

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

D-91-440-08 *39+14-53

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION

PALATINE ROAD: FC 30 - OTHER PRINCIPAL ARTERIAL
FRONTAGE ROAD: FC 90 - LOCAL ROAD

TRAFFIC DATA

2008 ADT = 30,000 - PALATINE ROAD
2020 ADT = 54,000 - PALATINE ROAD

POSTED SPEED LIMIT

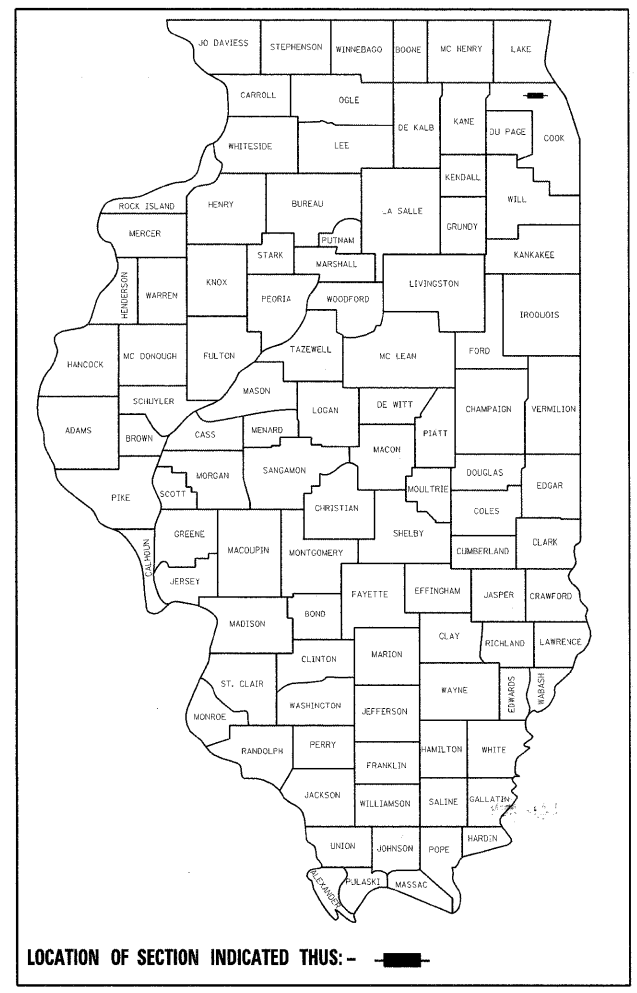
PALATINE MAINLINE - 45 MPH
FRONTAGE ROADS - 30 MPH

**PROJECT LOCATED IN
THE CITY OF
PROSPECT HEIGHTS**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

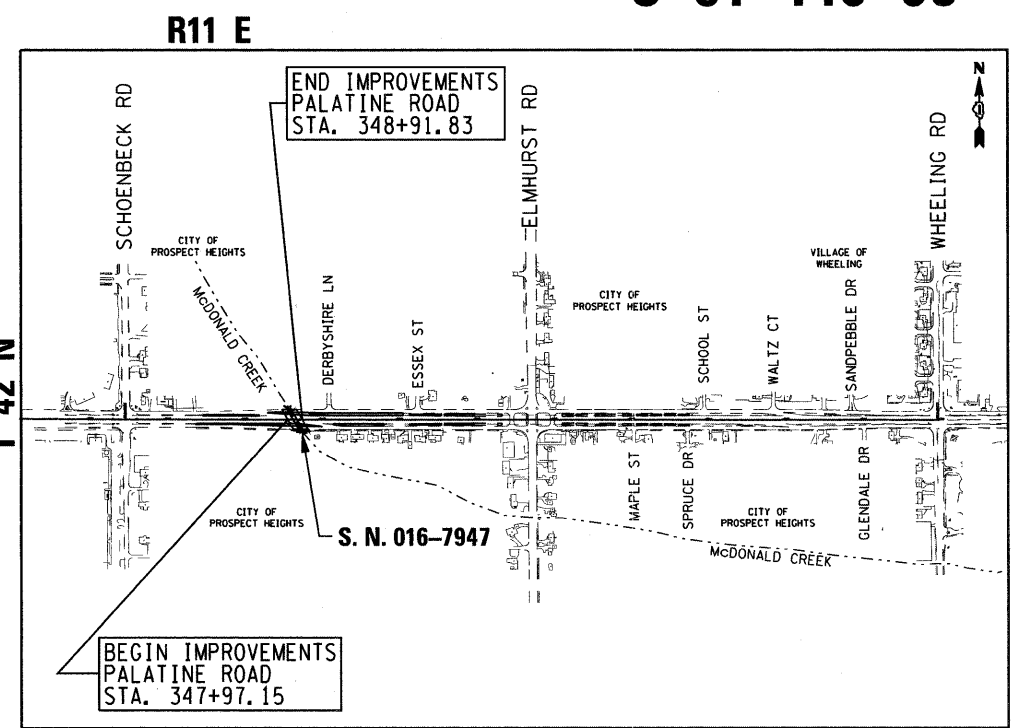
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 305 (PALATINE ROAD)
SECTION: 0913.1-T
McDONALD CREEK BOX CULVERT REPLACEMENT
PROJECT NO.: ACNHF-0305(042)
COOK COUNTY
C-91-440-08



LOCATION OF SECTION INDICATED THUS: -

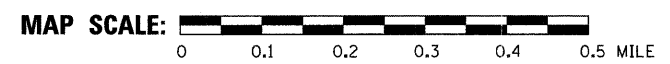
McDONALD CREEK BOX CULVERT UNDER PALATINE RD
STATION 348+44.50
STRUCTURE NO 016-7947
BOX CULVERT REPLACEMENT



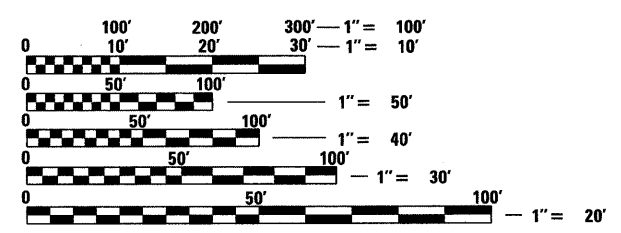
T 42 N

R11 E

WHEELING TOWNSHIP



GROSS LENGTH OF IMPROVEMENTS = 94.68 LIN. FT. (= 0.018 MILES)
NET LENGTH OF IMPROVEMENTS = 94.68 LIN. FT. (= 0.018 MILES)



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT MANAGER: ISAAC KWARTENG
847-705-4230

CONTRACT NO. 60E53



THOMAS M. HEIN, P. E.
IL. LIC. NO. 062-053199
EXP 11-30-09
DATE 6-24-09



DEBORAH A. ZROKA, S.E.
IL. LIC. NO. 081-005152
EXP 11-30-10
DATE 6-24-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED June 25 20 09
Devin O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 2, 20 09
Charles G. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT
October 2, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

INDEX OF SHEETS, GENERAL NOTES AND HIGHWAY STANDARDS

INDEX OF DRAWINGS

SHEET NO.	DESCRIPTION
*****	*****
1	COVER SHEET
2	INDEX OF SHEETS, GENERAL NOTES, AND HIGHWAY STANDARDS
3 - 5A	SUMMARY OF QUANTITIES
6	TYPICAL SECTIONS
7 - 10	SCHEDULE OF QUANTITIES
11	ALIGNMENT, TIES, AND BENCHMARKS
12	EXISTING AND PROPOSED ROADWAY PLANS
13	EXISTING AND PROPOSED DRAINAGE AND UTILITY PLANS
14	ROADWAY DETAILS
15	MAINTENANCE OF TRAFFIC-STAGE 1
16	MAINTENANCE OF TRAFFIC-STAGE 2
17	PAVEMENT MARKING AND SIGNING PLANS
18	EROSION CONTROL AND LANDSCAPING PLANS
18A - 18M	EXISTING AND PROPOSED INTERCONNECT PLANS
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34 - 39	DISTRICT DETAILS

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

FILE NAME =	USER NAME = 2piemid	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.		
6:\project\2092305\CADD\Civil\Sh\002\02PLM.IN_01.dgn		DRAWN - ENTRAN	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	305	0913.1-T	COOK	39	2
		CHECKED - TMH	REVISED -												
		DATE - 03/09	REVISED -												
	PLOT SCALE = 50.0000' / IN.														
	PLOT DATE = 8/11/2009														
											CONTRACT NO. 60E53				
											FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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	102		102													
20101100	TREE TRUNK PROTECTION	EACH	7		7													
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													
25200110	SODDING, SALT TOLERANT	SQ YD	925		925													
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												

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	6		6														
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	12		12														
70400100	TEMPORARY CONCRETE BARRIER	FOOT	457		457														

** Specialty Items*

FILE NAME =
G:\projects\2002305\CADD\Civil\Sheet\002\02PLM\SM_01.dgn

USER NAME = zpiend
PLOT SCALE = 50.0000' / IN.
PLOT DATE = 8/11/2009

DESIGNED - DLP
DRAWN - ENTRAN
CHECKED - TMH
DATE - 03/09

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MCDONALD CREEK CULVERT
SUMMARY OF QUANTITIES**

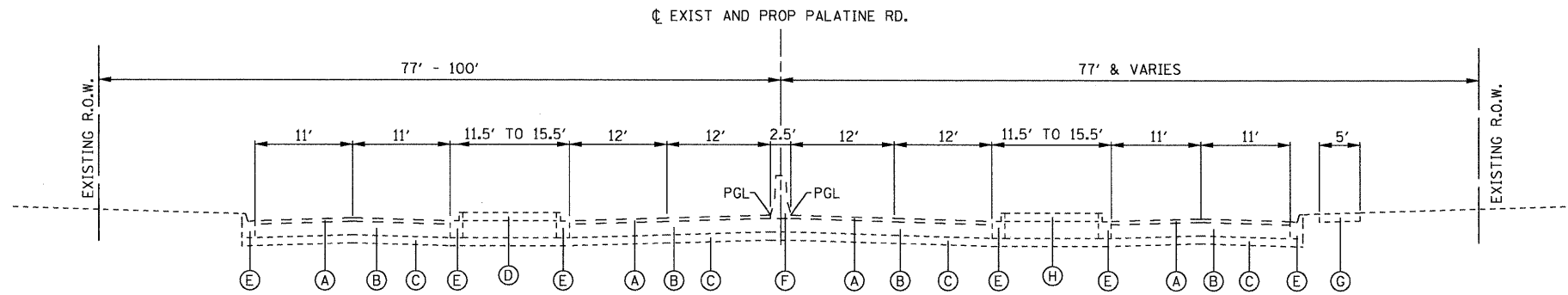
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 4
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60E53	

SUMMARY OF QUANTITIES

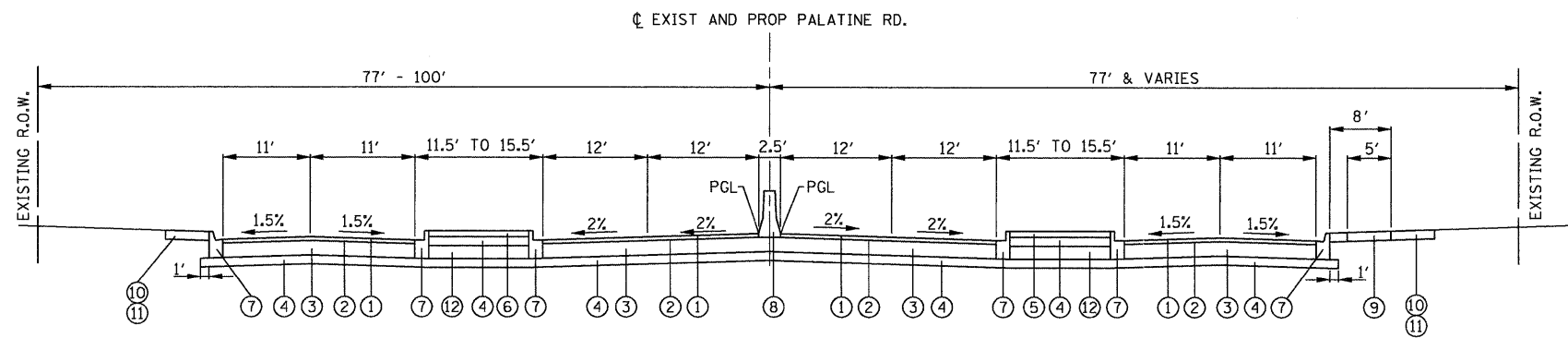
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	URBAN 80% FED. 20% STATE	ROADWAY	DRAINAGE (McDONALD CREEK CULVERT)	LIGHTING	CONSTRUCTION TYPE	CODE										
					1000-2A	X078-2A	Y030-1E												
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	399		399														
* 72000100	SIGN PANEL - TYPE 1	SQ FT	43		43														
* 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	134		134														
* 81400100	HANDHOLE	EACH	2		2														
* 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	279		111		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														
* 89502200	MODIFY EXISTING CONTROLLER	EACH	2		2														
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1,264		1,264														
* 89502380	REMOVE EXISTING HANDHOLE	EACH	1		1														
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	2		2														
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*



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 PG76-22	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.
 • WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22.

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	75.3 RT	6.00	
TOTAL =			102

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
348+91.0	100.9 RT	1.0
348+96.3	104.6 RT	1.0
TOTAL = 7		

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 = 988				

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 = 42				

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				

FILE NAME = G:\project\2002305\CADD\Civil\Sheet\002\022	USER NAME = 2piemid 2PLMLSC...01.dgn	DESIGNED - DLP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	McDONALD CREEK CULVERT SCHEDULE OF QUANTITIES			F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 7
PLOT SCALE = 50.00' / IN.		CHECKED - TMH	REVISED -					CONTRACT NO. 60E53				
PLOT DATE = 6/29/2009		DATE - 03/09	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

SCHEDULE OF QUANTITIES

44000100 PAVEMENT REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD					
NORTH SIDE - FRONTAGE ROAD					
347+61.0	0.0	-	347+69.7	15.3	7.4
347+69.7	15.3	-	348+09.7	17.1	72.1
348+09.7	17.1	-	348+54.9	17.8	87.5
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	28.7	268.7
348+74.5	28.7	-	348+91.1	0.0	26.4
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	171.1
348+74.6	25.0	-	348+92.5	27.2	52.0
348+92.5	27.2	-	349+09.4	0.0	25.5
SOUTH SIDE - FRONTAGE ROAD					
348+21.6	0.0	-	348+34.0	21.3	14.7
348+34.0	21.3	-	349+17.9	18.9	187.3
349+17.9	18.9	-	349+28.8	0.0	11.4
X0712400 TEMP PAVEMENT					3,159.6
TOTAL =					4,149

44000600 SIDEWALK REMOVAL

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

44001700 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
NORTH SIDE - FRONTAGE ROAD					
347+61.0	62.7 LT	-	348+09.7	64.0 LT	48.8
348+09.7	64.0 LT	-	348+54.9	64.0 LT	45.1
347+76.9	47.6 LT	-	348+91.9	45.6 LT	115.1
348+91.9	45.6 LT	-	350+21.5	42.0 LT	129.6
350+21.5	42.0 LT	-	355+44.9	42.0 LT	523.4
NORTH SIDE - MAINLINE					
347+76.2	35.6 LT	-	349+43.0	26.0 LT	167.2
349+43.0	26.0 LT	-	355+44.9	26.0 LT	601.9
SOUTH SIDE - MAINLINE					
342+01.6	24.0 RT	-	348+11.7	25.2 RT	610.1
348+11.7	25.2 RT	-	348+74.6	26.1 RT	62.9
348+74.6	26.1 RT	-	349+37.7	33.9 RT	63.6
351+71.3	26.0 RT	-	354+19.4	26.0 RT	248.2
SOUTH SIDE - FRONTAGE ROAD					
342+01.6	30.0 RT	-	344+05.7	30.0 RT	204.1
344+05.7	30.0 RT	-	349+06.2	44.9 RT	500.7
349+06.2	44.9 RT	-	349+33.9	45.5 RT	27.7
351+71.2	42.0 RT	-	354+19.4	42.0 RT	248.2
348+34.0	64.0 RT	-	349+34.4	64.0 RT	100.4
TOTAL =					3,697

44001980 CONCRETE BARRIER REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
CENTERLINE					
347+97.2	0.0 RT	-	348+91.8	0.0 RT	94.7
TOTAL =					95

44003100 MEDIAN REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
PALATINE ROAD					
NORTH SIDE					
342+46.7	6.0	-	345+82.2	6.0	2,012.7
345+82.2	6.0	-	346+60.1	1.0	272.9
346+60.1	1.0	-	349+19.6	17.0	2,289.2
SOUTH SIDE					
349+10.1	15.0	-	350+21.3	3.7	1,039.3
TOTAL =					5,614
44003800 MEDIAN SURFACE REMOVAL					
PALATINE ROAD					
SOUTH SIDE					
342+01.6	2.6	-	343+78.9	2.6	462.8
343+78.9	2.6	-	347+21.6	11.6	2,433.2
TOTAL =					2,896

48203021 HOT-MIX ASPHALT SHOULDERS, 6"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD					
SOUTH SIDE - MAINLINE					
353+50.8	0.0	-	353+54.9	4.4	1.0
353+54.9	4.4	-	354+19.4	4.0	30.1
TOTAL =					31

550A0040 STORM SEWERS, CLASS A, TYPE 1 10"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
347+77.1	45.2 LT	-	348+02.3	38.8 LT	26.0
TOTAL =					26

550A0050 STORM SEWERS, CLASS A, TYPE 1 12"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
347+85.9	63.7 LT	-	348+02.3	38.8 LT	29.8
347+77.8	35.7 LT	-	348+02.3	38.8 LT	24.7
348+02.3	38.8 LT	-	348+02.6	27.0 LT	11.8
348+39.0	25.7 RT	-	348+31.0	32.3 RT	10.3
349+15.5	65.2 RT	-	349+30.7	69.9 RT	15.9
349+15.6	45.2 RT	-	349+15.5	65.2 RT	20.0
TOTAL =					113

550A0410 STORM SEWERS, CLASS A, TYPE 2 24"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
349+15.2	88.3 RT	-	349+29.0	71.7 RT	21.6
TOTAL =					22

550A0490 STORM SEWERS, CLASS A, TYPE 2 54"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
348+36.0	37.8 RT	-	348+78.7	83.4 RT	62.5
TOTAL =					63

55100400 STORM SEWER REMOVAL 10"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
347+85.9	63.7 LT	-	348+02.3	38.8 LT	29.8
347+77.1	45.2 LT	-	348+02.3	38.8 LT	26.0
347+77.8	35.7 LT	-	348+02.3	38.8 LT	24.7
348+39.0	25.7 RT	-	348+31.0	32.3 RT	10.3
TOTAL =					91

55100500 STORM SEWER REMOVAL 12"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
348+02.3	38.8 LT	-	348+02.6	27.0 LT	11.8
349+15.5	65.2 RT	-	349+30.7	69.9 RT	15.9
349+15.6	45.2 RT	-	349+15.5	65.2 RT	20.0
TOTAL =					48

55101200 STORM SEWER REMOVAL 24"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
349+15.2	88.3 RT	-	349+29.0	71.7 RT	21.6
TOTAL =					22

55102000 STORM SEWER REMOVAL 54"

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
PALATINE ROAD					
348+36.0	37.8 RT	-	348+78.7	83.4 RT	62.5
TOTAL =					63

60201205 CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 12 FRAME AND GRATE

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	EACH
PALATINE ROAD					
348+39.0	25.7 RT	-			1.0
349+15.5	65.2 RT	-			1.0
TOTAL =					2

60218400 MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	EACH
PALATINE ROAD					
348+02.3	38.8 LT	-			1.0
TOTAL =					1

60236900 INLETS, TYPE A, TYPE 12 FRAME AND GRATE

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	EACH
PALATINE ROAD					
347+85.7	64.5 LT	-			1.0
TOTAL =					1

60300105 FRAMES AND GRATES TO BE ADJUSTED

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	EACH
PALATINE ROAD					
EXISTING					
NORTH SIDE					
343+02.5	24.0 LT	-			1.0
344+48.4	24.3 LT	-			1.0
345+48.8	29.5 LT	-			1.0
347+77.8	35.7 LT	-			1.0
350+03.7	26.0 LT	-			1.0
352+10.8	26.3 LT	-			1.0
353+46.2	26.4 LT	-			1.0
355+09.1	26.1 LT	-			1.0
SOUTH SIDE					
343+04.0	23.5 RT	-			1.0
343+19.6	29.1 RT	-			1.0
344+53.0	25.2 RT	-			1.0
345+52.0	33.7 RT	-			1.0
345+66.6	25.1 RT	-			1.0
347+33.3	38.6 RT	-			1.0
349+61.3	36.8 RT	-			1.0
352+10.8	26.1 RT	-			1.0
353+45.8	26.3 RT	-			1.0
PROPOSED					
NORTH SIDE - FRONTAGE ROAD					
343+02.5	24.0 LT	-			1.0
344+48.4	24.3 LT	-			1.0
345+48.8	29.5 LT	-			1.0
347+77.8	35.7 LT	-			1.0
350+03.7	26.0 LT	-			1.0
352+10.8	26.3 LT	-			1.0
353+46.2	26.4 LT	-			1.0
355+09.1	26.1 LT	-			1.0
TOTAL =					34

60300305 FRAMES AND LIDS TO BE ADJUSTED

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	EACH
PALATINE ROAD					
EXISTING					
SOUTH SIDE					
344+46.7	27.2 RT	-			1.0
349+42.5	40.8 RT	-			1.0
PROPOSED					
SOUTH SIDE					
344+46.7	27.2 RT	-			1.0
349+42.5	40.8 RT	-			1.0
TOTAL =					4

SCHEDULE OF QUANTITIES

60500040 REMOVING MANHOLES

STATION	OFFSET(FT)	EACH
PALATINE ROAD		
348+02.3	38.8 LT	1.0
TOTAL = 1		

60500050 REMOVING CATCH BASINS

STATION	OFFSET(FT)	EACH
PALATINE ROAD		
348+39.0	25.7 RT	1.0
349+15.5	65.2 RT	1.0
TOTAL = 2		

60500060 REMOVING INLETS

STATION	OFFSET(FT)	EACH
PALATINE ROAD		
347+85.7	64.5 LT	1.0
TOTAL = 1		

60618200 HOT-MIX ASPHALT MEDIAN SURFACE

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
PALATINE ROAD				
342+01.6	2.8	344+05.8	2.3	523.7
344+05.8	2.3	348+74.9	14.7	3,987.7
348+74.9	14.7	349+34.4	8.7	695.3
TOTAL = 5,207				

60618300 CONCRETE MEDIAN SURFACE, 4 INCH

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
PALATINE ROAD				
347+76.3	8.7	349+43.1	15.0	1,976.9
349+43.1	15.0	350+21.5	12.8	1,091.2
TOTAL = 3,068				

60619600 CONCRETE MEDIAN, TYPE SB-6.12

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
PALATINE ROAD				
NORTH SIDE - MAINLINE				
342+46.7	6.0	345+85.2	6.0	2,030.7
346+72.3	4.0	347+76.9	11.9	831.3
SOUTH SIDE - MAINLINE				
349+33.9	12.2	350+16.1	4.0	665.7
TOTAL = 3,528				

60624600 CORRUGATED MEDIAN

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
PALATINE ROAD				
NORTH SIDE - MAINLINE				
345+85.2	6.0	346+15.3	4.0	150.8
SOUTH SIDE - MAINLINE				
350+92.0	8.0	351+71.3	16.0	951.5
TOTAL = 1,102				

63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED

STATION	OFFSET(FT)	EACH
PALATINE ROAD		
SOUTH SIDE - MAINLINE		
354+36.2	27.6 RT	1.0
TOTAL = 1		

63200310 GUARDRAIL REMOVAL

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
NORTH SIDE - MAINLINE				
349+38.9	35.8 LT	350+39.9	35.3 LT	101.0
349+38.7	32.9 LT	350+40.1	32.2 LT	101.4
SOUTH SIDE - MAINLINE				
346+77.6	30.6 RT	347+78.4	33.0 RT	100.8
346+77.7	33.0 RT	347+78.8	36.0 RT	101.1
353+86.2	27.7 RT	354+36.2	27.6 RT	50.0
TOTAL = 454				

63700255 CONCRETE BARRIER, DOUBLE FACE, 32 INCH HEIGHT

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
CENTERLINE				
347+97.2	0.0 RT	348+91.8	0.0 RT	94.7
TOTAL = 95				

66400105 CHAIN LINK FENCE, 4'

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
SOUTH SIDE - FRONTAGE ROAD				
348+51.5	81.2 RT	348+78.8	81.2 RT	27.3
349+04.7	81.1 RT	349+14.6	81.1 RT	9.9
349+14.6	81.1 RT	349+45.8	75.0 RT	31.9
TOTAL = 69				

66410300 CHAIN LINK FENCE REMOVAL

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
SOUTH SIDE - FRONTAGE ROAD				
348+51.5	77.4 RT	349+01.0	77.3 RT	49.5
349+01.0	77.3 RT	349+09.4	81.1 RT	9.2
349+09.4	81.1 RT	349+20.9	75.9 RT	12.6
349+20.9	75.9 RT	349+45.8	75.0 RT	25.0
TOTAL = 96				

70400100 TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
MOT STAGE 1				
NORTH SIDE				
347+73.5	40.0 LT	349+15.1	40.0 LT	141.6
349+15.1	40.0 LT	350+12.3	27.6 LT	98.0
SOUTH SIDE				
347+04.5	30.3 RT	348+00.3	39.9 RT	96.3
348+00.3	39.9 RT	349+21.6	40.2 RT	121.3
TOTAL = 457				

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
MOT STAGE 2				
NORTH SIDE				
347+81.1	25.2 LT	349+30.0	25.2 LT	148.9
349+30.0	25.2 LT	349+96.6	43.0 LT	69.0
SOUTH SIDE				
347+29.2	42.0 RT	348+18.4	25.3 RT	90.7
348+18.4	25.3 RT	349+09.2	25.4 RT	90.8
TOTAL = 399				

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
NORTH SIDE - FRONTAGE ROAD CENTERLINE - WHITE				
342+01.6	41.0 LT	345+82.3	41.0 LT	95.2
349+01.2	53.0 LT	356+00.0	53.0 LT	174.7
NORTH SIDE - MAINLINE EDGE LINE - WHITE				
342+01.6	24.0 LT	345+83.4	24.0 LT	381.8
349+43.0	26.0 LT	356+00.0	26.0 LT	657.0
NORTH SIDE - MAINLINE CENTERLINE - WHITE				
342+01.6	13.2 LT	356+00.0	13.4 LT	349.6
NORTH SIDE - MAINLINE EDGE LINE - YELLOW				
342+01.6	1.2 LT	356+00.0	1.2 LT	1,398.4
SOUTH SIDE - MAINLINE EDGE LINE - YELLOW				
342+01.6	1.2 RT	356+00.0	1.2 RT	1,398.4
SOUTH SIDE - MAINLINE CENTERLINE - WHITE				
342+01.6	13.5 RT	356+00.0	12.8 RT	349.6
SOUTH SIDE - MAINLINE EDGE LINE - WHITE				
342+01.6	24.0 RT	348+74.6	26.1 RT	673.0
351+71.3	26.0 RT	356+00.0	26.0 RT	428.7
SOUTH SIDE - FRONTAGE ROAD CENTERLINE - WHITE				
342+01.6	41.0 RT	349+05.9	56.0 RT	176.1
351+71.2	53.0 RT	356+00.0	53.0 RT	107.2
TOTAL = 6,190				

78000500 THERMOPLASTIC PAVEMENT MARKING - LINE 8"

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
NORTH SIDE - GORE AREA - WHITE				
345+82.3	30.0 LT	346+84.5	24.0 LT	102.4
345+82.3	24.3 LT	346+84.5	24.0 LT	102.2
346+28.3	44.2 LT	347+46.4	47.6 LT	118.1
346+28.3	44.2 LT	349+43.0	26.0 LT	315.3
SOUTH SIDE - GORE AREA - WHITE				
348+74.6	26.1 RT	350+54.0	48.0 RT	180.7
349+06.2	45.0 RT	350+54.0	48.0 RT	147.8
350+20.4	26.0 RT	351+71.3	26.0 RT	150.9
350+20.4	26.0 RT	351+71.2	42.0 RT	151.6
TOTAL = 1,269				

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
NORTH SIDE - FRONTAGE ROAD STOP BAR - WHITE				
346+74.2	60.4 LT	346+74.2	45.5 LT	14.9
SOUTH SIDE - FRONTAGE ROAD STOP BAR - WHITE				
350+12.4	47.2 RT	350+12.4	64.0 RT	16.8
TOTAL = 32				

SCHEDULE OF QUANTITIES

X0712400 TEMPORARY PAVEMENT

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
PALATINE ROAD				
NORTH SIDE - BETWEEN FRONTAGE ROAD AND MAINLINE				
MOT STAGE 1				
342+46.8	6.0	345+88.7	6.0	228.0
346+59.2	3.0	347+77.0	11.0	91.6
347+77.0	11.0	349+46.0	18.0	272.3
349+46.0	18.0	350+00.0	16.0	102.0
350+00.0	16.0	355+44.9	15.0	938.5
SOUTH SIDE - BETWEEN FRONTAGE ROAD AND MAINLINE				
MOT STAGE 1				
342+01.6	6.0	343+78.6	6.0	118.0
343+78.6	6.0	346+96.0	14.0	352.6
346+96.0	14.0	348+74.6	18.0	317.5
348+74.6	18.0	350+21.3	4.0	179.3
350+21.3	4.0	351+69.6	16.0	115.7
351+69.6	16.0	354+19.5	16.0	444.1
TOTAL =				3,160

X7030104 WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 4 INCH

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
MOT STAGE 1				
NORTH SIDE - FRONTAGE ROAD - WHITE				
340+71.3	50.6 LT	343+94.5	53.0 LT	323.2
343+94.5	53.0 LT	346+36.3	59.0 LT	241.9
346+36.3	59.0 LT	347+29.8	63.0 LT	93.6
347+29.8	63.0 LT	350+37.2	63.0 LT	307.4
351+41.0	65.0 LT	356+01.4	63.7 LT	460.5
353+05.9	53.5 LT	354+70.8	42.0 LT	165.4
354+70.8	42.0 LT	356+18.1	42.0 LT	147.3
NORTH SIDE - FRONTAGE ROAD - CENTERLINE - 10'-30' SKIP DASH				
340+71.4	40.0 LT	342+42.5	41.4 LT	42.8
354+70.9	53.0 LT	356+01.4	52.7 LT	32.6
NORTH SIDE - MAINLINE - WHITE				
340+71.5	24.0 LT	342+42.5	24.0 LT	171.0
353+05.0	42.2 LT	354+99.1	28.0 LT	194.6
354+99.1	28.0 LT	355+77.3	25.3 LT	78.3
355+77.3	25.3 LT	356+18.1	25.3 LT	40.8
NORTH SIDE - MAINLINE - CENTERLINE - 10'-30' SKIP DASH				
340+71.5	13.0 LT	342+42.5	13.2 LT	42.8
342+42.5	13.2 LT	343+51.9	18.8 LT	27.3
343+51.9	18.8 LT	346+19.4	46.3 LT	66.9
346+19.4	46.3 LT	347+29.8	52.0 LT	27.6
347+29.8	52.0 LT	349+75.4	52.0 LT	61.4
349+75.4	52.0 LT	350+53.2	49.2 LT	19.4
350+53.2	49.2 LT	354+98.3	17.1 LT	111.3
354+98.3	17.1 LT	355+77.4	14.3 LT	19.8
355+77.4	14.3 LT	356+18.1	14.3 LT	10.2
NORTH SIDE - MAINLINE - YELLOW				
340+71.5	2.0 LT	342+42.6	2.2 LT	171.1
342+42.6	2.2 LT	343+53.0	7.9 LT	110.6
343+53.0	7.9 LT	346+20.5	35.4 LT	268.9
346+20.5	35.4 LT	347+29.8	41.0 LT	109.5
347+29.8	41.0 LT	349+75.4	41.0 LT	245.6
349+75.4	41.0 LT	350+52.4	38.2 LT	77.0
350+52.4	38.2 LT	354+97.5	6.0 LT	446.2
354+97.5	6.0 LT	355+77.4	3.3 LT	80.0
355+77.4	3.3 LT	356+18.2	3.3 LT	40.8
SOUTH SIDE - MAINLINE - YELLOW				
340+71.5	2.5 RT	342+01.6	2.3 RT	130.1
342+01.6	2.3 RT	342+98.9	6.5 RT	97.4
342+98.9	6.5 RT	346+44.7	36.9 RT	347.1
346+44.7	36.9 RT	347+38.3	41.0 RT	93.8
347+38.3	41.0 RT	349+28.9	41.0 RT	190.6
349+28.9	41.0 RT	350+21.5	37.0 RT	92.8
350+21.5	37.0 RT	353+57.9	7.7 RT	337.6
353+57.9	7.7 RT	354+50.8	3.6 RT	93.1
354+50.8	3.6 RT	356+18.2	3.4 RT	167.3
SOUTH SIDE - MAINLINE - CENTERLINE - 10'-30' SKIP DASH				
340+71.5	13.5 RT	342+01.6	13.3 RT	32.5
342+01.6	13.3 RT	342+97.9	17.4 RT	24.1

342+97.9	17.4 RT	346+43.7	47.9 RT	86.4
346+43.7	47.9 RT	347+38.3	52.0 RT	23.7
347+38.3	52.0 RT	349+28.9	52.0 RT	47.6
349+28.9	52.0 RT	350+22.5	47.9 RT	23.4
350+22.5	47.9 RT	353+58.8	18.7 RT	84.1
353+58.8	18.7 RT	354+50.9	14.6 RT	23.0
354+50.9	14.6 RT	356+18.2	14.4 RT	41.8
SOUTH SIDE - MAINLINE - WHITE				
340+71.5	24.5 RT	342+01.6	24.3 RT	130.1
342+01.6	24.3 RT	342+96.9	28.4 RT	95.4
353+59.8	29.6 RT	354+50.9	25.6 RT	91.2
354+50.9	25.6 RT	356+18.2	25.4 RT	167.3
SOUTH SIDE - FRONTAGE ROAD - WHITE				
341+31.6	30.0 RT	342+96.6	41.1 RT	165.3
353+59.7	52.8 RT	354+56.4	52.0 RT	96.7
340+71.4	51.5 RT	344+46.0	53.4 RT	374.6
344+46.0	53.4 RT	346+53.5	59.7 RT	207.6
346+53.5	59.7 RT	347+38.3	63.0 RT	84.8
347+38.3	63.0 RT	354+56.4	63.0 RT	718.1
SOUTH SIDE - FRONTAGE ROAD - CENTERLINE - 10'-30' SKIP DASH				
340+71.5	40.6 RT	341+31.6	40.7 RT	15.0
354+56.4	52.0 RT	356+18.2	52.0 RT	40.5
MOT STAGE 2				
NORTH SIDE - FRONTAGE ROAD - WHITE				
343+45.2	52.1 LT	344+60.9	51.9 LT	115.8
344+60.9	51.9 LT	347+88.5	23.3 LT	328.8
347+88.5	23.3 LT	349+80.6	23.3 LT	192.2
349+80.6	23.3 LT	353+31.9	53.4 LT	352.6
353+31.9	53.4 LT	354+96.9	64.2 LT	165.3
354+96.9	64.2 LT	355+94.9	64.0 LT	98.0
353+32.4	42.0 LT	355+94.9	42.0 LT	262.5
NORTH SIDE - FRONTAGE ROAD - CENTERLINE - 10'-30' SKIP DASH				
343+45.2	41.1 LT	344+60.5	40.9 LT	28.8
354+96.9	53.2 LT	356+01.4	52.7 LT	26.1
NORTH SIDE - MAINLINE - WHITE				
342+43.6	24.7 LT	344+60.5	23.3 LT	216.9
353+32.4	23.3 LT	355+94.8	25.3 LT	262.5
NORTH SIDE - MAINLINE - CENTERLINE - 10'-30' SKIP DASH				
342+00.0	13.3 LT	343+45.2	12.3 LT	36.3
343+45.2	12.3 LT	354+00.0	12.3 LT	263.7
354+00.0	12.3 LT	355+94.9	13.3 LT	48.7
NORTH SIDE - MAINLINE - YELLOW				
342+00.0	1.3 LT	355+94.9	1.3 LT	1,394.9
SOUTH SIDE - MAINLINE - YELLOW				
342+00.0	1.3 RT	355+94.9	1.3 RT	1,394.9
SOUTH SIDE - MAINLINE - CENTERLINE - 10'-30' SKIP DASH				
342+00.0	13.3 RT	343+45.1	12.3 RT	36.3
343+45.1	12.3 RT	354+00.0	12.3 RT	263.7
354+00.0	12.3 RT	355+94.9	13.3 RT	48.7
SOUTH SIDE - MAINLINE - WHITE				
342+00.0	25.3 RT	343+45.1	23.3 RT	145.1
343+45.1	23.3 RT	348+99.8	23.3 RT	554.6
348+99.8	23.3 RT	350+36.6	37.6 RT	137.6
351+85.4	23.3 RT	354+00.0	23.3 RT	214.6
354+00.0	23.3 RT	355+94.8	25.3 RT	194.8
SOUTH SIDE - FRONTAGE ROAD - WHITE				
351+85.4	42.2 RT	354+19.3	41.9 RT	233.9
TOTAL =				15,376

X7030108 WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 8 INCH

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
MOT STAGE 1				
NORTH SIDE - FRONTAGE ROAD - WHITE				
342+42.5	40.7 LT	344+56.7	40.7 LT	214.2
351+41.0	53.9 LT	353+05.9	54.1 LT	164.9
NORTH SIDE - MAINLINE - WHITE				
342+42.5	24.2 LT	343+50.8	29.8 LT	108.4
343+50.8	29.8 LT	344+56.7	40.7 LT	106.5
351+41.0	53.9 LT	353+05.0	42.2 LT	164.4
SOUTH SIDE - MAINLINE - WHITE				
342+96.9	28.4 RT	344+46.1	41.5 RT	149.7
351+02.7	52.0 RT	353+59.8	29.6 RT	258.1
SOUTH SIDE - FRONTAGE ROAD - WHITE				
342+96.6	41.1 RT	344+46.1	41.5 RT	149.5
351+02.7	52.0 RT	353+59.7	52.8 RT	257.1
MOT STAGE 2				
NORTH SIDE - FRONTAGE ROAD - WHITE				
344+60.5	40.9 LT	346+62.3	23.3 LT	202.6
351+09.1	23.3 LT	353+32.4	42.4 LT	224.1
NORTH SIDE - MAINLINE - WHITE				
344+60.5	23.3 LT	346+62.3	23.3 LT	201.8
351+09.1	23.3 LT	353+32.4	23.3 LT	223.3
SOUTH SIDE - MAINLINE - WHITE				
350+05.0	23.3 RT	351+85.4	23.3 RT	180.4
SOUTH SIDE - FRONTAGE ROAD - WHITE				
350+05.0	23.3 RT	351+85.4	42.2 RT	181.4
TOTAL =				2,786

X7030124 WET TEMPORARY PAVEMENT MARKING TAPE , TYPE III, 24 INCH

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
PALATINE ROAD				
MOT STAGE 1				
NORTH SIDE - FRONTAGE ROAD STOP BAR - WHITE				
351+41.0	64.1 LT	351+41.0	53.0 LT	11.1
SOUTH SIDE - FRONTAGE ROAD STOP BAR - WHITE				
344+46.0	42.5 RT	344+46.0	53.5 RT	11.0
TOTAL =				22

Z0030070 IMPACT ATTENUATORS (SEVERE USE, NARROW), TEST LEVEL 3

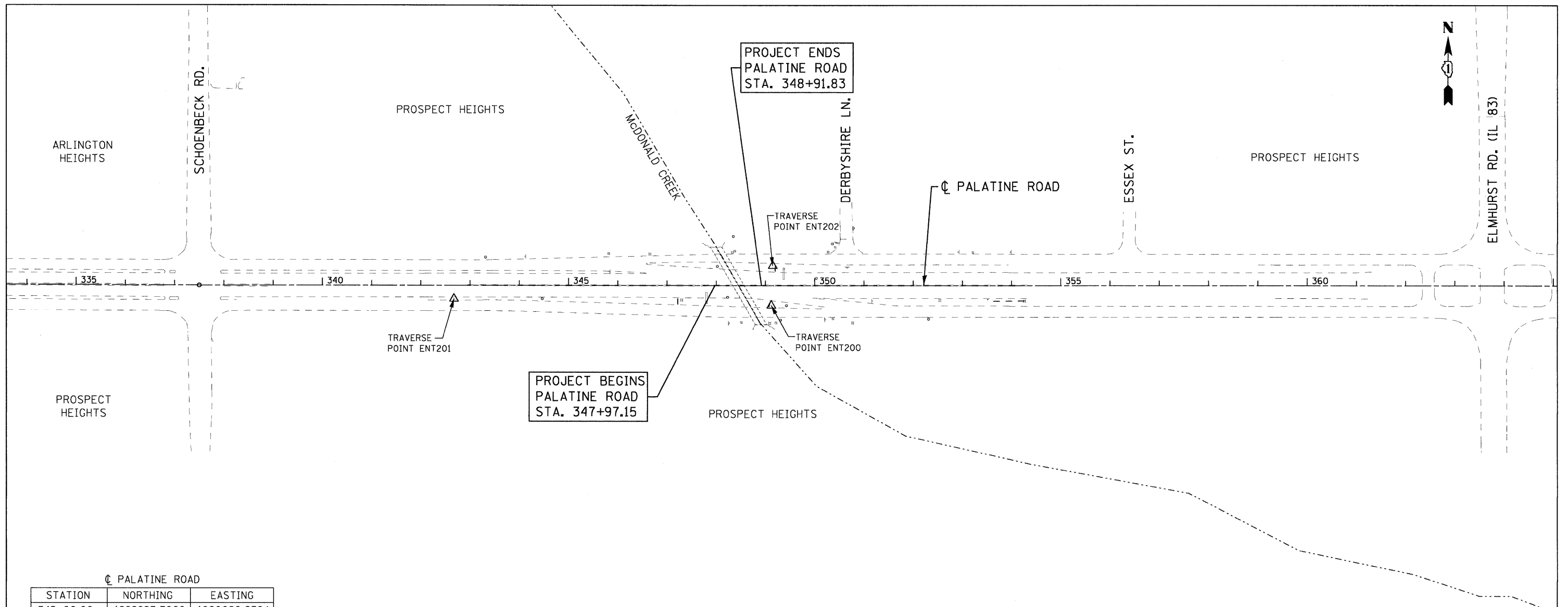
STATION	OFFSET(FT)	EACH
PALATINE ROAD		
MOT STAGE 1		
NORTH SIDE		
350+12.3	27.6 LT	1.0
SOUTH SIDE		
347+04.5	30.3 RT	1.0
TOTAL =		2

Z0030280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3

STATION	OFFSET(FT)	EACH
PALATINE ROAD		
MOT STAGE 1		
NORTH SIDE		
350+12.3	27.6 LT	1.0
SOUTH SIDE		
347+04.5	30.3 RT	1.0
TOTAL =		2

EARTH EXCAVATION TABLE

LOCATION	CUT (CY)	FILL (CY)
NORTHWEST MEDIAN	4	4
NORTHEAST MEDIAN	389	288
SOUTHWEST MEDIAN	250	218
SOUTHEAST MEDIAN	150	111
TOTALS	793	621



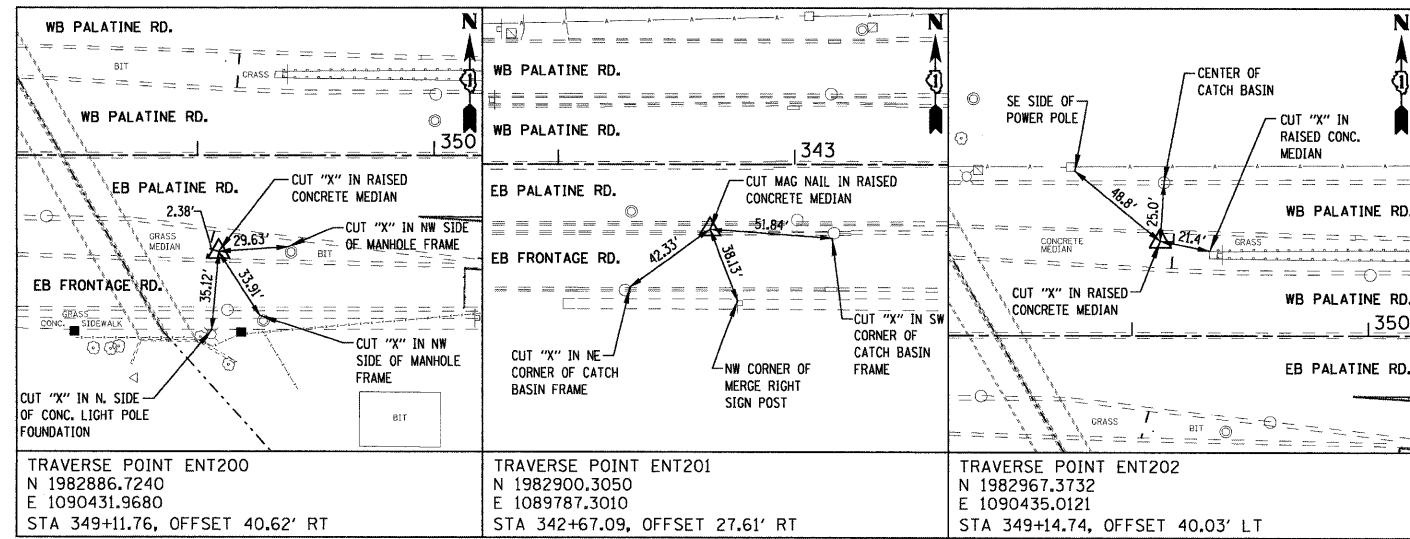
☐ PALATINE ROAD

STATION	NORTHING	EASTING
345+00.00	1982927.7066	1090020.2394
347+97.15	1982927.4442	1090317.3881
348+91.83	1982927.3606	1090412.0722
356+00.00	1982926.7351	1091120.2389

BENCHMARKS

- BM20P CHISLED "□" IN SE CORNER OF CONC. TRAFFIC CONTROL BOX BASE LOCATED AT THE N. SIDE OF PALATINE ROAD AND SCHOENBECK ROAD, STA. 338+23 O/S 65.8' LT. ELEV = 675.59
- BM21P CHISLED "X" IN NW BOLT OF "SCHOENBECK RD EXIT" SIGN LOCATED ON THE N. SIDE OF PALATINE ROAD AND WEST OF ELMHURST ROAD, STA. 349+36 O/S 35.4' LT. ELEV = 664.44

NOTE: BENCHMARK ELEVATIONS ARE ON THE NATIONAL GEODETIC VERTICAL DATUM 1929 (NGVD29). ALL MEASUREMENTS ARE IN US SURVEY FEET AND DECIMAL PARTS THEREOF. BASIS OF BEARING IS THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (1201) (NAD83) ADJUSTED TO GROUND.



TRAVERSE POINT TIE DIAGRAMS (NOT TO SCALE)

① REMOVING INLETS (60500060)
STA. 347+85.74 OFF. 64.5' LT

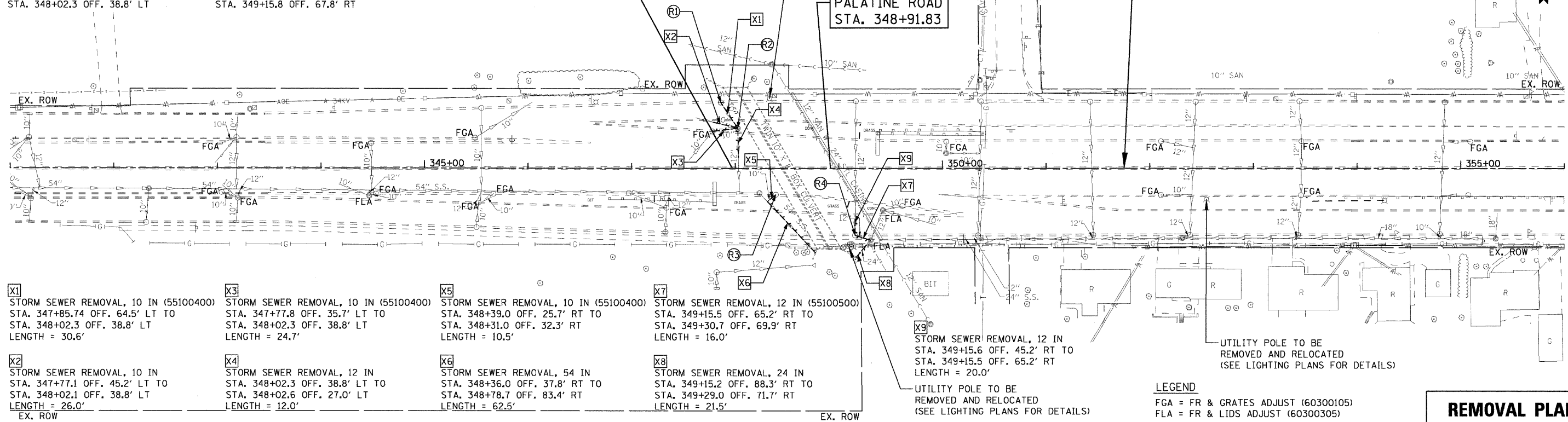
③ REMOVING CATCH BASINS (60500050)
STA. 348+39.0 OFF. 25.7' RT

② REMOVING MANHOLES (60500040)
STA. 348+02.3 OFF. 38.8' LT

④ REMOVING CATCH BASINS (60500050)
STA. 349+15.8 OFF. 67.8' RT

PROJECT BEGINS
PALATINE ROAD
STA. 347+97.15

PROJECT ENDS
PALATINE ROAD
STA. 348+91.83



X1 STORM SEWER REMOVAL, 10 IN (55100400)
STA. 347+85.74 OFF. 64.5' LT TO
STA. 348+02.3 OFF. 38.8' LT
LENGTH = 30.6'

X3 STORM SEWER REMOVAL, 10 IN (55100400)
STA. 347+77.8 OFF. 35.7' LT TO
STA. 348+02.3 OFF. 38.8' LT
LENGTH = 24.7'

X5 STORM SEWER REMOVAL, 10 IN (55100400)
STA. 348+39.0 OFF. 25.7' RT TO
STA. 348+31.0 OFF. 32.3' RT
LENGTH = 10.5'

X7 STORM SEWER REMOVAL, 12 IN (55100500)
STA. 349+15.5 OFF. 65.2' RT TO
STA. 349+30.7 OFF. 69.9' RT
LENGTH = 16.0'

X2 STORM SEWER REMOVAL, 10 IN
STA. 347+77.1 OFF. 45.2' LT TO
STA. 348+02.1 OFF. 38.8' LT
LENGTH = 26.0'
EX. ROW

X4 STORM SEWER REMOVAL, 12 IN
STA. 348+02.3 OFF. 38.8' LT TO
STA. 348+02.6 OFF. 27.0' LT
LENGTH = 12.0'

X6 STORM SEWER REMOVAL, 54 IN
STA. 348+36.0 OFF. 37.8' RT TO
STA. 348+78.7 OFF. 83.4' RT
LENGTH = 62.5'

X8 STORM SEWER REMOVAL, 24 IN
STA. 349+15.2 OFF. 88.3' RT TO
STA. 349+29.0 OFF. 71.7' RT
LENGTH = 21.5'

X9 STORM SEWER REMOVAL, 12 IN
STA. 349+15.6 OFF. 45.2' RT TO
STA. 349+15.5 OFF. 65.2' RT
LENGTH = 20.0'

LEGEND
FGA = FR & GRATES ADJUST (60300105)
FLA = FR & LIDS ADJUST (60300305)

REMOVAL PLAN

① INLETS, TYPE A, TYPE 12 FRAME AND GRATE (60236900)
STA. 347+85.74 OFF. 64.5' LT
RIM ELEV = 660.74
INV (SW) = 658.16

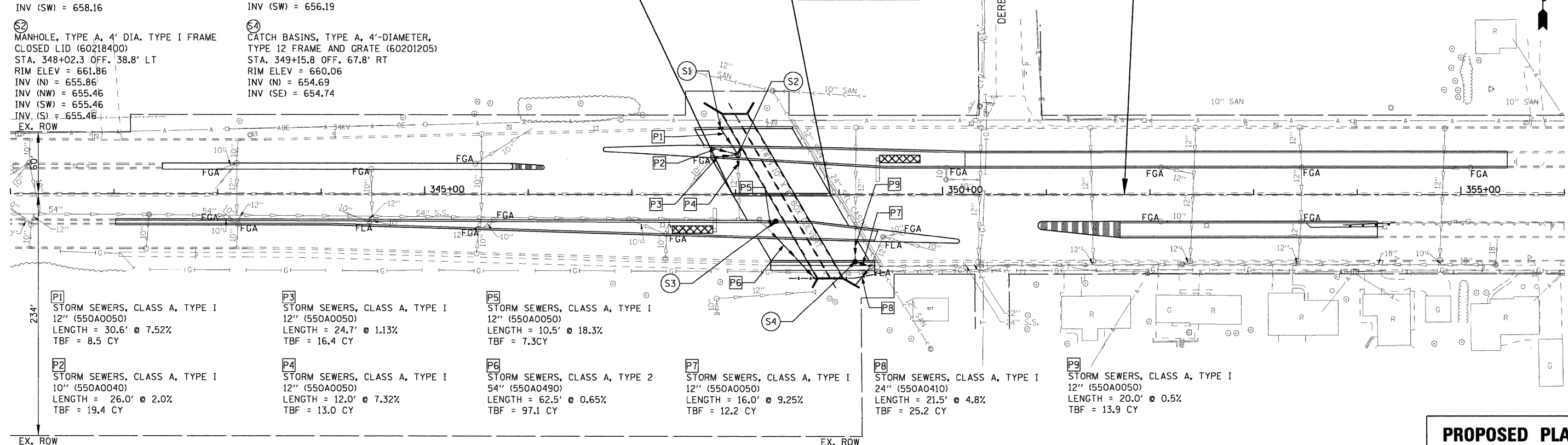
③ CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 12 FRAME AND GRATE (60201205)
STA. 348+39.0 OFF. 25.7' RT
RIM ELEV = 661.19
INV (SW) = 656.19

② MANHOLE, TYPE A, 4' DIA. TYPE I FRAME CLOSED LID (60218400)
STA. 348+02.3 OFF. 38.8' LT
RIM ELEV = 661.86
INV (N) = 655.86
INV (NW) = 655.46
INV (SW) = 655.46
INV (S) = 655.46

④ CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 12 FRAME AND GRATE (60201205)
STA. 349+15.8 OFF. 67.8' RT
RIM ELEV = 660.06
INV (N) = 654.69
INV (SE) = 654.74

PROJECT BEGINS
PALATINE ROAD
STA. 347+97.15

PROJECT ENDS
PALATINE ROAD
STA. 348+91.83



P1 STORM SEWERS, CLASS A, TYPE I 12" (550A0050)
LENGTH = 30.6' @ 7.52%
TBF = 8.5 CY

P2 STORM SEWERS, CLASS A, TYPE I 10" (550A0040)
LENGTH = 26.0' @ 2.0%
TBF = 19.4 CY

P3 STORM SEWERS, CLASS A, TYPE I 12" (550A0050)
LENGTH = 24.7' @ 1.13%
TBF = 16.4 CY

P4 STORM SEWERS, CLASS A, TYPE I 12" (550A0050)
LENGTH = 12.0' @ 7.32%
TBF = 13.0 CY

P5 STORM SEWERS, CLASS A, TYPE I 12" (550A0050)
LENGTH = 10.5' @ 18.3%
TBF = 7.3CY

P6 STORM SEWERS, CLASS A, TYPE 2 54" (550A0490)
LENGTH = 62.5' @ 0.65%
TBF = 97.1 CY

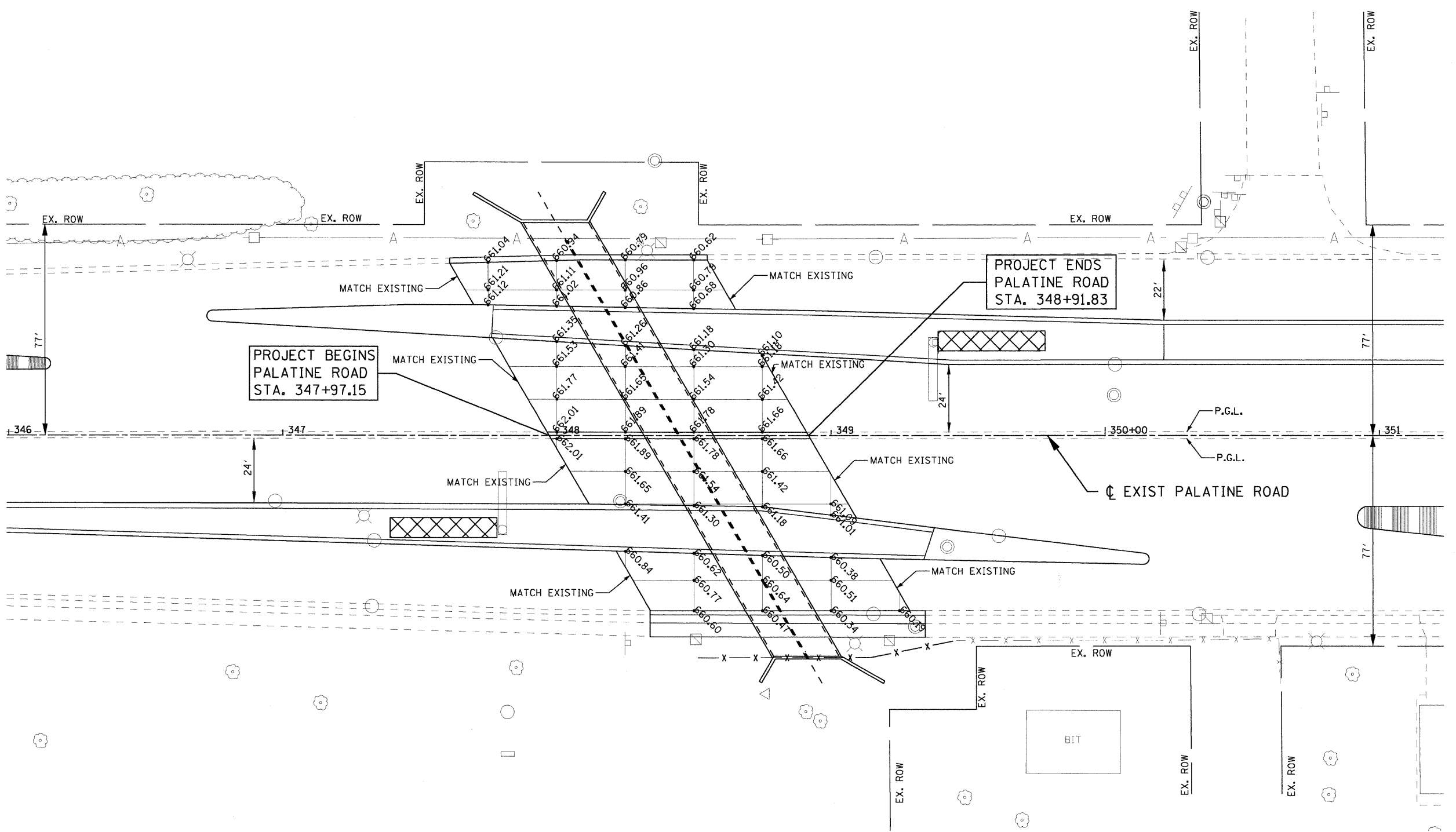
P7 STORM SEWERS, CLASS A, TYPE I 12" (550A0050)
LENGTH = 16.0' @ 9.25%
TBF = 12.2 CY

P8 STORM SEWERS, CLASS A, TYPE I 24" (550A0410)
LENGTH = 21.5' @ 4.8%
TBF = 25.2 CY

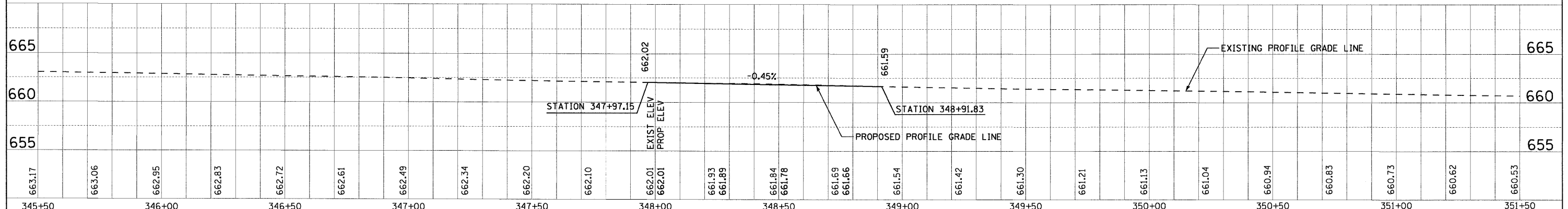
P9 STORM SEWERS, CLASS A, TYPE I 12" (550A0050)
LENGTH = 20.0' @ 0.5%
TBF = 13.9 CY

PROPOSED PLAN

FILE NAME =	USER NAME = 2pried	DESIGNED - DLP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				McDONALD CREEK CULVERT EXISTING AND PROPOSED DRAINAGE AND UTILITY PLAN				F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 13
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	PLOT DATE = 6/29/2009	CHECKED - TMH	REVISED -													
		DATE - 03/09	REVISED -													

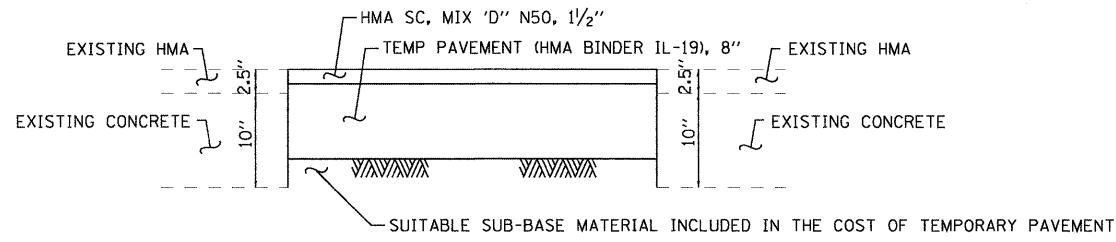


ELEVATIONS GIVEN EVERY EVEN 25 FT



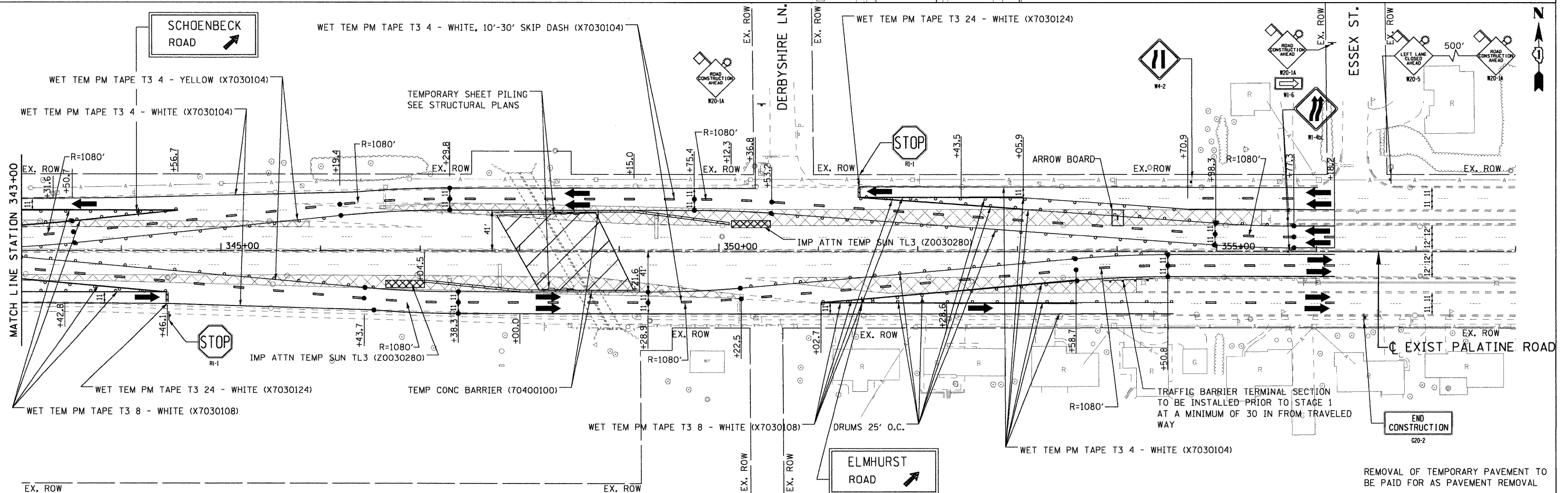
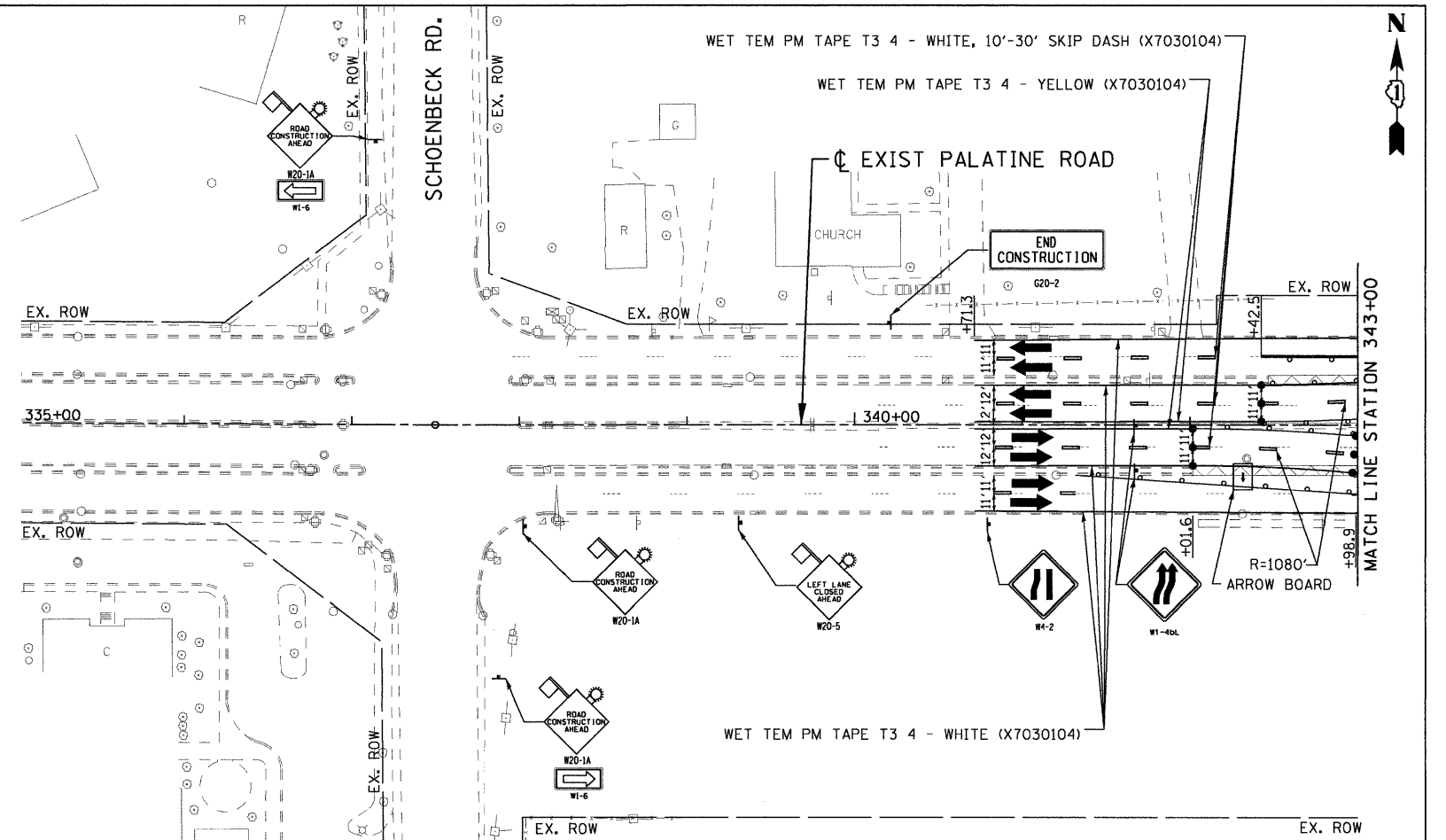
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	PLOT DATE = 6/29/2009	CHECKED - TMH	REVISED -										
		DATE - 03/09	REVISED -										

- 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

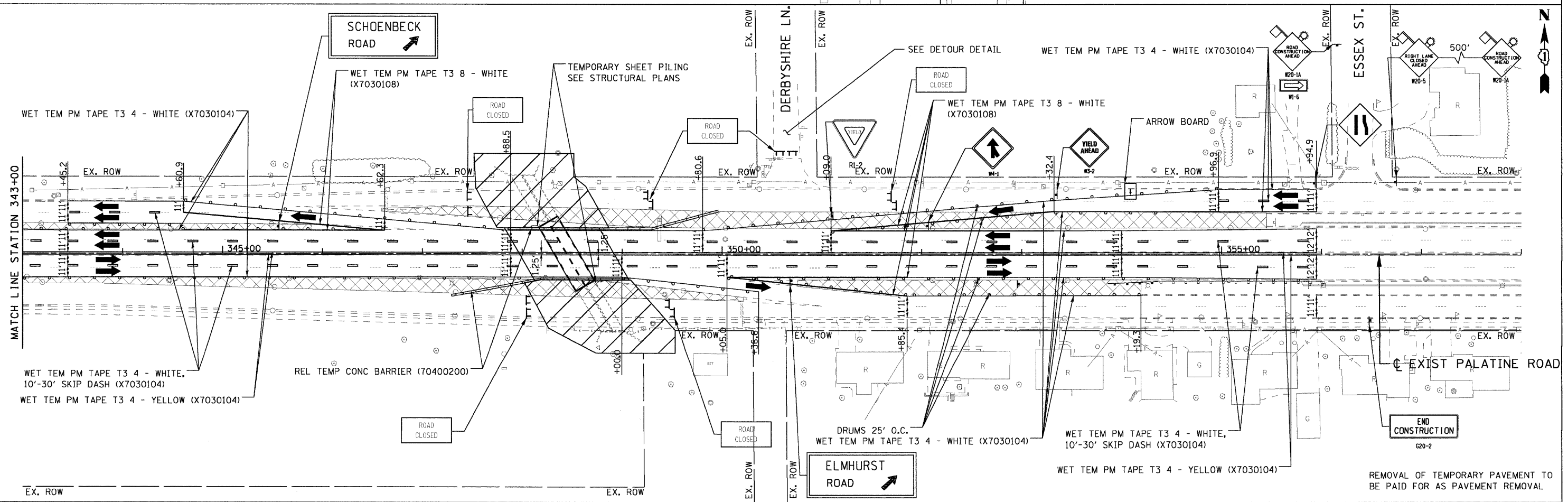
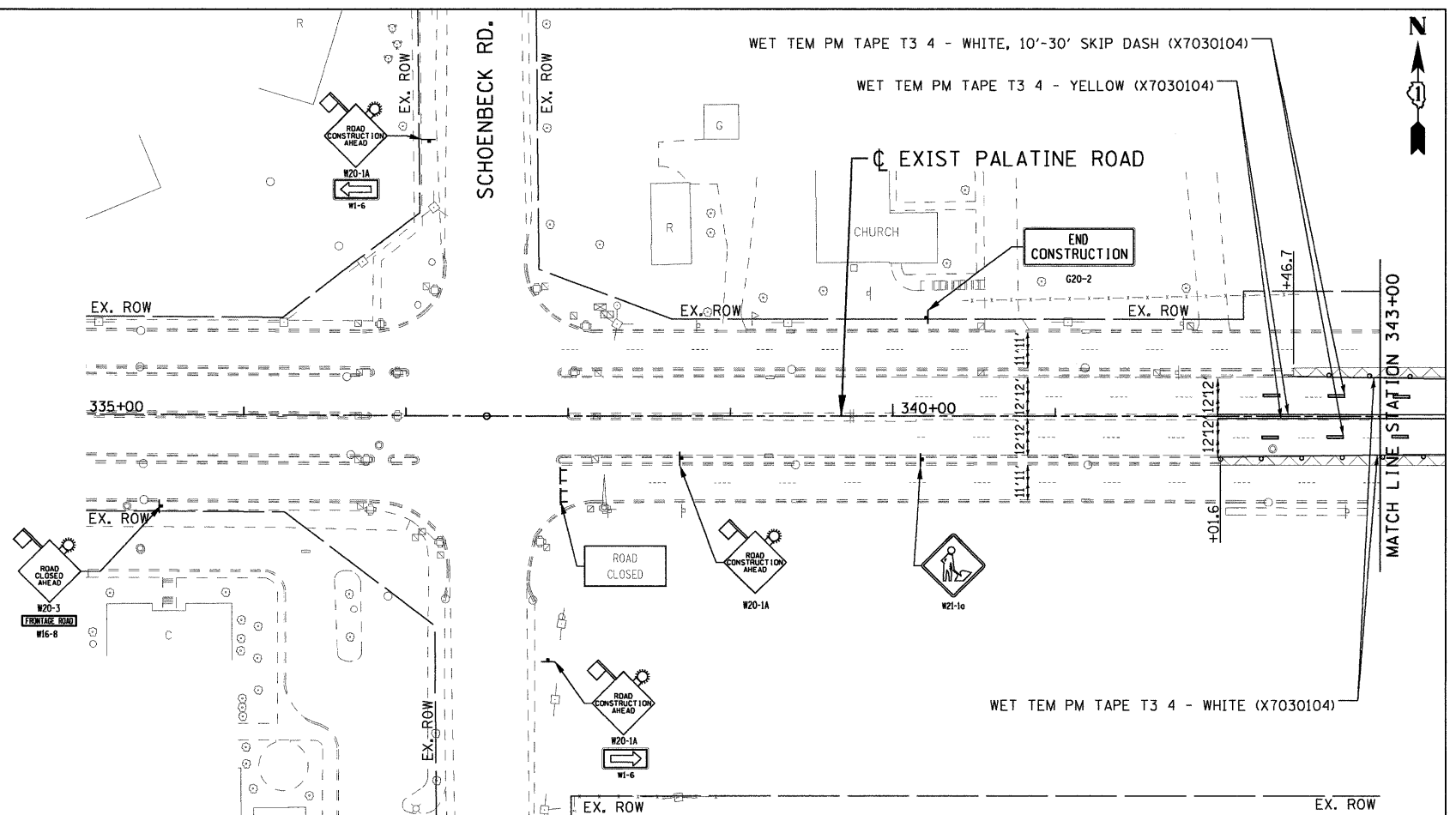
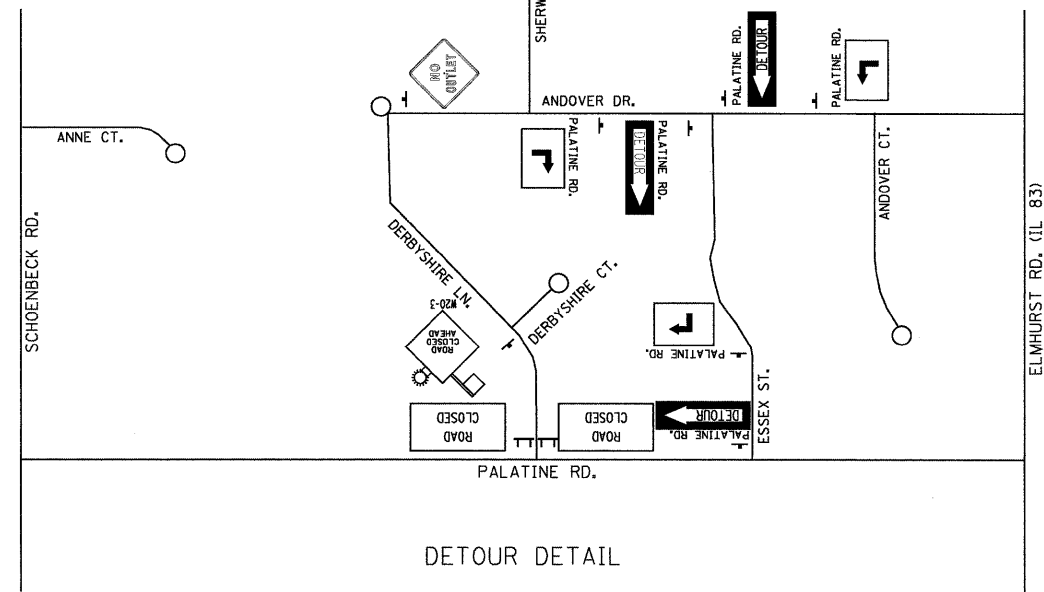
NOT TO SCALE



REMOVAL OF TEMPORARY PAVEMENT TO BE PAID FOR AS PAVEMENT REMOVAL

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	PLOT SCALE = 5/8" = 1' IN.	DRAWN - ENTRAN	REVISED -					SCALE: 1"=50'	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	CONTRACT NO. 60E53	
PLOT DATE = 6/29/2009	CHECKED - TMH	DATE - 03/09	REVISED -									

LEGEND	
	TYPE III BARRICADE
	TRAFFIC LANE
	DRUMS WITH STEADY BURN LIGHTS
	TEMPORARY PAVEMENT (CONSTRUCTED IN STAGE 1)
	WORK ZONE
	TEMPORARY CONCRETE BARRIER
	TRAFFIC SIGN (AS NOTED)
	ARROW BOARD



FILE NAME =	USER NAME = 2p1enid
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PLOT SCALE = 50.00' / IN.	
PLOT DATE = 6/29/2009	

DESIGNED - DLP	REVISED -
DRAWN - ENTRAN	REVISED -
CHECKED - TMH	REVISED -
DATE - 03/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**McDONALD CREEK CULVERT
MAINTENANCE OF TRAFFIC - STAGE 2, NOTES & LEGEND**

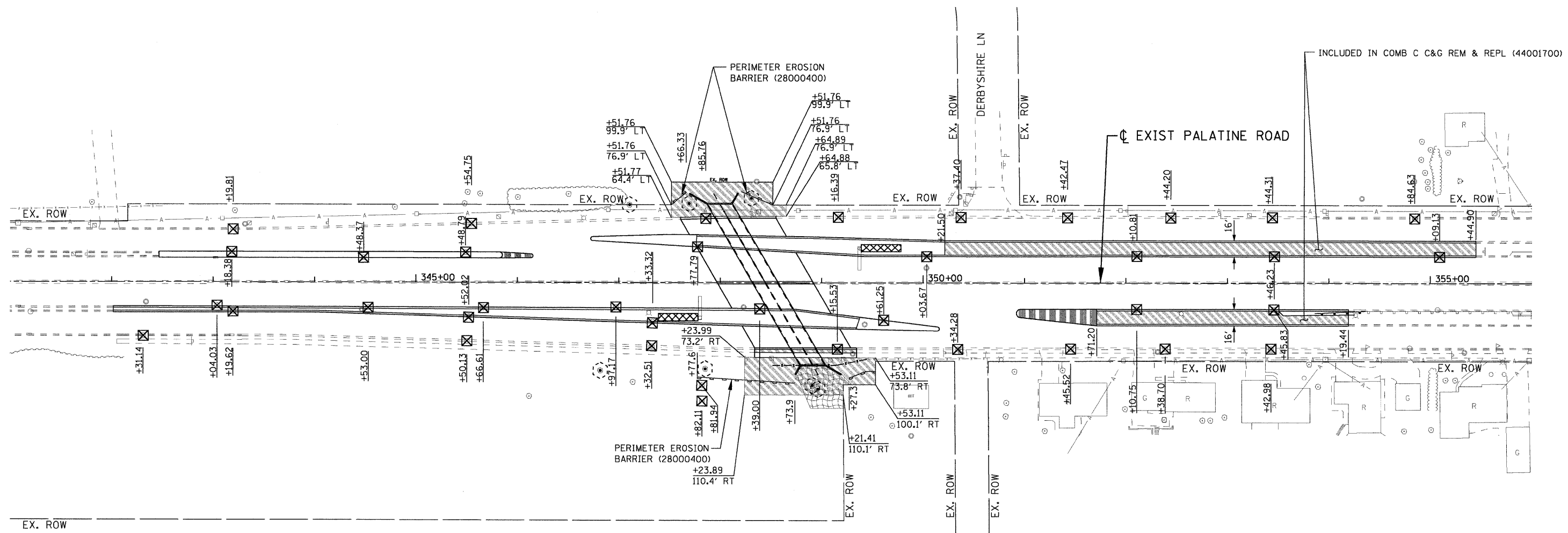
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F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 16
CONTRACT NO. 60E53				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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.

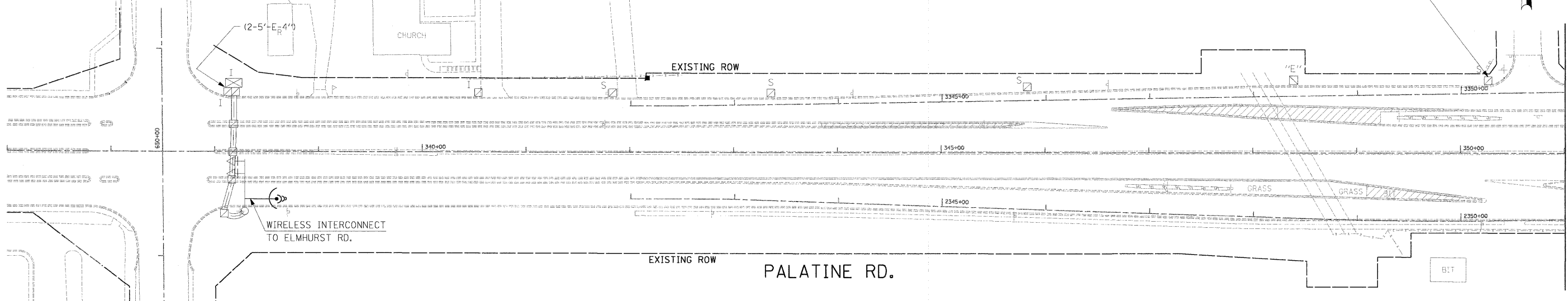
- LEGEND**
- SODDING, SALT TOLERANT (25200110)
 - TREE TRUNK PROTECTION (20101100)

FILE NAME =	USER NAME = zpiend	DESIGNED - DLP	REVISED -	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
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		CHECKED - TMH	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE - 03/09	REVISED -									

THE EXISTING INTERCONNECT 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.

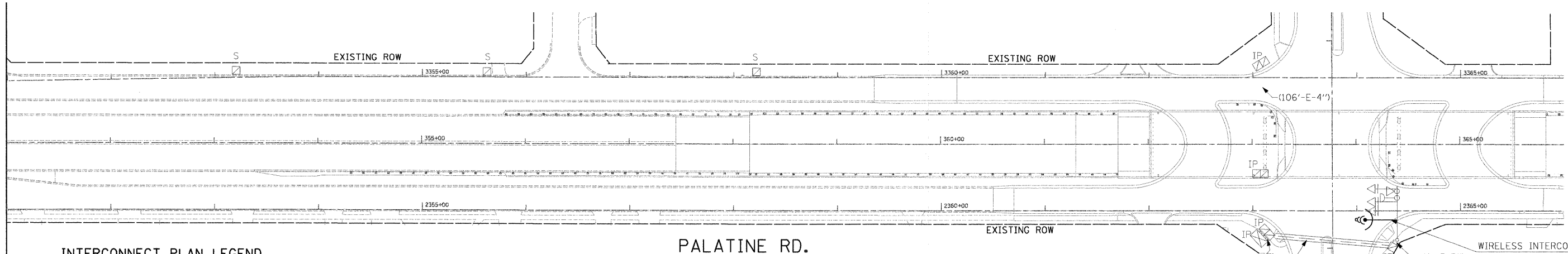


SCHOENBECK RD



MATCH LINE 351+00

MATCH LINE 351+00



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					

PALATINE RD.

ELMHURST RD.

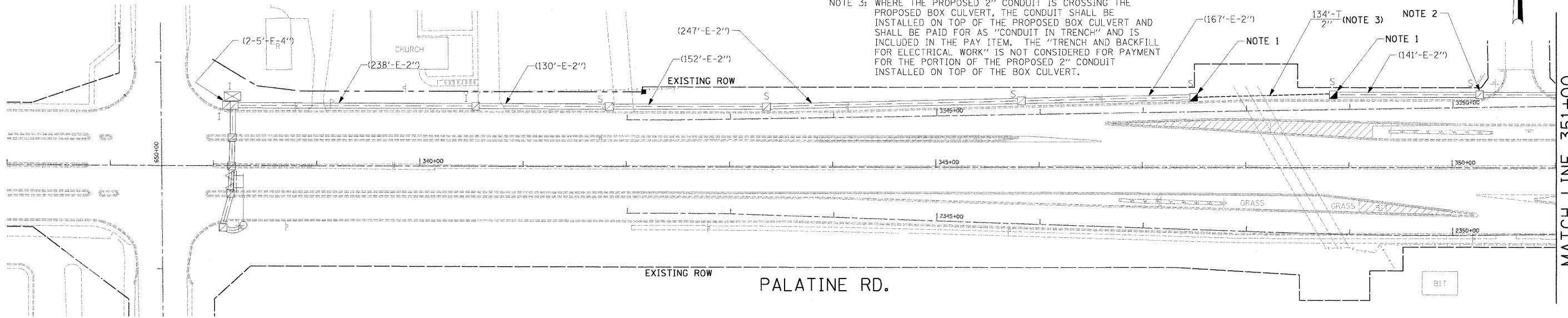
GO GANDHI AND ASSOCIATES, INC.
ENGINEERS AND PLANNERS
6055 N. NORTHWEST HIGHWAY
SUITE 306
CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	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. 18J
#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 -									

NOTES:

- NOTE 1: THE CONTRACTOR SHALL CONSTRUCT THE HANDHOLE IN SUCH A MANNER THAT IT WILL INTERCEPT THE EXISTING INTERCONNECT CONDUIT.
- NOTE 2: PRIOR TO REMOVAL OF THE INTERCONNECT CONDUIT IN THE CONSTRUCTION AREA OF THE PROPOSED BOX CULVERT, THE EXISTING INTERCONNECT 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 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.

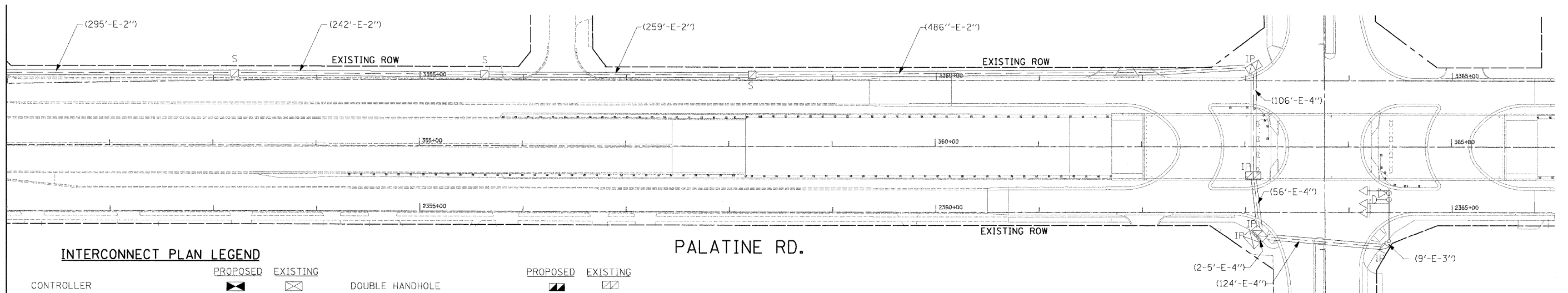
SCHOENBECK RD



MATCH LINE 351+00

PALATINE RD.

MATCH LINE 351+00



PALATINE RD.

ELMHURST RD.

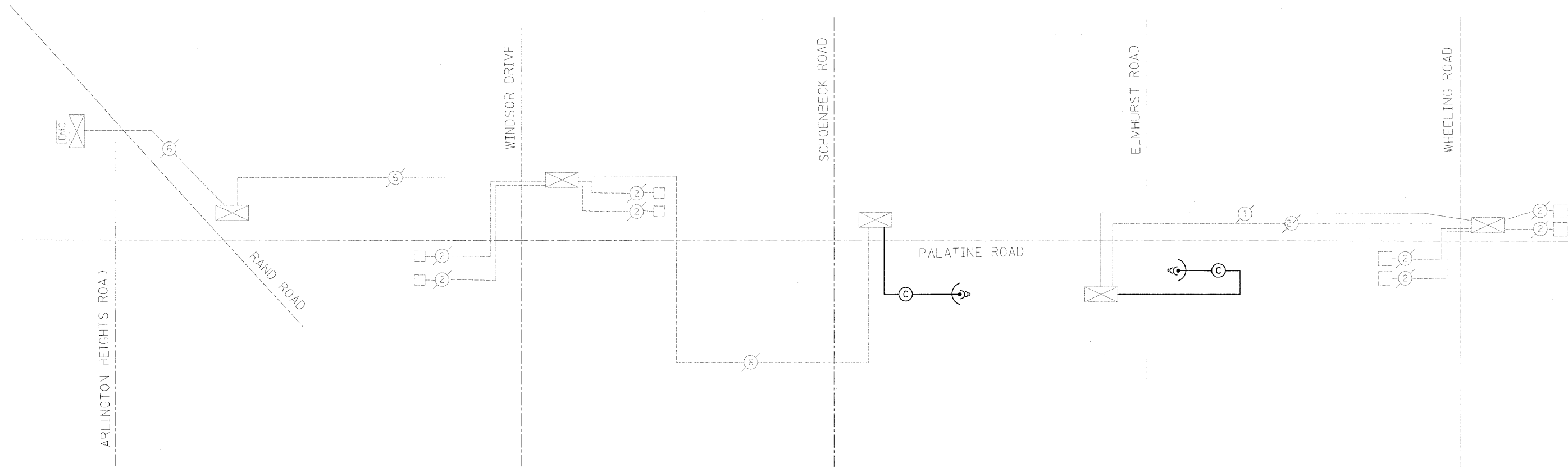
INTERCONNECT PLAN LEGEND

	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					

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. 18K		
#FILE#	PLOT SCALE = #SCALE#	DRAWN - MAA, SHM	REVISED -			SCALE: 1" = 50'	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				
	PLOT DATE = #DATE#	CHECKED - PKG	REVISED -			CONTRACT NO. 60E53						
		DATE -	REVISED -			GANDHI AND ASSOCIATES, INC. ENGINEERS AND PLANNERS 6035 N. NORTHWEST HIGHWAY SUITE 306 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910						

SUMMARY OF TRAFFIC SIGNAL QUANTITIES					
DESIGNATION	UNIT	TOTAL QUANTITIES	SCHOENBECK ROAD @ PALATINE ROAD	ILL. RTE. 83 (ELMHURST RD.) @ PALATINE ROAD	INTERCONNECT
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	134	-	-	134
HANDHOLE	EACH	2	-	-	2
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	111	-	-	111
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	1	1	-
MODIFY EXISTING CONTROLLER	EACH	2	1	1	-
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	1264	-	-	1264
REMOVE EXISTING HANDHOLE	EACH	1	-	-	1
WIRELESS INTERCONNECT (COMPLETE)	EACH	2	1	1	-

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - PKG DRAWN - MAA, SHM	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES INTERCONNECT SCHOENBECK ROAD AT ILLINOIS ROUTE 83 (ELMHURST RD.)	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 18A	
PLOT SCALE = #SCALE#	CHECKED - PKG	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			
PLOT DATE = #DATE#	DATE -	REVISED -	CONTRACT NO. 60E53								



INTERCONNECT SCHEMATIC LEGEND

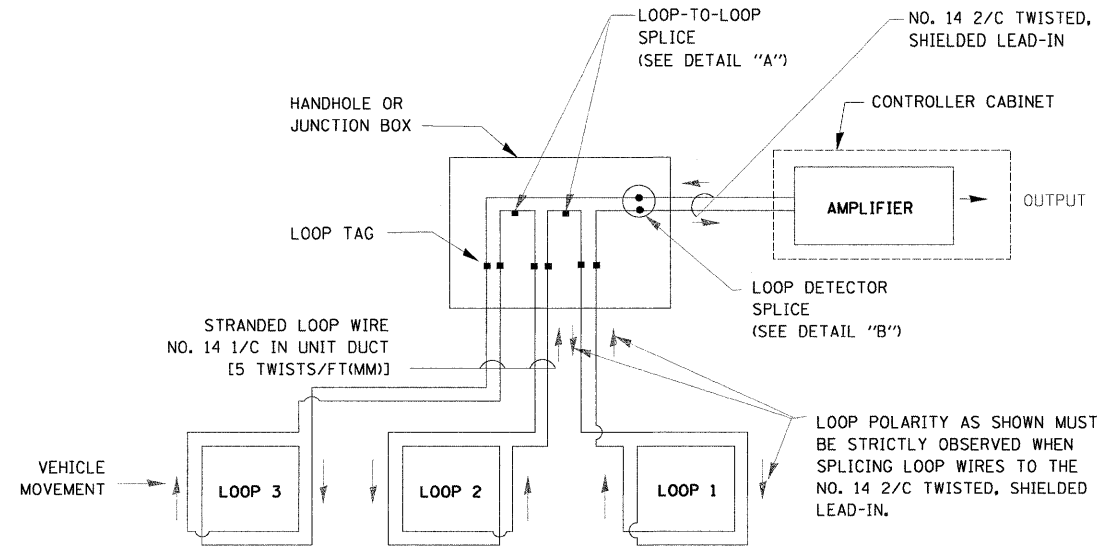
INTERCONNECT SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	REMOVE EXISTING HANDHOLE

- | | | | |
|--|--|--|---|
| | 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 |

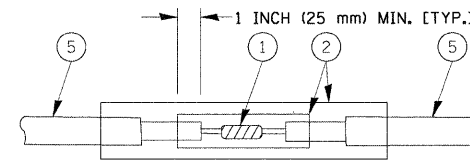
LOOP DETECTOR NOTES

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.

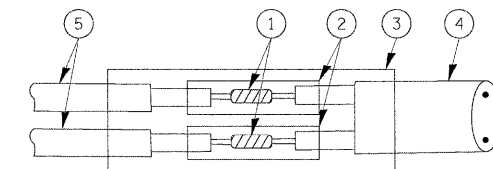


DETECTOR LOOP WIRING SCHEMATIC

- 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**

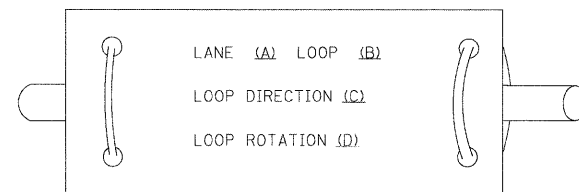


**DETAIL "B"
LOOP-TO-CONTROLLER SPLICE**

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.

REVISIONS	
NAME	DATE

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

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

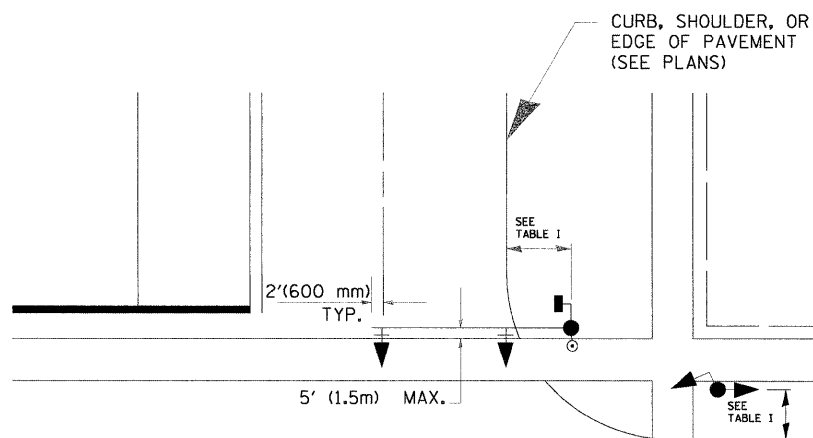
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

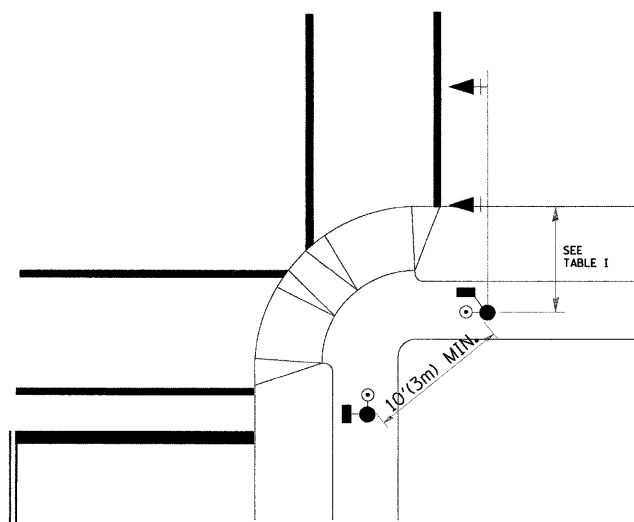
SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.
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TRAFFIC SIGNAL MAST ARM AND POST

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

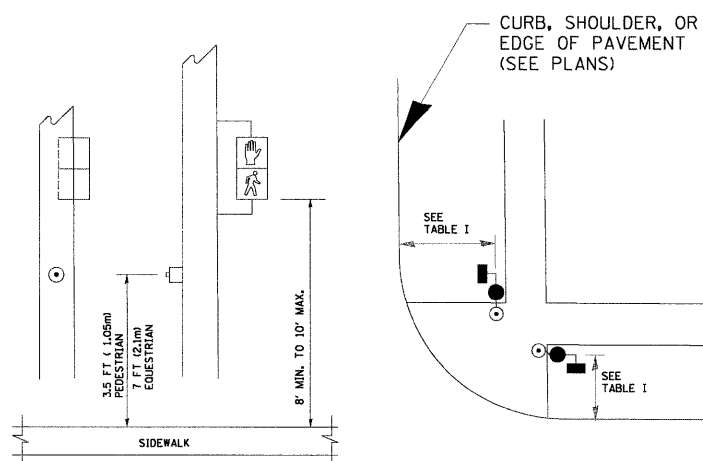


TABLE I

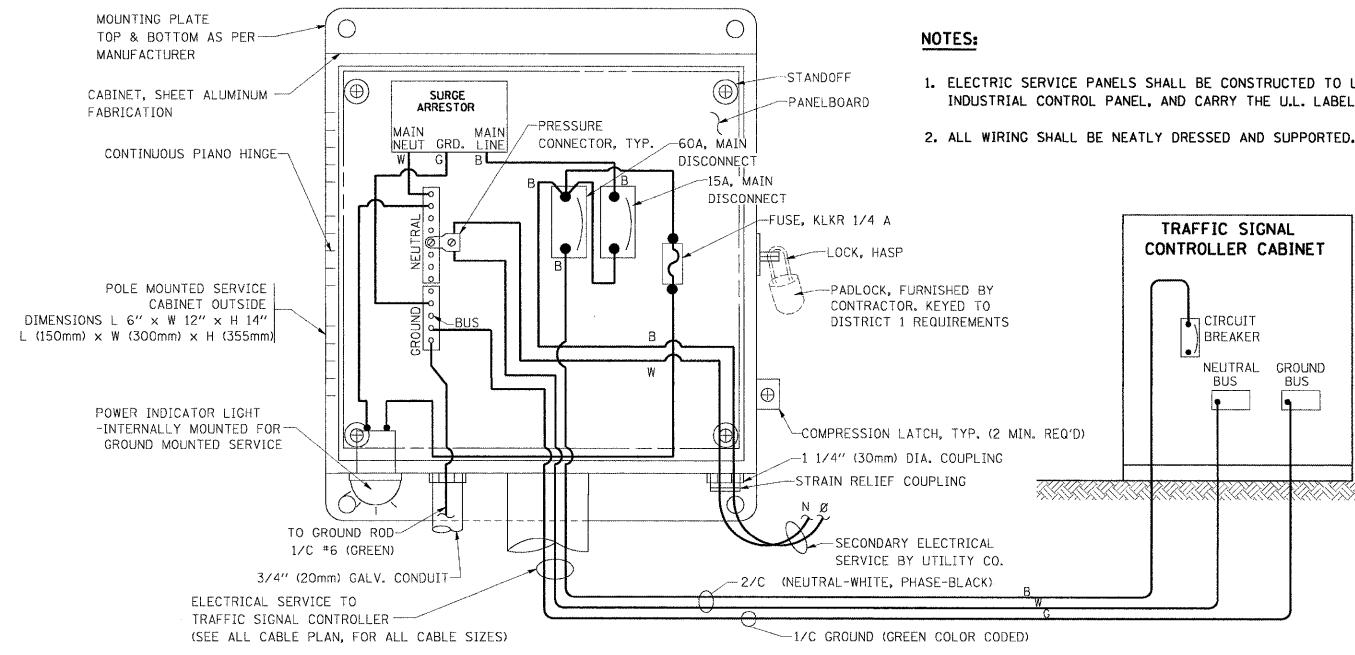
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MIN. DIST. FROM BACK OF CURB)	SHOULDER/NON-CURBED AREA (MIN. DIST. FROM EDGE OF PAVEMENT)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2FT(0.6m), MINIMUM 10FT(3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2FT(0.6m),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

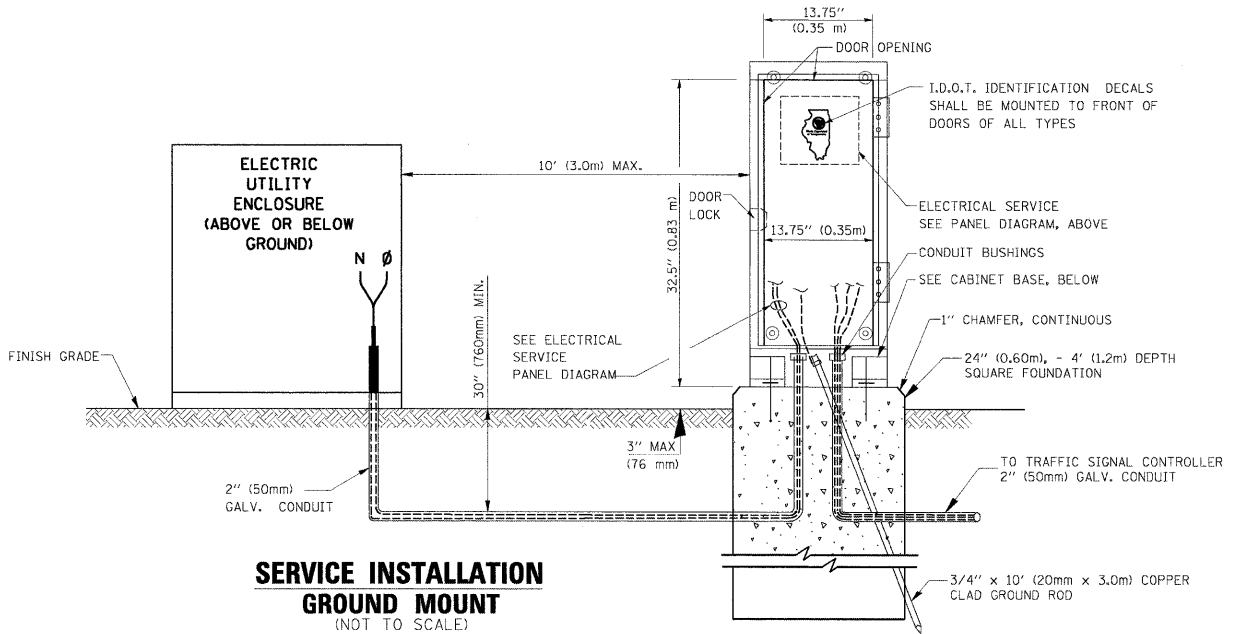
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

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

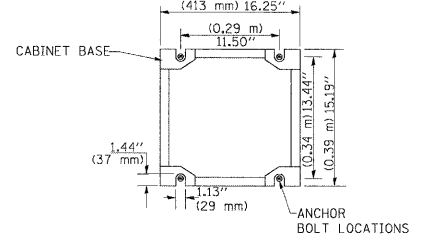
DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 2 OF 4



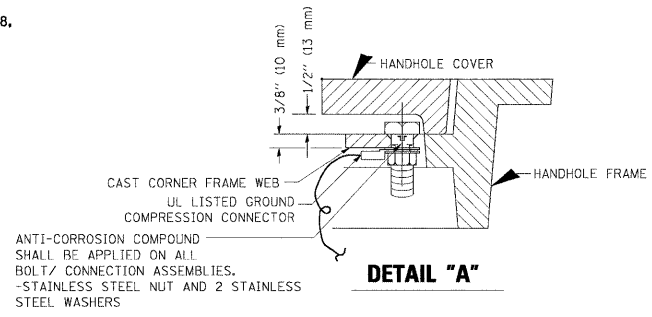
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



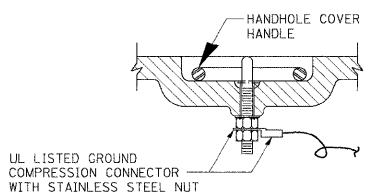
SERVICE INSTALLATION GROUND MOUNT
 (NOT TO SCALE)



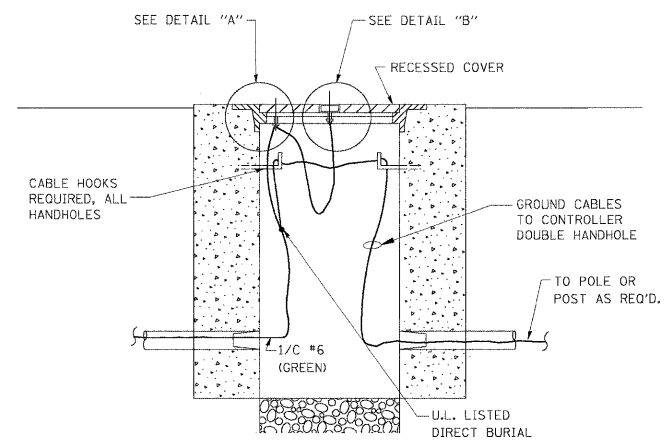
CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)



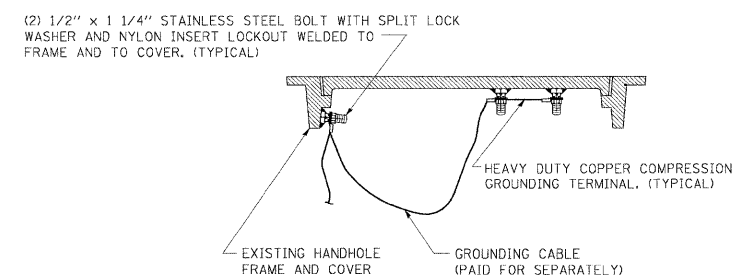
DETAIL "A"



DETAIL "B"



HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)

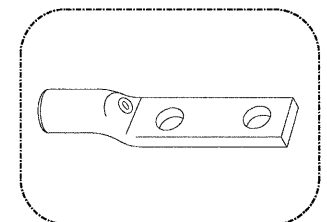


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)

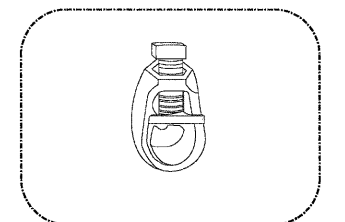
NOTES:

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.



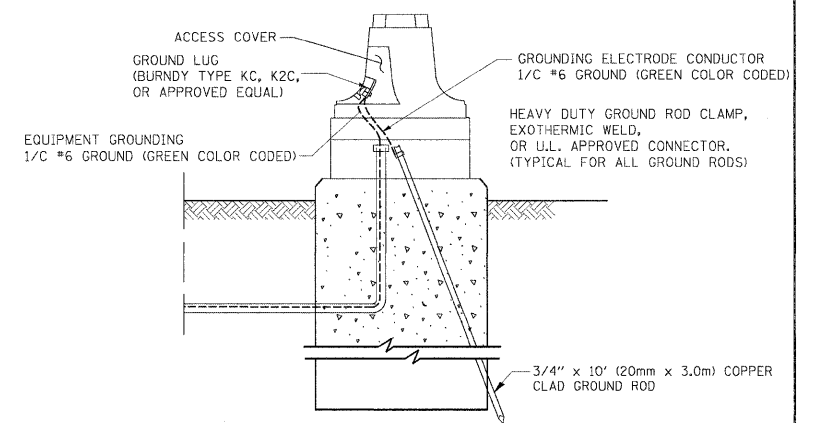
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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



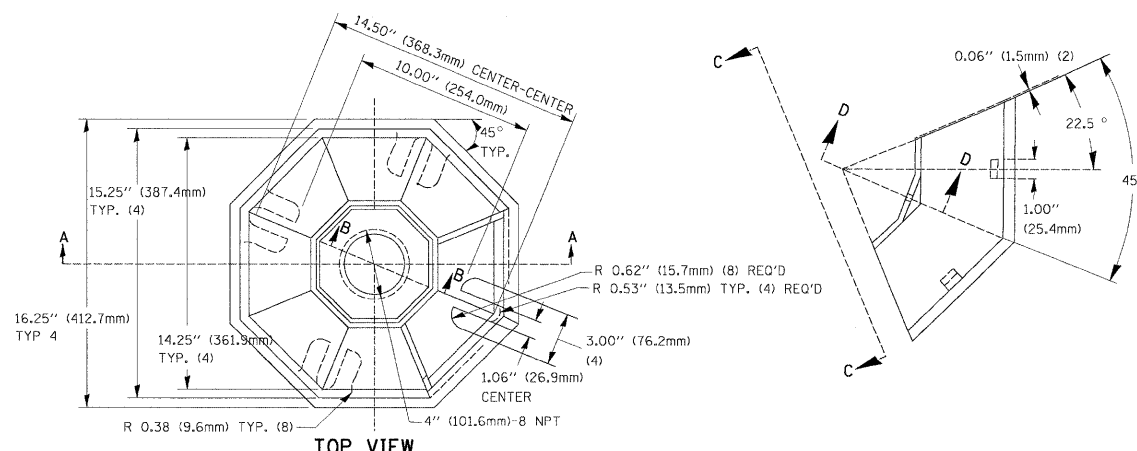
MAST ARM POLE / POST-GROUNDING DETAIL
 (NOT TO SCALE)

REVISIONS	
NAME	DATE

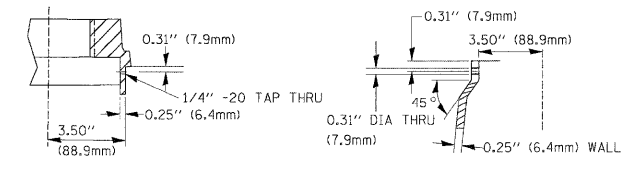
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL
 DESIGN DETAILS

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

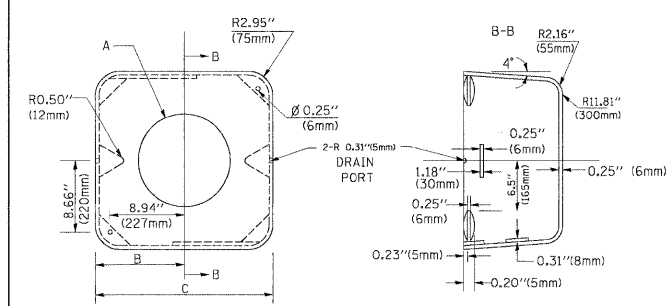
DRAWN BY: RWP
 DESIGNED BY: DAD
 CHECKED BY: DAZ
 SHEET 3 OF 4



SECTION B-B



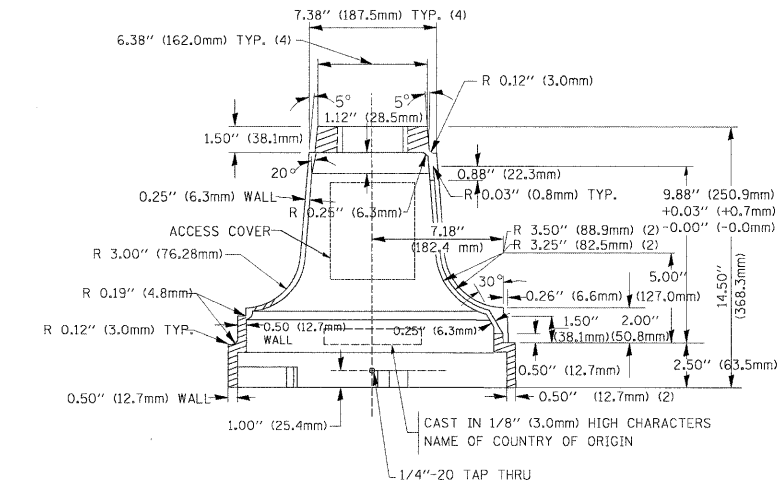
SECTION D-D



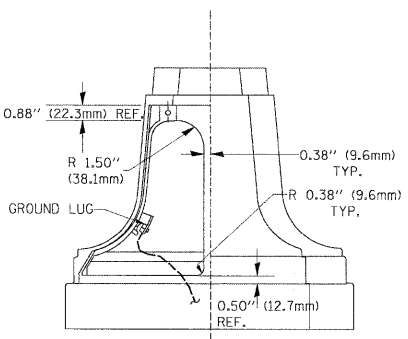
TYPE	A	B	C	HEIGHT	WEIGHT
I	Ø 10.125\"(257mm)	9.5\"(241mm)	19\"(483mm)	12\"(300mm)	24kg
II	Ø 11.125\"(283mm)	10.75\"(273mm)	21.5\"(546mm)	12\"(300mm)	26kg

SHROUD DETAIL

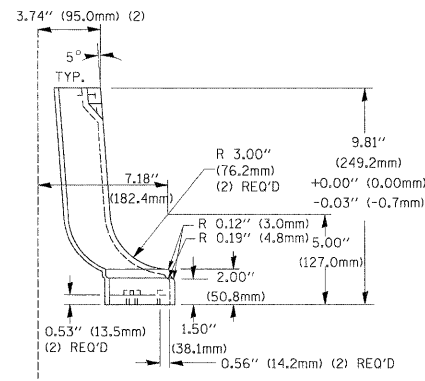
MATERIAL:
 - ASTM A48 CLASS 30 GREY IRON
 - ASTM A123 HOT DIPPED GALVANIZED



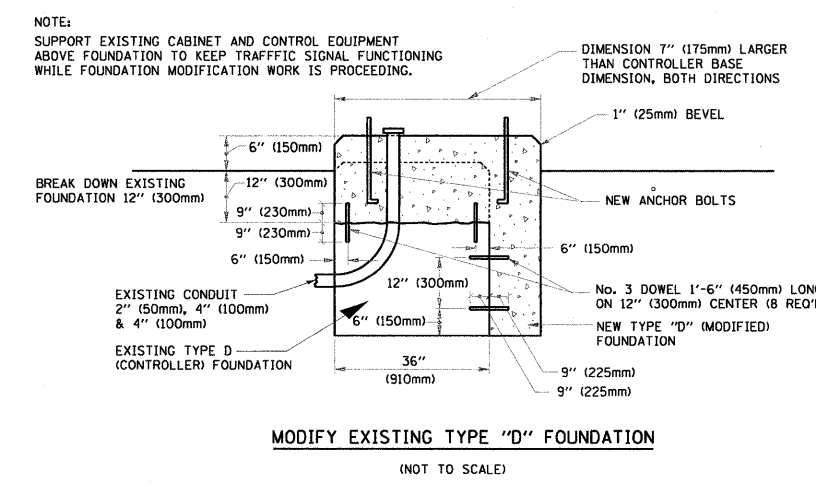
SECTION A-A



VIEW C-C

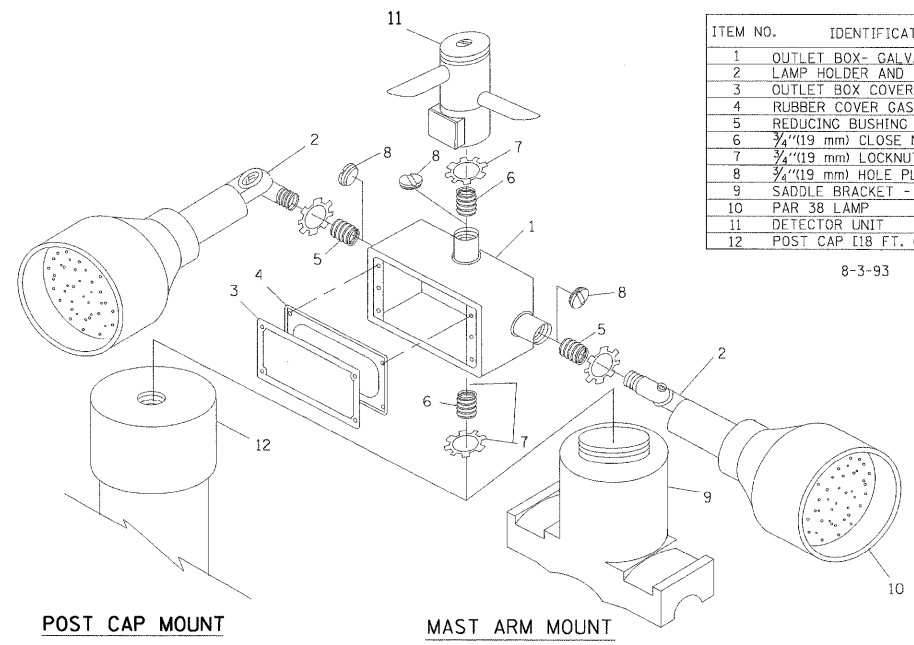


TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A



MODIFY EXISTING TYPE "D" FOUNDATION

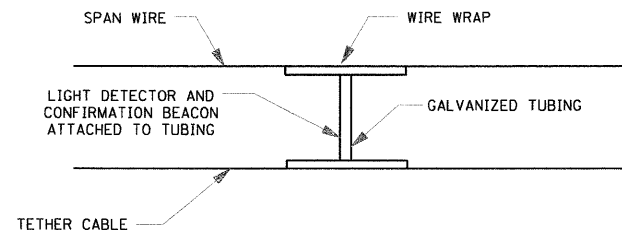
NOTE:
 SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING.



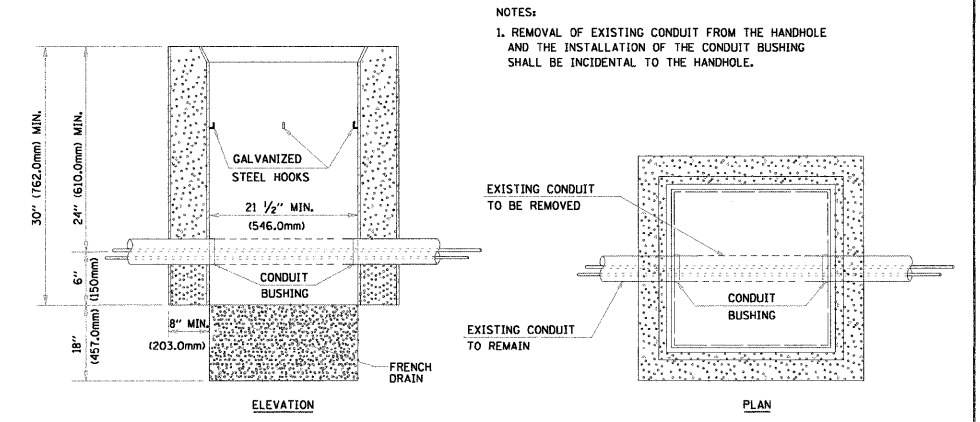
POST CAP MOUNT MAST ARM MOUNT
 EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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.]

- NOTES:
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 - ITEM #1- OZ/CEADNEY 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

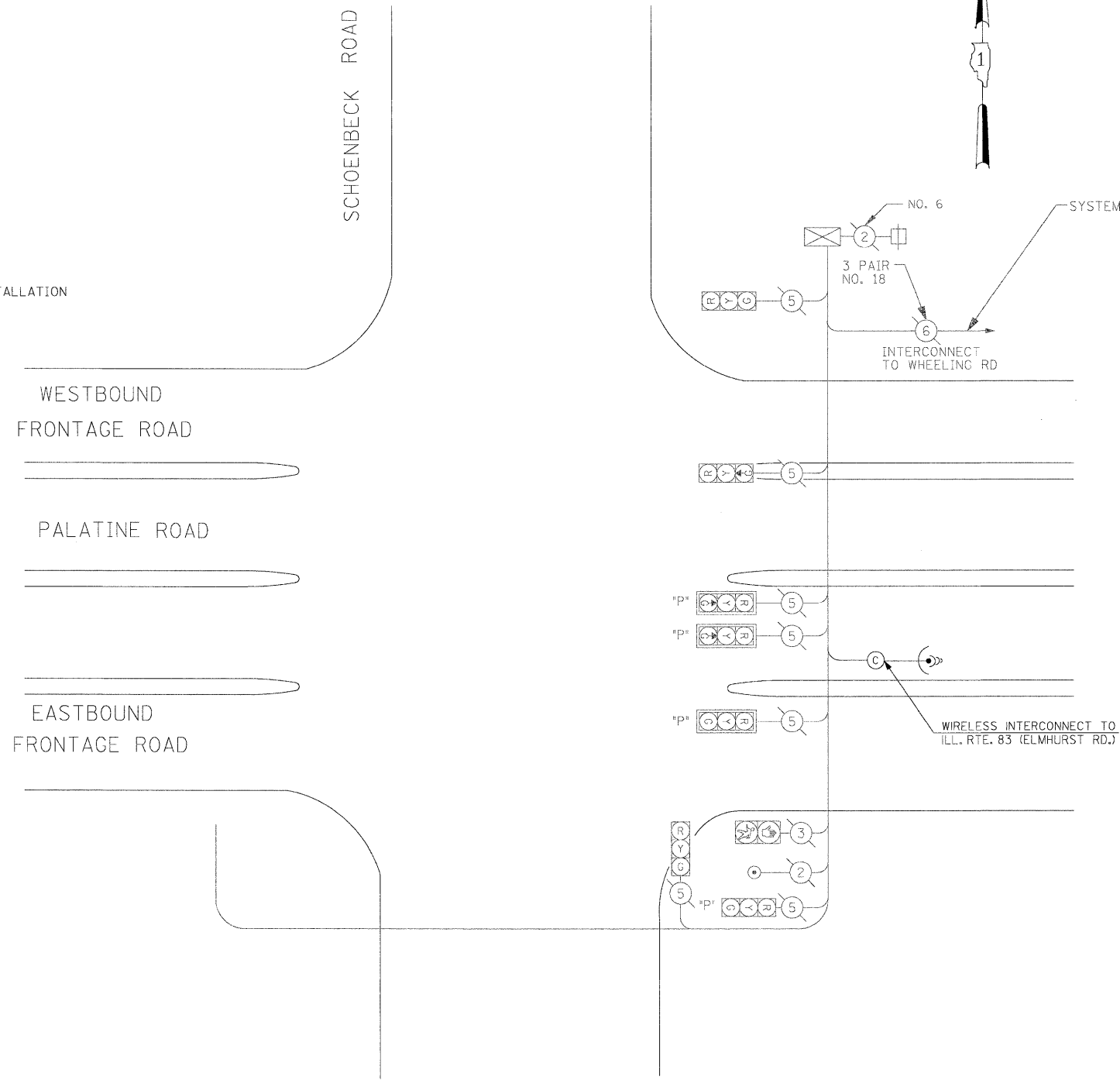
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DISTRICT 1
 STANDARD TRAFFIC SIGNAL DESIGN DETAILS
 SCALE: VERT. NONE
 HORIZ. NONE
 DATE: 1-01-02
 DRAWN BY: RWP
 DESIGNED BY: DAZ
 CHECKED BY: DAZ
 SHEET 4 OF 4

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 & SMI2F
		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

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	MODIFY EXISTING CONTROLLER
1	EACH	WIRELESS INTERCONNECT (COMPLETE)

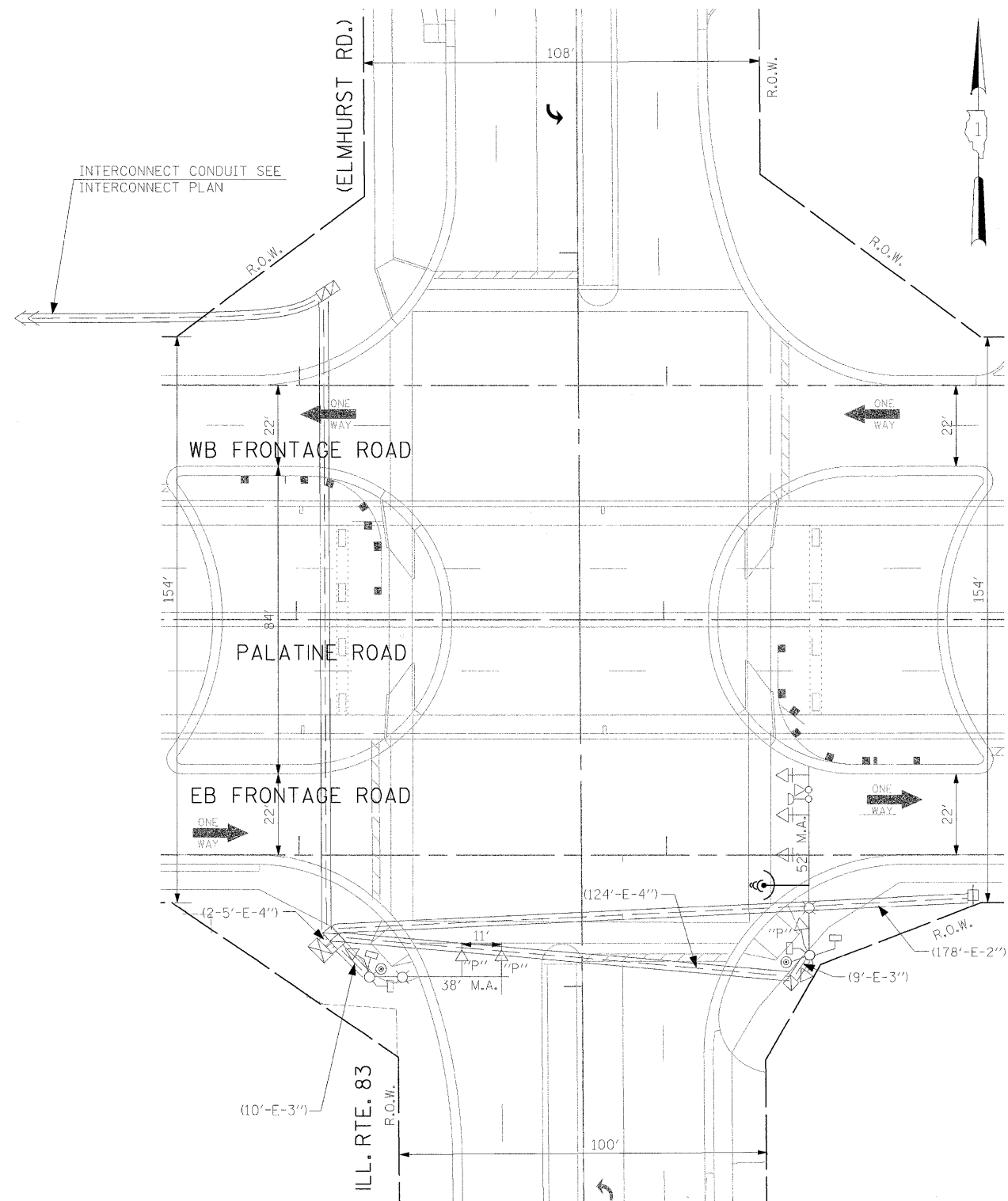


PARTIAL CABLE PLAN
NOT TO SCALE

FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL TRAFFIC SIGNAL CABLE PLAN SCHOENBECK ROAD AT PALATINE ROAD	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 18C	
#FILEL#		DRAWN - MAA, SHM	REVISED -			CONTRACT NO. 60E53					
		CHECKED - PKG	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
		DATE -	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.				

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		



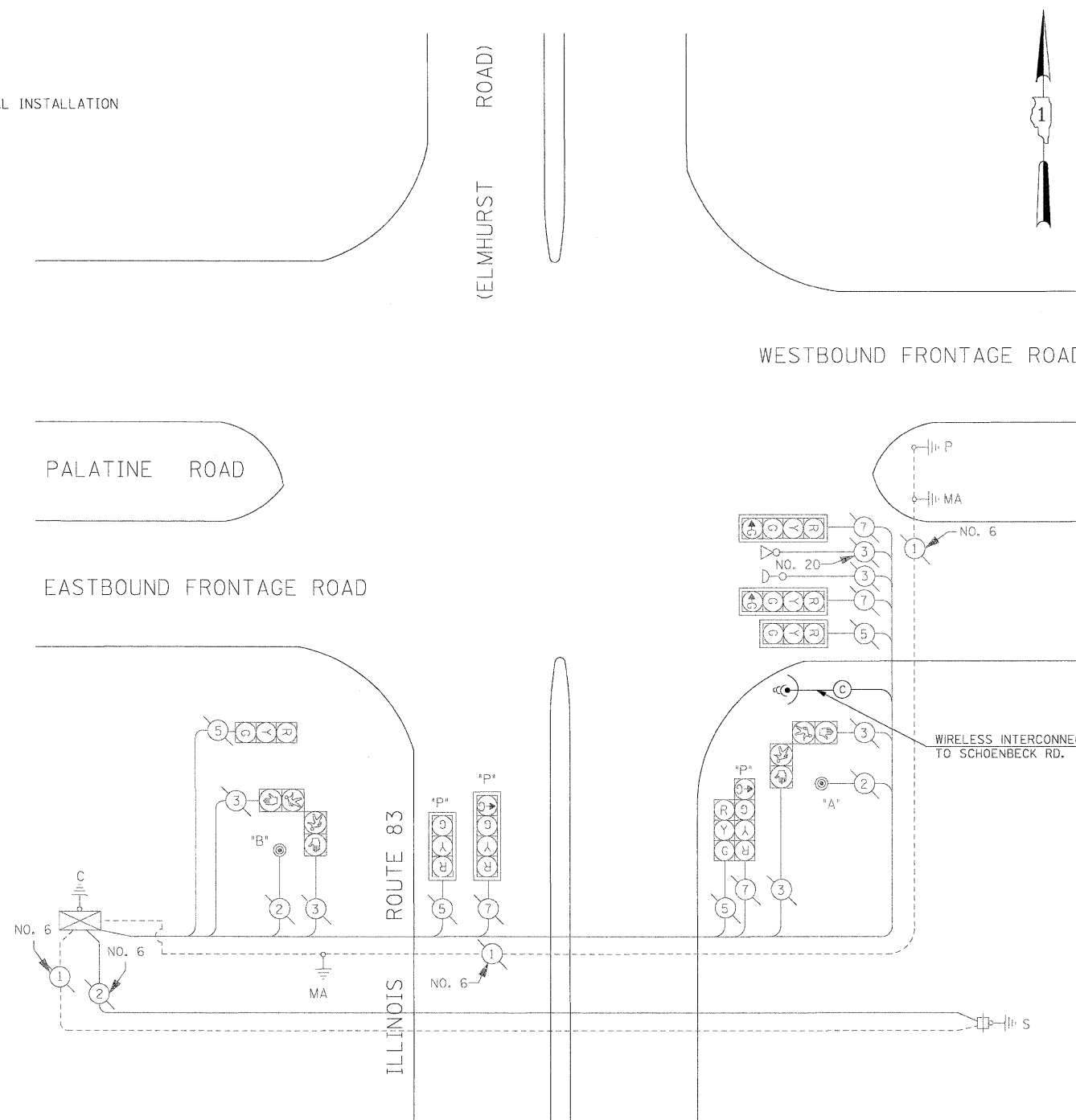
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#FILE#		DRAWN - MAA, SHM	REVISED - ---		SCALE: 1"=20'	SHEET NO. ___ OF ___ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 60E53				
		CHECKED - PKG	REVISED - ---		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
		DATE -	REVISED - ---									

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
1	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
1	EACH	MODIFY EXISTING CONTROLLER
1	EACH	WIRELESS INTERCONNECT (COMPLETE)

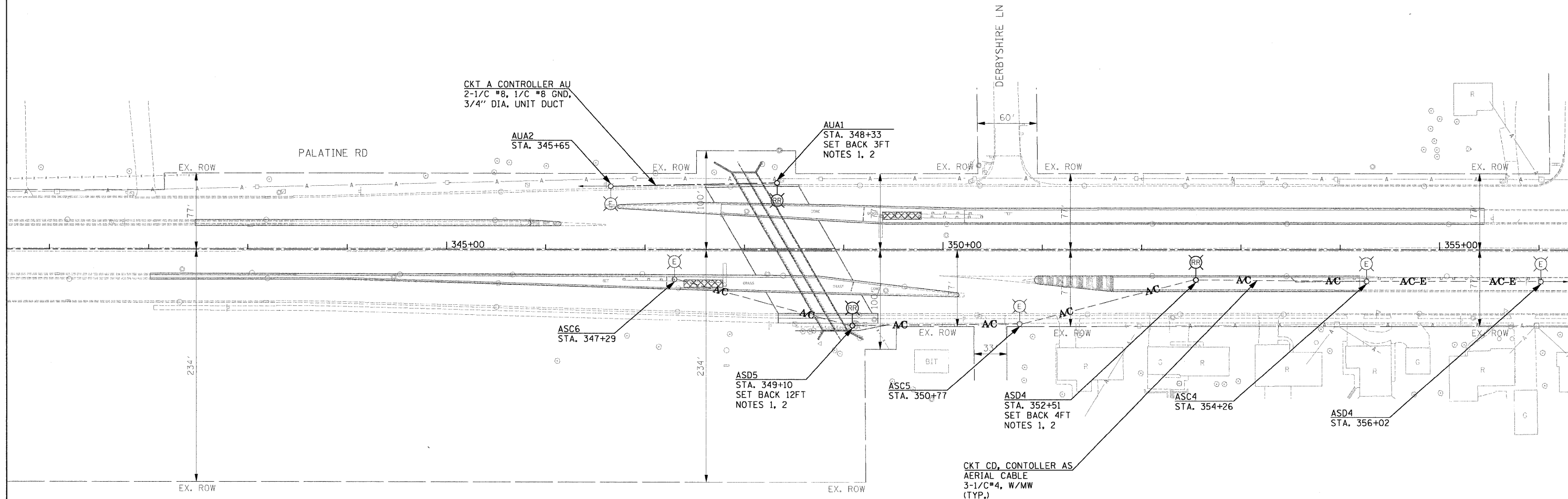
CABLE PLAN LEGEND

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-MMI2F & SMI2F
	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

FILE NAME = #FILEL#	USER NAME = #USER#	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PARTIAL TRAFFIC SIGNAL CABLE 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. 181		
		DRAWN - MAA, SHM	REVISED -			SCALE: NONE	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 60E53				
		CHECKED - PKG	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



NOTES:

1. THE CONTRACTOR SHALL RE-INSTALL THESE EXISTING LIGHTING UNITS IN THEIR ORIGINAL LOCATION AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.
2. THE CONTRACTOR SHALL PROVIDE AND INSTALL NEW TRANSFORMER BASE BREAKAWAY DEVICES, 9" HIGH, ON THE EXISTING POLES BEING RE-INSTALLED. THE CONTRACTOR SHALL INSURE THAT THE NEW TRANSFORMER BASES FIT THE EXISTING POLES. THE BOLT CIRCLES OF THE NEW TRANSFORMER BASES MUST MATCH THE BOLT CIRCLES ON THE EXISTING POLES.

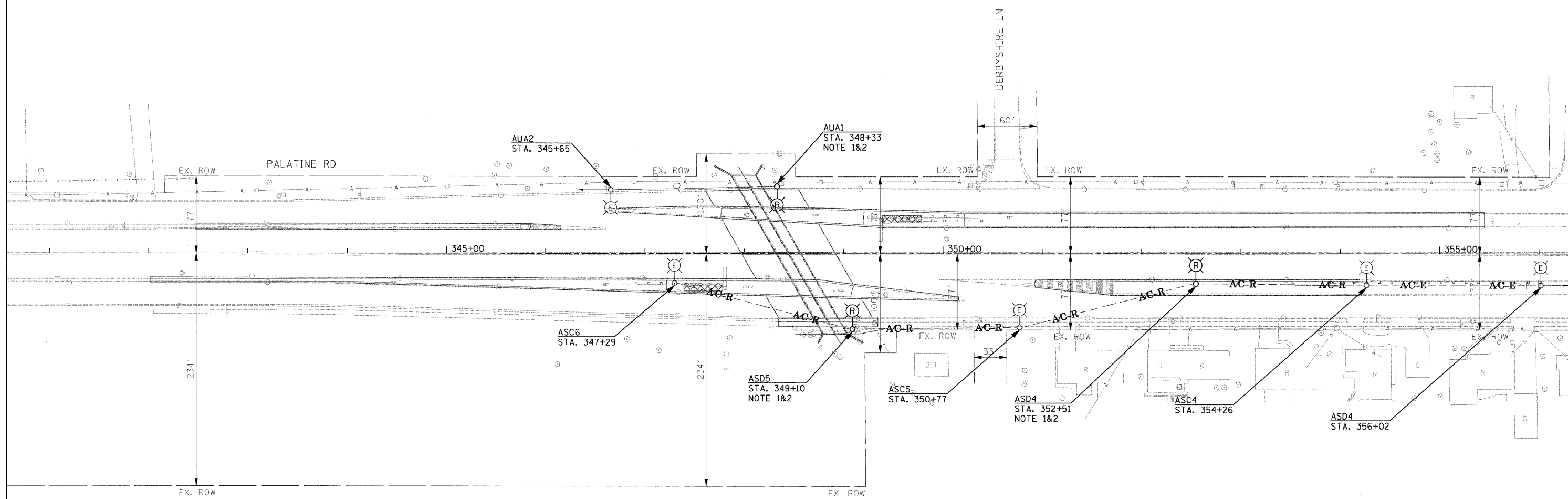
GA GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 206
 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - #DES	REVISED -
		DRAWN - #DRAWN	REVISED -
		CHECKED - #CHKD	REVISED -
		DATE - #DATE	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

McDONALD CREEK CULVERT PROPOSED LIGHTING			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

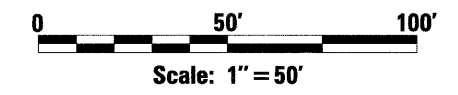
F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 20
CONTRACT NO. 60E53				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



NOTES:

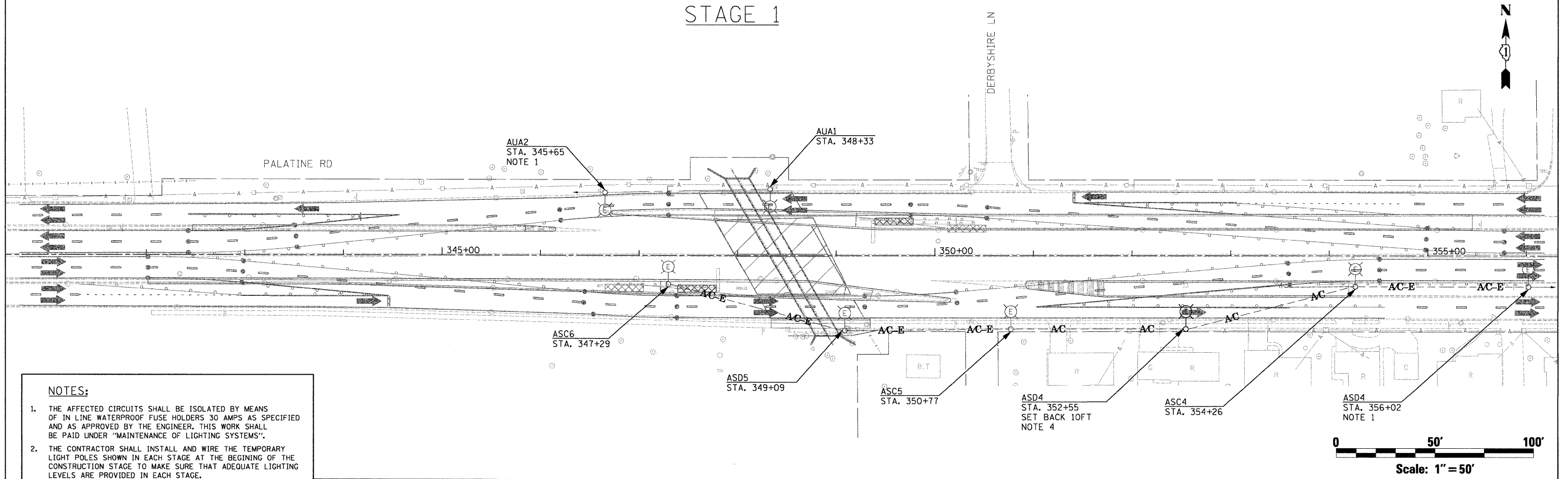
1. THE CONTRACTOR SHALL REMOVE THESE EXISTING LIGHTING UNITS AND THEIR FOUNDATIONS. THE CONTRACTOR SHALL SECURELY PACKAGE, AND STORE THESE LIGHTING UNITS IN A SAFE LOCATION. THESE LIGHTING UNITS SHALL BE RE-INSTALLED ON A NEW FOUNDATION AT A LATER TIME IN THE SAME LOCATIONS SHOWN HERE.
2. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING THE REMOVED LIGHTING EQUIPMENT FROM BEING DAMAGED. ANY DAMAGED LIGHTING EQUIPMENT MUST BE REPLACED IN-KIND WITH NEW AT THE CONTRACTOR'S EXPENSE.

GA GANDHI AND ASSOCIATES, INC.
 ENGINEERS AND PLANNERS
 6035 N. NORTHWEST HIGHWAY
 SUITE 306
 CHICAGO, ILLINOIS 60631 TEL. (773) 774-5910



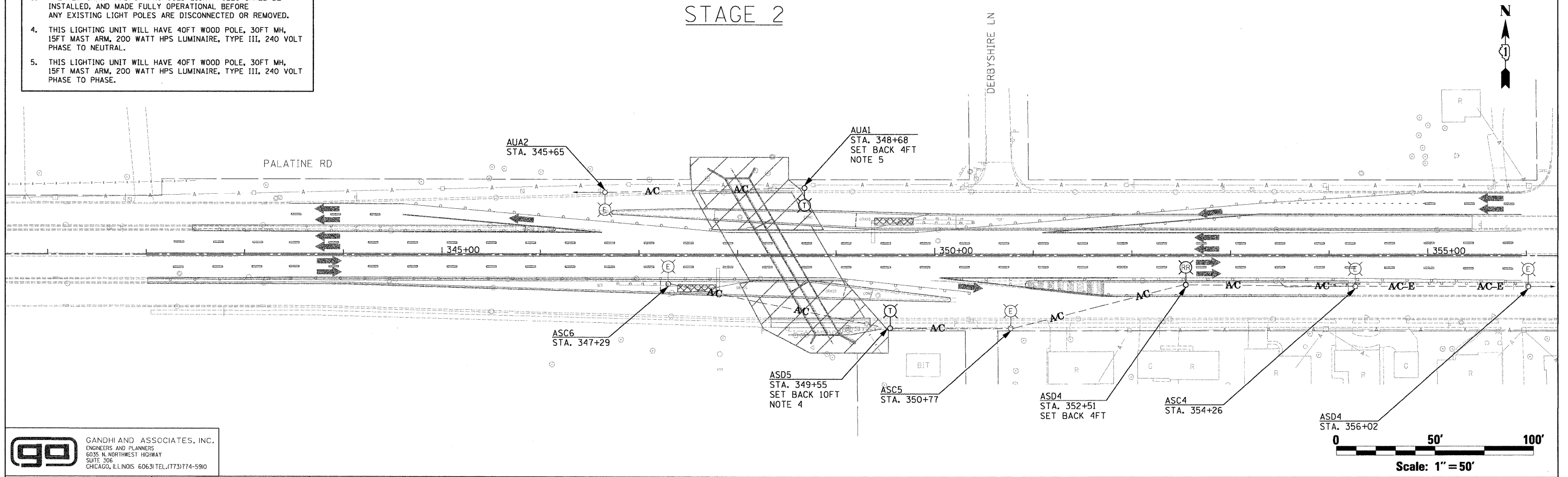
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	PLOT SCALE = #SCALE#	CHECKED - #CHKD	REVISED -	SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 60E53				
	PLOT DATE = #DATE#	DATE - #DATE	REVISED -	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT						

STAGE 1



- NOTES:**
1. THE AFFECTED CIRCUITS SHALL BE ISOLATED BY MEANS OF IN LINE WATERPROOF FUSE HOLDERS 30 AMPS AS SPECIFIED AND AS APPROVED BY THE ENGINEER, THIS WORK SHALL BE PAID UNDER "MAINTENANCE OF LIGHTING SYSTEMS".
 2. THE CONTRACTOR SHALL INSTALL AND WIRE THE TEMPORARY LIGHT POLES SHOWN IN EACH STAGE AT THE BEGINING OF THE CONSTRUCTION STAGE TO MAKE SURE THAT ADEQUATE LIGHTING LEVELS ARE PROVIDED IN EACH STAGE.
 3. THE TEMPORARY AND/OR PROPOSED LIGHT POLES SHALL BE INSTALLED, AND MADE FULLY OPERATIONAL BEFORE ANY EXISTING LIGHT POLES ARE DISCONNECTED OR REMOVED.
 4. THIS LIGHTING UNIT WILL HAVE 40FT WOOD POLE, 30FT MH, 15FT MAST ARM, 200 WATT HPS LUMINAIRE, TYPE III, 240 VOLT PHASE TO NEUTRAL.
 5. THIS LIGHTING UNIT WILL HAVE 40FT WOOD POLE, 30FT MH, 15FT MAST ARM, 200 WATT HPS LUMINAIRE, TYPE III, 240 VOLT PHASE TO PHASE.

STAGE 2



GA 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 - #DES	REVISED -
#FILE#		DRAWN - #DRAWN	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - #CHKD	REVISED -
	PLOT DATE = #DATE#	DATE - #DATE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**McDONALD CREEK CULVERT
TEMPORARY LIGHTING**

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

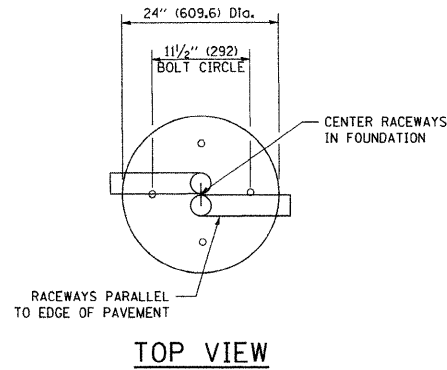
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	0913.1-T	COOK	39	22
CONTRACT NO. 60E53				

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT

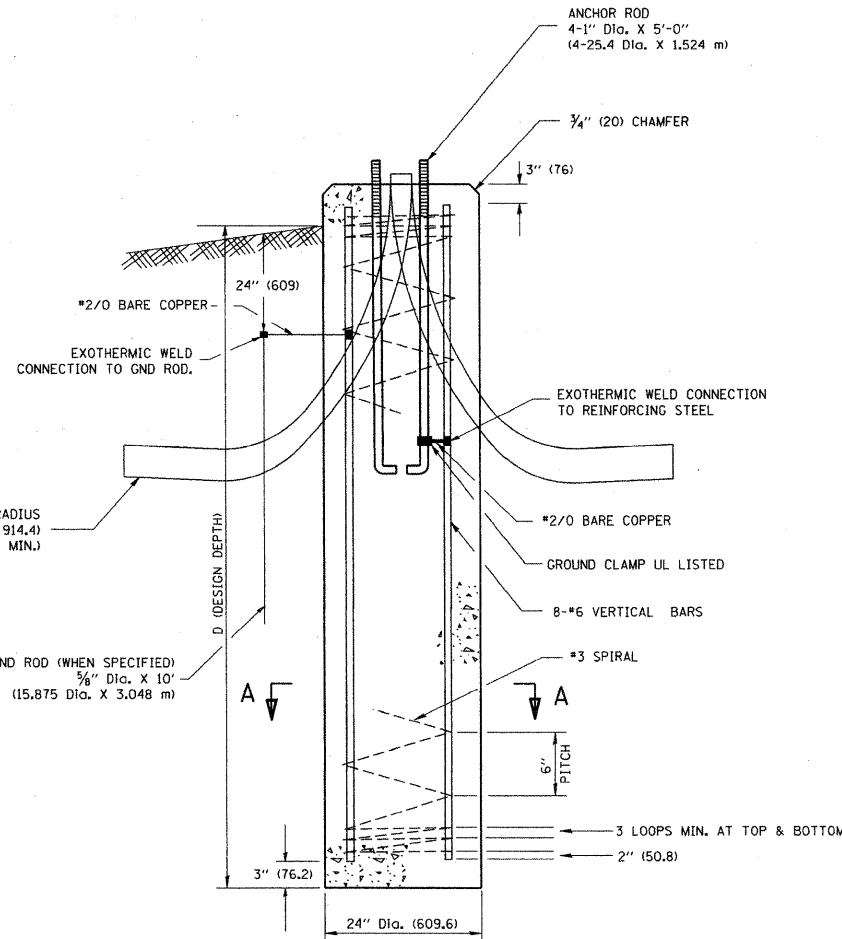
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305	0913.1-T	COOK	39	23
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LIGHT POLE FOUNDATION DEPTH TABLE
30 FT. (9.144 m) TO 35 FT. (10.668 m) MOUNTING HEIGHT

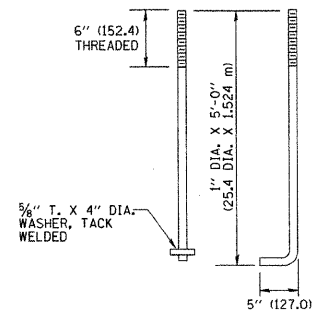
SOIL CONDITIONS	DESIGN DEPTH "D" OF FOUNDATION	
	SINGLE ARM POLE	TWIN ARM POLE
SOFT CLAY O _u = 0.375 TON/SO. FT.	11'-0" (3.35 m)	12'-8" (3.85 m)
MEDIUM CLAY O _u = 0.75 TON/SO. FT.	9'-0" (2.74 m)	14'-10" (4.52 m)
STIFF CLAY O _u = 1.50 TON/SO. FT.	7'-6" (2.29 m)	8'-7" (2.61 m)
LOOSE SAND φ = 34°	9'-6" (2.90 m)	10'-7" (3.22 m)
MEDIUM SAND φ = 37.5°	9'-0" (2.74 m)	9'-10" (2.99 m)
DENSE SAND φ = 40°	8'-3" (2.51 m)	9'-7" (2.91 m)



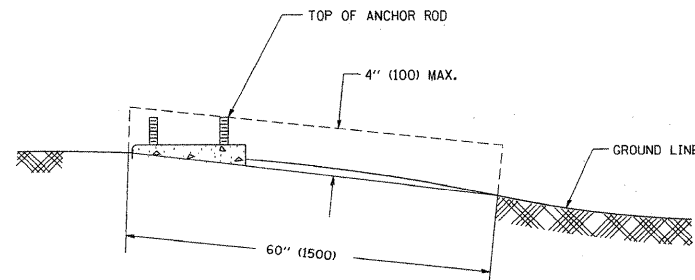
TOP VIEW



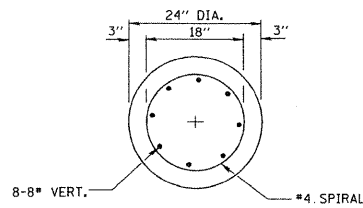
FOUNDATION DETAIL



ANCHOR BOLT DETAIL



FOUNDATION EXTENSION DETAIL



SECTION A-A

NOTES

- ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- THE ANCHOR RODS AND RACEWAYS SHALL BE PROPERLY SECURED IN PLACE BEFORE THE CONCRETE IS PLACED.
- THE FOUNDATION SHALL NOT PROTRUDE MORE THAN 4 IN. (100 mm) ABOVE THE FINISHED GRADE WITHIN A 60 IN. (1.5 m) CHORD ACROSS THE FOUNDATION, WITH ANCHOR RODS INCLUDED, IN ACCORDANCE WITH AASHTO GUIDELINES. IF THE FOUNDATION HEIGHT, INCLUDING ANCHOR RODS, EXTENDS BEYOND THESE SPECIFIED LIMITS, THE FOUNDATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE. SEE FOUNDATION EXTENSION DETAIL.
- THE HOLE FOR THE FOUNDATION SHALL BE MADE BY DRILLING WITH AN AUGER, OF THE SAME DIAMETER AS THE FOUNDATION. IF SOIL CONDITIONS REQUIRE THE USE OF A LINER TO FORM THE HOLE, THE LINER SHALL BE WITHDRAWN AS THE CONCRETE IS DEPOSITED.
- THE TOP OF THE FOUNDATION SHALL BE CONSTRUCTED LEVEL. A LINER OR FORM SHALL BE USED TO PRODUCE A UNIFORM SMOOTH SIDE TO THE TOP OF THE FOUNDATION. FOUNDATION TOP SHALL BE CHAMFERED 3/4-IN. (20 mm).
- THE CONCRETE SHALL BE CLASS SI. CONCRETE SHALL CURE ACCORDING TO ARTICLE 1020.13 BEFORE LIGHT POLES ARE INSTALLED.
- THE ANCHOR ROD SHALL BE A HOOK ROD TYPE. COLD BENDING OF THE ANCHOR ROD WILL NOT BE ALLOWED. THE RADIUS OF THE HOOK BEND SHALL NOT BE LESS THAN 4 TIMES THE NOMINAL DIAMETER OF THE ANCHOR ROD. A TACK WELDED ANCHOR ROD MAY BE SUBSTITUTED WITH THE APPROVAL OF THE ENGINEER.
- THE ANCHOR RODS SHALL BE ACCORDING TO ASTM F1554 GRADE 725 (GRADE 105). NUTS SHALL BE HEXAGON NUTS ACCORDING TO ASTM A 194 2H OR ASTM A 563 DH, AND WASHERS SHALL BE ACCORDING TO ASTM F 436.
- ANCHOR RODS, NUTS AND WASHERS SHALL BE COMPLETELY GALVANIZED BY EITHER THE HOT-DIPPED PROCESS CONFORMING WITH AASHTO M 232, THE MECHANICAL PLATING METHOD CONFORMING TO AASHTO M 298, CLASS 50 WITH A MAXIMUM COATING THICKNESS OF 150 UM(6 MILS) OR THE ELECTROLYTIC PROCESS ACCORDING TO ASTM F 1136.
- THE ANCHOR RODS SHALL BE THREADED A MINIMUM OF 6 INCHES (150 mm) WITH A MINIMUM OF 3 INCHES (75 mm) OF THREADED ANCHOR ROD EMBEDDED IN THE FOUNDATION.
- ANCHOR RODS SHALL PROJECT 2 3/4" (69.9 mm) ABOVE THE TOP OF THE FOUNDATION. IF BREAKAWAY COUPLINGS ARE SPECIFIED, THE CONTRACTOR SHALL CAREFULLY COORDINATE THE ANCHOR ROD PROJECTION WITH THE INSTALLATION REQUIREMENTS OF THE BREAKAWAY COUPLINGS.
- THE CONTRACTOR SHALL USE A #3 SPIRAL AT 6" (152.4 mm) PITCH OR MAY SUBSTITUTE #3 TIES AT 12" (304.8 mm) O.C. WITH THE APPROVAL OF THE ENGINEER.
- THE CABLE TRENCHES AND FOUNDATION SHALL BE BACK FILLED AND COMPACTED AS SPECIFIED BEFORE THE LIGHT POLE IS ERECTED.
- THE RACEWAYS SHALL PROJECT 1" (25.4 mm) ABOVE THE TOP OF THE FOUNDATION.

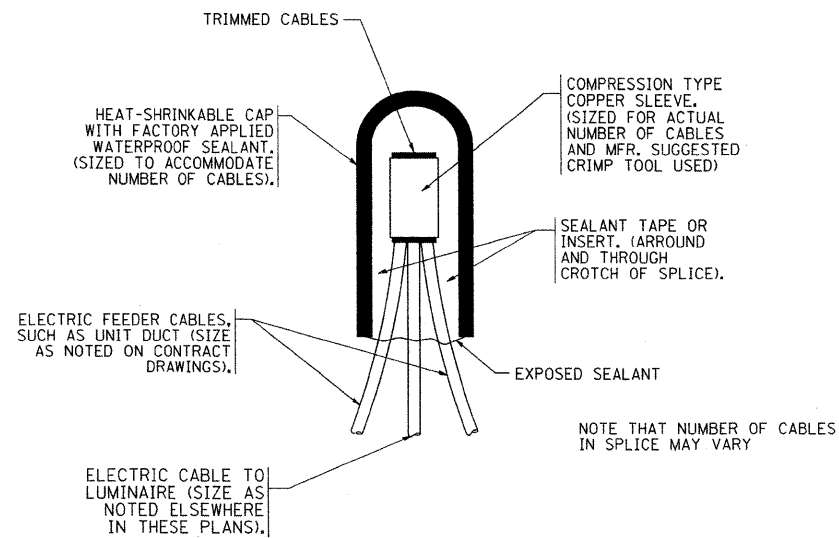
REVISIONS	
NAME	DATE
D. SIMON	4/93
D. DREW	06/15/95
	12/18/02

ILLINOIS DEPARTMENT OF TRANSPORTATION
LIGHT POLE FOUNDATION
30' (9.144 m) TO 35' (10.668 m) M.H.
11 1/2" (292 mm) BOLT CIRCLE

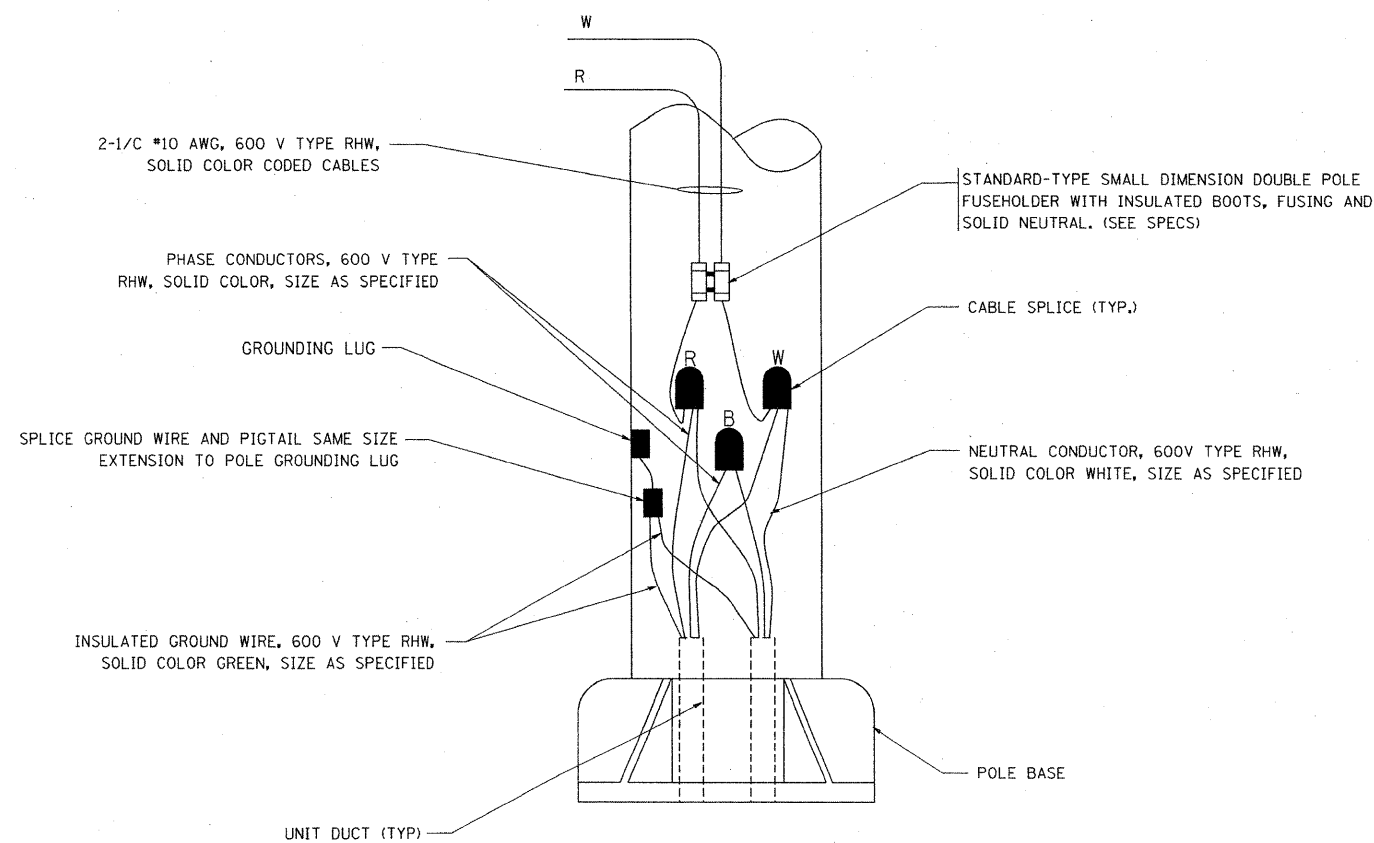
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DRAWN BY
CHECKED BY
E-300 (BE-300)

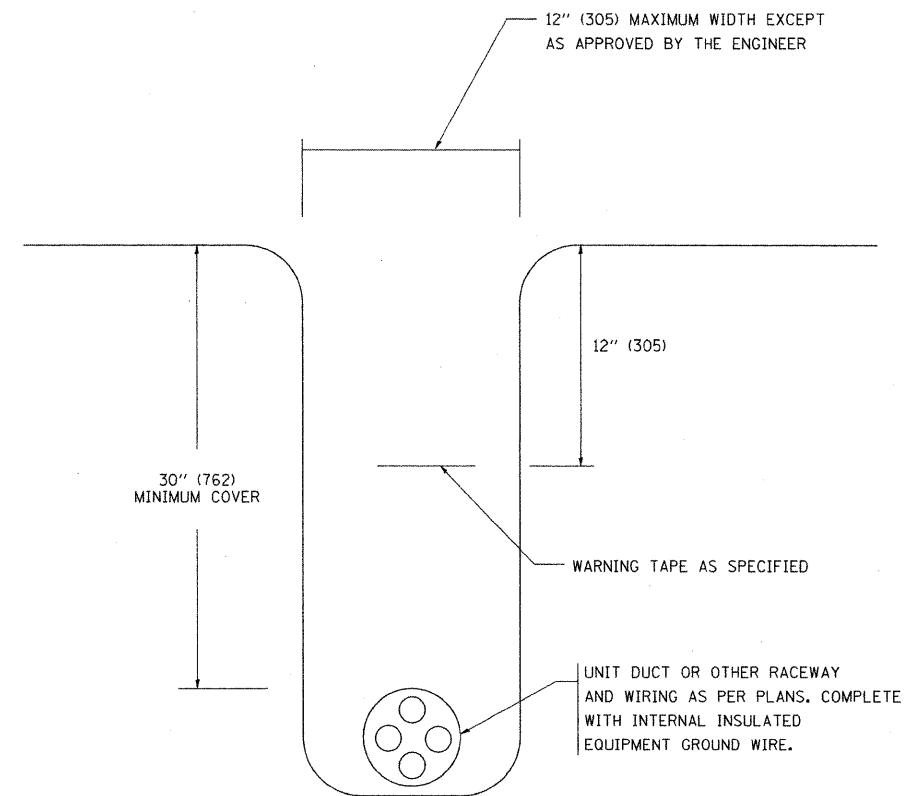
CONTRACT NO.				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	0913.1-7	COOK	39	24
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TYPICAL SPLICE DETAIL
N.T.S.



POLE WIRING DETAIL
N.T.S.



TYPICAL WIRING IN TRENCH DETAIL
N.T.S.

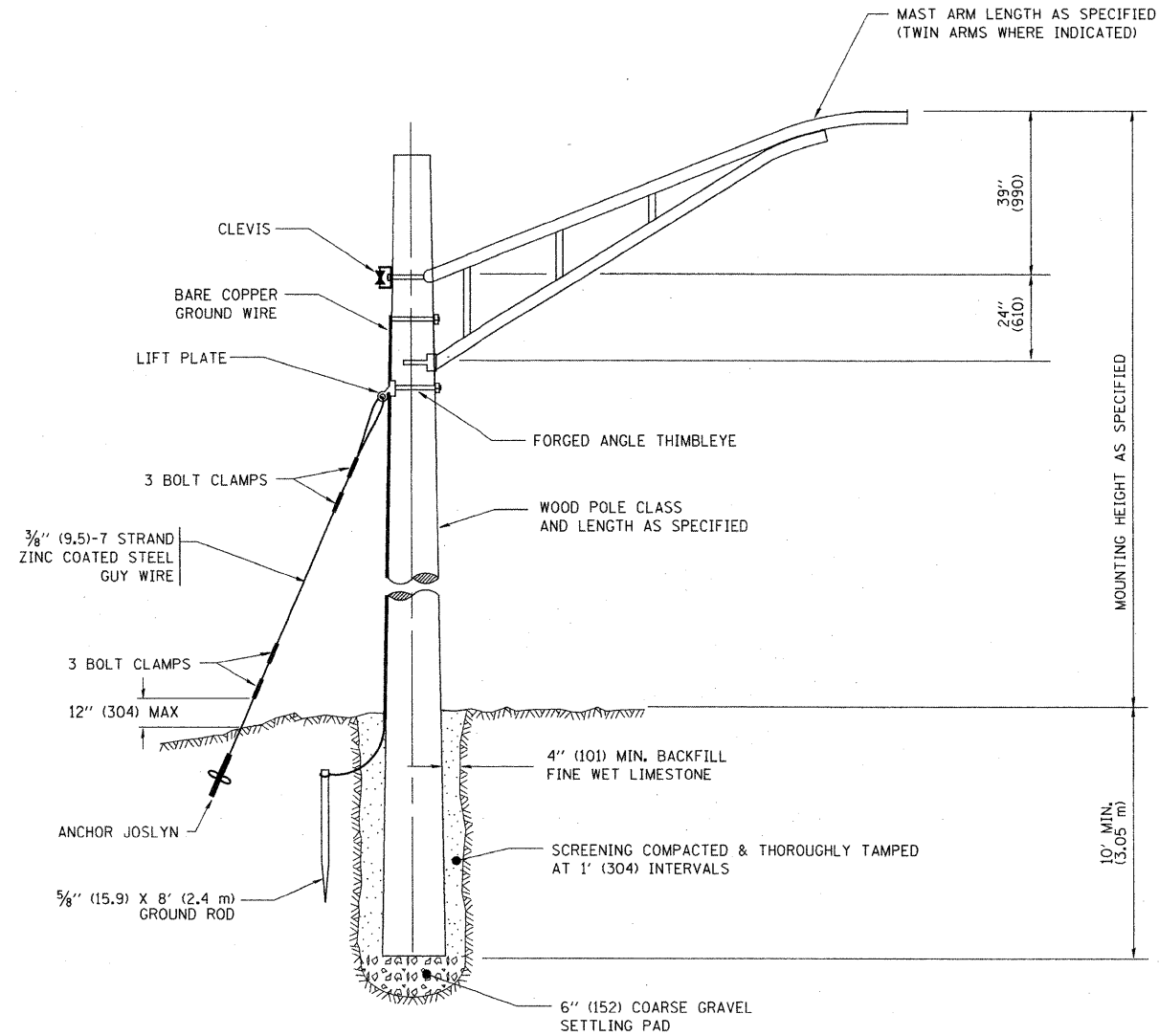
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USER NAME = beuerd

REVISIONS	
NAME	DATE
	08/08/03

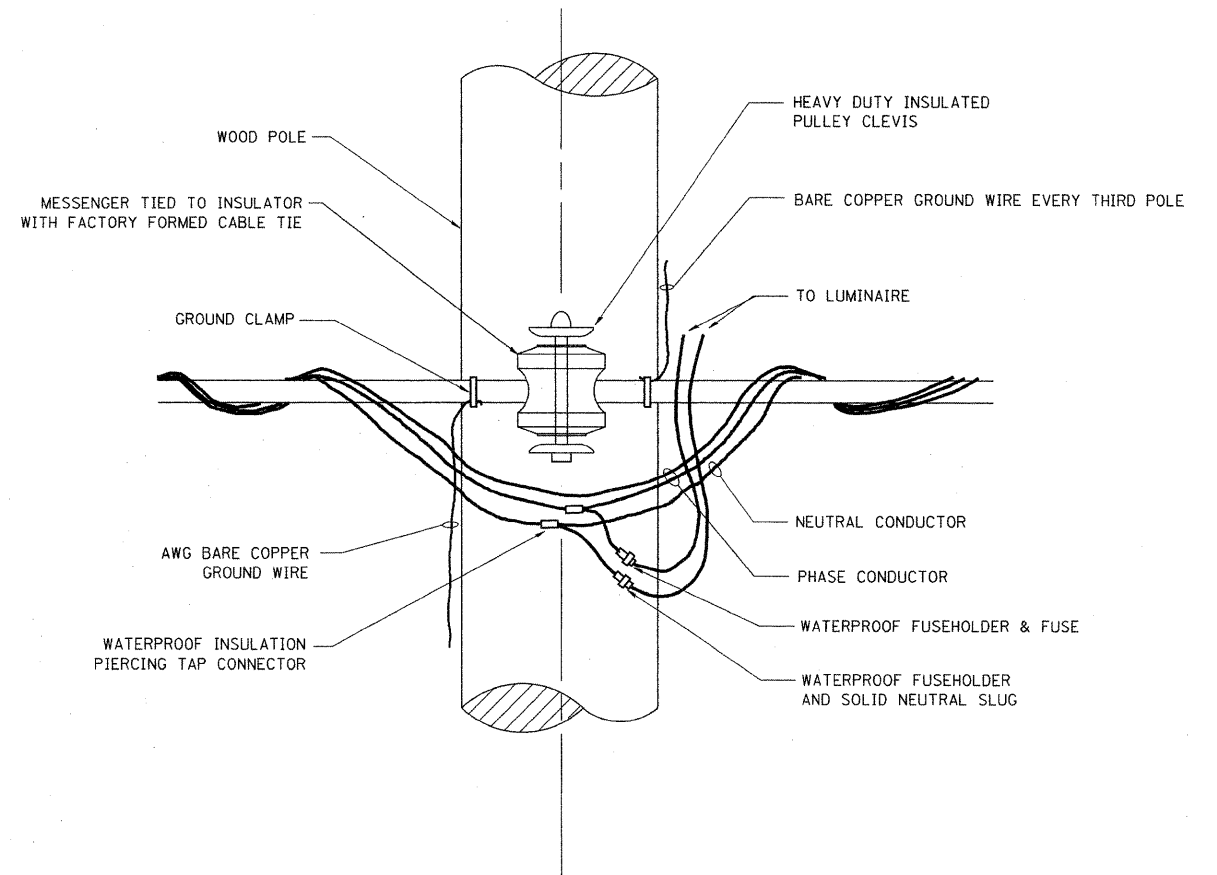
ILLINOIS DEPARTMENT OF TRANSPORTATION
MISC. ELECTRICAL DETAILS
SHEET A

SCALE: VERT. NONE
HORIZ.
DRAWN BY
CHECKED BY
BE-702

CONTRACT NO.				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	0913.1-T	COOK	39	25
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TEMPORARY LIGHT POLE DETAIL



TEMPORARY LIGHT POLE ATTACHMENT DETAIL

NOTES:

1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

PLOT DATE = 4/18/2007
 FILE NAME = K:\data\104\104000.dgn
 PLOT SCALE = 1/8" = 1'-0"
 USER NAME = bauerd

REVISIONS	
NAME	DATE
	08/08/03

ILLINOIS DEPARTMENT OF TRANSPORTATION
**TEMPORARY LIGHT POLE
 DETAILS**
 SCALE: VERT. NONE
 HORIZ. NONE
 DRAWN BY
 CHECKED BY
 BE-800

Benchmark: Chiseled "□" in SE corner of concrete traffic control box base located at the NE corner of Palatine Road and Schoenbeck Road. Elev. 675.59

Existing Structure: Structure No. 016-4006 built in 1960 by the Cook County Highway Department under Section 110-0913. Twin 10'x8'x192.5' cast-in-place box culvert. Traffic to be maintained using staged construction.

No Salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Box Culverts	Cu Yd	481.3
Reinforcement Bars, Epoxy Coated	Pound	600
Reinforcement Bars	Pound	121,950
Removal of Existing Structures	Each	1
Temporary Sheet Piling	Sq. Ft.	1,338
Chain Link Fence, 4' Attached to Structure	Lin. Ft.	26
Name Plates	Each	1
Bar Splicers	Each	312

LOADING HS20-44

Allow 50 lbs./sq.ft. future wearing surface

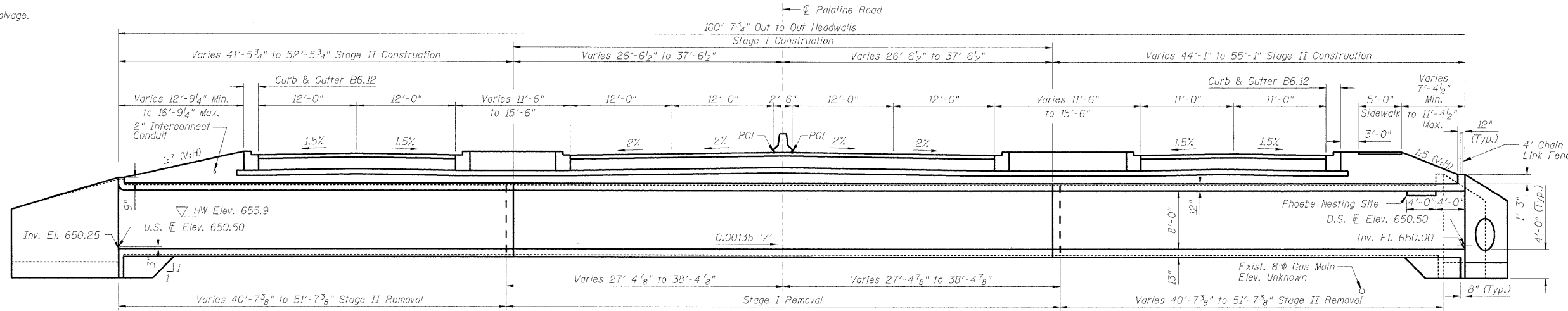
DESIGN SPECIFICATIONS

2002 AASHTO

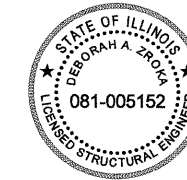
DESIGN STRESSES

FIELD UNITS

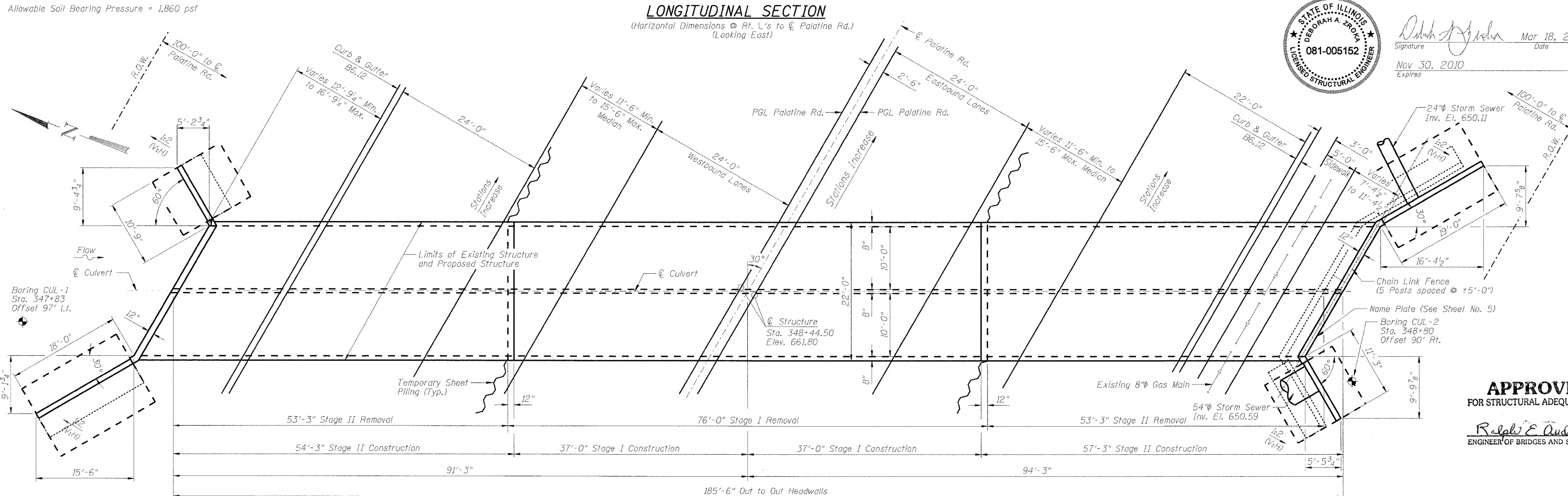
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)



Allowable Soil Bearing Pressure = 1,860 psf



Signature: *Deborah A. Zroka* Date: Mar 18, 2009
Expires: Nov 30, 2010



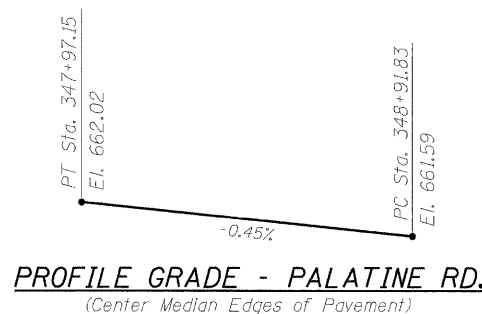
APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson, (P.E.)
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL PLAN
PALATINE ROAD OVER McDONALD CREEK
SECTION 0913.1-T
COOK COUNTY
STA. 348+44.50
STRUCTURE NO. 016-7947

GENERAL NOTES

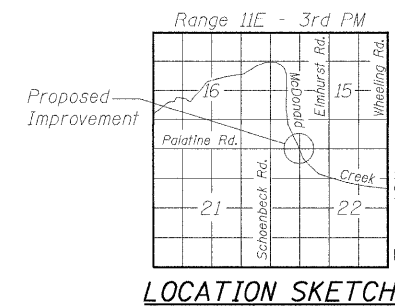
1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.
2. All construction joints shall be bonded.
3. Reinforcement bars designated (E) shall be epoxy coated.



WATERWAY INFORMATION TABLE

Drainage Area = 5.01 Sq. Miles Low Grade Elev. 661.5 Feet @ Sta. 348+40

Flood	Freq. Yr.	Q (CFS)	Opening Sq. Ft.		Nat. H.W.E.		Head - ft.		Headwater Elev.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	50	309	113.0	113.0	655.9	0.0	0.0	655.9	655.9	
Base	100	335	117.0	117.0	656.1	0.0	0.0	656.1	656.1	
Overtopping										
Max. Calc.	500	574	129.0	129.0	656.7	0.0	0.0	656.7	656.7	

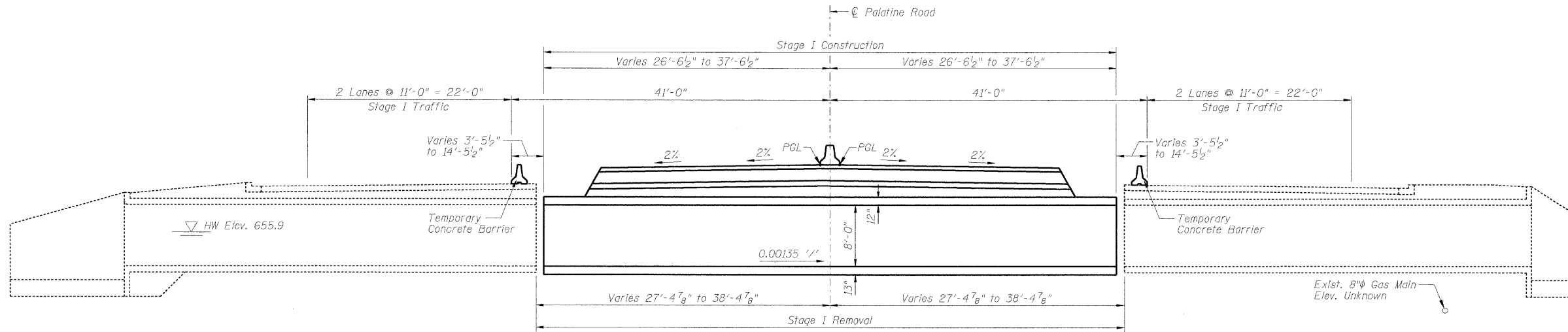


ZROKA engineering
Zroka Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 02-20-09 Drawn By: SW Checked By: HT

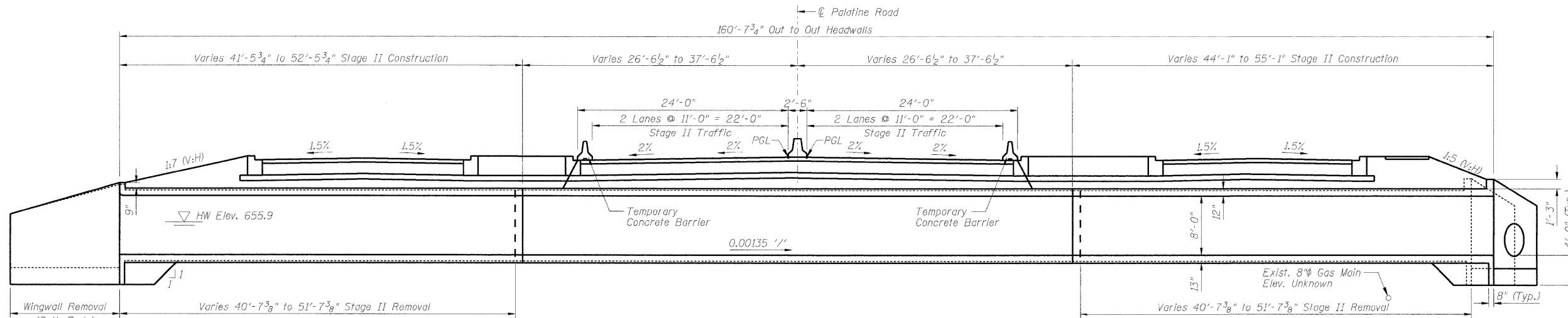
SHEET NO. 1 OF 8 SHEETS	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 26
	SN 016-7947		CONTRACT NO. 60E53		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STAGE I

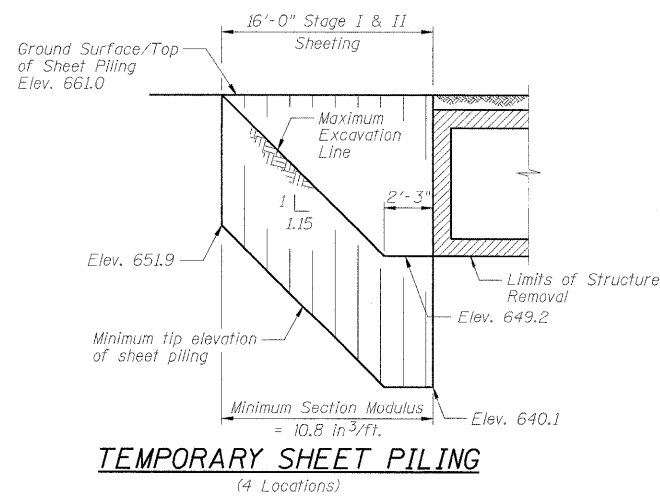
(Horizontal Dimensions @ Rt. L's to @ Palatine Rd.)
(Looking East)



STAGE II

(Horizontal Dimensions @ Rt. L's to @ Palatine Rd.)
(Looking East)

Note:
See Roadway Plans for quantity of Temporary Concrete Barrier.



TEMPORARY SHEET PILING

(4 Locations)

Notes:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

On the west side of culvert, there are various existing and proposed storm sewer pipes. For sizes and locations see Roadway Plans. The Contractor shall take into consideration locations of storm sewers when installing temporary sheet piling.

BILL OF MATERIAL

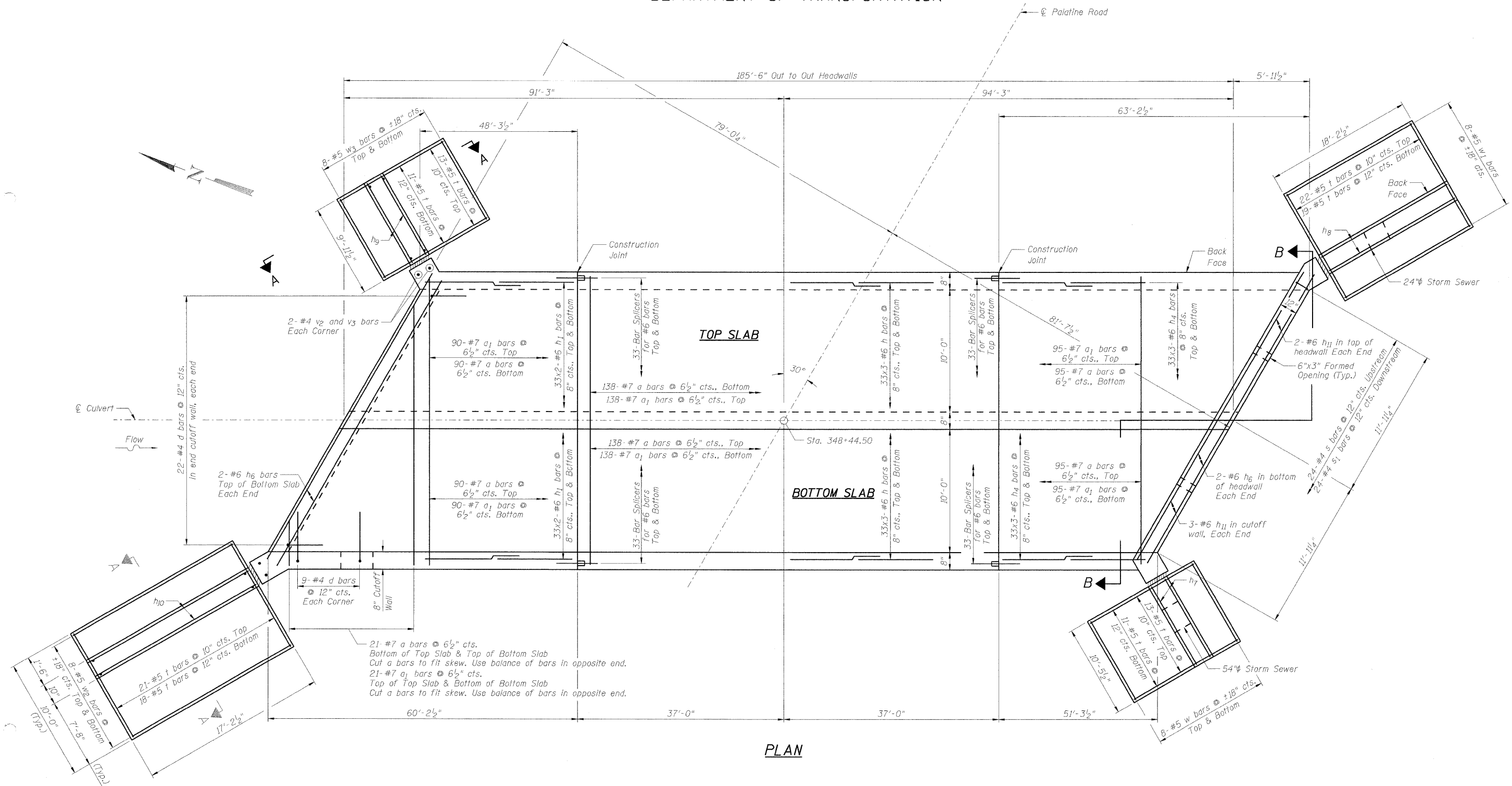
ITEM	UNIT	QUANTITY
Removal of Existing Structures	Each	1
Temporary Sheet Piling	Sq. Ft.	1,338

STAGE CONSTRUCTION
PALATINE ROAD OVER McDONALD CREEK
SECTION 0913.1-T
COOK COUNTY
STA. 348+44.50
STRUCTURE NO. 016-7947

SHEET NO.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2	305	0913.1-T	COOK	39	27
OF 8 SHEETS		SN 016-7947		CONTRACT NO. 60E53	
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

6/29/2009 5:33:00 PM G:\p\proj\2008\2305\Subcons\plan\Zroka\016-7947-002-StageC\016-7947-002-StageC.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

NOTES

1. Bars indicated thus: 33x2-#6 etc. indicates 33 lines of bars with 2 lengths per line.
2. Minimum Bar Laps (Unless noted otherwise)

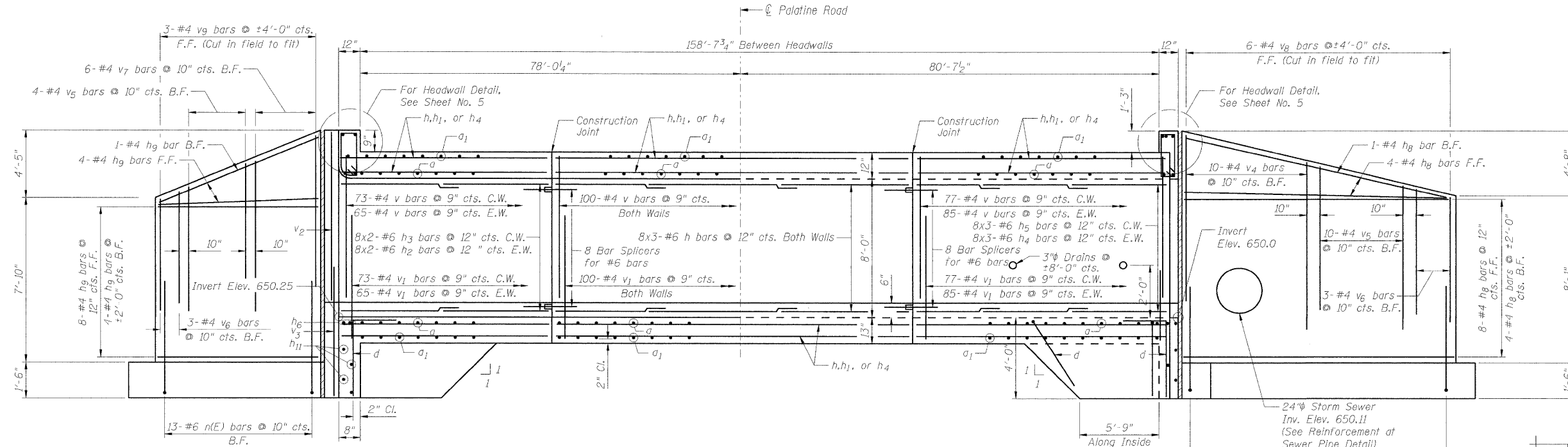
	Barrels	Winowalls
#4 bars	1'-4"	1'-8"
#5 bars	1'-8"	2'-2"
#6 bars	2'-0"	2'-7"
3. For Section A-A and Section B-B, see Sheet No. 5.

CULVERT PLAN
PALATINE ROAD OVER McDONALD CREEK
SECTION 0913.1-T
COOK COUNTY
STA. 348+44.50
STRUCTURE NO. 016-7947

SHEET NO. 3 OF 8 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	305	0913.1-T	COOK	39	28
		SN 016-7947	CONTRACT NO. 60E53		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

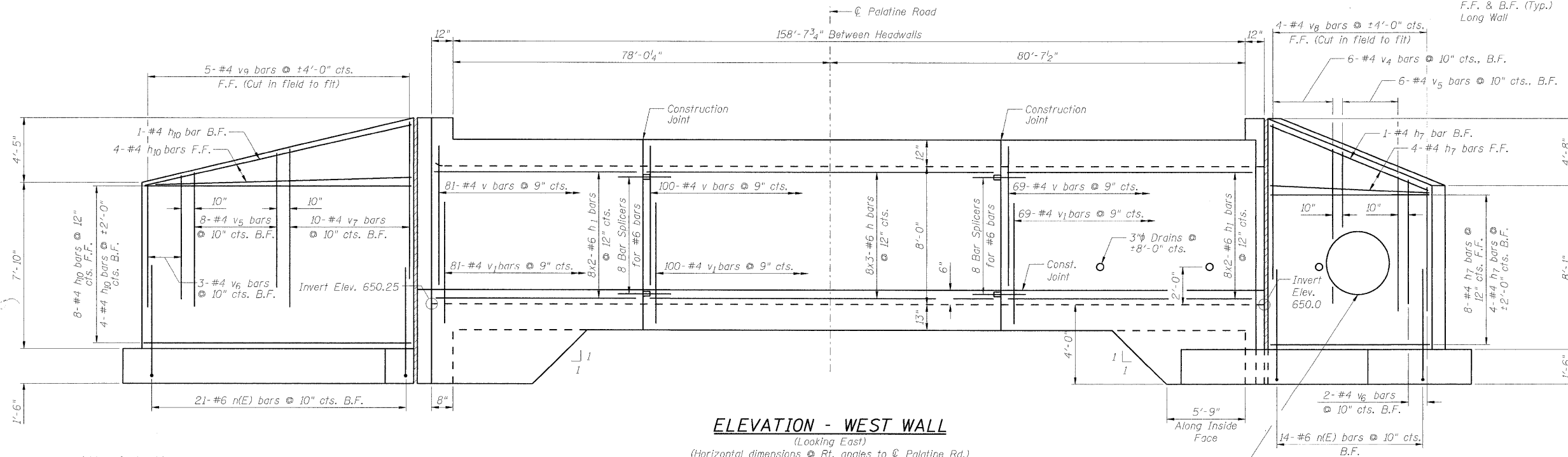
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



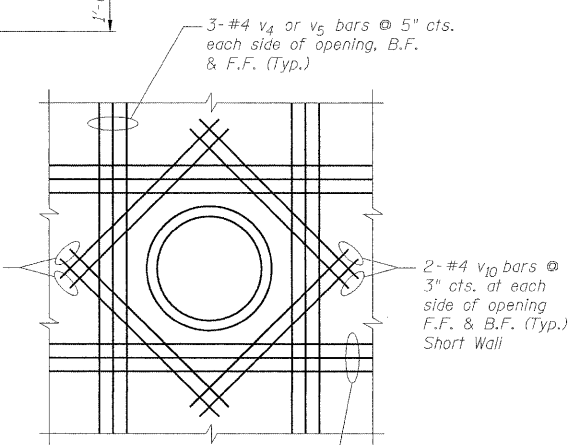
**LONGITUDINAL SECTION
CENTER & EAST WALLS**

(Looking East)
(Horizontal dimensions @ Rt. angles to \bar{C} Palatine Rd.)



ELEVATION - WEST WALL

(Looking East)
(Horizontal dimensions @ Rt. angles to \bar{C} Palatine Rd.)



**REINFORCEMENT AT
SEWER PIPE**

Cut horizontal and vertical bars to fit opening and add reinforcement as indicated.

**CULVERT SECTIONS
PALATINE ROAD OVER McDONALD CREEK
SECTION 0913.1-T
COOK COUNTY
STA. 348+44.50
STRUCTURE NO. 016-7947**

C.W. = Center Wall
E.W. = East Wall
B.F. = Back Face
F.F. = Front Face

NOTES

1. Bars indicated thus: 8x2-#6 ets. indicates 8 lines of bars with 2 lengths per line.
2. Minimum Bar Laps (Unless noted otherwise)

	Barrels	Wingwalls
#4 bars	1'-4"	1'-8"
#5 bars	1'-8"	2'-2"
#6 bars	2'-0"	2'-7"

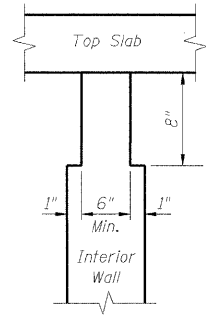
ZROKA Engineering, P.C.
4216 North Hermitage
Chicago, IL 60613

Date: 02-20-09 Drawn By: SW Checked By: HT

SHEET NO. 4 OF 8 SHEETS	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 29
	SN 016-7947		CONTRACT NO. 60E53		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

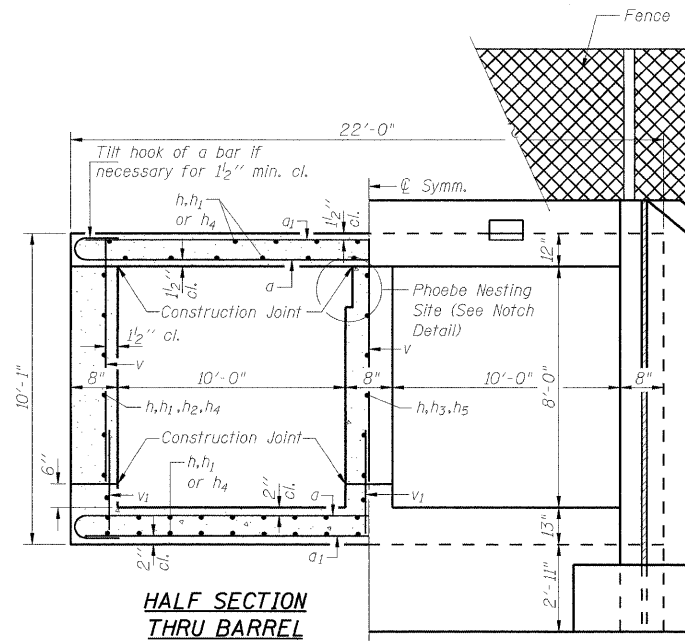
6/29/2009 5:33:05 PM \\p01\proj\2009\305\Subarea\form\Zroka\60E53-004-Sections.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PHOEBE NESTING SITE NOTCH DETAIL

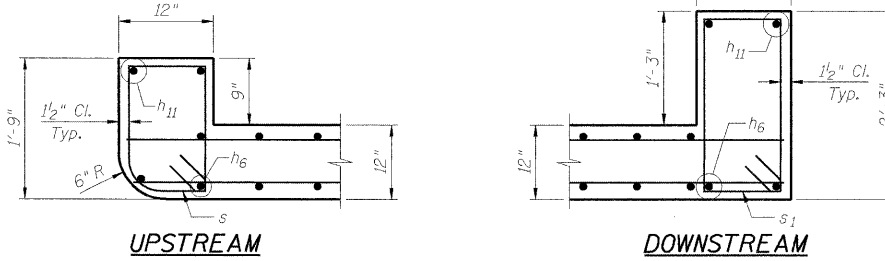
NOTE: Notch Formed by rough-finished board attached to and removed with formwork.



HALF SECTION THRU BARREL

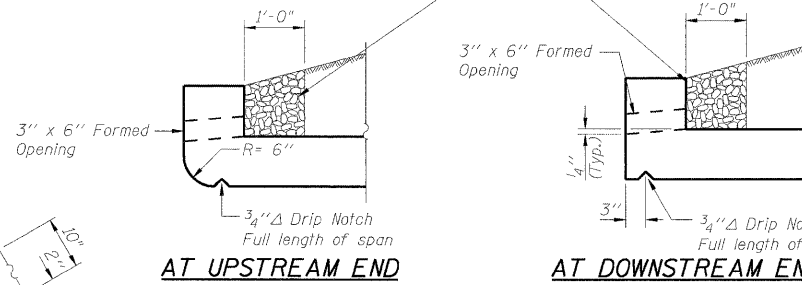
HALF END ELEVATION

SECTION B-B

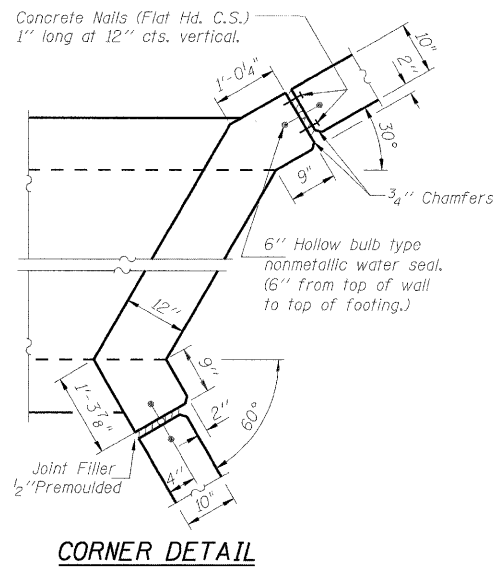


HEADWALL DETAILS

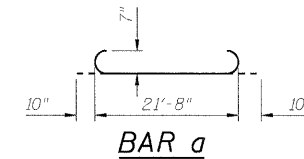
Coarse aggregate full length of both headwalls. To be placed by Grading Contractor. Cost included with Concrete Box Culverts.



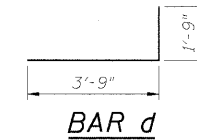
DRAIN DETAIL



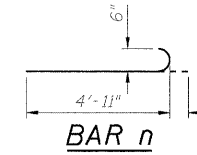
CORNER DETAIL



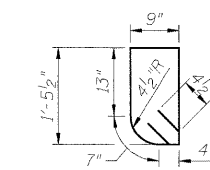
BAR a



BAR d



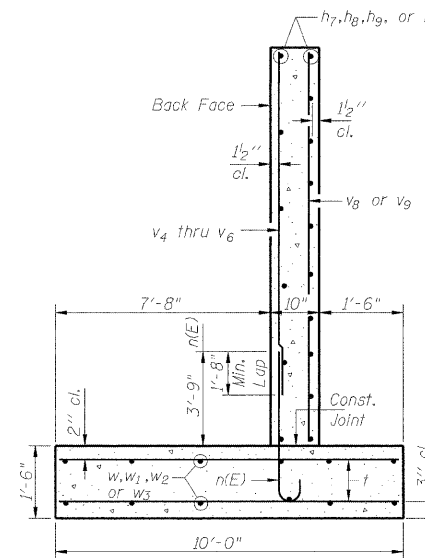
BAR n



BAR s

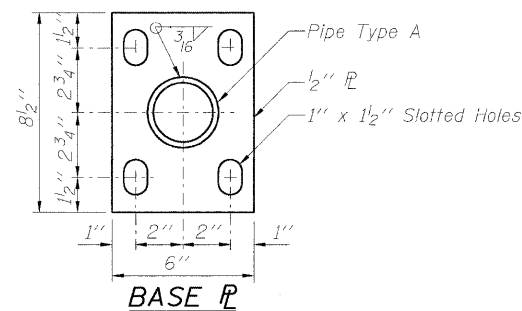


BAR s1

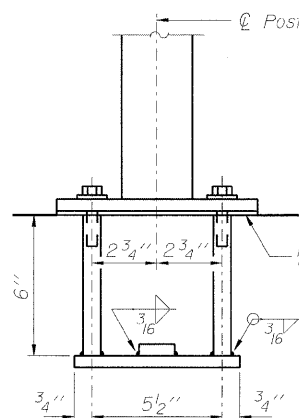


SECTION A-A

(Maximum Applied Bearing Pressure = 1,700 psf)



BASE P



CHAIN LINK FENCE CONNECTION TO HEADWALL DETAILS

See IDOT Highway Standard 664001-02

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 3/8 inch diameter anchor rods. Embedment shall be according to the manufacturer's specifications.

Space reinforcement to miss anchor rods.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	688	#7	23'-4"	U
a1	688	#7	21'-8"	U
d	80	#4	5'-6"	L
h	468	#6	26'-0"	U
h1	296	#6	31'-1"	U
h2	16	#6	25'-2"	U
h3	16	#6	28'-1"	U
h4	420	#6	22'-4"	U
h5	24	#6	20'-5"	U
h6	8	#6	25'-2"	U
h7	29	#4	10'-2"	U
h8	29	#4	17'-11"	U
h9	17	#4	9'-8"	U
h10	17	#4	16'-11"	U
h11	10	#6	24'-7"	U
n(E)	71	#6	5'-7"	U
s	24	#4	4'-10"	U
s1	24	#4	6'-2"	U
t	128	#5	9'-9"	U
v	750	#4	8'-2"	U
v1	750	#4	2'-7"	U
v2	8	#4	8'-11"	U
v3	8	#4	5'-11"	U
v4	28	#4	10'-4"	U
v5	40	#4	8'-3"	U
v6	11	#4	6'-3"	U
v7	16	#4	9'-10"	U
v8	10	#4	12'-4"	U
v9	8	#4	11'-10"	U
v10	16	#4	5'-9"	U
v11	16	#4	3'-6"	U
w	16	#5	10'-2"	U
w1	16	#5	17'-11"	U
w2	16	#5	16'-11"	U
w3	16	#5	9'-8"	U
Item				Quantity
Concrete Box Culverts				Cu. Yd. 481.3
Reinforcement Bars				Pound 121,950
Reinforcement Bars, Epoxy Coated				Pound 600

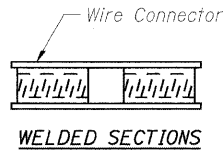
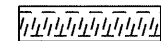
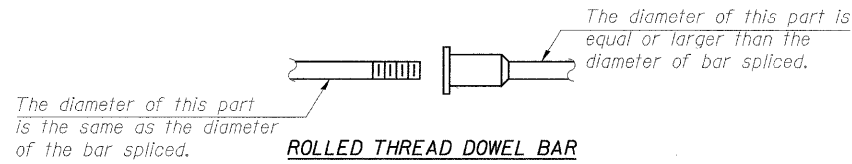
STATION 348+44.50
BUILT 200... BY
STATE OF ILLINOIS
F.A.P. RT. 305
SEC. NO. 0913.1-T
LOADING HS20
STR. NO. 016-7947

NAME PLATE
(See Std. 515001)

CULVERT SECTIONS & DETAILS
PALATINE ROAD OVER McDONALD CREEK
SECTION 0913.1-T
COOK COUNTY
STA. 348+44.50
STRUCTURE NO. 016-7947

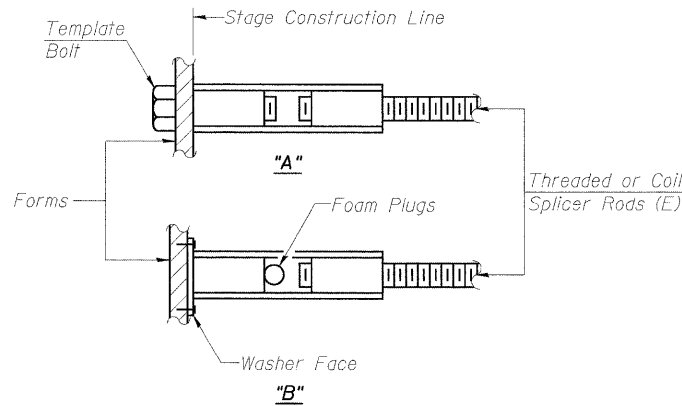
SHEET NO. 5 OF 8 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	305	0913.1-T	COOK	39	30
SN 016-7947			CONTRACT NO. 60E53		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

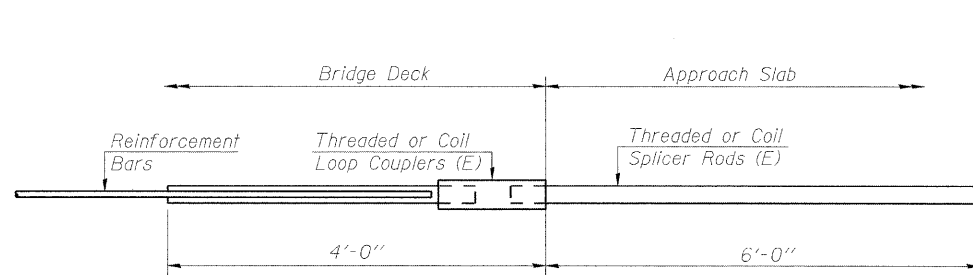
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

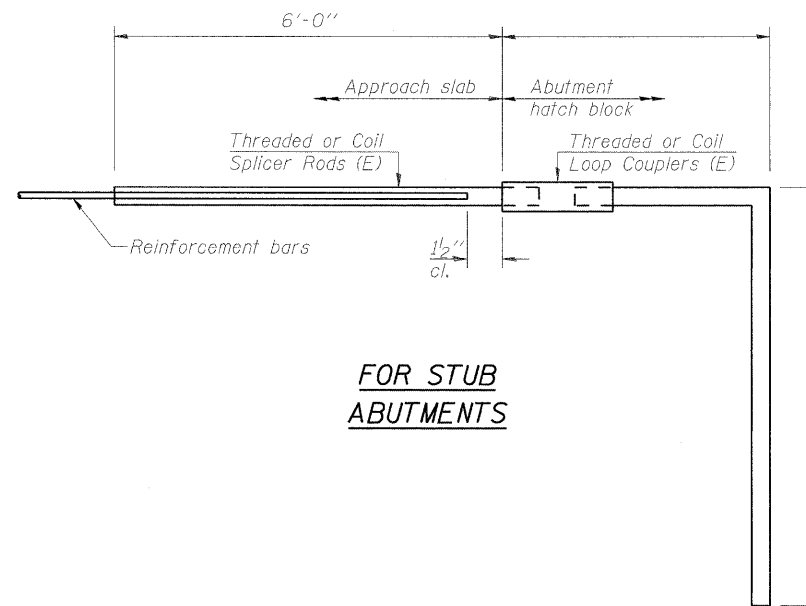
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



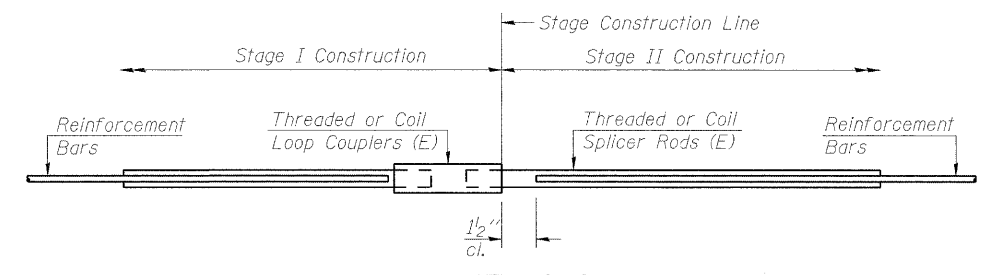
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

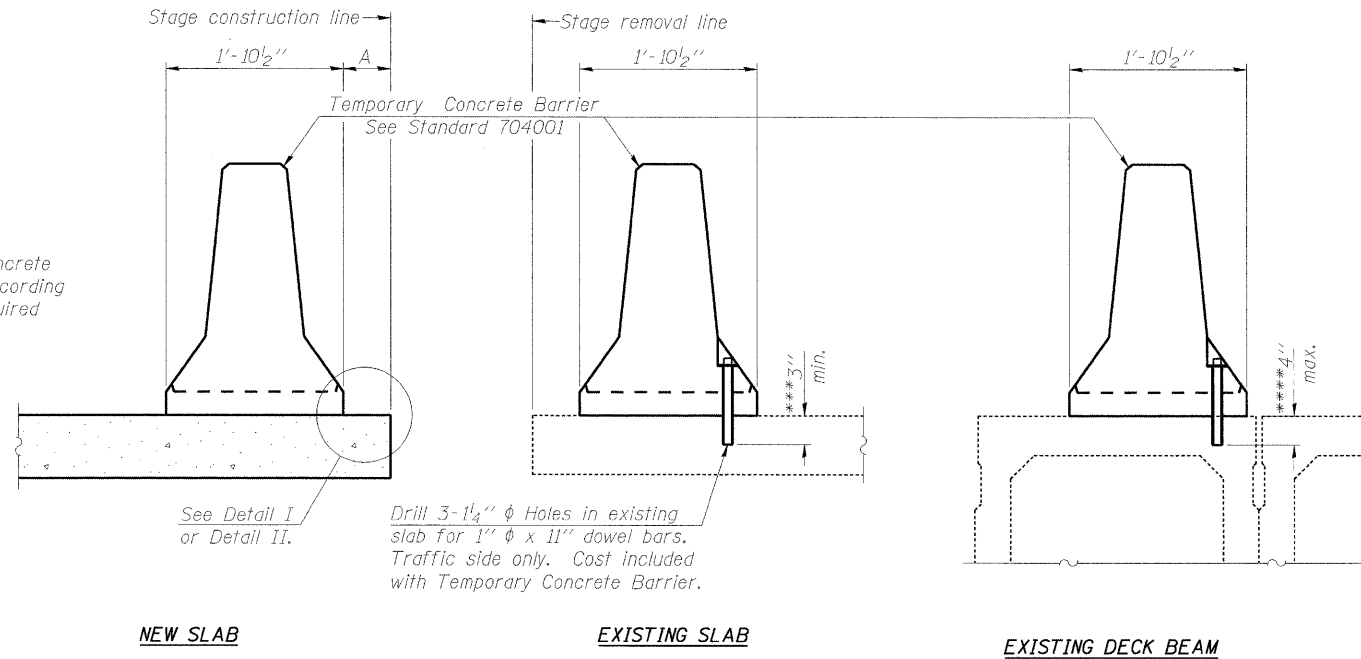
Bar Size	No. Assemblies Required	Location
#6	264	Box Culvert - Slabs
#6	48	Box Culvert - Walls

**BAR SPLICER ASSEMBLY DETAILS
 PALATINE ROAD OVER McDONALD CREEK
 SECTION 0913.1-T
 COOK COUNTY
 STA. 348+44.50
 STRUCTURE NO. 016-7947**

SHEET NO. 6 OF 8 SHEETS	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 31
	SN 016-7947		CONTRACT NO. 60E53		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



Drill 3-1 1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

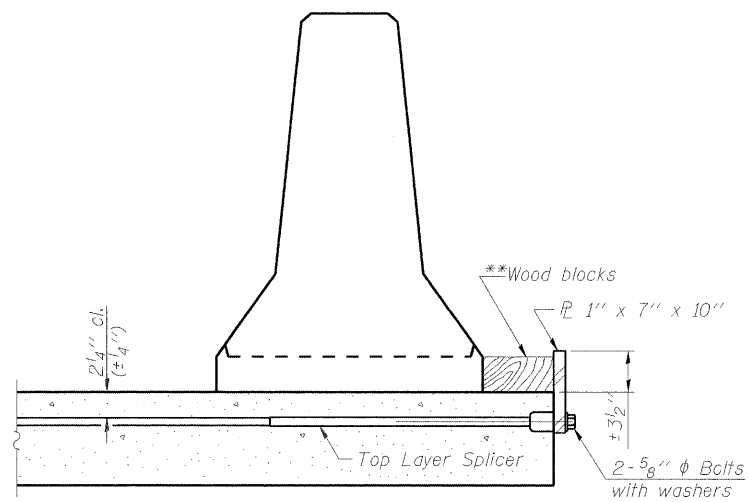
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

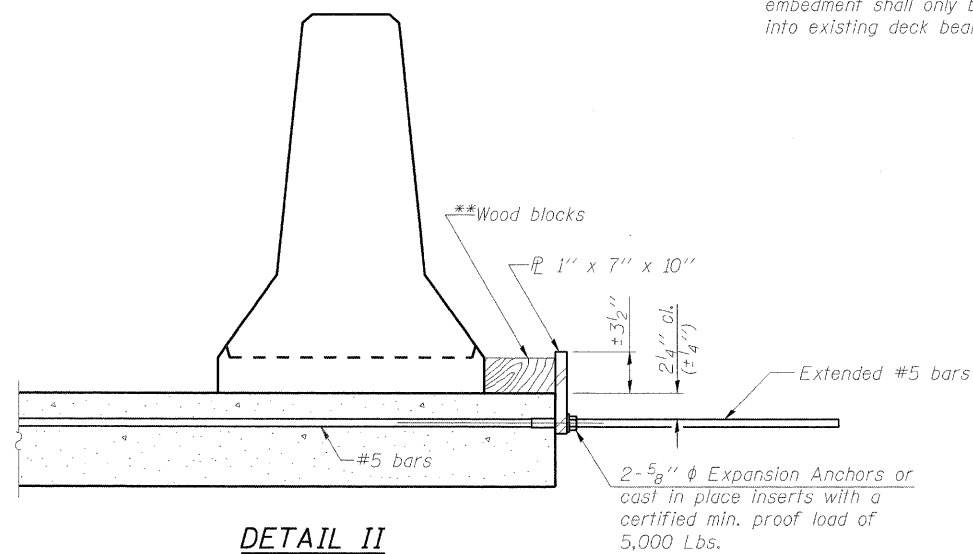
SECTIONS THRU SLAB OR DECK BEAM

*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

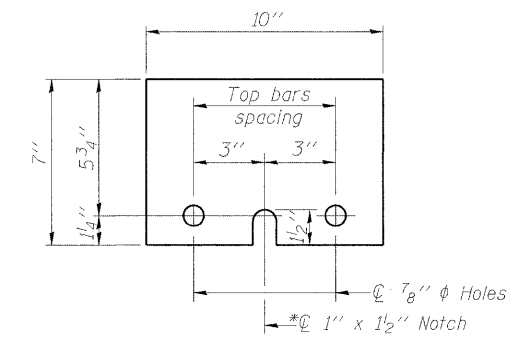


DETAIL I



DETAIL II

**Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



STEEL RETAINER \bar{P} 1' x 7' x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
PALATINE ROAD OVER McDONALD CREEK
SECTION 0913.1-T
COOK COUNTY
STA. 348+44.50
STRUCTURE NO. 016-7947

SHEET NO. 7 OF 8 SHEETS	F.A.P. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 32
	SN 016-7947		CONTRACT NO. 60E53		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOG CUL-1

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG
Page 1 of 1
Date 1/26/02

ROUTE FAP 305 DESCRIPTION Palatine Road from west of IL 82 to IL 21
SECT. (1313.1,1415&1516) STRUCT. NO. _____ DRILLED BY TSC/L-49,791
COUNTY Cook LOCATION _____ S. _____, TWP. _____, RNG. _____

Boring No.	Station	Offset	Surface Elev.	D	B	L	O	W	S	Qu	W	Surface Water Elev.	D	B	L	O	W	S	Qu	W	Groundwater Elev. when drilling	Groundwater Elev. at Completion	Hrs.
CUL-1	347+83	97.00ft LT	652.70 ft	H	W	S	tsf	%					H	S	tsf	%							
FILL - Black CLAY (Topsoil) A-7-9																							
FILL - Brown, gray and black CLAY, trace gravel, moist A-7-6																							
Tough to stiff gray CLAY, trace gravel, moist A-6																							
(occasional layers of sand and silt 10.5' to 13')																							
Tough gray CLAY, trace gravel, moist A-8																							
End of Boring at 30.0'																							
CME 750 ATV Drill Rig (#53)																							
CME Automatic Hammer																							

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

BORING LOG CUL-2

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG
Page 1 of 1
Date 1/26/02

ROUTE FAP 305 DESCRIPTION Palatine Road from west of IL 82 to IL 21
SECT. (1313.1,1415&1516) STRUCT. NO. _____ DRILLED BY TSC/L-49,791
COUNTY Cook LOCATION _____ S. _____, TWP. _____, RNG. _____

Boring No.	Station	Offset	Surface Elev.	D	B	L	O	W	S	Qu	W	Surface Water Elev.	D	B	L	O	W	S	Qu	W	Groundwater Elev. when drilling	Groundwater Elev. at Completion	Hrs.
CUL-2	348+90	80.00ft RT	651.00 ft	H	W	S	tsf	%					H	S	tsf	%							
Very soft gray CLAY LOAM, moist A-6																							
Tough to very tough gray CLAY, trace gravel, moist A-6/A-7-6																							
Firm brown SAND and GRAVEL, saturated A-1																							
Auger Refusal at 8'																							
Boring performed using hand auger methods.																							

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations, Depths, Offset, and Elevations are in Feet

BORING LOGS
PALATINE ROAD OVER McDONALD CREEK
SECTION 0913.1-T
COOK COUNTY
STA. 348+44.50
STRUCTURE NO. 016-7947

SHEET NO. 8 OF 8 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	305	0913.1-T	COOK	39	33
	SN 016-7947			CONTRACT NO. 60E53	
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

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VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SALT TOLERANT SOD AND TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

3" (75) MIN.

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 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 USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

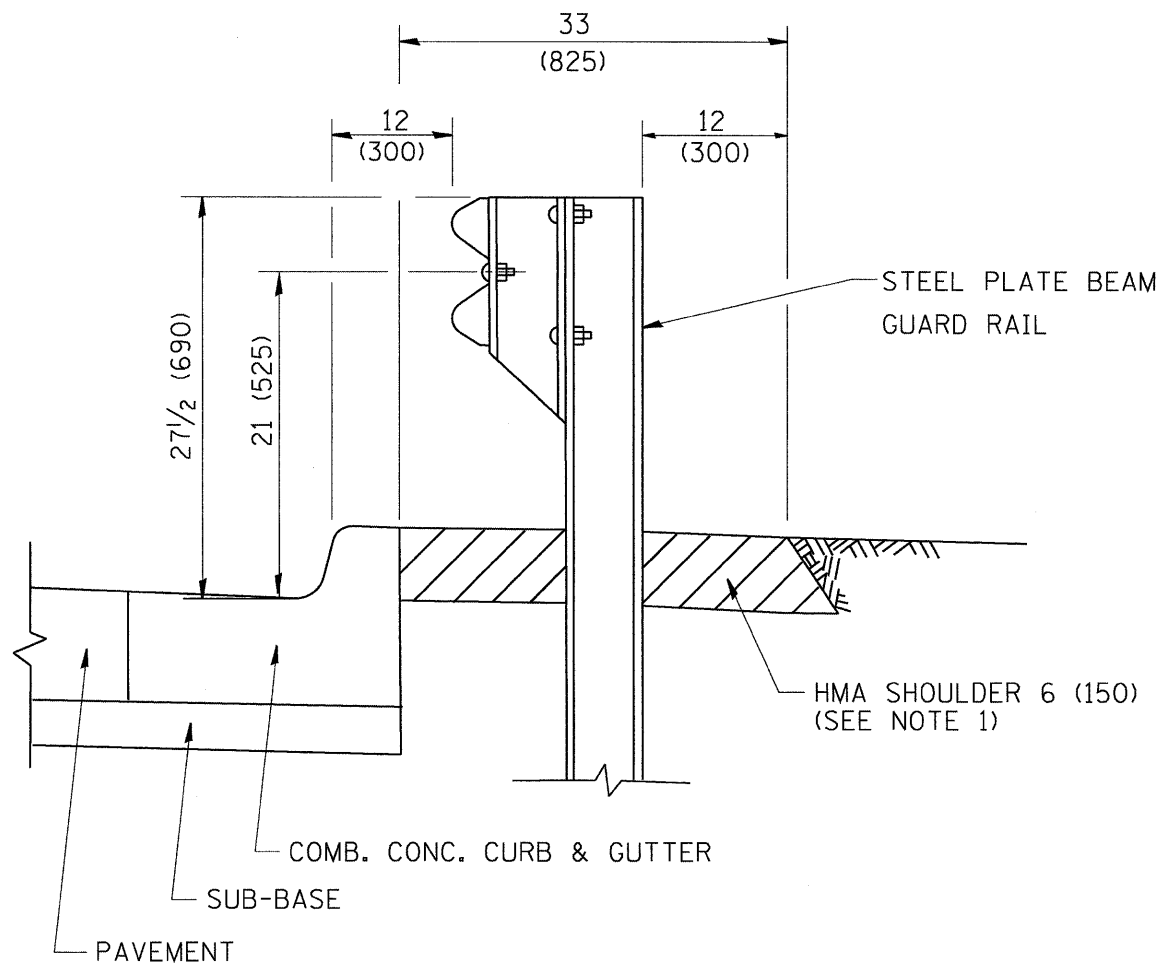
BASIS OF PAYMENT:

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".

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME = W:\diststd\22x34\bd24.dgn	USER NAME = gaglianobt	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		F.A. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 34	
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. ABBAS 03-21-97		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	BD600-06 (BD-24)		CONTRACT NO. 60E53		
	PLOT DATE = 1/4/2008	DATE - 03-11-94	REVISED - M. GOMEZ 01-22-01									
			REVISED - R. BORO 01-01-07		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

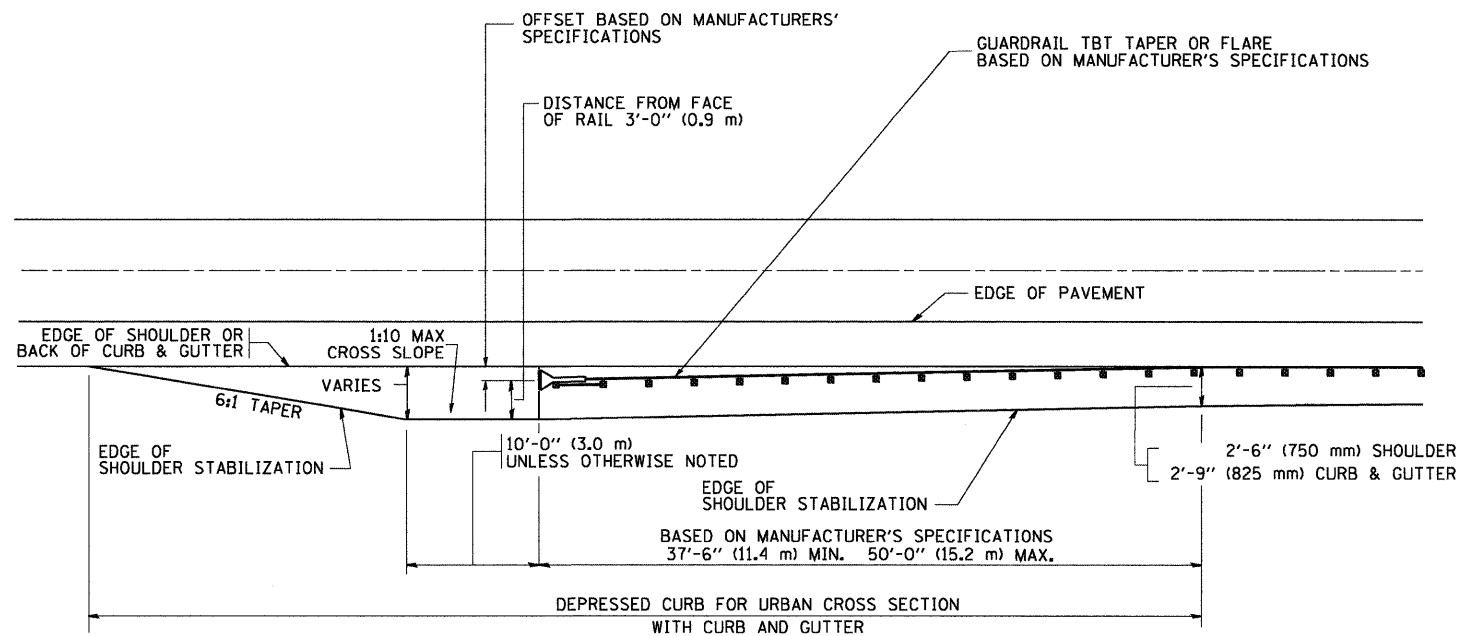


- NOTES: 1. THE HMA SHOULDER SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL
2. GUARD RAIL MAY BE PLACED AT THE BACK OF CURB WHEN DIRECTED BY THE ENGINEER.

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

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

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



STABILIZATION AT TBT TY. 1 SPL.

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

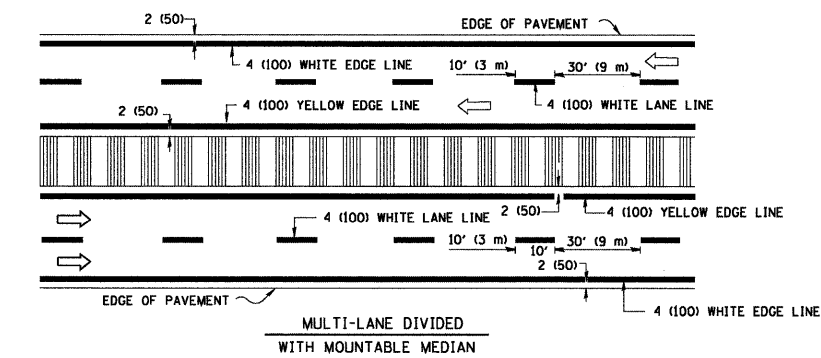
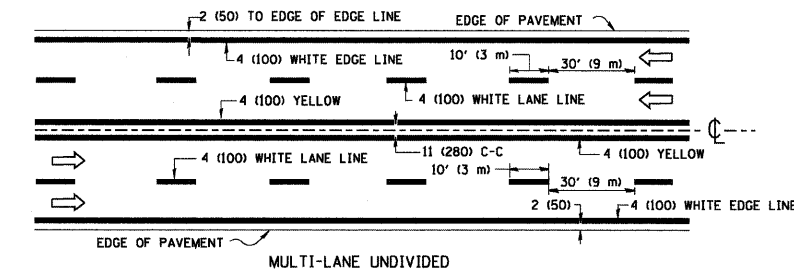
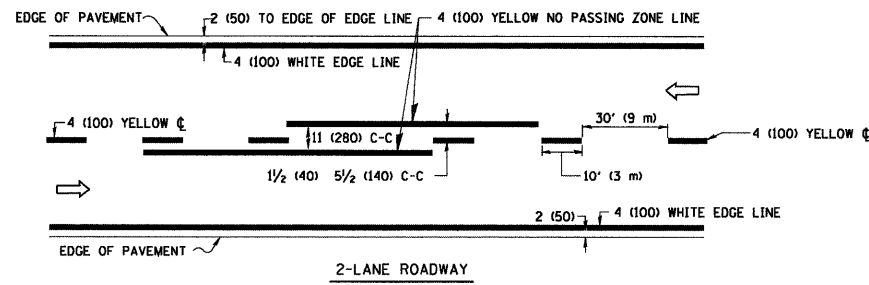
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		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - E. GOMEZ 08-28-00
	PLOT DATE = 1/4/2008	DATE - 09-22-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR STEEL PLATE BEAM GUARD RAIL ADJACENT
TO CURB AND GUTTER STABILIZATION AT TBT TY 1 SPL.**

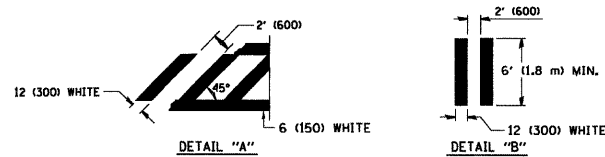
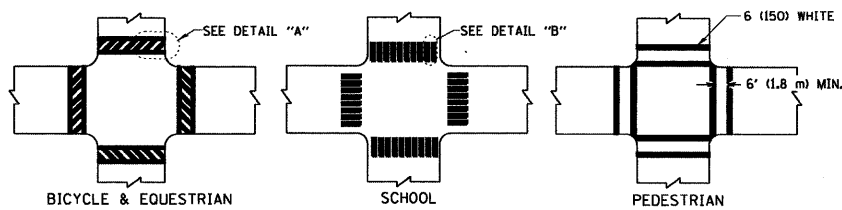
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

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

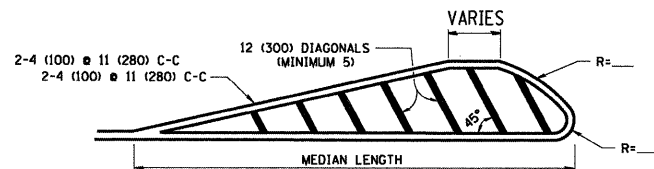
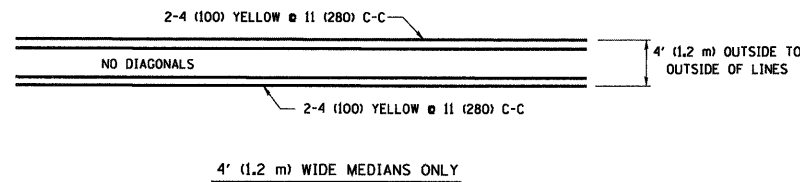


NOTE: MEDIANS WITH BARRIER CURB DO NOT REQUIRE AN EDGE LINE

TYPICAL LANE AND EDGE LINE MARKING

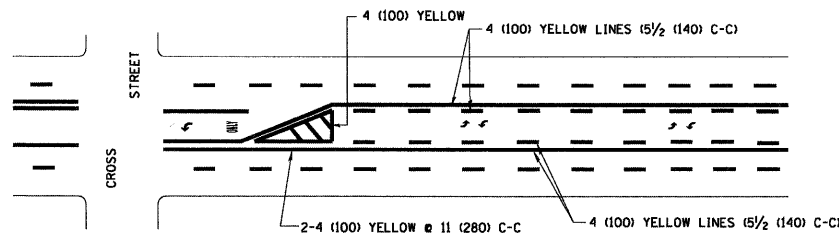


TYPICAL CROSSWALK MARKING

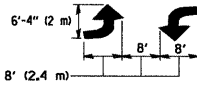


FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.
 DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
 150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

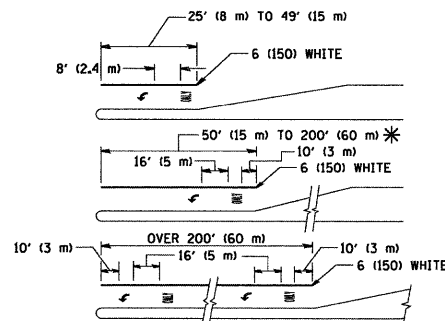


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

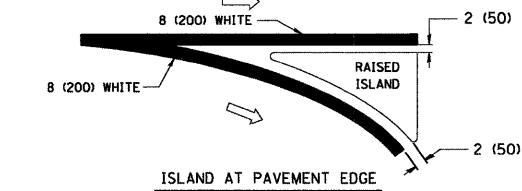
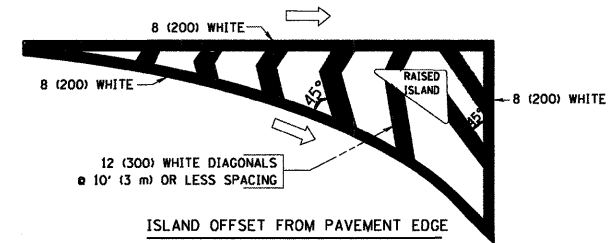


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
 AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

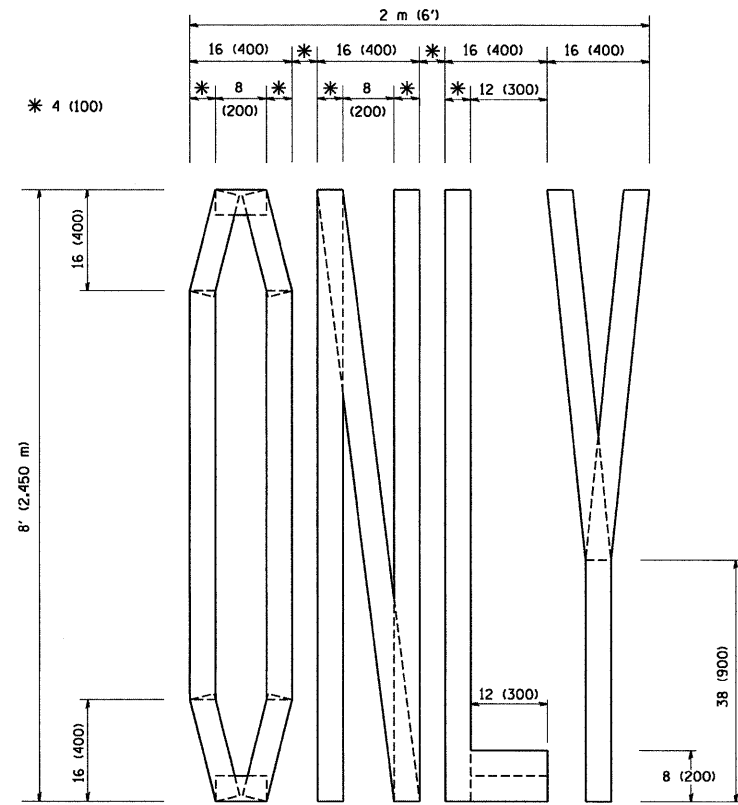


TYPICAL ISLAND MARKING

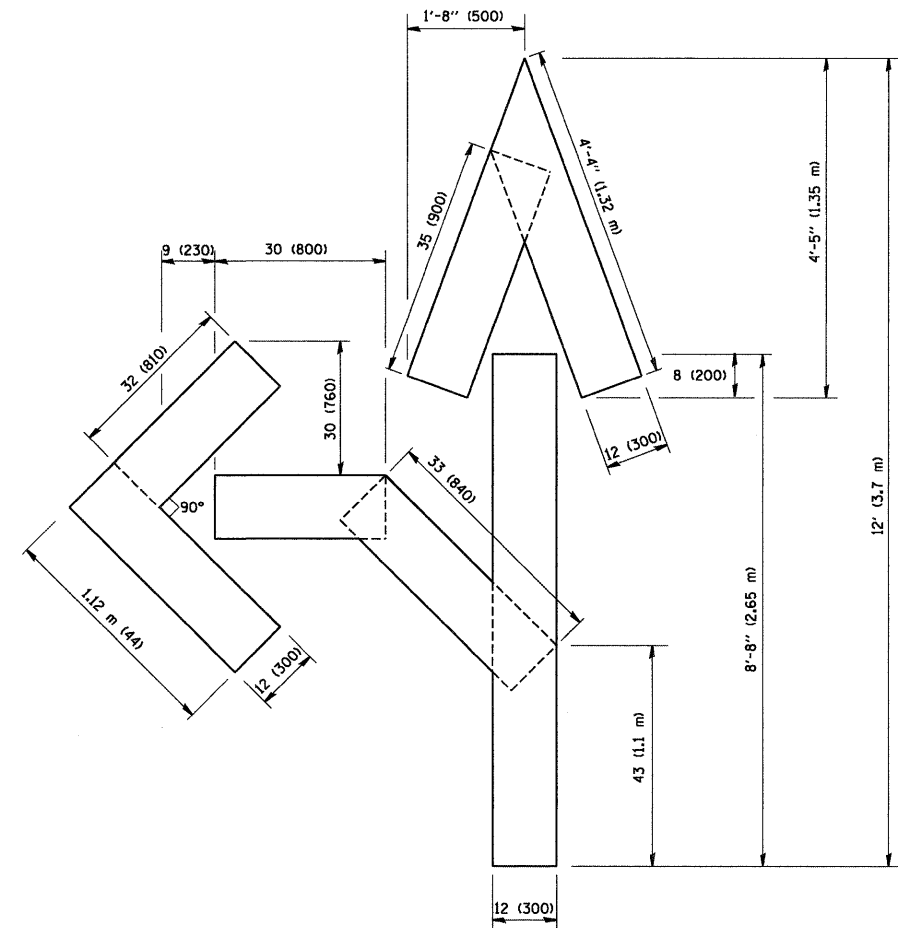
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID	YELLOW YELLOW	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 ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

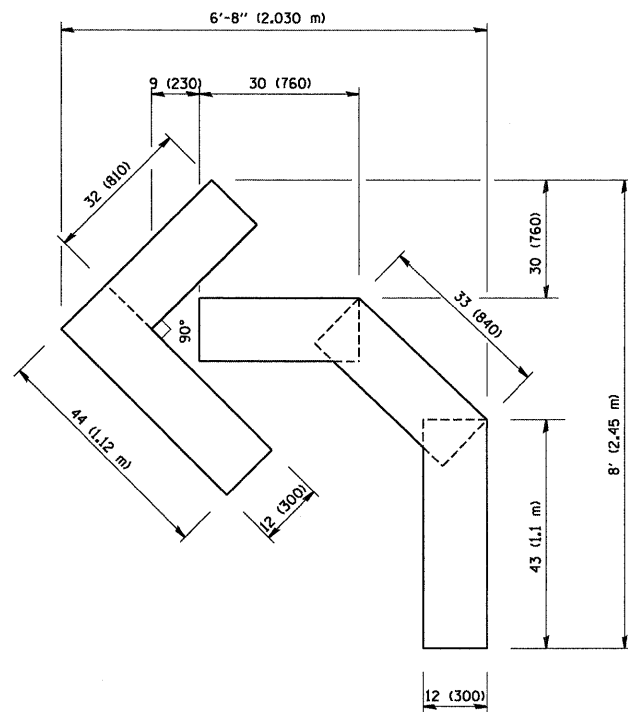
All dimensions are in inches (millimeters) unless otherwise shown.



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



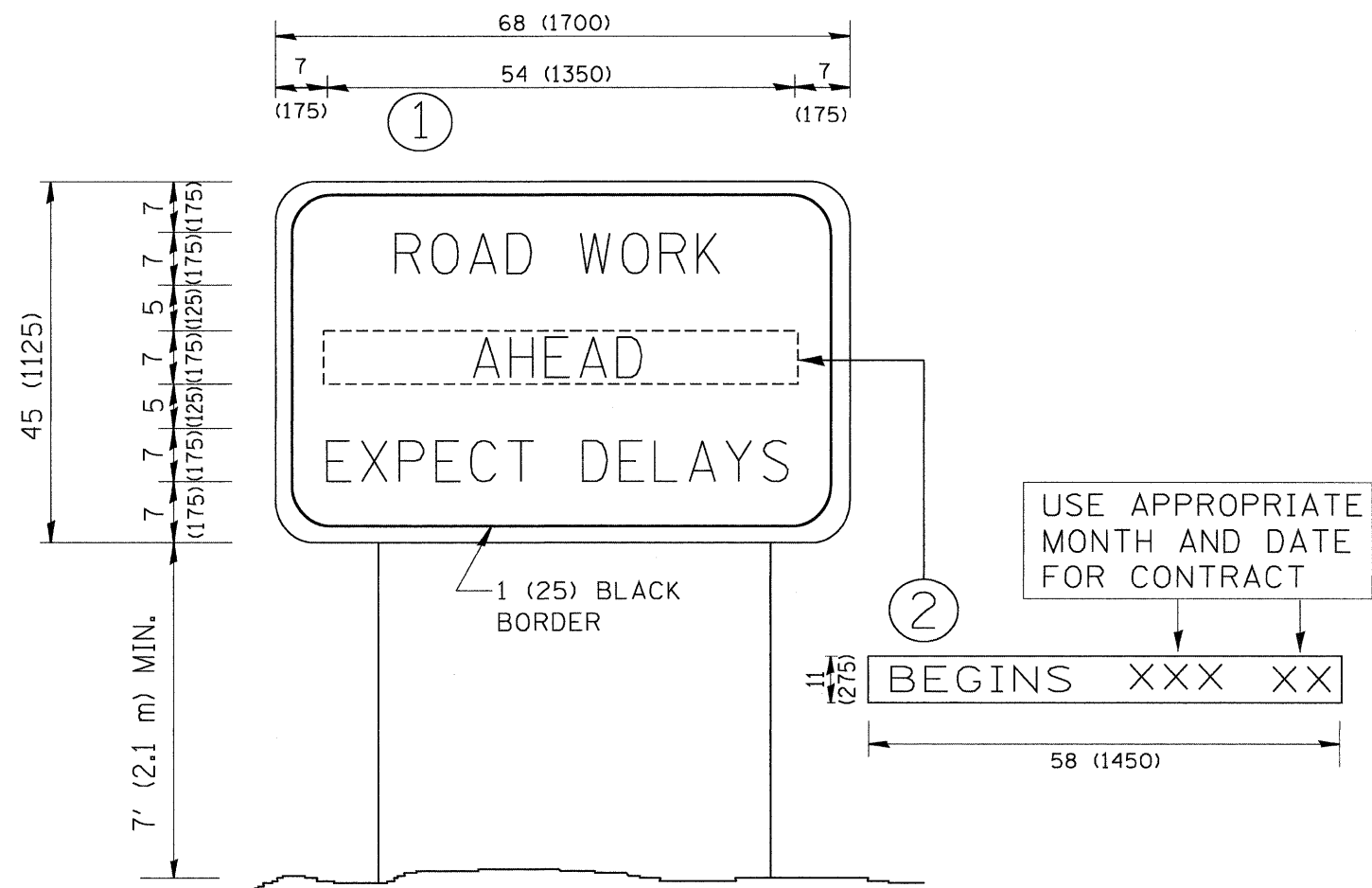
QUANTITY
 4 (100) LINE = 82.5 ft. (25.3 m)
 27.5 sq. ft. (2.53 sq. m)



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.

FILE NAME = W:\distatd\22x34\to16.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED -T. RAMMACHER 06-05-96 REVISED -T. RAMMACHER 11-04-97 REVISED -T. RAMMACHER 03-02-98 REVISED -E. GOMEZ 08-28-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			F.A. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 38
PLOT SCALE = 50.0000' / IN.					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-16			
PLOT DATE = 1/4/2008					DATE = 09-18-94				CONTRACT NO. 60E53			
								FED. ROAD DIST. NO. 1 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.

FILE NAME = W:\diststd\22x34\to22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN		F.A. RTE. 305	SECTION 0913.1-T	COUNTY COOK	TOTAL SHEETS 39	SHEET NO. 39	
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED - R. MIRS 12-11-97		SCALE: NONE	SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	TC-22 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - T. RAMMACHER 02-02-99		CONTRACT NO. 60E53							
		DATE -	REVISED - C. JUCIUS 01-31-07									