04-25-2025 LETTING ITEM 169

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	1
	ILLINOIS	CONTRACT NO. 62W69		

* 26 + 19 = 45 TOTAL SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAU ROUTE 2503: IL-25 (AURORA AVENUE)
NORTH OF CLEAR WATER DRIVE TO HAZEL AVENUE
SECTION: 2024-950-RS
PROJECT: NHPP-STP-KUYP(061)
STANDARD OVERLAY
KANE COUNTY
C-91-203-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE IMPROVEMENT IS LOCATED IN THE CITY OF AURORA

TRAFFIC DATA
2023 ADT = 18900
POSTED SPEED = 25 MPH - 45 MPH

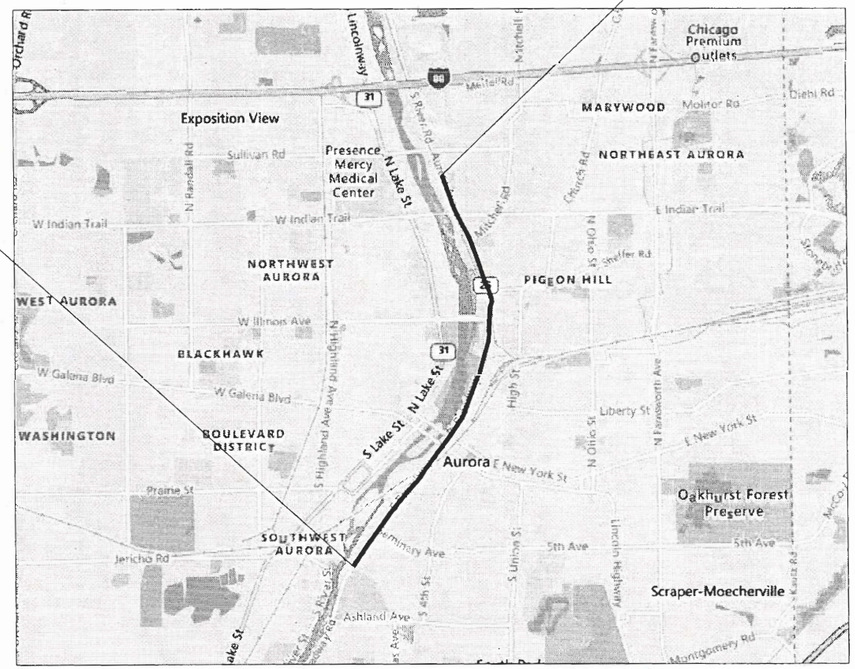
OMISSION
STA. 70+38 TO STA. 85+00
STA. 117+57 TO STA. 118+02

PROJECT BEGINS
STA. 17+50

PROJECT ENDS
STA. 195+68

R 8 E

T 38 N

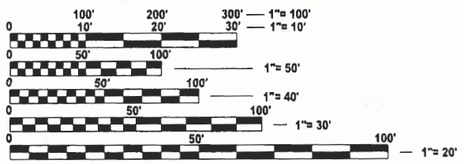


AURORA TOWNSHIP

GROSS LENGTH = 17,818 FT. = 3.37 MILE
NET LENGTH = 16,311 FT. = 3.09 MILE

D-91-170-24

LOCATION OF SECTION INDICATED THUS: -



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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 6 20 24
REGIONAL ENGINEER
January 31 20 25
ENGINEER OF DESIGN AND ENVIRONMENT
January 31 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

CONTRACT NO. 62W69

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

1 REVISED SHEET 4/14/2025

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-03	CLASS C AND D PATCHES
604001-05	FRAMES AND LIDS, TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-ROAD OPERATIONS 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS 2L, 2W, 15' TO 2' FROM PAVEMENT EDGE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 2' FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS ≤ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON-TRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
886001-01	DETECTOR LOOP INSTALLATIONS

GENERAL NOTES

1. 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 CITY OF AURORA.
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 TECHNICIAN, 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.
9. 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. THIS SHALL INCLUDE LOCATING THE MAST ARM AND FOUNDATIONS AND VERIFYING THE MAST ARM LENGHTS.
11. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
12. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FILED BY THE ENGINEER.
13. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATION SHALL BE COREECTED AT NO COST TO THE DEPARTMENT.
14. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
15. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
16. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
17. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON FINAL SURFACES.
18. THE (ROAD CONSTRUCTION AHEAD) SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARD REMAIN WITHIN THE WORKZONE.
19. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD UNLESS OTHERWISE SHOWN.
20. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
21. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERNTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2" INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL OF THE ENGINEER A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPE A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
22. 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.
23. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 108.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPERATE PAY ITEM HAS BEEN PROVIDED.

GENERAL NOTES CONTINUE ON NEXT SHEET

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USER NAME = Fritz.Guillaume	DESIGNED -	REVISED - 4/11/2025 ⚠	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/12/2024	DATE -	REVISED -	

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
IL-25 (AURORA AVENUE) N. OF CLEAR WATER DR TO HAZEL AVENUE

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	2
		CONTRACT NO. 62W69		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE URBAN ROADWAY 80% FED 20% STATE (NHPP) 0005	URBAN ROADWAY 80% FED 20% STATE (STP) 0005	URBAN DRAINAGE 100% STATE 0044	URBAN	URBAN	URBAN
	20200100	EARTH EXCAVATION	CU YD	107	53.5	53.5				
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	509	254.5	254.5				
	25200110	SODDING, SALT TOLERANT	SQ YD	585	292.5	292.5	1			
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	52496	26248	26248				
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	20800	10400	10400				
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	120	60	60				
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	680	340	340				
	40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	3210	1605	1605				
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	6536	3268	3268				
	42001300	PROTECTIVE COAT	SQ YD	1285	642.5	642.5				
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	8257	4128.5	4128.5	1			
	42400800	DETECTABLE WARNINGS	SQ FT	675	337.5	337.5				
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	77766	38883	38883				
	44000600	SIDEWALK REMOVAL	SQ FT	8296	4148	4148	1			
	44201798	CLASS D PATCHES, TYPE I, 13 INCH	SQ YD	170	85	85				
	44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	1560	780	780				
	44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	950	475	475				
	44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	1352	676	676				
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	166	83	83				
	56109210	WATER VALVES TO BE ADJUSTED	EACH	50	25	25				
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	160	80	80				

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE URBAN ROADWAY 80% FED 20% STATE (NHPP) 0005	URBAN ROADWAY 80% FED 20% STATE (STP) 0005	URBAN DRAINAGE 100% STATE 0044	URBAN	URBAN	URBAN
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	35	17.5	17.5				
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	4	2	2				
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	0.5	0.5				
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	0.5	0.5				
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	12	6	6				
	67100100	MOBILIZATION	L SUM	1	0.5	0.5				
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.5	0.5				
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	0.5	0.5				
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	0.5	0.5				
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	0.5	0.5				
	70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	0.5	0.5				
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	0.5	0.5				
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	0.5	0.5				
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	110880	55440	55440				
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	46200	23100	23100				
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	4380	2190	2190				
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	132000	66000	66000				
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	22200	11100	11100				
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	1500	750	750				
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	9000	4500	4500				
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	3900	1950	1950				

1 REVISED SHEET 4/14/2025

* = SPECIALTY ITEM Δ = NON-PARTICIPATING ITEM

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USER NAME = Fritz.Guillaume	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/13/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL-25 (AURORA AVENUE) N. OF CLEAR WATER DR TO HAZEL AVENUE
SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	3
		CONTRACT NO. 62W69		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	URBAN ROADWAY 80% FED 20% STATE (NHPP) 0005	URBAN ROADWAY 80% FED 20% STATE (STP) 0005	URBAN DRAINAGE 100% STATE 0044	URBAN	URBAN	URBAN
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	27720	13860	13860				
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1460	730	730				
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	44000	22000	22000				
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	7400	3700	3700				
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	500	250	250				
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3000	1500	1500				
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	1300	650	650				
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	1250	625	625				
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	1220	610	610				
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	25760	12880	12880				
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	0.5	0.5				
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	40	20	20				
	X4400223	CURB REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	3360	1680	1680				
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQ UAL TO 10 FEET	FOOT	2088	1044	1044				
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	5548	2774	2774				
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	3000			3000			
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	126	63	63				
	X6700407	ENGINEER'S FIELD OFFICE, TYPEA (D1)	CAL MO	12	6	6				
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	100	50	50				
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	160			160			
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	25.7	25.7				

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	URBAN ROADWAY 80% FED 20% STATE (NHPP) 0005	URBAN ROADWAY 80% FED 20% STATE (STP) 0005	URBAN DRAINAGE 100% STATE 0044	URBAN 80% FED 20% STATE (NHPP) 0021	URBAN	URBAN
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	0.5	0.5				
Ø	Z0076600	TRAINEES	HOUR	500	500					
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500					
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1	0.5	0.5				
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1	0.5	0.5				
	25200200	SUPPLEMENTAL WATERING	UNIT	4	2	2				
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	4	2	2				
	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	4	2	2				
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-95, MIX "D", N50	TON	1	0.5	0.5				
	44000300	CURB REMOVAL	FOOT	38	19	19				
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	497	248.5	248.5				
	60600605	CONCRETE CURB, TYPE B	FOOT	160	80	80				
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	305	152.5	152.5				
	Z0076604	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	192	96	96				
	81028200	UNDERGROUND, GALVANIZED STEEL, 2" DIA.	FOOT	204				204		
	81028240	UNDERGROUND, GALVANIZED STEEL, 4" DIA.	FOOT	247				247		
	81400200	HEAVY-DUTY HANDHOLE	EACH	4				4		
	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2				2		
	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	633				633		
	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	199				199		1
	87301305	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 1 PAIR	FOOT	1050				1050		
	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	90				90		
	87900200	DRILL EXISTING HANDHOLE	EACH	13				13		
	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8				8		
	88500100	INDUCTIVE LOOP DETECTOR	EACH	5				5		
	88600100	DETECTOR LOOP, TYPE 1	FOOT	1143				1143		
	89502200	MODIFY EXISTING CONTROLLER	EACH	1				1		
	89502300	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	536				536		
	89502375	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	EACH	2				2		
	89502376	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	EACH	4				4		
	X1400367	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	EACH	2				2		
	X1400378	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	EACH	2				2		
	X8760200	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	EACH	12				12		
	X8780012	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	16				16		
	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2				2		

1 REVISED SHEET 4/14/2025

* = SPECIALTY ITEM Δ = NON-PARTICIPATING ITEM

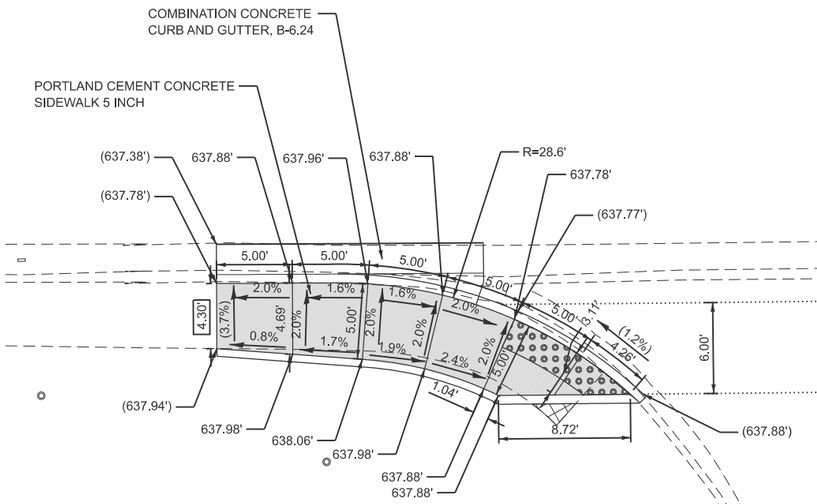
Ø 0042

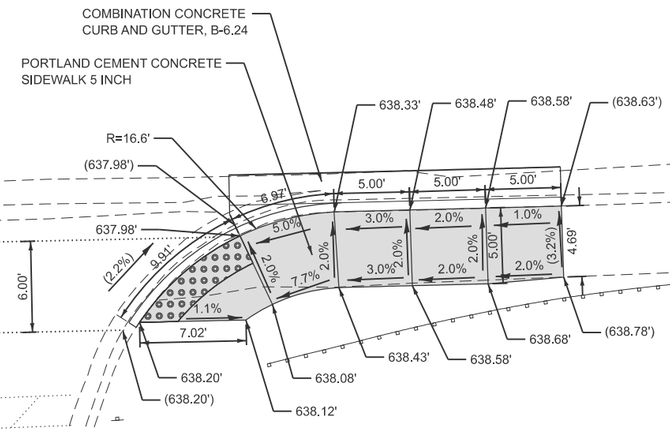
IL ROUTE 25

0 5 10
SCALE IN FEET

116 117

PI STA 116+91.24





LEGEND

xx.xx'	EXISTING LENGTH		DETECTABLE WARNINGS
	PROPOSED SIDE CURB		SIDEWALK REMOVAL
( )	EXISTING ELEVATION/SLOPE		

NEW SHEET 1

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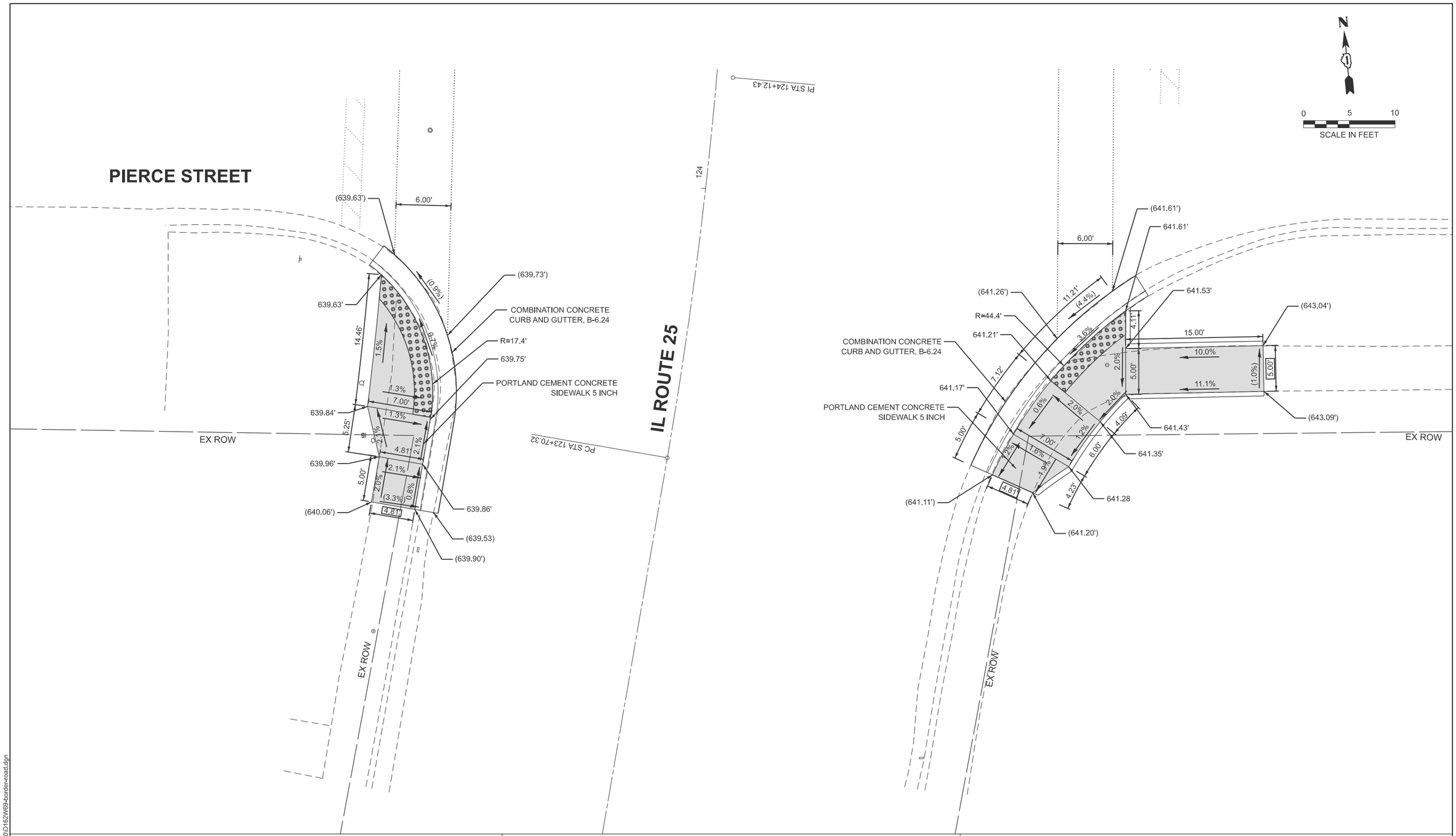
	DRAWN - AT	REVISED -			
	CHECKED - KE	REVISED -			
PLOT DATE = 2/14/2025	DATE - 3/12/2025	REVISED -		SCALE: 1"=5' SHEET 5 OF 10 SHEETS STA. TO STA.	

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13A
		CONTRACT NO. 62W69		
		ILLINOIS FED. AID PROJECT		



LEGEND

xx.xx'	EXISTING LENGTH		DETECTABLE WARNINGS
	PROPOSED SIDE CURB		SIDEWALK REMOVAL
( )	EXISTING ELEVATION/SLOPE		

NEW SHEET 1

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	CHECKED - KE	REVISED -
PLOT DATE = 2/14/2025	DATE - 3/12/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

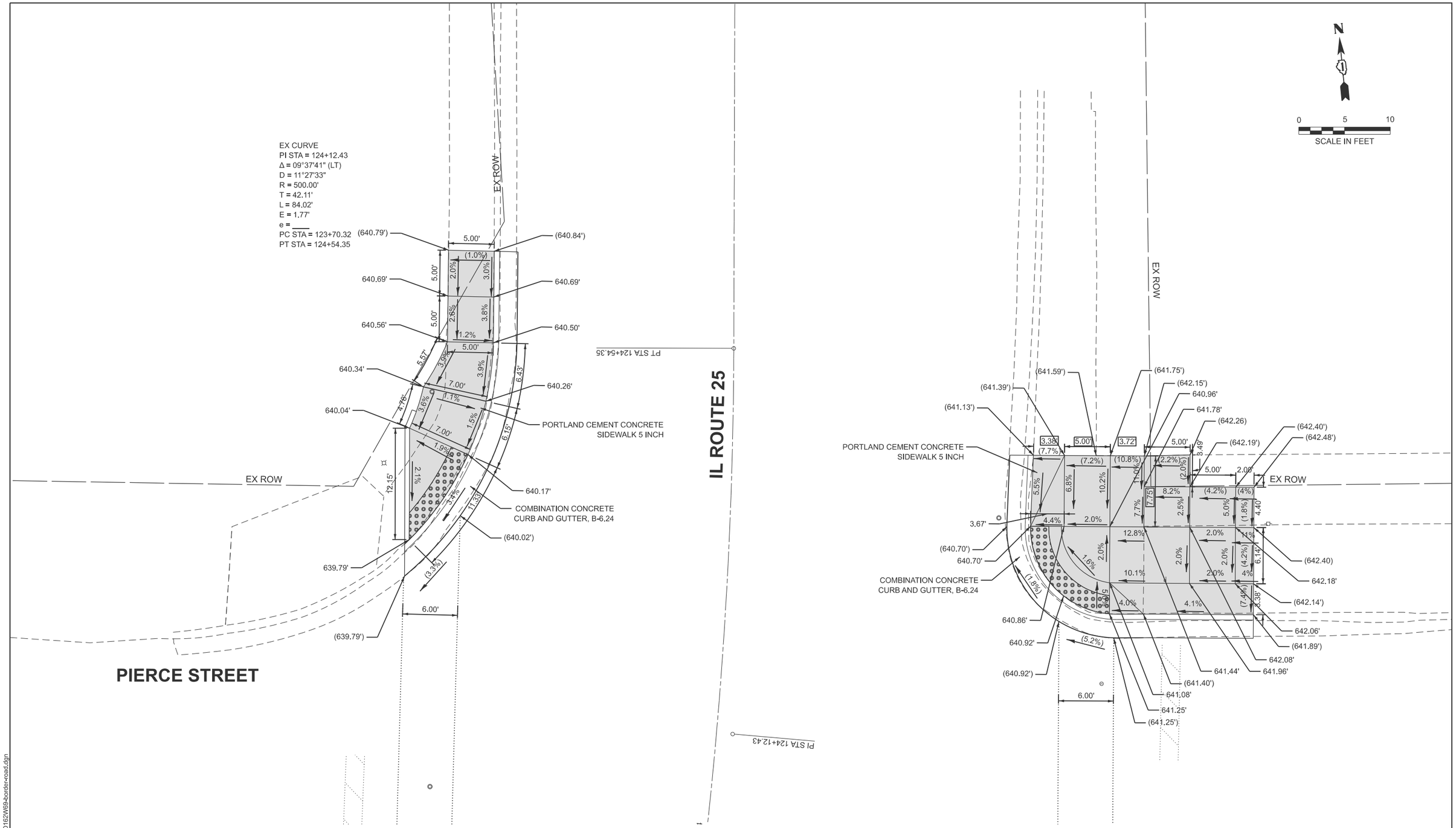
IL ROUTE 25 (BROADWAY STREET)
AT PIERCE STREET CURB RAMP DETAILS

SCALE: 1"=5' | SHEET 6 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13B

CONTRACT NO. 62W69

ILLINOIS | FED. AID PROJECT



LEGEND

xx.xx'	EXISTING LENGTH		DETECTABLE WARNINGS
	PROPOSED SIDE CURB		SIDEWALK REMOVAL
( )	EXISTING ELEVATION/SLOPE		

NOTES:

1. SIDEWALK IS DESIGNED TO THE MAXIMUM EXTENT FEASIBLE (MEF).

NEW SHEET △1

MODEL: Default
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wsp

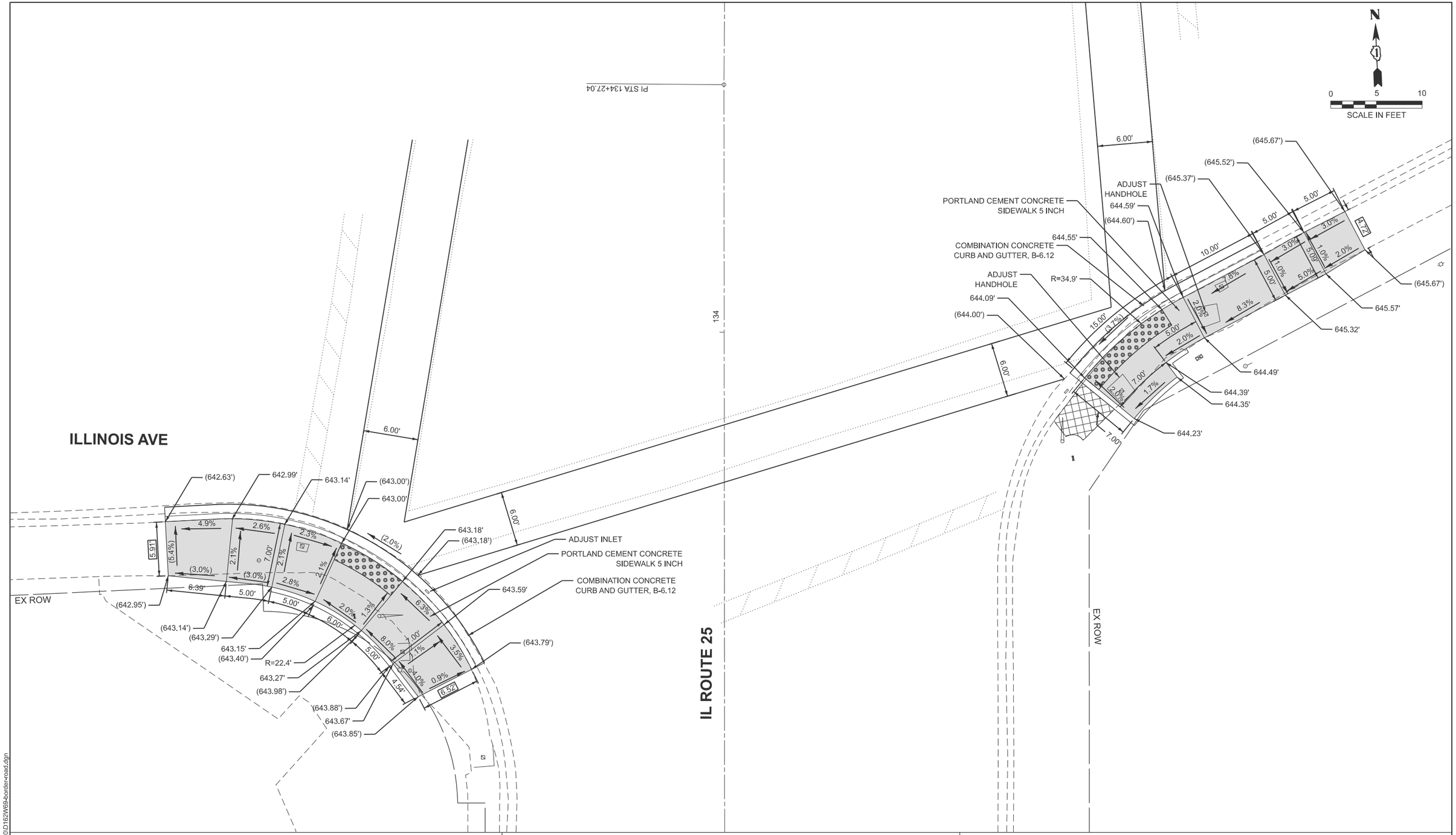
USER NAME = USAT719599	DESIGNED - AT	REVISED - 4/10/2025 △1
	DRAWN - AT	REVISED -
	CHECKED - KE	REVISED -
PLOT DATE = 2/14/2025	DATE - 3/12/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 25 (BROADWAY STREET)
AT PIERCE STREET CURB RAMP DETAILS

SCALE: 1"=5' | SHEET 7 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13C
		CONTRACT NO. 62W69		
		ILLINOIS FED. AID PROJECT		



LEGEND

xx.xx'	EXISTING LENGTH		DETECTABLE WARNINGS
	PROPOSED SIDE CURB		SIDEWALK REMOVAL
( )	EXISTING ELEVATION/SLOPE		

NOTES:

1. PEDESTRIAN PUSH BUTTON LOCATION PROVIDED ON TRAFFIC SIGNAL PLANS

NEW SHEET 1

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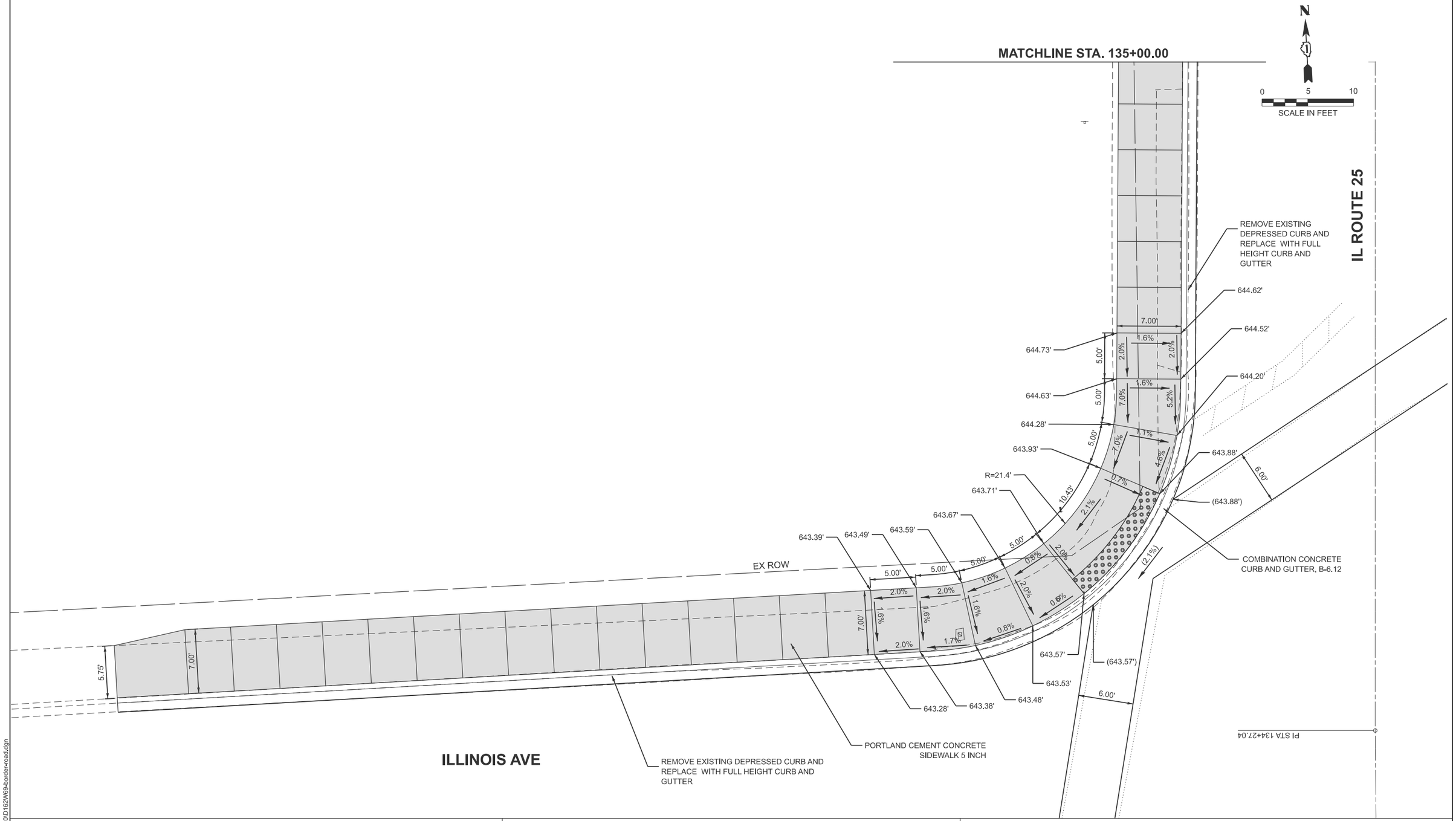
USER NAME = USAT719599	DESIGNED - AT	REVISED - 4/10/2025 1	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL ROUTE 25 (BROADWAY STREET) AT ILLINOIS AVENUE CURB RAMP DETAILS	
	DRAWN - AT	REVISED -			
	CHECKED - KE	REVISED -			
PLOT DATE = 2/14/2025	DATE - 3/12/2025	REVISED -		SCALE: 1"=5' SHEET 8 OF 10 SHEETS STA. TO STA.	

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13D
		CONTRACT NO. 62W69		
		ILLINOIS FED. AID PROJECT		



LEGEND

xx.xx'	EXISTING LENGTH		DETECTABLE WARNINGS
	PROPOSED SIDE CURB		SIDEWALK REMOVAL
( )	EXISTING ELEVATION/SLOPE		

NOTES:

1. PEDESTRIAN PUSH BUTTON LOCATION PROVIDED ON TRAFFIC SIGNAL PLANS

NEW SHEET 1

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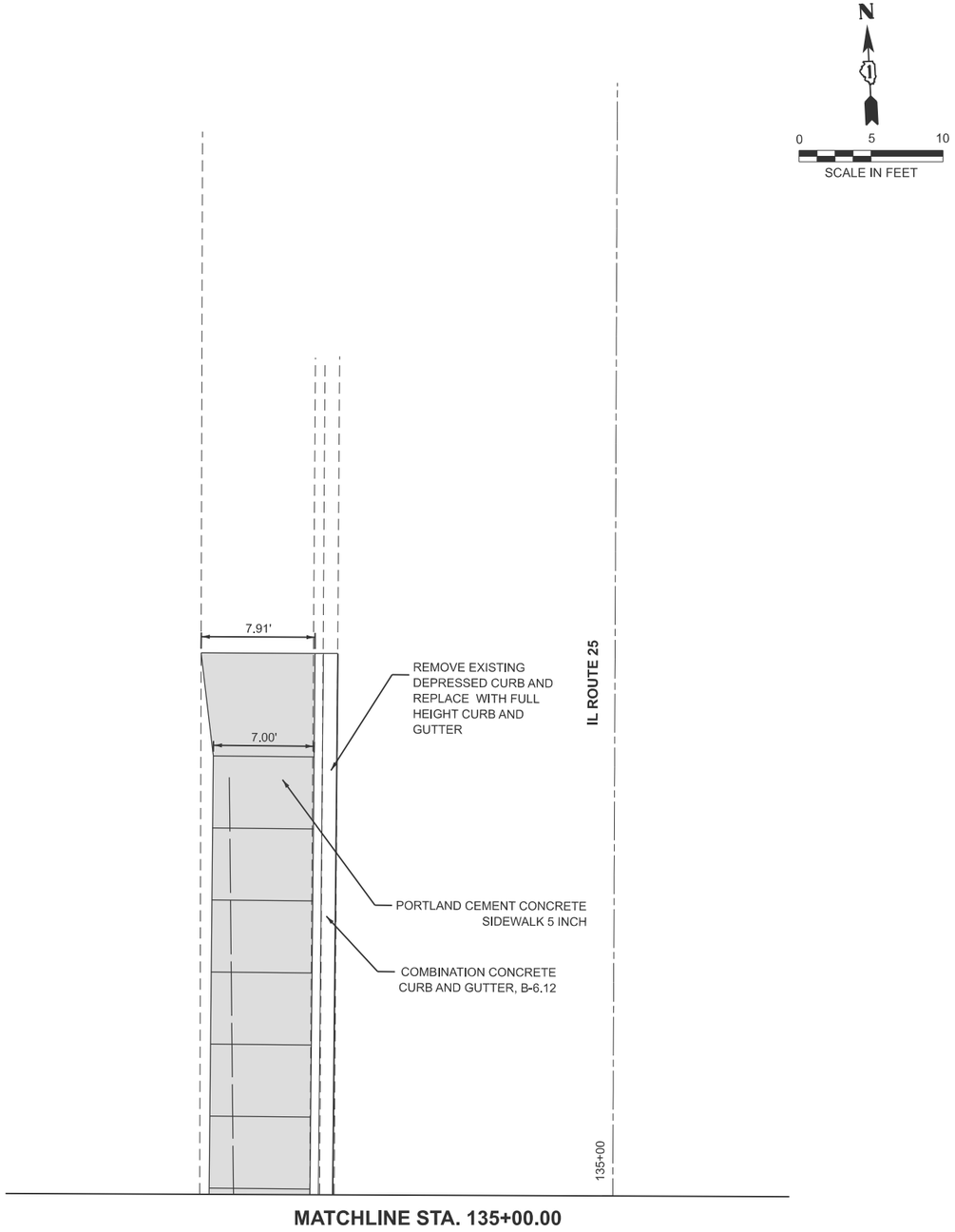
	DRAWN - AT	REVISED -	
	CHECKED - KE	REVISED -	
PLOT DATE = 2/14/2025	DATE - 3/12/2025	REVISED -	

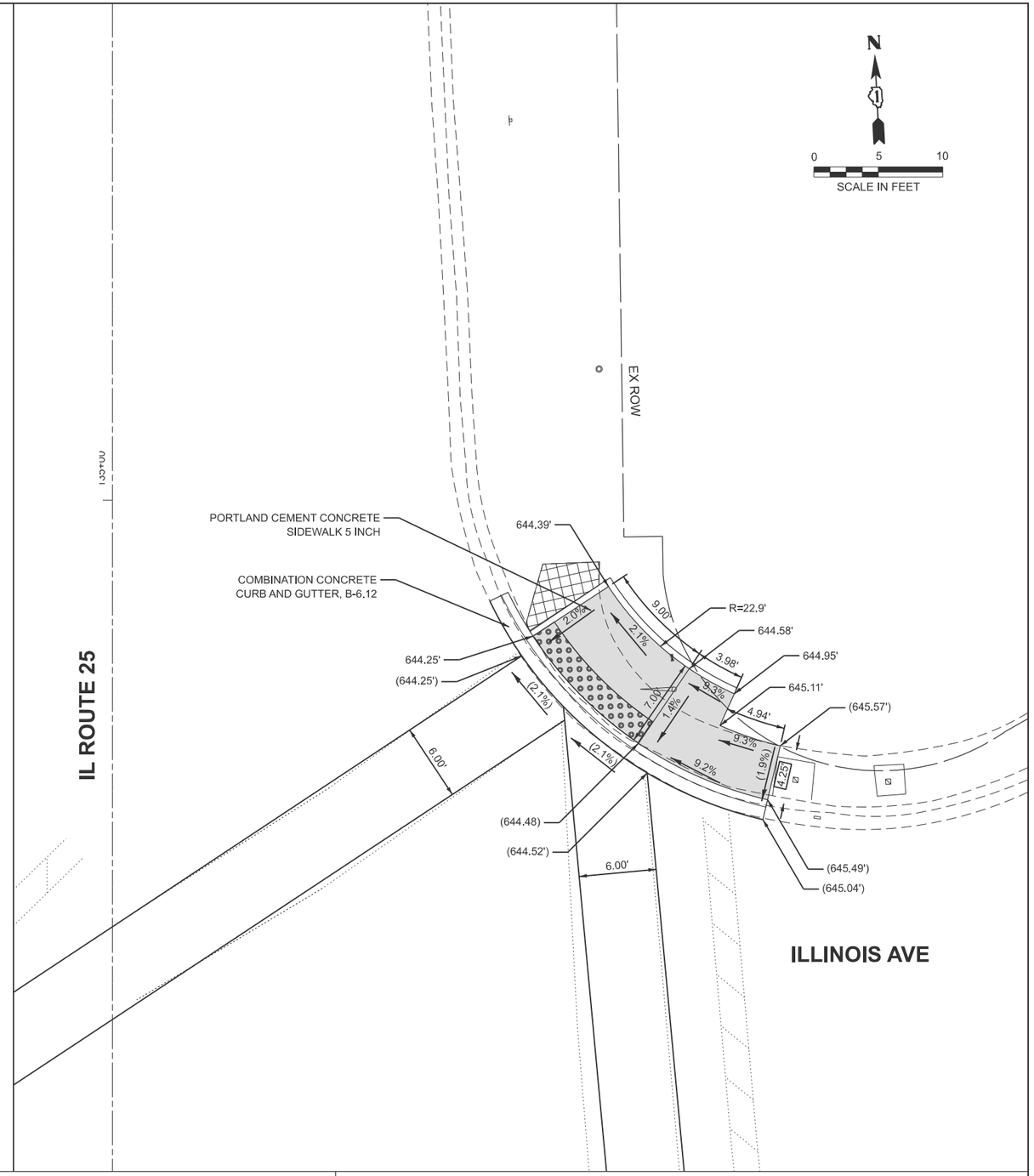
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 25 (BROADWAY STREET)
AT ILLINOIS AVENUE CURB RAMP DETAILS

SCALE: 1"=5' | SHEET 9 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13E
		CONTRACT NO. 62W69		
		ILLINOIS	FED. AID PROJECT	





LEGEND

xx.xx'	EXISTING LENGTH		DETECTABLE WARNINGS
	PROPOSED SIDE CURB		SIDEWALK REMOVAL
( )	EXISTING ELEVATION/SLOPE		

NOTES:

1. PEDESTRIAN PUSH BUTTON LOCATION PROVIDED ON TRAFFIC SIGNAL PLANS

NEW SHEET 1

USER NAME = USAT719599	DESIGNED - AT	REVISED - 4/10/2025 1	
	DRAWN - AT	REVISED -	
	CHECKED - KE	REVISED -	
PLOT DATE = 2/14/2025	DATE - 3/12/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 25 (BROADWAY STREET)
AT ILLINOIS AVENUE CURB RAMP DETAILS

SCALE: 1"=5' | SHEET 10 OF 10 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13F
		CONTRACT NO. 62W69		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: c:\bmswsp-us-pw-fldms09620\D162W69-border-road.dgn

REMOVE AND RELOCATION NOTES:

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

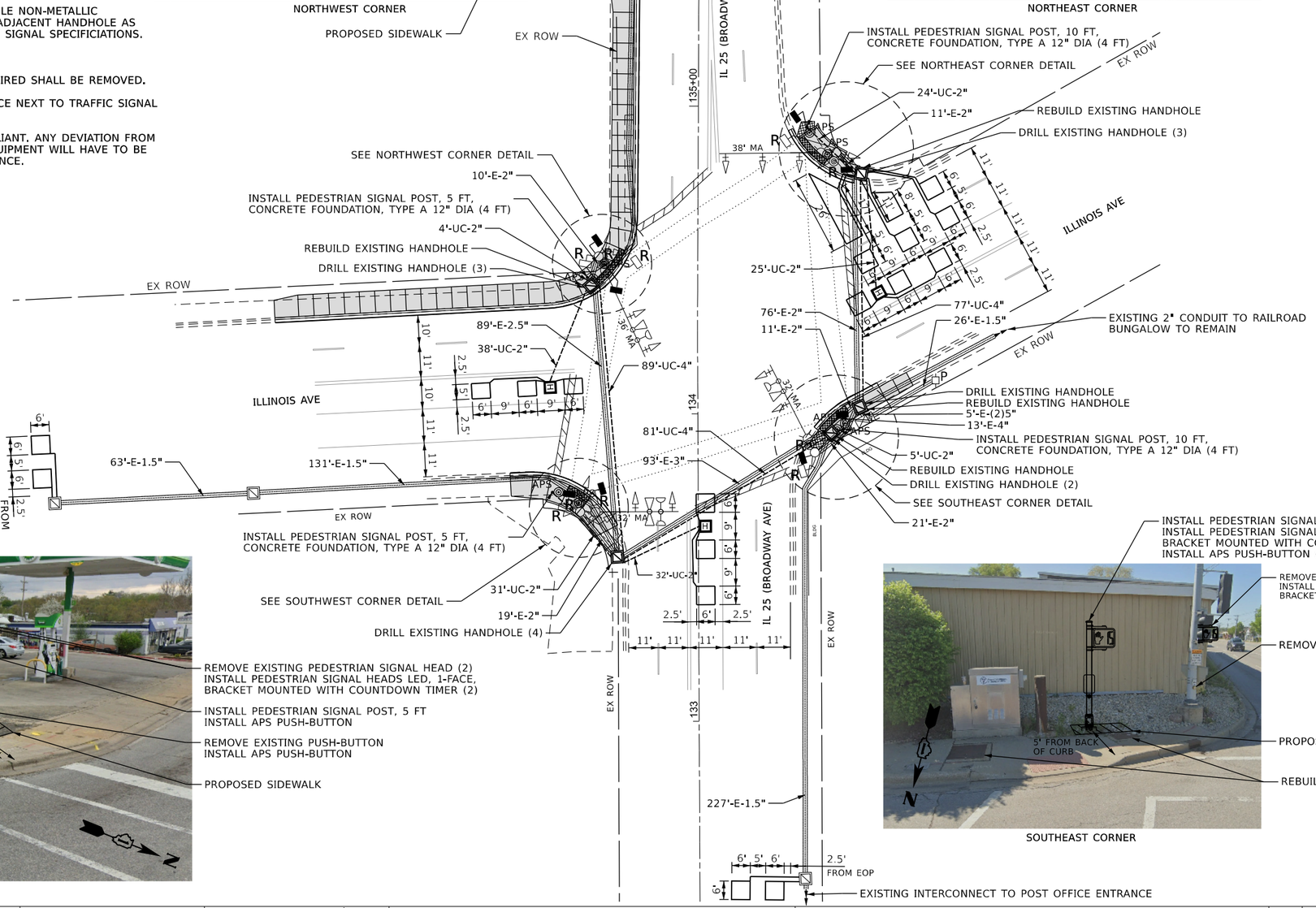
4	EACH	PEDESTRIAN PUSH-BUTTONS
6	EACH	PEDESTRIAN SIGNAL HEADS

NOTES:

1. THE CONTRACTOR SHALL PERFORM WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE PEDESTRIAN EQUIPMENT IS NOT OPERATIONAL.
2. THE CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE APS EQUIPMENT WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
3. APS BUTTONS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
4. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICIATIONS.
5. ALL PUSH-BUTTONS SHALL BE APS.
6. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
7. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.
8. THIS LOCATION HAS BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY THE ENGINEER TO ENSURE ADA COMPLIANCE.

NORTHWEST CORNER

NORTHEAST CORNER



SOUTHWEST CORNER

SOUTHEAST CORNER

NEW SHEET 1

SCALE IN FEET 0 20 40

TS 8995

MODEL: Default
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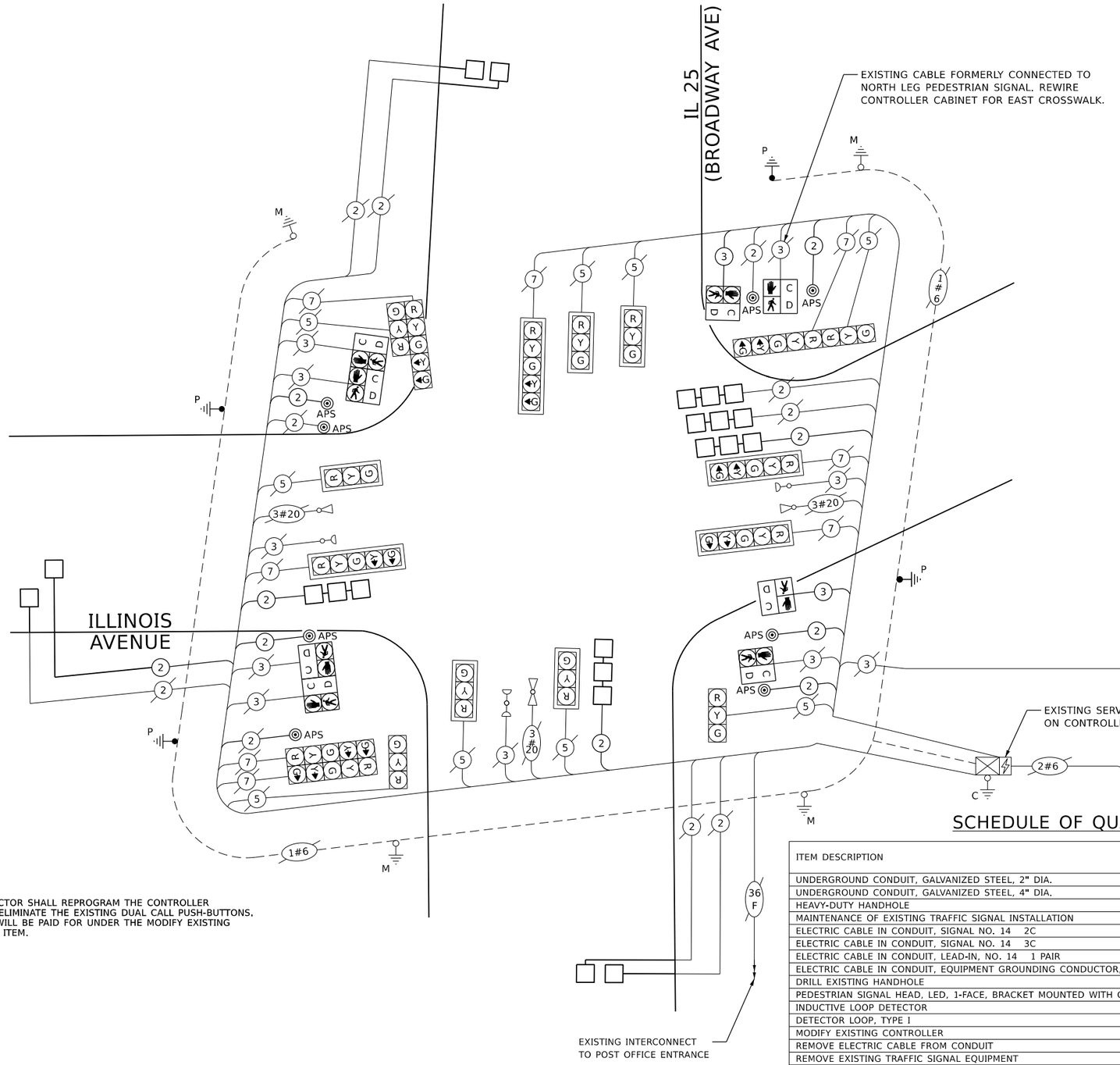
USER NAME = USPS706128	DESIGNED - STSG	REVISED - 4/10/2025 1	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 25 (BROADWAY AVE) AND ILLINOIS AVE**	F.A.U RTE. 2503 / SECTION 2024-950-RS / COUNTY KANE / TOTAL SHEETS 26 / SHEET NO. 13G
	DRAWN - STSG	REVISED -			CONTRACT NO. 62W69
	CHECKED - MJM	REVISED -			ILLINOIS FED. AID PROJECT
PLOT DATE = 3/11/2025	DATE - 3/12/2025	REVISED -		SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. TO STA.	



NEW SHEET 1

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD			
3-SECTION	9	11	99
4-SECTION	-	14	-
5-SECTION	8	13	104
PROGRAMMABLE SIGNALS			
3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PED. SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION			
RADAR	-	20	-
VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
PTZ CAMERA	-	75	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING =			498
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING =			1103

ENERGY COSTS TO:
CITY OF AURORA
44 E DOWNERS PLACE
AURORA, ILLINOIS 60507-2067

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

NOTE:

THE CONTRACTOR SHALL REPROGRAM THE CONTROLLER CABINET TO ELIMINATE THE EXISTING DUAL CALL PUSH-BUTTONS. THIS WORK WILL BE PAID FOR UNDER THE MODIFY EXISTING CONTROLLER ITEM.

CABLE PLAN
(NOT TO SCALE)

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	170
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	247
HEAVY-DUTY HANDHOLE	EACH	3
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	633
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	199
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	899
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	90
DRILL EXISTING HANDHOLE	EACH	12
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
INDUCTIVE LOOP DETECTOR	EACH	5
DETECTOR LOOP, TYPE I	FOOT	729
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	426
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	4
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TS 8995

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USER NAME = USPS706128	DESIGNED - STSG	REVISED - 4/10/2025 1	
	DRAWN - STSG	REVISED -	
	CHECKED - MJM	REVISED -	
PLOT DATE = 3/11/2025	DATE - 3/12/2025	REVISED -	

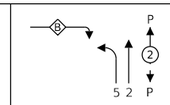
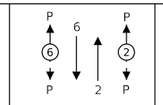
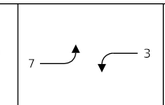
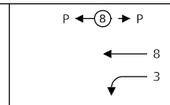
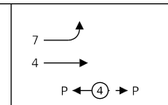
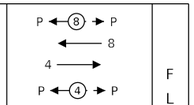
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES AND EMERGENCY VEHICLE PREEMPTION SYSTEM
IL ROUTE 25 (BROADWAY AVE) AND ILLINOIS AVE

NOT TO SCALE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13H
		CONTRACT NO. 62W69		
		ILLINOIS	FED. AID PROJECT	

PROPOSED SEQUENCE OF OPERATION

MOVEMENT																													F L A S H
PHASE		2+5					2+6				3+7				3+8					4+7					4+8				
INTERVAL		1	2	3	4A	4B	5	6	7A	7B	8	9	10	11	12	13	14A	14B	15	16	17	18A	18B	19	20	21	22A	22B	
CHANGE TO		Ø / Ø		2+6	3+7 3+8 4+7 4+8		/ /		3+7 3+8 4+7 4+8		/	2+5 2+6 4+8	3+8	4+7	Ø / Ø		2+5 2+6		4+8	Ø / Ø		2+5 2+6		4+8	/ /		2+5 2+6		
IL ROUTE 25 (BROADWAY STREET) END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	N/B	G ◄G	G ◄G	G ◄Y	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL ROUTE 25 (BROADWAY STREET) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS (3-SECTION)	N/B	G	G	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
IL ROUTE 25 (BROADWAY STREET) ALL SIGNALS (3-SECTION)	S/B	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	E/B	R	R	R	R	R	R	R	R	R	R ◄G	R ◄Y	R ◄Y	R ◄G	R	R	R	R	R	G ◄G	G ◄G	Y	R	G ◄Y	G	G	Y	R	R
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS (5-SECTION)	E/B	R G►	R G►	R Y►	R Y►	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	Y	R	R
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	W/B	R	R	R	R	R	R	R	R	R	R ◄G	R ◄Y	R ◄G	R ◄Y	G ◄G	G ◄G	Y	R	G ◄Y	R	R	R	R	R	G	G	Y	R	R
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS (3-SECTION)	W/B	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	G	G	Y	R	R
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON NORTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	H	H	H	H	H	H	H	H	* P	** FH	H	H	H	H	H	H	H	H	* P	** FH	H	H	D A R K
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON SOUTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	* P	** FH	H	H	H	* P	** FH	H	H	
		H	H	H	H	H	* P	** FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
		* P	** FH	H	H	H	* P	** FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	

PHASES 2 AND 6 SHALL BE PLACED ON RECALL.

* TO APPEAR ONLY UPON PUSH-BUTTON ACTIVATION

** FLASHING "✋" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN CLEARANCE INTERVAL

Ø THE "🚶" OR FLASHING "✋" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE "🚶" OR FLASHING "✋" INTERVALS. "🚶" AND FLASHING "✋" TIMINGS TO BE SET ONLY ON PHASES WHERE "🚶" AND FLASHING "✋" ARE INDICATED IN THE SEQUENCE OF OPERATION.

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

PROPOSED RAILROAD PREEMPTION SEQUENCE OF OPERATION

											PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		5		8	12	16		20									
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE INTERVAL NUMBER											2		3						
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1B	2	1D	2	2	2	1H	2	1K	2	1M	2	1P	2	3	4	5		
IL ROUTE 25 (BROADWAY STREET) END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	N/B	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
IL ROUTE 25 (BROADWAY STREET) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS (3-SECTION)	N/B	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Δ
IL ROUTE 25 (BROADWAY STREET) ALL SIGNALS (3-SECTION)	S/B	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	Δ
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	E/B	R	R	R	R	R ◄Y	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	Δ
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS (5-SECTION)	E/B	R Y►	R	R	R	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	Δ
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	W/B	R	R	R	R	R ◄G	G ◄G	R	R	G	G	R	R	G	G	G ◄G	Y	R	R	Δ
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS (3-SECTION)	W/B	R	R	R	R	R	G	R	R	G	G	R	R	G	G	G	Y	R	R	Δ
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON NORTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	G	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON SOUTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	H	FH	H	FH	H	H	H	H	H	G	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON WEST SIDE OF IL ROUTE 25		H	H	FH	H	H	H	H	H	H	H	H	H	H	H	G	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON EAST SIDE OF IL ROUTE 25		FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	G	H	H	H	Δ
																			HOLD	

NEW SHEET 1

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

TS 8995

MODEL: Default
FILE NAME: c:\bms\wsp-us-pw1\dms\09620\D1117024-border-TS.dgn.dgn

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USER NAME = USPS706128	DESIGNED - STSG	REVISED - 4/10/2025 1	
	DRAWN - STSG	REVISED -	
	CHECKED - MJM	REVISED -	
PLOT DATE = 3/11/2025	DATE - 3/12/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SEQUENCE OF OPERATION, RAILROAD PREEMPTION SEQUENCE OF OPERATION, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION
IL ROUTE 25 (BROADWAY AVE) AND ILLINOIS AVE

NOT TO SCALE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13I
		CONTRACT NO. 62W69		
	ILLINOIS	FED. AID PROJECT		

PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

																								PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	1		5	5			8	12			12		16			16		20			20			
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	2	3	Δ
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2	1C	3	2	1F	1G	3	2 OR 3	1K	1L	2	1N	3	1Q	1R	2	1T	3	1V	1W	2	3			Δ
IL ROUTE 25 (BROADWAY STREET) END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	N/B	G ←Y	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	Δ
IL ROUTE 25 (BROADWAY STREET) CENTER AND RIGHT MAST ARM AND NEAR RIGHT SIGNALS (3-SECTION)	N/B	G	Y	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	Δ
IL ROUTE 25 (BROADWAY STREET) ALL SIGNALS (3-SECTION)	S/B	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	R	Δ
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	E/B	R	R	R	R	R	R	R	R ←Y	R	R	R	R	R	G ←G	Y	R	G ←G	G ←Y	G	Y	R	G	R	G	Δ
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS (5-SECTION)	E/B	R Y→	R Y→	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	G	G	Y	R	G	R	G	Δ
ILLINOIS AVENUE END MAST ARM AND FAR LEFT SIGNALS (5-SECTION)	W/B	R	R	R	R	R	R	R	R ←Y	G ←G	Y	R	G ←G	G ←Y	R	R	R	R	R	G	Y	R	G	R	G	Δ
ILLINOIS AVENUE RIGHT MAST ARM AND NEAR RIGHT SIGNALS (3-SECTION)	W/B	R	R	R	R	R	R	R	R	G	Y	R	G	G	R	R	R	R	R	G	Y	R	G	R	G	Δ
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON NORTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	FH	H	H	FH	H	H	Δ
PEDESTRIAN SIGNALS CROSSING IL ROUTE 25 ON SOUTH SIDE OF ILLINOIS AVENUE		H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	FH	H	H	FH	H	H	Δ
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON WEST SIDE OF IL ROUTE 25		H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING ILLINOIS AVENUE ON EAST SIDE OF IL ROUTE 25		FH	FH	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ

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

NEW SHEET ⚠1

TS 8995

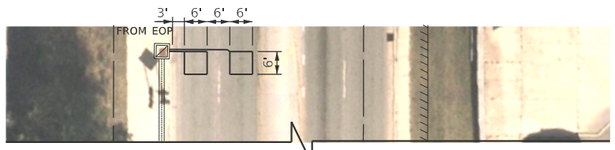
REMOVE AND RELOCATION NOTES:

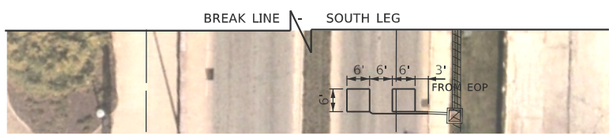
THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR OWN EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

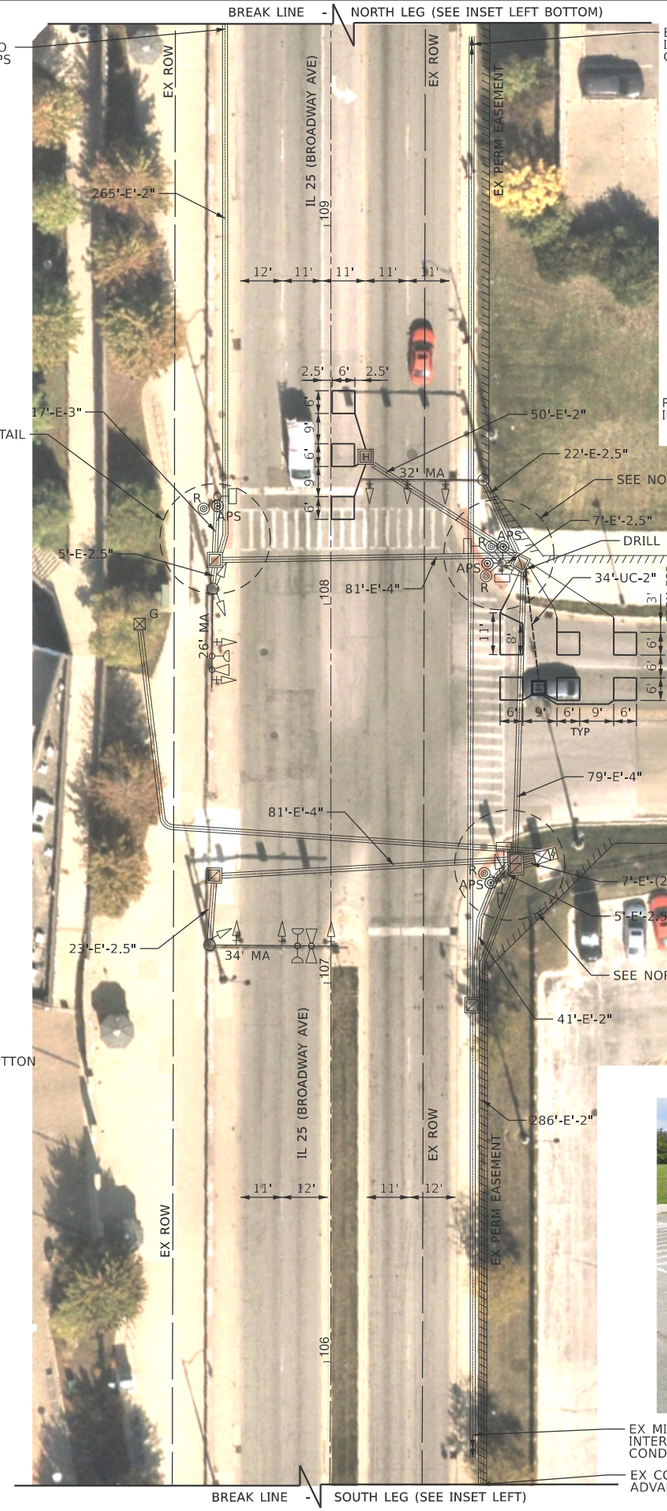
4 EACH PEDESTRIAN PUSH-BUTTONS

NOTES:

1. THE CONTRACTOR SHALL PERFORM WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE PEDESTRIAN EQUIPMENT IS NOT OPERATIONAL.
2. THE CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE APS EQUIPMENT WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
3. APS BUTTONS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
4. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICIATIONS.
5. ALL PUSH-BUTTONS SHALL BE APS.
6. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
7. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.
8. THIS LOCATION HAS BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY THE ENGINEER TO ENSURE ADA COMPLIANCE.







NEW SHEET 1

0 20 40
SCALE IN FEET

TS 790

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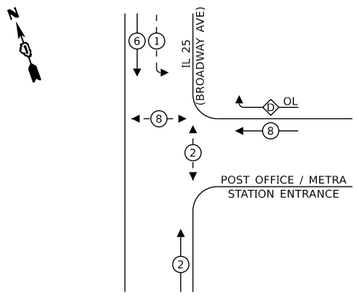
USER NAME = USPS706128	DESIGNED - STSG	REVISED - 4/10/2025 1	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**TRAFFIC SIGNAL MODERNIZATION PLAN IL ROUTE 25 (BROADWAY AVE) AND POST OFFICE ENTRANCE**	F.A.U RTE.	SECTION	COUNTY / TOTAL SHEETS / SHEET NO.
	DRAWN - STSG	REVISED -			2503	2024-950-RS	KANE / 26 / 13K
	CHECKED - MJM	REVISED -					CONTRACT NO. 62W69
PLOT DATE = 3/11/2025	DATE - 3/12/2025	REVISED -		SCALE: 1"=20' SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT

EXISTING CONTROLLER SEQUENCE



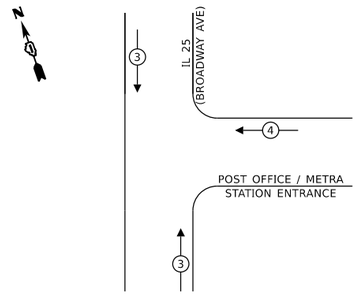
RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
D	=	8	+	1

LEGEND:

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

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE

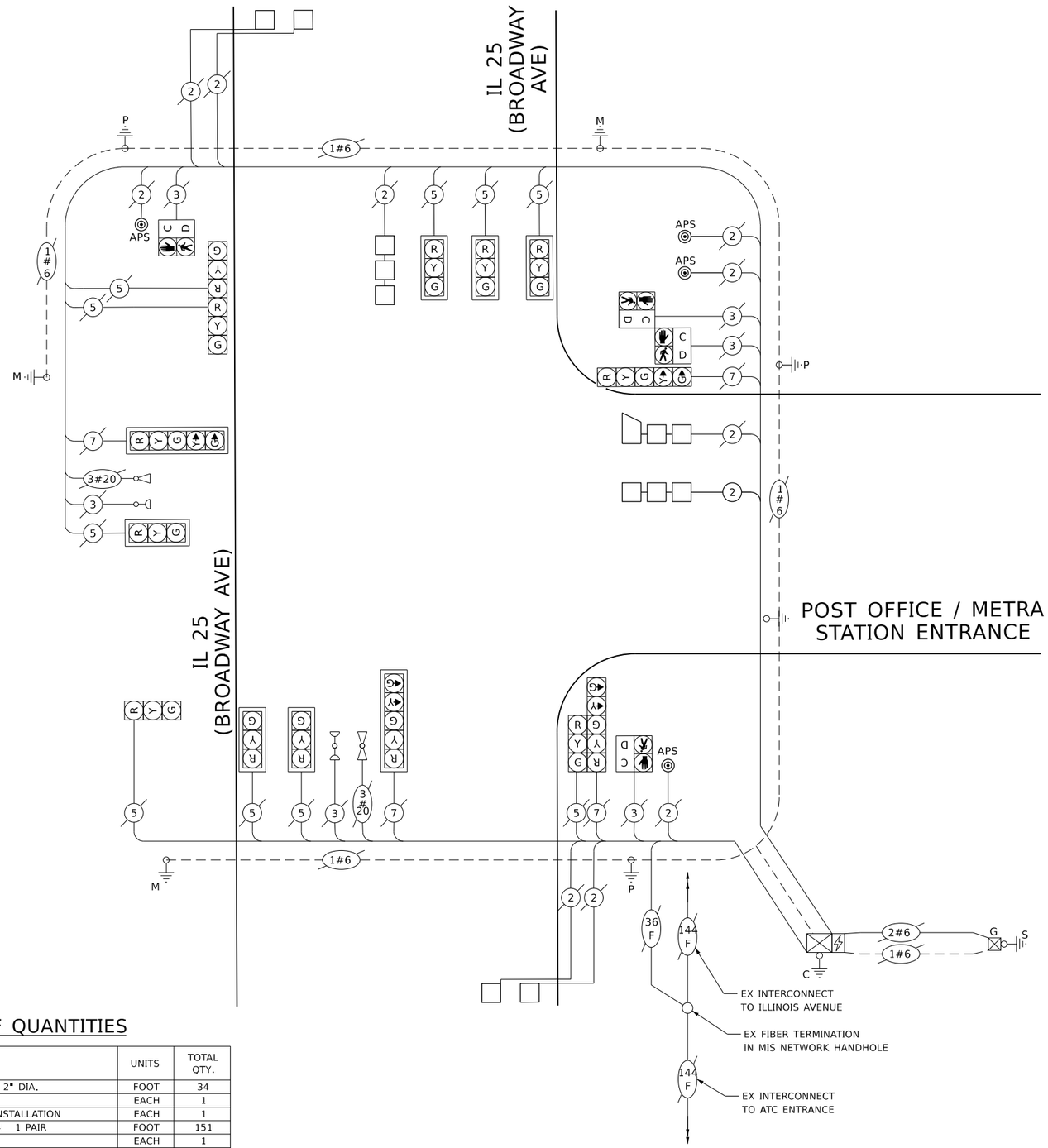


AS REQUIRED BY THE CITY OF AURORA,
EMERGENCY VEHICLE PREEMPTION EQUIPMENT IS "OPTICOM".

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD			
3-SECTION	10	11	110
4-SECTION	-	14	-
5-SECTION	4	13	52
PROGRAMMABLE SIGNALS			
3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PED. SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION			
RADAR	-	20	-
VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
PTZ CAMERA	-	75	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING =			397
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING =			1002

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 WEST CENTER COURT
SCHAUMBURG, ILLINOIS 60196
ENERGY SUPPLY: CONTACT: CASSIE EVANS
PHONE: (773) 241-0741
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: ---



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	34
HEAVY-DUTY HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	151
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE I	FOOT	414
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	110
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

CABLE PLAN

(NOT TO SCALE)

TS 790

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USER NAME = USPS706128	DESIGNED - STSG	REVISED - 4/10/2025	
	DRAWN - STSG	REVISED -	
	CHECKED - MJM	REVISED -	
PLOT DATE = 3/11/2025	DATE - 3/12/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES AND EMERGENCY VEHICLE PREEMPTION SYSTEM
IL ROUTE 25 (BROADWAY AVE) AND POST OFFICE ENTRANCE

NOT TO SCALE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	13L
		CONTRACT NO. 62W69		
		ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

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

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

NEW SHEET 1

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	DRAWN - IP	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED - LP	REVISED -	
PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	23A
	TS–05	CONTRACT NO. 62W69		
	ILLINOIS	FED. AID PROJECT		

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LOOP DETECTOR NOTES

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

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

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

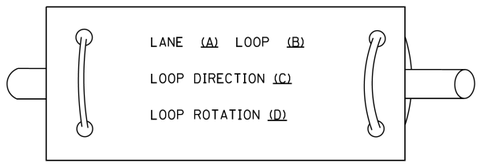
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD–IN CABLE TAG

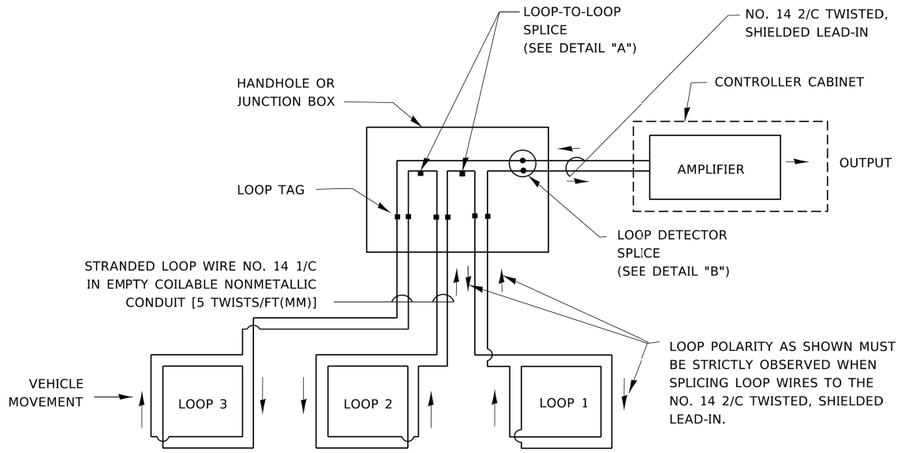


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

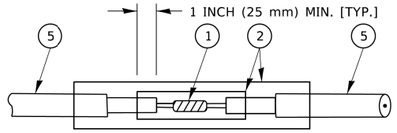
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

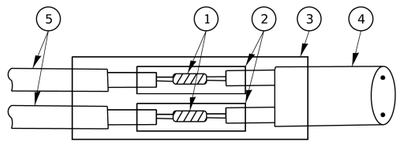


DETECTOR LOOP WIRING SCHEMATIC

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

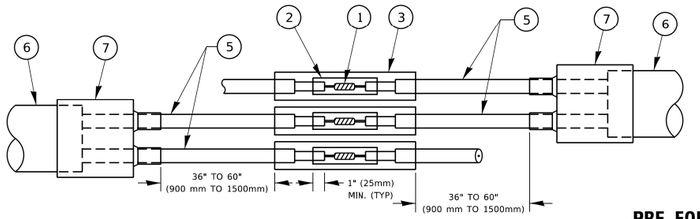


DETAIL "A"
LOOP-TO-LOOP SPLICE



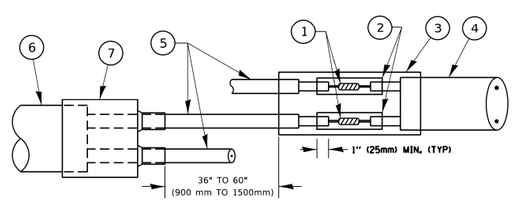
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE–FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

NEW SHEET △1

USER NAME = footemj	DESIGNED -	REVISED - 4/10/2025 △1	
	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	23B
	TS–05	CONTRACT NO. 62W69		
	ILLINOIS	FED. AID PROJECT		

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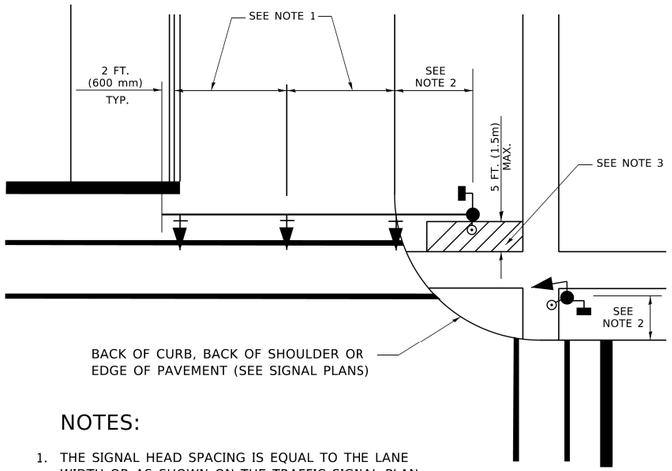
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

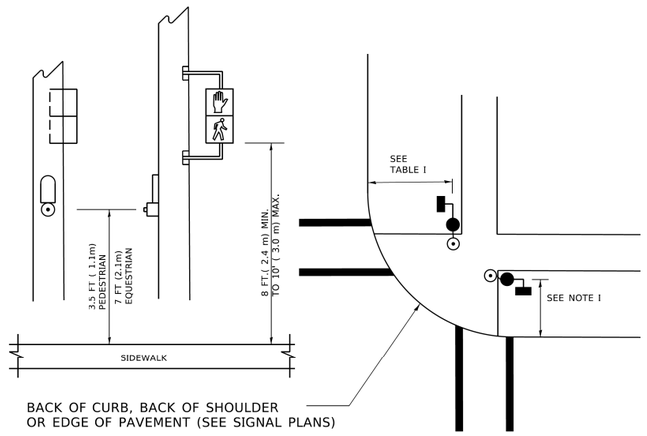
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

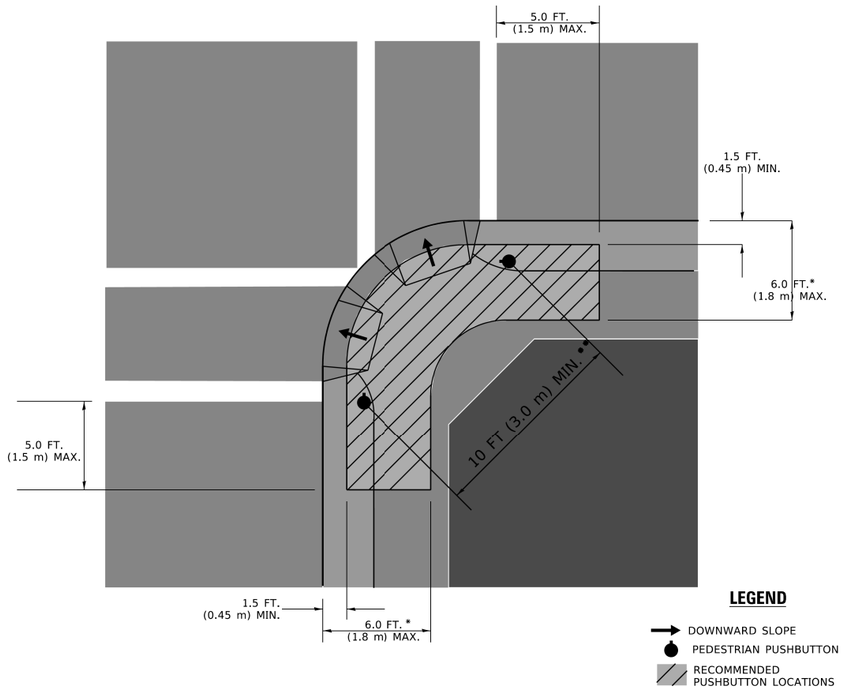
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" CHART AND THE TRAFFIC SIGNAL INSTALLATION PLAN, COULD EFFECT THE PLACEMENT OF THE SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS AND THE PEDESTRIAN PUSHBUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL INSTALLATION PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THE ABOVE REQUIREMENTS. THE PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS MUST MEET THE REQUIREMENTS UNDER THE DETAILS ON THIS SHEET.

NEW SHEET 1

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PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TS-05	CONTRACT NO. 62W69		
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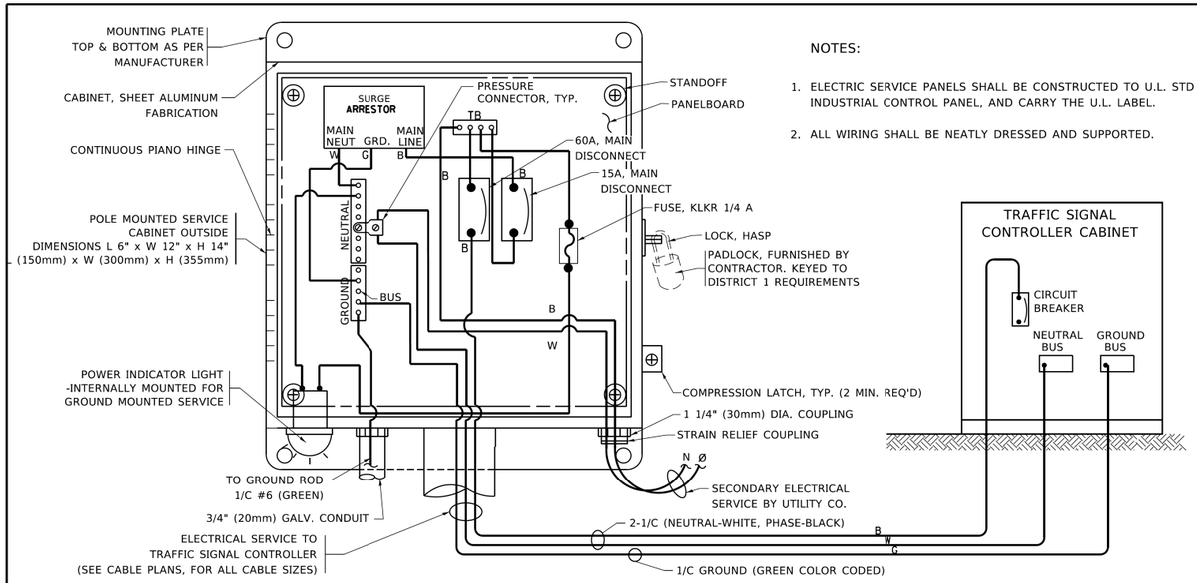


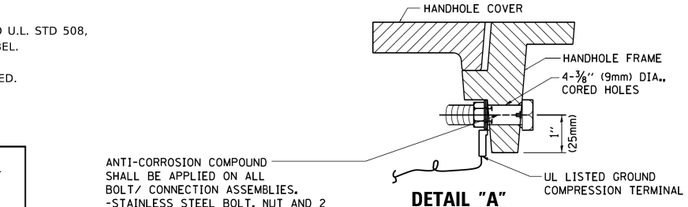
NOTES:

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

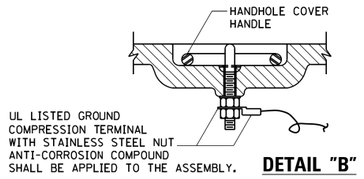
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

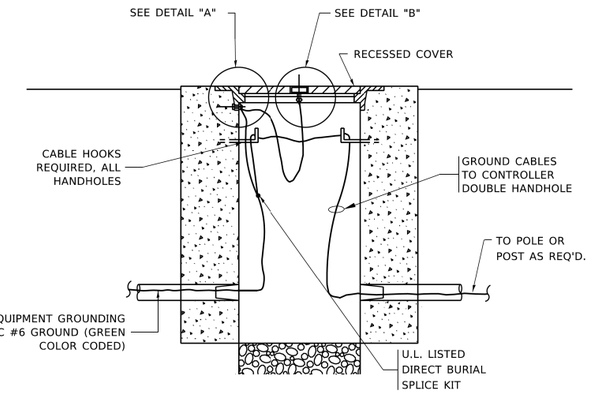


DETAIL "B"

NOTES:

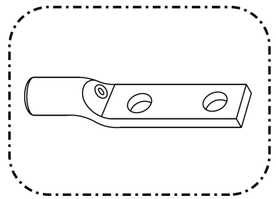
GROUNDING SYSTEM

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



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

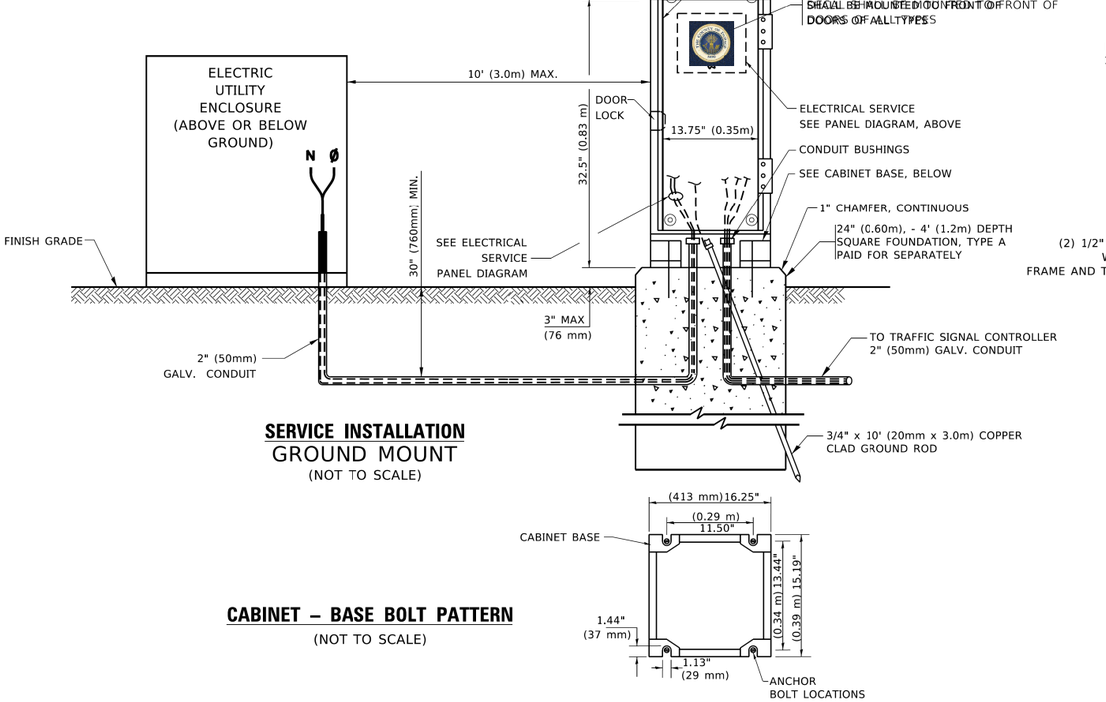


HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)

¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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

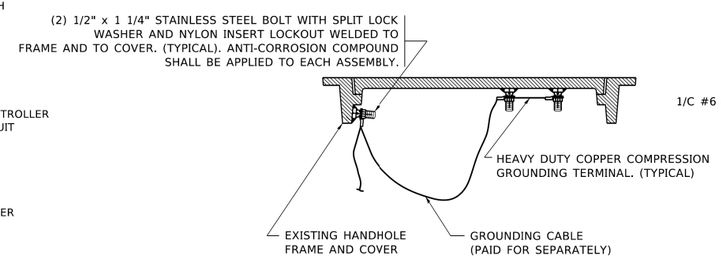


SERVICE INSTALLATION
GROUND MOUNT

(NOT TO SCALE)

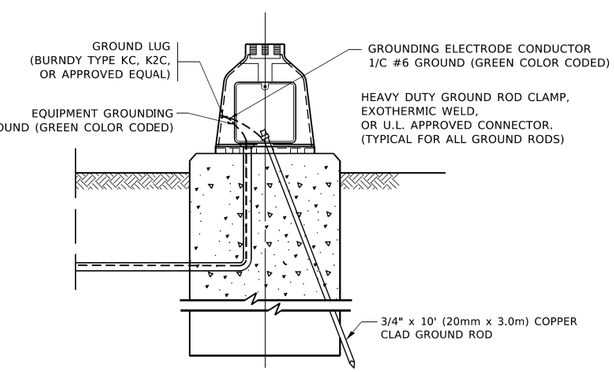
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	TS–05	CONTRACT NO. 62W69		
	ILLINOIS	FED. AID PROJECT		

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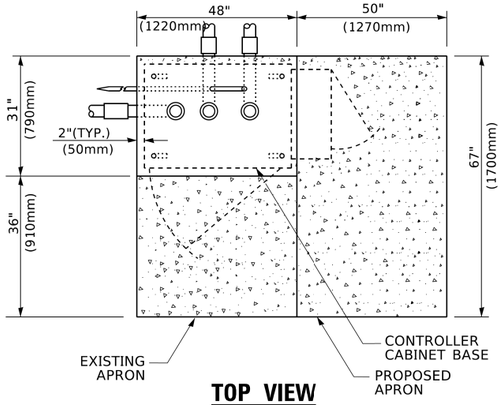
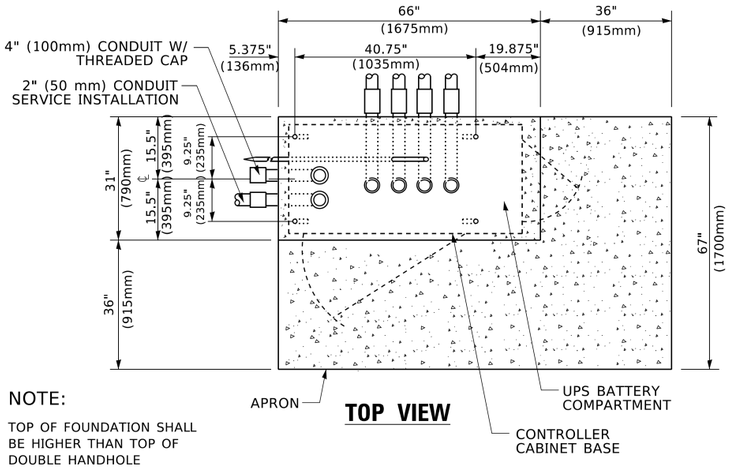


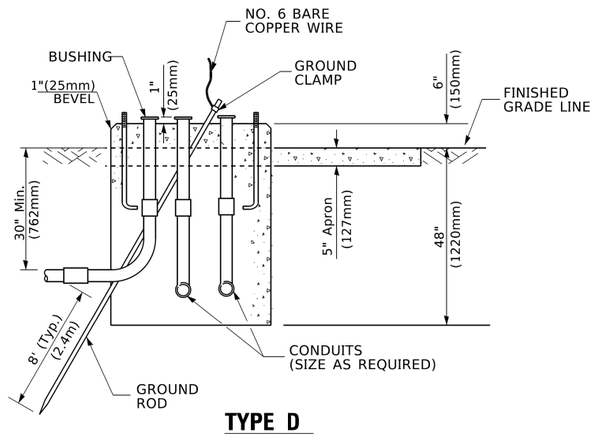
TOP VIEW



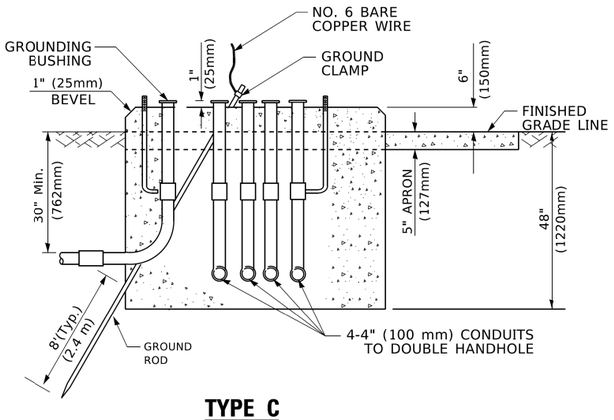
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

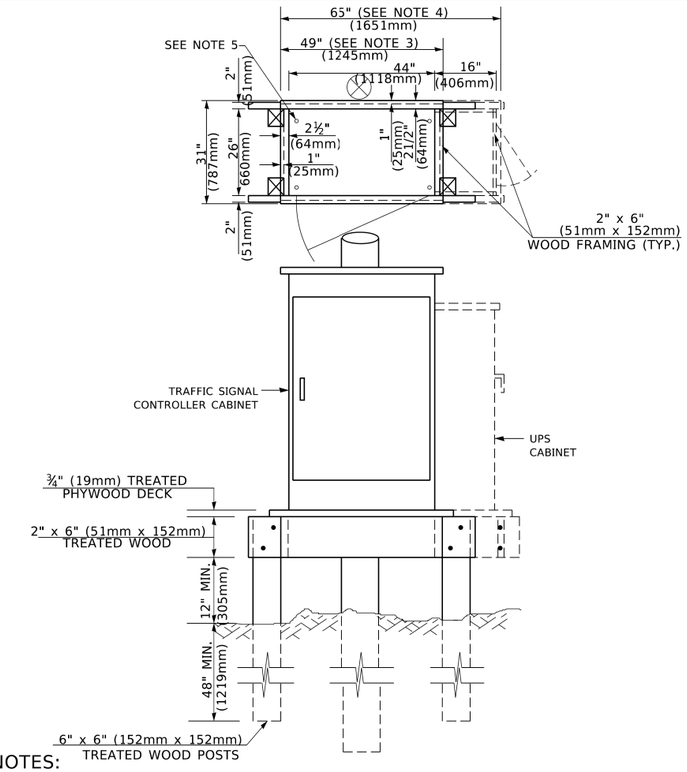
TOP VIEW



TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

NEW SHEET 1

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

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	TS-05	CONTRACT NO. 62W69		
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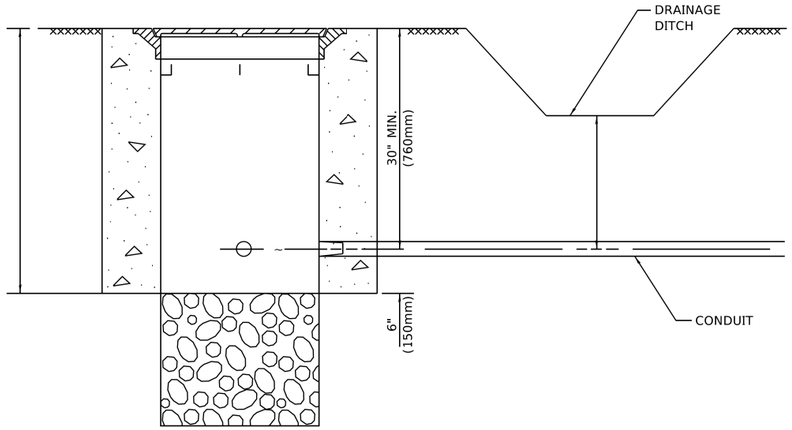
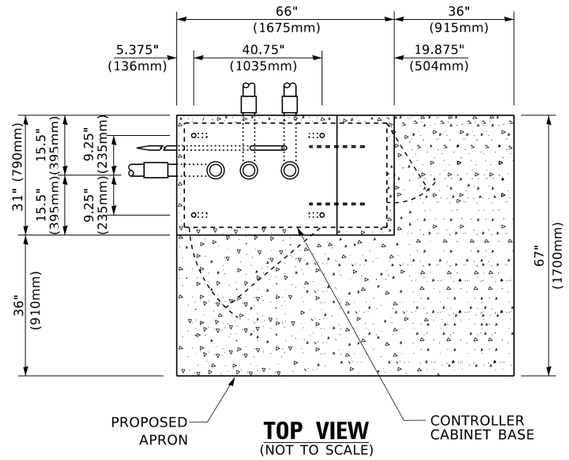


NOTES:

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

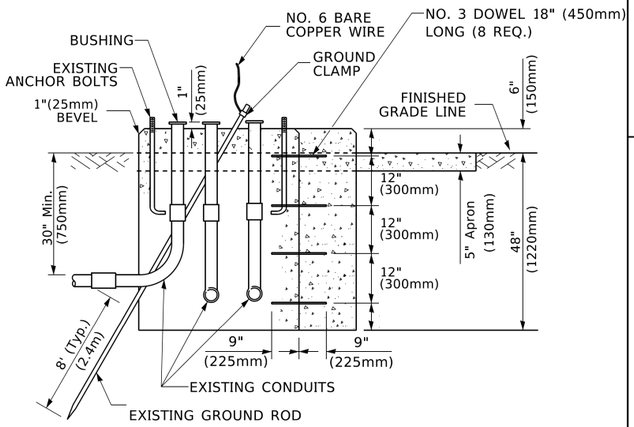
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



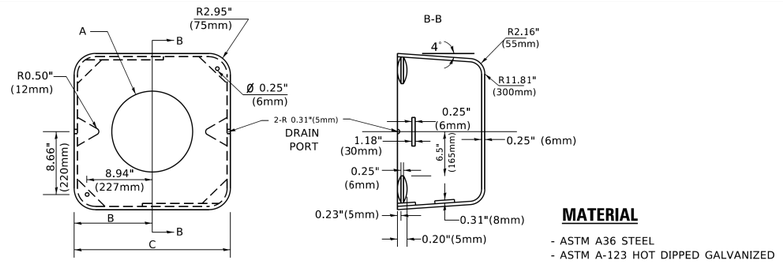
TOP VIEW

(NOT TO SCALE)



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

(NOT TO SCALE)



MATERIAL

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

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

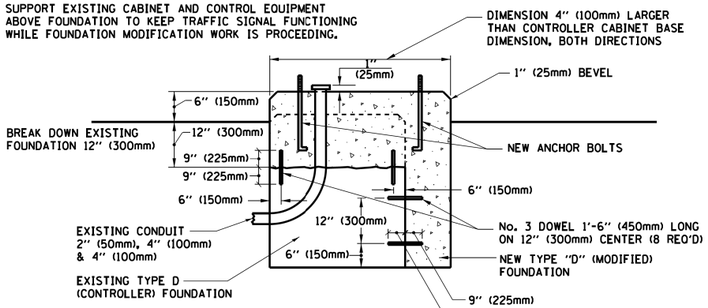
SHROUD

NOTES:

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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION

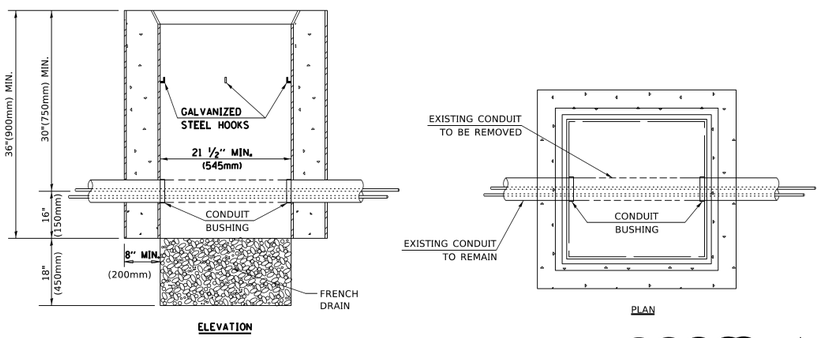
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	½"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

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



NOTES:

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

NEW SHEET 1

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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	DRAWN -	REVISED -	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	23F
	TS-05	CONTRACT NO. 62W69		
	ILLINOIS FED. AID PROJECT			

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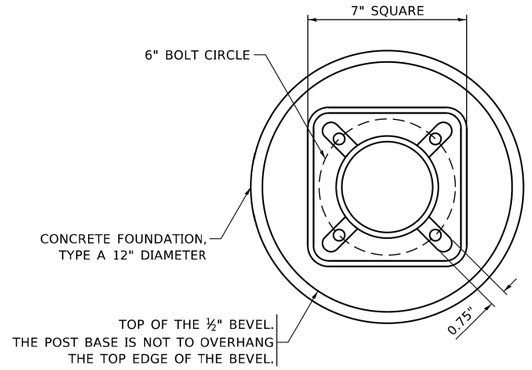
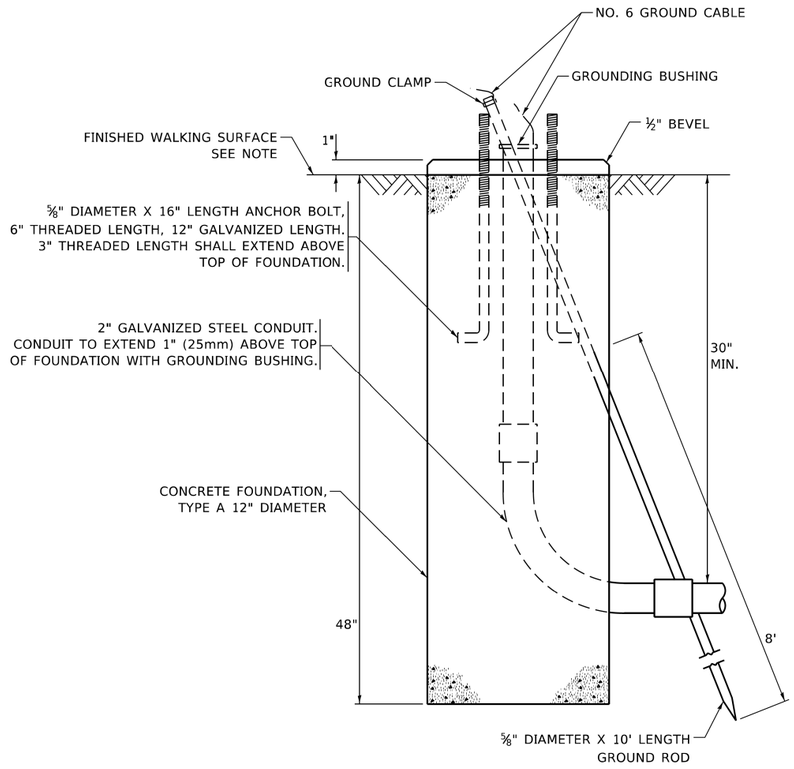


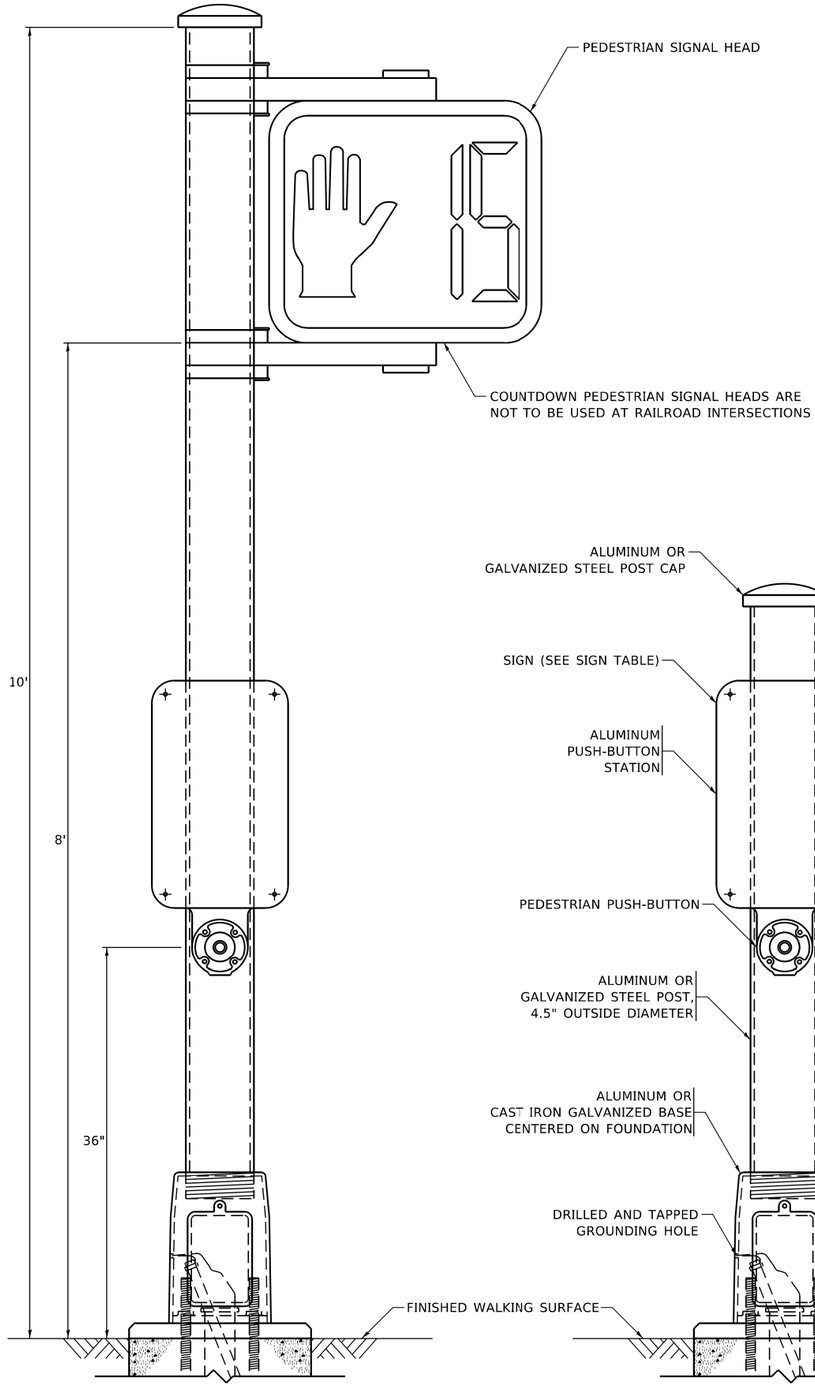
BOLT PATTERN

NOTE:

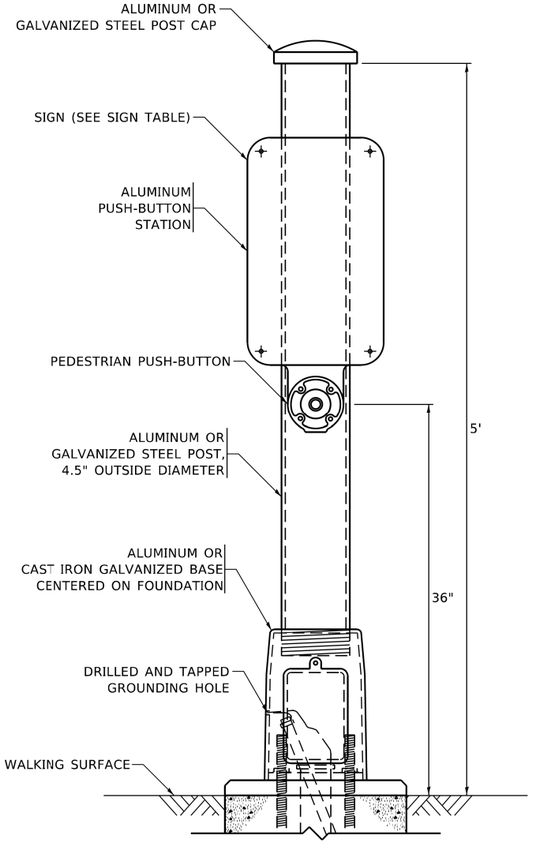
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



CONCRETE FOUNDATION, TYPE A 12–INCH DIAMETER



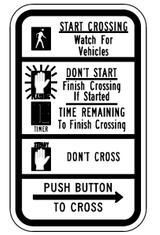
PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.

R10–3b

R10–3d



R10–3e

SIGN TABLE

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

NOTES:

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

NEW SHEET 1

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2503	2024-950-RS	KANE	26	23G
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