

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

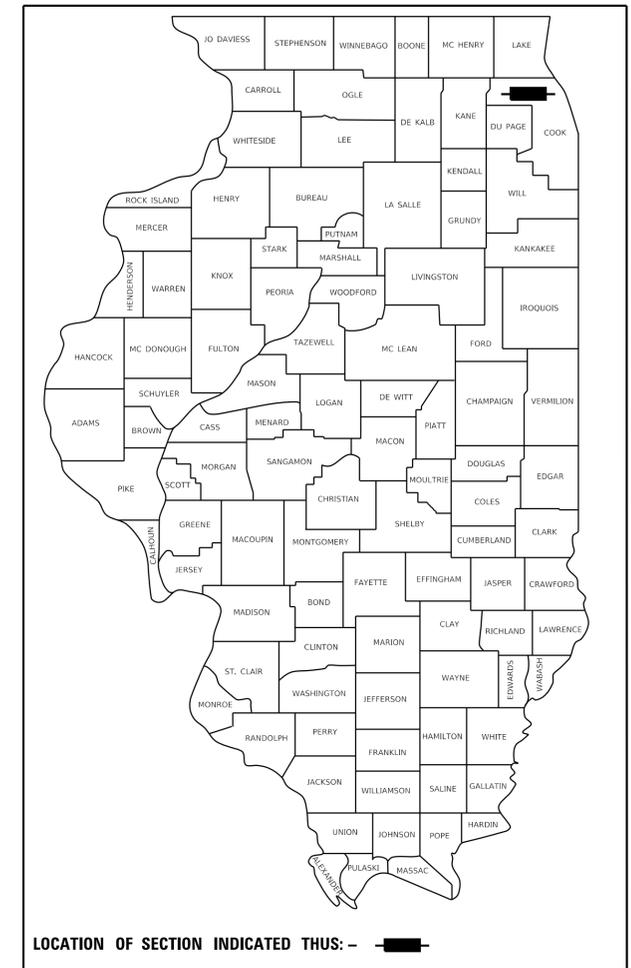
**PROPOSED
HIGHWAY PLANS**

**F.A.U. ROUTE 3512; US 14 (NORTHWEST HWY)
SECTION
PROJECT
PEDESTRIAN RAMPS AND
TRAFFIC SIGNAL IMPROVEMENTS
COOK COUNTY**

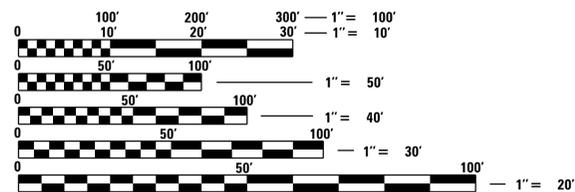
C-9x-xxx-xx

FOR INDEX OF SHEETS, SEE SHEET NO. 2

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	1
		ILLINOIS	CONTRACT NO.	



Exp 11/30/2021

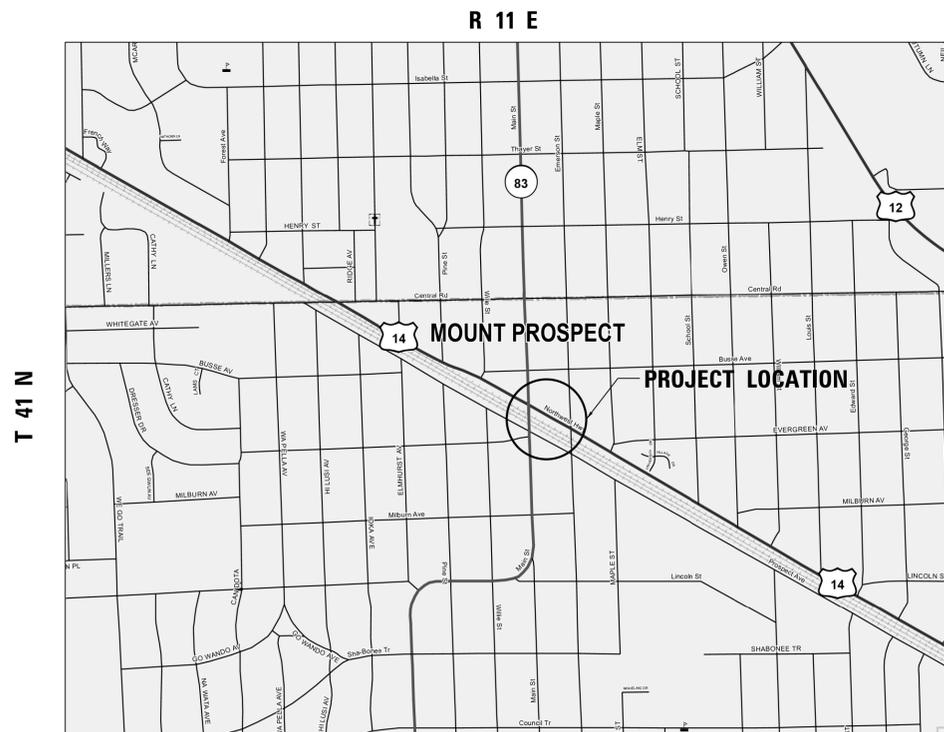


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER ERICA SALUTZ
PROJECT MANAGER PETER WOJTKIEWICZ

CONTRACT NO.



GROSS LENGTH AND NET LENGTH = 850 FT. = 0.2 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED _____ 20 _____

_____ REGIONAL ENGINEER

_____ 20 _____

_____ ENGINEER OF DESIGN AND ENVIRONMENT

_____ 20 _____

_____ DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

**PRINTED BY THE AUTHORITY
OF THE VILLAGE OF MOUNT PROSPECT**

INDEX OF SHEETS

- 1 TITLE SHEET
- 2 INDEX OF SHEETS, STATE STANDARDS LIST, GENERAL NOTES AND SUMMARY OF QUANTITIES
- 3-4 SIDEWALK DETAILS
- 5-11 TRAFFIC SIGNAL STANDARD AND DETAILS
- 12-22 TRAFFIC SIGNAL PLANS
- 23-27 IDOT STANDARD DETAILS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5MM)
AIR VOIDS @ NODES - 4% @ 70 GYR

NOTES: THE UNIT WEIGHT USED TO CALCULATE HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SY/IN.

IDOT HIGHWAY STANDARDS

- 424001-11 PERPENDICULAR CURB RAMP FOR SIDEWALKS
- 424006-04 DIAGONAL CURB RAMP FOR SIDEWALKS
- 424011-04 CORNER PARALLEL CURB RAMP FOR SIDEWALKS
- 604001-04 FRAME AND LIDS TYPE 1
- 606001-07 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
- 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
- 701901-08 TRAFFIC CONTROL DEVICES
- 873001-02 TRAFFIC SIGNAL GROUNDING AND BONDING
- 878001-10 CONCRETE FOUNDATION DETAILS

IDOT DISTRICT 1 HIGHWAY STANDARDS

- TC-11 TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
- TC-13 DISTRICT ONE - TYPICAL PAVEMENT MARKING
- TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

GENERAL NOTES

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

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF MOUNT PROSPECT.

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

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

RAMP RECONSTRUCTIONS ARE PROPOSED FOR RAMP WITH SUBSTANDARD SLOPES.

GENERAL NOTES (CONTINUED)

ALL COSTS ASSOCIATED WITH THE INSTALLATION, FUTURE MAINTENANCE, OR REPLACEMENT OF NON-STANDARD DEPARTMENT EQUIPMENT, FINISH, OR HARDWARE SHALL BE THE SOLE RESPONSIBILITY OF THE VILLAGE OF MOUNT PROSPECT.

CONSTRUCTION OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

RESTORATION OF BRICK PAVERS SHALL BE INCIDENTAL TO CONDUIT INSTALLATION.

CODE NO.	ITEM	UNIT	TOTAL	ROADWAY AT IL 83 & PROSPECT	TRAFFIC SIGNAL US 14 & IL 83/PROSPECT	TRAFFIC SIGNAL US 14 & EMERSON
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	3	3		
*****	DETECTABLE WARNINGS (SPECIAL)	SQ FT	91	91		
44000153	HOT-MIX ASPHALT REMOVAL, 1"	SQ YD	18	18		
60250200	CATCH BASINS TO BE ADJUSTED	EACH	3	3		
60255500	MANHOLES TO BE ADJUSTED	EACH	3	3		
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
72000100	SIGN PANEL - TYPE 1	SQ FT	2		2	
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	523	523		
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	112	112		
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	158	158		
81028210	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	86		12	74
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2		1	1
85100500	PAINT NEW TRAFFIC SIGNAL POST	EACH	4		2	2
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	2816		1990	826
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	112		25	87
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	16		8	8
87900200	DRILL EXISTING HANDHOLE	EACH	4		2	2
88800100	PEDESTRIAN PUSH-BUTTON	EACH	13		8	5
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2		1	1
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	714	714		
X8760055	PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	4		2	2
Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	166	166		
Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2		1	1
***	MAINTENANCE BOND (24 MONTH)	L SUM	1	1		

MODEL: Default
FILE NAME: 201918-03-2720 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\DCN\MountProspect IDOT GEN NOTES.dgn

Sam Schwartz
223 W. JACKSON
SUITE 1101
CHICAGO, IL 60606
TEL: (773) 305-0800

USER NAME = esalutz	DESIGNED - ECS	REVISED -
	DRAWN - ECS	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - PAW	REVISED -
PLOT DATE = 1/10/2020	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT**

**STATE STANDARDS, GENERAL NOTES, AND SUMMARY OF QUANTITIES
US 14 AT IL 83 AND EMERSON**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

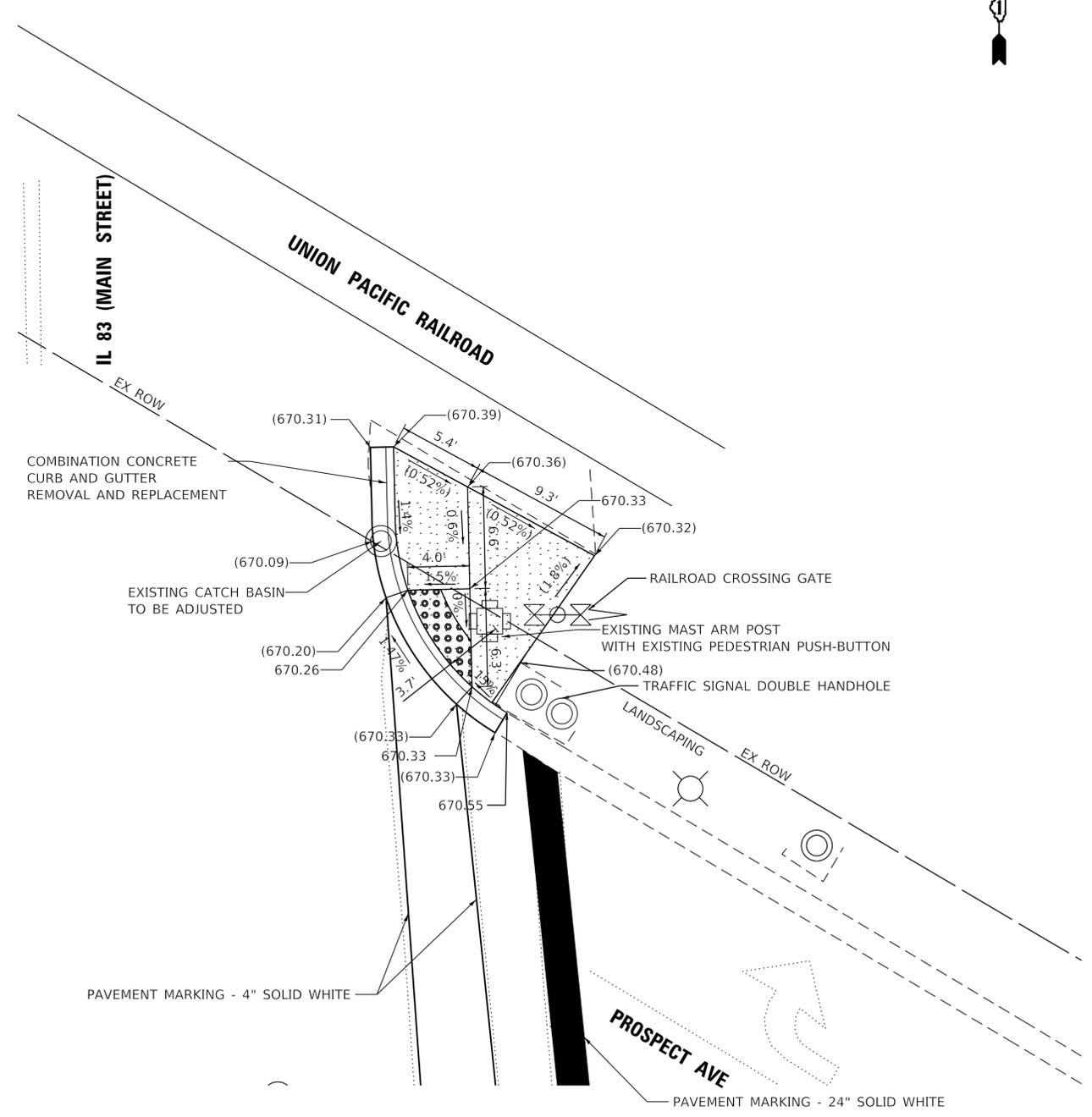
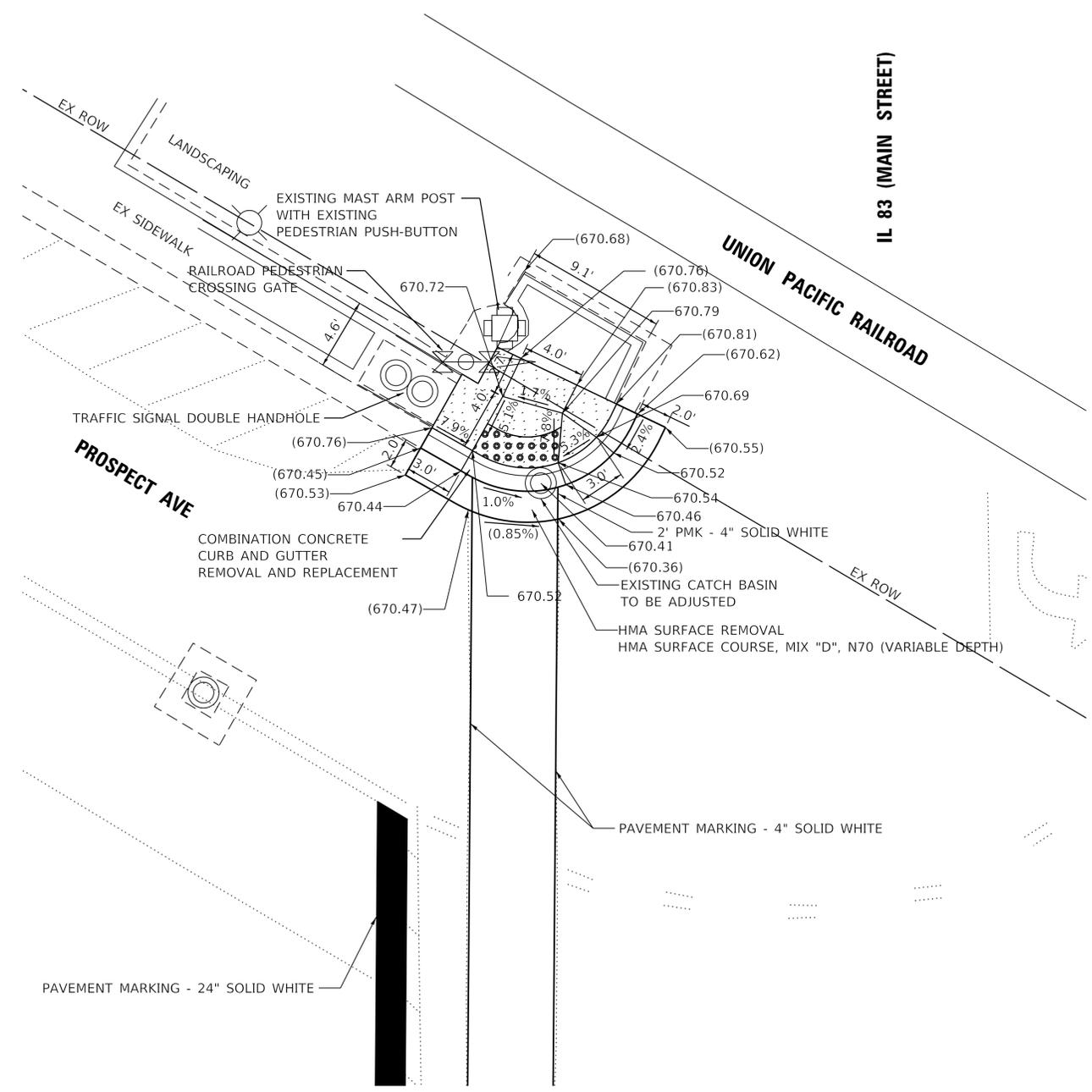
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



LEGEND

(xx.xx')	EXISTING LENGTH/ELEVATION		REMOVE AND REINSTALL BRICK PAVERS
(x%)	EXISTING SLOPE		DETECTABLE WARNINGS
	PROPOSED SIDE CURB		SIDEWALK REMOVAL REPLACE W/ TOPSOIL & SOD

NOTE: ALL CURB RAMP TO BE INSTALLED IN ACCORDANC WITH THE "PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES" AND THE "ADA STANDARD FOR ACCESSIBLE DESIGN".



MODEL: Default; FILE NAME: 201903270 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\03 Mount Prospect IDOT ADA Detail Sheet 1.dgn

Sam Schwartz
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

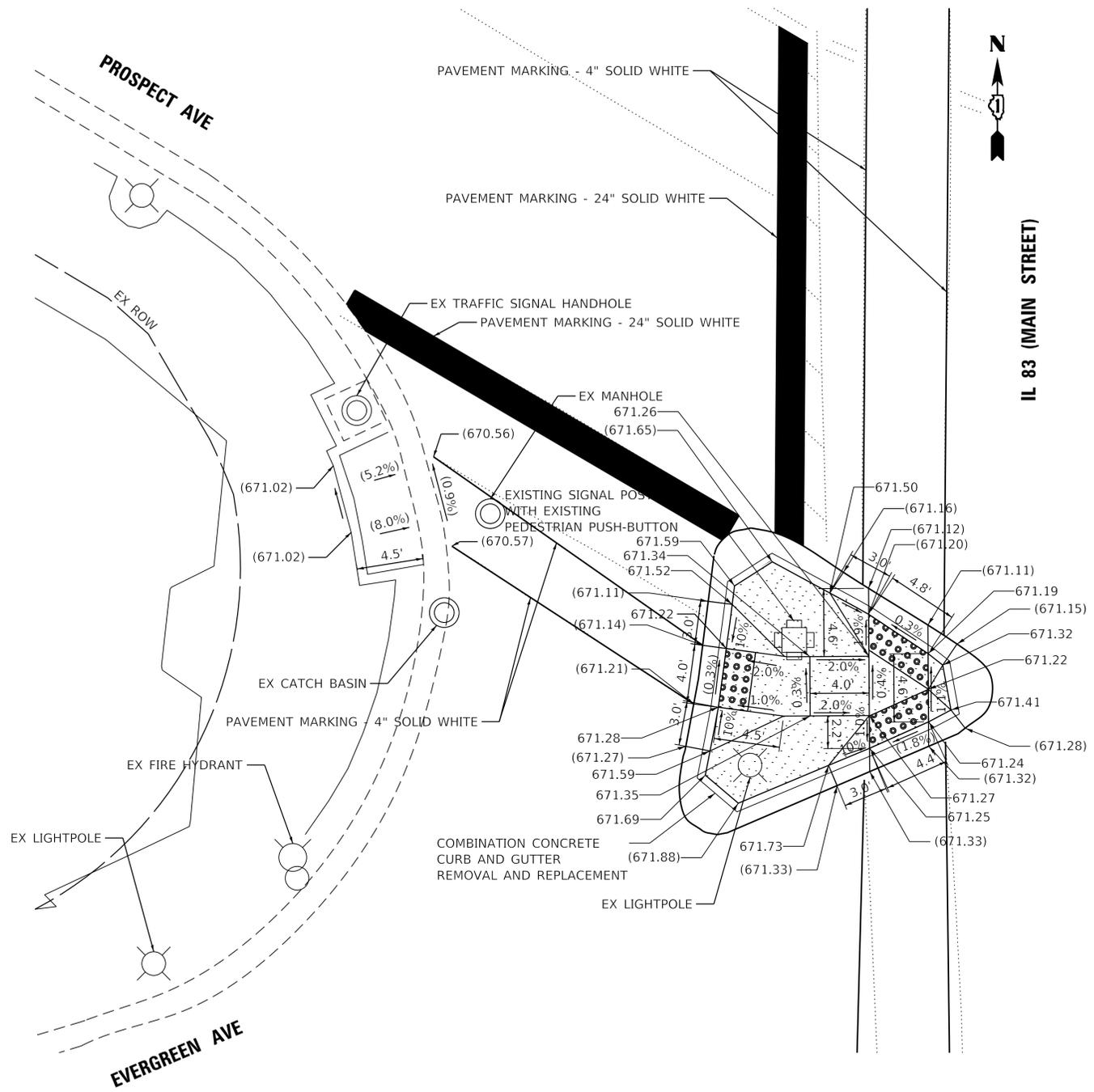
USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 5.0000' / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
 PUBLIC WORKS DEPARTMENT**

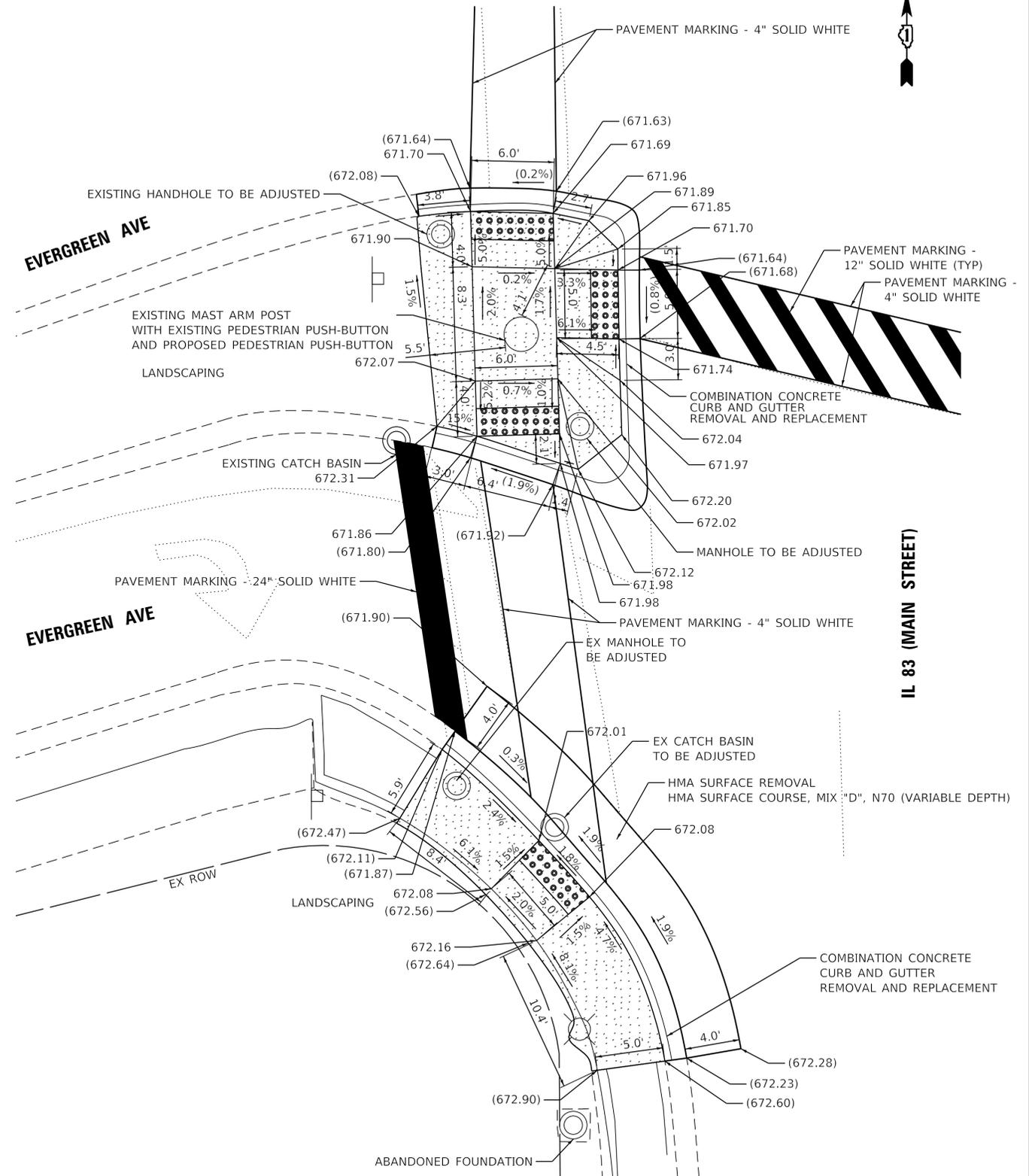
ADA DETAIL - SHEET 1			
IL 83 (MAIN STREET) AT PROSPECT AVE			
SCALE: 1" = 20'	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	3
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: 201913_Civil18-03-5270 Mt. Prospect 2019 Pedestrian Signal Project03 Design\DCN\MountProspect IDOT ADA Detail Sheet 2.dgn



LEGEND	
(xx.xx')	EXISTING LENGTH/ELEVATION
(x%)	EXISTING SLOPE
—	PROPOSED SIDE CURB
	REMOVE AND REINSTALL BRICK PAVERS
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/ TOPSOIL & SOD



NOTE: ALL CURB RAMPS TO BE INSTALLED IN ACCORDANCY WITH THE "PUBLIC RIGHT-OF-WAY ACCESSIBILITY GUIDELINES" AND THE "ADA STANDARD FOR ACCESSIBLE DESIGN".

Sam Schwartz
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 5.0000' / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
 PUBLIC WORKS DEPARTMENT**

ADA DETAIL - SHEET 2 IL 83 (MAIN STREET) AT PROSPECT AVE			
SCALE: 1" = 20'	SHEET	OF SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	4
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

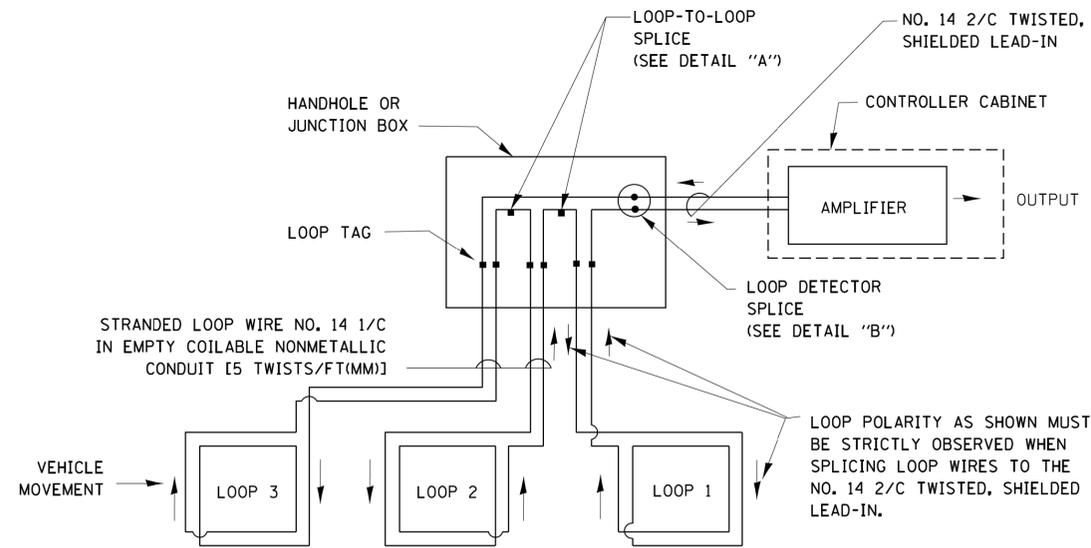
TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM	S	SP	FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM	I	IP	GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM		R			
SIGNAL HEAD			RELOCATE ITEM		RL			
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM		A			
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF			
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF			
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF			
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PREFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

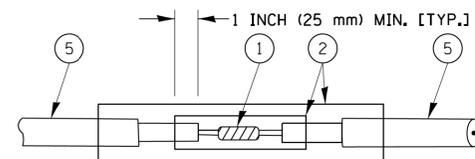
LOOP DETECTOR NOTES

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.

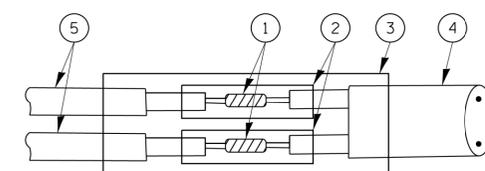


DETECTOR LOOP WIRING SCHEMATIC

- 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.

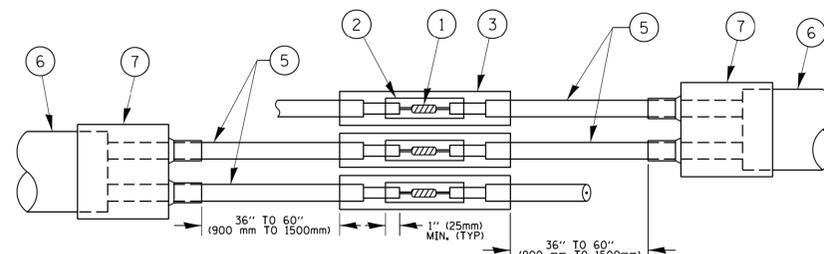


DETAIL "A"
LOOP-TO-LOOP SPLICE

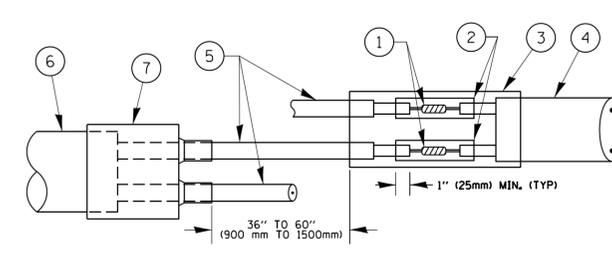


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

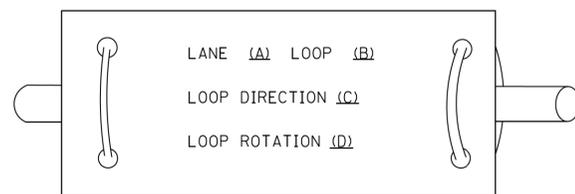


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

LOOP LEAD-IN CABLE TAG

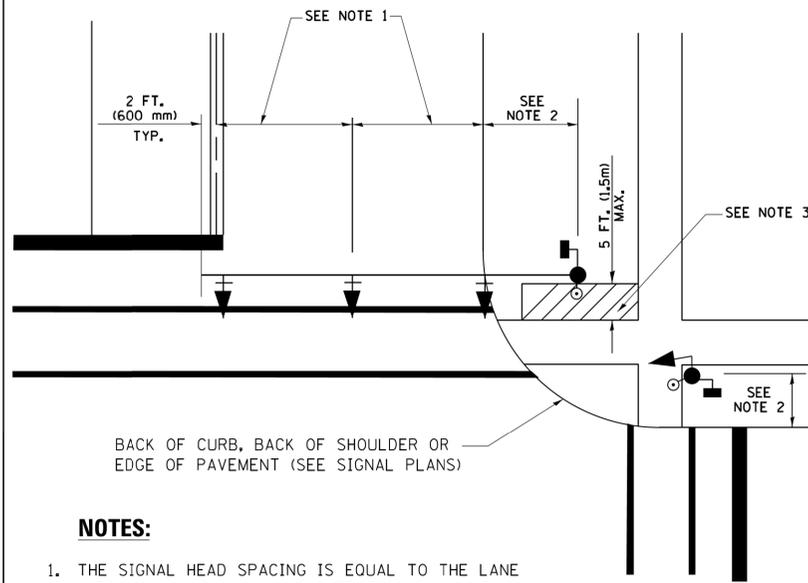


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- ⑥ PREFORMED LOOP
- ⑦ XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS, TYCO CBR-2 OR APPROVED EQUAL

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pwwork\pwwork\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 2 OF 7 SHEETS	STA.	TO STA.	TS-05			27	6
		CHECKED - DAD	REVISED -										
		DATE - 10-28-09	REVISED -										
		PLOT SCALE = 50.0000' / in.						CONTRACT NO.					
		PLOT DATE = 1/13/2014						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					

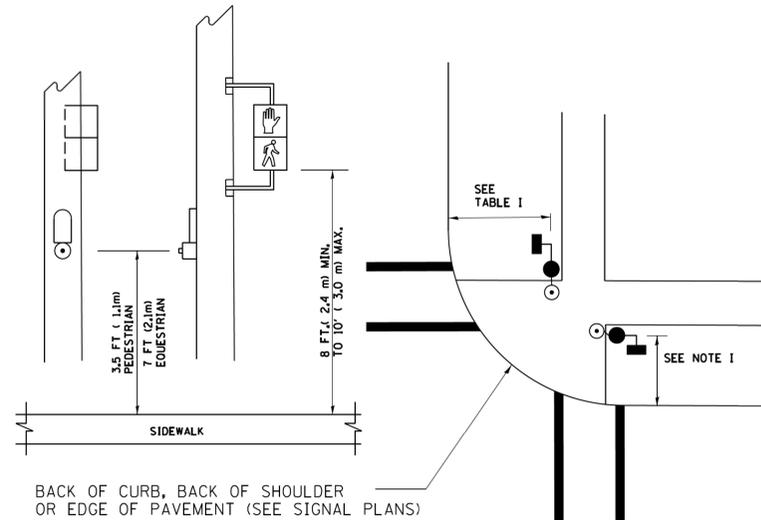
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR
FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN
WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.**



NOTES:

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

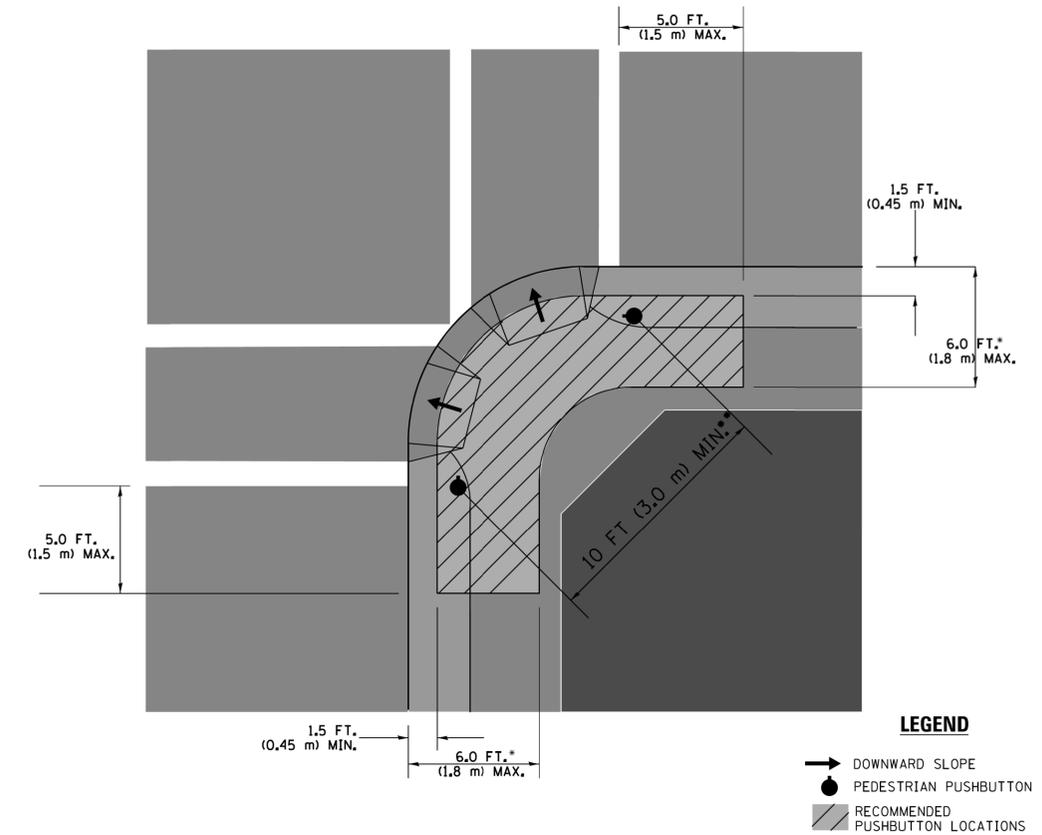
**PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST**



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

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

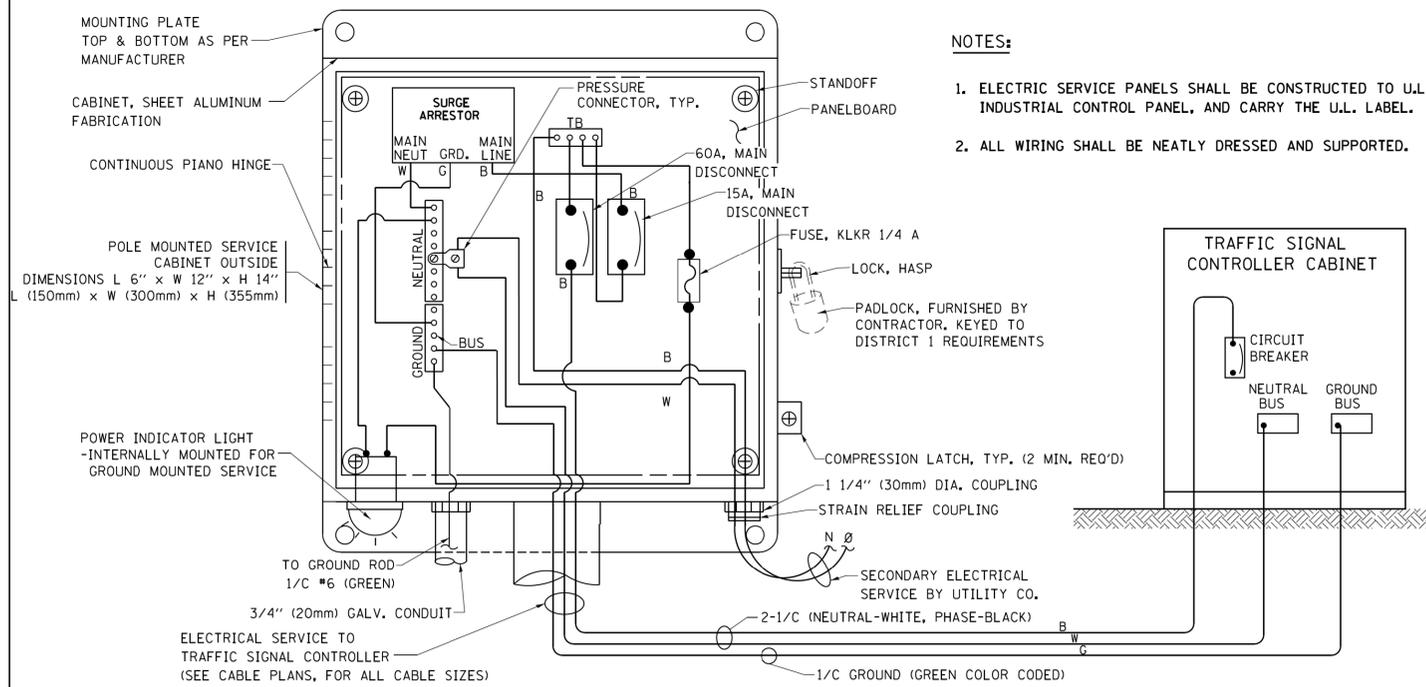
TRAFFIC SIGNAL EQUIPMENT OFFSET

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.

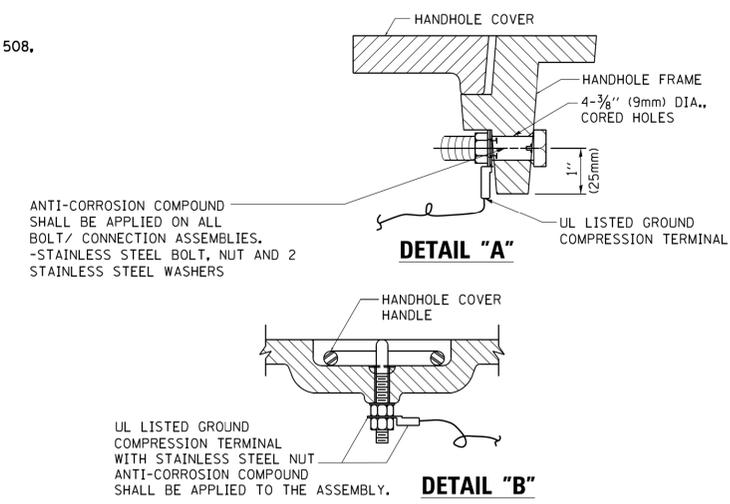
NOTES:

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.

FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pwork\p\dot\footemj\d0108315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 3	OF 7 SHEETS	STA.	TO STA.	TS-05	CONTRACT NO.	27	7
		CHECKED - DAD	REVISED -										
		DATE - 10-28-09	REVISED -							FED. ROAD DIST. NO. 1	ILLINOIS FED. AID PROJECT		

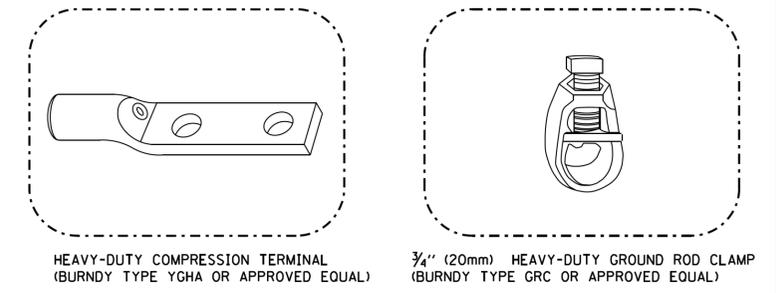
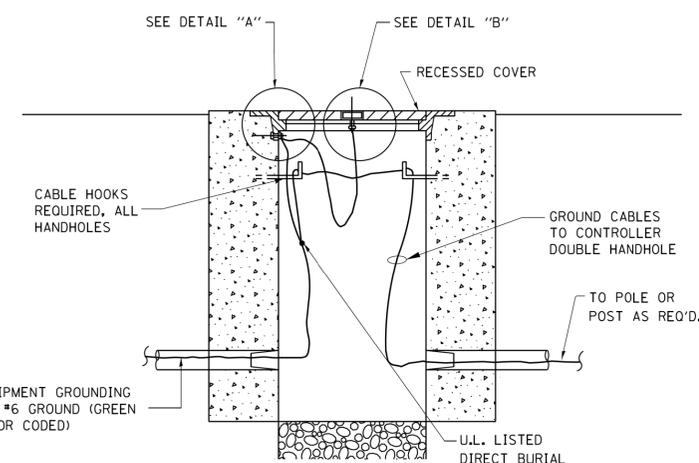


**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)**

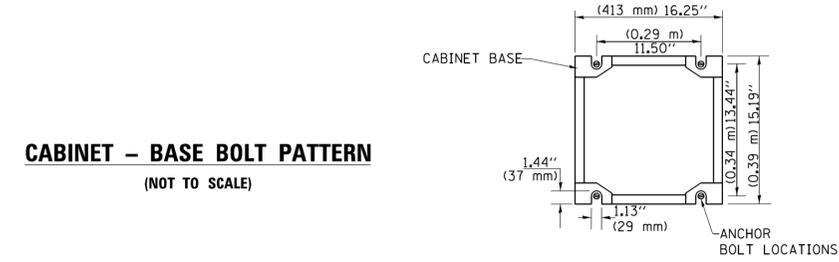
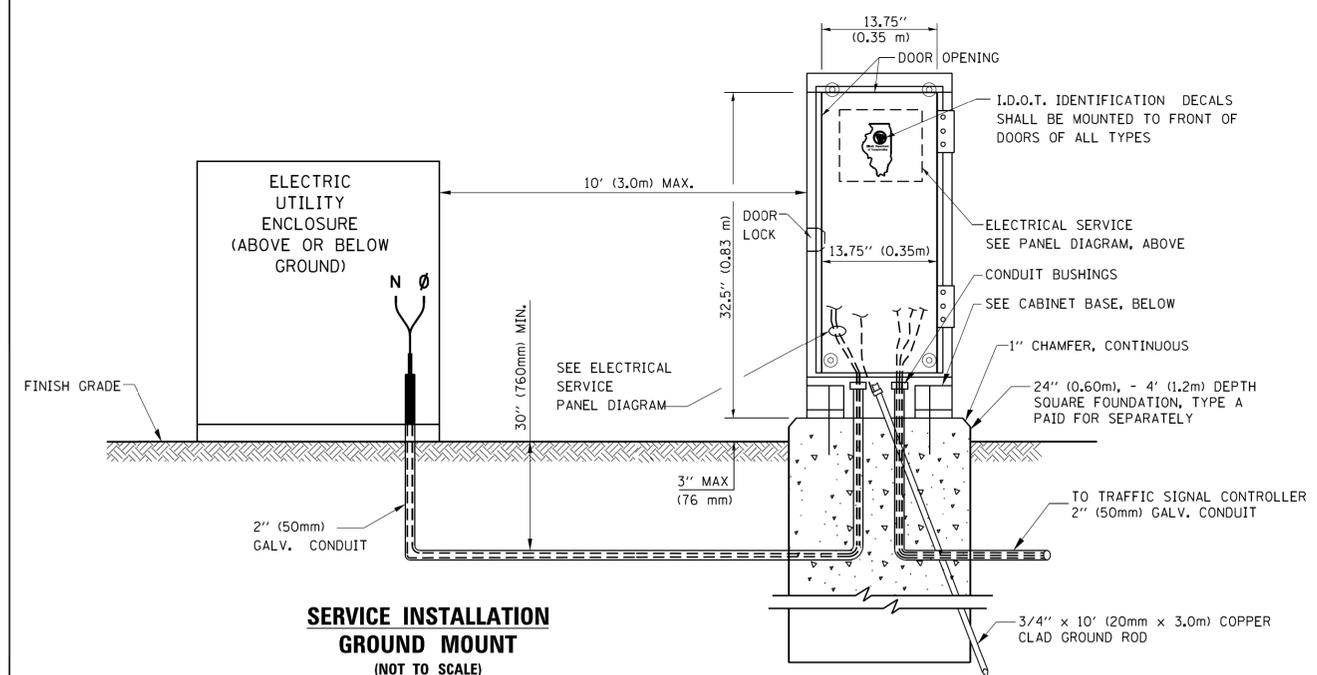
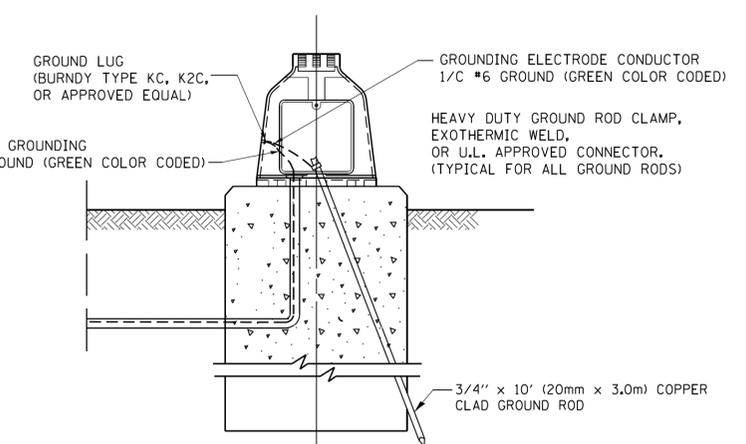
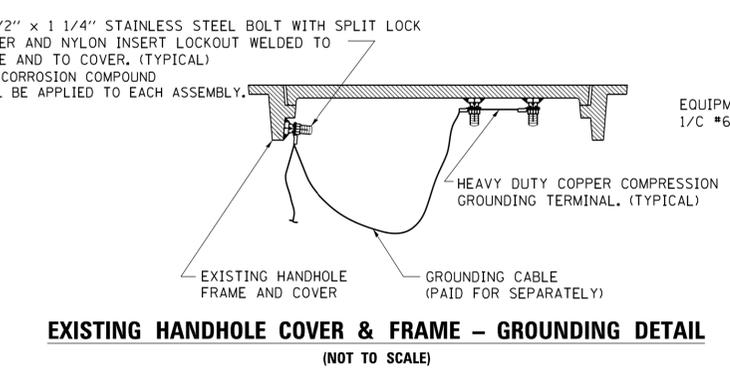


NOTES:
GROUNDING SYSTEM

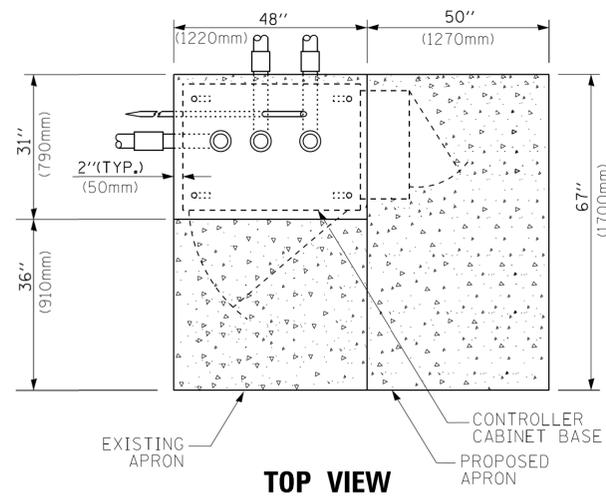
- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, 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.
- 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.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



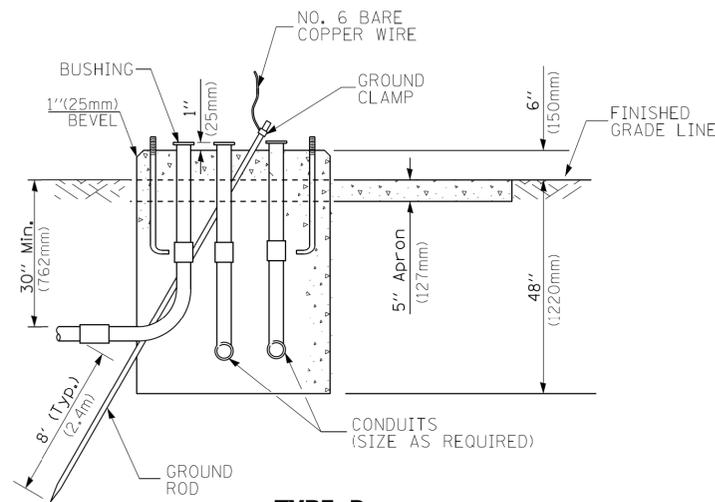
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
 - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



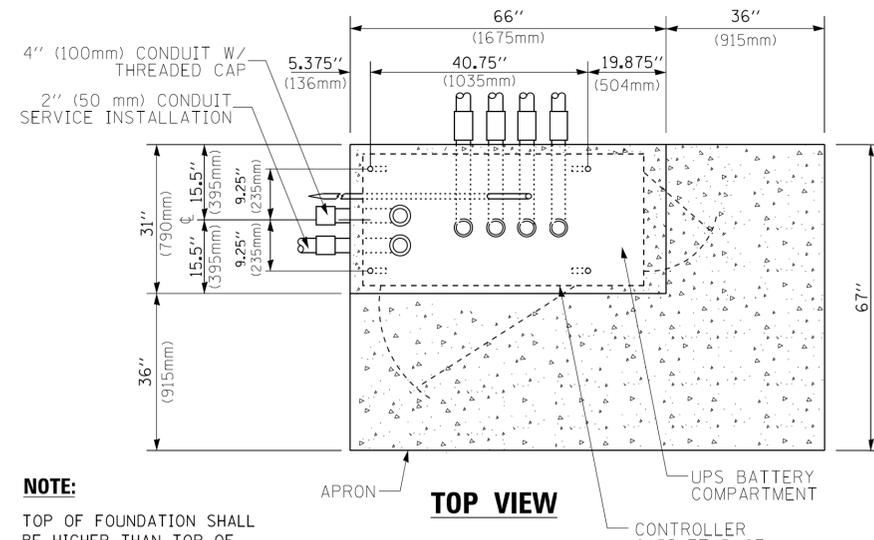
FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwwork\pwwork\footemj\d01088315\ts05.dgn		DRAWN - BCK	REVISED -		SCALE: NONE	SHEET NO. 4 OF 7 SHEETS	STA.	TO STA.	TS-05	CONTRACT NO.	27	8
		CHECKED - DAD	REVISED -									
		DATE - 10-28-09	REVISED -						FED. ROAD DIST. NO. 1 ILLINOIS	FED. AID PROJECT		



TOP VIEW

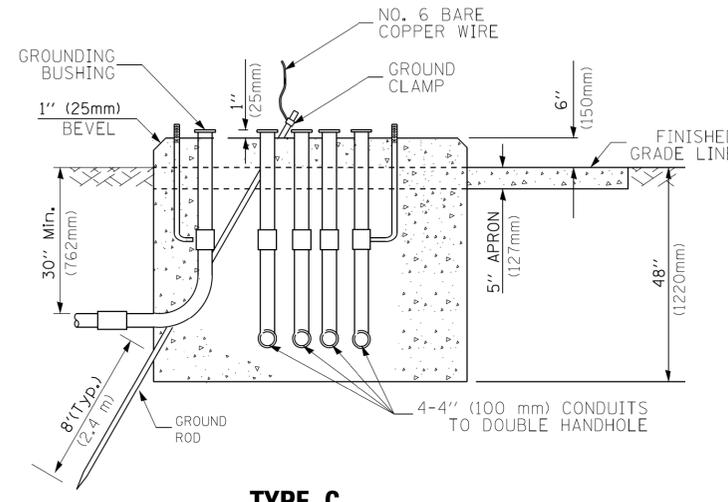


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

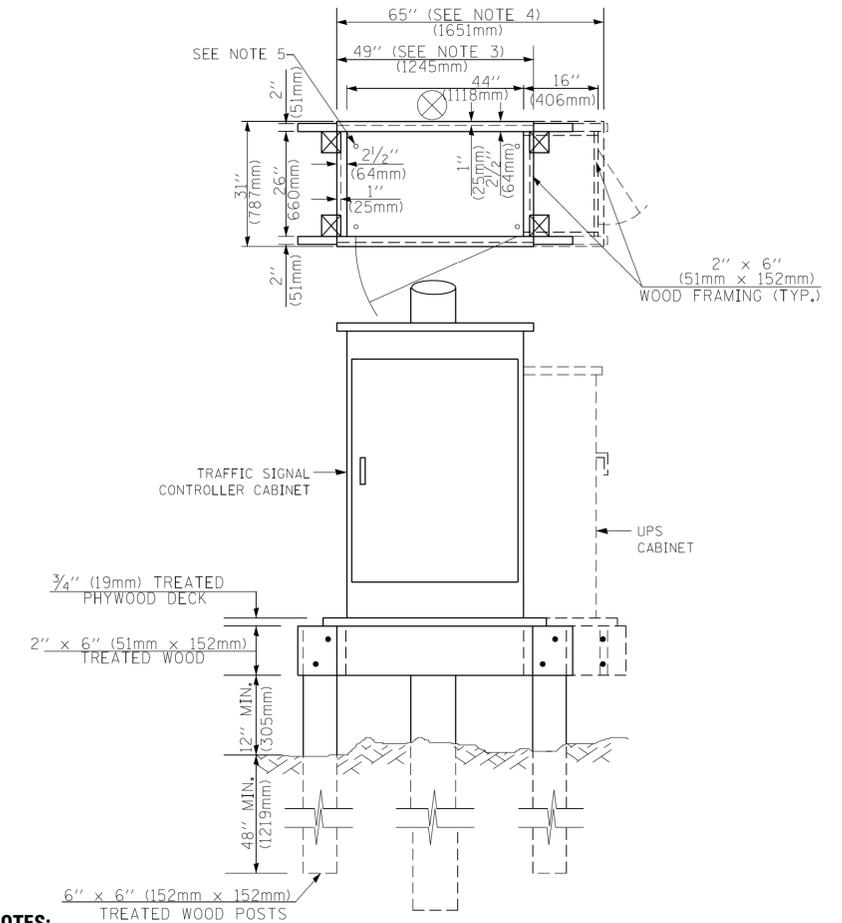


TOP VIEW

NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



**TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS**



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..

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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)

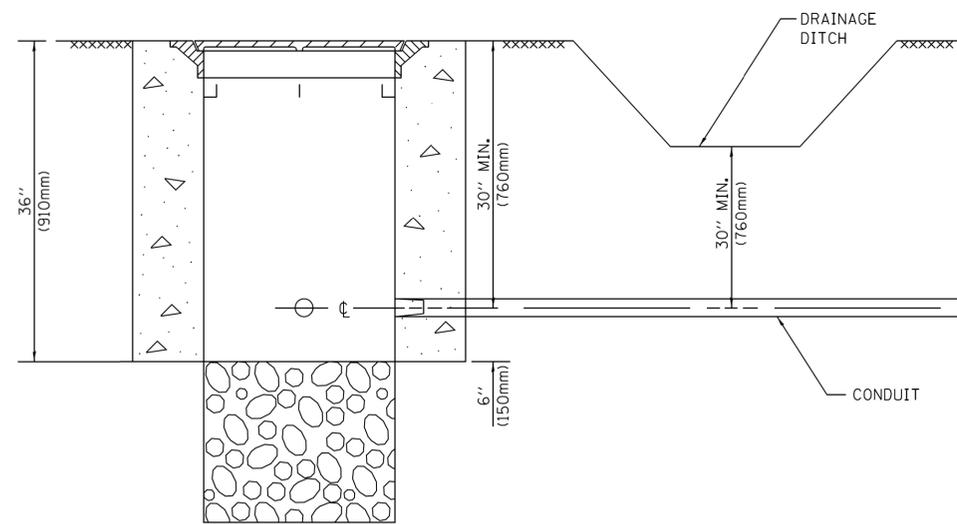
DEPTH OF FOUNDATION

Mast Arm Length	① 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 up to 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and less than 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

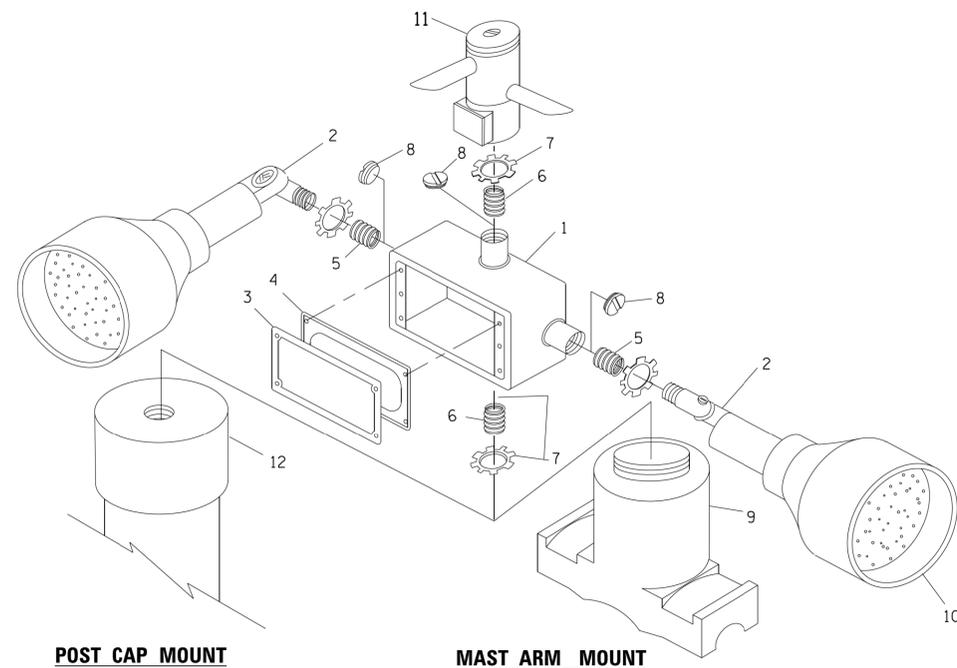
DEPTH OF MAST ARM FOUNDATIONS, TYPE E



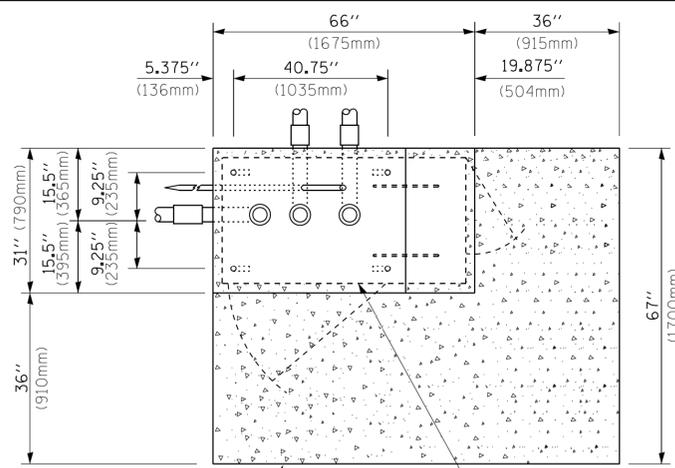
NOTES:

1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

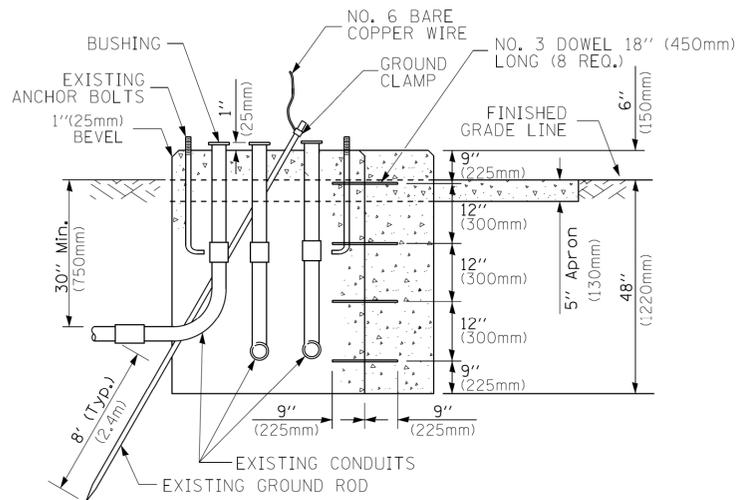
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW
(NOT TO SCALE)

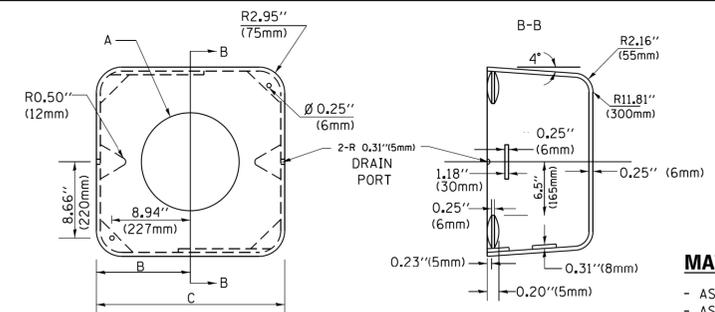


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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:

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



MATERIAL:
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

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

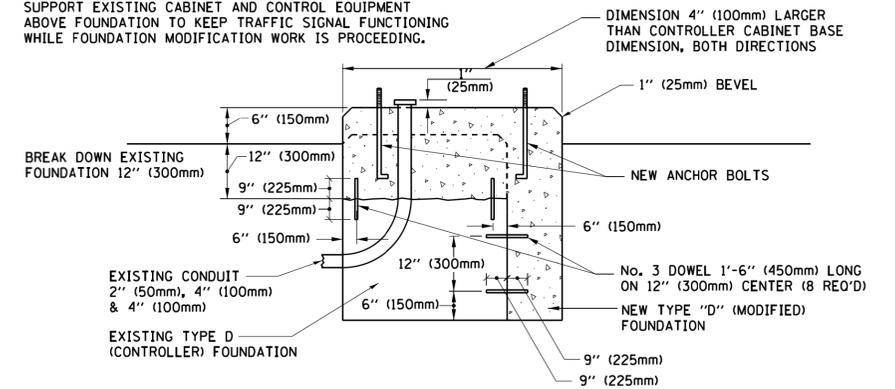
SHROUD

NOTES:

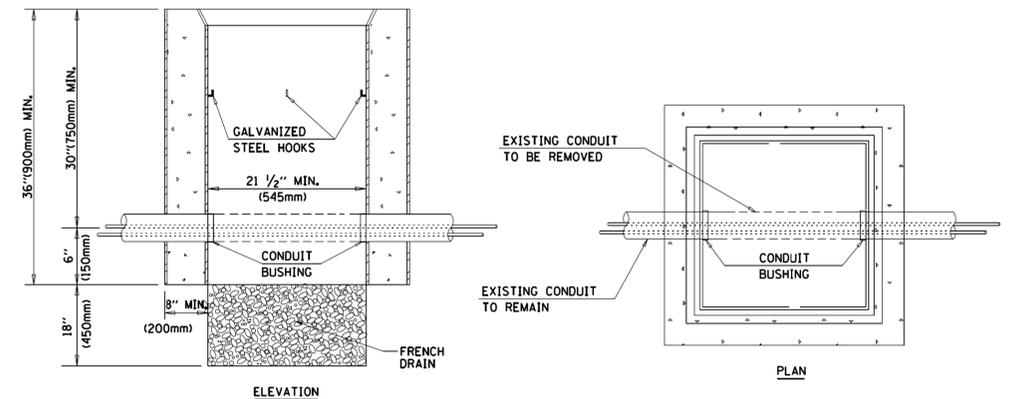
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

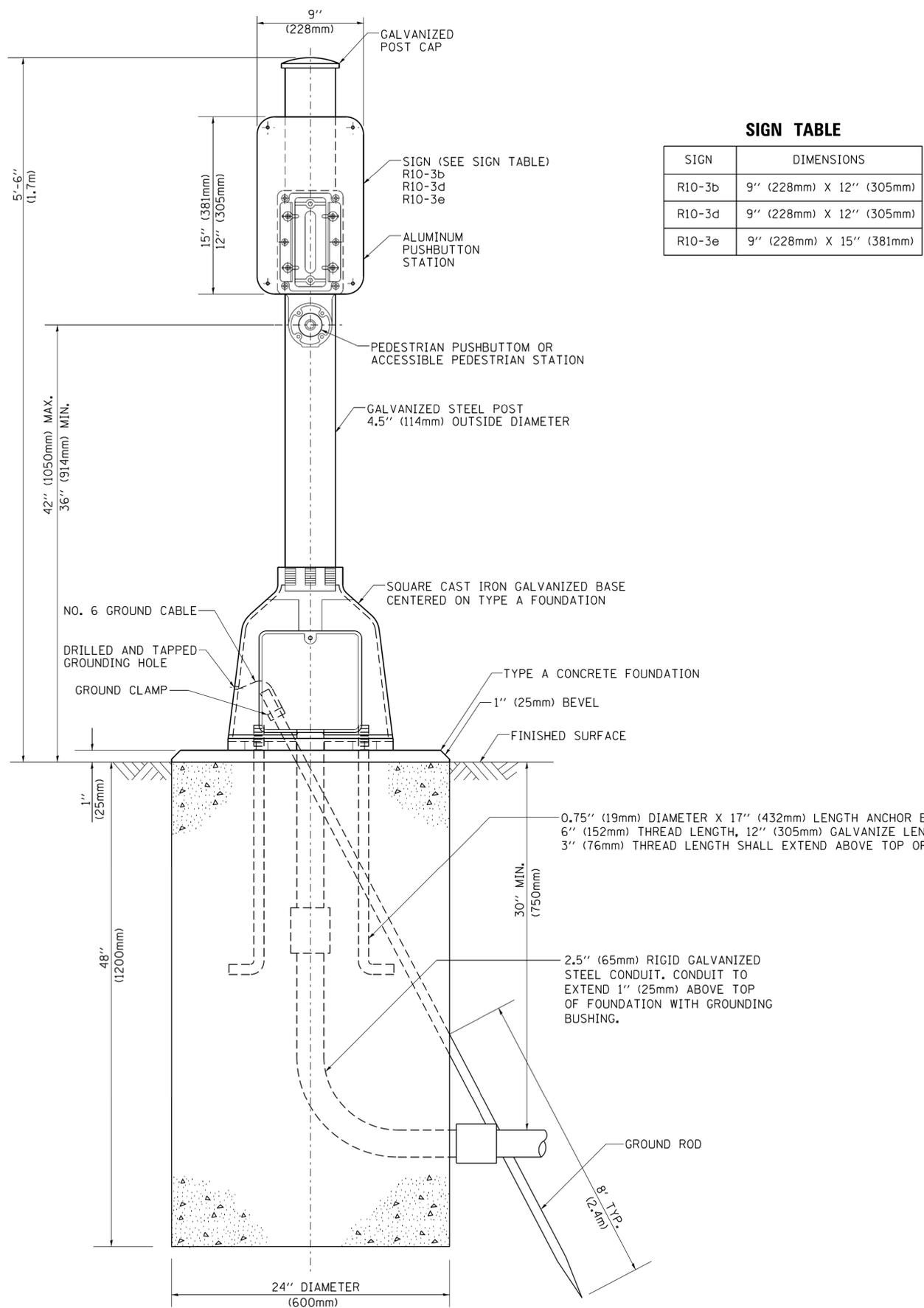
FILE NAME =	USER NAME = footemj	DESIGNED - DAD	REVISED - DAG 1-1-14
ci:\pwwork\p1dot\footemj\d01088315\ts05.dgn		DRAWN - BCK	REVISED -
	PLOT SCALE = 50.0000 ' / in.	CHECKED - DAD	REVISED -
	PLOT DATE = 1/13/2014	DATE - 10-28-09	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

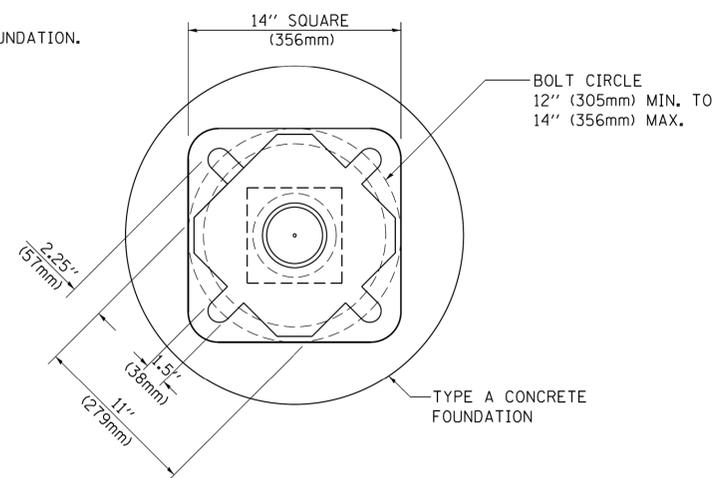
SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05		27	10
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



SIGN TABLE

SIGN	DIMENSIONS
R10-3b	9" (228mm) X 12" (305mm)
R10-3d	9" (228mm) X 12" (305mm)
R10-3e	9" (228mm) X 15" (381mm)



BOLT PATTERN

PEDESTRIAN PUSH BUTTON POST, TYPE A

FILE NAME =	USER NAME = footemj	DESIGNED - DAG	REVISED - DAG 1-1-14
ci:\pwork\pwork\footemj\d0188315\ts05.dgn		DRAWN - GND	REVISED -
PLOT SCALE = 50.0000' / 1"		CHECKED - DAD	REVISED -
PLOT DATE = 1/13/2014		DATE - 10/1/2012	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE: NONE	SHEET NO. 7 OF 7 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			27	11
TS-05		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

REMOVAL AND RELOCATION NOTES:

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

2 EACH PEDESTRIAN PUSH-BUTTON

INSTALLATION NOTES

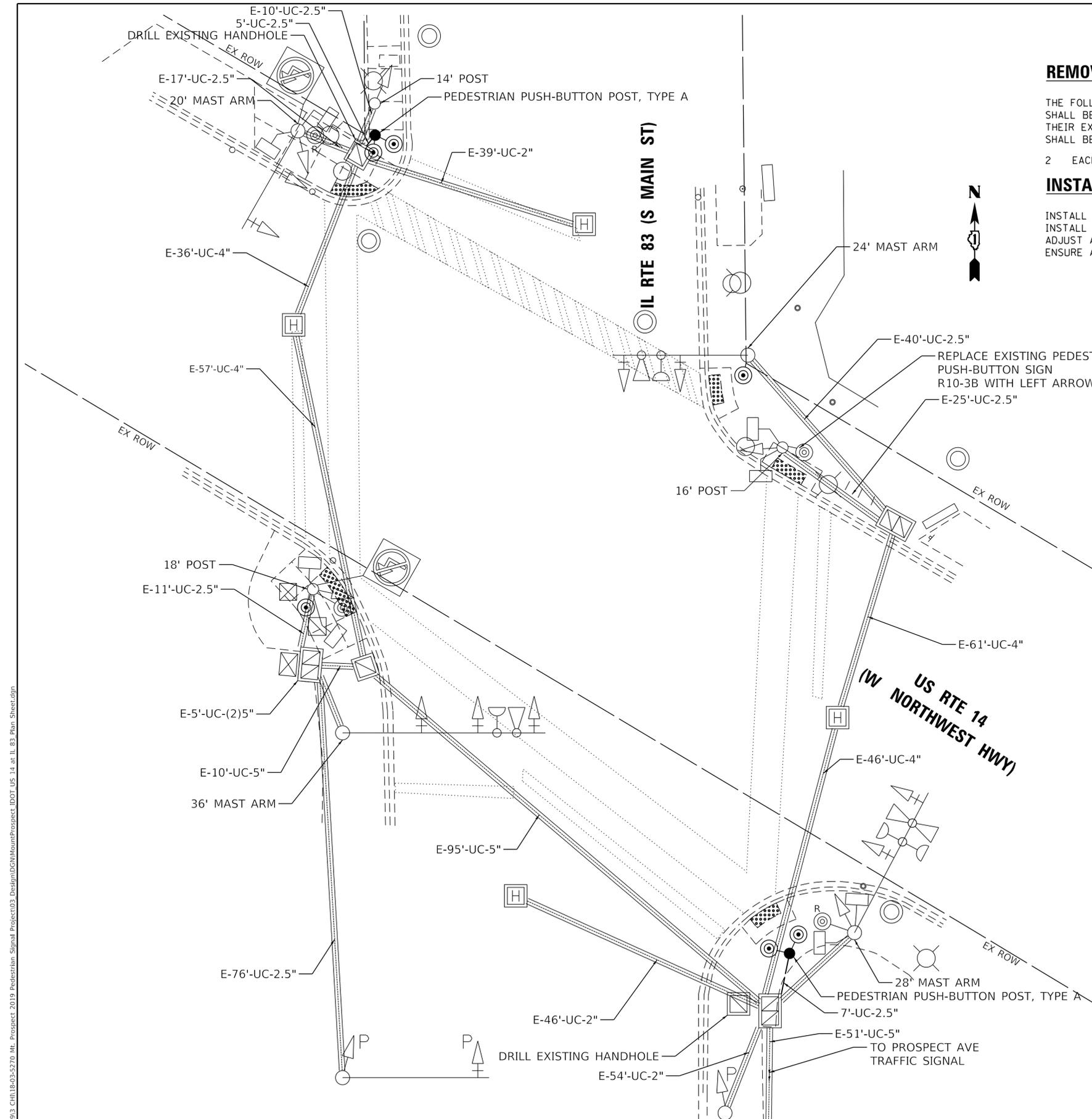
INSTALL PEDESTRIAN PUSH BUTTON POSTS WHERE INDICATED.
 INSTALL PUSH BUTTONS ON ALL CORNERS WHERE INDICATED.
 ADJUST ALL PUSH BUTTON BACKPLATES TO BE PARALLEL TO CROSSWALK.
 ENSURE ALL PUSH BUTTON BACKPLATES INDICATE CORRECT DIRECTION OF CROSSWALK.

NOTES:

- ADJUST ALL EXISTING PEDESTRIAN PUSH-BUTTON SIGNS. THE FACE OF THE PEDESTRIAN PUSH-BUTTON SIGN SHALL BE PARALLEL TO THE CROSSWALK TO BE USED. ARROWS SHALL POINT TOWARDS THE APPROPRIATE CROSSING. SEE DISTRICT ONE STANDARD DETAIL TS-05.
- ALL PEDESTRIAN PUSHBUTTONS SHALL BE LATCHING.
- CONSTRUCTION OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
SIGN PANEL - TYPE 1	SQ FT	2
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	12
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PAINT NEW TRAFFIC SIGNAL POST	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1990
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	25
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING HANDHOLE	EACH	2
PEDESTRIAN PUSH-BUTTON	EACH	8
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1



MODEL: Default
 FILE NAME: 201913_Civil18-03-5270 Mt. Prospect 2019 Pedestrian Signal Project03 Design\DCN\MountProspect IDOT US 14 at IL 83 Plan Sheet.dgn
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

Sam Schwartz

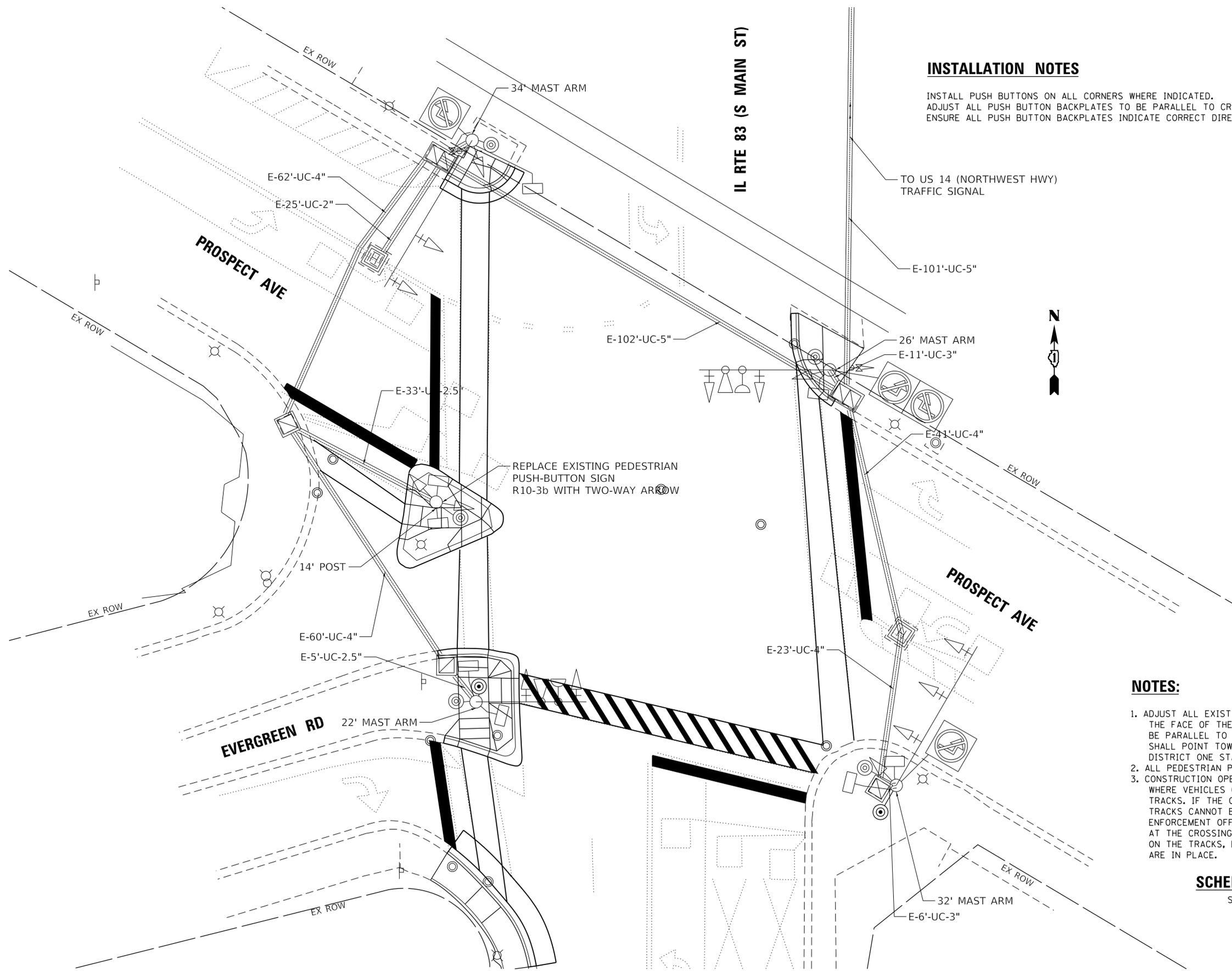
USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - PAW	REVISED -
PLOT DATE = 1/6/2020	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
 PUBLIC WORKS DEPARTMENT**

**TRAFFIC SIGNAL MODERNIZATION PLAN
 US RTE 14 (NORTHWEST HWY) & IL RTE 83 (MAIN ST)**

F.A.U. RTE. 3512	SECTION	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 12
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

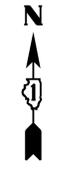
**TS 9630
 ECON 197**



INSTALLATION NOTES

INSTALL PUSH BUTTONS ON ALL CORNERS WHERE INDICATED.
 ADJUST ALL PUSH BUTTON BACKPLATES TO BE PARALLEL TO CROSSWALK.
 ENSURE ALL PUSH BUTTON BACKPLATES INDICATE CORRECT DIRECTION OF CROSSWALK.

TO US 14 (NORTHWEST HWY)
 TRAFFIC SIGNAL



NOTES:

1. ADJUST ALL EXISTING PEDESTRIAN PUSH-BUTTON SIGNS. THE FACE OF THE PEDESTRIAN PUSH-BUTTON SIGN SHALL BE PARALLEL TO THE CROSSWALK TO BE USED. ARROWS SHALL POINT TOWARDS THE APPROPRIATE CROSSING. SEE DISTRICT ONE STANDARD DETAIL TS-05.
2. ALL PEDESTRIAN PUSHBUTTONS SHALL BE LATCHING.
3. CONSTRUCTION OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

SCHEDULE OF QUANTITIES

SEE PREVIOUS SHEET

**TS 9630
 ECON 197**

MODEL: Default
 FILE NAME: 201913_Civil18-03-5270 Mt. Prospect 2019 Pedestrian Signal Project03 Design\DCN\MountProspect IDOT IL 83 at Prospect Plan_Sheet.dgn

Sam Schwartz
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

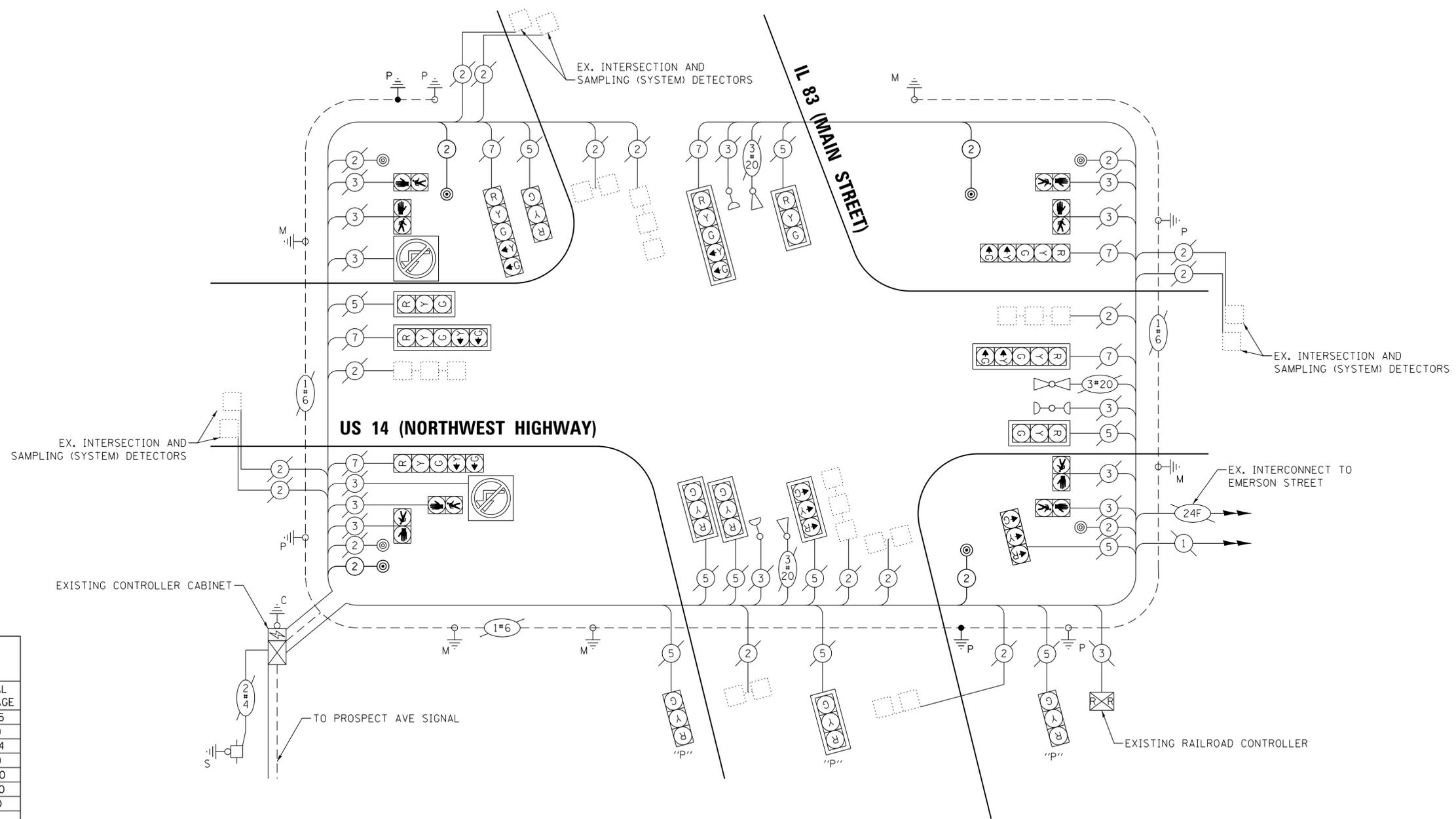
USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 10.0000' / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
 PUBLIC WORKS DEPARTMENT**

**TRAFFIC SIGNAL MODIFICATION PLAN
 IL 83 (MAIN ST) AT PROSPECT AVE**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	13
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	31	11	50	170.5
(YELLOW)	31	20	5	31.0
(GREEN)	31	12	45	167.4
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	16	20	100	320.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	6	25	5	7.5
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				837.4

ENERGY COSTS TO:
 VILLAGE OF MOUNT PROSPECT
 30 S. EMERSON STREET
 MOUNT PROSPECT, IL 60056
 ENERGY SUPPLY: CONTACT: DAVE SCHACHT
 PHONE: (630) 437-2129
 COMPANY: COMMONWEALTH EDISON
 ACCOUNT NUMBER: ---

Sam Schwartz
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

DESIGNED - ECS	REVISED -
DRAWN - ECS	REVISED -
CHECKED - PAW	REVISED -
DATE - 01/03/2020	REVISED -

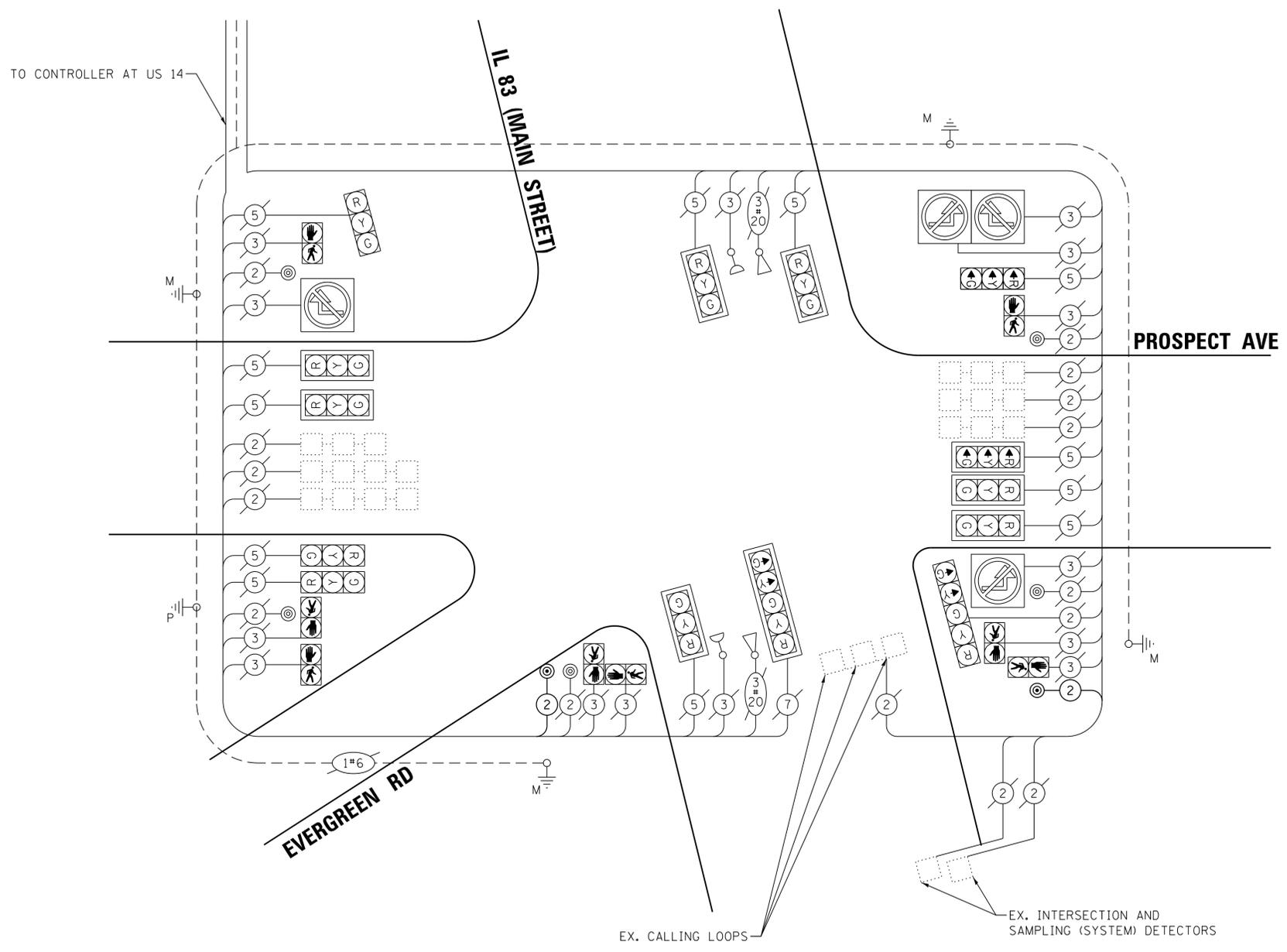
VILLAGE OF MOUNT PROSPECT
 PUBLIC WORKS DEPARTMENT

PROPOSED CABLE PLAN SHEET 1
 US 14 AT IL 83 (MAIN STREET)/PROSPECT AVE
 SCALE: 1" = 20'

F.A.U. RTE. 3512	SECTION	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 14
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: 201913_Civil18-03-2720 Mt. Prospect 2019 Redesign Signal Project03 DesignDCNMountProspect IDOT US 14 at IL 83 Cable Plan.dgn

**TS 9630
 ECON 197**



CABLE PLAN
(NOT TO SCALE)

TS 9630
ECON 197

MODEL: Default
FILE NAME: \\...201913_Civil\18-03-5270 Mt. Prospect_Signal_Project\03_Design\DCN\MountProspect IDOT US 14 at IL 83 Cable Plan.dgn

Sam Schwartz
223 W. JACKSON
SUITE 1101
CHICAGO, IL 60606
TEL: (773) 305-0800

USER NAME = esalutz	DESIGNED - ECS	REVISED -
	DRAWN - ECS	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - PAW	REVISED -
PLOT DATE = 1/6/2020	DATE - 01/03/2020	REVISED -

VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT

PROPOSED CABLE PLAN SHEET 2
US 14 AT IL 83 (MAIN STREET)/PROSPECT AVE
SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	15
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION (CONTINUED NEXT SHEET)

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	1	5	5	5	8	8	8	11	11	11	16	16	16																									
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	1JJ	1KK	1LL	1MM			
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	1C	4	1E	2	1G	1H	3	1K	1L	1M	4	1P	2	1R	1S	3	1U	1V	1W	4	2	1Z	1AA	3	1CC	1DD	1EE	4	1GG	1HH	2	3	1LL	1MM	4			
U.S. RTE. 14 AT ILL. RTE. 83 FAR RIGHT MAST ARM SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	Y	R	R	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R		
U.S. RTE. 14 AT ILL. RTE. 83 END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	G	Y	R	R	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R		
U.S. RTE. 14 AT ILL. RTE. 83 FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	G	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
U.S. RTE. 14 AT ILL. RTE. 83 END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	G	G	G	Y	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R		
ILL. RTE. 83 AT U.S. RTE. 14 FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILL. RTE. 83 AT U.S. RTE. 14 END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILL. RTE. 83 (MAIN ST.) AT U.S. RTE. 14 NEAR RIGHT, FAR MID AND RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILL. RTE. 83 AT U.S. RTE. 14 END MAST ARM AND FAR LEFT SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
ILL. RTE. 83 (NORTH OF TRACKS) OPTICALLY PROGRAMMED SIGNALS	S/B	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	
PROSPECT AVE. AT ILL. RTE. 83 (MAIN ST.) NEAR RIGHT, FAR MID AND RIGHT MAST ARM SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
PROSPECT AVE. AT ILL. RTE. 83 (MAIN ST.) END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
PROSPECT AVE. AT ILL. RTE. 83 ALL SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILL. RTE. 83 AT PROSPECT AVENUE ALL SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILL. RTE. 83 AT PROSPECT AVE. FAR RIGHT MAST ARM SIGNAL	S/B	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G
ILL. RTE. 83 AT PROSPECT AVE. END MAST ARM AND FAR LEFT SIGNALS	S/B	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G	G
PEDESTRIAN SIGNALS CROSSING ILL. RTE. 83 ON NORTH SIDE OF U.S. RTE. 14		H	H	H	FH	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING ILL. RTE. 83 ON SOUTH SIDE OF U.S. RTE. 14		H	H	H	H	H	H	H	H	H	H	H	H	FH	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON EAST SIDE OF ILL. RTE. 83		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON WEST SIDE OF ILL. RTE. 83		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING ILL. RTE. 83 ON SOUTH SIDE OF PROSPECT AVENUE		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING PROSPECT AVENUE ON EAST SIDE OF ILL. RTE. 83		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING PROSPECT AVENUE ON WEST SIDE OF ILL. RTE. 83		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

P = ILLUMINATED PERSON = WALK
 FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
 H = ILLUMINATED SOLID HAND = DON'T WALK

MODEL: Default
 FILE NAME: 201913_Chh18-03-5270 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\03MountProspect\DOT US 14 at IL 83 Sequence of Operation.dgn

Sam Schwartz
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

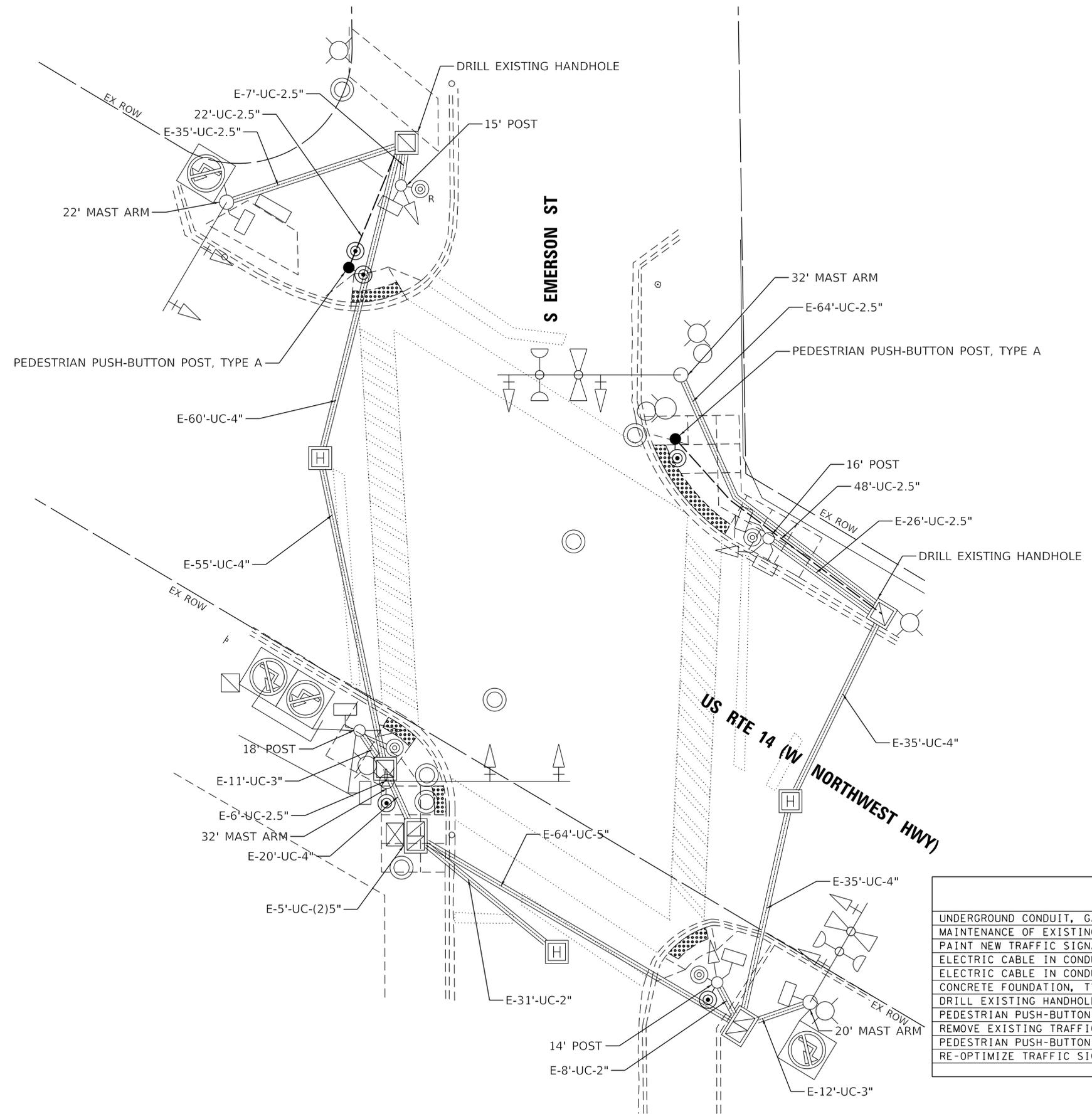
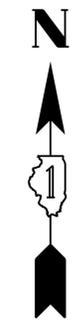
USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

VILLAGE OF MOUNT PROSPECT
 PUBLIC WORKS DEPARTMENT

EMERGENCY VEHICLE PREEMPTION SEQUENCE
 US 14 AT IL 83 (ELMHURST RD) AND PROSPECT AVE
 SHEET 1 OF 2

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 3512	SECTION	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 18
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



REMOVAL AND RELOCATION NOTES:

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

- 1 EACH PEDESTRIAN PUSH-BUTTON

INSTALLATION NOTES

INSTALL PEDESTRIAN PUSH BUTTON POSTS WHERE INDICATED. INSTALL PUSH BUTTONS ON ALL CORNERS WHERE INDICATED. ADJUST ALL PUSH BUTTON BACKPLATES TO BE PARALLEL TO CROSSWALK. ENSURE ALL PUSH BUTTON BACKPLATES INDICATE CORRECT DIRECTION OF CROSSWALK.

NOTES:

1. ADJUST ALL EXISTING PEDESTRIAN PUSH-BUTTON SIGNS. THE FACE OF THE PEDESTRIAN PUSH-BUTTON SIGN SHALL BE PARALLEL TO THE CROSSWALK TO BE USED. ARROWS SHALL POINT TOWARDS THE APPROPRIATE CROSSING. SEE DISTRICT ONE STANDARD DETAIL TS-05.
2. ALL PEDESTRIAN PUSHBUTTONS SHALL BE LATCHING.
3. CONSTRUCTION OPERATIONS SHALL NOT CREATE CONDITIONS WHERE VEHICLES CAN BE QUEUED ACROSS THE RAILROAD TRACKS. IF THE QUEUING OF VEHICLES ACROSS THE TRACKS CANNOT BE AVOIDED, A UNIFORMED LAW ENFORCEMENT OFFICER OR FLAGGER SHALL BE PROVIDED AT THE CROSSING TO PREVENT VEHICLES FROM STOPPING ON THE TRACKS, EVEN IF AUTOMATIC WARNING DEVICES ARE IN PLACE.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2 1/2" DIA.	FOOT	74
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PAINT NEW TRAFFIC SIGNAL POST	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	826
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	87
CONCRETE FOUNDATION, TYPE A	FOOT	8
DRILL EXISTING HANDHOLE	EACH	2
PEDESTRIAN PUSH-BUTTON	EACH	5
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN PUSH-BUTTON POST, TYPE A	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

**TS 9640
ECON 197**

MODEL: Default; FILE NAME: 201913_C1118-03-2270 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\DCN\MountProspect IDOT US 14 at Emerson Plan Sheet.dgn

Sam Schwartz
223 W. JACKSON
SUITE 1101
CHICAGO, IL 60606
TEL: (773) 305-0800

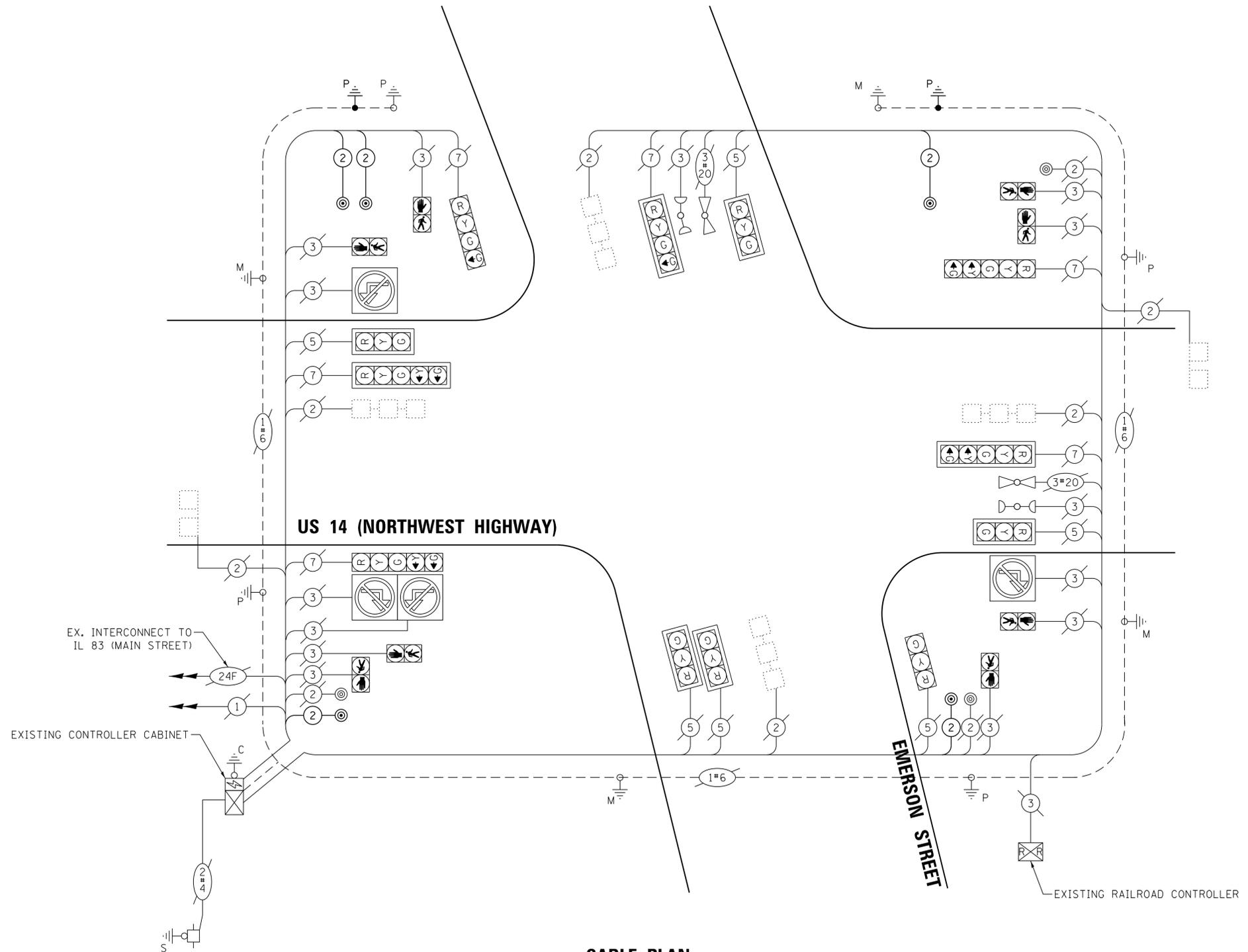
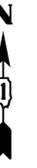
USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 10.0000 "/td> <td>CHECKED - PAW</td> <td>REVISED -</td>	CHECKED - PAW	REVISED -
PLOT DATE = 1/6/2020	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT**

**TRAFFIC SIGNAL MODERNIZATION PLAN
US RTE 14 (NORTHWEST HWY) & EMERSON ST**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 3512	SECTION	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 20
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



CABLE PLAN
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	10	10	10	10.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	4	25	5	5.0
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
TOTAL =				442.8

ENERGY COSTS TO:

VILLAGE OF MOUNT PROSPECT
30 S. EMERSON STREET
MOUNT PROSPECT, IL 60056

ENERGY SUPPLY: CONTACT: DAVE SCHACHT
PHONE: (630) 437-2129
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---

Sam Schwartz
223 W. JACKSON
SUITE 1101
CHICAGO, IL 60606
TEL: (773) 305-0800

USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT**

**PROPOSED CABLE PLAN
US 14 AT EMERSON STREET**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	21
CONTRACT NO.				

**TS 9640
ECON 197**

MODEL: Default; FILE NAME: 201913_Civil18-03-2270 Mt. Prospect 2019 Pedestrian Signal Project03 DesignDCNMountProspect DDT US 14 at Emerson Cable Plan.dgn

SEQUENCE OF OPERATION

MOVEMENT	1 + 5	1 + 6	2 + 5	2 + 6	4 + 8	F
PHASE						L
INTERVAL	1	2	3	4	5	A
CHANGE TO		1+6	2+5	2+6		S
U.S. RTE. 14 (NORTHWEST HWY.) FAR RIGHT MAST ARM SIGNAL	E/B	R	R	R	R	R
U.S. RTE. 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R
U.S. RTE. 14 (NORTHWEST HWY.) FAR RIGHT MAST ARM SIGNAL	R/B	R	R	R	R	R
U.S. RTE. 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	R/B	R	R	R	R	R
EMERSON ST. FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	R
EMERSON ST. END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R
EMERSON ST. ALL SIGNALS	S/B	R	R	R	R	R
PEDESTRIAN SIGNALS CROSSING EMERSON ST. ON NORTH SIDE OF U.S. RTE. 14	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING EMERSON ST. ON SOUTH SIDE OF U.S. RTE. 14	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON EAST SIDE OF EMERSON ST.	H	H	H	H	H	H
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON WEST SIDE OF EMERSON ST.	H	H	H	H	H	H

- * TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION
- ⇒ FLASHING [Symbol] IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.
- ⇨ THIS [Symbol] OR FLASHING [Symbol] INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE [Symbol] OR FLASHING [Symbol] INTERVALS. [Symbol] AND FLASHING [Symbol] TIMINGS TO BE SET ONLY ON PHASES WHERE [Symbol] AND FLASHING [Symbol] ARE INDICATED IN THE SEQUENCE OF OPERATION.
- P = ILLUMINATED PERSON = WALK
- FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
- H = ILLUMINATED SOLID HAND = DON'T WALK

PHASE 2+6 SHALL BE PLACED ON RECALL.

- NLT = "NO LEFT TURN" OR [Symbol]
- NRT = "NO RIGHT TURN" OR [Symbol]

RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PREEMPTION NUMBER														CLEAR TO NORMAL SEQUENCE				
	1	5	8	11	14	2	3	4	5	6	7	8	9	10					
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	[Pattern]																		
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	2	3	4	5		
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	1J	2	1L	2	1N	2	3	4	5			
U.S. RTE. 14 (NORTHWEST HWY.) FAR RIGHT MAST ARM SIGNAL	E/B	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	G	Δ
U.S. RTE. 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	G	Δ
U.S. RTE. 14 (NORTHWEST HWY.) FAR RIGHT MAST ARM SIGNAL	R/B	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	G	Δ
U.S. RTE. 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	R/B	R	Y	R	R	R	Y	R	R	R	Y	R	R	R	R	R	R	G	Δ
EMERSON ST. FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Δ
EMERSON ST. END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Δ
EMERSON ST. ALL SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Δ
PEDESTRIAN SIGNALS CROSSING EMERSON ST. ON NORTH SIDE OF U.S. RTE. 14	H	FH	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING EMERSON ST. ON SOUTH SIDE OF U.S. RTE. 14	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON EAST SIDE OF EMERSON ST.	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON WEST SIDE OF EMERSON ST.	H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	Δ
INTERNALLY ILLUMINATED NO RIGHT TURN SIGNS	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	Δ
INTERNALLY ILLUMINATED NO LEFT TURN SIGNS	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	Δ

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	PREEMPTION NUMBER														CLEAR TO NORMAL SEQUENCE								
	1	5	5	8	8	11	11	14	14	2	3												
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	[Pattern]																						
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	2	3		
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2	1C	2	1E	2	1G	2	1J	2	1L	2	1N	2	3	4	5							
U.S. RTE. 14 (NORTHWEST HWY.) FAR RIGHT MAST ARM SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
U.S. RTE. 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
U.S. RTE. 14 (NORTHWEST HWY.) FAR RIGHT MAST ARM SIGNAL	R/B	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
U.S. RTE. 14 (NORTHWEST HWY.) END MAST ARM AND FAR LEFT SIGNALS	R/B	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
EMERSON ST. FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
EMERSON ST. END MAST ARM AND FAR LEFT SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
EMERSON ST. ALL SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	Δ
PEDESTRIAN SIGNALS CROSSING EMERSON ST. ON NORTH SIDE OF U.S. RTE. 14	H	FH	H	FH	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING EMERSON ST. ON SOUTH SIDE OF U.S. RTE. 14	H	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON EAST SIDE OF EMERSON ST.	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	Δ
PEDESTRIAN SIGNALS CROSSING U.S. RTE. 14 ON WEST SIDE OF EMERSON ST.	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	Δ

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

MODEL: Default; FILE NAME: 201913_Civil-03-2720 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\03MountProspect IDOT US 14 at Emerson Sequence of Operation.dgn

Sam Schwartz
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

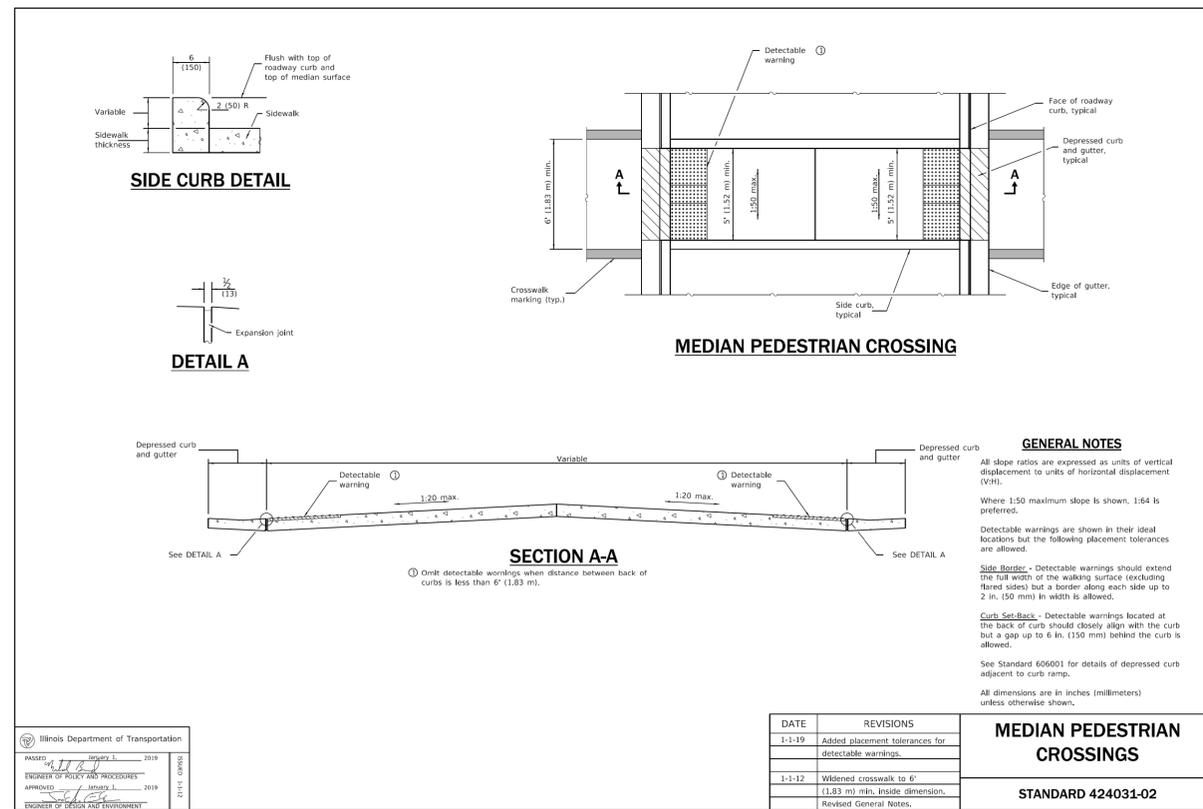
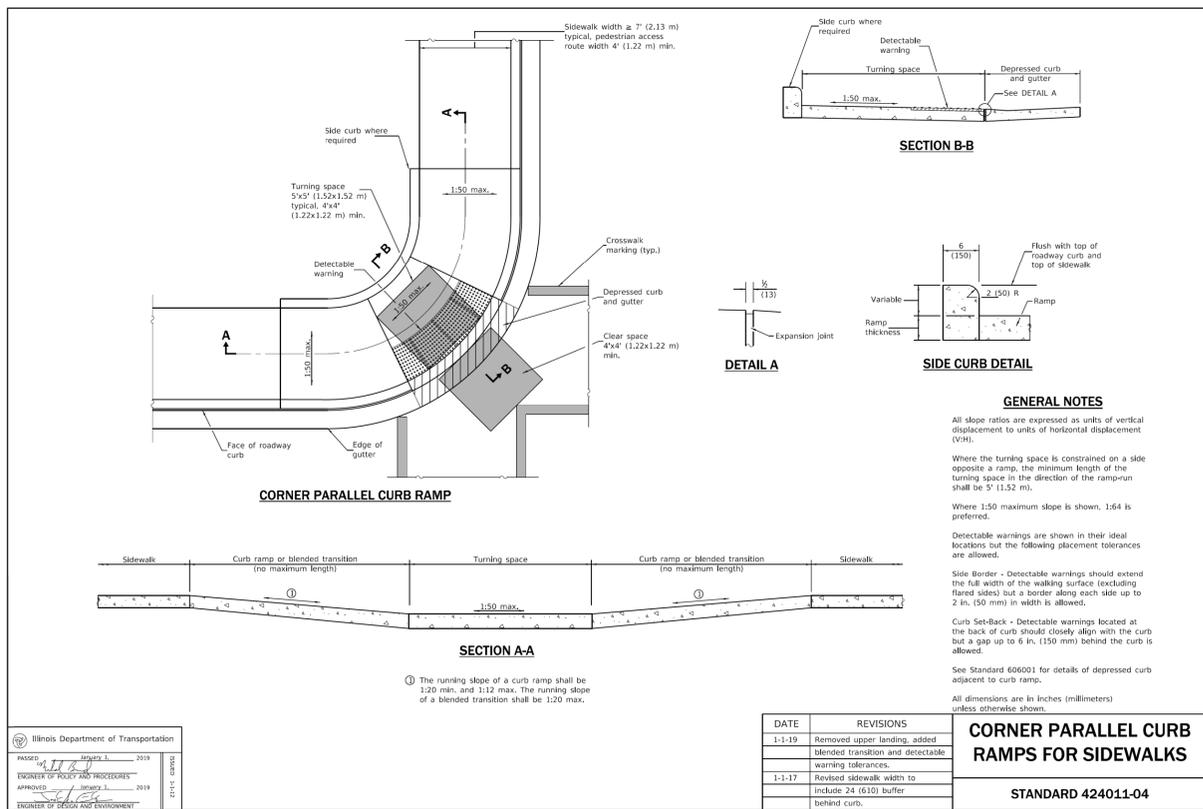
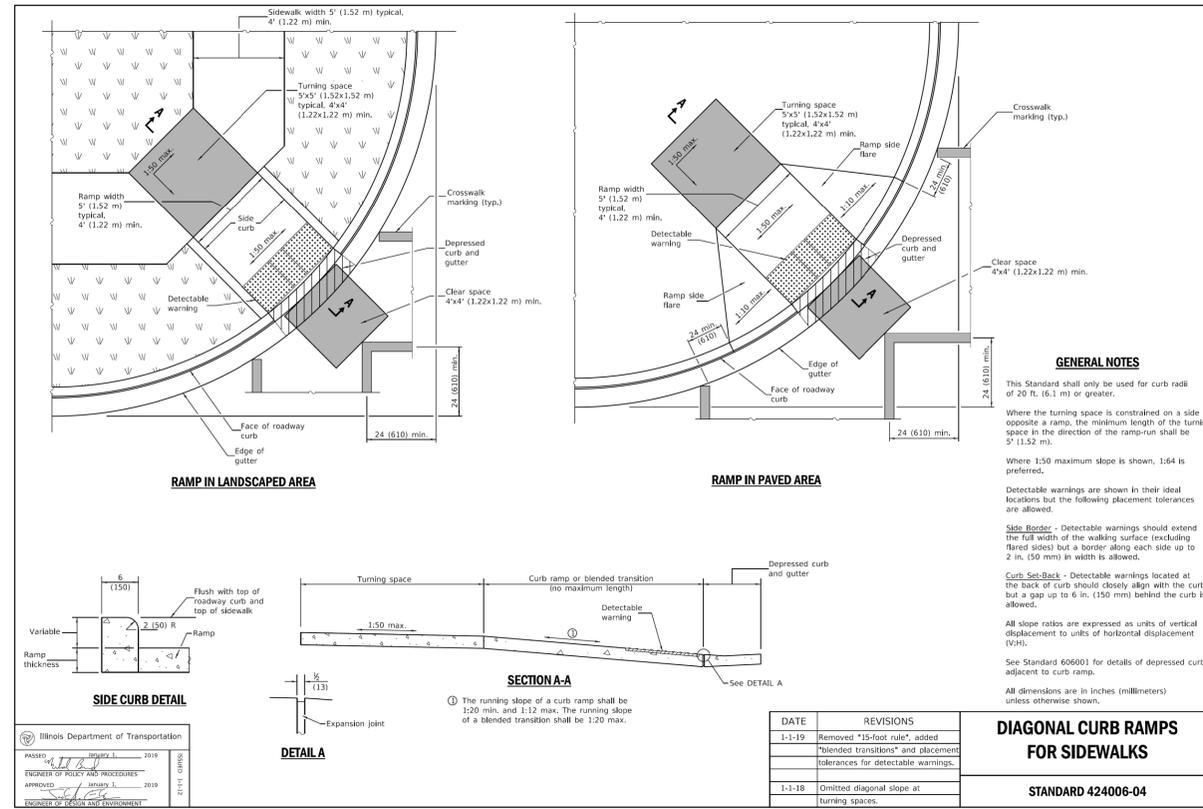
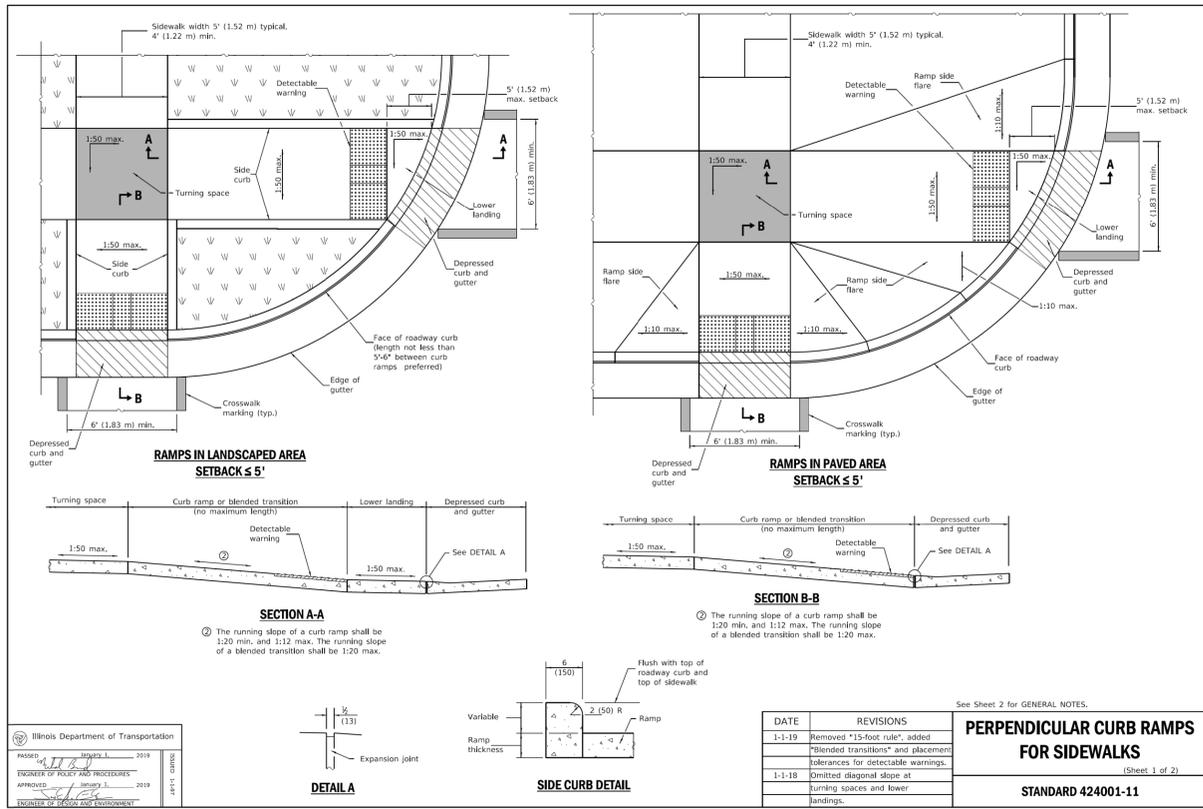
USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 20.0000 "/in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT**

SEQUENCE OF OPERATION, RAILROAD PREEMPTION SEQUENCE OF OPERATION, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION - US 14 AT EMERSON STREET

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE. 3512	SECTION	COUNTY COOK	TOTAL SHEETS 27	SHEET NO. 22
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		



MODEL: Default
FILE NAME: I:\2019\3_Civil\18-03-2720 Mt. Prospect_2019 Pedestrian Signal Project\03 Design\DCN\MountProspect IDOT HWY STANDARDS.dgn

Sam Schwartz
223 W. JACKSON
SUITE 1101
CHICAGO, IL 60606
TEL: (773) 305-0800

USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT**

**HIGHWAY STANDARDS - SHEET 1
US 14 AT IL 83 & EMERSON ST**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	23
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

MODEL: Default
 FILE NAME: 201913_Chu18-03-2270 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\03MountProspect.DOT.HWY.STANDARDS.dgn

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
 (Sheet 1 of 2)

GENERAL NOTES
 The bottom slope of combination curb and gutter constructed adjacent to PCC pavement shall be the same slope as the subbase or 6% when subbase is omitted.
 t = Thickness of pavement.
 Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 422001.
 A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.
 The dowel bars shown in contraction joints will only be required for monolithic construction.
 See Standard 606301 for details of corner islands.
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
 (Sheet 2 of 2)

GENERAL NOTES
 The bottom slope of combination curb and gutter constructed adjacent to PCC pavement shall be the same slope as the subbase or 6% when subbase is omitted.
 t = Thickness of pavement.
 Longitudinal joint tie bars shall be No. 6 (No. 19) at 36 (900) centers in accordance with details for longitudinal construction joint shown on Standard 422001.
 A minimum clearance of 2 (50) between the end of the tie bar and the back of the curb shall be maintained.
 The dowel bars shown in contraction joints will only be required for monolithic construction.
 See Standard 606301 for details of corner islands.
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-18	Revised General Note for tie bar spacing to 36 (900) cts.
1-1-15	Added B-6.06 (B-15.15) barrier curb and gutter to table (corner islands only).

URBAN LANE CLOSURE, MULTILANE INTERSECTION
 STANDARD 701701-10

GENERAL NOTES
 This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.
 Calculate L as follows:
 SPEED LIMIT FORMULAS
 English (Metric)
 40 mph (70 km/h) or less: $L = \frac{WS^2}{60}$ $L = \frac{WS^2}{150}$
 45 mph (80 km/h) or greater: $L = \frac{W(S+5)^2}{60}$ $L = \frac{W(S+5)^2}{150}$
 W = Width of offset in feet (meters).
 S = Normal posted speed mph (km/h).
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
4-1-16	Corrected sign number for LEFT TURN LANE CLOSED
AHEAD.	
1-1-14	Added devices at arrow board upstream from taper.
	Rev: workers sign number.

SIDEWALK, CORNER OR CROSSWALK CLOSURE
 STANDARD 701801-06

GENERAL NOTES
 This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.
 This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.
 Temporary facilities shall be detectable and accessible.
 The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.
 The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.
 Type III barricades and R11-24830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.
 All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
4-1-16	Omitted orange safety fence from standard as this is covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION. Modified appearance of plan views. Renamed Std.

Sam Schwartz
 223 W. JACKSON
 SUITE 1101
 CHICAGO, IL 60606
 TEL: (773) 305-0800

USER NAME	DESIGNED	DRAWN	CHECKED	PLOT DATE
= esalutz	- ECS	- ECS	- PAW	1/6/2020

DATE	REVISIONS
-	-
-	-
-	-
-	-
-	-

VILLAGE OF MOUNT PROSPECT PUBLIC WORKS DEPARTMENT

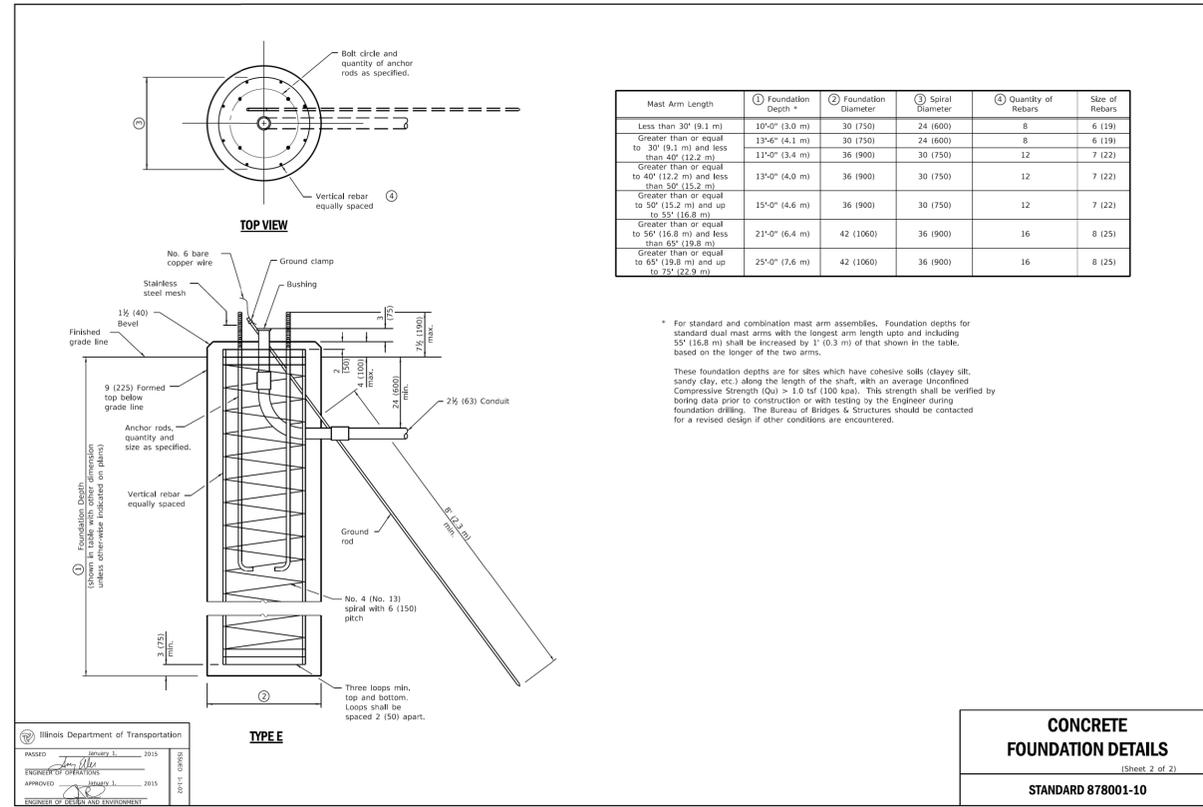
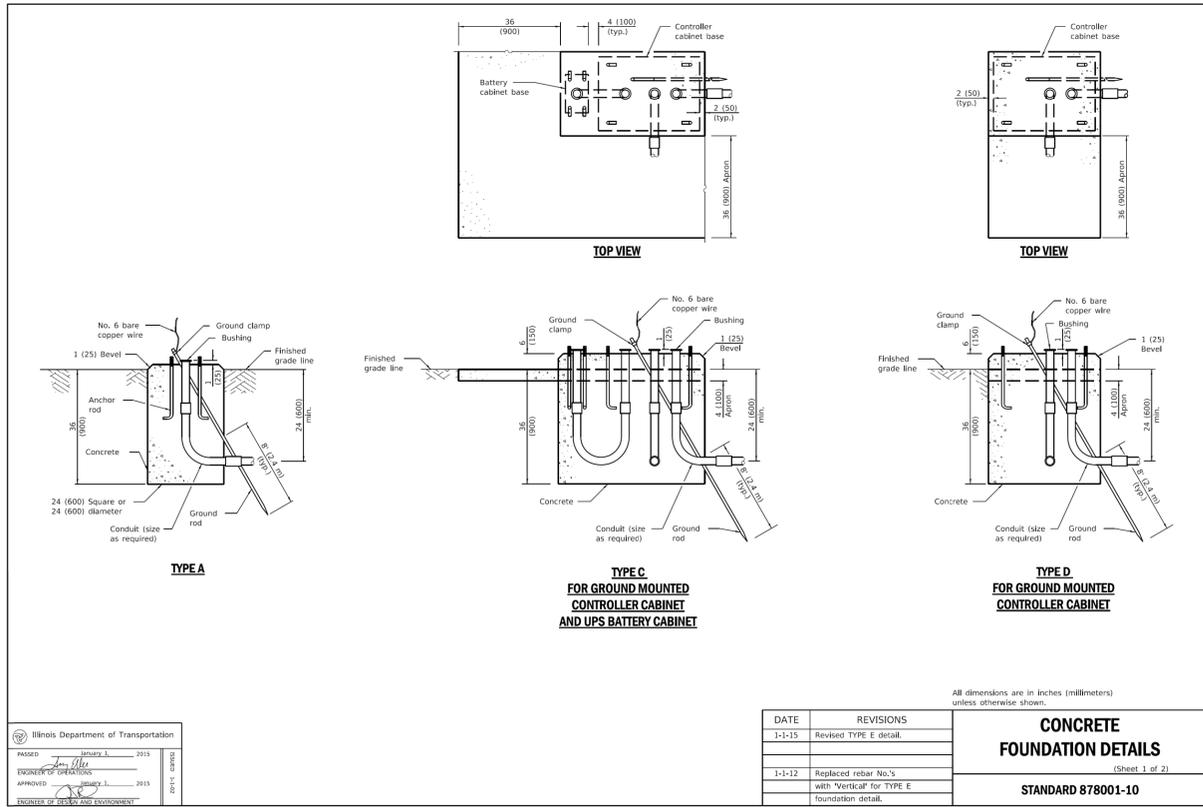
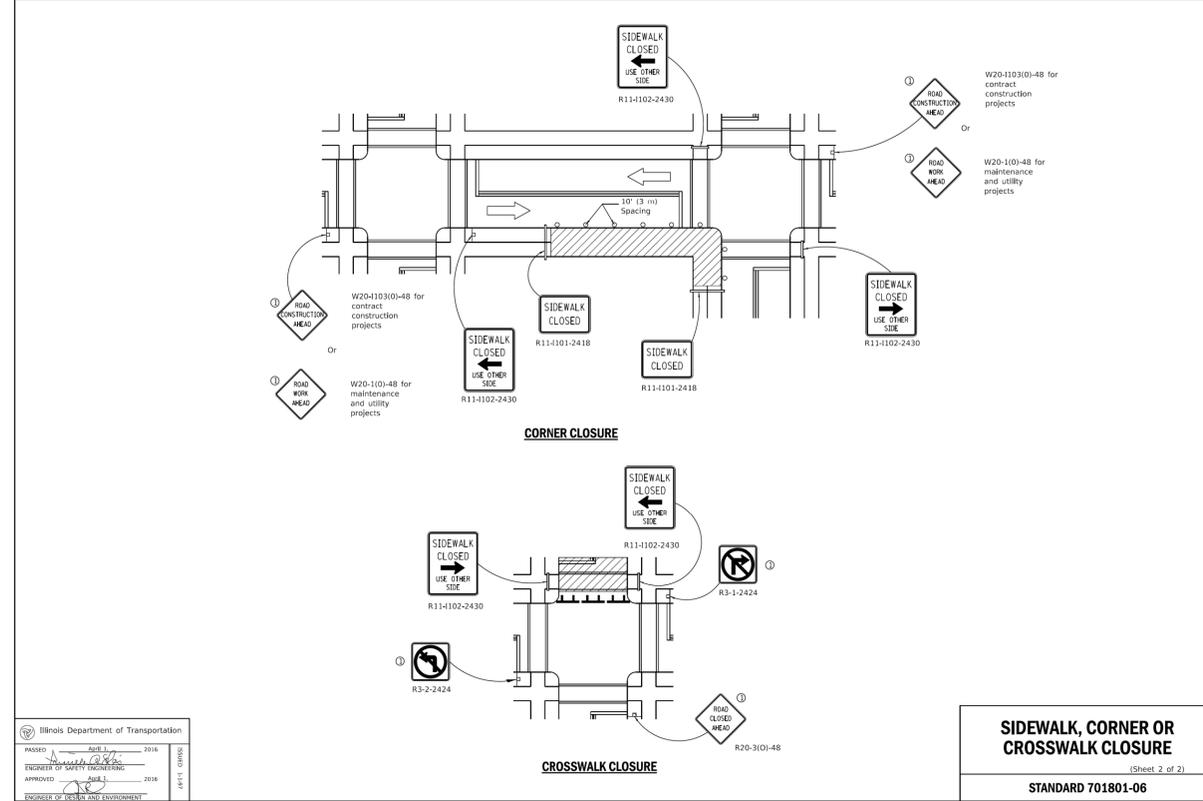
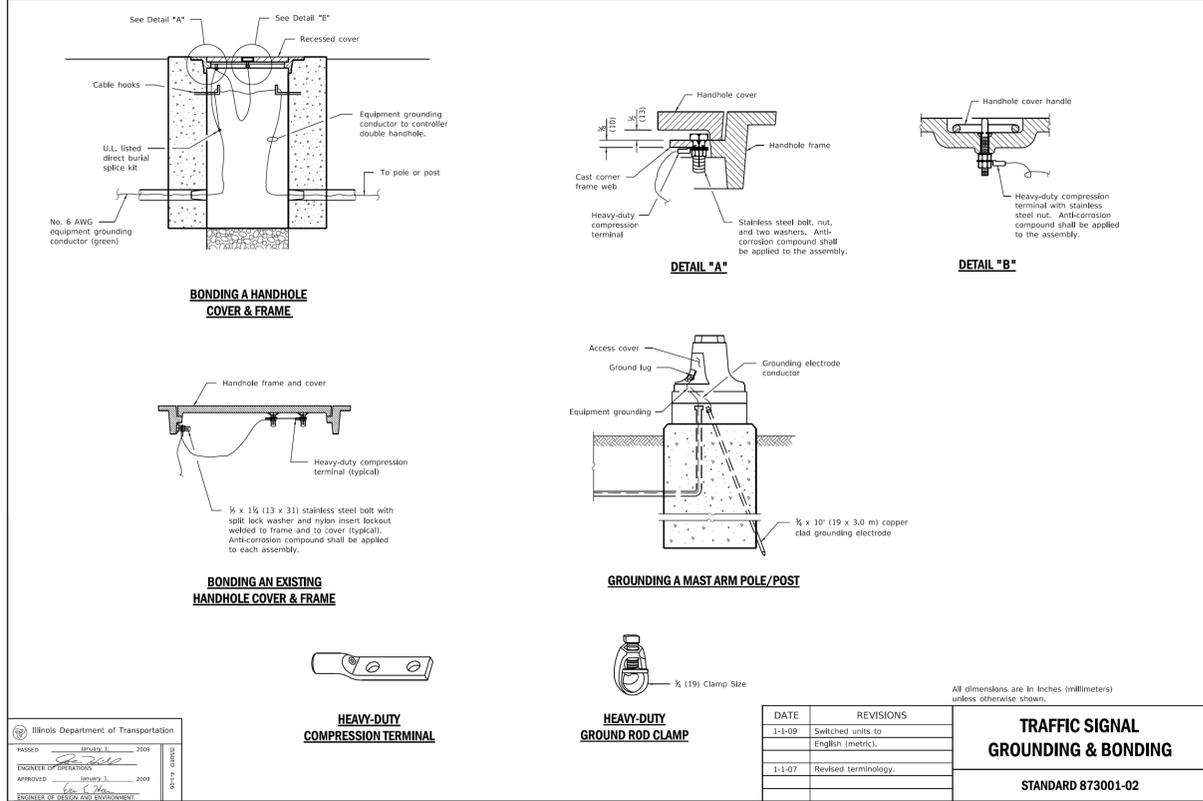
**HIGHWAY STANDARDS - SHEET 2
 US 14 AT IL 83 & EMERSON ST**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	24

CONTRACT NO.

ILLINOIS FED. AID PROJECT



MODEL: Default
FILE NAME: 201913_Civil18-03-2770 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\CONMountProspect IDOT HWY STANDARDS.dgn

Sam Schwartz
223 W. JACKSON
SUITE 1101
CHICAGO, IL 60606
TEL: (773) 305-0800

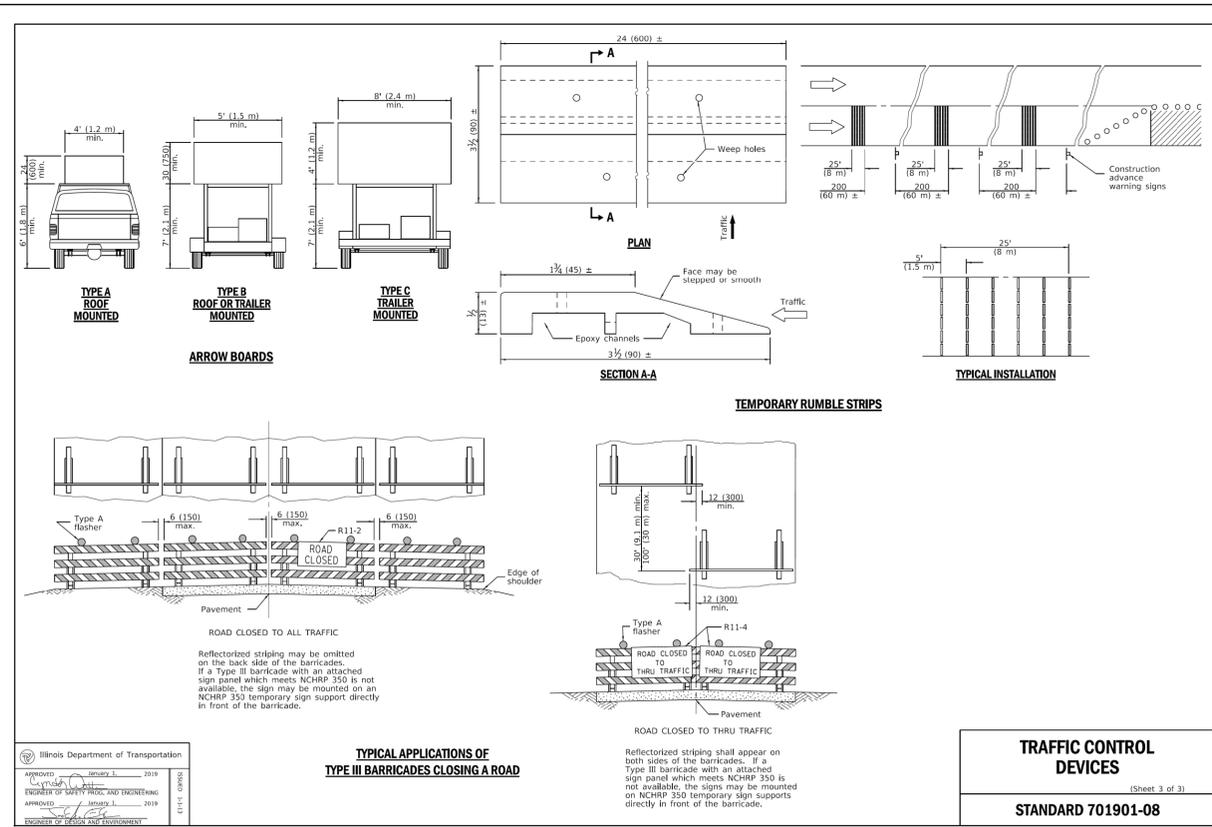
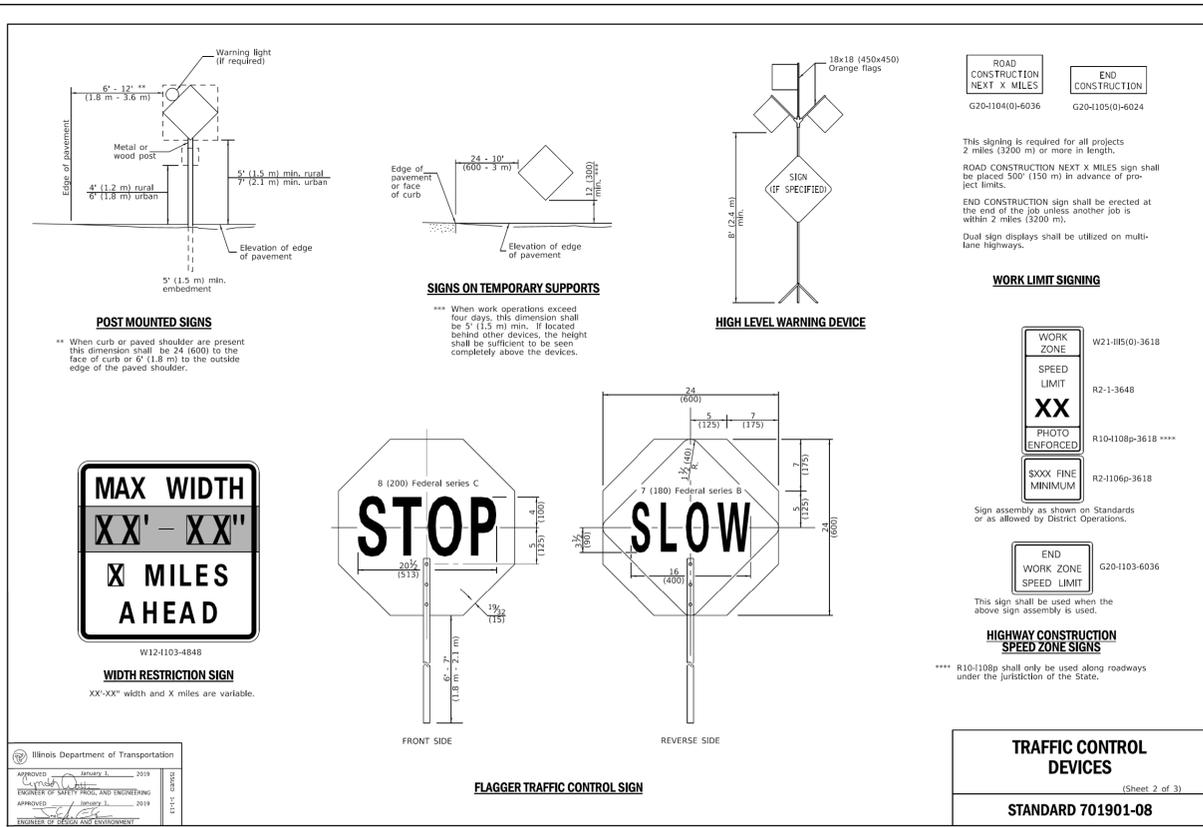
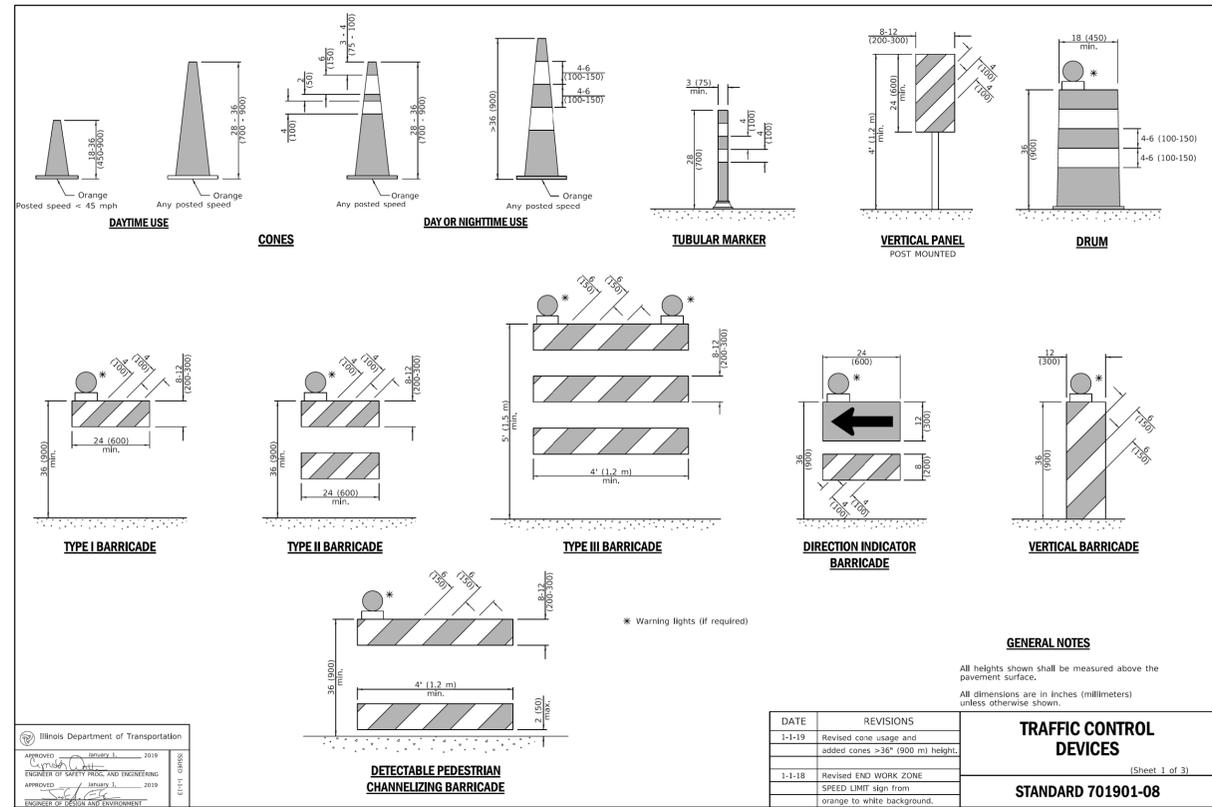
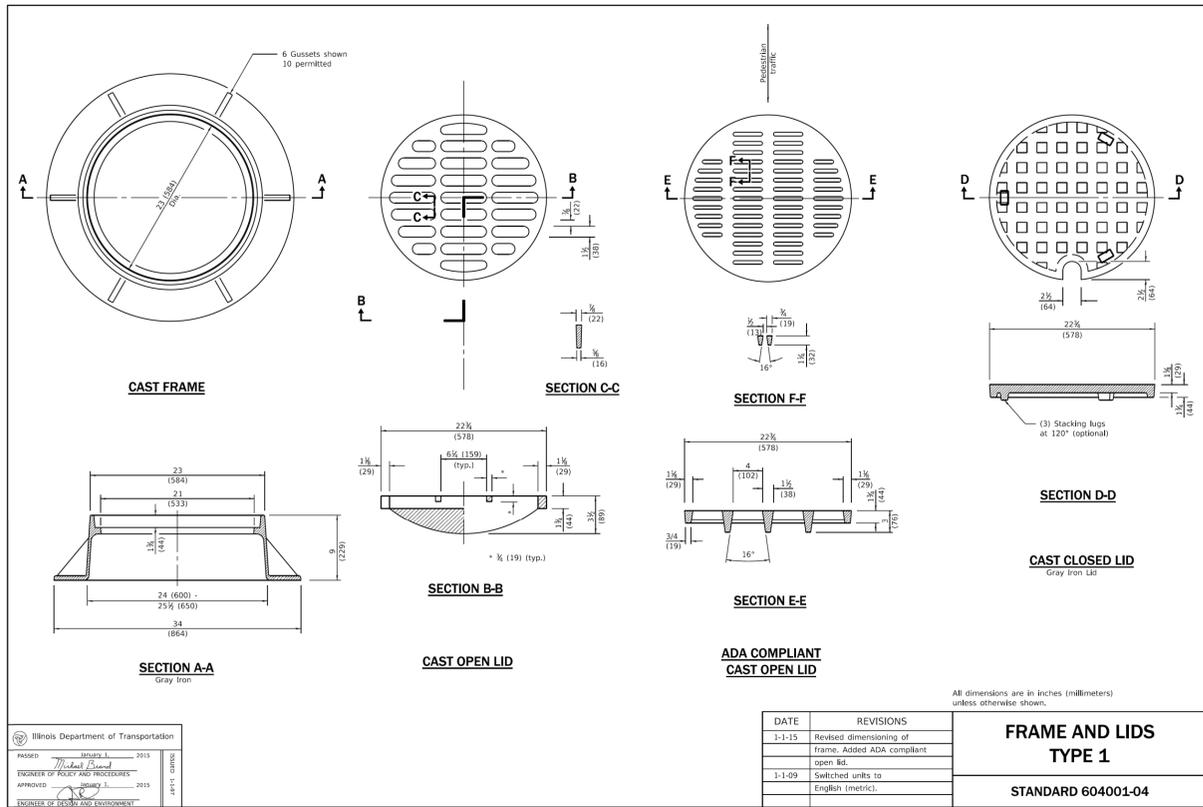
USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT**

**HIGHWAY STANDARDS - SHEET 3
US 14 AT IL 83 & EMERSON ST**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	25
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



MODEL: Default; FILE NAME: 201913_Civil18-03-2270 Mt. Prospect 2019 Pedestrian Signal Project\03 Design\03MountProspect.DOT_HVY_STANDARDS.dgn

Sam Schwartz
223 W. JACKSON
SUITE 1101
CHICAGO, IL 60606
TEL: (773) 305-0800

USER NAME = esalutz	DESIGNED - ECS	REVISED -
PLOT SCALE = 20.0000" / in.	DRAWN - ECS	REVISED -
PLOT DATE = 1/6/2020	CHECKED - PAW	REVISED -
	DATE - 01/03/2020	REVISED -

**VILLAGE OF MOUNT PROSPECT
PUBLIC WORKS DEPARTMENT**

**HIGHWAY STANDARDS - SHEET 4
US 14 AT IL 83 & EMERSON ST**

SCALE: 1" = 20' SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512		COOK	27	26
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

