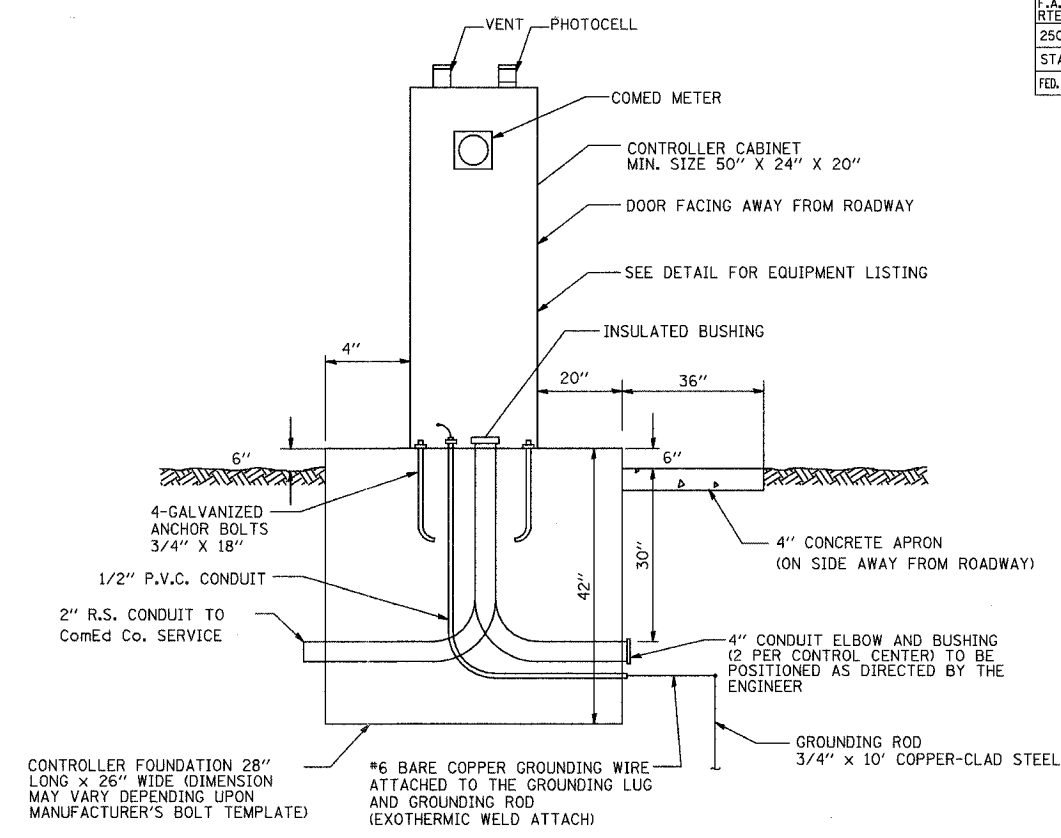
**URS**  
 100 SOUTH WACKER DRIVE  
 SUITE 500  
 CHICAGO, IL 60606  
 TEL (312) 939-1000  
 FAX (312) 939-4158

**McLEAN BOULEVARD**  
  
**LIGHTING PLAN**  
**McLEAN BOULEVARD & BOWES ROAD**  
  
 SCALE: 1" = 50'  
 DATE 04/06/2007  
 DRAWN BY VAP  
 CHECKED BY RAM

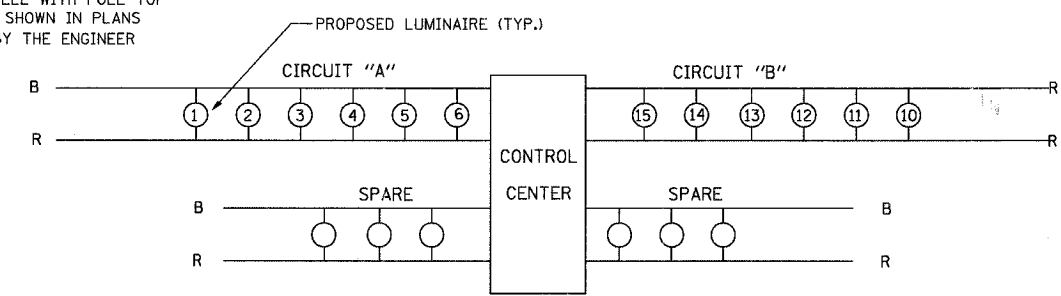
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	128
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



WIRING DIAGRAM - CONTROL CENTER

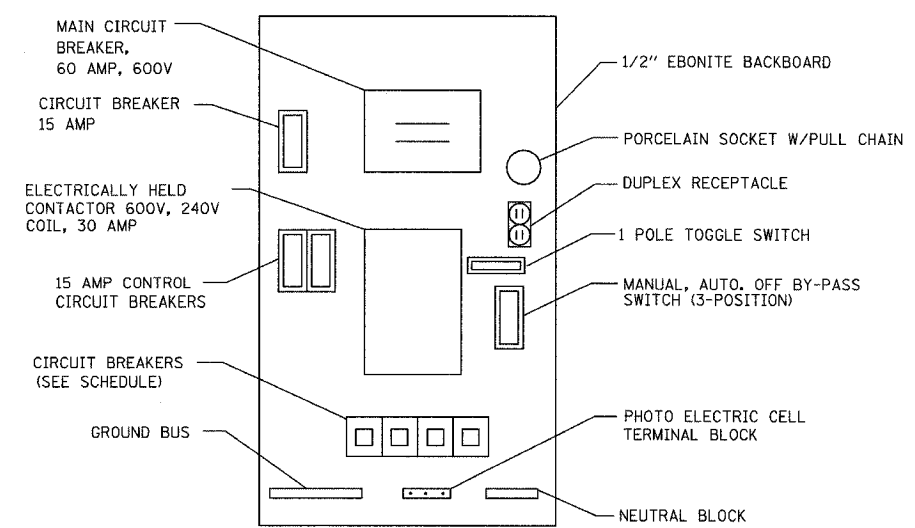


LIGHTING CONTROL CENTER

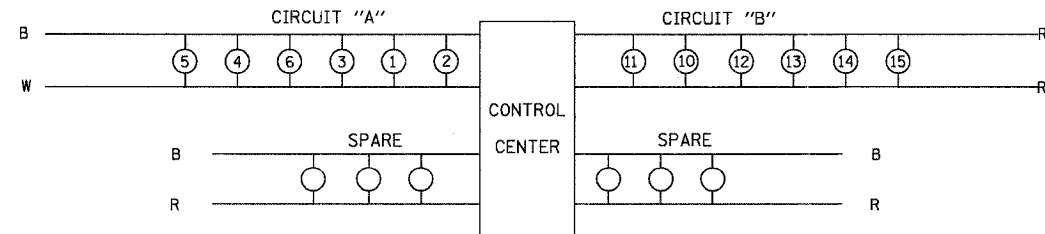


CIRCUIT DIAGRAM FOR BOWES ROAD

CIRCUITS	BREAKER SIZE
A, B	20 AMP
SPARES	20 AMP



CONTROL CENTER EQUIPMENT LAYOUT



CIRCUIT DIAGRAM FOR SPRING ST./HOPPS ROAD

CIRCUITS	BREAKER SIZE
A, B	20 AMP
SPARES	20 AMP

NOTES

1. A CONCRETE WORK PAD SHALL BE PROVIDED IN FRONT OF THE CONTROL CABINET MEASURING 0.9M (3FT) X 1.8M (5FT) X 100MM (4") DEEP.
2. ALL ELECTRICAL MATERIALS AND COMPONENTS SHALL BE UL LISTED.
3. THE COMPLETE CONTROLLER SHALL BE AN INDUSTRIAL CONTROL PANEL UNDER UL 508, AND SHALL BEAR THE UL LABEL "ENCLOSED INDUSTRIAL CONTROL PANEL".
4. THE PHOTOCELL SHALL BE MOUNTED ON TOP OF THE CONTROLLER. THE PHOTOCELL AND APPROPRIATE WIRING SHALL BE INCLUDED IN THE COST OF THE LIGHTING CONTROLLER.
5. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED. ALL EXTERNAL HARDWARE SHALL BE STAINLESS STEEL.
6. CABINETS SHALL BE FINISHED AS SPECIFIED IN ARTICLE 1068.01(C) OF THE STANDARD SPECIFICATIONS
7. 300MM (12") X 400MM (16") STAINLESS STEEL NAMEPLATE SHALL BE ENGRAVED TO "LIGHTING CONTROLS" UNLESS OTHERWISE DIRECTED.
8. ALL CONTROL WIRES SHALL BE #12 A.W.G., 600V TYPE SIS.

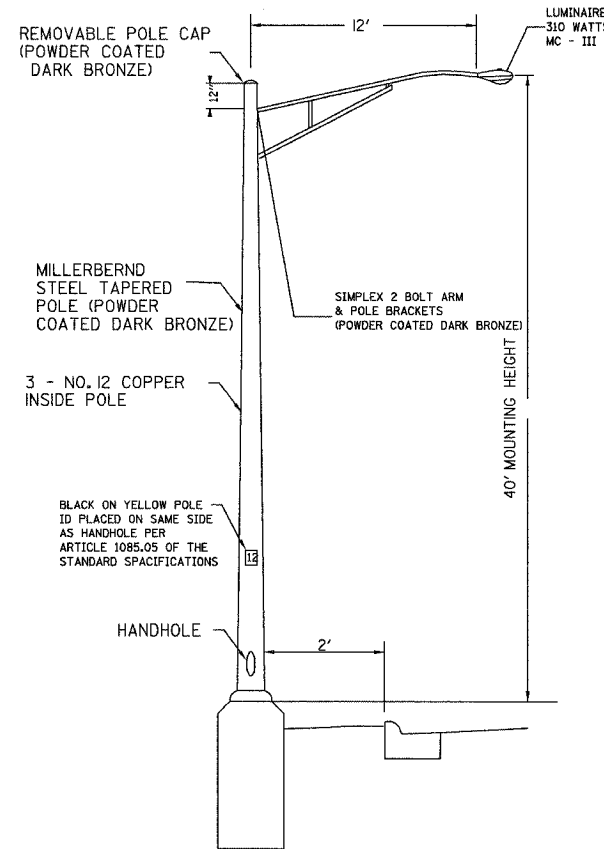
REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

McLEAN BOULEVARD  
CONTROLLER DETAILS  
McLEAN BLVD AND SPRING STREET  
McLEAN BLVD AND BOWES ROAD

SCALE: N.T.S. DATE: 04/06/2007 DRAWN BY: VAP CHECKED BY: RAM

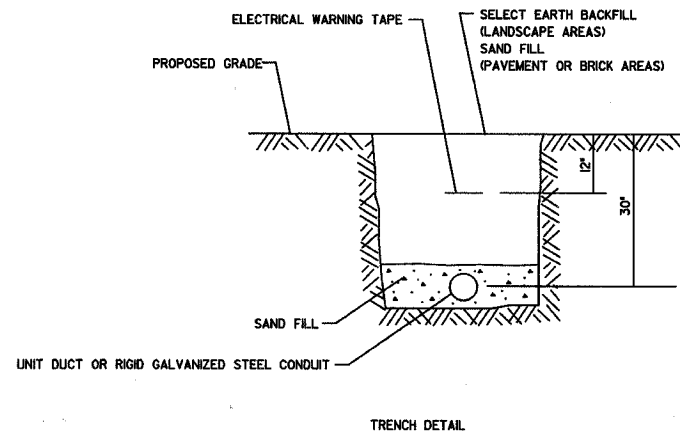
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	129
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



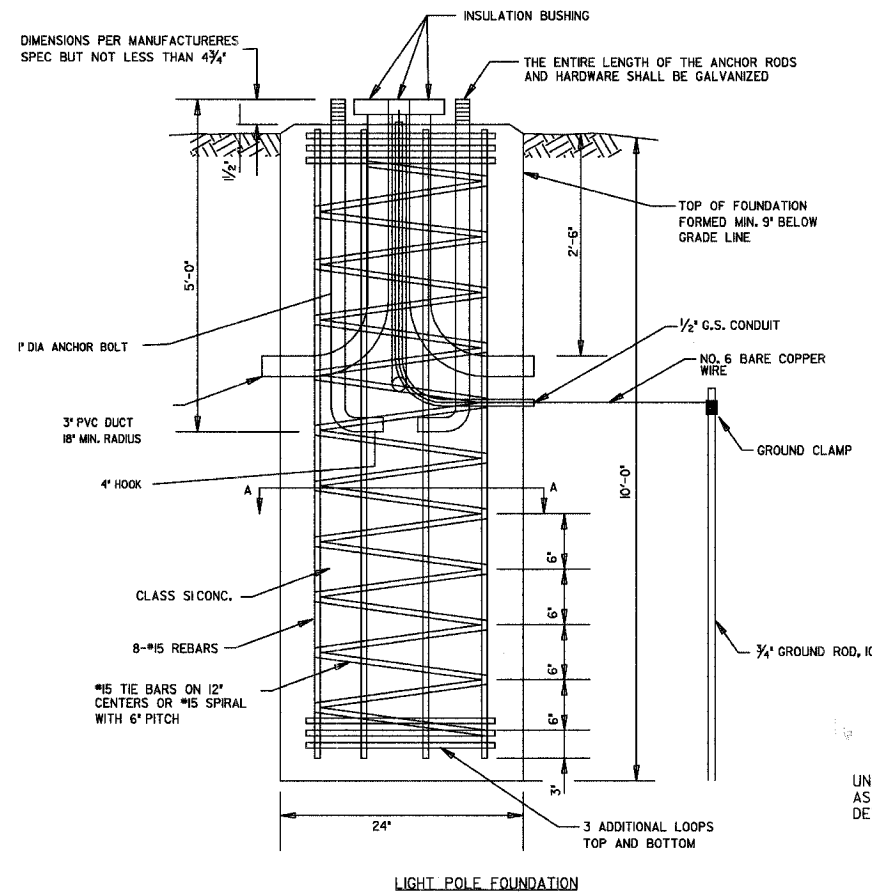
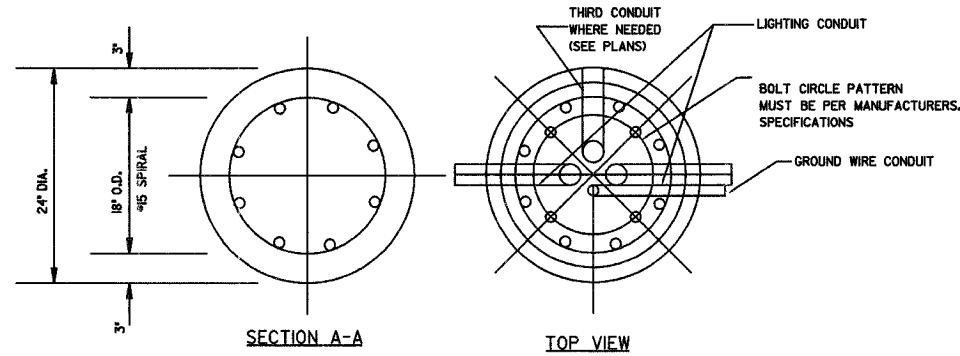
LIGHT POLE DETAIL

NOTES:

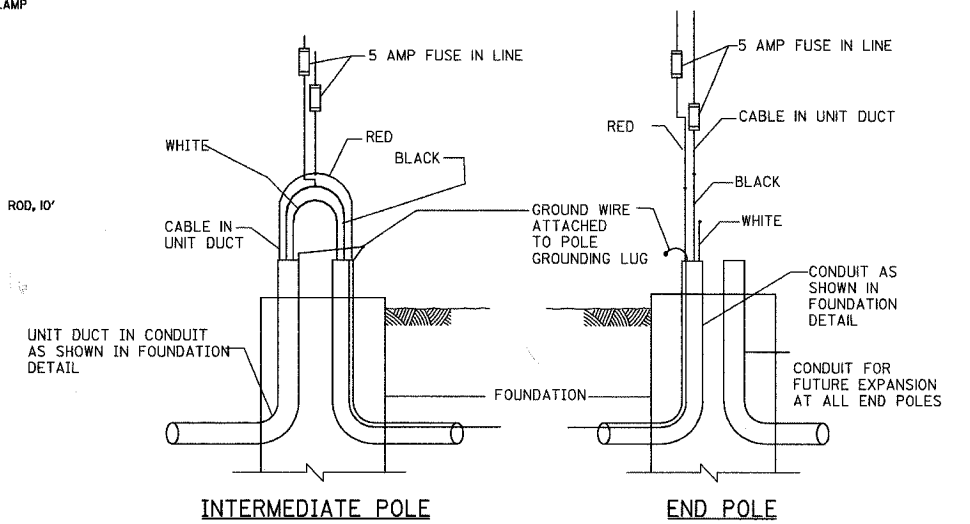
1. HEAT TREATMENT SHALL BE APPLIED AFTER WELDING.
2. DESIGN SHALL CONFORM WITH A.A.S.H.T.O.'S "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES AND TRAFFIC SIGNALS" FOR 80 MILE/HOUR WIND SPEEDS.
3. BASE OF POLE SHALL BE COATED WITH BITUMINOUS PAINT.
4. THE LIGHT POLES SHALL HAVE BOLT COVERS AND SKIRTS.
5. THE FINISH SHALL BE POWDER COATED "DARK BRONZE" FOR POLE CAP, ARM & POLE BRACKETS, BASE PLATE AND SKIRT.
6. SEE TRAFFIC SIGNAL DETAILS FOR VIDEO VEHICLE DETECTION CAMERA MOUNTING ON LUMINAIRE MAST ARM.



TRENCH DETAIL



LIGHT POLE FOUNDATION



WIRING DETAIL

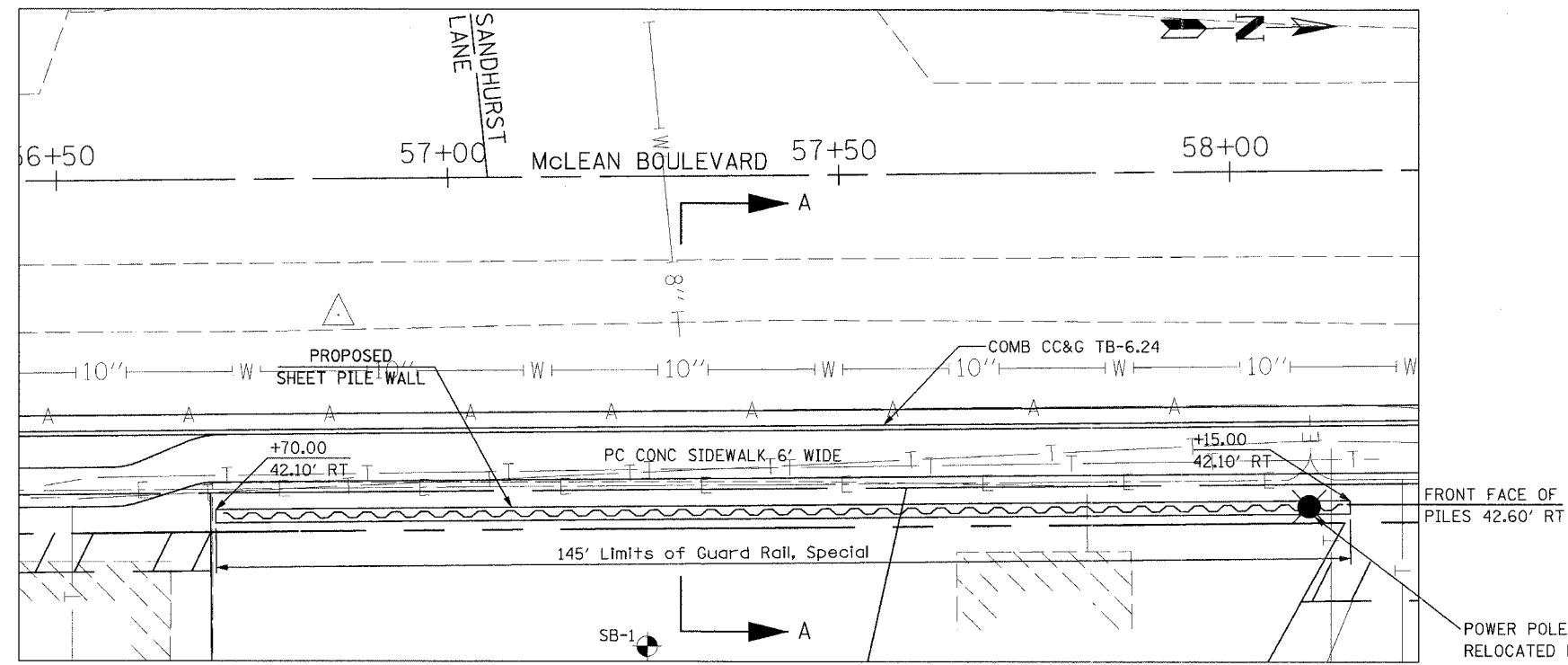
REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
SUITE 500 TEL (312) 939-1000  
CHICAGO, IL 60606 FAX (312) 939-4198

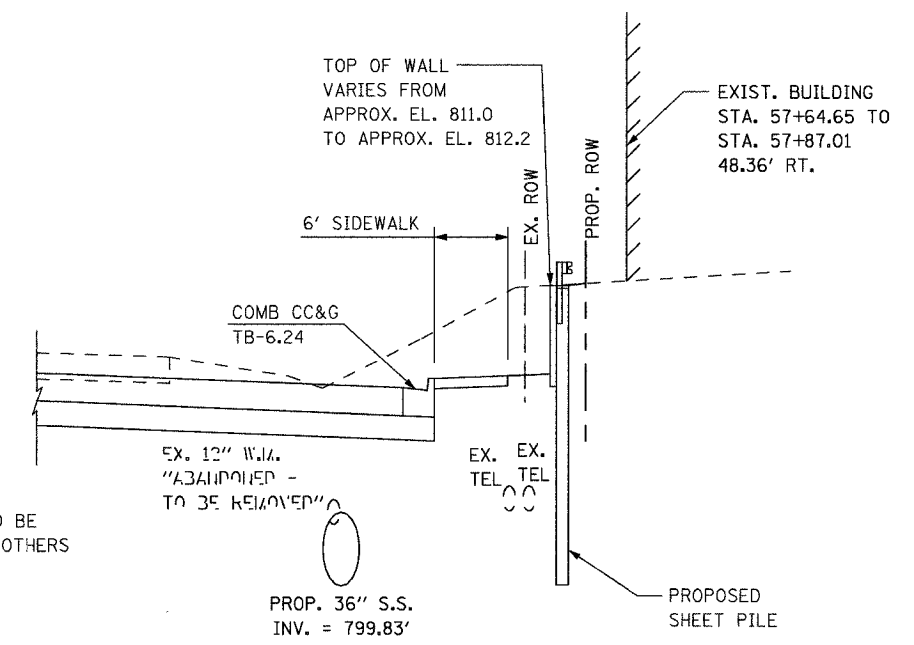
McLEAN BOULEVARD  
LIGHTING DETAILS

SCALE: DRAWN BY  
DATE 04/06/2007 CHECKED BY

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	130
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

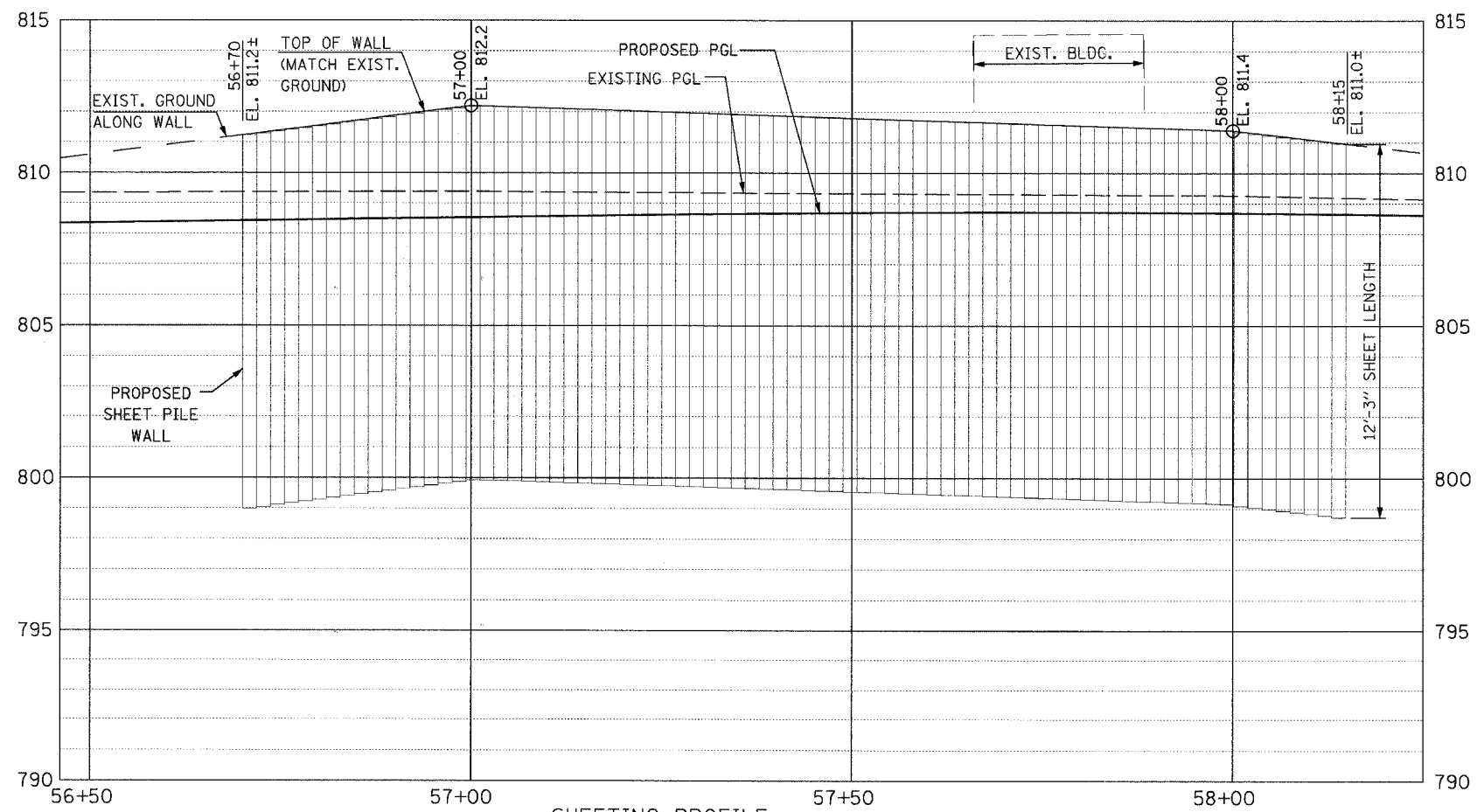


PLAN



SECTION A - A

NOTE:  
UTILITY LOCATIONS ARE APPROXIMATE.  
CALL J.U.L.I.E. PRIOR TO DRIVING SHEETING.



SHEETING PROFILE

Signature: \_\_\_\_\_  
Lic. No. 081-005605  
Current Date: 08-20-2004  
License Expires: 11-30-2004

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SUITE 500 CHICAGO, IL 60606 TEL (312) 939-1000 FAX (312) 939-4198

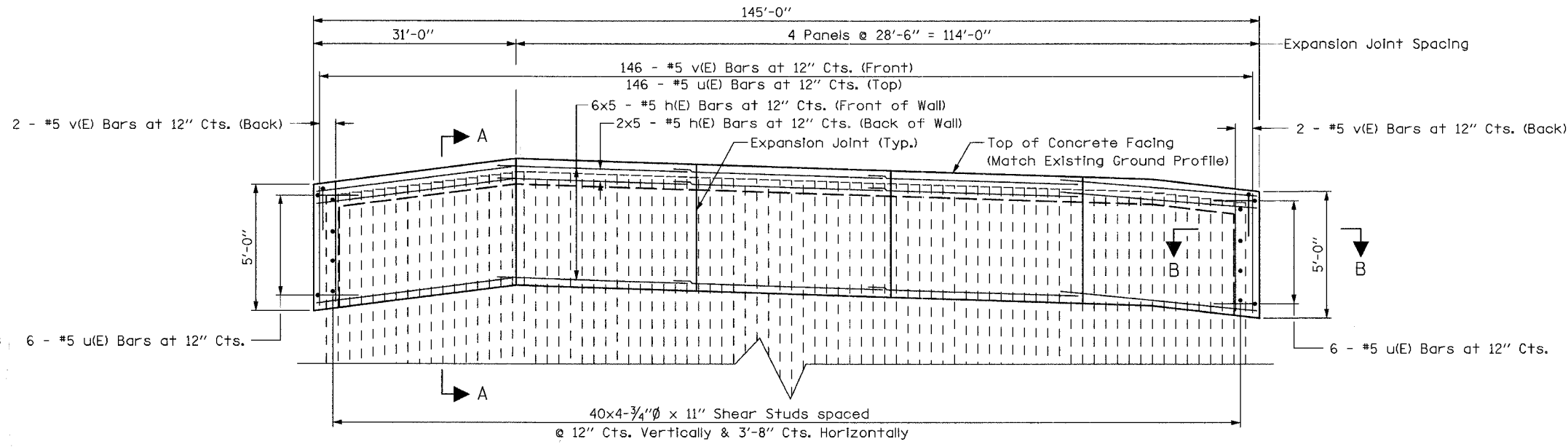
REVISIONS	
NAME	DATE

McLEAN BOULEVARD  
SHEET PILE WALL  
PLAN AND PROFILE

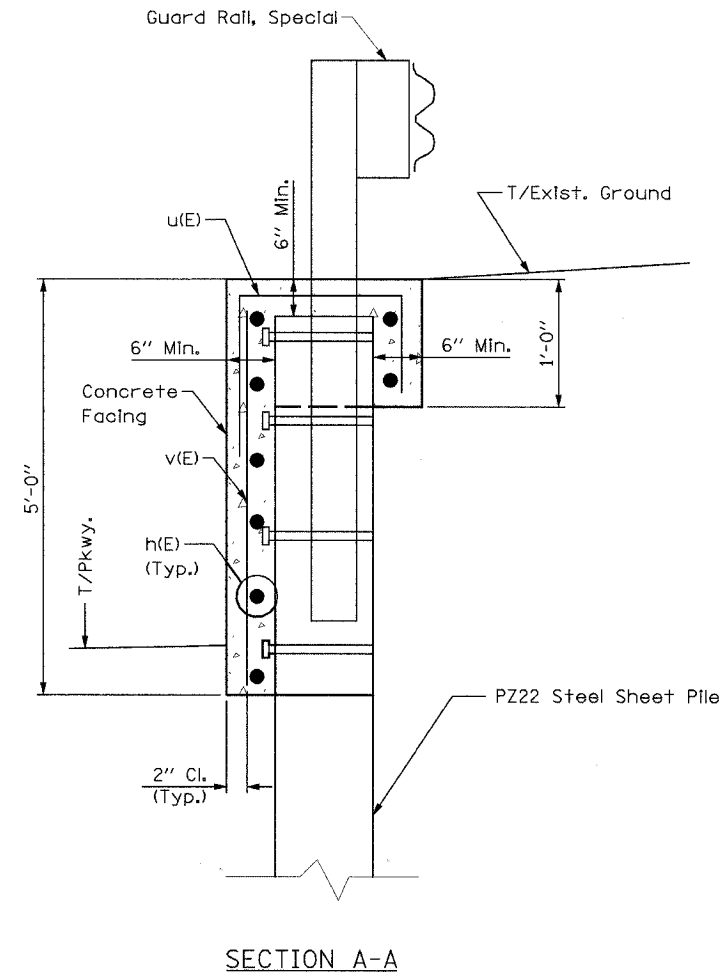
SCALE: \_\_\_\_\_  
DATE 04/06/2007

DRAWN BY MAD  
CHECKED BY JPB

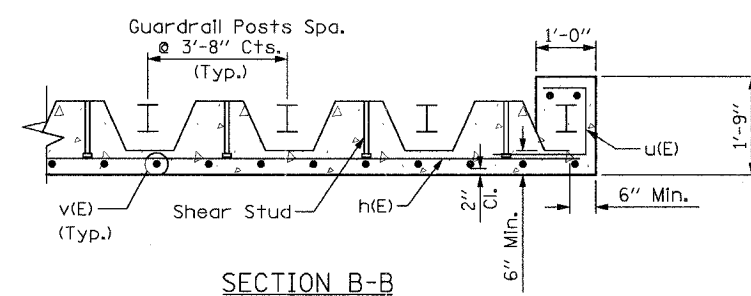
CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	131
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



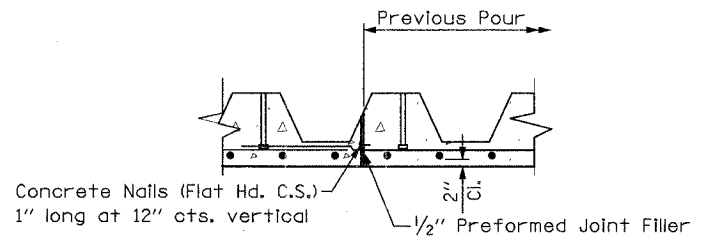
ELEVATION



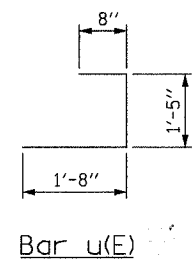
SECTION A-A



SECTION B-B



EXPANSION JOINT DETAIL



Bar u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#5	30'-8"	—
u(E)	158	#5	3'-9"	U
v(E)	150	#5	4'-7"	—
Reinforcement Bars, Epoxy Coated		Pound	2620	
Concrete Structures		Cu. Yd.	28.5	
Permanent Steel Sheet Piling		Sq. Ft.	1776	
Stud Shear Connectors		Each	160	
Guard Rail, Special		Ft.	145	

- Notes:
1. Space guardrail posts to miss sheet piling.
  2. Place guardrail posts prior to pouring concrete wall cap.
  3. Space u(E) bars to miss guardrail posts.
  4. Bars indicated thus "1x2 - #5 etc." indicates 1 line of bars with 2 lengths of bars per line.
  5. Reinforcement bars designated (E) shall be epoxy coated.

REVISIONS	
NAME	DATE

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McLEAN BOULEVARD  
 SHEET PILE WALL  
 DETAILS

SCALE: DATE 04/06/2007  
 DRAWN BY MAD CHECKED BY JPB

CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	132
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

AGI Job No. 04-174	BORING LOG NO. SB-1		Sheet 1 of 1									
CLIENT URS		PROJECT Proposed Retaining Wall										
STATION: 57+25	OFFSET (ft): 60, Rt.	LOCATION McLean Boulevard										
COUNTY:	GRAPHIC LOG	SAMPLES			TESTS							
CITY & STATE: Elgin, Illinois		DEPTH (FT.)	SPT-N BLOWS / FT.	NUMBER	TYPE	% RECOVERY	MOISTURE, %	DRY DENSITY PCF	Qu tsf	Failure Type	HNU Units, ppm	Estim. Coefficient of Permeability k, (cm/sec)
SURFACE ELEVATION Datum:												
6.5" Asphalt over gravel base												
1.5												
2.5												
SILTY CLAY, some sand & gravel, gray, very stiff, (CL)		8	1	SS	100	21			2.5 P			
CLAYEY SILT, tr. fine gravel & organic, dk. gray, soft, (CL-OL)												
		10	2	SS	100	23			0.25 P			
		13	3	SS	100	22			0.25 P			
8.0												
SILTY SANDY CLAY, tr. gravel, brown, very stiff, (CL-SC)												
		36	4	SS	100	20			2.5 P			
13.0												
SILTY CLAY TO SILTY SANDY CLAY, tr. gravel, gray, hard, (CL-ML)												
		14	5	SS	100	19			4 P			
		20	6	SS	100	18			4.5 P			
21.0												
SILTY CLAY TO SILTY SANDY CLAY, some gravel, gray, very stiff, (CL-ML)												
25.0												
End Of Boring		25	7	SS	100	20			2.5 P			

WATER LEVEL OBSERVATIONS	
WL	☐ Dry
WL	▼
WL	▼

Applied GeoScience,  
 2385 Hammond Drive, Suite 6  
 Schaumburg, Illinois 60173  
 Tel: (847) 303-0300  
 Fax: (847) 303-0900

STARTED	7-29-04	FINISHED	7-29-04
DRILL CO.	Stryker	DRILL RIG	D-60
DRILLER	Fred	DRILLER	AC
ENG/GEOL.	BA	APPROVED	SG

REVISIONS	
NAME	DATE

**URS** 100 SOUTH WACKER DRIVE  
 SUITE 500 CHICAGO, IL 60606  
 TEL (312) 939-1000  
 FAX (312) 939-4198

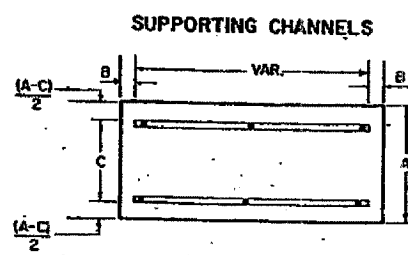
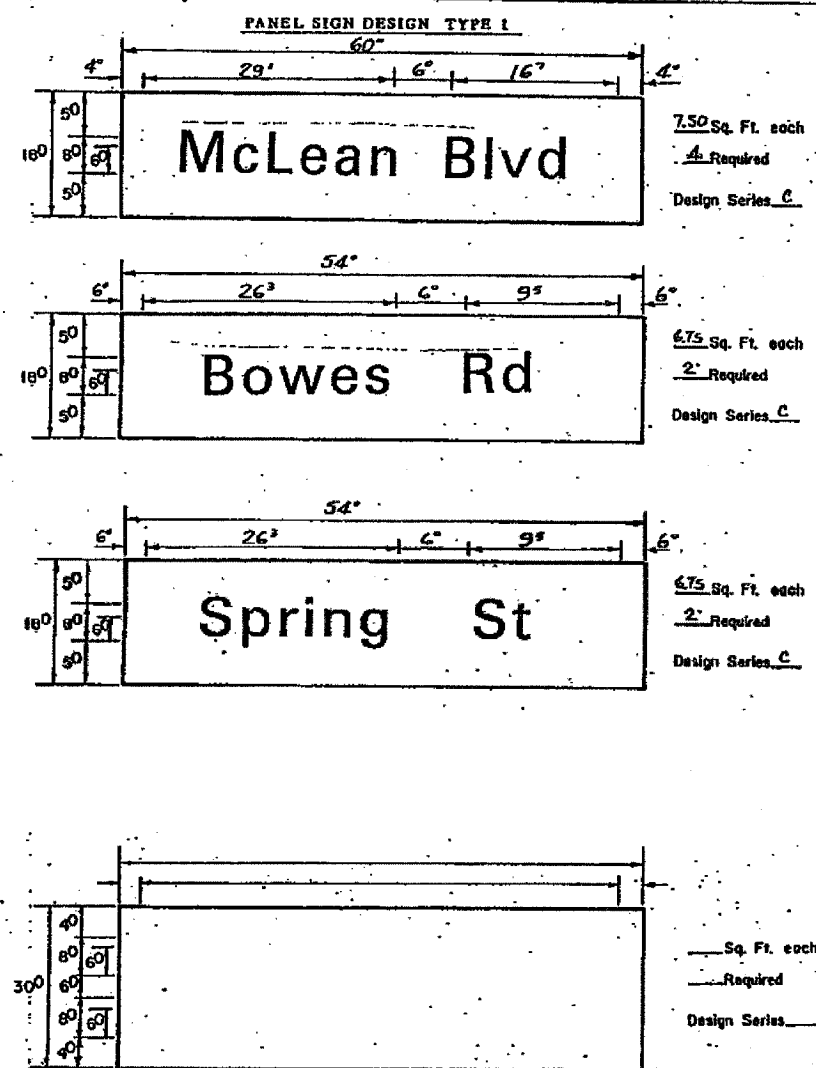
**McLEAN BOULEVARD**

**SHEET PILE WALL**  
**SOIL BORING LOG**

SCALE: DATE 04/06/2007

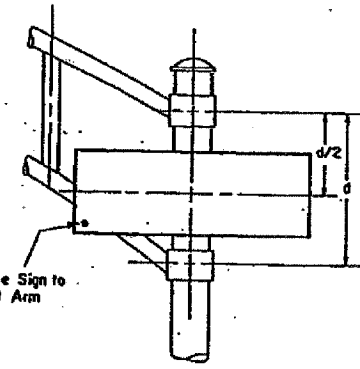
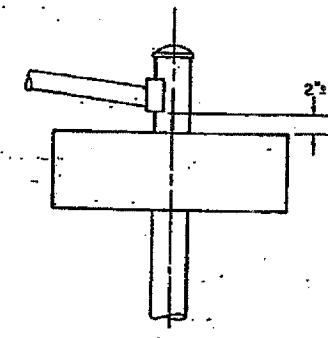
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A	B	C
18"	2"	12"
30"	2"	22"

SIGNIFIX ALUMINUM CHANNEL FRAMING SYSTEM shall be used. See Note # 5.



- 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 2374 THROUGH 2377, AS APPLICABLE, PLUS A 2'-6" BY 6'-0" SIGN PANEL MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
  - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
  - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 6'-0".
  - ALL BORDERS SHALL BE .314" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
  - SIGNIFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNIFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
    - A.K.T. CORPORATION
    - AMERICAN FABRICATION CO.
    - SCHAUMBURG, IL
    - CHICAGO HEIGHTS, IL
    - TUCKER COMPANY, INC.
    - WESTERN TRAFFIC CONTROL INC.
    - WANNATONA, MI
    - CEDERS, IL
- PARTS LISTING:**
- SIGN CHANNEL PART #PH033 (MED. CHANNEL)  
SIGN SCREWS 1 1/4" X 1/4 X 1" H.W.H. #3  
BRACKETS PART #PH034 (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.

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

EXAMPLE, 2 DENOTES 3/8"

SERIES	SECOND LETTER																
	acde			bhikl			fw			jstvyxz							
	g	o	q	m	n	p	r	u	v	w	x	z					
A W X	12	14	14	15	12	14	06	10	11	14	06	10	11	12	12	14	
B	14	15	20	21	14	15	11	12	14	15	12	14	12	14	16	17	
C E G	14	15	20	21	12	14	06	10	12	14	12	14	14	15	14	15	
D O Q R	14	15	20	21	14	15	06	10	12	14	12	14	14	15	14	15	
F	05	06	14	15	06	10	05	06	10	06	10	06	10	11	12		
H I M N	20	21	22	24	20	21	14	15	16	17	16	17	20	21	20	21	
J U	20	21	20	21	16	17	14	15	16	17	16	17	16	17	20	21	
K L	11	12	16	17	11	12	05	06	11	12	11	12	11	12	12	14	
P	12	14	14	15	12	14	05	06	11	12	11	12	12	14	12	14	
S	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14	
T	11	12	16	17	06	10	06	10	11	12	11	12	11	12	12	14	
V	06	10	14	15	11	12	06	10	12	14	12	14	12	14	12	14	
Y	06	06	14	15	06	10	05	06	05	07	05	06	05	06	10	11	12
Z	16	17	22	24	16	17	12	14	16	17	16	17	16	17	20	21	

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

SERIES	SECOND LETTER															
	acde			bhikl			fw			jstvyxz						
	g	o	q	m	n	p	r	u	v	w	x	z				
adhgi	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
lmnqu	16	17	22	24	16	17	12	14	14	15	14	15	16	17	16	17
bfkops	12	14	16	17	11	12	05	06	11	12	11	12	12	14	12	14
ce	12	14	16	17	12	14	06	10	12	14	12	14	12	14	12	14
r	06	10	12	14	06	10	03	05	06	05	06	06	10	06	10	
tz	12	14	16	17	12	14	06	10	11	12	11	12	12	14	12	14
vy	11	12	14	15	11	12	05	06	06	10	05	06	10	11	12	12
w	11	12	14	15	11	12	05	06	11	12	11	12	11	12	12	14
x	12	14	16	17	11	12	05	06	11	12	11	12	11	12	12	14

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

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

UPPER AND LOWER CASE LETTER WIDTHS

LETTERS	6 INCH UPPER CASE LETTERS		8 INCH UPPER CASE LETTERS		LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES			SERIES	
	C	D	C	D		C	D
A	36	50	50	65	a	35	42
B	32	40	43	53	b	35	42
C	32	40	43	53	c	35	41
D	32	40	43	53	d	35	42
E	30	35	40	47	e	35	42
F	30	35	40	47	f	23	26
G	32	40	43	53	g	35	42
H	32	40	43	53	h	35	42
I	07	07	11	12	i	11	11
J	30	36	40	50	j	20	22
K	32	41	43	54	k	35	42
L	30	35	40	47	l	11	11
M	37	45	51	61	m	60	70
N	32	40	43	53	n	35	42
O	34	42	45	55	o	36	43
P	32	40	43	53	p	35	42
Q	34	42	45	55	q	35	42
R	32	40	43	53	r	26	32
S	32	40	43	53	s	36	42
T	30	35	40	47	t	27	32
U	32	40	43	53	u	35	42
V	35	45	47	50	v	42	47
W	44	52	60	70	w	65	64
X	34	40	45	53	x	44	51
Y	35	50	50	66	y	46	53
Z	32	40	43	53	z	36	43

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	12	14	15	20
2	32	40	43	53
3	32	40	43	53
4	35	43	47	57
5	32	40	43	53
6	32	40	43	53
7	32	40	43	53
8	32	40	43	53
9	32	40	43	53
0	34	42	45	55

Illinois Department of Transportation  
DISTRICT I  
**MAST ARM MOUNTED STREET NAME SIGNS**

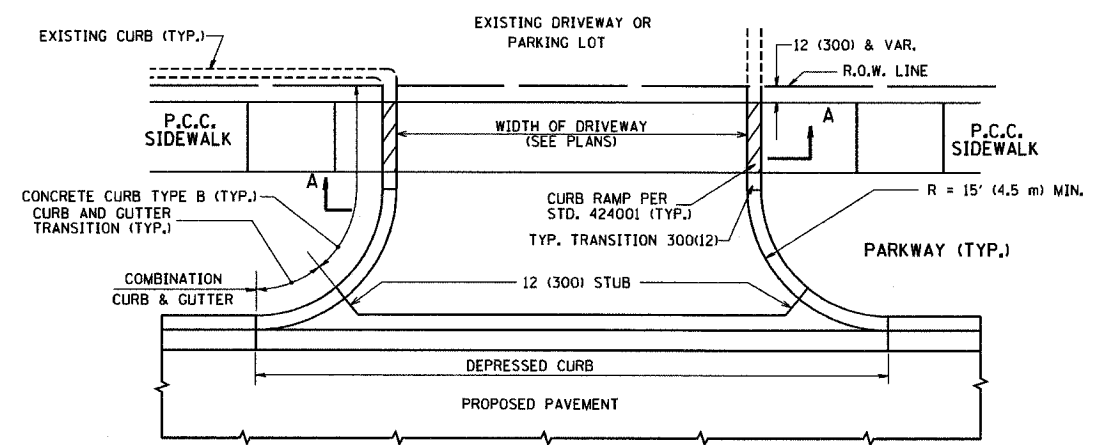
REVISIONS	
NAME	DATE

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

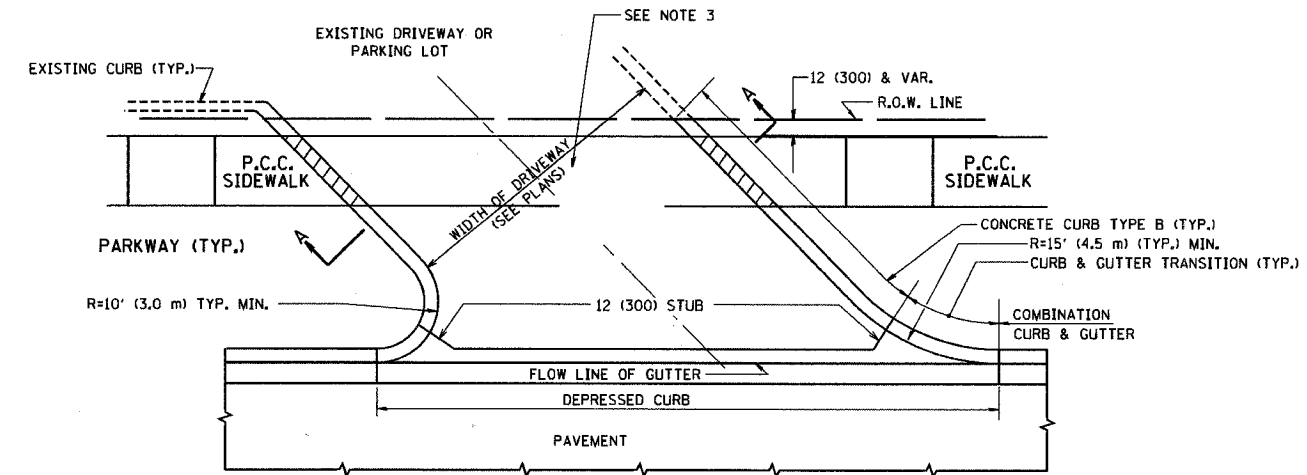
SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	KANE	159	159
STA.	TO STA.	133	

CONTRACT NO. 8-727  
UPPER AND LOWER CASE

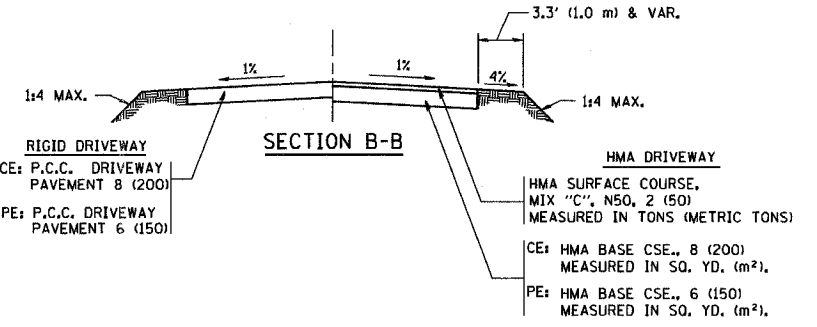
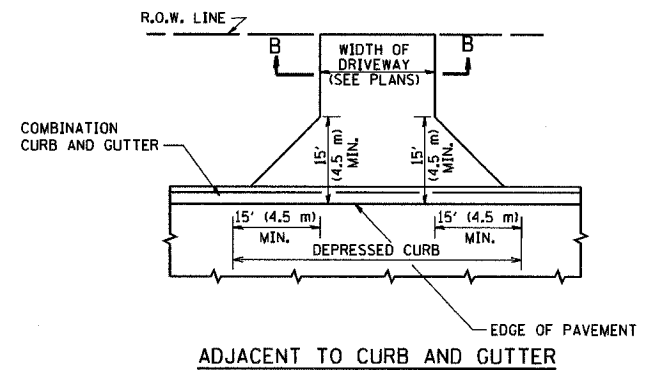
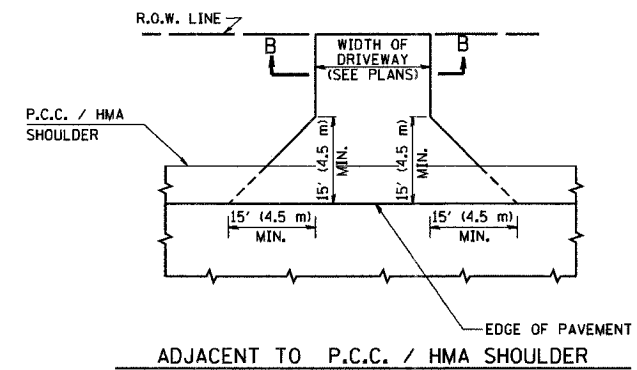
CONTRACT NO. 82737			
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS
			187 / 134
STA.		TO STA.	
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT	



WITH CONCRETE CURB, TYPE B



WITH CONCRETE CURB, TYPE B



GENERAL NOTES:

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

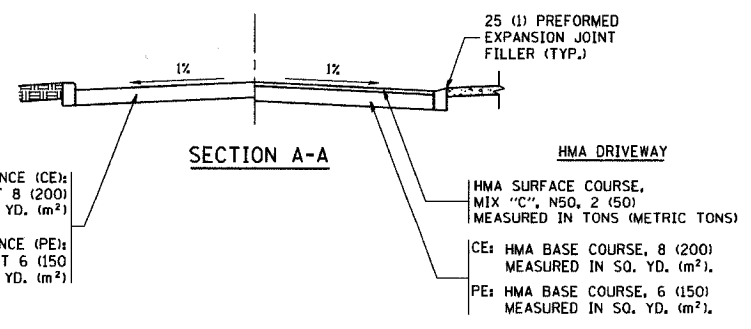
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

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



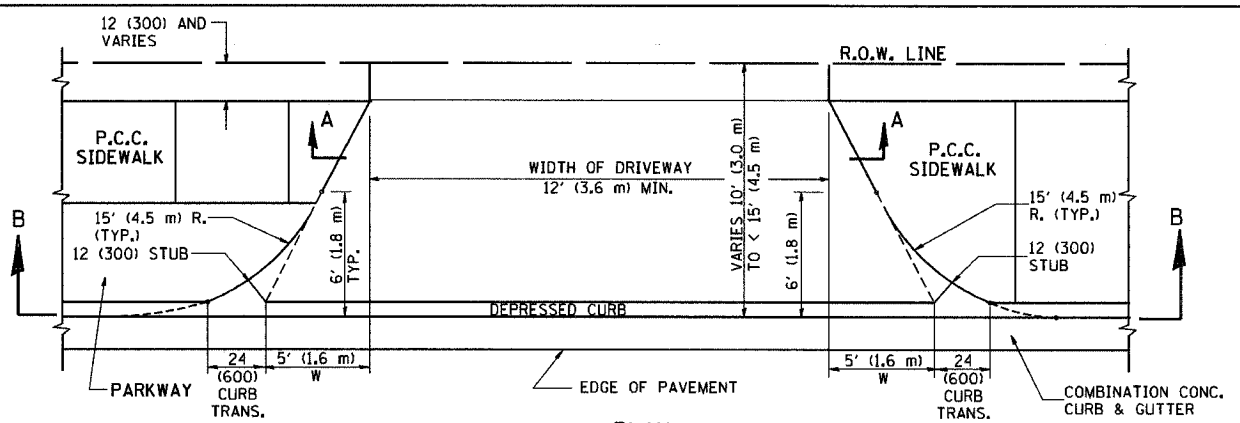
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. PALLASTRINI	08-12-96
J. PALLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LAFLEUR	04-15-03
R. BORO	01-01-07

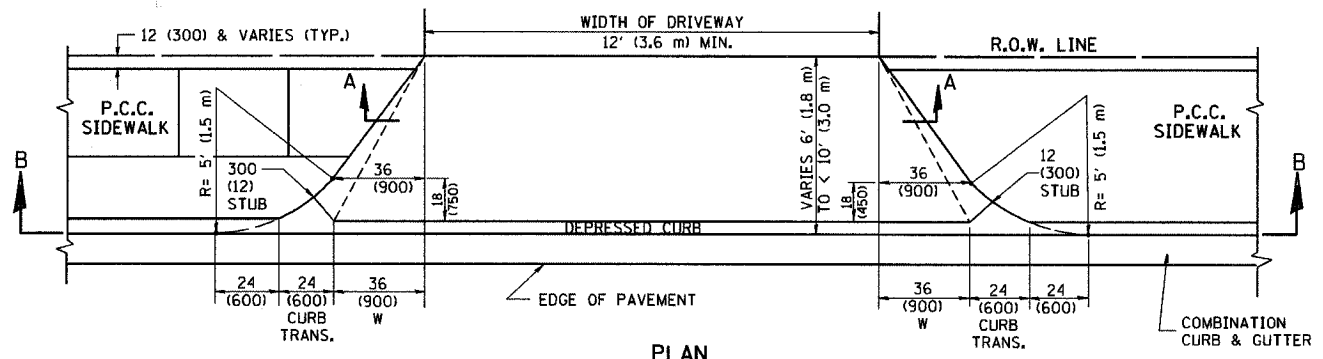
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DRIVEWAY DETAILS**  
**DISTANCE BETWEEN R.O.W. AND**  
**FACE OF CURB & EDGE OF**  
**SHOULDER >= 15' (4.5 m)**  
 SCALE: VERT. NONE  
 HORIZ.  
 DRAWN BY  
 CHECKED BY

PLOT DATE = 3/2/2007  
 PLOT SCALE = 8/8/880 / IN.  
 USER NAME = bborad

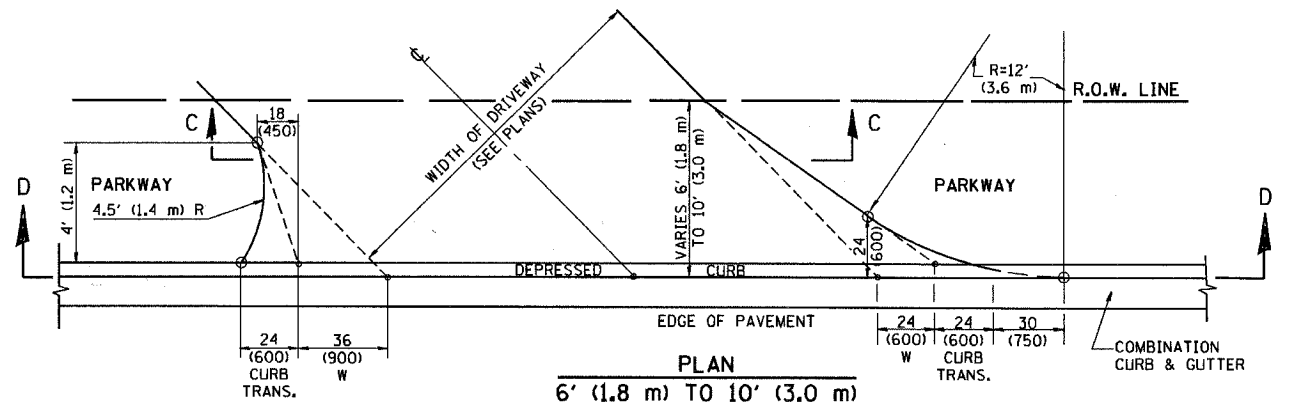
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	135
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



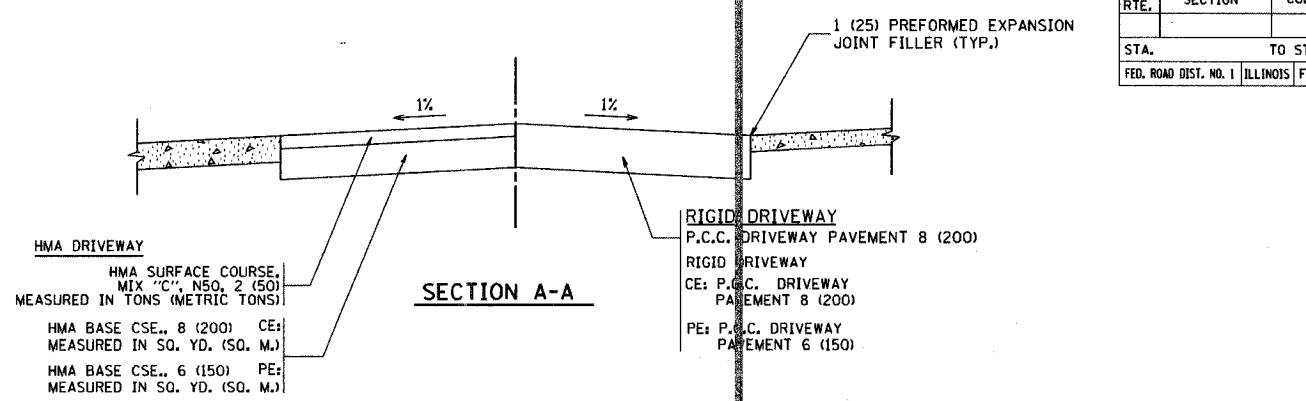
PLAN  
10' (3.0 m) TO < 15' (4.5 m)



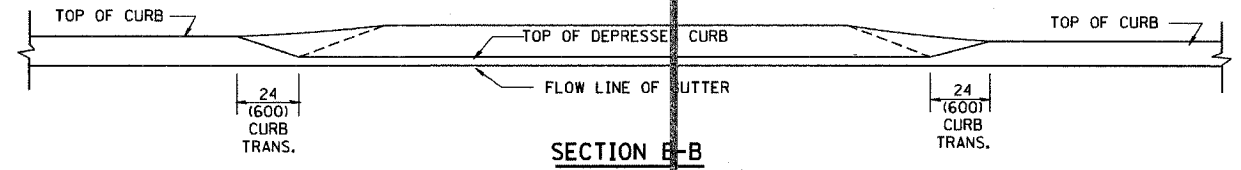
PLAN  
6' (1.8 m) TO < 10' (3.0 m)



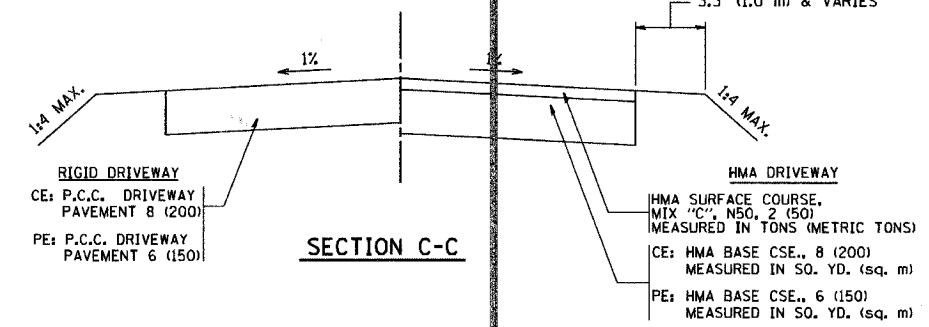
PLAN  
6' (1.8 m) TO 10' (3.0 m)



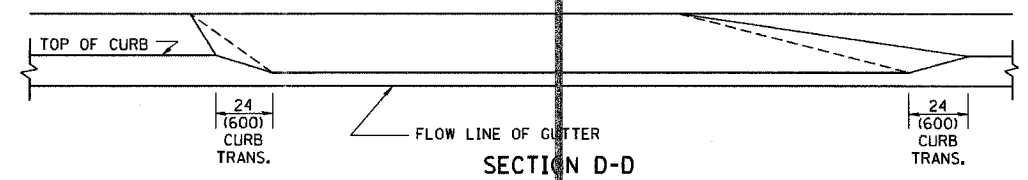
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

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

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

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

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

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

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

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

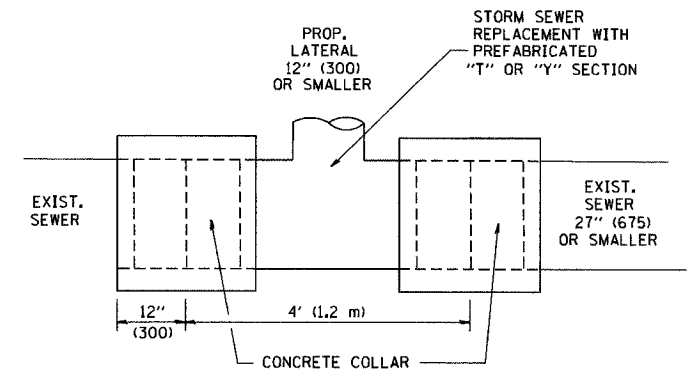
REVISIONS	
NAME	DATE
R. SHAH	11/06/95
J. POLLASTRINI	08/12/96
J. POLLASTRINI	12/14/96
A. ABBAS	03/21/97
T. HOLTZ	04/08/97
M. GOMEZ	04/06/01
P. L'FLEUR	04/15/03
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DRIVEWAY DETAILS  
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)

SCALE: VERT. NONE  
HORIZ.  
DRAWN BY  
CHECKED BY

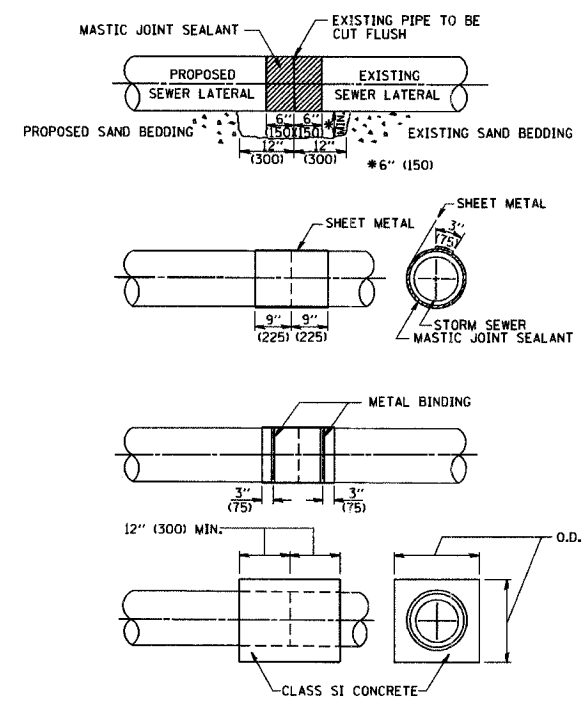
PLOT DATE = 3/5/2007  
FILE NAME = K:\asstcd\bd02.dgn  
PLOT SCALE = 80.0000 / IN.  
USER NAME = bward1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	136
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



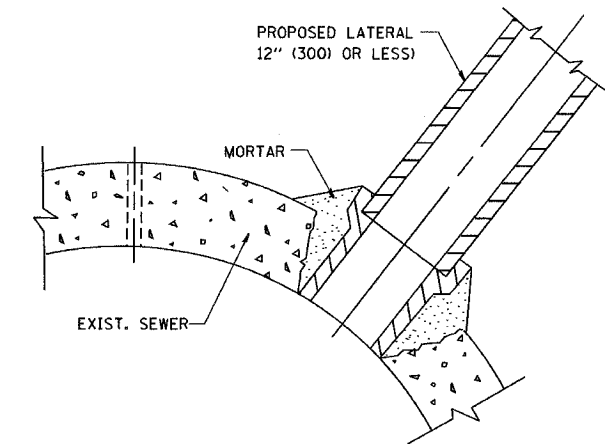
DETAIL "A"

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 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
5. WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
6. LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
7. PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
8. WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
9. PLACE CLASS SI CONCRETE AROUND THE JOINT.

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

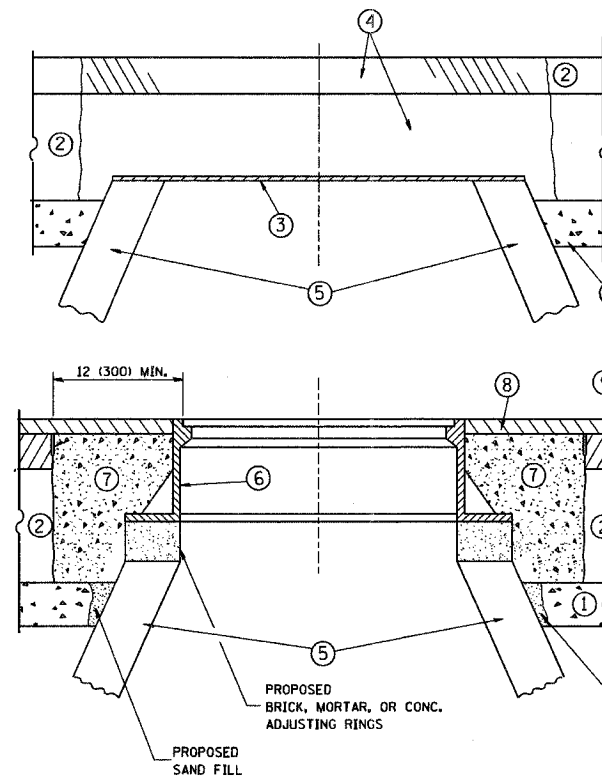
REVISIONS	
NAME	DATE
M. DE YONG	07/25/90
M. DE YONG	02/05/92
M. DE YONG	05/08/92
R. SHAH	09/09/94
R. SHAH	10/25/94
R. SHAH	06/12/96

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER**

SCALE: VERT. NONE  
 HORIZ. DRAWN BY  
 CHECKED BY

PLOT DATE = 3/5/2007  
 FILE NAME = K:\data\bd500-01.dgn  
 PLOT SCALE = 50.000 / IN.  
 USER NAME = bward

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	137
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS SI CONCRETE, OR HMA SURFACE COURSE OR HMA BINDER COURSE 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 STANDARD SPECIFICATIONS.

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:** THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL"

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

**NOTES:**

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

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

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

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

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

**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/30/95
R. SHAH	03/10/95
A. ABBAS	03/21/97
R. WIEDEMAN	05/14/04
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING**

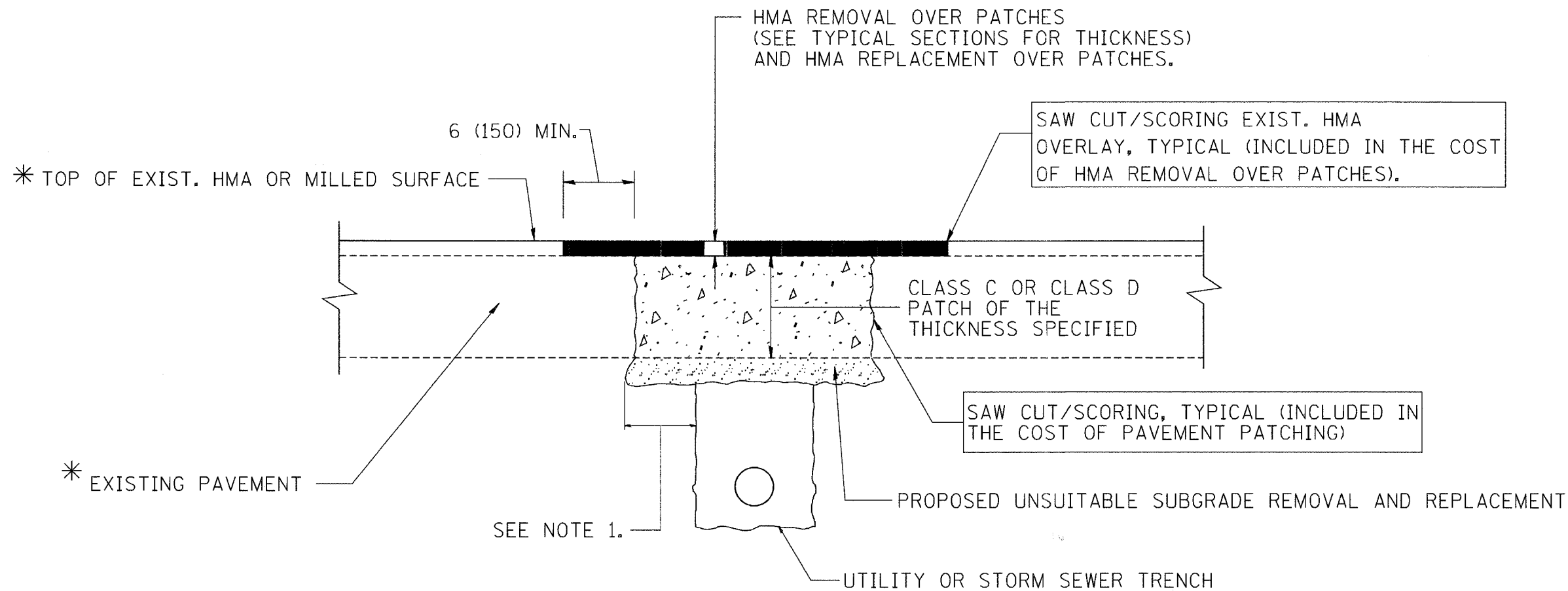
SCALE: VERT. NONE  
HORIZ.

DRAWN BY

CHECKED BY

BD600-03 (BD-8)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	138
STA.		TO STA.		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

**SEQUENCE OF CONSTRUCTION**

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE FULL DEPTH PATCHES
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

REVISIONS	
NAME	DATE
R. SHAH	10/25/94
R. SHAH	01/14/95
R. SHAH	03/23/95
R. SHAH	04/24/95
A. HOUSEH	03/15/96
A. ABBAS	03/21/97
A. ABBAS	01/20/98
ART. ABBAS	04/27/98
R. BORO	01/01/07

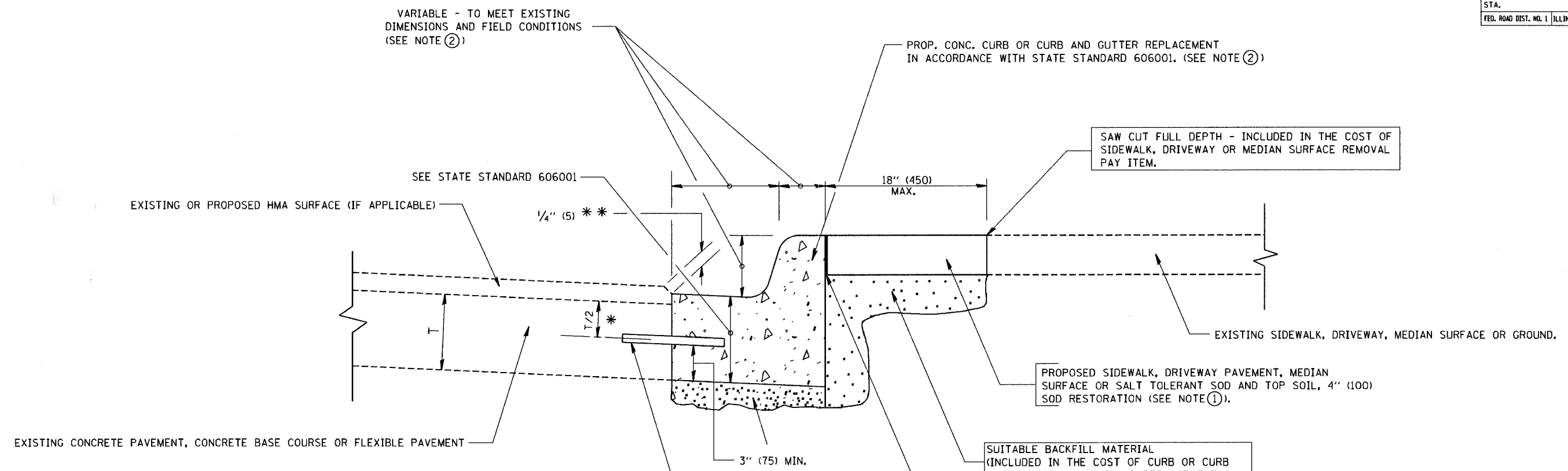
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**

SCALE: VERT. NONE  
 HORIZ.

DRAWN BY  
 CHECKED BY

BD400-04 (BD-22)

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	139
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SALT TOLERANT SOD AND TOP SOIL, 4" (100) RESTORATION WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

- ② CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ③ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ④ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑤ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑦ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

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

REVISIONS	
NAME	DATE
A. HOUSEH	03/11/94
R. SHAH	02/24/95
R. SHAH	03/02/95
R. SHAH	08/19/96
R. SHAH	09/12/96
R. SHAH	09/19/96
R. SHAH	10/03/96
A. ABBAS	03/21/97
M. GOMEZ	01/22/01
R. BORO	01/01/07

ILLINOIS DEPARTMENT OF TRANSPORTATION  
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

SCALE: VERT. NONE  
HORIZ.

DRAWN BY

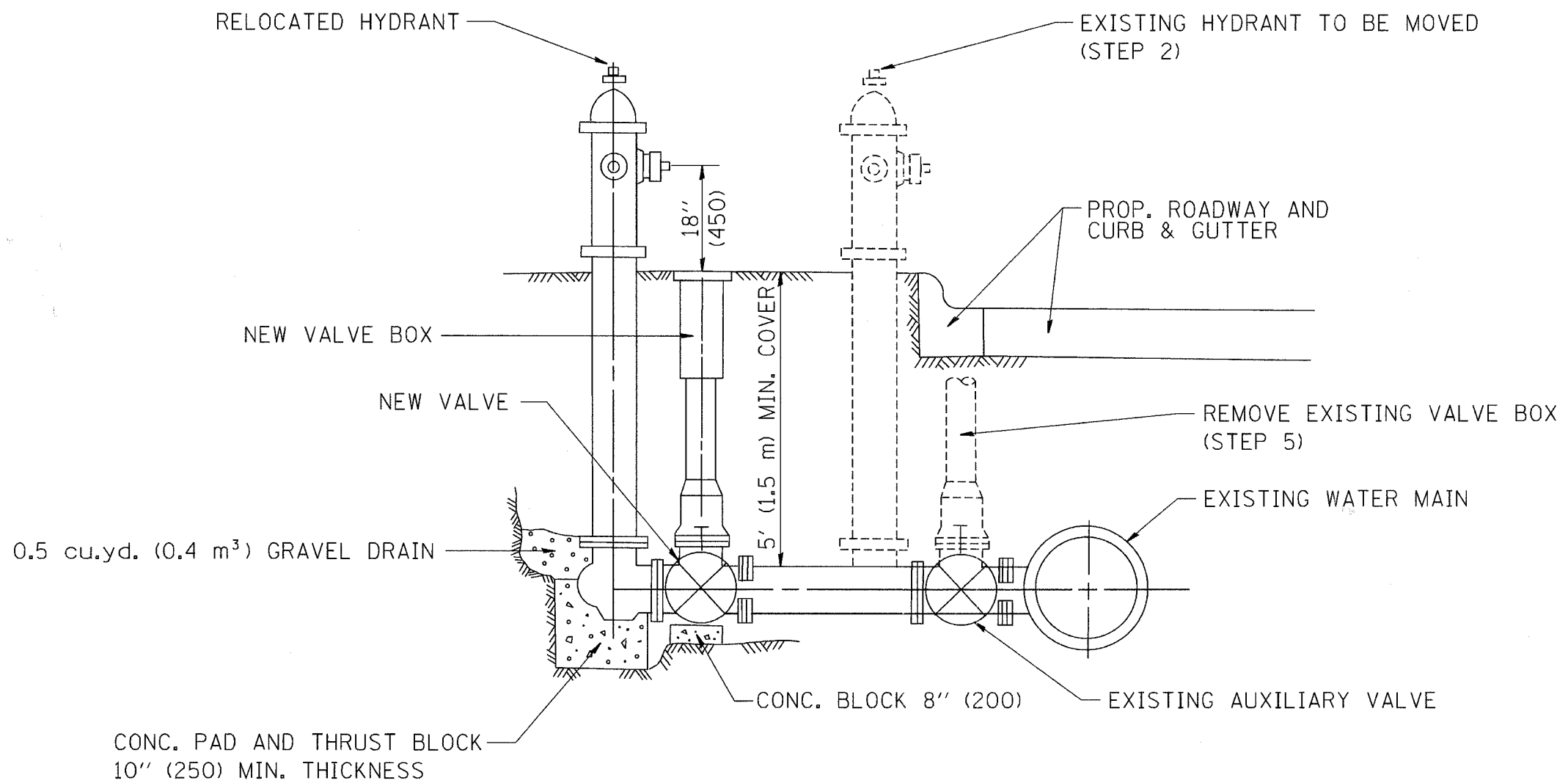
CHECKED BY

BD600-06 (BD-24)

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

PLOT DATE = 3/5/2007  
PLOT SCALE = 50.0000 / IN.  
USER NAME = bbornd

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	140
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SEQUENCE OF CONSTRUCTION:

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

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

FIRE HYDRANT TO BE MOVED

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

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

ILLINOIS DEPARTMENT OF TRANSPORTATION

FIRE HYDRANT TO BE MOVED

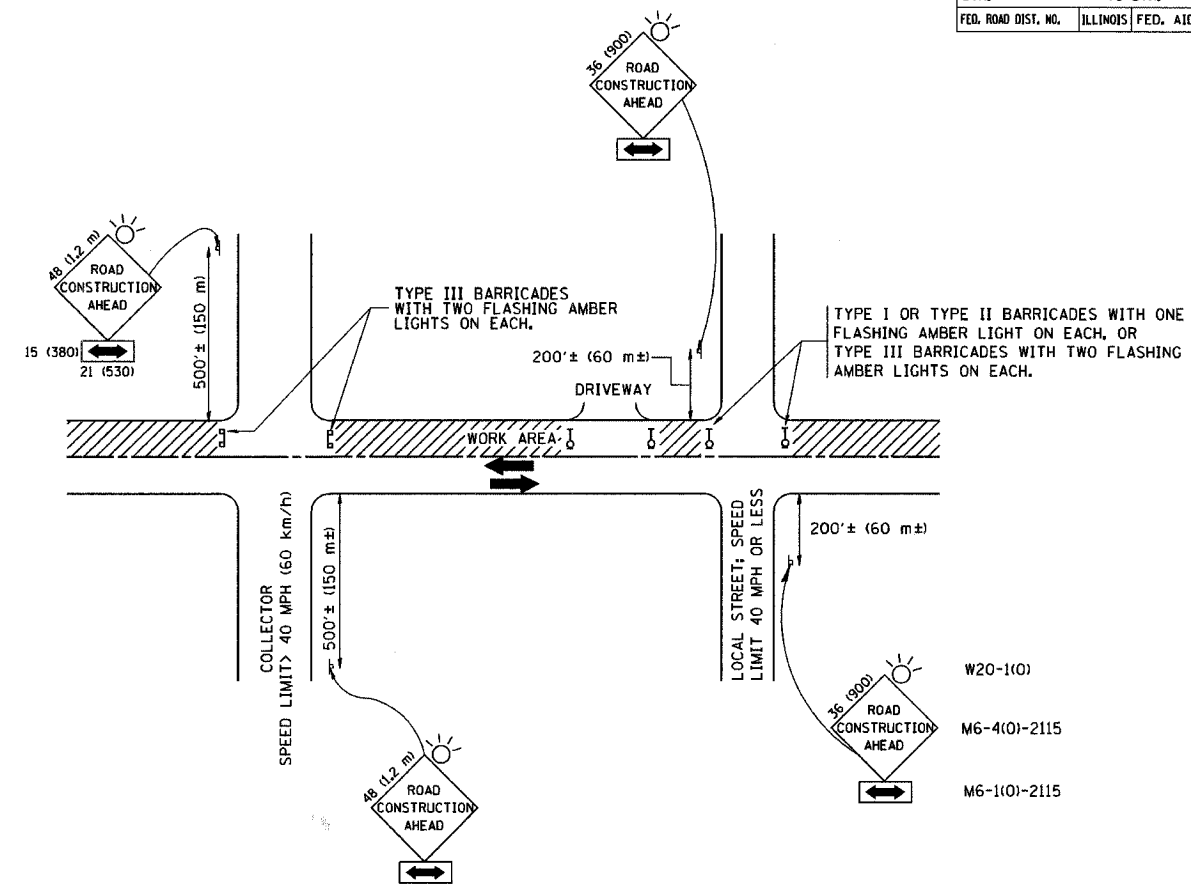
SCALE: VERT. NONE  
HORIZ.

DRAWN BY  
CHECKED BY

PLOT DATE = 3/5/2007  
FILE NAME = K:\dss\bd500.dgn  
PLOT SCALE = 5/8" = 1' / IN.  
USER NAME = bward



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	141
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
  1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
  2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
    - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
    - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
  3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
 

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

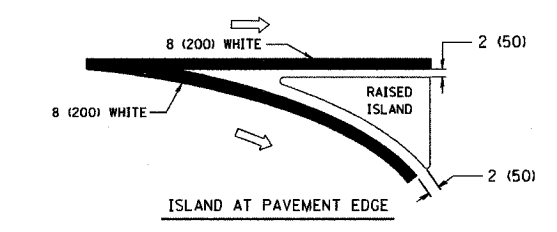
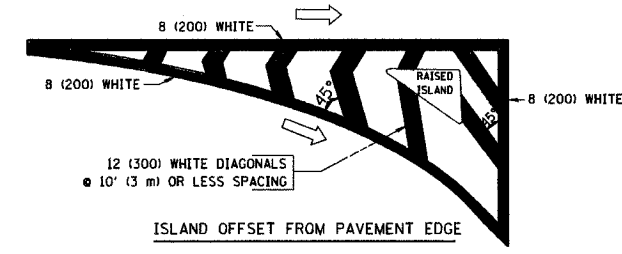
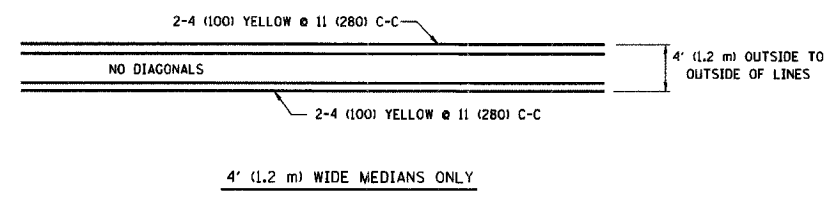
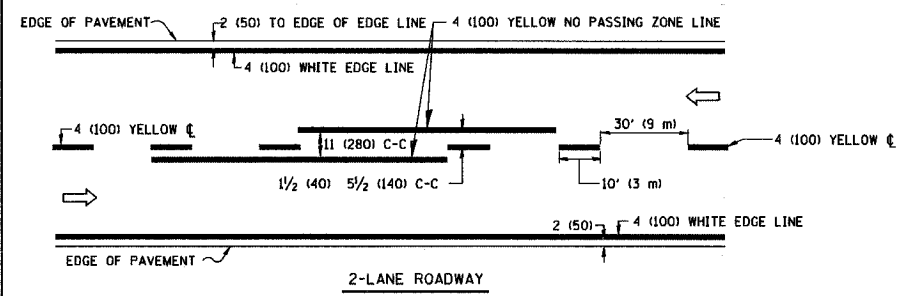
REVISIONS	
NAME	DATE
LHA	6/89
T. RAMMACHER	09/08/94
J. OBERLE	10/18/95
A. HOUSEH	03/06/96
A. HOUSEH	10/15/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 TRAFFIC CONTROL AND PROTECTION  
 FOR  
 SIDE ROADS, INTERSECTIONS, AND  
 DRIVEWAYS

SCALE: NONE  
 DRAWN BY  
 CHECKED BY  
 TC-10

PLOT DATE: 3/6/2007  
 FILE NAME: K:\projects\11111111.dgn  
 PLOT SCALE: 50.0000 / IN.  
 USER NAME: bward1

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	142
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL ISLAND MARKING

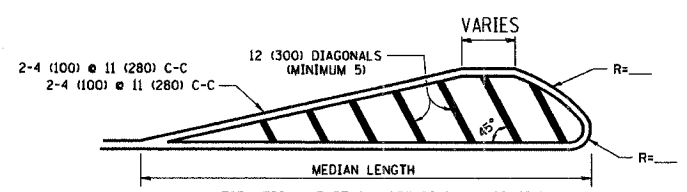
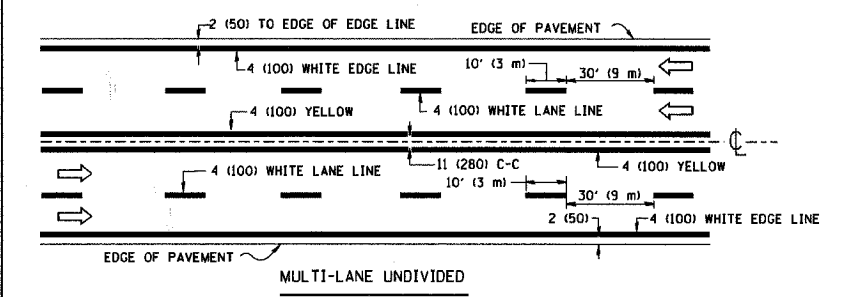
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 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 MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (22.5 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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.

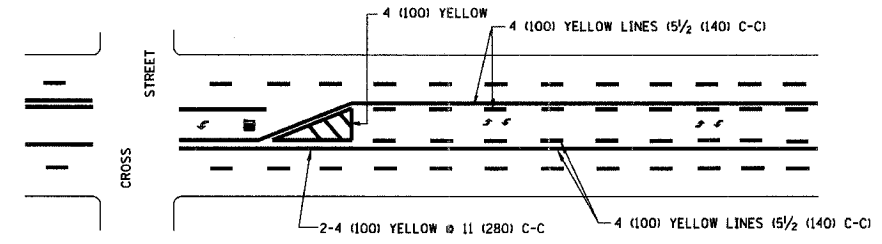
REVISIONS	
NAME	DATE
EVERS	03-19-90
T. RAMMACHER	10-27-94
ALEX HOUSEH	10-09-96
ALEX HOUSEH	10-17-96
T. RAMMACHER	01-06-00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS  
SCALE: NONE  
DRAWN BY CADD  
CHECKED BY  
TC-13

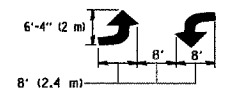


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.  
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (22.5 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

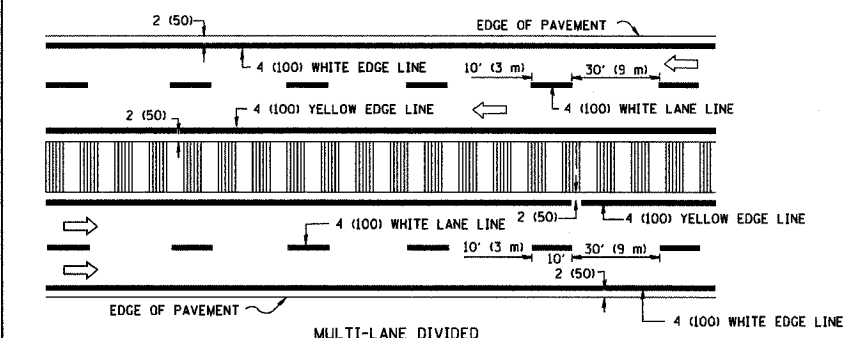
MEDIANS OVER 4' (1.2 m) WIDE



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

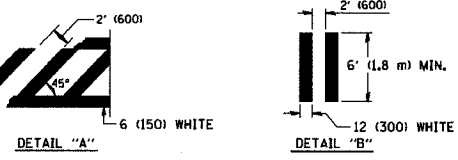
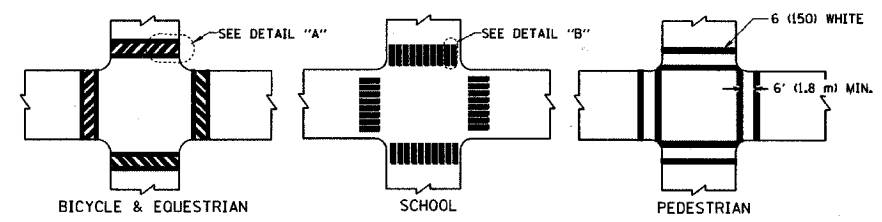


TYPICAL PAINTED MEDIAN MARKING



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

TYPICAL LANE AND EDGE LINE MARKING

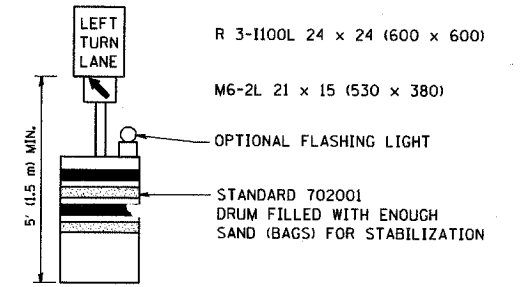
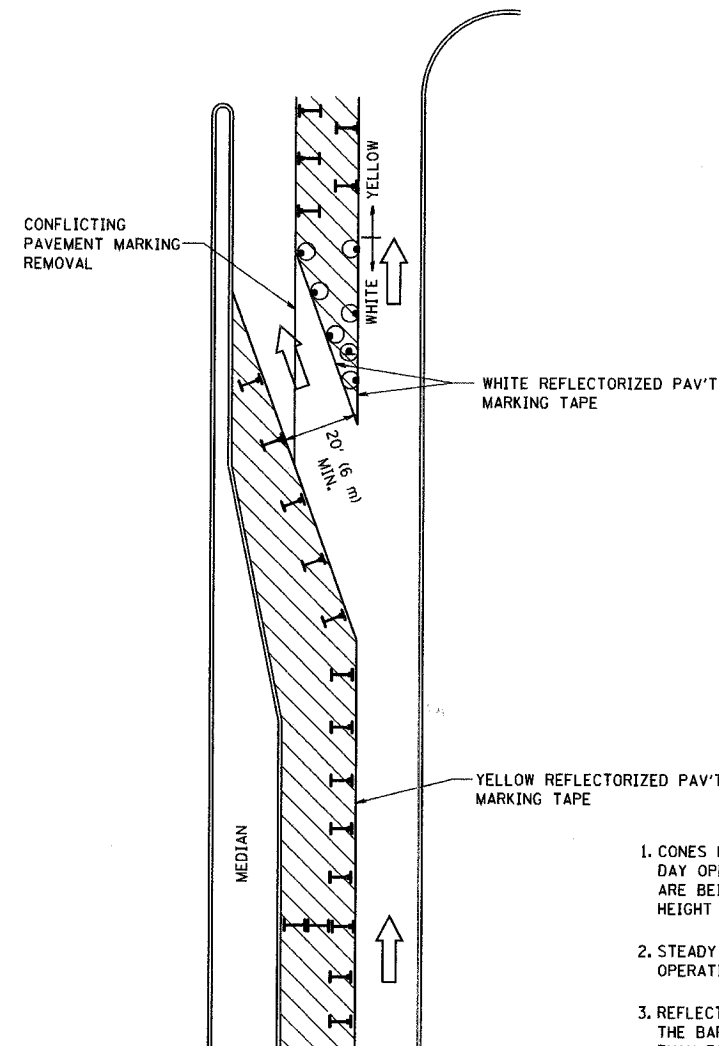


TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) | AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)  
\* 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".

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PLOT SCALE = 88.888 / IN.  
USER NAME = bmaurcf

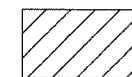





F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	143
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



**GENERAL NOTES**

1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM BT 725 IS REQUIRED.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

**LEGEND**

-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

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

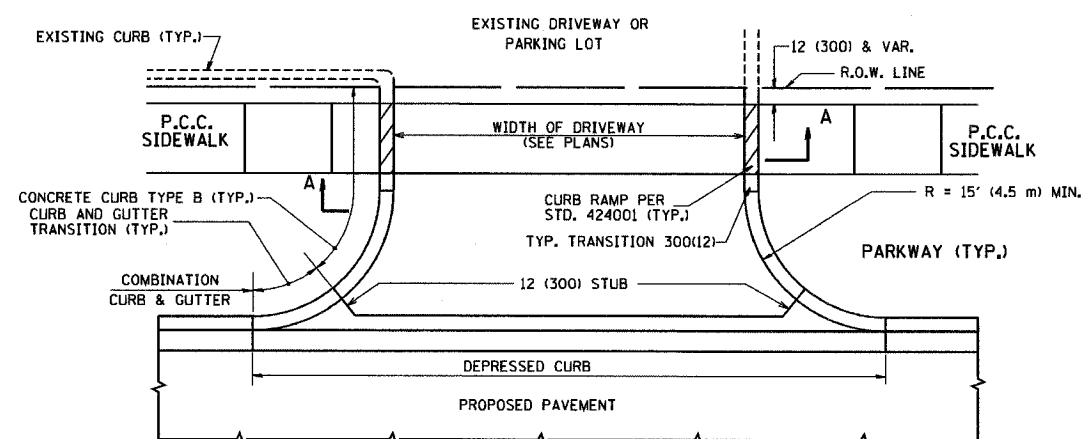
REVISIONS	
NAME	DATE
T. RAMMACHER	09/08/94
A. HOUSEH	11/07/95
A. HOUSEH	10/12/96
T. RAMMACHER	01/06/00

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TRAFFIC CONTROL AND PROTECTION  
 AT TURN BAYS  
 (TO REMAIN OPEN TO TRAFFIC)**

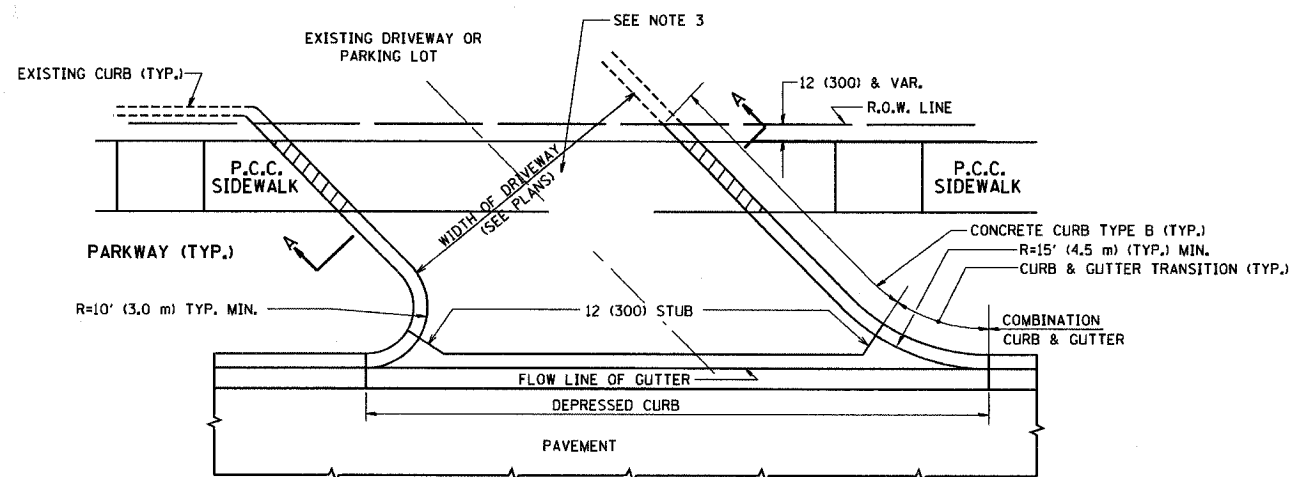
SCALE: NONE

DRAWN BY  
 CHECKED BY LHA

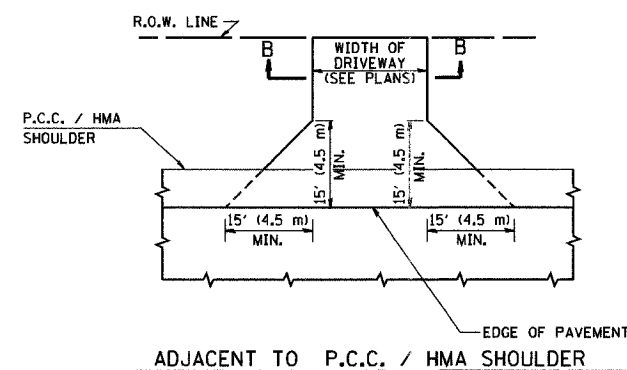
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.	TO STA.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



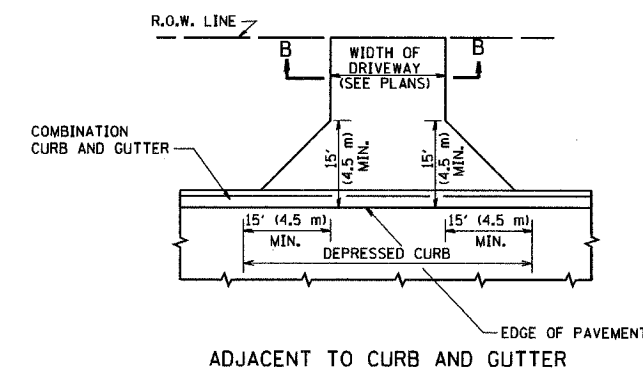
WITH CONCRETE CURB, TYPE B



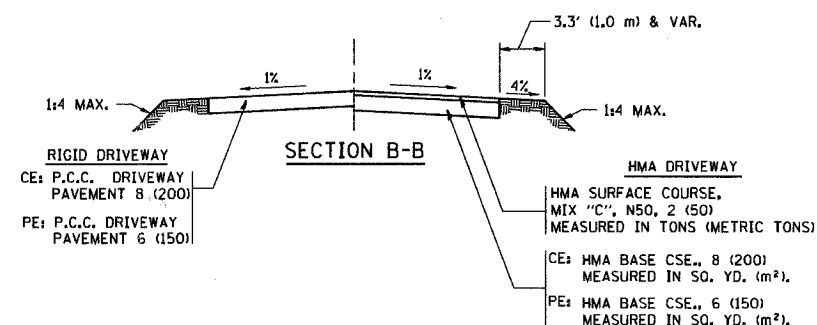
WITH CONCRETE CURB, TYPE B



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

**GENERAL NOTES:**

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

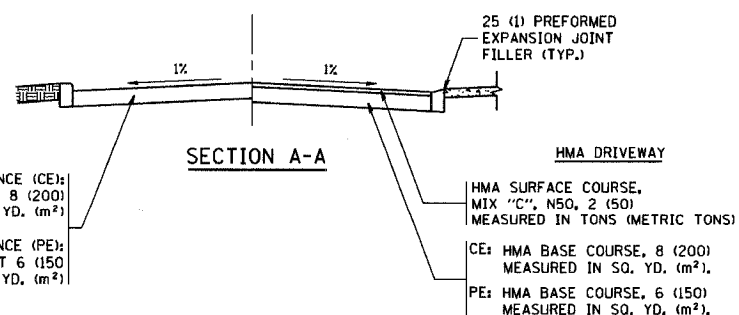
COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

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

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

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



SECTION A-A

**RIGID DRIVEWAY**  
 COMMERCIAL ENTRANCE (CE):  
 P.C.C. DRIVEWAY PAVEMENT 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)  
 NON-COMMERCIAL ENTRANCE (PE):  
 P.C.C. DRIVEWAY PAVEMENT 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>)

**HMA DRIVEWAY**  
 HMA SURFACE COURSE,  
 MIX "C", N50, 2 (50)  
 MEASURED IN TONS (METRIC TONS)  
 CE: HMA BASE COURSE, 8 (200)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).  
 PE: HMA BASE COURSE, 6 (150)  
 MEASURED IN SQ. YD. (m<sup>2</sup>).

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

ILLINOIS DEPARTMENT OF TRANSPORTATION

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

REVISIONS	
NAME	DATE
R. SHAH	11-04-95
J. POLLASTRINI	08-12-96
J. POLLASTRINI	12-14-96
A. ABBAS	03-21-97
T. HOLTZ	04-08-97
M. GOMEZ	04-06-01
P. LOFLEUR	04-15-03
R. BORO	01-01-07

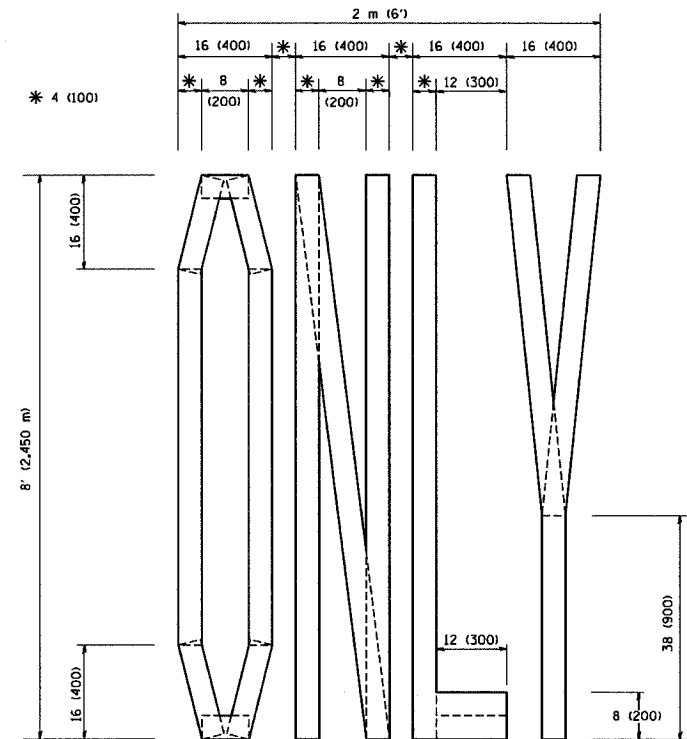
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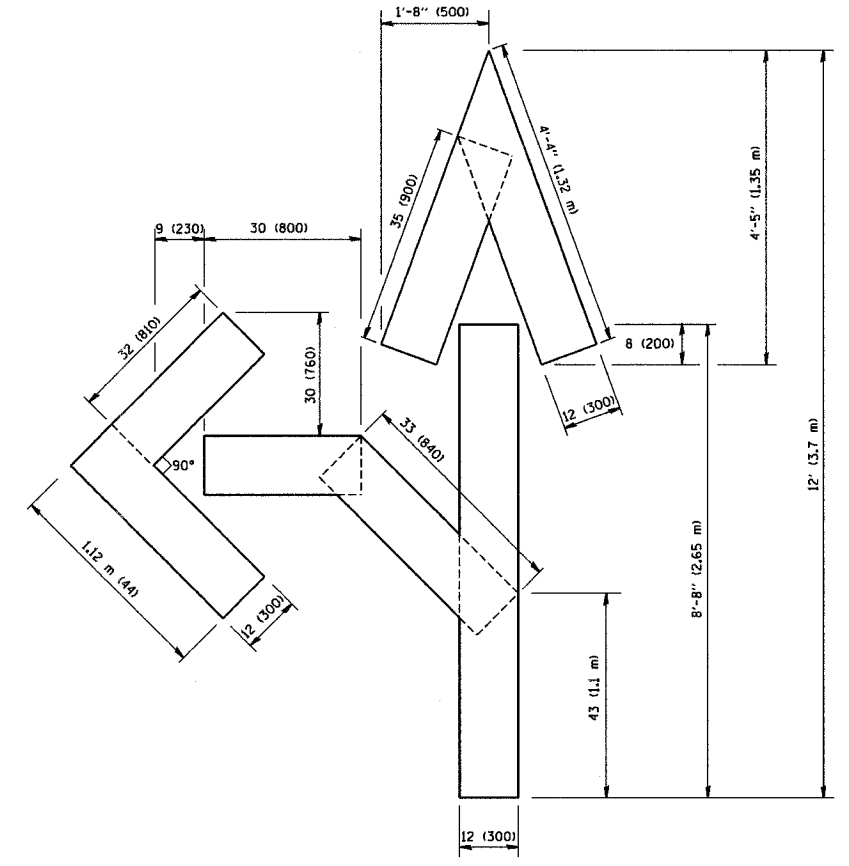
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BD0156-07 (BD-01)

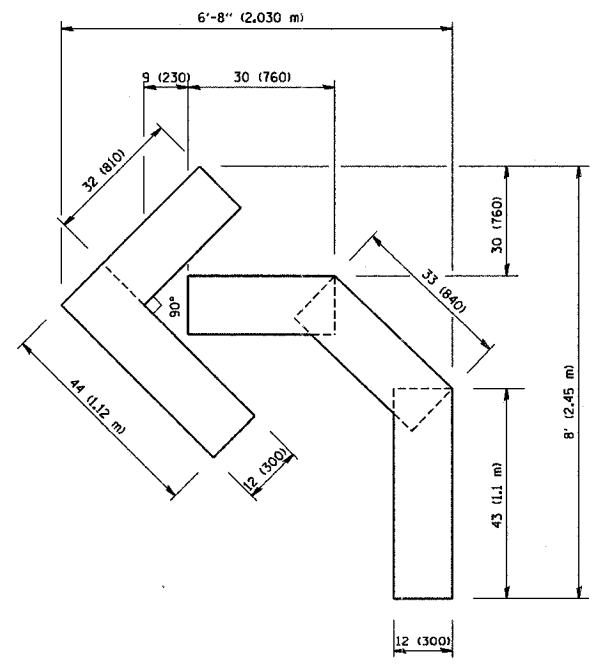
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	144
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



QUANTITY  
 4 (100) LINE = 64.1 ft. (19.7 m)  
 21.1 sq. ft. (1.97 sq. m)



QUANTITY  
 4 (100) LINE = 82.5 ft. (25.3 m)  
 27.5 sq. ft. (2.53 sq. m)



QUANTITY  
 4 (100) LINE = 45.5 ft. (13.9 m)  
 15.2 sq. ft. (1.39 sq. m)

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

REVISIONS	
NAME	DATE
T. RAMMACHER	09/18/94
J. OBERLE	06/01/96
T. RAMMACHER	06/05/98
T. RAMMACHER	11/04/97
T. RAMMACHER	03/02/98
E. GOMEZ	08/28/00

ILLINOIS DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING  
 LETTERS AND SYMBOLS  
 FOR TRAFFIC STAGING

SCALE: NONE

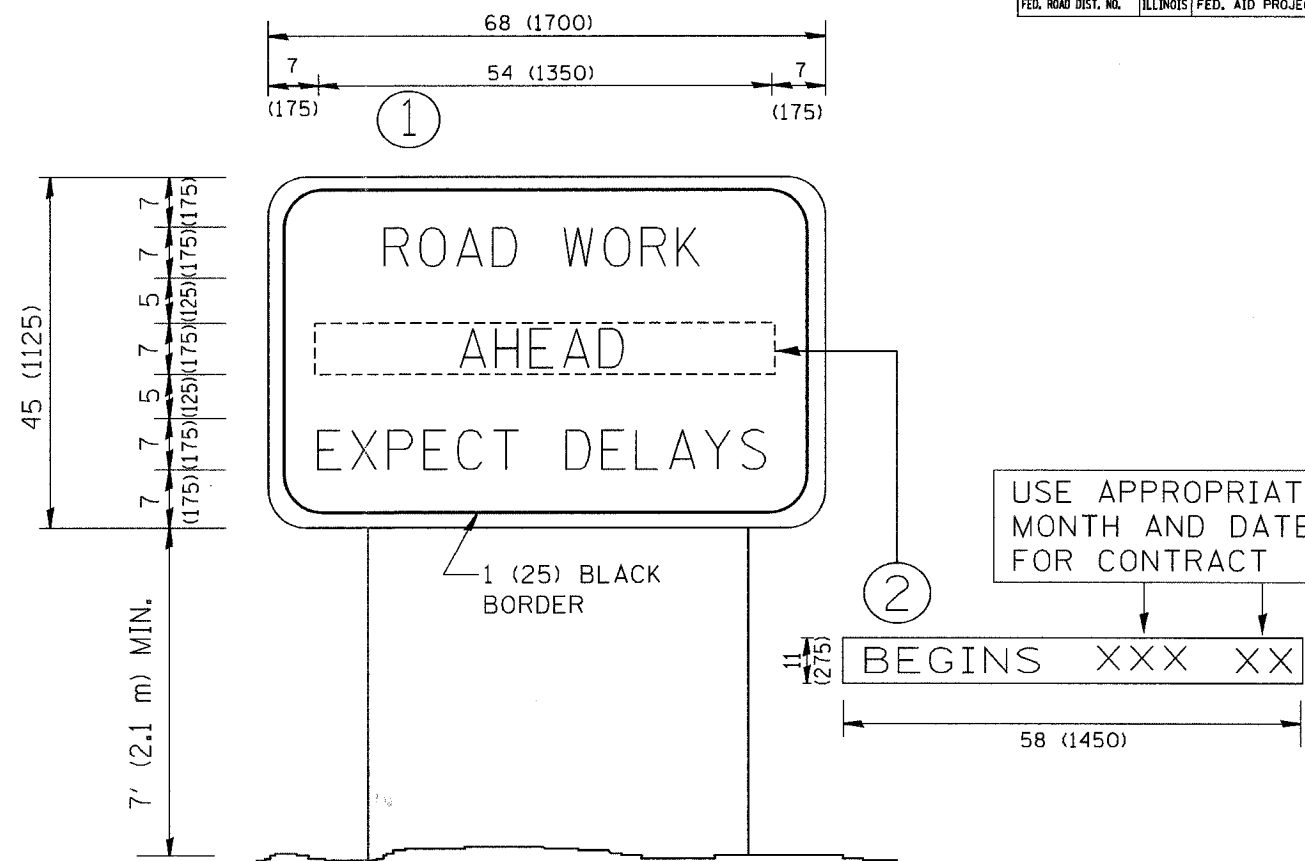
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CHECKED BY

TC-16

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 USER NAME = brouard

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	145
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

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

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

REVISIONS	
NAME	DATE
R. MIRS	9-15-97
R. MIRS	12-11-97
T. RAMMACHER	2-2-99
C. JUCIUS	1-31-07

ILLINOIS DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

SCALE: NONE

DRAWN BY DESIGN

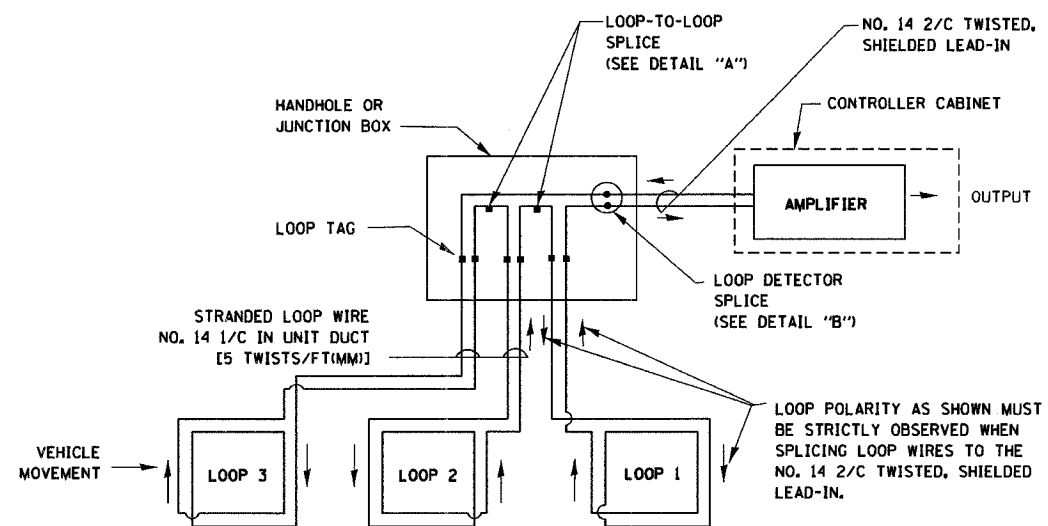
CHECKED BY

TC22

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	146
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**LOOP DETECTOR NOTES**

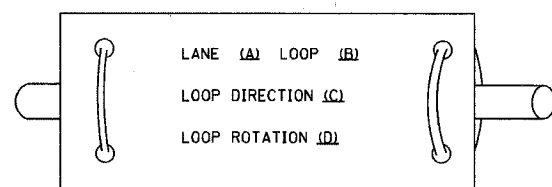
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE UNIT DUCT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). UNIT DUCT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED 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.



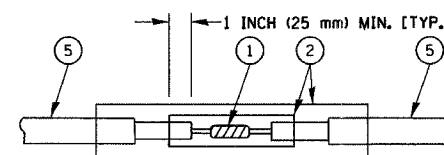
**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

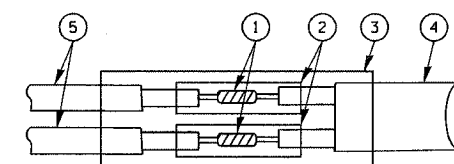
**LOOP LEAD-IN CABLE TAG**



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



**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**LOOP DETECTOR SPLICE**

- 1 WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH.
- 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.

REVISIONS	
NAME	DATE
CADD	5/30/00
ADD NOTE NO. 8	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**

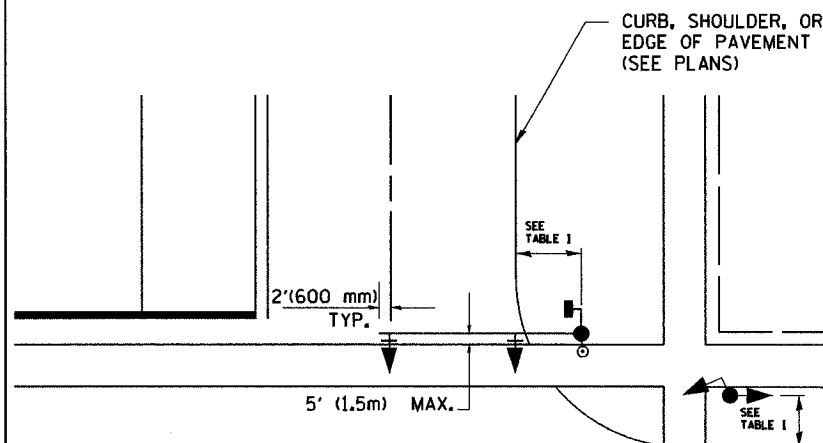
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DRAWN BY: RWP  
DESIGNED BY: DAD  
CHECKED BY: DAZ  
SHEET 1 OF 4

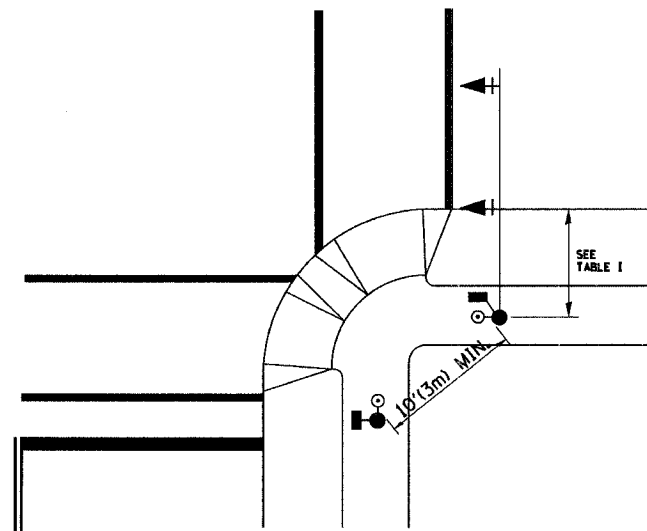
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	147
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

**TRAFFIC SIGNAL MAST ARM AND POST**

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



**PEDESTRIAN SIGNAL PUSHBUTTON**



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

**NOTES:**

- AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS WITH PEDESTRIAN ACTUATION, EACH PUSHBUTTON SHALL ACTIVATE BOTH THE WALK INTERVAL AND THE ACCESSIBLE PEDESTRIAN SIGNALS.  
 AT ACCESSIBLE PEDESTRIAN SIGNAL LOCATIONS, PUSHBUTTONS SHOULD CLEARLY INDICATE WHICH CROSSWALK SIGNAL IS ACTUATED BY EACH PUSHBUTTON. PUSHBUTTONS AND TACTILE ARROWS SHOULD HAVE HIGH VISUAL CONTRAST (SEE THE DEPARTMENT OF JUSTICE'S AMERICANS WITH DISABILITIES ACT STANDARDS FOR ACCESSIBLE DESIGN, 1991). TACTILE ARROWS SHOULD POINT IN THE SAME DIRECTION AS THE ASSOCIATED CROSSWALK. AT CORNERS OF SIGNALIZED LOCATIONS WITH ACCESSIBLE PEDESTRIAN SIGNALS WHERE PEDESTRIAN PUSHBUTTONS ARE PROVIDED, THE PUSHBUTTONS SHOULD BE SEPARATED BY THE DISTANCE OF AT LEAST 10 FT (3m). THIS ENABLES PEDESTRIANS WHO HAVE VISUAL DISABILITIES TO DISTINGUISH AND LOCATE THE APPROPRIATE PUSHBUTTON.  
 PUSHBUTTONS FOR ACCESSIBLE PEDESTRIAN SIGNALS SHOULD BE LOCATED AS FOLLOWS:  
 A: ADJACENT TO A LEVEL ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR, AND WHERE THERE IS AN ALL WEATHER SURFACE, WHEELCHAIR ACCESSIBLE ROUTE TO THE RAMP.  
 B: WITHIN 5 FT (1.5m) OF THE CROSSWALK EXTENDED.  
 C: WITHIN 10 FT (3m) OF THE EDGE OF CURB, SHOULDER, OR PAVEMENT.  
 D: PARALLEL TO THE CROSSWALK TO BE USED (SEE MUTCD FIGURE 4E-2).  
 E: NORMAL PEDESTRIAN PUSHBUTTON MOUNTING HEIGHT SHOULD BE 3.5 FT (1.05m) ABOVE ADJACENT SIDEWALK
- PEDESTRIAN SIGNAL FACES SHALL BE MOUNTED WITH THE BOTTOM OF THE HOUSING NOT LESS THAN 8 FT (2.4m) NOR MORE THAN 10 FT (3.0m) ABOVE THE SIDEWALK LEVEL AND SO THERE IS A PEDESTRIAN INDICATION IN THE LINE OF PEDESTRIANS' VISION WHICH PERTAINS TO THE CROSSWALK BEING USED.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, NOT MOUNTED OVER A ROADWAY, SHALL BE AT LEAST 10 FT (3.0m) BUT NOT MORE THAN 15 FT (4.5m) ABOVE THE SIDEWALK OR, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALKS EXIST.
- THE BOTTOM OF THE HOUSING OF A VEHICLE SIGNAL FACE, MOUNTED OVER A ROADWAY, SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001 AND 877006. (16 FT (5m) MIN., 18 FT (5.5m) MAX., FROM HIGHEST POINT OF PAVEMENT)

**PEDESTRIAN SIGNAL POST**

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

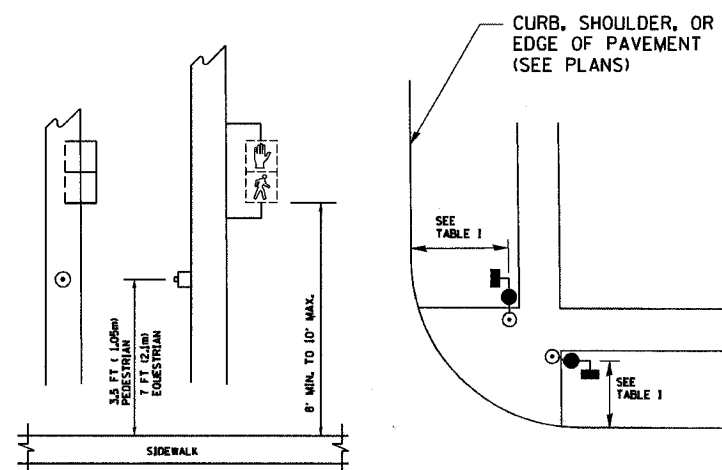


TABLE I

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

REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	1/01/02

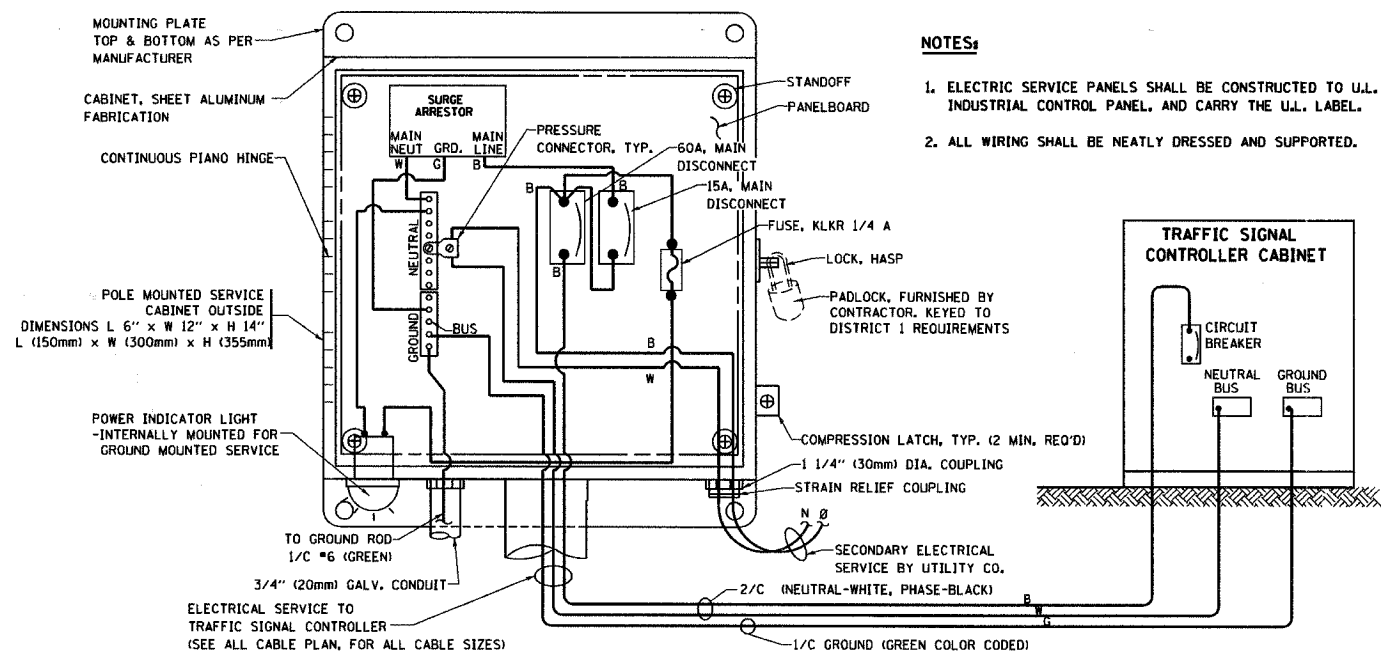
ILLINOIS DEPARTMENT OF TRANSPORTATION  
 DISTRICT 1  
 STANDARD TRAFFIC SIGNAL  
 DESIGN DETAILS

SCALE: NONE

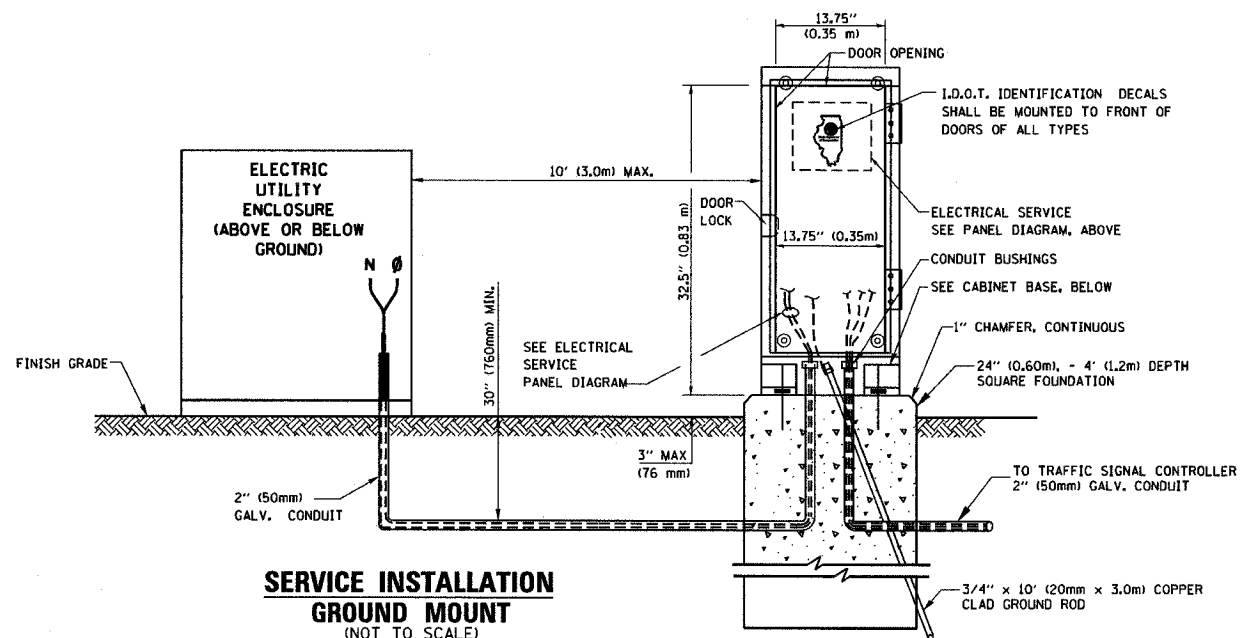
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 DESIGNED BY: DAD  
 CHECKED BY: GAZ  
 SHEET 2 OF 4



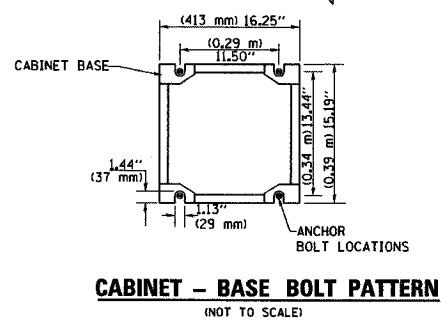
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	148
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



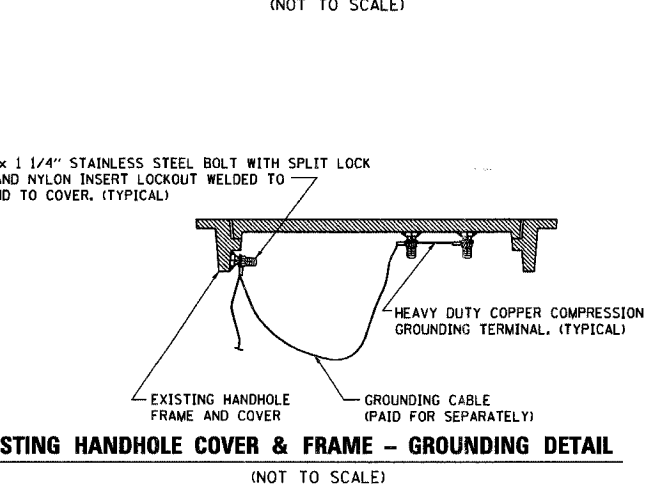
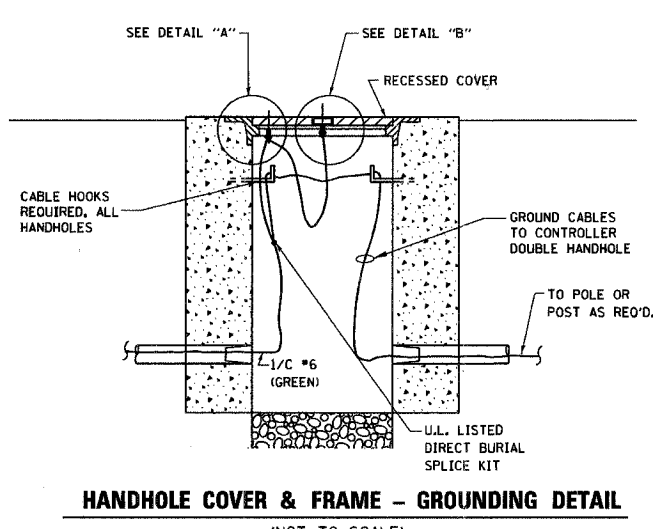
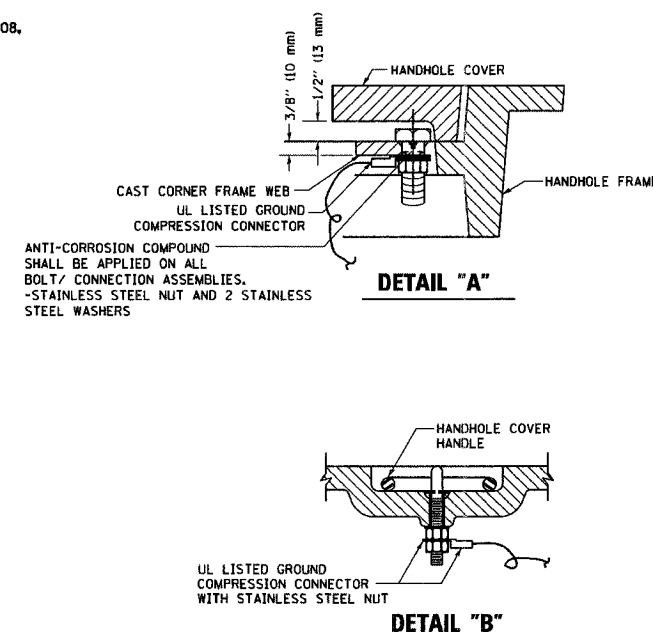
**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)



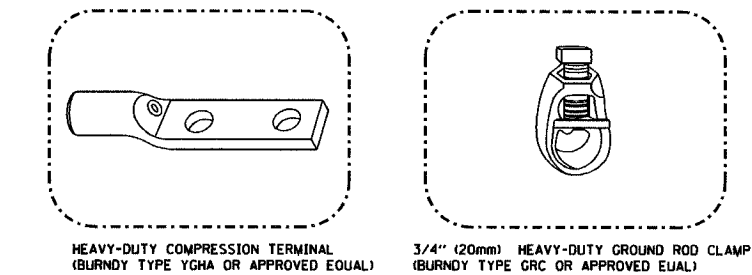
**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)



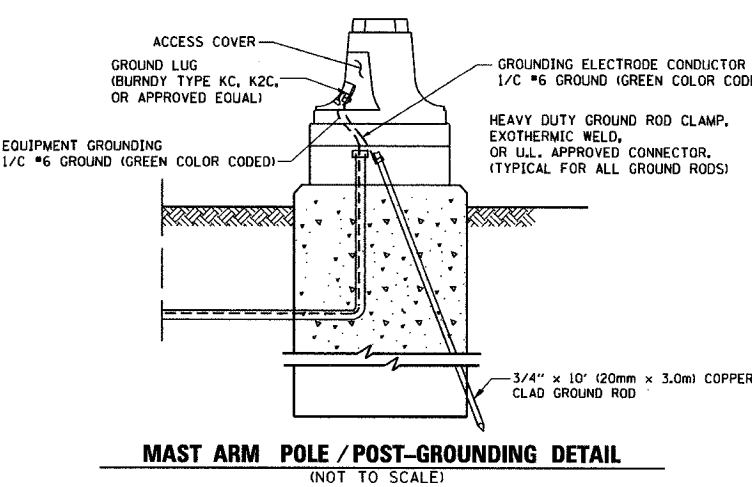
**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



- NOTES:**
- GROUNDING SYSTEM**
- 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.
  - 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.
  - ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
  - 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.



REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE		
CADD	5/30/00		
CADD	3/15/01		
BUREAU OF TRAFFIC	1/01/02		

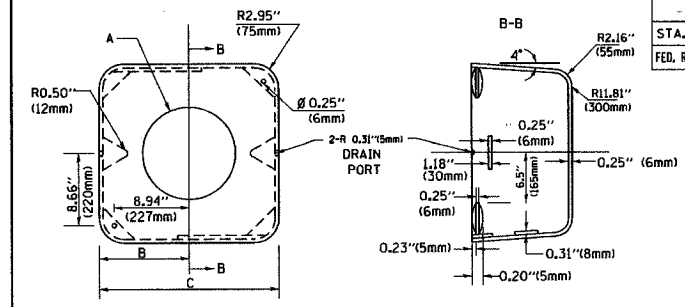
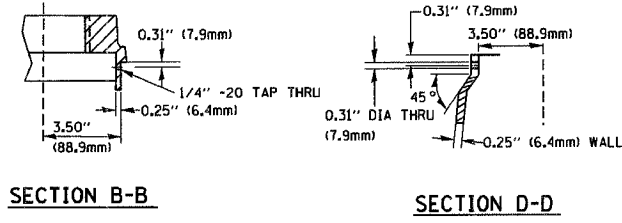
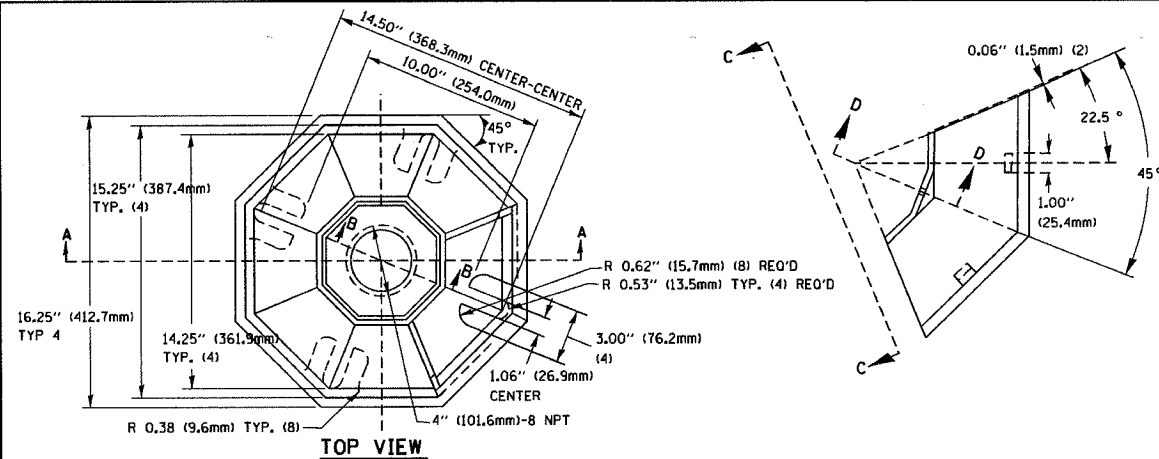
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DISTRICT ONE  
 STANDARD TRAFFIC SIGNAL  
 DESIGN DETAILS

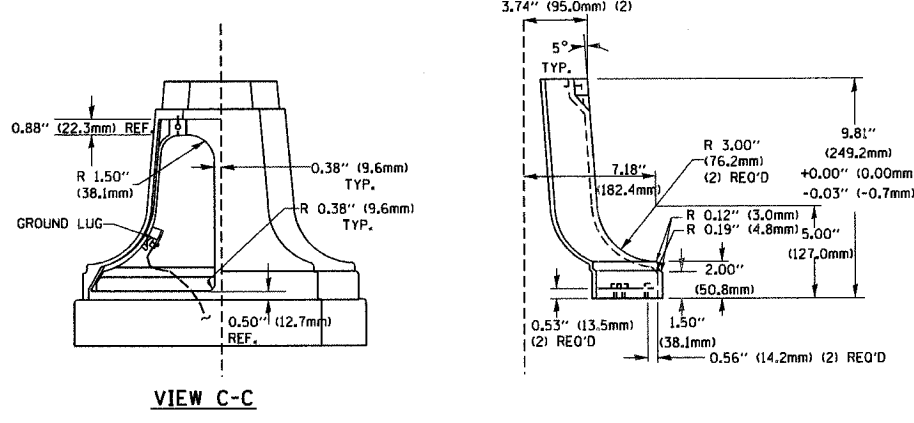
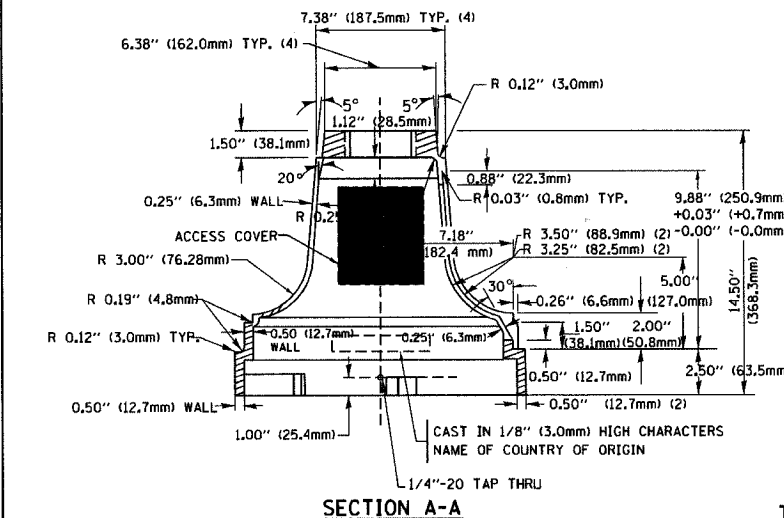
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 CHECKED BY: DAZ  
 SHEET 3 OF 4

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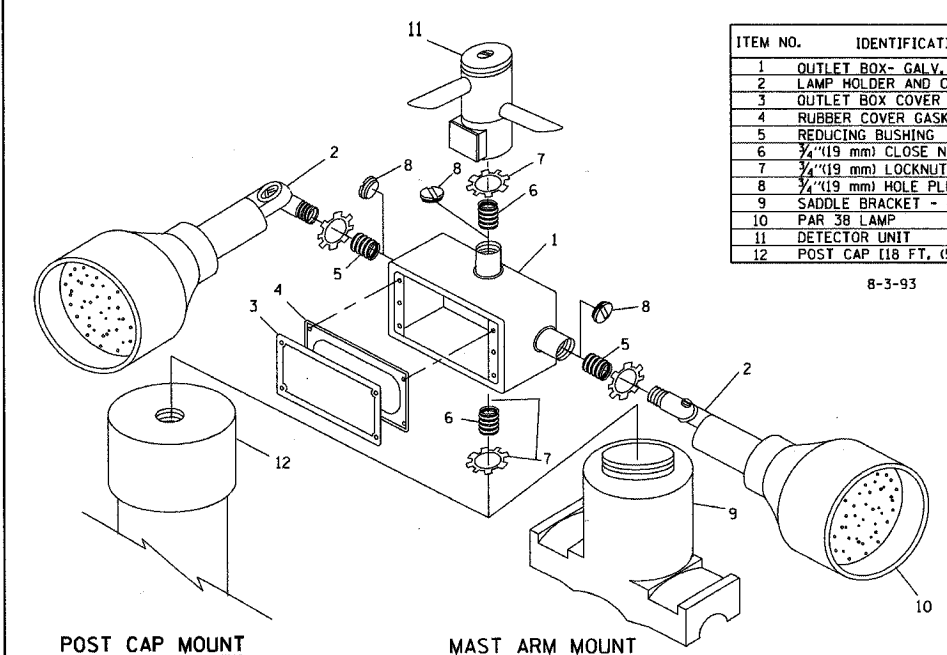
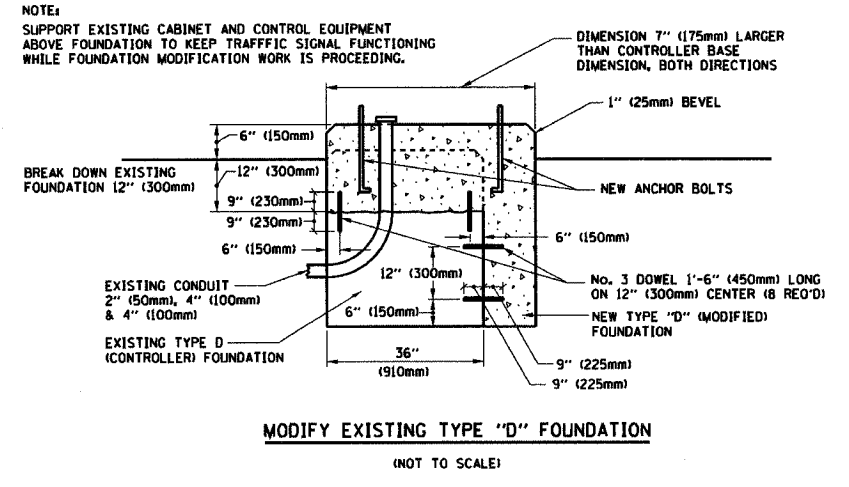
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			187	149
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125" (257mm)	9.5" (241mm)	19" (483mm)	12" (300mm)	24kg
II	Ø 11.125" (283mm)	10.75" (273mm)	21.5" (546mm)	12" (300mm)	26kg



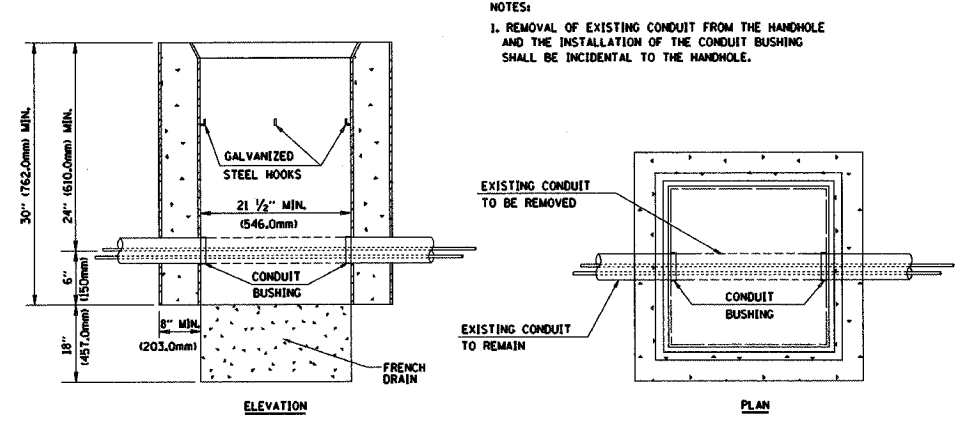
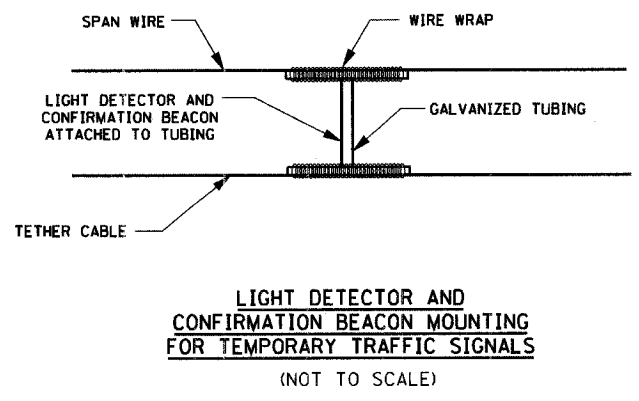
**TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A**



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	PAR 38 LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

8-3-93

- NOTES:**
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
  - 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
  - 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.



REVISIONS	
NAME	DATE
BUREAU OF TRAFFIC	5/30/00
BUREAU OF TRAFFIC	3/15/01
BUREAU OF TRAFFIC	11/12/01
BUREAU OF TRAFFIC	1-01-02

ILLINOIS DEPARTMENT OF TRANSPORTATION

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL  
DESIGN DETAILS**

SCALE: NONE

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

PLOT DATE = 3/7/2007  
FILE NAME = K:\ASSTG\td\td\design  
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

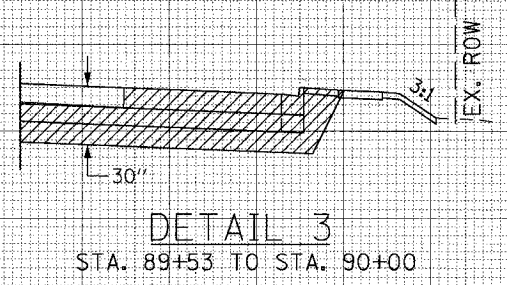
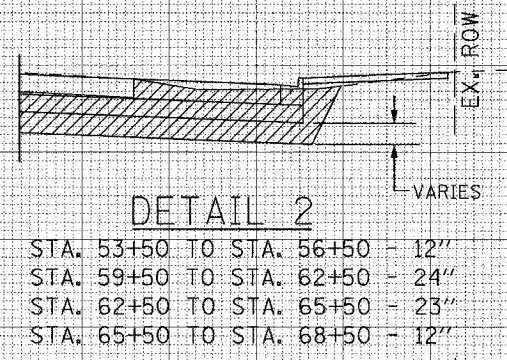
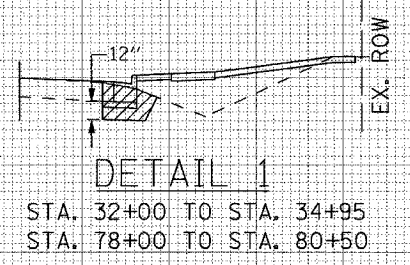
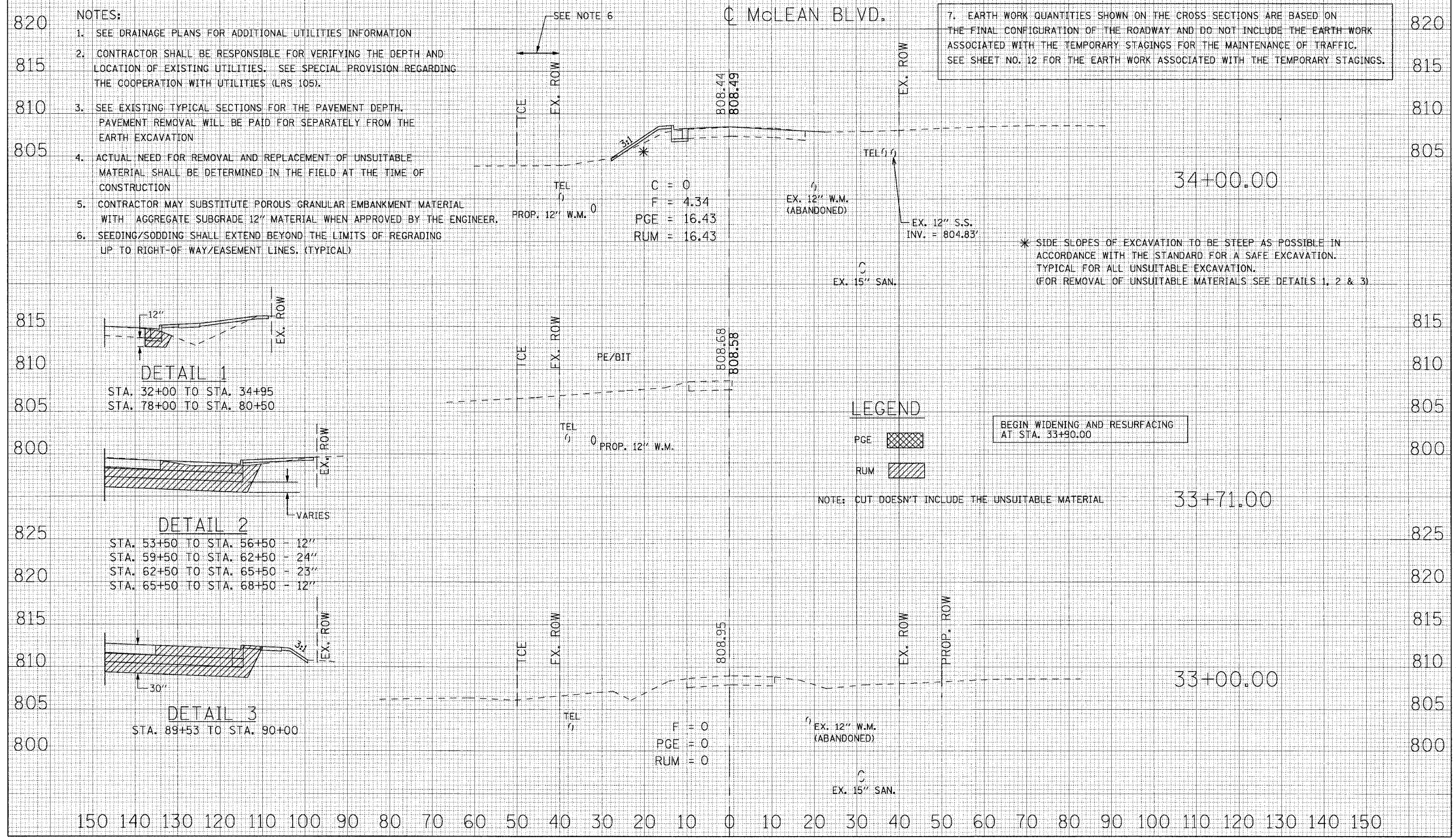
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- NOTES:**
1. SEE DRAINAGE PLANS FOR ADDITIONAL UTILITIES INFORMATION
  2. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DEPTH AND LOCATION OF EXISTING UTILITIES. SEE SPECIAL PROVISION REGARDING THE COOPERATION WITH UTILITIES (LRS 105).
  3. SEE EXISTING TYPICAL SECTIONS FOR THE PAVEMENT DEPTH. PAVEMENT REMOVAL WILL BE PAID FOR SEPARATELY FROM THE EARTH EXCAVATION
  4. ACTUAL NEED FOR REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION
  5. CONTRACTOR MAY SUBSTITUTE POROUS GRANULAR EMBANKMENT MATERIAL WITH AGGREGATE SUBGRADE 12" MATERIAL WHEN APPROVED BY THE ENGINEER.
  6. SEEDING/SODDING SHALL EXTEND BEYOND THE LIMITS OF REGRADING UP TO RIGHT-OF WAY/EASEMENT LINES. (TYPICAL)

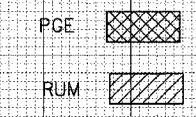
7. EARTH WORK QUANTITIES SHOWN ON THE CROSS SECTIONS ARE BASED ON THE FINAL CONFIGURATION OF THE ROADWAY AND DO NOT INCLUDE THE EARTH WORK ASSOCIATED WITH THE TEMPORARY STAGINGS FOR THE MAINTENANCE OF TRAFFIC. SEE SHEET NO. 12 FOR THE EARTH WORK ASSOCIATED WITH THE TEMPORARY STAGINGS.

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS CHECKED	



**LEGEND**



BEGIN WIDENING AND RESURFACING AT STA. 33+90.00

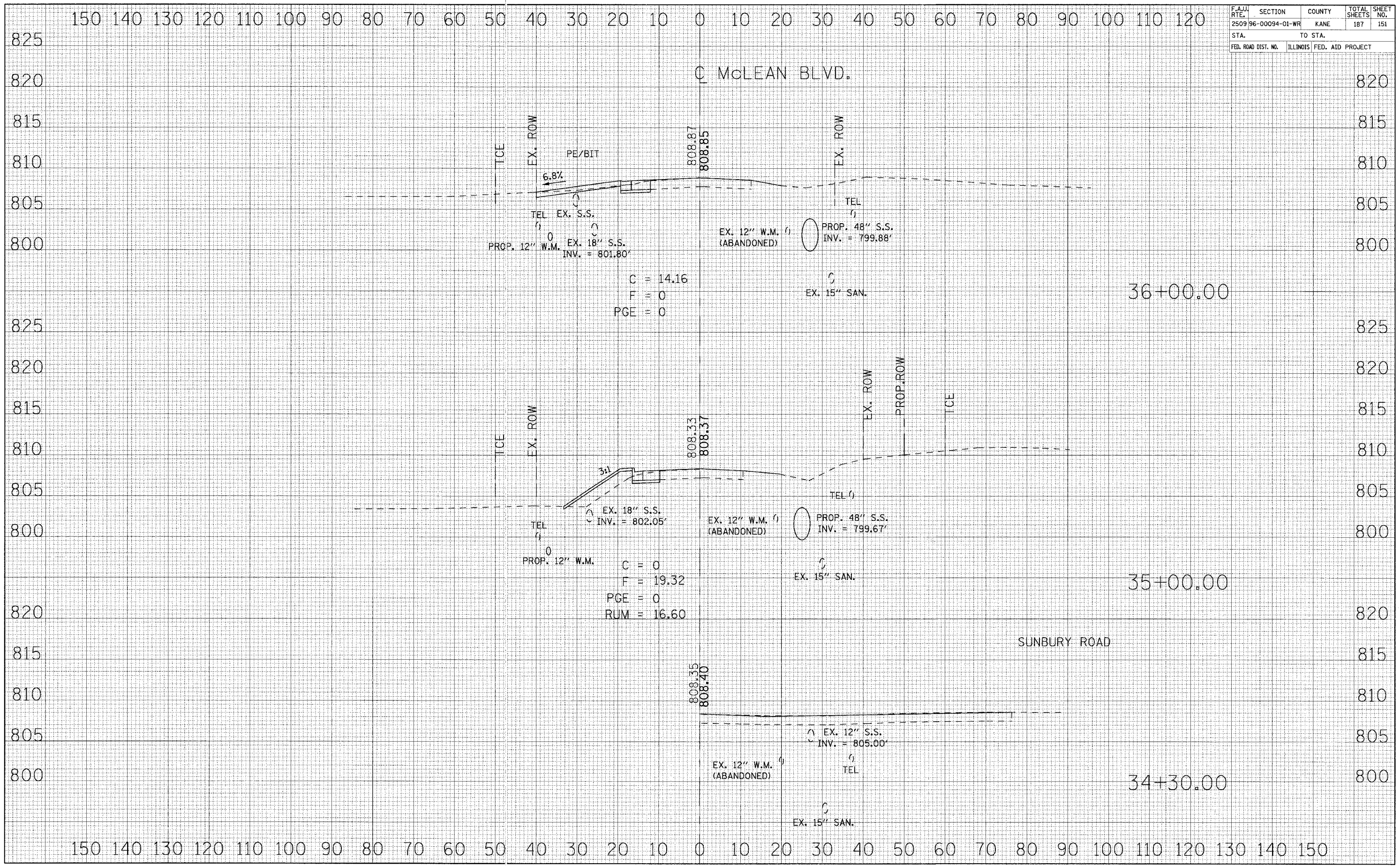
NOTE: CUT DOESN'T INCLUDE THE UNSUITABLE MATERIAL

\* SIDE SLOPES OF EXCAVATION TO BE STEEP AS POSSIBLE IN ACCORDANCE WITH THE STANDARD FOR A SAFE EXCAVATION. TYPICAL FOR ALL UNSUITABLE EXCAVATION. (FOR REMOVAL OF UNSUITABLE MATERIALS SEE DETAILS 1, 2 & 3)

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	151
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID	PROJECT	

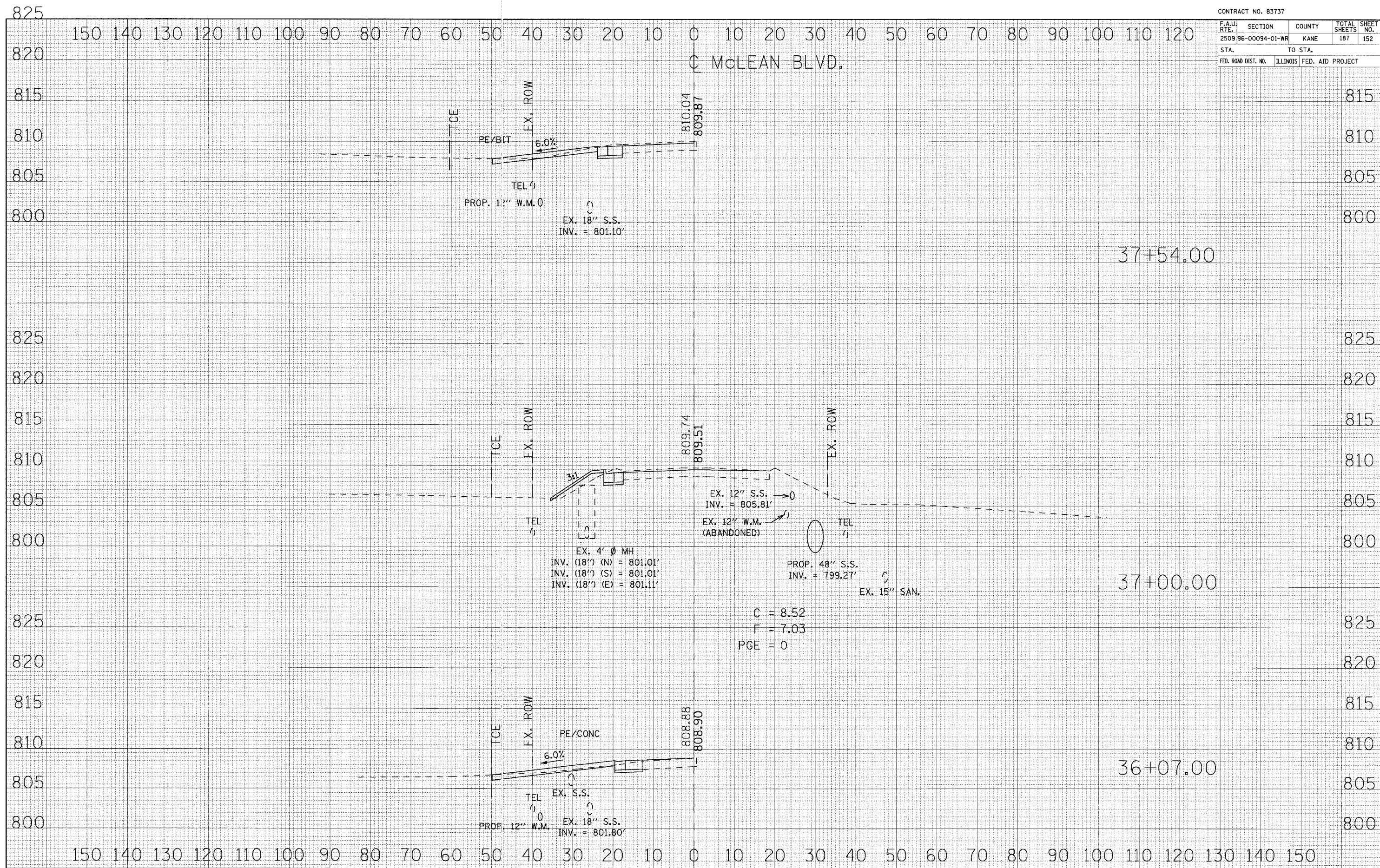


DATE	BY

DATE	BY



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509196-00094-01-WR		KANE	187	152
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



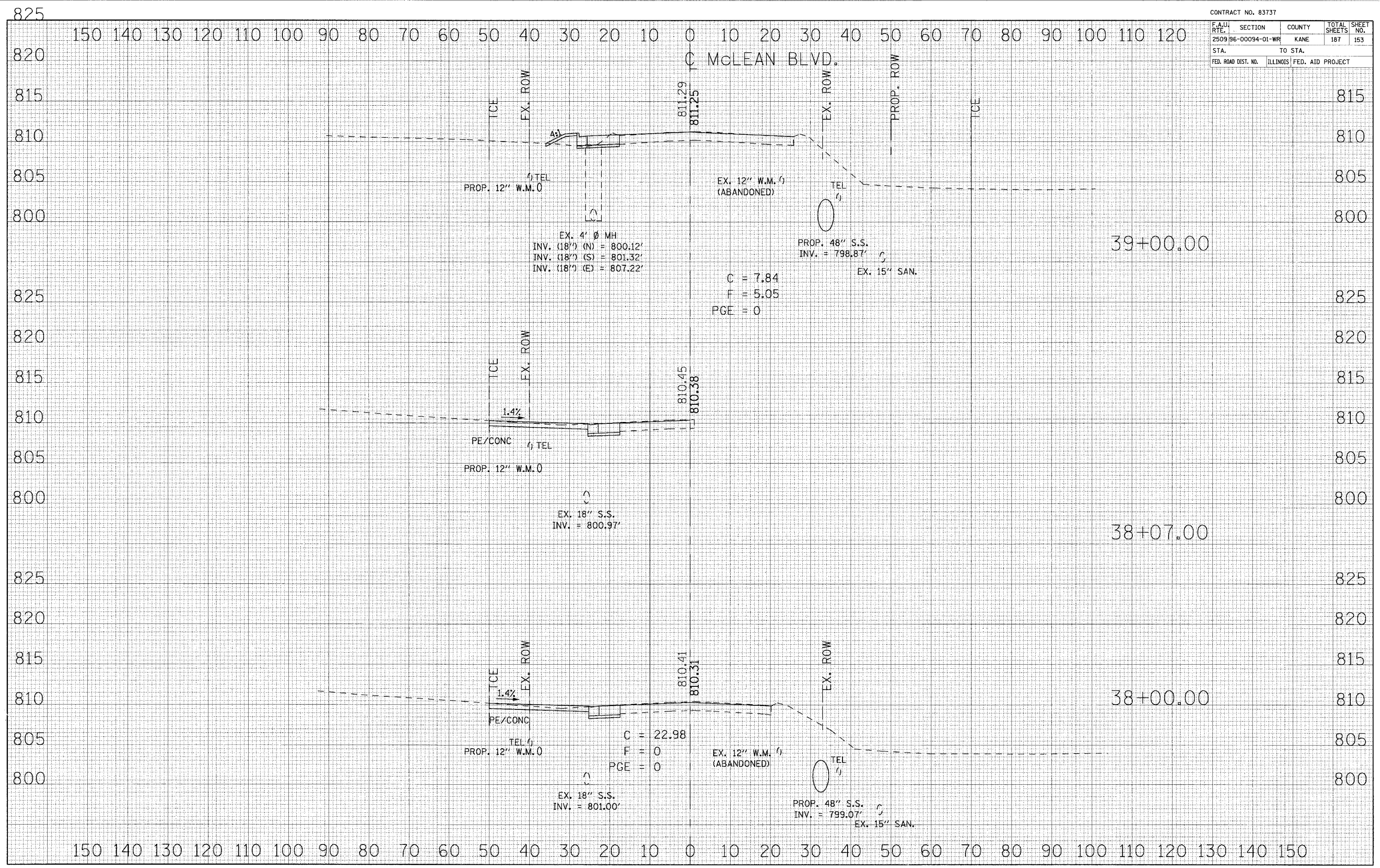
FINAL SURVEY	DATE
REVISIONS	BY
NOTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

ORIGINAL SURVEY	DATE
REVISIONS	BY
NOTED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	

C = 8.52  
 F = 7.03  
 PGE = 0



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509196-00094-01-WR		KANE	187	153
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

EX. 4' Ø MH  
 INV. (18") (N) = 800.12'  
 INV. (18") (S) = 801.32'  
 INV. (18") (E) = 807.22'

EX. 12" W.M. (1)  
 (ABANDONED)

PROP. 48" S.S.  
 INV. = 798.87'

EX. 15" SAN.

C = 7.84  
 F = 5.05  
 PGE = 0

PE/CONC  
 PROP. 12" W.M. 0

EX. 18" S.S.  
 INV. = 800.97'

PE/CONC  
 PROP. 12" W.M. 0

EX. 18" S.S.  
 INV. = 801.00'

C = 22.98  
 F = 0  
 PGE = 0

EX. 12" W.M. (1)  
 (ABANDONED)

PROP. 48" S.S.  
 INV. = 799.07'

EX. 15" SAN.



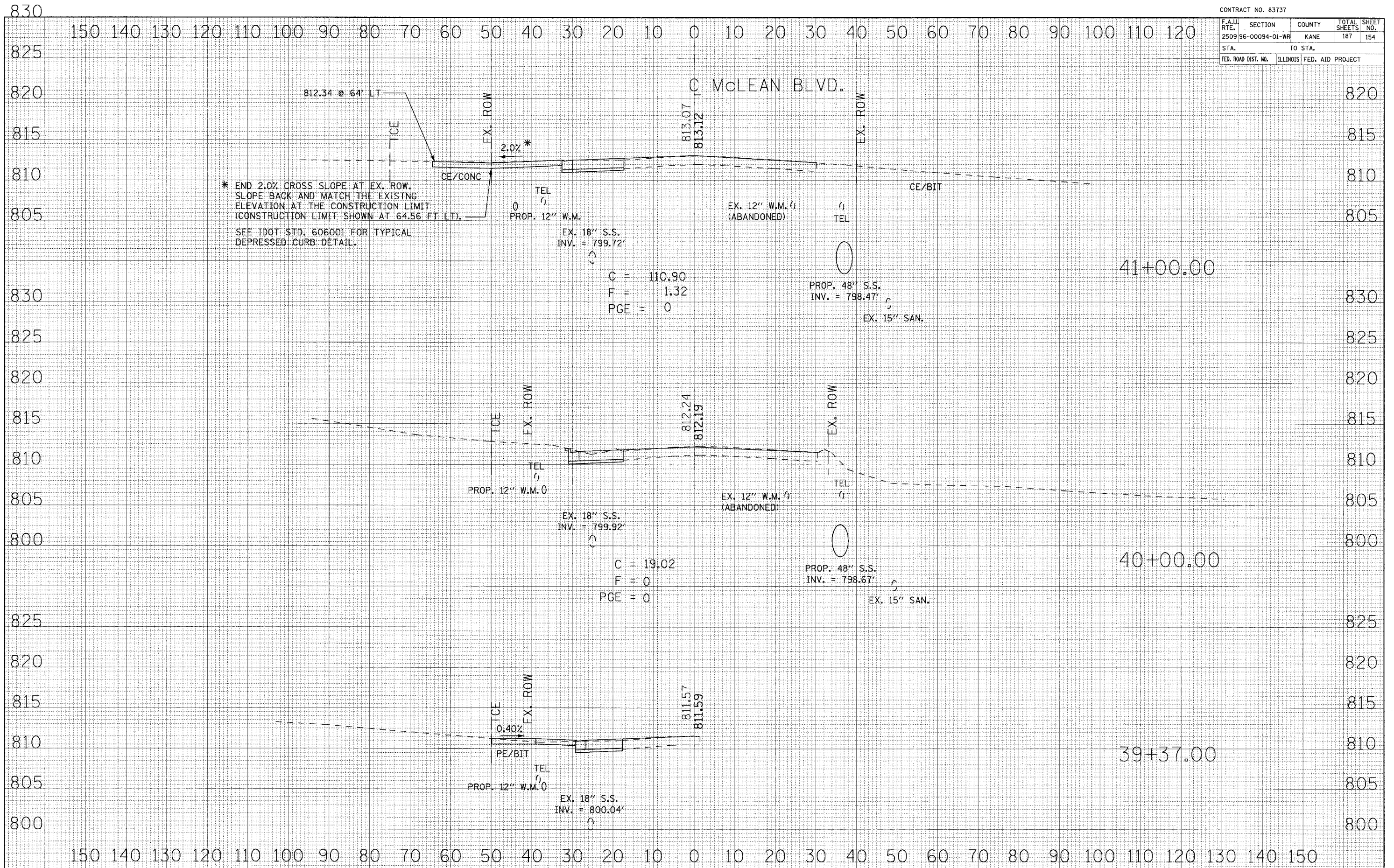
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	154

STA.	TO STA.

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



\* END 2.0% CROSS SLOPE AT EX. ROW. SLOPE BACK AND MATCH THE EXISTING ELEVATION AT THE CONSTRUCTION LIMIT (CONSTRUCTION LIMIT SHOWN AT 64.56 FT LT). SEE IDOT STD. 606001 FOR TYPICAL DEPRESSED CURB DETAIL.

DATE	BY

DATE	BY

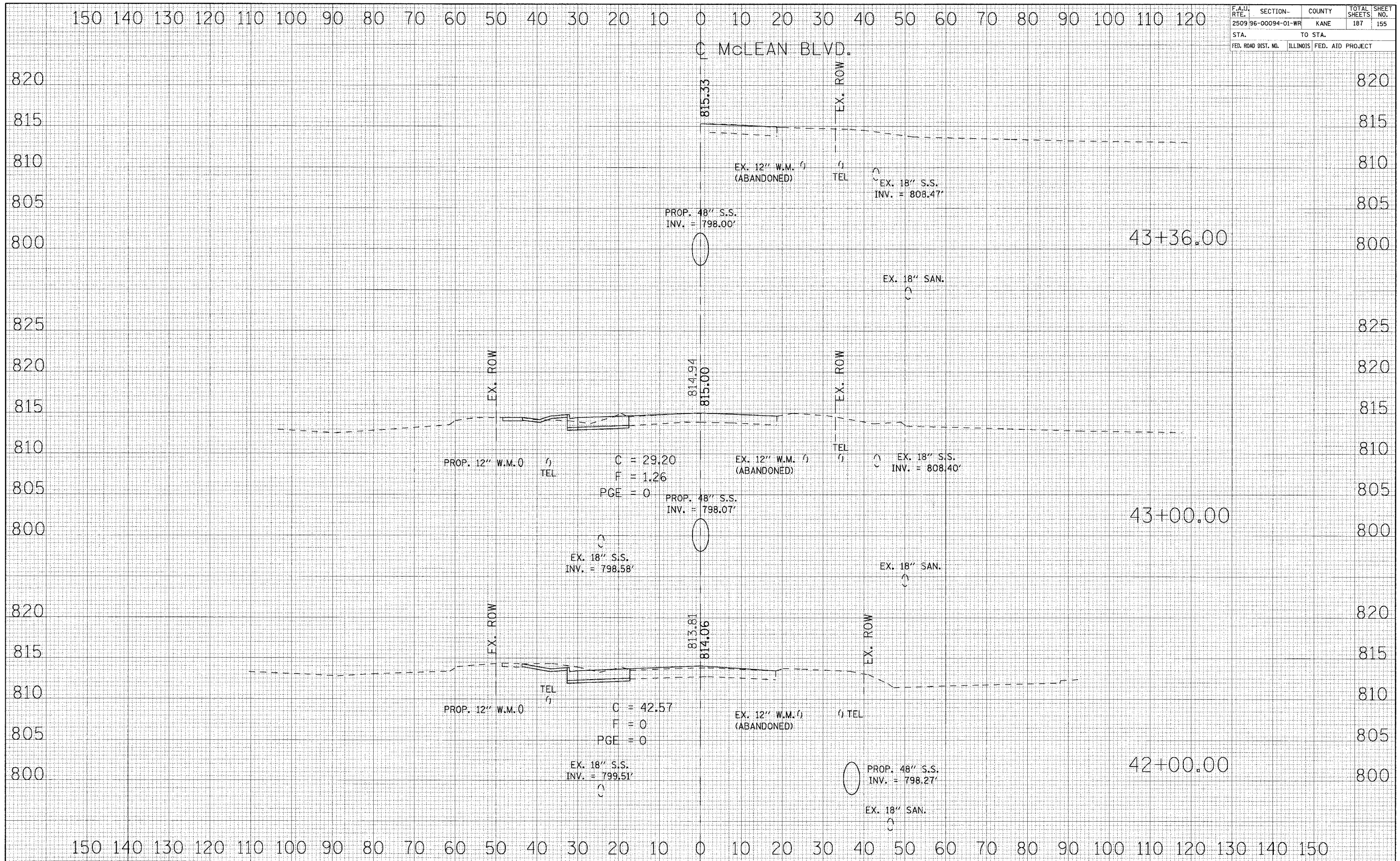
DATE	BY

DATE	BY



F.A.U. RTE.	SECTION-	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	155
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



DATE	BY
REVISIONS	
NO.	DESCRIPTION

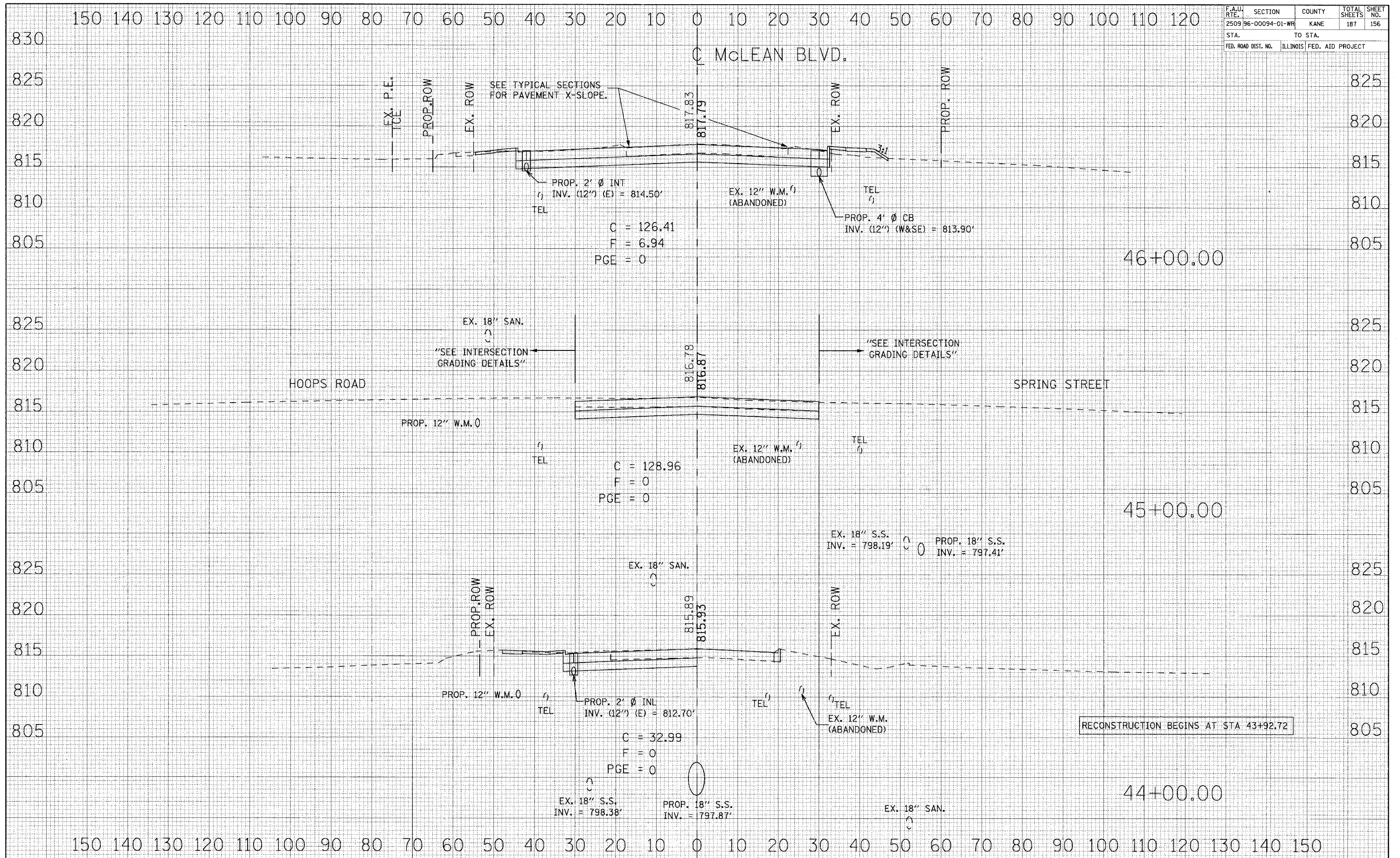
DATE	BY
REVISIONS	
NO.	DESCRIPTION



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	156
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID	PROJECT	

DATE	BY	REVISION

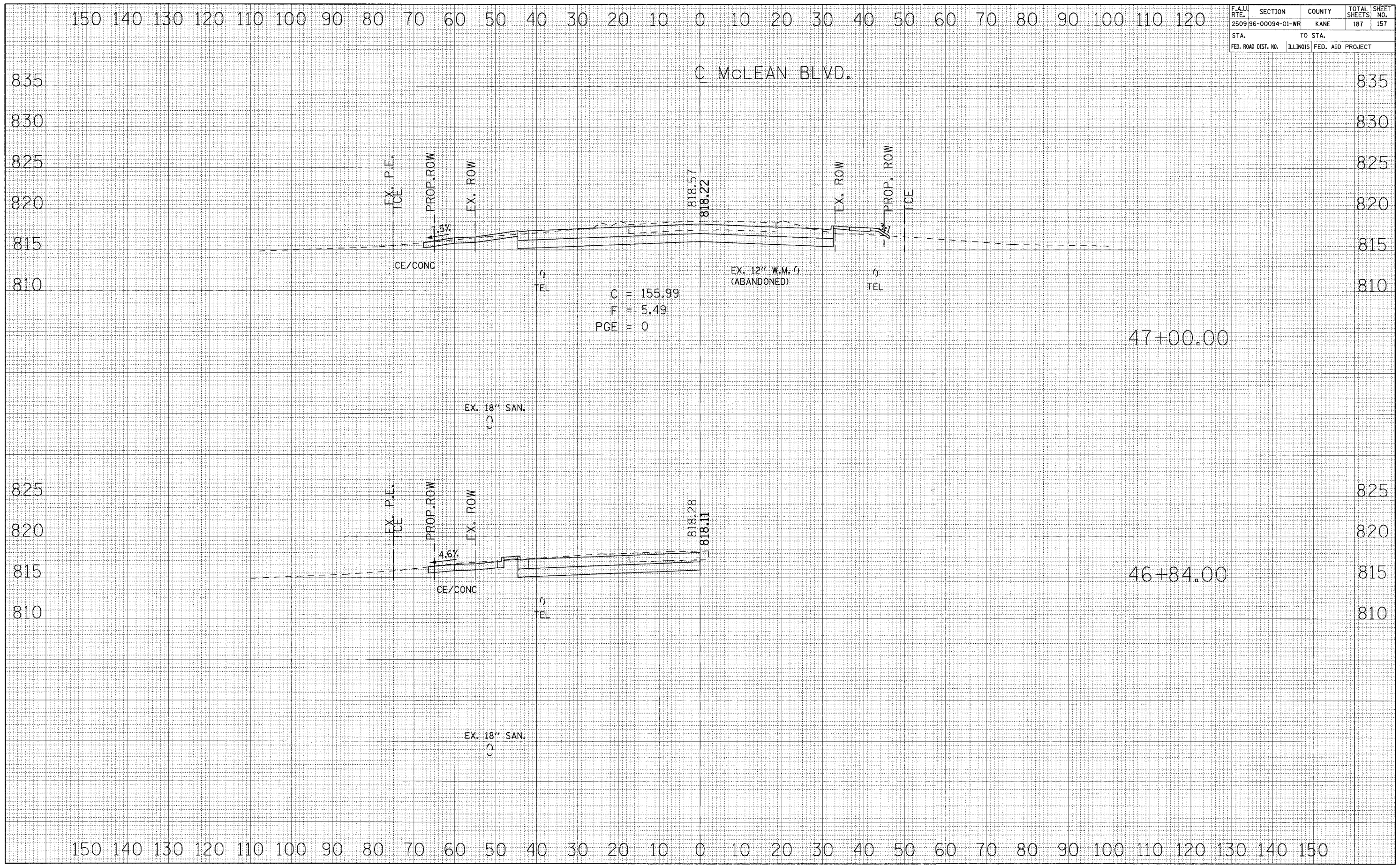
DATE	BY	REVISION





CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	157
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



C = 155.99  
 F = 5.49  
 PGE = 0

DATE	BY
DATE	BY
DATE	BY
DATE	BY

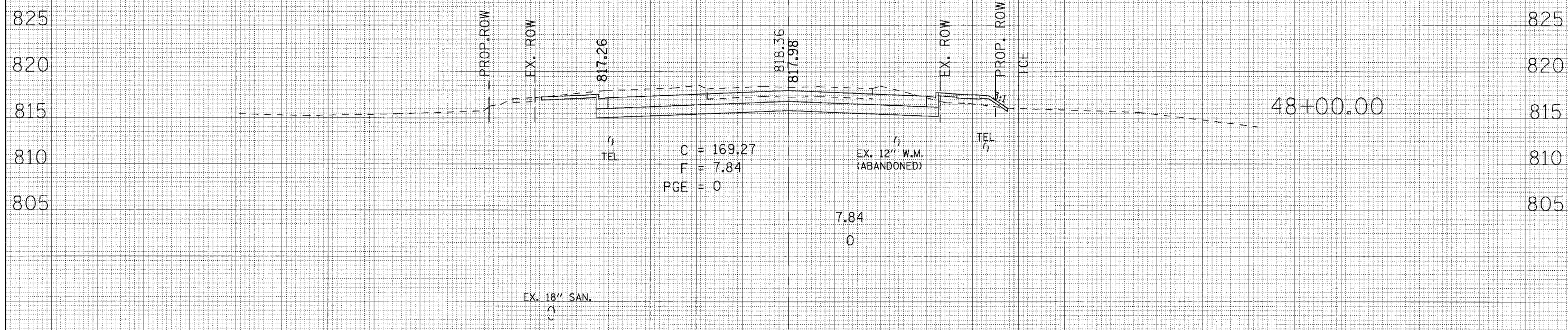
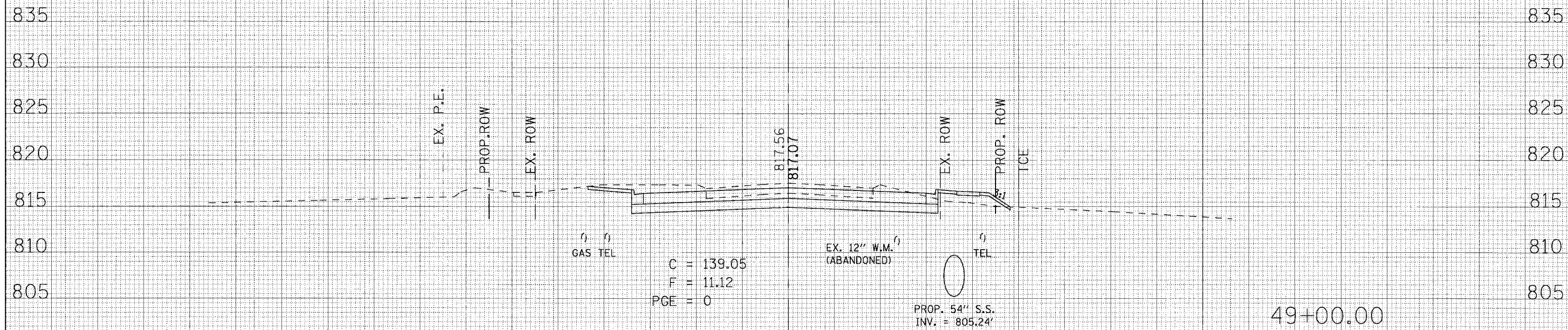
DATE	BY
DATE	BY
DATE	BY
DATE	BY



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	158
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

McLEAN BLVD.



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

FINAL SURVEY	SUBMITTED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

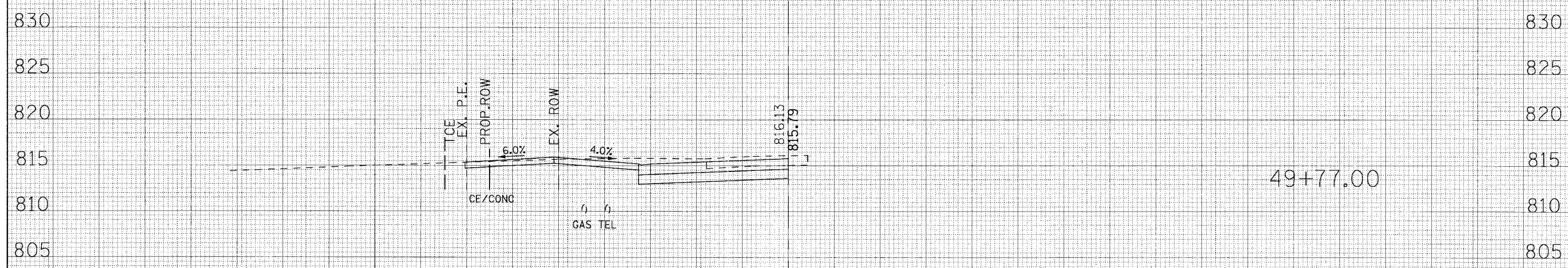
ORIGINAL SURVEY	SUBMITTED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	159
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120  
C McLEAN BLVD.

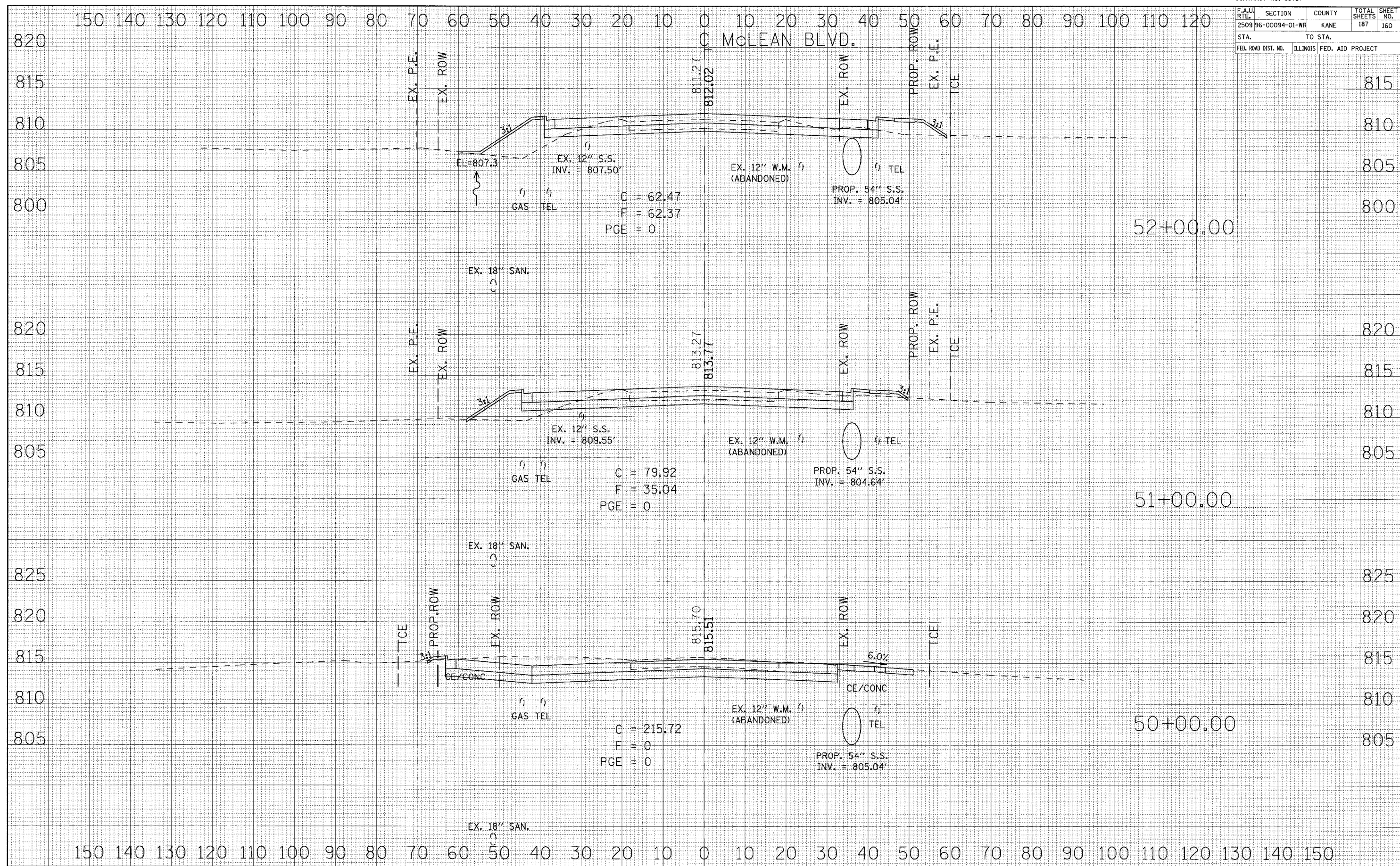


150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	160
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



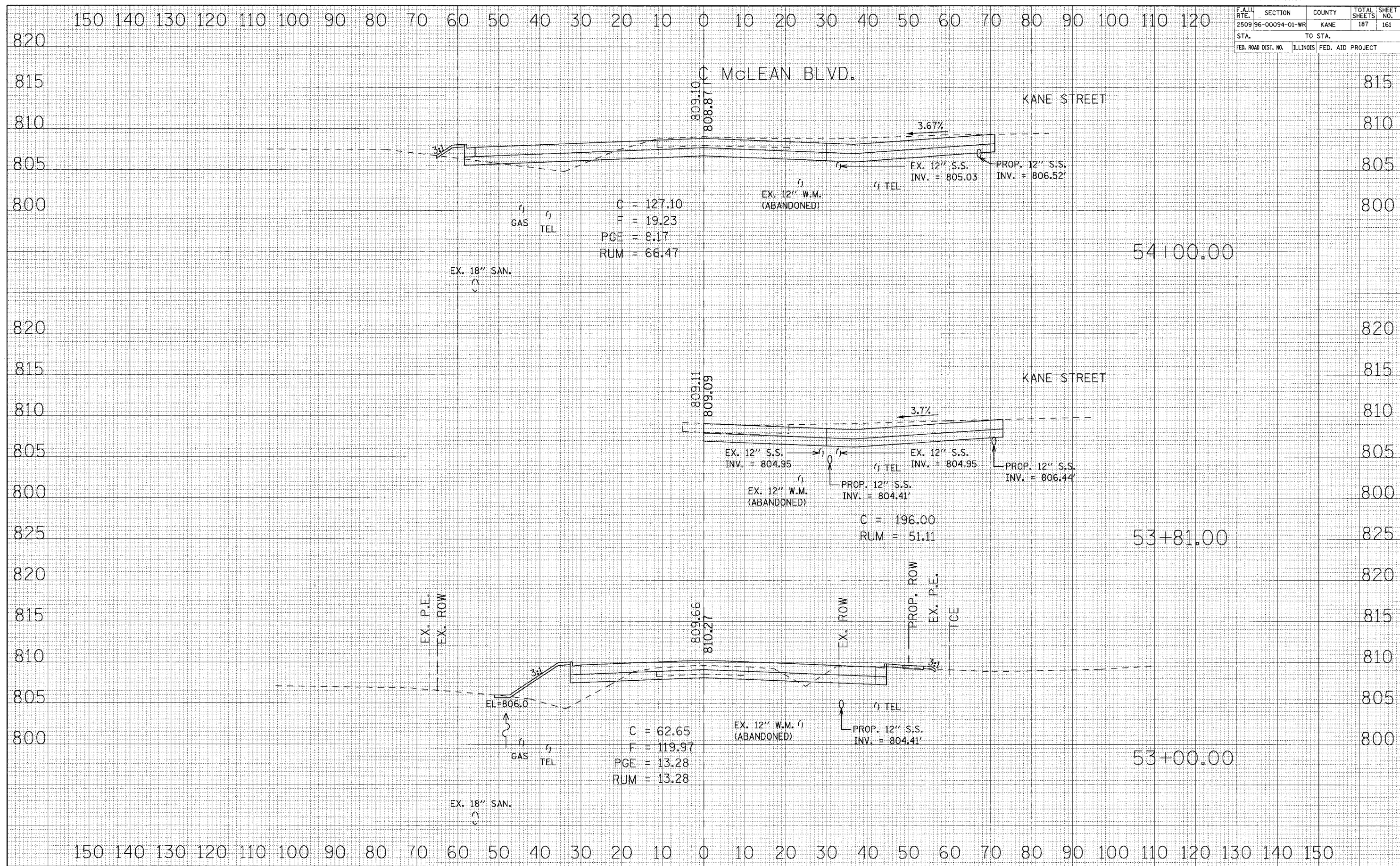
DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
NO.	



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	161
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

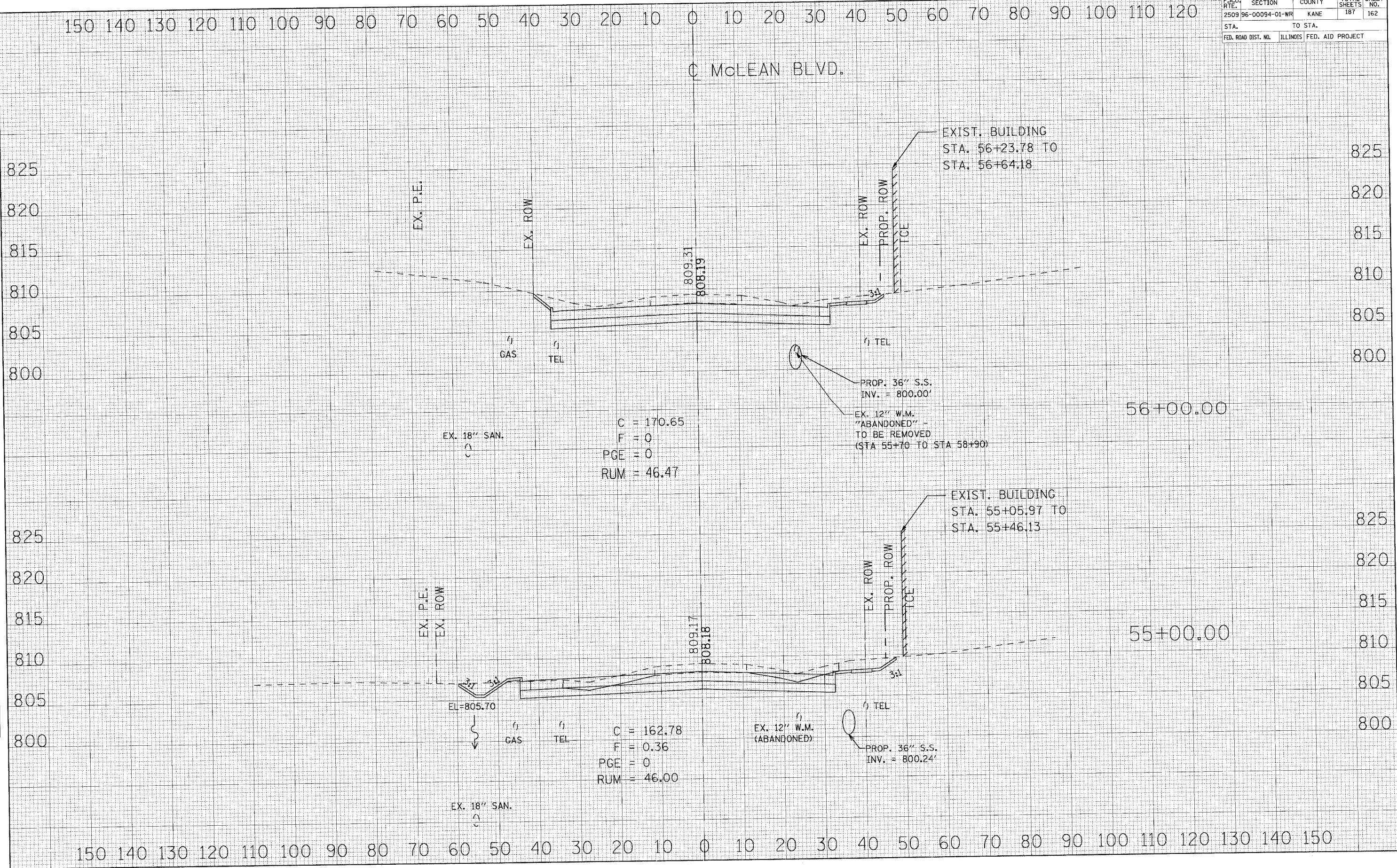
DATE	
BY	
REVISION	
NO.	
DATE	
BY	
REVISION	
NO.	

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	162
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

C McLEAN BLVD.

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_

DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 TEMPLATE \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_  
 NO. \_\_\_\_\_



825  
820  
815  
810  
805  
800

825  
820  
815  
810  
805  
800

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

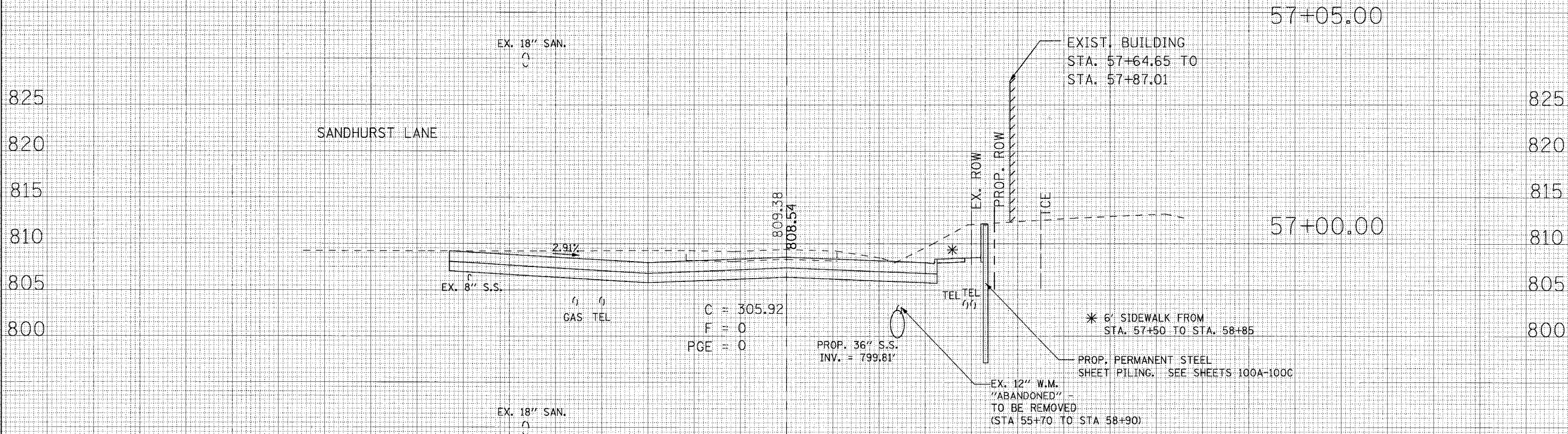
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	163
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

McLEAN BLVD.



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

DATE \_\_\_\_\_

BY \_\_\_\_\_

FINAL SURVEY NOTE BOOK NO. \_\_\_\_\_

SURVEYED \_\_\_\_\_

TEMPLATE \_\_\_\_\_

AREAS CHECKED \_\_\_\_\_

DATE \_\_\_\_\_

BY \_\_\_\_\_

ORIGINAL SURVEY NOTE BOOK NO. \_\_\_\_\_

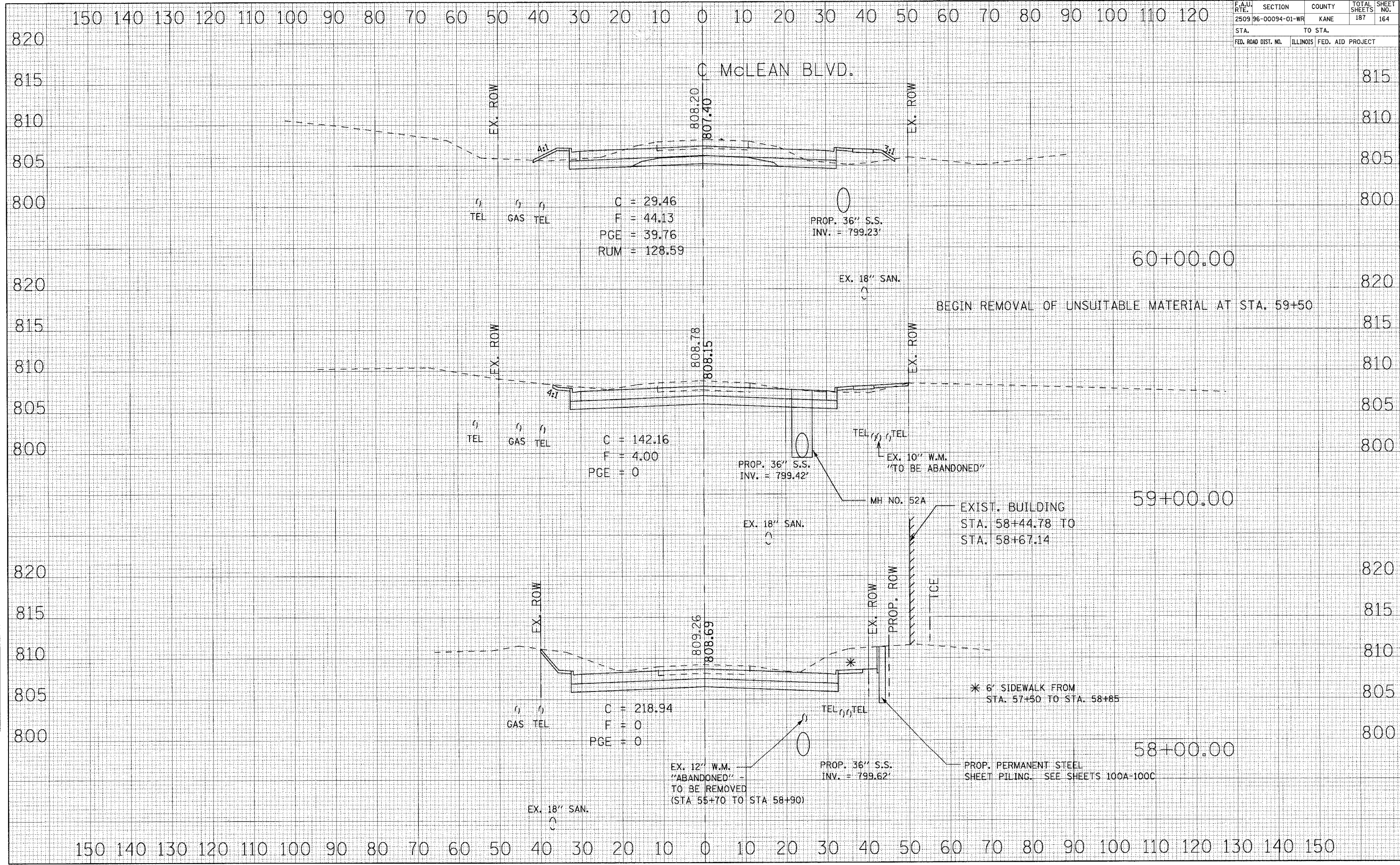
SURVEYED \_\_\_\_\_

TEMPLATE \_\_\_\_\_

AREAS CHECKED \_\_\_\_\_



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509	96-00094-01-WR	KANE	187	164
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



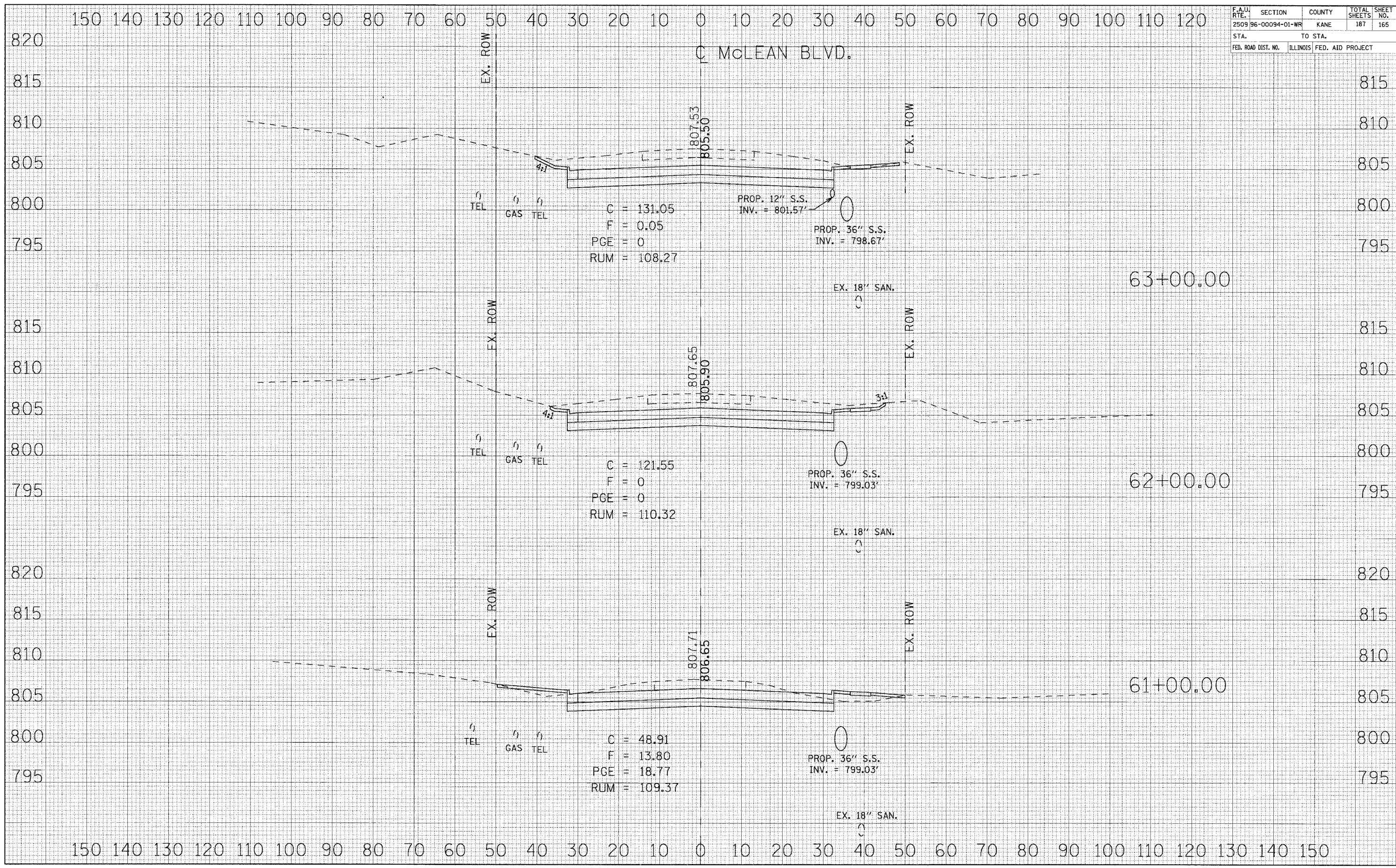
DATE	
BY	
FINAL SURVEY	
SURVEY	
NOTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY	
NOTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	165
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



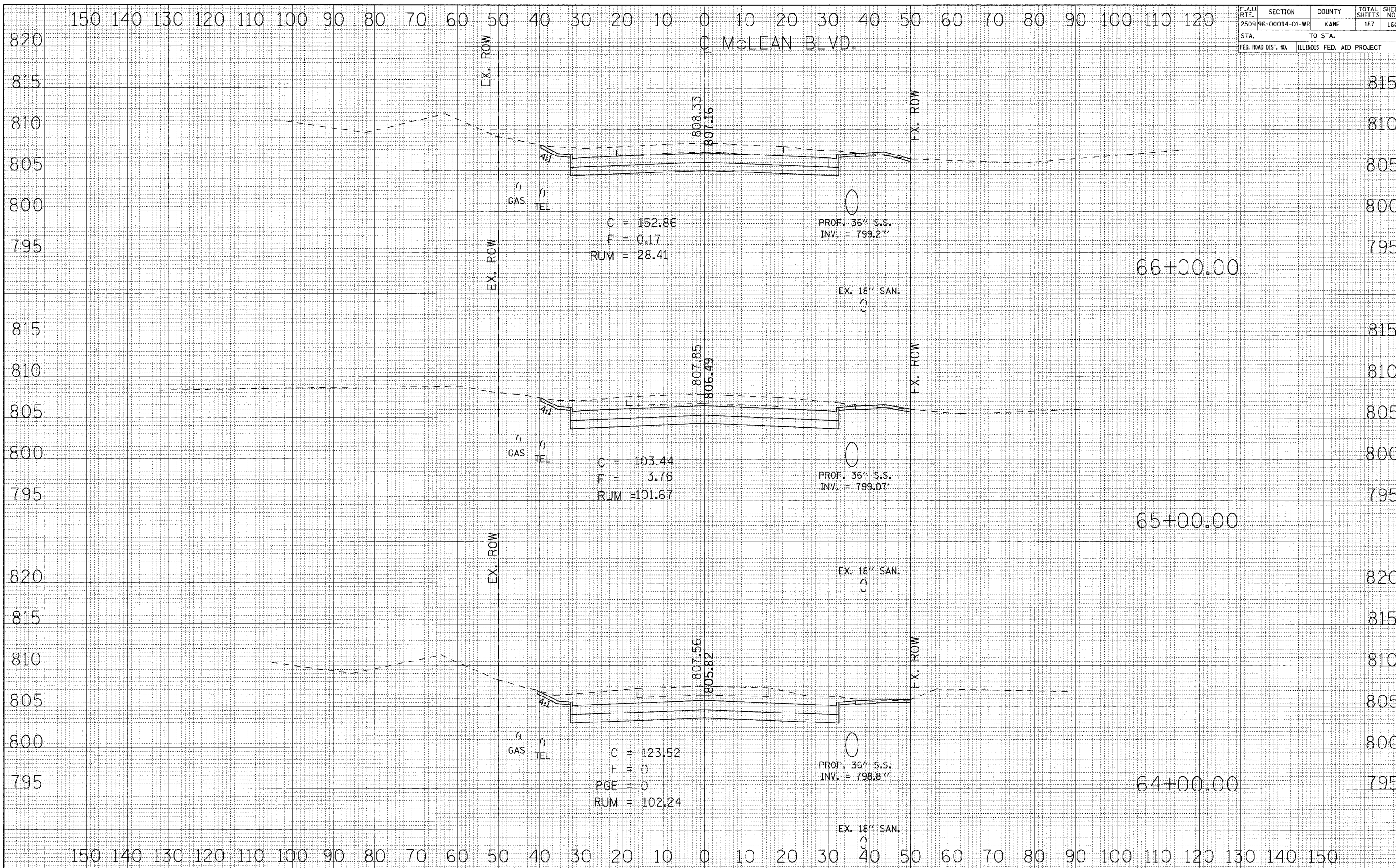
DATE	BY
REVIEWED	DATE
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

DATE	BY
REVIEWED	DATE
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	166
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



BY: \_\_\_\_\_ DATE: \_\_\_\_\_

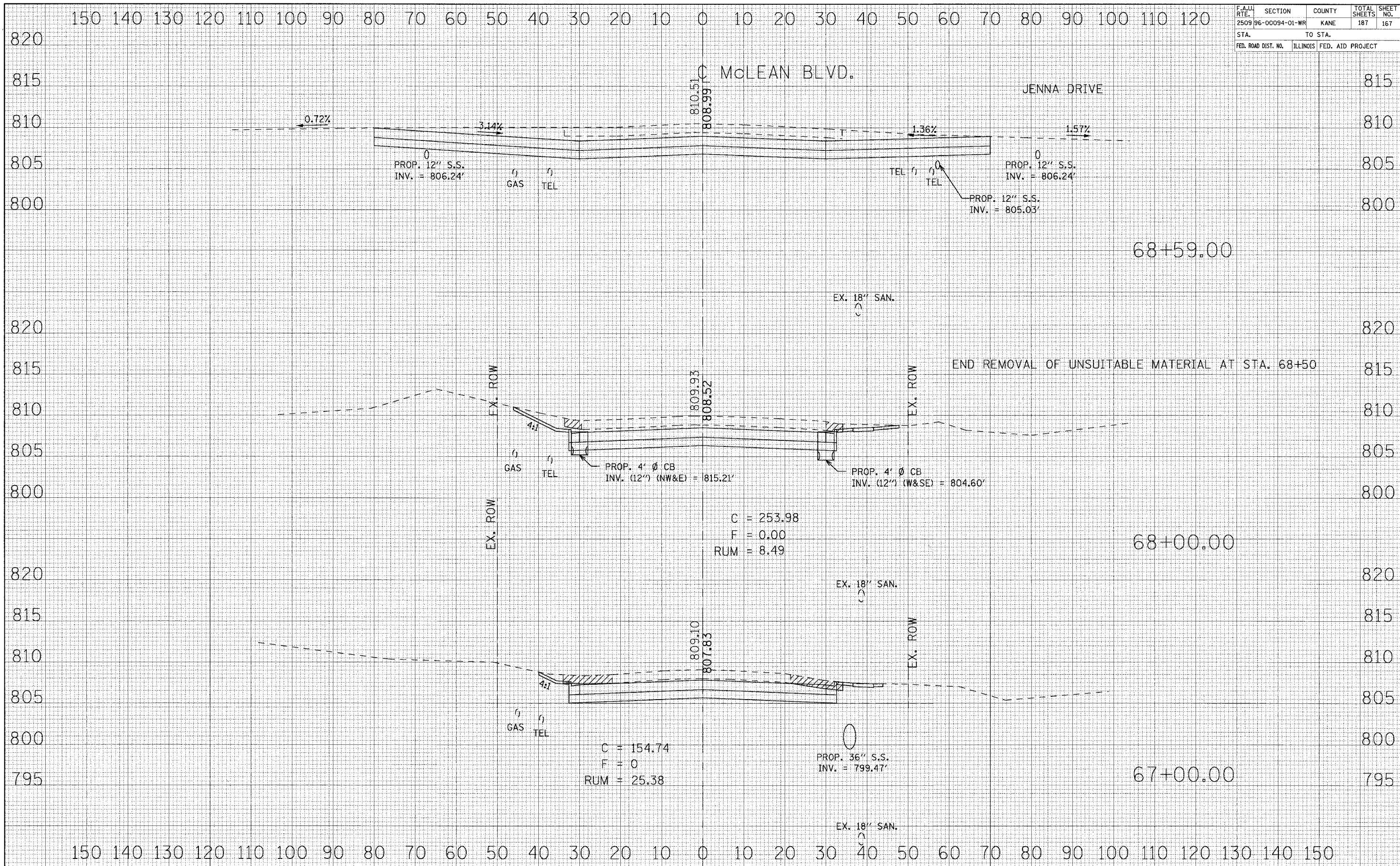
FINAL SURVEY SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_

BY: \_\_\_\_\_ DATE: \_\_\_\_\_

ORIGINAL SURVEY SURVEYED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 AREAS CHECKED \_\_\_\_\_



F.A.U. RTE. 2509 96-00094-01-WR	SECTION KANE	COUNTY KANE	TOTAL SHEETS 187	SHEET NO. 167
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



DATE	BY

DATE	BY

ORIGINAL SURVEY	NO. OF AREAS CHECKED

DATE	BY

ORIGINAL SURVEY	NO. OF AREAS CHECKED



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	168

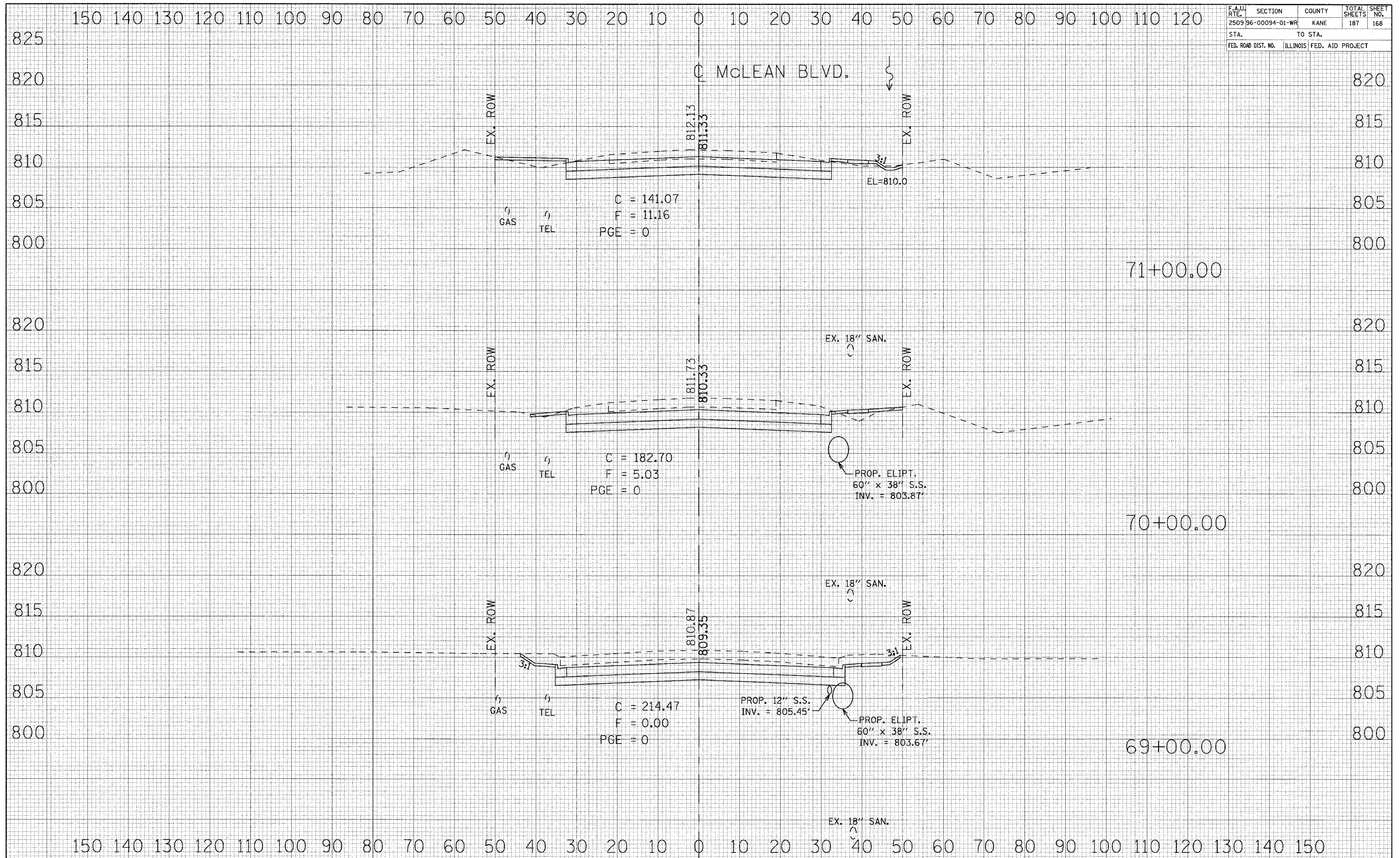
STA. \_\_\_\_\_ TO STA. \_\_\_\_\_  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

DATE	BY	CHECKED	DATE

FINAL SURVEY  
NOTE BOOK NO. \_\_\_\_\_  
DESIGNED BY \_\_\_\_\_  
PLOTTED BY \_\_\_\_\_  
TEMPLATE NO. \_\_\_\_\_  
AREAS CHECKED BY \_\_\_\_\_

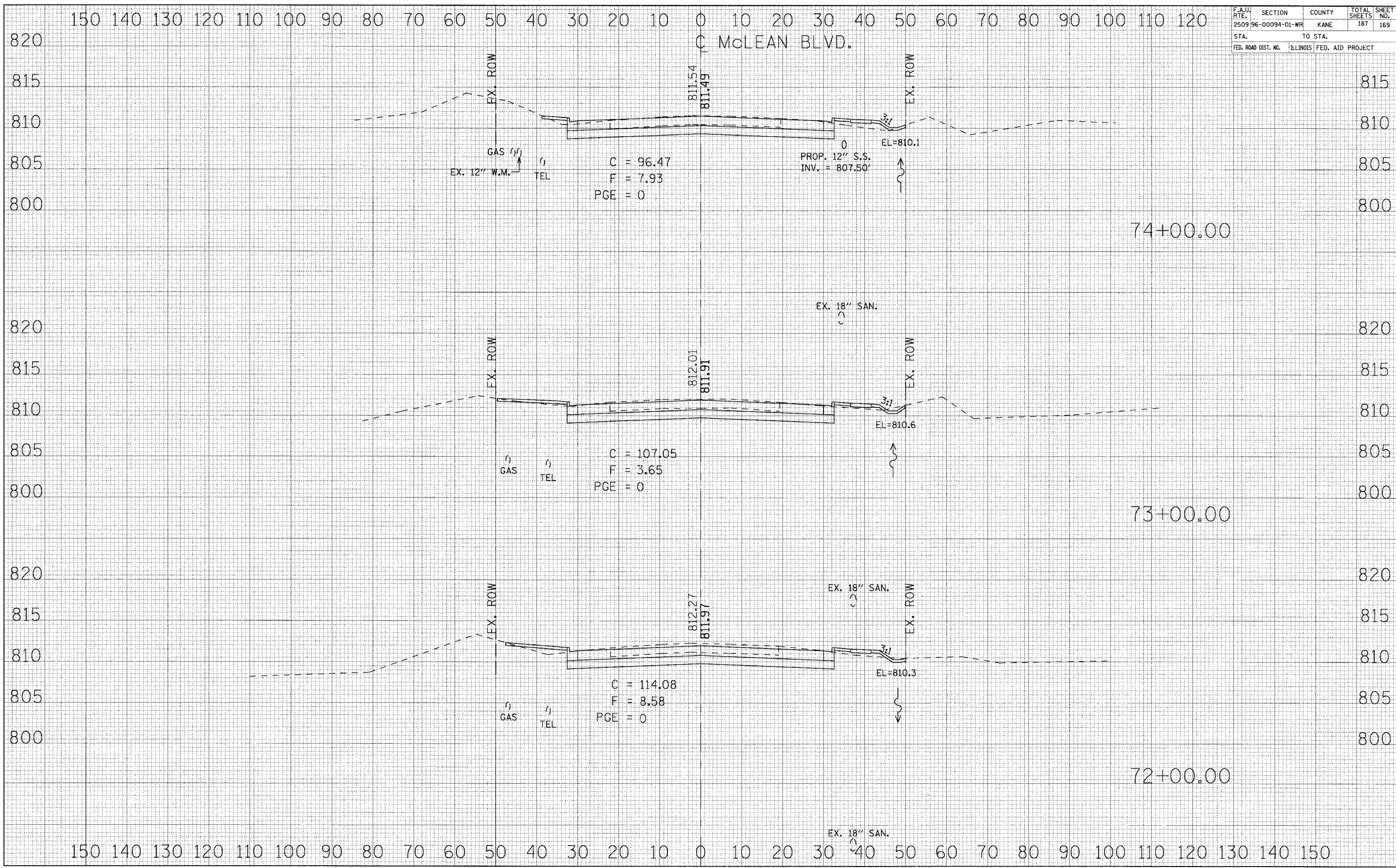
DATE	BY	CHECKED	DATE

ORIGINAL SURVEY  
NOTE BOOK NO. \_\_\_\_\_  
DESIGNED BY \_\_\_\_\_  
PLOTTED BY \_\_\_\_\_  
TEMPLATE NO. \_\_\_\_\_  
AREAS CHECKED BY \_\_\_\_\_





F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	169
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



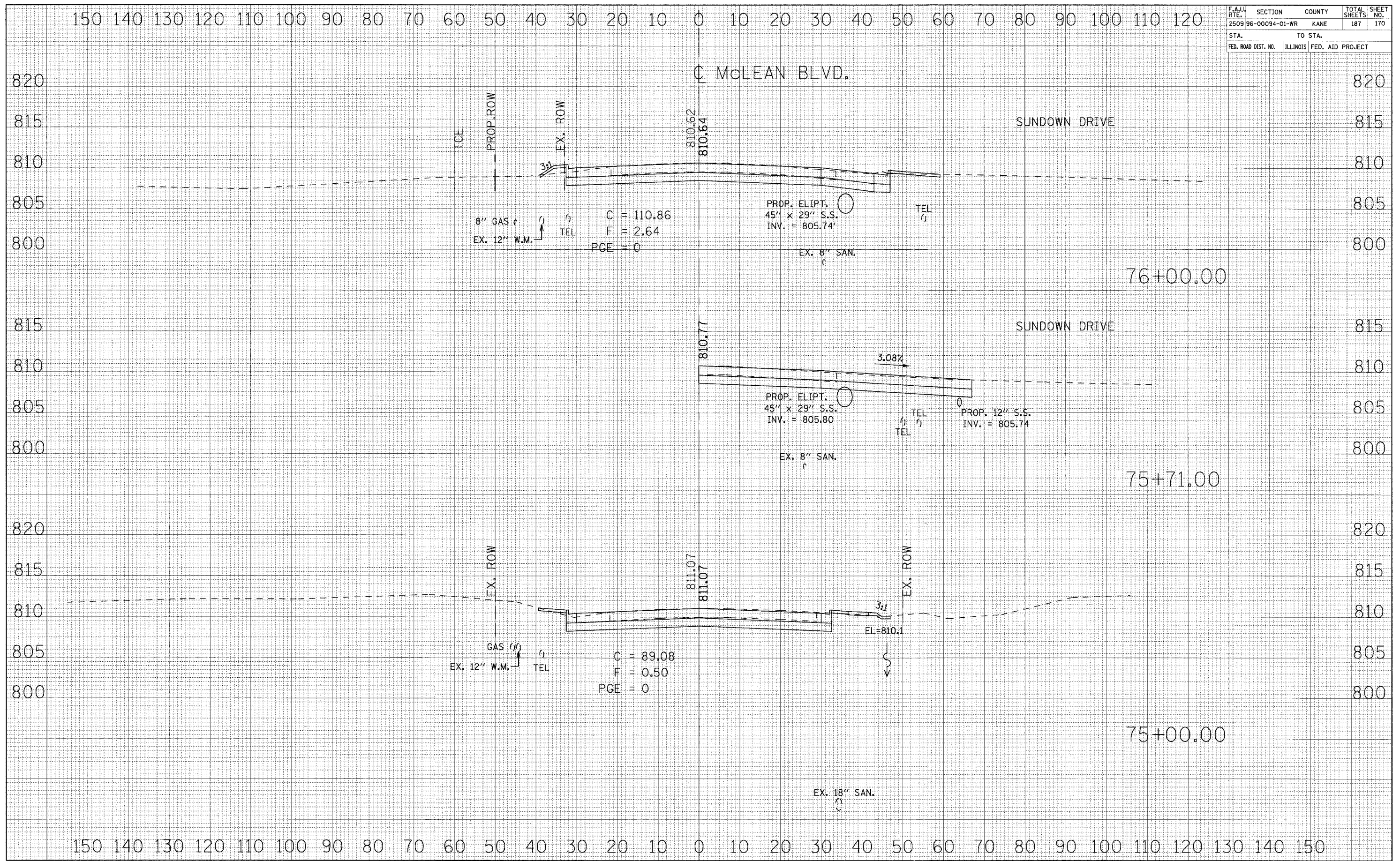
DATE	BY

DATE	BY



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	170
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID	PROJECT	

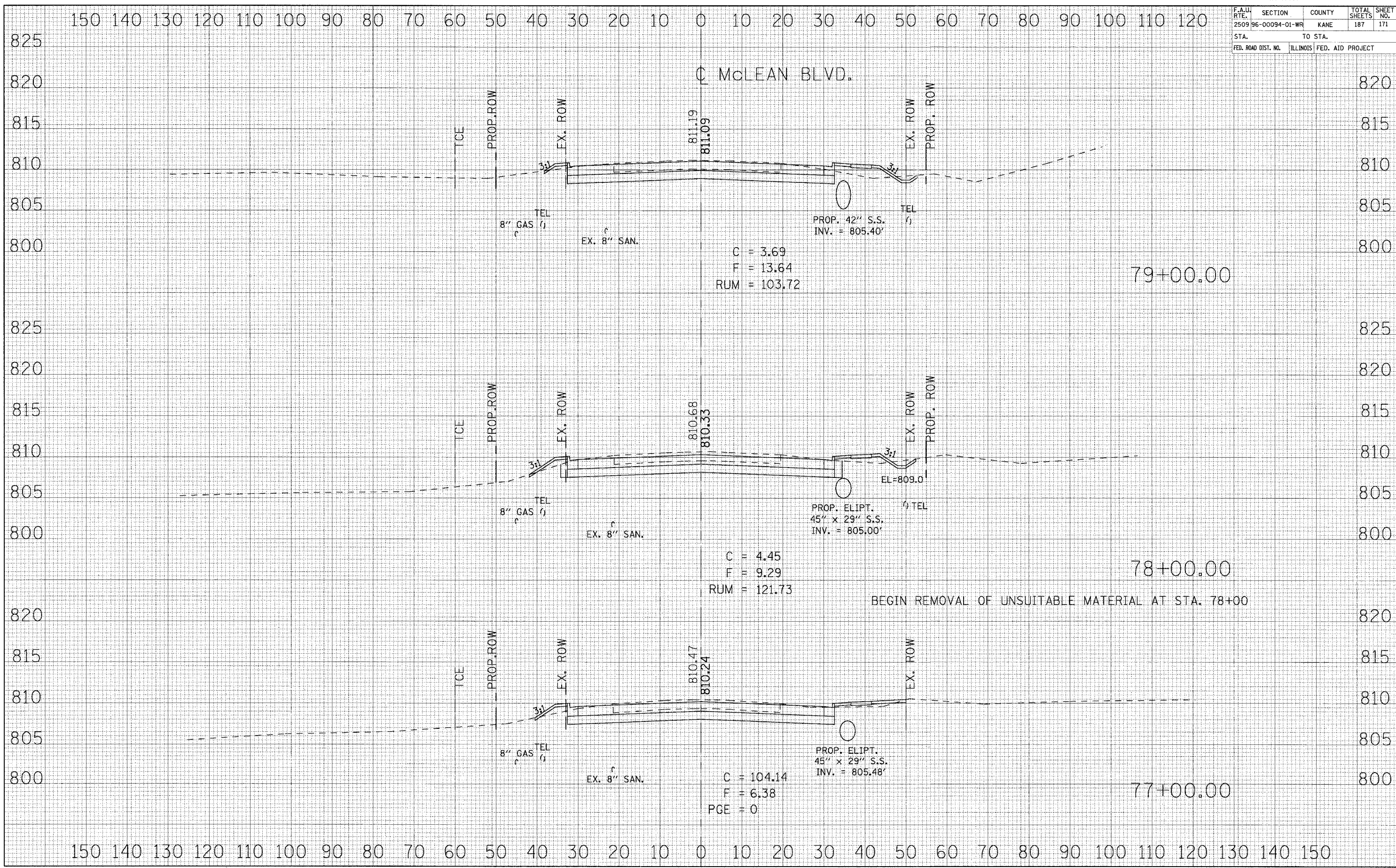


DATE	BY
REVISIONS	
NO.	DESCRIPTION

DATE	BY
REVISIONS	
NO.	DESCRIPTION



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	171
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



DATE \_\_\_\_\_ BY \_\_\_\_\_

ORIGINAL SURVEY PLOTTED \_\_\_\_\_

NOTE BOOK NO. \_\_\_\_\_

AREAS CHECKED \_\_\_\_\_

DATE \_\_\_\_\_ BY \_\_\_\_\_

ORIGINAL SURVEY PLOTTED \_\_\_\_\_

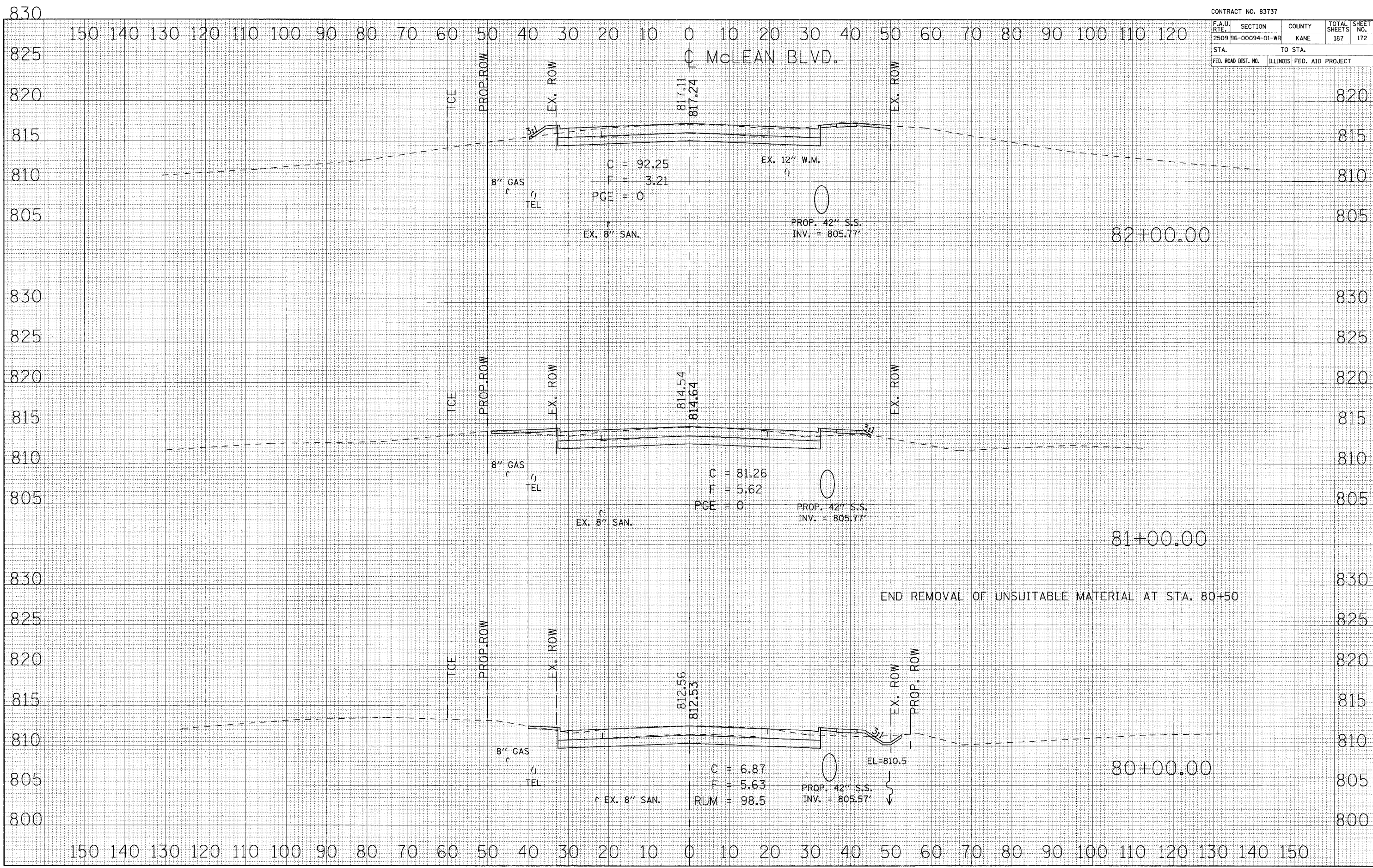
NOTE BOOK NO. \_\_\_\_\_

AREAS CHECKED \_\_\_\_\_



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	172
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



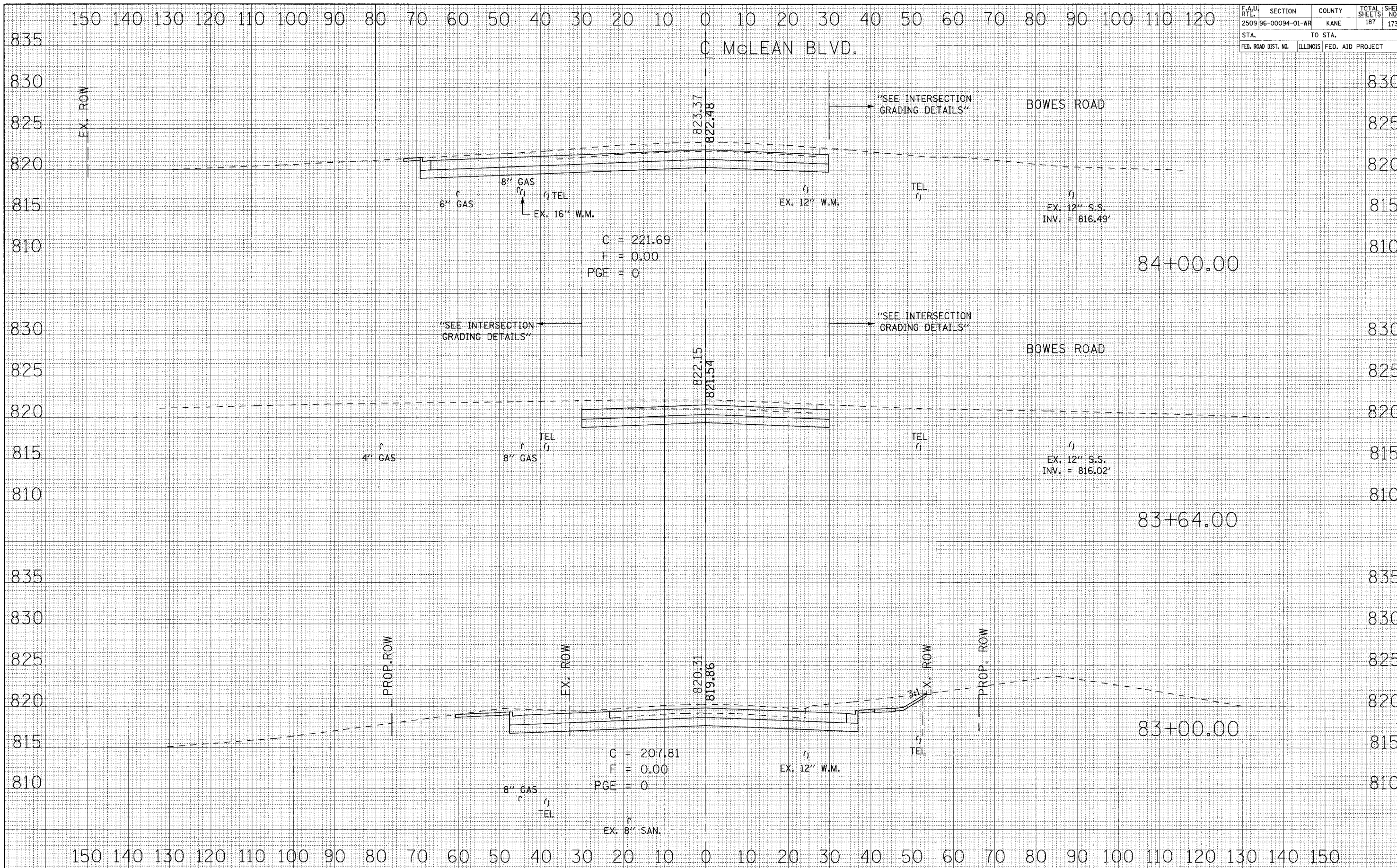
DATE	BY

DATE	BY



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	173
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

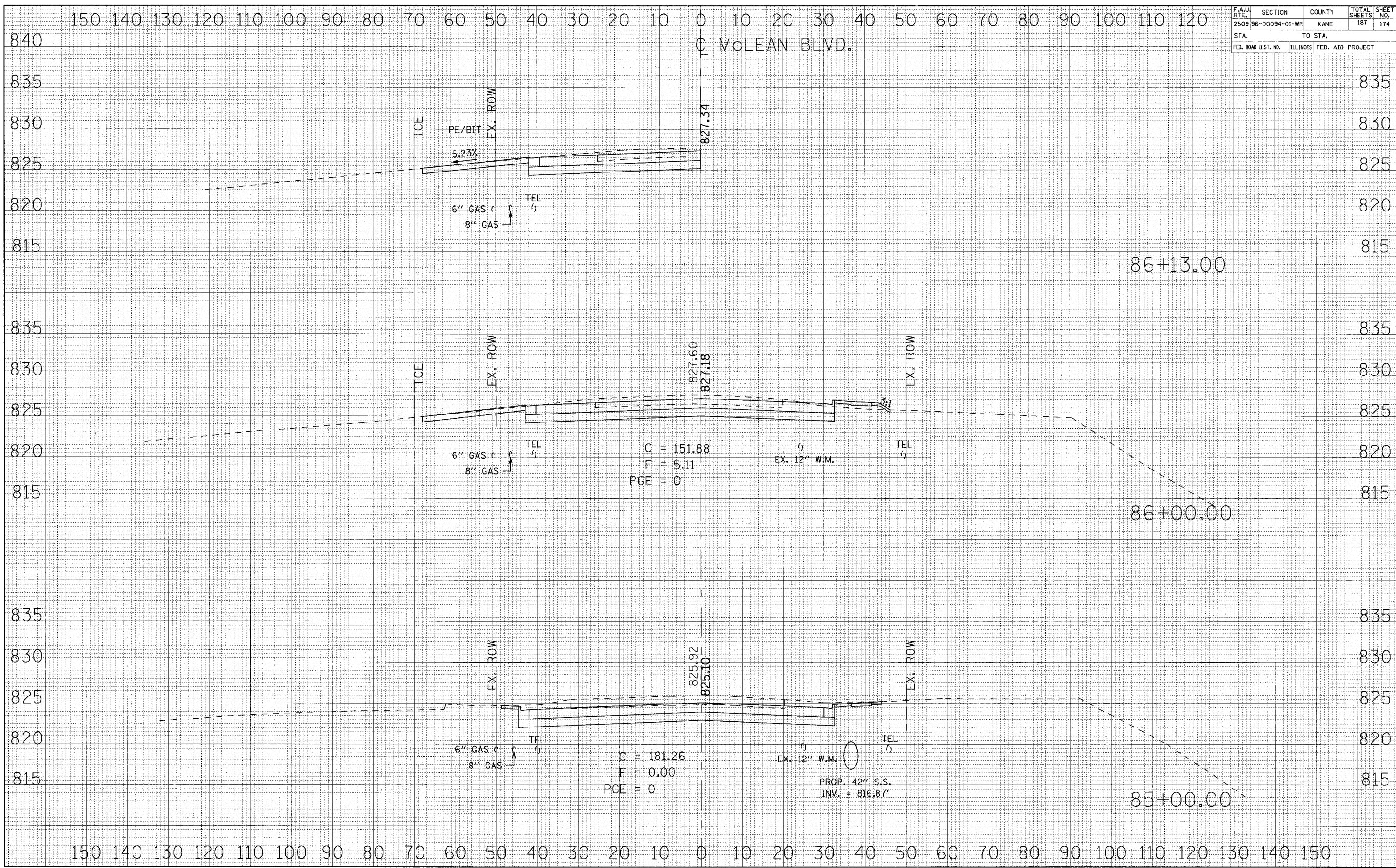


DATE	
BY	
NO.	
AREAS CHECKED	
NOTE BOOK	
PLOTTED	
SURVEYED	
FINAL SURVEY	

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	174
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

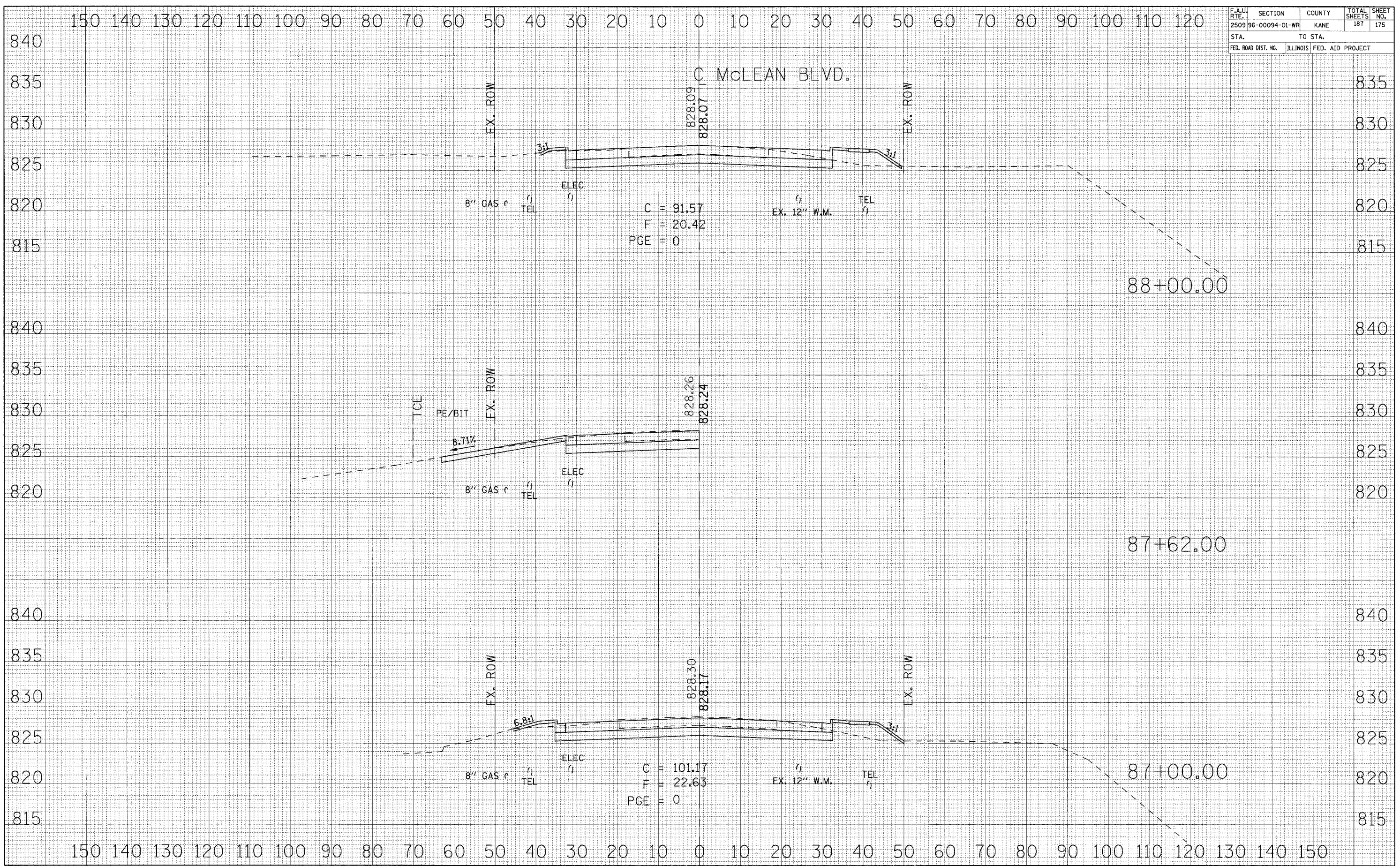


DATE	BY
NO.	
AREAS CHECKED	
TEMPLATE	
PLOTTED	
SURVEYED	
FINAL SURVEY NOTE BOOK NO.	

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	175
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



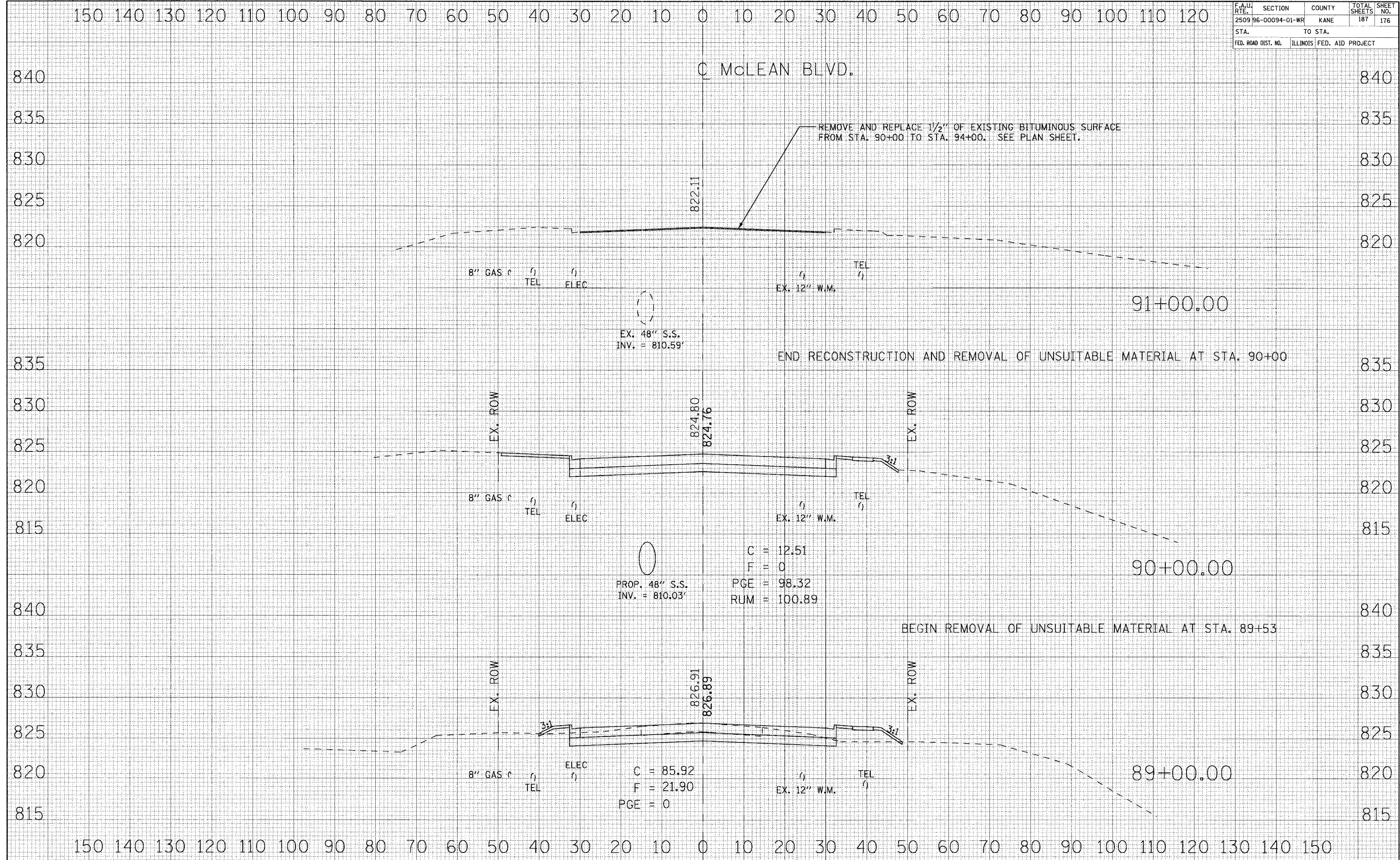
DATE	BY
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	176
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

McLEAN BLVD.



DATE  
BY  
SHEET NO.  
DATE  
BY  
SHEET NO.

DATE  
BY  
SHEET NO.  
DATE  
BY  
SHEET NO.







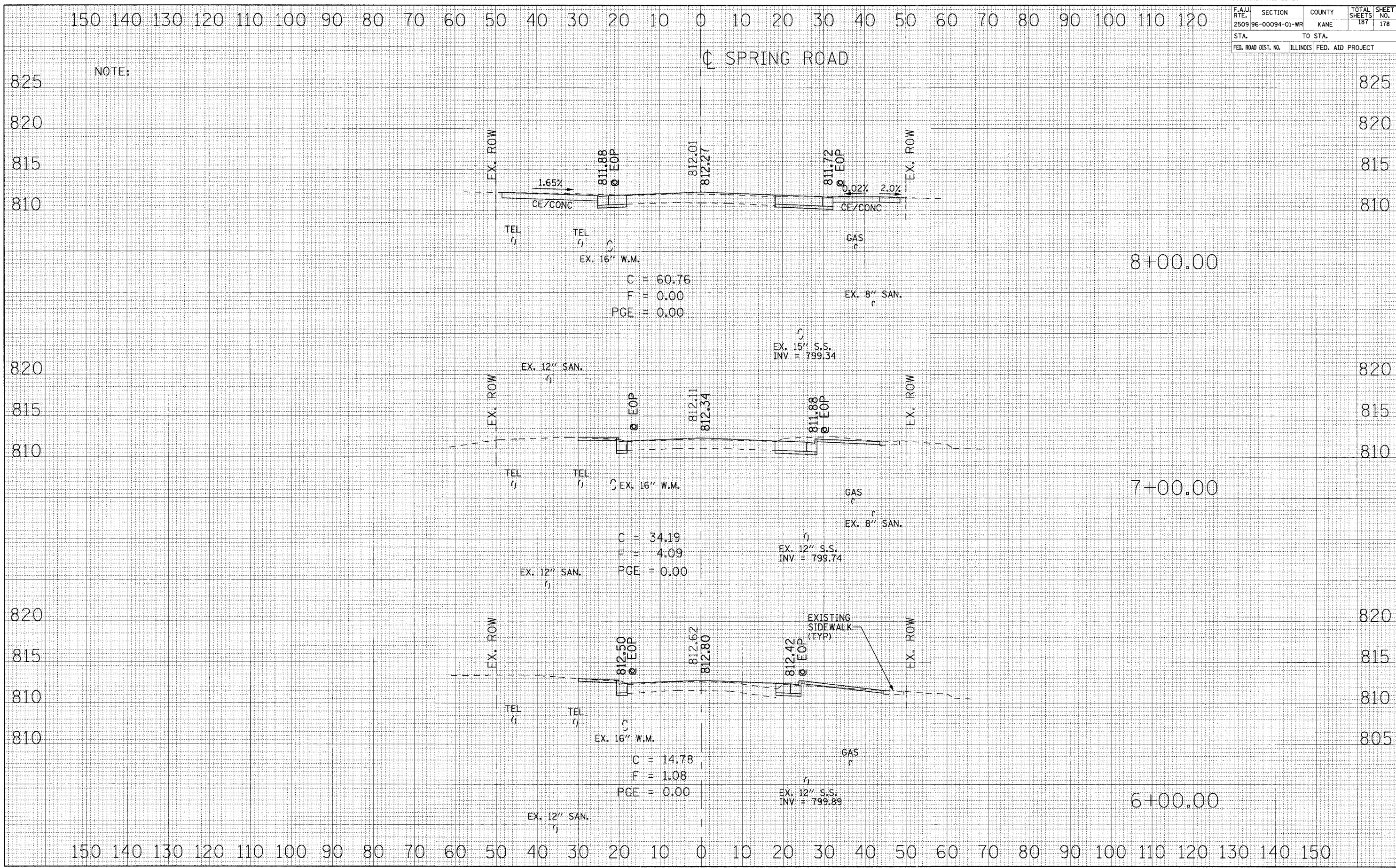
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	178
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SPRING ROAD

NOTE:

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

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



C = 60.76  
F = 0.00  
PGE = 0.00

C = 34.19  
F = 4.09  
PGE = 0.00

C = 14.78  
F = 1.08  
PGE = 0.00

EX. 15\" S.S.  
INV = 799.34

EX. 12\" S.S.  
INV = 799.74

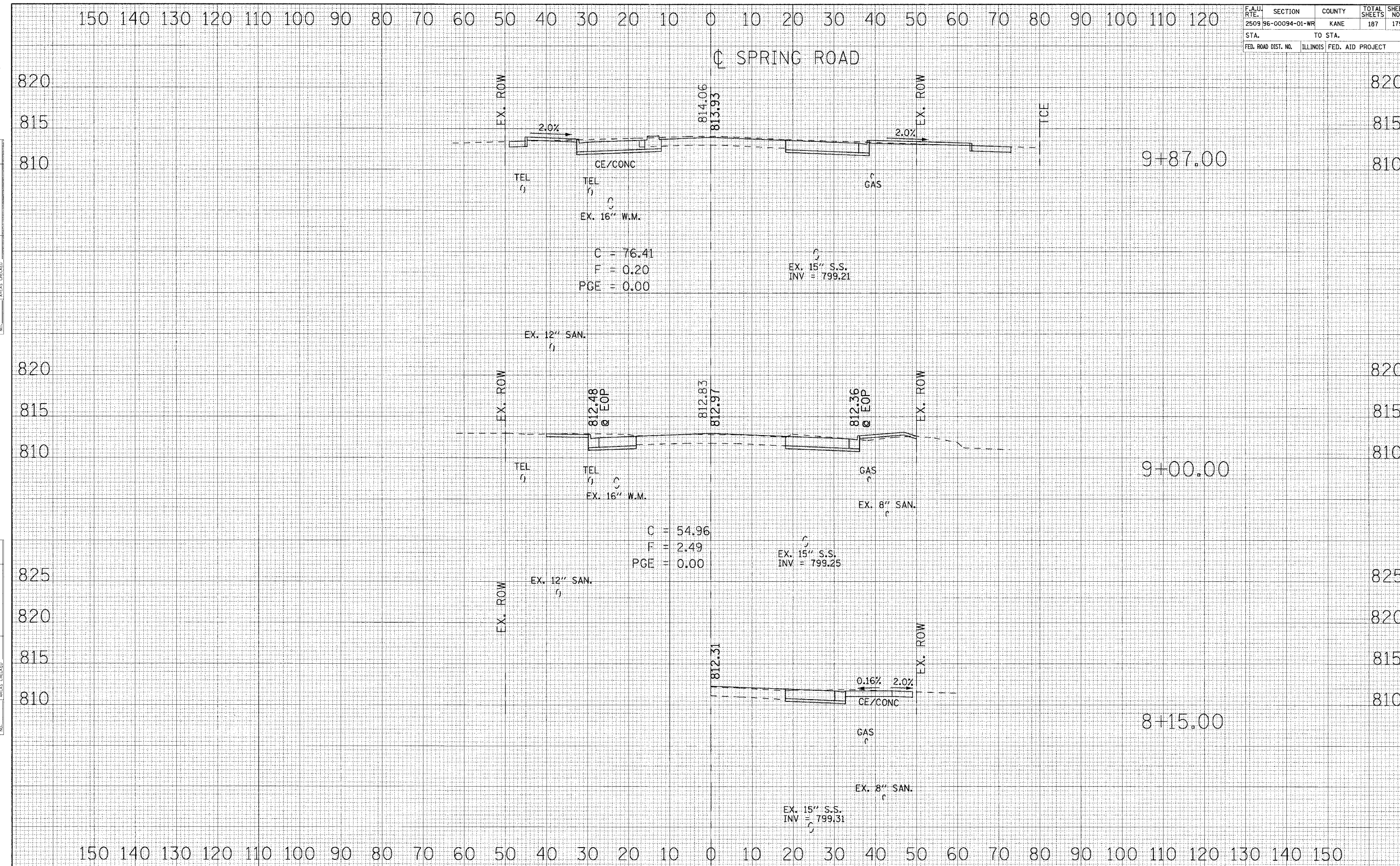
EX. 12\" S.S.  
INV = 799.89

EXISTING  
SIDEWALK  
(TYP)



CONTRACT NO. 83737

F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	179
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

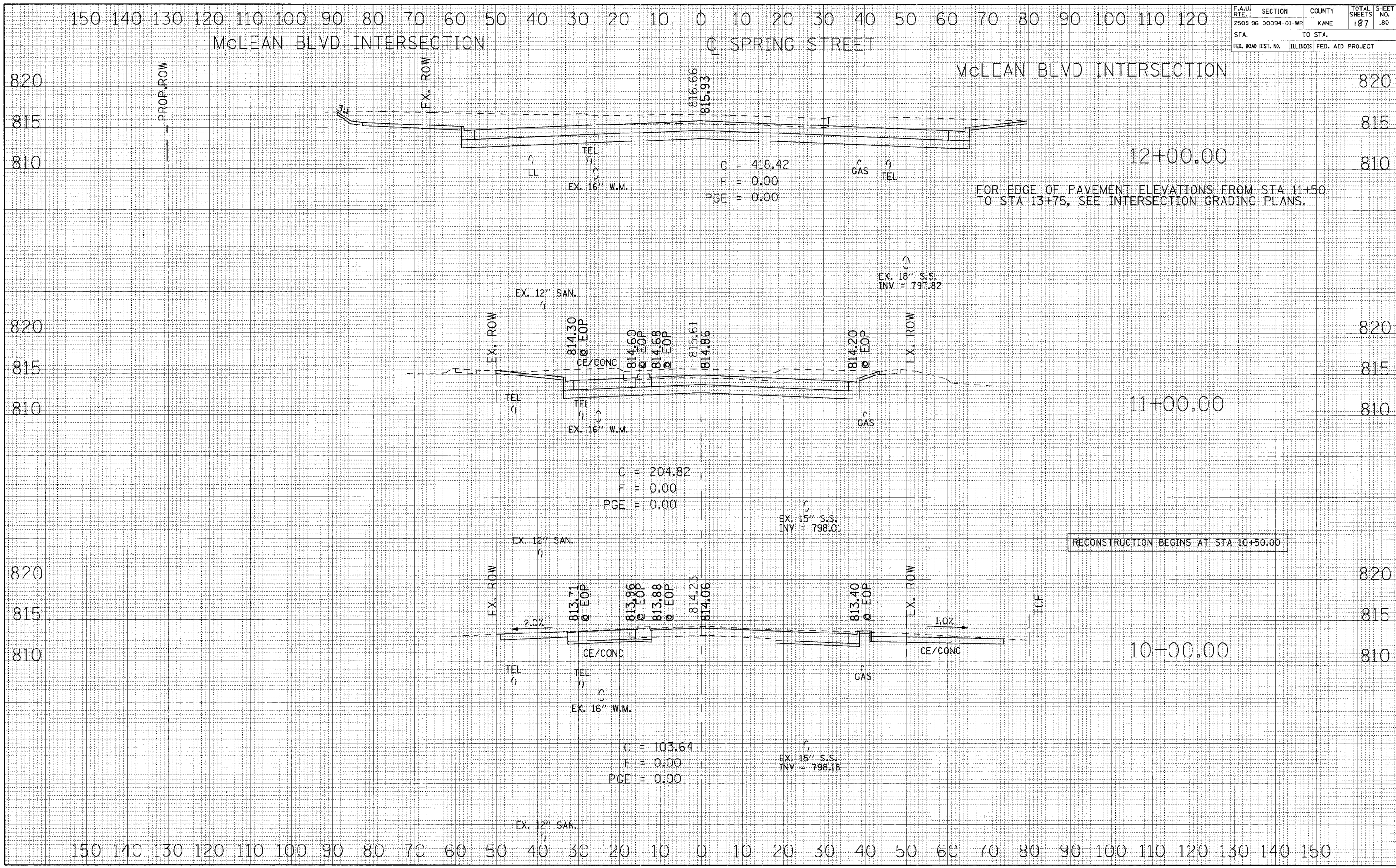


FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

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



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	180
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



McLEAN BLVD INTERSECTION

SPRING STREET

McLEAN BLVD INTERSECTION

12+00.00

11+00.00

10+00.00

FOR EDGE OF PAVEMENT ELEVATIONS FROM STA 11+50 TO STA 13+75, SEE INTERSECTION GRADING PLANS.

RECONSTRUCTION BEGINS AT STA 10+50.00

DATE	
BY	
NO.	
AREAS CHECKED	
TEMP. PLATE	
PLOTTED	
SURVEYED	
FINAL SURVEY	

DATE	
BY	
NO.	
AREAS CHECKED	
TEMP. PLATE	
PLOTTED	
SURVEYED	
ORIGINAL SURVEY	

TEL  
TEL  
EX. 16" W.M.  
C = 418.42  
F = 0.00  
PGE = 0.00

GAS  
TEL

EX. 18" S.S.  
INV = 797.82

EX. 12" SAN.

TEL  
TEL  
EX. 16" W.M.

C = 204.82  
F = 0.00  
PGE = 0.00

EX. 15" S.S.  
INV = 798.01

EX. 12" SAN.

TEL  
TEL  
EX. 16" W.M.

C = 103.64  
F = 0.00  
PGE = 0.00

EX. 15" S.S.  
INV = 798.18

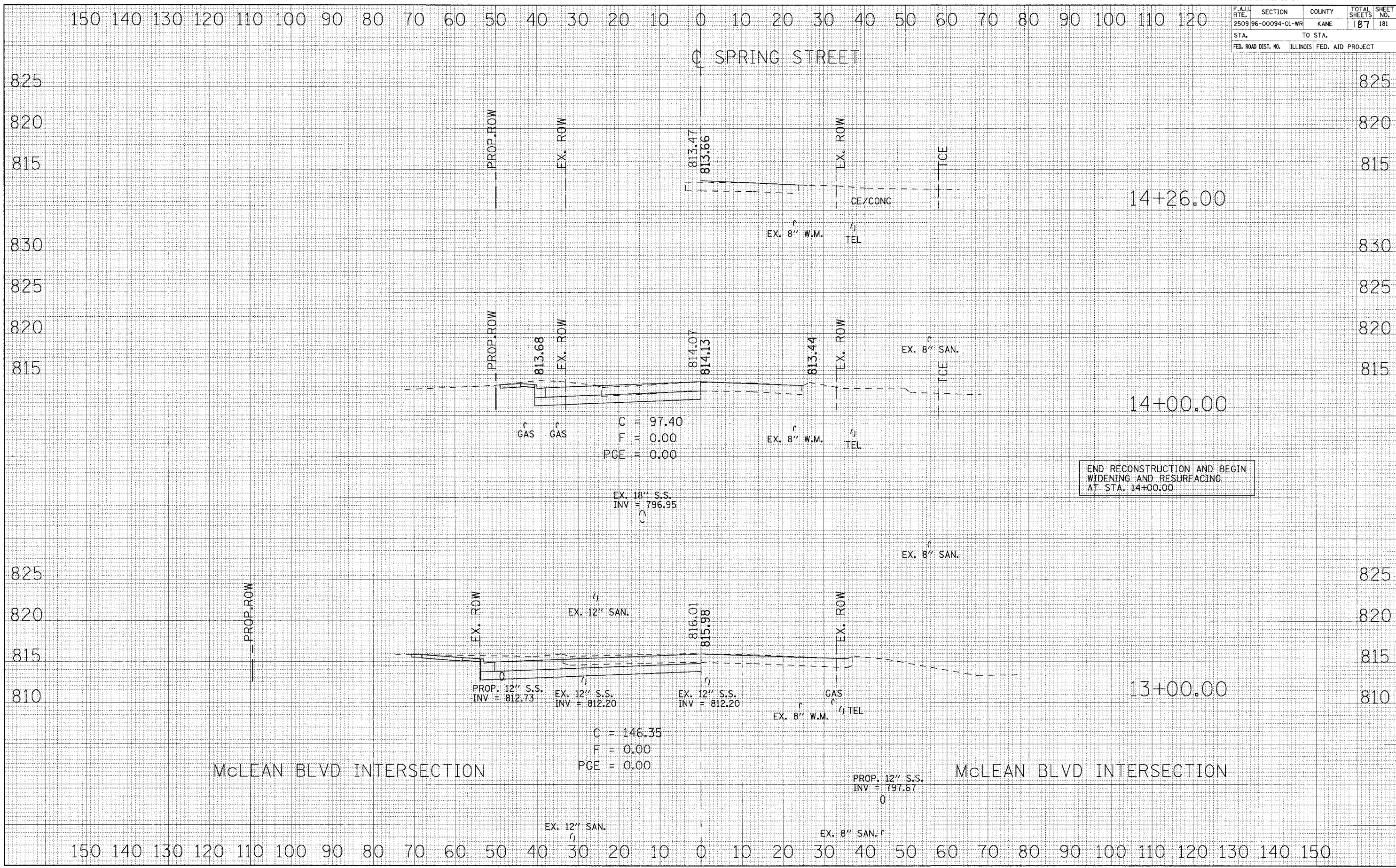
EX. 12" SAN.



F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	181
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



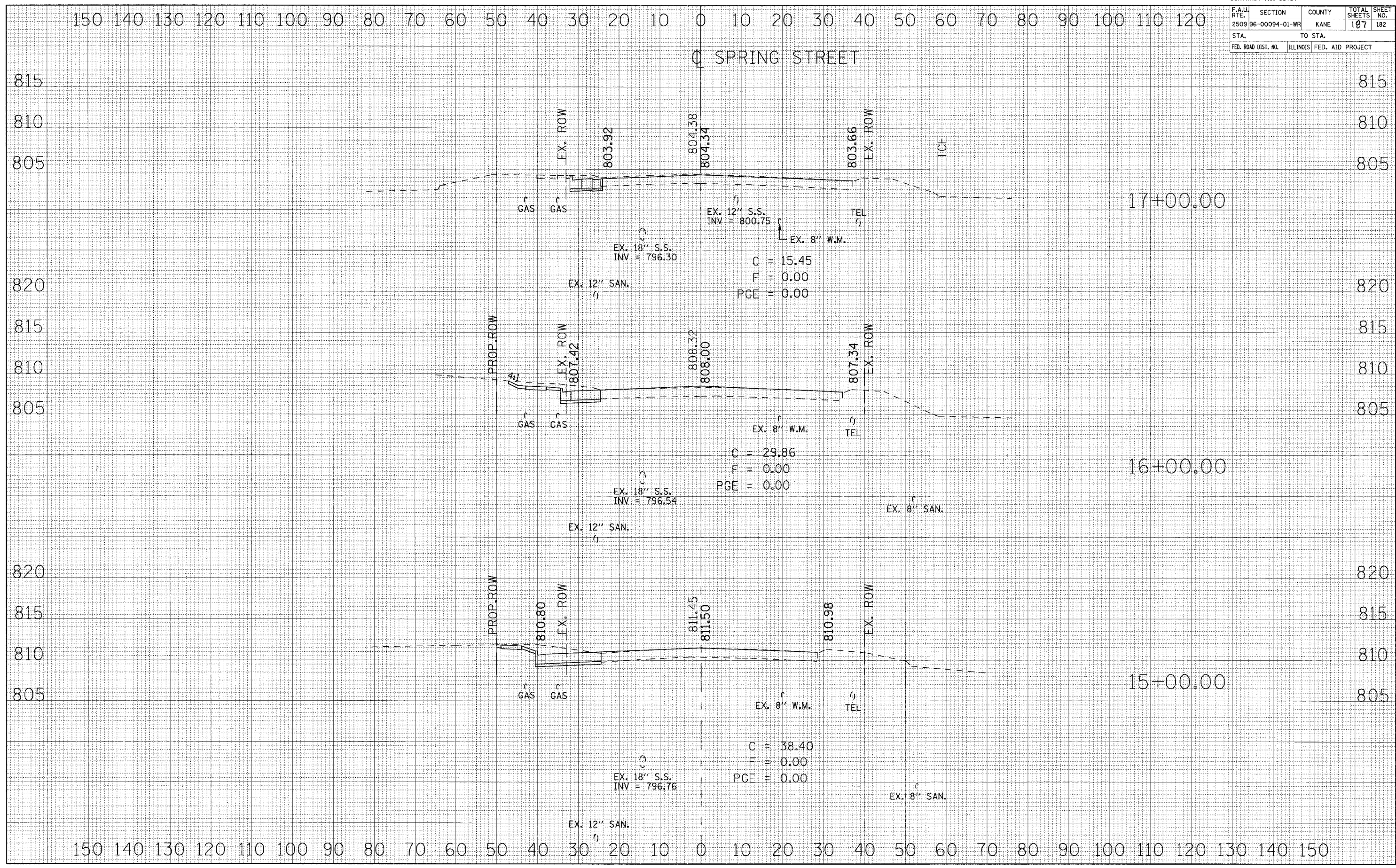
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	182

STA.	TO STA.

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



DATE	BY

FINAL SURVEY	REVISIONS

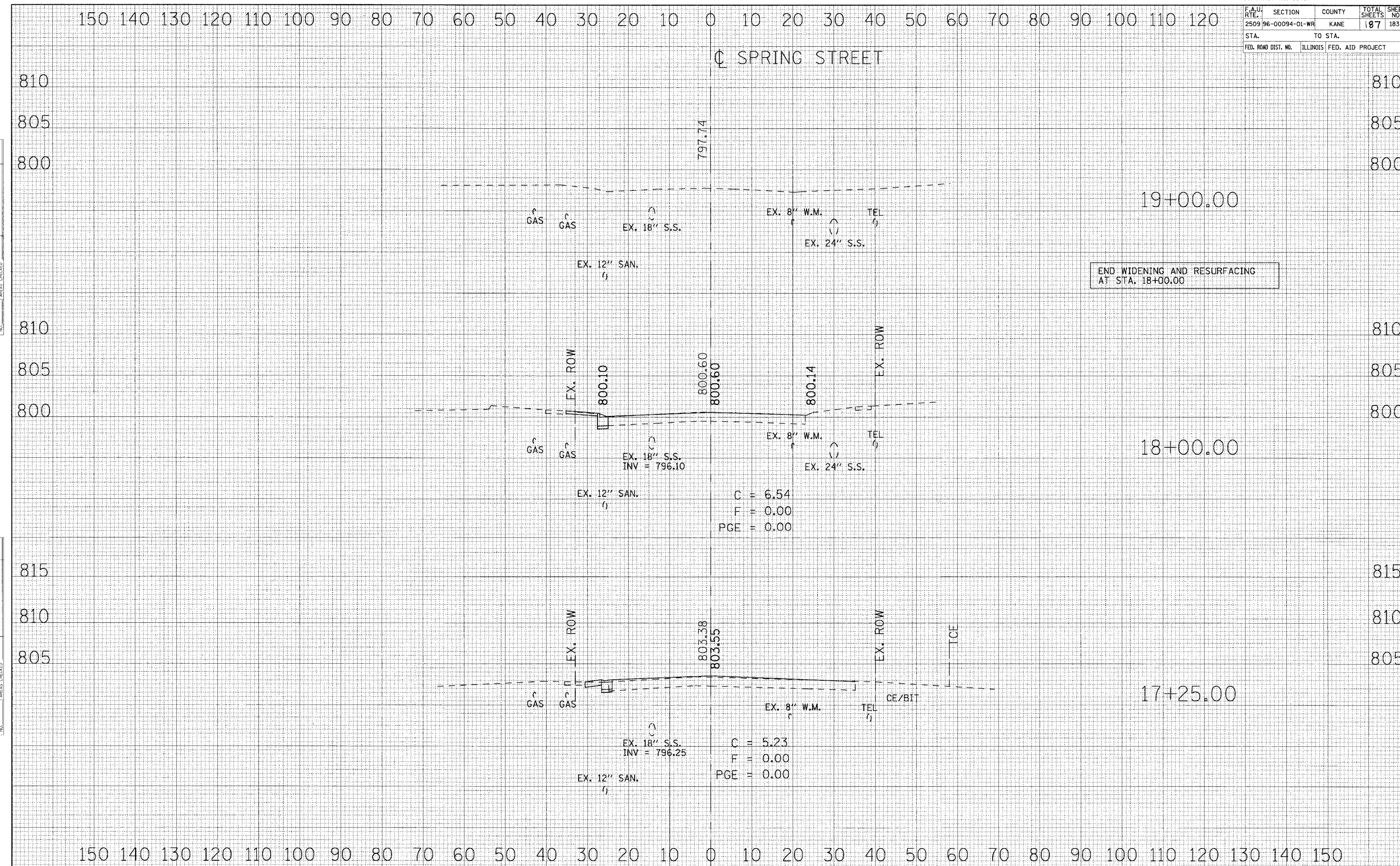
DATE	BY

ORIGINAL SURVEY	REVISIONS



CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	183
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



END WIDENING AND RESURFACING  
AT STA. 18+00.00

C = 6.54  
F = 0.00  
PGE = 0.00

C = 5.23  
F = 0.00  
PGE = 0.00

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

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



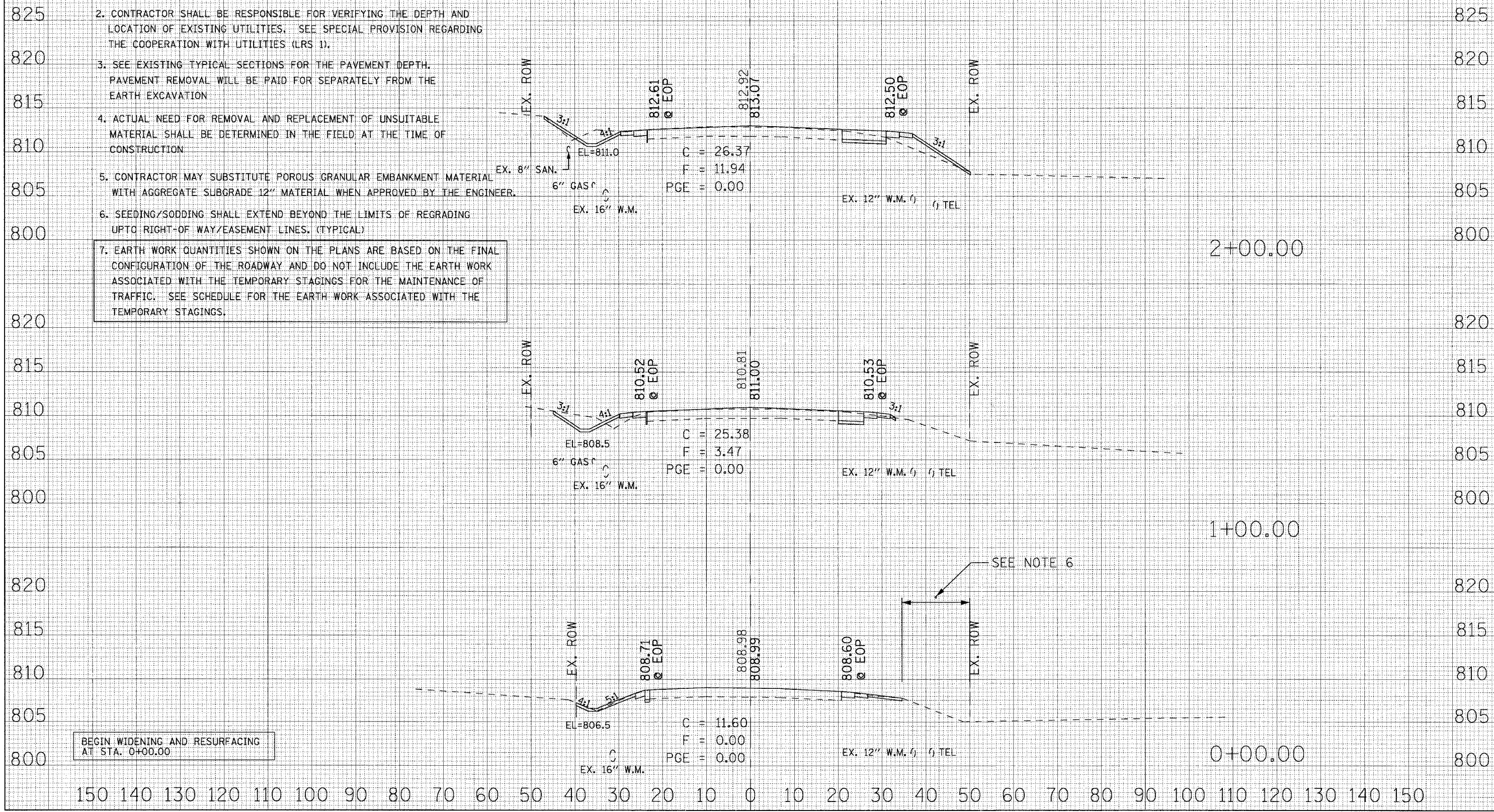
CONTRACT NO. 83737				
F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	184
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

C BOWES ROAD

NOTE:

1. SEE DRAINAGE PLANS FOR ADDITIONAL UTILITIES INFORMATION
2. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE DEPTH AND LOCATION OF EXISTING UTILITIES. SEE SPECIAL PROVISION REGARDING THE COOPERATION WITH UTILITIES (LRS 1).
3. SEE EXISTING TYPICAL SECTIONS FOR THE PAVEMENT DEPTH. PAVEMENT REMOVAL WILL BE PAID FOR SEPARATELY FROM THE EARTH EXCAVATION
4. ACTUAL NEED FOR REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL SHALL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION
5. CONTRACTOR MAY SUBSTITUTE POROUS GRANULAR EMBANKMENT MATERIAL WITH AGGREGATE SUBGRADE 12" MATERIAL WHEN APPROVED BY THE ENGINEER.
6. SEEDING/SODDING SHALL EXTEND BEYOND THE LIMITS OF REGRADING UPTO RIGHT-OF WAY/EASEMENT LINES. (TYPICAL)
7. EARTH WORK QUANTITIES SHOWN ON THE PLANS ARE BASED ON THE FINAL CONFIGURATION OF THE ROADWAY AND DO NOT INCLUDE THE EARTH WORK ASSOCIATED WITH THE TEMPORARY STAGINGS FOR THE MAINTENANCE OF TRAFFIC. SEE SCHEDULE FOR THE EARTH WORK ASSOCIATED WITH THE TEMPORARY STAGINGS.



DATE	BY
NO.	

DATE	BY
NO.	

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

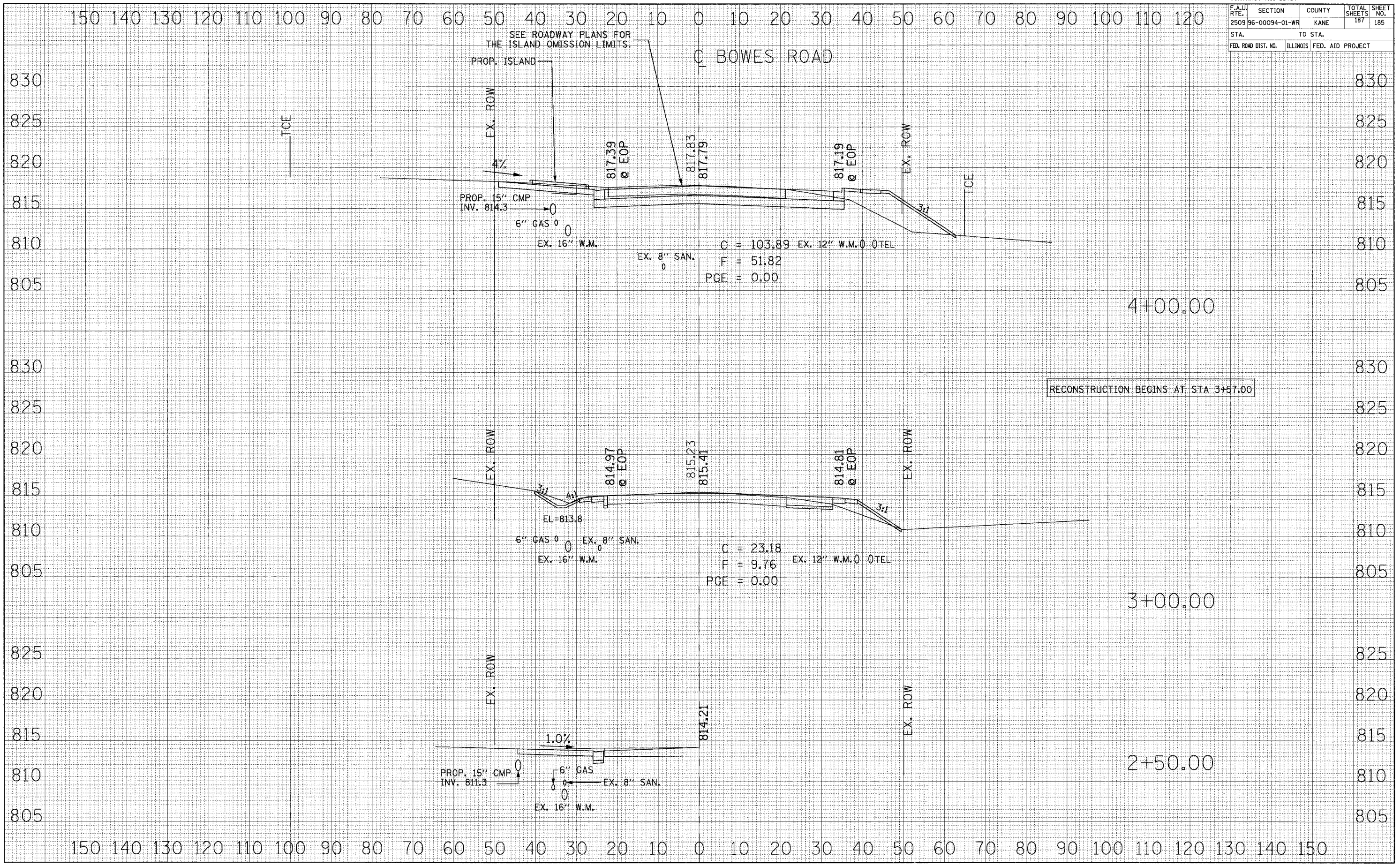
BEGIN WIDENING AND RESURFACING AT STA. 0+00.00

SEE NOTE 6



CONTRACT NO. 83737

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	186
STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT



DATE: \_\_\_\_\_ BY: \_\_\_\_\_

FINAL SURVEY: \_\_\_\_\_

ORIGINAL SURVEY: \_\_\_\_\_

PLOTTED: \_\_\_\_\_

TEMPLATE: \_\_\_\_\_

NOTE BOOK NO.: \_\_\_\_\_

AREAS CHECKED: \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_

ORIGINAL SURVEY: \_\_\_\_\_

PLOTTED: \_\_\_\_\_

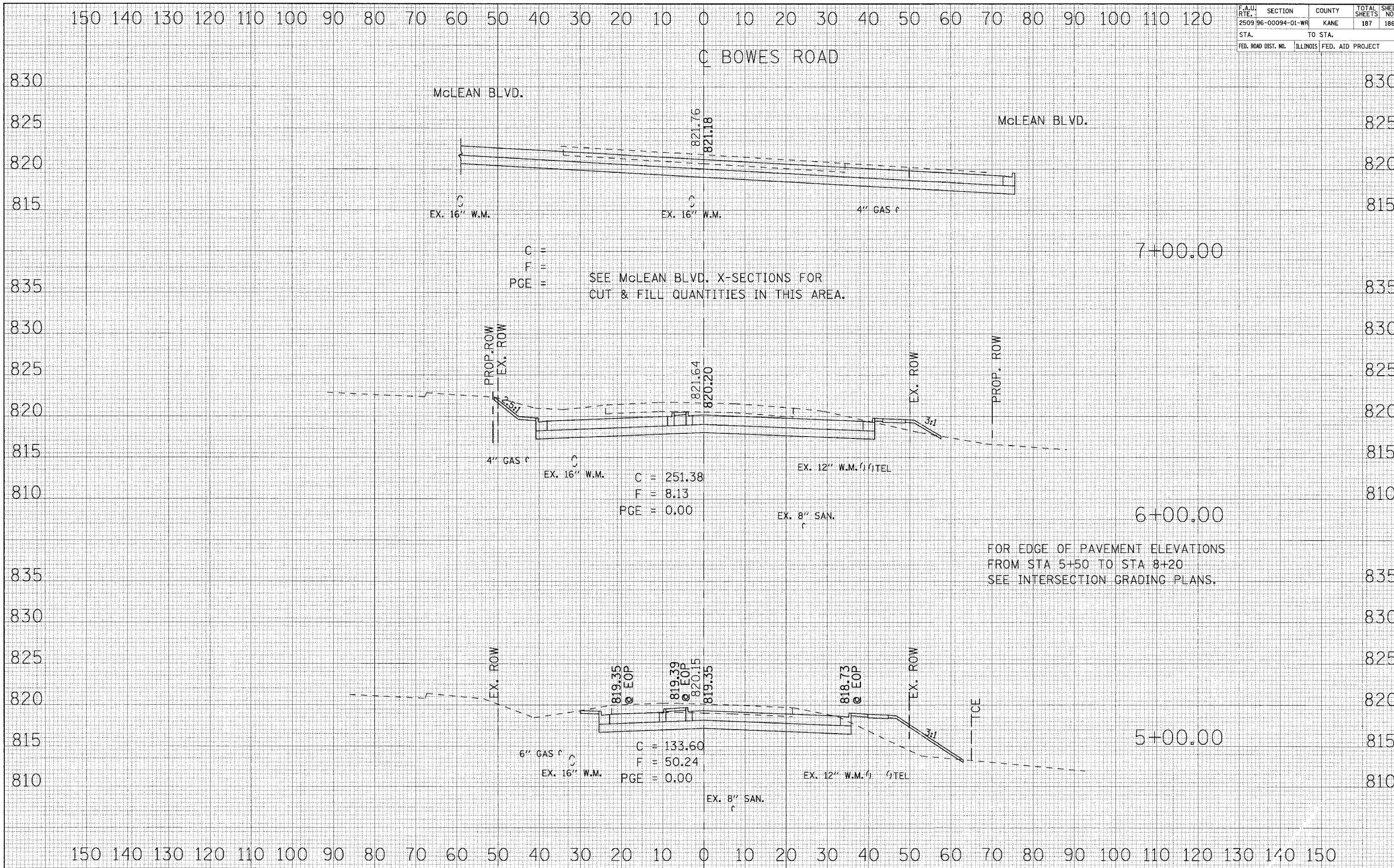
TEMPLATE: \_\_\_\_\_

NOTE BOOK NO.: \_\_\_\_\_

AREAS CHECKED: \_\_\_\_\_



F.A.U. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	186
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



C =  
 F =  
 PGE =

SEE McLEAN BLVD. X-SECTIONS FOR  
 CUT & FILL QUANTITIES IN THIS AREA.

C = 251.38  
 F = 8.13  
 PGE = 0.00

C = 133.60  
 F = 50.24  
 PGE = 0.00

FOR EDGE OF PAVEMENT ELEVATIONS  
 FROM STA 5+50 TO STA 8+20  
 SEE INTERSECTION GRADING PLANS.

DATE	BY

DATE	BY

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



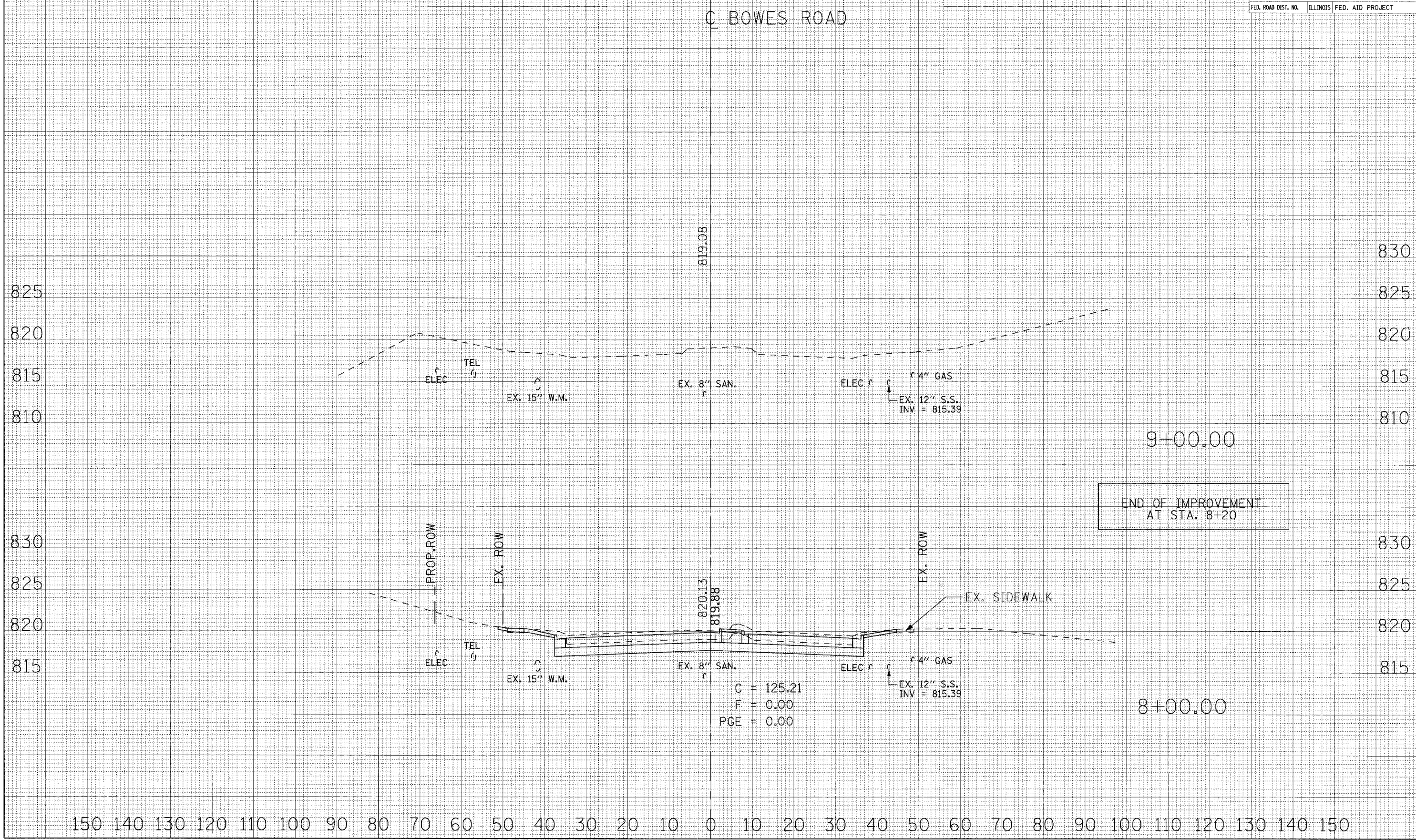
CONTRACT NO. 83737				
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2509 96-00094-01-WR		KANE	187	187
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120

C BOWES ROAD

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

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



150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150