07-29-2016 LETTING ITEM 011

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	1
	ILLINOIS CONTRACT NO. 61C90			

37+6=43

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 3508 (WEST COLFAX STREET)
QUENTIN ROAD TO PLUM GROVE ROAD
RESURFACING
SECTION 15–00097–00–RS
PROJECT M–4003(647)
VILLAGE OF PALATINE
COOK COUNTY
C–91–171–16

FOR INDEX OF SHEETS, SEE SHEET NO. 2

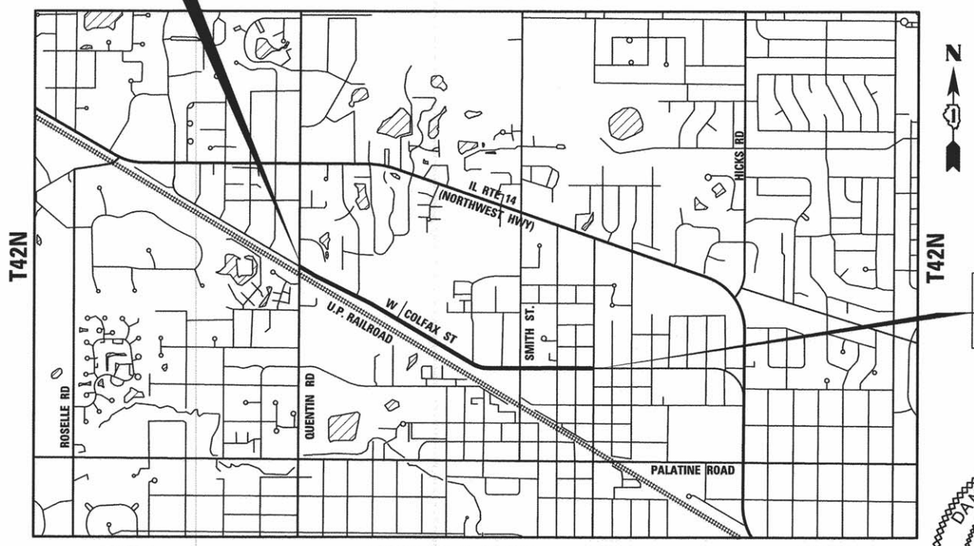
TRAFFIC DATA
EXISTING ADT = 7,000 (2015)

SPEED LIMIT:
35 MPH (POSTED)

DESIGN DESIGNATION
MAJOR COLLECTOR

LOCATION OF SECTION INDICATED THUS: –

BEGIN IMPROVEMENT
STA 0+88.00



R10E LOCATION MAP R10E
NOT TO SCALE

END IMPROVEMENT
STA 57+24.00

GROSS LENGTH = 5,719 FT. = 1.08 MILE
NET LENGTH = 5,719 FT. = 1.08 MILE

PROGRAM AND OFFICE ENGINEER: CHARLES RIDDLE, P.E., (847) 705–4406 SCHAUMBURG, IL

100′ 200′ 300′ — 1″ = 100′
0 10′ 20′ 30′ — 1″ = 10′
0 50′ 100′ — 1″ = 50′
0 50′ 100′ — 1″ = 40′
0 50′ 100′ — 1″ = 30′
0 50′ 100′ — 1″ = 20′

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

CONSULTING ENGINEERS
Bollinger, Lach & Associates, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bollingerlach.com
ILLINOIS * INDIANA * WISCONSIN

DANIEL BRUCKELMEYER
062-063352
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

DATE 5/2/16
DAN BRUCKELMEYER
ILLINOIS REGISTERED PROFESSIONAL ENGINEER NO. 062.063352
MY LICENSE EXPIRES ON 11-30-17.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

Approved _____
APRIL 28, 2016
VILLAGE OF PALATINE

Passed MAY 16, 2016
_____
District One Engineer of Local Roads & Streets

Releasing for Bid Based on Limited Review May 11, 2016
_____
Region One Engineer

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 61C90

INDEX OF SHEETS

DISTRICT DETAILS

BD-8	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL & PROTECTION FOR SIDE ROADS, INTERSECTIONS, & DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DIST 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL EQUIVALENTS OF AN INCH-FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-08	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-02	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
606001-06	CONCRETE CURB TYPE B COMBINATION CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24' FROM EDGE OF PVMT
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-06	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
701901-05	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED APRIL 1, 2016 (HEREIN AFTER REFERRED TO AS THE STANDARD SPECIFICATIONS; THE SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS ADOPTED APRIL 1, 2016; THE LATEST EDITION OF THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; THE STANDARD SPECIFICATIONS FOR WATER & SEWER MAIN CONSTRUCTION IN ILLINOIS, LATEST EDITION; THE DETAILS IN THE PLANS; AND THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS.
2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS.
3. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
4. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH LOCAL EMERGENCY SERVICES AND THE VILLAGE OF PALATINE USING THE FOLLOWING TELEPHONE NUMBERS:

   POLICE DEPARTMENT: (847) 359-9000

   FIRE DEPARTMENT: (847) 202-6340
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL EXISTING AND PROPOSED UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS, IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
6. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE, AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
7. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF IMPROVEMENT. ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF INLET FILTERS.
8. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT OR THE VILLAGE.
9. THE CONTRACTOR SHALL MAINTAIN EXISTING SIDE STREET ACCESS, EXISTING DRIVEWAY ACCESS AND PEDESTRIAN ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THE PROJECT UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
10. NITROGEN FERTILIZER, POTASSIUM FERTILIZER, AND PHOSPHORUS FERTILIZER NUTRIENTS SHALL BE PLACED OVER SODDING AT THE RATE OF 60 POUNDS PER ACRE.
11. SAW CUTTING OF CURB AND GUTTER SHALL BE FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM BEING REMOVED.
12. THE THICKNESS OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS IS NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THE HOT-MIX ASPHALT MIXTURES ARE TO BE PLACED.
13. PROTECTIVE COAT SHALL BE APPLIED TO ALL GUTTER FLAGS, FACE AND TOP OF CURB, SIDEWALKS, AND AS DIRECTED BY THE ENGINEER.
14. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING FRESH CONCRETE FROM DAMAGE AND VANDALISM. ANY DAMAGED OR VANDALIZED CONCRETE SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
15. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MATCHING SHALL NOT EXCEED 1-1/2" WHERE THE SPEED LIMIT IS 45 MPH OR LESS AND 1" WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH, WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3" MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
16. BUTT JOINT WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE DISTRICT DETAIL "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
17. FOR CLASS D PATCHING, CONTRACTOR SHALL MILL BEFORE PATCHING AS DIRECTED BY THE ENGINEER.
18. ALL ELEVATIONS ARE ON THE U.S.G.S. DATUM NAVD 88.
19. ALL OFFSET LOCATIONS GIVEN ON THE DETAILED PLANS FOR ADA RAMPS, PAVEMENT MARKINGS, ETC. ARE FROM THE CENTERLINE AS SHOWN ON THE PLANS.
20. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
21. THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH ALL STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE IMPROVEMENT.
22. SUPPLEMENTAL WATERING SHALL BE PERFORMED WHEN DIRECTED BU THE ENGINEER AT A RATE OF 10 GAL PER SQ YD FOR SODDED AREAS.
23. TEMPORARY INFORMATION SIGNING AND CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT PROJECT LIMITS AND INTERSECTIONS, OR AS DIRECTED BY THE ENGINEER, PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES.
24. ACTUAL LOCATION AND SIZE OF BASE PATCHES WILL BE DETERMINED IN THE FIELD. NO COMPENSATION WILL BE ALLOWED FOR UNUSED PATCHING QUANTITIES.
25. TREE ROOT PRUNING SHALL BE USED WHERE NECESSARY IN AREAS OF PROPOSED SIDEWALK AS DIRECTED BY THE ENGINEER.
26. CONTRACTOR SHALL USE CAUTION WHEN WORKING NEAR AND UNDER OVERHEAD UTILITY FACILITIES.

FILE NAME = F:\636-050 Palatine W.Colfax St.STP Phase I & II\CADD SHEETS\636-050.General Notes.dgn

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = jthede	DESIGNED - JLT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JLT	REVISED -	
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DBB	REVISED -	
	PLOT DATE = 4/29/2016	DATE - 05/02/2016	REVISED -	

WEST COLFAX STREET – VILLAGE OF PALATINE
INDEX OF SHEETS, HIGHWAY STANDARDS, GEN. NOTES & COMMITMENTS

SCALE: | SHEET 2 OF 37 SHEETS | STA. N/A | TO STA. N/A

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	2
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0005
20101200	TREE ROOT PRUNING	EACH	5	5
21101625	TOPSOIL FURNISH AND PLACE, 6"	SQ YD	253	253
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3	3
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	3	3
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	3	3
25100630	EROSION CONTROL BLANKET	SQ YD	253	253
25200110	SODDING, SALT TOLERANT	SQ YD	253	253
25200200	SUPPLEMENTAL WATERING	UNIT	3	3
28000510	INLET FILTERS	EACH	80	80
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	411	411
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	19,144	19,144
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	6	6
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	1,125	1,125
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	222	222

* SPECIALITY ITEMS

** CONSTRUCTION TYPE CODE 0042

FILE NAME = $FILEL$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
SUMMARY OF QUANTITIES

SCALE: | SHEET 3 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	3
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0005
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	2,251	2,251
42001300	PROTECTIVE COAT	SQ YD	770	770
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3,695	3,695
42400800	DETECTABLE WARNINGS	SQ FT	400	400
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	2,342	2,342
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	16,384	16,384
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,021	1,021
44000600	SIDEWALK REMOVAL	SQ FT	3,857	3,857
44201335	CLASS C PATCHES, TYPE IV, 8 INCH	SQ YD	188	188
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	478	478
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	478	478
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	478	478
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	478	478
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	8,573	8,573

• SPECIALITY ITEMS

•• CONSTRUCTION TYPE CODE 0042

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	4
		CONTRACT NO. 61C90		
		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0005
56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	1	1
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,021	1,021
67100100	MOBILIZATION	LSUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	6	6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	24,792	24,792
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	9,347	9,347
• 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	369	369
• 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,174	9,174
• 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,925	1,925
• 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,310	1,310

• SPECIALITY ITEMS

•• CONSTRUCTION TYPE CODE 0042

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
SUMMARY OF QUANTITIES

SCALE: | SHEET 5 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	5
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE ROADWAY 0005
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	293	293
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	31	31
*	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	31	31
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	2
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	148	148
	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	6	6
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	45	45
	X8140115	HANDHOLE TO BE ADJUSTED	EACH	3	3
	Z0013798	CONSTRUCTION LAYOUT	LSUM	1	1
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51	51
	Z0038114	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 1/4"	SQ YD	4,222	4,222
**	Z0076600	TRAINEES	HOUR	500	500
**	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500	500

* SPECIALITY ITEMS

** CONSTRUCTION TYPE CODE 0042

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

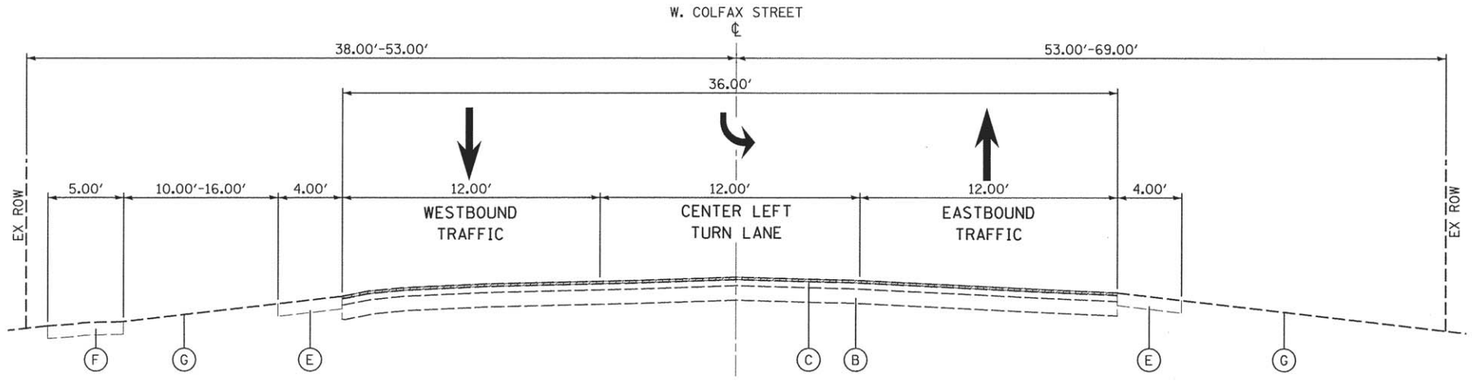
USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
SUMMARY OF QUANTITIES

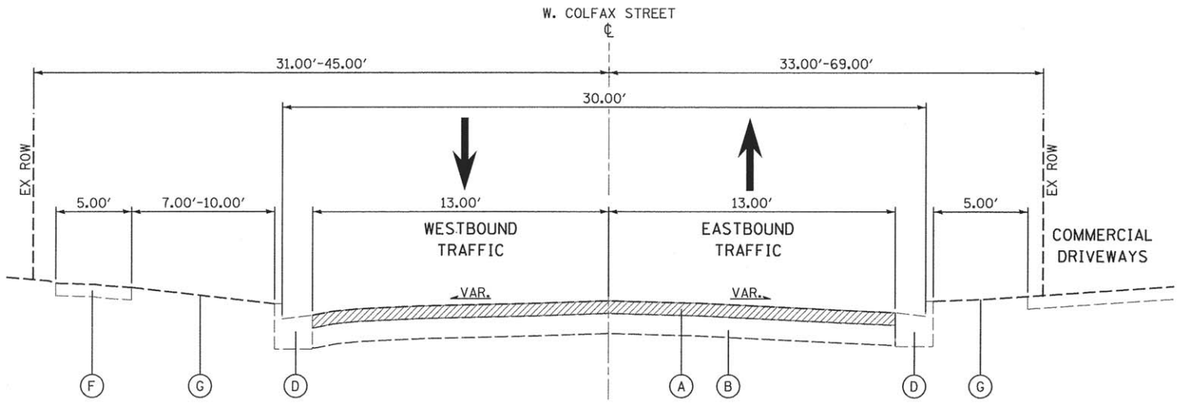
SCALE: | SHEET 6 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	6
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



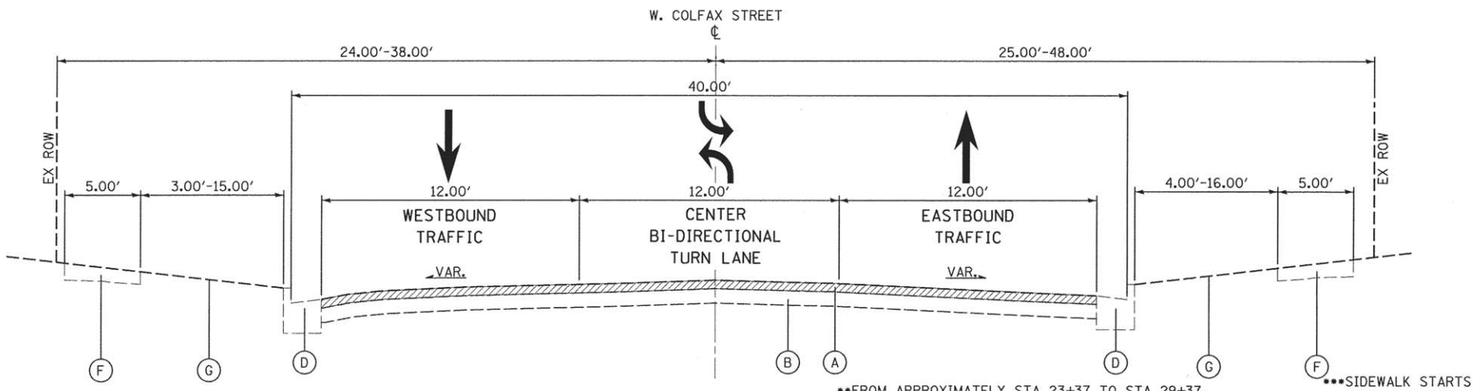
EXISTING W. COLFAX STREET
STA. 0+88 TO 6+19

PORTLAND CEMENT CONCRETE SURFACE REMOVAL 1/4"



EXISTING W. COLFAX STREET
STA. 6+19 TO 23+00

HOT-MIX ASPHALT SURFACE REMOVAL, 3"



EXISTING W. COLFAX STREET
STA. 23+00 TO 57+24

**FROM APPROXIMATELY STA 23+37 TO STA 29+37, 2" OF HMA SURFACE WILL BE REMOVED ALONG WITH 1/4" OF PCC SURFACE. EXACT LOCATION TO BE VERIFIED BY FIELD ENGINEER.

***SIDEWALK STARTS AT STA. 36+53

HOT-MIX ASPHALT SURFACE REMOVAL, 3"

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, VARIES (R)
- (B) EX. AGGREGATE BASE COURSE, VARIES
- (C) EX. PORTLAND CEMENT CONCRETE PAVEMENT, 8.25"
- *(D) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.24
- *(E) EX. BITUMINOUS SHOULDER
- *(F) EX. P.C.C. SIDWALK
- (G) EX. TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

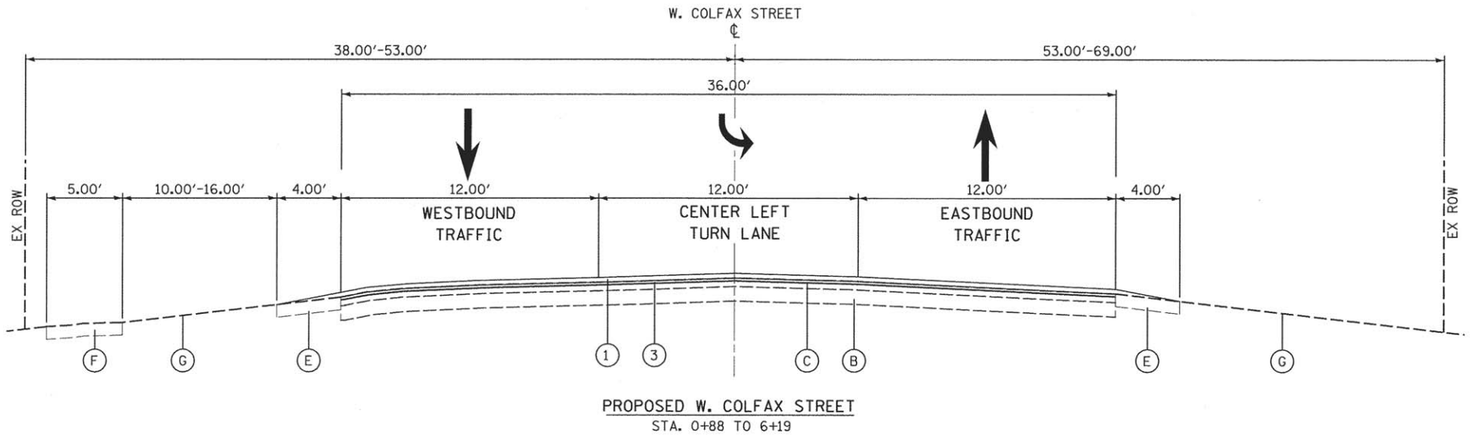
USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

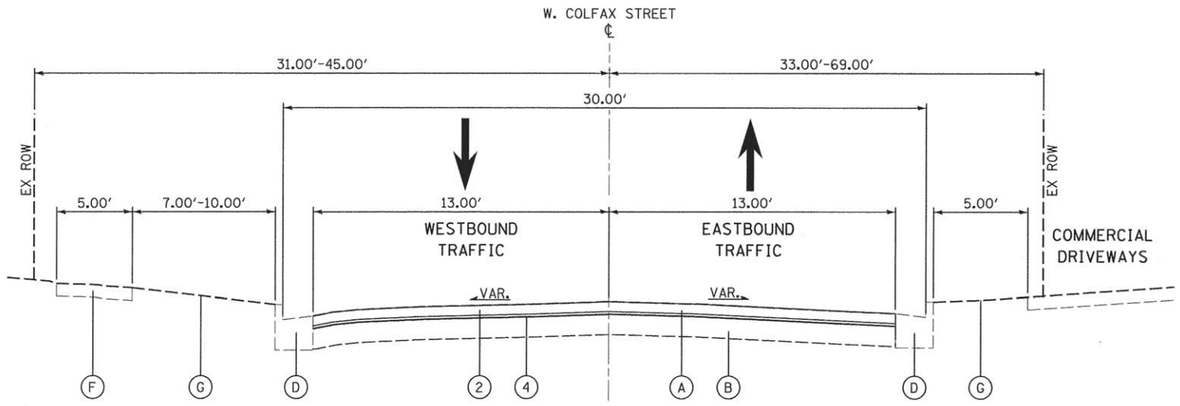
WEST COLFAX STREET – VILLAGE OF PALATINE
EXISTING TYPICAL SECTIONS

SCALE: | SHEET 7 OF 37 SHEETS | STA. | TO STA.

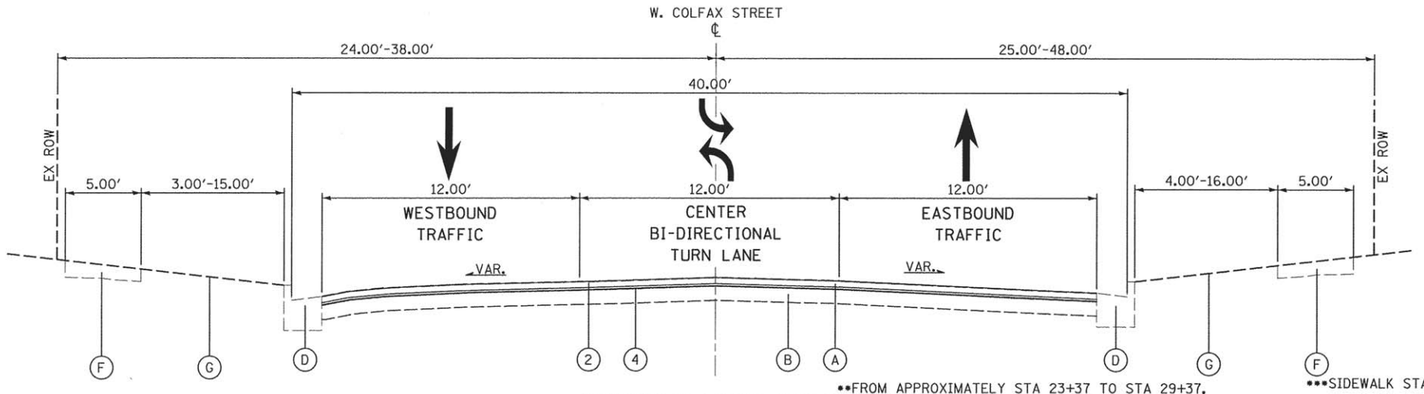
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	7
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



PROPOSED W. COLFAX STREET
STA. 0+88 TO 6+19



PROPOSED W. COLFAX STREET
STA. 6+19 TO 23+00



PROPOSED W. COLFAX STREET
STA. 23+00 TO 57+24

••FROM APPROXIMATELY STA 23+37 TO STA 29+37, 2" OF HMA SURFACE WILL BE REMOVED ALONG WITH 1/4" OF PCC SURFACE. EXACT LOCATION TO BE VERIFIED BY FIELD ENGINEER.

•••SIDEWALK STARTS AT STA. 36+53

EXISTING LEGEND

- (A) EX. HOT-MIX ASPHALT SURFACE COURSE, VARIES (R)
- (B) EX. AGGREGATE BASE COURSE, VARIES
- (C) EX. PORTLAND CEMENT CONCRETE PAVEMENT, 8.25"
- *(D) EX. COMB. CONCRETE CURB & GUTTER, TY B-6.24
- *(E) EX. BITUMINOUS SHOULDER
- *(F) EX. P.C.C. SIDWALK
- (G) EX. TOPSOIL

ITEMS WITH (R) ARE TO BE REMOVED AS SHOWN ON THE TYPICAL SECTIONS AND/OR ON THE PLAN SHEETS.

* ITEM TO BE REMOVED AND REPLACED IN KIND AT LOCATIONS IN THE FIELD DIRECTED BY THE ENGINEER.

PROPOSED LEGEND

- (1) PR. HMA SURFACE COURSE, MIX "D", N50, 1 1/2"
- (2) PR. HMA SURFACE COURSE, MIX "D", N50, 2"
- (3) PR. LEVELING BINDER (MACHINE METHOD), N50, 3/4"
- (4) PR. LEVELING BINDER (MACHINE METHOD), N50, 1"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	THICKNESS
PAVEMENT RESURFACING-EXISTING PCC SECTION AND HMA OVERLAY SECTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 1"	4% @ 50 GYR	1 1/2" (1 LIFT)
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm), 1"	4% @ 50 GYR	3/4" (1 LIFT)
PAVEMENT RESURFACING-EXISTING HMA SECTION		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5 mm); 2"	4% @ 50 GYR	2" (1 LIFT)
LEVELING BINDER (MACHINE METHOD), N50 (IL 9.5 mm), 1"	4% @ 50 GYR	1" (1 LIFT)
PAVEMENT PATCHING		
CLASS D PATCHES, HOT-MIX ASPHALT BINDER (IL 19 mm), N50; 8"	4% @ 70 GYR	8" (3 LIFTS)

NOTES:

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

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL MILL ROADWAY PAVEMENT PRIOR TO PAVEMENT PATCHING.

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PROPOSED TYPICAL SECTIONS

SCALE: | SHEET 8 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	8
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			

INLET FILTERS		
STATION	OFFSET	QUANTITY (EACH)
7+15.86	13.53 RT	1
7+16.38	15.31 LT	1
8+52.38	12.95 RT	1
9+80.81	12.75 RT	1
9+81.83	15.44 LT	1
10+67.92	13.41 RT	1
10+69.08	15.38 LT	1
11+16.68	13.63 RT	1
12+47.27	14.54 RT	1
12+47.32	14.01 LT	1
13+82.27	13.18 RT	1
13+90.71	12.17 LT	1
14+54.51	14.41 RT	1
15+16.79	14.71 RT	1
15+17.12	14.30 LT	1
15+93.67	15.09 RT	1
15+94.01	12.15 LT	1
17+13.48	15.48 RT	1
17+15.82	11.62 LT	1
18+31.17	14.75 RT	1
18+31.75	11.57 LT	1
19+48.44	15.06 RT	1
20+36.92	15.55 RT	1
21+50.69	11.89 LT	1
21+67.39	15.60 RT	1
22+95.73	15.90 RT	1
23+03.13	13.03 LT	1
23+67.77	16.38 RT	1
23+69.87	16.68 LT	1
24+23.68	19.56 LT	1
25+28.16	16.98 RT	1
25+31.07	21.66 LT	1
26+68.24	16.96 RT	1
26+70.27	21.09 LT	1
27+65.35	10.96 LT	1
27+65.88	21.08 LT	1
28+10.29	17.75 RT	1
28+24.73	20.81 LT	1
28+77.05	20.49 LT	1
30+68.23	18.24 RT	1
30+70.00	19.84 LT	1
31+83.09	18.69 RT	1
32+78.84	19.10 RT	1
32+79.01	19.92 RT	1
34+23.46	18.61 LT	1
34+25.82	19.44 RT	1
35+65.84	7.87 LT	1
35+66.62	19.28 LT	1
36+51.96	18.58 LT	1
37+04.33	17.56 LT	1
37+57.38	14.96 LT	1
38+00.72	18.49 RT	1
38+09.04	17.66 LT	1
38+95.14	17.72 LT	1
38+95.85	17.81 RT	1
40+01.92	16.84 RT	1
40+28.99	35.01 LT	1
40+42.78	21.60 RT	1
40+89.42	19.61 LT	1
40+89.80	18.30 RT	1
41+38.97	19.77 RT	1
41+40.57	19.02 LT	1
42+10.33	18.42 LT	1
42+11.40	20.36 RT	1
42+80.52	18.10 LT	1
42+80.80	20.40 RT	1
43+44.32	46.65 LT	1
43+92.13	44.31 LT	1
44+57.60	20.18 RT	1
44+61.91	19.00 LT	1
44+69.38	19.13 LT	1
44+86.78	20.63 RT	1
45+98.90	19.70 RT	1
47+02.02	18.28 RT	1
47+21.79	15.71 LT	1
50+47.62	19.84 LT	1
53+78.27	20.46 LT	1
56+16.97	14.41 LT	1
57+08.73	23.17 RT	1
57+10.81	24.39 LT	1
TOTAL		80

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)		
STATION	OFFSET	QUANTITY (EACH)
13+90.71	12.17' LT	1
17+15.82	11.62' LT	1
20+50.69	11.89' LT	1
23+69.26	12.24' LT	1
24+23.72	11.89' LT	1
25+29.20	12.21' LT	1
26+69.95	11.46' LT	1
27+65.35	10.96' LT	1
28+24.69	10.85' LT	1
28+81.44	11.09' LT	1
30+69.01	10.37' LT	1
31+84.06	10.02' LT	1
32+78.05	9.85' LT	1
34+26.42	10.00' LT	1
35+65.84	7.87' LT	1
37+04.23	10.91' LT	1
37+57.38	14.96' LT	1
38+01.45	10.20' RT	1
38+09.04	17.66' LT	1
38+92.14	10.48' RT	1
38+95.14	17.72' LT	1
40+01.10	13.45' RT	1
40+27.83	14.38' RT	1
40+28.99	35.01' LT	1
43+44.32	46.65' LT	1
43+50.07	29.45' RT	1
43+75.01	2.07' LT	1
43+92.13	44.31' LT	1
43+93.17	33.13' LT	1
43+95.16	38.39' LT	1
44+22.20	25.68' RT	1
44+23.26	35.39' LT	1
44+55.13	14.34' RT	1
50+05.17	25.96' RT	1
50+22.23	26.30' LT	1
50+22.38	9.25' RT	1
50+31.34	16.97' RT	1
53+55.23	1.30' LT	1
53+63.32	21.22' LT	1
53+78.27	20.46' LT	1
56+46.30	19.60' LT	1
56+56.21	23.43' RT	1
56+69.52	21.34' RT	1
56+71.33	16.62' RT	1
57+08.73	23.17' RT	1
TOTAL		45

FRAMES AND LIDS TO BE ADJUSTED (SPECIAL) - BY OTHERS			
STATION	OFFSET	QUANTITY (EACH)	OWNER
50+39.87	17.33' LT	1	MWRD
TOTAL		1	

HANDHOLE TO BE ADJUSTED		
STATION	OFFSET	QUANTITY (EACH)
2+07.73	21.73' LT	1
43+09.05	4.29' LT	1
44+31.74	7.28' RT	1
TOTAL		3

HANDHOLE TO BE ADJUSTED (BY OTHERS)			
STATION	OFFSET	QUANTITY (EACH)	OWNER
26+93.22	12.08' LT	1	COMED
26+97.80	11.71' LT	1	COMED
33+67.45	9.41' LT	1	COMED
33+71.95	9.32' LT	1	COMED
34+31.96	17.12' LT	1	COMED
40+67.07	0.19' RT	1	COMED
40+71.33	0.48' RT	1	COMED
41+22.90	18.04' LT	1	COMED
47+34.26	5.74' RT	1	COMED
47+38.76	5.91' RT	1	COMED
54+38.91	10.27' RT	1	COMED
54+43.52	6.87' RT	1	COMED
TOTAL		12	

FIRE HYDRANTS TO BE ADJUSTED		
STATION	OFFSET	QUANTITY (EACH)
44+10.52	41.04' RT	1
TOTAL		1

STATION	STATION	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 1/4" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL, 2" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL, 3" (SQ YD)	HOT-MIX ASPHALT SURFACE REMOVAL, BUTT JOINT (SQ YD)	COMBINATION CURB AND GUTTER REMOVAL (FOOT)	SIDEWALK REMOVAL (SQ FT)
0+88	5+00	1,531	0	0	18	0	0
5+00	6+19	349	0	0	0	0	0
6+19	10+00	0	0	1,105	13	0	0
10+00	15+00	0	0	1,543	12	53	504
15+00	20+00	0	0	1,457	0	0	0
20+00	25+00	594	594	990	0	0	0
25+00	30+00	1,748	1,748	251	0	0	0
30+00	35+00	0	0	2,063	20	31	90
35+00	40+00	0	0	1,989	0	27	75
40+00	45+00	0	0	2,598	55	176	1,438
45+00	49+50	0	0	1,554	0	0	0
49+50	55+00	0	0	1,937	54	189	1,114
55+00	57+24	0	0	897	50	38	636
ADDTIONAL QUANTITY TO BE USED AT ENGINEERS DISCRETION		0	0	0	0	507	0
TOTAL		4,222	2,342	16,384	222	1,021	3,857

STATION	STATION	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (TON)	LEVELING BINDER (MACHINE METHOD), N50 (TON)	BITUMINOUS MATERIALS (TACK COAT) (POUND)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FOOT)	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SQ FT)
0+88	5+00	160	80	1714	0	0
5+00	6+19	37	18	400	0	0
6+19	10+00	125	63	1006	0	0
10+00	15+00	174	87	1395	53	300
15+00	20+00	163	82	1311	0	0
20+00	25+00	161	80	1426	0	0
25+00	30+00	175	87	1800	0	0
30+00	35+00	233	117	1875	31	92
35+00	40+00	223	111	1789	27	74
40+00	45+00	297	149	2388	176	1,433
45+00	49+50	174	87	1398	0	0
49+50	55+00	223	111	1790	189	1,162
55+00	57+24	106	53	852	38	634
ADDTIONAL QUANTITY TO BE USED AT ENGINEERS DISCRETION		0	0	0	507	0
TOTAL		2,251	1,125	19,144	1,021	3,695

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

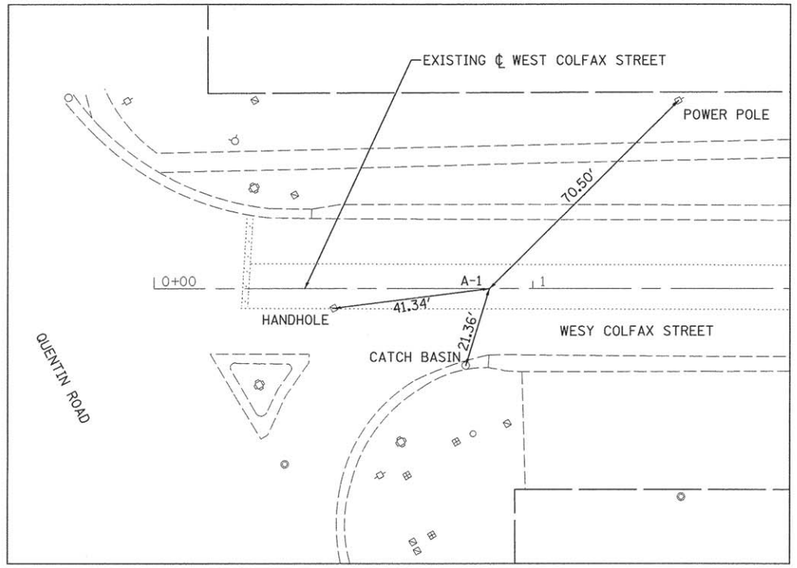
USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

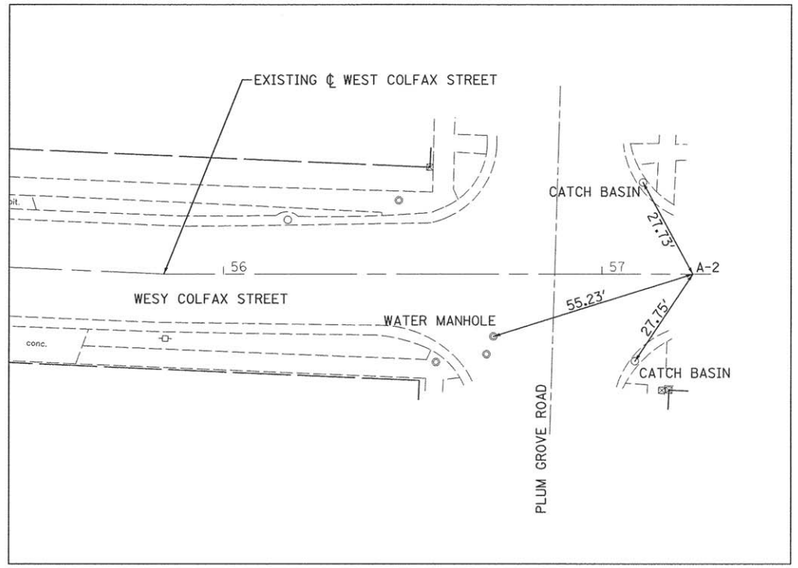
WEST COLFAX STREET – VILLAGE OF PALATINE
SCHEDULE OF QUANTITIES

SCALE: | SHEET 9 OF 37 SHEETS | STA. | TO STA.

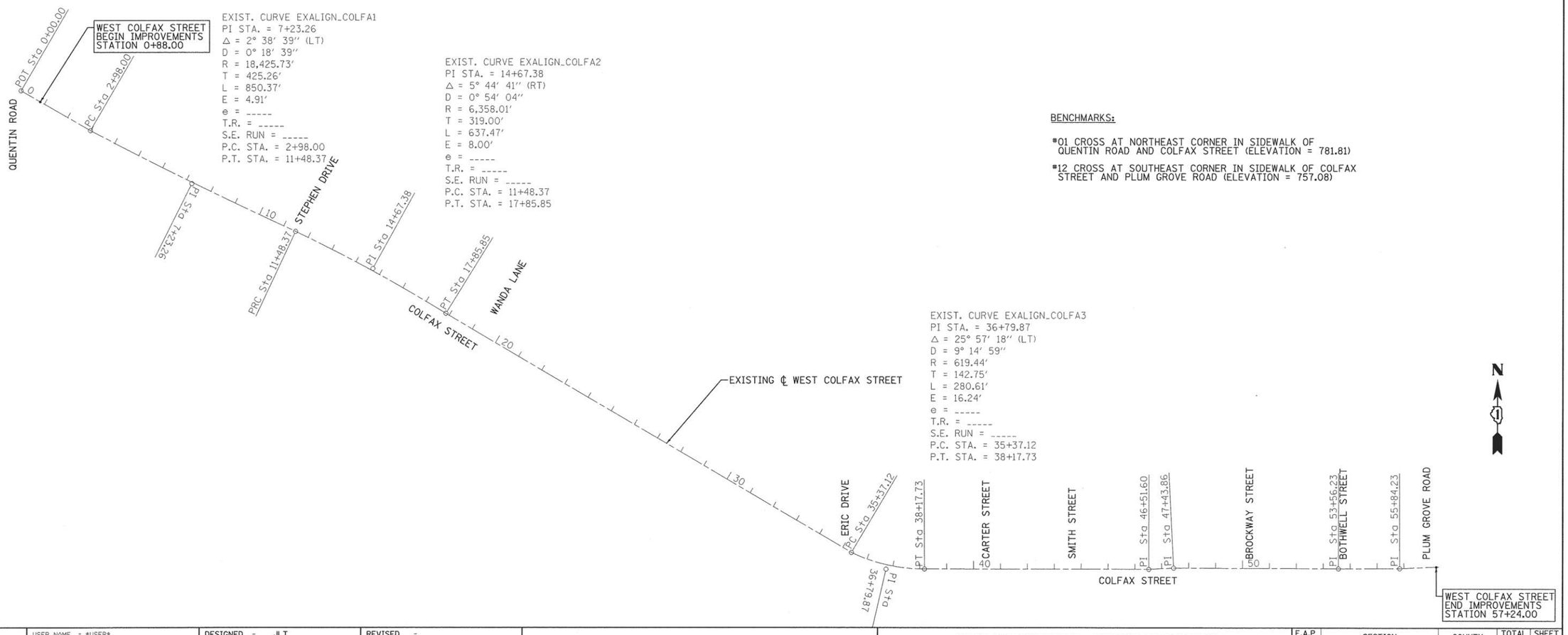
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	9
		CONTRACT NO. 61C90		
		ILLINOIS FED. AID PROJECT		



ALIGNMENT TIE (A-1)
BEGIN PROJECT STA. 0+88.00
WEST COLFAX STREET
N: 1986309.8538
E: 1057667.3156



ALIGNMENT TIE (A-2)
END PROJECT STA. 57+24.00
WEST COLFAX STREET
N: 1984581.6403
E: 1062856.1744



EXIST. CURVE EXALIGN_COLFA1
PI STA. = 7+23.26
Δ = 2° 38′ 39″ (LT)
D = 0° 18′ 39″
R = 18,425.73′
T = 425.26′
L = 850.37′
E = 4.91′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 2+98.00
P.T. STA. = 11+48.37

EXIST. CURVE EXALIGN_COLFA2
PI STA. = 14+67.38
Δ = 5° 44′ 41″ (RT)
D = 0° 54′ 04″
R = 6,358.01′
T = 319.00′
L = 637.47′
E = 8.00′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 11+48.37
P.T. STA. = 17+85.85

EXIST. CURVE EXALIGN_COLFA3
PI STA. = 36+79.87
Δ = 25° 57′ 18″ (LT)
D = 9° 14′ 59″
R = 619.44′
T = 142.75′
L = 280.61′
E = 16.24′
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 35+37.12
P.T. STA. = 38+17.73

BENCHMARKS:

*01 CROSS AT NORTHEAST CORNER IN SIDEWALK OF QUENTIN ROAD AND COLFAX STREET (ELEVATION = 781.81)

*12 CROSS AT SOUTHEAST CORNER IN SIDEWALK OF COLFAX STREET AND PLUM GROVE ROAD (ELEVATION = 757.08)

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

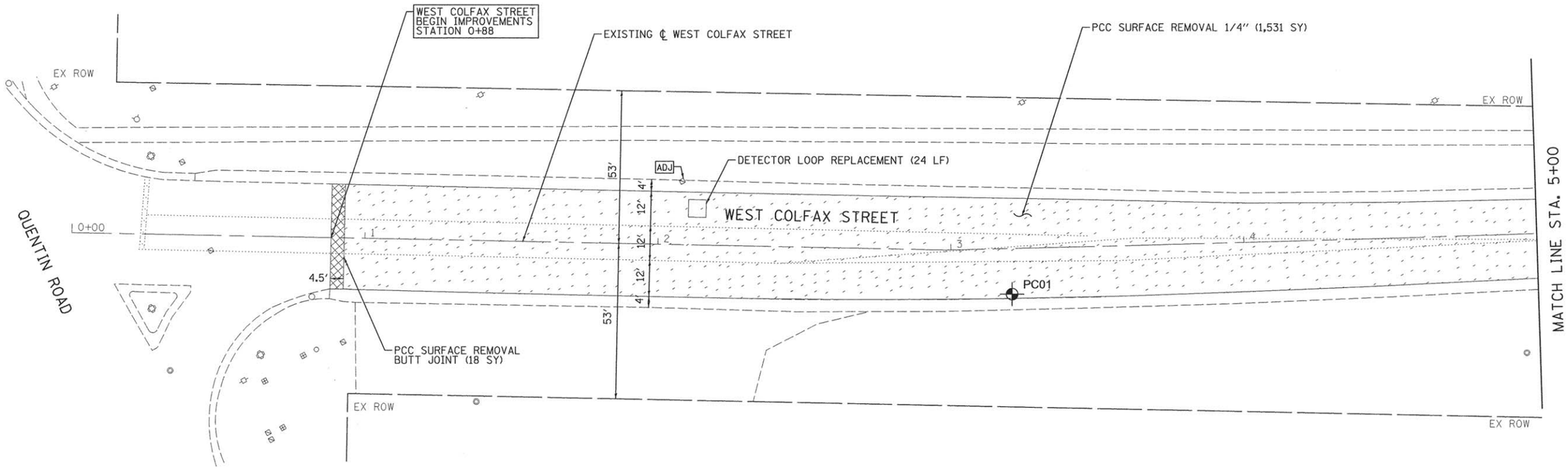
USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

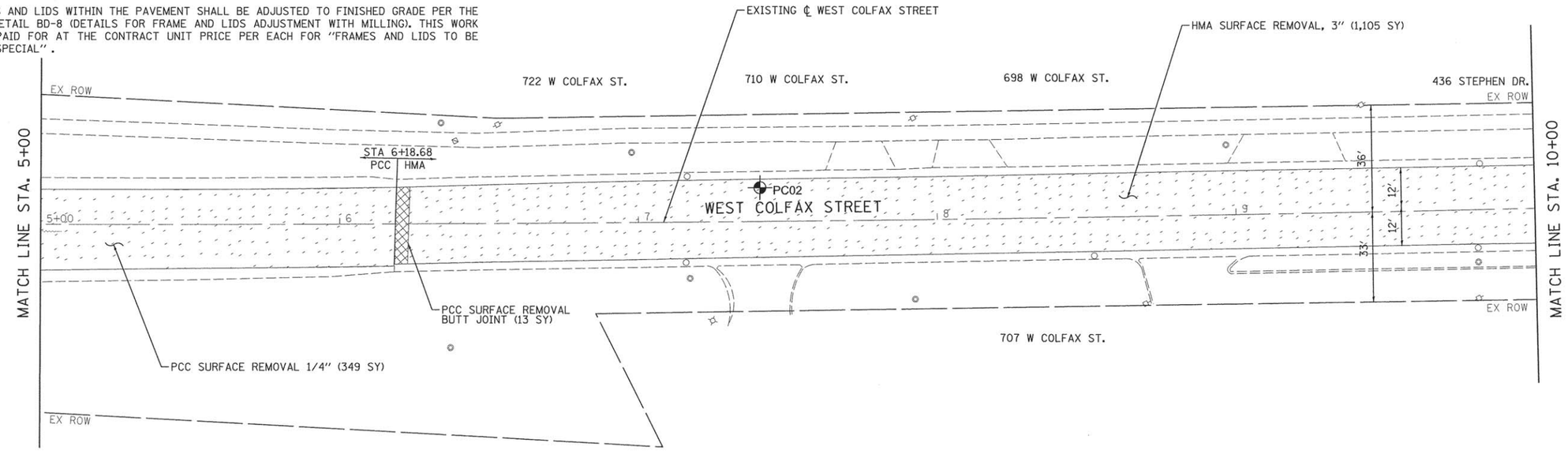
WEST COLFAX STREET – VILLAGE OF PALATINE
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: | SHEET 10 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	10
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK ELEVATIONS.
2. LOCATION AND TYPE OF CLASS C & D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE; NOT TO EXCEED 10% OF TOTAL PAVEMENT AREA PER FUNDING TYPE.
3. REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.24 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
4. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.
5. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING). THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" .



FILE NAME = $FILE1$

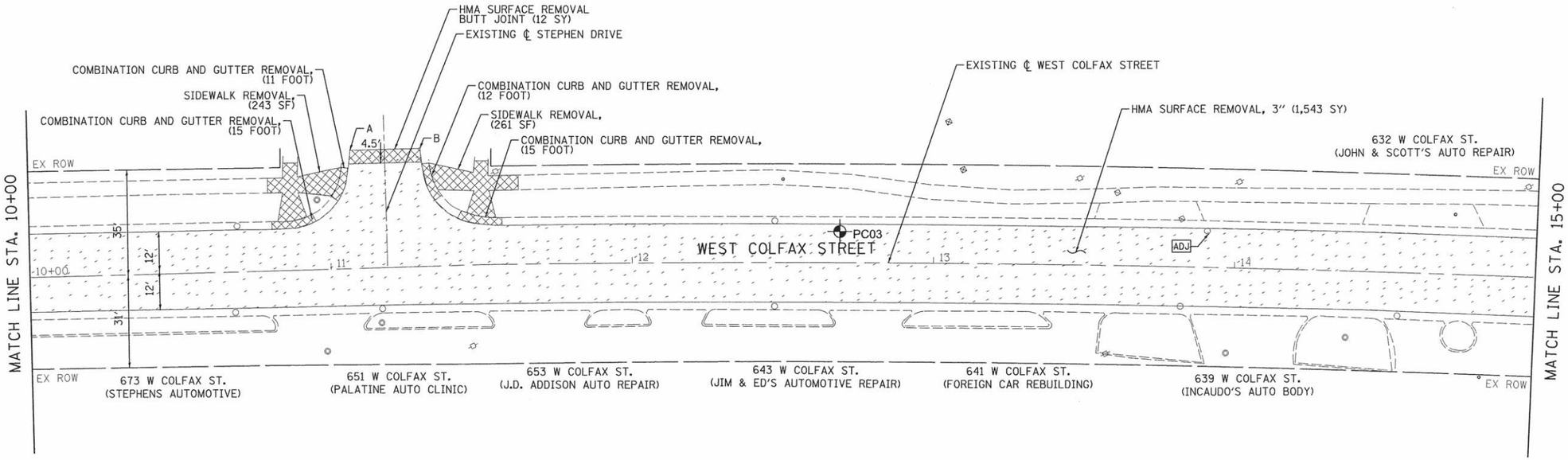
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER$	DESIGNED - JLT	REVISED -
		DRAWN - JLT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
	PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
REMOVAL PLAN

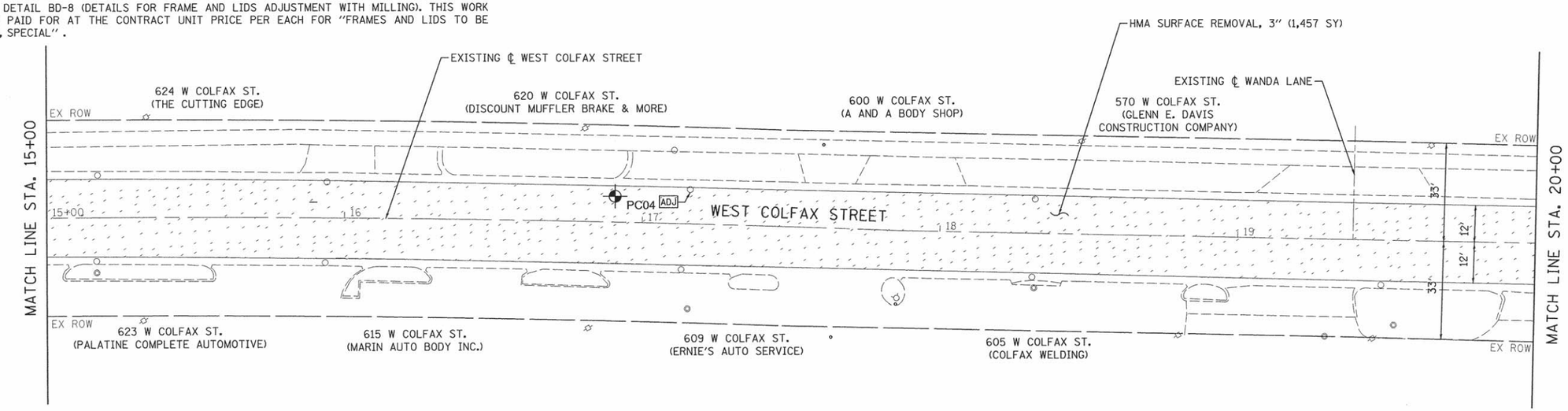
SCALE: 1"=20' | SHEET 11 OF 37 SHEETS | STA. 0+00 TO STA. 10+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	11
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK ELEVATIONS.
2. LOCATION AND TYPE OF CLASS C & D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE; NOT TO EXCEED 10% OF TOTAL PAVEMENT AREA PER FUNDING TYPE.
3. REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.24 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
4. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.
5. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING). THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".

PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	11+07.29	39.61' LT
B	11+30.58	39.52' LT



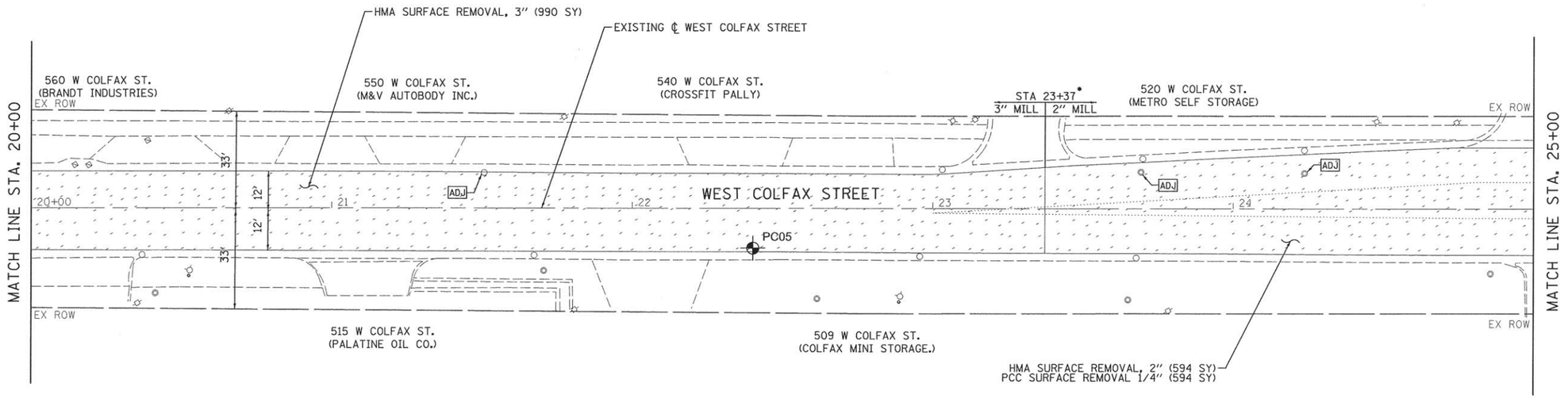
FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER1$	DESIGNED - JLT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JLT	REVISED -	
	PLOT SCALE = $SCALE1$	CHECKED - DBB	REVISED -	
	PLOT DATE = $DATE1$	DATE - 05/02/2016	REVISED -	

WEST COLFAX STREET – VILLAGE OF PALATINE
REMOVAL PLAN

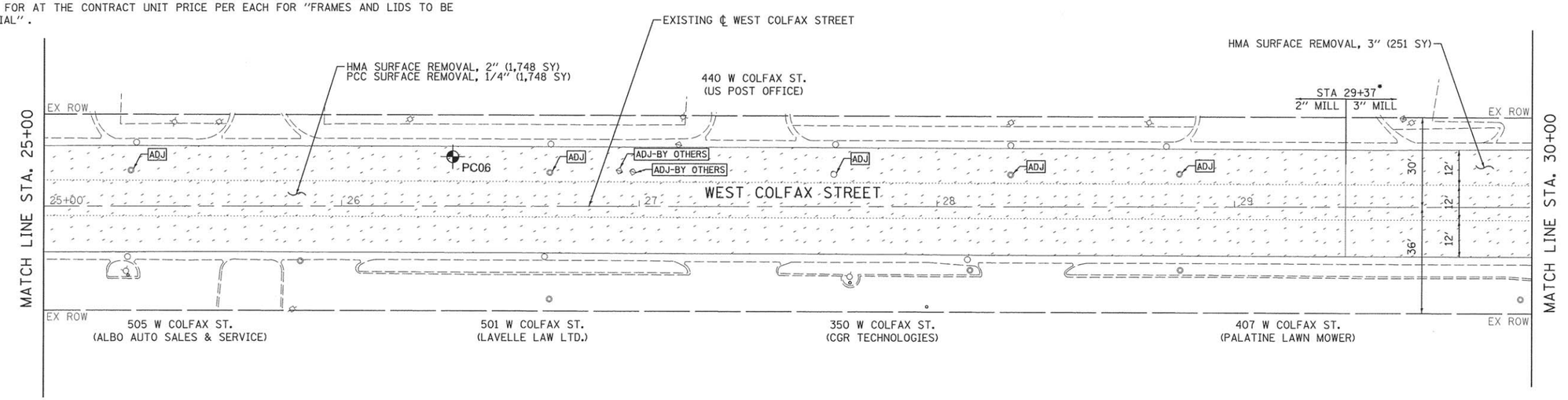
SCALE: 1"=20' | SHEET 12 OF 37 SHEETS | STA. 10+00 | TO STA. 20+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	12
		CONTRACT NO. 61C90		
		ILLINOIS FED. AID PROJECT		



1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK ELEVATIONS.
2. LOCATION AND TYPE OF CLASS C & D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE; NOT TO EXCEED 10% OF TOTAL PAVEMENT AREA PER FUNDING TYPE.
3. REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.24 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
4. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.
5. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING). THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL".

• LOCATION OF HMA SURFACE REMOVAL, 2" IS APPROXIMATED BASED ON PAVEMENT CORES. EXACT LOCATION TO BE DETERMINED IN THE FIELD BY ENGINEER

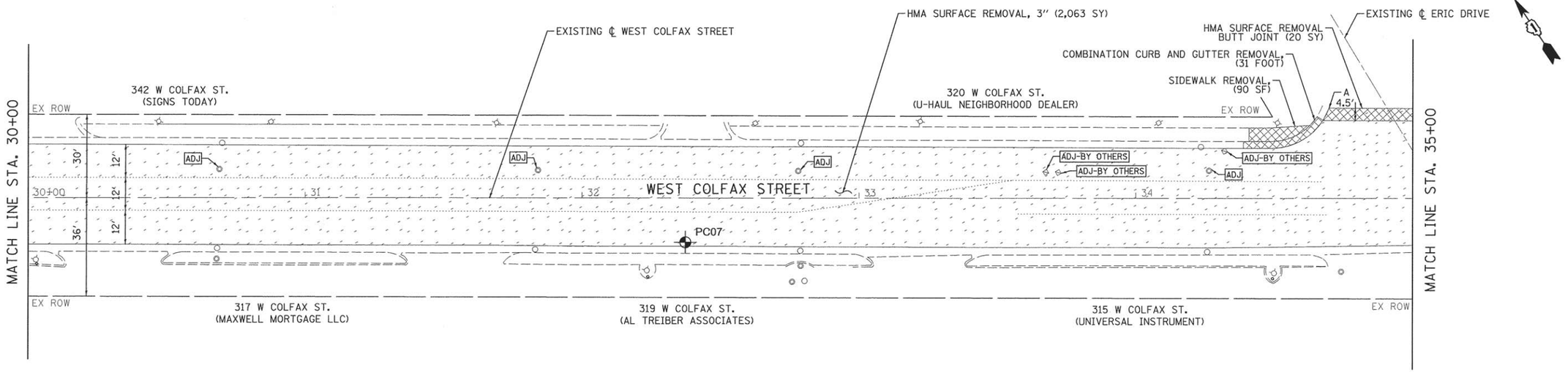


• LOCATION OF HMA SURFACE REMOVAL, 2" IS APPROXIMATED BASED ON PAVEMENT CORES. EXACT LOCATION TO BE DETERMINED IN THE FIELD BY ENGINEER

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER$	DESIGNED - JLT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST COLFAX STREET – VILLAGE OF PALATINE REMOVAL PLAN
		DRAWN - JLT	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -		
	PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -		SCALE: 1"=20' | SHEET 13 OF 37 SHEETS | STA. 20+00 TO STA. 30+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	13
		CONTRACT NO. 61C90		
		ILLINOIS FED. AID PROJECT		



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	34+69.72	32.71' LT
B	35+06.92	32.57' LT

1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK ELEVATIONS.
2. LOCATION AND TYPE OF CLASS C & D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE; NOT TO EXCEED 10% OF TOTAL PAVEMENT AREA PER FUNDING TYPE.
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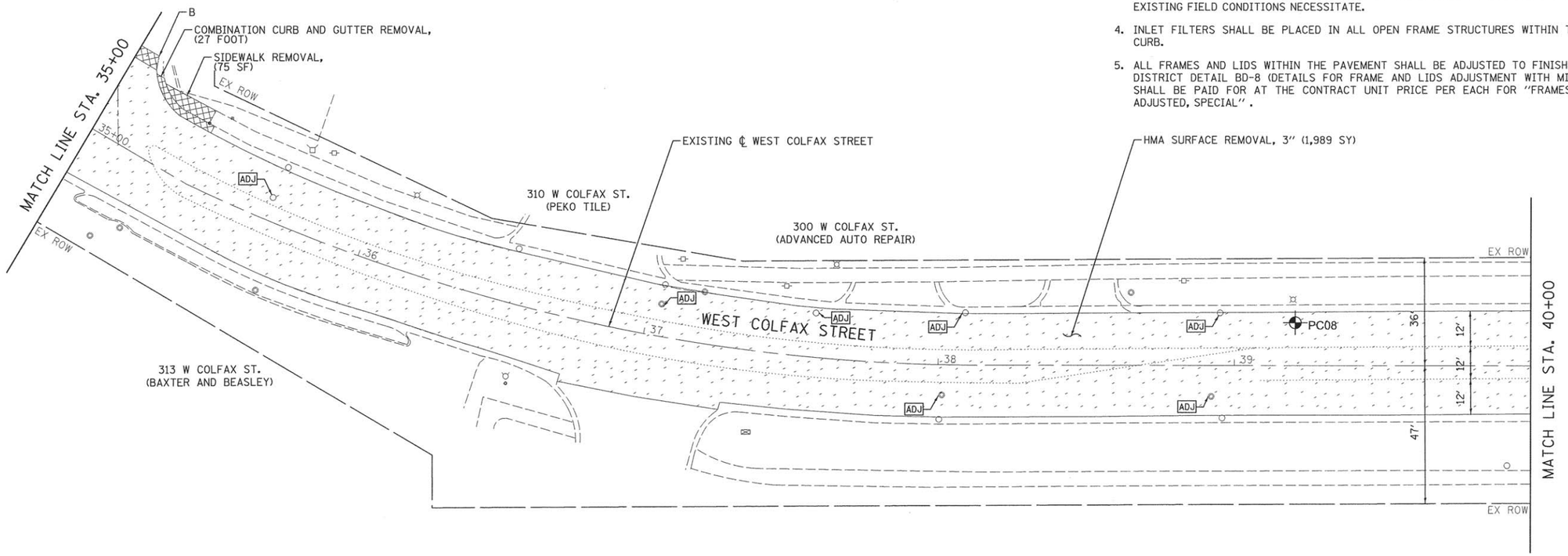

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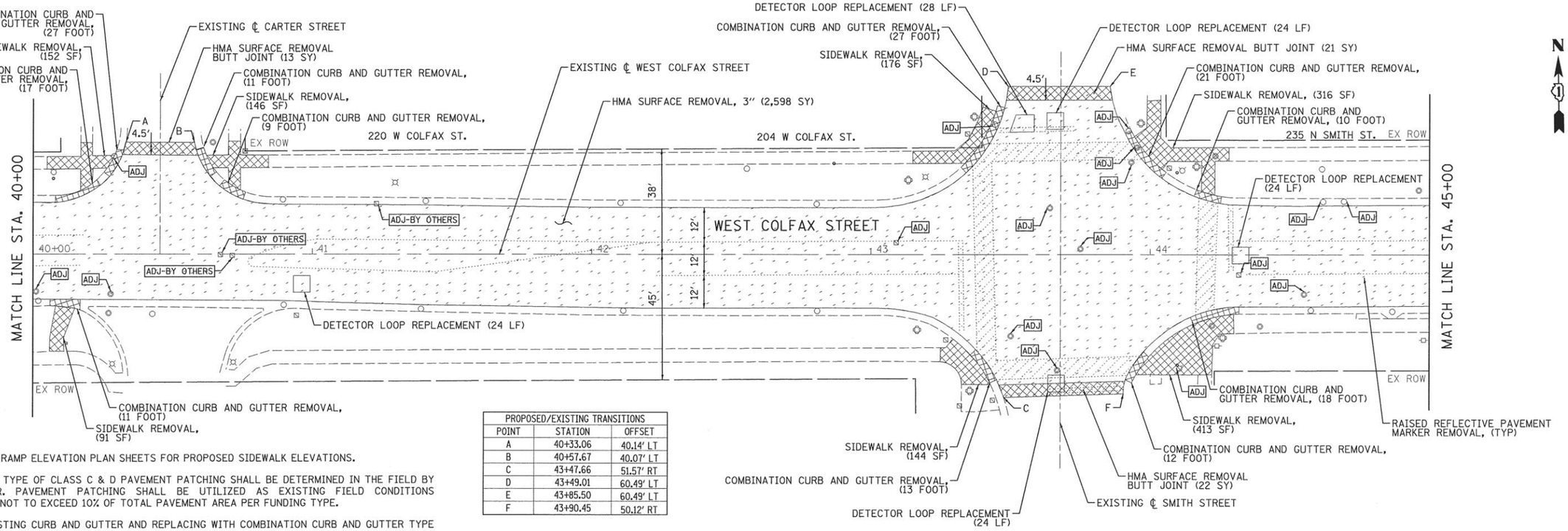
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
REMOVAL PLAN

SCALE: 1"=20' | SHEET 14 OF 37 SHEETS | STA. 30+00 TO STA. 40+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	14
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	40+33.06	40.14' LT
B	40+57.67	40.07' LT
C	43+47.66	51.57' RT
D	43+49.01	60.49' LT
E	43+85.50	60.49' LT
F	43+90.45	50.12' RT

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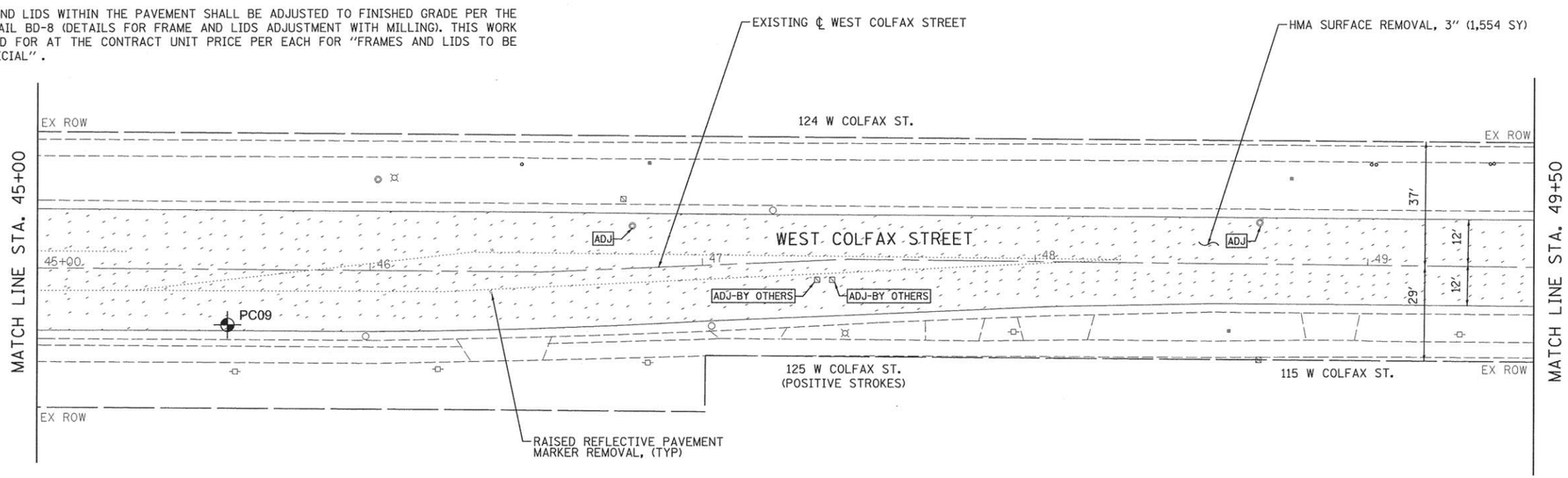

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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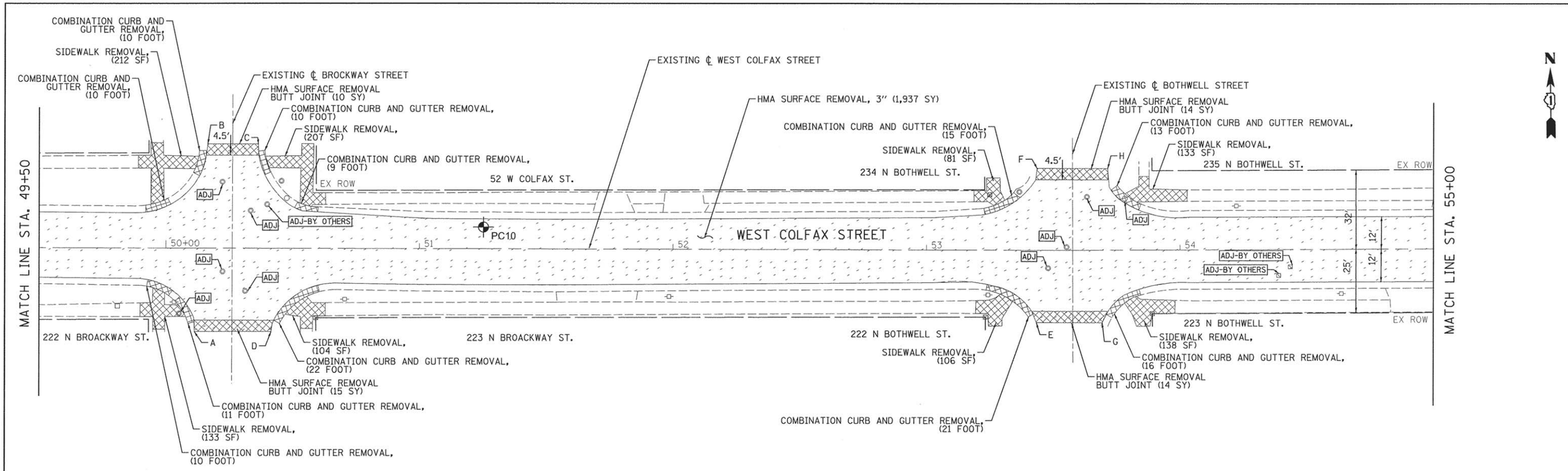
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

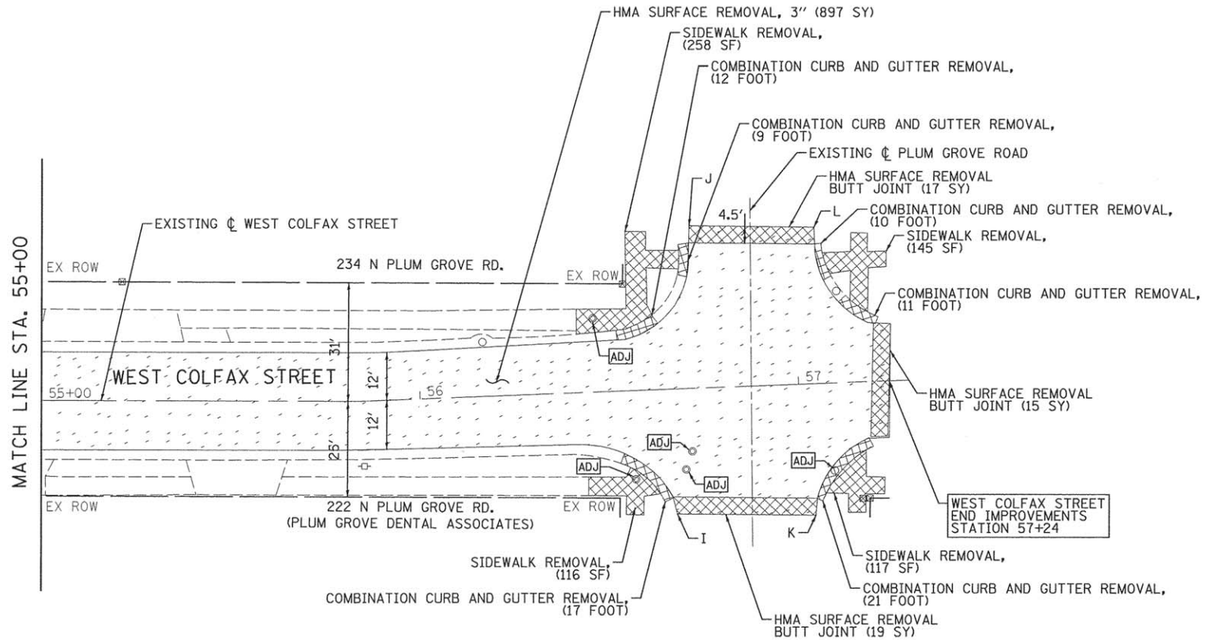
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
REMOVAL PLAN

SCALE: 1"=20' | SHEET 15 OF 37 SHEETS | STA. 40+00 TO STA. 49+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	15
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			





PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	50+11.35	33.13' RT
B	50+16.37	41.36' LT
C	50+36.28	41.36' LT
D	50+41.57	33.05' RT
E	53+43.45	28.65' RT
F	53+43.48	32.55' LT
G	53+69.25	28.75' RT
H	53+71.54	32.45' LT
I	56+66.76	33.07' RT
J	56+72.62	43.17' LT
K	57+03.27	34+80' RT
L	57+05.57	41.53' LT

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FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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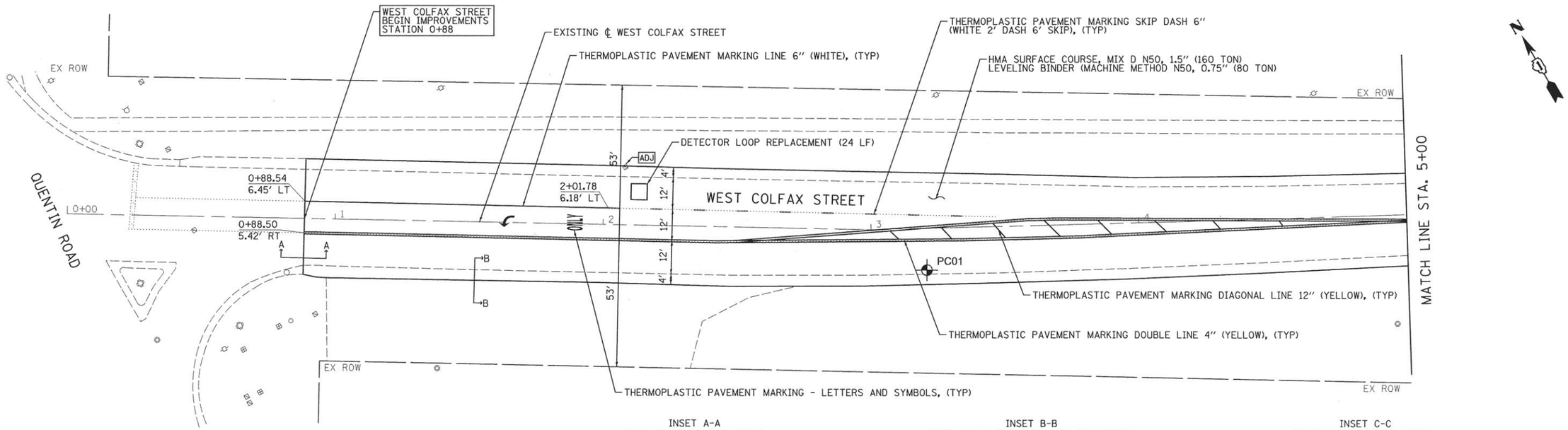
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
REMOVAL PLAN

SCALE: 1"=20' | SHEET 16 OF 37 SHEETS | STA. 49+50 | TO STA. 60+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	16
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



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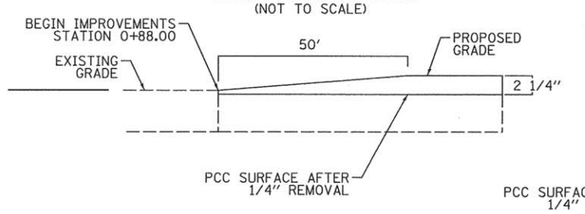
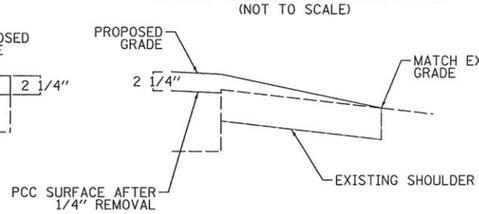
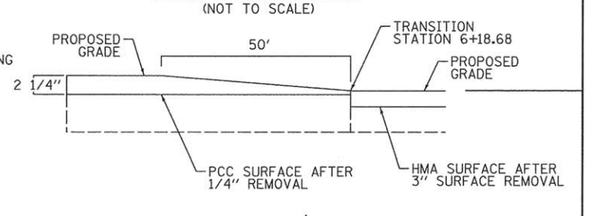
INSET A-A
OVERLAY TRANSITION DETAIL
(NOT TO SCALE)

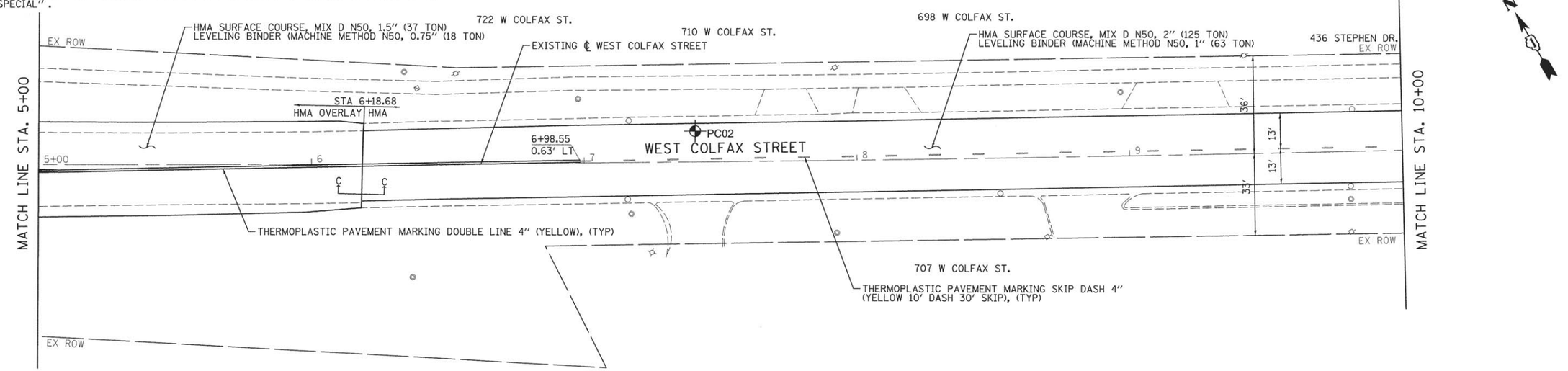


INSET B-B
OVERLAY ON EXISTING SHOULDER DETAIL
(NOT TO SCALE)



INSET C-C
OVERLAY TRANSITION DETAIL
(NOT TO SCALE)





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		DRAWN - JLT	REVISED -
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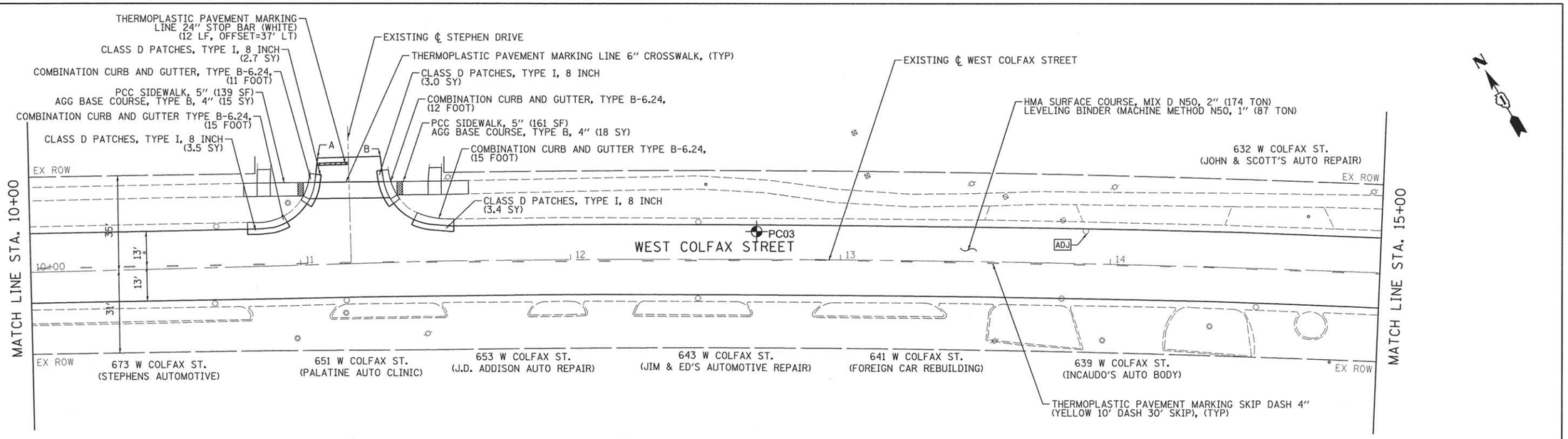
	PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 17 OF 37 SHEETS | STA. 0+00 TO STA. 10+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	17
		CONTRACT NO. 61C90		
		ILLINOIS FED. AID PROJECT		



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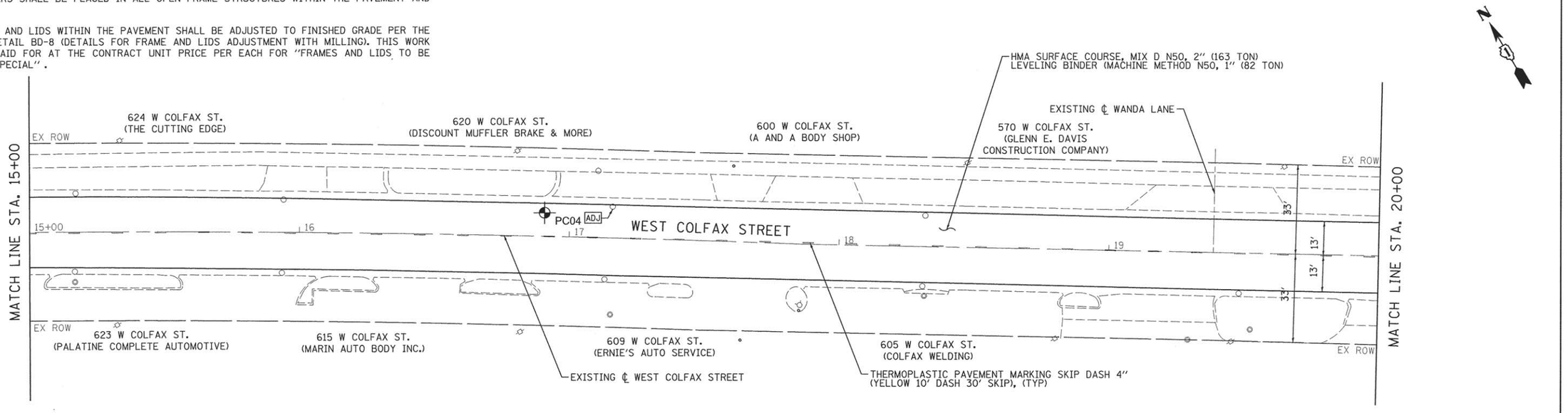
PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	11+07.29	39.61' LT
B	11+30.58	39.52' LT



FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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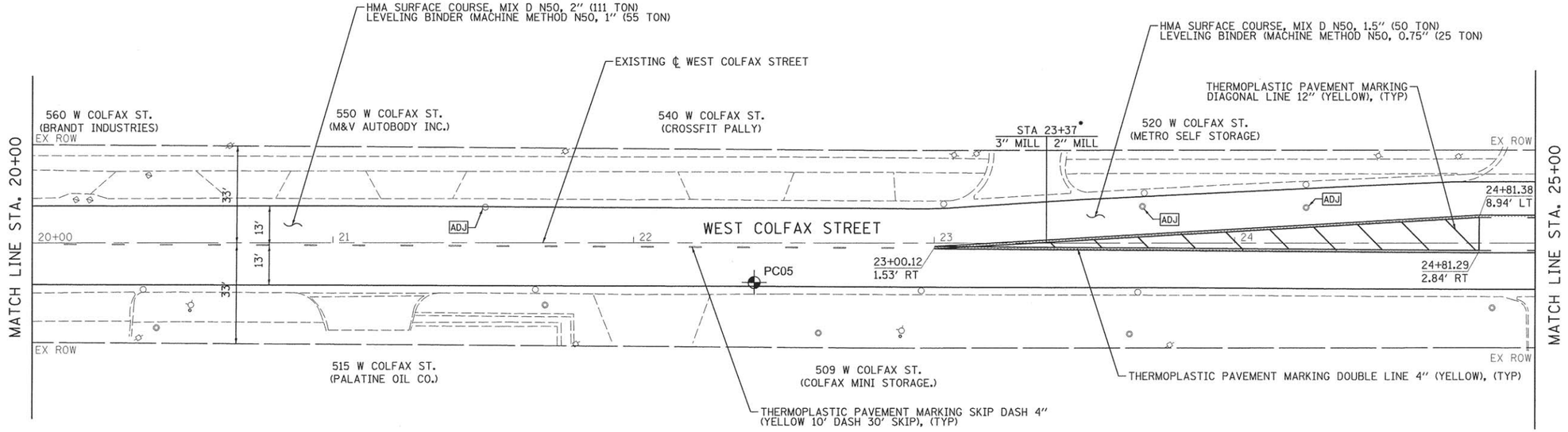
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 18 OF 37 SHEETS | STA. 10+00 TO STA. 20+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	18
		CONTRACT NO. 61C90		
		ILLINOIS FED. AID PROJECT		



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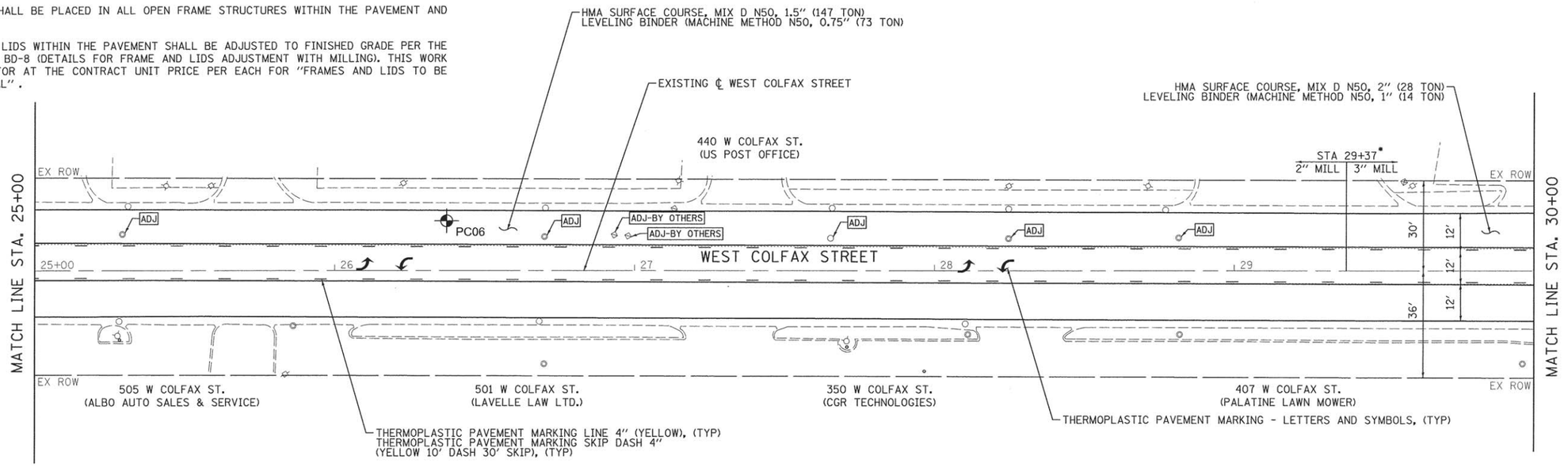
• LOCATION OF HMA SURFACE REMOVAL, 2" IS APPROXIMATED BASED ON PAVEMENT CORES. EXACT LOCATION TO BE DETERMINED IN THE FIELD BY ENGINEER



• LOCATION OF HMA SURFACE REMOVAL, 2" IS APPROXIMATED BASED ON PAVEMENT CORES. EXACT LOCATION TO BE DETERMINED IN THE FIELD BY ENGINEER

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

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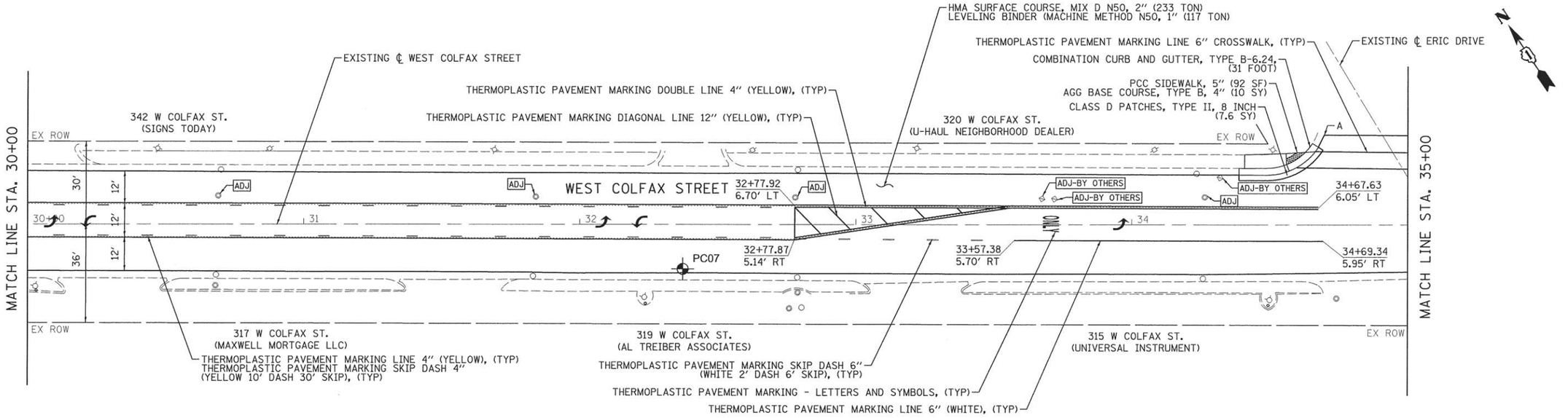
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 19 OF 37 SHEETS | STA. 20+00 TO STA. 30+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	19
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	34+69.72	32.71' LT
B	35+06.92	32.57' LT

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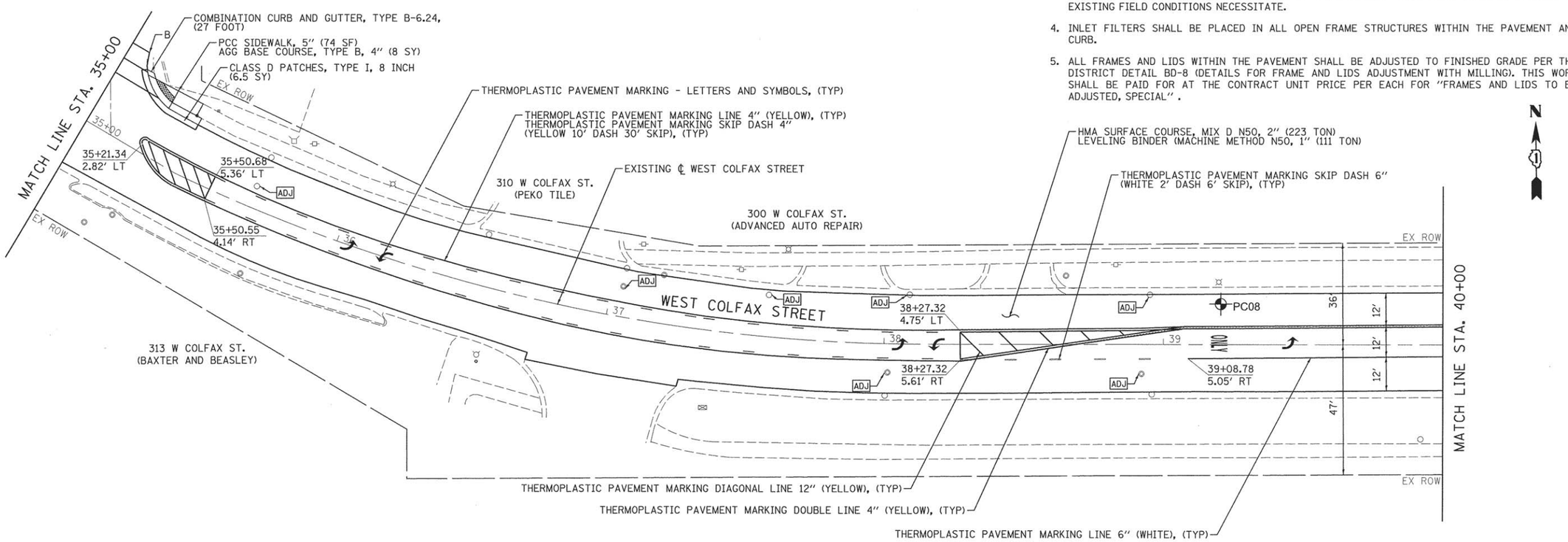


FILE NAME = $FILE$

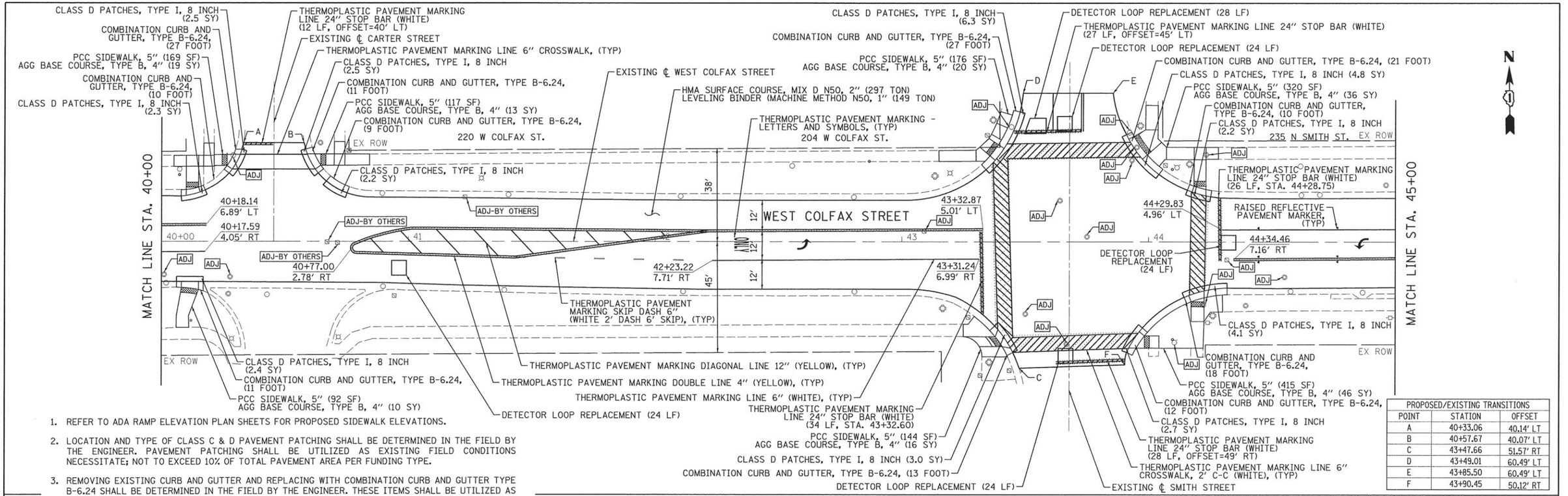
Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER$	DESIGNED - JLT	REVISED -
		DRAWN - JLT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
	PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 20 OF 37 SHEETS | STA. 30+00 TO STA. 40+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	20
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	40+33.06	40.14' LT
B	40+57.67	40.07' LT
C	43+47.66	51.57' RT
D	43+49.01	60.49' LT
E	43+85.50	60.49' LT
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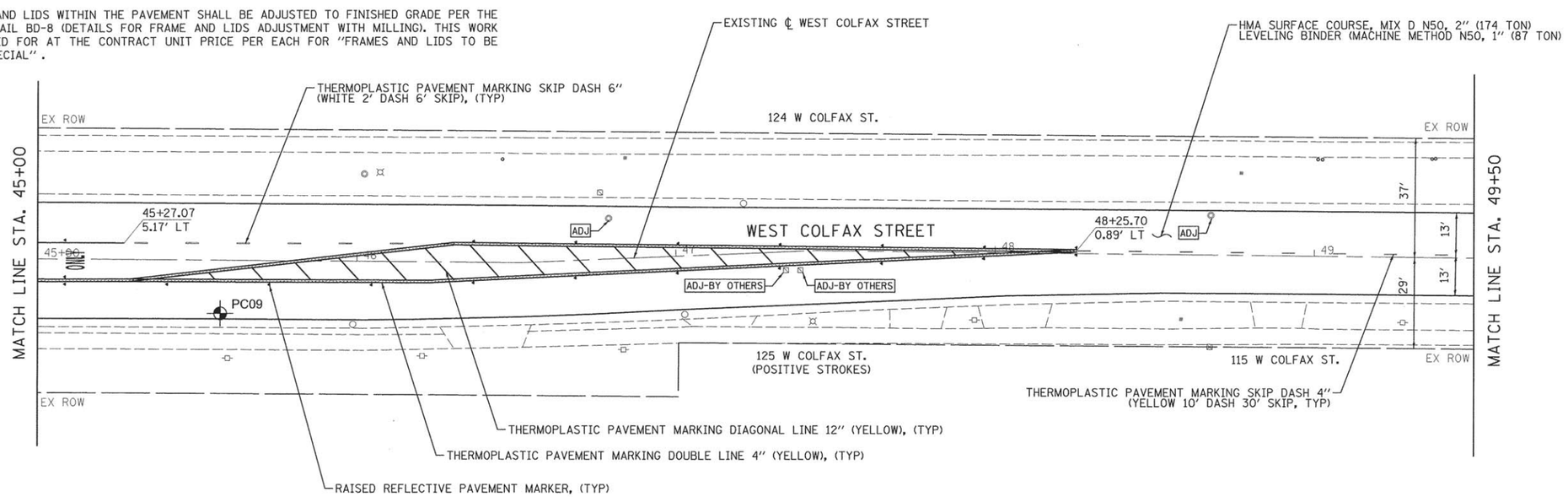

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS			
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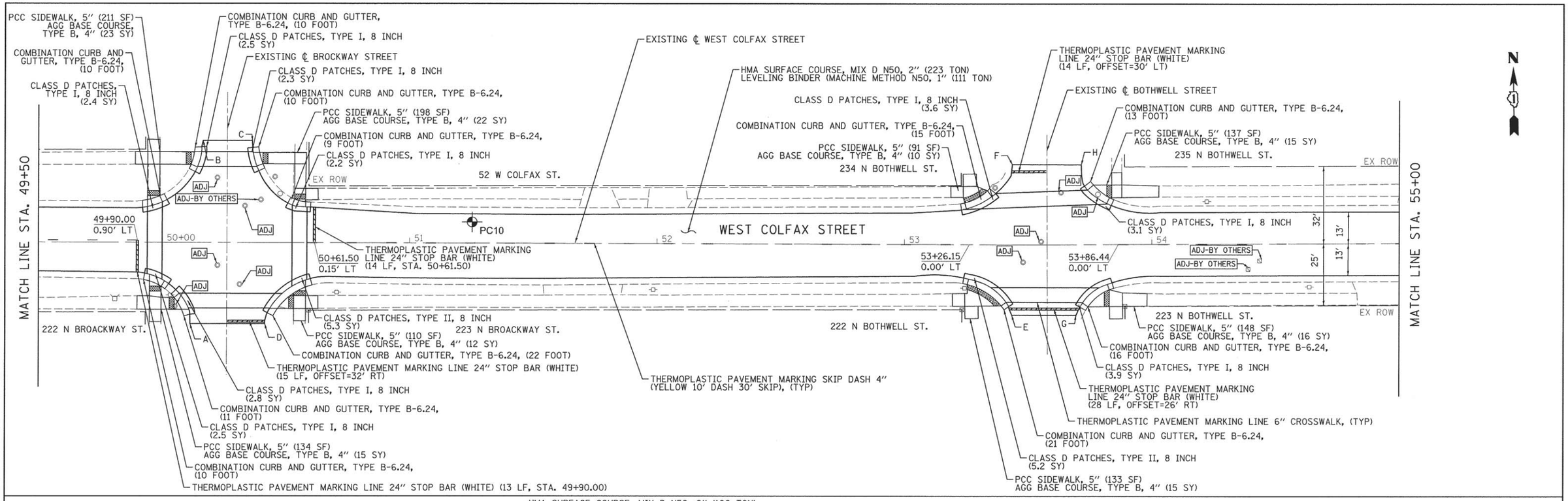
		DRAWN - JLT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
	PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

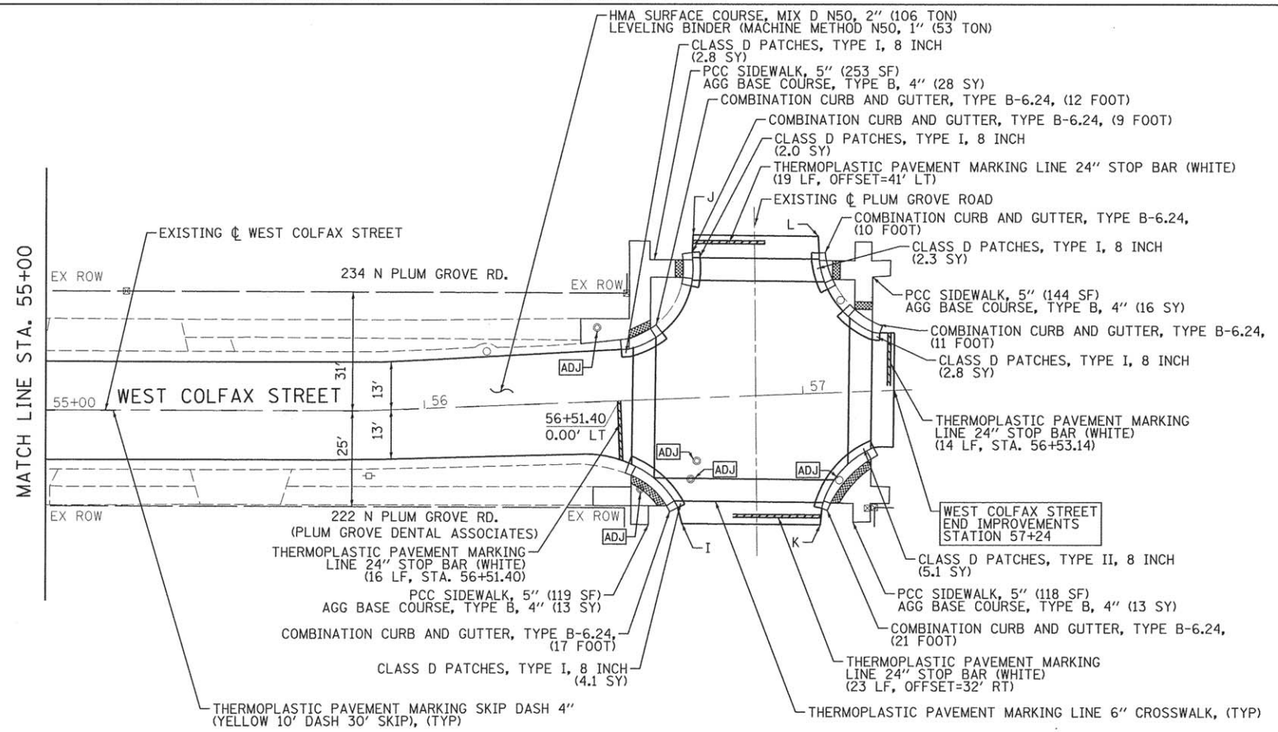
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 21 OF 37 SHEETS | STA. 40+00 TO STA. 49+50

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	21
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			





PROPOSED/EXISTING TRANSITIONS		
POINT	STATION	OFFSET
A	50+11.35	33.13' RT
B	50+16.37	41.36' LT
C	50+36.28	41.36' LT
D	50+41.57	33.05' RT
E	53+43.45	28.65' RT
F	53+43.48	32.55' LT
G	53+69.25	28.75' RT
H	53+71.54	32.45' LT
I	56+66.76	33.07' RT
J	56+72.62	43.17' LT
K	57+03.27	34+80' RT
L	57+05.57	41.53' LT

1. REFER TO ADA RAMP ELEVATION PLAN SHEETS FOR PROPOSED SIDEWALK ELEVATIONS.
2. LOCATION AND TYPE OF CLASS C & D PAVEMENT PATCHING SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. PAVEMENT PATCHING SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE; NOT TO EXCEED 10% OF TOTAL PAVEMENT AREA PER FUNDING TYPE.
3. REMOVING EXISTING CURB AND GUTTER AND REPLACING WITH COMBINATION CURB AND GUTTER TYPE B-6.24 SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. THESE ITEMS SHALL BE UTILIZED AS EXISTING FIELD CONDITIONS NECESSITATE.
4. INLET FILTERS SHALL BE PLACED IN ALL OPEN FRAME STRUCTURES WITHIN THE PAVEMENT AND CURB.
5. ALL FRAMES AND LIDS WITHIN THE PAVEMENT SHALL BE ADJUSTED TO FINISHED GRADE PER THE DISTRICT DETAIL BD-8 (DETAILS FOR FRAME AND LIDS ADJUSTMENT WITH MILLING). THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "FRAMES AND LIDS TO BE ADJUSTED, SPECIAL" .

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

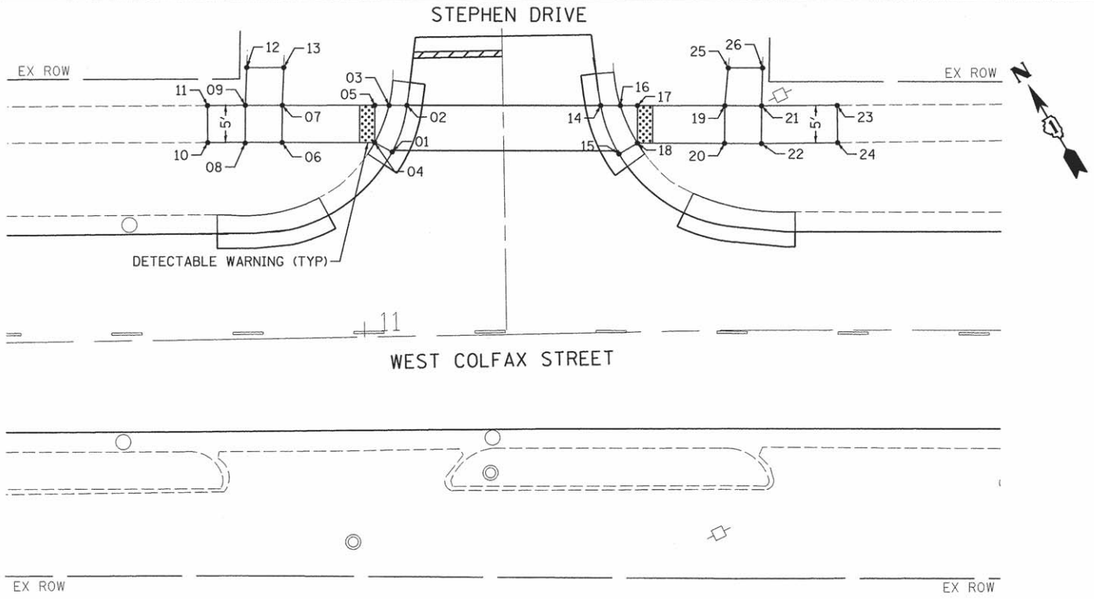
USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

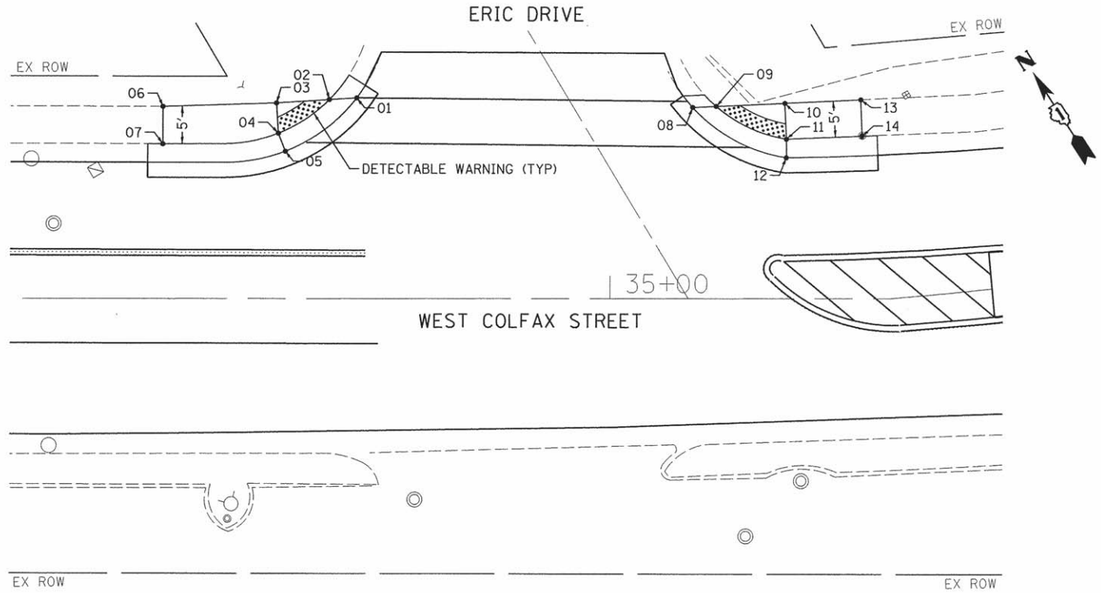
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PROPOSED ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=20' | SHEET 22 OF 37 SHEETS | STA. 49+50 | TO STA. 60+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	22
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			





STEPHEN DRIVE - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
01	11+03.97	24.53' LT	765.81
02	11+06.02	30.66' LT	765.64
03	11+03.65	30.71' LT	765.62
04	11+01.68	25.80' LT	765.79
05	11+01.77	30.74' LT	765.65
06	10+89.42	26.04' LT	766.19
07	10+89.51	30.96' LT	766.12
08	10+84.53	26.13' LT	766.26
09	10+84.63	31.05' LT	766.19
10	10+79.57	26.19' LT	M.E.
11	10+79.62	31.10' LT	M.E.
12	10+84.88	36.04' LT	M.E.
13	10+89.79	35.96' LT	M.E.
14	11+31.65	30.17' LT	765.60
15	11+33.99	23.69' LT	765.50
16	11+34.26	30.12' LT	765.58
17	11+36.54	30.07' LT	765.61
18	11+36.44	25.09' LT	765.48
19	11+48.09	29.83' LT	765.99
20	11+47.98	24.84' LT	765.92
21	11+52.45	29.80' LT	766.06
22	11+52.43	24.81' LT	765.99
23	11+62.40	29.85' LT	M.E.
24	11+62.46	24.91' LT	M.E.
25	11+48.37	34.83' LT	M.E.
26	11+52.59	34.80' LT	M.E.

ERIC DRIVE - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
01	34+66.44	26.67' LT	745.85
02	34+62.84	26.45' LT	745.83
03	34+55.84	26.01' LT	745.96
04	34+56.09	21.99' LT	746.24
05	34+57.02	19.61' LT	746.26
06	34+40.84	25.53' LT	M.E.
07	34+40.83	20.59' LT	M.E.
08	35+10.88	25.40' LT	745.75
09	35+14.01	25.54' LT	745.73
10	35+23.08	25.95' LT	745.57
11	35+23.29	21.21' LT	745.50
12	35+23.32	18.72' LT	745.52
13	35+33.11	26.40' LT	M.E.
14	35+33.29	21.59' LT	M.E.

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMPS.

RELATIONSHIP IS AS FOLLOWS:
EOP - TOC (B-6.24) : EOP + 0.38'=TOC
EOP - TODC (B-6.24) : EOP-0.02'=TODC

EOP= EDGE OF PAVEMENT
TOC=TOP OF CURB
TODC=TOP OF DEPRESSED CURB
M.E.=MATCH EXISTING

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

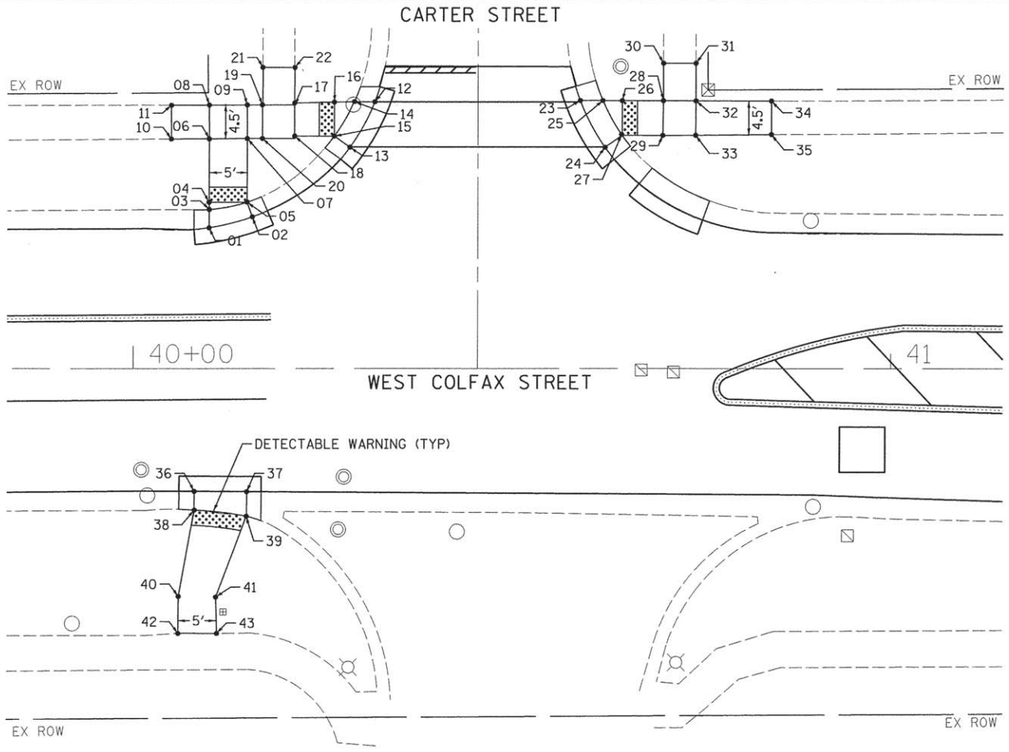
USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

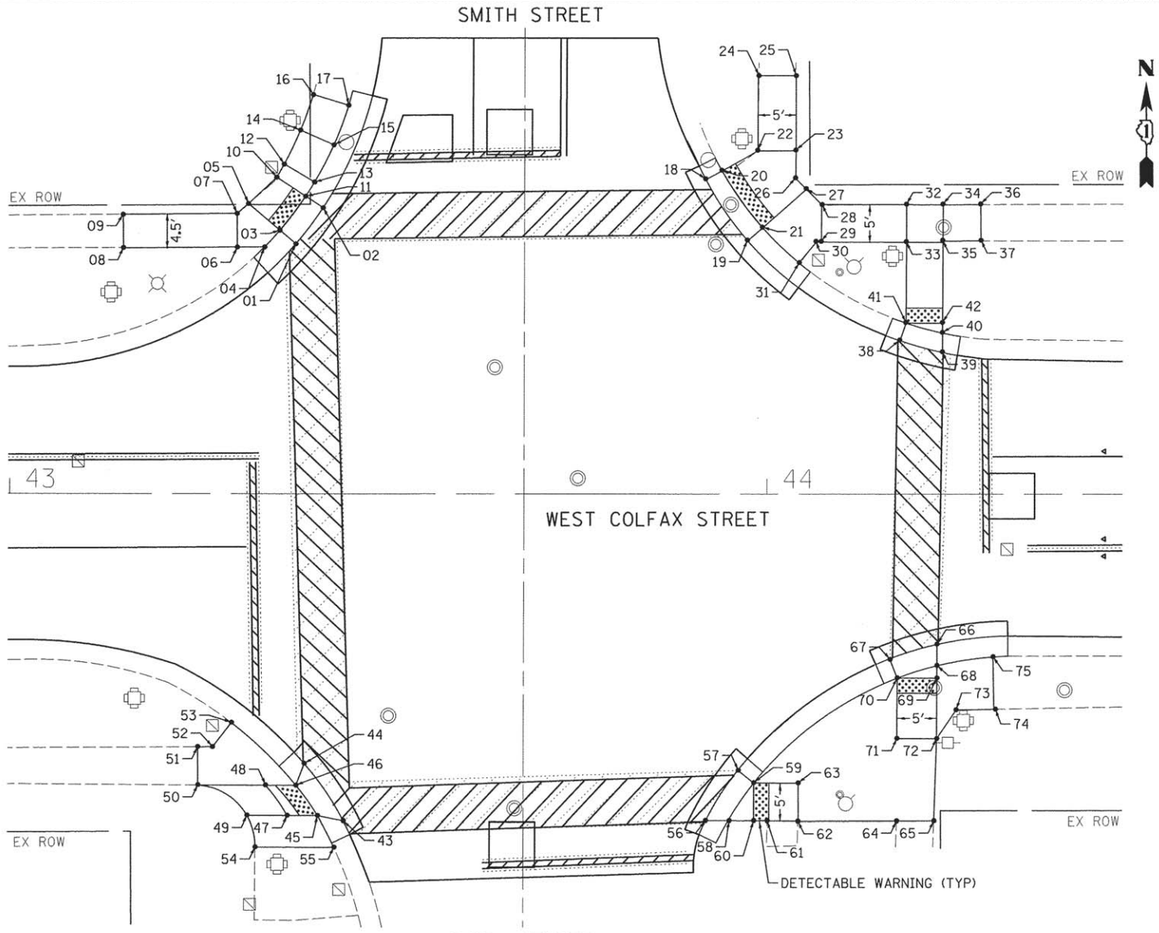
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' | SHEET 23 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	23
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			





SMITH STREET

CARTER STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
01	40+09.98	18.68' LT	744.77
02	40+15.67	20.11' LT	744.80
03	40+09.98	21.08' LT	744.75
04	40+09.98	22.05' LT	744.76
05	40+14.98	22.05' LT	744.78
06	40+09.98	30.48' LT	745.30
07	40+14.98	30.51' LT	745.22
08	40+09.97	34.96' LT	745.33
09	40+14.97	34.98' LT	745.25
10	40+04.98	30.44' LT	M.E.
11	40+04.97	34.95' LT	M.E.
12	40+31.82	35.38 'LT	744.67
13	40+28.55	29.34' LT	744.68
14	40+29.09	35.41' LT	744.65
15	40+26.48	30.83' LT	744.66
16	40+26.48	35.36' LT	744.69
17	40+21.24	35.25 'LT	745.10
18	40+21.24	30.83' LT	745.09
19	40+16.98	34.98' LT	745.18
20	40+16.98	30.53' LT	745.17
21	40+17.03	39.96' LT	M.E.
22	40+21.24	39.397' LT	M.E.

CARTER STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
23	40+58.94	35.57' LT	744.41
24	40+62.21	29.36' LT	744.33
25	40+61.93	35.56' LT	744.39
26	40+64.49	35.56' LT	744.40
27	40+64.47	30.94' LT	744.31
28	40+69.91	35.55' LT	744.75
29	40+69.83	30.93' LT	744.68
30	40+69.92	40.53' LT	M.E.
31	40+74.22	40.53' LT	M.E.
32	40+74.22	35.52' LT	744.77
33	40+74.18	30.95' LT	744.70
34	40+84.18	35.50' LT	M.E.
35	40+84.18	31.02' LT	M.E.
36	40+08.08	16.29' RT	745.19
37	40+15.01	16.33' RT	745.03
38	40+08.06	18.75' RT	745.17
39	40+14.95	19.56' RT	745.01
40	40+06.03	30.15' RT	745.35
41	40+10.96	30.23' RT	745.22
42	40+05.98	35.08' RT	M.E.
43	40+11.09	35.09' RT	M.E.

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMPS.

RELATIONSHIP IS AS FOLLOWS:
EOP - TOC (B-6.24) : EOP + 0.38'=TOC
EOP - TODC (B-6.24) : EOP-0.02'=TODC

EOP= EDGE OF PAVEMENT
TOC=TOP OF CURB
TODC=TOP OF DEPRESSED CURB
M.E.=MATCH EXISTING

SMITH STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
01	43+37.69	33.17' LT	742.88
02	43+41.28	37.95' LT	742.82
03	43+35.58	34.96' LT	742.86
04	43+33.58	32.75' LT	743.10
05	43+31.43	38.49' LT	742.94
06	43+29.96	32.74' LT	743.15
07	43+29.93	37.19' LT	743.10
08	43+14.94	32.65' LT	M.E.
09	43+14.90	37.06' LT	M.E.
10	43+35.15	41.99' LT	742.89
11	43+38.97	39.48' LT	742.80
12	43+36.13	43.74' LT	743.04
13	43+40.15	41.36' LT	742.94
14	43+38.27	48.25' LT	743.12
15	43+42.69	46.30' LT	743.02
16	43+70.32	40.66' LT	M.E.
17	43+44.63	51.53' LT	M.E.
18	43+91.84	41.73' LT	742.65
19	43+97.38	33.60' LT	742.67
20	43+93.98	42.85' LT	742.63
21	43+99.36	35.32' LT	742.65
22	43+98.70	45.52' LT	742.71
23	44+03.74	45.53' LT	742.86
24	43+98.72	55.52' LT	M.E.
25	44+03.74	55.51' LT	M.E.

SMITH STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
26	44+03.71	41.86' LT	742.80
27	44+05.12	40.44' LT	742.77
28	44+07.14	38.43' LT	742.95
29	44+07.13	33.44' LT	743.02
30	44+06.43	33.44' LT	743.01
31	44+04.15	30.69' LT	742.96
32	44+18.37	38.40' LT	743.05
33	44+18.35	33.41' LT	742.97
34	44+23.19	38.39' LT	743.11
35	44+23.18	33.40' LT	743.04
36	44+28.17	38.41' LT	M.E.
37	44+28.18	33.58' LT	M.E.
38	44+17.58	20.31' LT	742.33
39	44+23.13	18.77' LT	742.23
40	44+23.15	21.34' LT	742.21
41	44+18.33	22.68' LT	742.31
42	44+23.15	22.67' LT	742.23
43	43,+44.14	43.35' RT	742.15
44	43+38.97	35.80' RT	742.25
45	43+40.74	42.67' RT	742.13
46	43+37.87	38.67' RT	742.23
47	43+36.74	42.66' RT	742.21
48	43+33.87	38.66' RT	742.29
49	43+31.43	42.65' RT	742.63
50	43+24.92	38.64' RT	M.E.

SMITH STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
51	43+24.90	33.60' RT	M.E.
52	43+26.85	33.59' RT	742.77
53	43+29.39	30.31' RT	742.72
54	43+32.51	46.80' RT	M.E.
55	43+42.91	46.82' RT	M.E.
56	43+91.98	43.26' RT	741.44
57	43+96.25	36.60' RT	741.41
58	43+94.96	43.27' RT	741.42
59	43+98.36	38.28' RT	741.39
60	43+98.35	43.28' RT	741.47
61	44+00.14	43.28' RT	M.E.
62	44+04.25	43.33' RT	M.E.
63	44+04.22	38.29' RT	M.E.
64	44+17.27	43.29' RT	M.E.
65	44+22.15	43.27' RT	M.E.
66	44+22.53	19.91' RT	740.99
67	44+16.33	21.94' RT	741.05
68	44+22.52	22.75' RT	740.97
69	44+22.52	24.40' RT	741.00
70	44+17.28	24.39' RT	741.03
71	44+17.26	32.40' RT	M.E.
72	44+22.50	32.42' RT	M.E.
73	44+25.06	28.61' RT	M.E.
74	44+30.06	28.52' RT	M.E.
75	44+29.93	21.58' RT	M.E.

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

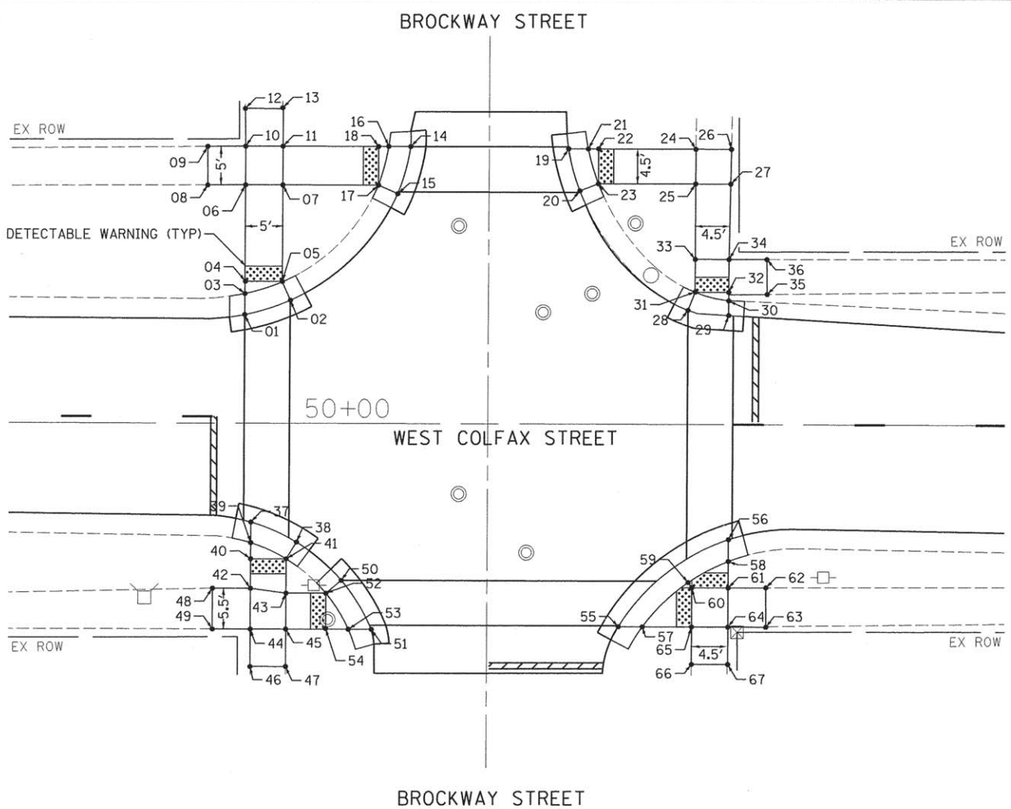
USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

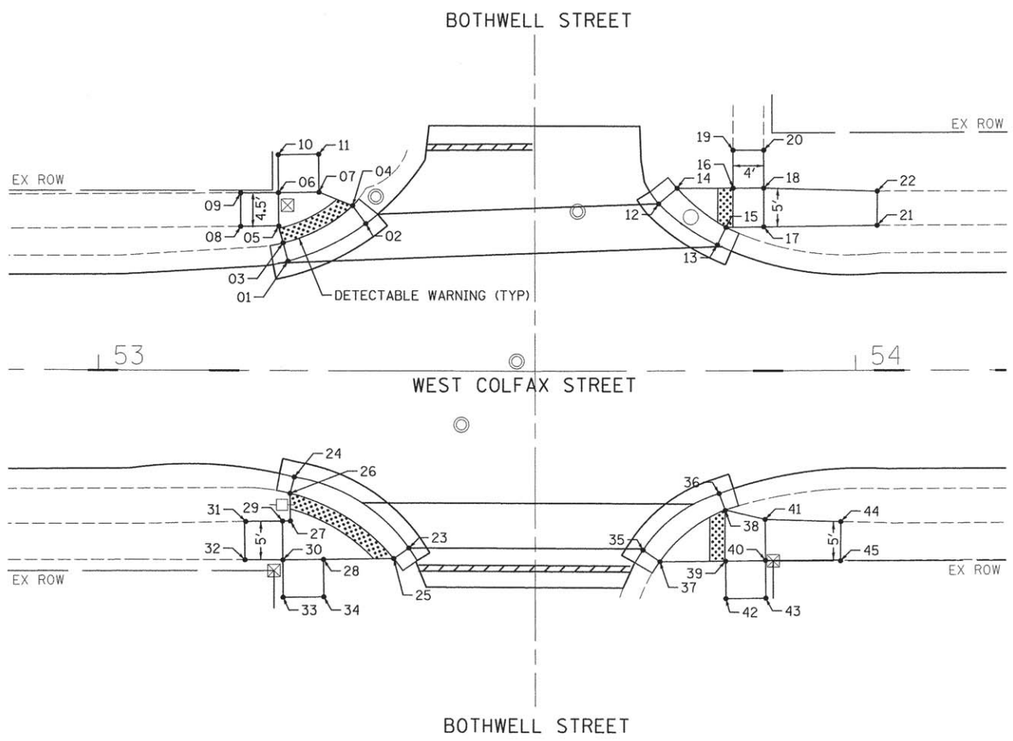
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' | SHEET 24 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	24
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			





BROCKWAY STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
01	49+94.00	14.48' LT	748.22
02	50+00.02	16.42' LT	748.24
03	49+94.00	17.29' LT	748.20
04	49+94.00	18.92' LT	748.22
05	49+98.93	18.92' LT	748.22
06	49+94.00	31.64' LT	748.78
07	49+98.93	31.64' LT	748.71
08	49+89.02	31.62' LT	M.E.
09	49+89.00	36.70' LT	M.E.
10	49+94.00	36.75' LT	748.86
11	49+98.93	36.75' LT	748.79
12	49+93.91	41.75' LT	M.E.
13	49+98.93	41.72' LT	M.E.
14	50+15.81	36.75' LT	748.19
15	50+14.11	30.53' LT	748.25
16	50+12.90	36.75' LT	748.17
17	50+11.54	31.65' LT	748.23
18	50+11.54	36.75' LT	748.19
19	50+36.56	36.50' LT	748.43
20	50+38.14	30.98' LT	748.66
21	50+39.22	36.50' LT	748.41
22	50+40.58	36.52' LT	748.43
23	50+40.58	31.92' LT	748.58
24	50+53.44	36.50' LT	M.E.
25	50+53.45	31.92' LT	M.E.
26	50+58.15	36.50' LT	M.E.
27	50+58.07	31.92' LT	M.E.
28	50+52.52	15.21' LT	749.01
29	50+57.90	14.54' LT	749.17
30	50+57.90	16.52' LT	749.15
31	50+53.45	17.63' LT	748.99
32	50+57.90	17.63' LT	749.17
33	50+53.45	22.00' LT	749.06
34	50+57.90	22.00' LT	749.24

BROCKWAY STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
35	50+62.96	17.36' LT	M.E.
36	50+62.90	22.01' LT	M.E.
37	49+94.94	13.01' RT	748.49
38	50+01.00	15.65' RT	748.42
39	49+94.94	15.73' RT	748.47
40	49+94.94	17.87' RT	748.50
41	49+99.65	17.87' RT	748.42
42	49+94.94	21.85' RT	748.81
43	49+99.65	22.44' RT	748.74
44	49+94.94	27.26' RT	748.88
45	49+99.65	27.21' RT	748.81
46	49+94.94	32.26' RT	M.E.
47	49+99.65	32.26' RT	M.E.
48	49+89.94	21.80' RT	M.E.
49	49+89.94	27.25' RT	M.E.
50	50+06.97	20.75' RT	748.39
51	50+10.94	27.26' RT	748.36
52	50+04.91	22.44' RT	748.37
53	50+07.90	27.26' RT	748.34
54	50+04.91	27.26' RT	748.39
55	50+43.54	26.82' RT	748.85
56	50+58.02	15.17' RT	749.14
57	50+46.71	26.82' RT	748.83
58	50+58.02	18.05' RT	749.12
59	50+52.73	20.87' RT	748.97
60	50+53.23	21.58' RT	748.98
61	50+58.02	21.58' RT	749.05
62	50+62.99	21.55' RT	M.E.
63	50+63.02	26.75' RT	M.E.
64	50+57.98	26.82' RT	749.04
65	50+53.22	26.82' RT	748.95
66	50+53.22	31.82' RT	M.E.
67	50+57.97	31.82' RT	M.E.

BOTHWELL STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
01	53+24.94	14.59' LT	751.99
02	53+35.19	19.62' LT	752.08
03	53+24.29	17.02' LT	751.97
04	53+33.43	21.98' LT	752.06
05	53+23.69	19.27' LT	752.03
06	53+23.63	23.68' LT	752.10
07	53+28.97	23.75' LT	752.13
08	53+18.67	19.20' LT	M.E.
09	53+18.63	23.63' LT	M.E.
10	53+23.56	28.67' LT	M.E.
11	53+28.90	28.75' LT	M.E.
12	53+74.00	22.24' LT	752.49
13	53+81.77	16.77' LT	752.69
14	53+76.45	24.28' LT	752.47
15	53+82.90	19.09' LT	752.67
16	53+83.84	24.28' LT	752.58
17	53+87.90	19.15' LT	752.75
18	53+87.90	24.28' LT	752.64
19	53+83.84	29.28' LT	M.E.
20	53+87.90	29.28' LT	M.E.
21	54+02.86	19.30' LT	M.E.
22	54+02.90	23.84' LT	M.E.
23	53+41.12	23.43' RT	752.29
24	53+25.93	14.03' RT	752.27
25	53+39.03	24.73' RT	752.27
26	53+25.39	16.18' RT	752.25
27	53+25.44	19.85' RT	752.31
28	53+29.85	24.97' RT	752.41
29	53+24.41	19.89' RT	752.32
30	53+24.48	25.05' RT	752.35
31	53+19.41	19.94' RT	M.E.
32	53+19.48	25.06' RT	M.E.
33	53+24.55	30.05' RT	M.E.
34	53+29.89	29.97' RT	M.E.
35	53+71.89	23.70' RT	752.69

BOTHWELL STREET - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
36	53+81.96	16.19' RT	752.94
37	53+74.03	25.32' RT	752.67
38	53+82.74	18.35' RT	752.92
39	53+82.80	25.20' RT	752.80
40	53+88.07	25.16' RT	752.90
41	53+88.03	19.64' RT	753.00
42	53+82.83	30.19' RT	M.E.
43	53+88.11	30.16' RT	M.E.
44	53+98.02	19.96' RT	M.E.
45	53+97.99	25.09' RT	M.E.

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMPS.

RELATIONSHIP IS AS FOLLOWS:
EOP - TOC (B-6.24) : EOP + 0.38'=TOC
EOP - TODC (B-6.24) : EOP-0.02'=TODC

EOP= EDGE OF PAVEMENT
TOC=TOP OF CURB
TODC=TOP OF DEPRESSED CURB
M.E.=MATCH EXISTING

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

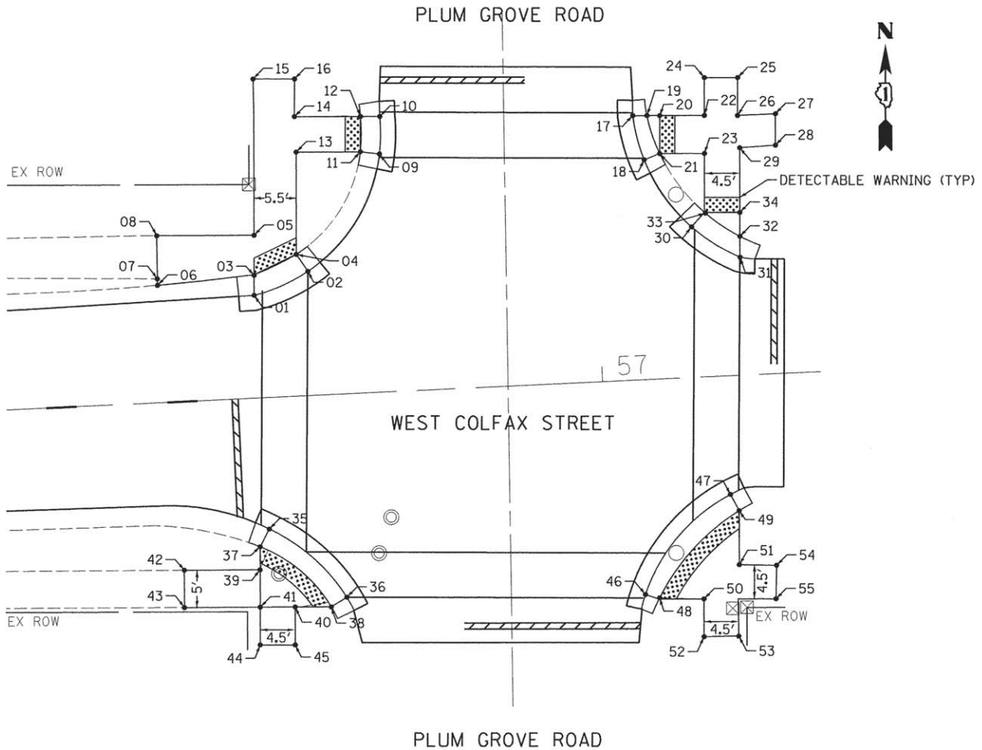
USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

SCALE: 1"=10' | SHEET 25 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	25
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



PLUM GROVE ROAD - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
01	56+54.52	13.59' LT	756.65
02	56+61.78	16.45' LT	756.68
03	56+54.64	16.34' LT	756.63
04	56+60.34	18.79' LT	756.66
05	56+54.87	21.61' LT	756.71
06	56+41.85	15.54' LT	M.E.
07	56+41.87	16.37' LT	M.E.
08	56+42.04	22.17' LT	M.E.
09	56+71.92	31.64' LT	756.65
10	56+72.18	36.58' LT	756.60
11	56+69.41	32.04' LT	756.63
12	56+69.64	36.70' LT	756.58
13	56+60.94	32.41' LT	756.76
14	56+60.91	37.08' LT	756.71
15	56+55.67	42.31' LT	M.E.
16	56+61.14	42.06' LT	M.E.
17	57+05.57	35.11' LT	756.44
18	57+06.80	29.21' LT	756.57
19	57+07.42	35.03' LT	756.42
20	57+09.12	34.96' LT	756.45
21	57+08.90	29.94' LT	756.55
22	57+15.01	34.97' LT	756.91
23	57+14.81	29.68' LT	756.84
24	57+15.23	39.69' LT	M.E.
25	57+19.62	39.49' LT	M.E.
26	57+19.39	34.50' LT	756.98
27	57+24.39	34.49' LT	M.E.
28	57+24.21	30.34' LT	M.E.

PLUM GROVE ROAD - ADA RAMP ELEVATION TABLE			
POINT NO.	STATION	OFFSET	ELEVATION
29	57+19.50	30.22' LT	757.01
30	57+12.67	20.00' LT	756.84
31	57+18.85	15.66' LT	757.13
32	57+18.99	18.44' LT	757.11
33	57+14.46	21.85' LT	756.82
34	57+19.13	21.64' LT	757.06
35	56+55.14	17.42' RT	757.11
36	56+64.99	26.98' RT	756.90
37	56+53.84	19.71' RT	757.09
38	56+62.87	28.15' RT	756.88
39	56+53.71	22.79' RT	757.12
40	56+58.12	28.04' RT	756.97
41	56+53.49	27.74' RT	757.05
42	56+43.70	22.37' RT	M.E.
43	56+43.50	27.32' RT	M.E.
44	56+53.27	32.74' RT	M.E.
45	56+57.89	32.96' RT	M.E.
46	57+04.40	28.49' RT	756.57
47	57+16.21	15.69' RT	756.92
48	57+06.26	29.17' RT	756.55
49	57+17.28	17.90' RT	756.90
50	57+12.10	29.42' RT	756.66
51	57+16.96	25.10' RT	756.80
52	57+11.89	34.42' RT	M.E.
53	57+16.48	34.55' RT	M.E.
54	57+21.89	25.41' RT	M.E.
55	57+21.61	29.85' RT	M.E.

THE CONTRACTOR SHALL UTILIZE "DEPRESSED CURB ADJACENT TO CURB RAMP ACCESSIBLE TO THE DISABLED" PORTION OF THE IDOT HIGHWAY STANDARD 606001 FOR ESTABLISHING THE EDGE OF PAVEMENT / TOP OF DEPRESSED CURB RELATIONSHIP ON ALL CURB RAMPS.

RELATIONSHIP IS AS FOLLOWS:
EOP - TOC (B-6.24) : EOP + 0.38'=TOC
EOP - TODC (B-6.24) : EOP-0.02'=TODC

EOP=EDGE OF PAVEMENT
TOC=TOP OF CURB
TODC=TOP OF DEPRESSED CURB
M.E.=MATCH EXISTING

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
ADA RAMP ELEVATION PLAN

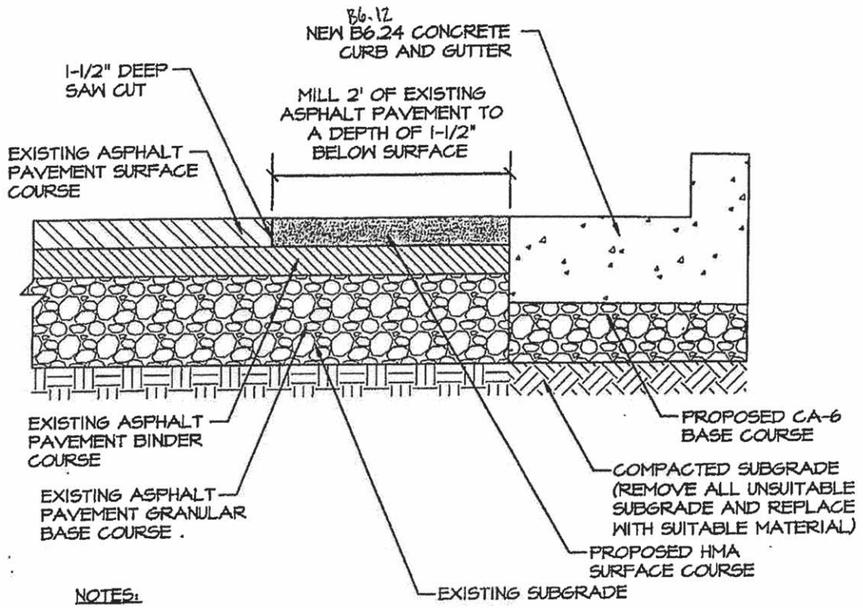
SCALE: 1"=10' | SHEET 26 OF 37 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	26
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			

PAVEMENT PATCHING

AT CURB & GUTTER REMOVAL

NOT TO SCALE



NOTES:

1. EXISTING PAVEMENT SECTION IS SHOWN FOR REFERENCE ONLY.
2. ALL ASPHALT PAVEMENT MILLINGS SHALL BE DISPOSED OF BY THE CONTRACTOR.
3. BITUMINOUS TACK COAT SHALL BE APPLIED AT A RATE OF 0.1 GALLONS PER SQUARE YARD TO BOTH THE EXISTING AND PROPOSED ASPHALT BINDER COURSE PRIOR TO NEW HMA SURFACE COURSE INSTALLATION.

DETAIL -

NOT TO SCALE

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

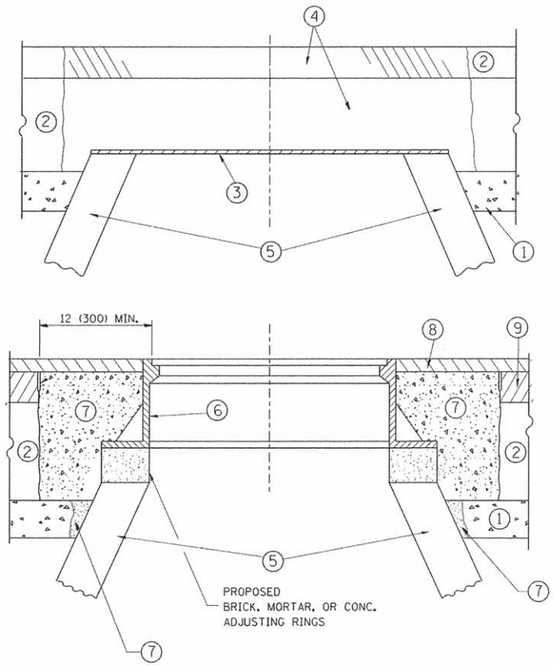
USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE
PAVEMENT PATCHING DETAIL

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	27
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

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

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

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
D) BACKFILL WITH CRUSHED STONE AND A MINIMUM 1½ (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

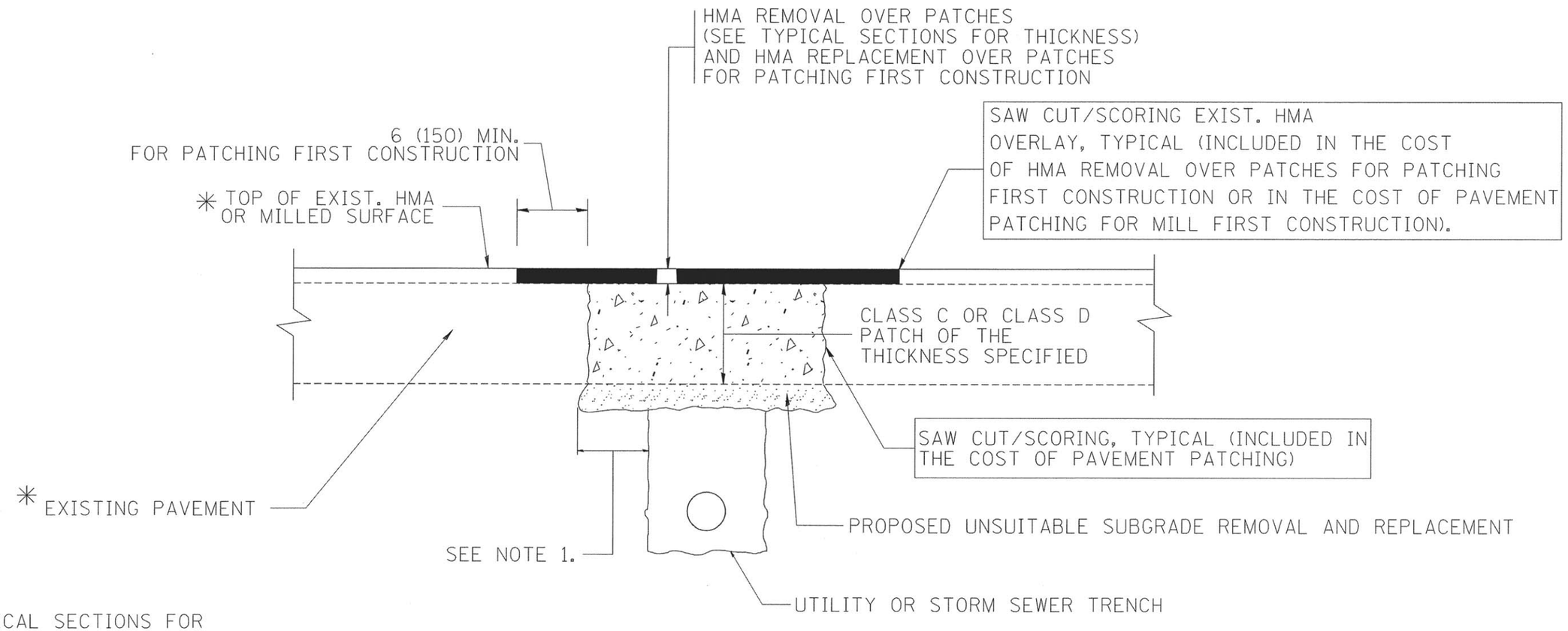
FILE NAME = c:\pw_work\pwidot\bauerdl\d0108315\bd08.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 1968.5000 ' / m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	DATE - 10-25-94	REVISED - R. BORO 12-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	28
	BD600-03 (BD-8)	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

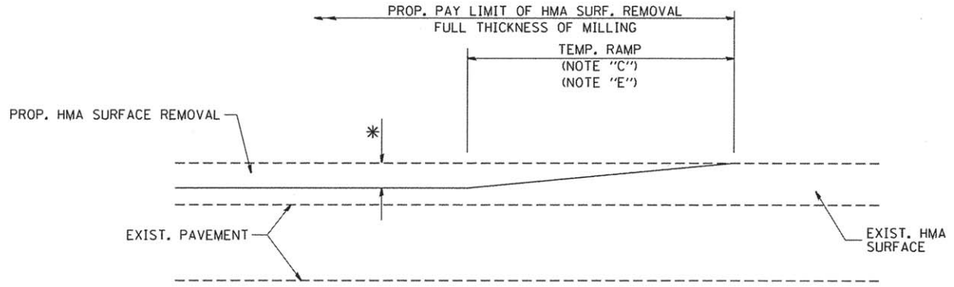
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME = c:\projects\diststd22x34\bd22.dgn	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT**
		DRAWN -	REVISED - R. BORO 01-01-07		
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. BORO 09-04-07		
	PLOT DATE = 10/27/2008	DATE - 10-25-94	REVISED - K. ENG 10-27-08		SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. TO STA.

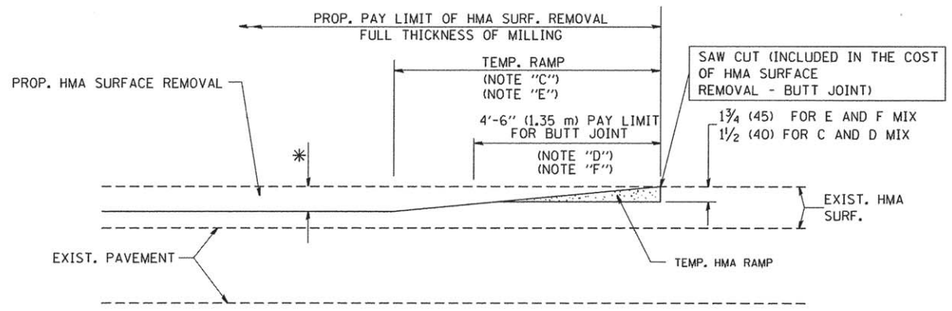
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	29
	BD400-04 (BD-22)	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

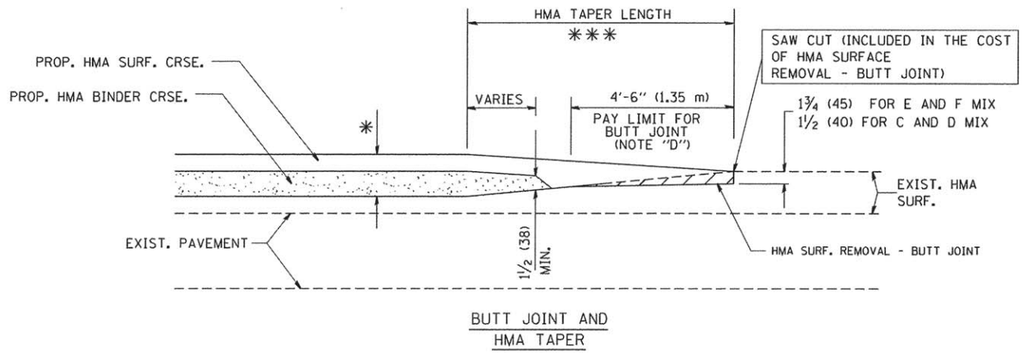


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

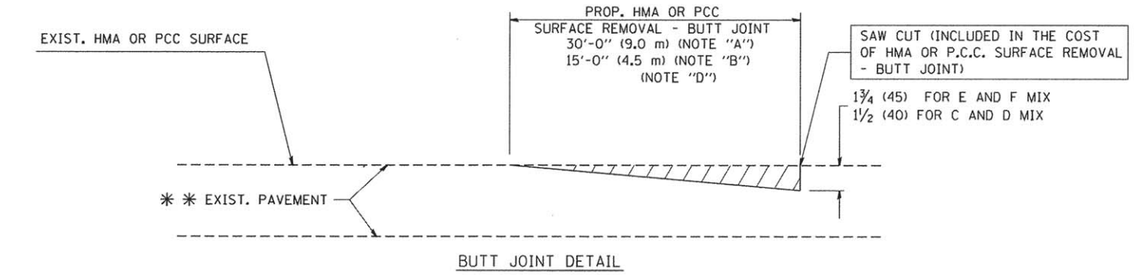
OPTION 2

TYPICAL TEMPORARY RAMP

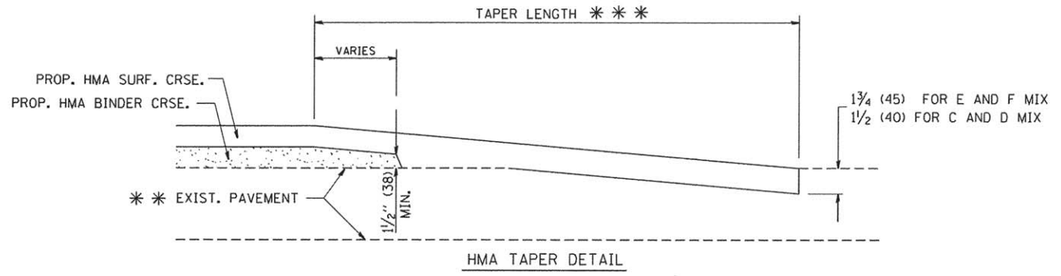


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

NOTES

A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.

B: MINOR SIDE ROADS.

C: THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D: THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E: TAPER THE TEMP. RAMP AT A RATE OF 3'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.

F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT

G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT:

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

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

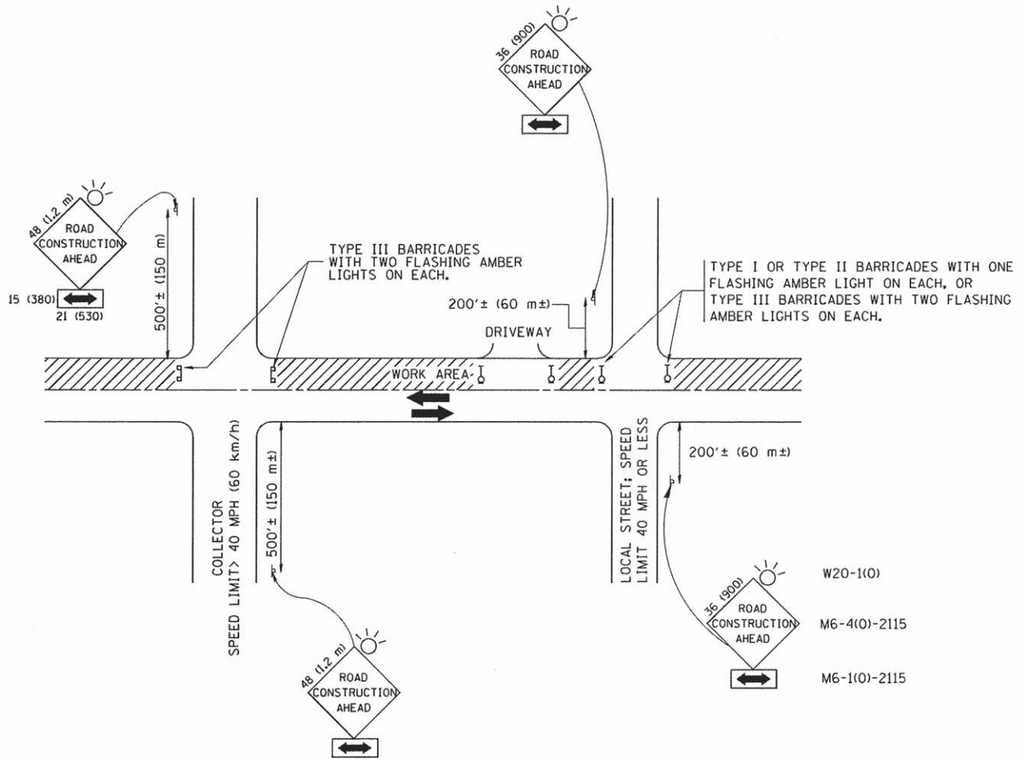
FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	30
	BD400-05 BD32	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.

2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:

   a) ONE **ROAD CONSTRUCTION AHEAD** SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.

   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.

3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.

C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.

D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

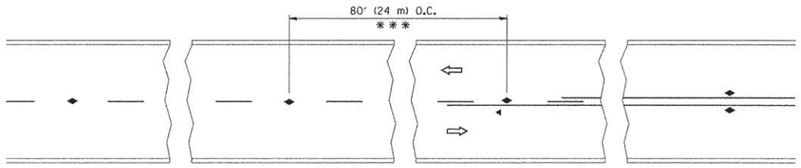
FILE NAME = W:\diststd\22x34\tc10.dgn	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

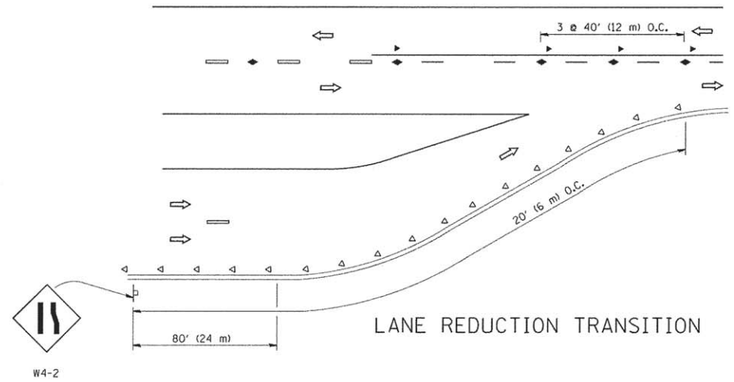
SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	31
	TC-10	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

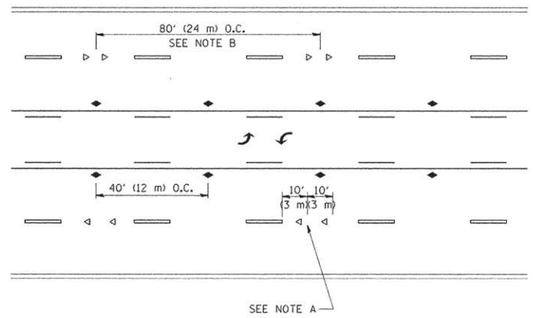


* * * REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

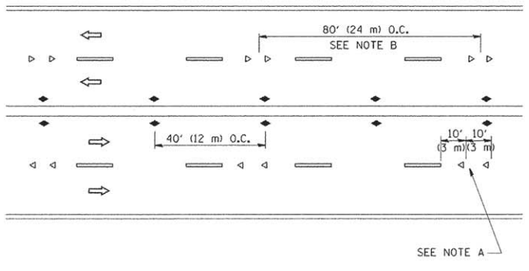
TWO-LANE/TWO-WAY



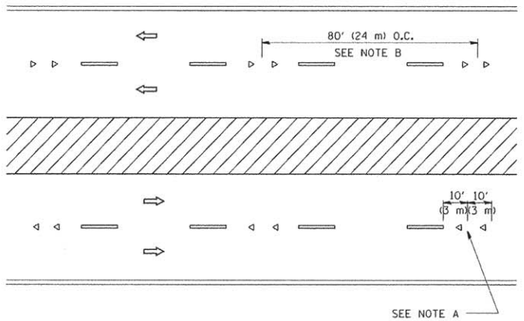
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

1. MARKERS USED WITH DASHED LINES SHALL BE CENTERED IN THE GAP BETWEEN SEGMENTS.
2. MARKERS USED ADJACENT TO SOLID LINES SHALL BE OFFSET 2 TO 3 (50 TO 75) TOWARD TRAFFIC AS SHOWN.
3. MARKERS THROUGH TANGENTS LESS THAN 500' (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.

SYMBOLS

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

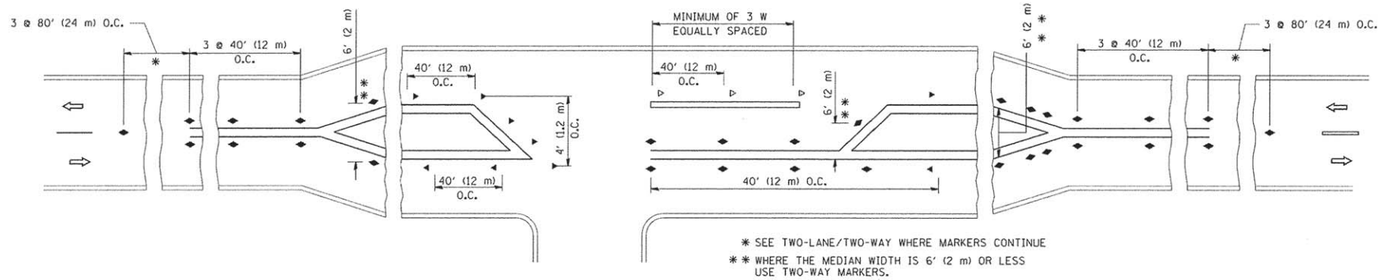
LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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



* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

LEFT TURN

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

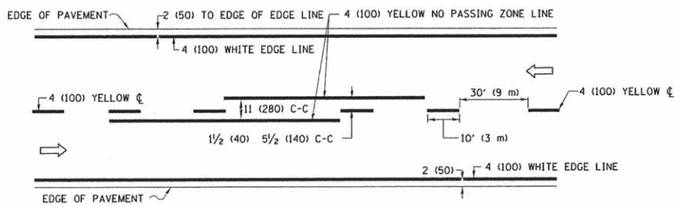
FILE NAME = c:\pw_work\pwidot\leysa\d0108315\tc11.dgn	USER NAME = leysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

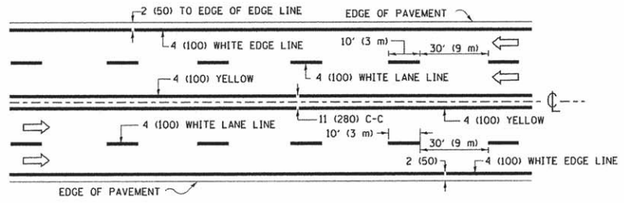
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

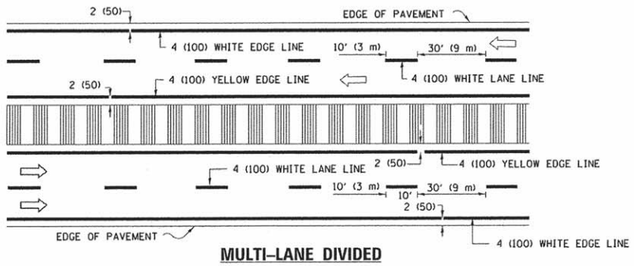
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	32
	TC-11	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

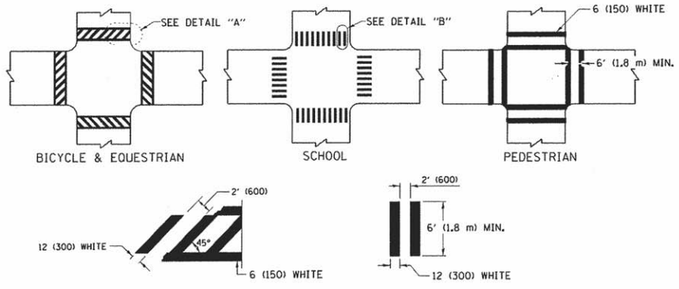


MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

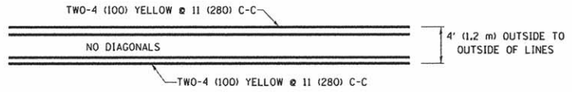
TYPICAL LANE AND EDGE LINE MARKING



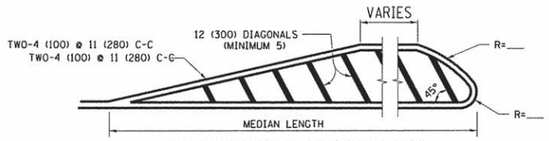
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



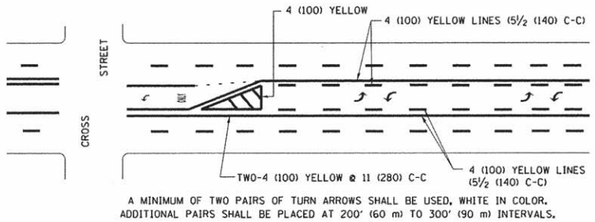
4' (1.2 m) WIDE MEDIANS ONLY



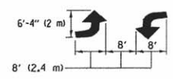
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

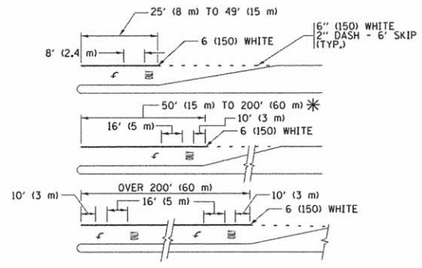


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

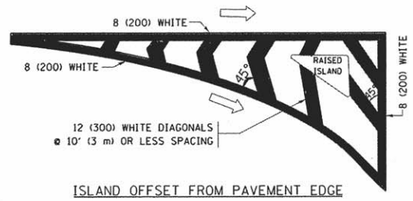


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

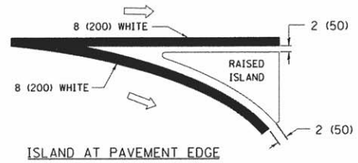
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

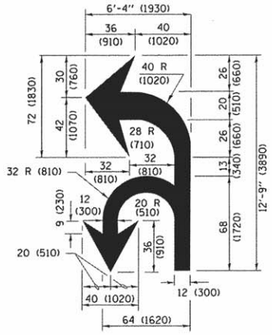


ISLAND OFFSET FROM PAVEMENT EDGE

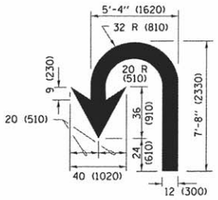


ISLAND AT PAVEMENT EDGE

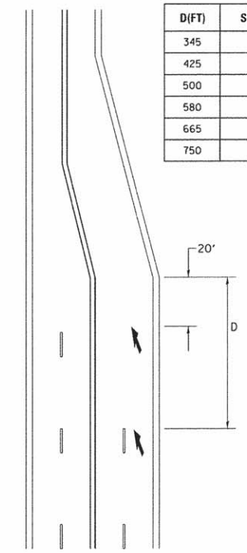
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55

LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊘ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊘ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊘ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (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 (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊘ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

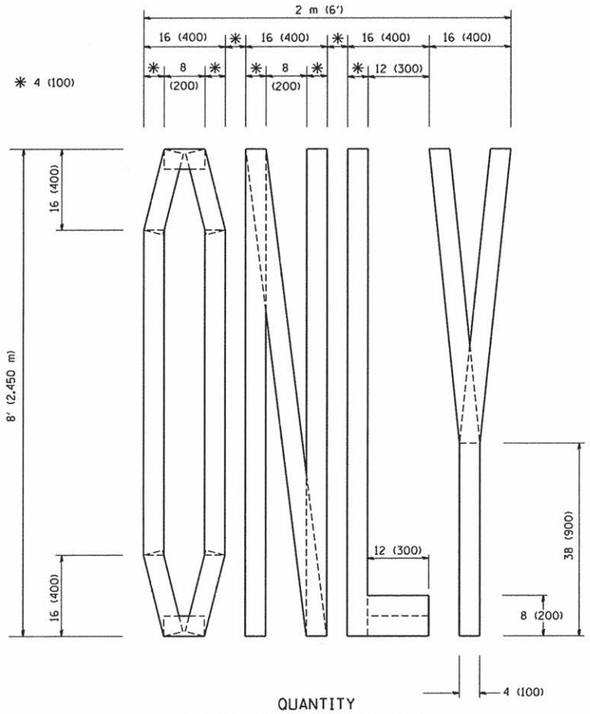
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME = pw:\\IL384EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Distr 1 Standards\CADData\CADsheets\tc13.dgn	USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	PLOT SCALE = 50.000 ' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13	
Default	PLOT DATE = 4/13/2016	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15	
			REVISED - C. JUCIUS 04-12-16	

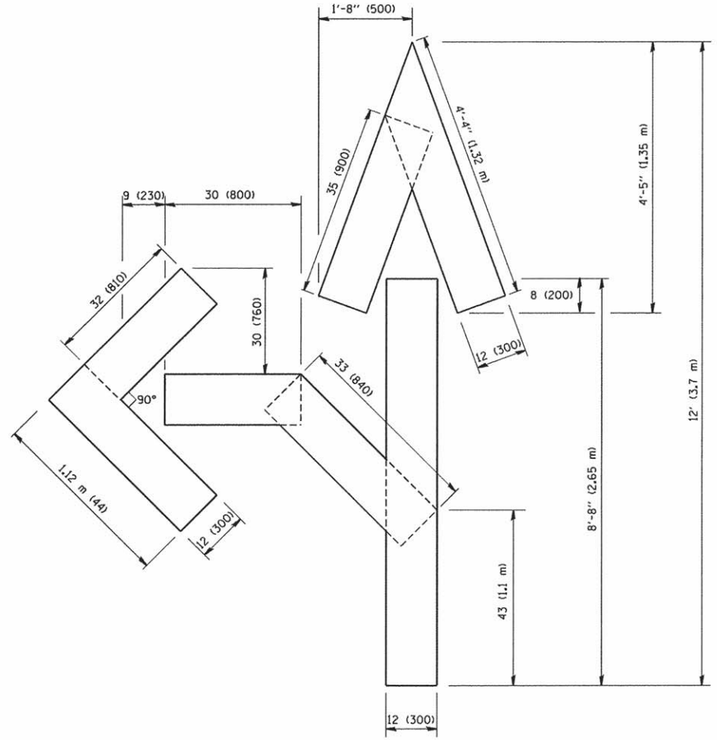
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

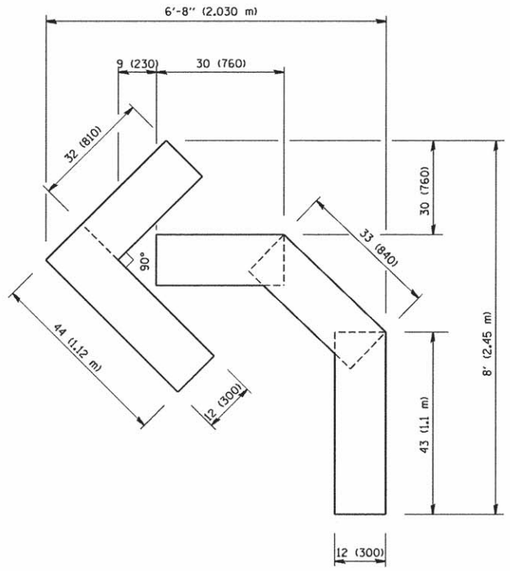
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	33
	TC-13	CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			



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



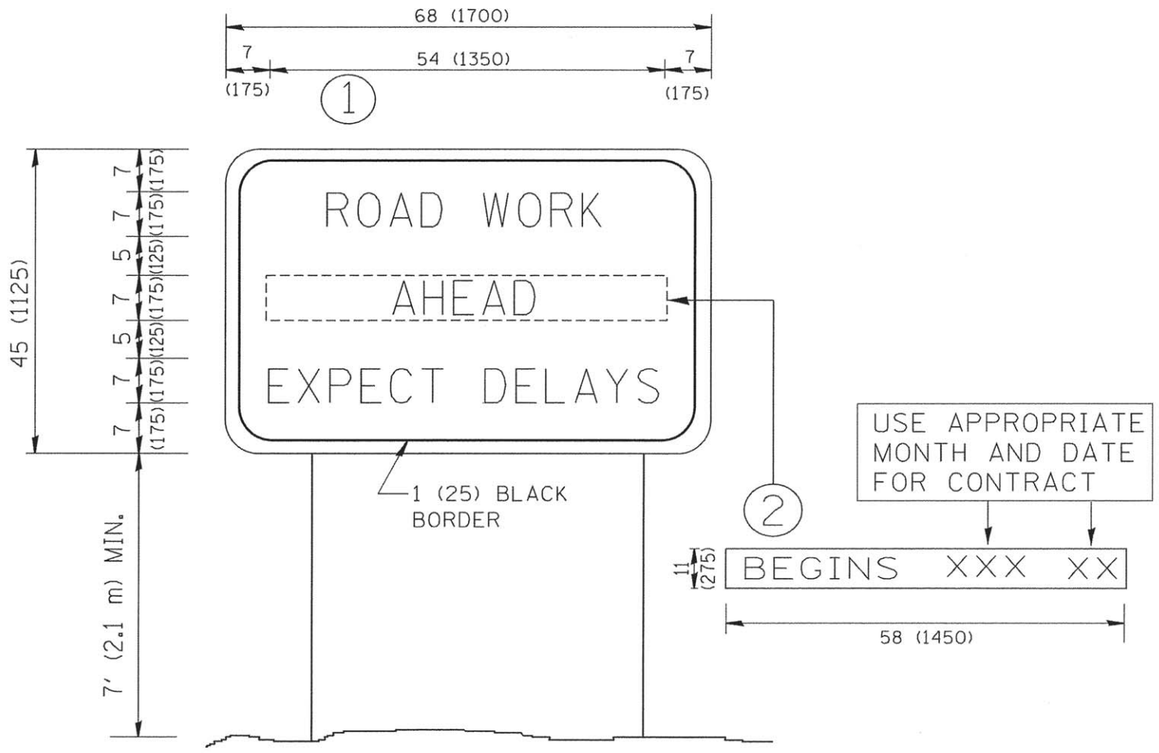
QUANTITY
4 (100) LINE = 82.5 ft. (25.3 m)
27.5 sq. ft. (2.53 sq. m)



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

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

FILE NAME = W:\diststd\22x34\tc16.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED -T. RAMMACHER 06-05-96	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -T. RAMMACHER 11-04-97			3508	15-00097-00-RS	COOK	37	34
	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -T. RAMMACHER 03-02-98				TC-16	CONTRACT NO. 61C90		
	PLOT DATE = 1/4/2008	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00		SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.		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\tc22.dgn	USER NAME = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	35
	TC-22	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

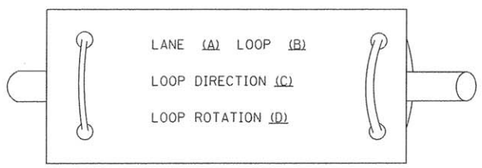
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

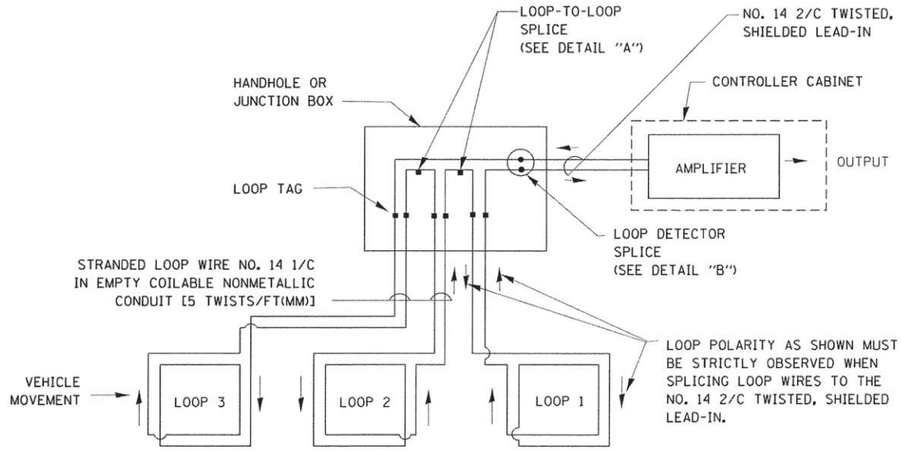


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

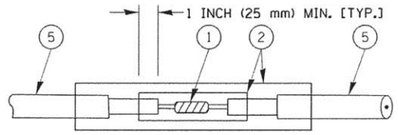
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

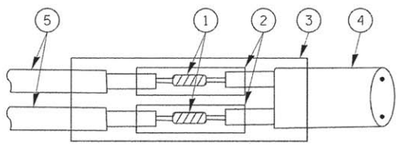


DETECTOR LOOP WIRING SCHEMATIC

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

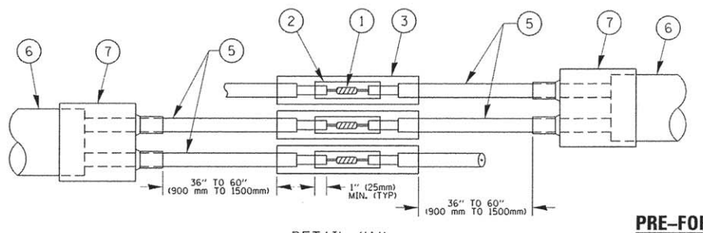


DETAIL "A"
LOOP-TO-LOOP SPLICE



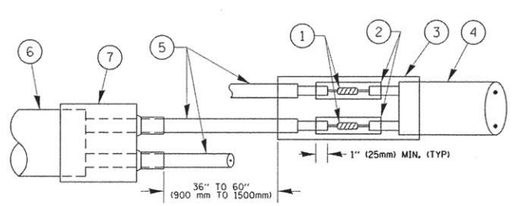
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



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. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME = c:\pw_work\pwidot\footemj\d0108315\ts05.dgn	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

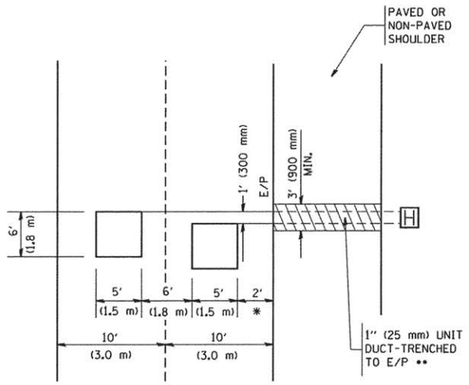
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

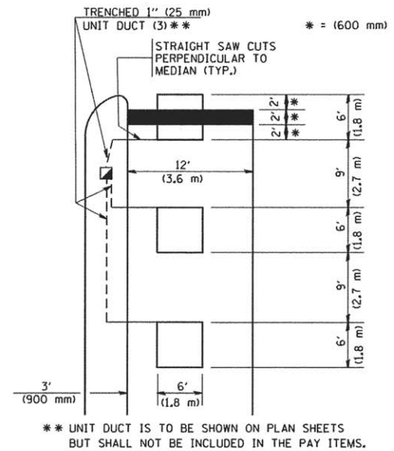
SCALE: NONE | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	36
	TS-05	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

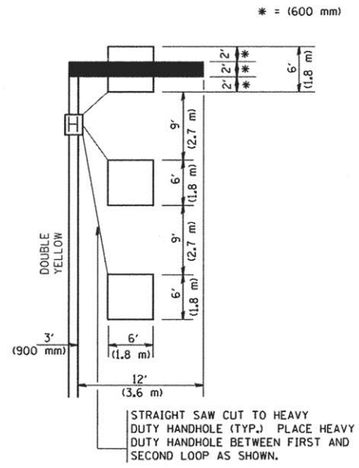


LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



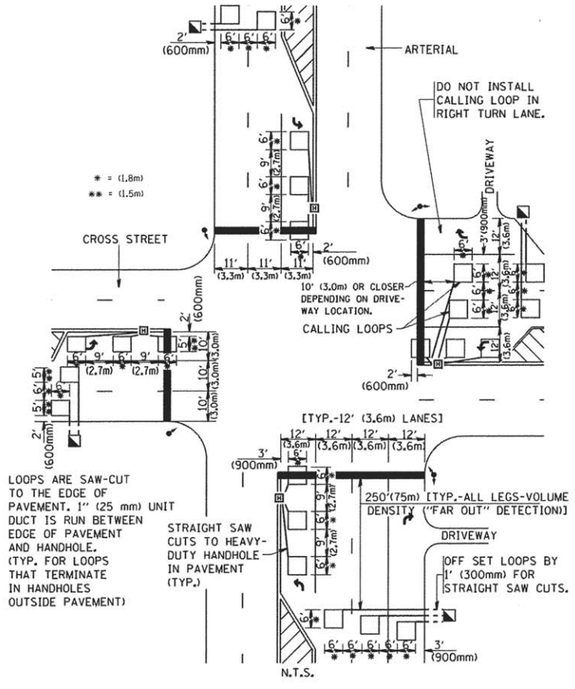
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



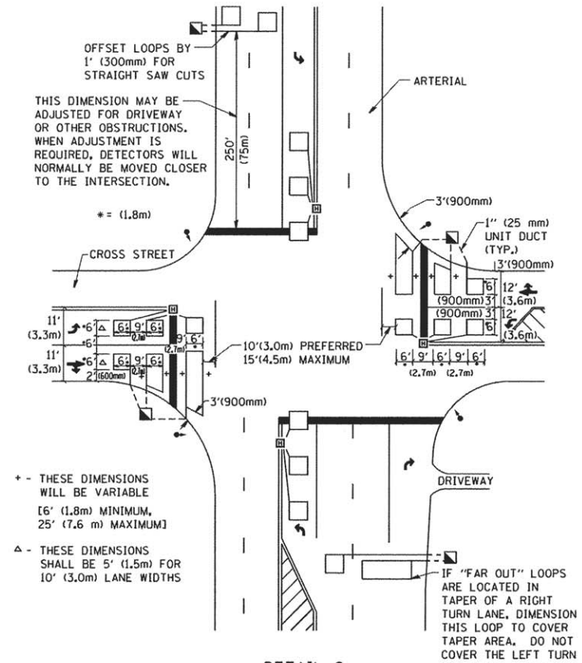
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

THE FOLLOWING FIGURES REPRESENT THE MOST COMMON DETECTOR LOOP LOCATIONS AND SIZES. ADJUSTMENTS WILL BE NECESSARY FOR SPECIFIC GEOMETRIC CONSIDERATIONS.

LOCATIONS AND DEMENSIONS OF DETECTOR LOOPS ARE REQUIRED ON ALL SIGNAL LAYOUT PLAN SHEETS.

"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0 m-4.5 m) BEHIND THE CROSSING STREET'S EDGE OF PAVEMENT EXTENDED.

NOTE:

ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1 TRAFFIC SIGNAL DESIGN GUIDELINES DATED JANUARY 1995

THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

FILE NAME = W:\diststd\22x34\ts07.dgn	USER NAME = gaglionobt	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - R.K.F.	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	37
	TS-07	CONTRACT NO. 61C90		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	7	2
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

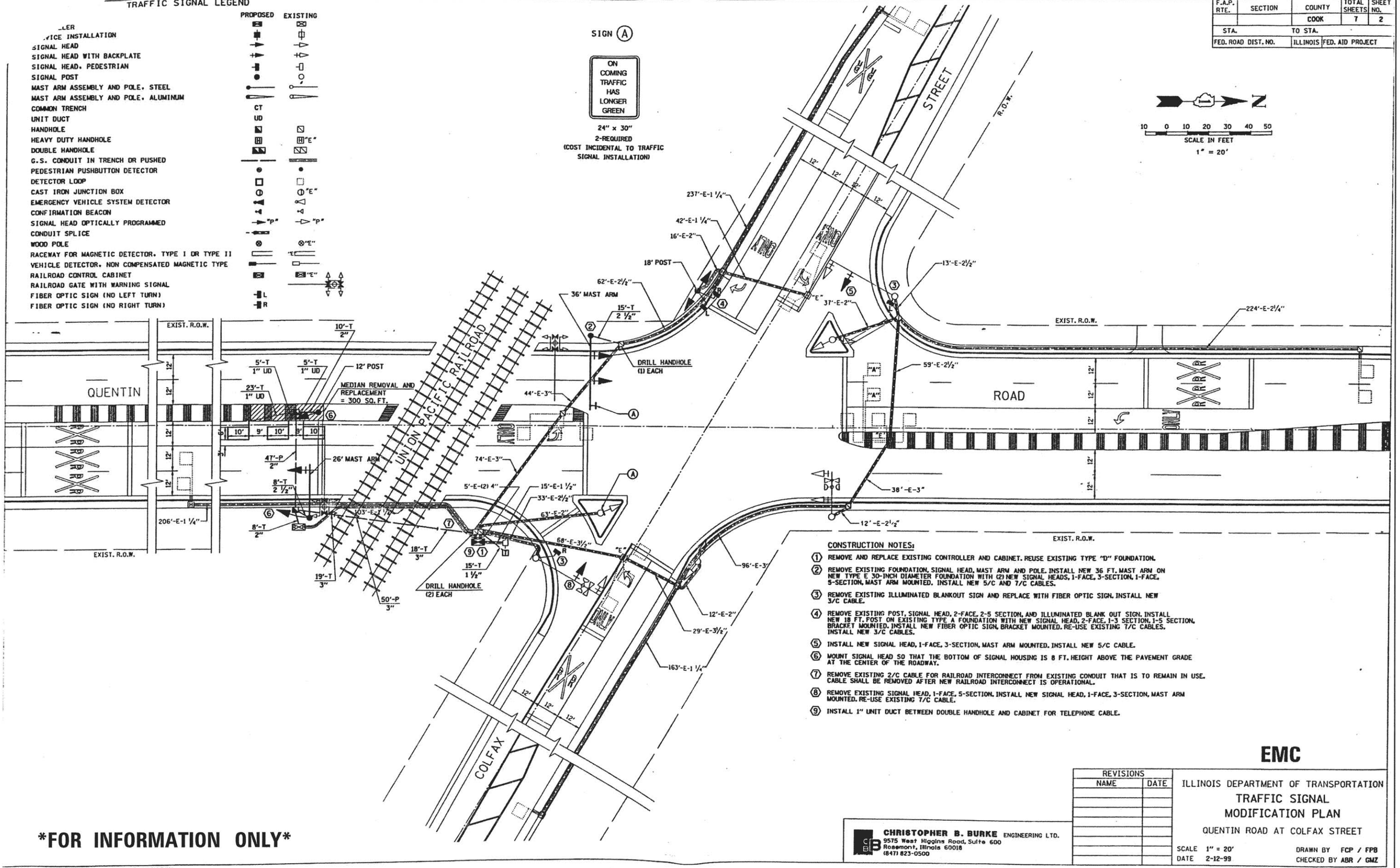
TRAFFIC SIGNAL LEGEND

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

SIGN (A)

ON COMING TRAFFIC HAS LONGER GREEN

24" x 30"
2-REQUIRED
(COST INCIDENTAL TO TRAFFIC SIGNAL INSTALLATION)



CONSTRUCTION NOTES:

1. REMOVE AND REPLACE EXISTING CONTROLLER AND CABINET. REUSE EXISTING TYPE "D" FOUNDATION.
2. REMOVE EXISTING FOUNDATION, SIGNAL HEAD, MAST ARM AND POLE. INSTALL NEW 36 FT. MAST ARM ON NEW TYPE E 30-INCH DIAMETER FOUNDATION WITH (2) NEW SIGNAL HEADS, 1-FACE, 3-SECTION, 1-FACE, 5-SECTION, MAST ARM MOUNTED. INSTALL NEW 5/C AND 7/C CABLES.
3. REMOVE EXISTING ILLUMINATED BLANKOUT SIGN AND REPLACE WITH FIBER OPTIC SIGN. INSTALL NEW 3/C CABLE.
4. REMOVE EXISTING POST, SIGNAL HEAD, 2-FACE, 2-5 SECTION, AND ILLUMINATED BLANK OUT SIGN. INSTALL NEW 18 FT. POST ON EXISTING TYPE A FOUNDATION WITH NEW SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED. INSTALL NEW FIBER OPTIC SIGN, BRACKET MOUNTED. RE-USE EXISTING 7/C CABLES. INSTALL NEW 3/C CABLES.
5. INSTALL NEW SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED. INSTALL NEW 5/C CABLE.
6. MOUNT SIGNAL HEAD SO THAT THE BOTTOM OF SIGNAL HOUSING IS 8 FT. HEIGHT ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
7. REMOVE EXISTING 2/C CABLE FOR RAILROAD INTERCONNECT FROM EXISTING CONDUIT THAT IS TO REMAIN IN USE. CABLE SHALL BE REMOVED AFTER NEW RAILROAD INTERCONNECT IS OPERATIONAL.
8. REMOVE EXISTING SIGNAL HEAD, 1-FACE, 5-SECTION. INSTALL NEW SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED. RE-USE EXISTING 7/C CABLE.
9. INSTALL 1" UNIT DUCT BETWEEN DOUBLE HANDHOLE AND CABINET FOR TELEPHONE CABLE.

EMC

FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
TRAFFIC SIGNAL MODIFICATION PLAN
QUENTIN ROAD AT COLFAX STREET

SCALE 1" = 20'
DATE 2-12-99
DRAWN BY FCP / FPB
CHECKED BY ABR / GMZ

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

N: DGN/TRAFSIG/96-175/QNTNCLFX/MOD-QNTN.DGN

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE

SCALE: | SHEET OF SHEETS | STA. TO STA.

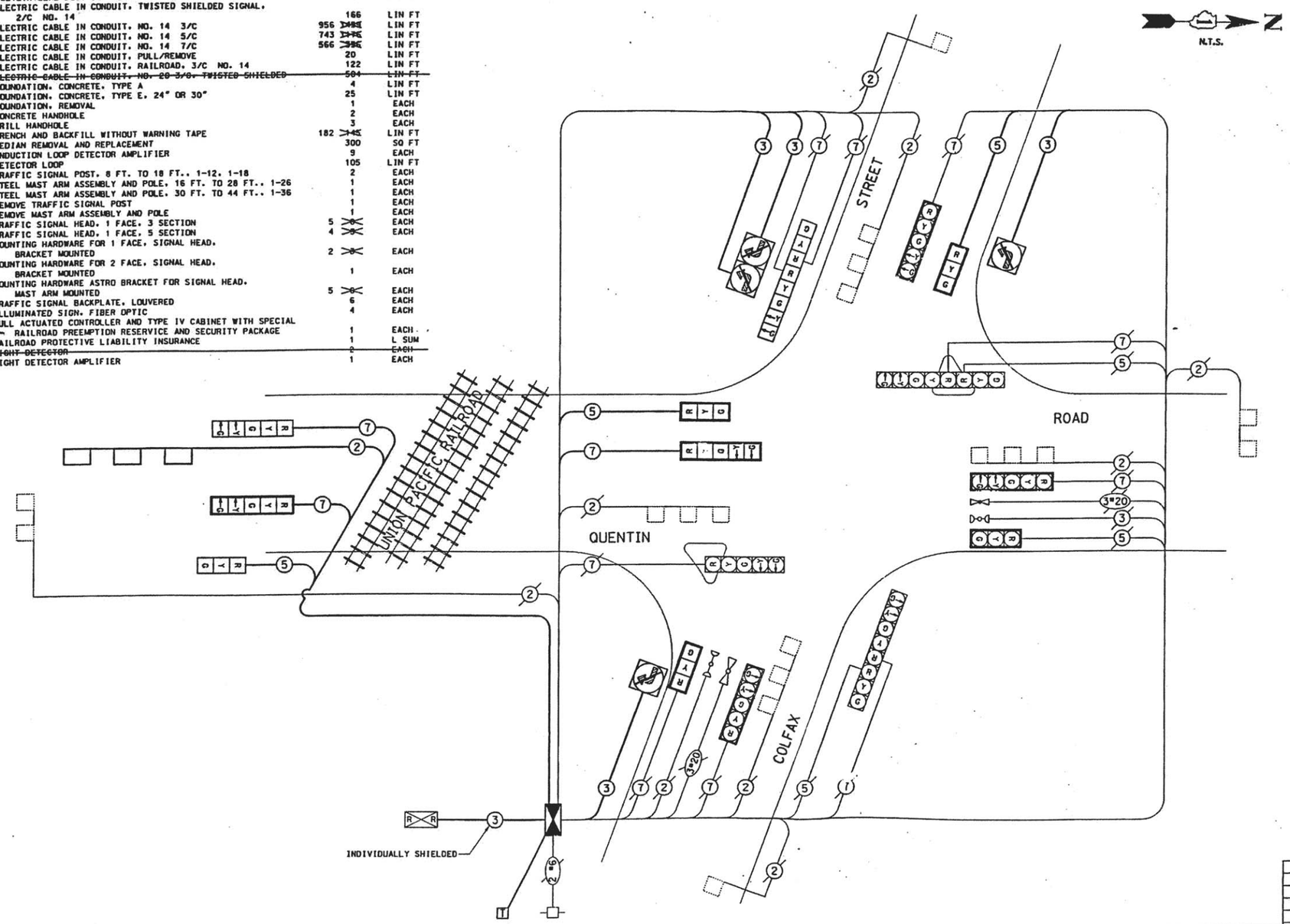
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	-
		CONTRACT NO. 61C90		
	ILLINOIS	FED. AID PROJECT		

37A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	7	3
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

SCHEDULE OF QUANTITIES

	DESCRIPTION	QUANTITY	UNIT
	CONDUIT PUSHED. 2 INCH GALVANIZED STEEL	47	LIN FT
	CONDUIT PUSHED. 3 INCH GALVANIZED STEEL	43	LIN FT
GCT2	CONDUIT. TRENCHED. 1-1/2 INCH GALVANIZED STEEL	15	LIN FT
GCT3	CONDUIT. TRENCHED. 2 INCH GALVANIZED STEEL	18	LIN FT
GCT4	CONDUIT. TRENCHED. 2-1/2 INCH GALVANIZED STEEL	23	LIN FT
GCT5	CONDUIT. TRENCHED. 3 INCH GALVANIZED STEEL	44	LIN FT
GCTP5	POLYETHYLENE DUCT IN TRENCH. 1 INCH	53	LIN FT
GEC5	ELECTRIC CABLE IN CONDUIT. TWISTED SHIELDED SIGNAL. 2/C NO. 14	166	LIN FT
GECT3	ELECTRIC CABLE IN CONDUIT. NO. 14 3/C	956 ~~1448~~	LIN FT
GECT4	ELECTRIC CABLE IN CONDUIT. NO. 14 5/C	743 ~~1175~~	LIN FT
GECT5	ELECTRIC CABLE IN CONDUIT. NO. 14 7/C	566 ~~1396~~	LIN FT
GECT10	ELECTRIC CABLE IN CONDUIT. PULL/REMOVE	20	LIN FT
	ELECTRIC CABLE IN CONDUIT. RAILROAD. 3/C NO. 14	122	LIN FT
	~~ELECTRIC CABLE IN CONDUIT. NO. 20 3/8. TWISTED SHIELDED~~	~~504~~	~~LIN FT~~
GF1	FOUNDATION. CONCRETE. TYPE A	4	LIN FT
GF3	FOUNDATION. CONCRETE. TYPE E. 24" OR 30"	25	LIN FT
GF6	FOUNDATION. REMOVAL	1	EACH
GH1	CONCRETE HANDHOLE	2	EACH
GH4	DRILL HANDHOLE	3	EACH
GM2	TRENCH AND BACKFILL WITHOUT WARNING TAPE	182 ~~246~~	LIN FT
GMR1	MEDIAN REMOVAL AND REPLACEMENT	300	SQ FT
TC15	INDUCTION LOOP DETECTOR AMPLIFIER	9	EACH
TC17	DETECTOR LOOP	105	LIN FT
TP1	TRAFFIC SIGNAL POST. 8 FT. TO 18 FT.. 1-12. 1-18	2	EACH
TP3	STEEL MAST ARM ASSEMBLY AND POLE. 16 FT. TO 28 FT.. 1-26	1	EACH
TP4	STEEL MAST ARM ASSEMBLY AND POLE. 30 FT. TO 44 FT.. 1-36	1	EACH
TP6	REMOVE TRAFFIC SIGNAL POST	1	EACH
TP7	REMOVE MAST ARM ASSEMBLY AND POLE	1	EACH
TS1	TRAFFIC SIGNAL HEAD. 1 FACE. 3 SECTION	5 ~~10~~	EACH
TS3	TRAFFIC SIGNAL HEAD. 1 FACE. 5 SECTION	4 ~~8~~	EACH
TS8	MOUNTING HARDWARE FOR 1 FACE. SIGNAL HEAD. BRACKET MOUNTED	2 ~~4~~	EACH
TS9	MOUNTING HARDWARE FOR 2 FACE. SIGNAL HEAD. BRACKET MOUNTED	1	EACH
TS11	MOUNTING HARDWARE ASTRO BRACKET FOR SIGNAL HEAD. MAST ARM MOUNTED	5 ~~10~~	EACH
TS14	TRAFFIC SIGNAL BACKPLATE. LOUVERED	6	EACH
QT2596B	ILLUMINATED SIGN. FIBER OPTIC	4	EACH
--	FULL ACTUATED CONTROLLER AND TYPE IV CABINET WITH SPECIAL — RAILROAD PREEMPTION RESERVICE AND SECURITY PACKAGE	1	EACH
	RAILROAD PROTECTIVE LIABILITY INSURANCE	1	L SUM
	~~LIGHT DETECTOR~~	~~2~~	~~EACH~~
	LIGHT DETECTOR AMPLIFIER	1	EACH



CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" TRAFFIC SIGNAL SECTION
R	R	12" TRAFFIC SIGNAL SECTION
W	W	12" PEDESTRIAN SIGNAL SECTION
		12" PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
(2)	(2)	DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO.14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
R Y G ← "P"	R Y G ← "P"	SIGNAL FACE WITH BACKPLATE. "P" INDICATES PROGRAMMED HEAD.
		RAILROAD CONTROL CABINET
		ILLUMINATED SIGN. FIBER OPTIC NO LEFT TURN
		ILLUMINATED SIGN. FIBER OPTIC NO RIGHT TURN

EMC

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
SCHEDULE OF QUANTITIES AND CABLE PLAN
QUENTIN ROAD AT COLFAX STREET

SCALE N.T.S. DRAWN BY FCP / FPB
DATE 2-12-99 CHECKED BY ABR / GMZ

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road. Suite 600
Rosemont, Illinois 60018
(847) 823-0500

FOR INFORMATION ONLY

DGN: TRAFFIC/96-175/QUENTIN-COLFAX CAB-CNTLR.DGN

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	-
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			

37B

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	7	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

...CE OF OPERATION

MOVEMENT	5→ ←1								←6 1		5→ 2→				←6 2→					7 3				3 8				4 7				4 8				FLASH
PHASE	1 + 5								1 + 6 ✓		2 + 5				2 + 6 ✓					3 + 7				3 + 8 ✓				4 + 7				4 + 8 ✓				
INTERVAL	1	2A	2B	2C	3	4A	4B	4C	5	6	7	8A	8B	8C	9	10A	10B	10C	10D	11	12	13	14	15	16A	16B	17	18	19A	19B	20	21	22A	22B		
CHANGE TO	/	1+6 ✓			2+5 ✓		2+6		/	2+6 ✓	/	2+6 ✓			/	✓ 3+7 4+7 ✓	3+8 4+7 ✓	✓ 3+8 ✓		/	1+5 1+6 2+5 2+6 4+8	3+8 ✓	4+7	/	1+5 ✓ 1+6 2+5 2+6		4+8	/	1+5 1+6 2+5 2+6		4+8 ✓	/	1+5 ✓ 1+6 ✓ 2+5 ✓ 2+6			
QUENTIN ROAD (SOUTH OF TRACKS) N/B END MAST ARM AND NEAR LEFT SIGNALS	R →G	R →Y	R	R	R →G	R →Y	R	R	R	R	G →G	G →Y	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
QUENTIN ROAD (SOUTH OF TRACKS) N/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
QUENTIN ROAD (NORTH OF TRACKS) N/B END MAST ARM AND FAR LEFT SIGNALS	R →G	R →G	R →G	R →Y	R →G	R →G	R →G	R →Y	R	R	G →G	G →G	G →G	G →Y	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
QUENTIN ROAD (NORTH OF TRACKS) N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	R	R	R	R	G	G	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
QUENTIN ROAD S/B END MAST ARM AND FAR LEFT SIGNALS	R →G	R →G	R →G	R →G	R →Y	R →Y	R	R	G →G	G →Y	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
QUENTIN ROAD S/B NEAR AND FAR RIGHT MAST ARM SIGNALS	R	R	R	R	R	R	R	R	G	G	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
COLFAX STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R →G	R →Y	R →Y	R →G	R	R	R	R	G →G	Y	R	G →Y	G	Y	R	R	R	R
COLFAX STREET E/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	G	Y	R	R	R	R
COLFAX STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R →G	R →Y	R →G	R →Y	G →G	Y	R	G →Y	R	R	R	R	G	Y	R	R	R	R	R
COLEAX STREET W/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	R	R	R	G	Y	R	R	R	R

PHASE 2+6 SHALL BE PLACED ON RECALL

RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5	7	9	11	15	18	21	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	PREEMPTOR NUMBER 2
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER									2	3	

RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	2	1K	2	1M	2	1P	2	1R	2	1T	2	3	4	5		
QUENTIN ROAD (SOUTH OF TRACKS) N/B END MAST ARM AND NEAR LEFT SIGNALS	R →Y	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
QUENTIN ROAD (SOUTH OF TRACKS) N/B NEAR RIGHT SIGNAL	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
QUENTIN ROAD (NORTH OF TRACKS) N/B END MAST ARM AND FAR LEFT SIGNALS	R →G	R	R	G →G	G →G	G	G	R	R	R	R	R	R	R	G	G	R	R	G →G	Y	R	R	△
QUENTIN ROAD (NORTH OF TRACKS) N/B FAR RIGHT SIGNAL	R	R	R	G	G	G	G	R	R	R	R	R	R	R	G	G	R	R	G	Y	R	R	△
QUENTIN ROAD S/B END MAST ARM AND FAR LEFT SIGNALS	R →Y	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
QUENTIN ROAD S/B NEAR AND FAR RIGHT MAST ARM SIGNALS	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	△
COLFAX STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R →Y	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	G	△
COLFAX STREET E/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	G	△
COLFAX STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R →Y	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	G	△
COLFAX STREET W/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	G	△
INTERNALLY ILLUMINATED NRT SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△
INTERNALLY ILLUMINATED NLT SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△
																						HOLD	

NRT = "NO RIGHT TURN" OR

NLT = "NO LEFT TURN" OR

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

FOR INFORMATION ONLY

DGS 7/15/99
MAC

EMC

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SEQUENCE OF OPERATION AND RAILROAD PREEMPTION SEQUENCE OF OPERATION

QUENTIN ROAD AND COLFAX STREET

SCALE N.T.S. DRAWN BY FCP / FPB

DATE 2-12-99 CHECKED BY ABR / GMZ

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

...\SIG/96-175/ONTNCLFX/ SEQ-QNTN.DGN

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -	
	DRAWN - JLT	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	-
		CONTRACT NO. 61C90		
		ILLINOIS FED. AID PROJECT		

37 C.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		COOK	7	5
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

EMERGENCY VEHICLE SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1			5	5		7			7				9	9				11	15		15	18		18	21		21	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	2	3	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	1C	2 OR 3	2	1F	3	1H	1J	2	1L	1M	1N	3	2	1R	1S	1T	3	2 OR 3	1W	2	3	1Z	2	3	1CC	2	3			◊
QUENTIN ROAD (SOUTH OF TRACKS) N/B END MAST ARM AND NEAR LEFT SIGNALS	R →Y	R	R	R	R	R	G →Y	G	G	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
QUENTIN ROAD (SOUTH OF TRACKS) N/B NEAR RIGHT SIGNAL	R	R	R	R	R	R	G	G	G	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
QUENTIN ROAD (NORTH OF TRACKS) N/B END MAST ARM AND FAR LEFT SIGNALS	R →G	R →G	R →Y	R	R	R	G →G	G →G	G →Y	G →G	G →G	Y	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
QUENTIN ROAD (NORTH OF TRACKS) N/B FAR RIGHT SIGNAL	R	R	R	R	R	R	G	G	G	G	G	Y	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
QUENTIN ROAD S/B END MAST ARM AND FAR LEFT SIGNALS	R →Y	R	R	G →G	Y	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
QUENTIN ROAD S/B NEAR AND FAR RIGHT MAST ARM SIGNALS	R	R	R	G	Y	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	◊
COLFAX STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R →Y	R	R	R	Y	R	G →Y	Y	R	G	R	G	◊
COLFAX STREET E/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	Y	R	G	R	G	◊
COLFAX STREET W/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R →Y	Y	R	G →Y	R	R	R	Y	R	G	R	G	◊
COLFAX STREET W/B NEAR AND FAR RIGHT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	G	R	R	R	Y	R	G	R	G	◊

◊ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2, 3 OR 4 IS TERMINATED.

FOR INFORMATION ONLY

N:\TRAFSIG\96-175\QNTNLLFX\ SEQ-QNTN.DGN

EMC

REVISIONS	
NAME	DATE

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

ILLINOIS DEPARTMENT OF TRANSPORTATION
EMERGENCY VEHICLE SEQUENCE OF OPERATION
QUENTIN ROAD AND COLFAX STREET

SCALE N.T.S.
DATE 2-12-99
DRAWN BY FCP / FPB
CHECKED BY ABR / GMZ

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc.
ITASCA, ILLINOIS

USER NAME = $USER$	DESIGNED - JLT	REVISED -
	DRAWN - JLT	REVISED -
PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE

SCALE: | SHEET OF SHEETS | STA. TO STA.

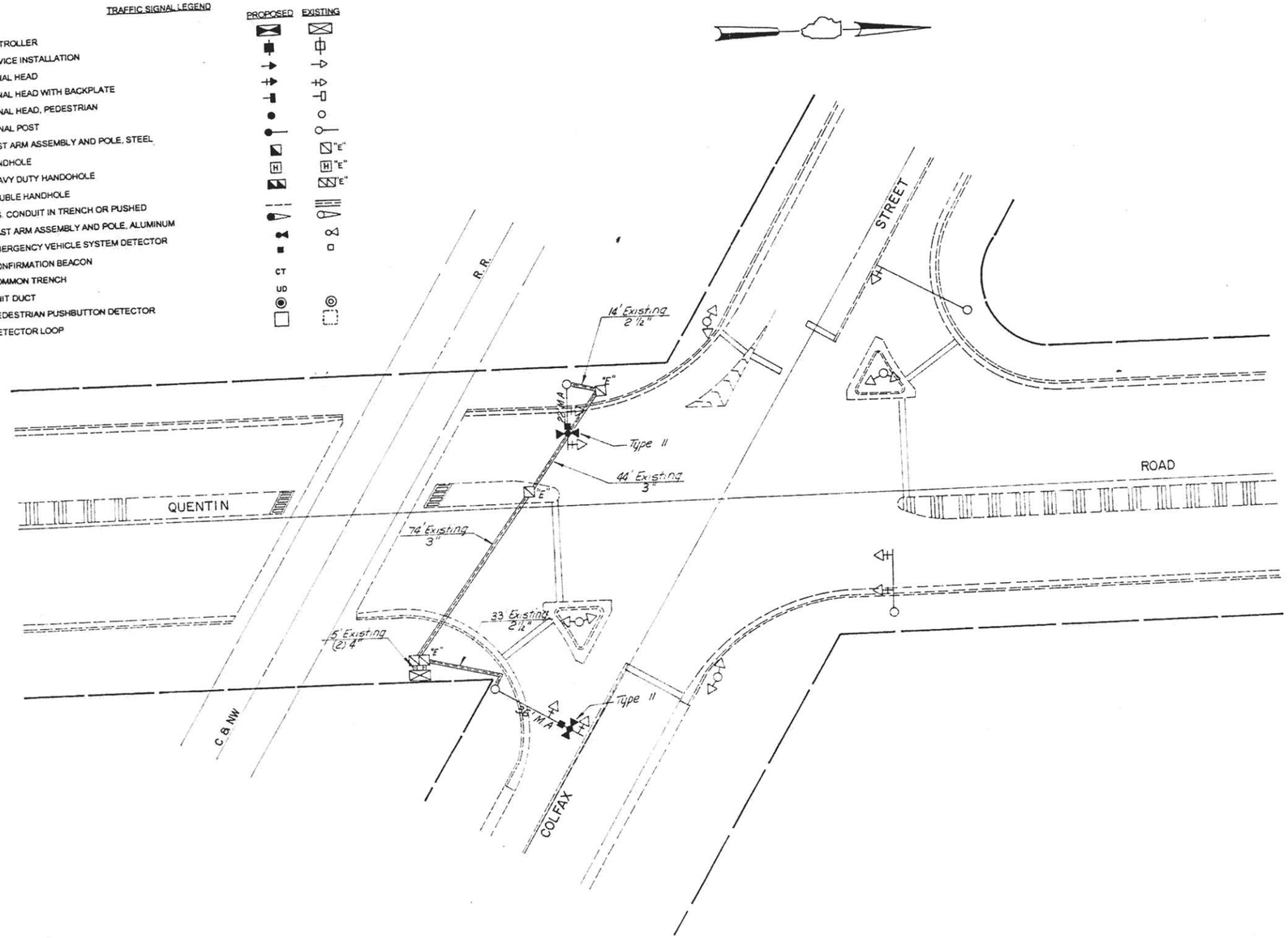
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	-
		CONTRACT NO. 61C90		
	ILLINOIS	FED. AID PROJECT		

37D

RTE	SECTION	COUNTY	SHEETS	NO.
			16	7
STA		TO STA		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER	■	⊠
SERVICE INSTALLATION	■	⊓
SIGNAL HEAD	→	→
SIGNAL HEAD WITH BACKPLATE	→	→
SIGNAL HEAD, PEDESTRIAN	●	○
SIGNAL POST	●—	○—
MAST ARM ASSEMBLY AND POLE, STEEL	◪	◪ "E"
HANDHOLE	H	H "E"
HEAVY DUTY HANDOHOLE	◪	◪ "E"
DOUBLE HANDHOLE	◪◪	
G.S. CONDUIT IN TRENCH OR PUSHED	———	≡≡≡
MAST ARM ASSEMBLY AND POLE, ALUMINUM	◪	◪
EMERGENCY VEHICLE SYSTEM DETECTOR	■	□
CONFIRMATION BEACON	■	□
COMMON TRENCH	CT	
UNIT DUCT	UD	
PEDESTRIAN PUSHBUTTON DETECTOR	◉	◎
DETECTOR LOOP	□	⬚



FOR INFORMATION ONLY

REVISIONS	
NAME	DATE

LOCATION NO. 5- IDOT

VILLAGE OF PALATINE

TRAFFIC SIGNAL MODIFICATION

QUENTIN ROAD & COLFAX STREET

SCALE 1" = 20'

DATE 9 - 1 -

CHECKED BY

FILE NAME = $FILE1$

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER$	DESIGNED - JLT	REVISED -
		DRAWN - JLT	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -
	PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST COLFAX STREET – VILLAGE OF PALATINE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

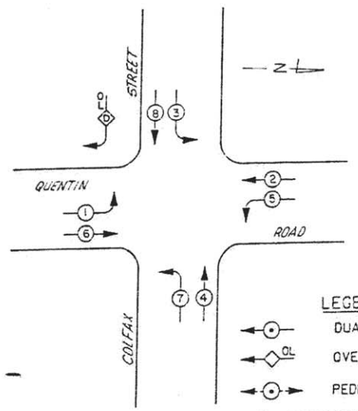
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	-
		CONTRACT NO. 61C90		
	ILLINOIS	FED. AID PROJECT		

37E

RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			16	8
STA		TO STA		
FED ROAD DIST NO 1	ILLINOIS	FED. AID PROJECT		

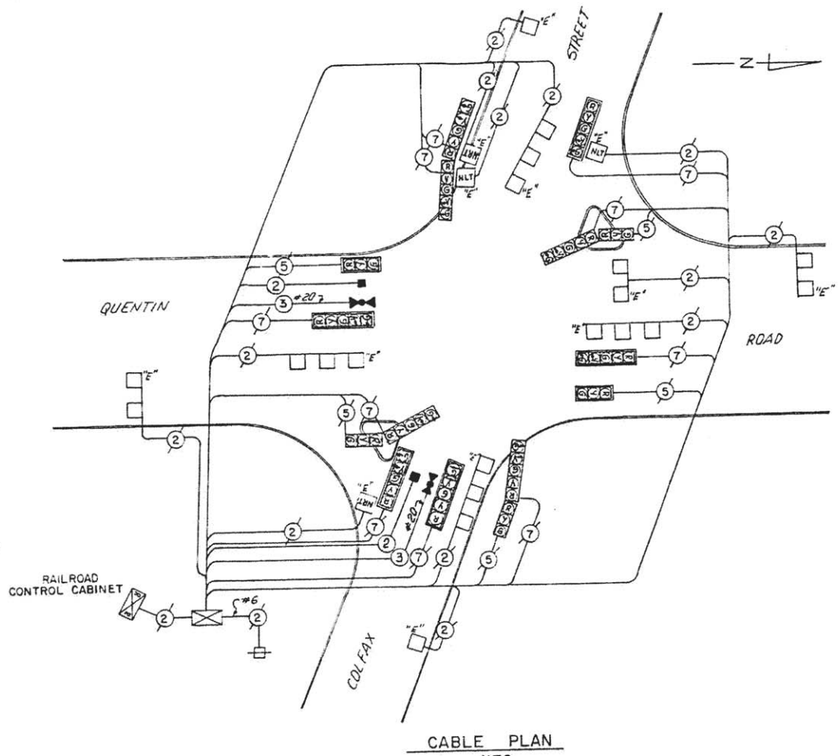
CONTROLLER SEQUENCE IV

REFERRING TO STANDARD 2393, THE VEHICULAR AND PEDESTRIAN PHASES USED ARE DESIGNATED BELOW.



PHASE DESIGNATION DIAGRAM

DUAL ENTRY - ALL LEGS
PROTECTED/PERMITTED LEFT TURN PHASING
WITH RIGHT TURN OVERLAPS



CABLE PLAN
N.T.S.

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE		DISPLAY
D	*	8	-	1	-	8

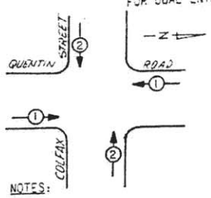
DISPLAY - THE YELLOW RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S YELLOW INTERVAL. THE GREEN RIGHT ARROW OF THE OVERLAP SHALL BE INHIBITED DURING THE PERMISSIVE PHASE'S GREEN INTERVAL.

CLEARANCE NOTES FOR RIGHT TURN OVERLAPS WITH 5-SECTION RIGHT TURN SIGNAL HEAD DISPLAYS

1. CONTINUATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE WITH A CIRCULAR YELLOW DISPLAYED TOGETHER WITH A GREEN RIGHT ARROW WHEN FOLLOWED BY THAT OVERLAP'S PROTECTED PHASE.
2. TERMINATION OF AN OVERLAP DURING ITS PERMISSIVE PHASE SHALL BE WITH A CIRCULAR YELLOW WHEN NOT FOLLOWED BY THAT OVERLAP'S PROTECTED PHASE.
3. CONTINUATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOGETHER WITH A GREEN RIGHT ARROW WHEN FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.
4. TERMINATION OF AN OVERLAP DURING ITS PROTECTED PHASE SHALL BE WITH A CIRCULAR RED DISPLAYED TOGETHER WITH A YELLOW RIGHT ARROW WHEN NOT FOLLOWED BY THAT OVERLAP'S PERMISSIVE PHASE.

FOR INFORMATION ONLY

EMERGENCY VEHICLE PREEMPTION SEQUENCE NOTES FOR DUAL ENTRY OPERATION - ALL LEGS



PROPOSED PRIORITY LANES		
PRIORITY LANE INTERVAL	1	2
MOVEMENT		

NOTES:

1. ONCE PREEMPTION HAS BEEN CALLED, TERMINATION OF A PHASE(S) SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S TERMINATION OF A PHASE(S) AS DESCRIBED IN STANDARD 2393.
2. CONTINUATION OR TERMINATION OF ALL RIGHT TURN OVERLAPS SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S CONTINUATION OR TERMINATION OF RIGHT TURN OVERLAPS AS DESCRIBED IN THE CLEARANCE NOTES FOR RIGHT TURN OVERLAPS.
3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL INCLUDE A FULL FLASHING "DON'T WALK" INTERVAL.
4. IF ALL RED CLEARANCE IS USED IN THE NORMAL SEQUENCE OF OPERATION, IT MUST BE DISPLAYED AFTER THE YELLOW CLEARANCE INTERVAL WHEN ENTERING OR LEAVING THE PREEMPTION SEQUENCE.

CABLE PLAN LEGEND

EXISTING	PROPOSED	
G	G	8" TRAFFIC SIGNAL SECTION
R	R	12" TRAFFIC SIGNAL SECTION
W	W	12" PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
"P"	"P"	VEHICLE DETECTOR, INDUCTION LOOP
		CONFIRMATION BEACON
		EMERGENCY VEHICLE LIGHT DETECTOR
		PUSHBUTTON DETECTOR
(2)	(2)	DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
NAT "E"	NAT	ILLUMINATED SIGN

RAILROAD PREEMPTION SEQUENCE NOTES FOR DUAL ENTRY OPERATION - ALL LEGS

MOVEMENT			or
TYPE OF MOVEMENT	TRACK CLEAR	TRACK HOLD	RESUME NORMAL SEQUENCE OR EMERGENCY VEHICLE PREEMPTION SEQUENCE

NOTES:

1. ONCE PREEMPTION HAS BEEN CALLED, THE TRACK CLEAR SIGNAL DISPLAY SHALL APPEAR IMMEDIATELY AFTER ALL NECESSARY VEHICULAR CLEARANCES HAVE BEEN PROVIDED. VEHICULAR CLEARANCE INTERVALS AND TIMES SHALL BE IDENTICAL TO THOSE PROVIDED IN THE NORMAL SEQUENCE OF OPERATION WHEN ENTERING, DURING, OR LEAVING THE PREEMPTION SEQUENCE.
2. TERMINATION OF A PHASE(S) WHEN TRANSFERRING FROM THE NORMAL SEQUENCE OF OPERATION OR THE EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION TO THE RAILROAD PREEMPTION SEQUENCE OF OPERATION SHALL BE IDENTICAL TO THE PHASE(S) TERMINATION AS DESCRIBED IN STANDARD 2393 WITH THE FOLLOWING EXCEPTION: BI-DIRECTIONAL PHASES (2+6 OR 4+8) SHALL BE ALLOWED TO CLEAR TO TRACK CLEAR PHASES ON THE SAME SIDE OF THE BARRIER.
3. TERMINATION OF ALL PEDESTRIAN PHASES SHALL OCCUR DURING THEIR ASSOCIATED VEHICULAR PHASES' CLEARANCE INTERVALS.
4. CONTINUATION OR TERMINATION OF ALL RIGHT TURN OVERLAPS SHALL BE IDENTICAL TO THE NORMAL SEQUENCE OF OPERATION'S CONTINUATION OR TERMINATION OF RIGHT TURN OVERLAPS AS DESCRIBED IN THE CLEARANCE NOTES FOR RIGHT TURN OVERLAPS WITH THE FOLLOWING EXCEPTION: THE COMPLIMENTARY RIGHT TURN OVERLAP THAT DIRECTS TRAFFIC TOWARD THE CROSSING WHICH IS ASSOCIATED WITH THE TRACK CLEAR PHASE SHALL BE DISABLED DURING PREEMPTION.
5. THE RAILROAD PREEMPTION SEQUENCE OF OPERATION SHALL HAVE PRIORITY OVER ALL OTHER SEQUENCE OF OPERATIONS.

SCHEDULE OF QUANTITIES

QUANTITY		ITEM
2	EACH	LIGHT DETECTOR, TYPE II
1	EACH	LIGHT DETECTOR AMPLIFIER, TYPE I
267	LIN. FT.	EV PRIORITY SYSTEM LEAD-IN CABLE IN CONDUIT
267	LIN. FT.	ELECTRIC CABLE IN CONDUIT, NO. 14 2/C
1	EACH	MAINTENANCE OF EXIST. TRAFFIC SIGNAL INSTALLATION
1	EACH	TRAFFIC CONTROL & PROTECTION

LOCATION NO. 5-IDOT

REVISIONS	
NAME	DATE

VILLAGE OF PALATINE

CABLE PLAN/QUANTITIES/ SEQUENCES OF OPERATIONS

QUENTIN ROAD &
COLFAX STREET

DATE 9 - 1 - 93
CHECKED BY WSA

NO SCALE

FILE NAME = $FILE$

Bollinger, Lach & Associates, Inc. ITASCA, ILLINOIS	USER NAME = $USER$	DESIGNED - JLT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		DRAWN - JLT	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - DBB	REVISED -	
	PLOT DATE = $DATE$	DATE - 05/02/2016	REVISED -	

WEST COLFAX STREET – VILLAGE OF PALATINE

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3508	15-00097-00-RS	COOK	37	-
		CONTRACT NO. 61C90		
	ILLINOIS FED. AID PROJECT			

37F