FOR INDEX OF SHEETS, SEE SHEET NO. 2

IL 64 (MAIN ST): OTHER PRINCIPAL ARTERIAL

ADT = 30,800 VPD (2023) WEST OF KIRK ROAD

ADT = 33,000 VPD (2023) EAST OF KIRK ROAD

BEGIN PROJECT

IL 64 (MAIN ST)

STA 15+96.30

30 MPH - WEST OF HUNT CLUB DR 35 MPH - HUNT CLUB DR TO KIRK RD

45 MPH - EAST OF KIRK RD

IMPROVEMENT IS LOCATED IN

THE CITY OF ST CHARLES

DESIGN DESIGNATION

TRAFFIC DATA (IL 64)

POSTED SPEED

0

0

0

0

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

D-91-015-24

FAP 0307 23 SMAR

ILLINOIS CONTRACT NO. 62V37



LOCATION OF SECTION INDICATED THUS: -

PROPOSED HIGHWAY PLANS

FAP ROUTE 307: IL 64 (MAIN ST.) **WEST OF S 13TH AVE. TO KAUTZ RD./SMITH RD. SECTION: FAP 0307 23 SMART**

PROJECT: NHPP-BH2V(316)

SMART OVERLAY & ADA IMPROVÉMENTS KANE COUNTY END PROJECT

C-91-017-24

R8E

LOCATION MAP NOT TO SCALE

T CHARLES Dupage Toru St Bonnie St WEST CHICAGO

IL 64 (MAIN ST)

STA 125+85.20

DATE: 01-10-2025 LICENSE EXPIRES 11-30-2025

ZACHARY TANNER MICHAEL BAKER INTERNATIONAL SHEETS 1 TO 13, 17 TO 21

sh Ja

DATE: 01-10-2025 LICENSE EXPIRES HILL IV

SINGH + ASSOCIATES SHEETS 14 TO 16, 22 TO 47, 50 TO 82

DEPARTMENT OF TRANSPORTATION

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

STATE OF ILLINOIS

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123

PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705-4580 PROJECT MANAGER: J. ALAIN MIDY (847) 221-3056

CONTRACT NO. 62V37

GROSS LENGTH & NET LENGTH = 10,988.90 FT. = 2.081 MILE

ST CHARLES TOWNSHIP

Michael Baker

INTERNATIONAL

200 W Adams Street, Suite 1800, Chicago, IL 60606 Phone: (312) 707-8770 · MBAKERINTL.COM

INDEX OF SHEETS

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2	INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES
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92	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
93	TRAFFIC CONTROL & PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
94	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
95	ARTERIAL ROAD INFORMATION SIGN (TC-22)
96	DRIVEWAY ENTRANCE SIGNING (TC-26)

STATE HIGHWAY STANDARDS

STD. NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS. ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424001-12	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424011-03	DEPRESSED CORNER FOR SIDEWALKS
424021-07	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
424031-03	MEDIAN PEDESTRIAN CROSSINGS
442201-03	CLASS C & D PATCHES
604051-04	FRAME AND GRATE TYPE 11
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB & GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
606306-04	CORRUGATED PC CONCRETE MEDIANS
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
7011426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER. >= 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER. <= 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W 2W W/ NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W W/ NONTRAVERSABLE MILBIAN
701606-10	URBAN SINGLE LANE CLOSURE. MULTILANE. 2W W/ MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-00	TRAFFIC CONTROL DEVICES
728001-01	TELESCOPING STEEL SIGN SUPPORT
780001-01	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
836001-05	LIGHT POLE FOUNDATION
838001-01	BREAKAWAY DEVICES
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-04	PEDESTRIAN PUSH BUTTON POST
878001-11	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
300000-01	THE SECTION OF BETEINING COLUMN

GENERAL NOTES

- 1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 2. BUTT JOINTS SHALL 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
- 3. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 4. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1.5 INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS, AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
- 5. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE
- 6. LOCATIONS OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE AS SHOWN ON THE PLANS, WITH ADDITIONAL QUANTITY PROVIDED FOR LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 7. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS, UNLESS OTHERWISE SHOWN.
- 8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL EXISTING DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 9. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE
- 10. 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 ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 11. DRAINAGE ADJUSTMENT LOCATIONS WILL BE AS SHOWN ON THE PLANS AND/OR AS DETERMINED IN THE FIELD BY THE ENGINEER
- 12. ADJUSTMENTS OF FRAMES AND GRATES/LIDS OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENT SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT
- 13. THE ENGINEER SHALL CONTACT EMAD ALHUSSEINI, AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 14. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT <u>KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV</u> A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 15. ALL SHORT-TERM PAVEMENT MARKINGS ON FINAL SURFACES SHALL BE TYPE IV
- 16. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 17. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR REFERENCE ALL EXISTING PAVEMENT MARKING LINES AND 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.
- 18. THE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE FLOW THROUGHOUT THE DURATION OF THE PROJECT AND MAINTAIN FLOW TO ALL PUBLIC AND PRIVATE
- 19. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.
- 20. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING

COMMITMENTS

c:\us		
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LE N	INTERNATIONAL 200 West Adams Street, Suite 1800, Chicago, IL 60606	ŀ
립	Phone: (312) 707-8770 MBAKERINTL COM	

USER NAME = Jaime.Rivera	DESIGNED	-	WJT	REVISED -
	DRAWN	-	WJT	REVISED -
	CHECKED	-	ZJT	REVISED -
PLOT DATE = 1/13/2025	DATE	-	11/22/2024	REVISED -

F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.			
0307	FAP 0307 23 SMAR	Т	KANE	96	2			
		CONTRACT	NO. 62\	/37				
	ILLINOIS FED AID PROJECT							

				CONSTRUCTION CODE					
				80% FED 20% STATE ROADWAY	TRAFFIC SIGNAL 80% FED /20% STATE SAFETY	100% STATE UTILITY RELOCATION	100% STATE ROADWAY		
CODE	1754		TOTAL	0005	0021	0043	0005		
NO.	ITEM	UNIT	QUANTITY	URBAN					
20200100	EARTH EXCAVATION	CUYD	85	85					
20800150	TRENCH BACKFILL	CUYD	2	2					
21101615	TOPSOIL FURNISHAND PLACE, 4"	SQ YD	553	553					
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25					
23000210	SEEDING, CLASS ZA	ACRE	0.23	0.23					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	10	10					
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	10	10					
25200110	SODDING, SALT TOLERANT	SQ YD	118	118					
25200200	SUPPLEMENTAL WATERING	UNIT	8	8					
28000510	INLET FILTERS	EACH	24	24				-	
20000510	INLET FILTERS	EACH	24	24					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQYD	121	121					
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	2,065	2,065					
31101600	SUBBASE GRANULAR MATERIAL, TYPE B 8"	SQ YD	649	649					
35501333	HOT-MIX ASPHALT BASE COURSE, 12 1/4"	SQ YD	27	27					
33301333	TIOT-WITH AGETIALT DAGE COUNCE, 12 1/4	טע זט							
35600725	HOT-MIX ASPHALT BASE COURSE WIDENING, 12 1/4"	SQ YD	42	42					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	44,776	44,776					
		1	1		1				.

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 USER NAME
 = Jaime.Rivera
 DESIGNED
 WJT
 REVISED

 DRAWN
 WJT
 REVISED

 CHECKED
 ZJT
 REVISED

 PLOT DATE
 = 1/13/2025
 DATE
 01/10/2025
 REVISED

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

IL 64 (MAIN ST), W OF S 13TH AVE TO KAUTZ RD / SMITH RD

SHEET 1 OF 8 SHEETS STA. TO STA.

			[CONSTRUCTION CODE					
		1	1	80% FED 20% STATE ROADWAY	TRAFFIC SIGNAL 80% FED /20% STATE SAFETY	100% STATE UTILITY RELOCATION	100% STATE ROADWAY		
CODE			TOTAL	0005	0021	0043	0005		
NO.	ITEM	UNIT	QUANTITY	URBAN				_	
40600370	LONGITUDINAL JOINT SEALANT	FOOT	54,830	54,830					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	90	90					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	550	550					
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	9,750	9,750					
	·								
42001300	PROTECTIVE COAT	SQ YD	2,650	2,650					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	9,351	9,351					
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	50	50					
42400800	DETECTABLE WARNINGS	SQ FT	871	871					
	-								
44000100	PAVEMENT REMOVAL	SQ YD	64	64					
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 13/4"	SQ YD	98,847	98,847					
44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	10	10					
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	3,980	3,980					
44000600	SIDEWALK REMOVAL	SQ FT	8,546	8,546					
44003100	MEDIAN REMOVAL	SQ FT	5,977	5,977					
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	500	500					

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

IL 64 (MAIN ST), W OF S 13TH AVE TO KAUTZ RD / SMITH RD

SHEET 2 OF 8 SHEETS STA. TO STA.

			ĺ	CONSTRUCTION CODE					
CODE			TOTAL	80% FED 20% STATE ROADWAY 0005	TRAFFIC SIGNAL 80% FED /20% STATE SAFETY 0021	100% STATE UTILITY RELOCATION 0043	100% STATE ROADWAY 0005		
NO.	ITEM	UNIT	QUANTITY	URBAN					
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQYD	500	500					
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQYD	500	500					
	· .								
60208240	CATCH BASINS, TYPE C, TYPE 24 FRAME AND GRATE	EACH	1	1					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1					
60255500	MANHOLES TO BE ADJUSTED	EACH	1	1					
60260100	INLETS TO BE ADJUSTED	EACH	7	7					
60260400	INLETS TO BE ADJUSTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	1	1					
60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11FRAME AND GRATE	EACH	9	9					
00201000	INCE TO BE ABBOOTED WITH NEW THE ETH TO WILL AND GIVEN	271011	-						
2000000	VALVE POVED TO BE AD HIGTER	FAOU							
60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2					
60600605	CONCRETE CURB, TYPE B	FOOT	13.5	13.5					
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	2,113	2,113					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	1,885	1,885					
60608600	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06	FOOT	29	29					
						<u>j</u>			

^{*} SPECIALTY ITEM

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USER NAME = Jaime.Rivera	DESIGNED	-	WJT	REVISED -
	DRAWN	-	WJT	REVISED -
	CHECKED	-	ZJT	REVISED -
PLOT DATE = 1/13/2025	DATE	-	01/10/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES										
IL 64	(MAIN ST), W	OF S 13	TH AVE 1	TO KAU	JTZ RD / SMITH RD					
SCALE:	SHEET 3	OF 8	SHEETS	STA.	TO STA.					

F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
0307	FAP 0307 23 SMAR	Γ	KANE	96	5
Į –			CONTRACT	NO. 62\	/37
	ILLINOIS	FED. AII	PROJECT		

				80% FED	TRAFFIC SIGNAL	CONSTRUCTIO			
ſ					20% STATE ROADWAY	80% FED /20% STATE SAFETY	100% STATE UTILITY RELOCATION	100% STATE ROADWAY	
	CODE			TOTAL	0005	0021	0043	0005	
	NO.	ITEM	UNIT	QUANTITY	URBAN				
	60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	27	27				
	60610400	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.24	FOOT	32	32				
	60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	4,933	4,933				
	60618320	CONCRETE MEDIAN SURFACE, 6 INCH	SQ FT	34	34				
	60624600	CORRUGATED MEDIAN	SQ FT	1,030	1,030				
				,	· · · · · · · · · · · · · · · · · · ·				
*	00000000	NON OPPOINT WASTE PIOPOSAL	OLLVD	405	405				
	66900200	NON-SPECIAL WASTE DISPOSAL	CUYD	125	125				
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	5	5				
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1				
*	66004000	DECLIFATED CURSTANCES FINAL CONSTRUCTION DEPORT	I CUM	4	4				
	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1				
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	30	30				
	67100100	MOBILIZATION	L SUM	1	1				
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1				
	7 3 102020	TOWN TO COMMODITATE THE TENT OF THE PROPERTY O	L COIVI	'					
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1				
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1				
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1				
	7 5 . 5 2 5 5 5			'	•				

Wichael Baker

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	DRAWN	-	WJT	REVISED -
	CHECKED	-	ZJT	REVISED -
PLOT DATE = 1/13/2025	DATE	-	01/10/2025	REVISED -

STATE O	F ILLINOIS
DEPARTMENT OF	TRANSPORTATION

SUMMARY OF QUANTITIES											
	IL 64 (MA	AIN ST),	W OF S	13	3TH AVE	TO KA	AUTZ RD / SMITH RD				
SCALE:		SHEET 4	OF	8	SHEETS	STA.	TO STA.				

CONSTRUCTION CODE

F.A.P RTE	SECT	COUNTY	TOTAL SHEETS	SHEE NO.			
0307	FAP 0307 2	23 SMAR	Т	KANE	96	6	
				CONTRACT NO. 62V37			
		ILLINOIS	D PROJECT				

			[CONSTRUCTION CODE							
				80% FED TRAFFIC SIGNAL 20% STATE 80% FED /20% STATE 100% STATE 100% STATE							
				ROADWAY	SAFETY	UTILITY RELOCATION	ROADWAY				
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005 URBAN	0021	0043	0005				
NO.	IIEM	UNII	QUANTITY	URBAN							
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1	1							
70300100	SHORT TERM PAVEMENT MARKING	FOOT	37,740	37,740							
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	12,580	12,580							
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	8,721	8,721							
70000211	TEMPORAL PROPERTY NAMED OF TAXABLE PROPERTY OF	OQTI	0,721	0,121							
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	77,091	77,091							
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	35,043	35,043							
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	6,144	6,144							
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	18,657	18,657							
70300201	TEIWI ONAKI I AVEIWENT WAKKING - LINE 12 - I AINT	1001	10,037	10,007							
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	3,918	3,918							
72400500	RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	1 1	1							
72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	50	50							
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	65	65							
72000100	TEEEGOST INC OTELE GIOTOGET ON	1001									
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2,907	2,907							
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	25,697	25,697							
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	11,681	11,681							

^{*} SPECIALTY ITEM

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	DRAWN - WJT	REVISED -
	CHECKED - ZJT	REVISED -
PLOT DATE = 1/13/2025	DATE - 01/10/2025	REVISED -

SUMMARY OF QUANTITIES											
IL 64 (MAIN ST), W OF S 13TH AVE TO KAUTZ RD / SMITH RD											
SCALE:		SHEET 5	OF	8	SHEETS	STA.	TO STA.				

F.A.P RTE.	SECT	TION		COUNTY	TOTAL SHEETS	SHE
0307	FAP 0307 2	23 SMAR	Т	KANE	96	7
				CONTRACT	NO. 62\	/37
		ILLINOIS	FED. AII) PROJECT		

							CONSTRUCTIO	N CODE		
1			1		80% FED 20% STATE ROADWAY	TRAFFIC SIGNAL 80% FED /20% STATE SAFETY	100% STATE UTILITY RELOCATION	100% STATE ROADWAY		
	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005 URBAN	0021	0043	0005		
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2,048	2,048 					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	6,219	6,219					
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1,306	1,306					
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,138	1,138					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,138	1,138					
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQFT	27,510	27,510					
	, 5555252			21,010						
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	708		708				
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	183		183				
*	81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	975		975				
*	81400100	HANDHOLE	EACH	3		3				
*	81400300	DOUBLE HANDHOLE	EACH	2		2				
*	81603090	UNIT DUCT, 600V, 3-1C NO.4, 1/C NO.6 GROUND, (XLP-TYPE USE), 1 1/4" DIA. POLYETHYLENE	FOOT	78			78			
				_			_			
·F	83600356	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	2			2			
*	83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	2			2			
									_	
*	84200804	REMOVAL OF POLE FOUNDATION	EACH	2			2	_		

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

IL 64 (MAIN ST), W OF S 13TH AVE TO KAUTZ RD / SMITH RD

SHEET 6 OF 8 SHEETS STA. TO STA.

				Г			CONSTRUCTIO	N CODE	
				Ī	80% FED	TRAFFIC SIGNAL			
Г				1	20% STATE ROADWAY	80% FED /20% STATE SAFETY	100% STATE UTILITY RELOCATION	100% STATE ROADWAY	
	CODE			TOTAL	0005	0021	0043	0005	
	NO.	ITEM	UNIT	QUANTITY	URBAN				
*	84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2			2		
ŀ				1					
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	6		6			
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	7,989		7,989			
ŀ		<u>'</u>		 		· ·			
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	5,695		5,695			
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,187		2,187			
-	07001210	ELECTRIC OF BLE IN COMPON, CLOWNER OF THE CO	1001	2,107		2,107			
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	3,273		3,273			
Ī									
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,132		1,132			
-	67301303	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 TPAIR	1001	1,132		1,132			
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	371		371			
İ		CONSCIENC, NOT O TO							
.	0700000	DRILL EXISTING HANDUGE	- A O. I.	 					
<u> </u>	87900200	DRILL EXISTING HANDHOLE	EACH	26		26			
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	14		14			
ŀ		COUNTRO		1					
				+					
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	21,659		21,659			
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	6		6			
ŀ		<u> </u>							
*	89502380	REMOVE EXISTING HANDHOLE	EACH	6		6			
*	89502382	REMOVE EXISTING DOUBLE HANDHOLE	EACH	1 1		1			
-	3000000			 		•			
	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	2		2			
ľ									
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	19				19	
-	200 10000	DIVALINAGE STRUCTURES TO BE SERVICED	LAUN	B				19	
Į									

SUMMARY OF QUANTITIES											
		UTZ RD / SMITH RD									
	SCALE:		SHEET 7	OF	8	SHEETS	STA.	TO STA.			

2005 17 200						200/	80% FED TRAFFIC SIGNAL					
No.							400% 07475	4000/ 07475				
OTAL OCEAN OTAL OCEAN Г												
No. TEM		CODE			TOTAL							
20033644 NS-OPTIMIZE TRANFIC SIGNAL SYSTEM LEVEL 1			ITCM	LINIET	I +		0021	0043	0005			
MODESTIMAN SIGNAL PROPRIEST REMOVE AND REPLACEMENT FOOT 1.053	-	NO.	IIEW	UNII	QUANTITY	URBAN						
MODESTIMAN SIGNAL PROPRIEST REMOVE AND REPLACEMENT FOOT 1.053												
MODESTIMAN SIGNAL PROPRIEST REMOVE AND REPLACEMENT FOOT 1.053		70000011	DE OPTIMIZE TO A SELO CICALA DI CATELA SI SI A	=1011								
X6000000 CONSTRUCTION LAYOUT (SPECIAL) LISUM 1 1 1	_	20033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	6		6					
X6000000 CONSTRUCTION LAYOUT (SPECIAL) LISUM 1 1 1												
X6030080 CONSTRUCTION LAYOUT (SPECIAL) L. SUM 1 1 1												
X400340 SERENGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CASILE, NO. FOOT 1,653 1,653 1,652		K0026700	TREE CARE	EACH	19	19						
X400340 SERENGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CASILE, NO. FOOT 1,653 1,653 1,652	-											
X400340 SERENGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CASILE, NO. FOOT 1,653 1,653 1,652												
X400340 SERENGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CASILE, NO. FOOT 1,653 1,653 1,652		X0320050	CONSTRUCTION AVOID (SPECIAL)	LSUM	1	1						
** X1400102 OUTDOOR RATED NETWORK CABLE FOOT 1,032 1,032 1,032 1 ** X1400102 OUTDOOR RATED NETWORK CABLE FOOT 1,032 1,032 1,032 1 ** X1400378 PEDESTRIAN SIGNAL POST, 10 FT. EACH 10 10 10	-	70020000	——————————————————————————————————————	LOOW	· ' -	<u>'</u>						
** X1400102 OUTDOOR RATED NETWORK CABLE FOOT 1,032 1,032 1,032 1 ** X1400102 OUTDOOR RATED NETWORK CABLE FOOT 1,032 1,032 1,032 1 ** X1400378 PEDESTRIAN SIGNAL POST, 10 FT. EACH 10 10 10												
** X1400102 OUTDOOR RATED NETWORK CABLE FOOT 1,032 1,032 1,032 1 ** X1400102 OUTDOOR RATED NETWORK CABLE FOOT 1,032 1,032 1,032 1 ** X1400378 PEDESTRIAN SIGNAL POST, 10 FT. EACH 10 10 10			EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CARLE, NO									
* X1400387 PEDESTRIAN SIGNAL POST, 10 FT.	*	X0324085		FOOT	1,053		1,053					
* X1400387 PEDESTRIAN SIGNAL POST, 10 FT.												
* X1400387 PEDESTRIAN SIGNAL POST, 10 FT.												
** X1400377 PEDESTRIAN SIGNAL POST, 10 FT.	*	X1400102	OUTDOOR RATED NETWORK CABLE	FOOT	1,032		1,032					
* X1400378 PEDESTRIAN SIGNAL POST, 5 FT.	-				 							
* X1400378 PEDESTRIAN SIGNAL POST, 5 FT.												
* X1400378 PEDESTRIAN SIGNAL POST, 5 FT.	*	¥1400367	DEDESTRIAN SIGNAL POST 10 FT	EACH	10		10					
X4400501 COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT 24 24 24 24 24 24 24 2		A1400307	FEDESTRIAN SIGNAL FOST, TOFT.	EAUT	10		10					
X4400501 COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT 24 24 24 24 24 24 24 2												
X4400501 COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT 24 24 24 24 24 24 24 2	-				-							
LESS THAN OR EQUAL TO 10 FEET FOUT 24 24	*	X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	14		14					
LESS THAN OR EQUAL TO 10 FEET FOUT 24 24	F											
LESS THAN OR EQUAL TO 10 FEET FOUT 24 24												
X8028604 PROPOSED MANUFOLECATCH BASIN BASIN CONNECTION OVER EACH 1 1 1 1 1 1 1 1 1		X4400501		FOOT	24	24						
EXISTING STORN SEWER EXAMPLE E	ļ	71.100001										
X4400803 COMMINATION CURB AND GUTTER REMOVAL AND REPLACEMENT FOOT 1,479 1,479 1,479		X6025604	PROPOSED MANHOLE/CATCH BASIN BASIN CONNECTION OVER	EACH	1	1						
X6700407 ENGINEERS FIELD OFFICE, TYPE A (D1) CAL MO 12 12 12	-		COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT									
X7200061 TEMPORARY INFORMATION SIGNING SQ FT 100 100 100		X4400503	GREATER THAN 10 FEET	FOOT	1,479	1,479						
X7200061 TEMPORARY INFORMATION SIGNING SQ FT 100 100 100												
X7200061 TEMPORARY INFORMATION SIGNING SQ FT 100 100 100	-											
X8161000 EXPOSE AND RELOCATE EXISTING UNIT DUCT FOOT 80 80 80		X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12						
X8161000 EXPOSE AND RELOCATE EXISTING UNIT DUCT FOOT 80 80 80	-											
X8161000 EXPOSE AND RELOCATE EXISTING UNIT DUCT FOOT 80 80 80												
X8161000 EXPOSE AND RELOCATE EXISTING UNIT DUCT FOOT 80 80 80		Y7200061	TEMPODARY INFORMATION SIGNING	SO ET	100	100						
* X8100863 INTERCEPT EXISTING CONDUIT EACH 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4		X7200001		0011	100	100						
* X8760200 ACCESSIBLE PEDESTRIAN SIGNALS EACH 44 44 44 44 44 44 44 44 44 44 44 44 44		X8161000	EXPOSE AND RELOCATE EXISTING UNIT DUCT	FOOT	80			80				
* X8760200 ACCESSIBLE PEDESTRIAN SIGNALS EACH 44 44 44 44 44 44 44 44 44 44 44 44 44												
* X8780012 CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER FOOT 96 96 96 96 96 96 96 96 96 96 96 96 96	^	X8100863	INTERCEPT EXISTING CONDUIT	EACH	4		4					
* X8780012 CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER FOOT 96 96 96 96 96 96 96 96 96 96 96 96 96	ļ			,								
* X8780012 CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER FOOT 96 96 96 96 96 96 96 96 96 96 96 96 96	_											
* X8780012 CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER FOOT 96 96 96 96 96 96 96 96 96 96 96 96 96	*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	44		44					
* X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH EACH 5 5 5	-				 							
* X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH EACH 5 5 5												
* X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH EACH 5 5 5	*	X8780012	CONCRETE FOLINDATION TYPE A 12-INCH DIAMETER	FOOT	96		96					
X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH EACH 5 5 5	-	7.07.00012			55		30			1		
X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH EACH 5 5 5												
X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH EACH 5 5 5		\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	DETECTOR LOOP DEPLACEMENT	=0.5=								
X X8950512 REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT FOOT 2,140 2,140 2,140 Ø Z0076600 TRAINEES HOUR 500 500 Ø Z0076604 TRAINEES - TRAINING PROGRAM GRADUATE HOUR 500 500	^	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	5,443	5,443					<u> </u>	
X X8950512 REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT FOOT 2,140 2,140 2,140 Ø Z0076600 TRAINEES HOUR 500 500 Ø Z0076604 TRAINEES - TRAINING PROGRAM GRADUATE HOUR 500 500												
X X8950512 REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT FOOT 2,140 2,140 2,140 Ø Z0076600 TRAINEES HOUR 500 500 Ø Z0076604 TRAINEES - TRAINING PROGRAM GRADUATE HOUR 500 500	_				ļ							
* X8950512 REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT FOOT 2,140 2,140 2,140 20076600 TRAINEES HOUR 500 500 500 500 500 500 500 500 500 50	*	X8891009	VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	5		5					
X0030312 REMOVE AND REMOVE AN					+ +							
Ø Z0076604 TRAINEES - TRAINING PROGRAM GRADUATE HOUR 500 500	*	X8950512	REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT	FOOT	2,140		2,140					
Ø Z0076604 TRAINEES - TRAINING PROGRAM GRADUATE HOUR 500 500	Ø	Z0076600	TRAINEES	HOUR	500		500					
	ا ح	20070000	TOWNELD	11001	300		300					
	Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500		500	[
# CDECIALTY ITEM	, r						<u> </u>	<u></u>			<u> </u>	

Ø 0042

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 USER NAME
 = Jaime.Rivera
 DESIGNED
 WJT
 REVISED

 DRAWN
 WJT
 REVISED

 CHECKED
 ZJT
 REVISED

 PLOT DATE
 = 1/13/2025
 DATE
 01/10/2025
 REVISED

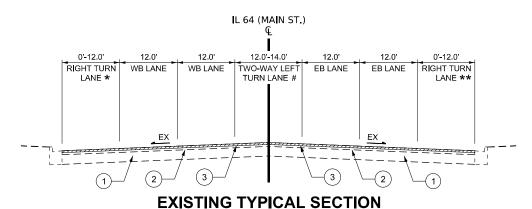
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

IL 64 (MAIN ST), W OF S 13TH AVE TO KAUTZ RD / SMITH RD

SHEET 8 OF 8 SHEETS STA. TO STA.

CONSTRUCTION CODE

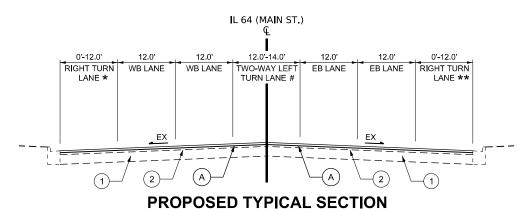


STA. 15+96.3 TO STA. 75+85.1

***** STA. 31+18.9 TO STA. 35+35.2 STA. 43+24.4 TO STA. 46+46.3 STA. 64+35.9 TO STA. 67+77.4 # EB LEFT TURN LANE: STA. 27+89.9 TO STA. 30+38.6 STA. 38+63.5 TO STA. 41+84.0 STA. 60+11.9 TO STA. 62+62.7 STA. 73+10.9 TO STA. 75+40.8 WB LEFT TURN LANE: STA. 43+10.0 TO STA. 46+30.5

STA. 64+19.6 TO STA. 67+11.3

** STA. 34+24.6 TO STA. 36+97.7 STA. 37+69.1 TO STA. 41+68.2 STA. 58+76.3 TO STA. 62+64.2



STA. 15+96.3 TO STA. 75+85.1

IL 64 (MAIN ST.) 0'-12.0' 12.0' 12.0' 0'-12.0' 6.0'-20.0' 12.0' 12.0' 0'-12.0' RIGHT TURN PAINTED WB LANE WB LANE WB LEFT PAINTED EB LEFT EB LANE EB LANE SHLDR OR LANE * TURN LANE | MEDIAN # TURN LANE RIGHT TURN STA. 82+57.8 STA. 77+69.0 LANE ** STA. 86+05.2 STA. 81+63.3

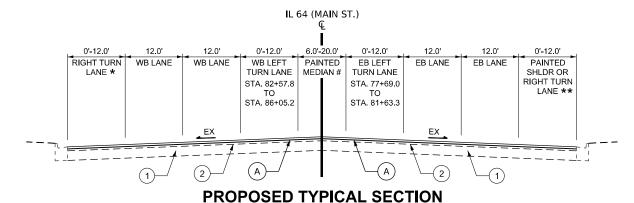
EXISTING TYPICAL SECTION

STA. 75+85.1 TO STA. 86+05.2

* STA. 76+26.9 TO STA. 79+64.0 STA. 82+57.8 TO STA. 86+05.2

SCALE:

TWO-WAY LEFT TURN LANE: STA. 76+26.9 TO STA. 77+69.0 ** STA. 77+51.3 TO STA. 81+60.2 STA. 82+48.8 TO STA. 86+05.2



STA. 75+85.1 TO STA. 86+05.2

HOT-MIX ASPHALT MIXTURE REQUIREMENTS						
AIR VOIDS @ Ndes	QMP					
3.5% @ 80 GYR.	PFP					
3.5% @ 80 GYR.	PFP					
4% @ 70 GYR.	QC/QA					
4% @ 70 GYR.	QC/QA					
4% @ 70 GYR.	QC/QA					
CONTROL FOR PERFO	ORMANCI					
	AIR VOIDS @ Ndes 3.5% @ 80 GYR. 3.5% @ 80 GYR. 4% @ 70 GYR. 4% @ 70 GYR. 4% @ 70 GYR.					

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- 2. THE ACTYPE FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

EXISTING LEGEND

- 1 EXIST. P.C. CONCRETE PAVEMENT, 10" & VAR.
- 2 EXIST. HOT-MIX ASPHALT PAVEMENT, 4" & VAR.
- (3) HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- 4 EXIST. CONCRETE MEDIAN

REMOVAL

PROPOSED LEGEND

- A) POLY. HMA SURFACE COURSE, SMA, 9.5 MIX "F" N80, 1.75"
- 1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

NOTES:

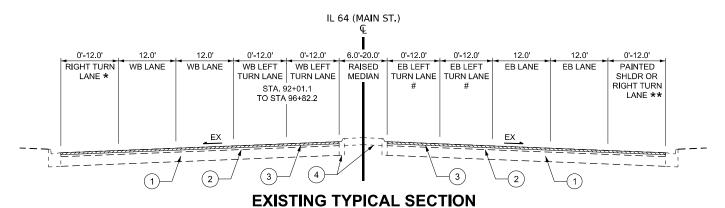
- 2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE MILLED SURFACE.

Michael Baker	USER NAME = Jaime.Rivera	DESIGNED - WJT	REVISED -
		DRAWN - WJT	REVISED -
N T E R N A T I O N A L 0 West Adams Street, Suite 1800, Chicago, IL 60606		CHECKED - ZJT	REVISED -
none; (312) 707-8770 • MBAKERINTL.COM	PLOT DATE = 1/13/2025	DATE - 11/22/2024	REVISED -

IL 64 (M <i>i</i>	AIN ST), V			AL SECT		UTZ RD / SMITH RD
	SHEET 1	OF	4	SHEETS	STA.	TO STA.

F.A.P RTE.				COUNTY	TOTAL SHEETS	SHEET NO.
0307	FAP 0307 23 SMART			KANE	96	11
				CONTRACT	NO. 62\	√37
		ILLINOIS	FED. AII	D PROJECT		

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

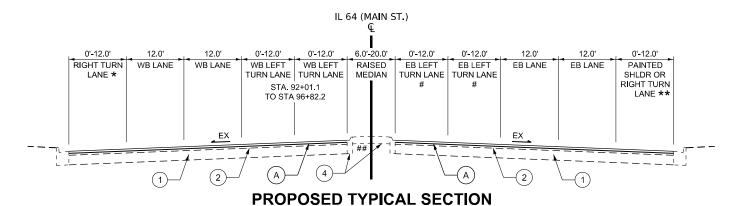


STA. 86+05.2 TO STA. 99+20.9

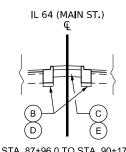
* STA. 86+05.2 TO STA. 86+64.9 STA. 92+01.1 TO STA. 98+51.6

[#] STA. 86+64.9 TO STA. 90+27.4 STA. 95+79.5 TO STA. 98+75.3

** STA. 86+05.2 TO STA. 90+27.4 STA. 92+23.2 TO STA. 94+68.0



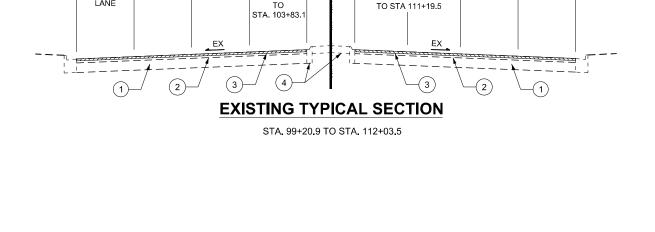
STA. 86+05.2 TO STA. 99+20.9



STA. 87+96.0 TO STA. 90+17.0 STA. 92+10.7 TO STA. 94+95.2 STA. 96+01.1 TO STA. 98+66.7

NOTES:

- THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE MILLED SURFACE.



IL 64 (MAIN ST.)

6 0'-32 0'

RAISED

MEDIAN

0'-12 0'

EB LEFT

TURN LANE | TURN LANE

0'-12.0'

EB LEFT

12 0'

EB LANE

12 0'

EB LANE

12 0'

PAINTED

RIGHT TURN

SHI DR OR

12 0'

WB LANE

12 0'

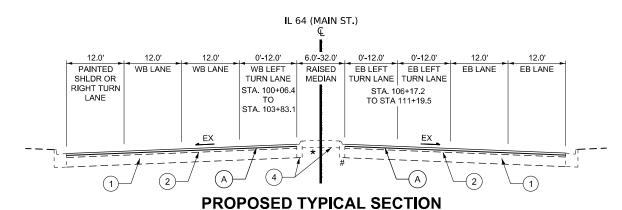
WB LANE

0'-12 0'

WB LEFT

TURNIANE

STA. 100+06.4



STA. 99+20.9 TO STA. 112+03.5

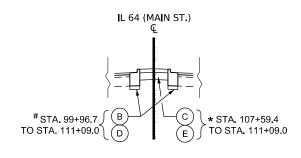
EXISTING LEGEND

- (1) EXIST. P.C. CONCRETE PAVEMENT, 10" & VAR.
- (2) EXIST. HOT-MIX ASPHALT PAVEMENT, 4" & VAR.
- (3) HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- (4) EXIST. CONCRETE MEDIAN



PROPOSED LEGEND

- A POLY. HMA SURFACE COURSE, SMA, 9.5 MIX "F" N80, 1.75"
- B CONC. CURB & GUTTER (TYPE AS SHOWN ON PLANS)
- C CONC. MEDIAN SURFACE, 4"
- D SUBBASE GRANULAR MATERIAL TYPE B, 4"
- E SUBBASE GRANULAR MATERIAL TYPE B, 8"

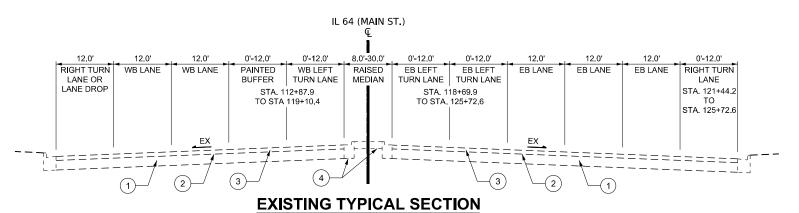


Michael Baker	USER NAME = Jaime.Rivera	DESIGNED - WJT	REVISED -
		DRAWN - WJT	REVISED -
INTERNATIONAL 200 West Adams Street, Suite 1800, Chicago, IL 60606		CHECKED - ZJT	REVISED -
Phone: (312) 707-8770 MBAKERINTL COM	PLOT DATE = 1/13/2025	DATE - 11/22/2024	REVISED -

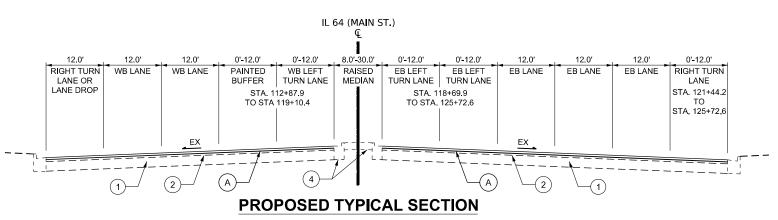
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

		TYPIC	AL SECT	IONS		F.A.P RTE	SECTION	NC	
II 64 (M/	AIN ST\ W	OF S 13	TH AVE	το καιι	TZ RD / SMITH RD	0307	FAP 0307 23	SMAR	T
IE 04 (III)		01 0 10	AVE	10 1140	12 RD / OMITTI RD				
	SHEET 2	OF 4	SHEETS	STA	TO STA.		l I	LINOIS	cer

COUNTY KANE 96 12 CONTRACT NO. 62V37 SCALE:



STA. 112+03.5 TO STA. 125+85.2



STA. 112+03.5 TO STA. 125+85.2

EXISTING LEGEND

- 1) EXIST. P.C. CONCRETE PAVEMENT, 10" & VAR.
- (2) EXIST. HOT-MIX ASPHALT PAVEMENT, 4" & VAR.
- 3 HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- 4 EXIST. CONCRETE MEDIAN
- REMOVAL

PROPOSED LEGEND

A POLY. HMA SURFACE COURSE, SMA, 9.5 MIX "F" N80, 1.75"

NOTES:

- 1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- 2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE MILLED SURFACE.

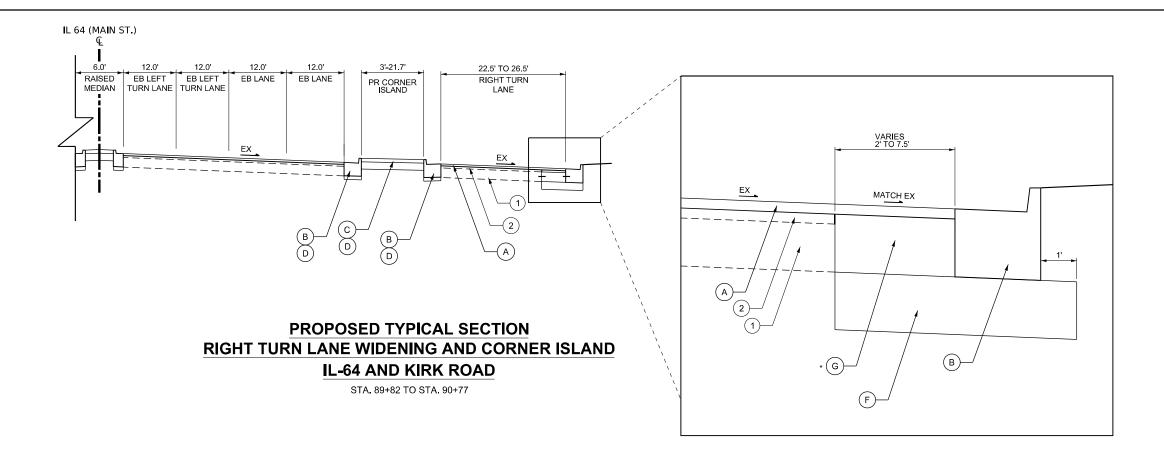
i iii	Michael Baker	-
1	INTERNATIONAL 200 West Adams Street, Suite 1800, Chicago, IL 60606 Phone: (312) 707-8770 · MBAKERINTL,COM	ŀ

	USER NAME = Jaime.Rivera	DESIGNED	-	WJT	REVISED -
ı		DRAWN	-	WJT	REVISED -
ı		CHECKED	-	ZJT	REVISED -
	PLOT DATE = 1/13/2025	DATE	-	11/22/2024	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

		TYPI	CAL SECT	IONS		F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
64 (M	IN ST) W	OF S 1	3TH AVE	ΤΟ ΚΔΙ	UTZ RD / SMITH RD	0307	FAP 0307 23 SMART		KANE	96	13
- 0- (1112	· · · · · · · · · · · · · · · · · · ·	01 0 1	JIIIAVL	I O IVA	OTZ RD / SIMITIT RD				CONTRACT	NO. 62\	/37
	SHEET 3	OF 4	SHEETS	STA.	TO STA.		ILLINOIS F	FED. AID	PROJECT		

SCALE:



EXISTING LEGEND

- 1) EXIST. P.C. CONCRETE PAVEMENT, 10" & VAR.
- 2 EXIST. HOT-MIX ASPHALT PAVEMENT, 4" & VAR.
- (3) HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- (4) EXIST. CONCRETE MEDIAN
- REMOVAL

PROPOSED LEGEND

- (A) POLY. HMA SURFACE COURSE, SMA, 9.5 MIX "F" N80, 1.75"
- F AGGREGATE SUBGRADE IMPROVEMENT 12"
- (B) CONC. CURB & GUTTER (TYPE AS SHOWN ON PLANS)
- ⋆ ⑤ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 12.25"

- © CONC. MEDIAN SURFACE, 4"
- D SUBBASE GRANULAR MATERIAL TYPE B, 4"
- © SUBBASE GRANULAR MATERIAL TYPE B, 8"
- * BINDER COURSE SHALL BE PAID AS EITHER:

HMA BASE COURSE WIDENING, 12.25 INCH - (FOR WIDENING 6 FEET OR LESS)
HMA BASE COURSE, 12.25 INCH - (FOR WIDENING GREATER THAN 6 FEET)

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	DESIGNED - LM	REVISED -
	DRAWN - LM	REVISED -
	CHECKED - HL	REVISED -
PLOT DATE = 1/13/2025	DATE - 01/03/2025	REVISED -

MAINTENANCE OF TRAFFIC NOTES

- THE CONTRACTOR SHALL MAINTAIN TRAFFIC IN ACCORDANCE WITH THE SPECIAL PROVISIONS, DISTRICT 1 STANDARDS, STATE STANDARDS, STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.
- THE MAINTENANCE OF TRAFFIC SUGESTED STAGING SEQUENCE AND MAINTENANCE OF TRAFFIC TYPICAL SECTIONS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY IMPROVE OR MODIFY THE STAGING SEQUENCE TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE, ANY CHANGES TO THE STAGING SEQUENCE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF ONE 11' THRU LANE IN EACH DIRECTION FOR TWO-WAY TRAFFIC FLOW ALONG IL ROUTE 64 AT ALL TIMES.
- THE CONTRACTOR SHALL COORDINATE WITH THE INDIVIDUAL PROPERTY OWNERS AND THE ENGINEER TO MAINTAIN ACCESS TO ENTRANCES AND APPROACHES WITHIN THE PROJECT LIMITS.
- TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATION THAT IS IMPLEMENTED. THE CONTRACTOR SHALL MAKE THE NECCESSARY ADJUSTMENTS AS DIRECTED BY THE ENGINEER WITHOUT DELAY. THE CONTRACTOR SHALL RESPOND TO ANY REQUEST MADE BY THE ENGINEER FOR CORRECTION WITHIN TWO HOURS FROM THE TIME OF NOTIFICATION.
- TRAFFIC CONTROL DEPICTED IN THE STANDARD DETAILS IS THE MINIMUM REQUIREMENT, OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER AT NO ADDITIONAL COST.
- 7. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL IMPLEMENTATION SHALL BE COVERED OR REMOVED AND RE-ERECTED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATION.
- THE CONTRACTOR SHALL PROVIDE, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION.
- CHANGEABLE MESSAGE SIGNS SHALL BE PLACED BY THE CONTRACTOR TWO WEEKS BEFORE THE START OF CONSTRUCTION ACTIVITY WITH THE APPROPRIATE MESSAGE DISPLAYED AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE PLACED IN THE ADVANCE OF THE WORK ZONE IN EACH DIRECTION OF IL ROUTE 64. THE WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE FOR CHANGEABLE MESSAGE SIGN.
- 10. ALL CONSTRUCTION SIGNS, BARRICADES AND OTHER DEVICES REQUIRED TO CONTROL TRAFFIC SHALL BE FURNISHED, INSTALLED AND MAINTAINED BY THE CONTRACTOR TRAFFIC CONTROL DEVICES THAT ARE DAMAGED SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.
- 11. WHEN ARTIFICIAL LIGHTING IS USED IN NIGHT OPERATIONS THE CONTRACTOR SHALL EXCERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJACENT RESIDENTIAL AREAS.

MAINTENANCE OF TRAFFIC SUGGESTED STAGING SEQUENCE

MILL THE EXISTING HMA PAVEMENT USING STANDARD 701426 OR 701427 DURING OFF PEAK OR NIGHT TIME HOURS. INSTALL SHORT-TERM PAVEMENT MARKING.

PRESTAGE B

CONSTRUCT PAVEMENT WIDENING FOR THE SOUTHWEST CORNER OF IL-64 AND KIRK ROAD. SEE KIRK ROAD REMOVAL AND WIDENING PLAN.

RECONSTRUCT CURB & GUTTER FOR ADA RAMP IMPROVEMENTS. CONSTRUCT ADA RAMPS PER THE ADA RAMP DETAILS SHEETS

INSTALL TRAFFIC SIGNAL IMPROVEMENTS. SEE TRAFFIC SIGNAL PLANS

PRESTAGE C

CONSTRUCT THE MEDIAN ISLAND FOR THE SOUTHWEST CORNER OF IL-64 AND KIRK ROAD. INSTALL TRAFFIC SIGNAL IMPROVEMENTS ON THE ISLAND. SEE MAINTENANCE OF TRAFFIC PRE STAGE C PLANS AND TRAFFIC SIGNAL PLANS. USE STANDARD 701606 AND 701701

STAGE 1A

TRAFFIC

USING VERTICAL BARRICADES OR CONES, CLOSE THE OUTSIDE (RIGHT) LANE/RIGHT TURN LANE IN THE EASTBOUND DIRECTION ON IL ROUTE 64 FROM FIELD GATE DRIVE TO KIRK ROAD AND FROM 38TH AVENUE TO KAUTZ/SMITH ROAD. USE STANDARD 701601 AND 701701.

USING VERTICAL BARRICADES OR CONES, CLOSE THE OUTSIDE RIGHT TURN LANE/STRIPED SHOULDER IN THE WESTBOUND DIRECTION ON IL ROUTE 64 FROM KIRK ROAD TO KAUTZ/SMITH ROAD.

CONSTRUCTION

PLACE HMA SURFACE COURSE ON THE OUTSIDE THRU/TURNING LANES IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS FROM FIELD GATE DRIVE TO KAUTZ/SMITH ROAD.

STAGE 1B

TRAFFIC

USING STANDARD 701601 OR 701602, CLOSE THE OUTSIDE (RIGHT) LANES IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS ON IL ROUTE 64.

PLACE HMA SURFACE COURSE TO THE OUTSIDE (RIGHT) LANES IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS ON IL ROUTE 64.

STAGE 2

TRAFFIC

USING STANDARD 701601 AND 701602, CLOSE THE INSIDE (LEFT) LANES AND MEDIAN IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS ON IL ROUTE

CONSTRUCTION

PLACE HMA SURFACE COURSE TO THE INSIDE (LEET) LANES AND MEDIAN IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS ON IL ROUTE 64

DISTRICT ONE STANDARD DETAILS

TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC 12	DISTRICT ONE DAYEMENT MARKING DETAILS

DISTRICT ONE PAVEMENT MARKING DETAILS

TC-16 SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

TYPICAL PAVEMENT MARKINGS

TC-22 ARTERIAL ROAD INFORMATION SIGN

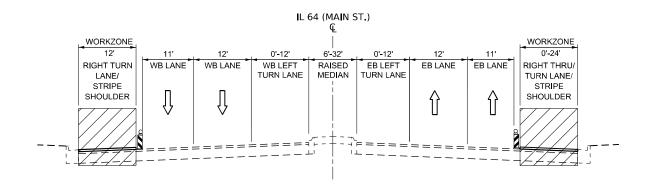
HIGHWAY STANDARDS

780001-05

701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701426-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES

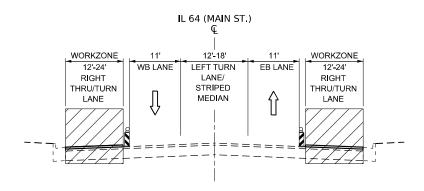
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	DRAWN	-	LM	REVISED -
	CHECKED	-	HL	REVISED -
PLOT DATE = 1/13/2025	DATE	-	01/03/2025	REVISED -

SCALE:



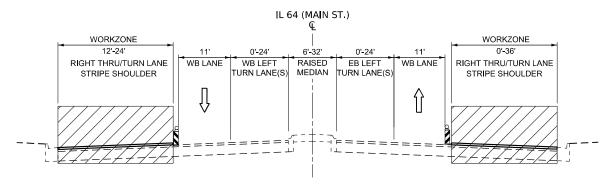
MAINTENANCE OF TRAFFIC TYPICAL SECTION STAGE 1A

STA. 86+00 TO STA. 125+82

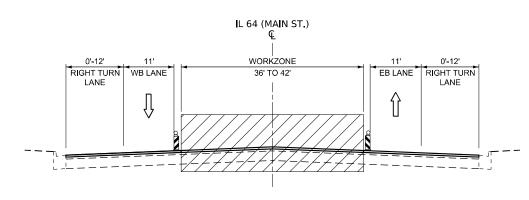


MAINTENANCE OF TRAFFIC TYPICAL SECTION STAGE 1B

STA. 16+61 TO STA. 86+00

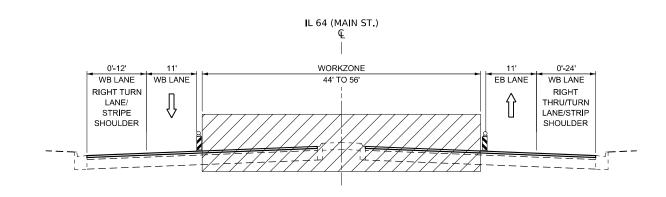


MAINTENANCE OF TRAFFIC TYPICAL SECTION STAGE 1B



MAINTENANCE OF TRAFFIC TYPICAL SECTION STAGE 2

STA. 16+61 TO STA. 86+00



MAINTENANCE OF TRAFFIC TYPICAL SECTION STAGE 2

STA. 86+00 TO STA. 125+82

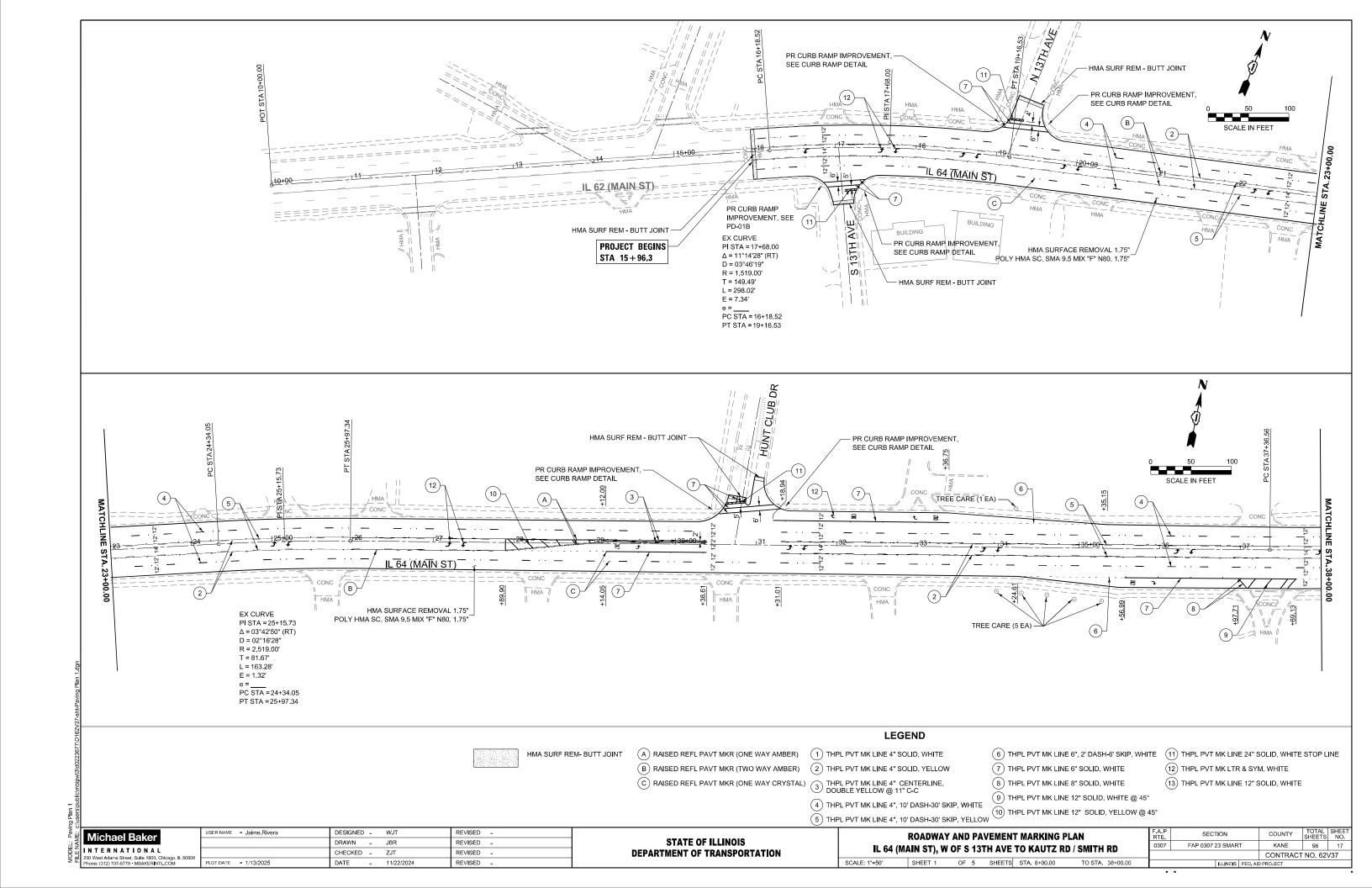
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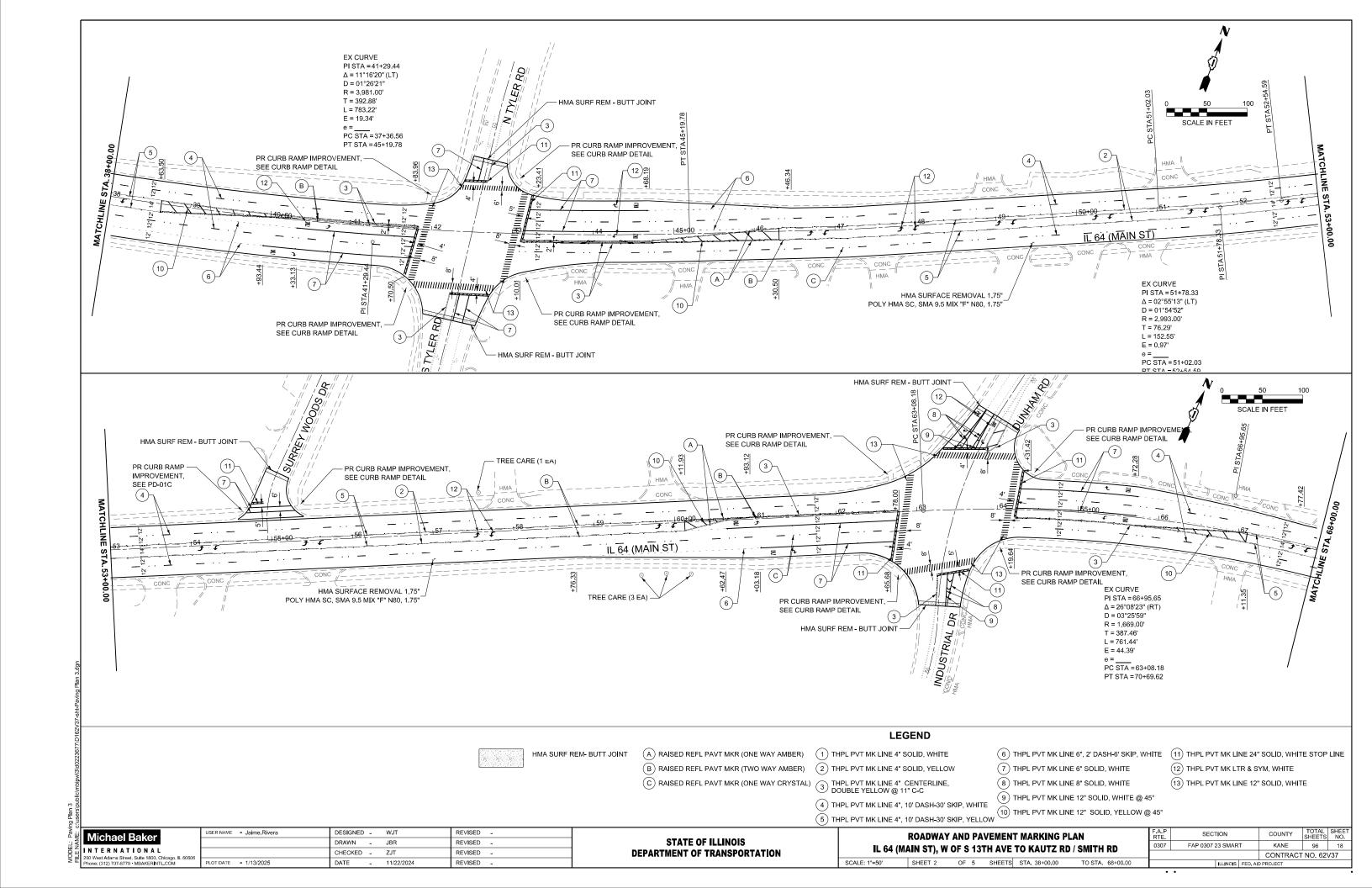
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

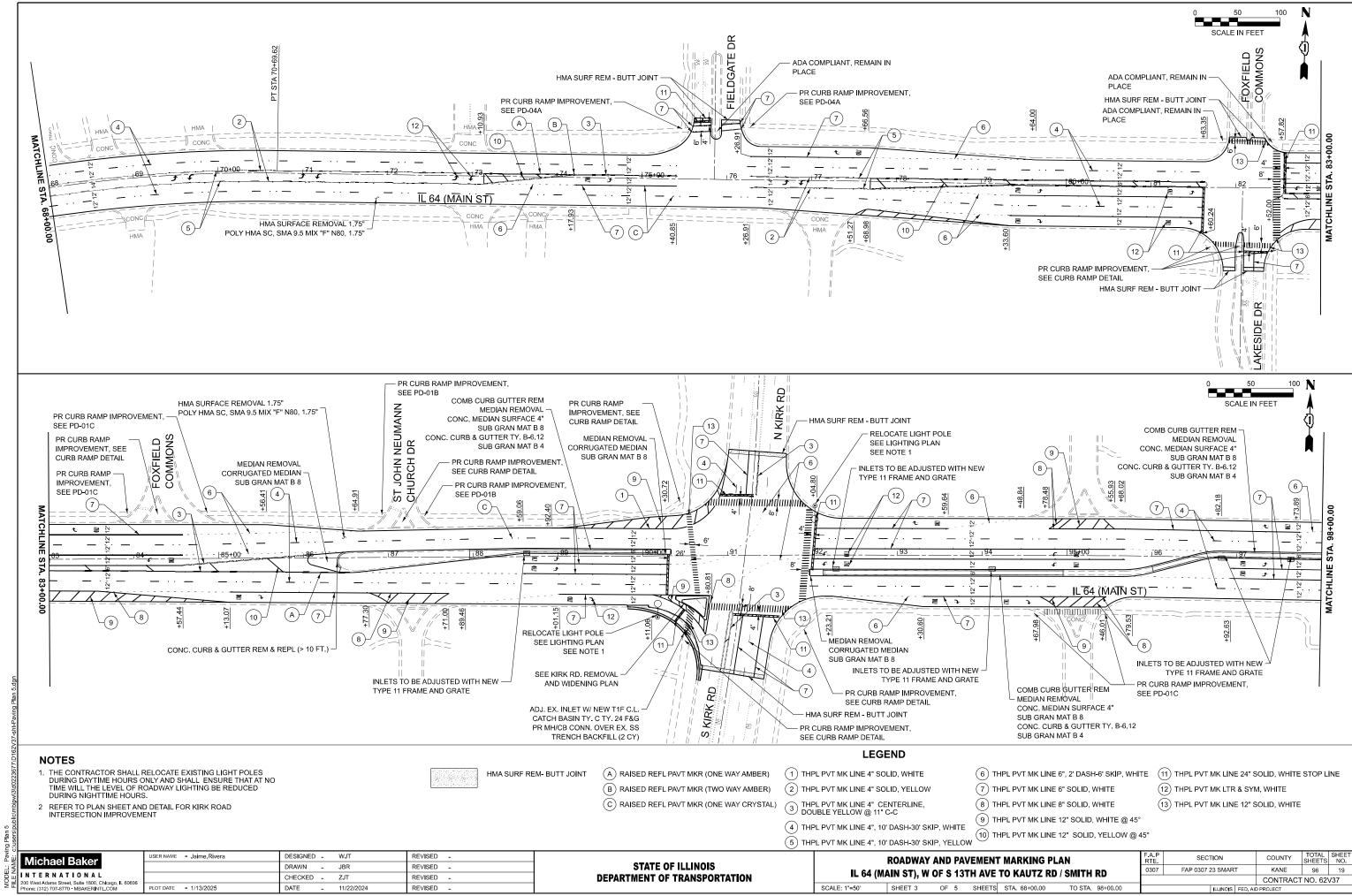
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS SHEET 2 OF 2 SHEETS STA. TO STA.

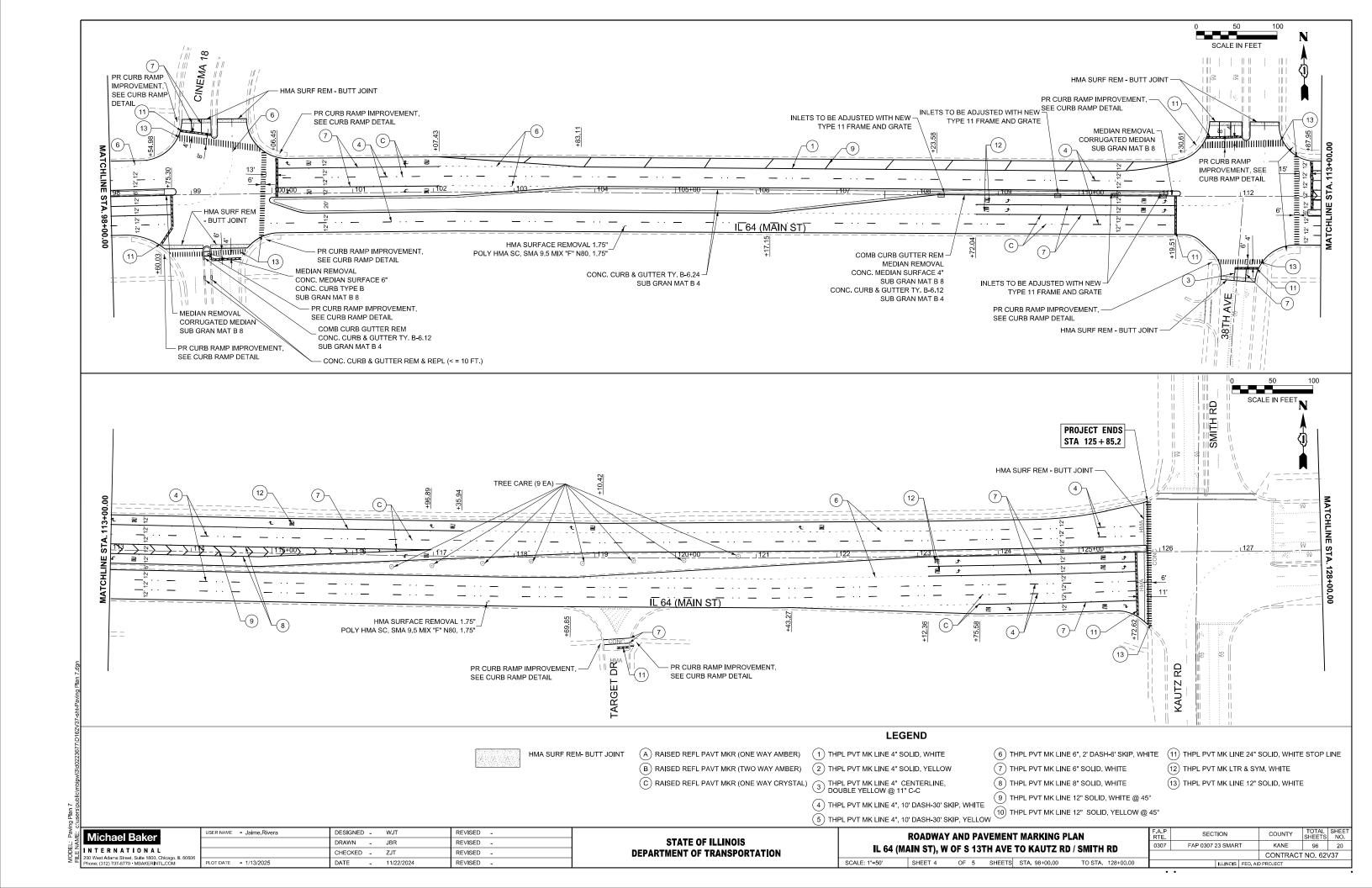
SECTION COUNTY FAP 0307 23 SMART KANE 96 0307 CONTRACT NO. 62V37

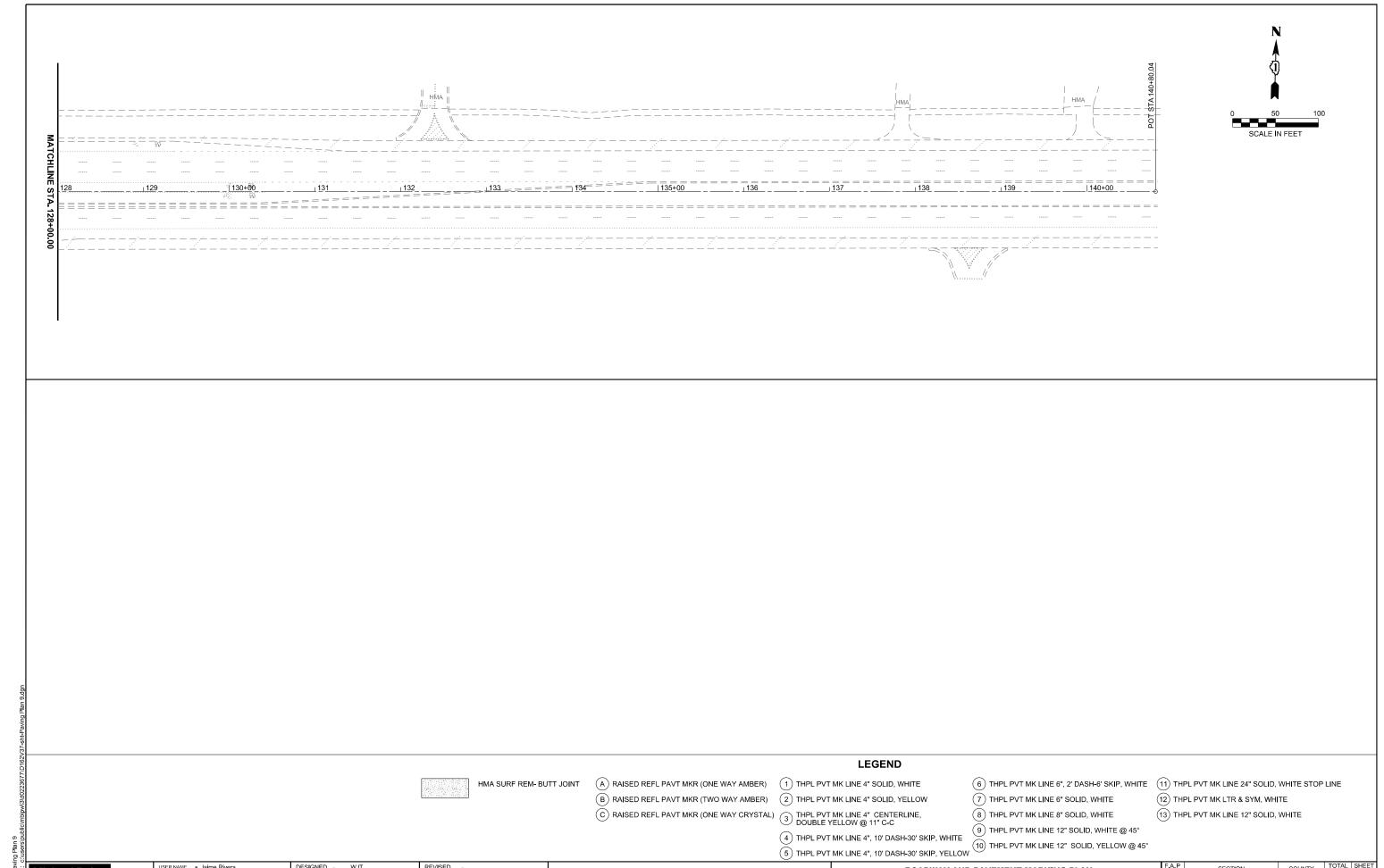
STA. 86+00 TO STA. 125+82











Michael Baker INTERNATIONAL

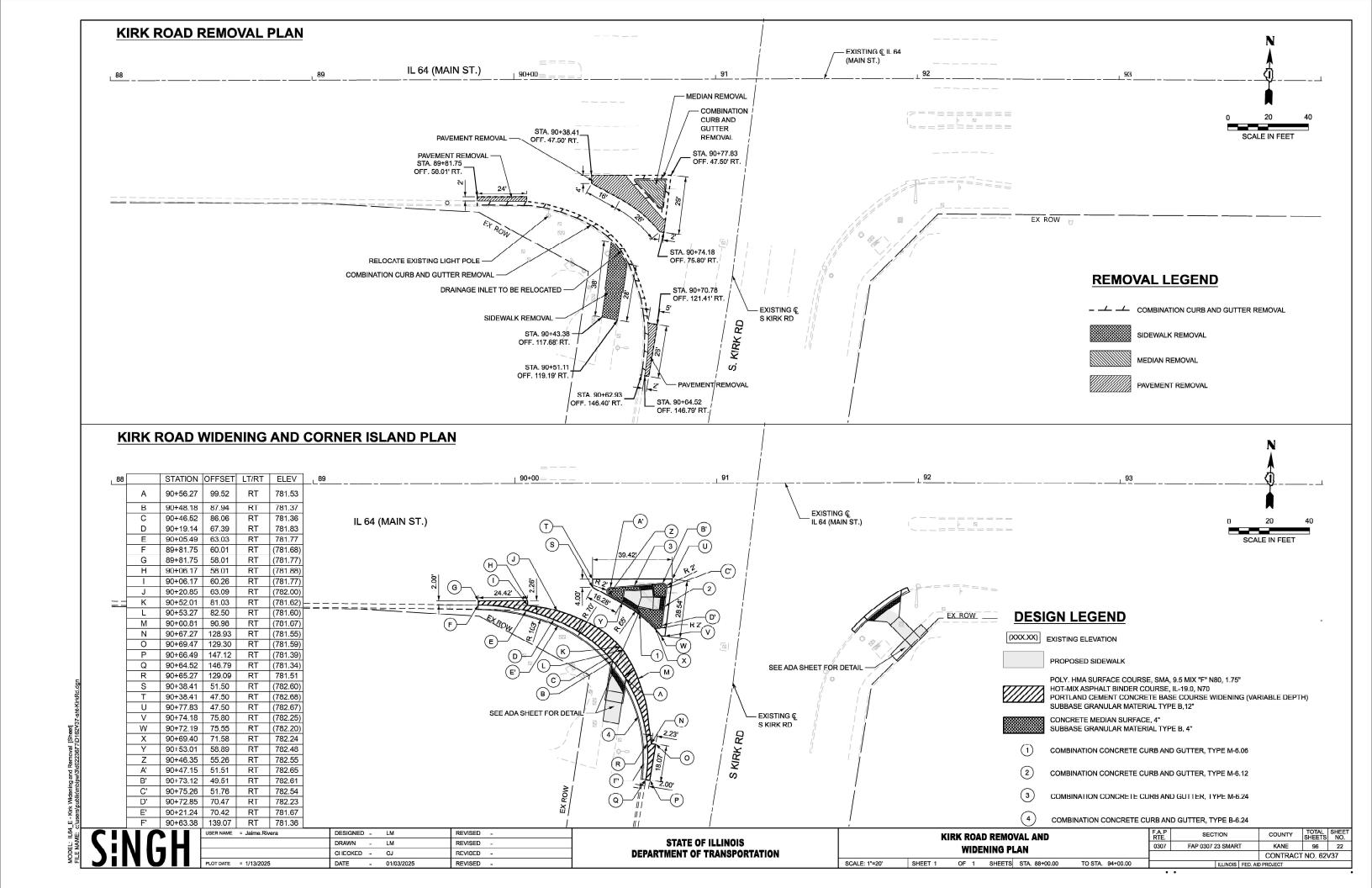
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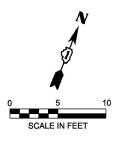
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

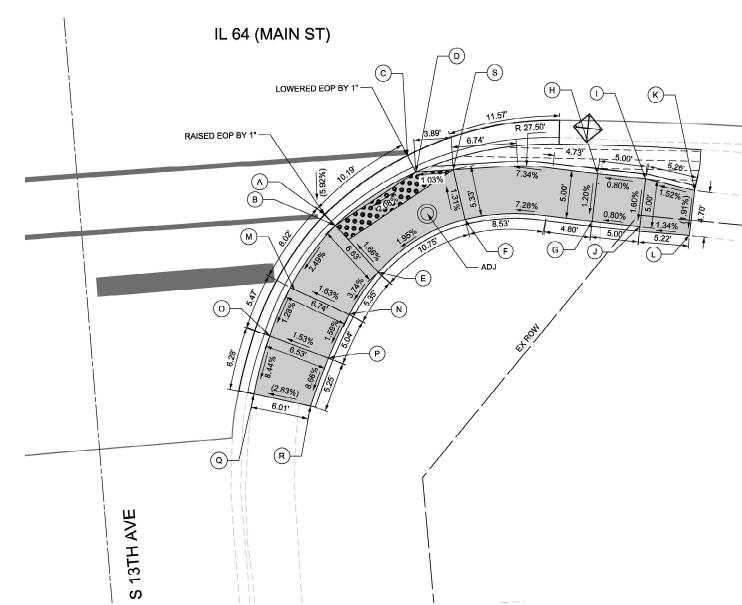
ROADWAY AND PAVEMENT MARKING PLAN IL 64 (MAIN ST), W OF S 13TH AVE TO KAUTZ RD / SMITH RD SHEET 5 OF 5 SHEETS STA. 128+00.00 TO STA. 143+00.00

COUNTY TOTAL SHEETS NO.

KANE 96 21 SECTION 0307 FAP 0307 23 SMART CONTRACT NO. 62V37







	STATION	OFFSET	ELEV
Α	17+33.62	45.76	738.30
В	17+34.77	46.89	738.33
С	17+42.44	39.54	738.52
D	17+43.36	41.27	738.54
Е	17+39.44	51.75	738.44
F	17+48.70	46.13	738.65
G	17+62.36	46.06	739.62
Н	17+62.84	41.08	739.68
1	17+67.96	41.47	739.74
J	17+67.50	46.45	(739.66)
K	17+73.26	42.53	(739.82)
L	17+72.84	47.21	(739.73)
М	17+29.96	53.40	738.13
N	17+36.34	56.17	738.24
0	17+27.76	58.44	738.06
Р	17+34.13	60.73	738.16
Q	17+26.06	64.50	(737.53)
R	17+32.22	65.71	(737.70)
S	17+47.35	40.97	738.57

REFERENCE BENCHMARK ELEV 740.02
BENCHMARK: TOP OF BOLT OF HYDRANT
LOCATION: SW CORNER OF IL 64 AND 13TH AVE

	<u>LEGE</u>	ND	
(XXX.XX)	EXISTING ELEVATION		
	PROPOSED SIDE CURB		PROPOSED SIDEWALK
\bigoplus	INLET FILTER	000000	DETECTABLE WARNINGS
	PROPOSED APS		SIDEWALK REMOVAL
	BUTTON ON NEW POST		SEEDING, CLASS 2A
(\odot)	PROPOSED APS BUTTON ON EXISTING POST	E===:	SODDING, SALT TOLERANT

SINGH

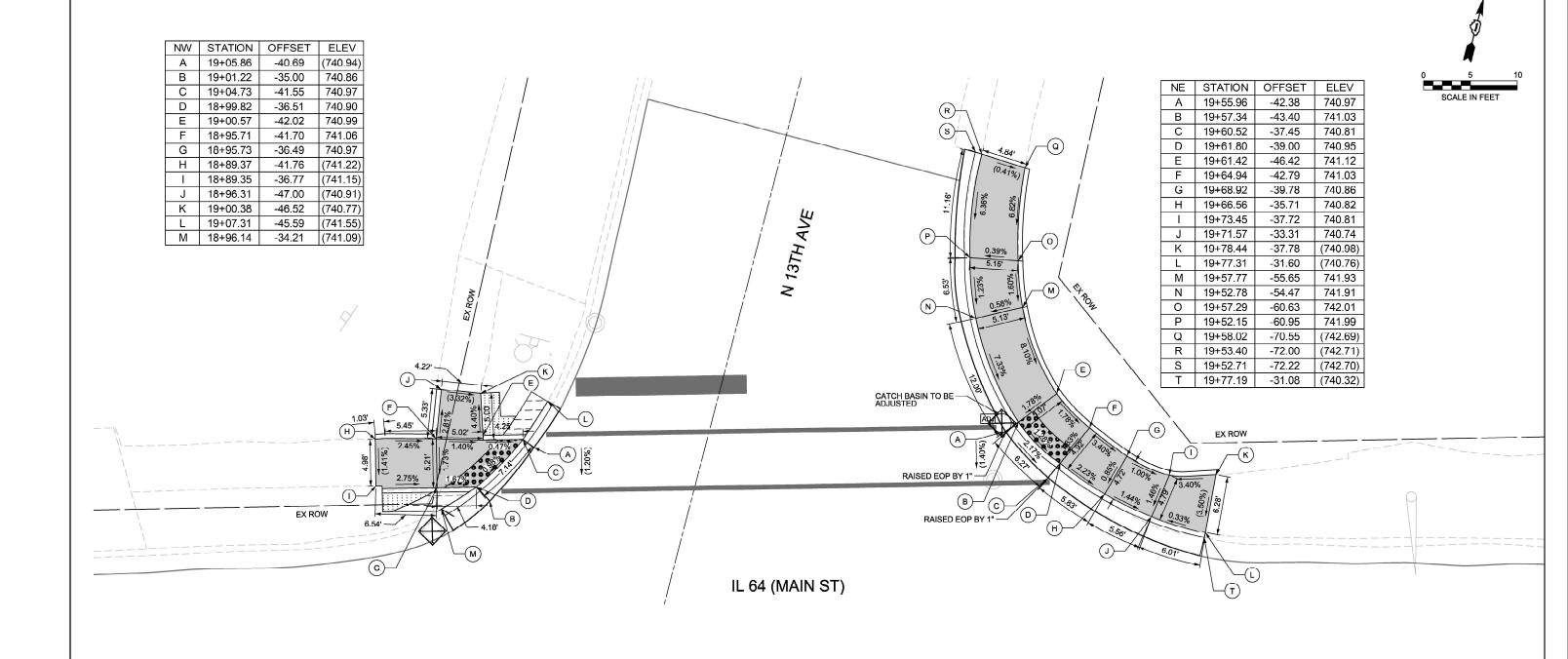
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PLOT DATE = 1/22/2025	DATE	-	01/03/2025	REVISED	-	

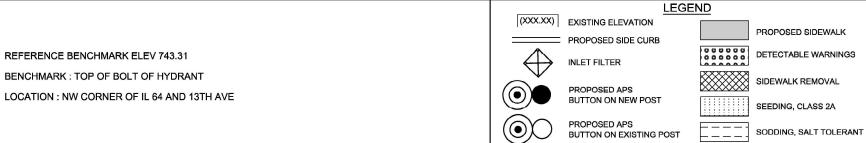
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

SCALE: 1"=5'

ADA RAMP DETAILS						F.A.P RTE. SECTION			COUNTY	TOTAL SHEETS	SHEET NO.			
	IL-64 AND 13TH AVENUE SE							0307	FAP 0307	23 SMAR	Т	KANE	96	23
IL-UT AND ISTILATENCE SE											CONTRACT	NO. 62\	/37	
	SHEET	1	OF	25	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PR		O PROJECT				
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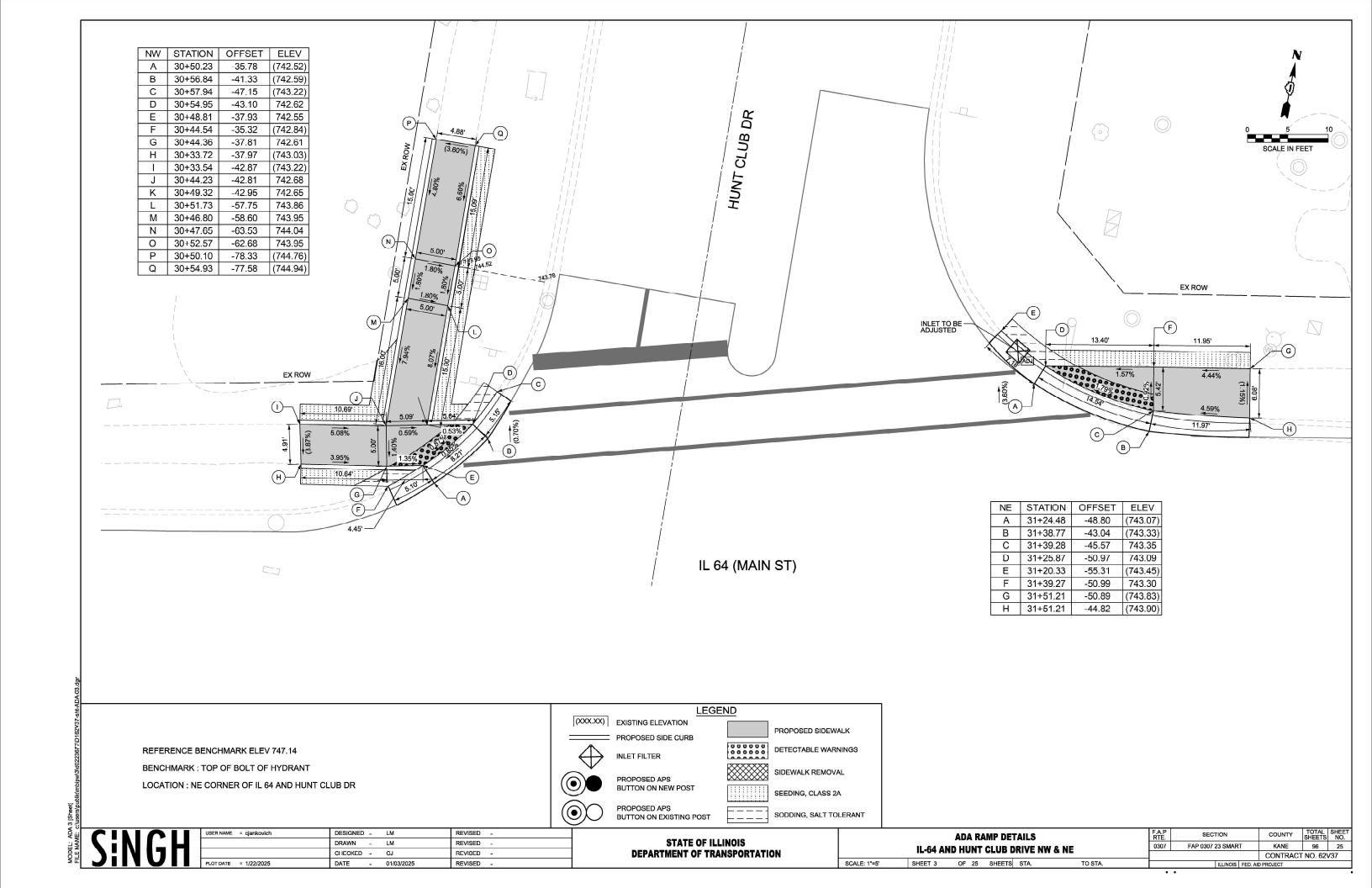
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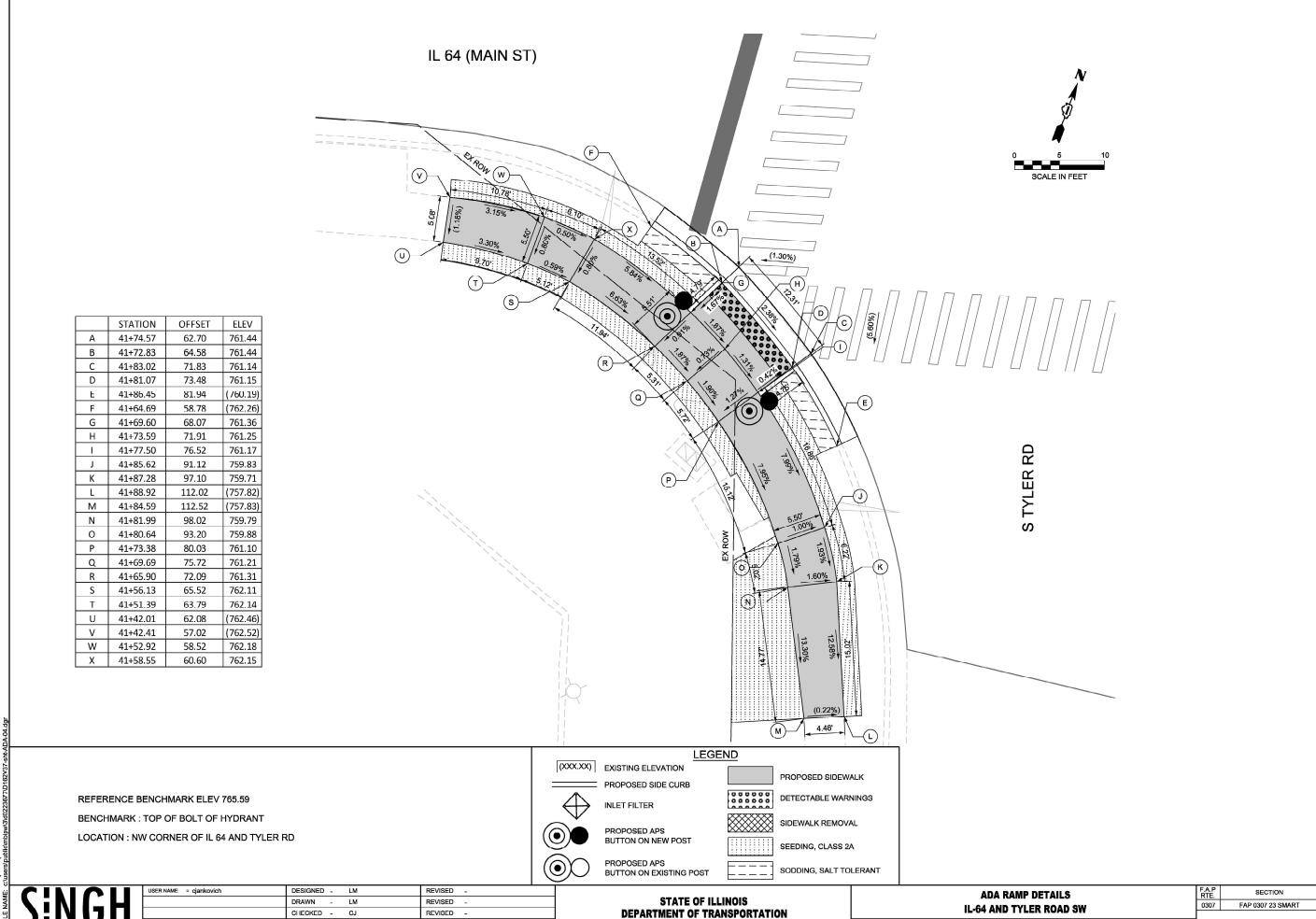
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS									
IL-64 AND 13TH AVENUE NW & NE									
SHEET 2	OF	25	SHEETS	STA.	TO STA.				

SCALE: 1"=5'

	RTE.	SEC	TION	COUNTY	SHEETS				
	0307	FAP 0307	23 SMAR	Т	KANE	96	24		
					CONTRACT NO. 62V37				
ILLINOIS FED. AID					PROJECT				





KANE

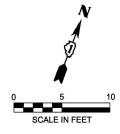
SHEET 4 OF 25 SHEETS STA.

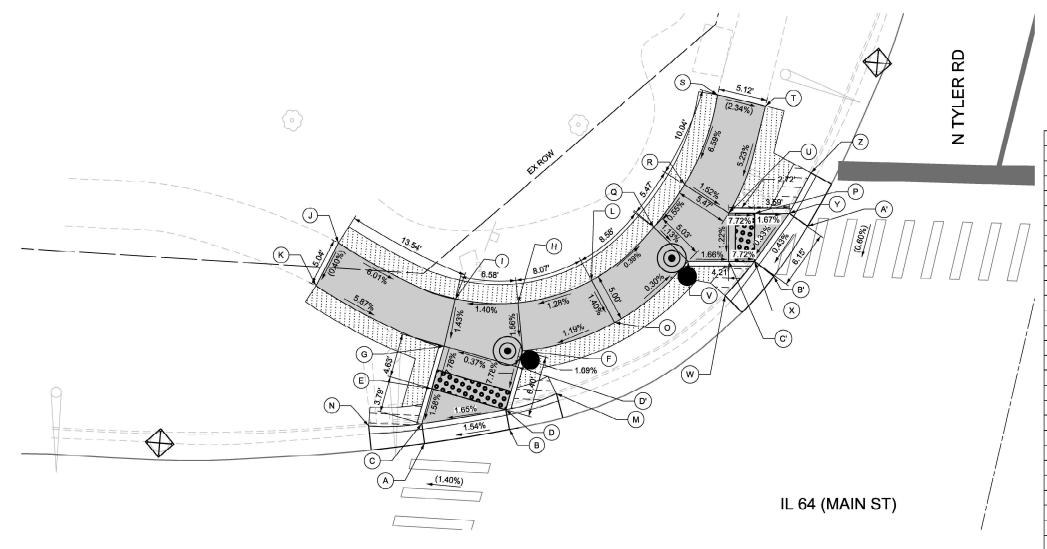
TO STA.

SCALE: 1"=5'

CONTRACT NO. 62V37

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	STATION	OFFSET	ELEV
Α	41+96.47	-32.29	761.33
В	42+05.28	-34.22	761.41
С	41+96.06	-34.33	761.31
D	42+04.78	-36.25	761.40
Е	41+96.91	-38.03	761.37
F	42+06.23	-42.48	761.79
G	41+97.95	-42.54	761.73
Н	42+05.48	-47.43	761.88
1	41+98.84	-47.48	761.81
J	41+86.22	-52.63	(762.62)
K	41+84.12	-48.04	(762.60)
L	42+13.10	-50.17	761.98
М	42+10.01	-38.22	(761.76)
N	41+90.50	-33.78	(761.36)
0	42+15.75	-45.91	761.92
Р	42+29.97	-57.98	761.69
Q	42+19.38	-56.03	761.95
R	42+22.41	-60.61	761.98
S	42+25.45	-70.10	(762.61)
T	42+30.58	-69.19	(762.49)
U	42+27.21	-57.86	761.90
V	42+23.18	-52.68	761.89
W	42+27.24	-49.27	(761.97)
Х	42+30.19	-52.99	761.60
Υ	42+33.60	-58.14	761.66
Z	42+35.72	-62.46	(762.00)
A'	42+35.61	-56.90	761.65
B'	42+32.28	-51.52	761.59
C'	42+27.44	-52.87	761.82
D'	42+05.83	-40.76	761.76

REFERENCE BENCHMARK ELEV 765.59
BENCHMARK: TOP OF BOLT OF HYDRANT
LOCATION: NW CORNER OF IL 64 AND TYLER RD

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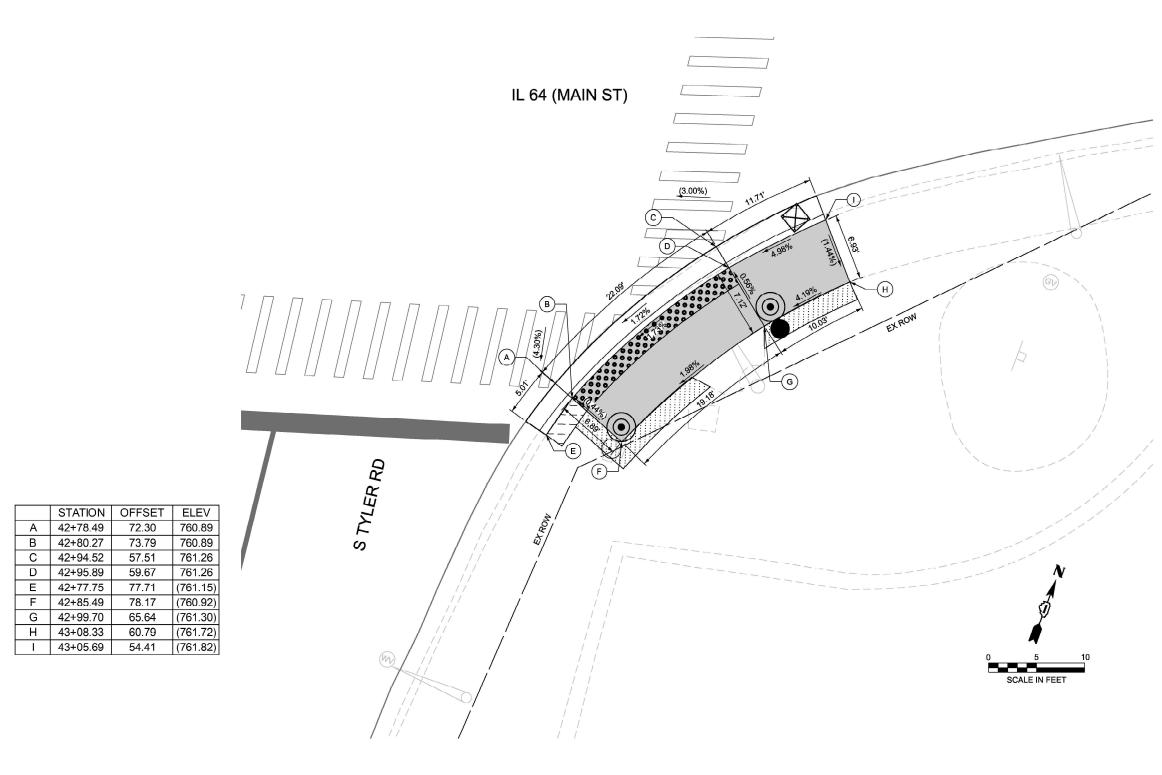
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

SCALE: 1"=5'

SHEET 5

ADA RAMP DETAILS		F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.			
IL-64 AND TYLER ROAD NW			0307	FAP 0307	23 SMAR	Т	KANE	96	27	
							CONTRACT	NO. 62\	/37	
OF 25 SH	HEETS	STA.	TO STA.	ILLINOIS FED.			FED. AID	PROJECT		

MODEL: ADA 5 [Sheet]



REFERENCE BENCHMARK ELEV 765.59

BENCHMARK: TOP OF BOLT OF HYDRANT

LOCATION: NW CORNER OF IL 64 AND TYLER RD

LEGEND

[(XXX.XX)] EXISTING ELEVATION
PROPOSED SIDE CURB

INLET FILTER
PROPOSED APS
BUTTON ON NEW POST

PROPOSED APS
BUTTON ON EXISTING POST

SEEDING, CLASS 2A

PROPOSED APS
BUTTON ON EXISTING POST

SODDING, SALT TOLERANT

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USER NAME = cjankovich	DESIGNED	-	LM	REVISED	-	
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PLOT DATE = 1/21/2025	DATE	-	01/03/2025	REVISED	-	

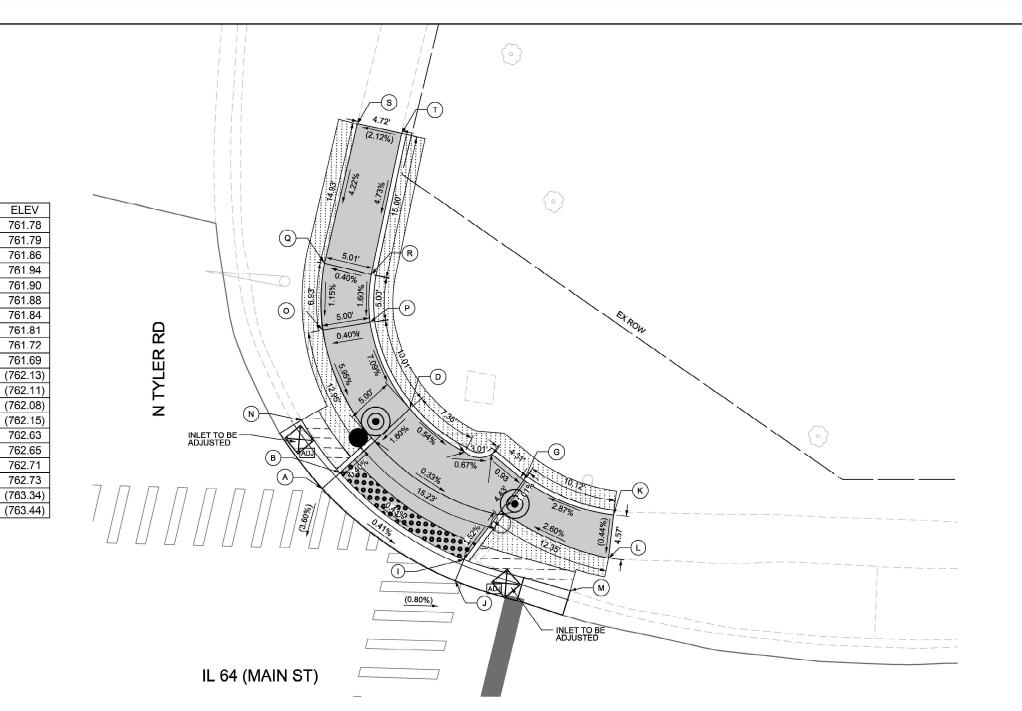
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

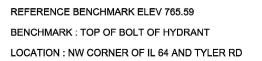
SCALE: 1"=5'

SHEET 6

ADA RAMP DETAILS IL-64 AND TYLER ROAD SE			F.A.P RTE.			COUNTY	TOTAL SHEETS	SHEET NO.		
			0307	FAP 0307 23 SMAR	T	KANE	96	28		
						CONTRACT	NO. 62\	/37		
OF	25	SHEETS	STA.	TO STA.	ILLINOIS FED. AID			D PROJECT		
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MODEL: ADA 6 [Sheet]





STATION OFFSET

-58.72

-60.41

-63.79

-67.29

-62.90

-62.77

-60.13

-56.52

-51.70

-49.45

-56.74

-52.19

-48.73

-65.80

-75.23

-76.15

-82.15

-81.14

-96.77

-95.90

43+03.76

43+05.60

43+09.17

43+12.81

43+18.76

43+21.61

43+25.07

43+22.45

43+18.95

43+18.06

43+34.63

43+34.19

43+30.23

43+01.39

43+03.35

43+08.35

43+03.34

43+08.35

43+06.42

43+11.18

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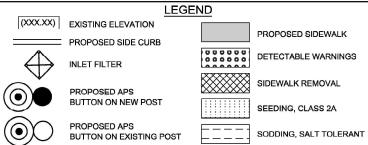
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	CHECKED	-	CJ	REVISED	-	
PLOT DATE = 1/21/2025	DATE	-	01/03/2025	REVISED	-	

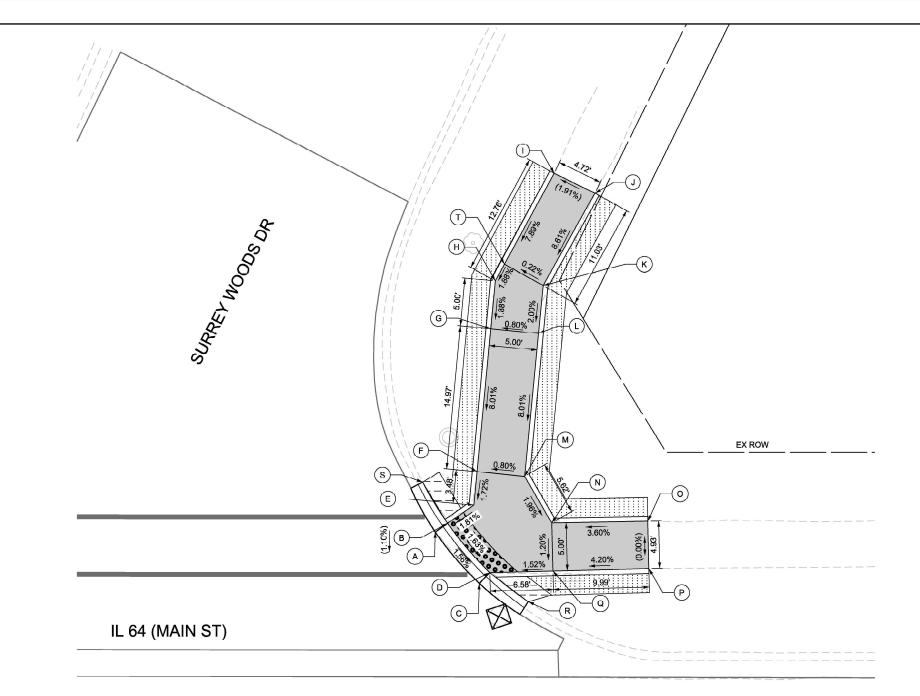
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

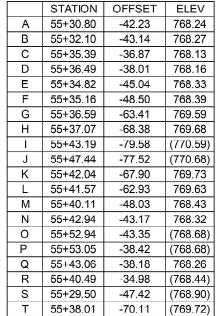
SCALE: 1"=5"

SHEET 7

ADA RAMP DETAILS	F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
IL-64 AND TYLER ROAD N	F	0307	FAP 0307 23 SMAR	_	KANE	96	29
IL-O-T ARD THEEK ROAD R					CONTRACT	NO. 62\	/37
OF 25 SHEETS STA.	TO STA.		ILLINOIS	FED. AII	PROJECT		

SCALE IN FEET





REFERENCE BENCHMARK ELEV 771.93 BENCHMARK: TOP OF BOLT OF HYDRANT

LOCATION: NW CORNER OF IL 64 AND SURREY WOODS DR

_				
		LEGE	ND	
	(XXX.XX)	EXISTING ELEVATION		PROPOSED CIRCUMALIA
		PROPOSED SIDE CURB		PROPOSED SIDEWALK
	\bigoplus	INLET FILTER	000000	DETECTABLE WARNINGS
		PROPOSED APS		SIDEWALK REMOVAL
		BUTTON ON NEW POST		SEEDING, CLASS 2A
		PROPOSED APS BUTTON ON EXISTING POST		SODDING, SALT TOLERANT

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USER NAME = cjankovich DESIGNED - LM REVISED -DRAWN REVISED CHECKED - CJ REVISED -PLOT DATE = 1/22/2025 01/03/2025 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

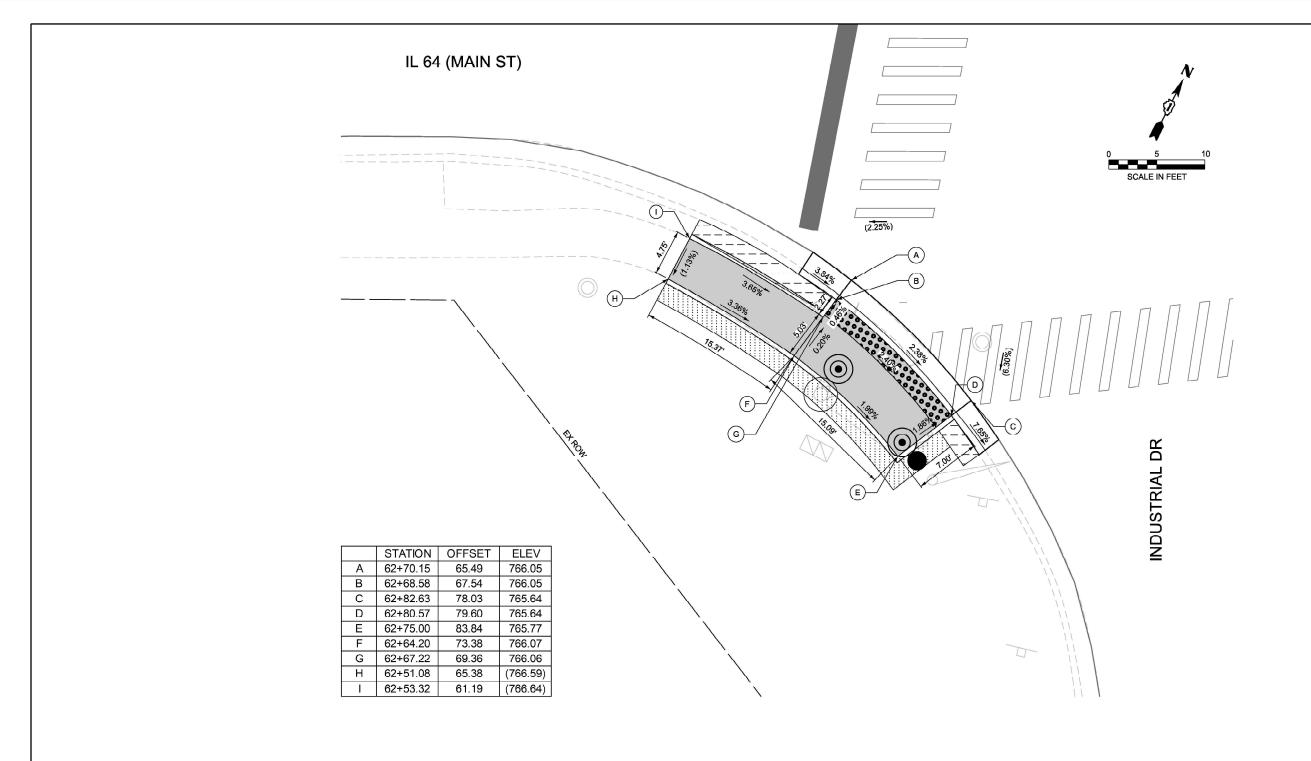
SCALE: 1"=5"

SECTION ADA RAMP DETAILS **IL-64 AND SURREY WOODS DRIVE NE** SHEET 8 OF 25 SHEETS STA.

COUNTY TOTAL SHEET NO.

KANE 96 30 FAP 0307 23 SMART CONTRACT NO. 62V37

SCALE IN FEET



REFERENCE BENCHMARK ELEV 769.82
BENCHMARK: TOP OF BOLT OF HYDRANT
LOCATION: NW CORNER OF IL 64 AND DUNHAM RD

LEGEND

PROPOSED SIDE CURB

PROPOSED SIDE CURB

INLET FILTER

PROPOSED APS
BUTTON ON NEW POST

PROPOSED APS
BUTTON ON EXISTING POST

SEEDING, CLASS 2A

PROPOSED APS
BUTTON ON EXISTING POST

SODDING, SALT TOLERANT

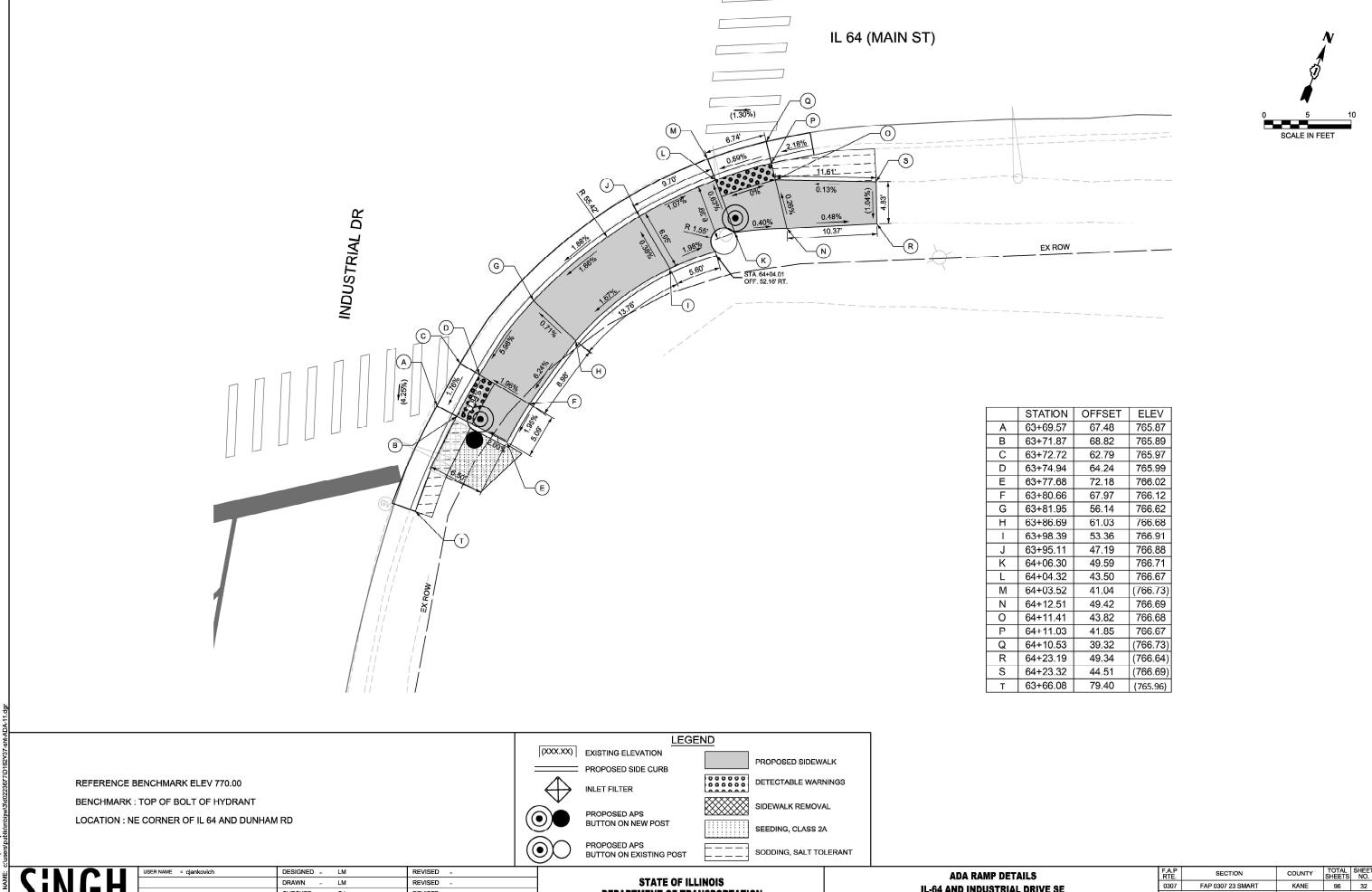
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USER NAME = cjankovich	DESIGNED	-	LM	REVISED	-	I
	DRAWN	-	LM	REVISED	=	٦
	CHECKED	-	CJ	REVISED	=	
PLOT DATE = 1/17/2025	DATE	-	01/03/2025	REVISED	-	I

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

SCALE: 1"=5'

	ADA RAMP DETAILS -64 AND INDUSTRIAL DRIVE SW		F.A.P RTE. SECTION			COUNTY	TOTAL SHEETS	SHEET NO.					
II -64	ΔND	IND	LISTRIA	I DRIVE SW	ı		0307	FAP 0307 2	23 SMAR	Т	KANE	96	31
16-07	שווע	1110	OU I INIA	L DIVITE ON	'						CONTRACT	NO. 62\	/37
ET 9	OF	25	SHEETS	STA.	TO STA.				ILLINOIS	FED. AID	PROJECT		



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS

IL-64 AND INDUSTRIAL DRIVE SE

TO STA.

SHEET 10 OF 25 SHEETS STA.

SCALE: 1"=5"

FAP 0307 23 SMART

KANE

CONTRACT NO. 62V37

DRAWN

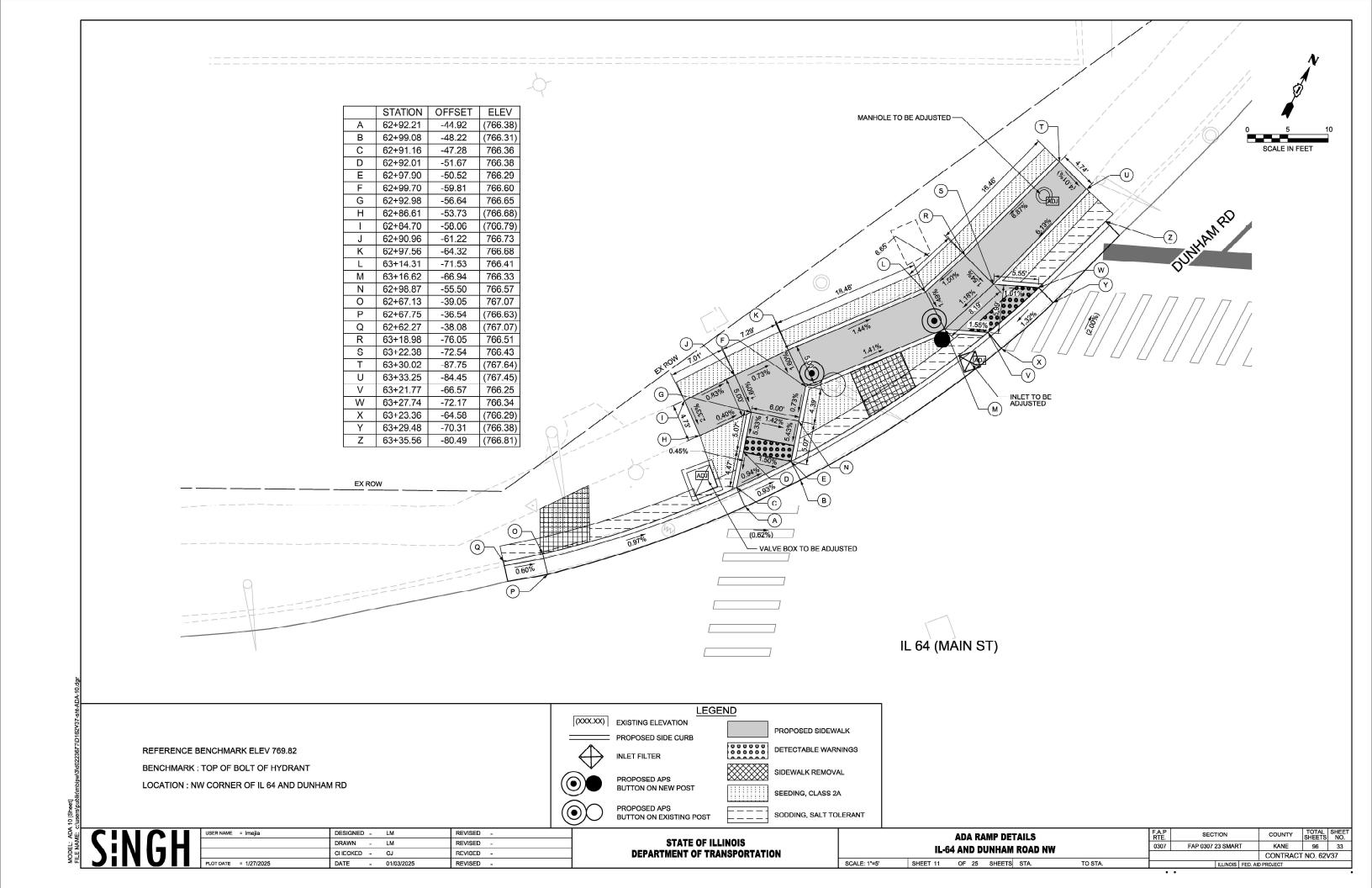
CHECKED - CJ

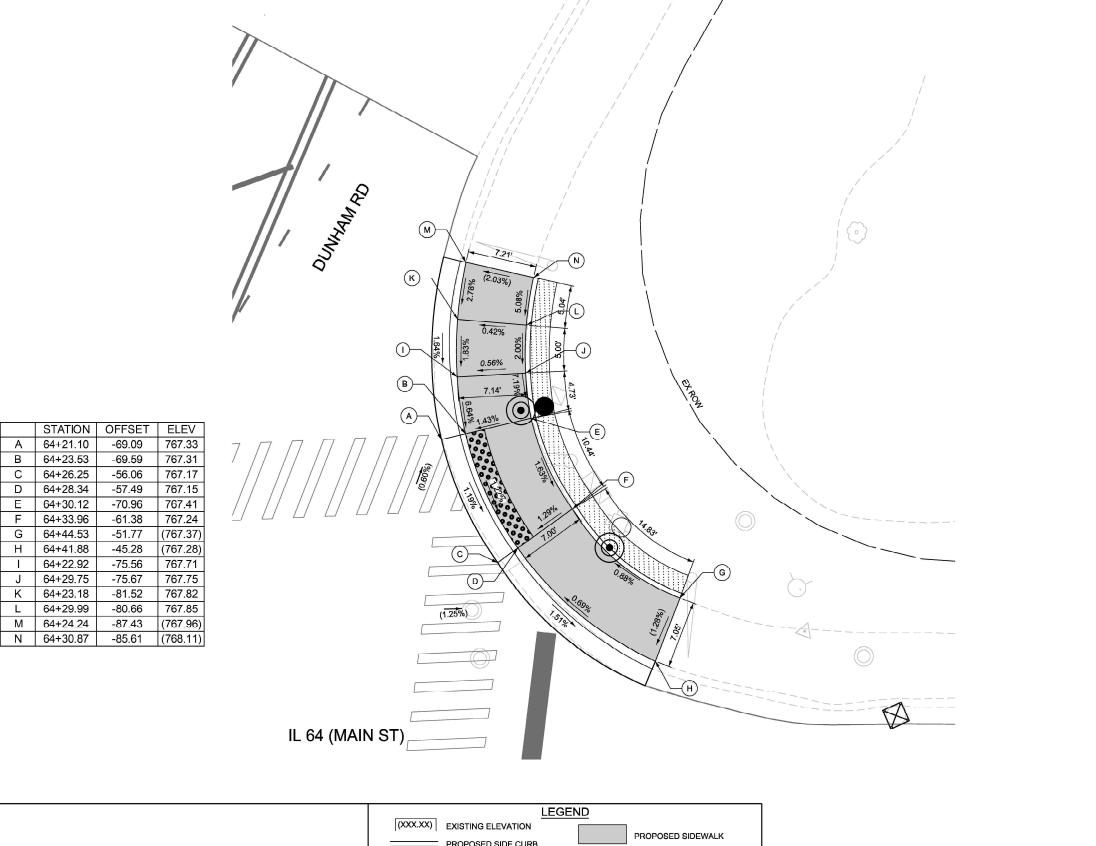
01/03/2025

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REFERENCE BENCHMARK ELEV 770.00

BENCHMARK: TOP OF BOLT OF HYDRANT

LOCATION: NE CORNER OF IL 64 AND DUNHAM RD

LEGEND

(XXX.XX) EXISTING ELEVATION

PROPOSED SIDE CURB

INLET FILTER

PROPOSED APS
BUTTON ON NEW POST

PROPOSED APS
BUTTON ON EXISTING POST

LEGEND

PROPOSED SIDEWALK

PROPOSED SIDEWALK

SIDEWALK REMOVAL

SEEDING, CLASS 2A

SODDING, SALT TOLERANT

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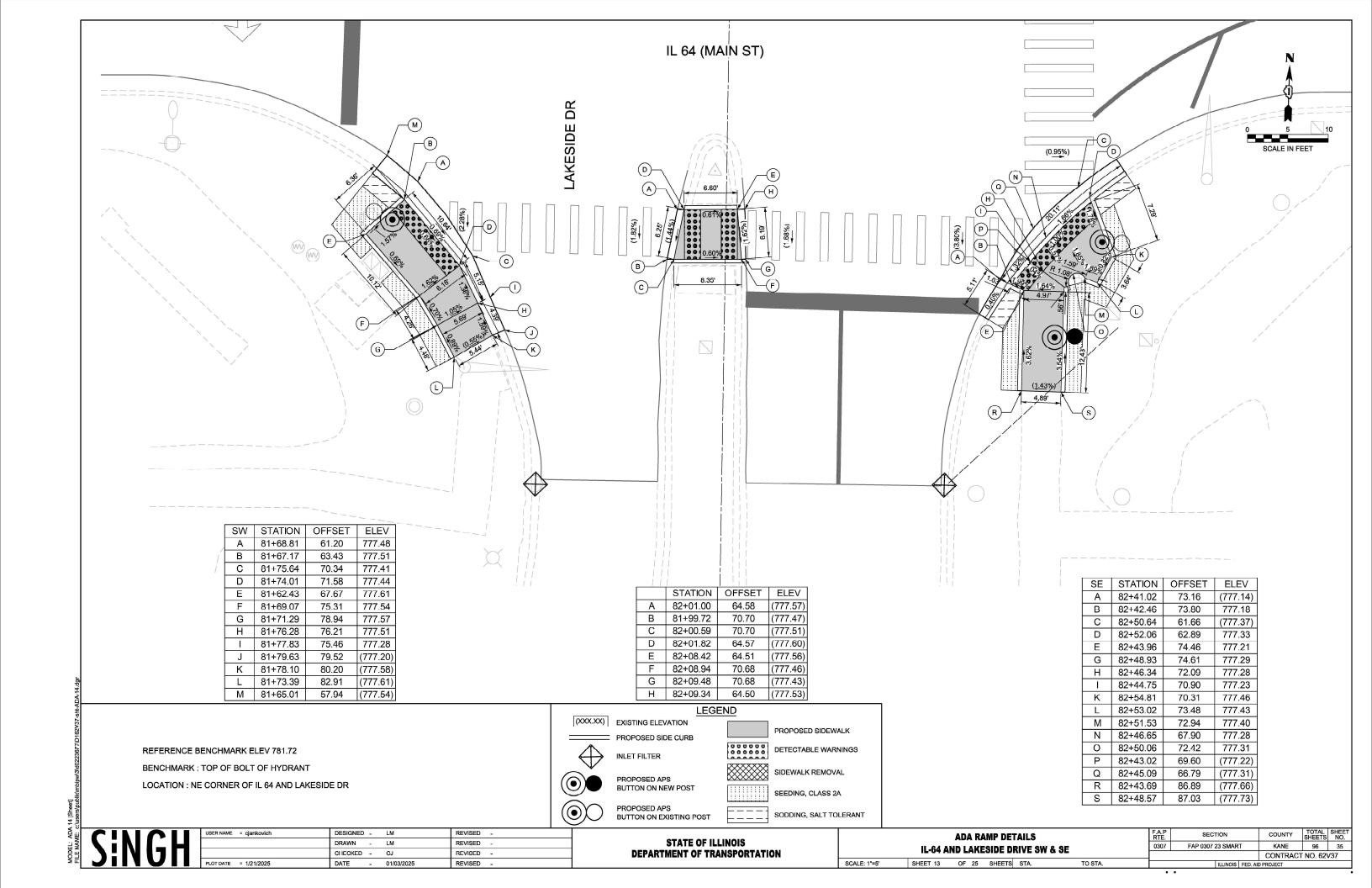
USER NAME = cjankovich	DESIGNED	-	LM	REVISED	-
	DRAWN	-	LM	REVISED	=
	CHECKED	-	CJ	REVISED	
PLOT DATE = 1/21/2025	DATE	-	01/03/2025	REVISED	-

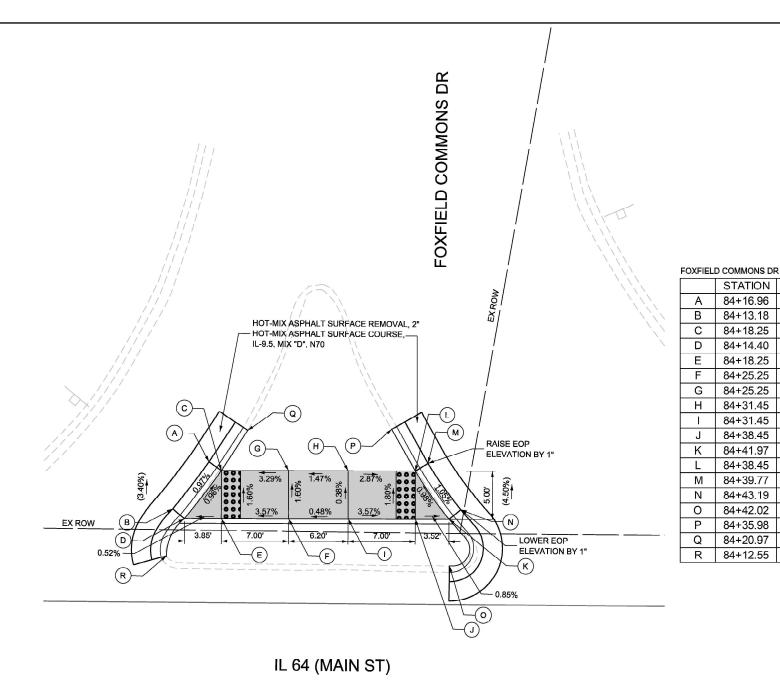
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

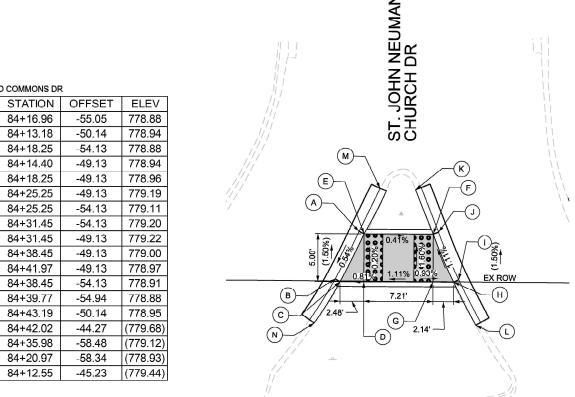
SCALE: 1"=5'

	ADA RAMP DETAILS			F.A.P RTE. SECTION			COUNTY	TOTAL SHEETS	SHEET NO.			
	II -64	1 AN	ם מו	ПИНАМ	ROAD NE		0307	FAP 0307 23 SMAR	Ę	KANE	96	34
	12-0-	7 / 11		UNITAN	MOAD ILL					CONTRACT	NO. 62\	/37
HEET	12	OF	25	SHEETS	STA.	TO STA.		ILLINOIS	FED. AII	O PROJECT		

SCALE IN FEET







IL 64 (MAIN ST)

ST. JOHN NEUMANN CHURCH DR

31. JOHN NEUWANN CHURCH DR							
STATION	OFFSET	ELEV					
87+14.16	-51.44	(780.01)					
87+11.69	-46.48	(779.98)					
87+12.20	-46.20	780.02					
87+14.68	-46.19	780.04					
87+14.69	-51.19	780.05					
87+21.90	-51.18	780.02					
87+21.89	-46.18	780.10					
87+24.03	-46.17	780.08					
87+24.56	-46.43	(780.04)					
87+22.45	-51.38	(779.98)					
87+20.03	-55.81	(780.48)					
87+26.36	-41.70	(780.72)					
87+16.36	-55.93	(780.44)					
87+09.52	-41.89	(780.54)					
	87+14.16 87+11.69 87+12.20 87+14.68 87+14.69 87+21.90 87+21.89 87+24.03 87+24.56 87+22.45 87+20.03 87+26.36 87+16.36	87+14.16 -51.44 87+11.69 -46.48 87+12.20 -46.20 87+14.68 -46.19 87+14.69 -51.19 87+21.90 -51.18 87+21.89 -46.18 87+24.03 -46.17 87+24.56 -46.43 87+22.45 -51.38 87+20.03 -55.81 87+26.36 -41.70 87+16.36 -55.93					

REFERENCE BENCHMARK ELEV 779.59 BENCHMARK: TOP OF BOLT OF HYDRANT

LOCATION: SW CORNER OF IL 64 AND FOXFIELD COMMONS DR

SER NAME = Jaime.Rivera DESIGNED - LM REVISED . DRAWN REVISED CHECKED - CJ REVISED 01/03/2025 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

LEGEND

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL

SEEDING, CLASS 2A

SODDING, SALT TOLERANT

(XXX.XX) EXISTING ELEVATION

── PROPOSED SIDE CURB

INLET FILTER

PROPOSED APS

PROPOSED APS

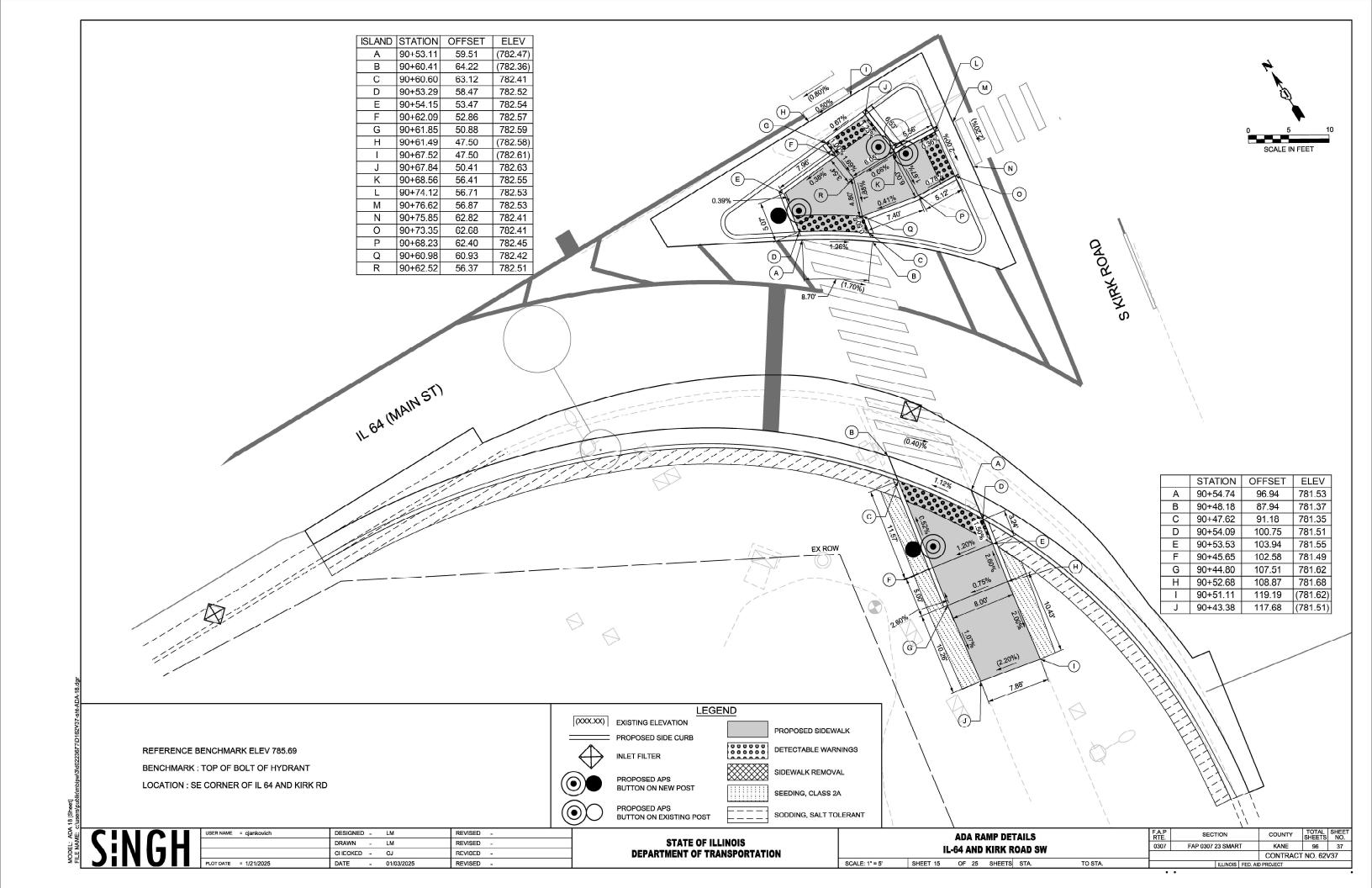
BUTTON ON NEW POST

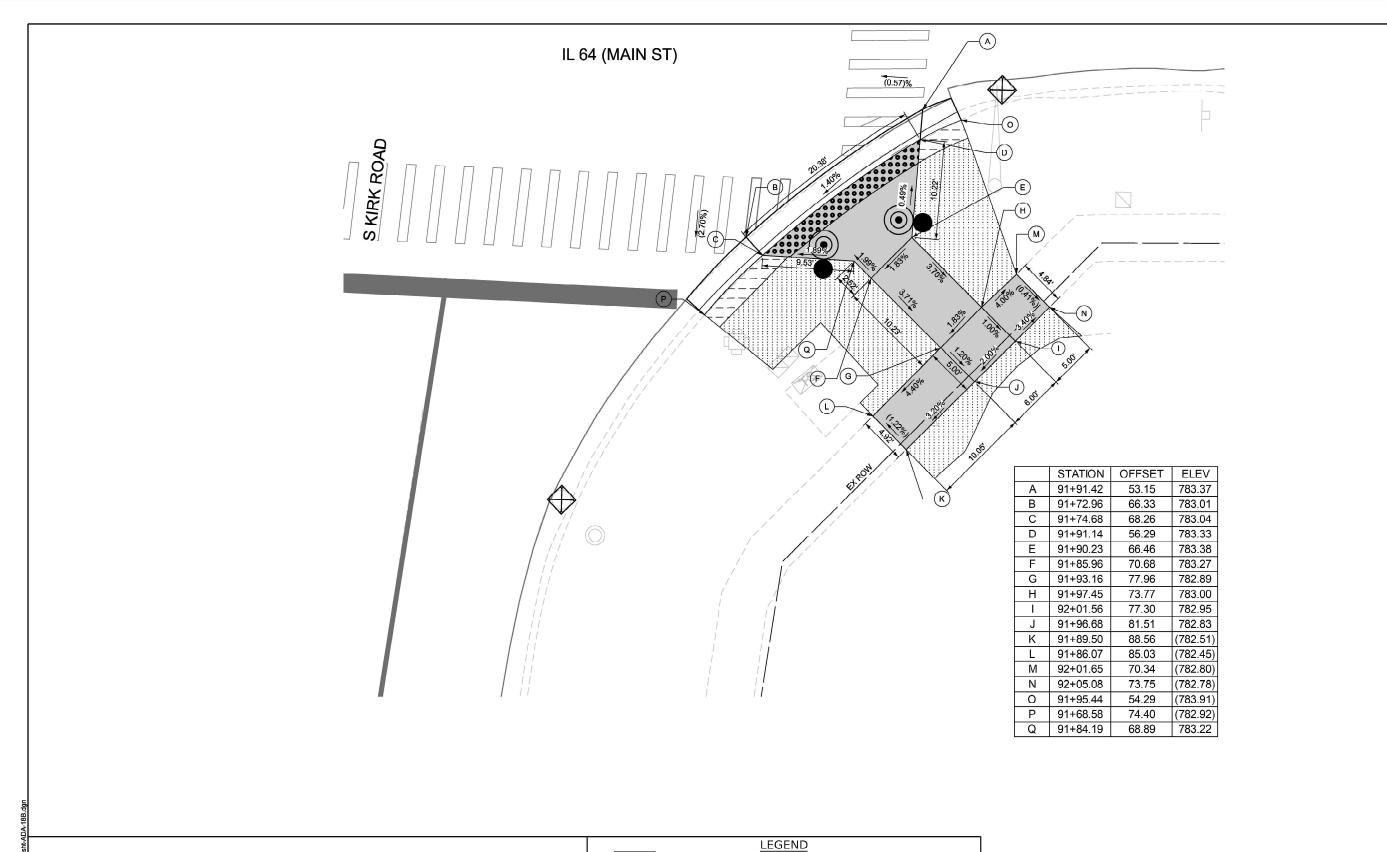
BUTTON ON EXISTING POST

ADA RAMP DETAILS IL-64 AND FOXFIELD COMMONS / ST. JOHN NEUMANN CHURCH MEDIAN SHEET 14 OF 25 SHEETS STA.

SECTION FAP 0307 23 SMART CONTRACT NO. 62V37

SCALE IN FEET







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USER NAME = cjankovich	DESIGNED	-	LM	REVISED	-	
	DRAWN	-	LM	REVISED	4	
	CHECKED	-	Cl	REVISED	-	
PLOT DATE = 2/11/2025	DATE	-	01/03/2025	REVISED	-	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

BUTTON ON EXISTING POST

PROPOSED SIDEWALK

SIDEWALK REMOVAL

SEEDING, CLASS 2A

SODDING, SALT TOLERANT

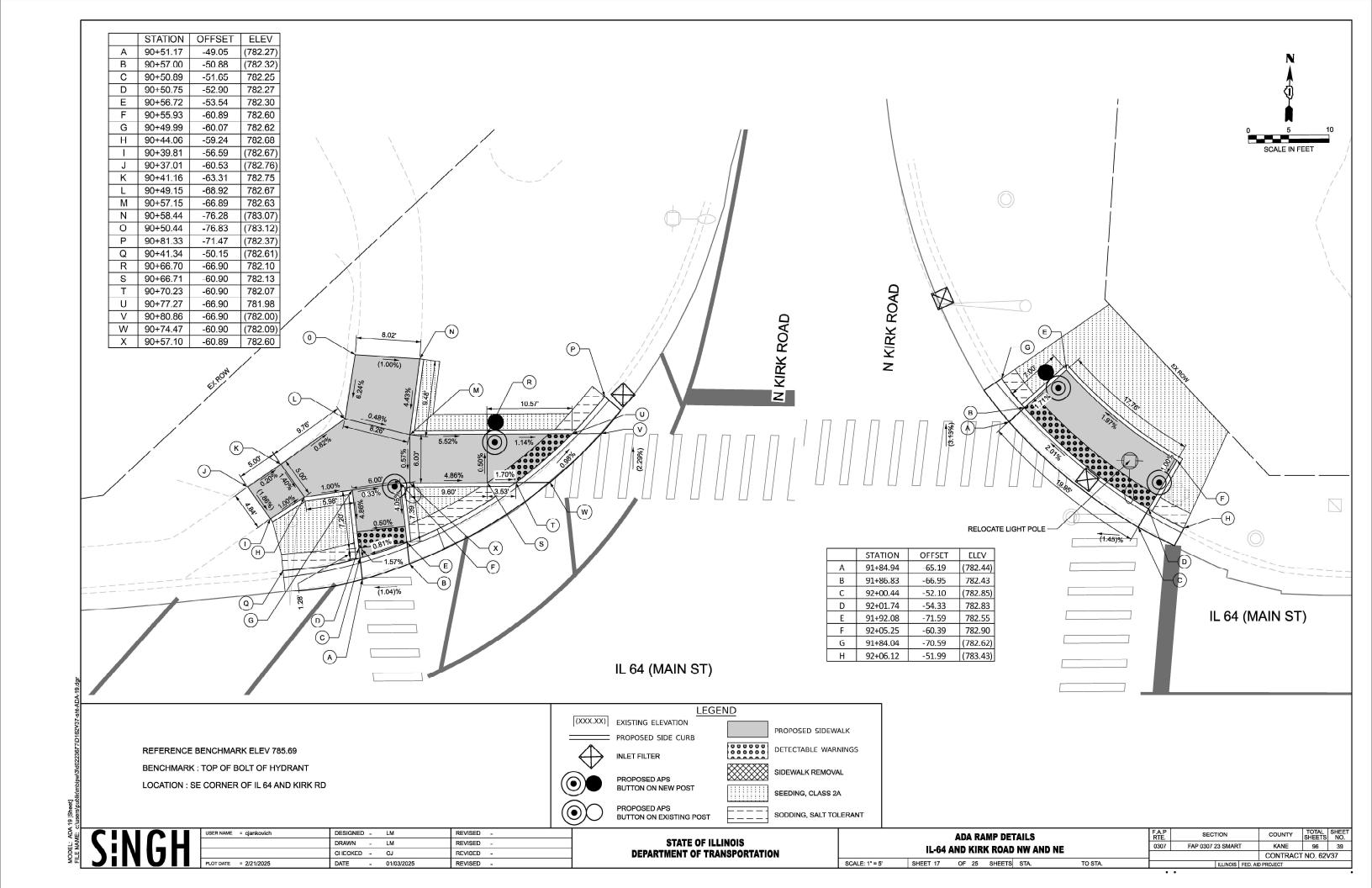
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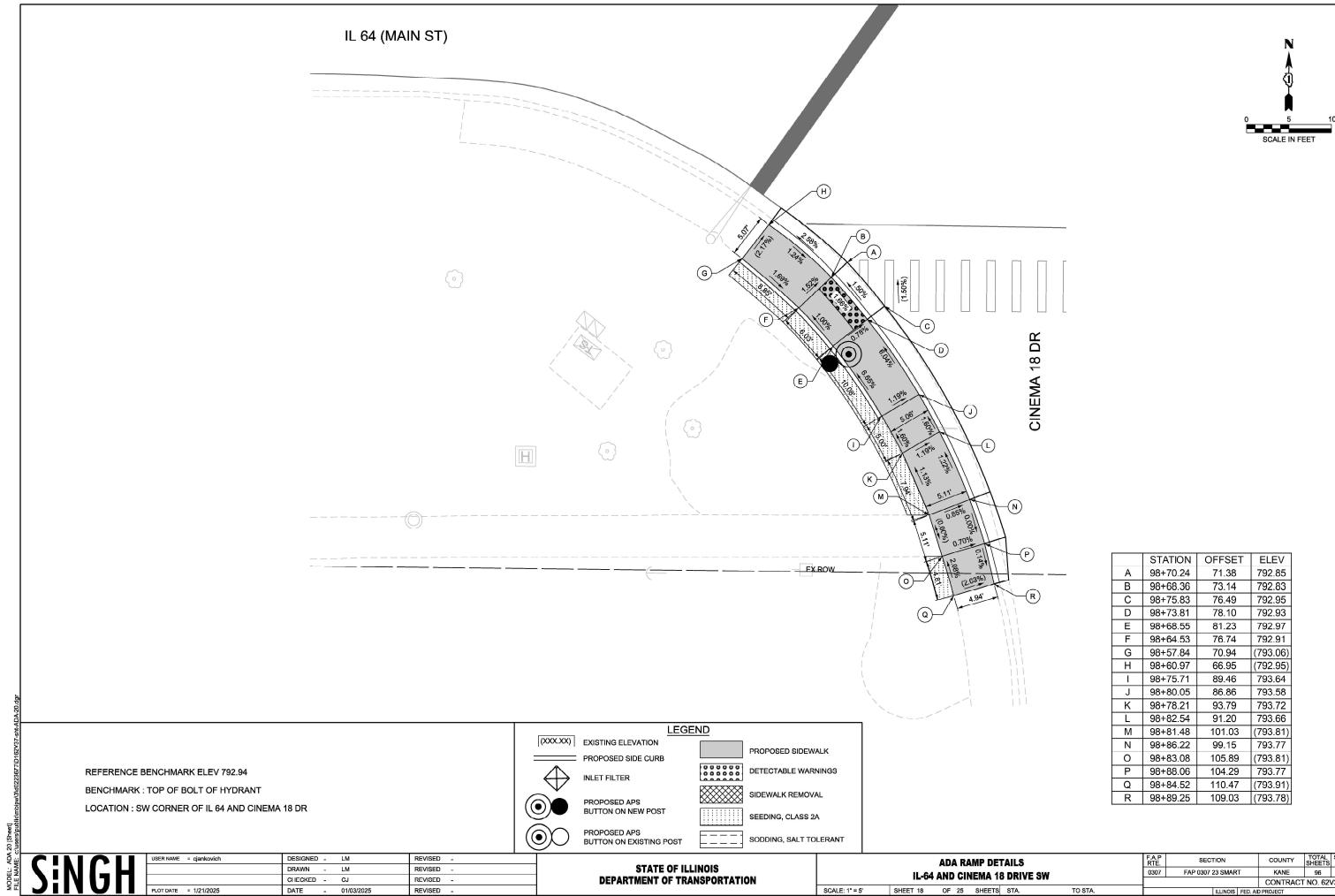
SHEET 16

DETECTABLE WARNINGS

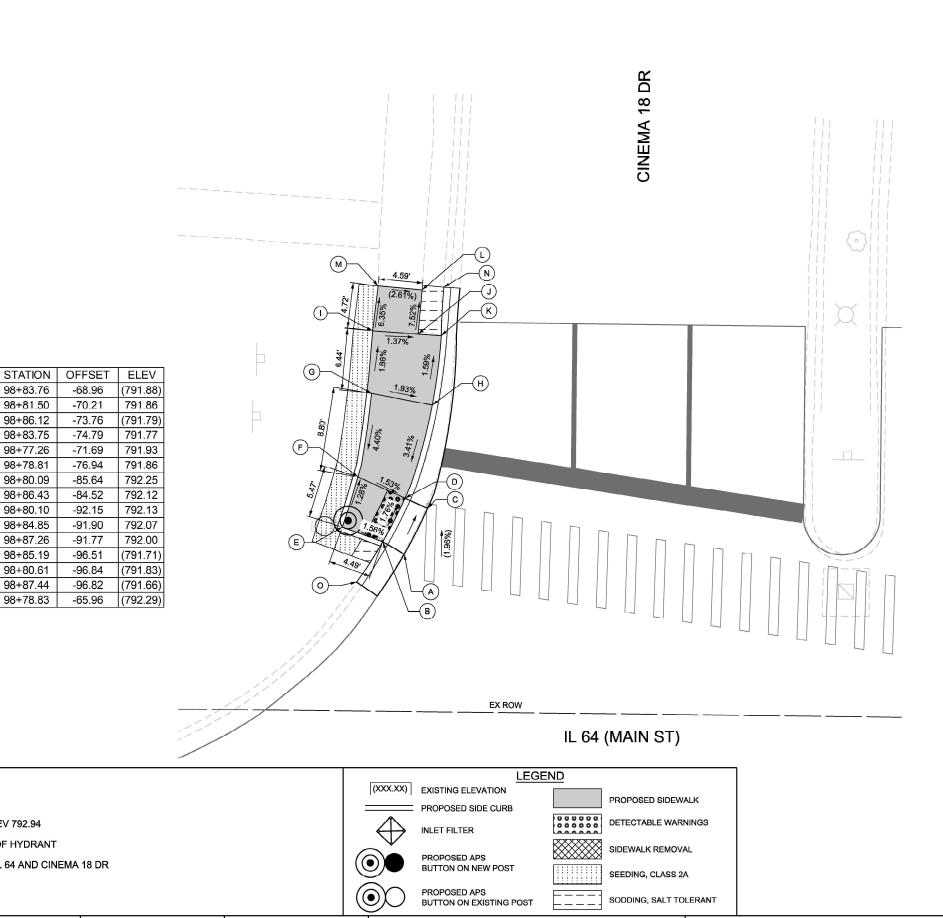
AD	A RA	MP DET	TAILS		RTE.	SECTION		COUNTY	SHEETS	ľ
II .64	ΔND	KIRK R	OAD SE		0307	FAP 0307 23 SMART		KANE	96	Γ
IL-64 AND KIRK ROAD SE								CONTRACT	NO. 62\	V
OF	25	SHEETS	STA.	TO STA.		ILLINOIS F	FED. AID	PROJECT		Ξ

SCALE IN FEET





TOTAL SHEET NO. 96 40 CONTRACT NO. 62V37



JSER NAME = Jaime.Rivera DESIGNED - LM REVISED -DRAWN REVISED CHECKED - CJ REVISED -01/03/2025 REVISED

98+83.76

98+81.50

98+86.12

98+83.75

98+77.26 98+78.81

98+80.09

98+86.43

98+80.10

98+84.85 98+87.26

98+85.19

98+80.61

98+87.44

98+78.83

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REFERENCE BENCHMARK ELEV 792.94

BENCHMARK: TOP OF BOLT OF HYDRANT

LOCATION: SW CORNER OF IL 64 AND CINEMA 18 DR

-70.21

-73.76

-74.79

-71.69

-76.94

-85.64

-84.52

-92.15

-91.90

-91.77

-96.51

-96.84

-96.82

-65.96

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

IL-64 AND CINEMA 18 DRIVE NW SHEET 19 OF 25 SHEETS STA.

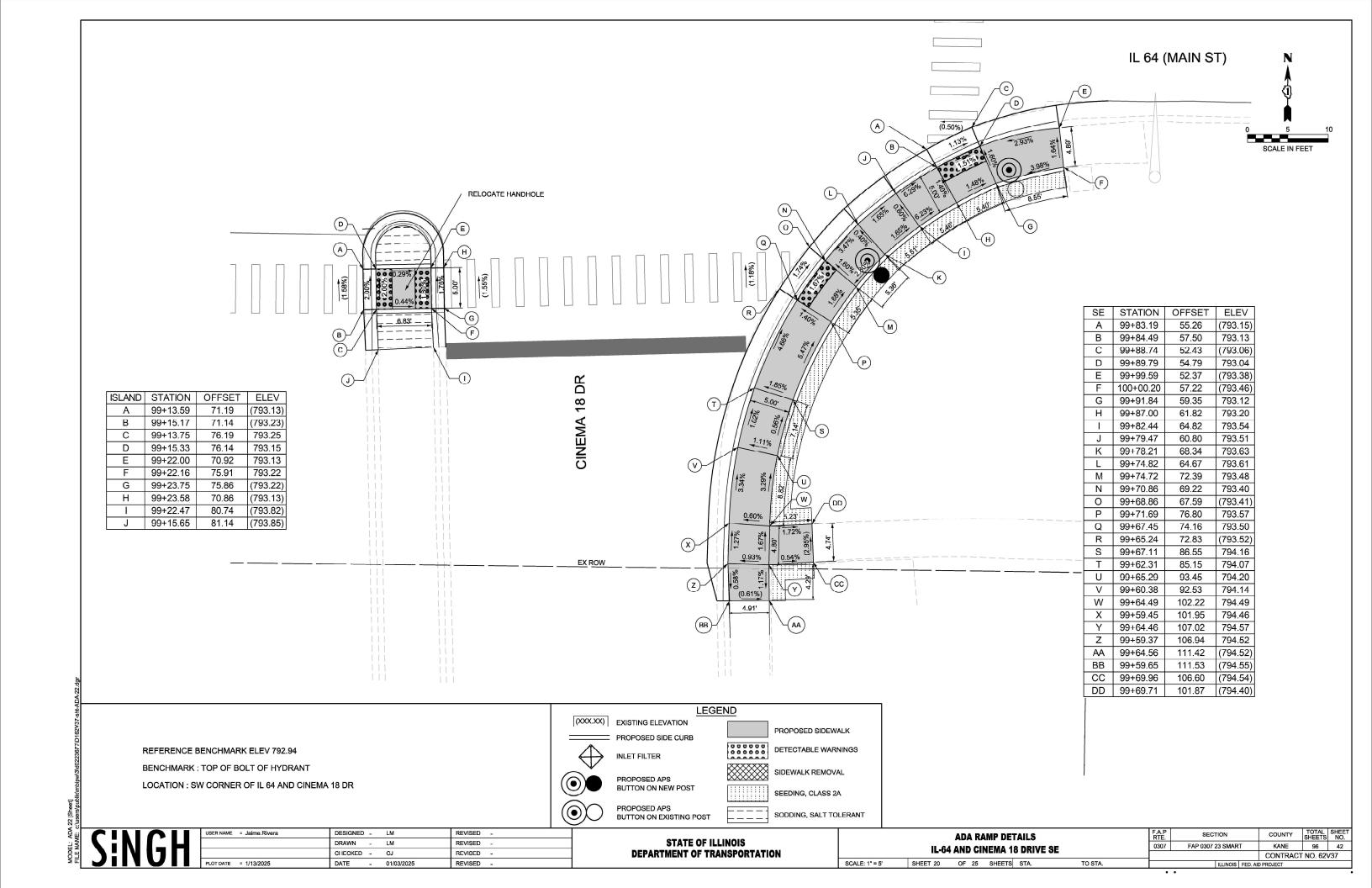
SCALE: 1" = 5'

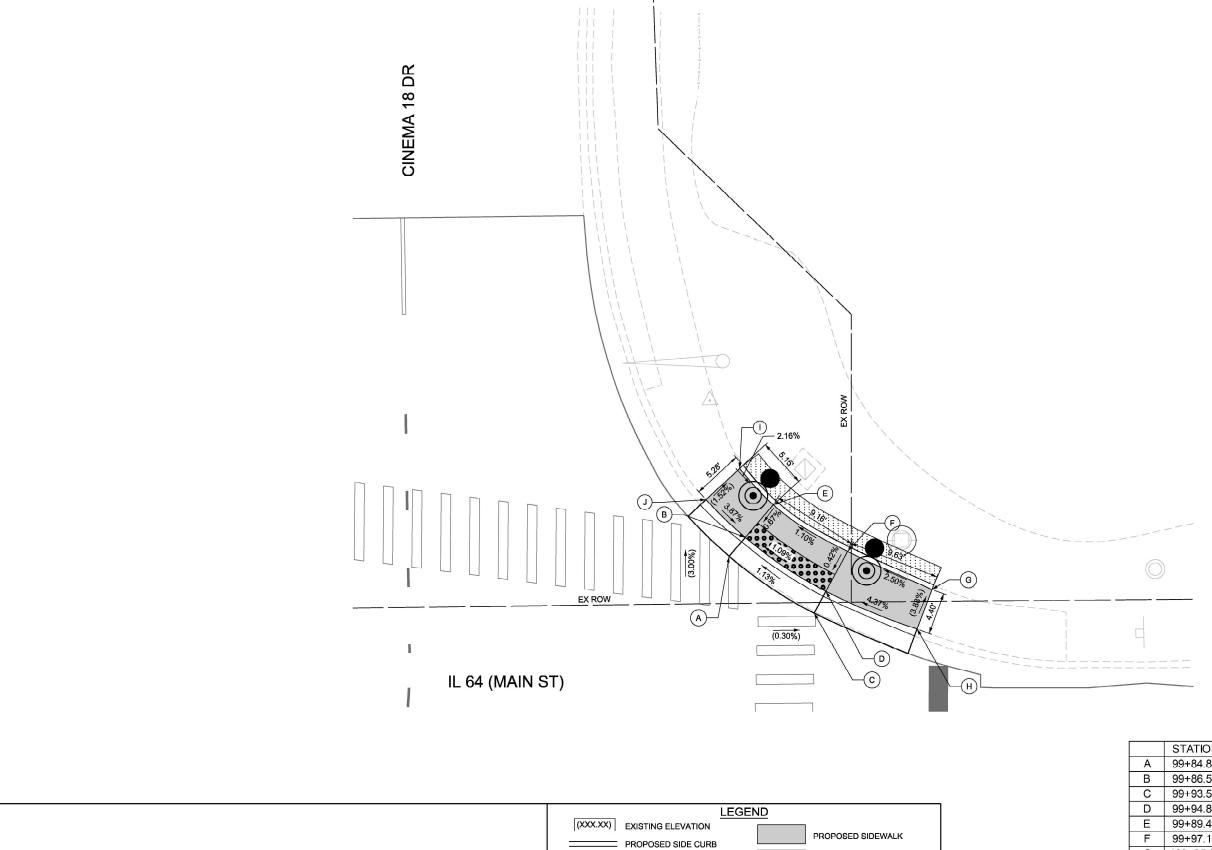
COUNTY TOTAL SHEET NO.

KANE 96 41 SECTION FAP 0307 23 SMART CONTRACT NO. 62V37

ADA RAMP DETAILS

SCALE IN FEET





STATION OFFSET ELEV 99+84.80 -57.79 (792.24)99+86.50 -59.73 792.25 99+93.59 -51.77 (792.36)99+94.84 -54.03 792.36 99+89.45 -63.10 792.28 99+97.14 -58.16 792.38 100+05.89 -54.09 (792.62) G Н 100+04.29 -50.00 (792.81) 99+85.99 -66.92 (792.39) 99+82.45 -63.71 (792.47) SCALE IN FEET

REFERENCE BENCHMARK ELEV 792.94 BENCHMARK: TOP OF BOLT OF HYDRANT

LOCATION: SW CORNER OF IL 64 AND CINEMA 18 DR

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USER NAME = cjankovich	DESIGNED	-	LM	REVISED	-	
	DRAWN	-	LM	REVISED	=	
	CHECKED	-	C1	REVISED	=	
PLOT DATE = 1/21/2025	DATE	-	01/03/2025	REVISED	-	

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

INLET FILTER

PROPOSED APS BUTTON ON NEW POST

BUTTON ON EXISTING POST

PROPOSED APS

DETECTABLE WARNINGS

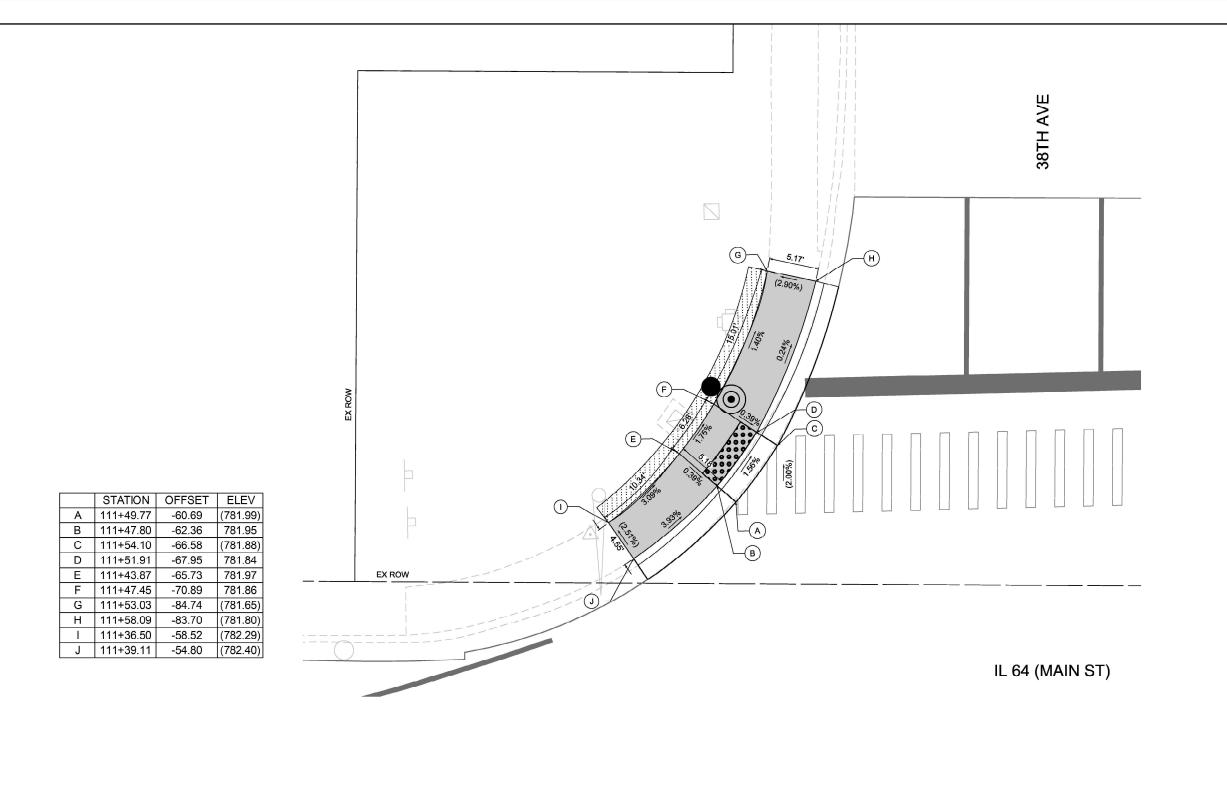
SIDEWALK REMOVAL

SEEDING, CLASS 2A

SODDING, SALT TOLERANT

SCALE: 1" = 5'

	ADA RA	MP DE	TAILS		F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE	
11 -64	AND CII	JEMA 1	R DRIVE	: NE	0307	FAP 0307 23 SMART	Г	KANE	96	43
16-07	AND UII	TENIA I	DINITI	1116				CONTRACT	NO. 62\	V 37
SHEET 21	OF 25	SHEETS	STA.	TO STA.		ILLINOIS	FED. AID	PROJECT		



REFERENCE BENCHMARK ELEV 784.65 BENCHMARK: TOP OF BOLT OF HYDRANT LOCATION: SE CORNER OF IL 64 AND 38TH AVE

LEGEND (XXX.XX) EXISTING ELEVATION PROPOSED SIDEWALK PROPOSED SIDE CURB DETECTABLE WARNINGS INLET FILTER SIDEWALK REMOVAL PROPOSED APS BUTTON ON NEW POST SEEDING, CLASS 2A PROPOSED APS BUTTON ON EXISTING POST SODDING, SALT TOLERANT

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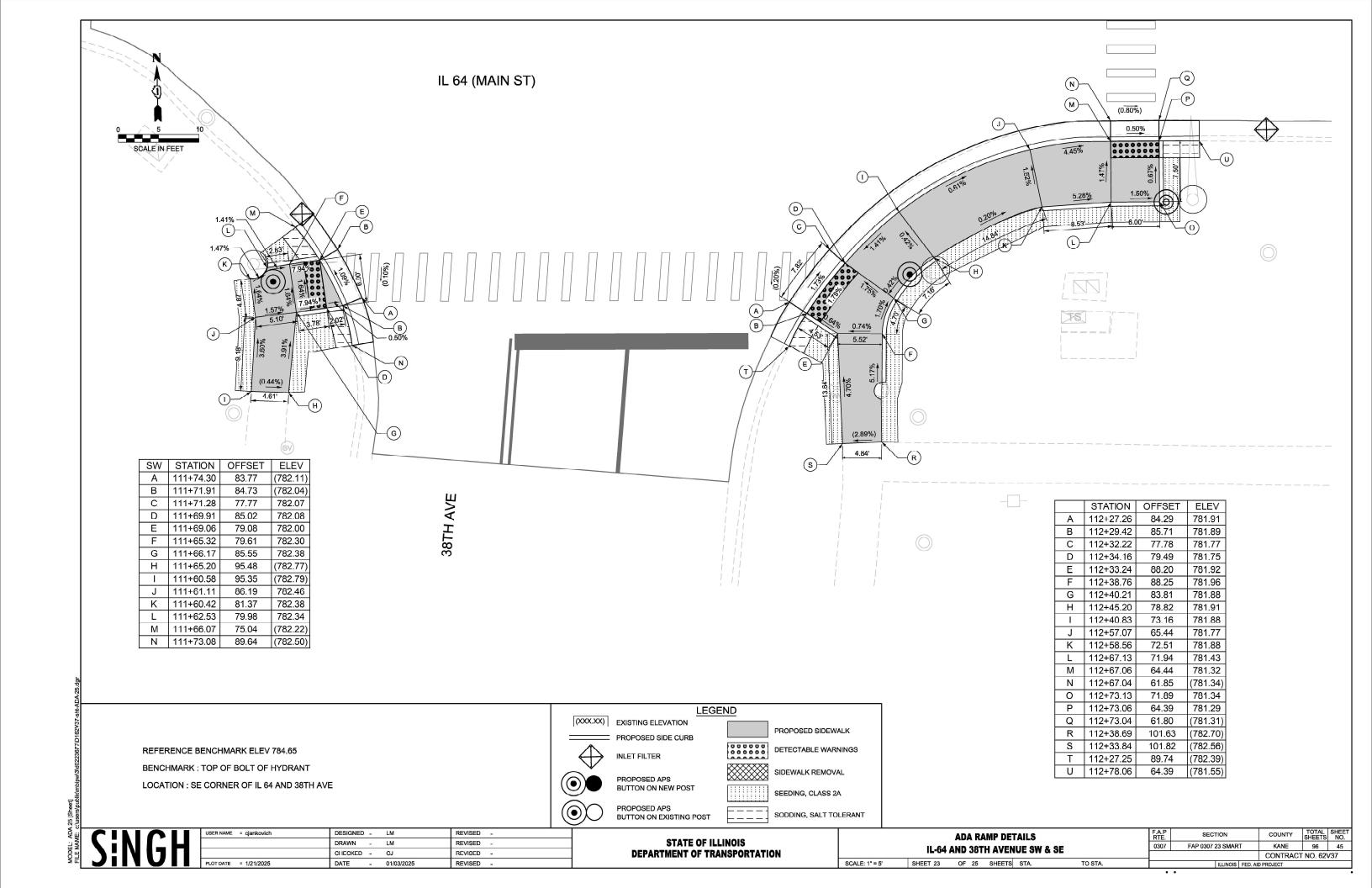
USER NAME = cjankovich	DESIGNED	-	LM	REVISED	-	
	DRAWN	-	LM	REVISED	=	
	CHECKED	-	CJ	REVISED	-	
PLOT DATE = 1/21/2025	DATE	-	01/03/2025	REVISED	-	

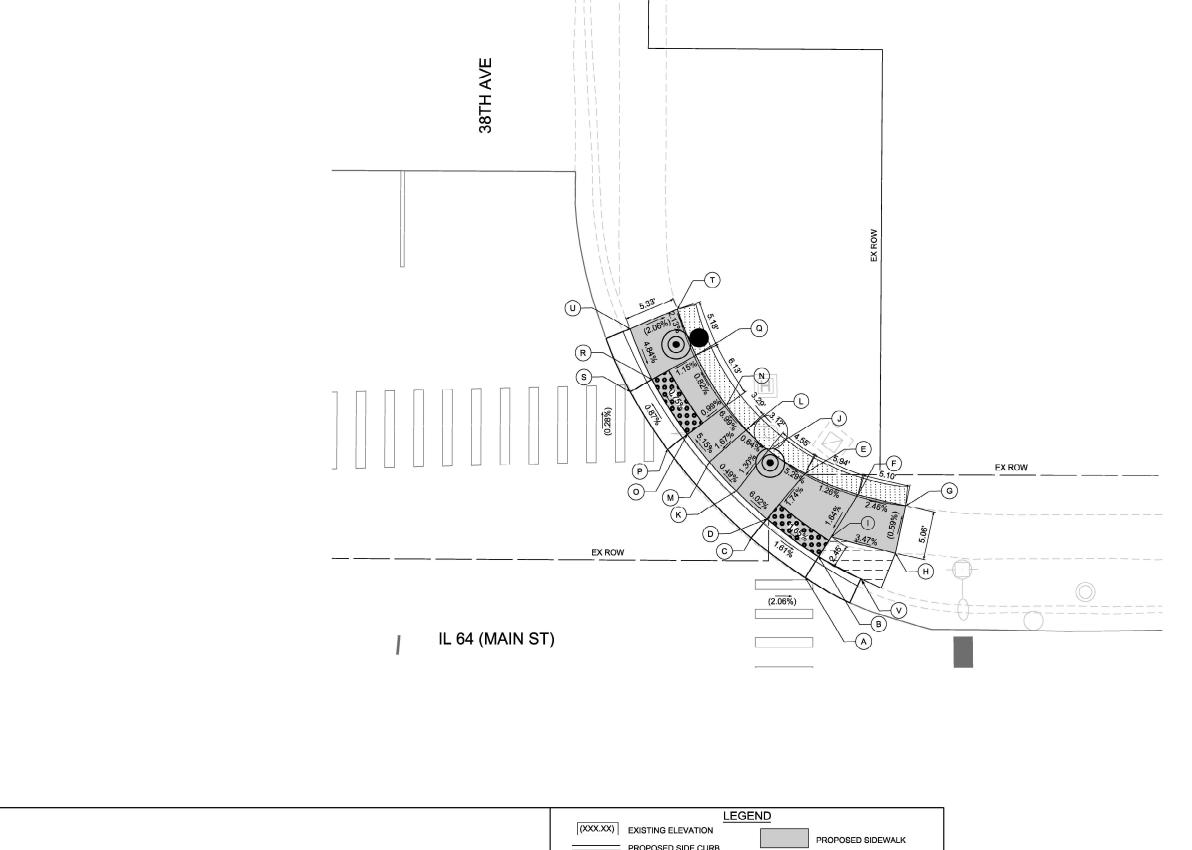
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: 1" = 5'

	ADA RAMP DETAILS IL-64 AND 38TH AVENUE NW							SECTION	SECTION		TOTAL SHEETS	SHEET NO.
								FAP 0307 23 SMAR	_	KANE	96	44
										CONTRACT	NO. 62	V 37
	SHEET 22	OF	25	SHEETS	STA.	TO STA.		ILLINOIS	FED. AII	PROJECT		

SCALE IN FEET





STATION OFFSET ELEV A 112+71.78 -49.76 (781.46) -51.94 112+73.17 781.48 112+66.14 -53.89 (781.57)D 112+67.80 -55.87 781.59 Е 112+71.77 -60.63 781.68 112+77.27 -58.37 781.61 G 112+82.24 -57.23 (781.73)112+81.17 -52.28 (781.76) 112+74.48 -54.00 781.52 J 112+67.94 -63.02 781.92 K 112+64.60 -58.78 781.85 L 112+65.65 -65.15 781.96 M 112+61.80 -61.79 781.87 112+63.57 -67.69 781.73 O 112+59.50 -64.67 781.68 P 112+57.42 -63.13 (781.66) Q 112+60.39 -72.93 781.68 -70.39 R 112+55.81 781.62 112+53.55 -69.14 (781.60) 112+58.47 -77.73 (781.79) U 112+53.54 -75.68 (781.90) V 112+77.58 -49.64 (781.67)

SCALE IN FEET

REFERENCE BENCHMARK ELEV 784.65
BENCHMARK: TOP OF BOLT OF HYDRANT
LOCATION: SE CORNER OF IL 64 AND 38TH AVE

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USER NAME = cjankovich	DESIGNED	-	LM	REVISED	-	
	DRAWN	-	LM	REVISED	=	
	CHECKED	-	CJ	REVISED	-	
PLOT DATE = 1/21/2025	DATE	-	01/03/2025	REVISED	-	

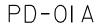
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

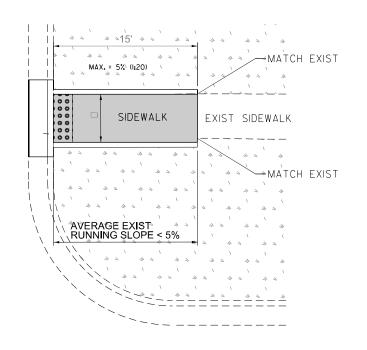
SCALE: 1" = 5'

SHEET 24

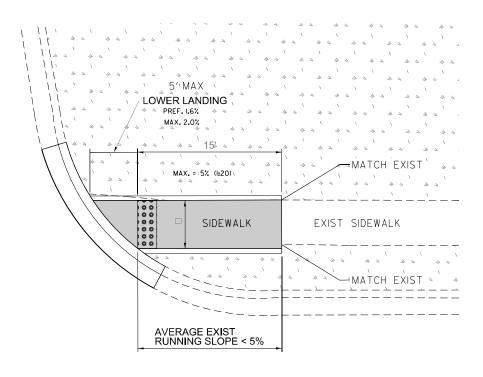
ADA RAMP DETAILS						SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
L-64 AND 38TH AVENUE NE					0307	0307 FAP 0307 23 SMART			KANE	96	46
									CONTRAC	Γ NO. 62\	/37
OF 25 SHEETS STA. TO STA.				ILLINOIS	FED. All	PROJECT					

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR LESS RUN. SLOPE

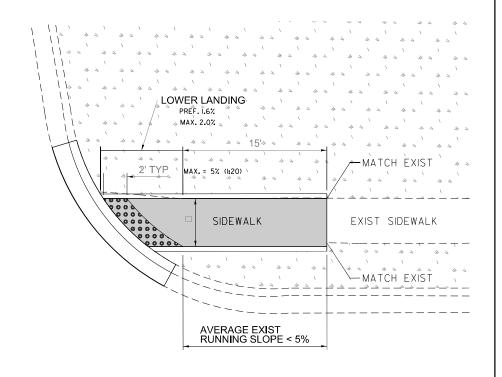




PD-01B



PD-01C



DESIGNER NOTES:

- ALL CROSS SLOPES ARE PREFERRED I.6% (I:64), MAXIMUM 2% (I:48).
- 2) SIDEWALK REALIGNMENT WILL REQUIRE DETAILED DESIGN.
- 3) AREAS SURROUNDED BY PCC/ASPHALT, BUILDINGS, OR ARE NEAR TO DRIVEWAYS, REALIGNED SIDEWALK, UTILITY AND SIGNAL POLES, OR WHEN PRIVATE SIDEWALK TIES IN, WILL REQUIRE DETAILED SURVEY AND DESIGN.
- 4) ALL BRICK CORNERS WILL REQUIRE SUPERVISOR APPROVAL BEFORE USING PROJECT DETAILS

LEGEND

PROPOSED SIDE CURB



EXIST. GRASS



PROPOSED SIDEWALK



DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- I) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:48) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

 USER NAME
 = Jaime.Rivera
 DESIGNED
 ZJT
 REVISED

 DRAWN
 REVISED

 CHECKED
 WJT
 REVISED

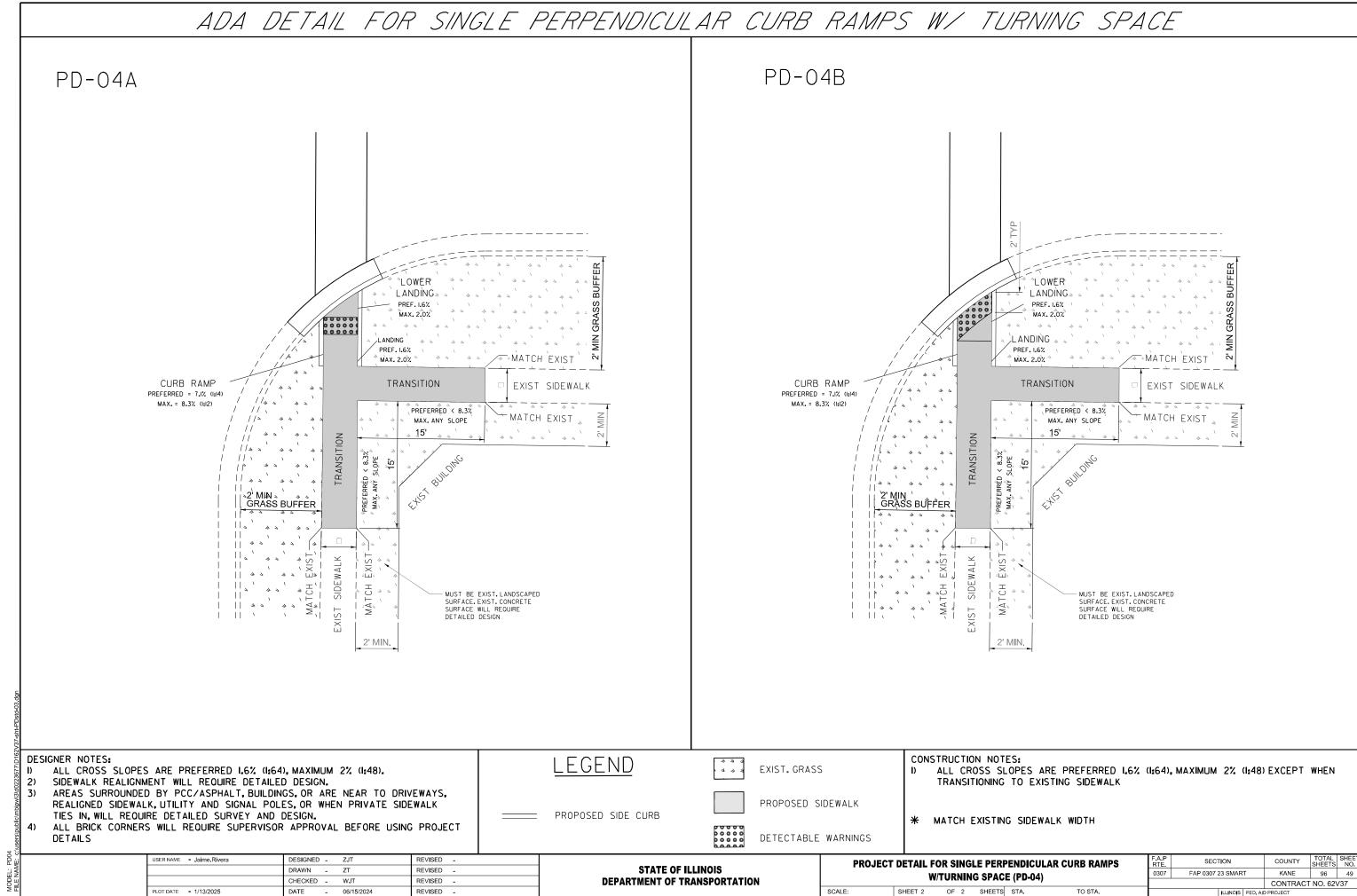
 PLOT DATE
 = 1/13/2025
 DATE
 06/15/2024
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-O1)

| SHEET 1 OF 2 SHEETS | STA. TO STA.

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HIGHWAY STANDARDS

000001-08 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

701901-10 TRAFFIC CONTROL DEVICES

814001-03 HANDHOLES

814006-03 DOUBLE HANDHOLES

836001-05 LIGHT POLE FOUNDATION

838001-01 BREAKAWAY DEVICES

857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

873001-02 TRAFFIC SIGNAL GROUNDING AND BONDING

876001-04 PEDESTRIAN PUSH BUTTON POST

878001-11 CONCRETE FOUNDATION DETAILS

880006-01 TRAFFIC SIGNAL MOUNTING DETAILS

886001-01 DETECTOR LOOP INSTALLATIONS 886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS

DISTRICT ONE STANDARD DETAILS

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

TS-03 HANDHOLE TO INTERCEPT EXISTING CONDUIT

DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING TS-07

INTERCONNECT NOTES

- 1. THE CONTRACTOR SHALL DISCONNECT EXISTING FIBER OPTIC CABLE AND TRACER CABLE BETWEEN DUNHAM ROAD/INDUSTRIAL DRIVE AND LAKESIDE DRIVE FROM THE CONTROLLER AT DUNHAM ROAD/INDUSTRIAL DRIVE, REMOVE IT FROM THE CONDUITS, AND SAFELY STORE CABLE IN HANDHOLE AT STA 79 + 16.4 ALONG IL ROUTE 64 DURING CONSTRUCTION. THE CABLES SHALL BE REINSTALLED INTO TO PROPOSED CONDUITS ONCE COMPLETE AND RECONNECTED TO EXISTING CONTROLLER.
- 2. THE CONTRACTOR SHALL DISCONNECT EXISTING FIBER OPTIC CABLE AND TRACER CABLE BETWEEN LAKESIDE DRIVE AND KIRK ROAD FROM THE CONTROLLER AT KIRK ROAD, REMOVE IT FROM THE CONDUITS, AND SAFELY STORE CABLE IN HANDHOLE AT STA 88 + 05.9 ALONG IL ROUTE 64 DURING CONSTRUCTION. THE CABLES SHALL BE REINSTALLED INTO TO PROPOSED CONDUITS ONCE COMPLETE AND RECONNECTED TO EXISTING CONTROLLER.
- 3. REPLACEMENT OF DAMAGED TO EXISTING FIBER OPTIC CABLE SHALL INCIDENTAL TO THIS CONTRACT.

DESIGNED -

HECKED

DRAWN

DATE

REVISED

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REVISED

REVISED

GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-1023 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRICAL. TELEPHONE AND GAS, A 48 HOURS NOTIFICATION IS
- 2. THE CONTRACTOR SHALL CONTACT THE TRAFFIC CONTROL SUPERVISOR AT KALPANA, KANNAN-HOSADURGA@ILLINOIS,GOV, 72 HOURS IN ADVANCE TO BEGINNING OF WORK,
- 3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION, THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
- 4. ALL EXISTING R.O.W. SHOWN IS APPROXIMATE AND MAY NEED TO BE VERIFIED IN THE FIELD. ANY R.O.W. CONFLICTS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER,
- 5. THE EXACT LOCATION OF ALL UTILITIES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING OF ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGOUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-1023 OR 811. IN THE CITY OF CHICAGO, CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
- 6. IF THIS CONTRACT REQUIRES THE SERVICES OF ANY ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONISBILE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR. THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, PRIOR TO THE START OF ANY WORK, ADDITIONAL REQUEST SHALL BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITY DAMAGE DURING CONSTRUCTION, AT THEIR EXPENSE,
- 7. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL LOCATIONS FOR UNDERGROUND AND OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL NOTIFY THE AREA ENGINEER. THE RESIDENT ENGINEER, AND ANY IMPACTED UTILITY COMPANY OF THE CONFLICT, AND SHALL COORDINATE AND RESOVE THE ISSUE PRIOR TO ORDERING MATERIALS. AND PRIOR TO POURING FOUNDATIONS.
- 8, THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. LOCAL GOVERNMENT AGENCIES AND IDOT.
- 9. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATIONS, CONDUIT, HANDHOLE, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC., SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATION 252 AND 250 RESPECTIVELY.
- 10.PARTIAL PAYMENT AS DESCRIBED IN ARTICLE 109.07(b) OF THE STANDARD SPECIFICATION WILL NOT BE ALLOWED FOR ITEMS INCLUDED IN THIS CONTRACT.
- 11.LOCATIONS WITH PEDESTRIAN EQUIPMENT HAVE BEEN DESIGNED TO BE ADA COMPLIANT, ANY DEVIATION FROM THE PLANS FOR TRAFFIC SIGNAL MAST ARMS/POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY THE ENGINEER TO INSURE ADA COMPLIANCE.
- 12.DIMENSIONED OFFSETS FOR THE TRAFFIC SIGNAL MAST ARM AND POSTS ARE MEASURED FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION WHERE THE CURB IS PRESENT. IF NO CURB IS PRESENT. OFFSETS ARE MEASURED FROM THE EDGE OF THE PAVEMENT TO THE CENTER OF THE FOUNDATION.
- 13.IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY EXISTING SIGNS FROM THE MAST ARM ASSEMBLIES AND POSTS THAT ARE TO BE REMOVED AND TRANSFER THEM TO THE PROPOSED MAST ARM ASSEMBLIES AND POSTS PER THE STANDARD SPECIFICATIONS.

SHT

TO STA.

SCALE:

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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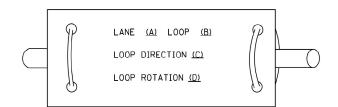
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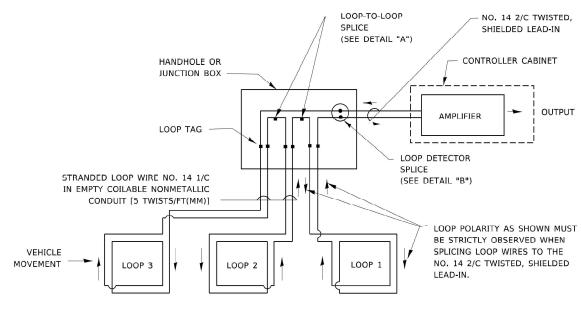
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- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT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

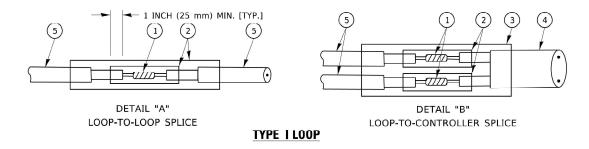


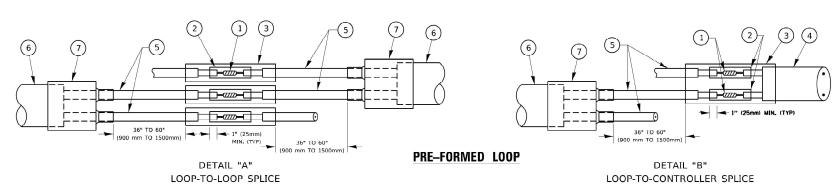
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





LOOP DETECTOR SPLICE

- 1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

SCALE: NONE

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

- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- (6) XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

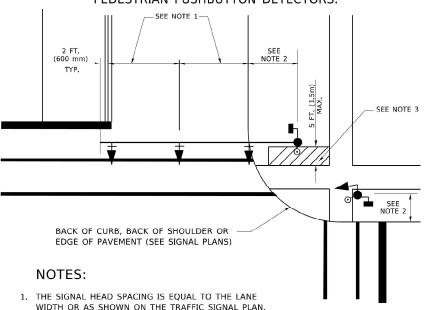
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

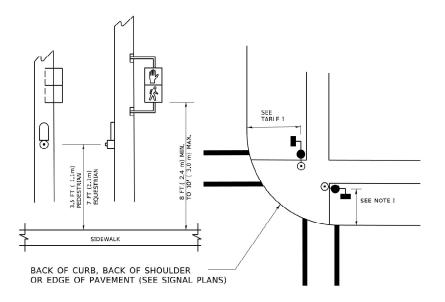
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



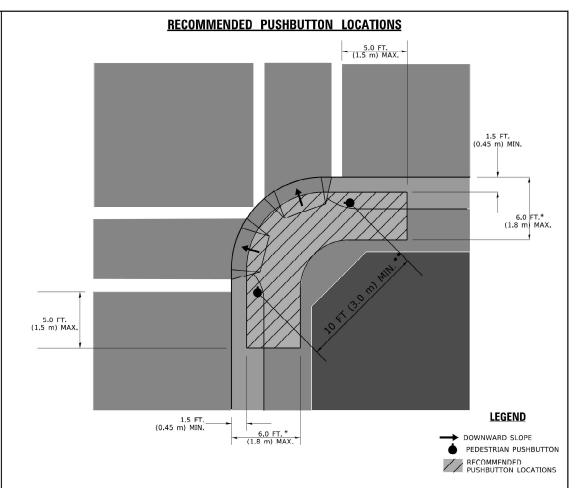
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO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

PEDESTRIAN SIGNAL POST 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."



- 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.
- 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 TOTHE 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.

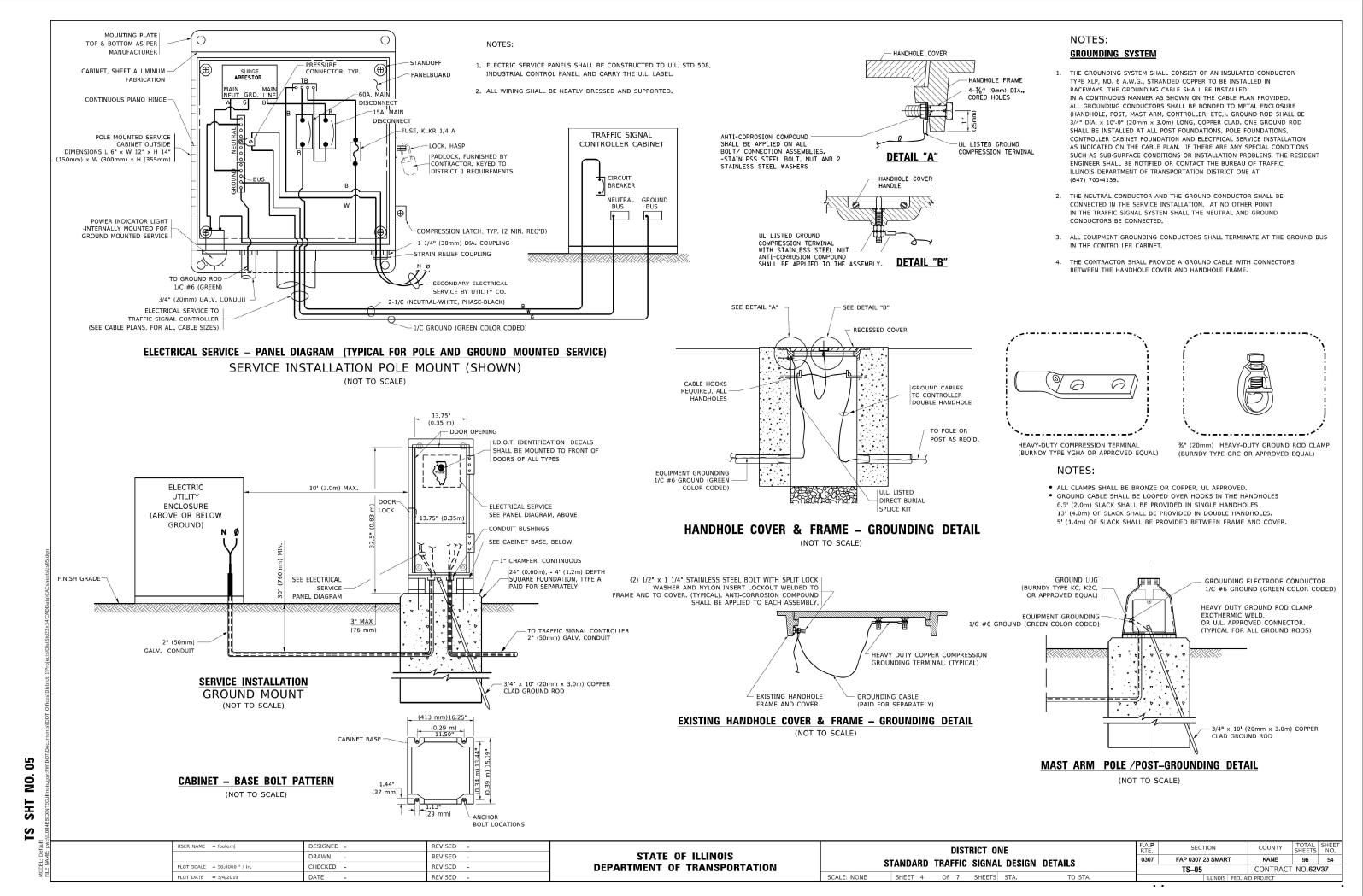
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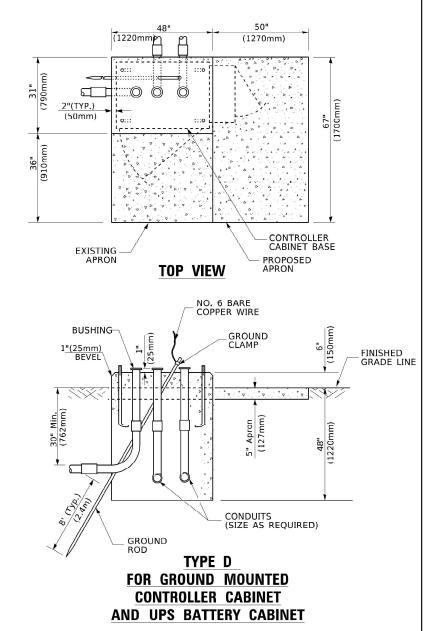
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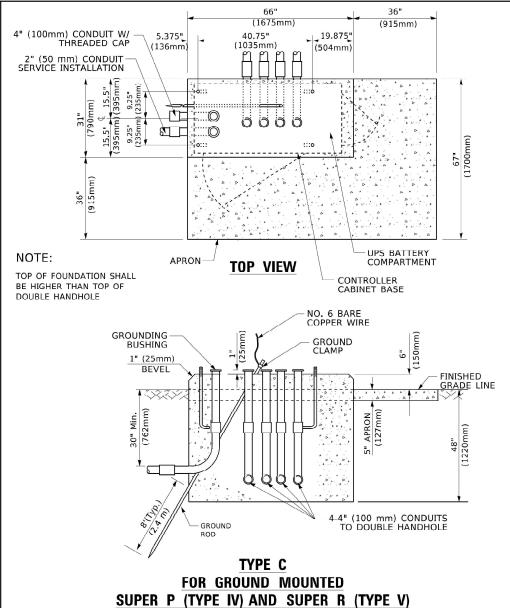
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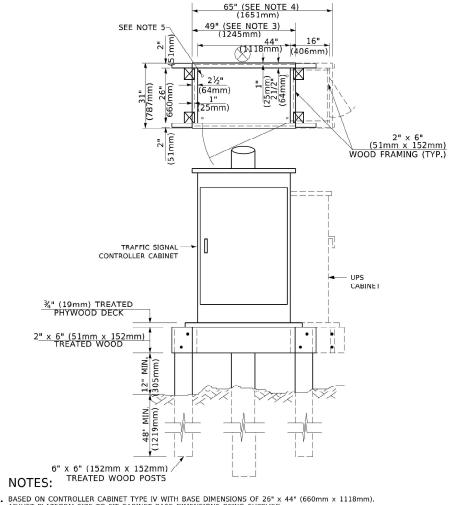
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CONTROLLER CABINETS



- 1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" \times 44" (660mm \times 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
- 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" \times 25" (406mm \times 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 TYPE D - CONTROLLER	4'-0" (1.2m) 4'-0" (1.2m)
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE	4'-0" (1.2m)

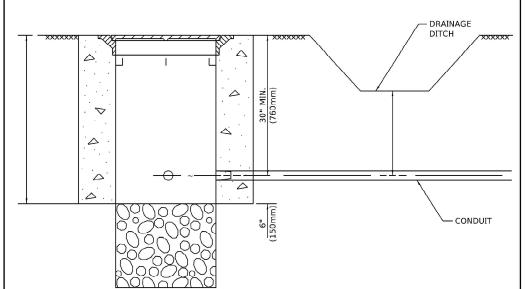
DEPTH OF FOUNDATION

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	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0'' (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0'' (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0'' (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

- 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 (0u) > 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 toundations
- 4. For most arm assemblies with dual arms refer to state standard 878001...

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

USER NAME = footemj	DESIGNED -	REVISED -					DIS	TRICT O	NF		F.A.P RTF	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED -	STATE OF ILLINOI	IS	_	TANDARD				DETAILO	0307	FAP 0307 23 SMART	KANE	96	55
PLOT SCALE - 50,0000 1 / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSP	PORTATION	9	STANDAKD	TRAFFIC	, SIGNA	L DESIGN [NE I AILS		TS-05	CONTRAC	T NO.62V	/37
PLOT DATE = 3/4/2019	DATE -	REVISED -			SCALE: NONE	SHEET 5	OF 7	SHEETS	STA.	TO STA.			AID PROJECT		



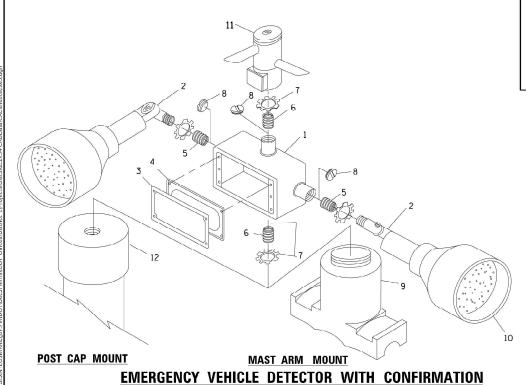
NOTES:

- 1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM
- 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.

JSER NAME = footem

PLOT SCALE - 50.0000 ' / in

HANDHOLE WITH MINIMUM CONDUIT DEPTH

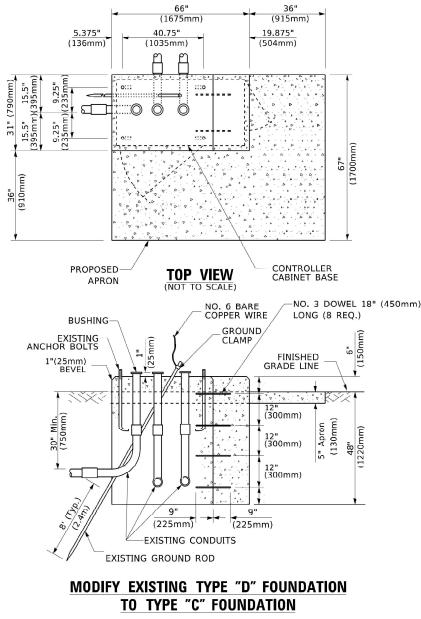


BEACON MOUNTING DETAIL

DESIGNED -

DRAWN

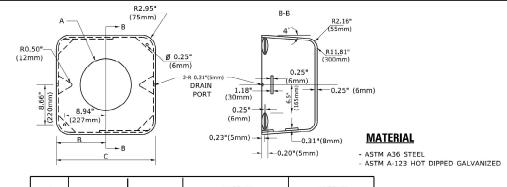
CHECKED



(NOT TO SCALE)

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 %"(19 mm) CLOSE NIPPLE %"(19 mm) LOCKNUT %"(19 mm) HOLE PLUG SADDLE BRACKET - GALV. 6 WATT PAR 38 LED FLOOD LAMP DETECTOR LINIT 12 POST CAP [18 FT. (5.4 m) POST MIN.]

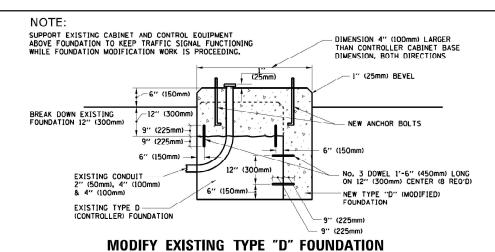
- 1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR
- 2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION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

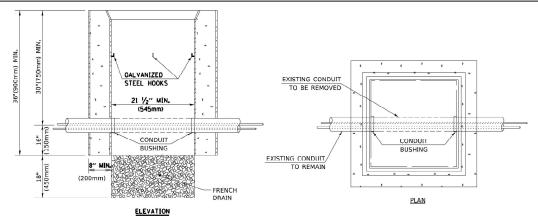


А	В	С	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13,0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

- . 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 VERIFIED 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.





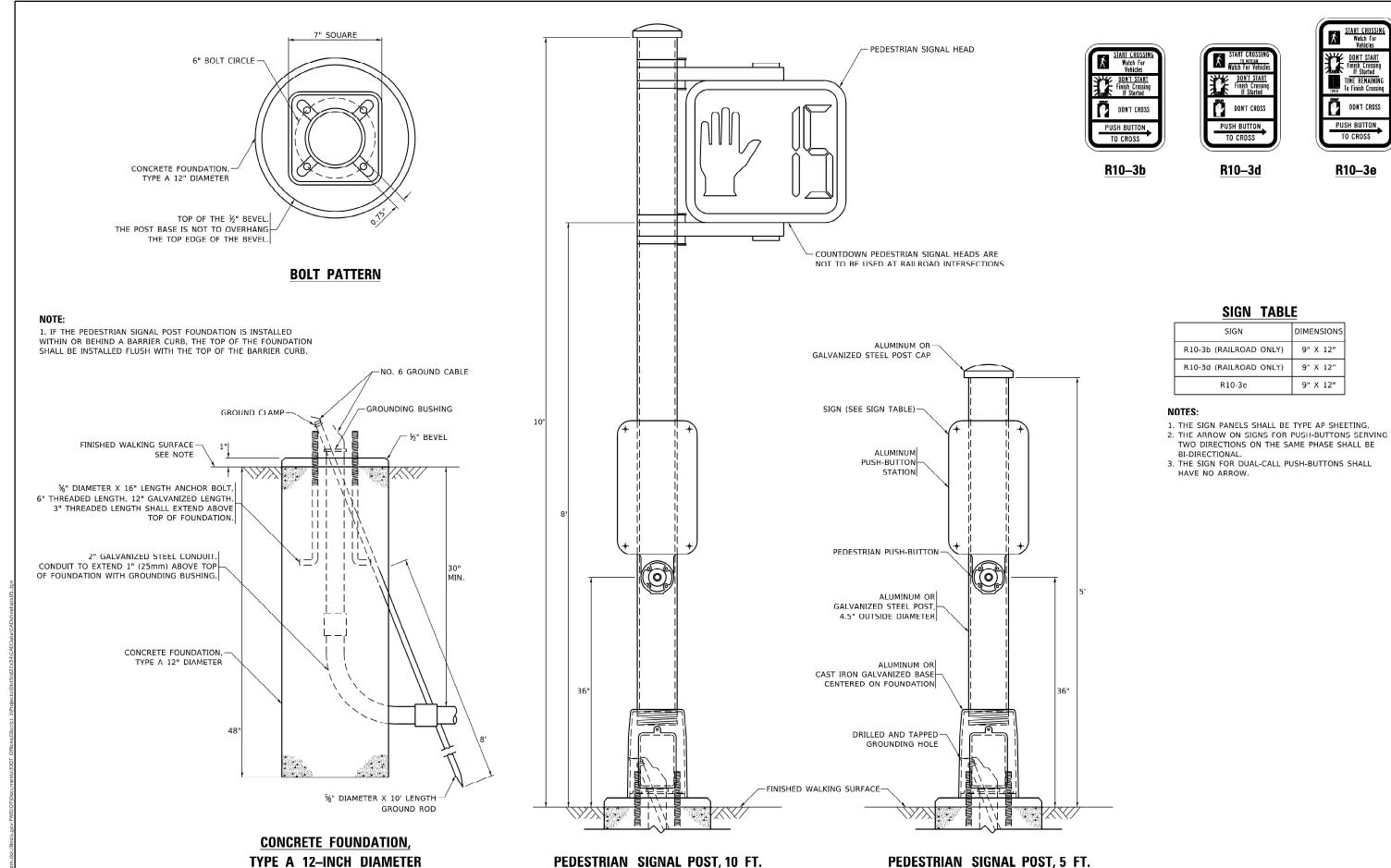
1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.

DISTRICT ONE

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

REVISED REVISED STATE OF ILLINOIS STANDARD TRAFFIC SIGNAL DESIGN DETAILS REVISED **DEPARTMENT OF TRANSPORTATION** SHEET 6 OF 7 SHEETS STA.



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

10-15-2020

REVISED -

REVISED

REVISED

REVISED

TIME REMAININ

DON'T CROSS

SECTION

FAP 0307 23 SMART

TS-05

KANE

CONTRACT NO.62V37

DISTRICT ONE

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SHEET 7 OF 7 SHEETS STA.

JSER NAME = gaglianobt

LOT SCALE = 100.0000 ' / in.

DESIGNED -

CHECKED -

10-15-2018

DRAWN

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

24" (600 mm)

6" (150 mm)

18" (450 mm)

MIN.

8" (200 mm)

-GALVANIZED-STEEL HOOKS

CONDUIT

BUSHING

ELEVATION

HANDHOLE TO INTERCEPT EXISTING CONDUIT OF SHEETS STA.

0307 TS-03

 COUNTY
 TOTAL SHEETS NO.

 KANE
 96
 58

 CONTRACT NO.62V37
 SECTION FAP 0307 23 SMART

- EXISTING CONDUIT

TO REMAIN

<u>DETAIL</u> HANDHOLE TO INTERCEPT EXISTING CONDUIT

FRENCH

DRAIN

EXISTING CONDUIT

1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.

BUSHING

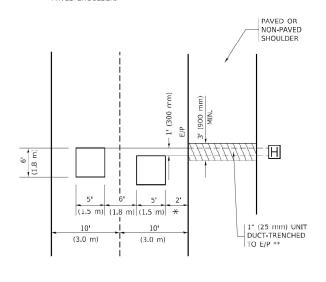
A A A A . A .

<u>PLAN</u>

LOOPS NEXT TO SHOULDERS

PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3' (900 mm) X WIDTH OF PAVED SHOULDER.

 $\frac{*}{}$ = (600 mm)



 \star \star unit duct is to be shown on plan sheets

BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

JSER NAME = footemi

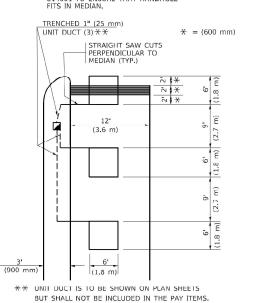
PLOT DATE = 3/4/2019

LOT SCALE - 50,0000 ' / in

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

HANDHOLE LOCATION MAY HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE



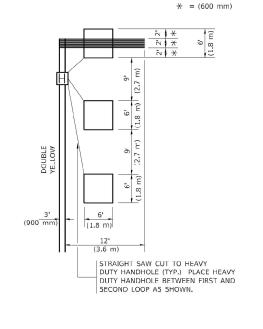
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

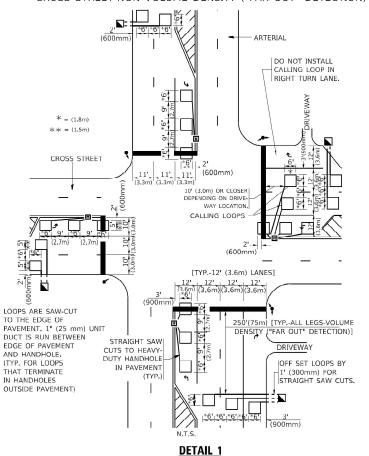
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

SCALE: NONE

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



N.T.S.

DESIGNED

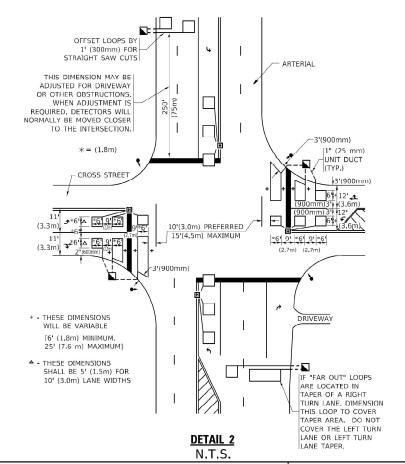
CHECKED -

R.K.F.

DRAWN

DATE

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



NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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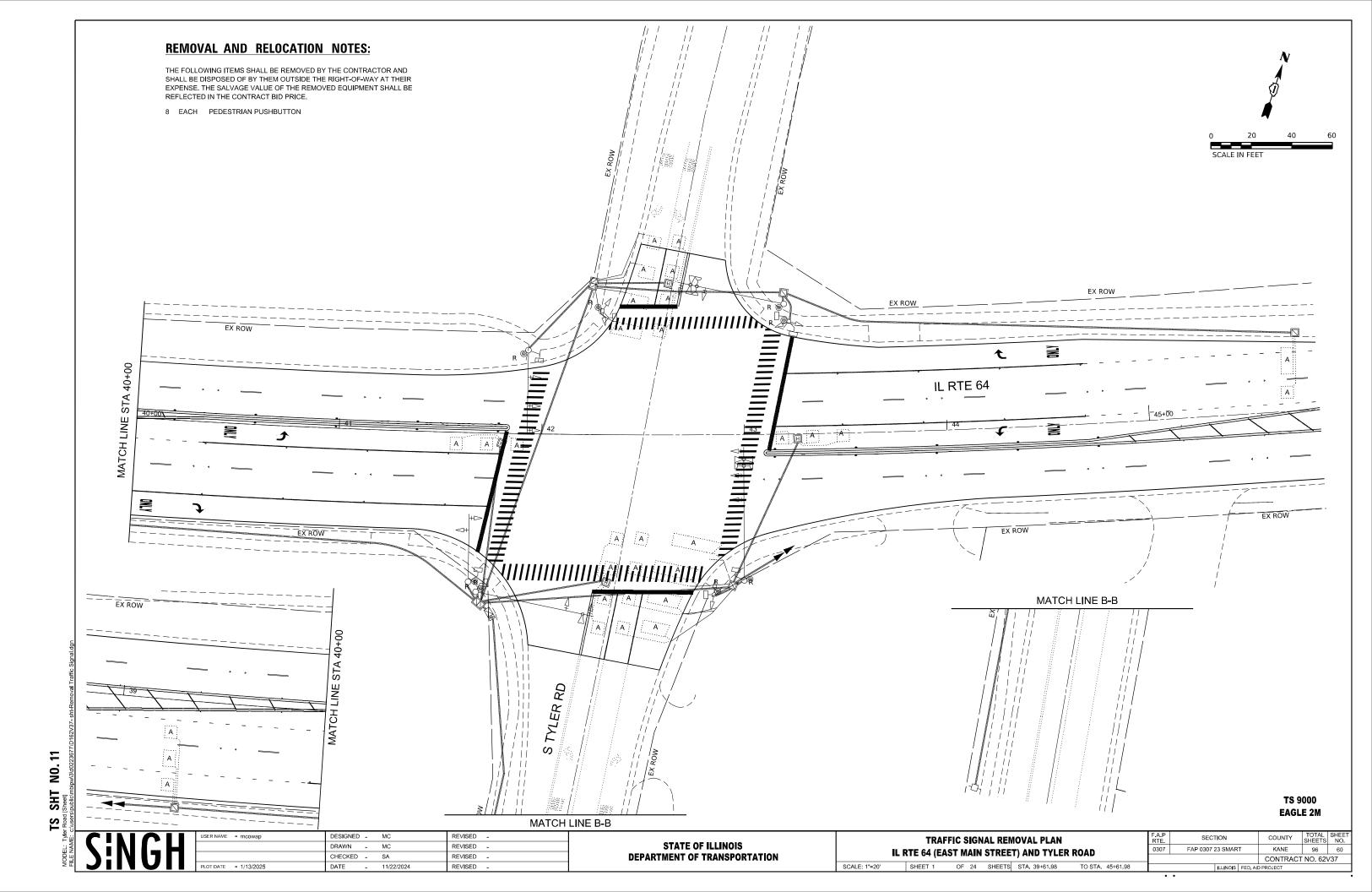
REVISED

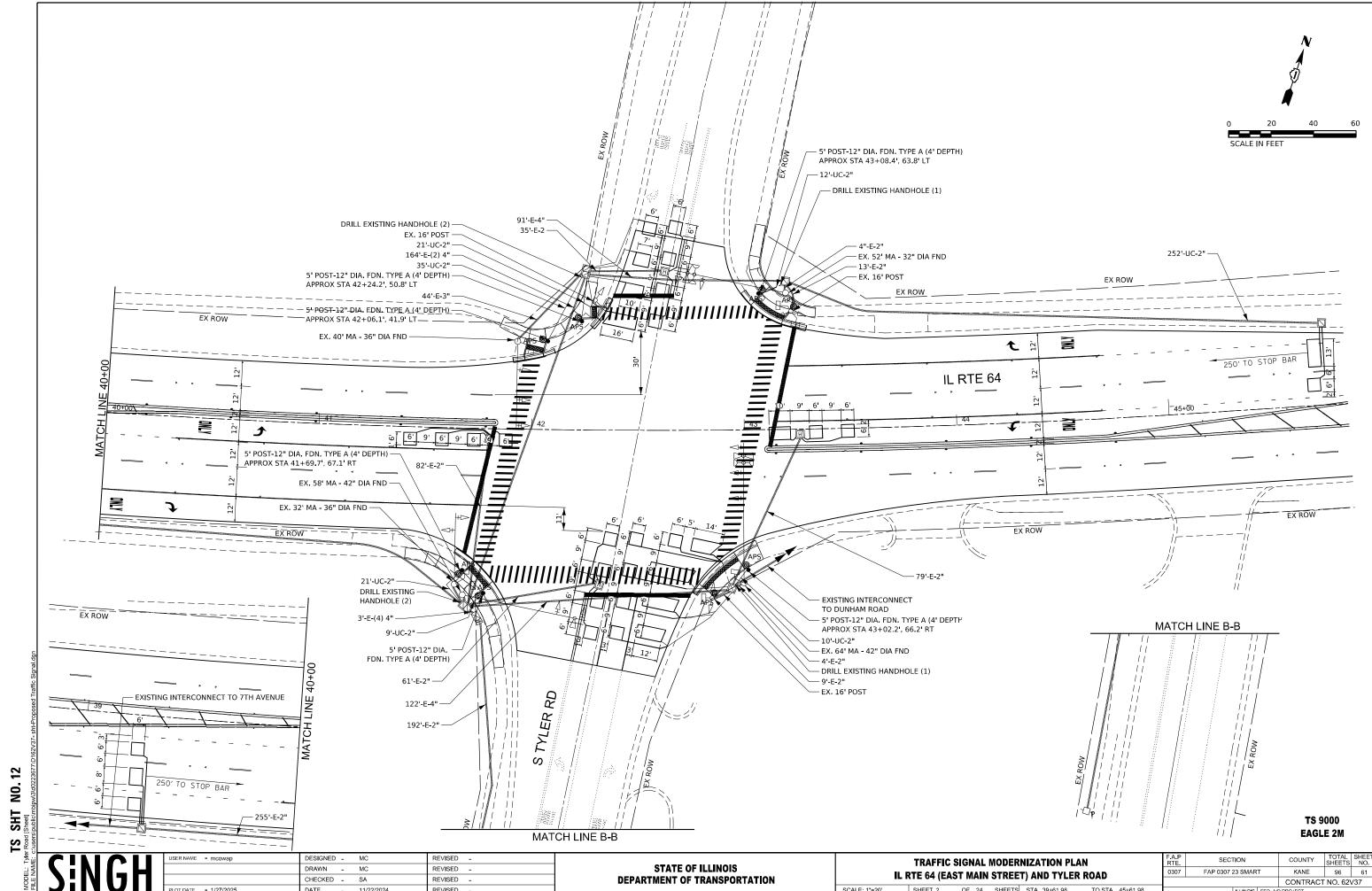
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

D	ISTRIC	T 1	– DE	TECT	TOR LO	OP INSTA	LLATION
	DET/	AILS	FOR	RO/	ADWAY	RESURFA	CING
	CHEET	4	0.5	1	CHEETC	CTA	TO CTA

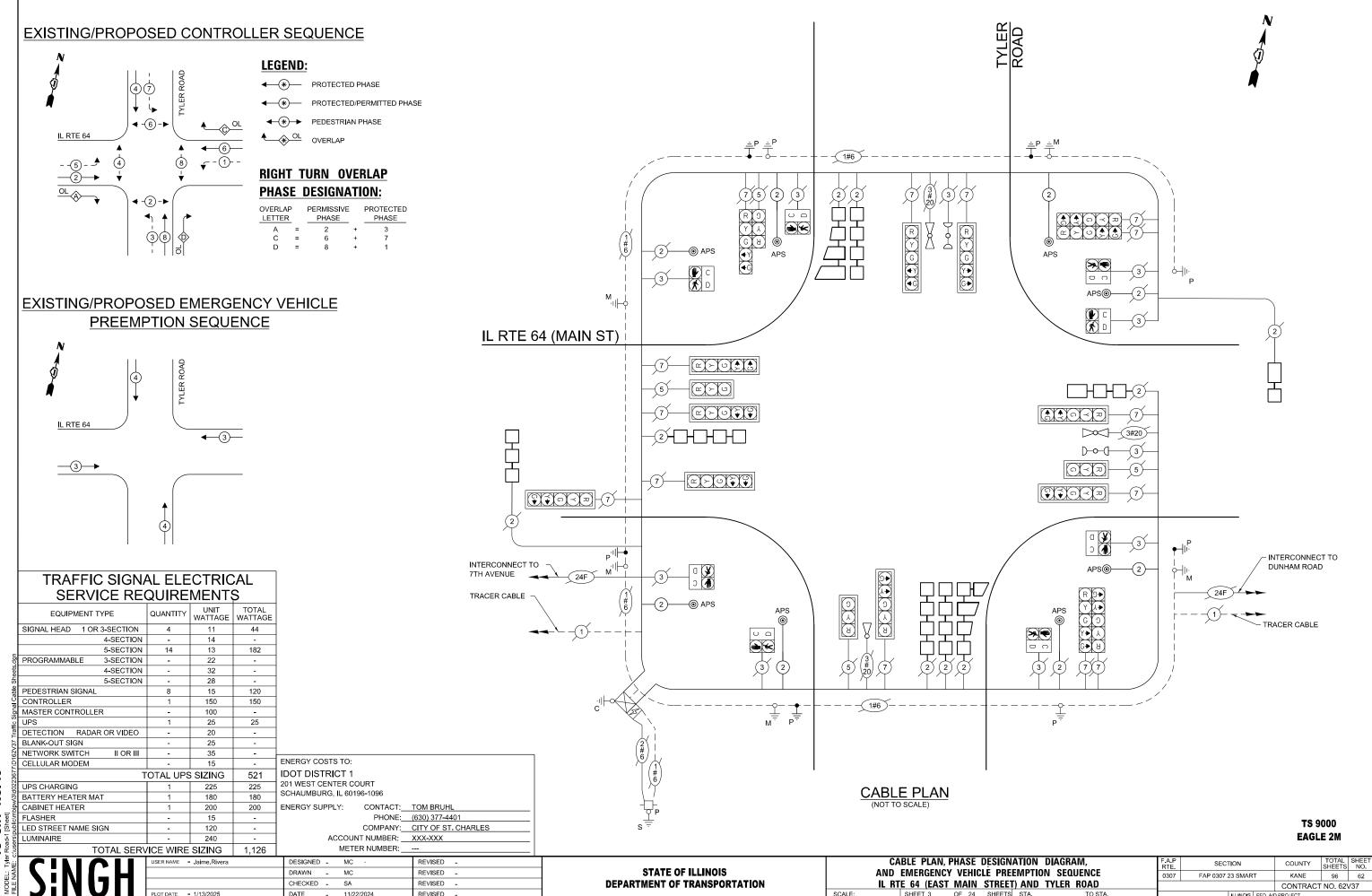
SECTION COUNTY 0307 FAP 0307 23 SMART KANE 96 TS-07 CONTRACT NO.62V37

<u>8</u> SHT \mathbf{S}





SCALE: 1"=20' SHEET 2 OF 24 SHEETS STA. 39+61.98 TO STA. 45+61.98



TS SHT NO.13

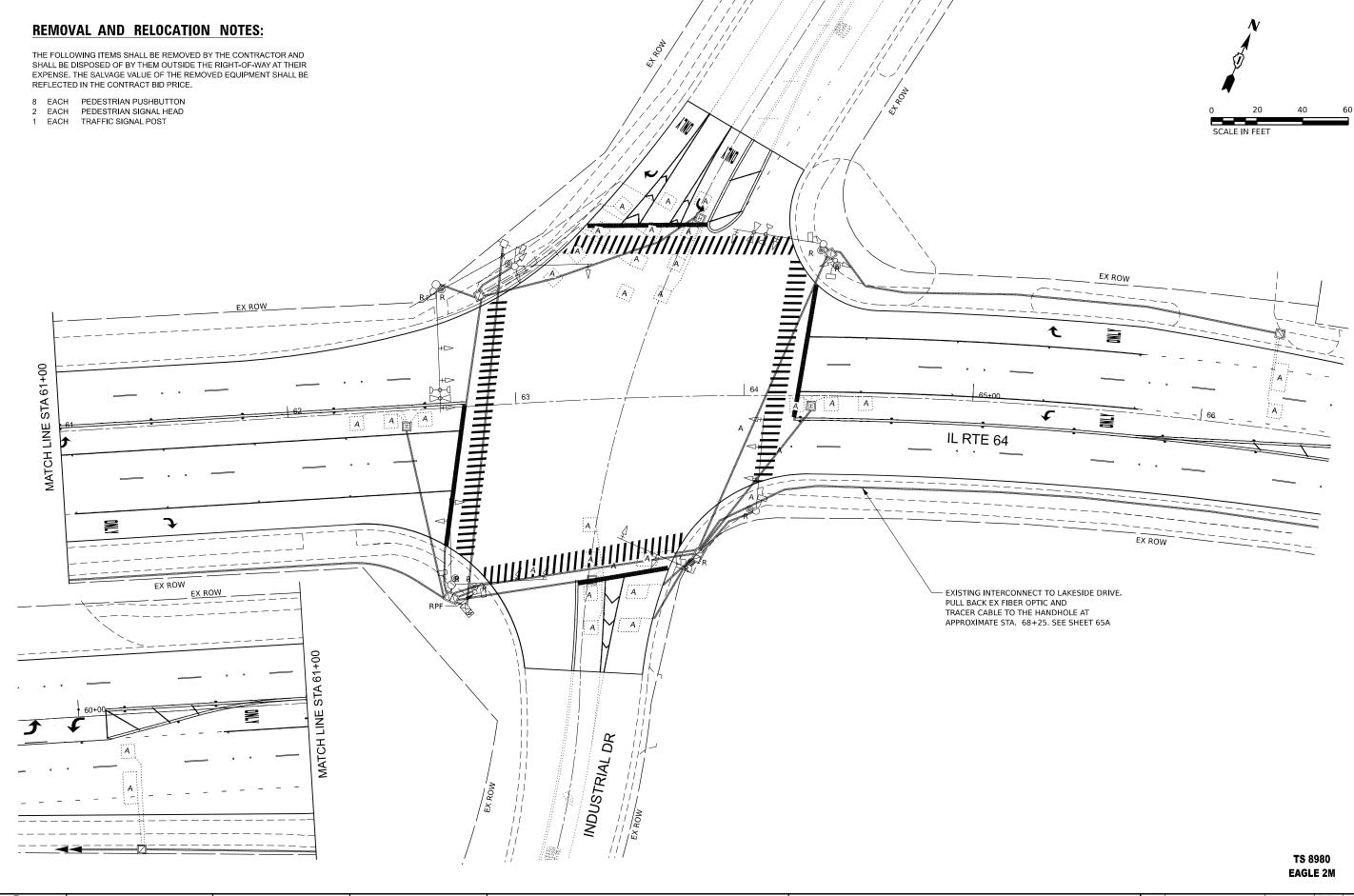
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	108
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,042
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	84
DRILL EXISTING HANDHOLE	EACH	6
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	882
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	6
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	24
DETECTOR LOOP REPLACEMENT	FOOT	1,422
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

TS SHT NO.14
MODEL: Tyler Road-1 (Sheet)
FILE NAME: c: Users|public/mblpw/3/d0223677ID162V37

TS 9000 EAGLE 2M

£∄L																
ĕij		USER NAME = Jaime.Rivera	DESIGNED - MC	REVISED -			sc	HEDULE (OF OU	ANTITIES		F.A.P RTF	SECTION	COUNTY	TOTAL S	HEET
.: ≧	CINICH		DRAWN - MC	REVISED -	STATE OF ILLINOIS						YLER ROAD	0307	FAP 0307 23 SMART	KANE	96	63
필	Sindii		CHECKED - SA	REVISED -	DEPARTMENT OF TRANSPORTATION	IL I	KIE 04 (EA	OI WAIN	DIKEE	I) AND II	TER ROAD			CONTRACT	T NO. 62V?	37
⋝╙	<u> </u>	PLOT DATE = 1/13/2025	DATE - 11/22/2024	REVISED -		SCALE:	SHEET 4	OF 24	SHEETS	STA.	TO STA.		ILLINOIS FED.	AID PROJECT		



TS SHT NO. 15

SINGH

 USER NAME
 = sagrawal
 DESIGNED
 MC
 REVISED

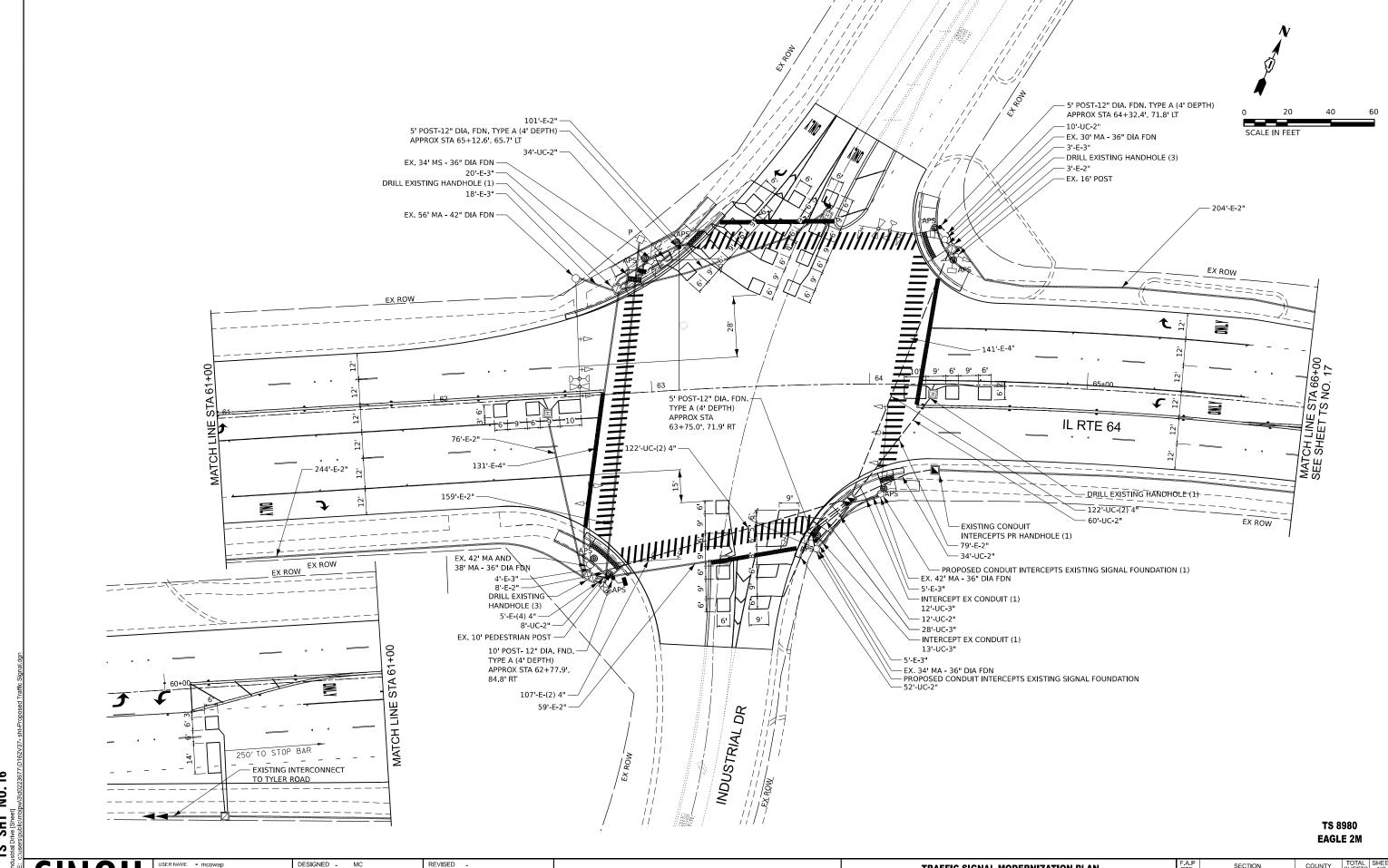
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 MC
 REVISED

 CHECKED
 SA
 REVISED

 PLOT DATE
 = 2/26/2025
 DATE
 11/22/2024
 REVISED

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL REMOVAL PLAN
IL RTE 64 (EAST MAIN STREET) AND INDUSTRIAL DRIVE
20' SHEET 5 OF 24 SHEETS STA. 60+58.18 TO STA. 66+58.18



NO. 16 SHT

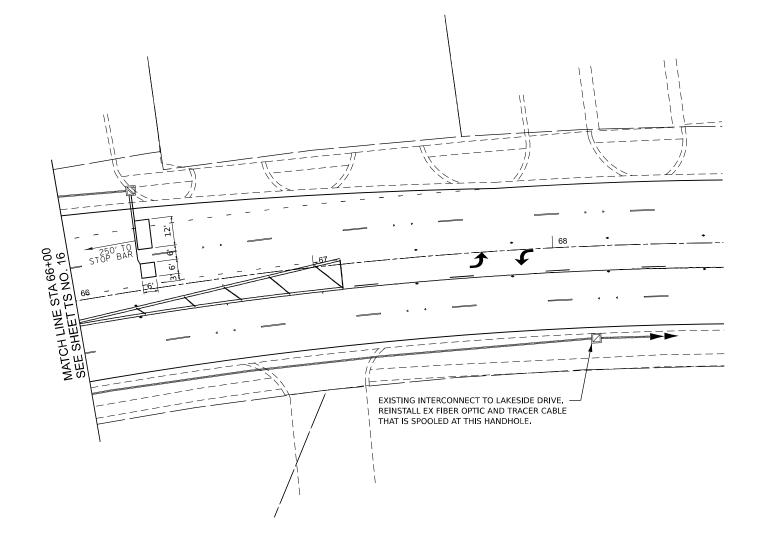
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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TRAFFIC SIGNAL MODERNIZATION PLAN IL RTE 64 (EAST MAIN STREET) AND INDUSTRIAL DRIVE SHEET 6 OF 24 SHEETS STA. 60+58.18 TO STA. 66+58.18

COUNTY TOTAL SHEET NO.

KANE 96 65 SECTION FAP 0307 23 SMART CONTRACT NO. 62V37



TS 8980 EAGLE 2M

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)		V	

USER NAME = sagrawal	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/26/2025	DATE -	REVISED -

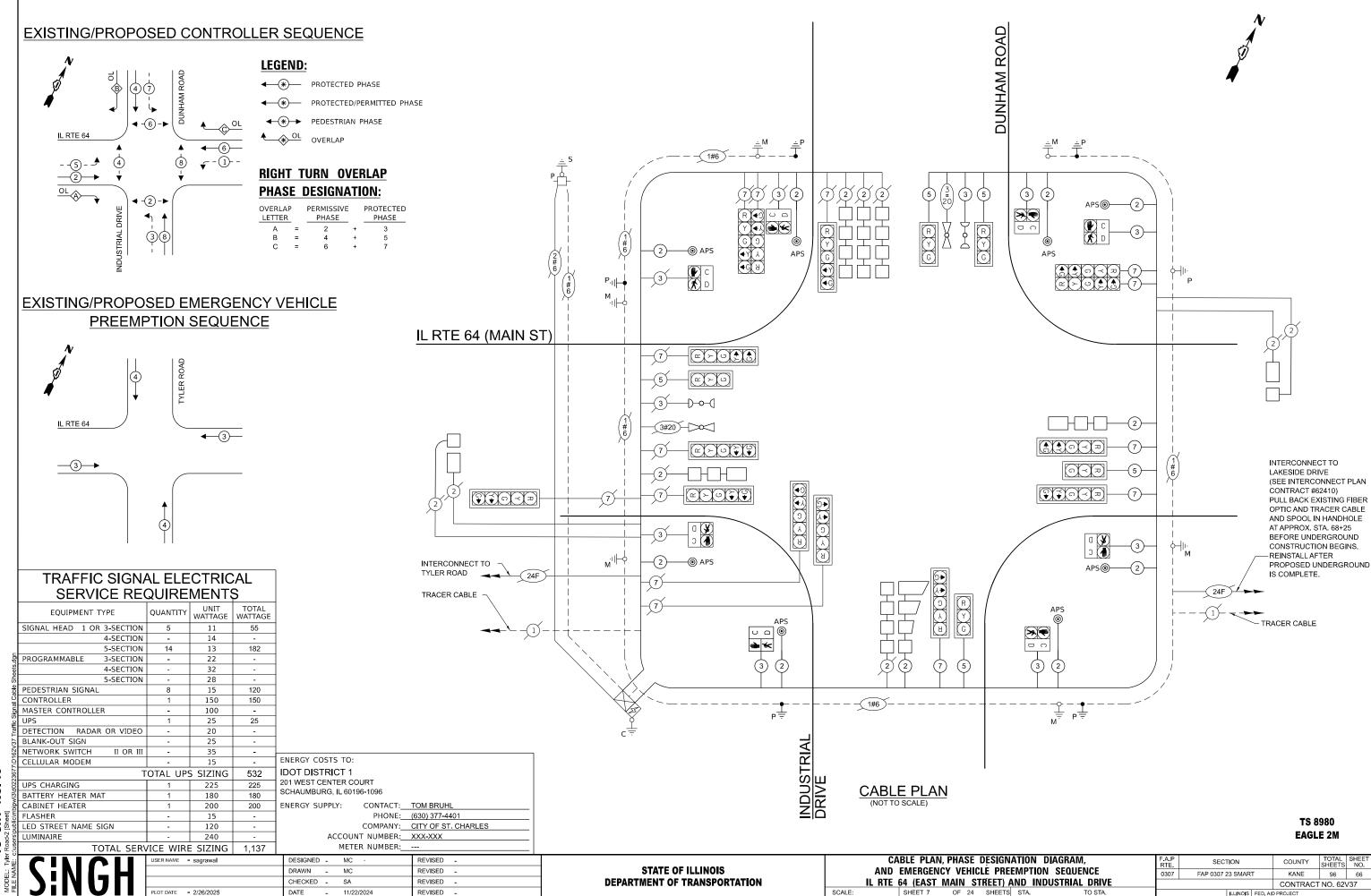
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	TRAFFIC	SIGN	IAL	MODER	NIZATION PL	.AN
IL RTE	64 (EAST	MAIN	I ST	FREET) A	AND INDUST	RIAL DRIVE
SCALE: 1"=20'	SHEET 6A	OF	24	SHEETS	STA. 66+00.00	TO STA. 72+00.0

A.P RTE	SECTION		COUNTY	TOTAL SHEETS	SHE
307	FAP 0307 23 SMAR	Т	KANE	96	65,
			CONTRACT	NO. 62\	/37
	ILLINOIS	FED. AII	PROJECT		

TS SHT NO.17

)223677\D162V37- sht-Prop



TS SHT NO. 18

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	214
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	53
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	488
HANDHOLE	EACH	1
DOUBLE HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,452
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,560
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	438
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,951
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	856
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	106
DRILL EXISTING HANDHOLE	EACH	8
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	7,133
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
REMOVE EXISTING DOUBLE HANDHOLE	EACH	1
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	335
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
INTERCEPT EXISTING CONDUIT	EACH	3
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
DETECTOR LOOP REPLACEMENT	FOOT	1,360
REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT	FOOT	1,750
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

TS SHT NO. 19
MODEL: Tyler Road-2 [Sheet]
FILE NAME: C: USAPPAIN. C.

REVISED -DRAWN - MC REVISED -CHECKED - SA REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES IL RTE 64 (EAST MAIN STREET) AND INDUSTRIAL DRIVE SHEET 8 OF 24 SHEETS STA.

COUNTY TOTAL SHEET NO.

KANE 96 67 CONTRACT NO. 62V37

SECTION

FAP 0307 23 SMART

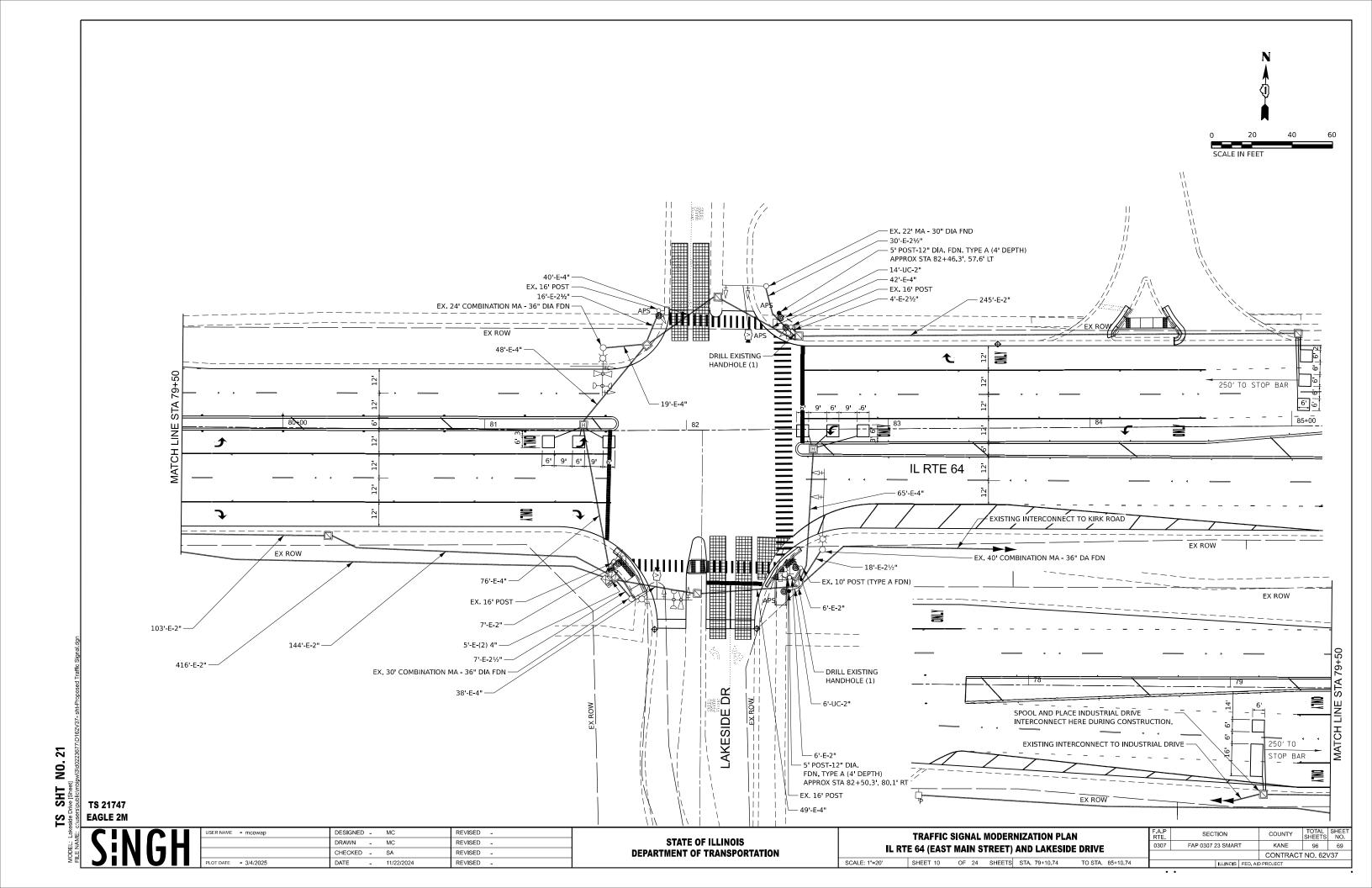
0307

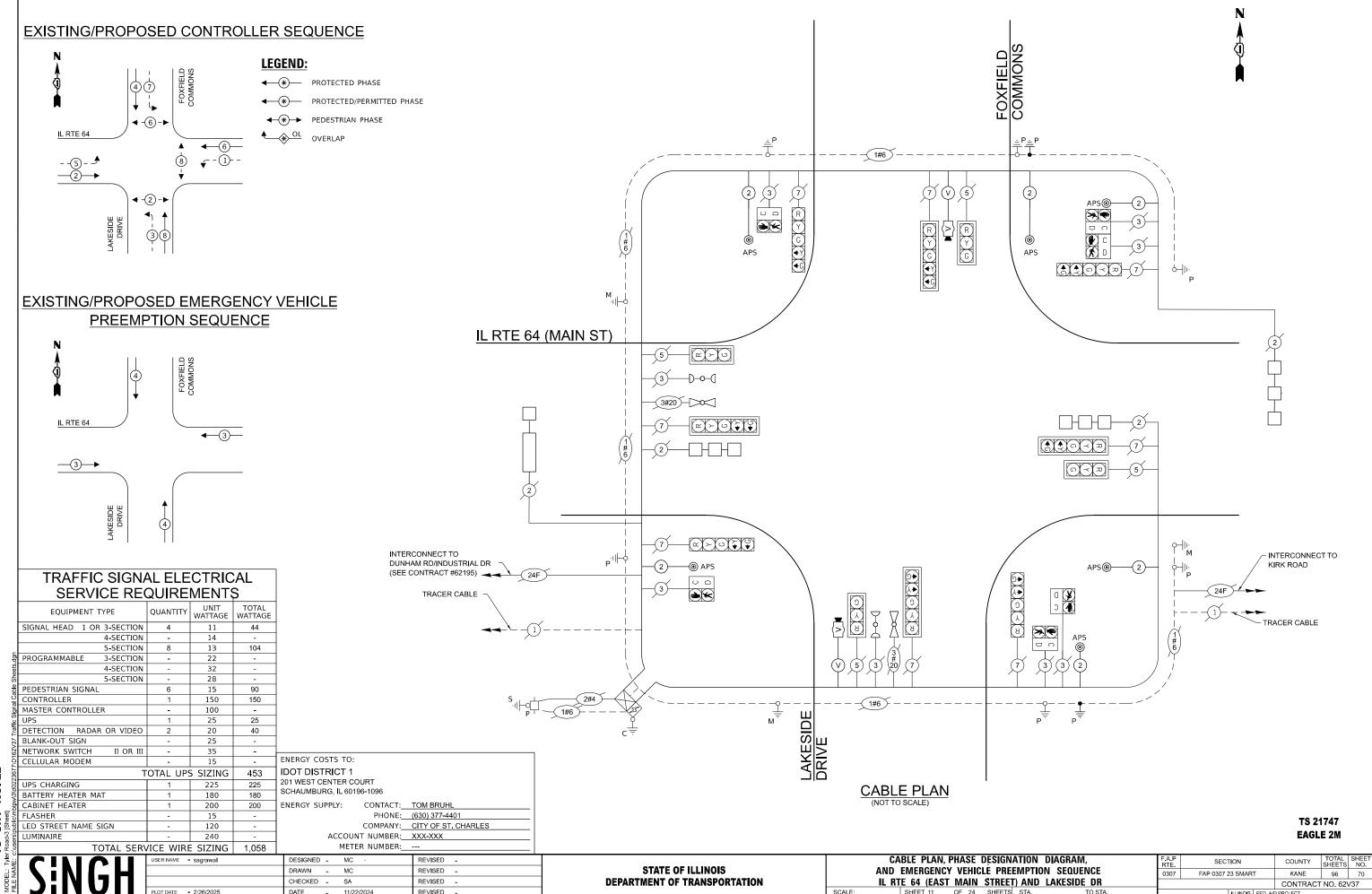
TS 8980 EAGLE 2M

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. 6 EACH PEDESTRIAN PUSHBUTTON THE THINKS 2 IL RTE 64 7 EX ROW MATCH LINE DR LAKESIDE TS 21747 **EAGLE 2M** COUNTY TOTAL SHEETS NO. KANE 96 68 REVISED TRAFFIC SIGNAL REMOVAL PLAN STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DRAWN - MC REVISED FAP 0307 23 SMART IL RTE 64 (EAST MAIN STREET) AND LAKESIDE DRIVE CHECKED - SA REVISED CONTRACT NO. 62V37

SCALE: 1"=20' SHEET 9 OF 24 SHEETS STA. 79+10.74

TS SHT NO. 20





TS SHT NO. 22

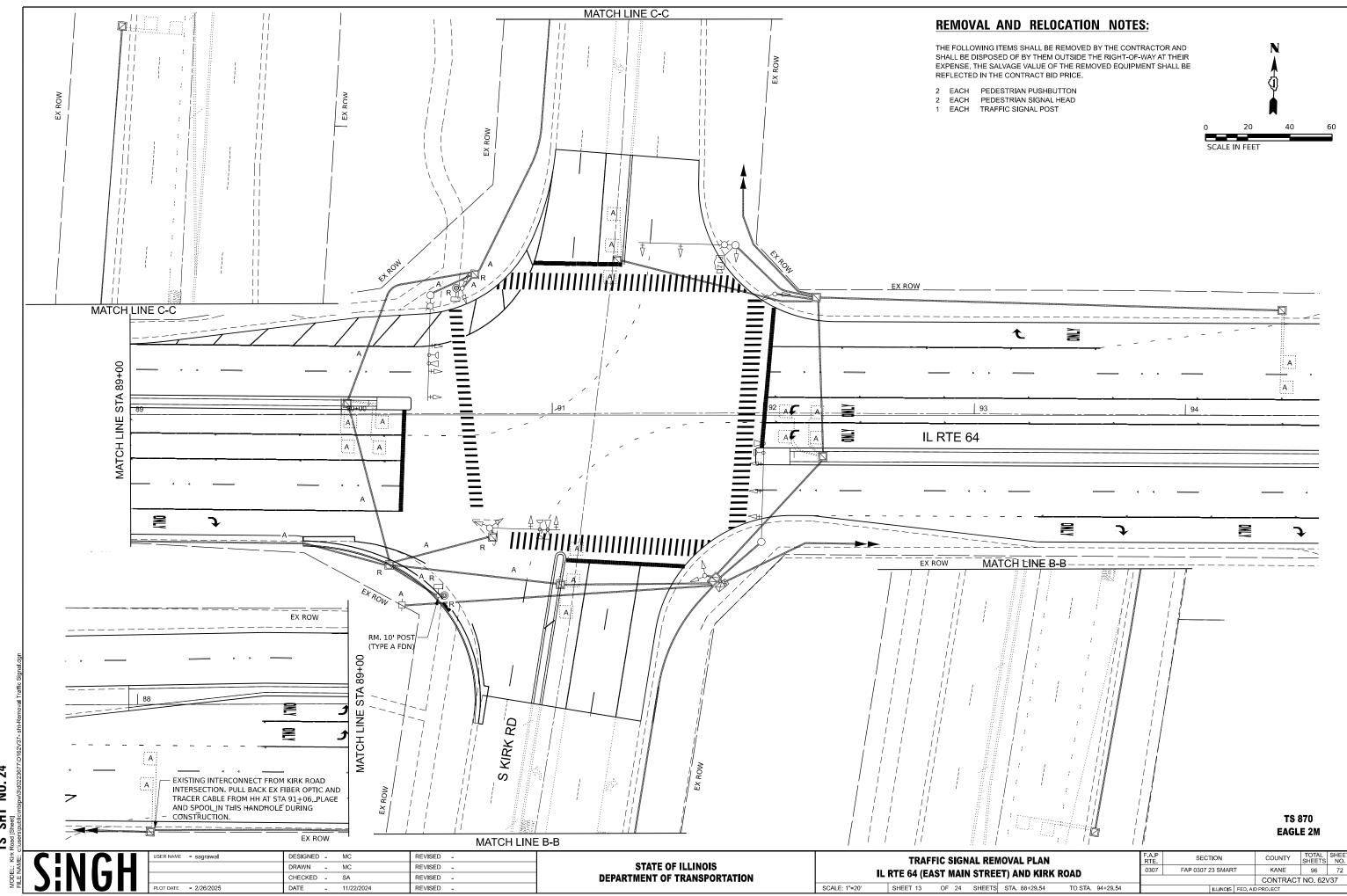
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	20
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,047
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	23
DRILL EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	864
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
OUTDOOR RATED NETWORK CABLE	FOOT	370
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
DETECTOR LOOP REPLACEMENT	FOOT	525
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

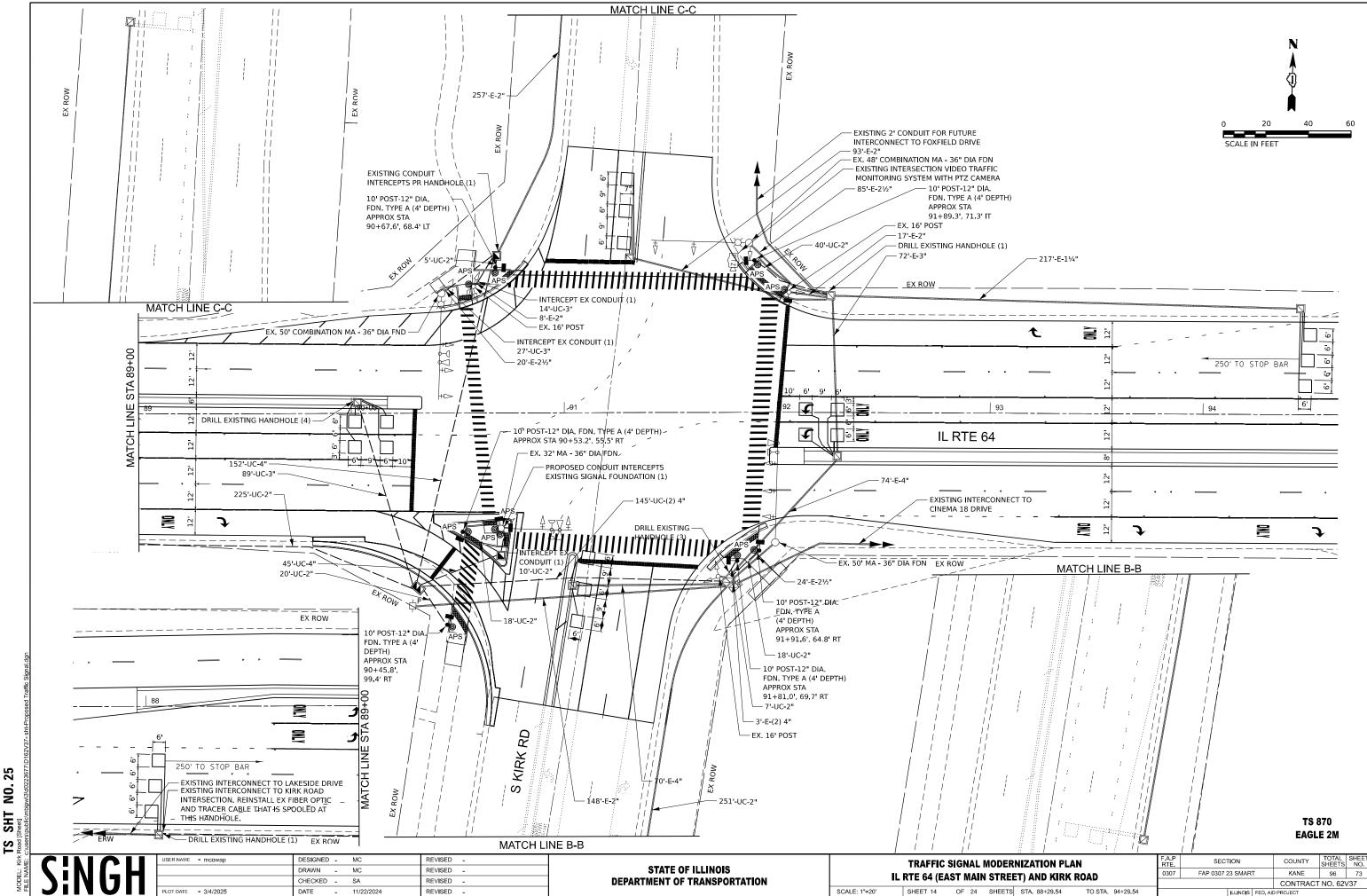
TS SHT NO. 23
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FILE NAME: c:users|public/mbjpw/3/d0223877/D162V37~

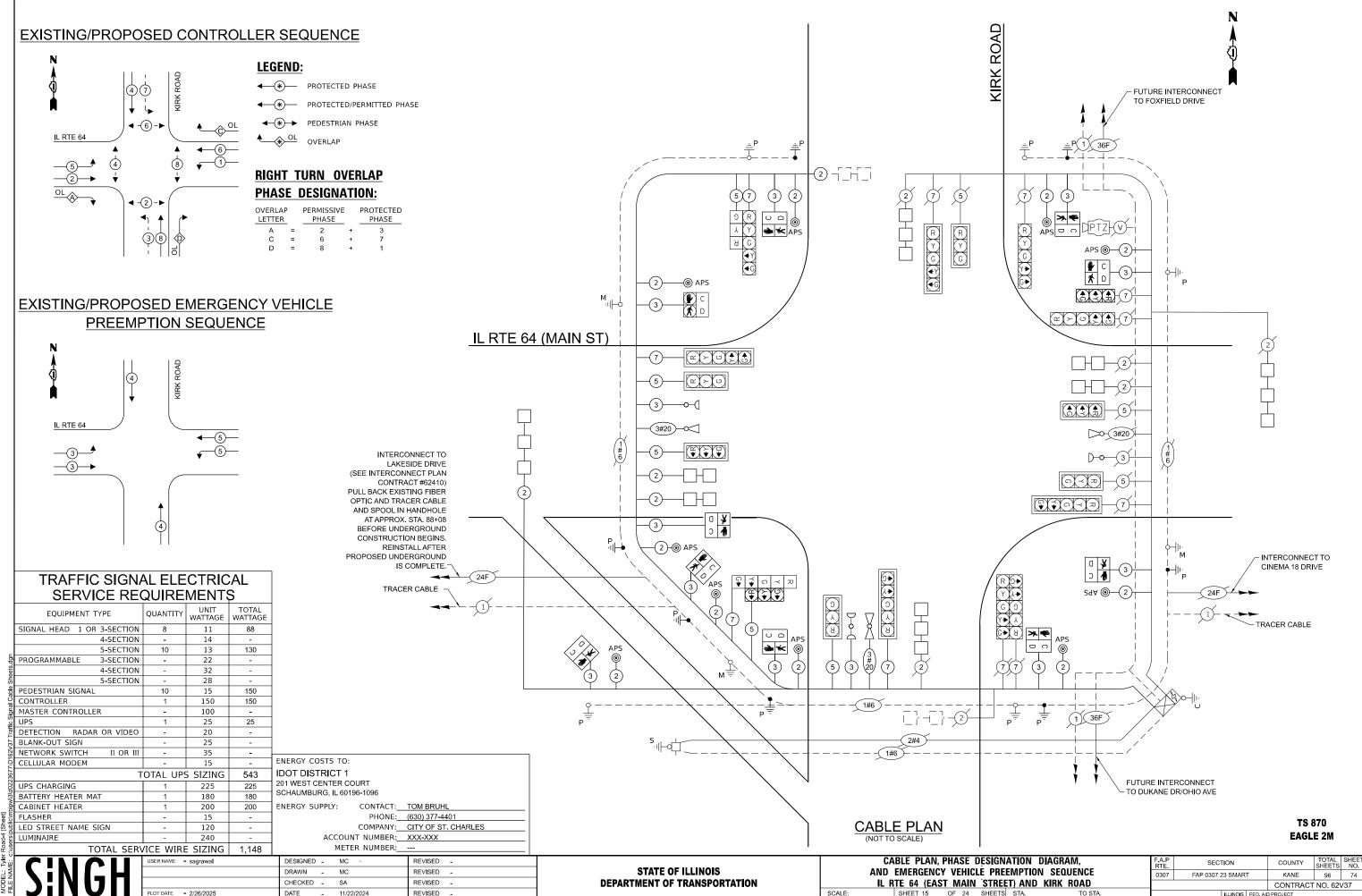
TS 21747 EAGLE 2M

MODEL: Tyler F FILE NAME: c:\	CINIA		USER NAME = sagrawal	DESIGNED - MC ·	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES IL RTE 64 (EAST MAIN STREET) AND LAKESIDE DRIVE			F.A.P RTE	SECTION	COUNTY	TOTAL SHEET	
	\ i Ni /	_ H			REVISED - REVISED -					INE DRIVE	0307	FAP 0307 23 SMART	KANE	96 71
	.) : IN L	<u> </u>										CONTRAC	CT NO. 62V37	
	91111		PLOT DATE = 2/26/2025	DATE - 11/22/2024	REVISED -		SCALE:	SHEET 12 OF 24 SHEETS	STA.	TO STA.	ILLINOIS FED, AID PROJECT			



NO. 24 SHT





TS SHT NO. 26

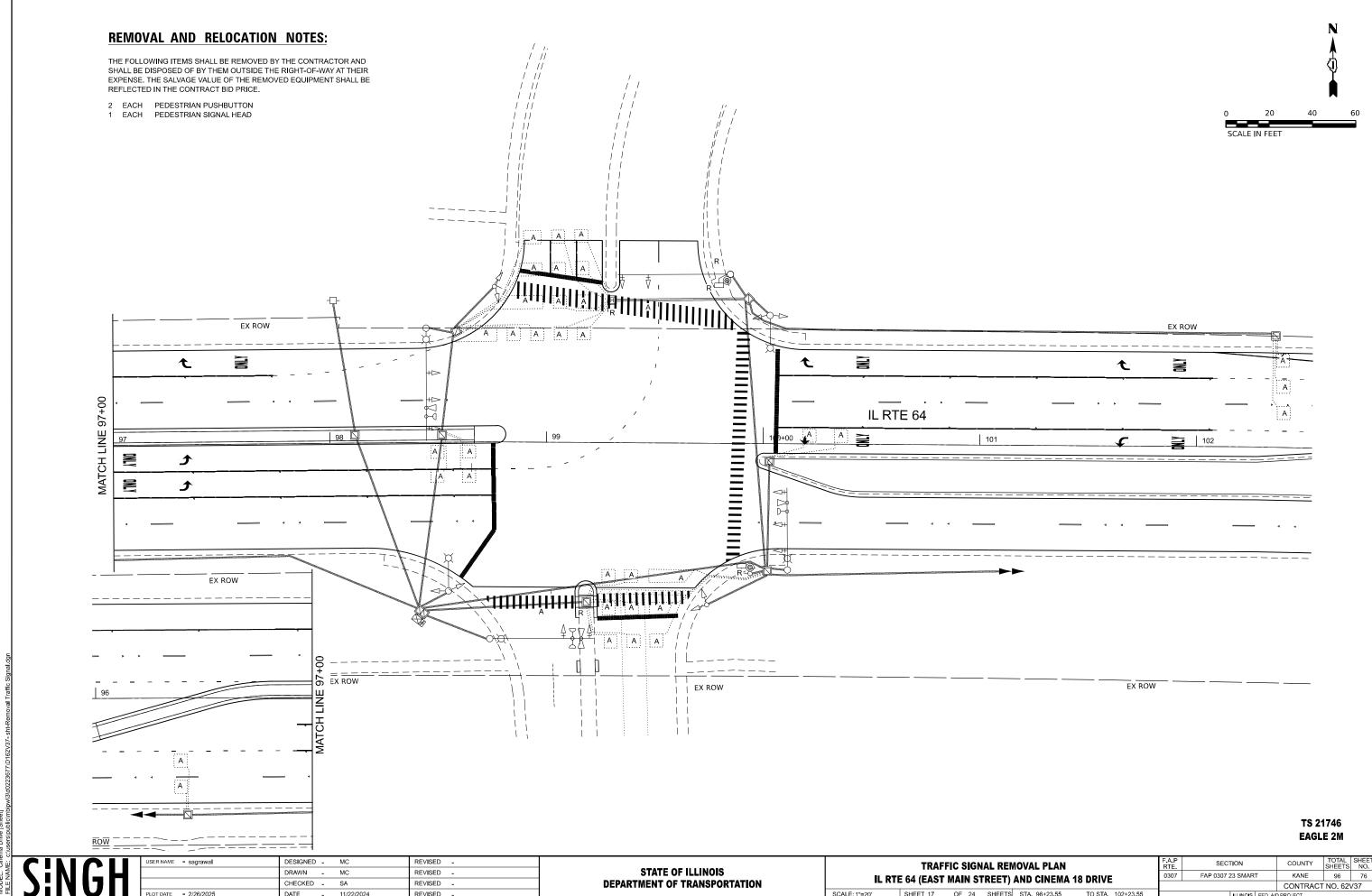
ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	285
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	130
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	487
HANDHOLE	EACH	2
DOUBLE HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	2,182
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,964
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,749
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,322
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	276
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	64
DRILL EXISTING HANDHOLE	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	7
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	8,271
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
REMOVE EXISTING HANDHOLE	EACH	3
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	718
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	6
INTERCEPT EXISTING CONDUIT	EACH	3
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	24
DETECTOR LOOP REPLACEMENT	FOOT	939
REMOVE AND REINSTALL FIBER OPTIC CABLE FROM CONDUIT	FOOT	390
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

TS SHT NO. 27

MODEL: Tyler Road-4 [Sheet]
FILE NAME: c:usersipublicimbipw/3id0223677iD162V37-

TS 870 EAGLE 2M

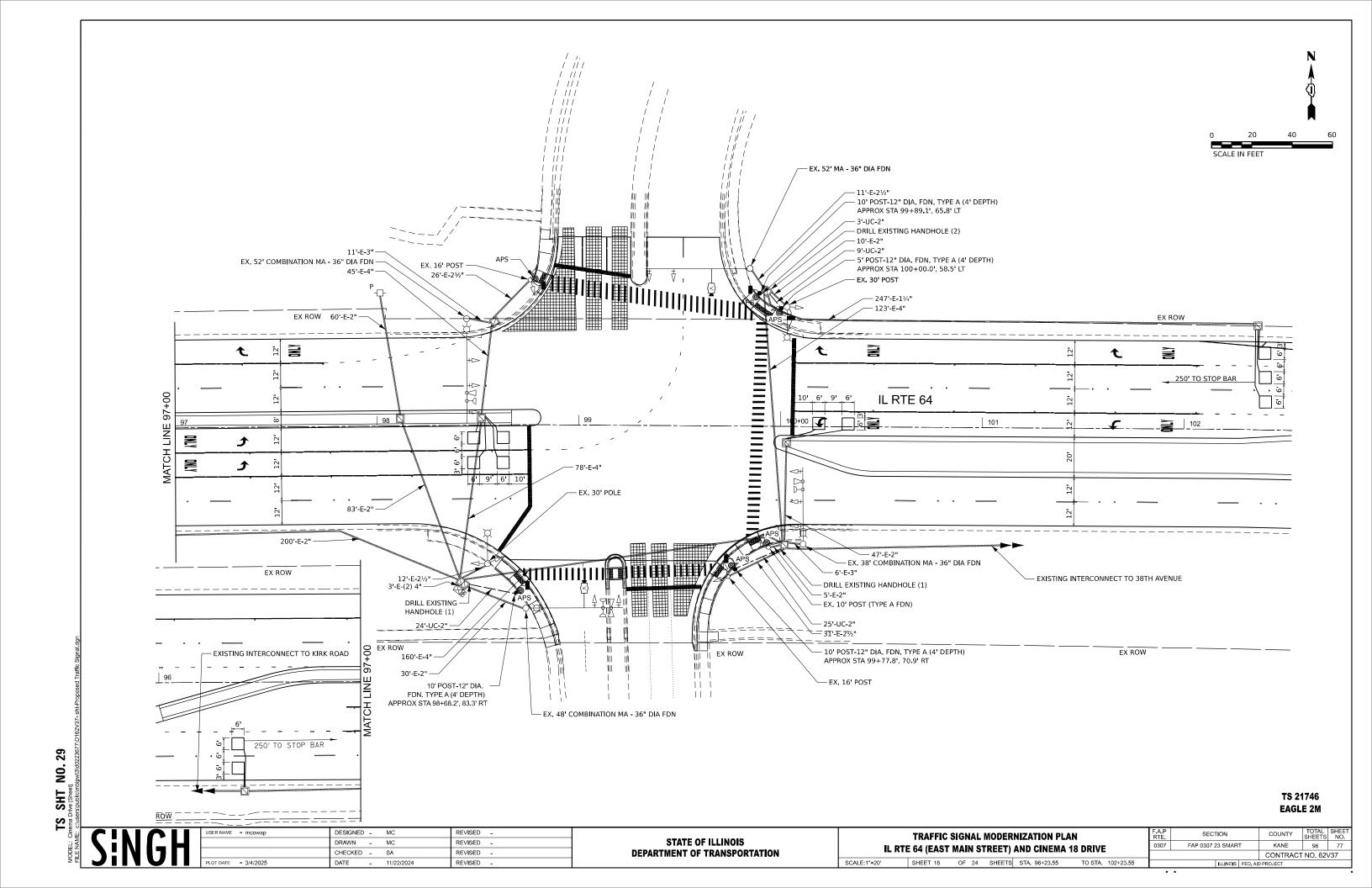
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		DRAWN - MC	REVISED -
	USER NAME = sagrawal	DESIGNED - MC ·	REVISED -

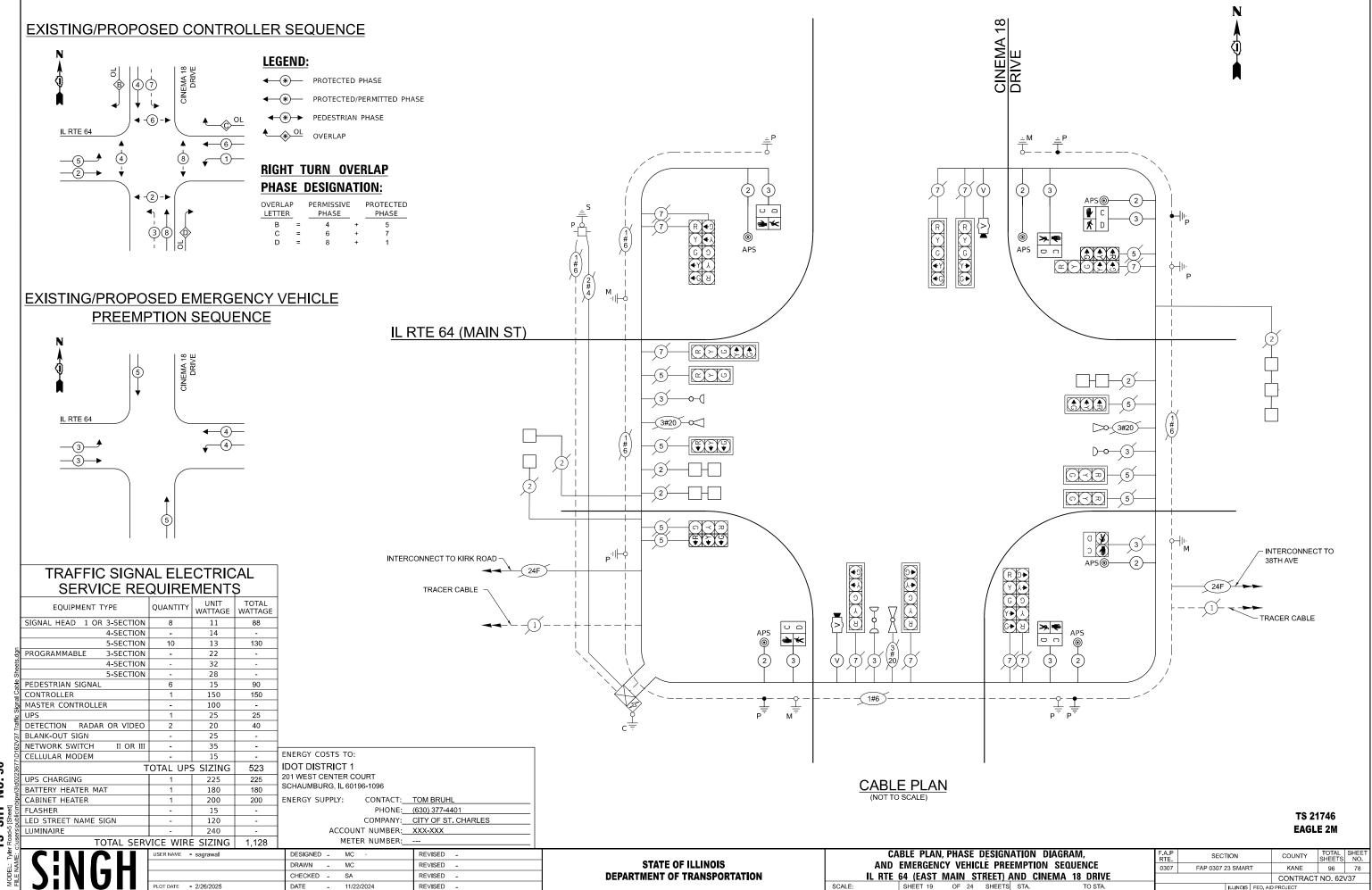


SHT NO. 28

SHEET 17 OF 24 SHEETS STA. 96+23.55

CONTRACT NO. 62V37





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DATE - 11/22/2024

REVISED -

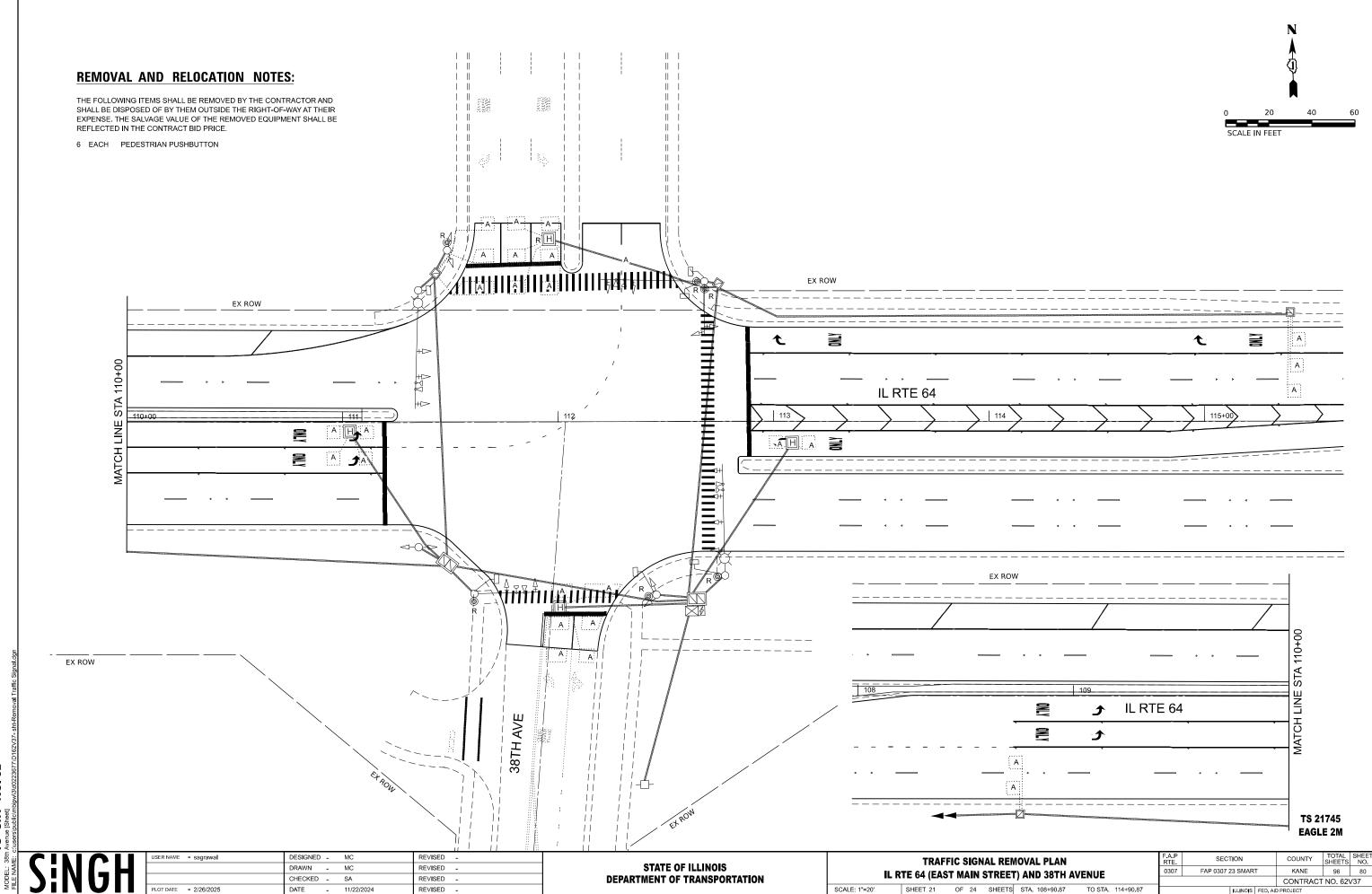
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	61
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,336
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,171
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	71
DRILL EXISTING HANDHOLE	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	5
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3,273
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
OUTDOOR RATED NETWORK CABLE	FOOT	468
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
DETECTOR LOOP REPLACEMENT	FOOT	543
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

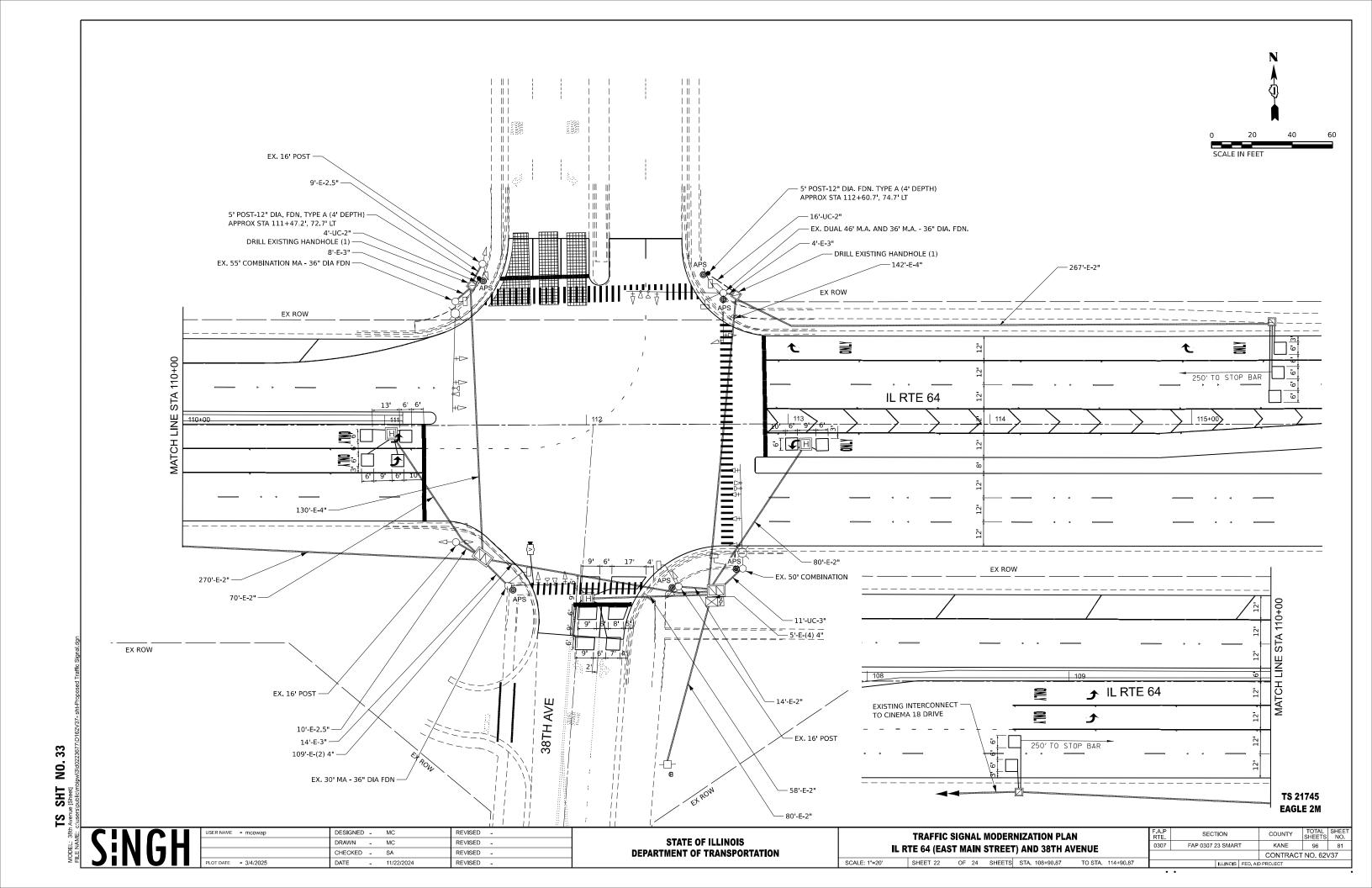
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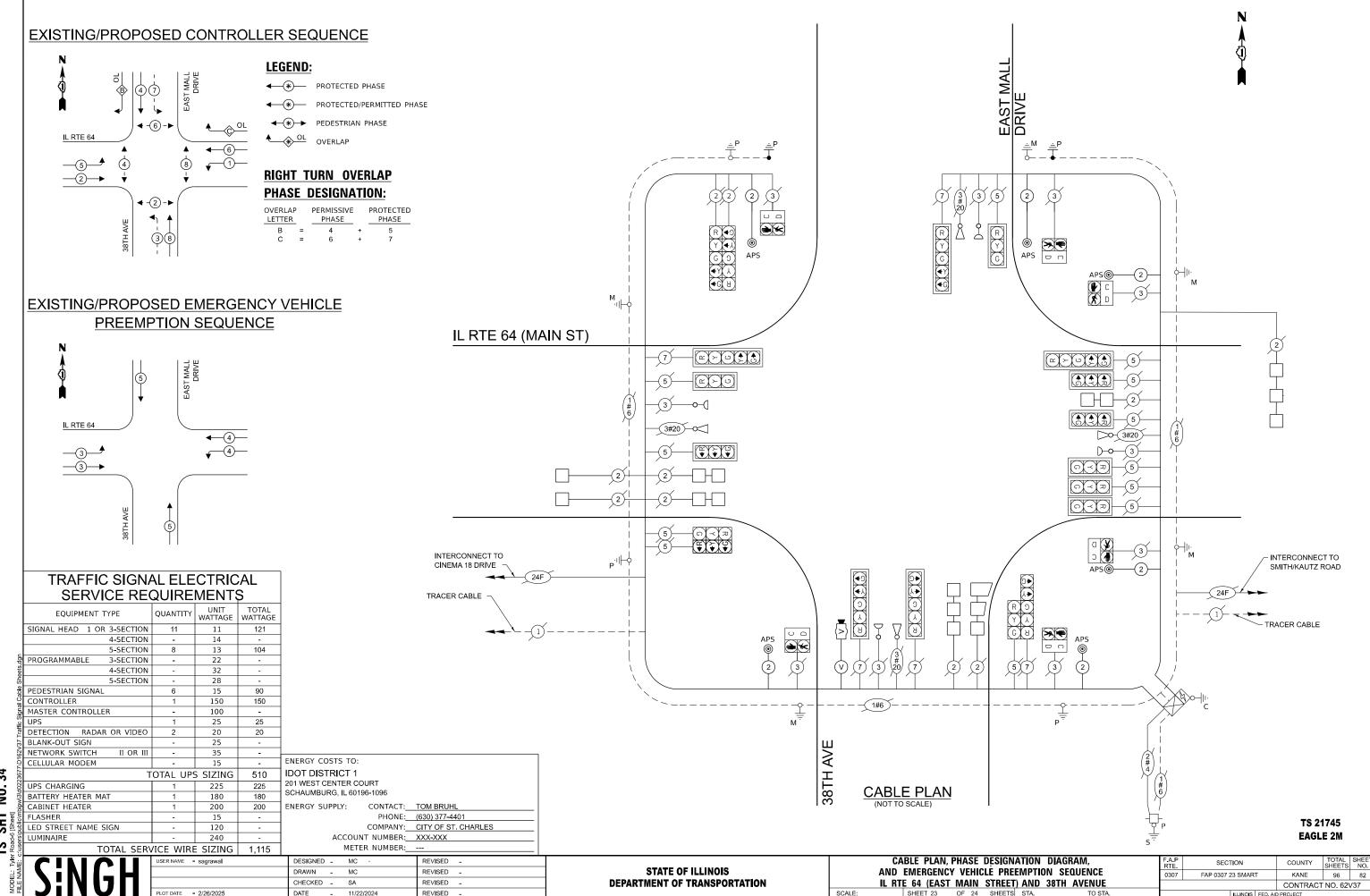
TS 21746 EAGLE 2M

Tyler F Æ: c:∖	CINIC		USER NAME = sagrawal	DESIGNED - MC ·	REVISED -			SCHEDULE OF QUANTITIES		F.A.P RTE	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
NA E	V i NI L	. Н		DRAWN - MC	REVISED -	STATE OF ILLINOIS		IL RTE 64 (EAST MAIN STREET) AND CINEN	IA 10 DDIVE	0307	FAP 0307 23 SMART	KANE	96 79
무				CHECKED - SA	REVISED -	DEPARTMENT OF TRANSPORTATION			IA IO DRIVE			CONTRACT	T NO. 62V37
< "L	91110	<u>/ </u>	PLOT DATE = 2/26/2025	DATE - 11/22/2024	REVISED -		SCALE:	SHEET 20 OF 24 SHEETS STA.	TO STA.		ILLINOIS FED. AI) PROJECT	



TS SHT NO. 32





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SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	20
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	930
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	23
DRILL EXISTING HANDHOLE	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,236
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
OUTDOOR RATED NETWORK CABLE	FOOT	194
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
DETECTOR LOOP REPLACEMENT	FOOT	654
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM	EACH	1

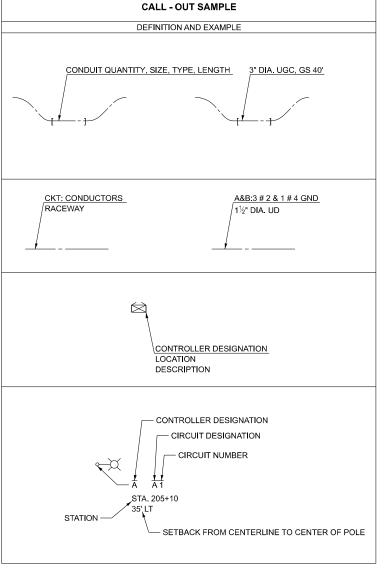
TS SHT NO.35
EL: Tyler Road-6 (Sheet)
NAME: c:usersipublicimbipw/3d0223677\D162V37-sh

TS 21745 EAGLE 2M

STATE OF ILLINOIS		TE 64 //
ARTMENT OF TRANSPORTATION	IL K	TE 64 (I
	SCALE:	SHEET 24
!	STATE OF ILLINOIS ARTMENT OF TRANSPORTATION	ARTMENT OF TRANSPORTATION IL R

LIGHTING AND ELECTRICAL LEGEND							
SYMBOL	DESCRIPTION						
- €	EXISTING LIGHTING UNIT TO REMAIN						
o—Œ RR	EXISTING LIGHTING UNIT TO BE RELOCATED						
RL R/G R/G	RELOCATED LIGHTING UNIT ON EXISTING TRANSFORMER BASE AS APPLICABLE, CONCRETE FOUNDATION EXISTING NAVIGATION LIGHTING UNIT TO BE REMOVED, NO SALVAGE, 180 DEGREE RED (R) OR 360 DEGREE GREEN (G) PROPOSED NAVIGATION LIGHTING UNIT 180 DEGREE RED (R) OR 360 DEGREE GREEN (G)						
EO _R	EXISTING UNDERPASS LUMINAIRE TO BE REMOVED, NO SALVAGE						
4	PROPOSED UNDERPASS LED LUMINAIRE, STRUCTURE MOUNTED						
□ _R	EXISTING JUNCTION TO BE REMOVED						
0	PROPOSED JUNCTION BOX, SIZE AND TYPE AS NOTED						
\bowtie	EXISTING LIGHTING CONTROLLER						
\bowtie	PROPOSED IDOT LIGHTING CONTROLLER						
۵	EXISTING ELECTRIC UTILITY SERVICE TO BE REMOVED						
Δ	PROPOSED ELECTRIC UTILITY SERVICE						
	EXISTING UNDERGROUND UNIT DUCT TO BE REMOVED						
	EXISTING UNDERGROUNG UNIT DUCT TO REMAIN						
	PROPOSED UNIT DUCT, SIZE AND TYPE AS NOTED						

	ABBREVIATIONS						
ABBREVIATION	DESCRIPTION						
AC	ALTERNATING CURRENT						
A/C	AERIAL CABLE						
ATS	ATTACHED TO STRUCTURE						
B.O.C	BACK OF CURB						
СВ	CIRCUIT BREAKER						
СКТ	CIRCUIT						
СМ	CENTIMETER						
COMED	COMMONWEALTH EDISON COMPANY						
CP	CONTROL PANEL						
CT	CURRENT TRANSFORMER						
DA	DAVIT ARM						
DC	DIRECT CURRENT						
DIA DP	DIAMETER DISTRIBUTION PANEL						
E	EXISTING UNIT TO REMAIN						
EX.	EXISTING						
ECA	ELECTRIC CABLE ASSEMBLY						
EIS	EMBEDDED IN STRUCTURE						
E.O.P.	EDGE OF PAVEMENT						
F.O.C.	FACE OF CURB						
FT	FEET OR FOOT						
FU	FUSE						
GND	GROUND						
HID	HIGH INTENSITY DISCHARGE						
JB	JUNCTION BOX						
KVA	KILOVOLT-AMPERE						
KW	KILOWATTS						
LED	LIGHT EMITTING DIODE						
LP	LIGHT POLE						
M	METER						
MA	MASTARM						
MC	MULTI-CONDUCTOR						
MM	MILLIMETER						
M.H.	MOUNTING HEIGHT						
MW	MESSENGER WIRE						
NESC	NATIONAL ELECTRIC SAFETY CODE						
NO.	NUMBER						
N.T.S.	NOT TO SCALE PROPOSED						
PB	PUSH BUTTON						
PNL	PANEL						
PVC	POLYVINYL CHLORIDE						
PVCC RGC	PVC COATED RIGID GALVANIZED CONDUIT						
PT	POTENTIAL TRANSFORMER						
R	EXISTING UNIT TO BE REMOVED (OWNER SALVAGED U.N.O.						
RL	RELOCATED LIGHTING UNIT						
RR	EXISTING UNIT TO BE REMOVED AND REINSTALLED						
RECP	RECEPTACLE						
RGC	RIGID GALVANIZED CONDUIT						
SEL SW	SELECTOR SWITCH						
SPARE	SPARE						
SPACE	SPACE						
SS	STAINLESS STEEL						
STA	STATION						
T/F	TOP OF FOUNDATION						
UD	UNIT DUCT						
U.N.O.	UNLESS NOTED OTHERWISE						
UGC, GS	UNDERGROUND CONDUCT, GALVANIZED STEEL						
VAC	VOLTS, ALTERNATING CURRENT						
W	WATTS						
WP	WOOD POLE						
XFMR	TRANSFORMER						
HPS	HIGH PRESSURE SODIUM						
LTFM	LOW PRESSURE SODIUM LIQUID TIGHT FLEXIBLE METALLIC						
LLIEW	LIGOLO LIGITI ELEXIBLE IVIETALLIG						



GENERAL NOTES

- THE ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE LATEST CODES, STANDARDS AND THE IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTIONADOPTED JANUARY 1, 2022, AND SUPPLEMENTAL SPECIFICATIONS AND RECURIING SPECIAL PROVISIONS.
- 2. THE CONTRACTOR SHALL CONTACT MEADE ELECTRIC CO. DISTRICT ONE ELECTICAL MAINTENANCE CONTRACTOR TO LOCATE IDOT ELECTRICAL EQIPMENT AND UNDERGROUND CABLES 773-287-7672.

IDOT D1 STANDARDS

STANDARD NO. TITLE

BE-305 LIGHT POLE FOUNDATION, METAL BE-702 MISC. ELECTRICAL DETAILS SHEET A

IDOT HIGHWYAY STANDARDS

STANDARD NO. TITLE

836001-05 LIGHT POLE FOUNDATION 838001-01 BREAKAWAY DEVICES

INDEX OF DRAWINGS

SCHEDULE OF QUANTITIES

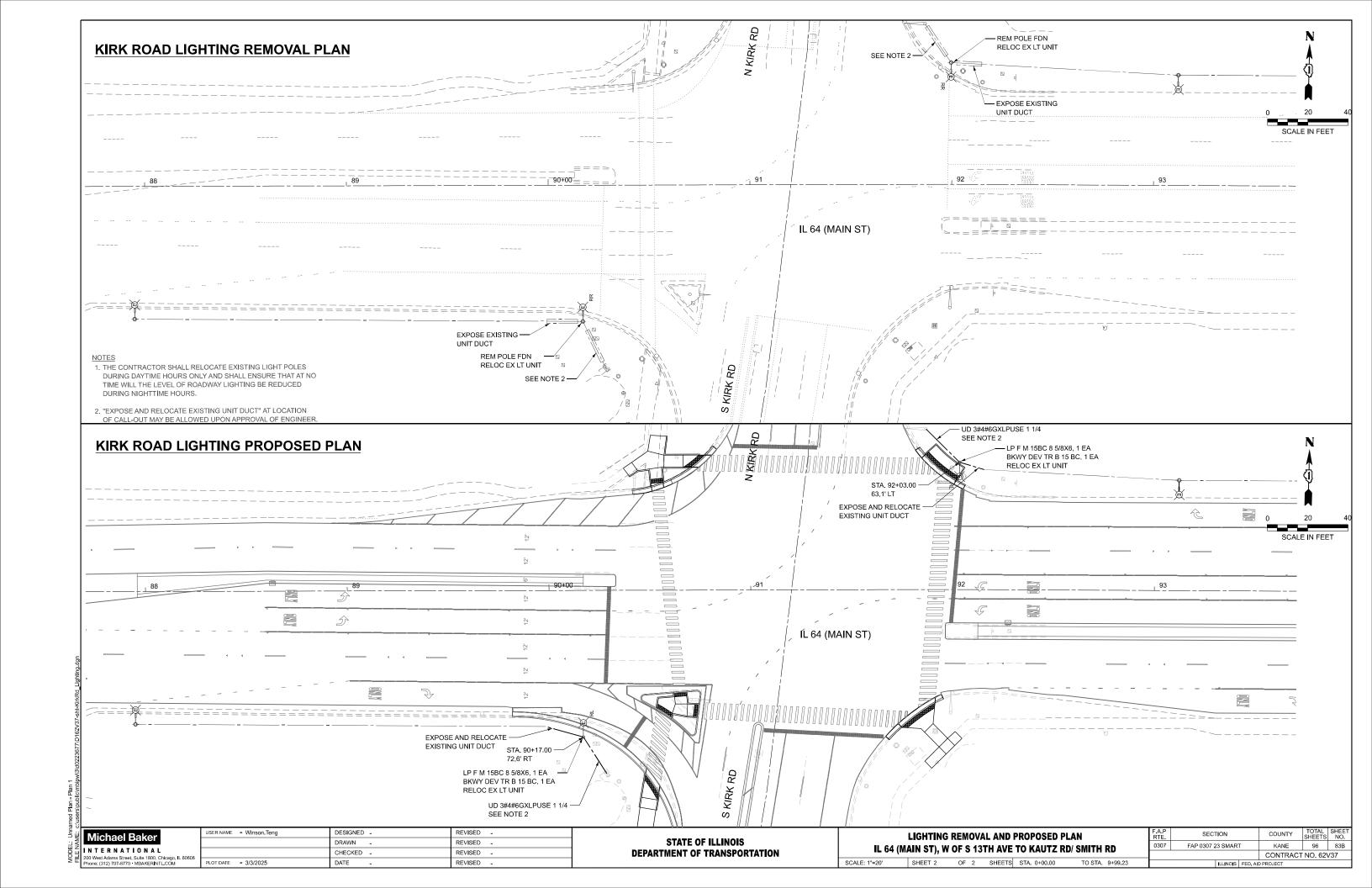
CODE NO.	ITEM	UNIT	TOTAL QUANTITY
81603090	UNIT DUCT, 600V, 3-1 C NO.4, 1/C NO.6 GROUND,(XLP-TYPE USE), 1 1/4" DIA. POLYETLHYLENE	FOOT	78
83600356	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 8 5/8" X 6'	EACH	2
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15 INCH BOLT CIRCLE	EACH	2
84200804	REMOVAL OF POLE FOUNDATION	EACH	2
84400105	RELOCATE EXISTING LIGHTING UNIT	EACH	2
X8161000	EXPOSE AND RELOCATE EXISTING UNIT DUCT	FOOT	80

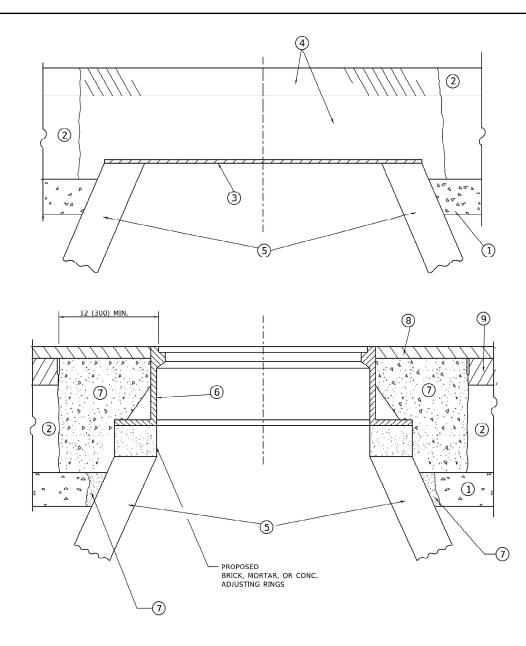
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Michael Baker	USER N
WICHael Bakel	
INTERNATIONAL	
200 West Adams Street, Suite 1800, Chicago, IL 60606 Phone: (312) 707-8770 - MBAKERINTI COM	PLOT D

USER NAME = Winson.Teng	DESIGNED	-	WJT	REVISED -
	DRAWN	-	WJT	REVISED -
	CHECKED	-	ZJT	REVISED -
PLOT DATE = 3/4/2025	DATE	-	11/22/2024	REVISED -

LP E.			COUNTY	TOTAL SHEETS	SHEET NO.		
07	FAP 0307 23 SMAR	KANE	96	83A			
		CONTRACT	NO. 62\	/37			
	HI INOIS EED AID PROJECT						





DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

<u>NOTES</u>

- 1. 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.
- 3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- 4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

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 HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

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-2* 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

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

- 1. 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.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. 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.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMES AND LIDS ADJUSTMENT WITH MILLING

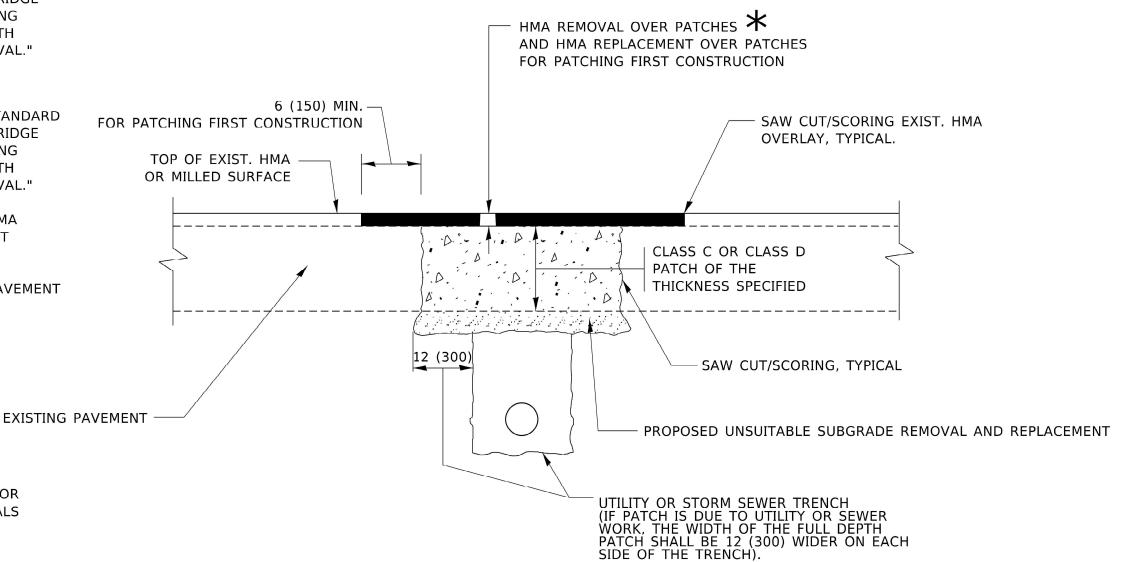
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

METHOD OF MEASUREMENT

REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."

BASIS OF PAYMENT

- 1. REFER TO SECTION 442 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL."
- SAW CUT/SCORING OF EXISTING HMA OVERLAY IS INCLUDED IN THE COST OF PAVEMENT PATCHING.
- 3. SAW CUT/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT PATCHING.



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

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

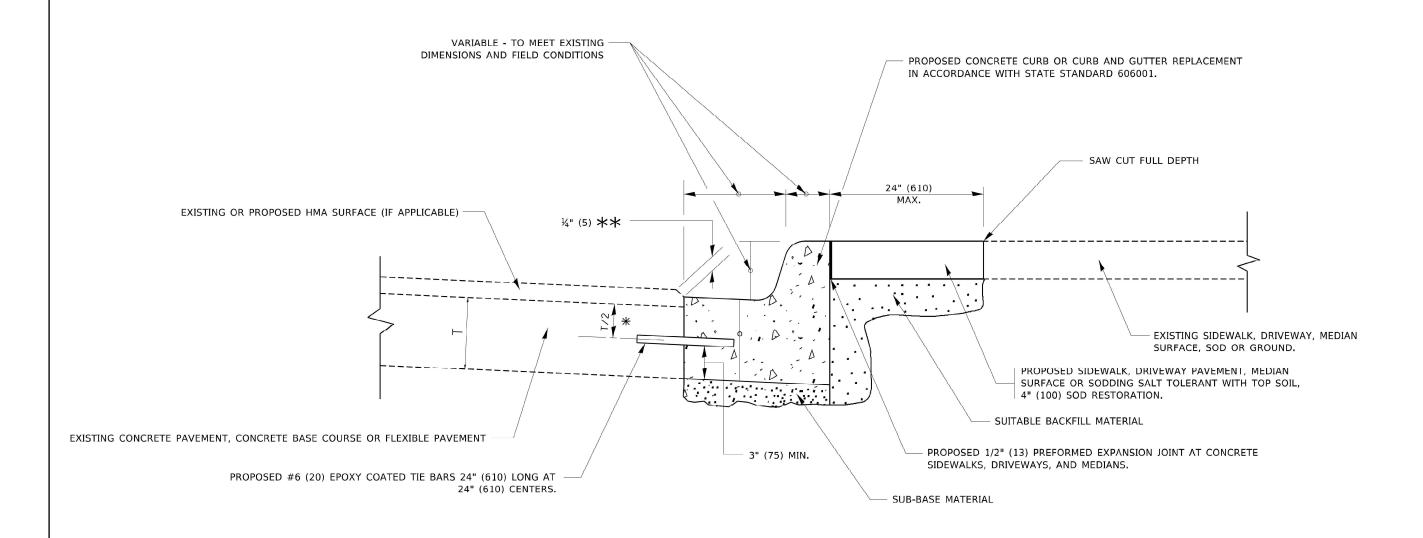
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ 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.

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07		PAVEMENT PATCHING FOR	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS	HMA SURFACED PAVEMENT	307	FAP 0307 23 SMART	KANE	96	85
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION	IIIIIA SOIII AOED I AVEIVIENT		BD400-04 (BD-22)	CONTRAC	T NO. 6	2V37
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED A	AID PROJECT		

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- \divideontimes 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ if the final surface of the pavement is concrete, the gutter is to be flush WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

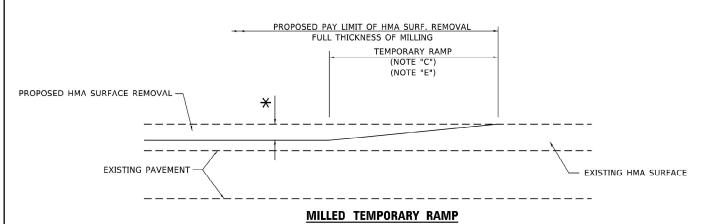
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Tootemj	DESIGNED - A. HOUSEH	REVISED -	A. ABBAS 03-21-97	
	DRAWN -	REVISED -	M. GOMEZ 01-22-01	STATE OF ILLIN
PLOT SCALE - 50,0000 ' / in.	CHECKED -	REVISED -	R. BORO 12-15-09	DEPARTMENT OF TRANS
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED -	K. SMITH 07-11-19	

ISPORTATION

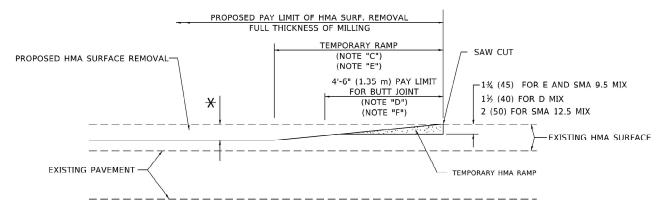
SCALE: NONE

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT BD600-06 (BD-24) CONTRACT NO. 62V37 SHEET 1 OF 1 SHEETS STA.



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

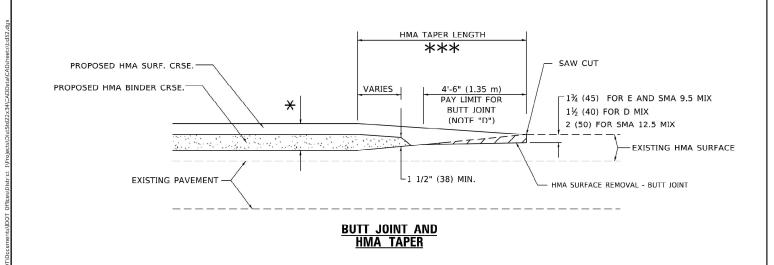


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP

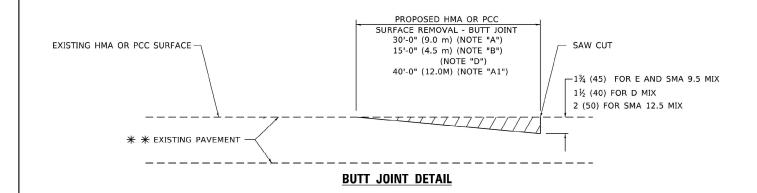


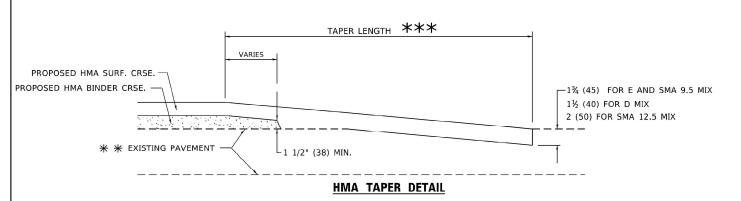
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

USER NAME = Lawrence.DeManche M. DE YONG REVISED - A. ABBAS 03-21-97 DESIGNED -DRAWN M. GOMEZ 04-06-01 CHECKED REVISED R. BORO 01-01-07 LOT SCALE = 100.0000 ' / in. DATE REVISED -K SMITH 11-18-22

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION **BUTT JOINT AND** HMA TAPER DETAILS BD400-05 BD-32 CONTRACT NO. 62V37 OF 1 SHEETS STA. SCALE: NONE SHEET 1 TO STA





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- 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' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

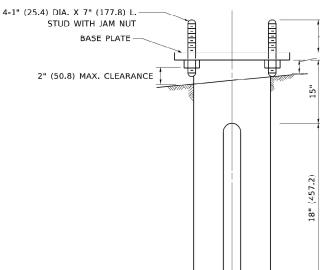
BASIS OF PAYMENT

- 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".
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT

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

KANE

96 87

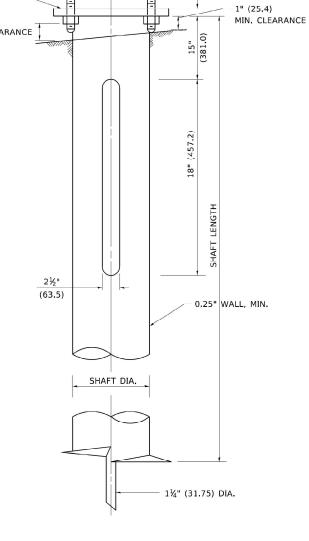


HELIX FOUNDATION SIZE

POLE MOUNTING HEIGHT	BOLT CIRCLE	SHAFT DIAMETER	SHAFT LENGTH	BASEPLATE
30 FT.	11½"	8%"	6 FT.	12"x12"x1"
31 FT35 FT.	11½"	8%"	6 FT.	12"x12"x1"
36 FT40FT.	15"	8%"	6 FT.	15"x15"x1¼"
41 FT45 FT.	15"	8%"	6 FT.	15"x15"x1¾"
46 FT50 FT.	15"	10"	8 FT.	15"x15"x1¼"

METAL HELIX FOUNDATION MATERIALS

ITEM	MATERIAL REQUIREMENT				
BASEPLATE	AASHTO M 270M, GRADE 36 (M270M, GRADE 250)				
SHAFT	ASTM A 252, GRADE 2 (PHOSPHOROUS 0.04% MAXIMUM, SULFUR 0.05% MAXIMUM)				
HELIX SCREW	AASHTO M 183 (ASTM A 635)				
PILOT POINT	AASHTO M 270 (ASTM A 575)				
ANCHOR RODS/STUDS	AASHTO M 314 (ASTM F 1554)				
HEXAGON NUTS	AASHTO M 291M (ASTM A 563) GRADE DH, OR AASHTO M 292 (ASTM A 194) GRADE 2H				
WASHERS	AASHTO M 293 (ASTM F 436)				



SEE NOTE NO. 6

NOTES

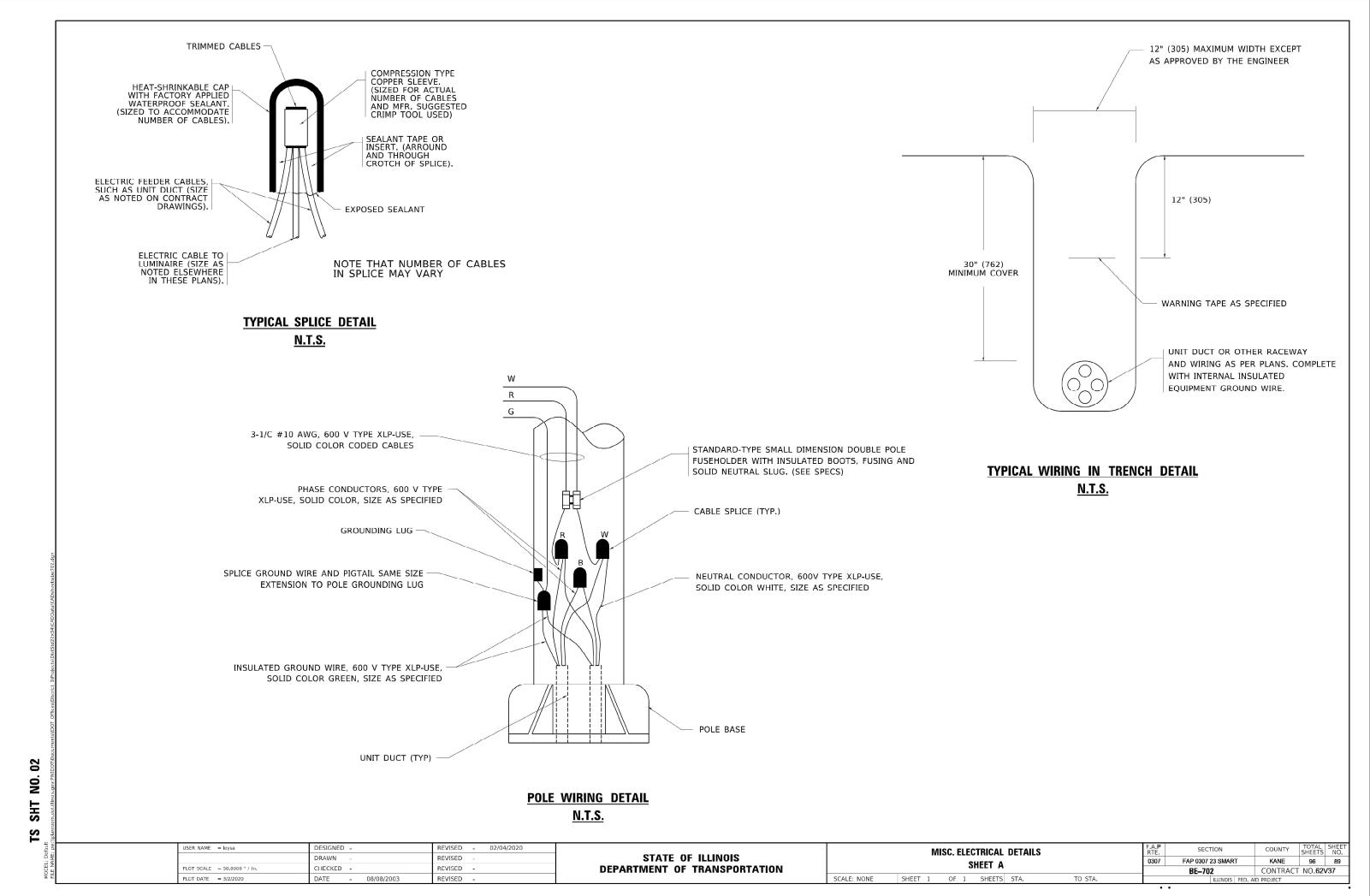
- 1. ALL DIMENSION IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.
- 2. ALL MATERIAL SHALL BE GALVINIZED ACCORDING TO AASHTO M111, UNLESS OTHERWISE SPECIFIED.
- 3. ALL WELDS SHALL BE CONTINUOUS AND NOT LESS THAN 1#4" (6.35 mm) FILLET WELDS. THE WELDED FOUNDATION SHALL BE CAPABLE OF WITHSTANDING 10,000 FT/LBS (13558.18 n.m) OF INSTALLATION TORQUE APPLIED ABOUT THE AXIS OF THE FOUNDATION.
- 4. THE HELIX FOUNDATION SHAFT SHALL BE INSTALLED VERTICAL AND THE BASE PLATE SHALL BE IN LEVEL. THE BREAKAWAY COUPLINGS AND HARDWARE SHALL NOT BE USED TO ALIGN THE POLE INSTALLATION.
- 5. THE CABLE TRENCH SHALL BE BACKFILLED AND FIRMLY COMPACTED BEFORE THE INSTALLATION OF THE LIGHT POLE.
- 6. THE CONTRACTOR SHALL COORDINATE EXTENSION OF ANCHOR BOLTS ABOVE TOP OF THE BASE PLATE WITH THE BREAKAWAY DEVICE MANUFACTURER'S REQUIREMENTS.
- 7. ANY VOIDS WITHIN THE METAL FOUNDATION SHALL BE FILLED WITH FINE AGGREGATE.
- 8. METAL FOUNDATIONS SHALL BE INSTALLED IN UNDISTURBED SOIL. PREDRILLING A PILOT HOLE AND/OR BACKFILLING AROUND THE FOUNDTION IS NOT ALLOWED.
- 9. THE METAL FOUNDATION SHALL NOT BE INSTALLED TO A TORQUE WHICH EXCEEDS THE MANUFACTURER'S MAXIMUM TORQUE RATING NOR SHALL IT BE INSTALLED TO AN INSTALLATION TORQUE VALUE OF LESS THAN 3,500 FT LB (4,750 KNM). METAL FOUNDATIONS THAT ARE NOT INSTALLED TO FULL INSTALLATION DEPTH OR DO NOT ACHIEVE THE MINIMUM INSTALLATION TORQUE SHALL BE REMOVED AND REPLACED WITH A CONCRETE FOUNDATION AT NO ADDITIONAL COST.
- 10. THE BASEPLATE SHALL BE PERPENDICULAR TO THE SHAFT AXIS (\pm 1 $^{\circ}$) AND THE HOLE CENTERLINE SHALL BE CONCENTRIC (\pm 0.188) TO THE SHAFT AXIS.
- 11. THE PILOT POINT AND SHAFT AXIS SHALL BE CONCENTRIC (± 0.125) AND IN LINE $(\pm 2^{\circ})$.
- 12. THE BASEPLATE SHALL BE STAMPED WITH THE MANUFACTURERS NAME AND DATE OF MANUFACTURE.

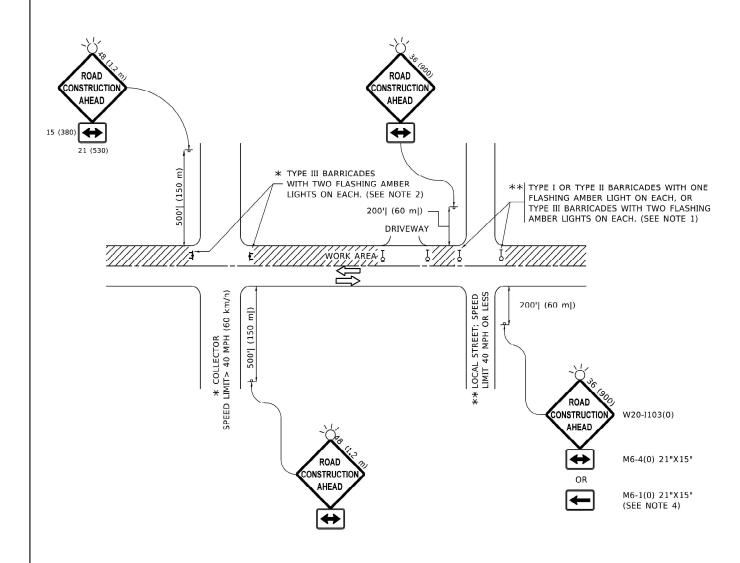
USER NAME = footemj	DESIGNED -	REVISED -
	DRAWN - DLB	REVISED -
PLOT SCALE - 50,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 4/19/2019	DATE - 02-27-07	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE: NONE

					F.A. P RTE.	F.A.P SECTION COUNTY SHEETS				
LIGHT	LIGHT POLE FOUNDATION, METAL					FAP 0307 23 SMART	KANE	96	88	
						BE-305	CONTRACT	NO.62\	/37	
SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT							





NOTES:

- 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 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.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION
 OF THE CLOSED PORTION.
- 3. 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 THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

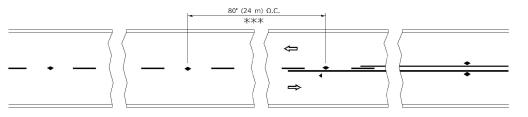
SCALE: NONE

- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER
- 7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

USER NAME = Lawrence.DeManche	DESIGNED - L.H.A.	REVISED	- T. RAMMACHER 01-06-00
	DRAWN -	REVISED	- A. SCHUETZE 07-01-13
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED	- A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED	 D. SENDERAK 05-03-24

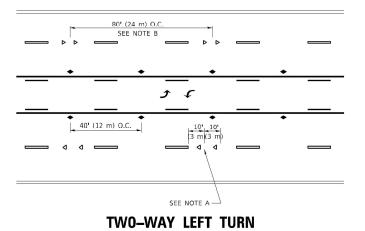
	TRAFF	IC	CONT	F.A.P RTE.	SECTION						
SI	SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS							307	FAP 0307 23 SMAR		
JI	DL 110	תח	3, HVII	.110	LUTIONS	, AND	DIIIVEWATS		TC-10		
	SHEET	1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS		



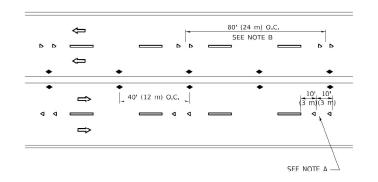
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

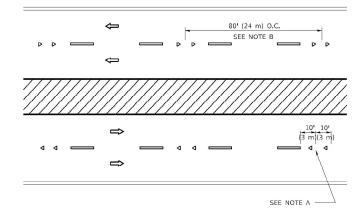
LANE REDUCTION TRANSITION

SEE FIGURE 3R-14 MUTCO



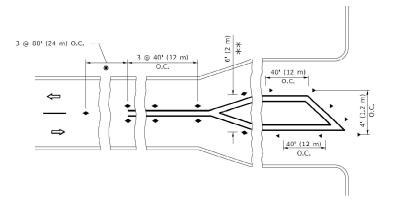
TWO-LANE/TWO-WAY

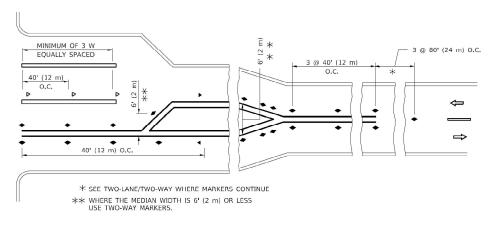




MULTI-LANE/UNDIVIDED







TURN LANES

GENERAL NOTES

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

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.
- MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD B INVOLVED.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS

RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

P SECTION COUNTY TOTAL SHEE NO.
1 FAP 0307 23 SMART KANE 96 91

TC-11 CONTRACT NO. 62V37

SYMBOLS

ONE-WAY AMBER MARKER

TWO-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER (W/O)

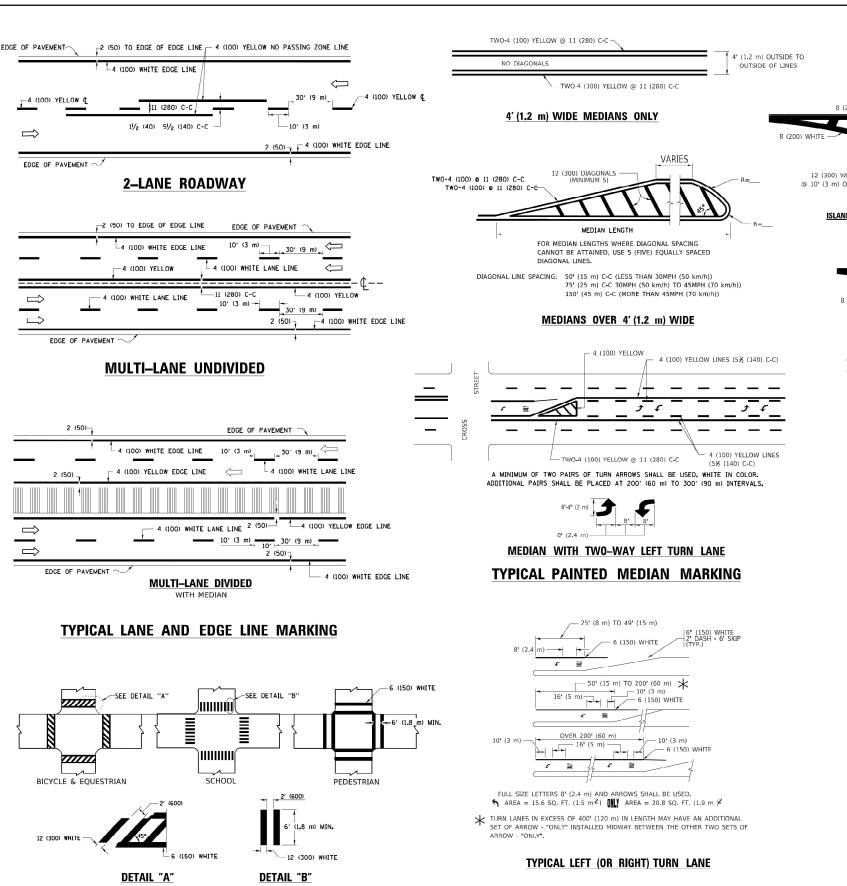
YELLOW STRIPE

WHITE STRIPE

)sheets\tcl1.dg

//IDOT/Documents\IDOT Offices\District 1\Projects\DistStd

MOCEL Det



TYPICAL TURN LANE MARKING

STOP LINES PAINTED MEDIANS RAILROAD CROSSING

TURN LANE MARKINGS

8 (200) WHITE -

STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

2 ARROW COMBINATION LEFT AND U TURN

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

TOTAL SHEE NO. 96 92

D(FT)

580

665

750

LANE REDUCTION TRANSITION

SPEED LIMIT

45

50

55

JSER NAME = footemi DESIGNED -EVERS C. JUCIUS 09-09-09 DRAWN REVISED - C. JUCIUS 07-01-13 CHECKED REVISED -C. JUCIUS 12-21-15 LOT SCALE = 50,0000 ' / in PLOT DATE = 3/4/2019 DATE

TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

	D	ISTRICT	ONE		F.A.P RTE.	SECTION		COUNTY	
TV	DICVI D	AVENIEN	T MARKING	36	307	FAP 0307 23 SMART	·	KANF	
110	YPICAL PAVEMENT MARKINGS					TC-13			
1	OF :	2 SHEET	IS STA.	TO STA.		TLUNOIS	FED All	D PROJECT	

SCALE: NONE

@ 10' (3 m) OR LESS SPACING ISLAND OFFSET FROM PAVEMENT EDGE 8 (200) WHITE -ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING

* LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS. **U-TURN** TYPE OF MARKING WIDTH OF LINE PATTERN COLOR SPACING / REMARKS SKIP-DASH CENTERLINE ON 2 LANE PAVEMENT YELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE YELLOW NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS 5½ (140) C-C FROM SKIP-DASH CENTERLINI 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN 4 (100) 2 @ 4 (100) LANE LINES SKIP-DASH WHITE 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 5 (125) ON FREEWAYS SKIP-DASH DOTTED LINES SAME AS LINE BEING EXTENDED SKIP-DASH SAME AS LINE BEING 2' (600) LINE WITH 6' (1,8 m) SPACE (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS) XTENDED EDGE LINES 4 (100) SOLID YELLOW-LEFT WHITE-RIGHT OUTLINE MEDIANS IN YELLOW

6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)

2 (50)

2 (50)

RAISED

COMBINATION

LEFT AND U-TURN

5'-4" (1620)

10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID 2 @ 4 (100) EACH DIRECTION LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL 8' (2.4m) LEFT ARROW CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.

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 24 (600) SOLID WHITE

11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING 2 @ 4 (100) WITH 12 (300) DIAGONALS SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS

GORE MARKING AND CHANNELIZING LINES 8 (200) WITH 12 (300) DIAGONALS @ 45° SOLID 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)) 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X" SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m PEACH "X"=54.0 SQ. FT. (5.0 m P SOLID WHITE

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)) SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8') WHITE - RIGHT YELLOW - LEFT 12 (300) @ 45 SOLID U TURN ARROW SEE DETAIL SOL ID WHITE

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO

30.4 SF

SEE TYPICAL TURN LANE MARKING DETAIL

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

KEEP RIGHT

SEE DETAIL "A"

R4-7a 24"X30"

LEGEND WORK AREA LANE OPEN TO TRAFFIC ARROW BOARD TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT ORUM WITH STEADY BURN LIGHT SIGN ASSEMBLY

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

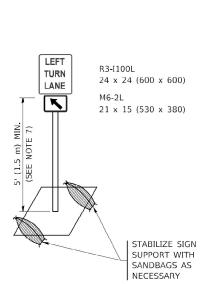
LEGEND WORK AREA LANE OPEN TO TRAFFIC ARROW BOARD TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT DRUM WITH STEADY BURN LIGHT SIGN ASSEMBLY TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

4" YELLOW REFLECTIVE PAVEMENT MARKING TAPE (REMOVE CONFLICTING WHITE SKIP-DASH LINES FIRST.)

ARROW BOARD

- A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 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.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. 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-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



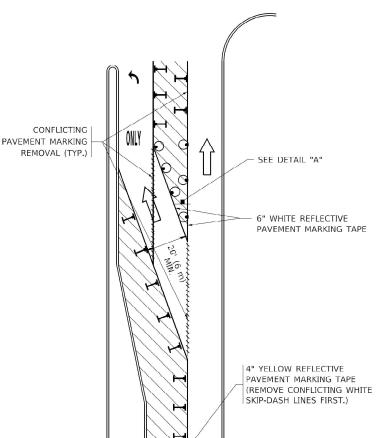


FIGURE 2

DETAIL A

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

MOCEL: Default FILE NAME: pw://IL08

Michael Baker
INTERNATIONAL
200 West Adams Street, Suite 1800, Chicag

 USER NAME
 Footening
 DESIGNED
 -1. RAMMACHER 09-08-94
 REVISED
 - . R. BORO 09-14-09

 PLOT SCALE
 - 50.0000 1/ in.
 CHIECKED
 - . A. HOUSEH 11-07-95
 REVISED
 - A. SCHUETZE 07-01-13

 PLOT DATE
 - 50.0000 1/ in.
 CHIECKED
 - . A. HIOUSEH 10-12-96
 REVISED
 - A. SCHUETZE 09-15-16

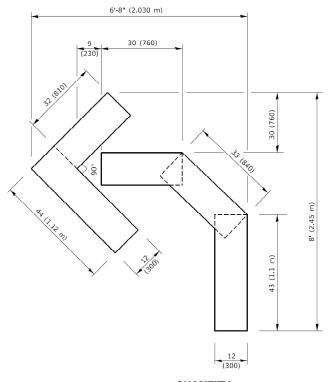
 PLOT DATE
 - 3.4/2019
 DATE
 - T. RAMMACHER 01-06-00
 REVISED
 - .

FIGURE 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

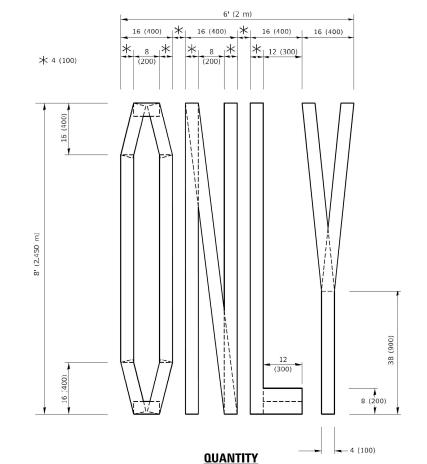
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)

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

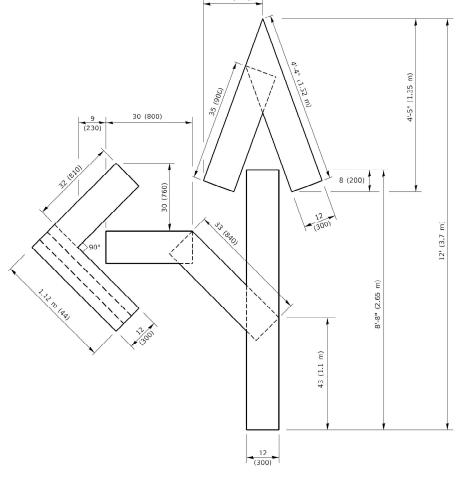


QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.41 sq. m)



4 (100) LINE = 64.1 ft. (19.5 m) 21.4 sq. ft. (1.99 sq. m)

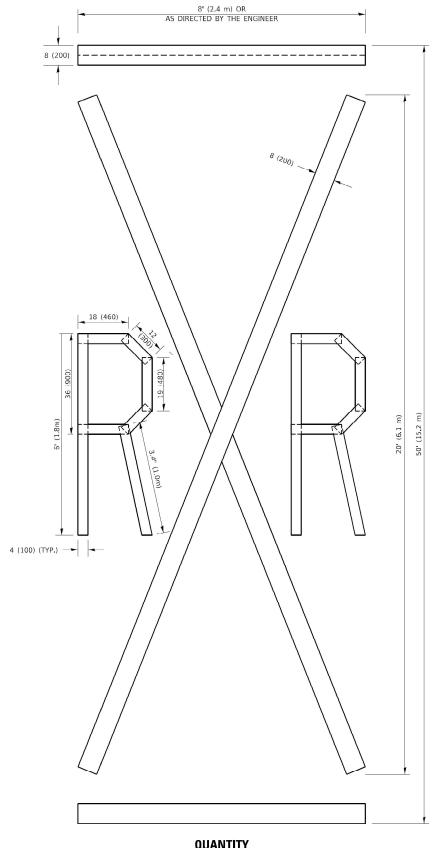


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



QUANTITY

4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

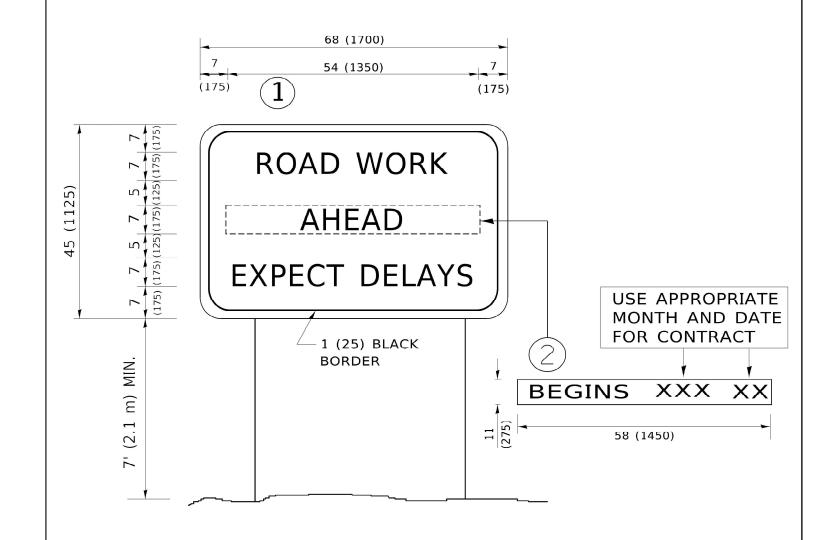
> All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footemj	DESIGNED	-		REVISED	- T. RAMMACHER 03-02-98
	DRAWN	-		REVISED	- E. GOMEZ 08-28-00
PLOT SCALE = 50.0068 ' / in.	CHECKED	-		REVISED	- E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE	-	09-18-94	REVISED	- A. SCHUETZE 09-15-16

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

	SHORT	TER	M F	PAVEN	/IENT	Γ Ι	MARKING	LETTERS	AND	SYMBOLS	
CALE:	NONE		SHEET	1	OF	1	SHEETS	STA.		TO STA.	

F.A.P RTF.	SECT	TION	COUNTY	TOTAL SHEETS	SHEE NO.				
307	FAP 0307	23 SMAR	KANE	96	94				
TC-16				CONTRACT NO. 62V37					
		ILLINOIS	FED. A	ID 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.

PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AII) PROJECT			
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INTO MINIATION STATE			TC-22		CONTRACT NO. 62V37		V37
	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS		INFORMATION SIGN		307	FAP 0307 23 SMART	KANF	96	95
			CTATE OF HIMOIC		ARTERIAL ROAD		RTE.	32011014	COONT	SHFFTS	NO.
USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97			ARTERIAL ROAD		F.A.P	SECTION	COUNTY	TOTAL	SHEET



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

NOTES:

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION