STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DUPAGE ILLINOIS CONTRACT NO. 62V86

D-91-064-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED WITHIN THE VILLAGES OF WOODRIDGE AND LISLE

TRAFFIC DATA:

IL ROUTE 53:

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0

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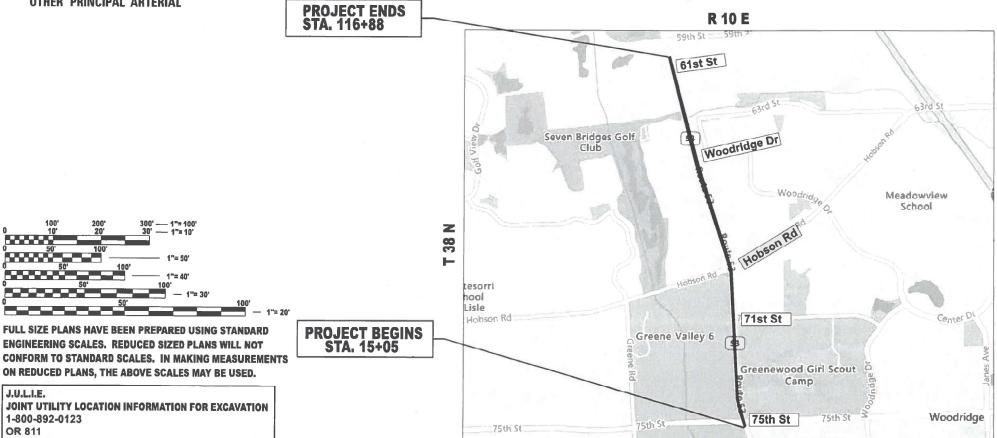
N OF 61ST STREET TO 75TH STREET ADT (2023) = 25400 VPD TO 27300 VPD SPEED LIMIT = 45 MPH

OTHER PRINCIPAL ARTERIAL

PROPOSED HIGHWAY PLANS

FAP ROUTE 870: IL 53 (LINCOLN AVENUE) NORTH OF 61ST STREET TO 75TH STREET **SECTION: FAP 0870 23 SMART** PROJECT: NHPP-KB3C(766) **SMART OVERLAY, ADA IMPROVEMENTS DUPAGE COUNTY**

C-91-072-24

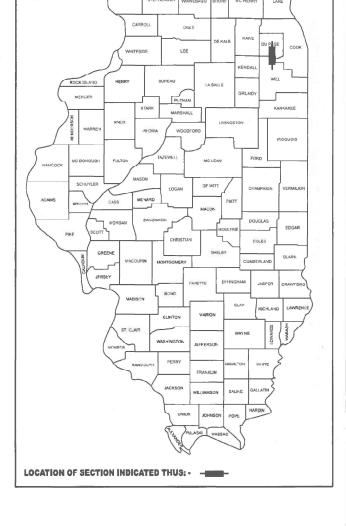


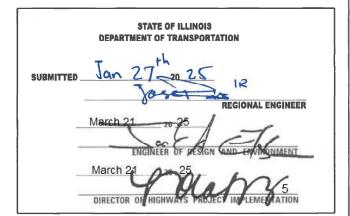
DUPAGE TOWNSHIP

GROSS LENGTH = NET LENGTH = 10,188 FT. = 1.930 MILES

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

LOCATION MAP





CONTRACT NO. 62V86

PROJECT MANAGER: FAWAD AQUEEL

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432

INDEX OF SHEETS

SHEET

STATE STANDARDS

NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION
1	COVER SHEET	000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
3-5	SUMMARY OF QUANTITIES	424021-07	DEPRESSED CORNER FOR SIDEWALKS
6-8	EXISTING AND PROPOSED TYPICAL SECTIONS	424026-04	ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
9-12 13	ROADWAY AND PAVEMENT MARKING PLANS	424031-03	MEDIAN PEDESTRIAN CROSSINGS
14-18	DRAINAGE PLANS AND SCHEDULE ADA IMPROVEMENT PLANS	442201-03	CLASS C AND D PATCHES
19-29	TRAFFIC SIGNAL PLANS	604001-05	FRAMF AND I IDS TYPF 1
30	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	604091-05	FRAME AND GRATE TYPE 24
31	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
32	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
32	BD-32: BUTT JOINT AND HMA TAPER DETAILS	701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
		701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
34	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
35	TC-11: TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS	701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
	(SNOW-PLOW RESISTANT)	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
36	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKING	701801-06	SIDEWALK, CORNER, OR CROSSWALK CLOSURE
37	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN	701901-10	TRAFFIC CONTROL DEVICES
	OPEN TO TRAFFIC)	780001-05	TYPICAL PAVEMENT MARKINGS
38	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS	781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
39	TC-22: ARTERIAL ROAD INFORMATION SIGN	814001-03	HANDHOLES
40	TC-26: DRIVEWAY ENTRANCE SIGNING	857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
41	TS-02: MAST ARM MOUNTED STREET NAME SIGNS	873001-02	TRAFFIC SIGNAL GROUNDING & BONDING
42-48	TS-05: DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (SHEETS 1 TO 7)	878001-11	CONCRETE FOUNDATION DETAILS
49	TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR		
43	ROADWAY RESURFACING	880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
50	PD-01: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS	886001-01	DETECTOR LOOP INSTALLATIONS
51	PD-02: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS	886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS
52	PD-04: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH TURNING SPACE		

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT
 (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC,
 TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
- 2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGES OF LISLE AND WOODRIDGE.
- 3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 5. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 6. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI, AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 7. ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 8. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 10. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- 11. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 12. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)" SHOWN IN THE PLANS.
- 13. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS
- 14. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A FIELD LABORATORY FOR USE FOR ANY ON-SITE TESTING BY THE ENVIRONMENTAL FIRM. NO TESTING OF ANY KIND CONTAMINATED OR NON-CONTAMINATED, FLUID OR SOLID SHALL BE PERMITTED IN THE ENGINEER'S FIELD OFFICE.
- 15. ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, DRAINAGE ADJUSTMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
- 16. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS IN THE FIELD. UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID FOR THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 17. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MIN. 1:3 (V;H).
- 18. 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 SHALL BE PAID FOR ACCORDING TO THE ARTICLE 109.04 OF THE STANDARD UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 19. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 20. ALL MILLED SURFACES SHALL BE UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT
- 21. TEMPORARY PAVEMENT MARKING LINE 4" TYPE IV TAPE SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 22. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/12/2025	DATE -	REVISED -

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20200100	EARTH EXCAVATION			CU YD	55	55							44201821	CLASS D PATCHES, TYP	PE IV, 14 INCH	SQ YD		693					
24404645	TORGON FURNICH AND DI AGE. 48			SOVE	400	400						H	E0000000	TEMPODA DV COIL DETI	ENTION CYCTEM	- CO FT	250	250					
21101615	TOPSOIL FURNISH AND PLACE, 4"			SQ YD	180	180						\vdash	52200020	TEMPORARY SOIL RETI	ENTION 575 TEM	SQ FT	350	350					
25200110	SODDING, SALT TOLERANT			SQ YD	180	180							550A0050	STORM SEWERS, CLAS	SSA, TYPE 1 12"	FOOT	5	5					
25200200	SUPPLEMENTAL WATERING			UNIT	1	1							60201340	CATCH BASINS, TYPE A	A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	1	1					
																		 					-
35501308	HOT-MIX ASPHALT BASE COURSE, 6"			SQ YD	54	54						\vdash	60218400	MANHOLES, TYPE A, 4-	-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					1
40600290	BITUMINOUS MATERIALS (TACK COAT))		POUND	35010	35010							60255500	MANHOLES TO BE ADJU	USTED	EACH	2	2					
40600370	LONGITUDINAL JOINT SEALANT			FOOT	30150	30150							60300105	FRAMES AND GRATES	TO BE ADJUSTED	EACH	3	3					
H																							
H												+											
40600400	MIXTURE FOR CRACKS, JOINTS, AND	FLANGEWAYS		TON	105	105						$\downarrow \downarrow \downarrow$	60300305	FRAMES AND LIDS TO E	BE ADJUSTED	EACH	20	20					
												Ш											
40600982	HOT-MIX ASPHALT SURFACE REMOVA	L-BUTT JOINT		SQ YD	410	410							60603800	COMBINATION CONCRE	ETE CURB AND GUTTER, TYPE B-6.12	FOOT	29	29					
40604060	HOT-MIX ASPHALT SURFACE COURSE	E. IL-9.5. MIX "D". N50		TON	633	633							60605000	COMBINATION CONCRE	ETE CURB AND GUTTER, TYPE B-6.24	FOOT	235	235					
H		,,=, = ,		1								H			COMBINATION CONCRETE CORD AND GOTTER, TIPE 5-0,24			+					
40605026	POLYMERIZED HOT-MIX ASPHALT SUR	RFACE COURSE, STONE MATRIX	(ASPHALT, 9.5, MIX "F", N80	TON	6848	6848						*	66900200	NON-SPECIAL WASTE D	DISPOSAL	CU YD	55	55					
42001300	PROTECTIVE COAT			SQ YD	465	465						*	66900530	SOIL DISPOSAL ANALYS	SIS	EACH	1	1					
42300400	PORTLAND CEMENT CONCRETE DRIV	/EWAY PAVEMENT. 8 INCH		SQ YD	7	7						*	66901001	REGULATED SUBSTANC	CES PRE-CONSTRUCTION PLAN	L SUM	1	1					
				1														<u> </u>					
																		-					
42400200	PORTLAND CEMENT CONCRETE SIDE	WALK 5 INCH		SQ FT	2446	2446						*	66901003	REGULATED SUBSTANC	CES FINAL CONSTRUCTION REPORT	L SUM	1	1					
42400800	DETECTABLE WARNINGS			SQ FT	270	270						*	66901006	REGULATED SUBSTANC	CES MONITORING	CAL DA	11	11					
44000155	HOT-MIX ASPHALT SURFACE REMOVA	L, 1 1/2"		SQ YD	7460	7460						1	67100100	MOBILIZATION		L SUM	1	1					
												1	70102620		D PROTECTION, STANDARD 701501	L SUM		1					
44000150	HOT MIV ACRUAL TOURS ACE BEACH	.1 4 2/4"		80.72	60070	60070						$\parallel \parallel$											
44000156	HOT-MIX ASPHALT SURFACE REMOVA	NL, 1 3/4		SQ YD	69870	69870						$\mid \mid \mid \mid$	70102630	TRAFFIC CONTROL AND	D PROTECTION, STANDARD 701601	L SUM	+ '	1					1
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5 44000200	DRIVEWAY PAVEMENT REMOVAL			SQ YD	60	60						ΙШ	70102632	TRAFFIC CONTROL AND	D PROTECTION, STANDARD 701602	L SUM	1	1					
No.																							
44000600	SIDEWALK REMOVAL			SQ FT	2466	2466							70102635	TRAFFIC CONTROL AND	D PROTECTION, STANDARD 701701	L SUM	1	1					
1064																							
44201915	CLASS D PATCHES, TYPE II, 14 INCH			SQ YD	210	210						H	70102640	TRAFFIC CONTROL AND	D PROTECTION, STANDARD 701801	L SUM	1	1					
E 44201013	SERVED FATORIES, FIFE II, 14 INCH			50,10	210	210							70102040	TO CONTROL AND	CTACTECTION, CHARDAN POLICE	LOUN	'	'					-
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44201819	CLASS D PATCHES, TYPE III, 14 INCH			SQ YD	1155	1155							70300100	SHORT TERM PAVEMEN	NT MARKING	FOOT	14990	14990			★ = SI	PECIALTY	ITEMS
widot																					\ \times \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	ORK (100%	ICIPATING STATE)
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DRAWN - REVISED - STATE OF ILLINOIS CHECKED - REVISED - DEPARTMENT OF TRANSPORTATION PLOT DATE = 2/5/2025 DATE - REVISED - STATE OF ILLINOIS FED. AID PROJECT STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SCALE: SHEET 2 OF 3 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT					1									1						
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Part							TRAFFIC	URBAN	URBAN URBAN	41				i				URBAN	URBAN	URBAN
No.		SUMMARY OF QUANTITIES				ROADWAY	SIGNALS			41		SUMMARY OF QUANTITIES				ROADWAY	SIGNALS			
March Marc		IBERT LORI SHORT TERM PAVEMENT MARKING REMOVAL SO F TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT FOOT TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT FOOT TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT FOOT TEMPORARY PAVEMENT MARKING - LINE 2"- PAINT FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 2"- PAINT THERMOPLASTIC PAVEMENT MARKING - LINE 6" FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 12" FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 24" FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 4" FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 6" FOOT THERMOPLASTIC PAVEMENT MARKING - LINE 6" FOOT THERMOPLASTIC			FED 20%		FED 20%								FED 20%		FED 20%			
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Column C	70300130 SHORT TERM FAVEME	ENT WARRING REWOVAL	SQFI	7040	7040		1			- ′	67301305 ELECTRIC CABLE IN COI	NDUIT, LEAD-IN, NO. 14 I FAIR	1001	676			676			
Column C										-										
## April Section Processes Continues (Continues Continues Contin	70300211 TEMPORARY PAVEME	NT MARKING LETTERS AND SYMBOLS - PAINT	SQFT	3903	3903		-			- ²	87301805 ELECTRIC CABLE IN COM	NDUIT, SERVICE, NO. 6 2 C	FOOT	27			27			
## April Section Processes Continues (Continues Continues Contin										4										
Part	70300221 TEMPORARY PAVEME	NT MARKING - LINE 4"- PAINT	FOOT	73980	73980					_	87301900 ELECTRIC CABLE IN CON	NDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	27			27			
Part										-										
No.	70300241 TEMPORARY PAVEME	NT MARKING - LINE 6"- PAINT	FOOT	15675	15675					_ 2	* 87800100 CONCRETE FOUNDATION	IN, TYPE A	FOOT	4			4			
No.																				
Value Valu	70300251 TEMPORARY PAVEME	NT MARKING - LINE 8"- PAINT	FOOT	315	315						* 87900200 DRILL EXISTING HANDHO	OLE	EACH	9			9			
Value Valu																				
	70300261 TEMPORARY PAVEME	NT MARKING - LINE 12"- PAINT	FOOT	3720	3720						* 88102717 PEDESTRIAN SIGNAL HE	EAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2			2			
	70300281 TEMPORARY PAVEME	NT MARKING - LINE 24"- PAINT	FOOT	2565	2565					7	★ 88500100 INDUCTIVE LOOP DETEC	CTOR	EACH	9			9			
	LL	-								7	★ 88600100 DETECTOR LOOP, TYPE	ii	FOOT	3935			3935			
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	★ 78000100 THERMOPLASTIC PAV	YEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1301	1301					-	★ 89500200 RELOCATE EXISTING PE	EDESTRIAN SIGNAL HEAD	EACH	1			1			
										1										
	★ 78000200 THERMOPLASTIC PAV	/EMENT MARKING - LINE 4"	FOOT	24660	24660						★ 89501250 RELOCATE EXISTING TR	RAFFIC SIGNAL EQUIPMENT	EACH	1			1			
No.										1 F										
No.	★ 78000400 THERMOPLASTIC PAV	FMENT MARKING - LINE 6"	FOOT	5225	5225						♣ 89502300 REMOVE ELECTRIC CAB	BLE FROM CONDUIT	FOOT	428			428			
Page	7 TOOGTO THE TANGET ENGINE		1001	0220	0220					⊢ F	TEMOVE ELECTRIC CAR	SEL TROM GOTDON	1001	120			120			
Page	THERMORI ASTIC BAN	VEMENT MADVING LINE 9"	FOOT	105	105					٦,	PEMOVE AND REINSTALL	LELECTRIC CARLE EROM CONDUIT	FOOT	146			146			
1 1 1 1 1 1 1 1 1 1	70000500 THERWOPLASTIC FAV	EMENT MARRING - LINE 0	1001	103	105					- F	09502550 REMOVE AND REINSTAL	LE ELECTRIC CABLE FROM CONDUIT	1001	140			140			-
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1 1 1 1 1 1 1 1 1 1	78000600 THERMOPLASTIC PAV	EMEN I MARNING - LINE 12"	FOOT	1240	1240					- *	REMOVE EXISTING TRAF	FFIC SIGNAL EQUIPMENT	EACH	2			2			
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Part	78000650 THERMOPLASTIC PAV	EMENT MARKING - LINE 24*	FOOT	855	855					- F	89502376 REBUILD EXISTING HAN	DHOLE	EACH	3			3			
Part										4										
Note 1985	* 78100100 RAISED REFLECTIVE	PAVEMENT MARKER	EACH	692	692					4	X0320050 CONSTRUCTION LAYOU	IT (SPECIAL)	L SUM	1	1					
Note 1985										4										
** 81508250 UNDERGROUND CONDUIT, GALVANAZED STEEL, 2° DIA POOT 148 148 148 148 148 148 148 148 148 148	78300200 RAISED REFLECTIVE	PAVEMENT MARKER REMOVAL	EACH	692	692						X1400367 PEDESTRIAN SIGNAL PC	OST, 10 FT.	EACH	2			2			1
** 81508250 UNDERGROUND CONDUIT, GALVANAZED STEEL, 2° DIA POOT 148 148 148 148 148 148 148 148 148 148										4 L										
81028240 UNDERGROUND CONDUIT, GALVANIZED STELL 4* DIA FOOT 60 60 60	78300202 PAVEMENT MARKING	REMOVAL - WATER BLASTING	SQ FT	15155	15155						X1400378 PEDESTRIAN SIGNAL PC	OST, 5 FT.	EACH	3			3			
81028240 UNDERGROUND CONDUIT, GALVANIZED STELL 4* DIA FOOT 60 60 60										↓										1
* 8500200 MANTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	81028200 UNDERGROUND CON	DUIT, GALVANIZED STEEL, 2" DIA.	FOOT	148			148			⅃	X4400501 COMBINATION CURB ANI	ID GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	300	300					
★ 87301215 ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C FOOT 668 668 ✓ ✓ X5537600 STORM SEWERS TO BE CLEANED 12* FOOT 375	81028240 UNDERGROUND CON	DUIT, GALVANIZED STEEL, 4" DIA.	FOOT	60			60													
* 87301225 ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	\$\frac{1}{4}\$ ★ 85000200 MAINTENANCE OF EX	ISTING TRAFFIC SIGNAL INSTALLATION	EACH	5			5				X4400503 COMBINATION CURB ANI	ID GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	520	520					
* 87301225 ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	(D106)																			
USER NAME = AYA.EIKhatib	* 87301215 ELECTRIC CABLE IN C	CONDUIT, SIGNAL NO. 14 2C	FOOT	668			668				∆ x5537800 STORM SEWERS TO BE	CLEANED 12"	FOOT	375		375				
USER NAME = AYA.EIKhatib	aj\d10																			
USER NAME = Aya.Eikhatib DESIGNED - REVISED - STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SCALE: SHEET 2 OF 3 SHEETS STA. TO STA. SHEET STA. TO STA.	* 87301225 ELECTRIC CABLE IN C	CONDUIT, SIGNAL NO. 14 3C	FOOT	467			467			7	X6025604 PROPOSED MANHOLE/C	CATCH BASIN CONNECTION OVER EXISTING STORM SEWER	EACH	1	1			* = s	PECIALTY	ITEMS
USER NAME = Aya.Eikhatib DESIGNED - REVISED - STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SCALE: SHEET 2 OF 3 SHEETS STA. TO STA. SHEET STA. TO STA.	idottel									1								Δ = N	ON-PARTI PRK (100%	CIPATING STATE)
DRAWN - REVISED - STATE OF ILLINOIS CHECKED - REVISED - DEPARTMENT OF TRANSPORTATION PLOT DATE = 2/5/2025 DATE - REVISED - STATE OF ILLINOIS FED. AID PROJECT STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SCALE: SHEET 2 OF 3 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT	vorkboard Vorkboard			-		1	1	1	1	1	<u> </u>		ı				1			
DRAWN - REVISED - STATE OF ILLINOIS CHECKED - REVISED - DEPARTMENT OF TRANSPORTATION PLOT DATE = 2/5/2025 DATE - REVISED - STATE OF ILLINOIS FED. AID PROJECT STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION SCALE: SHEET 2 OF 3 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT	AE: C. Dow. WORK																			
STATE OF ILLINOIS CHECKED - REVISED - DUPAGE 52 4 DEPARTMENT OF TRANSPORTATION CONTRACT NO. 62V86 SCALE: SHEET 2 OF 3 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT									OTATE OF		NOIS	SUMMARY OF QUANTITES								
The state of the s	FILE NAM							DE					5TH ST.)	8	70 F	FAP 0870 23	SMART			
	: [PLOT DATE = 2/5/2025 DATE -	REVISED	-								SCALE: SHEET 2 OF 3 SHEETS STA. TO	STA.			ILL	LINOIS FED. A			N-SED

					TYPF	CODE								TYPE	CODF		
			URBAN	URBAN		1	URBAN URBAN				Ι.	URBAN	URBAN			URBAN	URBAN
SUMMARY OF QUANTITIES				ROADWAY	TRAFFIC				SUMMARY OF QUANTITIES		-	OADWAY F	BOARWAY	TRAFFIC SIGNALS			
			80%		80%									80%			
			FED 20% STATE	100% STATE	FED 20% STATE							80% FED 20% STATE	100% STATE	FED 20% STATE		'	1
Code No. Item	Unit	Total Quantity	0005	0005	0021			Code No.	Item	Unit	Total	0005	0005	0021			
X6030310 FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	30	30								luanily						
X6700407 ENGINEER'S FIELD OFFICE, TYPEA (D1)	CALMO	12	12														
	1																
X7200061 TEMPORARY INFORMATION SIGNING	SQ FT	308.4	308.4														
The state of the s	04.1	000.1	000.1													<u> </u>	
★ X8570231 FULL-ACTUATED CONTROLLER AND TYPE V CABINET (SPECIAL)	EACH	1			1											<u> </u>	
ASSISSI POLLACIONIED CONTROLLERAND TIPE V CADINET (GRECIAL)	EAON	'			'											<u> </u>	
L VACCORES LIMINTERPRIETARI E ROMER CURRI VAND CARINET (OPECIAL)	FAOU															<u> </u>	
* X8620250 UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1			1	-										<u> </u>	<u> </u>
H VARAGOOD I OPERATEUN ALS						-	+									<u> </u>	
X8760200 ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10			10	1										<u> </u>	<u> </u>
																<u> </u>	
X8780012 CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	20			20	1										<u> </u>	
																<u> </u>	
* X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	1			1											ļ	
																<u> </u>	
Δ Z0018500 DRAINAGE STRUCTURES TO BE CLEANED	EACH	25		25												L	
																L	
★ Z0033044 RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	3			3											<u> </u>	
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						-						-			π = S	SPECIALTY NON-PARTI ORK (100%	CIPATING
Likburger Likbur															wc	,KK (100%	SIAIE)
ow wide																	
	REVISED								SUMMARY OF QUANTITES		F.A.P RTE.	9	SECTION	1	COUNT	TOT/	AL SHEET NO.
DRAWN - CHECKED -	REVISED REVISED					DE	STATE OF I	LLINOIS	IL. ROUTE 53 (LINCOLN AVE.) (NORTH OF 61ST ST. TO 75	TH ST.)	870	FAI	P 0870 23 S		DUPAG	GE 52	! 5
PLOT DATE = 2/5/2025 DATE -	REVISED					VE	FARIMENT UP IN	MUINIAUTUR	SCALE: SHEET 3 OF 3 SHEETS STA. TO S				ILLI	NOIS FED. AI			
									· · · · · · · · · · · · · · · · · · ·								TV CED

LEGEND:

- 1 EXIST. HOT-MIX ASPHALT, 14.25" 15.5"
- (2) EXIST. SUB-BASE GRANULAR MATERIAL, 5"
- (3) EXIST. COMBINATION CONCRETE CURB AND GUTTER
- (4) EXIST. CONCRETE MEDIAN
- (5) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- (6) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1.75"
- 7) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"
- (8) PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"
- * CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

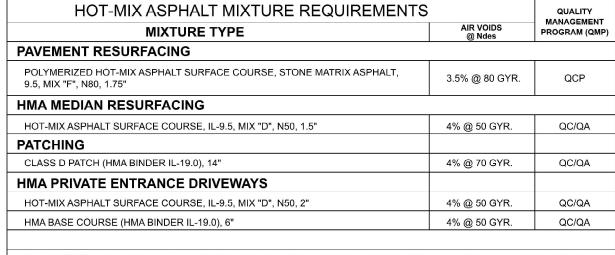
** HMA MEDIAN RESURFACING:

STA 15+05 TO STA 16+11 STA 21+90 TO 45+28, STA 47+52 TO STA 56+71 STA 61+49 TO STA 69+17, STA 71+07 TO STA 74+60 STA 90+94 TO STA 98+94, STA 99+66 TO STA 107+05 SIA 110+76 IO SIA 113+28, SIA 115+52 IO SIA 116+88

NOTES:

(1) THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING. (SEE IDOT DISTRICT 1 DETAIL "BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT" FOR ADDITIONAL INFORMATION.)

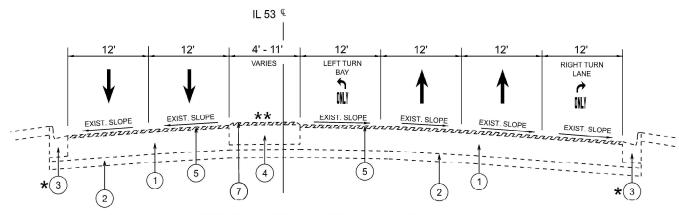
(2) THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE



QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP) PAY FOR PERFORMANCE (PFP).

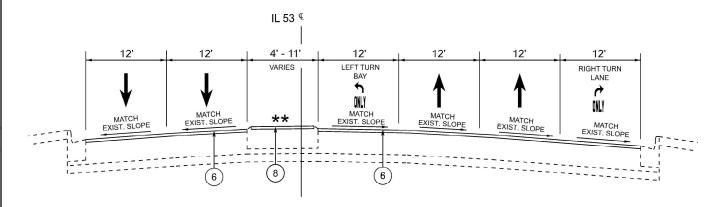
NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

NOTE 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.



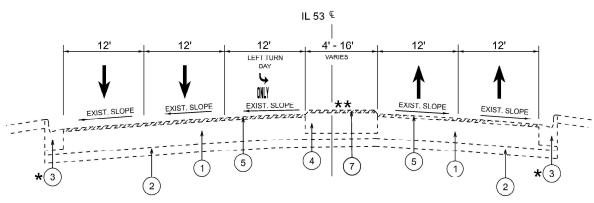
EXISTING TYPICAL CROSS SECTION

STA 15+05 TO STA 18+87



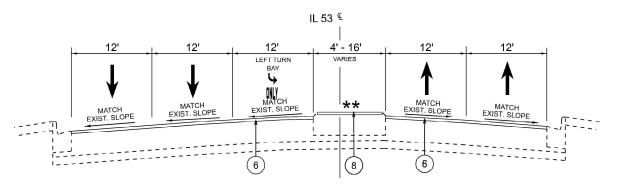
PROPOSED TYPICAL CROSS SECTION

STA 15+05 TO STA 18+87



EXISTING TYPICAL CROSS SECTION

STA 18+87 TO STA 23+59, STA 46+00 TO STA 49+61 STA 59+00 TO STA 63+05, STA 69+90 TO STA 77+05 STA 109+42 TO STA 113+49



PROPOSED TYPICAL CROSS SECTION

STA 18+87 TO STA 23+59, STA 46+00 TO STA 49+61 STA 59+00 TO STA 63+05, STA 69+90 TO STA 77+05 STA 109+42 TO STA 113+49

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/14/2025	DATE -	REVISED -

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

SCALE:

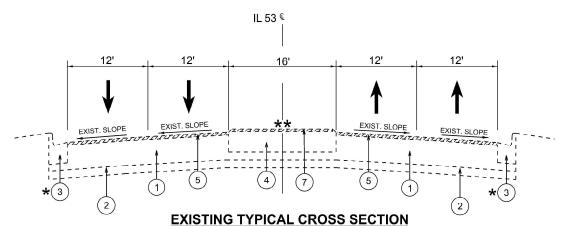
E	XISTING AI	ND PROP	OSED T	YPICAL	. SECTIONS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
II ROUTE	L. ROUTE 53 (LINCOLN AVE.) (NORTH OF 61ST ST. TO 75TH ST.)						FAP 0870 23 SMART	DUPAGE	52	6	
IL. NOOTE	33 (E11400)	LIV AVE.,	(1101111	10101	01 01. 10 73111 01.9			CONTRACT	NO. 62\	/86	
LE:	SHEET 1	OF 3	SHEETS	STA	TO STA		III INOIS EED AII	DROJECT			

LEGEND:

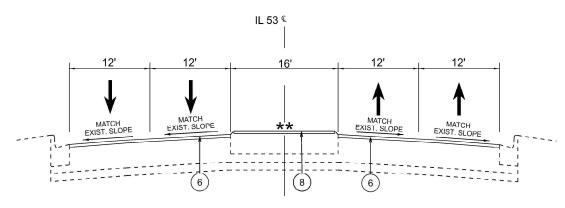
- 1 EXIST. HOT-MIX ASPHALT, 14.25" 15.5"
- (2) EXIST. SUB-BASE GRANULAR MATERIAL, 5"
- (3) EXIST. COMBINATION CONCRETE CURB AND GUTTER
- (4) EXIST. CONCRETE MEDIAN
- (5) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1.75"
- (a) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1.75"
- 7) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1.5"
- (8) PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 1.5"
- * CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

** HMA MEDIAN RESURFACING:

STA 15+05 TO STA 16+11 STA 21+90 TO 45+28, STA 47+52 TO STA 56+71 STA 61+49 TO STA 69+17, STA 71+07 TO STA 74+60 STA 90+94 TO STA 98+94, STA 99+66 TO STA 107+05 SIA 110+76 IO SIA 113+28, SIA 115+52 IO SIA 116+88

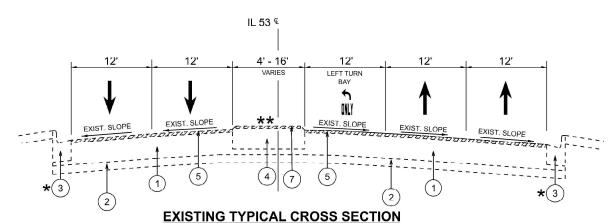


STA 23+59 TO STA 46+00 STA 49+61 TO STA 54+54 STA 63+05 TO STA 69+90 STA 99+00 TO STA 104+85



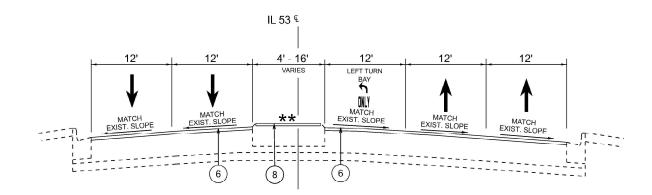
PROPOSED TYPICAL CROSS SECTION

STA 23+59 TO STA 46+00 STA 49+61 TO STA 54+54 STA 63+05 TO STA 69+90 STA 99+00 TO STA 104+85



KIGTING TIT ICAL CROSS SE

STA 54+54 TO STA 59+00 SIA 77+05 IO SIA 81+61 STA 85+00 TO STA 88+81 STA 94+00 TO STA 99+00 STA 104+85 TO STA 109+42



PROPOSED TYPICAL CROSS SECTION

STA 54+54 TO STA 59+00 STA 77+05 TO STA 81+61 STA 85+00 TO STA 88+81 STA 94+00 TO STA 99+00 STA 104+85 TO STA 109+42

SCALE:

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/14/2025	DATE	PEVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

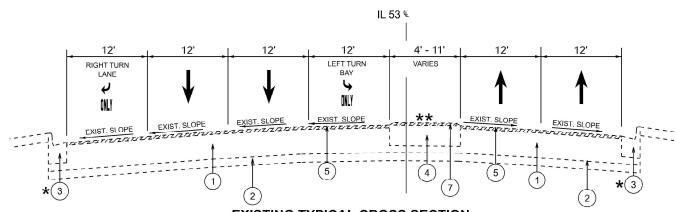
EXISTING AND PROPOSED TYPICAL SECTIONS	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ROUTE 53 (LINCOLN AVE.) (NORTH OF 61ST ST. TO 75TH ST.)	870	FAP 0870 23 SMART	DUPAGE	52	7	
ROOTE 33 (EINODEN AVE.) (NORTH OF OTOT OT. TO 73TH OT.)		NO. 62\	/86			
SHEET 2 OF 3 SHEETS STA. TO STA.	ILLINOIS FED AID PROJECT					

LEGEND:

- 1 EXIST. HOT-MIX ASPHALT, 14.25" 15.5"
- (2) EXIST. SUB-BASE GRANULAR MATERIAL, 5"
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- ★ CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

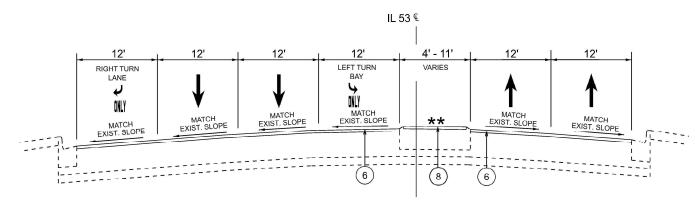
** HMA MEDIAN RESURFACING:

STA 15+05 TO STA 16+11 STA 21+90 TO 45+28, STA 47+52 TO STA 56+71 STA 61+49 TO STA 69+17, STA 71+07 TO STA 74+60 STA 90+94 TO STA 98+94, STA 99+66 TO STA 107+05 SIA 110+76 IO SIA 113+28, SIA 115+52 IO SIA 116+88



EXISTING TYPICAL CROSS SECTION

STA 88+91 TO STA 94+00 STA 81+61 TO STA 85+00 STA 113+83 TO STA 116+88



PROPOSED TYPICAL CROSS SECTION

STA 88+91 TO STA 94+00 STA 81+61 TO STA 85+00 STA 113+83 TO STA 116+88

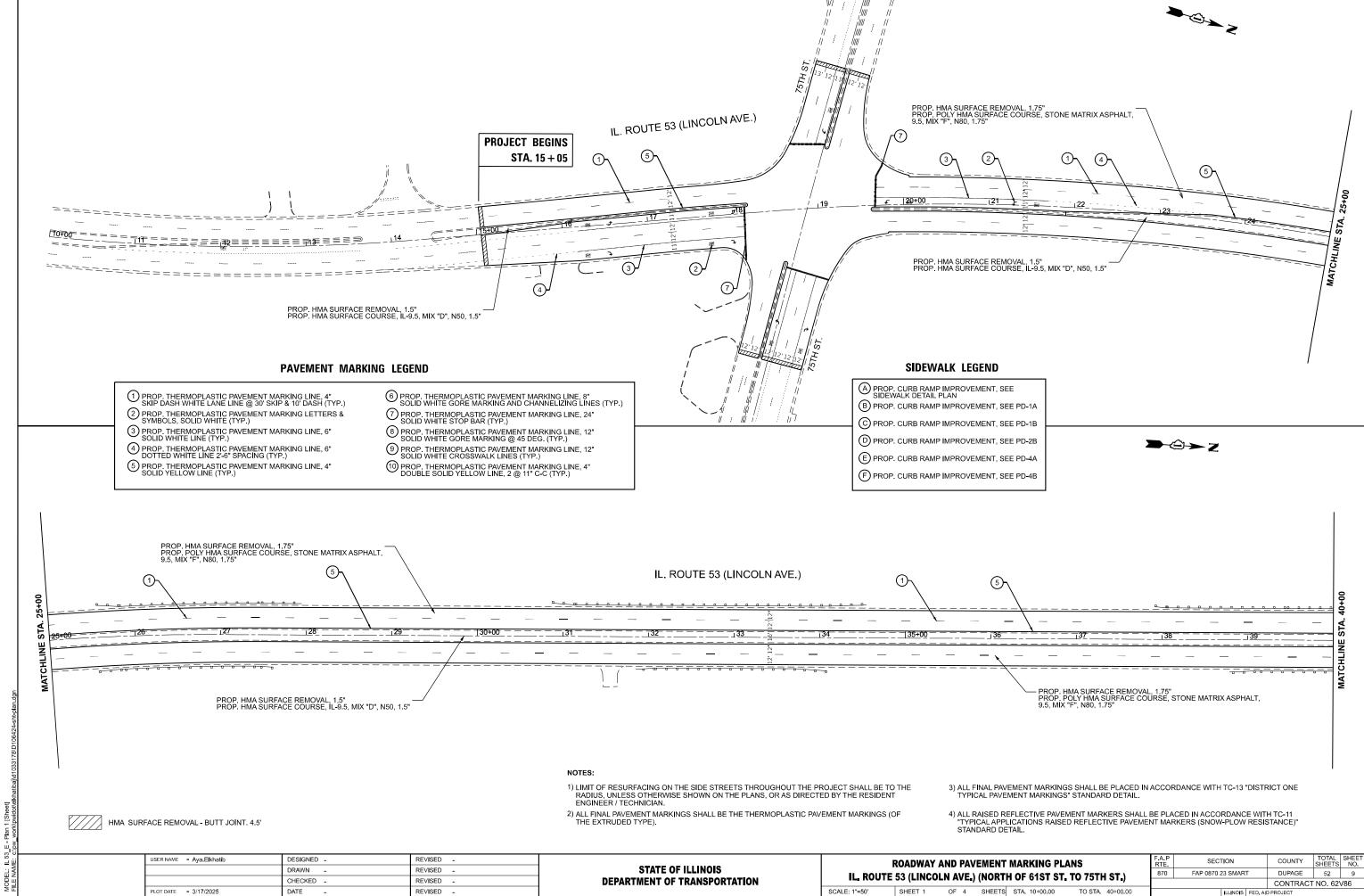
USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	1
	CHECKED -	REVISED -	
PLOT DATE = 3/14/2025	DATE -	REVISED -	1

SCALE:

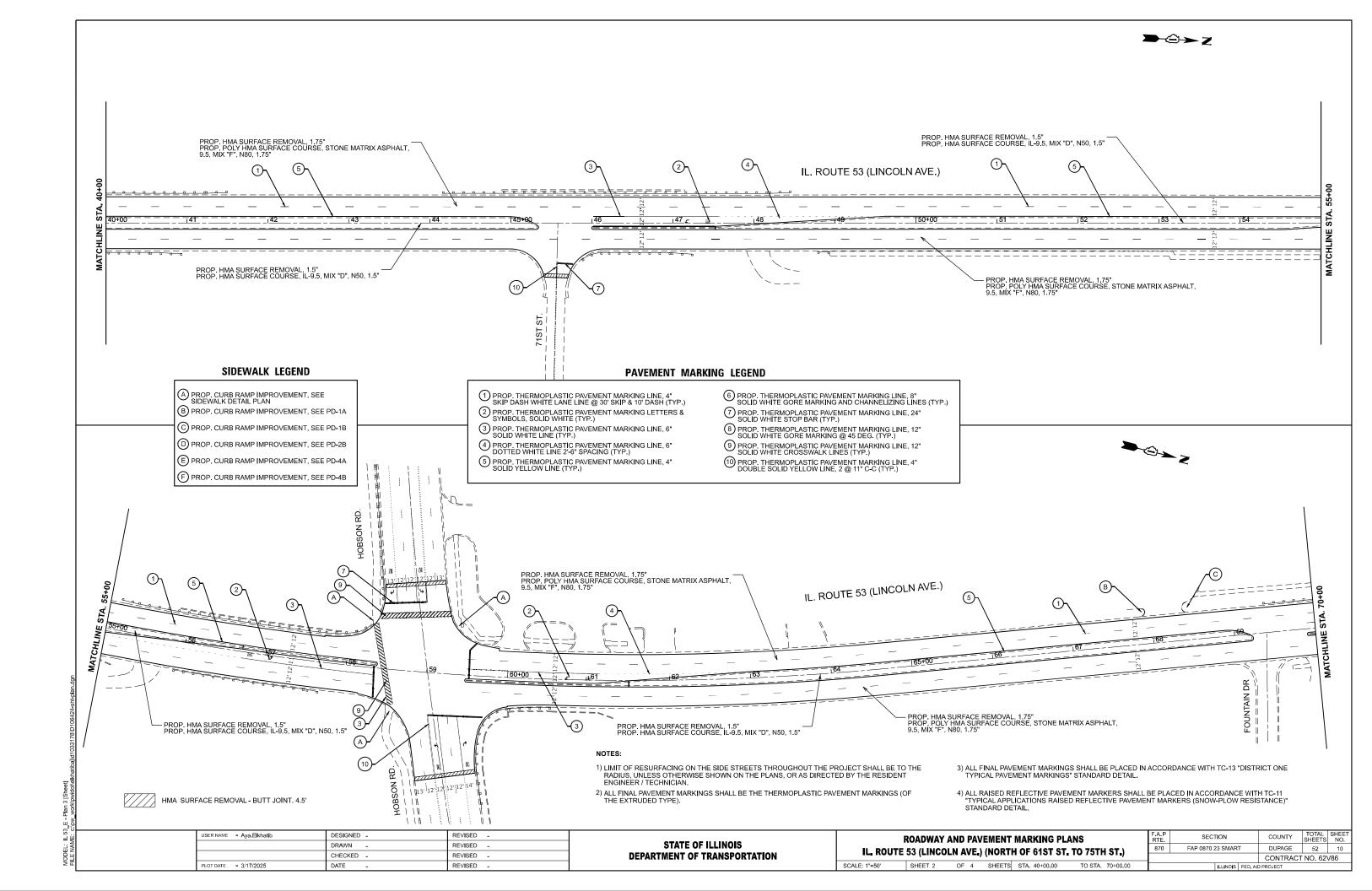
E	XISTING A	ND PRO	POSED T	YPICA	L SECTIONS	F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
II ROUTE	53 (LINCO	I N AVE	\ /NORT	4 OF 6	1ST ST. TO 75TH ST.)	870	FAP 0870 23 SMA	ART	DUPAGE	52	8
IL. ROUTE	33 (E11400	LIN AVL	, (14014)	. 0. 0	101 01. 10 73111 01.,				CONTRACT	Γ NO. 62\	√86
LE:	SHEET 3	OF 3	SHEETS	STA.	TO STA.		ILLINO	IS FED AII	PROJECT		

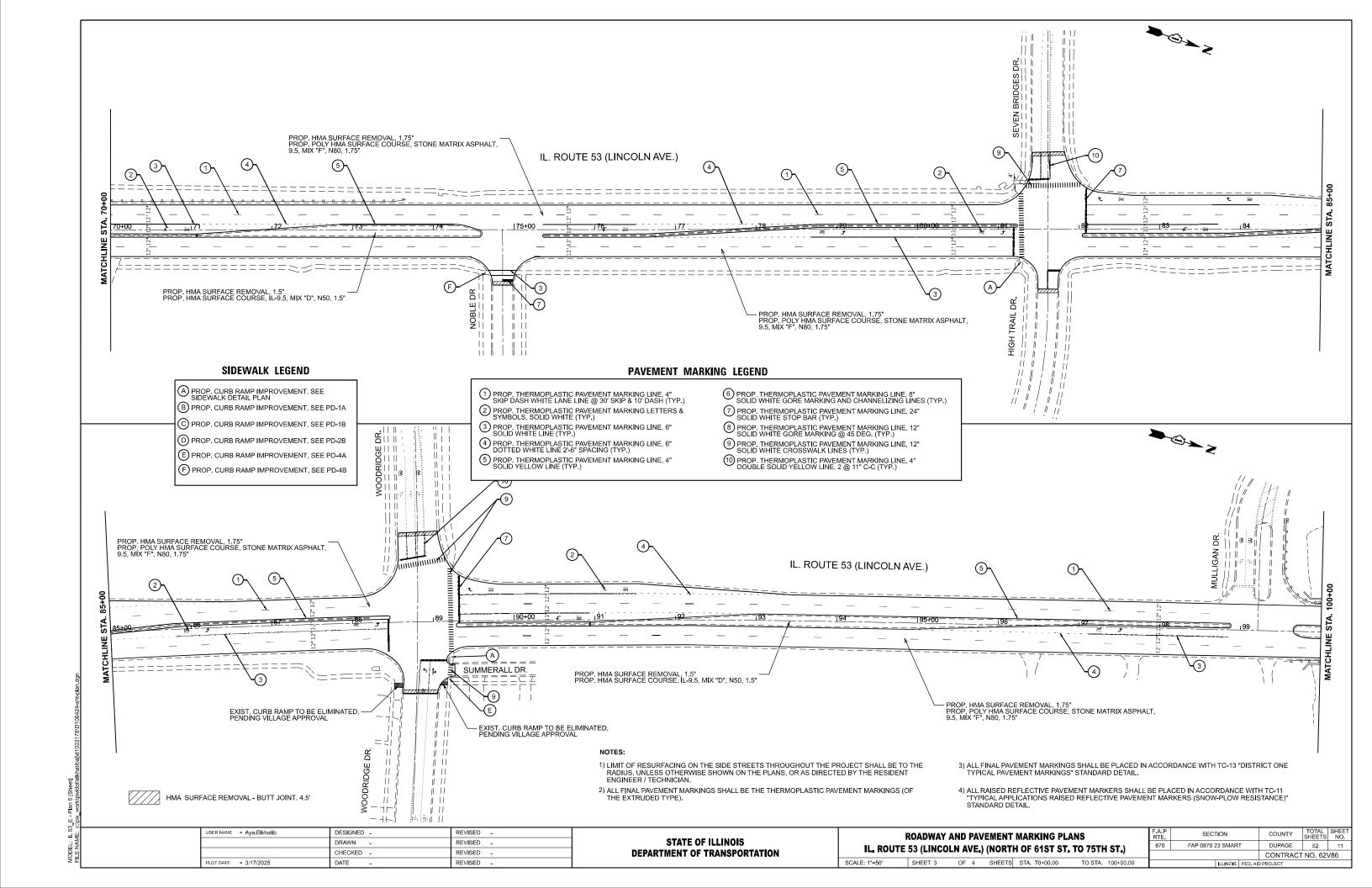
ork\pwidot\elkhatibaj\d1033178\D106424-sht-typical.dg

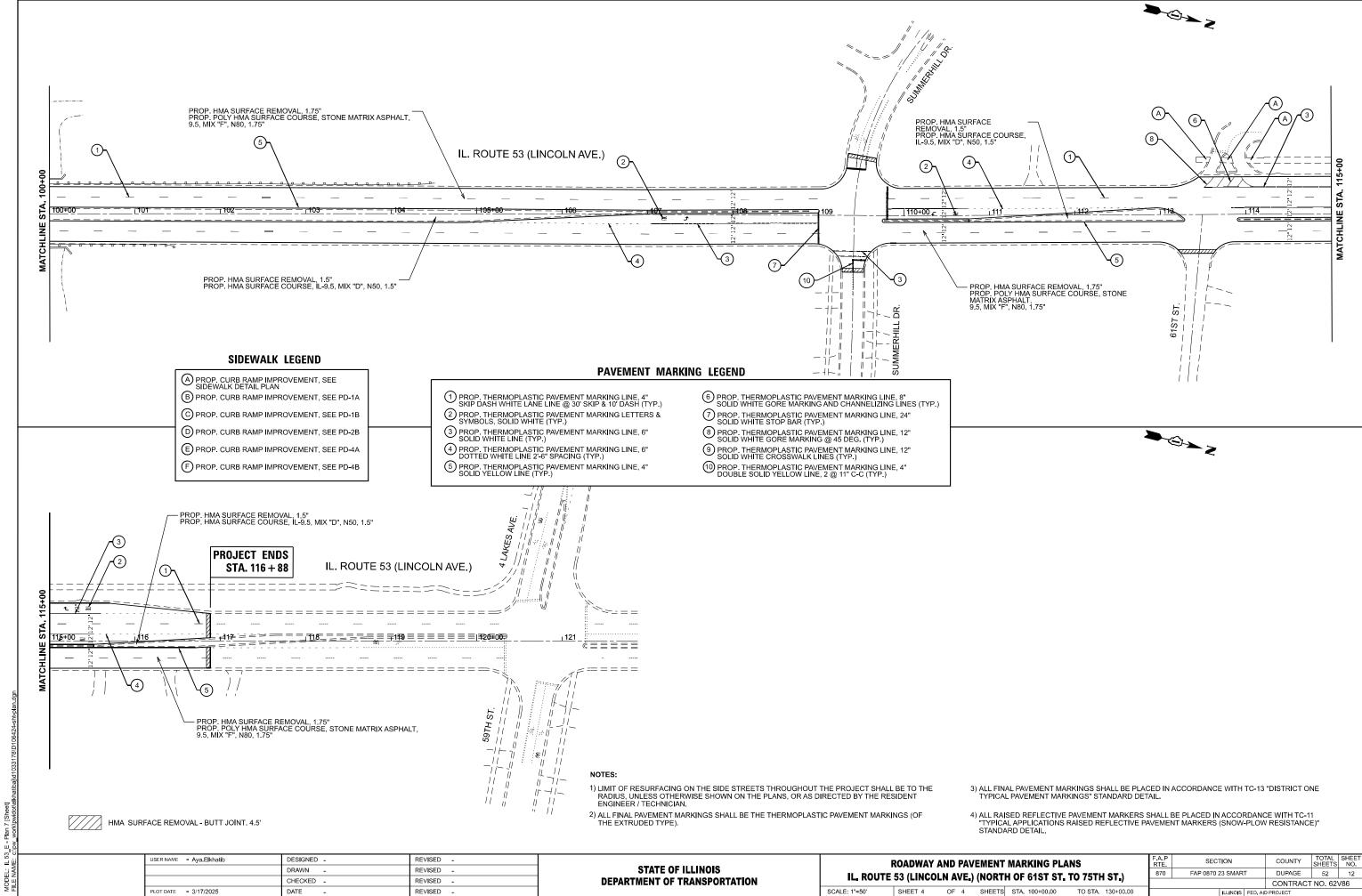
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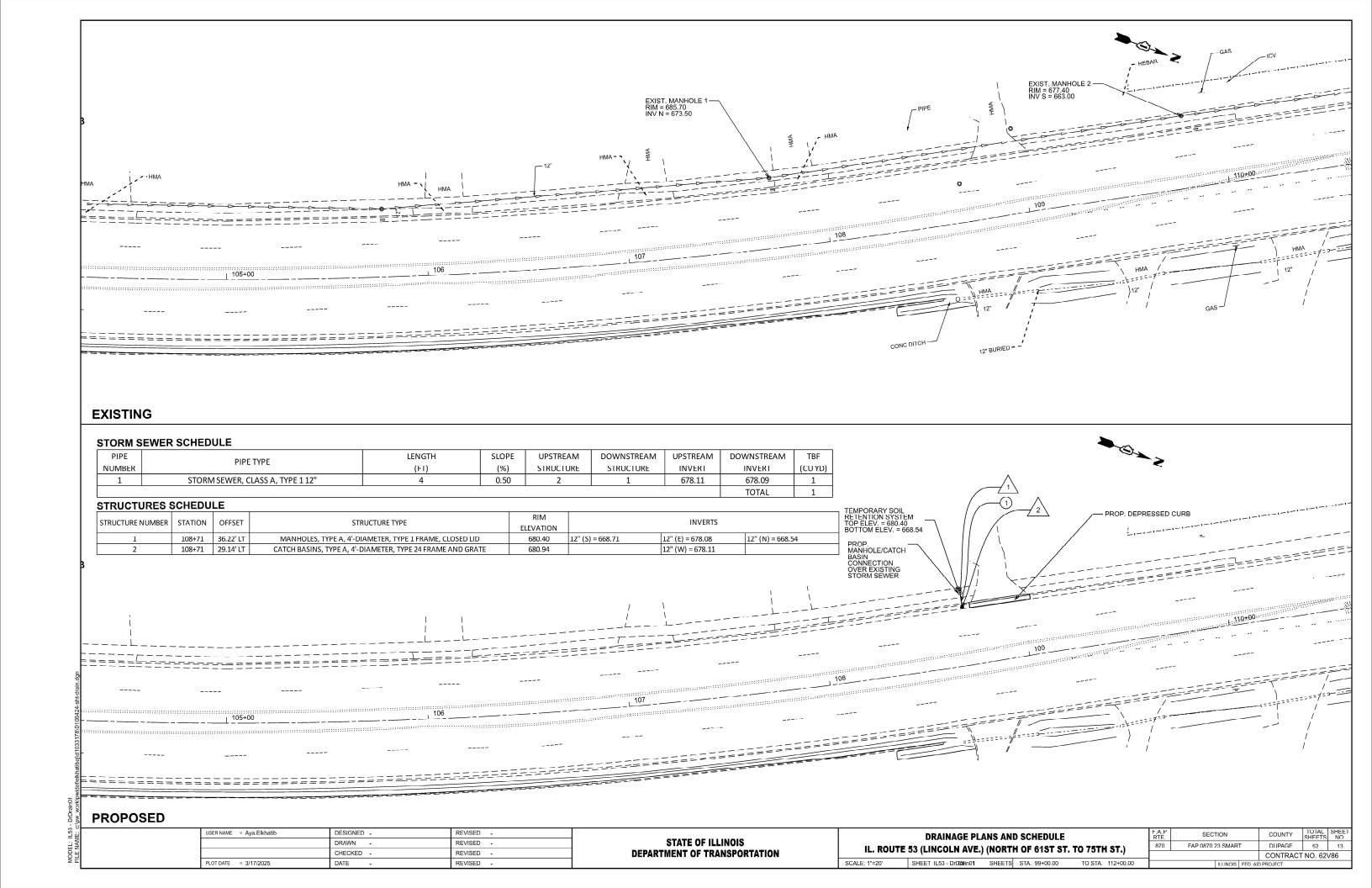


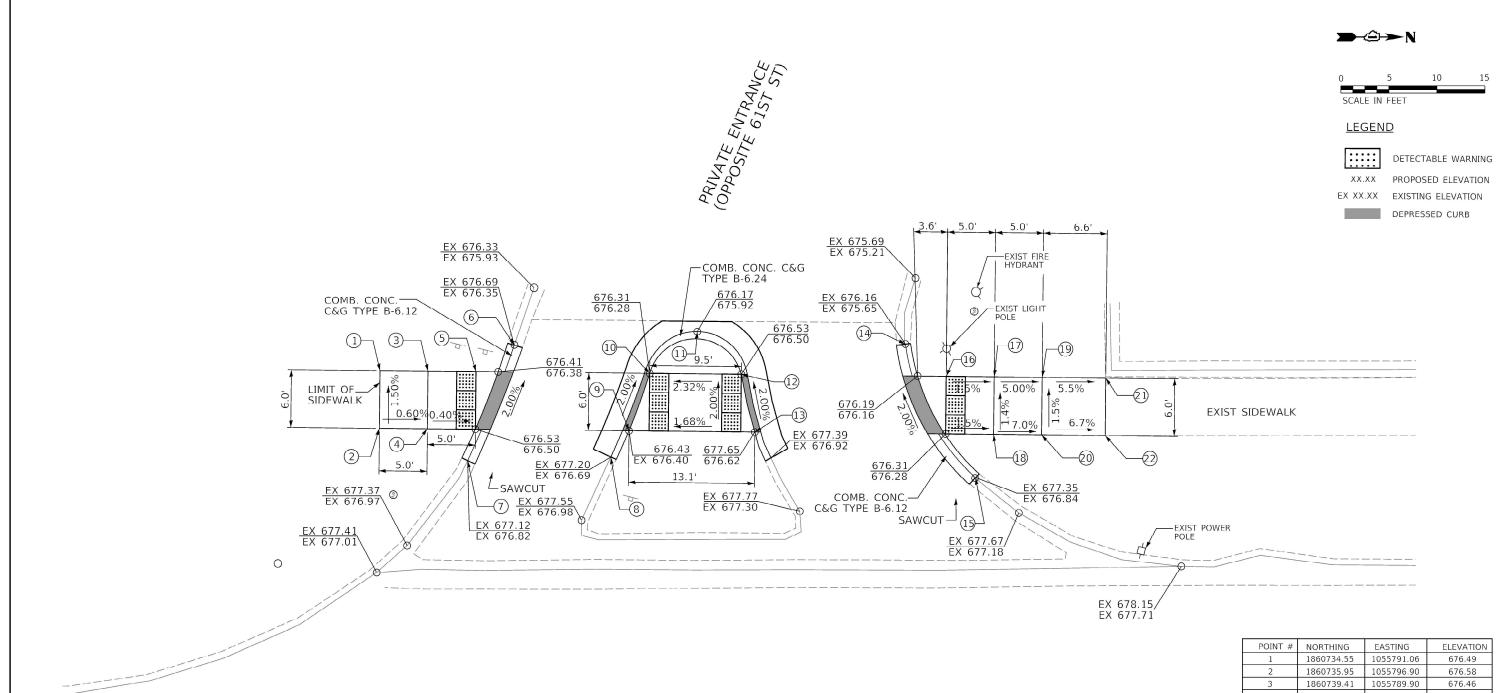
PLOT DATE = 3/17/2025











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			F	ROADWAY IMPROVE	MENT SCEDULE			
20200100	21101615	25200110	4000500	4000600	42400200	42400800	60603800	60605000
EARTH EXCAVATION	SODDING, SALT TOLERANT	TOPSOIL FURNISH AND PLACE, 4"	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING	COMBINATION CURB AND GUTTER, TYPE B-6.12	COMBINATION CURB AND GUTTER, TYPE B-6.24
CU YD	SQ YD	SQ YD	FOOT	SQ FT	SQ FT	SQ FT	FOOT	FOOT
2.44	22	22	61	282	244	48	29	32

I OTIVI II	MORTHING	LASTING	LLLVAIIO
1	1860734.55	1055791.06	676.49
2	1860735.95	1055796.90	676.58
3	1860739.41	1055789.90	676.46
4	1860740.81	1055795.73	676.55
5	1860744.28	1055788.74	676.43
6	1860747.48	1055785.10	EX 676.35
7	1860745.69	1055797.94	EX 676.82
8	1860760.06	1055793.98	EX 676.69
9	1860760.58	1055791.01	EX 676.40
10	1860761.35	1055784.65	676.28
11	1860765.64	1055779.10	675.92
12	1860771.77	1055782.16	676.50
13	1860774.59	1055787.66	676.62
14	1860786.99	1055775.11	EX 675.65
15	1860797.45	1055786.84	EX 671.28
16	1860791.92	1055777.34	EX 676.84
17	1860796.79	1055776.18	676.18
18	1860798.18	1055782.02	676.21
19	1860801.65	1055775.02	675.84
20	1860803.05	1055780.85	675.88
21	1860808.09	1055773.48	EX 675.40
22	1860809.49	1055779.31	EX 675.44

A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA IMPROVEMENT PLAN
IL 53 & 61ST ST, LISLE TOWNSHIP, IL
SHEET OF 5 SHEETS STA.





LEGEND

DETECTABLE WARNING

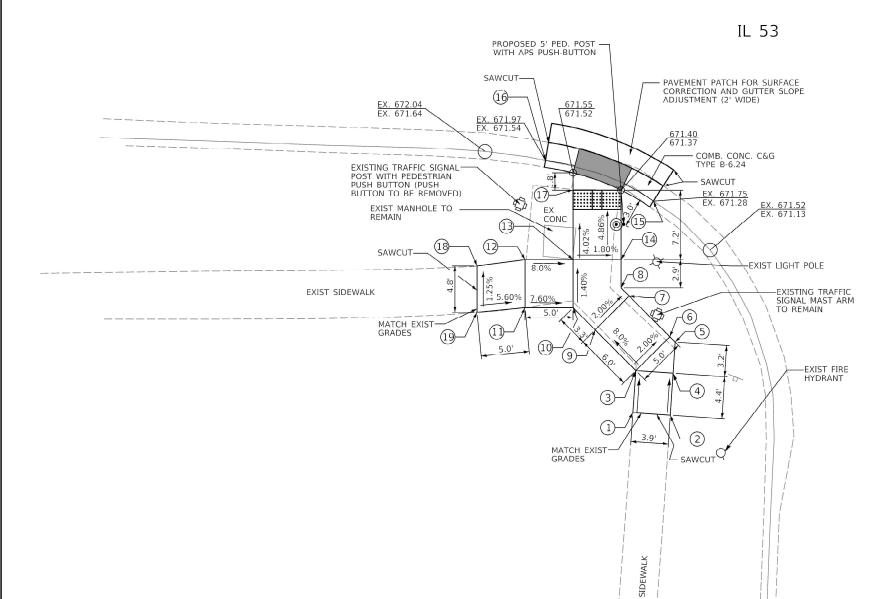
XX.XX PROPOSED ELEVATION

EX XX.XX EXISTING ELEVATION

XX.XX XX.XX

T/CURB ELEVATION B/CURB ELEVATION

DEPRESSED CURB



REVISED -

REVISED -

REVISED -

REVISED -

MA/JS

01/31/2025

DR TRAIL HIGH

SCALE:

POINT #	NORTHING	EASTING	ELEVATION
1	1857676.96	1056770.29	673.40
2	1857680.69	1056769.13	673.24
3	1857675.66	1056766.08	672.45
4	1857679.37	1056764.92	672.55
5	1857678.41	1056761.83	672.39
6	1857677.69	1056761.51	672.35
7	1857672.20	1056759.08	671.83
8	1857671.11	1056758.60	671.82
9	1857670.20	1056763.73	671.93
10	1857667.19	1056762.34	671.92
11	1857662.53	1056764.14	672.30
12	1857660.72	1056759.48	672.24
13	1857665.33	1056757.66	671.84
14	1857670.05	1056755.87	671.98
15	1857670.99	1056748.95	EX 671.28
16	1857658.58	1056747.18	EX 671.54
17	1857662.76	1056750.89	671.50
18	185/656.29	1056761.88	EX 672.64
19	1857658.04	1056766.39	EX 672.70

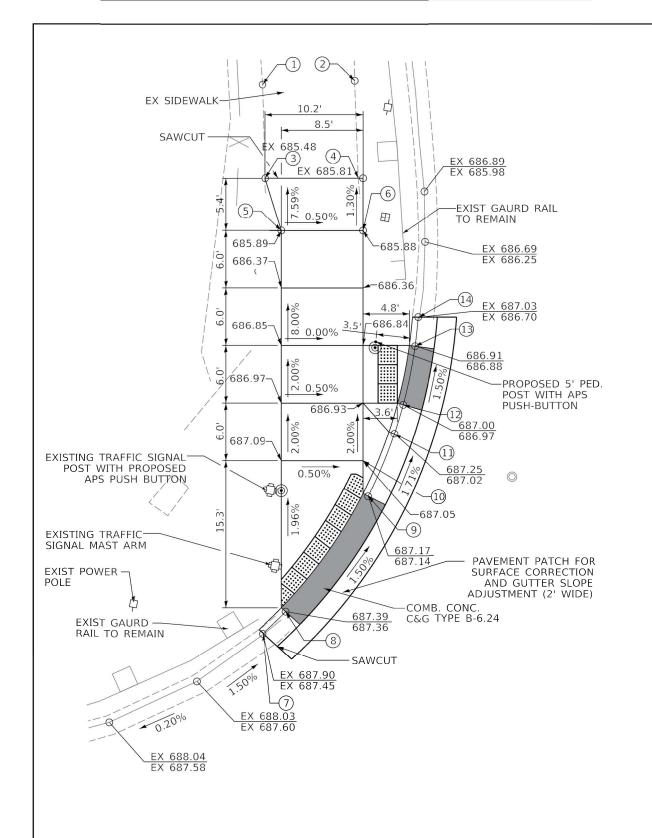
ROADWAY IMPROVEMENT SCEDULE							
20200100	21101615	25200110	4000500	4000600	42400200	42400800	60605000
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CU YD	SQ YD	SQ YD	FOOT	SQ FT	SQ FT	SQ FT	FOOT
1.77	15	15	13	164	177	10	12

NGINEERING GROUP, LLC	USER NAME	= SUSER\$	DESIGNED	-	JS
SON BLVD SUITE 910			DRAWN	-	PM
IL 60604 700, F 312,427 6145	PLOT SCALE	= \$SCALE\$	CHECKED	-	MA/J
00,1 312.427 0143	PLOT DATE	= \$DATE\$	DATE	ŭ.	01/3

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

A[IL-53 & H		OVEMEN IL DR, W		ЭЕ, IL
SHEET	OF	SHEETS	STA.	TO STA.

TOTAL SHEET NO. 52 15 SECTION COUNTY 870 FAP 0870 23 SMART DUPAGE CONTRACT NO. 62V86



1855452.40 1057304.09 EX 685.23 1855444.90 1057315.66 EX 685.48 1855454.96 1057313.95 EX 685.81 1855447.49 1057320.74 685.89 1855455.87 1057319.31 685.88 FX 687.45 1855452.63 1057362.44 1855454.58 1057359.80 687.36 1855461.03 1057346.51 687.14 1855459.89 687.05 1855462.63 687.02 11 1057339.66 1855463.03 1057336.54 686.97 1855463.23 1057330.32 1057327.27 EX 686.70 1855463.04 1855541.76 1057309.33 EX 687.41 1855544.15 1057314.45 687.78 17 1855546.82 1057320.04 687.87 1855548.23 1057322.82 EX 687.03 1855548.35 1057313.63 687.86 1855553.28 1057312.65 688.10 1855554.95 1057318.45 688.14 IL 53 1057321.24 22 1855558.00 688.40 ROADWAY IMPROVEMENT 20200100 21101615 25200110

FOPSOIL FURNISH AND PLACE, 4"

SQ YD_

POINT # NORTHING

1855442.99

EASTING

1057306.08 EX 684.87

4000500

COMBINATION CURB AND GUTTER REMOVAL

FOOT

HOBSON RD

SUF AND	REMENT PATO REACE CORRED DIGITTER SL USTMENT (2' COMB. (C&G TY	ECTION .OPE ' WIDE)			2 00% t	30 50	2	
POS	ED 10' PED T WITH APS ISH-BUTTON	687.81 687.78 687.8 687.8 SAWCU	37	4 - 417.40	1.67%	00000	>	
		EX	687.78 687.03	EXI	ST 2		EXIST MANHOLE	
		I	EX INLET- RIM=688.21 EX 688.99 EX 688.46			24	SAWCUT	
				89.54 89.19		MATO EXIST GRAD	T \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	1
lG	ELEVATION			ISTING TRAF				
6.08	EX 684.87		SIG	SNAL MAST	ARM	/ ///		
4.09	EX 685.23		0			1 11		
5.66	EX 685.48							
3.95	EX 685.81			XISTING TRA		1/		
0.74	685.89		S)	IGNAL POST				
.9.31	685.88							1
2.44	EX 687.45						11/1/2	-
9.80	687.36							_
6.51	687.14	POINT #	NORTHING	EASTING	ELEVATION]		1
2.98	687.05 687.02	23	1855561.72	1057324.62	688.74			
9.66		24	1855566.85	1057329.24	EX 689.95			
6.54	686.97	25	1855569.77	1057325.26	EX 690.00			
0.32	686.88	26	1855564.64	1057320.65	688.64			
7.27	EX 686.70	27	1855560.90	1057317.29	688.47			
9.33 4.45	EX 687.41	28	1855559.67	1057316.19	688.28	1		
0.04	687.78 687.87	29	1855558.21	1057311.70	688.20	1		
2.82	EX 687.03	30	1855556.66	1057306.91	688.43			
3.63	687.86	31	1855555.10	1057302.12	EX 688.50			
2.65	688.10	32	1855550.16	1057303.09	EX 688.46			
8.45	688.14	33	1855551.71	1057307.88	688.33		D	
1.24	688.40] <u>LEGEN</u>	ח	
							D. C. T. C.	_
DADWA	Y IMPROVEMENT	T SCEDULE					DETECTABLE WARNING	ć

60605000

FOOT

56

NOTE:

CONTRACTOR SHALL POURED CONCRETE FOR THE PROPOSED RAMP IMMEDIATELY ADJACENT TO THE CONCRETE FOUNDATION OF THE EXISTING POLE IN ORDER FOR THIS APS TO HAVE A COMPLAINT REACH DISTANCE

DESIGNED -

CHECKED

PM

MA/JS

01/31/2025

DRAWN

REVISED

REVISED

REVISED

REVISED

SER NAME = \$USER\$ DELTA ENGINEERING GROUP, I 11 W JACKSON BLVD, SUITE 910 OT SCALE = \$SCALE\$

STATE OF ILLINOIS

EARTH EXCAVATION

CU YD

5.82

ADA IMPROVEMENT PLAN IL 53 & HOBSON RD, WOODRIDGE, IL SHEETS STA.

42400200

PORTLAND CEMENT CONCRETE IDEWALK 5 INC

SQ FT

582

42400800

DETECTABLE WARNING

53

TO STA

4000600

SIDEWALK REMOVAL

509

EX 687.37 EX 686.91

SAWCUT-

PAVEMENT PATCH FOR-

PROPOSED 10' PED. POST WITH APS **PUSH-BUTTON** EX SIDEWALK-

EX 687.85

EX 687.41

0.80%

SECTION COUNTY SHEETS NO.
DUPAGE 52 16 FAP 0870 23 Smart CONTRACT NO. 62V86

 $\frac{XX.XX}{XX.XX}$

XX.XX PROPOSED ELEVATION

T/CURB ELEVATION B/CURB ELEVATION

EX XX.XX EXISTING ELEVATION

→�**→** N

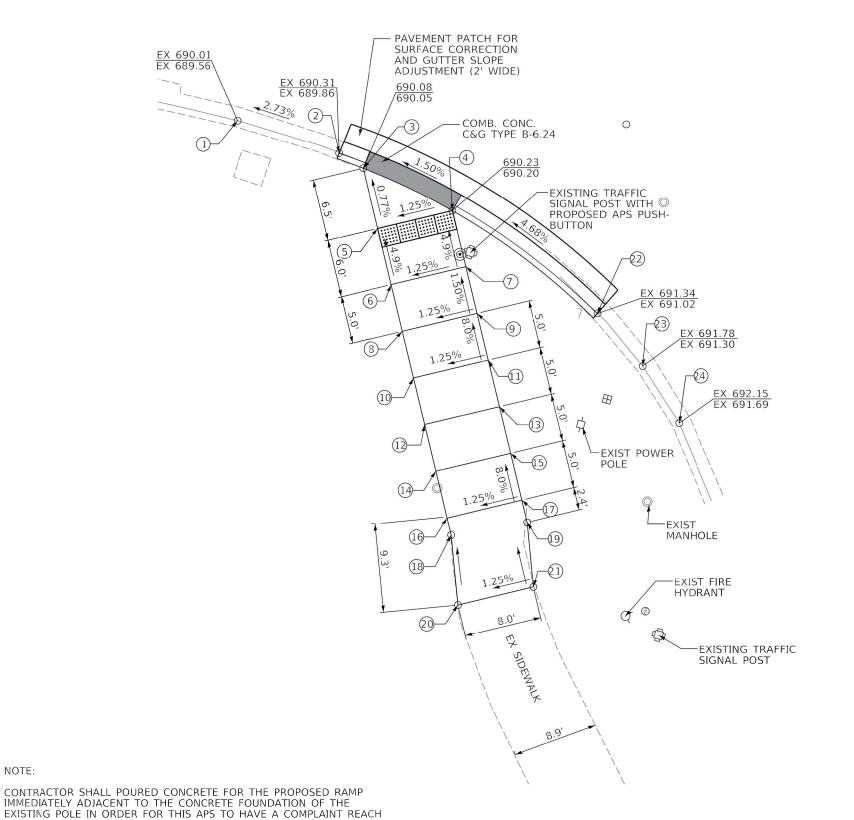
SCALE IN FEET

-SAWCUT

SODDING, SALT TOLERANT

DEPARTMENT OF TRANSPORTATION

HOBSON RD





LEGEND

DETECTABLE WARNING

XX.XX PROPOSED ELEVATION EX XX.XX EXISTING ELEVATION

XX.XX T/CURB ELEVATION
B/CURB ELEVATION

DEPRESSED CURB

53

POINT #	NORTHING	EASTING	ELEVATION
1	1855466.51	1057446.21	EX 689.56
2	1855477.59	1057446.71	EX 689.86
3	1855480.48	1057446.96	690.08
4	1855490.70	1057448.81	690.23
5	1855483.53	1057453.24	690.13
6	1855486.42	1057458.50	690.42
7	1855493.43	1057454.65	690.52
8	1855488.83	1057462.88	690.52
9	1855495.84	1057459.03	690.62
10	1855491.23	1057467.26	690.92
11	1855498.24	1057463.42	691.02
12	1855493.64	1057471.65	691.32
13	1855500.65	1057467.80	691.42
14	1855496.04	1057476.03	691.72
15	1855503.05	1057472.18	691.82
16	1855498.45	1057480.41	692.12
17	1855505.46	1057476.57	692.22
18	1855499.32	1057482.01	692.20
19	1855506.60	1057478.65	692.32
20	1855501.92	1057488.86	EX 692.98
21	1855509.00	1057484.97	EX 693.08
22	1855507.92	1057455.76	EX 691.02
23	1855513.93	1057459.79	EX 691.30
24	1855519.17	1057464.52	EX 691.69

		ROA	DWAY IMPROVEME	NT SCEDULE			
20200100	21101615	25200110	4000500	4000600	42400200	42400800	60605000
EARTH EXCAVATION	SODDING, SALT TOLERANT	TOPSOIL FURNISH AND PLACE, 4"	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING	COMBINATION CURB AND GUTTER, TYPE B-6 24
CU YD	SQ YD	SQ YD	FOOT	SQ FT	SQ FT	SQ FT	FOOT
3.48	37	37	32	304	348	16	32

DELTA ENGINEERING GROUP, I 111 W JACKSON BLVD, SUITE 910 CHICAGO, IL 60604

NOTE:

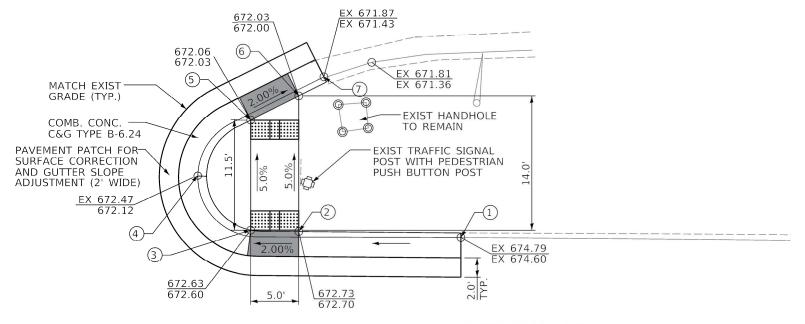
DISTANCE

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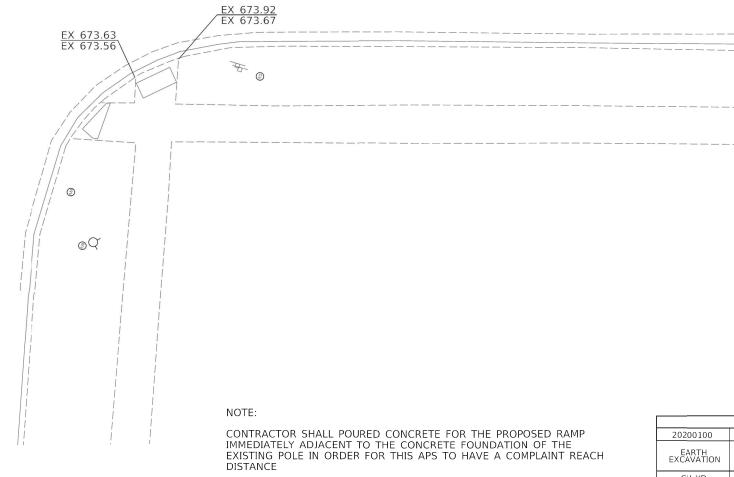
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COUNTY TOTAL SHEE SHEETS NO.

DUPAGE 52 17 SECTION ADA IMPROVEMENT PLAN FAP 0870 23 Smart IL 53 & HOBSON RD, WOODRIDGE, IL CONTRACT NO. 62V86 OF SHEETS STA. TO STA.







POINT #	NORTHING	EASTING	ELEVATION
1	1858442.96	1056508.25	EX 674.60
2	1858426.79	1056513.14	672.73
3	1858421.91	1056514.56	672.63
4	1858414.85	1056510.09	672.12
5	1858418.03	1056502.47	672.06
6	1858422.09	1056493.61	672.03
7	1858424.43	1056496.38	EX 671.43

<u>LEGEND</u>

DETECTABLE WARNING

XX.XX PROPOSED ELEVATION
EX XX.XX EXISTING ELEVATION

DEPRESSED CURB

ROADWAY IMPROVEMENT SCEDULE							
20200100	21101615	25200110	4000500	4000600	42400200	42400800	60605000
EARTH EXCAVATION	SODDING, SALT TOLERANT	TOPSOIL FURNISH AND PLACE, 4"	COMBINATION CURB AND GUTTER REMOVAL	SIDEWALK REMOVAL	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNING	COMBINATION CURB AND GUTTER, TYPE B-6.24
CU YD	SQ YD	SQ YD	FOOT	SQ FT	SQ FT	SQ FT	FOOT
0.64	11	11	54	52	64	20	49

A CI

DELTA ENGINEERING GROUP	USER N
DELTA ENGINEERING GROUP, LLC CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS 111 W JACKSON BLVD, SUITE 910	
CHICAGO, IL 60604 T 312.377.7700, F 312.427 6145	PLOT S
13123/11/04,1312/42/01/43	PLOT D

WOODRIDGE DR

	USER NAME = \$USER\$	DESIGNED - JS	REVISED -
ors .		DRAWN - PM	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED - MA/JS	REVISED -
	PLOT DATE = \$DATE\$	DATE - 01/31/2025	REVISED -

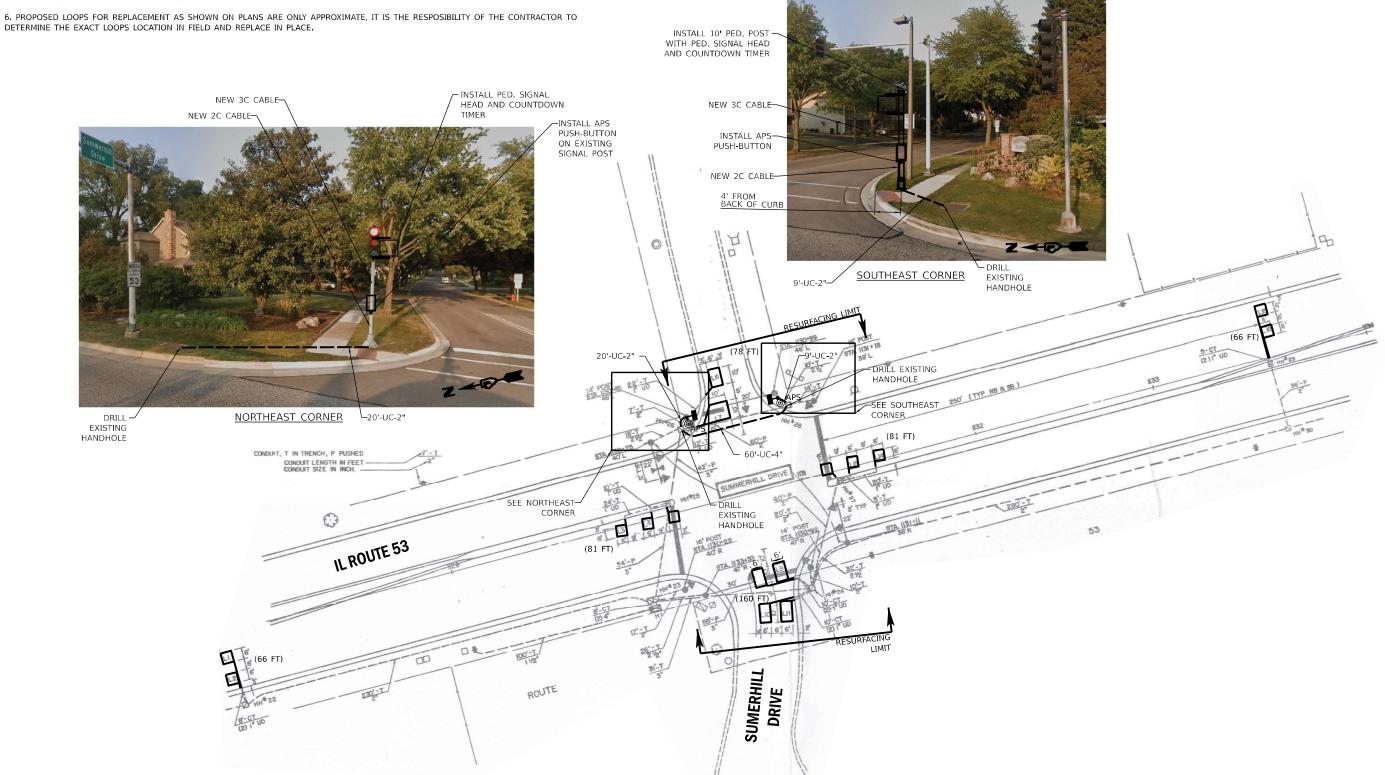
SCALE:

ADA RAMP IMPROVEMENT PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
IL 53 & WOODRIDGE DR, WOODRIDGE, IL	0870	FAP 0870 23 Smart	DUPAGE	52	18
			CONTRACT	NO. 62	2V86
SHEET OF SHEETS STA TO STA		THINOIS SED A	D DDOLECT		

NOTES:

- 1. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE APS EQUIPMENT WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
- 2. APS BUTTONS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
- 3. ALL PUSH BUTTONS SHALL BE APS.
- 4. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB.
- 5. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).

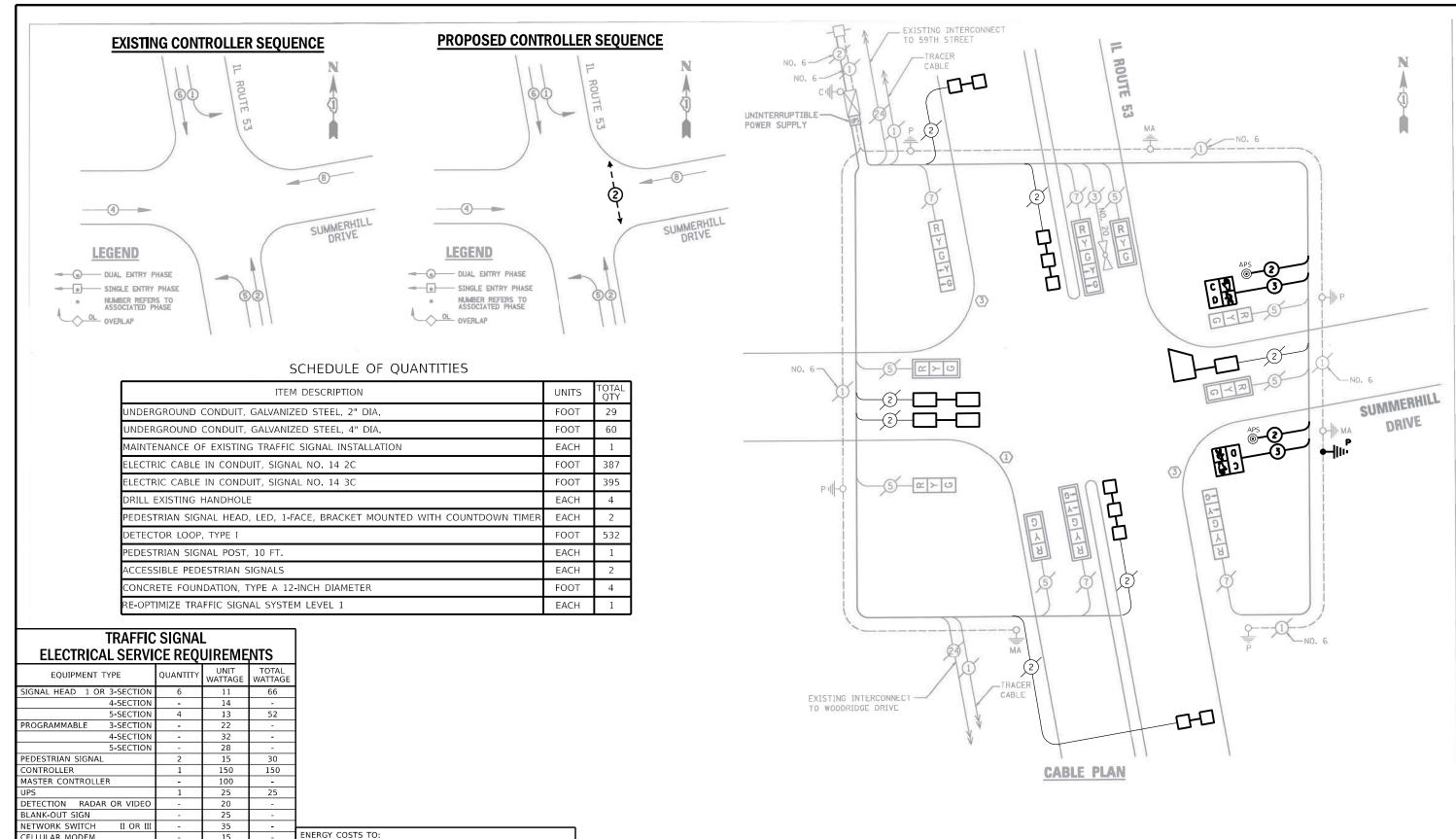
6. PROPOSED LOOPS FOR REPLACEMENT AS SHOWN ON PLANS ARE ONLY APPROXIMATE, IT IS THE RESPOSIBILITY OF THE CONTRACTOR TO



TS 6240 **ECON 37**

	DELTA ENGINEERING GROUP, LLC	US
Δ	CONSULTING ENGINEERS, CONSTRUCTION MANAGERS, SURVEYORS 111 W JACKSON BLVD, SUITE 910	
D E G	CHICAGO, IL 60604 T 312.377.7700, F 312.427 6145	PL
	1 312.377.7700,1 312.427 0143	PL

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LLC		DRAWN	-	NS	REVISED -
	PLOT SCALE = \$SCALE\$	CHECKED	-	MA	REVISED -
	PLOT DATE = \$DATES	DATE	-	03/10/2025	REVISED -



CELLULAR MODEM 15 TOTAL UPS SIZING 323 UPS CHARGING 225 225 BATTERY HEATER MAT 180 180 CABINET HEATER 200 200 FLASHER 15 LED STREET NAME SIGN 120 LUMINAIRE 240 TOTAL SERVICE WIRE SIZING 928

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY/DISTRICT 1
201 WEST CENTER COURT/SCHAUMBURG, ILLINOIS 60196-1096
ENERGY SUPPLY: PHONE: ---

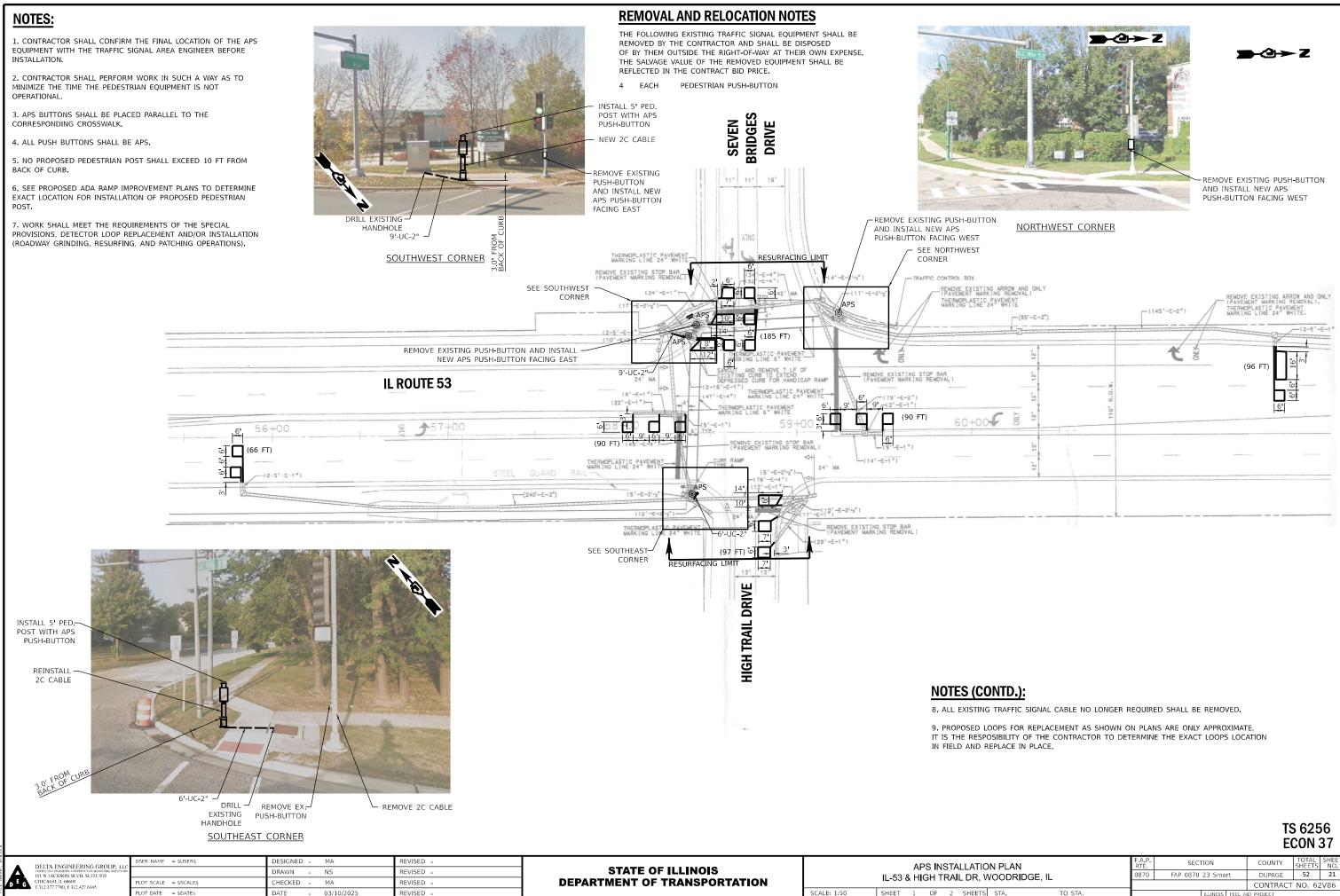
COMPANY: --ACCOUNT NUMBER: --METER NUMBER: ---

TS 6240 ECON 37

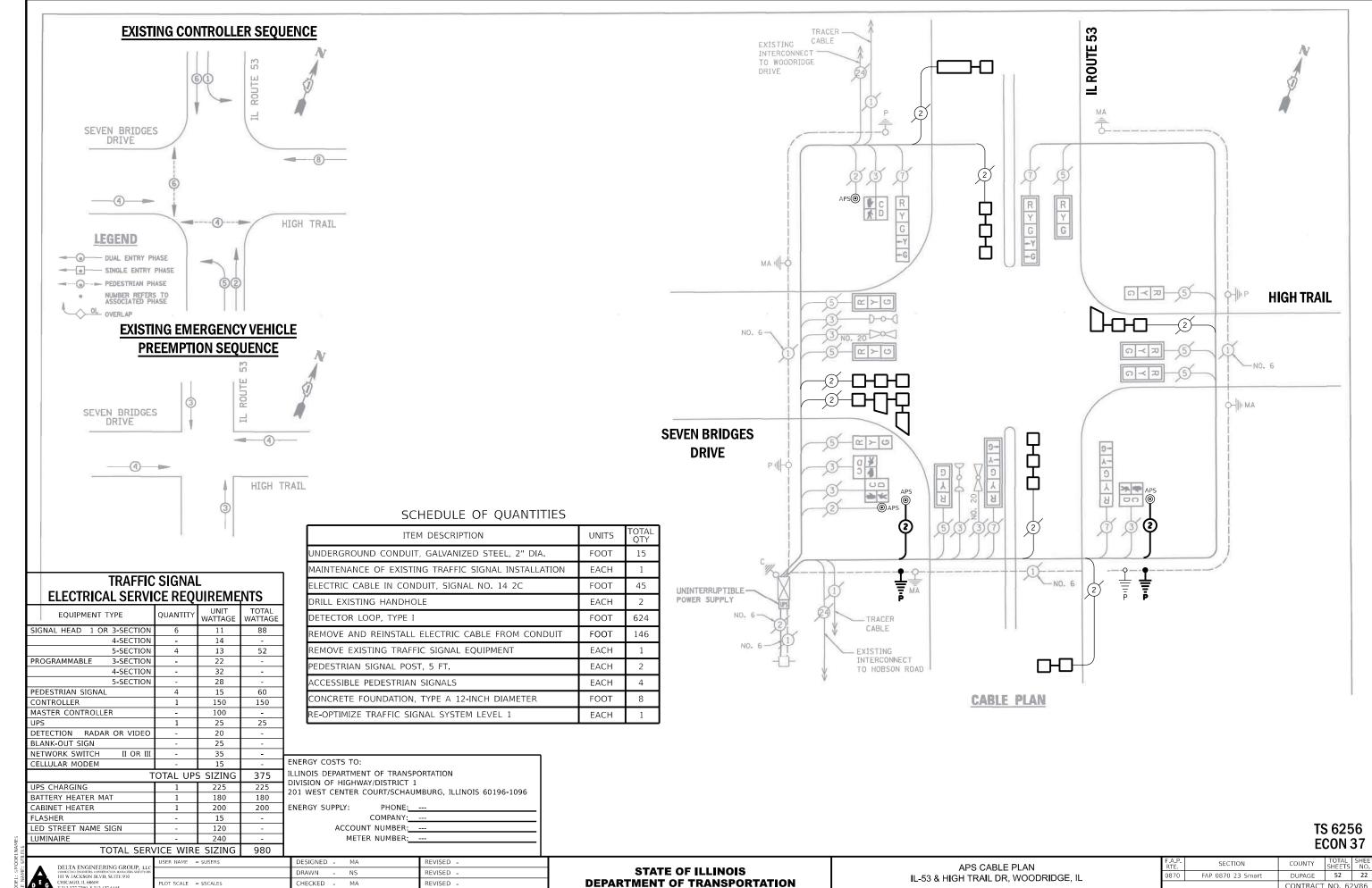
A	DELTA ENGINEERING GROUP, LLC COMMITTION PROBERTS CONSTRUCTION MANAGERS MURPHYONS III W. JACKSSON IN JVD., SUITTE 910 CHICAGO, IL 60604 T 312.377.7700, F 312.427 6145	USER NAME = \$USER\$	DESIGNED - MA	REVISED -
			DRAWN - NS	REVISED -
		PLOT SCALE = \$SCALE\$	CHECKED - MA	REVISED -
		PLOT DATE = \$DATES	DATE - 03/10/2025	REVISED -

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATI	ON

	APS CABLE PLAN						F.A.P. RTE	SECTION		
							0870	FAP 0870 23 Smart		
	12 00 0						,			
	SHEET	2	OF	2	SHEETS	STA.	TO STA.			ILLINOIS



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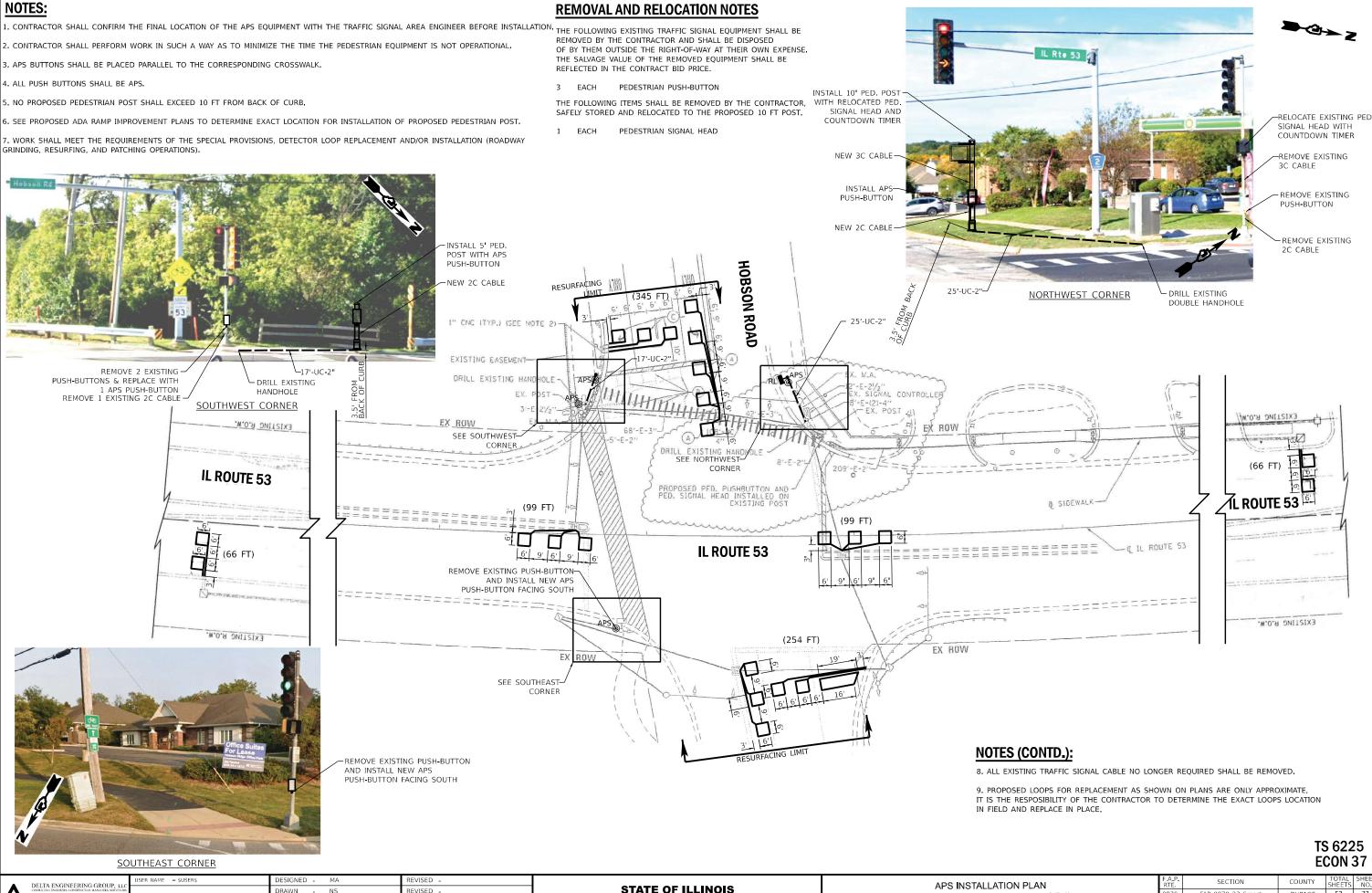


DEPARTMENT OF TRANSPORTATION

03/10/2025

CONTRACT NO. 62V86

SHEET 2 OF 2 SHEETS STA.



MODEL: SMODELNAME

OT SCALE = \$SCALE\$

HECKED -

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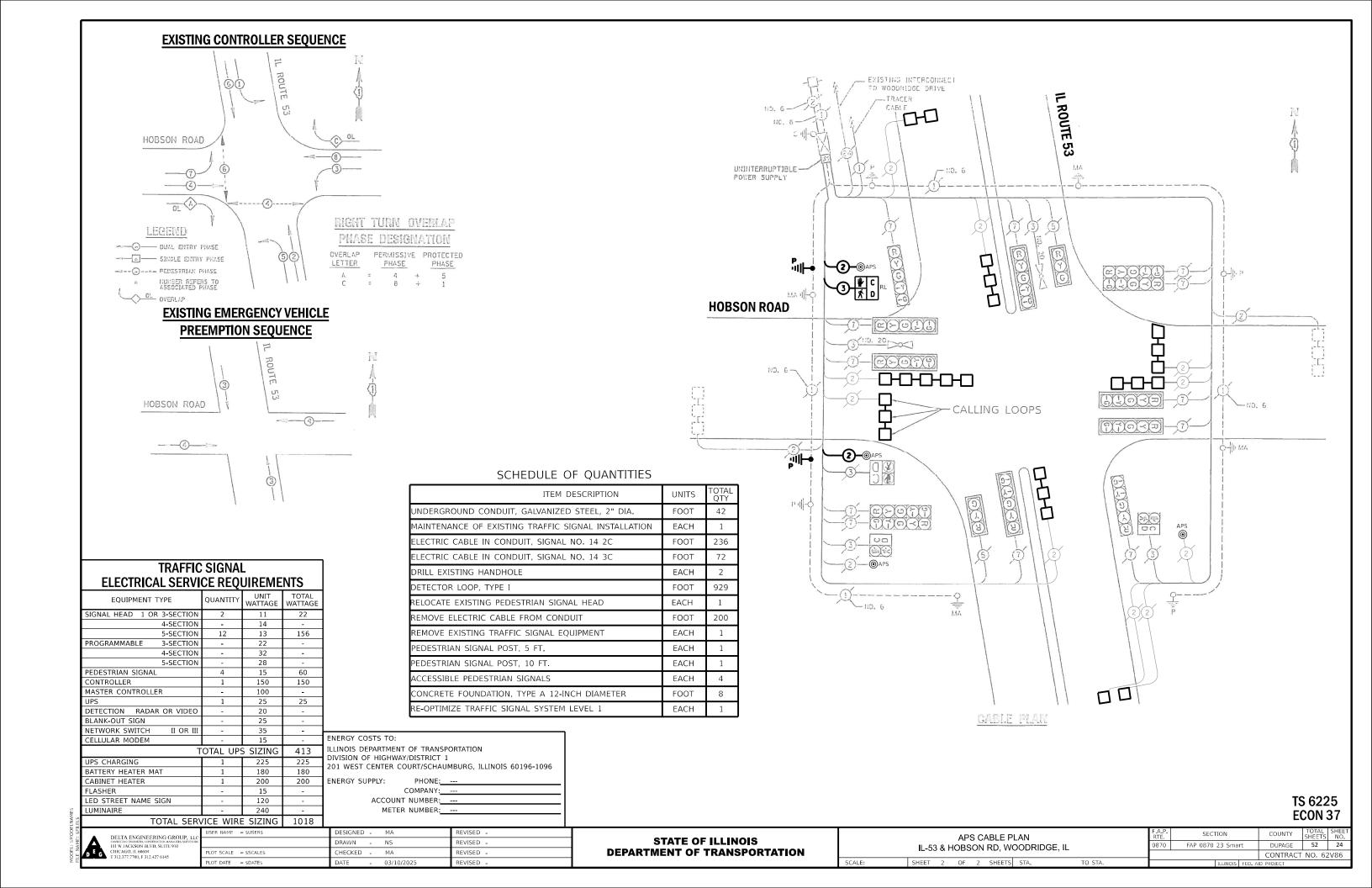
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

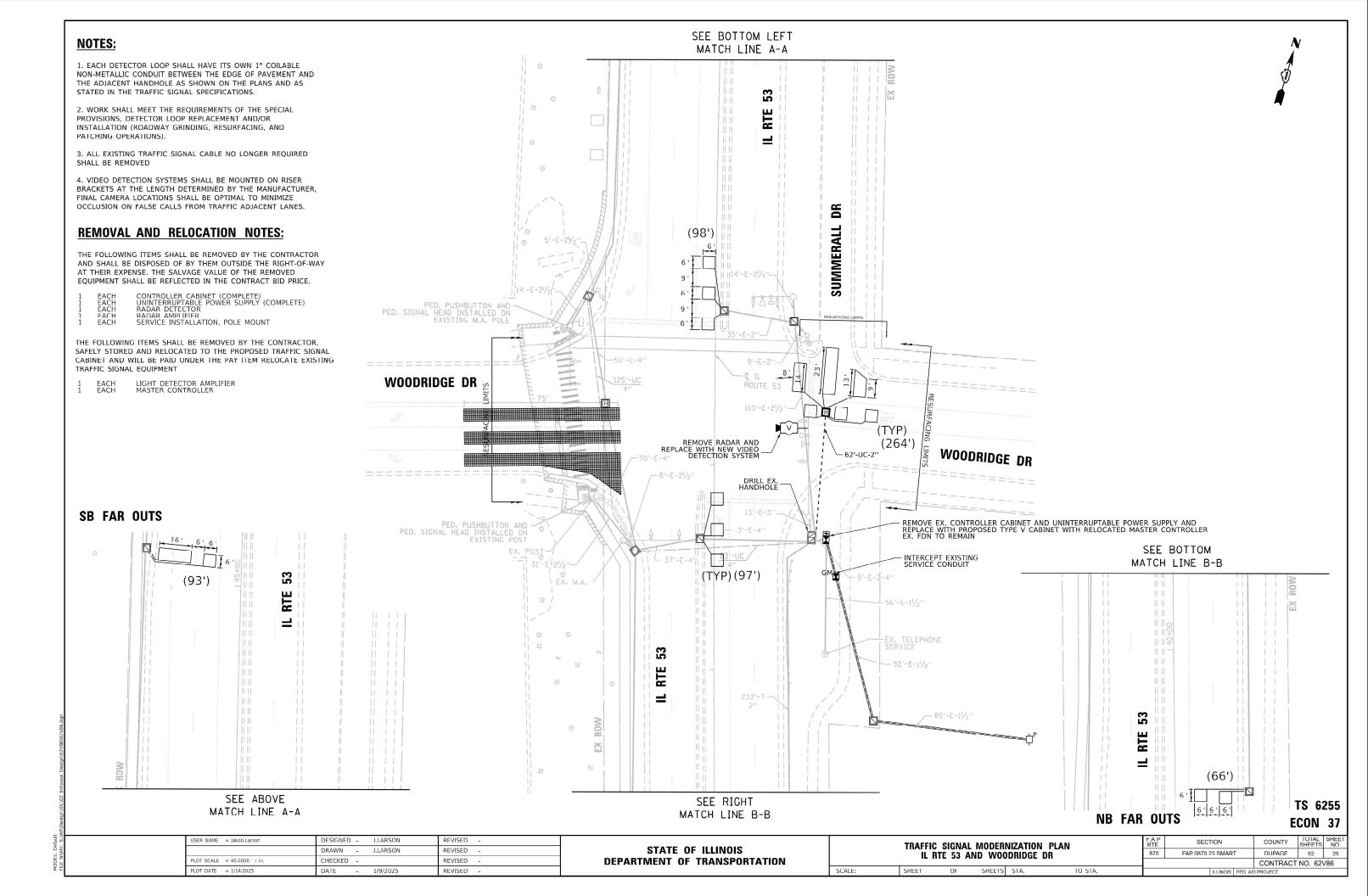
APS INSTALLATION PLAN
IL-53 & HOBSON RD, WOODRIDGE, IL

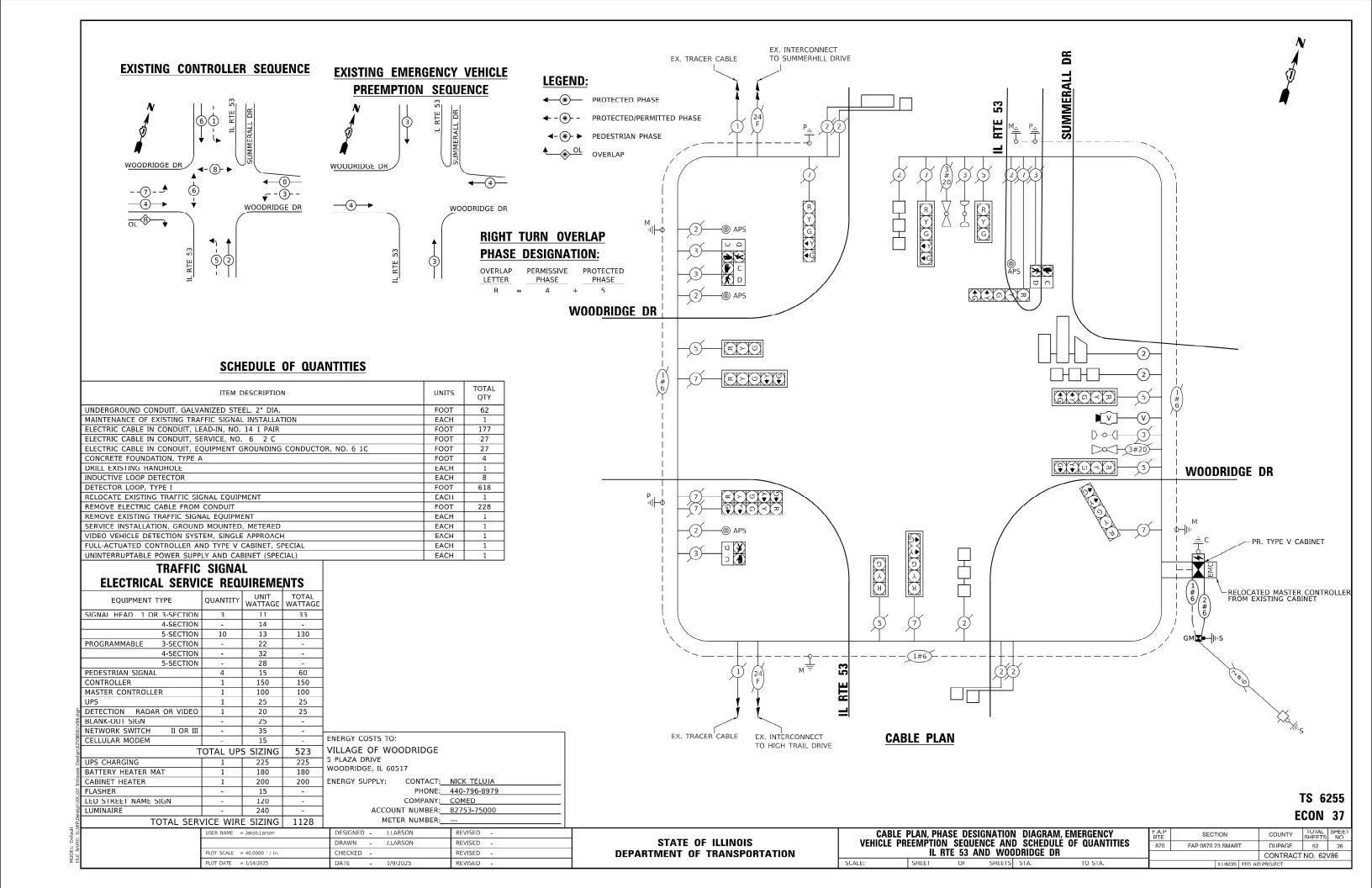
SHEET 1 OF 2 SHEETS STA.

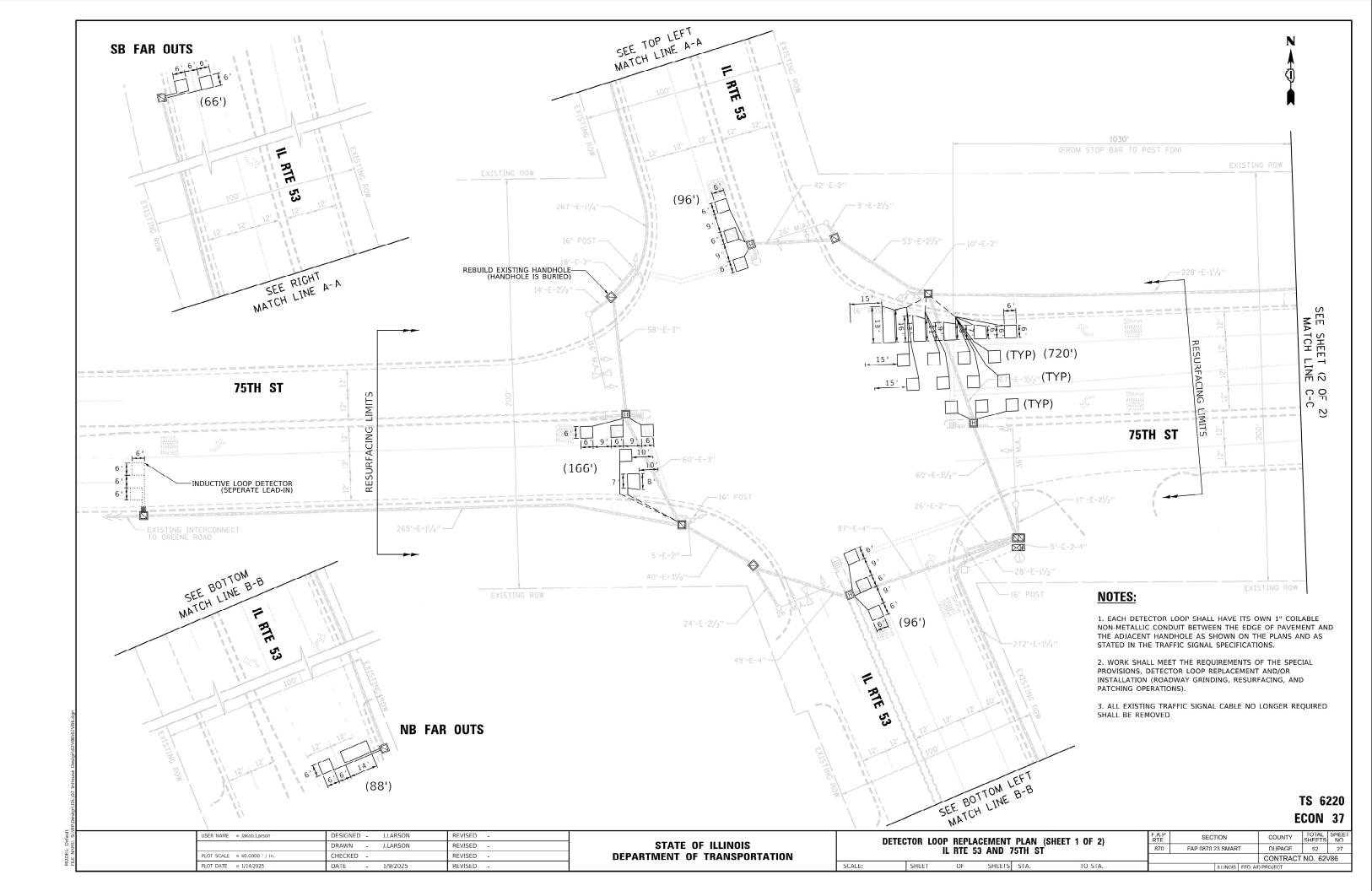
F.A.P. SECTION COUNTY TOTAL SHEET'S NO. 0870 FAP 0870 23 Smart DUPAGE 52 23

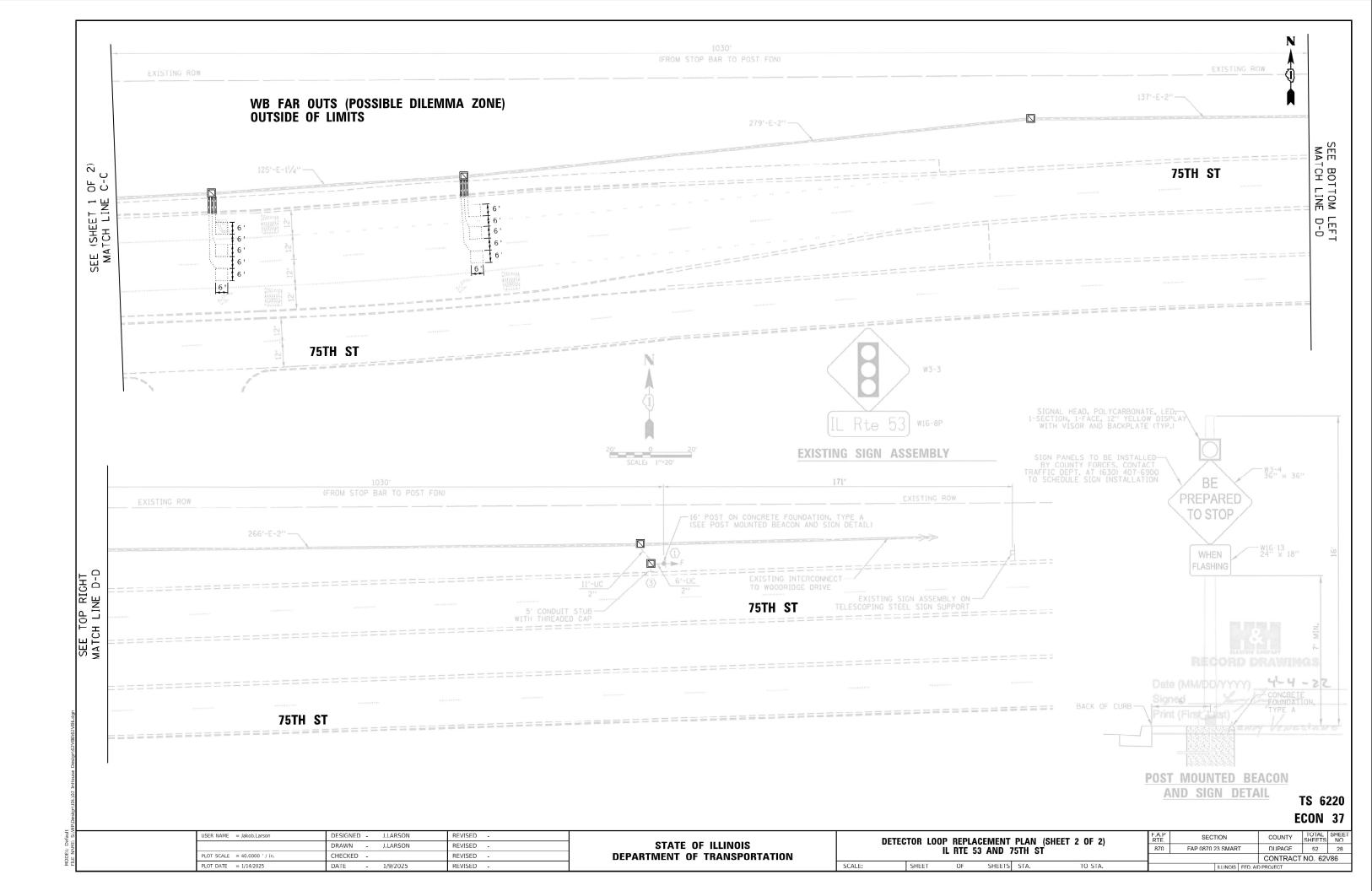
CONTRACT NO. 62V86

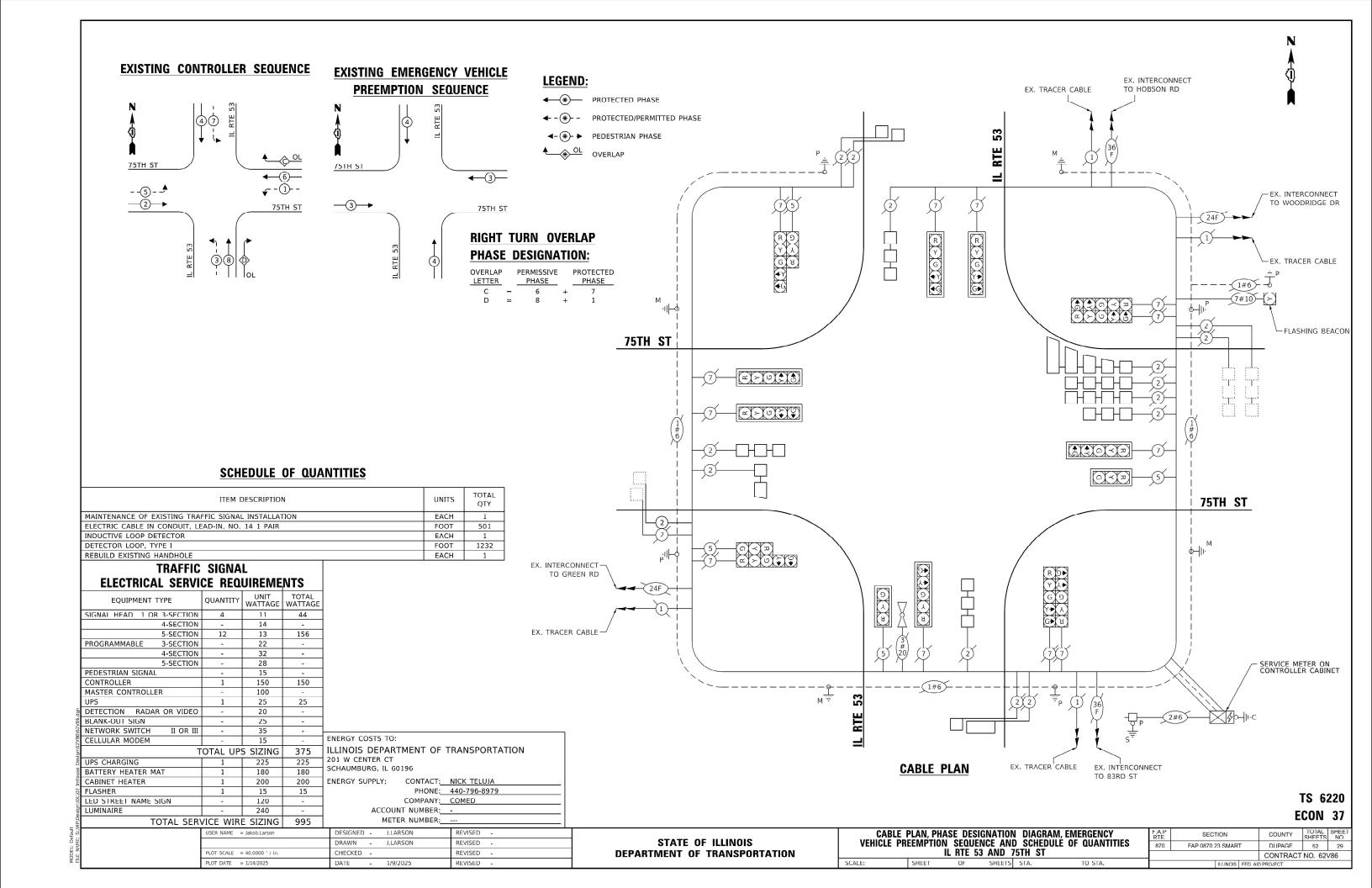


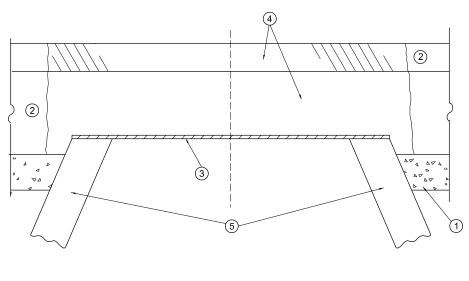


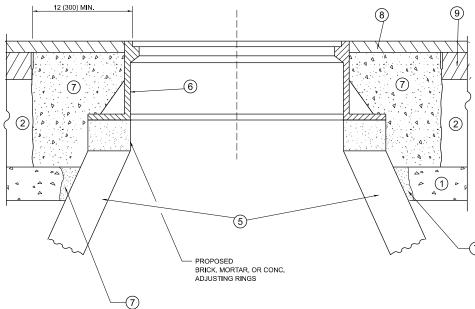












DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE. C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

- 1 SUB-BASE GRANULAR MATERIAL (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
- 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

- 1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
- 2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- 3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

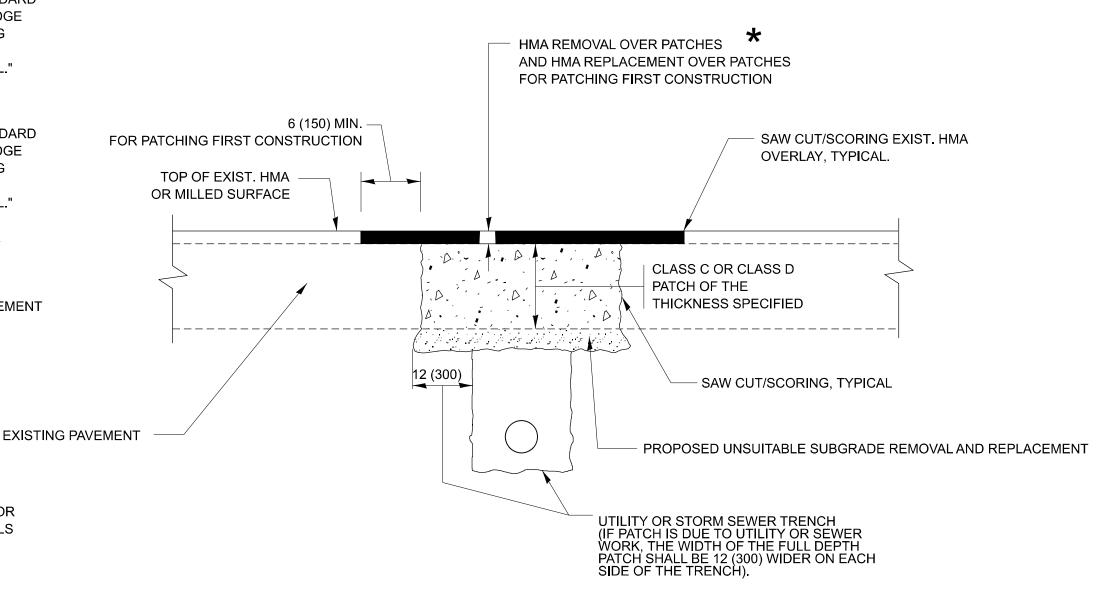
JSER NAME = Aya.Elkhatib DESIGNED - R. SHAH REVISED - R. BORO 03-09-11 **DETAILS FOR** STATE OF ILLINOIS DRAWN REVISED - R. BORO 12-06-11 870 FAP 0870 23 SMART DUPAGE 52 FRAMES AND LIDS ADJUSTMENT WITH MILLING HECKED -REVISED - K. SMITH 11-18-22 **DEPARTMENT OF TRANSPORTATION** BD600-03 (BD-08) CONTRACT NO. 62V86 SCALE: NONE SHEET 1 OF 1 SHEETS STA. PLOT DATE = 2/5/2025 REVISED - K. SMITH 09-15-23 DATE 10-25-94

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

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

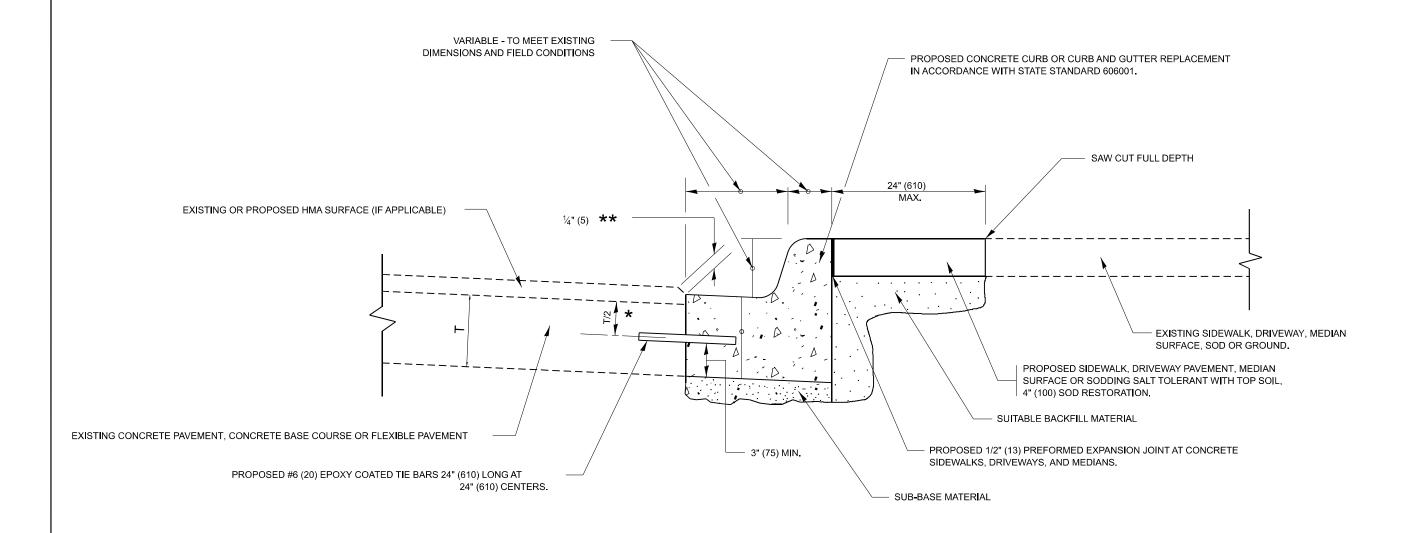
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST 4 ½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

USER NAME = Aya.Elkhatib	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07		PAVEMENT PATCHING FOR					F.A.P RTF	SECTION	COUNTY	TOTAL	SHEET NO.	
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS	HMA SURFACED PAVEMENT					870	FAP 0870 23 SMART	DUPAGE	52	31	
	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION		пиа	SUKFAL	CED PA	AVENENI			BD400-04 (BD-22)	CONTRAC	T NO. 62\	√86
PLOT DATE = 2/5/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		

MODEL: BD-22 [Sheet]

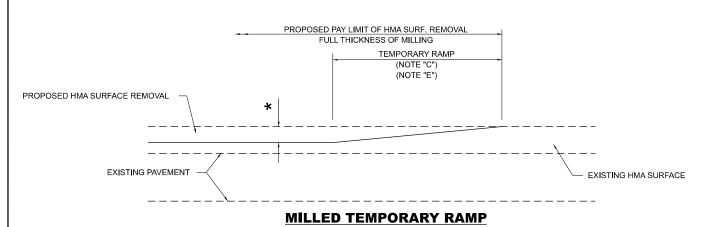


- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

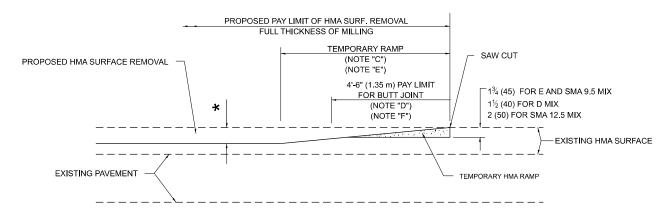
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Aya.Elkhatib	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97		CURB OR CURB AND GUTTER	F.A.P RTE	SECTION	COUNTY	TOTAL SHEETS	SHE
	DRAWN -	REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS	REMOVAL AND REPLACEMENT	870	FAP 0870 23 SMART	DUPAGE	52	32
	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION	REMOVAL AND REPLACEMENT		BD600-06 (BD-24)	CONTRACT	NO. 62\	V86
PLOT DATE = 2/5/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED.	AID PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

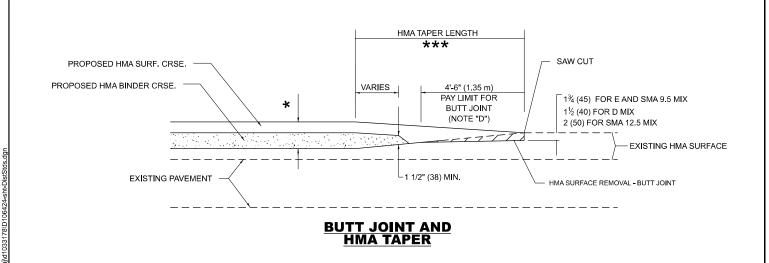
OPTION 1



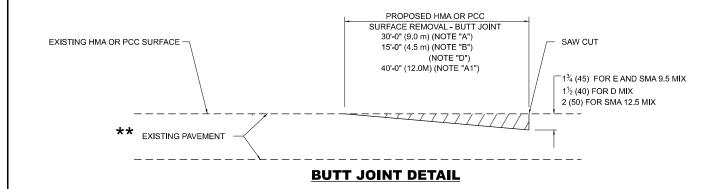
HMA CONSTRUCTED TEMPORARY RAMP

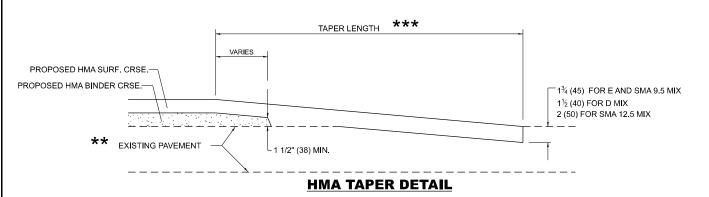
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2 TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





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".

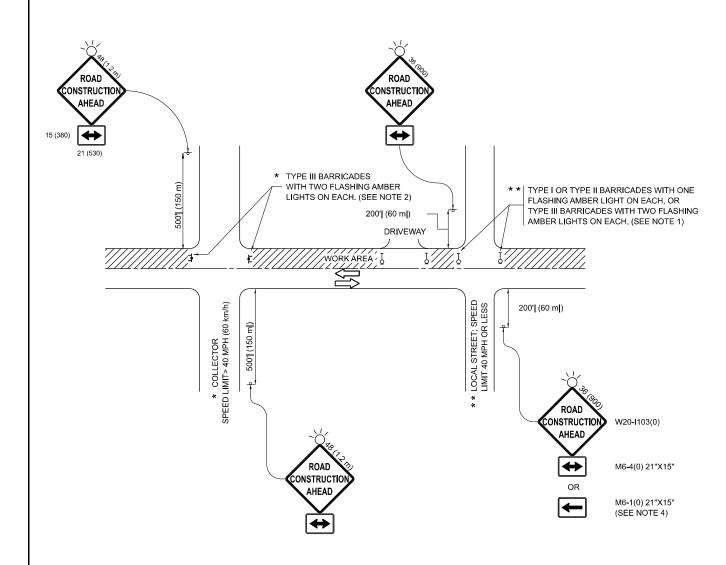
20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT"
- 2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

USER NAME = Aya.Elkhatib DESIGNED - M. DE YONG **BUTT JOINT AND STATE OF ILLINOIS** REVISED -DRAWN M. GOMEZ 04-06-01 FAP 0870 23 SMART DUPAGE 52 **HMA TAPER DETAILS** CHECKED -**DEPARTMENT OF TRANSPORTATION** BD400-05 BD-32 CONTRACT NO. 62V86 SHEET 1 OF 1 SHEETS STA. PLOT DATE = 2/5/2025 DATE REVISED - K. SMITH 11-18-22 TO STA.



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h)
 AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500" (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT
- 4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

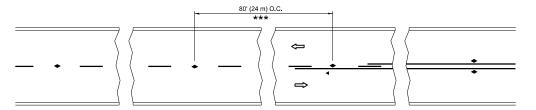
SCALE:

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

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

USER NAME = Aya.Elkhatib	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
	CHECKED -	REVISED - A. SCHUETZE 09-15-06
PLOT DATE = 2/5/2025	DATE - 06-89	REVISED _ D. SENDERAK 05-03-24

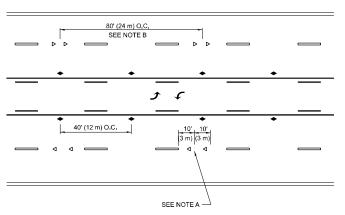
F.A.P RTE	SECTION			COUNTY	TOTAL SHEETS	SHEE NO.	
870	FAP 0870 23 SMART			DUPAGE	52	34	
	TC-10)	CONTRACT NO. 62V86				
VI VI 000 FEB 110 BB0 FEB							



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

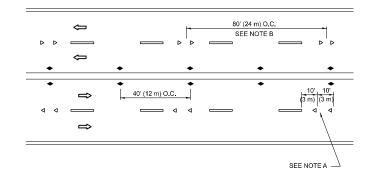
SEE FIGURE 3B-14 MUTCO

LANE REDUCTION TRANSITION

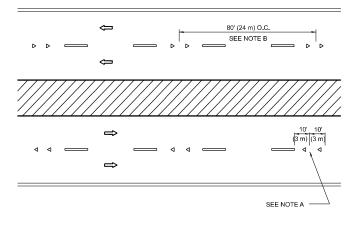


TWO-WAY LEFT TURN

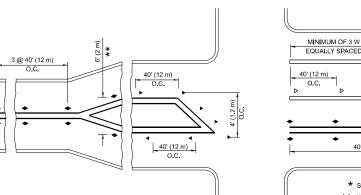
TWO-LANE/TWO-WAY

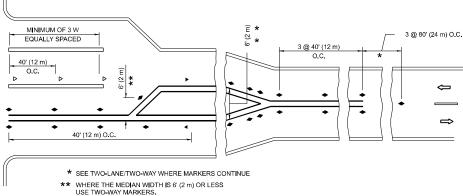


MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED





TURN LANES

GENERAL NOTES

- 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.
- MARKERS THROUGH TANGENTS LESS THAN 500° (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
- 4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

YELLOW STRIPE

WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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

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

COUNTY

DUPAGE

CONTRACT NO. 62V86

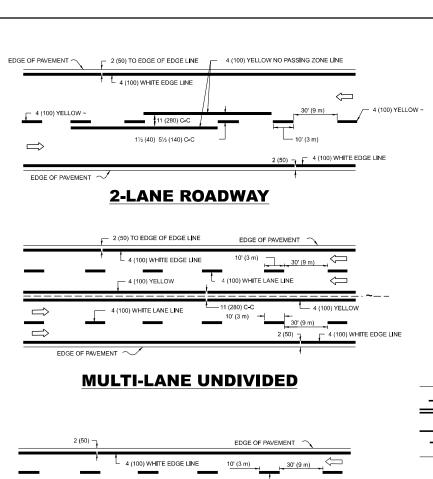
52 35

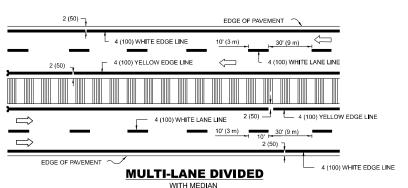
JSER NAME = Aya.Elkhatib DESIGNED -REVISED - T. RAMMACHER 03-12-99 SECTION **TYPICAL APPLICATIONS** STATE OF ILLINOIS REVISED - T. RAMMACHER 01-06-00 DRAWN 870 FAP 0870 23 SMART RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) CHECKED . **DEPARTMENT OF TRANSPORTATION** TC-11 SHEET 1 OF 1 SHEETS STA. PLOT DATE = 2/5/2025 DATE REVISED - C. JUCIUS 07-01-13

AME: c:\pw_work\pwidot\elkhatibaj\d1033178\D106424-sht-DistS

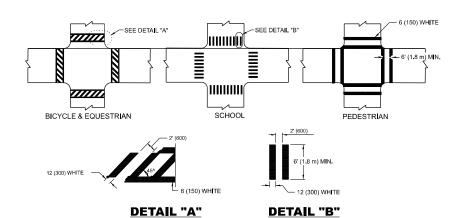
3 @ 80' (24 m) O.C.

 \Rightarrow





TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

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

TWO-4 (100) YELLOW @ 11 (280) C-C 4' (1.2 m) OUTS DE TO NO DIAGONALS TWO-4 (100) YELLOW @ 11 (280) C-C

@ 10' (3 m) OR LESS SPACING

8 (200) WHITE

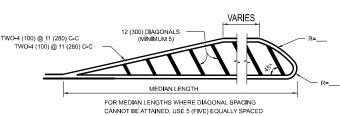
ISLAND OFFSET FROM PAVEMENT EDGE

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

RAISED

4' (1.2 m) WIDE MEDIANS ONLY

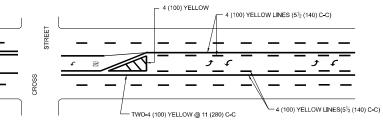


DIAGONAL LINES. 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))

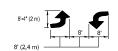
MEDIANS OVER 4' (1.2 m) WIDE

75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))

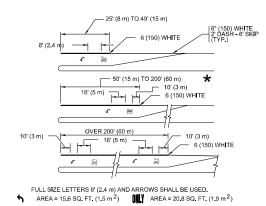
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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



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

TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

> **STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

COMBINATION **LEFT AND U-TURN**

32 R (810) **TYPICAL ISLAND MARKING**



U-TURN

★ LANE REDUCTION ARROWS REQUIRED AT SPEEDS OF 45 MPH OR

D(FT)

SPEED LIMIT

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

REVISED - C. JUCIUS 09-09-09 REVISED -DRAWN C. JUCIUS 07-01-13 CHECKED -PLOT DATE = 2/5/2025 DATE

SECTION DISTRICT ONE 870 FAP 0870 23 SMART DUPAGE 52 36 **TYPICAL PAVEMENT MARKINGS** TC-13 CONTRACT NO. 62V86 SHEET 1 OF 1 SHEETS STA.

JSER NAME = Aya.Elkhatib DESIGNED - EVERS

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

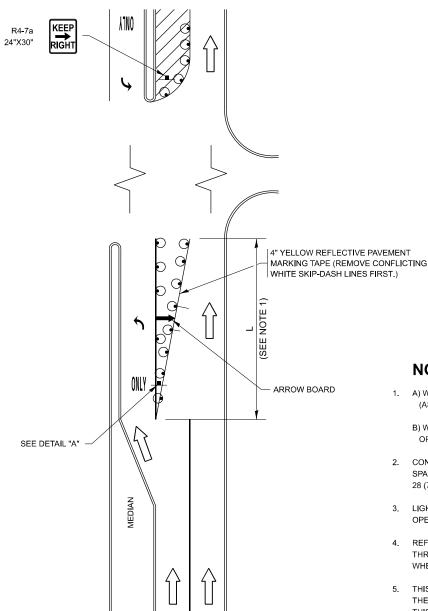


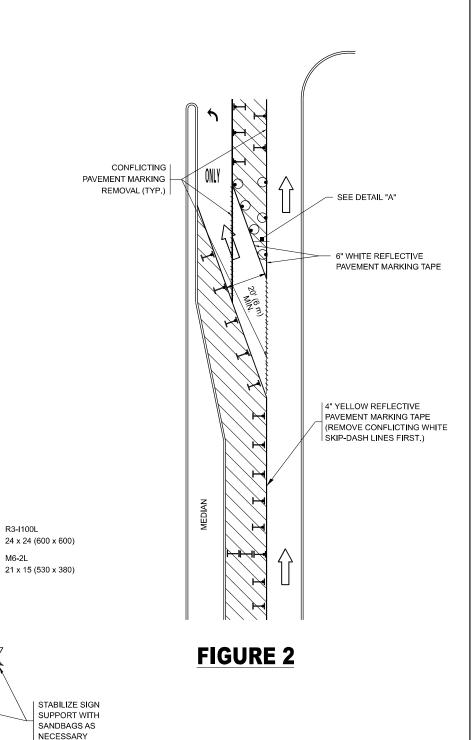
FIGURE 1

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

NOTES:

- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

M6-2L

TURN

LANE

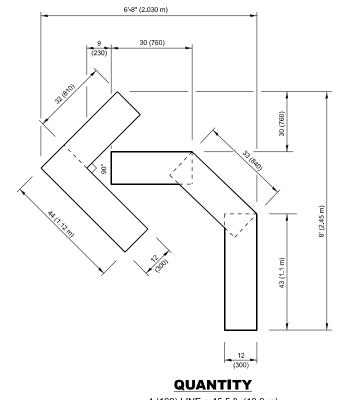
All dimensions are in inches (millimeters) unless otherwise shown.

OOLITIANIC - Aya.Likilaub	DEGIGNED - I. KAIVIIVIACHER 09-00-94	11. DONO 03-14-03	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	STATE OF ILLINOIS
	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	DEPARTMENT OF TRANSPORTATIO
PLOT DATE = 2/5/2025	DATE - T. RAMMACHER 01-06-00	REVISED -	

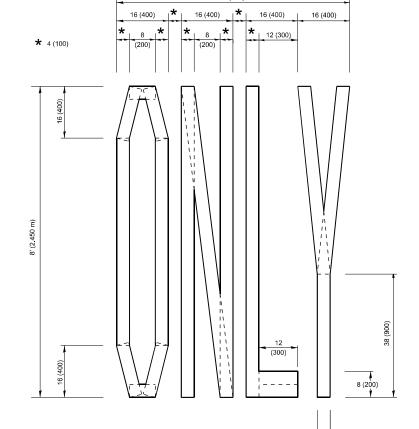
TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)							
٧E	SHEET 1	OF 1	SHEETS	STA.	TO STA.		

		ILLINOIS	FED, AII	D PROJECT		
	TC-14	Į.		CONTRACT	NO. 62\	/86
870	FAP 0870 2	23 SMAR	Т	DUPAGE	52	37
RTE	SEC ⁻		COUNTY	SHEETS	NO.	

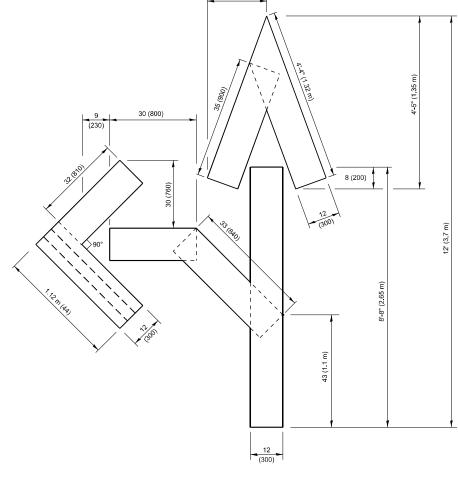
ON SCALE: NONE



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



QUANTITY 4 (100) LINE = 64.1 ft. (19.5 m)

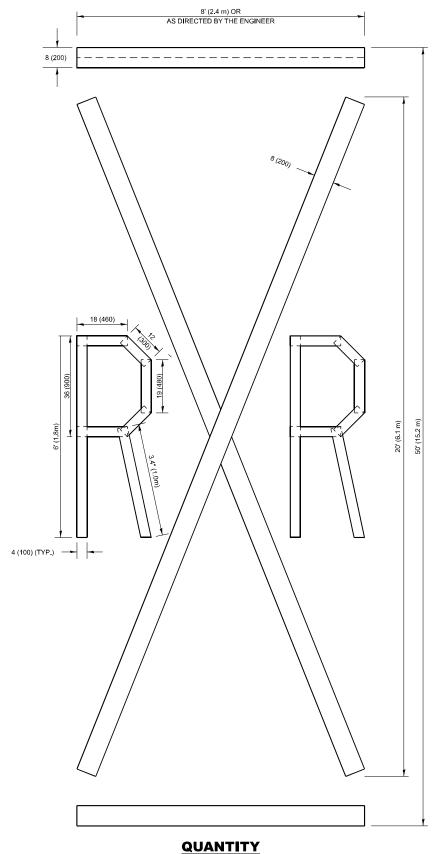


QUANTITY

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

NOTE:

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



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

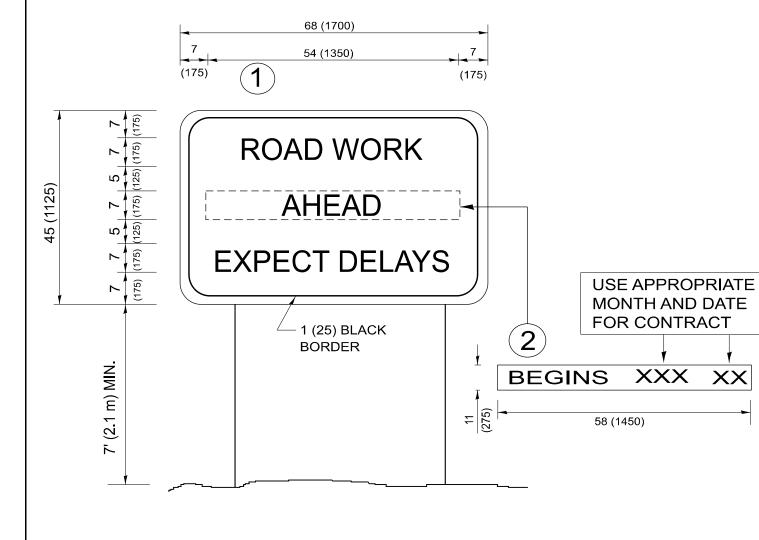
> All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED	- T. RAMMACHER 03-02-98
	DRAWN -	REVISED	- E. GOMEZ 08-28-00
	CHECKED -	REVISED	- E. GOMEZ 08-28-00
PLOT DATE = 2/5/2025	DATE - 09-18-94	REVISED	- A. SCHUETZE 09-15-16

21.4 sq. ft. (1.99 sq. m)

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SHORT TE	RM PAVE	MENT M	ARKING	LETTE	RS AND SYMBOLS	F.A.P RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						870	FAP 0870 23 SMART	DUPAGE	52	38
							TC-16	CONTRACT	NO. 62\	/86
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		



NOTES:

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

SCALE: NONE

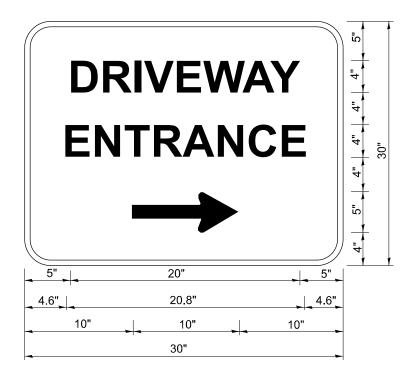
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 2/5/2025	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF	ILLINOIS
DEPARTMENT OF T	RANSPORTATION

	ARTE	RIAL ROAD		F.A.P RTE	SECTION
	INEODI	WATION SIGN		870	FAP 0870 23 SMAR
	INFOR	MAI ION SIGN			TC-22
SHEET 1	OF 1	SHEETS STA.	TO STA.		ILLINOIS



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

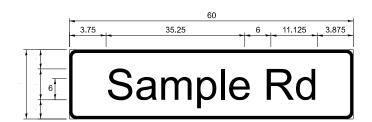
NOTES:

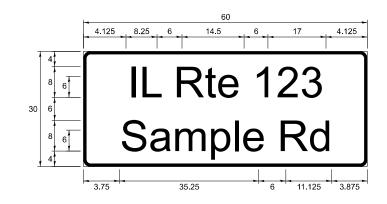
- 1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
- 2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE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

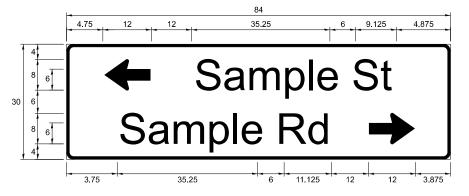
USER NAME = Aya.Elkhatib	DESIGNED -	REVISED	-	C. JUCIUS 02-15-07
	DRAWN -	REVISED	-	
	CHECKED -	REVISED	-	
PLOT DATE = 2/5/2025	DATE -	REVISED	-	

SCALE: NONE

SIGN PANEL - TYPE 1 OR TYPE 2







DESIGN SIGN PANEL | SHEETING QTY. TYPE REQUIRED D OR C 1 OR 2

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

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

LOCAL SUPPLIERS: PARTS LISTING:

- J.O. HERBERT COMPANY, INC. MIDLOTHIAN, VA

- WESTERN REMAC, INC.

WOODRIDGE, IL

SIGN CHANNEL SIGN SCREWS

BRACKETS

PART #HPN053 (MED. CHANNEL) 1/4" x 14 x 1" H.W.H. #3

SELF TAPPING WITH NEOPRENE WASHER

PART #HPN034 (UNIVERSAL)

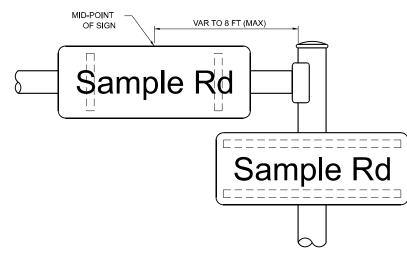
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

SCALE: NONE

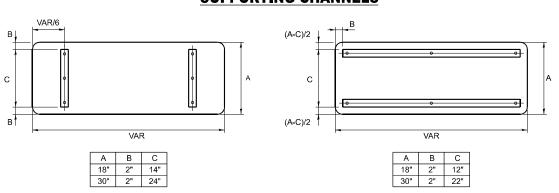
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION

ARM OR POLE MOUNTED



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

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

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

SER NAME = Aya.Elkhatib DESIGNED - LP/IP REVISED - LP 07/01/2015 DRAWN - LP REVISED REVISED PLOT DATE = 2/5/2025 REVISED - 10/01/2014

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION DISTRICT ONE 870 FAP 0870 23 SMART DUPAGE 52 41 MAST ARM MOUNTED STREET NAME SIGNS CONTRACT NO. 62V86 TS-02 SHEET 1 OF 1 SHEETS STA.

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	<u>EXISTING</u>	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		R R Y
OMMUNICATION CABINET	ECC	CC	HEAVY DUTY HANDHOLE				(G) (G) (♠γ) (♠γ)	G G 4Y 4Y 4G
MASTER CONTROLLER	EMC	MC	-SQUARE -ROUND		H (B)		P	4 Y 4 G 4 G P
MASTER MASTER CONTROLLER	EMMC	ммс	DOUBLE HANDHOLE			SIGNAL HEAD WITH BACKPLATE	R R R	RRRR
ININTERRUPTABLE POWER SUPPLY	[7	JUNCTION BOX		0	-(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
SERVICE INSTALLATION (P) POLE MOUNTED	- <u>-</u> -P	- ■ -P	RAILROAD CANTILEVER MA	AST ARM XOX X	XXXX			G G G 4Y 4Y 4G 4G
SERVICE INSTALLATION			RAILROAD FLASHING SIGN.	AL X O X	¥◆X		P RB	P RB
(G) GROUND MOUNTED (GM) GROUND MOUNTED METERED	$\boxtimes^{G} \boxtimes^{GM}$	⊠ ^G ⊠ ^{GM}	RAILROAD CROSSING GATI	E	X•X-	PEDESTRIAN SIGNAL HEAD		
TELEPHONE CONNECTION	ET	T	RAILROAD CROSSBUCK		*	AT RAILROAD INTERSECTIONS	S	*
STEEL MAST ARM ASSEMBLY AND POLE		•——	RAILROAD CONTROLLER C	CABINET	> ∢	PEDESTRIAN SIGNAL HEAD	(€) C (₹) D	₩ c
ALUMINUM MAST ARM ASSEMBLY AND P	_	-	UNDERGROUND CONDUIT	(UC),		WITH COUNTDOWN TIMER		★ □
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	0	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST	0	● ● BM	SYSTEM ITEM	s S	SP	NUMBER OF CONDUCTORS, ELECTRIC	<u></u>	
(BM) BARREL MOUNTED - TEMPORARY	O	♥ ♥ BW	INTERSECTION ITEM	I	IP	CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	\otimes	$oldsymbol{\Theta}$	REMOVE ITEM		 R	GROUND CABLE IN CONDUIT,	1#6	1#6
GUY WIRE	>-	>-	RELOCATE ITEM		RL	NO. 6 SOLID COPPER (GREEN)	,	
SIGNAL HEAD	>	-	ABANDON ITEM		Α	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		<u> </u>
SIGNAL HEAD WITH BACKPLATE	+->	+	CONTROLLER CABINET ANI		RCF	COAXIAL CABLE	<u> </u>	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAMMED	$-\triangleright^{P} + \triangleright^{P}$	→ P + P	FOUNDATION TO BE REMO' MAST ARM POLE AND	VED		VENDOR CABLE		
FLASHER INSTALLATION (FS) SOLAR POWERED	o⇔ ^F o⇔ ^{FS}	•► FS	FOUNDATION TO BE REMO	VED	RMF	COPPER INTERCONNECT CABLE,	<i>'</i>	
	r rs cr⊳FS	■► FS	SIGNAL POST AND FOUNDATION TO BE REMO	VED	RPF	NO. 18, 3 PAIR TWISTED, SHIELDED		——6#18
PEDESTRIAN SIGNAL HEAD	-0	-1	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		—
PEDESTRIAN PUSH BUTTON (APS) ACCESSIBLE PEDESTRIAN PUSH I	BUTTON @ @ APS	⊚	PREFORMED DETECTOR LO	OOP P P	PP	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
RADAR DETECTION SENSOR	R	R	SAMPLING (SYSTEM) DETE	cctor s s	s s		36F)	— <u>36F</u> —
VIDEO DETECTION CAMERA	(V)	v •	INTERSECTION AND SAMPL (SYSTEM) DETECTOR	LING IS (IS)	is (s)			
RADAR/VIDEO DETECTION ZONE			QUEUE AND SAMPLING	as as	as as	GROUND ROD -(C) CONTROLLER	$\stackrel{\stackrel{\perp}{=}^{C}}{\stackrel{\perp}{=}}^{M} \stackrel{\stackrel{P}{=}^{C}}{\stackrel{\stackrel{\perp}{=}^{C}}{\stackrel{=}{=}^{C}}}^{S}$	$\underline{\dot{\underline{-}}}^{C} \underline{\dot{\underline{-}}}^{M} \underline{\dot{\underline{-}}}^{P} \underline{\dot{\underline{-}}}^{S}$
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ 1	PTZ	(SYSTEM) DETECTOR WIRELESS DETECTOR SEN	_		-(M) MAST ARM -(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	∞	~	WIRELESS ACCESS POINT	<u></u>	<u> </u>	-(S) SERVICE		
CONFIMATION BEACON	○ -()	••	WINELESS ACCESS POINT		_			
WIRELESS INTERCONNECT	o -1 	• 						
WIRELESS INTERCONNECT RADIO REPE		RR						
USER NAI	ME = Aya.Elkhatib DESIGNED DRAWN			STATE OF ILLINOIS		DISTRICT ONE	F.A.P SECTION	N COUNTY TOTA

DATE - 9/29/2016

PLOT DATE = 2/5/2025

REVISED -

SHEET 1 OF 7 SHEETS STA.

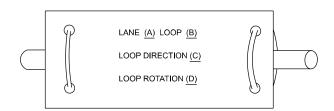
SCALE: NONE

05 CONTRACT NO. 62V86
| ILLINOIS | FED. AID | PROJECT

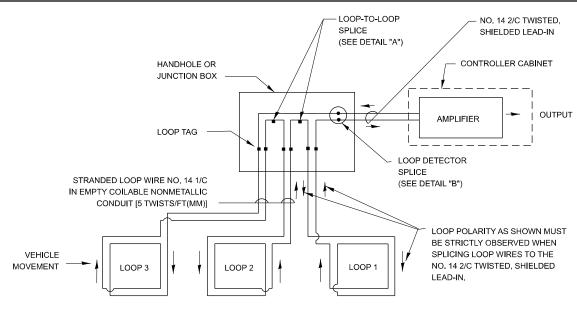
LOOP DETECTOR NOTES

- 1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE
- 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE 7. 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

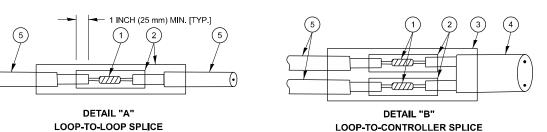


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

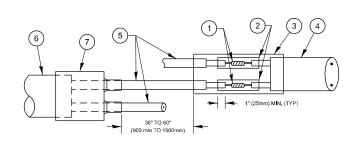


DETECTOR LOOP WIRING SCHEMATIC

- 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.



TYPE | LOOP



DETAIL "A" LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP

DETAIL "B" LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

36" TO 60"

- (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.
- 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

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2025	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

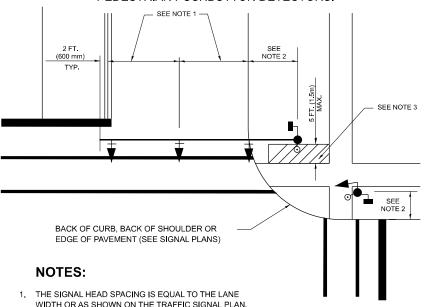
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET 2 OF 7 SHEETS STA.

SECTION COUNTY 870 FAP 0870 23 SMART DUPAGE 52 43 CONTRACT NO. 62V86

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

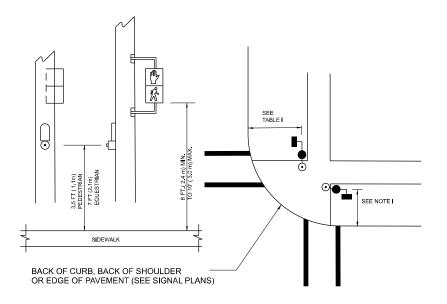
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



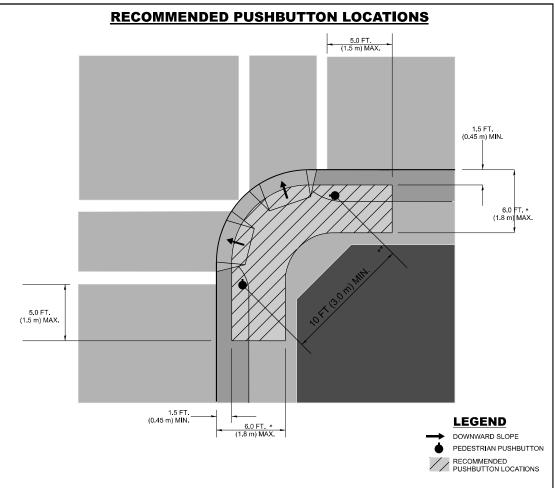
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO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

PEDESTRIAN SIGNAL POST 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



- 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:

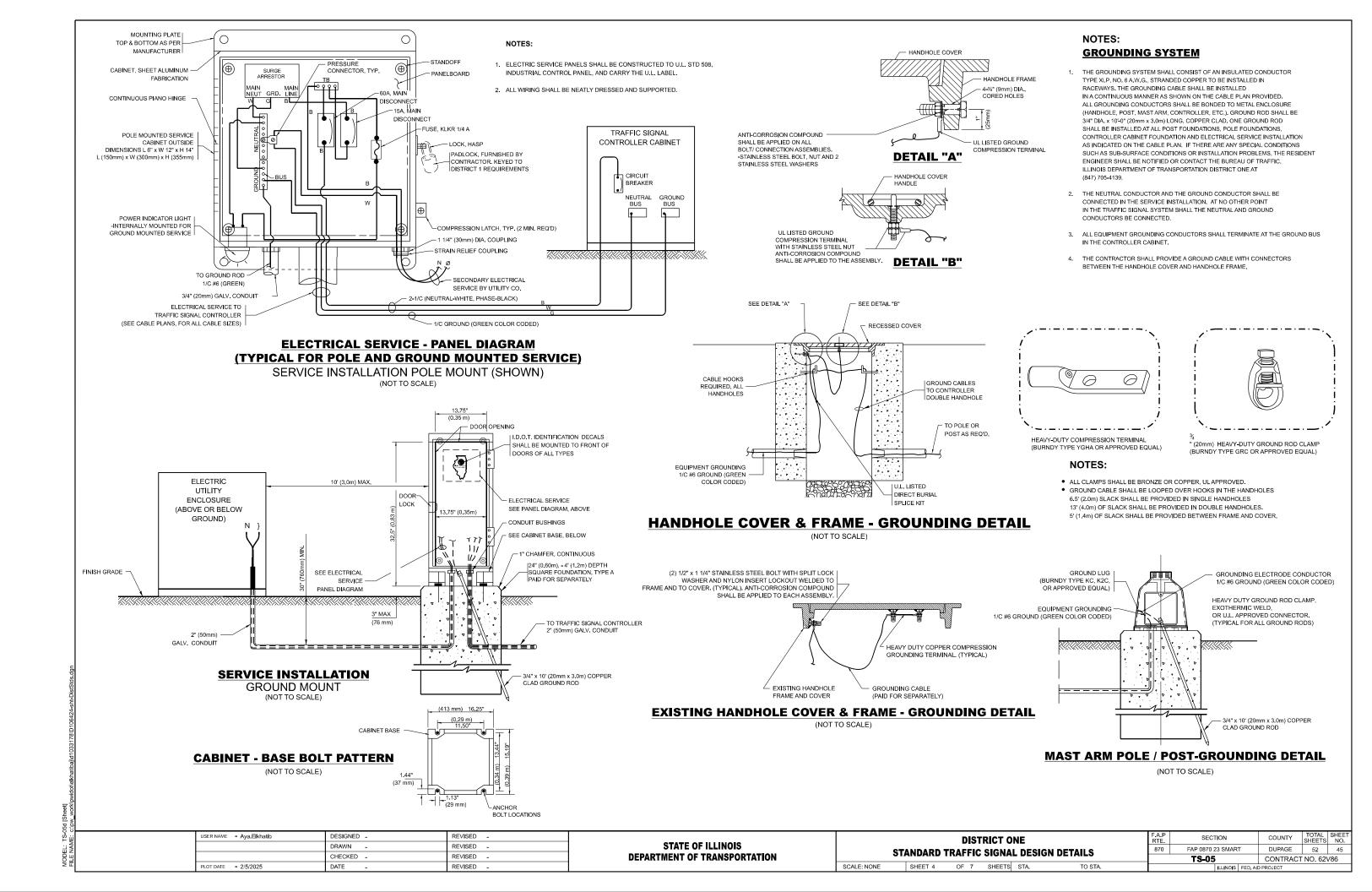
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION
- 3.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

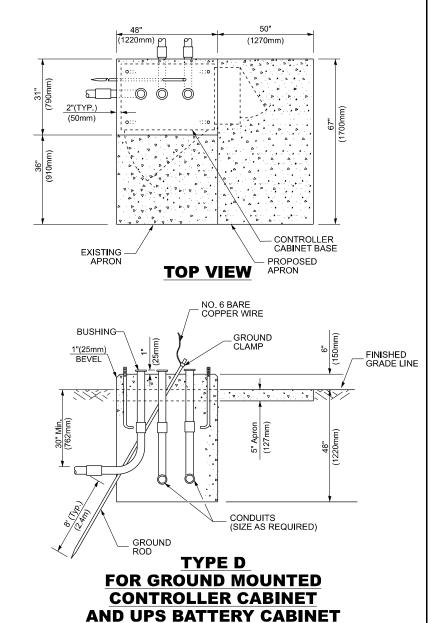
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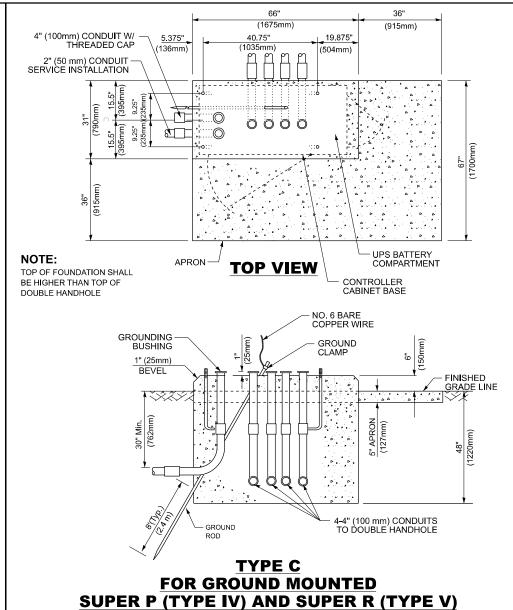
USER NAME = Aya.Eiknatib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/5/2025	DATE -	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

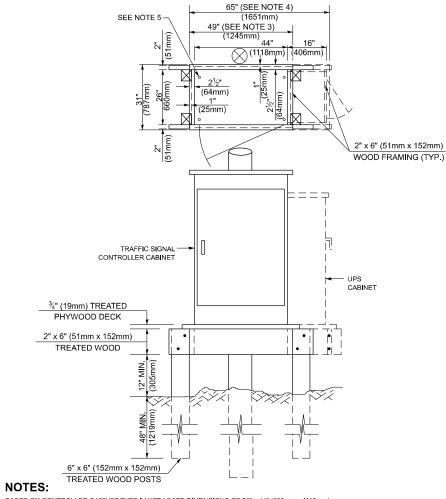
DISTRICT ONE				F.A.P RTE.	SECTION FAP 0870 23 SMART	COUNTY	TOTAL SHEETS 52	SHEET NO. 44		
STANDARD TRAFFIC SIGNAL DESIGN DETAILS				3.0	TS-05	CONTRACT				
	SHEET 3	OF 7	SHEETS	STA.	TO STA.		ILLINOIS FED. AII	D PROJECT		







CONTROLLER CABINETS



- 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 $16" \times 25"$ ($406 mm \times 635 mm$). 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
MASTARM	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

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

CABLE SLACK

/ERTICAL CABLE LENGTH	FEET	METER
IAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD)		
_ = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20.0+L	6.0+L
RACKET MOUNTED (MAST ARM POLE OR SIGNAL POLE)	13.0	4.0
EDESTRIAN PUSH BUTTON	6.0	2.0
ERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5	4.1
ERVICE INSTALLATION POLE MOUNT TO GROUND	13.5	4.1
ERVICE INSTALLATION GROUND MOUNT	6.0	2.0
OUNDATION (SIGNAL POST, MAST ARM POLE, CONTROLLER CABINET, SERVICE-GROUND MOUNT)	3.0	1.0

DEPTH OF FOUNDATION

Mast Arm Length	 Foundation Depth 	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

4'-0" (1.2m)

4'-0" (1.2m)

4'-0" (1.2m)

- 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
- 2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations
- 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

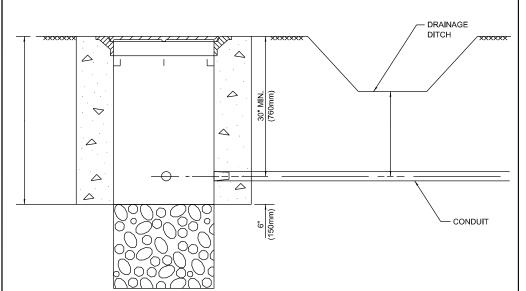
USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -		DISTRICT ONE		F.A.P RTE	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
	DRAWN -	REVISED -	STATE OF ILLINOIS			870	FAP 0870 23 SMART	DUPAGE	52 46
	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	31.	ANDARD TRAFFIC SIGNAL DESIGN DETAILS		TS-05	CONTRAC	CT NO. 62V86
PLOT DATE = 2/5/2025	DATE -	REVISED -		SCALE: NONE	SHEET 5 OF 7 SHEETS STA. TO STA.		ILLINOIS FED. AI	D PROJECT	-

FOUNDATION

TYPE C - CONTROLLER W/ UPS

TYPE D - CONTROLLER

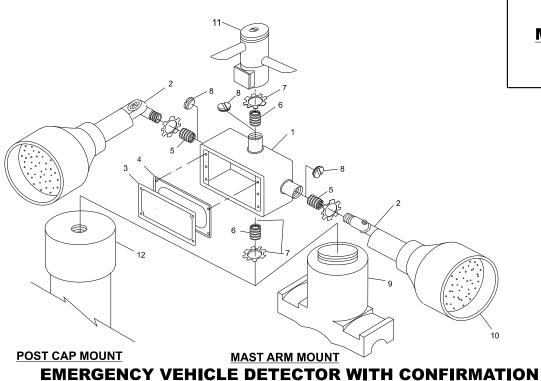
SERVICE INSTALLATION, GROUND MOUNT, TYPE A - SQUARE



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

HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



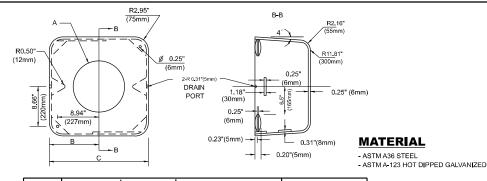
(1675mm) (915mm) 19.875" (1035mm) **~**d∶ 0 CONTROLLER PROPOSED-**TOP VIEW** APRON -NO. 3 DOWEL 18" (450mm) NO. 6 BARE COPPER WIRE LONG (8 REQ.) BUSHING-GROUND CLAMP EXISTING-ANCHOR BOLTS 1"(25mm) BEVEL **GRADE LINE** (300mm) (300mm) (300mm) -EXISTING CONDUITS EXISTING GROUND ROD **MODIFY EXISTING TYPE "D" FOUNDATION**

TO TYPE "C" FOUNDATION

(NOT TO SCALE)

IDENTIFICATION 1 OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M) 2 LAMP HOLDER AND COVER 3 OUTLET BOX COVER 3/4" (19 mm) CLOSE NIPPLE 7 ¾" (19 mm) LOCKNUT 8 ¾" (19 mm) HOLE PLUG 9 SADDLE BRACKET - GALV. 10 6 WATT PAR 38 LED FLOOD LAMP DETECTOR UNIT 12 POST CAP [18 FT. (5.4 m) POST MIN.]

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



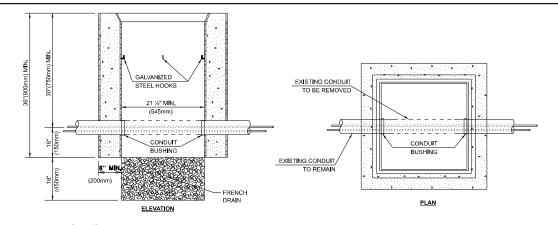
Α	В	C HEIGHT		WEIGHT
VARIES	'ARIES 9.5"(241mm) 19"(483mm)		7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126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

SHROUD

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

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING DIMENSION 4" (100mm) LARGER THAN CONTROLLER CABINET BASE WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING. DIMENSION, BOTH DIRECTIONS (25mm) " (25mm) BEVEL BREAK DOWN EXISTING FOUNDATION 12" (300mm) 9" (225mm) No. 3 DOWEL 1'-6" (450mm) LONG ON 12" (300mm) CENTER (8 REQ'D) 2" (50mm), 4" (100mm & 4" (100mm) NEW TYPE "D" (MODIFIED) FOUNDATION EXISTING TYPE D (CONTROLLER) FOUNDATION

MODIFY EXISTING TYPE "D" FOUNDATION



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

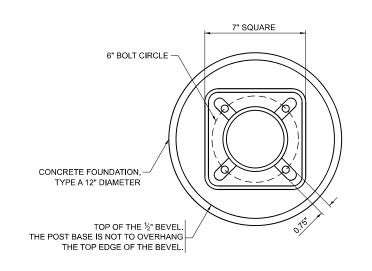
HANDHOLE TO INTERCEPT EXISTING CONDUIT

DESIGNED -JSER NAME = Aya.Elkhatib REVISED DRAWN REVISED CHECKED REVISED PLOT DATE = 2/5/2025DATE

BEACON MOUNTING DETAIL

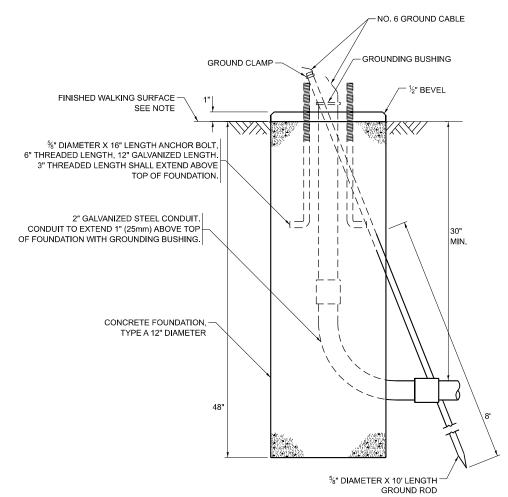
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE 870 FAP 0870 23 SMART DUPAGE 52 47 STANDARD TRAFFIC SIGNAL DESIGN DETAILS CONTRACT NO. 62V86 SHEET 6 OF 7 SHEETS STA.



BOLT PATTERN

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.



JSER NAME = Aya.Elkhatib

PLOT DATE = 2/5/2025

CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER

DESIGNED - IP

DRAWN - IP

- 10-15-2018

REVISED

REVISED

REVISED

PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.

SHEET 7 OF 7 SHEETS STA.



- PEDESTRIAN SIGNAL HEAD

- COUNTDOWN PEDESTRIAN SIGNAL HEADS ARE NOT TO BE USED AT RAILROAD INTERSECTIONS







R10-3b

R10-3d

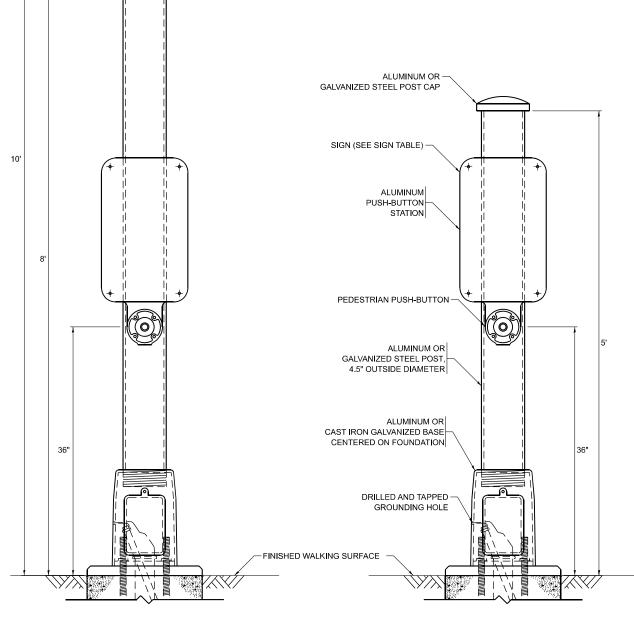
R10-3e

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
- 3. THE SIGN FOR DUAL-CALL PUSH-BUTTONS SHALL HAVE NO ARROW.



REVISED - 10-15-2020

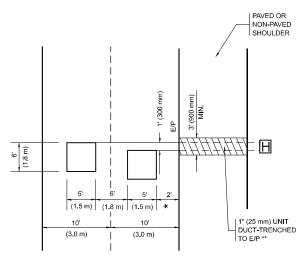
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

870 FAP 0870 23 SMART DUPAGE 52 48 CONTRACT NO. 62V86

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

LOOPS NEXT TO SHOULDERS

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



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

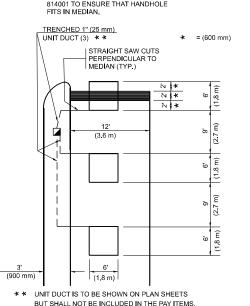
* = (600 mm)

LEFT TURN LANES WITH MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

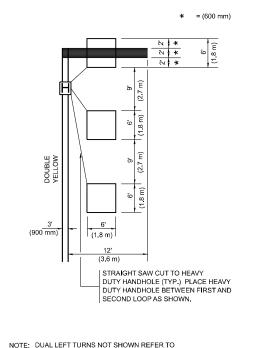
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE



LEFT TURN LANES WITHOUT MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

ARTERIAL

(2.7m) (2.7m)

DRIVEWAY

IF "FAR OUT" LOOPS

LANE OR LEFT TURN LANE TAPER.

SCALE: NONE

ARE LOCATED IN
TAPER OF A RIGHT
TURN LANE, DIMENSION
THIS LOOP TO COVER
TAPER AREA. DO NOT
COVER THE LEFT TURN

3'(900mm

|1" (25 mm

(TYP.)

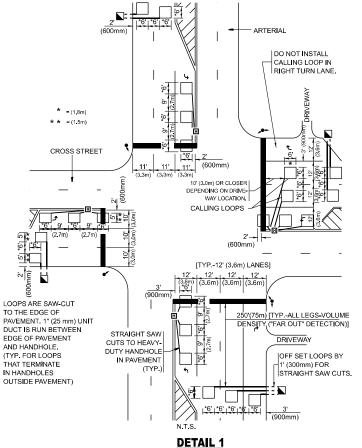
6' 12' 🚓

UNIT DUC

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 ("UPTIGHT" PRESENCE DETECTION)



ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)

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

OFFSET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS THIS DIMENSION MAY BE ADJUSTED FOR DRIVEWAY OR OTHER OBSTRUCTIONS. WHEN ADJUSTMENT IS REQUIRED, DETECTORS WILL NORMALLY BE MOVED CLOSER CROSS STREET 10'(3.0m) PREFERRED 15'(4.5m) MAXIMUM + - THESE DIMENSIONS WILL BE VARIABLE [6' (1,8m) MINIMUM. 25' (7.6 m) MAXIMUM] 4 - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS **DETAIL 2**

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 <u>ALL</u> 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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

N.T.S.

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SHEET 1 OF 1 SHEETS STA. TO STA.

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