

FOR INDEX OF SHEETS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

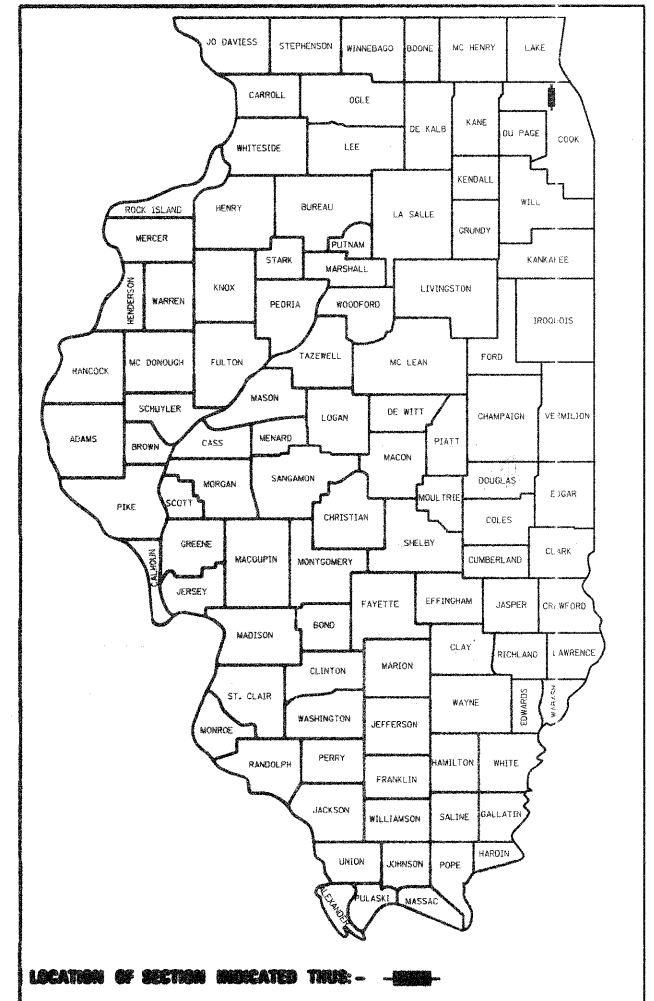
**FAU ROUTE 2692 – WOLF ROAD (SN 016-0680)
OVER FAP ROUTE 305 – PALATINE ROAD
SECTION 1415B-1
PROJECT: M-2692(004)
COOK COUNTY
SUPERSTRUCTURE REPLACEMENT,
BRIDGE BEAM REPLACEMENT, & NEW DECK**

C-91-124-11

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	1
		ILLINOIS	CONTRACT NO. 60M52	

D-91-124-11

*72+1=73



TRAFFIC DATA

WOLF ROAD

EXISTING ADT : 22,480
POSTED SPEED LIMIT 40 MPH

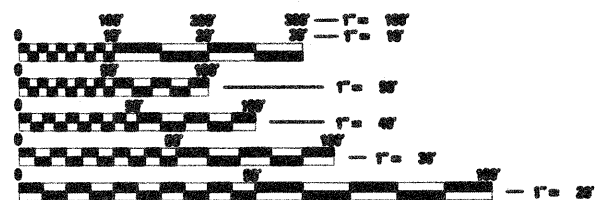
PALATINE ROAD

EXISTING ADT : 35,500 (2010)
POSTED SPEED LIMIT 45 MPH

FRONTAGE ROAD

POSTED SPEED LIMIT 30 MPH

IMPROVEMENT IS LOCATED IN THE CITY OF PROSPECT HEIGHTS AND VILLAGE OF WHEELING.

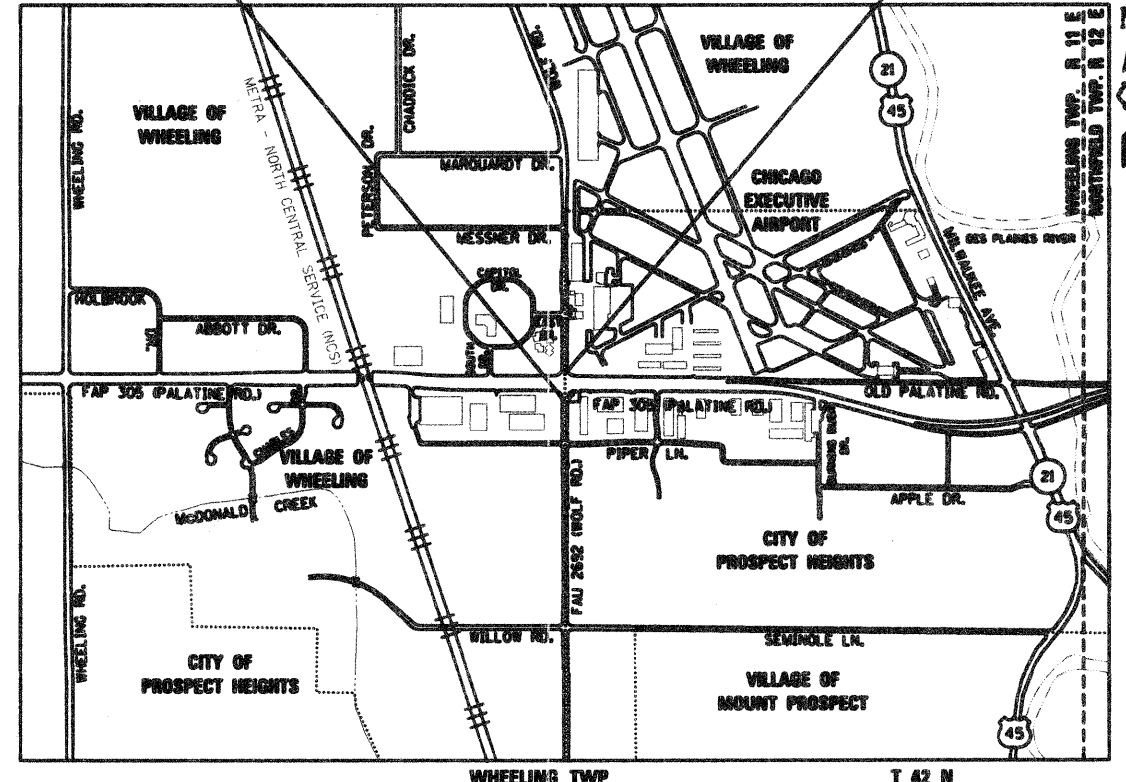


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JULIE
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-682-0123
OR 811

IMPROVEMENT BEGINS
STA. 947+95
(SN 016-0680)

IMPROVEMENT ENDS
STA. 951+33



WHEELING TWP T 42 N

LOCATION MAP

NOT TO SCALE
GROSS LENGTH = 338 FT. = 0.064 MILE
NET LENGTH = 338 FT. = 0.064 MILE



DAVID L. PIENIAZEK, P. E.
IL. LIC. NO. 062-058013
EXP 11/30/13
DATE 10/27/11



P. K. GANDHI, P. E.
IL. LIC. NO. 062-034993
EXP 11/30/2011
DATE 10/27/2011

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED OCTOBER 28 2011

Diane M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 9 2011
Scott E. Stitt, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

December 9 2011
William R. Fien
Interim DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PROJECT ENGINEER **ROBERT BORO (847) 705-4237**
PROJECT MANAGER **ISSAM RAYYAN**
CONTRACT NO. 60M52



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

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GENERAL NOTES - MISCELLANEOUS

 BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED).

TEN FOOT (10-FT) TRANSITIONS SHALL BE USED TO MATCH PROPOSED ITEMS OF WORK TO EXISTING ITEMS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH THE RESPECTIVE UTILITIES, THE CITY OF PROSPECT HEIGHTS, THE VILLAGE OF WHEELING, AND COOK COUNTY.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKINGS OUTSIDE THE REMOVAL LIMITS SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

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

THE RESIDENT ENGINEER SHALL CONTACT MR. WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (773) 685-8386 A MINIMUM OF TWO WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

WET REFLECTIVE TEMPORARY TAPE, TYPE III SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE TEMPORARY PAVEMENT MARKING TAPE REMOVAL SHALL BE INCLUDED IN THE COST OF WORK ZONE PAVEMENT MARKING REMOVAL.

SAW CUTS WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE COST OF THE ITEM BEING REMOVED.

ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST STANDARD OF THE DEPARTMENT AS SHOWN.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKS AND MONUMENTS, THE ENGINEER, OR AN AUTHORIZED SURVEYOR OR AGENT WILL WITNESS OR OTHERWISE REFERENCE AND RESET MONUMENTS AS NECESSARY. ALL PROPERTY CORNERS EXCEPT THOSE WITHIN AREAS WHERE THE SCHEDULE SHOWS PLACEMENT OF R.O.W. MARKERS SHALL REMAIN UNDISTURBED.

THE CONTRACTOR AS REQUIRED, SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO COMMENCING WITH CONSTRUCTION.

THE CONTRACTOR WILL BE REQUIRED TO COMPLY WITH STATE OR LOCAL REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.

THE CONTRACTOR'S OPERATIONS AND TEMPORARY STORAGE ACTIVITIES SHALL BE LIMITED TO THE WORK AREA AND/OR CONSTRUCTION

LIMITS. ANY ADDITIONAL STAGING AREAS ADJACENT TO THE PROJECT ARE SUBJECT TO PRIOR APPROVAL BY THE ENGINEER. NO ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS.

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

ACCESS SHALL BE PROVIDED AT ALL TIMES TO PROPERTIES ABUTTING THE PROPOSED IMPROVEMENT.

GENERAL NOTES - ROADWAY

 THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY AND ALL EXISTING ITEMS WHICH WILL NOT BE REMOVED. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY HIM AT HIS OWN EXPENSE.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE BUTT JOINT AND BITUMINOUS TAPER DETAILS SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

GENERAL NOTES - DRAINAGE

 THE COST OF MAKING ANY CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.

LENGTHS AND SIZES OF STORM SEWERS AS SHOWN ON THE PLANS AND DRAINAGE STRUCTURE ELEVATIONS SHALL BE VERIFIED BY THE CONTRACTOR IN THE FIELD PRIOR TO ORDERING AND INSTALLATION OF DRAINAGE ITEMS. THE INVERTS OF THE PROPOSED DRAINAGE STRUCTURES MAY REQUIRE REVISIONS TO MEET EXISTING FIELD CONDITIONS. ANY ADJUSTMENTS SHALL BE AS DIRECTED BY THE ENGINEER.

THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF THE ROAD DURING CONSTRUCTION OF THIS PROJECT. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

STORM SEWER SHALL BE BACKFILLED IN ACCORDANCE WITH ARTICLE 550.07 METHOD 1 ONLY.

ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DITCHES, GUTTERS, CROSSROAD PIPES, OR DRAINAGE STRUCTURES DUE TO CONSTRUCTION OPERATIONS SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK SHALL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

GENERAL NOTES - UTILITIES

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

HIGHWAY STANDARDS

280001-06	TEMPORARY EROSION CONTROL SYSTEMS
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
424001-06	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021	DEPRESSED CORNER FOR SIDEWALKS
515001-03	NAME PLATE FOR BRIDGES
602011-02	CATCH BASIN, TYPE C
604011-04	FRAME AND GRATE, TYPE 3V
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701400-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY
701401-06	OPERATIONS ONLY
701601-07	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-08	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
704001-07	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY (UPS)
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
876001-02	PEDESTRIAN PUSH BUTTON POST
880001-09	CONCRETE FOUNDATION DETAILS
880001-01	TRAFFIC SIGNAL MOUNTING DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

GENERAL NOTES - FAA COORDINATION

 THE CONSTRUCTION CRANE MUST BE LOWERED TO THE GROUND WHEN NOT IN USE AND DURING THE HOURS BETWEEN SUNSET AND SUNRISE.


THE FAA AND AIRPORT MANAGER ARE REQUIRED TO BE NOTIFIED AT LEAST 5 DAYS PRIOR TO ERECTING ANY CRANE.

THE CONTRACTOR SHALL PUT AIRPORT FLAGS AND RED BEACON LIGHTS ON THE CRANE.

FAA FORM 7460-2 NOTICE OF ACTUAL CONSTRUCTION SHALL BE SUBMITTED TO THE FAA OFFICE WITHIN 5 DAYS AFTER THE BRIDGE REACHES ITS GREATEST HEIGHT.

FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIN SUPPORTS FOR CRG PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.

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	USER NAME = zpanid	DESIGNED - DLP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WOLF ROAD OVER PALATINE ROAD GENERAL NOTE & HIGHWAY STANDARDS		FAA J. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 2
	PLOT SCALE = 50,0000' / 1" IN. PLOT DATE = 10/27/2011	CHECKED - TMH	DATE - 10/28/11		REVISED -	SCALE: 10,0000' / 1" IN. SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 60M52 FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

801.FED./201.STATE

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				0004 ROADWAY	0011 STRUCTURE	0021 TRAFFIC SIGNALS
X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1	0	0	1
20101100	TREE TRUNK PROTECTION	EACH	1	1	0	0
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	1	1	0	0
20101700	SUPPLEMENTAL WATERING	UNIT	1.5	1.5	0.0	0.0
20200100	EARTH EXCAVATION	CU YD	74	74	0	0
20400800	FURNISHED EXCAVATION	CU YD	74	74	0	0
20800150	TRENCH BACKFILL	CU YD	15	15	0	0
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	684	684	0	0
25100630	EROSION CONTROL BLANKET	SQ YD	684	684	0	0
25200110	SODDING, SALT TOLERANT	SQ YD	684	684	0	0
28000510	INLET FILTERS	EACH	21	21	0	0
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	273	273	0	0
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	665	665	0	0
40600300	AGGREGATE (PRIME COAT)	TON	14	14	0	0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	1	1	0	0
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	139	139	0	0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	130	130	0	0
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	279	279	0	0
42001100	HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	86	86	0	0
42001300	PROTECTIVE COAT	SQ YD	216	216	0	0
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	94	94	0	0
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	33	33	0	0
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	434	434	0	0
42400800	DETECTABLE WARNINGS	SQ FT	40	40	0	0
44000100	PAVEMENT REMOVAL	SQ YD	810	810	0	0
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	3,159	3,159	0	0
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	823	823	0	0
44000600	SIDEWALK REMOVAL	SQ FT	311	311	0	0
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1,392	1,392	0	0
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1	0	1	0
50102400	CONCRETE REMOVAL	CU YD	66.4	0.0	66.4	0.0
50200100	STRUCTURE EXCAVATION	CU YD	82	0	82	0
50300225	CONCRETE STRUCTURES	CU YD	102.8	0.0	102.8	0.0
50300255	CONCRETE SUPERSTRUCTURE	CU YD	404.0	0.0	404.0	0.0
50300260	BRIDGE DECK GROOVING	SQ YD	826	0	826	0

801.FED./201.STATE

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				0004 ROADWAY	0011 STRUCTURE	0021 TRAFFIC SIGNALS
50300300	PROTECTIVE COAT	SQ YD	1,082	0	1,082	0
50500305	ERECTING STRUCTURAL STEEL	L SUM	1.0	0.0	1.0	0.0
50500505	STUD SHEAR CONNECTORS	EACH	3,636	0	3,636	0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	94,620	0	94,620	0
50800515	BAR SPLICERS	EACH	623	0	623	0
51500100	NAME PLATES	EACH	1	0	1	0
52000110	PREFORMED JOINT STRIP SEAL	FOOT	145	0	145	0
52100210	ERECTING ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	0	12	0
52100505	ANCHOR BOLTS, 5/8"	EACH	24	0	24	0
52100520	ANCHOR BOLTS, 1"	EACH	24	0	24	0
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	40	40	0	0
58700300	CONCRETE SEALER	SQ FT	1,159	0	1,159	0
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	75	0	75	0
60207115	CATCH BASINS, TYPE C, TYPE 3V FRAME AND GRATE	EACH	4	4	0	0
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	3	3	0	0
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	756	756	0	0
60618210	HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH	SQ FT	259	259	0	0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	0	0
67100100	MOBILIZATION	L SUM	1.0	1.0	0.0	0.0
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1.0	1.0	0.0	0.0
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1.0	1.0	0.0	0.0
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1.0	1.0	0.0	0.0
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	32	32	0	0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	5,318	5,318	0	0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	460	460	0	0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	290	290	0	0
72000200	SIGN PANEL - TYPE 2	SQ FT	28	28	0	0
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	6	6	0	0
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,174	9,174	0	0
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	54	54	0	0
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	149	149	0	0
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	686	686	0	0
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	32	32	0	0
78200100	MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	8	8	0	0
78300100	PAVEMENT MARKING REMOVAL	SQ FT	3,640	3,640	0	0



* SPECIALTY ITEMS

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USER NAME = 2bookd	DESIGNED - DLP	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - ENTRAN	REVISED -
PLOT DATE = 12/12/2011	CHECKED - TMH	REVISED -
	DATE - 10/28/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WOLF ROAD OVER PALATINE ROAD SUMMARY OF QUANTITIES			
SCALE: 50.0000' / IN.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 3
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT				

SUMMARY OF QUANTITIES

80% FED./20% STATE

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				0004 ROADWAY	0011 STRUCTURE	0021 TRAFFIC SIGNALS
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	32	32	0	0
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	40	0	0	40
81101000	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., GALVANIZED STEEL	FOOT	190	0	0	190
81400300	DOUBLE HANDHOLE	EACH	2	0	0	2
85700200	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1	0	0	1
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,953	0	0	1,953
87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,582	0	0	2,582
87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2,016	0	0	2,016
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,568	0	0	1,568
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	627	0	0	627
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6	0	0	6
88030050	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2	0	0	2
88030080	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4	0	0	4
88055160	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	2	0	0	2
88055170	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	4	0	0	4
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	16	0	0	16
88500100	INDUCTIVE LOOP DETECTOR	EACH	8	0	0	8
88600100	DETECTOR LOOP, TYPE I	FOOT	769	0	0	769
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1	0	0	1
89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1	0	0	1
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	7,728	0	0	7,728
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	0	0	1
89502376	REBUILD EXISTING HANDHOLE	EACH	1	0	0	1
89502380	REMOVE EXISTING HANDHOLE	EACH	2	0	0	2
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	72	0	72	0
X4403800	MEDIAN SURFACE REMOVAL	SQ FT	259	259	0	0
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	23	23	0	0
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1.0	1.0	0.0	0.0
X7030025	WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS	SQ FT	91	91	0	0
X7030030	WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH	FOOT	14,537	14,537	0	0
X7030055	WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH	FOOT	190	190	0	0
X8730250	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED	FOOT	1,143	0	0	1,143
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	28	0	28	0
Z0004552	APPROACH SLAB REMOVAL	SQ YD	319	319	0	0
Z0007122	REMOVING AND RE-ERECTING EXISTING RAILING	FOOT	135	0	135	0

* SPECIALTY ITEMS

* SPECIALTY ITEMS

80% FED./20% STATE

CODE NO.	ITEM	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION TYPE CODE		
				0004 ROADWAY	0011 STRUCTURE	0021 TRAFFIC SIGNALS
Z0013798	CONSTRUCTION LAYOUT	L SUM	1.0	1.0	0.0	0.0
Z0018004	DRAINAGE SCUPPERS, DS-12	EACH	2	0	2	0
Z0018800	DRAINAGE SYSTEM	L SUM	1.0	0.0	1.0	0.0
Z0026407	TEMPORARY SHEET PILING	SQ FT	212	0	212	0
Z0030275	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 2	EACH	3	3	0	0
Z0030355	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 2	EACH	3	3	0	0
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	147	147	0	0
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	146	0	146	0
Z0062456	TEMPORARY PAVEMENT	SQ YD	496	496	0	0
Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	0	0	1

FILE NAME: G:\projects\2102155_8099\cadd\cadd\sheet\802\01606052-23.sht-500.dgn

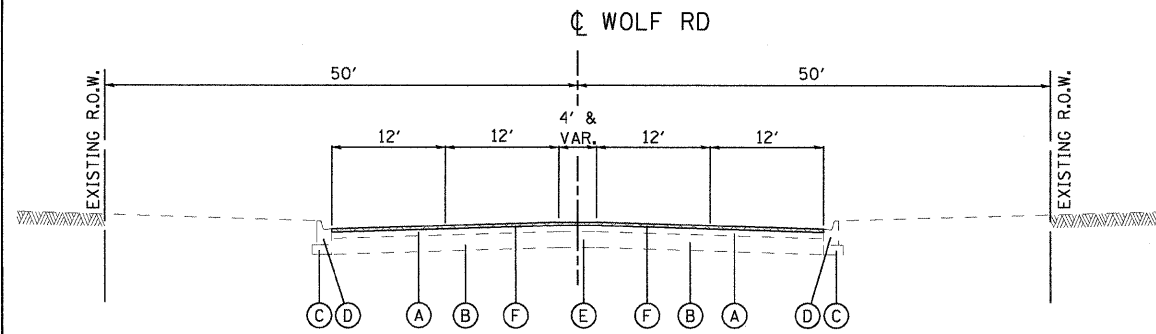


USER NAME = 2bookd	DESIGNED - DLP	REVISED -
PLOT SCALE = 50.0000' / IN.	DRAWN - ENTRAN	REVISED -
PLOT DATE = 12/12/2011	CHECKED - TMH	REVISED -
	DATE - 10/28/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

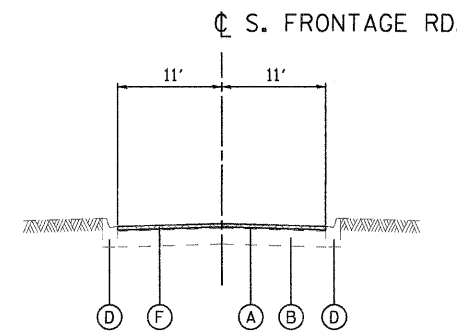
WOLF ROAD OVER PALATINE ROAD SUMMARY OF QUANTITIES			
F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72
SCALE: 50.0000' / IN. SHEET NO. OF SHEETS		STA. TO STA.	CONTRACT NO. 60M52

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



EXISTING TYPICAL SECTION

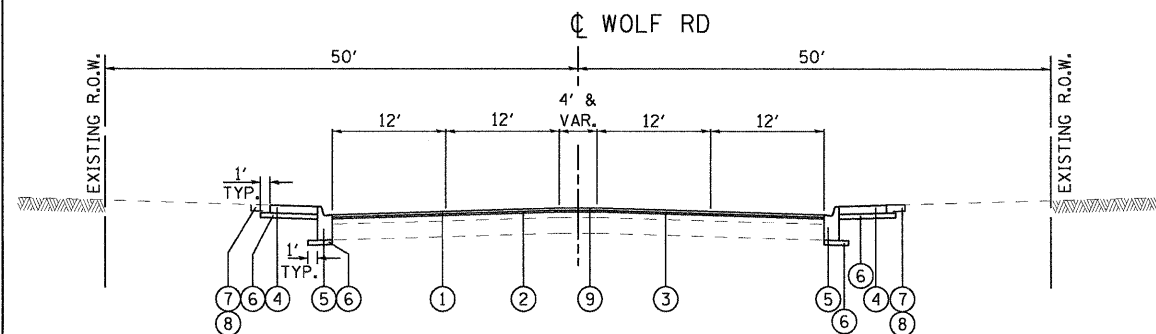
FACING NORTH
STA. 947+95 TO STA. 951+33
N.T.S.



EXISTING TYPICAL SECTION

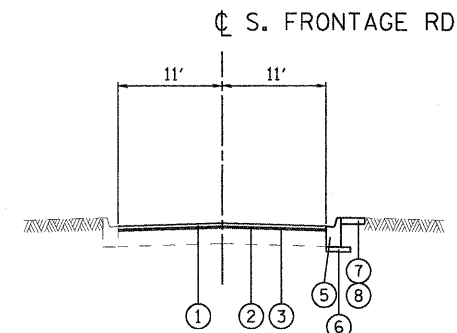
FACING EAST
STA. 101+20 TO STA. 105+00
N.T.S.

- EXISTING LEGEND**
- (A) EXIST. HMA SURFACE COURSE, 3"
 - (B) EXIST. PCC PAVEMENT, 10"
 - (C) EXIST. SUB-BASE GRANULAR MATERIAL, 4"
 - (D) EXIST. COMBINATION CONCRETE CURB AND GUTTER, VARIABLE DEPTH
 - (E) EXIST. STRIPED MEDIAN
 - (F) PROP. HMA SURFACE REMOVAL, 2 1/4"



PROPOSED TYPICAL SECTION

FACING NORTH
STA. 947+95 TO STA. 951+33
N.T.S.



PROPOSED TYPICAL SECTION

FACING EAST
STA. 101+20 TO STA. 105+00
N.T.S.

- PROPOSED LEGEND**
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5mm), 1 1/2"
 - (2) LEVELING BINDER (MM), IL-4.75mm, N70, 3/4"
 - (3) BITUMINOUS MATERIALS (PRIME COAT)
 - (4) PORTLAND CEMENT CONCRETE SIDEWALK, 6"
 - (5) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
 - (6) SUBBASE GRANULAR MATERIAL, TYPE B, 4"
 - (7) SODDING, SALT TOLERANT
 - (8) TOPSOIL FURNISH AND PLACE, 4"
 - (9) PROPOSED STRIPED MEDIAN

EARTH EXCAVATION FOR PROPOSED SUBGRADE MATERIAL SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 AND PCC SIDEWALK, 6".

BACKFILL BEHIND THE CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12.

EXISTING PALATINE ROAD PAVEMENT IS 10" JOINTED PORTLAND CEMENT CONCRETE PAVEMENT.

MIX DESIGNS	AIR VOIDS @ NDES
PAVEMENT RESURFACING	
HMA SURFACE COURSE, MIX "D", N70 (IL 9.5mm); 1 1/2"	4% @ 70 GYRATIONS
LEVELING BINDER (MM), IL-9.5mm, N70; 3/4"	4% @ 70 GYRATIONS
TEMPORARY PAVEMENT	
TEMP PAVEMENT - HMA SURFACE, MIX "D", N50; 1 1/2"	4% @ 50 GYRATIONS
TEMP PAVEMENT - HMA BINDER, (IL-19mm); 8 1/2"	4% @ 50 GYRATIONS
MEDIAN SURFACE	
HMA SURFACE COURSE, MIX "D", N50 (IL 9.5mm); 4"	4% @ 50 GYRATIONS

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

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

TEMPORARY PAVEMENT NOTE: IF THE CONTRACTOR CHOOSES TO USE CONCRETE, THE THICKNESS SHALL BE 10". PCC TEMPORARY PAVEMENT SHALL CONSIST OF CLASS PV CONCRETE MEETING THE REQUIREMENTS OF ART. 1020 OF THE STANDARD SPECIFICATIONS.



USER NAME = zpremid	DESIGNED - DLP	REVISED -
PLOT SCALE = 50.00 ' / IN.	DRAWN - ENTRAN	REVISED -
PLOT DATE = 12/6/2011	CHECKED - TMH	REVISED -
	DATE - 10/28/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOLF ROAD OVER PALATINE ROAD
TYPICAL SECTIONS**

SCALE: 50.00 ' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 5
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

FILE NAME = C:\projects\2102155_0095\CA00\CV\1\Shst\022\0160M52-01\shst-typical.dgn

SCHEDULE OF QUANTITIES

20101100 TREE TRUNK PROTECTION

STATION	OFFSET(FT)	EACH
S. Frontage Rd. CL	105+00.7 36.7 RT	1.0
		=====
TOTAL =		1

20101350 TREE PRUNING (OVER 10 INCH DIAMETER)

STATION	OFFSET(FT)	EACH
S. Frontage Rd. CL	105+00.7 36.7 RT	1.0
		=====
TOTAL =		1

20101700 SUPPLEMENTAL WATERING

STATION	OFFSET(FT)	UNIT
REFER TO '25200110 SODDING SALT TOLERANT'		1.37
2 GAL/SQ YD, 1 UNIT = 1,000 GAL		
		=====
TOTAL =		1.4

20200100 EARTH EXCAVATION

STATION	CUT/FILL(SF)	STATION	CUT/FILL(SF)	CU YD
REFER TO 'Z0062456 TEMP PAVEMENT'				73.5
				=====
TOTAL =				74

20400800 FURNISHED EXCAVATION

STATION	CUT/FILL(SF)	STATION	CUT/FILL(SF)	CU YD
REFER TO 'Z0062456 TEMP PAVEMENT'				73.5
				=====
TOTAL =				74

21101615 TOPSOIL FURNISH AND PLACE, 4"

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
SOUTH FRONTAGE RD-CL				
EAST END				
106+36.9	0.0	106+52.1	4.6	3.9
106+52.1	11.8	106+59.5	11.8	9.8
106+72.5	2.0	107+27.0	2.0	12.1
WEST END				
101+20.1	2.0	104+71.4	16.0	351.3
104+71.4	16.0	105+16.8	11.5	69.3
105+16.8	11.5	105+50.0	20.0	58.2
(SHIFT TO WOLF RD STA. WEST SIDE)				
948+90.0	20.0	948+28.7	12.0	109.0
948+28.7	12.0	947+96.8	2.0	24.8
WOLF RD-CL				
EAST SIDE				
949+54.3	7.5	949+66.6	7.5	10.3
949+62.0	0.0	949+66.6	16.1	4.2
950+32.7	2.0	950+41.7	2.0	2.0
950+41.7	13.0	950+50.8	2.0	10.0
950+50.8	2.0	950+57.7	2.0	1.5
WEST SIDE				
949+55.7	1.6	949+65.3	1.6	1.7
949+65.3	18.7	949+67.5	18.7	4.7
950+33.3	2.0	950+48.5	2.0	3.4
950+48.5	14.8	950+53.4	2.0	6.2
950+53.4	2.0	950+60.8	2.0	1.6
				=====
TOTAL =				684

25100630 EROSION CONTROL BLANKET

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
SOUTH FRONTAGE RD-CL				
EAST END				
106+36.9	0.0	106+52.1	4.6	3.9
106+52.1	11.8	106+59.5	11.8	9.8
106+72.5	2.0	107+27.0	2.0	12.1
WEST END				
101+20.1	2.0	104+71.4	16.0	351.3
104+71.4	16.0	105+16.8	11.5	69.3
105+16.8	11.5	105+50.0	20.0	58.2
(SHIFT TO WOLF RD STA. WEST SIDE)				
948+90.0	20.0	948+28.7	12.0	109.0
948+28.7	12.0	947+96.8	2.0	24.8
WOLF RD-CL				
EAST SIDE				
949+54.3	7.5	949+66.6	7.5	10.3
949+62.0	0.0	949+66.6	16.1	4.2
950+32.7	2.0	950+41.7	2.0	2.0
950+41.7	13.0	950+50.8	2.0	10.0
950+50.8	2.0	950+57.7	2.0	1.5
WEST SIDE				
949+55.7	1.6	949+65.3	1.6	1.7
949+65.3	18.7	949+67.5	18.7	4.7
950+33.3	2.0	950+48.5	2.0	3.4
950+48.5	14.8	950+53.4	2.0	6.2
950+53.4	2.0	950+60.8	2.0	1.6
				=====
TOTAL =				684

25200110 SODDING, SALT TOLERANT

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
SOUTH FRONTAGE RD-CL				
EAST END				
106+36.9	0.0	106+52.1	4.6	3.9
106+52.1	11.8	106+59.5	11.8	9.8
106+72.5	2.0	107+27.0	2.0	12.1
WEST END				
101+20.1	2.0	104+71.4	16.0	351.3
104+71.4	16.0	105+16.8	11.5	69.3
105+16.8	11.5	105+50.0	20.0	58.2
(SHIFT TO WOLF RD STA. WEST SIDE)				
948+90.0	20.0	948+28.7	12.0	109.0
948+28.7	12.0	947+96.8	2.0	24.8
WOLF RD-CL				
EAST SIDE				
949+54.3	7.5	949+66.6	7.5	10.3
949+62.0	0.0	949+66.6	16.1	4.2
950+32.7	2.0	950+41.7	2.0	2.0
950+41.7	13.0	950+50.8	2.0	10.0
950+50.8	2.0	950+57.7	2.0	1.5
WEST SIDE				
949+55.7	1.6	949+65.3	1.6	1.7
949+65.3	18.7	949+67.5	18.7	4.7
950+33.3	2.0	950+48.5	2.0	3.4
950+48.5	14.8	950+53.4	2.0	6.2
950+53.4	2.0	950+60.8	2.0	1.6
				=====
TOTAL =				684

28000510 INLET FILTERS

STATION	OFFSET(FT)	EACH
WOLF RD		
945+50.0	25.9 LT	1.0
947+00.0	26.7 LT	1.0
947+00.0	26.8 RT	1.0
952+85.0	26.8 LT	1.0
952+84.0	26.9 RT	1.0
954+60.0	25.9 LT	1.0
S. FRONTAGE RD		
99+89.0	11.0 RT	1.0
101+34.0	11.2 RT	1.0
102+74.0	11.4 RT	1.0
104+13.0	11.6 RT	1.0
105+13.0	29.9 RT	1.0
107+29.0	11.8 RT	1.0
PALATINE RD		
1340+85.0	60.9 LT	1.0
1340+85.0	83.9 LT	1.0
1342+16.0	98.4 LT	1.0
1343+13.0	27.2 RT	1.0
1343+13.0	27.1 LT	1.0
1343+33.0	85.0 LT	1.0
1343+47.0	95.0 LT	1.0
1344+43.0	85.0 LT	1.0
1345+77.0	83.7 LT	1.0
		=====
TOTAL =		21

31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4"

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
Wolf Rd. CL- East Side				
Under Curb				
950+52.9	2.6	950+59.2	2.6	5.8
Under Sidewalk				
949+56.7	17.2	949+65.0	17.1	15.9
950+47.6	12.0	950+55.2	12.0	10.5
Wolf Rd. CL- West Side				
Under Curb				
947+95.0	2.6	948+28.7	2.6	9.7
948+28.7	2.6	948+85.9	2.6	16.4
950+58.6	2.6	950+60.8	2.6	3.7
Under Sidewalk				
949+57.5	18.5	949+66.3	18.5	18.0
950+51.1	13.8	950+60.3	13.8	13.8
Frontage Rd. CL				
Under Curb- South Side				
101+20.1	2.6	104+71.4	2.6	100.8
104+71.4	2.6	105+63.1	2.6	31.1
106+72.5	2.6	107+29.0	2.6	16.3
Under Curb- North Side				
105+44.8	2.6	105+63.9	2.6	5.5
106+35.9	2.6	106+59.6	2.6	7.0
Palatine Rd				
Under Curb				
1342+97.0	2.6	1343+28.9	2.6	9.2
1342+96.0	2.6	1343+28.6	2.6	9.4
				=====
TOTAL =				273

40300100 BITUMINOUS MATERIALS (PRIME COAT)

STATION	OFFSET(FT)	GALLON
TOTAL SY OF PAVEMENT = 3325 SY		
ASSUME 2 APPLICATIONS AT RATE OF 0.1 GAL/SQ YD		
		665.00
		=====
TOTAL =		665

40600635 LEVELING BINDER (MACHINE METHOD), N70

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TON
RATE = 112.0 POUND / SQ YD / INCH				
DEPTH = 0.75 INCH				
Wolf Rd. CL- South End				
947+95.0	52.2	948+45.3	52.2	12.3
948+45.3	55.9	948+57.2	55.9	3.1
948+57.2	58.1	948+63.1	59.2	1.6
948+63.1	59.2	948+76.2	65.7	3.8
948+76.2	65.7	948+86.9	69.0	3.4
948+86.9	69.0	949+29.2	69.0	13.6
Wolf Rd. CL- North End				
950+58.7	18.4	950+70.7	18.4	1.0
950+61.8	12.8	950+70.8	12.8	0.5
950+70.8	103.2	951+02.8	103.2	15.4
951+02.8	103.2	951+09.7	95.3	3.2
951+09.7	95.3	951+33.0	68.2	8.9
Frontage Rd. CL- West End				
101+20.0	22.3	104+71.3	22.5	36.7
104+71.3	22.5	105+44.6	40.2	10.7
105+44.6	40.2	105+64.0	70.8	5.0
Frontage Rd. CL- East End				
106+33.1	66.1	106+36.0	57.1	0.8
106+36.0	72.8	106+59.7	37.7	6.1
106+59.7	37.7	107+15.9	22.2	7.9
107+15.9	22.3	107+64.5	22.2	5.0
				=====
TOTAL =				139

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ YD
Wolf Rd. CL				
947+95.0	52.2	947+99.5	52.2	26.1
950+60.5	4.5	951+04.5	4.5	22.0
950+62.3	4.5	951+12.2	4.5	25.0
951+28.5	71.9	951+33.0	68.2	35.0
Frontage Rd. CL				
101+20.0	22.3	101+24.5	22.3	11.1
107+60.0	22.2	107+64.5	22.2	11.1
				=====
TOTAL =				130

40603340 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70

STATION	WIDTH(FT)	STATION	WIDTH(FT)	TON
RATE = 112.0 POUND / SQ YD / INCH				
DEPTH = 1.50 INCH				
Wolf Rd. CL- South End				
947+95.0	52.2	948+45.3	52.2	24.5
948+45.3	55.9	948+57.2	55.9	6.2
948+57.2	58.1	948+63.1	59.2	3.2
948+63.1	59.2	948+76.2	65.7	7.6
948+76.2	65.7	948+86.9	69.0	6.8
948+86.9	69.0	949+29.2	69.0	27.3
Wolf Rd. CL- North End				
950+58.7	18.4	950+70.7	18.4	2.1
950+61.8	12.8	950+70.8	12.8	1.1
950+70.8	103.2	951+02.8	103.2	30.8
951+02.8	103.2	951+09.7	95.3	6.5
951+09.7	95.3	951+33.0	68.2	17.7
Frontage Rd. CL- West End				
101+20.0	22.3	104+71.3	22.5	73.4
104+71.3	22.5	105+44.6	40.2	21.5
105+44.6	40.2	105+64.0	70.8	10.0
Frontage Rd. CL- East End				
106+33.1	66.1	106+36.0	57.1	1.7
106+36.0	72.8	106+59.7	37.7	12.2
106+59.7	37.7	107+15.9	22.2	15.9
107+15.9	22.3	107+64.		

SCHEDULE OF QUANTITIES

42001100 HIGH-EARLY-STRENGTH PORTLAND CEMENT CONCRETE PAVEMENT 10"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
Palatine Rd CL					
1342+97.0	12.0	-	1343+28.9	12.0	42.5
1342+96.0	12.0	-	1343+28.6	12.0	43.5
TOTAL =					86

42001420 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
Wolf Rd. CL					
949+29.3	69.0	-	949+35.3	69.0	46.0
950+64.8	72.0	-	950+70.8	72.0	48.0
TOTAL =					94

42300400 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
S. Frontage Rd-South Side					
107+16.1	1.7	-	107+24.7	7.8	2.2
107+24.7	7.8	-	107+58.4	7.8	29.2
107+58.4	7.8	-	107+64.5	1.3	1.8
TOTAL =					33

42400300 PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
Wolf Rd. CL- East Side					
949+56.7	16.2	-	949+64.0	16.1	118.2
950+48.6	11.0	-	950+55.2	11.0	76.1
Wolf Rd. CL- West Side					
949+57.5	17.5	-	949+65.3	17.5	135.3
950+52.1	12.8	-	950+60.3	12.8	104.5
TOTAL =					434

44000100 PAVEMENT REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
Wolf Rd. CL- South End					
949+29.3	69.0	-	949+41.4	69.0	92.9
949+41.4	7.1	-	949+57.7	7.1	12.9
949+57.7	7.1	-	949+61.0	0.0	1.3
949+41.5	4.4	-	949+42.2	4.4	0.4
949+42.2	7.4	-	949+57.9	7.4	12.9
949+57.9	7.4	-	949+62.8	0.0	2.0
Wolf Rd. CL- North End					
950+46.9	0.0	-	950+54.9	7.6	3.4
950+54.9	7.6	-	950+58.6	7.7	3.2
950+53.2	0.0	-	950+58.6	4.6	1.4
950+58.6	72.0	-	950+70.8	72.0	97.2
PALATINE RD					
1342+97.0	12.0	-	1343+28.9	12.0	42.5
1342+96.0	12.0	-	1343+28.6	12.0	43.5
TEMPORARY PAVEMENT					496.2
TOTAL =					810

44000158 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
Wolf Rd. CL- South End					
947+99.5	52.2	-	948+45.3	52.2	265.6
948+45.3	55.9	-	948+57.2	55.9	74.0
948+57.2	58.1	-	948+63.1	59.2	38.1
948+63.1	59.2	-	948+76.2	65.7	90.8
948+76.2	65.7	-	948+86.9	69.0	80.4
948+86.9	69.0	-	949+29.2	69.0	324.6
Wolf Rd. CL- North End					
950+57.9	13.9	-	950+70.7	13.9	19.9
950+61.3	8.3	-	950+70.8	8.3	8.7
950+70.8	94.2	-	951+06.5	94.2	374.2
951+06.5	94.2	-	951+14.8	86.7	83.0
951+14.8	86.7	-	951+28.5	71.9	121.2
Frontage Rd. CL- West End					
101+24.5	22.2	-	104+71.3	22.5	860.7
104+71.3	22.5	-	105+44.6	40.2	255.3
105+44.6	40.2	-	105+64.0	70.8	119.6
Frontage Rd. CL- East End					
106+33.1	66.1	-	106+36.0	57.1	19.8
106+36.0	57.1	-	106+59.7	37.7	124.6
106+59.7	37.7	-	107+15.9	22.7	188.7
107+15.9	22.7	-	107+60.0	22.2	109.9
TOTAL =					3,159

44000500 COMBINATION CURB AND GUTTER REMOVAL

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
Wolf Rd. CL					
947+95.0	26.2 LT	-	948+47.3	27.2 LT	52.3
948+47.3	27.2 LT	-	948+98.5	50.8 LT	56.4
950+35.2	28.3 RT	-	950+59.7	55.0 RT	41.4
950+34.8	28.8 LT	-	950+61.3	48.8 LT	40.0
Frontage Rd. CL					
101+20.0	10.8 RT	-	104+88.5	12.1 RT	368.5
104+88.5	12.1 RT	-	105+20.4	17.3 RT	32.3
105+20.4	17.3 RT	-	105+40.9	25.8 RT	22.2
105+40.9	25.8 RT	-	105+59.6	43.8 RT	26.0
105+44.8	13.3 LT	-	105+70.5	22.7 LT	28.5
106+28.2	23.3 LT	-	106+59.6	12.2 LT	34.7
106+72.5	22.6 RT	-	107+28.9	18.9 RT	56.5
Palatine Rd. CL					
1342+97.0	26.2 RT	-	1343+28.9	26.2 RT	31.8
1342+96.0	26.0 LT	-	1343+28.6	26.0 LT	32.6
TOTAL =					823

44000600 SIDEWALK REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
Wolf Rd. CL- South End					
949+58.8	6.0	-	949+67.4	6.0	58.6
949+58.6	6.0	-	949+66.8	6.0	53.3
Wolf Rd. CL- North End					
950+34.0	5.0	-	950+57.0	5.0	109.1
950+31.9	5.0	-	950+52.0	5.0	90.3
TOTAL =					311

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
S. FRONTAGE RD					
101+20.0	0.0 RT	-	105+64.0	0.0 RT	444.0
104+88.6	12.0 RT	-	105+64.1	12.0 RT	75.5
106+36.0	0.0 RT	-	107+64.5	0.0 RT	128.4
106+36.1	12.0 RT	-	107+11.1	12.0 RT	75.0
WOLF RD					
947+95.0	0.0 RT	-	949+29.3	0.0 RT	134.3
947+95.0	12.0 RT	-	949+29.3	12.0 RT	134.3
947+95.0	12.0 LT	-	949+29.3	12.0 LT	134.3
950+70.8	0.0 RT	-	951+33.0	0.0 RT	62.3
950+70.8	12.0 LT	-	951+33.0	12.0 LT	62.3
950+70.8	12.0 RT	-	951+33.0	12.0 RT	62.3
950+86.1	48.8 LT	-	950+86.1	12.0 LT	36.8
950+86.1	12.0 RT	-	950+86.0	54.5 RT	42.5
TOTAL =					1,392
550A0050 STORM SEWERS, CLASS A, TYPE 1 12"					
STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
Palatine Rd. CL					
1343+02.4	27.0 LT	-	1343+12.8	26.8 LT	10.5
1343+12.8	26.8 LT	-	1343+22.5	27.0 LT	9.7
1343+03.3	26.9 RT	-	1343+12.8	26.8 RT	9.4
1343+12.8	26.8 RT	-	1343+22.9	27.1 RT	10.1
TOTAL =					40
60207115 CATCH BASINS, TYPE C, TYPE 3V FRAME AND GRATE					
STATION	OFFSET(FT)				EACH
Palatine Rd. CL					
1343+02.4	27.0 LT				1.0
1343+03.3	26.9 RT				1.0
1343+22.5	27.0 LT				1.0
1343+22.9	27.1 RT				1.0
TOTAL =					4
60300305 FRAMES AND LIDS TO BE ADJUSTED					
STATION	OFFSET(FT)				EACH
S. Frontage Rd					
101+33.5	11.2 RT				1.0
102+74.0	11.3 RT				1.0
104+12.9	11.6 RT				1.0
TOTAL =					3

60603800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
Wolf Rd					
947+95.0	26.2 LT	-	948+47.3	27.2 LT	52.3
948+47.3	27.2 LT	-	948+98.5	50.8 LT	56.4
950+52.9	36.0 RT	-	950+59.2	55.0 RT	20.2
950+58.6	36.0 LT	-	950+61.3	48.8 LT	13.1
Frontage Rd					
101+20.0	10.8 RT	-	104+88.5	12.1 RT	368.5
104+88.5	12.1 RT	-	105+20.4	17.3 RT	32.3
105+20.4	17.3 RT	-	105+40.9	25.8 RT	22.2
105+40.9	25.8 RT	-	105+59.6	43.8 RT	26.0
105+44.8	13.3 LT	-	105+63.9	17.1 LT	19.7
106+35.9	17.9 LT	-	106+59.6	12.2 LT	24.4
106+72.5	22.6 RT	-	107+28.9	18.9 RT	56.5
Palatine Rd					
1342+97.0	26.2 RT	-	1343+28.9	26.2 RT	31.8
1342+96.0	26.0 LT	-	1343+28.6	26.0 LT	32.6
TOTAL =					756

60618210 HOT-MIX ASPHALT MEDIAN SURFACE, 4 INCH

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
PALATINE RD. CL					
1342+97.0	4.0	-	1343+28.8	3.8	123.9
1342+96.1	4.2	-	1343+28.6	4.1	135.3
TOTAL =					259

70100800 TRAFFIC CONTROL AND PROTECTION, STANDARD 701401

STATION	OFFSET(FT)				L SUM
Palatine Road Catch Basin & Roadway Work MOT					
					1.00
TOTAL =					1

70400100 TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
STAGE 1					
WOLF RD. CL					
949+27.7	25.0 RT	-	949+27.7	5.0 LT	30.0
949+29.7	4.9 LT	-	950+69.7	4.9 LT	140.0
950+69.7	4.9 LT	-	950+72.3	55.0 RT	60.0
950+72.3	55.0 RT	-	950+64.2	114.5 RT	60.0
STAGE 2					
950+62.8	110.0 LT	-	950+70.0	40.4 LT	70.0
950+70.0	40.4 LT	-	950+71.9	0.4 LT	40.0
950+71.9	5.4 RT	-	951+31.9	5.4 RT	60.0
TOTAL =					460

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
STAGE 1					
WOLF RD. CL					
949+27.7	25.0 RT	-	949+27.7	5.0 LT	30.0
949+29.7	4.9 LT	-	950+69.7	4.9 LT	140.0
950+69.7	4.9 LT	-	950+72.3	55.0 RT	60.0
950+72.3	55.0 RT	-	950+64.2	114.5 RT	60.0
TOTAL =					290

FILE NAME = G:\proj\est\2102155_009\CAD\001\Civil\Sheet\002\01606062-02\sheet-schedule.dgn

SCHEDULE OF QUANTITIES

72400500 RELOCATE SIGN PANEL ASSEMBLY - TYPE A

STATION	OFFSET(FT)	EACH
Frontage Rd. CL		
104+28.2	16.2 RT	2.0
105+50.7	20.0 LT	2.0
105+62.9	23.6 LT	2.0
TOTAL =		6

78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
WOLF RD				
WHITE				
939+79.0	12.7 LT	941+01.0	12.4 LT	122.0
941+01.0	12.4 LT	943+24.0	20.4 LT	223.1
944+16.0	20.5 LT	945+45.0	25.0 LT	129.1
939+79.0	9.2 RT	939+93.0	9.2 RT	14.0
939+93.0	9.2 RT	943+24.0	25.2 RT	331.4
959+53.0	25.0 LT	965+53.0	12.5 LT	600.1
965+53.0	12.5 LT	966+02.0	20.7 LT	49.7
960+91.0	22.5 RT	965+95.0	12.0 RT	504.1
DOUBLE YELLOW				
944+15.0	0.0 RT	948+84.0	1.6 LT	938.0
944+15.0	0.0 RT	948+84.0	1.6 RT	938.0
951+25.0	1.6 LT	956+89.0	1.6 LT	1,128.0
951+25.0	1.6 RT	956+89.0	1.6 RT	1,128.0
957+66.0	1.6 LT	961+00.0	0.0 RT	668.0
957+66.0	1.6 RT	961+00.0	0.0 RT	668.0
961+00.0	0.0 RT	965+96.0	0.0 RT	992.0
YELLOW 10-30 SKIP-DASH				
939+79.0	1.5 LT	943+35.0	0.7 RT	89.0
WHITE 10-30 SKIP-DASH				
945+90.0	14.0 LT	948+84.0	14.0 LT	73.5
945+58.0	14.0 RT	948+84.0	14.0 RT	81.5
951+27.0	13.0 LT	956+87.0	13.0 LT	140.0
957+68.0	13.0 LT	959+00.0	13.0 LT	33.0
951+27.0	13.0 RT	959+00.0	13.0 RT	193.3
S. FRONTAGE RD				
WHITE 10-30 SKIP-DASH				
101+20.0	0.5 LT	105+38.0	0.5 LT	104.5
106+60.0	0.5 LT	107+64.0	0.0 RT	26.0
TOTAL =				9,174

78000600 THERMOPLASTIC PAVEMENT MARKING - LINE 12"

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
YELLOW 45 DEGREES @ 75' C-C				
945+80.3	0.8 LT	945+81.8	0.8 RT	2.2
946+55.0	1.2 LT	946+57.3	1.2 RT	3.3
947+30.0	1.2 LT	947+32.3	1.2 RT	3.3
948+05.0	1.2 LT	948+07.3	1.2 RT	3.3
948+80.0	1.2 LT	948+82.3	1.2 RT	3.3
951+27.2	1.2 LT	951+29.5	1.2 RT	3.3
952+02.2	1.2 LT	952+04.5	1.2 RT	3.4
952+77.2	1.2 LT	952+79.5	1.2 RT	3.4
953+52.2	1.2 LT	953+54.5	1.2 RT	3.3
954+27.2	1.2 LT	954+29.5	1.2 RT	3.4
955+02.2	1.2 LT	955+04.5	1.2 RT	3.4
955+77.2	1.2 LT	955+79.5	1.2 RT	3.4
956+52.2	1.2 LT	956+54.5	1.2 RT	3.4
957+68.0	1.2 LT	957+70.3	1.2 RT	3.3
958+43.0	1.2 LT	958+45.3	1.2 RT	3.3
959+18.0	1.2 LT	959+20.3	1.2 RT	3.3
959+93.4	0.7 LT	959+94.8	0.7 RT	2.0
TOTAL =				54

78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
STOP BAR				
948+81.0	2.0 RT	948+81.0	34.1 RT	32.1
949+16.0	59.0 LT	949+54.0	58.5 LT	38.0
950+60.0	52.0 RT	951+05.0	52.0 RT	45.0
951+28.0	36.3 LT	951+28.0	2.0 LT	34.3
TOTAL =				149

78008210 POLYUREA PAVEMENT MARKING TYPE I - LINE 4"

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
WOLF RD. CL				
WHITE				
949+64.0	28.0 LT	950+48.0	28.0 LT	84.0
949+65.0	28.0 RT	950+41.0	28.0 RT	76.0
DOUBLE YELLOW				
949+62.0	1.6 LT	950+48.0	1.6 LT	172.0
949+62.0	1.6 RT	950+48.0	1.6 RT	172.0
WHITE 10-30 SKIP-DASH				
949+60.0	14.0 LT	950+53.0	14.0 LT	23.3
949+60.0	14.0 RT	950+51.0	14.0 RT	22.8
PALATINE RD. CL				
WHITE 10-30 SKIP-DASH				
1340+78.0	72.6 LT	1342+28.0	73.0 LT	37.5
1343+30.0	72.8 LT	1347+25.0	70.0 LT	98.8
TOTAL =				686

78100100 RAISED REFLECTIVE PAVEMENT MARKER

STATION	OFFSET(FT)	EACH
Reference "78300200 RAISED REF PVT MK REM"		
		32.0
TOTAL =		32

78200100 MONODIRECTIONAL PRISMATIC BARRIER REFLECTOR

STATION	OFFSET(FT)	EACH
949+66.4	35.0 RT	4.0
950+33.6	35.0 LT	4.0
TOTAL =		8

78300100 PAVEMENT MARKING REMOVAL

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
REFER TO '78000200 THPL PVT MK LINE 4'				
				3,058.1
REFER TO '78000600 THPL PVT MK LINE 12'				
				54.3
REFER TO '78000650 THPL PVT MK LINE 24'				
				228.8
REFER TO '78008210 POLYUREA PM T1 LN 4'				
				228.8
TOTAL =				3,640

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

STATION	OFFSET(FT)	EACH		
S. Frontage Rd				
101+20.1	0.0 RT	105+64.1	0.0 RT	6.0
106+36.0	0.0 RT	107+64.4	0.0 RT	2.0
Wolf Rd				
947+95.0	2.0 LT	948+98.7	2.0 LT	7.0
947+95.0	2.0 RT	948+98.7	2.0 RT	7.0
947+95.0	14.0 LT	948+98.7	14.0 LT	3.0
947+95.0	14.0 RT	948+98.7	14.0 RT	3.0
951+21.2	2.0 LT	951+33.0	2.0 LT	1.0
951+21.2	2.0 RT	951+33.0	2.0 RT	1.0
951+21.2	14.0 LT	951+33.0	14.0 LT	1.0
951+21.2	14.0 RT	951+33.0	14.0 RT	1.0
TOTAL =				32

X4403800 MEDIAN SURFACE REMOVAL

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
PALATINE RD. CL				
1342+97.0	4.0	1343+28.8	3.8	123.9
1342+96.1	4.2	1343+28.6	4.1	135.3
TOTAL =				259

X6030310 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)

STATION	OFFSET(FT)	EACH	
Frontage Rd. CL			
101+33.5	11.2 RT	2.0	
101+34.8	3.9 RT	1.0	
102+74.0	11.3 RT	2.0	
104+12.9	11.6 RT	2.0	
104+49.8	14.6 RT	2.0	
104+73.4	24.1 RT	2.0	
105+13.0	30.0 RT	2.0	
107+28.3	12.0 RT	1.0	
WOLF RD. CL			
948+60.2	38.1 LT	2.0	
948+68.5	34.6 LT	2.0	
948+81.1	39.2 LT	2.0	
949+39.9	35.4 RT	1.0	
950+80.7	49.8 LT	1.0	
950+84.5	54.2 RT	1.0	
TOTAL =		23	

X7030025 WET REFLECTIVE TEMPORARY TAPE, TYPE III - LETTERS AND SYMBOLS

STATION	WIDTH(FT)	STATION	WIDTH(FT)	SQ FT
STAGE 1				
Frontage Rd. CL				
"ONLY" MARKINGS				
105+23.4	9.7 RT			21.1
LEFT TURN ARROW				
105+49.6	9.63 RT			15.2
THRU AND RIGHT TURN ARROW				
105+47.2	21.09 RT			27.5
STAGE 2				
Frontage Rd. CL				
THRU AND RIGHT TURN ARROW				
105+47.2	21.09 RT			27.5
TOTAL =				91

X7030030 WET REFLECTIVE TEMPORARY TAPE TYPE III, 4 INCH

STATION	OFFSET(FT)	STATION	OFFSET(FT)	FOOT
STAGE 1				
WOLF RD. CL				
WHITE LINE-NB				
939+93.1	10.2 RT	943+18.3	12.6 RT	325.3
943+18.3	12.6 RT	943+48.1	43.3 RT	47.7
943+48.1	43.3 RT	943+47.8	54.6 RT	11.3
943+82.9	58.3 RT	943+82.9	40.5 RT	17.8
943+82.9	40.5 RT	944+11.9	10.6 RT	46.0
944+11.9	10.6 RT	948+00.4	3.2 LT	388.7
948+00.4	3.2 LT	948+69.0	3.1 LT	68.6
948+69.0	3.1 LT	949+19.1	42.0 RT	73.6
949+29.7	5.9 LT	950+70.4	5.9 LT	140.7
950+83.6	72.0 RT	951+58.7	2.0 LT	116.8
951+58.7	2.0 LT	952+23.2	1.9 LT	64.5
952+23.2	1.9 LT	956+73.3	13.0 RT	450.3
WHITE LINE-SB				
949+66.3	28.9 LT	950+33.5	28.9 LT	67.3
952+22.6	26.5 LT	956+85.6	15.0 LT	463.1
956+85.6	15.0 LT	957+16.3	45.0 LT	47.8
957+16.3	45.0 LT	957+16.3	56.8 LT	11.8
957+51.5	57.6 LT	957+51.5	43.0 LT	14.6
957+51.5	43.0 LT	957+81.4	13.0 LT	47.1
957+81.4	13.0 LT	965+53.2	12.5 LT	771.8
DOUBLE YELLOW				
944+00.3	0.0 LT	948+00.0	14.2 LT	800.0
948+00.0	14.2 LT	948+98.7	14.5 LT	197.4
949+35.7	17.9 LT	950+70.4	17.9 LT	269.4
951+23.2	13.0 LT	952+23.2	12.9 LT	200.0
YELLOW-NB				
952+23.2	11.9 LT	956+73.2	2.0 RT	450.3
YELLOW-SB				
952+23.2	13.9 LT	956+86.7	1.2 LT	463.7
SOUTH FRONTAGE RD. CL				
WHITE LINE				
101+20.0	0.2 LT	103+66.8	9.2 RT	247.0
103+66.8	9.2 RT	105+66.0	16.8 RT	199.3
101+11.4	11.5 LT	105+65.9	5.8 RT	454.9
103+66.8	9.2 RT	105+66.0	16.8 RT	199.3
101+20.0	10.8 RT	105+16.9	26.0 RT	397.1
105+16.9	26.0 RT	105+74.6	145.4 RT	142.5
106+28.1	13.0 RT	107+50.0	0.0 RT	122.6
106+42.2	22.6 RT	107+50.0	11.1 RT	108.4
PALATINE RD. CL - NORTH FRONTAGE RD.				
WHITE LINE				
1347+24.5	58.5 LT	1343+94.6	72.3 LT	330.2
1343+94.6	72.3 LT	1343+29.0	72.8 LT	65.6
1343+29.0	72.8 LT	1342+73.8	72.4 LT	55.2
1345+80.1	82.8 LT	1343+50.2	84.2 LT	229.9
STAGE 2				
WOLF RD. CL				
WHITE LINE-NB				
949+66.5	28.6 RT	950+33.8	28.4 RT	67.3
WHITE LINE-SB				
946+30.0	13.7 LT	948+06.5	1.9 RT	177.1
948+06.5	1.9 RT	948+40.9	1.9 RT	34.4
949+27.6	6.1 RT	950+71.6	6.4 RT	144.0
951+35.1	2.0 RT	952+23.2	2.1 RT	88.1
952+23.2	2.1 RT	956+88.2	14.5 LT	445.3
956+88.2	14.5 LT	957+16.4	64.4 LT	76.6
957+51.5	64.8 LT	958+01.4	14.7 LT	78.5
958+01.4	14.7 LT	964+63.7	13.8 LT	662.3
DOUBLE YELLOW				
948+00.0	14.9 RT	948+98.7	14.8 RT	197.4
949+66.2	17.0 RT	950+33.7	17.0 RT	135.0
951+23.2	13.0 RT	952+23.2	13.1 RT	200.0
YELLOW-NB				

SCHEDULE OF QUANTITIES

952+23.6	13.1 RT	-	956+53.0	2.9 LT	429.7
956+53.0	2.9 LT	-	956+96.6	2.9 LT	43.6
957+57.8	2.8 LT	-	964+63.7	1.8 LT	705.9

SOUTH FRONTAGE RD. CL
WHITE LINE

101+26.6	10.7 RT	-	104+67.4	23.7 RT	341.0
104+67.4	23.7 RT	-	105+31.3	26.7 RT	64.0
105+31.3	26.7 RT	-	106+02.8	101.1 RT	113.7
100+00.0	11.3 LT	-	101+52.6	0.1 LT	153.0
101+52.6	0.1 LT	-	101+90.9	0.4 LT	38.3
101+90.9	0.4 LT	-	104+68.1	8.7 RT	277.3
104+68.1	8.7 RT	-	105+67.4	15.7 RT	99.6
106+74.4	19.1 RT	-	107+29.2	13.3 RT	55.1

PALATINE RD. CL- NORTH FRONTAGE RD.
WHITE LINE

1340+77.8	83.5 LT	-	1342+30.3	84.8 LT	152.5
1342+30.3	84.8 LT	-	1342+79.8	135.1 LT	78.5
1343+29.0	72.8 LT	-	1343+95.7	72.2 LT	66.7
1343+95.7	72.2 LT	-	1347+24.5	58.5 LT	329.1

TOTAL = 14,537

X7030055 WET REFLECTIVE TEMPORARY TAPE TYPE III, 24 INCH

STATION	OFFSET(FT)	-	STATION	OFFSET(FT)	FOOT
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STAGE 1
WOLF RD. CL

948+98.7	14.5 LT	-	948+98.7	2.0 RT	16.5
951+24.2	10.7 LT	-	951+24.2	38.2 LT	27.4

SOUTH FRONTAGE RD. CL

105+56.4	40.4 RT	-	105+66.1	19.6 RT	22.9
105+66.1	19.6 RT	-	105+65.9	5.8 RT	13.8

PALATINE RD. CL- NORTH FRONTAGE RD.

1343+30.4	71.9 LT	-	1343+30.3	87.0 LT	15.2
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STAGE 2
WOLF RD. CL

948+98.7	14.8 RT	-	948+98.7	42.7 RT	27.9
951+23.2	13.0 RT	-	951+23.2	0.6 RT	12.4

SOUTH FRONTAGE RD. CL

105+66.2	37.2 RT	-	105+66.1	15.6 RT	21.7
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PALATINE RD. CL- NORTH FRONTAGE RD.

1343+30.4	72.8 LT	-	1343+30.1	105.3 LT	32.6
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TOTAL = 190

Z0004552 APPRACH SLAB REMOVAL

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
949+41.4	57.5	-	949+66.4	57.5	159.7
950+33.6	57.3	-	950+58.6	57.3	159.2

TOTAL = 319

Z0030275 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 2

STATION	OFFSET(FT)	EACH
PALATINE RD. CL- STAGE 1		
1344+01.9	64.6 LT	1.0
WOLF RD.		
950+72.0	4.0 LT	1.0
949+26.0	4.0 LT	1.0

TOTAL = 3

Z0030355 IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 2

STATION	OFFSET(FT)	EACH
S. FRONTAGE RD - STAGE 2		
104+00.0	4.5 LT	1.0
WOLF RD		
949+26.0	4.0 RT	1.0
950+72.0	4.0 RT	1.0

TOTAL = 3

Z0030850 TEMPORARY INFORMATION SIGNING

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ FT
ROAD WORK SIGN - WOLF RD. N END					
ROAD WORK SIGN - WOLF RD. S END					
ROAD WORK SIGN - SOUTH FRONTAGE RD. W END					
ROAD WORK SIGN - NORTH FRONTAGE RD. E END					
DRIVEWAY ENTRANCE SIGN					
DRIVEWAY ENTRANCE SIGN					
DRIVEWAY ENTRANCE SIGN					
DRIVEWAY ENTRANCE SIGN					
DRIVEWAY ENTRANCE SIGN					
DRIVEWAY ENTRANCE SIGN					

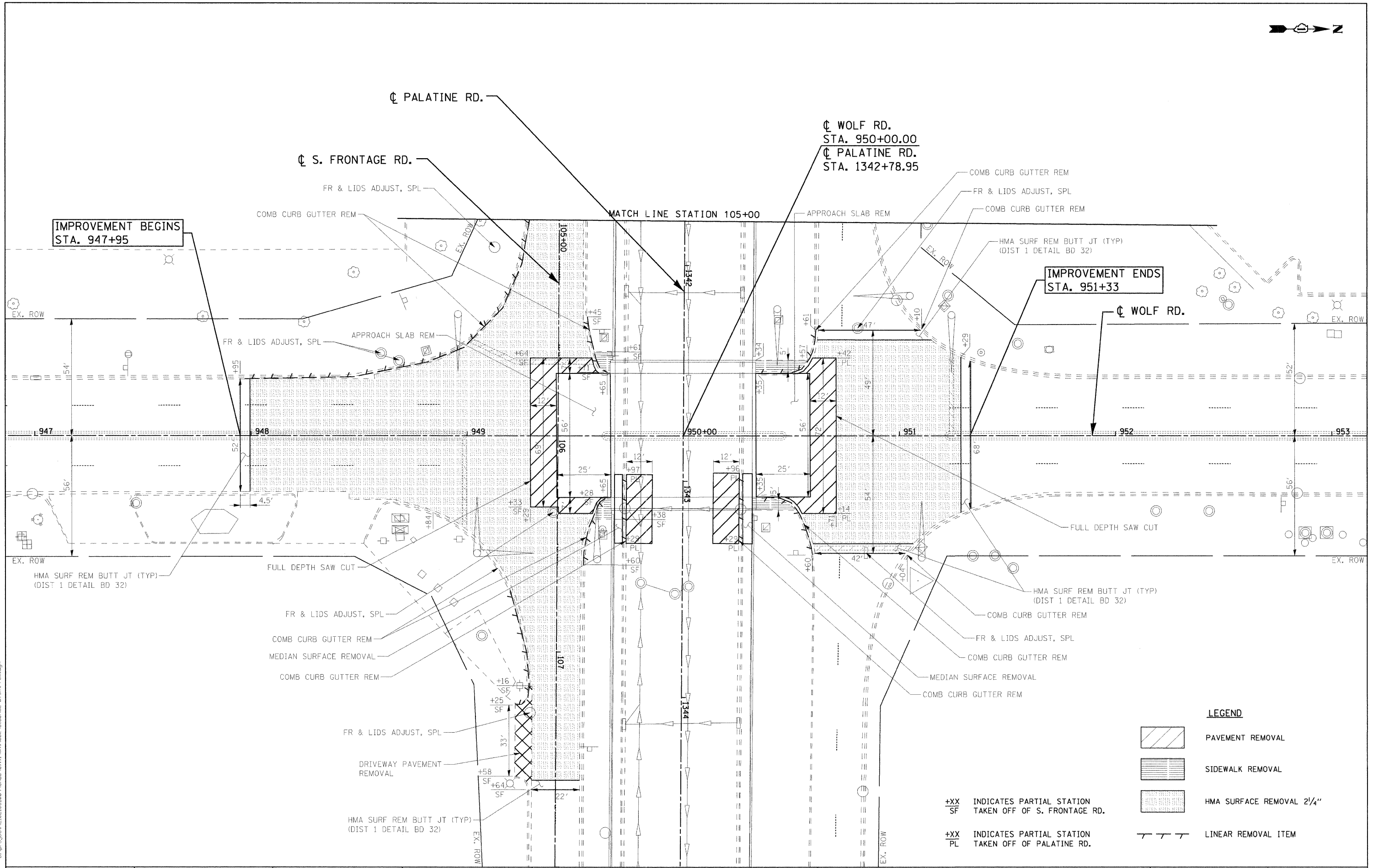
TOTAL = 147

Z0062456 TEMPORARY PAVEMENT

STATION	WIDTH(FT)	-	STATION	WIDTH(FT)	SQ YD
S. FRONTAGE RD CL					
101+20.1	1.2	-	104+89.4	14.8	328.4
104+89.4	14.8	-	104+89.8	13.8	0.6
104+89.8	13.8	-	105+16.8	10.4	36.3
105+16.8	10.4	-	105+28.2	11.4	13.7
105+28.2	11.4	-	105+39.3	12.4	14.8
105+39.3	12.4	-	105+50.5	15.5	17.3
SHIFT TO WOLF RD CL					
949+08.3	0.0	-	948+92.9	12.0	11.4
948+92.9	12.0	-	948+77.9	9.4	17.9
948+77.9	9.4	-	948+57.0	7.3	19.4
948+57.0	9.2	-	947+96.8	1.7	36.5

TOTAL = 496

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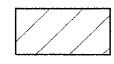
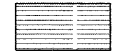
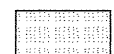
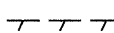


IMPROVEMENT BEGINS
STA. 947+95

IMPROVEMENT ENDS
STA. 951+33

MATCH LINE STATION 105+00

WOLF RD.
STA. 950+00.00
PALATINE RD.
STA. 1342+78.95

- LEGEND**
-  PAVEMENT REMOVAL
 -  SIDEWALK REMOVAL
 -  HMA SURFACE REMOVAL 2 1/4"
 -  LINEAR REMOVAL ITEM
- +XX
SF INDICATES PARTIAL STATION
TAKEN OFF OF S. FRONTAGE RD.
- +XX
PL INDICATES PARTIAL STATION
TAKEN OFF OF PALATINE RD.

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PLOT DATE = 12/6/2011

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DRAWN - ENTRAN
CHECKED - TMH
DATE - 10/28/11

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

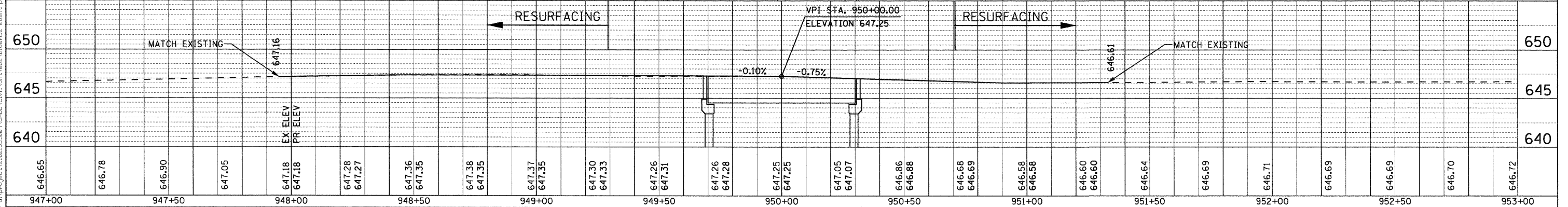
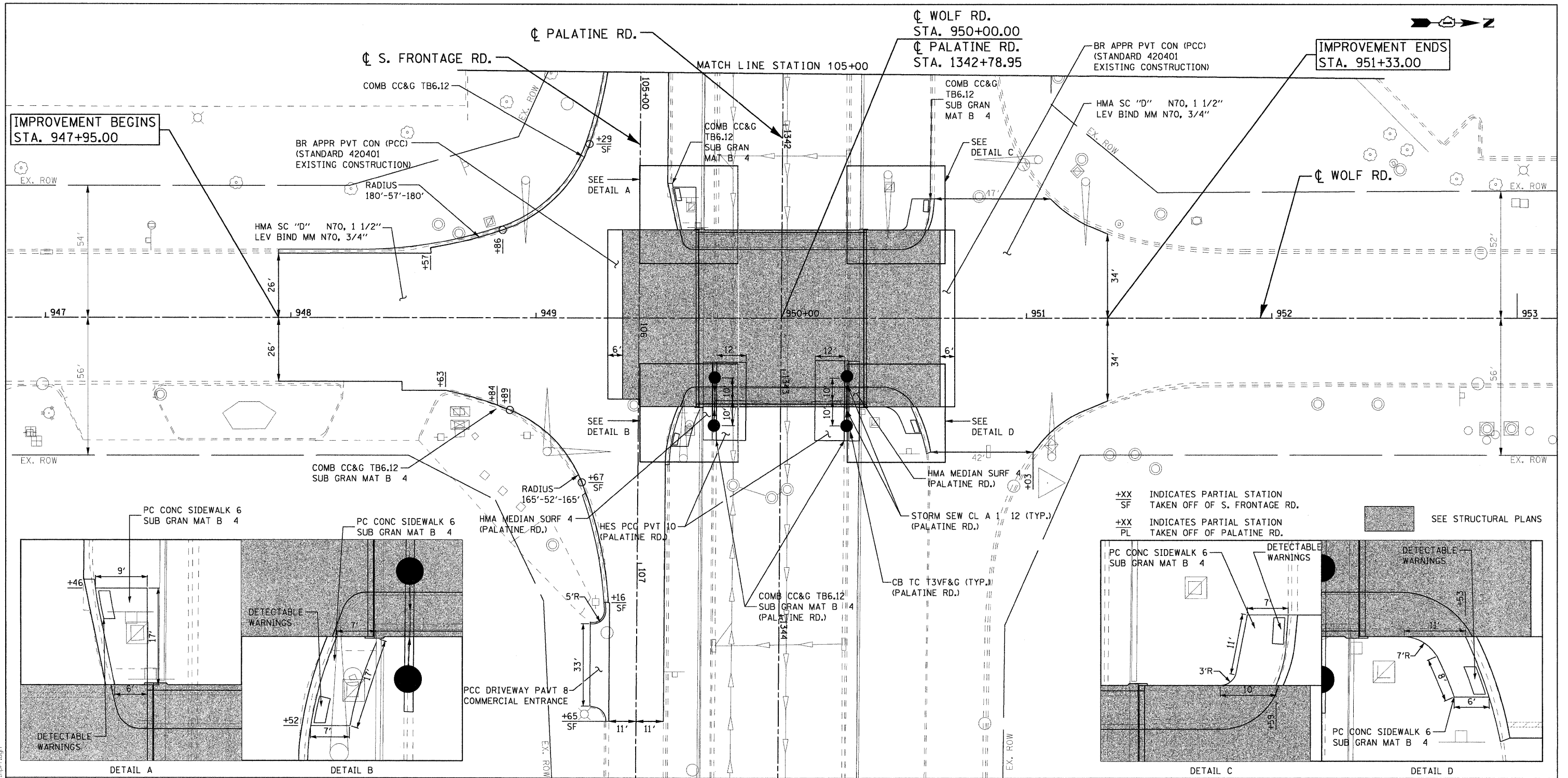
**WOLF ROAD OVER PALATINE ROAD
REMOVAL PLAN**

SCALE: 20.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 11
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M52	

DATE	
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REVISION	
NO.	



646.65	646.78	646.90	647.05	647.18 647.18	647.28 647.27	647.36 647.35	647.38 647.35	647.37 647.35	647.30 647.33	647.26 647.31	647.26 647.28	647.25 647.25	647.05 647.07	646.86 646.88	646.68 646.69	646.58 646.58	646.60 646.60	646.64	646.69	646.71	646.69	646.69	646.70	646.72
947+00	947+50	948+00	948+50	949+00	949+50	950+00	950+50	951+00	951+50	952+00	952+50	953+00												



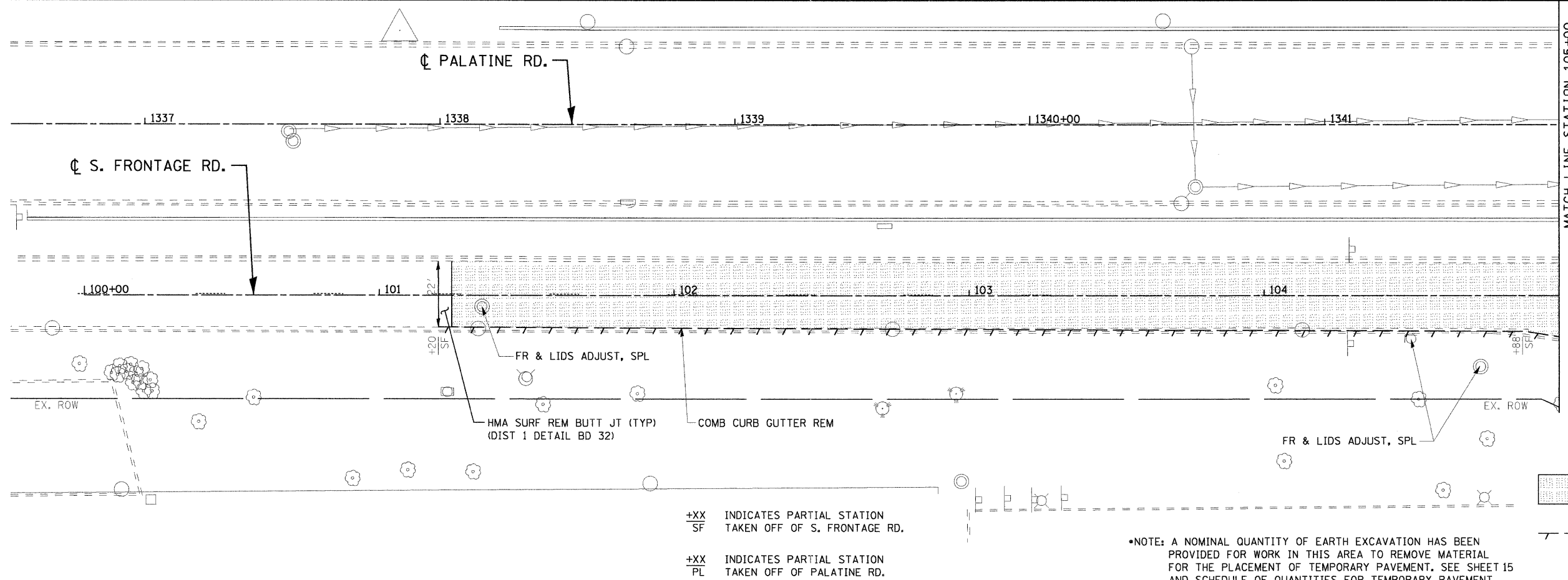
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DATE - 10/28/11	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

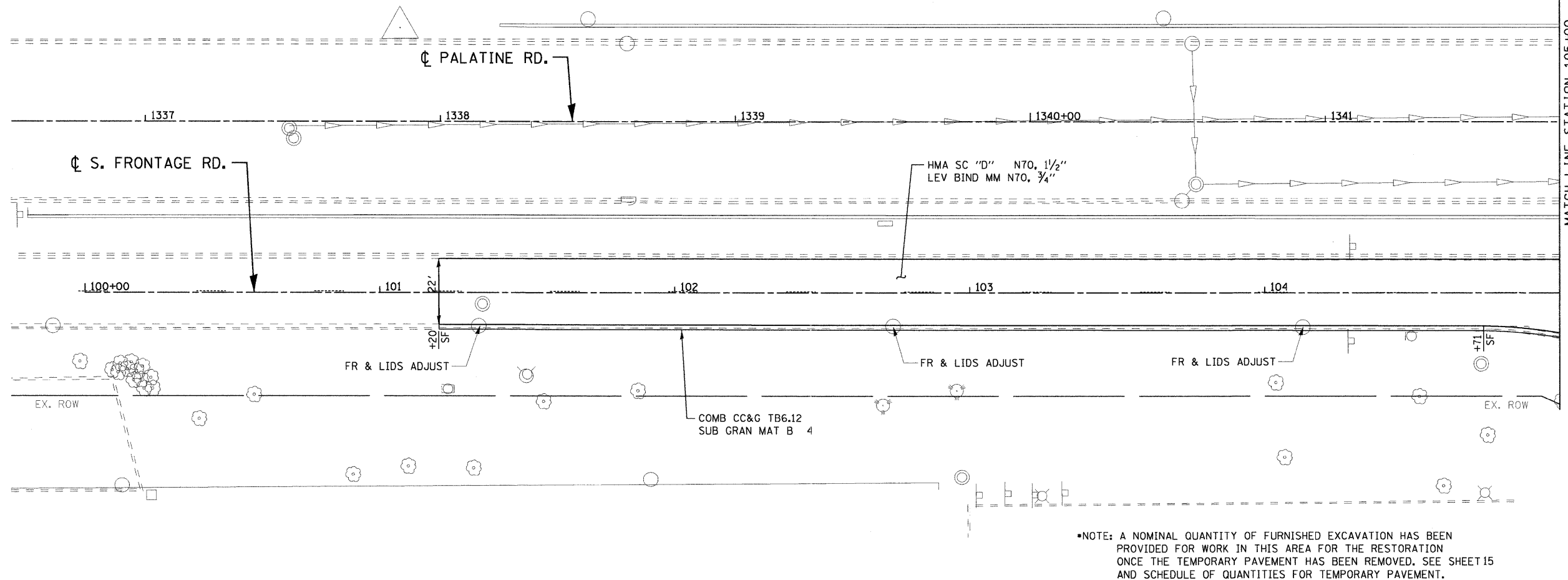
**WOLF ROAD OVER PALATINE ROAD
PROPOSED PLAN AND PROFILE**

SCALE: 1" = 50'

F.A.P. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 12
ROUTE		CONTRACT NO. 60M52		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



REMOVAL PLAN



PROPOSED PLAN

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PLOT DATE = 12/6/2011	CHECKED - TMH	REVISED -
	DATE - 10/28/11	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WOLF ROAD OVER PALATINE ROAD
REMOVAL AND PROPOSED PLAN

SCALE: 20.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 13
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

GENERAL NOTES - TRAFFIC CONTROL

MAINTENANCE OF TRAFFIC DEVICES TO BE INSTALLED IN ACCORDANCE WITH APPLICABLE PORTIONS OF STANDARDS 701401, 701601 AND 701606. ADDITIONAL SIGNAGE MAY BE REQUIRED BY THE RESIDENT ENGINEER AT NO ADDITIONAL COST. THIS WORK AND SIGNAGE IS INCLUDED IN THE PAY ITEM FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL).

THE MAINTENANCE OF TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT, HOWEVER, THE CONTRACTOR MAY MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF THE PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER IN WRITING FOR APPROVAL.

THE RESIDENT ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY CHANGE TO THE MOT PLANS.

EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED. THIS WORK SHALL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

REMOVAL OF THE TEMPORARY PAVEMENT MARKINGS SHALL BE PAID FOR UNDER THE PAY ITEM WORK ZONE PAVEMENT MARKING REMOVAL.

THE EXISTING PAVEMENT MARKINGS THAT HAVE BEEN REMOVED SHALL BE REPLACED IN-KIND.

THE CONTRACTOR SHALL NOT MOUNT SIGNS ON EXISTING SIGNS.

THE CONTRACTOR SHALL PLACE AN ARTERIAL ROAD INFORMATION SIGN AT EACH END OF THE PROJECT AND/OR AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH THE APPROPRIATE INFORMATION SHALL BE IN PLACE TWO WEEKS BEFORE THE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PER SQUARE FOOT, TEMPORARY INFORMATION SIGNING.

THE CONTRACTOR SHALL COORDINATE THE EXACT PLACEMENT OF ADVANCED WARNING SIGNAGE WITH THE RESIDENT ENGINEER.

THE REMOVAL OF TEMPORARY PAVEMENT SHALL BE PAID FOR AS PAVEMENT REMOVAL.

SUGGESTED CONSTRUCTION SEQUENCING FOR WOLF ROAD

PRE-STAGE

INSTALL TEMPORARY TRAFFIC SIGNALS. REMOVE CURB AND GUTTER, ADJUST FRAMES AND LIDS, AND INSTALL TEMPORARY PAVEMENT AT THE S. FRONTAGE RD. PERFORM THIS WORK USING STANDARD 701601. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701601.

STAGE 1

REMOVE AND REPLACE DECK AND BEAMS. REMOVE APPROACH PAVEMENTS AND REPLACE WITH APPROACH SLABS AND CONNECTOR PAVEMENT (EXISTING CONSTRUCTION). INSTALL SIDEWALKS. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, SPECIAL.

STAGE 2

REMOVE AND REPLACE DECK AND BEAMS. REMOVE APPROACH PAVEMENTS AND REPLACE WITH APPROACH SLABS AND CONNECTOR PAVEMENT (EXISTING CONSTRUCTION). INSTALL SIDEWALKS. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, SPECIAL.

STAGE 3

REMOVE TEMPORARY PAVEMENT AND INSTALL COMBINATION CONCRETE CURB AND GUTTER, SIDEWALKS, PCC DRIVEWAY, AND LANDSCAPING. PERFORM THIS WORK USING STANDARD 701601. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701601.

STAGE 4

PLACE LEVELING BINDER AND SURFACE COURSE AND FINAL PAVEMENT MARKINGS UTILIZING HIGHWAY STANDARDS 701606. INSTALL PROPOSED TRAFFIC SIGNALS. TRAFFIC CONTROL TO BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701606.










WORK TO BE CONSTRUCTED ON PALATINE ROAD

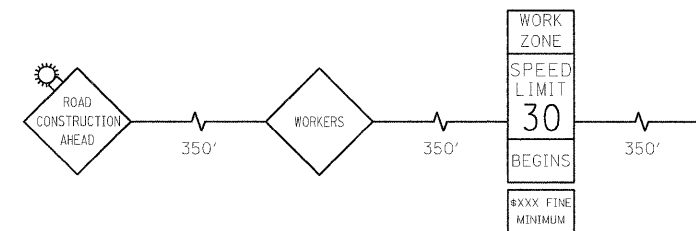
REMOVE EXISTING CURB AND GUTTER, MEDIAN SURFACE, AND CONCRETE PAVEMENT. INSTALL PROPOSED CATCH BASINS AND STORM SEWER. INSTALL PROPOSED CONCRETE CURB AND GUTTER, PROPOSED MEDIAN SURFACE, AND HIGH EARLY STRENGTH PCC CONCRETE. ALL WORK TO BE DONE UTILIZING HIGHWAY STANDARD 701401. ALL CONSTRUCTION STAGING NEEDED TO PERFORM THE WORK AS OUTLINED IN THE PLANS AND BY THE ENGINEER SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION, STANDARD 701401.

PAYMENT FOR TRUCK DETOUR ROUTE SHALL BE INCLUDED IN THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, SPECIAL."

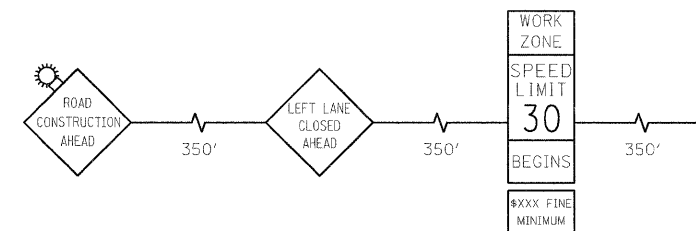
PERMANENT LANE CLOSURES ACCORDING TO HIGHWAY STANDARD 701401 WILL BE LIMITED TO ONE WEEK TO PERFORM THIS WORK.

LEGEND:

-  DRUMS W/STEADY BURN LIGHTS
-  DIRECTION OF TRAFFIC
-  TRAFFIC SIGN (AS NOTED)
-  TEMPORARY PAVEMENT
-  TEMPORARY CONCRETE BARRIER
-  WORK ZONE
-  TYPE III BARRICADE WITH FLASHING LIGHT
-  ARROW BOARD
-  IMPACT ATTENUATOR



ADVANCED SIGNING WOLF RD.



ADVANCED SIGNING PALATINE FRONTAGE ROADS

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	DATE - 10/28/11	REVISED -

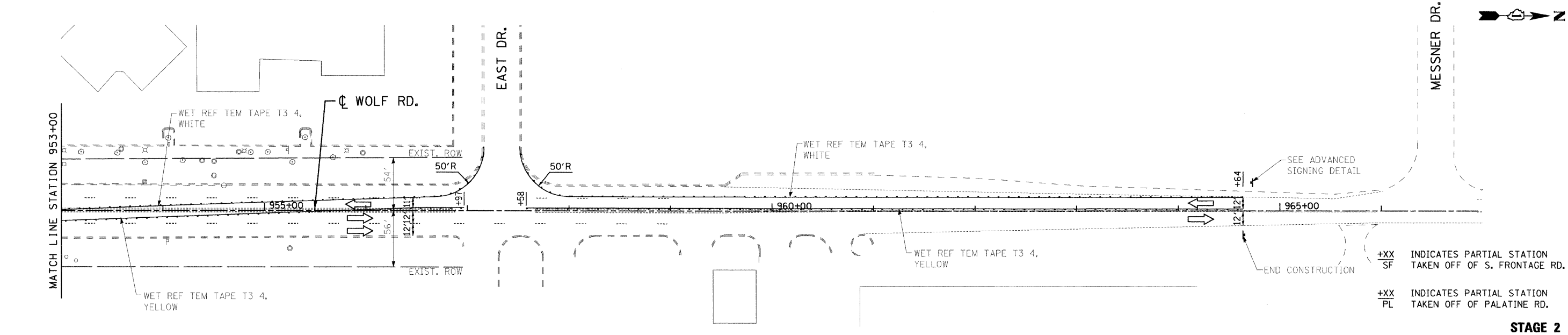
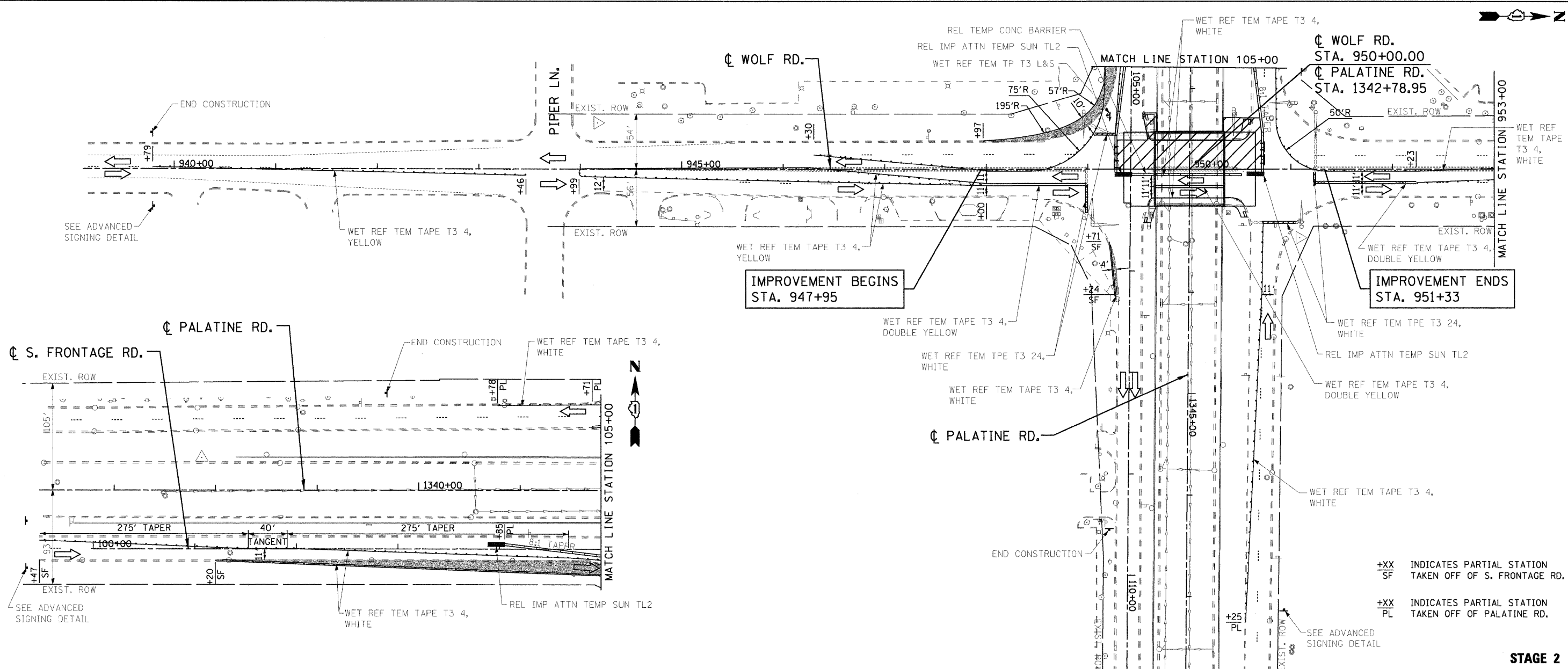
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WOLF ROAD OVER PALATINE ROAD
MAINTENANCE OF TRAFFIC - STAGING NOTES AND LEGEND

SCALE: 50.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 14
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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+XX SF INDICATES PARTIAL STATION TAKEN OFF OF S. FRONTAGE RD.
 +XX PL INDICATES PARTIAL STATION TAKEN OFF OF PALATINE RD.

STAGE 2

+XX SF INDICATES PARTIAL STATION TAKEN OFF OF S. FRONTAGE RD.
 +XX PL INDICATES PARTIAL STATION TAKEN OFF OF PALATINE RD.

STAGE 2



USER NAME = zpiend	DESIGNED - DLP	REVISED -
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PLOT DATE = 12/6/2011	CHECKED - TMH	REVISED -
	DATE - 10/28/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOLF ROAD OVER PALATINE ROAD
MAINTENANCE OF TRAFFIC - STAGE 2**

SCALE: 50.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 16
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TRUCK DETOUR STAGE 1



DETOUR TRUCKS FROM EB PALATINE ROAD TO NB WOLF ROAD UTILIZING US 45 (MILWAUKEE AVE.)

DETOUR TRUCKS FROM NB WOLF ROAD TO WB PALATINE ROAD UTILIZING US 45 (MILWAUKEE AVE.)

DETOUR TRUCKS FROM SB WOLF ROAD TO EB PALATINE ROAD UTILIZING FRONTAGE ROAD TURNAROUND

DETOUR TRUCKS FROM WB PALATINE ROAD TO SB WOLF ROAD UTILIZING FRONTAGE ROAD TURNAROUND

LEGEND:

-  PROPOSED TRAFFIC CONTROL SIGN
-  TYPE III BARRICADE WITH A MINIMUM OF TWO (2) FLASHING WARNING LIGHTS

NOTES:

LOCATIONS OF SIGNS ARE APPROXIMATE, THE ENGINEER WILL ESTABLISH THE ACCEPTABLE LOCATIONS OF BARRICADES AND SIGNS.

CONTRACTOR TO MAINTAIN ACCESS TO PUBLIC AND PRIVATE DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

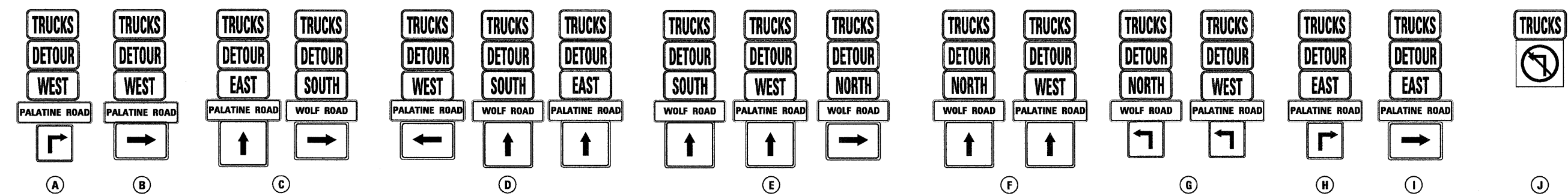
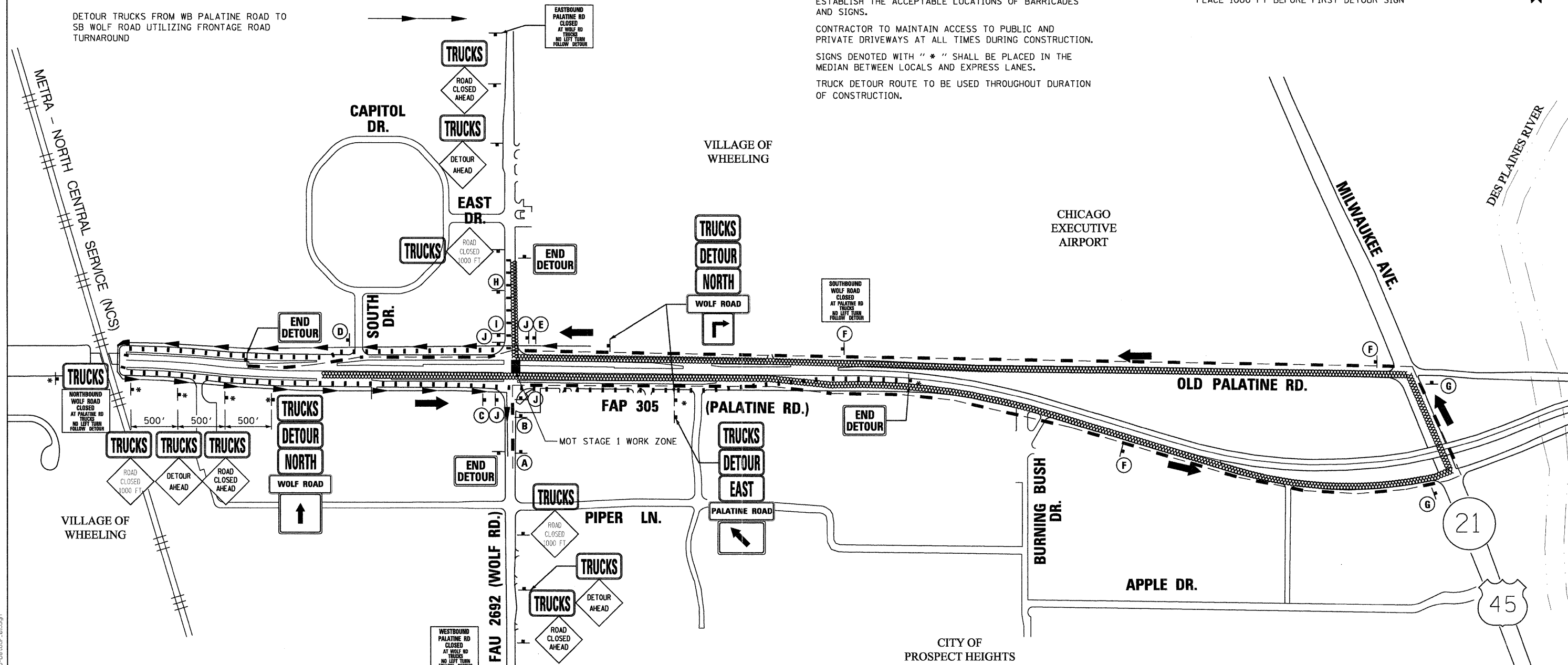
SIGNS DENOTED WITH "*" SHALL BE PLACED IN THE MEDIAN BETWEEN LOCALS AND EXPRESS LANES.

TRUCK DETOUR ROUTE TO BE USED THROUGHOUT DURATION OF CONSTRUCTION.

ADVANCED WARNING SIGNS:

TRUCKS
NO LEFT TURN AT WOLF RD
FOLLOW DETOUR

PLACE 1000 FT BEFORE FIRST DETOUR SIGN



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	DATE - 10/28/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WOLF ROAD OVER PALATINE ROAD TRUCK DETOUR MOT STAGE 1			
SCALE: 50.00' / IN.	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 17
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				CONTRACT NO. 60M52



TRUCK DETOUR STAGE 1

DETOUR TRUCKS FROM EB PALATINE ROAD TO NB WOLF ROAD UTILIZING US 45 (MILWAUKEE AVE.)

DETOUR TRUCKS FROM NB WOLF ROAD TO WB PALATINE ROAD UTILIZING US 45 (MILWAUKEE AVE.)

DETOUR TRUCKS FROM WB PALATINE ROAD TO SB WOLF ROAD UTILIZING FRONTAGE ROAD TURNAROUND

LEGEND:

-  PROPOSED TRAFFIC CONTROL SIGN
-  TYPE III BARRICADE WITH A MINIMUM OF TWO (2) FLASHING WARNING LIGHTS

NOTES:

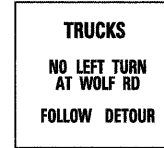
LOCATIONS OF SIGNS ARE APPROXIMATE. THE ENGINEER WILL ESTABLISH THE ACCEPTABLE LOCATIONS OF BARRICADES AND SIGNS.

CONTRACTOR TO MAINTAIN ACCESS TO PUBLIC AND PRIVATE DRIVEWAYS AT ALL TIMES DURING CONSTRUCTION.

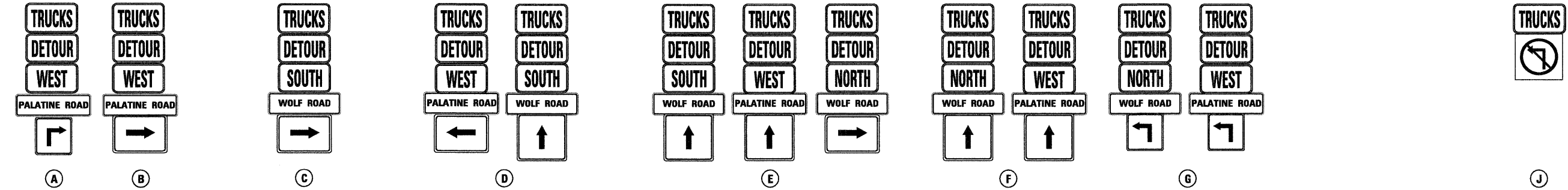
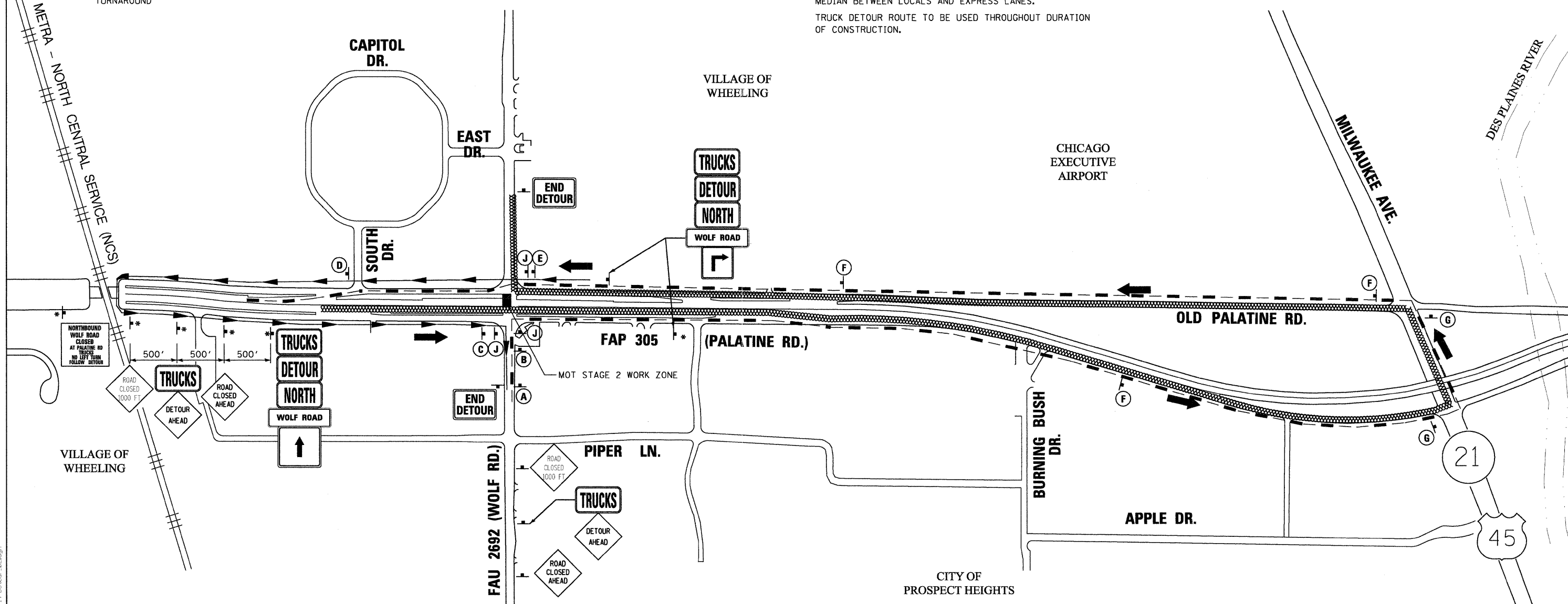
SIGNS DENOTED WITH " * " SHALL BE PLACED IN THE MEDIAN BETWEEN LOCALS AND EXPRESS LANES.

TRUCK DETOUR ROUTE TO BE USED THROUGHOUT DURATION OF CONSTRUCTION.

ADVANCED WARNING SIGNS:



PLACE 1000 FT BEFORE FIRST DETOUR SIGN



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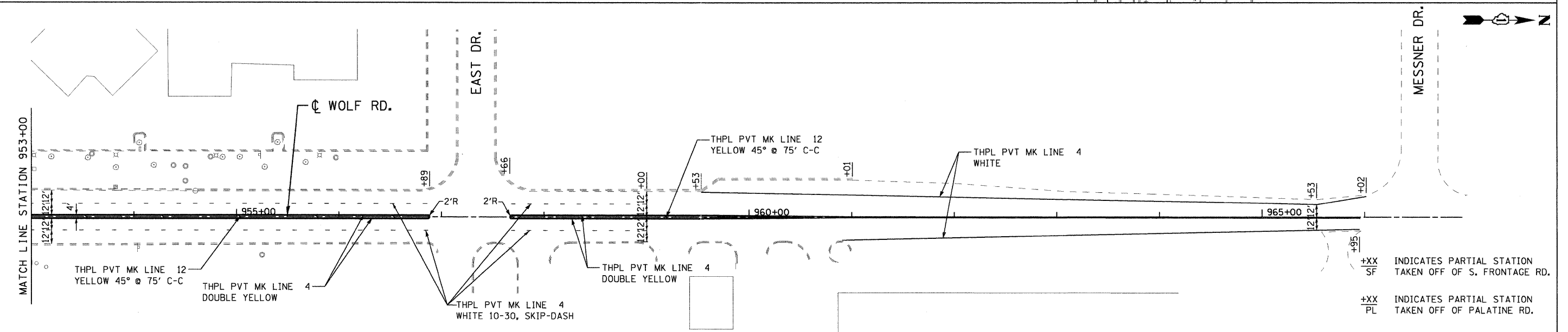
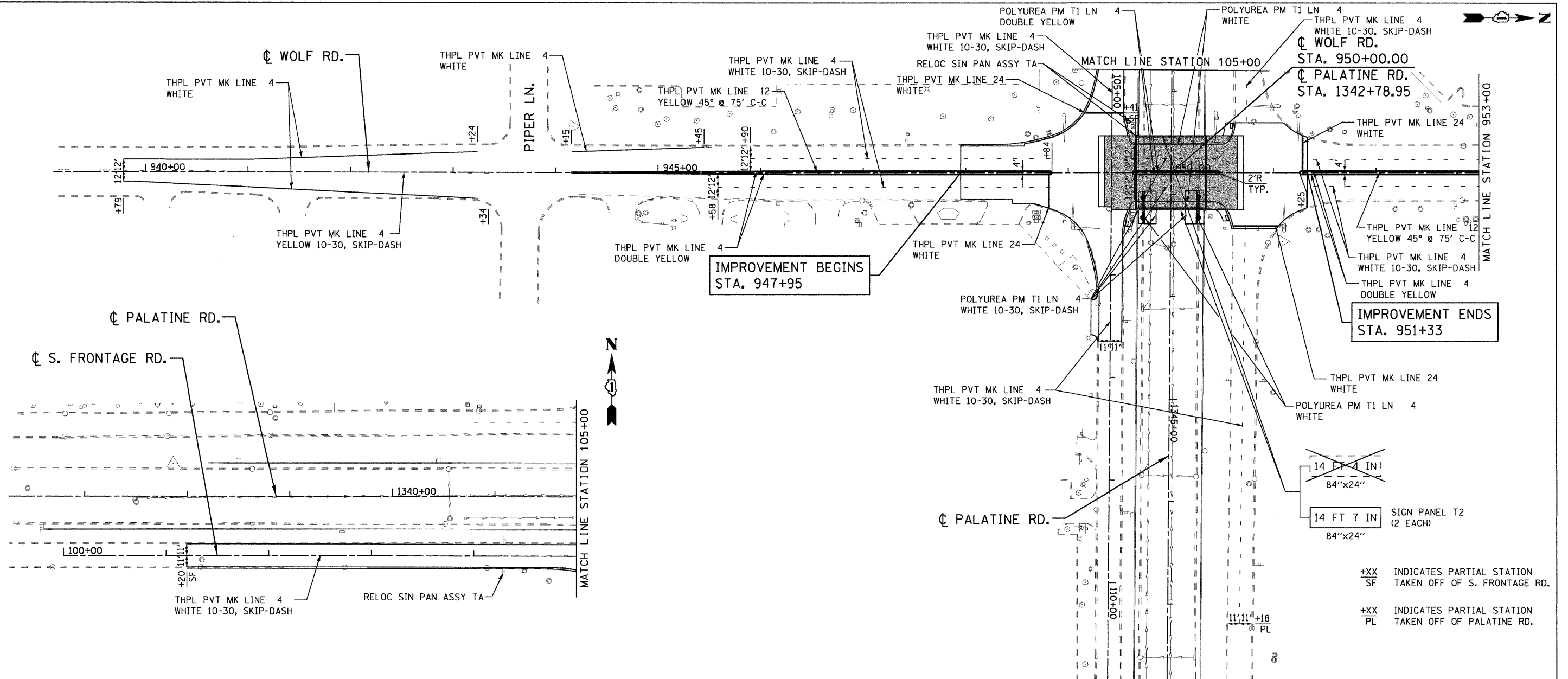
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOLF ROAD OVER PALATINE ROAD
TRUCK DETOUR MOT STAGE 2**

SCALE: 50.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 18
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

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+XX INDICATES PARTIAL STATION
SF TAKEN OFF OF S. FRONTAGE RD.

+XX INDICATES PARTIAL STATION
PL TAKEN OFF OF PALATINE RD.

+XX INDICATES PARTIAL STATION
SF TAKEN OFF OF S. FRONTAGE RD.

+XX INDICATES PARTIAL STATION
PL TAKEN OFF OF PALATINE RD.



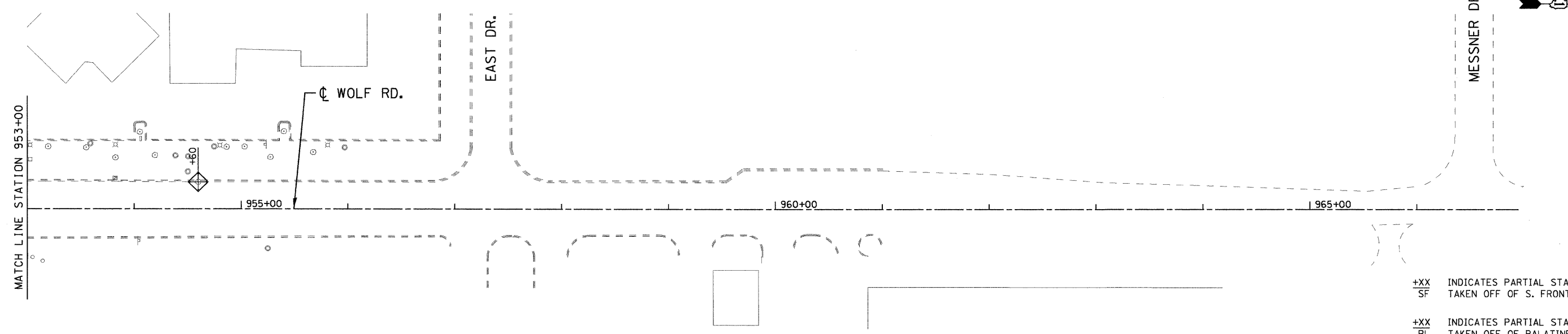
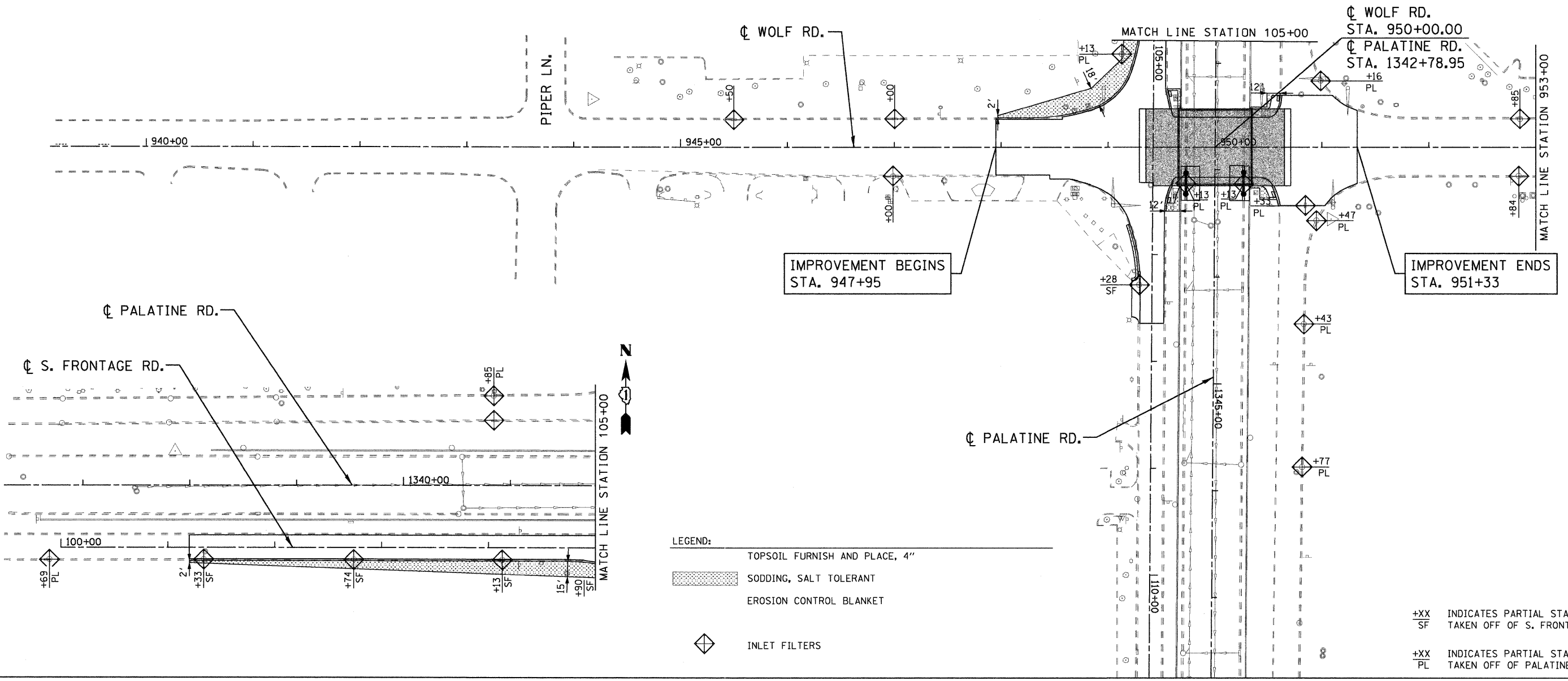
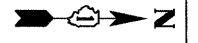
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PLOT SCALE = 50.00' / IN.	DRAWN - ENTRAN	REVISED -
PLOT DATE = 12/6/2011	CHECKED - TMH	REVISED -
	DATE - 10/28/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOLF ROAD OVER PALATINE ROAD
PAVEMENT MARKING AND SIGNING PLAN**

SCALE: 50.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 19
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO. 60M52	



- LEGEND:
- TOPSOIL FURNISH AND PLACE, 4"
 - SODDING, SALT TOLERANT
 - EROSION CONTROL BLANKET
 - INLET FILTERS

+XX
SF INDICATES PARTIAL STATION
TAKEN OFF OF S. FRONTAGE RD.

+XX
PL INDICATES PARTIAL STATION
TAKEN OFF OF PALATINE RD.

+XX
SF INDICATES PARTIAL STATION
TAKEN OFF OF S. FRONTAGE RD.

+XX
PL INDICATES PARTIAL STATION
TAKEN OFF OF PALATINE RD.

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USER NAME = zpiemid	DESIGNED - DLP	REVISED -
PLOT SCALE = 50.00' / IN.	DRAWN - ENTRAN	REVISED -
PLOT DATE = 12/6/2011	CHECKED - TMH	REVISED -
	DATE - 10/28/11	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WOLF ROAD OVER PALATINE ROAD
EROSION CONTROL AND LANDSCAPING PLAN**

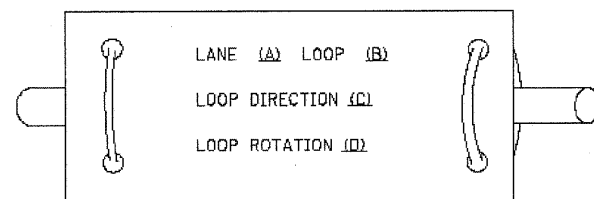
SCALE: 50.00' / IN. SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 20
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

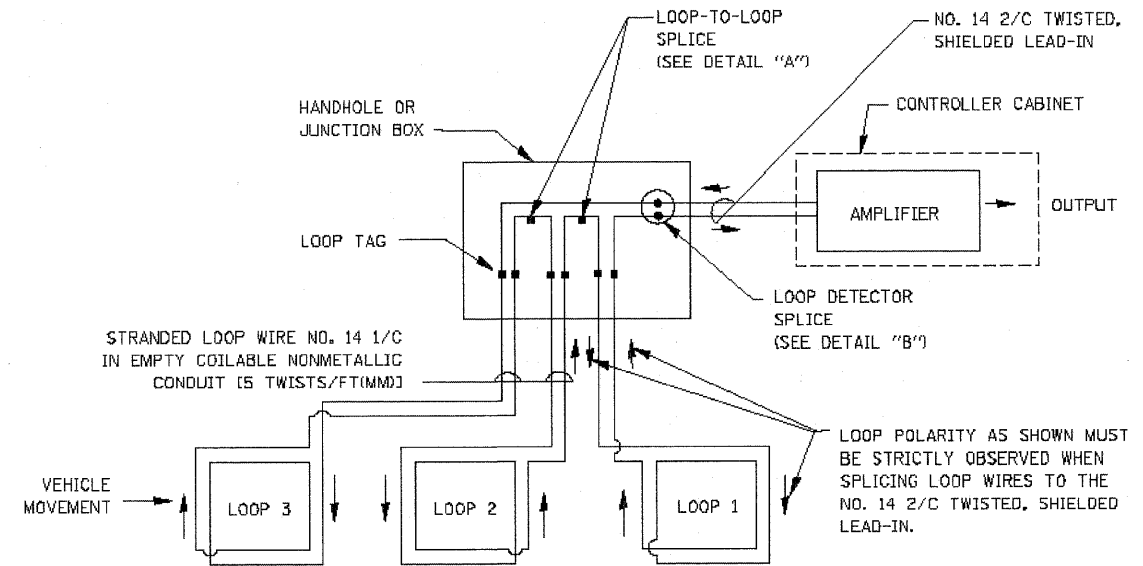
LOOP DETECTOR NOTES

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

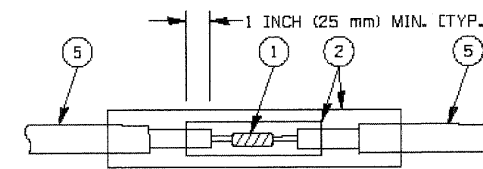


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

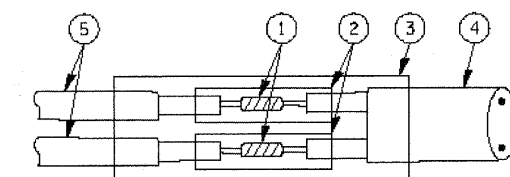


DETECTOR LOOP WIRING SCHEMATIC

- 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.

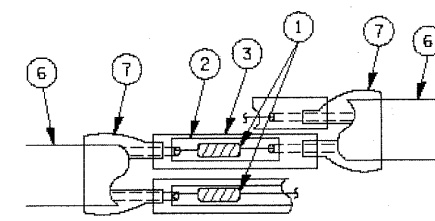


DETAIL "A" LOOP-TO-LOOP SPLICE

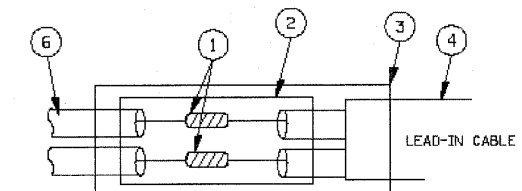


DETAIL "B" LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE



DETAIL "B" LOOP-TO-CONTROLLER SPLICE

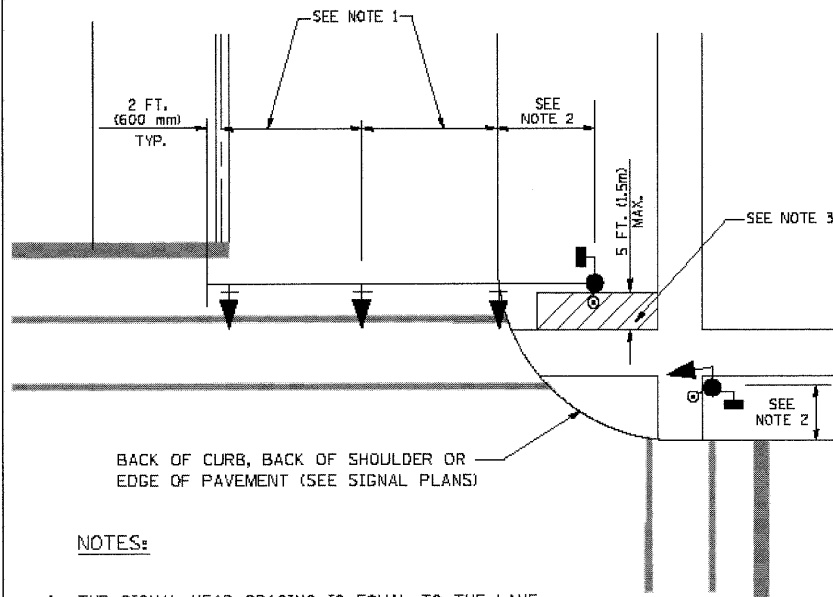
LOOP DETECTOR SPLICE

- 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 PRE-FORMED LOOP
- 7 XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = kentphucgbo	DESIGNED - DAD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
or:\pwork\PM1007\KANTHAPHUKAYBC\01125\4\traff\in\legend.v7.dgn	DRAWN - BCK	REVISED -	2692			1415B-1	COOK	72	21	
PLOT SCALE = 26,0000' / IN	CHECKED - DAD	REVISED -	CONTRACT NO. 60M52							
PLOT DATE = 10/28/09	DATE - 10/28/09	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. 1 OF 5 SHEETS	STA.	TO STA.			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

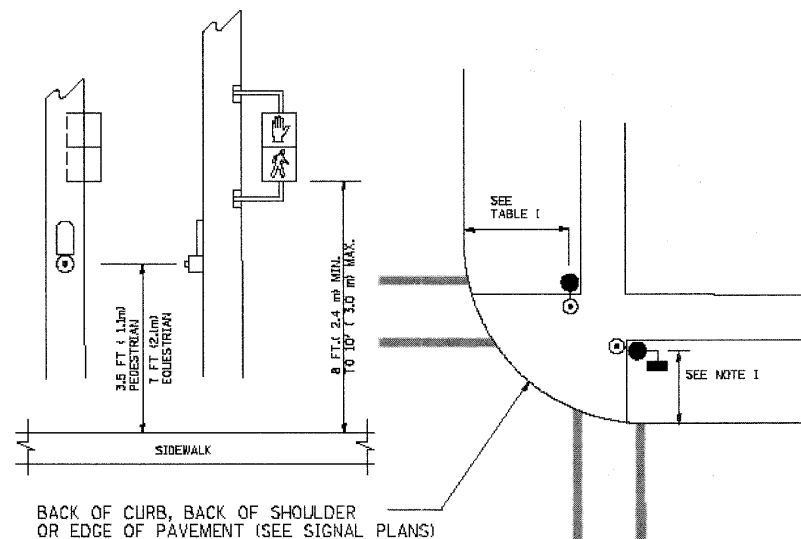
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

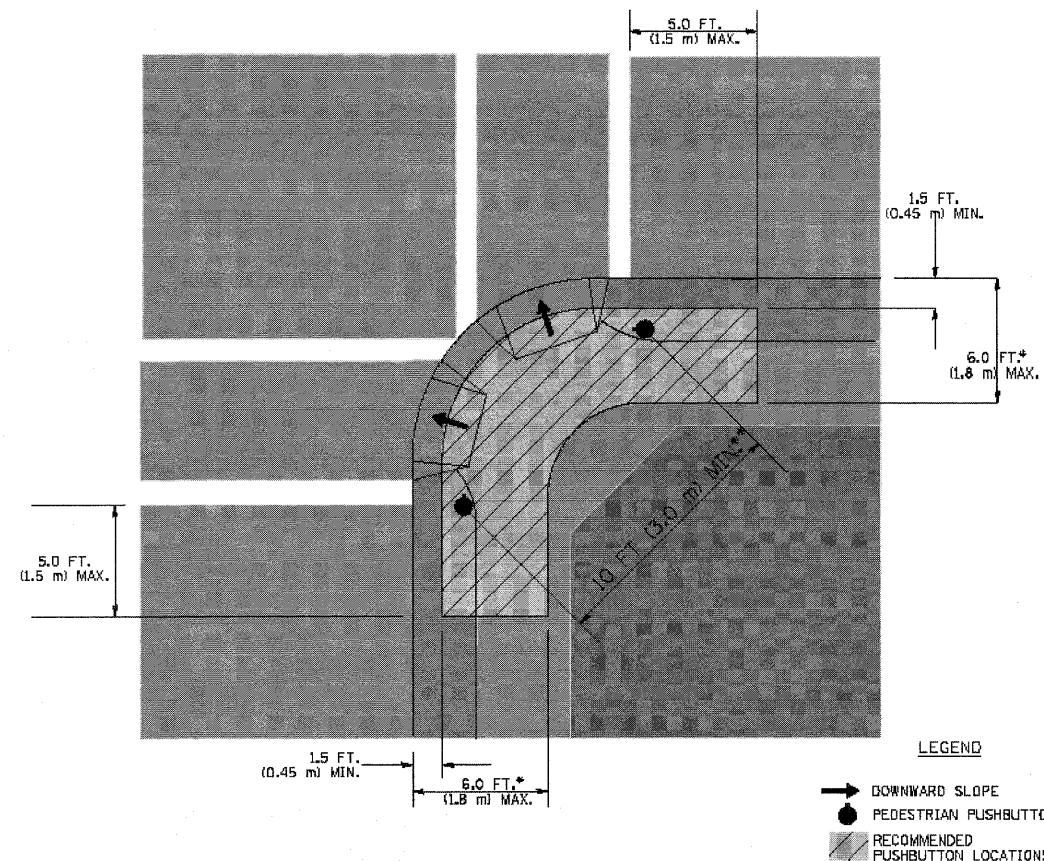
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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:

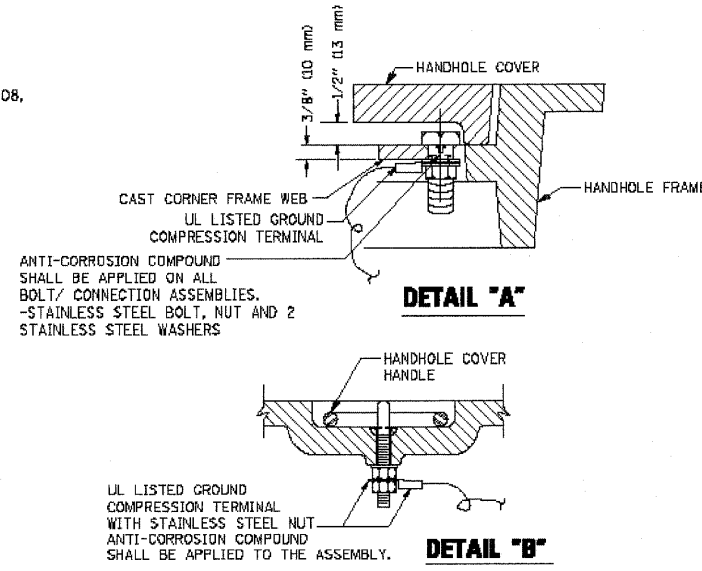
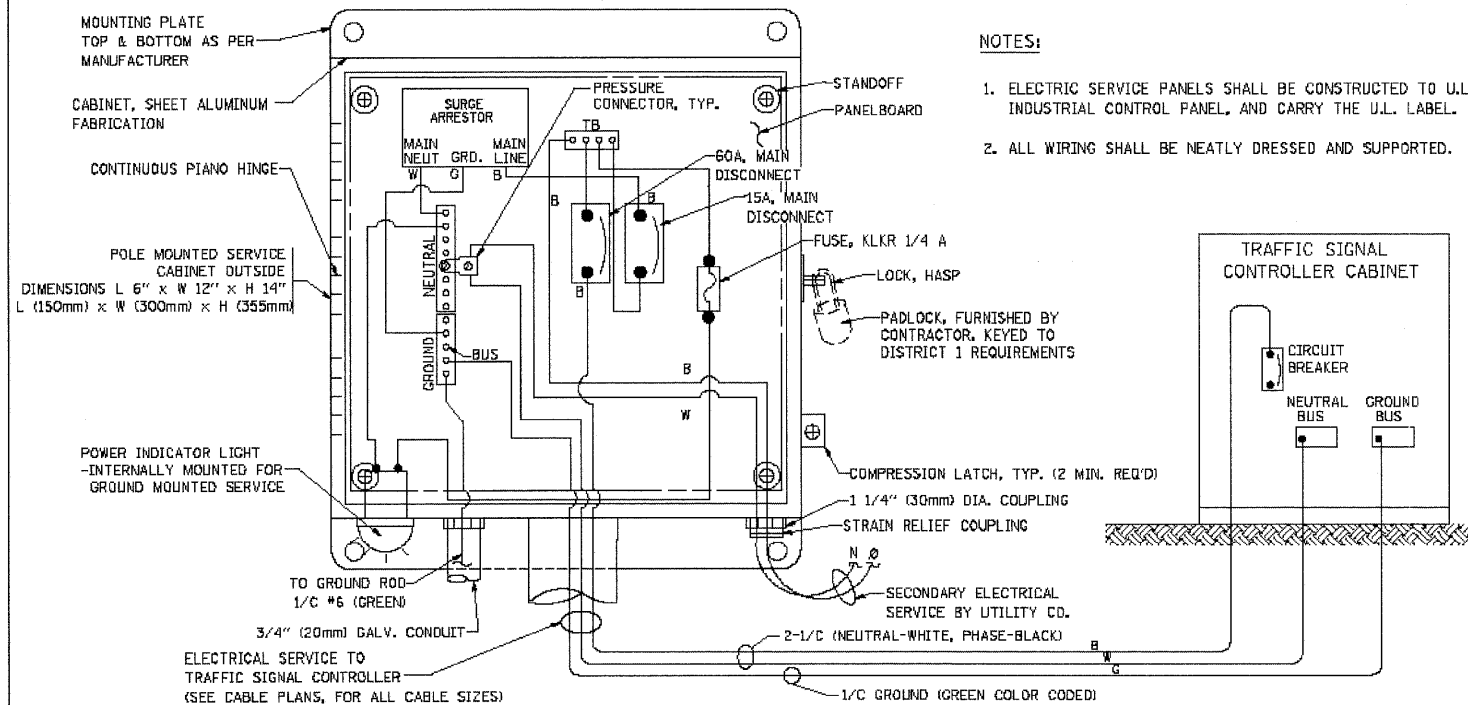
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM 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.

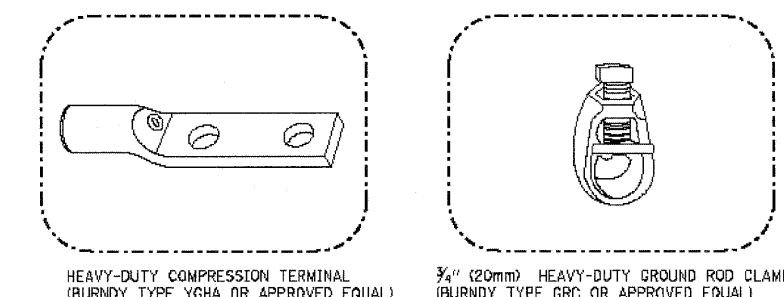
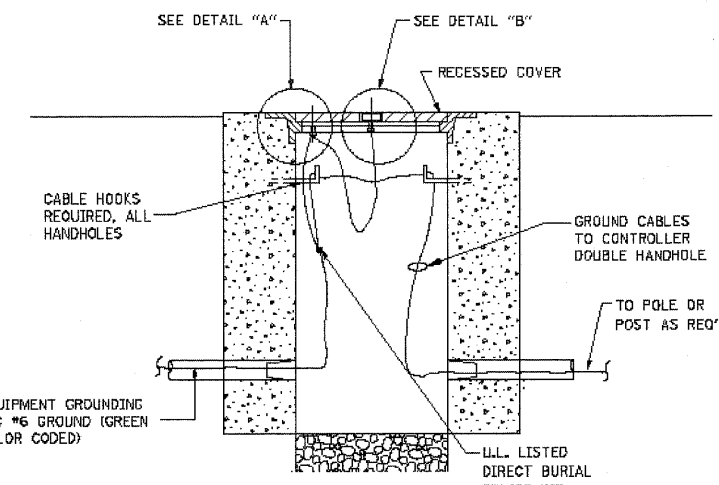
NOTES:

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.

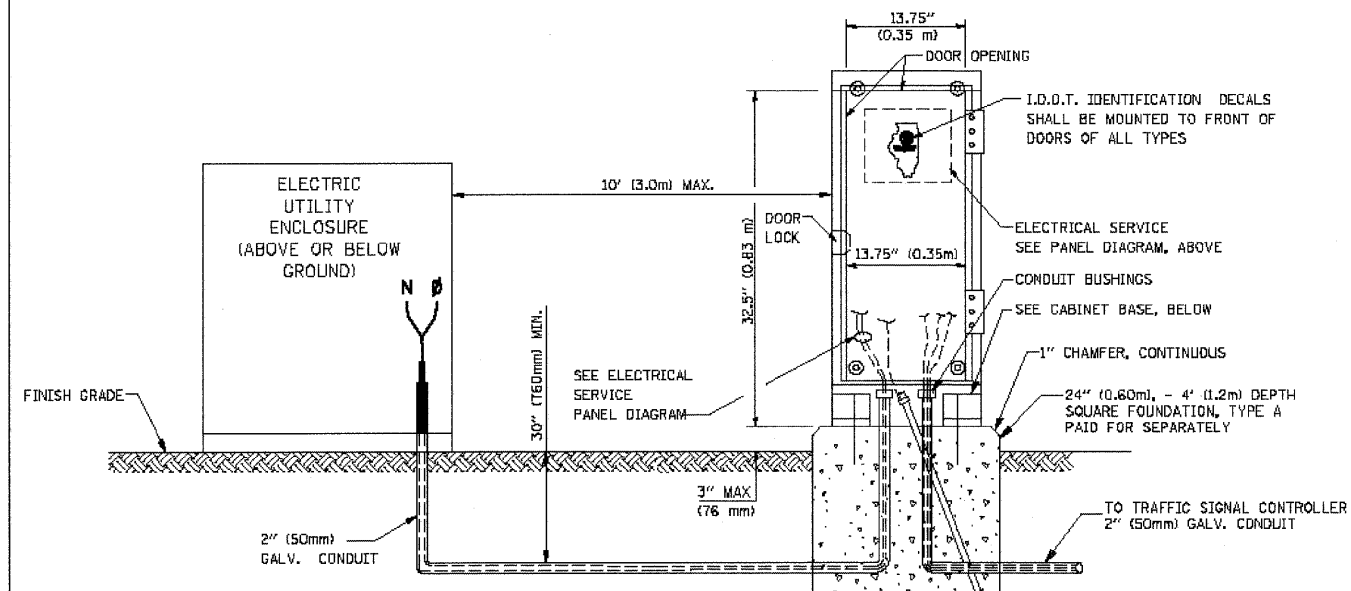


- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED 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.

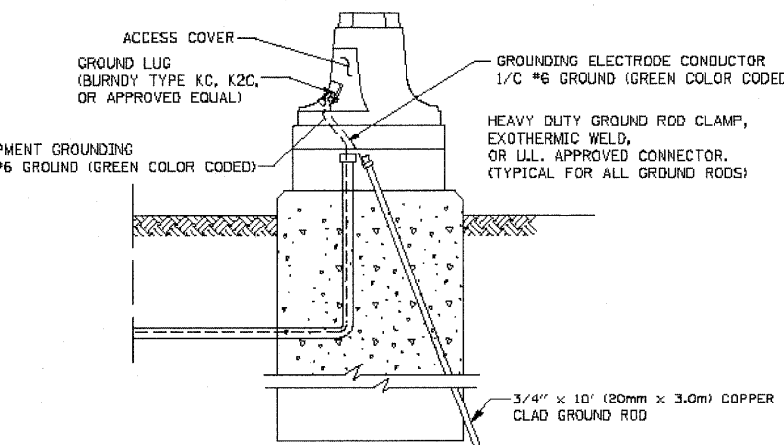
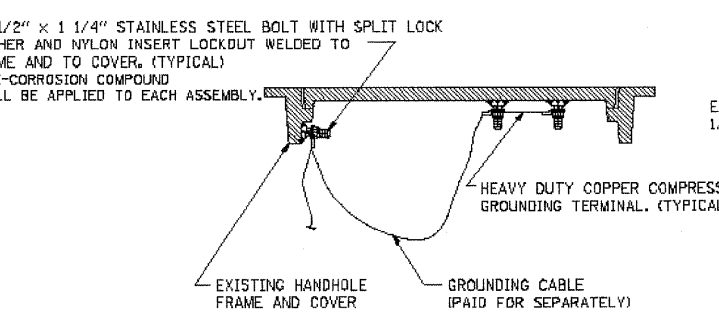
ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
 (NOT TO SCALE)



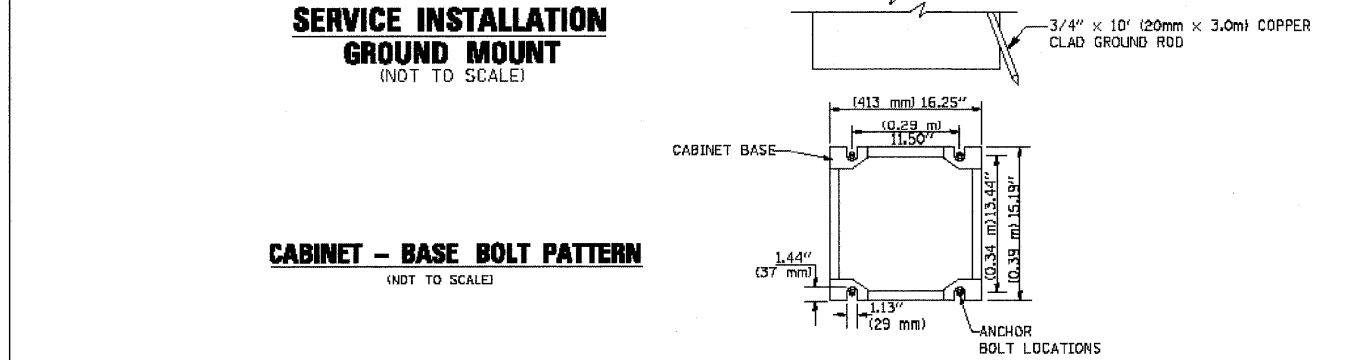
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.

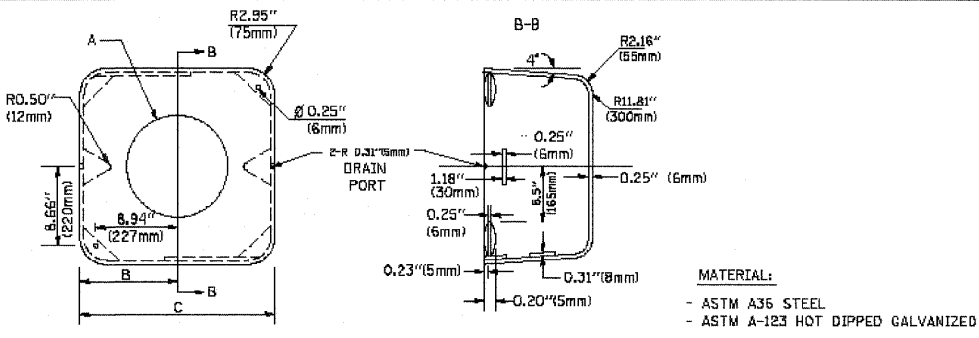
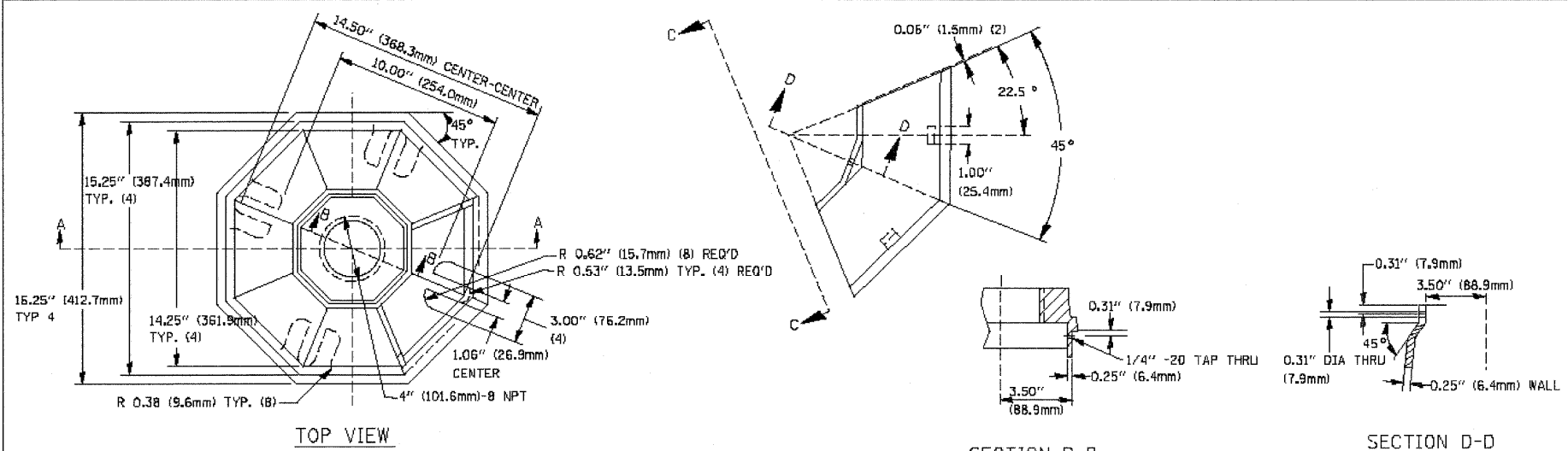


HANDHOLE COVER & FRAME - GROUNDING DETAIL
 (NOT TO SCALE)



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

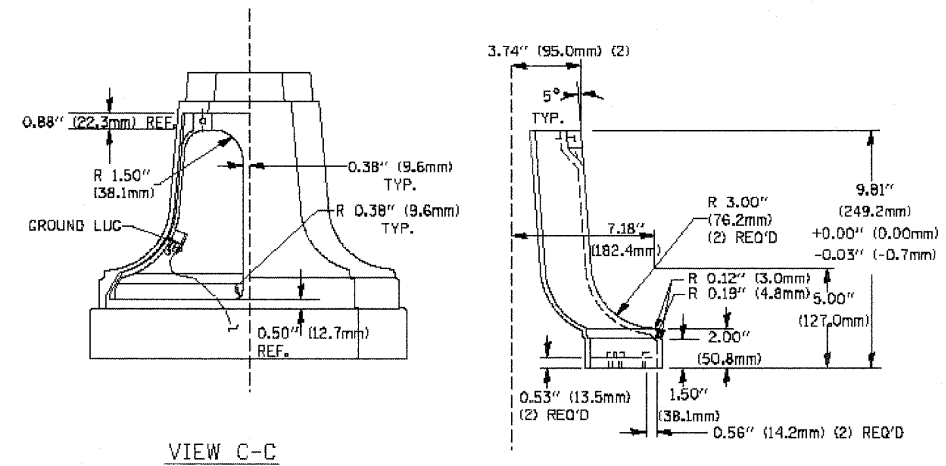
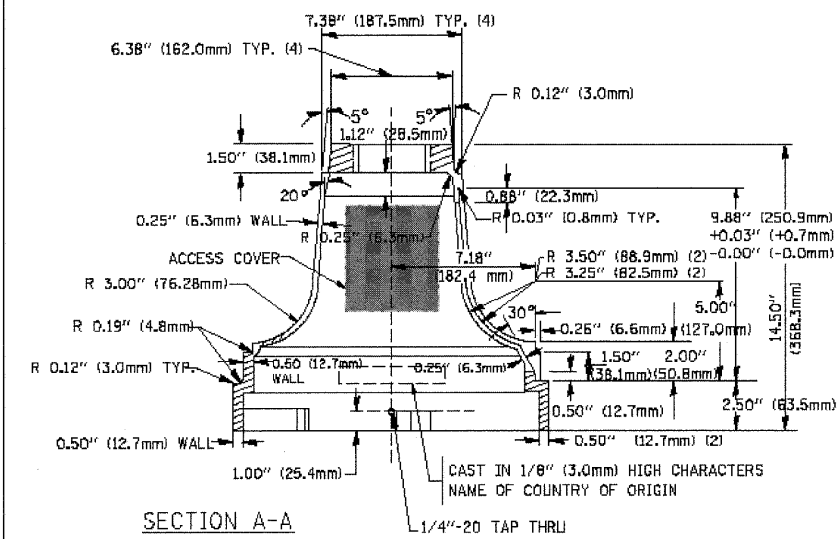




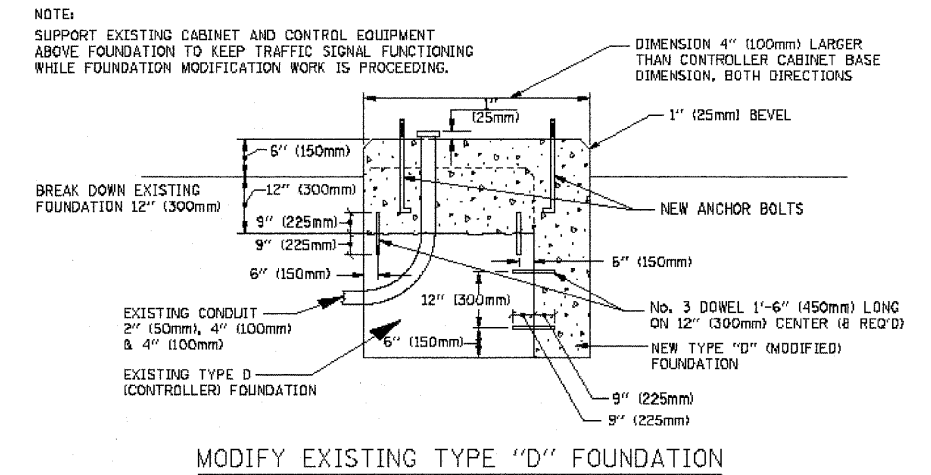
A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIABLES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIABLES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIABLES	18.5\" (470mm)	37\" (940mm)	7\"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

SHROUD

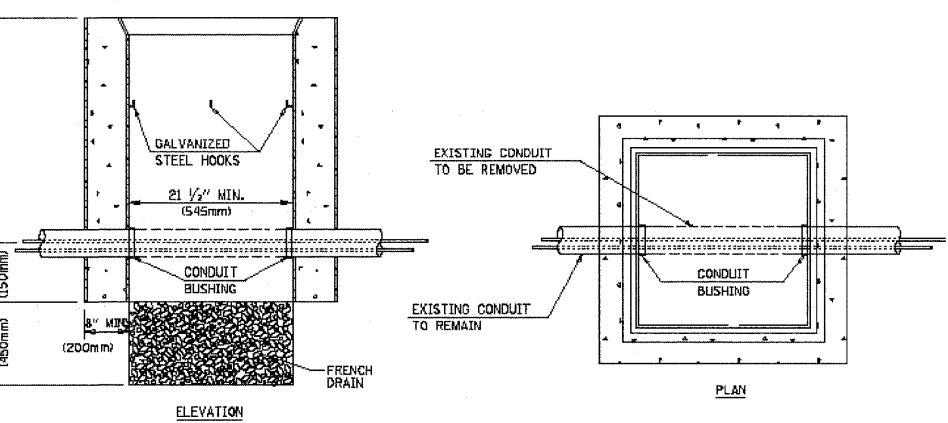
- NOTES:**
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
 2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
 3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST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



TRAFFIC SIGNAL POST - MOUNTING BASE - TYPE A

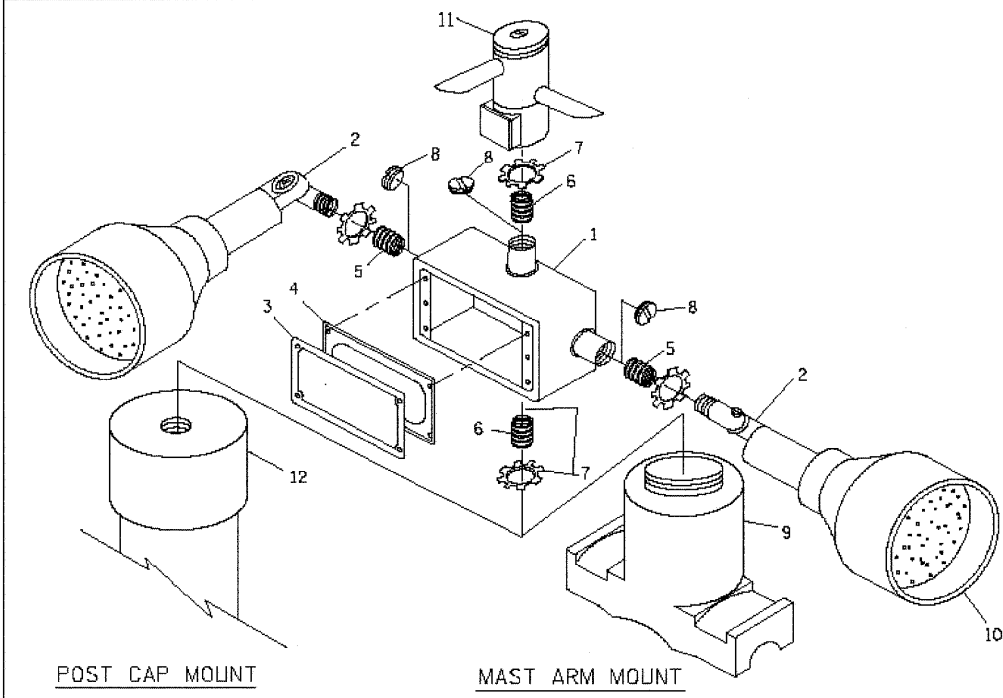


MODIFY EXISTING TYPE "D" FOUNDATION



- NOTES:**
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
 2. 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



ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CUIN. (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.]

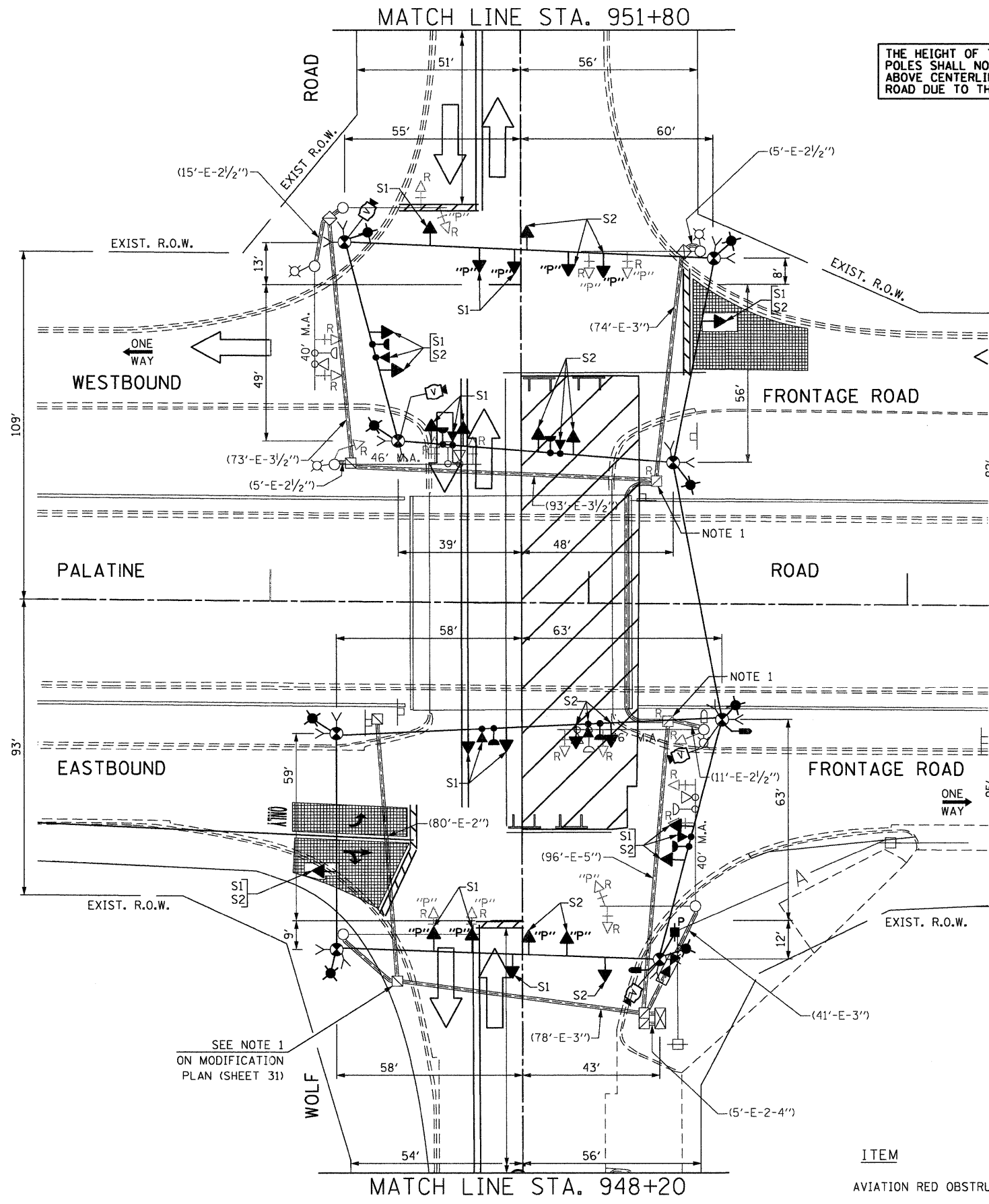
- NOTES:**
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
 2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. 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.

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

NOTES FOR TEMPORARY TRAFFIC SIGNALS

- ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
- 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.
- 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 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 TEMPORARY TRAFFIC SIGNAL SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
- 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.
- ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
- THE TEMPORARY TRAFFIC SIGNAL SHALL HAVE THE SIGNAL HEAD DISPLAYS, SIGNAL HEAD PLACEMENTS AND CONTROLLER PHASING MATCH THE EXISTING TRAFFIC SIGNAL, AT THE TIME OF THE TURN ON, IF NO TRAFFIC STAGING IS IN PLACE OR WILL NOT BE STAGED ON THE DAY OF THE TURN ON.
- UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC SIGNAL, TEMPORARY TRAFFIC SIGNALS AT RAILROAD INTERSECTIONS, AND TEMPORARY TRAFFIC SIGNALS AT INTERSECTIONS WITH FIRE STATION ACTUATED EMERGENCY VEHICLE PRE-EMPTION, OR WHEN INDICATED ON THE PLANS.
- 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.
- DETECTION AT TEMPORARY TRAFFIC SIGNALS 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.
- 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 MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.

THE HEIGHT OF THE TEMPORARY WOOD POLES SHALL NOT EXCEED 26 FEET ABOVE CENTERLINE ELEVATION OF WOLF ROAD DUE TO THE AIRPORT.



SPECIAL NOTE TO CONTRACTOR:
 THE EXISTING TRAFFIC SIGNAL INSTALLATION SHALL BE DISCONNECTED AND ALL THE EXISTING SIGNAL HEADS SHALL BE REMOVED WHEN THE TEMPORARY TRAFFIC SIGNAL INSTALLATION IS IN PLACE AND IN OPERATION. UPON COMPLETION OF THE CONSTRUCTION ACTIVITIES, AND PRIOR TO REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL INSTALLATION, THE EXISTING TRAFFIC SIGNAL INSTALLATION SHALL BE MADE OPERATIONAL AS DIRECTED BY THE ENGINEER. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE PAY ITEM "TEMPORARY TRAFFIC SIGNAL INSTALLATION".
 THE EXISTING SIGNAL HEADS SHALL BE REPLACED WITH LED SIGNAL HEADS AS SHOWN IN THE "EXISTING TRAFFIC SIGNAL PLAN MODIFICATION" AND SHALL BE PAID FOR AS APPLICABLE LED SIGNAL HEAD PAY ITEMS AS SHOWN IN THE SCHEDULE OF QUANTITIES. THE NEW LED SIGNAL HEADS SHALL NOT BE INSTALLED UNTIL THE END OF THE CONTRACT, JUST PRIOR TO MAKING THE EXISTING TRAFFIC SIGNAL OPERATIONAL. SO AS TO AVOID INTERFERENCE WITH SOME OF THE TEMPORARY TRAFFIC SIGNAL HEADS.
 THE EXISTING TRAFFIC SIGNAL CONTROLLER, MAST ARMS, POSTS, HANDHOLES AND APPURTENANCES ARE SHOWN FOR INFORMATION ONLY AND SHALL REMAIN IN PLACE, EXCEPT FOR THE HANDHOLE IN THE NORTHEAST CORNER OF EASTBOUND FRONTAGE ROAD AND A HANDHOLE IN THE SOUTHEAST CORNER OF WESTBOUND FRONTAGE ROAD.

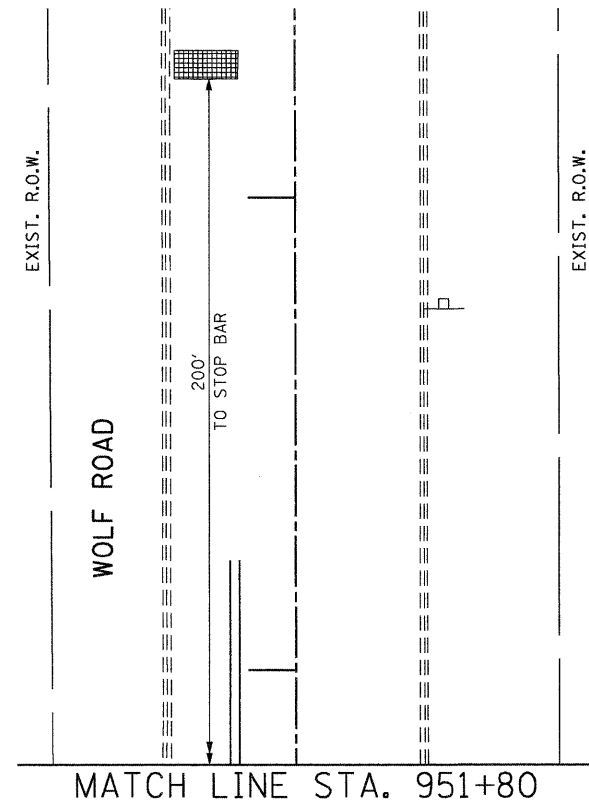
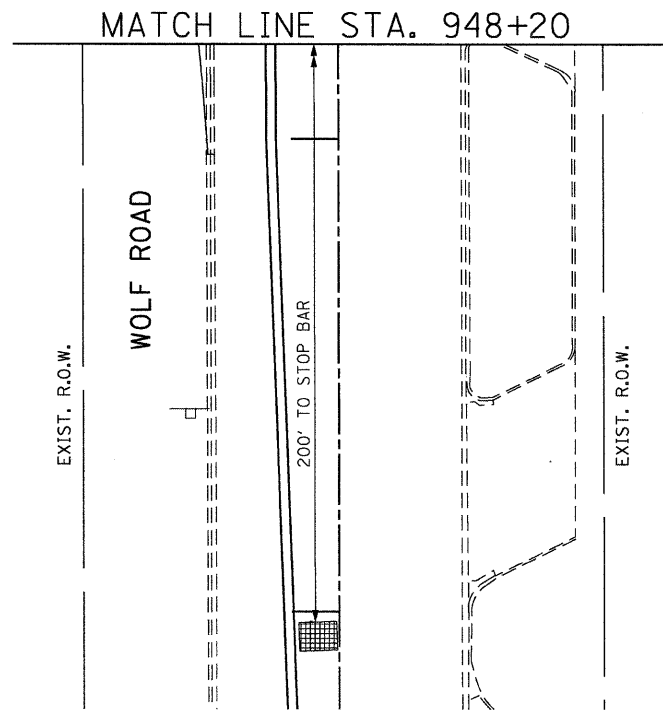
- THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACTOR'S BID PRICE.
- | | | |
|----|------|---|
| 1 | EACH | CONTROLLER AND CABINET, COMPLETE |
| 2 | EACH | SIGNAL HEAD, 1-FACE, 3-SECTION, BRACKET MOUNTED |
| 6 | EACH | SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED |
| 4 | EACH | SIGNAL HEAD, 1-FACE, 4-SECTION, MAST ARM MOUNTED |
| 2 | EACH | OPTICALLY PROGRAMMED SIGNAL HEAD, 1-FACE, 3-SECTION, MAST ARM MOUNTED |
| 4 | EACH | OPTICALLY PROGRAMMED SIGNAL HEAD, 1-FACE, 4-SECTION, MAST ARM MOUNTED |
| 16 | EACH | TRAFFIC SIGNAL BACKPLATE |
- NOTE 1: THE EXISTING HANDHOLE SHALL BE REMOVED IN A MANNER THAT WILL NOT DAMAGE THE EXISTING CONDUITS WHICH WILL REMAIN IN PLACE FOR FUTURE USE. A NEW DOUBLE HANDHOLE SHALL BE BUILT IN PLACE OF REMOVED EXISTING HANDHOLE AS SHOWN IN THE "EXISTING TRAFFIC SIGNAL PLAN MODIFICATION".
- NOTE 2: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR STAGE 1 AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

SEE NOTE 1 ON MODIFICATION PLAN (SHEET 31)

LEGEND

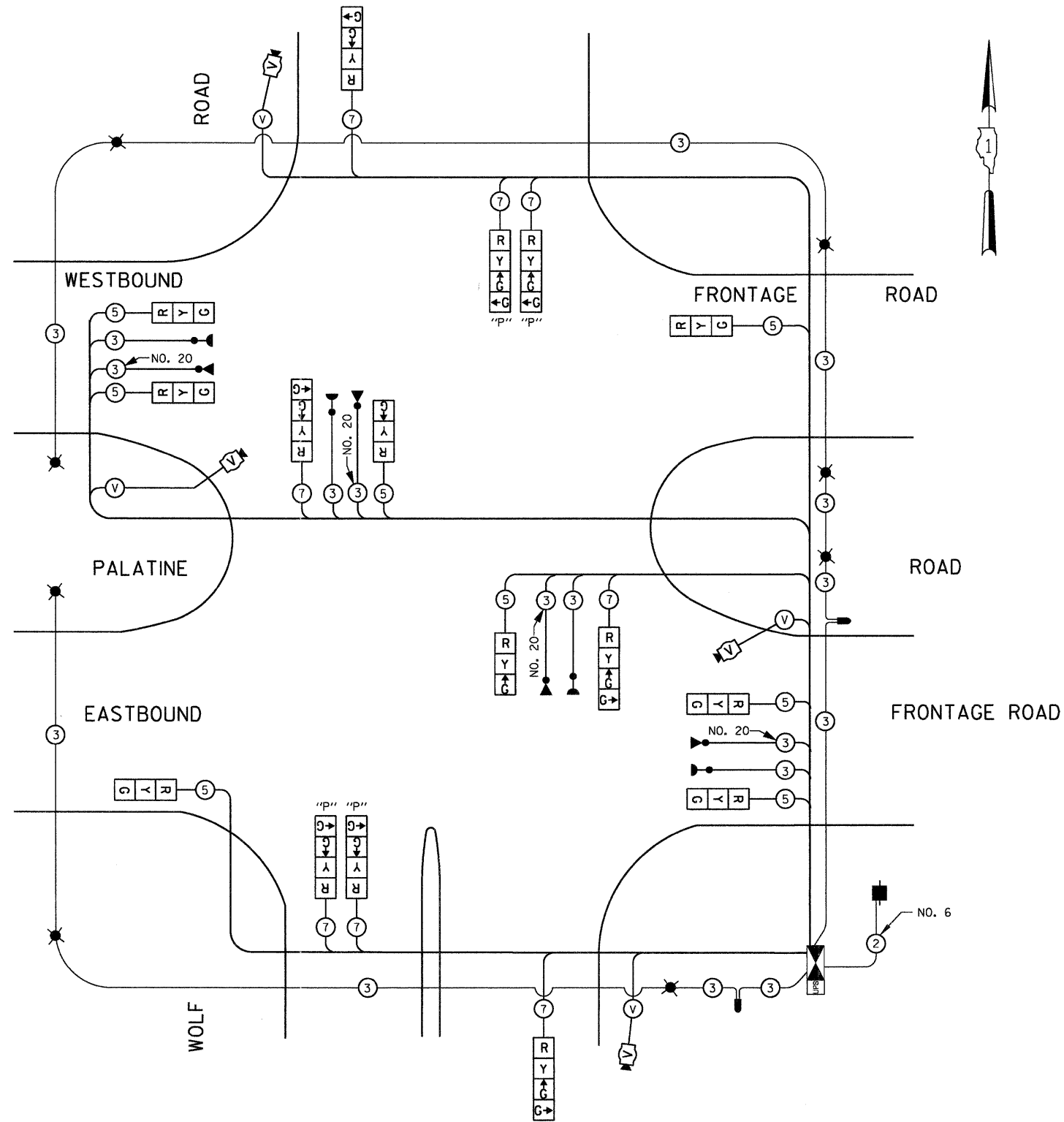
ITEM	EXISTING	PROPOSED
AVIATION RED OBSTRUCTION LIGHT		
AVIATION PHOTOELECTRIC CONTROL		

MATCH LINE STA. 948+20
 SIGNAL HEAD PLACEMENTS FOR STAGE 1 AND STAGE 2



NOTE 1: THE VIDEO DETECTION ZONES SHOWN ON THE PLANS ARE FOR STAGE 1 AND SHALL BE REDEFINED FOR EACH CONSTRUCTION STAGE AS A PART OF "TEMPORARY TRAFFIC SIGNAL INSTALLATION" WORK.

FILE NAME = #FILE#	USER NAME = #USER#	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN WOLF ROAD AT EAST AND WESTBOUND FRONTAGE ROADS TO AND FROM PALATINE ROAD (SHEET 2 OF 2)			F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 28
	PLOT SCALE = #SCALE#	CHECKED - PKG	REVISED -					SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	
PLOT DATE = #DATE#	DATE - 10/26/2011	REVISED -			CONTRACT NO. 60M52							



TEMPORARY CABLE PLAN

(NOT TO SCALE)

STAGES: STAGE 1 AND STAGE 2

LEGEND

ITEM	EXISTING	PROPOSED
AVIATION RED OBSTRUCTION LIGHT	⊗	⊗
AVIATION PHOTOELECTRIC CONTROL	□	■

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		OPERATION	
		INCAND.	LED		
SIGNAL (RED)	16	135	17	0.50	136
(YELLOW)	16	135	25	0.25	100
(GREEN)	24	135	15	0.25	90
ARROW	-	135	12	0.10	-
PED. SIGNAL	-	90	25	1.00	-
CONTROLLER	1	100	100	1.00	100.0
ILLUM. SIGN	-	-	-	0.05	-
VIDEO SYSTEM	1	150	-	1.00	150.0
FLASHER	-	-	-	0.50	-
ENERGY COSTS TO:					TOTAL =
ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096					576.00
ENERGY SUPPLY CONTACT: JOAN COOK PHONE: (847) 816-5461 COMPANY: COMMONWEALTH EDISON					

FILE NAME =	USER NAME = #USER#	DESIGNED - PKG	REVISED -
#FILE#		DRAWN - EA	REVISED -
	PLOT SCALE = #SCALE#	CHECKED - PKG	REVISED -
	PLOT DATE = #DATE#	DATE - 10/26/2011	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

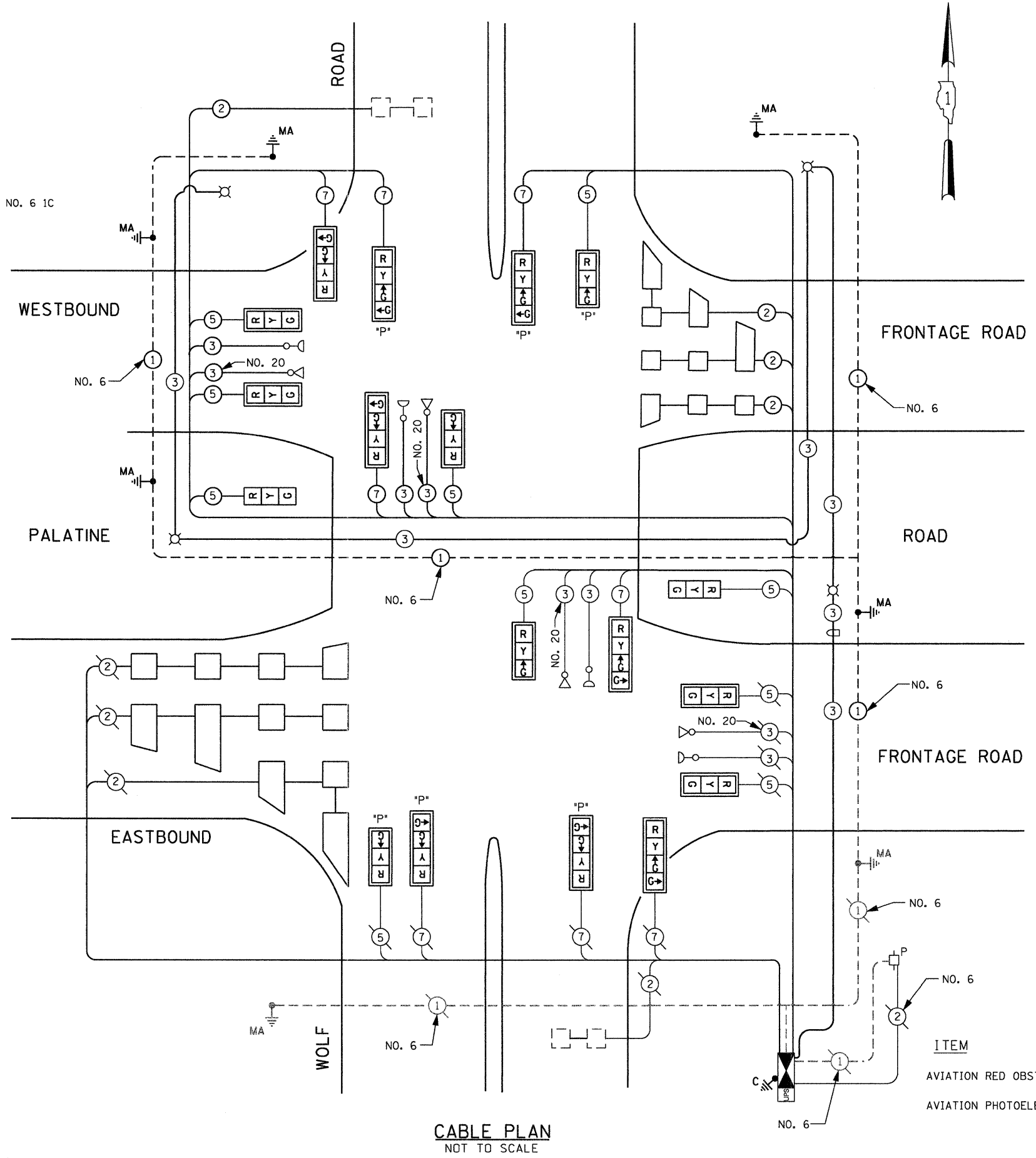
**TEMPORARY CABLE PLAN
WOLF ROAD AT EAST AND WESTBOUND FRONTAGE ROADS
TO AND FROM PALATINE ROAD**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	29
CONTRACT NO. 60M52				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

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

SCHEDULE OF QUANTITIES

QUANTITY	UNIT	ITEM
40	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
190	FOOT	CONDUIT ATTACHED TO STRUCTURE, 4" DIA., GALVANIZED STEEL
2	EACH	DOUBLE HANDHOLE
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE IV CABINET
1953	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
2582	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
2016	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
1568	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
627	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
6	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
2	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED
2	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
4	EACH	OPTICALLY PROGRAMMED SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED
16	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
8	EACH	INDUCTIVE LOOP DETECTOR
769	FOOT	DETECTOR LOOP, TYPE I
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
7728	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
1	EACH	REBUILD EXISTING HANDHOLE
2	EACH	REMOVE EXISTING HANDHOLE
1143	FOOT	ELECTRIC CABLE IN CONDUIT NO. 20 3/C, TWISTED, SHIELDED
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING
1	EACH	UNINTERRUPTIBLE POWER SUPPLY SPECIAL



CABLE PLAN
NOT TO SCALE

LEGEND

ITEM	EXISTING	PROPOSED
AVIATION RED OBSTRUCTION LIGHT		
AVIATION PHOTOELECTRIC CONTROL		

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	INCAND.	LED	%OPERATION	
SIGNAL (RED)	18	135	17	0.50	153
(YELLOW)	18	135	25	0.25	112.5
(GREEN)	26	135	15	0.25	97.5
ARROW		135	12	0.10	
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
AVIATION LIGHT	4	54	6	1.00	216
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	679

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY CONTACT: JOAN COOK
PHONE: (847) 816-5461
COMPANY: COMMONWEALTH EDISON

SEQUENCE OF OPERATION

MOVEMENT	2												4						6						8						F L A S H	
	1	2A	2B	3A	3B	3C	3D	4	5A	5B	6A	6B	6C	6D	7	8A	8B	8C	8D	9A	9B	10	11A	11B	11C	11D	12A	12B				
PHASE	2												4						6						8							
INTERVAL	1	2A	2B	3A	3B	3C	3D	4	5A	5B	6A	6B	6C	6D	7	8A	8B	8C	8D	9A	9B	10	11A	11B	11C	11D	12A	12B				
CHANGE TO		4			6 OR 8							2			6 OR 8				2 OR 4			8				2 OR 4			6			
WOLF ROAD AT EASTBOUND FRONTAGE RD. NEAR RIGHT AND RIGHT MAST ARM SIGNALS	N/B	↑ G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
WOLF ROAD AT EASTBOUND FRONTAGE RD. END MAST ARM SIGNAL	N/B	↑ G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
WOLF ROAD AT WESTBOUND FRONTAGE RD. RIGHT MAST ARM SIGNAL	N/B	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
WOLF ROAD AT WESTBOUND FRONTAGE RD. END MAST ARM AND FAR LEFT SIGNALS	N/B	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G		
WOLF ROAD AT WESTBOUND FRONTAGE RD. NEAR RIGHT AND RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	Y	R	R	Y	R	R	R	R	R	R	R	R	R			
WOLF ROAD AT WESTBOUND FRONTAGE RD. END MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	Y	R	R	Y	R	R	R	R	R	R	R	R	R			
WOLF ROAD AT EASTBOUND FRONTAGE RD. RIGHT MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G			
WOLF ROAD AT EASTBOUND FRONTAGE RD. END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G			
EASTBOUND FRONTAGE RD. ALL SIGNALS	E/B	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R			
WESTBOUND FRONTAGE RD. ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	Y	R			

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1										4										7										10										PREEMPTOR NUMBER					CLEAR TO NORMAL SEQUENCE
	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	2	3	4	5														
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	2	3	4	5														
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	3	1E	IF	IG	OR 4 5	1J	2	3	1M	1N	1P	OR 4 5	1R	1S	1T	OR 3	4	1W	5	1Y	1Z	1AA	OR 2 3	1CC	4	5																		
WOLF ROAD AT EASTBOUND FRONTAGE RD. NEAR RIGHT AND RIGHT MAST ARM SIGNALS	N/B	↑ G →	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G →	R	R	R	◇										
WOLF ROAD AT EASTBOUND FRONTAGE RD. END MAST ARM SIGNAL	N/B	↑ G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	R	R	R	◇										
WOLF ROAD AT WESTBOUND FRONTAGE RD. RIGHT MAST ARM SIGNAL	N/B	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	↑ G	R	R	◇											
WOLF ROAD AT WESTBOUND FRONTAGE RD. END MAST ARM AND FAR LEFT SIGNALS	N/B	↑ G ←	↑ G ←	↑ G ←	↑ G ←	↑ G ←	Y	R	↑ G ←	↑ G ←	↑ G ←	↑ G ←	↑ G ←	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G ←	↑ G ←	R	R	◇												
WOLF ROAD AT WESTBOUND FRONTAGE RD. NEAR RIGHT AND RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	↑ G →	Y	R	R	R	R	R	R	R	R	R	R	R	R	↑ G →	R	◇										
WOLF ROAD AT WESTBOUND FRONTAGE RD. END MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	↑ G	Y	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	R	◇										
WOLF ROAD AT EASTBOUND FRONTAGE RD. RIGHT MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	↑ G	↑ G	Y	R	↑ G	↑ G	↑ G	R	R	↑ G	↑ G	◇												
WOLF ROAD AT EASTBOUND FRONTAGE RD. END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	↑ G ←	↑ G ←	Y	R	↑ G ←	↑ G ←	↑ G ←	↑ G ←	↑ G ←	Y	R	↑ G ←	↑ G ←	↑ G ←	R	R	↑ G ←	↑ G ←	◇												
EASTBOUND FRONTAGE RD. ALL SIGNALS	E/B	R	R	R	R	R	R	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◇												
WESTBOUND FRONTAGE RD. ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	Y	R	G	R	R	R	R	R	◇												

Benchmark: Chiseled "X" in N.W. bolt of "Wolf Rd." exit sign located on the north side of Palatine Rd. and east of Wolf Rd. - Elev. = 648.63

Existing Structure: Structure No. 016-0680 built as Wolf Road over Palatine Road, Section 110-1415 in 1963 by the Cook County Highway Department. The length of the structure is 66'-2" center to center of bearings. The superstructure consists of 33"x36" PPC Deck Beams. The existing deck is 70'-0" out to out of deck. In 2006, 8 PPC Deck Beams, the sidewalks and concrete pedestrian rail were removed and replaced. Also in 2006, the bituminous wearing surface was replaced with a concrete wearing surface. Traffic to be maintained utilizing stage construction.

Salvage: Existing pedestrian bridge railing.

Scope of Work

1. Remove and replace superstructure (minor widening).
2. Remove and replace abutment backwalls and upper portion of cap.
3. Remove and replace approach slabs.
4. Add scuppers with closed drainage system to connect into Palatine Rd. drainage system.

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)

FIELD UNITS (Existing Construction)

f'c = 3,500 psi
fy = 40,000 psi (Reinforcement)

DESIGN SPECIFICATIONS

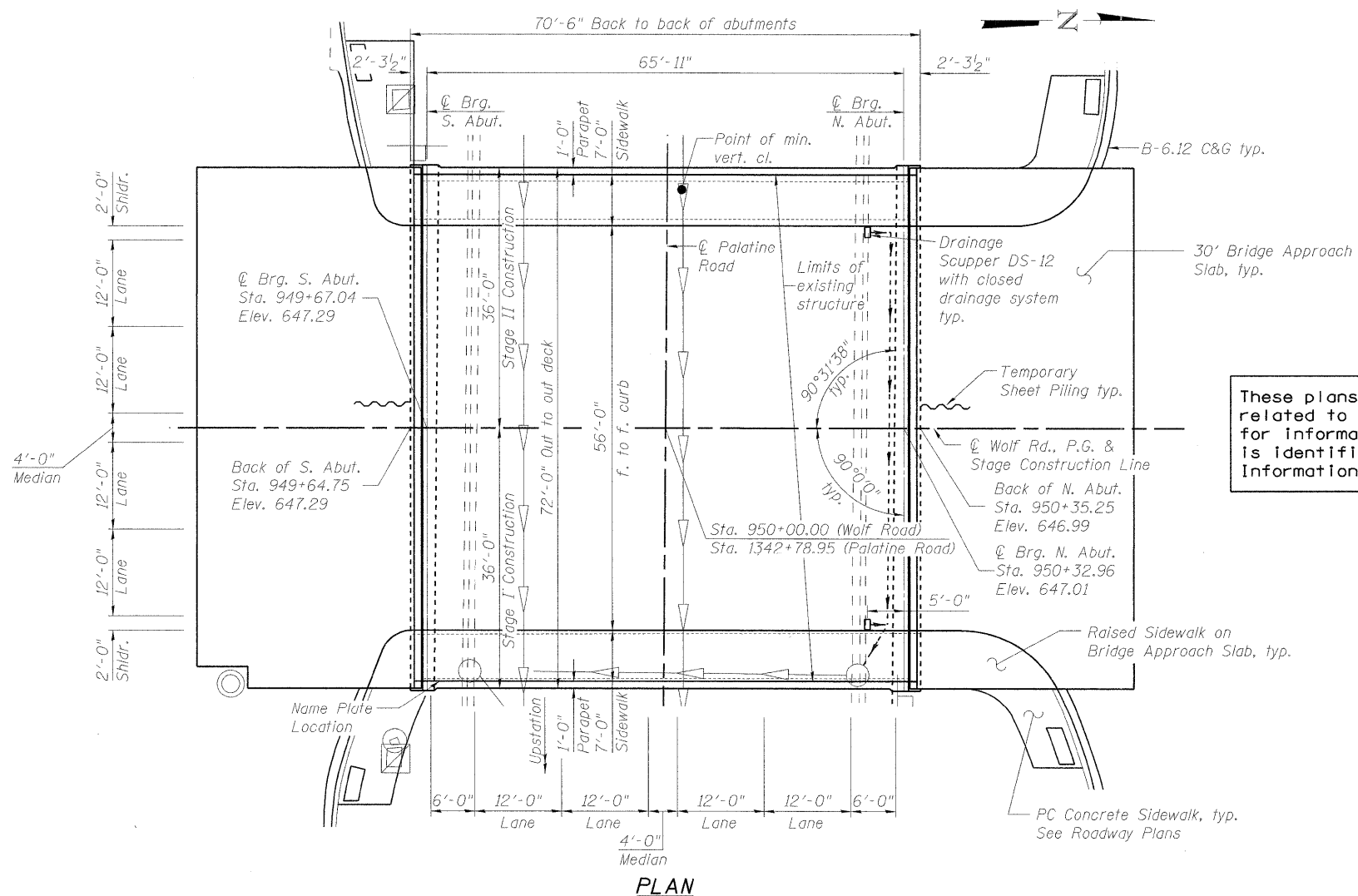
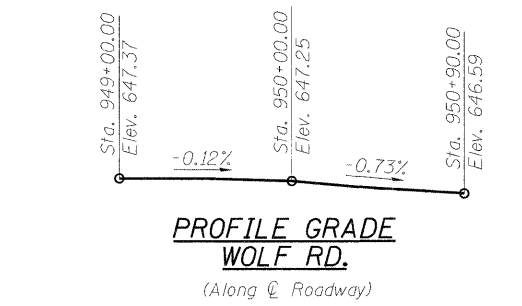
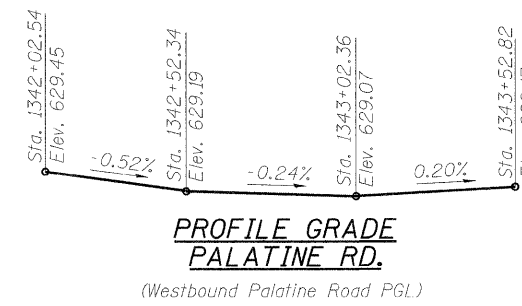
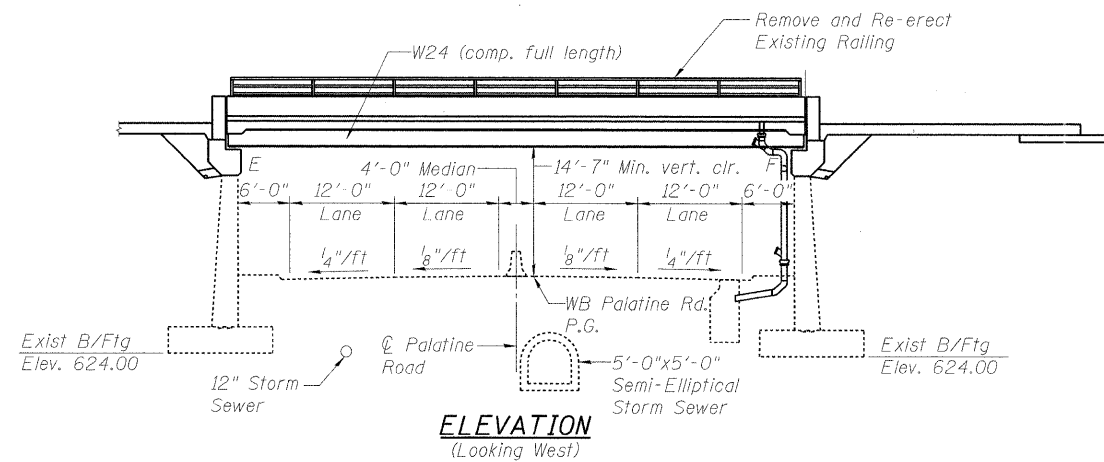
AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interim Revisions

LOADING HL-93

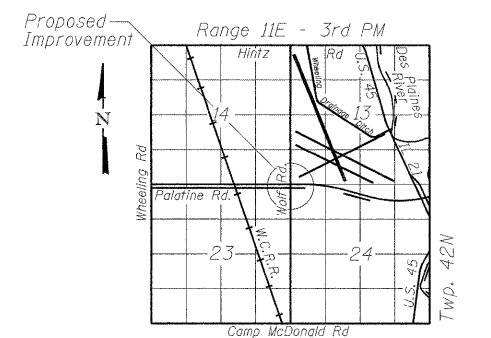
Allow 50#/sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.057g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.161g
Soil Site Class = D



These plans are for the erection of the bridge. All work shown related to the Beam and Bearing Fabrication Contract (60R35) is for information only. It is not included in this contract, and is identified as "Not Included in this Contract" or "For Information only"



APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Brad H. Sayers
ENGINEER OF BRIDGES AND STRUCTURES



Brad H. Sayers
BRAD H. SAYERS, S.E.
IL. LIC. NO. 081-006267
EXP 11/30/12
DATE 12/5/11

GENERAL PLAN & ELEVATION
WOLF ROAD OVER PALATINE ROAD
F.A.U. 2692 - SEC. 1415B-1
COOK COUNTY
STATION 950+00.00
STRUCTURE NO. 016-0680

FILE NAME: g:\projects\2102105_02R\cadd\structure\ent\0160680-016-0680-021-CP-Edg



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PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 11/30/2011	DRAWN - BPS	REVISED -
	CHECKED - BHS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
S.N. 016-0680
SHEET NO. S1 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	36
CONTRACT NO. 60M52				
ILLINOIS FED. AID PROJECT				

INDEX OF SHEETS

- S1. General Plan and Elevation
- S2. General Notes, Index of Sheets & Total Bill of Material
- S3. Stage Construction Details
- S4. Temporary Concrete Barrier for Stage Construction
- S5. Top of Deck Elevations (1 of 2)
- S6. Top of Deck Elevations (2 of 2)
- S7. Top of South Approach Slab Elevations
- S8. Top of North Approach Slab Elevations
- S9. Deck Plan and Section
- S10. Parapet and Sidewalk Elevation and Details
- S11. Preformed Joint Strip Seal
- S12. Drainage Scupper DS-12
- S13. Bridge Drainage System
- S14. South Approach Slab
- S15. North Approach Slab
- S16. Approach Slab Sections and Details
- S17. Framing Plan
- S18. Structural Steel Details
- S19. Bearing Details
- S20. Cantilever Forming Brackets
- S21. South Abutment Plan and Elevation
- S22. South Abutment Details
- S23. North Abutment Plan and Elevation
- S24. North Abutment Details
- S25. Bar Splicer Assembly
- S26. Existing Bridge Plans (1 of 4)
- S27. Existing Bridge Plans (2 of 4)
- S28. Existing Bridge Plans (3 of 4)
- S29. Existing Bridge Plans (4 of 4)

STATION 950+00.00
REBUILT 20 BY
STATE OF ILLINOIS
F.A.U. RTE. 2692 SEC. 1415B-1
LOADING HL-93
STRUCTURE NO. 016-0680

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
See Sheet S1 for Name Plate location.

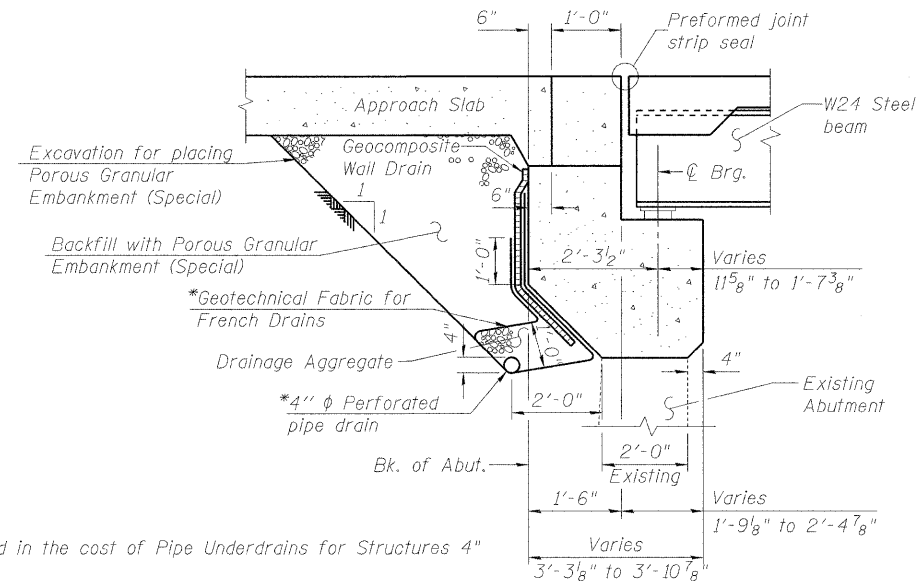
These plans are for the erection of the bridge. All work shown related to the Beam and Bearing Fabrication Contract (60R35) is for information only. It is not included in this contract, and is identified as "Not Included in this Contract" or "For Information only"

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
2. Calculated weight of Structural Steel (M270, Grade 50) = 117,240 lbs.
Calculated weight of Structural Steel (M270, Grade 36) = 11,770 lbs.
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
7. Concrete Sealer shall be applied to the designated areas of the exposed surface of the new abutment caps and backwalls.
8. The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that masked off connection surfaces, field installed fasteners and damaged areas shall be touched up in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown (Munsell No. 2.5YR 3/4). See Section 506 of the Standard Specifications.
9. Slipforming of parapets is not allowed.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yd.		66.4	66.4
Removal of Existing Superstructures	Each	1		1
Structure Excavation	Cu. Yd.		82	82
Concrete Structures	Cu. Yd.		102.8	102.8
Concrete Superstructure	Cu. Yd.	404.0		404.0
Bridge Deck Grooving	Sq. Yd.	826		826
Protective Coat	Sq. Yd.	1082		1082
Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3636		3636
Reinforcement Bars, Epoxy Coated	Pound	79,320	15,300	94,620
Bar Splicers	Each	509	114	623
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	145.0		145.0
Erecting Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 5/8"	Each	24		24
Anchor Bolts, 1"	Each	24		24
Concrete Sealer	Sq. Ft.		1159	1159
Geocomposite Wall Drain	Sq. Yd.		75	75
Removing and Re-Erecting Existing Railing	Foot	135		135
Asbestos Bearing Pad Removal	Each	28		28
Drainage Scuppers, DS-12	Each	2		2
Drainage System	L. Sum		1	1
Temporary Sheet Piling	Sq. Ft.		212	212
Pipe Underdrains for Structures 4"	Foot		146	146
Porous Granular Embankment, Special	Cu. Yd.		72	72



*Included in the cost of Pipe Underdrains for Structures 4"

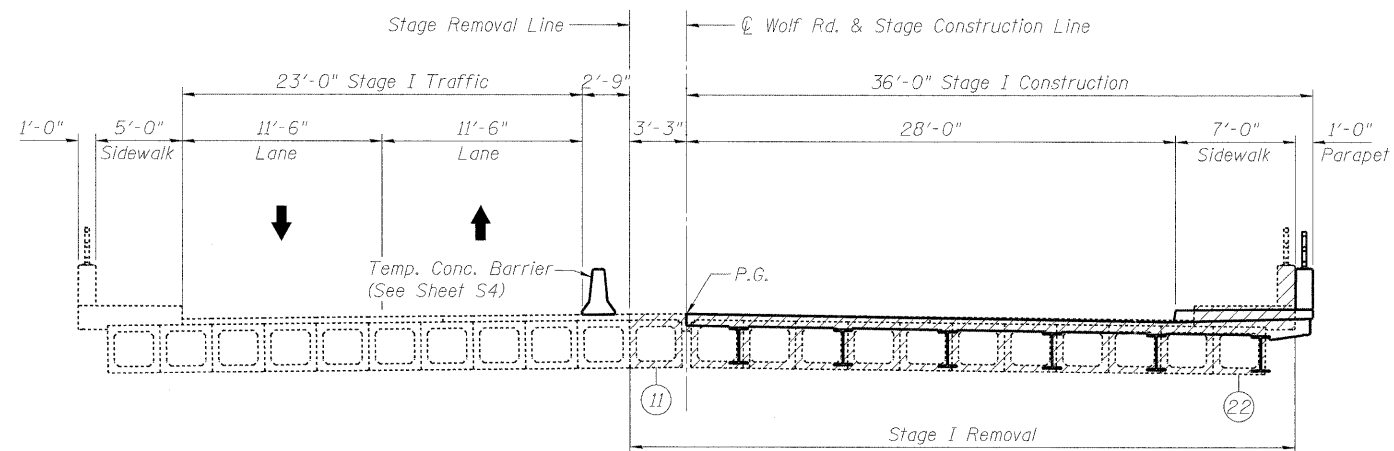
SECTION THRU ABUTMENT

(Horiz. dim. @ Rt. L's)

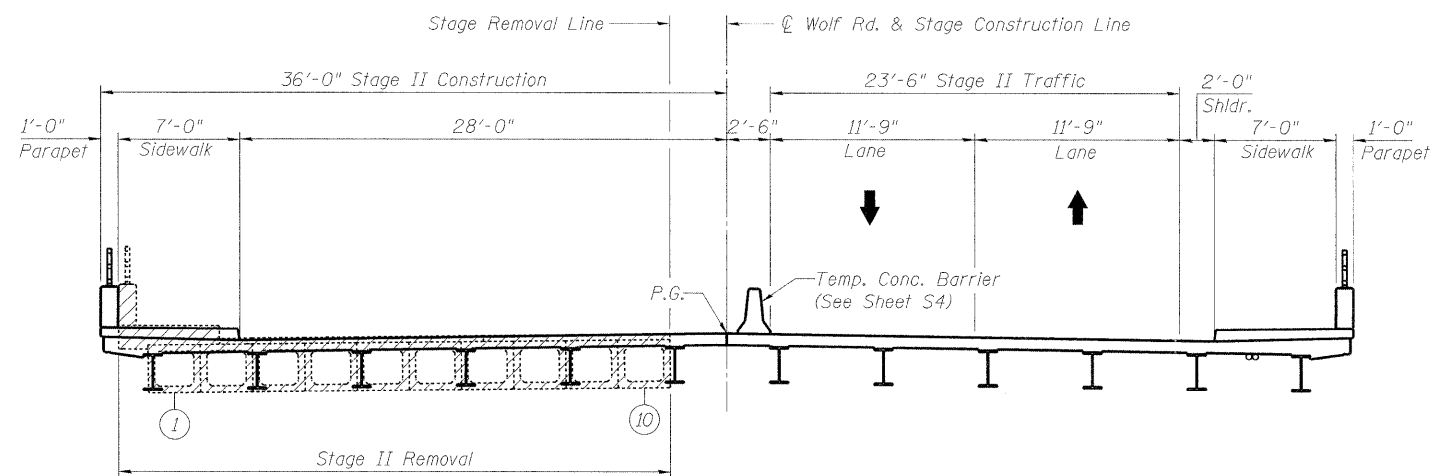
Note:
All drainage system components shall extend parallel 2'-0" beyond the ends of the abutment. At 2'-0" beyond the abutment ends, an outlet pipe shall extend into the retaining walls. The retaining walls shall be cored to accept the outlet pipe. This work shall be included in the pay item for Pipe Underdrains for Structures 4".

FILE NAME = g:\p\proj\2102155-007\road\structure\0160680-002-General Notes.dgn

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	PLOT SCALE = N/A	DRAWN - BPS	REVISED -			2692	CONTRACT NO. 60M52			
PLOT DATE = 12/5/2011	CHECKED - BHS	REVISED -	-	SHEET NO. S2 OF 29 SHEETS	ILLINOIS FED. AID PROJECT					



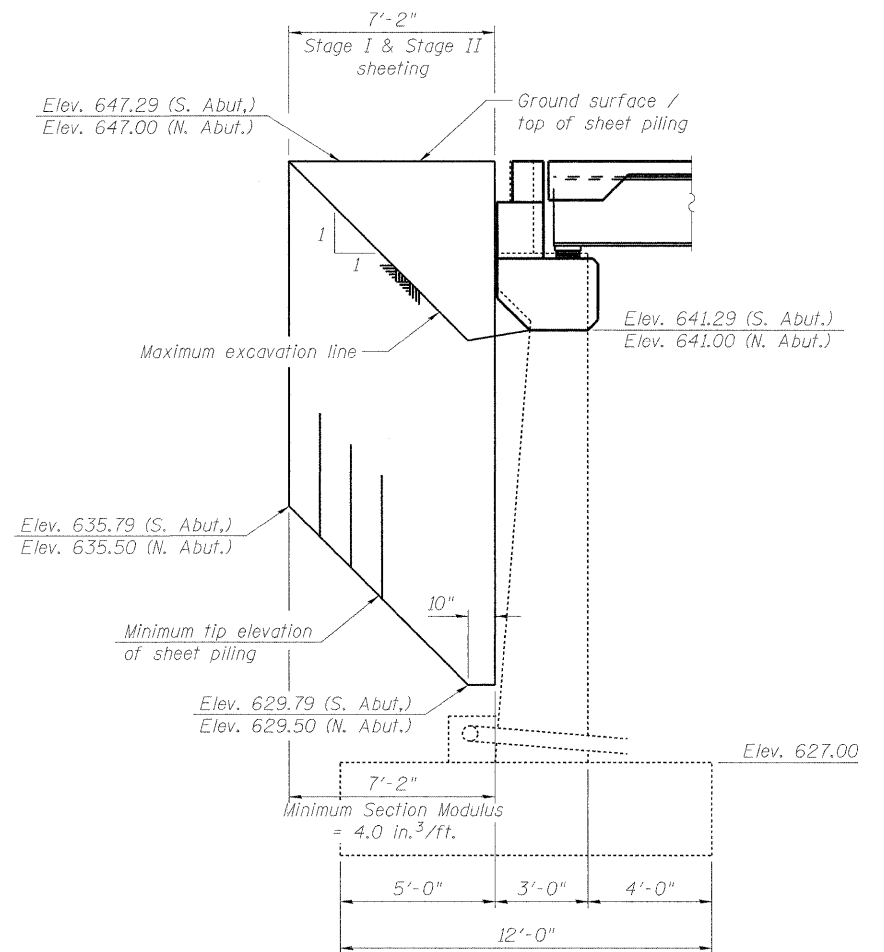
STAGE I CROSS SECTION
(Looking North)



STAGE II CROSS SECTION
(Looking North)

(X) Existing PPC Deck Beam number

Note:
Asbestos Bearing Pad Removal required at existing PPC Deck
Beam numbers 4 thru 10 and 13 thru 19.



TEMPORARY SHEET PILING

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

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PLOT SCALE = N/A
PLOT DATE = 12/5/2011

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DRAWN - BPS	REVISED -
CHECKED - BHS	REVISED -

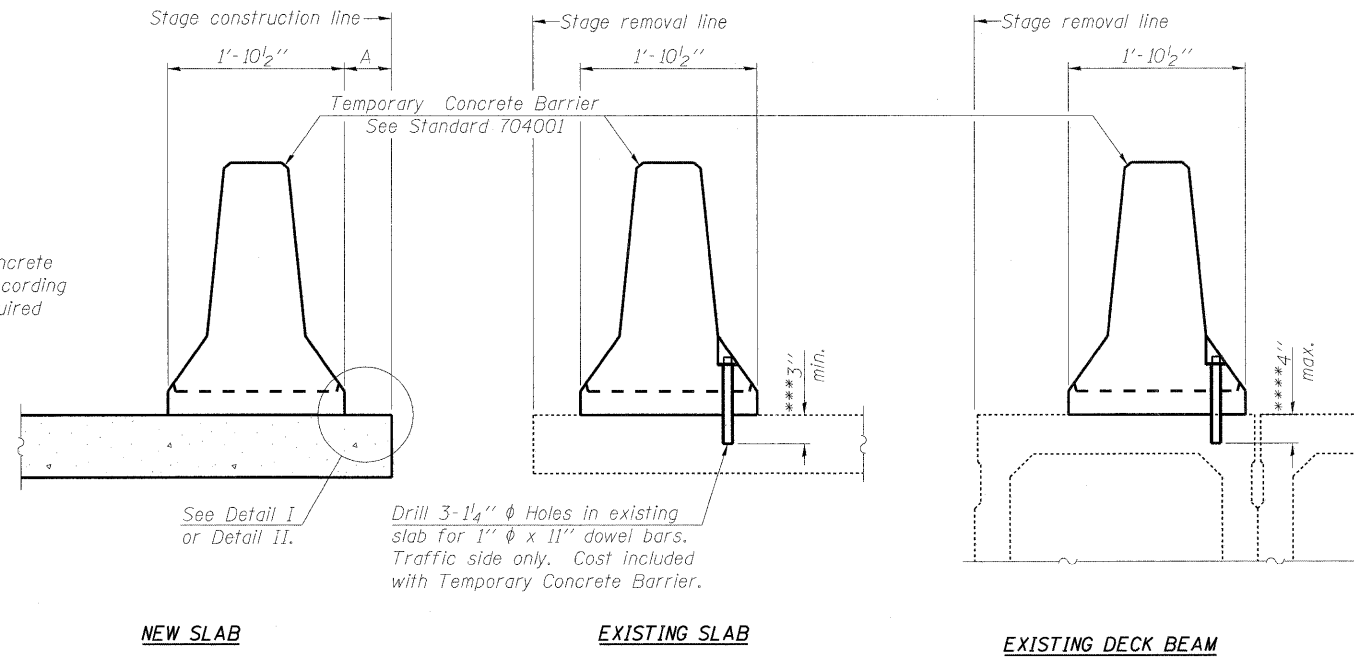
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
S.N. 016-0680**

SHEET NO. S3 OF 29 SHEETS

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 38
			CONTRACT NO. 60M52	
ILLINOIS FED. AID PROJECT				

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



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

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

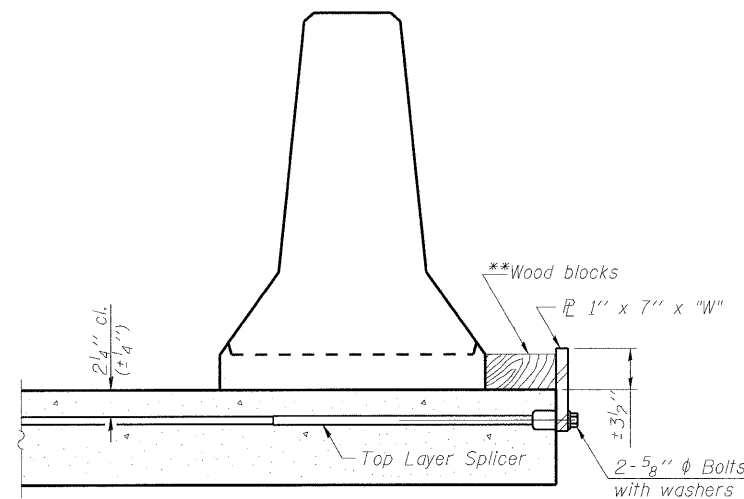
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{P} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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

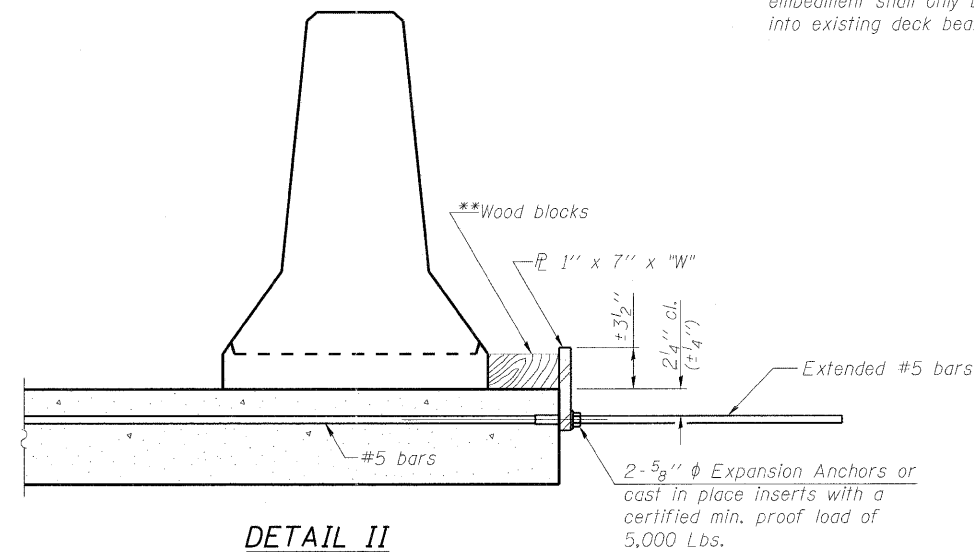
SECTIONS THRU SLAB OR DECK BEAM

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

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



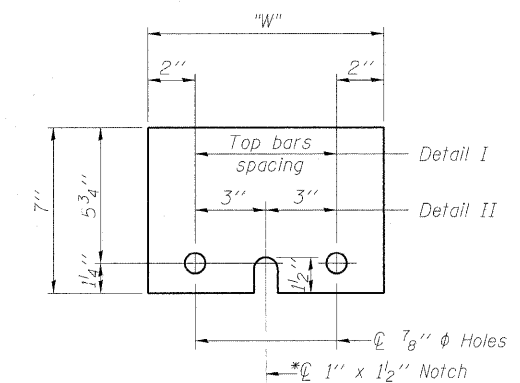
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER \bar{P} 1" x 7" x "W"

* Required only with Detail II

R-27

7-1-10



USER NAME = zpienid	DESIGNED - BPS	REVISED -
PLOT SCALE = N/A	CHECKED - BHS	REVISED -
PLOT DATE = 10/27/2011	DRAWN - BPS	REVISED -
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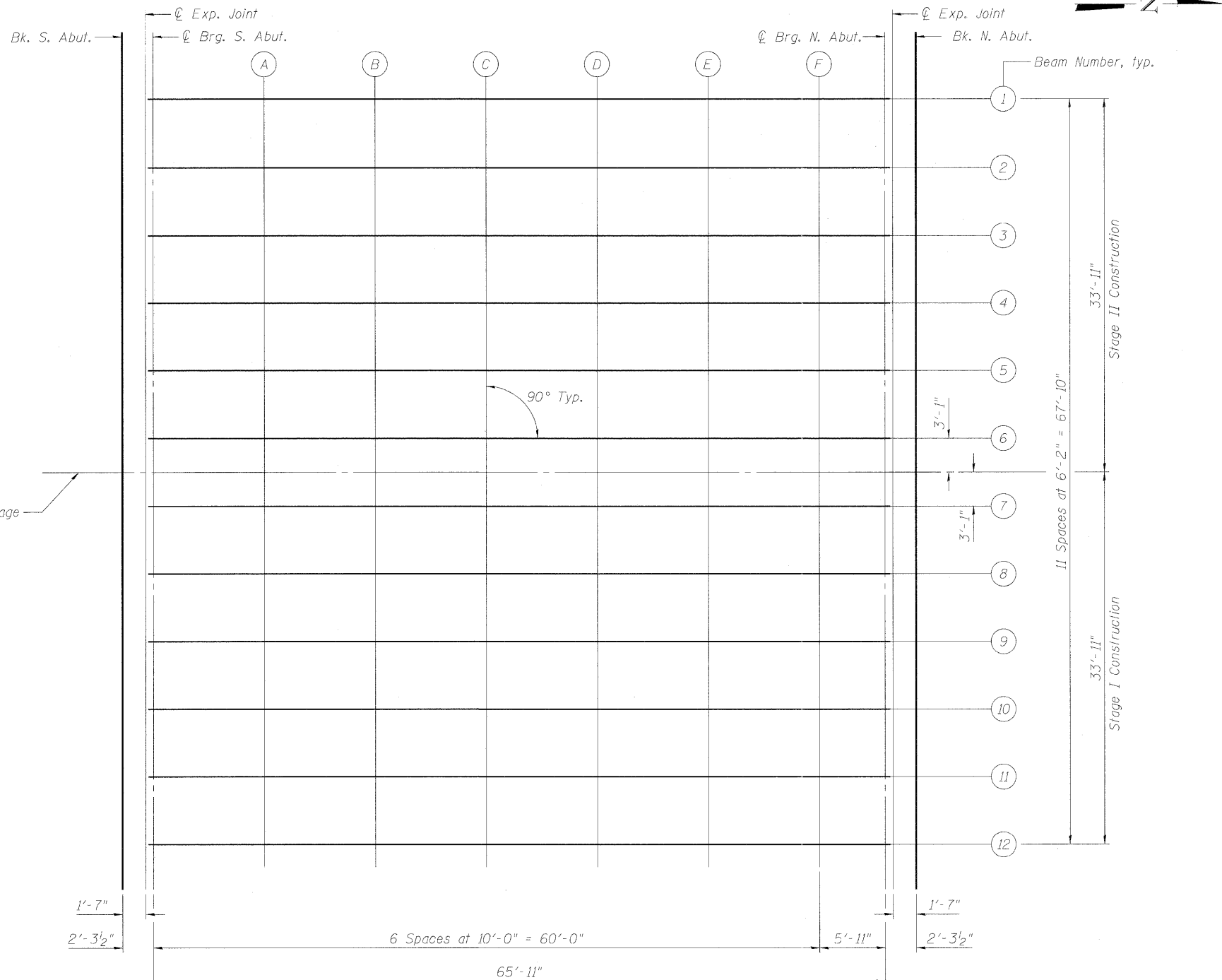
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
S.N. 016-0680

SHEET NO. 54 OF 29 SHEETS

F.A.J. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 39
			CONTRACT NO. 60M52	
ILLINOIS FED. AID PROJECT				

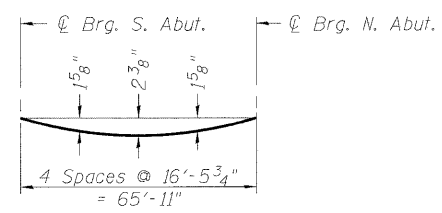
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WOLF RD., P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	949+64.75	0.00	647.29	647.29
Exp. Joint	949+66.33	0.00	647.29	647.29
Brg. S. Abut.	949+67.04	0.00	647.29	647.29
A	949+77.04	0.00	647.28	647.37
B	949+87.04	0.00	647.27	647.43
C	949+97.04	0.00	647.25	647.45
D	950+07.04	0.00	647.20	647.38
E	950+17.04	0.00	647.13	647.26
F	950+27.04	0.00	647.05	647.11
Brg. N. Abut.	950+32.96	0.00	647.01	647.01
Exp. Joint	950+33.67	0.00	647.00	647.00
Bk. N. Abut.	950+35.25	0.00	646.99	646.99

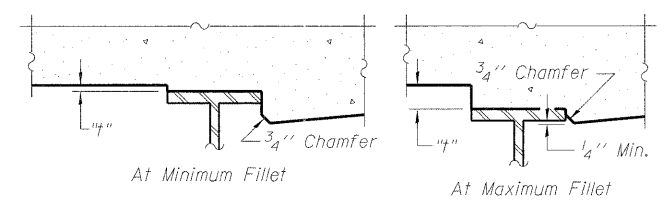
Wolf Rd., P.G. & Stage Construction Line



DEAD LOAD DEFLECTION DIAGRAM

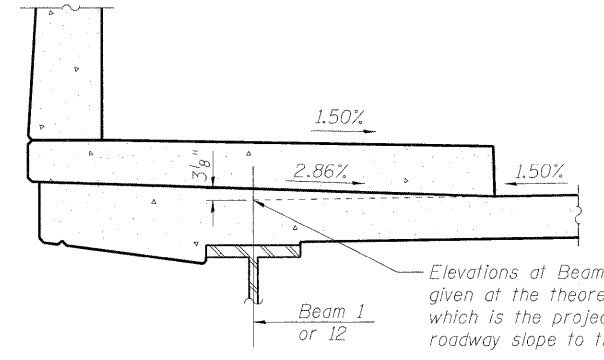
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets S5 & S6.



FILLET HEIGHTS

To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on Sheet S5 & S6. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets S5 & S6, minus slab thickness, equals the fillet heights "f" above top flange of beams.



PROJECTION UNDER SIDEWALK DETAIL

Elevations at Beams 1 & 12 are given at the theoretical top of slab which is the projection of the roadway slope to the beam

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	CHECKED - BHS	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF DECK ELEVATIONS (1 OF 2)
S.N. 016-0680**
SHEET NO. 55 OF 29 SHEETS

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 40
CONTRACT NO. 60M52				
[ILLINOIS] FED. AID PROJECT				

BEAM 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 7

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 8

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 9

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 10

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 11

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

BEAM 12

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted For Dead Load Deflection. Rows include Bk. S. Abut., Exp. Joint, Brg. S. Abut., and points A-F.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (2 OF 2)
S.N. 016-0680

SHEET NO. 56 OF 29 SHEETS

F.A.U. RTE. 2692
SECTION 1415B-1
COUNTY COOK
TOTAL SHEETS 72
SHEET NO. 41
CONTRACT NO. 60M52
ILLINOIS FED. AID PROJECT

WEST EDGE OF PAVEMENT

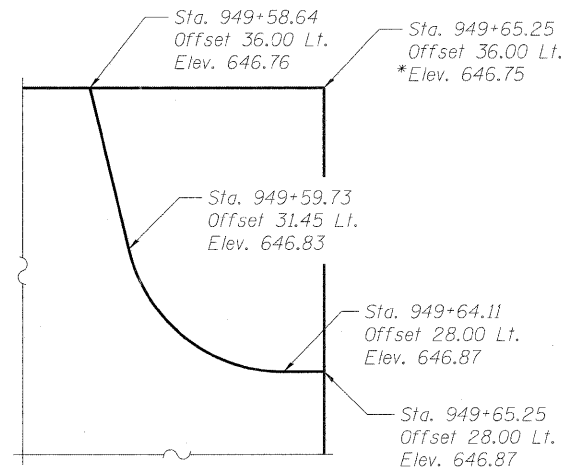
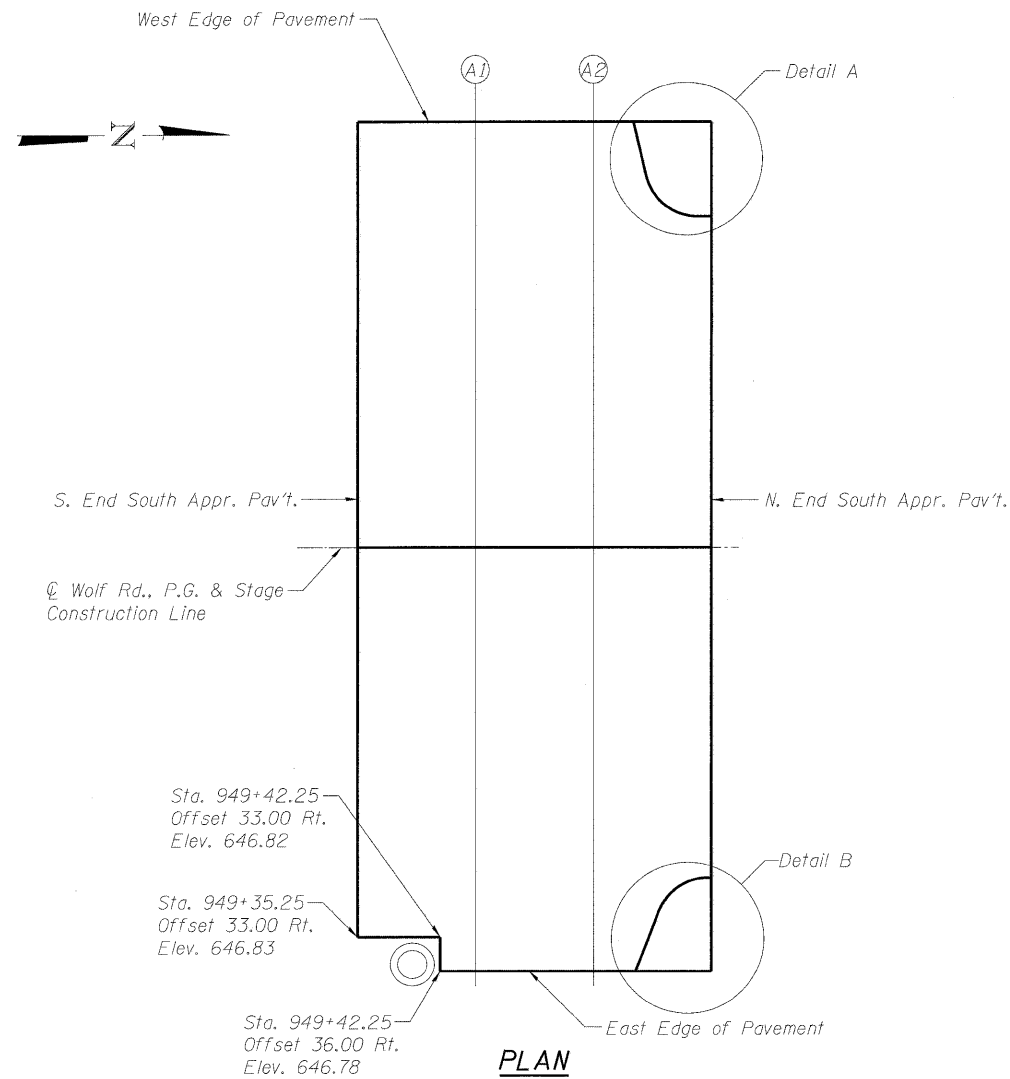
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pav't.	949+35.25	-36.00	646.79
A1	949+45.25	-36.00	646.78
A2	949+55.25	-36.00	646.76
N. End South Appr. Pav't.	949+65.25	-36.00	646.75

WOLF RD., P.G. & STAGE CONSTRUCTION LINE

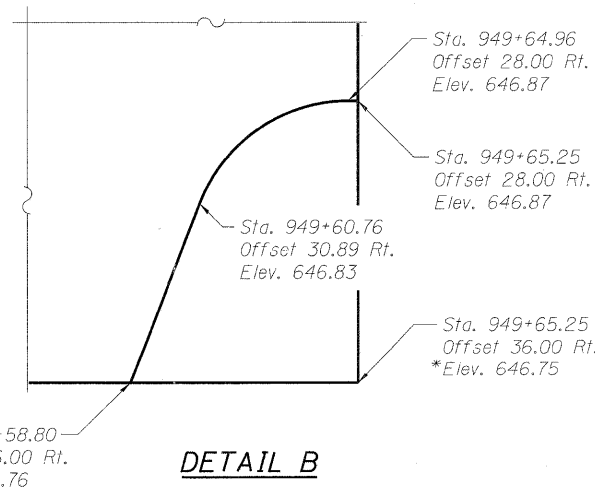
Location	Station	Offset	Theoretical Grade Elevations
S. End South Appr. Pav't.	949+35.25	0.00	647.33
A1	949+45.25	0.00	647.32
A2	949+55.25	0.00	647.30
N. End South Appr. Pav't.	949+65.25	0.00	647.29

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
A1	949+45.25	36.00	646.78
A2	949+55.25	36.00	646.76
N. End South Appr. Pav't.	949+65.25	36.00	646.75



DETAIL A



DETAIL B

* Elevations beneath the sidewalk are given at the theoretical top of slab which is the projection of the roadway slope beneath the sidewalk.

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USER NAME = 2piemid
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 PLOT DATE = 10/27/2011

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 CHECKED - BHS

REVISED -
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
 S.N. 016-0680

SHEET NO. 57 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	42
CONTRACT NO. 60M52			ILLINOIS FED. AID PROJECT	

WEST EDGE OF PAVEMENT

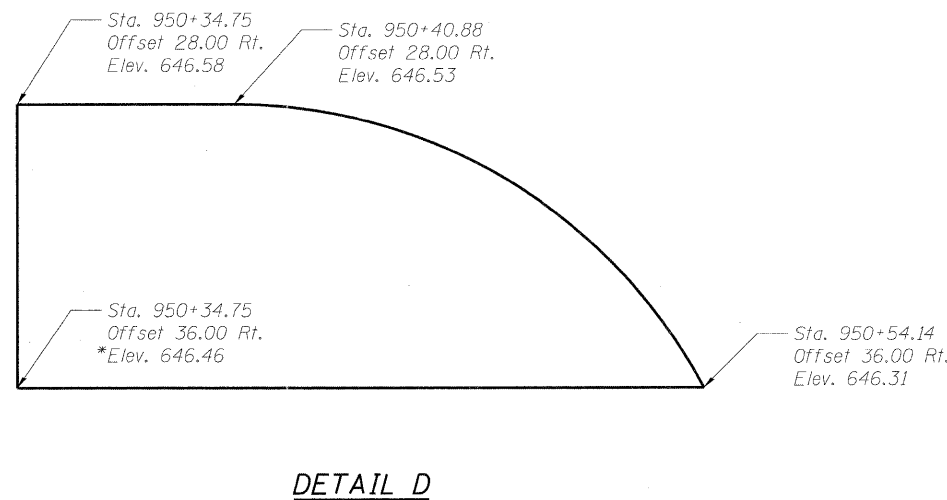
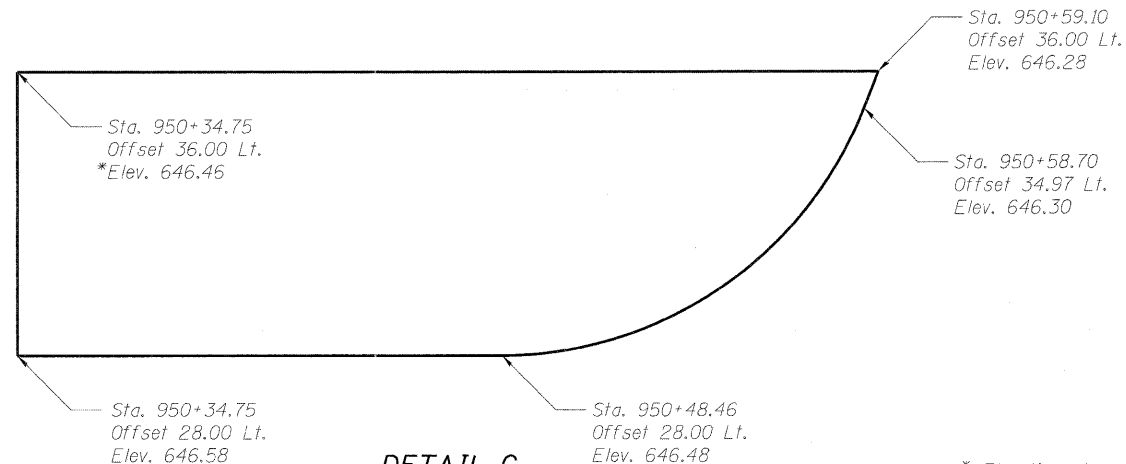
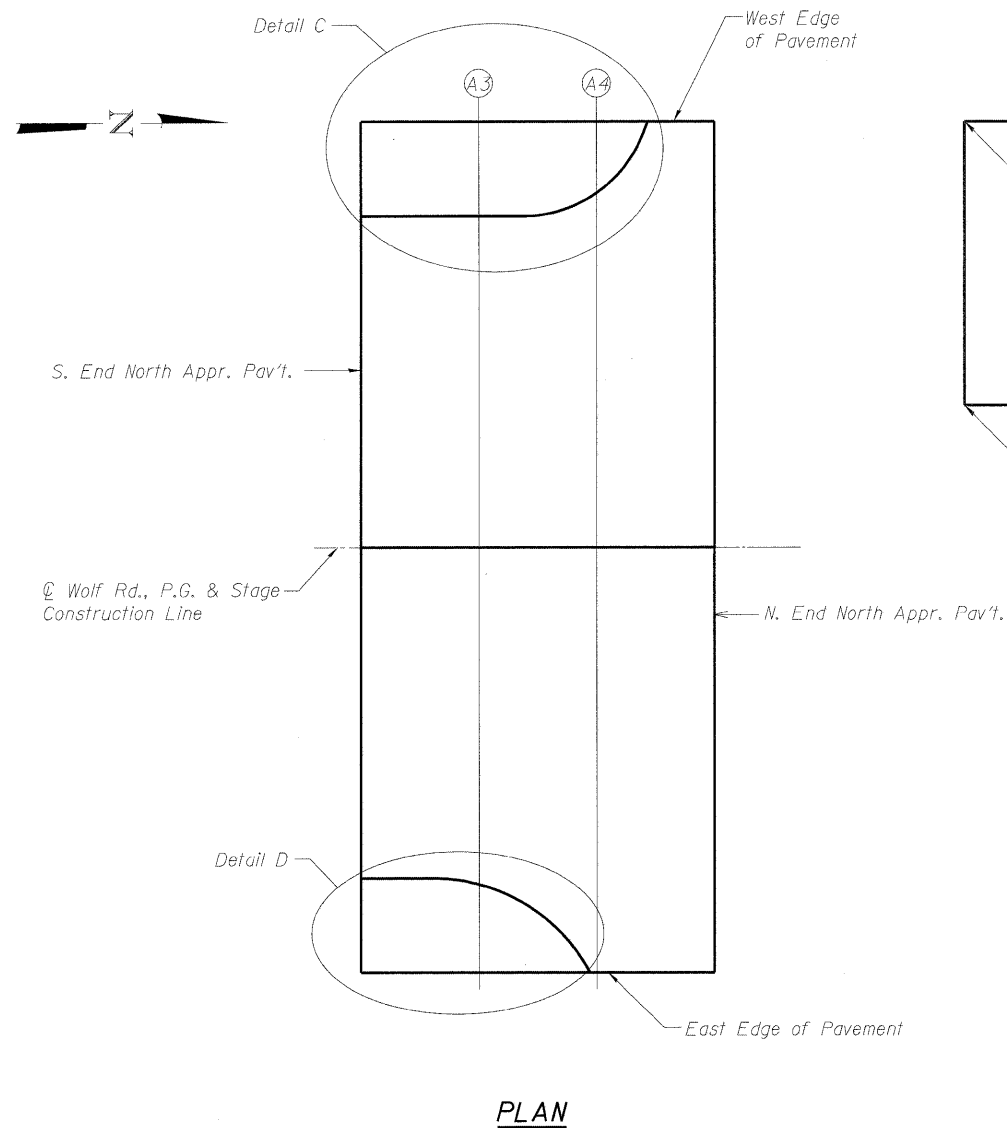
Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't.	950+34.75	-36.00	646.46
A3	950+44.75	-36.00	646.38
A4	950+54.75	-36.00	646.31
N. End North Appr. Pav't.	950+64.75	-36.00	646.24

☉ WOLF RD., P.G. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't.	950+34.75	0.00	647.00
A3	950+44.75	0.00	646.92
A4	950+54.75	0.00	646.85
N. End North Appr. Pav't.	950+64.75	0.00	646.78

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End North Appr. Pav't.	950+34.75	36.00	646.46
A3	950+44.75	36.00	646.38
A4	950+54.75	36.00	646.31
N. End North Appr. Pav't.	950+64.75	36.00	646.24



* Elevations beneath the sidewalk are given at the theoretical top of slab which is the projection of the roadway slope beneath the sidewalk.

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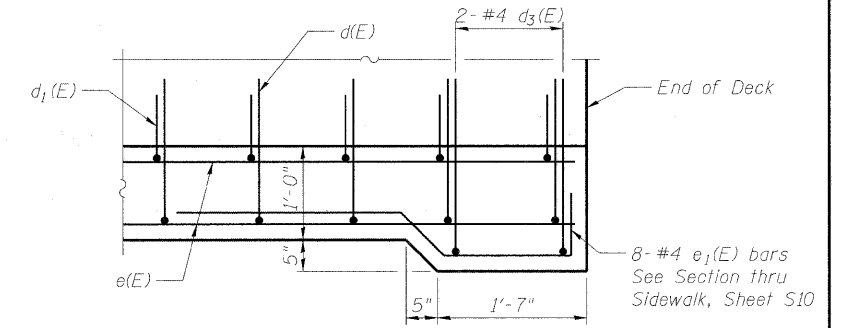
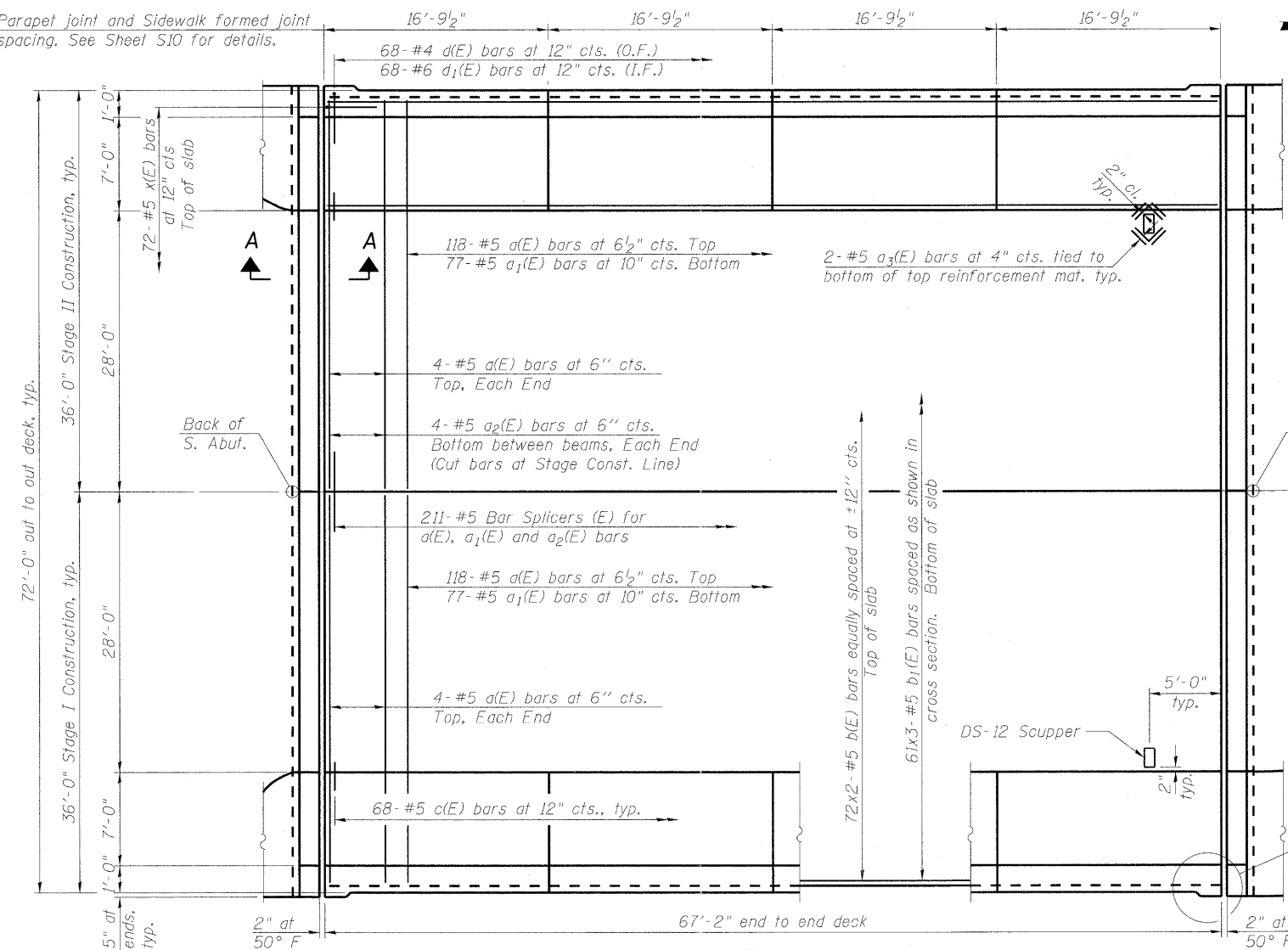
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
S.N. 016-0680**

SHEET NO. 58 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	43
CONTRACT NO. 60M52				
ILLINOIS FED. AID PROJECT				

Parapet joint and Sidewalk formed joint spacing. See Sheet S10 for details.

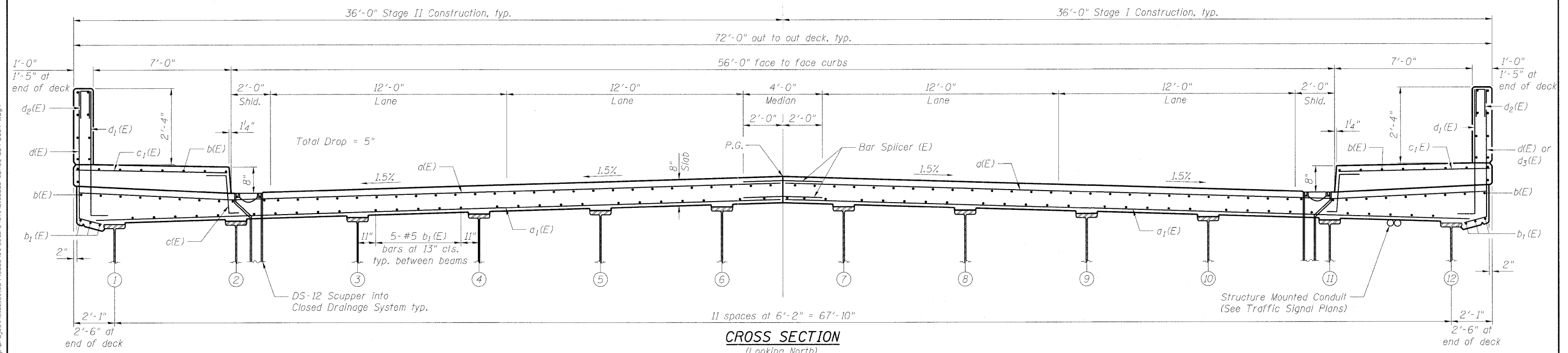


DETAIL A

Notes:
See Sheet S10 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet S10 for parapet reinforcement.

MINIMUM BAR LAP
#5 bar = 2'-7"

PLAN



CROSS SECTION
(Looking North)

FILE NAME = g:\projects\12102155_0079\road\structure\12102155-0079-Deck_1.dgn



USER NAME = zpiend
PLOT SCALE = N/A
PLOT DATE = 10/27/2011

DESIGNED - BPS
CHECKED - BHS
DRAWN - BPS
CHECKED - BHS

REVISED -
REVISED -
REVISED -
REVISED -

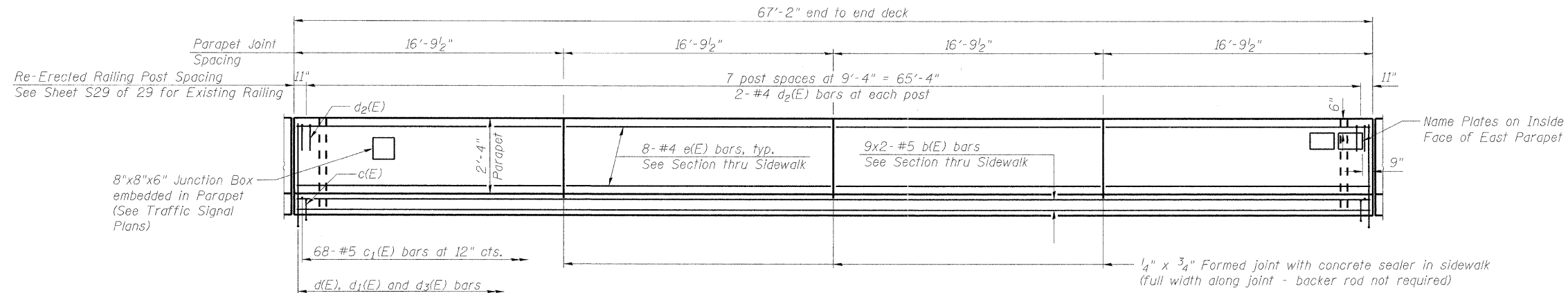
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DECK PLAN AND SECTION
S.N. 016-0680

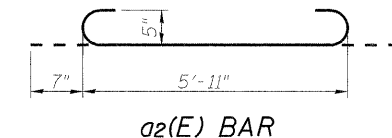
SHEET NO. 59 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	44
CONTRACT NO. 60M52				

ILLINOIS FED. AID PROJECT

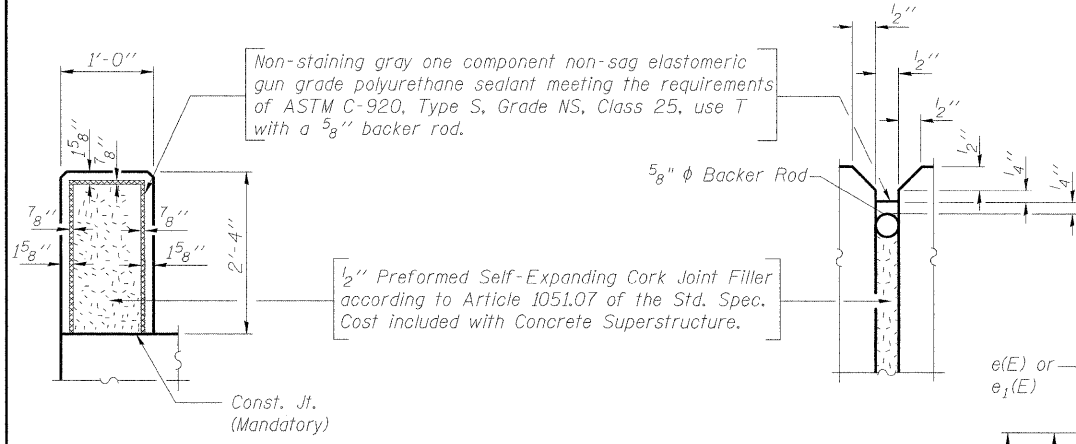


INSIDE ELEVATION OF PARAPET AND SIDEWALK

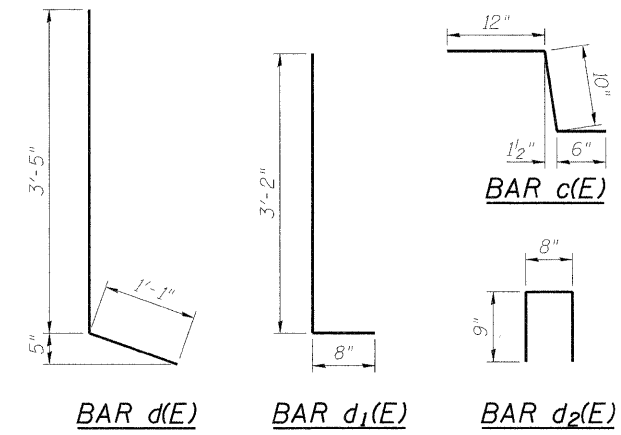


SUPERSTRUCTURE BILL OF MATERIAL

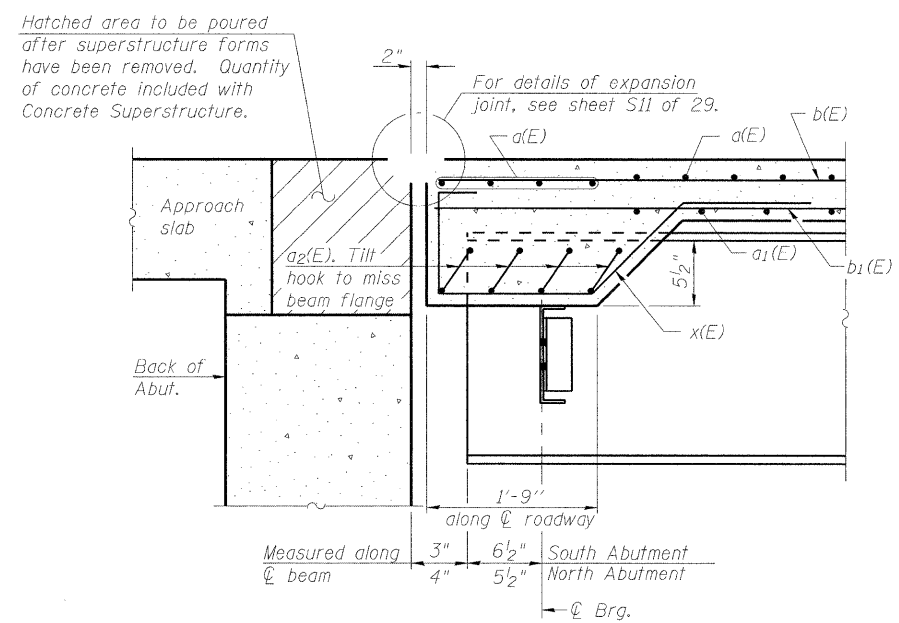
Bar	No.	Size	Length	Shape
a(E)	244	#5	35'-6"	—
a1(E)	154	#5	34'-10"	—
a2(E)	88	#5	7'-1"	U
a3(E)	16	#5	1'-6"	—
b(E)	180	#5	34'-9"	—
b1(E)	183	#5	24'-0"	—
c(E)	136	#5	2'-4"	L
c1(E)	136	#5	7'-8"	—
d(E)	136	#4	4'-6"	L
d1(E)	136	#6	3'-10"	—
d2(E)	32	#4	2'-2"	—
d3(E)	8	#4	4'-9"	—
e(E)	64	#4	16'-5"	—
e1(E)	32	#4	4'-8"	—
x(E)	144	#5	6'-5"	—
Reinforcement Bars, Epoxy Coated			Pound	30,860
Concrete Superstructure			Cu. Yds.	173.1



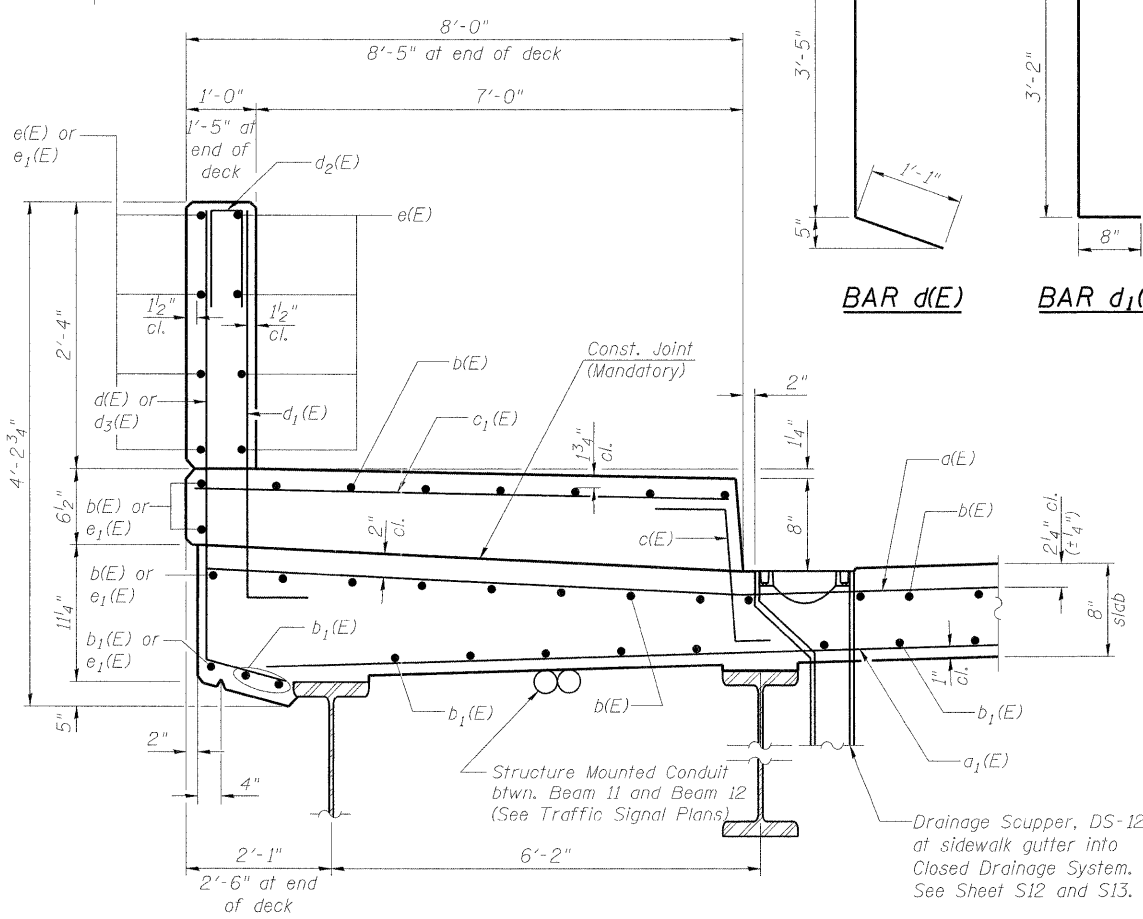
PARAPET JOINT DETAILS



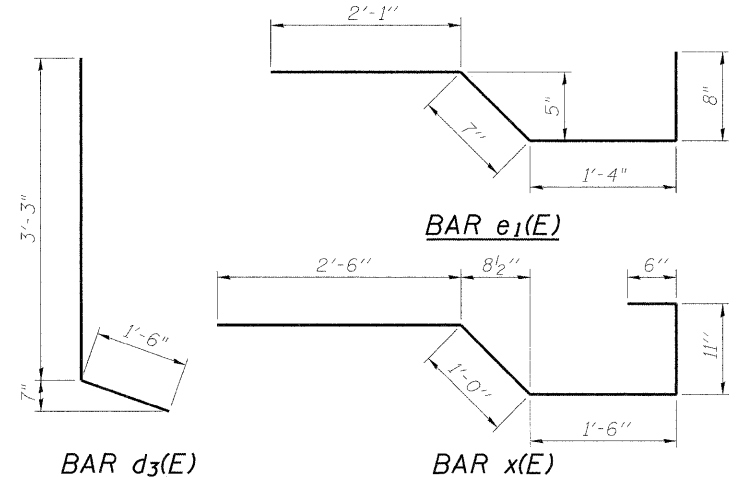
MINIMUM BAR LAP
#5 bar = 2'-7"



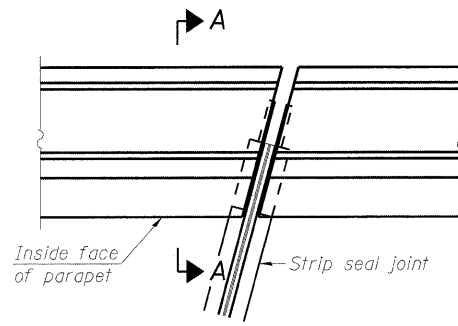
SECTION A-A



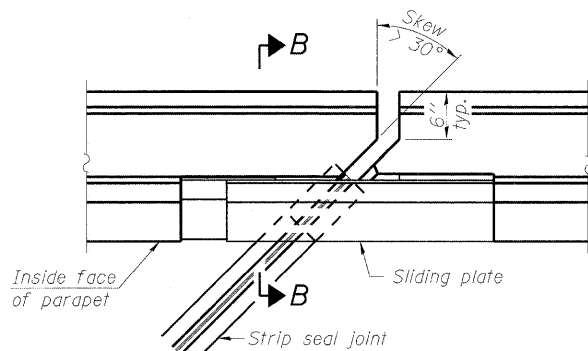
SECTION THRU SIDEWALK



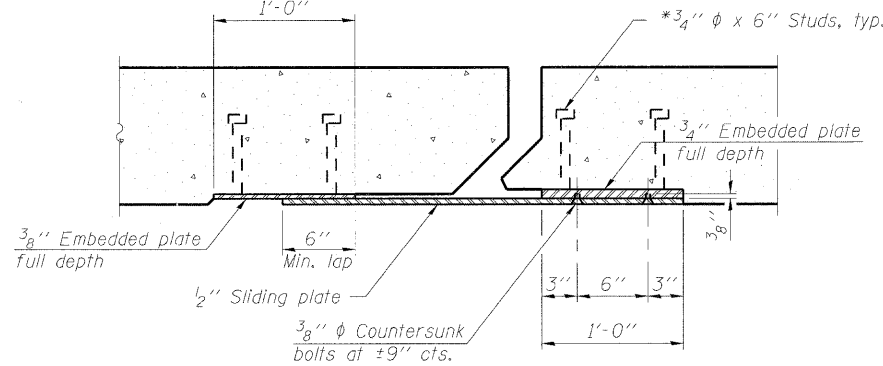
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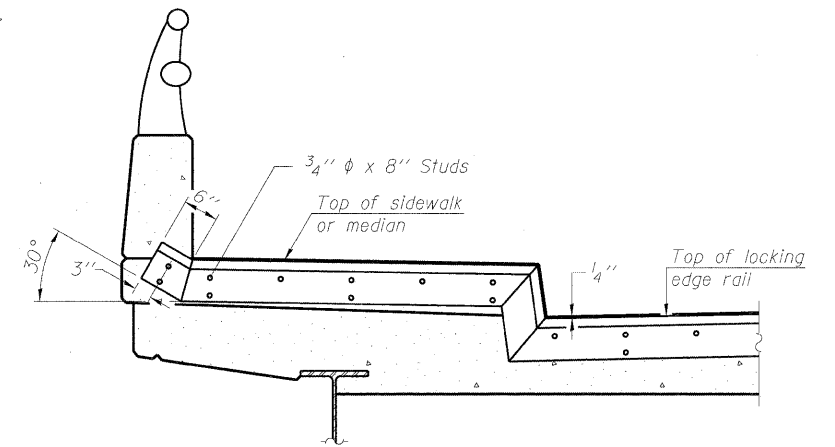
PLAN
(For skews $\leq 30^\circ$)



PLAN
(For skews $> 30^\circ$)
Showing point block

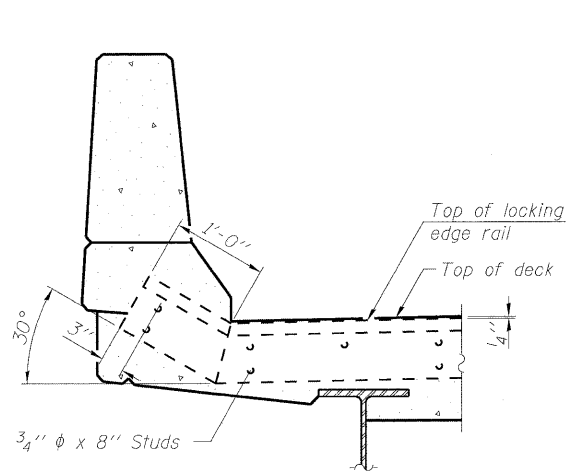


SECTION C-C

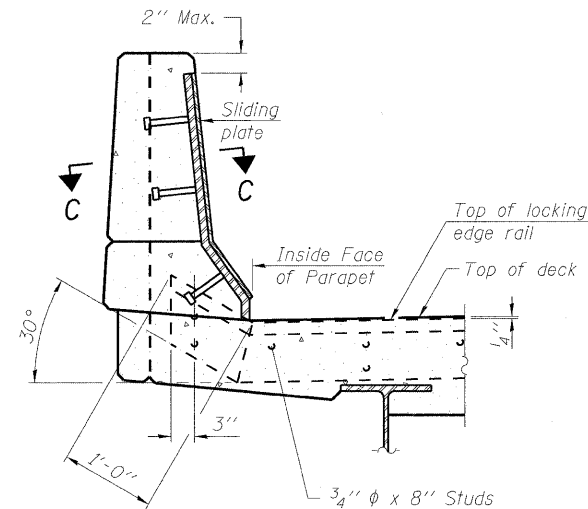


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

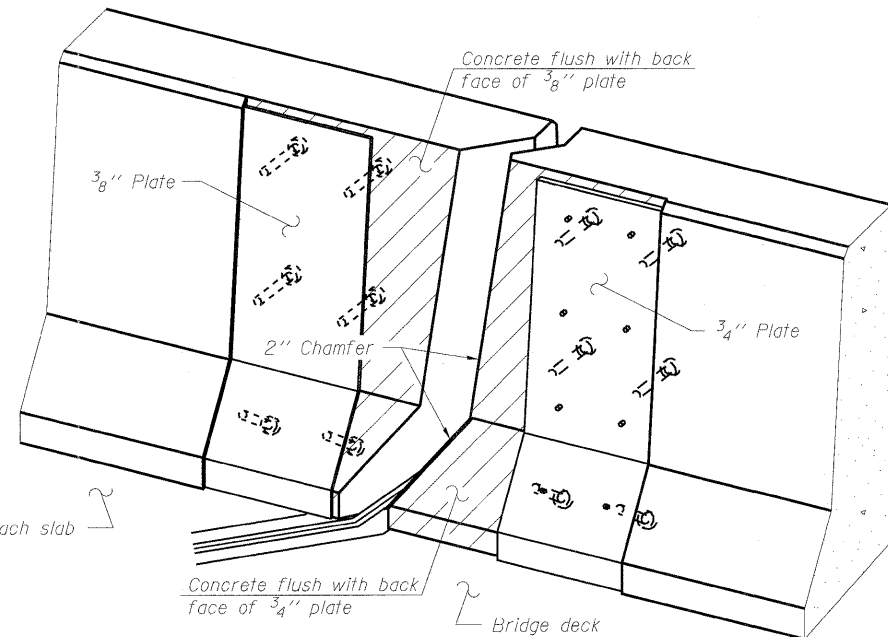
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



SECTION A-A



SECTION B-B



TRIMETRIC VIEW
(Showing back plates only)

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.

The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.

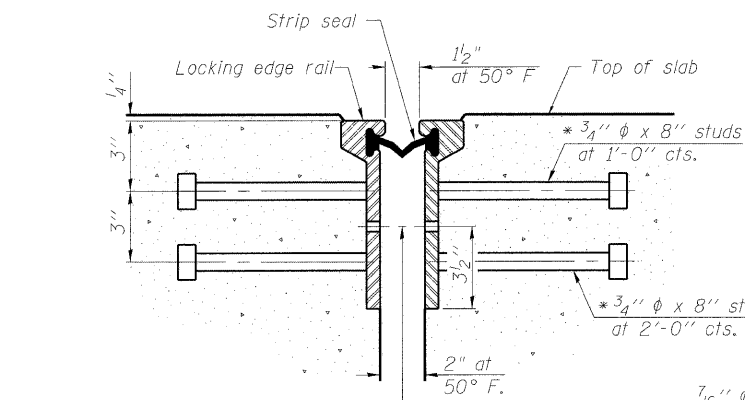
The manufacturer's recommended installation methods shall be followed.

The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.

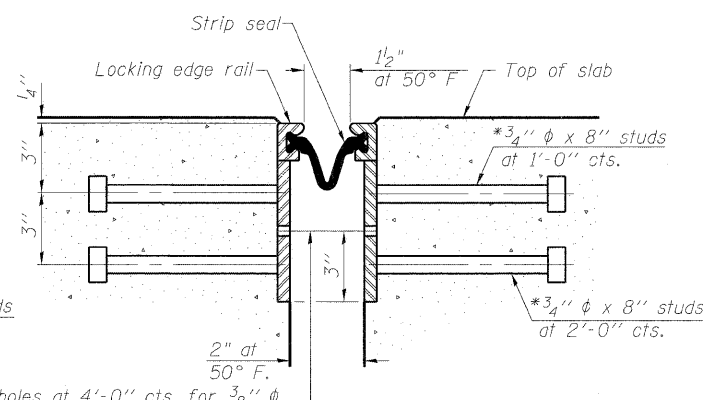
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

Parapet plates and anchorage studs for skews $> 30^\circ$ included in the cost of Preformed Joint Strip Seal.



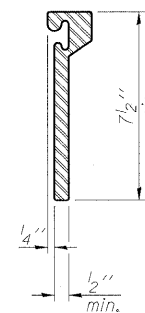
SECTION THRU ROLLED RAIL JOINT



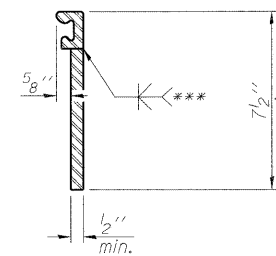
SECTION THRU WELDED RAIL JOINT

7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

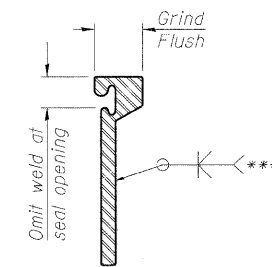
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



ROLLED EXTRUDED RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.

Rolled rail shown, welded rail similar.

*** Back gouge not required if complete joint penetration is verified by mock-up.

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	145.0

* Granular or solid Flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

EJ-SSJ

7-1-10



USER NAME = 2p1emid	DESIGNED - BPS	REVISED -
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PLOT DATE = 18/27/2011	DRAWN - BPS	REVISED -
	CHECKED - BHS	REVISED -

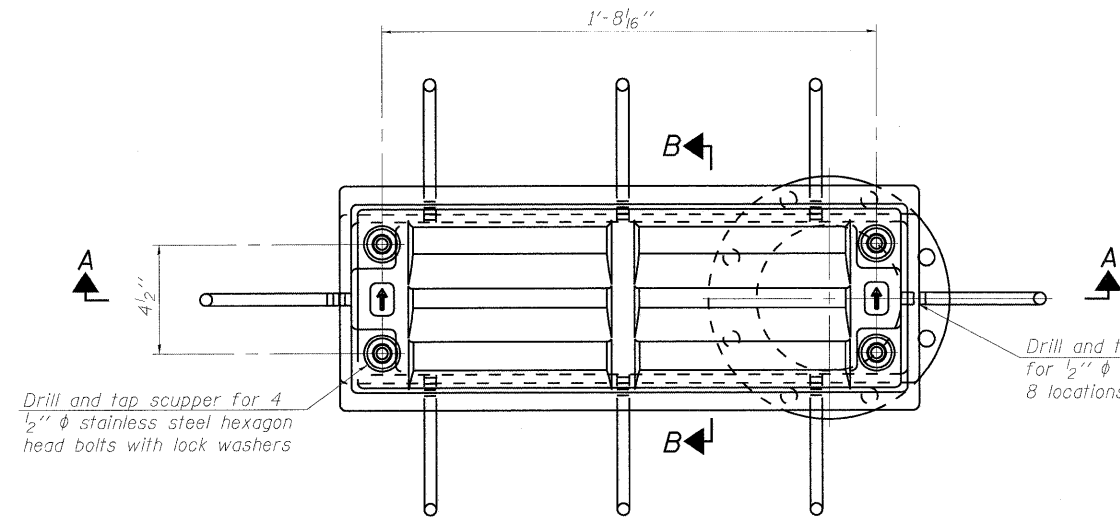
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PREFORMED JOINT STRIP SEAL
S.N. 016-0680**

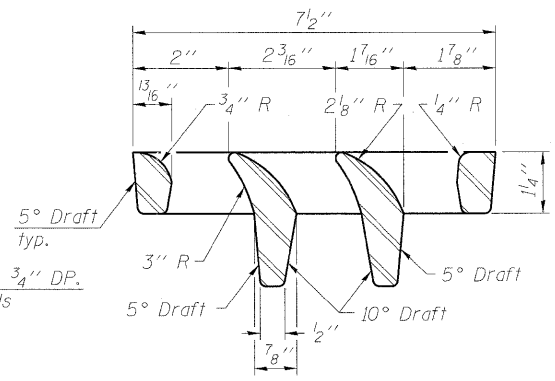
SHEET NO. S11 OF 29 SHEETS

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 46
			CONTRACT NO. 60M52	
ILLINOIS FED. AID PROJECT				

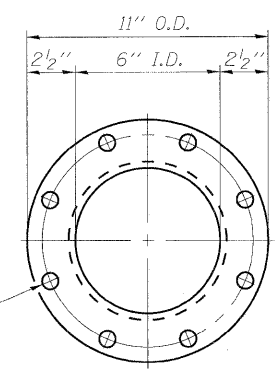
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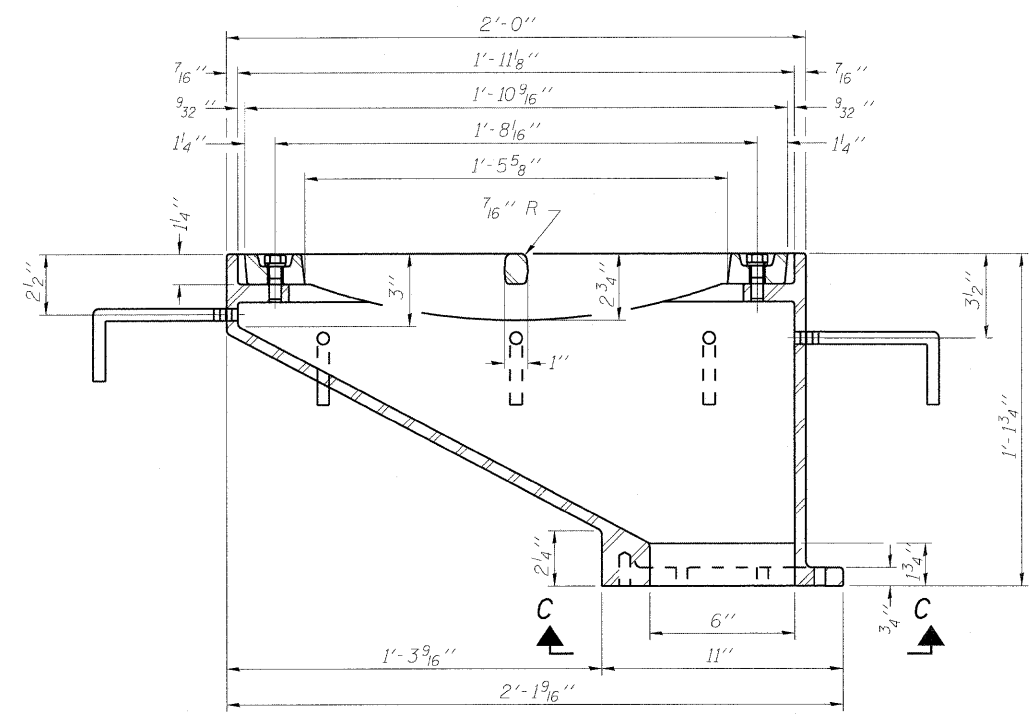
PLAN



VANE GRATE DETAIL

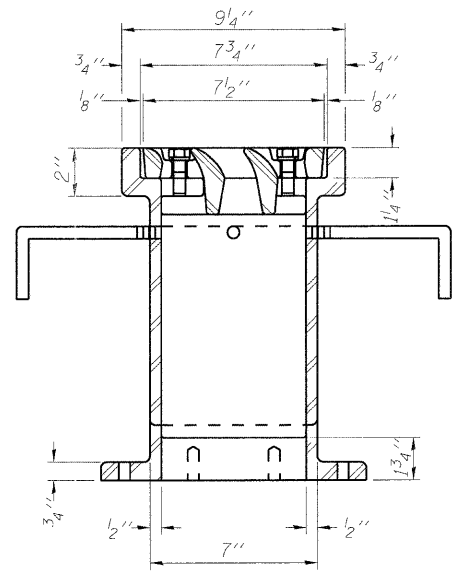


VIEW C-C

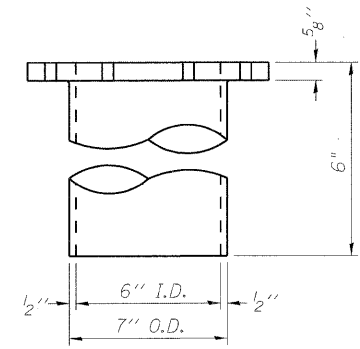


SECTION A-A

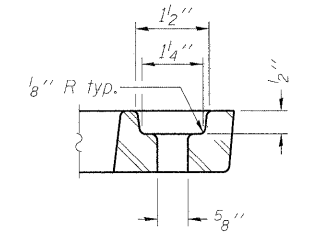
See Sheet S9 for scupper location.



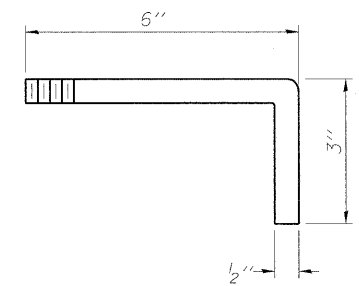
SECTION B-B



DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

Drill and tap 8 holes for 1/2"-13 bolts on a 9 1/2" φ bolt circle. (2 blind holes are 1 1/4" deep, 6 thru holes)

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M11.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	2

DS-12

7-1-10

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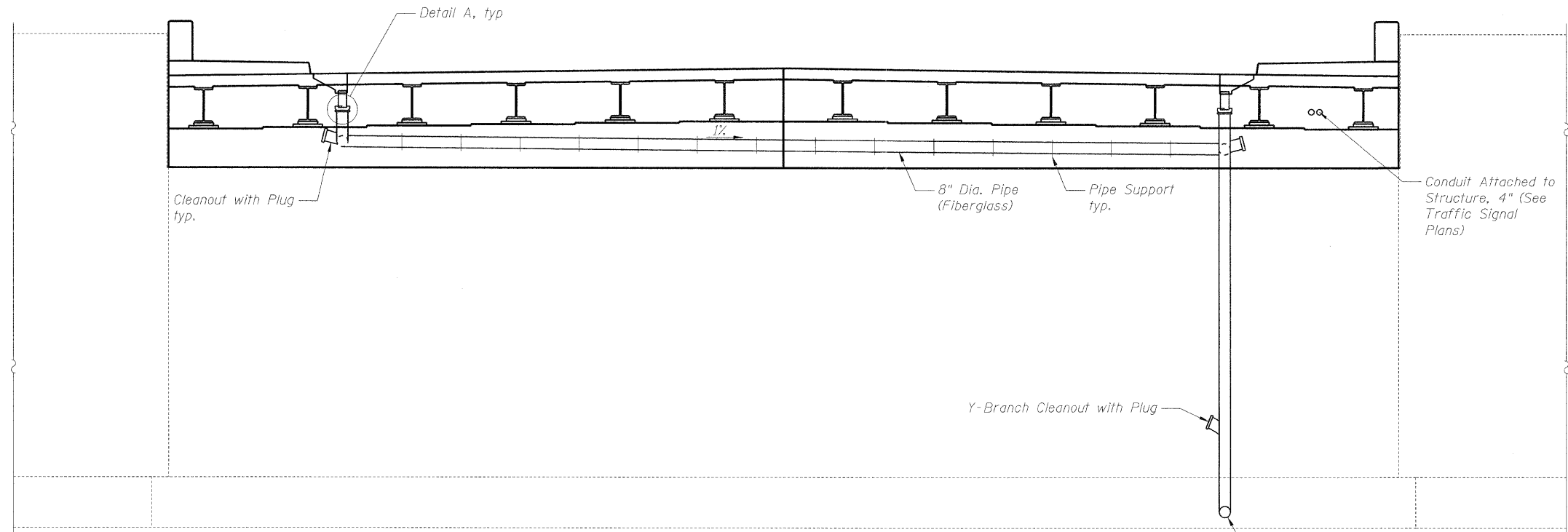
DESIGNED - BPS
 CHECKED - BHS
 DRAWN - BPS
 CHECKED - BHS

REVISED -
 REVISED -
 REVISED -
 REVISED -

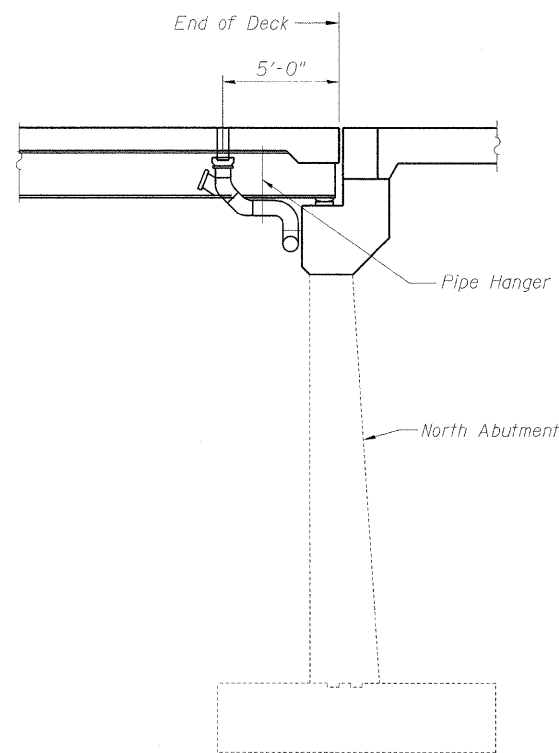
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-12
 S.N. 016-0680
 SHEET NO. S12 OF 29 SHEETS

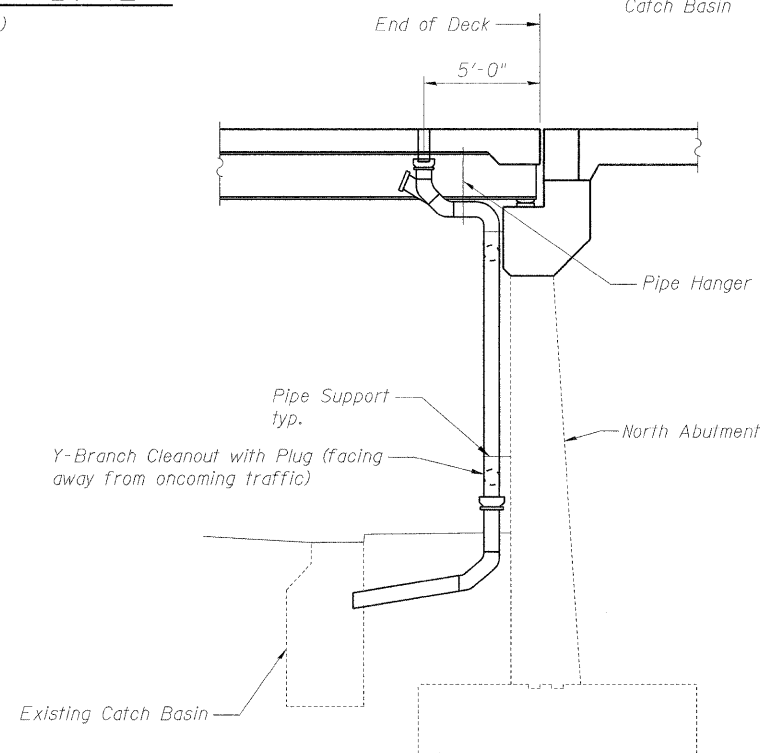
F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	47
CONTRACT NO. 60M52			ILLINOIS FED. AID PROJECT	



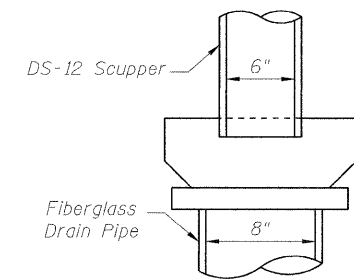
ELEVATION AT NORTH ABUTMENT
(Looking North)



AT WEST SIDEWALK
(Looking West)



AT EAST SIDEWALK
(Looking West)



DETAIL A

BILL OF MATERIAL

Item	Unit	Total
Drainage System	L. Sum	1

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

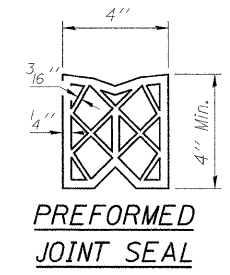
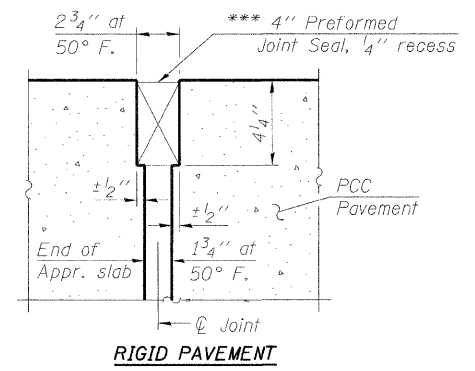
BRIDGE DRAINAGE SYSTEM
S.N. 016-0680

SHEET NO. S13 OF 29 SHEETS

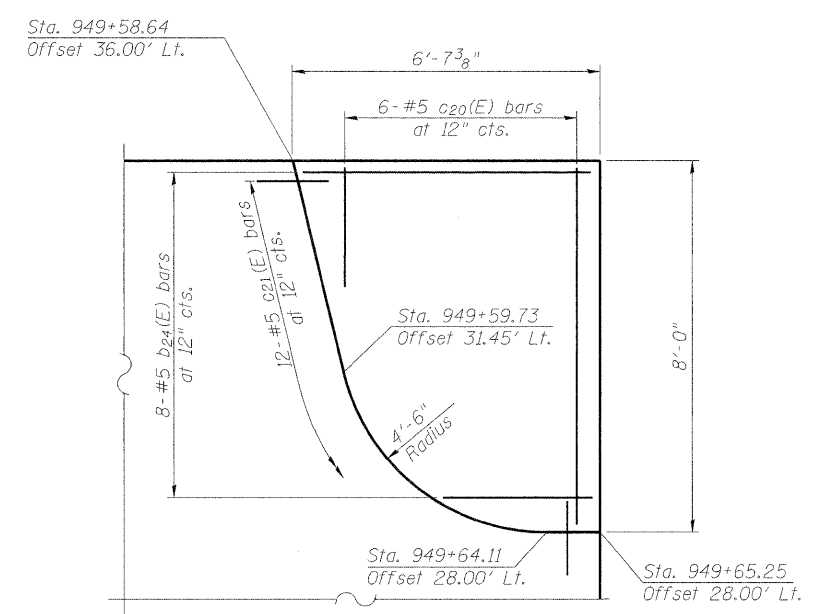
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	48
CONTRACT NO. 60M52			ILLINOIS FED. AID PROJECT	

Notes:
 See Sheet S16 of 29 for Sections D-D & E-E.
 a₂₀(E) thru a₂₃(E) bar spacings measured along C.Rdwy.
 Cut bars b₂₄(E) and c₂₀(E) as required to fit sidewalk.

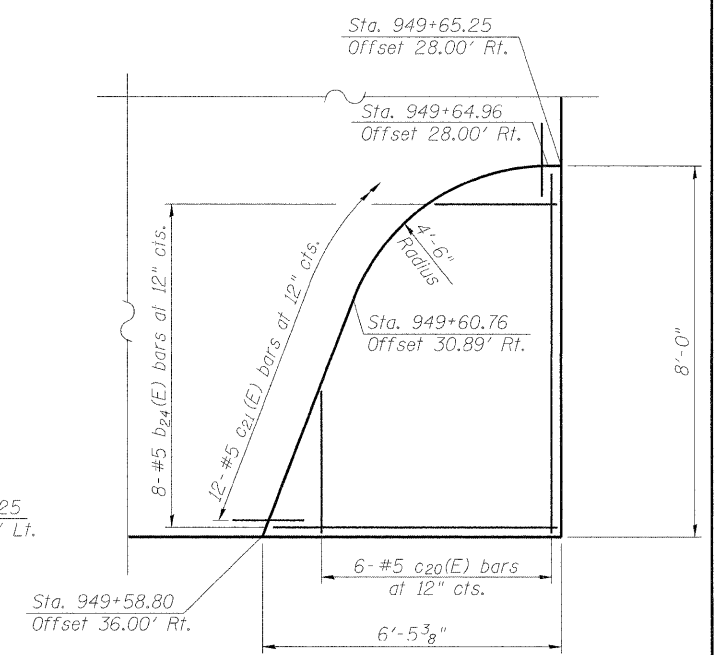
*** Cost included with Concrete Superstructure.



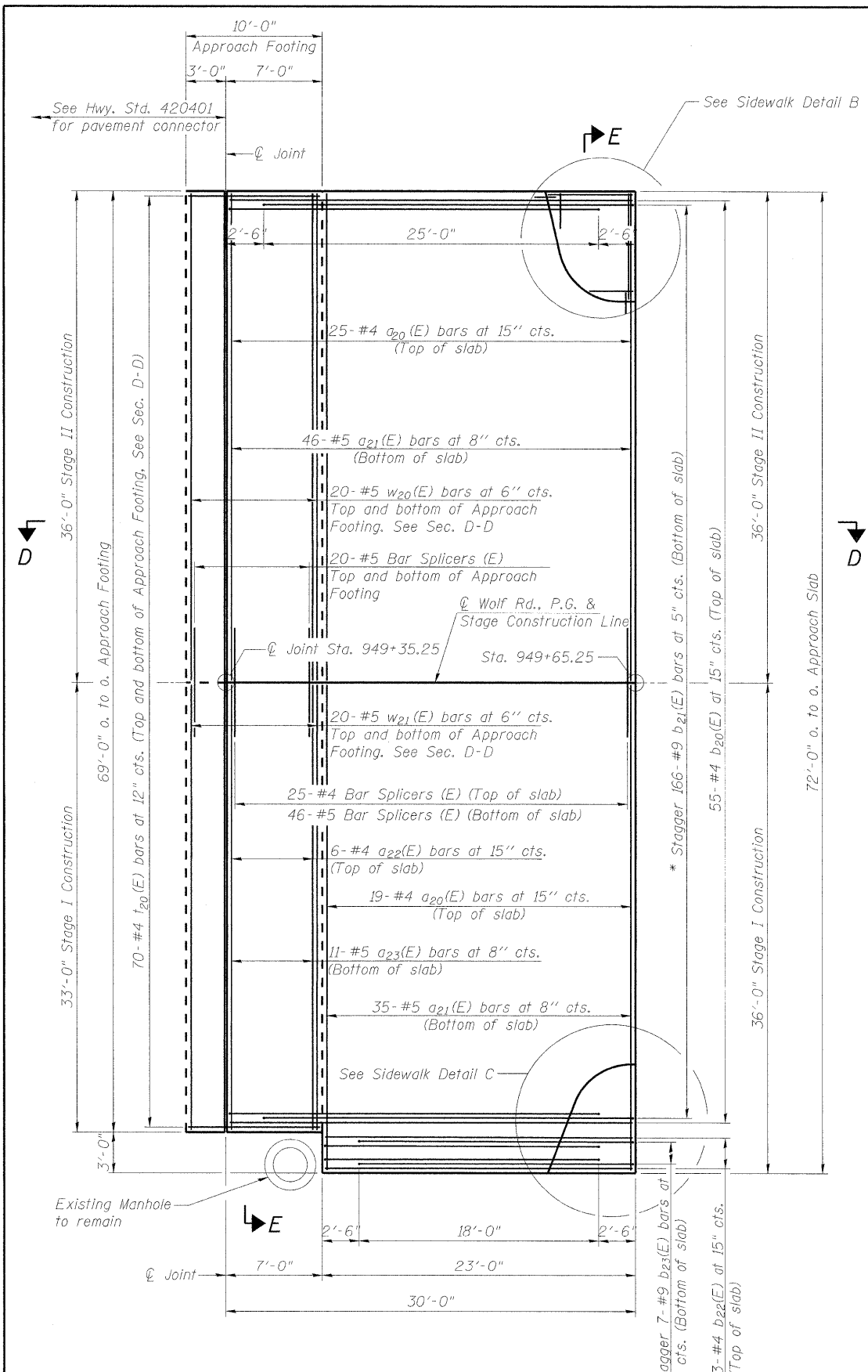
DETAIL A



SIDEWALK DETAIL B



SIDEWALK DETAIL C



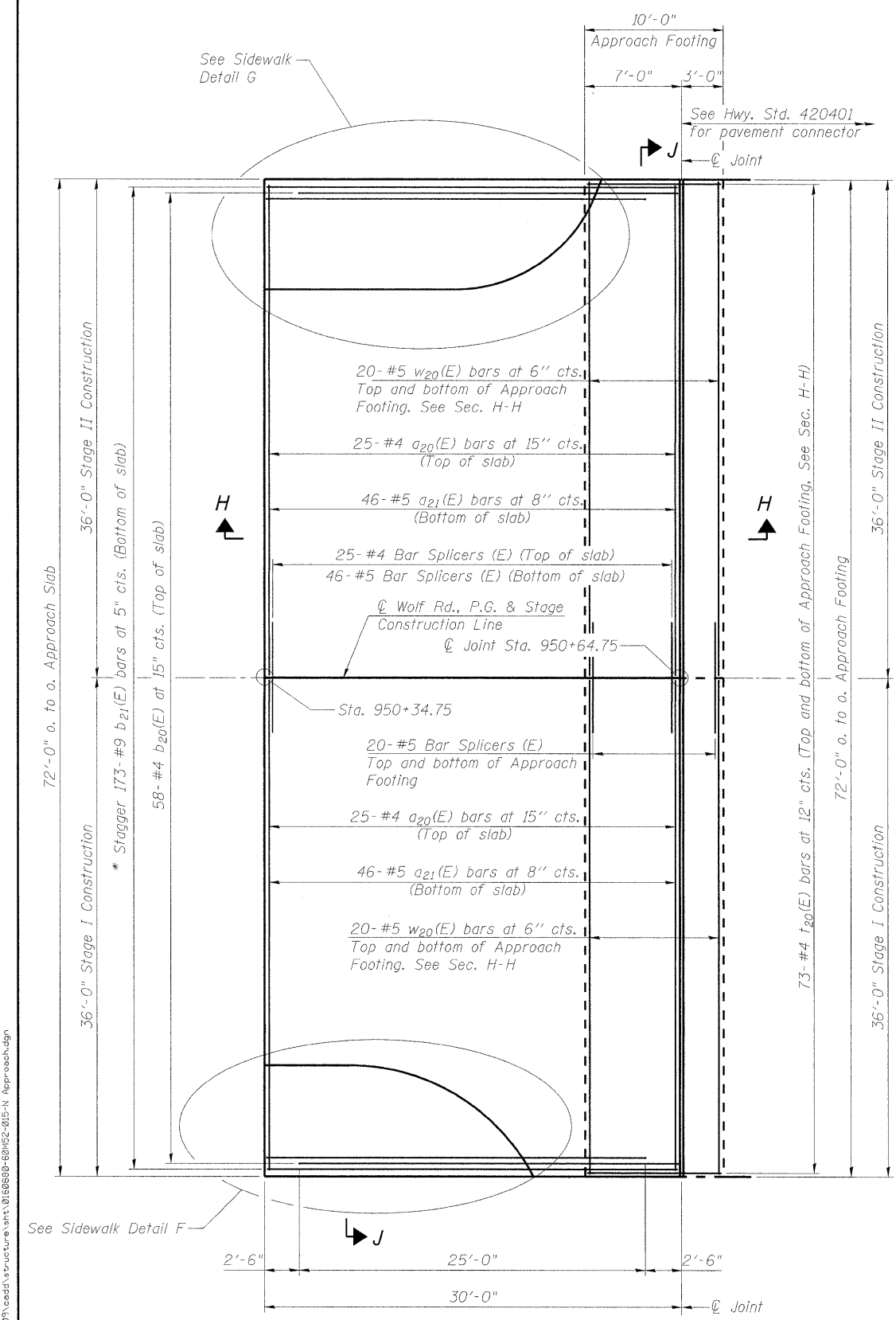
PLAN

* Tilt #9 b₂₁(E) and b₂₃(E) bars as required to maintain clearance.

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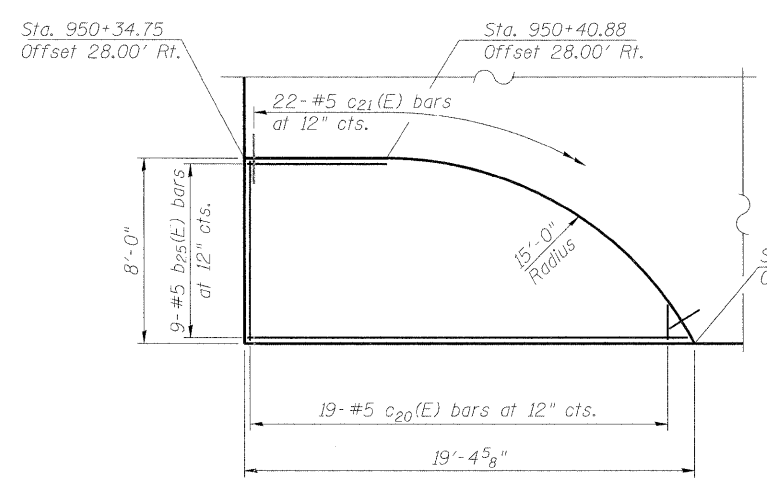
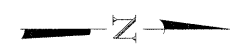
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	PLOT DATE = 11/30/2011	DRAWN - BPS	REVISD -							
		CHECKED - BHS	REVISD -							

Notes:
 See Sheet S16 of 29 for Sections H-H & J-J.
 $a_{20}(E)$ and $a_{21}(E)$ bar spacings measured along C.R.
 Cut bars $b_{25}(E)$, $b_{26}(E)$ and $c_{20}(E)$ as required to fit sidewalk.

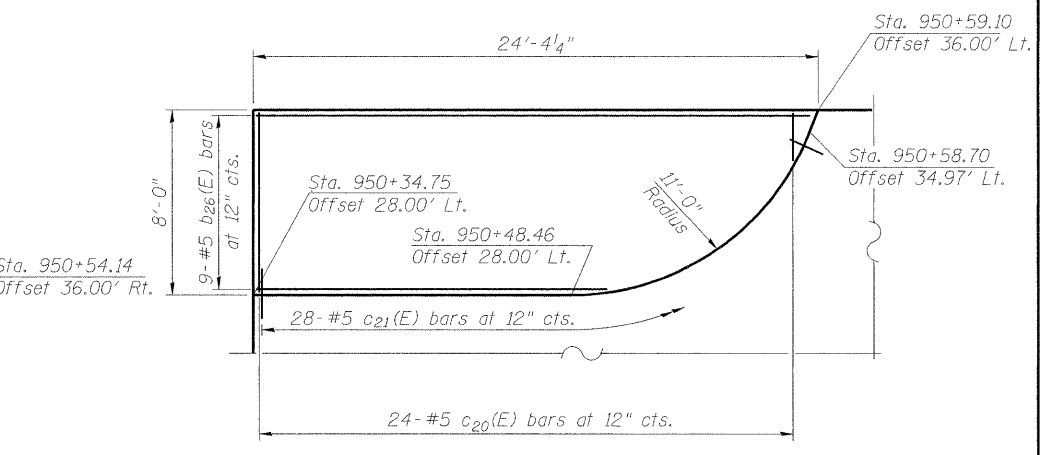


PLAN

* Tilt #9 $b_{21}(E)$ bars as required to maintain clearance.



SIDEWALK DETAIL F



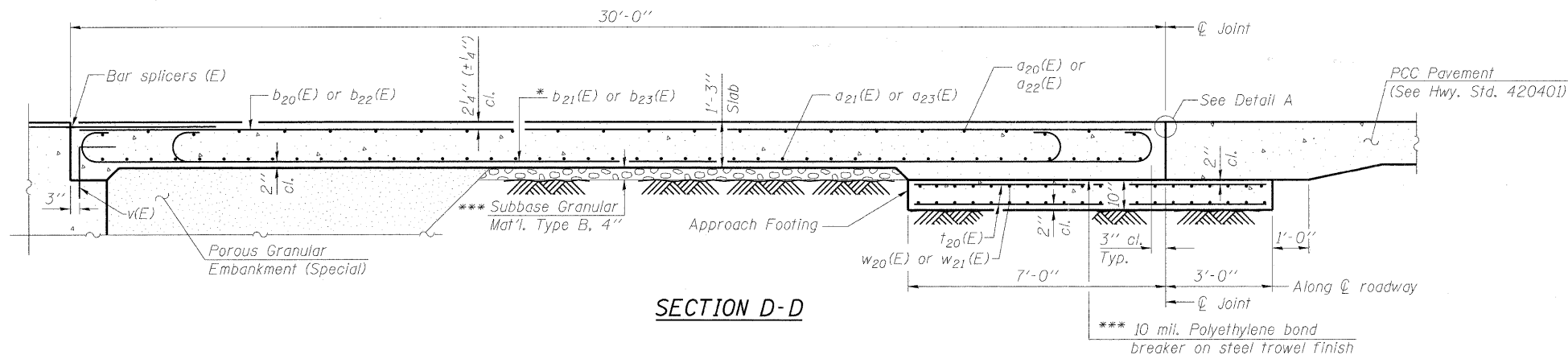
SIDEWALK DETAIL G

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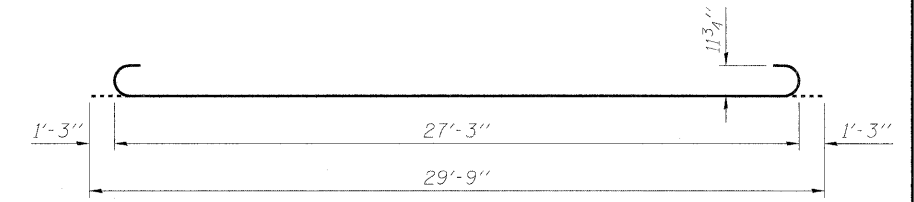
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	PLOT SCALE = N/A	CHECKED - BHS	REVISED -			CONTRACT NO. 60M52				
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	CHECKED - BHS	REVISED -								

Notes:

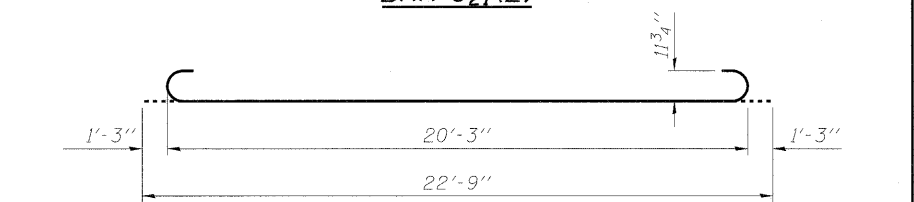
See Sheet S14 of 29 for Detail A.
 Approach slab shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see Sheets S22 and S24 of 29.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see Sheet S25 of 29.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see Sheet S2 of 29.



SECTION D-D



BAR b21(E)

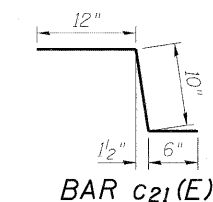


BAR b23(E)

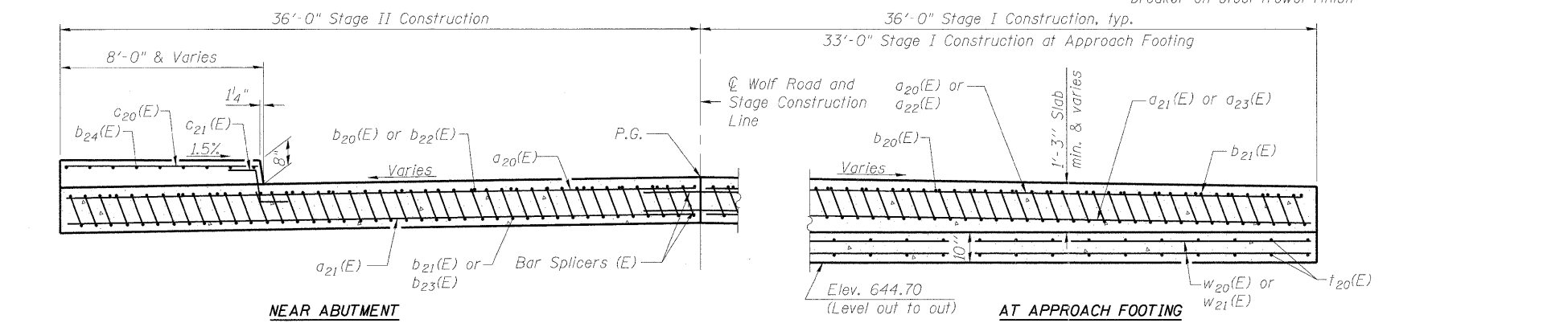
TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a20(E)	94	#4	35'-8"	—
a21(E)	173	#5	35'-8"	—
a22(E)	6	#4	32'-8"	—
a23(E)	11	#5	32'-8"	—
b20(E)	113	#4	29'-8"	—
b21(E)	339	#9	29'-9"	—
b22(E)	3	#4	22'-8"	—
b23(E)	7	#9	22'-9"	—
b24(E)	16	#5	6'-2"	—
b25(E)	9	#5	19'-0"	—
b26(E)	9	#5	24'-0"	—
c20(E)	55	#5	7'-8"	—
c21(E)	74	#5	2'-4"	—
t20(E)	286	#4	9'-8"	—
w20(E)	120	#5	35'-8"	—
w21(E)	40	#5	24'-0"	—
Concrete Superstructure		Cu. Yd.	220.9	
Concrete Structures		Cu. Yd.	43.5	
Reinforcement Bars, Epoxy Coated		Pound	55,090	

* Tilt #9 b21(E) or b23(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

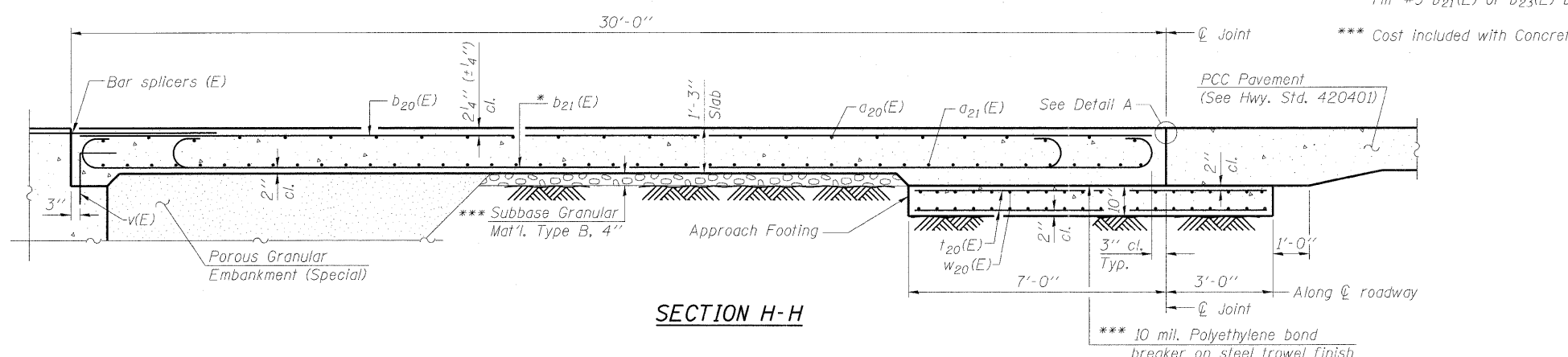


BAR c21(E)

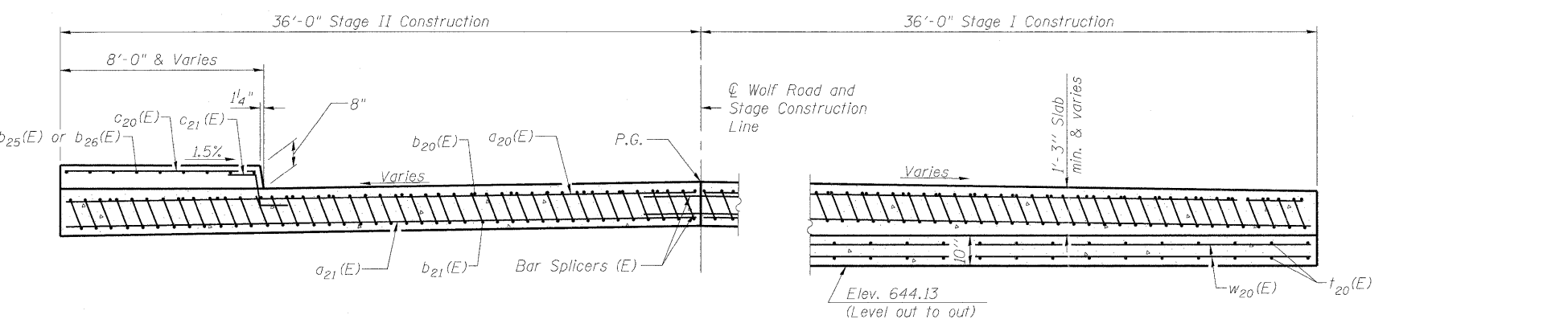


SECTION E-E

(See Plan for dimensions not shown)



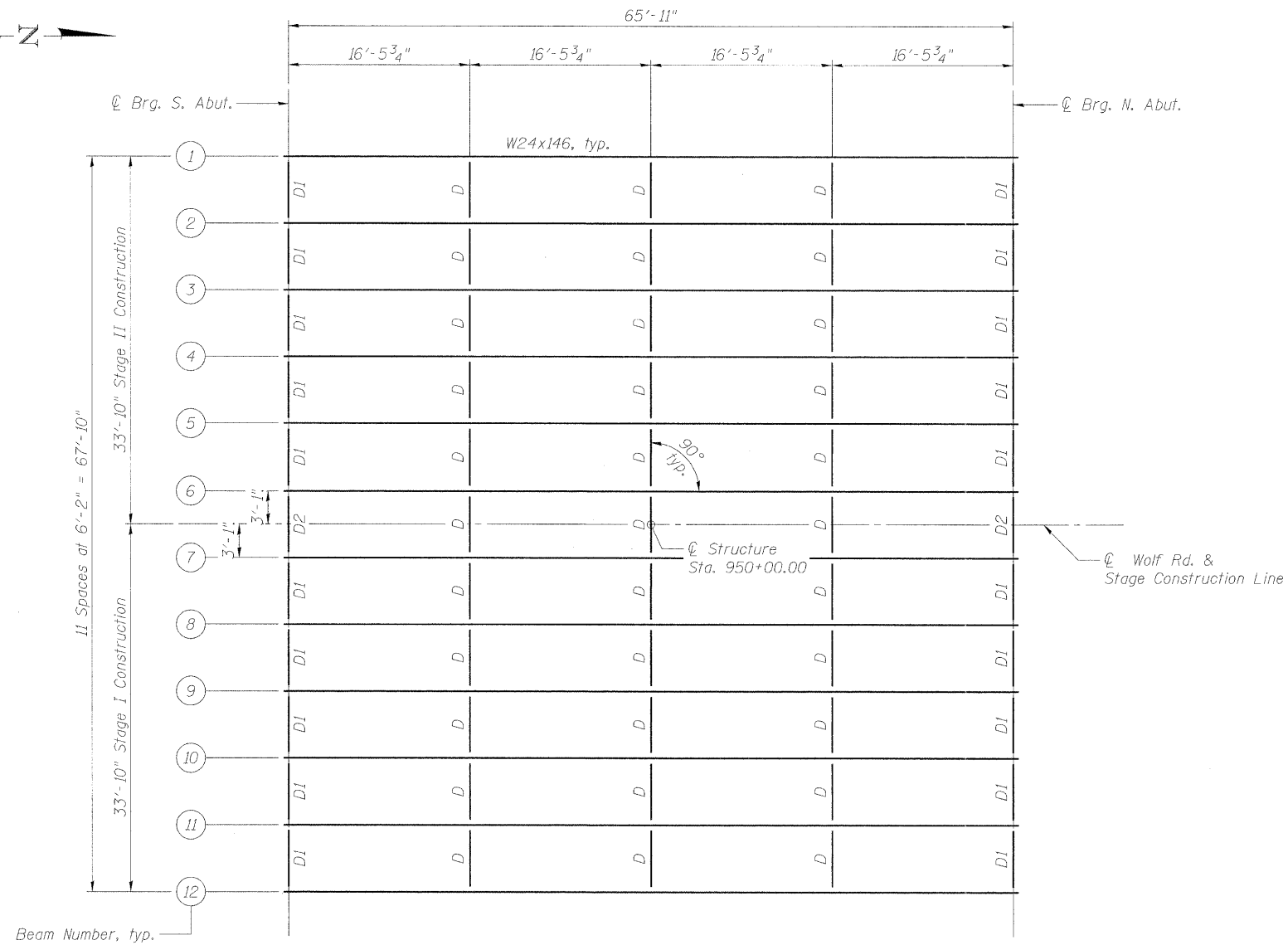
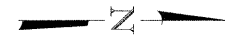
SECTION H-H



SECTION J-J

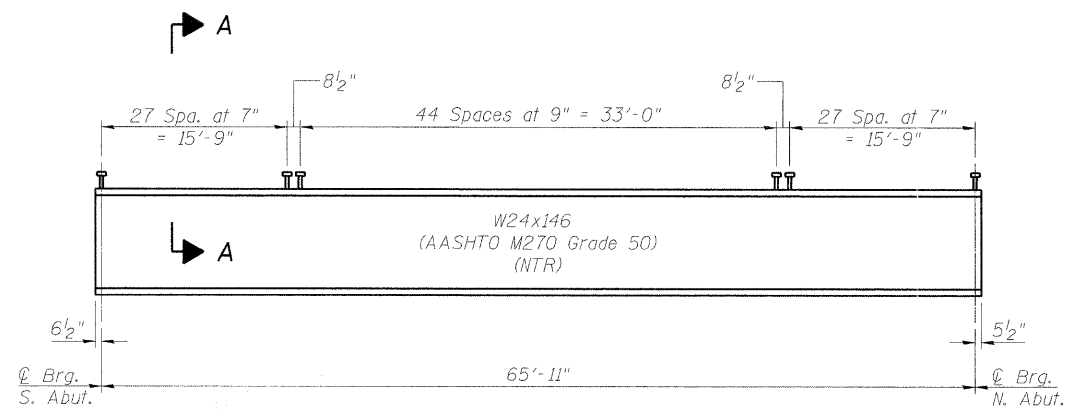
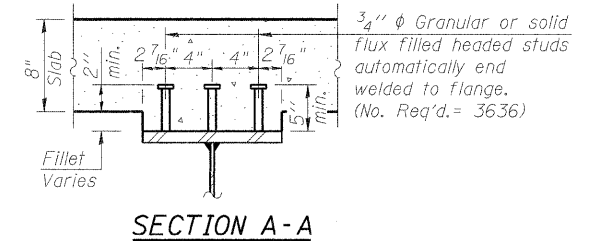
(See Plan for dimensions not shown)

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TOP OF BEAM ELEVATION TABLE
(For Fabrication use only)

Beam	☉ Brg. S. Abut.	☉ Brg. N. Abut.
1	646.07	645.79
2	646.16	645.88
3	646.26	645.98
4	646.35	646.07
5	646.44	646.16
6	646.53	646.25
7	646.53	646.25
8	646.44	646.16
9	646.35	646.07
10	646.26	645.98
11	646.16	645.88
12	646.07	645.79



BEAM ELEVATION

Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

Structural Steel is furnished in a separate contract (60R35). Cost for erecting Structural Steel is included in this contract as "Erecting Structural Steel".

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	PLOT SCALE = N/A	DRAWN - BPS	REVISED -			SHEET NO. 517 OF 29 SHEETS	CONTRACT NO. 60M52		ILLINOIS FED. AID PROJECT	
	PLOT DATE = 11/30/2011	CHECKED - BHS	REVISED -							

INTERIOR GIRDER MOMENT TABLE		
		0.5 Span
I_s	(in ⁴)	4,580
$I_n(n)$	(in ⁴)	12,313
$I_c(3n)$	(in ⁴)	8,820
S_s	(in ³)	371
$S_c(n)$	(in ³)	546
$S_c(3n)$	(in ³)	489
DC1	(k/ft)	0.802
M _{DC1}	(k)	4.35
DC2	(k/ft)	0.183
M _{DC2}	(k)	99
DW	(k/ft)	0.308
M _{DW}	(k)	167
M _{ℓ + IM}	(k)	793
M _u (Strength I)	(k)	2,306
φ _r M _n	(k)	2,527
f _s DC1	(ksi)	14.1
f _s DC2	(ksi)	2.4
f _s DW	(ksi)	4.1
f _s (ℓ + IM)	(ksi)	17.4
f _s (Service II)	(ksi)	43.3
0.95R _n F _y f	(ksi)	47.5
f _s (Total)(Strength I)	(ksi)	
V _r	(k)	22.7

INTERIOR GIRDER REACTION TABLE		
		Abutment
R _{DC1}	(k)	26.4
R _{DC2}	(k)	6.0
R _{DW}	(k)	10.2
R _{ℓ + IM}	(k)	70.5
R _{Total}	(k)	113.1

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).

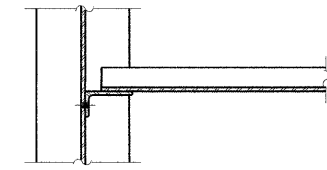
$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).

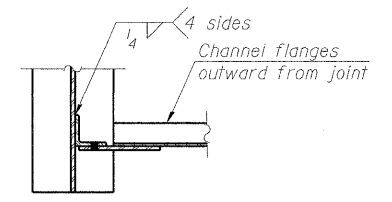
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{ℓ + IM}: Un-factored live load moment plus dynamic load allowance (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ + IM}
φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_c
f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_c(3n)
f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_c(3n)
f_s (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{ℓ + IM} / S_c(n)
f_s (Service II): Sum of stresses as computed below (ksi).
f_sDC1 + f_sDC2 + f_sDW + 1.3 f_s(ℓ + IM)
0.95R_nF_yf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_sDC1 + f_sDC2) + 1.5 f_sDW + 1.75 f_s(ℓ + IM)
V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

Structural Steel is furnished in a separate contract (60R35). Cost for erecting Structural Steel is included in this contract as "Erecting Structural Steel".

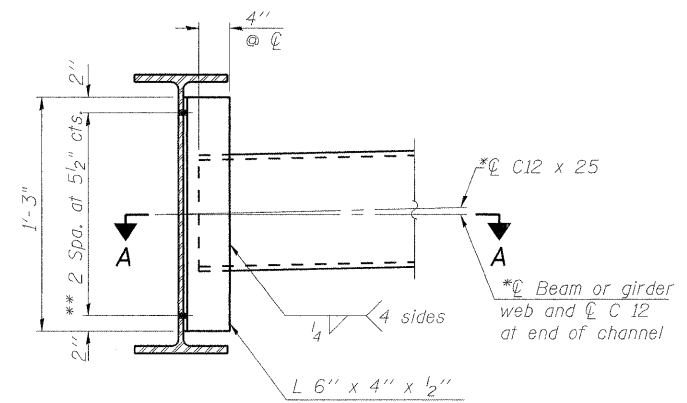
Note:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



SECTION A-A

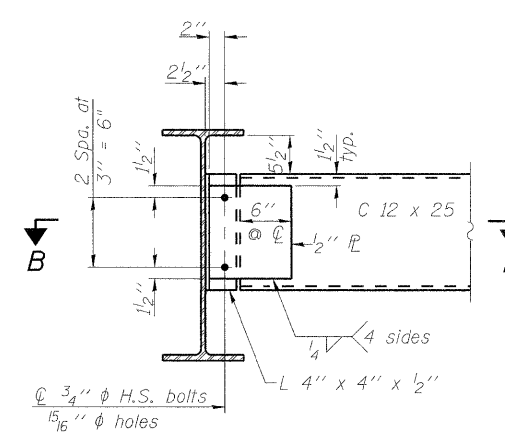


SECTION B-B



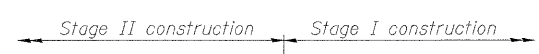
INTERIOR DIAPHRAGM D

Note:
Two hardened washers required for each set of oversized holes.
*C12 x 30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" φ HS bolts, 15/16" φ holes
The interior diaphragms below the stage construction line (between Beams 6 and 7) require standard long slotted holes (13/16" x 17/8") in both connection angles. The bolts in the long slots shall be finger tight until the second stage pour is complete. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load. All holes shall have appropriate hardened or plate washers.



END DIAPHRAGM D1

Note:
Two hardened washers required for each set of oversized holes.



END DIAPHRAGM D2

*** Cost of Timber Block Posts is included with Erecting Structural Steel.

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

- 1.) Order diaphragm in two sections.
- 2.) Attach section ① of diaphragm to Beam 7
- 3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
- 4.) Attach section ② of diaphragm to both Beam 6 and section ① of diaphragm during stage II construction with splice plates.
- 5.) Remove timber block posts.

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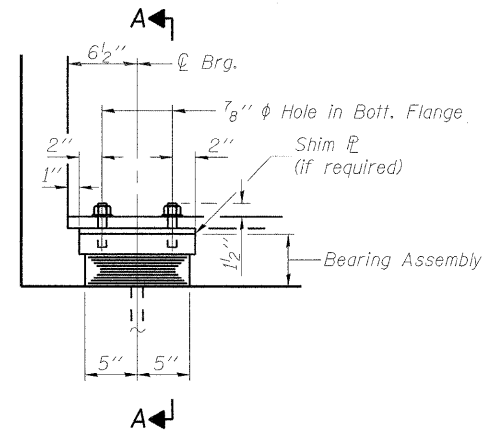
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PLOT DATE = 11/30/2011

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DRAWN - BPS	REVISED -
CHECKED - BHS	REVISED -

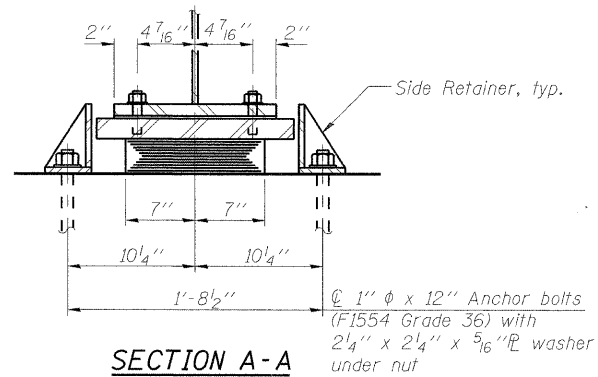
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL DETAILS
S.N. 016-0680
SHEET NO. S18 OF 29 SHEETS

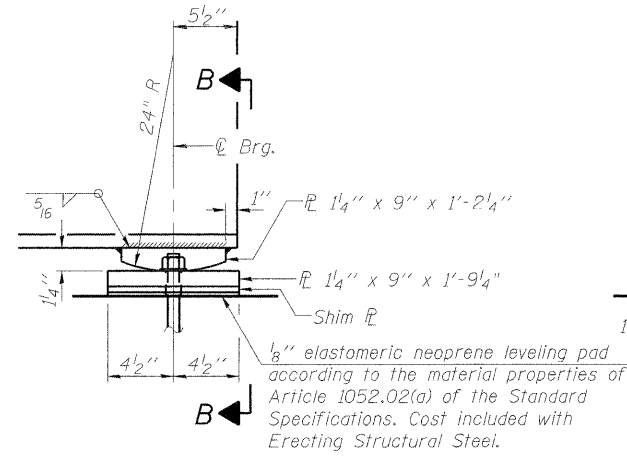
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CONTRACT NO. 60M52				
ILLINOIS FED. AID PROJECT				



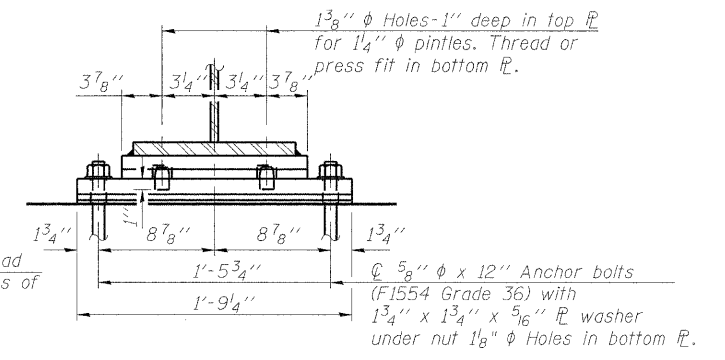
ELEVATION AT S. ABUT.



SECTION A-A



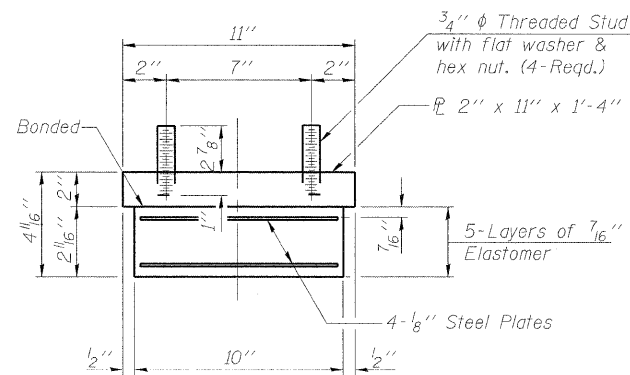
ELEVATION AT N. ABUT.



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG.

FIXED BEARING



BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

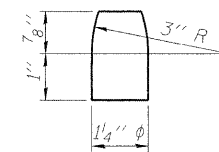
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

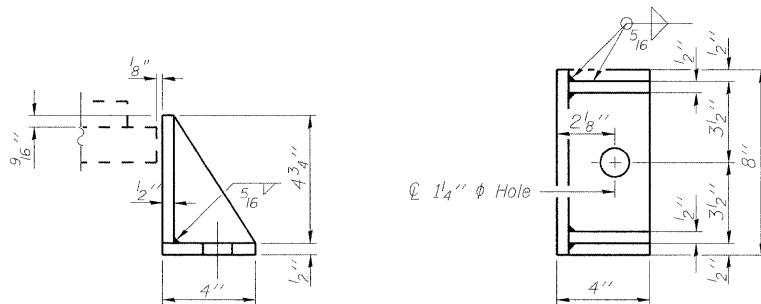
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Furnishing Elastomeric Bearing Assembly, Type I.



PINTLE

For Information Only



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

These plans are for the erection of the bridge. All work shown related to the Beam and Bearing Fabrication Contract (60R35) is for information only. It is not included in this contract, and is identified as "Not Included in this Contract" or "For Information only"

BILL OF MATERIAL

Item	Unit	Total
Erecting Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 5/8"	Each	24
Anchor Bolts, 1"	Each	24

I-2E-1

7-1-10



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PLOT SCALE = N/A
PLOT DATE = 11/30/2011

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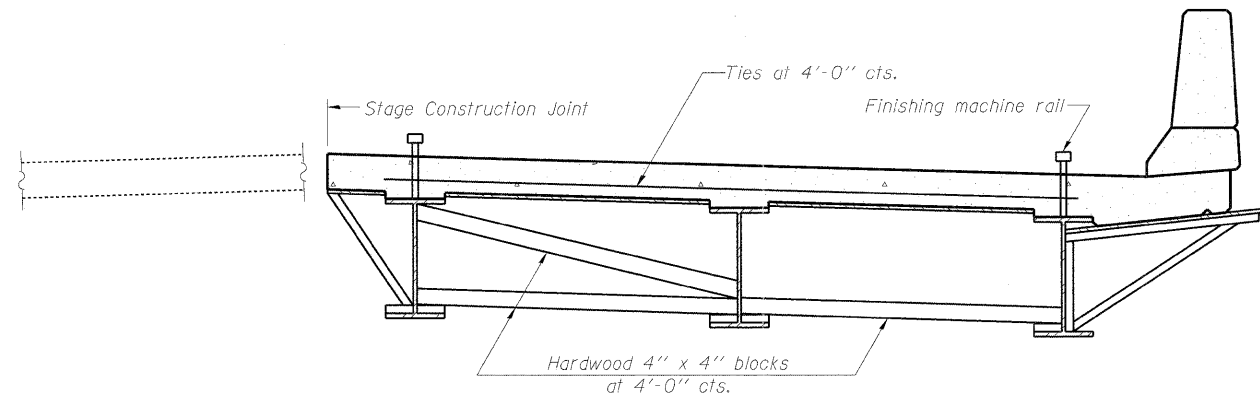
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
S.N. 016-0680

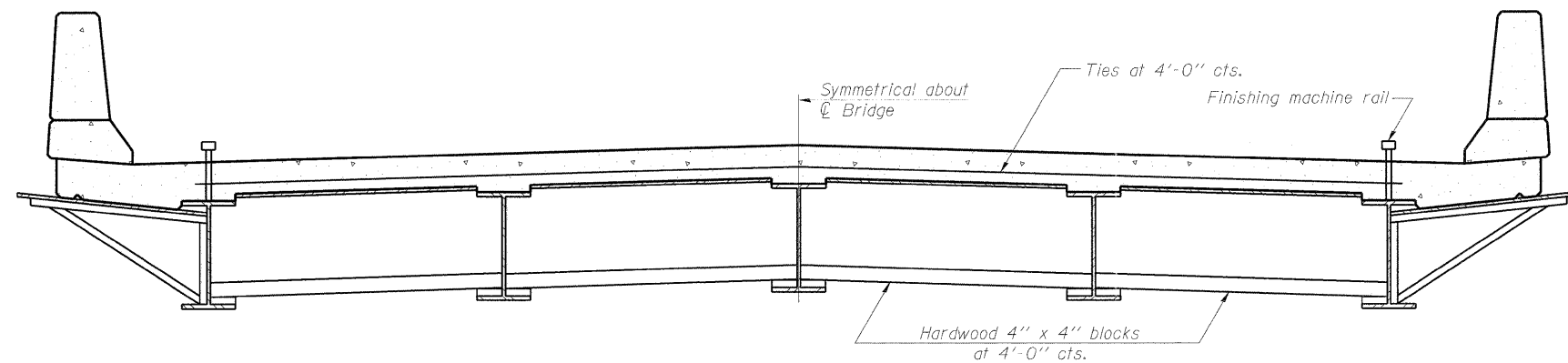
SHEET NO. S19 OF 29 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	54
CONTRACT NO. 60M52				
ILLINOIS FED. AID PROJECT				

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.
 The finishing machine rails shall be placed on the top flange of the exterior beams.
 The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.
 For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR
STAGE CONSTRUCTION**



**FORM BRACES FOR
STANDARD CONSTRUCTION**

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SB-1

7-1-10



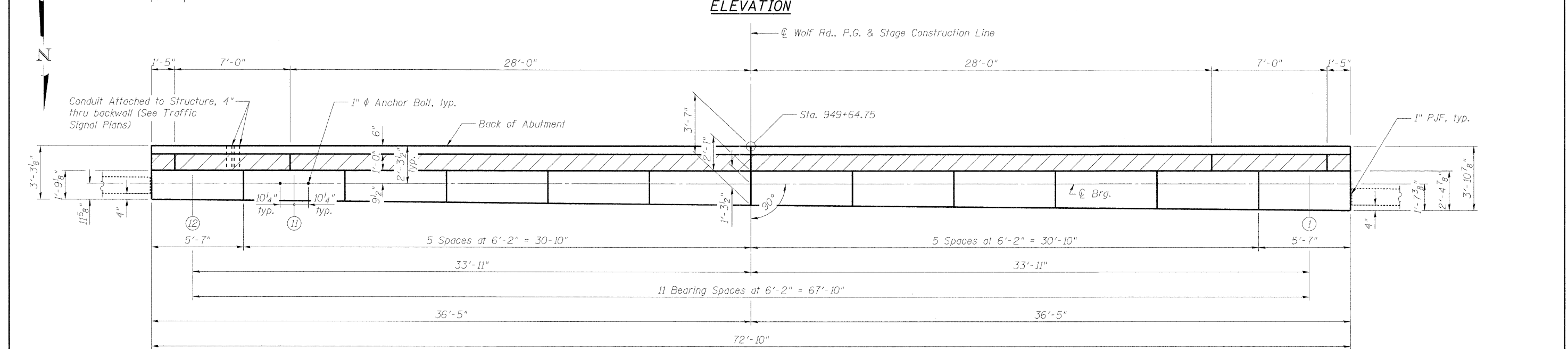
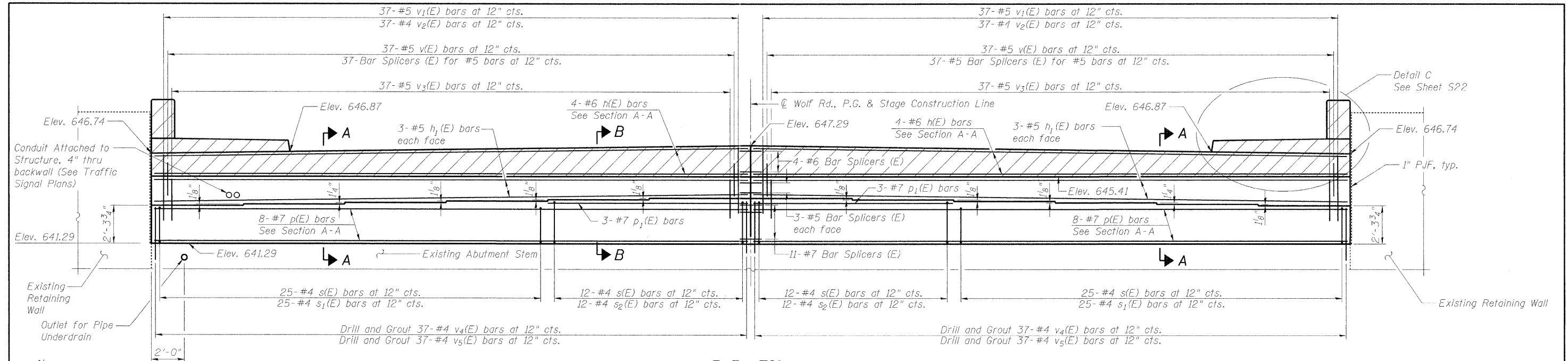
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	CHECKED - BHS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CANTILEVER FORMING BRACKETS
S.N. 016-0680**

SHEET NO. S20 OF 29 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	55
CONTRACT NO. 60M52				
ILLINOIS FED. AID PROJECT				

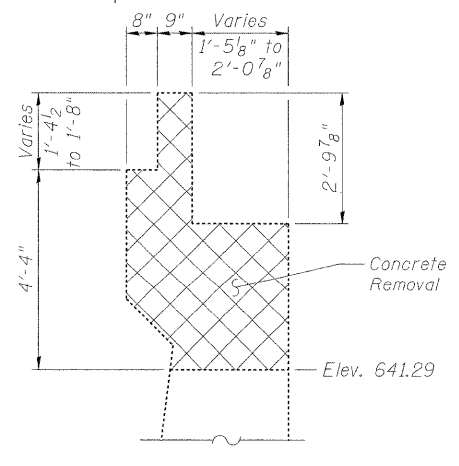


BEARING SEAT ELEVATIONS

Beam	Bearing Seat Elevation
1	643.60
2	643.69
3	643.79
4	643.88
5	643.97
6	644.06
7	644.06
8	643.97
9	643.88
10	643.79
11	643.69
12	643.60

Notes:

- See Sheet S22 for Section A-A, Section B-B, and Detail C.
- Hatched area to be poured after superstructure false work has been removed. Cost included with Concrete Superstructures.
- Space reinforcement in caps to miss anchor bolts.
- Pour steps monolithically with cap.
- Drill and Grout bars to be installed according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
- For details of Bar Splicers, see Sheet S25.

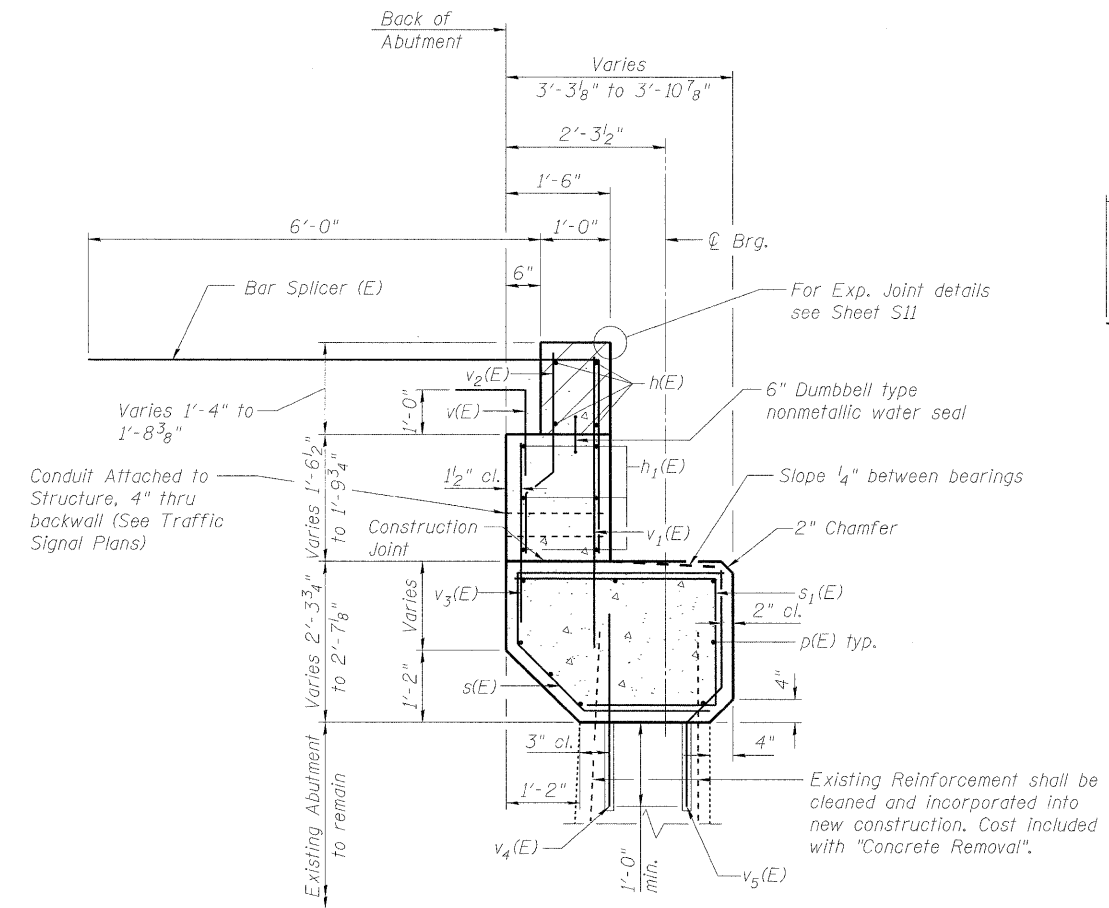


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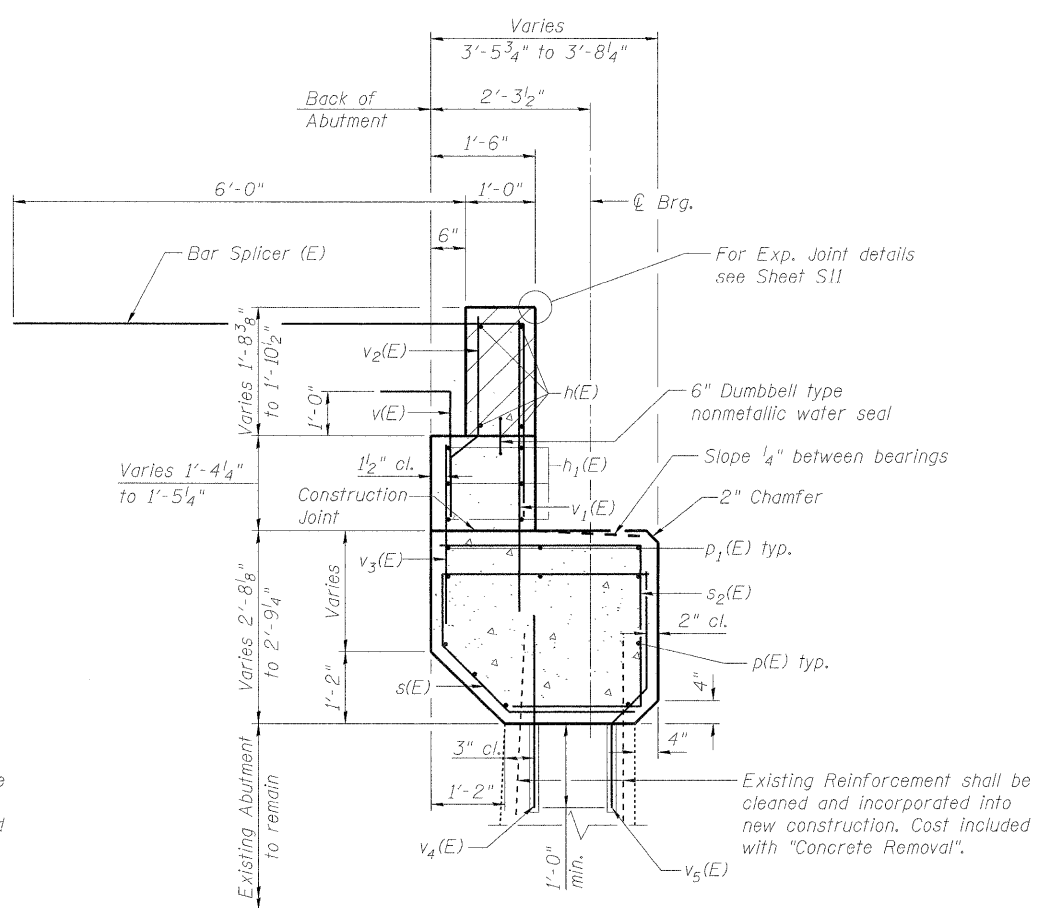
**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
b ₂ (E)	6	#4	4'-7"	□
c ₂ (E)	4	#5	8'-0"	—
d ₂ (E)	4	#6	4'-5"	J
d ₃ (E)	4	#4	4'-1"	J
h(E)	8	#6	36'-1"	—
h ₁ (E)	12	#5	36'-1"	—
p(E)	16	#7	36'-1"	—
p ₁ (E)	6	#7	14'-0"	—
s(E)	74	#4	7'-0"	U
s ₁ (E)	50	#4	6'-3"	U
s ₂ (E)	24	#4	6'-8"	U
s ₃ (E)	18	#4	3'-9"	U
v(E)	74	#5	3'-11"	L
v ₁ (E)	74	#5	4'-4"	—
v ₂ (E)	74	#4	3'-0"	—
v ₃ (E)	74	#5	2'-7"	—
v ₄ (E)	74	#4	3'-0"	—
v ₅ (E)	74	#4	3'-3"	—
Concrete Removal		Cu. Yd.	33.2	
Structure Excavation		Cu. Yd.	41	
Concrete Structures		Cu. Yd.	29.1	
Concrete Superstructure		Cu. Yd.	5.0	
Reinforcement Bars, Epoxy Coated		Pound	4,330	
Concrete Sealer		Sq. Ft.	579	

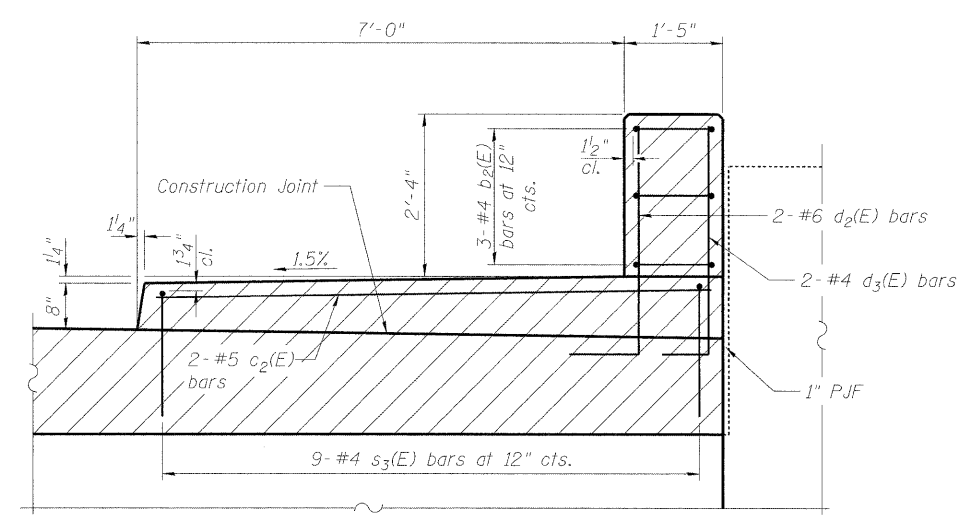
Notes:
 Hatched area to be poured after superstructure false work has been removed. Cost included with Concrete Superstructures.
 Space reinforcement in caps to miss anchor bolts.
 Pour steps monolithically with cap.
 Drill and Grout bars to be installed according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
 For details of Bar Splicers, see Sheet S25.



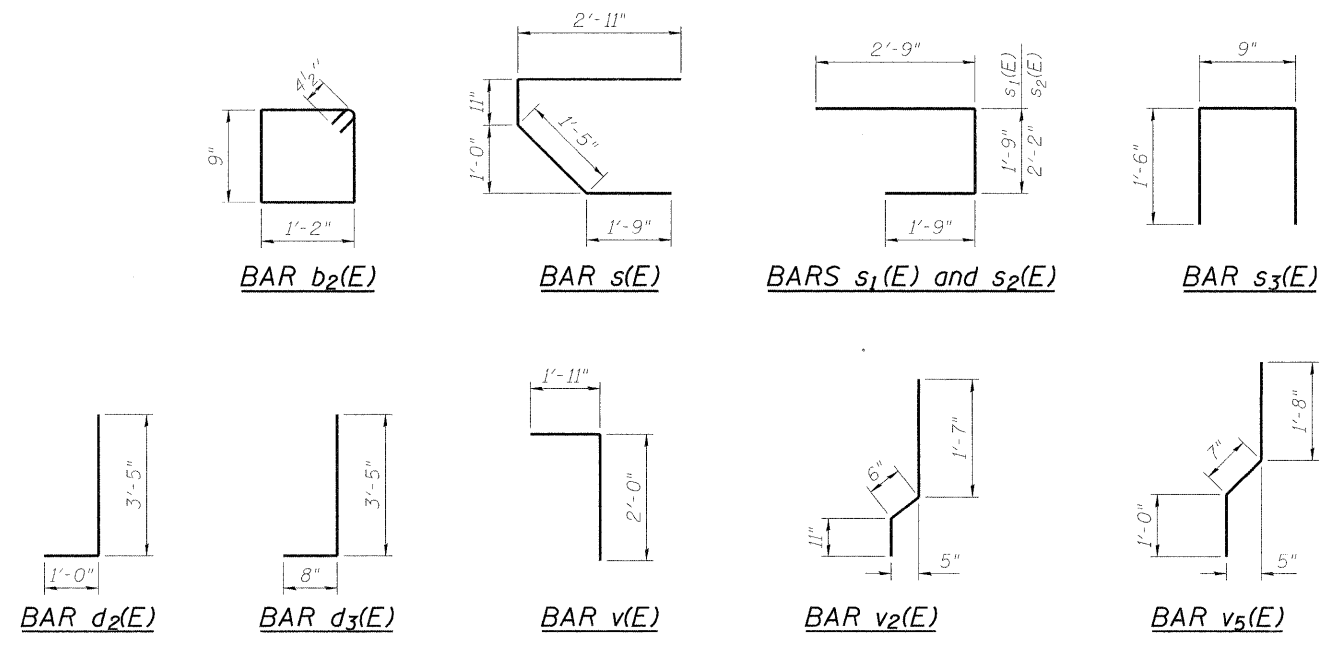
SECTION A-A



SECTION B-B



DETAIL C



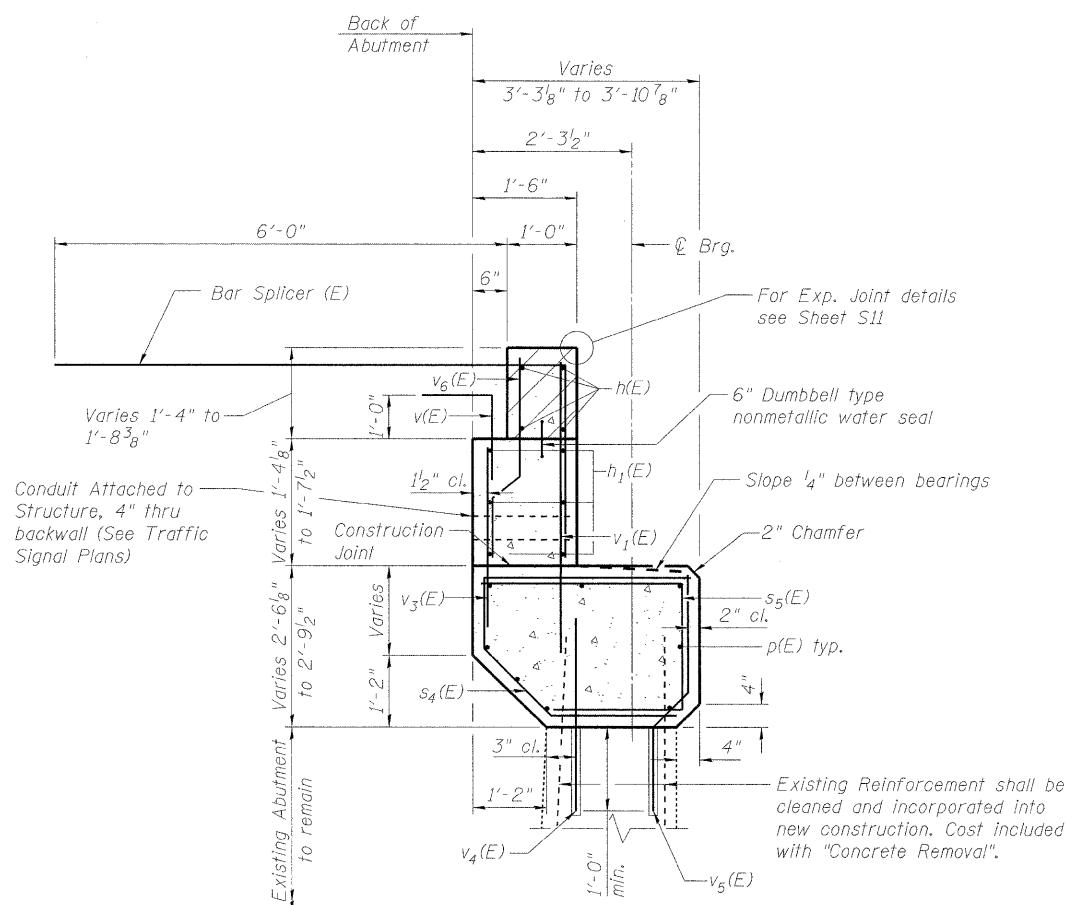
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	PLOT DATE = 11/30/2011	DRAWN - BPS	REVISED -									
		CHECKED - BHS	REVISED -									

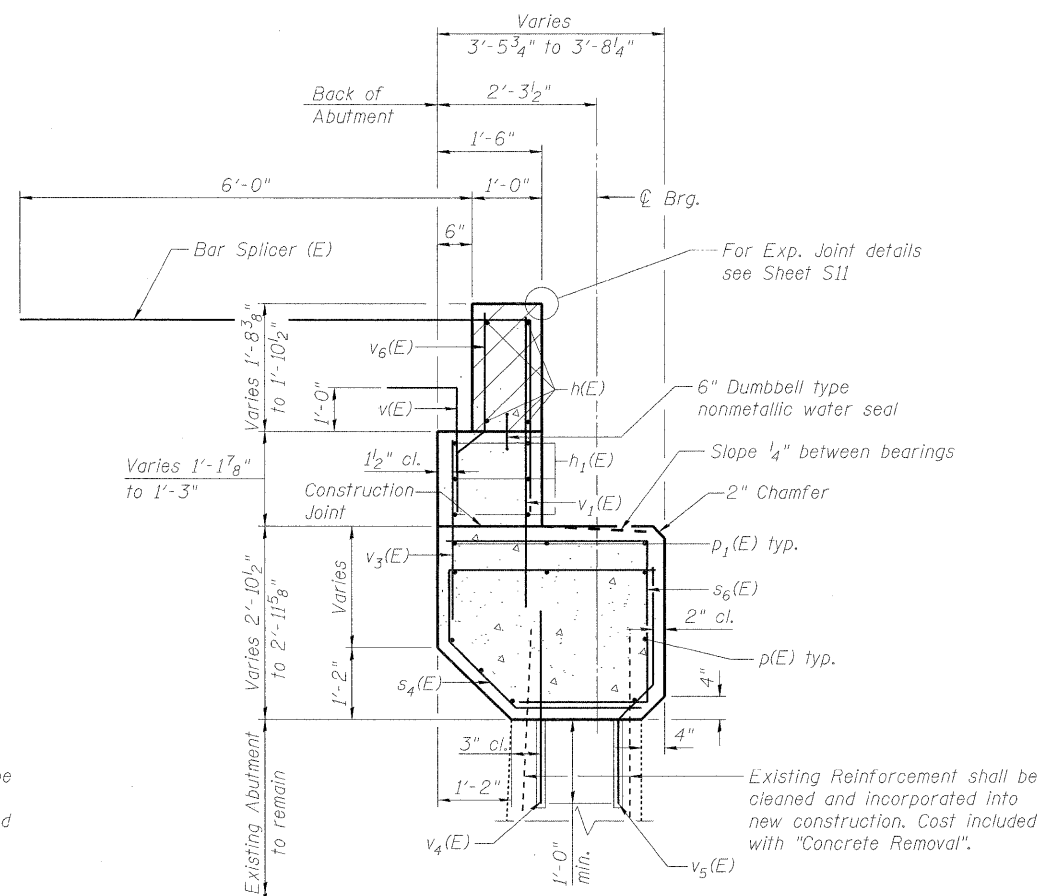
**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
b ₂ (E)	6	#4	4'-7"	□
c ₂ (E)	4	#5	8'-0"	—
d ₂ (E)	4	#6	4'-5"	J
d ₃ (E)	4	#4	4'-1"	J
h(E)	8	#6	36'-1"	—
h ₁ (E)	12	#5	36'-1"	—
p(E)	16	#7	36'-1"	—
p ₁ (E)	6	#7	14'-0"	—
s ₃ (E)	18	#4	3'-9"	□
s ₄ (E)	74	#4	7'-3"	—
s ₅ (E)	50	#4	6'-6"	—
s ₆ (E)	24	#4	6'-10"	—
v(E)	74	#5	3'-11"	—
v ₁ (E)	74	#5	4'-4"	—
v ₃ (E)	74	#5	2'-7"	—
v ₄ (E)	74	#4	3'-0"	—
v ₅ (E)	74	#4	3'-3"	—
v ₆ (E)	74	#4	2'-10"	—
Concrete Removal		Cu. Yd.	33.2	
Structure Excavation		Cu. Yd.	41	
Concrete Structures		Cu. Yd.	30.2	
Concrete Superstructure		Cu. Yd.	5.0	
Reinforcement Bars, Epoxy Coated		Pound	4,340	
Concrete Sealer		Sq. Ft.	580	

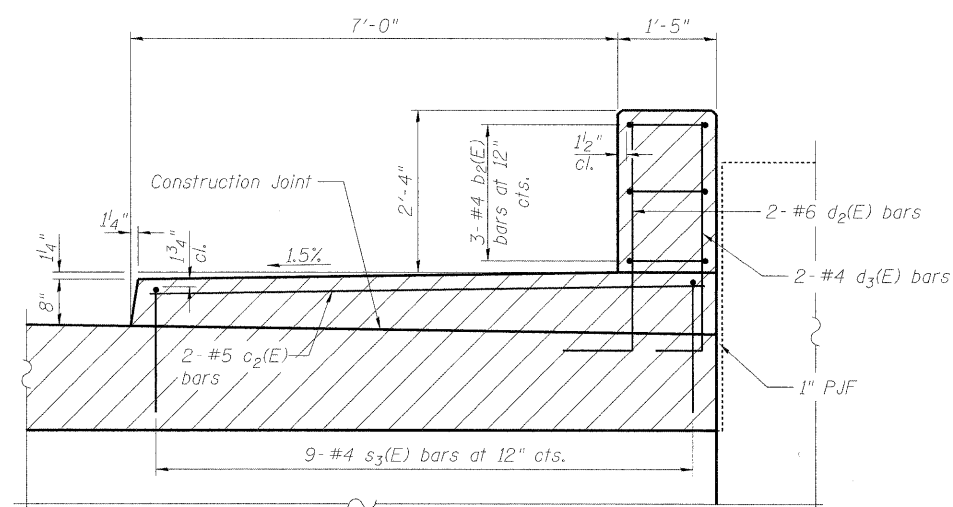
Notes:
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 Space reinforcement in caps to miss anchor bolts.
 Four steps monolithically with cap.
 Drill and Grout bars to be installed according to Section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.
 For details of Bar Splicers, see Sheet S25.



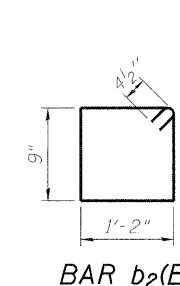
SECTION A-A



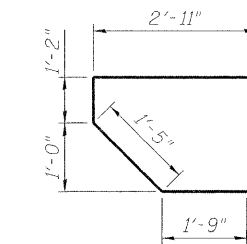
SECTION B-B



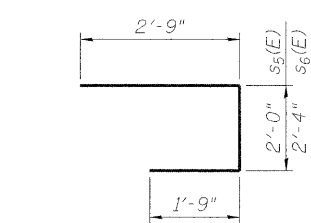
DETAIL C



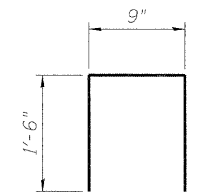
BAR b₂(E)



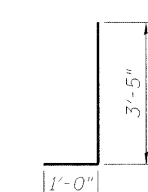
BAR s₄(E)



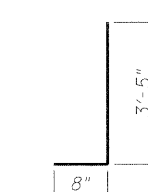
BARS s₅(E) and s₆(E)



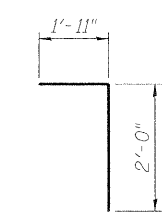
BAR s₃(E)



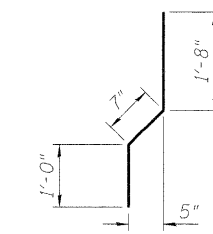
BAR d₂(E)



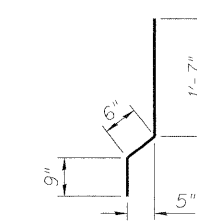
BAR d₃(E)



BAR v(E)



BAR v₅(E)



BAR v₆(E)

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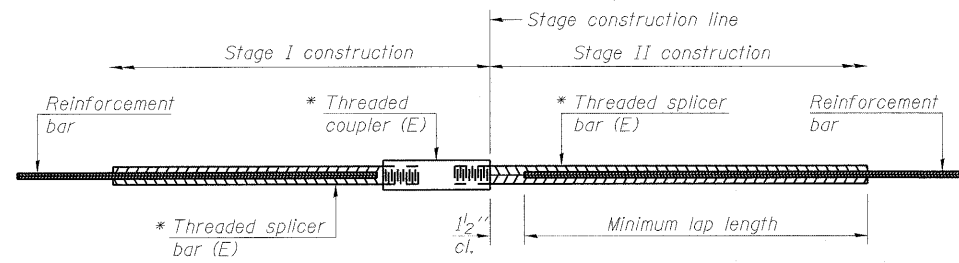
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT DETAILS
S.N. 016-0680**

SHEET NO. S24 OF 29 SHEETS

F.A.U. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 59
CONTRACT NO. 60M52			ILLINOIS FED. AID PROJECT	



STANDARD BAR SPLICER ASSEMBLY

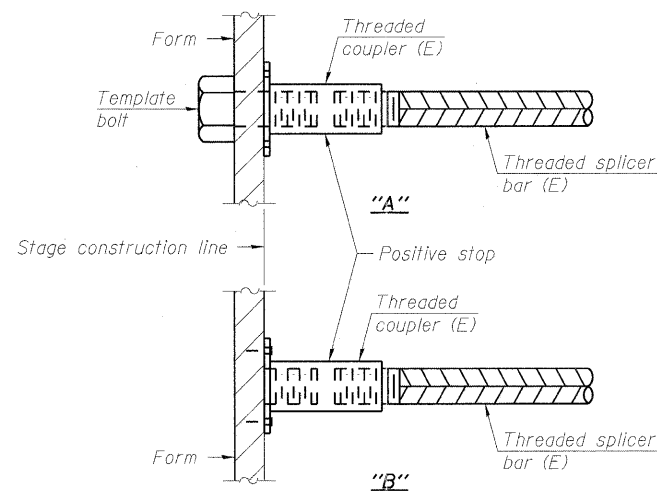
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Top bar lap, Class B

Threaded splicer bar length = min. lap length + 1/2" + thread length

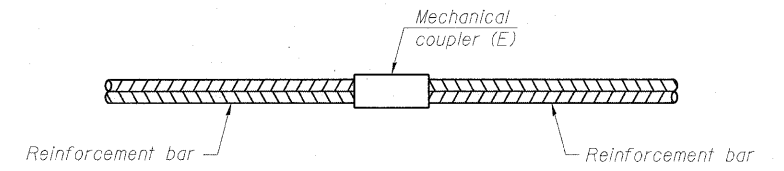
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	211	Table 3
Approach Slabs	#4	50	Table 4
Approach Slabs	#5	92	Table 3
Approach Footings	#5	80	Table 3
Abutment Caps	#7	22	Table 4
Abutment Backwalls	#5	12	Table 4
Abutment Hatchblocks	#6	8	Table 4



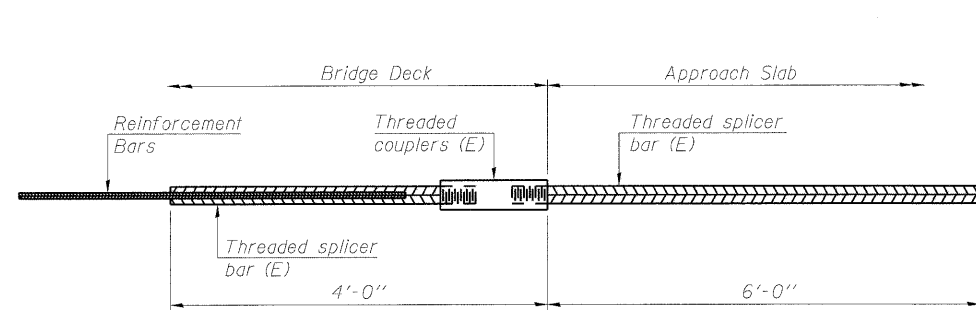
INSTALLATION AND SETTING METHODS

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



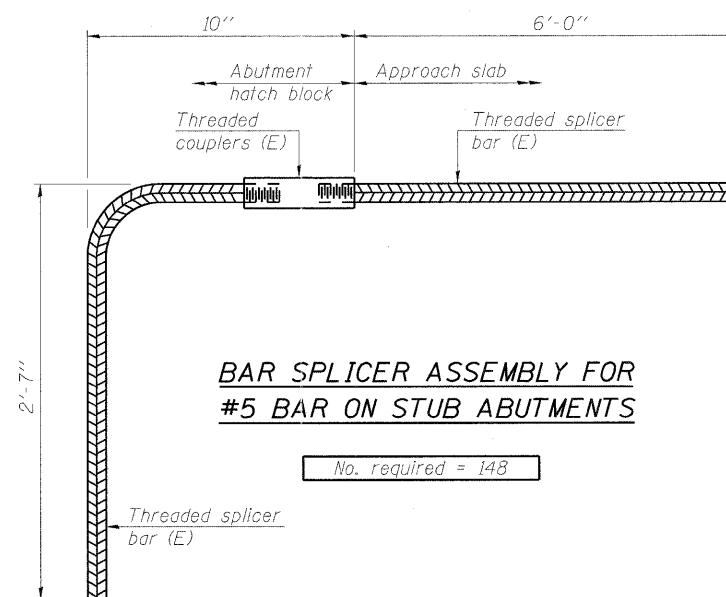
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 148

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See special provision for Mechanical Splicers.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

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BSD-1

7-1-10



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 PLOT DATE = 10/27/2011

DESIGNED - BPS
 CHECKED - BHS
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 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

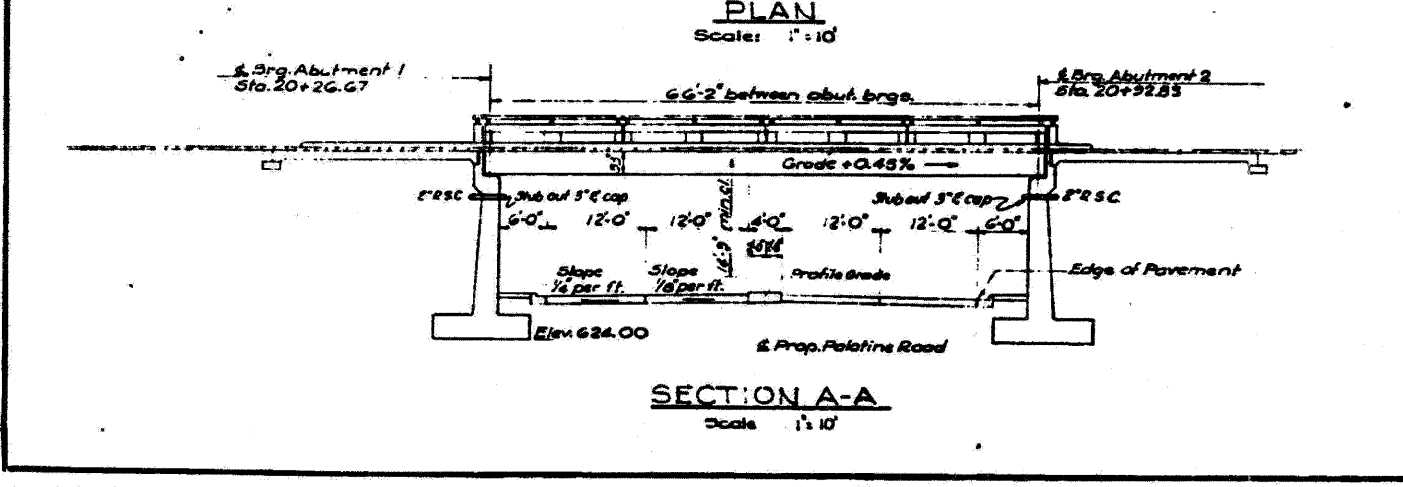
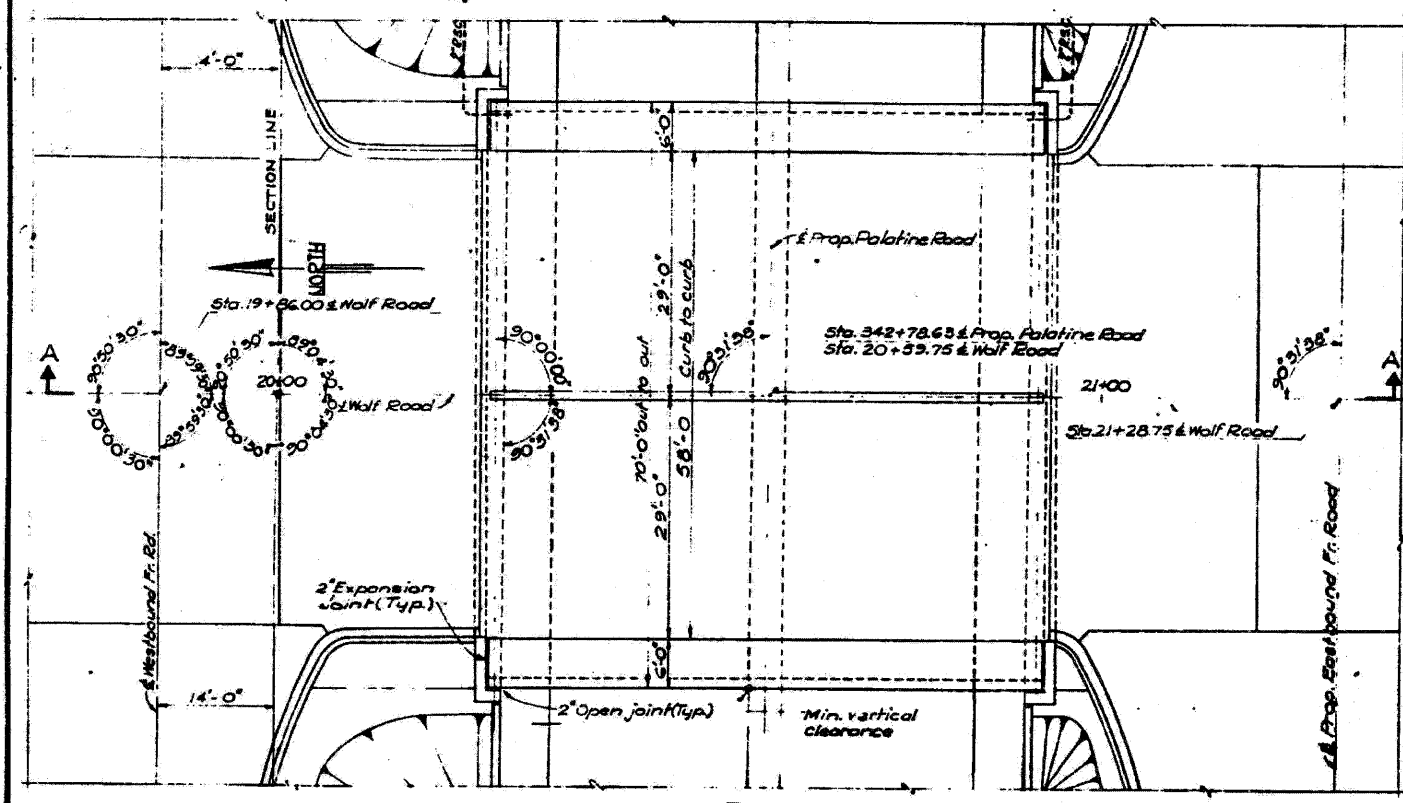
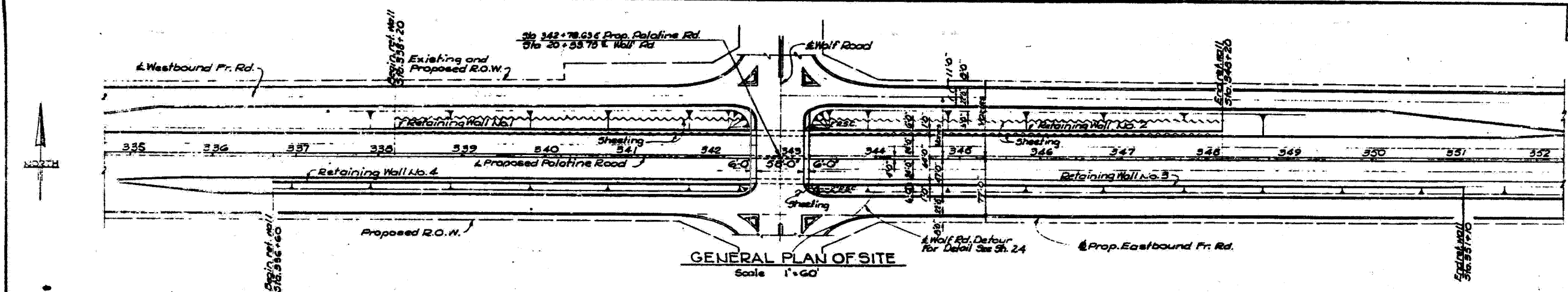
BAR SPLICER ASSEMBLY
 S.N. 016-0680

SHEET NO. S25 OF 29 SHEETS

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	60
CONTRACT NO. 60M52				
ILLINOIS FED. AID PROJECT				

Route No.	Fiscal Year	Sheet No.	Total Sheets
116	95	129	170

Section 110-1416



GENERAL NOTES

SPECIFICATIONS

General:
Standard Specifications for Road and Bridge Construction, 1958 Edition, and Supplemental Specifications, effective April 2, 1962, of the Division of Highways, State of Illinois, and Special Provisions.

Design:
Bridges:
Standard Specifications for Highway Bridges, 1961 Edition of the American Association of State Highway Officials (AASHTO) with tentative Revision T. B. (69) and "Criteria for Prestressed Concrete Bridges", 1954 Edition, Bureau of Public Roads, supplemented with "Tentative Recommendations for Prestressed Concrete", 1958 Edition American Concrete Inst., American Society of Civil Engineers except as noted.

Retaining Walls:
Standard Specifications for Highway Bridges 1957 Edition of the AASHTO except as noted.

LOADING
Bridges: H 20-S16-44
Retaining Walls: Equiv. Fluid Pressure 40 lb/cu. ft.

MATERIALS

Concrete:
Class X (General Specifications) with $f'_c = 3500$ psi at 28 days shall be used throughout except in Precast Prestressed Concrete Bridge Box Beams (See Special Provisions).

Reinforcing Steel:
Intermediate grade conforming to A.S.T.M. Specifications A15-58T, with deformations conforming to A.S.T.M. Specifications A505-56T.
Structural Steel shall be of Carbon Steel and conform to ASTM Spec. A-36.
Prestressing Steel be $\frac{1}{8}$ " seven wire cable strands with a minimum ultimate strength of 250,000 psi.

ALLOWABLE STRESSES

Concrete: Class X (w/o Earth Pressure) $f_c = 1,400$ psi.
(With Earth Pressure) $f_c = 1,000$ psi.
Concrete for R.R.C. B. B. B.: (See Special Provisions)
Reinforcing Steel: Intermediate grade $f_s = 20,000$ psi.
Structural Steel: A.S.T.M. Specifications A 36
Prestressing Steel: Special Provisions.
Foundation Bearing Pressure: 4,000 p. s. f.

CONSTRUCTION

Bridge Seats: Shall be constructed to exact elevations shown. If a brush hammer or grading is necessary, this work shall be done at no additional cost.
Latent line driving: When deck units are in place prior to grouting false beam cavities, the transverse rods shall be given preliminary tightening to pull the deck units together. Final tightening shall be done by loosening the nuts then giving sufficient turns from a hand-tight position to develop a stress of 30,000 psi of the tensile stress area. This requires a wrenching torque of about 1,050 ft.-lb. The tensioning rods are not required to be grouted except of fascia beams.
Exposed Surfaces: of concrete are to be treated with silicone (See Special Provisions, Re: Water Soluble Silicone Surface Treatment).

SHEETING
The Contractor shall submit to the Engineer for his approval, plans for the sheeting in accordance with Article 5.3 of the Standard Specifications. The cost for furnishing, installing & subsequent removal of the sheeting shall be considered as included in the unit price bid per cubic yard for excavation for structures.

REVISIONS		
DATE	BY	DESCRIPTION

DEPARTMENT OF HIGHWAYS
COOK COUNTY, ILLINOIS

JEYMORE SIMON
MEMBER BOARD OF COMMISSIONERS

WILLIAM J. MORTIMER
SUPERVISOR OF HIGHWAYS

PROP. PALATINE ROAD UNDER WOLF ROAD

GENERAL PLAN

VOGT, IVERS, & ASSOCIATES ENGINEERS - ARCHITECTS CHICAGO	COMPUTED: T.E.C. DRAWN: TEC	CHECKED: C.E.L. SCALE: AS NOTED
PROJECT APPROVED	DATE: 4/19/62	SHEET NO. 129

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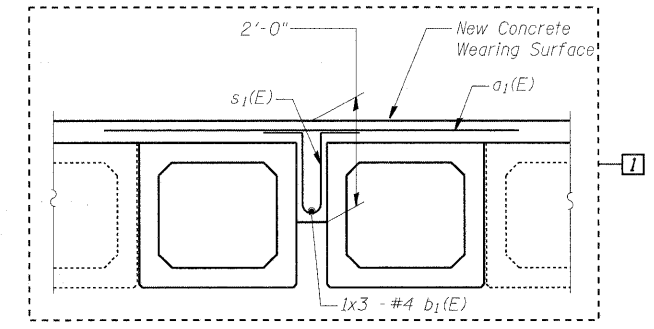
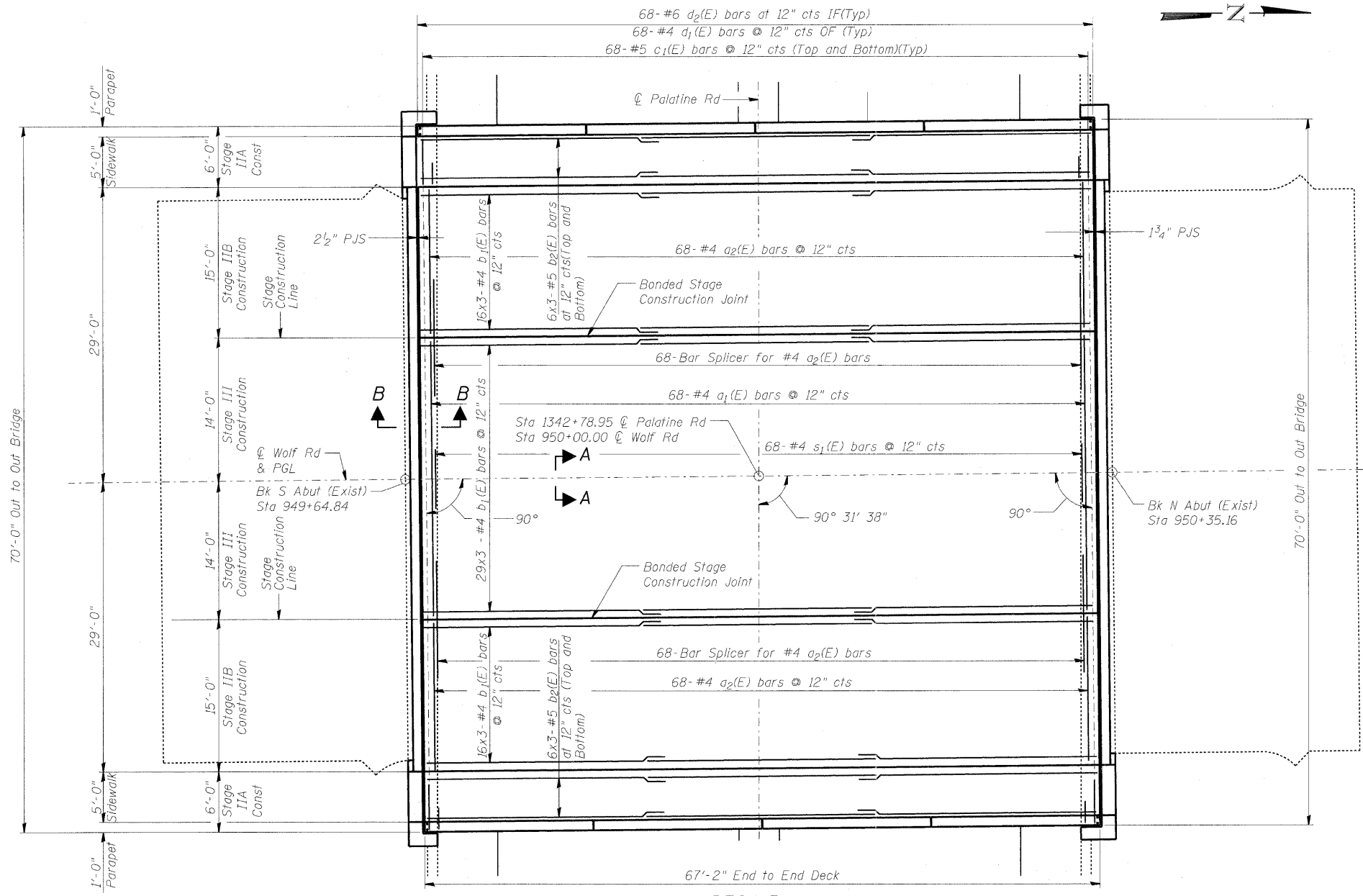
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (1 OF 4)
S.N. 016-0680
SHEET NO. 526 OF 29 SHEETS

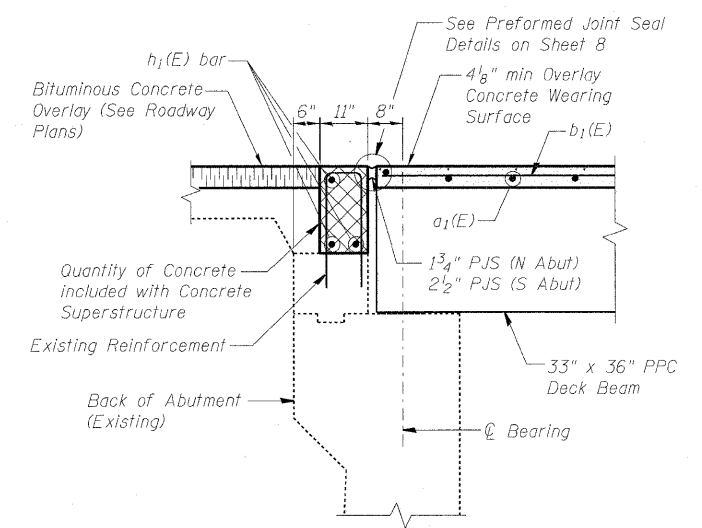
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2692	1415B-1	COOK	72	61
CONTRACT NO. 60M52				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET NO.
FAP 305	*	Cook	72	64
Contract No. 62853 *2004-108 BR				14 SHEETS



SECTION A-A
THROUGH LONGITUDINAL JOINT

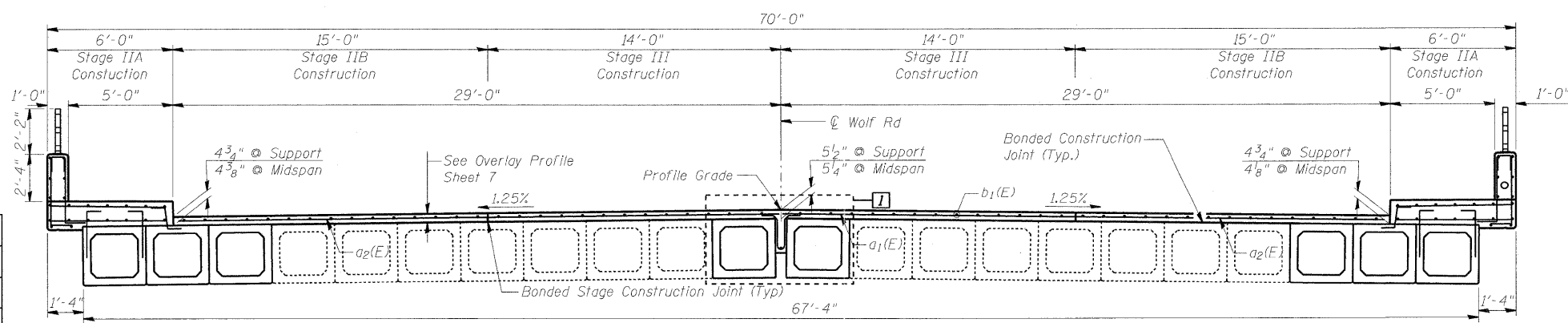


SECTION B-B

- NOTES
1. Bars indicated thus: 30x3 - #4 etc indicates 30 lines of bars with 3 lengths per line.
 2. EF = Each Face, OF = Outer Face, IF = Inner Face
 3. For Parapet Elevation, Sidewalk Details and Bill of Material See Sheet 7.
 4. See Electrical Plans for proposed conduit.

LAP LENGTHS

- #4 - 1'-8"
- #5 - 2'-2"



DECK CROSS SECTION
(Looking upstation)

DECK PLAN AND CROSS SECTION
WOLF RD. OVER PALATINE RD.
F.A.P. RTE. 305 SECT. 2004-108 BR
COOK COUNTY
STATION 950+00.00
STRUCTURE NO. 016-0680

DESIGNED	BPS
CHECKED	KFA
DRAWN	BPS
CHECKED	GSP

AMERICAN CONSULTING ENGINEERS

CONSULTING ENGINEERS & PLANNERS
CHICAGO, ILLINOIS

USER NAME	= zpsend
PLOT SCALE	= N/A
PLOT DATE	= 10/27/2011

DESIGNED	- BPS
CHECKED	- BHS
DRAWN	- BPS
CHECKED	- BHS

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REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS (3 OF 4)
S.N. 016-0680

SHEET NO. 528 OF 29 SHEETS

1 - REVISED 07-26-06, BPS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 60M52			ILLINOIS FED. AID PROJECT	

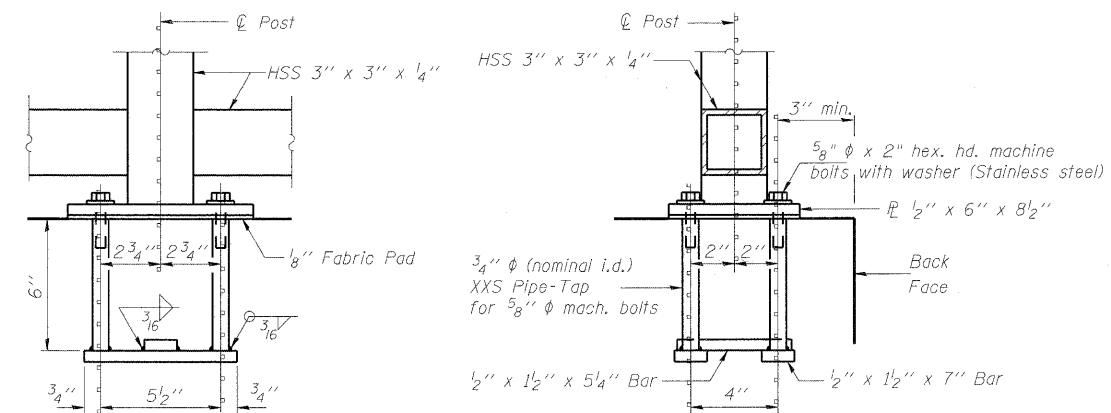
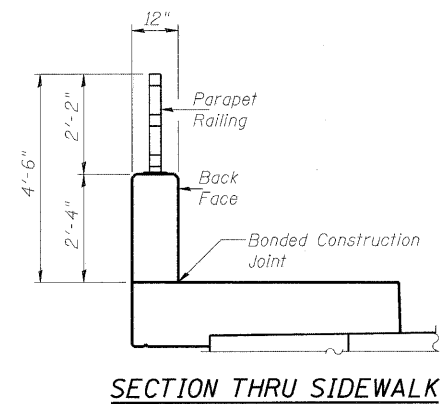
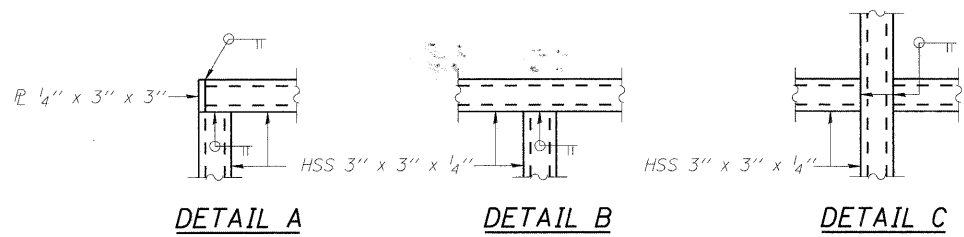
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 305	*	Cook	72	67
SHEET NO. 9				
14 SHEETS				
Contract No. 62853 *2004-108 BR				

NOTES

Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the Contract Unit Price per foot for Pedestrian Railing.
Hollow structural sections shall conform to the requirements of ASTM designation A 500, Grade B, structural steel tubing.
All other steel shapes and plates shall conform to the requirements of AASHTO M 270 Grade 36.
If the option of drilling and epoxy grouting the anchor rods is chosen, the Contractor shall use the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures. The capsule or the adhesive cartridge shall be sealed with pre-measured amounts of the adhesive chemical.
Space reinforcement to miss anchor rods.
All posts, railing, splices anchor devices, and bent plates shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM A 385. All bolts, nuts, washers, and anchor rods shall be galvanized according to AASHTO M 232 except stainless steel bolts as noted.
Vent holes for galvanized shall be placed in the posts and rails at locations that will not allow the accumulation of moisture in the members.



ANCHOR BOLT DETAILS

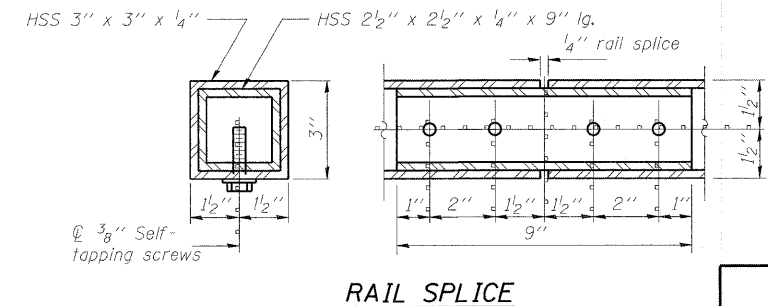
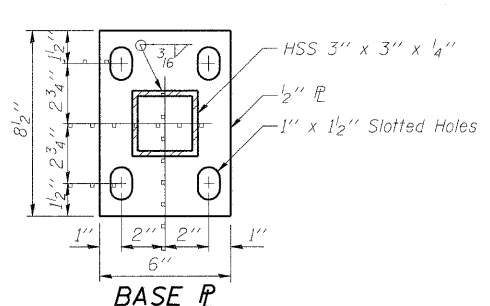
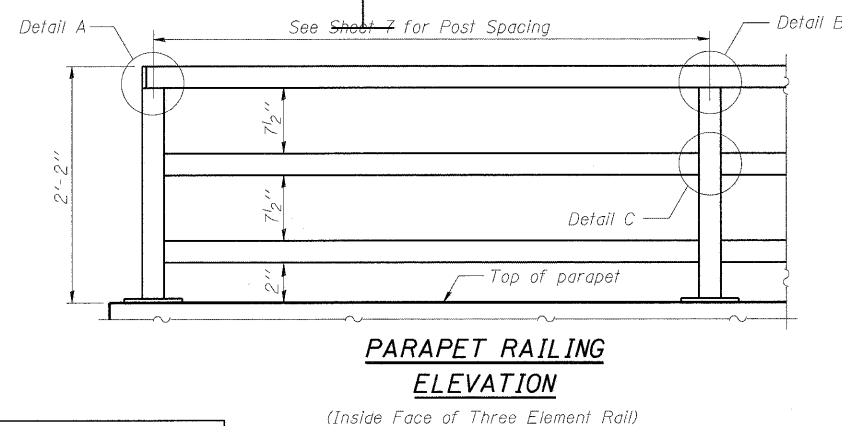
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and epoxy grouting 5/8\"/>

Existing Pedestrian Railing installed in Contact 62853 is to be re-installed and paid for as "Removing and Re-Erecting Existing Railing".

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Pedestrian Railing	Foot	135

Sheet S10 of 29

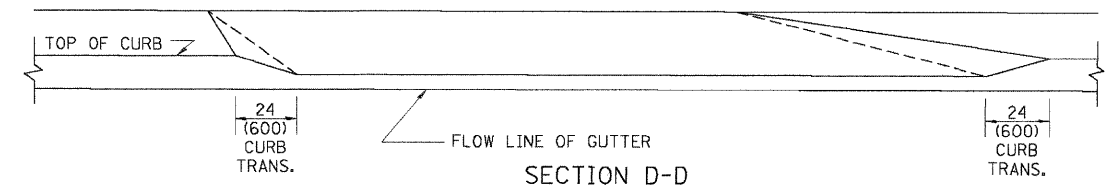
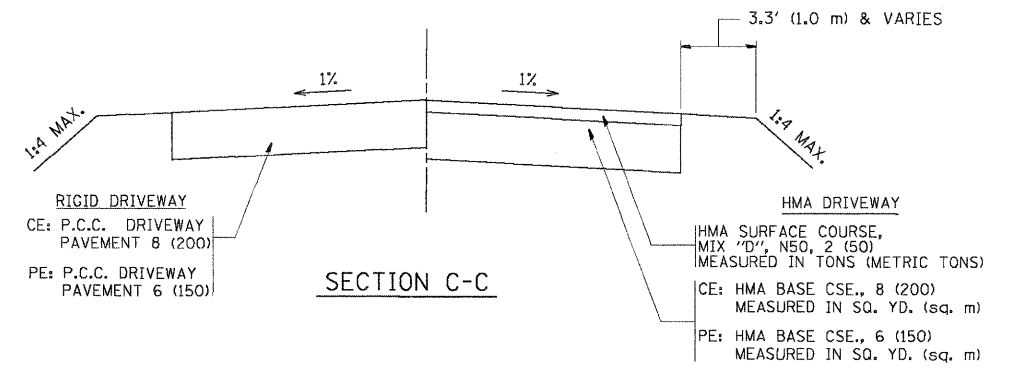
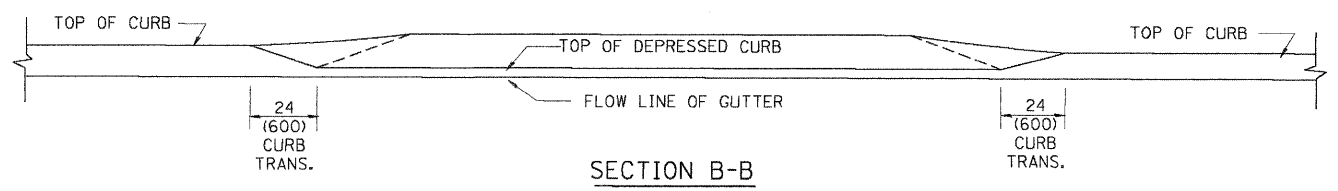
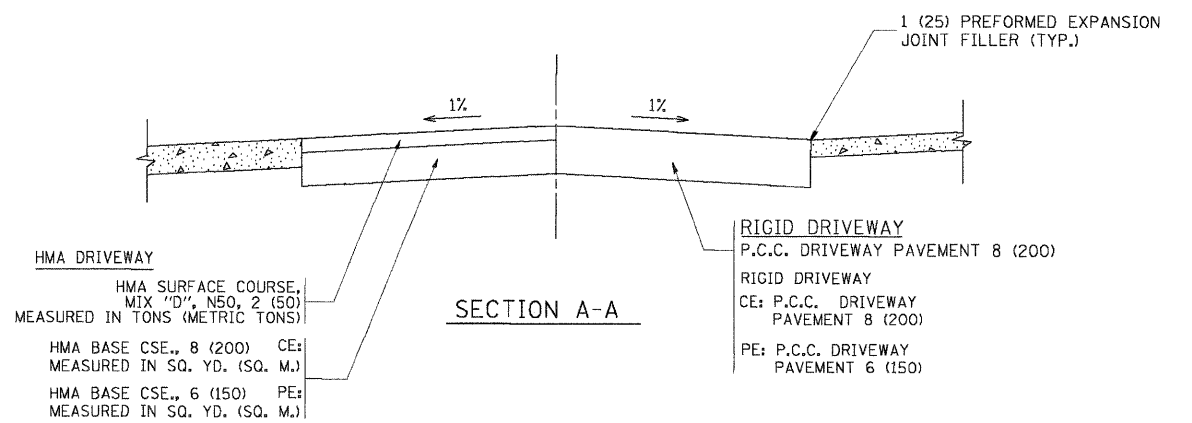
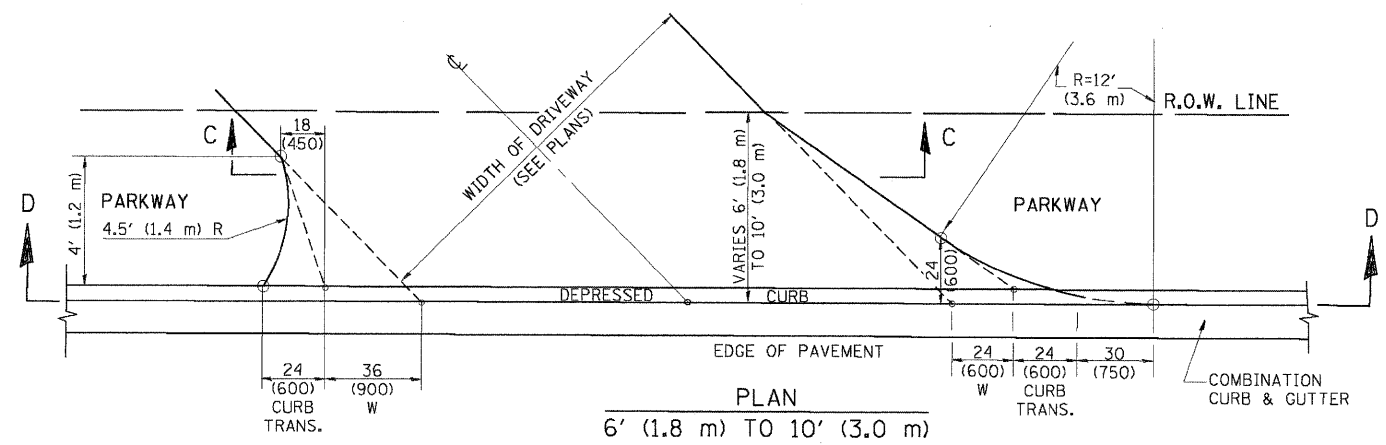
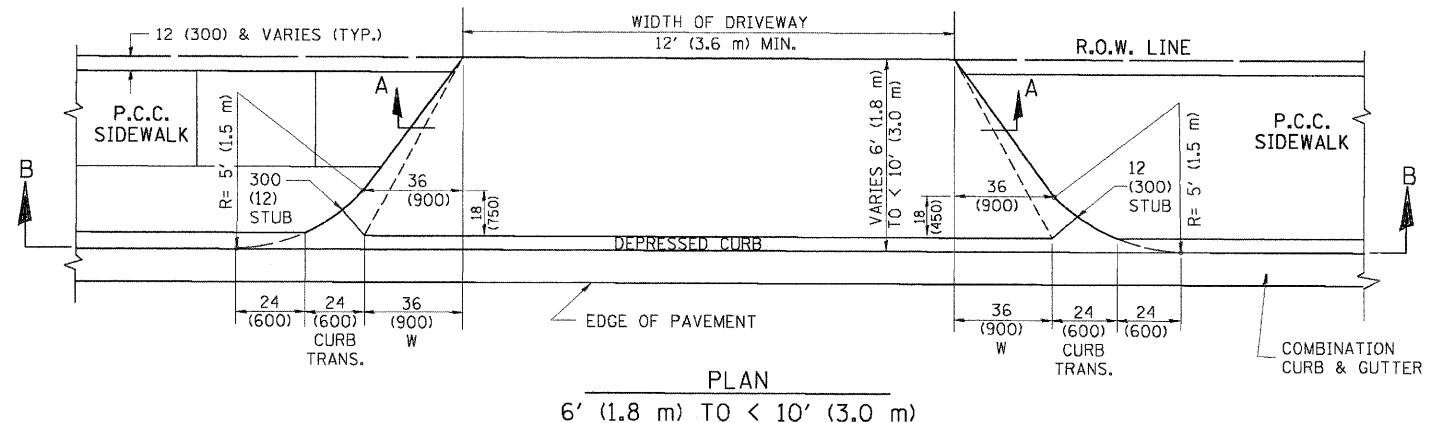
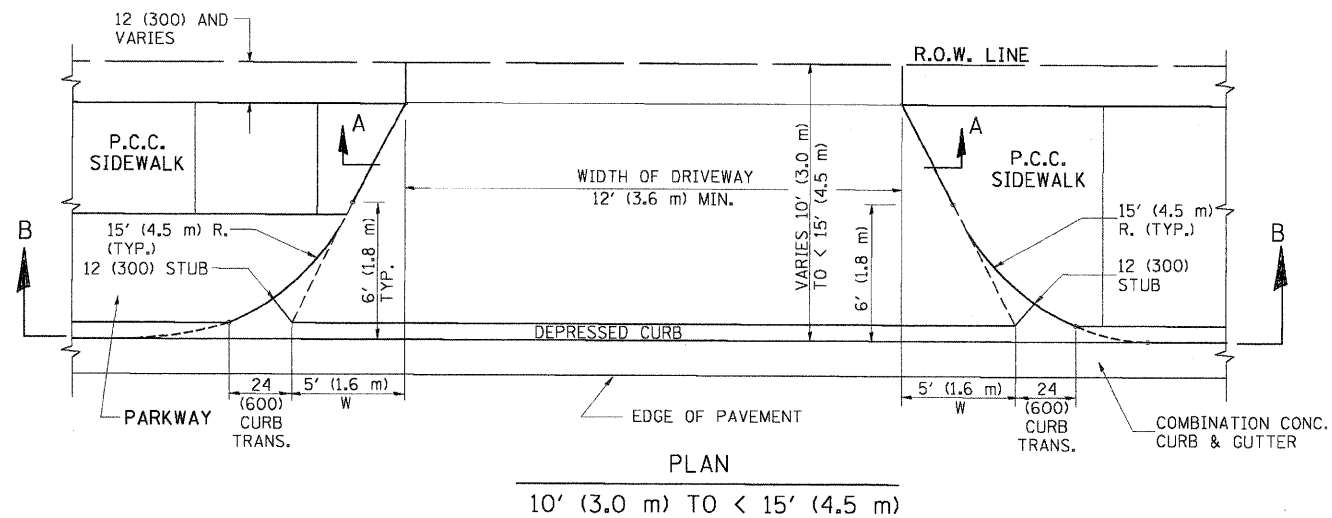


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DRAWN	BPS
CHECKED	GSP

R-29 (Modified) 9-01-03 (10'-0" Maximum Post Spacing)

PEDESTRIAN RAILING
WOLF RD. OVER PALATINE RD.
F.A.P. RTE. 305 SECT. 2004-108 BR
COOK COUNTY
STATION 950+00.00
STRUCTURE NO. 016-0680

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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.

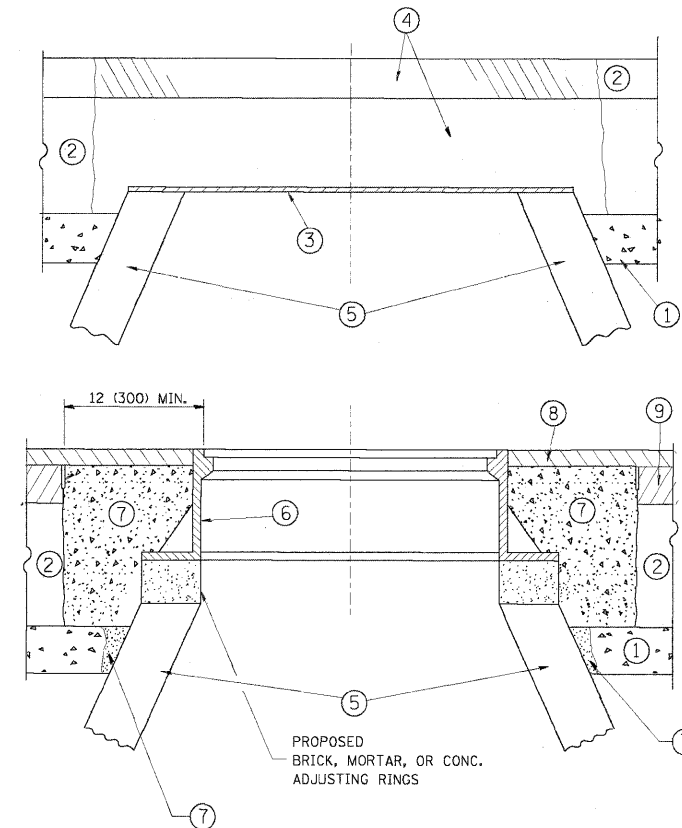
COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

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 = lejso	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY DETAILS		F.A.P. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 64A	
est:\pwwork\pwwork\lejso\d0108315\bd02.dgn	PLOT SCALE = 50.0000' / 1in.	CHECKED -	REVISED - P. LOFLEUR 04-15-03		DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)		BD400-02 (BD-02)		CONTRACT NO. 60M52			
	PLOT DATE = 9/8/2011	DATE - 11-06-95	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
			REVISED - R. BORO 01-01-07									



CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS.

LEGEND

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

LOCATION OF STRUCTURES:

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

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

NOTES:

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

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

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

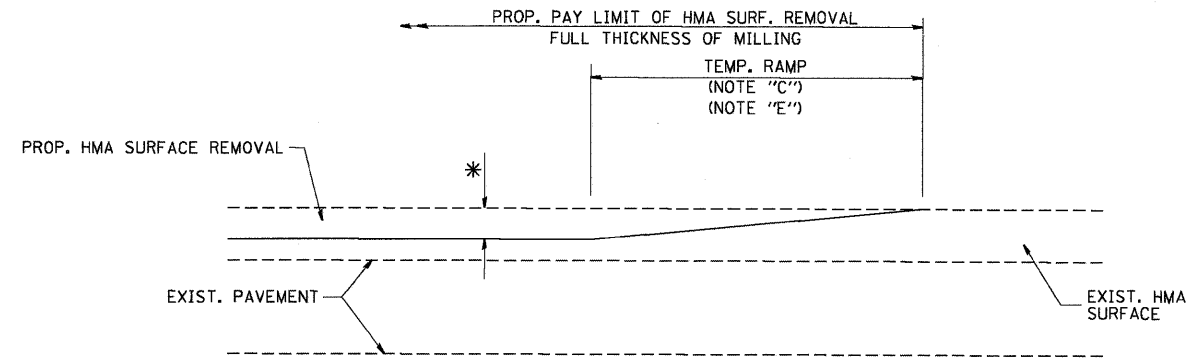
THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

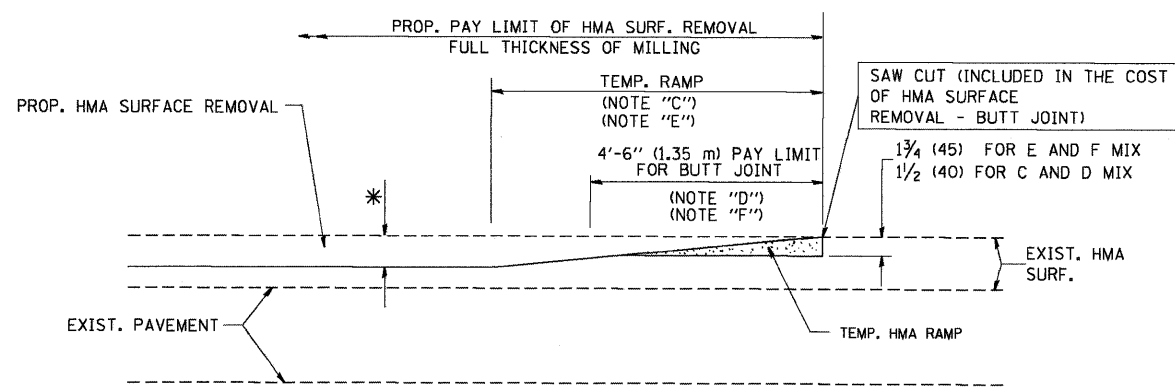
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME = c:\pw_work\pawdot\lajsa\d0108315\bd26.dgn	USER NAME = lajss	DESIGNED - R. SHAH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 49.9999' / 1" IN.	CHECKED -	REVISED - R. WIEDEMAN 05-14-04		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	2692	1415B-1	COOK	72	65
	PLOT DATE = 3/18/2011	DATE - 10-25-94	REVISED - R. BORO 01-01-07					BD600-03 (BD-8) CONTRACT NO. 60W52				
			REVISED - R. BORO 03-09-11					FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

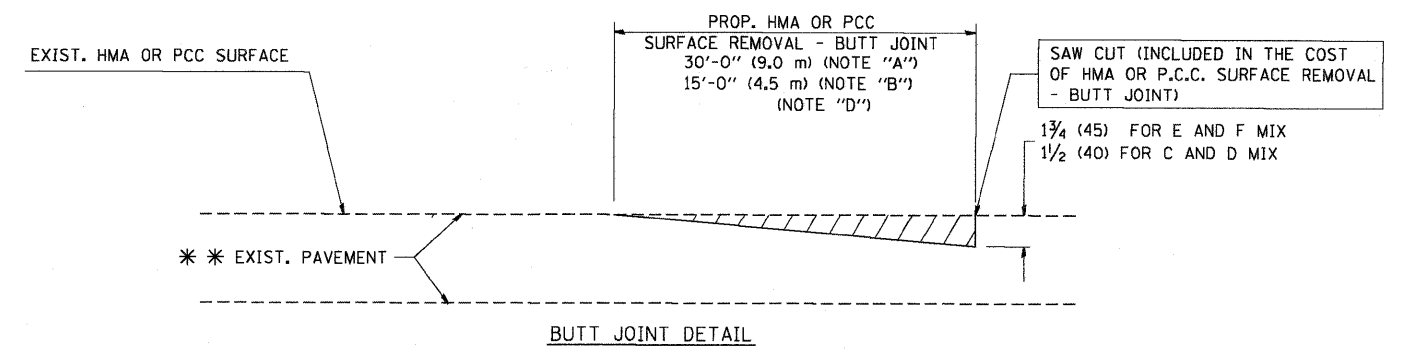
OPTION 1



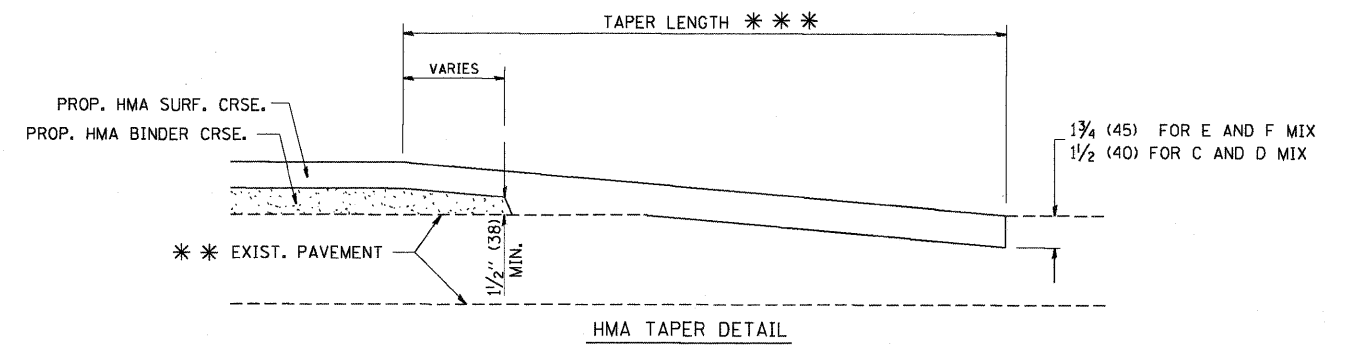
HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

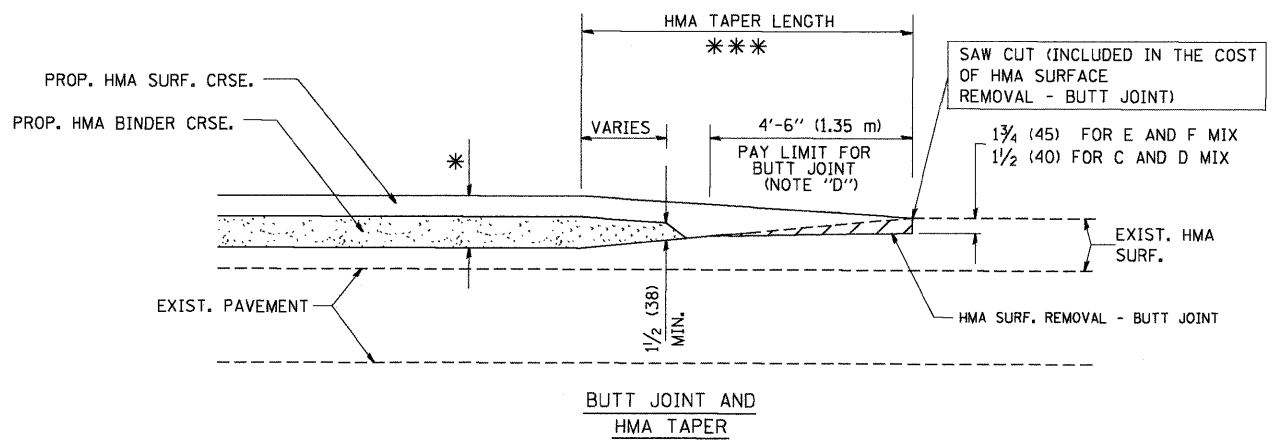
NOTES

- 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:\d1ststd\22x34\bd32.dgn	USER NAME = gaglianobt	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 1/4/2008	DATE - 06-13-90	REVISED - R. BORO 01-01-07

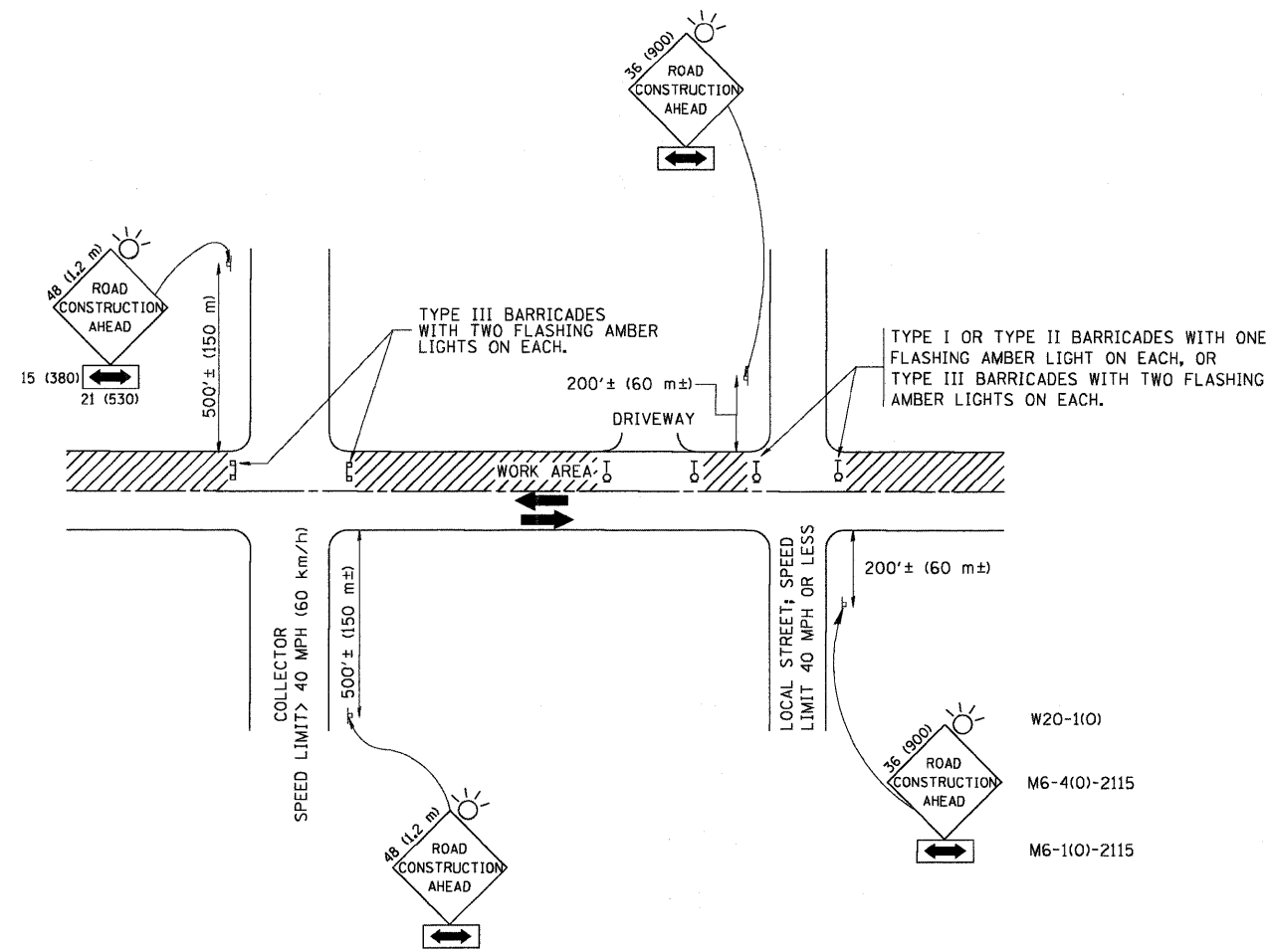
DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
DRAWN -	REVISED - A. ABBAS 03-21-97
CHECKED -	REVISED - M. GOMEZ 04-06-01
DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	66
BD400-05 BD32		CONTRACT NO. 60W52		
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.

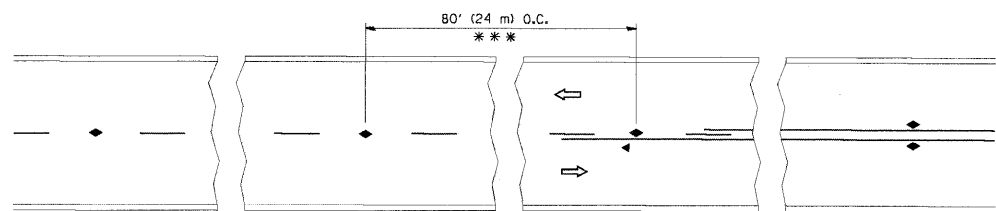
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		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 1/4/2008	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

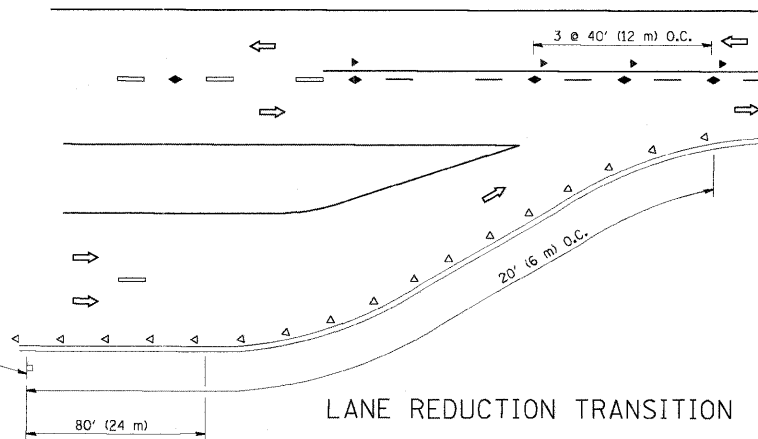
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	67
TC-10			CONTRACT NO. 60M52	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

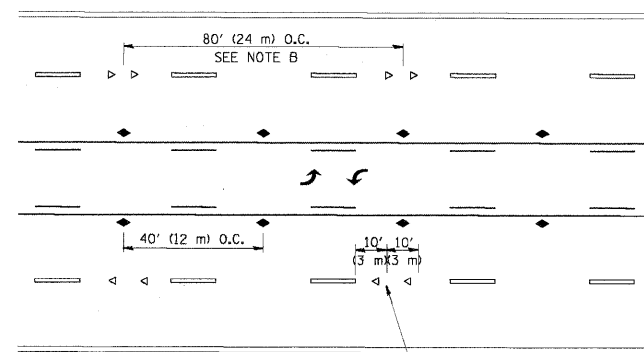


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

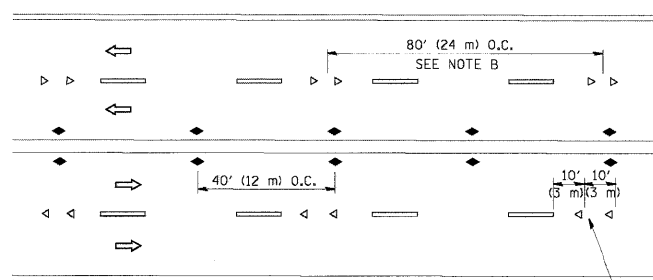
TWO-LANE/TWO-WAY



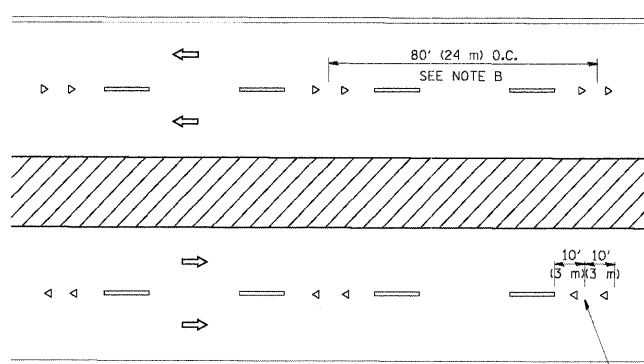
LANE REDUCTION TRANSITION



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

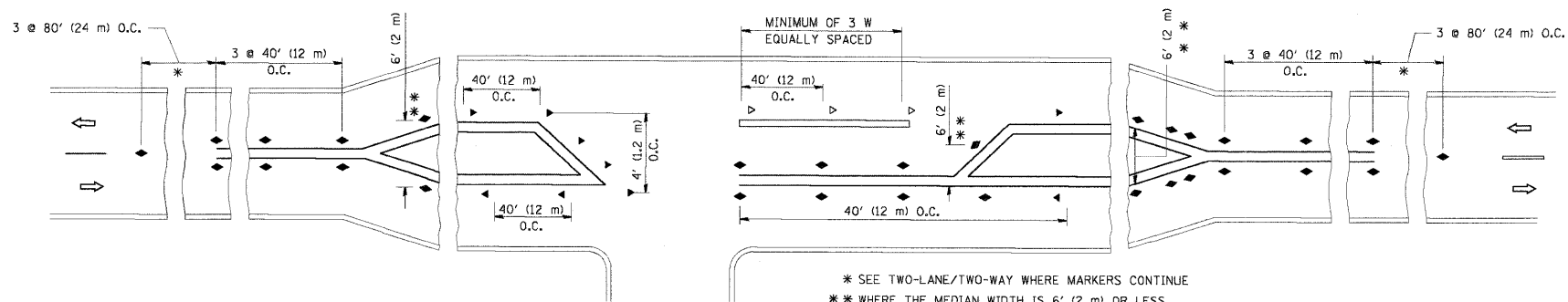
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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.



LEFT TURN

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

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

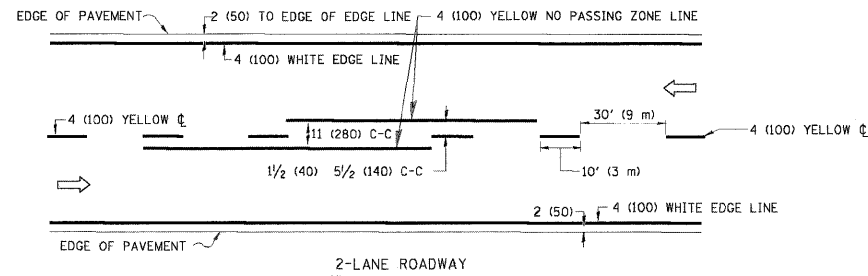
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		CHECKED =	REVISED - T. RAMMACHER 01-06-00
		DATE =	REVISED - C. JUCIUS 09-09-09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

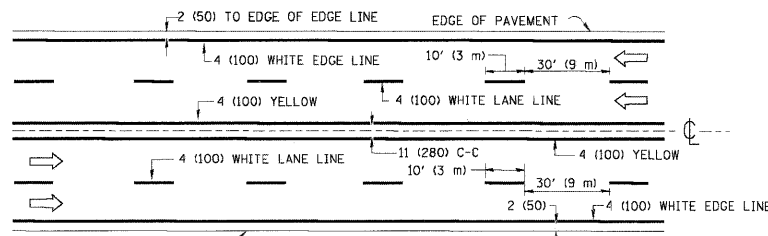
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

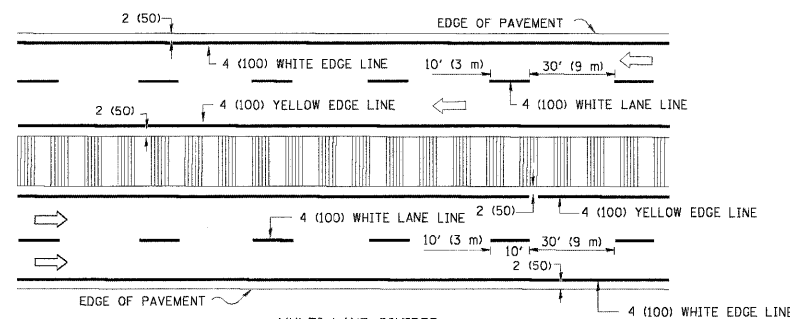
F.A.P. RATE 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 68
TC-11		CONTRACT NO. 60M52		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY



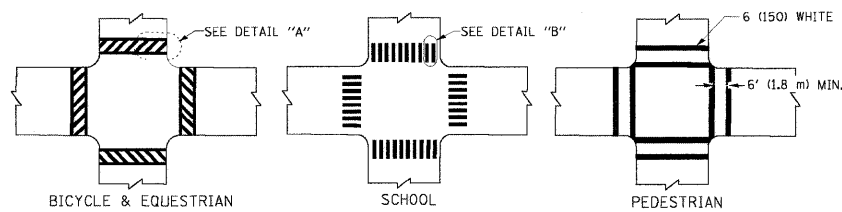
MULTI-LANE UNDIVIDED



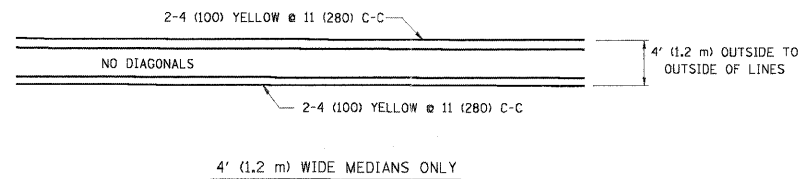
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

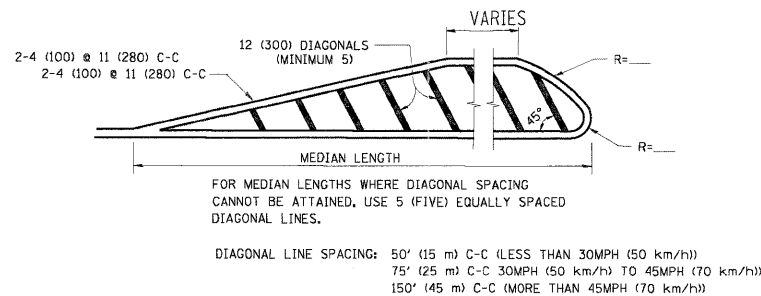
TYPICAL LANE AND EDGE LINE MARKING



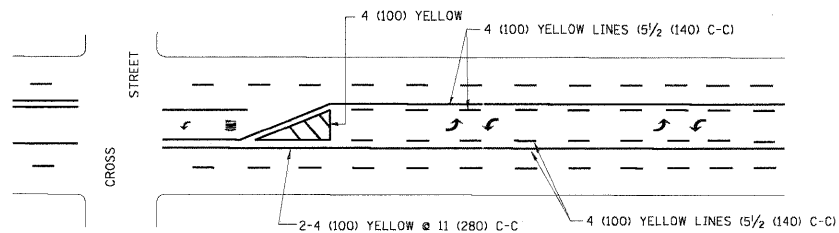
TYPICAL CROSSWALK MARKING



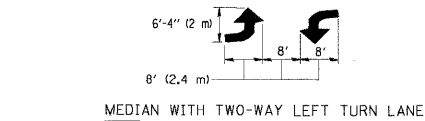
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

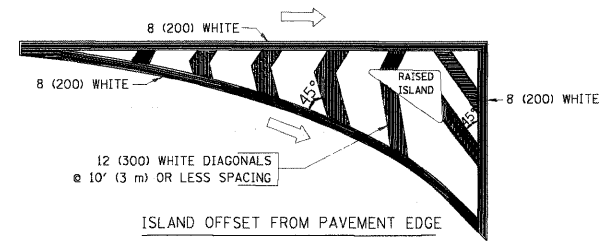


TYPICAL PAINTED MEDIAN MARKING

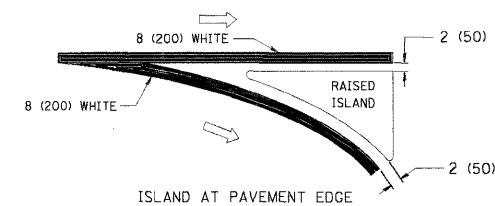


MEDIAN WITH TWO-WAY LEFT TURN LANE

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 FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW; EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 78001 AREA OF: "R"=3.6 SQ. FT. (10.33 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 78001.

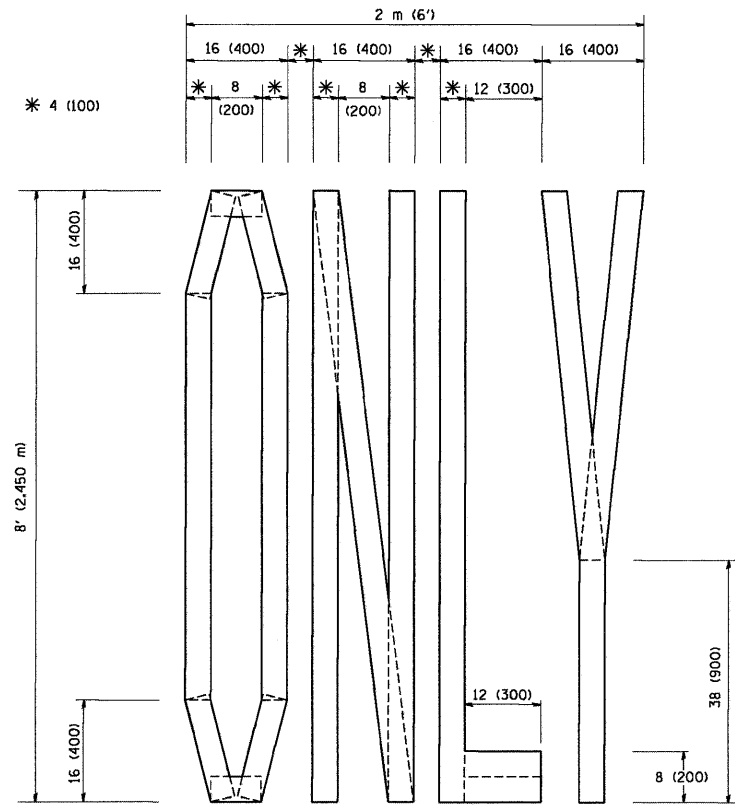
All dimensions are in inches (millimeters) unless otherwise shown.

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PLOT SCALE = 5/8" @ 1" IN.		CHECKED -	REVISED -
PLOT DATE = 9/9/2009		DATE - 03-19-90	REVISED -

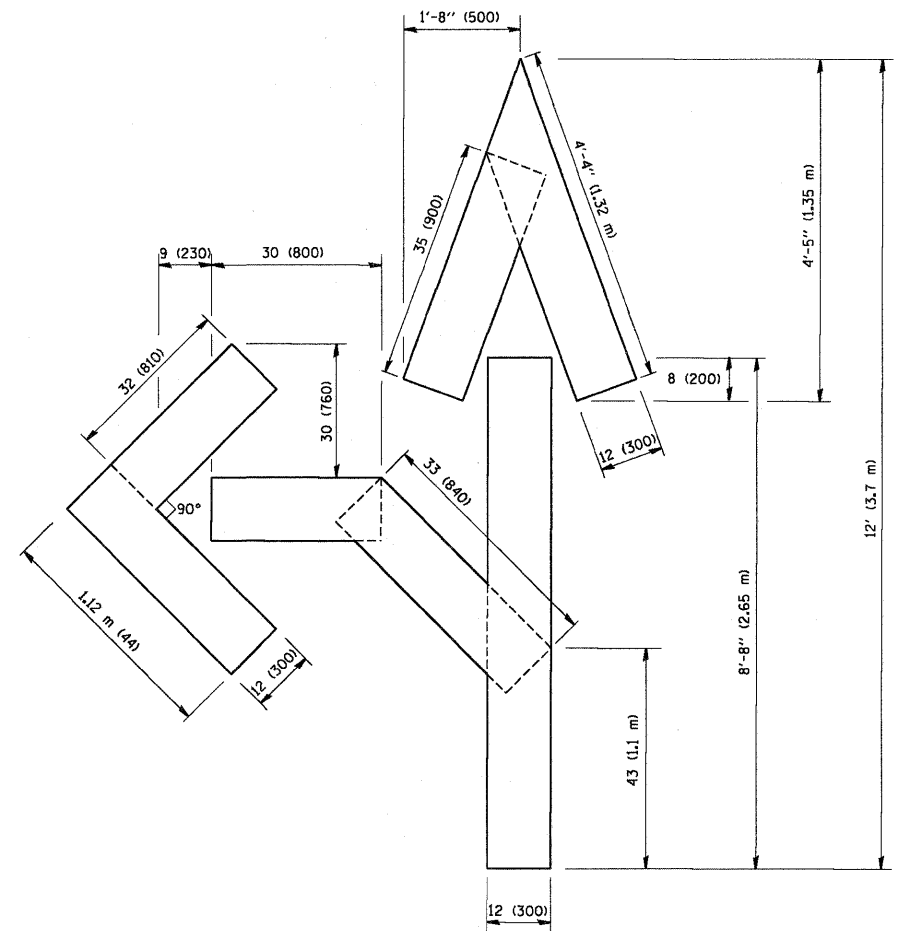
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

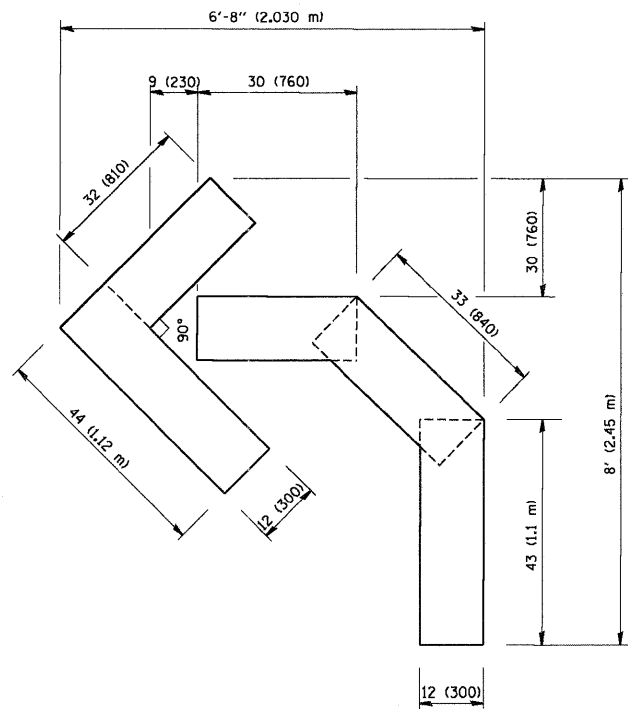
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	F.A.P. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 69
			TC-13		CONTRACT NO. 60M52		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							



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



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



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

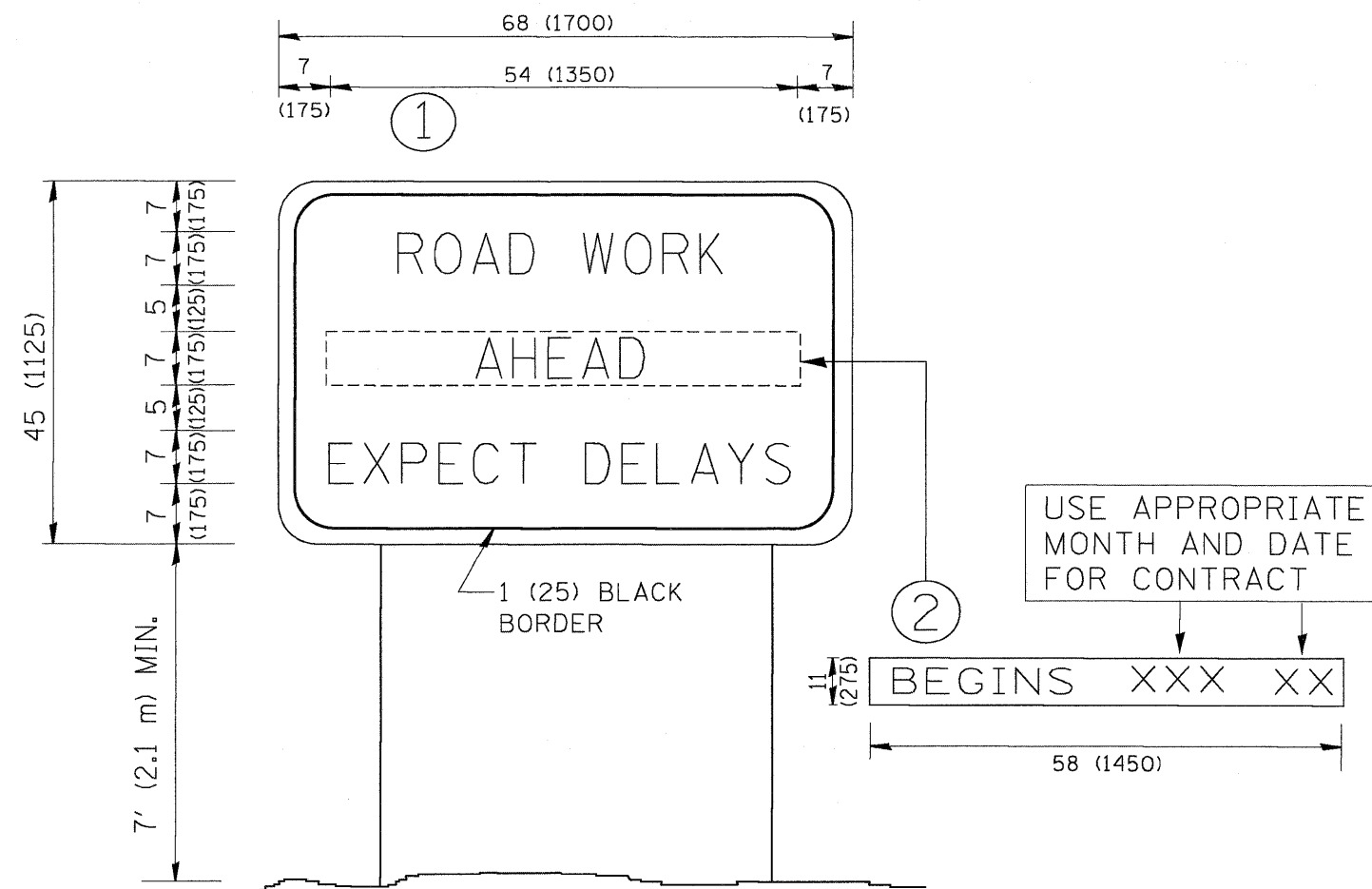
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	PLOT DATE = 1/4/2008	CHECKED -	REVISED -T. RAMMACHER 03-02-98
		DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2692	1415B-1	COOK	72	70
TC-16			CONTRACT NO. 60M52	
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				



NOTES:

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

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

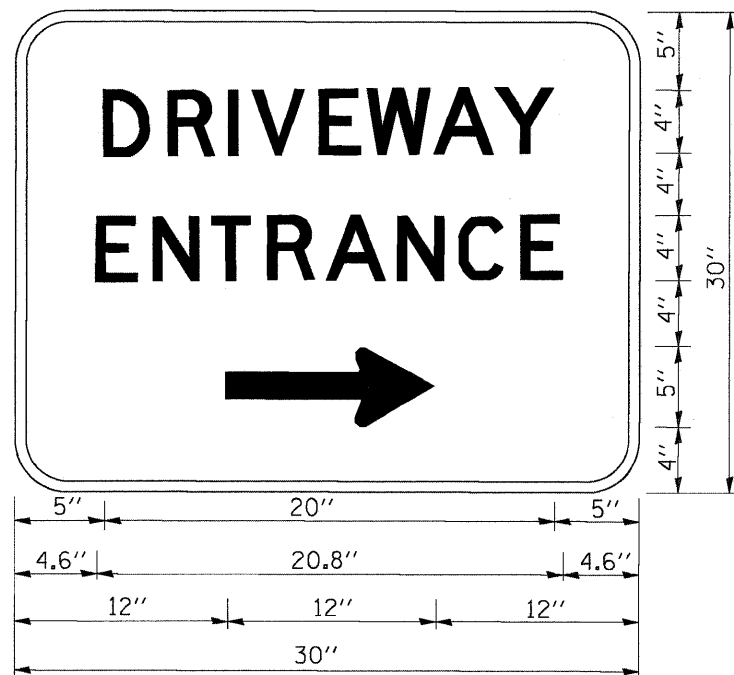
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		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 71
TC-22			CONTRACT NO. 60M52	
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".

FILE NAME = W:\diststd\22x34\to26.dgn	USER NAME = gegljanobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING				F.A.P. RTE. 2692	SECTION 1415B-1	COUNTY COOK	TOTAL SHEETS 72	SHEET NO. 72
	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -		SCALE: NONE	SHEET NO. 1	OF 1	SHEETS	STA.	TO STA.	TC-26 CONTRACT NO.60M52		
	PLOT DATE = 1/4/2008	CHECKED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								