

1-17-14 LETTING ITEM 010

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

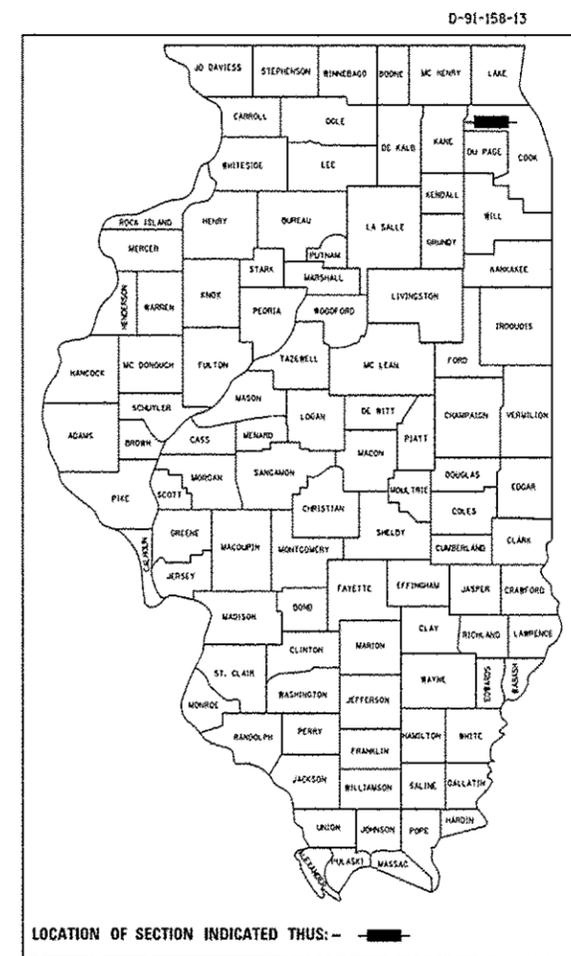
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	59	1
ILLINOIS			CONTRACT NO.	60W05

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE  
VILLAGE OF SCHAUMBURG

# PROPOSED HIGHWAY PLANS

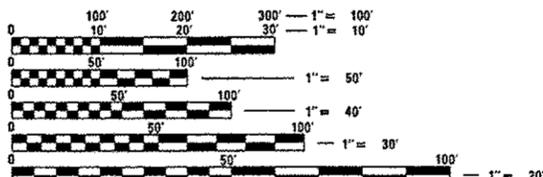
FAP 339 (ILLINOIS ROUTE 62)  
AT MEACHAM ROAD  
SECTION: 116-RS-5  
PROJECT: ACH5IP-0339 (031)  
RESURFACING (3P), PAVEMENT MARKINGS AND  
TRAFFIC SIGNAL MODERNIZATION  
COOK COUNTY  
C-91-158-13



**TRAFFIC DATA**

IL RTE 62 (ALGONQUIN RD)  
2011 ADT = 34,600  
POSTED SPEED LIMIT = 40MPH

MEACHAM ROAD  
2010 ADT = 18,200  
POSTED SPEED LIMIT = 35-45 MPH

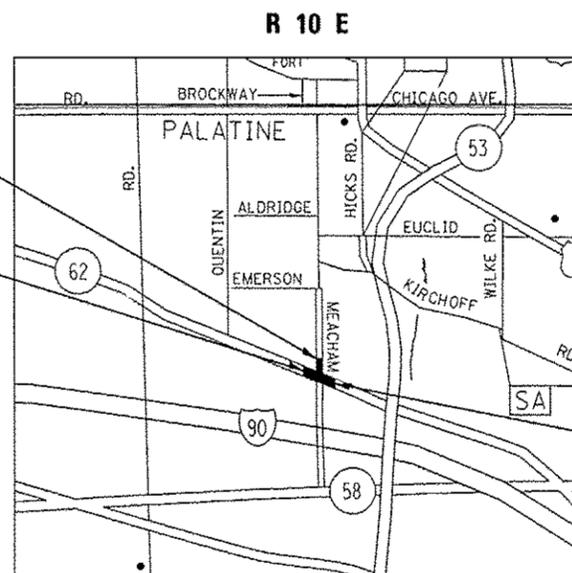


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD  
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS  
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER DAN WILGREEN (847) 705-4240  
PROJECT MANAGER KEN ENG (847) 705-4247

CONTRACT NO. 60W05



PROJECT LIMIT:  
STATION 64+09

PROJECT BEGINS:  
STATION 50+33

PROJECT ENDS:  
STATION 63+38

PALATINE TOWNSHIP

GROSS & NET LENGTH = 1,305 FT. = 0.247 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED *Oct 16 2013*

*John D. Baranzelli, PE*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

*John D. Baranzelli, PE*  
acting ENGINEER OF DESIGN AND ENVIRONMENT

*Dec 6 2013*

*Omer Osman, PE*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

STATE STANDARDS

INDEX OF SHEETS

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51	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
52	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
53	PAVEMENT MARKING LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
54	ARTERIAL ROAD INFORMATION SIGN (TC-22)

<u>STANDARD NO.</u>	<u>DESCRIPTION</u>
000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-07	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-01	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-01	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-03	FRAME & LIDS - TYPE 1
606001-05	CONCRETE CURB AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PCC ISLANDS AND MEDIANS
701101-04	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
701601-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH NONTRAVERSABLE MEDIAN
701606-04	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-04	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-05	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-03	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
814001-02	HANDHOLES
814006-02	DOUBLE HANDHOLES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
862001-01	UNINTERRUPTABLE POWER SUPPLY
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-03	PEDESTRIAN PUSH BUTTON POST
877001-05	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
877012-03	STEEL COMB. MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'
878001-09	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATION
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.

TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGE OF SCHAUMBURG.

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

WHEN CONSTRUCTING SIDEWALK RAMPS FOR THE HANDICAPPED (STATE STANDARD 424001), USE TYPE B RAMPS UNLESS OTHERWISE SPECIFIED.

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE 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.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD 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 OF MATERIALS.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT (847)705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

THE RESIDENT ENGINEER SHALL CONTACT MR. WALLY CZARNY, AREA TRAFFIC FIELD ENGINEER AT (847) 715-8419 A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

FOR FRAMES AND LIDS ADJUSTMENT WITHOUT MILLING, REUSE EXISTING FRAME AND LID UNLESS OTHERWISE SPECIFIED IN THE PLANS.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. THE COST OF THE PAVEMENT MARKING TAPE, TYPE III AND ITS REMOVAL SHALL BE INCLUDED IN THE COST OF SHORT TERM PAVEMENT MARKING.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

FILE NAME * c:\p\work\p\dists\sm\tho\j\d0267303\PI04	USER NAME * SMITHCJ 1-ghl-gennote.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL RTE. 62 AT MEACHAM RD INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES</b>	F.A.P. RTE. 339	SECTION I16-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 2
PLOT SCALE * 100.0000 1/1 in.	CHECKED -	REVISED -	CONTRACT NO. 60W05							
PLOT DATE * 10/10/2013	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
			SCALE:			SHEET	OF	SHEETS	STA.	TO STA.



URBAN

URBAN

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	FED 90% STATE 10% ROADWAY	FED 90% STATE 7.5% VILLAGE 2.5% TRAFFIC SIGNALS	FED 90% STATE 10% INTER-CONNECT	VILLAGE 100% EVP	FED 90% STATE 10% LIGHTING	CODE NO	ITEM	UNIT	TOTAL QUANTITIES	FED 90% STATE 10% ROADWAY	FED 90% STATE 7.5% VILLAGE 2.5% TRAFFIC SIGNALS	FED 90% STATE 10% INTER-CONNECT	VILLAGE 100% EVP	FED 90% STATE 10% LIGHTING		
67100100	MOBILIZATION	L SUM	1	1					72000100	SIGN PANEL - TYPE 1	SO FT	78		78					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					72000200	SIGN PANEL - TYPE 2	SO FT	32.5		32.5					
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	692	692						
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	4241	4241						
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3011	3011						
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4623	4623					78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	106	106						
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	692	692					78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	387	387						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4241	4241					78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	175	175						
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	3011	3011					78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	228	228						
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	106	106					78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	228	228						
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	387	387					81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	2313		1349	576		388		
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	175	175					81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	94		94					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	514	514					81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	329		33			296		
										SPECIALTY ITEM									

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81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	715		715				87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	750		750			
81400100	HANDHOLE	EACH	8		8				87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2004		2004			
81400200	HEAVY-DUTY HANDHOLE	EACH	4		4				87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3180		3180			
81400300	DOUBLE HANDHOLE	EACH	2		2				87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2015		2015			
81603035	UNIT DUCT, 600V, 2-1/C NO. 6, 1/C NO. 6 GROUND, (XLP-TYPE USE), 1" DIA, POLYETHYLENE	FOOT	1150					1150	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	3953		3953			
81702417	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6, 1/C NO. 6 GROUND	FOOT	403					403	87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	58		58			
81800200	AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE	FOOT	708					708	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	922		922			
82102400	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	2					2	87502440	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1		1			
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3			3			87502500	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2		2			
86400100	TRANSCEIVER - FIBER OPTIC	EACH	1		1				87700220	STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1		1			
87300925	ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1C	FOOT	4566			4566				SPECIALTY ITEM							

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SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
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87700340	STEEL MAST ARM ASSEMBLY AND POLE, 58 FT.	EACH	1		1			
87702900	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.	EACH	1		1			
87702910	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.	EACH	1		1			
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	12		12			
87800150	CONCRETE FOUNDATION, TYPE C	FOOT	4		4			
87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	33		33			
87800420	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21		21			
87900200	DRILL EXISTING HANDHOLE	EACH	4		1	3		
88030020	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	8		8			
88030110	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4		4			
88030240	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	4		4			

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE					
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88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	3		3			
88102757	PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	1		1			
88200210	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM	EACH	12		12			
88500100	INDUCTIVE LOOP DETECTOR	EACH	13		13			
88600100	DETECTOR LOOP, TYPE I	FOOT	1017		1017			
88800100	PEDESTRIAN PUSH-BUTTON	EACH	5		5			
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1		1			
89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	4				4	
89501410	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT	EACH	1				1	
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6119				6119	
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1			
89502380	REMOVE EXISTING HANDHOLE	EACH	11		11			
	SPECIALTY ITEM							

URBAN

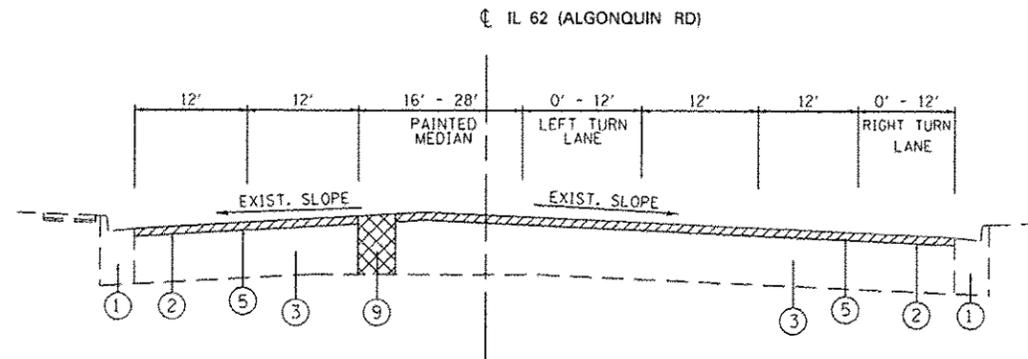
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• 89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	2		2			
• 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	8		8			
• X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE	FOOT	1109				1109	
	SENSOR CABLE, NO. 20 3/C							
<input type="checkbox"/> X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	200	200				
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	13	13				
* X8210015	TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT	EACH	2					2
* X8250091	COMBINATION LIGHTING CONTROLLER	EACH	1					1
* X8570231	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL	EACH	1		1			
* X8600105	MASTER CONTROLLER (SPECIAL)	EACH	1			1		
* X8620200	UNINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1		1			
* X8710024	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F	FOOT	4644			4644		
* X8772115	TEMPORARY MAST ARM, ALUMINUM, 15FT	EACH	2					2

NP-100% STATE

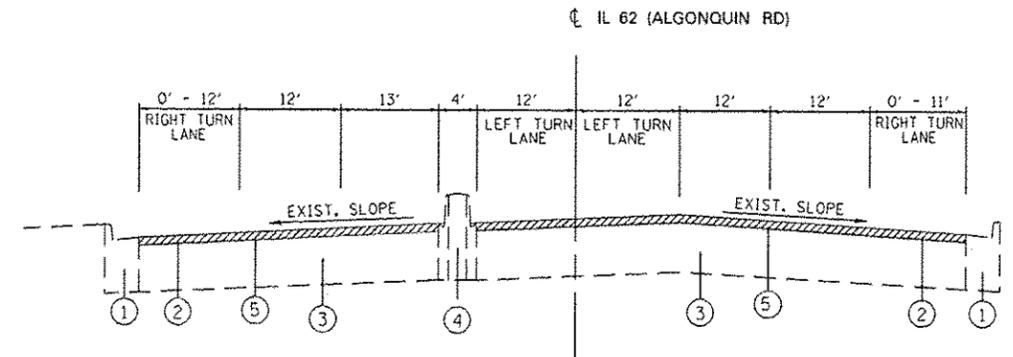
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Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	228	228				
<input type="checkbox"/> Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	15	15				
Z0030850	TEMPORARY INFORMATION SIGNING	SO FT	51.4	51.4				
* Z0033024	MAINTAIN EXISTING LIGHTING SYSTEM	L SUM	1					1
* Z0033040	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL	EACH	1		1			
* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1			1		
* Z0073510	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1		1			
•	SPECIALTY ITEM							



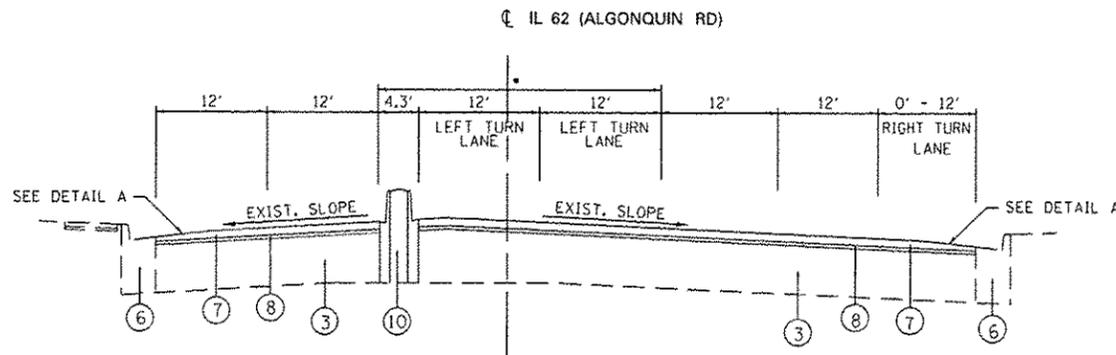


EXISTING TYPICAL SECTION IL 62  
STA. 50+33 TO 57+01 (WEST LEG, FACING EAST)

\* FROM STA. 50+33 TO 53+56 VARIES  
BETWEEN PAINTED MEDIAN AND TURN LANES



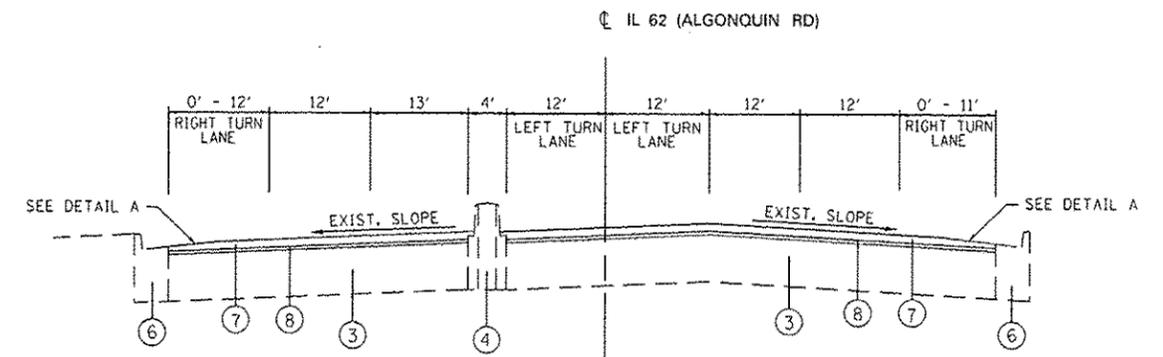
EXISTING TYPICAL SECTION IL 62  
STA. 58+65 TO 63+38 (EAST LEG, FACING WEST)



PROPOSED TYPICAL SECTION IL 62  
STA. 50+33 TO 57+01 (WEST LEG, FACING EAST)

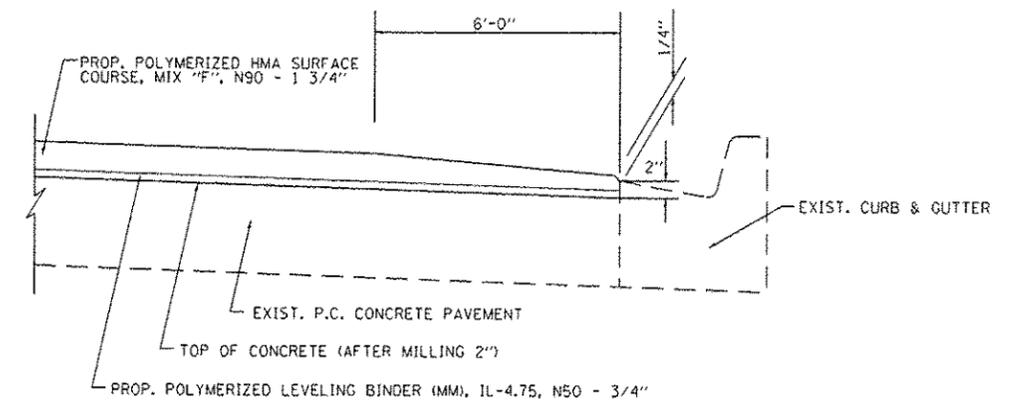
**LEGEND**

- ① EXISTING CURB AND GUTTER, TYPE B-6.24
- ② EXISTING HMA SURFACE COURSE, ± 2"
- ③ EXISTING PCC BASE COURSE, ± 10"
- ④ EXISTING CONCRETE MEDIAN, TYPE SB 9.12
- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - 2"
- ⑥ PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- ⑦ PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "F", N90 - 1 3/4"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 - 3/4"
- ⑨ PROPOSED PAVEMENT REMOVAL
- ⑩ PROPOSED 4.3' CONCRETE MEDIAN, TYPE SB 9.12

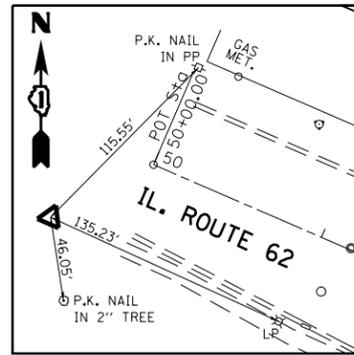


PROPOSED TYPICAL SECTION IL 62  
STA. 58+65 TO 63+38 (EAST LEG, FACING WEST)

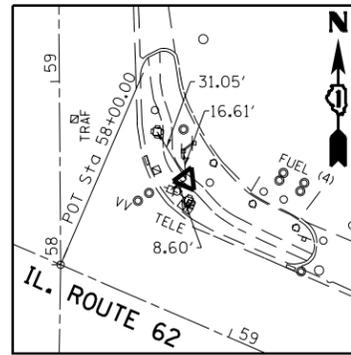
**DETAIL A  
HMA TAPER**



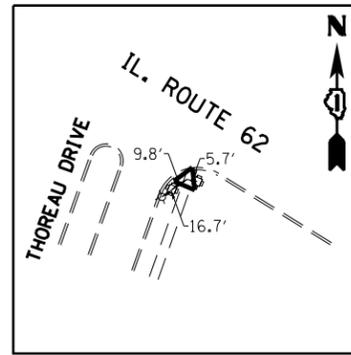
FILE NAME : c:\pwork\pwork\sm\the\ad267383\p1549\1-ht-typical.dgn	USER NAME : SMITHCJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL. RTE. 62 AT MEACHAM RD. EXISTING AND PROPOSED TYPICAL SECTIONS</b>		F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 9	
Default	PLOT SCALE * 100.0000 * / in.	DRAWN -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	<b>CONTRACT NO. 60W05</b>	
	PLOT DATE * 10/24/2013	CHECKED -	REVISED -								FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT	
		DATE -	REVISED -									



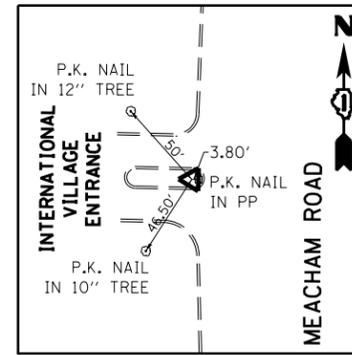
**CONTROL POINT #1**  
P.K. NAIL IN CENTER OF BIT. PATH APPROX 830' WEST OF MEACHAM ROAD  
ELEVATION 737.62



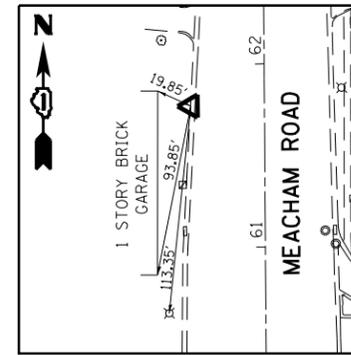
**CONTROL POINT #2**  
CUT CROSS IN CONCRETE WALK AT N.E. CORNER OF INTERSECTION BY SHELL GAS STATION  
ELEVATION 733.12



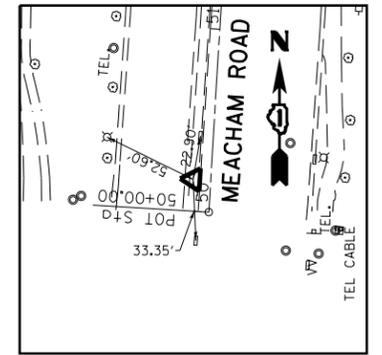
**CONTROL POINT #3**  
CUT CROSS IN CONCRETE WALK  
ELEVATION 737.47



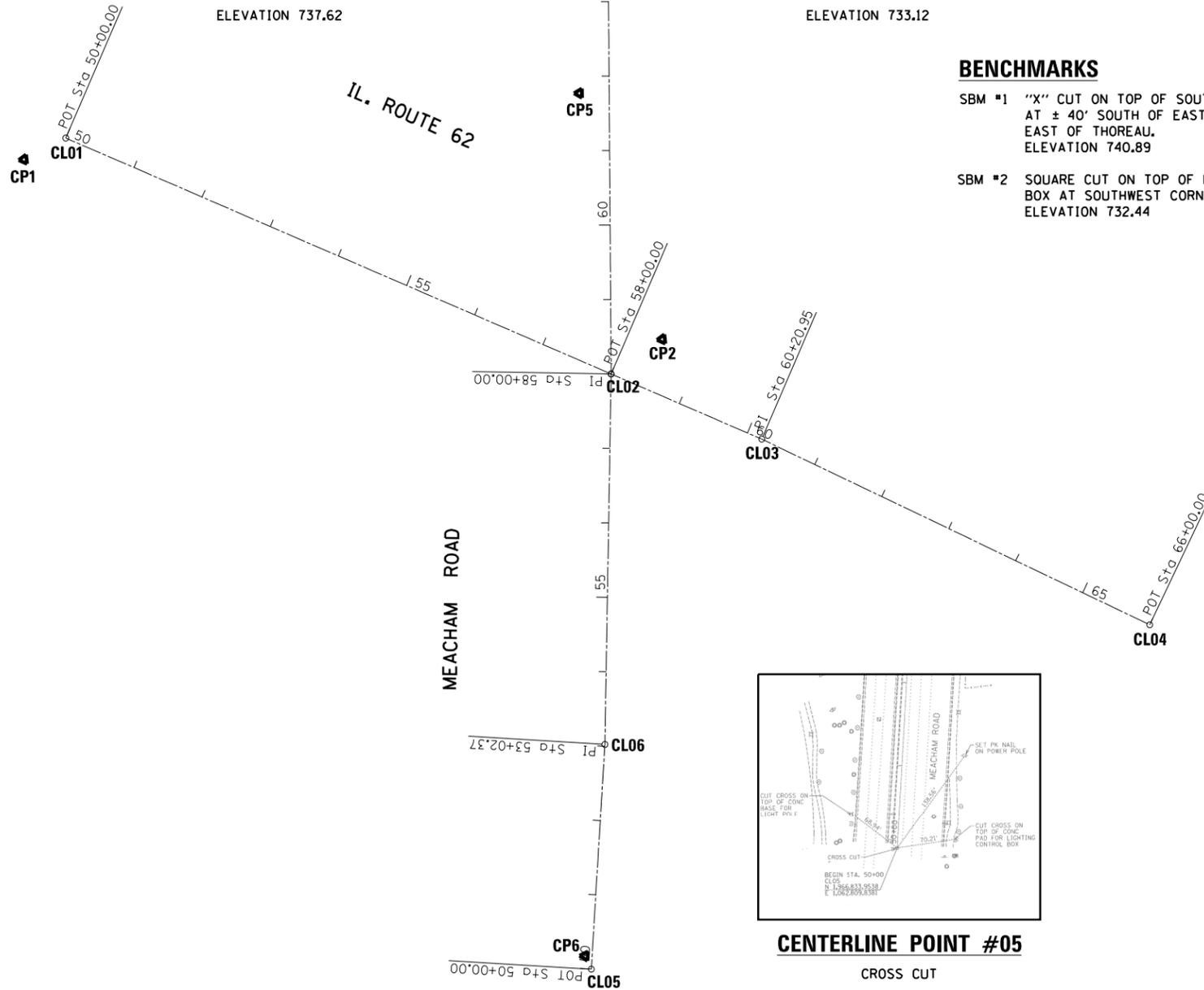
**CONTROL POINT #4**  
FOUND DISK IN CONCRETE STAMPED VILLAGE OF SCHAUMBURG CONTROL 1992 WITH CROSS CUT AT CENTER  
ELEVATION 740.97



**CONTROL POINT #5**  
CUT CROSS ON TOP OF CURB APPROX. 350' NORTH FROM CL OF IL. ROUTE 72  
ELEVATION 739.92

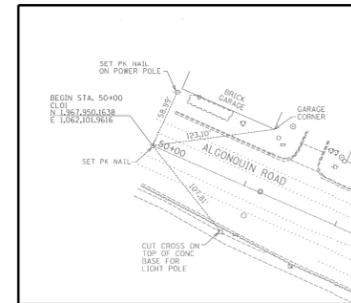


**CONTROL POINT #6**  
CUT CROSS IN CONCRETE MEDIAN APPROX. 785' SOUTH OF IL. ROUTE 72  
ELEVATION 731.11

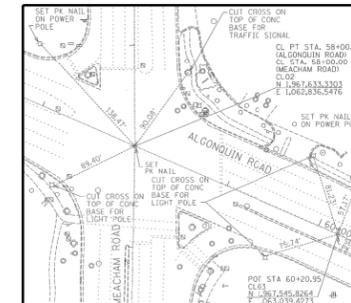


**BENCHMARKS**

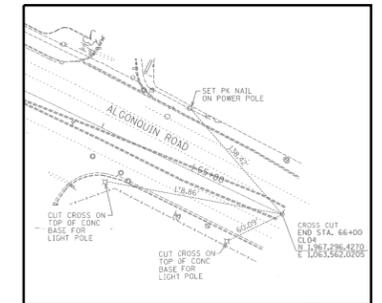
- SBM #1 "X" CUT ON TOP OF SOUTH FLANGE BOLT OF FIRE HYDRANT AT ± 40' SOUTH OF EAST OF IL. ROUTE 62 AND 100' WEST OF EAST OF THOREAU. ELEVATION 740.89
- SBM #2 SQUARE CUT ON TOP OF NORTHWEST CORNER OF TRAFFIC SIGNAL BOX AT SOUTHWEST CORNER OF IL. ROUTE 62 AND MEACHAM ROAD. ELEVATION 732.44
- SBM #3 TOP OF R,R. SPIKE HEAD IN WEST FACE OF POWER POLE WITH LIGHT AT NORTHEAST CORNER OF MEACHAM ROAD AND BRAIRWOOD LANE. ELEVATION 742.79
- SBM #4 TOP OF R,R. SPIKE IN SOUTH FACE OF 6TH POWER POLE WITH TRANSFORMER WEST OF MEACHAM ROAD AND NORTH SIDE OF IL. ROUTE 62. ELEVATION 738.90



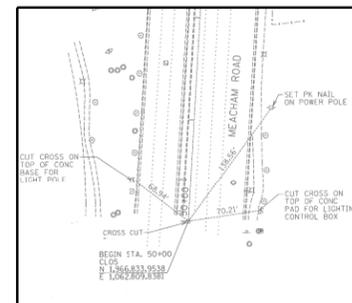
**CENTERLINE POINT #01**  
SET P.K. NAIL  
BEGIN STA. 50+00  
N 1967950.1638  
E 1062101.9616



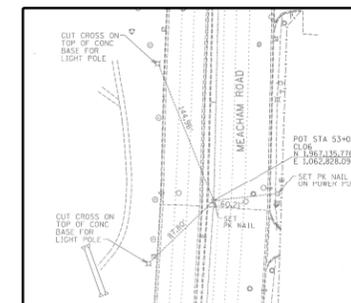
**CENTERLINE POINT #02**  
SET P.K. NAIL  
PT STA. 58+00 (IL. ROUTE 72)  
PT STA. 58+00 (MEACHAM ROAD)  
N 1967633.3303  
E 1062836.5476



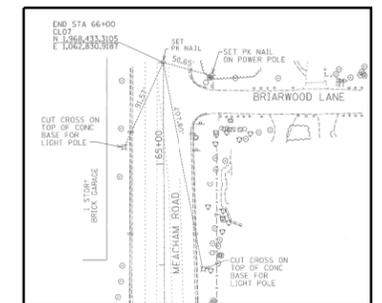
**CENTERLINE POINT #04**  
CROSS CUT  
END STA. 66+00  
N 1967296.4270  
E 1063562.0205



**CENTERLINE POINT #05**  
CROSS CUT  
BEGIN STA. 50+00  
N 1966833.9538  
E 1062809.8381



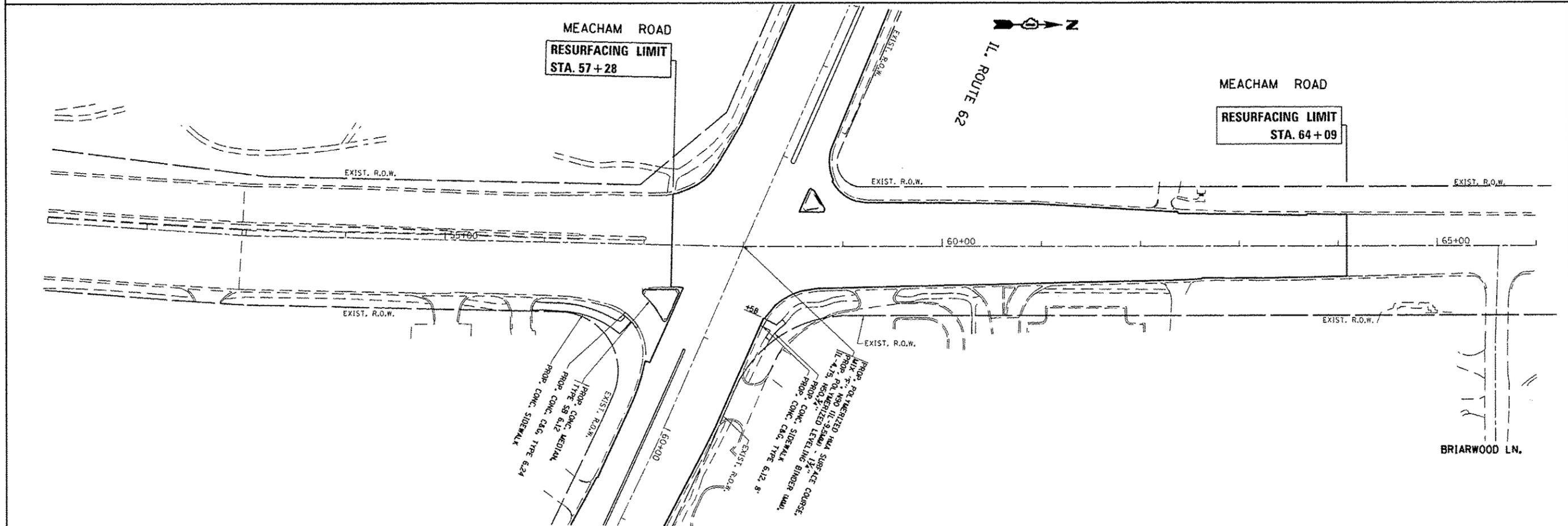
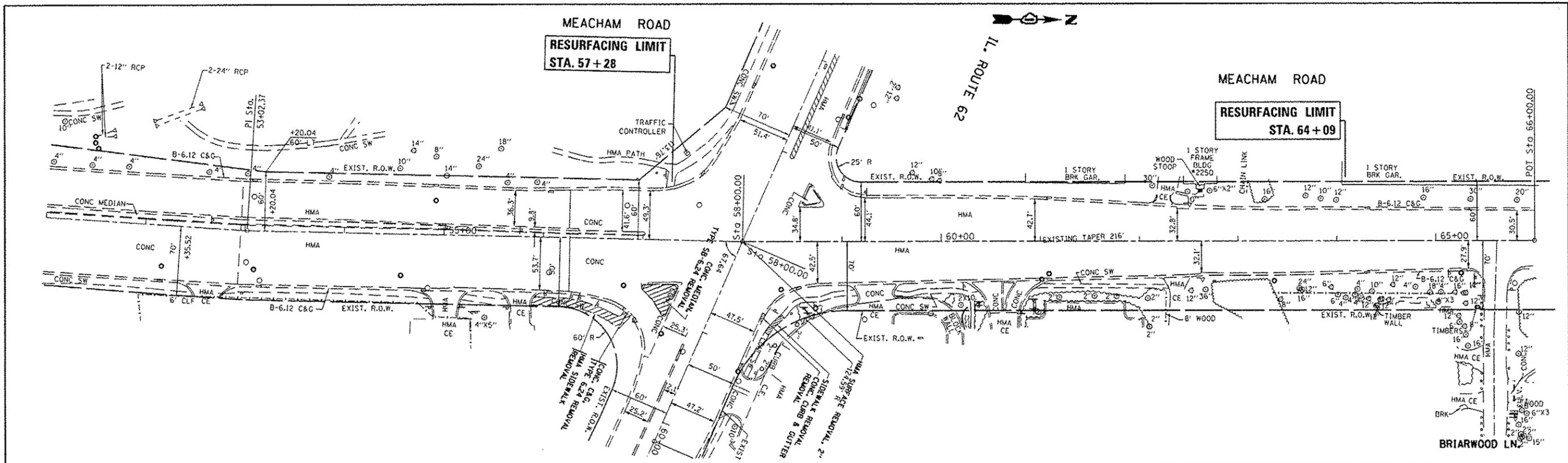
**CENTERLINE POINT #06**  
SET P.K. NAIL  
POT STA. 53+02.37  
N 1967135.7760  
E 1062828.0961



**CENTERLINE POINT #7**  
SET P.K. NAIL  
END STA. 66+00  
N 1968433.3105  
E 1062830.9187

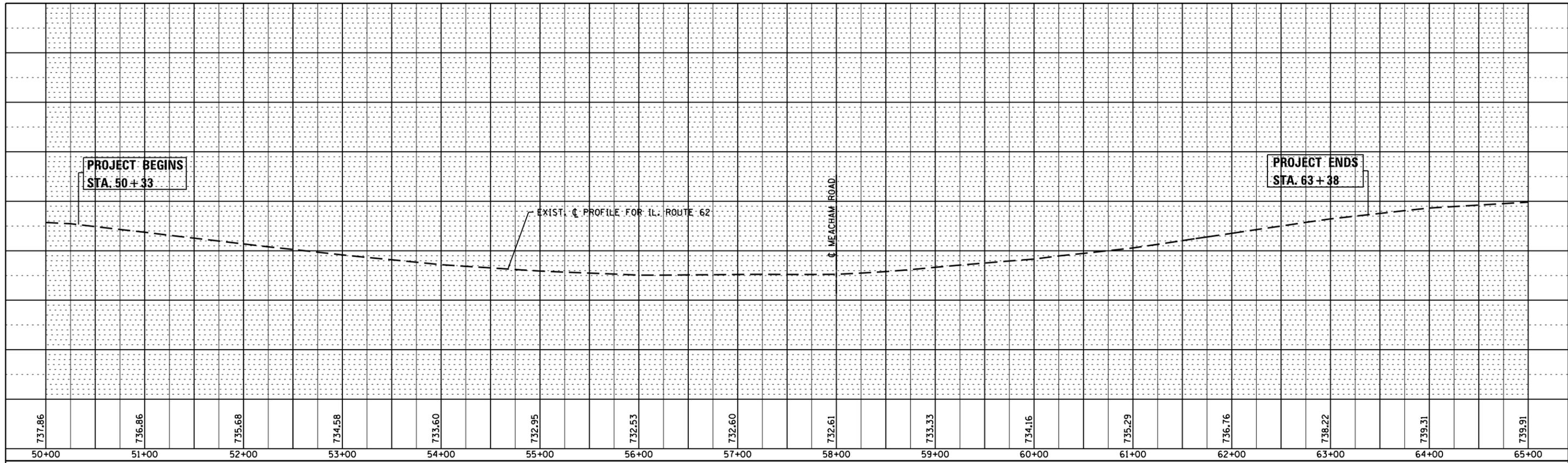
FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT, TIES AND BENCHMARKS IL. ROUTE 62 AT MEACHAM ROAD</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
Default	1-sh-t-ATB.dgn	DRAWN -	REVISED -		SCALE: 1" = 50'	SHEET	OF	SHEETS	STA.	TO	STA.	339	116-RS-5	COOK	54	10
	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -													
	PLOT DATE = 10/18/2013	DATE -	REVISED -													
												<b>CONTRACT NO. 60W05</b>		ILLINOIS FED. AID PROJECT		



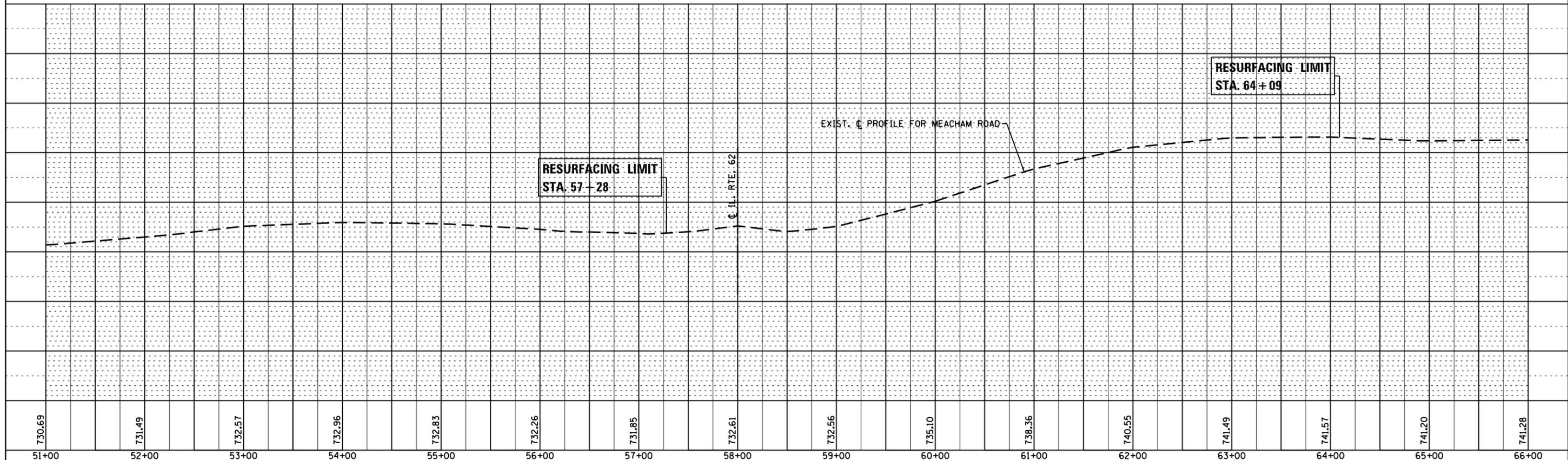


FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED ROADWAY PLAN IL. ROUTE 62 AT MEACHAM ROAD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\smithc\100267315\PI545	1-sht-plnpr.f.dgn	DRAWN -	REVISED -		339	116-RS-5	COOK	54	12			
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	PLOT DATE = 10/24/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							
<b>CONTRACT NO. 60W05</b>												

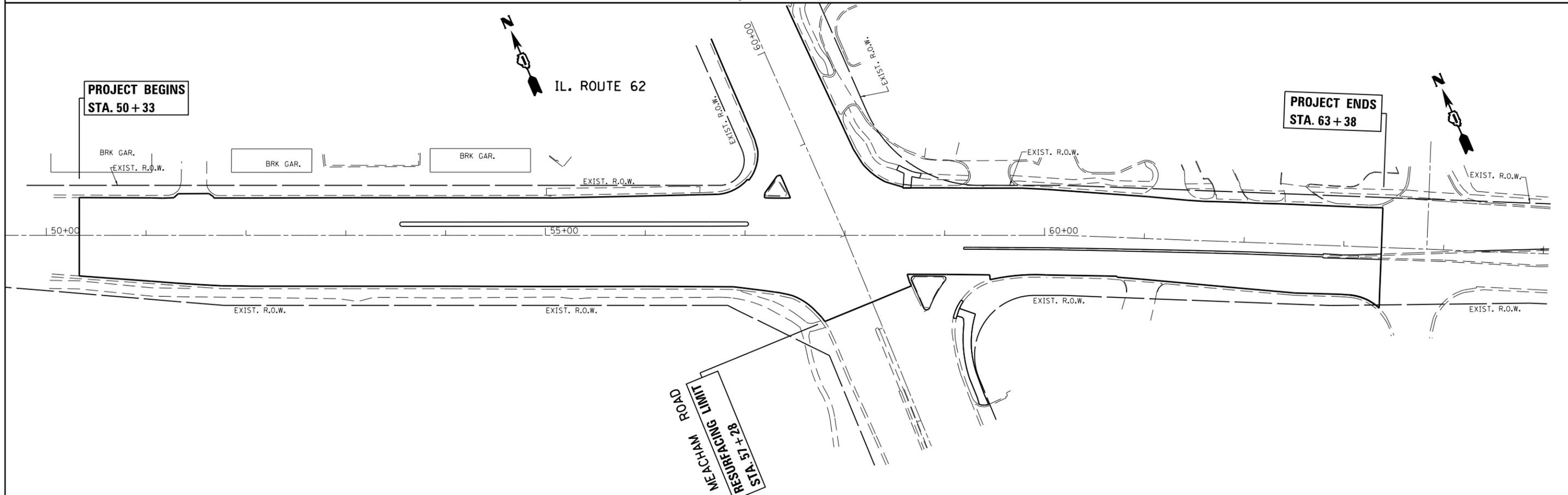
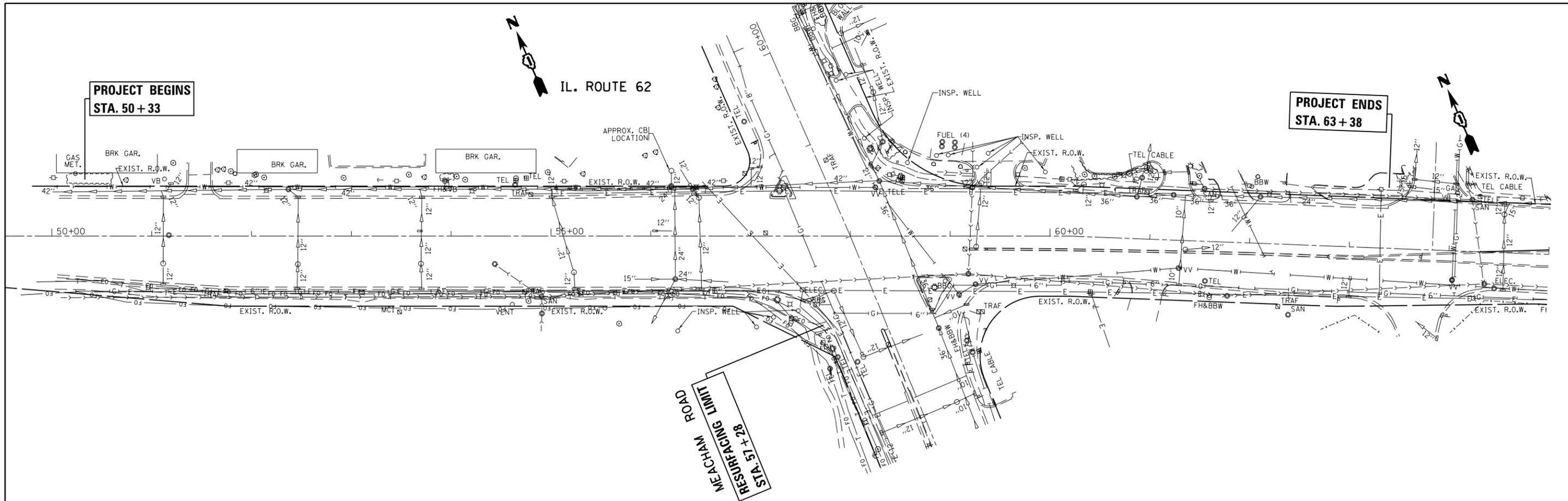
PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	ALIGNMENT CHECKED		
	ROAD FILE NAME		



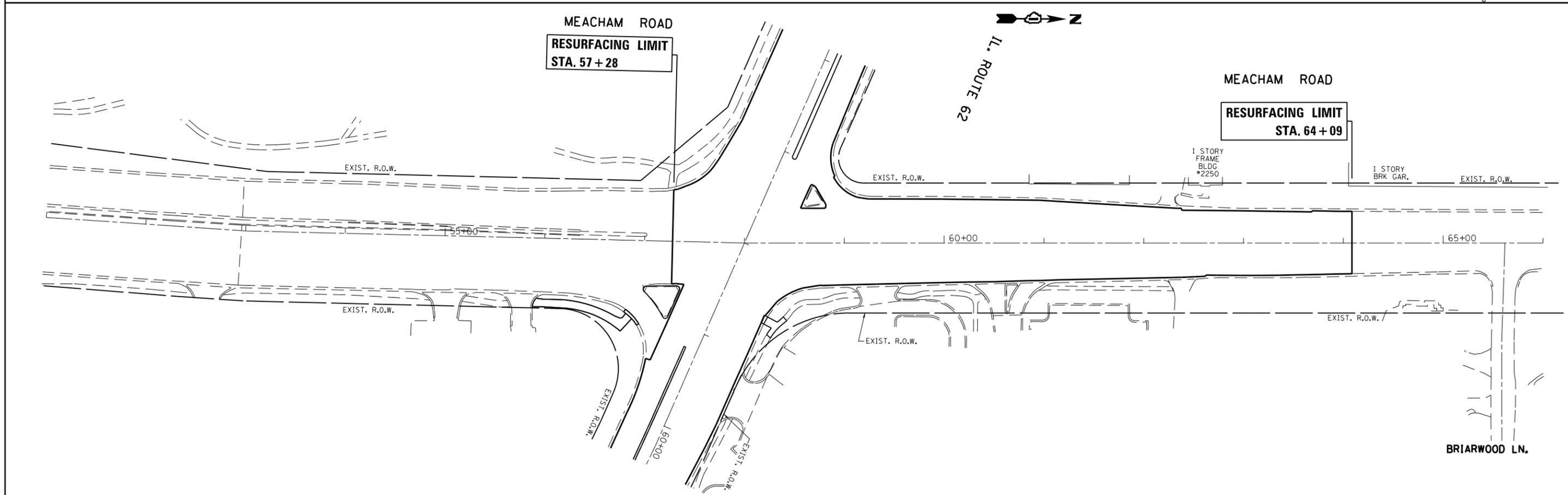
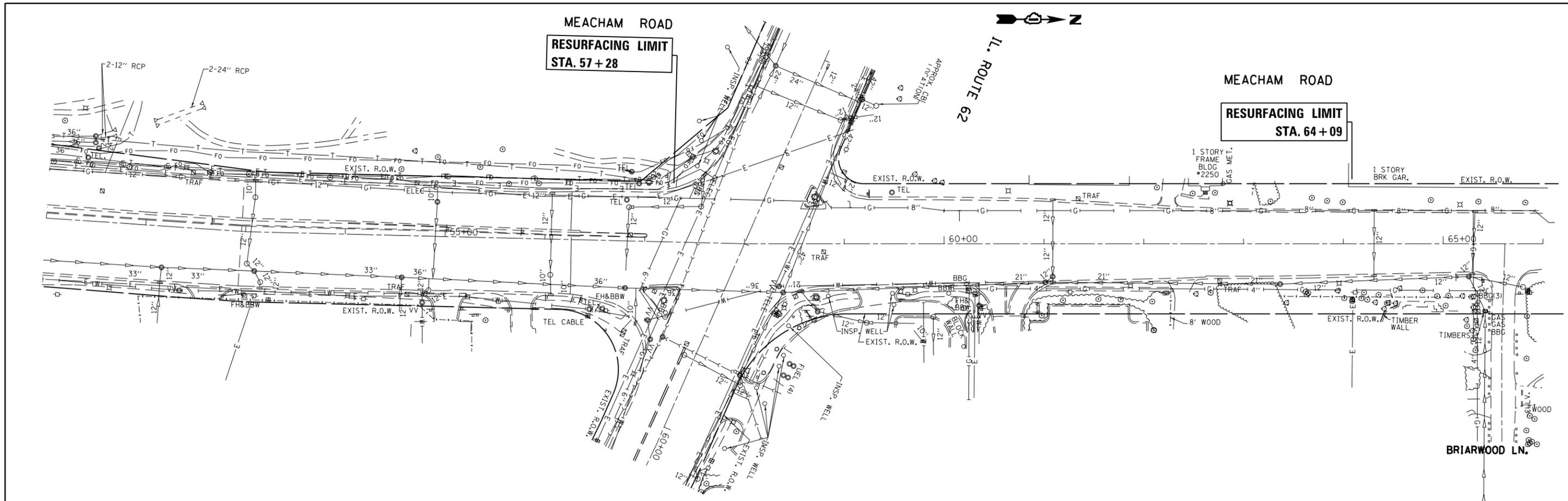
PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		



FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED ROADWAY PROFILE</b> <b>IL. ROUTE 62 AT MEACHAM ROAD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\smithc\j\d0267315\p154511	shht-plnpr.f.dgn	DRAWN -	REVISED -		HOR. SCALE: 1" = 50'	339	116-RS-5	COOK	54	13		
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	PLOT DATE = 10/18/2013	DATE -	REVISED -		SHEET OF SHEETS	STA.	TO STA.					

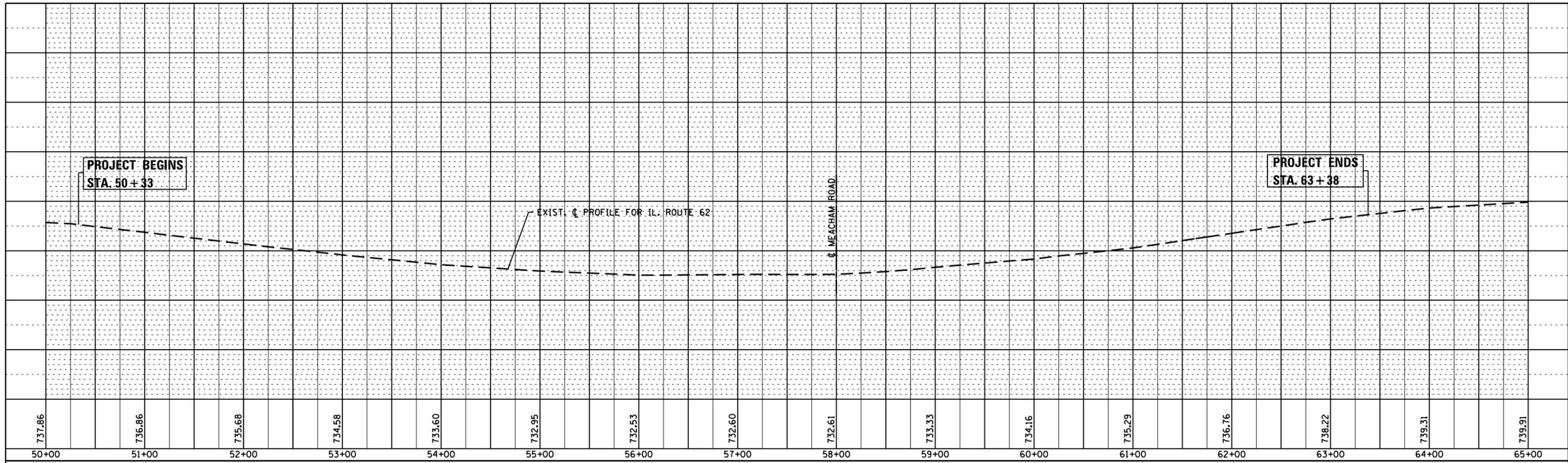


FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED DRAINAGE AND UTILITY PLAN IL. ROUTE 62 AT MEACHAM ROAD				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Default	1-sh-t-drain.dgn	DRAWN -	REVISED -		339	116-RS-5	COOK	54	14				
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	PLOT DATE = 10/18/2013	DATE -	REVISED -		SCALE: 1" = 50'	SHEET	OF	SHEETS	STA. 50+00.00	TO	STA. 65+00.00	ILLINOIS FED. AID PROJECT	

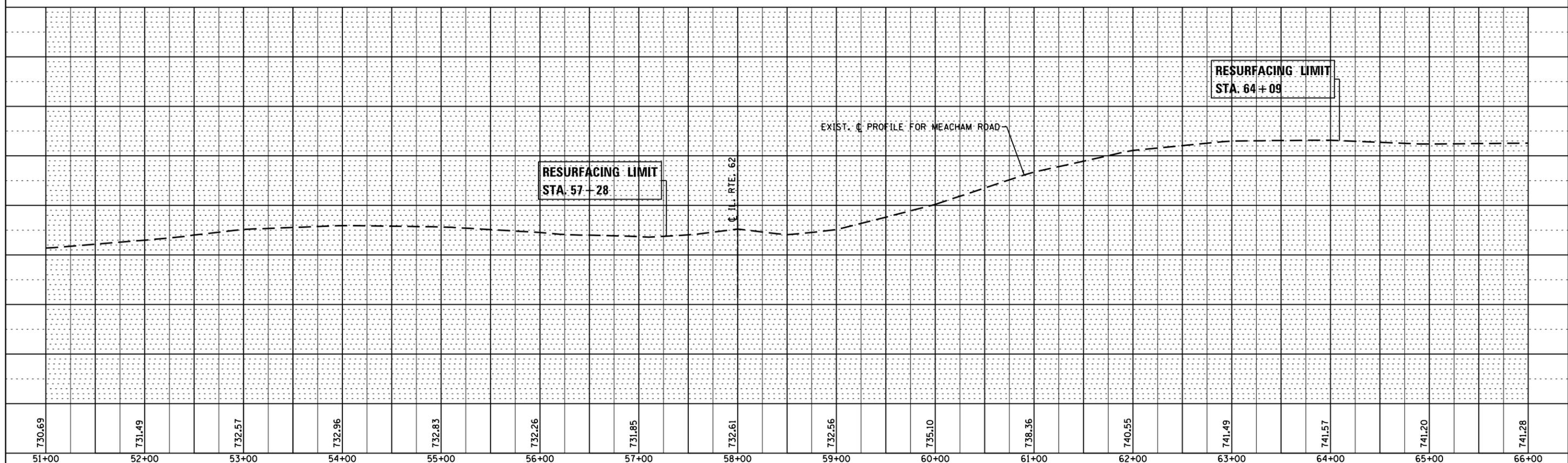


FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED DRAINAGE AND UTILITY PLAN IL. ROUTE 62 AT MEACHAM ROAD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	1-sh-t-dra.m.dgn	DRAWN -	REVISED -			339	116-RS-5	COOK	54	15	
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	PLOT DATE = 10/18/2013	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

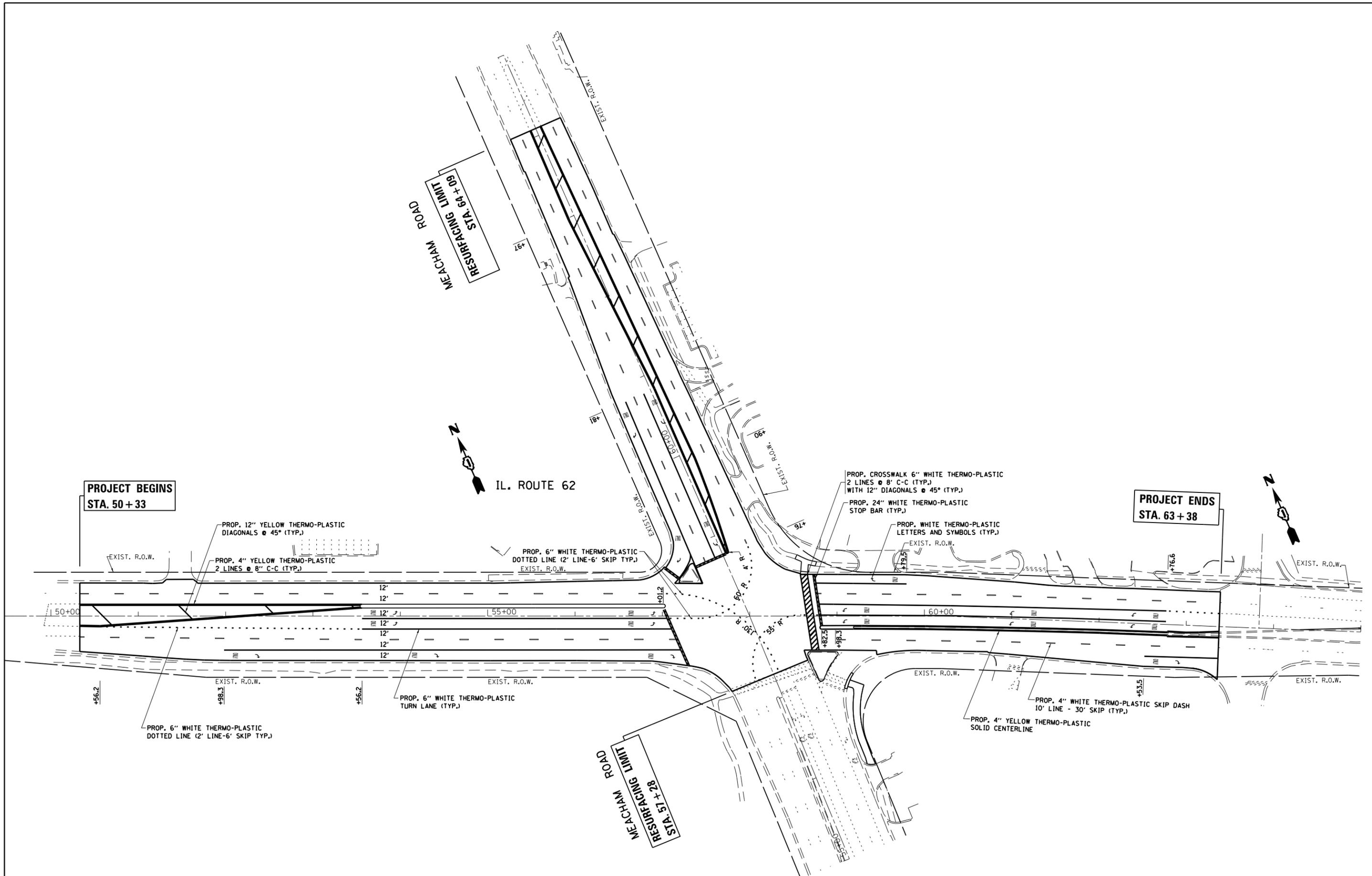
PLAN	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	ALIGNMENT CHECKED		
	CADD FILE NAME		



PROFILE	SURVEYED	BY	DATE
NOTE BOOK NO.	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		



FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>EXISTING AND PROPOSED DRAINAGE AND UTILITY PROFILE</b> <b>IL. ROUTE 62 AT MEACHAM ROAD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 10/18/2013	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



**PROJECT BEGINS  
STA. 50 + 33**

**PROJECT ENDS  
STA. 63 + 38**

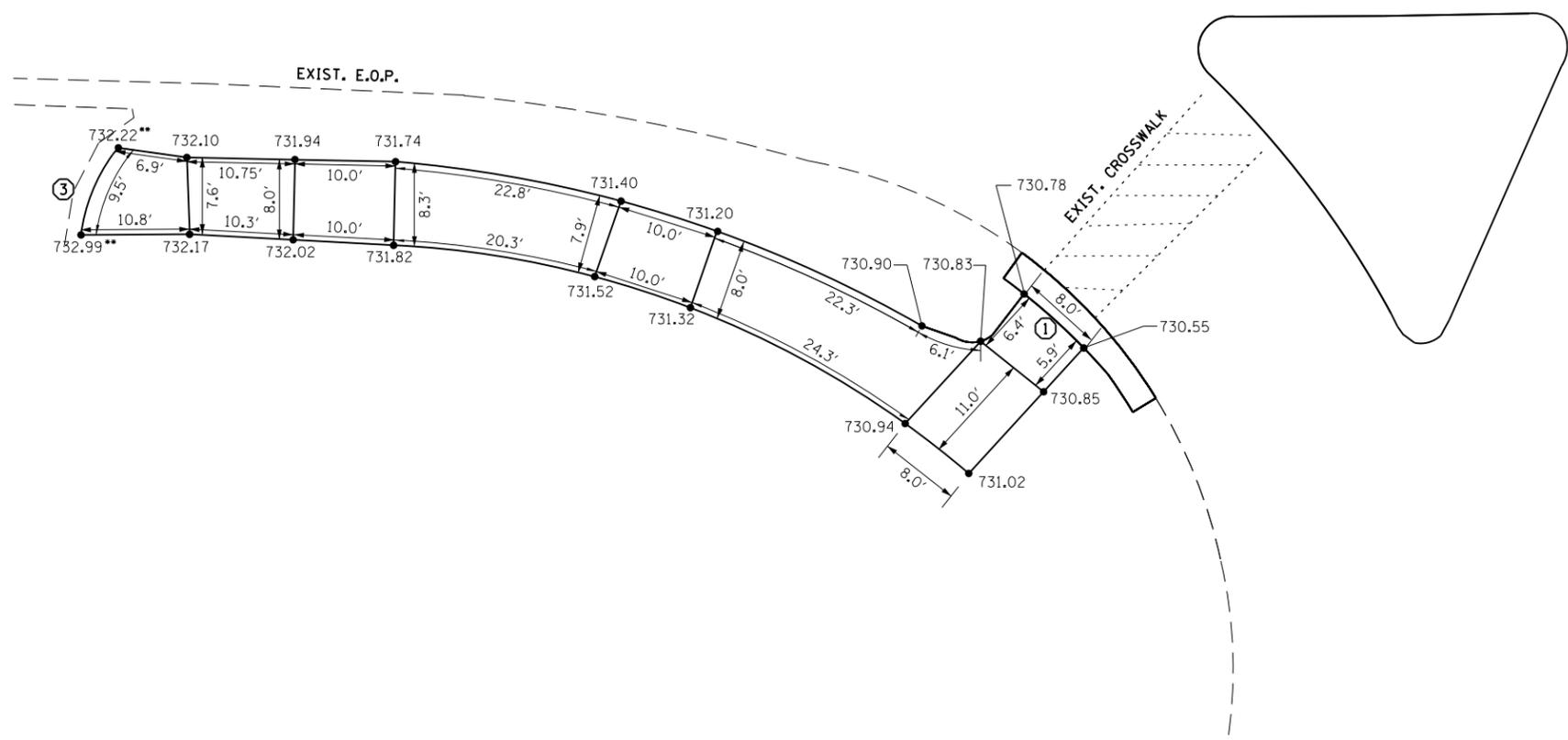
**RESURFACING LIMIT  
STA. 64 + 09  
MEACHAM ROAD**

**RESURFACING LIMIT  
STA. 57 + 28  
MEACHAM ROAD**

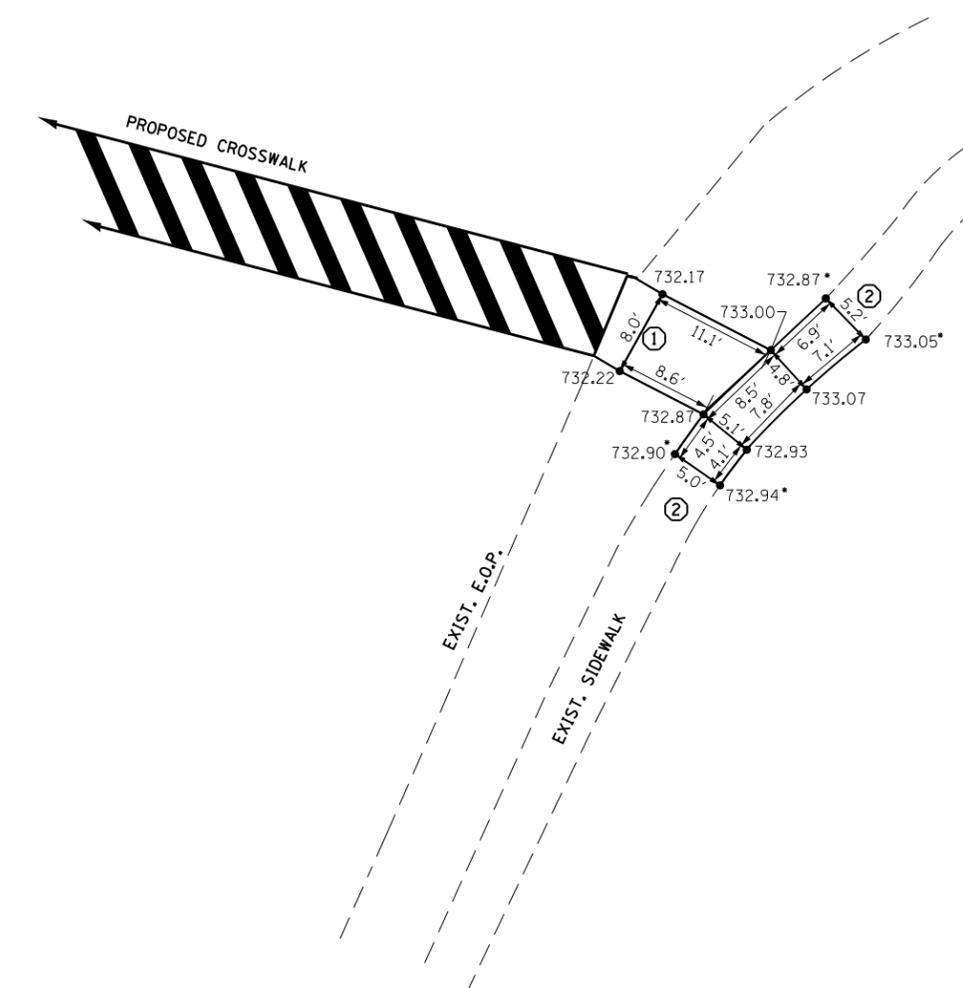
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	1-sh-t-pmk.dgn	DRAWN -	REVISED -					339	116-RS-5	COOK	54	17
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -	<b>CONTRACT NO. 60W05</b>									
PLOT DATE = 10/18/2013	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									



SOUTHEAST SIDEWALK



NORTHEAST SIDEWALK



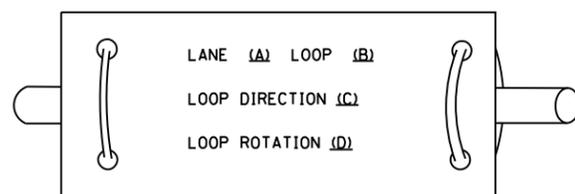
- ① INSTALL DETECTABLE WARNINGS PER STATE STANDARDS
- ② ENDS OF PROPOSED SIDEWALK MATCH EXISTING SIDEWALK JOINTS. ELEVATIONS SHOWN WITH "\*" ARE TO MATCH EXISTING SIDEWALK.
- ③ END OF PROPOSED SIDEWALK MATCH EXISTING DEPRESSED CURB. ELEVATIONS SHOWN WITH "\*" ARE TO MATCH EXISTING DEPRESSED CURB.
- ④ DISPOSAL OF UNSUITABLE MATERIAL REQUIRED TO INSTALL SIDEWALK AT PROPOSED ELEVATIONS
- ⑤ ALL LANDSCAPED AREAS AFFECTED BY SIDEWALK INSTALLATION SHALL HAVE "SODDING, SALT TOLERANT" AND "TOPSOIL FURNISH AND PLACE, 4-INCH" INSTALLED FROM THE BACK OF SIDEWALK OR CURB

FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SIDEWALK DETAIL IL. ROUTE 62 AT MEACHAM RD</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
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	PLOT DATE = 10/18/2013	DATE -	REVISED -												
											CONTRACT NO. 60W05			ILLINOIS FED. AID PROJECT	

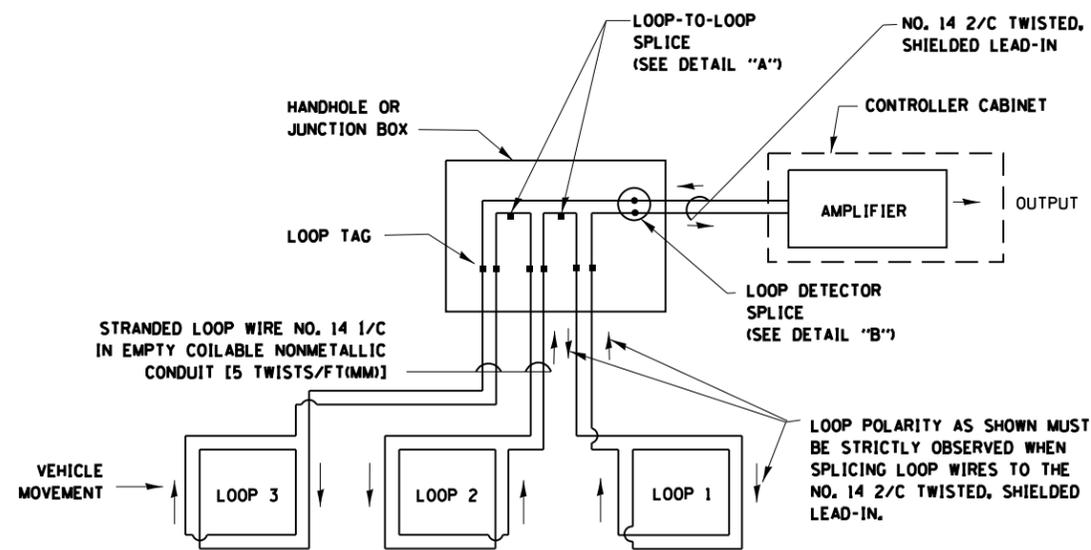
**LOOP DETECTOR NOTES**

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**

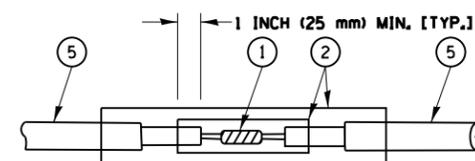


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

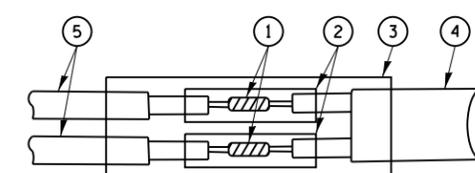


**DETECTOR LOOP WIRING SCHEMATIC**

- 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.

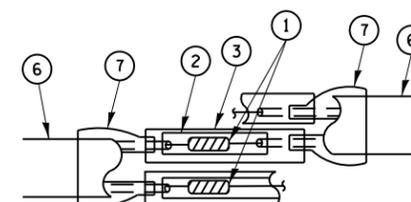


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**

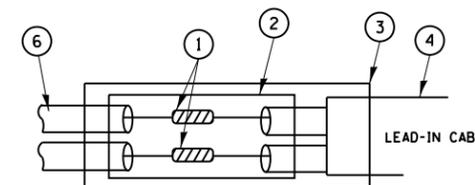


**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



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



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

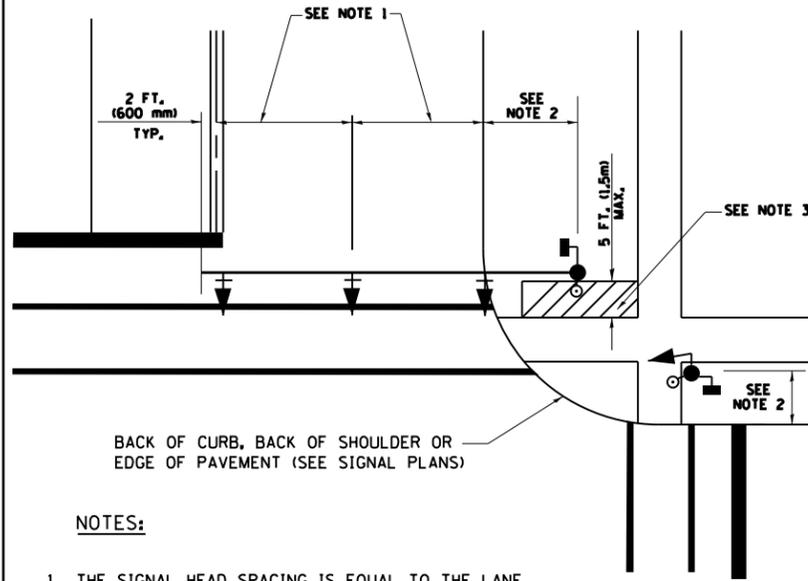
**LOOP DETECTOR SPLICE**

- 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 = SMITHCJ	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE</b>		F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 19	
et:\pw\work\p\dot\smi\thc\j\0267303\DistStd.dgn		DRAWN - BCK	REVISED -		<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>		<b>TS-05</b>		<b>CONTRACT NO. 60W05</b>			
		CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE - 10-28-09	REVISED -									

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

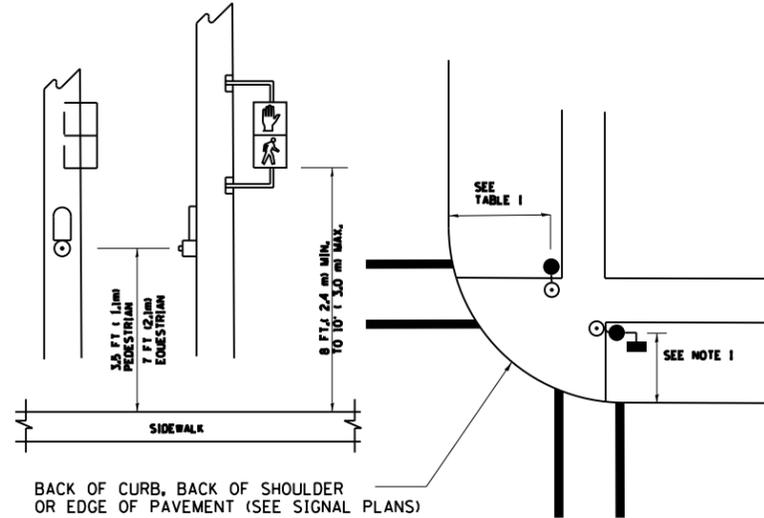
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**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."

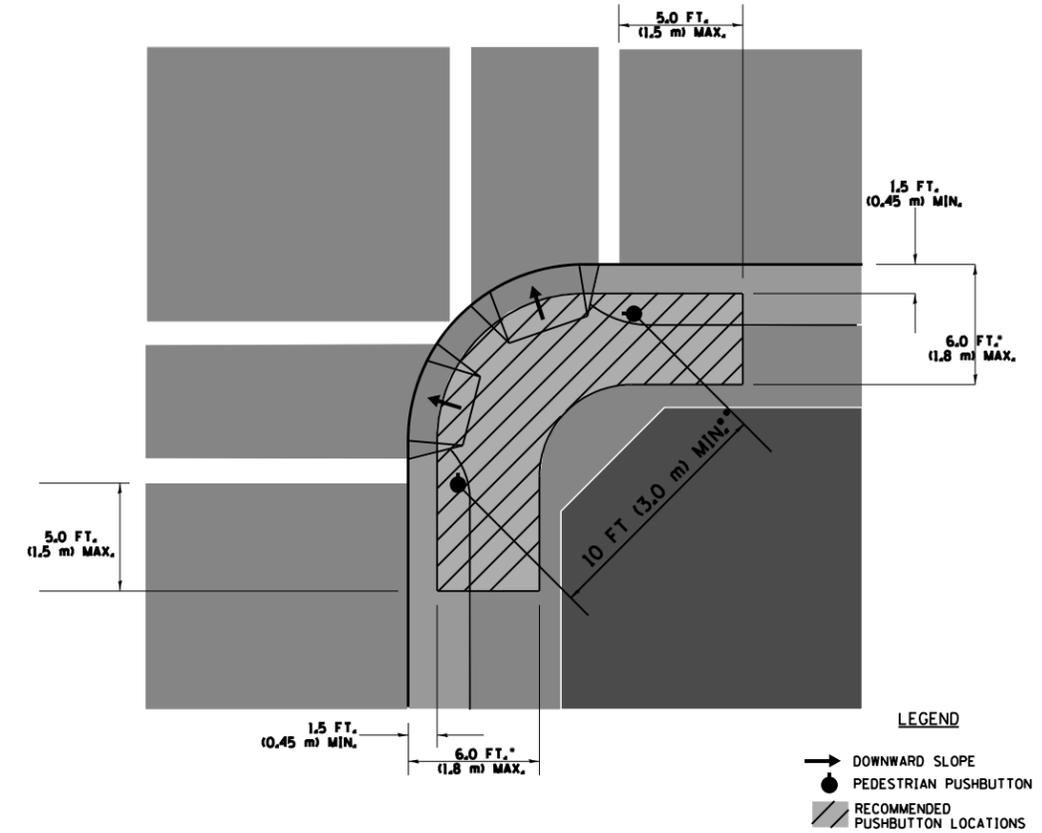
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**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**



- 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:**

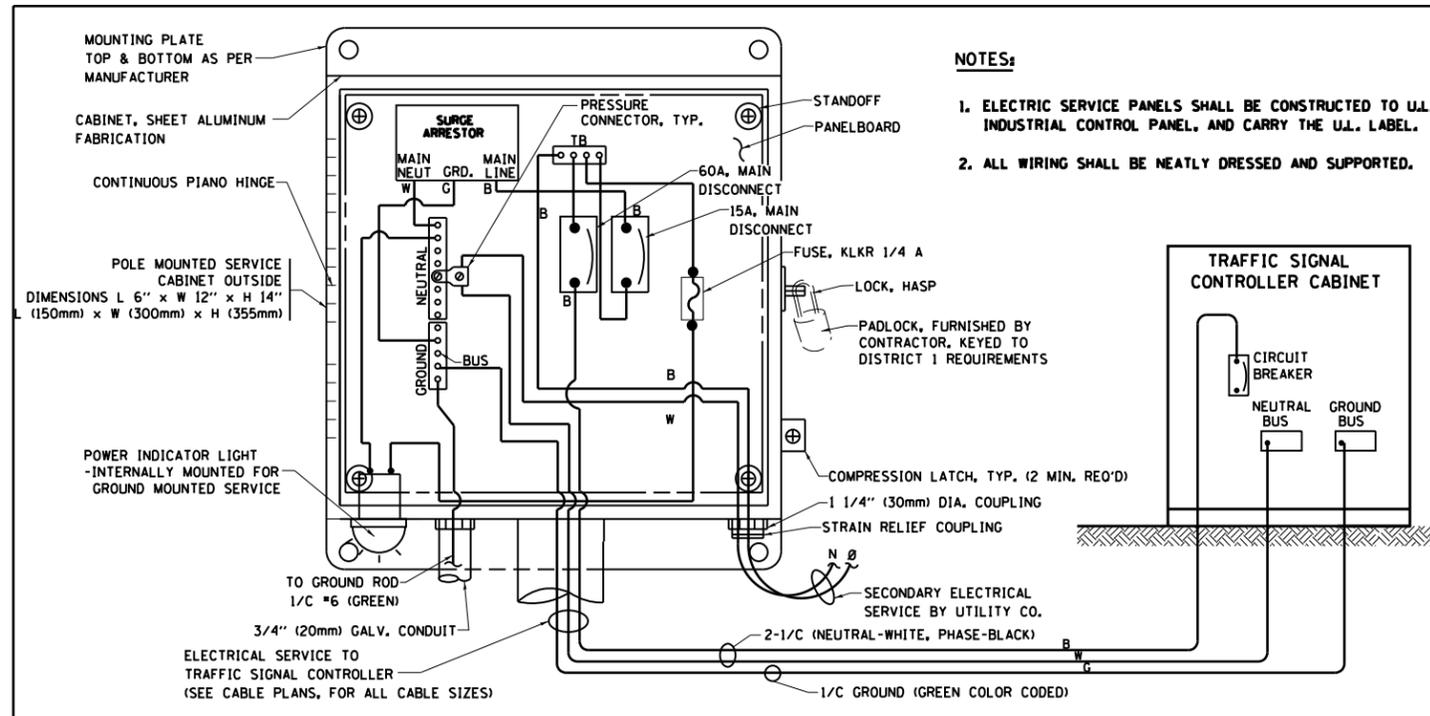
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

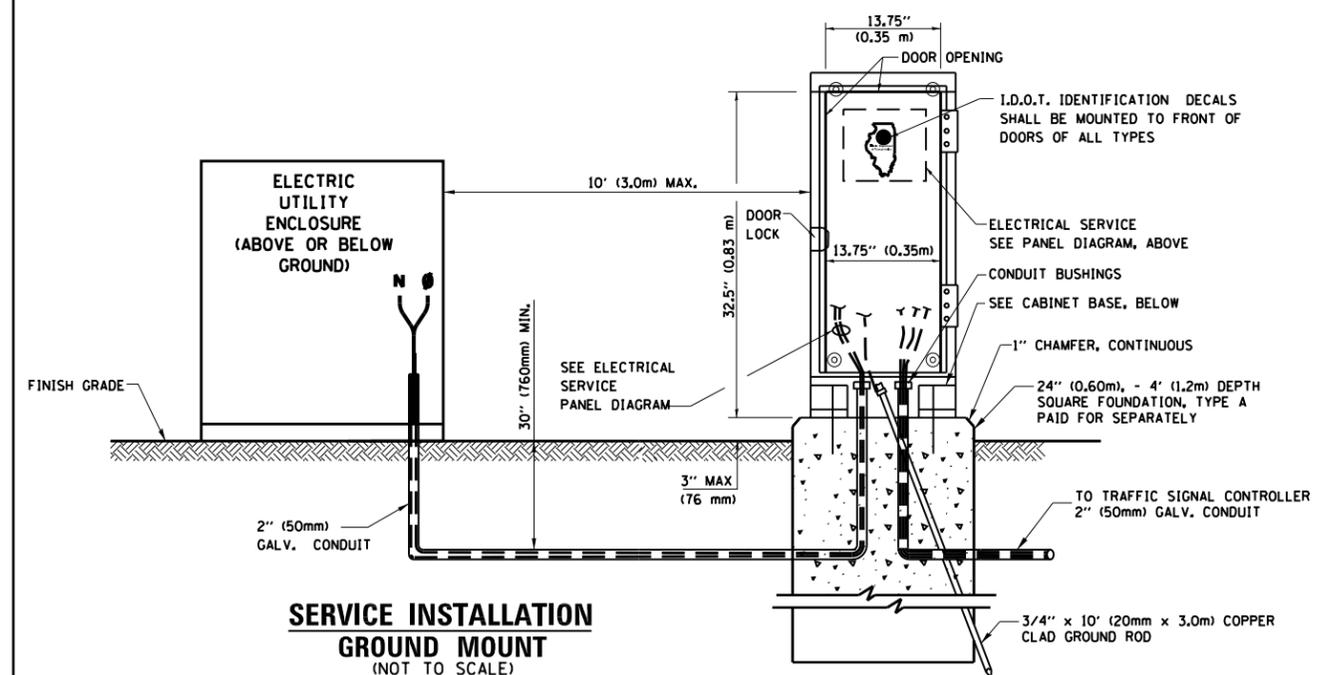
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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:**

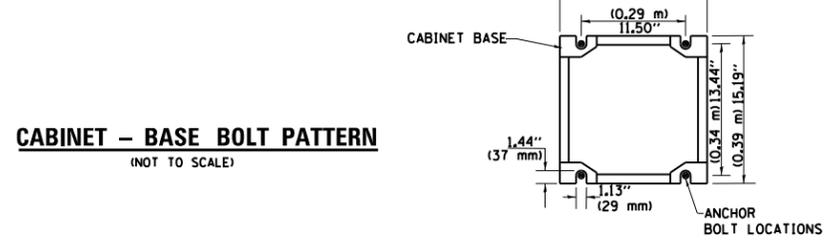
1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM 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.



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

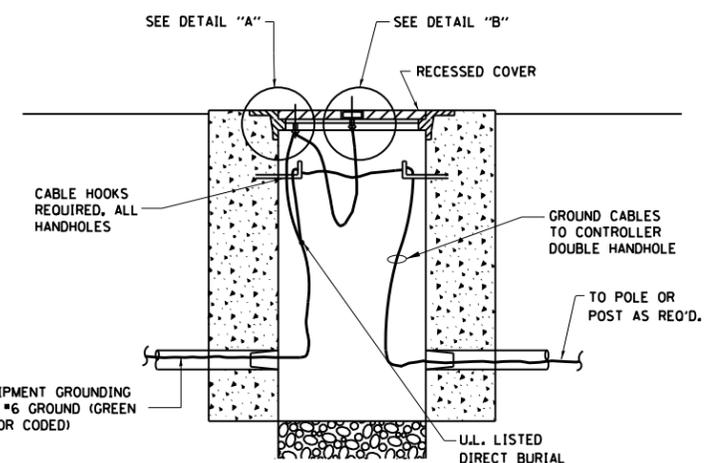
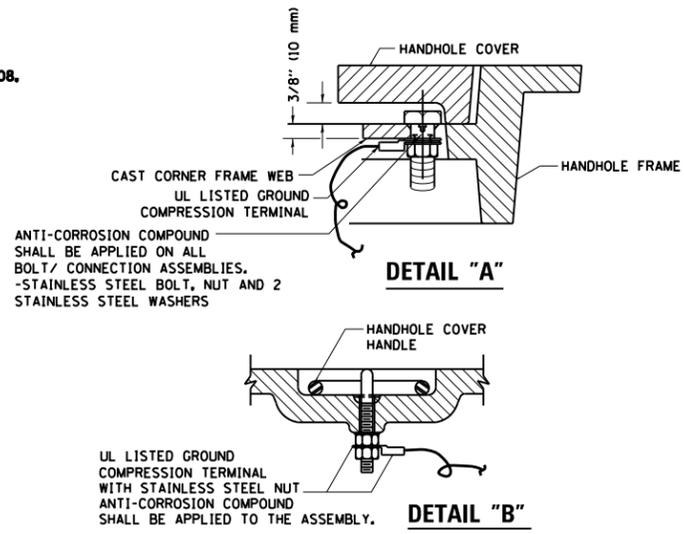
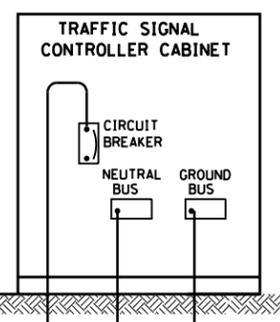


**SERVICE INSTALLATION GROUND MOUNT**  
 (NOT TO SCALE)

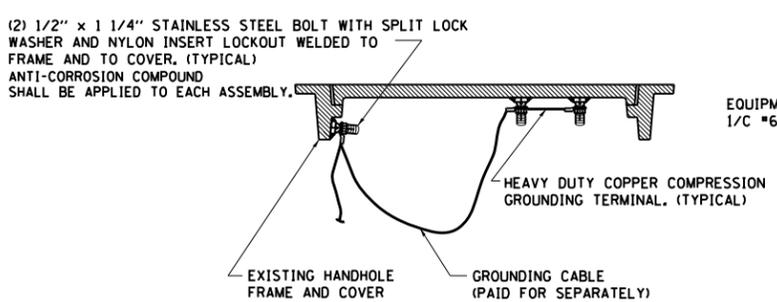


**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)

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

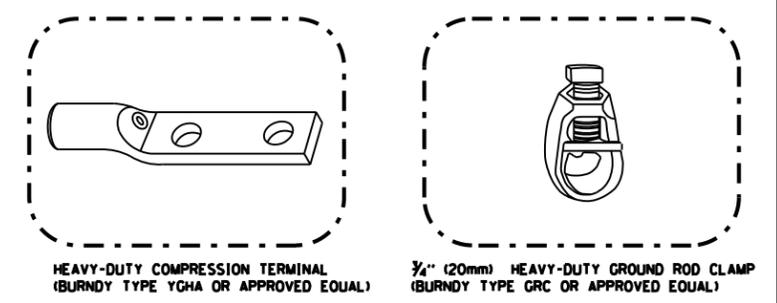


**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

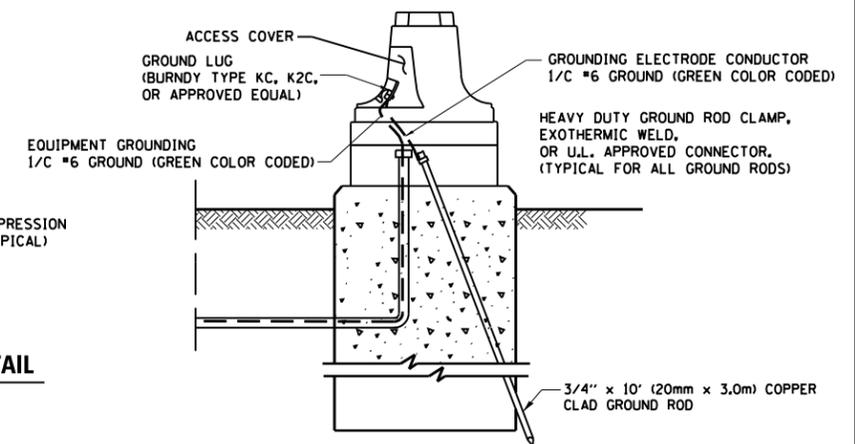


**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

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

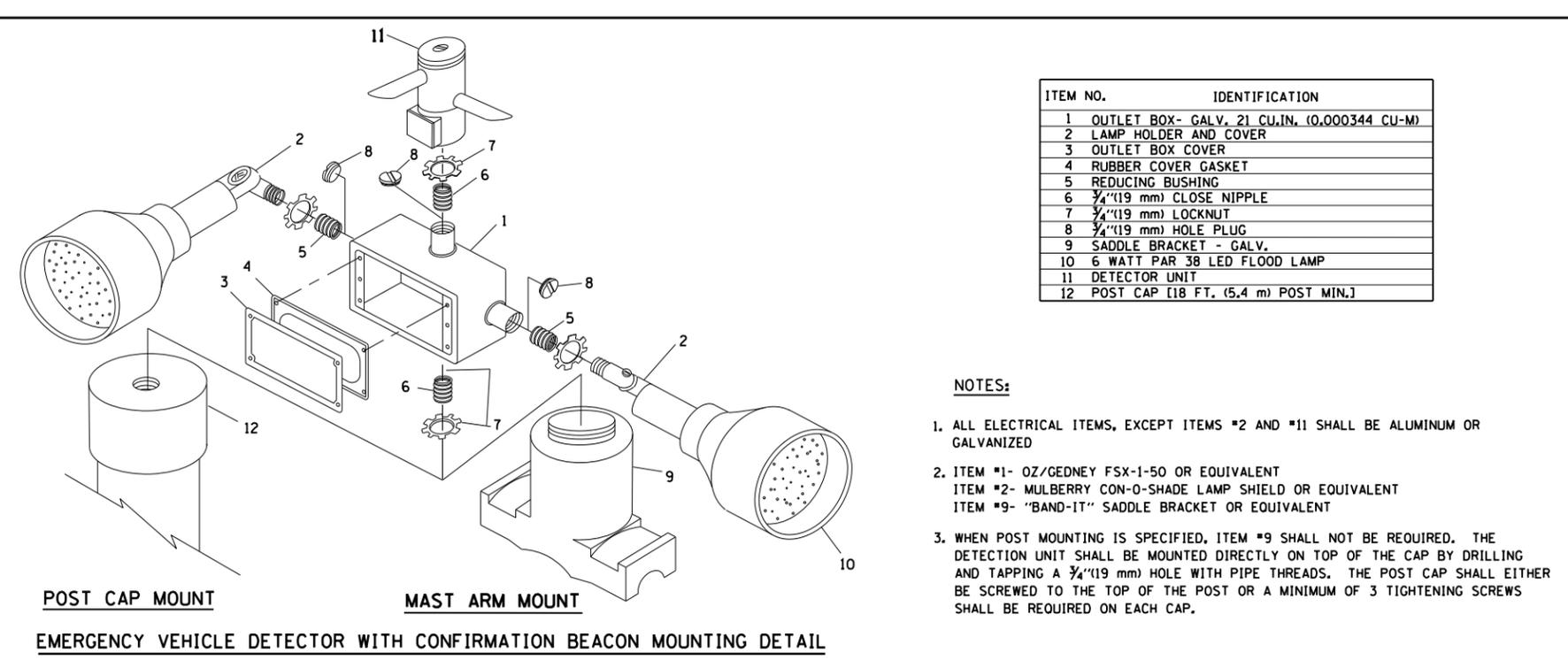
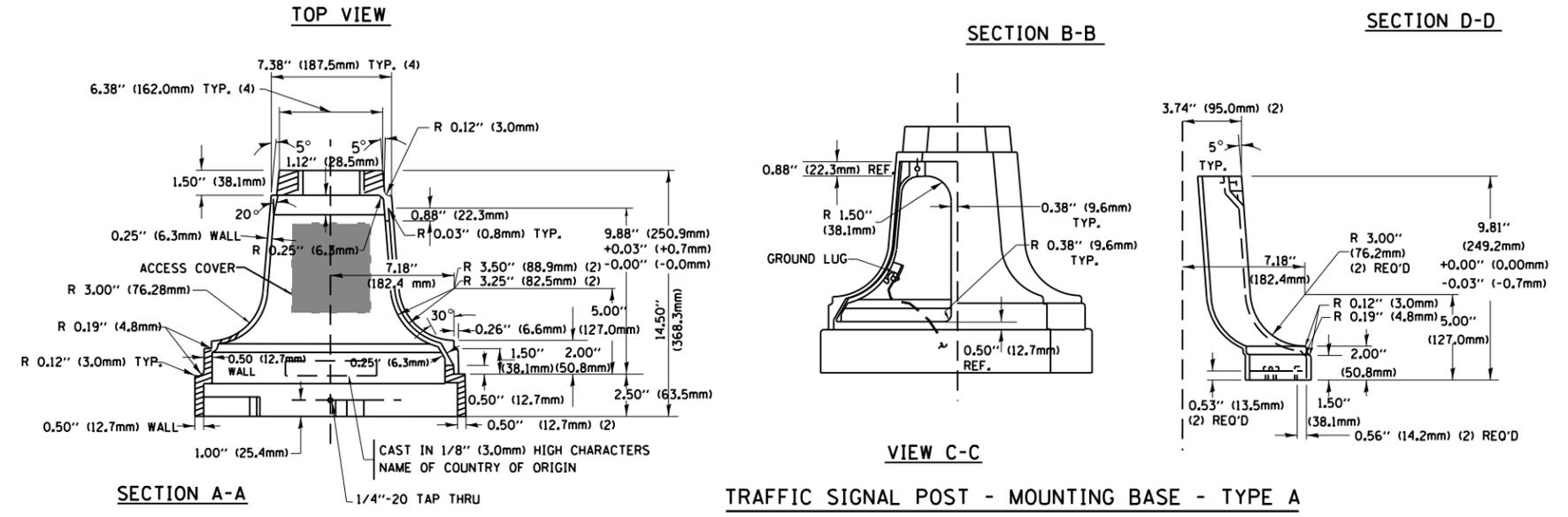
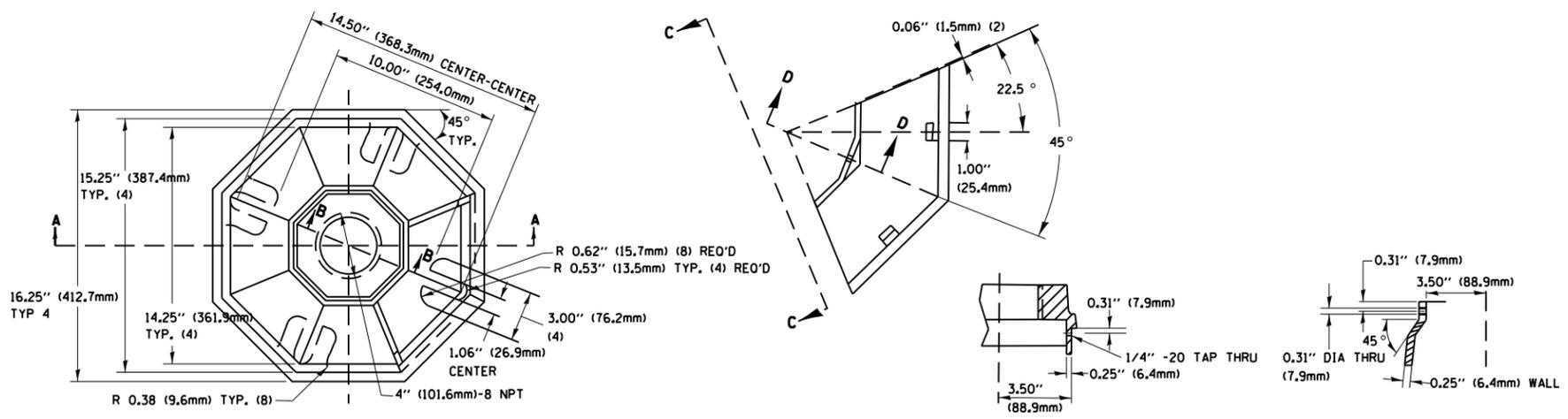


- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



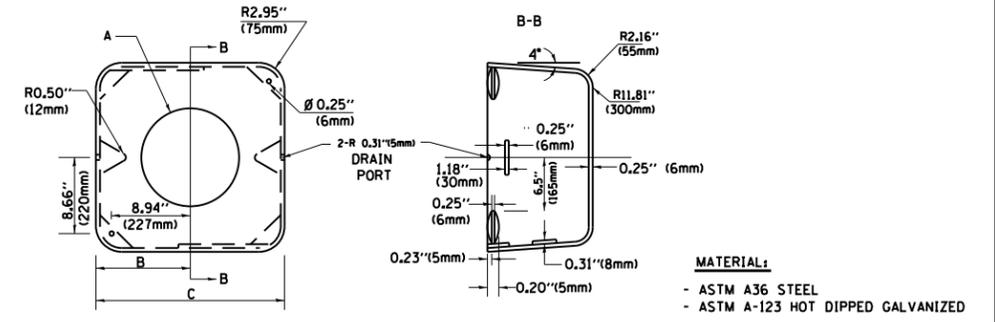
**MAST ARM POLE / POST-GROUNDING DETAIL**  
 (NOT TO SCALE)

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - DAD	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DISTRICT ONE</b>			F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 21
et:\pw_work\p\d\sm\thc\j\d0267303\DistStd.dgn		DRAWN - BCK	REVISED -		<b>STANDARD TRAFFIC SIGNAL DESIGN DETAILS</b>			<b>TS-05</b>		<b>CONTRACT NO. 60W05</b>		
		CHECKED - DAD	REVISED -		SCALE: NONE	SHEET NO. 3 OF 6 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
		DATE - 10-28-09	REVISED -									



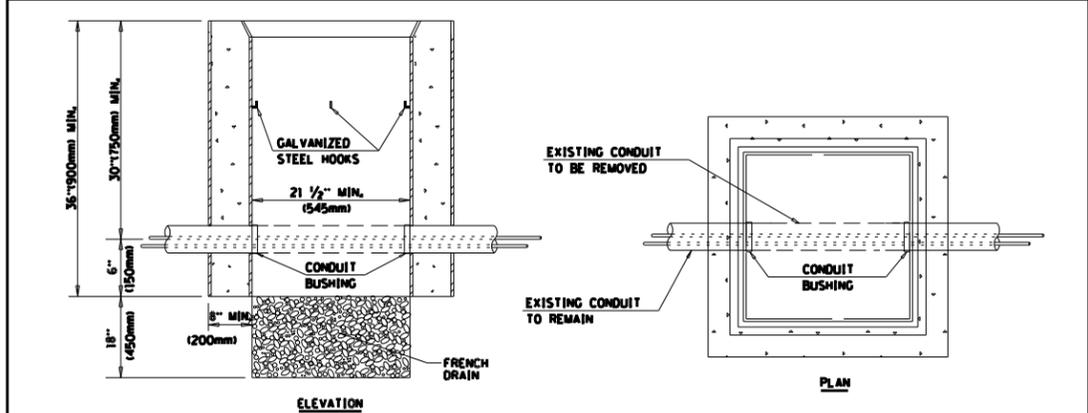
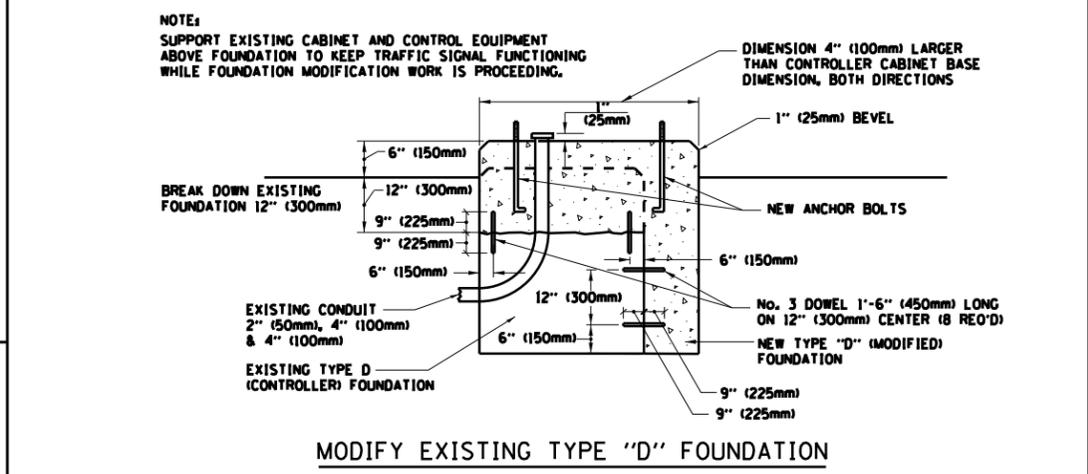
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4\" (19 mm) CLOSE NIPPLE
7	3/4\" (19 mm) LOCKNUT
8	3/4\" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR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

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

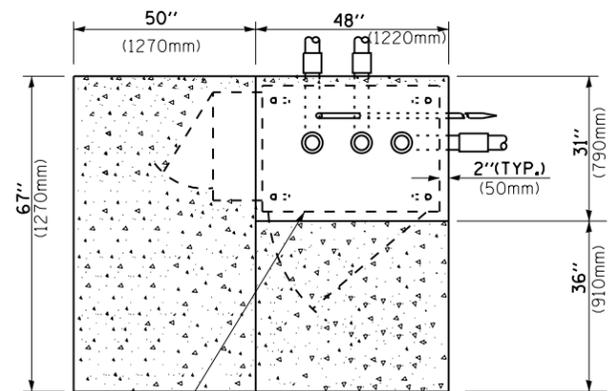


A	B	C	HEIGHT	WEIGHT
VARIABLES	9.5\" (241mm)	19\" (483mm)	7\" (178mm) - 12\" (300mm)	53 lbs (24kg)
VARIABLES	10.75\" (273mm)	21.5\" (546mm)	7\" (178mm) - 12\" (300mm)	68 lbs (31 kg)
VARIABLES	13.0\" (330mm)	26\" (660mm)	7\" (178mm) - 12\" (300mm)	81 lbs (37 kg)
VARIABLES	18.5\" (470mm)	37\" (940mm)	7\"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

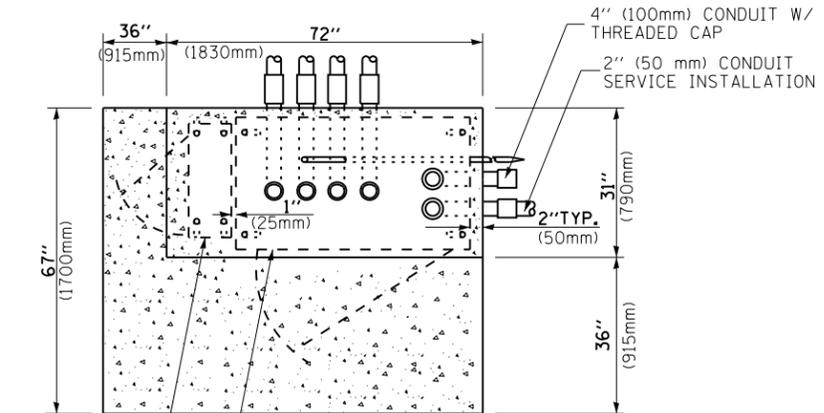
- NOTES:**
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
  - THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
  - THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST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



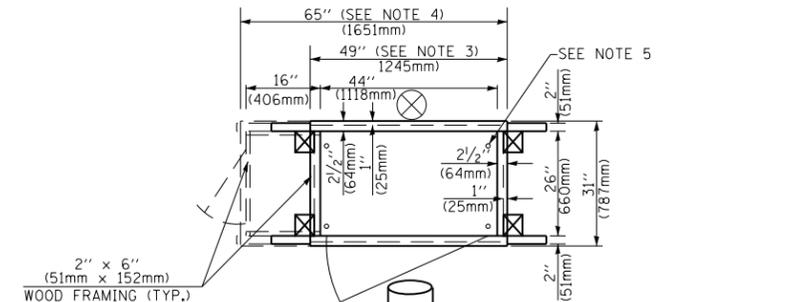
- NOTES:**
- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
  - REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCIDENTAL TO THE HANDHOLE.



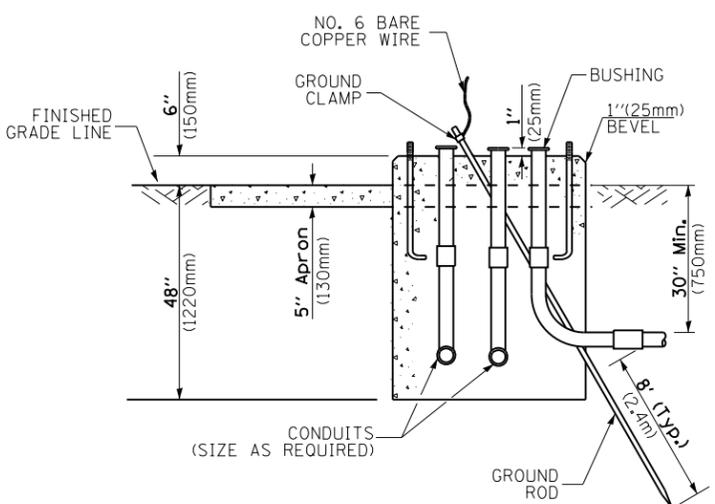
**TOP VIEW**



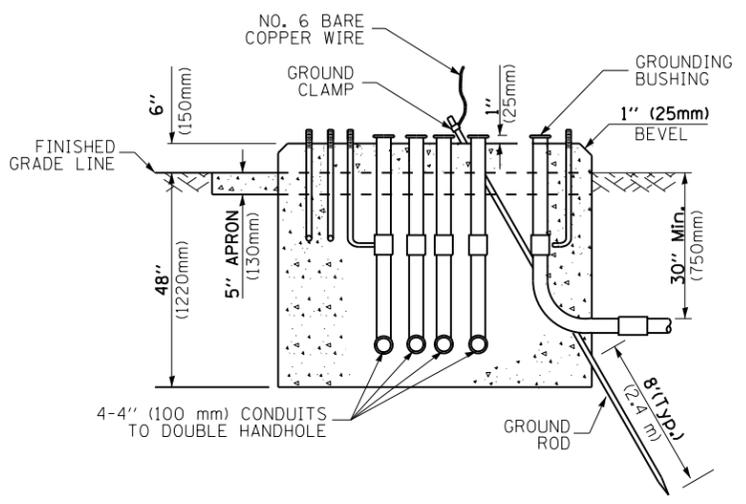
**TOP VIEW**



**TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM**



**TYPE D FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**



**TYPE C FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET**

**NOTES:**

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

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

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

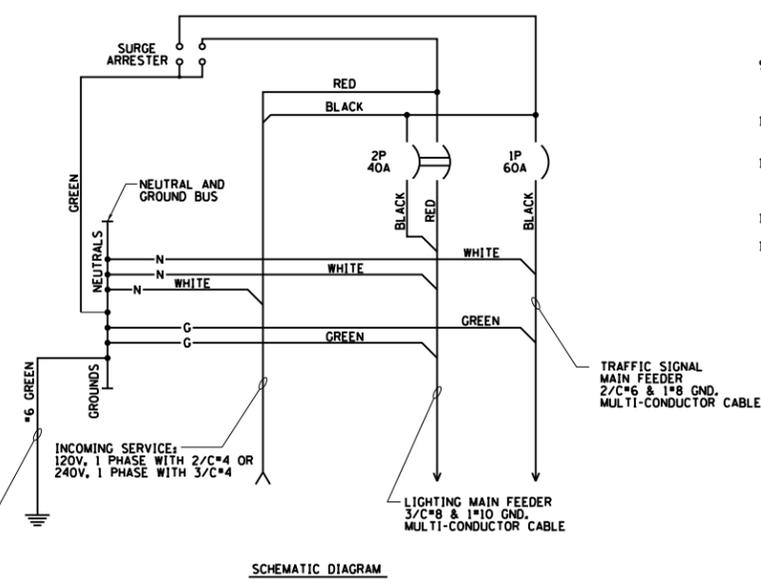
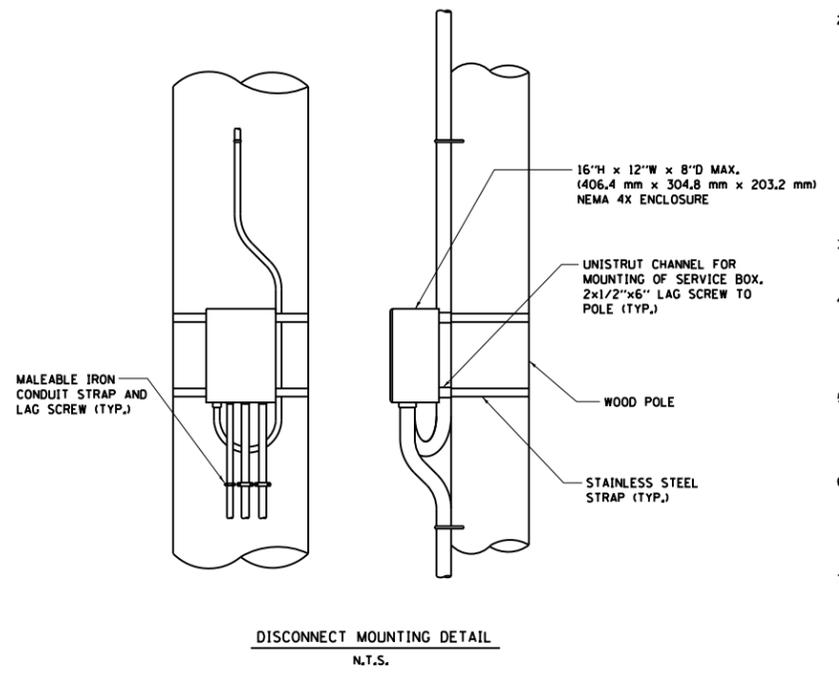
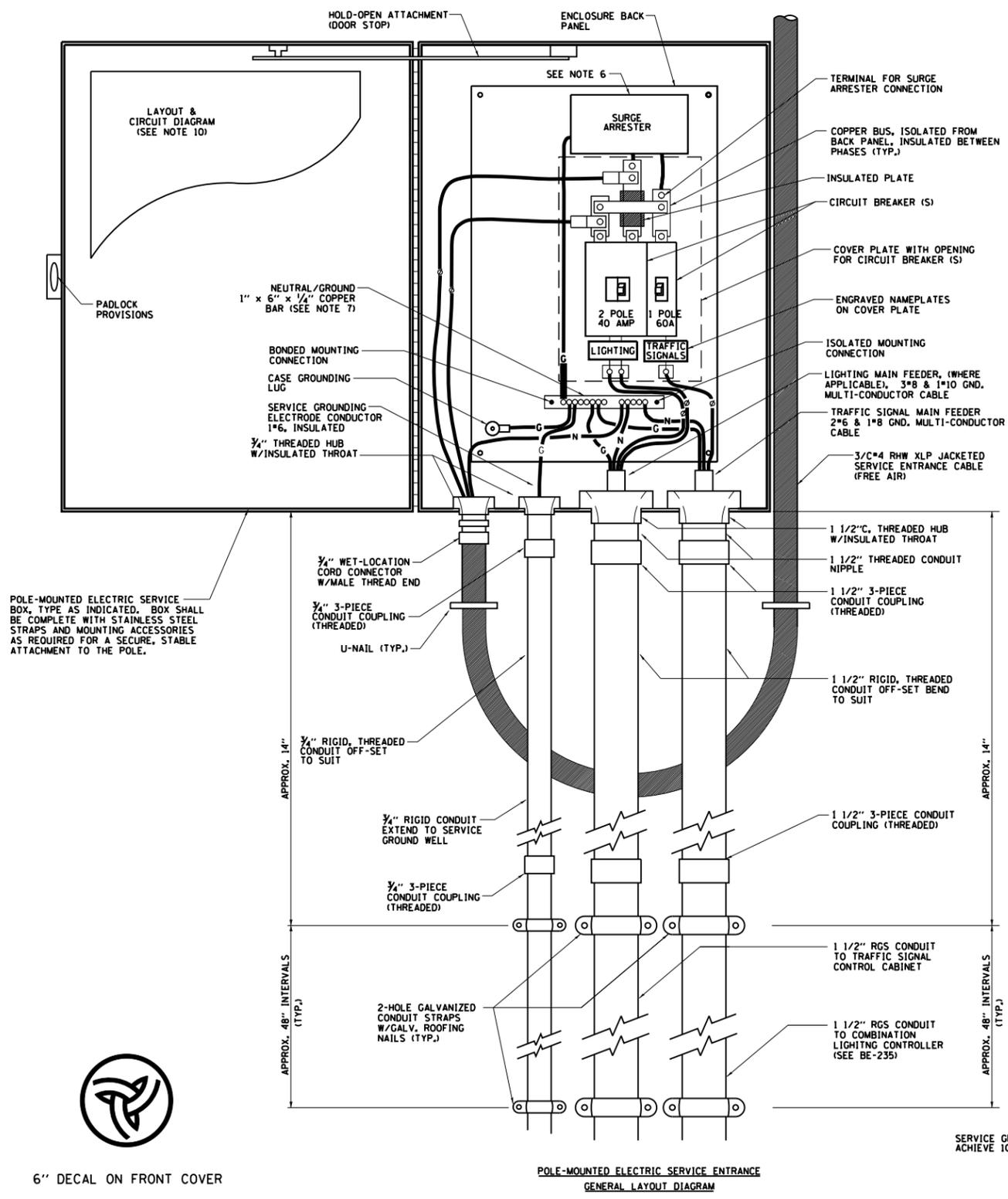
**NOTES:**

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

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

# TRAFFIC SIGNAL LEGEND

ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED	ITEM	REMOVAL	EXISTING	PROPOSED											
CONTROLLER CABINET				EMERGENCY VEHICLE LIGHT DETECTOR				ELECTRIC CABLE IN CONDUIT, TRACER, NO. 14 1/C, UNLESS NOTED OTHERWISE														
RAILROAD CONTROL CABINET				CONFIRMATION BEACON				COAXIAL CABLE														
COMMUNICATIONS CABINET				HANDHOLE				VENDOR CABLE FOR CAMERA														
MASTER CONTROLLER				HEAVY DUTY HANDHOLE				COPPER INTERCONNECT CABLE, NO. 18 3 PAIR TWISTED, SHIELDED														
MASTER MASTER CONTROLLER				DOUBLE HANDHOLE				FIBER OPTIC CABLE NO. 62.5/125, MM12F														
UNINTERRUPTIBLE POWER SUPPLY				JUNCTION BOX				FIBER OPTIC CABLE NO. 62.5/125, MM12F SM12F														
SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNT				GALVANIZED STEEL CONDUIT IN TRENCH (T) OR PUSHED (P)				FIBER OPTIC CABLE NO. 62.5/125, MM12F 24F														
TELEPHONE CONNECTION (P) POLE OR (G) GROUND MOUNT				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				FIBER OPTIC CABLE NO. 62.5/125, (NUMBER OF FIBERS & TYPE TO BE NOTED ON PLANS)														
STEEL MAST ARM ASSEMBLY AND POLE				COMMON TRENCH				GROUND ROD AT (C) CONTROLLER, (H) HANDHOLE, (P) POST, (M) MAST ARM, OR (S) SERVICE														
ALUMINUM MAST ARM ASSEMBLY AND POLE				COILABLE NONMETALLIC CONDUIT (EMPTY)				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED														
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				STEEL MAST ARM POLE AND FOUNDATION TO BE REMOVED														
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH PTZ CAMERA				INTERSECTION ITEM				ALUMINUM MAST ARM POLE AND FOUNDATION TO BE REMOVED														
SIGNAL POST				REMOVE ITEM				STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE AND FOUNDATION TO BE REMOVED														
TEMPORARY WOOD POLE (CLASS 5 OR BETTER) 45 FOOT (13.7m) MINIMUM				RELOCATE ITEM				SIGNAL POST AND FOUNDATION TO BE REMOVED														
GUY WIRE				ABANDON ITEM				INTERSECTION & SAMPLING (SYSTEM) DETECTOR														
SIGNAL HEAD				12" (300mm) TRAFFIC SIGNAL SECTION				SAMPLING (SYSTEM) DETECTOR														
SIGNAL HEAD CONSTRUCTION STAGES (NUMBERS INDICATE THE CONSTRUCTION STAGE)				12" (300mm) RED WITH 8" (200mm) YELLOW AND GREEN TRAFFIC SIGNAL FACE				EXISTING INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR														
SIGNAL HEAD WITH BACKPLATE				SIGNAL FACE				EXISTING PREFORMED INTERSECTION LOOP DETECTOR PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR														
SIGNAL HEAD OPTICALLY PROGRAMMED				SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD				PREFORMED INTERSECTION AND SAMPLING (SYSTEM) DETECTOR														
FLASHER INSTALLATION (S DENOTES SOLAR POWER)				12" (300mm) PEDESTRIAN SIGNAL HEAD WALK/DON'T WALK SYMBOL				PREFORMED SAMPLING (SYSTEM) DETECTOR														
PEDESTRIAN SIGNAL HEAD				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, OUTLINED				<h2 style="margin: 0;">RAILROAD SYMBOLS</h2> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 50%;">EXISTING</th> <th style="width: 50%;">PROPOSED</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> </tr> </tbody> </table>			EXISTING	PROPOSED										
EXISTING	PROPOSED																					
PEDESTRIAN PUSHBUTTON DETECTOR				12" (300mm) PEDESTRIAN SIGNAL HEAD INTERNATIONAL SYMBOL, SOLID																		
ACCESSIBLE PEDESTRIAN PUSHBUTTON DETECTOR				PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOL, WITH COUNTDOWN TIMER																		
ILLUMINATED SIGN "NO LEFT TURN"				RADIO INTERCONNECT																		
ILLUMINATED SIGN "NO RIGHT TURN"				RADIO REPEATER																		
DETECTOR LOOP, TYPE I				DENOTES NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE, ALL DETECTOR LOOP CABLE TO BE SHIELDED																		
PREFORMED DETECTOR LOOP				GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)																		
MICROWAVE VEHICLE SENSOR																						
VIDEO DETECTION CAMERA																						
VIDEO DETECTION ZONE																						
PAN, TILT, ZOOM CAMERA																						
WIRELESS DETECTOR SENSOR																						
WIRELESS ACCESS POINT																						



- NOTES:**
- ELECTRIC SERVICE SHALL BE OF THE VOLTAGE INDICATED OR DESIGNATED BY THE ENGINEER, AND SERVICE DROP CABLE SHALL BE COMPATIBLE WITH THE SERVICE ACCORDINGLY. SOME INSTALLATIONS MAY CALL FOR SERVICE ENTRANCE EQUIPMENT SUITABLE FOR 3-WIRE SERVICE EVEN THOUGH INITIALLY WIRED FOR 2-WIRE SERVICE.
  - THE POLE-MOUNTED ELECTRIC SERVICE BOX DETAIL DEPICTS THE BASIC CONSTRUCTION OF THE EQUIPMENT. SLIGHT MODIFICATIONS APPLY FOR DIFFERING SERVICES AND APPLICATIONS AS FOLLOWS:
    - TYPE A FULLY EQUIPPED FOR 240/120V, 3W SERVICE, COMPLETE WITH LIGHTING MAIN BREAKER
    - TYPE AI FULLY EQUIPPED FOR 240/120V, 3W SERVICE, BLANK COVER IN LIEU OF LIGHTING MAIN BREAKER
    - TYPE B EQUIPPED FOR 120V, SERVICE, COMPLETE WITH 1P, 60A, TRAFFIC SIGNALS MAIN BREAKER
    - TYPE BI EQUIPPED FOR 120V, SERVICE, COMPLETE WITH 1P, 40A, TRAFFIC SURVEILLANCE MAIN BREAKER
  - THE ELECTRIC SERVICE EQUIPMENT ASSEMBLY SHALL BE UL LISTED AS SUITABLE FOR USE AS SERVICE ENTRANCE EQUIPMENT.
  - THE ELECTRIC SERVICE EQUIPMENT ENCLOSURE SHALL BE NEMA 4X STAINLESS STEEL, NOMINALLY 12"W X 16"H X 8"D, WITH A PIANO-HINGED DOOR, STEEL BACK PANEL, FAST-ACTING STAINLESS STEEL ENCLOSURE CHAMBERS, PADLOCK PROVISIONS AND DOOR STOP, HOFFMAN CATALOG NO. A-16H120B556LP/A-16 P12/A-DSTOPK/C-PMK12, OR APPROVED EQUAL.
  - CIRCUIT BREAKERS SHALL BE THERMAL MAGNETIC BOLT-ON TYPE WITH A MINIMUM INTERRUPTING CAPACITY OF 25,000 SYMMETRICAL AMPERES AT 240 VOLTS. THEY SHALL BE LOCKABLE IN THE "OFF" POSITION FOR COMPLIANCE WITH OSHA LOCK-OUT/TAG-OUT REQUIREMENTS. HANDLES SHALL BE TRIP FREE.
  - THE SURGE PROTECTOR SHALL BE SUITABLE FOR 240/120 VOLT SINGLE PHASE 60HZ AC ELECTRICAL SERVICE, WITH A SURGE ENERGY CAPABILITY OF 2160 JOULES OR BETTER AT 8/20 MICRO-SECONDS, RATED -40 TO 60 DEGREES C., WITH LED OPERATING INDICATORS, AND SHALL BE UL LISTED PER UL 1449, CUTLER-HAMMER CMOV230L065X5T OR APPROVED EQUAL.
  - BUS BARS, CONNECTORS, AND LUGS SHALL BE COPPER, INSULATED AND ISOLATED, AND CONFIGURED TO PREVENT SHORTED CONDITIONS FROM TIGHTENING TERMINATIONS, ETC. THE OVERALL BUS SECTION SHALL BE CONFIGURED BEHIND AN INSULATING BARRIER SHIELD WHICH IS REMOVABLE FOR ACCESS TO CONNECTIONS, OR THE ASSEMBLY SHALL BE A MANUFACTURED SPECIALTY PANELBOARD, CUTLER-HAMMER PRL2A OR APPROVED EQUAL.
  - THE COMBINATION GROUND AND NEUTRAL BAR SHALL BE CONFIGURED WITH SEPARATE GROUND AND NEUTRAL SECTIONS AND SPARE TERMINALS AS INDICATED. THE HEADS OF GROUND SCREWS SHALL BE PAINTED GREEN. THE HEADS OF NEUTRAL SCREWS SHALL BE PAINTED WHITE. THE SERVICE NEUTRAL AND SERVICE GROUNDING ELECTRODE CONDUCTOR SHALL BE TERMINATED ADJACENT TO EACH OTHER AT THE DIVIDE BETWEEN THE SECTIONS AND WIRING SHALL BE TERMINATED ONLY UPON THE APPROPRIATE SECTION.
  - THE WIRING TERMINALS, INCLUDING THE GROUND/NEUTRAL BAR SHALL BE ARRANGED TO PROVIDE ADEQUATE ROOM FOR PERFORMING FIELD TERMINATIONS.
  - A PLASTIC LAMINATED LAYOUT AND CIRCUIT DIAGRAM SHALL BE MECHANICALLY SECURED TO THE INTERIOR SIDE OF THE ENCLOSURE DOOR.
  - A 2-COLOR ENGRAVED PLASTIC NAMEPLATE, ATTACHED WITH SCREWS, AND ENGRAVED AS INDICATED, SHALL BE PROVIDED FOR EACH MAIN BREAKER.
  - LUGS AND CONNECTORS SHALL BE RATED FOR 75°C CONDUCTOR.
  - THE EXACT MOUNTING HEIGHT OF THE BOX SHALL BE FIELD DETERMINED TO AVOID OBSTRUCTIONS AND PUBLIC ACCESS. TYPICAL HEIGHT SHALL BE APPROXIMATELY 10 FEET ABOVE GRADE.

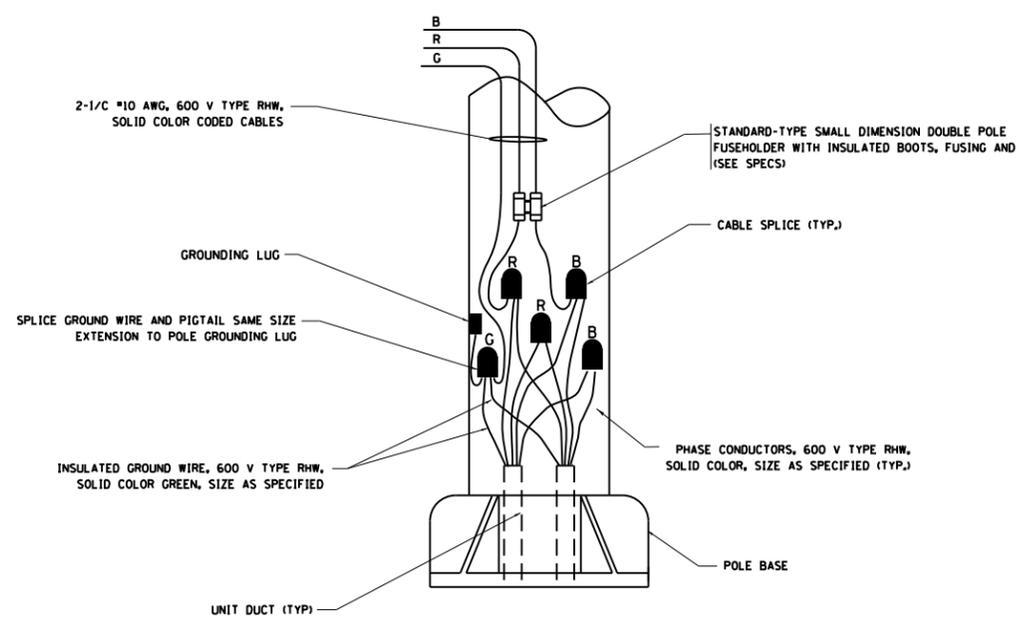
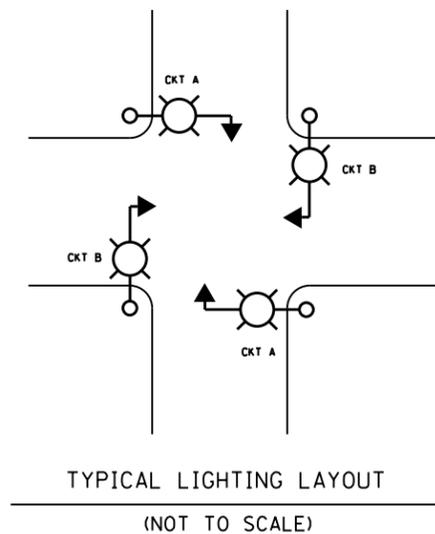


6" DECAL ON FRONT COVER

FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED - R. TOMSONS 08-13-04	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>COMBINATION LIGHTING &amp; TRAFFIC POLE MOUNTED ELECTRIC SERVICE BOX DETAIL</b>			F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\pdm\dot\smi\thc\j\d0267303\dst\std.dgn		DRAWN -	REVISED - MAP 10-25-12		339	116-RS-5	COOK	54	25			
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -		<b>BE-230</b>			<b>CONTRACT NO. 60W05</b>				
PLOT DATE = 10/18/2013		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

PANEL EQUIPMENT

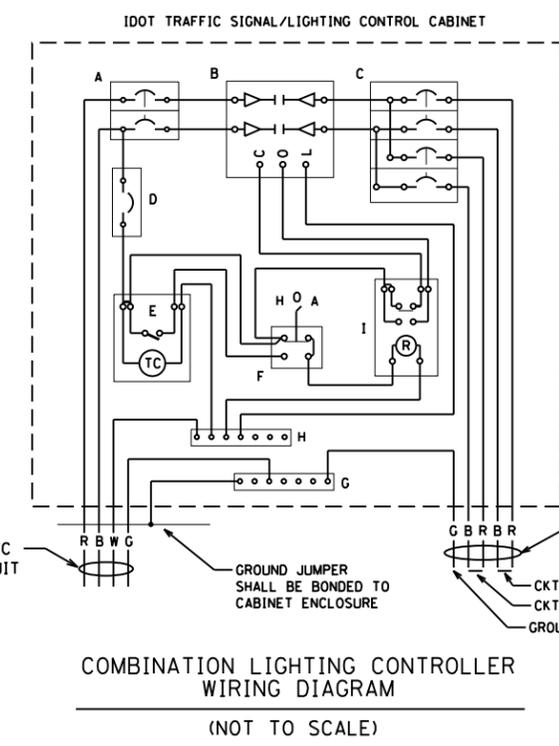
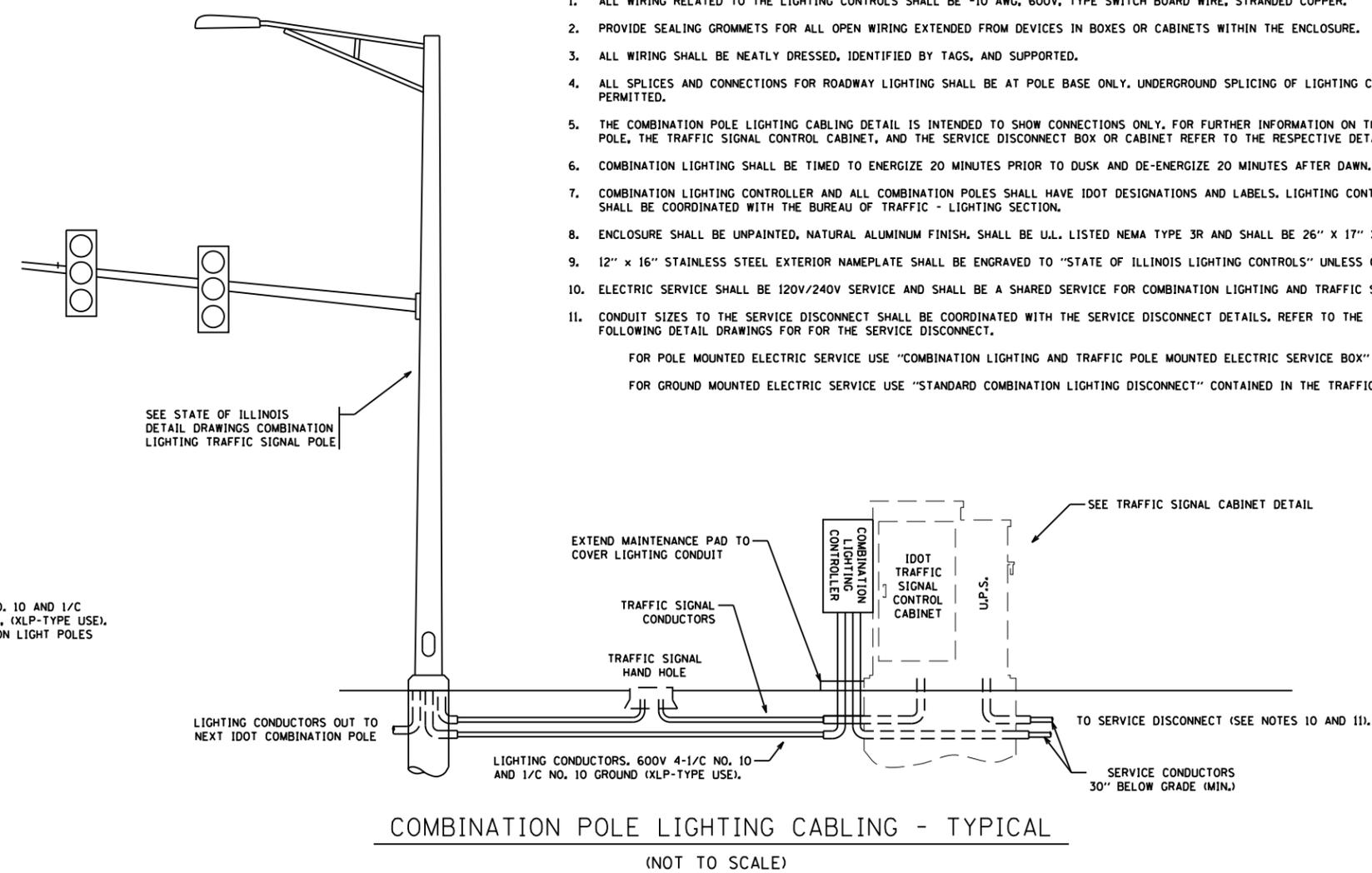
BILL OF MATERIALS		
ITEM	QUANTITY	DESCRIPTION
A	1	CIRCUIT BREAKER, THERMAL MAGNETIC MOLDED CASE, 2 POLE, 240 VOLT 100 AMP FRAME, 30 AMP TRIP, INTERRUPTING RATING 22K RMS SYMETRICALL AMP
B	1	REMOTE CONTROL SWITCH, ELECTRICALLY OPERATED, MECHANICALLY HELD, 2 POLE, SINGLE THROW, 30 AMP., 600 VOLTS CONTROL CIRCUIT 120 VOLT.
C	2	CIRCUIT BREAKERS, 2 POLE, 100 AMP, FRAME 20 AMP, NON-INTERCHANGABLE TRIP INTERRUPTING RATING 10,000 AMP AT 240 V.
D	1	CONTROL CIRCUIT-CIRCUIT BREAKER, 1 POLE, 100 AMP FRAME, 15 AMP NON-INTERCHANGABLE TRIP, INTERRUPTING RATING 22K RMS SYMETRICAL AMP AT 240V.
E	1	ASTRONOMIC MICROPROCESSOR-BASED 2-CHANNEL CONTROLLER (TIME SWITCH)
F	1	H-O-A SWITCH
G	1	COPPER GROUND BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
H	1	COPPER NEUTRAL BUS 1/4" (6.35) X 1" (25.4) X 12" (304.8 mm) LONG MOUNTED ON PANEL WITH LUGS AND 4 SPARE LUGS
I	1	RELAY, 2 POLE, SINGLE THROW, 120 VOLT COIL, CURRENT RATING TO BE COORDINATED WITH CONTACTOR



NOTES:

- ALL WIRING RELATED TO THE LIGHTING CONTROLS SHALL BE #10 AWG, 600V, TYPE SWITCH BOARD WIRE, STRANDED COPPER.
- PROVIDE SEALING GROMMETS FOR ALL OPEN WIRING EXTENDED FROM DEVICES IN BOXES OR CABINETS WITHIN THE ENCLOSURE.
- ALL WIRING SHALL BE NEATLY DRESSED, IDENTIFIED BY TAGS, AND SUPPORTED.
- ALL SPLICES AND CONNECTIONS FOR ROADWAY LIGHTING SHALL BE AT POLE BASE ONLY. UNDERGROUND SPLICING OF LIGHTING CONDUCTORS IS NOT PERMITTED.
- THE COMBINATION POLE LIGHTING CABLING DETAIL IS INTENDED TO SHOW CONNECTIONS ONLY. FOR FURTHER INFORMATION ON THE COMBINATION LIGHT POLE, THE TRAFFIC SIGNAL CONTROL CABINET, AND THE SERVICE DISCONNECT BOX OR CABINET REFER TO THE RESPECTIVE DETAIL DRAWINGS.
- COMBINATION LIGHTING SHALL BE TIMED TO ENERGIZE 20 MINUTES PRIOR TO DUSK AND DE-ENERGIZE 20 MINUTES AFTER DAWN.
- COMBINATION LIGHTING CONTROLLER AND ALL COMBINATION POLES SHALL HAVE IDOT DESIGNATIONS AND LABELS. LIGHTING CONTROLLER DESIGNATIONS SHALL BE COORDINATED WITH THE BUREAU OF TRAFFIC - LIGHTING SECTION.
- ENCLOSURE SHALL BE UNPAINTED, NATURAL ALUMINUM FINISH, SHALL BE U.L. LISTED NEMA TYPE 3R AND SHALL BE 26" X 17" X 15"
- 12" X 16" STAINLESS STEEL EXTERIOR NAMEPLATE SHALL BE ENGRAVED TO "STATE OF ILLINOIS LIGHTING CONTROLS" UNLESS OTHERWISE SPECIFIED.
- ELECTRIC SERVICE SHALL BE 120V/240V SERVICE AND SHALL BE A SHARED SERVICE FOR COMBINATION LIGHTING AND TRAFFIC SIGNALS.
- CONDUIT SIZES TO THE SERVICE DISCONNECT SHALL BE COORDINATED WITH THE SERVICE DISCONNECT DETAILS. REFER TO THE FOLLOWING DETAIL DRAWINGS FOR FOR THE SERVICE DISCONNECT.

FOR POLE MOUNTED ELECTRIC SERVICE USE "COMBINATION LIGHTING AND TRAFFIC POLE MOUNTED ELECTRIC SERVICE BOX" (BE-230),  
FOR GROUND MOUNTED ELECTRIC SERVICE USE "STANDARD COMBINATION LIGHTING DISCONNECT" CONTAINED IN THE TRAFFIC SIGNAL DETAILS.



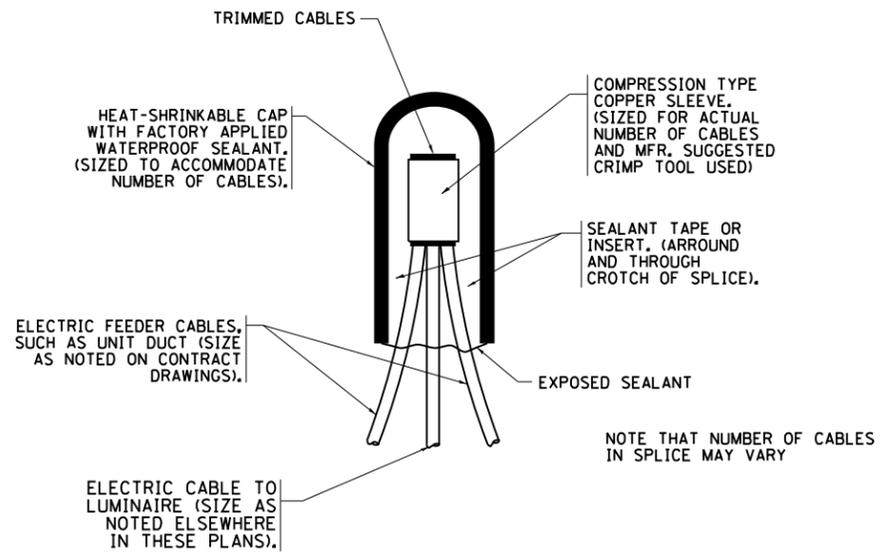
FILE NAME =	USER NAME = SMITHCJ	DESIGNED - MP	REVISED - MAP 9/20/11
et:\pw\work\p\idot\smi\thc\j\d0267303\Dist\Std.dgn		DRAWN - MP	REVISED - MAP 10/25/12
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 10/18/2013	DATE - 8/24/11	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

COMBINATION LIGHTING CONTROLLER

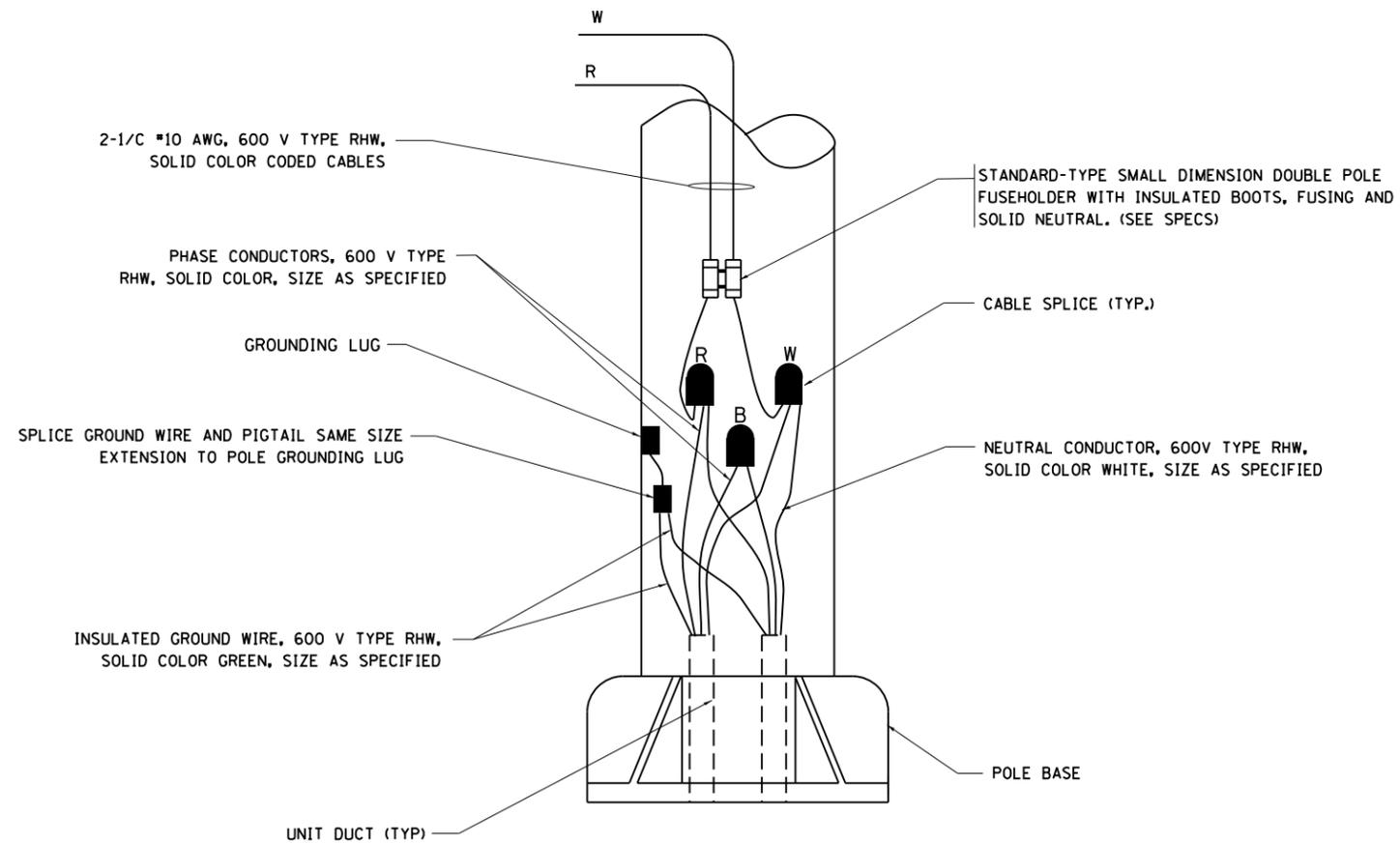
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	26
BE-235		CONTRACT NO. 60W05		
ILLINOIS FED. AID PROJECT				



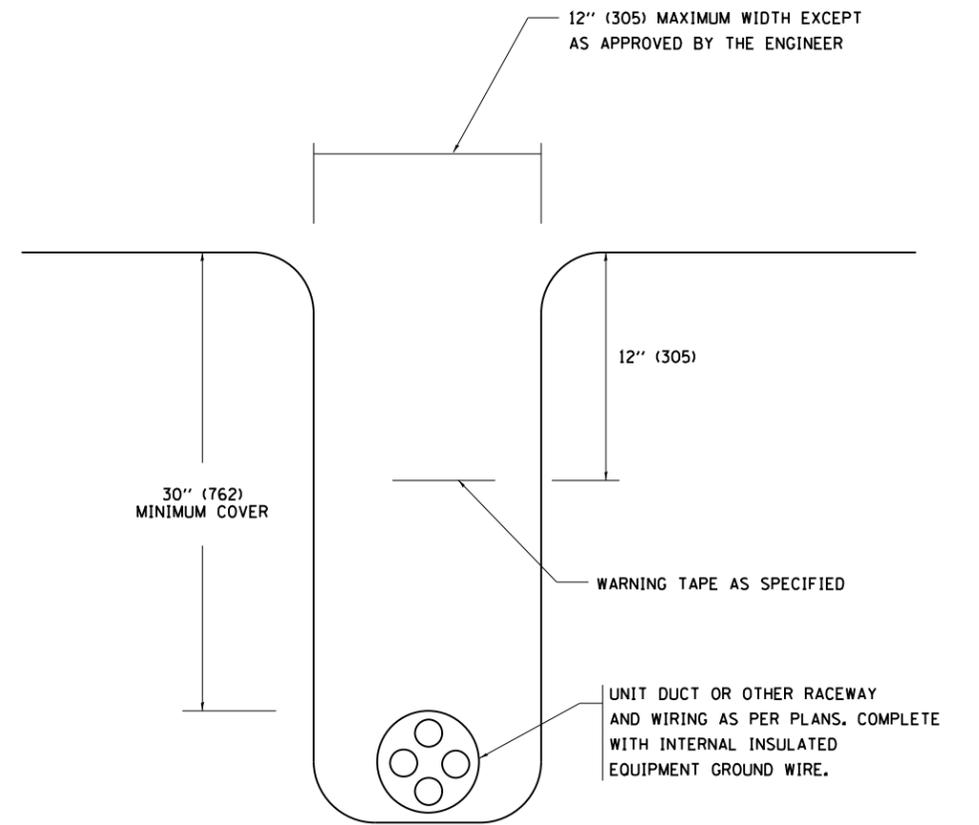
**TYPICAL SPLICE DETAIL**

N.T.S.



**POLE WIRING DETAIL**

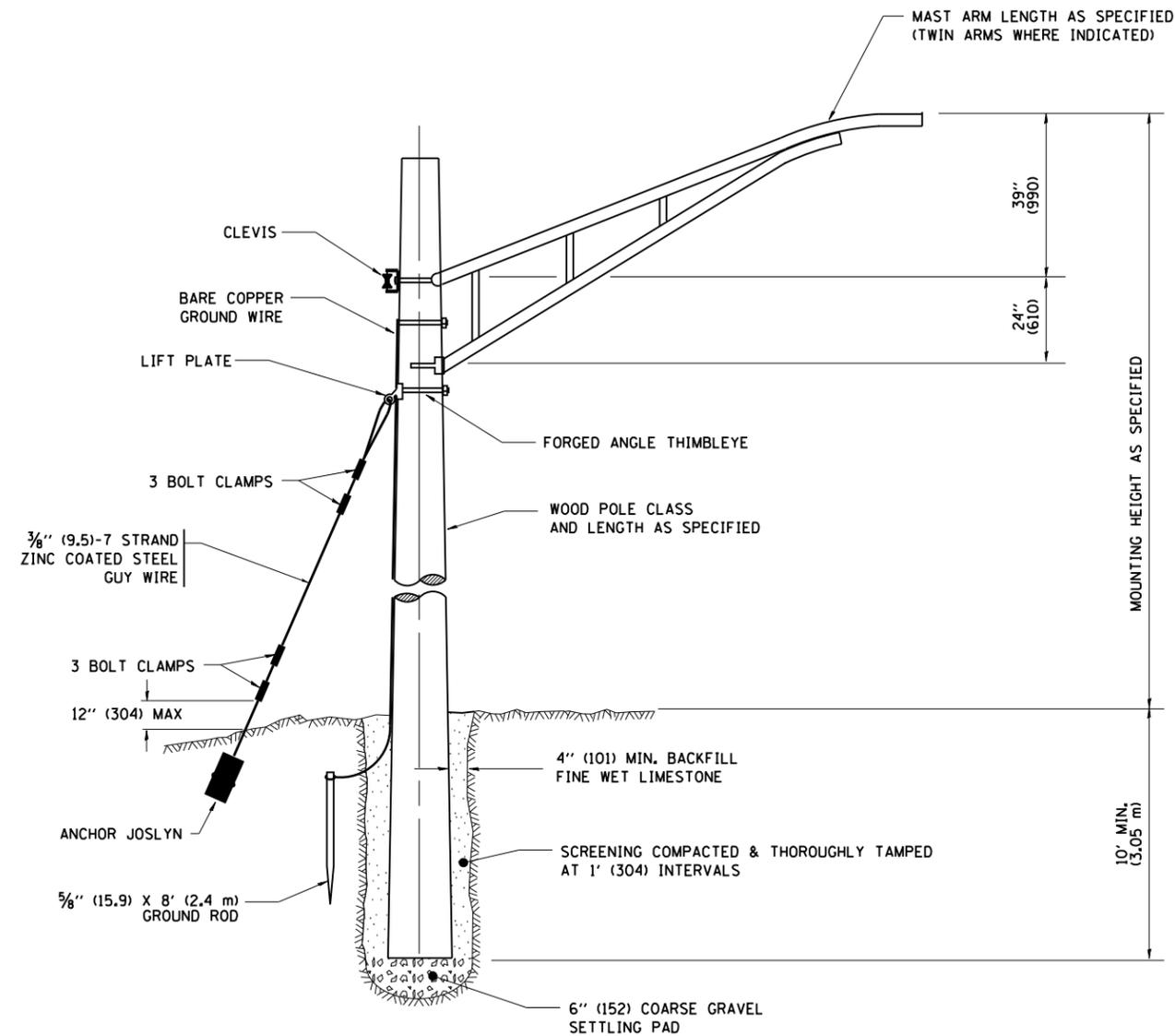
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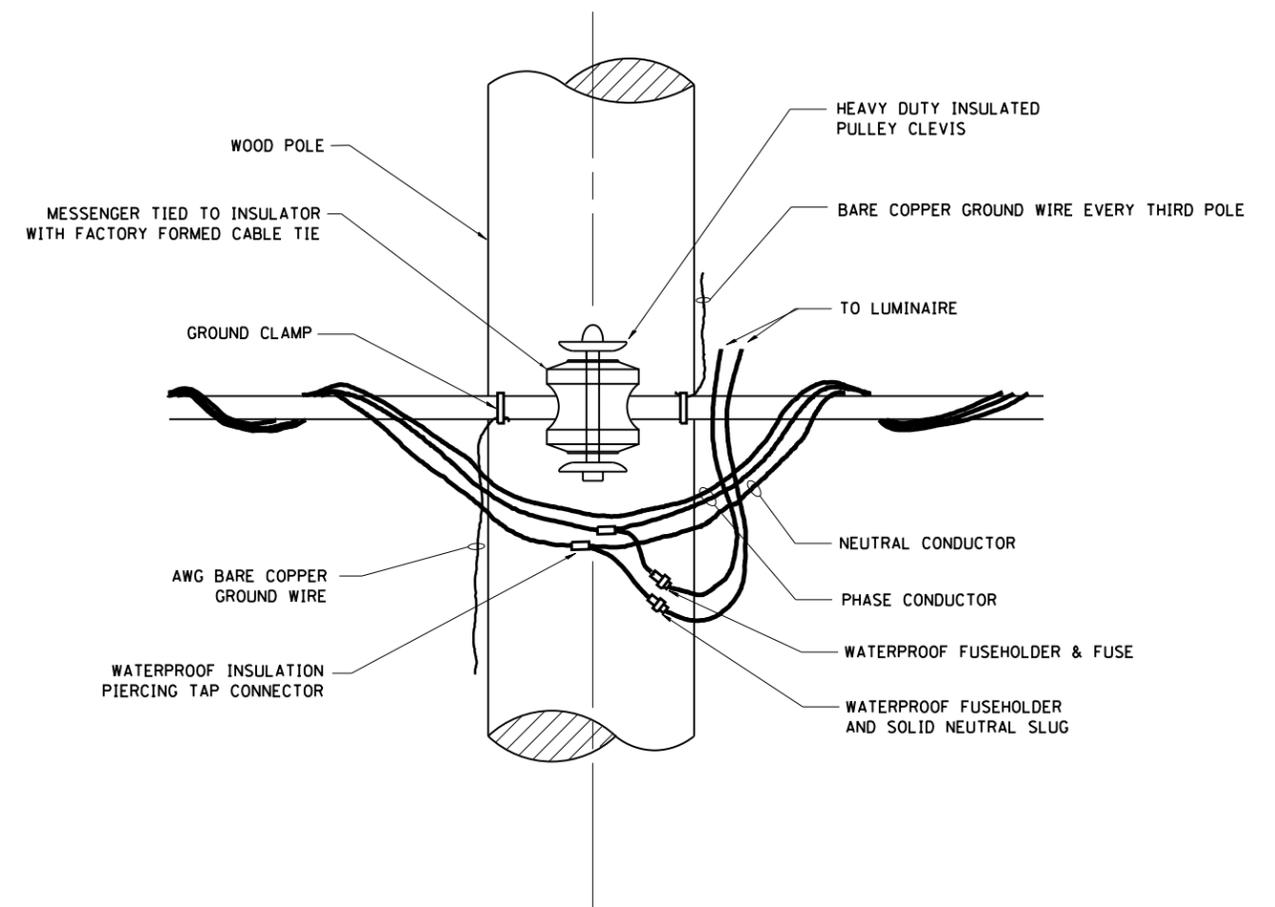
**TYPICAL WIRING IN TRENCH DETAIL**

N.T.S.

FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>MISC. ELECTRICAL DETAILS SHEET A</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\pwidot\smithcjd0267303\DistStd.dgn		DRAWN -	REVISED -		339	116-RS-5	COOK	54	27			
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -		BE-702		CONTRACT NO. 60W05					
PLOT DATE = 10/18/2013		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT			



**TEMPORARY LIGHT POLE DETAIL**



**TEMPORARY LIGHT POLE ATTACHMENT DETAIL**

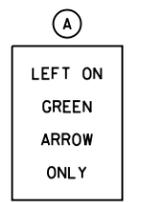
**NOTES:**  
 1. ALL DIMENSIONS IN INCHES (MILLIMETERS) UNLESS OTHERWISE INDICATED

FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED - 08-08-03	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY LIGHT POLE DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\idot\smi thc_j\d0267303\Dist\Std.dgn		DRAWN -	REVISED -		339	116-RS-5	COOK	54	28			
PLOT SCALE = 100.0000' / 1"		CHECKED -	REVISED -		<b>BE-800</b>			<b>CONTRACT NO. 60W05</b>				
PLOT DATE = 10/18/2013		DATE -	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT			

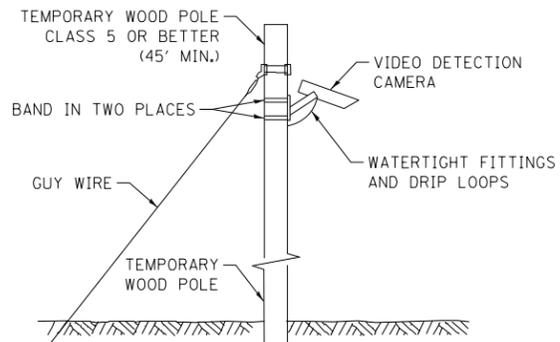


THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACTOR'S BID PRICE.

- 1 EACH CONTROLLER CABINET AND COMPLETE
- 8 EACH SIGNAL HEAD, 1-FACE, 3-SECTION, MAST-ARM MOUNTED
- 4 EACH SIGNAL HEAD, 1-FACE, 5-SECTION, MAST-ARM MOUNTED
- 4 EACH SIGNAL HEAD, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
- 2 EACH PEDESTRIAN SIGNAL HEAD, 1-FACE BRACKET MOUNTED
- 1 EACH PEDESTRIAN SIGNAL HEAD, 2-FACE BRACKET MOUNTED
- 12 EACH TRAFFIC SIGNAL BACKPLATE
- 4 EACH TRAFFIC SIGNAL POST
- 4 EACH STEEL MAST ARM ASSEMBLY AND POLE
- 1 EACH STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
- 3 EACH PEDESTRIAN PUSH-BUTTON
- 1 EACH SERVICE INSTALLATION
- 1 EACH MASTER CONTROLLER



R10-5, 30" X 36"  
(8 REQUIRED)



**TEMPORARY VIDEO DETECTION MOUNTING DETAIL**  
(NOT TO SCALE)

THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE NEW TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 62 (ALGONQUIN RD) AND MEACHAM ROAD. THE EXISTING LIGHT DETECTORS ARE SEPARATED AND SHALL BE DIVIDED, INCLUDING THE CONFIRMATION BEACONS, FOR MOUNTING AS PROPOSED IN THE PLANS FOR NEW SIGNAL PHASING. THE COST WILL BE 100% VILLAGE OF SCHAUMBURG RESPONSIBILITY.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD (SHEET 1 OF 2)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
et:\pw\work\p\idot\smi\thc\j\d0267315\p1545	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	339	116-RS-5	COOK	54	29
	PLOT SCALE = 48.0000' / in.	CHECKED - PKG	REVISED -							<b>CONTRACT NO. 60W05</b>				
	PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -							FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				

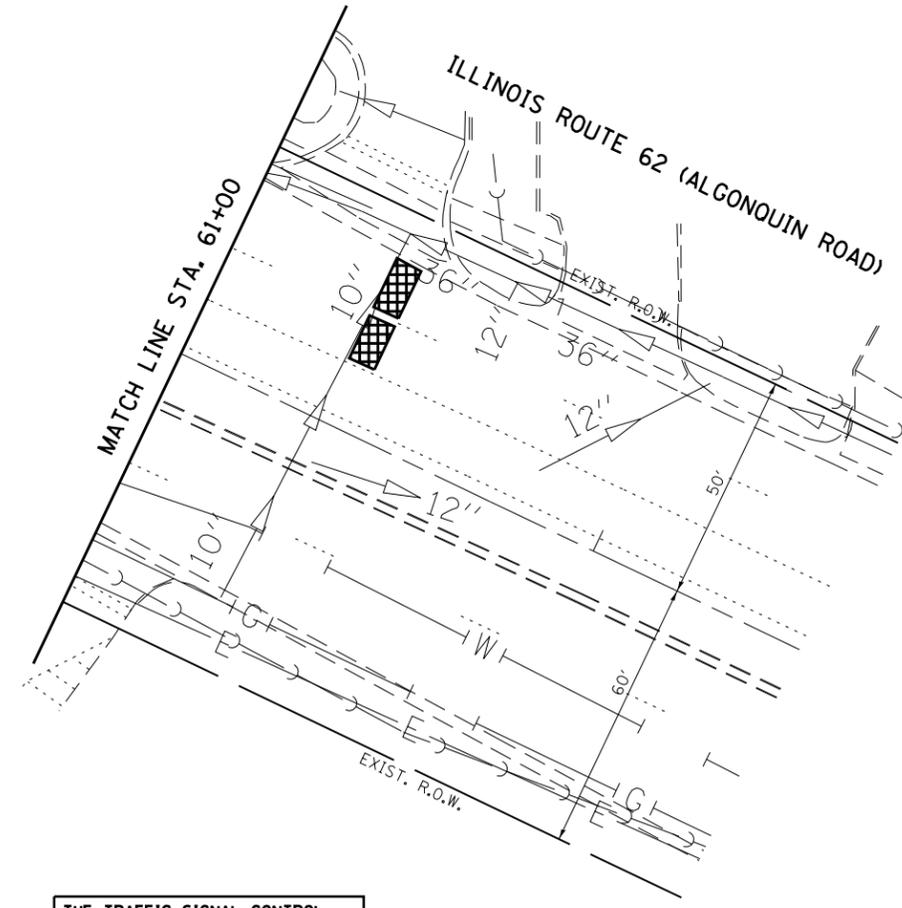
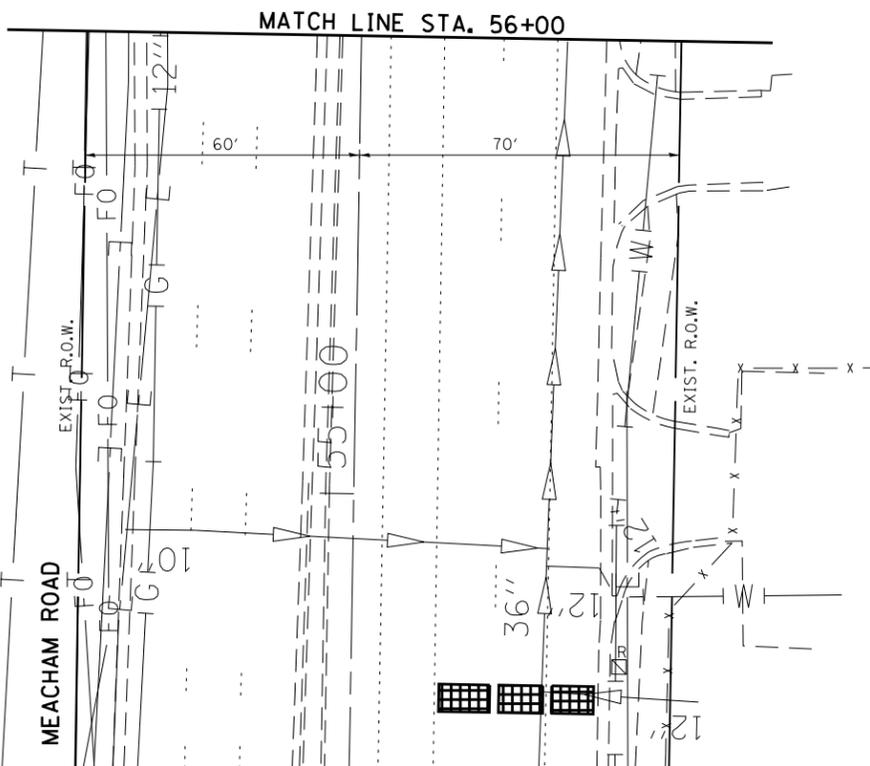
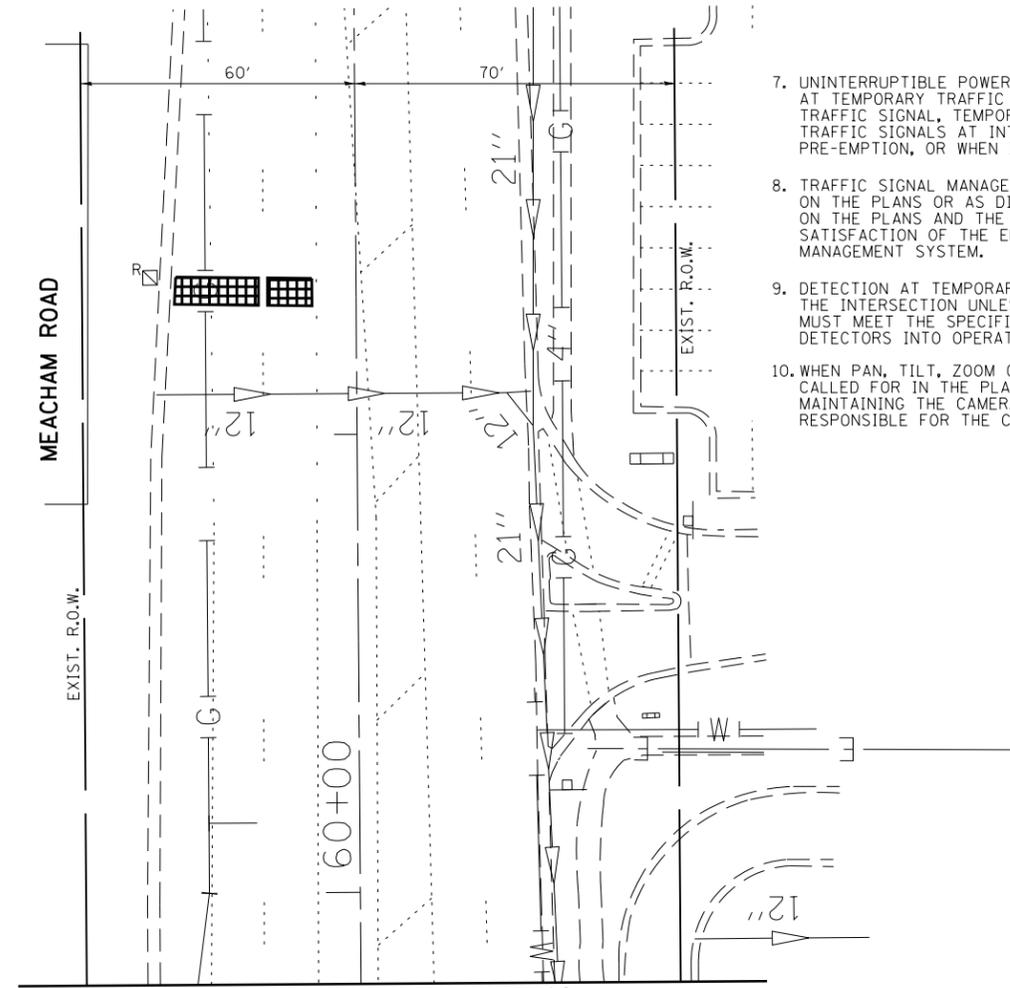
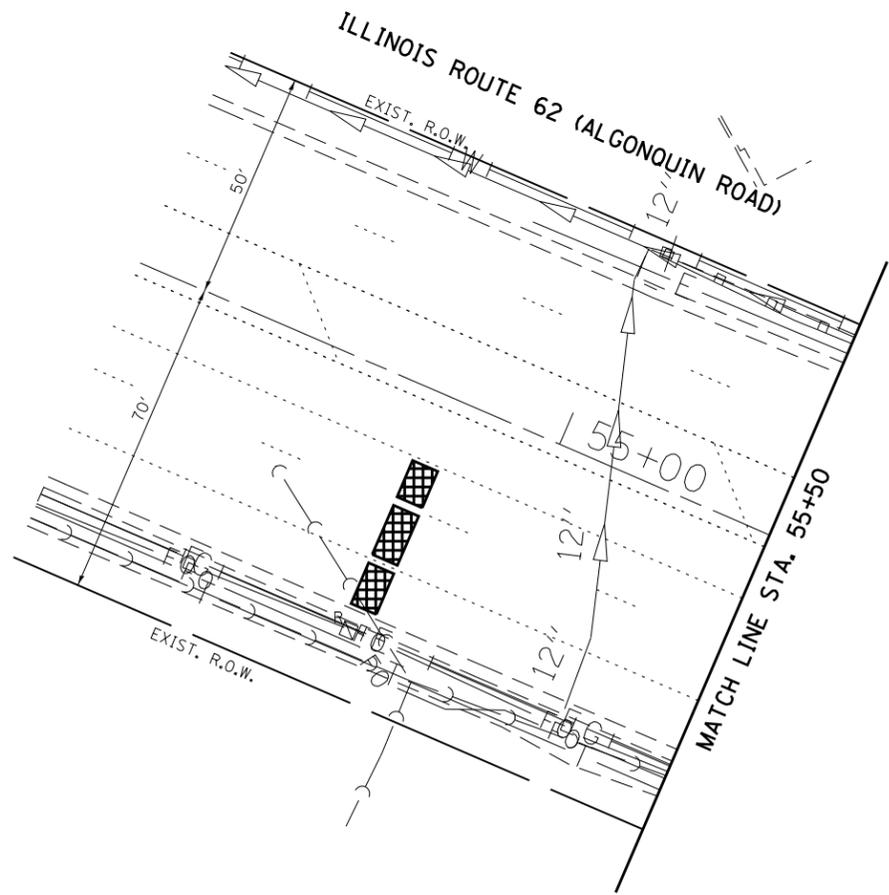
NOTES FOR TEMPORARY TRAFFIC SIGNALS

1. ALL CONTROL EQUIPMENT INCLUDING EMERGENCY PRE-EMPTION AND COMMUNICATION DEVICES FOR THE TEMPORARY TRAFFIC SIGNAL(S) SHALL BE FURNISHED BY THE CONTRACTOR.
2. ONLY CONTROLLERS SUPPLIED BY ONE OF THE DISTRICT APPROVED CLOSED LOOP EQUIPMENT MANUFACTURERS WILL BE APPROVED FOR USE AT TEMPORARY SIGNAL LOCATIONS. ALL CONTROLLERS USED FOR TEMPORARY TRAFFIC SIGNALS SHALL BE FULLY ACTUATED NEMA MICROPROCESSOR BASED WITH RS232 DATA ENTRY PORTS COMPATIBLE WITH EXISTING MONITORING SOFTWARE APPROVED BY IDOT DISTRICT 1, INSTALLED IN A NEMA TS2 CABINET. ONLY ONE BRAND OF CONTROLLER WILL BE ACCEPTED FOR ANY ONE CONTRACT.
3. ALL TRAFFIC SIGNAL SECTIONS AND PEDESTRIAN SIGNAL SECTIONS SHALL BE LED AND 12" (300mm) DIAMETER. HEADS SHALL BE PLACED AS INDICATED ON THE TEMPORARY TRAFFIC SIGNAL PLAN OR AS DIRECTED BY THE ENGINEER. PEDESTRIAN SIGNALS SHALL INCLUDE SOLID INTERNATIONAL SYMBOLS. PEDESTRIAN SIGNALS WITH COUNTDOWN TIMERS SHALL BE USED WHEN THE EXISTING INSTALLATION UTILIZES COUNTDOWN TYPE OR 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.
4. ALL EXISTING STREET NAME AND INTERSECTION REGULATORY SIGNS SHALL BE REMOVED FROM EXISTING POLES, RELOCATED AND SECURELY FASTENED TO THE SPAN WIRE OR WOOD POLE AS DIRECTED BY THE ENGINEER.
5. ANY TEMPORARY SIGNAL WITHIN AN EXISTING CLOSED LOOP TRAFFIC SIGNAL SYSTEM SHALL BE INTERCONNECTED TO THAT SYSTEM USING SIMILAR BRAND CONTROL EQUIPMENT.
6. 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.

7. UNINTERRUPTIBLE POWER SUPPLY (UPS) SYSTEMS SHALL BE INSTALLED AND MADE OPERATIONAL AT TEMPORARY TRAFFIC SIGNAL INSTALLATIONS WHERE UPS IS INSTALLED AT THE EXISTING TRAFFIC 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.
8. TRAFFIC SIGNAL MANAGEMENT SYSTEMS SHALL BE MAINTAINED IN OPERATION AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER. REQUIRED EQUIPMENT SHALL BE AS SHOWN ON THE PLANS AND THE CONTRACTOR SHALL PLACE THE EQUIPMENT IN OPERATION TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE TRAFFIC SIGNAL MANAGEMENT SYSTEM.
9. DETECTION AT TEMPORARY TRAFFIC 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.
10. WHEN PAN, TILT, ZOOM CAMERAS ARE INSTALLED AT THE EXISTING INTERSECTION OR ARE CALLED FOR IN THE PLANS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING AND MAINTAINING THE CAMERAS TO THE SATISFACTION OF THE ENGINEER AND THE AGENCY RESPONSIBLE FOR THE CAMERAS.



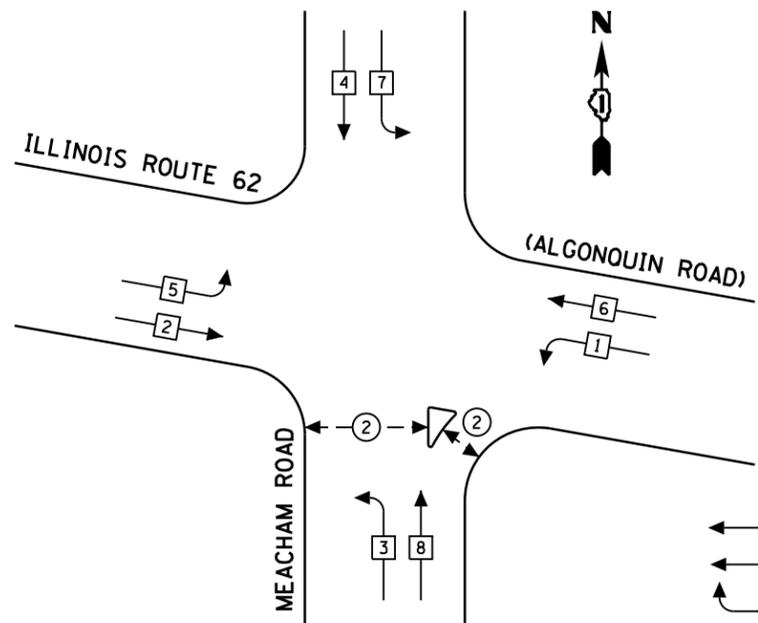
RESTORATION OF WORK AREA. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEMS SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIANS, SIDEWALKS, PAVEMENT, ETC. SHALL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



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN AND REMOVAL PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD (SHEET 2 OF 2)			F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 30
et:\pw\work\p\idot\smi\thc\j\d0267315\p1545	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	CONTRACT NO. 60W05		
	PLOT SCALE = 48.0000' / in.	CHECKED - PKG	REVISED -							FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT		
	PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -									

**CONTROLLER SEQUENCE**

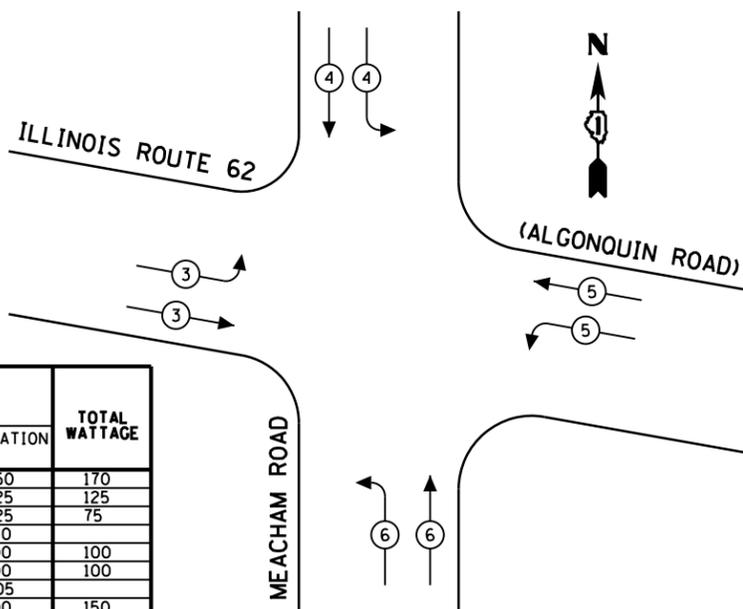


**TEMPORARY PHASE DESIGNATION DIAGRAM**

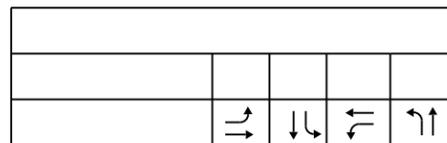
**LEGEND**

- ◁ ⊙ ▷ DUAL ENTRY PHASE
- ◁ □ ▷ SINGLE ENTRY PHASE
- ◁ ◇ (O.L.) ▷ OVERLAP
- ◁ ⊙ ▷ PEDESTRIAN PHASE
- NUMBER REFERS TO ASSOCIATED PHASE

**TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE**



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		% OPERATION	
SIGNAL (RED)	20	INCAND.	LED	0.50	170
(YELLOW)	20			0.25	125
(GREEN)	20			0.25	75
ARROW				0.10	
PED. SIGNAL	4			1.00	100
CONTROLLER	1			1.00	100
ILLUM. SIGN				0.05	
VIDEO SYSTEM	1	150		1.00	150
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	720
ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096 ENERGY SUPPLY CONTACT: ELEANOR SARALLO PHONE: (630) 424-5124 COMPANY: COMMONWEALTH EDISON					

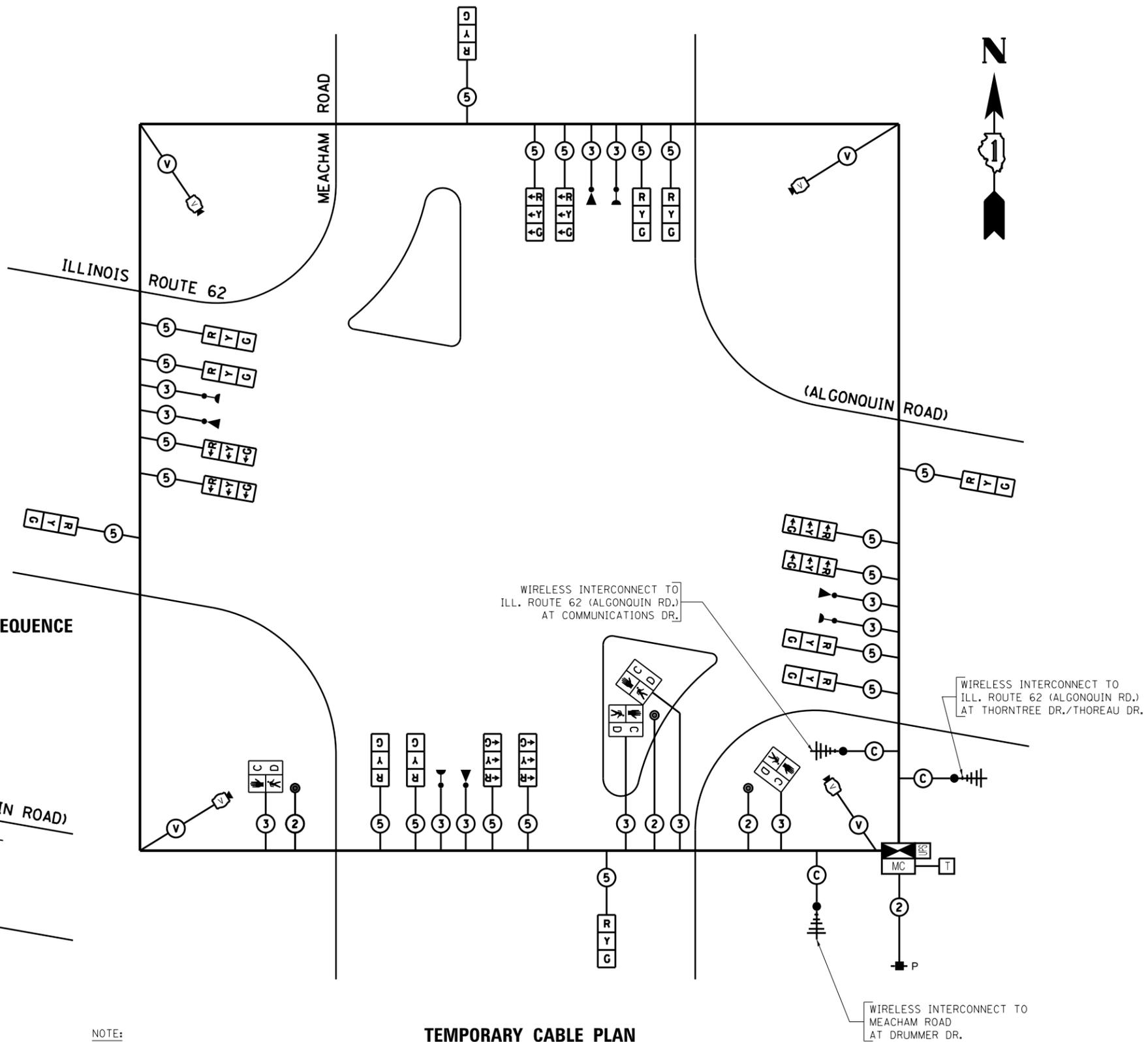


**NOTE:**

TEMPORARY RADIO INTERCONNECT SHALL NOT BE REMOVED UNTIL FIBER INTERCONNECT IS INSTALLED AND OPERATIONAL.

**TEMPORARY CABLE PLAN**

(NOT TO SCALE)



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -
ca:\pwwork\p\dot\sm\thc\j\d0267315\p15451	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -
	PLOT SCALE = 48.0000' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TEMPORARY CABLE PLAN, TEMPORARY PHASE DESIGNATION DIAGRAM TEMPORARY EMERGENCY VEHICLE PREEMPTION SEQUENCE ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD			
SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	31
CONTRACT NO. 60W05				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



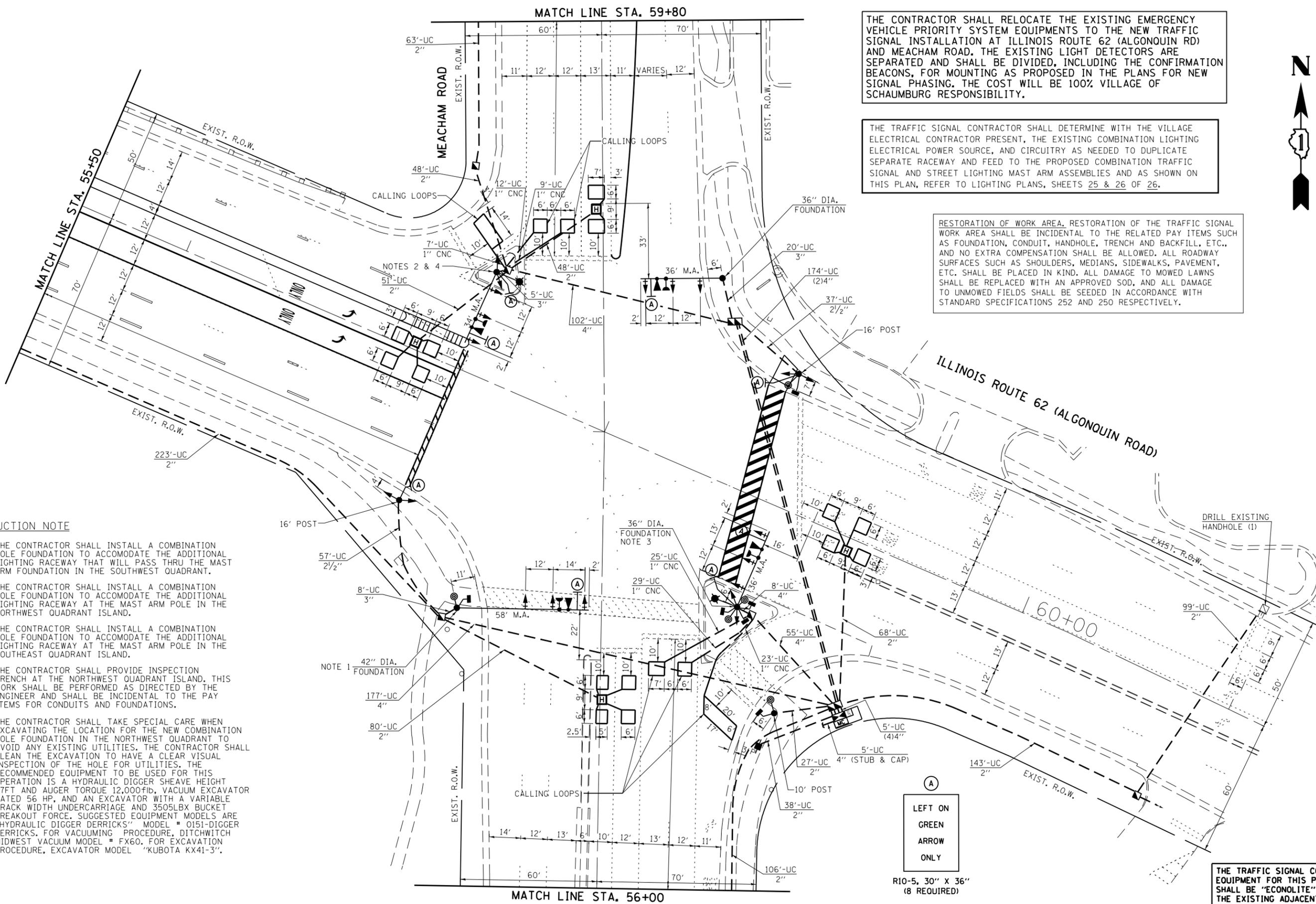
THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE NEW TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 62 (ALGONQUIN RD) AND MEACHAM ROAD. THE EXISTING LIGHT DETECTORS ARE SEPARATED AND SHALL BE DIVIDED, INCLUDING THE CONFIRMATION BEACONS, FOR MOUNTING AS PROPOSED IN THE PLANS FOR NEW SIGNAL PHASING. THE COST WILL BE 100% VILLAGE OF SCHAUMBURG RESPONSIBILITY.

THE TRAFFIC SIGNAL CONTRACTOR SHALL DETERMINE WITH THE VILLAGE ELECTRICAL CONTRACTOR PRESENT, THE EXISTING COMBINATION LIGHTING ELECTRICAL POWER SOURCE, AND CIRCUITRY AS NEEDED TO DUPLICATE SEPARATE RACEWAY AND FEED TO THE PROPOSED COMBINATION TRAFFIC SIGNAL AND STREET LIGHTING MAST ARM ASSEMBLIES AND AS SHOWN ON THIS PLAN, REFER TO LIGHTING PLANS, SHEETS 25 & 26 OF 26.

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

**CONSTRUCTION NOTE**

- NOTE 1: THE CONTRACTOR SHALL INSTALL A COMBINATION POLE FOUNDATION TO ACCOMMODATE THE ADDITIONAL LIGHTING RACEWAY THAT WILL PASS THRU THE MAST ARM FOUNDATION IN THE SOUTHWEST QUADRANT.
- NOTE 2: THE CONTRACTOR SHALL INSTALL A COMBINATION POLE FOUNDATION TO ACCOMMODATE THE ADDITIONAL LIGHTING RACEWAY AT THE MAST ARM POLE IN THE NORTHWEST QUADRANT ISLAND.
- NOTE 3: THE CONTRACTOR SHALL INSTALL A COMBINATION POLE FOUNDATION TO ACCOMMODATE THE ADDITIONAL LIGHTING RACEWAY AT THE MAST ARM POLE IN THE SOUTHEAST QUADRANT ISLAND.
- NOTE 4: THE CONTRACTOR SHALL PROVIDE INSPECTION TRENCH AT THE NORTHWEST QUADRANT ISLAND. THIS WORK SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND SHALL BE INCIDENTAL TO THE PAY ITEMS FOR CONDUITS AND FOUNDATIONS.
- NOTE 5: THE CONTRACTOR SHALL TAKE SPECIAL CARE WHEN EXCAVATING THE LOCATION FOR THE NEW COMBINATION POLE FOUNDATION IN THE NORTHWEST QUADRANT TO AVOID ANY EXISTING UTILITIES. THE CONTRACTOR SHALL CLEAN THE EXCAVATION TO HAVE A CLEAR VISUAL INSPECTION OF THE HOLE FOR UTILITIES. THE RECOMMENDED EQUIPMENT TO BE USED FOR THIS OPERATION IS A HYDRAULIC DIGGER SHEAVE HEIGHT 47FT AND AUGER TORQUE 12,000FIB, VACUUM EXCAVATOR RATED 56 HP, AND AN EXCAVATOR WITH A VARIABLE TRACK WIDTH UNDERCARRIAGE AND 3505LBX BUCKET BREAKOUT FORCE. SUGGESTED EQUIPMENT MODELS ARE "HYDRAULIC DIGGER DERRICKS" MODEL # 0151-DIGGER DERRICKS. FOR VACUUMING PROCEDURE, DITCHWITCH MIDWEST VACUUM MODEL # FX60. FOR EXCAVATION PROCEDURE, EXCAVATOR MODEL "KUBOTA KX41-3".



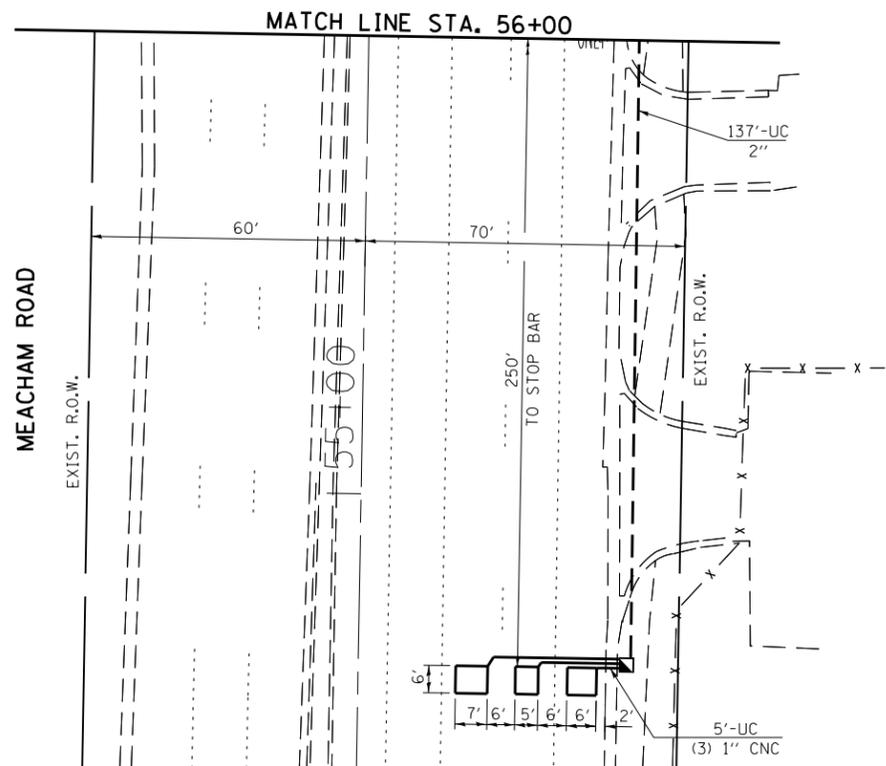
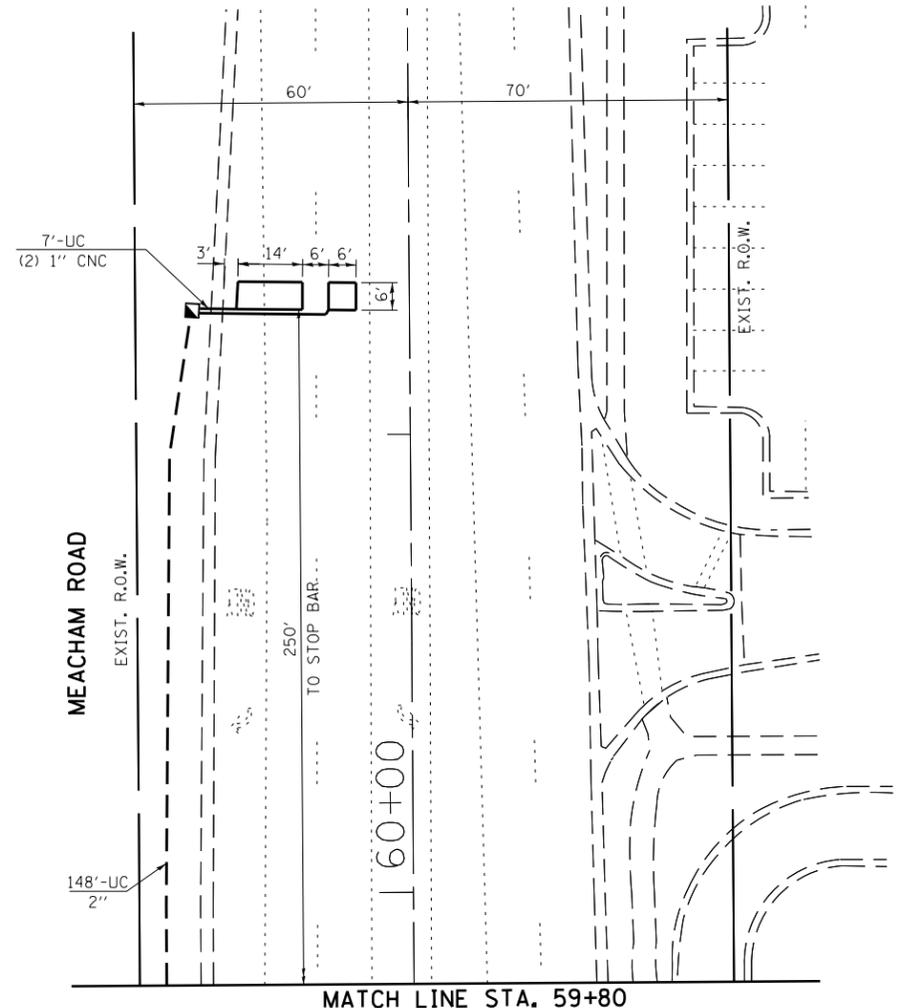
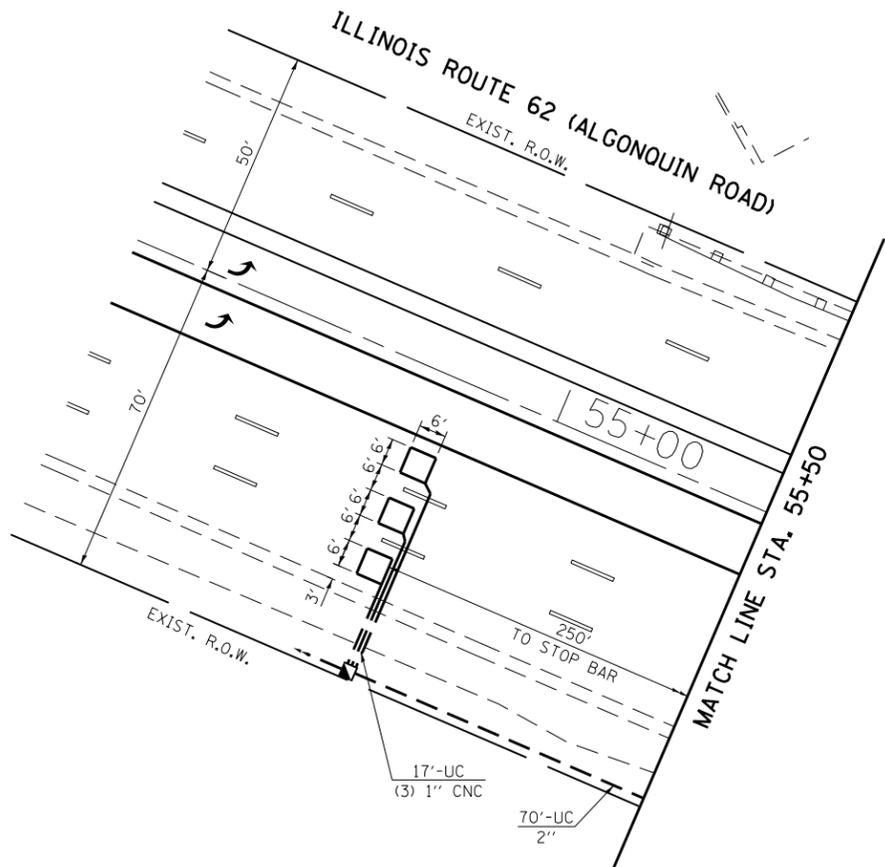
LEFT ON GREEN ARROW ONLY

R10-5, 30" X 36" (8 REQUIRED)

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL INSTALLATION PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD (SHEET 1 OF 2)</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
et:\pw\work\p\dmt\smthcjd\0267315\1545	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -		SCALE: 1"=20'	SHEET NO.	OF SHEETS	STA.	TO STA.	339	116-RS-5	COOK	54	32
		CHECKED - PKG	REVISED -											
		DATE - 7/19/2013	REVISED -											

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



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -
et:\pw\work\p\dot\smi\thc\j\d0267315\p1545	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -
	PLOT SCALE = 48.0000' / in.	CHECKED - PKG	REVISED -
	PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL INSTALLATION PLAN  
ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD  
(SHEET 2 OF 2)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	33
CONTRACT NO. 60W05				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				



NOTE 1: THE POLE MOUNTED SERVICE INSTALLATION FOR THE TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AND MEACHAM ROAD SHALL BE IN ACCORDANCE WITH "DISTRICT 1, STANDARD COMBINATION LIGHTING DISCONNECT". THIS ITEM SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR "ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL" AND NO EXTRA COMPENSATION SHALL BE ALLOWED FOR THE SAME.

THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE NEW TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 62 (ALGONQUIN RD) AND MEACHAM ROAD. THE EXISTING LIGHT DETECTORS ARE SEPARATED AND SHALL BE DIVIDED, INCLUDING THE CONFIRMATION BEACONS, FOR MOUNTING AS PROPOSED IN THE PLANS FOR NEW SIGNAL PHASING. THE COST WILL BE 100% VILLAGE OF SCHAUMBURG RESPONSIBILITY.

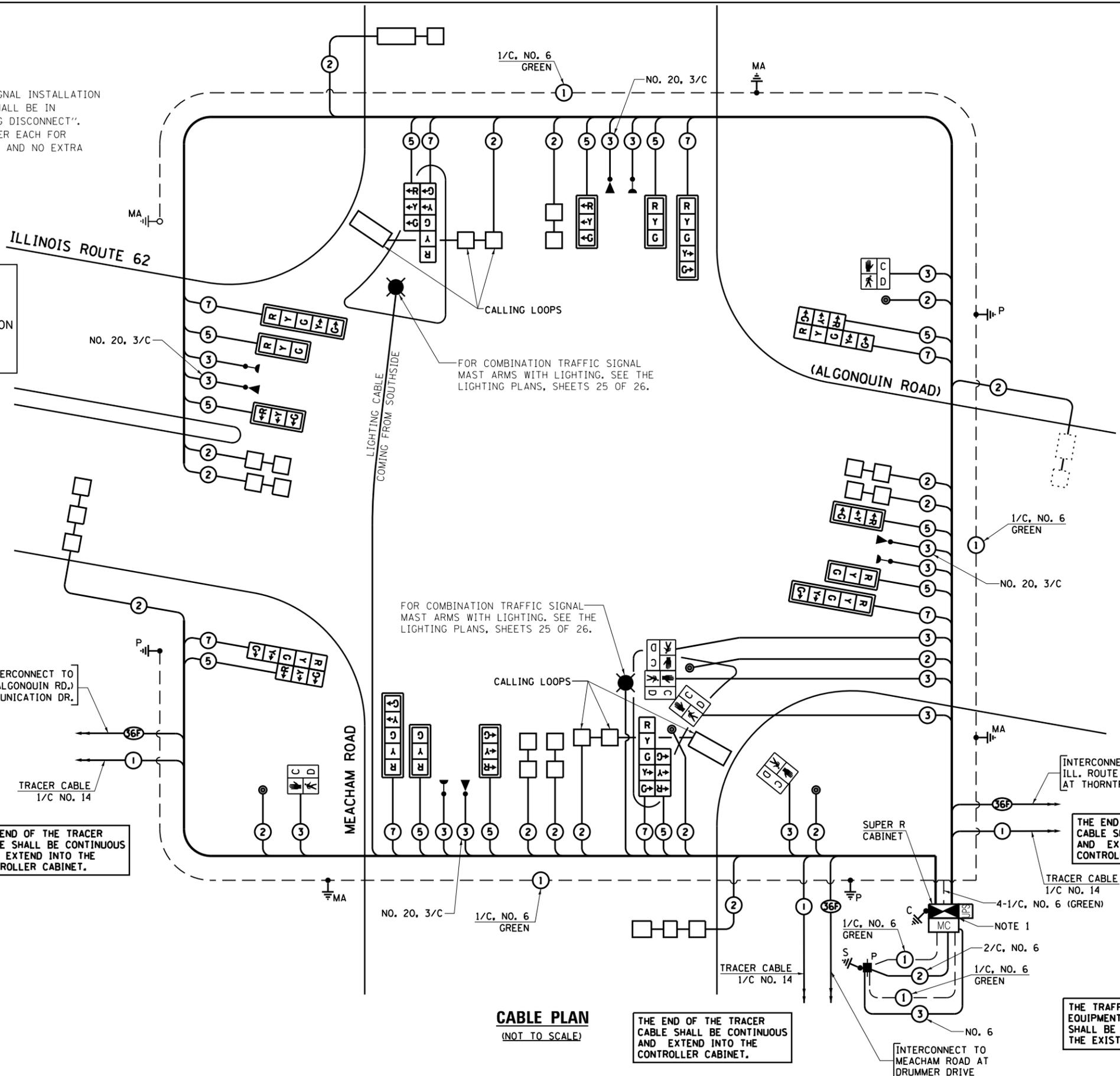
INTERCONNECT TO ILL. ROUTE 62 (ALGONQUIN RD.) AT COMMUNICATION DR.

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

INTERCONNECT TO ILL. ROUTE 62 (ALGONQUIN RD.) AT THORNTREE DR./THOREAU DR.

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.



I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE		%OPERATION	
		INCAND.	LED		
SIGNAL (RED)	20		17	0.50	170
(YELLOW)	20		25	0.25	125
(GREEN)	20		15	0.25	75
ARROW	16		12	0.10	19.2
PED. SIGNAL	6		25	1.00	150
CONTROLLER	1		100	1.00	100
ILLUM. SIGN			25	0.05	
VIDEO SYSTEM		150		1.00	
LUMINAIRE	2	465		0.50	465
FLASHER				0.50	
ENERGY COSTS TO:				TOTAL =	1104.2
ILLINOIS DEPARTMENT OF TRANSPORTATION 201 WEST CENTER COURT SCHAUMBURG, ILLINOIS 60196-1096 ENERGY SUPPLY CONTACT: ELEANOR SARALLO PHONE: (630) 424-5124 COMPANY: COMMONWEALTH EDISON					

**CABLE PLAN**  
(NOT TO SCALE)

THE END OF THE TRACER CABLE SHALL BE CONTINUOUS AND EXTEND INTO THE CONTROLLER CABINET.

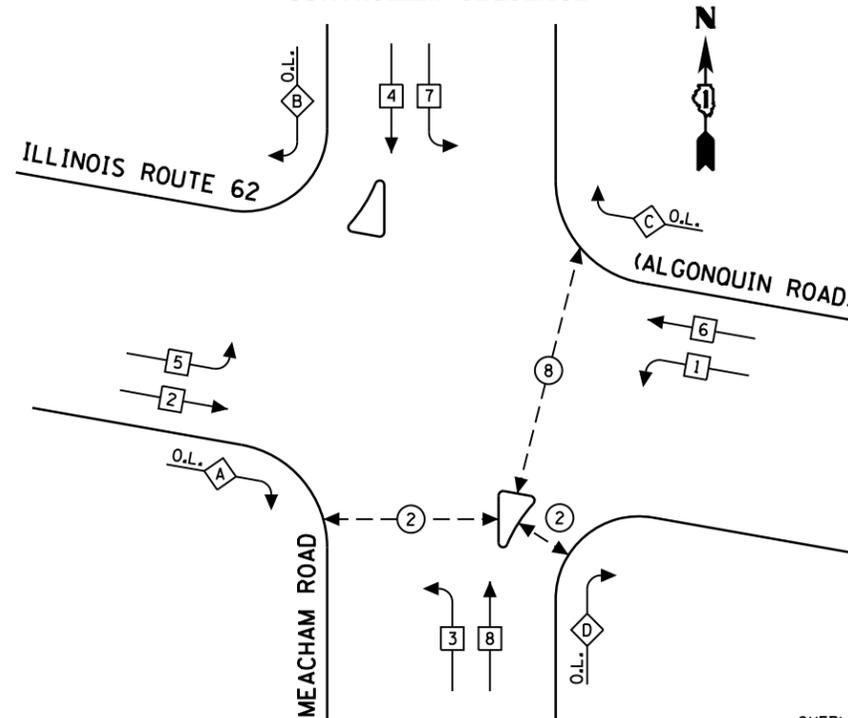
**SCHEDULE OF QUANTITIES**

QUANTITY	UNIT	ITEM
20	FOOT	EXPLORATION TRENCH 84" DEPTH
78	SO FT	SIGN PANEL - TYPE 1
32.5	SO FT	SIGN PANEL - TYPE 2
1349	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
94	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.
33	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.
715	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.
8	EACH	HANDHOLE
4	EACH	HEAVY-DUTY HANDHOLE
2	EACH	DOUBLE HANDHOLE
1	EACH	TRANSCEIVER-FIBER OPTIC
750	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C
2004	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C
3180	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C
2015	FOOT	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C
3953	FOOT	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR
58	FOOT	ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C
922	FOOT	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C
1	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.
2	EACH	TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 36 FT.
1	EACH	STEEL MAST ARM ASSEMBLY AND POLE 58 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 34 FT.
1	EACH	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 36 FT.
12	FOOT	CONCRETE FOUNDATION, TYPE A
4	FOOT	CONCRETE FOUNDATION, TYPE C
33	FOOT	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER
21	FOOT	CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER
1	EACH	DRILL EXISTING HANDHOLE
8	EACH	SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED
4	EACH	SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST ARM MOUNTED
4	EACH	SIGNAL HEAD, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED
3	EACH	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
1	EACH	PEDESTRIAN SIGNAL HEAD, LED, 3-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER
12	EACH	TRAFFIC SIGNAL BACKPLATE, LOUVERED, ALUMINUM
13	EACH	INDUCTIVE LOOP DETECTOR
1017	FOOT	DETECTOR LOOP, TYPE I
5	EACH	PEDESTRIAN PUSH-BUTTON
1	EACH	TEMPORARY TRAFFIC SIGNAL INSTALLATION
• 4	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT
• 1	EACH	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT
1	EACH	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT
11	EACH	REMOVE EXISTING HANDHOLE
2	EACH	REMOVE EXISTING DOUBLE HANDHOLE
8	EACH	REMOVE EXISTING CONCRETE FOUNDATION
• 1109	FOOT	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C
1	EACH	FULL-ACTUATED CONTROLLER AND TYPE V CABINET, SPECIAL
1	EACH	UNINTERRUPTIBLE POWER SUPPLY, SPECIAL
1	EACH	ELECTRIC SERVICE DISCONNECT, LIGHTING AND TRAFFIC SIGNAL
1	EACH	TEMPORARY TRAFFIC SIGNAL TIMING

• 100% COST TO VILLAGE OF SCHAUMBURG

THE CONTRACTOR SHALL RELOCATE THE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM EQUIPMENTS TO THE NEW TRAFFIC SIGNAL INSTALLATION AT ILLINOIS ROUTE 62 (ALGONQUIN RD) AND MEACHAM ROAD. THE EXISTING LIGHT DETECTORS ARE SEPARATED AND SHALL BE DIVIDED, INCLUDING THE CONFIRMATION BEACONS, FOR MOUNTING AS PROPOSED IN THE PLANS FOR NEW SIGNAL PHASING. THE COST WILL BE 100% VILLAGE OF SCHAUMBURG RESPONSIBILITY.

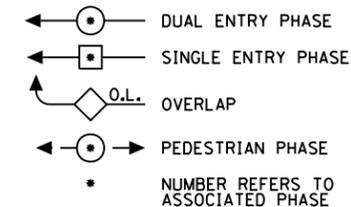
**CONTROLLER SEQUENCE**



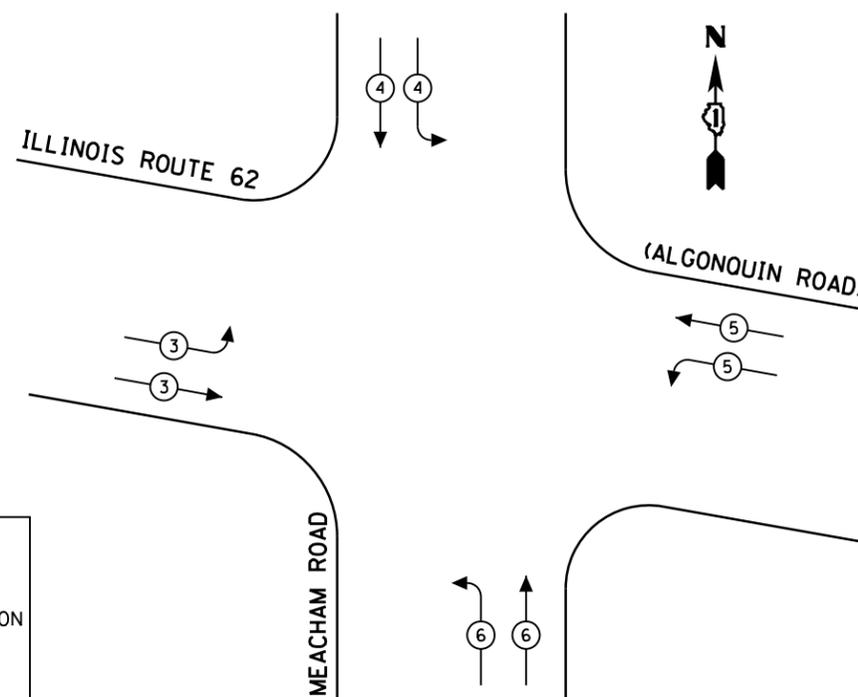
**PHASE DESIGNATION DIAGRAM**

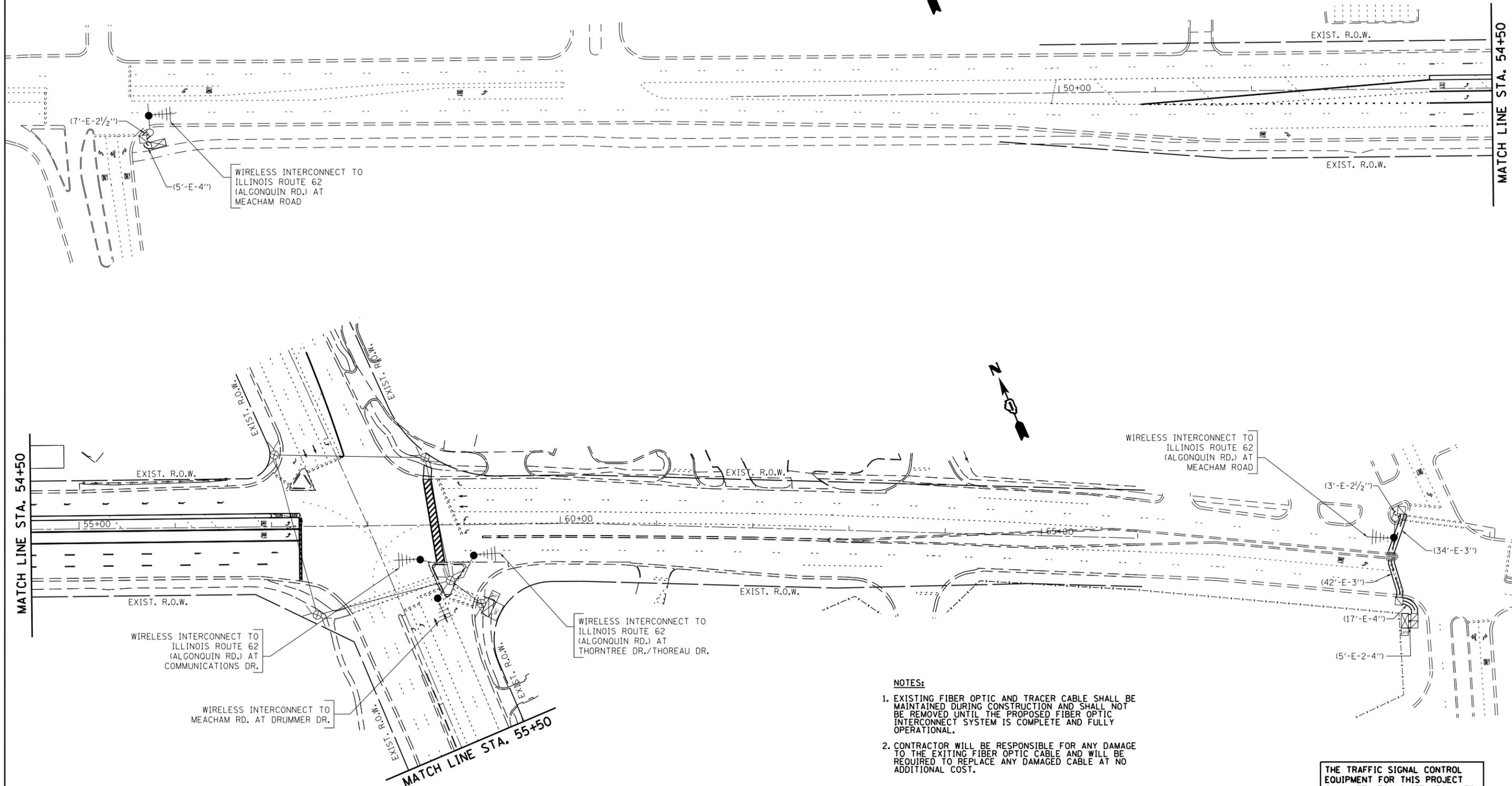
OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
B	= 4	+ 5
C	= 6	+ 7
D	= 8	+ 1

**LEGEND**



**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



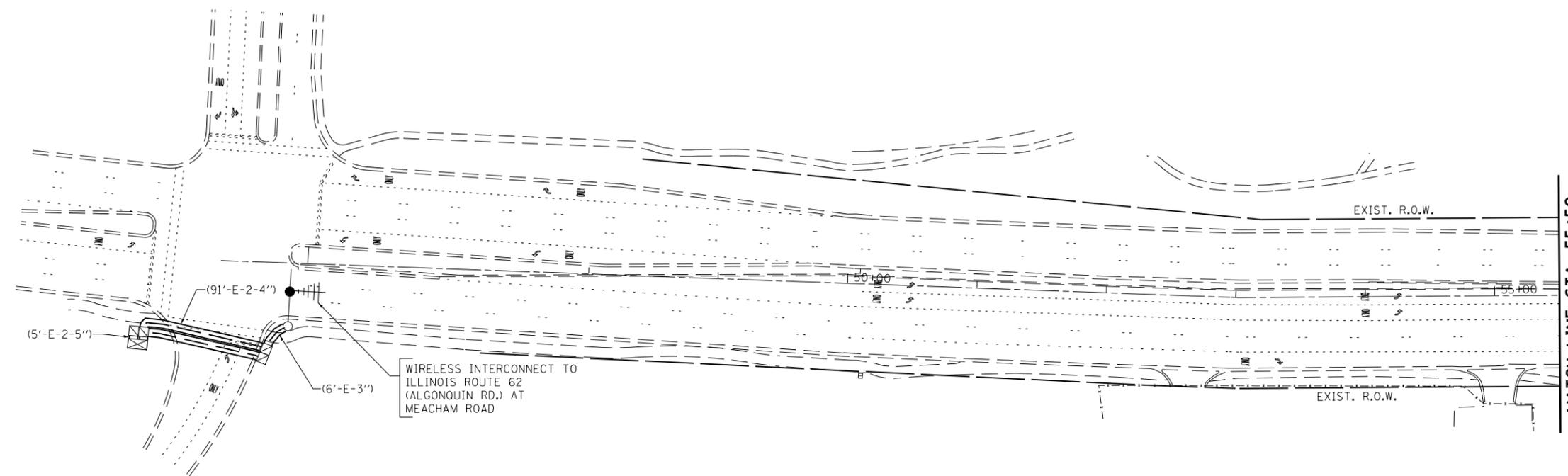



**NOTES:**

1. EXISTING FIBER OPTIC AND TRACER CABLE SHALL BE MAINTAINED DURING CONSTRUCTION AND SHALL NOT BE REMOVED UNTIL THE PROPOSED FIBER OPTIC INTERCONNECT SYSTEM IS COMPLETE AND FULLY OPERATIONAL.
2. CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING FIBER OPTIC CABLE AND WILL BE REQUIRED TO REPLACE ANY DAMAGED CABLE AT NO ADDITIONAL COST.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = c:\pwwork\p1\dot\smi\thc\j\d0267315\p15451-sht-ts.dgn	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY INTERCONNECT PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD (SHEET 1 OF 2)</b>			F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 36
	PLOT SCALE = 100.0000' / 1"	CHECKED - PKG	REVISED -		SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA.	TO STA.	<b>CONTRACT NO. 60W05</b>		
PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							

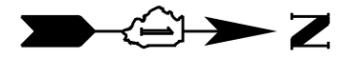


**NOTES:**

1. EXISTING FIBER OPTIC AND TRACER CABLE SHALL BE MAINTAINED DURING CONSTRUCTION AND SHALL NOT BE REMOVED UNTIL THE PROPOSED FIBER OPTIC INTERCONNECT SYSTEM IS COMPLETE AND FULLY OPERATIONAL.
2. CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING FIBER OPTIC CABLE AND WILL BE REQUIRED TO REPLACE ANY DAMAGED CABLE AT NO ADDITIONAL COST.

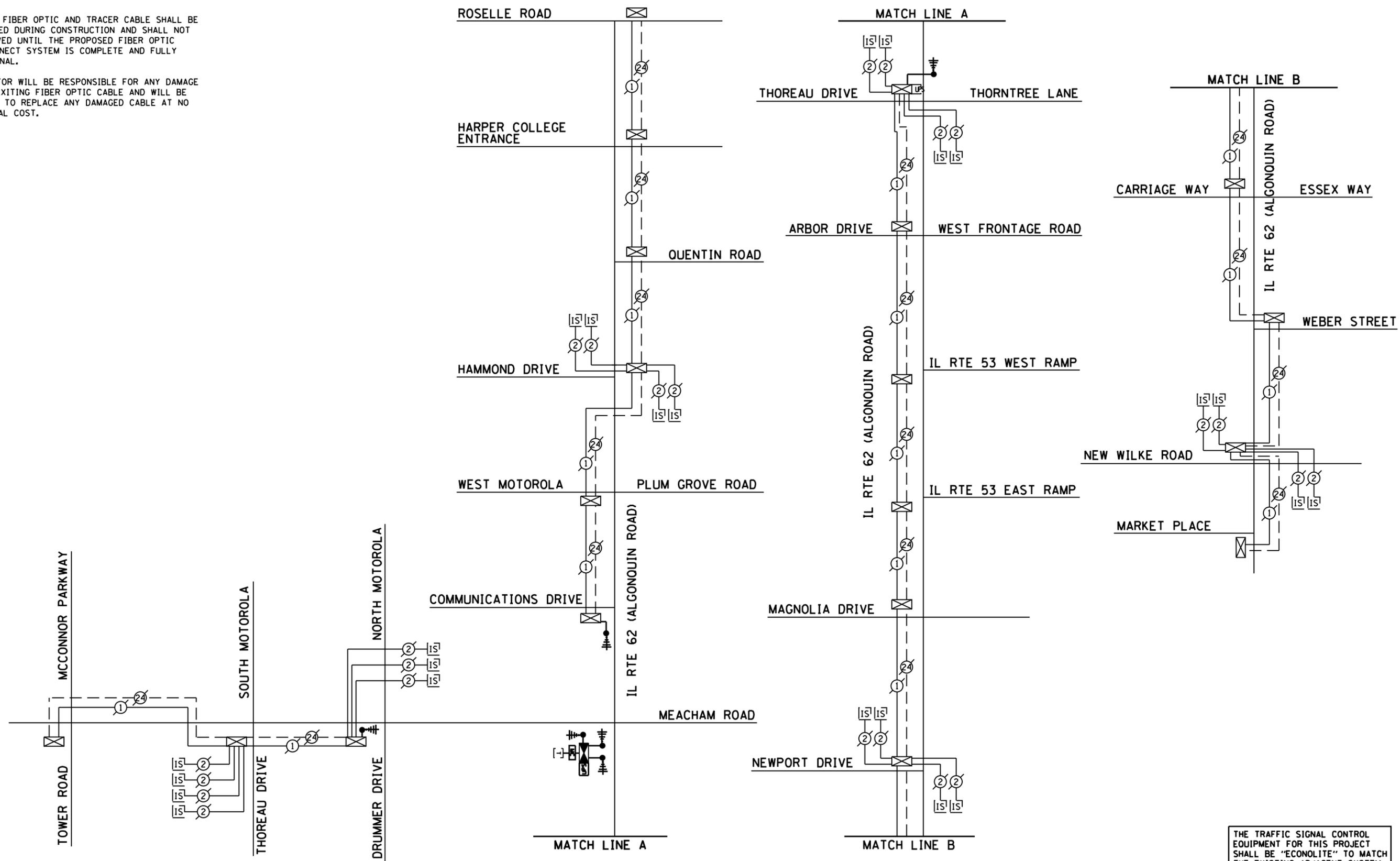
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY INTERCONNECT PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD (SHEET 2 OF 2)</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwwork\smthc\j\d0267315\p1545	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -		339	116-RS-5	COOK	54	37				
	PLOT SCALE = 100.0000' / 1in.	CHECKED - PKG	REVISED -		SCALE: 1"=50'				SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 60W05		
	PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								



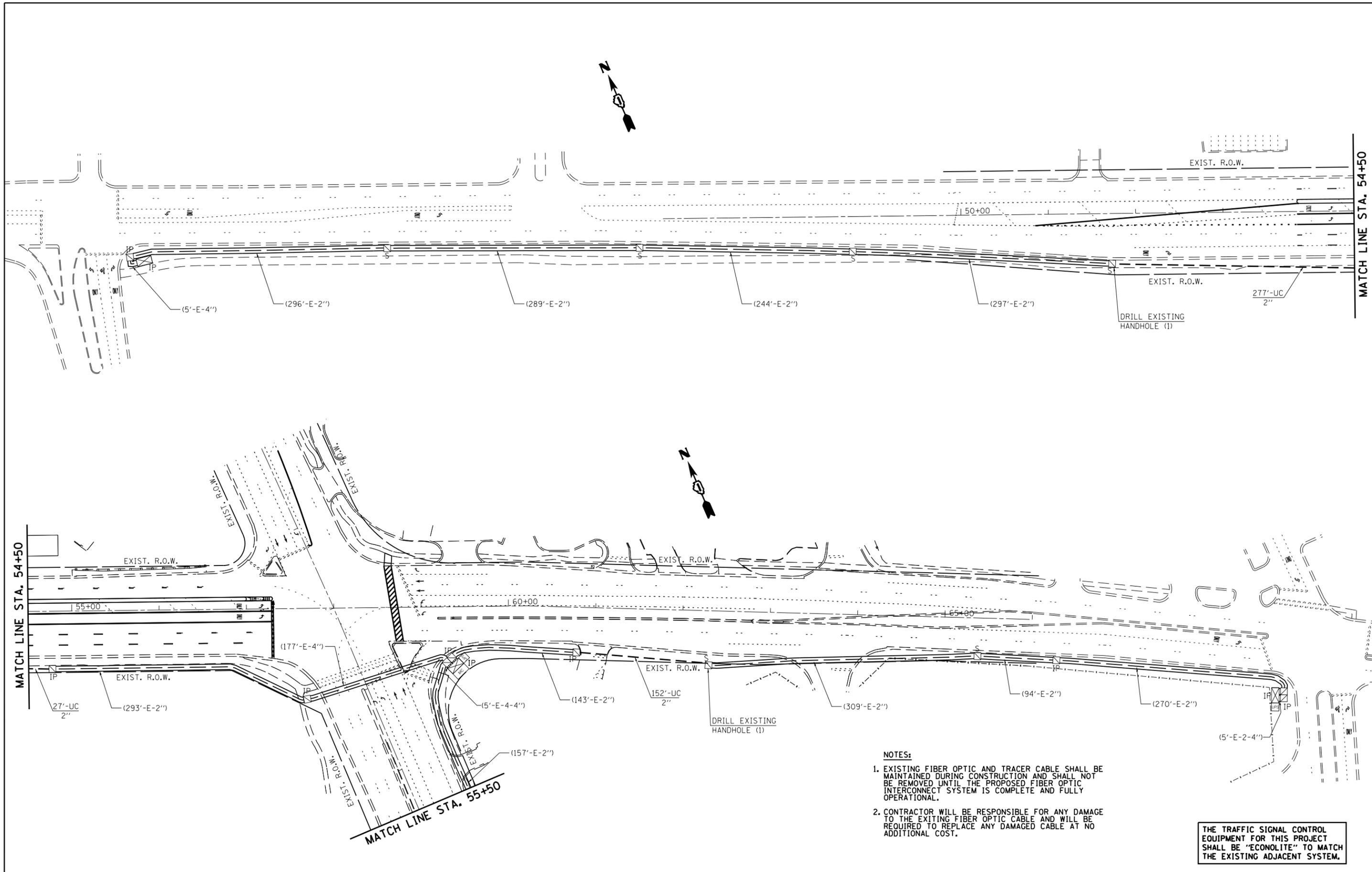
**NOTES:**

1. EXISTING FIBER OPTIC AND TRACER CABLE SHALL BE MAINTAINED DURING CONSTRUCTION AND SHALL NOT BE REMOVED UNTIL THE PROPOSED FIBER OPTIC INTERCONNECT SYSTEM IS COMPLETE AND FULLY OPERATIONAL.
2. CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING FIBER OPTIC CABLE AND WILL BE REQUIRED TO REPLACE ANY DAMAGED CABLE AT NO ADDITIONAL COST.



THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

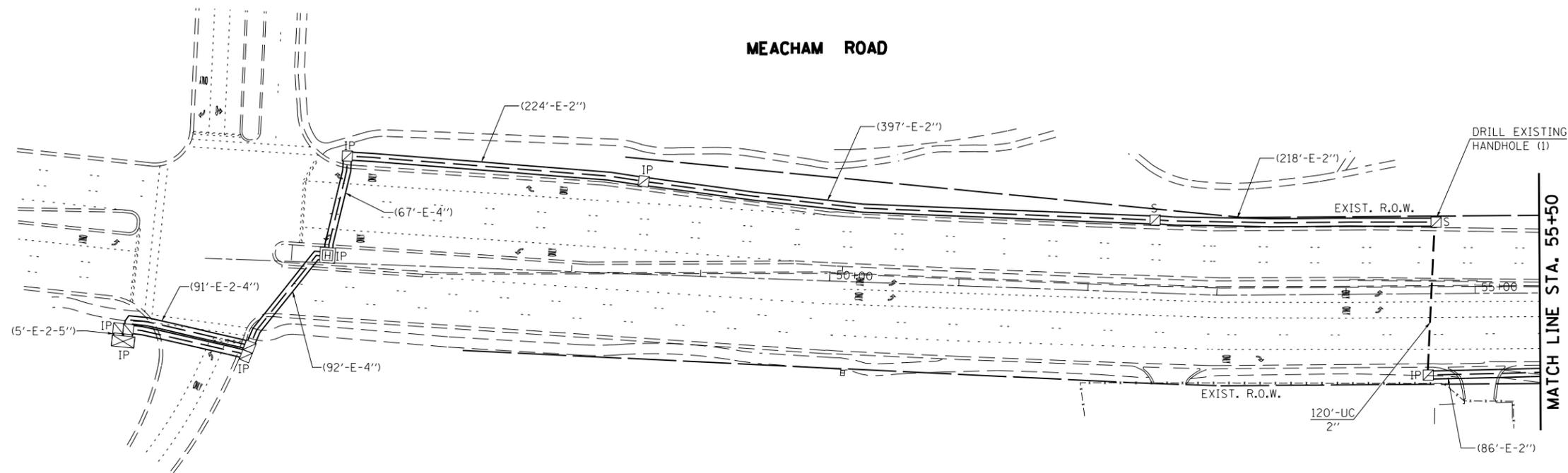
FILE NAME = c:\pwork\work\pwork\smi\thc\0267315\PI545	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY INTERCONNECT SCHEMATIC ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD</b>				F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 38
	PLOT SCALE = 40.0000' / in.	CHECKED - PKG	REVISED -		N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.	<b>CONTRACT NO. 60W05</b>			
PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -	REVISED -					FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					



- NOTES:**
- EXISTING FIBER OPTIC AND TRACER CABLE SHALL BE MAINTAINED DURING CONSTRUCTION AND SHALL NOT BE REMOVED UNTIL THE PROPOSED FIBER OPTIC INTERCONNECT SYSTEM IS COMPLETE AND FULLY OPERATIONAL.
  - CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING FIBER OPTIC CABLE AND WILL BE REQUIRED TO REPLACE ANY DAMAGED CABLE AT NO ADDITIONAL COST.

THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = c:\pwwork\p1\dot\smi\thc\j\d0267315\p15451-sht-ts.dgn	USER NAME = SMITHCJ 1-sht-ts.dgn	DESIGNED - PKG DRAWN - EA, EB	REVISED - REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCONNECT PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD (SHEET 1 OF 2)</b>				F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 39
PLOT SCALE = 100.0000' / in. PLOT DATE = 10/18/2013		CHECKED - PKG DATE - 7/19/2013	SCALE: 1"=50'		SHEET NO.	OF SHEETS	STA.	TO STA.	<b>CONTRACT NO. 60W05</b>				



**NOTES:**

1. EXISTING FIBER OPTIC AND TRACER CABLE SHALL BE MAINTAINED DURING CONSTRUCTION AND SHALL NOT BE REMOVED UNTIL THE PROPOSED FIBER OPTIC INTERCONNECT SYSTEM IS COMPLETE AND FULLY OPERATIONAL.
2. CONTRACTOR WILL BE RESPONSIBLE FOR ANY DAMAGE TO THE EXISTING FIBER OPTIC CABLE AND WILL BE REQUIRED TO REPLACE ANY DAMAGED CABLE AT NO ADDITIONAL COST.

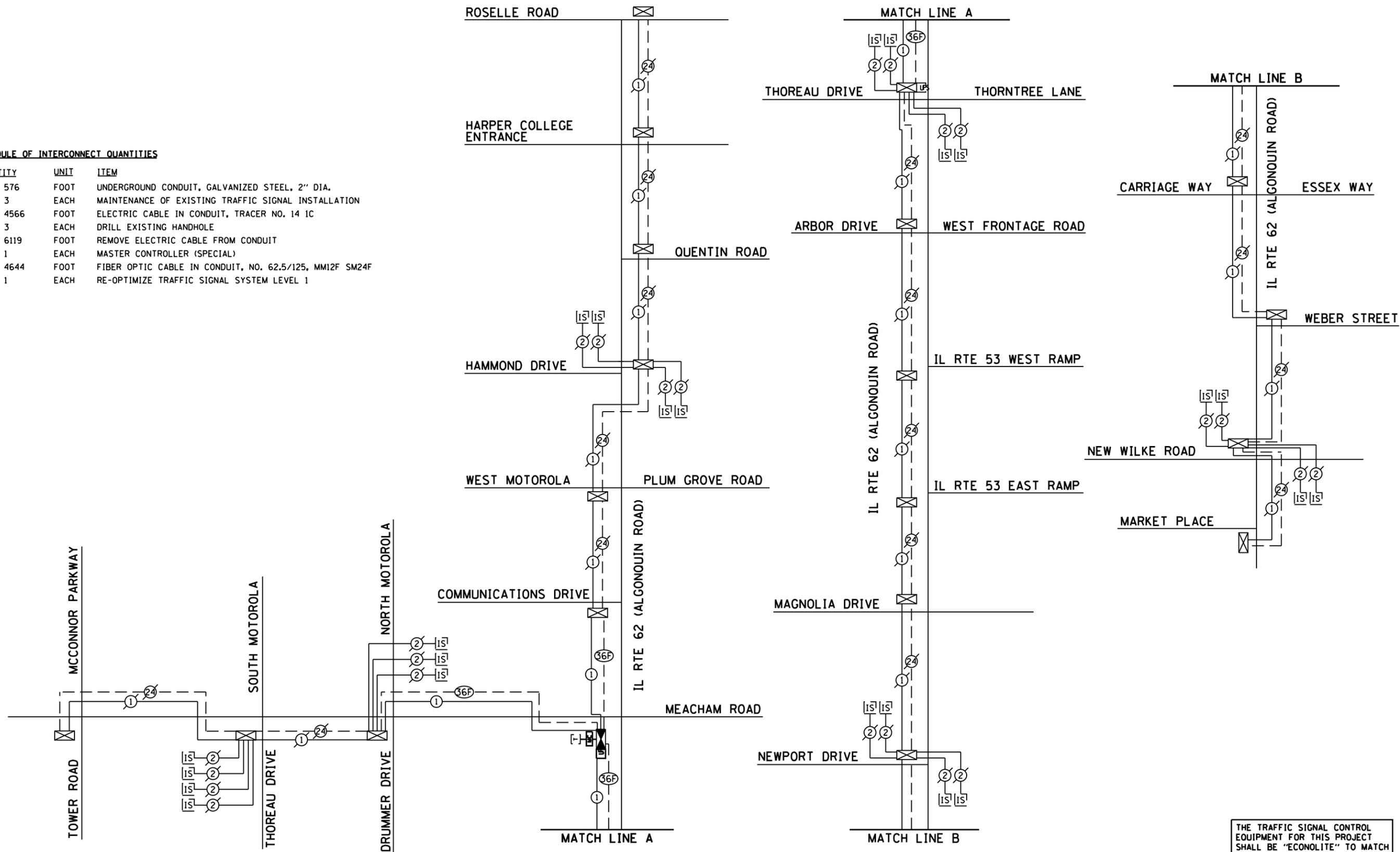
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = c:\pwwork\pwwork\smthc\j\d0267315\PI545	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCONNECT PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD (SHEET 2 OF 2)</b>			F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 40
	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -		SCALE: 1"=50'	SHEET NO.	OF SHEETS	STA.	TO STA.	<b>CONTRACT NO. 60W05</b>		
PLOT SCALE = 100.0000' / in.	CHECKED - PKG	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT							
PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -										



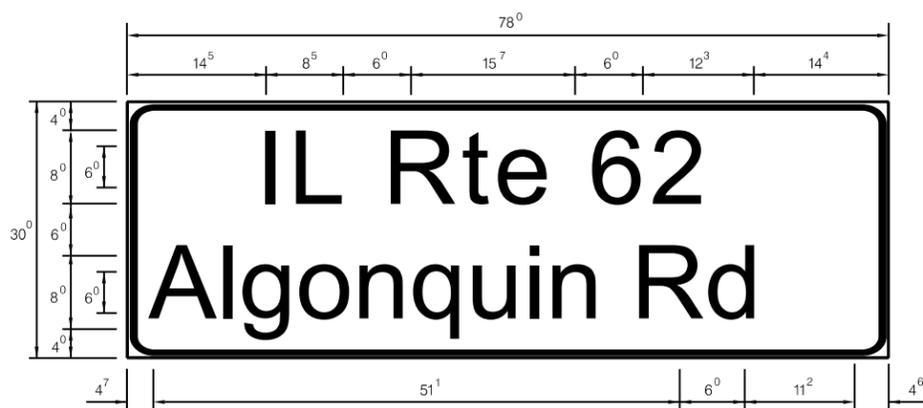
**SCHEDULE OF INTERCONNECT QUANTITIES**

QUANTITY	UNIT	ITEM
576	FOOT	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.
3	EACH	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION
4566	FOOT	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1C
3	EACH	DRILL EXISTING HANDHOLE
6119	FOOT	REMOVE ELECTRIC CABLE FROM CONDUIT
1	EACH	MASTER CONTROLLER (SPECIAL)
4644	FOOT	FIBER OPTIC CABLE IN CONDUIT, NO. 62.5/125, MM12F SM24F
1	EACH	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1

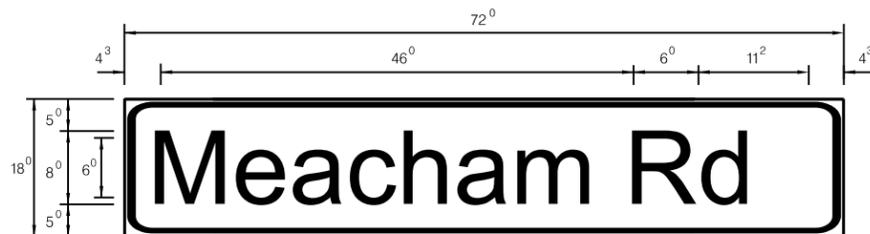


THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

FILE NAME = c:\pwwork\pwwork\smi\thc\j\d0267315\PI5451-sh-t-ts.dgn	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INTERCONNECT SCHEMATIC ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD</b>				F.A.P. RTE. 339	SECTION 116-RS-5	COUNTY COOK	TOTAL SHEETS 54	SHEET NO. 41
	PLLOT SCALE = 48.0000' / in.	CHECKED - PKG	REVISED -		N.T.S.	SHEET NO.	OF SHEETS	STA.	TO STA.	<b>CONTRACT NO. 60W05</b>			
PLLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -	REVISED -					FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					



- Sq. Ft. each  
16.25 Sq. Ft. each  
2 Required  
Design Series D



- Sq. Ft. each  
9 Sq. Ft. each  
2 Required  
Design Series D

NOTE: SIGN DIMENSIONS ARE IN ENGLISH UNITS

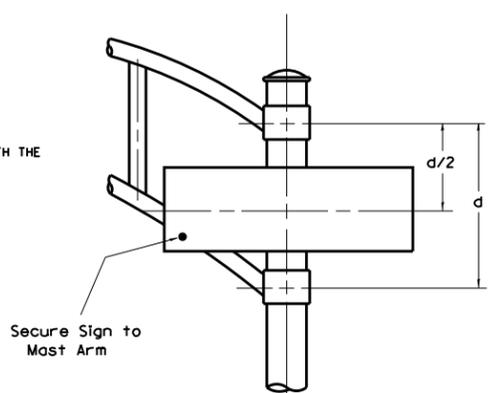
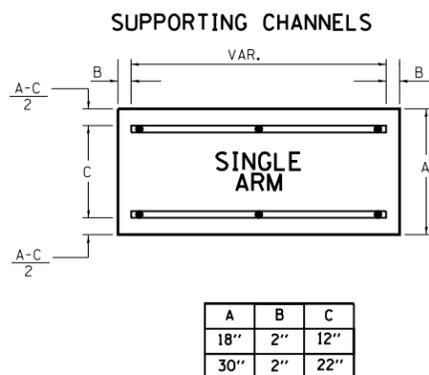
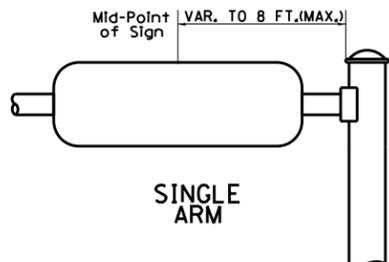
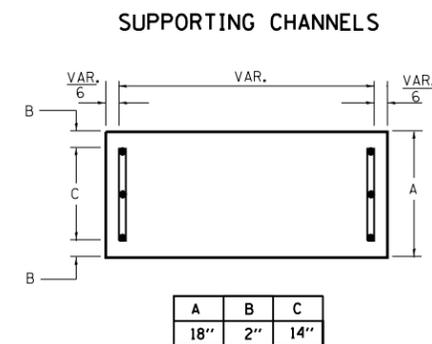
**GENERAL NOTES**

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL HAVE A WHITE REFLECTORIZED LEGEND AND BORDER ON A GREEN REFLECTORIZED BACKGROUND, TYPE A SHEETING.
- THE SIGN LENGTH SHOULD BE INCREASED IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHOULD NOT EXCEED 8'-0".
- ALL BORDERS SHALL BE 3/4" WIDE AND CORNER RADIUS SHALL BE 2-1/4".
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS. LOCAL SUPPLIERS OF THE SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM ARE:

- \* J.O. HERBERT CO. MIDLOTHIAN, VA.
- \* WESTERN REMAC INC. WOODRIDGE, IL.

**PARTS LISTING:**  
SIGN CHANNEL PART #HPN053 (MED. CHANNEL)  
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3  
BRACKETS PART #HPN034 (UNIVERSAL)  
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.



**DUAL ARM**  
SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM  
Shall be used. See Note #5.

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

EXAMPLE, 2<sup>3</sup> DENOTES 3/8"

FIRST LETTER	SECOND LETTER															
	acde		bhikl		f w		J		s t		v y		x		z	
	g	o	q	m	n	p	r	u								
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
A W X	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
B	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>
C E G	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
D O O R	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
F	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
H I M N	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>2</sup>	2 <sup>4</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>
J U	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>
K L	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
P	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
S	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>						
T	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
V	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>						
Y	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>4</sup>	1 <sup>5</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>7</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>
Z	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>0</sup>	2 <sup>1</sup>

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

FIRST LETTER	SECOND LETTER															
	acde		bhikl		f w		J		s t		v y		x		z	
	g	o	q	m	n	p	r	u								
SERIES	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
adhgi	1 <sup>6</sup>	1 <sup>7</sup>	2 <sup>2</sup>	2 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
lmnqu																
bfkops	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
c e	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>						
r	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>3</sup>	0 <sup>3</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>
t z	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>
v y	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	0 <sup>6</sup>	1 <sup>0</sup>	0 <sup>6</sup>	1 <sup>0</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>
w	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>
x	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>1</sup>	1 <sup>2</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>2</sup>	1 <sup>4</sup>

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

FIRST NUMBER	SECOND NUMBER																			
	0		1		2		3		4		5		6		7		8		9	
	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D
0 9	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>
1	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>	2 <sup>1</sup>	2 <sup>0</sup>	2 <sup>1</sup>
2 3 4	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>
5	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
6	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>4</sup>	1 <sup>5</sup>
7	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>5</sup>	0 <sup>5</sup>	0 <sup>6</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>1</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>
8	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>6</sup>	1 <sup>7</sup>	1 <sup>4</sup>	1 <sup>5</sup>	1 <sup>6</sup>	1 <sup>7</sup>

UPPER AND LOWER CASE LETTER WIDTHS

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

NUMBER TO NUMBER

NUMBER	6 INCH SERIES		8 INCH SERIES	
	C	D	C	D
1	1 <sup>2</sup>	1 <sup>4</sup>	1 <sup>5</sup>	2 <sup>0</sup>
2	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
3	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
4	3 <sup>5</sup>	4 <sup>3</sup>	4 <sup>7</sup>	5 <sup>7</sup>
5	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
6	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
7	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
8	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>
9	3 <sup>2</sup>	4 <sup>0</sup>	4 <sup>3</sup>	5 <sup>3</sup>

**LEGEND**

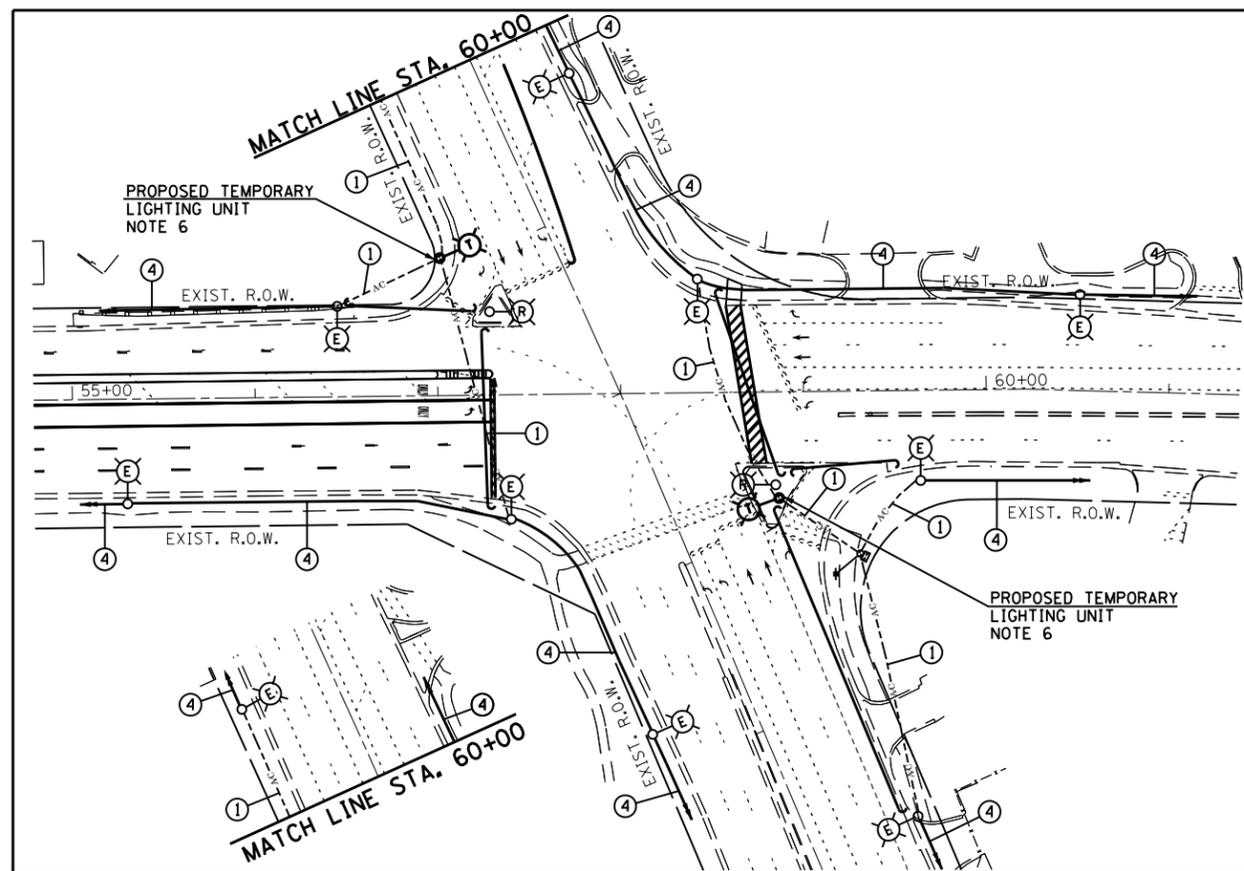
-  PROPOSED COMBINATION LIGHTING UNIT  
45' M.H., 15' M.A., 400W, 240V HPS,  
COBRA HEAD LUMINAIRE, TYPE MC-III.
-  TEMPORARY LIGHTING UNIT  
50' M.H., 15' M.A., 400W, 240V HPS  
LUMINAIRE TO MATCH EXISTING
-  EXISTING LIGHT UNIT  
TO BE REMOVED
-  EXISTING LIGHT UNIT  
TO REMAIN IN PLACE
-  UNDERGROUND CONDUITS  
SIZE AS INDICATED
-  EXISTING UNDERGROUND CABLES  
TO BE REMOVED
-  EXISTING CABLES AND CONDUITS  
TO REMAIN IN PLACE
-  AERIAL CABLE, 2-1/C NO. 4  
WITH MESSENGER WIRE
-  COMBINATION LIGHTING CONTROLLER
-  PROPOSED UNIT DUCT
- ① TEMPORARY AERIAL CABLE 2-1/C NO.4  
WITH MESSENGER WIRE
- ② PROPOSED 3-1/C NO.6 & 1/C NO. 6 GRD.  
ELECTRIC CABLE IN PROPOSED 2"  
GALVANIZED STEEL CONDUITS
- ③ PROPOSED 3-1/C NO.6 & 1/C NO. 6  
GRD. UNIT DUCT
- ④ EXISTING 3-1/C NO.6 & 1/C NO. 6 GRD.  
ELECTRIC CABLE IN EXISTING CONDUITS

**CONSTRUCTION NOTES**

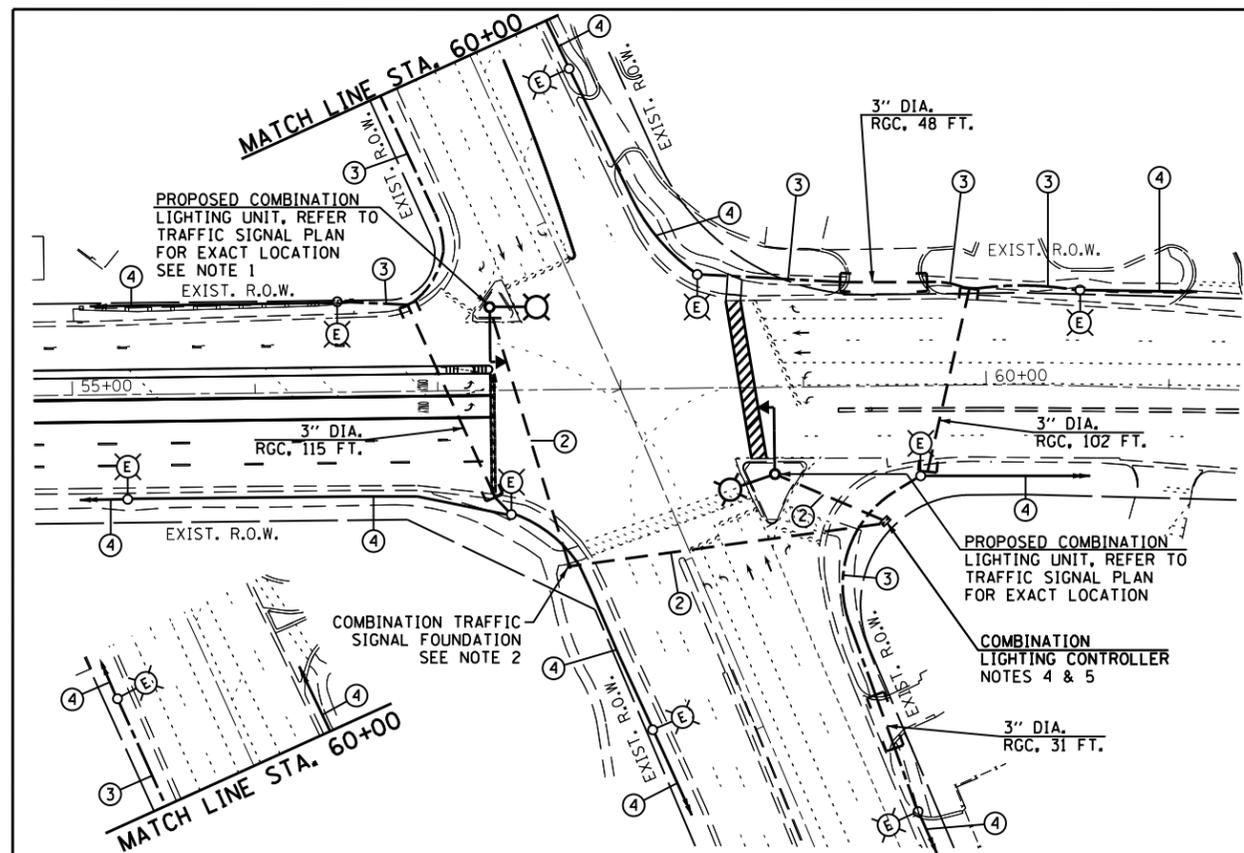
- NOTE 1. INSTALL A NEW 2" GALVANIZED STEEL CONDUITS TO THE PROPOSED COMBINATION MAST ARM FOUNDATION IN THE SOUTHWEST CORNER.
- NOTE 2. STREET LIGHTING CABLES SHALL PASS THROUGH THE TRAFFIC SIGNAL FOUNDATION WITHOUT ANY SPLICING OR MAKING ANY CONNECTION AT THIS LOCATION. THE LIGHTING CABLES SHALL GO TO THE COMBINATION TRAFFIC SIGNAL FOUNDATION ON THE NORTH WEST CORNER ISLAND AND POWER THE LUMINAIRE AT THAT LOCATION.
- NOTE 3. CONTRACTOR TO AERIALLY CONNECT TEMPORARY COMBINATION POLE IN THE NORTHWEST CORNER; AND TEMPORARY COMBINATION POLE IN THE SOUTHEAST CORNER ISLAND TO THE EXISTING LIGHTING SYSTEM. CONTRACTOR TO VERIFY AND MATCH EXISTING CONDUCTOR SIZE & TYPE OR AMPACITY.
- NOTE 4. INSTALL A NEW 2" GALVANIZED STEEL CONDUIT FROM THE CONTROLLER TO THE PROPOSED COMBINATION MAST ARM FOUNDATION IN THE SOUTHWEST CORNER.
- NOTE 5. INSTALL A NEW 2" GALVANIZED STEEL CONDUIT TO THE PROPOSED COMBINATION MAST ARM FOUNDATION IN THE SOUTHWEST CORNER.
- NOTE 6. INSTALL A TEMPORARY MAST ARM, ALUMINUM, 15 FT ON THE WOOD POLE.

**GENERAL NOTES:**

- 1. THE CONTRACTOR SHALL VERIFY ALL OF THE INFORMATION SHOWN ON THE CONTRACT DRAWINGS, WHICH WOULD AFFECT THE WORK UNDER THIS CONTRACT.
- 2. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THIS PROJECT, SPECIFICALLY AS THEY RELATE TO LUMP SUM ITEMS AND UNIT PRICE ITEMS.
- 3. ALL NEW CONDUITS, UNIT DUCTS, DIRECT BURIAL CABLES, AND APPURTENANCES ARE INDICATED DIAGRAMMATICALLY ON THE DRAWINGS. THE ACTUAL LOCATIONS IN THE FIELD SHALL MEET WITH APPROVAL OF THE ENGINEER.
- 4. THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND ASSOCIATED SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS (LATEST EDITION).
- 6. THE CONTRACTOR SHALL FURNISH AND INSTALL LUMINAIRE LAMPS IN ACCORDANCE WITH THE SUPPLIER'S RECOMMENDATIONS AND IN ACCORDANCE WITH THE SPECIFICATIONS. THE COST OF THIS WORK AND MATERIAL SHALL BE INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEM. SEPARATE PAYMENT WILL NOT BE MADE.
- 7. ALL LUMINAIRES SHALL BE ORIENTED WITH THE OPTICS PERPENDICULAR TO THE ROADWAY UNLESS OTHERWISE INDICATED OR DIRECTED BY THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCLUDED IN THE APPLICABLE LUMINAIRE PAY ITEMS. SEPARATE PAYMENT WILL NOT BE MADE.
- 8. CONDUITS AND UNIT DUCTS SHALL BE INSTALLED AT A MINIMUM 30" DEPTH BELOW GRADE AND POSITIONED IN THE FIELD TO AVOID CONFLICT WITH ROADWAY UNDERDRAINS AND OTHER EXISTING AND PROPOSED UTILITIES. THE CONTRACTOR SHALL INCREASE DEPTH OF UNIT DUCT AND CONDUIT AS REQUIRED AT NO ADDITIONAL COST TO THE STATE. THE CONTRACTOR SHALL COORDINATE RACEWAY DEPTH WITH THE ELECTRICAL DETAILS AND THE ENGINEER.
- 10. WHERE THE CONTRACTOR'S EXCAVATION MEETS AN OBSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE ENGINEER FOR DIRECTION IN WRITING PRIOR TO EXCAVATION. THE CONTRACTOR SHALL RESTORE ANY DAMAGE TO EXISTING SYSTEMS OR UTILITIES AND REMOVE EXISTING OBSTRUCTIONS AND FOUNDATIONS TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE APPROPRIATE PAY ITEM.



**TEMPORARY AND REMOVAL OF LIGHTING PLAN**



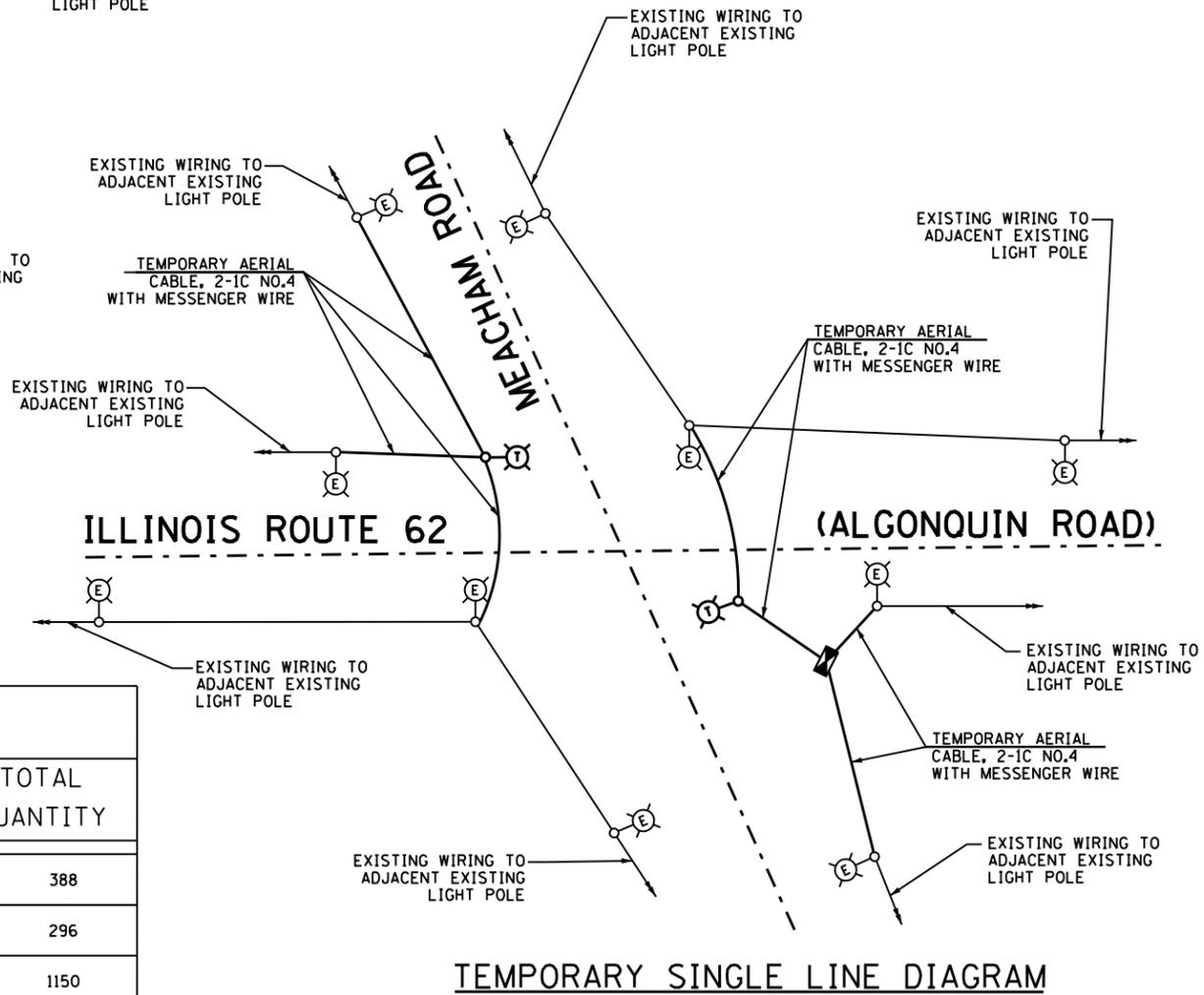
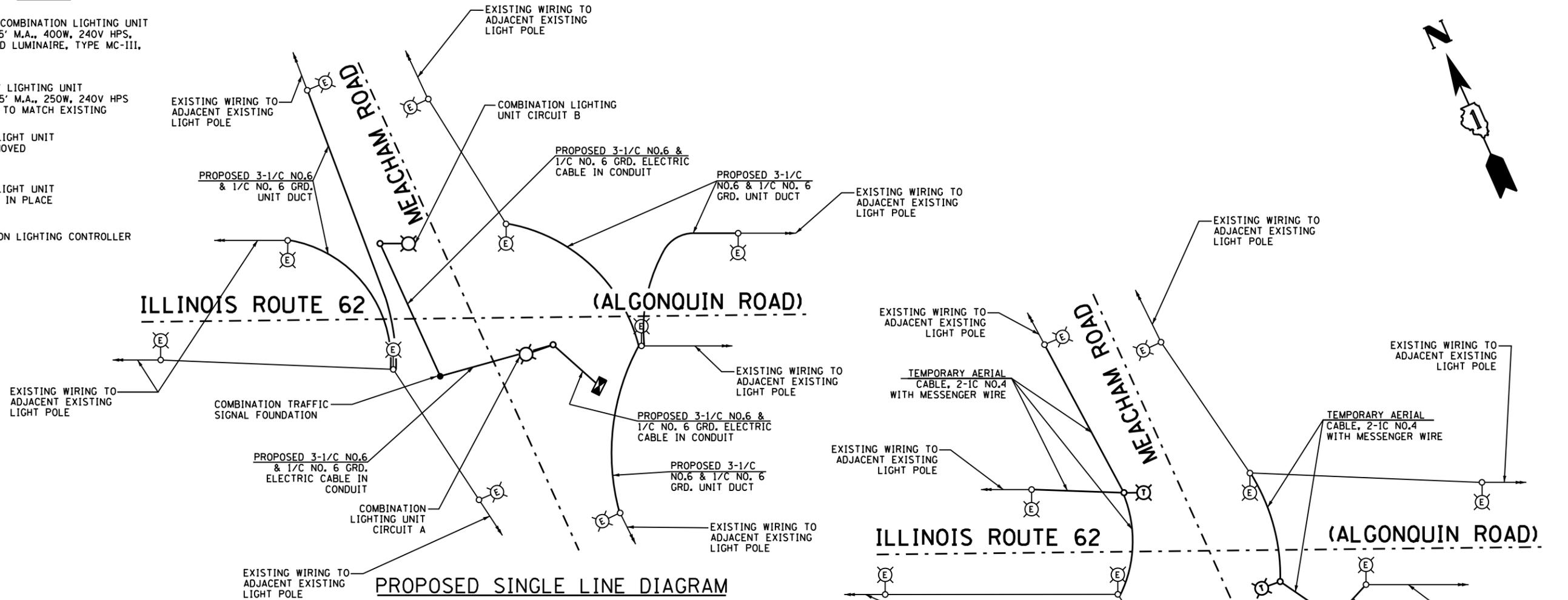
**PROPOSED LIGHTING PLAN**



FILE NAME =	USER NAME = SMITHCJ	DESIGNED - PKG	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>LIGHTING PLAN ILLINOIS ROUTE 62 (ALGONQUIN ROAD) AT MEACHAM ROAD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dms\smthcjd\0267315\1545	1-sh-t-ts.dgn	DRAWN - EA, EB	REVISED -			339	116-RS-5	COOK	54	43	
	PLOT SCALE = 100.0000' / 1" =	CHECKED - PKG	REVISED -			<b>CONTRACT NO. 60W05</b>					
	PLOT DATE = 10/18/2013	DATE - 7/19/2013	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

**LEGEND**

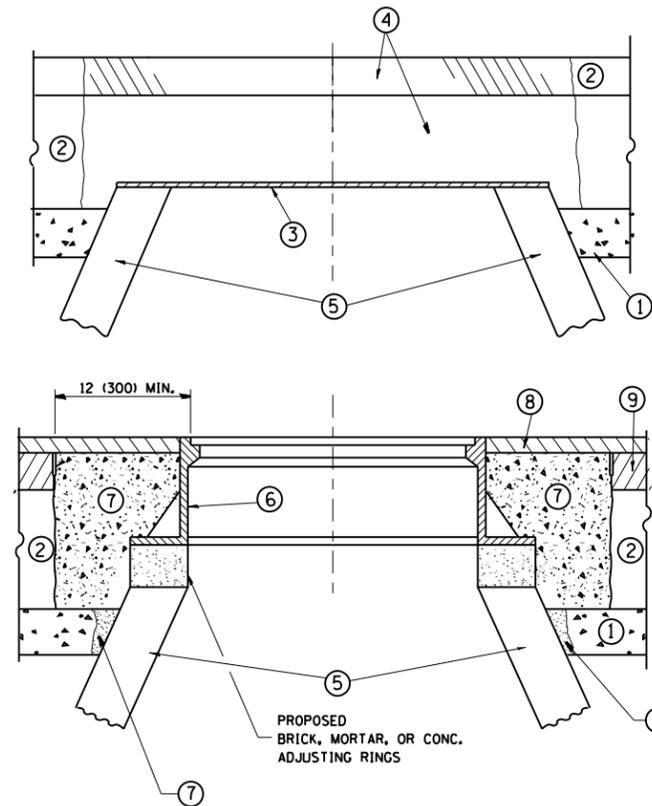
-  PROPOSED COMBINATION LIGHTING UNIT  
45' M.H., 15' M.A., 400W, 240V HPS,  
COBRA HEAD LUMINAIRE, TYPE MC-III,
-  TEMPORARY LIGHTING UNIT  
50' M.H., 15' M.A., 250W, 240V HPS  
LUMINAIRE TO MATCH EXISTING
-  EXISTING LIGHT UNIT  
TO BE REMOVED
-  EXISTING LIGHT UNIT  
TO REMAIN IN PLACE
-  COMBINATION LIGHTING CONTROLLER



**SCHEDULE OF QUANTITIES**

DESIGNATION	UNIT	TOTAL QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	388
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	296
UNIT DUCT, 600V, 2-1/C NO.6, 1/C NO.6 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE	FOOT	1150
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 6, 1/C NO. 6 GROUND	FOOT	403
AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE	FOOT	708
LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 400 WATT	EACH	2
* TEMPORARY LUMINAIRE, HIGH PRESSURE SODIUM VAPOR, 400 WATT	EACH	2
* COMBINATION LIGHTING CONTROLLER	EACH	1
* TEMPORARY MAST ARM, ALUMINUM, 15FT	EACH	2
* MAINTAIN EXISTING LIGHTING SYSTEM	L SUM	1

DESIGNATES SPECIAL PROVISIONS



**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 1/2 (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 EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

**LEGEND**

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

**LOCATION OF STRUCTURES:**

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

**BASIS OF PAYMENT:**

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

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

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

**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**

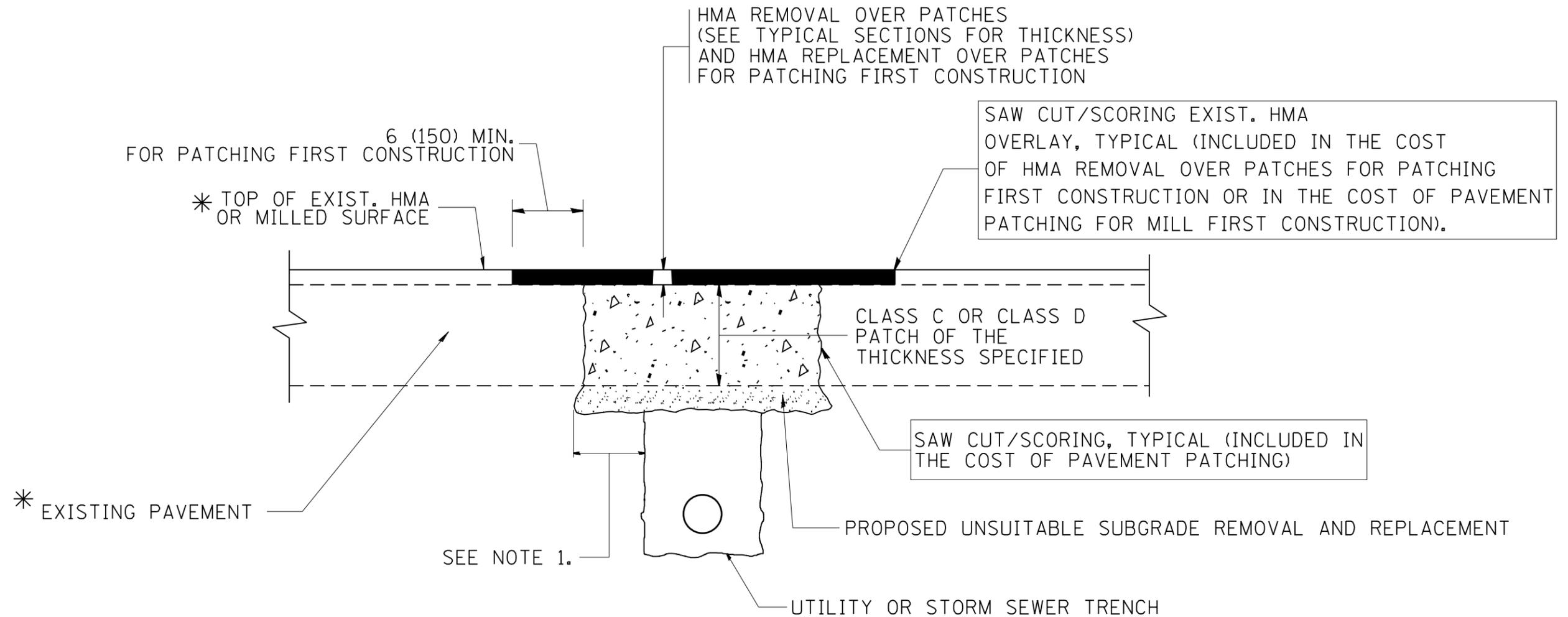
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
et:\pwork\pwork\smithcjd0267303\DistStd.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 10/18/2013	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	45
BD600-03 (BD-8)		CONTRACT NO. 60W05		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**NOTES:**

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

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\smi\thc\j\0267303\DistStd.dgn	DRAWN -	REVISED - R. BORO 01-01-07	REVISED - R. BORO 09-04-07					339	116-RS-5	COOK	54	46
PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED - R. BORO 09-04-07	REVISED - K. ENG 10-27-08		BD400-04 (BD-22)			CONTRACT NO. 60W05				
PLOT DATE = 10/18/2013	DATE - 10-25-94	REVISED - K. ENG 10-27-08	SCALE: NONE		SHEET NO. 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT			

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

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

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

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

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

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

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

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USUABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

**BASIS OF PAYMENT:**  
THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

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

1/4" (5) \*\*

18" (450) MAX.

T/2 \*

3" (75) MIN.

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

\* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

\*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.

② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

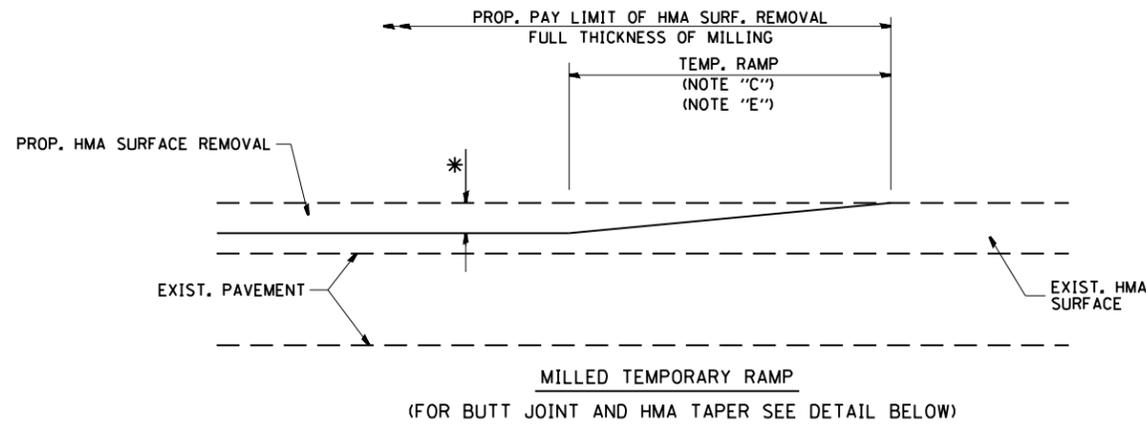
⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

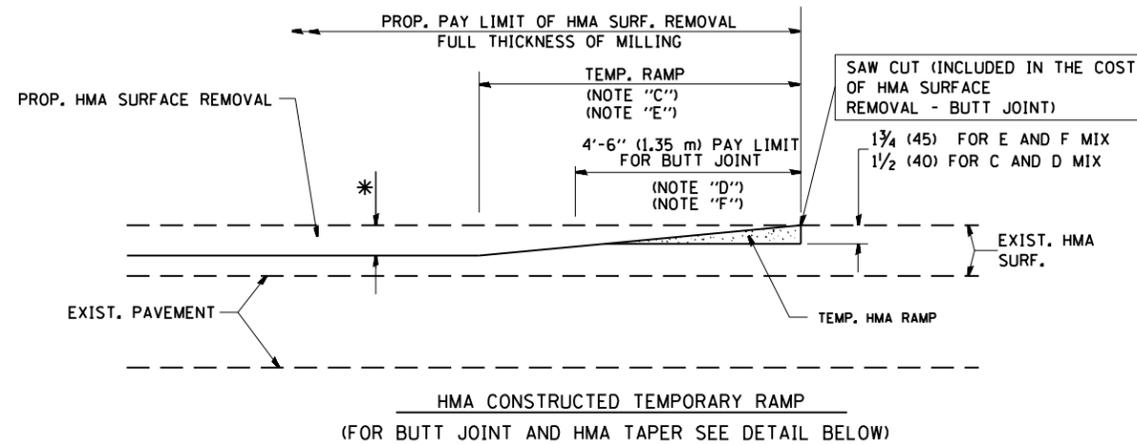
# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\smi thc\j\d0267303\DistStd.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01					339	116-RS-5	COOK	54	47
PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - R. BORO 12-15-09			BD600-06 (BD-24)			CONTRACT NO. 60W05				
PLOT DATE = 10/18/2013	DATE - 03-11-94				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

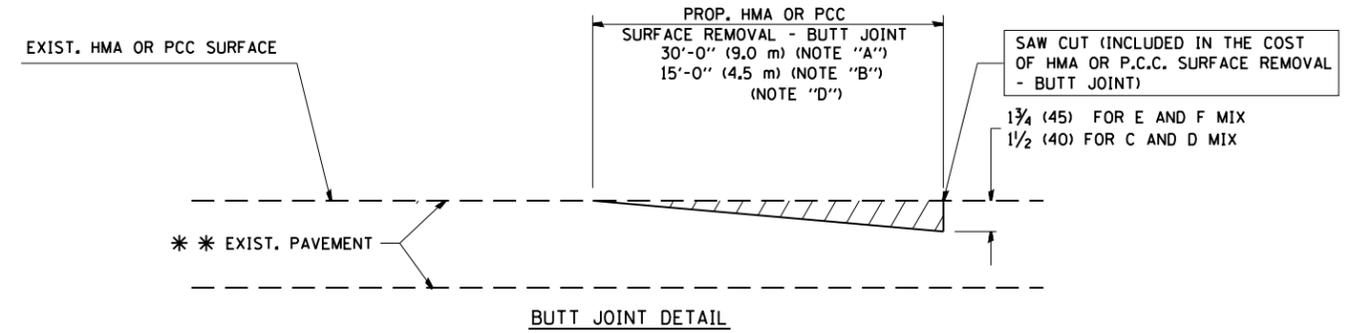


**OPTION 1**

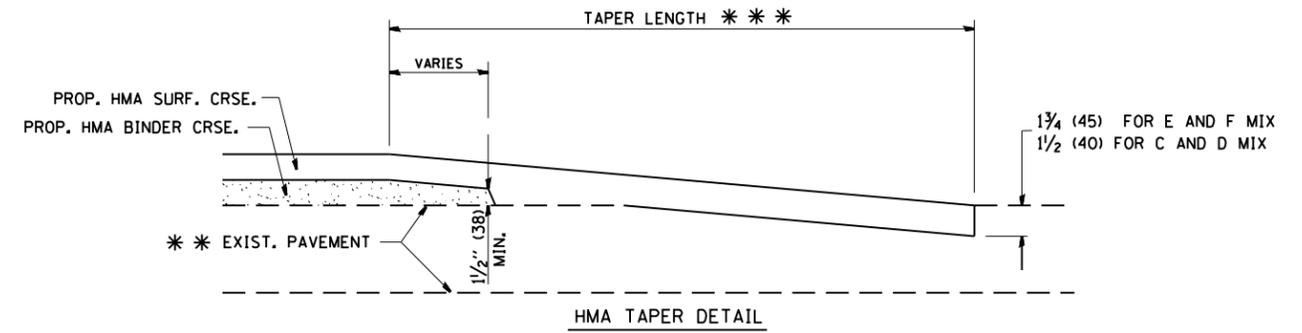


**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

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

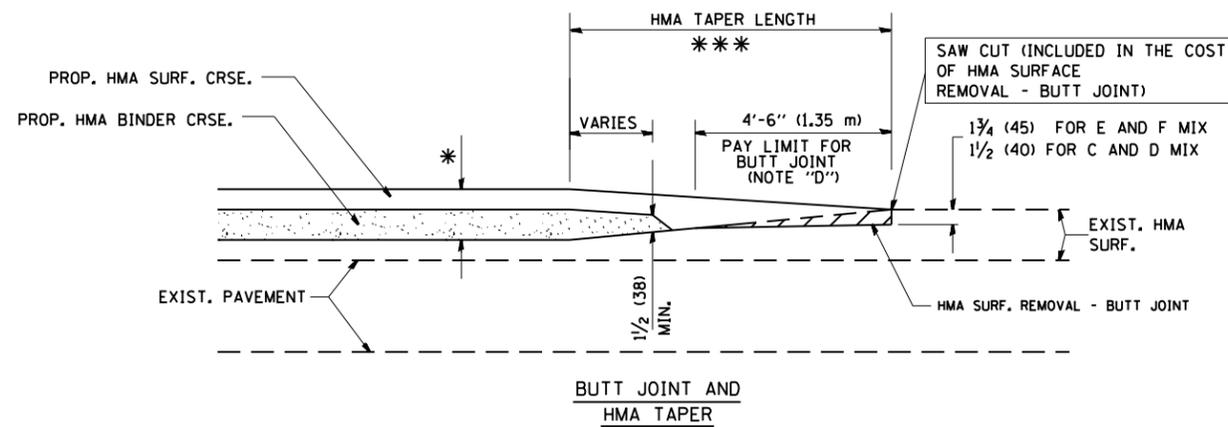
**NOTES**

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

**BASIS OF PAYMENT:**

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

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



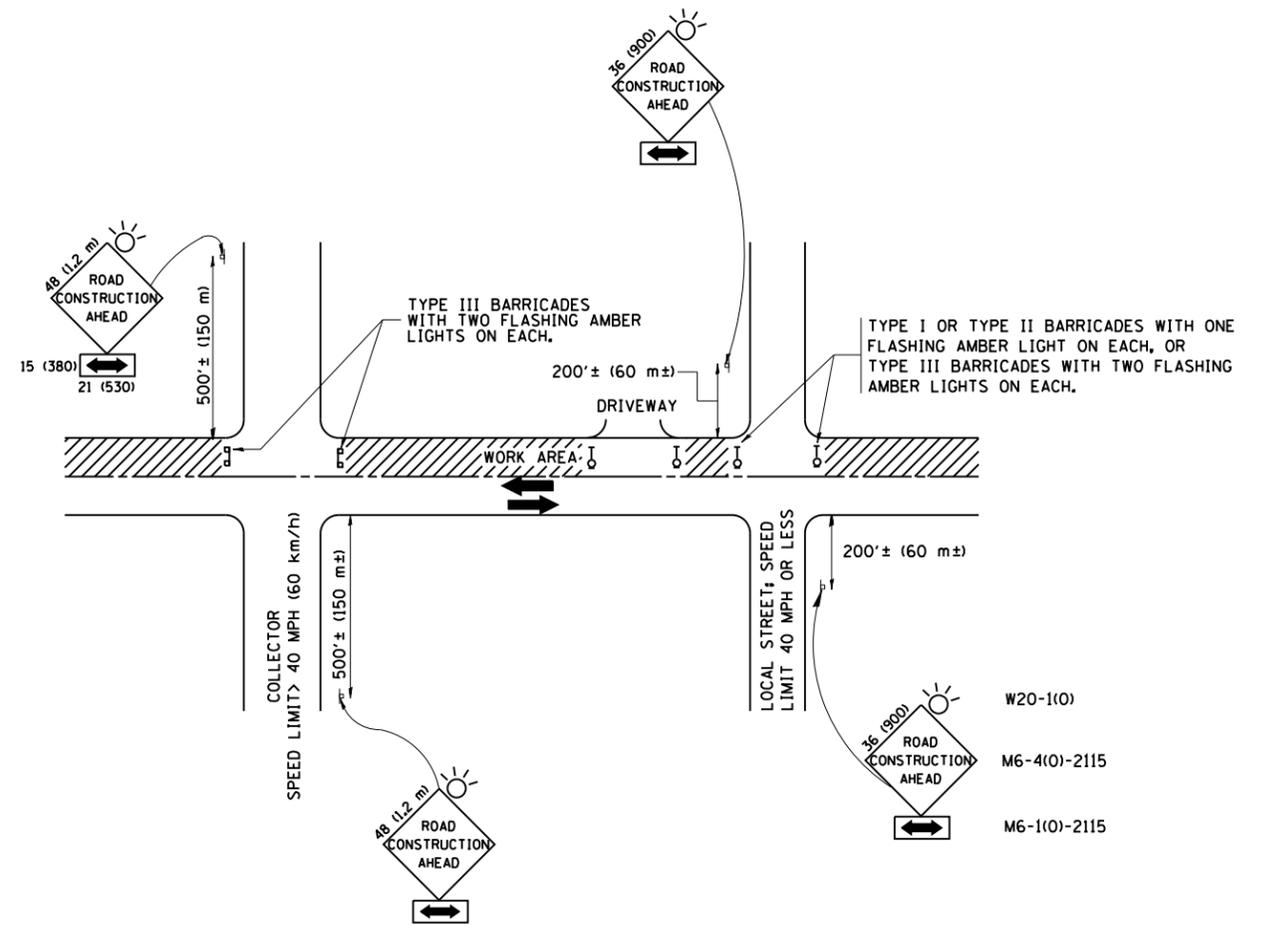
**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**

FILE NAME =	USER NAME = SMITHCJ	DESIGNED - M. DE YONG	REVISED - R. SHAH 10-25-94
et:\pw\work\p\d01\smi thc\j\d0267303\Dist\Std.dgn		DRAWN -	REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 10/18/2013	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>BUTT JOINT AND HMA TAPER DETAILS</b>	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	48
BD400-05 BD32		CONTRACT NO. 60W05		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

### NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

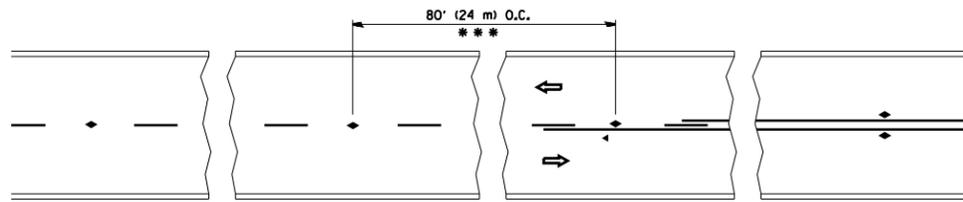
FILE NAME =	USER NAME = SMITHCJ	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
et:\pwork\pwork\smithcjd0267303\DistStd.dgn		DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96
	PLOT DATE = 10/18/2013	DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

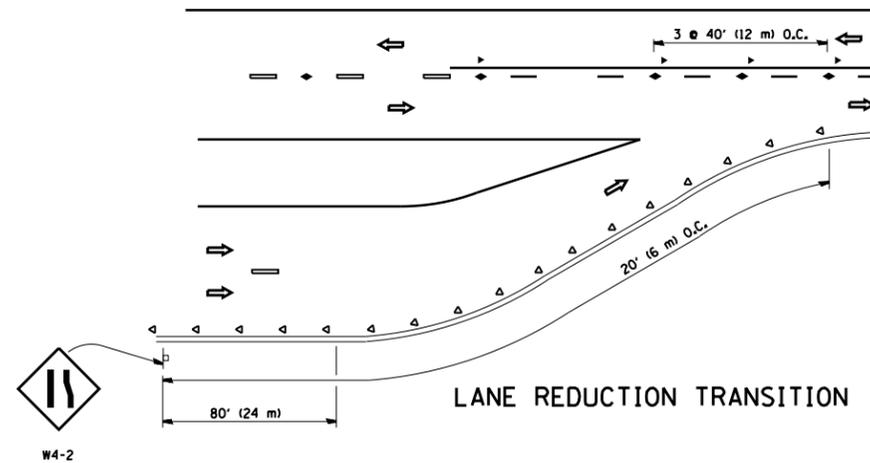
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	49
TC-10			<b>CONTRACT NO. 60W05</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

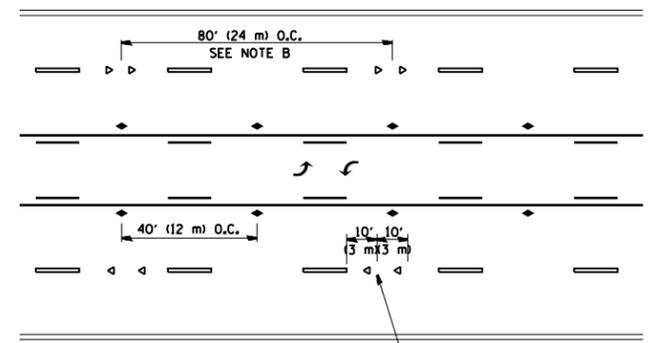


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

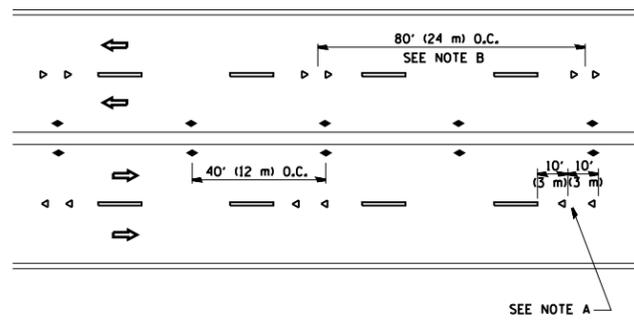
TWO-LANE/TWO-WAY



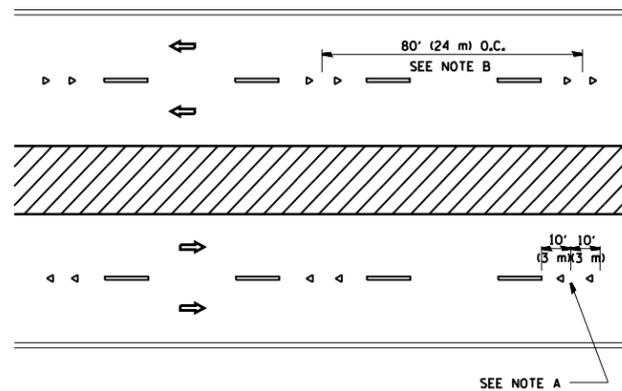
LANE REDUCTION TRANSITION



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

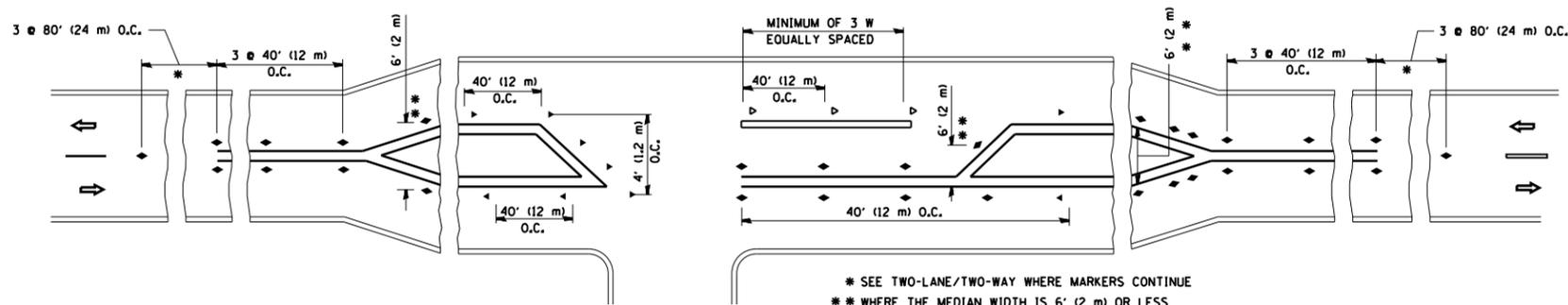
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

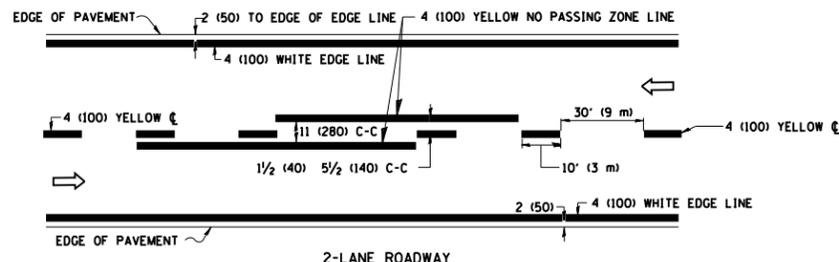
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS 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.



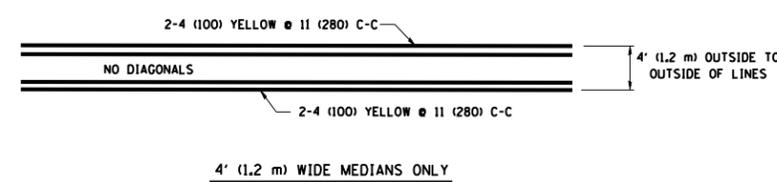
LEFT TURN

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

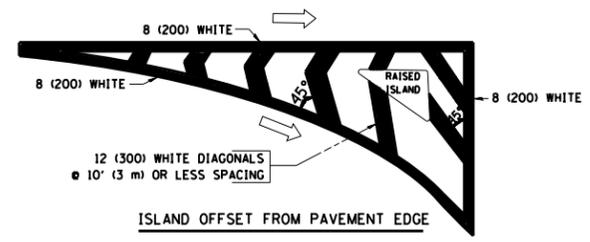
FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED - T. RAMMACHER 09-19-94	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL APPLICATIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\smi\thc\j\0267303\Dist\Std.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99		<b>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)</b>			339	116-RS-5	COOK	54	50
		CHECKED -	REVISED - T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	<b>TC-11</b>				
		DATE -	REVISED - C. JUCIUS 09-09-09		<b>CONTRACT NO. 60W05</b>							
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



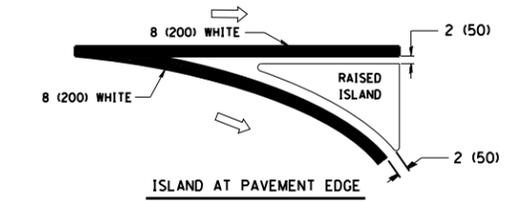
2-LANE ROADWAY



4' (1.2 m) WIDE MEDIANS ONLY

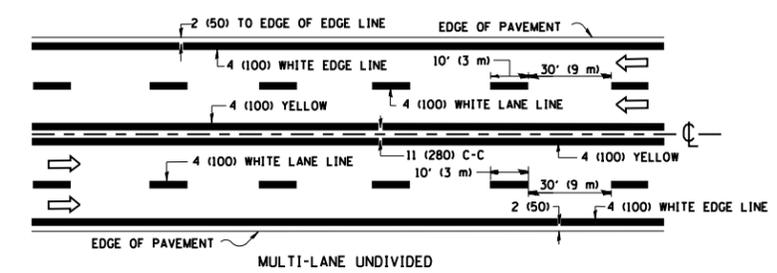


ISLAND OFFSET FROM PAVEMENT EDGE

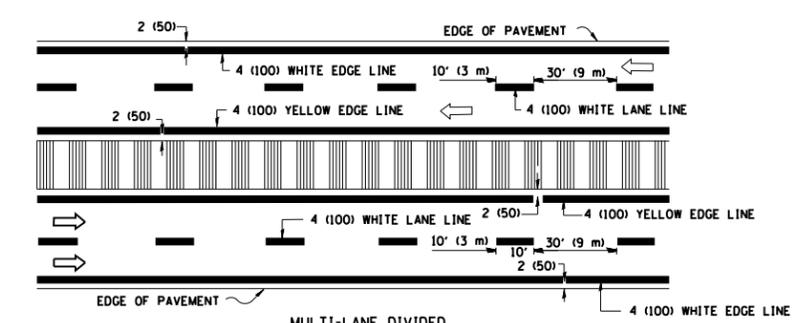


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



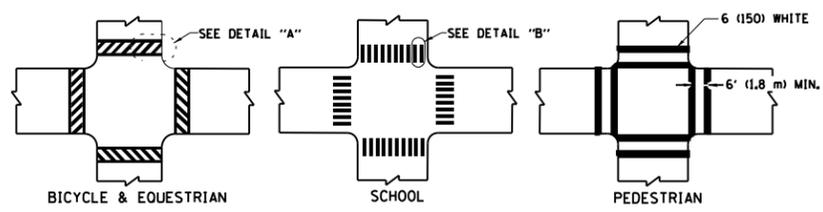
MULTI-LANE UNDIVIDED



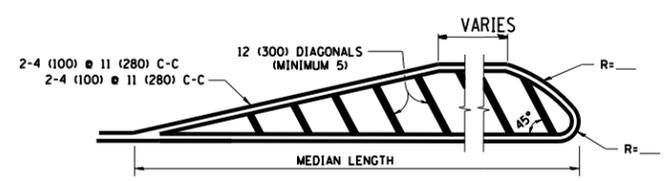
MULTI-LANE DIVIDED WITH MOUNTABLE MEDIAN

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

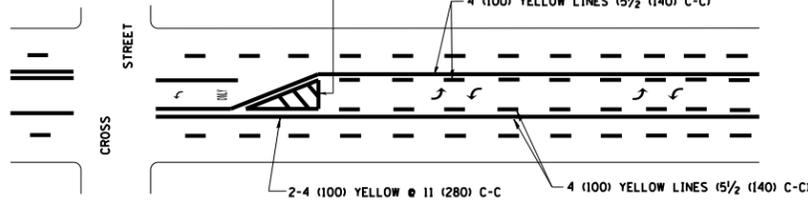
TYPICAL LANE AND EDGE LINE MARKING



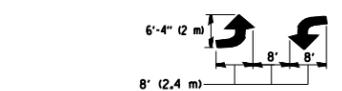
TYPICAL CROSSWALK MARKING



MEDIANS OVER 4' (1.2 m) WIDE

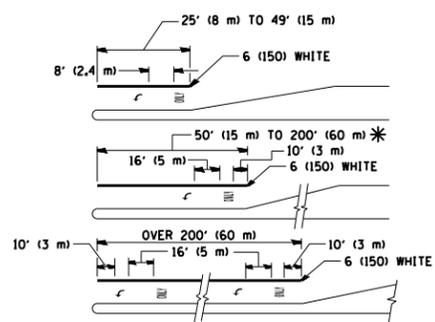


TYPICAL PAINTED MEDIAN MARKING



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

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

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

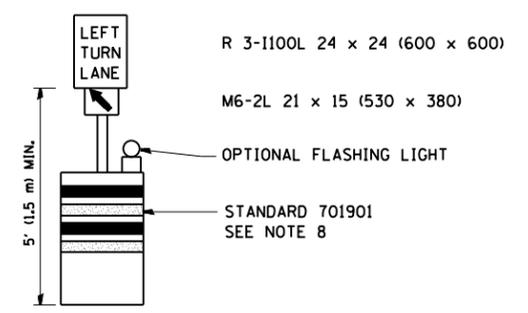
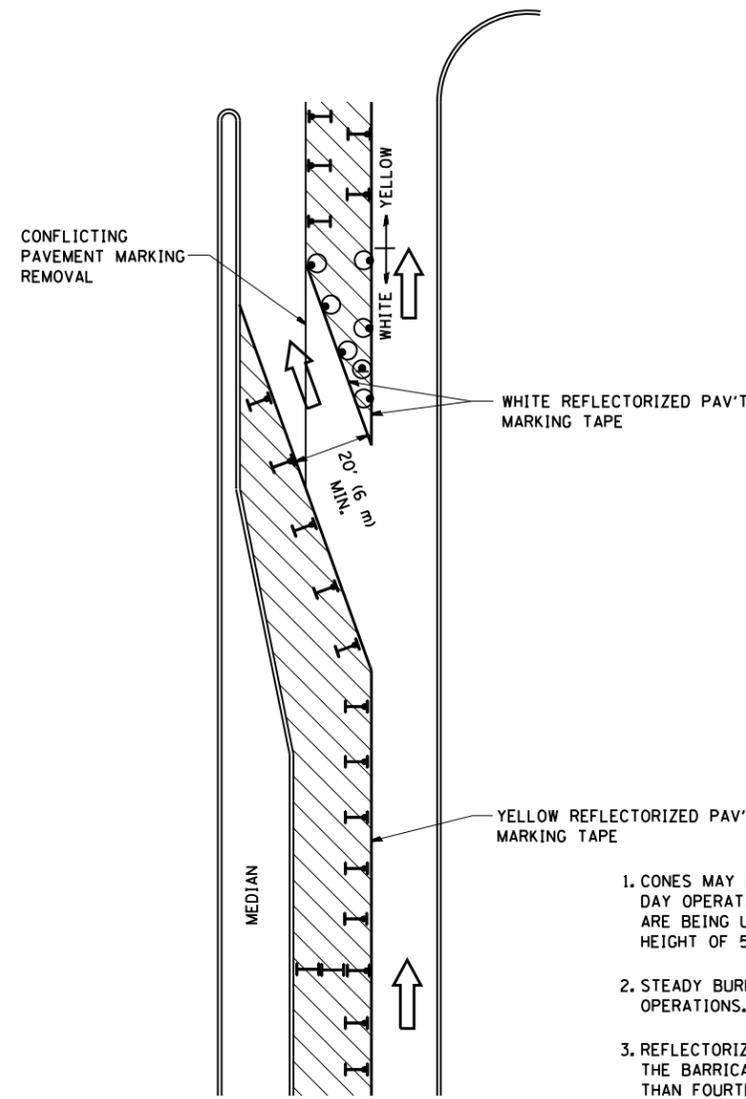
All dimensions are in inches (millimeters) unless otherwise shown.

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	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 10/18/2013	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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	51
TC-13		CONTRACT NO. 60W05		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**GENERAL NOTES**

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

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

**LEGEND**

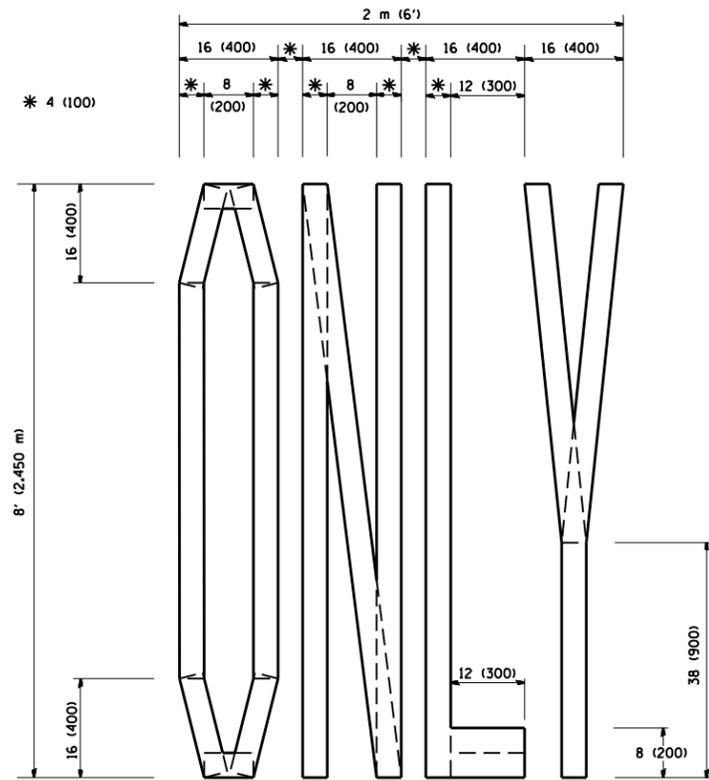
-  WORK AREA
-  LANE OPEN TO TRAFFIC
-  TYPE I OR II BARRICADE WITH STEADY BURN LIGHT
-  DRUM WITH STEADY BURN LIGHT
-  DRUM WITH SIGN (WITH OPTIONAL FLASHING LIGHT) SEE DETAIL
-  TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

FILE NAME =	USER NAME = SMITHCJ	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
et:\pw\work\pwidot\smithcjd0267303\DestStd.dgn		REVISED - A. HOUSEH 11-07-95	REVISED -
	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED -
	PLOT DATE = 10/18/2013	REVISED - T. RAMMACHER 01-06-00	REVISED -

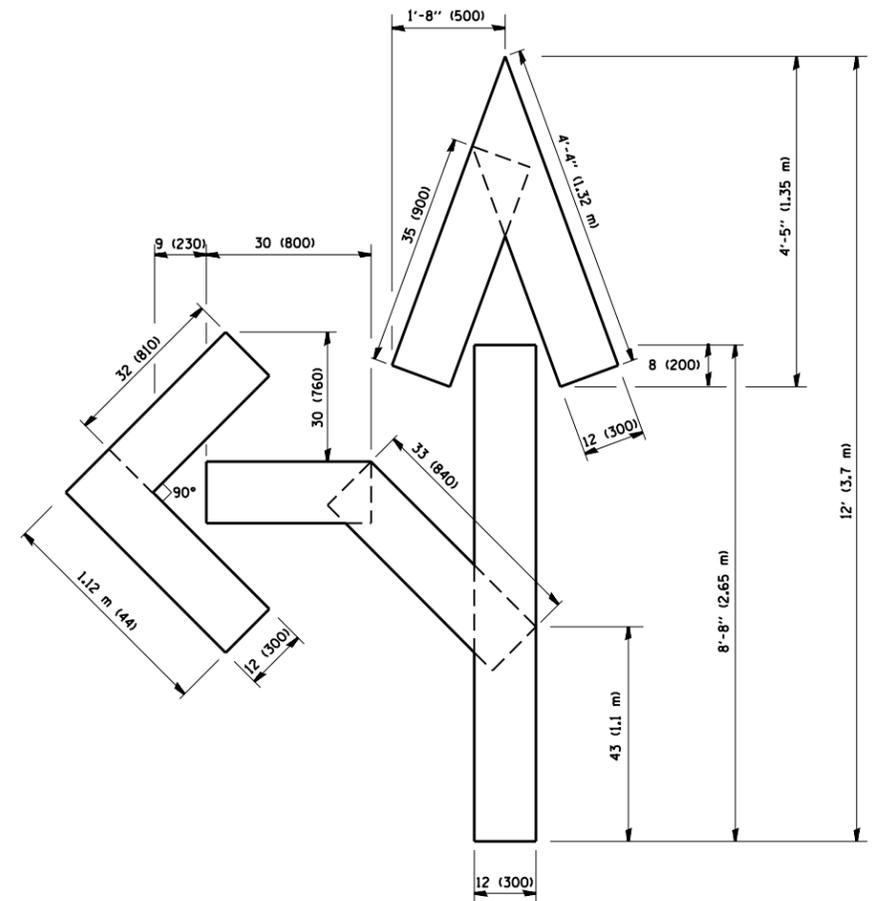
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)</b>			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

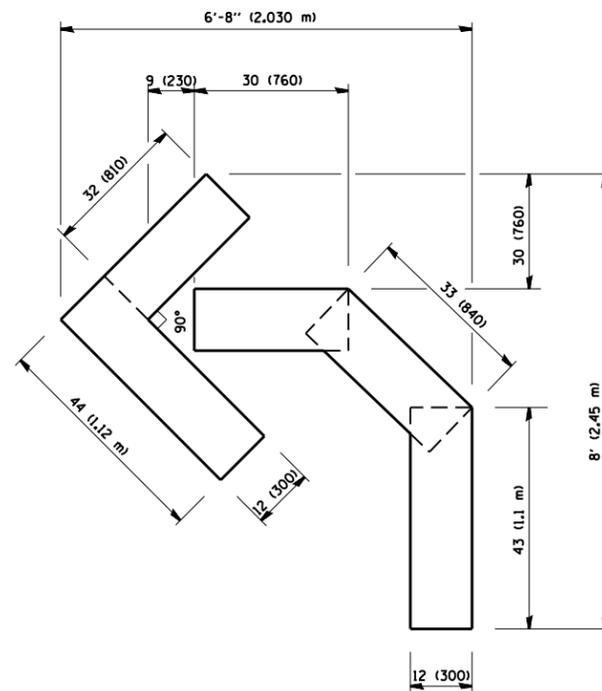
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339	116-RS-5	COOK	54	52
TC-14			<b>CONTRACT NO. 60W05</b>	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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)

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

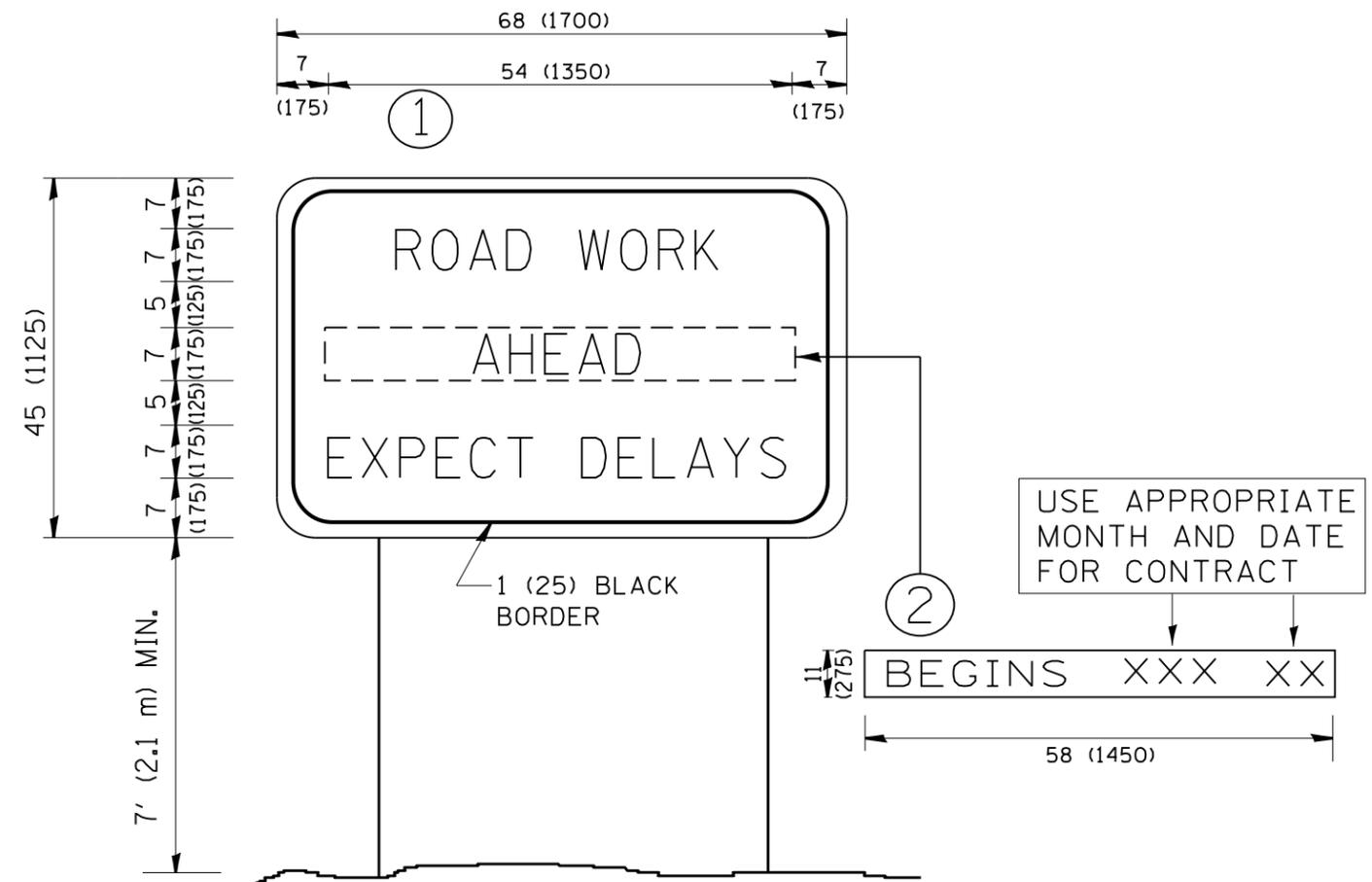
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et:\pw\work\p\dot\smi\thc\j\d0267303\Dist\Std.dgn		DRAWN -	REVISED -T, RAMMACHER 11-04-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -T, RAMMACHER 03-02-98
	PLOT DATE = 10/18/2013	DATE - 09-18-94	REVISED -E. GOMEZ 08-28-00

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.
339	116-RS-5	COOK	54	53
TC-16			CONTRACT NO. 60W05	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

FILE NAME =	USER NAME = SMITHCJ	DESIGNED -	REVISED - R. MIRS 09-15-97
et:\pw_work\pwidot\smithcjd0267303\DistStd.dgn		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 10/18/2013	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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
339	116-RS-5	COOK	54	54
TC-22			CONTRACT NO. 60W05	
FED. ROAD DIST. NO. 1   ILLINOIS FED. AID PROJECT				