08-02-2024 LETTING ITEM 065

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	1
	ILLINOIS	CONTRACT NO. 62R97		

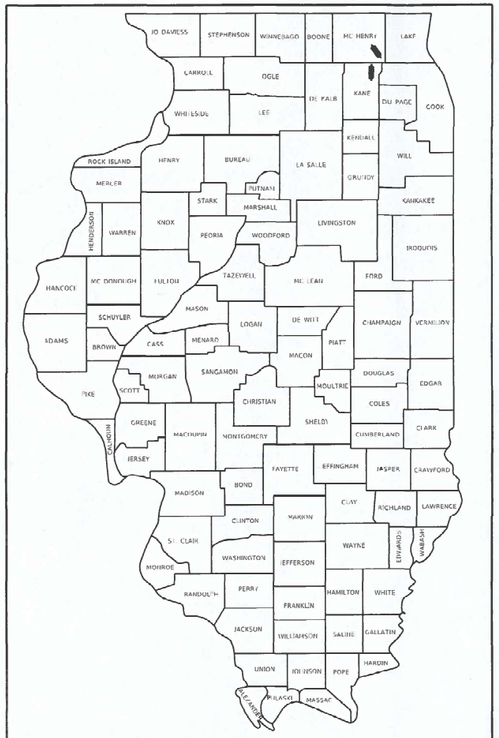
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

LOCATION 1: FAP ROUTE 305: US 14 (NORTHWEST HWY)
0.4 MI SE OF CARY/ALGONQUIN RD TO SE OF SPRING BEACH WAY
LOCATION 2: FAU 3887: IL 31
IL – 31 N OF MAIN ST
SECTION: FAP 0305 22 RS
PROJECT: NHPP-STP-PRG3(610)
SMART OVERLAY, DESIGNED OVERLAY, ADA RAMP IMPROVEMENTS, SHOULDER AND DRAINAGE REPAIRS
MCHENRY & KANE COUNTY

C–91–271–22

D–91–218–22



LOCATION OF SECTION INDICATED THUS: –

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE VILLAGES OF CARY & CARPENTERSVILLE

TRAFFIC DATA:

US–14:

PROJECT BEGIN TO PROJECT END:
ADT (2021) = 25400
SPEED LIMIT = 40 MPH

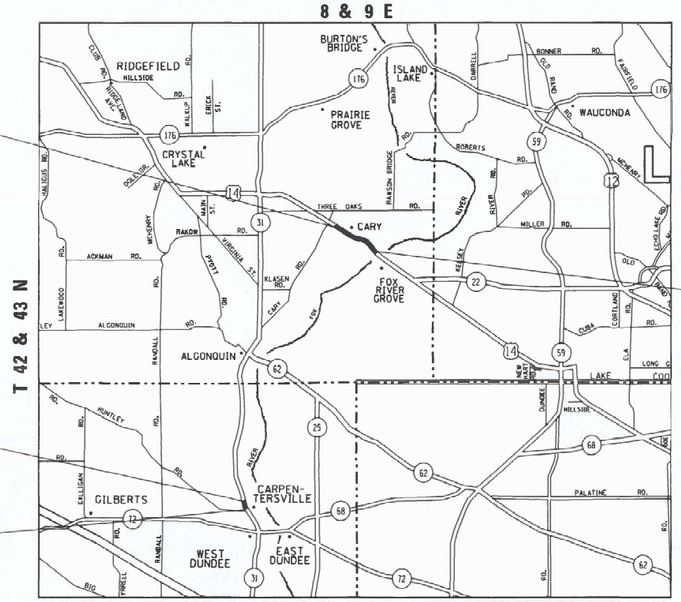
IL–31:

PROJECT BEGIN TO PROJECT END:
ADT (2021) = 15,600
SPEED LIMIT = 35 MPH

LOCATION 1: PROJECT STARTS STA 15+00

LOCATION 2: PROJECT STARTS STA 525+77.82

LOCATION 2: PROJECT ENDS STA 537+26.26



LOCATION 1: PROJECT ENDS STA 85+89

ALGONQUIN & DUNDEE TOWNSHIP

LOCATION 1: NET & GROSS LENGTH = 7,089 FT. = 1.34 MILES

LOCATION 2: NET & GROSS LENGTH = 1,148.44 = 0.22 MILES

0 100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED May 3rd 2024
REGIONAL ENGINEER

June 28, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

June 28, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT ENGINEER : DANIEL WILGREEN, P.E (847) 705–4240
PROJECT MANAGER : J. ALAIN MIDY, P.E. (847) 221–3056

CONTRACT NO. 62R97

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
604001-05	FRAMES AND LIDS TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONRETE CURB AND GUTTER
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5M) AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS, AND DELINEATORS
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGES OF CARY & CARPERNTERSVILLE
3. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KAPLANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
4. THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, FADI SULTAN AT FADI.SULTAN@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS
5. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
6. ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.
7. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
8. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER
9. ALL FINAL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
10. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT AS WELL AS SEEDING AND PERMIETER EROSION BARRIER WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER
11. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
12. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
13. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
14. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
15. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
16. TEMPORARY PAVEMENT MARKING, TYPE IV TAPE SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
17. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).
18. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
19. ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO DEPARTMENT.
20. DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATION, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
21. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
22. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
23. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.
24. ANY AGGREGATE SUBGRADE IMPROVEMENTS CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
25. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.
26. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM AXLE TRUCK.
27. SAW CUTTING/SCORING OF EXISTING PAVEMENT IS INCLUDED IN THE COST OF CLASS D PATCHES.

COMMITMENTS

138 N WESTERN AVE. CARPENTERSVILLE IL 60110: THE CONTRACTOR SHALL CONTACT DUNDEE LANDSCAPE NURSERY AND GARDEN CENTER A MINIMUM OF TWO (2) WEEKS PRIOR TO STARTING WORK IN FRONT OF THE PROPERTY SO THAT THE OWNER CAN RELOCATE THE DECORATIVE STONE LANDSCAPE WALL.

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PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
US 14 AND IL 31

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	2
		CONTRACT NO. 62R97		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FED 20% STATE MCHENRY US-14 0005	100% STATE MCHENRY US-14 0005	80% FED 20% STATE MCHENRY PEDESTRIAN SIGNAL 0021	80% FED 20% STATE KANE IL-31 0004		
20200100	EARTH EXCAVATION	CU YD	210	70			140		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE	CU YD	10				10		
	MATERIAL								
20800150	TRENCH BACKFILL	CU YD	2				2		
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	50				50		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	181	181					
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	4.2	2.2			2		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	4.2	2.2			2		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	4.2	2.2			2		
25003210	INTERSEEDING, CLASS 2A	ACRE	0.25				0.25		
25100115	MULCH, METHOD 2	ACRE	0.25				0.25		
25100630	EROSION CONTROL BLANKET	SQ YD	144				144		
25200110	SODDING, SALT TOLERANT	SQ YD	438	294			144		
25200200	SUPPLEMENTAL WATERING	UNIT	8.3	1.8			6.5		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	9				9		
28000400	PERIMETER EROSION BARRIER	FOOT	235				235		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FED 20% STATE MCHENRY US-14 0005	100% STATE MCHENRY US-14 0005	80% FED 20% STATE MCHENRY PEDESTRIAN SIGNAL 0021	80% FED 20% STATE KANE IL-31 0004		
28100107	STONE RIPRAP, CLASS A4	SQ YD	60	60					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	233				233		
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	60	60					
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	60	60					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	23707	23707					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	33091	33091					
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	74	74					
	FLANGEWAYS								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	372	372					
	JOINT								
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5,	TON	879	879					
	N70								
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5,	TON	13	13					
	MIX "D", N50								
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE	TON	5658	5658					
	COURSE, IL-9.5, MIX "E", N70								
42001300	PROTECTIVE COAT	SQ YD	935	935					
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY	SQ YD	35	35					
	PAVEMENT, 6 INCH								

✳ = SPECIALTY ITEMS
△ = NON-PARTICIPATING WORK (100% STATE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
US 14 AND IL 31

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	3
		CONTRACT NO. 62R97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

REV-SEP

SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		80% FED 20% STATE MCHENRY US-14 0005	100% STATE MCHENRY US-14 0005	80% FED 20% STATE MCHENRY PEDESTRIAN SIGNAL 0021	80% FED 20% STATE KANE IL-31 0004		
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY	SQ YD	40	40					
	PAVEMENT, 8 INCH								
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5	SQ FT	2715	2715					
	INCH								
42400800	DETECTABLE WARNINGS	SQ FT	280	280					
44000100	PAVEMENT REMOVAL	SQ YD	14				14		
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1	SQ YD	40922	40922					
	3/4"								
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3	SQ YD	7840	7840					
	3/4"								
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	195	195					
44000600	SIDEWALK REMOVAL	SQ FT	2715	2715					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	75	75					
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	50	50					
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	80	80					
44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	373	373					
44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	200	200					

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	44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	203	203					
	48203053	HOT-MIX ASPHALT SHOULDERS, 14"	SQ YD	121				121		
	550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	6				6		
	60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1				1		
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1				1		
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	21	21					
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	1				1		
	60401040	FRAMES, TYPE 24	EACH	2	2					
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	285				285		
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	100	100					
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2					
*	63200310	GUARDRAIL REMOVAL	FOOT	100	100					
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	210	70			140		
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	4	2			2		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
US 14 AND IL 31

SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	4
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FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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	SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
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*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION	L SUM	1	0.5			0.5	
		PLAN							
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION	L SUM	1	0.5			0.5	
		REPORT							
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	10			5	
	67100100	MOBILIZATION	L SUM	1	0.5			0.5	
	70102620	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1				
		STANDARD 701501							
	70102622	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1				
		STANDARD 701502							
	70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1				
		STANDARD 701701							
	70102640	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1				
		STANDARD 701801							
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	8775	8775				
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	3740	3000			740	
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND	SQ FT	1400	1400				
		SYMBOLS - PAINT							
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"-	FOOT	20700	20700				
		PAINT							

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	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"-	FOOT	4500	4500				
		PAINT							
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8"-	FOOT	200	200				
		PAINT							
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"-	FOOT	1300	1300				
		PAINT							
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"-	FOOT	550	550				
		PAINT							
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" -	FOOT	10993	8775			2218	
		TYPE IV TAPE							
*	72000100	SIGN PANEL - TYPE 1	SQ FT	34	10			24	
*	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	2				2	
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2				
*	72900100	METAL POST - TYPE A	FOOT	51				51	
*	78000100	THERMOPLASTIC PAVEMENT MARKING -	SQ FT	1400	1400				
		LETTERS AND SYMBOLS							
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	22291	20700			1591	
		4"							
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	4500	4500				
		6"							

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
US 14 AND IL 31

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		CONTRACT NO. 62R97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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	SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE 80% FED 20% STATE MCHENRY US-14 0005	100% STATE MCHENRY US-14 0005	80% FED 20% STATE MCHENRY PEDESTRIAN SIGNAL 0021	80% FED 20% STATE KANE IL-31 0004		
	CODE NO	ITEM	UNIT							
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	200	200					
		8"								
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	1419	1300			119		
		12"								
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE	FOOT	550	550					
		24"								
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	841	841					
*	78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	841	841					
		REMOVAL								
	78300202	PAVEMENT MARKING REMOVAL - WATER	SQ FT	650				650		
		BLASTING								
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL,	FOOT	143			143			
		2" DIA.								
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL	EACH	3			3			
		INSTALLATION								
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.	FOOT	1489			1489			
		14 2C								
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.	FOOT	1060			1060			
		14 3C								

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE 80% FED 20% STATE MCHENRY US-14 0005	100% STATE MCHENRY US-14 0005	80% FED 20% STATE MCHENRY PEDESTRIAN SIGNAL 0021	80% FED 20% STATE KANE IL-31 0004		
	CODE NO	ITEM	UNIT							
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.	FOOT	154			154			
		14 1 PAIR								
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT	FOOT	2549			2549			
		GROUNDING CONDUCTOR, NO. 6 1C								
*	87900200	DRILL EXISTING HANDHOLE	EACH	9			9			
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE,	EACH	6			6			
		BRACKET MOUNTED WITH COUNTDOWN TIMER								
*	88600100	DETECTOR LOOP, TYPE I	FOOT	1277			1277			
*	89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL	EACH	3			3			
		HEAD								
*	89502200	MODIFY EXISTING CONTROLLER	EACH	3			3			
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL	EACH	3			3			
		EQUIPMENT								
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
*	X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	6			6			
*	X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3			3			
*	X1400450	REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH	3	3					
	X4060995	TEMPORARY RAMP (SPECIAL)	SQ YD	372	372					

* = SPECIALTY ITEMS
△ = NON-PARTICIPATING WORK (100% STATE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
US 14 AND IL 31

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	6
		CONTRACT NO. 62R97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

REV-SEP

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
	CODE NO	ITEM	UNIT		80% FED 20% STATE MCHENRY US-14 0005	100% STATE MCHENRY US-14 0005	80% FED 20% STATE MCHENRY PEDESTRIAN SIGNAL 0021	80% FED 20% STATE KANE IL-31 0004	
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND	FOOT	602	602				
		REPLACEMENT LESS THAN OR EQUAL TO 10							
		FEET							
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND	FOOT	2235	2235				
		REPLACEMENT GREATER THAN 10 FEET							
	X4420815	CLASS D PATCHES, TYPE II, 14 INCH	SQ YD	15				15	
		(SPECIAL)							
△	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	850		850			
	X6030310	FRAMES AND LIDS TO BE ADJUSTED	EACH	33	33				
		(SPECIAL)							
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	11			1	
	X7010216	TRAFFIC CONTROL AND PROTECTION,	L SUM	1				1	
		(SPECIAL)							
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER,	EACH	30				30	
		REFLECTOR REMOVAL							
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER,	EACH	30				30	
		REFLECTOR REPLACEMENT							
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	18			18		
*	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH	FOOT	36			36		
		DIAMETER							

	SUMMARY OF QUANTITIES			TOTAL QUANTITIES URBAN	CONSTRUCTION TYPE CODE				
	CODE NO	ITEM	UNIT		80% FED 20% STATE MCHENRY US-14 0005	100% STATE MCHENRY US-14 0005	80% FED 20% STATE MCHENRY PEDESTRIAN SIGNAL 0021	80% FED 20% STATE KANE IL-31 0004	
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	321			321		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5			0.5	
△	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	85		85			
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	174	110			64	
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1				

* = SPECIALTY ITEMS
△ = NON-PARTICIPATING WORK (100% STATE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
US 14 AND IL 31

SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	7
		CONTRACT NO. 62R97		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

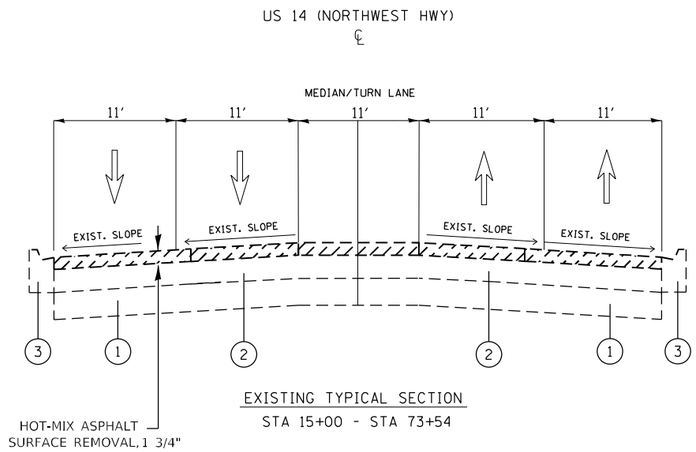
REV-SEP

LEGEND - EXISTING:

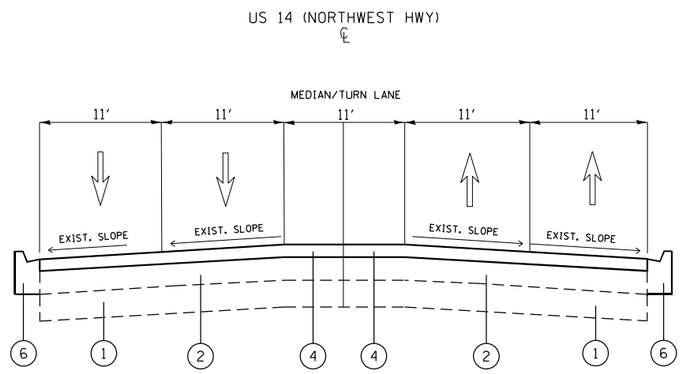
1. AGGREGATE SUBBASE 10"±
2. HOT-MIX ASPHALT PAVEMENT 14"±
3. COMBINATION CONCRETE CURB AND GUTTER

LEGEND – PROPOSED

4. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1.75"
5. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
6. COMBINATION CURB AND GUTTER (REMOVAL AND REPLACEMENT DETERMINED BY RE)



EXISTING TYPICAL SECTION
STA 15+00 - STA 73+54



PROPOSED TYPICAL SECTION
STA 15+00 - STA 73+54

LOCATION	HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
	MIXTURE TYPE	AIR VOIDS(%) @ Ndes	
	PAVEMENT		
US-14 (NORTHWEST HWY)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX"E" N70, 1.75"	4.0% @ 70 GYR.	QCP
US-14 (NORTHWEST HWY)	HOT MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4.0% @ 70 GYR.	QC/QA
	COMMERCIAL DRIVEWAYS		
US-14 (NORTHWEST HWY)	HMA SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4.0% @ 50 GYR.	QC/QA
US-14 (NORTHWEST HWY)	HMA ASPHALT BASE COURSE, 8" (HMA BINDER - IL-19.0)	4.0% @ 50 GYR.	QC/QA
	RESIDENTIAL DRIVEWAYS		
US-14 (NORTHWEST HWY)	HMA SURFACE COURSE, MIX "D", IL-9.5, N50, 2"	4.0% @ 50 GYR.	QC/QA
	HMA ASPHALT BASE COURSE, 6" (HMA BINDER - IL-19.0)	4.0% @ 50 GYR.	QC/QA
US-14 (NORTHWEST HWY)	**PATCHING**		
	CLASS D PATCHES (HMA BINDER IL-19 MM)	4.0% @ 70 GYR.	QC/QA
US-14 (NORTHWEST HWY)	**TEMPORARY RAMP (SPECIAL)**		
	HMA BINDER COURSE IL-9.5 N70	4.0% @ 70 GYR.	QC/QA
IL-31 (WESTERN AVE)	HOT-MIX ASPHALT SHOULDER, 14"		
IL-31 (WESTERN AVE)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1.75"	4.0% @ 70 GYR.	QC/QA
IL-31 (WESTERN AVE)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 12.25"	4.0% @ 70 GYR.	QC/QA
	CLASS D PATCHING (SPECIAL) 14"		
IL-31 (WESTERN AVE)	HMA BINDER IL-19.0	4.0% @ 70 GYR.	QC/QA
IL-31 (WESTERN AVE)	HMA SURFACE COURSE IL-9.5 MIX D N70; TOP 2"	4.0% @ 70 GYR.	QC/QA
	QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTE

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTATIES IS 112 LBS/SQ YD/IN.
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
NOTE 3: THE CONTRACTOR SHALL MILL THEN PATCH
NOTE 4: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACE OVER THE MILLED SURFACE (15+00 - 73+54)
NOTE 5: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACE OVER THE HMA BC IL-9.5 (73+54 - 85+89)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
US 14 AND IL 31

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	8
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

LEGEND - EXISTING:

1. AGGREGATE SUBBASE 10"±
2. HOT-MIX ASPHALT PAVEMENT 14"±
3. COMBINATION CONCRETE CURB AND GUTTER

LEGEND – PROPOSED

4. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1.75"
5. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
6. COMBINATION CURB AND GUTTER (REMOVAL AND REPLACEMENT DETERMINED BY RE)

US 14 (NORTHWEST HWY)
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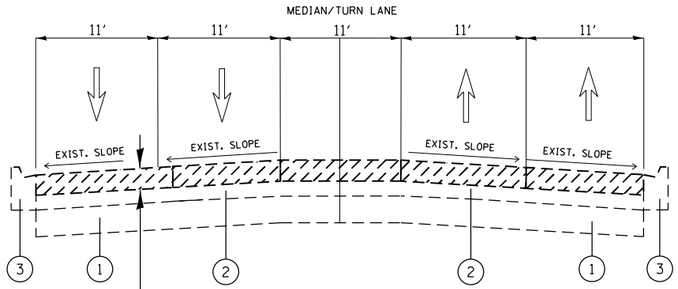

EXISTING TYPICAL SECTION
STA 73+54 - STA 85+89

US 14 (NORTHWEST HWY)
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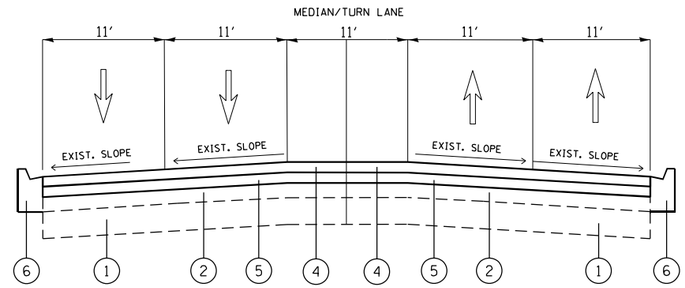

PROPOSED TYPICAL SECTION
STA 73+54 - STA 85+89

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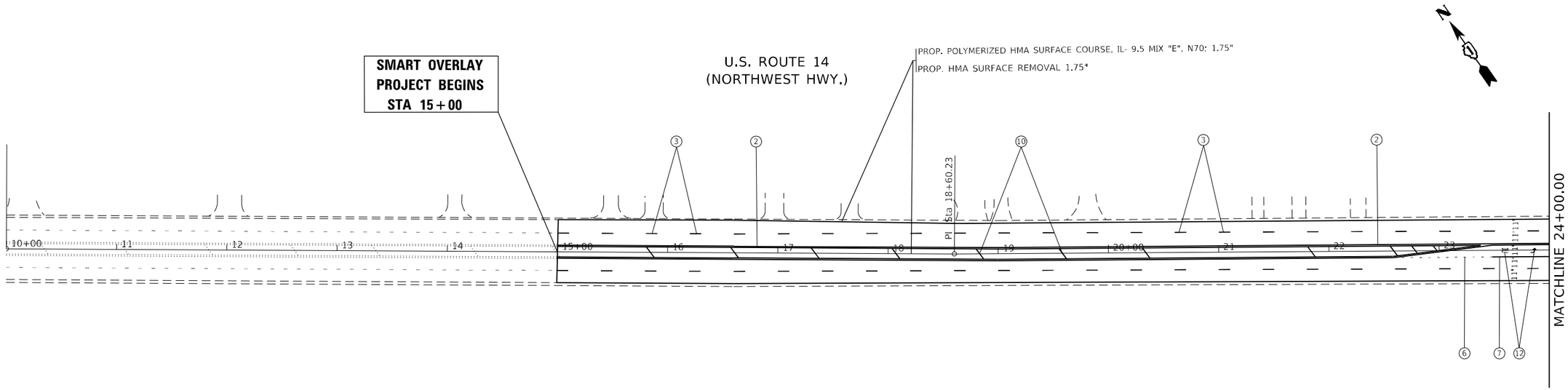
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
US 14 AND IL 31

SCALE: | SHEET OF SHEETS | STA. TO STA.

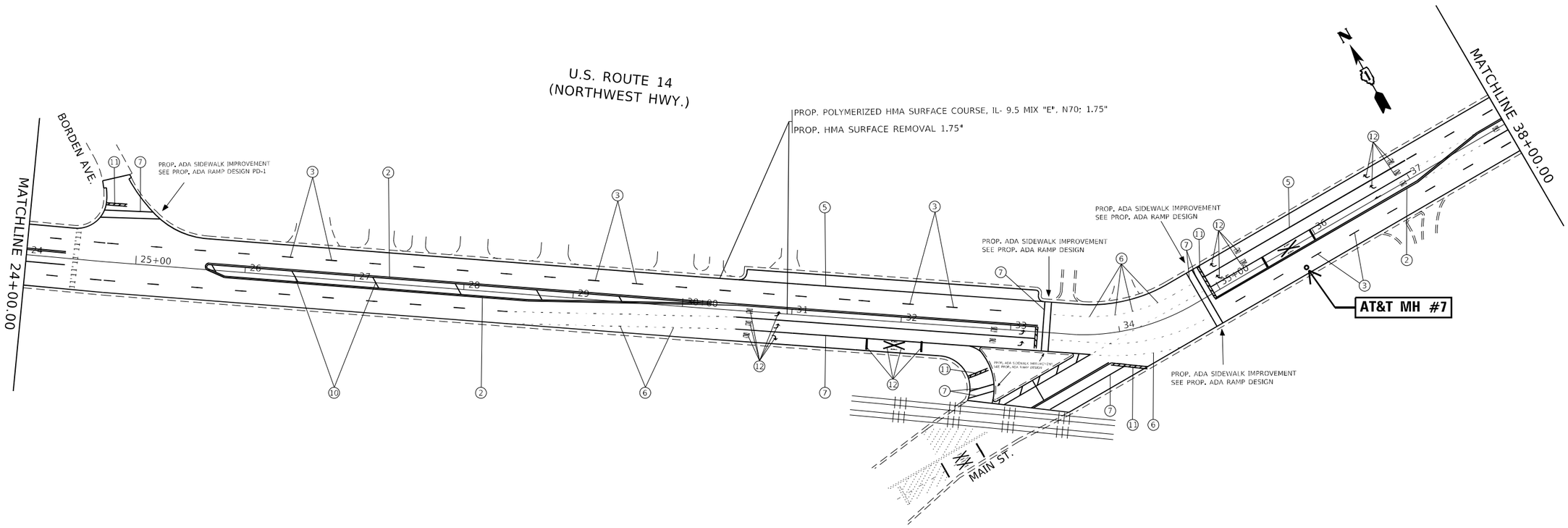
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	9
		CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



LEGEND: PROPOSED PAVEMENT STRIPING

(1) - 4" SOLID, YELLOW	(5) - 4", SOLID, WHITE - EDGE LINE	(9) - 12", SOLID, WHITE
(2) - 4", DOUBLE, YELLOW CENTERLINE	(6) - 6", TURN LANE SKIP, WHITE -	(10) - 12", SOLID, YELLOW
(3) - 4", SKIP-DASH, WHITE	(7) - 6", SOLID, WHITE	(11) - 24", SOLID, WHITE - STOP LINES
(4) - 4", SKIP-DASH, YELLOW	(8) - 8", SOLID, WHITE	(12) - LETTERS AND SYMBOLS, WHITE

(13) - LINE 12", SOLID, CROSSWALK



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	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**U.S. ROUTE 14 (ALGONQUIN RD. TO SE OF SPRING BEACH WAY)**	VAR.	FAP 0305 22 RS	VARIOUS	71	10
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PLOT DATE = 5/10/2024	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

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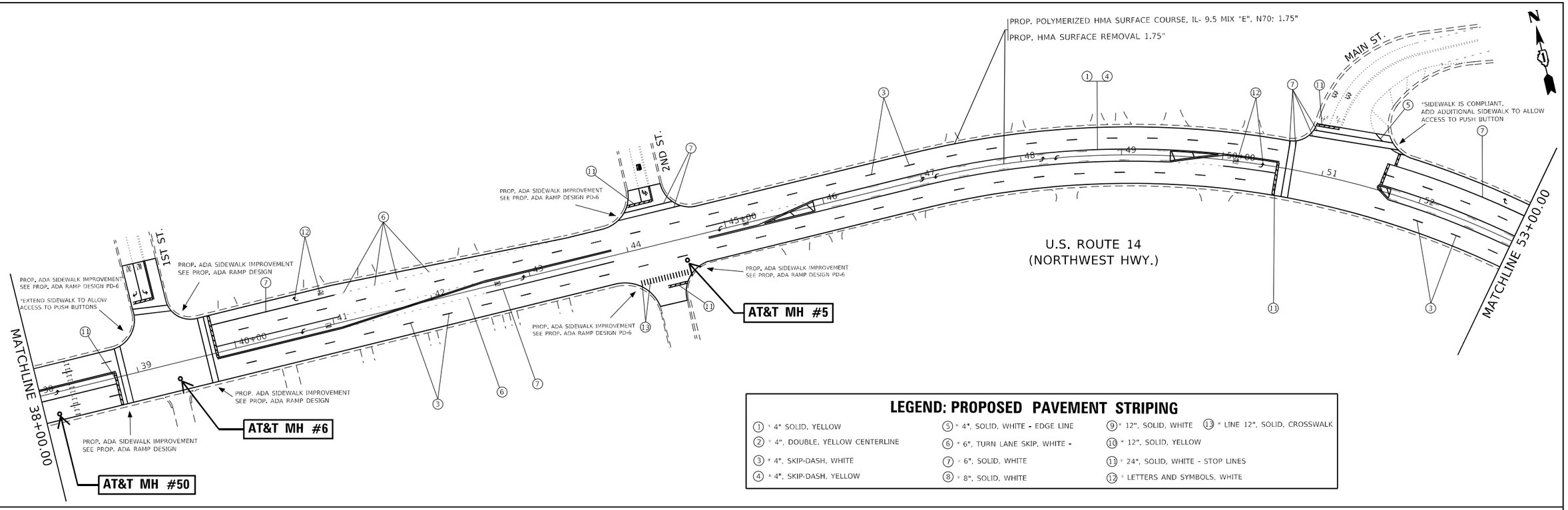

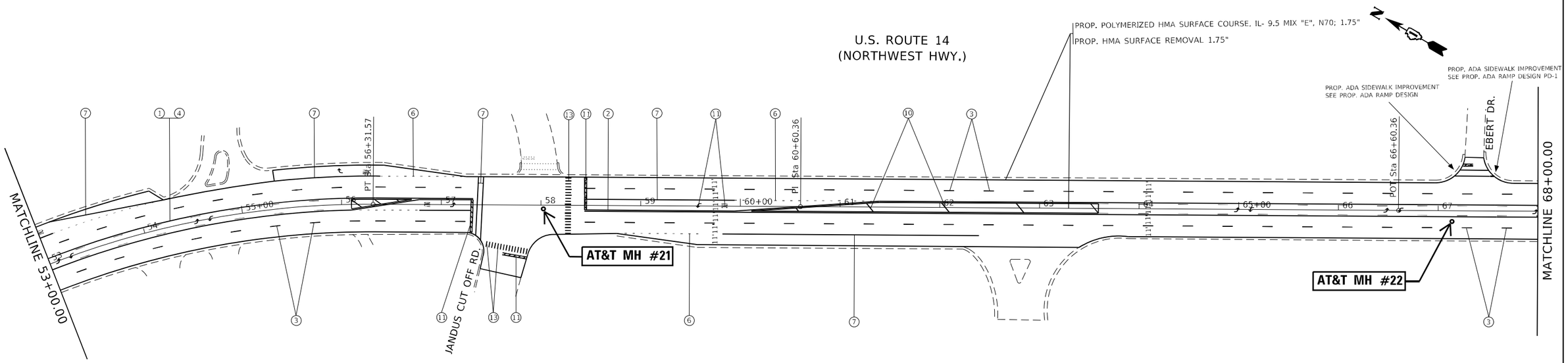

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	DRAWN -	REVISED -	
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PLOT DATE = 5/10/2024	DATE -	REVISED -	

ROADWAY PLAN
U.S. ROUTE 14 (ALGONQUIN RD. TO SE OF SPRING BEACH WAY)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	11
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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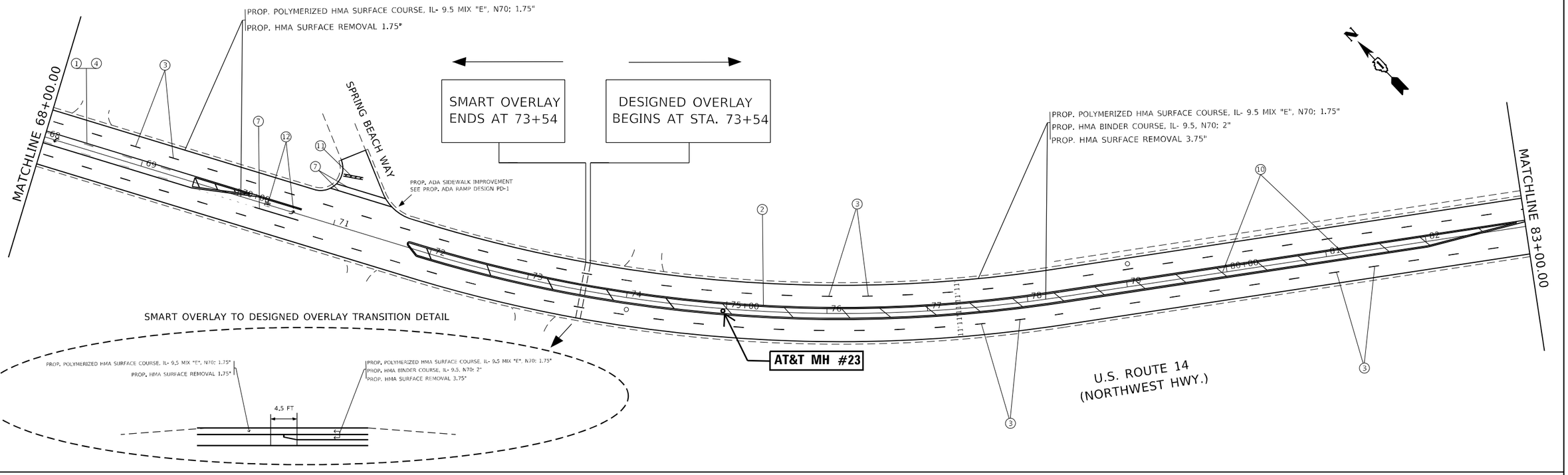

LEGEND: PROPOSED PAVEMENT STRIPING

(1) * 4" SOLID, YELLOW	(5) * 4", SOLID, WHITE - EDGE LINE	(9) * 12", SOLID, WHITE
(2) * 4", DOUBLE, YELLOW CENTERLINE	(6) * 6", TURN LANE SKIP, WHITE -	(10) * 12", SOLID, YELLOW
(3) * 4", SKIP-DASH, WHITE	(7) * 6", SOLID, WHITE	(11) * 24", SOLID, WHITE - STOP LINES
(4) * 4", SKIP-DASH, YELLOW	(8) * 8", SOLID, WHITE	(12) * LETTERS AND SYMBOLS, WHITE
		(13) * LINE 12", SOLID, CROSSWALK

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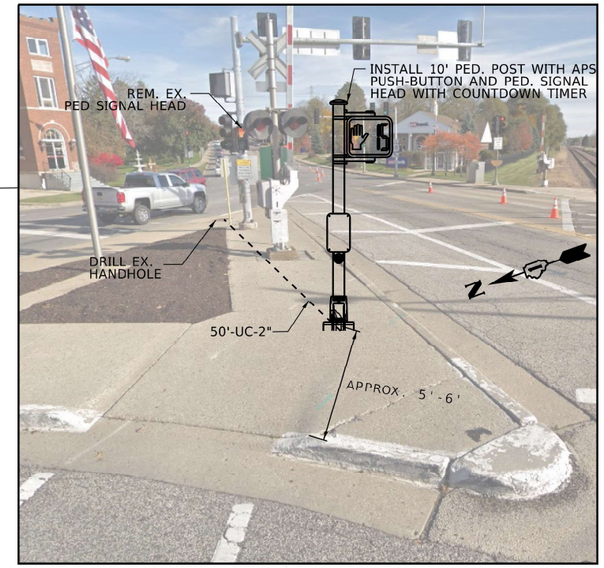
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

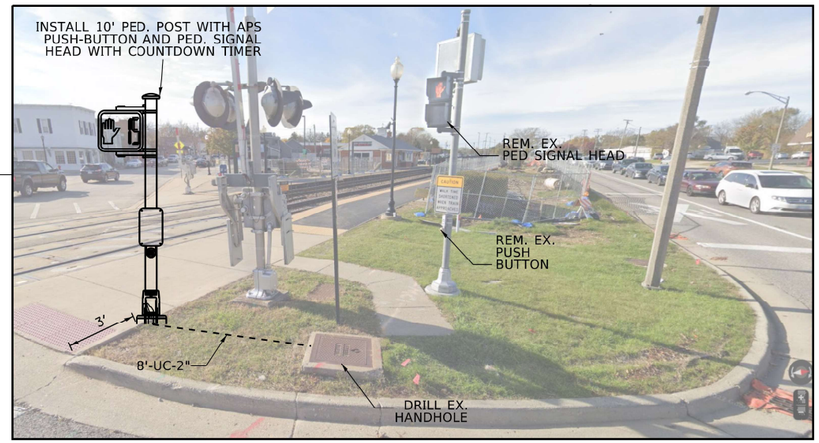
ROADWAY PLAN
U.S. ROUTE 14 (ALGONQUIN RD. TO SE OF SPRING BEACH WAY)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	12
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



EAST RAILROAD CORNER



WEST RAILROAD CORNER

NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.

3. APS SHALL BE PLACE PARALLEL TO THE CORRESPONDING CROSSWALK.

4. THIS PLAN IS FOR THE REMOVAL OF PUSH BUTTONS, INSTALLATION OF APS PUSH BUTTONS, AND REPLACEMENT OF LOOP DETECTORS WITHIN THE RESURFACING LIMITS AS SHOWN.

5. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).

6. ALL PUSH BUTTONS SHALL BE APS

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 SIGNAL HEAD
5	EACH	PEDESTRIAN PUSH-BUTTON

TS 7245

ECON 149

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND W MAIN STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	13
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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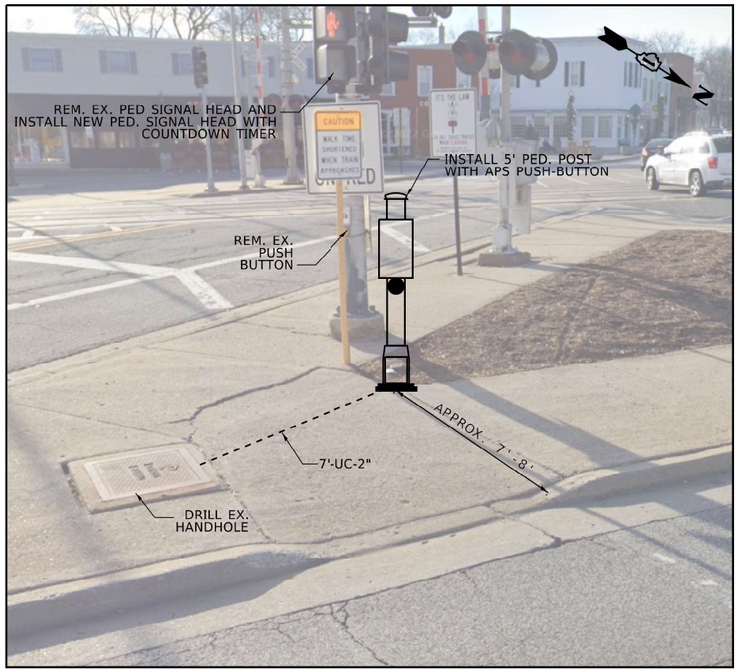
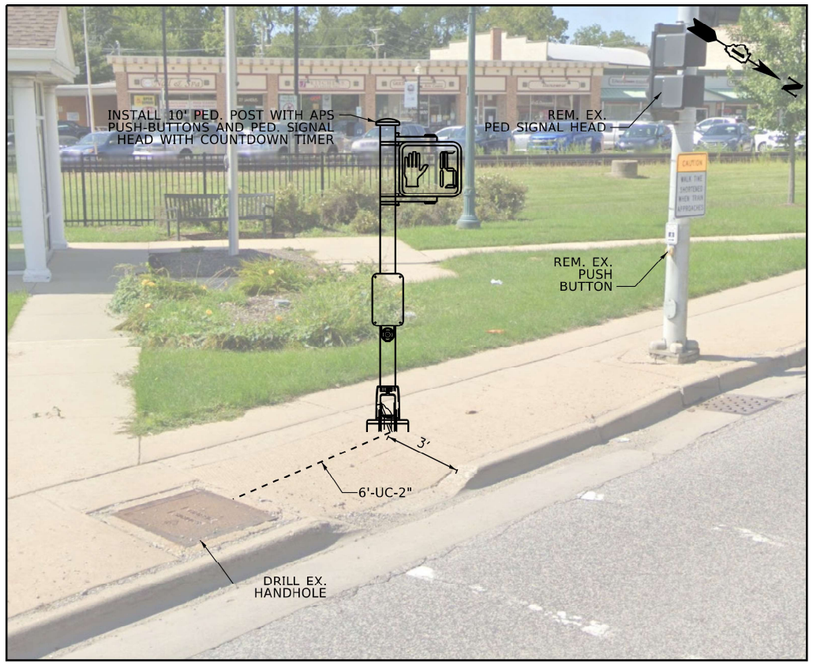
NORTHWEST CORNER

NORTHEAST CORNER



SOUTHWEST CORNER



SOUTHEAST CORNER

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ECON 149

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND W MAIN STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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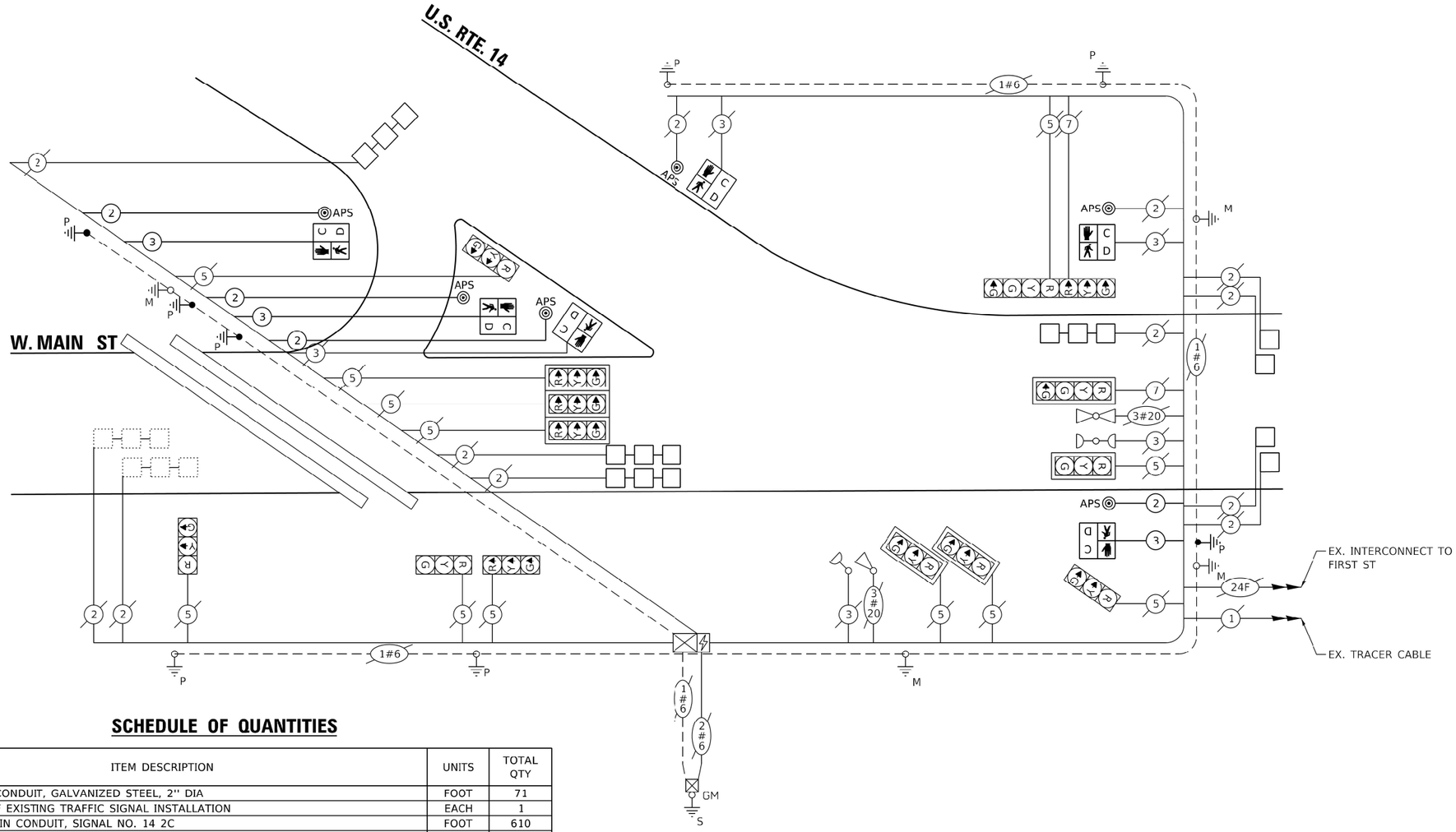
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	71
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	610
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	523
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	42
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1133
DRILL EXISTING HANDHOLE	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
DETECTOR LOOP, TYPE I	FOOT	359
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
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

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	14	11	50	77.0
(YELLOW)	14	20	5	14.0
(GREEN)	14	12	45	75.6
PERMISSIVE ARROW	2	10	10	2
PED. SIGNAL	6	20	100	120
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	413.6

ENERGY COSTS TO:

VILLAGE OF CARY
755 GEORGETOWN DR
CARY, IL. 60013

ENERGY SUPPLY: CONTACT: CASSIE EVANS
PHONE: 773-241-0741
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 03631-71304

TS 7245
ECON 149

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND W MAIN STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	15
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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SEQUENCE OF OPERATION

MOVEMENT		2 5			O.L.A. 6 2							O.L.A. 7					P P P P			FLASH
PHASE		2 + 5			2 + 6							7					8			
INTERVAL		1	2A	2B	3	4A	4B	5A	5B	6A	6B	7	8A	8B	9A	9B	10	11	12	
CHANGE TO			2+6			2+5		7		8			2+5 8		2+6				2+5 2+6 7	
U.S. RTE. 14 RIGHT TURN SIGNALS	W/B	G ►	G ►	G ►	G ►	G ►	G ►	Y	R	Y	R	R	R	R	R	R	R	R	R	R
U.S. RTE. 14 THROUGH SIGNALS	W/B	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
U.S. RTE. 14 LEFT TURN SIGNALS	E/B	R	R	R	◄ G	Y	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R
U.S. RTE. 14 RIGHT TURN SIGNALS	E/B	R	R	R	G ►	Y	R	G ►	G ►	Y	R	G ►	Y	R	G ►	G ►	R	R	R	R
WEST MAIN ST. NEAR RIGHT AND FAR RIGHT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R
WEST MAIN ST. END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	G ◄ G	Y	R	Y	R	R	R	R	R
PEDESTRIAN SIGNALS CROSSING WEST LEG OF U.S. RTE. 14		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	DARK
PEDESTRIAN SIGNALS CROSSING EAST LEG OF U.S. RTE. 14		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	*W	**FL DW	DW	

O.L.A. = 6 + 7

PHASE 2 + 6 SHALL BE PLACED ON RECALL.

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

** FLASHING "DON'T WALK" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

W = "WALK"
FL DW = FLASHING "DON'T WALK"
DW = "DON'T WALK"

FOR INFORMATION PURPOSES ONLY

RAILROAD PREEMPTION SEQUENCE OF OPERATION

FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1		3		7		10	X											
FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL NUMBER	X		X		X		X	2		3		4							
RAILROAD PREEMPTION INTERVAL	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	2	3	4	5	6	7
CHANGE TO	1B	2	1D	2	1F	2	2	1J	2	1L	2	1N	2	3	4	5	6	7	RESUME NORMAL PHASE 7
U.S. RTE. 14 RIGHT TURN SIGNALS	W/B	Y	R	Y	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G ►	Y	R
U.S. RTE. 14 THROUGH SIGNALS	W/B	Y	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R
U.S. RTE. 14 LEFT TURN SIGNALS	E/B	R	R	Y	R	R	R	R	R	R	R	R	Y	R	R	R	R	◄ G	Y	R
U.S. RTE. 14 RIGHT TURN SIGNALS	E/B	R	R	Y	R	Y	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R
WEST MAIN ST. NEAR RIGHT AND FAR RIGHT SIGNALS	E/B	R	R	R	R	G	G	R	R	R	G	G	R	R	G	Y	R	R	R	R
WEST MAIN ST. END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	G ◄ G	G ◄ G	R	R	R	G ◄ G	G ◄ G	R	R	G ◄ G	Y	R	R	R	R
PEDESTRIAN SIGNALS CROSSING WEST LEG OF U.S. RTE. 14		DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
PEDESTRIAN SIGNALS CROSSING EAST LEG OF U.S. RTE. 14		DW	DW	DW	DW	DW	DW	FL DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
INTERNALLY ILLUMINATED SIGNS		NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT
																		HOLD		

NRT = "NO RIGHT TURN" OR

◊ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL AFTER EMERGENCY VEHICLE 2, 3 OR 4 IS TERMINATED.

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

FROM NORMAL INTERVAL	1		1		1		3		3		3		7		7		7		10		10		10		EMERGENCY VEHICLE INTERVAL			CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W							
CHANGE TO	2	1C	3	1E	4	1G	2	1J	3	4	1M	2	3	1Q	4	1S	2	1U	3	1W	4	2	3	4	◊
U.S. RTE. 14 RIGHT TURN SIGNALS	W/B	G ►	Y	R	G ►	G ►	G ►	G ►	Y	R	G ►	R	R	R	R	R	R	R	R	R	R	G ►	R	G ►	◊
U.S. RTE. 14 THROUGH SIGNALS	W/B	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	R	◊
U.S. RTE. 14 LEFT TURN SIGNALS	E/B	R	R	R	R	R	Y	R	Y	R	◄ G	R	R	R	R	R	R	R	R	R	R	R	R	◄ G	◊
U.S. RTE. 14 RIGHT TURN SIGNALS	E/B	R	R	R	R	R	Y	R	G ►	G ►	G ►	Y	R	G ►	G ►	G ►	R	R	R	R	R	R	R	G ►	G ►	◊
WEST MAIN ST. NEAR RIGHT AND FAR RIGHT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	Y	R	G	Y	R	R	R	R	R	R	R	G	R	◊
WEST MAIN ST. END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	Y	R	G ◄ G	Y	R	R	R	R	R	R	R	G ◄ G	R	◊
PEDESTRIAN SIGNALS CROSSING WEST LEG OF U.S. RTE. 14		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	FL DW	DW	FL DW	DW	DW	DW	DW	◊
PEDESTRIAN SIGNALS CROSSING EAST LEG OF U.S. RTE. 14		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	FL DW	DW	FL DW	DW	FL DW	DW	DW	DW	DW	◊

TS 7245
ECON 149

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USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/10/2024	DATE -	REVISED -	

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND W MAIN STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	16
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.

3. APS SHALL BE PLACE PARALLEL TO THE CORRESPONDING CROSSWALK.

4. THIS PLAN IS FOR THE REMOVAL OF PUSH BUTTONS, INSTALLATION OF APS PUSH BUTTONS, AND REPLACEMENT OF LOOP DETECTORS WITHIN THE RESURFACING LIMITS AS SHOWN.

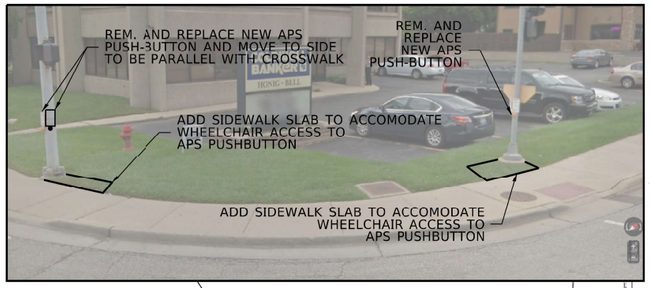
5. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).

6. ALL PUSH BUTTONS SHALL BE APS

REMOVAL AND RELOCATION NOTES:

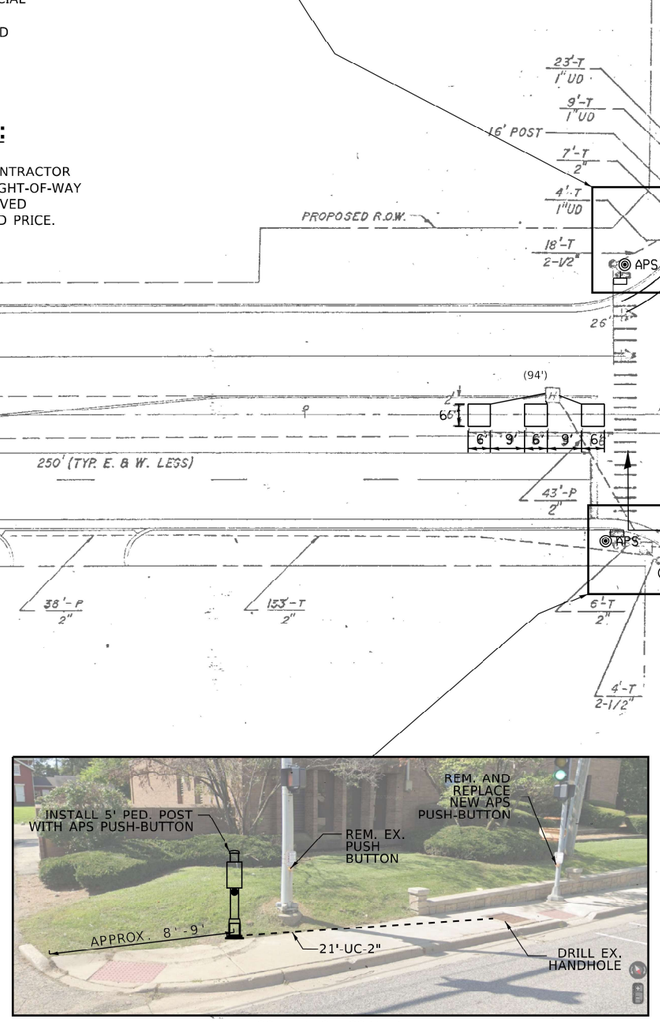
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

1	EACH	PEDESTRIAN SIGNAL HEAD
8	EACH	PEDESTRIAN PUSH-BUTTON

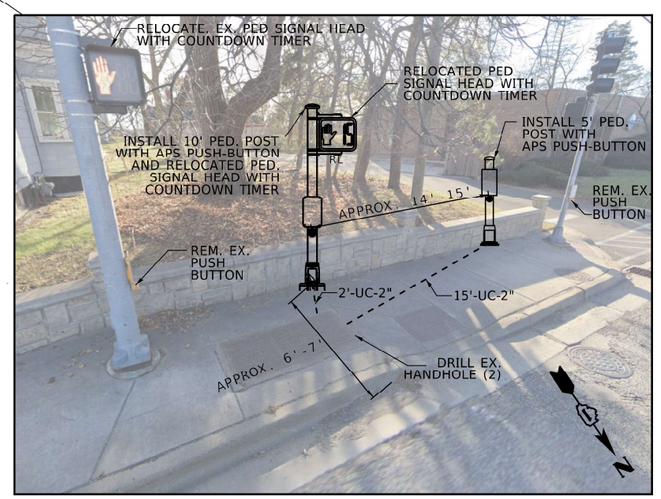


NORTHWEST CORNER

NORTHEAST CORNER



SOUTHWEST CORNER



SOUTHEAST CORNER

TS 7275

ECON 149

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	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND FIRST STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	17
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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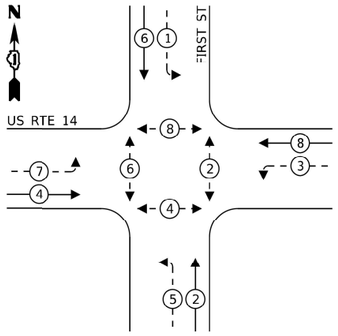
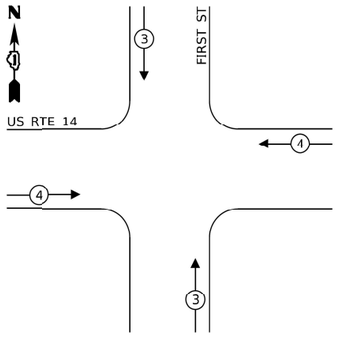


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



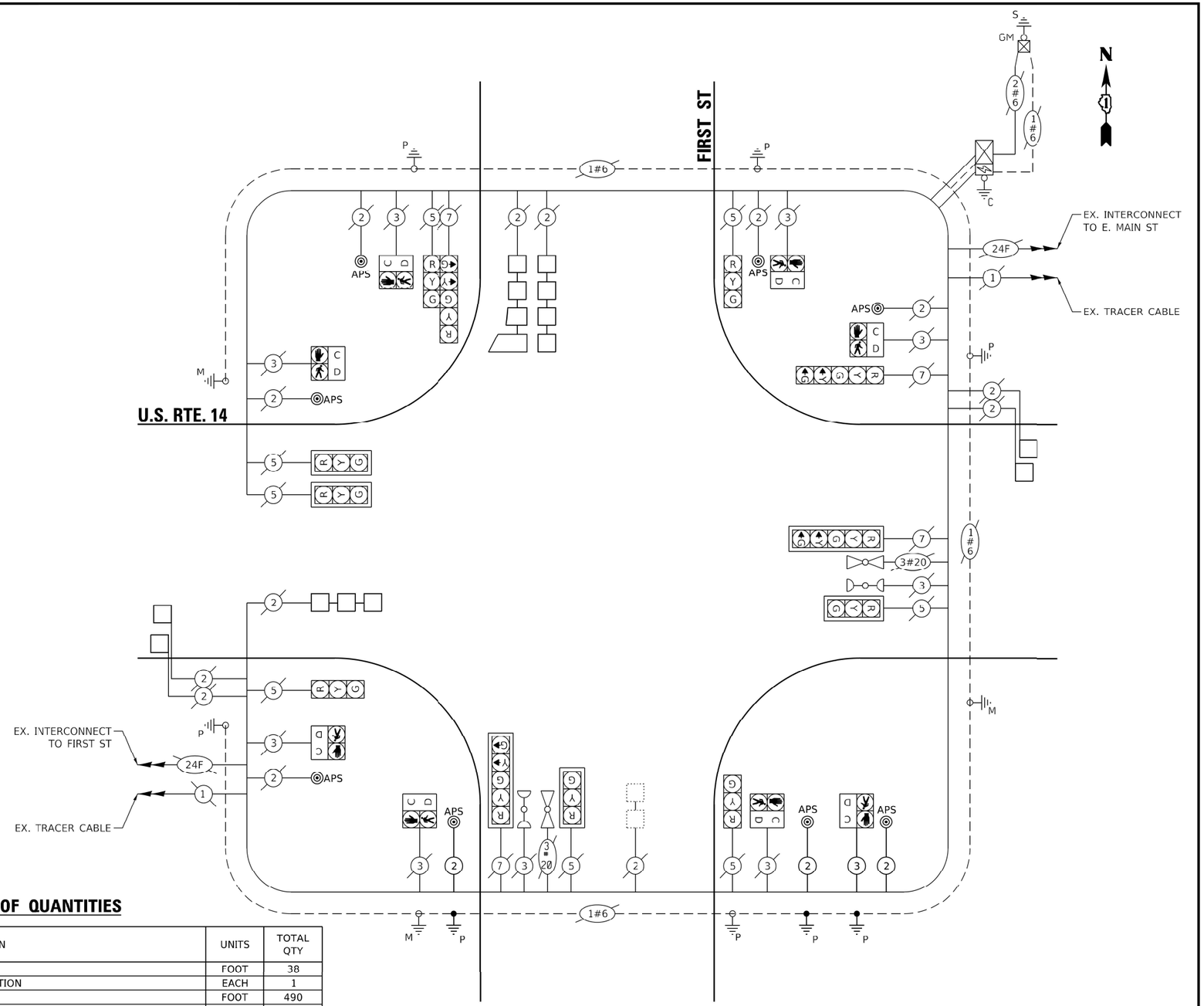
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	8	10	10	8.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	435.8

ENERGY COSTS TO:

VILLAGE OF CARY
755 GEORGETOWN DR
CARY, IL. 60013

ENERGY SUPPLY: CONTACT: CASSIE EVANS
PHONE: 773-241-0741
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 03631-71304



CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	38
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	490
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	135
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	39
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	625
DRILL EXISTING HANDHOLE	EACH	3
DETECTOR LOOP, TYPE I	FOOT	585
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION TYPE A 12-INCH DIAMETER	FOOT	12

TS 7275
ECON 149

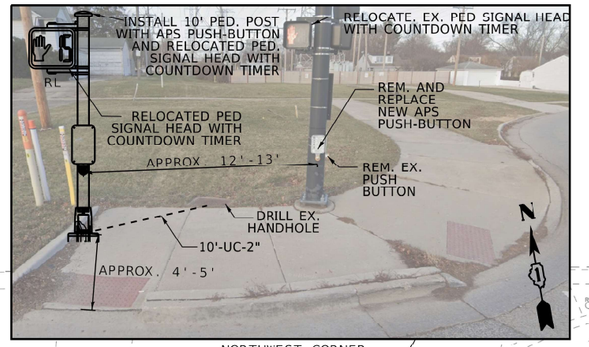
USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

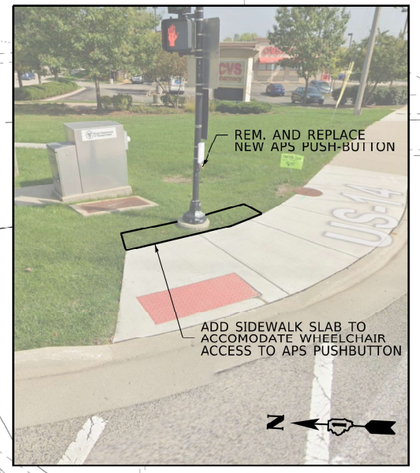
APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND FIRST STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	18
		CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



NORTHWEST CORNER



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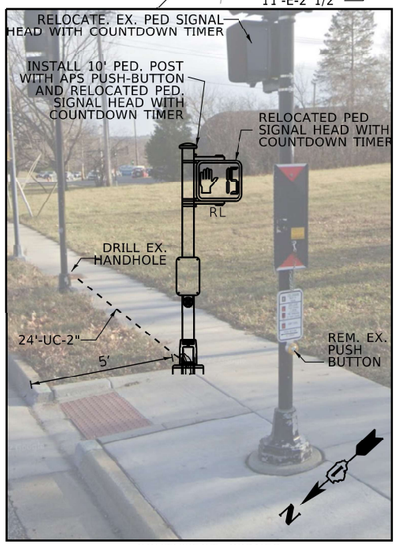

SOUTHWEST CORNER

EXISTING INTERSECTION AND (SAMPLING) SYSTEM DETECTORS

EXISTING INTERCONNECT TO FIRST STREET

EXISTING INTERCONNECT TO JANDUS CUT-OFF

E MAIN ST

US ROUTE 14

EXIST. R.O.W.

APS

ADJ

RESURFACING LIMITS

NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.

3. APS SHALL BE PLACE PARALLEL TO THE CORRESPONDING CROSSWALK.

4. THIS PLAN IS FOR THE REMOVAL OF PUSH BUTTONS, INSTALLATION OF APS PUSH BUTTONS, AND REPLACEMENT OF LOOP DETECTORS WITHIN THE RESURFACING LIMITS AS SHOWN.

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6. ALL PUSH BUTTONS SHALL BE APS

REMOVAL AND RELOCATION NOTES:

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

2	EACH	PEDESTRIAN SIGNAL HEAD
4	EACH	PEDESTRIAN PUSH-BUTTON

TS 7246
ECON 149

USER NAME = mohammad,hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND E MAIN STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	19
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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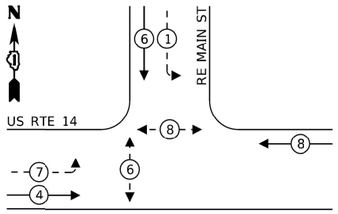
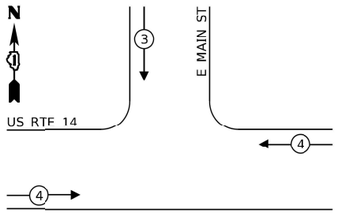
EXISTING CONTROLLER SEQUENCE

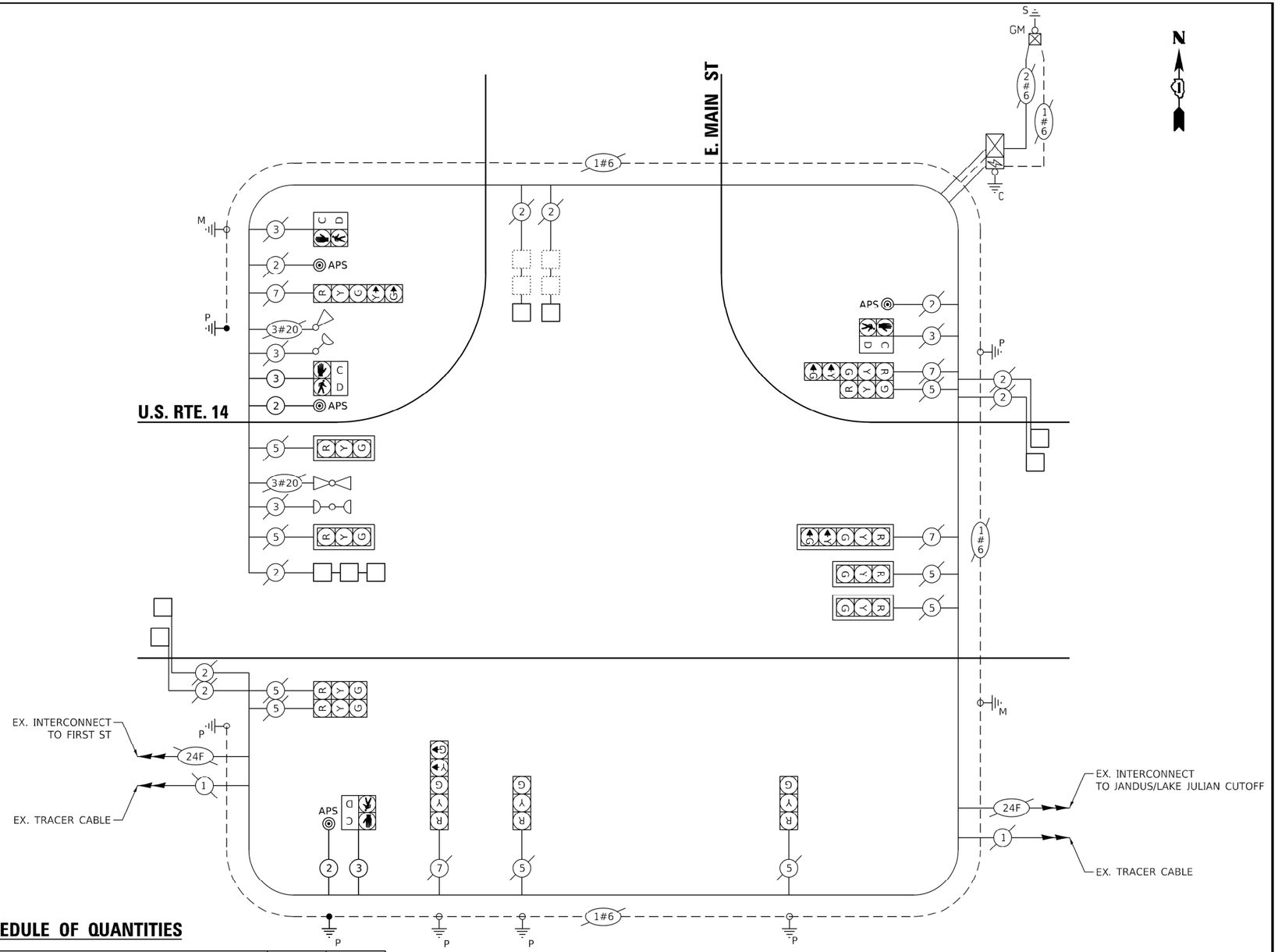


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE





CABLE PLAN

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	13	11	50	71.5
(YELLOW)	13	20	5	13.0
(GREEN)	13	12	45	70.2
PERMISSIVE ARROW	8	10	10	8.0
PED. SIGNAL	4	20	100	80.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	367.7

ENERGY COSTS TO:

VILLAGE OF CARY
755 GEORGETOWN DR
CARY, IL. 60013

ENERGY SUPPLY: CONTACT: CASSIE EVANS
PHONE: 773-241-0741
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 03631-71304

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	34
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	389
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	402
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	58
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	791
DRILL EXISTING HANDHOLE	EACH	2
DETECTOR LOOP, TYPE I	FOOT	333
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	2
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
CONCRETE FOUNDATION TYPE A 12-INCH DIAMETER	FOOT	8

TS 7246
ECON 149

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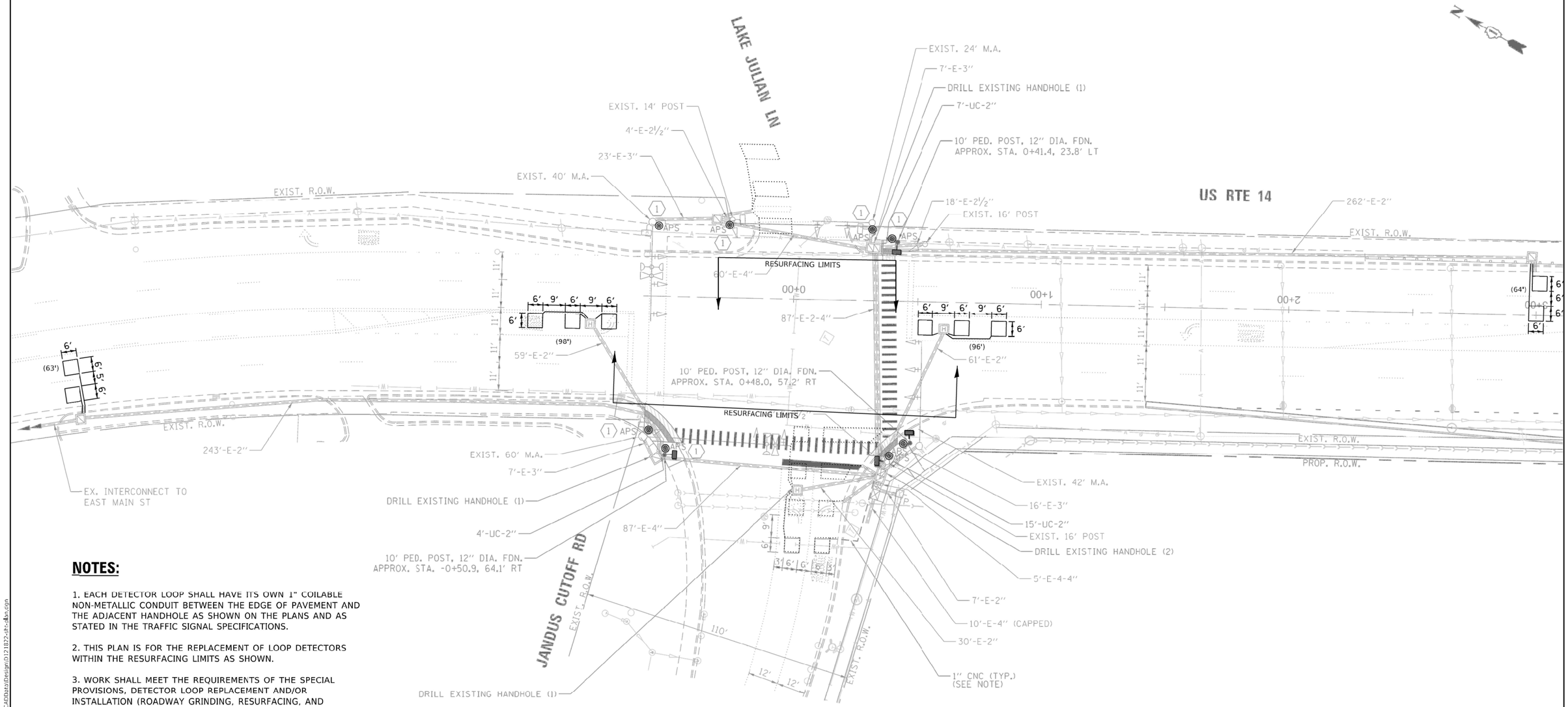
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND E MAIN STREET

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	20
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

2. THIS PLAN IS FOR THE REPLACEMENT OF LOOP DETECTORS WITHIN THE RESURFACING LIMITS AS SHOWN.

3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	15
DETECTOR LOOP REPLACEMENT	FOOT	321

TS 21815
ECON 149

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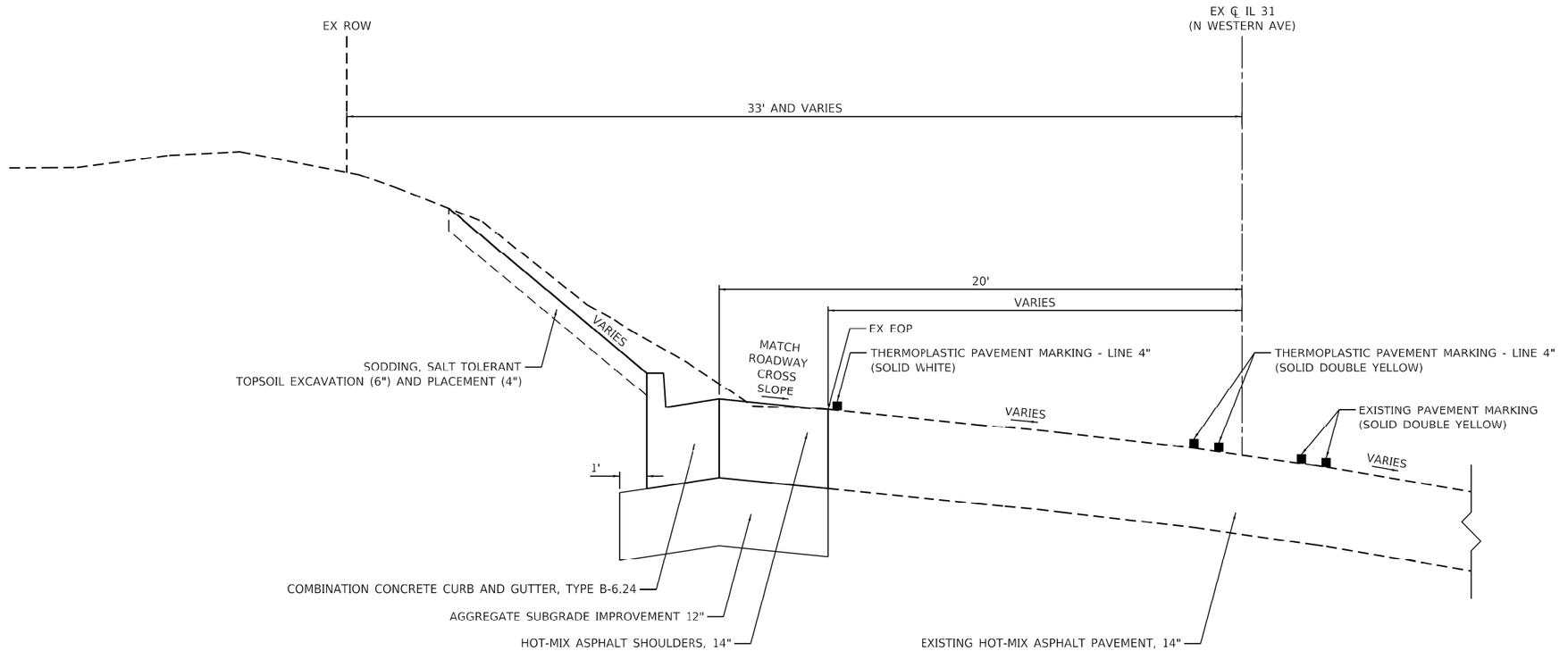
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APS AND DETECTOR LOOP INSTALLATION PLAN
US 14 AND JANUS CUTOFF RD/LAKE JULIAN LANE

SCALE: 1"=50' | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	21
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL IL 31

FROM STA 529 + 58.62 TO 532 + 32.67

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	DRAWN -	REVISED -	
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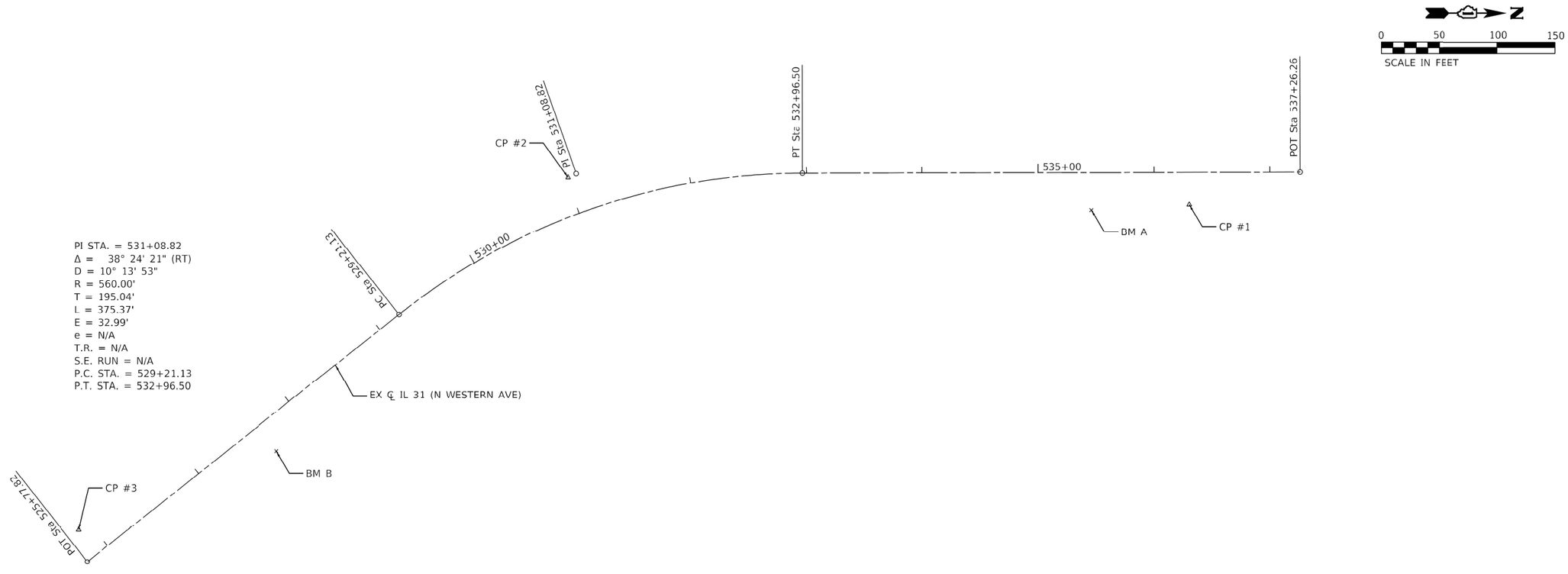
PLOT DATE = 5/10/2024	DATE -	REVISED -	

DRAINAGE DETAIL
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	22
		CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



ALIGNMENT COORDINATES EX ℄ IL 31 (N WESTERN AVE)			
POINT	STATION	NORTHING	EASTING
POT	525+77.82	1982444.93	994604.48
PC	529+21.13	1982714.00	994391.26
PI	531+08.82	1982866.59	994269.77
PT	532+96.50	1983061.63	994269.36
POT	537+26.26	1983491.39	994268.45

BENCHMARK A

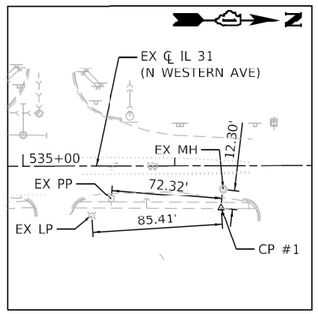
SET SQUARE CUT ON NW CORNER OF CONC BASE FOR LP
LOCATED ON NE CORNER OF IL 31 AND SPRING POINT DR
STA 535+46.05, 32.29' RT
N 1983311.24, E 994301.12
EL: 820.657

BENCHMARK B

TOP OF NW BOLT OF FH TOP FLANGE
LOCATED IN FRONT OF TOLTEK TATTOO STUDIO
STA 527+64.96, 27.03' RT
N 1982608.39, E 994509.44
EL: 808.912

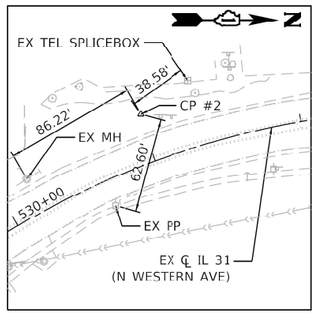
NOTES:

1. ALL ELEVATIONS REFER TO USGS MEAN SEA LEVEL DATUM.
2. TOPOGRAPHIC SURVEY OF IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST). COORDINATES ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE (NAD83-CORS ADJ).



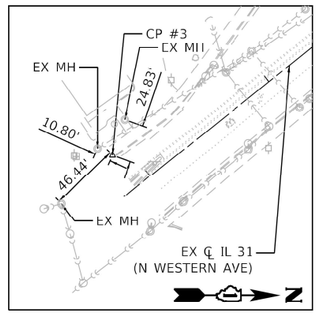
CONTROL POINT #1

SET CROSS
STA 536+30.35, 27.82' RT
N 1983395.54, E 994296.47
EL: 819.25



CONTROL POINT #2

SET ROD WITH CAP
STA 531+01.61, 32.31' LT
N 1982859.64, E 994272.98
EL: 814.43



CONTROL POINT #3

SET CROSS
STA 525+89.11, 26.17' LT
N 1982437.53, E 994576.96
EL: 806.48

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, AND BENCHMARKS
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	23
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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DECORATIVE STONE LANDSCAPE WALL TO BE REMOVED (BY OTHERS)

FULL-DEPTH SAW CUT TO PROVIDE VERTICAL EDGE ALONG EX EOP
(COST OF SAW CUT INCLUDED IN HMA SHOULDERS, 14')

PAVEMENT REMOVAL

532+32.67
13.67' LT

532+10.62
13.98' LT

EX ROW

533

534

532

531

529+78.15
18.67' LT

PAVEMENT REMOVAL

529+58.62
17.48' LT

530+00

EX ℄ IL 31 (N WESTERN AVE)

CL D PATCH T2 14 SPL

529

EX ROW

IL 31 (N WESTERN AVE)

528

EX ROW

LEGEND

PAVEMENT REMOVAL

N

0 20 40 60

SCALE IN FEET

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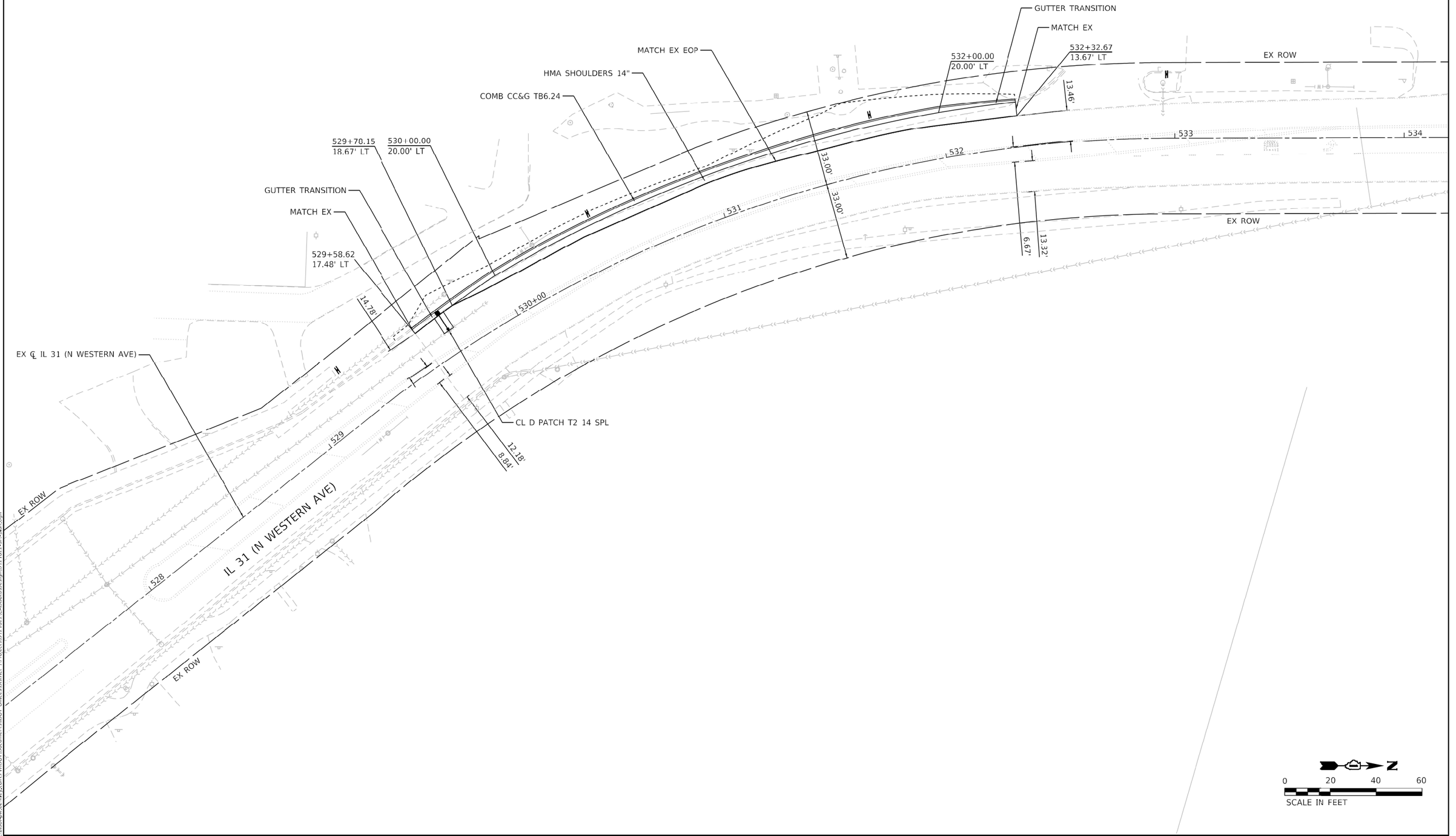
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY REMOVAL PLAN
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	24
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	25
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

MAINTENANCE OF TRAFFIC STAGING NOTES

1. SEE SPECIAL PROVISIONS TITLED TRAFFIC CONTROL AND PROTECTION ARTERIAL AND TRAFFIC CONTROL PLAN.

2. THE FOLLOWING APPLY TO CONSTRUCTION SIGNS:

   A) THE CONTRACTOR SHALL FURNISH ALL SIGNS.

   B) ALL SIGNS SHALL BE CONSIDERED INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION (SPECIAL) PAY ITEM, EXCEPT FOR TEMPORARY INFORMATIONAL SIGNING AS NOTED ON THE PLANS.

3. DROP-OFFS ADJACENT TO THE TRAVEL LANE SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN 18" WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE TRAVEL LANE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES AT THE END OF EACH WORKDAY. THIS MAY REQUIRE THE CONTRACTOR TO REPLACE OR PLACE SUFFICIENT MATERIAL IN THE EXCAVATION TO REDUCE THE DROP-OFF TO BE COMPLIANT WITH THE REQUIREMENTS FOR USE OF BARRICADES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.

4. ANY RAISED REFLECTIVE PAVEMENT MARKERS THAT CONFLICT WITH THE TEMPORARY TRAFFIC LANES MUST HAVE THE REFLECTIVE LENSES REMOVED AS DIRECTED BY THE ENGINEER.

5. ALL TEMPORARY PAVEMENT MARKINGS SHALL BE PAVEMENT MARKING TAPE, TYPE IV.

6. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN ACCESS TO ALL COMMERCIAL AND RESIDENTIAL ENTRANCES FOR THE ENTIRE DURATION OF THE PROJECT UNLESS OTHERWISE SHOWN ON THE PLANS. COORDINATE WITH PROPERTY OWNERS 24 HOURS IN ADVANCE OF CONSTRUCTION.

7. SIDE ROAD, INTERSECTIONS, AND DRIVEWAY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH DISTRICT DETAIL TC-10. SIGNING FOR COMMERCIAL DRIVEWAYS SHALL FOLLOW DISTRICT DETAIL TC-26.

8. SHORT-TERM DAILY LANE CLOSURES MAY BE REQUIRED FOR INSTALLATION OF PERMANENT PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARDS 701301, 701311, 701501.

9. 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.

10. WORK ZONE SPEED LIMIT = 35 MPH

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PLOT DATE = 5/10/2024	DATE -	REVISED -	

MAINTENANCE OF TRAFFIC PLAN – STAGING NOTES
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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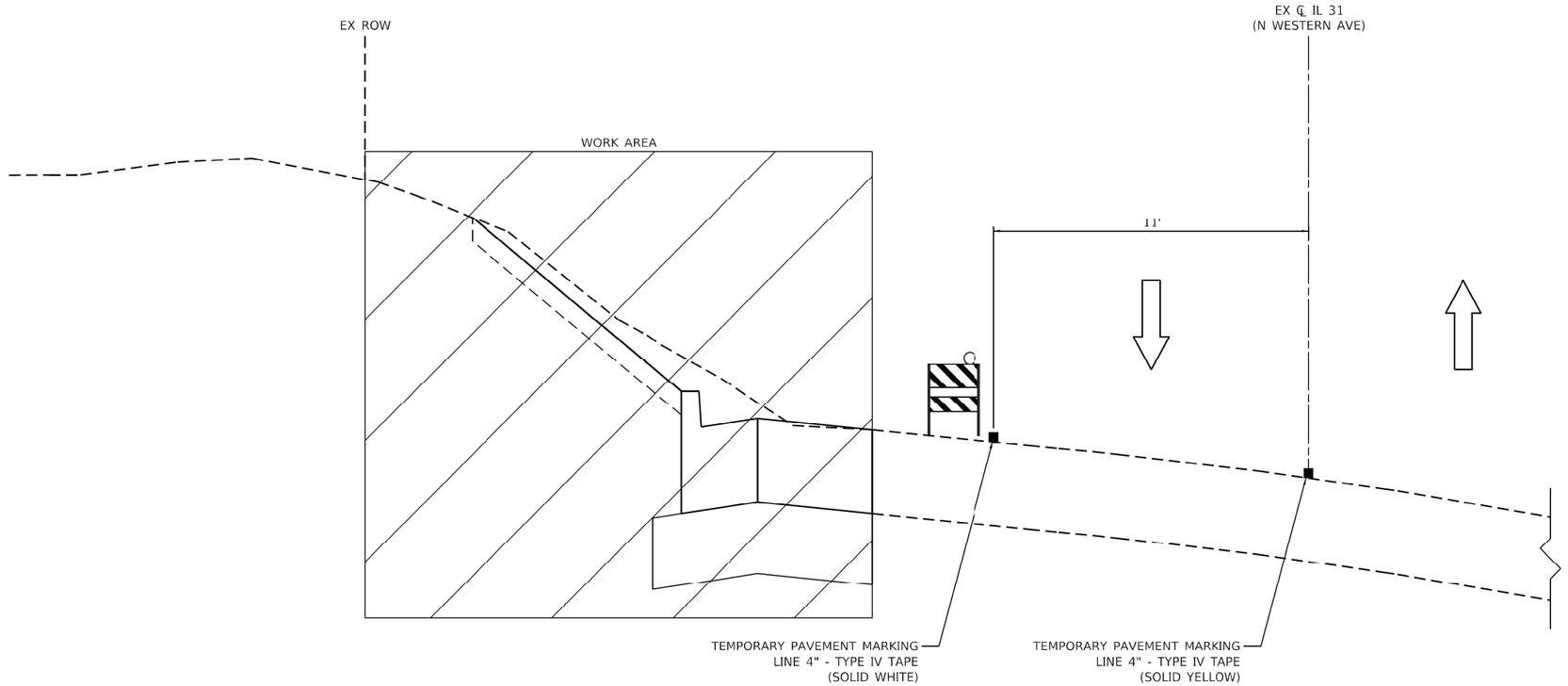
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



MAINTENANCE OF TRAFFIC TYPICAL SECTION

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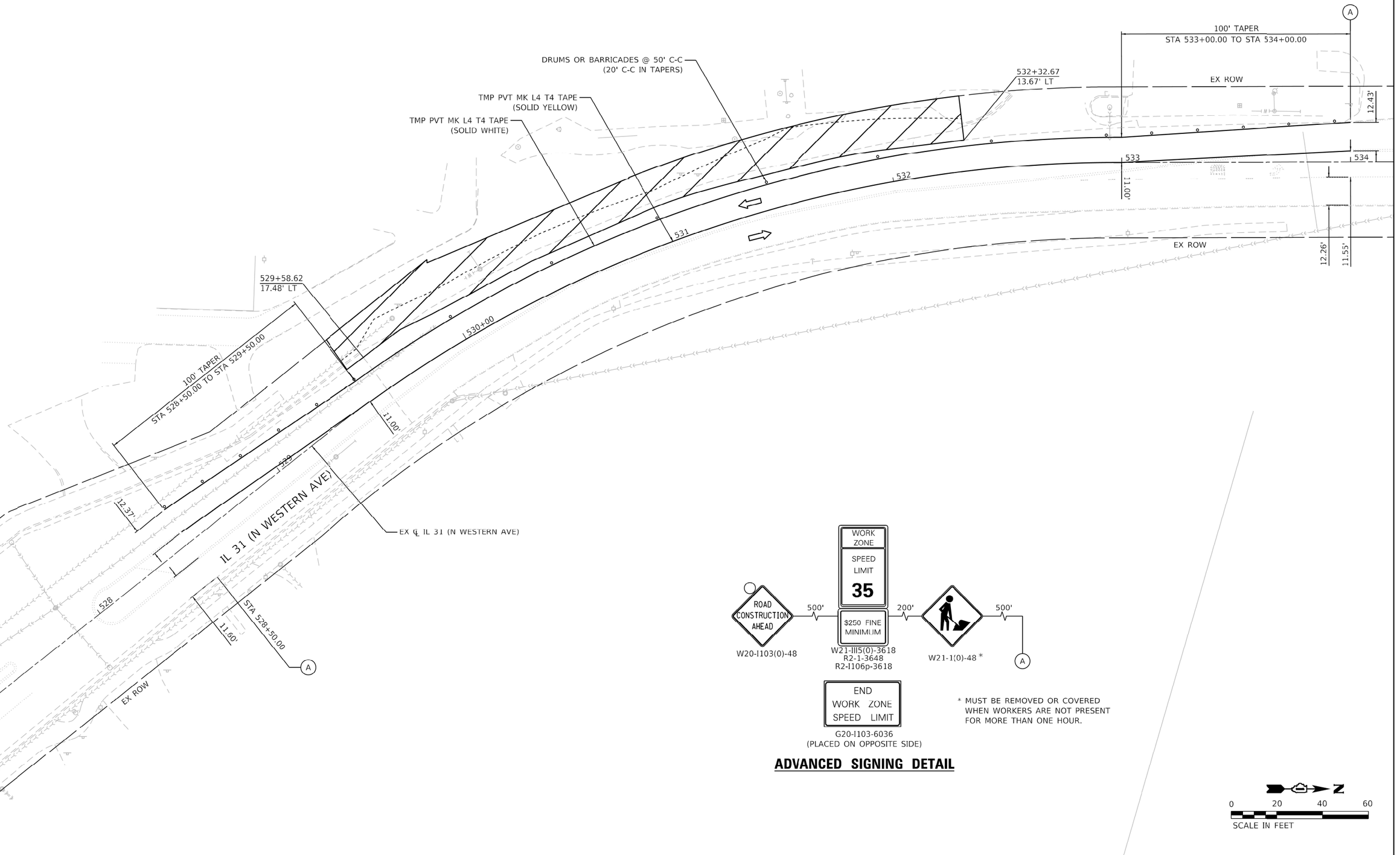
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN – TYPICAL SECTION
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	27
		CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



* MUST BE REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT FOR MORE THAN ONE HOUR.

ADVANCED SIGNING DETAIL

0 20 40 60
SCALE IN FEET

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PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

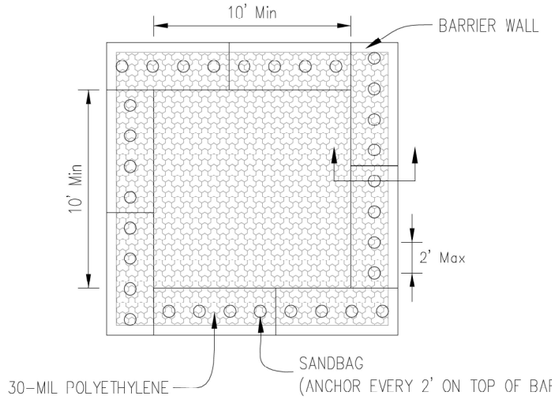
MAINTENANCE OF TRAFFIC PLAN
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

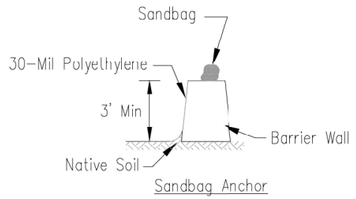
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	28
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL GENERAL NOTES

1. DIRECT OR INDIRECT PUMPING OF SEDIMENT-LADEN WATER INTO A STORMWATER FACILITY WITHOUT FILTRATION IS PROHIBITED.
2. RUNOFF FROM EXCAVATED AREAS SHALL LEAVE THE SITE THROUGH SEDIMENT CONTROL DEVICES SHOWN IN IDOT STD. 280001, AND/OR NRCS DETAILS FROM THE MOST RECENT VERSION OF THE ILLINOIS URBAN MANUAL.
3. THE CONTRACTOR SHALL SURROUND ANY NECESSARY EARTH STOCKPILES WITH PERIMETER EROSION BARRIER.
4. ALL ESC MEASURES SHOULD BE CHECKED WEEKLY AND AFTER EACH RAINFALL, 0.5 INCHES OR GREATER. ADDITIONALLY DURING WINTER MONTHS, ALL MEASURES SHOULD BE CHECKED AFTER EACH SNOWMELT.
5. TEMPORARY OR PERMANENT STABILIZATION SHALL BE INITIATED IMMEDIATELY UPON COMPLETION OF DISTURBANCE OR IF THE WORK AREA IS TO BE LEFT UNDISTURBED FOR 14 DAYS OR MORE.
6. ALL WASTE GENERATED AS A RESULT OF THE PROJECT INCLUDING DISCARDED BUILDING MATERIALS, CONCRETE TRUCK WASHOUT, CHEMICALS, LITTER, SANITARY WASTE OR ANY OTHER WASTE SHALL BE PROPERLY DISPOSED OF AND BE PREVENTED FROM BEING CARRIED OFF THE SITE BY EITHER WIND OR WATER.
7. ALL EXPOSED IDLE EARTH, INCLUDING EARTH STOCKPILES, WILL BE SEEDED WITH TEMPORARY EROSION CONTROL SEEDING. THE APPLICATION RATE FOR TEMPORARY EROSION CONTROL SEEDING IS 100 POUNDS PER ACRE FOR THREE APPLICATIONS.
8. ALL TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES SHALL BE REMOVED WITHIN 30 DAYS OF ACHIEVING PERMANENT SOIL STABILIZATION. TRAPPED SEDIMENT AND OTHER DISTURBED SOILS RESULTING FROM TEMPORARY MEASURES SHALL BE PROPERLY DISPOSED OF AND THE AREA PERMANENTLY STABILIZED.
9. ANY LOOSE MATERIAL DEPOSITION IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
10. MULCH METHOD 2 SHOULD BE APPLIED TO SLOPES FOR TEMPORARY STABILIZATION PRIOR TO SEASONS WHEN TEMPORARY SEED WILL NOT GERMINATE, FOR EXAMPLE MID-JULY OR DURING WINTER.
11. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION FOUND ON THE CONSTRUCTION TAB AT: (http://www.idot.illinois.gov/transportation-system/environment/erosion-and-sediment-control).
12. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
13. THE CONTRACTOR SHOULD PROVIDE TO THE RE A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THE USE OF A STABILIZED FLOW LINE BETWEEN THE INSTALLED STORM SEWER AND OPEN DISTURBANCE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT BEARING WATERS, ESPECIALLY WHEN RAIN IS FORCASTED, SO THAT FLOW WILL NOT ERODE. LACK OF AN APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN ESC DEFICIENCY DEDUCTION.
14. A DEPARTMENT OF THE ARMY (DA) PERMIT IS NOT REQUIRED TO COMPLETE THE PROPOSED WORK. ANY UNPERMITTED DISCHARGE INTO AN AREA WITHIN THE JURISDICTION OF THE DA MAY RESULT IN CIVIL OR CIMINAL ENFORCEMENT UNDER THE CLEAN WATER ACT, 33 U.S.C. SEC. 1319.
15. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
16. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE RE.

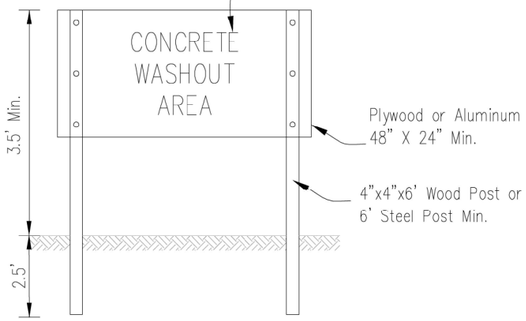


PLAN VIEW



Sandbag Anchor

BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the faciliities to a functional condition.
2. Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet 3 of 3 Sheets | Drawing No. | File No. M4F56-(UU)

TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL

	Designed	Drawn B. JOHNSON	Checked	Approved
Date		6/08		

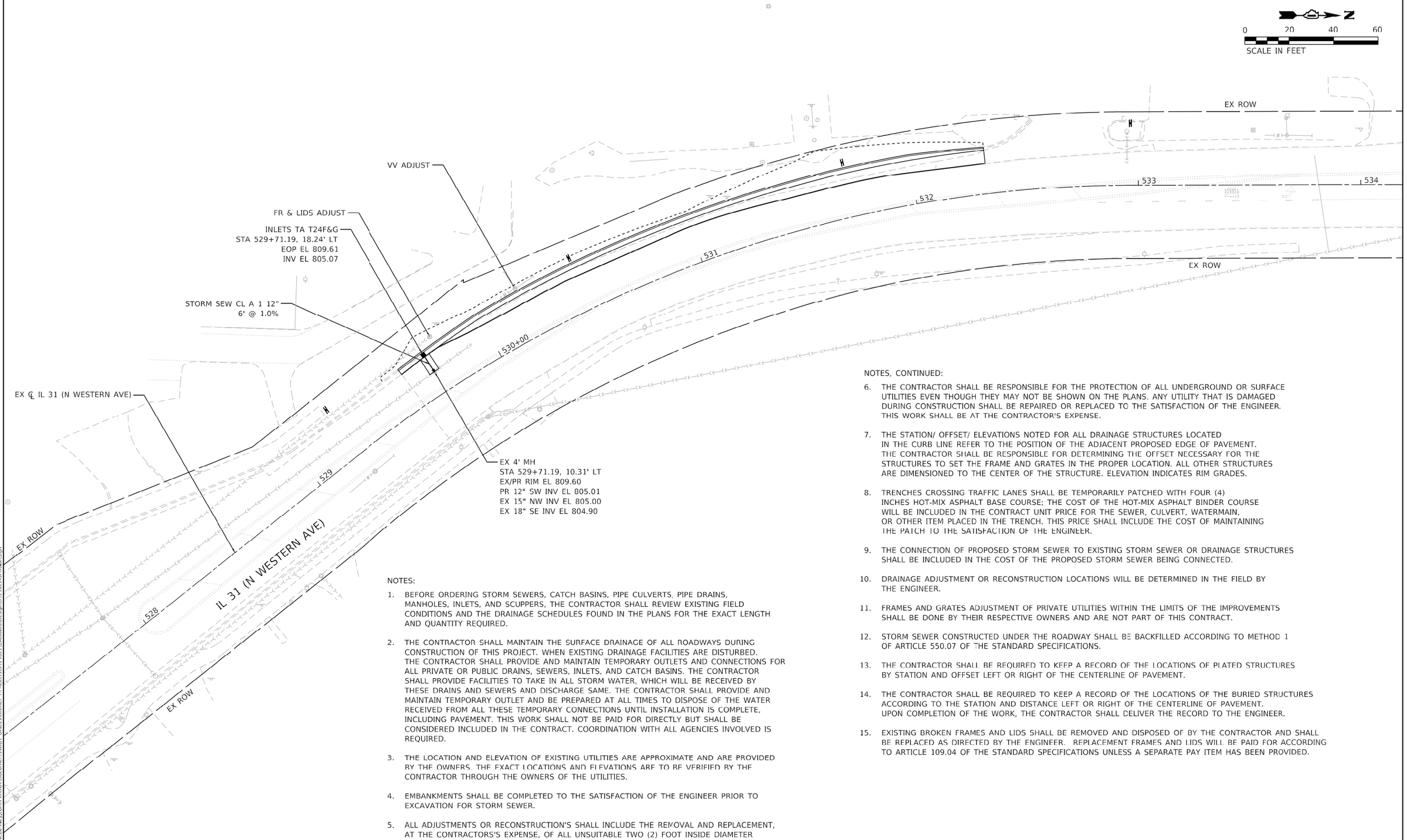
USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL NOTES AND DETAILS
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	29
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



NOTES:

1. BEFORE ORDERING STORM SEWERS, CATCH BASINS, PIPE CULVERTS, PIPE DRAINS, MANHOLES, INLETS, AND SCUPPERS, THE CONTRACTOR SHALL REVIEW EXISTING FIELD CONDITIONS AND THE DRAINAGE SCHEDULES FOUND IN THE PLANS FOR THE EXACT LENGTH AND QUANTITY REQUIRED.

2. THE CONTRACTOR SHALL MAINTAIN THE SURFACE DRAINAGE OF ALL ROADWAYS DURING CONSTRUCTION OF THIS PROJECT. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS, INLETS, AND CATCH BASINS. THE CONTRACTOR SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER, WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE SAME. THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM ALL THESE TEMPORARY CONNECTIONS UNTIL INSTALLATION IS COMPLETE, INCLUDING PAVEMENT. THIS WORK SHALL NOT BE PAID FOR DIRECTLY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT. COORDINATION WITH ALL AGENCIES INVOLVED IS REQUIRED.

3. THE LOCATION AND ELEVATION OF EXISTING UTILITIES ARE APPROXIMATE AND ARE PROVIDED BY THE OWNERS. THE EXACT LOCATIONS AND ELEVATIONS ARE TO BE VERIFIED BY THE CONTRACTOR THROUGH THE OWNERS OF THE UTILITIES.

4. EMBANKMENTS SHALL BE COMPLETED TO THE SATISFACTION OF THE ENGINEER PRIOR TO EXCAVATION FOR STORM SEWER.

5. ALL ADJUSTMENTS OR RECONSTRUCTION'S SHALL INCLUDE THE REMOVAL AND REPLACEMENT, AT THE CONTRACTORS'S EXPENSE, OF ALL UNSUITABLE TWO (2) FOOT INSIDE DIAMETER ADJUSTING RINGS.

NOTES, CONTINUED:

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE AT THE CONTRACTOR'S EXPENSE.

7. THE STATION/ OFFSET/ ELEVATIONS NOTED FOR ALL DRAINAGE STRUCTURES LOCATED IN THE CURB LINE REFER TO THE POSITION OF THE ADJACENT PROPOSED EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE OFFSET NECESSARY FOR THE STRUCTURES TO SET THE FRAME AND GRATES IN THE PROPER LOCATION. ALL OTHER STRUCTURES ARE DIMENSIONED TO THE CENTER OF THE STRUCTURE. ELEVATION INDICATES RIM GRADES.

8. TRENCHES CROSSING TRAFFIC LANES SHALL BE TEMPORARILY PATCHED WITH FOUR (4) INCHES HOT-MIX ASPHALT BASE COURSE; THE COST OF THE HOT-MIX ASPHALT BINDER COURSE WILL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE SEWER, CULVERT, WATERMAIN, OR OTHER ITEM PLACED IN THE TRENCH. THIS PRICE SHALL INCLUDE THE COST OF MAINTAINING THE PATCH TO THE SATISFACTION OF THE ENGINEER.

9. THE CONNECTION OF PROPOSED STORM SEWER TO EXISTING STORM SEWER OR DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER BEING CONNECTED.

10. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

11. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

12. STORM SEWER CONSTRUCTED UNDER THE ROADWAY SHALL BE BACKFILLED ACCORDING TO METHOD 1 OF ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS.

13. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.

14. THE CONTRACTOR SHALL 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 SHALL DELIVER THE RECORD TO THE ENGINEER.

15. 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.

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PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	30
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWDOT\Documents\IDOT Offices\District 1\Projects\0121822\CADData\Design\0121822-ihr-abn.dgn

SIGN PANEL T1
W1-8-1824, W1-8-1824
BACK TO BACK CHEVRONS

THPL PVT MK LINE 12"
(DIAGONALS, MATCH EX LOCATIONS)

REMOV SIN PAN ASSY TA
W1-8-1824, W1-8-1824
BACK TO BACK CHEVRONS

THPL PVT MK LINE 4"
(SOLID DOUBLE YELLOW, MATCH EX LOCATION)

RAISD REF PM REFL REM
RAISD REF PM REFL RP

SIGN PANEL T1
W1-8-1824, W1-8-1824
BACK TO BACK CHEVRONS

THPL PVT MK LINE 4"
(SOLID WHITE, MATCH EX LOCATION)

529+88.52
17.14' LT

REMOV SIN PAN ASSY TA
W1-8-1824, W1-8-1824
BACK TO BACK CHEVRONS

SIGN PANEL T1
W1-8-1824, W1-8-1824
BACK TO BACK CHEVRONS

529+58.63
17.14' LT

14.44'

EX ℄ IL 31 (N WESTERN AVE)

528+50.00
5.75' LT

12.37'

EX ROW

IL 31 (N WESTERN AVE)

EX ROW

528

529

530

531

532

533

534

THPL PVT MK LINE 4"
(SOLID DOUBLE YELLOW, MATCH EX LOCATION)

SIGN PANEL T1
W1-8-1824, W1-8-1824
BACK TO BACK CHEVRONS

534+00.00
17.26' LT

EX ROW

12.44'

533+54.70
2.64' LT

533+72.07
4.44' LT

534+00.00
4.82' LT

EX ROW

0 20 40 60
SCALE IN FEET

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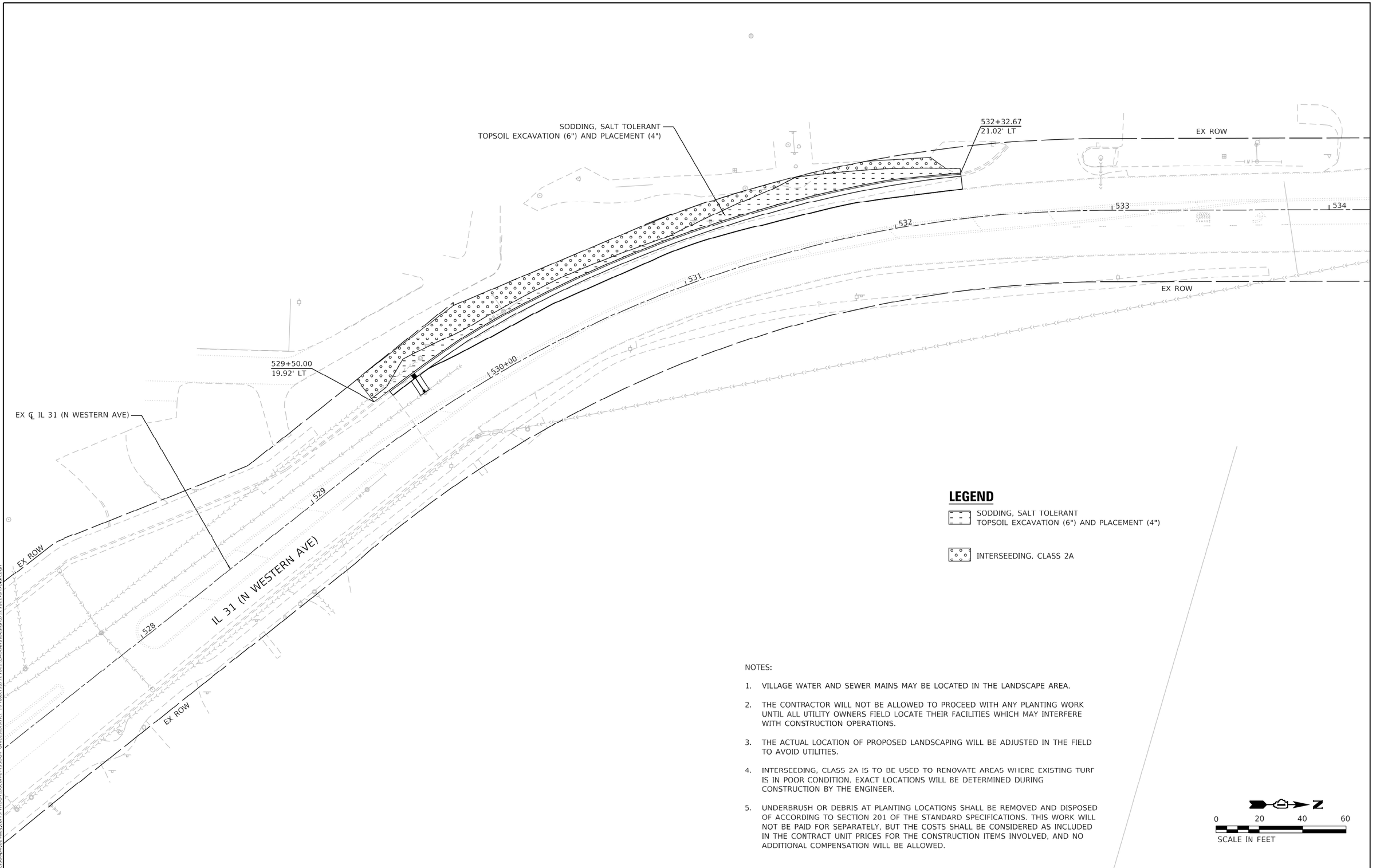
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND SIGNING PLAN
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	31
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



LEGEND

SODDING, SALT TOLERANT
TOPSOIL EXCAVATION (6") AND PLACEMENT (4")

INTERSEEDING, CLASS 2A

NOTES:

1. VILLAGE WATER AND SEWER MAINS MAY BE LOCATED IN THE LANDSCAPE AREA.
2. THE CONTRACTOR WILL NOT BE ALLOWED TO PROCEED WITH ANY PLANTING WORK UNTIL ALL UTILITY OWNERS FIELD LOCATE THEIR FACILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS.
3. THE ACTUAL LOCATION OF PROPOSED LANDSCAPING WILL BE ADJUSTED IN THE FIELD TO AVOID UTILITIES.
4. INTERSEEDING, CLASS 2A IS TO BE USED TO RENOVATE AREAS WHERE EXISTING TURF IS IN POOR CONDITION. EXACT LOCATIONS WILL BE DETERMINED DURING CONSTRUCTION BY THE ENGINEER.
5. UNDERBRUSH OR DEBRIS AT PLANTING LOCATIONS SHALL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COSTS SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

N

0 20 40 60

SCALE IN FEET

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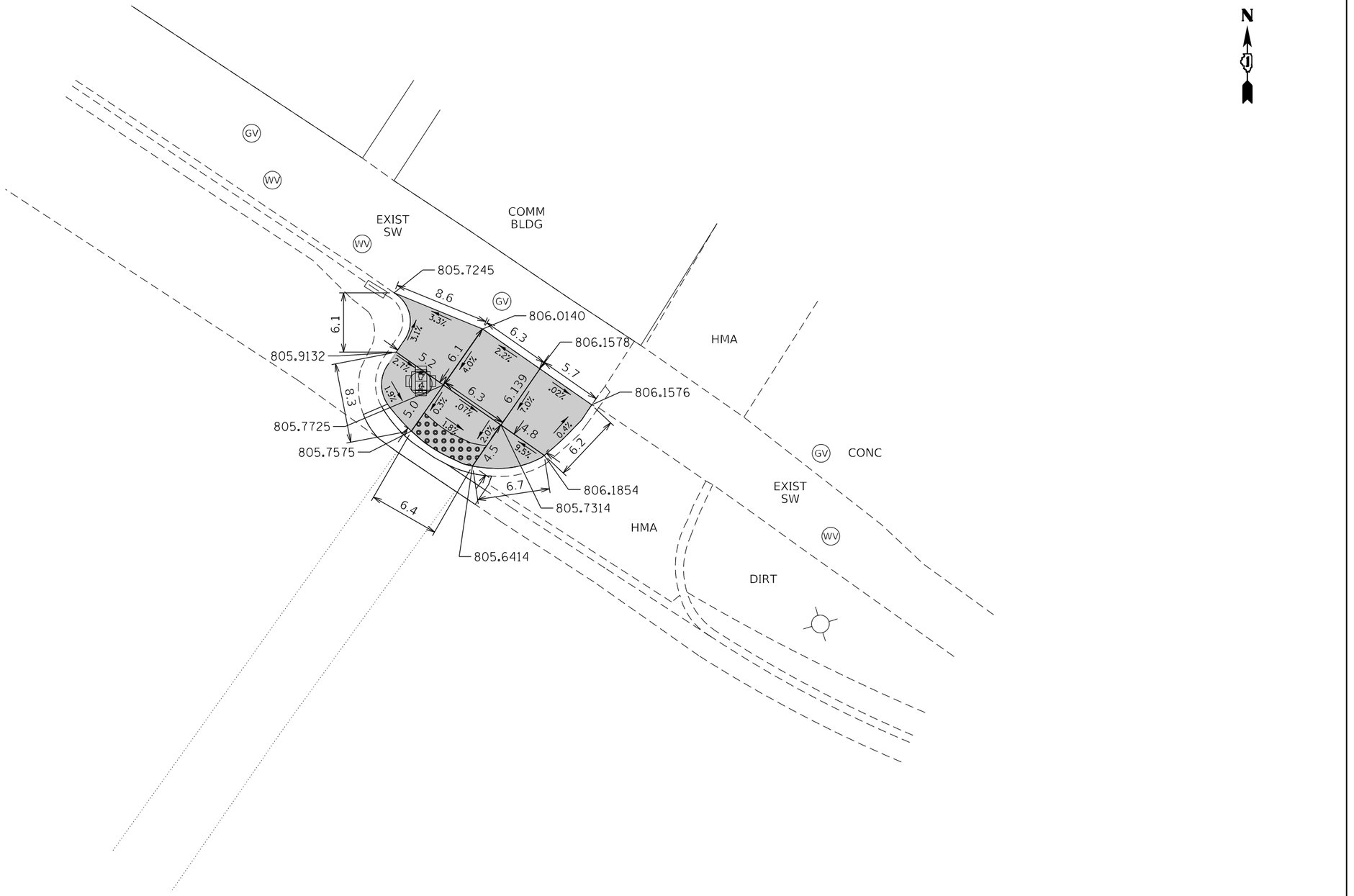
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPE PLAN
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	32
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



DESIGNER NOTES

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
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

BENCHMARK: "□" IN N.W CORNER CONC. BASE OF T.C.B IN S.W CORNER OF US 14 & MAIN ST EL 808.13

LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

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PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP IMPROVEMENT
US 14 & MAIN ST

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	33
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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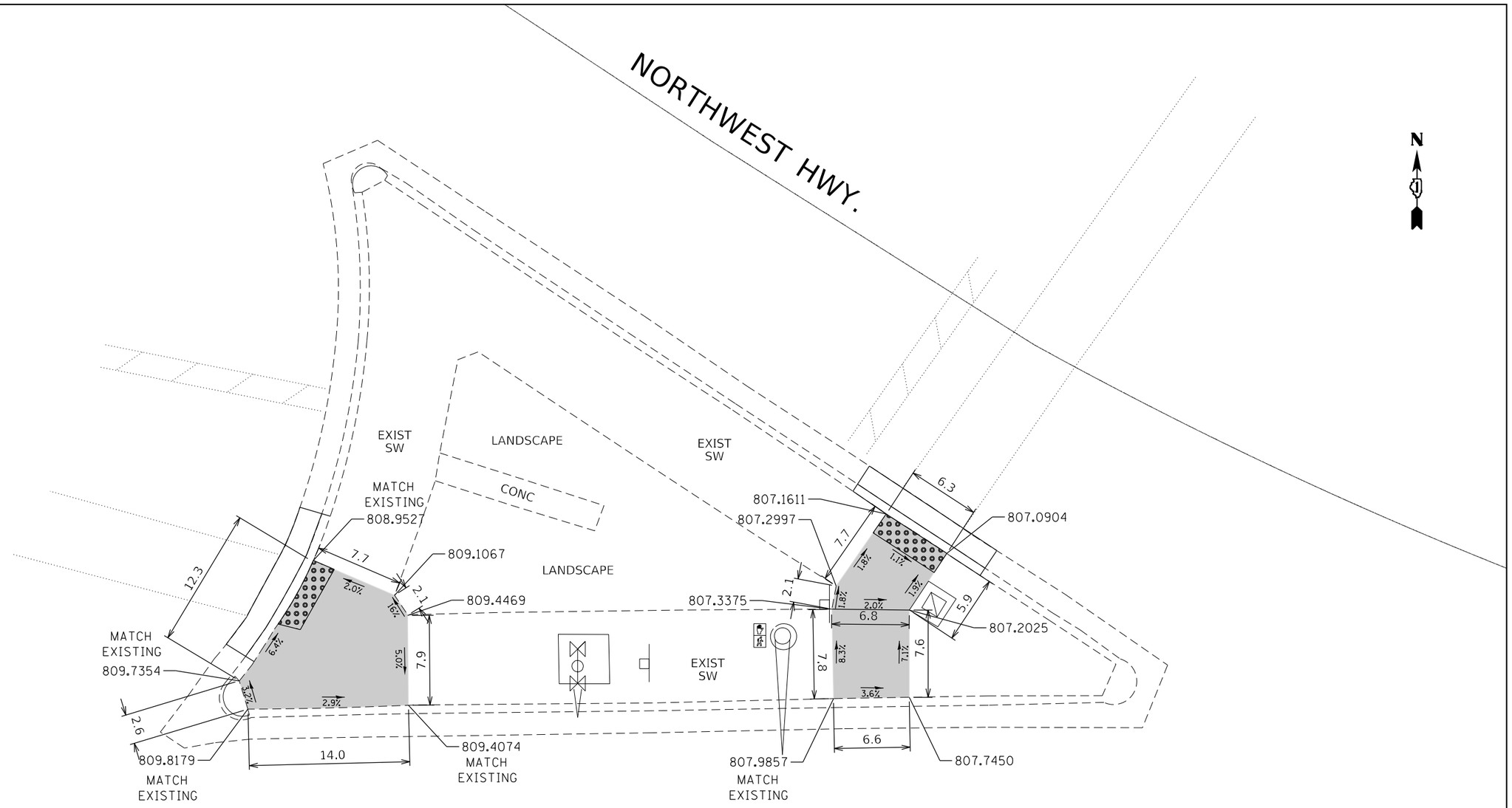

MAIN ST.

DESIGNER NOTES

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
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

BENCHMARK: "□" IN N.W CORNER CONC. BASE OF T.C.B IN S.W CORNER OF US 14 & MAIN ST EL 808.13

LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP IMPROVEMENT
US 14 & MAIN ST (ISLAND BY RXR)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	34
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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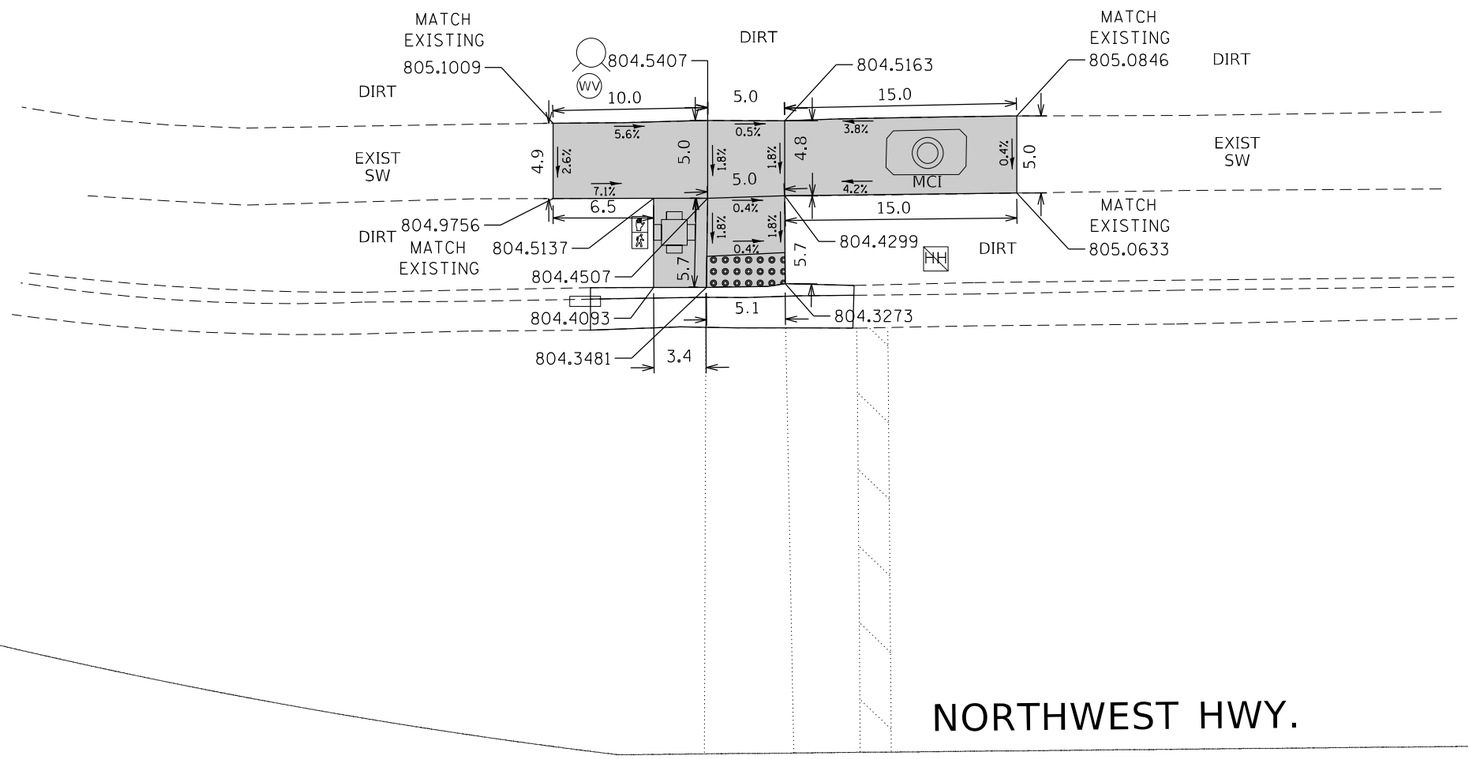

DESIGNER NOTES

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
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

BENCHMARK: "□" IN N.W CORNER CONC. BASE OF T.C.B IN S.W CORNER OF US 14 & MAIN ST EL 808.13

LEGEND

EXIST. GRASS

PROPOSED SIDEWALK

PROPOSED SIDE CURB

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

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PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP IMPROVEMENT
US 14 & MAIN ST

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	35
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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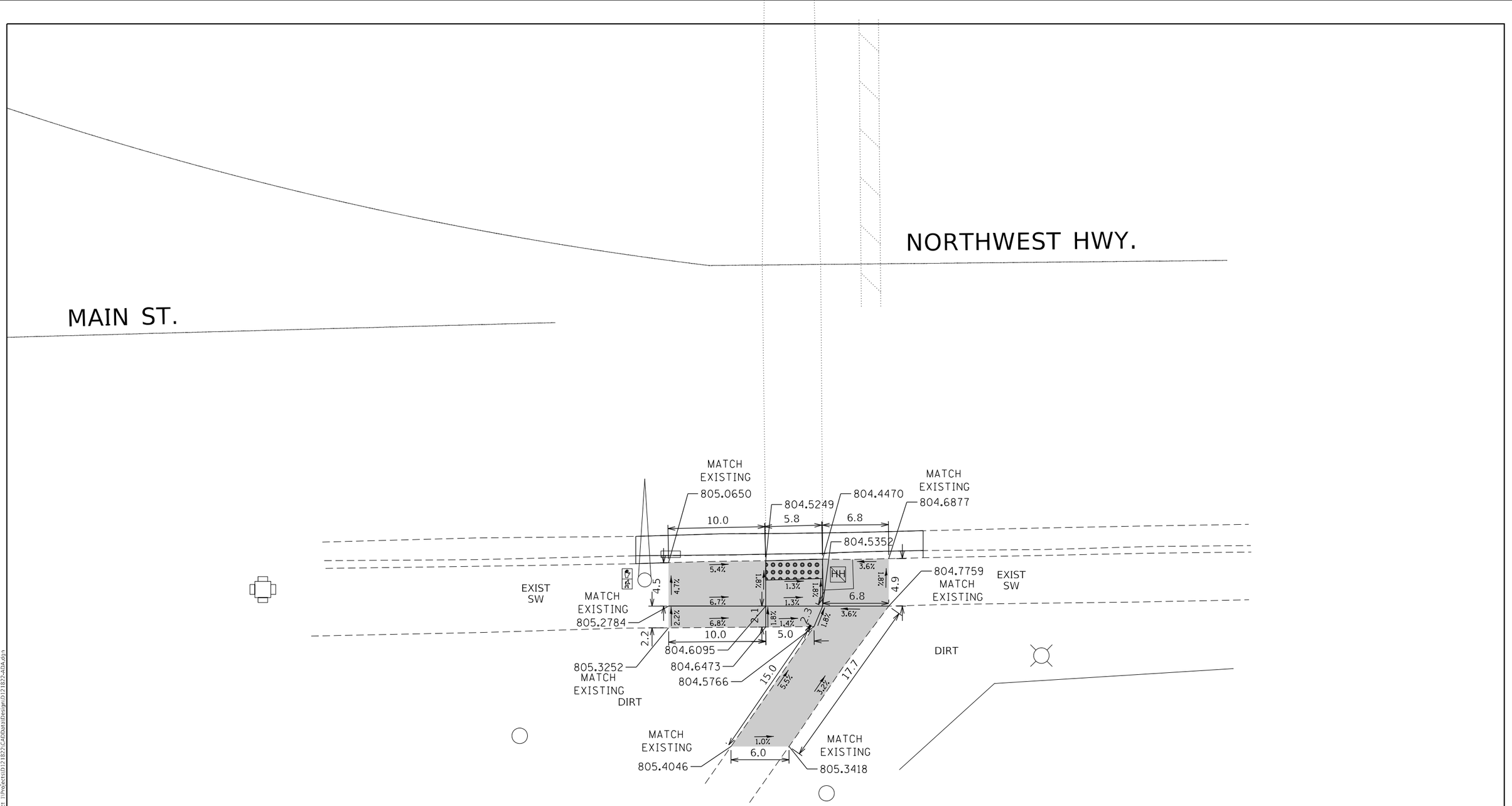

DESIGNER NOTES

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
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

BENCHMARK: "□" IN N.W CORNER CONC. BASE OF T.C.B IN S.W CORNER OF US 14 & MAIN ST EL 808.13

LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

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PLOT DATE = 5/10/2024	DATE -	REVISED -

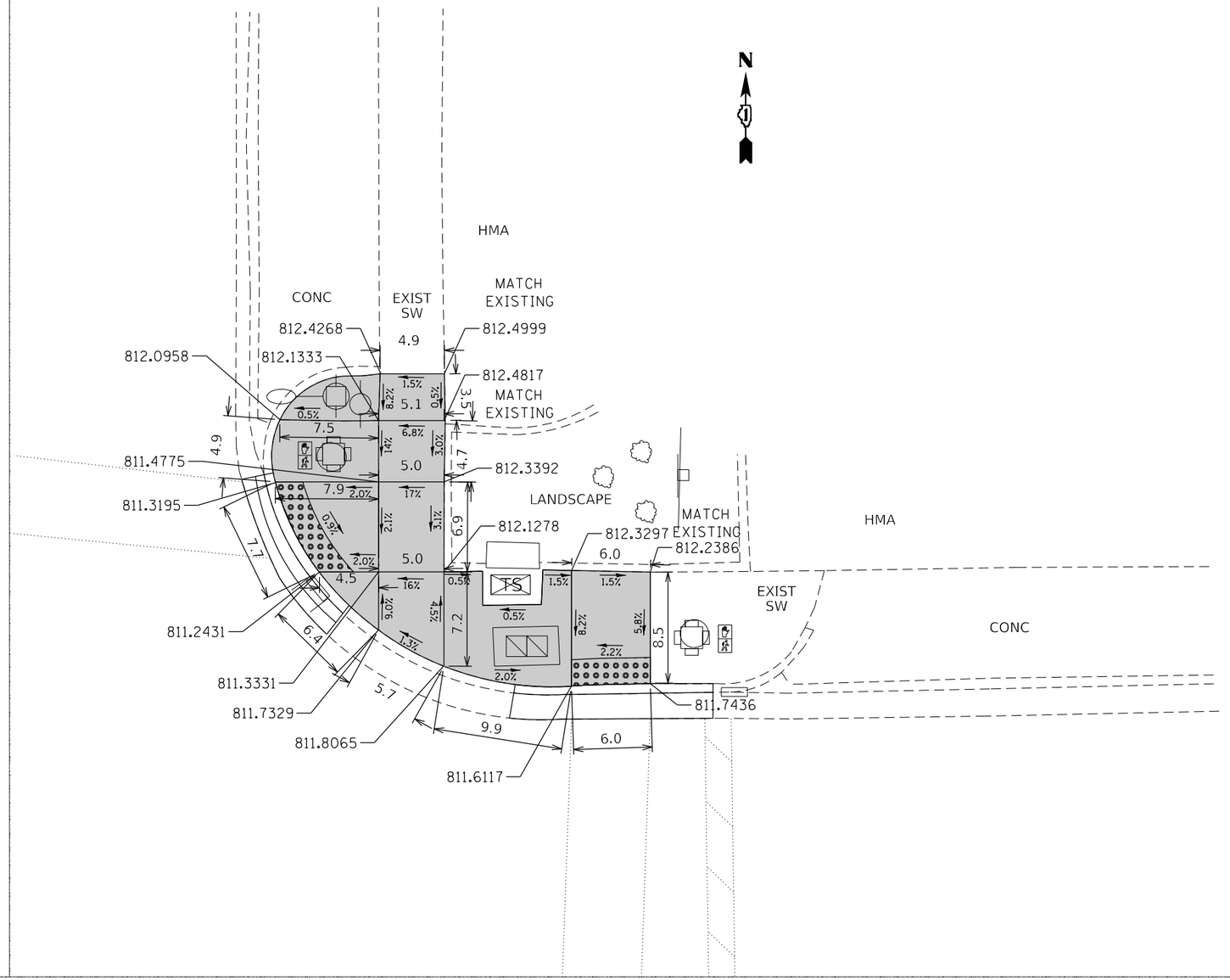
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP IMPROVEMENT
US 14 & MAIN ST

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	36
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

1ST ST.



NORTHWEST HWY.

DESIGNER NOTES

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
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

BENCHMARK: "□" IN S.E CORNER CONC BASE OF TCB IN N.E CORNER OF US 14 & 1ST AVE EL. 812.63

LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
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PLOT SCALE = 9.7883 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP IMPROVEMENT
US 14 & 1ST STREET

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	37
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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1ST ST.

NORTHWEST HWY.

MATCH EXISTING
810.4981
810.4475
10.4
10.0
EXIST SW
5.0
3.9%
0.5%
2.0%
3.1%
1.5%
3.3%
10.0
8.5
WV
DIRT
810.6944
MATCH EXISTING
810.5475
810.8285

11.4
811.3836
811.5177
HMA

811.6579
SAN
811.8847
MATCH EXISTING
812.4921
13.2
6.0
10.5
2.1%
5.8%
1.2%
10%
6.7
6.9
3.8%
4.0%
7.2%
6.9
7.1
6.7%
1.6%
1.7%
2.6%
7.2%
8.3
13.2
5.9
10.6
812.0715
CONC AND BLOCK WALL
812.2787
MATCH EXISTING
DIRT
812.3782
MATCH EXISTING
812.6584
MATCH EXISTING
WV
15"
2X6"
60"

DESIGNER NOTES

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
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

BENCHMARK: "□" IN S.E CORNER CONC BASE OF TCB IN N.E CORNER OF US 14 & 1ST AVE EL. 812.63

LEGEND

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

PROPOSED SIDE CURB

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
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PLOT SCALE = 9.7883 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP IMPROVEMENT
US 14 & 1ST STREET

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	38
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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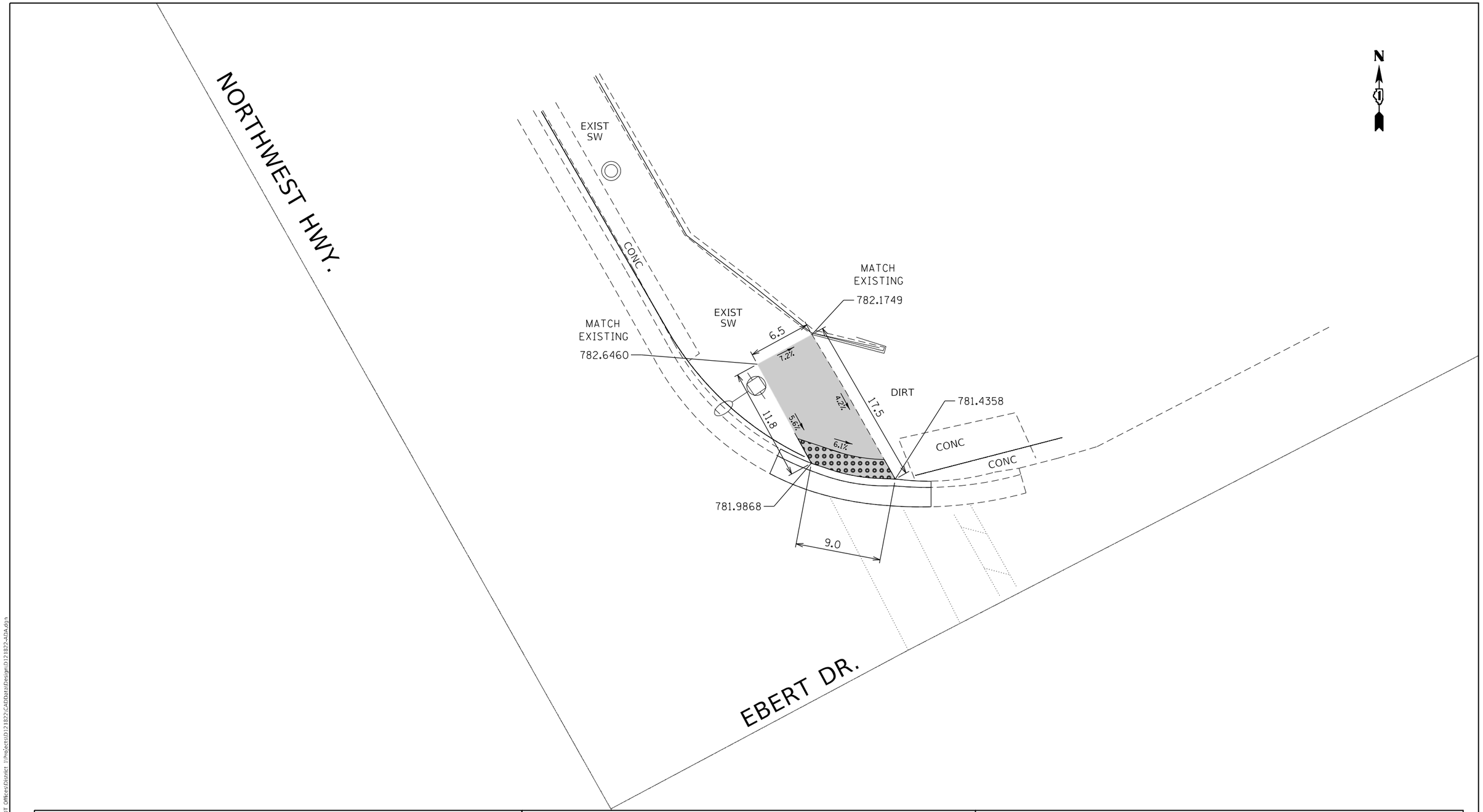

DESIGNER NOTES

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
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

BENCHMARK: "□" IN END OF WALL W/HANDRAIL IN THE N.W CORNER OF US 14 & EBERT DR EL. 781.91

LEGEND

- PROPOSED SIDE CURB
- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 9.7883 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB RAMP IMPROVEMENT
US 14 & EBERT DRIVE

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	39
		CONTRACT NO. 62R97		
		ILLINOIS	FED. AID PROJECT	

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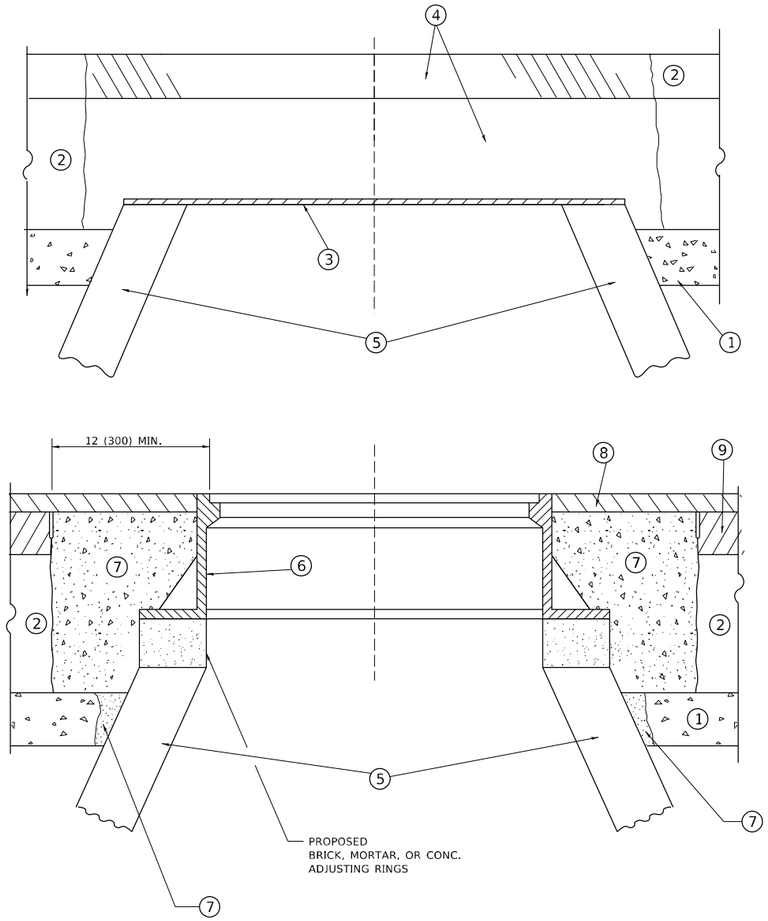

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

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.

2. 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.

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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)."

2. 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

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	DRAWN -	REVISED - R. BORO 12-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22	
PLOT DATE = 5/10/2024	DATE - 10-25-94	REVISED - K. SMITH 09-15-23	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

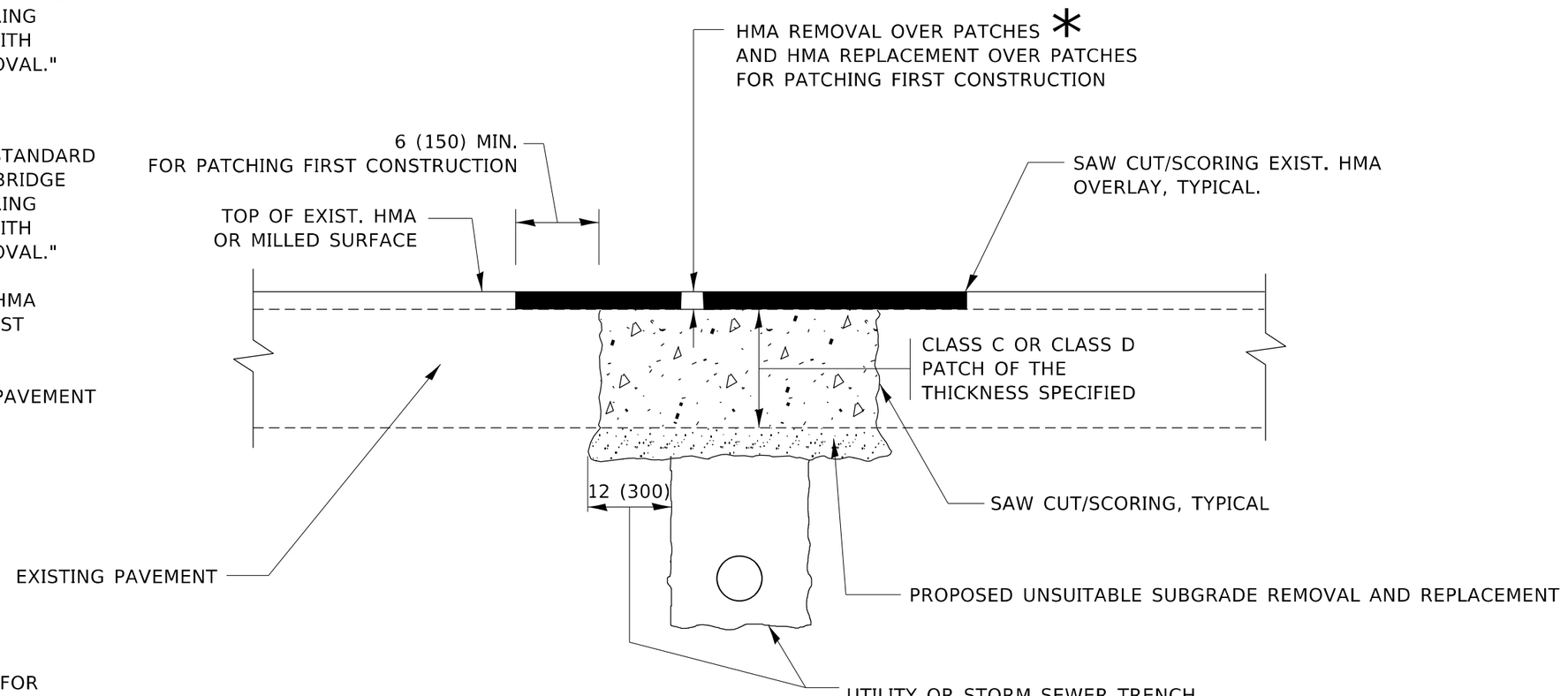
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	40
	BD600-03 (BD-08)	CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

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."
2. 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.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ 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.

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT Documents\IDOT Offices\District 1\Projects\D121822\CADData\Design\Bd45rd.dgn

USER NAME = mohammad.hamwi	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	
	DRAWN -	REVISED - R. BORO 09-04-07	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 5/10/2024	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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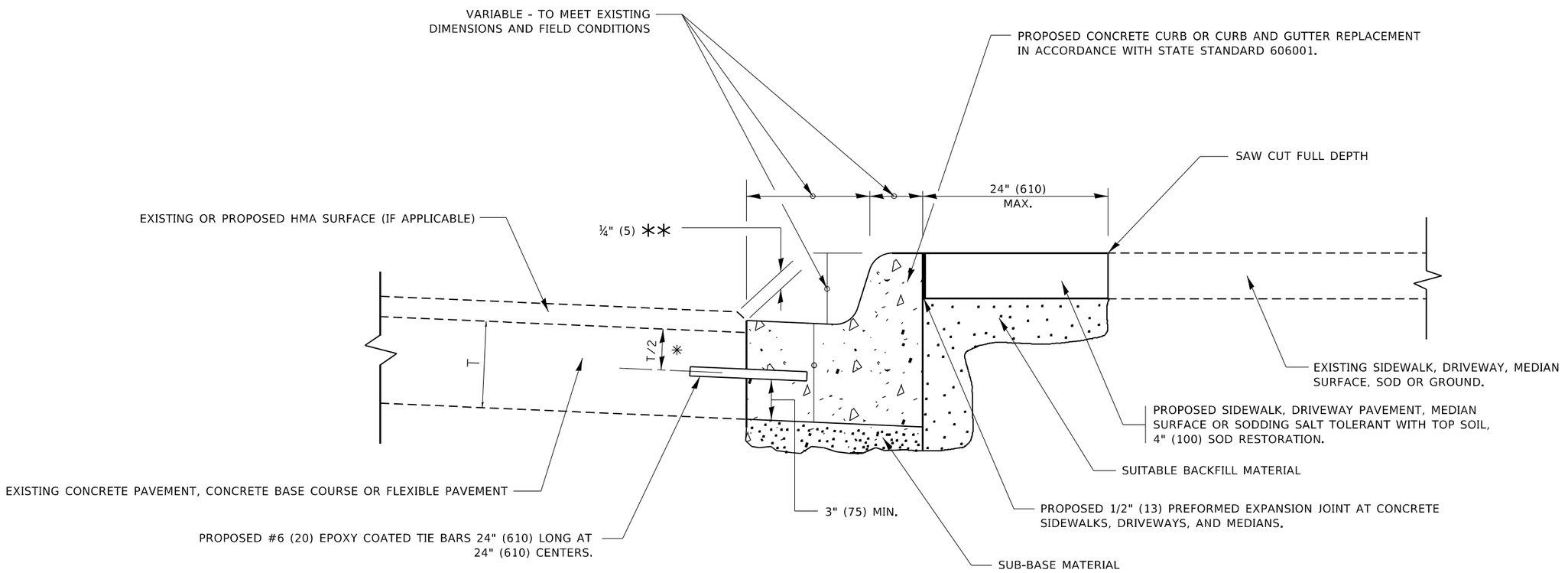
	BD400-04 (BD-22)	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



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

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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USER NAME = mohammad,hamwi	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 01-22-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	
PLOT DATE = 5/10/2024	DATE - 03-11-94	REVISED - K. SMITH 07-11-19	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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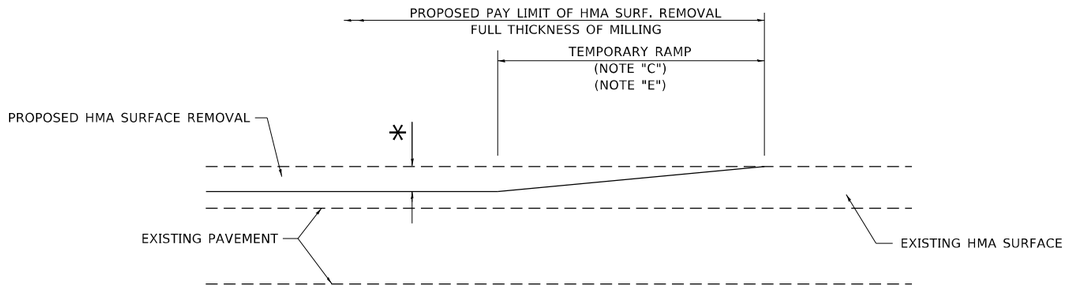
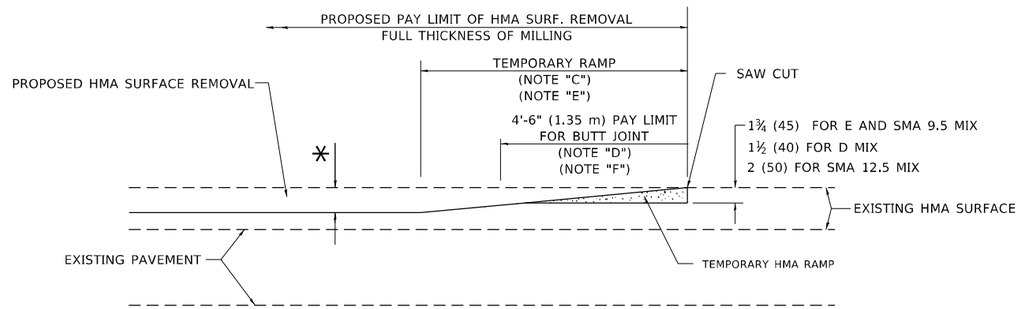
	BD600–06 (BD–24)	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

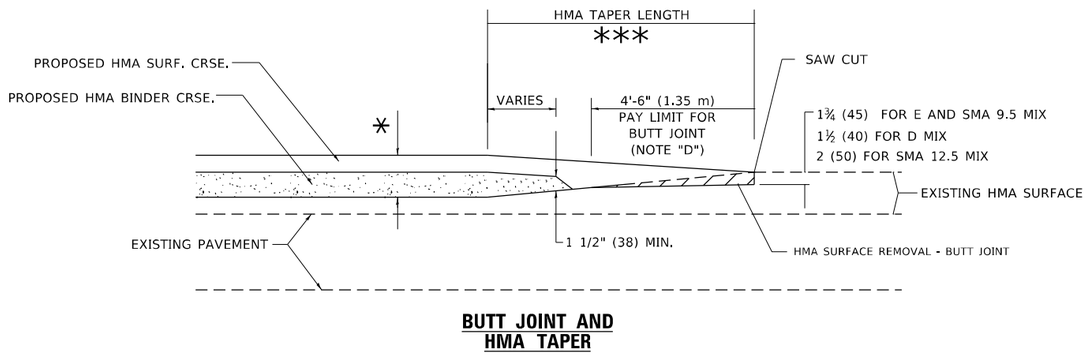


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

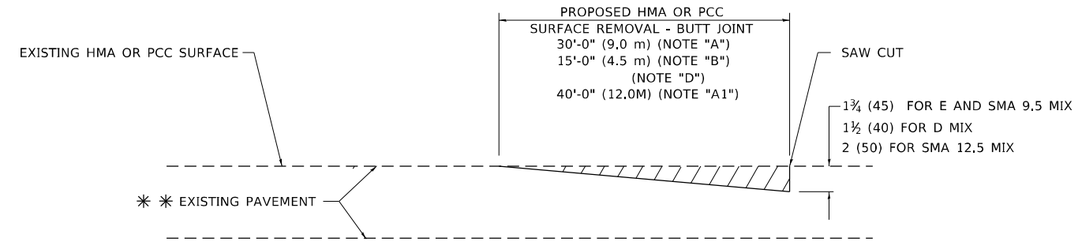
OPTION 2

TYPICAL TEMPORARY RAMP

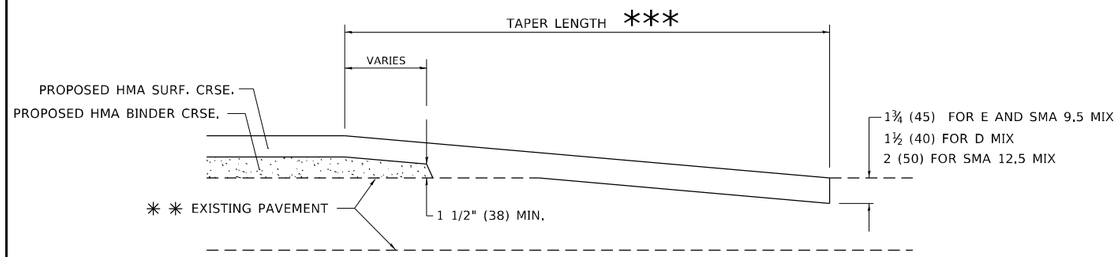


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

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.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 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

1. 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.

USER NAME = mohammad.hamwi	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 5/10/2024	DATE - 06-13-90	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	43
	BD400-05 BD-32	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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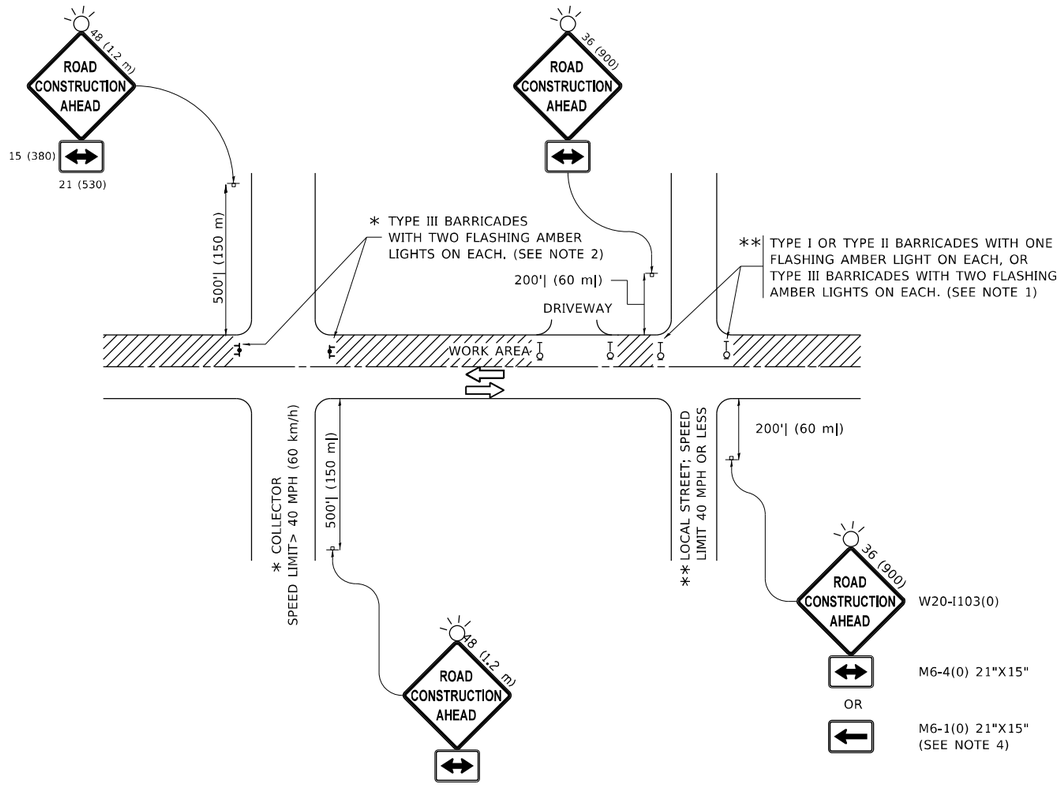

NOTES:

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

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	DRAWN -	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 5/10/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	44
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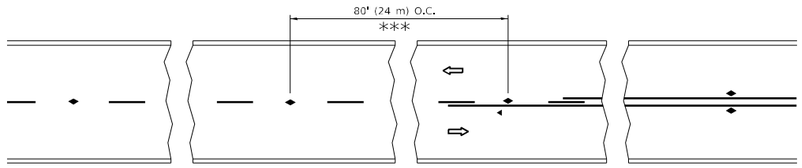
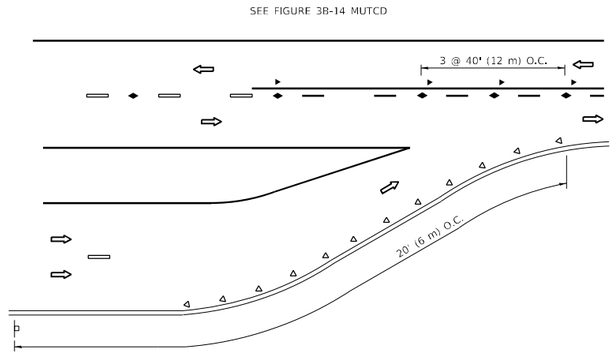


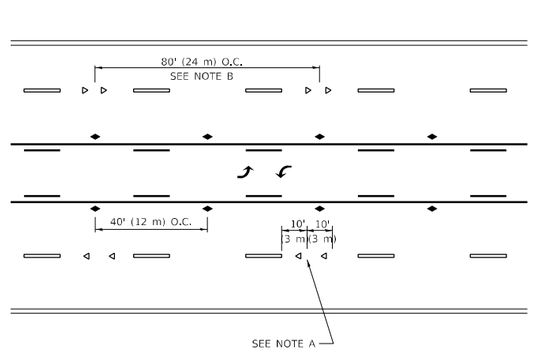
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

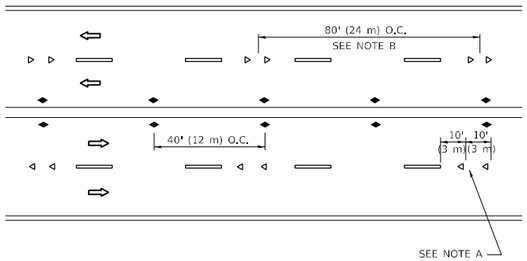
SEE FIGURE 3B-14 MUTCD



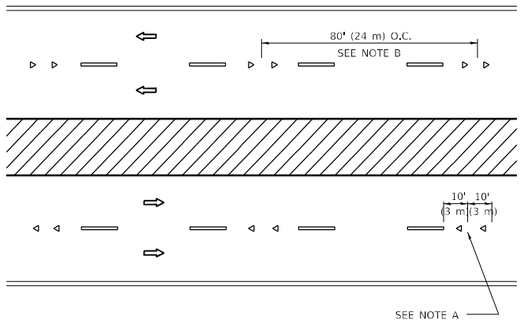
LANE REDUCTION TRANSITION



TWO–WAY LEFT TURN



MULTI–LANE/UNDIVIDED



MULTI–LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

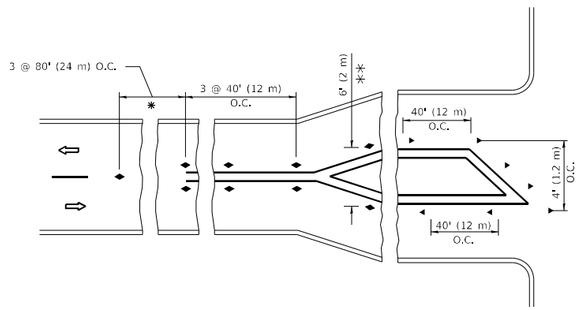
LANE MARKER NOTES

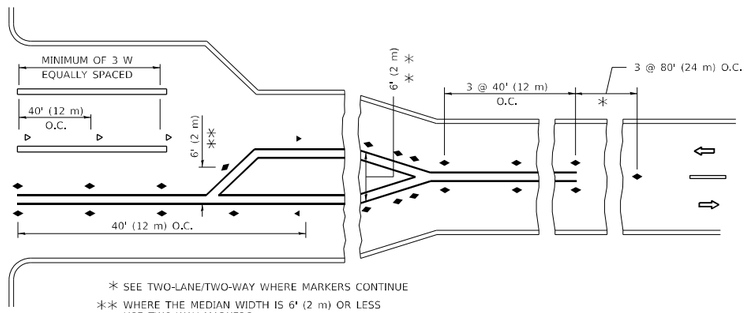
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
4. MARKERS SHOULD NOT BE USED ALONGSIDE CURBS EXCEPT FOR EXTREMELY SHORT SECTIONS OF CURBS WHERE NOT MORE THAN TWO MARKERS WOULD BE INVOLVED.





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

TURN LANES

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

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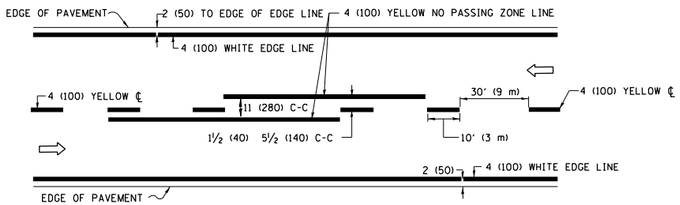
USER NAME = mohammad.hamwi	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 5/10/2024	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

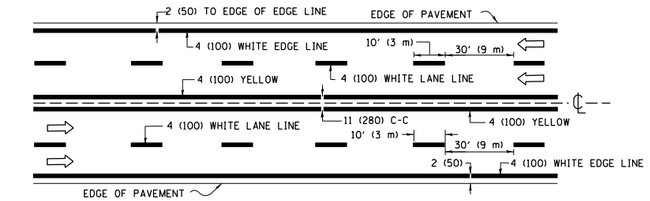
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

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

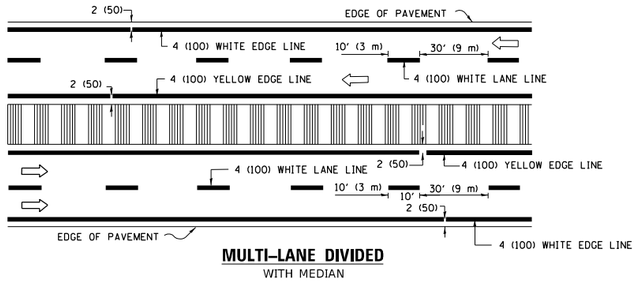
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	45
	TC-11	CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



2–LANE ROADWAY

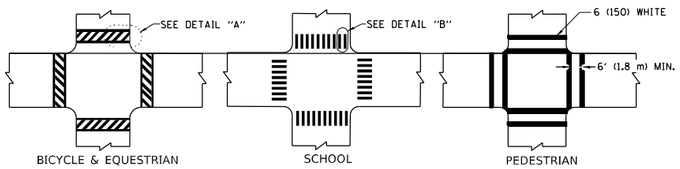


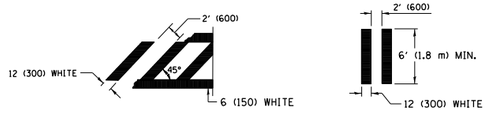
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

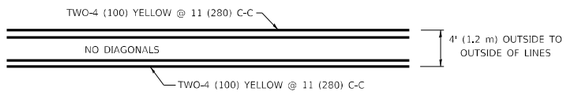




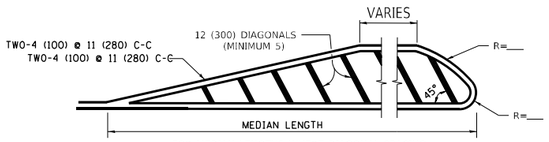
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

✳ MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



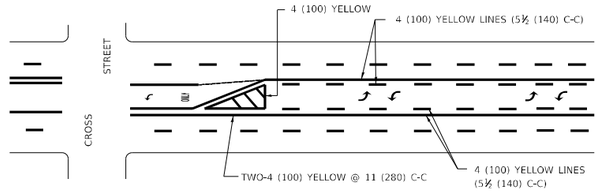
4' (1.2 m) WIDE MEDIANS ONLY



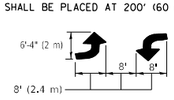
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

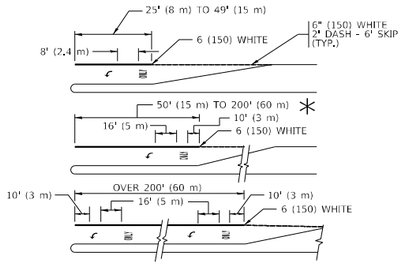


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

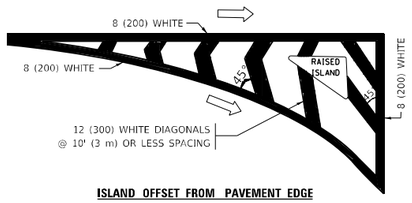


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) **ONLY** AREA = 20.8 SQ. FT. (1.9 m ²

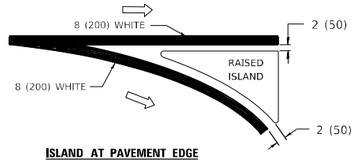
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

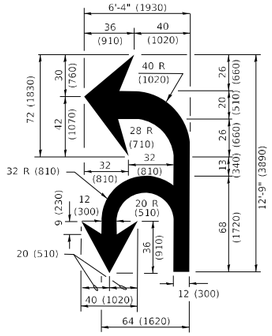


ISLAND OFFSET FROM PAVEMENT EDGE

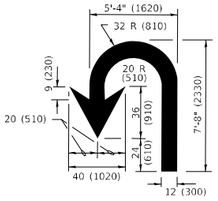


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

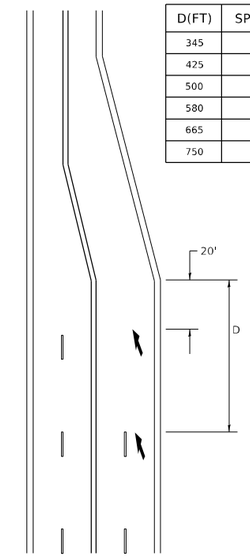


COMBINATION LEFT AND U–TURN



U–TURN

D(FT)	SPEED LIMIT
345	30
425	35
500	40
580	45
665	50
750	55



LANE REDUCTION TRANSITION

✳ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR GREATER OR WHEN SPECIFIED IN PLANS.

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ² EACH "X"=54.0 SQ. FT. (5.0 m ²
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

MODEL: Default
FILE NAME: pw:\\dist-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Projects\D1218222\CADData\Design\D1stSd.dgn

USER NAME = mohammad.hamwi	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 5/10/2024	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	46
	TC–13	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

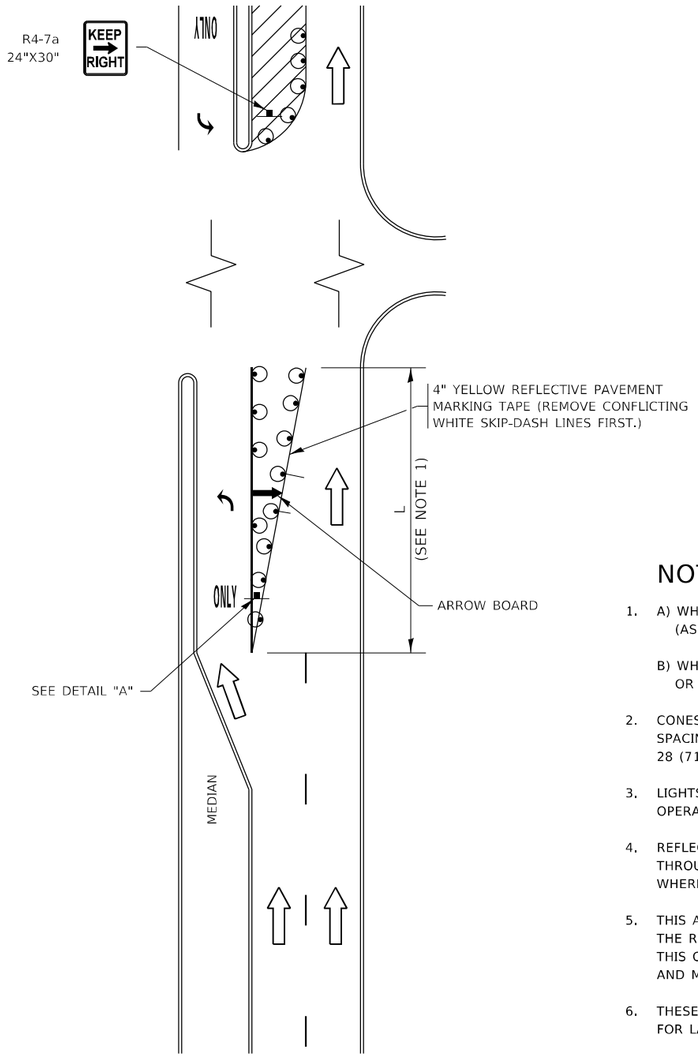


FIGURE 1

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:

1. 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.
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.
3. 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.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. 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.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

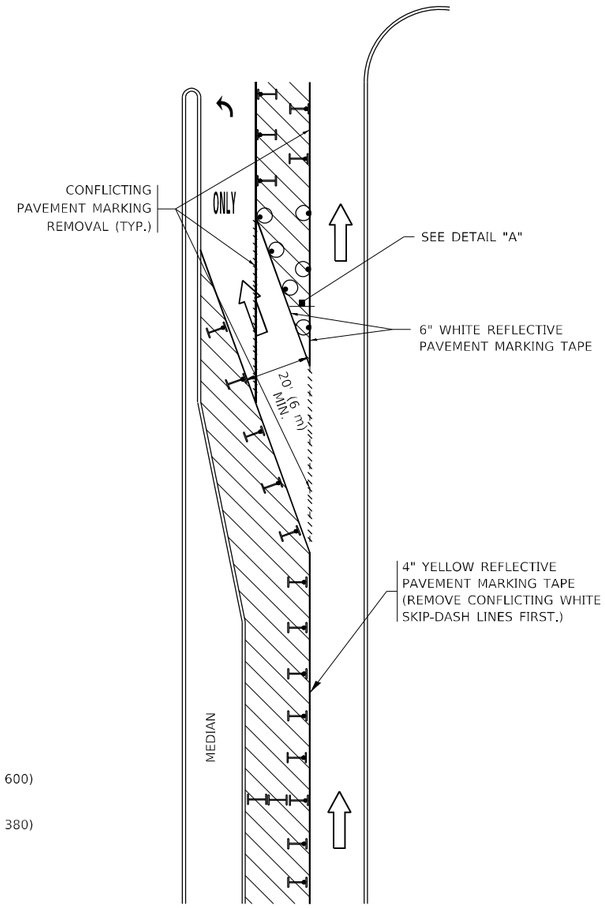
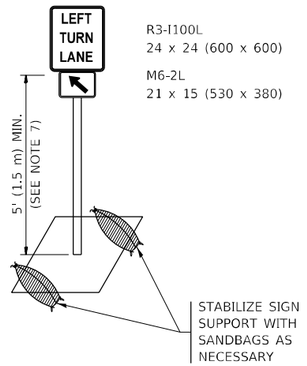


FIGURE 2



DETAIL A

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

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT\Documents\IDOT Offices\District 1\Project\D1121822\CADData\Design\StdSht.dgn

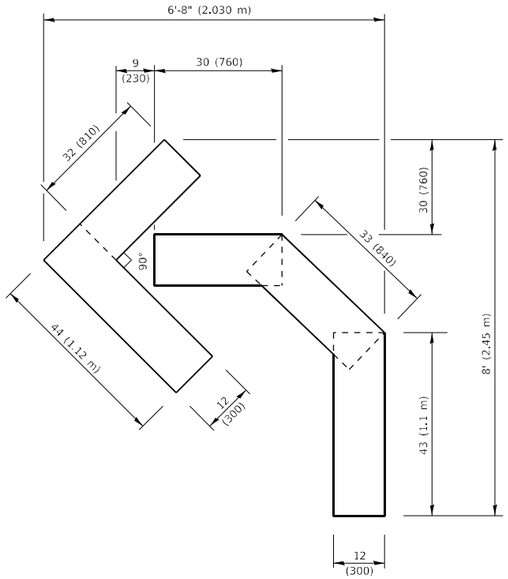
USER NAME = mohammad.hamwi	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 100.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 5/10/2024	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

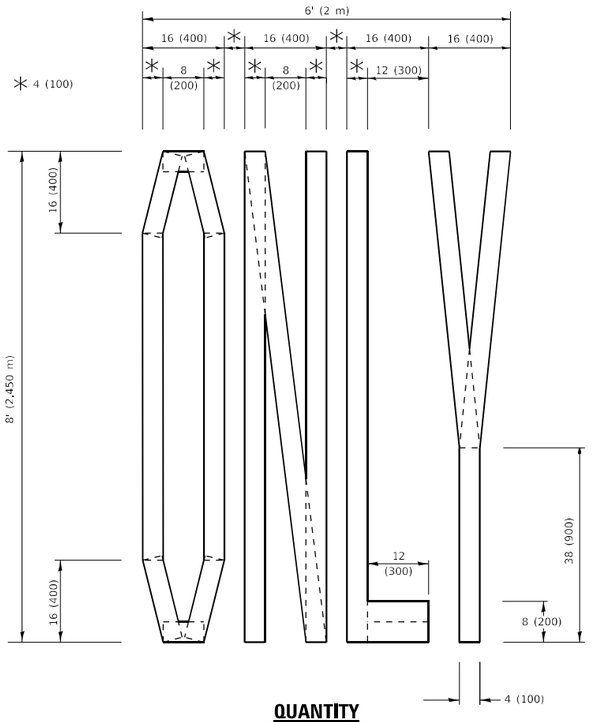
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	47
	TC-14	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



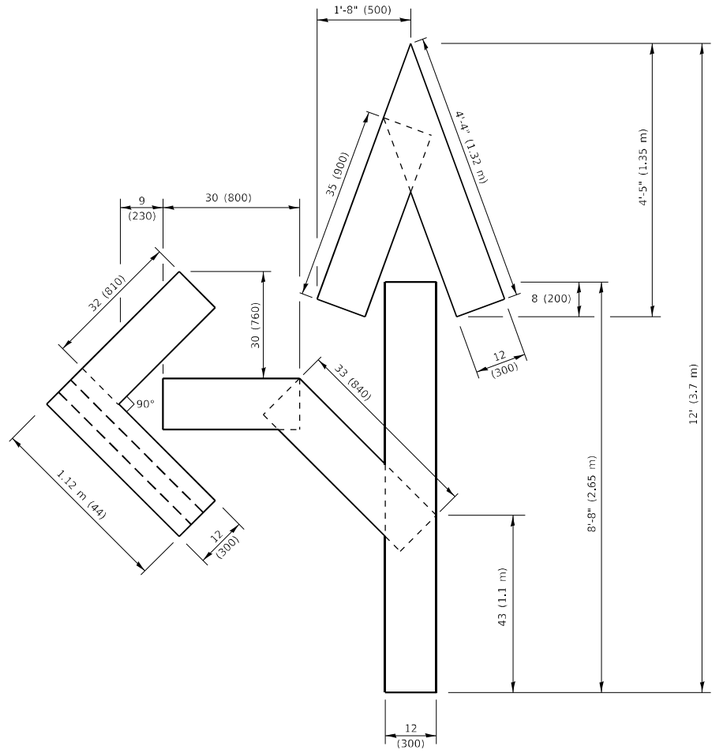
QUANTITY

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



QUANTITY

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

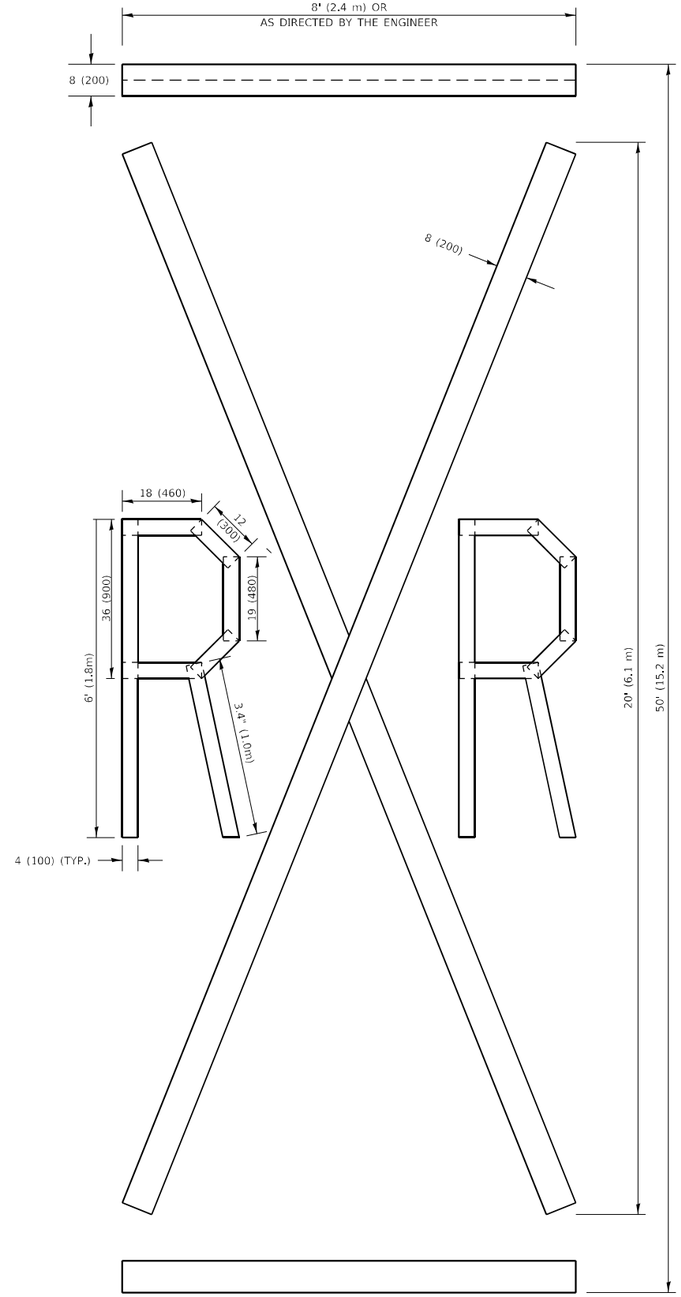


QUANTITY

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.

MODEL: Default
FILE NAME: pw:\\dot-pw.bentley.com:PWIDOT Documents\IDOT Offices\District 1\Projects\D121822\CADData\Design\Std Std.dgn

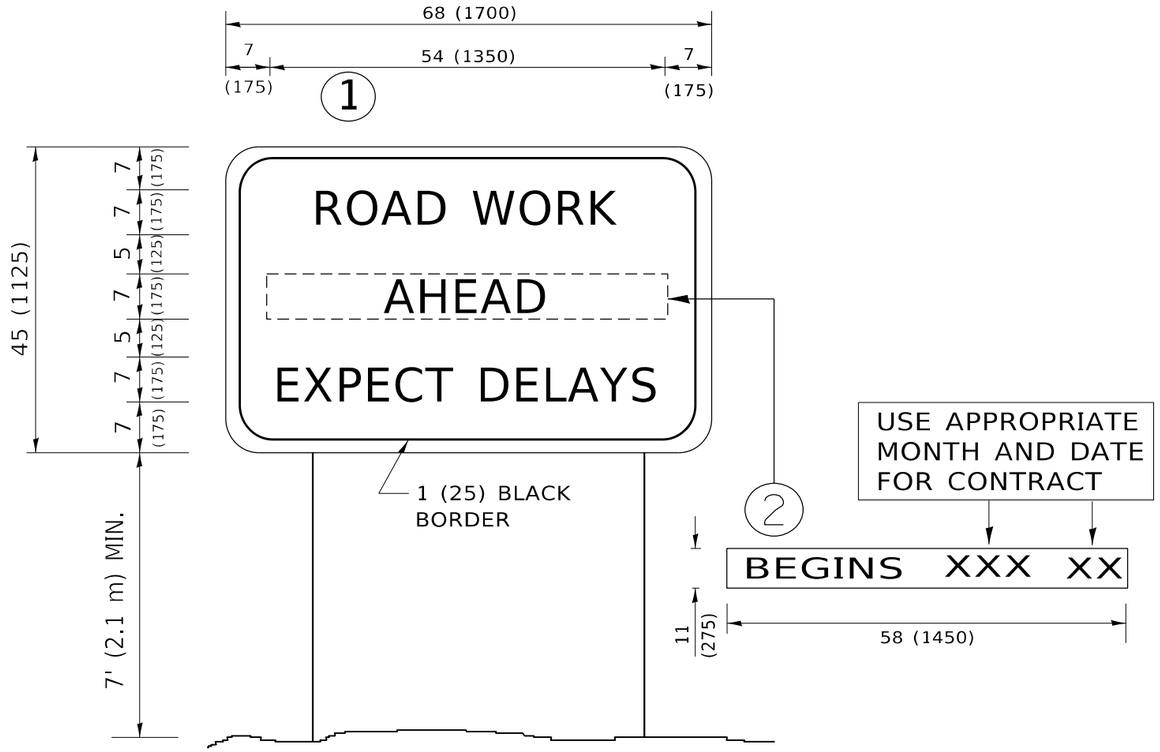
USER NAME = mohammad.hamwi	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 5/10/2024	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	48
	TC-16	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

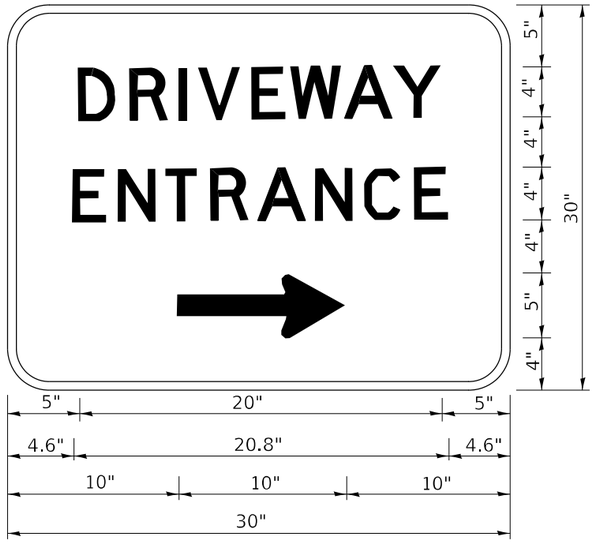
USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 5/10/2024	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	49
	TC-22	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



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

NOTES:

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

USER NAME = mohammad.hamwi	DESIGNED -	REVISED - C. JUCIUS 02-15-07	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/10/2024	DATE -	REVISED -	

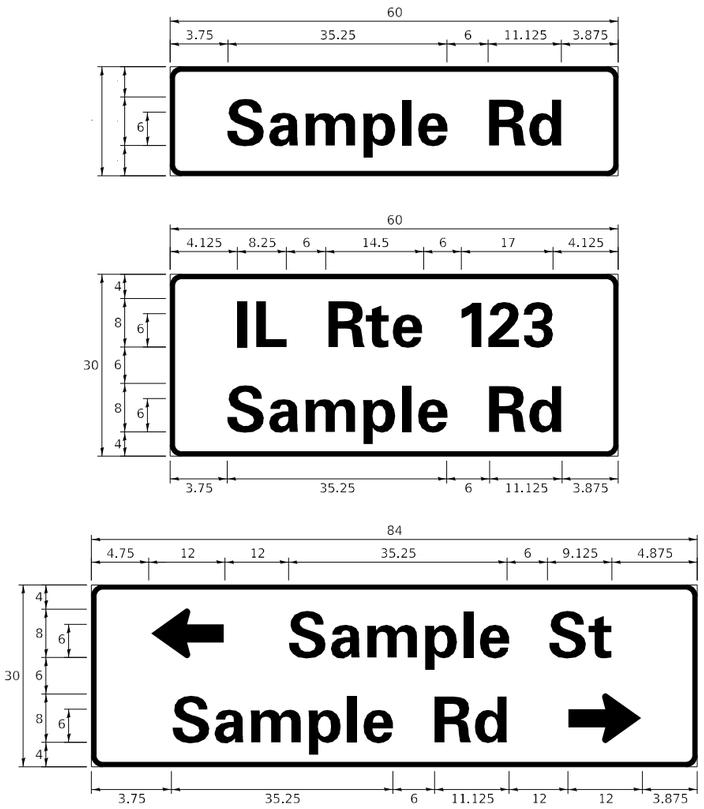
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	50
	TC-26	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

.

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

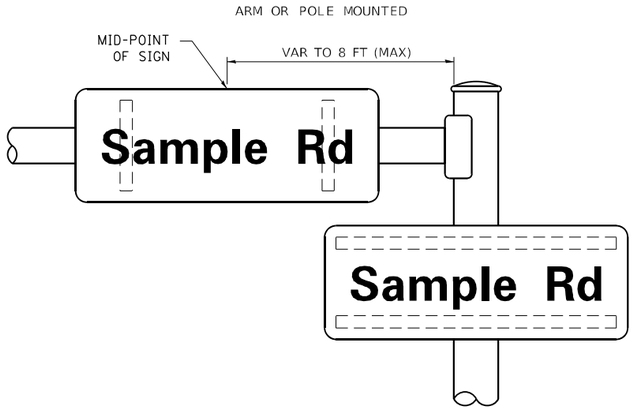
- J.O. HERBERT COMPANY, INC
  MIDLOTHIAN, VA
- WESTERN REMAC, INC.
  WOODRIDGE, IL

PARTS LISTING:

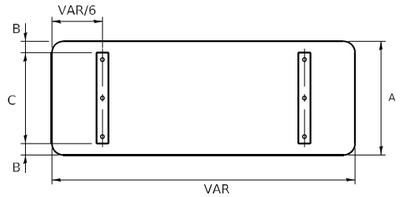
SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

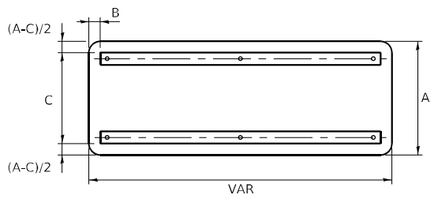
MOUNTING LOCATION



SUPPORTING CHANNELS



A	B	C
18"	2"	14"
30"	2"	24"



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

STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	51
	TS-02	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	CC	CC
MASTER CONTROLLER	MC	MC
MASTER MASTER CONTROLLER	MMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	J
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET	RR	RR
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P	P
SAMPLING (SYSTEM) DETECTOR	S	S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS	IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS	QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	52
	TS-05	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

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

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

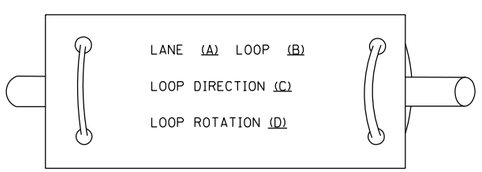
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

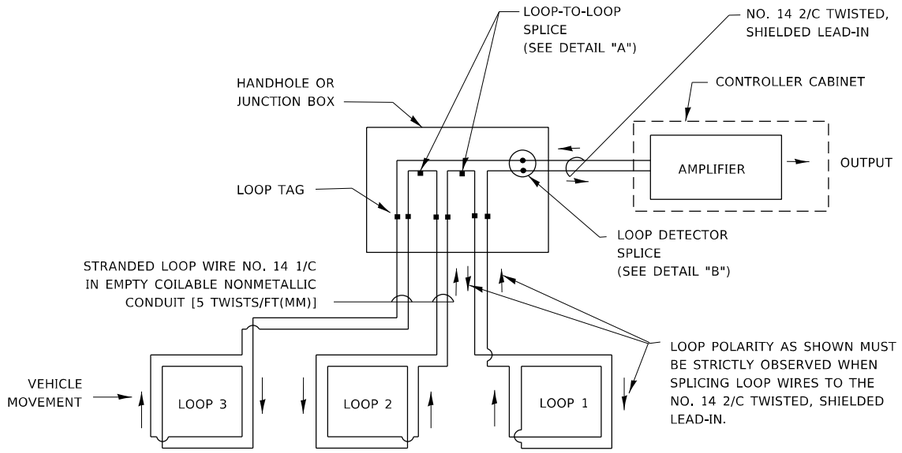


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

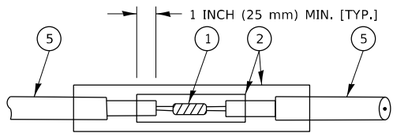
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

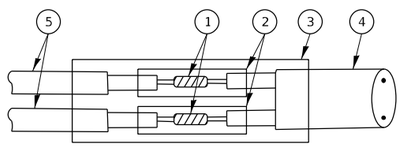


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm). IF IN CONCRETE.
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

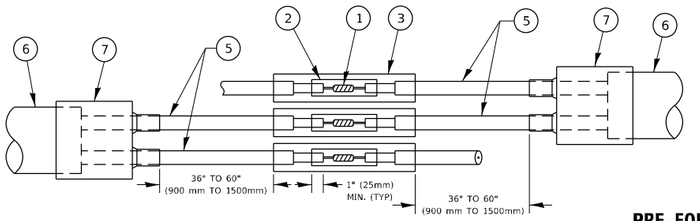


DETAIL "A"
LOOP-TO-LOOP SPLICE



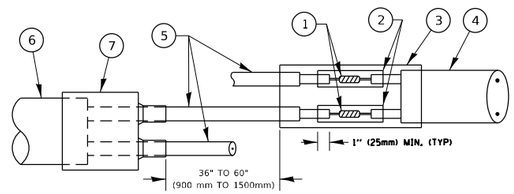
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. 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.

(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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PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

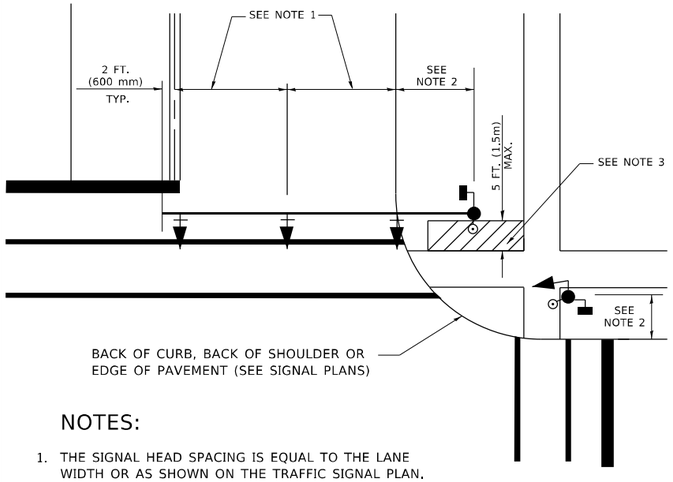
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	53
	TS-05	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

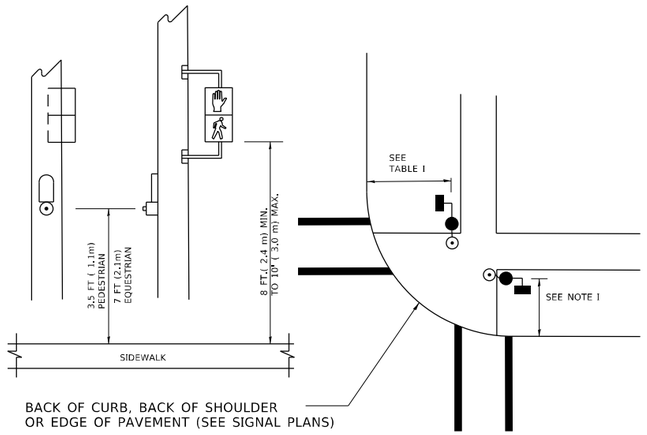
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

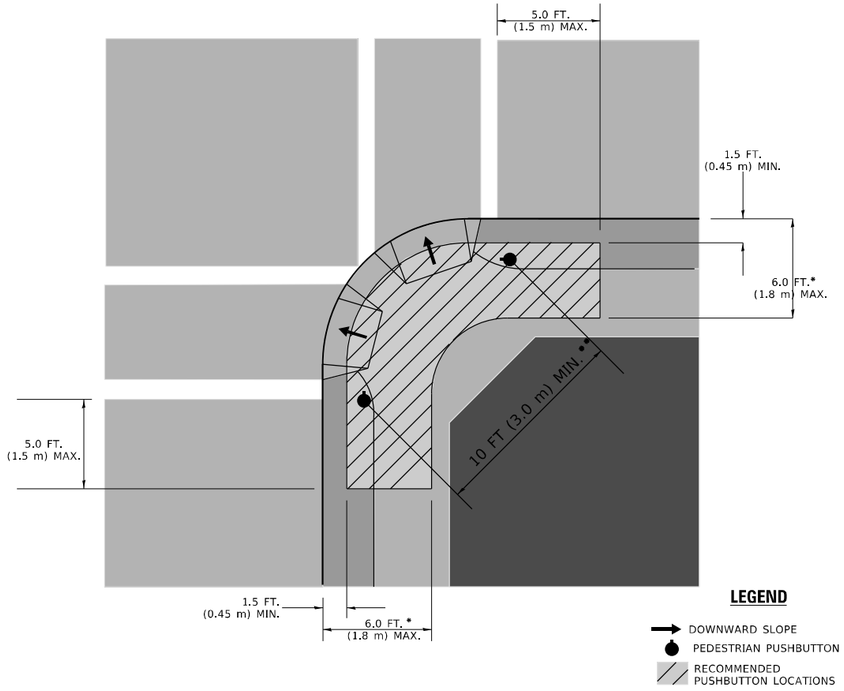
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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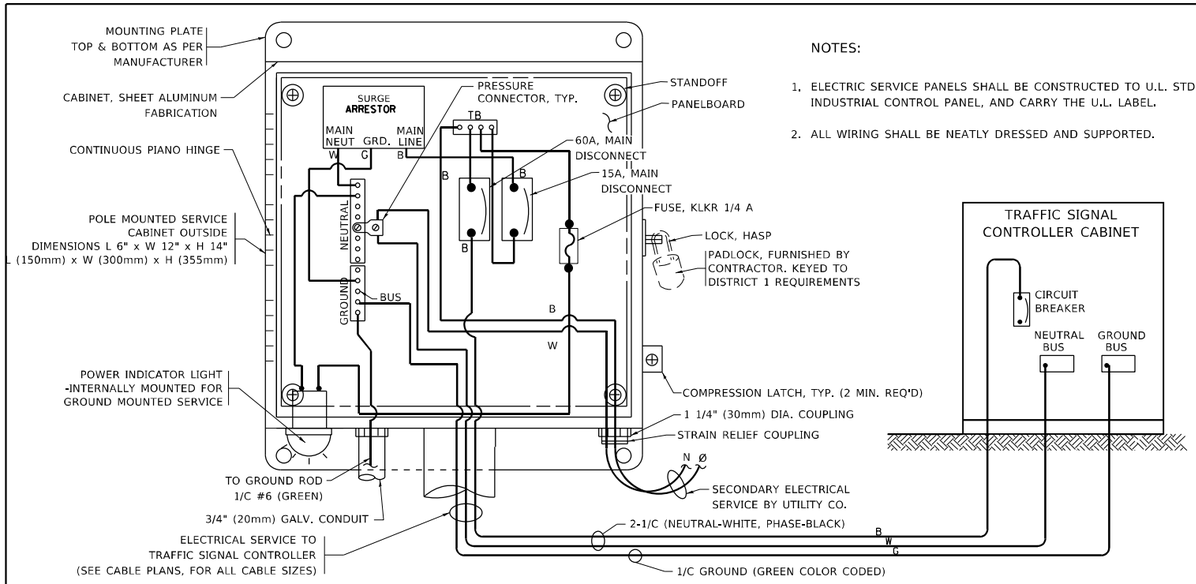
	TS-05	CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



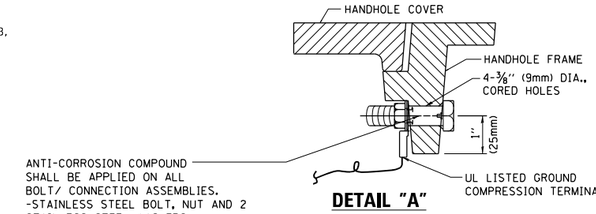
NOTES:

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

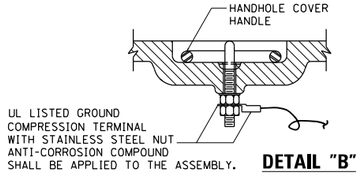
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

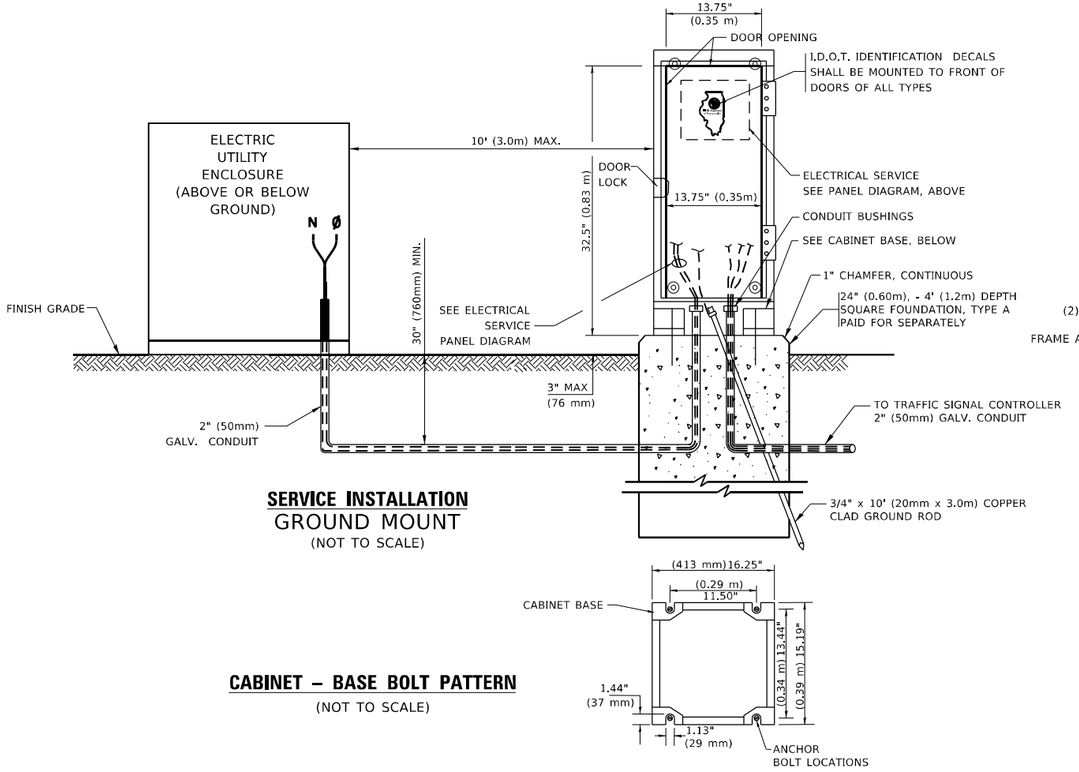


DETAIL "B"

NOTES:

GROUNDING SYSTEM

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



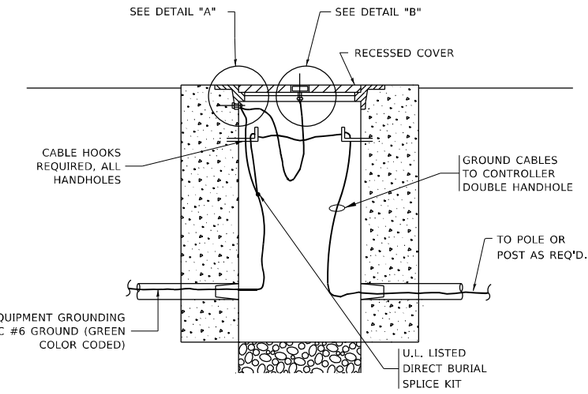
SERVICE INSTALLATION

GROUND MOUNT

(NOT TO SCALE)

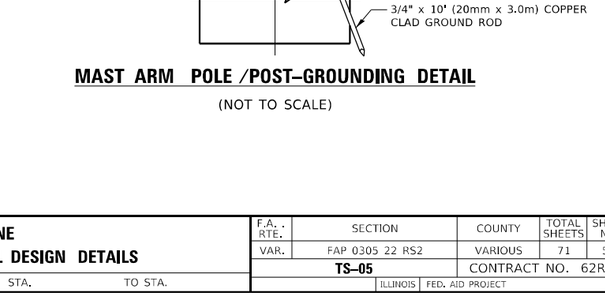
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



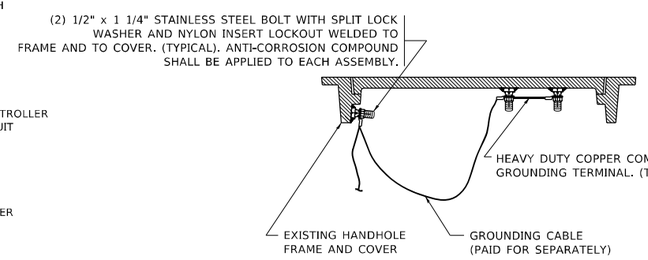
HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



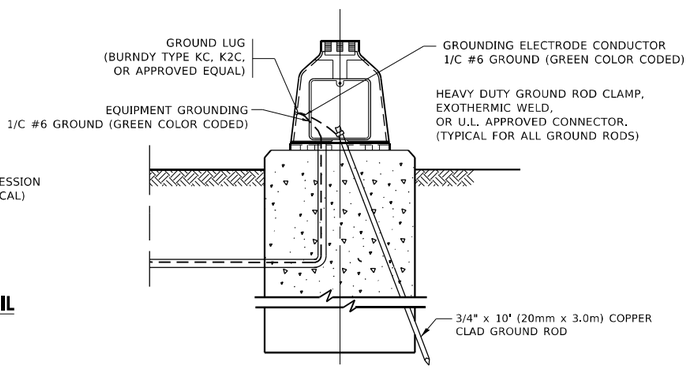
NOTES:

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



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 4 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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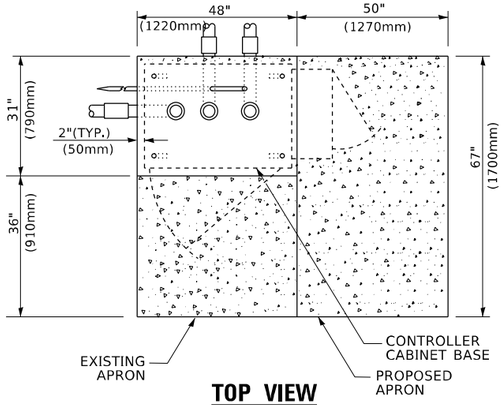
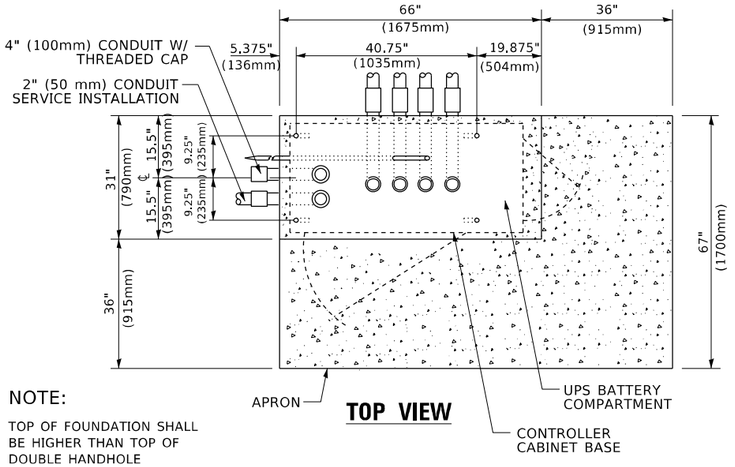


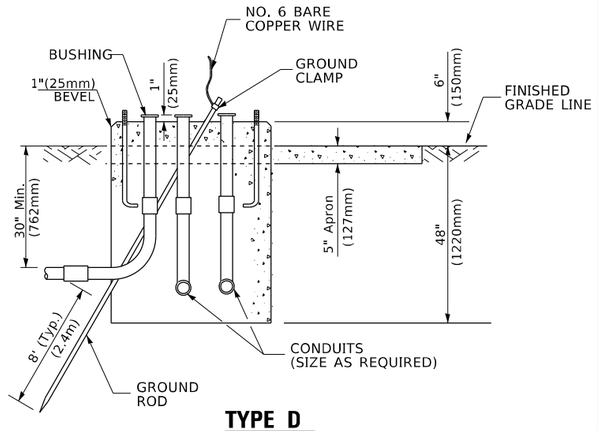
TOP VIEW



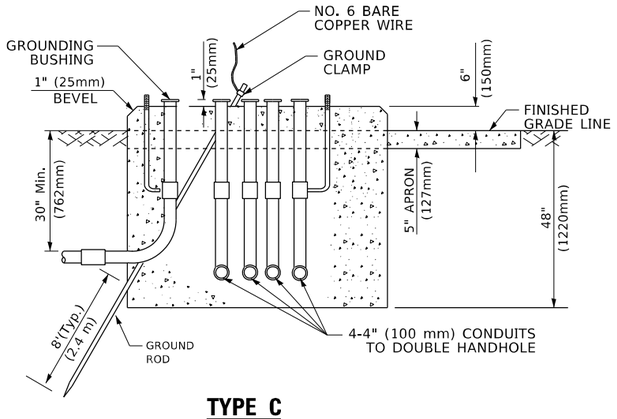
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

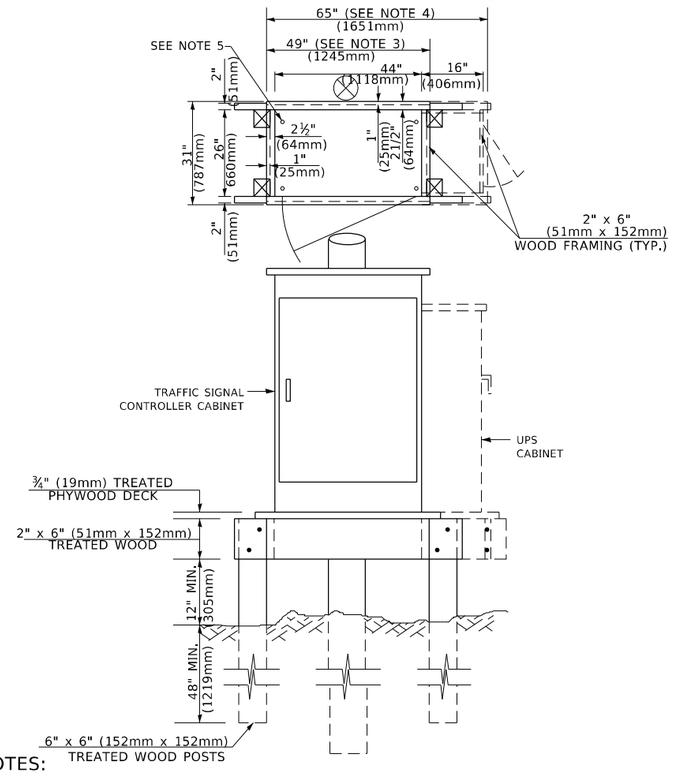
TOP VIEW



TYPE D
FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	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)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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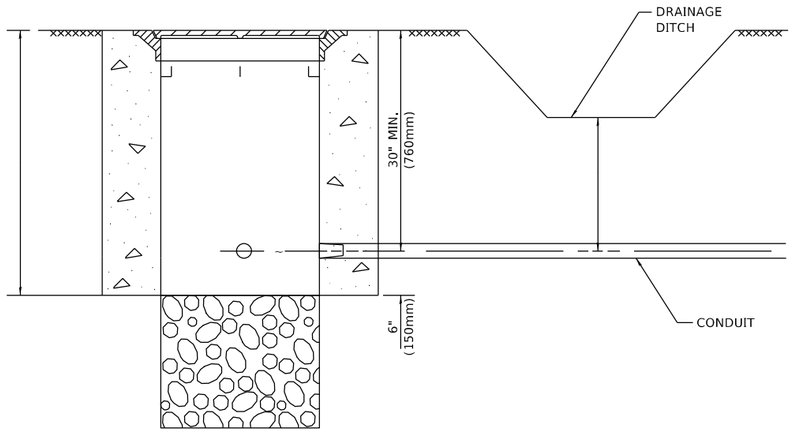
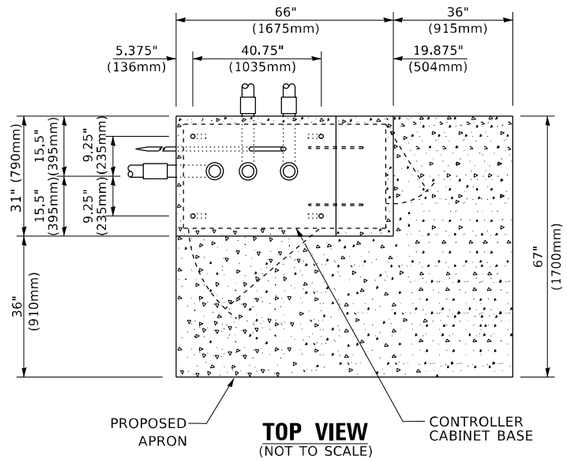


NOTES:

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

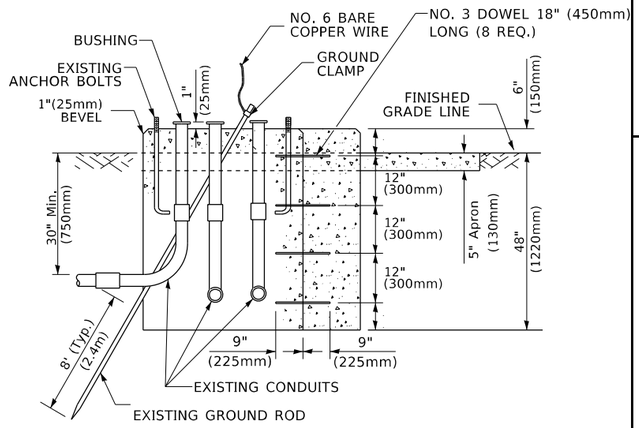
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



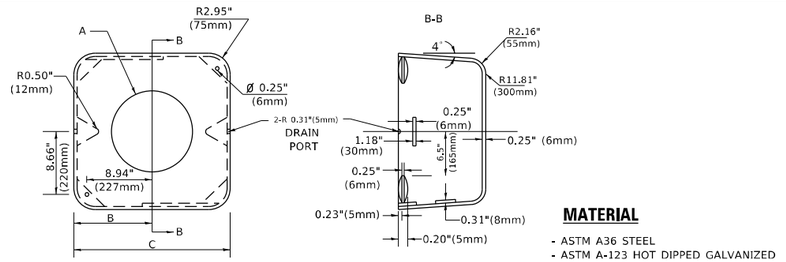
TOP VIEW

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



MATERIAL

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

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

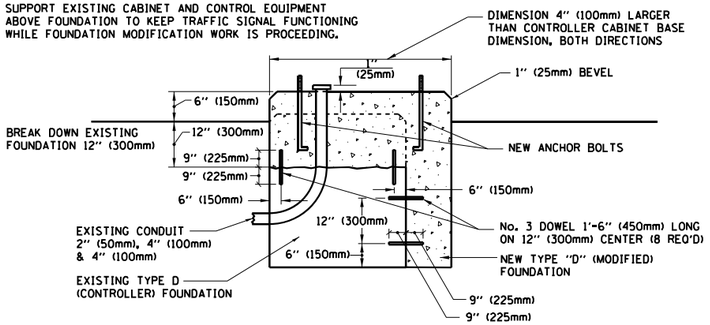
SHROUD

NOTES:

1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL 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.

NOTE:

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



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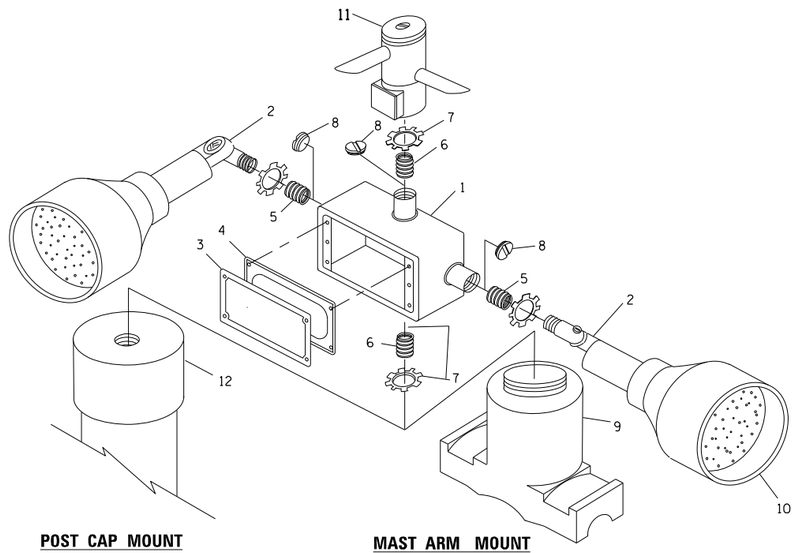


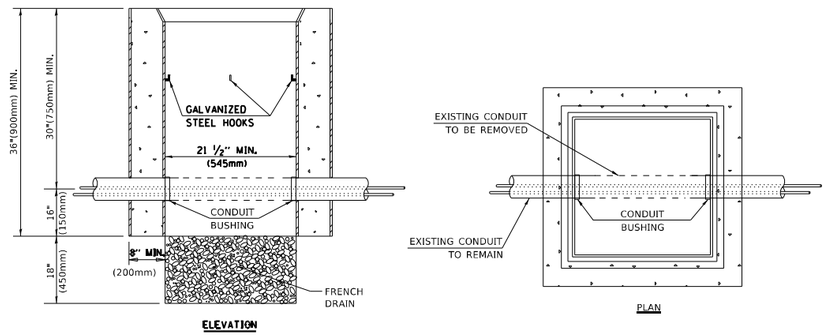
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

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



ELEVATION PLAN

NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	57
	TS-05	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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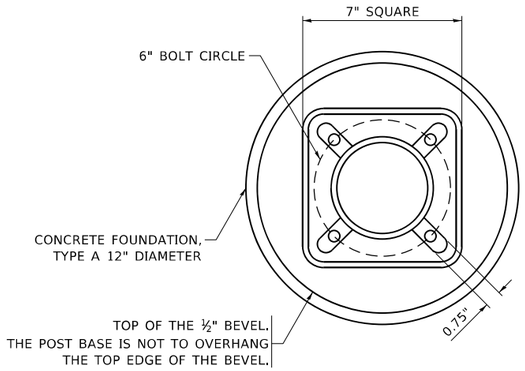
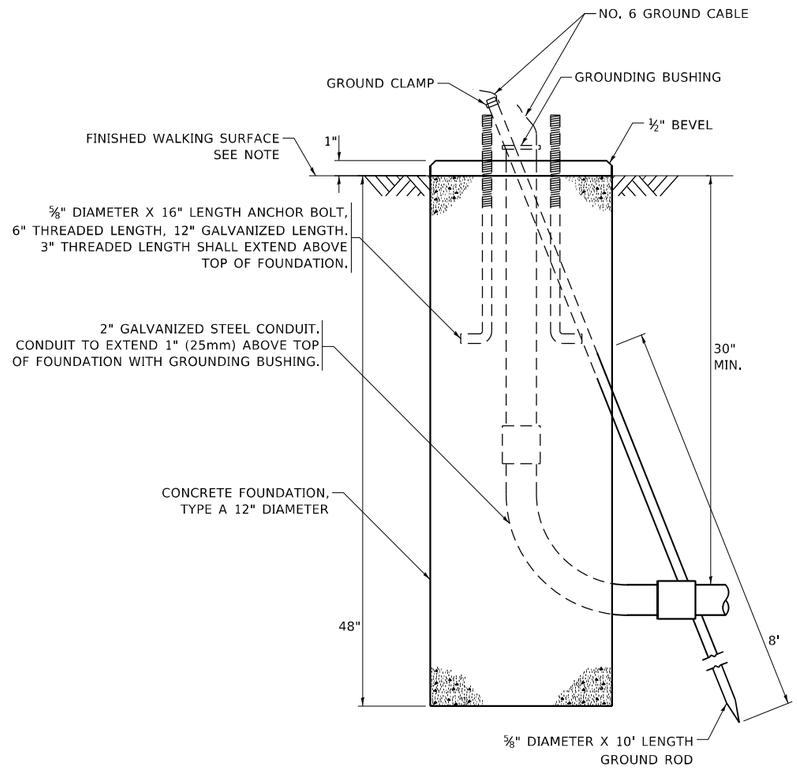


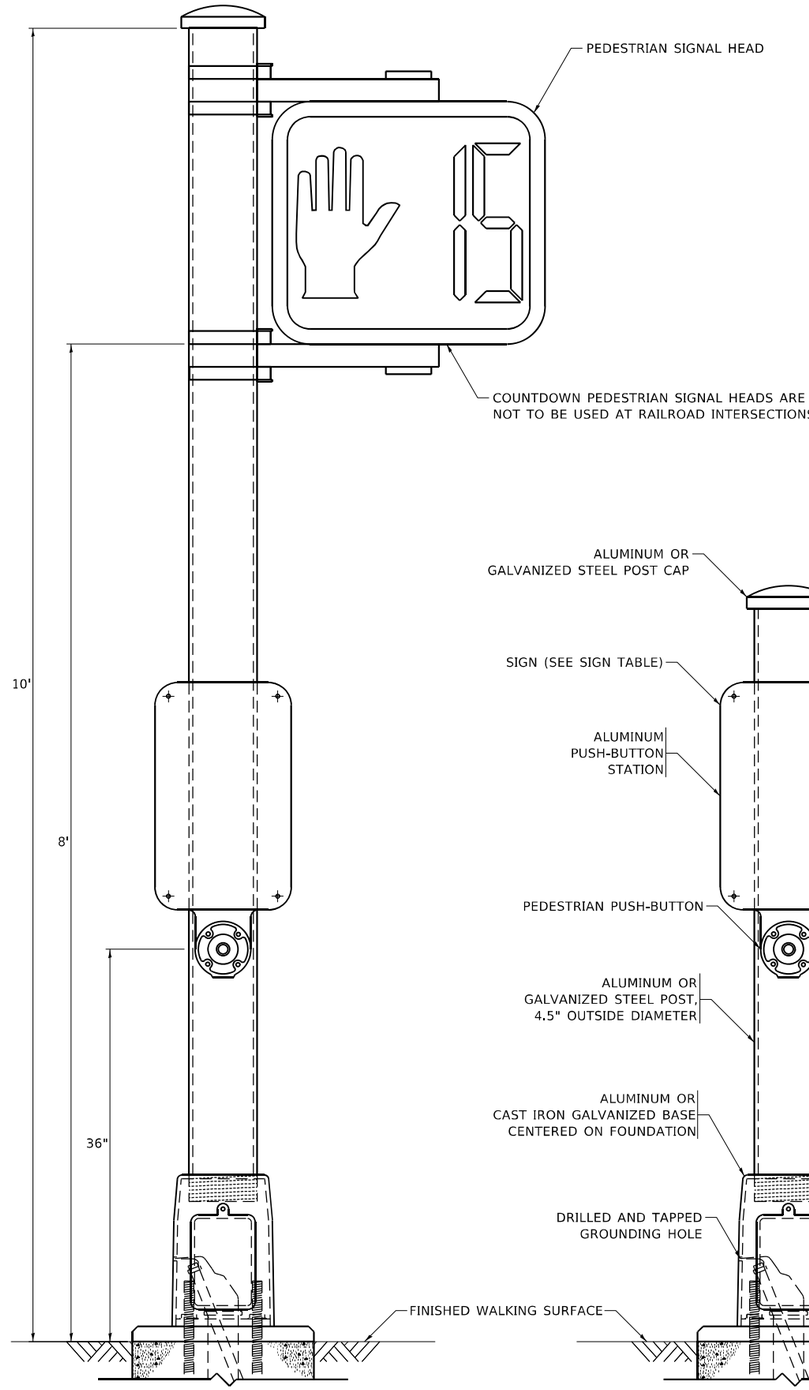
BOLT PATTERN

NOTE:

1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.

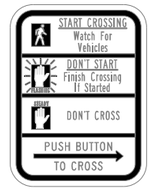


CONCRETE FOUNDATION, TYPE A 12–INCH DIAMETER

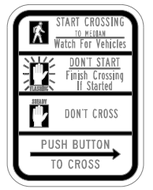


PEDESTRIAN SIGNAL POST, 10 FT.

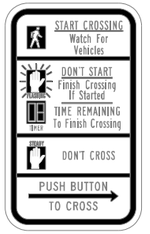
PEDESTRIAN SIGNAL POST, 5 FT.



R10–3b



R10–3d



R10–3e

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. THE ARROW ON SIGNS FOR PUSH-BUTTONS SERVING TWO DIRECTIONS ON THE SAME PHASE SHALL BE BI-DIRECTIONAL.
3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.

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	DRAWN - IP	REVISED -	
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PLOT DATE = 5/10/2024	DATE - 10-15-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

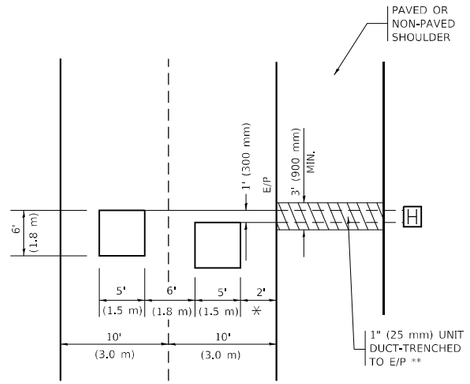
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	58
	TS–05	CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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



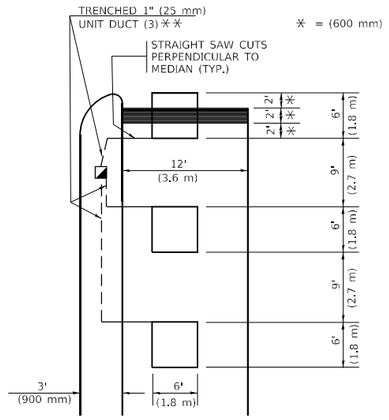
* = (600 mm)

** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING)

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 FITS IN MEDIAN.



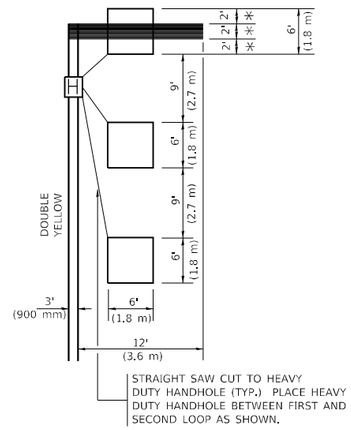
** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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)

* = (600 mm)



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

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
* 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.

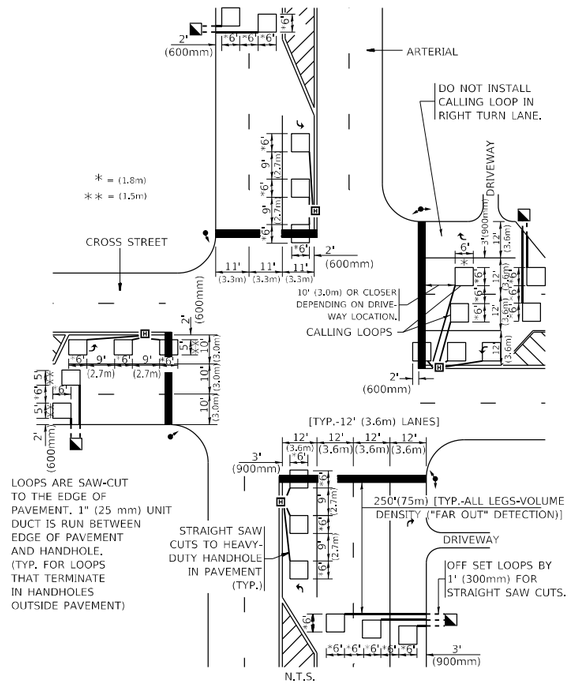
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

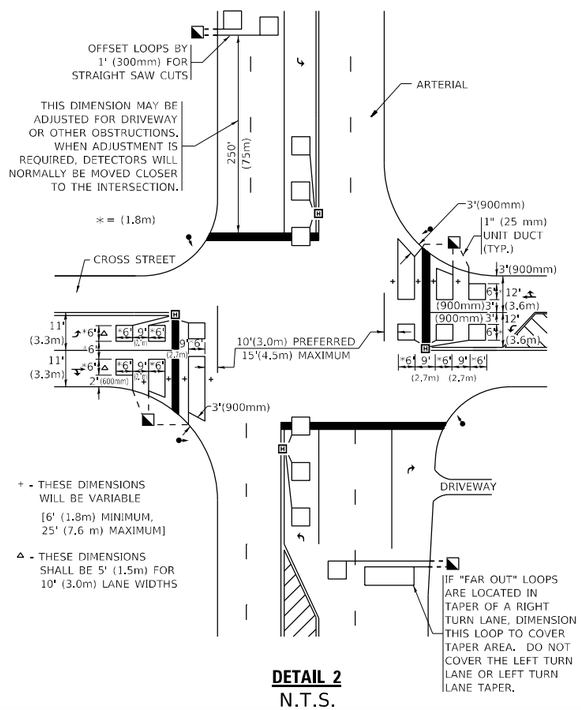
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

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	DRAWN -		REVISED -
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PLOT DATE = 5/10/2024	DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	59
	TS–07	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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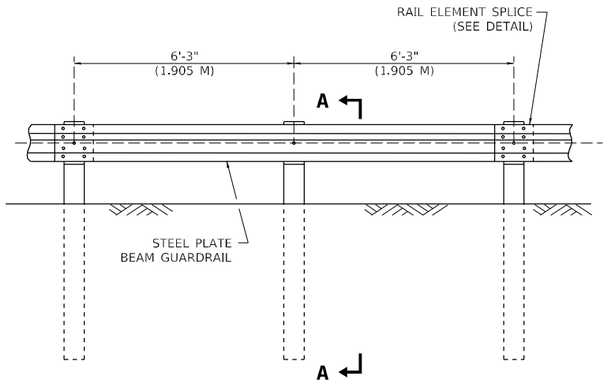
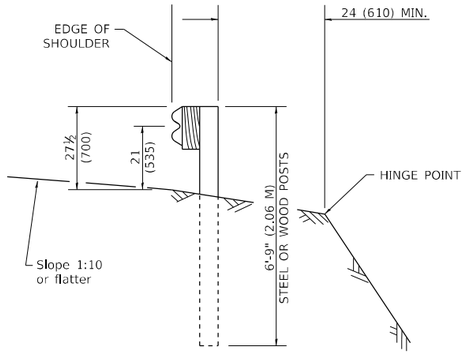


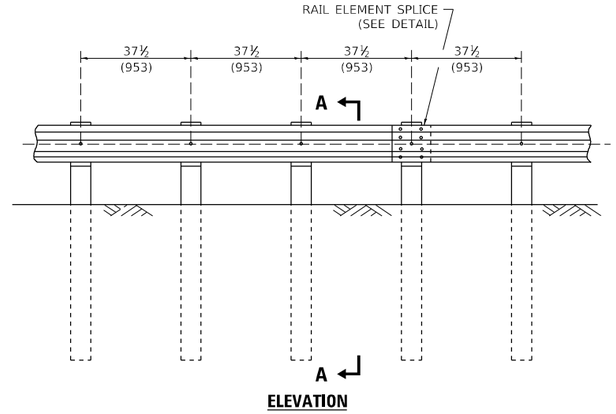
ELEVATION

TYPE A

6'-3" (1.905 M) TYPICAL POST SPACING



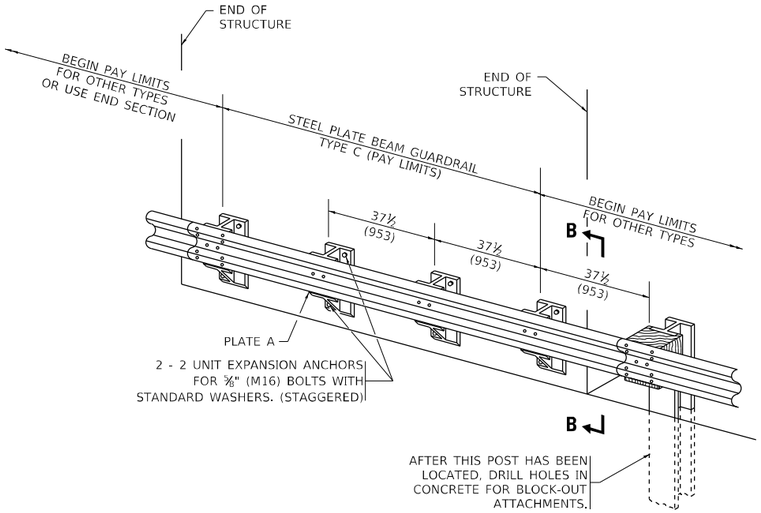
SECTION A–A



ELEVATION

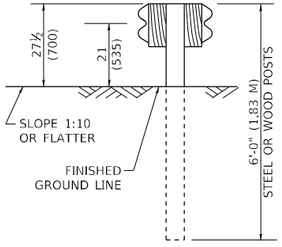
TYPE A

37½ (953) CLOSED POST SPACING

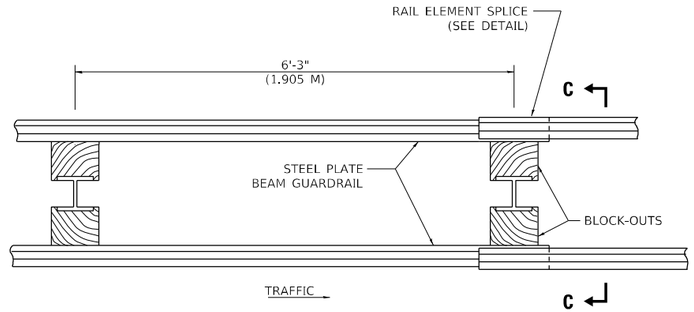


TYPE C

37½ (953) BLOCK-OUT SPACING



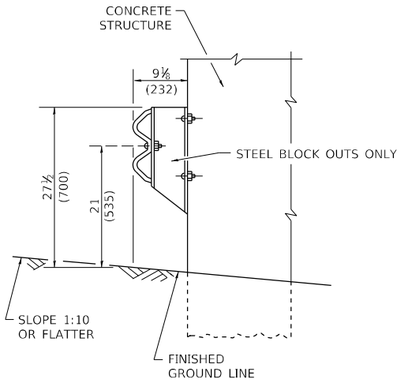
SECTION C–C



PLAN

TYPE D

DOUBLE STEEL PLATE BEAM GUARDRAIL
6'-3" (1.905 M) TYPICAL POST SPACING



SECTION B–B

GENERAL NOTES

ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

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

THE EXISTING STEEL POSTS MAY BE DRILLED TO MATCH THE BOLT PATTERN SHOWN HEREIN FOR THE WOOD BLOCK-OUT, OR A NEW STEEL POST SHALL BE PROVIDED.

THIS DETAIL IS APPLICABLE TO THE GUARDRAIL SYSTEM USED PRIOR TO JANUARY 1, 2007. FOR DETAILS ON THE MIDWEST GUARDRAIL SYSTEM, SEE STANDARD 630001.

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

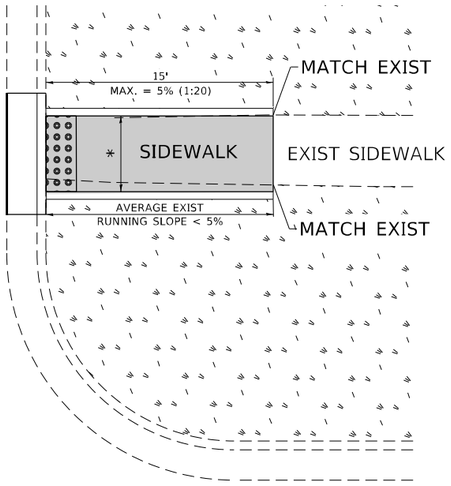
REMOVE AND REERECT
STEEL PLATE BEAM GUARDRAIL

SCALE: NONE | SHEET 1 OF 4 SHEETS | STA. | TO STA.

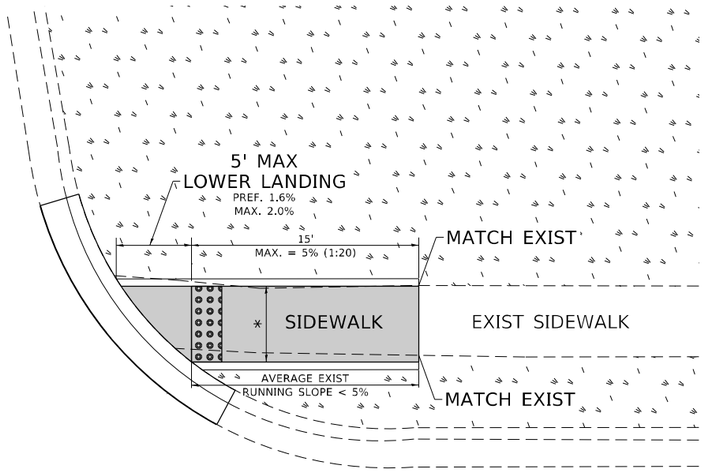
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	60
	BM-21	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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

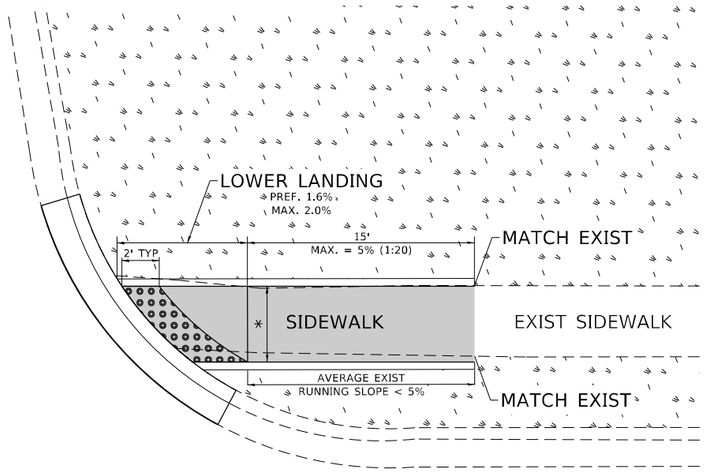
PD–01A



PD–01B



PD–01C



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

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	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD–01)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	61
	PD-01	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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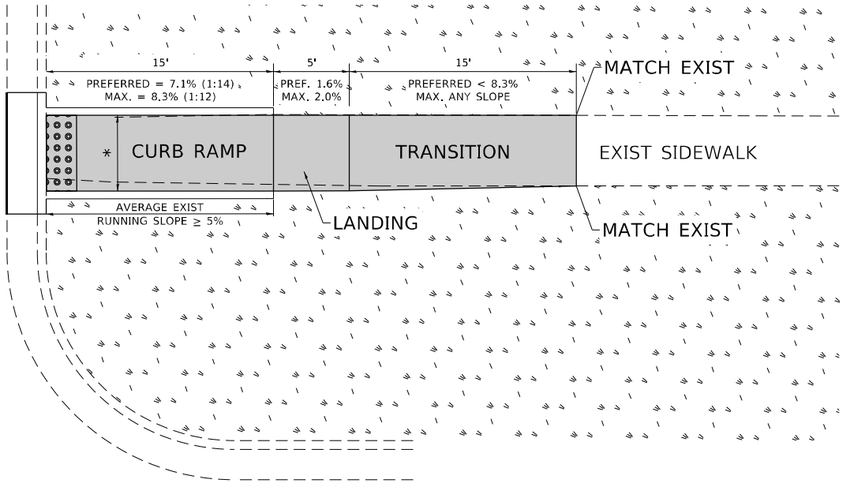
ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR GREATER RUN. SLOPE

PD–02A



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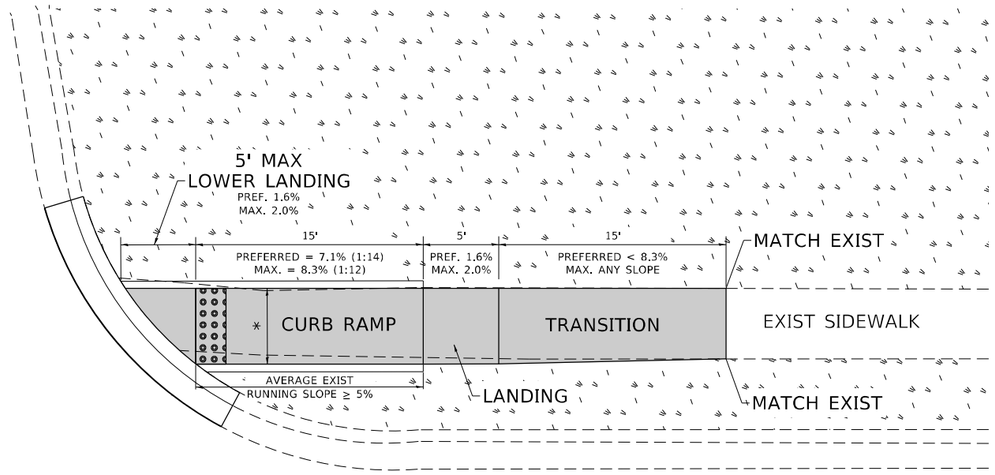

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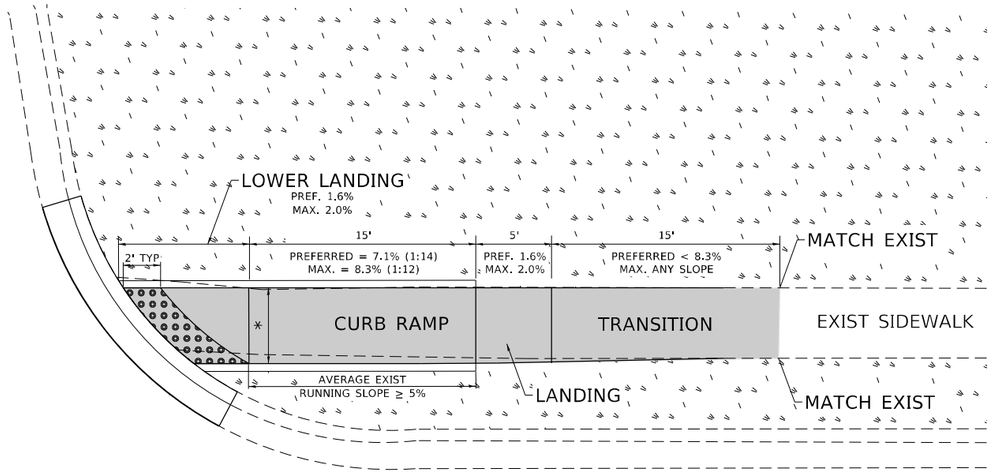

LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS (PD–02)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	62
	PD-02	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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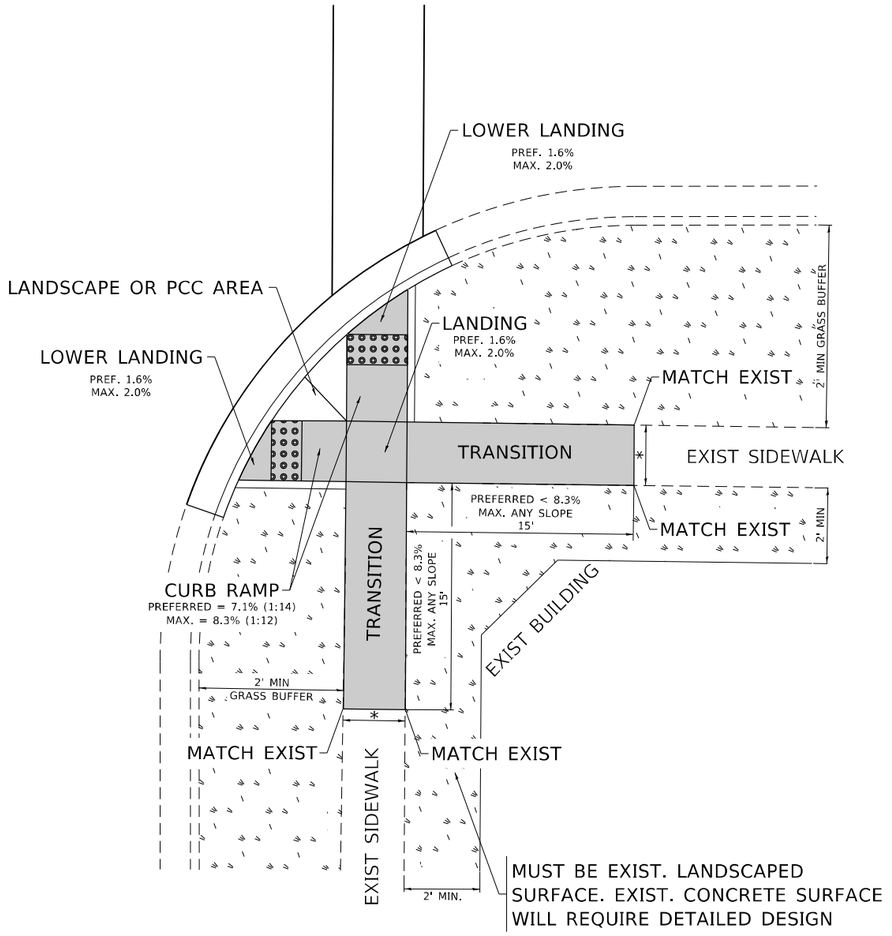
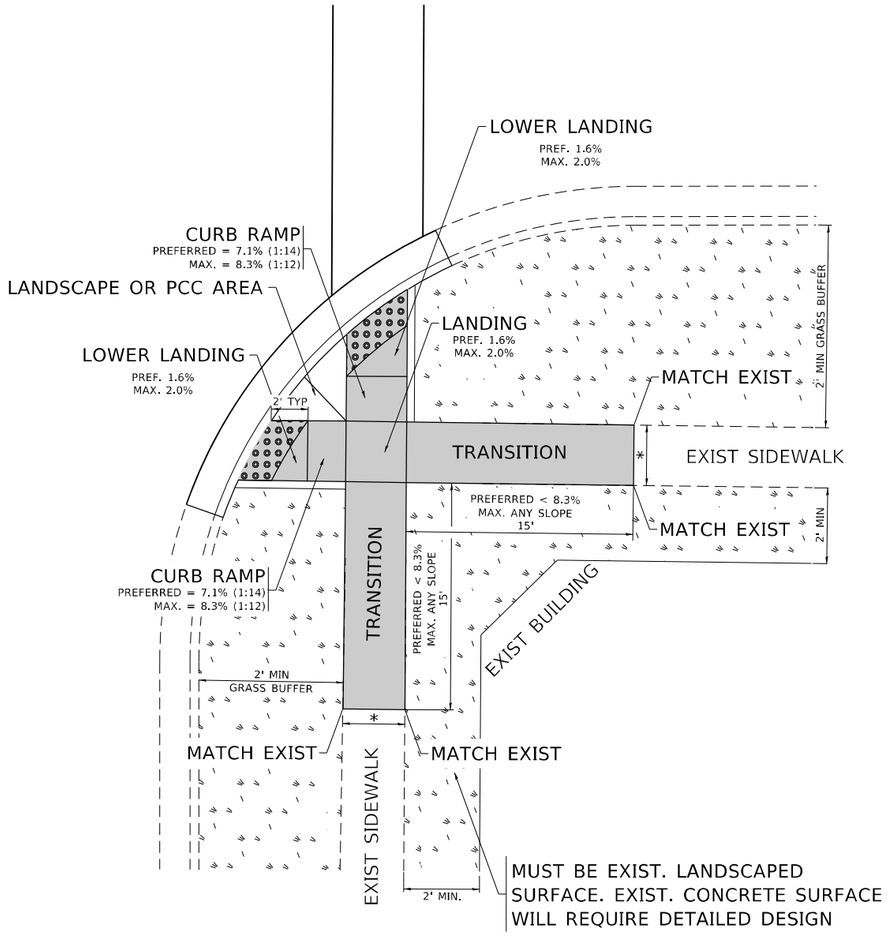
ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD–03A



PD–03B



LEGEND

- PROPOSED SIDE CURB
- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS
(PD–03)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	63
	PD-03	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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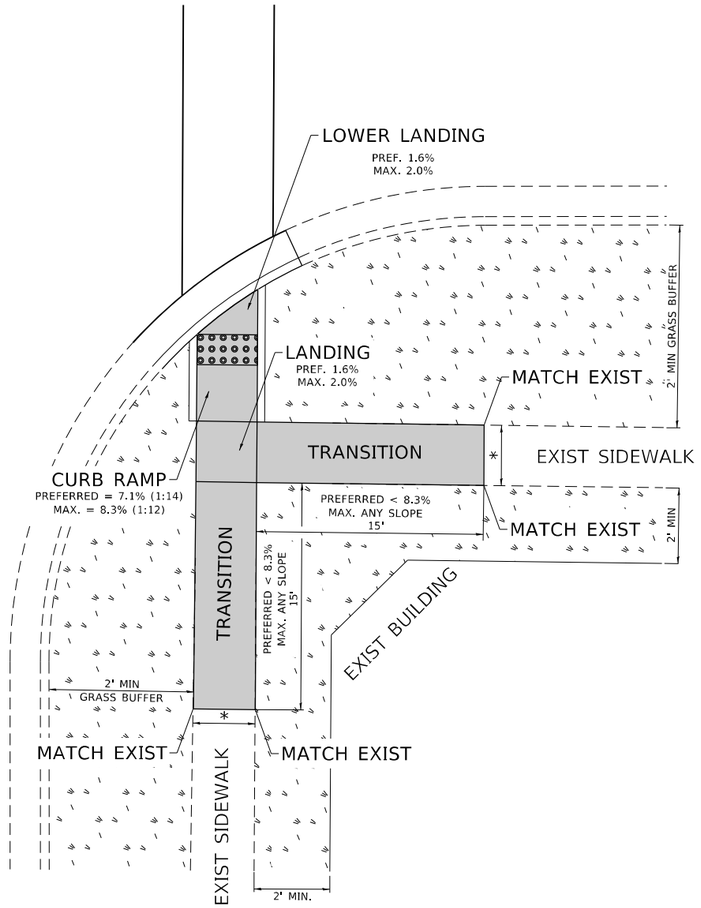
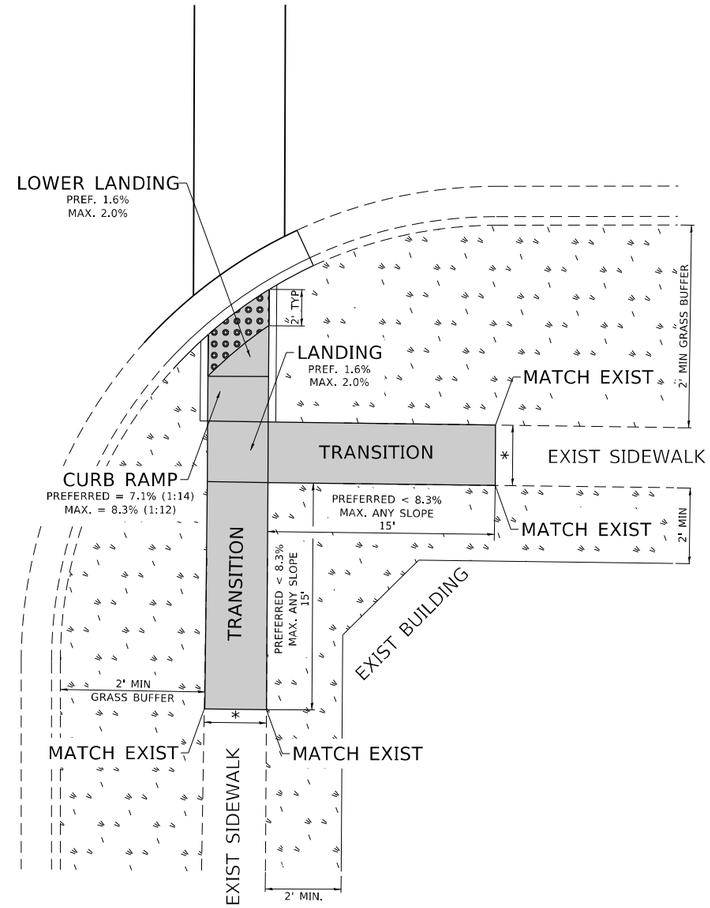
ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD–04A



PD–04B



LEGEND

- PROPOSED SIDE CURB
- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH TURNING SPACE (PD–04)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	64
	PD-04	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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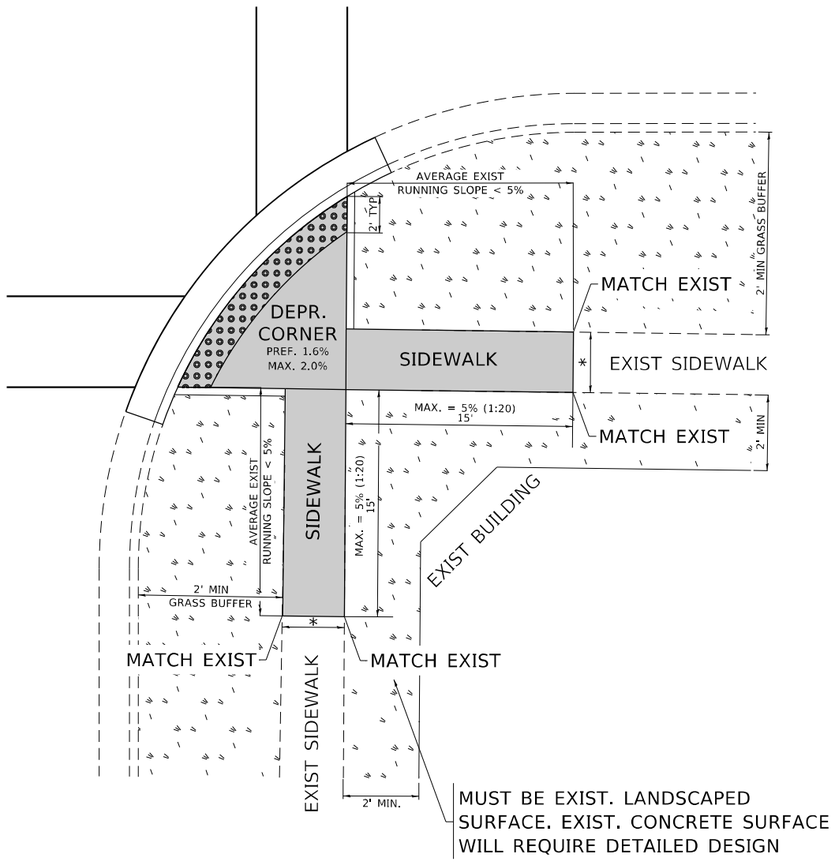
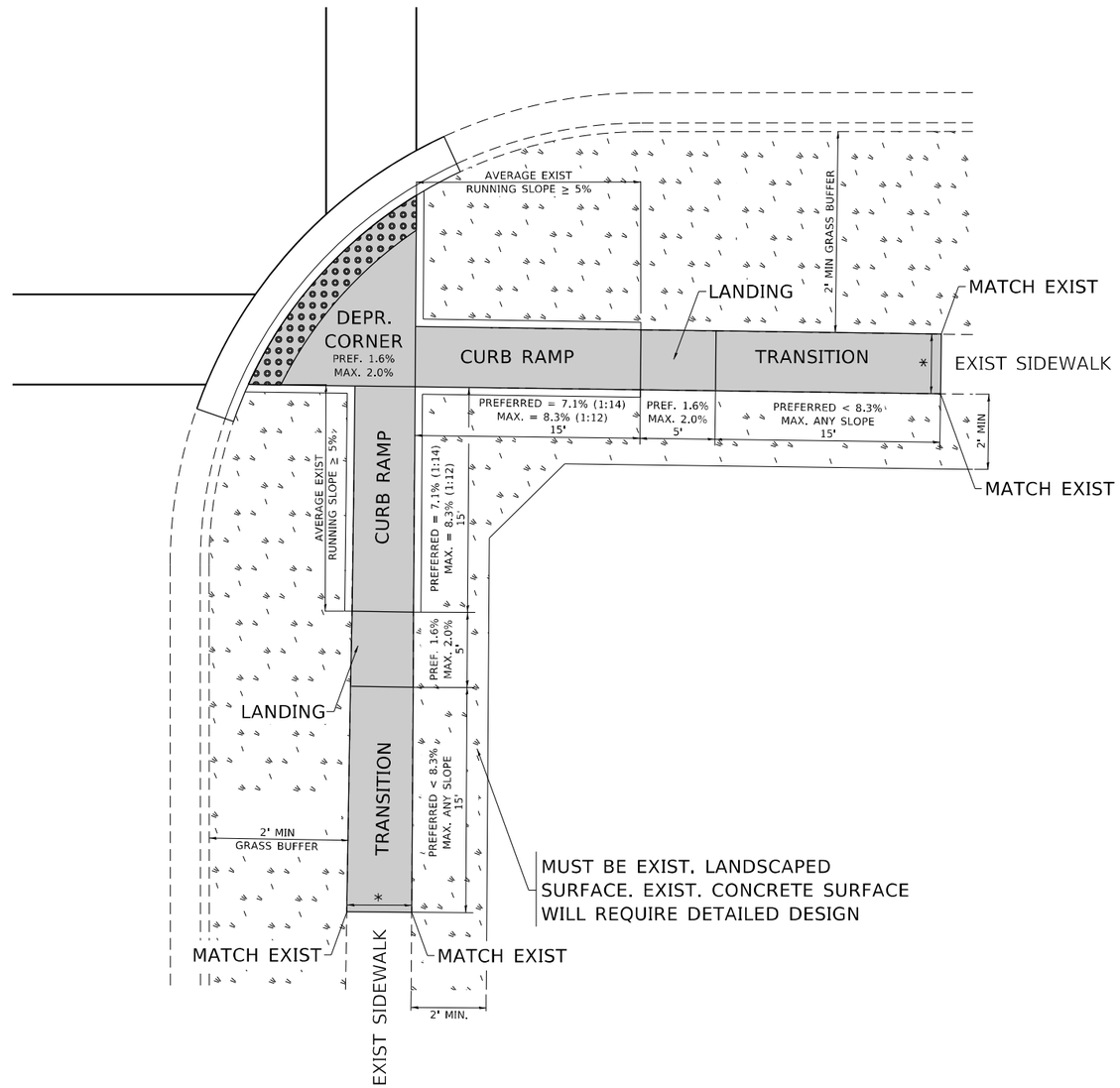
ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD–05A



PD–05B



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS (PD–05)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	65
	PD-05	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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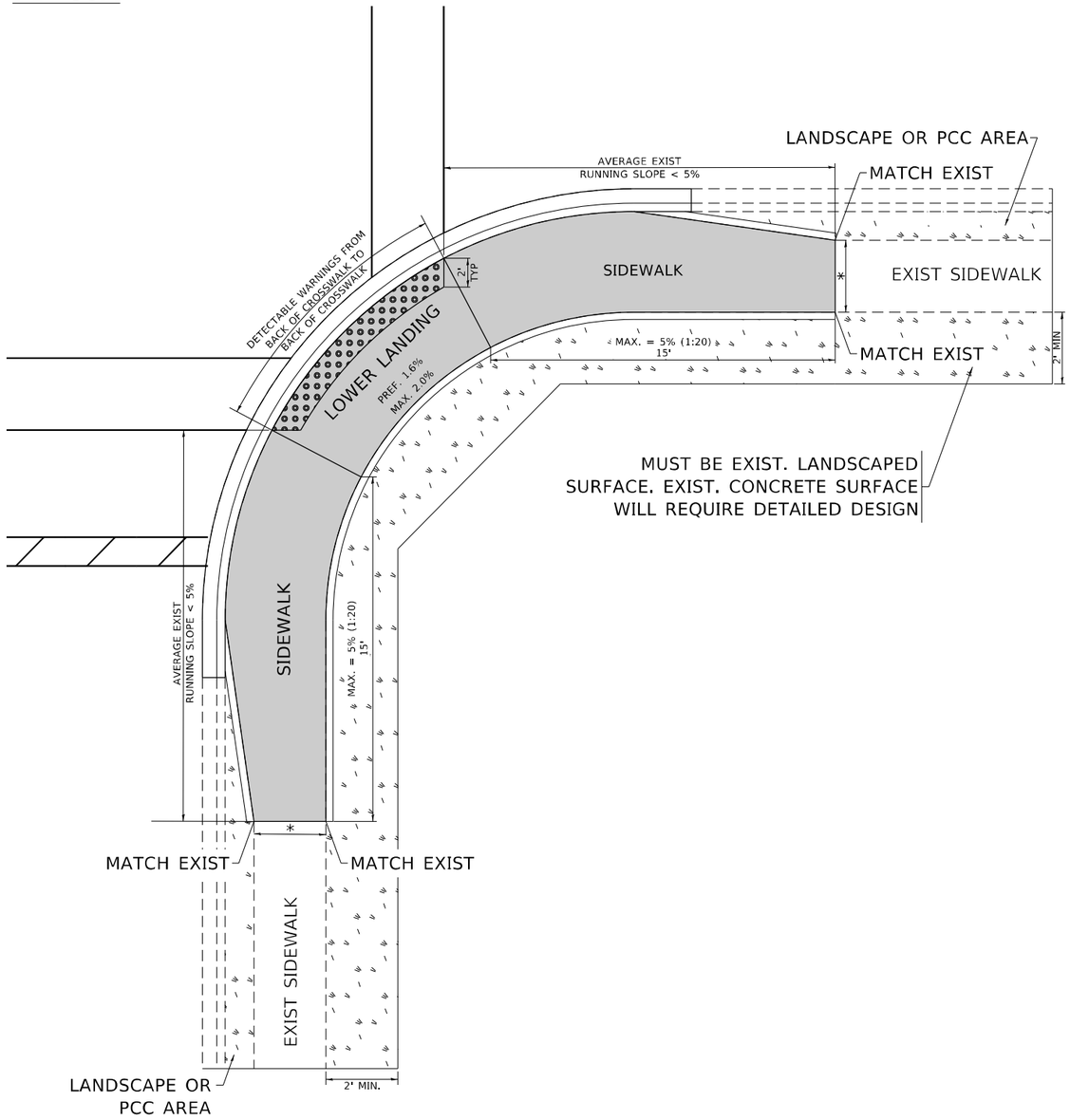
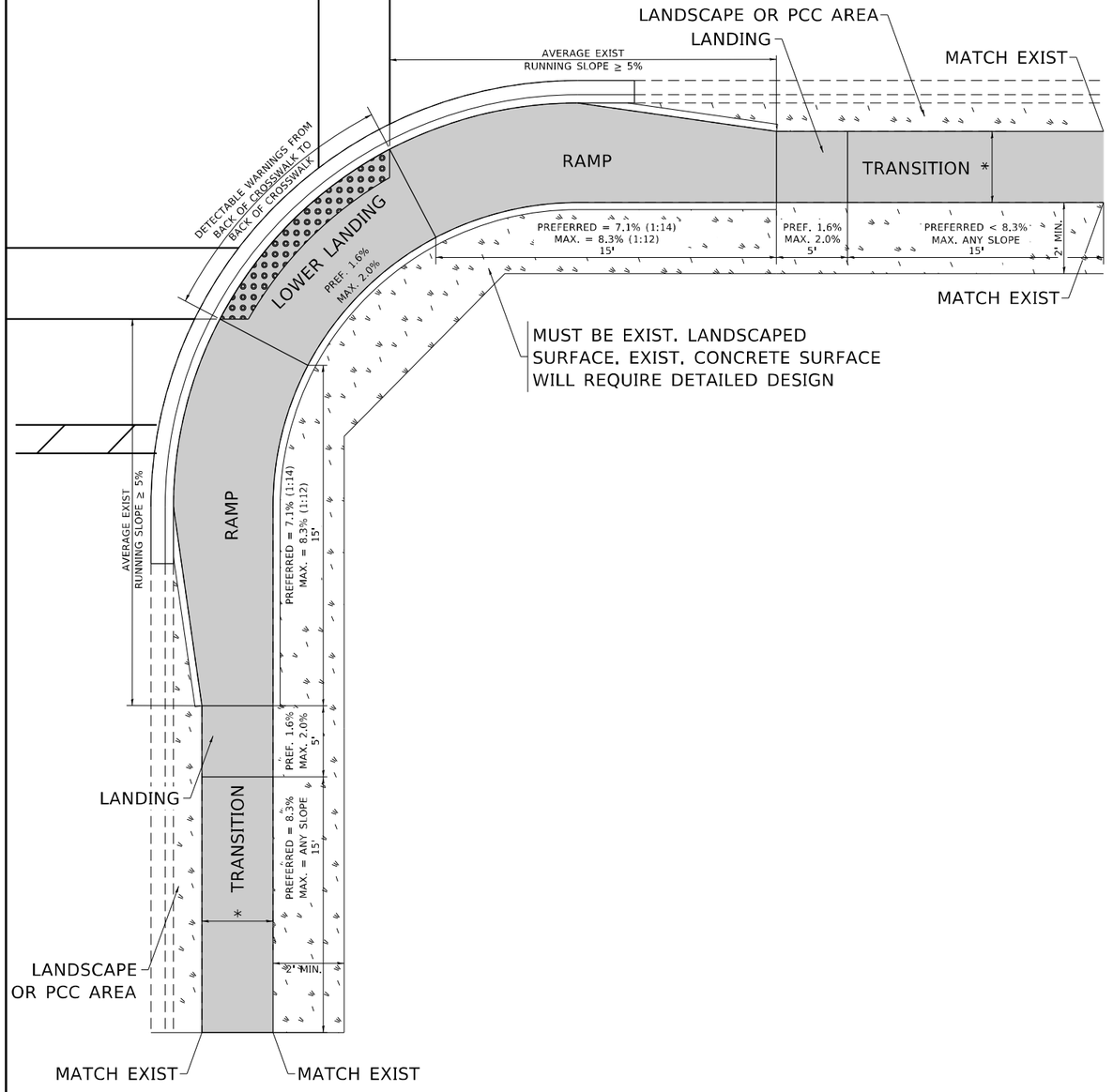
ADA DETAIL FOR PARALLEL CURB RAMPS ADJACENT TO LANDSCAPING

PD–06A



PD–06B



LEGEND

- PROPOSED SIDE CURB
- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR PARALLEL CURB RAMPS
(PD–06)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS2	VARIOUS	71	66
	PD-06	CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			

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75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

EX ℄ IL 31
(N WESTERN AVE)

EX ROW

EX ROW

810

810

809.28

809.20

1:11

C = 4.47 SQFT
F = 1.16 SQFT
TS EXC = 1.00 SQFT
TS PLC = 0.67 SQFT
UNSUIT = 0.00 SQFT

529 + 58.62

EX ℄ IL 31
(N WESTERN AVE)

EX ROW

EX ROW

810

809.54

809.33

1:189

C = 0.00 SQFT
F = 0.33 SQFT
TS EXC = 1.00 SQFT
TS PLC = 0.67 SQFT
UNSUIT = 0.00 SQFT

529 + 50.00

810

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	67
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

EX C. IL 31
(N WESTERN AVE)

EX FOW

EX ROW

810.43

810.33

810.30

1.10'

0.96 %

0.96 %

810

810

C = 11.77 SQFT
F = 1.85 SQFT
TS EXC = 4.35 SQFT
TS PLC = 0.93 SQFT
UNSUIT = 0.00 SQFT

530+00.00

EX C. IL 31
(N WESTERN AVE)

EX ROW

EX ROW

810.04

809.61

1.135'

1.00 %

810

805

805

C = 6.85 SQFT
F = 3.32 SQFT
TS EXC = 5.22 SQFT
TS PLC = 2.56 SQFT
UNSUIT = 0.00 SQFT

PR 12" RCP

EX 15" NW RCP

EX 18" SE RCP

529+71.19

75 70 65 60 55 50 45 40 35 30 25 20 15 10 5 0 5 10 15 20 25 30 35 40 45 50 55 60 65 70 75

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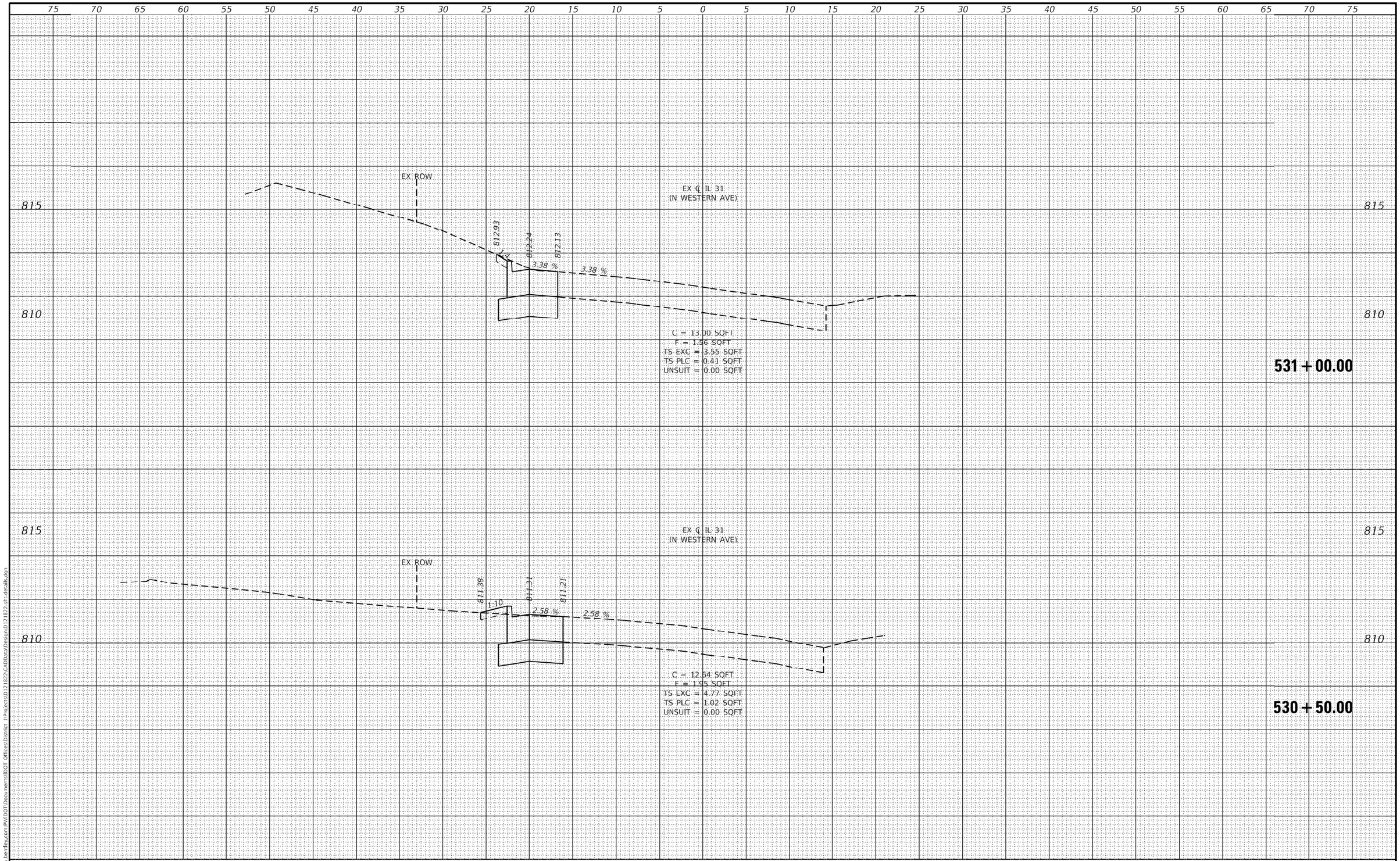
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	68
		CONTRACT NO. 62R97		
		ILLINOIS	FED. AID PROJECT	



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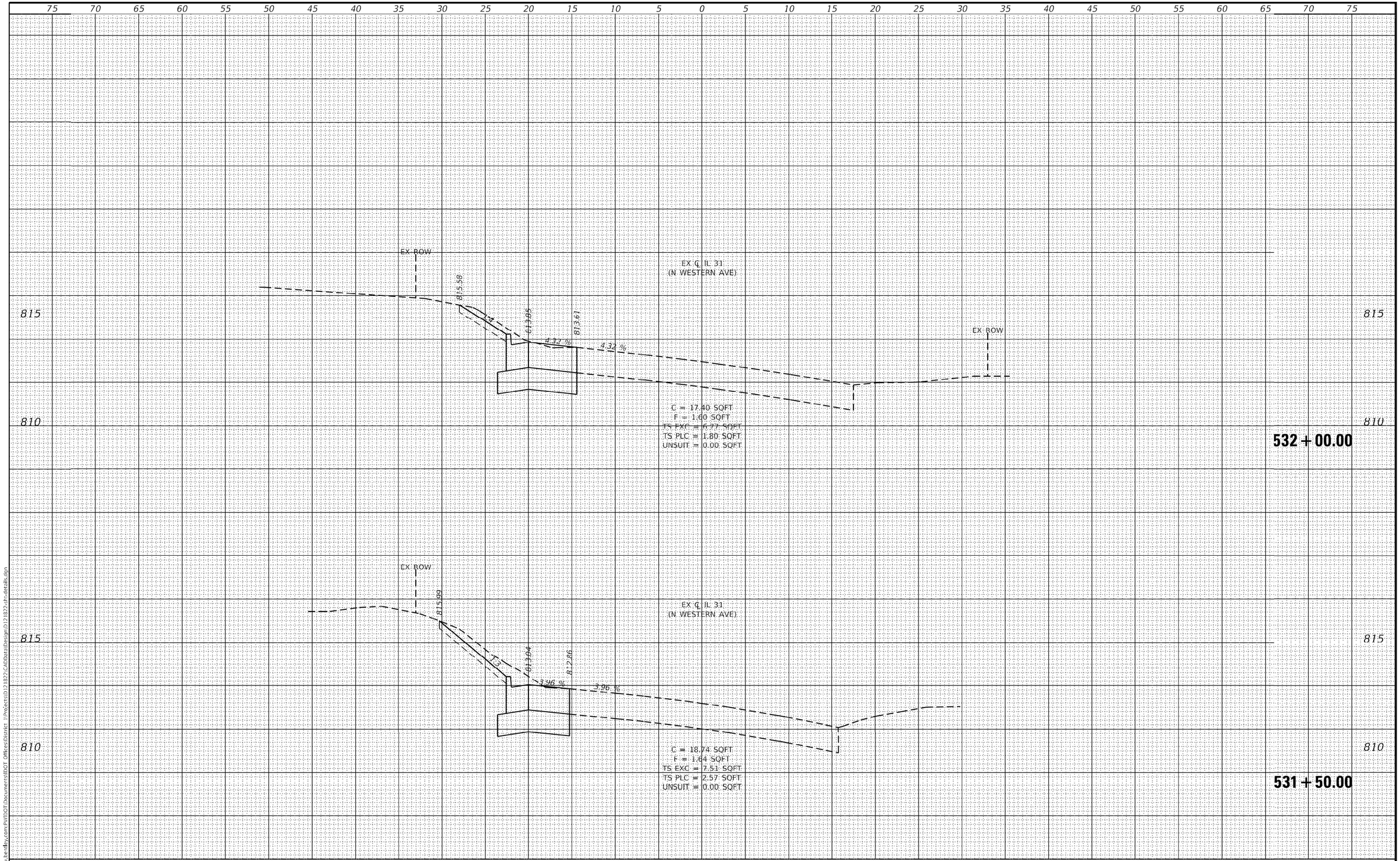
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	69
		CONTRACT NO. 62R97		
	ILLINOIS FED. AID PROJECT			



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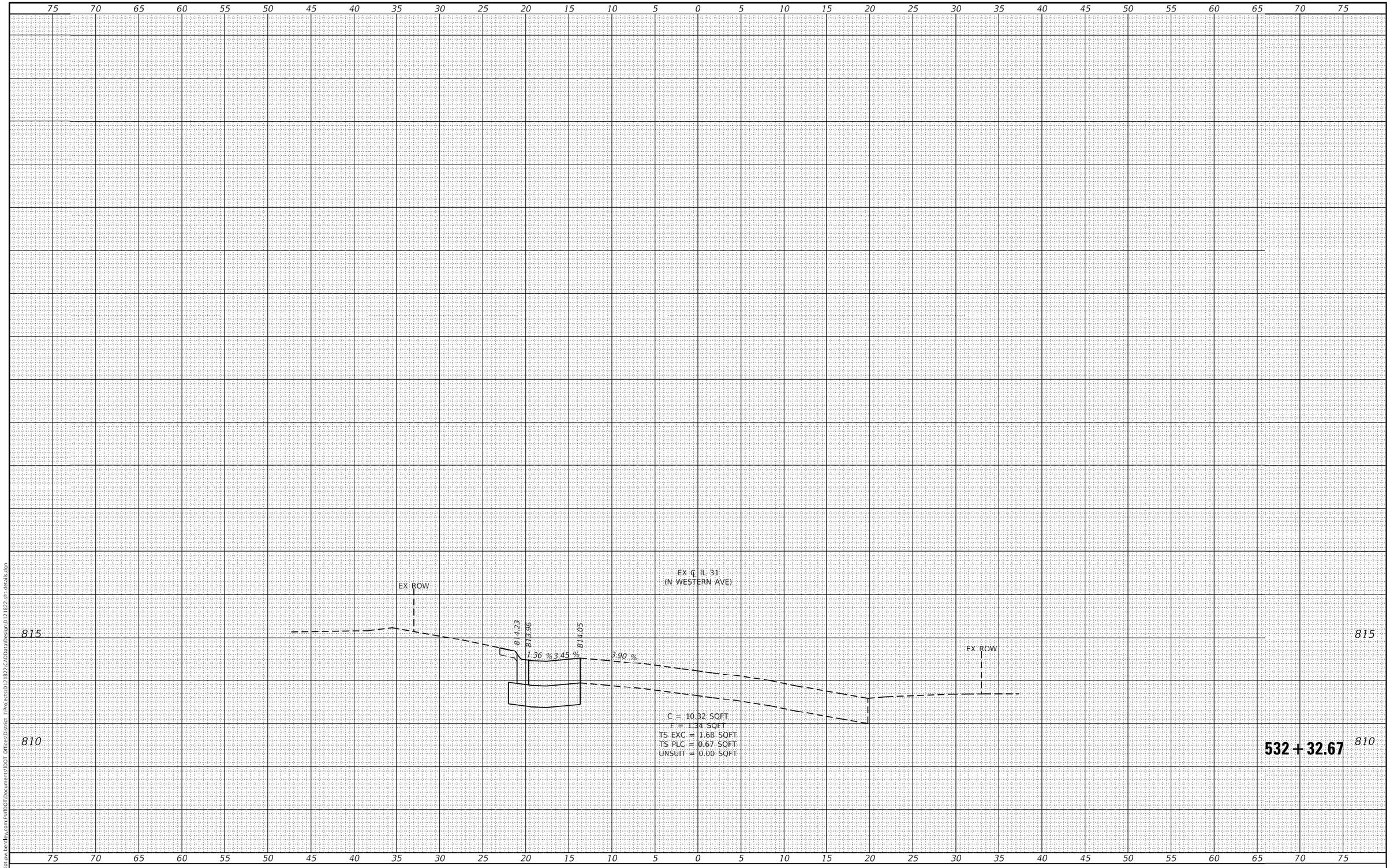
PLOT DATE = 5/10/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	70
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		



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	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 5/10/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 31 (N WESTERN AVE) AT HUNTLEY RD (W MAIN ST)

SCALE: | SHEET OF SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
VAR.	FAP 0305 22 RS	VARIOUS	71	71
		CONTRACT NO. 62R97		
	ILLINOIS	FED. AID PROJECT		