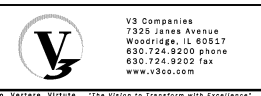


NOTES:

1. FOR MAST ARM MOUNTED SIGN PANELS, SEE TRAFFIC SIGNAL INSTALLATION PLAN.
2. *INDICATES ESTIMATED SIGN SIZING.
3. CONTRACTOR TO PROVIDE 4" SLEEVE FOR SIGN POST LOCATED ON CONCRETE.

MATCHLINE STA. 219+00 SEE SIGN - 05



V3 Companies
7935 James Avenue
Woodridge, IL 60517
830.724.9200 phone
830.724.9202 fax
www.v3co.com

USER NAME = #USER#
DESIGNED *ESI*
DRAWN *ESI*
CHECKED *GJS*
DATE *07/03/12*

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIGNING PLAN

SCALE: 1" = 20' SHEET NO. 6 OF 6 SHEETS STA. 219+00 TO STA. 222+00

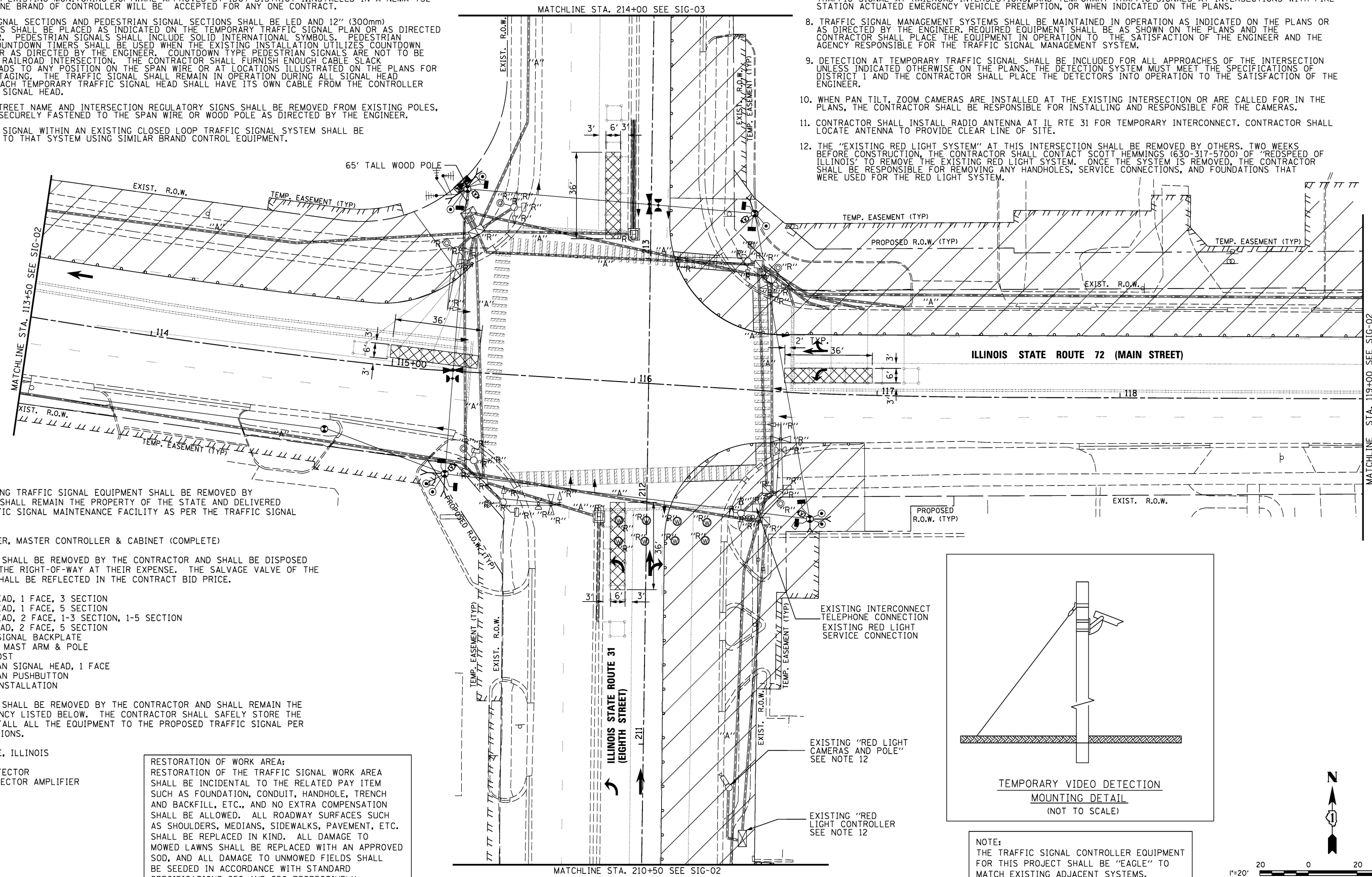
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	101
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

NOTES FOR TEMPORARY TRAFFIC SIGNALS

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENT AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNALS TEMPORARY TRAFFIC SIGNAL AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PREEMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNAL SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND RESPONSIBLE FOR THE CAMERAS.
11. CONTRACTOR SHALL INSTALL RADIO ANTENNA AT IL RTE 31 FOR TEMPORARY INTERCONNECT. CONTRACTOR SHALL LOCATE ANTENNA TO PROVIDE CLEAR LINE OF SITE.
12. THE "EXISTING RED LIGHT SYSTEM" AT THIS INTERSECTION SHALL BE REMOVED BY OTHERS. TWO WEEKS BEFORE CONSTRUCTION, THE CONTRACTOR SHALL CONTACT SCOTT HEMMINGS (630-317-5700) OF "REDSPEED OF ILLINOIS" TO REMOVE THE EXISTING RED LIGHT SYSTEM. ONCE THE SYSTEM IS REMOVED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY HANDHOLES, SERVICE CONNECTIONS, AND FOUNDATIONS THAT WERE USED FOR THE RED LIGHT SYSTEM.



THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE STATE AND DELIVERED TO THE STATE'S TRAFFIC SIGNAL MAINTENANCE FACILITY AS PER THE TRAFFIC SIGNAL SPECIFICATIONS.

1 EACH CONTROLLER, MASTER CONTROLLER & CABINET (COMPLETE)

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

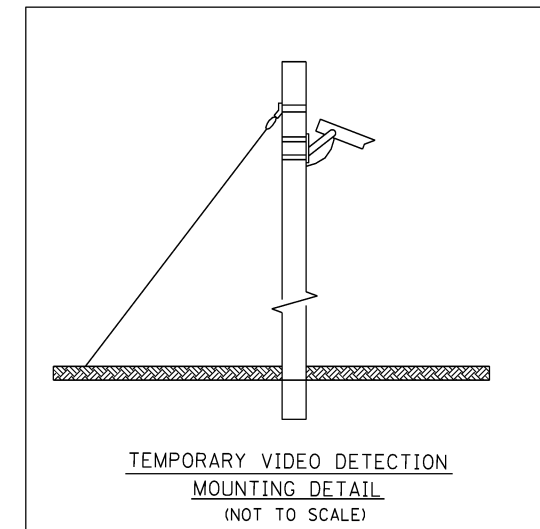
- 3 EACH SIGNAL HEAD, 1 FACE, 3 SECTION
- 5 EACH SIGNAL HEAD, 1 FACE, 5 SECTION
- 3 EACH SIGNAL HEAD, 2 FACE, 1-3 SECTION, 1-5 SECTION
- 1 EACH SIGNAL HEAD, 2 FACE, 5 SECTION
- 4 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH ALUMINUM MAST ARM & POLE
- 4 EACH SIGNAL POST
- 8 EACH PEDESTRIAN SIGNAL HEAD, 1 FACE
- 8 EACH PEDESTRIAN PUSHBUTTON
- 1 EACH SERVICE INSTALLATION

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL REMAIN THE PROPERTY OF THE AGENCY LISTED BELOW. THE CONTRACTOR SHALL SAFELY STORE THE EQUIPMENT AND REINSTALL ALL THE EQUIPMENT TO THE PROPOSED TRAFFIC SIGNAL PER PLANS AND SPECIFICATIONS.

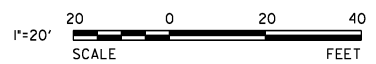
AGENCY: WEST DUNDEE, ILLINOIS

- 2 EACH LIGHT DETECTOR
- 1 EACH LIGHT DETECTOR AMPLIFIER

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



NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH EXISTING ADJACENT SYSTEMS.



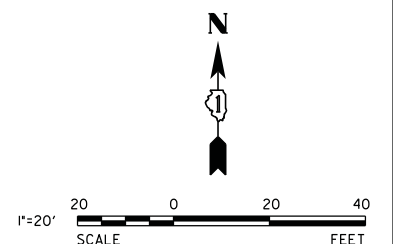
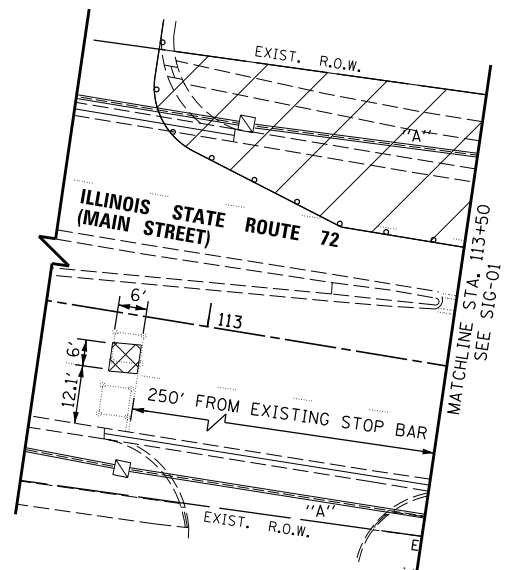
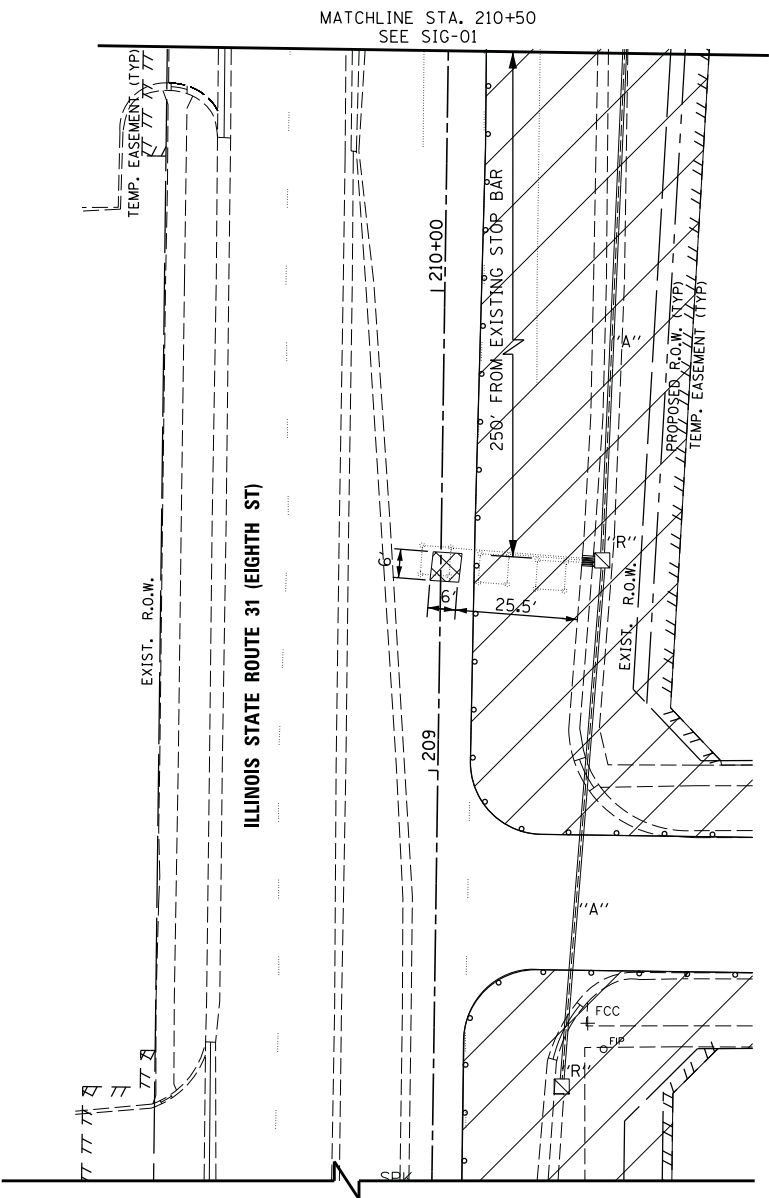
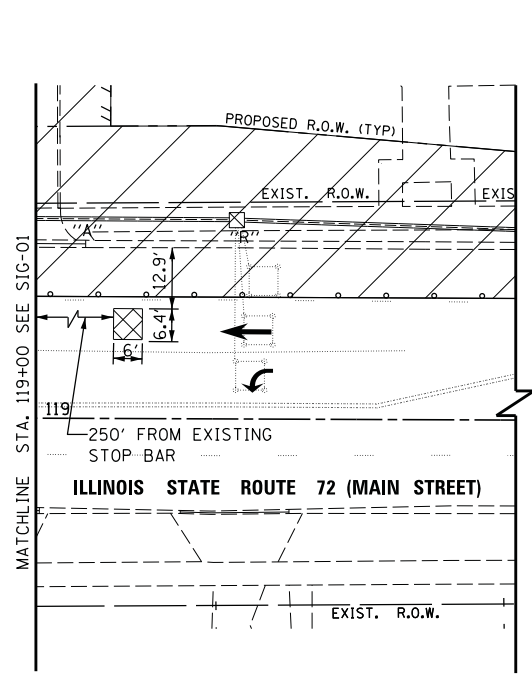
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
PLOT SCALE = #SCALE#	DRAWN <i>ESI</i>	REVISED -
PLOT DATE = #DATE#	CHECKED <i>GJS</i>	REVISED -
	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST):
 TEMPORARY TRAFFIC SIGNAL INSTALLATION AND
 REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - STAGE 1**

SCALE: 1" = 20' SHEET NO. 1 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	102
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



USER NAME = *USER*	DESIGNED <i>ESI</i>	REVISED <i>-08/29/12</i>
DRAWN <i>ESI</i>	CHECKED <i>GJS</i>	REVISED -
DATE <i>07/03/12</i>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST):
TEMPORARY TRAFFIC SIGNAL INSTALLATION AND
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT - STAGE 1**

SCALE: 1" = 20' SHEET NO. 2 OF 16 SHEETS STA. TO STA.

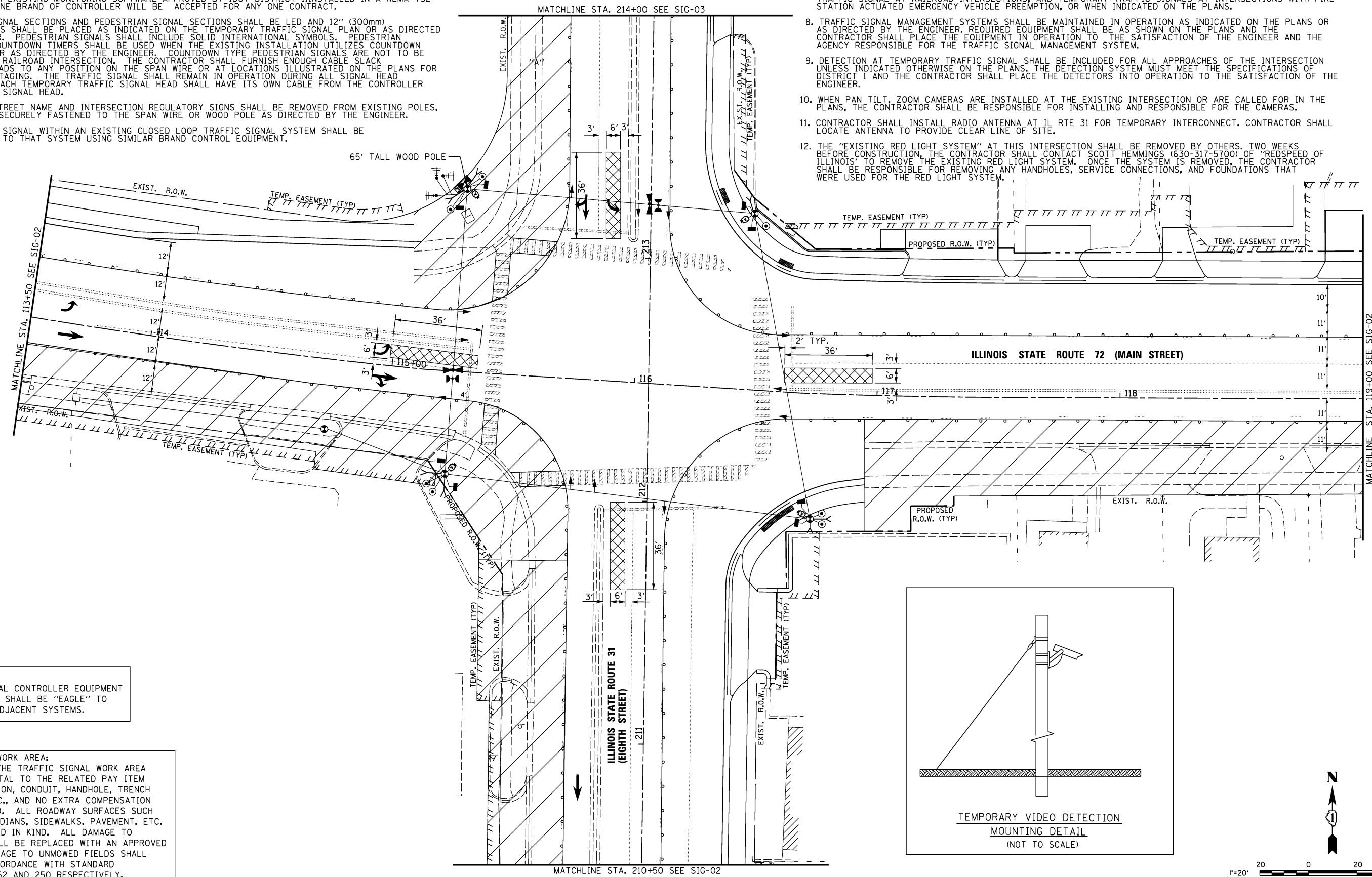
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	103
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.

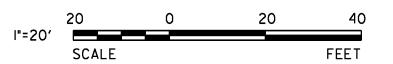
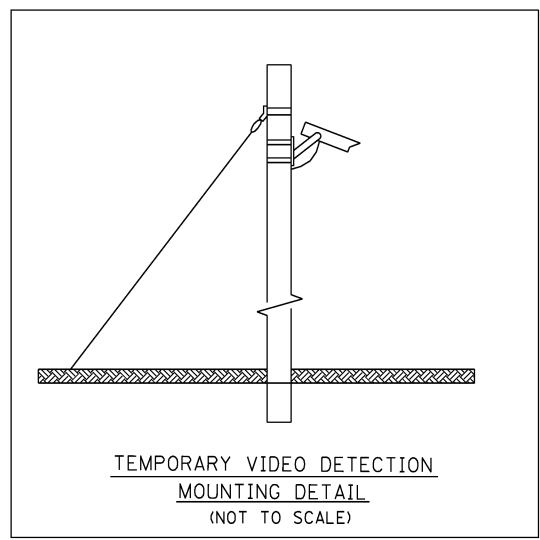
NOTES FOR TEMPORARY TRAFFIC SIGNALS

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENT AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNALS TEMPORARY TRAFFIC SIGNAL AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PREEMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNAL SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND RESPONSIBLE FOR THE CAMERAS.
11. CONTRACTOR SHALL INSTALL RADIO ANTENNA AT IL RTE 31 FOR TEMPORARY INTERCONNECT. CONTRACTOR SHALL LOCATE ANTENNA TO PROVIDE CLEAR LINE OF SITE.
12. THE "EXISTING RED LIGHT SYSTEM" AT THIS INTERSECTION SHALL BE REMOVED BY OTHERS. TWO WEEKS BEFORE CONSTRUCTION, THE CONTRACTOR SHALL CONTACT SCOTT HEMMINGS (630-317-5700) OF "REDSPEED OF ILLINOIS" TO REMOVE THE EXISTING RED LIGHT SYSTEM. ONCE THE SYSTEM IS REMOVED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ANY HANDHOLES, SERVICE CONNECTIONS, AND FOUNDATIONS THAT WERE USED FOR THE RED LIGHT SYSTEM.



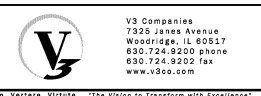
NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH EXISTING ADJACENT SYSTEMS.

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



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

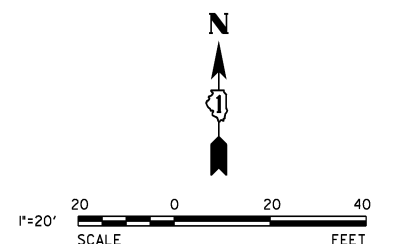
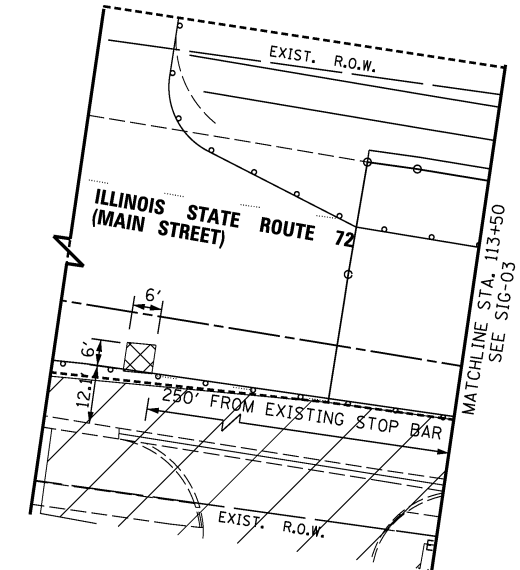
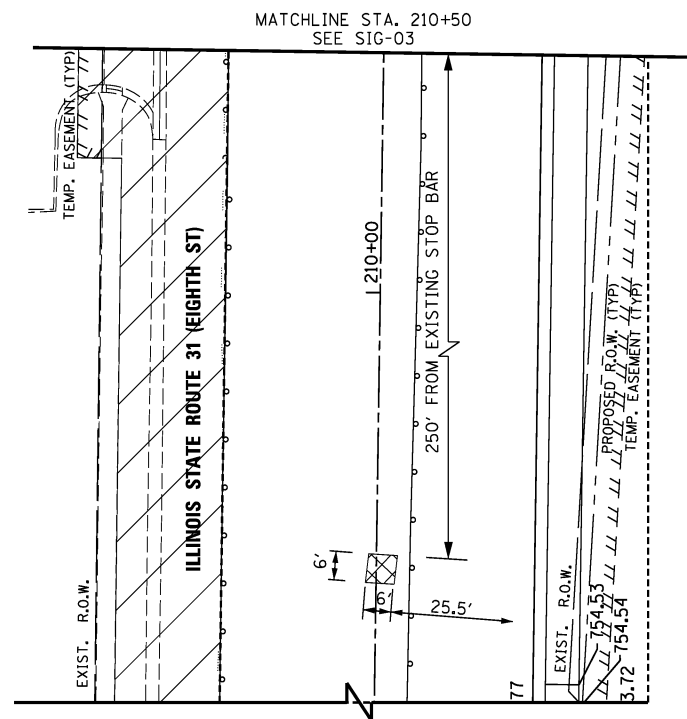
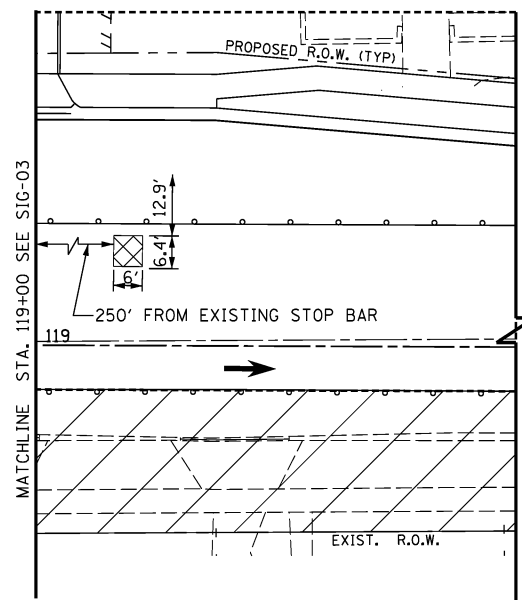
**IL 31 (8TH ST) & IL 72 (MAIN ST):
TEMPORARY TRAFFIC SIGNAL INSTALLATION - STAGE 2**



USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
PLOT SCALE = #SCALE#	DRAWN <i>ESI</i>	REVISED -
PLOT DATE = #DATE#	CHECKED <i>GJS</i>	REVISED -
	DATE <i>07/03/12</i>	REVISED -

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	104
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: 1" = 20' SHEET NO. 3 OF 16 SHEETS STA. TO STA.



USER NAME = \$USER*	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	CHECKED <i>GJS</i>	REVISED -
PLOT SCALE = \$SCALE*	DATE <i>07/03/12</i>	REVISED -
PLOT DATE = \$DATE*		

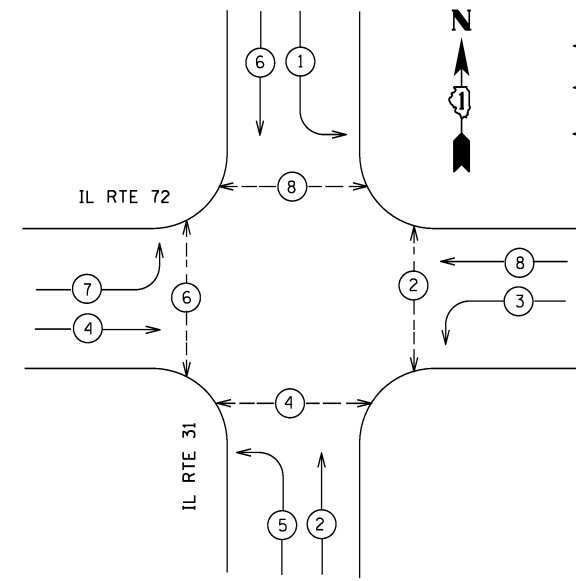
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST):
TEMPORARY TRAFFIC SIGNAL INSTALLATION - STAGE 2**

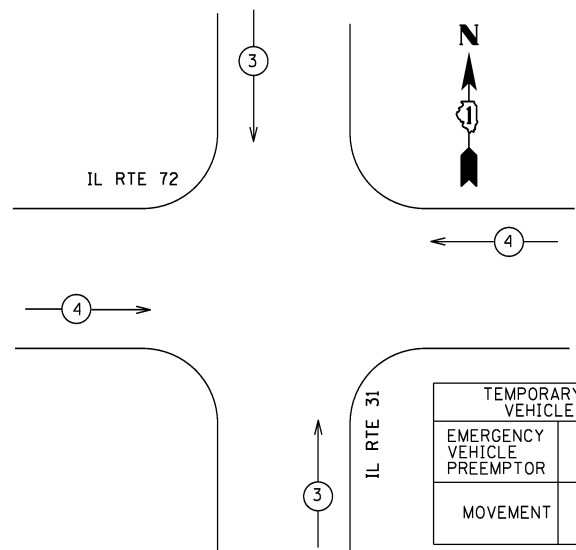
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	105
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: 1" = 20' SHEET NO. 4 OF 16 SHEETS STA. TO STA.

TEMPORARY CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM



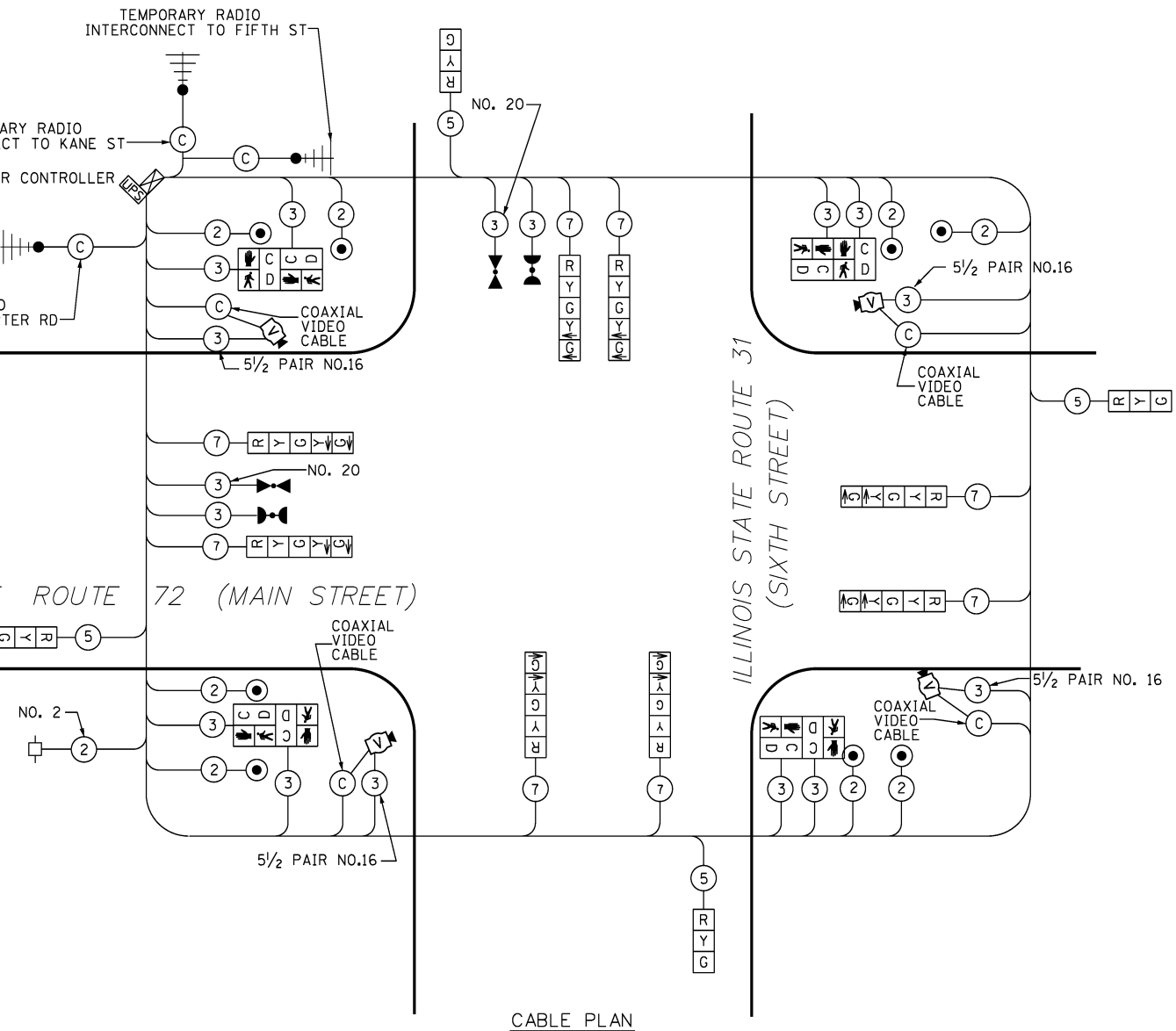
TEMPORARY EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	12	17		0.50	102.00
(YELLOW)	12	25		0.25	75.00
(GREEN)	12	15		0.25	45.00
ARROW	16	12		0.10	19.20
PED. SIGNAL	8	25		1.00	200.00
CONTROLLER	1	100		1.00	100.00
ILLUM. SIGN				0.05	
STREET LIGHTS		310		0.50	
FLASHER				0.50	

ENERGY COSTS TO: IDOT DIVISION OF HIGHWAYS TOTAL = 541.20
 DISTRICT 1
 201 W. CENTER COURT
 SCHAUMBURG, IL 60196
 ENERGY SUPPLY CONTACT: TIM TAMASON
 PHONE: 847-816-5521
 COMPANY: COMED

<p>V3 Companies 7935 James Avenue Woodridge, IL 60517 830.724.9200 phone 830.724.9202 fax www.v3co.com</p>	USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
	PLOT SCALE = #SCALE#	DRAWN <i>ESI</i>	REVISED -
	PLOT DATE = #DATE#	CHECKED <i>GJS</i>	REVISED -
		DATE <i>07/03/12</i>	REVISED -



CABLE PLAN

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH EXISTING ADJACENT SYSTEMS.

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

NOTE:
 EMERGENCY VEHICLE PREEMPTION EQUIPMENT TO BE OPTICOM PER VILLAGE OF WEST DUNDEE.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

IL 31 (8TH ST) & IL 72 (MAIN ST):
 TEMPORARY CABLE PLAN AND TEMPORARY PHASE DESIGNATION DIAGRAM - STAGES 1 & 2
 SCALE: 1" = 20' SHEET NO. 5 OF 16 SHEETS STA. TO STA.

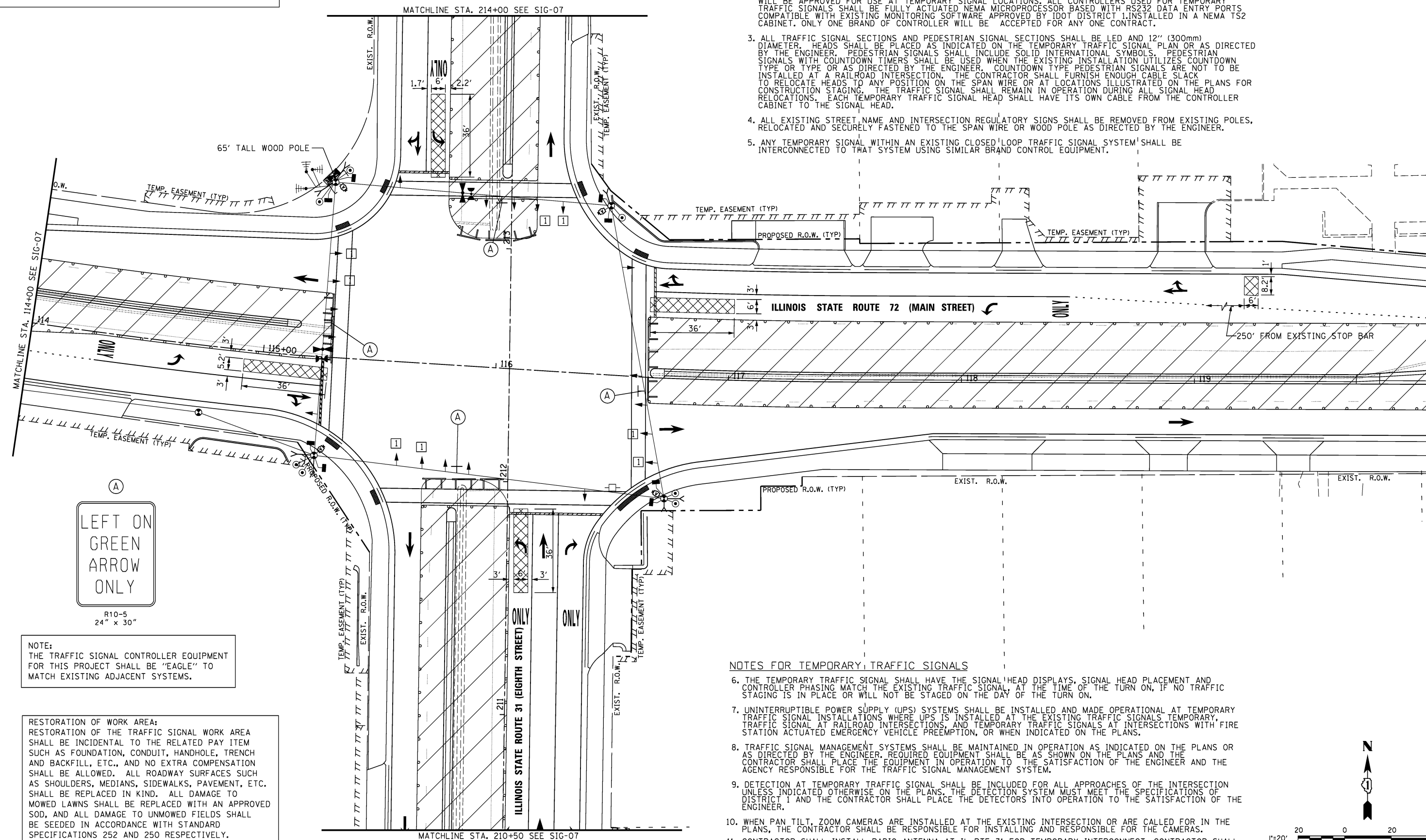
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	106
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

NOTES:

- 1 BAG AND DISCONNECT ARROWS AT START OF STAGE 3. REUSE 7-CONDUCTOR CABLE INSTALLED PREVIOUS STAGE.

NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1. INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR TYPE OR AS DIRECTED BY THE ENGINEER. COUNTDOWN TYPE PEDESTRIAN SIGNALS ARE NOT TO BE INSTALLED AT A RAILROAD INTERSECTION. THE CONTRACTOR SHALL FURNISH ENOUGH CABLE SLACK TO RELOCATE HEADS TO ANY POSITION ON THE SPAN WIRE OR AT LOCATIONS ILLUSTRATED ON THE PLANS FOR CONSTRUCTION STAGING. THE TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.



LEFT ON GREEN ARROW ONLY

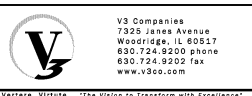
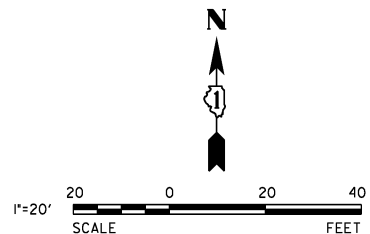
R10-5
24" x 30"

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH EXISTING ADJACENT SYSTEMS.

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

NOTES FOR TEMPORARY TRAFFIC SIGNALS

6. THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENT AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNALS TEMPORARY, TRAFFIC SIGNAL AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PREEMPTION, OR WHEN INDICATED ON THE PLANS.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC SIGNAL SHALL BE INCLUDED FOR ALL APPROACHES OF THE INTERSECTION UNLESS INDICATED OTHERWISE ON THE PLANS. THE DETECTION SYSTEM MUST MEET THE SPECIFICATIONS OF DISTRICT 1 AND THE CONTRACTOR SHALL PLACE THE DETECTORS INTO OPERATION TO THE SATISFACTION OF THE ENGINEER.
10. WHEN PAN TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND RESPONSIBLE FOR THE CAMERAS.
11. CONTRACTOR SHALL INSTALL RADIO ANTENNA AT IL RTE 31 FOR TEMPORARY INTERCONNECT. CONTRACTOR SHALL LOCATE ANTENNA TO PROVIDE CLEAR LINE OF SITE.



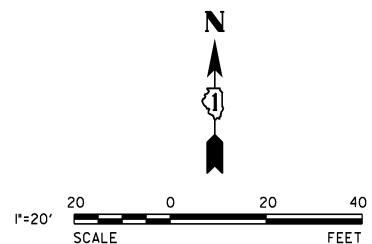
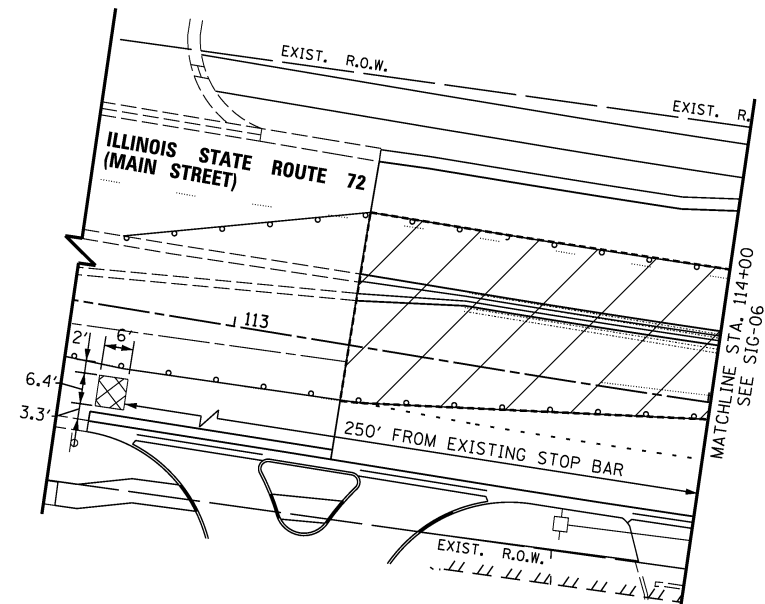
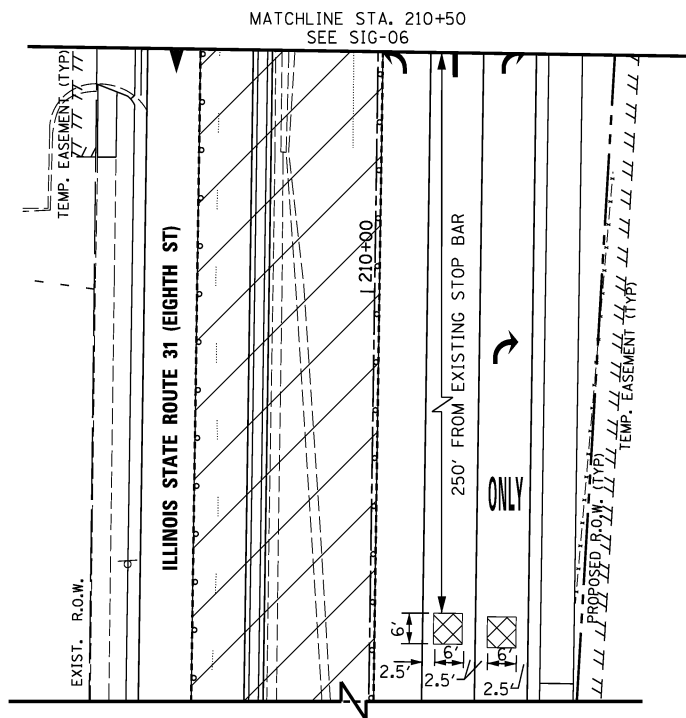
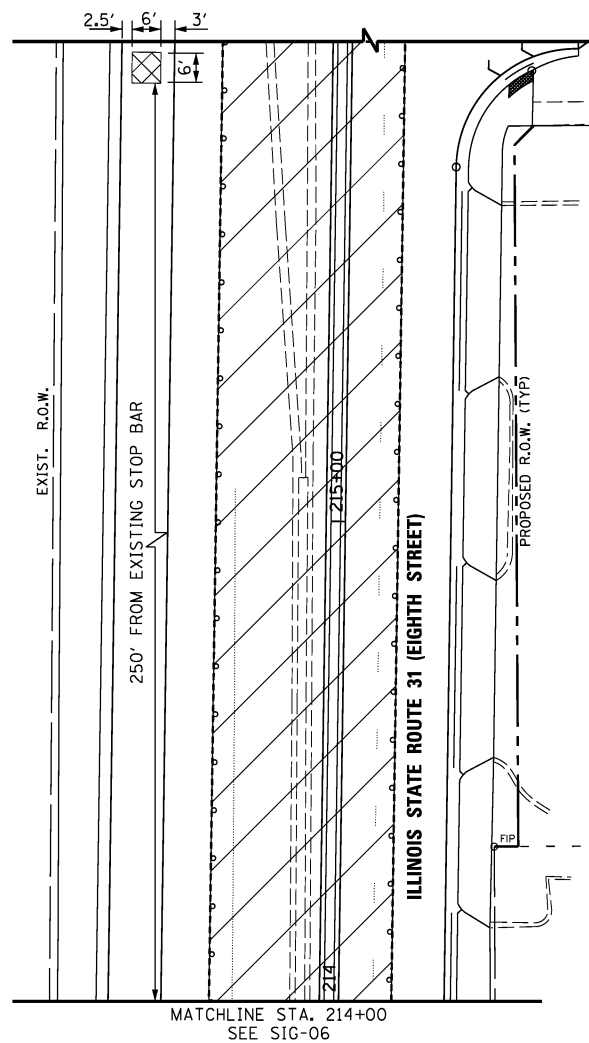
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
PLOT SCALE = #SCALE#	DRAWN <i>ESI</i>	REVISED -
PLOT DATE = #DATE#	CHECKED <i>GJS</i>	REVISED -
	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST):
TEMPORARY TRAFFIC SIGNAL INSTALLATION - STAGE 3**

SCALE: 1" = 20' SHEET NO. 6 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	107
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	CHECKED <i>GJS</i>	REVISED -
PLOT SCALE = #SCALE#	DATE <i>07/03/12</i>	REVISED -
PLOT DATE = #DATE#		

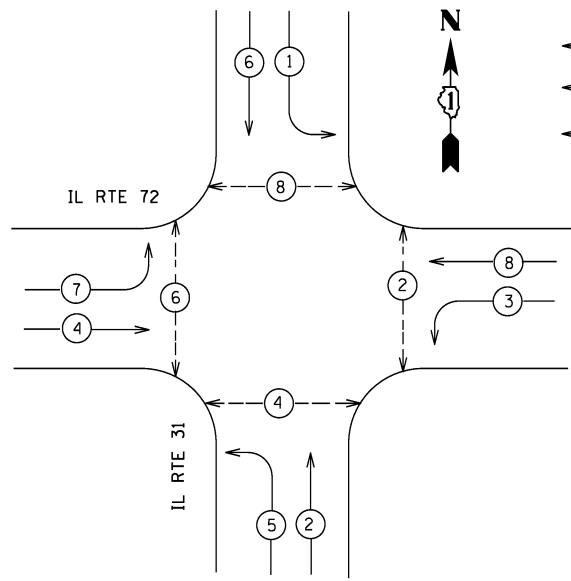
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST):
TEMPORARY TRAFFIC SIGNAL INSTALLATION - STAGE 3**

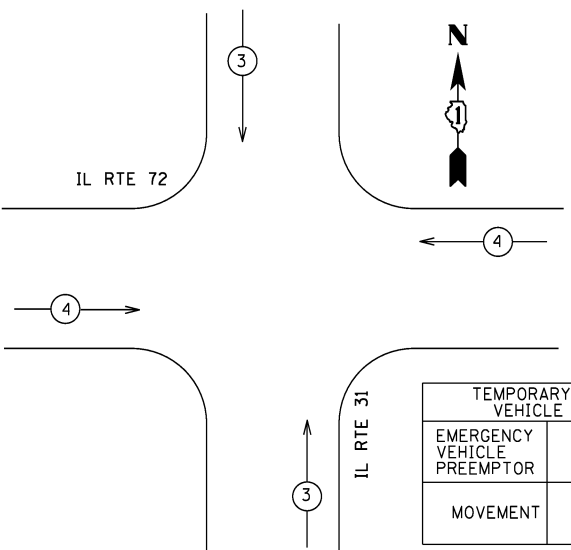
SCALE: 1" = 20' SHEET NO. 7 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	108
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TEMPORARY CONTROLLER SEQUENCE



TEMPORARY PHASE DESIGNATION DIAGRAM



TEMPORARY EMERGENCY VEHICLE PREEMPTOR		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	↓ ↑	← →

TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS*	WATTAGE INCAND. LED	% OPERATION		
SIGNAL (RED)	12	17	0.50	102.00	
(YELLOW)	12	25	0.25	75.00	
(GREEN)	12	15	0.25	45.00	
ARROW	24	12	0.10	28.80	
PED. SIGNAL	8	25	1.00	200.00	
CONTROLLER	1	100	1.00	100.00	
ILLUM. SIGN	4		0.05		
STREET LIGHTS		310	0.50		
FLASHER			0.50		
ENERGY COSTS TO: IDOT DIVISION OF HIGHWAYS TOTAL =				550.8	
DISTRICT 1 201 W. CENTER COURT SCHAUMBURG, IL 60196					
ENERGY SUPPLY CONTACT:	TIM TAMASON				
PHONE:	847-816-5521				
COMPANY:	COMED				

LEGEND

- ← * → DUAL ENTRY PHASE
- ← * → SINGLE ENTRY PHASE
- ← * → PEDESTRIAN PHASE

* NUMBER REFERS TO ASSOCIATED PHASE

NOTES:

① AT THE BEGINNING OF STAGE 3, BAG AND DISCONNECT LEFT-TURN ARROW SIGNAL INDICATIONS PREVIOUSLY INSTALLED IN PREVIOUS STAGE. REUSE 7-CONDUCTOR CABLE INSTALLED IN PREVIOUS STAGE.

NOTE:

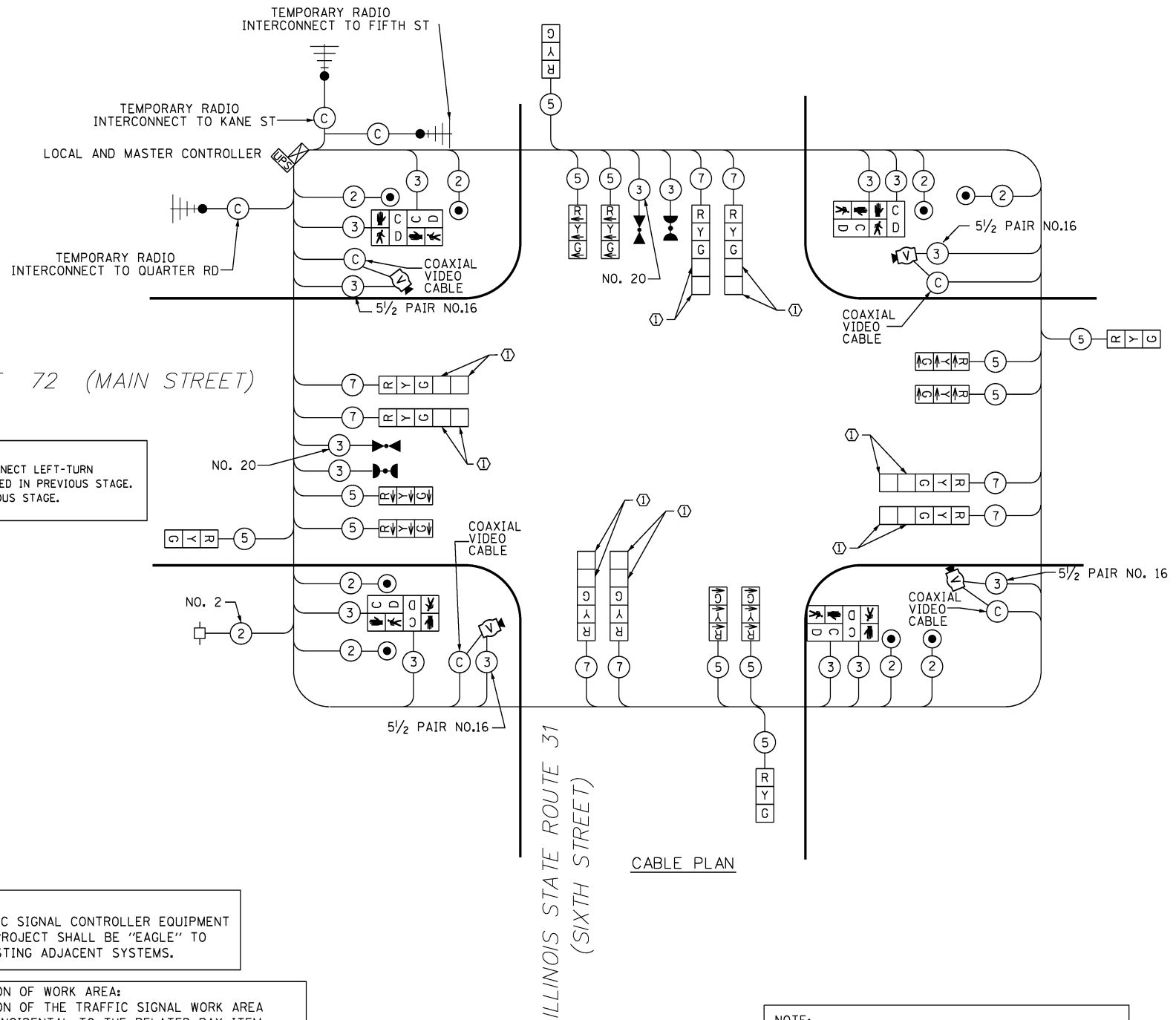
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH EXISTING ADJACENT SYSTEMS.

RESTORATION OF WORK AREA:

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

NOTE:

EMERGENCY VEHICLE PREEMPTION EQUIPMENT TO BE OPTICOM PER VILLAGE OF WEST DUNDEE.

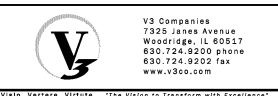


CABLE PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 31 (8TH ST) & IL 72 (MAIN ST):
TEMPORARY CABLE PLAN AND TEMPORARY PHASE
DESIGNATION DIAGRAM - STAGE 3

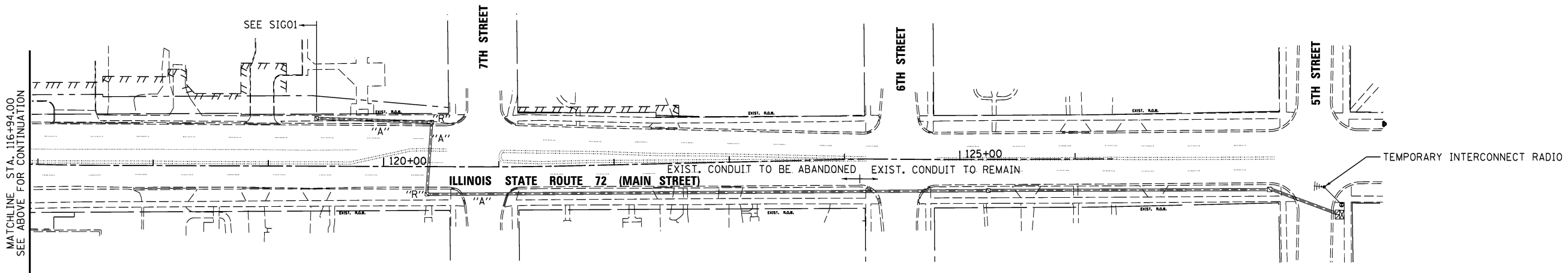
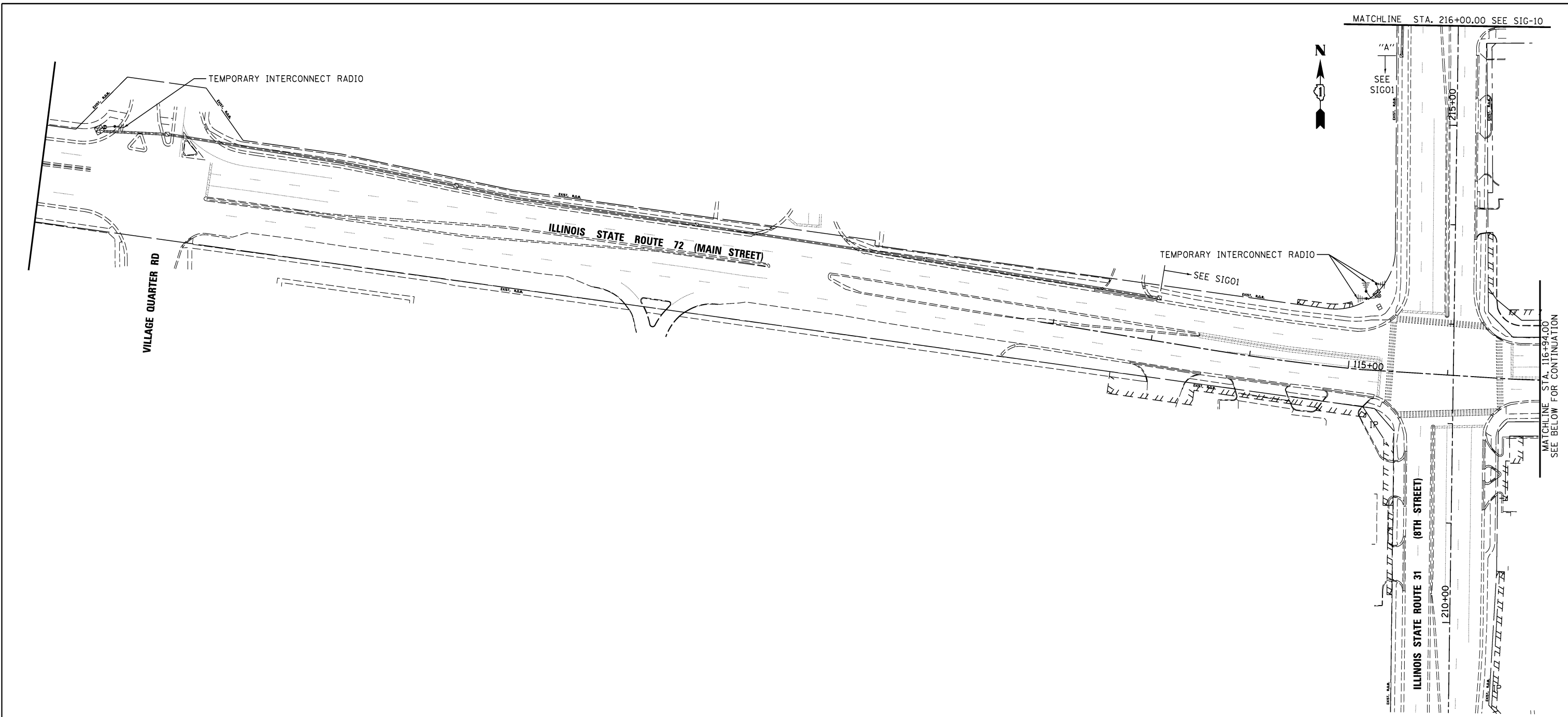
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	109
CONTRACT NO. 60A95				



USER NAME = #USER#	DESIGNED	REVISED
ESI	ESI	-
DRAWN	CHECKED	DATE
ESI	GJS	07/03/12
PLOT SCALE = #SCALE#	DATE	REVISED
		-
PLOT DATE = #DATE#	DATE	REVISED
		-

SCALE: 1" = 20' SHEET NO. 8 OF 16 SHEETS STA. TO STA.

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



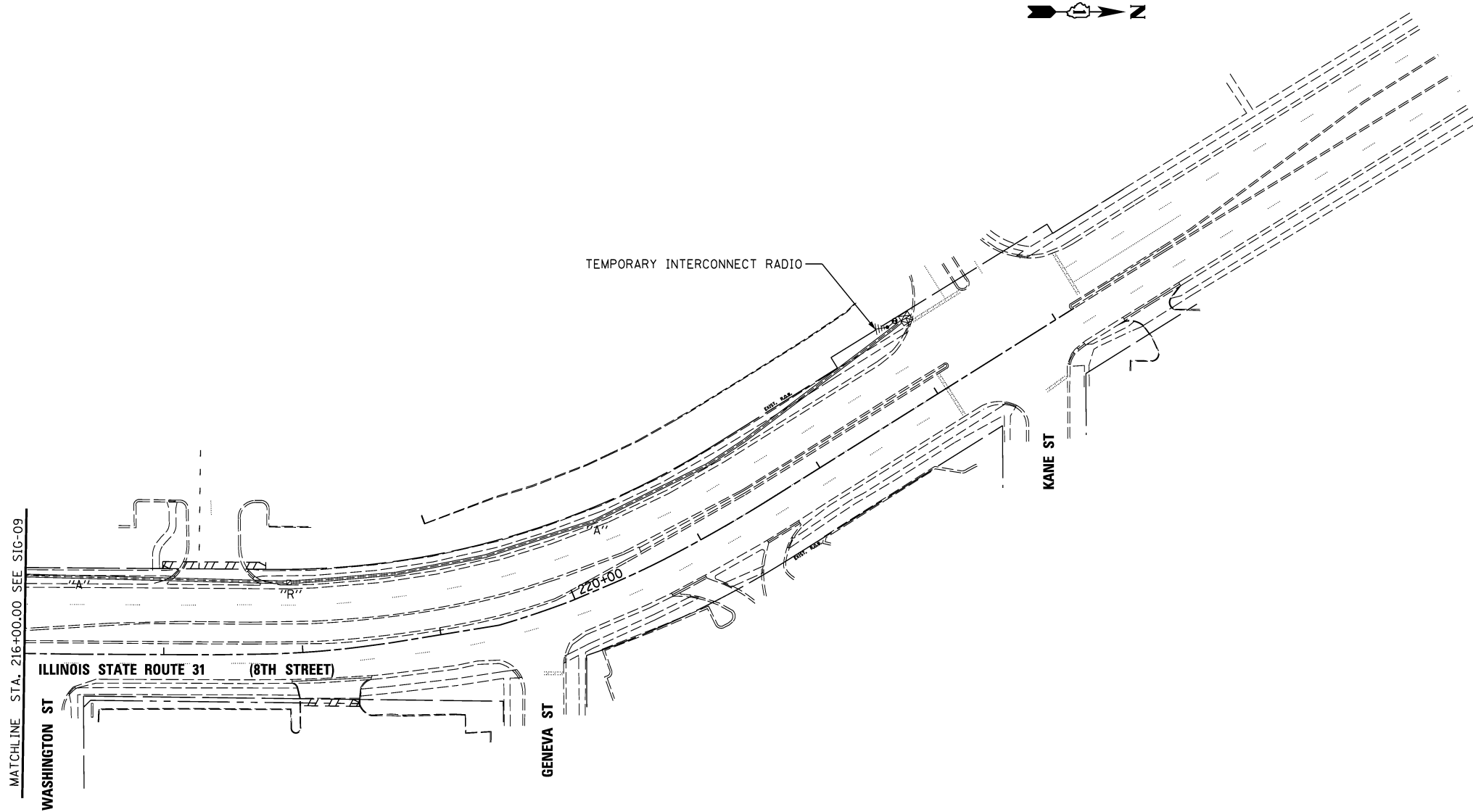
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	REVISED -	
CHECKED <i>GJS</i>	REVISED -	
DATE <i>07/03/12</i>	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST):
TEMPORARY TRAFFIC SIGNAL INTERCONNECT PLAN
AND REMOVAL – STAGES 1, 2 & 3**

SCALE: 1" = 50' SHEET NO. 9 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	110
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



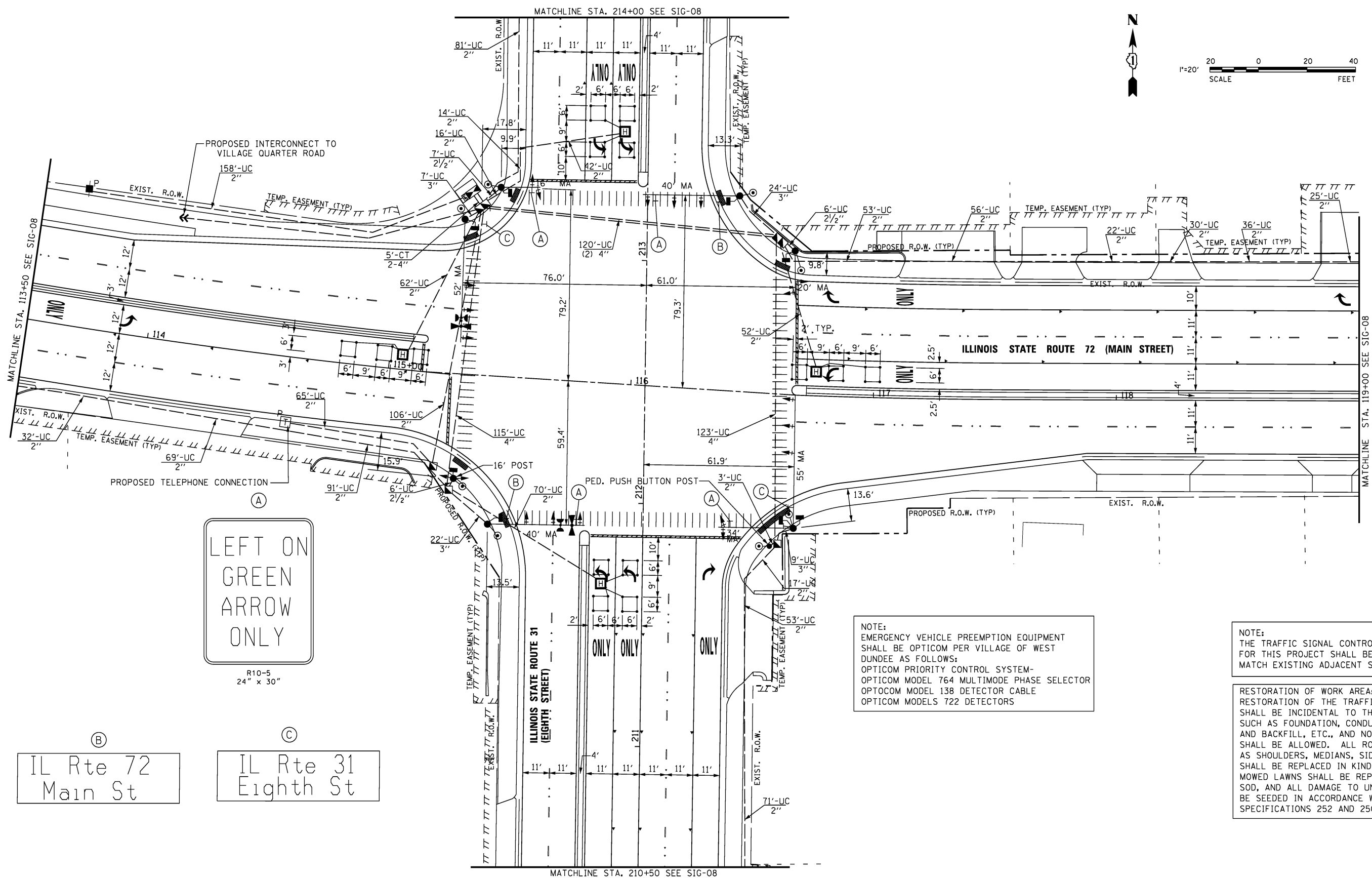
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
	DRAWN <i>ESI</i>	REVISED -
PLOT SCALE = #SCALE#	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = #DATE#	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST)
TEMPORARY TRAFFIC SIGNAL INTERCONNECT PLAN - STAGES 1, 2 & 3**

SCALE: 1" = 50' SHEET NO. 10 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	111
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LEFT ON
GREEN
ARROW
ONLY

R10-5
24" x 30"

IL Rte 72
Main St

IL Rte 31
Eighth St

NOTE:
EMERGENCY VEHICLE PREEMPTION EQUIPMENT
SHALL BE OPTICOM PER VILLAGE OF WEST
DUNDEE AS FOLLOWS:
OPTICOM PRIORITY CONTROL SYSTEM-
OPTICOM MODEL 764 MULTIMODE PHASE SELECTOR
OPTICOM MODEL 138 DETECTOR CABLE
OPTICOM MODELS 722 DETECTORS

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT
FOR THIS PROJECT SHALL BE "EAGLE" TO
MATCH EXISTING ADJACENT SYSTEMS.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

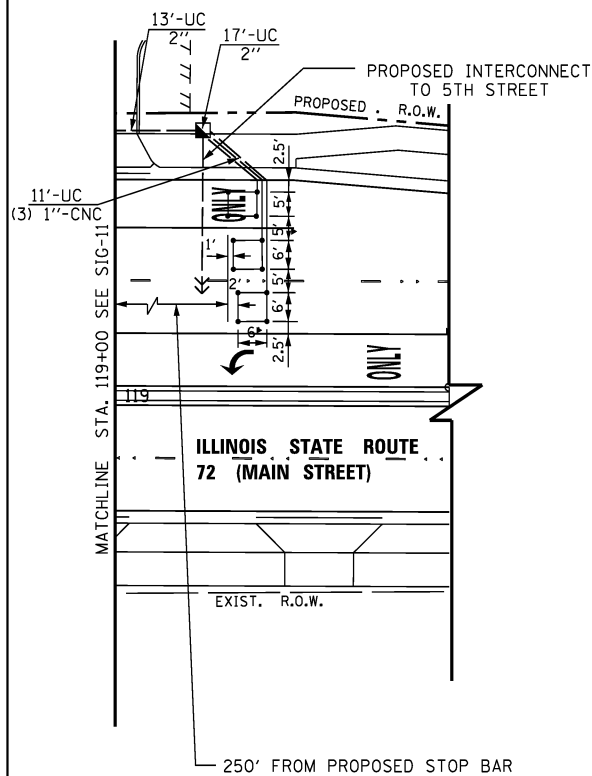
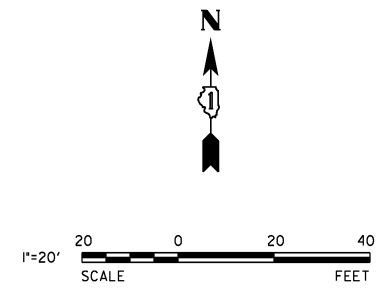
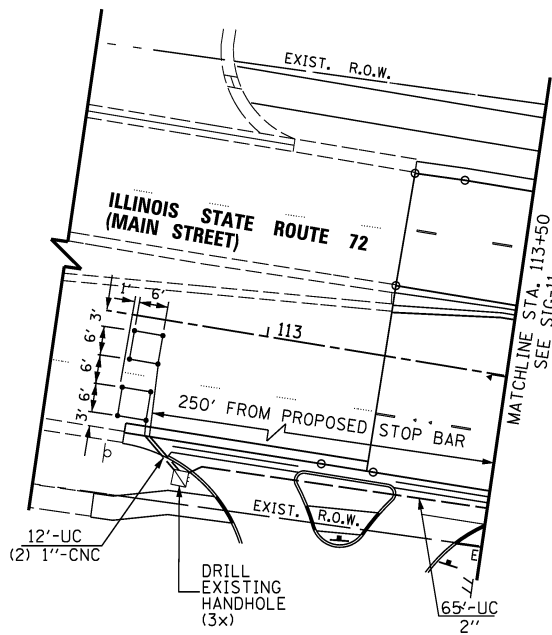
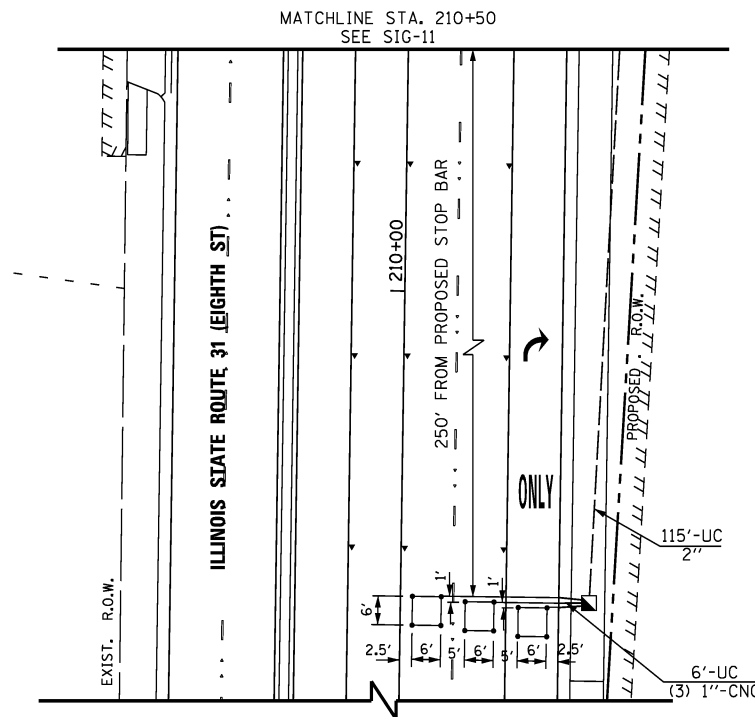
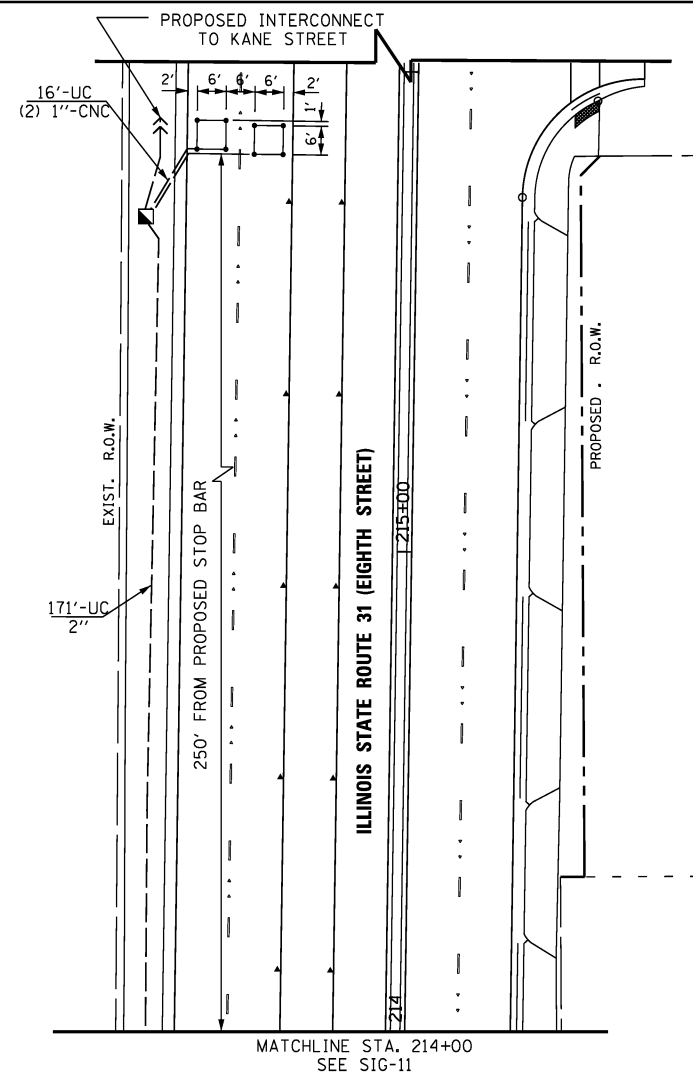
IL 31 (8TH ST) & IL 72 (MAIN ST):
TRAFFIC SIGNAL INSTALLATION PLAN



USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	REVISED -	
CHECKED <i>GJS</i>	REVISED -	
DATE <i>07/03/12</i>	REVISED -	

SCALE: 1" = 20' SHEET NO. 11 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	112
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



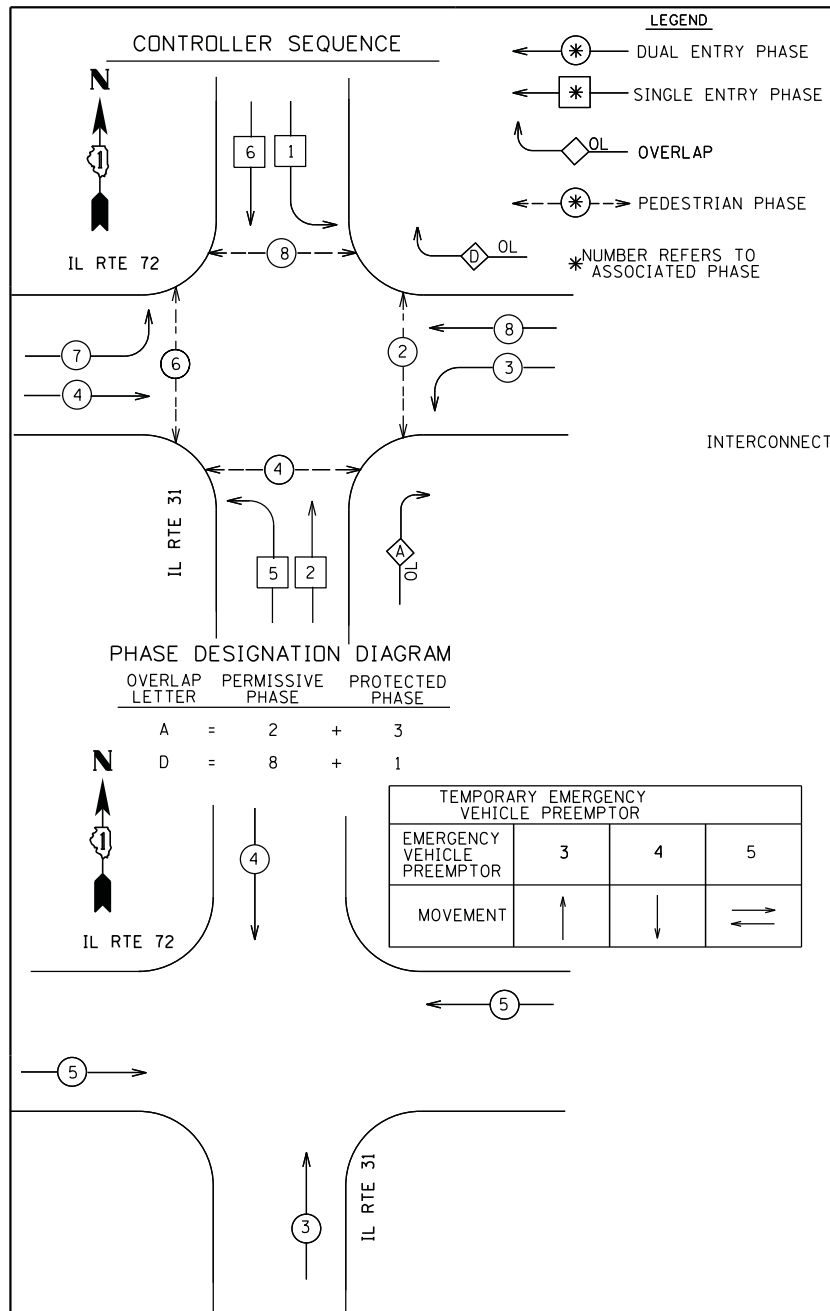
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	REVISED -	
PLOT SCALE = #SCALE#	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = #DATE#	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST):
TRAFFIC SIGNAL INSTALLATION**

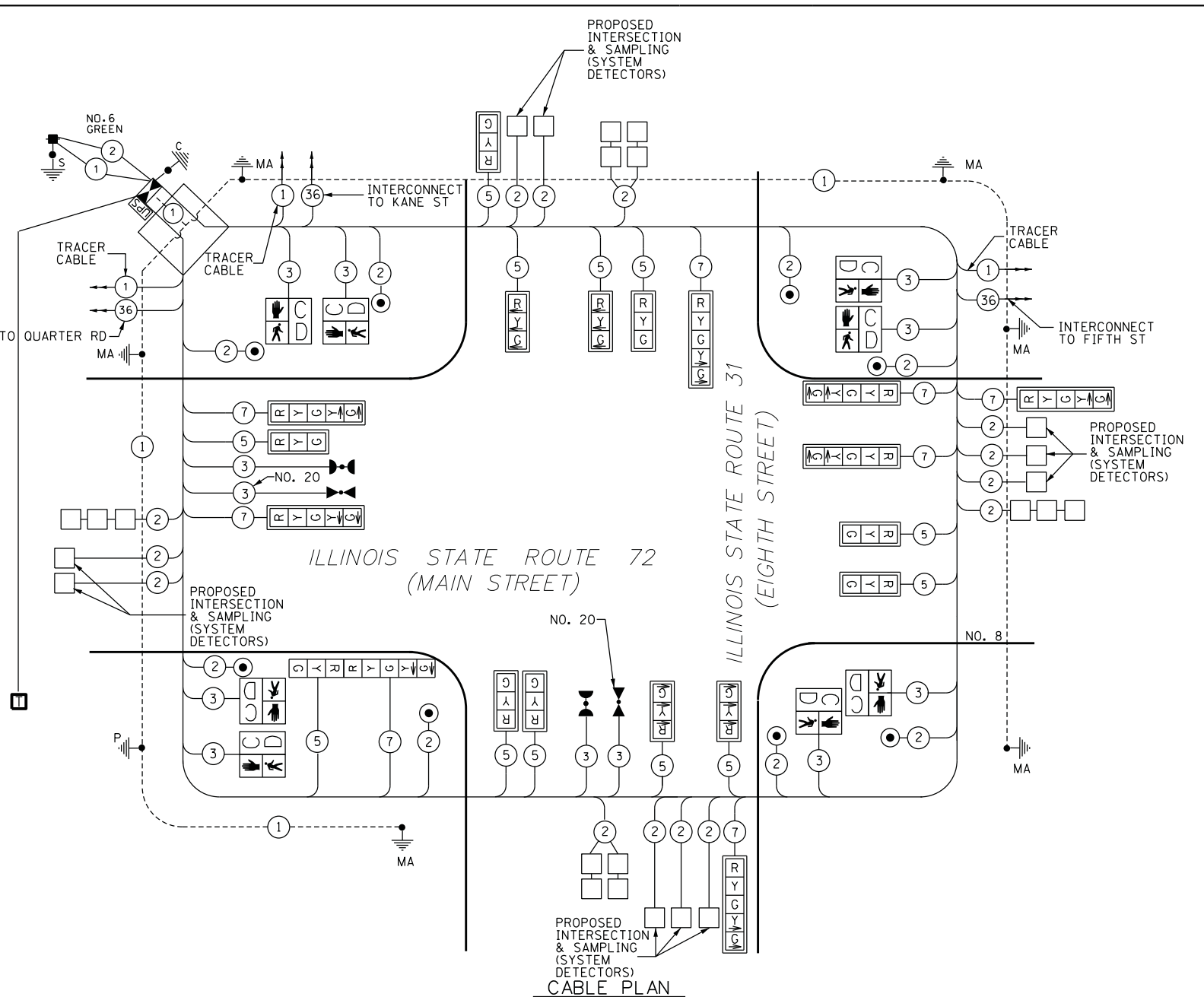
SCALE: 1" = 20' SHEET NO. 12 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	113
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



EMERGENCY VEHICLE PREEMPTION SEQUENCE

TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS*	WATTAGE INCAND. LED	%OPERATION		
SIGNAL (RED)	20	17	0.50	170.00	
(YELLOW)	20	25	0.25	125.00	
(GREEN)	20	15	0.25	75.00	
ARROW	16	12	0.10	19.20	
PED. SIGNAL	16	25	1.00	200.00	
CONTROLLER	8	100	1.00	100.00	
ILLUM. SIGN	1		0.05	0.0	
FLASHER			0.50		
ENERGY COSTS TO: IDOT DIVISION OF HIGHWAYS TOTAL = 689.20					
DISTRICT 1 201 W. CENTER COURT SCHAUMBURG, IL 60196					
ENERGY SUPPLY CONTACT: TIM TAMASON					
PHONE: 847-816-5521					
COMPANY: COMED					



SCHEDULE OF QUANTITIES

IDOT PAY CODE ITEM	UNITS	QUANTITIES	IDOT PAY ITEM	UNITS	QUANTITIES
SIGN PANEL - TYPE 1	SO FT	30	STEEL MAST ARM ASSEMBLY & POLE, 20 FT	EACH	1
SIGN PANEL - TYPE 2	SO FT	50	STEEL MAST ARM ASSEMBLY & POLE, 40 FT	EACH	2
SERVICE INSTALLATION, POLE MOUNTED	EACH	1	STEEL MAST ARM ASSEMBLY & POLE, 52 FT	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	2257	STEEL MAST ARM ASSEMBLY & POLE, WITH DUAL MAST ARMS 55 FT AND 34 FT	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	19	CONCRETE FOUNDATION, TYPE A	FOOT	8
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	67	CONCRETE FOUNDATION, TYPE C	FOOT	4
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	362	CONCRETE FOUNDATION, TYPE E, 36 DIAMETER	FOOT	73
HANDHOLE	EACH	8	DRILL EXISTING HANDHOLE	EACH	3
HEAVY DUTY HANDHOLE	EACH	4	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	11
DOUBLE HANDHOLE	EACH	2	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	7
MASTER CONTROLLER (SPECIAL)	EACH	1	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	1
TRANSCEIVER - FIBER OPTIC	EACH	1	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 2C	FOOT	1452	TRAFFIC SIGNAL BACKPLATE	EACH	18
ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 3C	FOOT	1792	INDUCTIVE LOOP DETECTOR	EACH	14
ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 5C	FOOT	2528	DETECTOR LOOP, TYPE 1	FOOT	1003
ELECTRIC CABLE IN CONDUIT, SIGNAL NO 14 7C	FOOT	1807	LIGHT DETECTOR	EACH	2
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE NO 20 1/C	FOOT	339	LIGHT DETECTOR AMPLIFIER	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO 14 1 PAIR	FOOT	4582	PEDESTRIAN PUSH-BUTTON	EACH	8
ELECTRIC CABLE IN CONDUIT, SERVICE, NO 6 2C	FOOT	158	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CABLE NO 6 1C	FOOT	589	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
TRAFFIC SIGNAL POST, 16	EACH	1	REMOVE EXISTING HANDHOLE	EACH	13
STEEL MAST ARM ASSEMBLY AND POLE, 16 FT.	EACH	1	REMOVE EXISTING CONCRETE FOUNDATION	EACH	11
PEDESTRIAN PUSH BUTTON POST	EACH	1	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1
			UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
			TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

* 100% OF EMERGENCY VEHICLE PREEMPTION EQUIPMENT COSTS WILL BE PAID BY VILLAGE OF WEST DUNDEE.

NOTE:
EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE OPTICOM PER VILLAGE OF WEST DUNDEE AS FOLLOWS:
OPTICOM PRIORITY CONTROL SYSTEM-
OPTICOM MODEL 764 MULTIMODE PHASE SELECTOR
OPTICOM MODEL 138 DETECTOR CABLE
OPTICOM MODELS 722 DETECTORS

NOTE:
THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "EAGLE" TO MATCH EXISTING ADJACENT SYSTEMS.

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

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



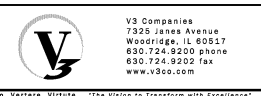
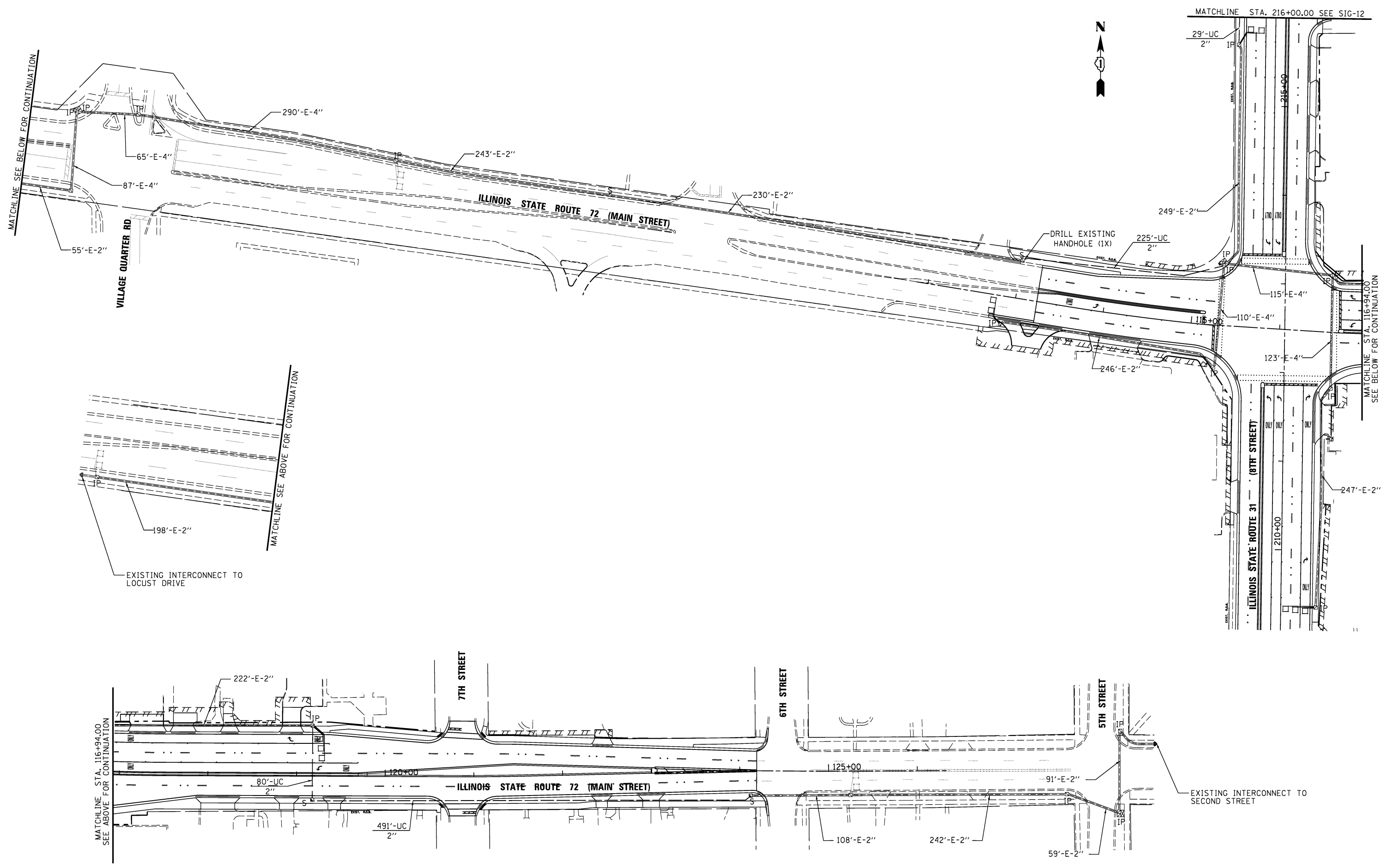
USER NAME = *USER*	DESIGNED <i>ESI</i>	REVISED - <i>08/29/12</i>
	DRAWN <i>ESI</i>	REVISED -
PLOT SCALE = *SCALE*	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = *DATE*	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST)
SCHEDULE OF QUANTITIES, CABLE PLAN, PHASE DESIGNATION
DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	114
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SCALE: N.T.S. SHEET NO. 13 OF 16 SHEETS STA. TO STA.



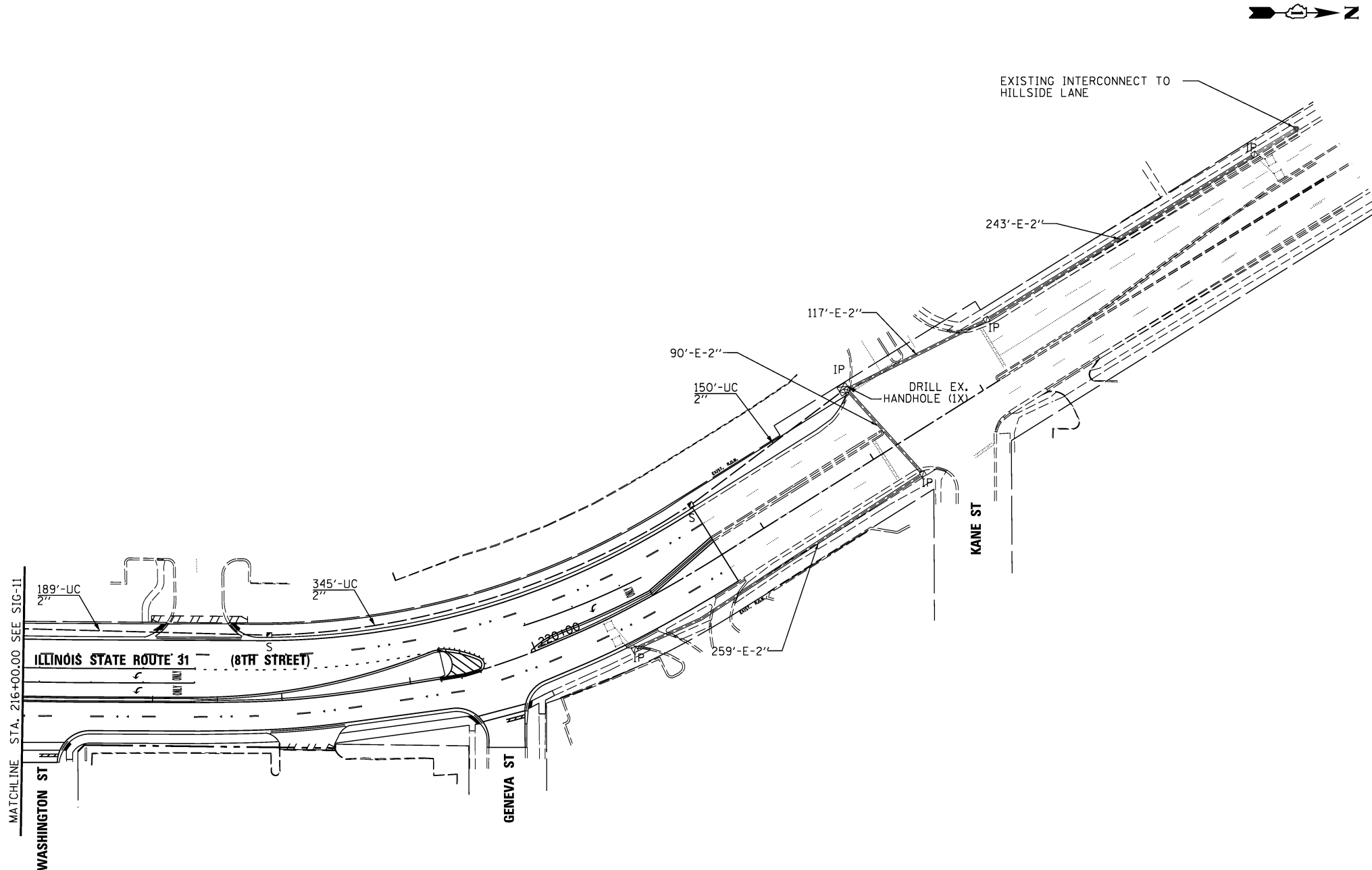
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	REVISED -	
PLOT SCALE = #SCALE#	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = #DATE#	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST)
TRAFFIC SIGNAL INTERCONNECT PLAN**

SCALE: 1" = 50' SHEET NO. 14 OF 16 SHEETS STA. TO STA.

F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 153	SHEET NO. 115
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MATCHLINE STA. 216+00.00 SEE SIG-11

ILLINOIS STATE ROUTE 31 (8TH STREET)

WASHINGTON ST

GENEVA ST

KANE ST

EXISTING INTERCONNECT TO HILLSIDE LANE

243'-E-2''

117'-E-2''

90'-E-2''

150'-UC
2''

DRILL EX. HANDHOLE (1X)

259'-E-2''

345'-UC
2''

189'-UC
2''



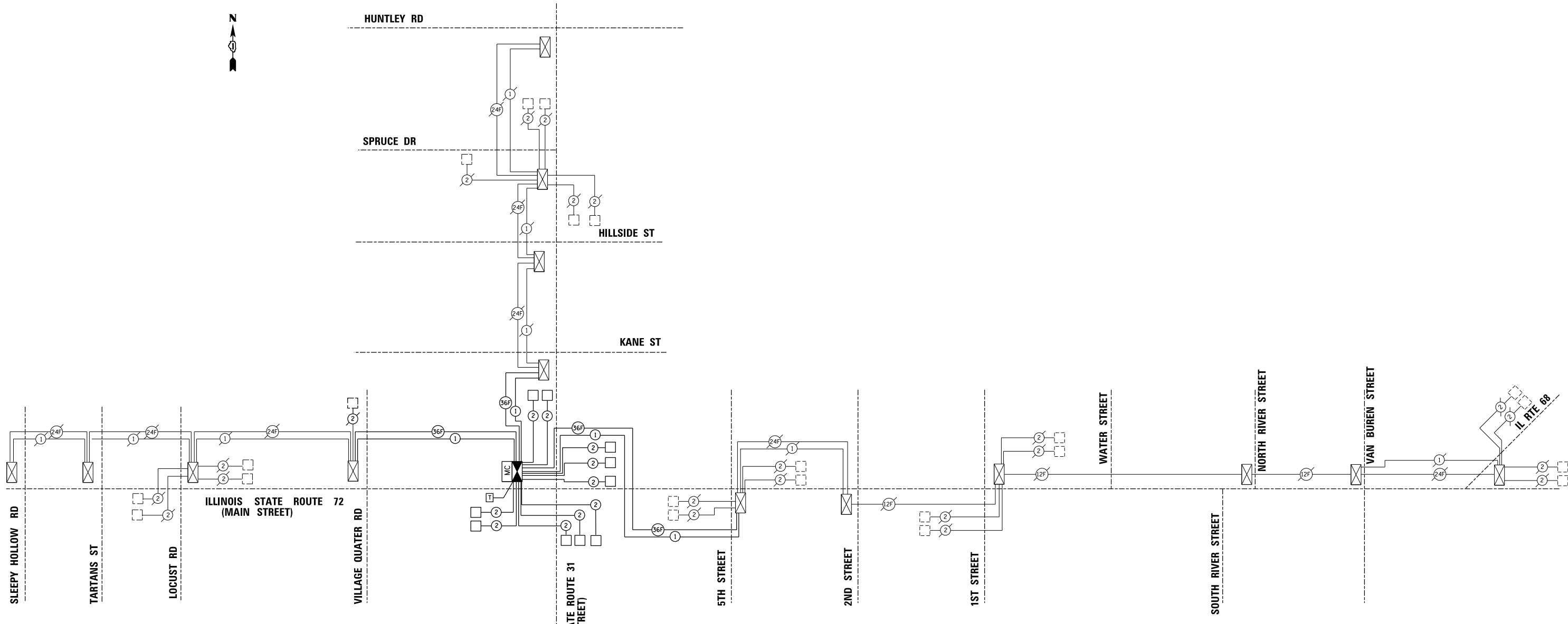
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
	DRAWN <i>ESI</i>	REVISED -
PLOT SCALE = #SCALE#	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = #DATE#	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL 31 (8TH ST) & IL 72 (MAIN ST)
TRAFFIC SIGNAL INTERCONNECT PLAN**

SCALE: 1" = 50' SHEET NO. 15 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	116
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



INTERCONNECT SCHEDULE OF QUANTITIES

	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	968
HANDHOLE	EACH	4
ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	3,885
DRILL EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3,686
FIBER OPTIC CABLE IN CONDUIT, NO 62.5/125, MM12F, SM24F	FOOT	3,885
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM - LEVEL 2	EACH	1



USER NAME = \$USER*	DESIGNED <i>ESI</i>	REVISED - <i>08/01/12</i>
PLOT SCALE = \$SCALE*	DRAWN <i>ESI</i>	REVISED -
PLOT DATE = \$DATE*	CHECKED <i>GJS</i>	REVISED -
	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

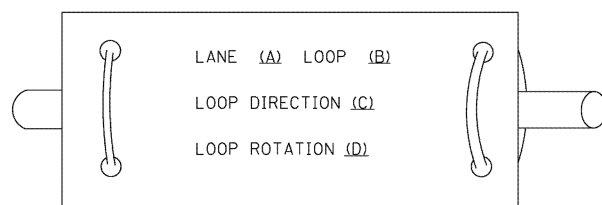
IL 31 (8TH ST) & IL 72 (MAIN ST) INTERCONNECT SCHEMATIC	
SCALE: N.T.S.	SHEET NO. 16 OF 16 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	117
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

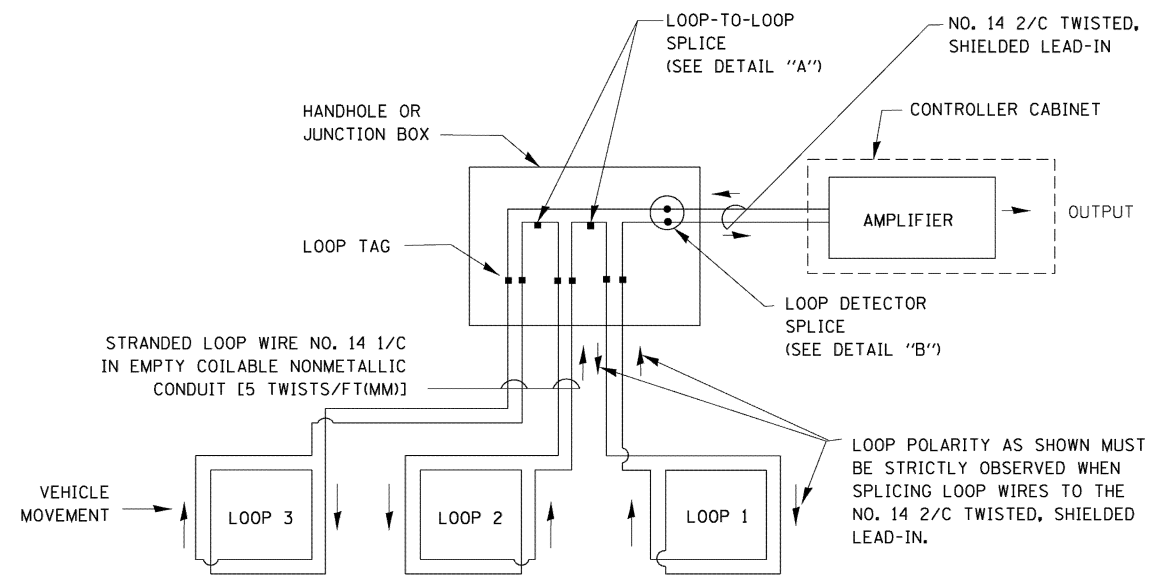
LOOP DETECTOR NOTES

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

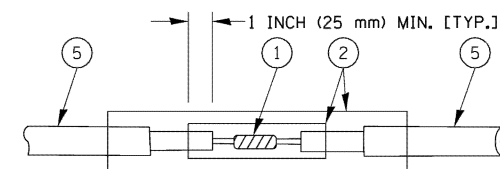


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

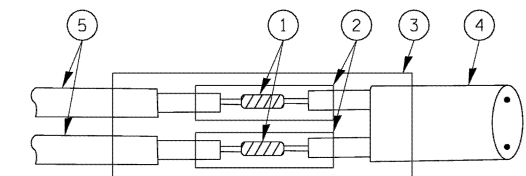


DETECTOR LOOP WIRING SCHEMATIC

- 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.

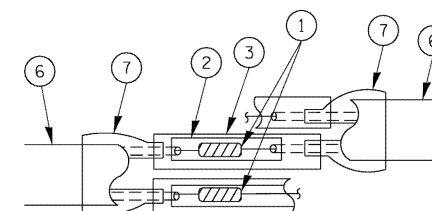


DETAIL "A" LOOP-TO-LOOP SPLICE



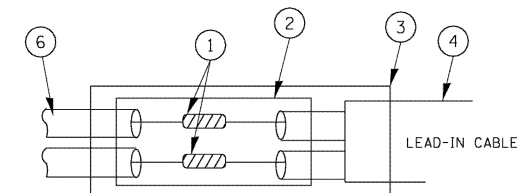
DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE

PREFORMED 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.
- 2 WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- 3 WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PREFORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = kanthaphixaybo	DESIGNED - DAD	REVISED -
ca:\pwork\pwork\WIDOT\KANTHAPHIXAYBO\d011264\tr\ffc_1.legend.v7.dgn		DRAWN - BCK	REVISED -
PLOT SCALE = 20.0000' / IN.		CHECKED - DAD	REVISED -
PLOT DATE = 10/6/2009		DATE - 10/28/09	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

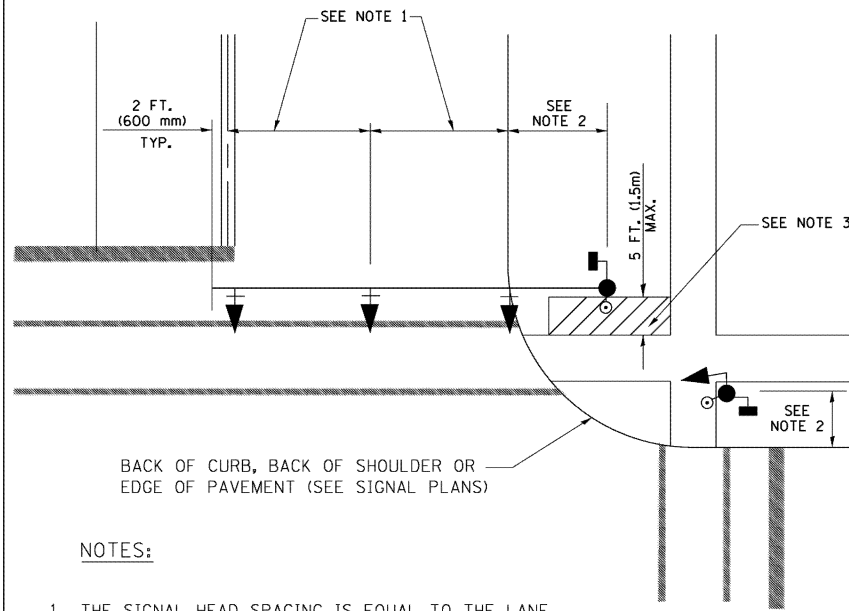
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	118
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 60A95	

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

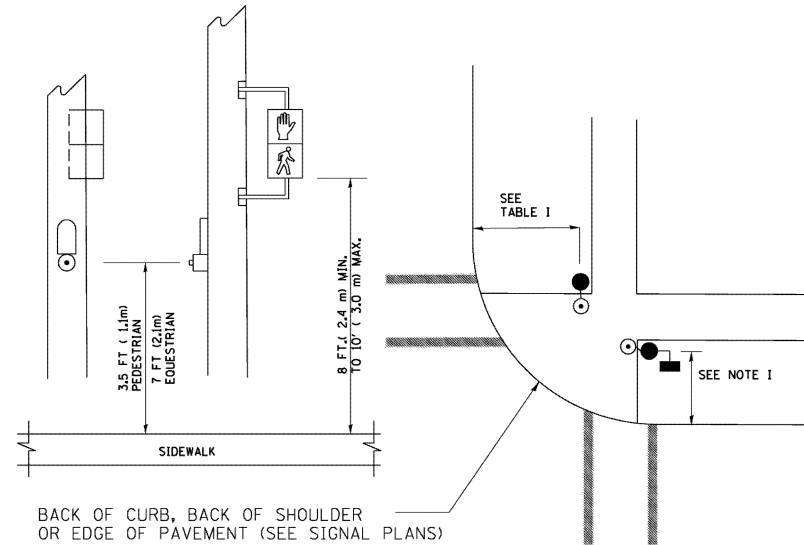
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

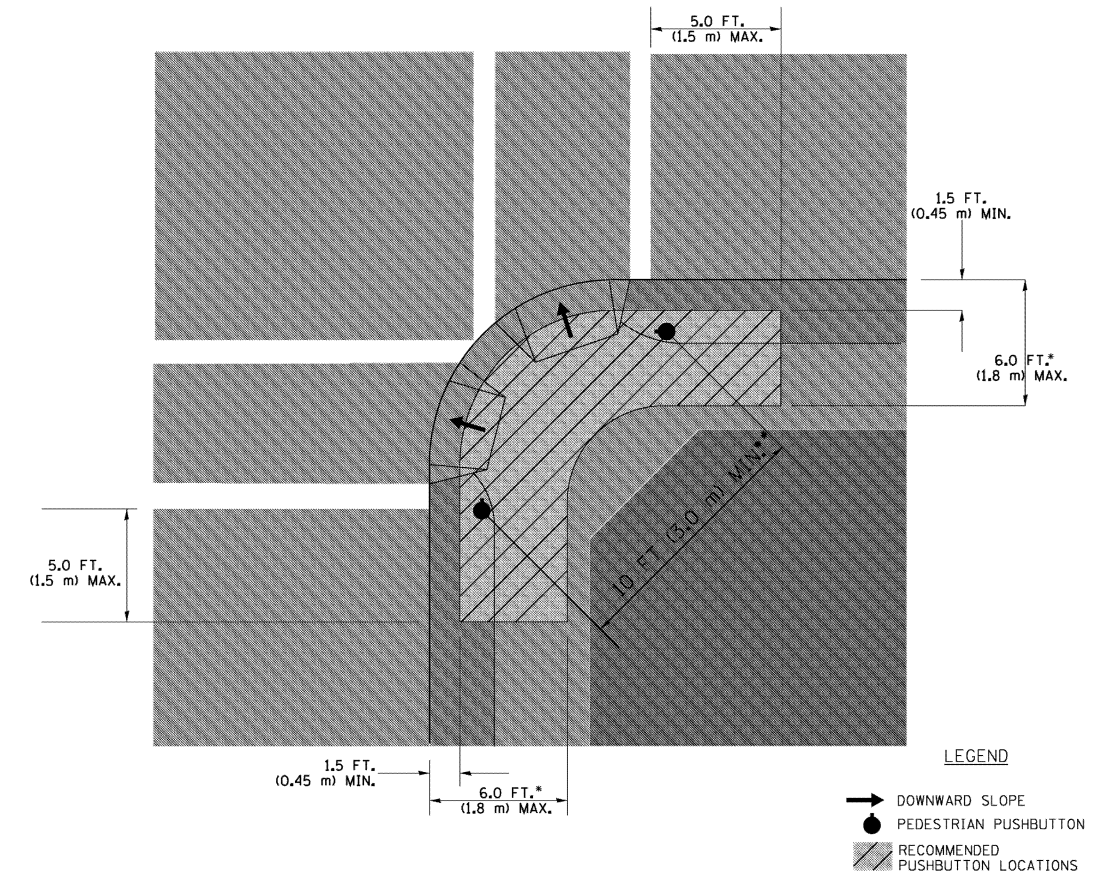
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

1. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
2. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE PEDESTRIAN SIGNAL POST OR THE PEDESTRIAN PUSH BUTTON POST.
3. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
4. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

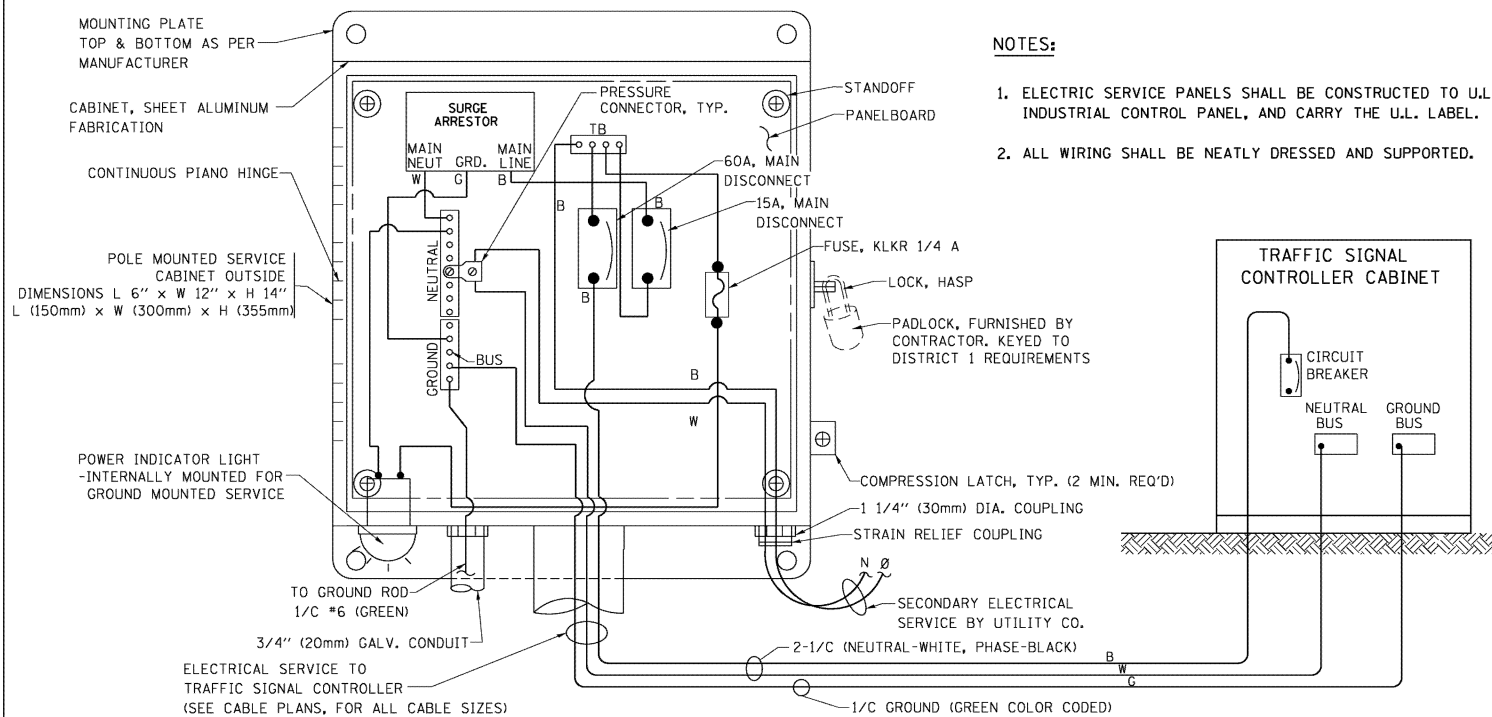
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) OF A VEHICULAR SIGNAL FACE THAT IS NOT LOCATED OVER A HIGHWAY SHALL BE AT LEAST 8 FT (2.4 m) BUT NOT MORE THAN 19 FT (5.8 m) ABOVE THE SIDEWALK OR, IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
3. THE BOTTOM OF THE SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARDS 877001, 877002, 877006, 877011 AND 877012 WITH A MINIMUM OF 16 FT (5.0 m) AND A MAXIMUM OF 18 FT. (5.5 m) FROM THE HIGHEST POINT OF PAVEMENT.
4. THE BOTTOM OF THE TEMPORARY SPAN WIRE MOUNTED SIGNAL HOUSING AND ANY RELATED ATTACHMENTS TO A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL BE ACCORDING TO CURRENT STATE STANDARD 880001 WITH A MINIMUM OF 17 FT (5.18 m) FROM THE HIGHEST POINT OF PAVEMENT.
5. THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

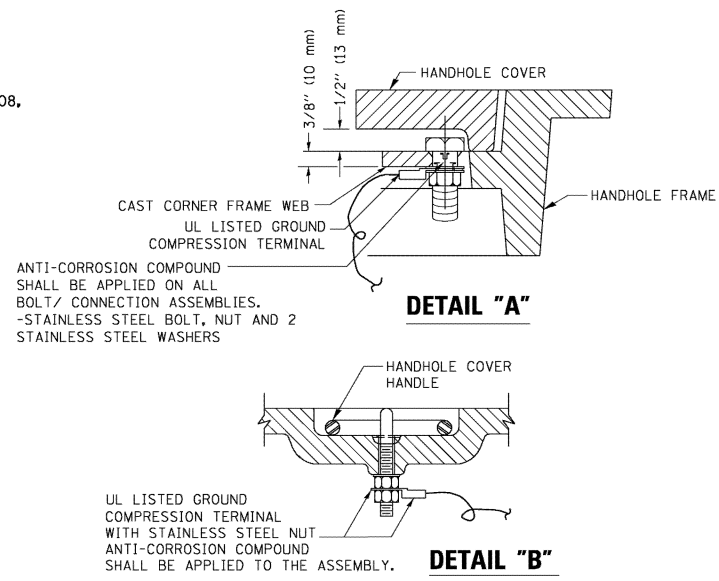
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

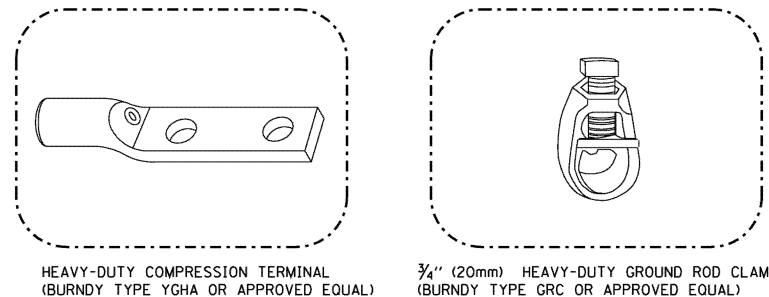
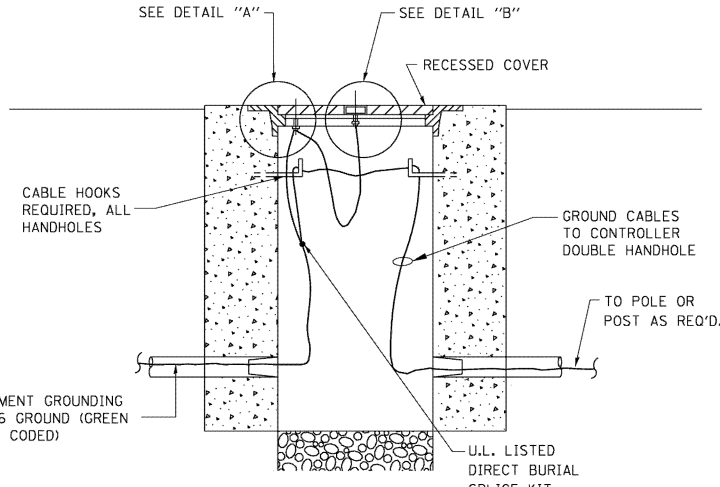


- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
 2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

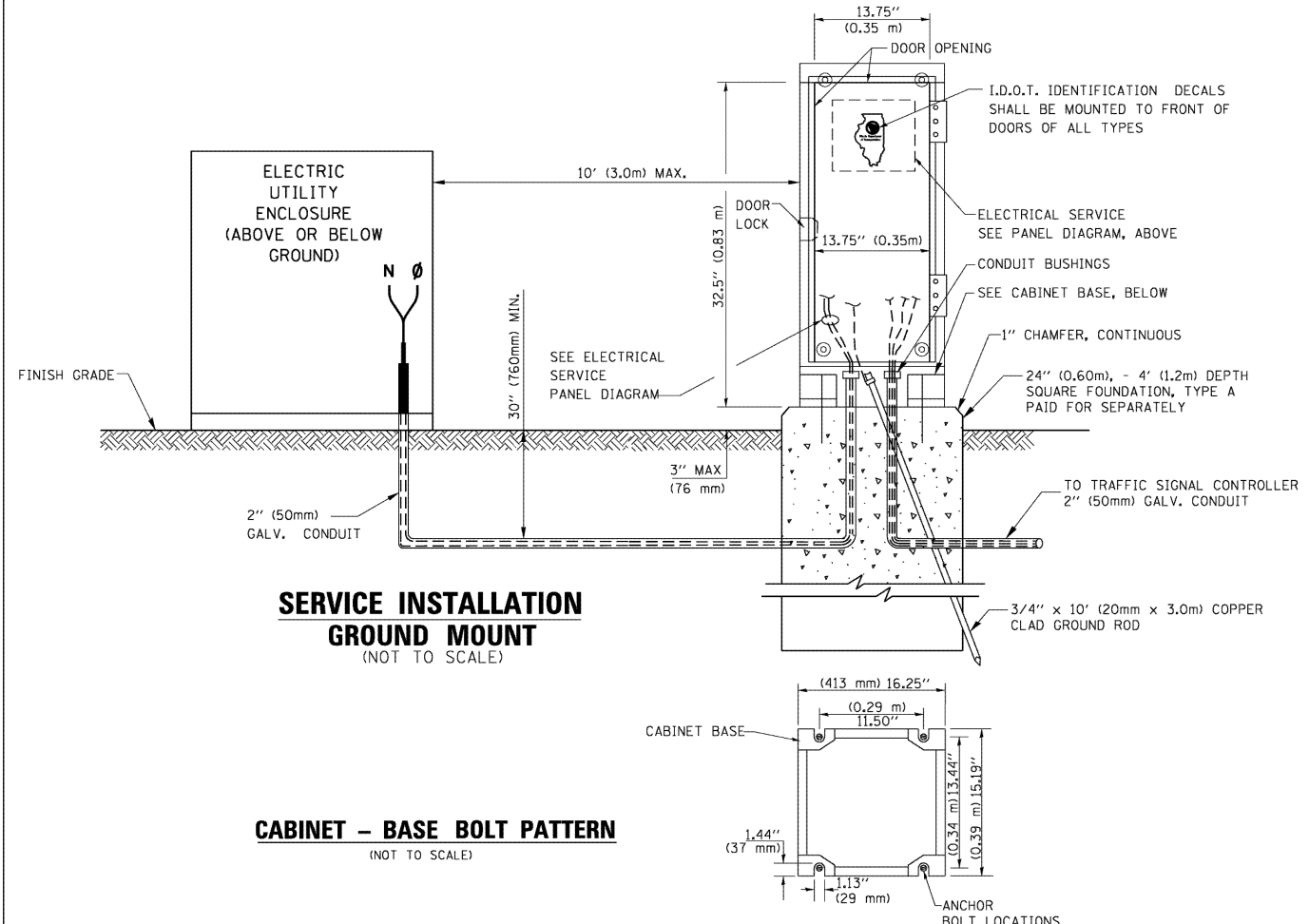
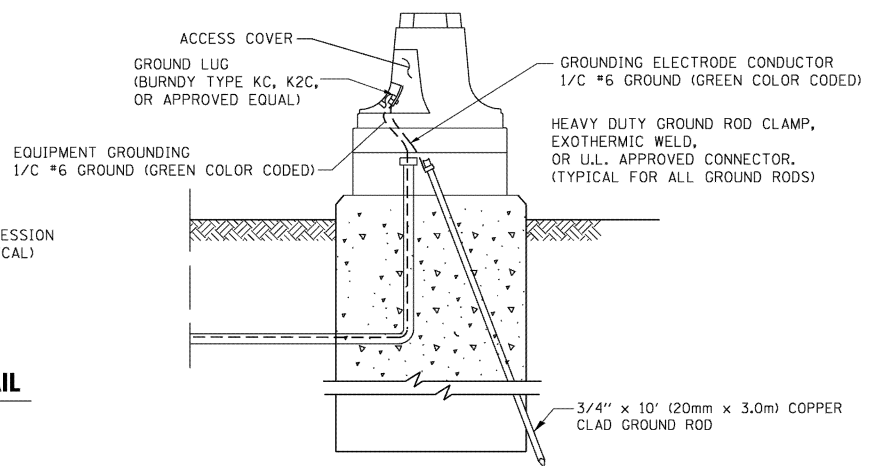
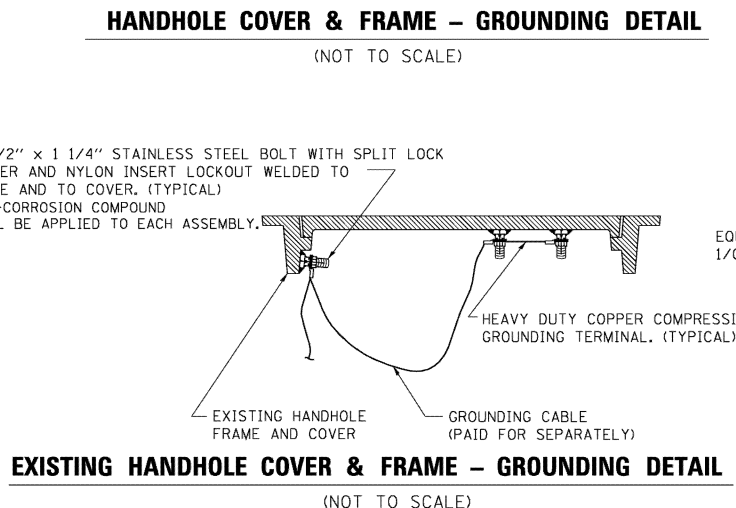


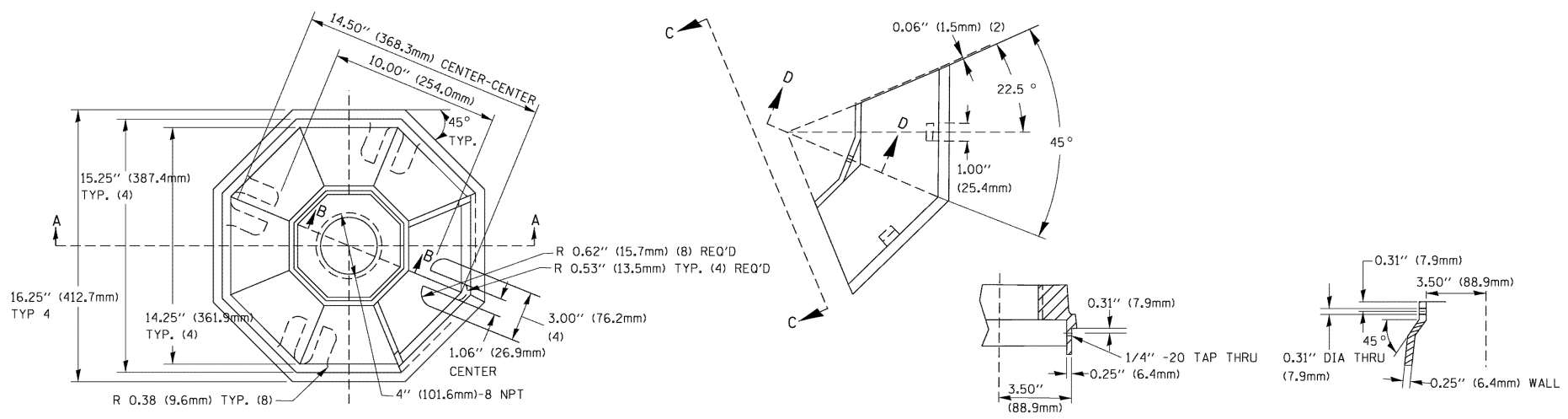
- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED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

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



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

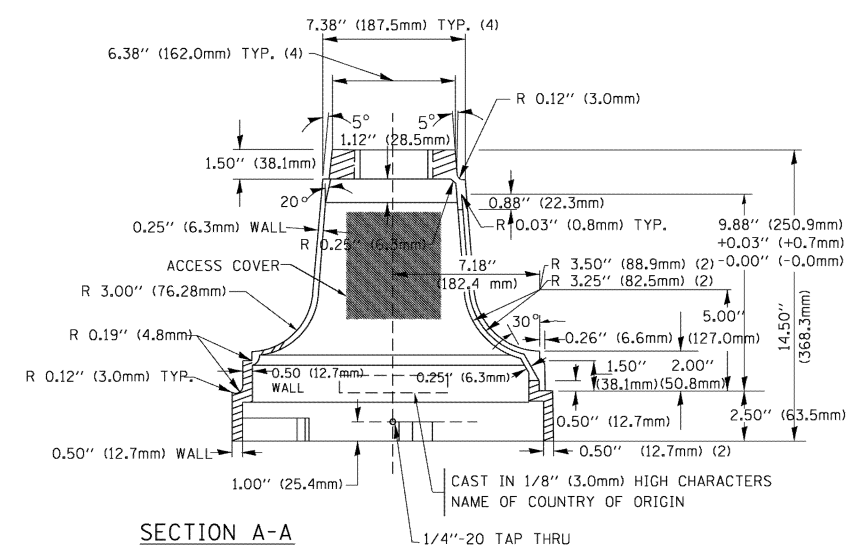




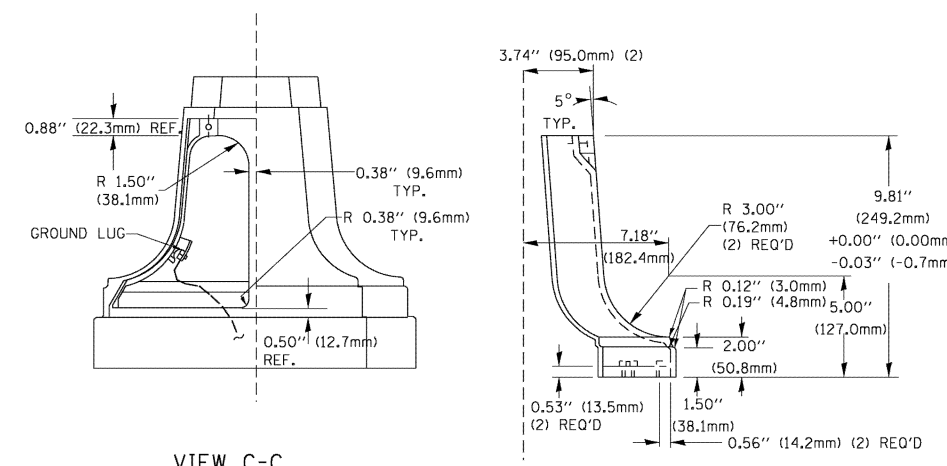
TOP VIEW

SECTION B-B

SECTION D-D

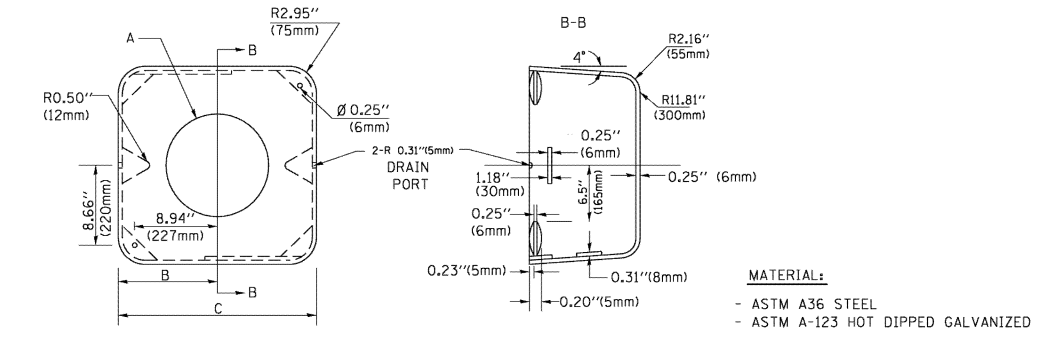


SECTION A-A



VIEW C-C

TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

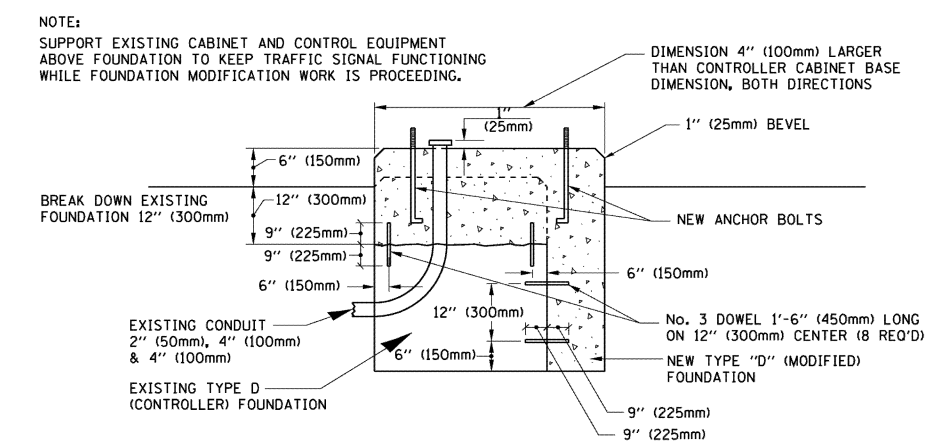


SHROUD

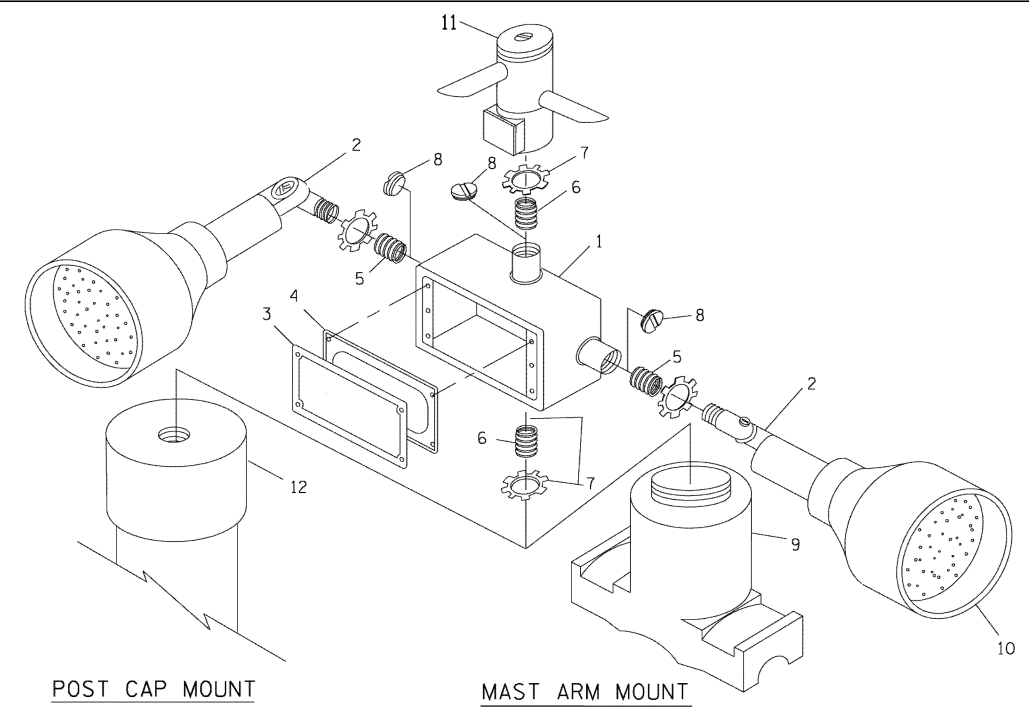
A	B	C	HEIGHT	WEIGHT
VARIES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIES	18.5\" (470mm)	37\" (940mm)	7\" (178mm) - 12\" (300mm)	126 lbs (57 kg)

NOTES:

- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



MODIFY EXISTING TYPE "D" FOUNDATION



POST CAP MOUNT

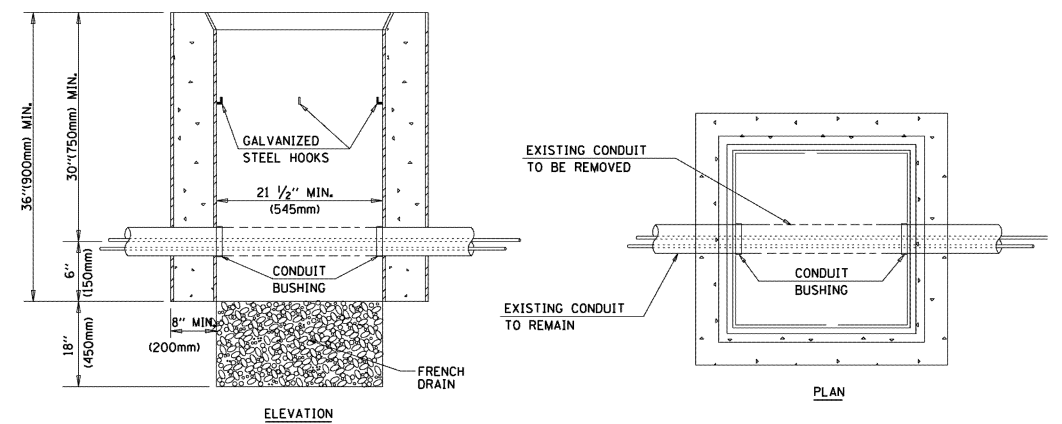
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\" (19 mm) CLOSE NIPPLE
7	3/4\" (19 mm) LOCKNUT
8	3/4\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

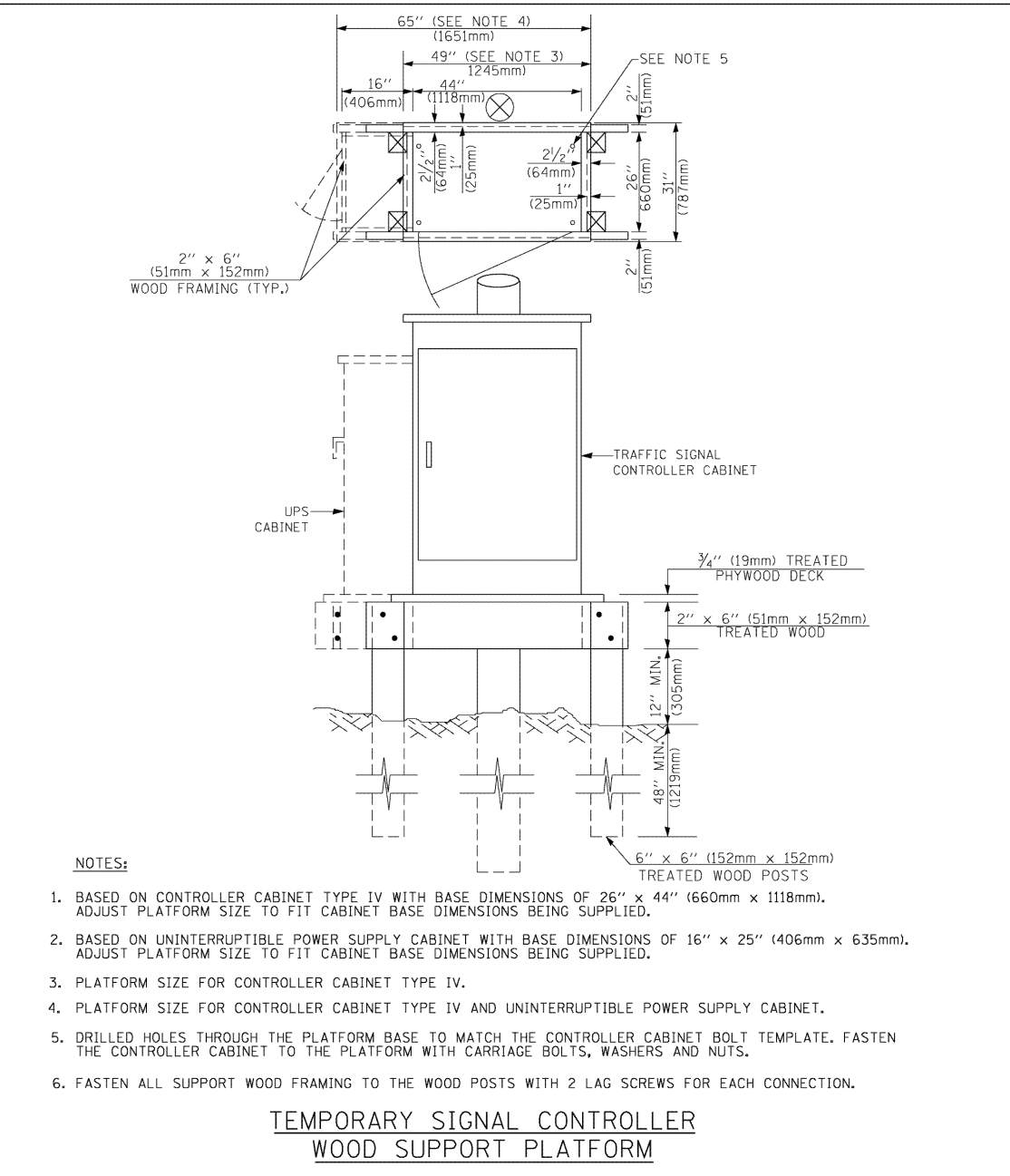
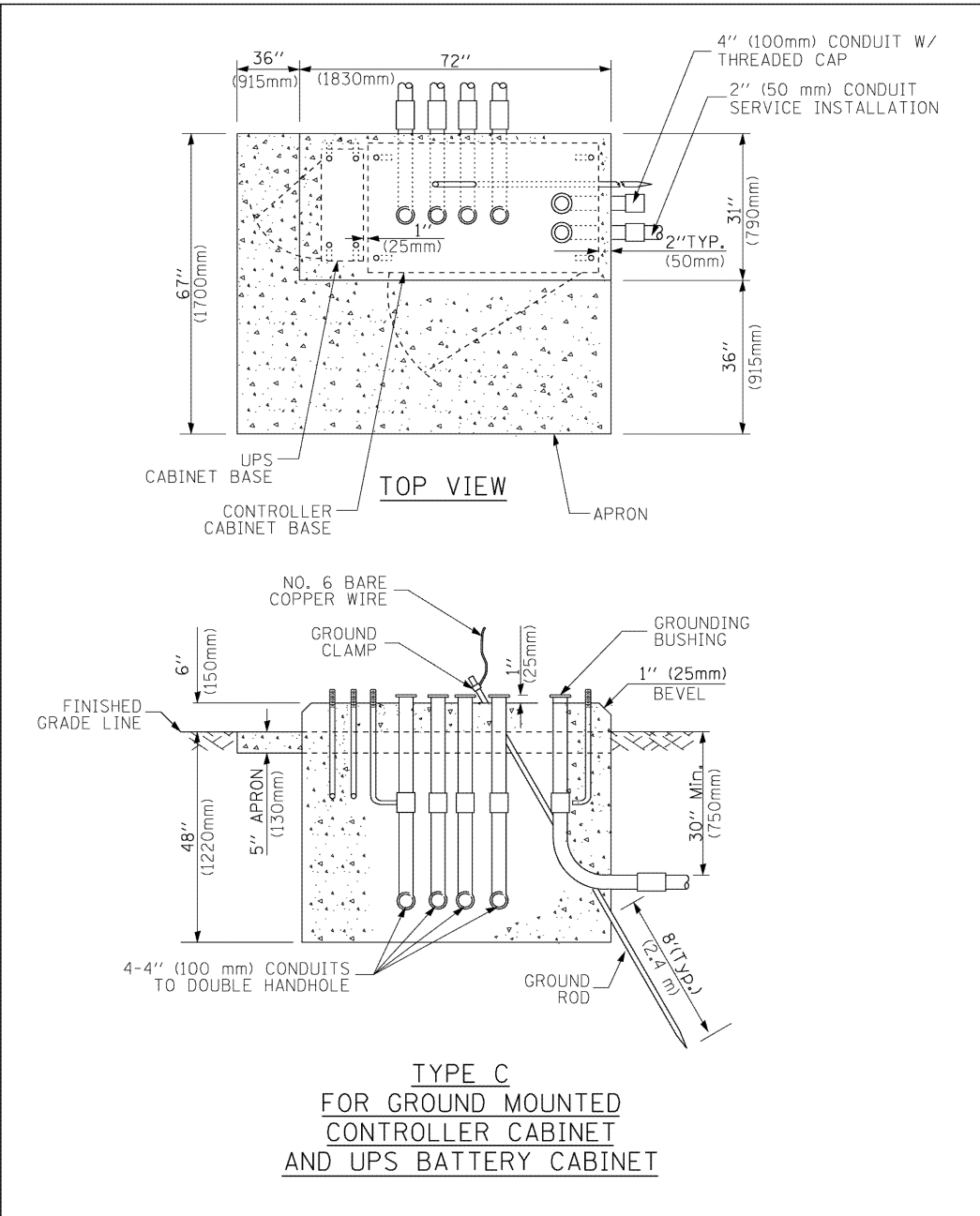
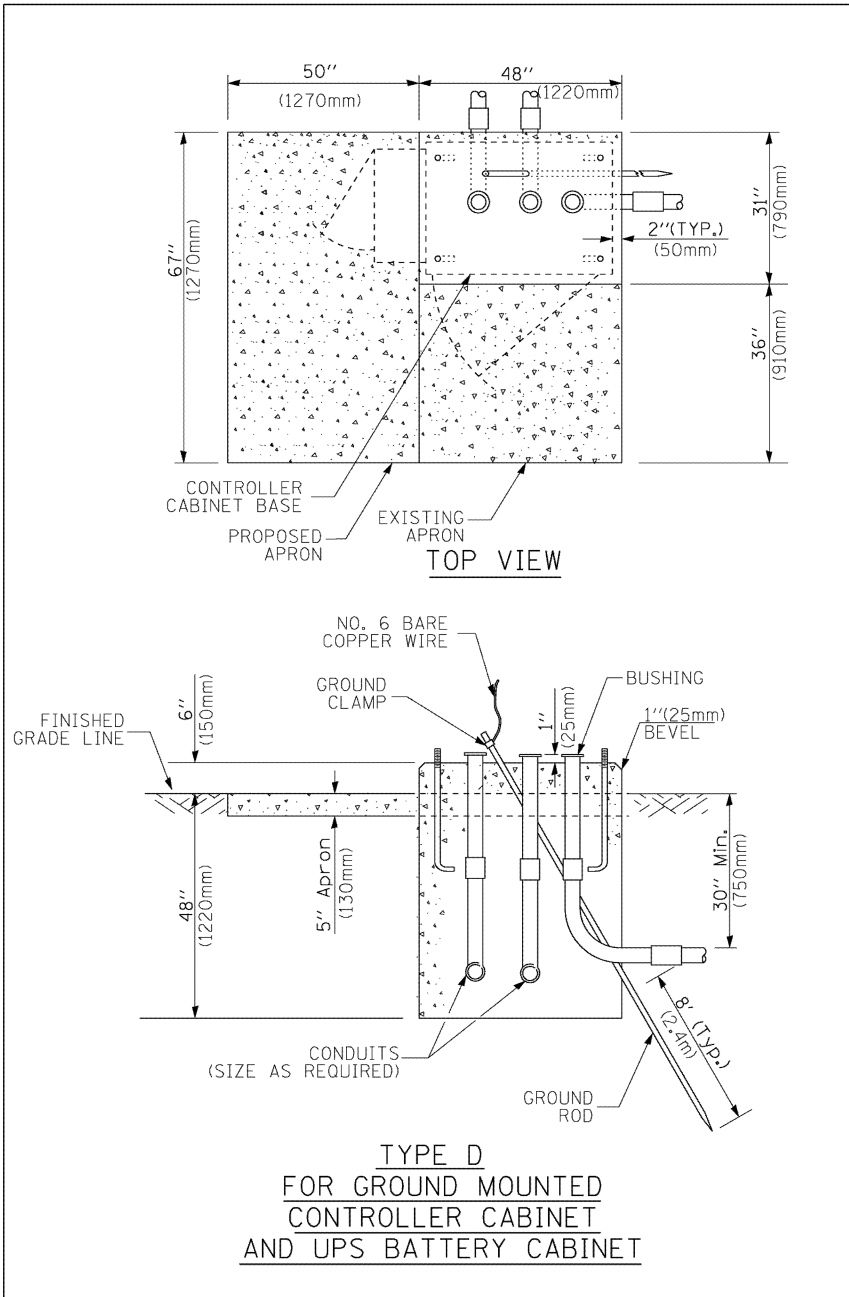
- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-0-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION UNIT SHALL BE MOUNTED DIRECTLY ON TOP OF THE CAP BY DRILLING AND TAPPING A 3/4\" (19 mm) HOLE WITH PIPE THREADS. THE POST CAP SHALL EITHER BE SCREWED TO THE TOP OF THE POST OR A MINIMUM OF 3 TIGHTENING SCREWS SHALL BE REQUIRED ON EACH CAP.



NOTES:

- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT



- NOTES:**
1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
 3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
 4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
 5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
 6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

CABLE SLACK LENGTH	FEET	METER
HANDHOLE	6.5	2.0
DOUBLE HANDHOLE	13.0	4.0
SIGNAL POST	2.0	0.6
MAST ARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

VERTICAL CABLE LENGTH	FEET	METER
MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD) (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
BRACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
PEDESTRIAN PUSH BUTTON	6.0	2.0
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
SERVICE INSTALLATION GROUND MOUNT	6.0	2.0
FOUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

VERTICAL CABLE LENGTH

FOUNDATION	DEPTH
TYPE A - Signal Post	4'-0" (1.2m)
TYPE C - CONTROLLER W/ UPS	4'-0" (1.2m)
TYPE D - CONTROLLER	4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

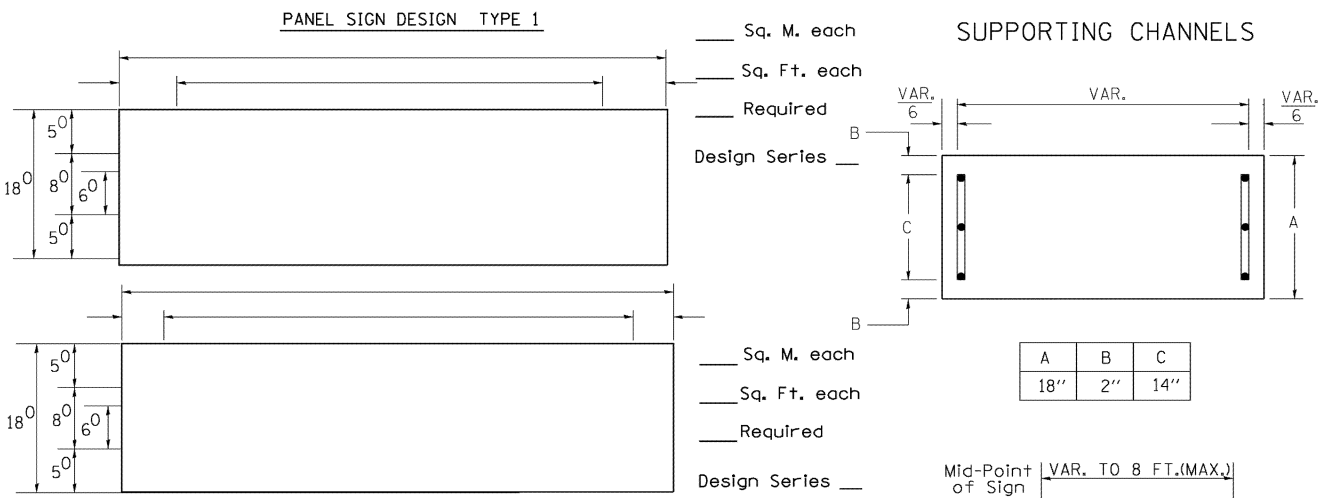
DEPTH OF FOUNDATION

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	24" (600mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- NOTES:**
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average unconfined compressive strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
 2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
 3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations.
 4. For mast arm assemblies with dual arms refer to state standard 878001.

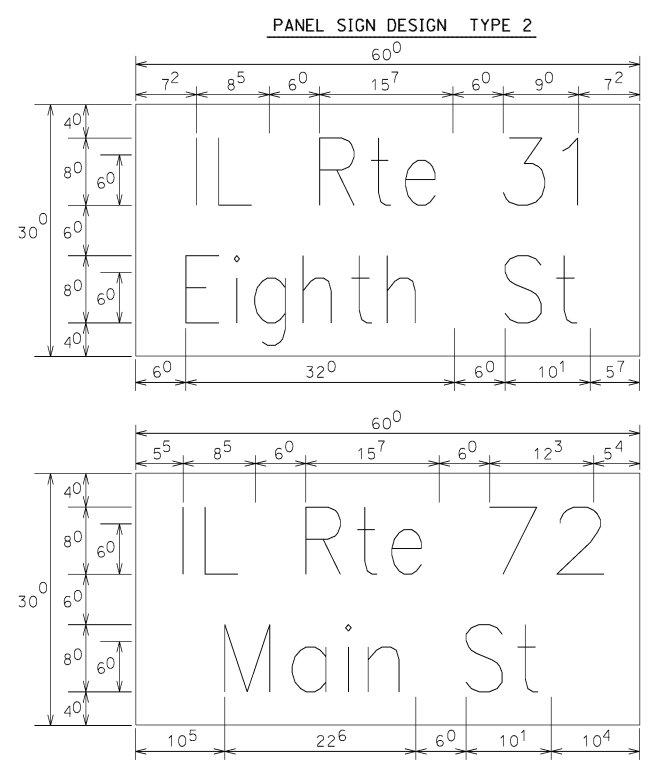
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

EXAMPLE, 2⁽³⁾ DENOTES $\frac{3}{8}$

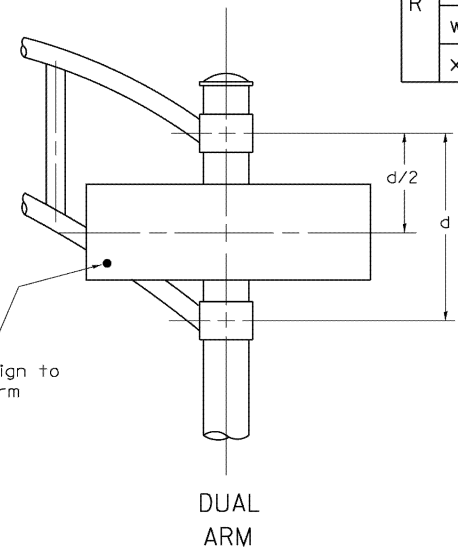


A	B	C
18"	2"	14"

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS



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



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

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

SERIES	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	g o q	m n p r u														
A W X	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ²	1 ⁴
B	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁶	1 ⁷
C E G	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
D O Q R	1 ⁴	1 ⁵	2 ⁰	2 ¹	1 ⁴	1 ⁵	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵
F	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²
H I M N	2 ⁰	2 ¹	2 ²	2 ⁴	2 ⁰	2 ¹	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹	2 ⁰	2 ¹
J U	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹
K L	1 ¹	1 ²	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
P	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁴	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
S	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
T	1 ¹	1 ²	1 ⁶	1 ⁷	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
V	0 ⁶	1 ⁰	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
Y	0 ⁵	0 ⁶	1 ⁴	1 ⁵	0 ⁶	1 ⁰	0 ⁵	0 ⁶	0 ⁵	0 ⁷	0 ⁵	0 ⁶	0 ⁶	1 ⁰	1 ¹	1 ²
Z	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁶	1 ⁷	2 ⁰	2 ¹

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

SERIES	SECOND LETTER															
	a c d e		b h i k l		f w		j		s t		v y		x		z	
	g o q	m n p r u														
ad h g i j	1 ⁶	1 ⁷	2 ²	2 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ⁶	1 ⁷
l m n q u																
b f k o p s	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
c e	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴	1 ²	1 ⁴
r	0 ⁶	1 ⁰	1 ²	1 ⁴	0 ⁶	1 ⁰	0 ³	0 ³	0 ⁵	0 ⁶	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰
t z	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ²	1 ⁴	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴	1 ²	1 ⁴
v y	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	0 ⁶	1 ⁰	0 ⁶	1 ⁰	1 ¹	1 ²	1 ¹	1 ²
w	1 ¹	1 ²	1 ⁴	1 ⁵	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴
x	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ¹	1 ²	0 ⁵	0 ⁶	1 ¹	1 ²	1 ¹	1 ²	1 ¹	1 ²	1 ²	1 ⁴

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

SERIES	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁶	1 ⁷
1	2 ⁰	2 ¹	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁶	1 ⁷	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹	1 ⁴	1 ⁵	2 ⁰	2 ¹	2 ⁰	2 ¹
2 3 4	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁶	1 ⁷	1 ⁴	1 ⁵
5	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
6	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ²	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ⁴	1 ⁵
7	1 ²	1 ⁴	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ²	1 ⁵	0 ⁵	0 ⁶	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ¹	1 ²	1 ⁴	1 ⁵	1 ²	1 ⁴
8	1 ⁶	1 ⁷	1 ⁶	1 ⁷	1 ⁴	1 ⁵	1 ²	1 ⁵	1 ²	1 ⁴	1 ⁴	1 ⁵	1 ⁶	1 ⁷	1 ²	1 ⁴	1 ⁶	1 ⁷	1 ⁴	1 ⁵

UPPER AND LOWER CASE LETTER WIDTHS

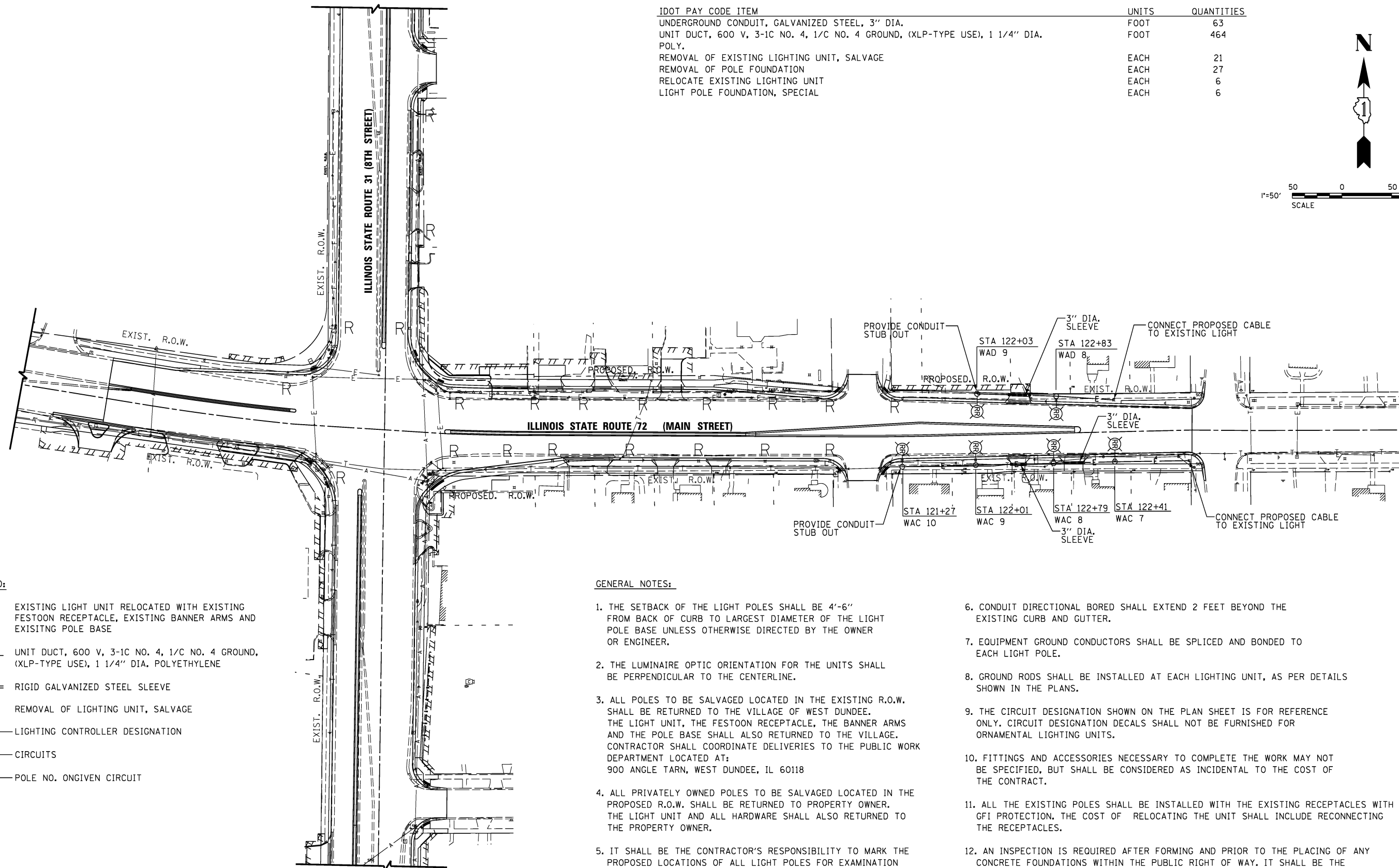
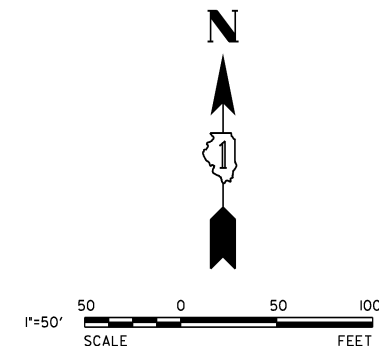
LETTERS	6 INCH UPPER CASE LETTERS				8 INCH UPPER CASE LETTERS				LETTERS	6 INCH LOWER CASE LETTERS	
	SERIES		SERIES		SERIES		SERIES			SERIES	
	C	D	C	D	C	D	C	D		C	D
A	3 ⁶	5 ⁰	5 ⁰	6 ⁵	a	3 ⁵	4 ²				
B	3 ²	4 ⁰	4 ³	5 ³	b	3 ⁵	4 ²				
C	3 ²	4 ⁰	4 ³	5 ³	c	3 ⁵	4 ¹				
D	3 ²	4 ⁰	4 ³	5 ³	d	3 ⁵	4 ²				
E	3 ⁰	3 ⁵	4 ⁰	4 ⁷	e	3 ⁵	4 ²				
F	3 ⁰	3 ⁵	4 ⁰	4 ⁷	f	2 ³	2 ⁶				
G	3 ²	4 ⁰	4 ³	5 ³	g	3 ⁵	4 ²				
H	3 ²	4 ⁰	4 ³	5 ³	h	3 ⁵	4 ²				
I	0 ⁷	0 ⁷	1 ¹	1 ²	i	1 ¹	1 ¹				
J	3 ⁰	3 ⁶	4 ⁰	5 ⁰	j	2 ⁰	2 ²				
K	3 ²	4 ¹	4 ³	5 ⁴	k	3 ⁵	4 ²				
L	3 ⁰	3 ⁵	4 ⁰	4 ⁷	l	1 ¹	1 ¹				
M	3 ⁷	4 ⁵	5 ¹	6 ¹	m	6 ⁰	7 ⁰				
N	3 ²	4 ⁰	4 ³	5 ³	n	3 ⁵	4 ²				
O	3 ⁴	4 ²	4 ⁵	5 ⁵	o	3 ⁶	4 ³				
P	3 ²	4 ⁰	4 ³	5 ³	p	3 ⁵	4 ²				
Q	3 ⁴	4 ²	4 ⁵	5 ⁵	q	3 ⁵	4 ²				
R	3 ²	4 ⁰	4 ³	5 ³	r	2 ⁶	3 ²				
S	3 ²	4 ⁰	4 ³	5 ³	s	3 ⁶	4 ²				
T	3 ⁰	3 ⁵	4 ⁰	4 ⁷	t	2 ⁷	3 ²				
U	3 ²	4 ⁰	4 ³	5 ³	u	3 ⁵	4 ²				
V	3 ⁵	4 ⁴	4 ⁷	6 ⁰	v	4 ²	4 ⁷				
W	4 ⁴	5 ²	6 ⁰	7 ⁰	w	5 ⁵	6 ⁴				
X	3 ⁴	4 ⁰	4 ⁵	5 ³	x	4 ⁴	5 ¹				
Y	3 ⁶	5 ⁰	5 ⁰	6 ⁶	y	4 ⁶	5 ³				
Z	3 ²	4 ⁰	4 ³	5 ³	z	3 ⁶	4 ³				

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	1 ²	1 ⁴	1 ⁵	2 ⁰
2	3 ²	4 ⁰	4 ³	5 ³
3	3 ²	4 ⁰	4 ³	5 ³
4	3 ⁵	4 ³	4 ⁷	5 ⁷
5	3 ²	4 ⁰	4 ³	5 ³
6	3 ²	4 ⁰	4 ³	5 ³
7	3 ²	4 ⁰	4 ³	5 ³
8	3 ²	4 ⁰	4 ³	5 ³
9	3 ²	4 ⁰	4 ³	5 ³
0	3 ⁴	4 ²	4 ⁵	5 ⁵

- GENERAL NOTES**
- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
 - ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
 - THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
 - ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
 - SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:
* J.O. HERBERT CO. MIDLOTHIAN, VA. * WESTERN REMAC INC. WOODRIDGE, IL.
- PARTS LISTING:**
SIGN CHANNEL PART *HPN053 (MED. CHANNEL)
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
BRACKETS PART *HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING
- OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

STREET LIGHTING SCHEDULE OF QUANTITIES

IDOT PAY CODE ITEM	UNITS	QUANTITIES
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	63
UNIT DUCT, 600 V, 3-1C NO. 4, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLY.	FOOT	464
REMOVAL OF EXISTING LIGHTING UNIT, SALVAGE	EACH	21
REMOVAL OF POLE FOUNDATION	EACH	27
RELOCATE EXISTING LIGHTING UNIT	EACH	6
LIGHT POLE FOUNDATION, SPECIAL	EACH	6



LEGEND:

- EXISTING LIGHT UNIT RELOCATED WITH EXISTING FESTOON RECEPTACLE, EXISTING BANNER ARMS AND EXISTING POLE BASE
- UNIT DUCT, 600 V, 3-1C NO. 4, 1/C NO. 4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE
- RIGID GALVANIZED STEEL SLEEVE
- REMOVAL OF LIGHTING UNIT, SALVAGE
- LIGHTING CONTROLLER DESIGNATION
- CIRCUITS
- POLE NO. ON GIVEN CIRCUIT

GENERAL NOTES:

1. THE SETBACK OF THE LIGHT POLES SHALL BE 4'-6" FROM BACK OF CURB TO LARGEST DIAMETER OF THE LIGHT POLE BASE UNLESS OTHERWISE DIRECTED BY THE OWNER OR ENGINEER.
2. THE LUMINAIRE OPTIC ORIENTATION FOR THE UNITS SHALL BE PERPENDICULAR TO THE CENTERLINE.
3. ALL POLES TO BE SALVAGED LOCATED IN THE EXISTING R.O.W. SHALL BE RETURNED TO THE VILLAGE OF WEST DUNDEE. THE LIGHT UNIT, THE FESTOON RECEPTACLE, THE BANNER ARMS AND THE POLE BASE SHALL ALSO RETURNED TO THE VILLAGE. CONTRACTOR SHALL COORDINATE DELIVERIES TO THE PUBLIC WORK DEPARTMENT LOCATED AT:
900 ANGLE TARN, WEST DUNDEE, IL 60118
4. ALL PRIVATELY OWNED POLES TO BE SALVAGED LOCATED IN THE PROPOSED R.O.W. SHALL BE RETURNED TO PROPERTY OWNER. THE LIGHT UNIT AND ALL HARDWARE SHALL ALSO RETURNED TO THE PROPERTY OWNER.
5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MARK THE PROPOSED LOCATIONS OF ALL LIGHT POLES FOR EXAMINATION AND CONFIRMATION WITH THE OWNER AT THE RECONSTRUCTION INSPECTION. THE EXACT LOCATIONS OF ALL ELECTRICAL ITEMS SHALL BE CONFIRMED WITH THE OWNER PRIOR TO PERFORMING WORK.
6. CONDUIT DIRECTIONAL BORED SHALL EXTEND 2 FEET BEYOND THE EXISTING CURB AND GUTTER.
7. EQUIPMENT GROUND CONDUCTORS SHALL BE SPLICED AND BONDED TO EACH LIGHT POLE.
8. GROUND RODS SHALL BE INSTALLED AT EACH LIGHTING UNIT, AS PER DETAILS SHOWN IN THE PLANS.
9. THE CIRCUIT DESIGNATION SHOWN ON THE PLAN SHEET IS FOR REFERENCE ONLY. CIRCUIT DESIGNATION DECALS SHALL NOT BE FURNISHED FOR ORNAMENTAL LIGHTING UNITS.
10. FITTINGS AND ACCESSORIES NECESSARY TO COMPLETE THE WORK MAY NOT BE SPECIFIED, BUT SHALL BE CONSIDERED AS INCIDENTAL TO THE COST OF THE CONTRACT.
11. ALL THE EXISTING POLES SHALL BE INSTALLED WITH THE EXISTING RECEPTACLES WITH GFI PROTECTION. THE COST OF RELOCATING THE UNIT SHALL INCLUDE RECONNECTING THE RECEPTACLES.
12. AN INSPECTION IS REQUIRED AFTER FORMING AND PRIOR TO THE PLACING OF ANY CONCRETE FOUNDATIONS WITHIN THE PUBLIC RIGHT OF WAY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO CONTACT THE DEPARTMENT OF PUBIC WORKS AT LEAST ONE BUSINESS DAY IN ADVANCE OF A DESIRED INSPECTION (EXCLUDING HOLIDAYS).
13. PAY ITEM 81603085 UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.4 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE SHALL INCLUDE TRENCH AND BACKFILL FOR ELECTRIC WORK.



USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
	DRAWN <i>ESI</i>	REVISED -
PLOT SCALE = #SCALE#	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = #DATE#	DATE <i>07/03/12</i>	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHTING PLAN

SCALE: 1" = 50' SHEET NO. 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	125
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



LEGEND

- ⊕ EXISTING 120V 20A WEATHERPROOF GFI DUPLEX RECEPTACLE (FESTOON OUTLET)
- GFI GROUND FAULT INTERRUPTING
- ⊗ EXISTING 150 WATT LUMINAIRE
- ELECTRIC CABLE IN CONDUIT 3 #4 AWG AND 1 #4 GROUND UNLESS OTHERWISE NOTED
- ⊠ EXISTING LIGHT CONTROLLER
- B BLACK WIRE
- W NEUTRAL (WHITE) WIRE
- R RED WIRE
- G GREEN WIRE
- ⊞ 2-POLE FUSE HOLDER WITH 2-10 AMP FUSES FOR LUMINAIRE
- ⊞ FUSE HOLDER WITH 15 AMP FUSE FOR FESTOON OUTLET
- ⊥ GROUND ROD

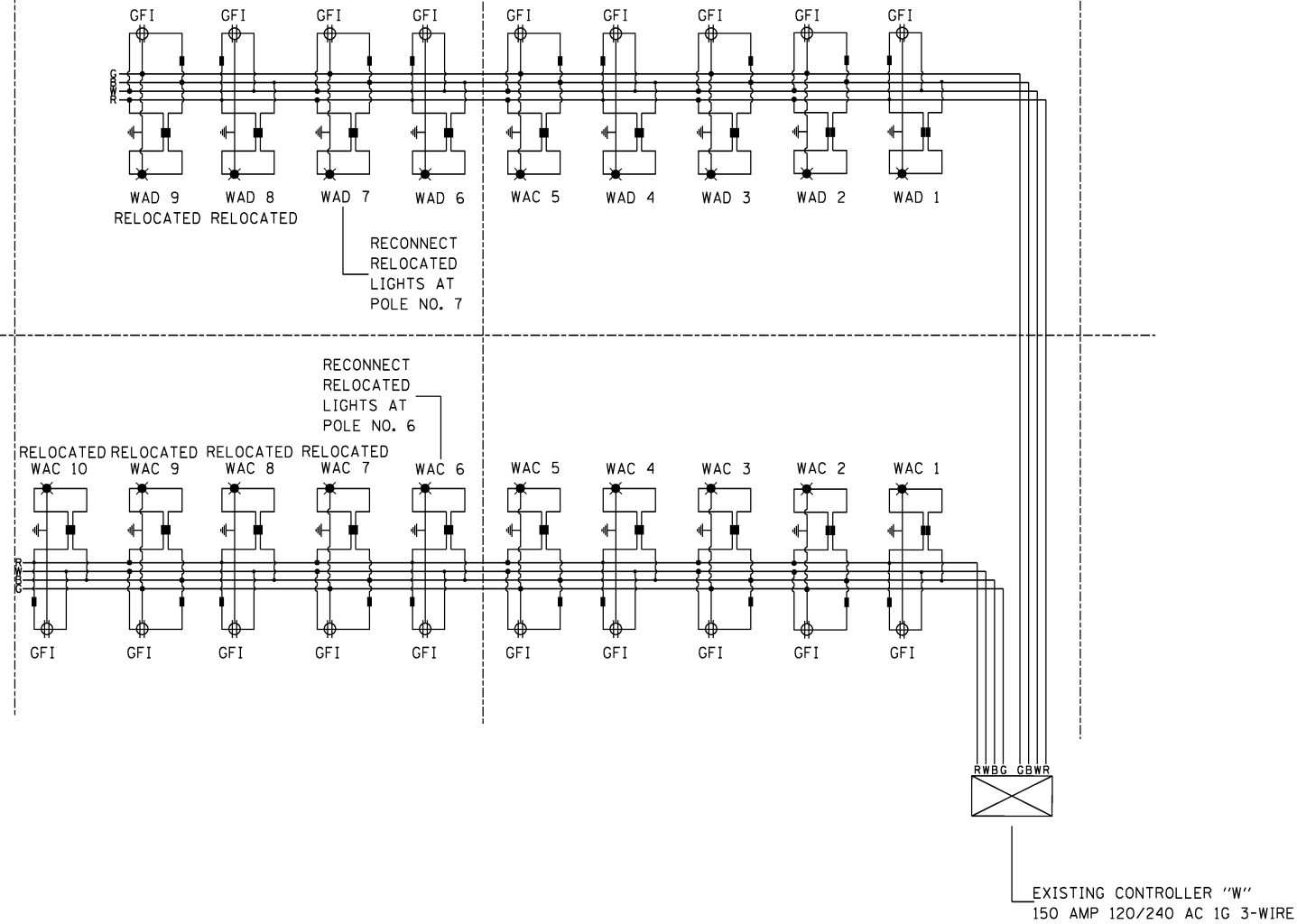
SEVENTH STREET

SIXTH STREET

SIXTH STREET

ILLINOIS STATE ROUTE 72 (MAIN STREET)

ILLINOIS STATE ROUTE 31 (EIGHTH STREET)



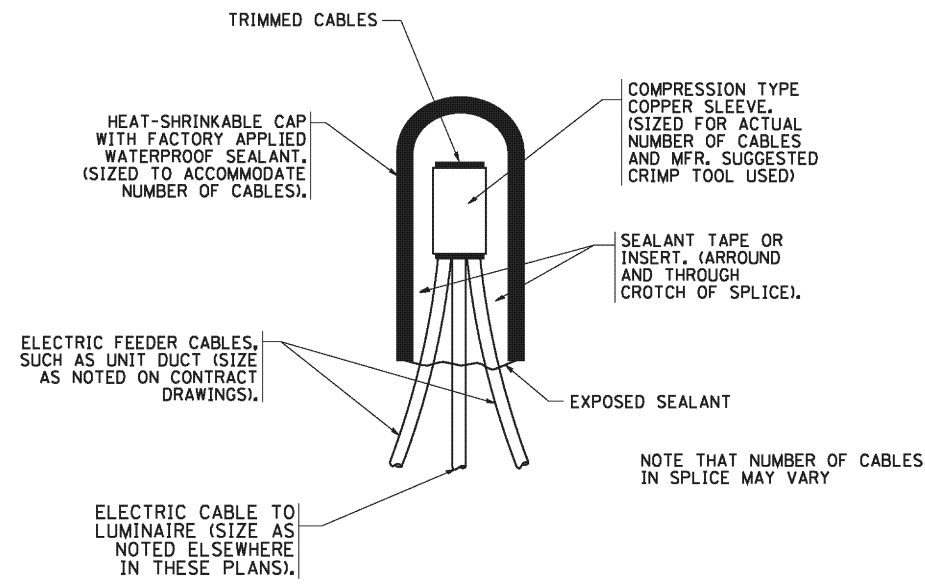
USER NAME = #USER#	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	CHECKED <i>GJS</i>	REVISED -
PLOT SCALE = #SCALE#	DATE <i>07/03/12</i>	REVISED -
PLOT DATE = #DATE#		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STREET LIGHTING PLAN
WIRING AND GFI DIAGRAMS

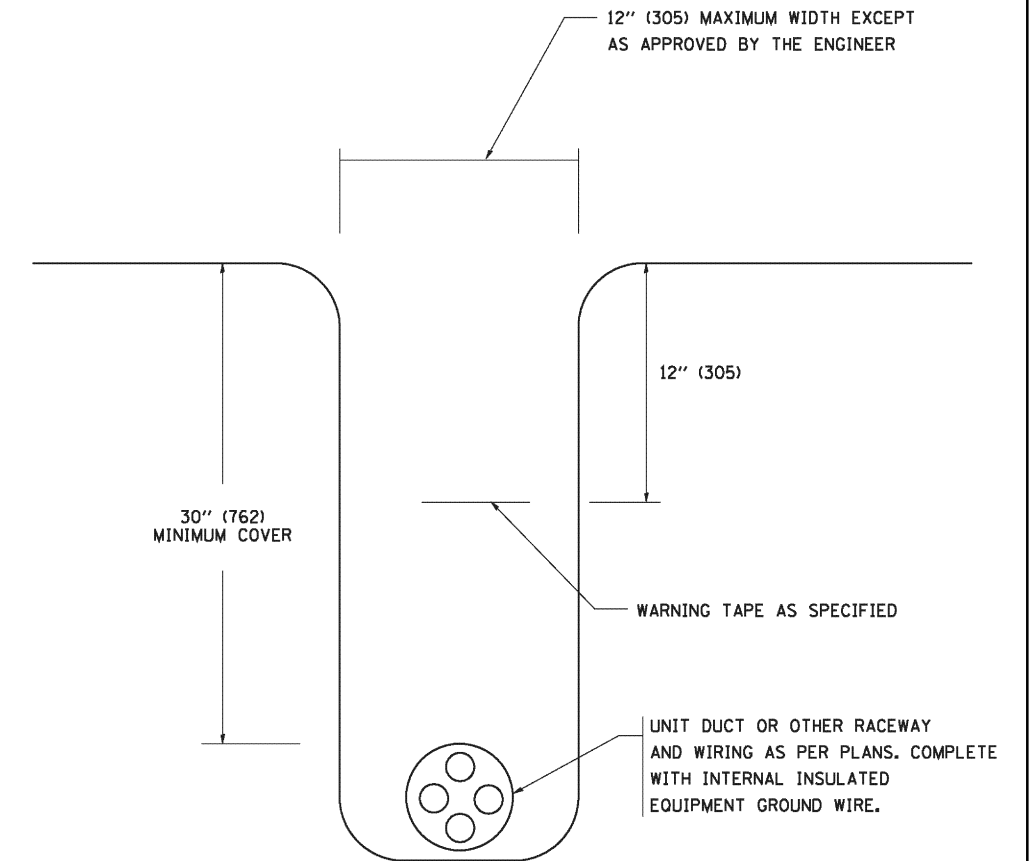
SCALE: 1" = 50' SHEET NO. 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	126
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



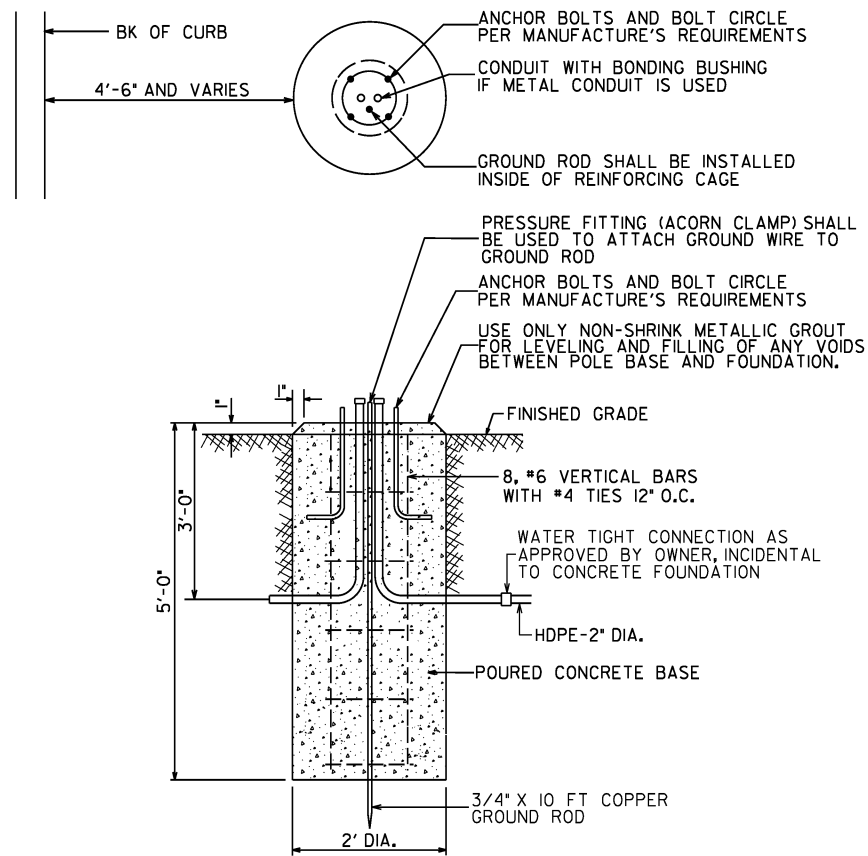
TYPICAL SPLICE DETAIL

N.T.S.



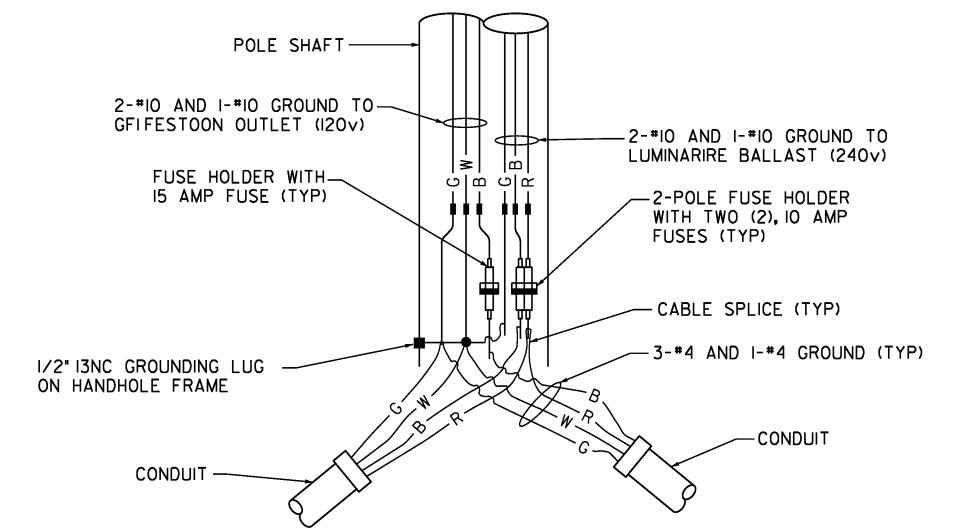
TYPICAL WIRING IN TRENCH DETAIL

N.T.S.



CONCRETE STREET LIGHT FOUNDATION

N.T.S.



POLE BASE WIRING DETAIL

N.T.S.



USER NAME = #USER#
 DESIGNED *ESI*
 DRAWN *ESI*
 CHECKED *GJS*
 DATE *07/03/12*

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCALE: 1" = 50'
 SHEET NO. 3 OF 3 SHEETS
 STA. TO STA.

STREET LIGHTING DETAILS

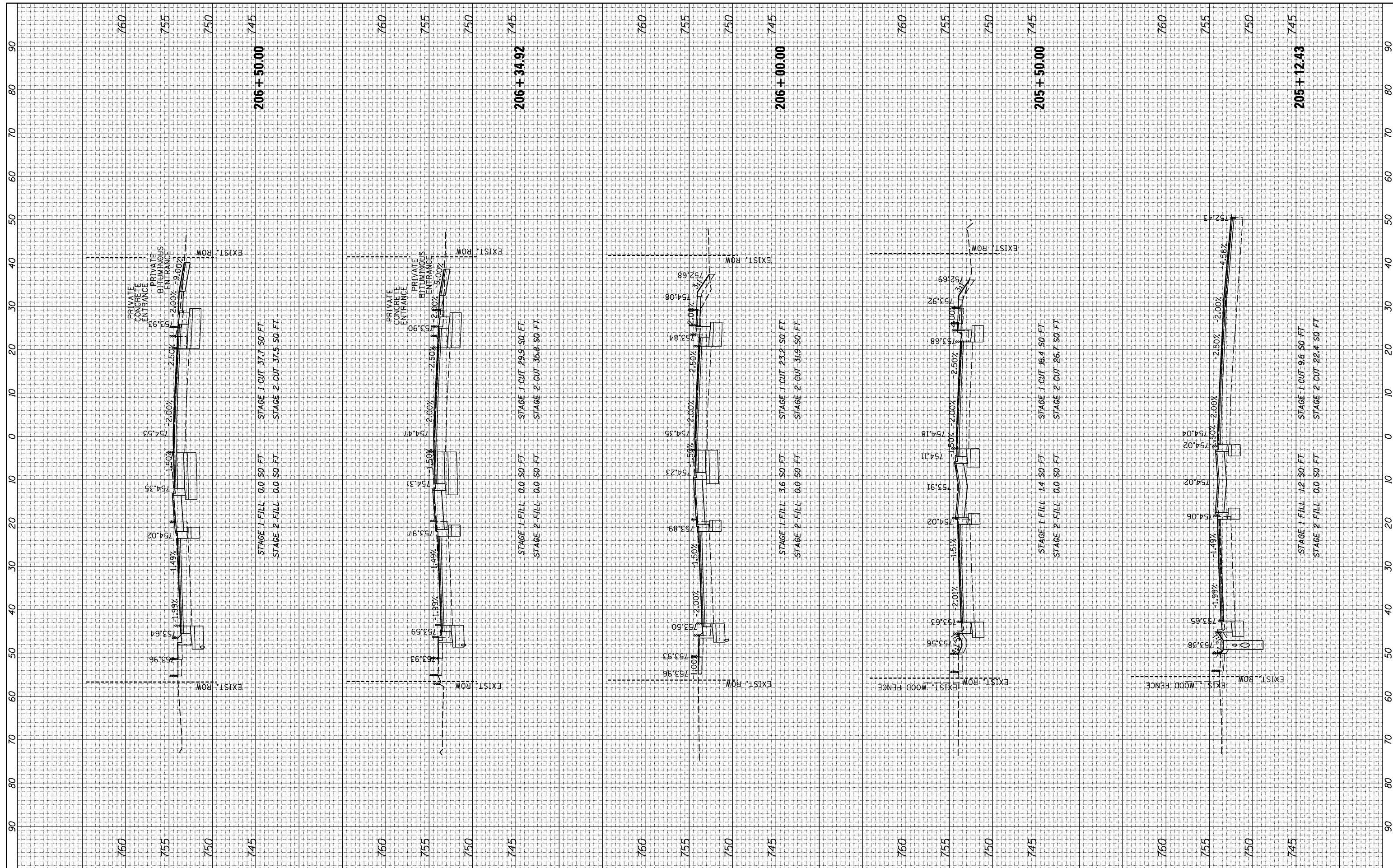
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	127
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

BY	DATE

BY	DATE

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

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



USER NAME = *USER*
DESIGNED <i>ESI</i>
DRAWN <i>ESI</i>
CHECKED <i>GJS</i>
DATE <i>07/03/12</i>
PLOT SCALE = *SCALE*
PLOT DATE = *DATE*

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

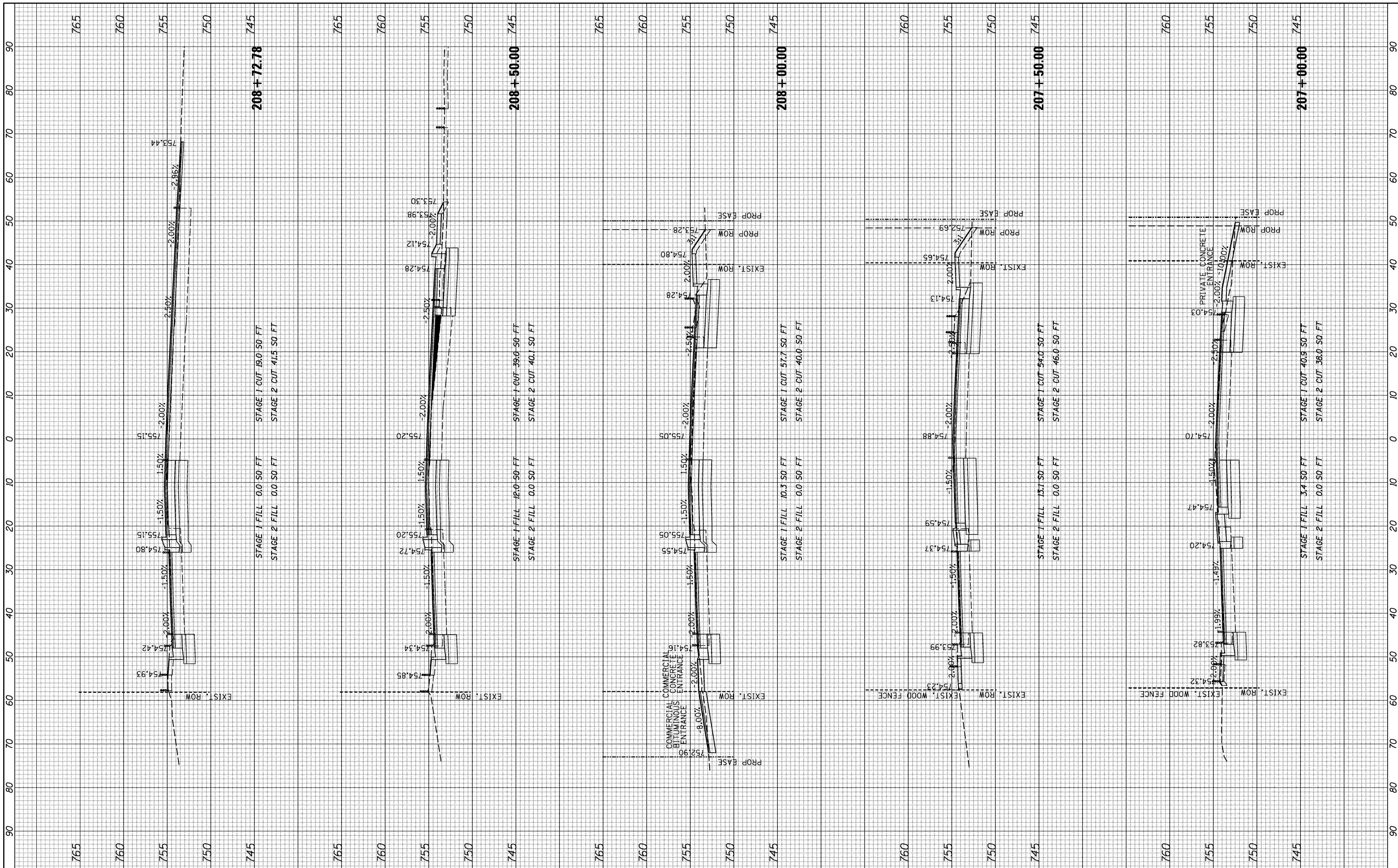
CROSS SECTIONS - IL ROUTE 31

SCALE: 1"=10' HORIZ. 1"=5' VERT.
SHEET 2 OF 10 SHEETS
STA. 205+12.43 TO STA. 206+50.00

F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 154	SHEET NO. 129
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

BY	DATE

ORIGINAL SURVEY	SURVEYED
NO.	



V3
 V3 Companies
 7225 James Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 630.724.9202 fax
 www.v3co.com

USER NAME = *USER*	DESIGNED <i>ESI</i>	REVISED -
	DRAWN <i>ESI</i>	REVISED -
PLOT SCALE = *SCALE*	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = *DATE*	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

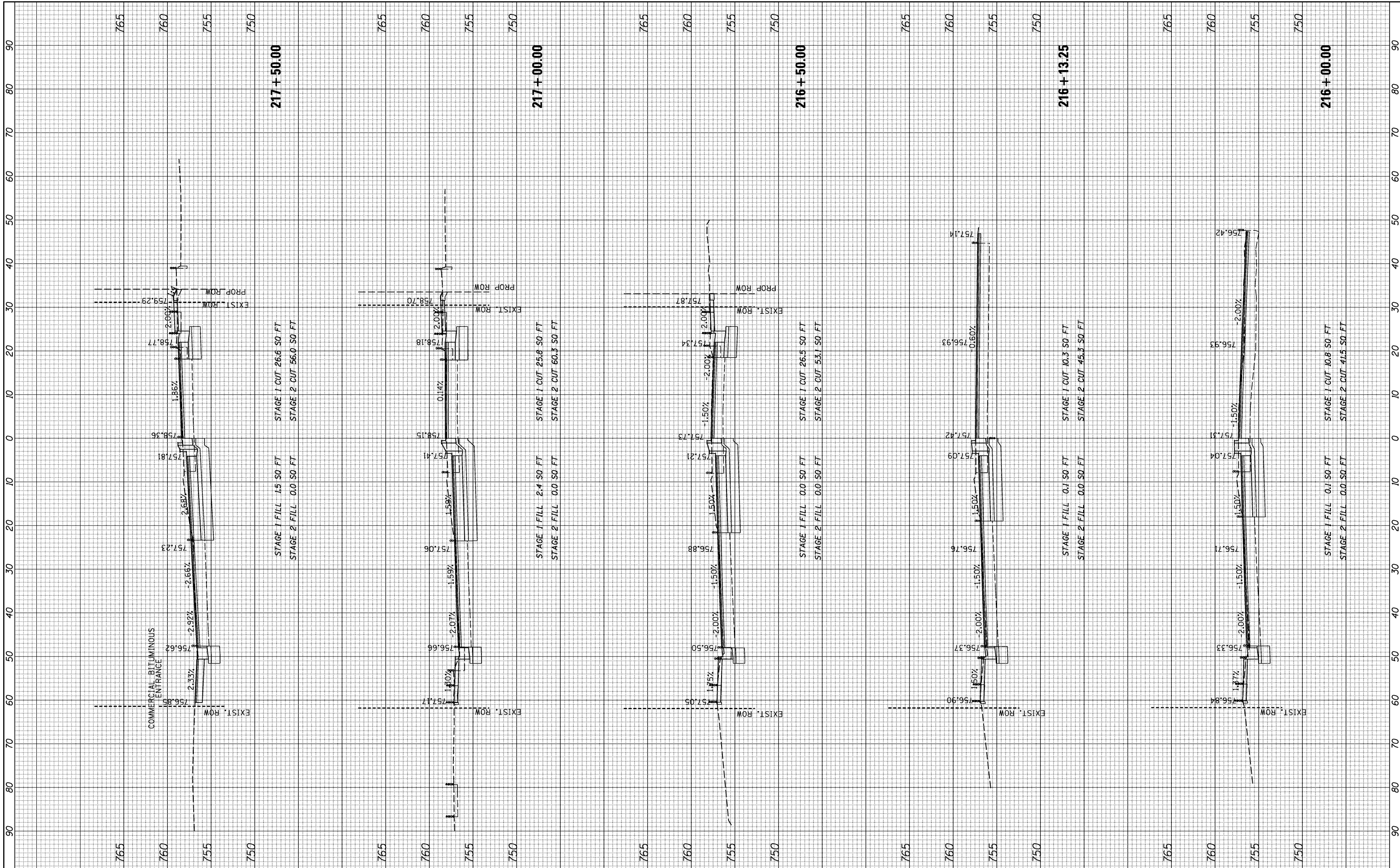
CROSS SECTIONS - IL ROUTE 31

SCALE: 1"=10' HORIZ.
 1"=5' VERT. SHEET 3 OF 10 SHEETS STA. 207+00.00 TO STA. 208+72.78

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	130
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED	BY	DATE
NO.		

ORIGINAL SURVEY PLOTTED TEMPLATE AREAS CHECKED	BY	DATE
NO.		



USER NAME = *USER*	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	CHECKED <i>GJS</i>	REVISED -
DATE <i>07/03/12</i>		REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

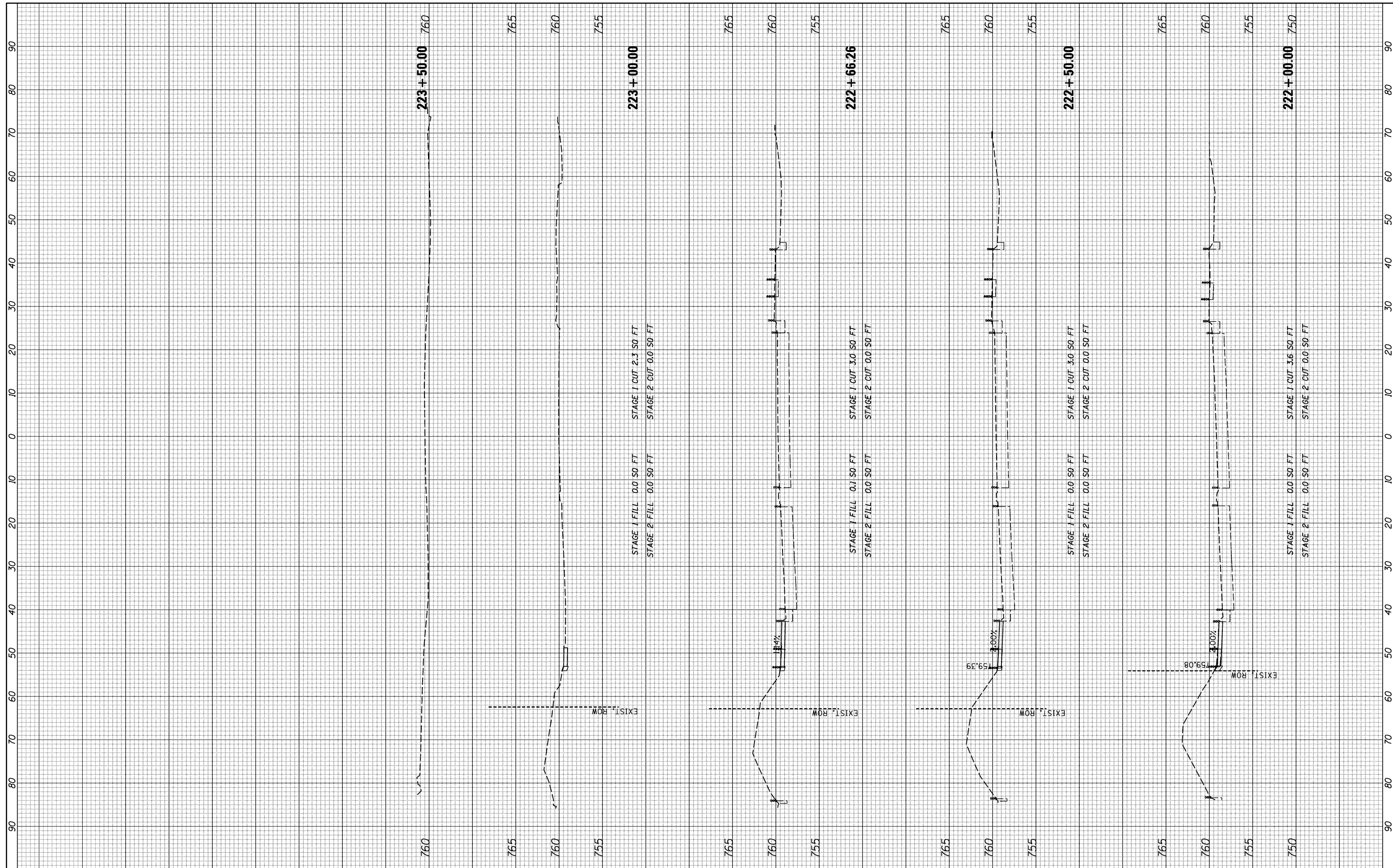
CROSS SECTIONS - IL ROUTE 31

SCALE: 1"=10' HORIZ. 1"=5' VERT. SHEET 7 OF 10 SHEETS STA. 216+00.00 TO STA. 217+50.00

F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 153	SHEET NO. 134
CONTRACT NO. 60A95			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



USER NAME = *USER*	DESIGNED <i>ESI</i>	REVISED -
PLOT SCALE = *SCALE*	DRAWN <i>ESI</i>	REVISED -
PLOT DATE = *DATE*	CHECKED <i>GJS</i>	REVISED -
	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

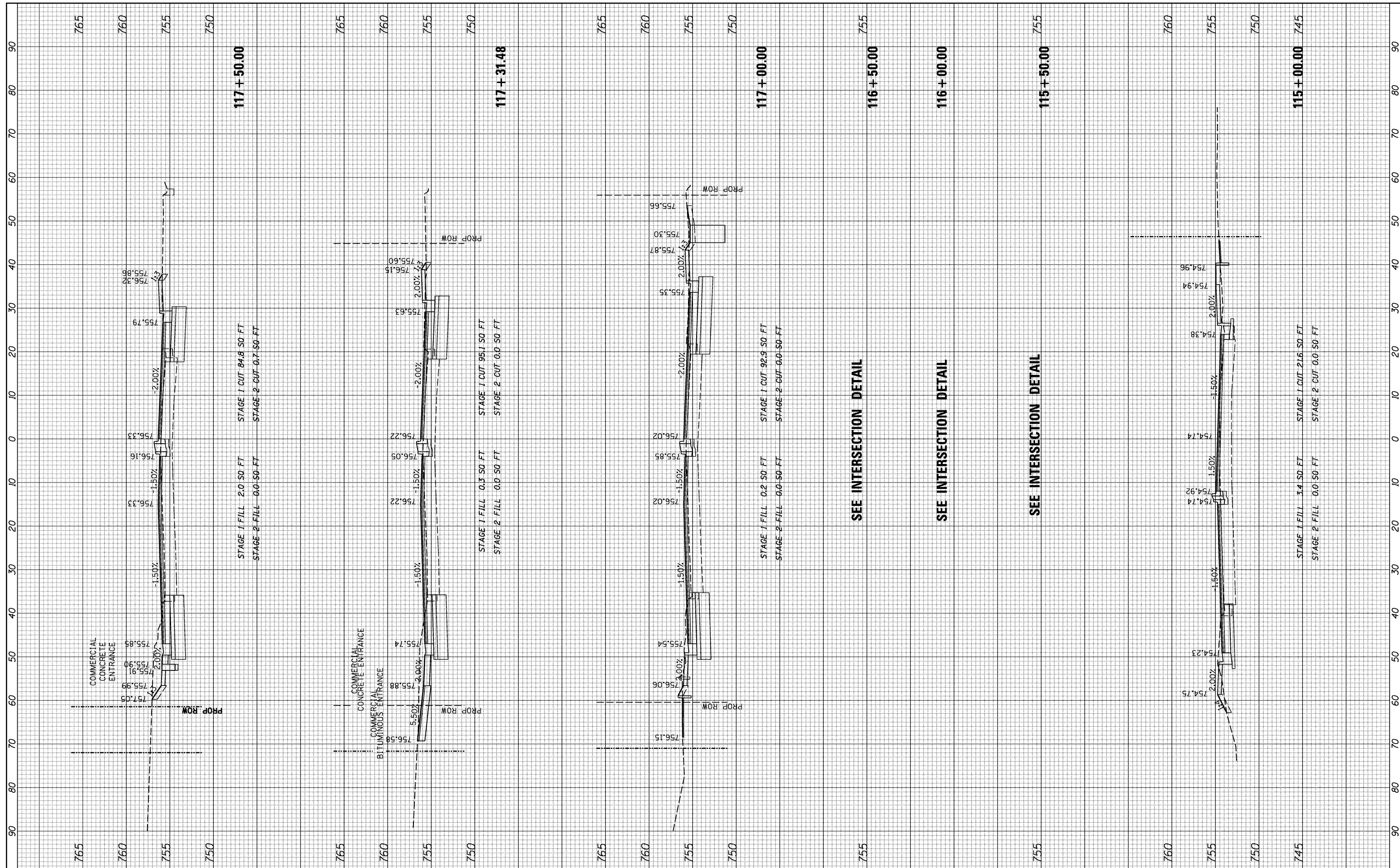
CROSS SECTIONS - IL ROUTE 31

SCALE: 1"=10' HORIZ. 1"=5' VERT. SHEET 10 OF 10 SHEETS STA. 222+00.00 TO STA. 223+50.00

F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 153	SHEET NO. 137
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60A95	

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



SEE INTERSECTION DETAIL

SEE INTERSECTION DETAIL

SEE INTERSECTION DETAIL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - IL ROUTE 72

SCALE: 1"=10' HORIZ. 1"=5' VERT. SHEET 2 OF 6 SHEETS STA. 115+00.00 TO STA. 117+50.00

USER NAME	= *USER*
DESIGNED	ESI
DRAWN	ESI
CHECKED	GJS
DATE	07/03/12
PLOT SCALE	= *SCALE*
PLOT DATE	= *DATE*

REVISED	-
REVISED	-
REVISED	-
REVISED	-

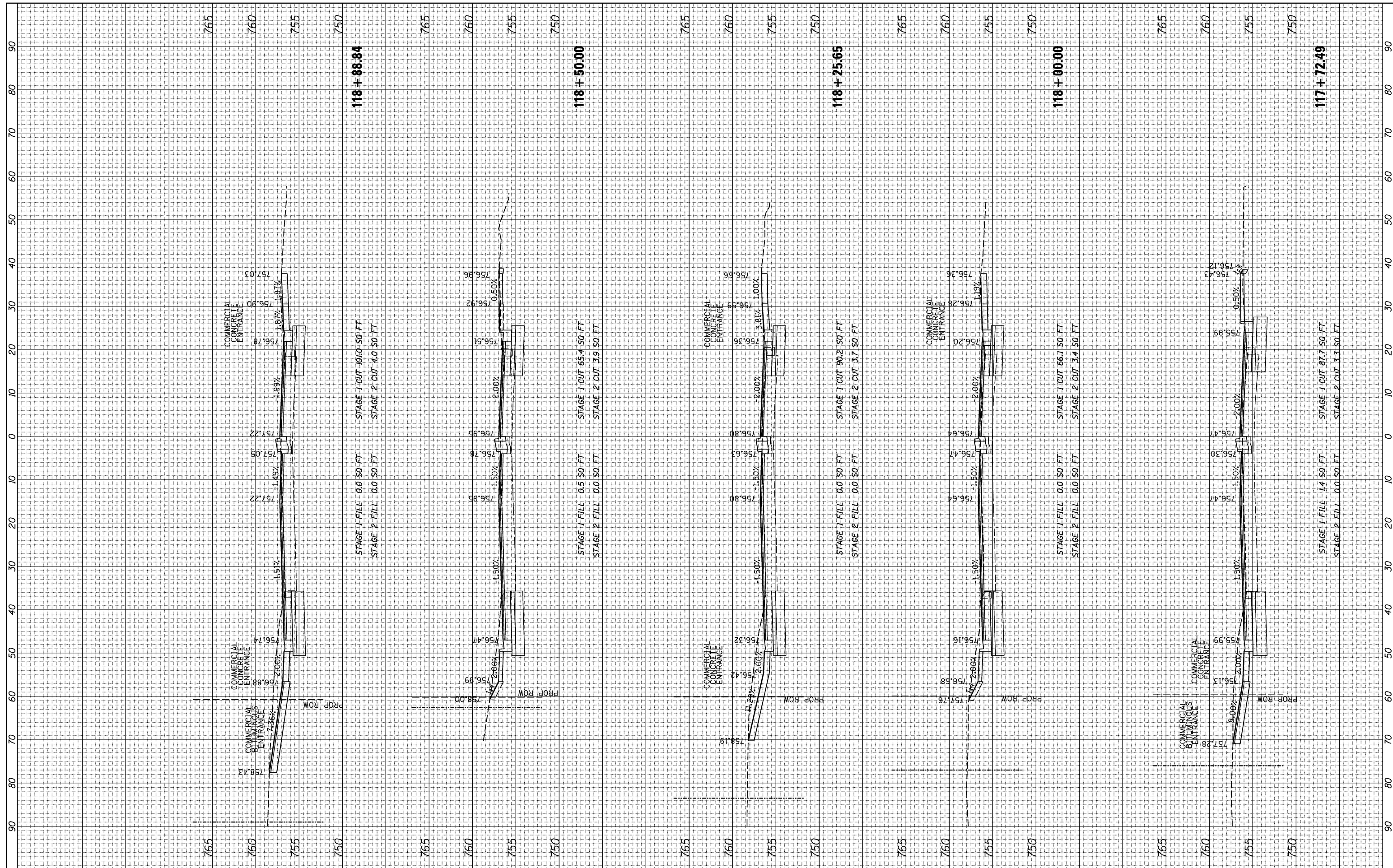
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	139
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



Visit, Verify, Validate... The Vision to Transform with Excellence

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



USER NAME = *USER*	DESIGNED <i>ESI</i>
DRAWN <i>ESI</i>	REVISIONS
CHECKED <i>GJS</i>	REVISIONS
DATE <i>07/03/12</i>	REVISIONS

REVISIONS	REVISIONS
REVISIONS	REVISIONS
REVISIONS	REVISIONS
REVISIONS	REVISIONS

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

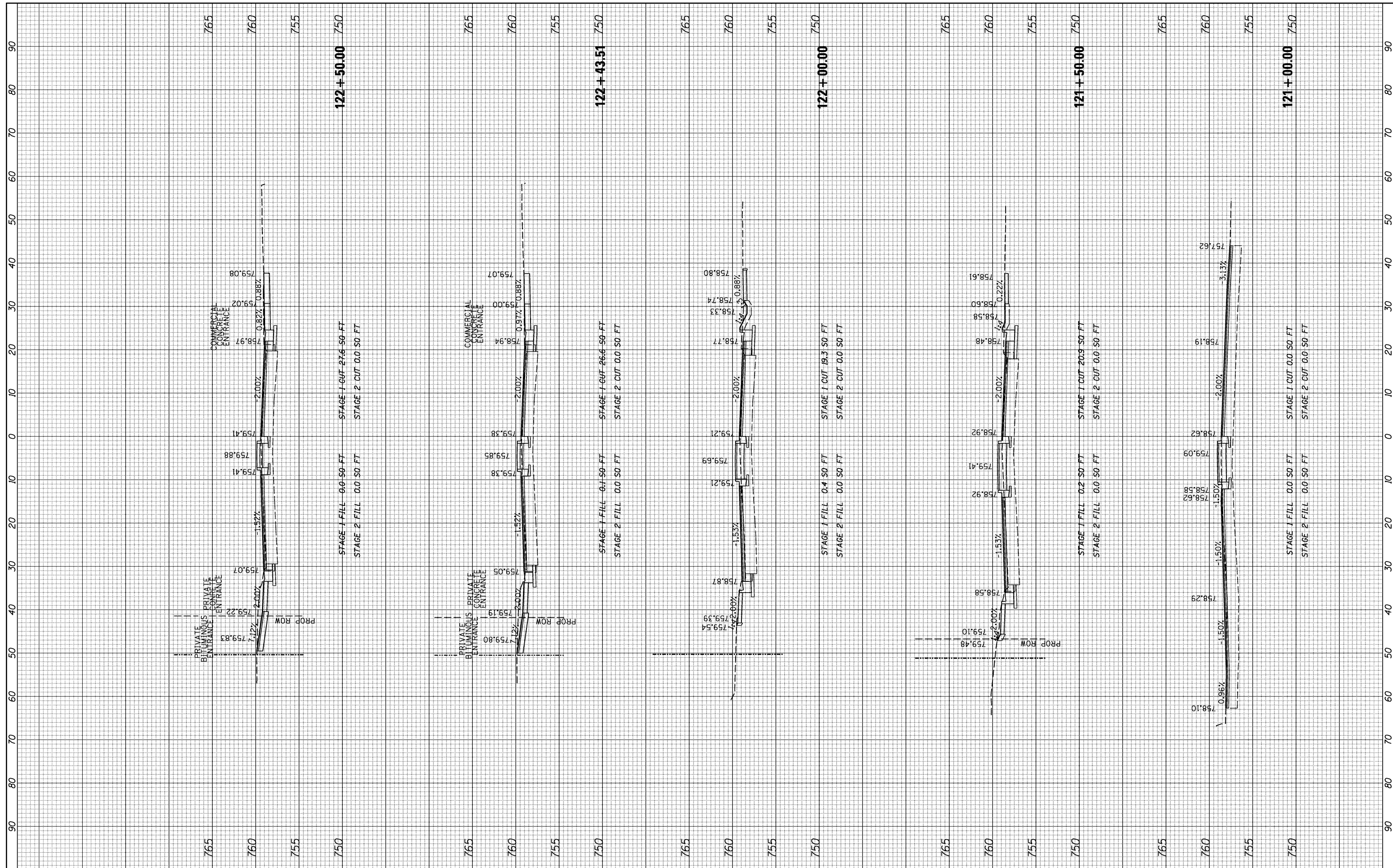
CROSS SECTIONS - IL ROUTE 72

SCALE: 1"=10' HORIZ., 1"=5' VERT. SHEET 3 OF 6 SHEETS STA. 117+72.49 TO STA. 118+88.84

F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 153	SHEET NO. 140
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FINAL SURVEY PLOTTED	DATE
NOTE BOOK	
AREAS CHECKED	

ORIGINAL SURVEY PLOTTED	DATE
NOTE BOOK	
AREAS CHECKED	



USER NAME = *USER*
 DESIGNED *ESI*
 DRAWN *ESI*
 CHECKED *GJS*
 DATE *07/03/12*

REVISIONS:
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

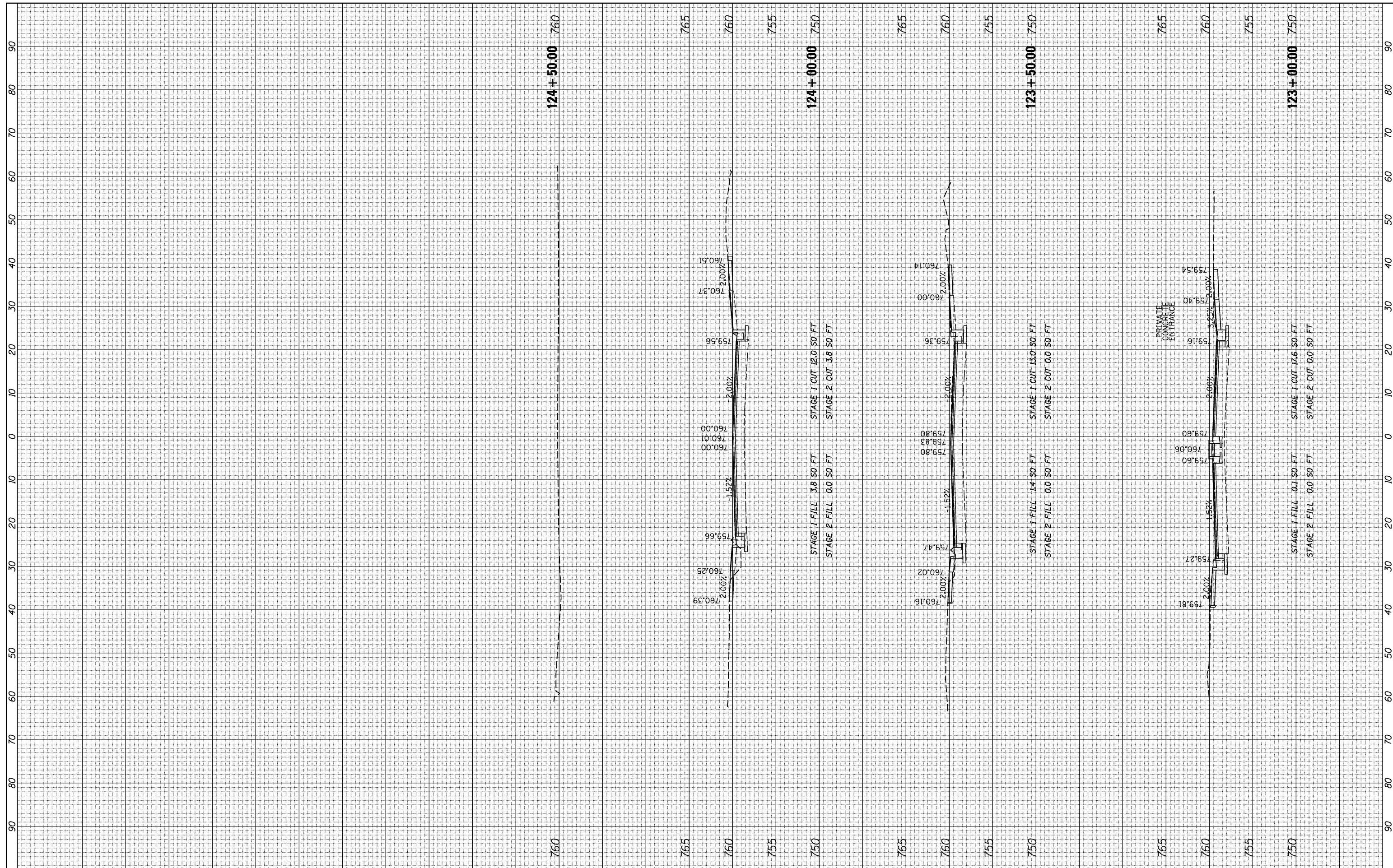
CROSS SECTIONS - IL ROUTE 72

SCALE: 1"=10' HORIZ., 1"=5' VERT. SHEET 5 OF 6 SHEETS STA. 121+00.00 TO STA. 122+50.00

F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 153	SHEET NO. 142
CONTRACT NO. 60A95				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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

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



V3 Companies
 7225 James Avenue
 Woodridge, IL 60517
 630.724.9200 phone
 630.724.9202 fax
 www.v3co.com

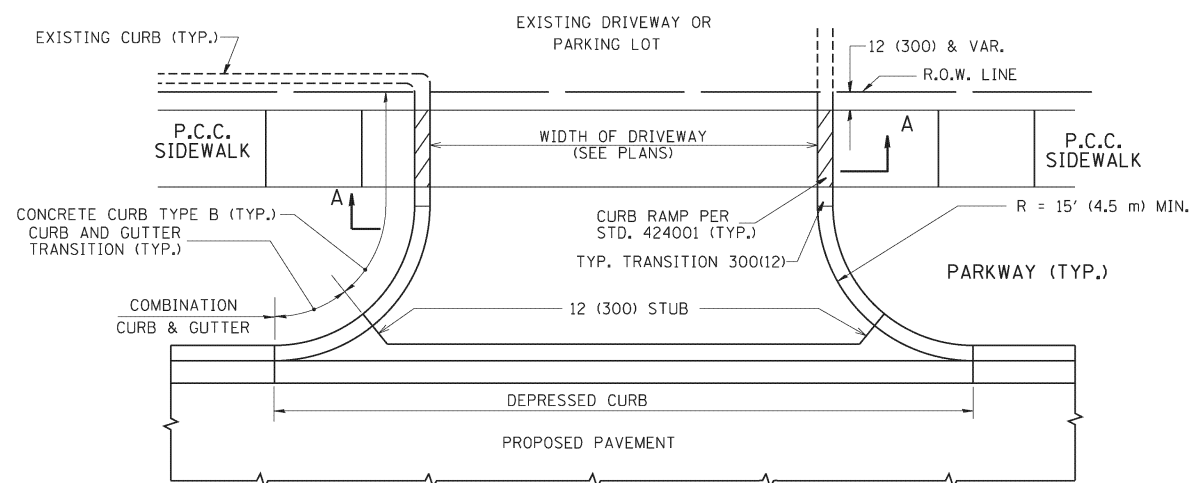
USER NAME = *USER*	DESIGNED <i>ESI</i>	REVISED -
DRAWN <i>ESI</i>	REVISOR -	
CHECKED <i>GJS</i>	REVISOR -	
DATE <i>07/03/12</i>	REVISOR -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

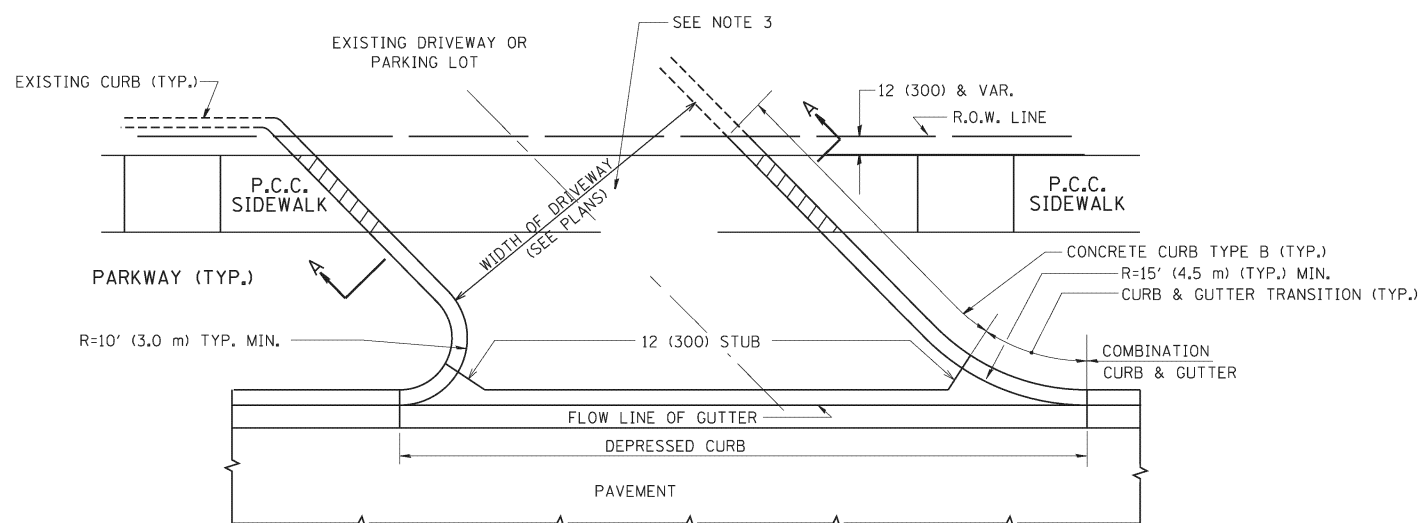
CROSS SECTIONS - IL ROUTE 72

SCALE: 1"=10' HORIZ. 1"=5' VERT. SHEET 6 OF 6 SHEETS STA. 123+00.00 TO STA. 124+50.00

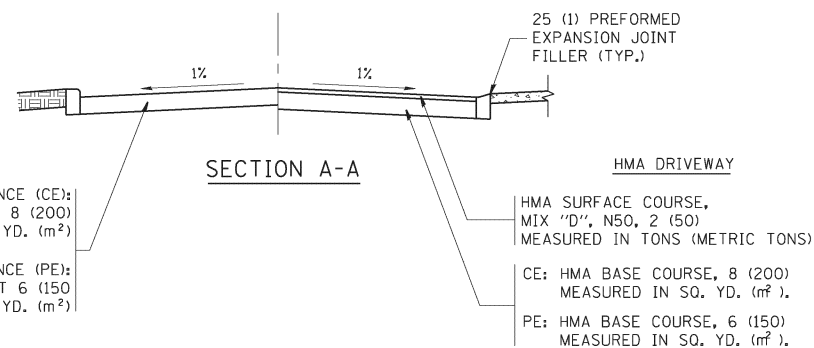
F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 153	SHEET NO. 143
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60A95	



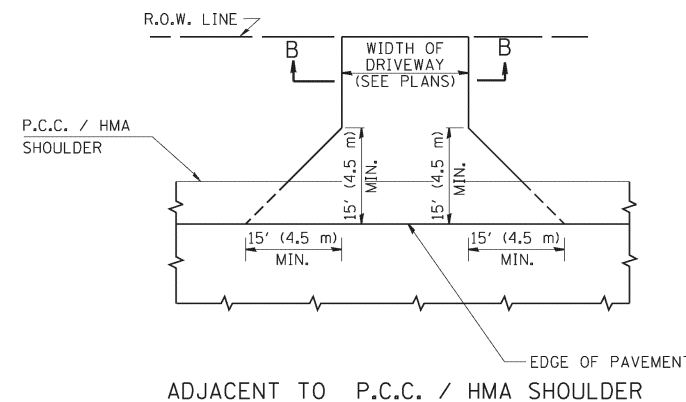
WITH CONCRETE CURB, TYPE B



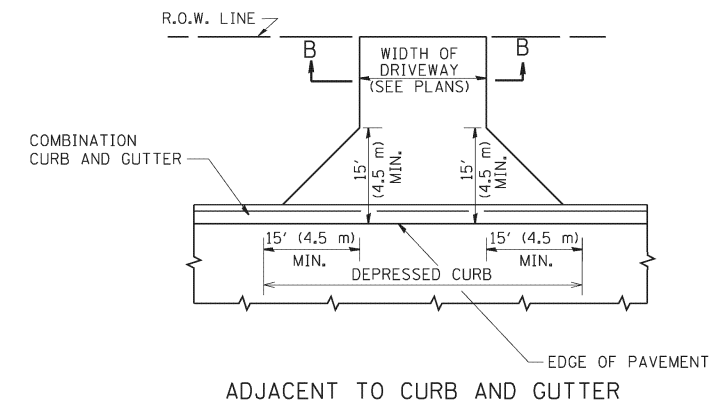
WITH CONCRETE CURB, TYPE B



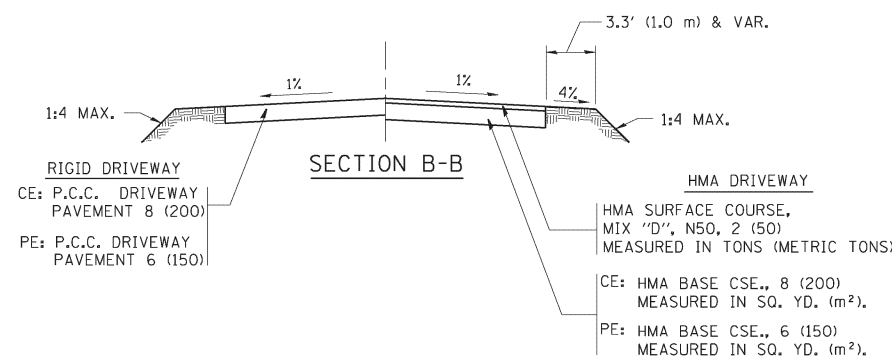
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

HMA SURFACE COURSE,
MIX 'D', N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

AGGREGATE BASE CSE., TYPE B, 8 (200)
MEASURED IN SQ. YD. (m²).

GENERAL NOTES:

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

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

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

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

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

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

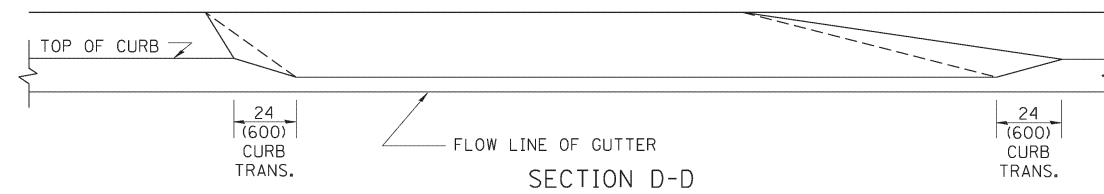
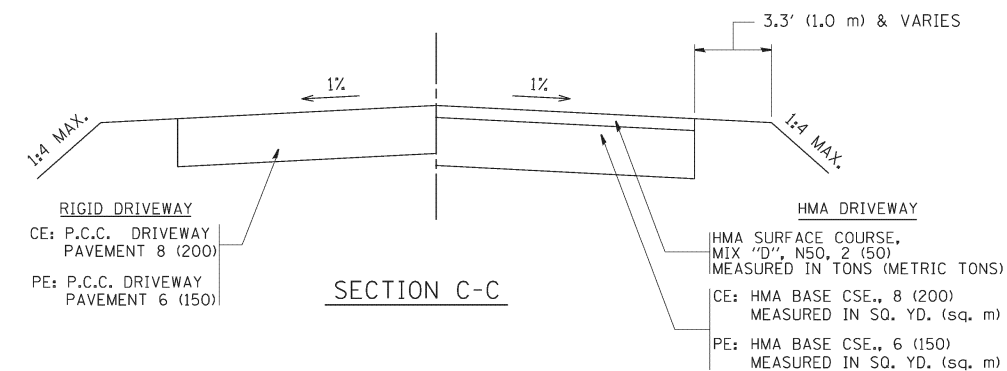
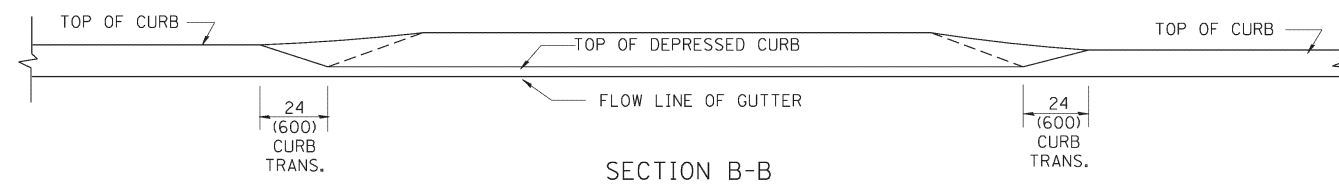
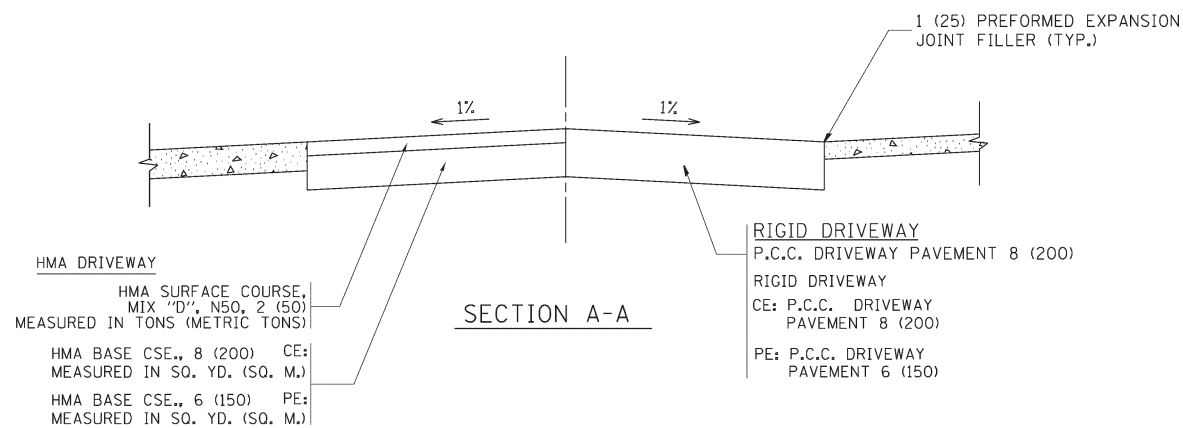
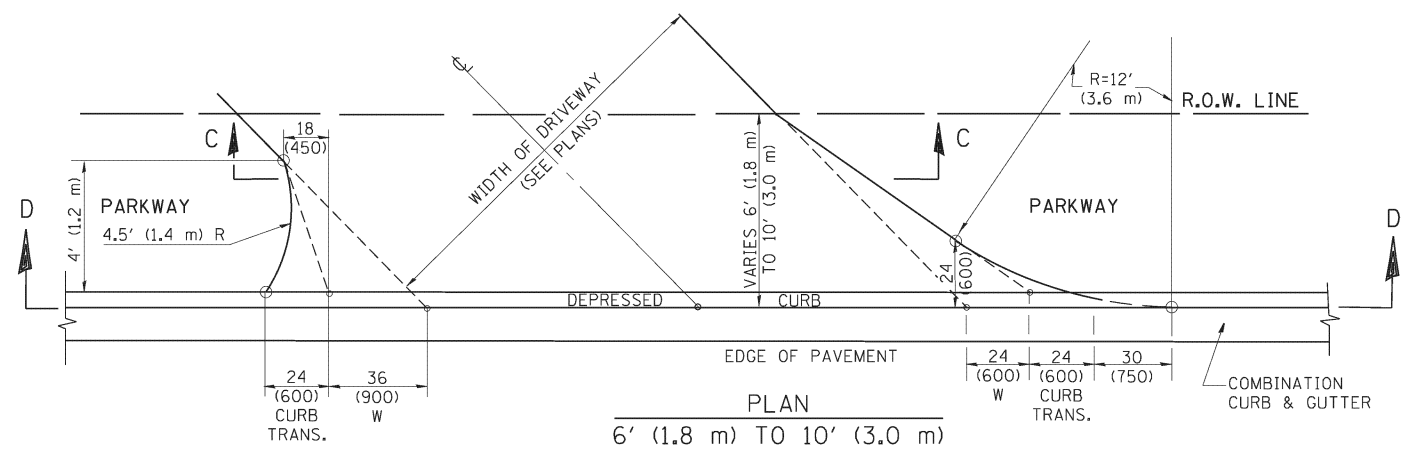
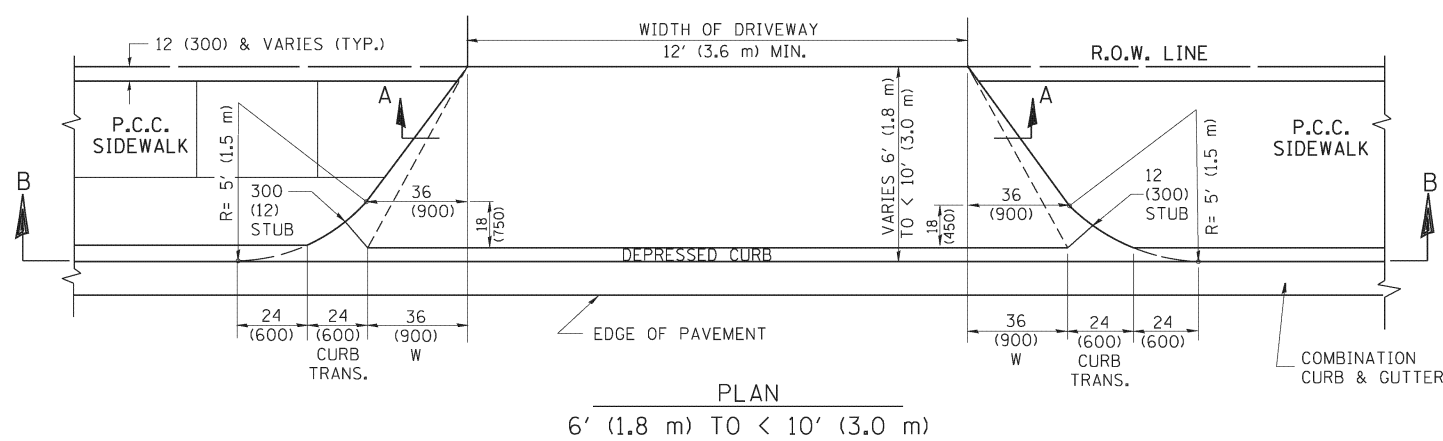
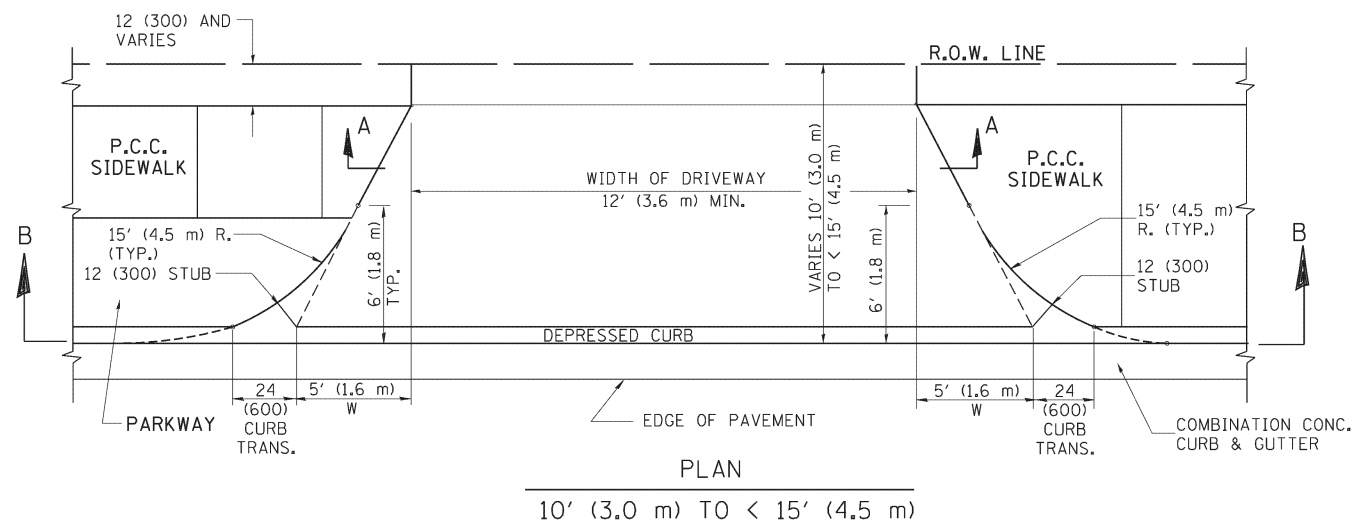
FILE NAME =	USER NAME = lrysa	DESIGNED - R. SHAH	REVISED - P. LaFLUER 04-15-03
ci:\pwork\pwi\dot\lrysa\40186315\bd01.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	144
BD0156-07 (BD-01)		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

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

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

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

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

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

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

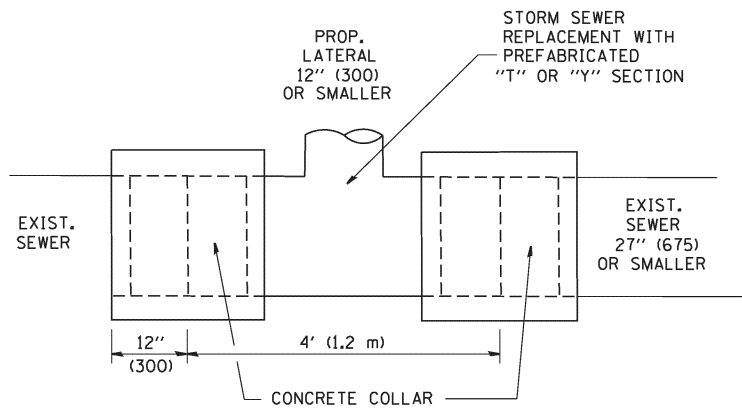
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = lrysa	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
ca:\pwwork\pwi\dot\lrysa\d0108315\bd02.dgn		DRAWN -	REVISED - P. LOFLEUR 04-15-03
	PLOT SCALE = 50.0000' / 1"	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 9/6/2011	DATE - 11-06-95	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

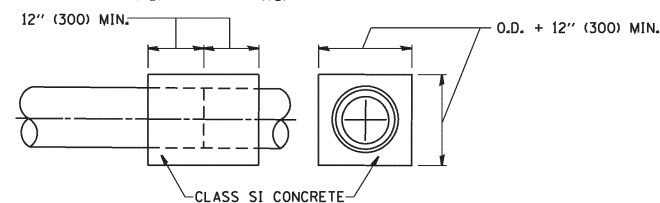
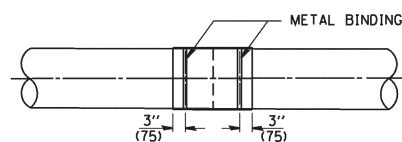
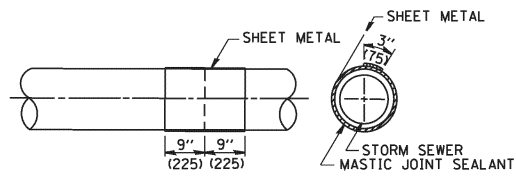
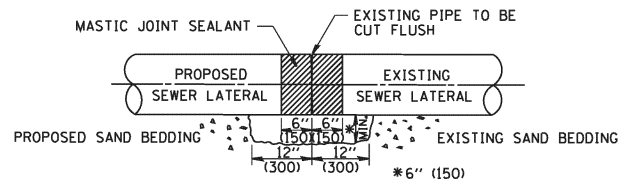
DRIVEWAY DETAILS			
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	145
BD400-02 (BD-02)		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

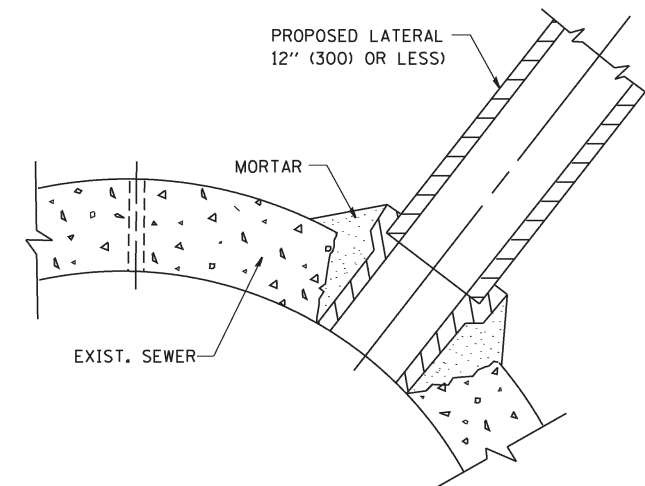


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

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

CONSTRUCTION METHODS

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

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

GENERAL

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

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

BASIS OF PAYMENT

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

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

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

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

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

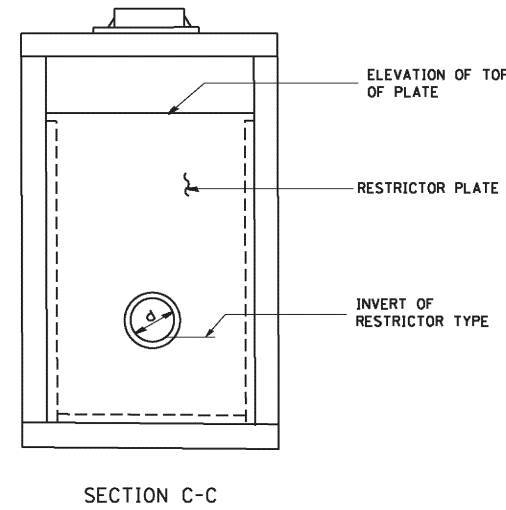
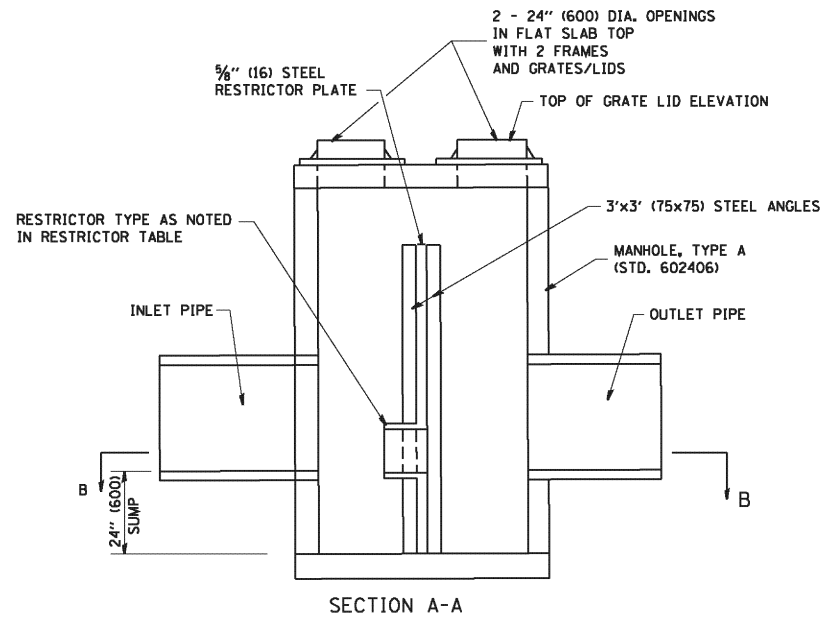
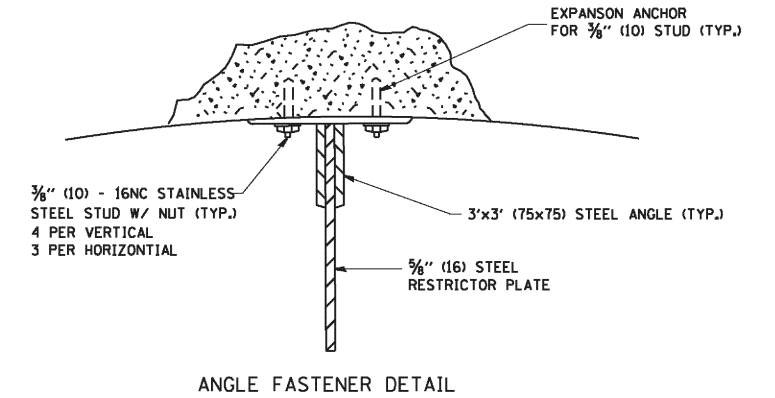
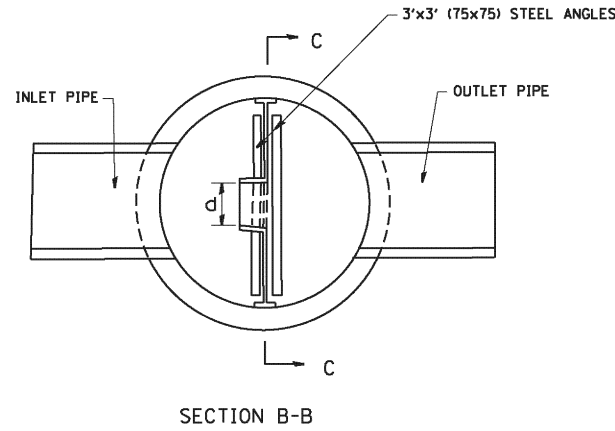
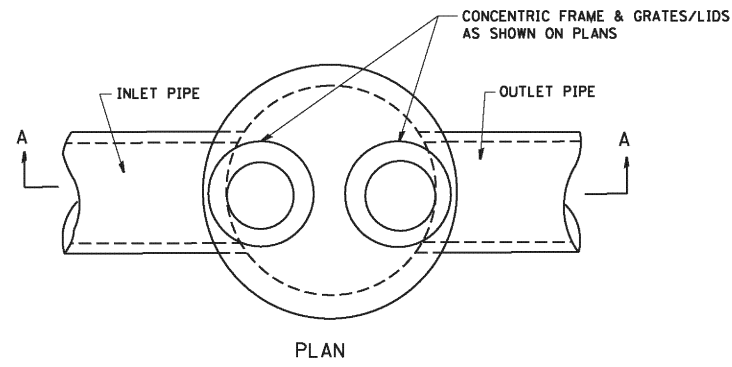
FILE NAME =	USER NAME = gegl1enobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
W:\diststd\22x34\bd07.dgn		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

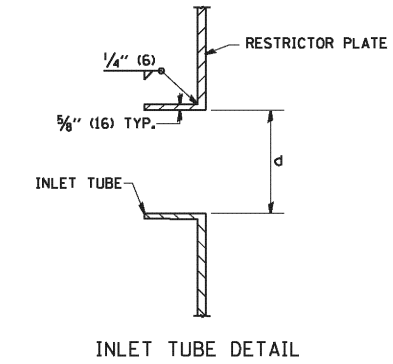
DETAIL OF STORM SEWER
CONNECTION TO EXISTING SEWER

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

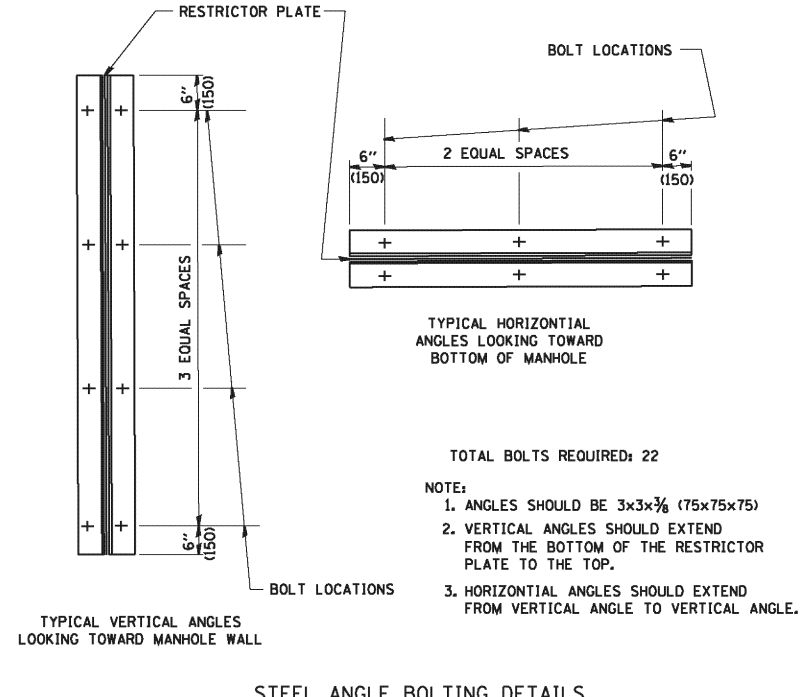
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	146
BD500-01 (BD-7)		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



- NOTES:
1. ALL STEEL ANGLES AND PLATES TO BE GALVANIZED AFTER FABRICATION.
 2. ALL RESTRICTOR PLATES, ANGLES AND HARDWARE TO BE INCLUDED IN THE COST OF THE MANHOLE.
 3. BASIS OF PAYMENT: "MANHOLES, TYPE A, 6 FT. (1.8 m)-DIAMETER, TYPE 1 FRAME, CLOSED LID, RESTRICTOR PLATE" EACH



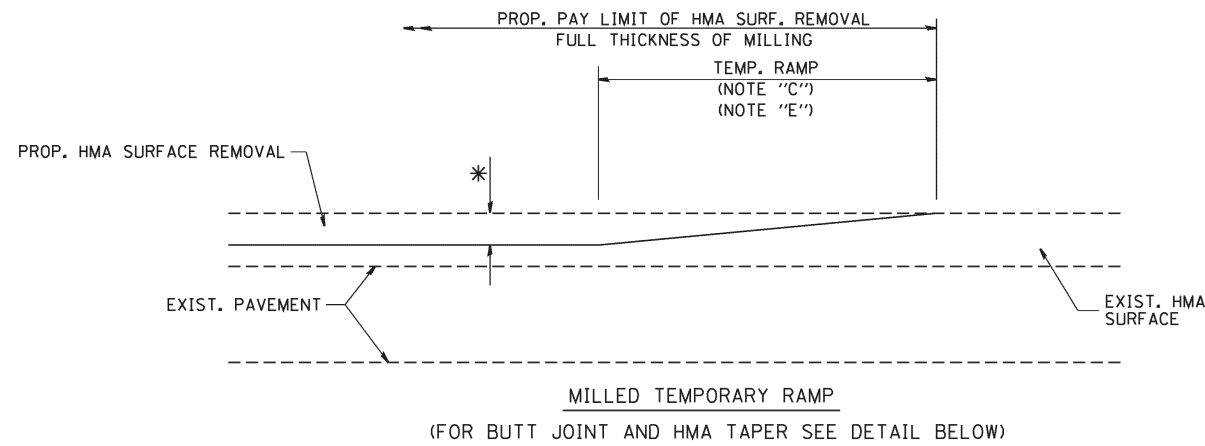
STATION	MANHOLE DIAMETER	FRAME AND GRATE	RESTRICTOR TYPE	INSIDE RESTRICTOR TYPE DIAMETER in. (mm) (d)	INVERT OF RESTRICTOR TYPE	ELEVATION OF TOP OF PLATE OVERFLOW
213+60.67	6'	TY 1 F&CL	3	25"	749.58	752.55



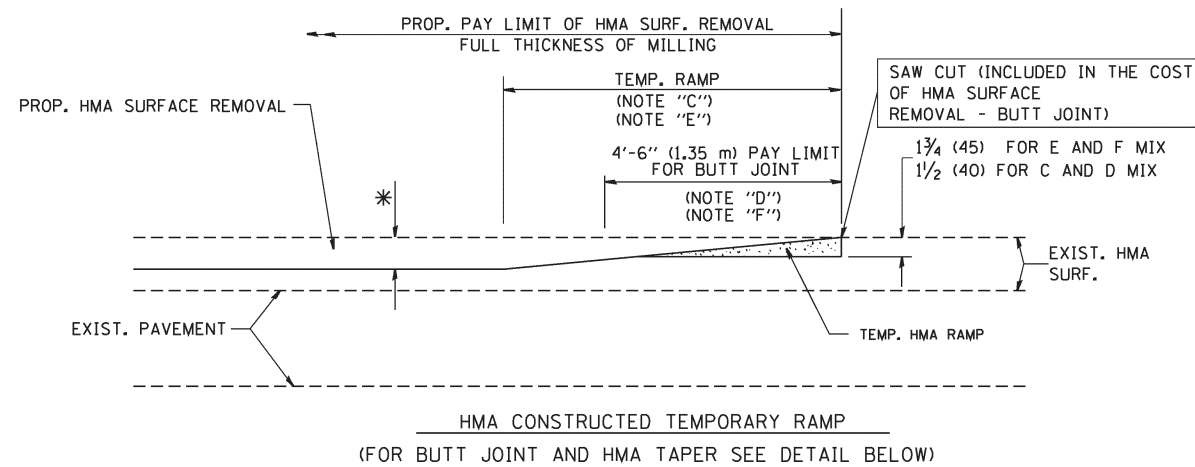
RESTRICTOR TYPE					
1	2	3	4	5	6
RE-ENTRANT TUBE	SHARP EDGED	SQUARE EDGED	RE-ENTRANT TUBE	SQUARE EDGED	ROUNDED
LENGTH: 1/2 TO 1 DIA.		STREAM CLEARS SIDES	LENGTH: 2-1/2 DIA.	LENGTH: 2-1/2 DIA.	
C=.52	C=.61	C=.61	C=.73	C=.82	C=.98

VALUES OF "C" FOR CIRCULAR AND SQUARE ORIFICES

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

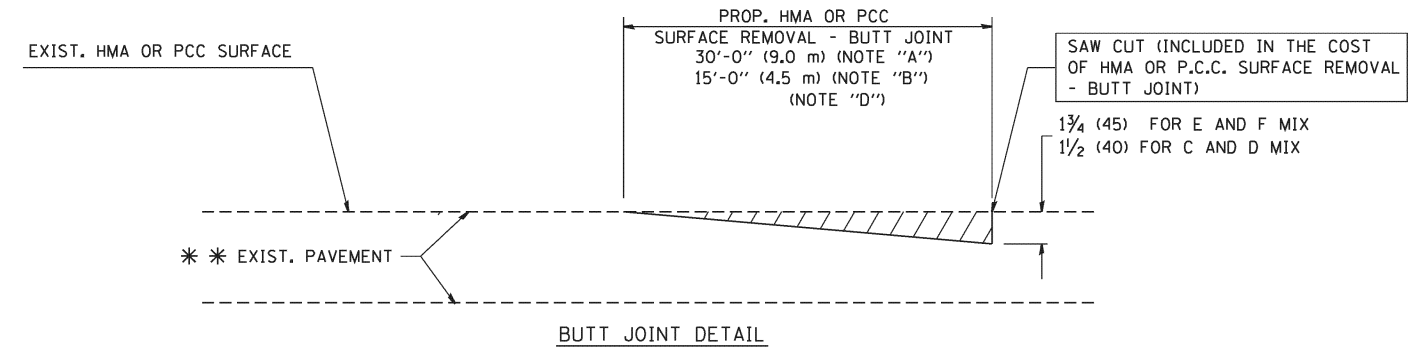


OPTION 1

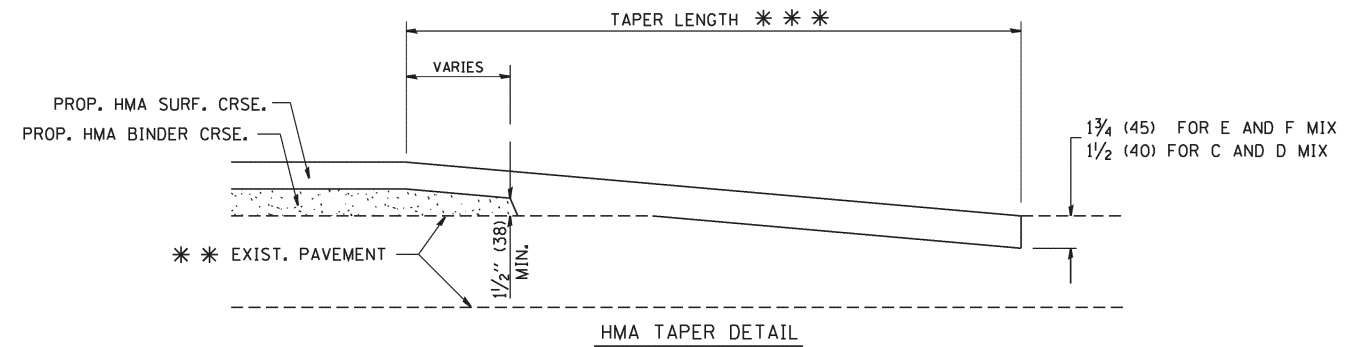


OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

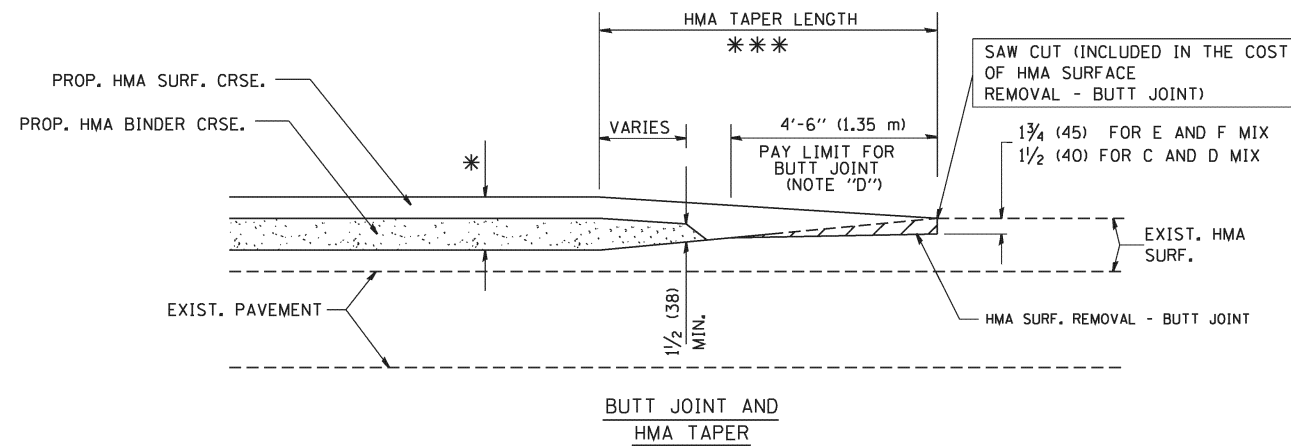
NOTES

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

BASIS OF PAYMENT:

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

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



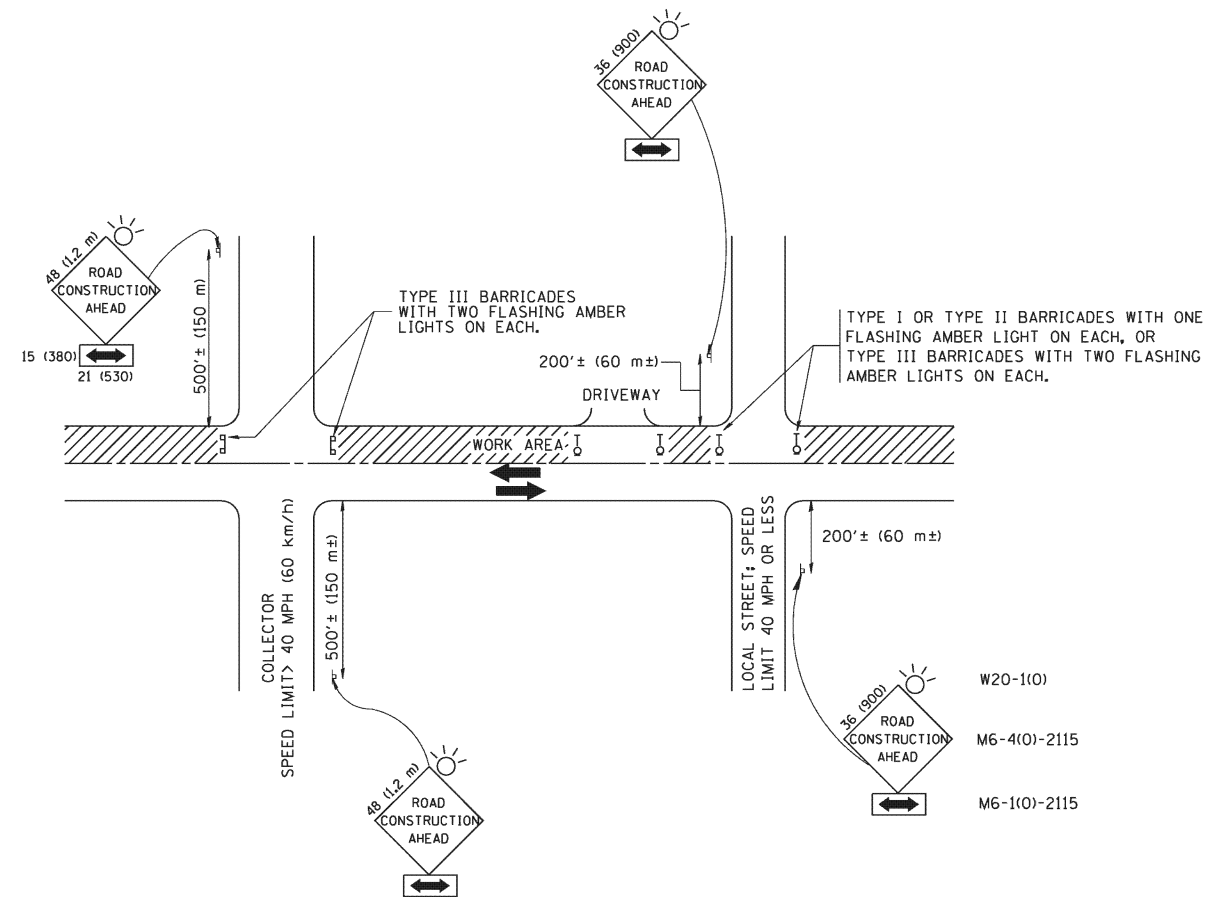
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

FILE NAME = W:\diststd\22x34\bd32.dgn	USER NAME = gegl1enobt	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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	148
BD400-05 BD32		CONTRACT NO. 60A95		
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:

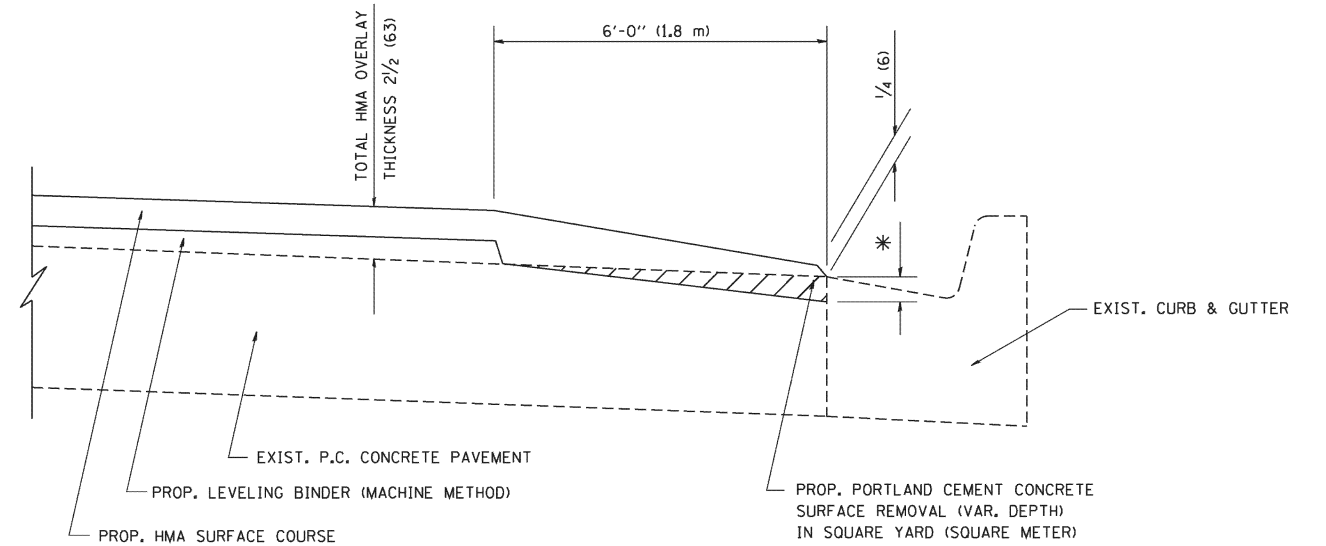
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER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

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



HMA TAPER AT EDGE OF P.C.C. PAVEMENT

HMA SURFACE	THICKNESS	LEVELING BINDER	THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)	
F	1 3/4 (44)	3/4 (19)	1/2 (38)	

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

HMA TAPER AT EDGE OF P.C.C. PAVEMENT

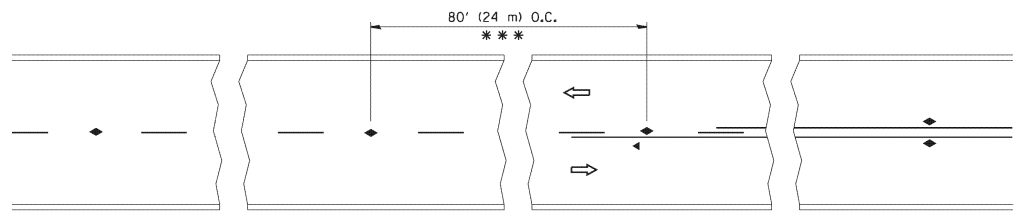


USER NAME = eibaj	DESIGNED <i>ESI</i>	REVISED -
PLOT SCALE = 1:8000' / 1in.	DRAWN <i>ESI</i>	REVISED -
PLOT DATE = 7/5/2012	CHECKED <i>GJS</i>	REVISED -
	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

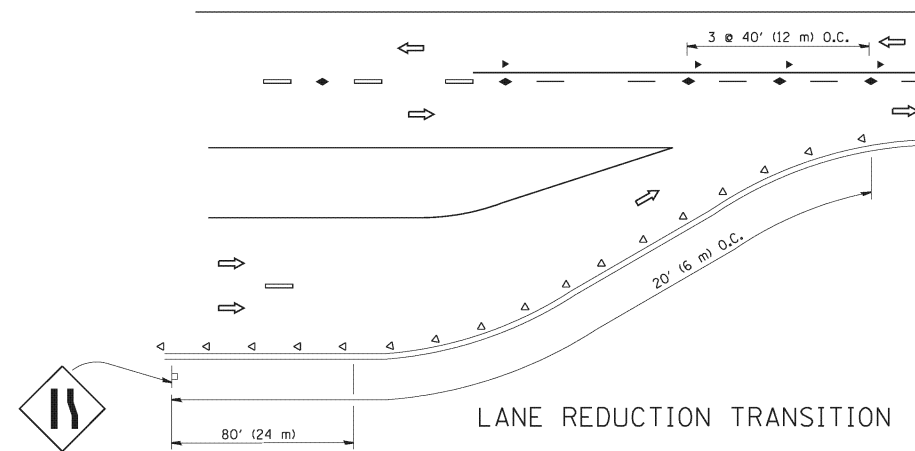
DISTRICT 1 STANDARD DETAILS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.U. RTE. 3887	SECTION S-N	COUNTY KANE	TOTAL SHEETS 153	SHEET NO. 149
TC-10 & BD400-06 (BD33)		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

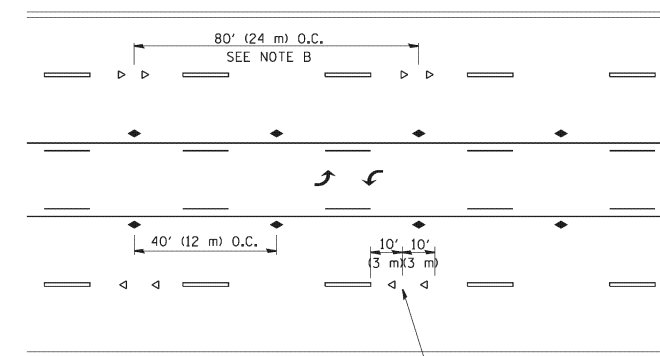


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

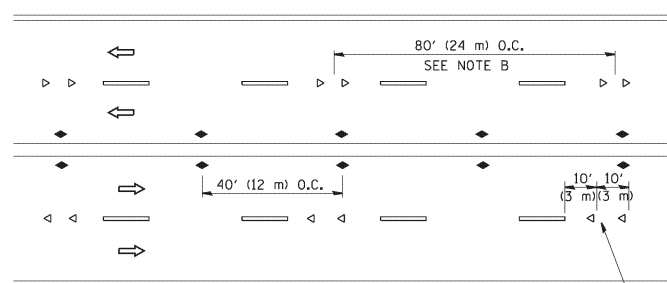
TWO-LANE/TWO-WAY



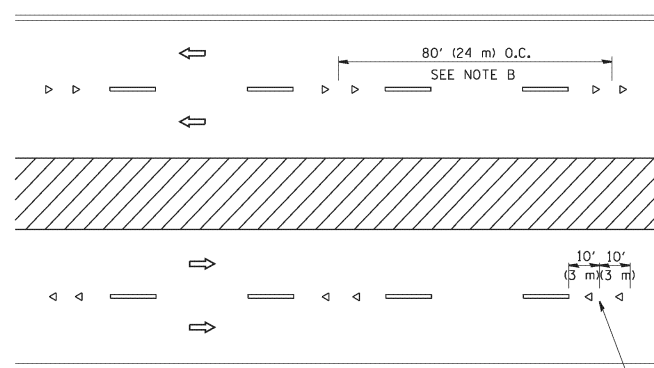
LANE REDUCTION TRANSITION



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

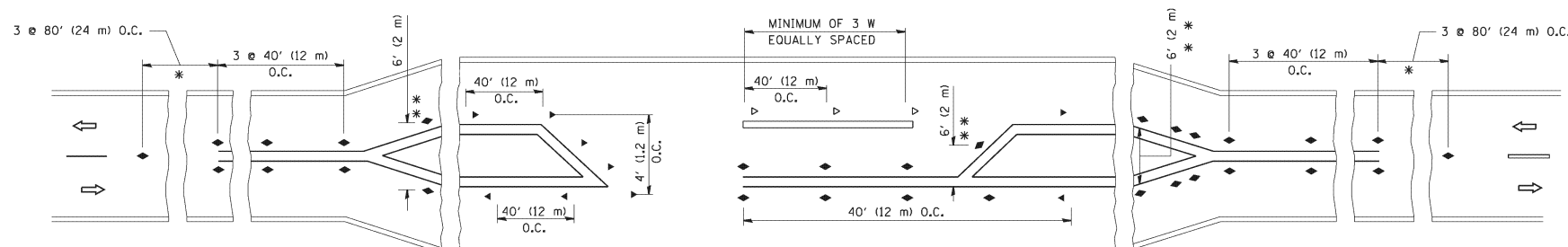
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.

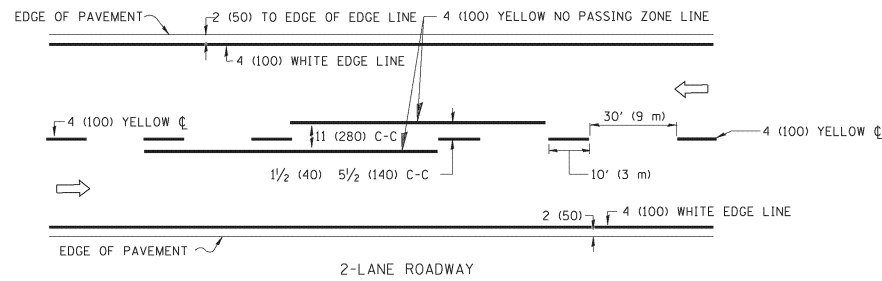
FILE NAME =	USER NAME = lrysa	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ei:\pwwork\pwi\dott\lrysa\d0108315\l1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

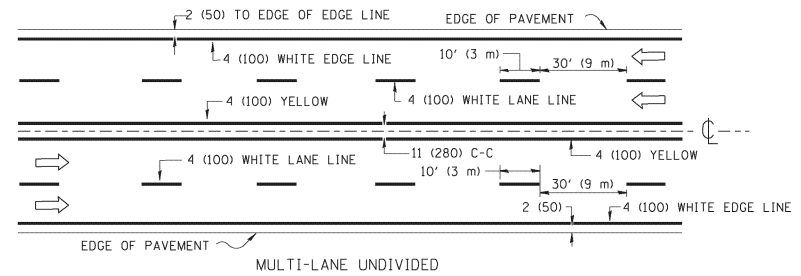
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

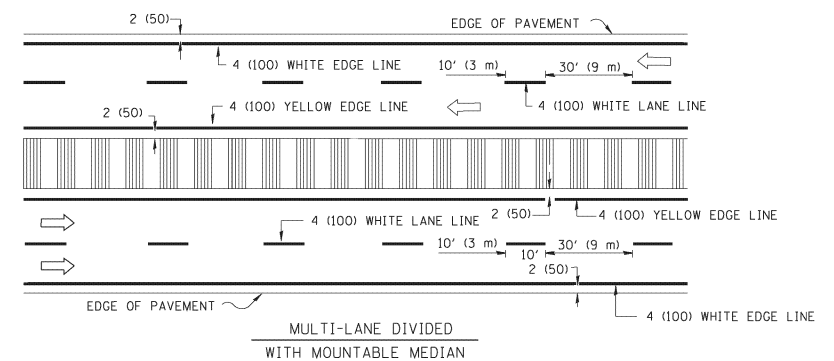
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	150
TC-11		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



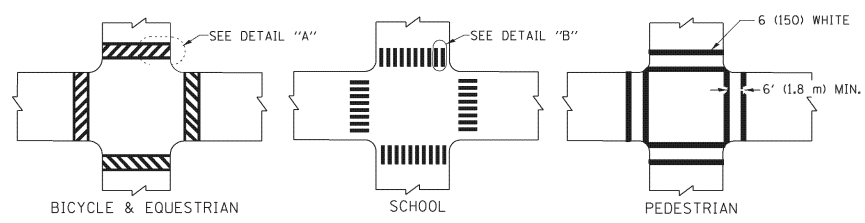
MULTI-LANE UNDIVIDED



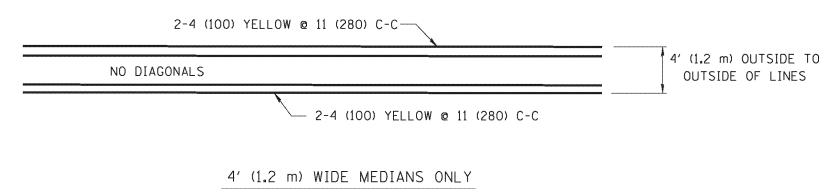
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

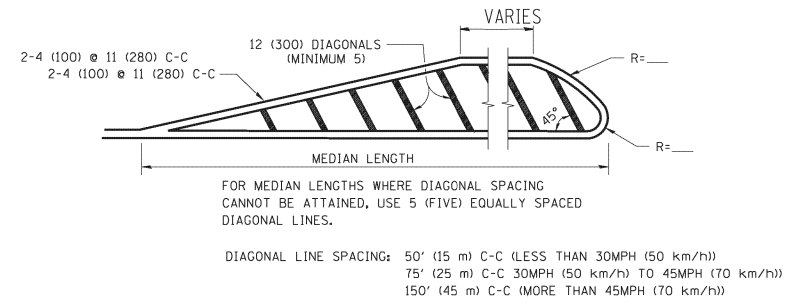
TYPICAL LANE AND EDGE LINE MARKING



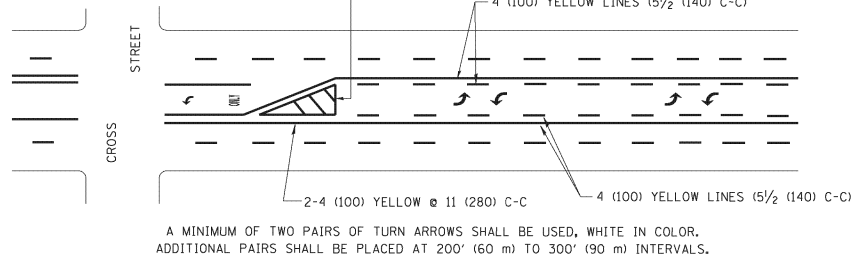
TYPICAL CROSSWALK MARKING



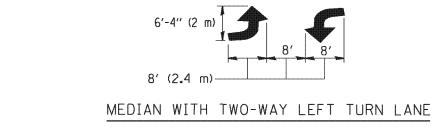
4' (1.2 m) WIDE MEDIANS ONLY



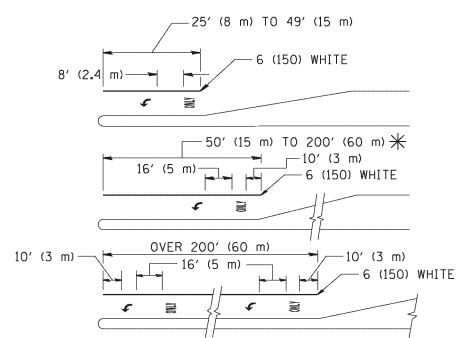
MEDIANS OVER 4' (1.2 m) WIDE



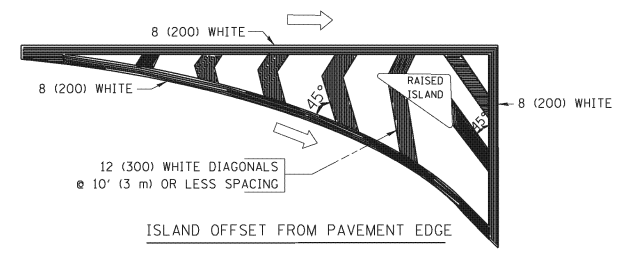
TYPICAL PAINTED MEDIAN MARKING



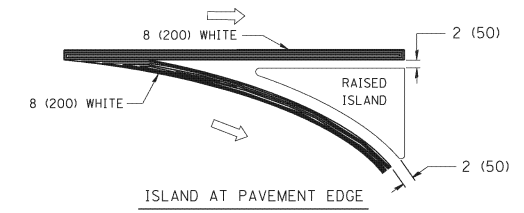
MEDIAN WITH TWO-WAY LEFT TURN LANE



TYPICAL TURN LANE MARKING



ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
NO PASSING ZONE LINES: FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	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°	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))

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

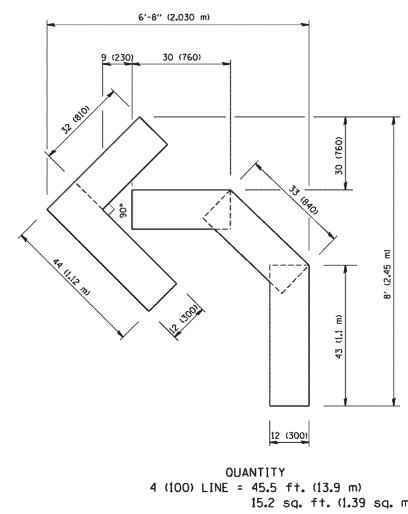
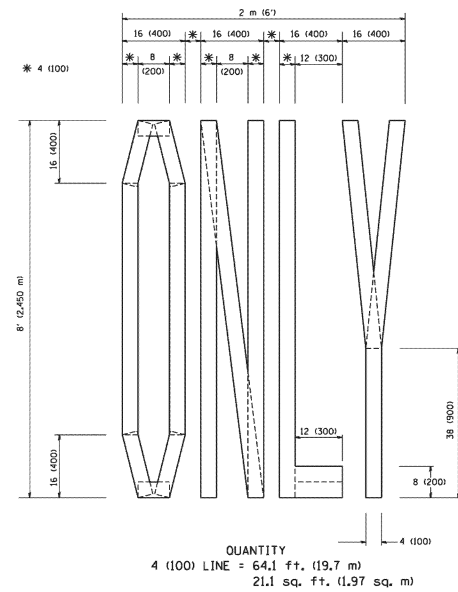
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = drivakosgn	DESIGNED - EVERS	REVISED - T. RAMMACHER 10-27-94
es:\pwork\pwork\dot\drivakosgn\d0108315\te3.dgn		DRAWN -	REVISED - C. JUCIUS 09-09-09
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 9/9/2009	DATE - 03-19-90	REVISED -

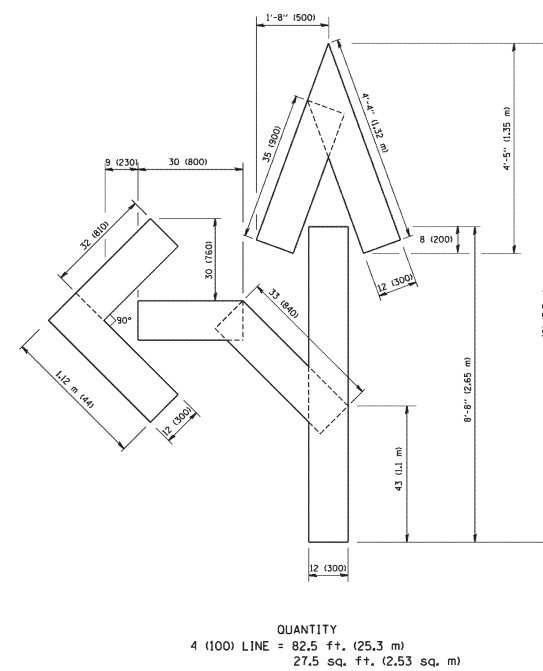
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE			
TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

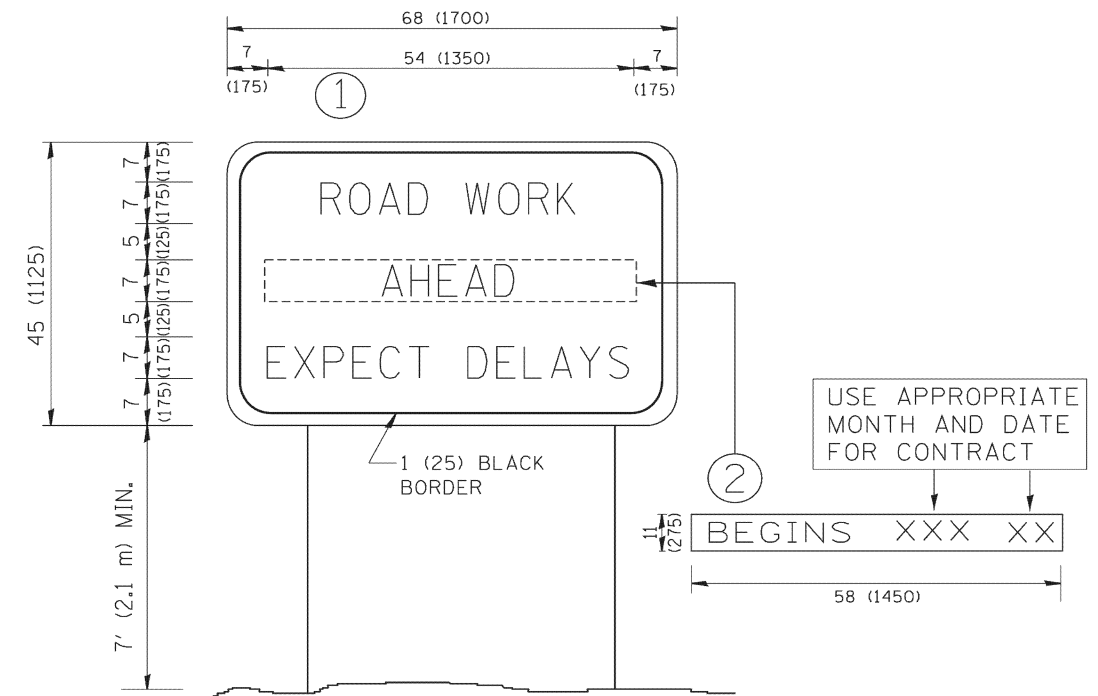
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	151
TC-13		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LETTERS AND SYMBOLS
FOR TRAFFIC STAGING



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



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.

ARTERIAL ROAD
INFORMATION SIGN



USER NAME = eibay
DRAWN ESI
CHECKED GJS
DATE 07/03/12

DESIGNED ESI
DRAWN ESI
CHECKED GJS
DATE 07/03/12

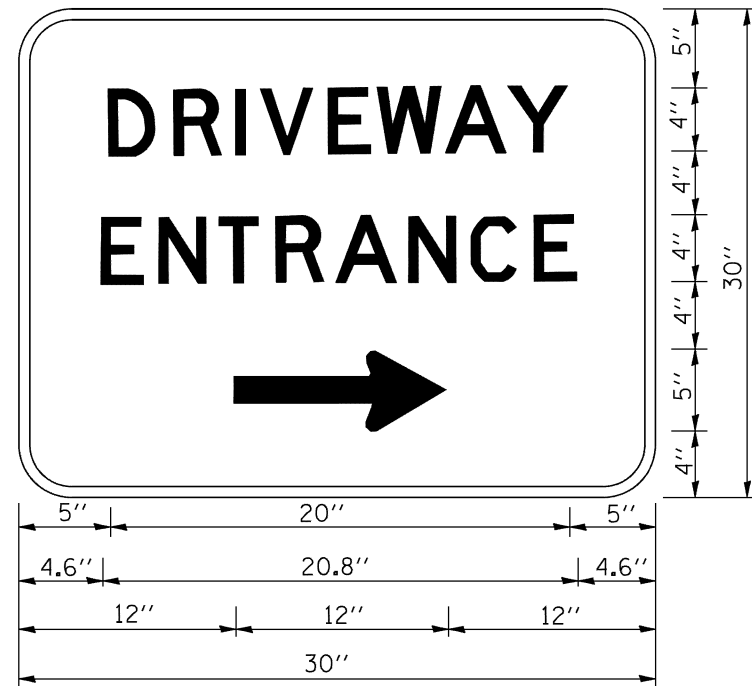
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	152
TC-16 & TC-22		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

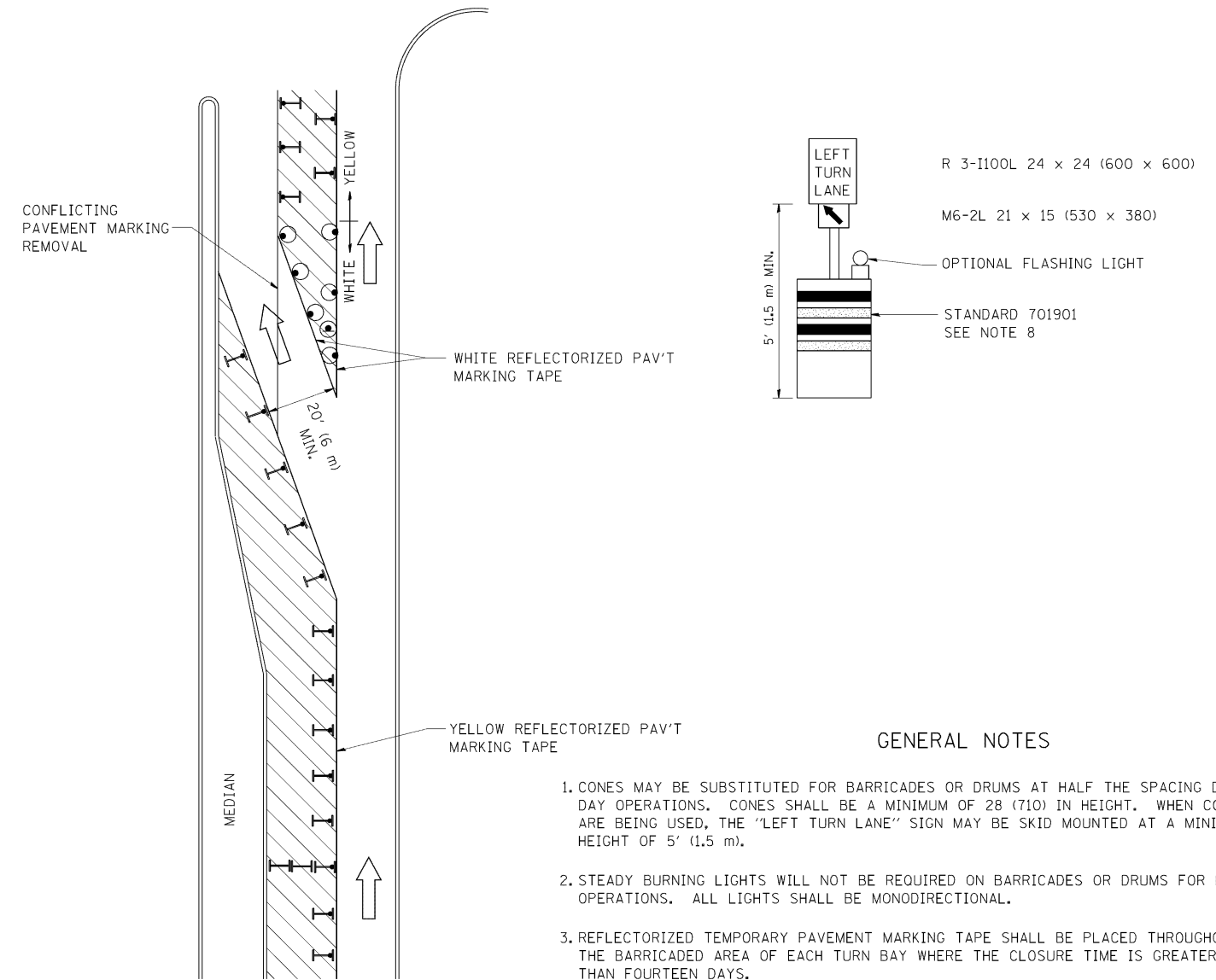


3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

DRIVEWAY ENTRANCE SIGNING



GENERAL NOTES

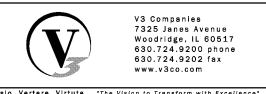
1. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT. WHEN CONES ARE BEING USED, THE "LEFT TURN LANE" SIGN MAY BE SKID MOUNTED AT A MINIMUM HEIGHT OF 5' (1.5 m).
2. STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
3. REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH TURN BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.
4. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
5. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
6. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
7. FORM OPER 725 IS REQUIRED.
8. IF A DRUM OR TYPE II BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 PREQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

LEGEND

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

TRAFFIC CONTROL AND PROTECTION TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



USER NAME = eibay	DESIGNED <i>ESI</i>	REVISED -
	DRAWN <i>ESI</i>	REVISED -
PLOT SCALE = 1:2000 / 1 in.	CHECKED <i>GJS</i>	REVISED -
PLOT DATE = 7/5/2012	DATE <i>07/03/12</i>	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING AND
TRAFFIC CONTROL AND PROTECTION TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3887	S-N	KANE	153	153
TC-26 & TC-14		CONTRACT NO. 60A95		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				