

INDEX OF SHEETS, GENERAL NOTES AND HIGHWAY STANDARDS

INDEX OF DRAWINGS

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GENERAL NOTES - ROADWAY

ALL ELEVATIONS REFER TO 1929 N.G.V.D. DATUM.

THE CONTRACTOR WILL BE PROVIDED COPIES OF ALL PERMITS ISSUED TO DATE.

THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA AND/OR CONSTRUCTION LIMITS, AND THE AREA IMMEDIATELY ADJACENT TO PROPOSED CURB LINES. ANY ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS.

THE CONTRACTOR'S PERSONNEL SHALL NOT BE ALLOWED TO PARK PERSONAL VEHICLES IN THE WORK AREA AND/OR CONSTRUCTION LIMITS.

WHERE ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, ADJOINING RESIDENTIAL AREAS AND AIRPORT OPERATIONS.

THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

THE BITUMINOUS MATERIAL PRIME COAT QUANTITIES HAVE BEEN DETERMINED USING A RATE OF .10 GAL. PER SQ. YD.

SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED. ALL ITEMS REMOVED ADJACENT TO EXISTING PAVEMENT SHALL UTILIZE FULL-DEPTH SAW CUTTING.

TWO (2) WEEKS PRIOR TO PLACING PERMANENT PAVEMENT MARKINGS, CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER AT 847-715-8419.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT 847-705-4470 A MINIMUM OF 72 HOURS PRIOR TO THE PLACEMENT OF ANY TEMPORARY TRAFFIC CONTROL DEVICES.

PERIODIC CLEANING OF THE INLET FILTERS, AS DIRECTED BY THE ENGINEER, SHALL CONSIST OF INSPECTION, CLEANING (INCLUDES REMOVAL AND PROPER DISPOSAL OF DEBRIS AND SILT THAT HAS ACCUMULATED IN THE FILTER FABRIC BAG), BY VACTORING, REMOVING AND DUMPING, OR ANY OTHER METHOD APPROVED BY THE ENGINEER. THE COST FOR THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF THE INLET FILTERS.

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

THIS PROJECT REQUIRES A US ARMY CORPS OF ENGINEERS 404 PERMIT. THE PERMIT ISSUED TO THE DEPARTMENT DOES NOT COVER IN STREAM WORK BY THE CONTRACTOR; THEREFORE AFTER AWARD, THE CONTRACTOR WILL NEED TO COORDINATE AND HAVE HIS WORK PLAN APPROVED BY THE CORPS. GUIDELINES ON ACCEPTABLE IN STREAM WORK TECHNIQUES CAN BE FOUND ON THE CORPS WEBSITE [HTTP://WWW.LRC.USACE.ARMY.MIL/](http://www.lrc.usace.army.mil/)

GENERAL NOTES - DRAINAGE

BEFORE ORDERING STORM SEWERS, CATCH BASINS, AND MANHOLES, THE CONTRACTOR SHALL CONTACT THE ENGINEER AS TO THE EXACT LENGTH AND QUANTITY REQUIRED.

THE COST OF MAKING CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE SEWER. NO SEPARATE PAYMENT WILL BE MADE FOR CONNECTIONS.

UNLESS OTHERWISE NOTED ALL OFFSETS SHALL BE TO THE CENTER OF FRAMES AND GRATES, OR FRAMES AND LIDS.

DRAINAGE STRUCTURE ELEVATIONS AND GRADES SHALL BE VERIFIED IN THE FIELD PRIOR TO INSTALLATION.

GENERAL NOTES - UTILITIES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 TO HAVE EXISTING UNDERGROUND UTILITIES LOCATED IN THE FIELD (48 HOURS NOTIFICATION IS REQUIRED).

THE CONTRACTOR SHALL PROTECT EXISTING AND NEW UTILITIES. WHEN CONSIDERED NECESSARY BY THE ENGINEER BY METHODS APPROVED BY THE ENGINEER AND SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY IN ORDER TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT THE COST THEREOF SHALL BE INCLUDED IN THE CONTRACT.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES AND THE LOCAL AGENCIES INVOLVED.

HIGHWAY STANDARDS

- 280001-04 TEMPORARY EROSION CONTROL SYSTEMS
- 420001-07 PAVEMENT JOINTS
- 515001-03 NAME PLATE FOR BRIDGES
- 602001-01 CATCH BASIN TYPE A
- 602301-02 INLET - TYPE A
- 602401-02 MANHOLE TYPE A
- 602701-02 MANHOLE STEPS
- 604001-03 FRAME AND LIDS TYPE 1
- 604061-02 FRAME AND GRATE TYPE 12
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 606306-03 CORRUGATED PC CONCRETE MEDIANS
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 637001-04 CONCRETE BARRIER, DOUBLE FACE, 32 in. (815 mm) HEIGHT
- 664001-02 CHAIN LINK FENCE
- 667101-01 PERMANENT SURVEY MARKERS
- 701006-03 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m') TO 24" (600 mm) FROM PAVEMENT EDGE
- 701400-03 APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701401-05 LANE CLOSURE, FREEWAY/EXPRESSWAY
- 701411-05 LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
- 701421-02 LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH TO 55 MPH
- 701501-05 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
- 701601-06 URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-05 TEMPORARY CONCRETE BARRIER
- 720001-01 SIGN PANEL MOUNTING DETAILS
- 720006-02 SIGN PANEL ERECTION DETAILS
- 728001-01 TELESCOPING STEEL SIGN SUPPORT
- 731001-01 BASE FOR TELESCOPING STEEL SIGN SUPPORT
- 814001-02 HANDHOLES
- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT

^B Rev. 10-22-09

FILE NAME =	USER NAME = 2p1emid	DESIGNED - DLP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MCDONALD CREEK CULVERT INDEX OF SHEETS, GENERAL NOTES AND HIGHWAY STANDARDS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Gi:\project\2002\05\CADD\Civil\Sheet\002\002PLM.IN_01.dgn	2PLM.IN_01.dgn	DRAWN - ENTRAN	REVISED -			305	0913.1-T	COOK	39	2	
PLOT SCALE = 50,0000 1/ IN.		CHECKED - TMH	REVISED -			CONTRACT NO. 60E53					
PLOT DATE = 8/11/2009		DATE - 03/09	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FED. 20% STATE	ROADWAY	DRAINAGE (MCDONALD CREEK CULVERT)	LIGHTING	CONSTRUCTION TYPE CODE	
					1000-2A	X078-2A	Y030-1E		
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	118		118				
20101100	TREE TRUNK PROTECTION	EACH	5		5				
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	25		25				
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	25		25				
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	25		25				
20101700	SUPPLEMENTAL WATERING	UNIT	6		6				
20200100	EARTH EXCAVATION	CU YD	793		793				
20800150	TRENCH BACKFILL	CU YD	213		213				
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	925		925				
25100630	EROSION CONTROL BLANKET	SQ YD	236		236				
25100900	TURF REINFORCEMENT MAT	SQ YD	7		7				
25200110	SOODING, SALT TOLERANT	SQ YD	925		925				
25000310	SEEDING, CLASS 4	ACRE	0.1		0.1				
28000400	PERIMETER EROSION BARRIER	FOOT	177		177				
28000510	INLET FILTERS	EACH	38		38				
28200200	FILTER FABRIC	SQ YD	449		449				
31101400	SUB-BASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	2,567		2,567				
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD	988		988				
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,145		1,145				
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	42		42				
40600895	CONSTRUCTING TEST STRIP	EACH	1		1				
40603595	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90	TON	97		97				
42001300	PROTECTIVE COAT	SQ YD	1,562		1,562				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	502		502				
44000100	PAVEMENT REMOVAL	SQ YD	4,149		4,149				
44000600	SIDEWALK REMOVAL	SQ FT	502		502				
44001700	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	3,697		3,697				
44001980	CONCRETE BARRIER REMOVAL	FOOT	95		95				
44003100	MEDIAN REMOVAL	SQ FT	5,614		5,614				
44003800	MEDIAN SURFACE REMOVAL	SQ FT	2,896		2,896				
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	31		31				
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1			1			
50800105	REINFORCEMENT BARS	POUND	121,950			121,950			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	600			600			
50800515	BAR SPLICERS	EACH	312			312			
51205200	TEMPORARY SHEET PILING	SQ FT	1,338			1,338			

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DESIGNED - DLP
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CHECKED - TMH
DATE - 03/09

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REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MCDONALD CREEK CULVERT
SUMMARY OF QUANTITIES**

Rev. 10-22-09

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

F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 3
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60E53	

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FED. 20% STATE	ROADWAY	DRAINAGE (MCDONALD CREEK CULVERT)	LIGHTING	CONSTRUCTION TYPE CODE										
					1000-2A	X078-2A	Y030-1E											
51500100	NAME PLATES	EACH	1															
54003000	CONCRETE BOX CULVERTS	CU YD	481.3			481.3												
550A0040	STORM SEWERS, CLASS A, TYPE 1 10"	FOOT	26		26													
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	113		113													
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	22		22													
550A0490	STORM SEWERS, CLASS A, TYPE 2 54"	FOOT	63		63													
55100400	STORM SEWER REMOVAL 10"	FOOT	91		91													
55100500	STORM SEWER REMOVAL 12"	FOOT	48		48													
55101200	STORM SEWER REMOVAL 24"	FOOT	22		22													
55102000	STORM SEWER REMOVAL 54"	FOOT	63		63													
60201205	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 12 FRAME AND GRATE	EACH	2		2													
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1		1													
60236900	INLETS, TYPE A, TYPE 12 FRAME AND GRATE	EACH	1		1													
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	34		34													
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	4		4													
60500040	REMOVING MANHOLES	EACH	1		1													
60500050	REMOVING CATCH BASINS	EACH	2		2													
60500060	REMOVING INLETS	EACH	1		1													
60618200	BITUMINOUS MEDIAN SURFACE	SQ FT	5,207		5,207													
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	3,068		3,068													
60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	3,528		3,528													
60624600	CORRUGATED MEDIAN	SQ FT	1,102		1,102													
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1		1													
63200310	GUARDRAIL REMOVAL	FOOT	454		454													
63700255	CONCRETE BARRIER, DOUBLE FACE, 32 INCH HEIGHT	FOOT	95		95													
66400105	CHAIN LINK FENCE, 4'	FOOT	69		69													
66400525	CHAIN LINK FENCE, 4' ATTACHED TO STRUCTURE	FOOT	26			26												
66410300	CHAIN LINK FENCE REMOVAL	FOOT	96		96													
66700095	PERMANENT SURVEY MARKERS	EACH	1		1													
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7		7													
67100100	MOBILIZATION	L SUM	1.0		1.0													
70101800	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0		1.0													
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	14		14													
70400100	TEMPORARY CONCRETE BARRIER	FOOT	457		457													

* Specialty Items

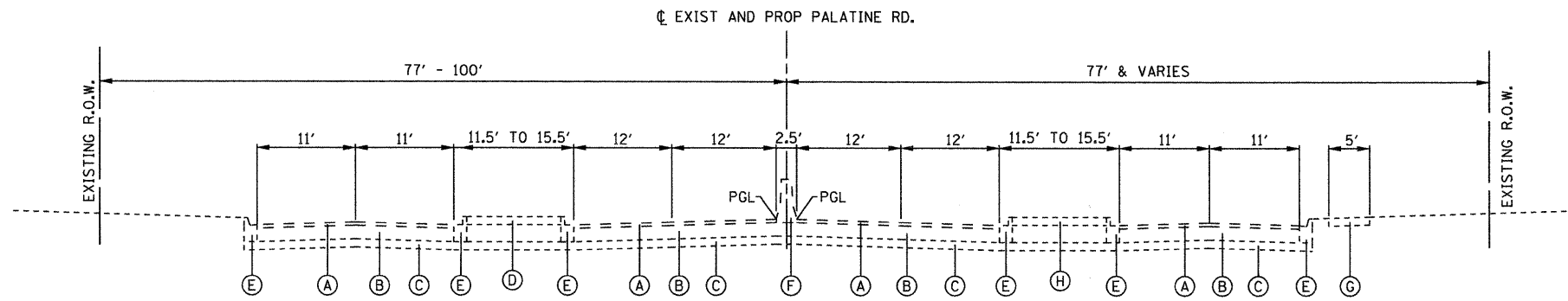
Rev. 10-22-09

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FED.	ROADWAY	DRAINAGE (MCDONALD CREEK CULVERT)	LIGHTING	CONSTRUCTION TYPE CODE										
				20% STATE	1000-2A	X078-2A	Y030-1E											
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	399		399													
* 72000100	SIGN PANEL - TYPE 1	SQ FT	43		43													
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	8		8													
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	59		59													
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6,190		6,190													
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1,269		1,269													
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	32		32													
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	160		160													
* 78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	4		4													
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	1		1													
78300100	PAVEMENT MARKING REMOVAL	SQ FT	3,333		3,333													
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	160		160													
* 81000600	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	277		277													
* 81400100	HANDHOLE	EACH	1		1													
* 81603120	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (EPR-TYPE RHW), 3/4" DIA. POLYETHYLENE	FOOT	174				174											
* 81800320	AERIAL CABLE, 3-1/C NO. 4 WITH MESSENGER WIRE	FOOT	1,618				1,618											
* 81900200	TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	422		254		168											
* 82102200	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 200 WATT	EACH	3				3											
* 83057225	LIGHT POLE, WOOD, 40 FOOT, CLASS 4, WITH 15FT MAST ARM	EACH	3				3											
* 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	30				30											
* 83800105	BREAKAWAY DEVICE, TRANSFORMER BASE, 11.5 INCH BOLT CIRCLE	EACH	3				3											
* 84200700	LIGHTING FOUNDATION REMOVAL	EACH	3				3											
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		2													
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2,806		2,806													
* 89502200	MODIFY EXISTING CONTROLLER	EACH	2		2													
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1,273		1,273													
* 89502380	REMOVE EXISTING HANDHOLE	EACH	1		1													
* 89502390	TEMPORARY INFORMATION SIGNING	SQ FT	32		32													
* X0322256	TEMPORARY INFORMATION SIGNING	SQ FT	32		32													
* X0323574	MAINTENANCE OF LIGHTING SYSTEM	CAL MO	5				5											
* X0323651	REMOVE AND REINSTALL EXISTING LIGHTING UNIT	EACH	3				3											
* X0325134	WIRELESS INTERCONNECT (COMPLETE)	EACH	1		1													
X0712400	TEMPORARY PAVEMENT	SQ YD	3,160		3,160													
X7011005	TRAFFIC CONTROL AND PROTECTION FOR TEMPORARY DETOUR	L SUM	1.0		1.0													
X7030104	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 4 INCH	FOOT	15,376		15,376													
X7030108	WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 8 INCH	FOOT	2,786		2,786													

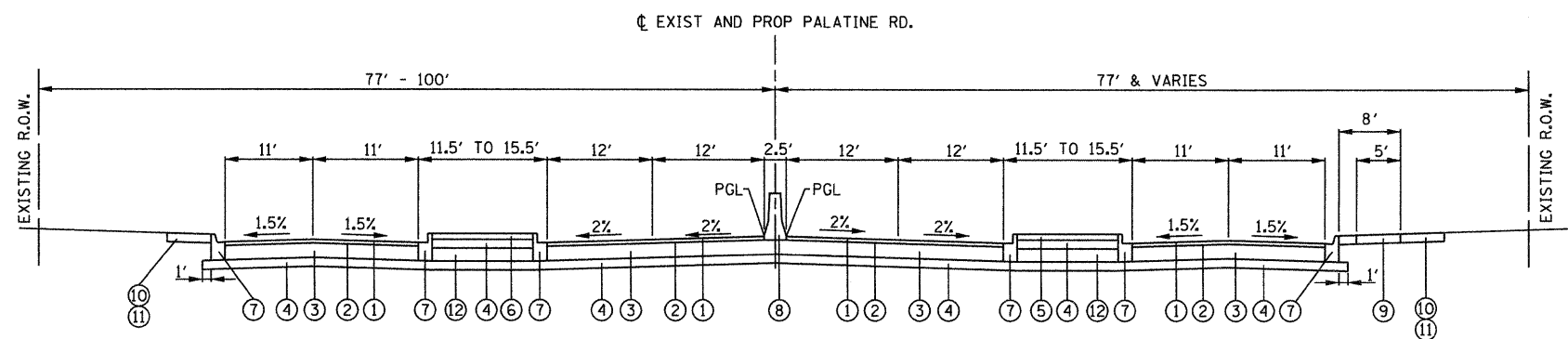
* Specialty Items

Rev. 10-22-09



EXISTING PALATINE ROAD
 STA 347+97.15 TO STA 348+91.83
 LOOKING EAST

- EXISTING LEGEND**
- (A) HOT-MIX ASPHALT CONCRETE SURFACE (2.5-INCH & VARIES)
 - (B) PORTLAND CEMENT CONCRETE PAVEMENT (10-INCH)
 - (C) SUB-BASE GRANULAR MATERIAL (6-INCH)
 - (D) HOT-MIX ASPHALT/CONCRETE MEDIAN SURFACE
 - (E) COMBINATION CONCRETE CURB AND GUTTER B6.12
 - (F) CONCRETE BARRIER & BASE
 - (G) SIDEWALK
 - (H) TOPSOIL



PROPOSED PALATINE ROAD
 STA 347+97.15 TO STA 348+91.83
 LOOKING EAST

FOR DETAILS OF CURB AND GUTTER CONSTRUCTION
 SEE DETAIL BD-24

- PROPOSED LEGEND**
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX F, N90, 1 3/4" (40603595)
 - (2) LEVELING BINDER (MACHINE METHOD), N70, 3/4" (40600635)
 - (3) PORTLAND CEMENT CONCRETE BASE COURSE 10" (35300500)
 - (4) SUB-BASE GRANULAR MATERIAL, TYPE B 6" (31101400)
 - (5) HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH (60618200)
 - (6) CONCRETE MEDIAN SURFACE, 4 INCH (60618300)
 - (7) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (44001700)
 - (8) CONCRETE BARRIER, DOUBLE FACE, 32 INCH HEIGHT (63700255)
 - (9) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (42400200)
 - (10) TOPSOIL FURNISH AND PLACE, 6" (21101625)
 - (11) SODDING, SALT TOLERANT (25200110)
 - (12) EMBANKMENT

MIX DESIGNS	AC TYPE	AIR VOIDS
HOT-MIX ASPHALT PAVEMENT		
POLYMERIZED HMA SC, MIX "F", N90, IL-9.5mm (1 3/4")	SBS/SBR PG70-22	4% @ 90 GYRATIONS
LEVELING BINDER (MACHINE METHOD), N70, IL-9.5mm (3/4")	PG64-22 *	4% @ 70 GYRATIONS
TEMPORARY PAVEMENT - (9.5")		
HMA SURFACE COURSE, MIX "D" N50, IL-9.5mm (1.5")	PG64-22	4% @ 50 GYRATIONS
HMA BINDER COURSE IL-19.0 (8")	PG64-22 *	4% @ 50 GYRATIONS
MEDIAN SURFACE - (4")		
HMA SURFACE COURSE, MIX "C" N50, IL-9.5mm (4")	PG64-22	4% @ 50 GYRATIONS
GUARDRAIL STABILIZATION - (6")		
HMA SHOULDER (6") (HMA BINDER COURSE, IL-19 mm)	PG64-22 *	2% @ 30 GYRATIONS

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

SCHEDULE OF QUANTITIES

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

STATION	OFFSET(FT)	UNIT
PALATINE ROAD		
NORTH SIDE		
348+17.9	86.7 LT	6.00
348+17.9	86.7 LT	6.00
348+17.9	86.7 LT	6.00
SOUTH SIDE		
348+58.8	81.9 RT	10.00
348+66.1	82.1 RT	12.00
348+69.5	81.0 RT	10.00
348+69.5	81.0 RT	10.00
349+11.8	76.1 RT	9.00
349+11.8	76.1 RT	9.00
349+11.8	76.1 RT	9.00
349+11.8	76.1 RT	9.00
349+11.8	76.1 RT	9.00
349+14.0	75.3 RT	6.00
348+91.0	100.9 RT	8.00
348+96.3	104.6 RT	8.00

TOTAL = 118

20101100 TREE TRUNK PROTECTION

STATION	OFFSET(FT)	EACH
PALATINE ROAD		
NORTH SIDE		
347+10.6	77.1 LT	1.0
347+69.5	78.3 LT	1.0
348+30.7	83.7 LT	1.0
SOUTH SIDE		
346+81.8	86.5 RT	1.0
347+85.2	84.8 RT	1.0

TOTAL = 5

21101625 TOPSOIL FURNISH AND PLACE, 6"

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD				
NORTH SIDE				
347+51.8	36.0	348+51.8	34.0	388.9
348+51.8	11.0	348+64.9	11.0	16.0
SOUTH SIDE				
348+24.0	37.0	349+21.3	36.0	394.8
349+21.3	26.0	349+53.1	26.0	91.8
348+34.0	3.0	349+34.4	3.0	33.5

TOTAL = 925

25100630 EROSION CONTROL BLANKET

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD				
SOUTH SIDE				
348+74.9	44.0	349+01.5	45.0	131.6
349+01.5	45.0	349+21.3	35.0	88.0
349+21.3	35.0	349+29.9	0.0	16.7

TOTAL = 236

25200110 SODDING, SALT TOLERANT

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD				
NORTH SIDE				
347+51.8	36.0	348+51.8	34.0	388.9
348+51.8	11.0	348+64.9	11.0	16.0
SOUTH SIDE				
348+24.0	37.0	349+21.3	36.0	394.8
349+21.3	26.0	349+53.1	26.0	91.8
348+34.0	3.0	349+34.4	3.0	33.5

TOTAL = 925

28000400 PERIMETER EROSION BARRIER

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
NORTH SIDE				
347+51.8	76.9 LT	347+66.3	89.6 LT	19.3
348+20.3	90.6 LT	348+51.8	76.9 LT	34.3
SOUTH SIDE				
347+77.6	92.8 RT	348+73.9	98.7 RT	96.6
349+27.3	93.5 RT	349+43.8	87.1 RT	17.7
349+43.8	87.1 RT	349+53.1	87.1 RT	9.3

TOTAL = 177

28000510 INLET FILTERS

STATION	OFFSET(FT)	EACH
PALATINE ROAD		
NORTH SIDE		
343+18.4	29.9 LT	1.0
343+19.8	52.3 LT	1.0
344+48.2	24.2 LT	1.0
345+48.9	29.7 LT	1.0
345+54.8	58.2 LT	1.0
347+77.6	35.5 LT	1.0
347+85.8	63.6 LT	1.0
349+16.4	65.0 LT	1.0
350+03.7	26.0 LT	1.0
350+37.4	64.9 LT	1.0
351+42.5	64.7 LT	1.0
352+10.8	26.3 LT	1.0
352+44.2	64.6 LT	1.0
353+44.3	64.9 LT	1.0
353+46.2	26.4 LT	1.0
354+84.6	64.1 LT	1.0
355+09.1	26.1 LT	1.0
SOUTH SIDE		
342+31.1	53.1 RT	1.0
343+04.0	23.5 RT	1.0
343+19.6	29.1 RT	1.0
344+52.8	25.3 RT	1.0
345+50.1	57.8 RT	1.0
345+51.9	34.7 RT	1.0
345+66.6	25.1 RT	1.0
346+97.2	24.2 RT	1.0
347+32.5	62.2 RT	1.0
347+33.1	39.7 RT	1.0
347+82.1	116.5 RT	1.0
347+81.9	101.0 RT	1.0
348+39.0	25.7 RT	1.0
349+15.5	65.2 RT	1.0
349+61.3	36.8 RT	1.0
350+34.3	65.3 RT	1.0
351+45.5	64.8 RT	1.0
352+10.7	26.1 RT	1.0
352+38.7	64.9 RT	1.0
353+43.0	64.8 RT	1.0
353+45.8	26.3 RT	1.0

TOTAL = 38

31101400 SUB-BASE GRANULAR MATERIAL, TYPE B 6"

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD				
NORTH SIDE - FRONTAGE ROAD				
347+61.0	0.0	347+69.7	15.4	7.5
347+69.7	15.4	348+09.7	17.0	72.1
348+09.7	17.0	348+54.9	17.8	87.3
348+54.9	17.8	348+65.3	0.0	10.3
NORTH SIDE - MEDIAN BETWEEN FRONTAGE RD AND MAINLINE				
342+56.8	6.0	345+82.2	6.0	216.9
345+82.2	6.0	346+15.3	4.0	18.4
346+72.0	4.0	347+46.4	10.0	57.9
347+46.4	10.0	347+77.1	12.0	37.5
NORTH SIDE - MEDIAN BETWEEN FRNTG RD AND MAINLINE				
347+76.3	12.0	349+43.1	18.1	279.0
349+43.1	18.1	350+21.5	16.0	148.6
NORTH SIDE - MAINLINE				
347+76.6	0.0	347+96.4	33.2	36.5
347+96.4	33.2	348+74.5	28.6	268.2
348+74.5	28.6	348+91.1	0.0	26.3
SOUTH SIDE - MAINLINE				
347+97.8	0.0	348+11.7	24.0	18.5
348+11.7	24.0	348+74.6	25.0	171.2
348+74.6	25.0	348+92.5	27.2	52.1
348+92.5	27.2	349+09.4	0.0	25.5
SOUTH SIDE - MEDIAN BETWEEN FRNTG RD AND MAINLINE				
342+01.6	2.8	344+05.8	2.3	58.2
344+05.8	2.3	348+74.9	14.7	443.1
348+74.9	14.7	349+34.4	8.7	77.3
349+34.4	8.7	350+14.1	4.0	56.3
350+90.2	8.0	351+71.3	16.0	108.1
SOUTH SIDE - FRONTAGE ROAD				
348+21.6	0.0	348+34.0	21.1	14.5
348+34.0	21.1	349+17.9	18.8	186.0
349+17.9	18.8	349+28.8	0.0	11.4
SOUTH SIDE - SIDEWALK				
348+34.0	7.0	349+34.4	7.0	78.1

TOTAL = 2,567

35300500 PORTLAND CEMENT CONCRETE BASE COURSE 10"

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD				
NORTH SIDE - FRONTAGE ROAD				
347+61.0	0.0	347+69.7	15.4	7.5
347+69.7	15.4	348+09.7	17.0	72.1
348+09.7	17.0	348+54.9	17.8	87.3
348+54.9	17.8	348+65.3	0.0	10.3
NORTH SIDE - MAINLINE				
347+76.6	0.0	347+96.4	33.2	36.5
347+96.4	33.2	348+74.5	28.6	268.2
348+74.5	28.6	348+91.1	0.0	26.3
SOUTH SIDE - MAINLINE				
347+97.8	0.0	348+11.7	24.0	18.5
348+11.7	24.0	348+74.6	25.0	171.2
348+74.6	25.0	348+92.5	27.2	52.1
348+92.5	27.2	349+09.4	0.0	25.5
SOUTH SIDE - FRONTAGE ROAD				
348+21.6	0.0	348+34.0	21.1	14.5
348+34.0	21.1	349+17.9	18.8	186.0
349+17.9	18.8	349+28.8	0.0	11.4

TOTAL = 987

40600635 LEVELING BINDER (MACHINE METHOD), N70

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TON
PALATINE ROAD				
NORTH SIDE - FRONTAGE ROAD				
347+61.0	0.0	347+69.7	15.4	0.3
347+69.7	15.4	348+09.7	17.0	3.0
348+09.7	17.0	348+54.9	17.8	3.7
348+54.9	17.8	348+65.3	0.0	0.4
NORTH SIDE - MAINLINE				
347+76.6	0.0	347+96.4	33.2	1.5
347+96.4	33.2	348+74.5	28.6	11.3
348+74.5	28.6	348+91.1	0.0	1.1
SOUTH SIDE - MAINLINE				
347+97.8	0.0	348+11.7	24.0	0.8
348+11.7	24.0	348+74.6	25.0	7.2
348+74.6	25.0	348+92.5	27.2	2.2
348+92.5	27.2	349+09.4	0.0	1.1
SOUTH SIDE - FRONTAGE ROAD				
348+21.6	0.0	348+34.0	21.1	0.6
348+34.0	21.1	349+17.9	18.8	7.8
349+17.9	18.8	349+28.8	0.0	0.5

TOTAL = 41

40603595 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90

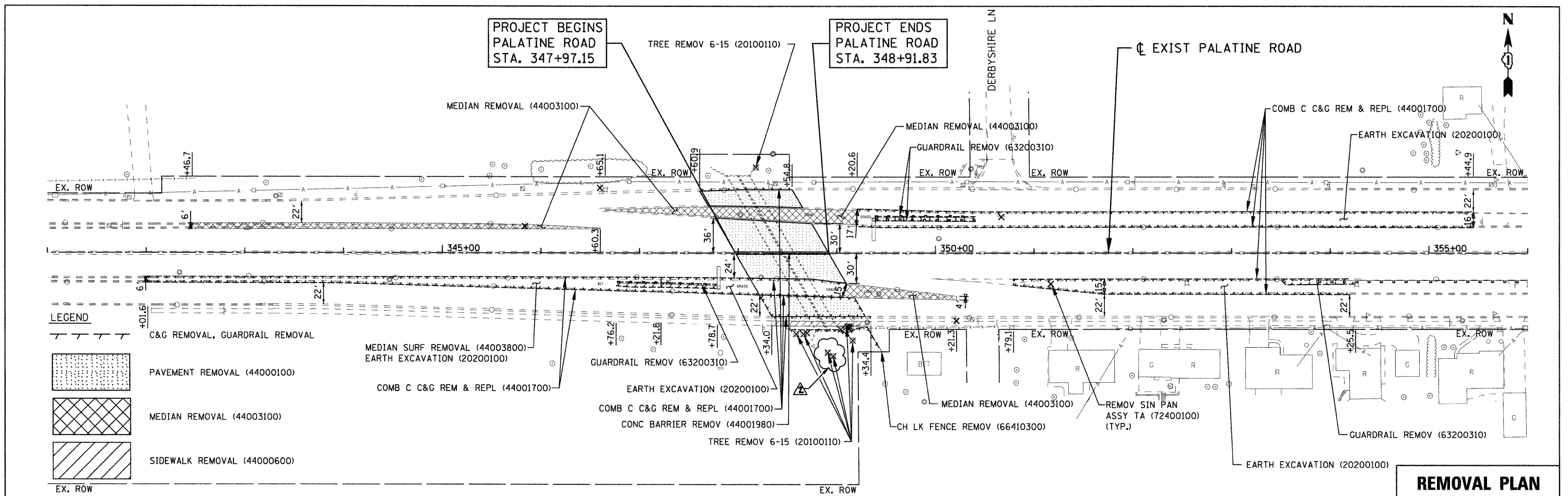
STATION	WIDTH(FT)	STATION	WIDTH(FT)	TON
PALATINE ROAD				
NORTH SIDE - FRONTAGE ROAD				
347+61.0	0.0	347+69.7	15.4	0.7
347+69.7	15.4	348+09.7	17.0	7.1
348+09.7	17.0	348+54.9	17.8	8.6
348+54.9	17.8	348+65.3	0.0	1.0
NORTH SIDE - MAINLINE				
347+76.6	0.0	347+96.4	33.2	3.6
347+96.4	33.2	348+74.5	28.6	26.3
348+74.5	28.6	348+91.1	0.0	2.6
SOUTH SIDE - MAINLINE				
347+97.8	0.0	348+11.7	24.0	1.8
348+11.7	24.0	348+74.6	25.0	16.8
348+74.6	25.0	348+92.5	27.2	5.1
348+92.5	27.2	349+09.4	0.0	2.5
SOUTH SIDE - FRONTAGE ROAD				
348+21.6	0.0	348+34.0	21.1	1.4
348+34.0	21.1	349+17.9	18.8	18.2
349+17.9	18.8	349+28.8	0.0	1.1

TOTAL = 97

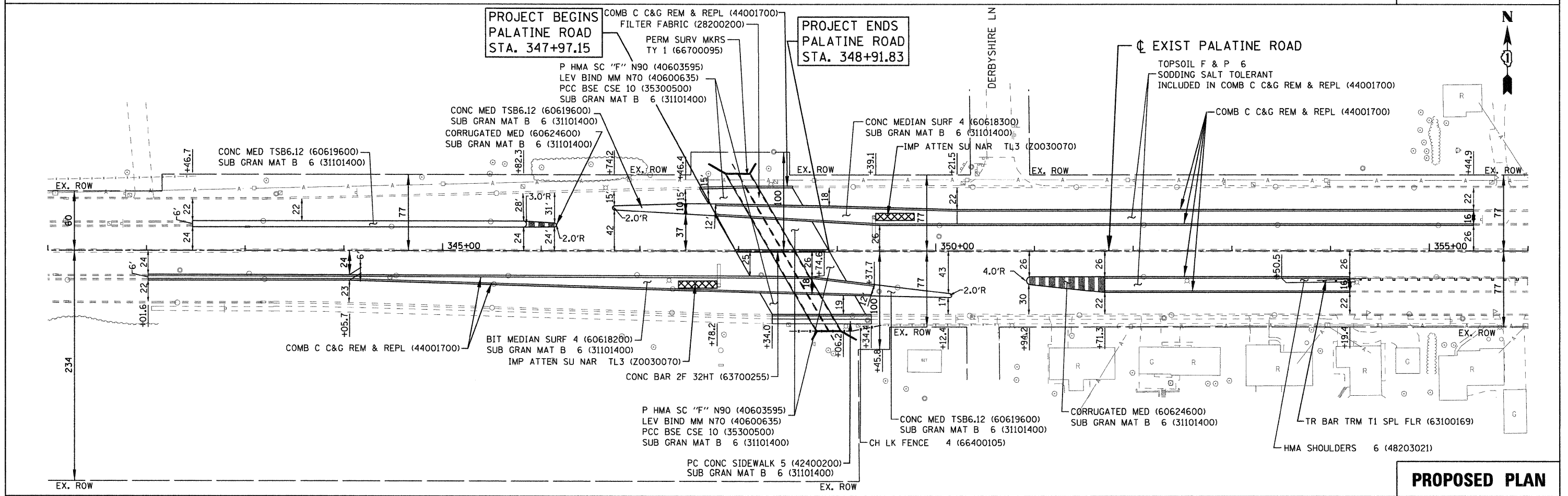
42400200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
PALATINE ROAD				
SOUTH SIDE				
348+34.0	5.0	349+34.4	5.0	502.2

TOTAL = 502



REMOVAL PLAN

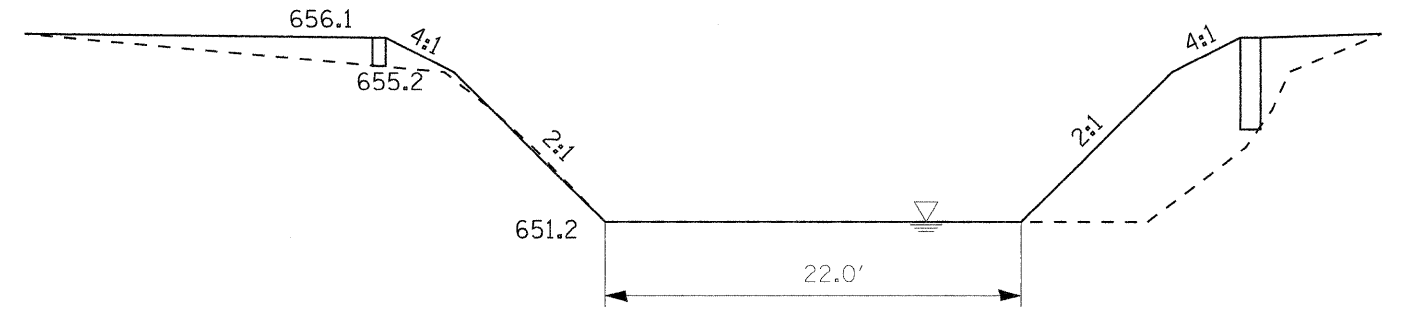


PROPOSED PLAN

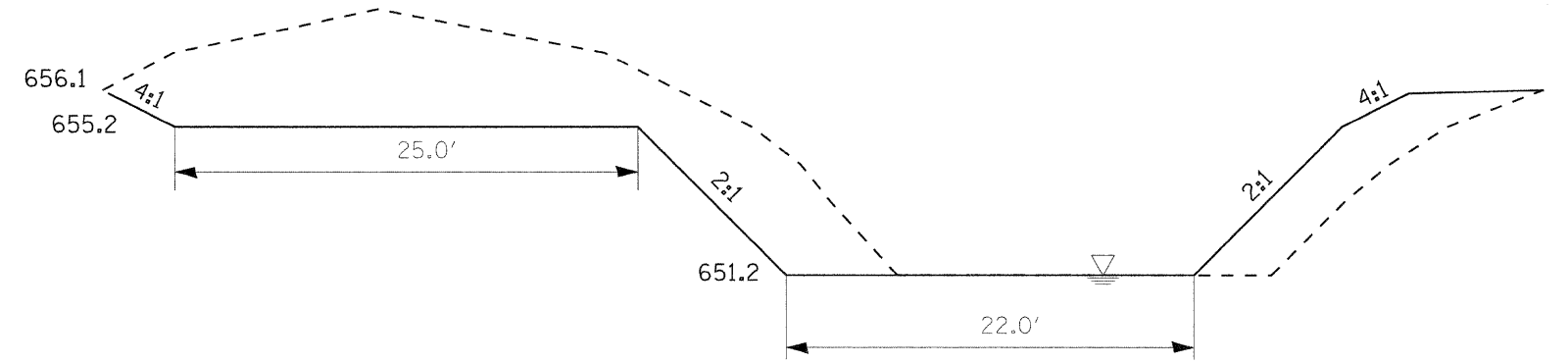
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G:\PROJECT\2882305\CADD\Civil\Sheet\02\02PLMLPR_01.dgn	PLOT SCALE = 50.00' / IN.	DRAWN - ENTRAN	REVISED -		SCALE: 1" = 50'	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 60E53					
	PLOT DATE = 10/09/2009	CHECKED - TMH	REVISED -									
		DATE - 03/09	REVISED -									

SEE MCDONALD CREEK CULVERT PLAN SHEET

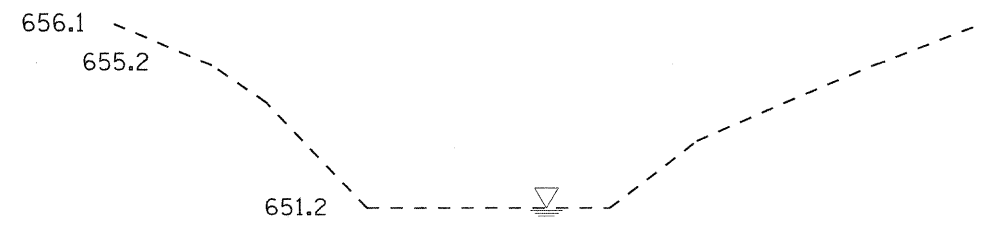
SECTION A



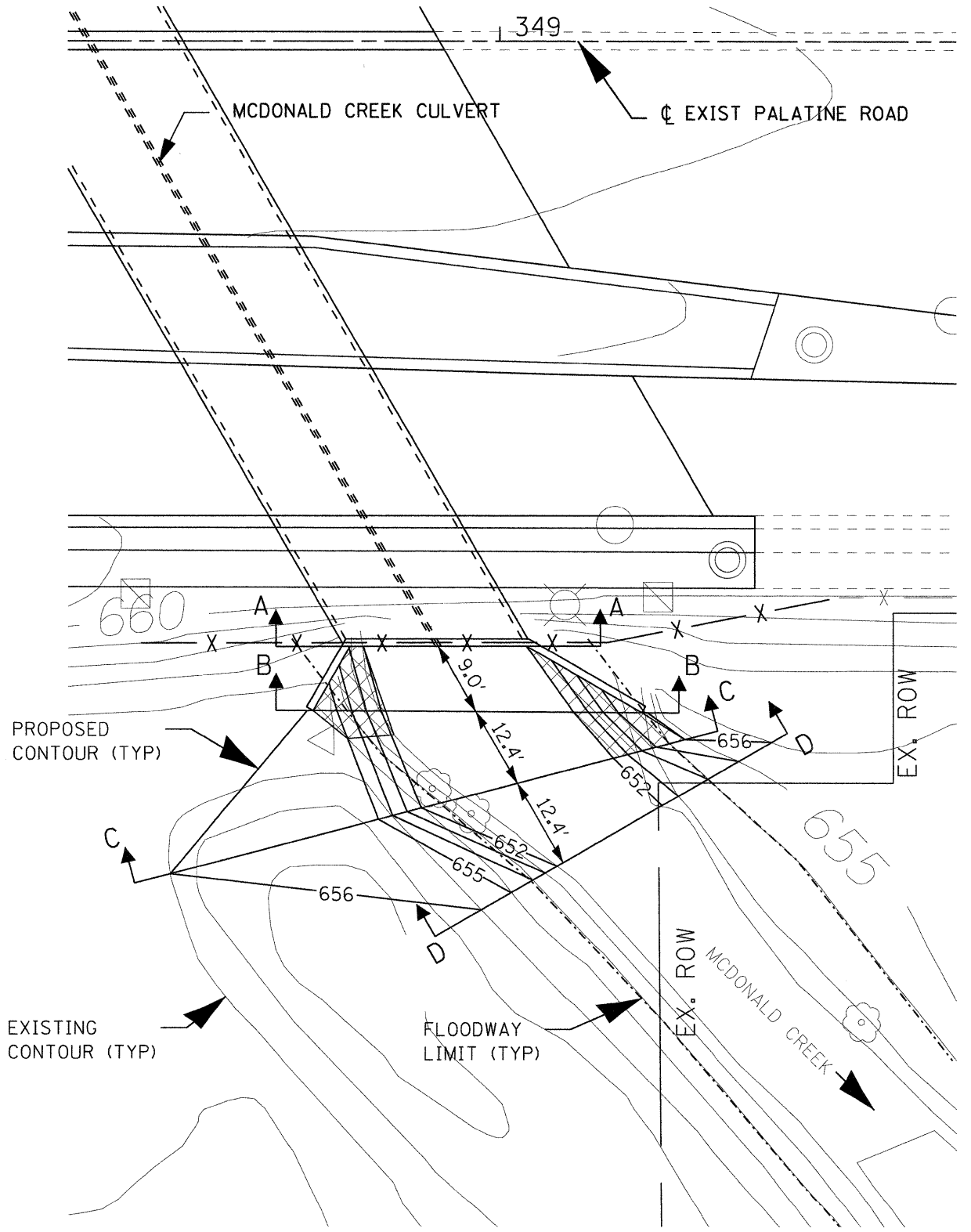
SECTION B

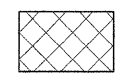


SECTION C



SECTION D



 TURF REINFORCEMENT MAT (25100900)
6.5 SQ YD

FILE NAME =	USER NAME = 2kujawo	DESIGNED - DLP	REVISED - <i>Added 10/9/09</i>
G:\PROJECT\2002305\CADD\Civil\Mod\002\Grading_Exhibit2.dgn		DRAWN - ENTRAN	REVISED -
PLOT SCALE = 10.00' / IN.		CHECKED - TMH	REVISED -
PLOT DATE = 10/09/2009		DATE - 03/09	REVISED -

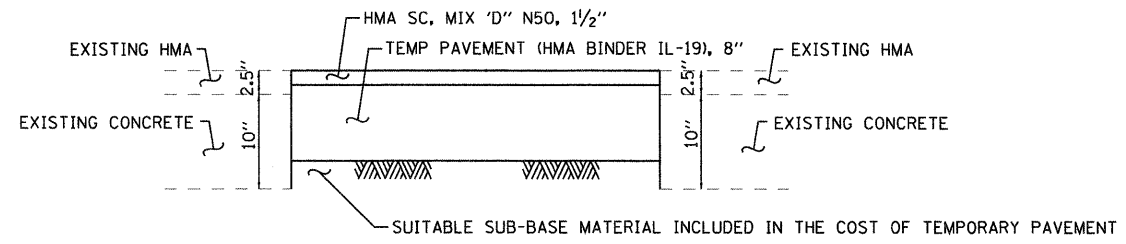
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MCDONALD CREEK CULVERT
CULVERT GRADING PLAN

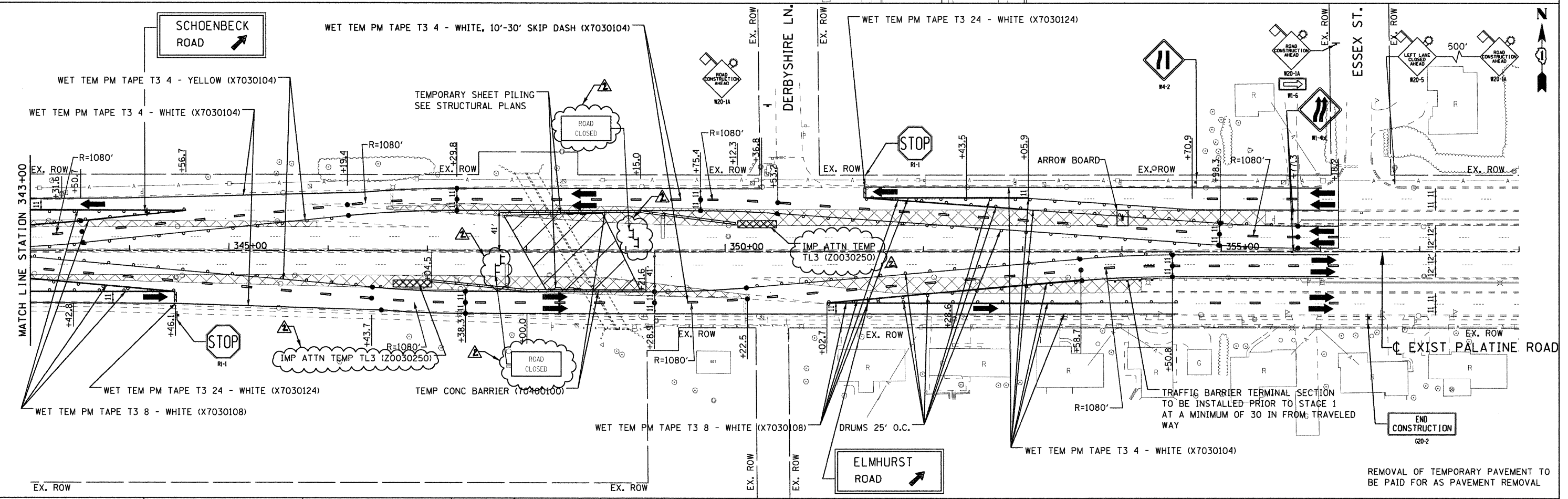
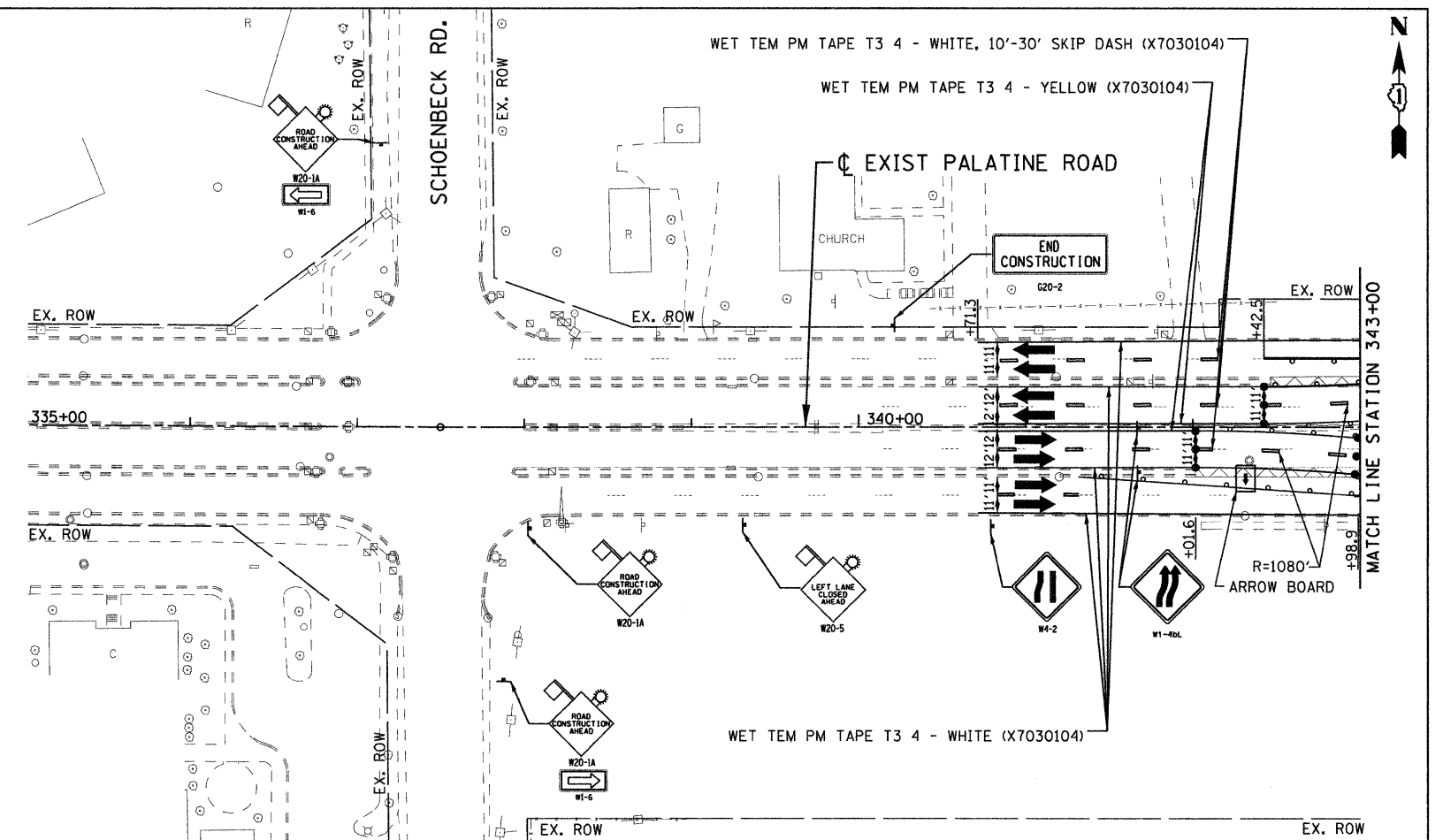
SCALE: 1" = 20' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 14A
CONTRACT NO. 60E53				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

- LEGEND**
- TYPE III BARRICADE
 - TRAFFIC LANE
 - DRUMS WITH STEADY BURN LIGHTS
 - TEMPORARY PAVEMENT
 - WORK ZONE
 - TEMPORARY CONCRETE BARRIER
 - TRAFFIC SIGN (AS NOTED)
 - ARROW BOARD



TEMPORARY PAVEMENT
NOT TO SCALE



REMOVAL OF TEMPORARY PAVEMENT TO BE PAID FOR AS PAVEMENT REMOVAL

FILE NAME = G:\PROJECT\2002\305\CADD\Civil\Sheet\02\22\PLM\MT1_01.dgn	USER NAME = 2kujowc	DESIGNED - DLP	REVISED - 10/09/09
PLOT SCALE = 50.00' / IN.	PLOT DATE = 10/08/2009	DRAWN - ENTRAN	REVISOR -
		CHECKED - TMH	REVISOR -
		DATE - 03/09	REVISOR -

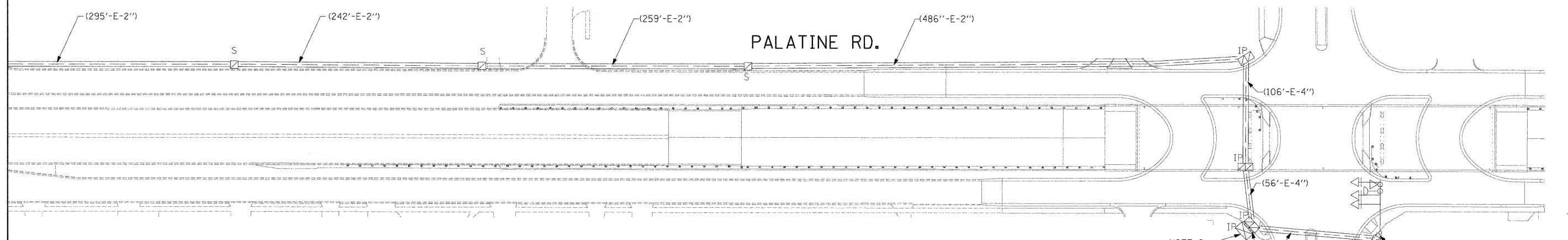
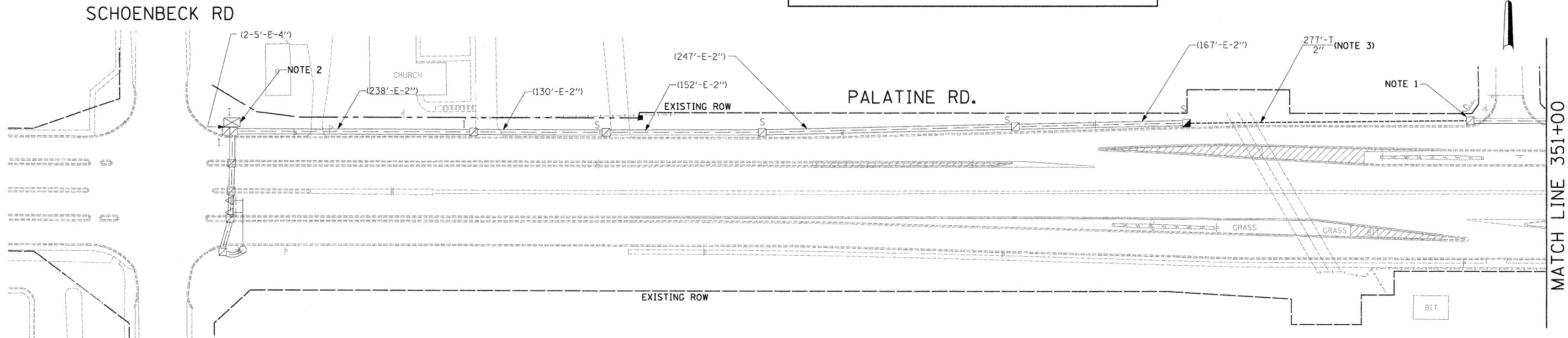
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MCDONALD CREEK CULVERT
MAINTENANCE OF TRAFFIC - STAGE 1, NOTES & LEGEND**

SCALE: 1"=50' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	0913.1-T	COOK	39	15
CONTRACT NO. 60E53			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

FOR ALL TEMPORARY AND PERMANENT INTERCONNECT QUANTITIES SEE SHEET NO. 18L "INTERCONNECT SCHEMATIC PLAN"



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER			DOUBLE HANDHOLE		
SERVICE INSTALLATION			GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD			PEDESTRIAN PUSHBUTTON DETECTOR		
SIGNAL HEAD WITH BACKPLATE			EMERGENCY VEHICLE SYSTEM DETECTOR		
SIGNAL HEAD, PEDESTRIAN			CONFIRMATION BEACON		
SIGNAL POST			SIGNAL HEAD, OPTICALLY PROGRAMMED		
MAST ARM ASSEMBLY AND POLE, STEEL			WIRELESS INTERCONNECT ANTENNA		
MAST ARM ASSEMBLY AND POLE, ALUMINUM					
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE					
UNIT DUCT	UD				
COMMON TRENCH	CT				
HANDHOLE					
HEAVY DUTY HANDHOLE					

NOTES:

NOTE 1: PRIOR TO REMOVAL OF THE INTERCONNECT CONDUIT IN THE CONSTRUCTION AREA OF THE PROPOSED BOX CULVERT, THE EXISTING TRACER CABLE SHALL BE DISCONNECTED AT THE EXISTING CONTROLLER AT THE INTERSECTION OF SCHOENBECK ROAD AND PALATINE ROAD, PULLED BACK, COILED, AND STORED IN THIS HANDHOLE UNTIL NEEDED FOR PROPOSED INTERCONNECT WORK.

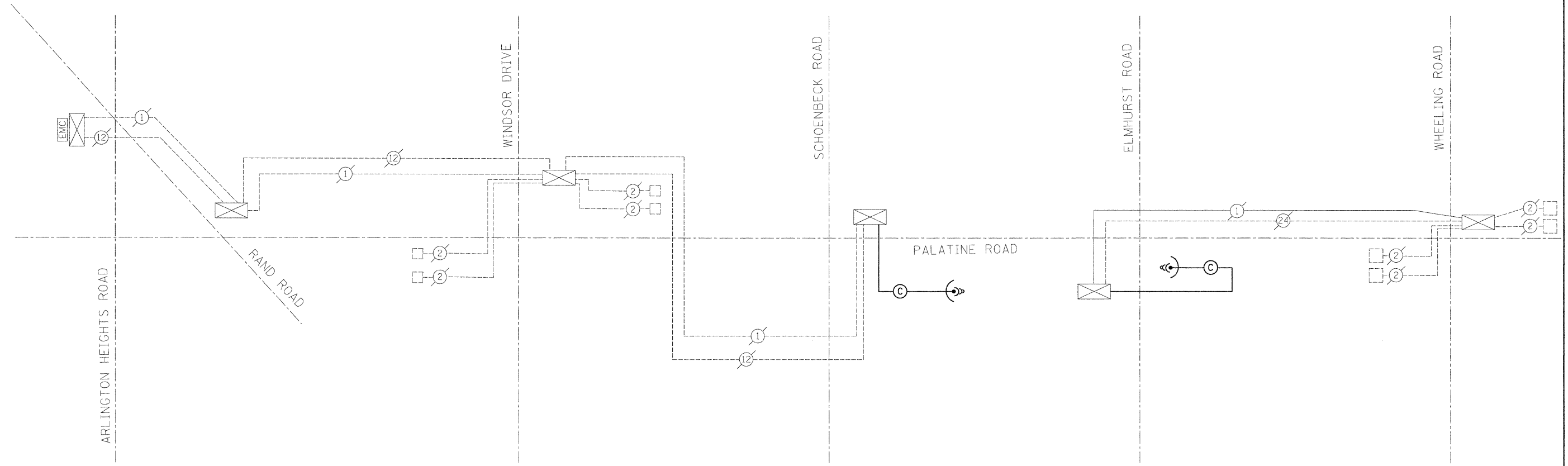
NOTE 2: AFTER THE WIRELESS INTERCONNECT BETWEEN SCHOENBECK ROAD AND ILLINOIS ROUTE 83 (ELMHURST ROAD) ON PALATINE ROAD IS IN PLACE AND IN OPERATION, THE EXISTING FIBER OPTIC CABLE BETWEEN THESE TWO INTERSECTIONS SHALL BE DISCONNECTED AT EACH CONTROLLER AND REMOVED FROM THE CONDUITS. NEW INTERCONNECT CABLE SHALL BE INSTALLED IN ITS PLACE AFTER THE NEW CONDUITS AND HANDHOLES ARE CONSTRUCTED IN THE VICINITY OF THE PROPOSED BOX CULVERT AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.

NOTE 3: WHERE THE PROPOSED 2" CONDUIT IS CROSSING THE PROPOSED BOX CULVERT, THE CONDUIT SHALL BE INSTALLED ON TOP OF THE PROPOSED BOX CULVERT AND SHALL BE PAID FOR AS "CONDUIT IN TRENCH" AND IS INCLUDED IN THE PAY ITEM. THE "TRENCH AND BACKFILL FOR ELECTRICAL WORK" IS NOT CONSIDERED FOR PAYMENT FOR THE PORTION OF THE PROPOSED 2" CONDUIT INSTALLED ON TOP OF THE BOX CULVERT.

Added 10/9/09

GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6035 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL: 773/774-5910

FILE NAME =	USER NAME = \$USER\$	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERCONNECT PLAN PALATINE ROAD SCHOENBECK ROAD TO ELMHURST RD.	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 18J		
\$FILEL\$	PLOT SCALE = \$SCALE\$	DRAWN - MAA, SHM	REVISED -			SCALE: 1"= 50'	SHEET NO. OF SHEETS STA.	FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT	CONTRACT NO. 60E53		
	PLOT DATE = \$DATE\$	CHECKED - PKG	REVISED -									
		DATE -	REVISED -									



INTERCONNECT SCHEMATIC LEGEND

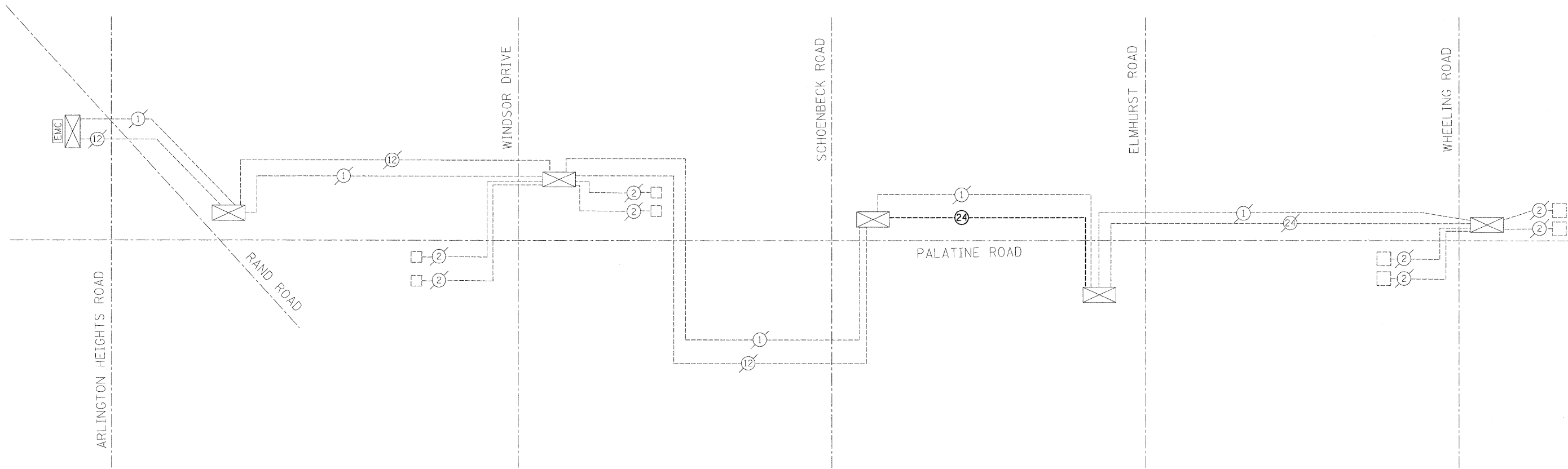
- | | | | |
|--|--|--|---|
| | EXISTING INTERSECTION CONTROLLER | | EXISTING WIRELESS INTERCONNECT ANTENNA |
| | PROPOSED INTERSECTION CONTROLLER | | PROPOSED WIRELESS INTERCONNECT ANTENNA |
| | EXISTING MASTER CONTROLLER | | EXISTING FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F & SM12F |
| | PROPOSED MASTER CONTROLLER | | PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F & SM12F |
| | MASTER MASTER CONTROLLER | | EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F. FIBER OPTIC CABLE |
| | EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F. FIBER OPTIC CABLE |
| | PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED |
| | EXISTING INTERSECTION LOOP DETECTORS AND PROPOSED SAMPLING (SYSTEM) DETECTORS | | PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED |
| | EXISTING SAMPLING (SYSTEM) DETECTORS | | EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED |
| | PROPOSED SAMPLING (SYSTEM) DETECTORS | | PROPOSED LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED |
| | EXISTING SAMPLING (SYSTEM) DETECTORS. PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS. | | EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED) |
| | EXISTING SAMPLING (SYSTEM) DETECTORS. PROPOSED SAMPLING (SYSTEM) DETECTORS. | | PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED) |
| | EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | EXISTING CO-AXIAL CABLE FOR ANTENNA |
| | PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS | | PROPOSED CO-AXIAL CABLE FOR ANTENNA |
| | EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS. | | EXISTING TELEPHONE CONNECTION |
| | PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS. | | PROPOSED TELEPHONE CONNECTION |

FOR ALL TEMPORARY OR PERMANENT INTERCONNECT QUANTITIES SEE SHEET NO. 18L "INTERCONNECT SCHEMATIC PLAN"

2

































Added 10/9/09

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY INTERCONNECT SCHEMATIC, PALATINE ROAD FROM SCHOENBECK ROAD TO ELMHURST ROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -			2710	11213_AND_3222R	COOK	39	18K	
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PLOT DATE = #DATE#		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
				SCALE: _____		SHEET NO. ___ OF ___ SHEETS		STA. _____ TO STA. _____			



2

INTERCONNECT SCHEMATIC LEGEND

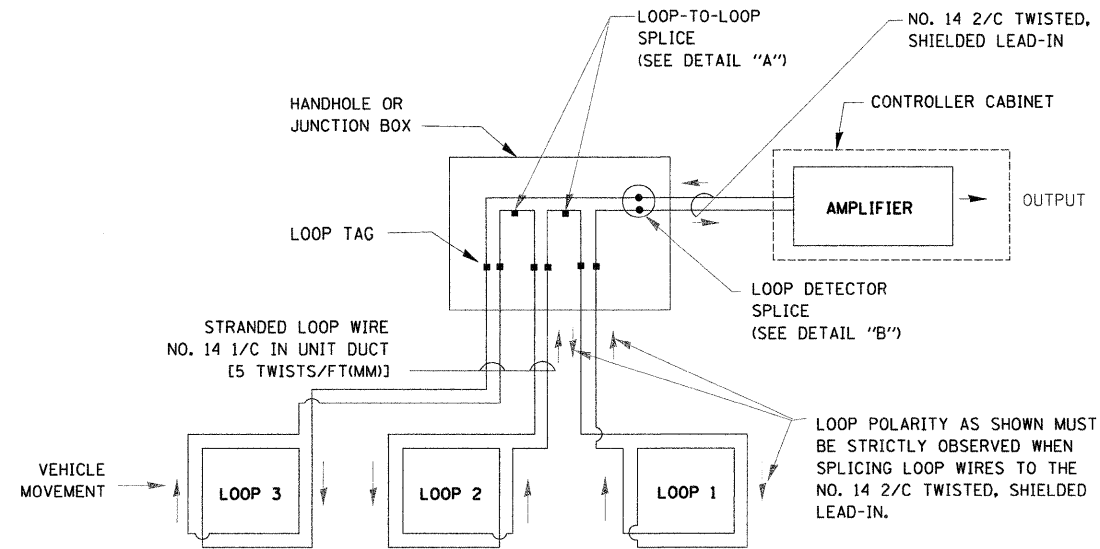
-  EXISTING INTERSECTION CONTROLLER
-  PROPOSED INTERSECTION CONTROLLER
-  EXISTING MASTER CONTROLLER
-  PROPOSED MASTER CONTROLLER
-  MASTER MASTER CONTROLLER
-  EXISTING INTERSECTION & SAMPLING (SYSTEM) DETECTORS
-  PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
-  EXISTING INTERSECTION LOOP DETECTORS AND PROPOSED SAMPLING (SYSTEM) DETECTORS
-  EXISTING SAMPLING (SYSTEM) DETECTORS
-  PROPOSED SAMPLING (SYSTEM) DETECTORS
-  EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED INTERSECTION & SAMPLING (SYSTEM) DETECTORS.
-  EXISTING SAMPLING (SYSTEM) DETECTORS, PROPOSED SAMPLING (SYSTEM) DETECTORS.
-  EXISTING PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
-  PROPOSED PREFORMED INTERSECTION & SAMPLING (SYSTEM) DETECTORS
-  EXISTING SAMPLING (SYSTEM) PREFORMED DETECTORS.
-  PROPOSED SAMPLING (SYSTEM) PREFORMED DETECTORS.
-  "E" EXISTING WIRELESS INTERCONNECT ANTENNA
-  PROPOSED WIRELESS INTERCONNECT ANTENNA
-  EXISTING FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F & SM12F
-  PROPOSED FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 MM12F & SM12F
-  EXISTING INTERCONNECT CABLE - NO. 62.5/125 12F. FIBER OPTIC CABLE
-  PROPOSED INTERCONNECT CABLE - NO. 62.5/125 12F FIBER OPTIC CABLE
-  EXISTING INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
-  PROPOSED INTERCONNECT CABLE - NO. 18 3 PAIR TWISTED, SHIELDED
-  EXISTING LOOP DETECTOR CABLE - 2/C TWISTED, SHIELDED
-  PROPOSED LOOP DETECTOR CABLE -2/C TWISTED, SHIELDED
-  EXISTING ELECTRIC CABLE 1/C (AS SPECIFIED)
-  PROPOSED ELECTRIC CABLE, 1/C (AS SPECIFIED)
-  EXISTING CO-AXIAL CABLE FOR ANTENNA
-  PROPOSED CO-AXIAL CABLE FOR ANTENNA
-  EXISTING TELEPHONE CONNECTION
-  PROPOSED TELEPHONE CONNECTION

INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
277	FOOT	CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL
1	EACH	HANDHOLE
254	FOOT	TRENCH AND BACKFILL FOR ELECTRICAL WORK
2	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
2806	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1273	FOOT	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING HANDHOLE
1	EACH	WIRELESS INTERCONNECT (COMPLETE)
2806	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM12F

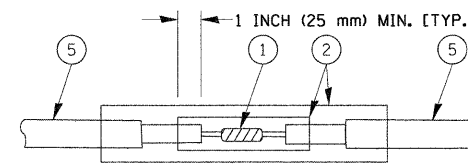
LOOP DETECTOR NOTES

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.

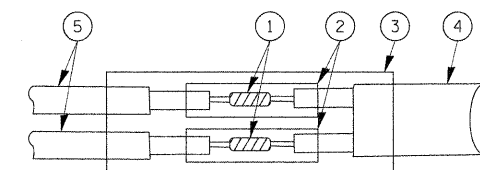


DETECTOR LOOP WIRING SCHEMATIC

- 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.



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

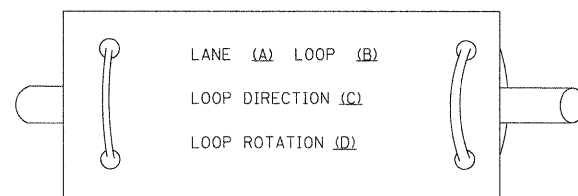


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

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.

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.

2

REVISIONS	
NAME	DATE
Added 10/9/09	

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT ONE
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. 305
DATE 1-01-02

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

FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -
#FILE#		DRAWN - MAA, SHM	REVISED -
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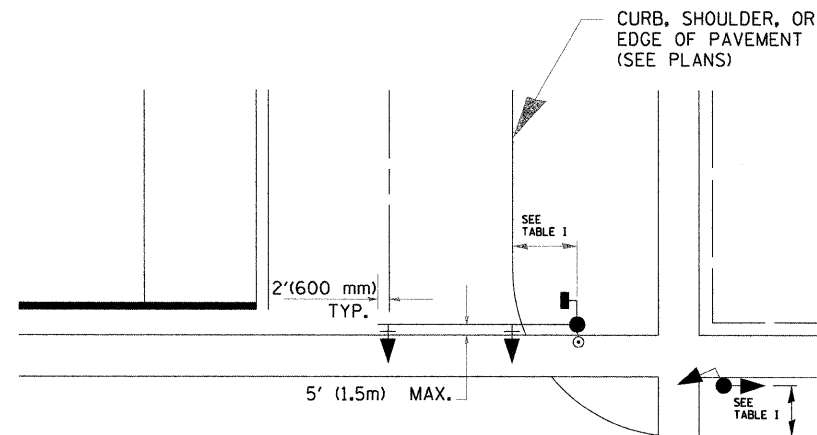
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

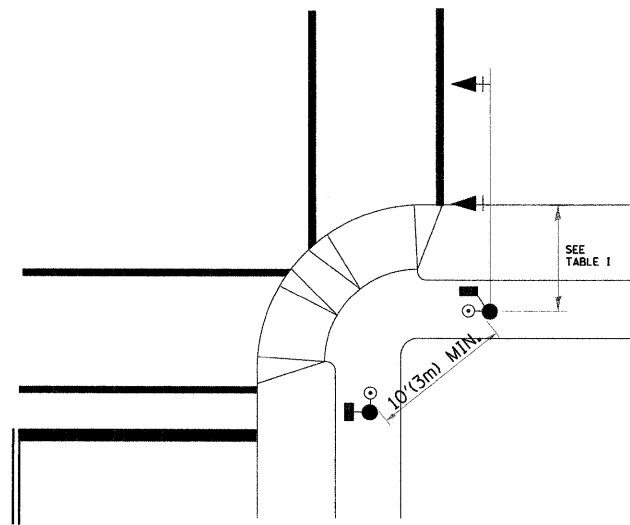
F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 18A
CONTRACT NO. 60E53			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

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)

2

PEDESTRIAN SIGNAL POST

PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSHBUTTON DETECTOR LOCATION

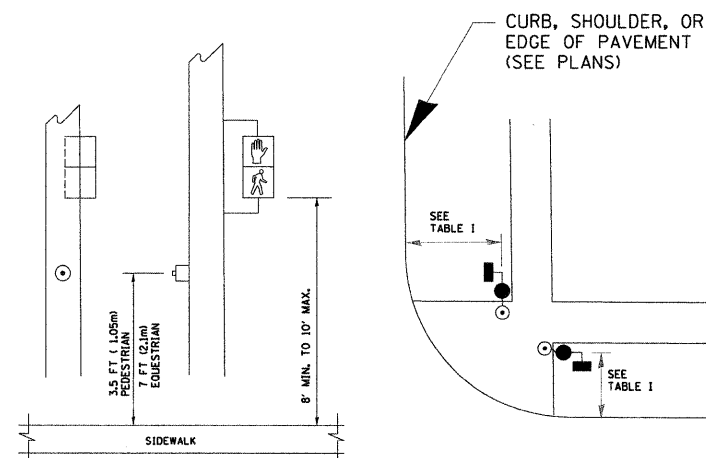


TABLE I

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
Added 10/9/09	

ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL
DESIGN DETAILS

SCALE: VERT. NONE
HORIZ. NONE
DATE 1-01-02

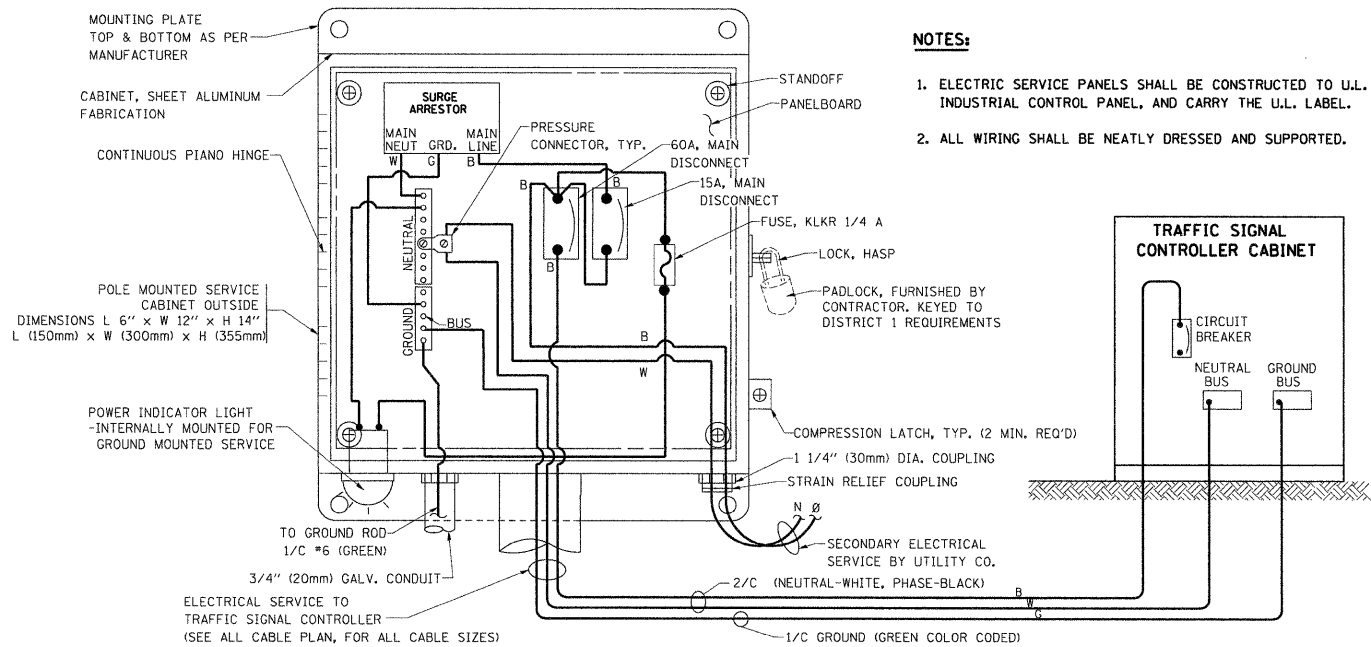
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DESIGNED BY: DAD
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SHEET 2 OF 4

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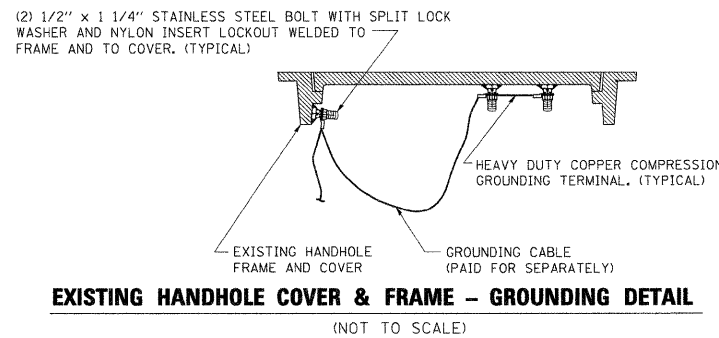
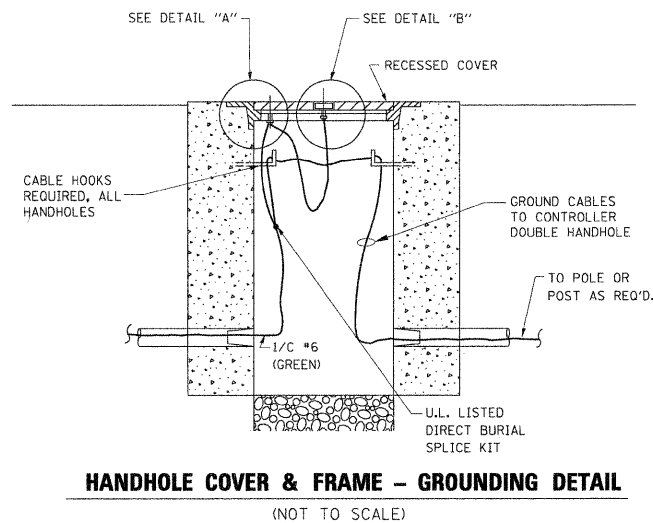
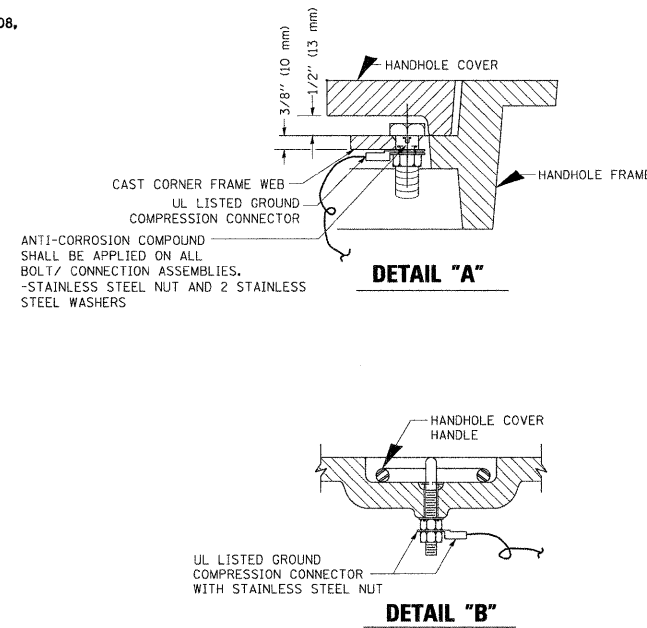
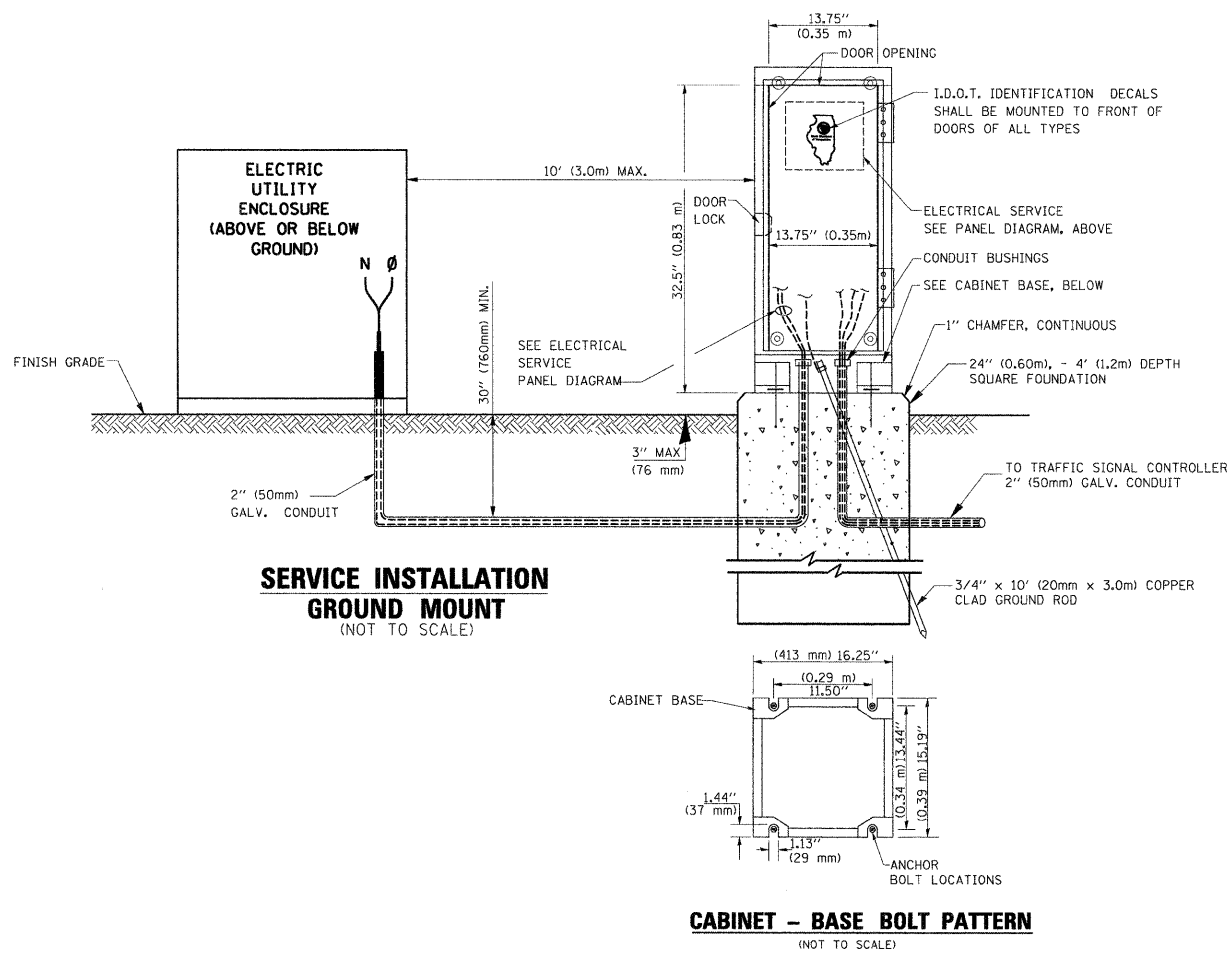
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	0913.1-T	COOK	39	18B
CONTRACT NO. 60E53				

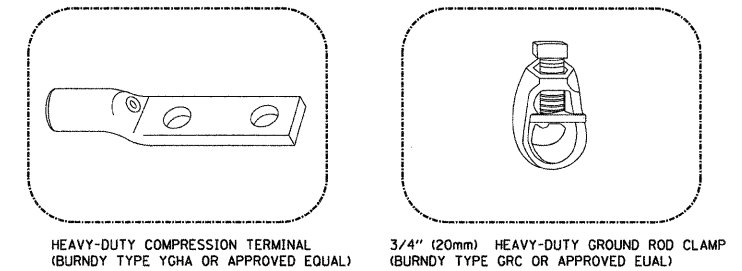


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

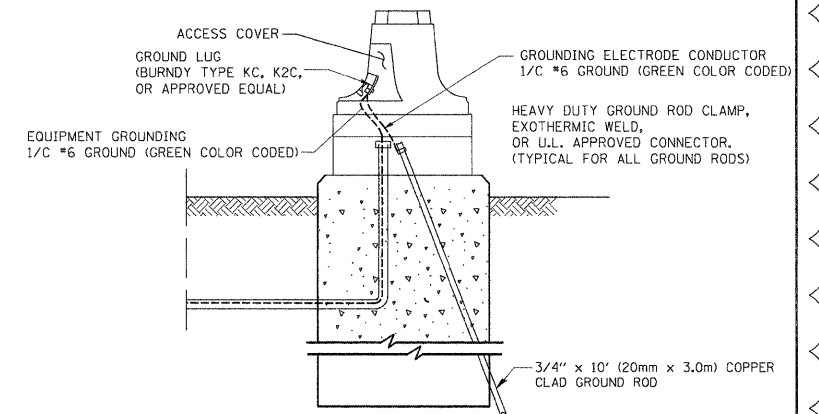


NOTES:
GROUNDING SYSTEM

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



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



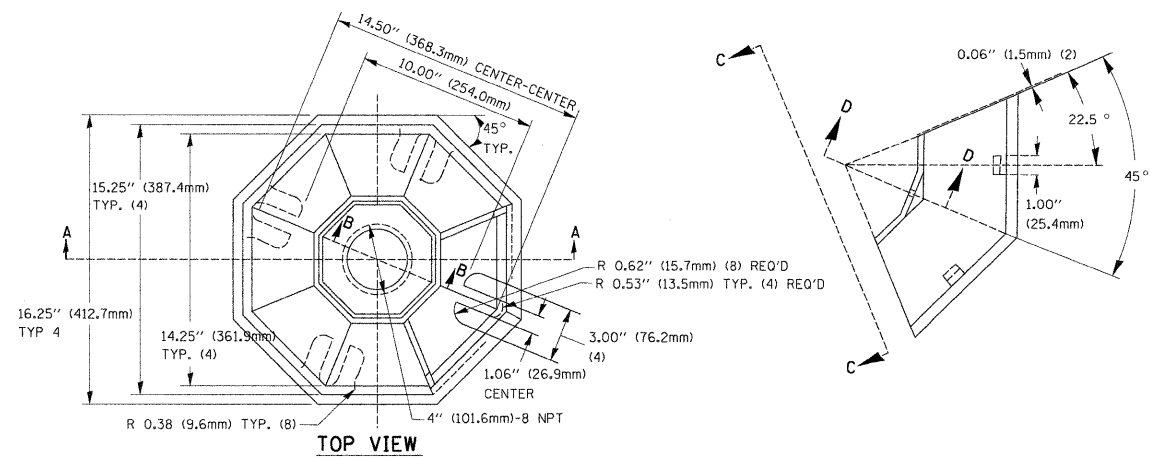
MAST ARM POLE / POST-GROUNDING DETAIL (NOT TO SCALE)

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION			
NAME	DATE	DISTRICT 1			
Added 10/9/09		STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: VERT. NONE		DRAWN BY: RWP		DESIGNED BY: DAD	
DATE: 1-01-02		CHECKED BY: DAZ		SHEET 3 OF 4	
F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 18C	
CONTRACT NO. 60E53			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

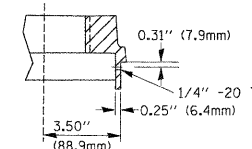
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

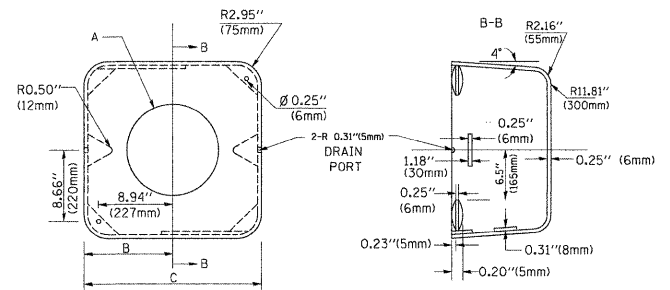
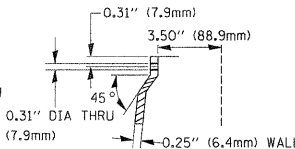
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SECTION B-B



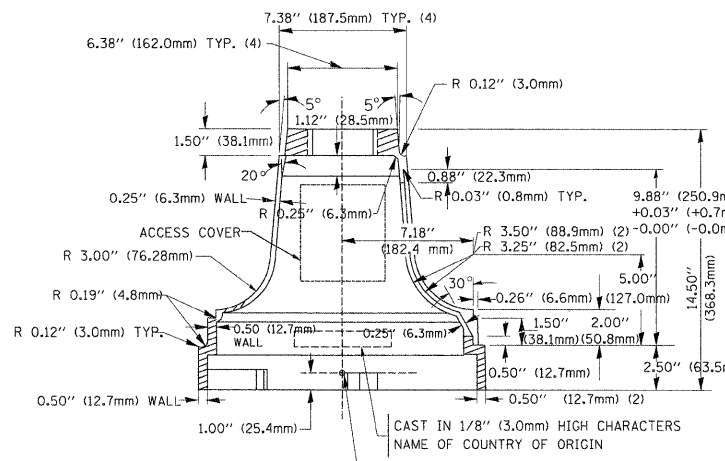
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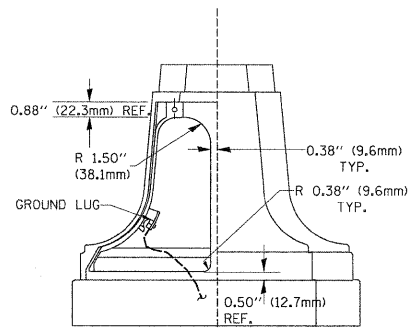
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED

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

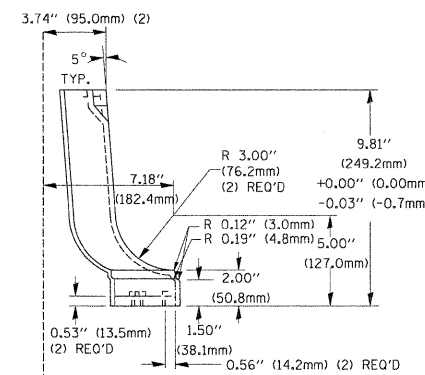
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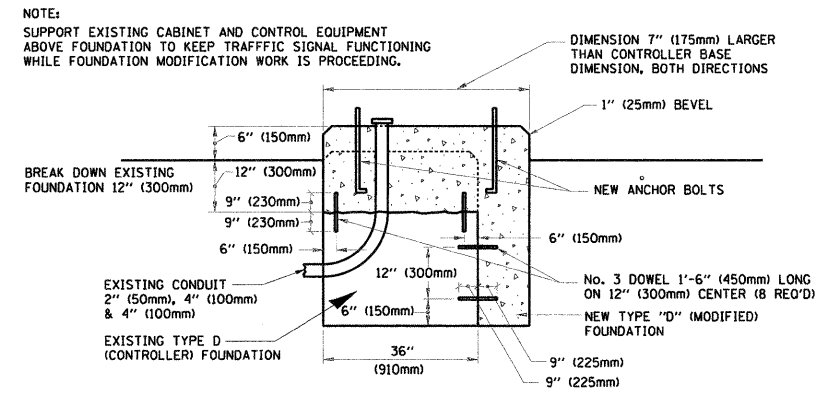
SECTION A-A



VIEW C-C

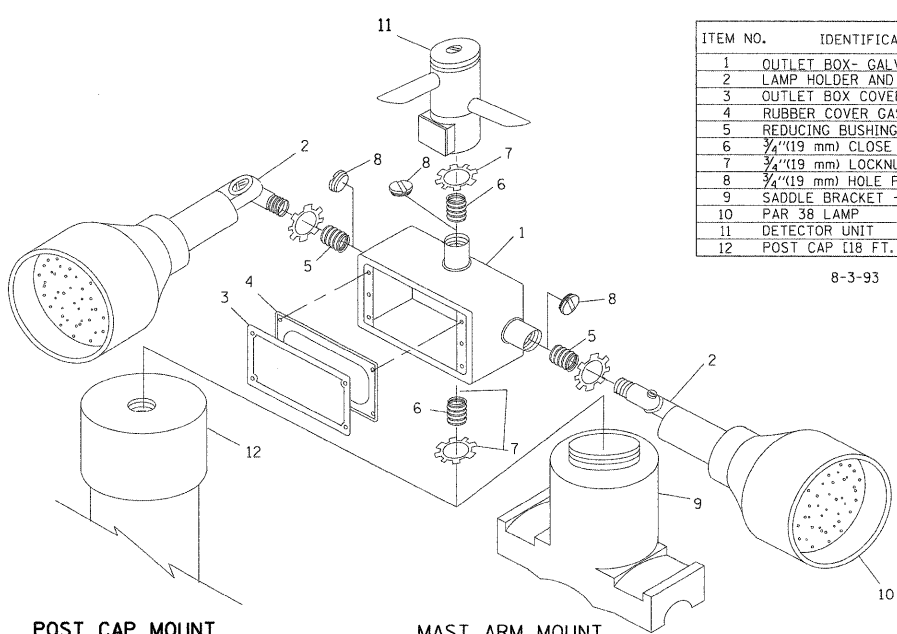


TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MODIFY EXISTING TYPE "D" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

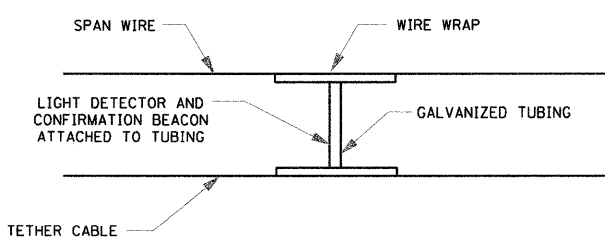
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

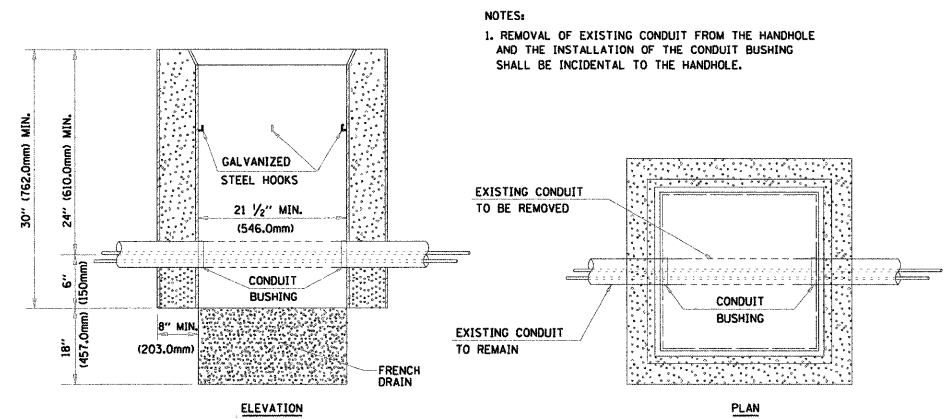
NOTES:

- 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.



LIGHT DETECTOR AND CONFIRMATION BEACON MOUNTING FOR TEMPORARY TRAFFIC SIGNALS

(NOT TO SCALE)



DETAIL HANDHOLE TO INTERCEPT EXISTING CONDUIT

N.T.S.

REVISIONS	NAME	DATE
1	Added	10/9/09

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

SCALE: VERT. NONE
 HORIZ. 1-1/8\"/>

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

FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -
#FILE#		DRAWN - MAA, SHM	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - PKG	REVISED -
	PLOT DATE = #DATE#	DATE -	REVISED -

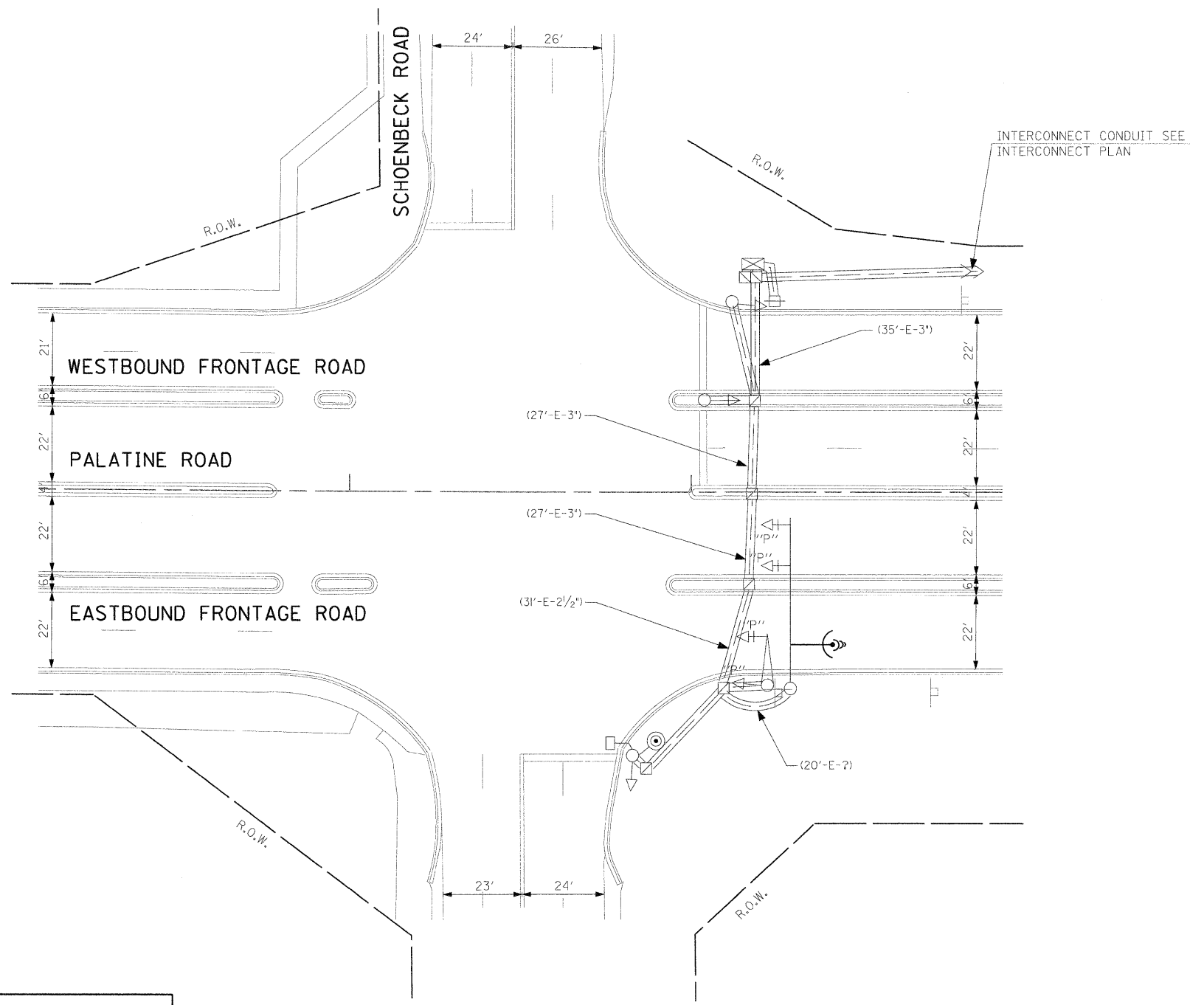
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	0913.1-T	COOK	39	18D
CONTRACT NO. 60E53			FED. ROAD DIST. NO. 1 [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		
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE		
UNIT DUCT		
COMMON TRENCH		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD, OPTICALLY PROGRAMMED		
WIRELESS INTERCONNECT ANTENNA		



2

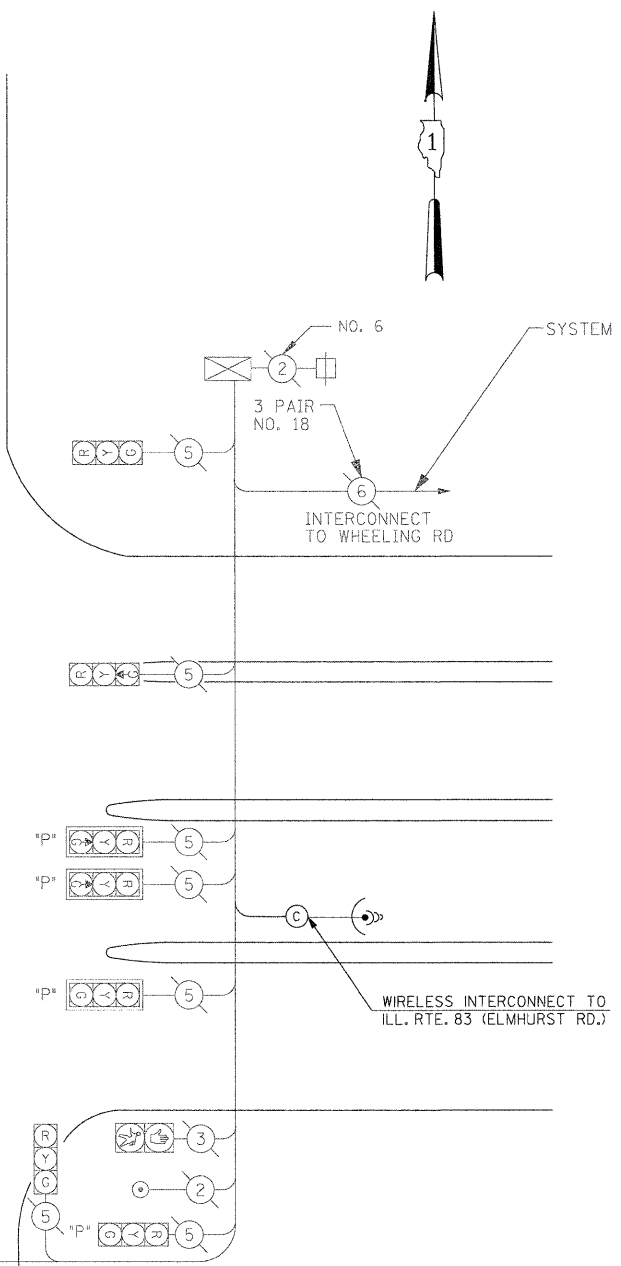
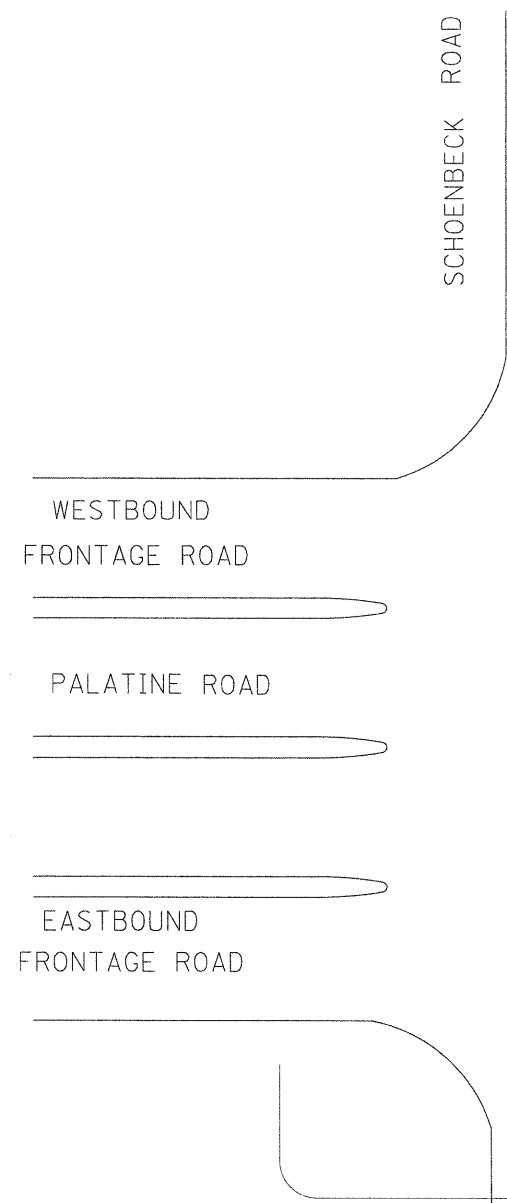
THE WIRELESS INTERCONNECT (COMPLETE) SHALL INCLUDE ALL EQUIPMENTS AND HARDWARE FOR THE INTERSECTIONS OF SCHOENBECK ROAD AND ILLINOIS ROUTE 83 (ELMHURST ROAD) ON PALATINE ROAD. THE WIRELESS INTERCONNECT SHALL BE REMOVED AFTER THE COMPLETION OF THE PROJECT AND SHALL BECOME THE PROPERTY OF THE CONTRACTOR. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

FOR ALL TEMPORARY AND PERMANENT INTERCONNECT QUANTITIES SEE SHEET NO. 18L "INTERCONNECT SCHEMATIC PLAN"

Added 10/9/09

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL TRAFFIC SIGNAL PLAN SCHOENBECK ROAD AT PALATINE RD.	F.A.P. RTE. 2710	SECTION (1213 AND 3222)R	COUNTY COOK	TOTAL SHEETS 18E	SHEET NO. 18E	
#FILEL#		DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO.		
		CHECKED -	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -								

2



CABLE PLAN LEGEND

EXISTING	PROPOSED	
		8" (200mm) TRAFFIC SIGNAL SECTION
		12" (300mm) TRAFFIC SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSH-BUTTON DETECTOR
		DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
		FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
		CO-AXIAL CABLE
		SIGNAL FACE WITH BACKPLATE. *P* INDICATES PROGRAMMED HEAD.
		GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
		GROUND ROD AT POST OR MAST ARM POLE
		GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		WIRELESS INTERCONNECT ANTENNA

PARTIAL CABLE PLAN
NOT TO SCALE

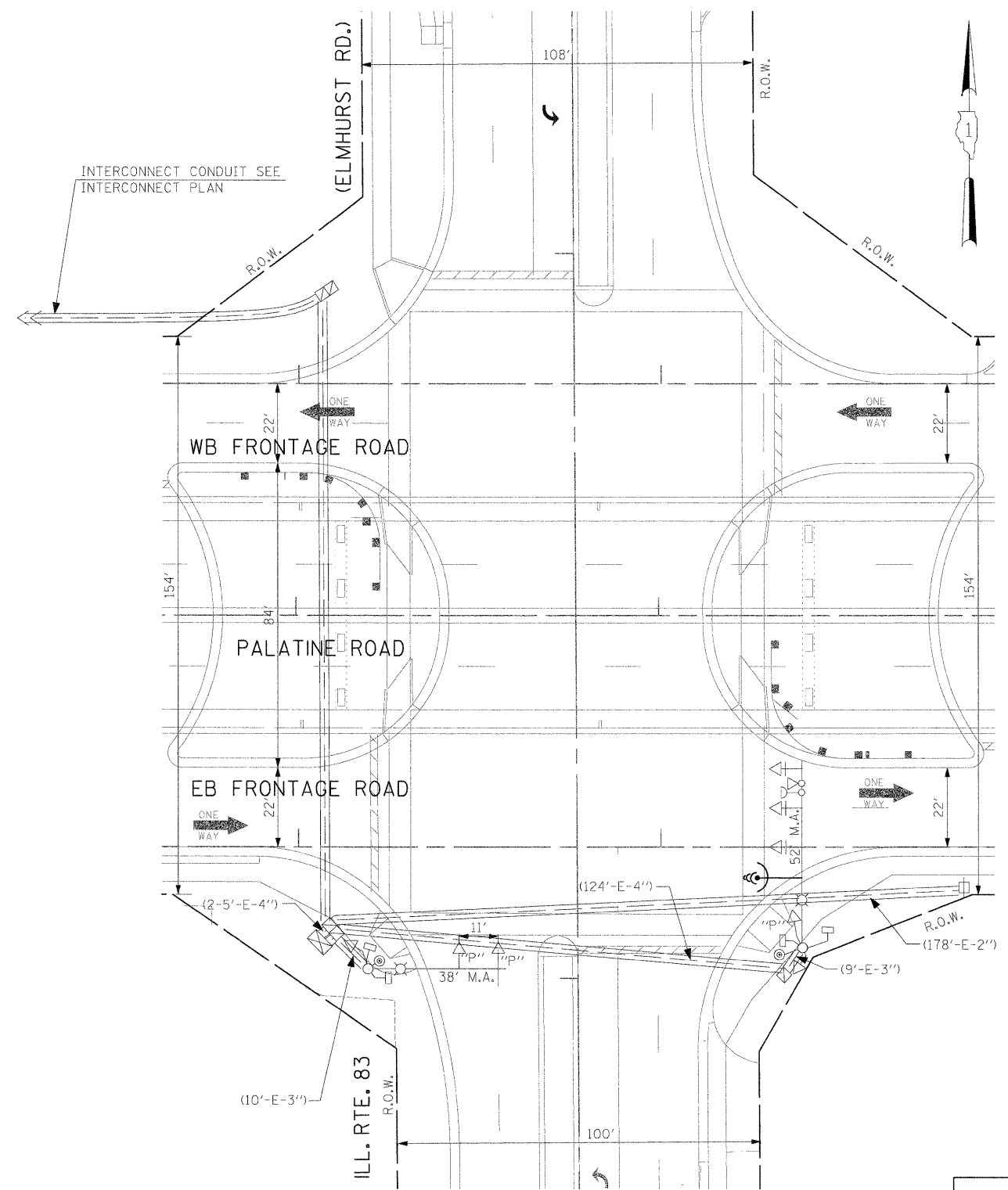
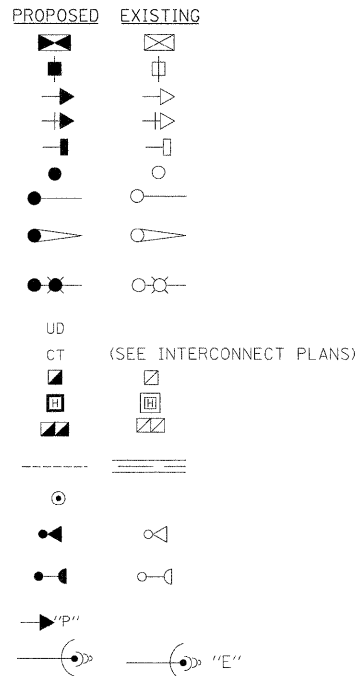
FOR ALL TEMPORARY AND PERMANENT INTERCONNECT QUANTITIES SEE SHEET NO. 18L "INTERCONNECT SCHEMATIC PLAN"

Added 10-9-09

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL TRAFFIC SIGNAL CABLE PLAN SCHOENBECK ROAD AT PALATINE ROAD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
#FILEL#		DRAWN -	REVISED -			2710	(1213 AND 3222)R	COOK	39	18F	
		PLOT SCALE = #SCALE#	CHECKED -			REVISED -	CONTRACT NO. 60E53				
		PLOT DATE = #DATE#	DATE -			REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
						SCALE: NONE	SHEET NO. OF	SHEETS	STA.	TO STA.	

TRAFFIC SIGNAL LEGEND

- 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
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- UNIT DUCT
- COMMON TRENCH
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED
- PEDESTRIAN PUSHBUTTON DETECTOR
- EMERGENCY VEHICLE SYSTEM DETECTOR
- CONFIRMATION BEACON
- SIGNAL HEAD, OPTICALLY PROGRAMMED
- WIRELESS INTERCONNECT ANTENNA



FOR ALL TEMPORARY AND PERMANENT INTERCONNECT QUANTITIES SEE SHEET NO. 18L "INTERCONNECT SCHEMATIC PLAN"

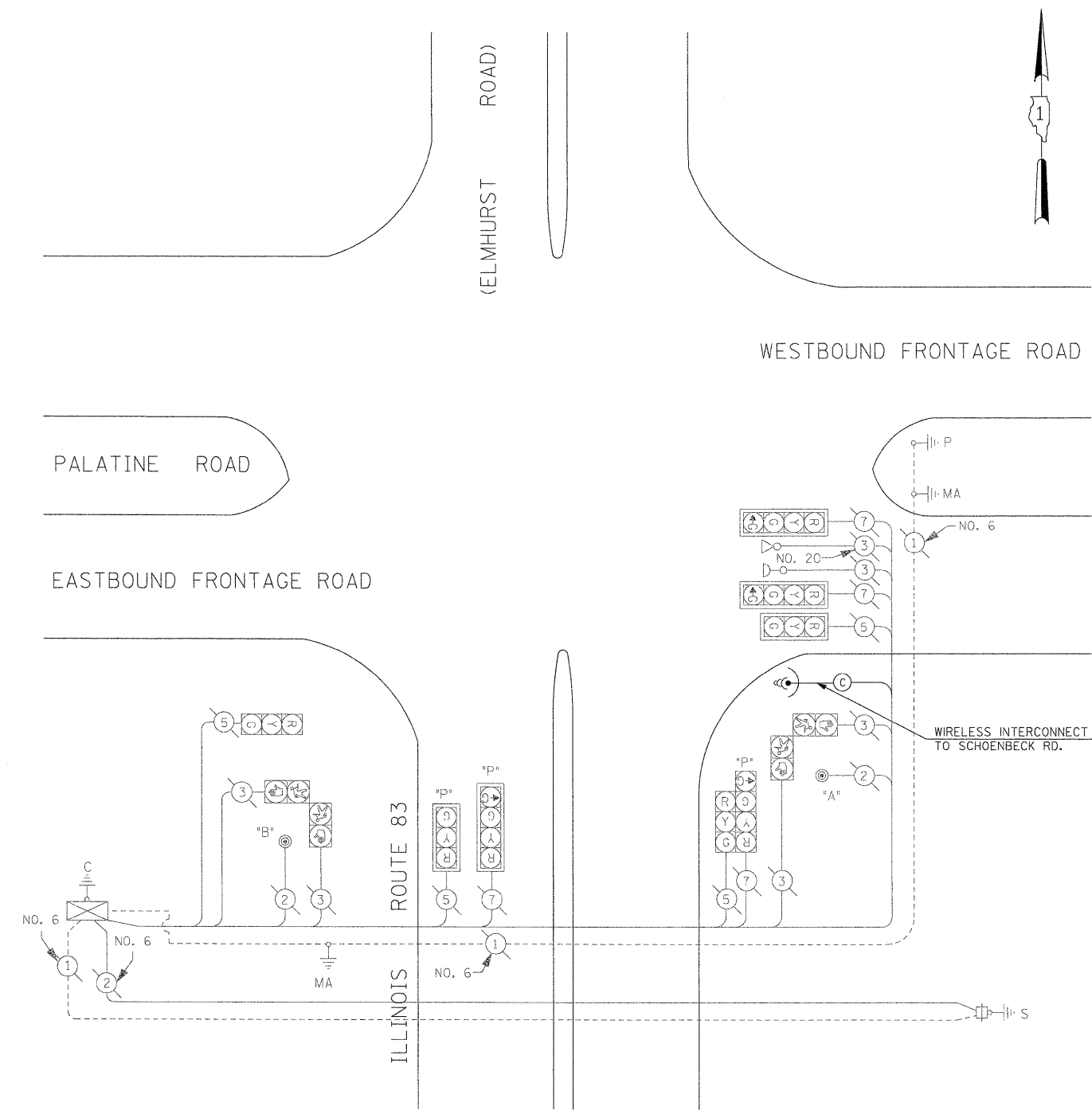
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Added 10-9-09

FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL TRAFFIC SIGNAL PLAN ILL. RTE. 83 (ELMHURST RD.) AT PALATINE RD.	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 18G
#FILEL#		DRAWN - MAA, SHM	REVISED -			CONTRACT NO. 60E53				
PLOT SCALE = #SCALE#		CHECKED - PKG	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
PLOT DATE = #DATE#		DATE -	REVISED -			SCALE: 1"=20' SHEET NO. ___ OF ___ SHEETS STA. _____ TO STA. _____				

CABLE PLAN LEGEND

EXISTING	PROPOSED	
		8" (200mm) TRAFFIC SIGNAL SECTION
		12" (300mm) TRAFFIC SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSH-BUTTON DETECTOR
		DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
		FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM2F & SM2F
		CO-AXIAL CABLE
		SIGNAL FACE WITH BACKPLATE. *P* INDICATES PROGRAMMED HEAD.
		GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
		GROUND ROD AT POST OR MAST ARM POLE
		GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		WIRELESS INTERCONNECT ANTENNA



PARTIAL CABLE PLAN
NOT TO SCALE

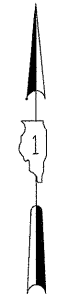
FOR ALL TEMPORARY AND PERMANENT INTERCONNECT QUANTITIES SEE SHEET NO. 18L "INTERCONNECT SCHEMATIC PLAN"

2

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL TRAFFIC SIGNAL CABLE PLAN ILL. RTE. 83 (ELMHURST RD.) AT PALATINE RD.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
#FILEL#	DRAWN -	REVISED -	2710			(1213 AND 3222)R	COOK	39	18H	
PLOT SCALE = #SCALE#	CHECKED -	REVISED -	CONTRACT NO. 60E53							
PLOT DATE = #DATE#	DATE -	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
					SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.				

Added 10/9/09

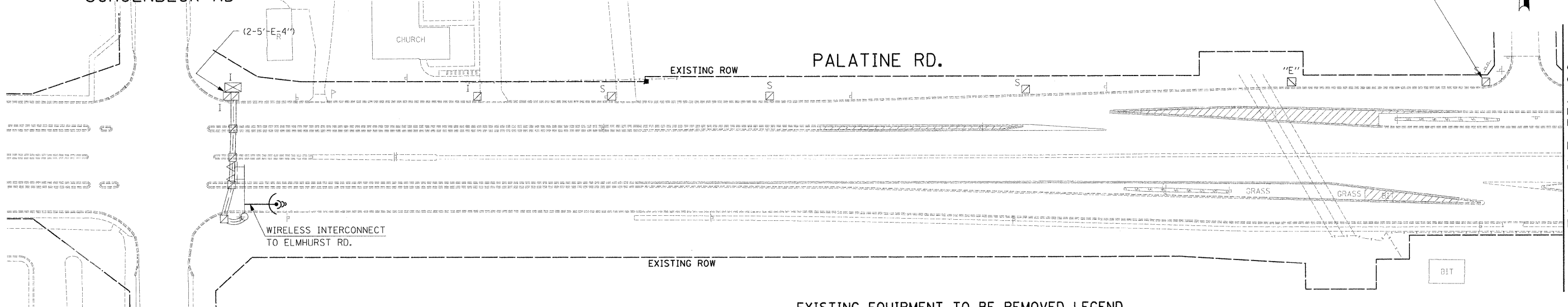
THE EXISTING TRACER CABLE SHALL BE DISCONNECTED AT THE EXISTING CONTROLLER LOCATED AT SCHOENBECK ROAD AND PALATINE ROAD AND PULLED BACK, COILED, AND STORED IN THIS HANDHOLE UNTIL NEEDED FOR PROPOSED INTERCONNECT WORK.



SCHOENBECK RD

PALATINE RD.

MATCH LINE 351+00



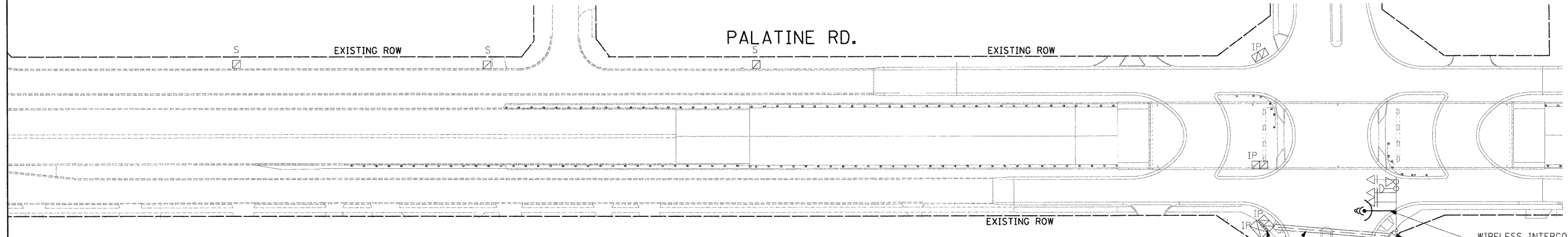
EXISTING EQUIPMENT TO BE REMOVED LEGEND

"E"
 EXISTING HANDHOLE TO BE REMOVED

2

MATCH LINE 351+00

PALATINE RD.



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER			DOUBLE HANDHOLE		
SERVICE INSTALLATION			GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
SIGNAL HEAD			PEDESTRIAN PUSHBUTTON DETECTOR		
SIGNAL HEAD WITH BACKPLATE			EMERGENCY VEHICLE SYSTEM DETECTOR		
SIGNAL HEAD, PEDESTRIAN			CONFIRMATION BEACON		
SIGNAL POST			SIGNAL HEAD, OPTICALLY PROGRAMMED		
MAST ARM ASSEMBLY AND POLE, STEEL			WIRELESS INTERCONNECT ANTENNA		
MAST ARM ASSEMBLY AND POLE, ALUMINUM					
COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE					
UNIT DUCT	UD				
COMMON TRENCH	CT				
HANDHOLE					
HEAVY DUTY HANDHOLE					

(2'-5"-E-4")
 (124'-E-4")
 (9'-E-3")
 WIRELESS INTERCONNECT SCHOENBECK RD.

ELMHURST RD.

FOR ALL TEMPORARY AND PERMANENT INTERCONNECT QUANTITIES SEE SHEET NO. 18L "INTERCONNECT SCHEMATIC PLAN"

Added 10/9/09

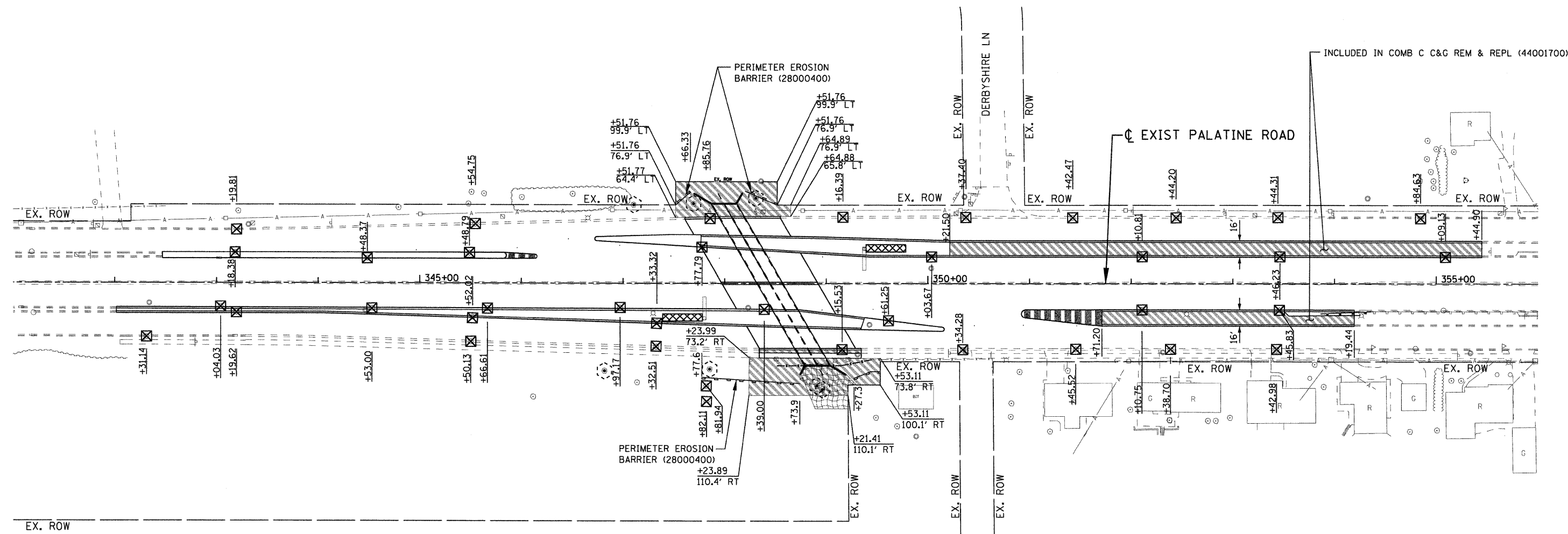
FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY INTERCONNECT PLAN PALATINE ROAD SCHOENBECK ROAD TO ELMHURST RD.	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 181		
#FILE#		DRAWN - MAA, SHM	REVISED -			SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 60E53			
		CHECKED - PKG	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									

GO GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL: 773/774-5990



EROSION CONTROL LEGEND

- EROSION CONTROL BLANKET (25100630)
- INLET FILTERS (28000510)
- PERIMETER EROSION BARRIER (SILT FENCE) (28000400)



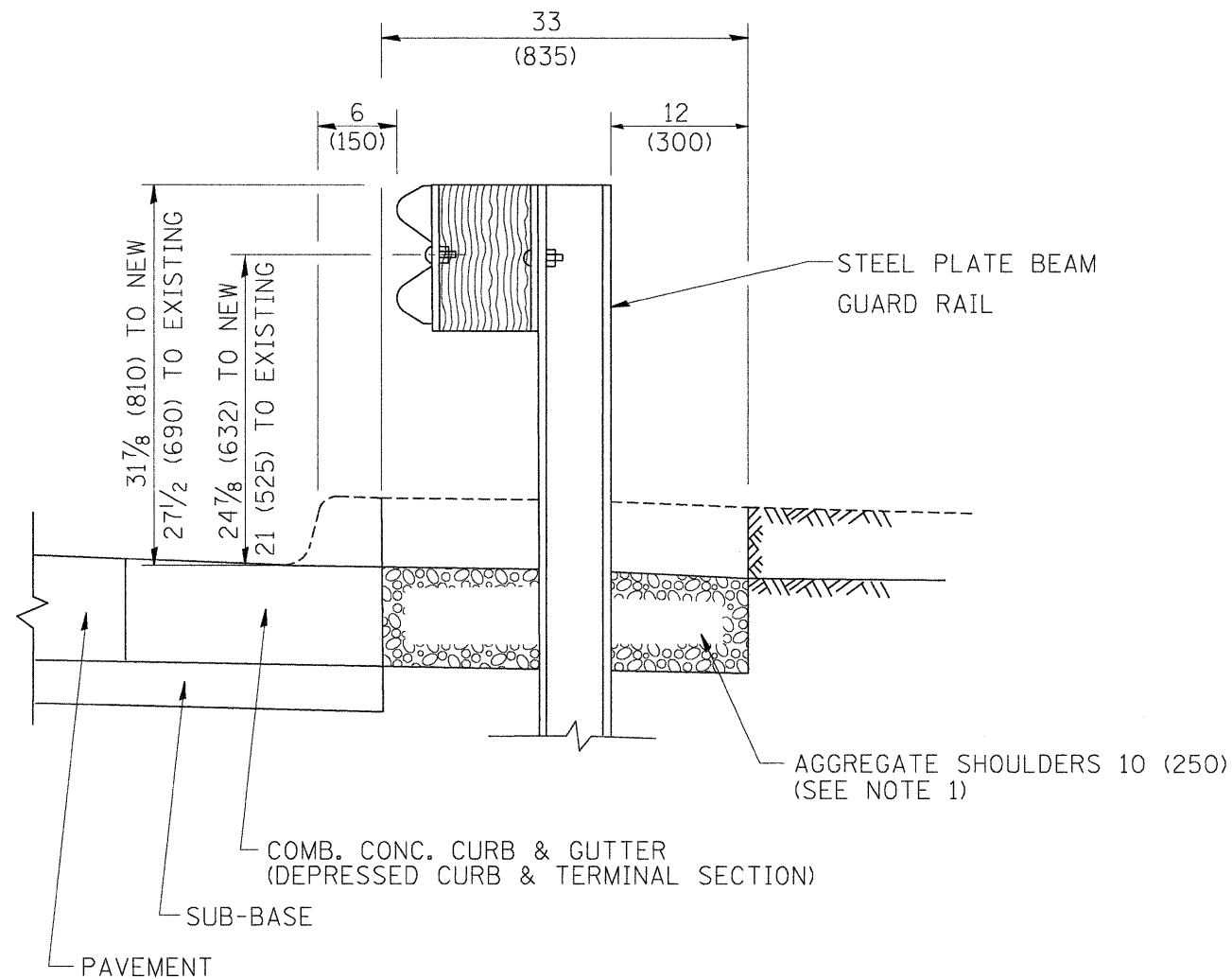
EROSION CONTROL NOTES

1. TEMPORARY EROSION CONTROL DEVICES SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS.
2. THE CONTRACTOR SHALL CONFINE ACTIVITIES TO FALL WITHIN THE EXISTING RIGHT-OF-WAY AS SHOWN ON THE PLANS.
3. ANY DEVIATION FROM THE TEMPORARY EROSION CONTROL PLAN OR SCHEDULE BY THE CONTRACTOR SHALL BE AT THE DISCRETION OF THE ENGINEER.
4. PERIMETER EROSION BARRIER IS TO BE INSTALLED IN ALL AREAS PRIOR TO START OF CONSTRUCTION.
5. INLET AND PIPE PROTECTION FOR EXISTING STRUCTURES SHALL BE INSTALLED AT THE START OF CONSTRUCTION.

LEGEND

- SEEDING, CLASS 4 (25000310)
- TREE TRUNK PROTECTION (20101100)

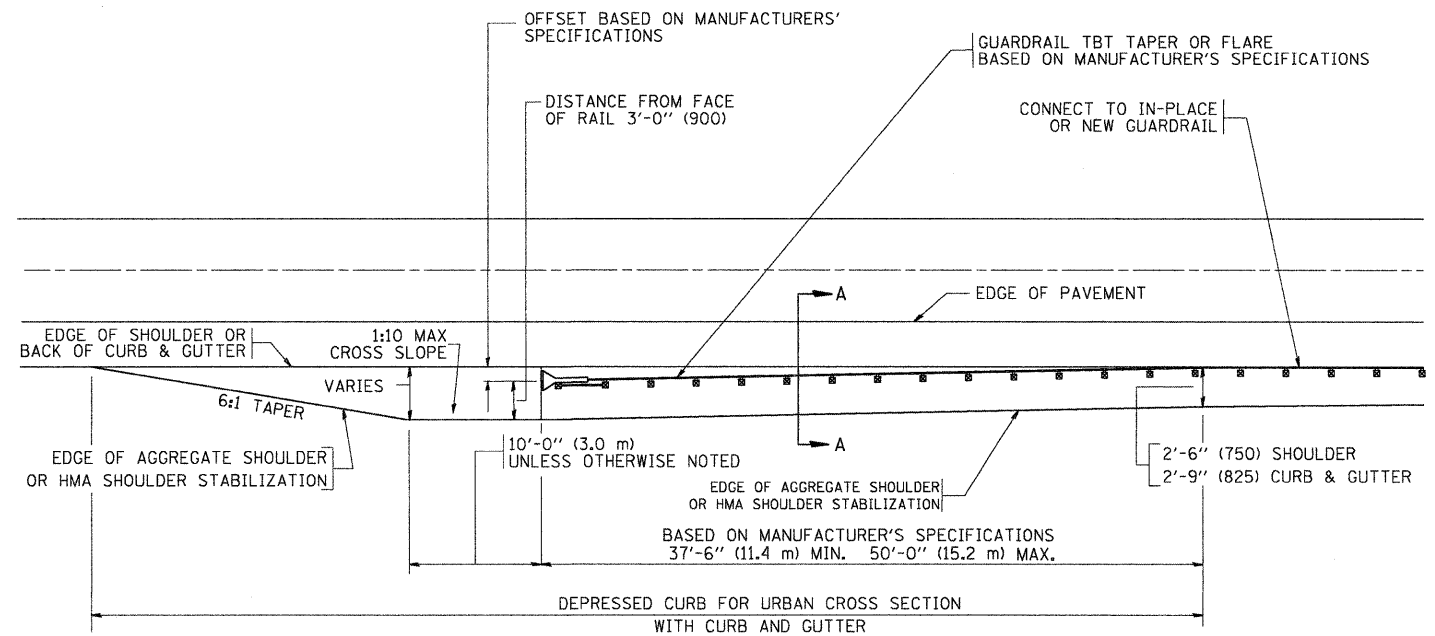
FILE NAME =	USER NAME = 2prenid	DESIGNED - DLP	REVISED - 10/9/09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	McDONALD CREEK CULVERT EROSION CONTROL AND LANDSCAPING PLANS	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 18	
CONTRACT NO. 60E53	SCALE: 1"= 50'		SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
<p style="font-size: small;">G:\projects\2002305\CADD\Civil\Sh\02\022\PLM\LS_01.dgn</p> <p style="font-size: small;">PLOT SCALE = 50.0286' / IN.</p> <p style="font-size: small;">PLOT DATE = 10/9/2009</p> <p style="font-size: small;">DRAWN - ENTRAN</p> <p style="font-size: small;">CHECKED - TMH</p> <p style="font-size: small;">DATE - 03/09</p> <p style="font-size: small;">REVISED -</p> <p style="font-size: small;">REVISED -</p> <p style="font-size: small;">REVISED -</p>											



SECTION A-A

- NOTES:
1. THE AGGREGATE SHOULDER, 10" OR HMA SHOULDER, 6" (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
 2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
 3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION HEIGHT TO BE PLACED MUST MATCH THE HEIGHT OF THE IN-PLACE GUARDRAIL.

DETAILS FOR STEEL PLATE BEAM
 GUARD RAIL ADJACENT TO CURB AND GUTTER
 [FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



DEPRESSED CURB AND GUTTER AND
 SHOULDER TREATMENT AT TBT TY. 1 SPL.

BASIS OF PAYMENT: HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SHOULDERS 6" (150 mm)".

STEEL PLATE BEAM GUARD RAIL AND TRAFFIC BARRIER TERMINAL, OF THE TYPE SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
 ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - M. DE YONG	REVISED - E. GOMEZ 08-28-00
es:\pwork\PIWIDOT\DRIVAKOSGN\d018315\1434.dgn		DRAWN -	REVISED - R. BORO 01-01-07
		CHECKED -	REVISED - R. BORO 12-08-2008
		DATE - 09-22-90	REVISED - R. BORO 09-14-2009

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DETAILS FOR DEPRESSED CURB & GUTTER AND
 SHOULDER TREATMENT AT TBT TY 1 SPL.

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	0913.1-T	COOK	39	35
BD600-10 (BD 34)			CONTRACT NO. 60E53	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

Rev. 10/9/09