

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	1
ILLINOIS			CONTRACT NO. 62V85	

* 60 + 2 = 62 TOTAL SHEETS

D-91-063-24



FOR INDEX OF SHEETS AND HIGHWAY
STANDARDS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGES OF
SCHAUMBURG & ELK GROVE

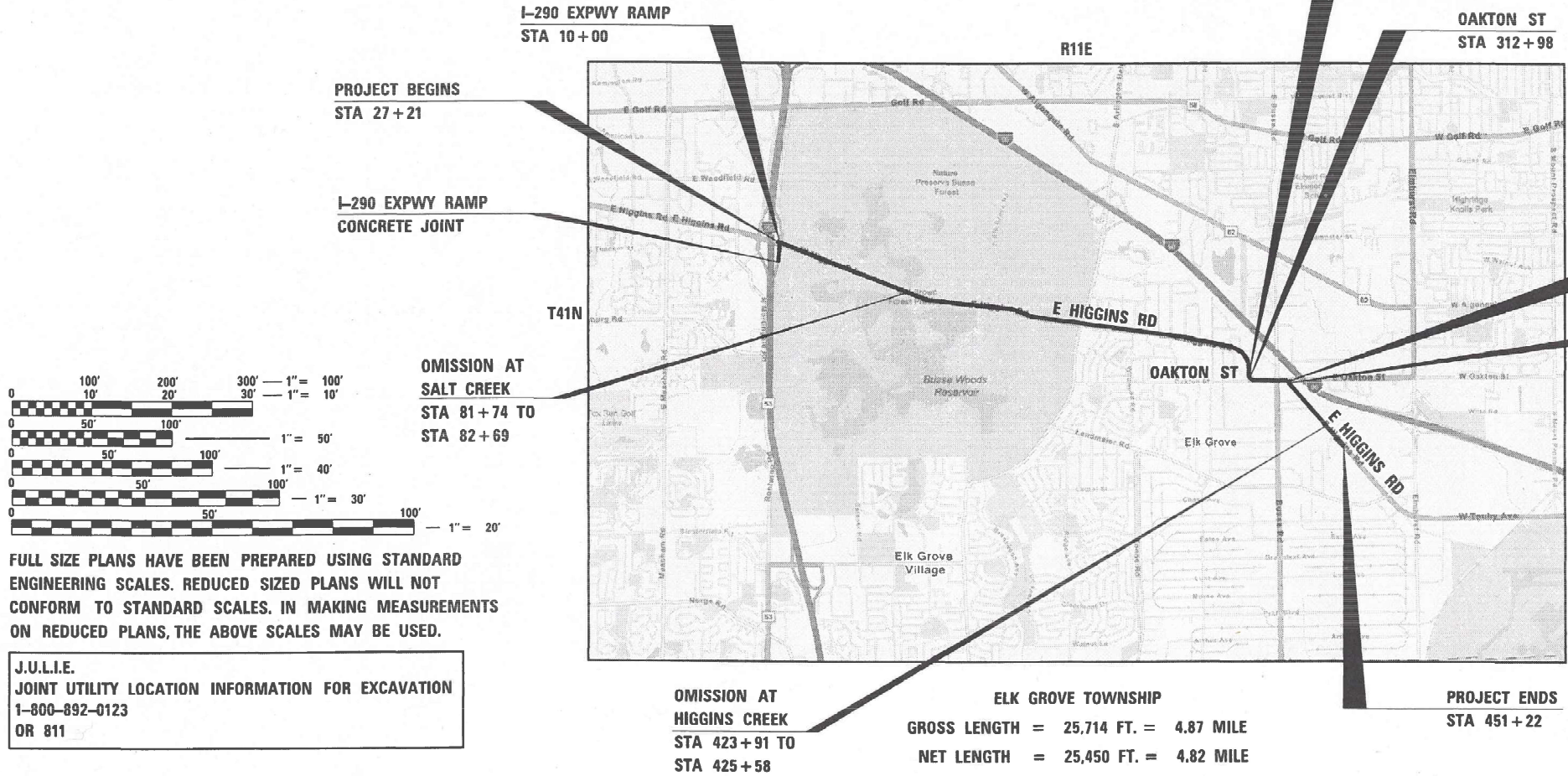
PROPOSED
HIGHWAY PLANS

FAP ROUTE 0341: IL 72 (HIGGINS ROAD)
I-290 (EISENHOWER EXPWY) TO NW OF LANDMEIER ROAD
SECTION: FAP 0341 23 SMART
PROJECT: NHPP-8SP4(014)
SMART OVERLAY, ADA IMPROVEMENTS
COOK COUNTY

C-91-071-24

TRAFFIC DATA

2023 ADT = 21,500 - 29,000 VPD
POSTED SPEED LIMIT = 35 - 45 MPH
FUNCTIONAL CLASS = OTHER PRINCIPLE ARTERIAL



ALEXANDER CARL LANE, P.E.
062-063261
EXP: 11/30/2025
DATE: 01/22/2025

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED Jan 29th 2025
REGIONAL ENGINEER
March 21 2025
ENGINEER OF DESIGN AND ENVIRONMENT
March 21 2025
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62V85

INFRASTRUCTURE
ENGINEERING | INCORPORATED
1 South Wacker | Suite 2650 | Chicago, IL 60606
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CONTACT: ALEXANDER LANE (312) 477-0620

REV-SEP

INDEX OF SHEETS

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58	TC-22: ARTERIAL ROAD INFORMATION SIGN
59	TC-26: DRIVEWAY ENTRANCE SIGNING
60	TS-07: DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STATE STANDARDS

STANDARD NO.	DRAWING NAME
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
701006-05	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701101-05	OFF-ROAD OPERATIONS, MULTILANE 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
701400-12	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-13	LANE CLOSURE, FREEWAY/EXPRESSWAY
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-11	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER, AT FADI.SULTAN@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 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.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 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.
- 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.
- 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.
- 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.
- PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 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 SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 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 RESIDENT ENGINEER OR AS PROVIDED IN THE CONTRACT SPECIFICATIONS.
- ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
- 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 OR EQUAL TO 12" AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE TRAVEL LANE SHALL BE BACKFILLED IN ACCORDANCE WITH TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY. 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.

MODEL: Default
FILE NAME: P:\17-2232-4875-00 IDOT Various Phase 2 (P17-205-002)\WO 24 62V\BDC\NCADD_Sheets\62VBS-SHT-GENNOTES.dgn

 INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9560 F 312.425.9564 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED - JCS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES IL 72 (HIGGINS ROAD)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NTS	DRAWN - JCS	REVISED -			0341	FAP 0341 23 SMART	COOK	60	2
		CHECKED - ACL	REVISED -			CONTRACT NO. 62V85				
		DATE - 03/04/2025				ILLINOIS FED. AID PROJECT				
	SCALE: NTS					STA.			TO STA.	

MODEL - Detail
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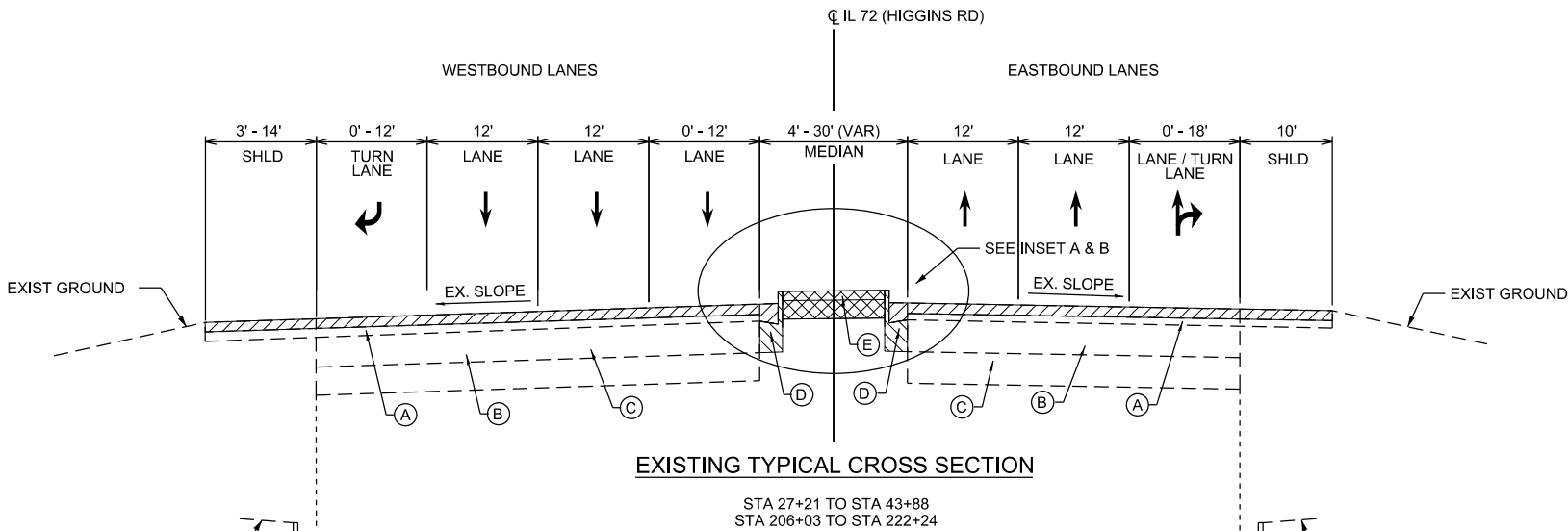
PAY ITEM NUMBER	DESIGNATION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE			
				0005 ROADWAY		0021 TRAFFIC SIGNAL	
				80% FEDERAL 20% STATE	100% STATE	80% FEDERAL 20% STATE	
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE	CALDA	50	50			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1			
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1	1			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	20,124	20,124			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	31,649	31,649			
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	3,474	3,474			
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	75,499	75,499			
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	13,260	13,260			
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	4,918	4,918			
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	1,413	1,413			
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	75,499	75,499			
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	3,474	3,474			
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	75,499	75,499			
78000300	THERMOPLASTIC PAVEMENT MARKING - LINE 5"	FOOT	490	490			
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	13,260	13,260			
78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	2,160	2,160			
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	4,918	4,918			
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1,413	1,413			
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1,135	1,135			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1,135	1,135			
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	6,708	6,708			
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	94			94	
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2			2	
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	4,107			4,107	
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	716			716	
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	60			60	

* = SPECIALTY ITEM

PAY ITEM NUMBER	DESIGNATION	UNIT	URBAN TOTAL QUANTITY	CONSTRUCTION CODE			
				0005 ROADWAY		0021 TRAFFIC SIGNAL	
				80% FEDERAL 20% STATE	100% STATE	80% FEDERAL 20% STATE	
87900200	DRILL EXISTING HANDHOLE	EACH	6			6	
89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	3			3	
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2			2	
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1			
X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	1,241			1,241	
X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3			3	
X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3			3	
X2511630	EROSION CONTROL BLANKET (SPECIAL)	SQ YD	12,976	12,976			
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	4,048	4,048			
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	2,089	2,089			
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	7,185		7,185		
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	40	40			
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1			
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	18	18			
X7011015	TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS)	L SUM	1	1			
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	18			18	
X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	24			24	
X8860105	DETECTOR LOOP REPLACEMENT	FOOT	6,546			6,546	
Z0001110	GAS VALVE TO BE ADJUSTED	EACH	2	2			
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	215		215		
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	278	278			
Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2			2	
Z0076600	TRAINEES	hour	1000	1000			
Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	hour	1000	1000			

0042

 INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9580 F 312.425.9564 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED - JCS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES IL 72 (HIGGINS ROAD)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NTS	DRAWN - JCS	REVISED -						0341	FAP 0341 23 SMART	COOK	60	4
		CHECKED - ACL	REVISED -						CONTRACT NO. 62V85				
		DATE - 02/04/2025			ILLINOIS FED. AID PROJECT								
	SCALE: NTS		STA.							TO STA.			



EXISTING CURB & GUTTER

TYPE B-6.24 STA 206+03 TO STA 207+29

MEDIAN C&G REMOVAL

*TYPE B-9.12 EB STA 29+96 TO STA 39+95
*TYPE B-9.12 WB STA 29+96 TO STA 39+95
*TYPE B-6.12 EB STA 41+53 TO STA 43+88
*TYPE B-9.12 WB STA 41+53 TO STA 43+88

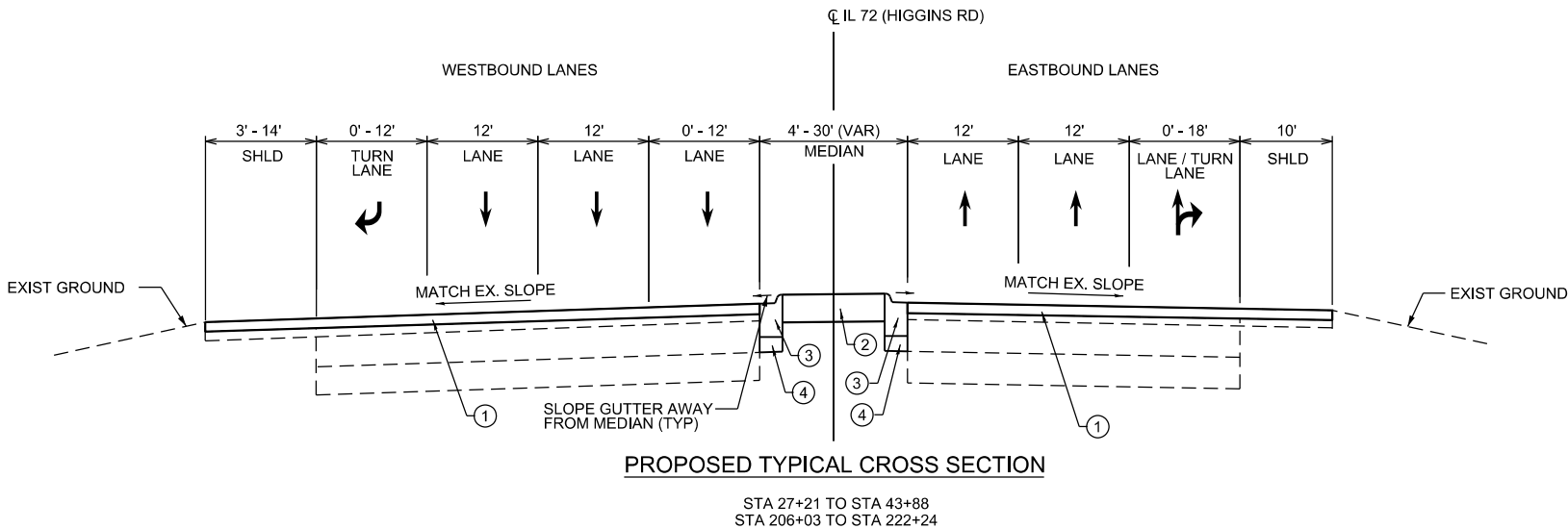
* EXISTING GUTTER IS OVERLAID WITH 3" HMA,
FROM PAST PROJECT 60M10

MEDIAN REMOVAL

STA 41+53 TO STA 43+88

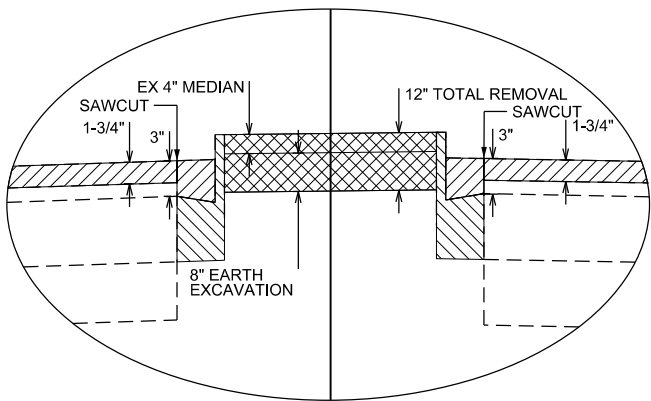
EXISTING CURB & GUTTER

TYPE B-6.24 STA 206+03 TO STA 206+36



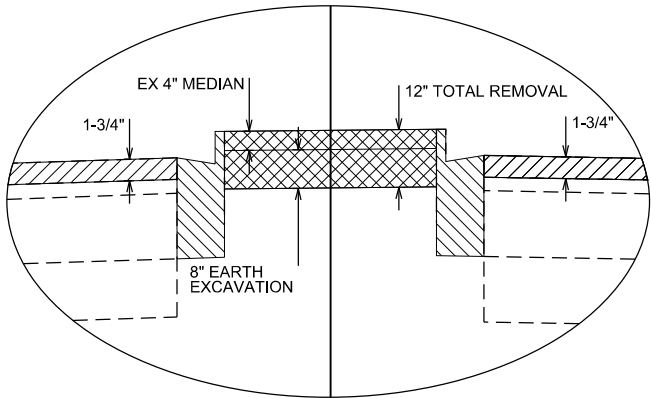
PROPOSED TYPICAL CROSS SECTION

STA 27+21 TO STA 43+88
STA 206+03 TO STA 222+24



INSET A

EXISTING MEDIAN CURB TYPE B-9.12 GUTTER FLAG IS OVERLAID WITH 3" HMA
NOTES:
1. THE REMOVAL OF THE HMA OVERLAY OF THE MEDIAN GUTTER FLAG SHALL BE INCLUDED IN THE COST FOR CURB REMOVAL.
2. THE SAW CUTS FOR THE MEDIAN CURB REMOVAL SHALL BE INCLUDED IN THE COST FOR CURB REMOVAL.



INSET B

EXISTING MEDIAN CURB TYPE B-6.12

SUGGESTED SEQUENCE OF CONSTRUCTION FOR THE MEDIAN IMPROVEMENT:
1. REMOVE EXIST. PCC MEDIAN SURFACE.
2. REMOVE EXIST. MEDIAN CURB & GUTTER. NOTE THAT THE GUTTER FLAG IS OVERLAID WITH HMA. SAW CUT AT EDGE-OF-PAVEMENT TO PROVIDE CLEAN SEPARATION WHEN REMOVING THE EXIST. CURB & GUTTER. THE SAW CUTS SHALL BE INCLUDED IN THE COST FOR THE CURB REMOVAL.
3. PAY ITEM 44000161 HMA SRF. REMOVAL, 3" IS PROVIDED, IN CASE THE REMOVAL OF THE EXIST. HMA OVERLAY OF THE MEDIAN GUTTER FLAG IS REQUIRED PRIOR TO THE REMOVAL OF THE CURB & GUTTER.
- IF 44000161 SRF. REMOVAL 3" IS NOT USED, THE QUANTITY SHALL BE DELETED FROM THE CONTRACT WITHOUT COMPENSATION TO THE CONTRACTOR.
4. INSTALL THE NEW PROP. M-6.12 MEDIAN CURB & GUTTER.
5. REMOVE EXIST. SOIL WITHIN THE MEDIAN.
6. INSTALL PROP. TOPSOIL WITHIN THE MEDIAN.
7. HMA SURFACE REMOVAL FOR THE MAINLINE PAVEMENT.

LEGEND

- (A) EXISTING HOT-MIX ASPHALT, +/- 3"
(B) EXISTING P.C.C. BASE COURSE, +/- 10"
(C) EXISTING SUB-BASE GRANULAR MATERIAL, VARIES
(D) EXISING COMBINATION CONCRETE CURB AND GUTTER
(E) EXISTING PCC MEDIAN SURFACE, 4"
(1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
(2) TOPSOIL FURNISH AND PLACE, 12"
(3) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12
(4) AGGREGATE BASE COURSE, TYPE B, 3"

- HOT-MIX ASPHALT REMOVAL, 1-3/4"
COMBINATION CURB AND GUTTER REMOVAL
MEDIAN REMOVAL WITH EARTH EXCAVATION TO 12" BELOW GRADE

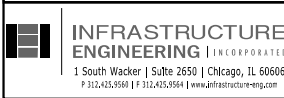
NOTES:
1. THE CONTRACTOR SHALL MILL FIRST THEN PATCH
2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

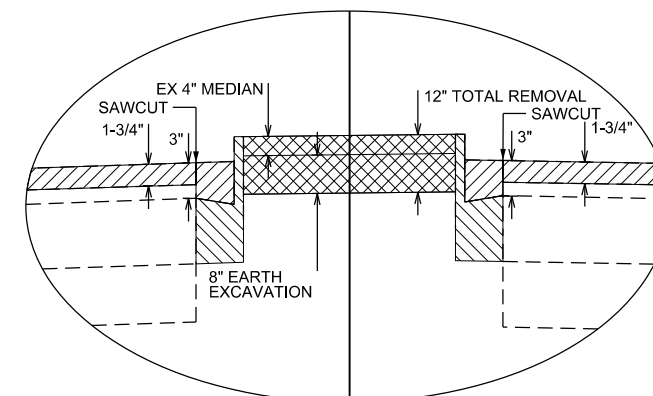
HOT-MIX ASPHALT MIXTURE REQUIREMENTS			QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE		AIR VOIDS @ Ndes	
SMART OVERLAY			
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80		3.5% @ 80 GYR	PFP
PATCHING			
CLASS D PATCHES (HMA BINDER IL-19 mm)		4.0% @ 70 GYR	QC/QA
QMP DESIGNATION: QUALITY CONTROL / QUALITY ASSURANCE (QAQC): QUALITY CONTROL FOR PERFORMANCE (QCP): PAY FOR PERFORMANCE (PFP)			

MIXTURE REQUIREMENT NOTES:

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

MODEL: D:\infrastructure\CHS\181\Projects\CHS-2222-4675-00 DOT Various Phase 2 (PTB 206+02)\WO 24 62\66\66\CHS-CADD_Sheets\62\66-5811-TYPICAL-01.dgn
FILE NAME: CHS\181\Projects\CHS-2222-4675-00 DOT Various Phase 2 (PTB 206+02)\WO 24 62\66\66\CHS-CADD_Sheets\62\66-5811-TYPICAL-01.dgn

 INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9560 F 312.425.9564 www.infrastructure-eng.com	USER NAME = ALane		DESIGNED - JCS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS IL 72 (HIGGINS ROAD)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - JCS		CHECKED - ACL	REVISED -				0341	FAP 0341 23 SMART	COOK	60	5
	PLOT SCALE = 1"=5'		DATE - 03/04/2025	REVISED -				CONTRACT NO. 62V85				
								ILLINOIS FED. AID PROJECT				

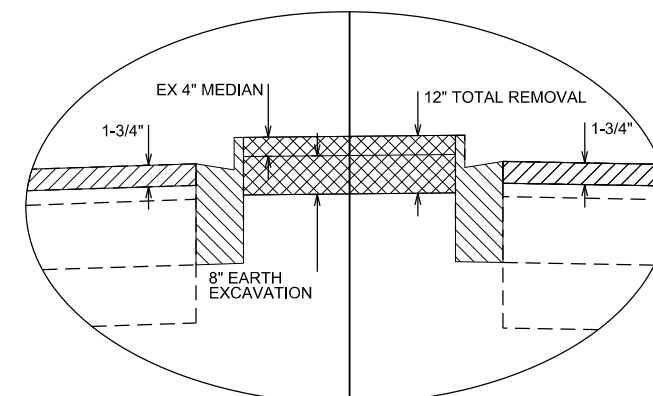


INSET A

EXISTING MEDIAN CURB TYPE B-9.12 GUTTER FLAG OVERLAID WITH 3" HMA

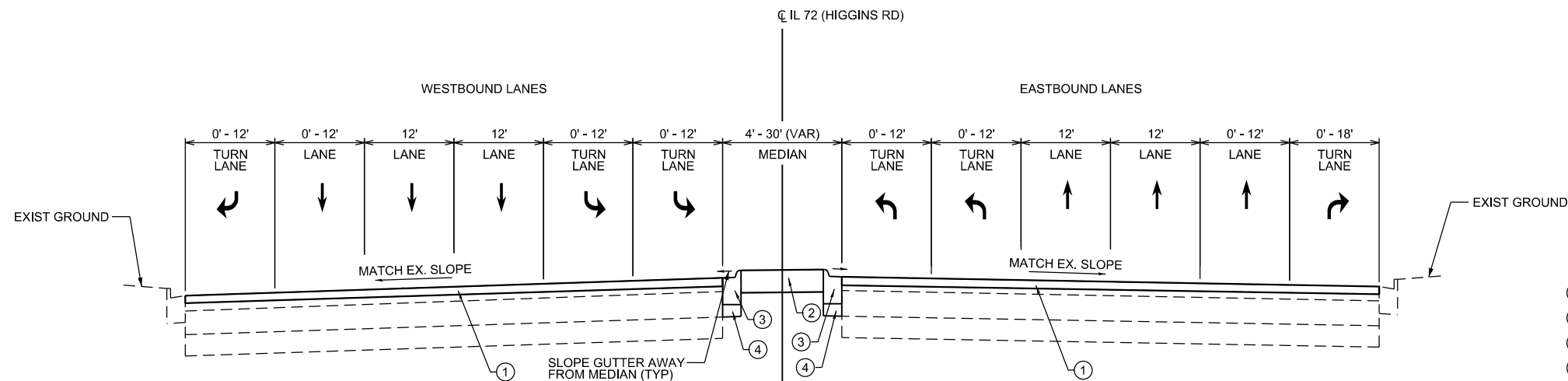
NOTES:

1. THE REMOVAL OF THE HMA OVERLAY OF THE MEDIAN GUTTER FLAG SHALL BE INCLUDED IN THE COST FOR CURB REMOVAL.
2. THE SAW CUTS FOR THE MEDIAN CURB REMOVAL SHALL BE INCLUDED IN THE COST FOR CURB REMOVAL.



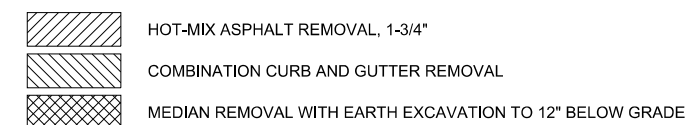
INSET B

EXISTING MEDIAN CURB TYPE B-6.12

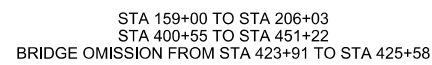
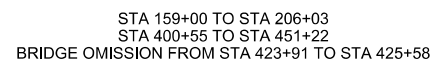


LEGEND

- (A) EXISTING HOT-MIX ASPHALT, +/- 3"
- (B) EXISTING P.C.C. BASE COURSE, +/- 10"
- (C) EXISTING SUB-BASE GRANULAR MATERIAL, VARIES
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (E) EXISTING PCC MEDIAN SURFACE, 4"
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
- (2) TOPSOIL FURNISH AND PLACE, 12"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12
- (4) AGGREGATE BASE COURSE, TYPE B, 3"

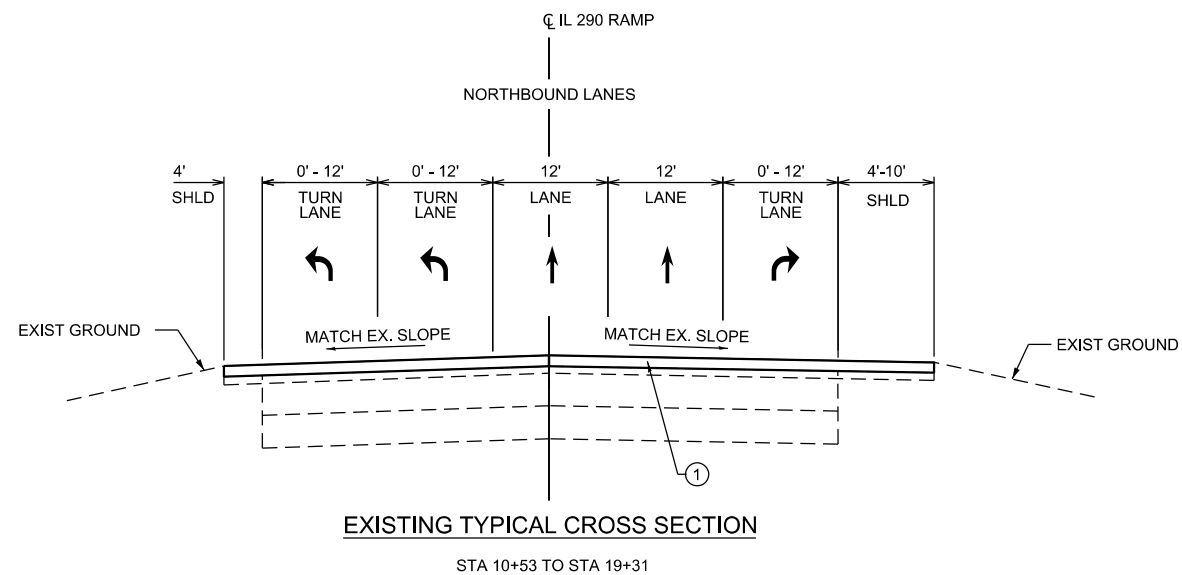


NOTES:
1. THE CONTRACTOR SHALL MILL FIRST THEN PATCH
2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE



	HOT-MIX ASPHALT REMOVAL, 1-3/4"
	COMBINATION CURB AND GUTTER REMOVAL
	MEDIAN REMOVAL WITH EARTH EXCAVATION TO 12" BELOW GRADE

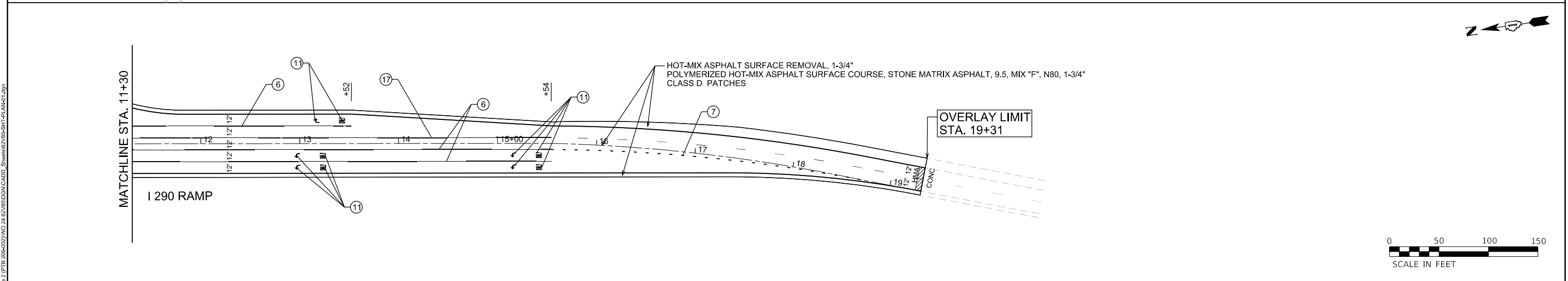
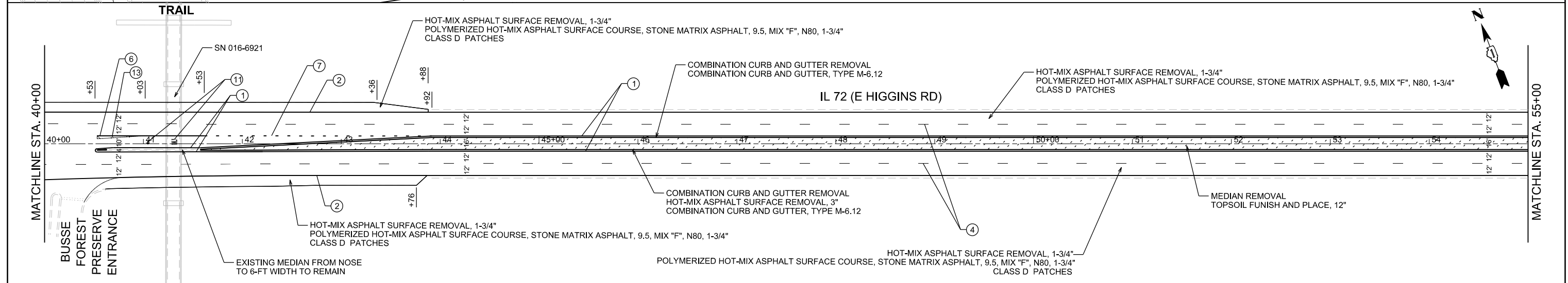
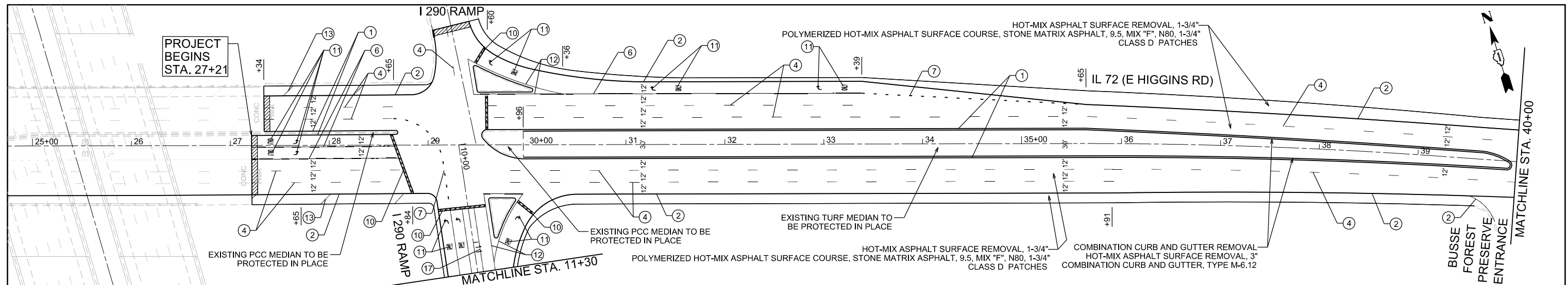
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	7
		CONTRACT NO. 62V85		
		ILLINOIS	FED. AID PROJECT	



- (A) EXISTING HOT-MIX ASPHALT, +/- 3"
- (B) EXISTING P.C.C. BASE COURSE, +/- 10"
- (C) EXISTING SUB-BASE GRANULAR MATERIAL, VARIES
- (D) EXISTING COMBINATION CONCRETE CURB AND GUTTER
- (E) EXISTING PCC MEDIAN SURFACE, 4"
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
- (2) TOPSOIL FURNISH AND PLACE, 12"
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12
- (4) AGGREGATE BASE COURSE, TYPE B, 3"

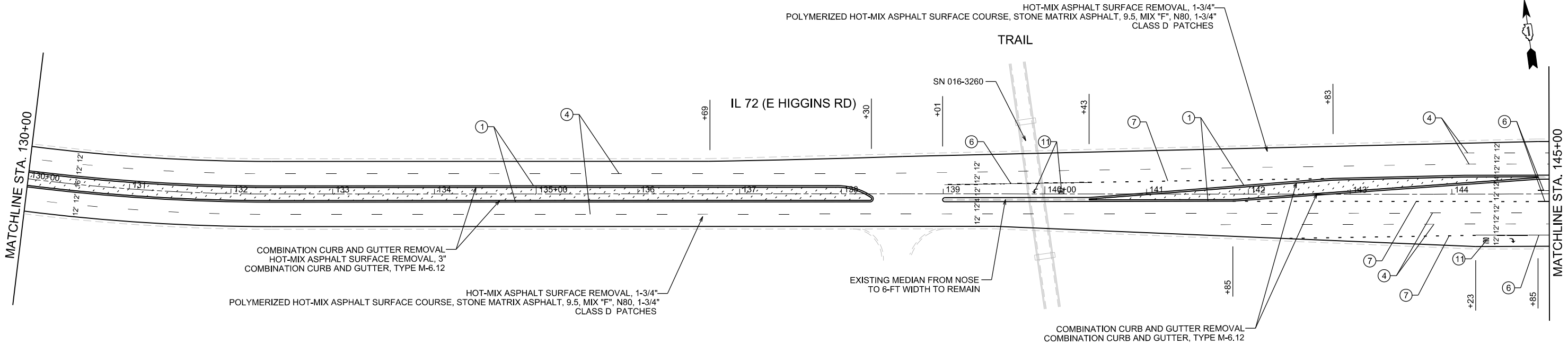
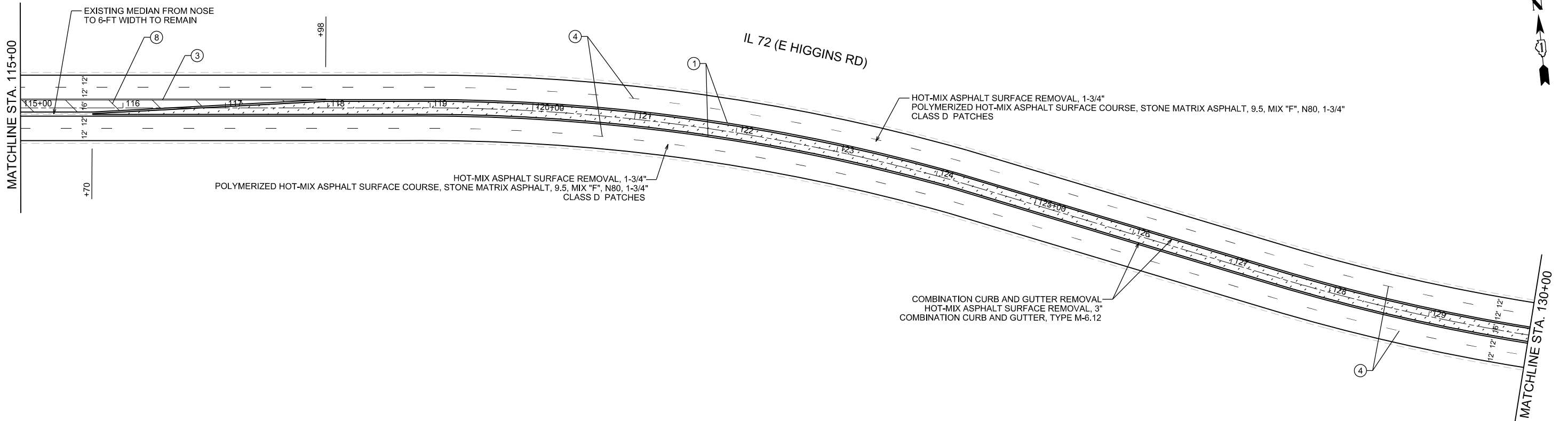
- NOTES:
1. THE CONTRACTOR SHALL MILL FIRST THEN PATCH
 2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	8
CONTRACT NO. 62V85				
ILLINOIS		FED. AID PROJECT		



PAVEMENT MARKING LEGEND										⑧ LINE 12", SOLID, YELLOW - DIAGONAL @ 45 DEG. @ 75' C-C (5 MINIMUM) (TYP) ⑨ LINE 12", SOLID, WHITE - CONTINENTAL CROSSWALK (TYP) ⑩ LINE 24", SOLID, WHITE - STOP LINES (TYP) ⑪ LETTERS & SYMBOLS, SOLID WHITE (TYP) ⑫ LINE 8", SOLID WHITE - EDGE LINE (TYP) ⑬ LINE 12", SOLID, WHITE - DIAGONAL @ 45 DEG. @ 10' C-C (5 MINIMUM) (TYP) ⑭ LINE 6", SOLID WHITE - CROSSWALK MARKING (TYP) ⑮ LINE 12", SOLID, WHITE - DIAGONAL CROSSWALK MARKING @ 45 DEG. @ 2' C-C (TYP)										⑯ LINE 6", SKIP-DASH WHITE (3' LINE-9' SPACE) - DOTTED LINES (TYP) ⑰ LINE 5", SOLID, WHITE										NOTES																													
① LINE 4", SOLID, YELLOW - EDGE LINE (TYP) ② LINE 4", SOLID WHITE - EDGE LINE (TYP) ③ LINE 4", DOUBLE SOLID YELLOW, 2 @ 11" C-C - (TYP) ④ LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES (TYP) ⑤ LINE 4", SKIP-DASH, YELLOW (10' LINE - 30' SPACE) - LANE LINES (TYP) ⑥ LINE 6", SOLID WHITE - TURN LANE MARKING (TYP) ⑦ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)										LEGEND  HMA SURFACE REMOVAL BUTT JOINT, 4.5' OR AS DIMENSIONED  MEDIAN REMOVAL (PCC 4") EARTH EXCAVATION, 8" TOPSOIL FURNISH AND PLACE, 12" SEEDING, CLASS 2A N-P-K FERTILIZER NUTRIENT SUPPLEMENTAL WATERING EROSION CONTROL BLANKET (SPECIAL)										1. LIMIT OF RESURFACING ON THE SIDE STREET THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN. 2. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA PAVEMENT. 3. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL. 4. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.																																							
INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9560 F 312.425.9564 www.infrastructure-eng.com										USER NAME = ALane DESIGNED - JCS DRAWN - JCS CHECKED - ACL DATE - 03/04/2025										REVISED - REVISED - REVISED -										STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION										ROADWAY AND PAVEMENT MARKING PLANS IL 72 (HIGGINS ROAD)										F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 0341 FAP 0341 23 SMART COOK 60 10									
																				SCALE: 1"=50'										STA. TO STA.										CONTRACT NO. 62VB5																			
																														ILLINOIS										FED. AID PROJECT																			

MODEL D:\refa\1
FILE NAME: I:\P\22222222\475400\DOT_Various Phase 2 (FTR 2006-2020)\MO 24 62\BDDGN\CADD_Sheets\62\62-SHT-PLAN.dgn



PAVEMENT MARKING LEGEND

- ① LINE 4", SOLID, YELLOW - EDGE LINE (TYP)
② LINE 4", SOLID WHITE - EDGE LINE (TYP)
③ LINE 4", DOUBLE SOLID YELLOW, 2 @ 11" C-C - (TYP)
④ LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES (TYP)
⑤ LINE 4", SKIP-DASH, YELLOW (10' LINE - 30' SPACE) - LANE LINES (TYP)
⑥ LINE 6", SOLID WHITE - TURN LANE MARKING (TYP)
⑦ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)

- ⑧ LINE 12", SOLID, YELLOW - DIAGONAL @ 45 DEG. @ 75' C-C (5 MINIMUM) (TYP)
⑨ LINE 12", SOLID, WHITE - CONTINENTAL CROSSWALK (TYP)
⑩ LINE 24", SOLID, WHITE - STOP LINES (TYP)
⑪ LETTERS & SYMBOLS, SOLID WHITE (TYP)
⑫ LINE 8", SOLID WHITE - EDGE LINE (TYP)
⑬ LINE 12", SOLID, WHITE - DIAGONAL @ 45 DEG. @ 10' C-C (5 MINIMUM) (TYP)
⑭ LINE 6", SOLID WHITE - CROSSWALK MARKING (TYP)
⑮ LINE 12", SOLID, WHITE - DIAGONAL CROSSWALK MARKING @ 45 DEG. @ 2' C-C (TYP)

- ⑯ LINE 6", SKIP-DASH WHITE (3' LINE-9' SPACE) - DOTTED LINES (TYP)
⑰ LINE 5", SOLID, WHITE

LEGEND



HMA SURFACE REMOVAL BUTT JOINT, 4.5' OR AS DIMENSIONED



MEDIAN REMOVAL (PCC 4")
EARTH EXCAVATION, 8"
TOPSOIL FURNISH AND PLACE, 12"
SEEDING, CLASS 2A
N-P-K FERTILIZER NUTRIENT
SUPPLEMENTAL WATERING
EROSION CONTROL BLANKET (SPECIAL)

NOTES

1. LIMIT OF RESURFACING ON THE SIDE STREET THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
2. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA PAVEMENT.
3. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
4. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.



USER NAME	=	ATverdoknieb
DESIGNED	-	JCS
DRAWN	-	JCS
REVIS	-	
CHECKED	-	ACL
REVIS	-	
DATE	-	03/04/2025

DESIGNED	-	JCS
DRAWN	-	JCS
REVIS	-	
CHECKED	-	ACL
REVIS	-	
DATE	-	03/04/2025

DESIGNED	-	JCS
DRAWN	-	JCS
REVIS	-	
CHECKED	-	ACL
REVIS	-	
DATE	-	03/04/2025

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS
IL 72 (HIGGINS ROAD)

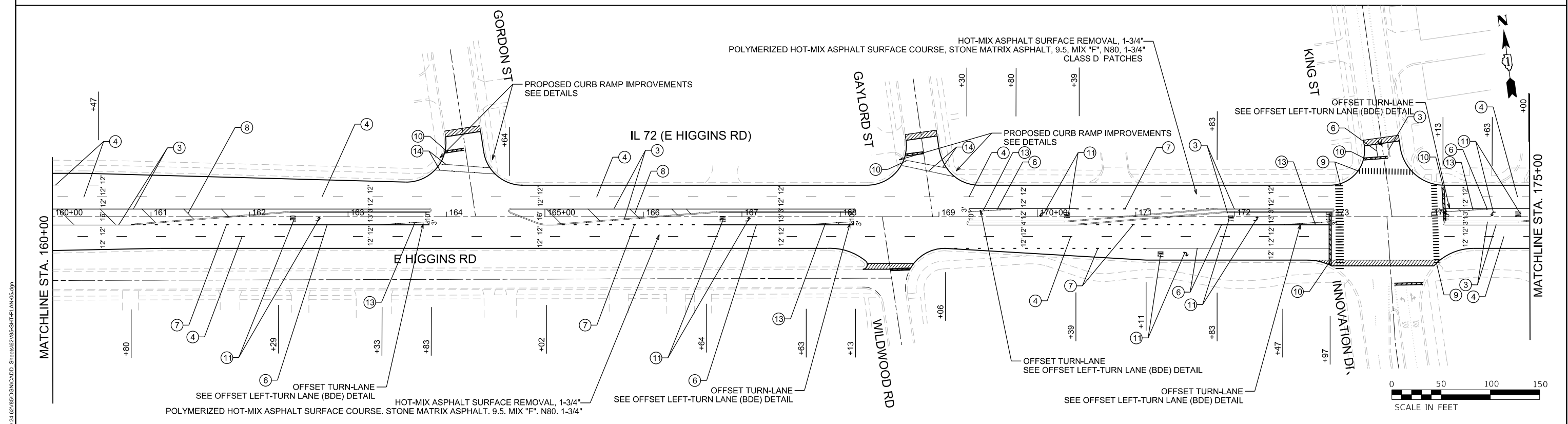
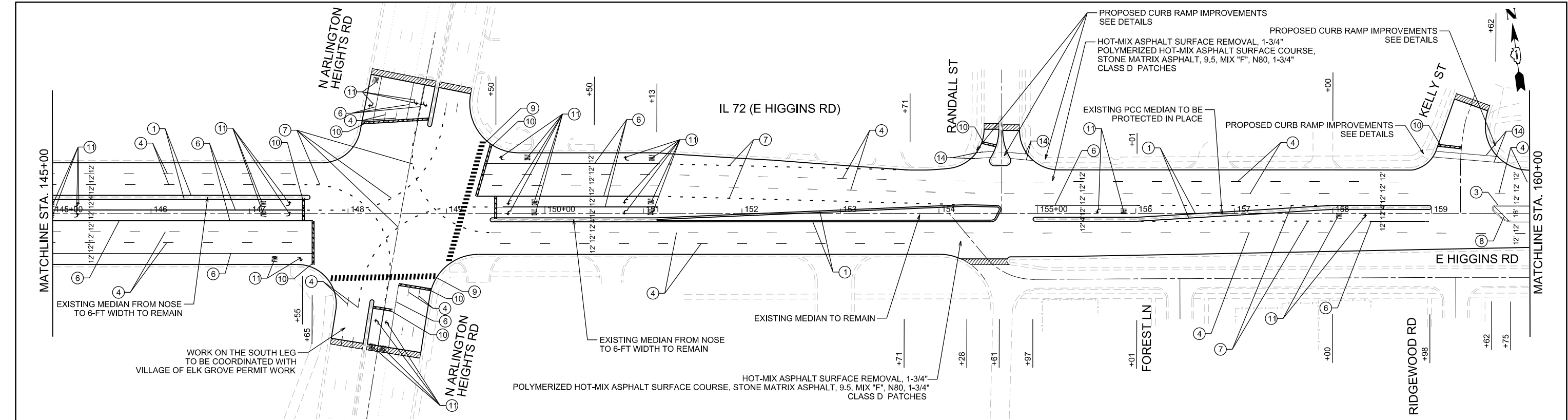
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STA.

TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	13
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				

MODEL: D:\inf4
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PAVEMENT MARKING LEGEND

- ① LINE 4", SOLID, YELLOW - EDGE LINE (TYP)
② LINE 4", SOLID WHITE - EDGE LINE (TYP)
③ LINE 4", DOUBLE SOLID YELLOW, 2 @ 11" C-C - (TYP)
④ LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES (TYP)
⑤ LINE 4", SKIP-DASH, YELLOW (10' LINE - 30' SPACE) - LANE LINES (TYP)
⑥ LINE 6", SOLID WHITE - TURN LANE MARKING (TYP)
⑦ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)

- ⑧ LINE 12", SOLID, YELLOW - DIAGONAL @ 45 DEG. @ 75' C-C (5 MINIMUM) (TYP)
⑨ LINE 12", SOLID, WHITE - CONTINENTAL CROSSWALK (TYP)
⑩ LINE 24", SOLID, WHITE - STOP LINES (TYP)
⑪ LETTERS & SYMBOLS, SOLID WHITE (TYP)
⑫ LINE 8", SOLID WHITE - EDGE LINE (TYP)
⑬ LINE 12", SOLID, WHITE - DIAGONAL @ 45 DEG. @ 10' C-C (5 MINIMUM) (TYP)
⑭ LINE 6", SOLID WHITE - CROSSWALK MARKING (TYP)
⑮ LINE 12", SOLID, WHITE - DIAGONAL CROSSWALK MARKING @ 45 DEG. @ 2' C-C (TYP)

- ⑯ LINE 6", SKIP-DASH WHITE (3' LINE-9' SPACE) - DOTTED LINES (TYP)
⑰ LINE 5", SOLID, WHITE

LEGEND

- HMA SURFACE REMOVAL BUTT JOINT, 4.5' OR AS DIMENSIONED
■ MEDIAN REMOVAL (PCC 4")
■ EARTH EXCAVATION, 8"
■ TOPSOIL FURNISH AND PLACE, 12"
■ SEEDING, CLASS 2A
■ N-P-K FERTILIZER NUTRIENT
■ SUPPLEMENTAL WATERING
■ EROSION CONTROL BLANKET (SPECIAL)

NOTES

1. LIMIT OF RESURFACING ON THE SIDE STREET THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
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**INFRASTRUCTURE
ENGINEERING** INCORPORATED
1 South Wacker | Suite 2650 | Chicago, IL 60606
P 312.425.9568 | F 312.425.9568 | www.infrastructure-eng.com

USER NAME = ATverdoknieb	DESIGNED - JCS	REVISED -
	DRAWN - JCS	REVISED -
PLOT SCALE = 1"=50'	CHECKED - ACL	REVISED -
	DATE - 03/04/2025	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLANS
IL 72 (HIGGINS ROAD)**

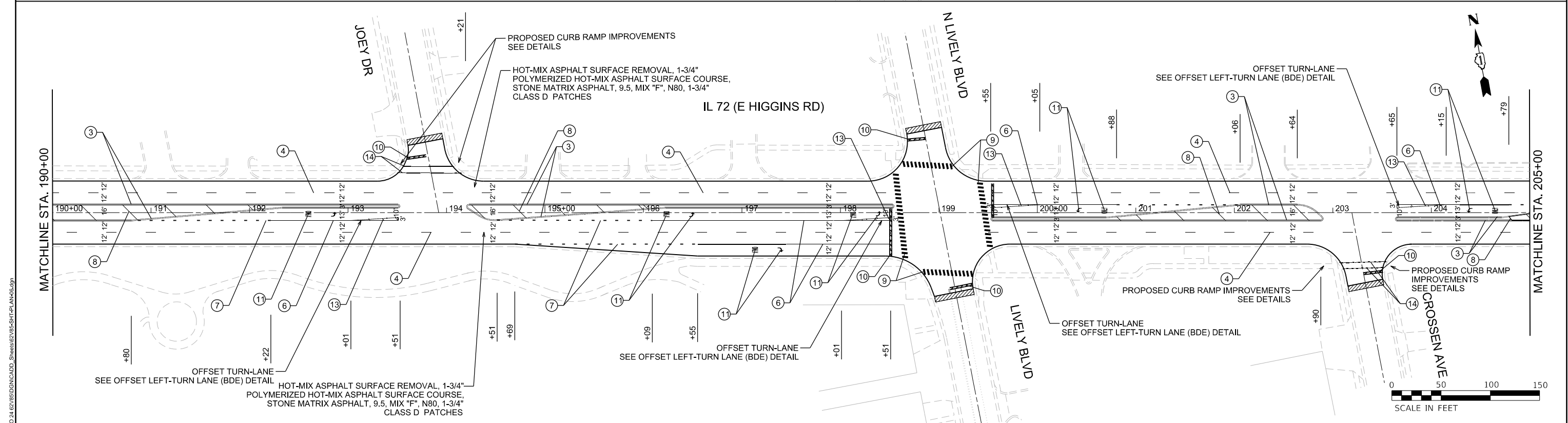
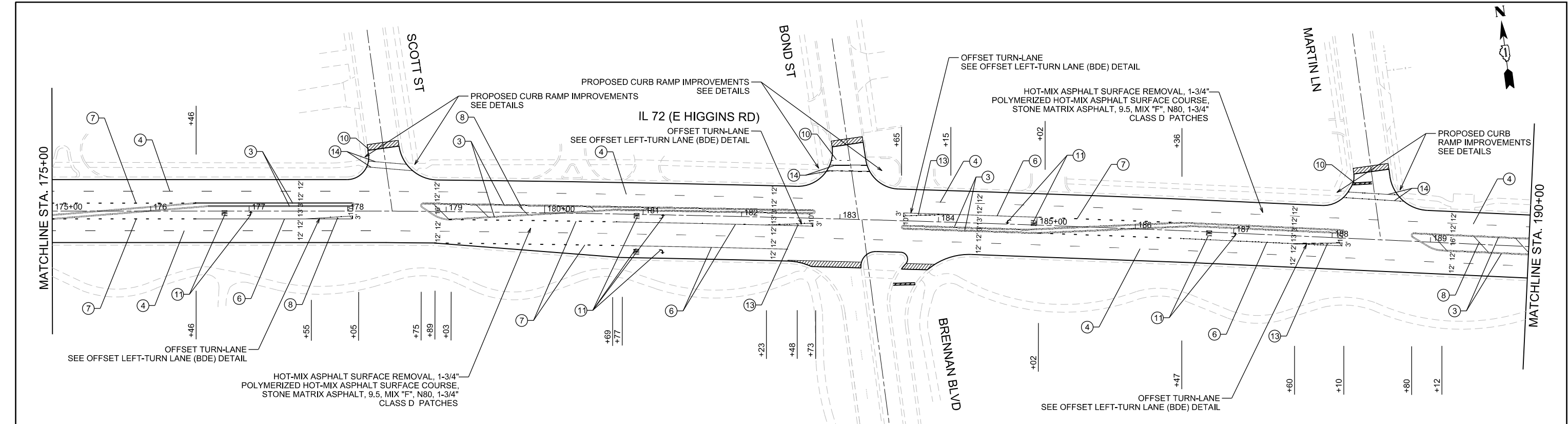
SCALE: 1"=50'

STA.

TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	14
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				

MODEL: D:\ref4
FILE: I:\MS: 125452322924875400\DOT Various Phase 2 (FTR 2005-2020)\MO 24 62\BDDGN\CADD_Sheets\62V85-SHT-PLAN-08.dgn



PAVEMENT MARKING LEGEND

- ① LINE 4", SOLID, YELLOW - EDGE LINE (TYP)
- ② LINE 4", SOLID WHITE - EDGE LINE (TYP)
- ③ LINE 4", DOUBLE SOLID YELLOW, 2 @ 11" C-C - (TYP)
- ④ LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES (TYP)
- ⑤ LINE 4", SKIP-DASH, YELLOW (10' LINE - 30' SPACE) - LANE LINES (TYP)
- ⑥ LINE 6", SOLID WHITE - TURN LANE MARKING (TYP)
- ⑦ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)

- ⑧ LINE 12", SOLID, YELLOW - DIAGONAL @ 45 DEG. @ 75' C-C (5 MINIMUM) (TYP)
- ⑨ LINE 12", SOLID, WHITE - CONTINENTAL CROSSWALK (TYP)
- ⑩ LINE 24", SOLID, WHITE - STOP LINES (TYP)
- ⑪ LETTERS & SYMBOLS, SOLID WHITE (TYP)
- ⑫ LINE 8", SOLID WHITE - EDGE LINE (TYP)
- ⑬ LINE 12", SOLID, WHITE - DIAGONAL @ 45 DEG. @ 10' C-C (5 MINIMUM) (TYP)
- ⑭ LINE 6", SOLID WHITE - CROSSWALK MARKING (TYP)
- ⑮ LINE 12", SOLID, WHITE - DIAGONAL CROSSWALK MARKING @ 45 DEG. @ 2' C-C (TYP)

- ⑯ LINE 6", SKIP-DASH WHITE (3' LINE-9' SPACE) - DOTTED LINES (TYP)
- ⑰ LINE 5", SOLID, WHITE

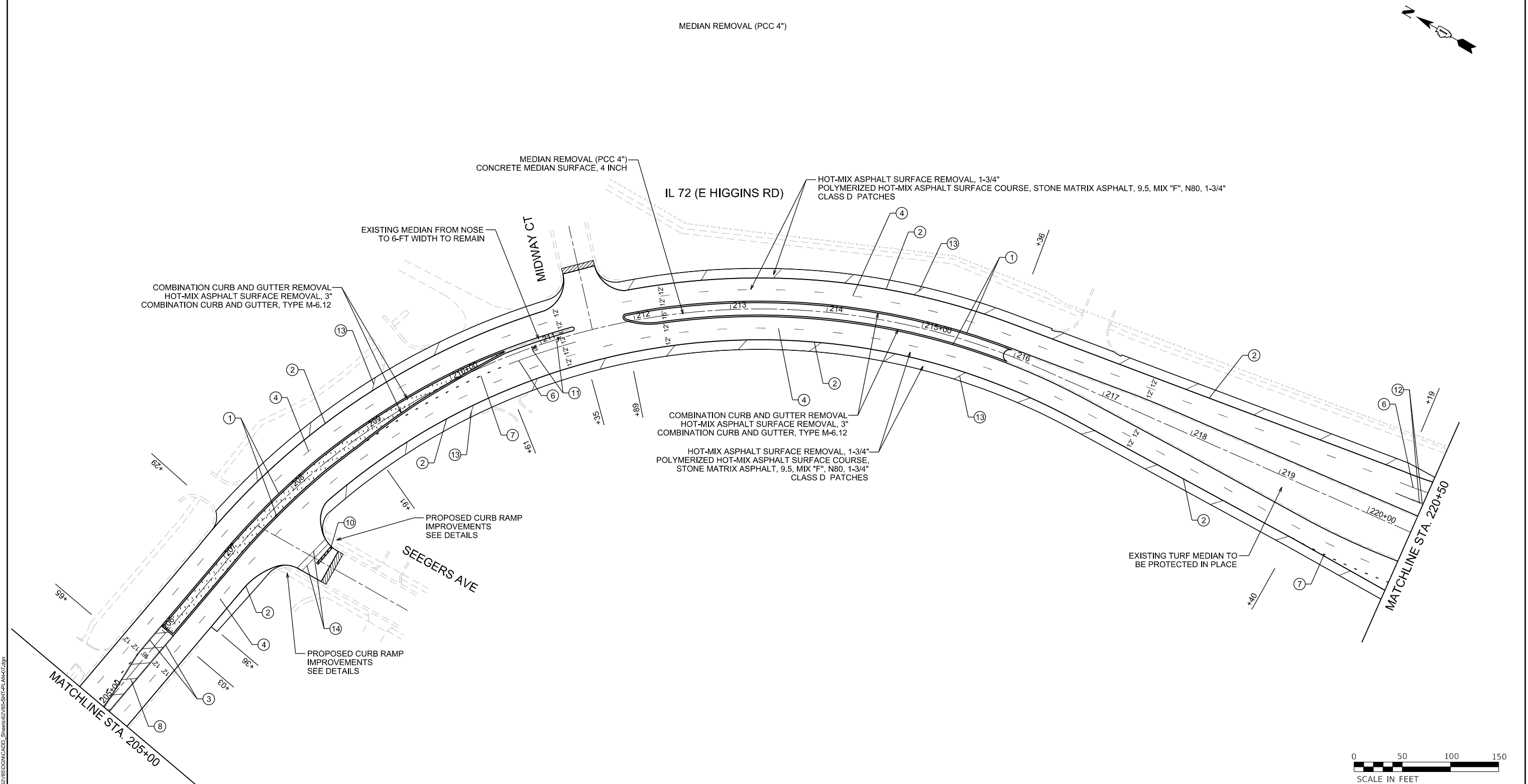
LEGEND

- HMA SURFACE REMOVAL BUTT JOINT, 4.5' OR AS DIMENSIONED
- MEDIAN REMOVAL (PCC 4")
EARTH EXCAVATION, 8"
TOPSOIL FURNISH AND PLACE, 12"
SEEDING, CLASS 2A
N-P-K FERTILIZER NUTRIENT
SUPPLEMENTAL WATERING
EROSION CONTROL BLANKET (SPECIAL)

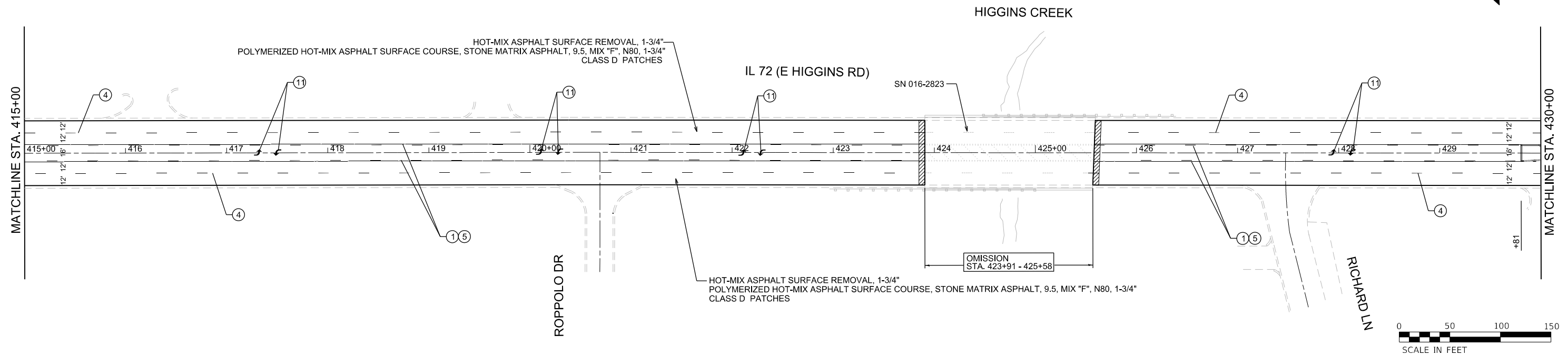
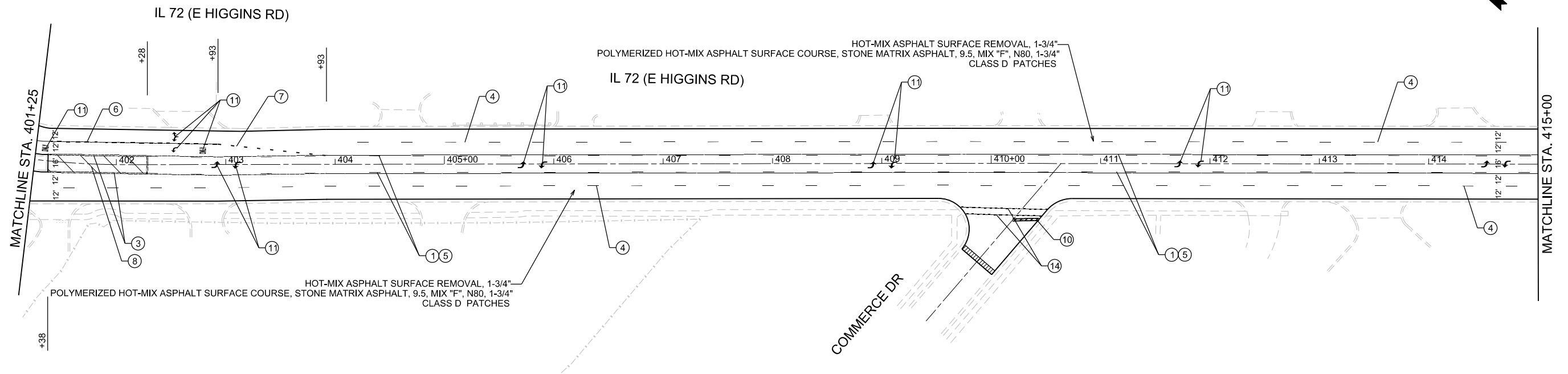
NOTES

- LIMIT OF RESURFACING ON THE SIDE STREET THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
- ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA PAVEMENT.
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MODEL: Delta 100 FILE NAME: P3	INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9560 F 312.425.9564 www.infrastructure-eng.com	USER NAME = ATverdokHieb	DESIGNED - JCS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLANS IL 72 (HIGGINS ROAD)					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE = 1"=50'	DRAWN - JCS	REVISED -							0341	FAP 0341 23 SMART	COOK	60	15
		CHECKED - ACL	REVISED -	CONTRACT NO. 62V85											
		DATE - 03/04/2025		ILLINOIS FED. AID PROJECT											
SCALE: 1"=50'					STA.	TO STA.									



PAVEMENT MARKING LEGEND		⑧ LINE 12", SOLID, YELLOW - DIAGONAL @ 45 DEG. @ 75' C-C (5 MINIMUM) (TYP)		⑯ LINE 6", SKIP-DASH WHITE (3' LINE-9' SPACE) - DOTTED LINES (TYP)		NOTES	
① LINE 4", SOLID, YELLOW - EDGE LINE (TYP)		⑨ LINE 12", SOLID, WHITE - CONTINENTAL CROSSWALK (TYP)		⑰ LINE 5", SOLID, WHITE		1. LIMIT OF RESURFACING ON THE SIDE STREET THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.	
② LINE 4", SOLID WHITE - EDGE LINE (TYP)		⑩ LINE 24", SOLID, WHITE - STOP LINES (TYP)		LEGEND		2. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA PAVEMENT.	
③ LINE 4", DOUBLE SOLID YELLOW, 2 @ 11" C-C - (TYP)		⑪ LETTERS & SYMBOLS, SOLID WHITE (TYP)		⑬ LINE 12", SOLID, WHITE - DIAGONAL @ 45 DEG. @ 10' C-C (5 MINIMUM) (TYP)		3. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.	
④ LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES (TYP)		⑫ LINE 8", SOLID WHITE - EDGE LINE (TYP)		⑭ LINE 6", SOLID WHITE - CROSSWALK MARKING (TYP)		4. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.	
⑤ LINE 4", SKIP-DASH, YELLOW (10' LINE - 30' SPACE) - LANE LINES (TYP)		⑬ LINE 12", SOLID, WHITE - DIAGONAL @ 45 DEG. @ 10' C-C (5 MINIMUM) (TYP)		⑮ LINE 12", SOLID, WHITE - DIAGONAL CROSSWALK MARKING @ 45 DEG. @ 2' C-C (TYP)			
⑥ LINE 6", SOLID WHITE - TURN LANE MARKING (TYP)		⑭ LINE 6", SOLID WHITE - CROSSWALK MARKING (TYP)					
⑦ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)		⑮ LINE 12", SOLID, WHITE - DIAGONAL CROSSWALK MARKING @ 45 DEG. @ 2' C-C (TYP)					



PAVEMENT MARKING LEGEND

- ① LINE 4", SOLID, YELLOW - EDGE LINE (TYP)
- ② LINE 4", SOLID WHITE - EDGE LINE (TYP)
- ③ LINE 4", DOUBLE SOLID YELLOW, 2 @ 11" C-C - (TYP)
- ④ LINE 4", SKIP-DASH, WHITE (10' LINE - 30' SPACE) - LANE LINES (TYP)
- ⑤ LINE 4", SKIP-DASH, YELLOW (10' LINE - 30' SPACE) - LANE LINES (TYP)
- ⑥ LINE 6", SOLID WHITE - TURN LANE MARKING (TYP)
- ⑦ LINE 6", SKIP-DASH, WHITE (2' LINE - 6' SPACE) - DOTTED LINES (TYP)

- | | |
|---|--|
| <p>(8) LINE 12", SOLID, YELLOW - DIAGONAL @ 45 DEG. @ 75' C-C (5 MINIMUM) (TYP)</p> <p>(9) LINE 12", SOLID, WHITE - CONTINENTAL CROSSWALK (TYP)</p> <p>(10) LINE 24", SOLID, WHITE - STOP LINES (TYP)</p> <p>(11) LETTERS & SYMBOLS, SOLID WHITE (TYP)</p> <p>(12) LINE 8", SOLID WHITE - EDGE LINE (TYP)</p> <p>(13) LINE 12", SOLID, WHITE - DIAGONAL @ 45 DEG. @ 10' C-C (5 MINIMUM) (TYP)</p> <p>(14) LINE 6", SOLID WHITE - CROSSWALK MARKING (TYP)</p> <p>(15) LINE 12", SOLID, WHITE - DIAGONAL CROSSWALK MARKING @ 45 DEG. @ 2' C-C (TYP)</p> | <p>(16) LINE 6", SKIP-DASH WHITE (3' LINE-9' SPACE) - DOTTED LINES (TYP)</p> <p>(17) LINE 5", SOLID, WHITE</p> |
|---|--|
- LEGEND**

HMA SURFACE REMOVAL BUTT JOINT, 4.5' OR A

MEDIAN REMOVAL (PCG 4")

EARTH EXCAVATION, 8"

TOPSOIL FURNISH AND PLACE, 12"

SEEDING, CLASS 2A

N-P-K FERTILIZER NUTRIENT

SUPPLEMENTAL WATERING

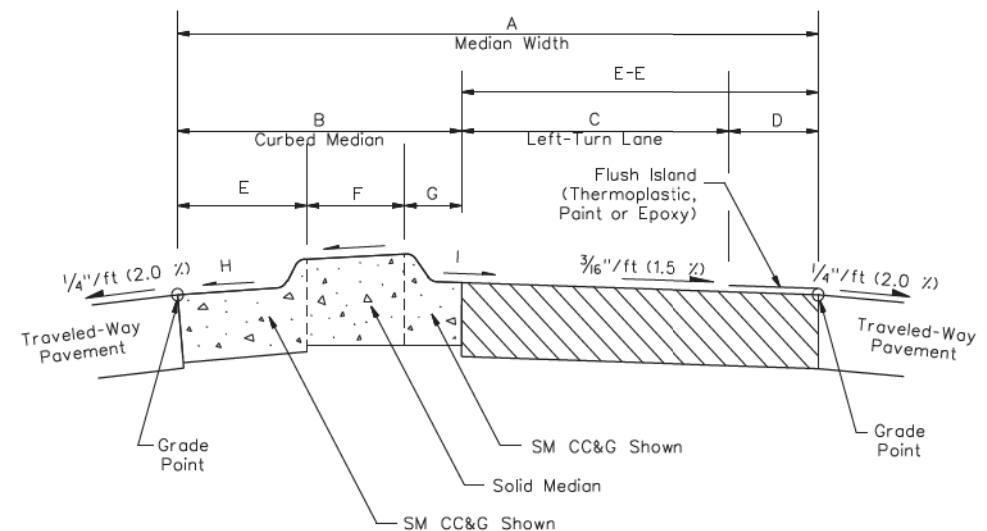
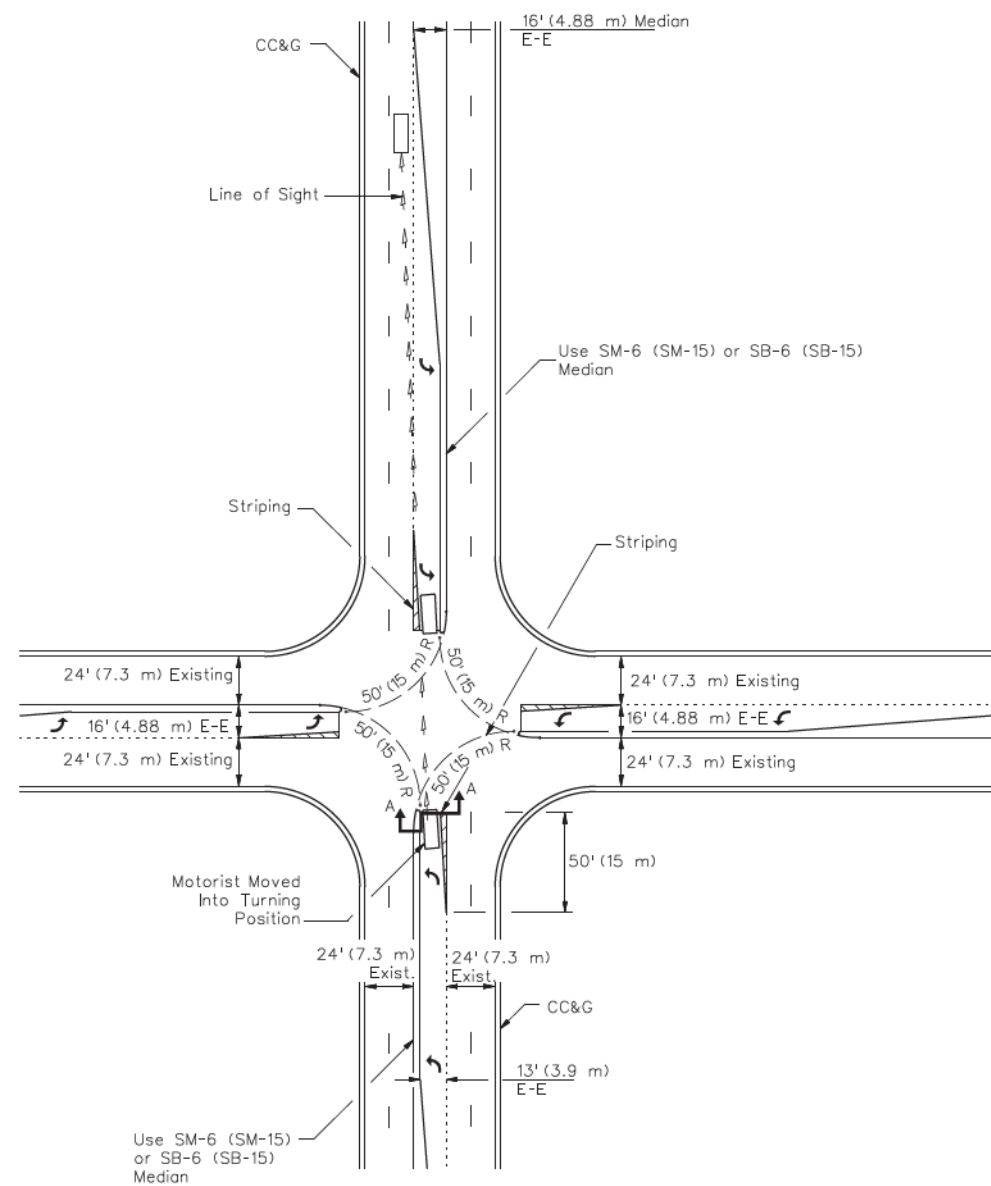
EROSION CONTROL BLANKET (SPECIAL)

LEGEND

- | | |
|---|---|
|  | HMA SURFACE REMOVAL BUTT JOINT, 4.5' OR AS DIMENSIONED |
|  | MEDIAN REMOVAL (PCC 4")
EARTH EXCAVATION, 8"
TOPSOIL FURNISH AND PLACE, 12"
SEEDING, CLASS 2A
N-P-K FERTILIZER NUTRIENT
SUPPLEMENTAL WATERING
EROSION CONTROL BLANKET (SPECIAL) |

NOTES

1. LIMIT OF RESURFACING ON THE SIDE STREET THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
2. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA PAVEMENT.
3. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
4. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.



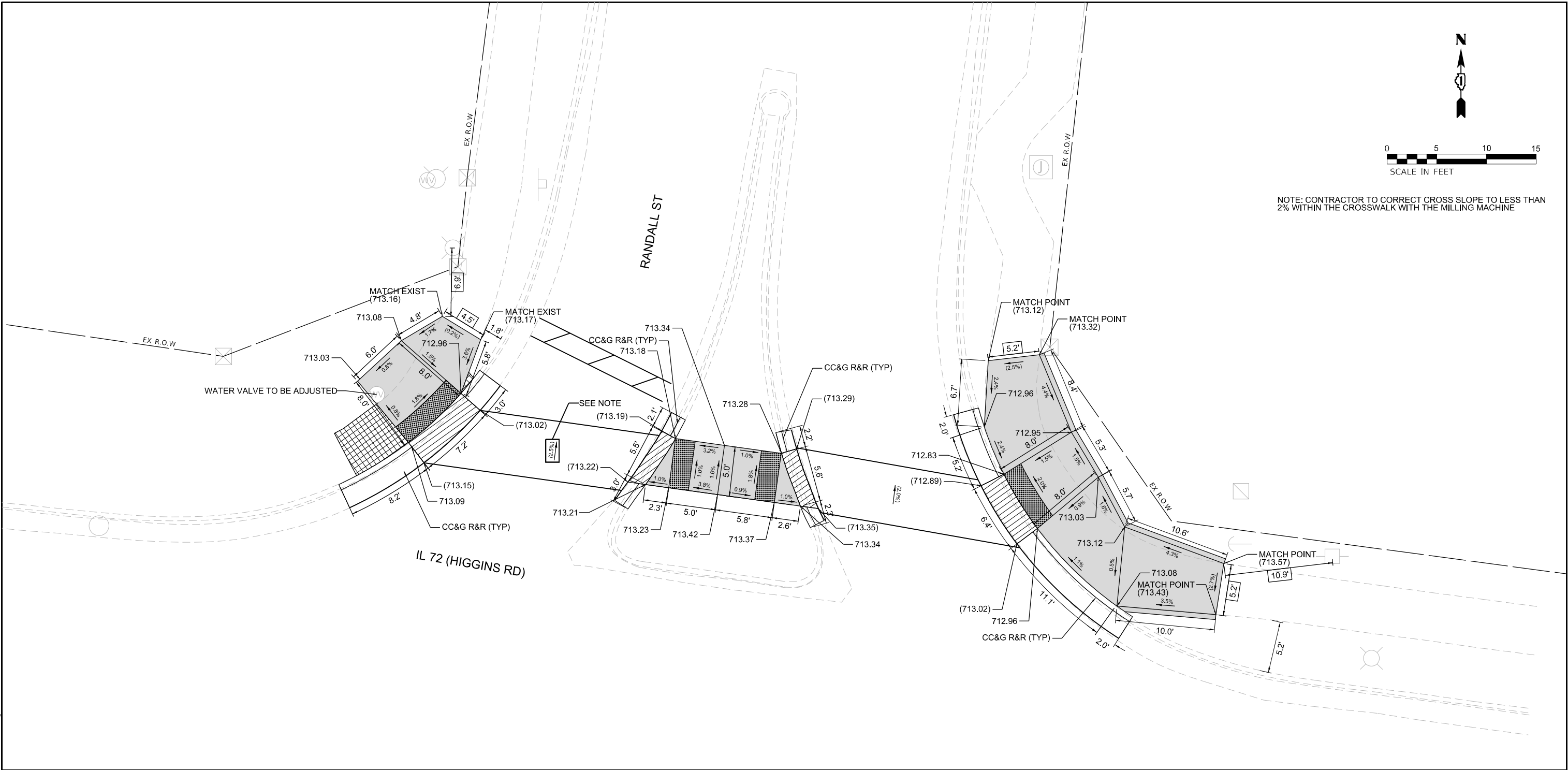
SECTION A-A

"A" Median Width E-E	"B" Curbed Median	"C" Left-Lane Turn	"D" Offset	"E"	"F"	"G" Left-Turn Curb	"H" Flow Direction	"I" Flow Direction
US Customary								
16 ft	3 ft	10 ft	3 ft	20 in	2 in	14 in	¼"/ft/traveled way	3/16"/ft/traveled way
18 ft	4.5 ft	11 ft	2.5 ft	20 in	20 in	14 in	¾"/ft/traveled way	3/16"/ft/traveled way
22 ft	6 ft	12 ft	4 ft	32 in	26 in	14 in	¾"/ft/traveled way	3/16"/ft/traveled way
Metric								
4.88 m	980 mm	3.0 m	900 mm	500 mm	130 mm	350 mm	2.0%/traveled way	1.5%/traveled way
5.5 m	1.35 m	3.3 m	850 mm	500 mm	500 mm	350 mm	6.0%/median	1.5%/traveled way
7.0 m	1.75 m	3.6 m	1.65 m	800 mm	600 mm	350 mm	6.0%/median	1.5%/traveled way

TYPICAL DESIGN FOR PARALLEL OFFSET LEFT-TURN LANES

FIGURE 36-3.S (BDE MANUAL)

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REFERENCE BENCHMARK: 112, ELEV. 712.099

BENCHMARK: SET "X" IN SIDEWALK

LOCATION: NE CORNER OF RT 72 AND RANDALL ST, S OF ENTRANCE TO RES 120 HIGGINS

LEGEND

- XX.XX' EXISTING LENGTH
- () EXISTING ELEVATION / SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB & GUTTER
- PAVEMENT REMOVAL

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS IL 72 (HIGGINS ROAD) & RANDALL ST

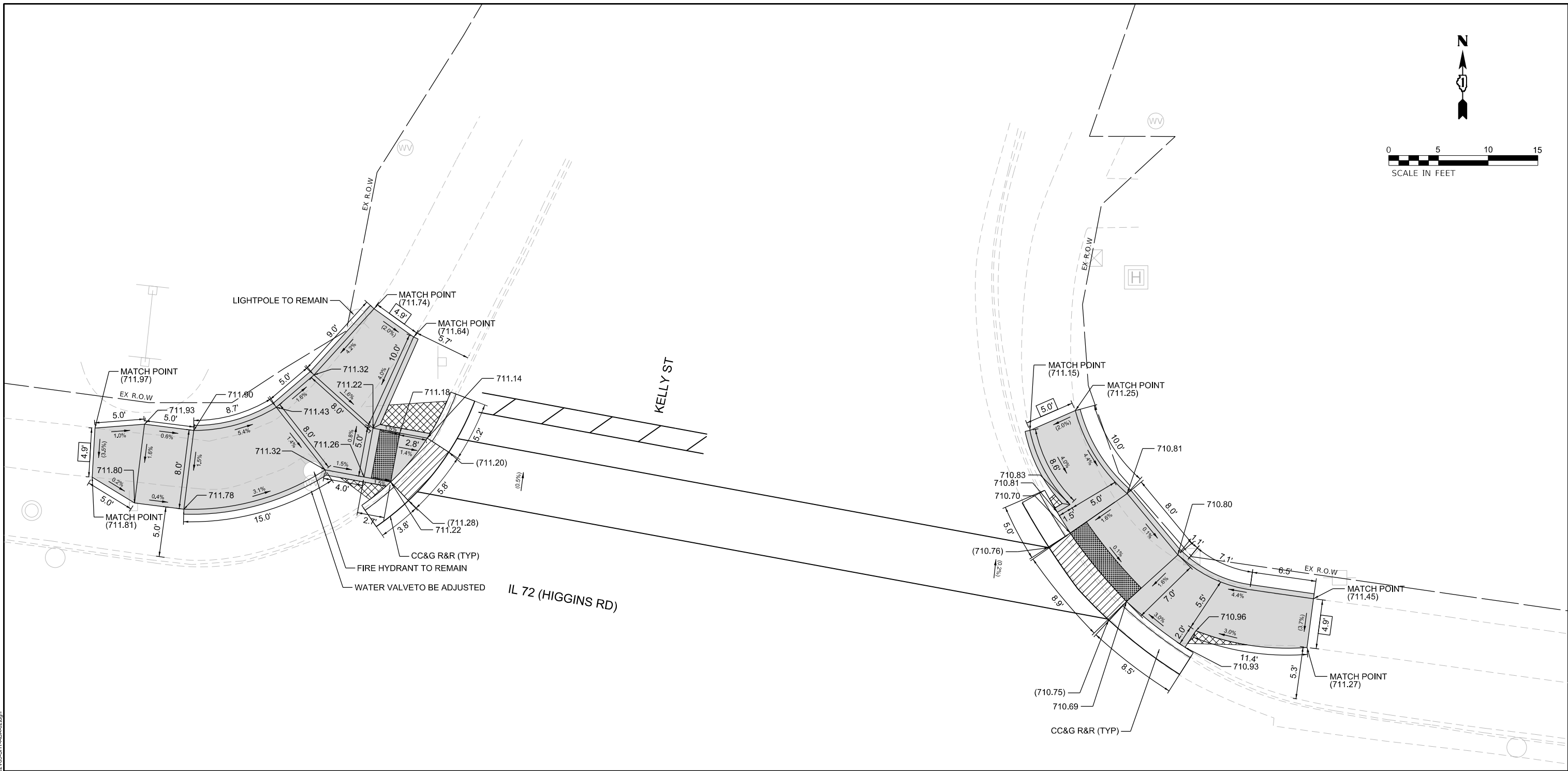
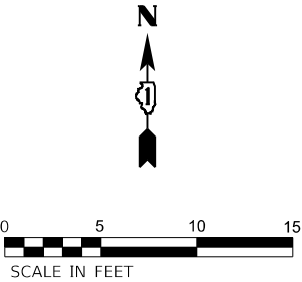
SCALE: 1"=5'

STA.

TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	21
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				

USER NAME = ATverdoknieb	DESIGNED - AT	REVISED -
	DRAWN - AT	REVISED -
PLOT SCALE = 10,000' / in.	CHECKED - ACL	REVISED -
DATE - 03/04/2025		



REFERENCE BENCHMARK: 112, ELEV. 711.611

BENCHMARK: SET "X" IN SIDEWALK

LOCATION: NW CORNER OF RT 72 AND KELLY ST, NEAR FIRE HYDRANT

LEGEND

- XX.XX' EXISTING LENGTH
- () EXISTING ELEVATION / SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB & GUTTER
- PAVEMENT REMOVAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
IL 72 (HIGGINS ROAD) & KELLY ST

SCALE: 1"=5'

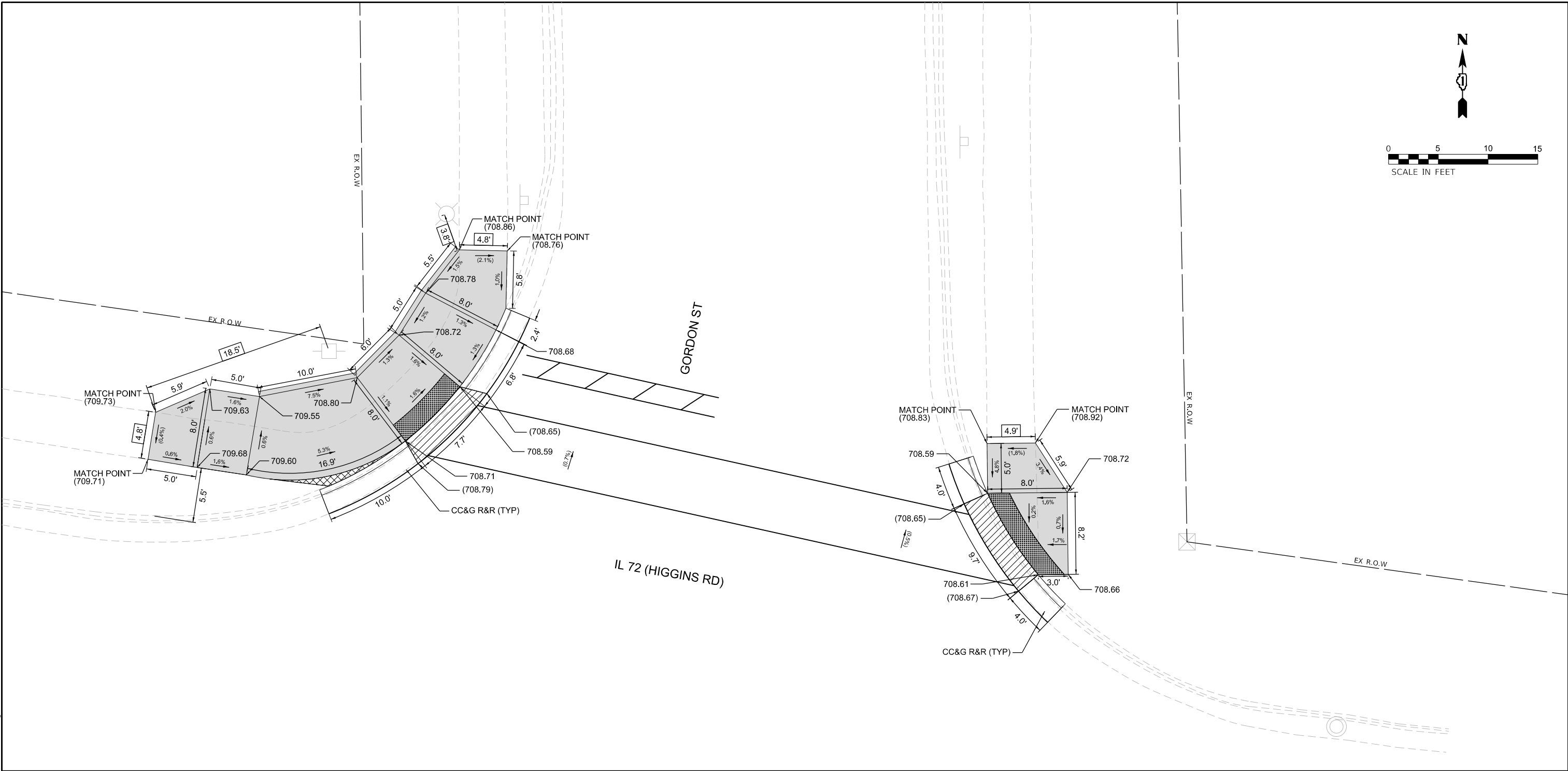
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	22
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				

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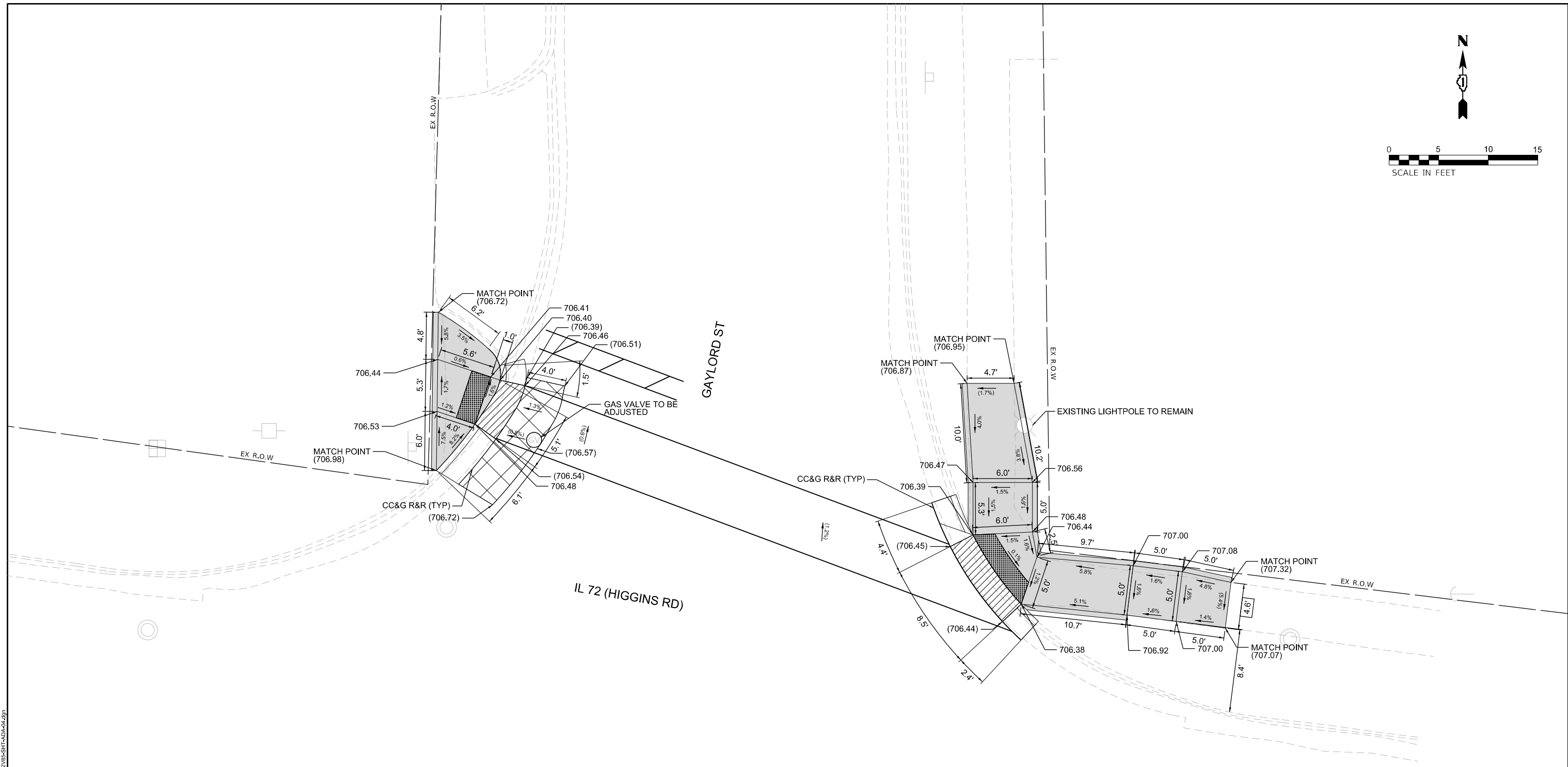
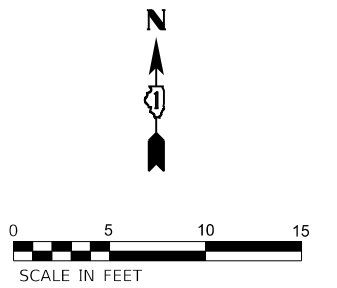
INFRASTRUCTURE ENGINEERING INCORPORATED
1 South Wacker | Suite 2650 | Chicago, IL 60606
P 312.425.9568 | F 312.425.9568 | www.infrastructure-eng.com

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	DRAWN - AT	REVISED -
PLOT SCALE = 10,000' / in.	CHECKED - ACL	REVISED -
	DATE - 03/04/2025	



LOCATION: NE CORNER OF RT 72 AND GORDON ST

	EXISTING LENGTH
	EXISTING ELEVATION / SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
	DEPRESSED CURB AND GUTTER
	PROPOSED SIDE CURB & GUTTER
	PAVEMENT REMOVAL



REFERENCE BENCHMARK: 108, ELEV. 707.045

BENCHMARK: SET "X" IN SIDEWALK

LOCATION: NE CORNER OF RT 72 AND GAYLORD

LEGEND

	EXISTING LENGTH
	EXISTING ELEVATION / SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
	DEPRESSED CURB AND GUTTER
	PROPOSED SIDE CURB & GUTTER
	PAVEMENT REMOVAL

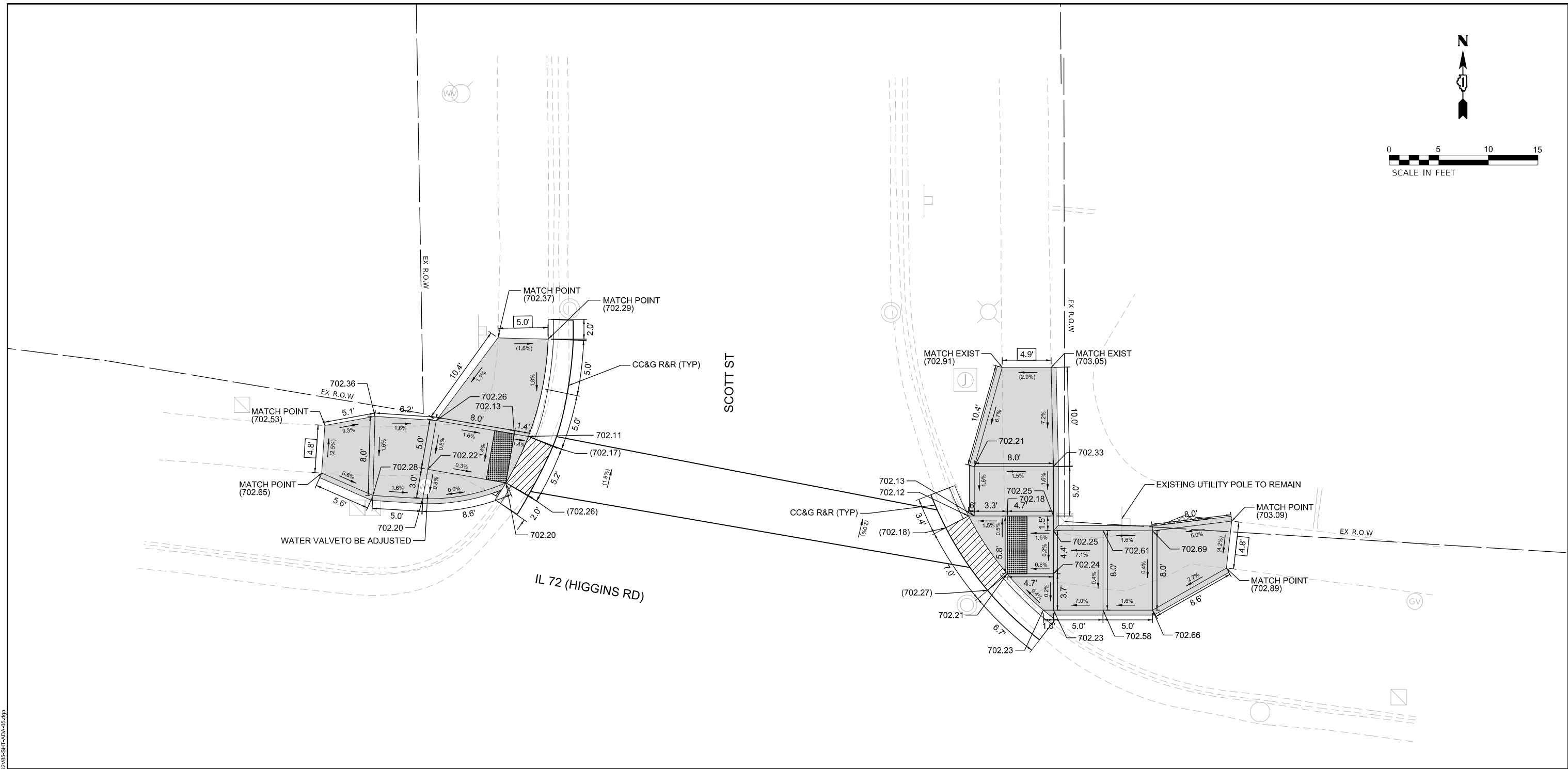
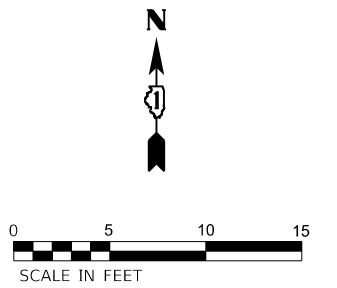
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
IL 72 (HIGGINS ROAD) GAYLORD ST

SCALE: 1"=5'

STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	24
		CONTRACT NO. 62V85		
	ILLINOIS	FED. AID PROJECT		



REFERENCE BENCHMARK: 111, ELEV. 702.874

BENCHMARK: SET "X" IN SIDEWALK

LOCATION: W OF NW CORNER OF RT 72 AND SCOTT ST

LEGEND

	EXISTING LENGTH
	EXISTING ELEVATION / SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
	DEPRESSED CURB AND GUTTER
	PROPOSED SIDE CURB & GUTTER
	PAVEMENT REMOVAL

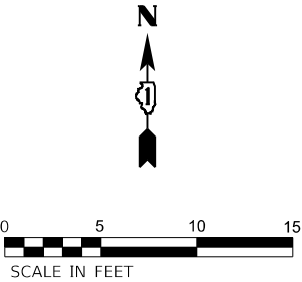
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ADA RAMP DETAILS
IL 72 (HIGGINS ROAD) & SCOTT ST

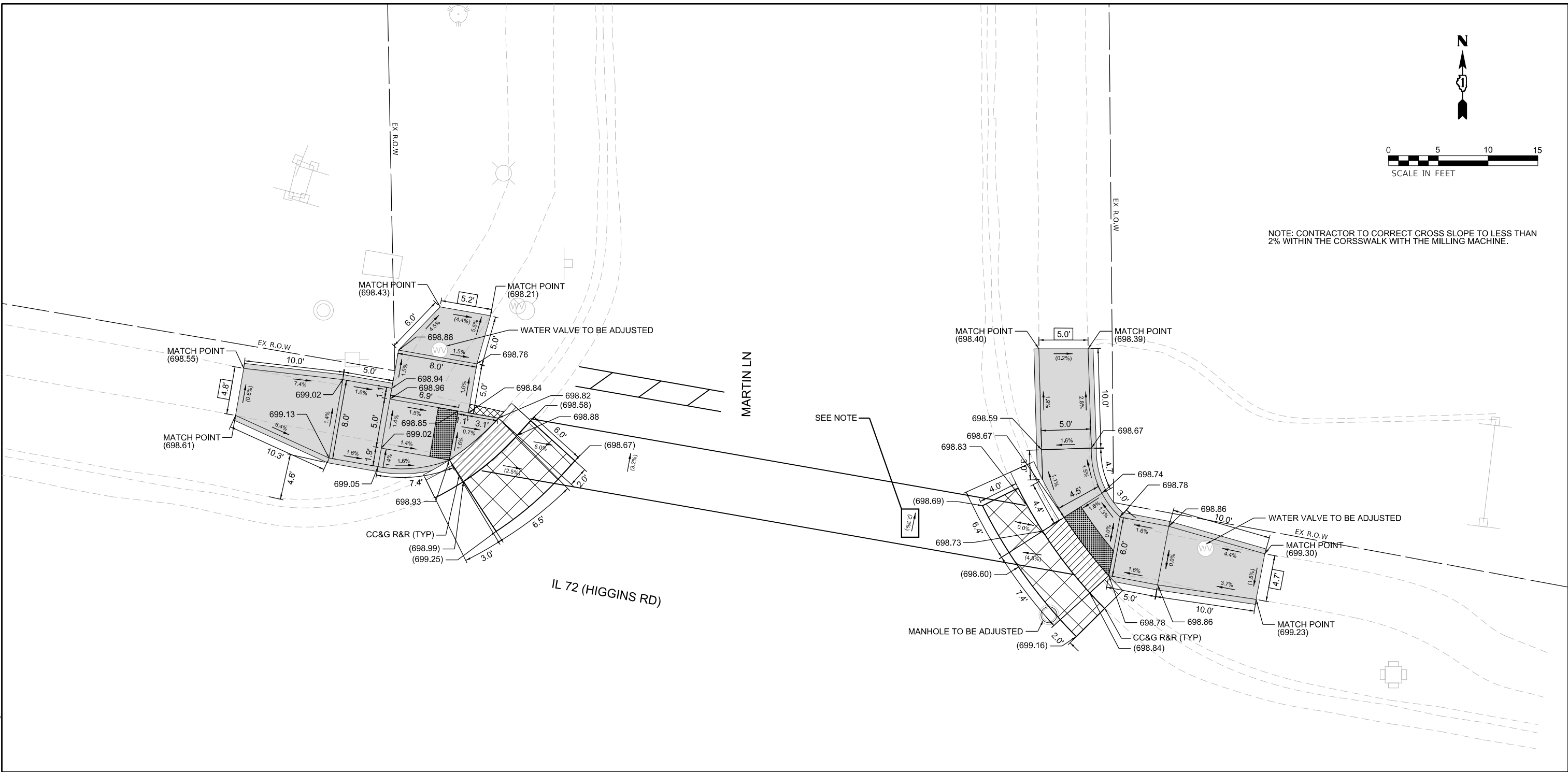
SCALE: 1"=5'

STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	25
		CONTRACT NO. 62V85		
	ILLINOIS	FED. AID PROJECT		



NOTE: CONTRACTOR TO CORRECT CROSS SLOPE TO LESS THAN 2% WITHIN THE CORSSWALK WITH THE MILLING MACHINE.



REFERENCE BENCHMARK: 111, ELEV. 702.874

BENCHMARK: SET "X" IN SIDEWALK

LOCATION: W OF NW CORNER OF RT 72 AND SCOTT ST

LEGEND

- XX.XX' EXISTING LENGTH
- () EXISTING ELEVATION / SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB & GUTTER
- PAVEMENT REMOVAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
IL 72 (HIGGINS ROAD) & MARTIN LN

SCALE: 1"=5' STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62V85				
ILLINOIS		FED. AID PROJECT		

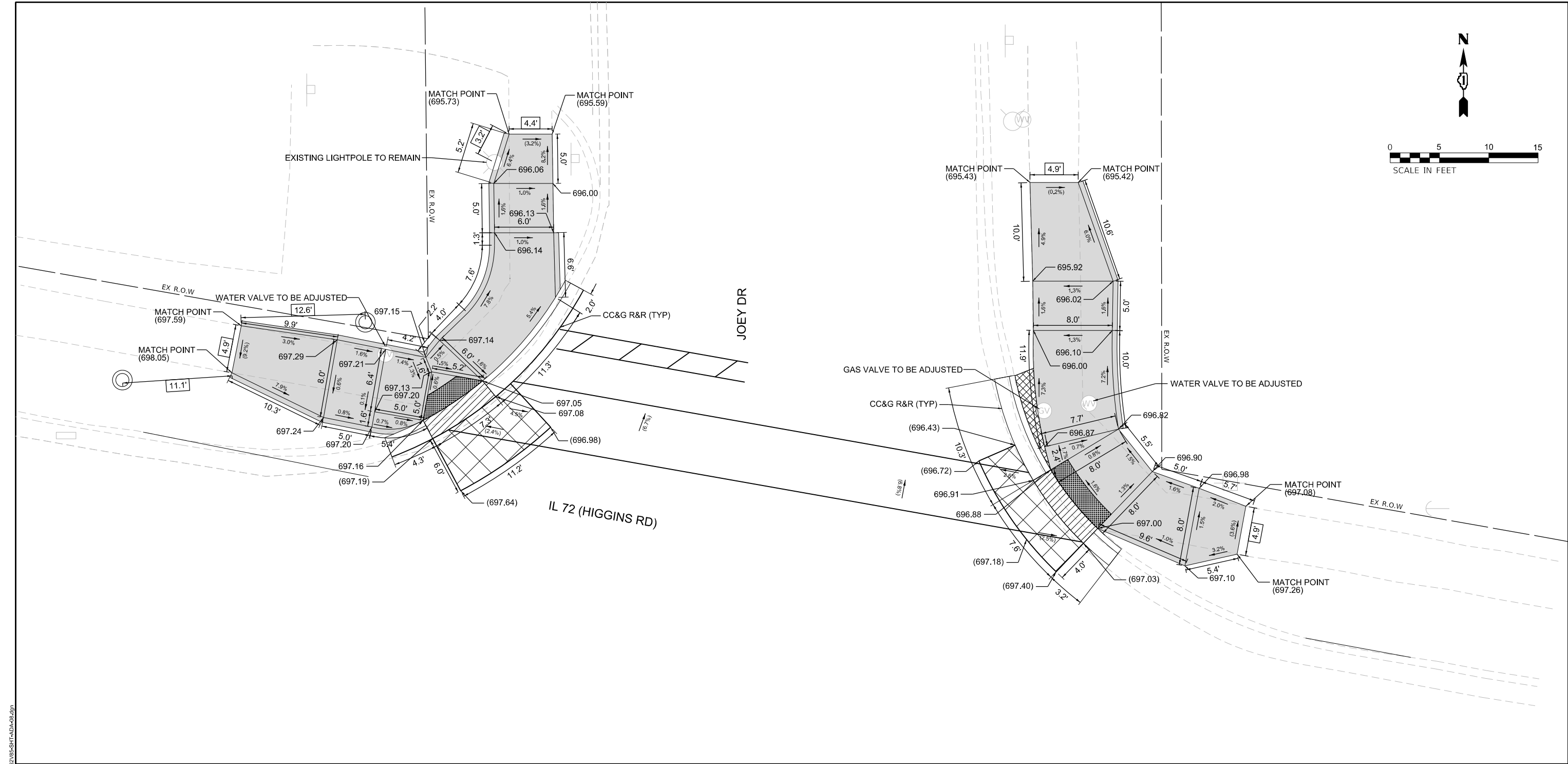
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USER NAME	= ATverdoknieb
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DRAWN	- AT
CHECKED	- ACL
DATE	- 03/04/2025

DESIGNED	- AT
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REVIS	-
REVIS	-

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REFERENCE BENCHMARK: 111, ELEV. 702.874

BENCHMARK: SET "X" IN SIDEWALK

LOCATION: W OF NW CORNER OF RT 72 AND SCOTT ST

LEGEND

- XX.XX' EXISTING LENGTH
- () EXISTING ELEVATION / SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE WITH TOPSOIL AND SOD
- DEPRESSED CURB AND GUTTER
- PROPOSED SIDE CURB & GUTTER
- PAVEMENT REMOVAL

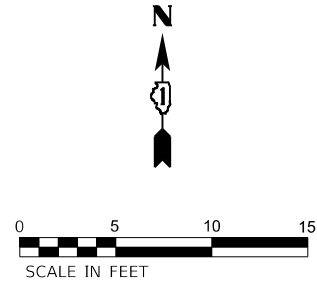
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS
IL 72 (HIGGINS ROAD) & JOEY DR

SCALE: 1"=5'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	28
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

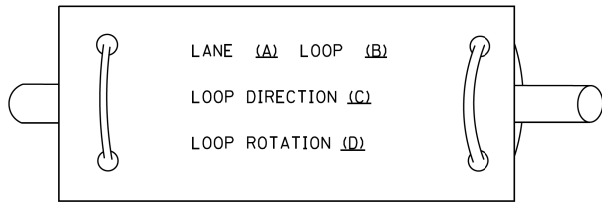
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE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

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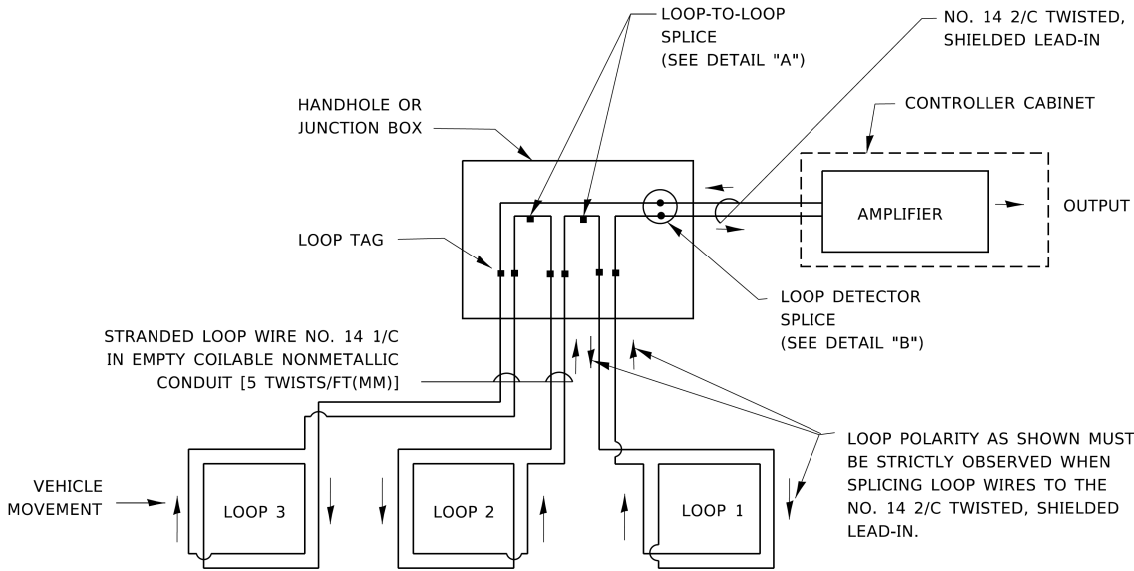
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- 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.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

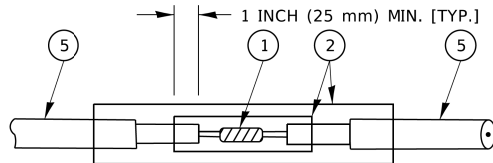


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

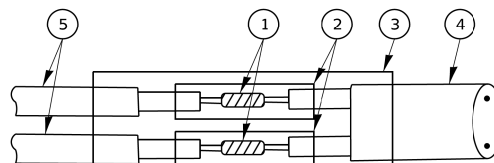


DETECTOR LOOP WIRING SCHEMATIC

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

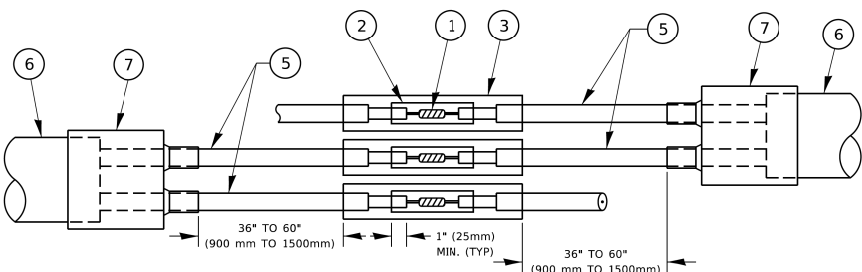


DETAIL "A"
LOOP-TO-LOOP SPLICE

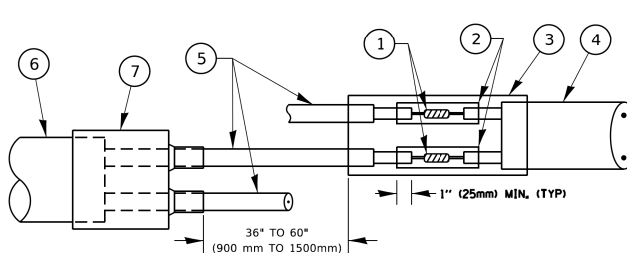


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

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

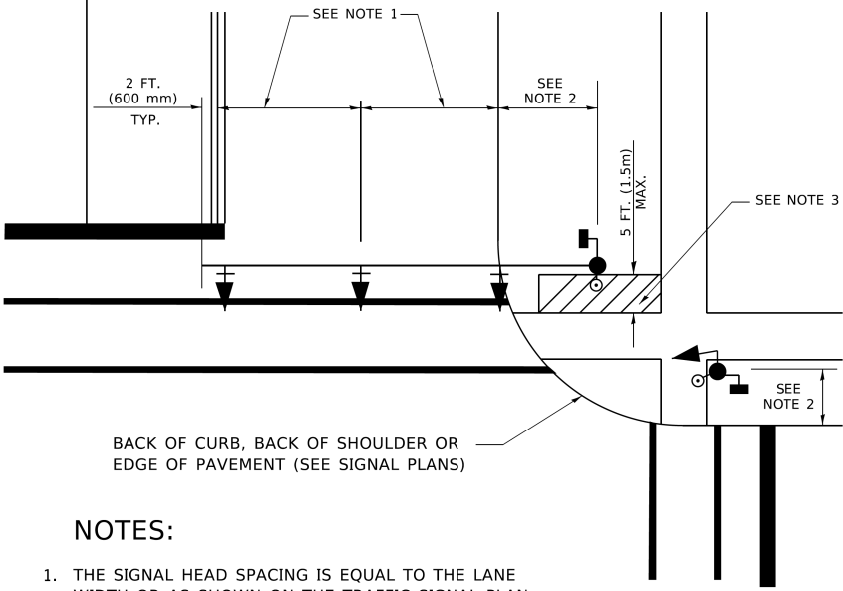
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		DRAWN -	REVISED -		0341	FAP 0341 23 SMART		COOK	60	32				
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		TS-05				CONTRACT NO. 62V85					
	PLOT DATE = 3/4/2019	DATE -	REVISED -		SCALE: NONE		SHEET 2	OF 7	SHEETS	STA.	TO STA.			

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TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

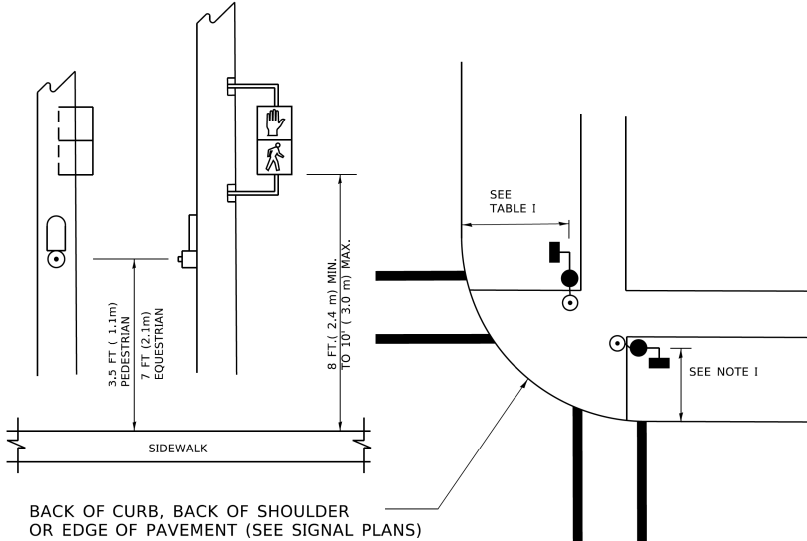
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

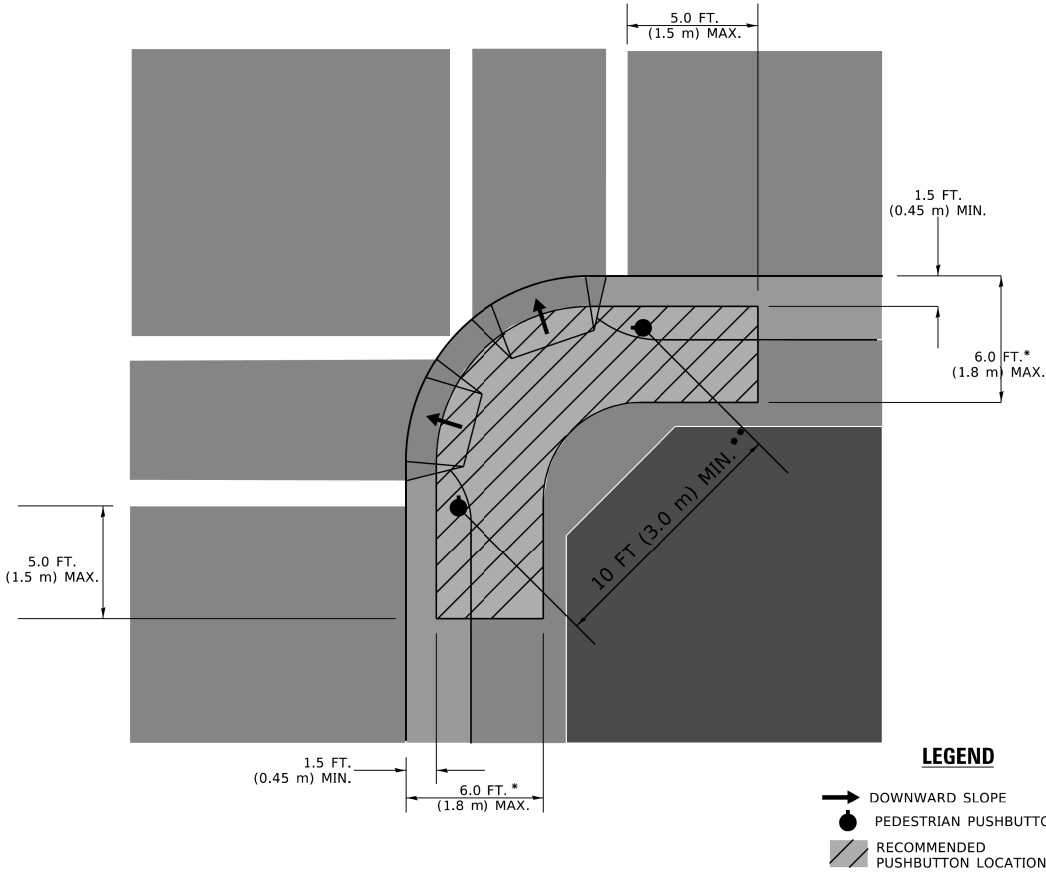
PEDESTRIAN SIGNAL POST
AND
PEDESTRIAN PUSH BUTTON POST



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.

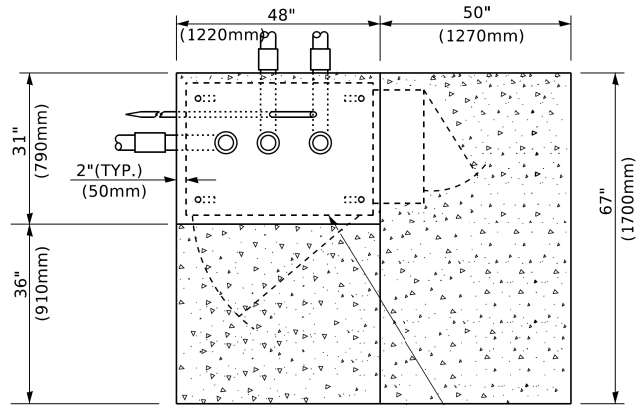
TRAFFIC SIGNAL EQUIPMENT OFFSET

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.

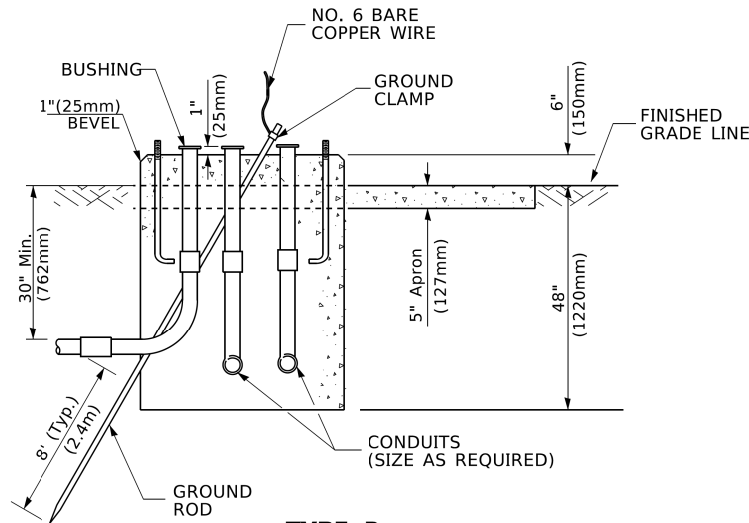
NOTES:

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.

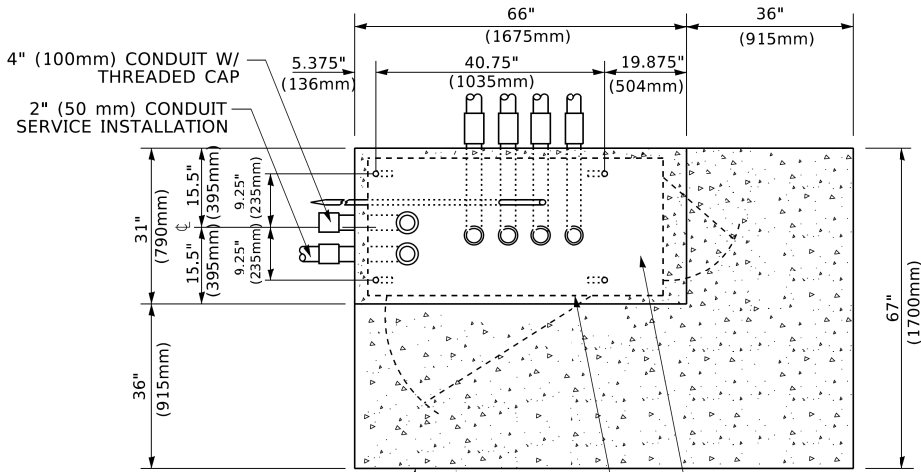
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		DRAWN -	REVISED -		0341	FAP 0341 23 SMART	COOK	60	33				
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	PLOT DATE = 3/4/2019	DATE -	REVISED -		SCALE: NONE	SHEET 3	OF 7	SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT	



TOP VIEW



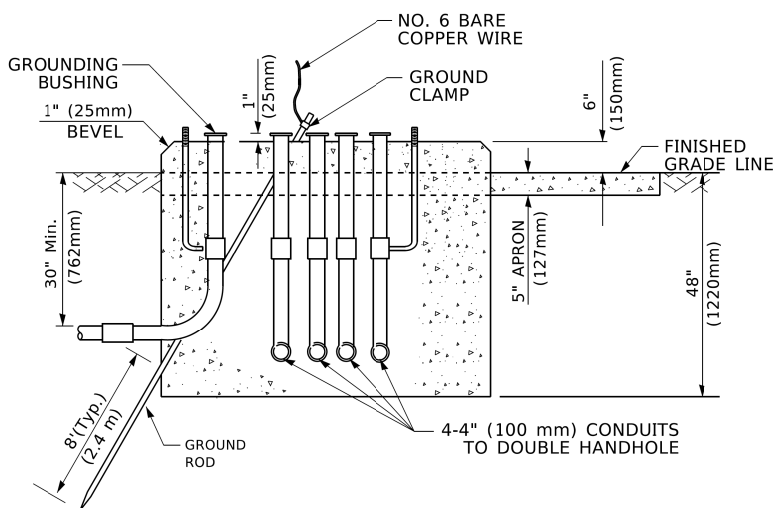
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



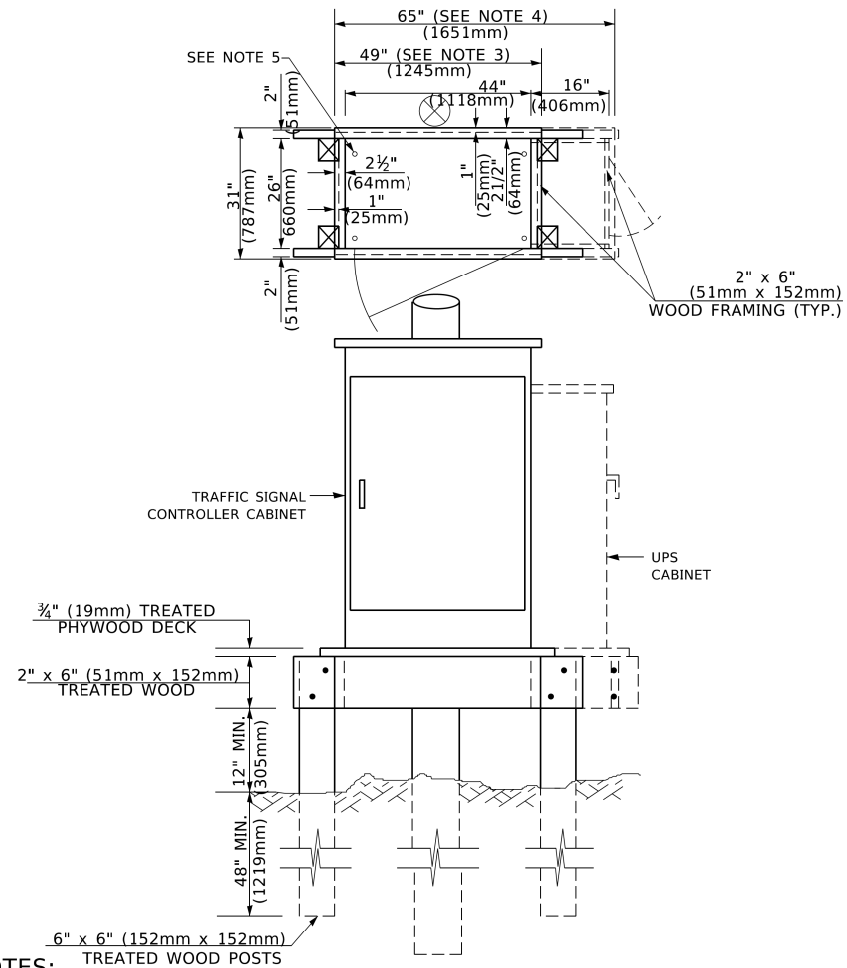
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL
BE HIGHER THAN TOP OF
DOUBLE HANDHOLE



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	24" (600mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 56' (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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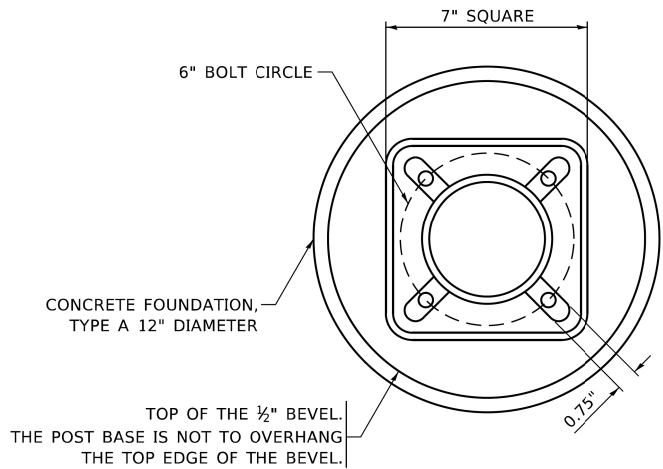
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PLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

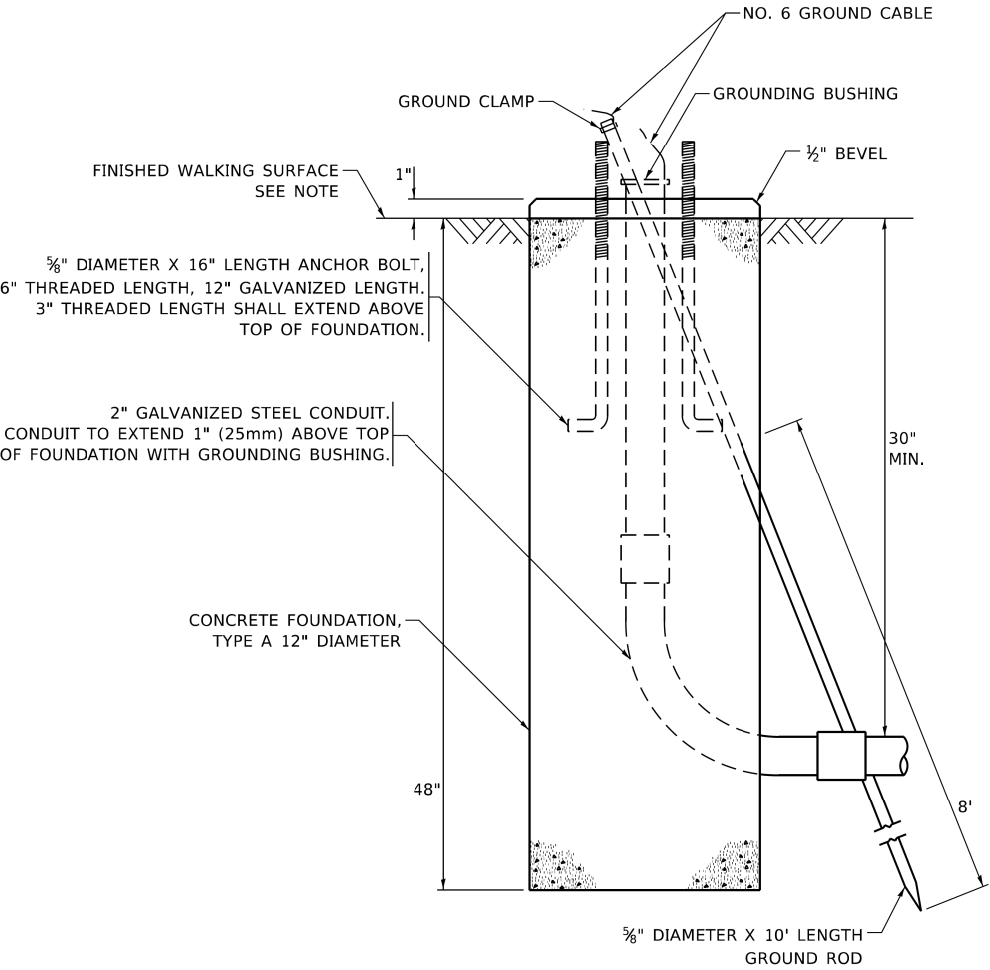
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	35
TS-05		CONTRACT NO. 62V85		
		ILLINOIS / FED. AID PROJECT		

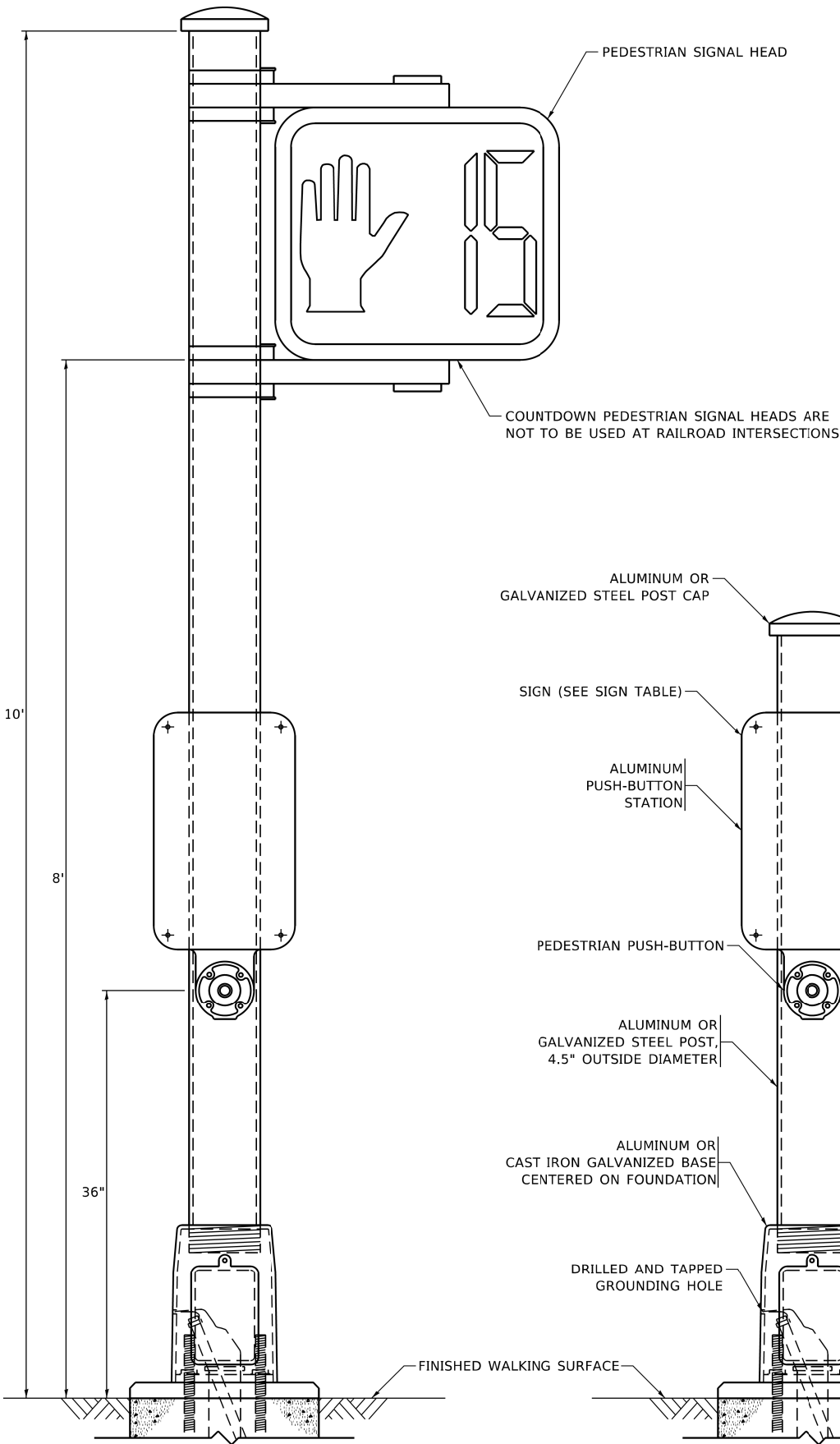


BOLT PATTERN

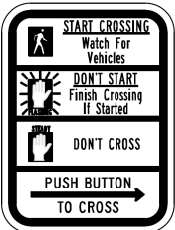
NOTE:
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER



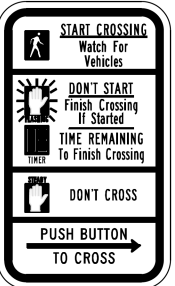
PEDESTRIAN SIGNAL POST, 10 FT.



R10-3b



R10-3d

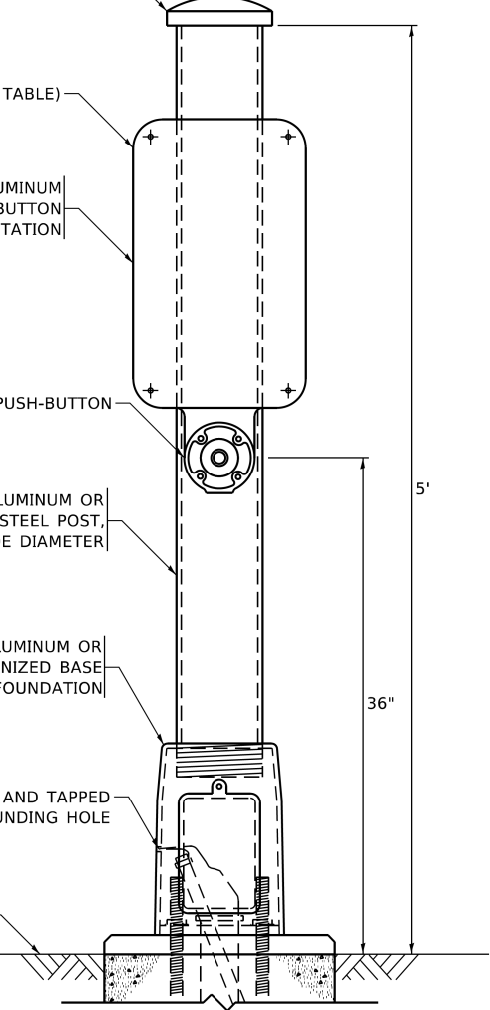


R10-3e

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.



PEDESTRIAN SIGNAL POST, 5 FT.

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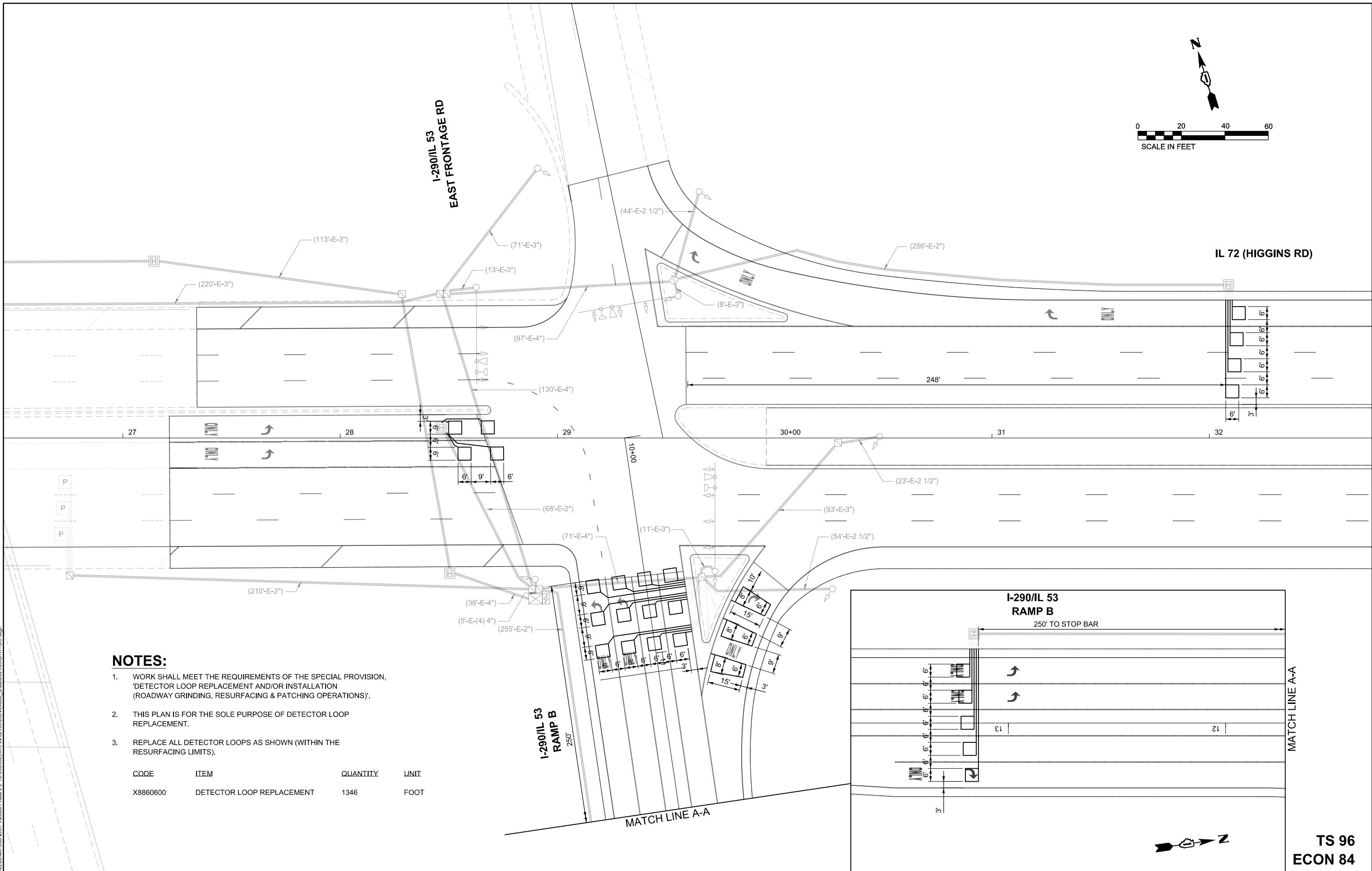
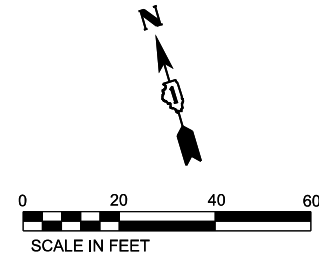
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PLOT DATE = 11/23/2020	DATE - 10-15-2018	REVISED -

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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	37
TS-05		CONTRACT NO. 62V85		
ILLINOIS		FED. AID PROJECT		



NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, 'DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)'.
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.
3. REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS).

CODE	ITEM	QUANTITY	UNIT
X8860600	DETECTOR LOOP REPLACEMENT	1346	FOOT

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NOTES:

- CONTRACTOR SHALL PERFORM WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE PEDESTRIAN EQUIPMENT IS NOT OPERATIONAL.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE APS EQUIPMENT WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
- APS BUTTONS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.

NOTES (CONT.):

- DETECTOR LOOP WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)".
- REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS).

CODE	ITEM	QUANTITY	UNIT
X8860600	DETECTOR LOOP REPLACEMENT	1137	FOOT

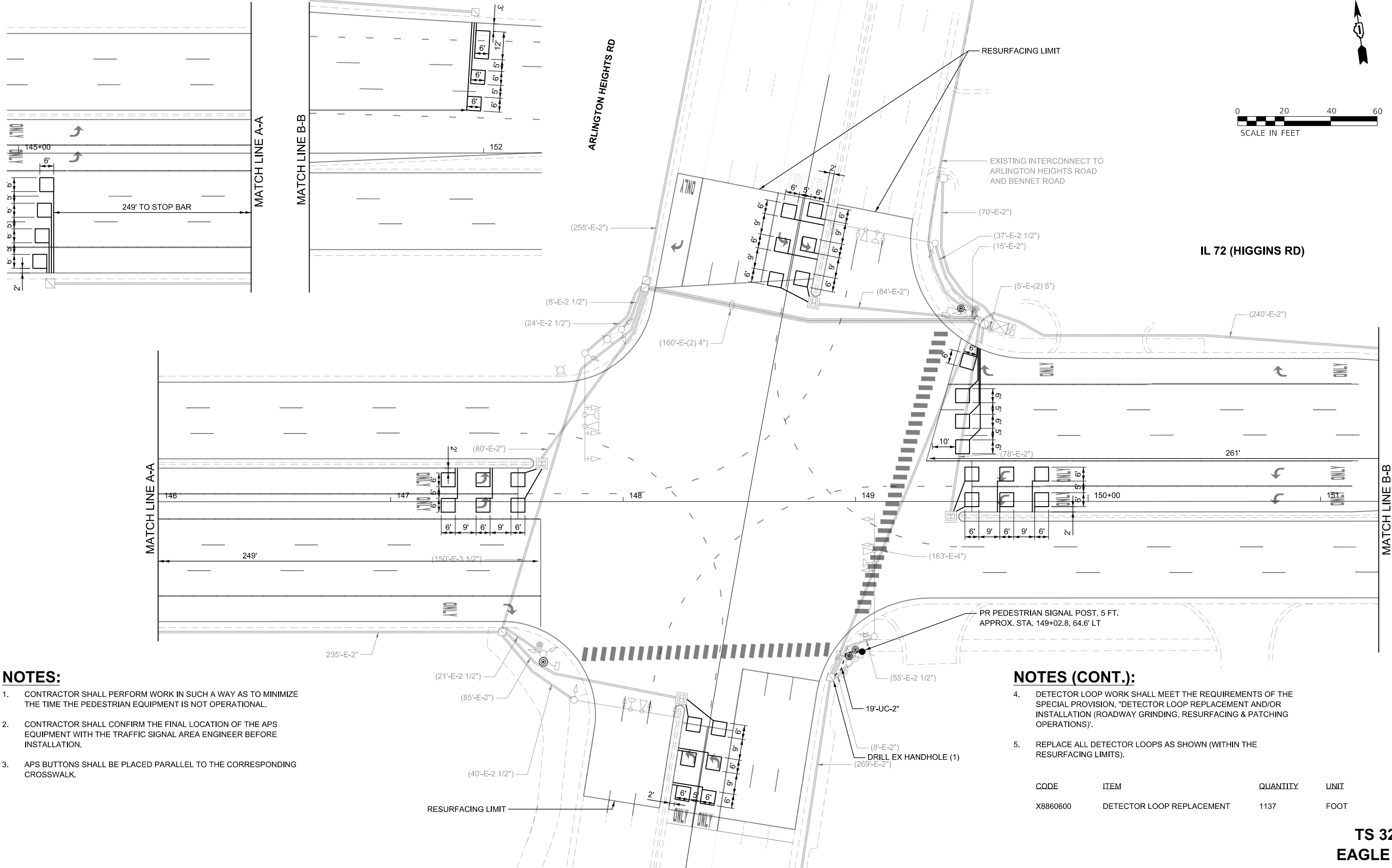
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN IL 72 (HIGGINS ROAD) AT ARLINGTON HEIGHTS ROAD

SCALE: 1" = 20' STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	40
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				

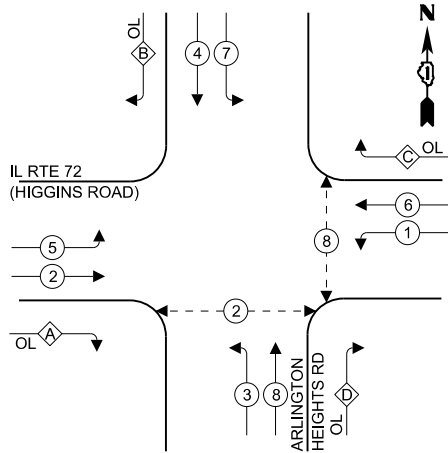
TS 3285
EAGLE 1N



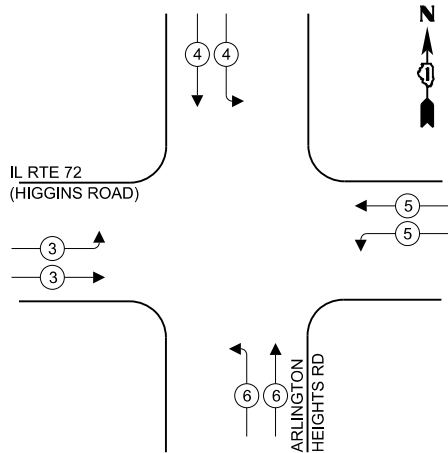
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SCALE IN FEET



EXISTING AND PROPOSED
CONTROLLER SEQUENCE



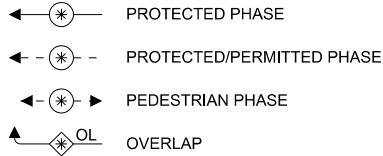
EXISTING AND PROPOSED
EMERGENCY VEHICLE
PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL
SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	18	11	198
4-SECTION	-	14	-
5-SECTION	6	13	78
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			511
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1116

LEGEND



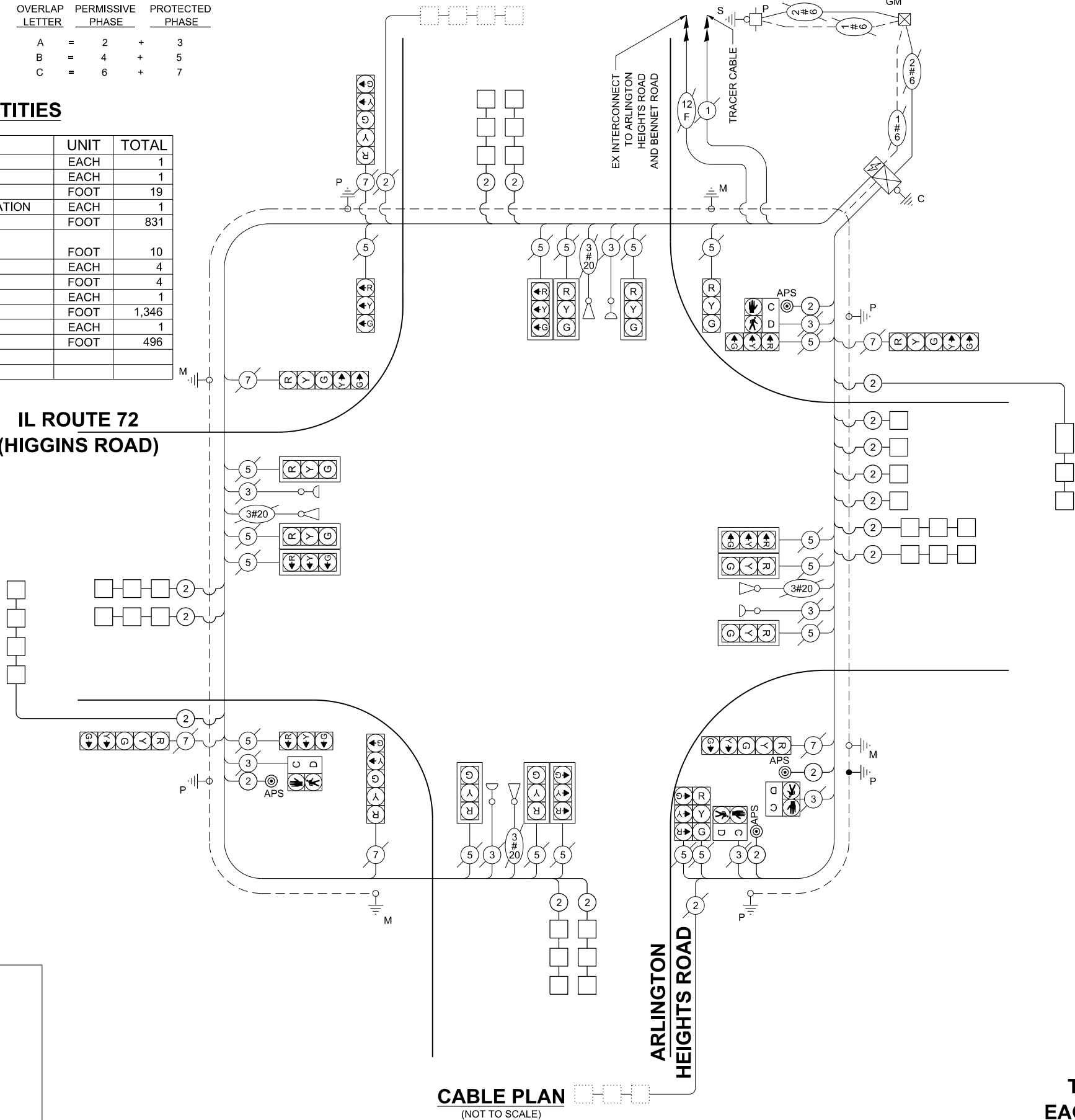
RIGHT TURN OVERLAP
PHASE DESIGNATION

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

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	TOTAL
PEDESTRIAN SIGNAL POST, 5 FT	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	19
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	831
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	10
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP REPLACEMENT	FOOT	1,346
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
ROD AND CLEAN EXISTING CONDUIT	FOOT	496

IL ROUTE 72
(HIGGINS ROAD)



CABLE PLAN

(NOT TO SCALE)

ENERGY COSTS TO:
ELK GROVE VILLAGE

901 WELLINGTON AVENUE
ELK GROVE VILLAGE, IL 60007

ENERGY SUPPLY:

CONTACT: CHRISTINE LEFTWICH

PHONE: (630) 424-5124

COMPANY: COMMONWEALTH EDISON

ACCOUNT NUMBER: 0829153004

METER NUMBER:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DIAGRAM, & EMERGENCY VEHICLE PREEMPTION SEQ.
SEQUENCE – IL 72 (HIGGINS ROAD) AT ARLINGTON HEIGHTS ROAD

SCALE: NTS

STA.

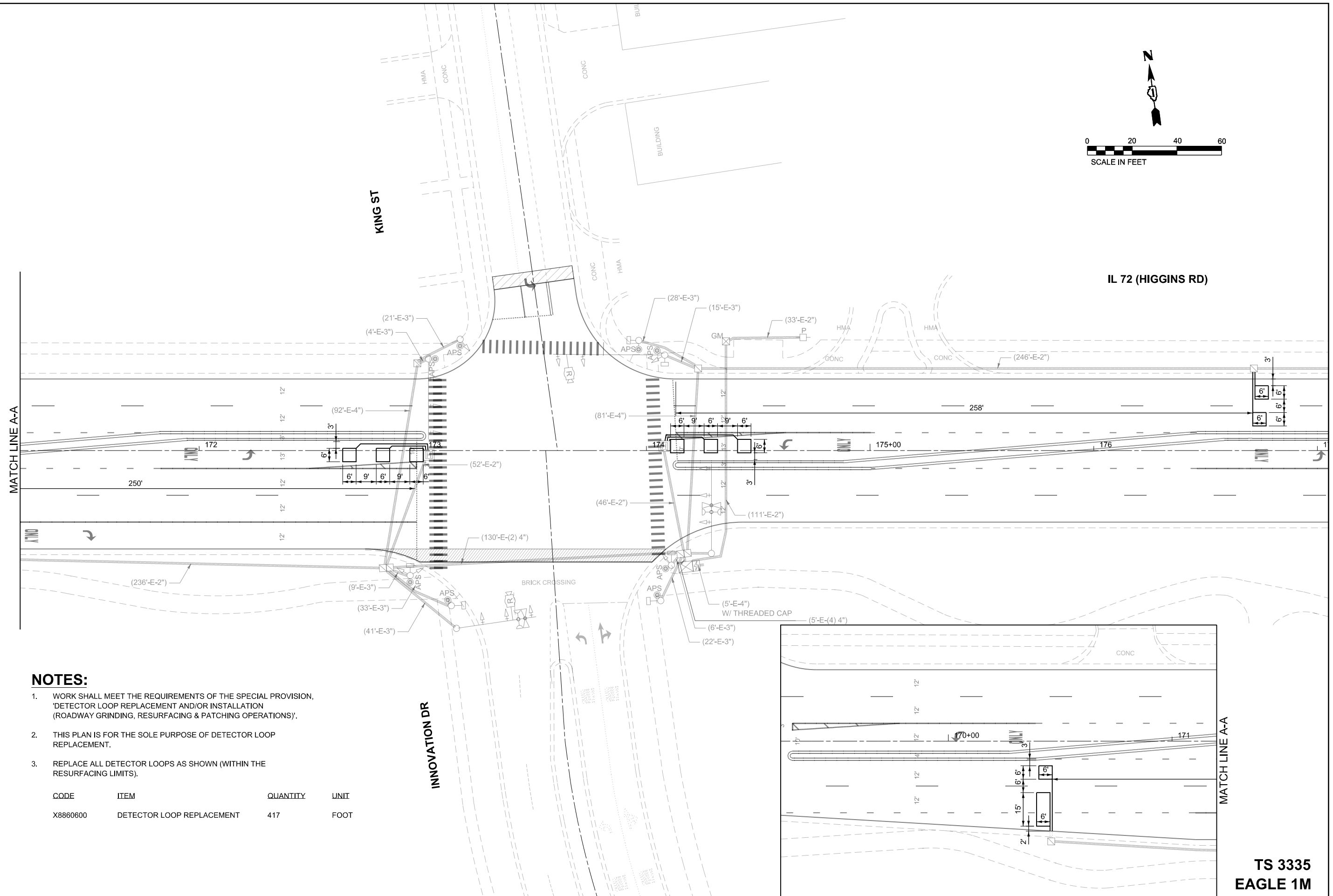
TO STA.

TS 3285
EAGLE 1N

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	41
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				

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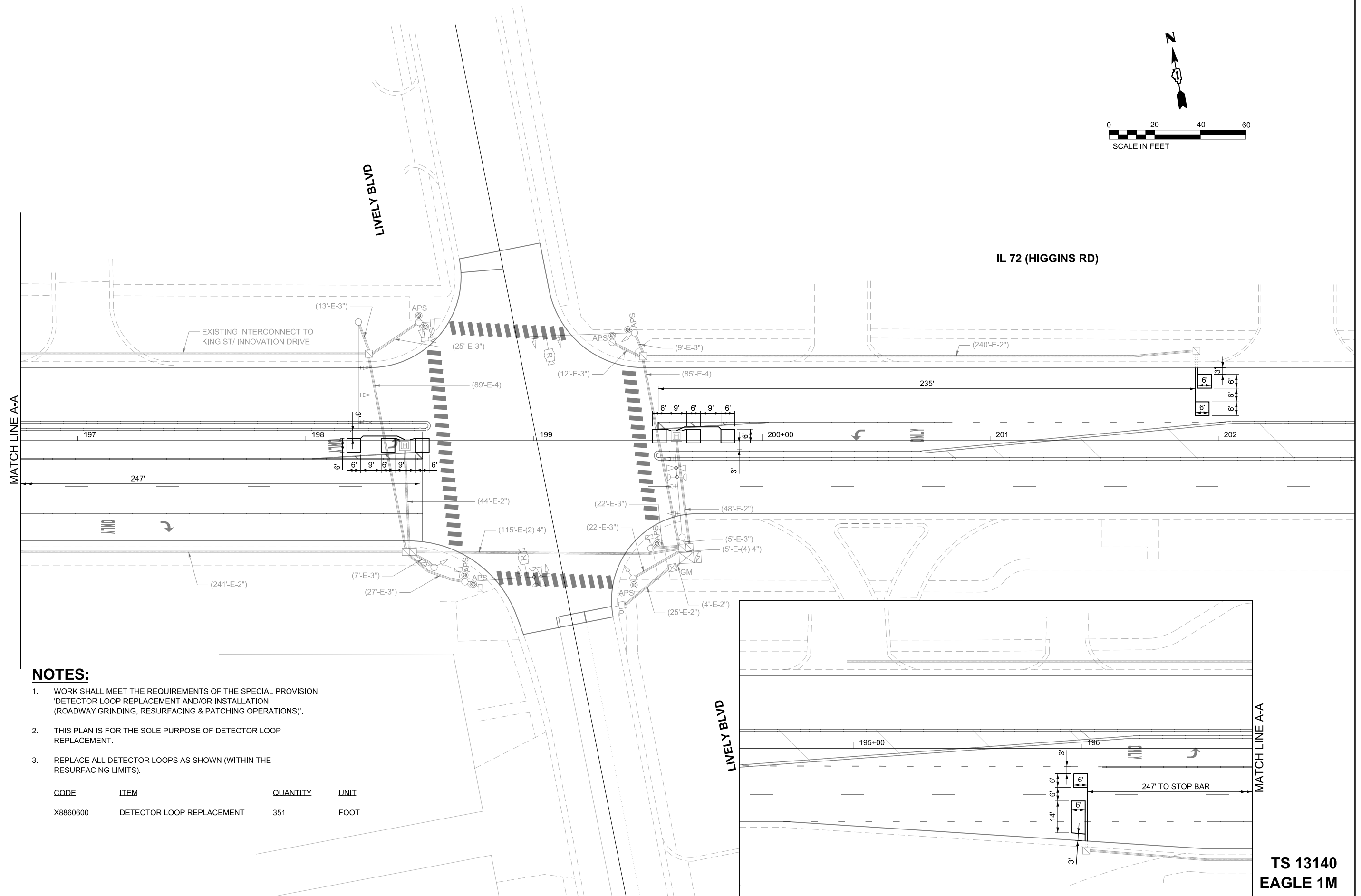
INFRASTRUCTURE
ENGINEERING INCORPORATED
1 South Wacker | Suite 2650 | Chicago, IL 60606
P 312.425.9568 | F 312.425.9568 | www.infrastructure-eng.com



1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, 'DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)'.
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.
3. REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS).

CODE	ITEM	QUANTITY	UNIT
X8860600	DETECTOR LOOP REPLACEMENT	417	FOOT

TS 3335
EAGLE 1M

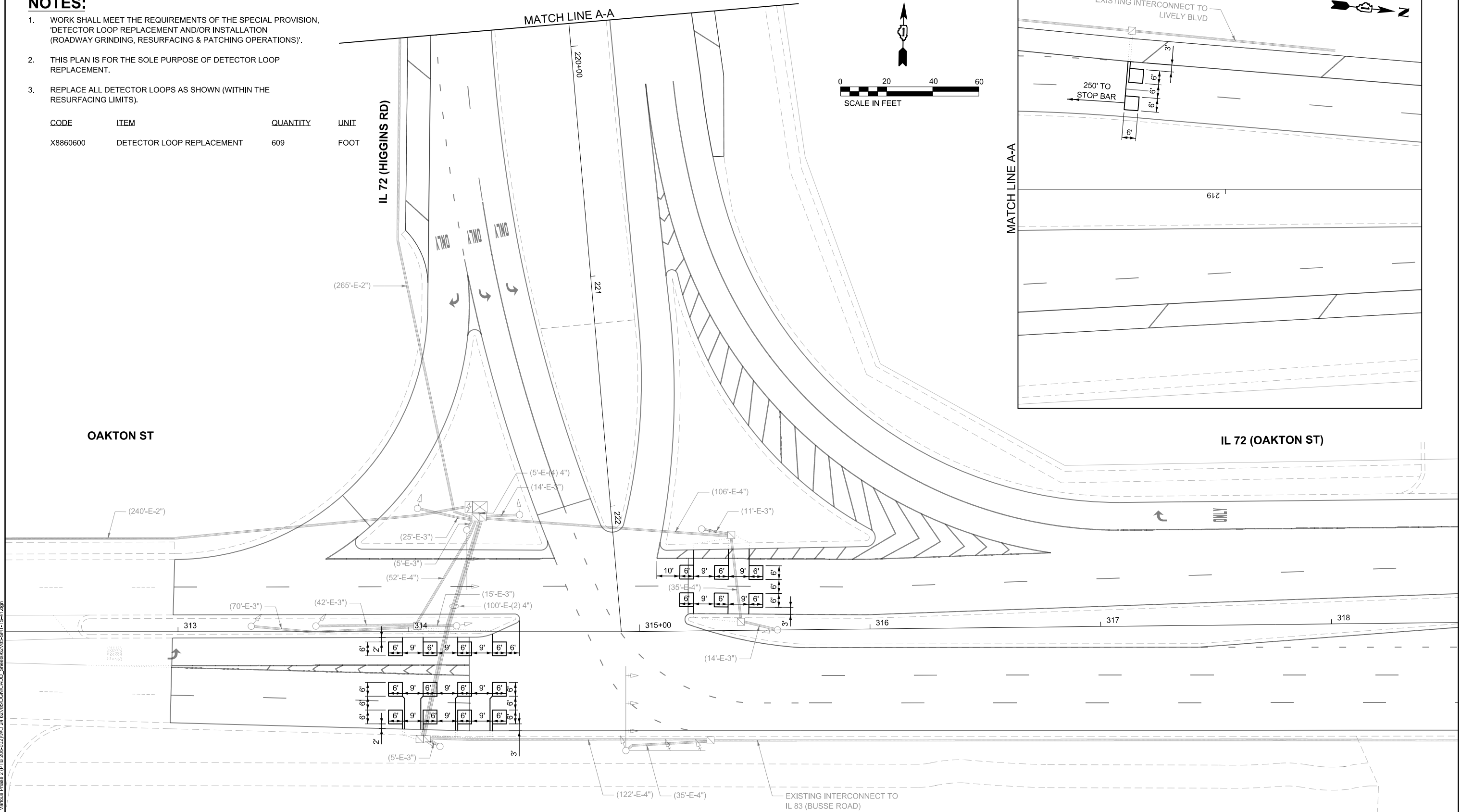
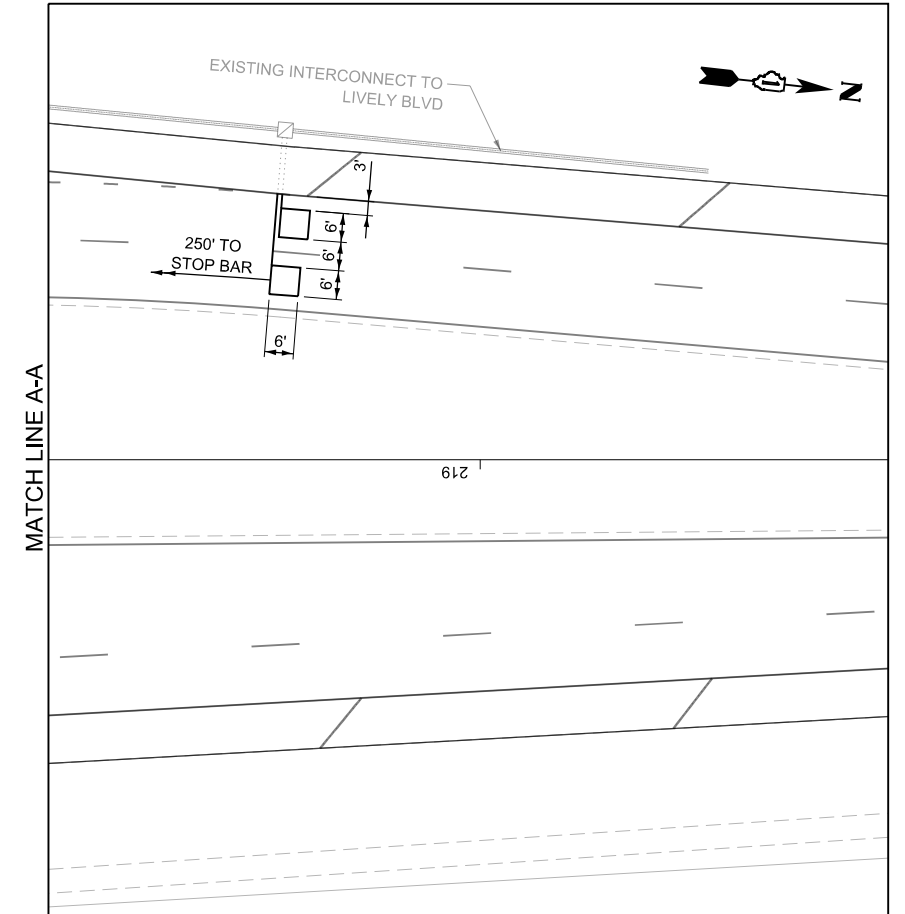
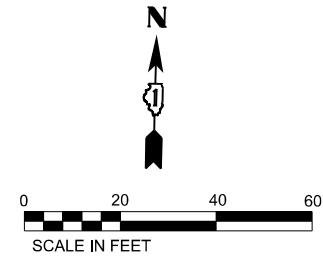


1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, 'DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)'.
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.
3. REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS).

<u>CODE</u>	<u>ITEM</u>	<u>QUANTITY</u>	<u>UNIT</u>
X8860600	DETECTOR LOOP REPLACEMENT	351	FOOT

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, 'DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)';
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.
3. REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS).

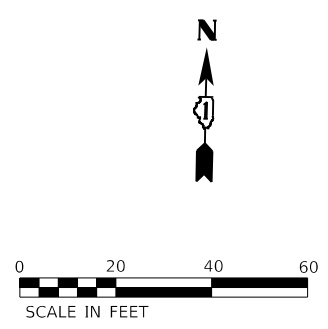
CODE	ITEM	QUANTITY	UNIT
X8860600	DETECTOR LOOP REPLACEMENT	609	FOOT

TS 3240
EAGLE 1M

INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9568 F 312.425.9564 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED - MPK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN IL 72 (HIGGINS ROAD) AT IL 72 (OAKTON STREET) [WEST]				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1" = 20'	DRAWN - MPK	REVISED -						0341	FAP 0341.23 SMART	COOK	60	44
	CHECKED - ACL	REVISED -	CONTRACT NO. 62V85										
	DATE - 02/04/2025												
					SCALE: 1" = 20'	STA.	TO STA.						

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

11 EACH PEDESTRIAN PUSH-BUTTON
2. ALL EXISTING PEDESTRIAN PUSH-BUTTONS SHALL BE REMOVED.
3. CONTRACTOR SHALL PERFORM WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE PEDESTRIAN EQUIPMENT IS NOT OPERATIONAL.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	45
		CONTRACT NO. 62V85		
ILLINOIS		FED. AID PROJECT		

NOTES:

1. CONTRACTOR SHALL PERFORM WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE PEDESTRIAN EQUIPMENT IS NOT OPERATIONAL.
2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE APS EQUIPMENT WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
3. APS BUTTONS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
4. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, 'DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)'.
5. REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS).

CODE	ITEM	QUANTITY	UNIT
X8860600	DETECTOR LOOP REPLACEMENT	2,167	FOOT

RELOCATE EX PED SIGNAL HEAD
PR PEDESTRIAN SIGNAL POST, 10'
APPROX. STA. 324+52.3, 70.5' LT

IL 72 (OAKTON ST)

(110'-E-2")
(112'-E-2")
(30'-E-2")
(5'-E-4" W/
THREADED CAP)

DRILL EX HANDHOLE (2)
(62'-E-2")
RELOCATE EX PED SIGNAL HEAD

PR PEDESTRIAN SIGNAL POST, 10'
APPROX. STA. 324+38.5, 55.9' RT

35'-UC-2"
DRILL EX HANDHOLE (1)

RELOCATE EX PED SIGNAL HEAD

IL 83 (BUSSE RD)

RESURFACING LIMIT

PR PEDESTRIAN SIGNAL POST, 5 FT.
APPROX. STA. 325+73.7, 54.1' RT

(51'-E-4")
(5'-E-4")

RELOCATE EX PED SIGNAL HEAD
PR PEDESTRIAN SIGNAL POST, 10 FT.
APPROX. STA. 325+72.2, 79.2' RT

EXISTING INTERCONNECT TO
OAKTON STREET AND HIGGINS ROAD
(EAST INTERSECTION)

IL 72 (OAKTON ST)



MATCHLINE STA. 327+00
SEE SHEET 42

TS 11310
EAGLE 1M

MODEL: D:\p1\11310\11310-01\11310-01.dwg
FILE: 11310-01.dwg
DATE: 02/04/2025
TIME: 10:00:00
USER: ALane
PROJECT: TS 11310
SHEET: 46
TOTAL SHEETS: 60
CONTRACT NO. 62V85



USER NAME = ALane
PLOT SCALE = 1" = 20'

DESIGNED - MPK
DRAWN - MPK
CHECKED - ACL
DATE - 02/04/2025

REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL INSTALLATION PLAN
IL 72-83 (OAKTON STREET) AT IL 83 (BUSSE ROAD)

SCALE: 1" = 20'

STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	46
CONTRACT NO. 62V85				
ILLINOIS FED. AID PROJECT				

The diagram illustrates a four-way intersection of IL Route 72 (Oakton St) and IL Route 83 (Busse Road). A north arrow is located in the top left corner. The intersection is labeled 'IL ROUTE 72 (OAKTON ST)' and 'IL ROUTE 83 (BUSSE ROAD)'. Various traffic signs are shown, including a 'B' sign and a 'D' sign. Lane numbers 1 through 8 are indicated in circles. The intersection is a T-intersection where Route 83 ends at Route 72.

EQUIPMENT TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	1 OR 3-SECTION	19	11	209
	4-SECTION	-	14	-
	5-SECTION	4	13	52
PROGRAMMABLE	3-SECTION	-	22	-
	4-SECTION	-	32	-
	5-SECTION	-	28	-
PEDESTRIAN SIGNAL		14	15	210
CONTROLLER		1	150	150
MASTER CONTROLLER		-	100	-
UPS		1	25	25
DETECTION	RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH	II OR III	-	35	-
CELLULAR MODEM		-	15	-
TOTAL UPS SIZING				646
UPS CHARGING		1	225	225
BATTERY HEATER MAT		1	180	180
CABINET HEATER		1	200	200
FLASHER		-	15	-
LED STREET NAME SIGN		4	120	480
LUMINAIRE		-	240	-
TOTAL SERVICE WIRE SIZING				1731

 PROTECTED PHASE
 PROTECTED/PERMITTED PHASE
 PEDESTRIAN PHASE
 OVERLAP

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
A	=	2	+	3
B	=	4	+	5

 NO. 14 3/C (BLACK, WHITE, GREEN) TYPE S00W

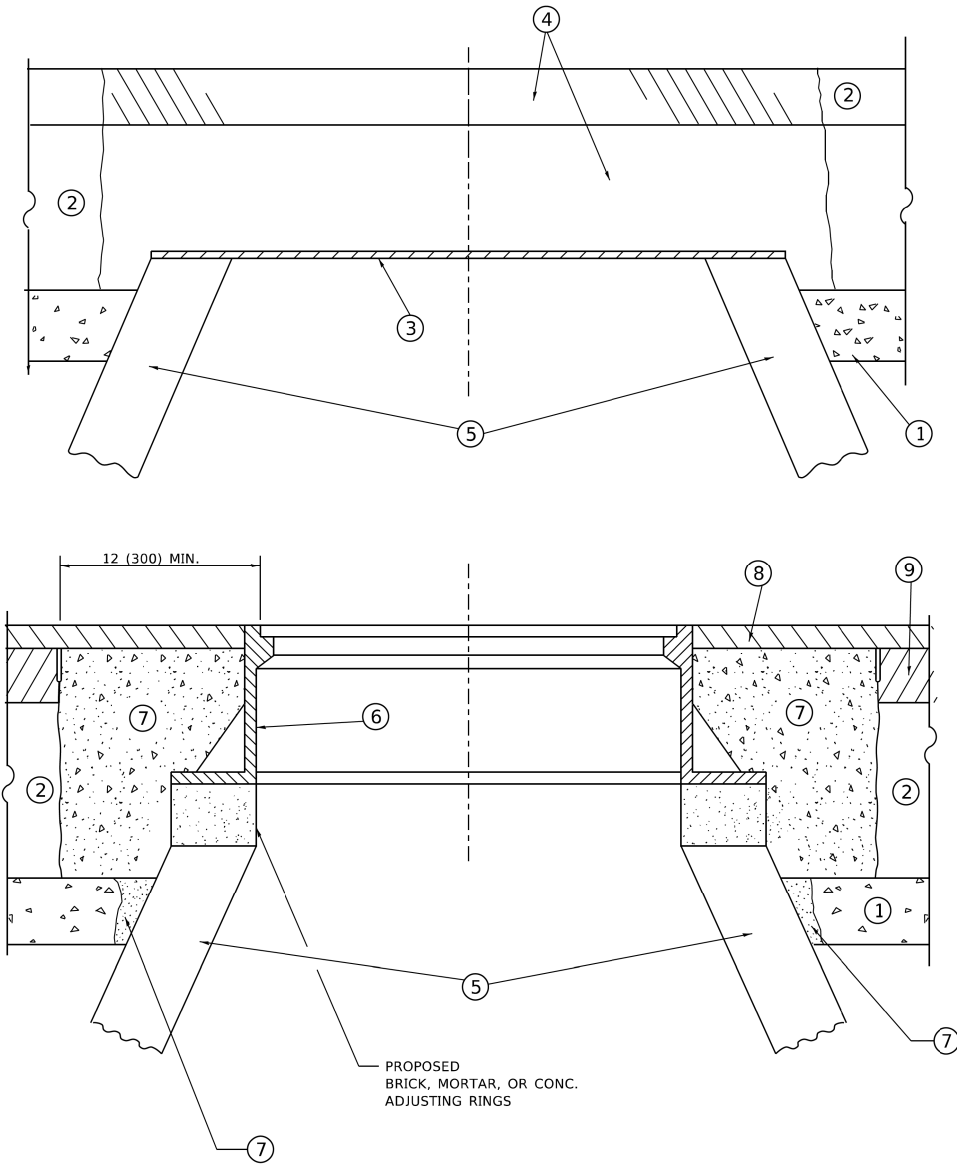
DESCRIPTION	UNIT	TOTAL
PEDESTRIAN SIGNAL POST, 5 FT	EACH	2
PEDESTRIAN SIGNAL POST, 10 FT	EACH	3
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	75
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	3,276
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	716
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	50
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	14
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	20
DRILL EXISTING HANDHOLE	EACH	5
DETECTOR LOOP REPLACEMENT	FOOT	2,167
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	3
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
ROD AND CLEAN EXISTING CONDUIT	FOOT	745

CONTACT: CHRISTINE LEFTWICH
PHONE: (630) 424-5124
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 0829153004
METER NUMBER: _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	47
		CONTRACT NO. 62V85		
		ILLINOIS	FED. AID PROJECT	

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, 'DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS)'.
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.
3. REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS).





**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

NOTES

- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- 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)

- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

THE PROCEDURE EXPLAINED ABOVE SHALL CONFORM TO THE APPLICABLE PORTIONS OF SECTIONS 353, 406, 602, AND 603 OF THE STANDARD SPECIFICATIONS EXCEPT THAT "THE CONTRACTOR SHALL ADJUST THE STRUCTURES TO THE FINISHED PAVEMENT ELEVATION NO MORE THAN 5 CALENDAR DAYS PRIOR TO PLACEMENT OF THE FINAL LIFT OF SURFACE UNLESS APPROVED BY THE ENGINEER."

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

- REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 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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USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	49
BD600-03 (BD-08)		CONTRACT NO. 62V85		
ILLINOIS		FED. AID PROJECT		

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."

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.



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.

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.

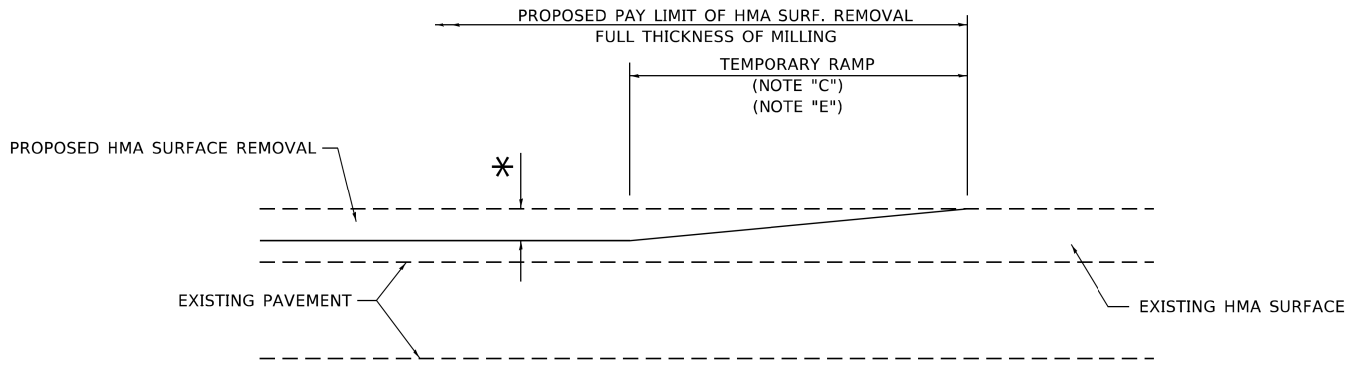
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PLOT DATE = 11/18/2022	DATE = 10-25-94	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.
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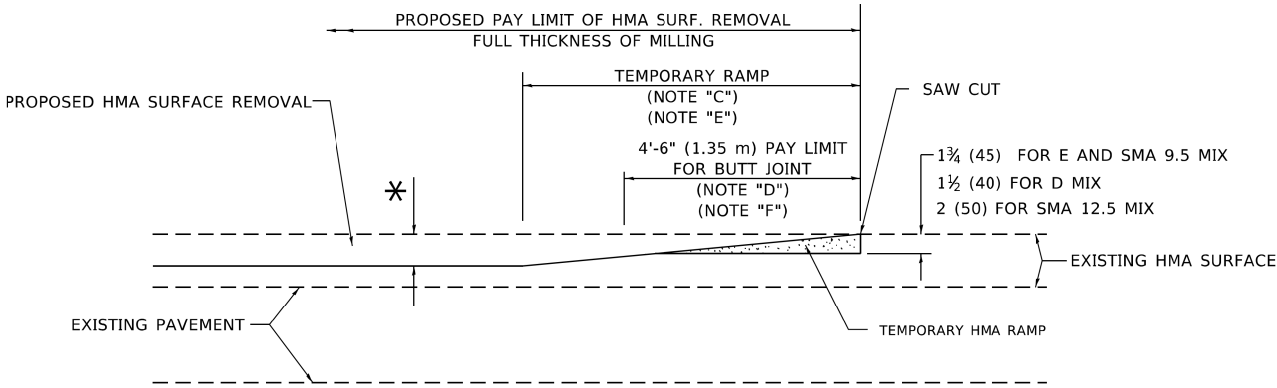
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0341	FAP 0341 23 SMART	COOK	60	50
BD400-04 (BD-22)		CONTRACT NO. 62V85		
	ILLINOIS	FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

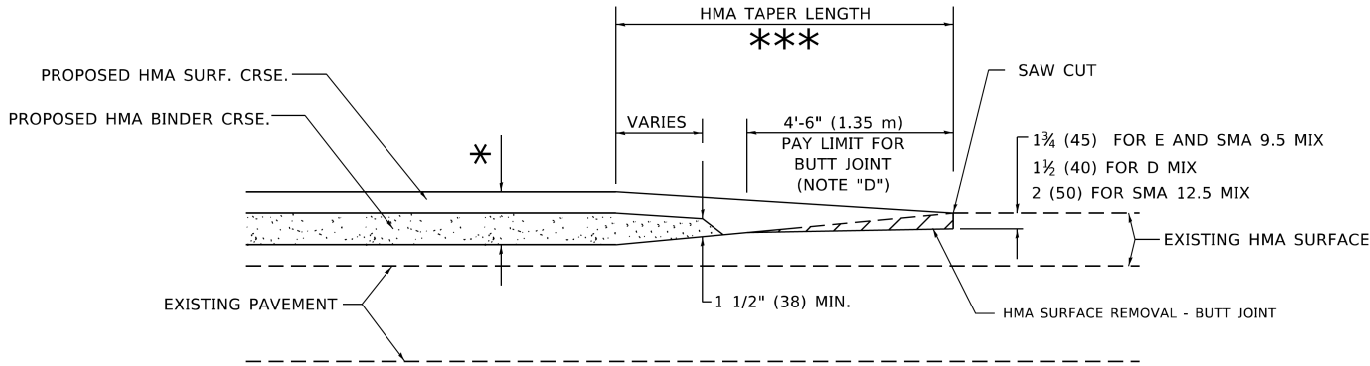


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

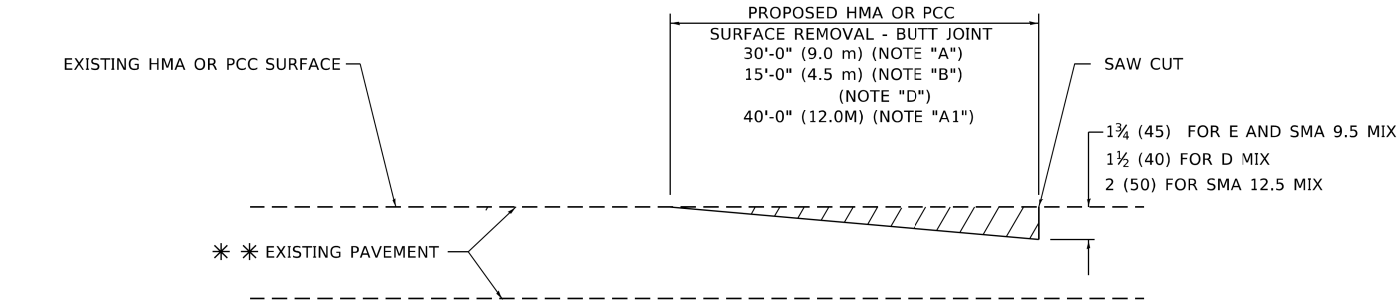
OPTION 2

TYPICAL TEMPORARY RAMP

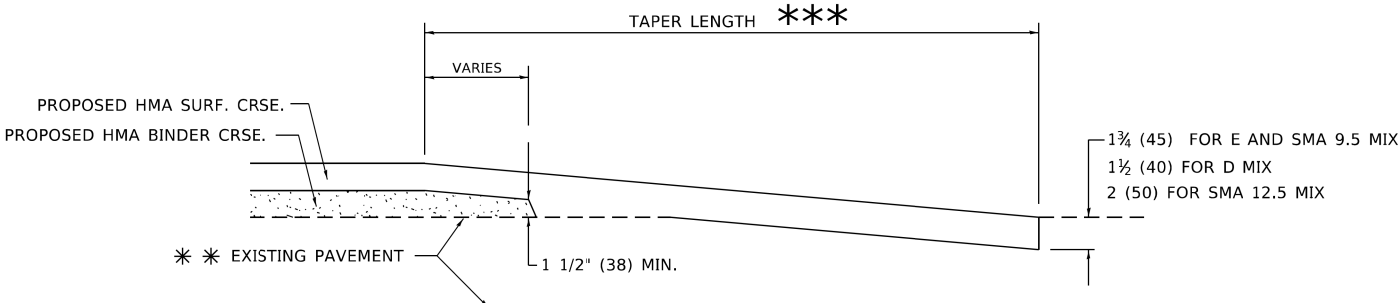


**BUTT JOINT AND
HMA TAPER**

**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.

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	DRAWN -	REVISED - M. GOMEZ 04-06-01
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PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

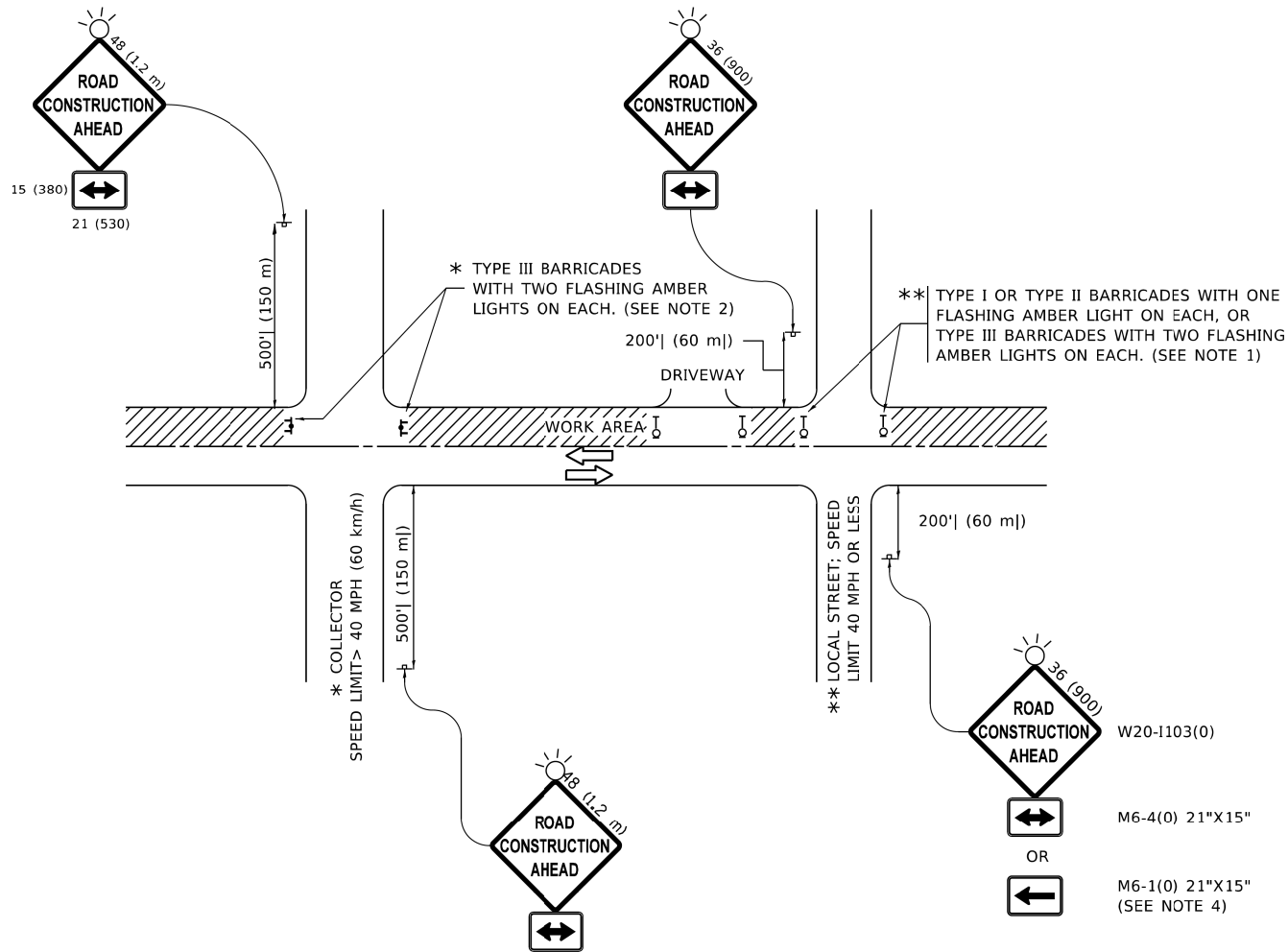
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	52
BD400-05 BD-32		CONTRACT NO. 62V85		
ILLINOIS		FED. AID PROJECT		

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NOTES:

- 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:
 - 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.
 - 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.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
- SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- 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.
- ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- 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.

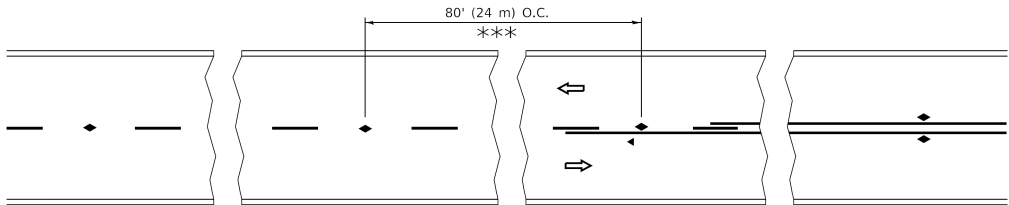
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	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

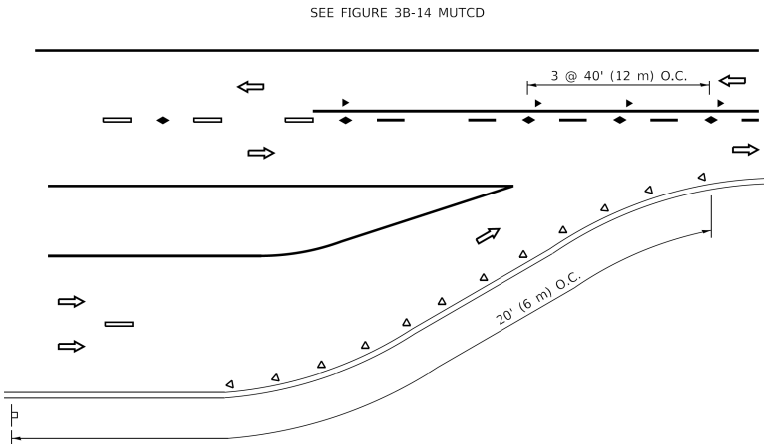
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 62V85		
		ILLINOIS	FED. AID PROJECT	

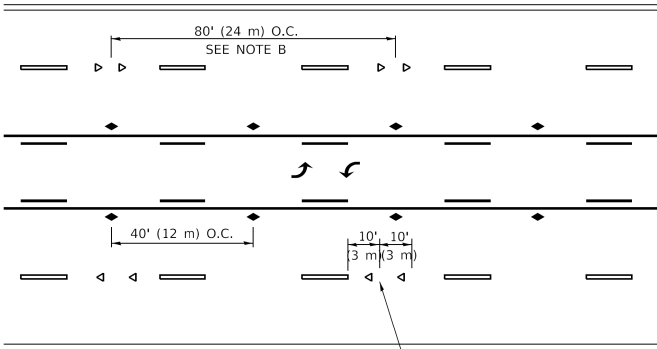


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

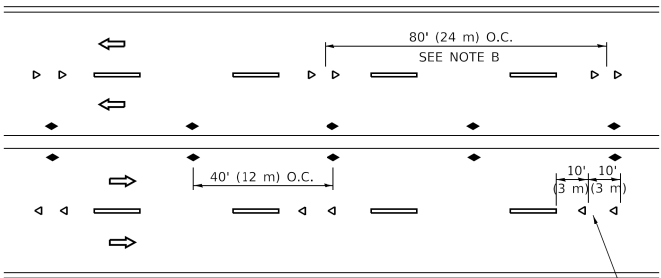
TWO-LANE/TWO-WAY



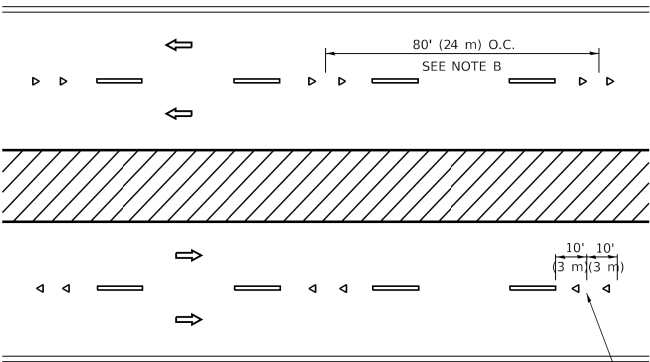
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

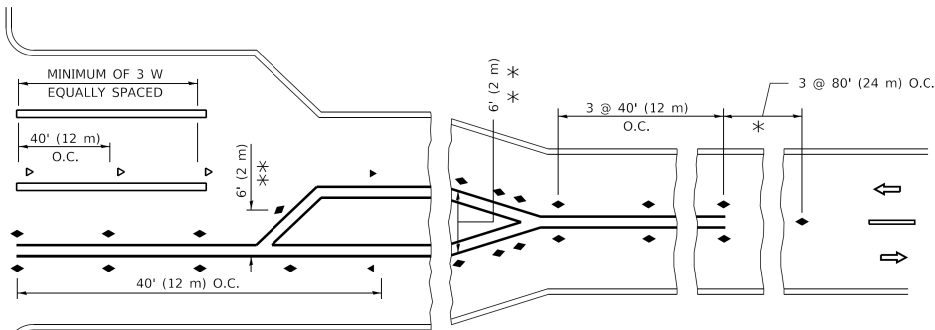
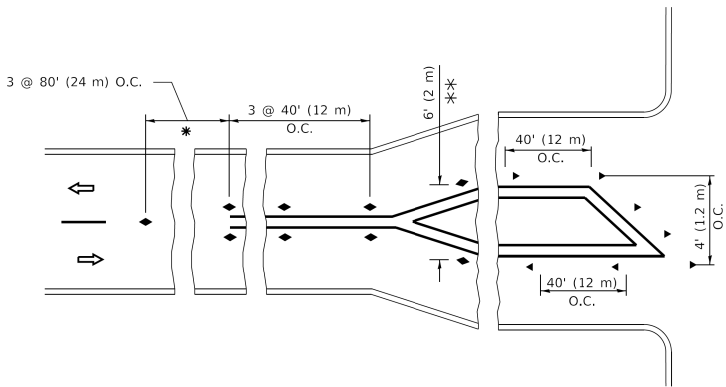
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

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.

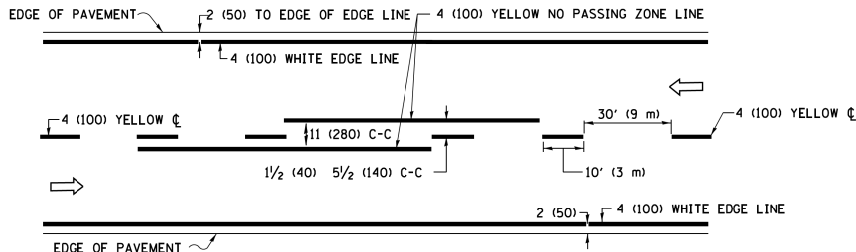
TURN LANES

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

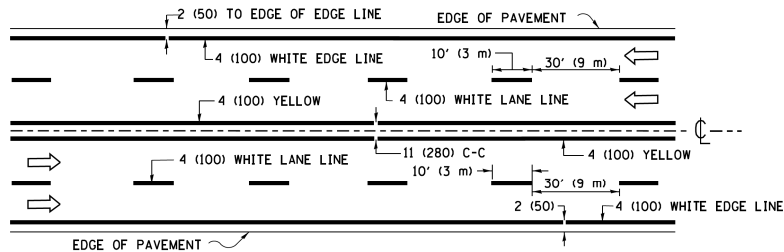
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	USER NAME = footemj		DESIGNED -	REVISED - T. RAMMACHER 03-12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -		REVIS	REVIS					0341	FAP 0341 23 SMART	COOK	60	54
	PLOT SCALE = 50.0000 ' / in.		CHECKED -	REVISED - C. JUCIUS 09-09-09		SCALE: NONE			TC-11				
	PLOT DATE = 3/4/2019		DATE -	REVISED - C. JUCIUS 07-01-13		SHEET 1 OF 1 SHEETS			ILLINOIS FED. AID PROJECT				

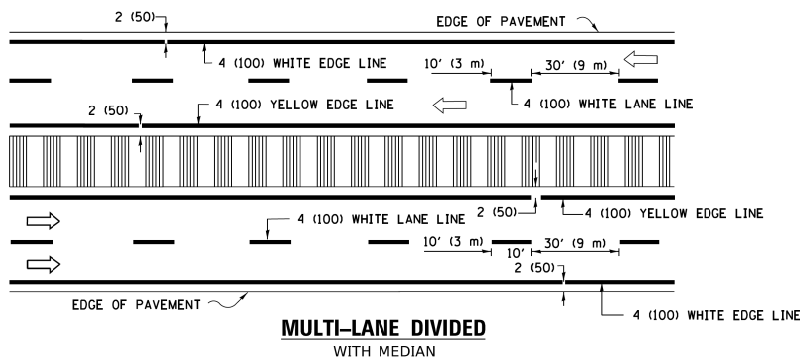
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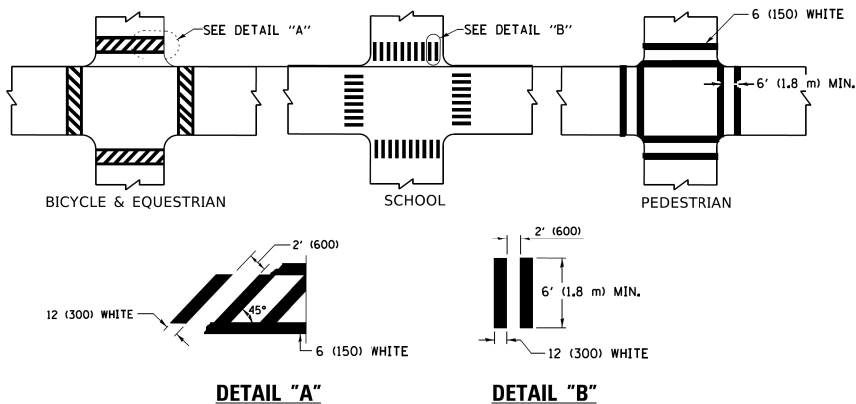
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

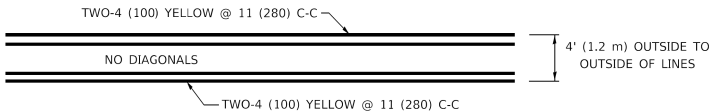


TYPICAL LANE AND EDGE LINE MARKING

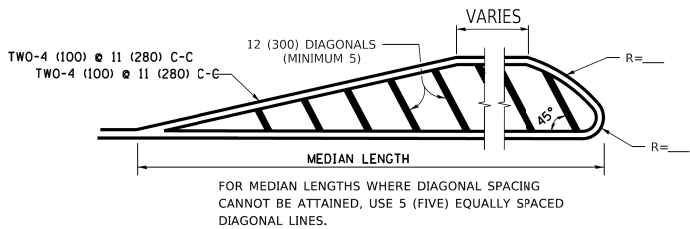


TYPICAL CROSSWALK MARKING

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

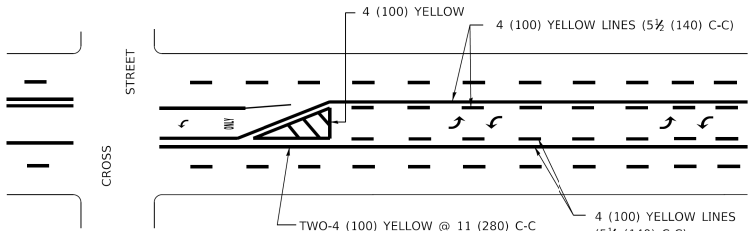


4' (1.2 m) WIDE MEDIANS ONLY

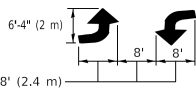


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

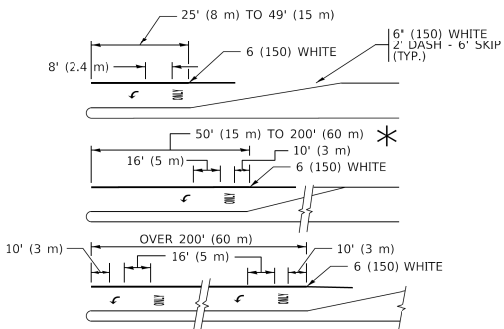


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

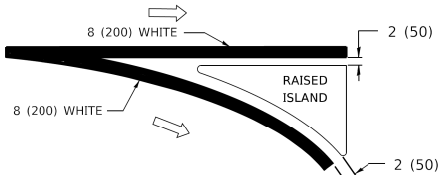
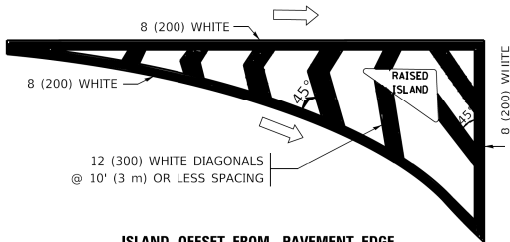


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

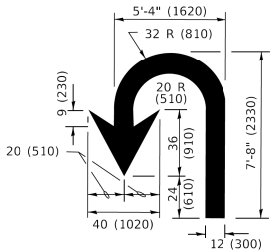
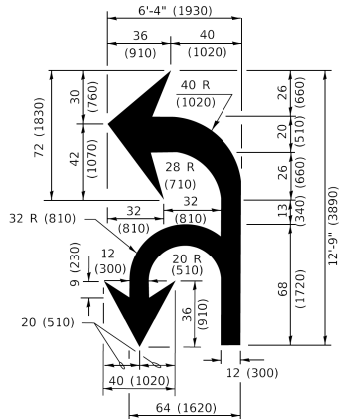
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING



LANE REDUCTION TRANSITION

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	55
TC-13		CONTRACT NO. 62V85		
		ILLINOIS / FED. AID PROJECT		

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

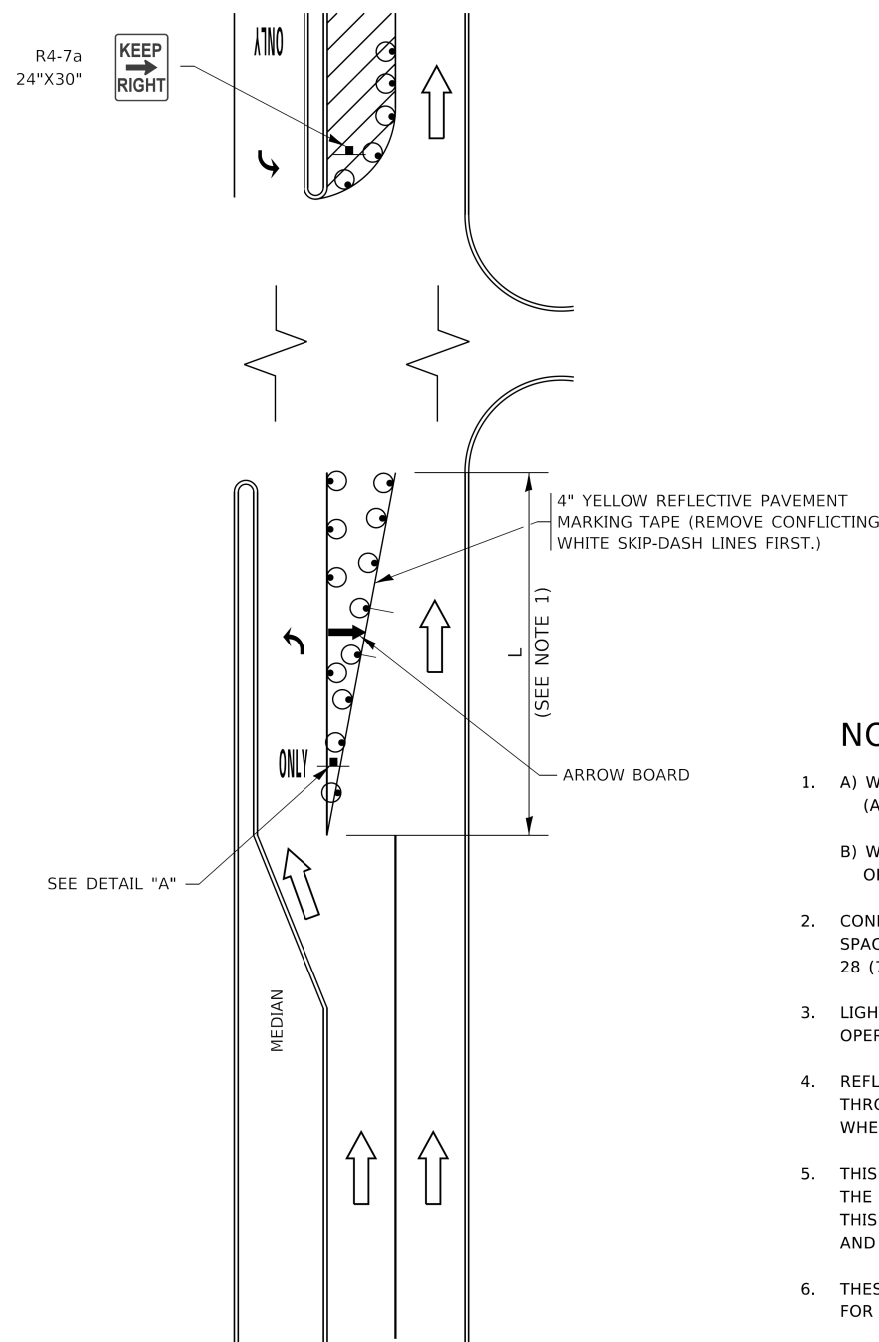


FIGURE 1

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:

- A) WHEN "L" IS $\leq$ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 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.
- 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" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

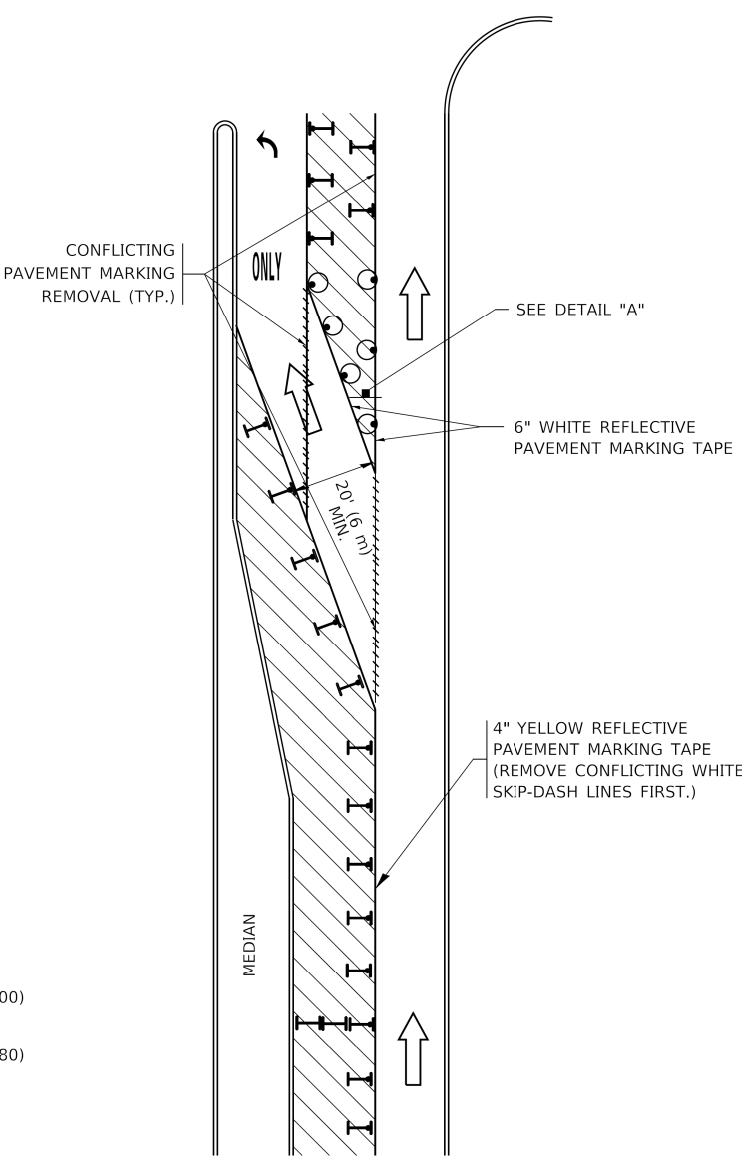
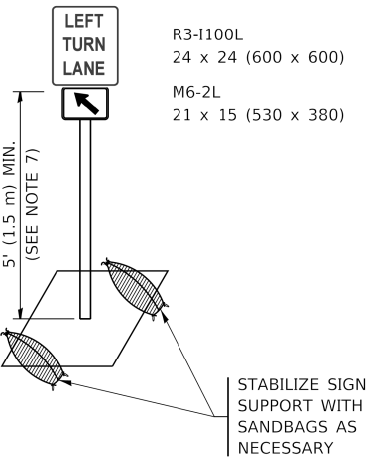


FIGURE 2



DETAIL A

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

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PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -

DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	56
TC-14		CONTRACT NO. 62V85		
ILLINOIS		FED. AID PROJECT		

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

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

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.

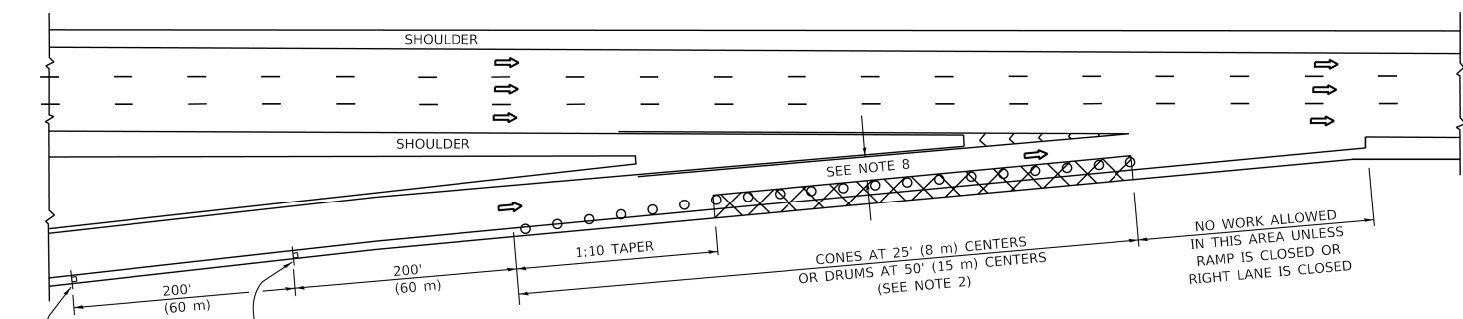
4 (100) LINE = 225.9 ft. (68.9 m)
75.3 sq. ft. (6.99 sq. m)

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

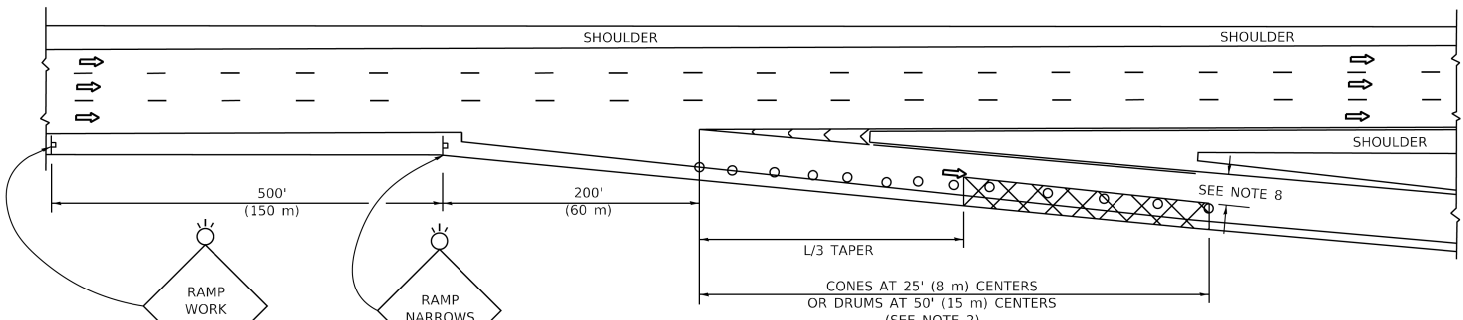
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						SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.

PARTIAL RAMP CLOSURE DETAILS

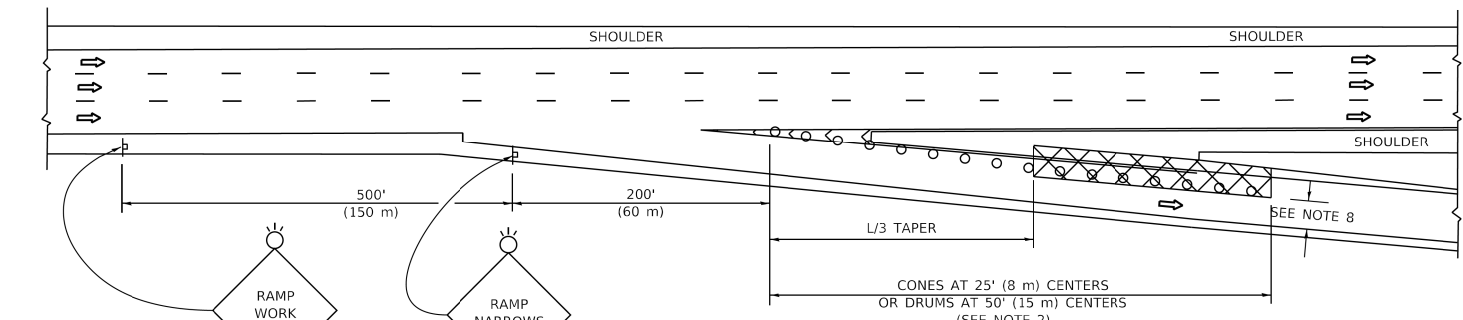
SHOULDER CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



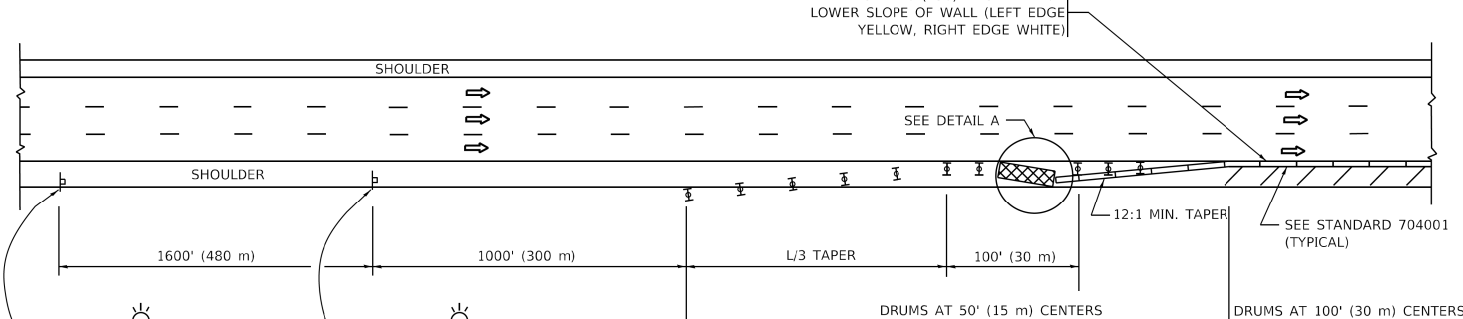
TYPICAL EXIT RAMP

SYMBOLS

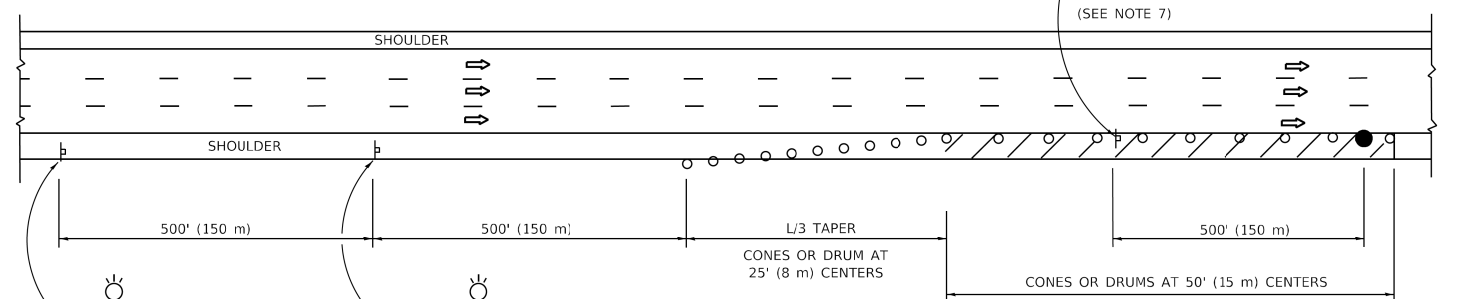
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES:

- THE "L" DISTANCE EQUALS:
SPEED LIMIT
45 mph (80 km/h)
OR GREATER:
W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
FORMULAS
METRIC ENGLISH
L=0.65(W)/S L=(W)/S
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.



PERMANENT SHOULDER CLOSURE



TEMPORARY SHOULDER CLOSURE

- THIS DETAIL IS USED WHERE:
- VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.



DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)

- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
b. THE WORK AVTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.

- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.
- TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

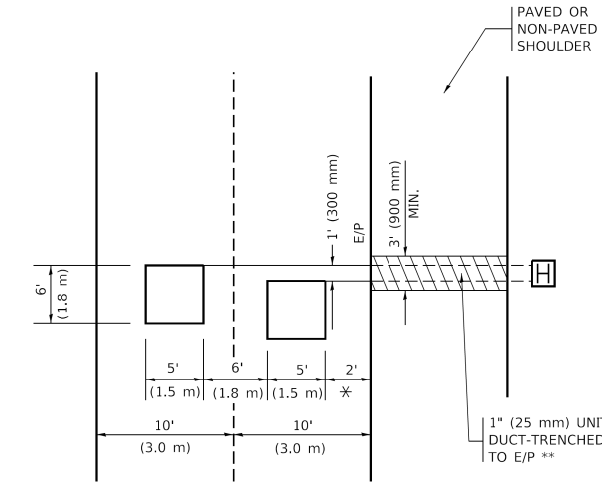
TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0341	FAP 0341 23 SMART	COOK	60	57A
TC-17		CONTRACT NO. 62V85		
		ILLINOIS FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

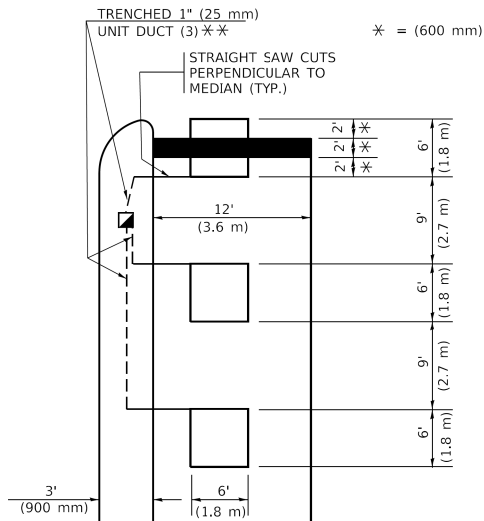


* = (600 mm)

** 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)

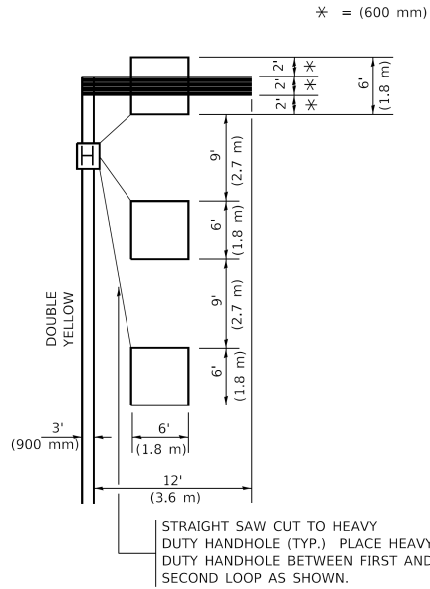
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

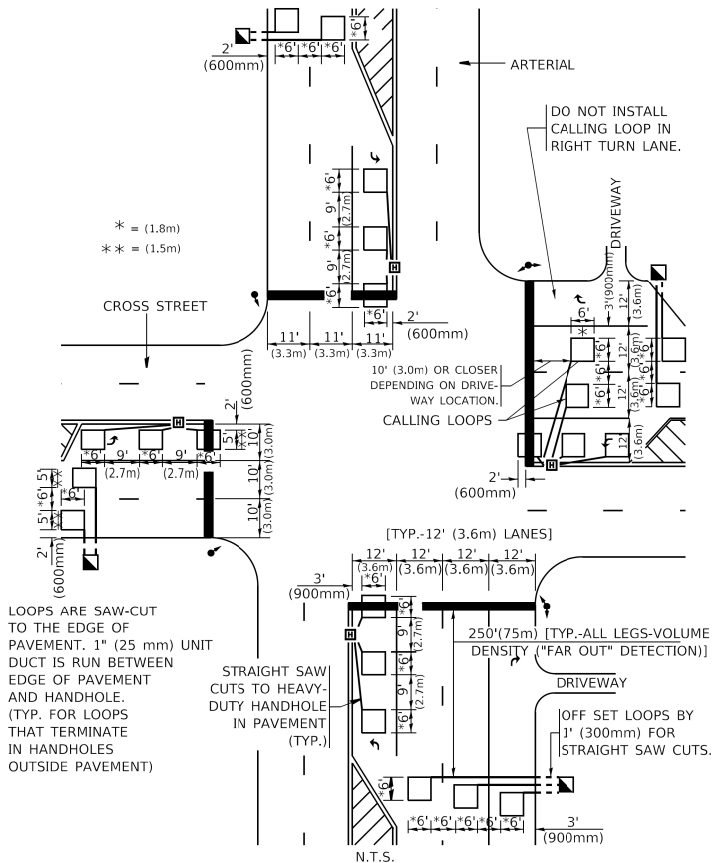
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



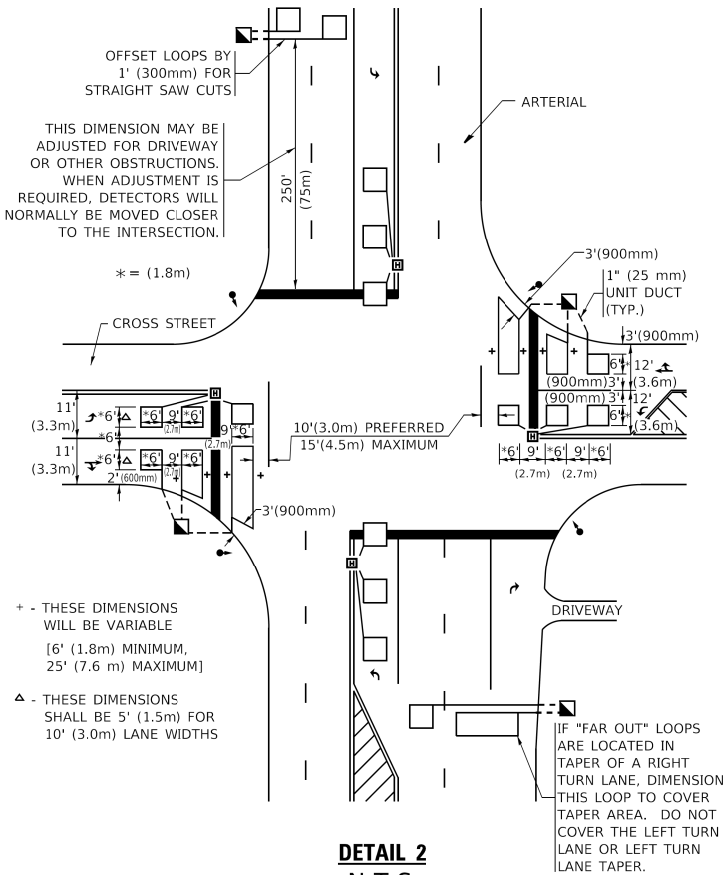
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

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.

USER NAME = footemj	DESIGNED -	REVISED -
PLOT SCALE = 50.0000' / in.	CHECKED - R.K.F.	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DETAILS FOR ROADWAY RESURFACING				0341	FAP 0341 23 SMART	COOK	60	60
				TS-07		CONTRACT NO. 62V85		
				ILLINOIS		FED. AID PROJECT		