06-14-2024 LETTING ITEM 011

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	~~36~~ *	1
	ILLINOIS	CONTRACT NO. 62U79		

* 38 + 1 = 39 TOTAL SHEETS

THE IMPROVEMENT IS LOCATED IN THE CITY OF WILMINGTON

TOWNSHIPS

WILMINGTON AND FLORENCE

TRAFFIC DATA

LOCATION 1:

STA 14+48.5 TO 22+11.2
ADT = 8,750 (2021)
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
POSTED SPEED: 30 MPH
DESIGN SPEED: 40 MPH

LOCATION 2:

STA 44+81.1 TO 59+50.0
ADT = 8,750 (2021)
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
POSTED SPEED: 35 MPH
DESIGN SPEED: 45 MPH

STA 59+50.0 TO 74+87.7
ADT = 6,250 (2021)
FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
POSTED SPEED: 45 MPH
DESIGN SPEED: 55 MPH

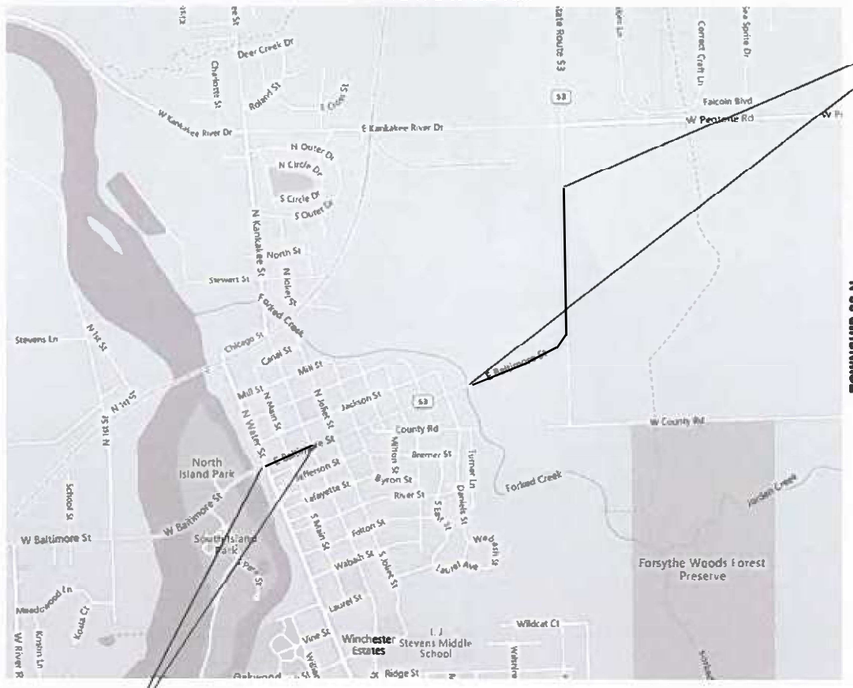
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

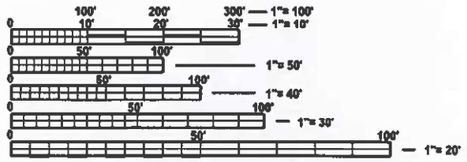
PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 846 (IL 53) FROM IL 102 (WATER ST) TO KANKAKEE ST & FORKED CR TO S OF PEOTONE RD
SECTION FAP 846 23 OVERLAY
PROJECT NHPP-N9KY(815)
DESIGNED OVERLAY, ADA IMPROVEMENTS
WILL COUNTY

C-91-142-23

RANGE 10 E OF 3RD P.M.





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

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

CONTRACT NO. 62U79

GROSS LENGTH = 6,039.2 FT. = 1.144 MILE
NET LENGTH = 3,769.3 FT. = 0.714 MILE

D-91-106-23

LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 24 2024 IR
REGIONAL ENGINEER

May 10, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES, COMMITMENTS, AND MIXTURE REQUIREMENTS
3-6	SUMMARY OF QUANTITIES
7	TYPICAL SECTIONS
8	SCHEDULES
9-11	ROADWAY AND PAVEMENT MARKING PLANS
12-18	ADA RAMP DESIGNS AND STANDARD DETAILS
19-25	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)
26-27	TRAFFIC SIGNAL MODIFICATION AND DETECTOR LOOP REPLACEMENT PLAN (TS 7555)
28	DETAILS FOR FRAMES AND LIDS TO BE ADJUSTED WITH MILLING (BD-08)
29	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
30	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
31	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
32	RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY (BD-55)
33	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
34	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT) (TC-11)
35	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
35A	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)
36	SHORT-TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)
37	ARTERIAL ROAD INFORMATION SIGN (TC-22)
38	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-06	DEPRESSED CORNER RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
604001-05	FRAME AND LIDS TYPE I
604056-04	FRAME AND GRATE TYPE II
604091-05	FRAME AND GRATE TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
642006-01	SHOULDER RUMBLE STRIPS, 8 IN.
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS

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).

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, CITY OF WILMINGTON AND WILL COUNTY.

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

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.

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.

THE RESIDENT ENGINEER SHALL CONTACT ERIC CAMPOS AREA TRAFFIC FIELD ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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.

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.

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 KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. MAJOR ROOTS OF A TREE THAT ARE TO REMAIN IN PLACE EXTENDING INTO THE EXCAVATION AREAS AT AN ELEVATION THAT WOULD INTERFERE WITH ANY PORTION OF THE PLANNED CONSTRUCTION SHALL BE SEVERED AT A POINT IMMEDIATELY OUTSIDE OF THE EXACTION AREA IN A MANNER THAT WILL CAUSE THE LEAST AMOUNT OF SYSTEMIC TO THE REMAINING TREE STRUCTURE. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

IF THIS CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.

ALL FINAL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

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

PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL 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 SLOPED A MINIMUM 1;3 (V:H)

EXISTING VEGETATED AREAS (TREES, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED TO MINIMIZE SOIL EROSION AND TO ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.

SAW CUTTING PRIOR TO ANY REMOVAL ITEMS NOTED ON THE PLANS OR DIRECTED BY THE ENGINEER SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEMS BEING REMOVED.

ALL MILLED SURFACES SHALL BE AT A MINIMUM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.

GENERAL NOTES - CNTD.

ALL CROSSWALKS WILL BE 6' IN WIDTH AND LOCATION OF STOP BARS WILL BE MINIMUM 4' FROM THE CROSSWALK.

THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT THE PRESERVATION OF EXISTING TREES IS OF UTMOST IMPORTANCE TO THE CITY OF WILMINGTON AND THE FOREST PRESERVE OF WILL COUNTY.

COMMITMENTS

NONE

RESURFACING (DESIGNED OVERLAY)		
MIXTURE TYPE	**AIR VOIDS @ Ndes**	**QUALITY MANAGEMENT PROGRAM (QMP)**
RESURFACING (DESIGNED OVERLAY)		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1 3/4"	4% AT 70 GYR.	QCP
HOT MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% AT 70 GYR.	QCP
HMA SHOULDERS 3 3/4"		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL -9.5, N70, 1 3/4"	4% AT 70 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% AT 70 GYR.	QC/QA
INCIDENTAL HMA SURFACING		
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	4% AT 70 GYR.	QC/QA
PATCHING		
CLASS D PATCHES (HOT-MIX ASPHALT BINDER COURSE, IL-19mm)	4% AT 70 GYR.	QC/QA
TEMPORARY RAMPS (SPECIAL)		
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, VARIABLE DEPTH	4% AT 70 GYR.	QC/QA
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.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, GENERAL NOTES, AND MIXTURE REQUIREMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	2
		CONTRACT NO. 62U79		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	LOCATION #1 80% FED 20% STATE 0005	LOCATION #1 80% FED 20% STATE 0021	LOCATION #2 80% FED 20% STATE 0005
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	6			6
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	90			90
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	7			7
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	7			7
25003115	INTERSEEDING, CLASS 1B	ACRE	0.11			0.11
25100125	MULCH, METHOD 3	ACRE	0.11			0.11
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10037	2457		7580
40600370	LONGITUDINAL JOINT SEALANT	FOOT	4505	1498		3007
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	65	17		48
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	178	144		34
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	1290	450		840
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "E", N70	TON	1126	400		726
42001300	PROTECTIVE COAT	SQ YD	277		277	

SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	LOCATION #1 80% FED 20% STATE 0005	LOCATION #1 80% FED 20% STATE 0021	LOCATION #2 80% FED 20% STATE 0005
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	6		6	
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2573		2573	
42400800	DETECTABLE WARNINGS	SQ FT	251		251	
44000100	PAVEMENT REMOVAL	SQ YD	9		9	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	21		21	
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	10980	3630		7350
44000600	SIDEWALK REMOVAL	SQ FT	2562		2562	
44004250	PAVED SHOULDER REMOVAL	SQ YD	3875			3875
44201749	CLASS D PATCHES, TYPE I, 9 INCH	SQ YD	6			6
44201753	CLASS D PATCHES, TYPE II, 9 INCH	SQ YD	14	14		
44201757	CLASS D PATCHES, TYPE III, 9 INCH	SQ YD	76	20		56
44201759	CLASS D PATCHES, TYPE IV, 9 INCH	SQ YD	661	391		270
48203012	HOT-MIX ASPHALT SHOULDERS, 3 3/4"	SQ YD	3875			3875

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	3
		CONTRACT NO. 62U79		
		ILLINOIS	FED. AID PROJECT	

REV-SEP

	SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	LOCATION #1 80% FED 20% STATE 0005	LOCATION #1 80% FED 20% STATE 0021	LOCATION #2 80% FED 20% STATE 0005
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1		1	
60266600	VALVE BOXES TO BE ADJUSTED	EACH	7		7	
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	3		3	
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	EACH	6014			6014
67100100	MOBILIZATION	L SUM	1	0.33	0.33	0.34
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	175	175		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	6	6		
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
* 66901006	REGULATED SUBSTANCES MONITORING	DAYS	15	15		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1			1
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1			1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1		

* SPECIALTY ITEM

	SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	LOCATION #1 80% FED 20% STATE 0005	LOCATION #1 80% FED 20% STATE 0021	LOCATION #2 80% FED 20% STATE 0005
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1		1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	6			6
70300100	SHORT TERM PAVEMENT MARKING	FOOT	504	124		380
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5,278	277		5,001
70300211	TEMPORARY PAVEMENT MARKING LETTERES AND SYMBOLS - PAINT	SQ FT	208	208		
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	45080	2076		43004
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	492	492		
70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	688	688		
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	4136	4136		
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	624	624		
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	4265	3746		519
* 78000100	THERMOPLASTIC PAVEMENT MARKING-LETTERS AND SYMBOLS	SQ FT	52	52		

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PLOT DATE = 3/22/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	4
		CONTRACT NO. 62U79		
		ILLINOIS FED. AID PROJECT		

REV-SEP

	SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			
	CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	LOCATION #1 80% FED 20% STATE 0005	LOCATION #1 80% FED 20% STATE 0021	LOCATION #2 80% FED 20% STATE 0005
*	78000200	THERMOPLASTIC PAVEMENT MARKING-LINE 4"	FOOT	12536	681		11855
*	78000400	THERMOPLASTIC PAVEMENT MARKING-LINE 6"	FOOT	123	123		
*	78000500	THERMOPLASTIC PAVEMENT MARKING-LINE 8"	FOOT	172	172		
*	78000600	THERMOPLASTIC PAVEMENT MARKING-LINE 12"	FOOT	1034	1034		
*	78000650	THERMOPLASTIC PAVEMENT MARKING-LINE 24"	FOOT	156	156		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	130	40		90
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	130	40		90
	78300201	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	18498	3990		14508
*	81028200	UNDERGROUND CONDUIT, GALVANAZED STEEL, 2" DIA	FOOT	107		107	
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1	
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	510		510	
	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	138		138	
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14, 1 PAIR	FOOT	99		99	
	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	648		648	
*	87900200	DRILL EXISTING HANDHOLE	EACH	7		7	

* SPECIALTY ITEM

	SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			
	CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	LOCATION #1 80% FED 20% STATE 0005	LOCATION #1 80% FED 20% STATE 0021	LOCATION #2 80% FED 20% STATE 0005
*	88600100	DETECTOR LOOP, TYPE 1	FOOT	844		844	
	89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1		1	
*	89502200	MODIFY EXISTING CONTROLLER	EACH	1		1	
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1	
*	89502376	REBUILD EXISTING HANDHOLE	EACH	1		1	
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1		1	
	X0323455	ADJUST MONITORING WELLS	EACH	2		2	
	X0326898	CENTER LINE - RUMBLE STRIP - 16"	FOOT	3007			3007
	X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	159	159		
	X0327120	WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	ACRE	0.11			0.11
	X1400367	PEDESTRIAN SIGNAL POST, 10 FT	EACH	1		1	
*	X1400378	PEDESTRIAN SIGNAL POST, 5 FT	EACH	7		7	
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.11			0.11
	X4060995	TEMPORARY RAM (SPECIAL)	SQ YD	492	396		96
	X4240200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH COLORED	SQ FT	2637		2637	
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	463		463	
		GREATER THAN 10 FEET					
	X5537800	STORM SEWERS TO BE CLEANED 12"	EACH	12	12		

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USER NAME = yaseen.qureshi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 3/21/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: 1"=50' | SHEET 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	5

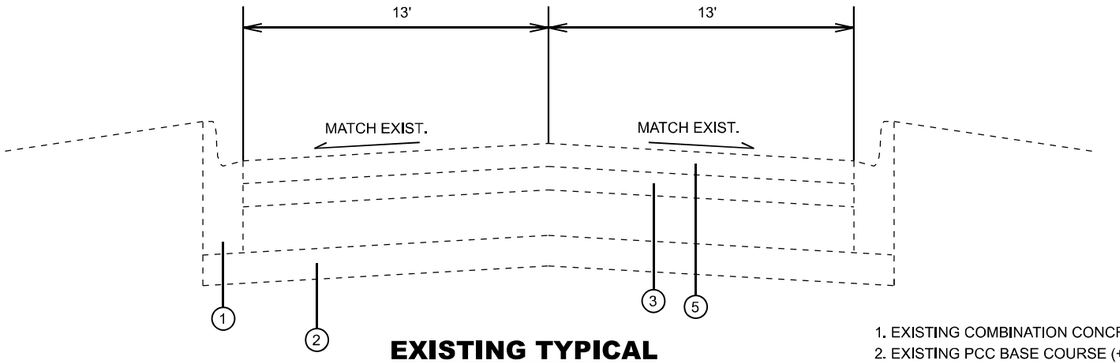
CONTRACT NO. 62U79

ILLINOIS | FED. AID PROJECT

REV-SEP

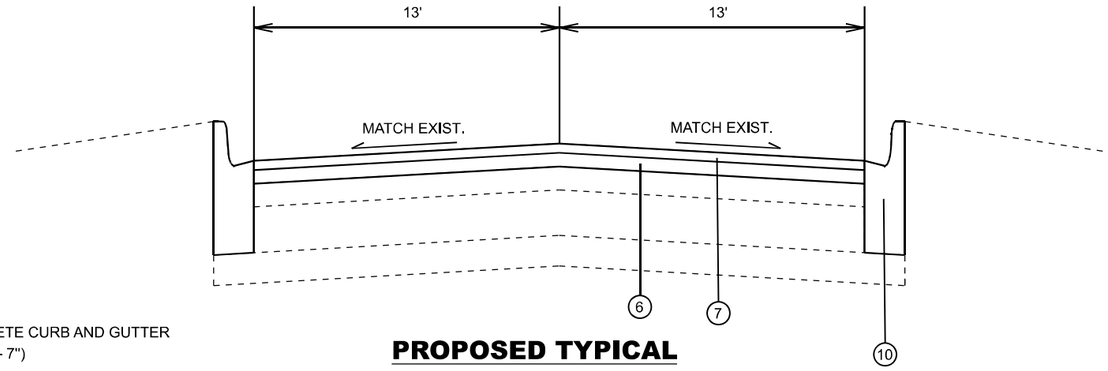
SUMMARY OF QUANTITIES			CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITIES	LOCATION #1 80% FED 20% STATE 0005	LOCATION #1 80% FED 20% STATE 0021	LOCATION #2 80% FED 20% STATE 0005
X6026624	VALVE BOXES TO BE ADJUSTED (SPECIAL)	EACH	3		3	
X6030205	FRAMES AND GARTES TO BE ADJUSTED (SPECIAL)	EACH	7		7	
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	12	3	9	
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	2	2	2
* X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8		8	
X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	28		28	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5		0.5
Z0016800	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	1		1	
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	1		1	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	SQ FT	10		10	
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	155	103		52

* SPECIALTY ITEM



EXISTING TYPICAL LOCATION #1

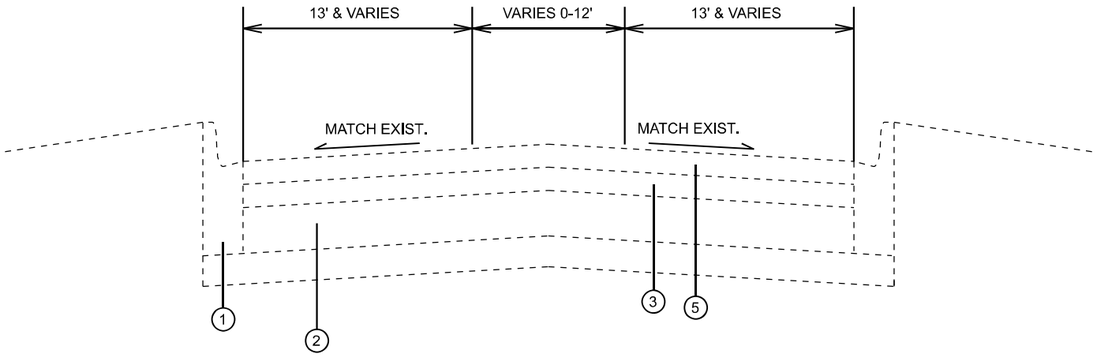
26' PAVT. WITH EXIST. RESURFACING AND CURB AND GUTTER
STA 14+48.5 TO 22+11.2



PROPOSED TYPICAL LOCATION #1

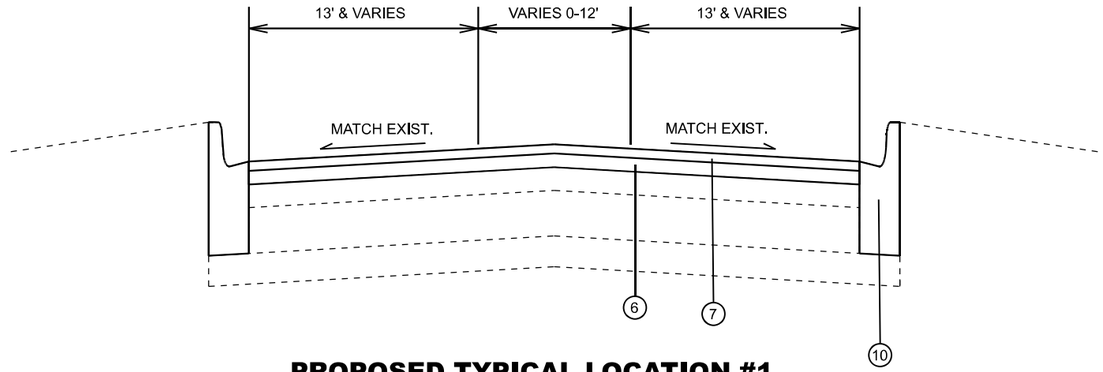
26' PAVT. WITH PROP. RESURFACING AND CURB AND GUTTER
STA 14+48.5 TO 22+11.2

1. EXISTING COMBINATION CONCRETE CURB AND GUTTER
2. EXISTING PCC BASE COURSE (+/- 7")
3. EXISTING HMA PAVEMENT (+/- 9")
4. EXISTING HMA SHOULDER (+/- 8")
5. PROPOSED HMA SURFACE REMOVAL, 3 3/4"
6. PROPOSED HMA BINDER COURSE, IL-9.5, N70: 2"
7. PROPOSED POLYMERIZED HMA SURFACE COURSE, IL-9.5, MIX "E", N70: 1 3/4"
8. PROPOSED HMA SHOULDERS, 3 3/4"
9. PROPOSED PAVED SHOULDER REMOVAL



EXISTING TYPICAL LOCATION #1 @ INTERSECTION WITH TURN LANE

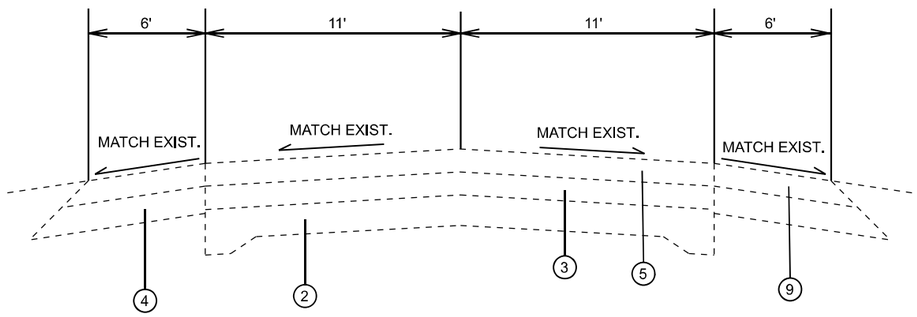
VARIABLE PAVT. WITH EXIST. RESURFACING AND CURB AND GUTTER
@ INTERSECTION OF IL 53 (BALTIMORE STREET) AND IL 102 (WATER STREET)



PROPOSED TYPICAL LOCATION #1 @ INTERSECTION WITH TURN LANE

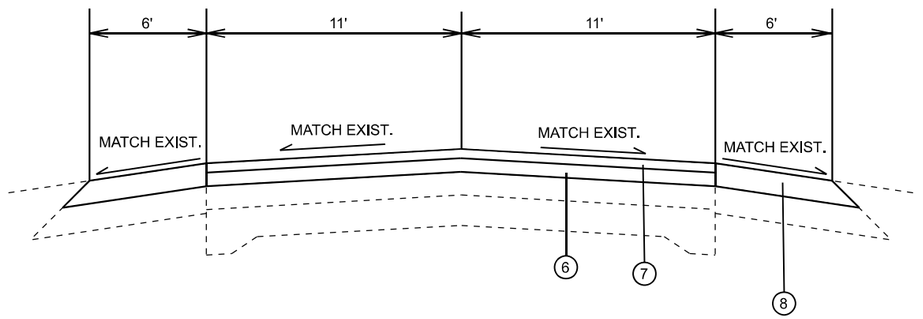
VARIABLE PAVT. WITH PROP. RESURFACING AND CURB AND GUTTER
@ INTERSECTION OF IL 53 (BALTIMORE STREET) AND IL 102 (WATER STREET)

NOTE: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER HMA BINDER COURSE, IL-9.5, N70.



EXISTING TYPICAL LOCATION #2

22' PAVT. & 6' SHOULDERS W/ EXIST. RESURFACING
STA 44+81.1 TO 74+87.7



PROPOSED TYPICAL LOCATION #2

22' PAVT. & 6' SHOULDERS W/ PROP. RESURFACING
STA 44+81.1 TO 74+87.7

USER NAME = Andrea.Bertetti	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 2/22/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	7
		CONTRACT NO. 62U79		
		ILLINOIS FED. AID PROJECT		

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PAVING SCHEDULE

STATION					LENGTH (FOR INFORMATION ONLY)	HMA BINDER COURSE, IL-9.5, N70, 2"	POLY HMA SURF CSE MIX "E", IL-9.5, N70, 1 3/4"	HMA SUFACE REMOVAL 3 3/4"	HMA SHOULDERS, 3 3/4"	BIT. MATERIAL (TACK COAT)	MIXTURES FOR JOINTS, CRACKS, & FLANGEWAYS	LONGITUDINAL JOINT SEALANT	PAVED SHLD. REMOVAL	COMMENTS
					TON	TON	SQ YD	SQ YD	POUND	TON	FOOT	SQ YD	
LOCATION #1														
14+48.5		TO	16+00.0		151.5	146	128	645		436	2	243		MAINLINE PAVEMENT
16+00.0		TO	17+22.3		122.3	104	92	462		312	2	368		MAINLINE PAVEMENT
17+22.3		TO	18+00.0		77.7	56	50	248		168	1	234		MAINLINE PAVEMENT
18+00.0		TO	18+35.4		35.4	24	22	107		73	1	36		MAINLINE PAVEMENT
18+35.4		TO	22+11.2		375.8	244	214	1086		734	5	376		MAINLINE PAVEMENT
AT WATER ST			15+09.2	LT		39	34	346		234	1	117		SURF AREA = 3119.9 SQ FT
AT WATER ST			15+09.2	RT		44	39	390		264	1	99		SURF AREA = 3505.6 SQ FT
AT MAIN ST			18+35.4	LT		12	10	101		69	1	8		SURF AREA = 900.1 SQ FT
AT MAIN ST			18+35.4	RT		10	9	82		56	1	6		SURF AREA = 736.6 SQ FT
AT KANKAKEE ST			21+60.3	LT		10	9	86		59	1	7		SURF AREA = 771.7 SQ FT
AT KANKAKEE ST			21+63.7	RT		9	8	77		52	1	4		SURF AREA = 668.0 SQ FT
LOCATION #1 TOTALS						698	615	3630		2457	17	1498		
LOCATION #2														
44+81.1		TO	74+87.7		3006.6	840	726	7350		4962	39	3007		MAINLINE PAVEMENT
44+81.1		TO	74+87.7	LT	3006.6				2005	1354	4		2005	6' WIDE SHOULDER
44+81.1		TO	57+52.0	RT	1270.9				848	573	2		848	6' WIDE SHOULDER
58+21.0		TO	58+63.0	RT	42.0				14	10	1		14	3' WIDE SHOULDER
59+75.9		TO	74+87.7	RT	1511.8				1008	681	2		1008	6' WIDE SHOULDER
LOCATION #2 TOTALS						840	726	7350	3875	7580	48	3007	3875	
PAY ITEM TOTALS						1538	1341	10980	3875	10037	65	4505	3875	

TREE REMOVAL SCHEDULE	
TREE REMOVAL (6 TO 15 UNITS DIA.)	
STATION	QUANTITY
56+40 R	6
TOTAL	6
TREE REMOVAL (OVER 15 UNITS DIA.)	
STATION	QUANTITY
56+40 R	17.5
56+40 R	22.3
56+40 R	13.5
56+40 R	19.5
56+40 R	17.2
TOTAL	90
TREE REMOVAL, ACRES (SPECIAL)	
STATION	QUANTITY
44+81 TO 51+01 R	0.04
44+81 TO 46+00 L	0.07
TOTAL	0.11

SEEDING SCHEDULE	
WEED CONTROL, NATIVE LANDSCAPE ENHANCEMENT	
STATION	QUANTITY
44+81 TO 51+01 R	0.04
44+81 TO 51+01 L	0.07
TOTAL	0.11
INTERSEEDING, CLASS 1B	
STATION	QUANTITY
44+81 TO 51+01 R	0.04
44+81 TO 51+01 L	0.07
TOTAL	0.11
MULCH, METHOD 3	
STATION	QUANTITY
44+81 TO 51+01 R	0.04
44+81 TO 51+01 L	0.07
TOTAL	0.11

CLASS D PATCHES

STATION				LANE NO.	PAVT PATCH WIDTH	PAVT PATCH LENGTH	PATCH AREA	PATCH AREA	PATCH TYPE
					FOOT	FOOT	SQ FT	SQ YD	(I, II, III, IV)
15+70	TO	15+95	SB	LT TURN	12	25	300	34	IV
16+00	TO	16+20	NB	1	12	20	240	27	IV
16+70	TO	18+00	NB	1	7.5	130	975	109	IV
18+00	TO	18+65	NB	1	13	65	845	94	IV
44+50	TO	44+56	NB	1	24	6	144	16	III
44+56	TO	45+26	NB	1	4	70	280	32	IV
48+74	TO	49+50	NB	1	4	76	304	34	IV
49+18	TO	49+50	SB	1	6	32	192	22	III
51+00	TO	52+27	NB	1	4	127	508	57	IV
60+00	TO	61+45	NB	1	4	145	580	65	IV
61+50	TO	61+55	NB	1	2	5	10	2	I
61+75	TO	61+80	NB	1	2	5	10	2	I
62+00	TO	62+05	NB	1	2	5	10	2	I
63+00	TO	63+83	NB	1	4	83	332	37	IV
66+15	TO	66+50	NB	1	4.5	35	158	18	III
65+75	TO	66+75	SB	1	4	100	400	45	IV
15+85	TO	16+00	SB	1	12	15	180	20	III
18+00	TO	18+20	SB	1	12	20	240	27	IV
18+65	TO	20+15	NB	1	6	150	900	100	IV
19+70	TO	19+90	SB	1	6	20	120	14	II

TOTALS		
TYPE I	6	SQ YD
TYPE II	14	SQ YD
TYPE III	76	SQ YD
TYPE IV	661	SQ YD
TOTAL	757	SQ YD

UTILITIES SCHEDULE

APPROXIMATE LOCATION, STATION, OR STREET	OFFSET (FOOT)	UTILITY OR VALVE ADJUST/SPECIAL	TYPE				
			ADJUST	ADJUST SPECIAL	STRUCTURE CLEANING	STRUCTURE RECONST	STORM SEWER CLEANING
13+70	18' RT		X		X		9'
13+70	18' LT				X		
14+75	35' LT & 60' RT	WATER CURB VALVE ADJUST: LT IS IN SIDEWALK, RT IS BEHIND CURB					
14+55	19' LT				X		
14+85	32' LT	2 EA WATER VALVE BOX ADJUST SPECIAL, IN ASPHALT					
IL 102 @ IL 53				FRAME & LID			
IL 102 @ IL 53		UTILITY FRAME AND LID SPECIAL BELL SYSTEM, RT TURN LANE, S LEG					
15+35	38' LT				X		
15+35	58' RT	UTILITY BOX ADJUST (TIER 15), IN SIDEWALK BEHIND CURB & GUTTER					
15+55	30' RT				X		
15+85	15' LT & 15' RT				2 EA		
18+08	24' LT & 28' LT	WATER VALVE BOX ADJUST, BOTH IN SIDEWALK					
18+12	30' LT	WATER FRAME & LID ADJUST FOR SIDEWALK					
IL 53 @ MAIN ST				4 EA FRAME & GRATE			
IL 53 @ MAIN ST				3 EA FRAME & LID			
19+65	13' LT				X		
19+65	13' RT		X		X		
19+80	13' LT			X	X		
19+80				X		X	
19+80	13' RT						
IL 53 @ KANKAKEE ST				3 EA FRAME & GRATE			
IL 53 @ KANKAKEE ST				5 EA FRAME & LID			
21+80	19' LT	WATER VALVE BOX ADJUST IN SIDEWALK					
21+90	20' LT	WATER VALVE BOX ADJUST IN SIDEWALK					
22+00	17' RT	MONITORING WELL IN SIDEWALK					
20+05	8' RT	WATER VALVE BOX ADJUST SPECIAL					
21+15	19' LT	WATER FRAME & LID ADJUST FOR SIDEWALK					
21+35	23' LT	MONITORING WELL					
21+35	18' LT	WATER FRAME AND LID ADJUST FOR SIDEWALK, IN CURB LINE					

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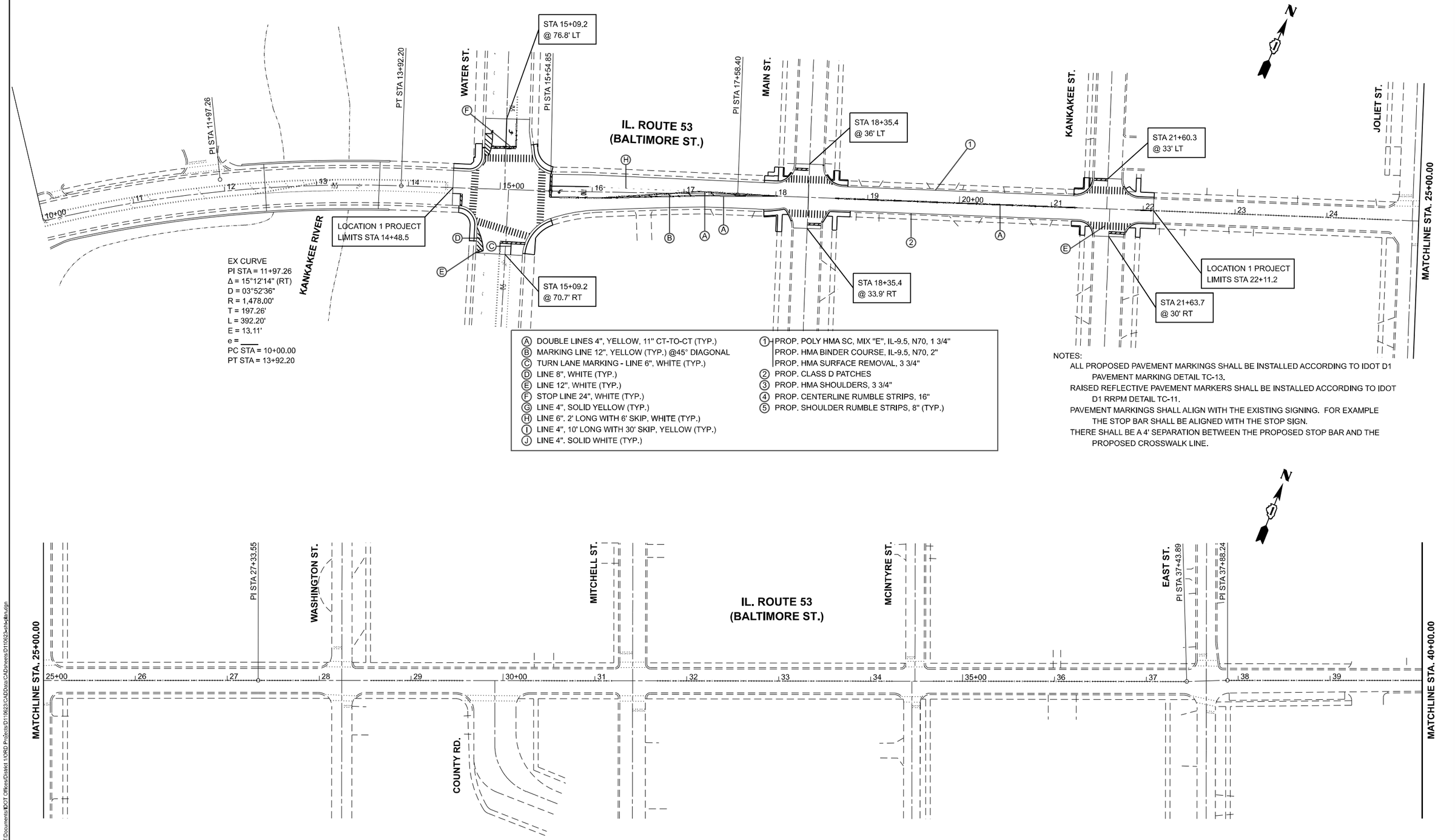
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 2/22/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	8
		CONTRACT NO. 62U79		
		ILLINOIS FED. AID PROJECT		



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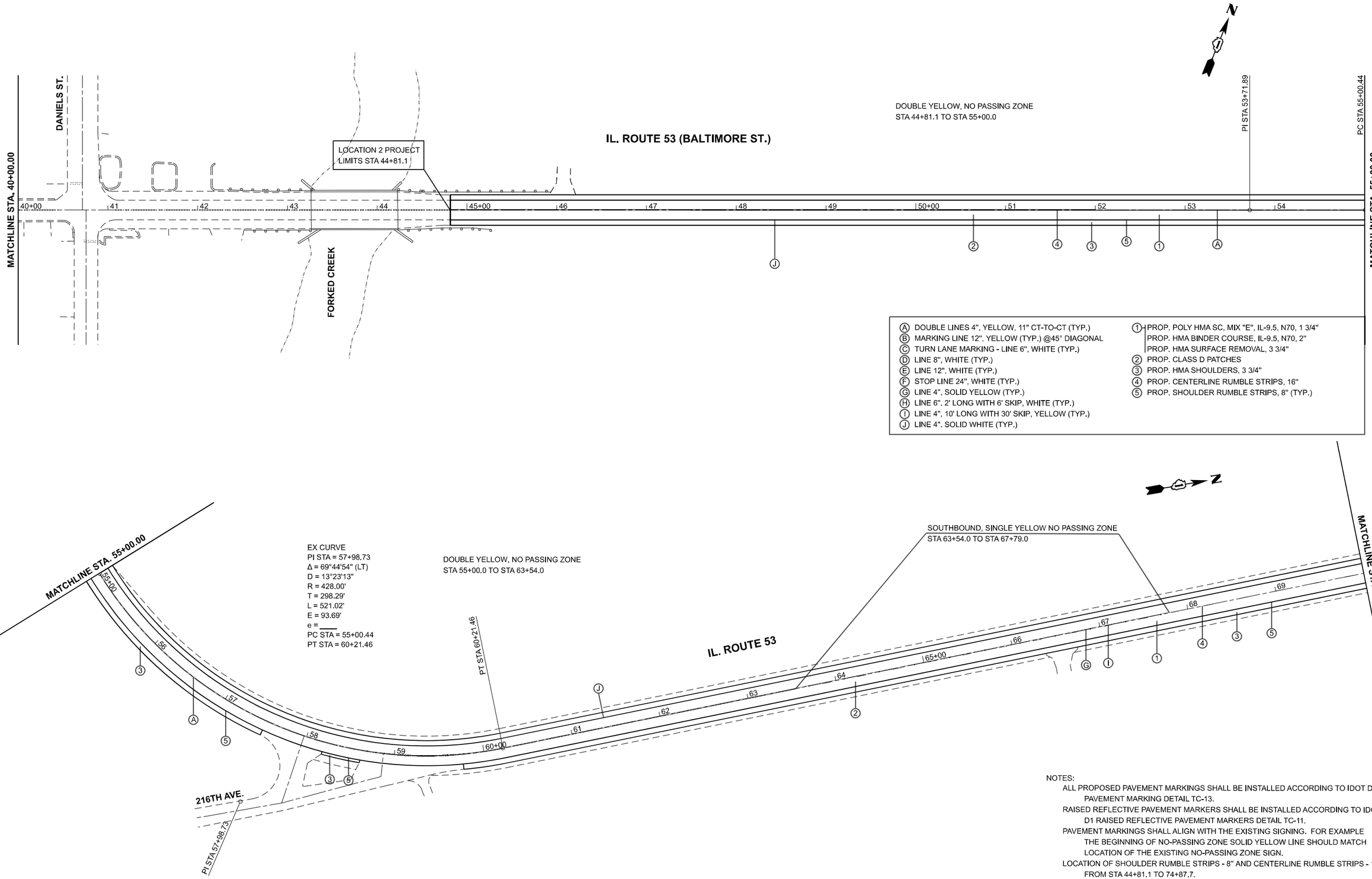
USER NAME = Andrea.Bertetti	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 2/22/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	9
		CONTRACT NO. 62U79		
		ILLINOIS	FED. AID PROJECT	



NOTES:

ALL PROPOSED PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT D1 PAVEMENT MARKING DETAIL TC-13.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT D1 RAISED REFLECTIVE PAVEMENT MARKERS DETAIL TC-11.

PAVEMENT MARKINGS SHALL ALIGN WITH THE EXISTING SIGNING. FOR EXAMPLE THE BEGINNING OF NO-PASSING ZONE SOLID YELLOW LINE SHOULD MATCH LOCATION OF THE EXISTING NO-PASSING ZONE SIGN.

LOCATION OF SHOULDER RUMBLE STRIPS - 8" AND CENTERLINE RUMBLE STRIPS - 16" FROM STA 44+81.1 TO 74+87.7.

USER NAME = Andrea.Bertetti	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = $SCALE$	CHECKED -	REVISED -
PLOT DATE = 2/22/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	10
		CONTRACT NO. 62U79		
	ILLINOIS	FED. AID PROJECT		

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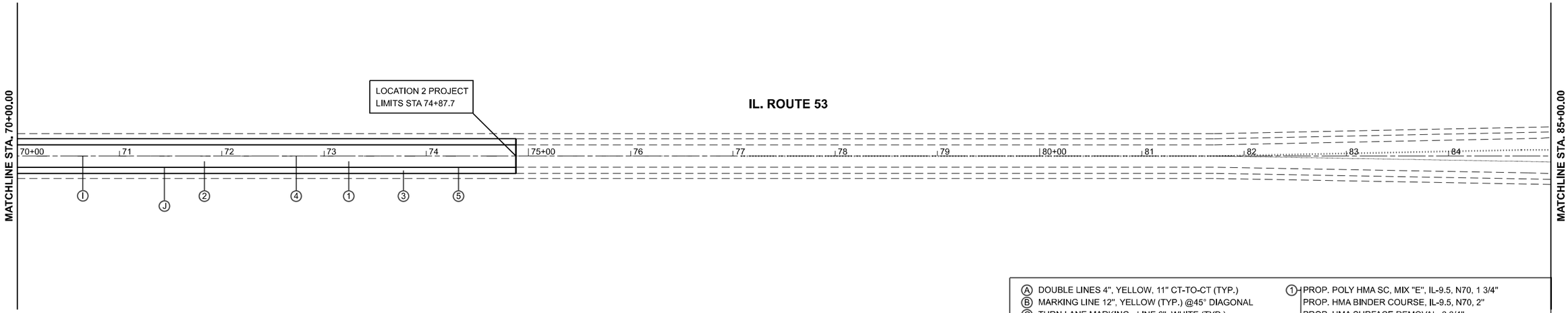
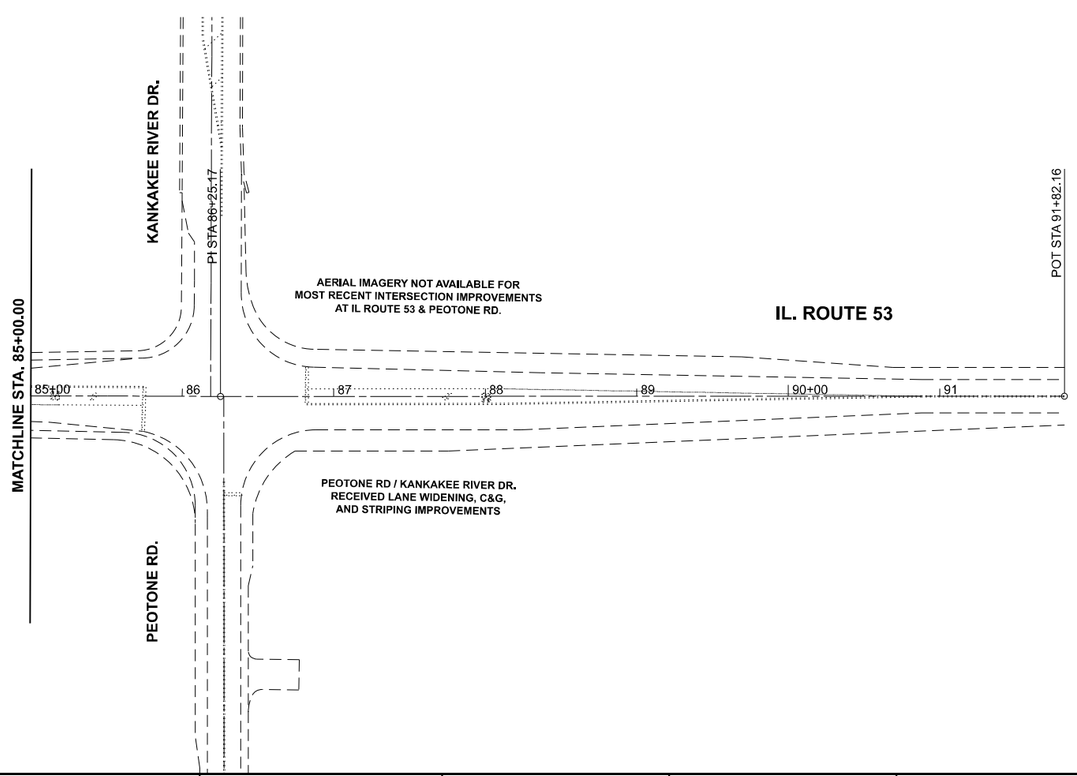


- (A) DOUBLE LINES 4", YELLOW, 11" CT-TO-CT (TYP.)
- (B) MARKING LINE 12", YELLOW (TYP.) @45° DIAGONAL
- (C) TURN LANE MARKING - LINE 6", WHITE (TYP.)
- (D) LINE 8", WHITE (TYP.)
- (E) LINE 12", WHITE (TYP.)
- (F) STOP LINE 24", WHITE (TYP.)
- (G) LINE 4", SOLID YELLOW (TYP.)
- (H) LINE 6". 2' LONG WITH 6' SKIP, WHITE (TYP.)
- (I) LINE 4", 10' LONG WITH 30' SKIP, YELLOW (TYP.)
- (J) LINE 4". SOLID WHITE (TYP.)

- (1) PROP. POLY HMA SC, MIX "E", IL-9.5, N70, 1 3/4"
  PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
  PROP. HMA SURFACE REMOVAL, 3 3/4"
- (2) PROP. CLASS D PATCHES
- (3) PROP. HMA SHOULDERS, 3 3/4"
- (4) PROP. CENTERLINE RUMBLE STRIPS, 16"
- (5) PROP. SHOULDER RUMBLE STRIPS, 8" (TYP.)



** NOTE:
- ALL PERMANENT PAVEMENT MARKINGS SHALL BE ACCORDING TO DISTRICT DETAIL TC-13
- LOCATION OF SHOULDER RUMBLE STRIPS - 8" AND CENTERLINE RUMBLE STRIPS - 16" FROM STA 44+81.1 TO 74+87.7

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	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 2/22/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	11
		CONTRACT NO. 62U79		
	ILLINOIS	FED. AID PROJECT		

SCHEDULE OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITIES	IL RTE 53 AT WATER ST				IL RTE 53 AT MAIN ST				IL RTE 53 AT KANKAKEE ST			
				NW	NE	SW	SE	NW	NE	SW	SE	NW	NE	SW	SE
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	**6**					1	1	1	1	1		1	
42001300	PROTECTIVE COAT	SQ YD	**277**	24	18	28	48	27	16	26	22	16	26	15	20
X4240200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH COLORED	SQ FT	2637	216	160	256	428	239	146	236	199	142	233	139	179
42400800	DETECTABLE WARNINGS	SQ FT	**251**	20	20	20	24	21	21	20	20	19	22	20	24
44000100	PAVEMENT REMOVAL	SQ YD	**9**					9							
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	**21**					3	5	5	2	3		3	
44000600	SIDEWALK REMOVAL	SQ FT	2562	216	160	320	428	164	146	236	199	142	233	139	179
60266600	VALVE BOXES TO BE ADJUSTED	EACH	**7**	1		1	1					1	2		1
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	**3**	1	1		1								
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	**1**					1							
89502376	REBUILD EXISTING HANDHOLE	EACH	**1**					1							
X4400503	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	463	33	34	57	67	35	27	38	38	34	39	35	26

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	DRAWN - JP	REVISED -	
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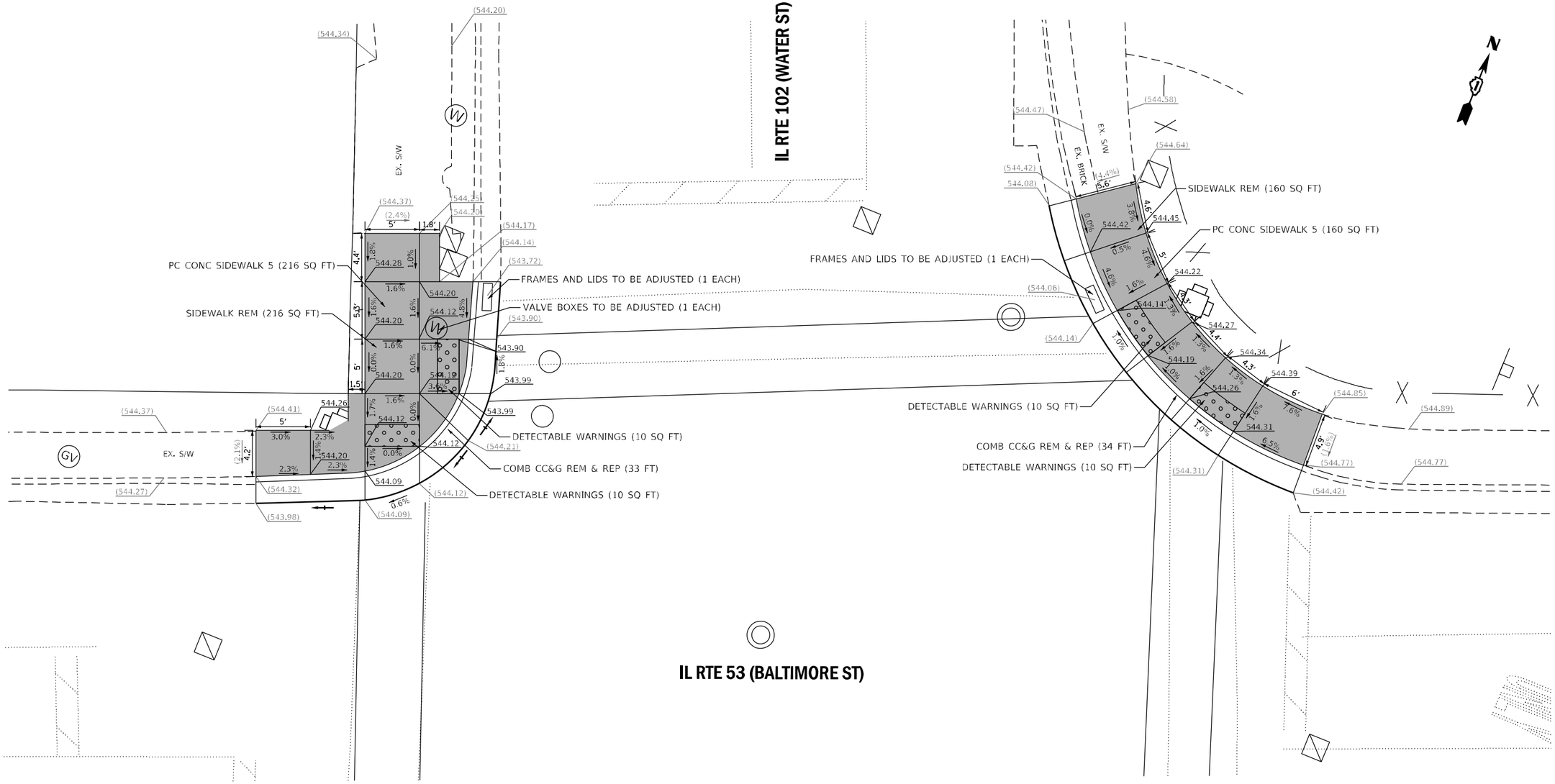
PLOT DATE = 10/19/2023	DATE - 10/19/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK RAMP IMPROVEMENTS
SCHEDULE OF QUANTITIES

SCALE: | SHEET NO. 1 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	12
		CONTRACT NO. 62U79		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



ADA-01

REFERENCE BENCHMARK ELEV: 544.51

BENCHMARK :

LOCATION : CUT SQUARE AT NE CORNER OF TRAFFIC CONTROLLER BASE PAD AT NW CORNER OF IL 53 AND IL 102

LEGEND

- XX.XX' — EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) — EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV:

BENCHMARK :

LOCATION :

MILLENNIA PROFESSIONAL SERVICES
www.mps-il.com

USER NAME = jpham	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 6/2/2023	DATE - 6/2/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
IL RTE 53 (BALTIMORE ST) AT IL RTE 102 (WATER ST)

SCALE: 1"=5' | SHEET NO. 2 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	13
		CONTRACT NO. 62U79		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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USER NAME = jpham

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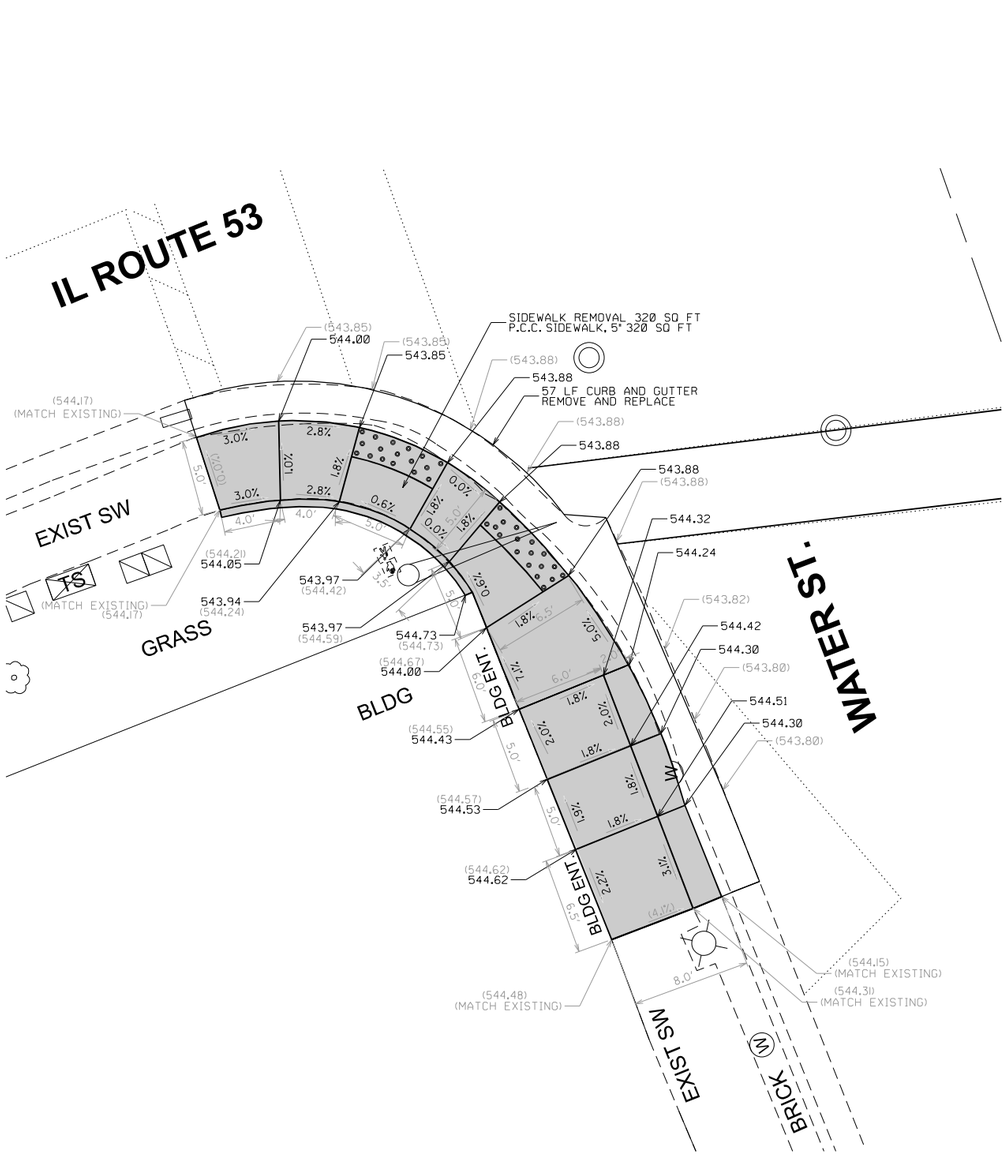

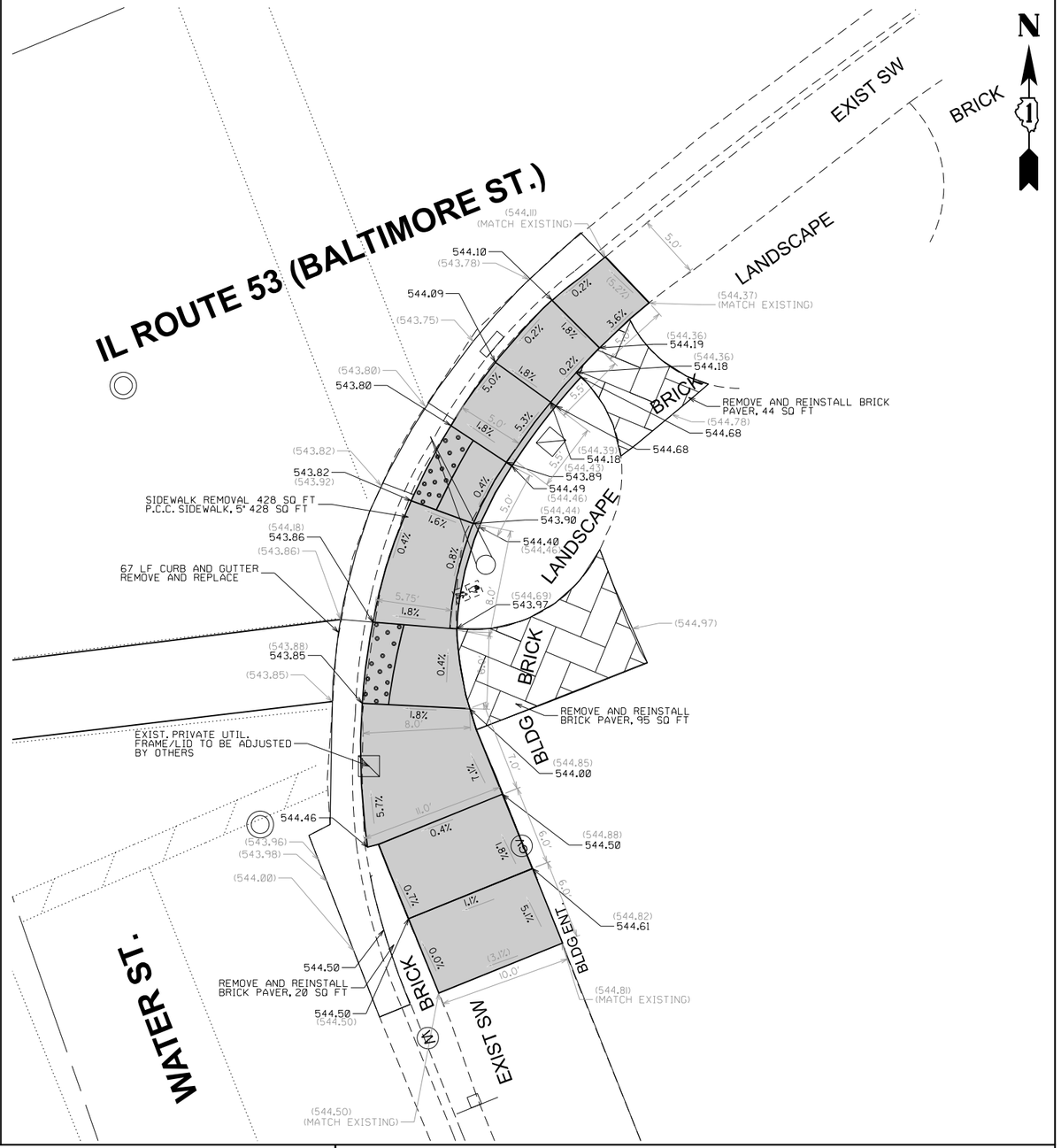

REFERENCE BENCH MARK ELEV 544.510

BENCHMARK :

LOCATION : CUT SQUARE AT NORTHEAST CORNER OF TRAFFIC CONTROLLER BASE PAD AT NW CORNER ILL 53 AND ILL 102.

LEGEND

- xx.xx' — EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) — EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

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		DRAWN -	REVISED -
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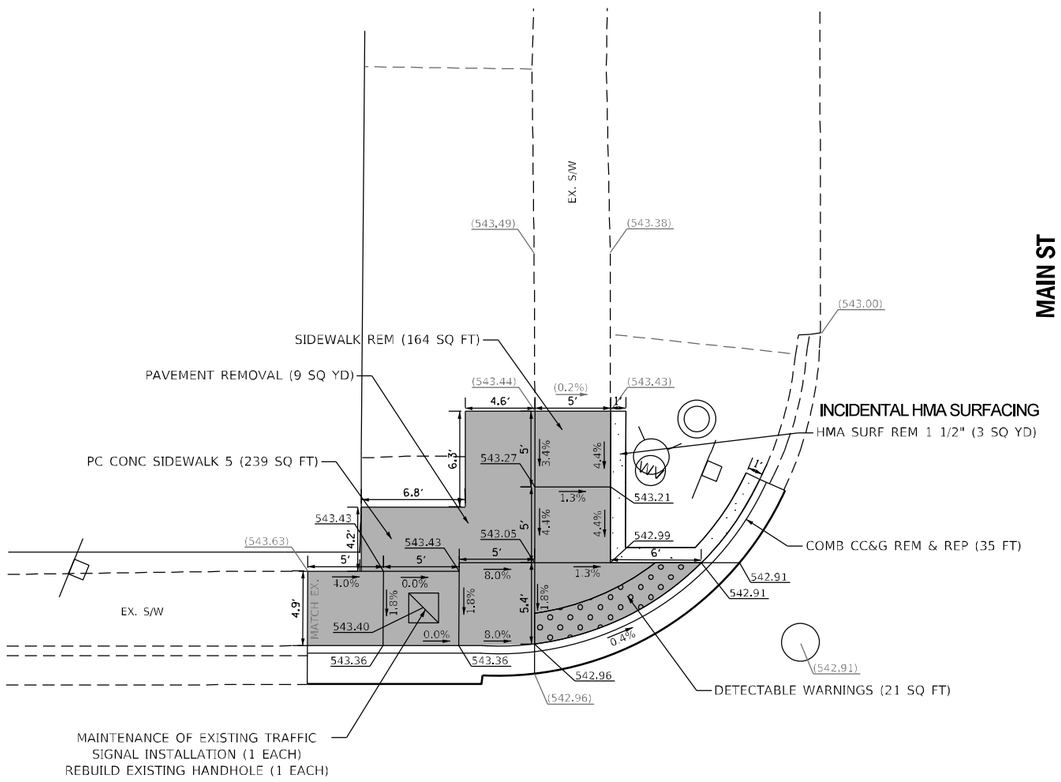
Default	PLOT DATE = 5/3/2024	DATE -	REVISED -

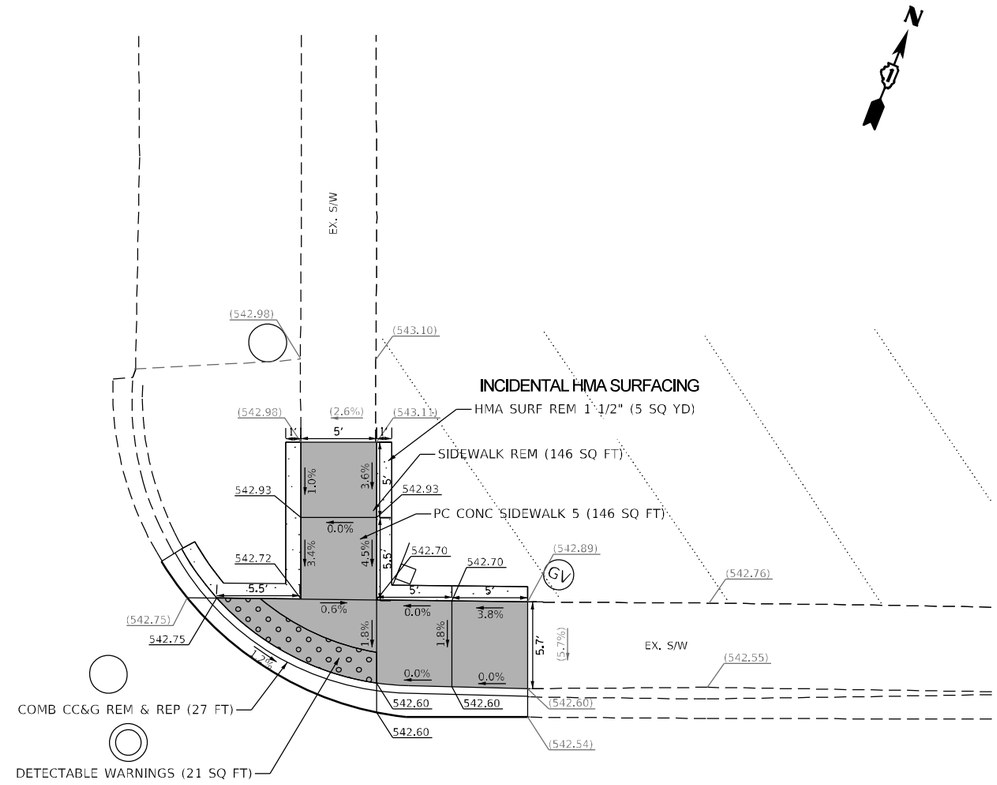
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (ILL 53 AT ILL 102)
SE & SW CORNERS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	31	14
		CONTRACT NO. 62U79		
		ILLINOIS	FED. AID PROJECT	





IL RTE 53 (BALTIMORE ST)

ADA-03

REFERENCE BENCHMARK ELEV: 544.10

BENCHMARK :

LOCATION : "X" ON NE BOLT OF FIRE HYDRANT AT NW CORNER IL 53 AND MAIN ST

LEGEND

xx.xx'	EXISTING LENGTH
———	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV:

BENCHMARK :

LOCATION :

MILLENNIA PROFESSIONAL SERVICES
www.mps-il.com

USER NAME = jpham	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/19/2023	DATE - 10/19/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
IL RTE 53 (BALTIMORE ST) AT MAIN ST

SCALE: 1"=5' | SHEET NO. 4 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	15
		CONTRACT NO. 62U79		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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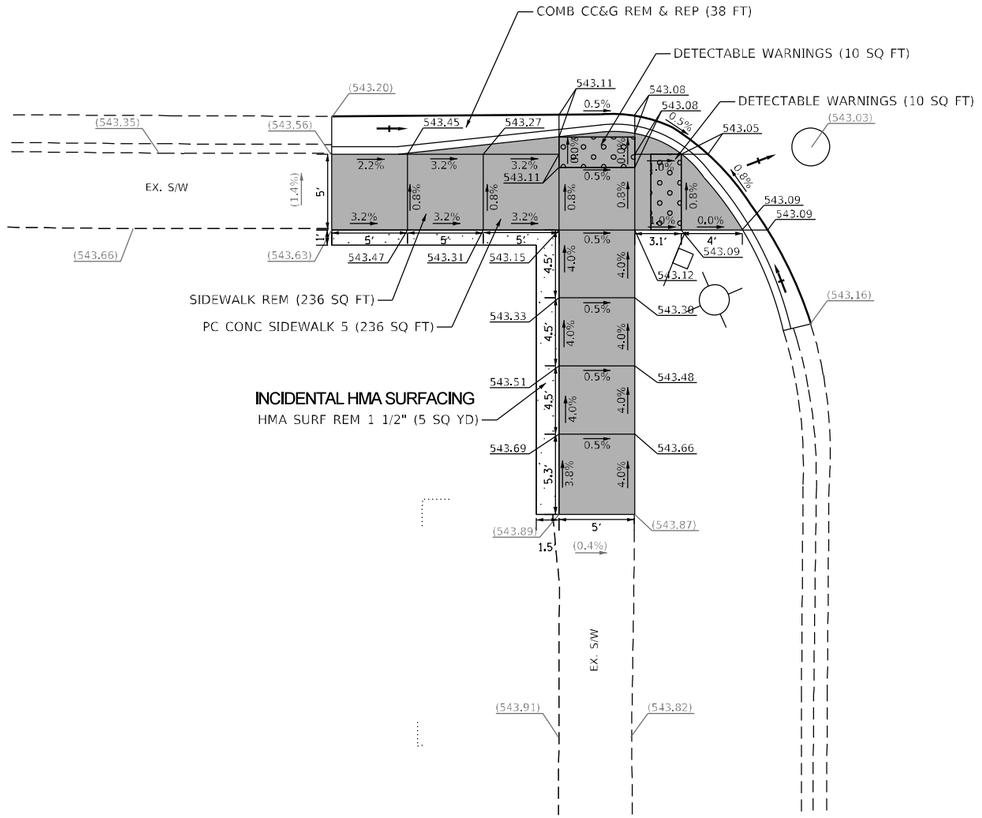
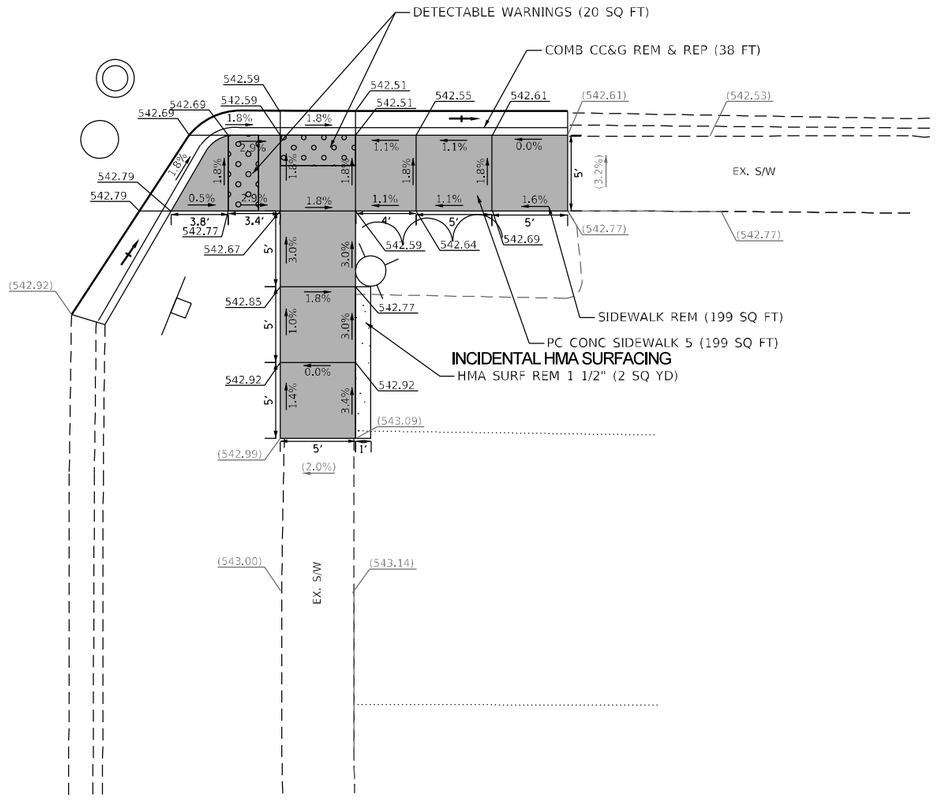
IL RTE 53 (BALTIMORE ST)



MAIN ST



ADA-04

REFERENCE BENCHMARK ELEV:

BENCHMARK :

LOCATION :

LEGEND

xx.xx′	EXISTING LENGTH
═══	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV:

BENCHMARK :

LOCATION :

MILLENNIA PROFESSIONAL SERVICES
www.mps-il.com

USER NAME = jpham	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 10/19/2023	DATE - 10/19/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
IL RTE 53 (BALTIMORE ST) AT MAIN ST

SCALE: 1"=5′ | SHEET NO. 5 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	16
		CONTRACT NO. 62U79		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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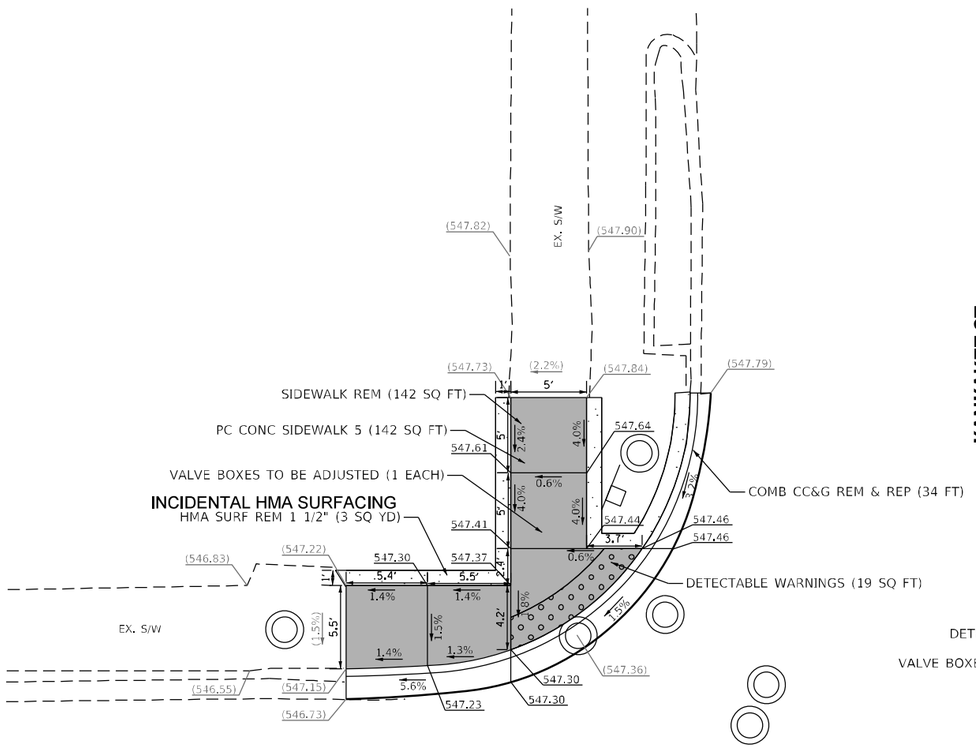

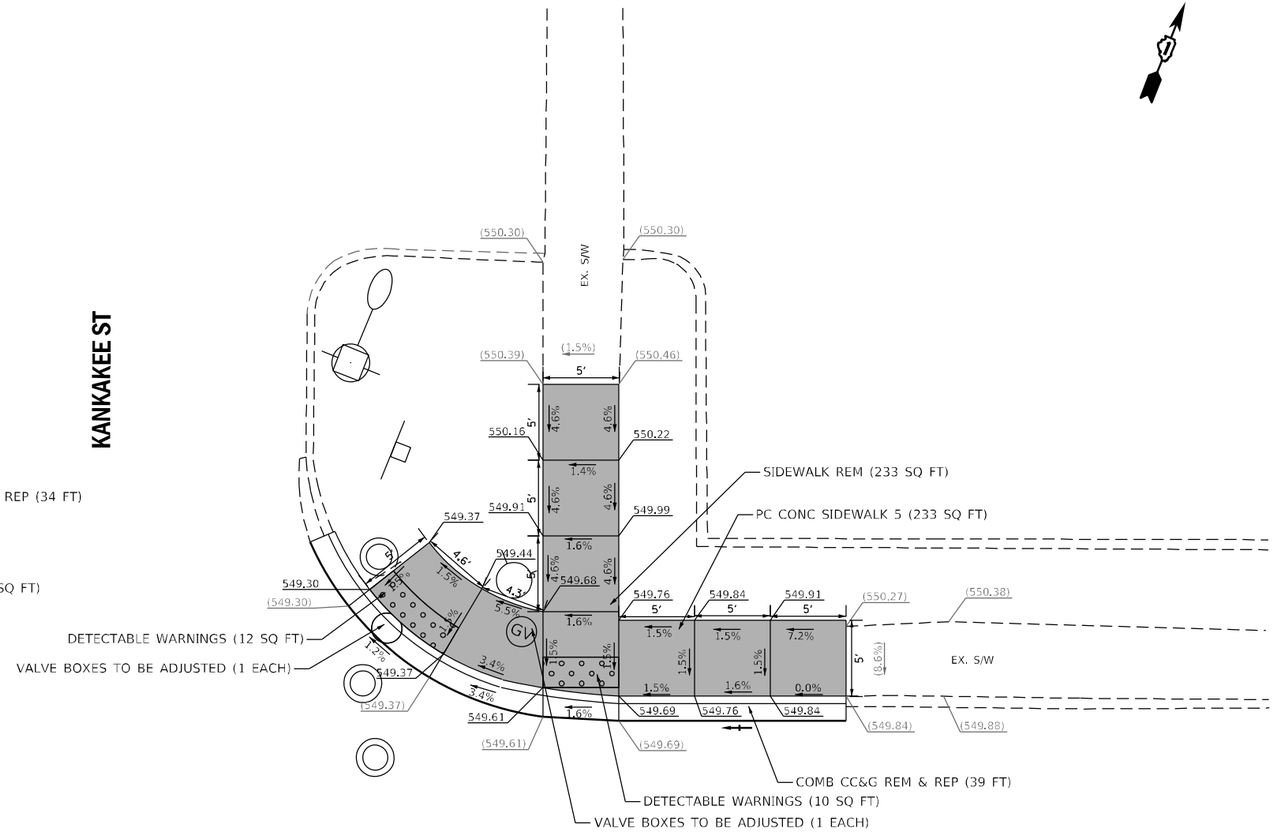

ADA-05

REFERENCE BENCHMARK ELEV:

BENCHMARK :

LOCATION :

LEGEND

xx.xx′	EXISTING LENGTH
═══	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 552.83

BENCHMARK :

LOCATION : ″X″ ON EAST BOLT OF FIRE HYDRANT AT NE CORNER IL 53 AND KANKAKEE ST

MILLENNIA PROFESSIONAL SERVICES
www.mps-il.com

USER NAME = jpham	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ′ / in.	CHECKED -	REVISED -
PLOT DATE = 6/2/2023	DATE - 6/2/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
IL RTE 53 (BALTIMORE ST) AT KANKAKEE ST

SCALE: 1″=5′ | SHEET NO. 6 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	17
		CONTRACT NO. 62U79		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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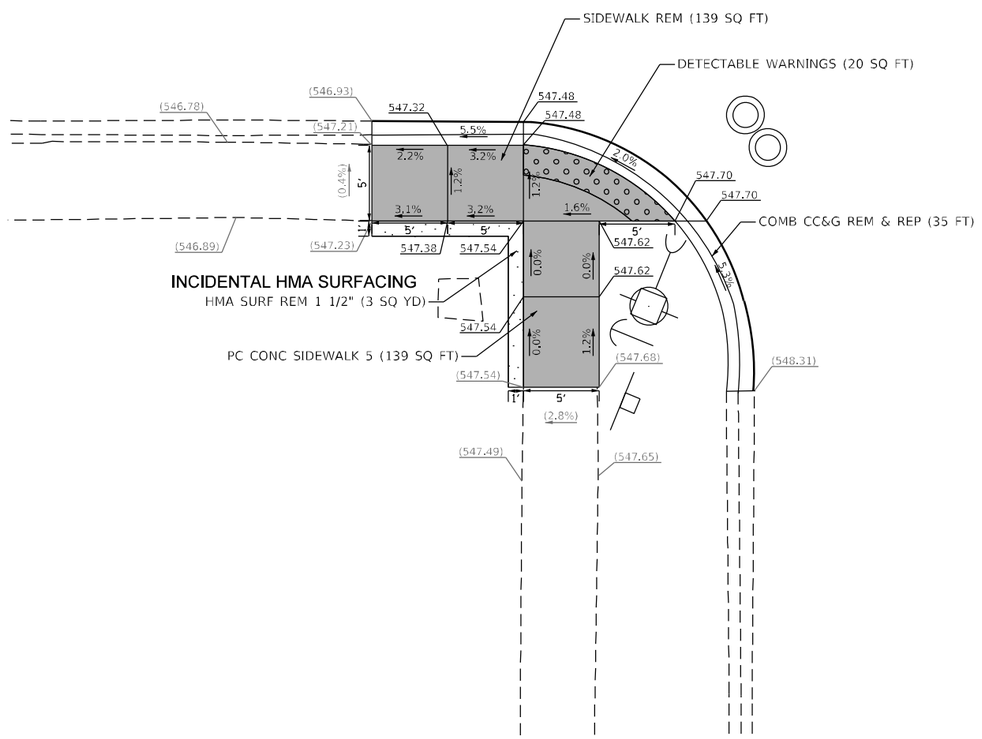
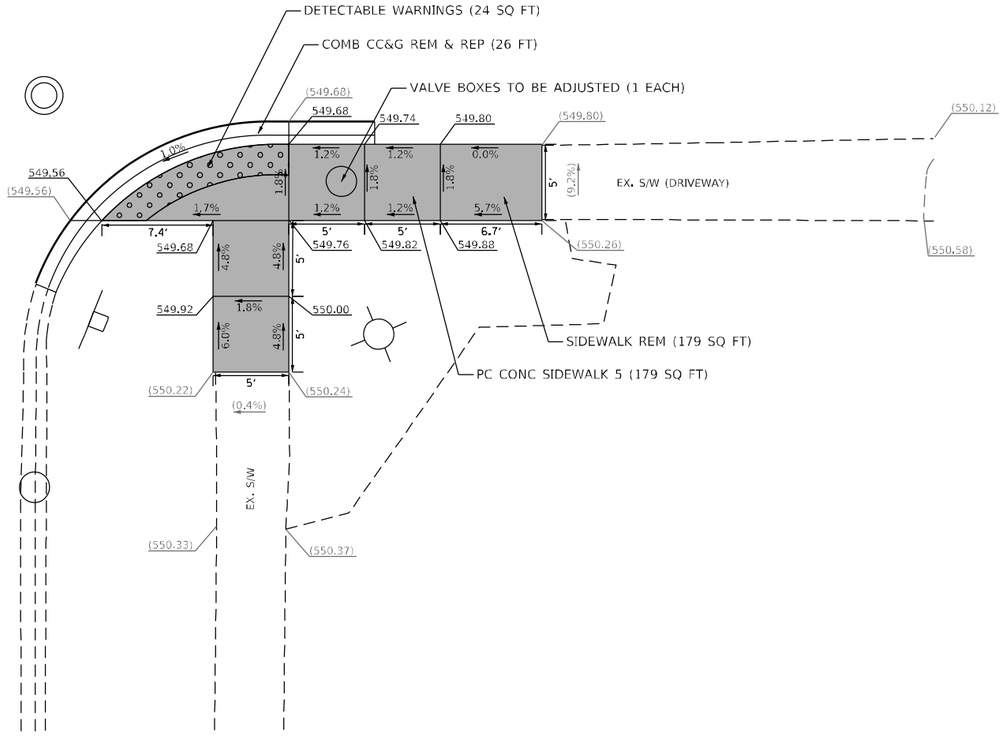
IL RTE 53 (BALTIMORE ST)





KANKAKEE ST

ADA-06

REFERENCE BENCHMARK ELEV:

BENCHMARK :

LOCATION :

LEGEND

xx.xx′	EXISTING LENGTH
———	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 552.83

BENCHMARK :

LOCATION : "X" ON EAST BOLT OF FIRE HYDRANT AT NE CORNER IL 53 AND KANKAKEE ST

MILLENNIA PROFESSIONAL SERVICES
www.mps-il.com

USER NAME = jpham	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 6/2/2023	DATE - 6/2/2023	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
IL RTE 53 (BALTIMORE ST) AT KANKAKEE ST

SCALE: 1"=5' | SHEET NO. 7 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	18
		CONTRACT NO. 62U79		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

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TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	J
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET	RR	RR
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	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	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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	DRAWN - IP	REVISED -	
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PLOT DATE = 8/30/2023	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	19
	TS-05	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

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

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

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

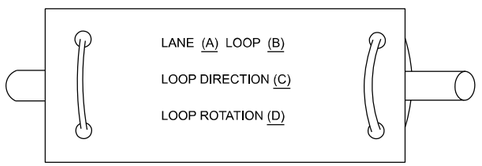
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

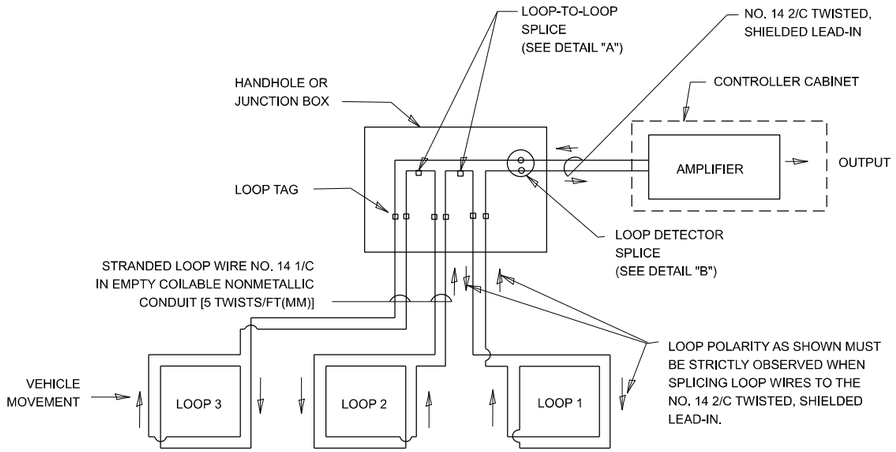


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

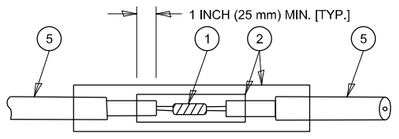
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

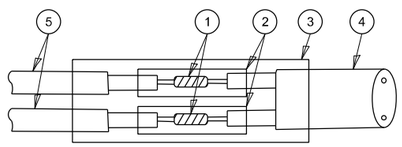


DETECTOR LOOP WIRING SCHEMATIC

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

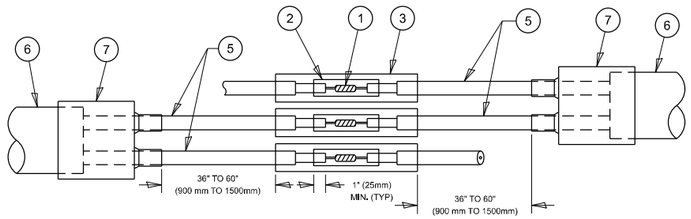


DETAIL "A"
LOOP-TO-LOOP SPLICE



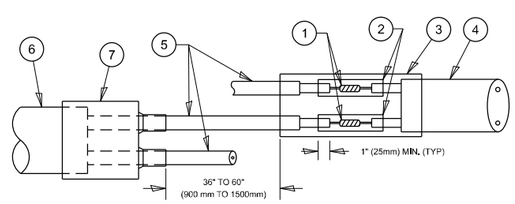
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

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

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

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

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

(6) XL POLYOLEFIN 2 CONDUCTOR

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

USER NAME = eric.l.thomas	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/30/2023	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	20
	TS-05	CONTRACT NO. 62U79		
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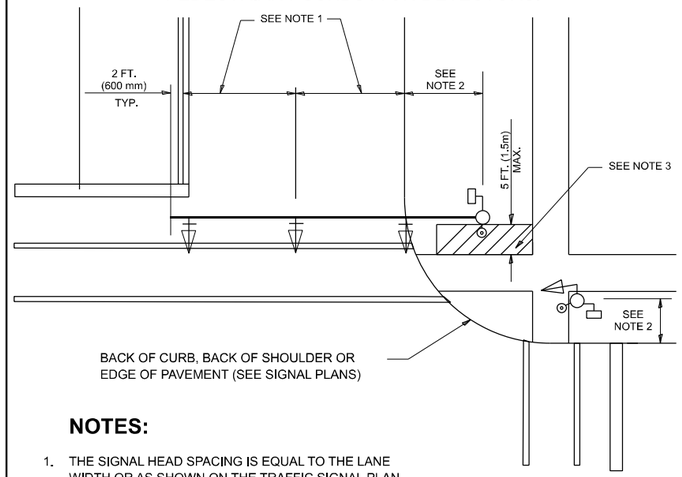
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

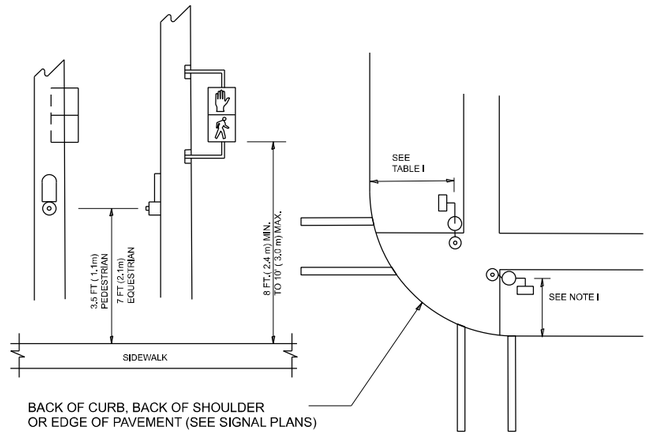
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

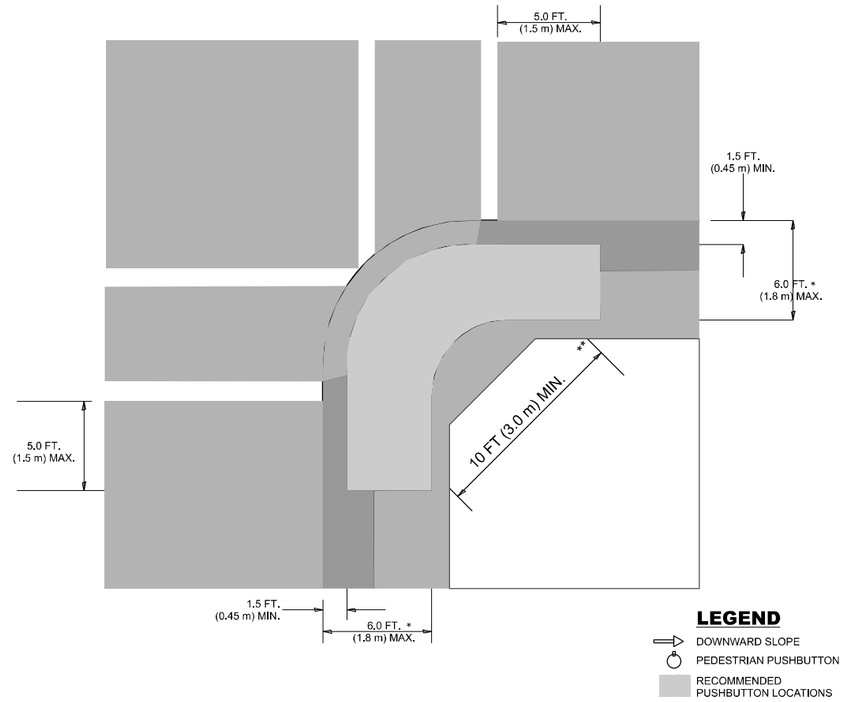
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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USER NAME = eric.l.thomas	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/30/2023	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.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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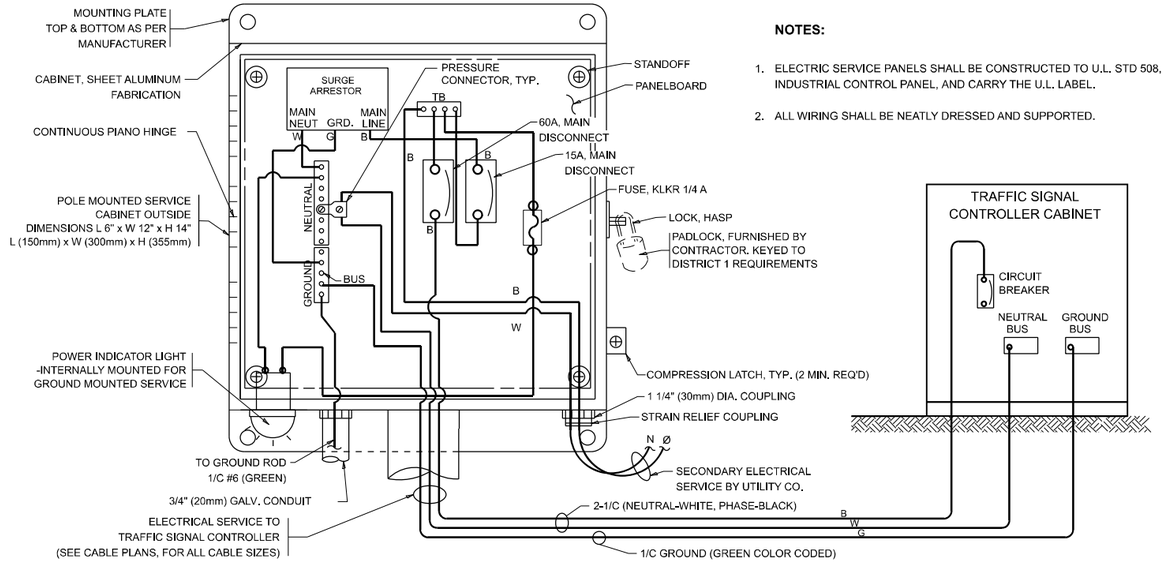
TS-05		CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

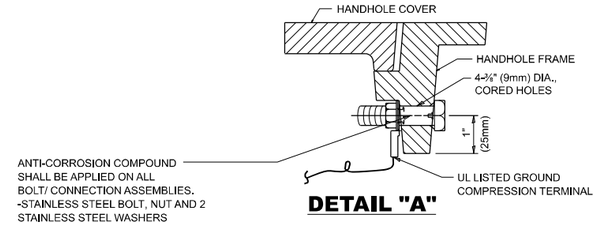


ELECTRICAL SERVICE - PANEL DIAGRAM
(TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)

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.



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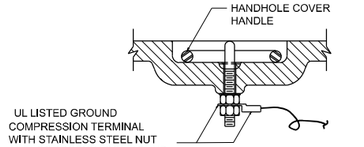
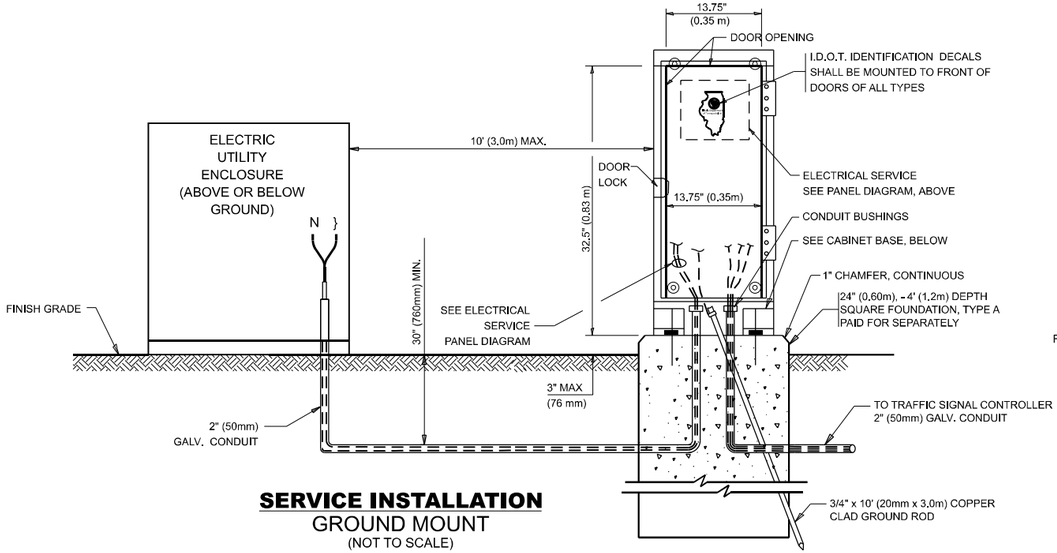


DETAIL "B"

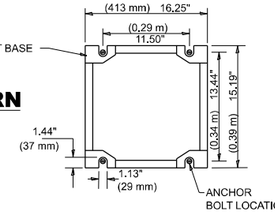
NOTES:

GROUNDING SYSTEM

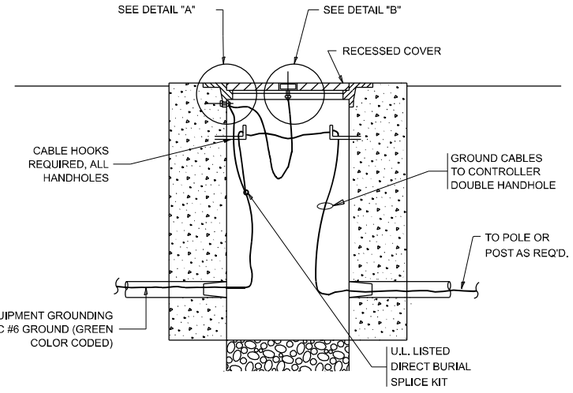
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE,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



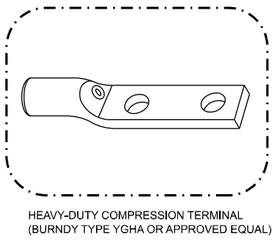
SERVICE INSTALLATION
GROUND MOUNT
(NOT TO SCALE)

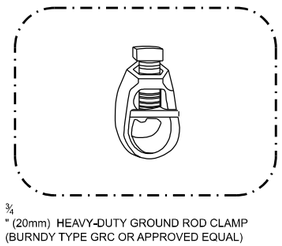


CABINET - BASE BOLT PATTERN
(NOT TO SCALE)



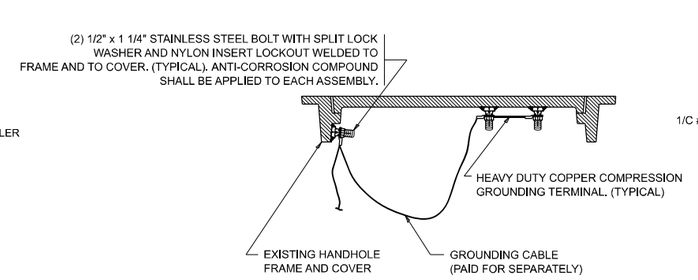
HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)


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

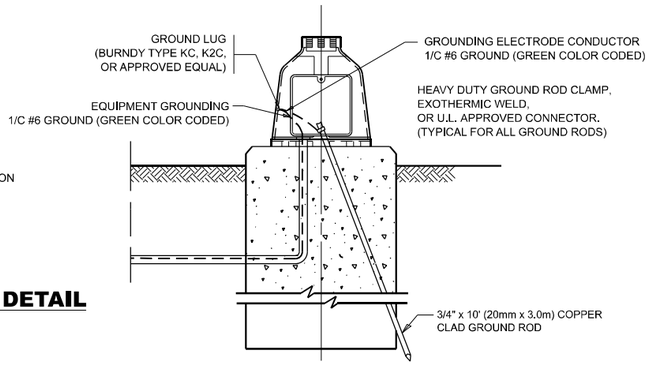

¾" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

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.



EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)



MAST ARM POLE / POST-GROUNDING DETAIL
(NOT TO SCALE)

USER NAME = eric.l.thomas	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/30/2023	DATE -	REVISED -	

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	22
	TS-05	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

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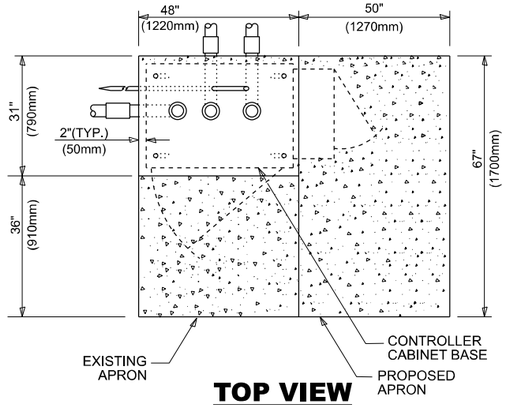
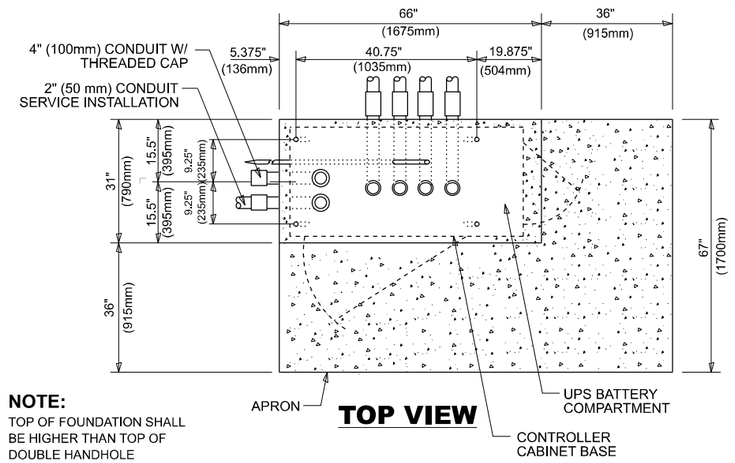
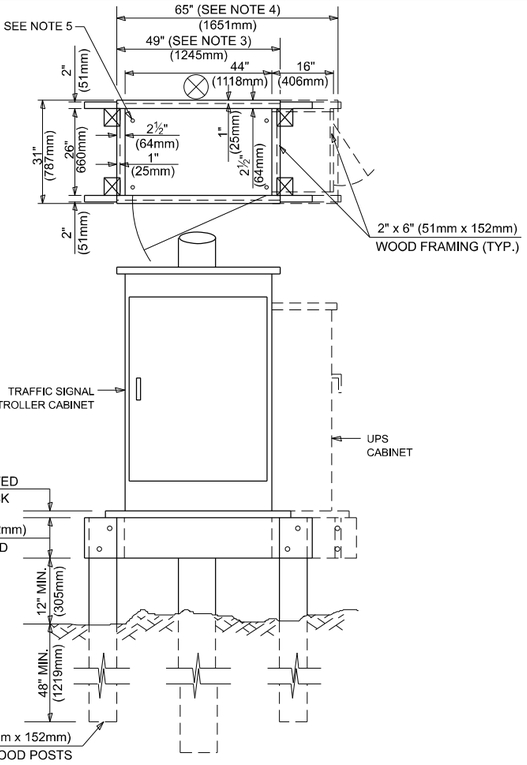


TOP VIEW



NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

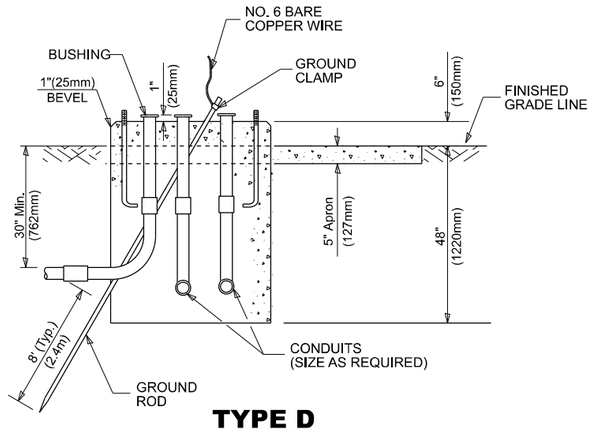
TOP VIEW



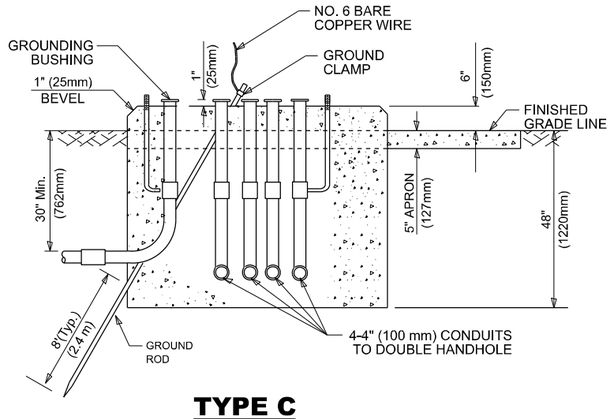
NOTES:

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



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

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9,1 m)	10'-0" (3,0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19,8 m) and up to 75' (22,9 m)	25'-0" (7,6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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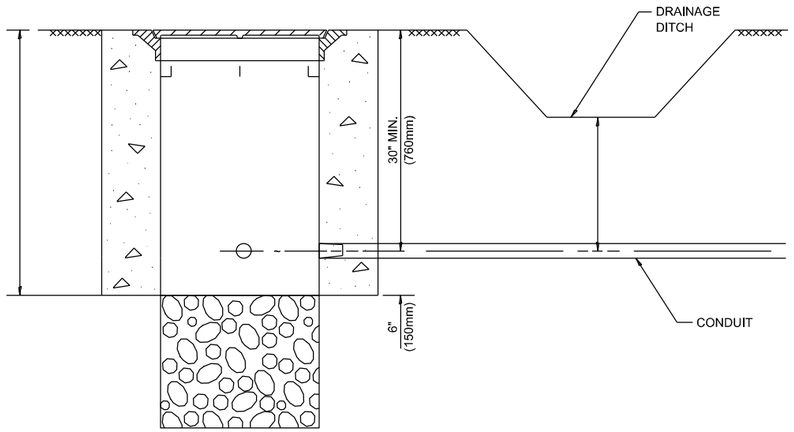
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/30/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	23
	TS-05	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

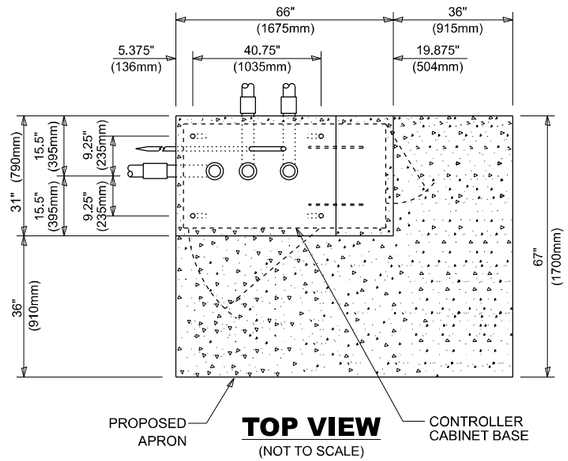


NOTES:

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.

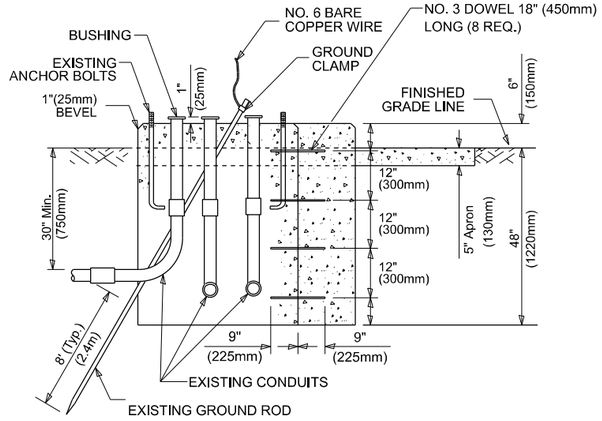
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



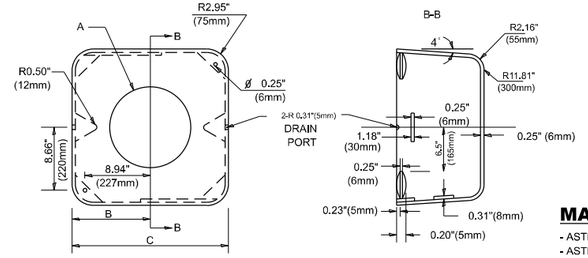
TOP VIEW

(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)

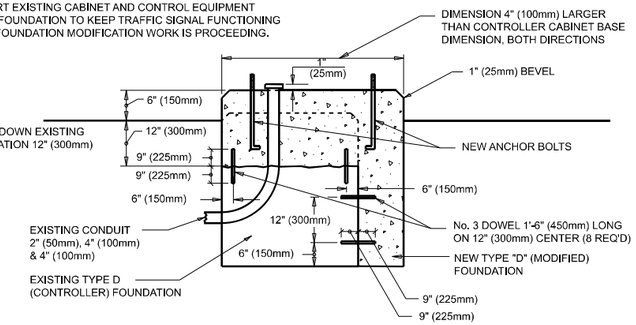
SHROUD

NOTES:

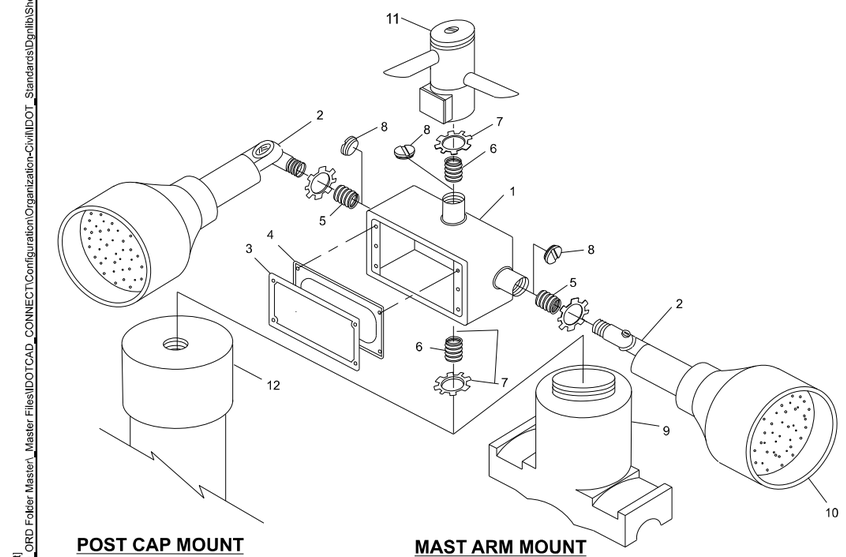
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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



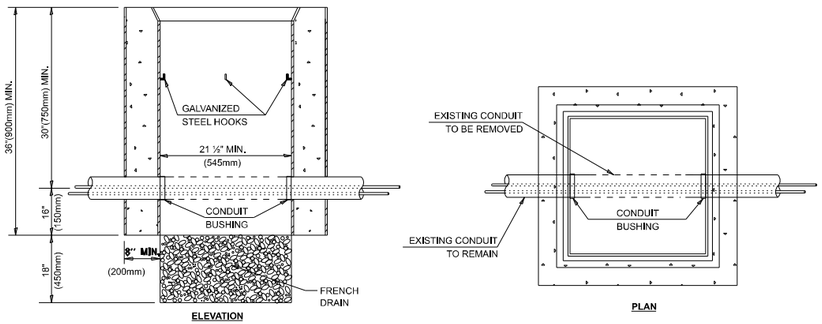
POST CAP MOUNT **MAST ARM MOUNT**

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	¾" (19 mm) CLOSE NIPPLE
7	¾" (19 mm) LOCKNUT
8	¾" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

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



ELEVATION **PLAN**

NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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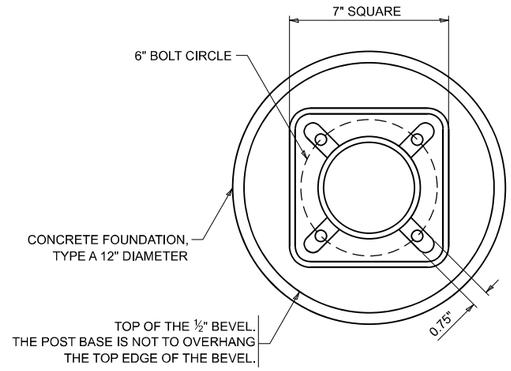
USER NAME = eric.l.thomas	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/30/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

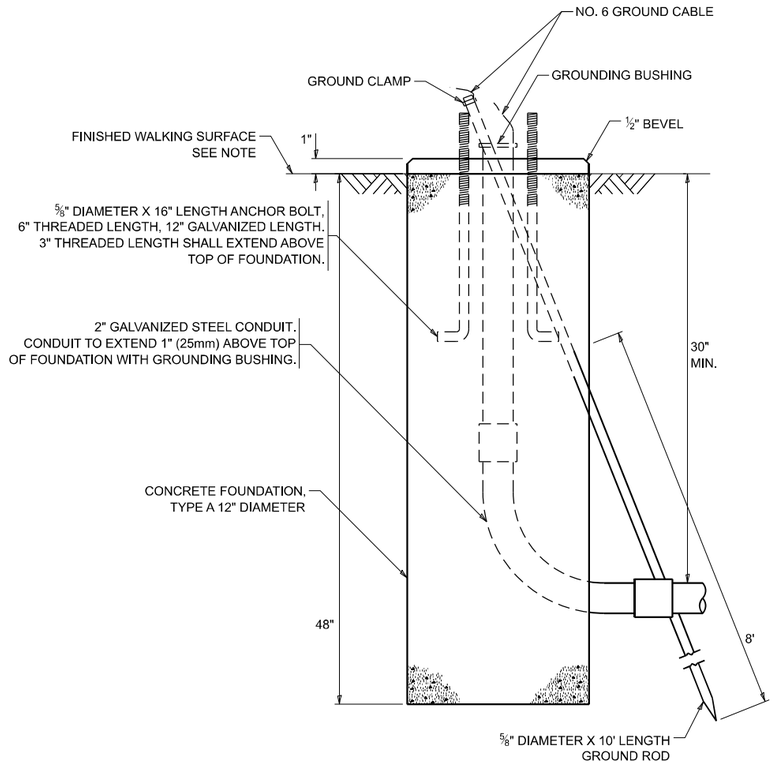
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	24
	TS-05	CONTRACT NO. 62U79		
		ILLINOIS FED. AID PROJECT		



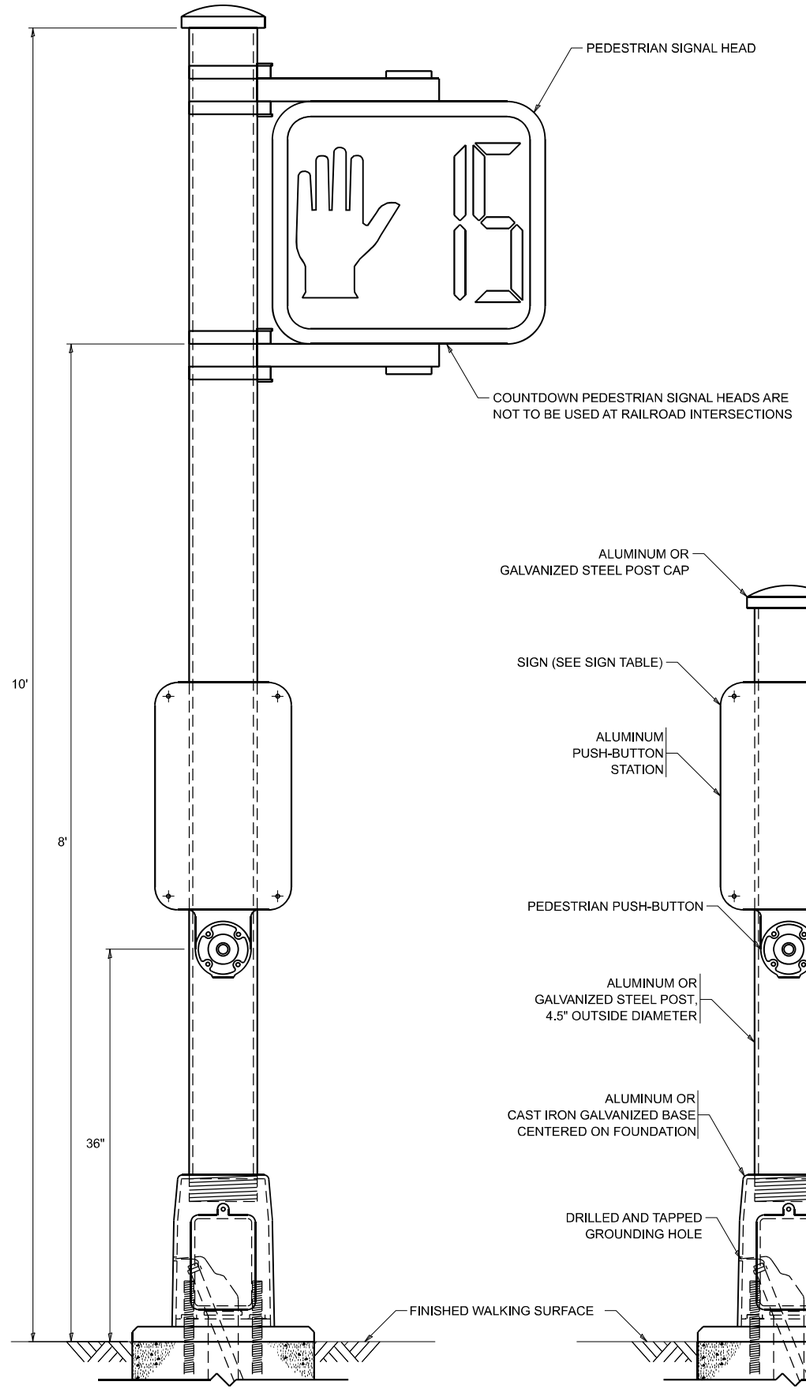
BOLT PATTERN

NOTE:

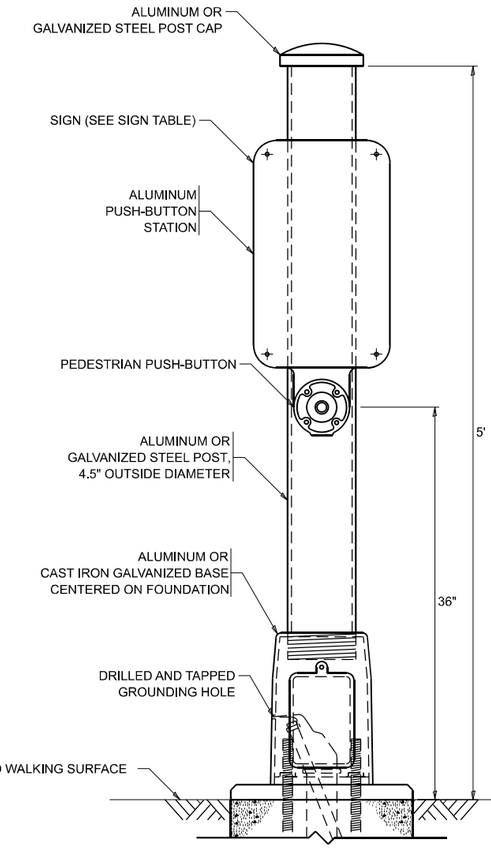
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



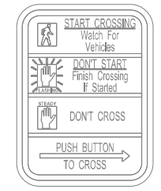
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.

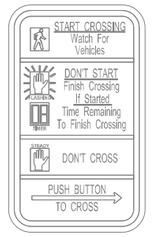


PEDESTRIAN SIGNAL POST, 5 FT.



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.

USER NAME = eric.l.thomas	DESIGNED - IP	REVISED - 10-15-2020	
	DRAWN - IP	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - LP	REVISED -	
PLOT DATE = 8/30/2023	DATE - 10-15-2018	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	25
	TS-05	CONTRACT NO. 62U79		
		ILLINOIS FED. AID PROJECT		

NOTES:

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

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

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

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

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

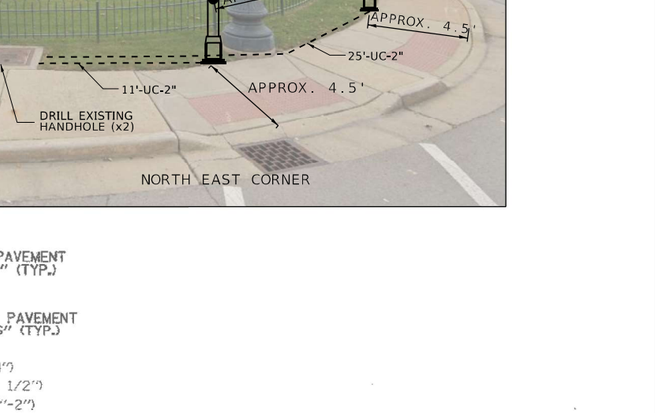
6. PEDESTRIAN POSTS SHALL HAVE A MINIMUM OF 4' SIDEWALK CLEARANCE EITHER IN FRONT OR BEHIND OF THE FOUNDATION.

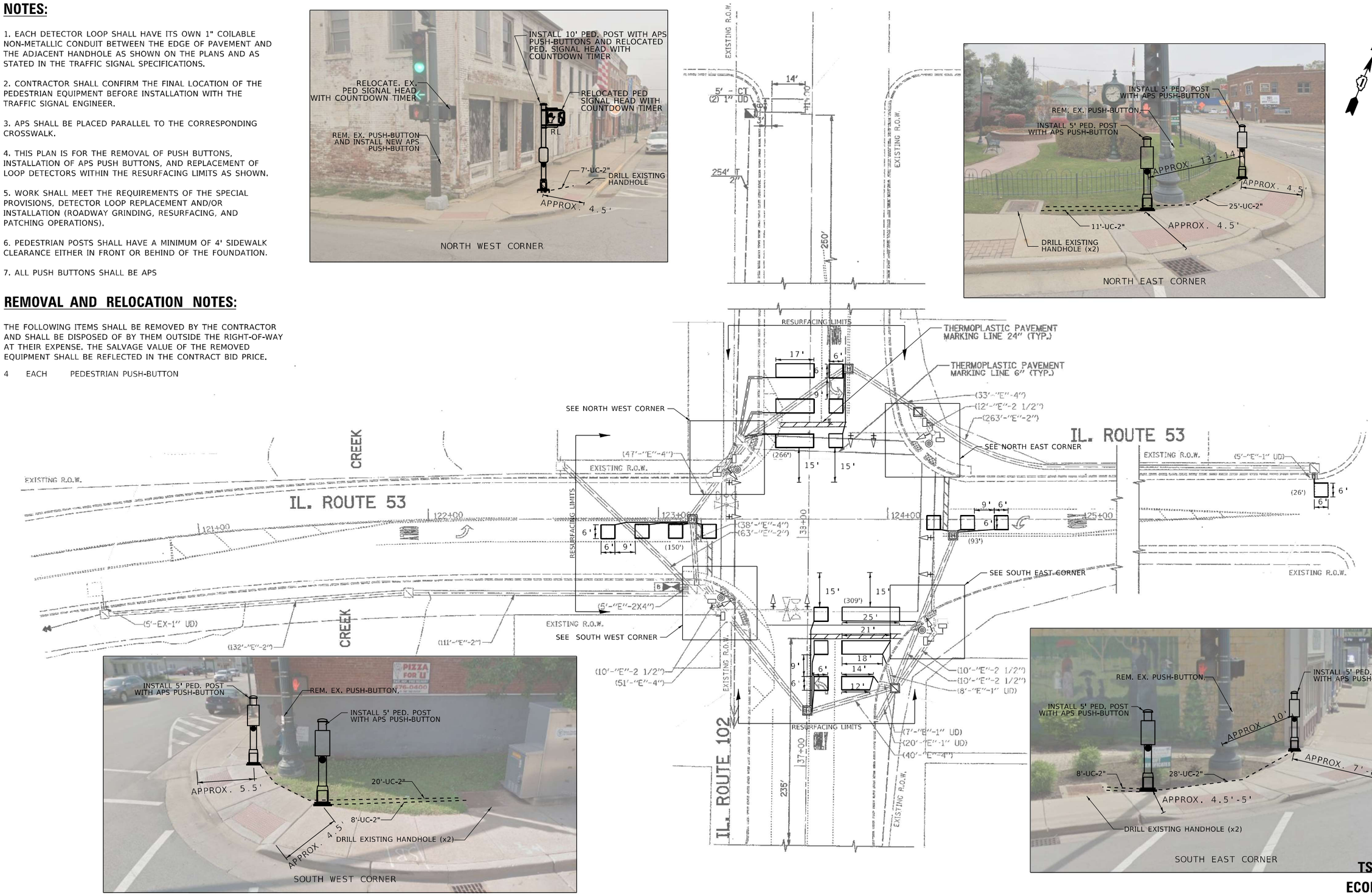
7. ALL PUSH BUTTONS SHALL BE APS

REMOVAL AND RELOCATION NOTES:

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

4	EACH	PEDESTRIAN PUSH-BUTTON





N

TS 7555

ECON 172

USER NAME = JASON.RODRIGUEZ	DESIGNED JR	REVISED J.LARSON 4/15/2024	**STATE OF ILLINOIS**
	DRAWN JR	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/23/2024	DATE 05/03/2023	REVISED -	

TRAFFIC SIGNAL MODERNIZATION PLAN
IL ROUTE 53 (BALTIMORE ST) AND IL ROUTE 102 (WATER ST)

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		WILL		
		CONTRACT NO. 62U79		
	ILLINOIS	FED. AID PROJECT		

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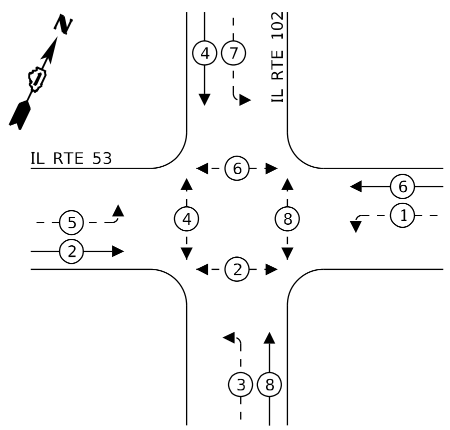
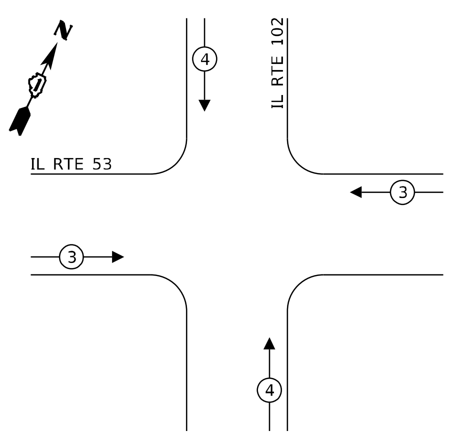
EXISTING CONTROLLER SEQUENCE

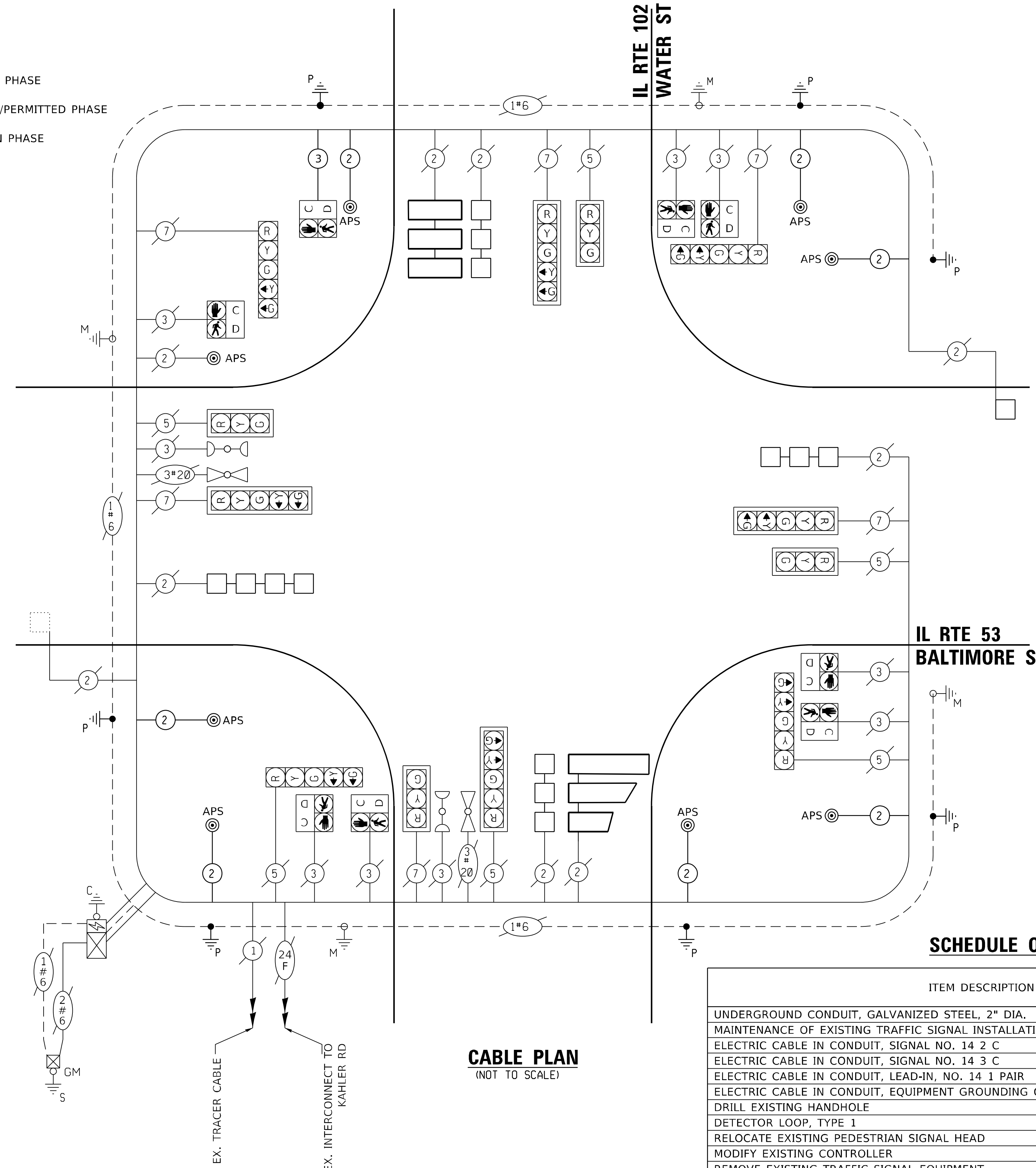


LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE





CABLE PLAN
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66.0
(YELLOW)	12	20	5	12.0
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	16	10	10	16.0
PED. SIGNAL	8	20	100	160.0
CONTROLLER	1	100	100	100.0
UPS	1	25	100	25.0
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	-	120	50	-
LUMINAIRE	-	-	-	-
			TOTAL =	443.8

ENERGY COSTS TO:

CITY OF WILMINGTON
1165 S. WATER ST.
WILMINGTON, IL. 60481

ENERGY SUPPLY: CONTACT: TIM COSLET
PHONE: (815) 724-5010
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 07390-82154

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	107
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2 C	FOOT	510
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3 C	FOOT	138
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	99
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	648
DRILL EXISTING HANDHOLE	EACH	7
DETECTOR LOOP, TYPE 1	FOOT	844
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT	EACH	7
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	28

TS 7555

ECON 172

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USER NAME = Jakob.Larson	DESIGNED - JR	REVISED J.LARSON 4/15/2024	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - JR	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/23/2024	DATE - 05/03/2023	REVISED -	

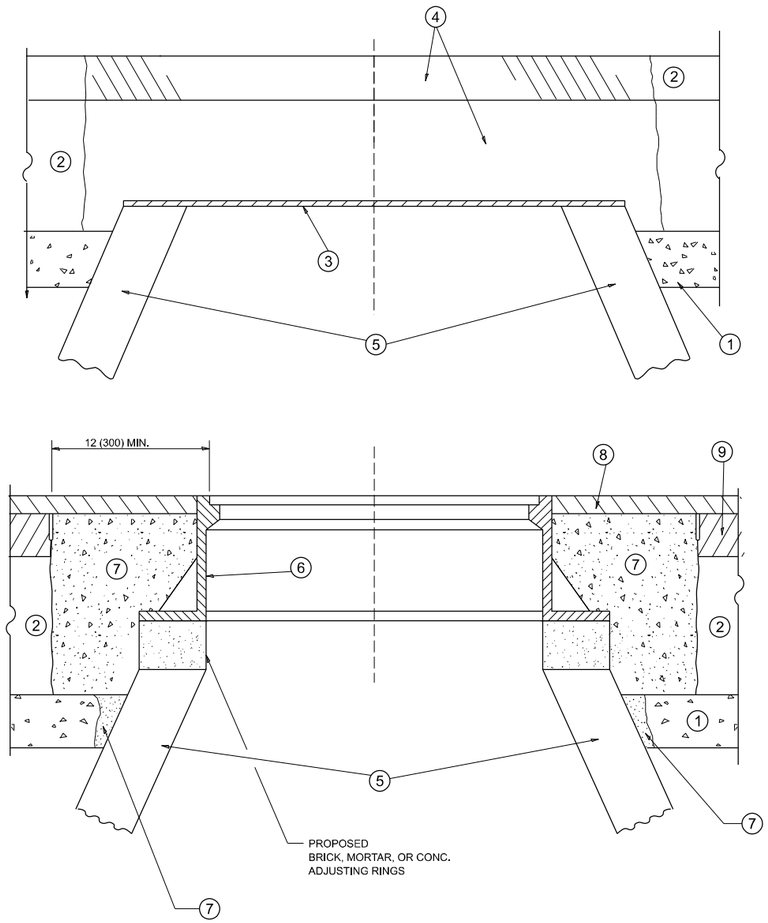
CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITES AND EMERGENCY VEHICLE PREEMPTION SEQUENCE IL ROUTE 53 (BALTIMORE ST) AND IL ROUTE 102 (WATER ST)

SCALE: SHEET OF SHEETS STA. TO STA.

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

CONTRACT NO. 62U79

ILLINOIS FED. AID PROJECT



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

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

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

USER NAME = eric.l.thomas	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	
	DRAWN -	REVISED - R. BORO 12-06-11	
PLOT SCALE = $SCALE$	CHECKED -	REVISED - K. SMITH 11-18-22	
PLOT DATE = 8/30/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	28
	BD600-03 (BD-08)	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

MODEL: Plan Single [Sheet]
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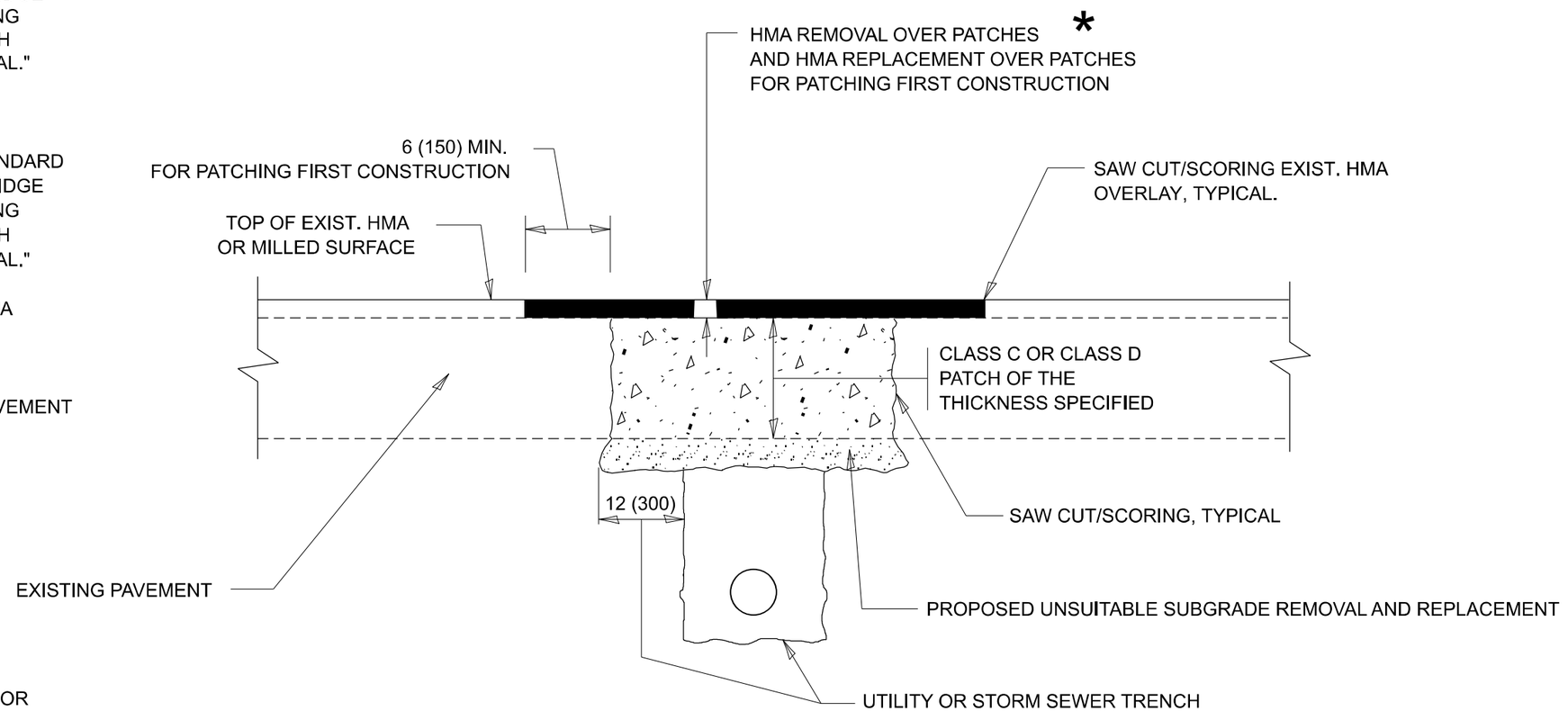
METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 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.

MODEL: Plan Single [Sheet]
FILE NAME: Z:_IDOTCAD_ORD Folder Master_Master Files\IDOTCAD_CONNECT\Configuration\Organization-Civil\IDOT_Standards\Dgnlib\Sheet Seeds\Civil_Named_Boundary_SheetSeeds.dgnlib

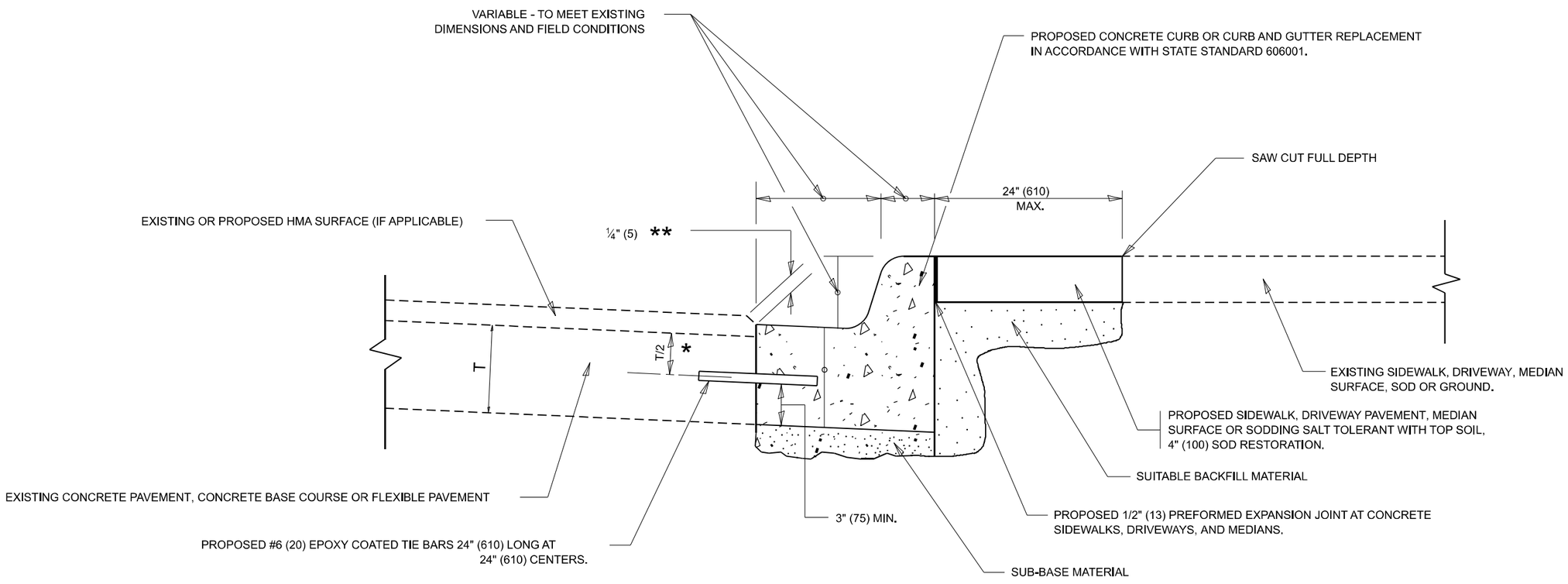
USER NAME = eric.l.thomas	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	
	DRAWN -	REVISED - R. BORO 09-04-07	
PLOT SCALE = $SCALE$	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 8/30/2023	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	29
	BD400-04 (BD-22)	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			



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

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

USER NAME = eric.l.thomas	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 01-22-01
PLOT SCALE = $SCALE$	CHECKED -	REVISED - R. BORO 12-15-09
PLOT DATE = 8/30/2023	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	30
	BD600-06 (BD-24)	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

MODEL: Plan Single [Sheet]
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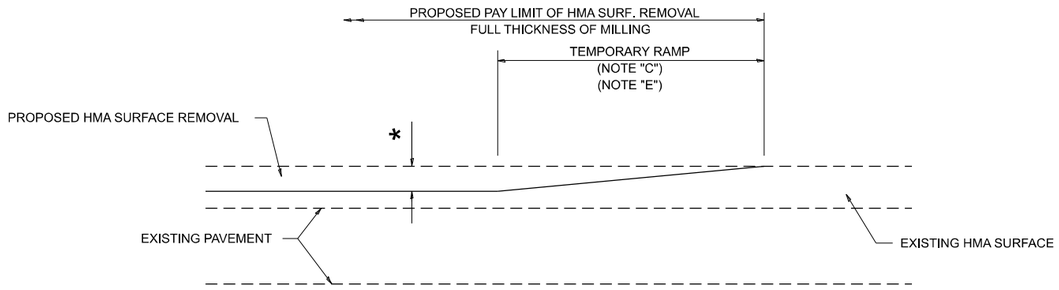
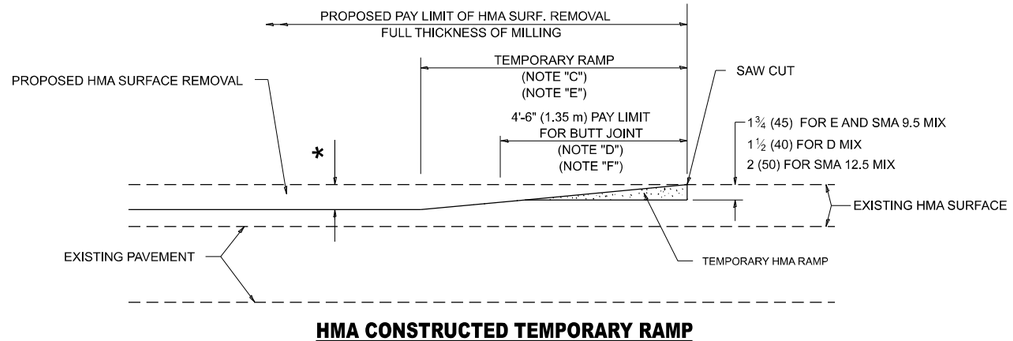


MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

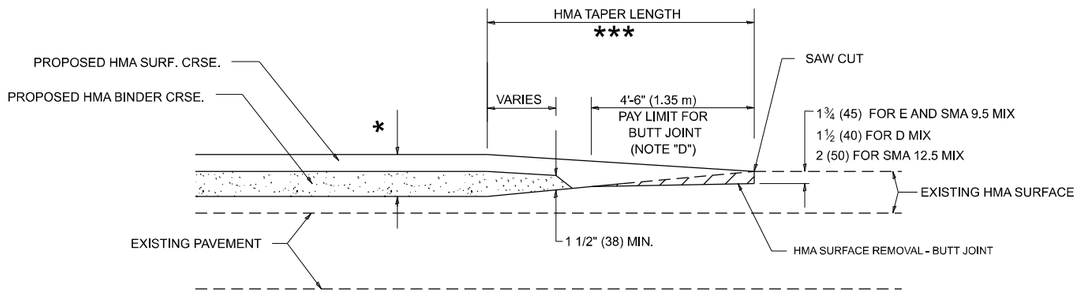


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

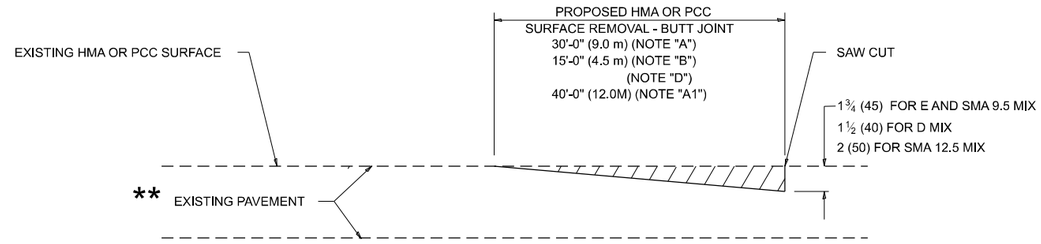
OPTION 2

TYPICAL TEMPORARY RAMP

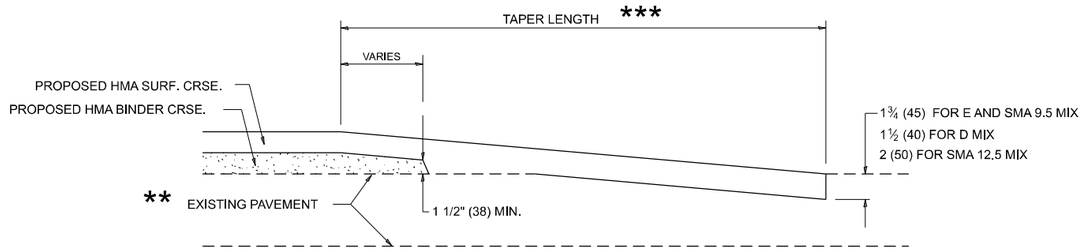


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

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

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

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

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

BASIS OF PAYMENT

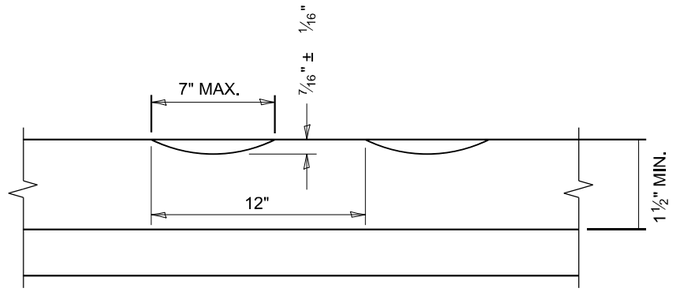
1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

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

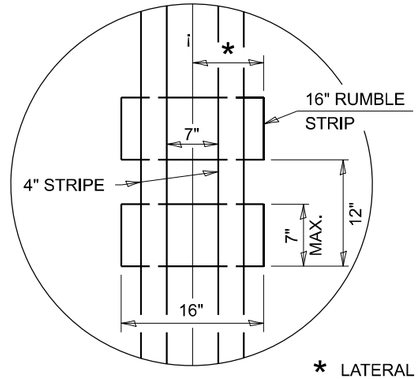
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

MODEL: Plan Single [Sheet]
FILE NAME: Z:_IDOTCAD_ORD Folder Master_Master Files\IDOTCAD_CONNECT\Configuration\Organization-Civil\IDOT_Standards\Dgnlib\Sheet Seeds\Civil_Named_Boundary_SheetSeeds.dgnlib

USER NAME = eric.l.thomas	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - M. GOMEZ 04-06-01			846	FAP 846 23 OVERLAY	WILL	38	31
PLOT SCALE = $SCALE$	CHECKED -	REVISED - R. BORO 01-01-07				BD400-05 BD-32	CONTRACT NO. 62U79		
PLOT DATE = 8/30/2023	DATE - 06-13-90	REVISED - K. SMITH 11-18-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS	FED. AID PROJECT		

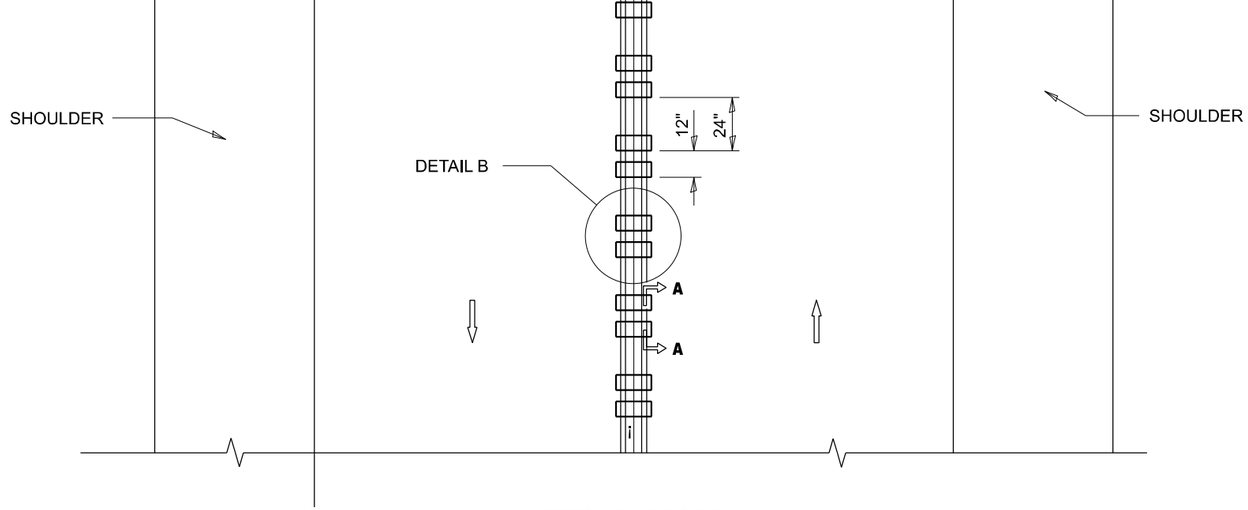


SECTION A-A



* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.

DETAIL B



TWO-WAY ROAD

GENERAL NOTES

CENTERLINE RUMBLE STRIPS SHALL BE CONSTRUCTED ACCORDING TO SECTION 642 ALONG THE CENTERLINE OF PAVEMENT.

SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS.

RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES.

ALL RUMBLE STRIPS SHALL BE MILLED.

CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.

DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.

AFTER RUMBLE STRIPS ARE INSTALLED, THE PAVEMENT SURFACE SHALL BE SWEPT CLEAN PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT MARKINGS.

WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

BASIS OF PAYMENT

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR CENTERLINE-RUMBLE STRIP OF THE WIDTH SPECIFIED.

HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING WILL BE USED OVER THE RUMBLE STRIPS, AND WILL BE PAID FOR SEPARATELY.

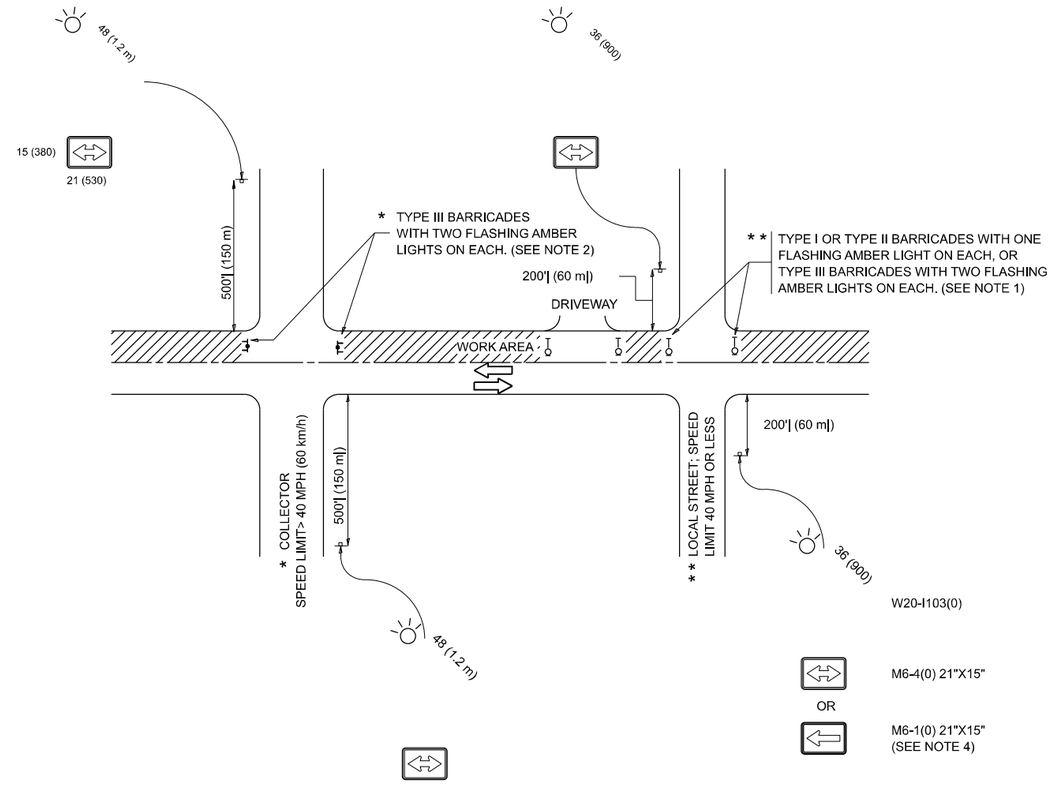
USER NAME = eric.l.thomas	DESIGNED - R. BORO	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	
PLOT DATE = 8/30/2023	DATE - 08-06-2012	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	32
	BD 55	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			



NOTES:

1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
   a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
   b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

USER NAME = eric.l.thomas	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = $SCALE$	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 8/30/2023	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	33
	TC-10	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

MODEL: Plan Single [Sheet]
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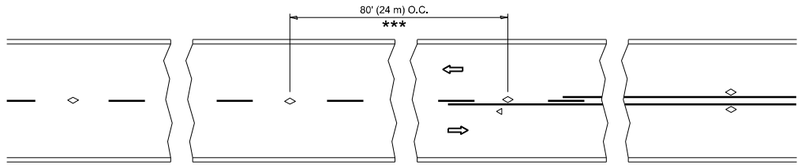
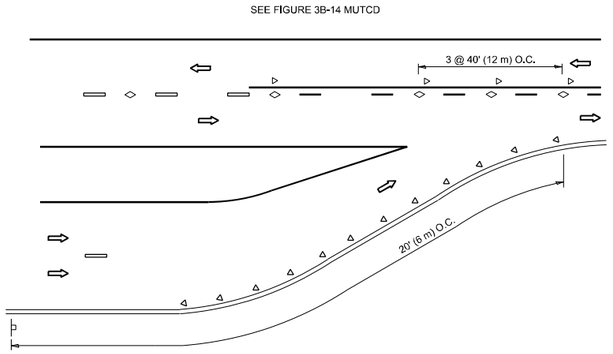
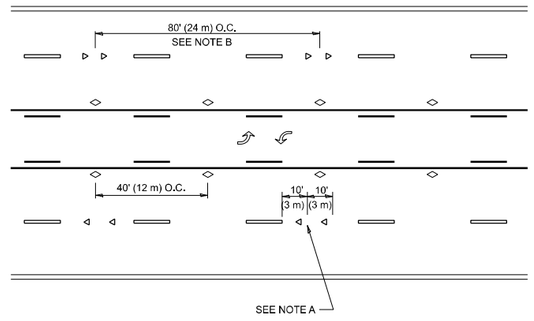


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

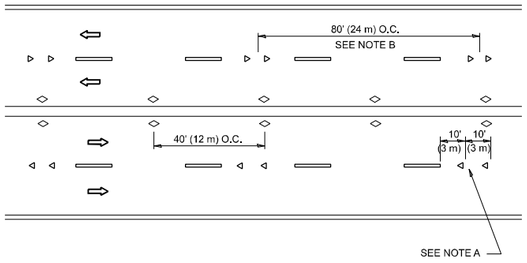
TWO-LANE/TWO-WAY



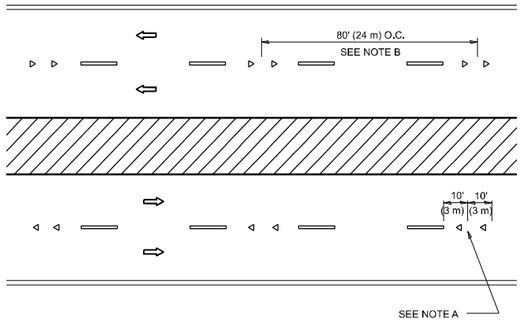
LANE REDUCTION TRANSITION



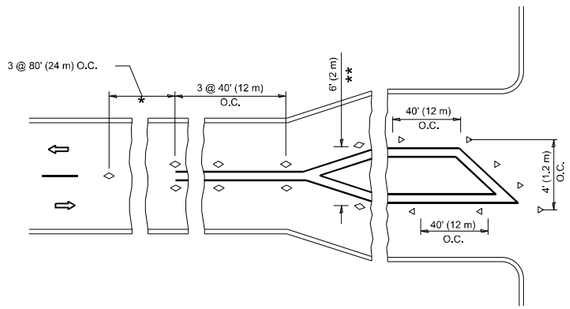
TWO-WAY LEFT TURN

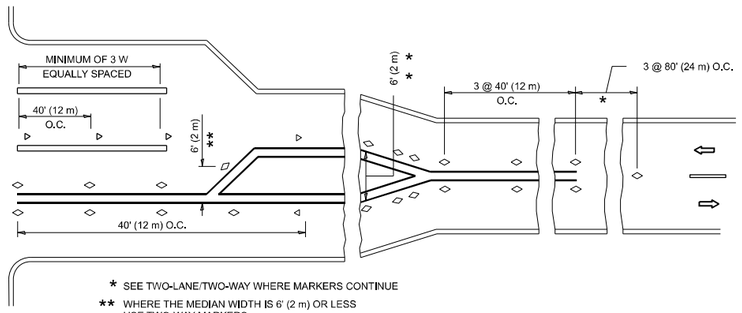


MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED





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

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

TURN LANES

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

DESIGN NOTES

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

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

MODEL: Plan Single [Sheet]
FILE NAME: Z:_IDOTCAD_ORD Folder Master_Master Files\IDOTCAD_CONNECT\Configuration\Organization-Civil\IDOT_Standards\Dgnlib\Sheet Seeds\Civil_Named_Boundary_SheetSeeds.dgnlib

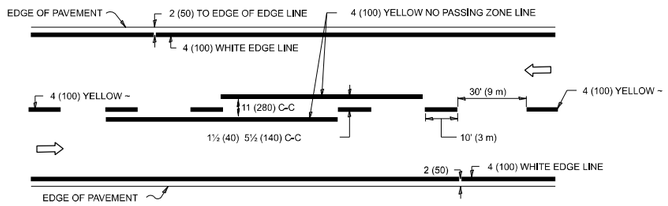
USER NAME = eric.l.thomas	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = $SCALE$	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 8/30/2023	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

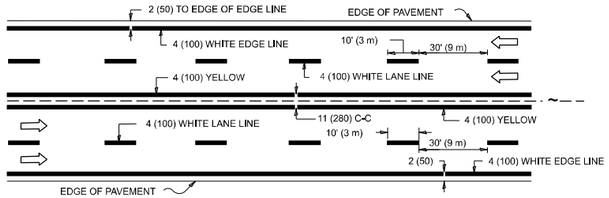
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

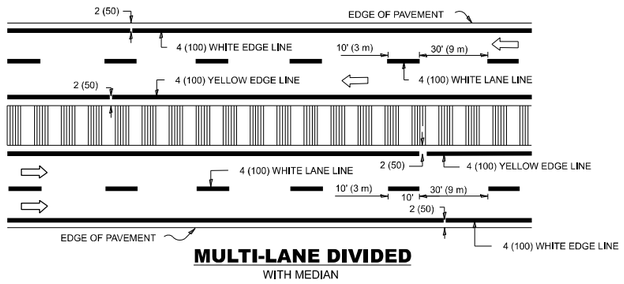
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	34
	TC-11	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY

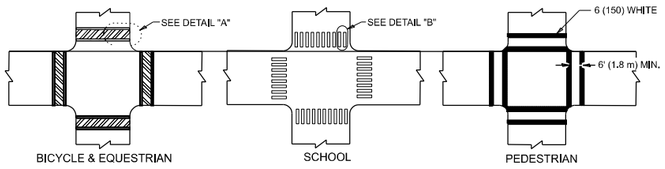


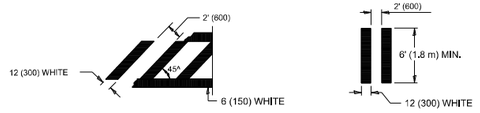
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

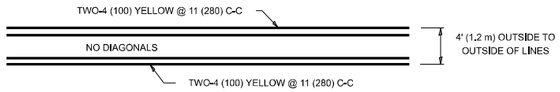




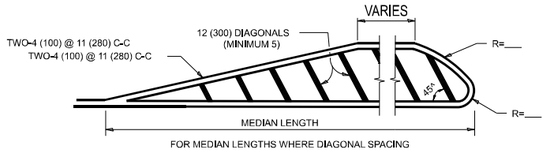
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



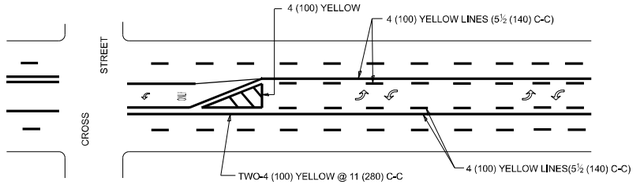
4' (1.2 m) WIDE MEDIANS ONLY



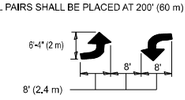
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

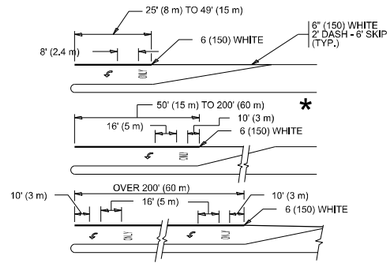


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

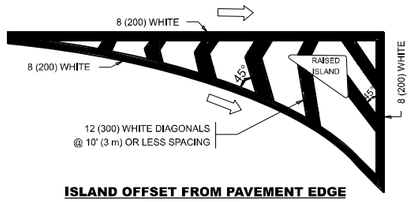


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

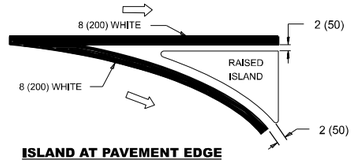
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

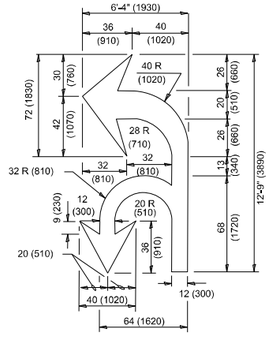


ISLAND OFFSET FROM PAVEMENT EDGE

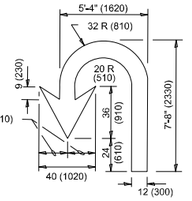


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

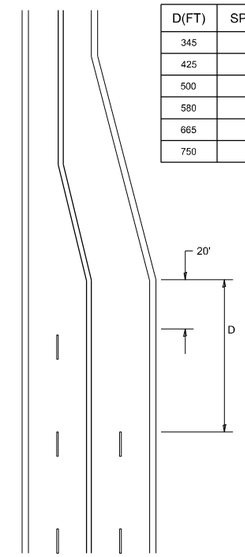


COMBINATION LEFT AND U-TURN



U-TURN

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



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

MODEL: Plan Single [Sheet]
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USER NAME = eric.l.thomas	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = $SCALE$	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 8/30/2023	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	35
	TC-13	CONTRACT NO. 62U79		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

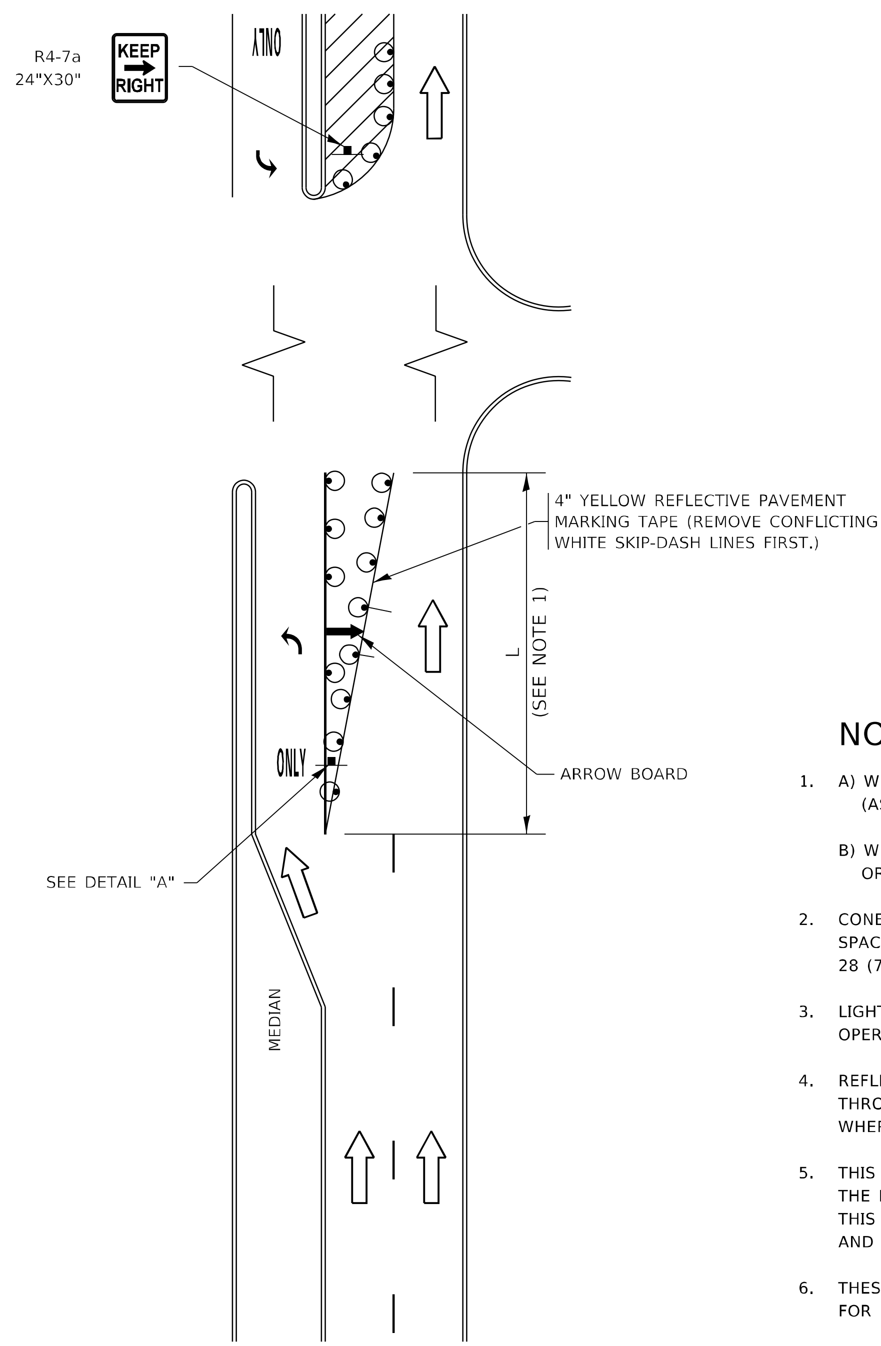
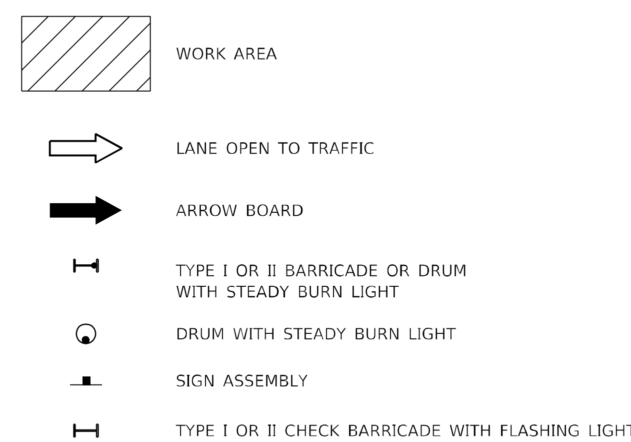


FIGURE 1

LEGEND



NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.

2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.

3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.

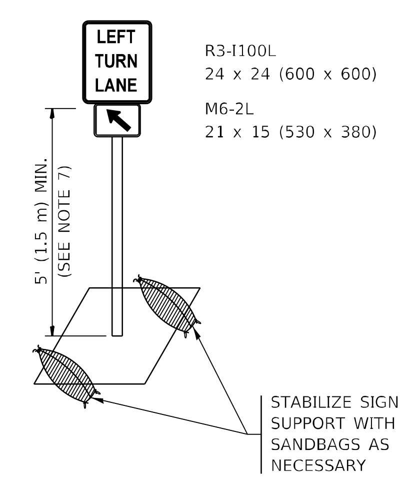
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.

5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.

6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.

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

8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



DETAIL A

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

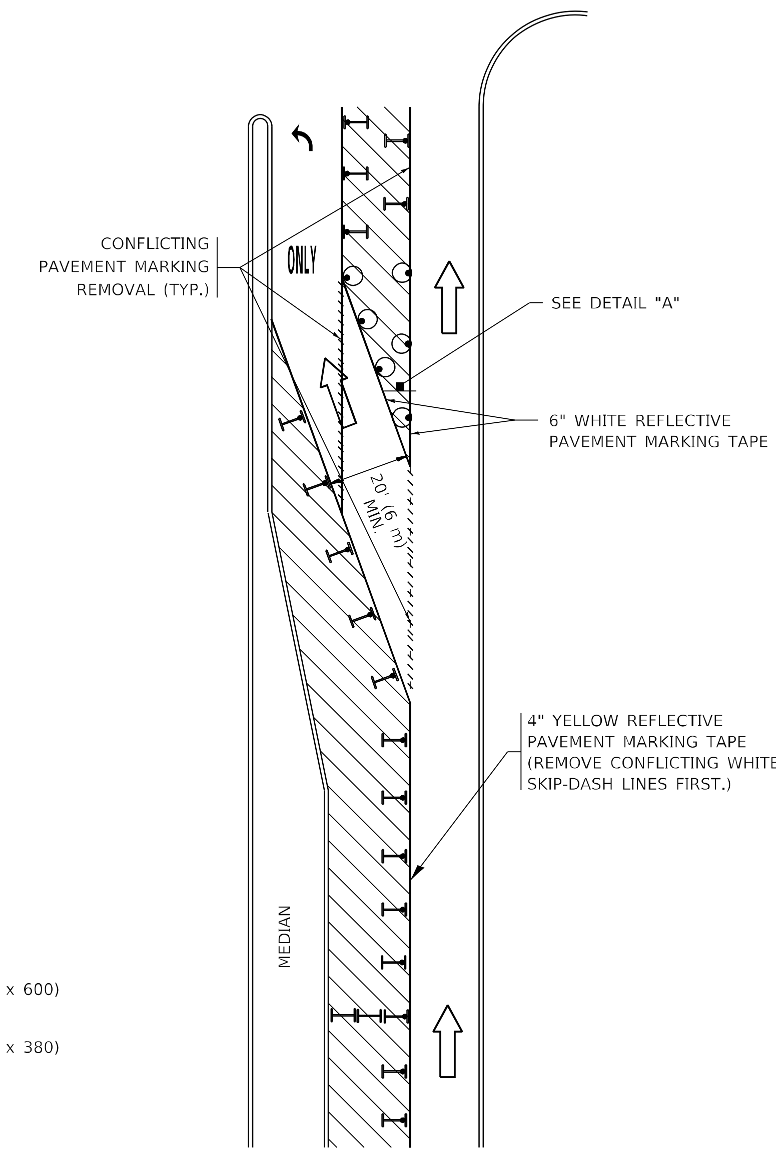


FIGURE 2

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

USER NAME = yaseen.qureshi	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13			
PLOT SCALE = 100.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			
PLOT DATE = 3/18/2024	DATE - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	35A
TC-14		CONTRACT NO. 62U79		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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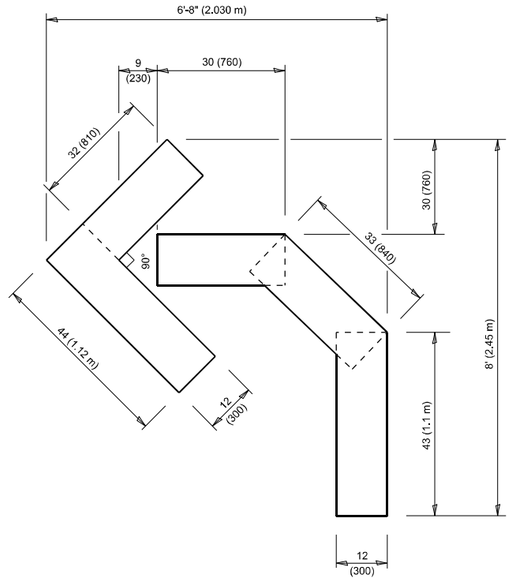
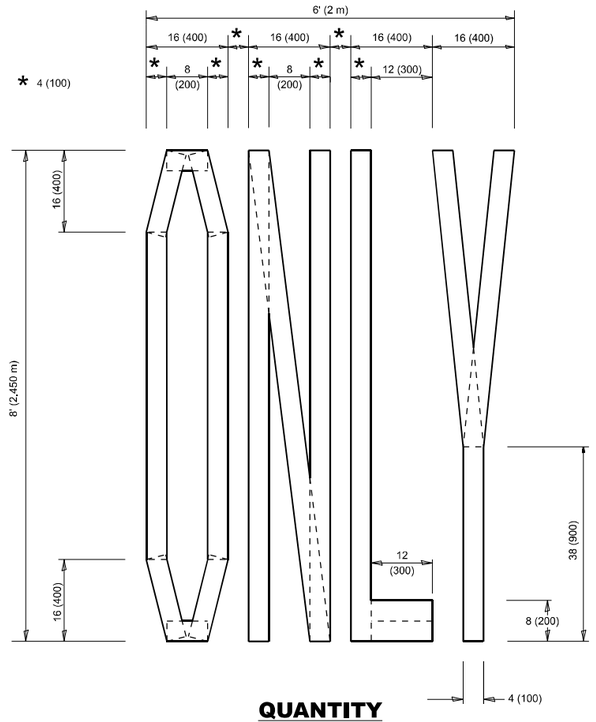


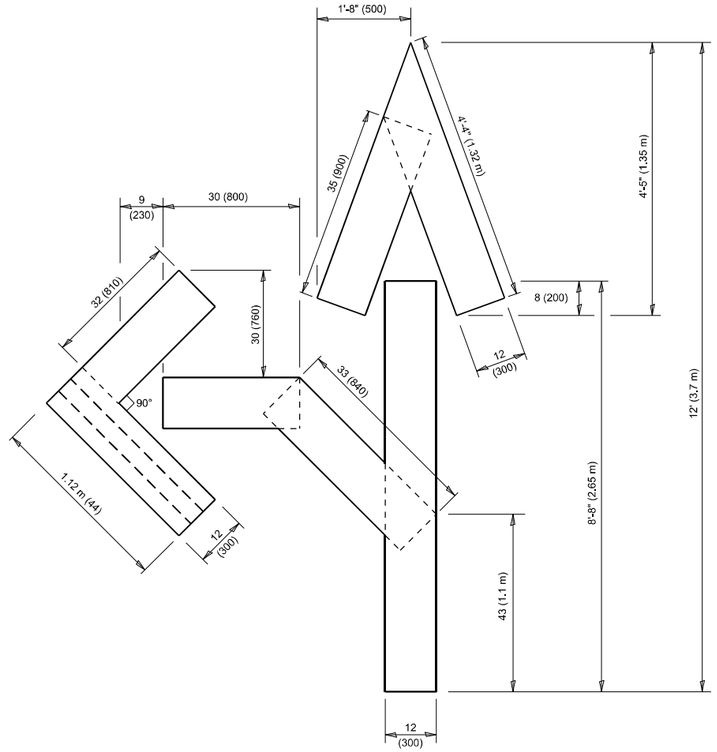
QUANTITY

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



QUANTITY

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

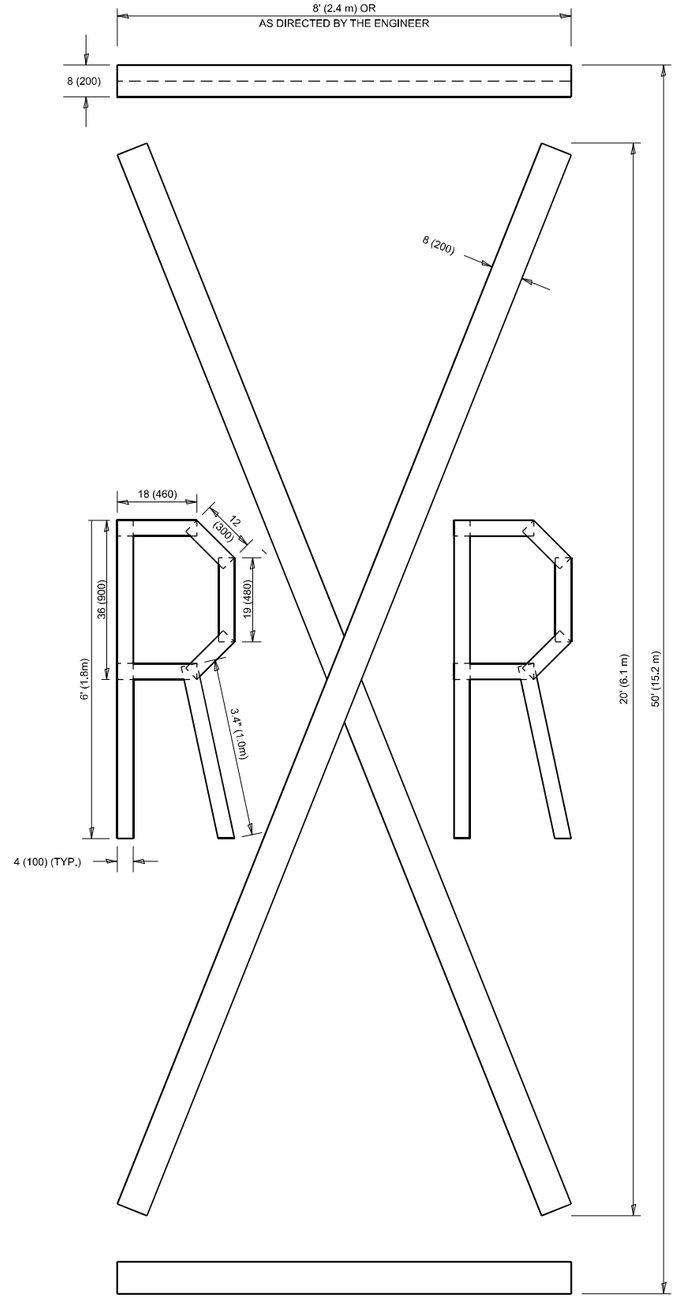


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: Plan Single [Sheet]
FILE NAME: Z:_IDOTCAD_ORD Folder Master_Master Files\IDOTCAD_CONNECT\Configuration\Organization-Civil\IDOT_Standards\Dgnlib\Sheet Seeds\Civil_Named_Boundary_SheetSeeds.dgnlib

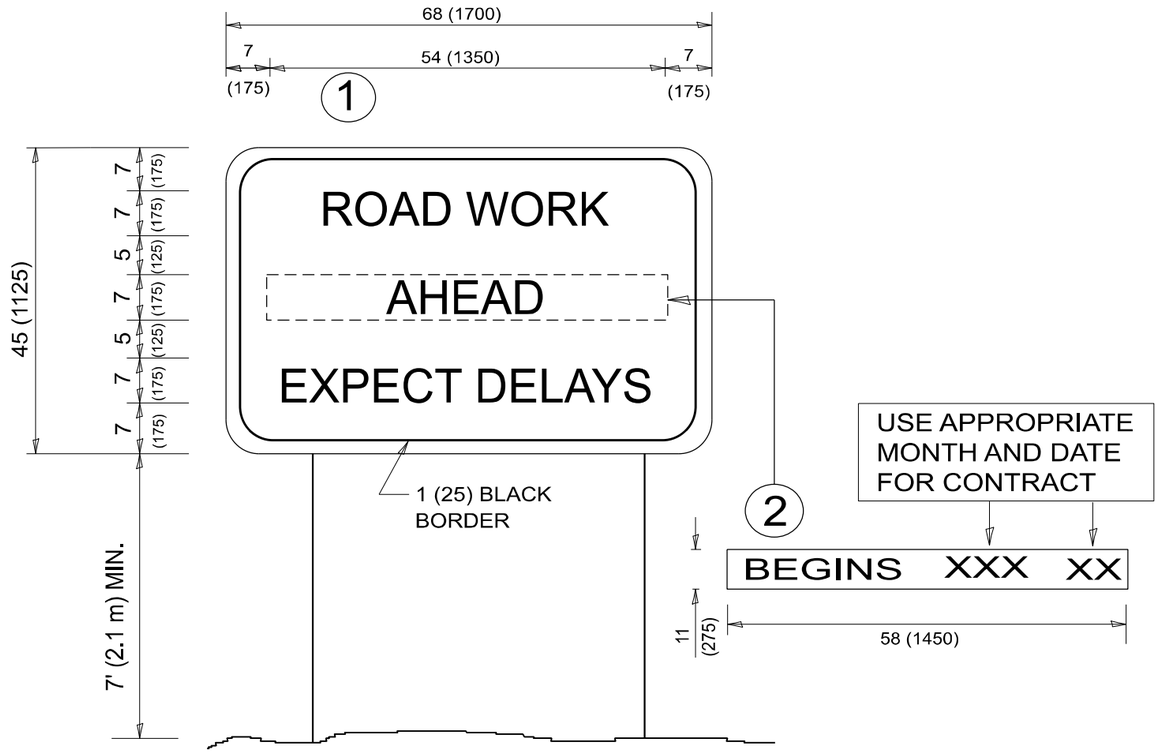
USER NAME = eric.l.thomas	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = $SCALE$	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 8/30/2023	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	36
	TC-16	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

USER NAME = eric.l.thomas	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = $SCALE$	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 8/30/2023	DATE -	REVISED -	C. JUCIUS 01-31-07

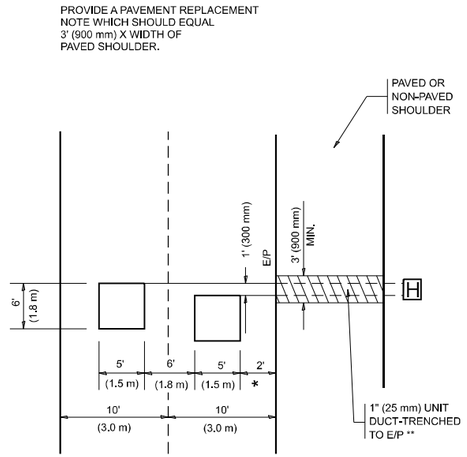
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	37
	TC-22	CONTRACT NO. 62U79		
	ILLINOIS FED. AID PROJECT			

LOOPS NEXT TO SHOULDERS



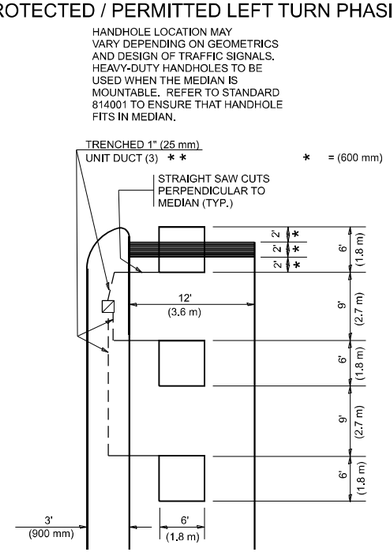
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



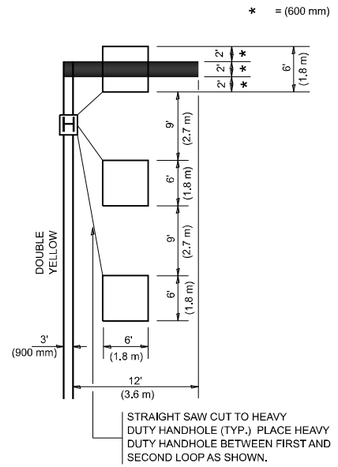
* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

LEFT TURN LANES WITHOUT MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)



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

NOTES:

VEHICLES LOOP DETECTORS

* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.

* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.

* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)

* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).

* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

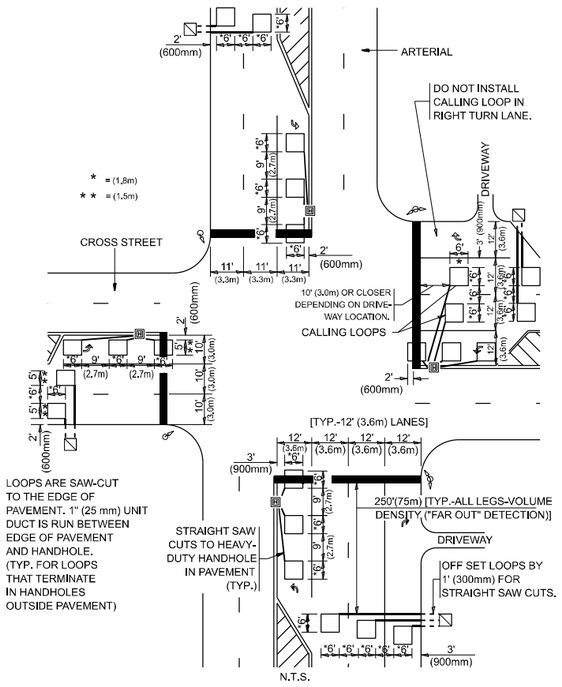
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

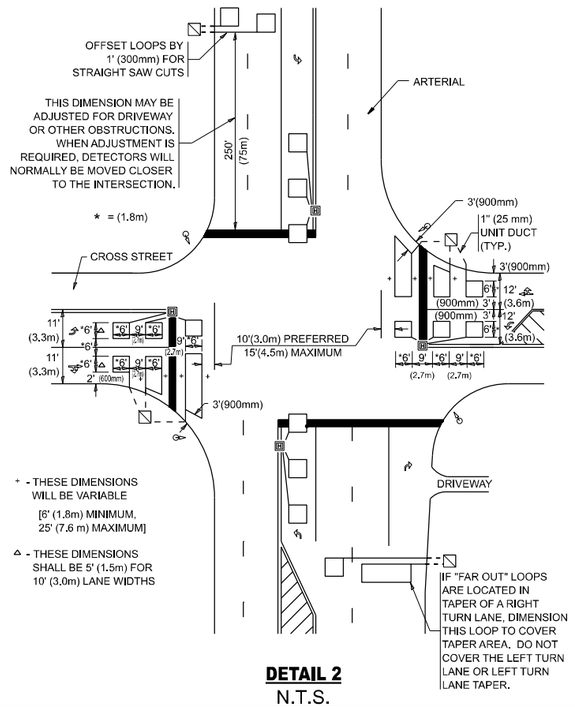
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

USER NAME = eric.l.thomas	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = $SCALE$	CHECKED - R.K.F.	REVISED -	
PLOT DATE = 8/30/2023	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
846	FAP 846 23 OVERLAY	WILL	38	38
	TS-07	CONTRACT NO. 62U79		
		ILLINOIS FED. AID PROJECT		

MODEL: Plan Single [Sheet]
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