

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	1
		ILLINOIS	CONTRACT NO. 62V13	

* 91 + 2 = 93 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED IN THE VILLAGE OF
GLENVIEW AND NILES

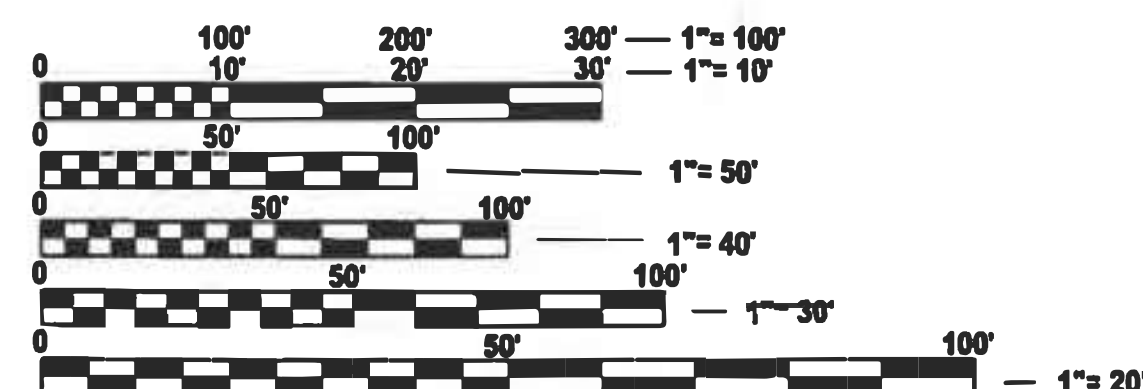
TRAFFIC DATA:

GREENWOOD RD.= 2022 ADT= 14700
POSTED SPEED LIMIT= 35 MPH

**PROPOSED
HIGHWAY PLANS**
F.A.U ROUTE 2743: GREENWOOD RD.
W. LAKE AVE. TO IL 58 (GOLF RD.)
SECTION: FAU 2743 23 OVERLAY
PROJECT: STP-Z78Z (893)
STANDARD,SMART OVERLAY AND ADA IMPROVEMENT
COOK COUNTY

IMPROVEMENT BEGINS
STA. 16+06

IMPROVEMENT ENDS
STA. 135+59

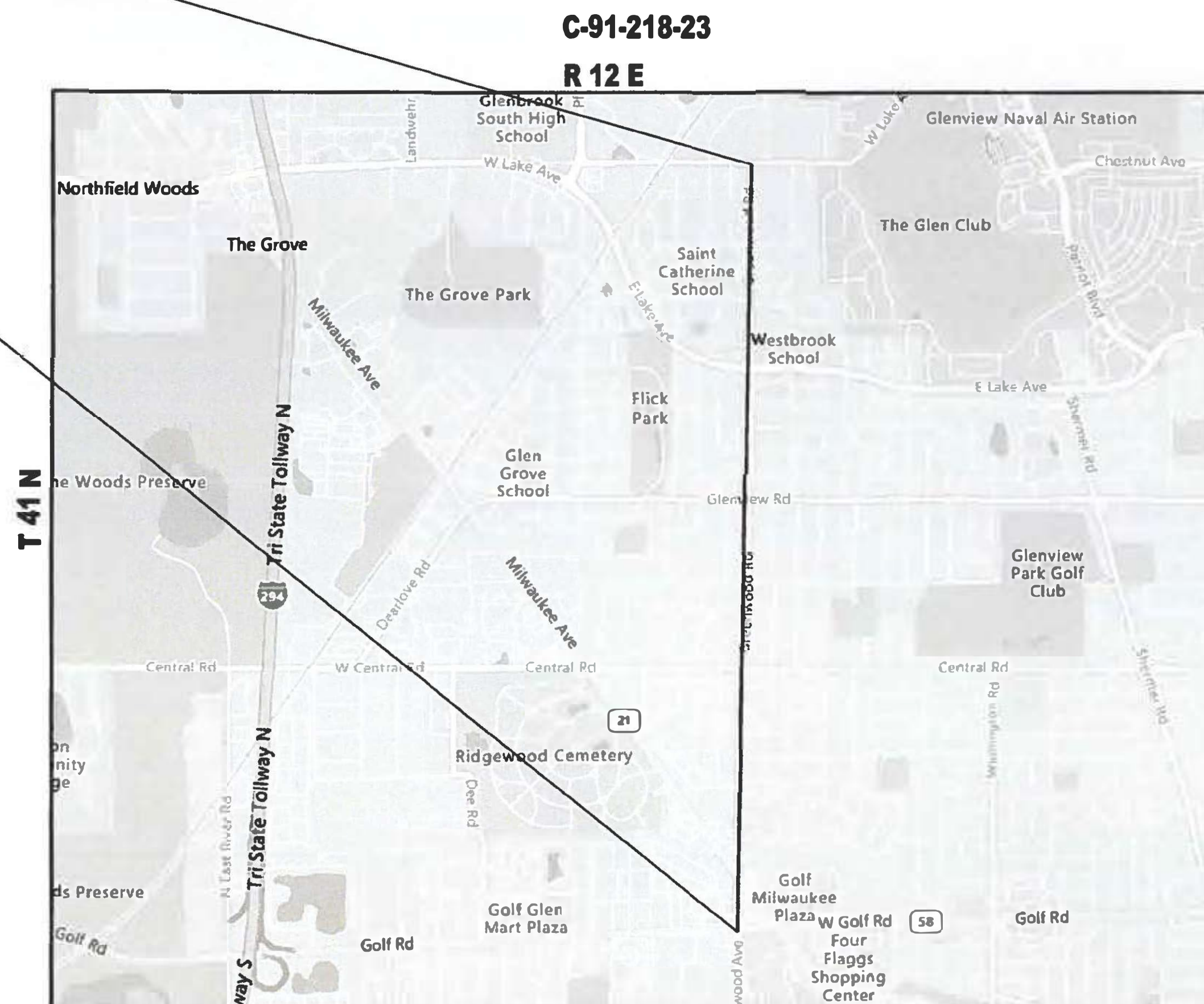


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

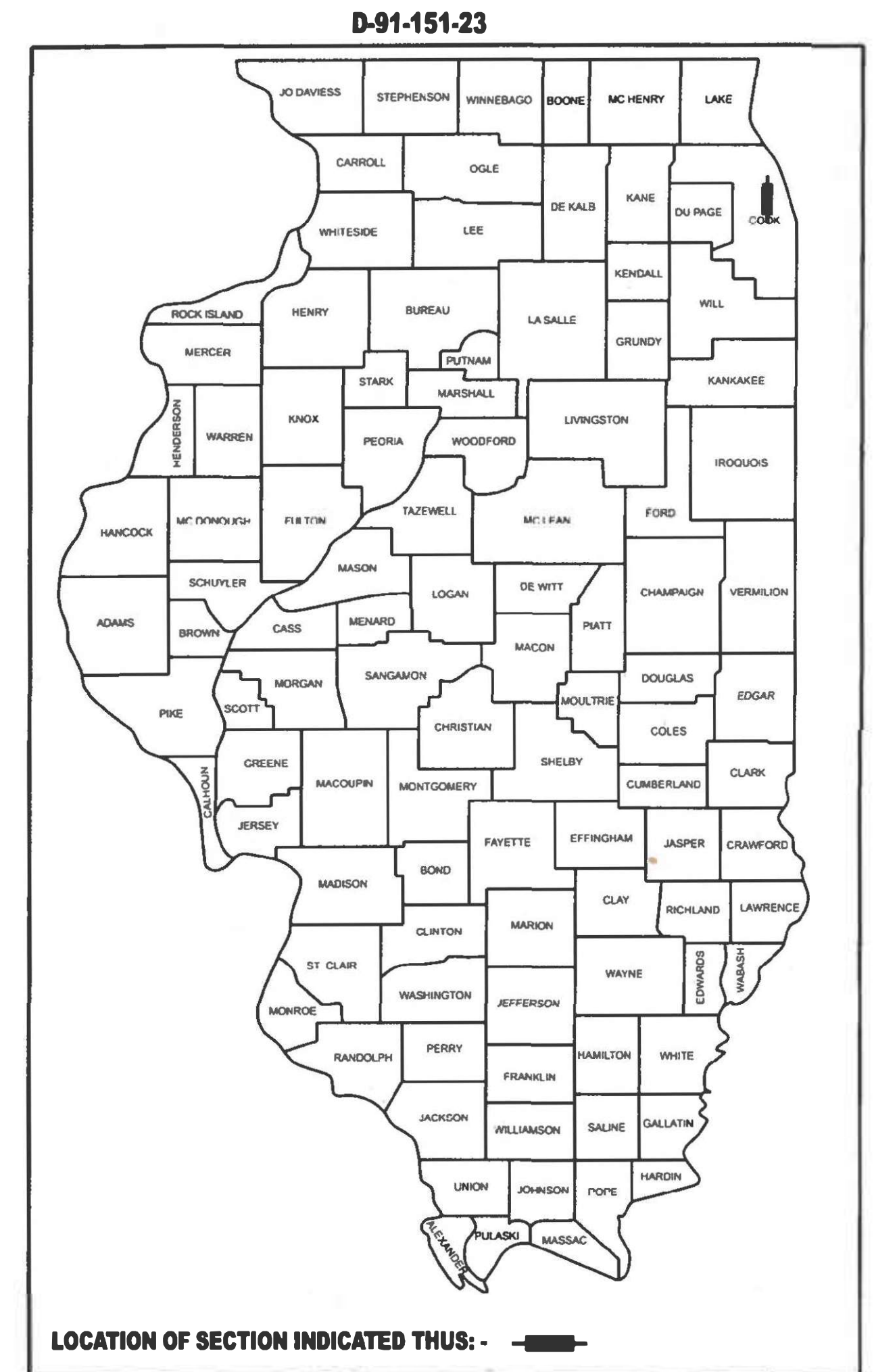
PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705-4580
PROJECT MANAGER: J. ALAIN MIDY (847) 221-3056

CONTRACT NO. 62V13



NORTHFIELD TOWNSHIP

GROSS AND NET LENGTH = 12156 FT. = 2.3 MILE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 5, 2026
Joe Kim REGIONAL ENGINEER

October 2, 2026
Sec Ed Etk ENGINEER OF DESIGN AND ENVIRONMENT

October 2, 2026
Director of Highways Project Implementation

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OF THE STATE OF ILLINOIS

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STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
442201-04	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
604091-05	FRAME AND GRATE, TYPE 24
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 m) to 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701301-04	LANE CLOSURE, 2L, 2W SHORT TIME OPERATION
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATION-DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF RD. CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- 1
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED). THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES & VILLAGE OF GLENVIEW AND NILES.
- 2
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 3
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
- 4
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 5
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 6
- THE RESIDENT ENGINEER SHALL CONTACT KALPANA KANNAN-HOSADURGA TRAFFIC CONTROL SUPERVISOR, AT KALPANA KANNAN-HOSADURGA@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 7
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 8
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 9
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA KANNAN-HOSADURGA@ ILLINOIS .GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 10
- OVERNIGHT LANE CLOSURE SHALL NOT BE ALLOWED FOR REHABILITATION INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 11
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- 12
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 13
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL TYPICAL APPLICATION RAISED REFLECTION PAVEMENT MARKERS (SNOW-PLOW RESISTANT) SHOWN
- 14
- PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES. IN THE PLANS.
- 15
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 16
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF STANDARD SPECIFICATION UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 17
- TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.
- 18
- ALL MILLED SURFACE SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO DEPARTMENT.

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		DRAWN -	REVISED -						2743	FAU 2743 23 OVERLAY	COOK	91	2
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	PLOT DATE = 8/12/2026	DATE -	REVISED -						ILLINOIS BEA D PRO JE CT				
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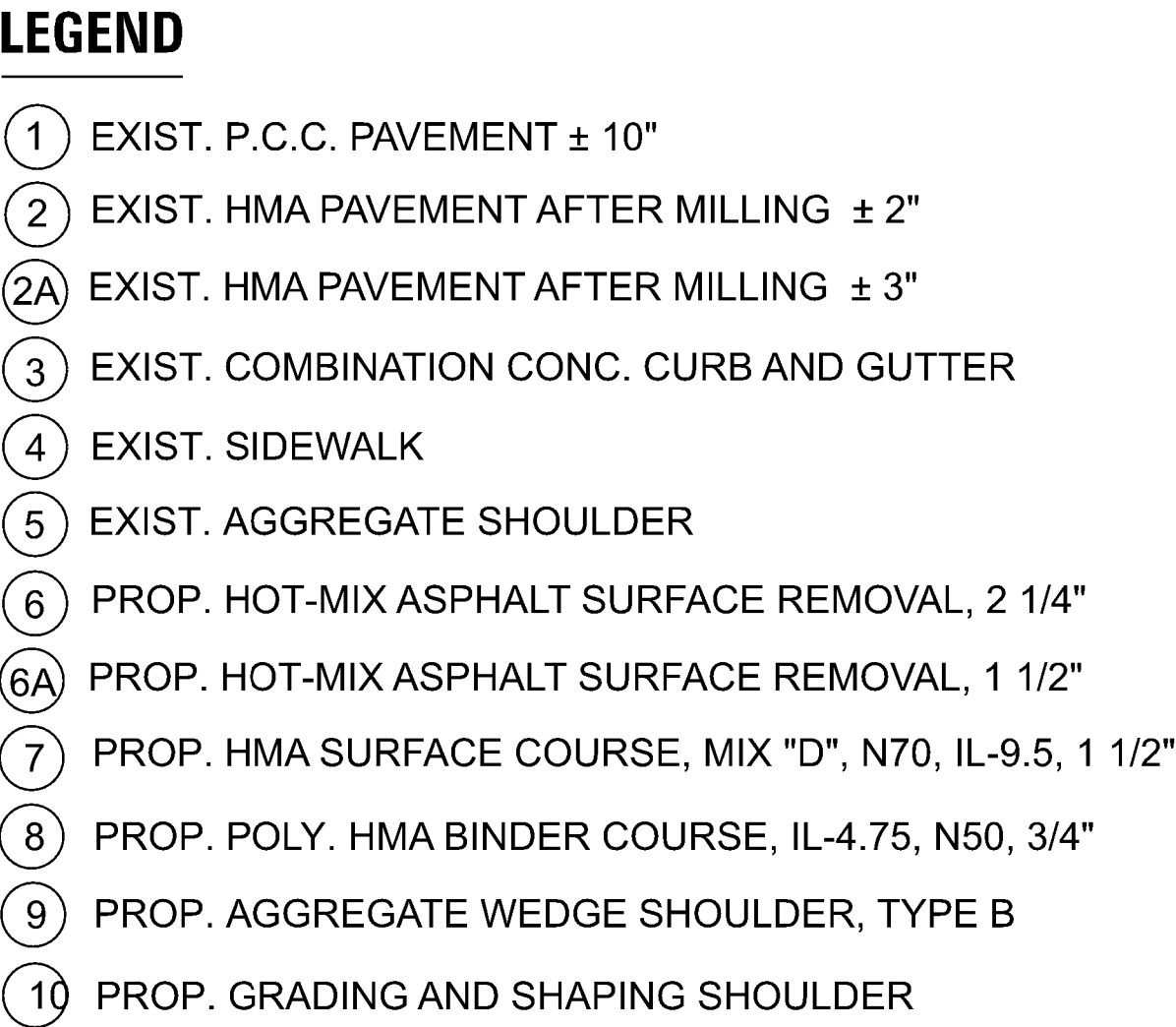
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SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY					
					80% FED 20% STATE	80% FED 20% STATE	100% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0021	0005			
	20200100	EARTH EXCAVATION	CU YD	120	120					
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	185	185					
	25200110	SODDING, SALT TOLERANT	SQ YD	185	185					
	25200200	SUPPLEMENTAL WATERING	UNIT	1.8	1.8					
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	47764	47764					
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	30150	30150					
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	106	106					
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	631	631					
	40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1279	1279					
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	5944	5944					
	42001300	PROTECTIVE COAT	SQ YD	1262	1262					
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	5762	5762					
	42400800	DETECTABLE WARNINGS	SQ FT	572	572					
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	39747	39747					
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	31012	31012					
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	7	7					
	44000600	SIDEWALK REMOVAL	SQ FT	4496	4496					
	44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	5	5					
	44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	218	218					
	44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	87	87					
	44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	94	94					
	44201798	CLASS D PATCHES, TYPE I, 13 INCH	SQ YD	7	7					
	44201803	CLASS D PATCHES, TYPE II, 13 INCH	SQ YD	256	256					

SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY					
					80% FED 20% STATE	80% FED 20% STATE	100% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0021	0005			
	44201807	CLASS D PATCHES, TYPE III, 13 INCH	SQ YD	102	102					
	44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	111	111					
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	430	430					
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1					
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	4	4					
	60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	3	3					
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	1					
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1					
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	7	7					
	60600605	CONCRETE CURB, TYPE B	FOOT	50	50					
	60920018	PIPE CULVERTS TO BE CLEANED 18"	FOOT	50			50			
	60920024	PIPE CULVERTS TO BE CLEANED 24"	FOOT	50			50			
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	120	120					
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1					
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	20	20					
	67100100	MOBILIZATION	L SUM	1	1					
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
	70102631	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	EACH	1	1					
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1					
	70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1					

* SPECIALTY ITEMS

	USER NAME = addis.abebaw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.U RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						2743	FAU 2743 23 OVERLAY		COOK	91	3
		CHECKED -	REVISED -					CONTRACT NO. 62V13						
	PLOT DATE = 8/14/2026	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT		



GREENWOOD RD. - IL 58 (GOLF RD.) TO LINNEMAN ST.
STA. 14+03 TO STA. 70+00



GREENWOOD RD. - IL 58 (GOLF RD.) TO LINNEMAN ST.
STA. 14+03 TO STA. 70+00

MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE USES	VOIDS @ Ndes	
PAVEMENT RESURFACING – STANDARD OVERLAY		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% AT 70 GYR.	QCP
POLY. HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% AT 50 GYR.	QCP
PAVEMENT RESURFACING – SMART OVERLAY		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% AT 70 GYR.	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER, IL-19.0)	4% AT 70 GYR.	QC/QA
QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)		

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

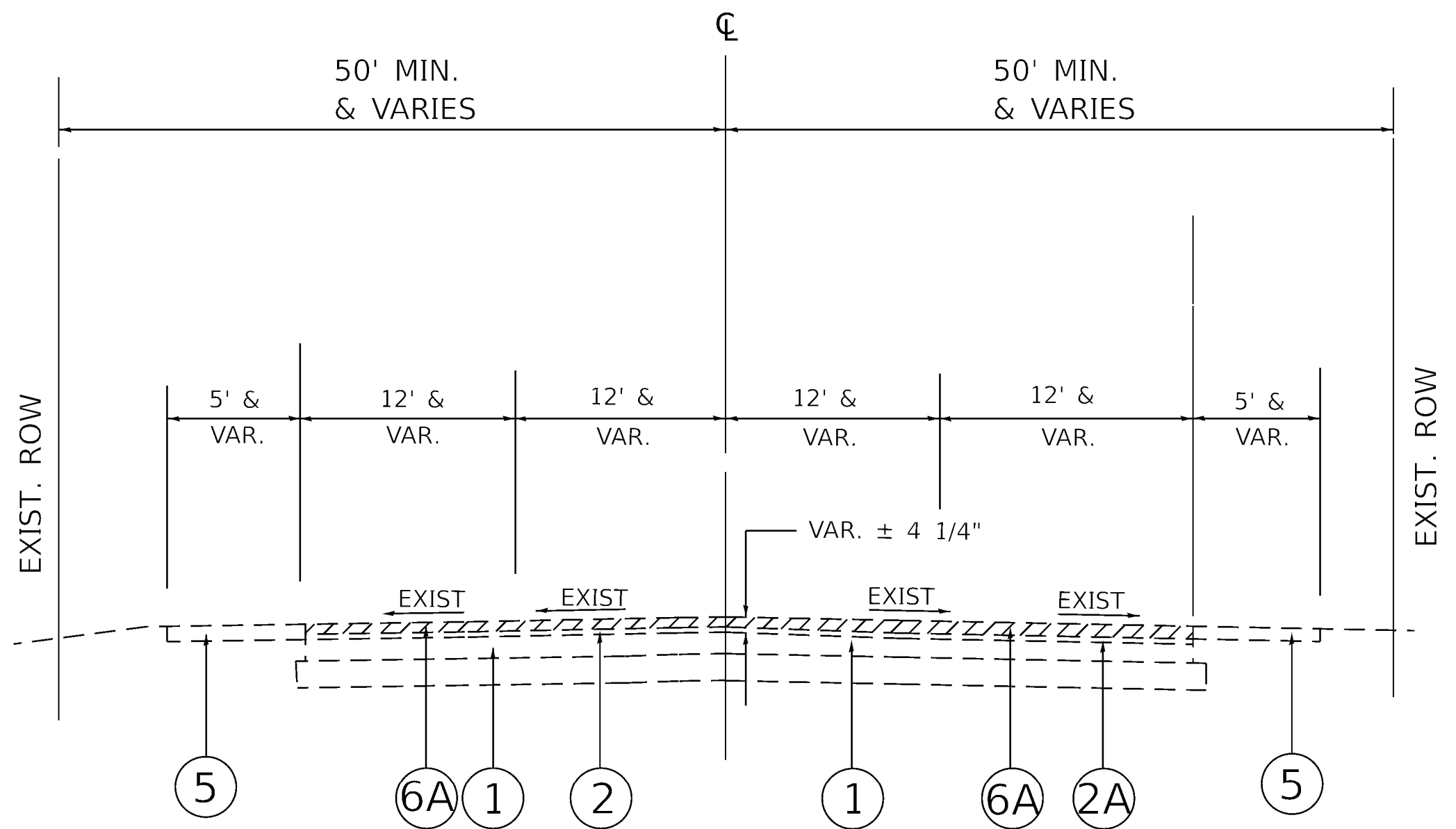
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIAL SPECIFICATION.

NOTE:

THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER POLY. HMA BC, IL-4.75, 50

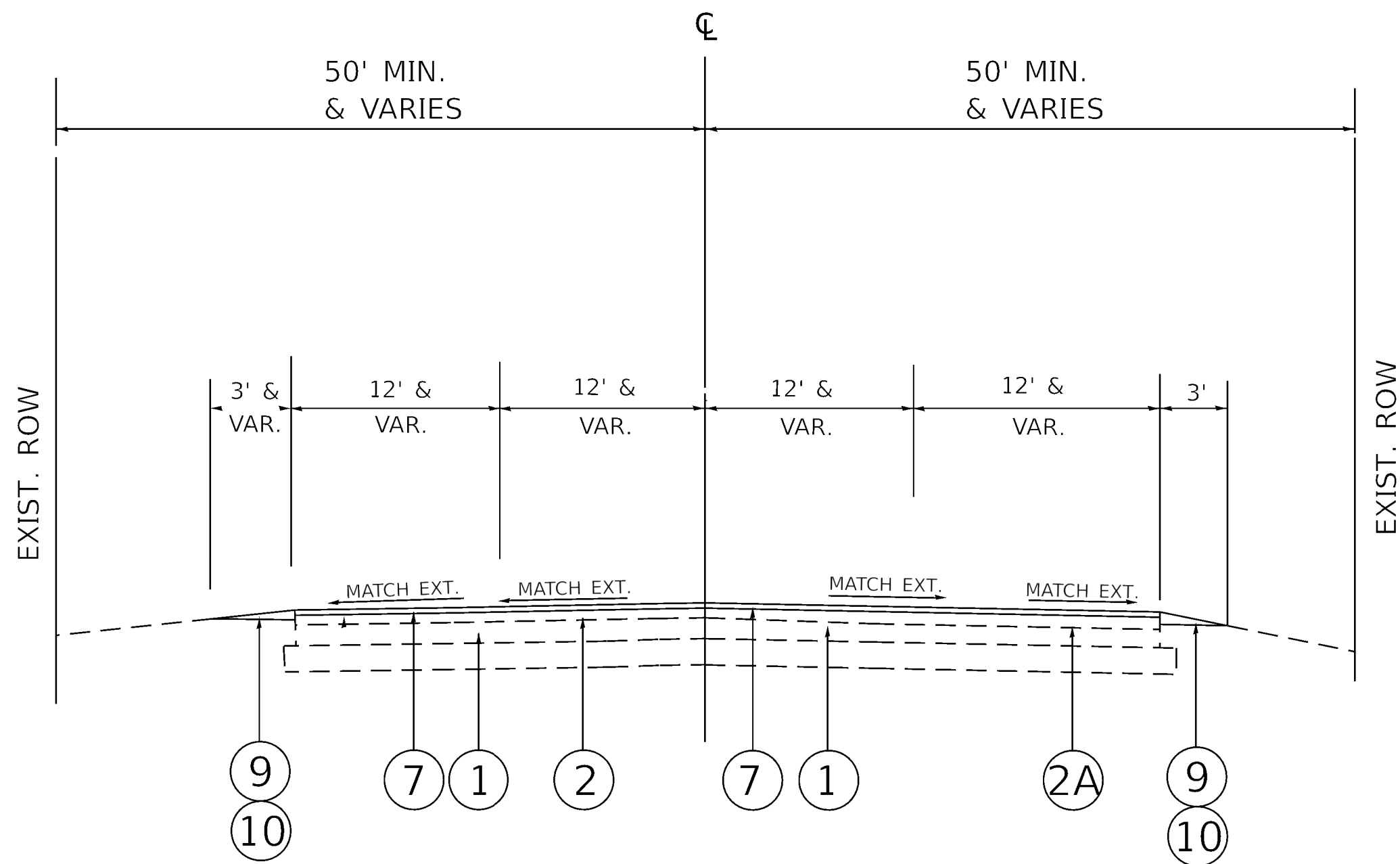
THE CONTRACTOR SHALL MILL FIRST THEN PATCH

	USER NAME = addis.abebaw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREENWOOD RD. - W. LAKE AVE TO IL 58 (GOLF RD.) TYPICAL SECTIONS			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					2743	FAU 2743 23 OVERLAY	COOK	91	5
		CHECKED -	REVISED -			CONTRACT NO. 62V13						
	PLOT DATE = 8/14/2026	DATE -	REVISED -			SCALE:	SHEET Untitled-2OF	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT



EXISTING TYPICAL SECTION (SMART OVERLAY)

GREENWOOD RD. - LINNEMAN ST. TO W. LAKE AVE.
STA. 70+00 TO STA. 135+59



PROPOSED TYPICAL SECTION (SMART OVERLAY)

GREENWOOD RD. - LINNEMAN ST. TO W. LAKE AVE.
STA. 70+00 TO STA. 135+59

LEGEND

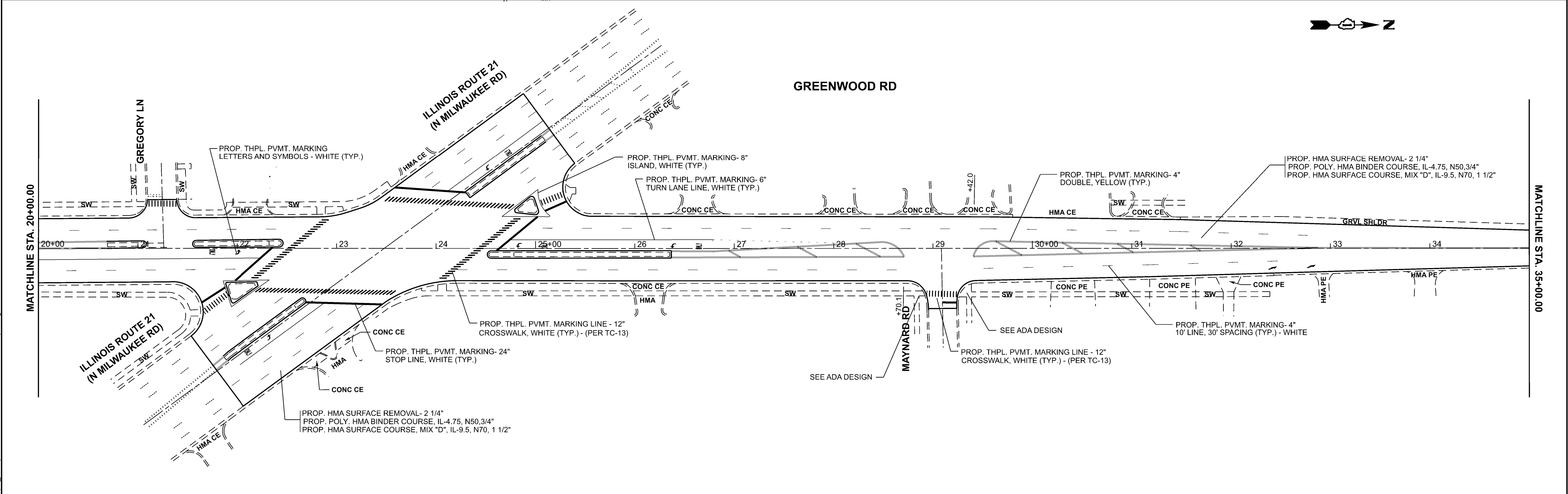
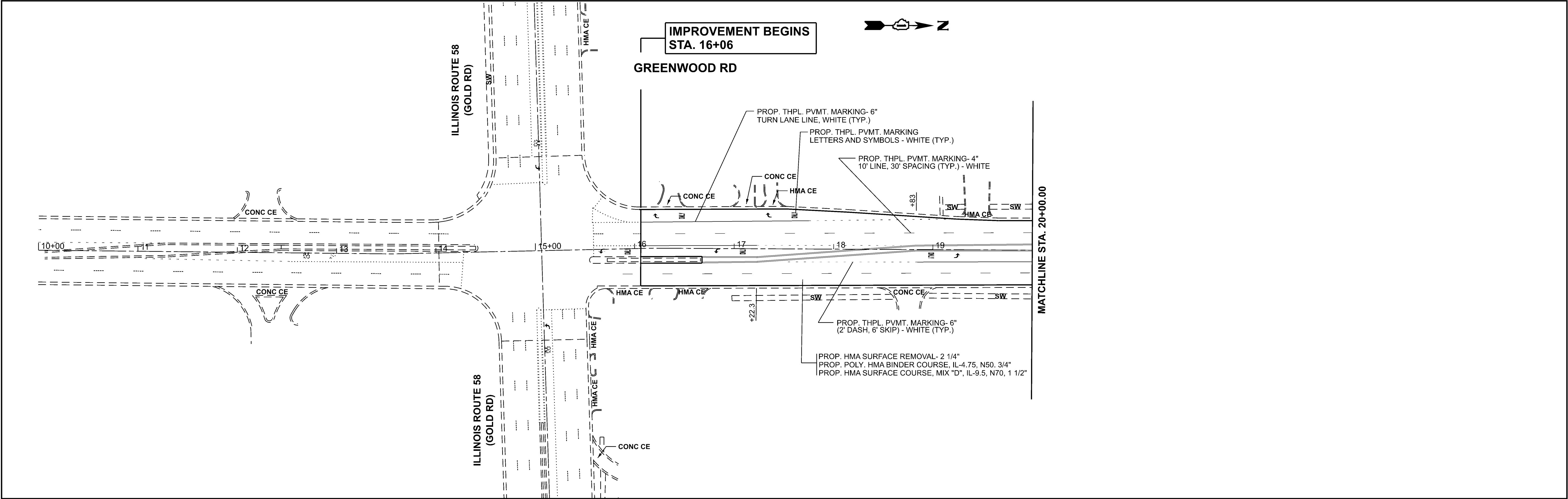
- 1 EXIST. P.C.C. PAVEMENT ± 10"
- 2 EXIST. HMA PAVEMENT AFTER MILLING ± 2"
- 2A EXIST. HMA PAVEMENT AFTER MILLING ± 3"
- 3 EXIST. COMBINATION CONC. CURB AND GUTTER
- 4 EXIST. SIDEWALK
- 5 EXIST. AGGREGATE SHOULDER
- 6 PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- 6A PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"
- 7 PROP. HMA SURFACE COURSE, MIX "D", N70, IL-9.5, 1 1/2"
- 8 PROP. POLY. HMA BINDER COURSE, IL-4.75, N50, 3/4"
- 9 PROP. AGGREGATE WEDGE SHOULDER, TYPE B
- 10 PROP. GRADING AND SHAPING SHOULDER

THE CONTRACTOR SHALL MILL FIRST THEN PATCH

NOTE:
THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER MILLED SURFACE

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		CHECKED -	REVISED -				CONTRACT NO. 62V13				
	PLOT DATE = 8/14/2026	DATE -	REVISED -		SCALE:	SHEET Untitled-3OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	



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			CHECKED	-	REVISED	-	
	PLOT DATE	= 9/22/2026	DATE	-	REVISED	-	

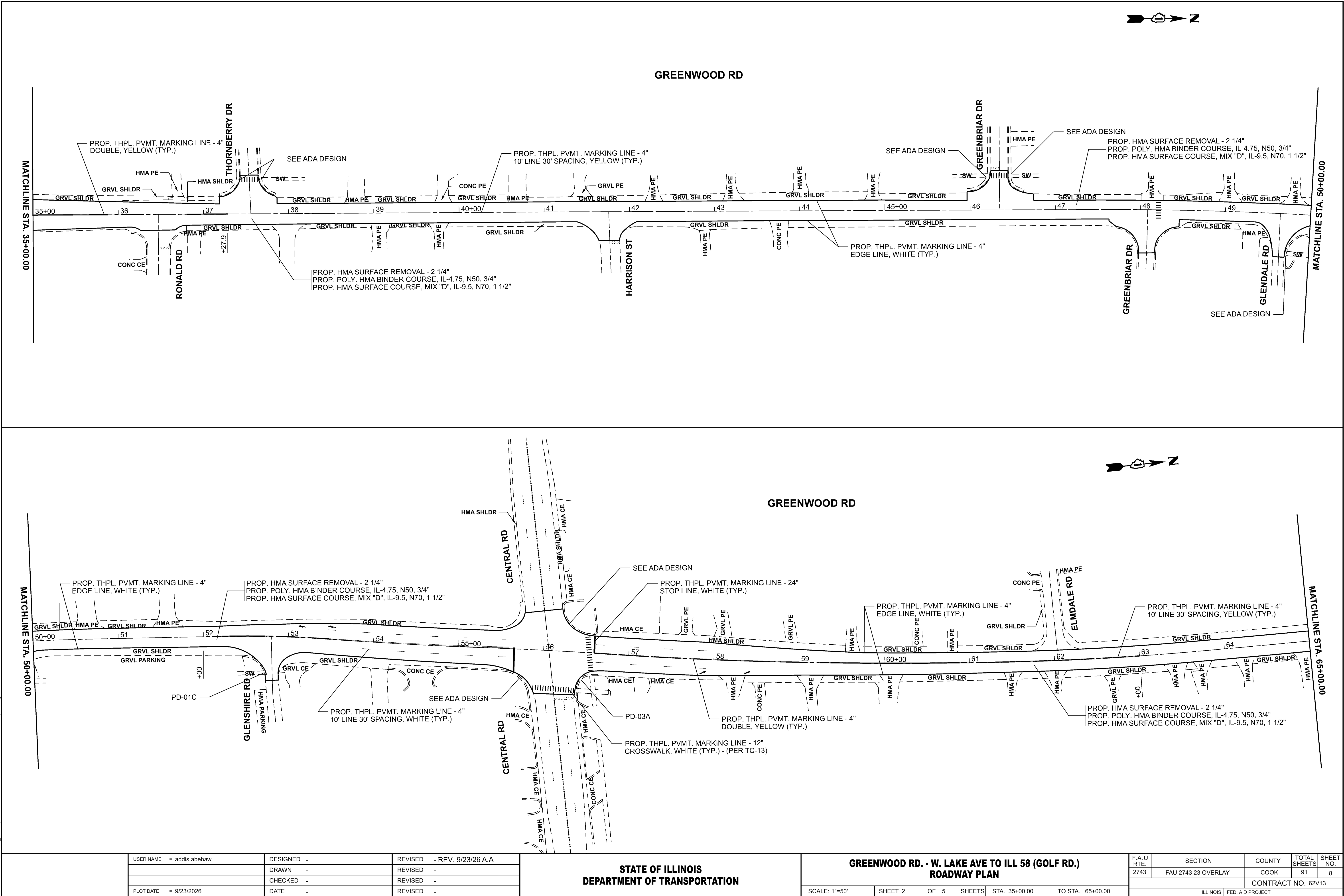
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE TO IL 58 (GOLF RD.)
ROADWAY PLAN

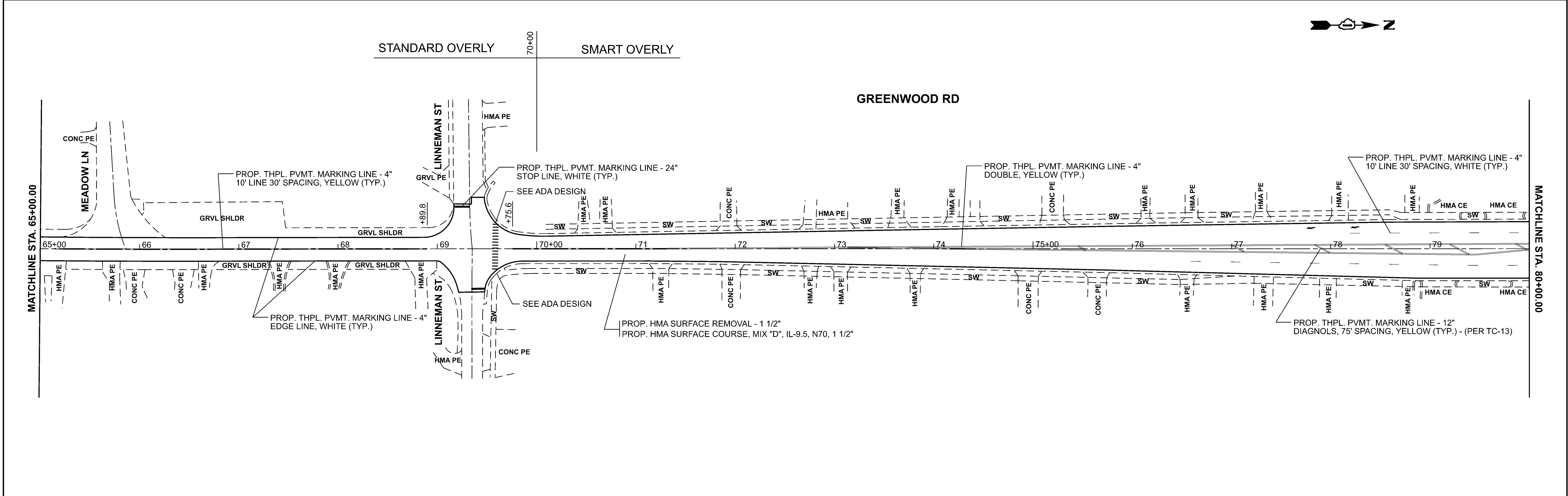
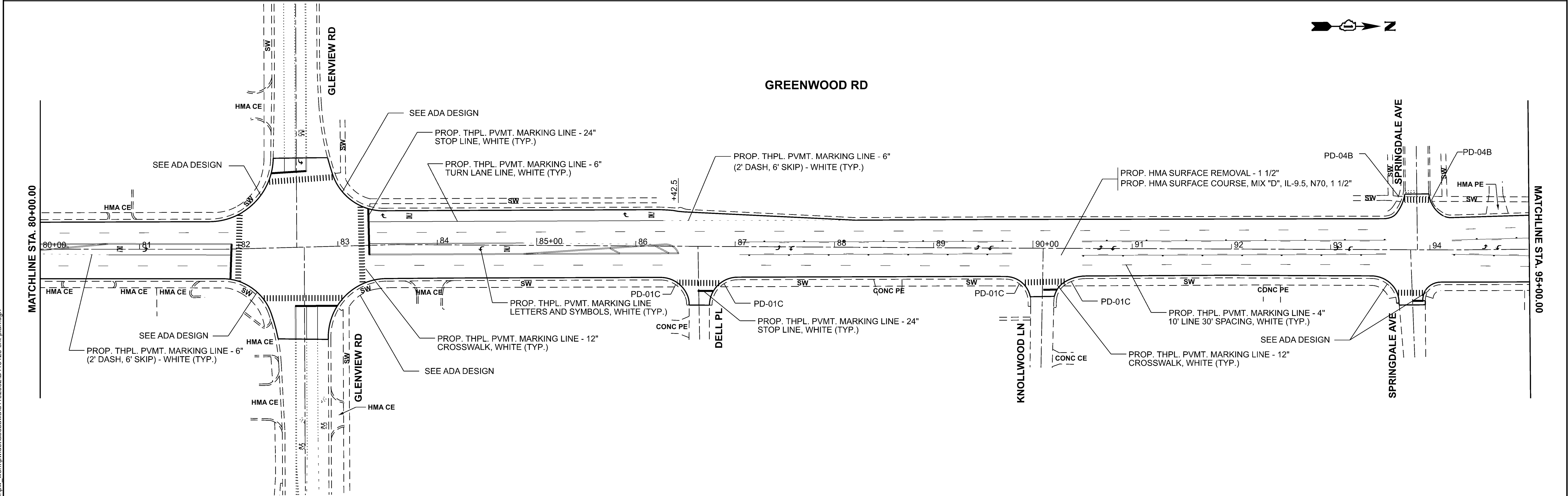
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	7
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ILLINOIS FED. AID PROJECT				

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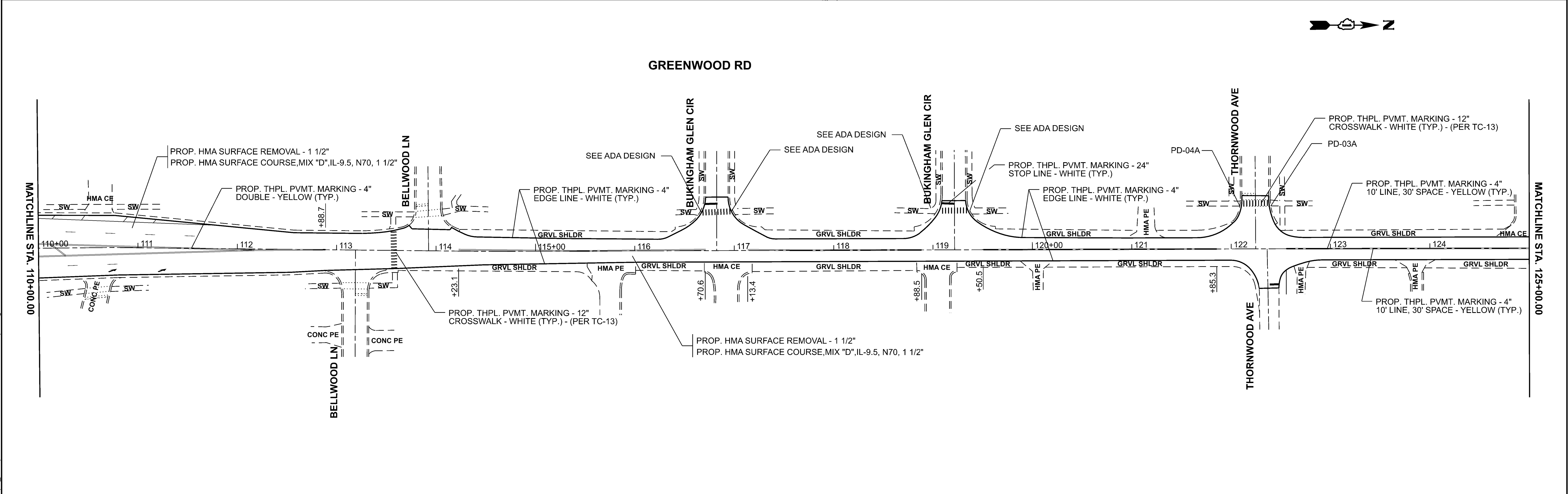
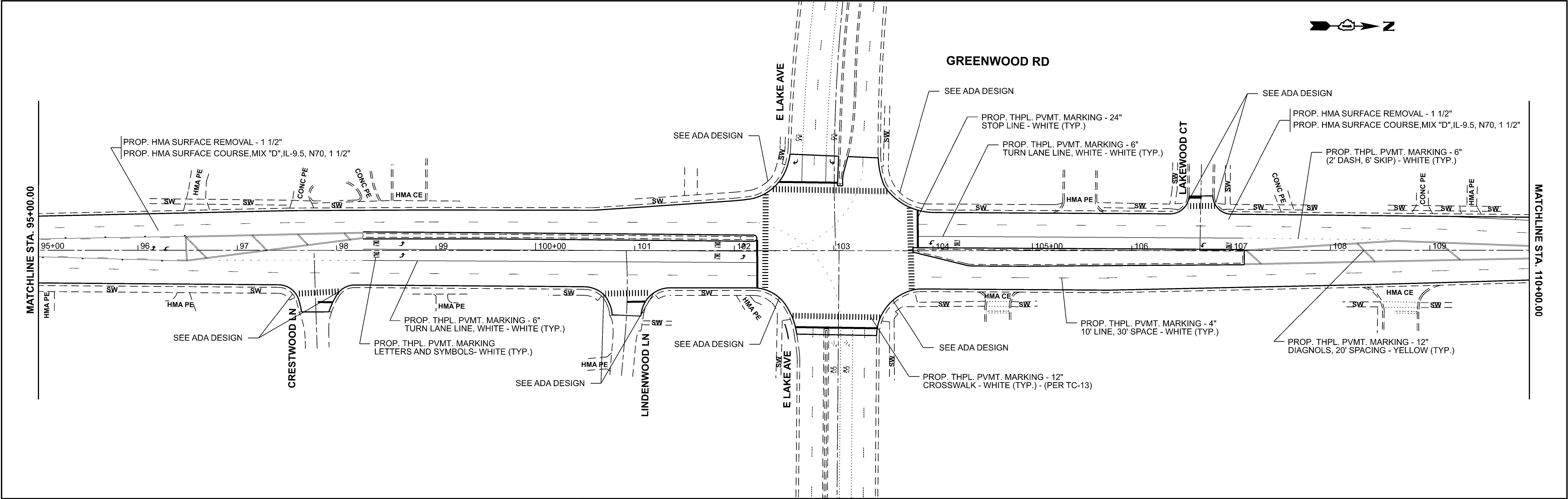


	USER NAME	= addis.abebaw	DESIGNED	-	REVISED	- REV. 9/22/26 A.A
			DRAWN	-	REVISED	-
			CHECKED	-	REVISED	-
	PLOT DATE	= 9/23/2026	DATE	-	REVISED	-

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

GREENWOOD RD. - W. LAKE AVE. TO ILL 58 (GOLF RD.)			
ROADWAY PLAN			
SCALE: 1"=50'	SHEET 3	OF 5 SHEETS	STA. 65+00.00 TO STA. 95+00.00

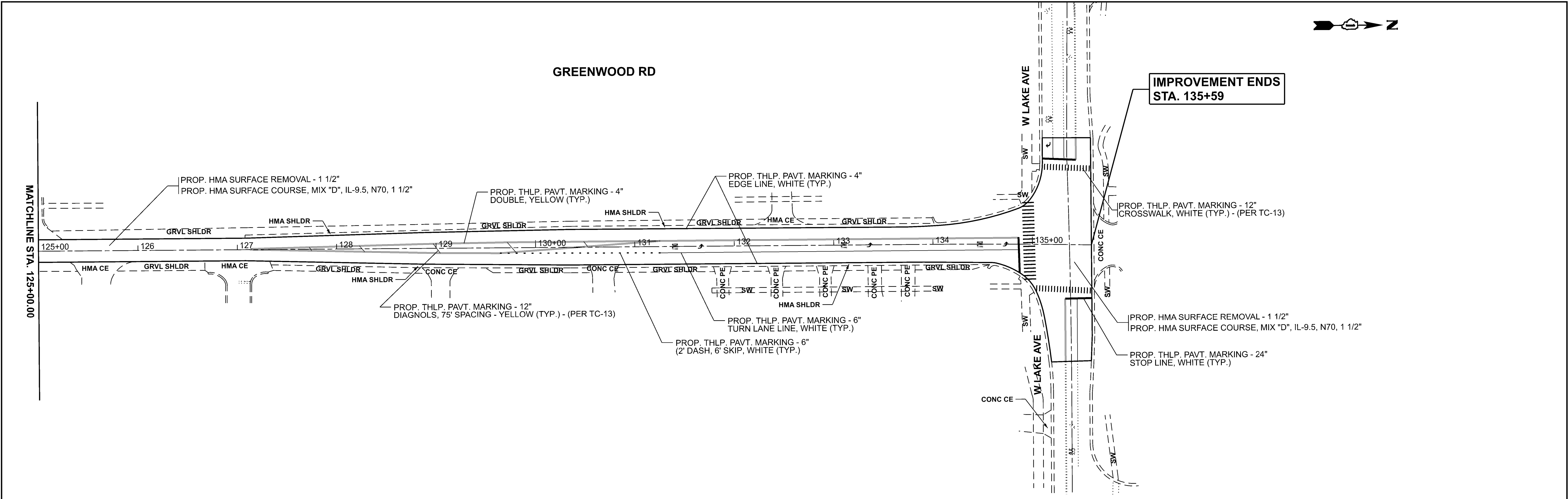
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	9
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				



	USER NAME = addis.abebaw	DESIGNED -	REVISED - REV. 9/23/26 A.A	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREENWOOD RD. - W. LAKE AVE. TO ILL 58 (GOLF RD.) ROADWAY PLAN				F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						2743	FAU 2743 23 OVERLAY	COOK	91	10
		CHECKED -	REVISED -						CONTRACT NO. 62V13				
	PLOT DATE = 9/23/2026	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				
					SCALE: 1"=50'	SHEET 4	OF 5	SHEETS	STA. 95+00.00	TO STA. 125+00.00			

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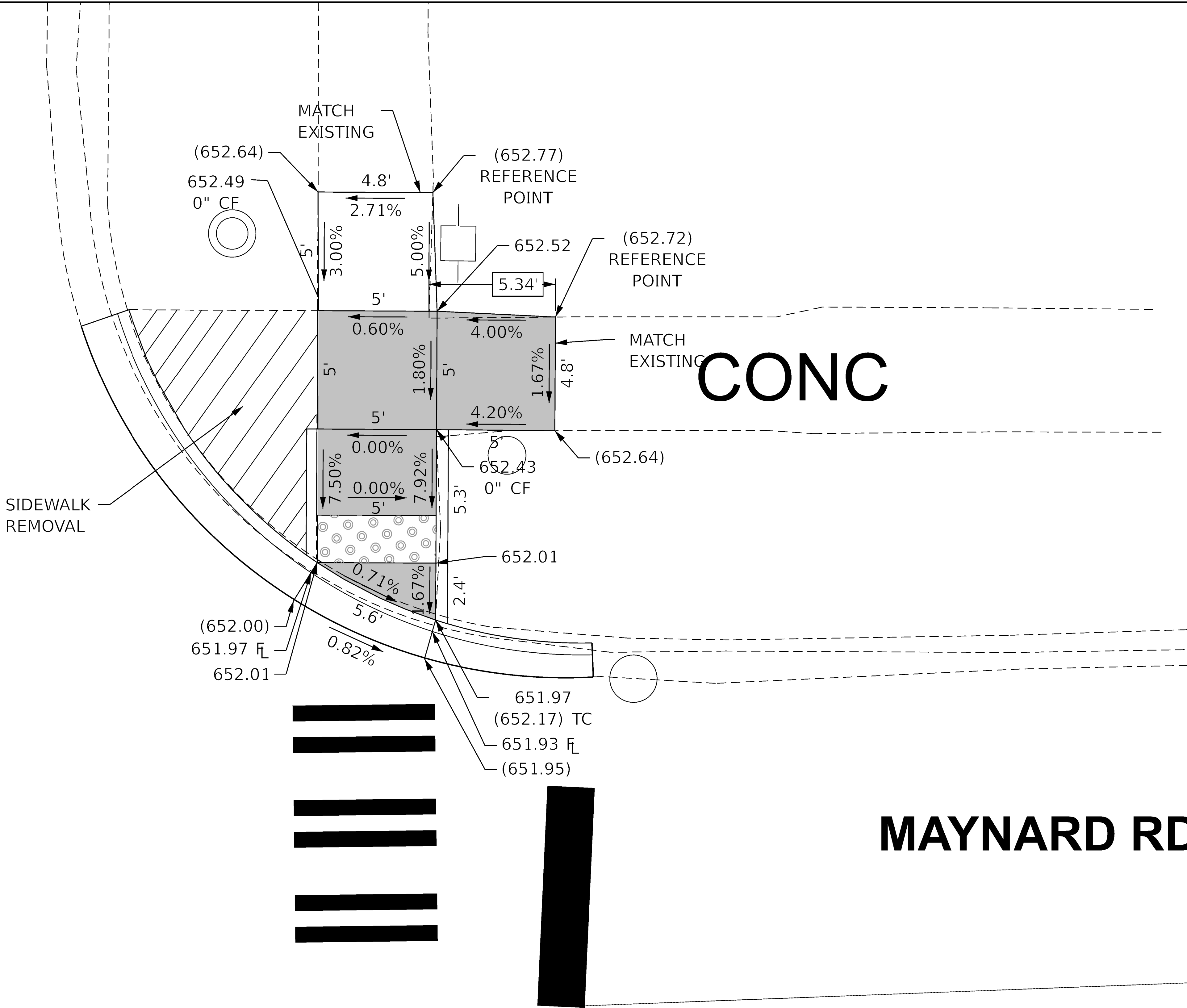
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	USER NAME = addis.abebaw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREENWOOD RD.- W. LAKE AVE TO ILL 58 (GOLF RD.) ROADWAY PLAN		F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				2743	FAU 2743 23 OVERLAY	COOK	91	11
		CHECKED -	REVISED -		CONTRACT NO. 62V13						
	PLOT DATE = 8/12/2026	DATE -	REVISED -		SCALE: 1"=50'	SHEET 5	OF 5	SHEETS	STA. 125+00.00	TO STA. 140+00.00	ILLINOIS FED. AID PROJECT

MODEL: Plan Single Sheet
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GREENWOOD RD.



LEGEND

XX.XX'

EXISTING LENGTH

=====

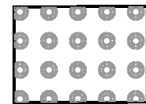
PROPOSED SIDE CURB

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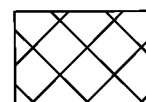
EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

USER NAME	= Eric.L.Thomas
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
PLOT DATE	= 8/20/2024

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
REVIS	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AY MAYNARD RD. - NE CORNER

SCALE: 1"=50'

SHEET 000

OF

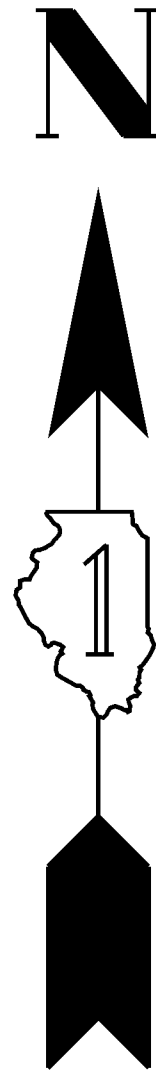
SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	12
		CONTRACT NO. 62V13		
		ILLINOIS FED. AID PROJECT		

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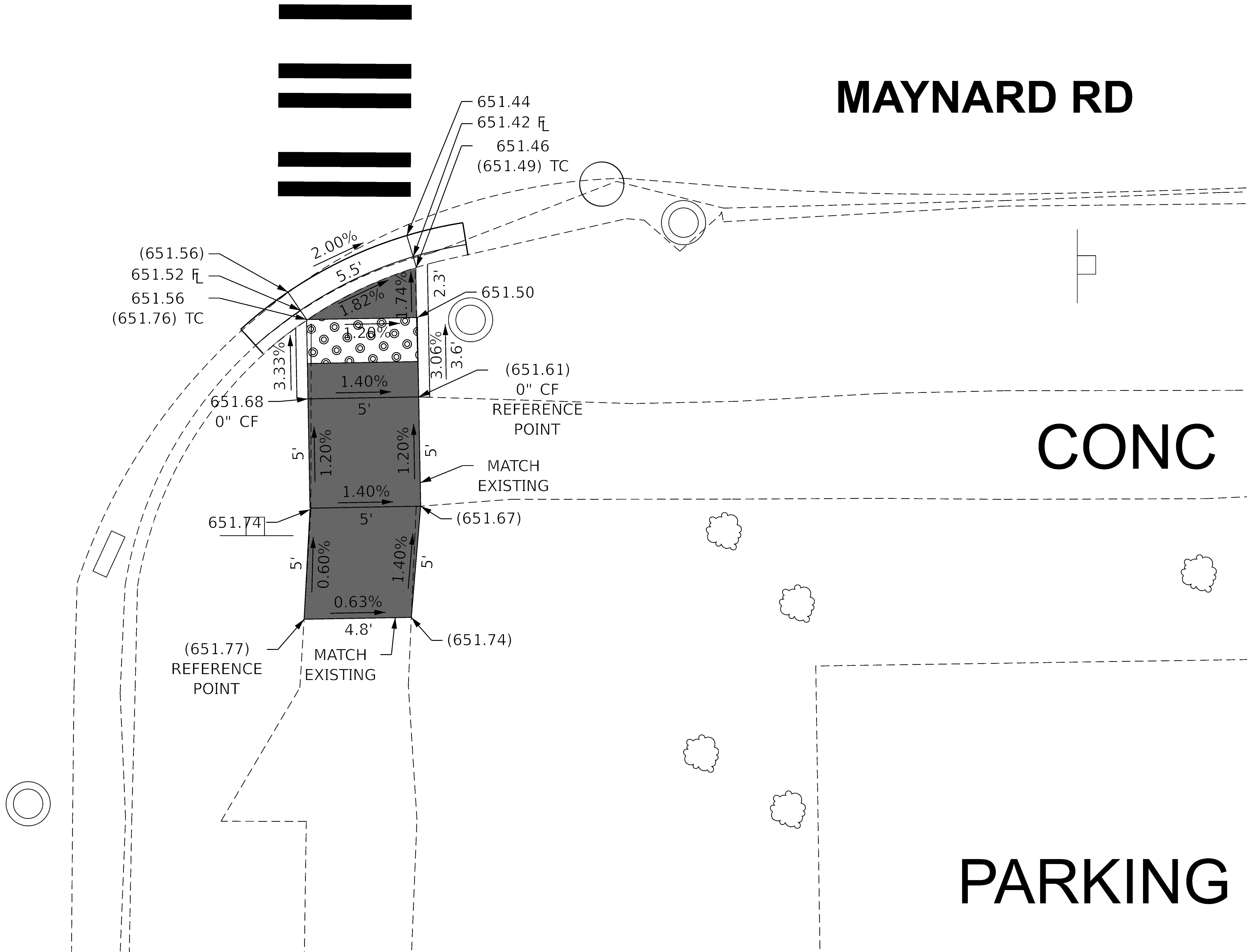


GREENWOOD RD.

MAYNARD RD

CONC

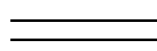
PARKING



LEGEND



EXISTING LENGTH



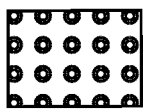
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

	USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 8/20/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

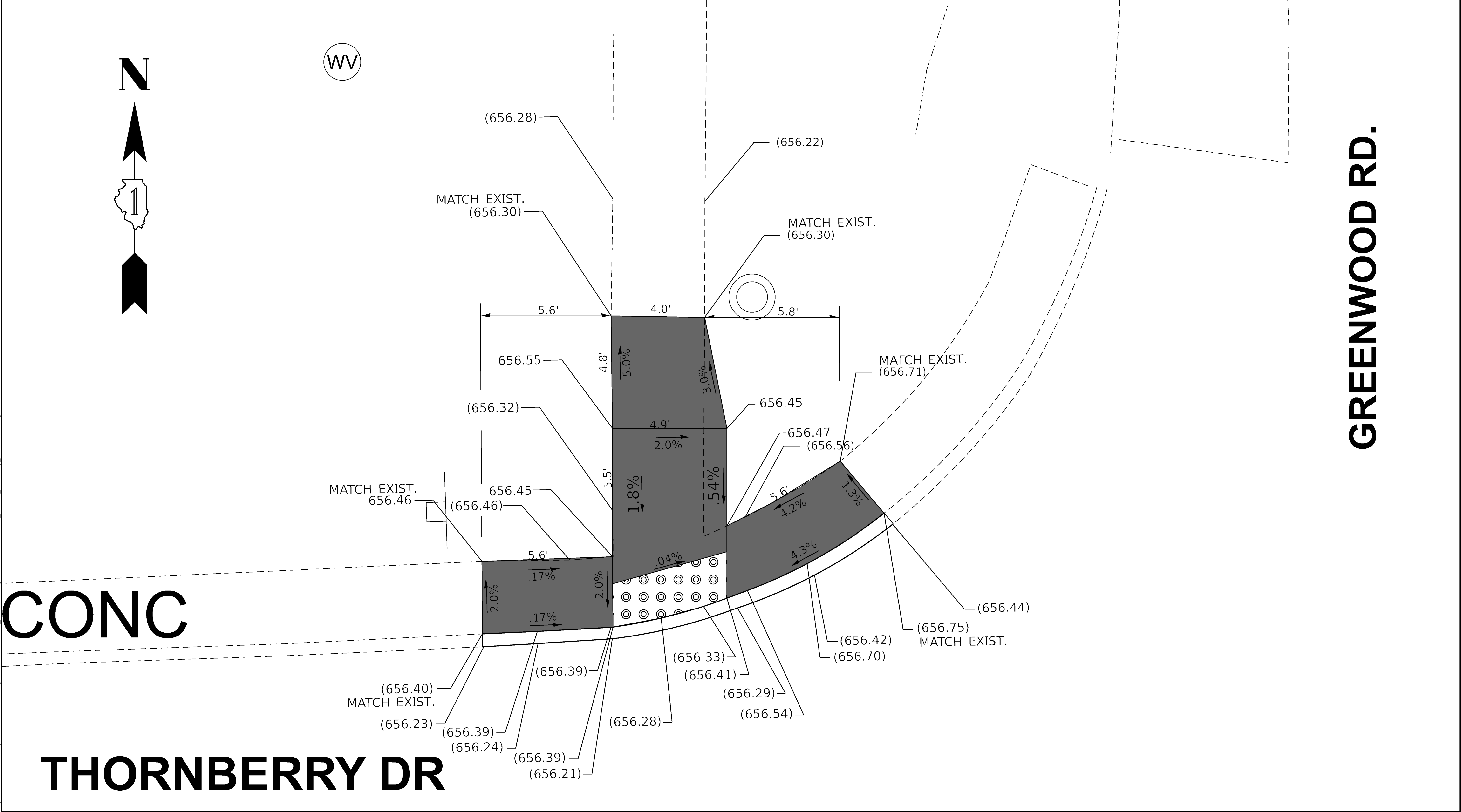
GREENWOOD RD.- W. LAKE AVE TO IL 58 (GOLF RD.)
GREENWOOD RD. AT MAYNARD RD.- SE CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	13
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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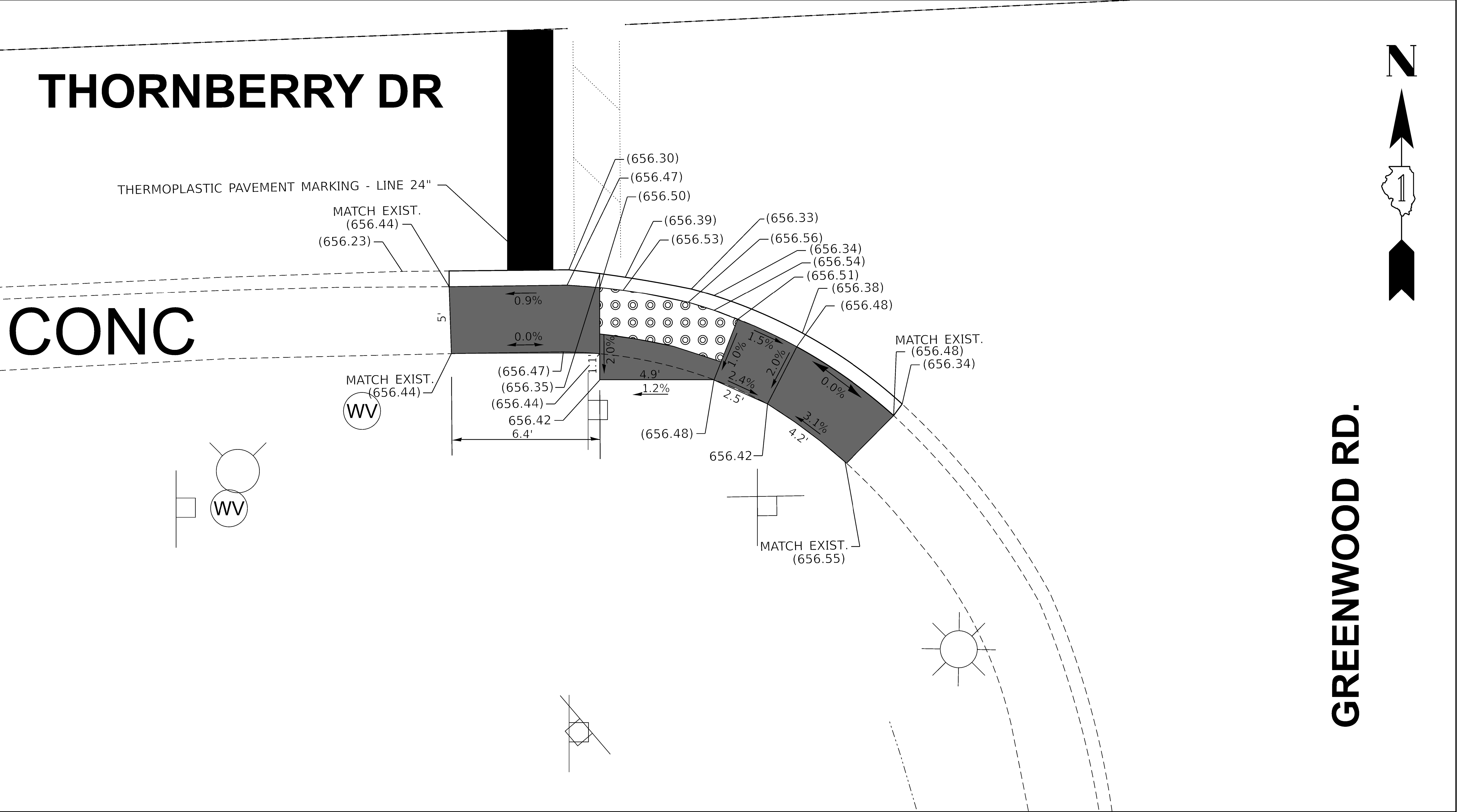


LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

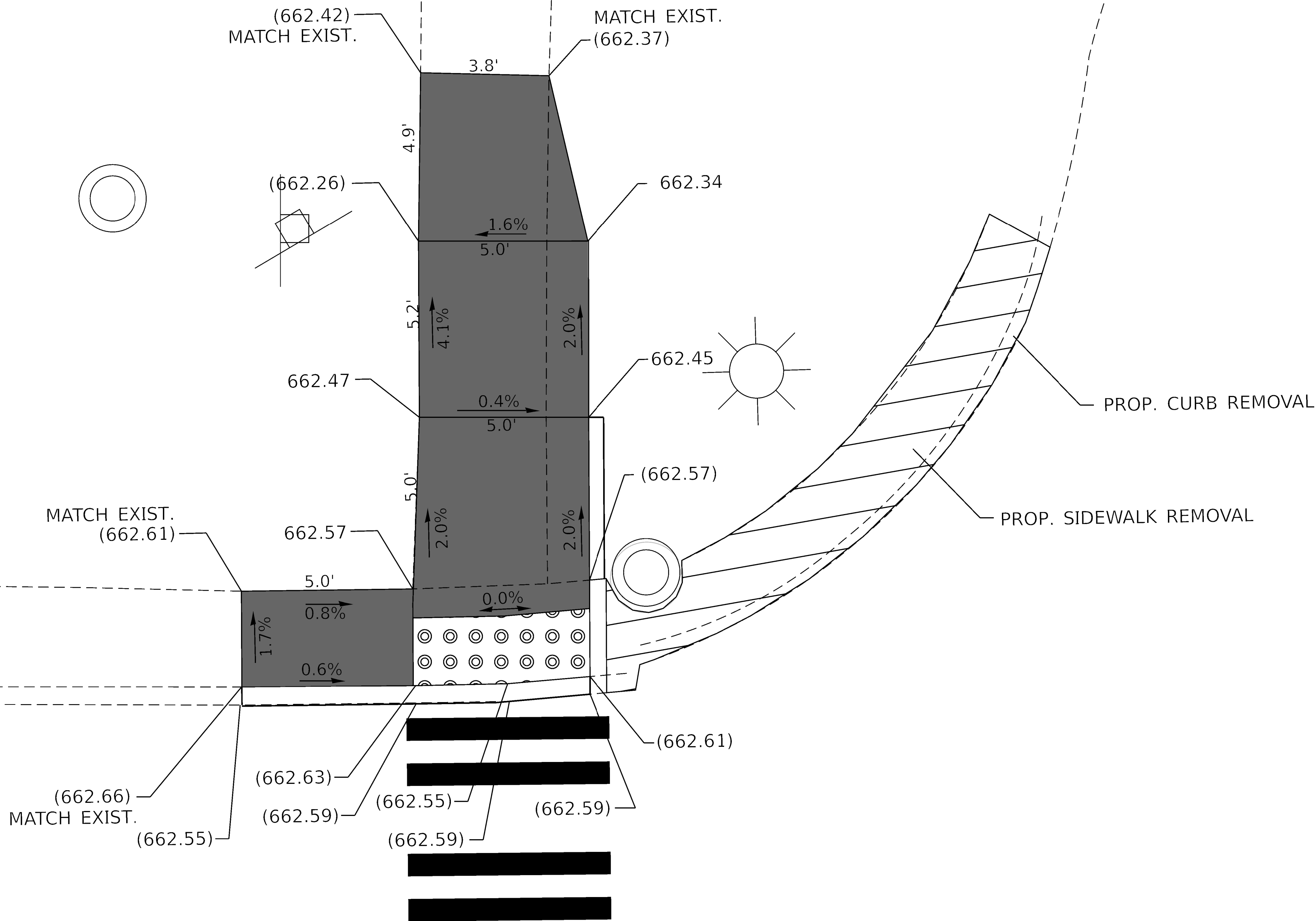
	USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.) GREENWOOD RD. AT THORNBERRY DR. - NW CORNER	F.A.U. RTE. 2743		SECTION FAU 2743 23 OVERLAY	COUNTY COOK	TOTAL SHEETS 91	SHEET NO. 14
		DRAWN -	REVISED -					CONTRACT NO. 62V13			
		CHECKED -	REVISED -								
	PLOT DATE = 8/20/2024	DATE -	REVISED -			SCALE: 1"=50'	SHEET 000	OF SHEETS	STA. 0+00.00	TO STA. 0+00.00	ILLINOIS FED. AID PROJECT

MODEL: Plan Single [Sheet]
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				PROPOSED SIDEWALK EXISTING LENGTH PROPOSED SIDE CURB () EXISTING ELEVATION/SLOPE DETECTABLE WARNINGS SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD													
	USER NAME	= Eric.L.Thomas	DESIGNED	-	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GREENWOOD RD. - W. LAKW AVE. IL 58 (GOLF RD.) GREENWOOD RD. AT THORNBERRY DR. - SW CORNER				FAU RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN	-	REVISED	-		2743	FAU 2743 23 OVERLAY		COOK	91	15				
			CHECKED	-	REVISED	-				CONTRACT NO. 62V13							
	PLOT DATE	= 8/20/2024	DATE	-	REVISED	-		SCALE: 1"=50'	SHEET 000	OF	SHEET5	STA. 0+00.00	TO STA. 0+00.00				
											ILLINOIS		FED. AID PROJECT				

GREENWOOD RD.



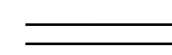
CONC

GREENBRIAR DR.

LEGEND

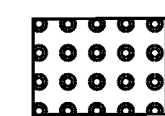


EXISTING LENGTH

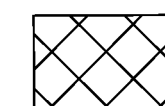


PROPOSED SIDE CURB

() **EXISTING ELEVATION/SLOPE**

**PROPOSED SIDEWALK**

DETECTABLE WARNINGS



**SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/20/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT GREENBRIAR DR. - NW CORNER

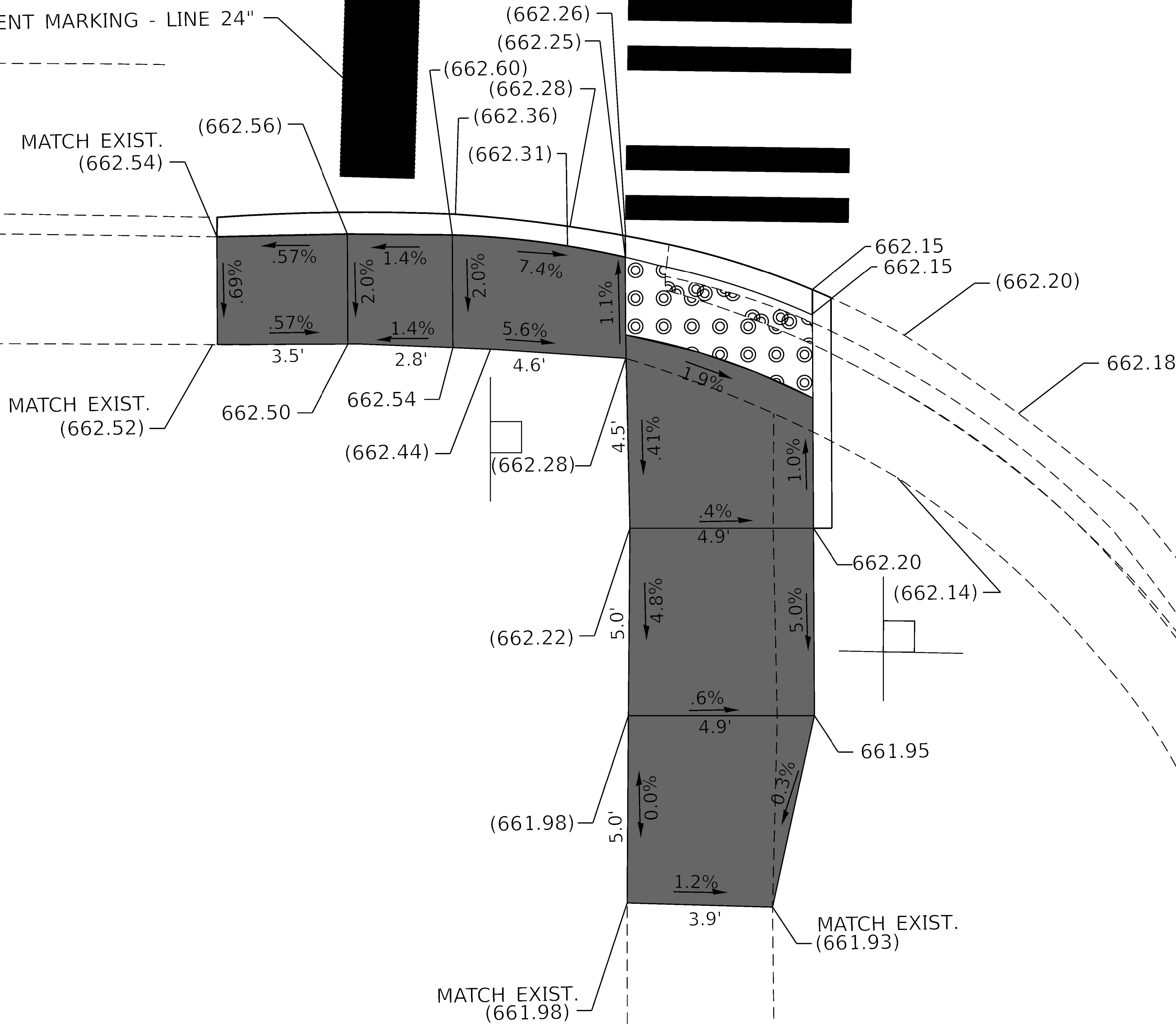
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	16
		CONTRACT NO. 62V13		
		ILLINOIS FED. AID PROJECT		

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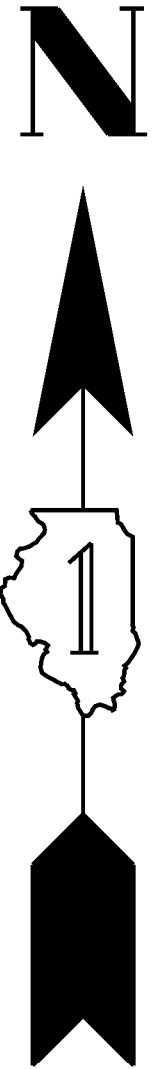
GREENBRIAR DR.

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

CONC



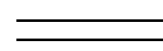
GREENWOOD RD.



LEGEND



EXISTING LENGTH



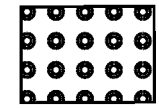
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE TO IL 58 (GOLF RD.)
GREENWOOD RD. AT GREENBRIAR DR. - SW CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	17
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

GREENWOOD RD.

LEGEND

PROPOSED SIDEWALK

DETECTABLE WARNINGS

**SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT CENTRAL RD. - NW CORNER

SHEET 000

SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U
RTE.
2743

SECTION
FAU 2743 23 OVERLAY

COUNTY
COOK

TOTAL SHEETS	SHEET NO.
91	18

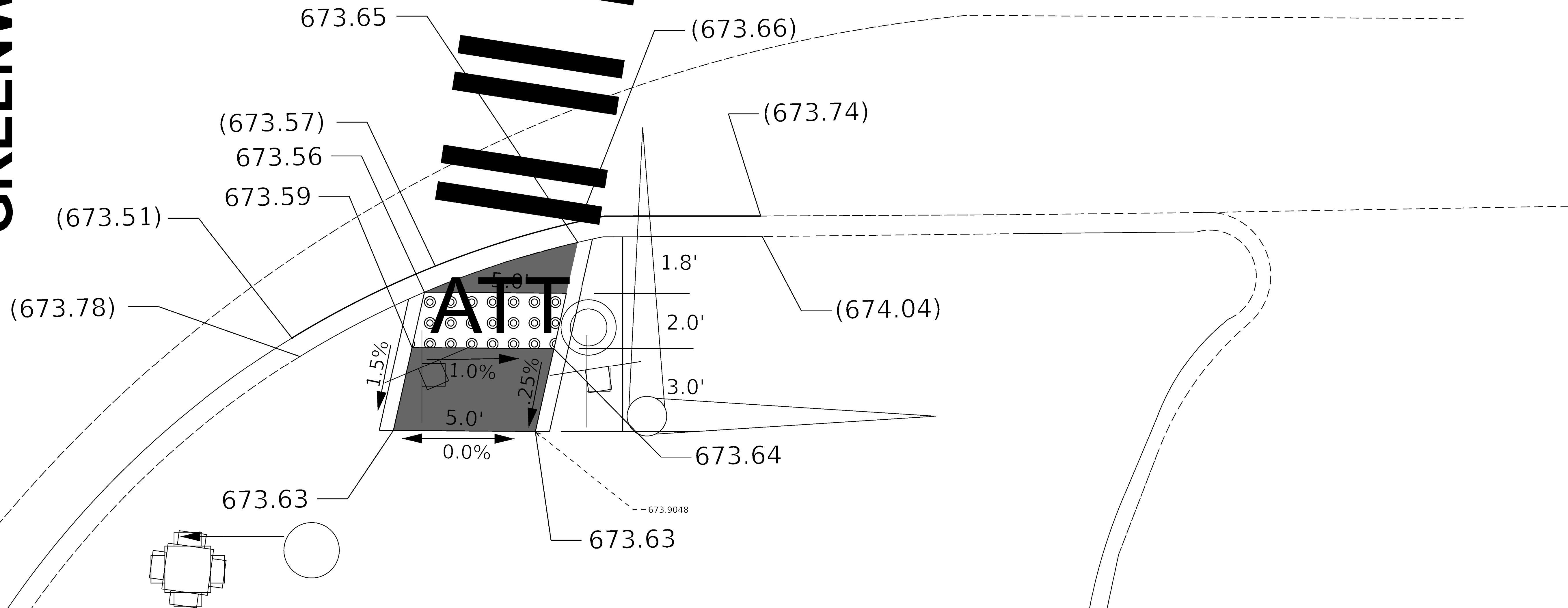
CONTRACT NO. 62V13		
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ILLINOIS	FED. AID PROJECT
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GREENWOOD RD.

CENTRAL RD

THERMOPLASTIC PAVEMENT MARKING - LINE 12"



LEGEND

EXISTING LENGTH

PROPOSED SIDE CURB

EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT CENTRAL RD. - SE CORNER

SCALE: 1"=50' SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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USER NAME	Eric.L.Thomas	DESIGNED	-	REVISED	-
DRAWN	-	REVISION	-	REVISION	-
CHECKED	-	REVISION	-	REVISION	-
DATE	-	REVISION	-	REVISION	-
PLOT DATE	8/20/2024	DATE	-	REVISION	-

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GREENWOOD RD.

MATCH EXIST
(678.34)

MATCH EXIST
(678.30)

(678.11)

(678.37)

4.8'
0.82%

(678.32)

5.0'

(678.48)

(678.44)

6.1'
1.6%

678.32

(678.38)

(678.07)

(678.41)

(677.95)

2.8'
0.78%

(678.28)

677.86

(678.33)

(678.27)

(678.20)

(677.90)

(677.84)

677.72

(677.78)

(677.72)

(677.71)

(677.71)
(677.62)

(677.74)

(677.91)
(677.90)

(677.59)

(677.85)

(677.40)

(677.31)

677.80

677.70

677.64

677.39

MATCH EXIST
(676.89)

CONC

(677.02)
MATCH EXIST

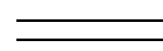
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LINNENMAN ST.

LEGEND



EXISTING LENGTH



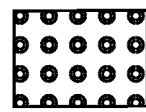
PROPOSED SIDE CURB



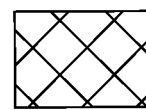
EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

USER NAME = Eric.L.Thomas

DESIGNED -

REVISED -

DRAWN -

REVISED -

CHECKED -

REVISED -

PLOT DATE = 8/20/2024

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT LINNEMAN ST. - NE CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U.

RTE.

SECTION

2743

FAU 2743 23 OVERLAY

COUNTY

COOK

TOTAL

SHEETS

91

SHEET

NO.

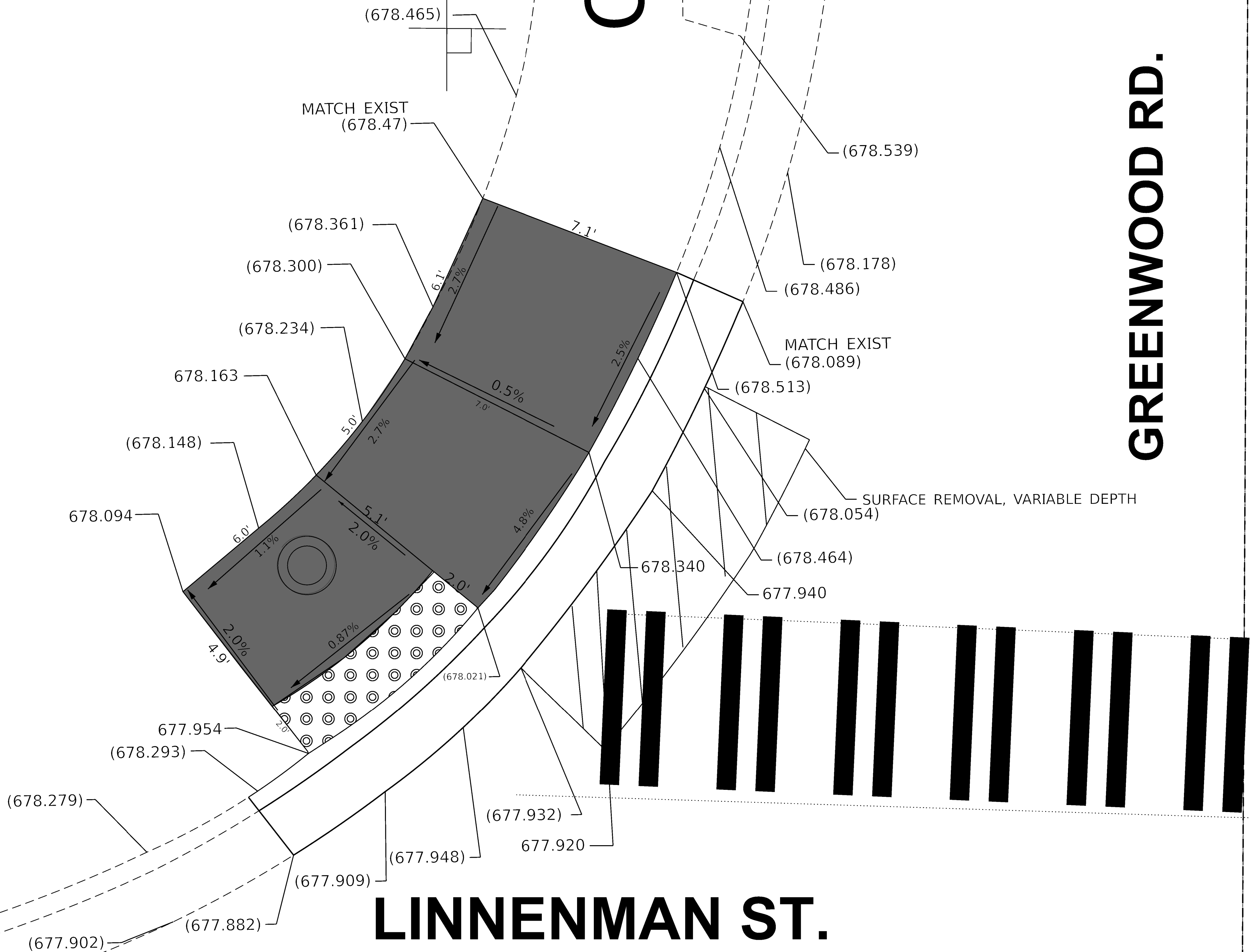
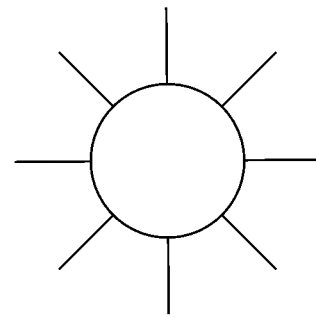
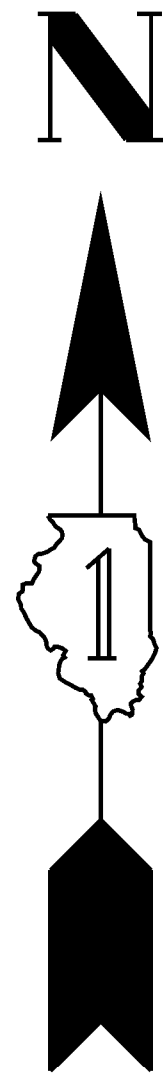
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CONTRACT NO. 62V13

ILLINOIS

FED. AID PROJECT

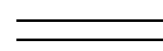
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LEGEND



EXISTING LENGTH



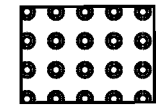
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

	USER NAME	= Eric.L.Thomas	DESIGNED	-	REVISED	-
			DRAWN	-	REVISED	-
			CHECKED	-	REVISED	-
	PLOT DATE	= 8/20/2024	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

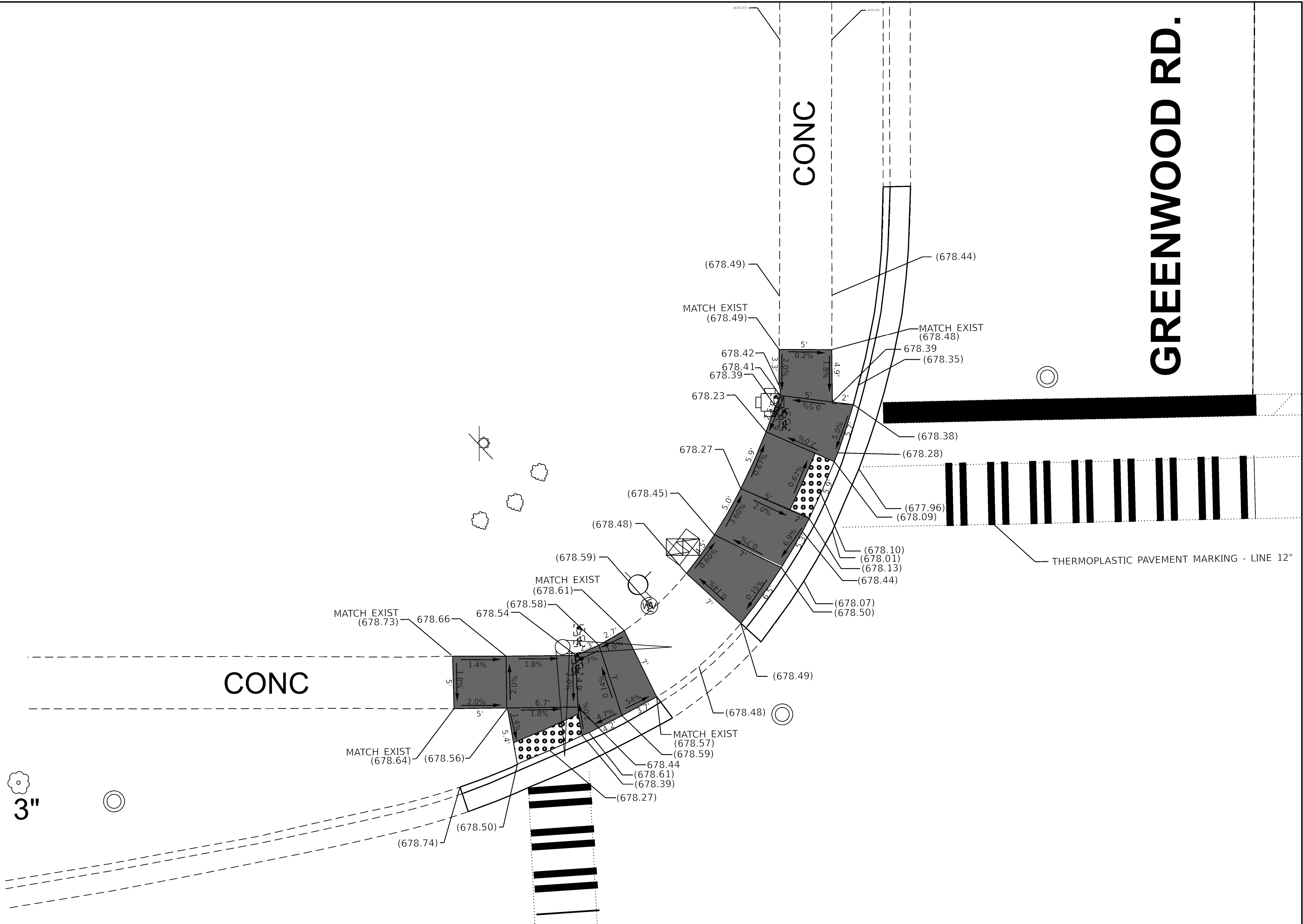
GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT LINNEMAN ST. - NW CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	20
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

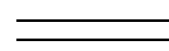
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LEGEND



EXISTING LENGTH



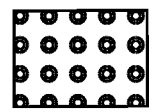
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

	USER NAME	= Eric.L.Thomas	DESIGNED	-	REVISED	-
	DRAWN	-	CHECKED	-	REVISED	-
	DATE	-	DATE	-	REVISED	-
	PLOT DATE	= 8/20/2024				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT GLENVIEW RD. - NW CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	21
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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GREENWOOD RD.

CONC

CONC

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

LEGEND

XX.XX'

EXISTING LENGTH

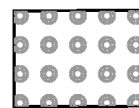
PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

USER NAME	= Eric.L.Thomas	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 8/20/2024	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT GLENVIEW RD. - NE CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	22
CONTRACT NO. 62V13				
		ILLINOIS	FED. AID PROJECT	

GLENVIEW RD

THERMOPLASTIC PAVEMENT MARKING - LINE 12"

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

CONC

25"



CONC

BRICK

GREENWOOD RD.

LEGEND

EXISTING LENGTH

== PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

**SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT GLENVIEW RD. - SW CORNER

SCALE: 1"=50'

SHEET 000	OF	SHEETS
-----------	----	--------

STA. 0+00.00	TO STA. 0+00.00
--------------	-----------------

	F.A.U
--	-------

RIE.	2227201
2743	FAU 2743 23 OVERLAY

	DATE	TIME	LOCATION	REMARKS

COUNTY

	SHEETS	NO.
COOK	91	23

CONTRACT NO. 62V13

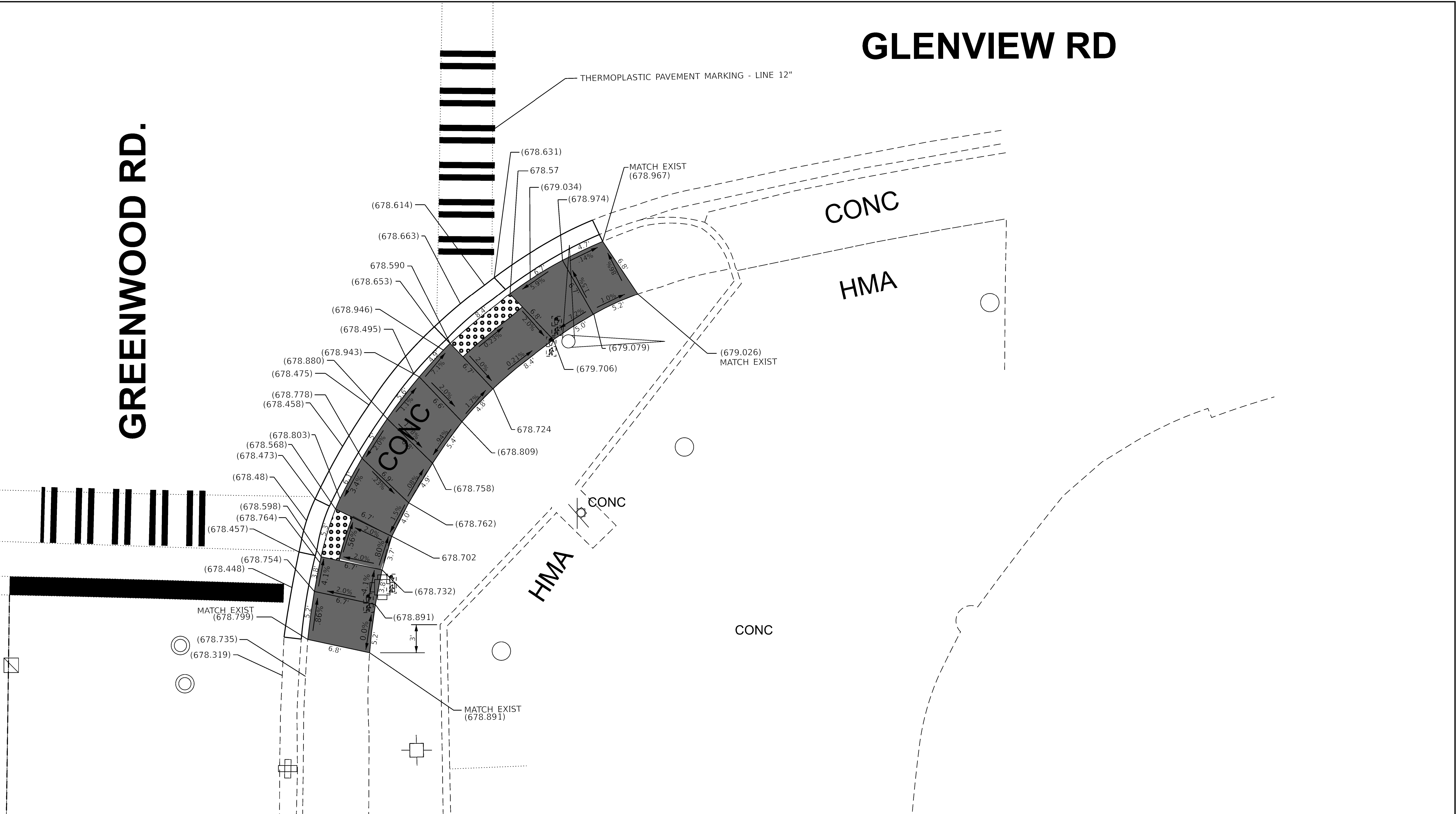
		CONTRACT
ILLINOIS	FED. AID PROJECT	

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GREENWOOD RD.

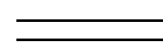
GLENVIEW RD



LEGEND



EXISTING LENGTH



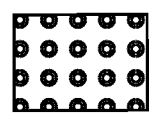
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

	USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 8/20/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT GLENVIEW RD. - SE CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS

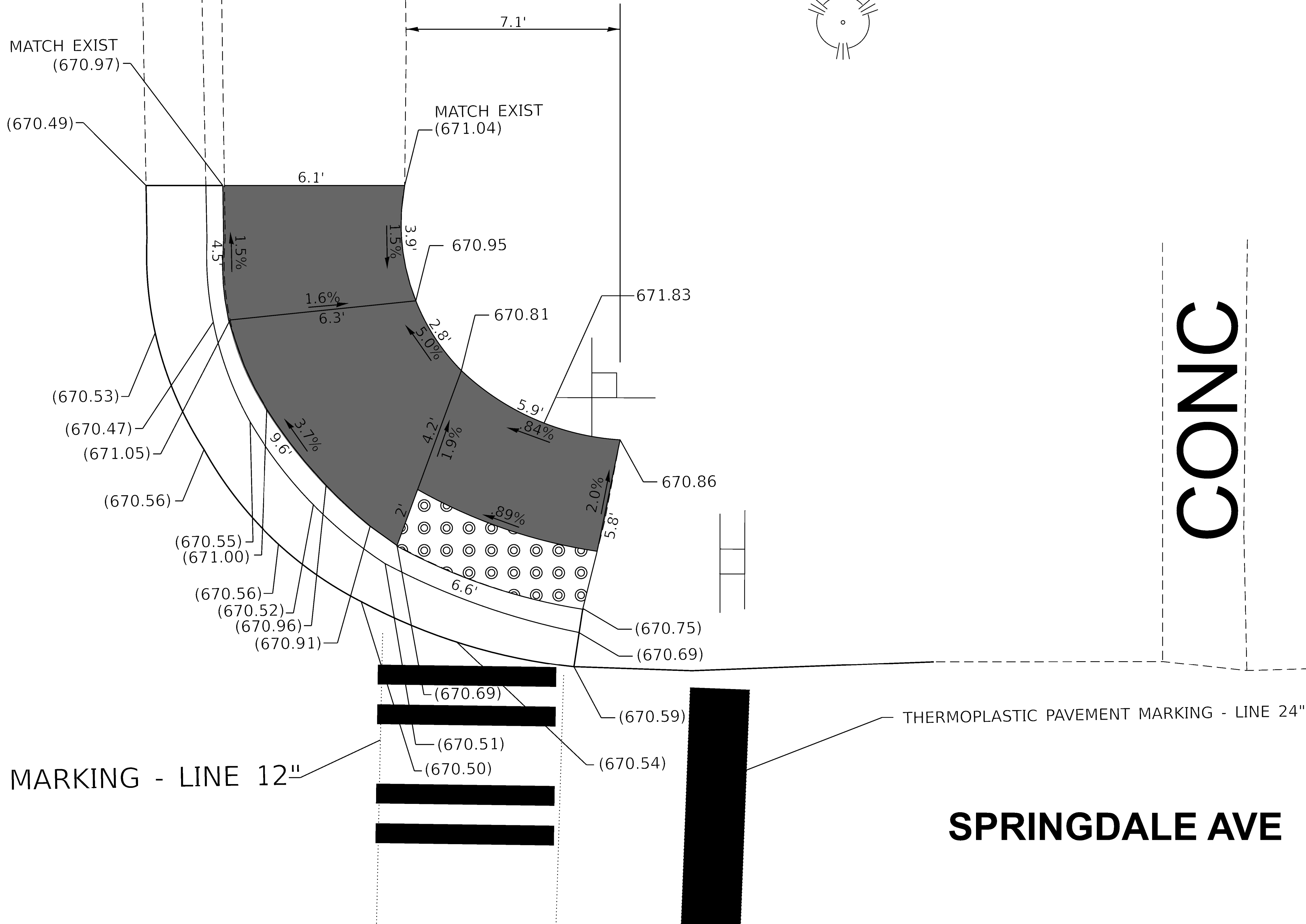
STA. 0+00.00

TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	24
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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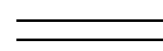
GREENWOOD RD.



LEGEND



EXISTING LENGTH



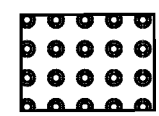
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

THERMOPLASTIC PAVEMENT MARKING - LINE 12"

THERMOPLASTIC PAVEMENT MARKING - LINE 24"

SPRINGDALE AVE

CONC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT SPRINGDALE AVE. - NE CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U.

RTE.

2743

SECTION

FAU 2743 23 OVERLAY

COUNTY

COOK

TOTAL

SHEETS

91

SHEET

NO.

25

CONTRACT NO. 62V13

ILLINOIS FED. AID PROJECT

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GREENWOOD RD.

SPRINGDALE AVE

CONC



SURFACE REMOVAL, VARIABLE DEPTH

SURFACE REMOVAL, VARIABLE DEPTH

(671.41)
MATCH EXIST

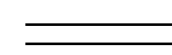
(671.87)
MATCH EXIST

(671.67)
MATCH EXIST

LEGEND



EXISTING LENGTH



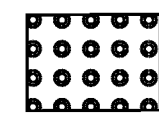
PROPOSED SIDE CURB



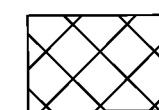
EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT SPRINGDALE AVE. - SE CORNER

SCALE: 1"=50'

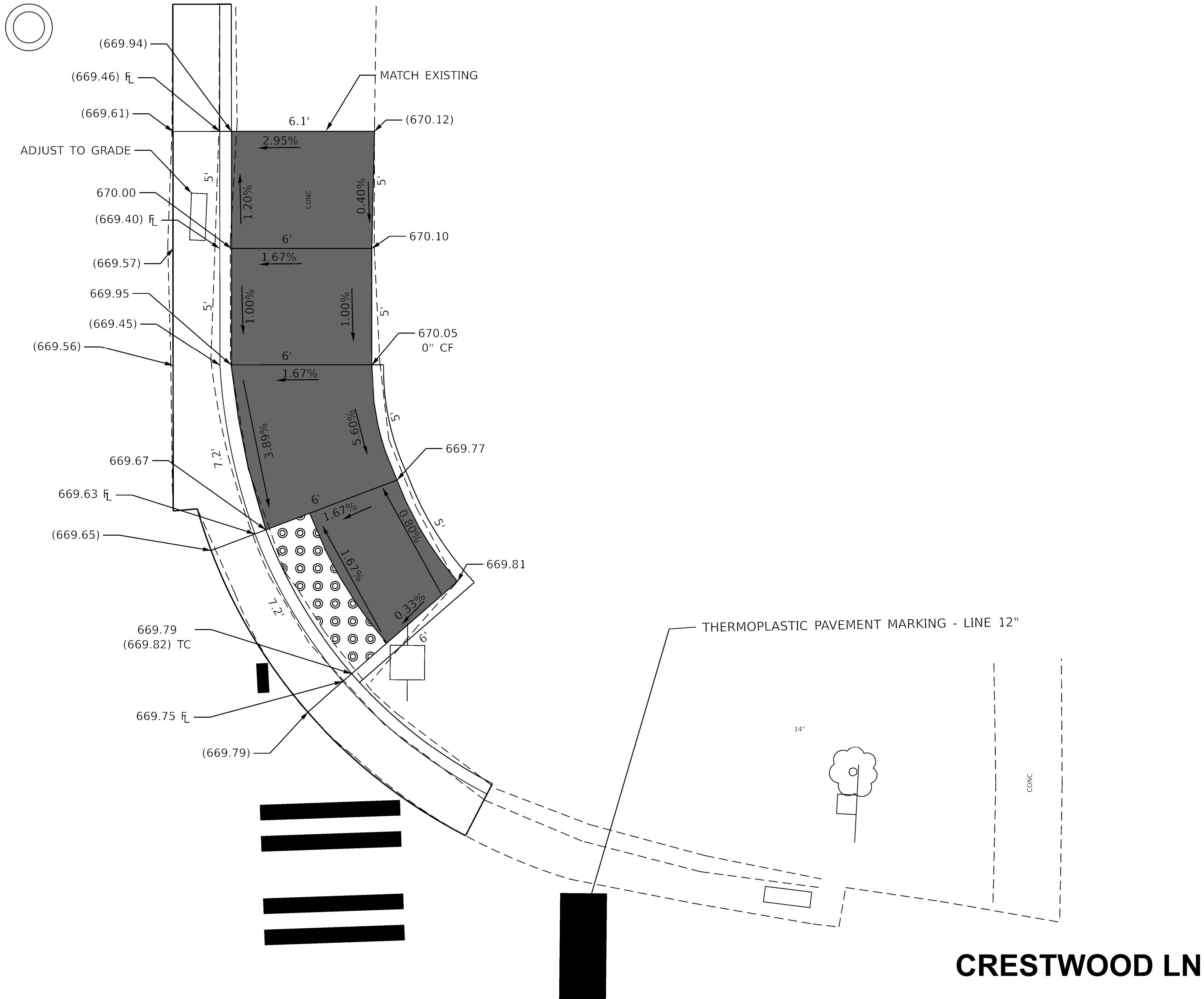
SHEET 000 OF SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

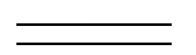
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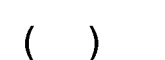
LEGEND



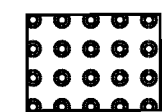
EXISTING LENGTH



PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE

**PROPOSED SIDEWALK**

DETECTABLE WARNINGS



**SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/20/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT CRESTWOOD LN. - NE CORNER

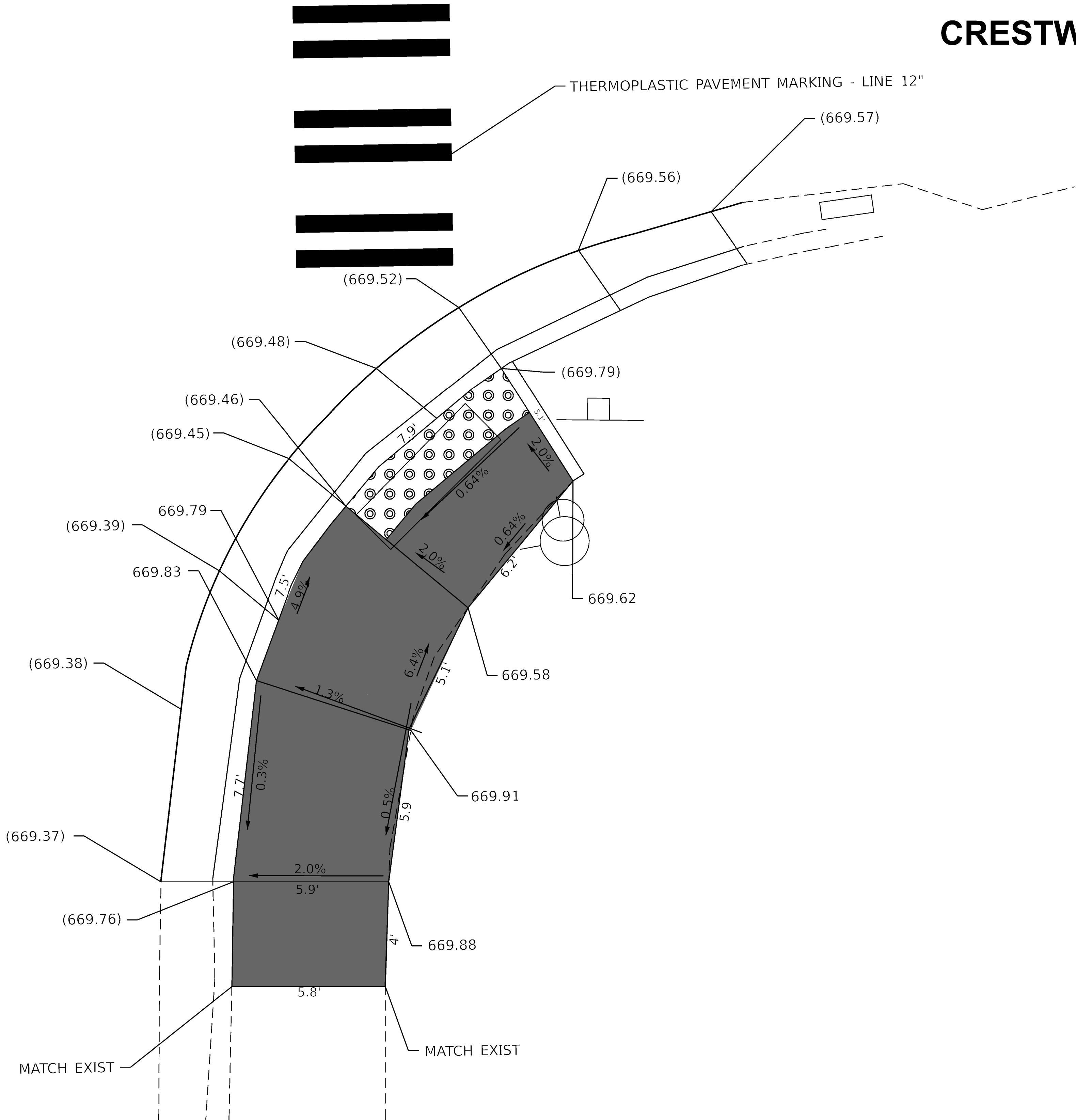
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	27
		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

SCALE: 1"=50'	SHEET 000	OF	SHEETS	STA. 0+00.00	TO STA. 0+00.00
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GREENWOOD RD.

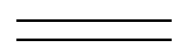
CRESTWOOD LN



LEGEND



EXISTING LENGTH



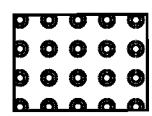
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT CRESTWOOD LN. - SE CORNER

SCALE: 1"=50'

SHEET 000

OF

SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U.

RTE.

2743

SECTION

FAU 2743 23 OVERLAY

COUNTY

COOK

TOTAL

SHEETS

91

SHEET

NO.

28

CONTRACT NO. 62V13

ILLINOIS

FED. AID PROJECT



() EXISTING ELEVATION/SLOPE

**SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

REVISÉ -

DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. AT LINDENWOOD LN. - N.E. CORNER

10.02915

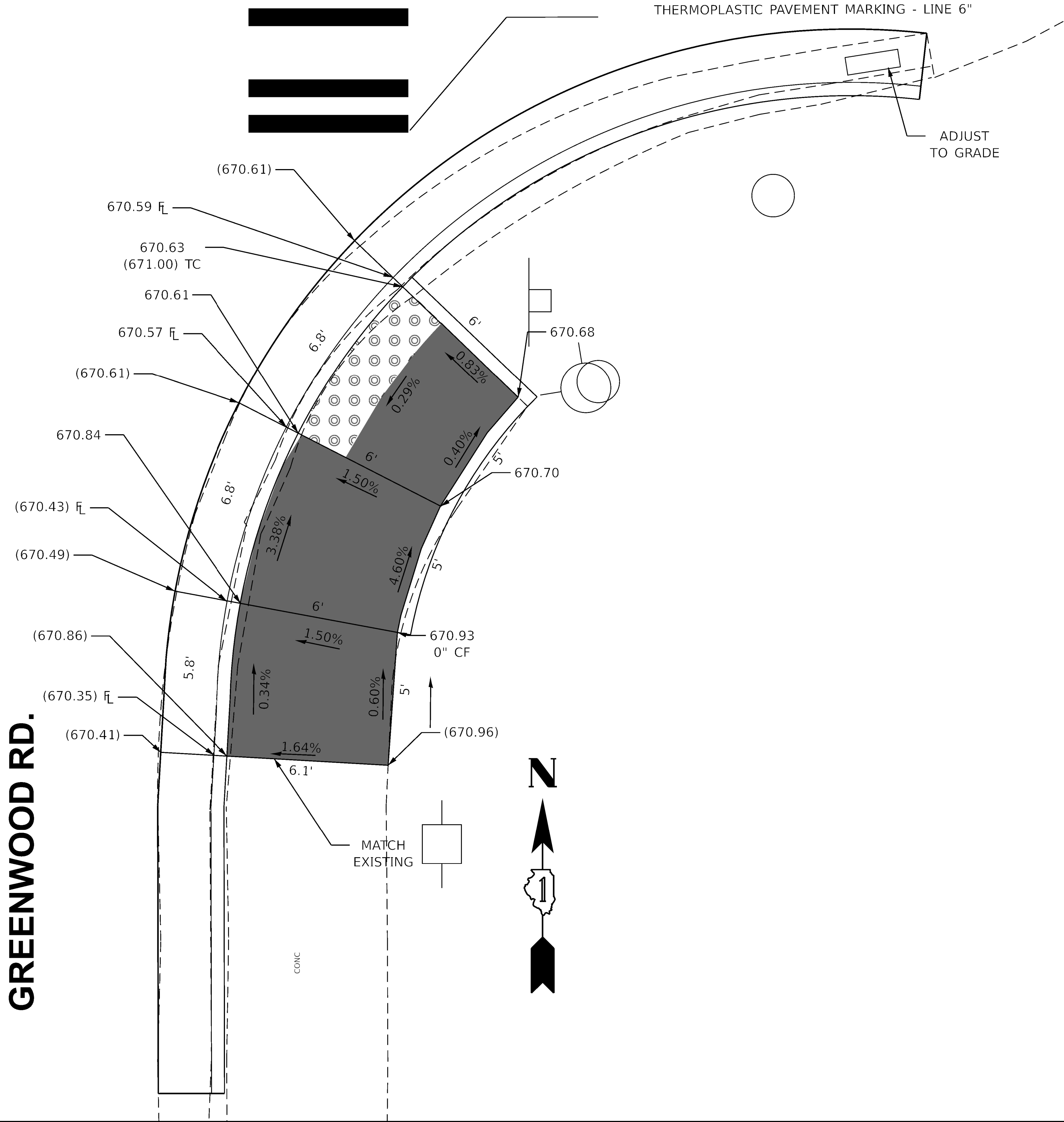
TA. 0+00.00

ILLINOIS	FED. AID PROJECT
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GREENWOOD RD.

LINDENWOOD LN



LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

USER NAME	Eric L. Thomas	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	8/20/2024	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT LINDENWOOD LN. - SE CORNER

SCALE: 1"=50' SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	30
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

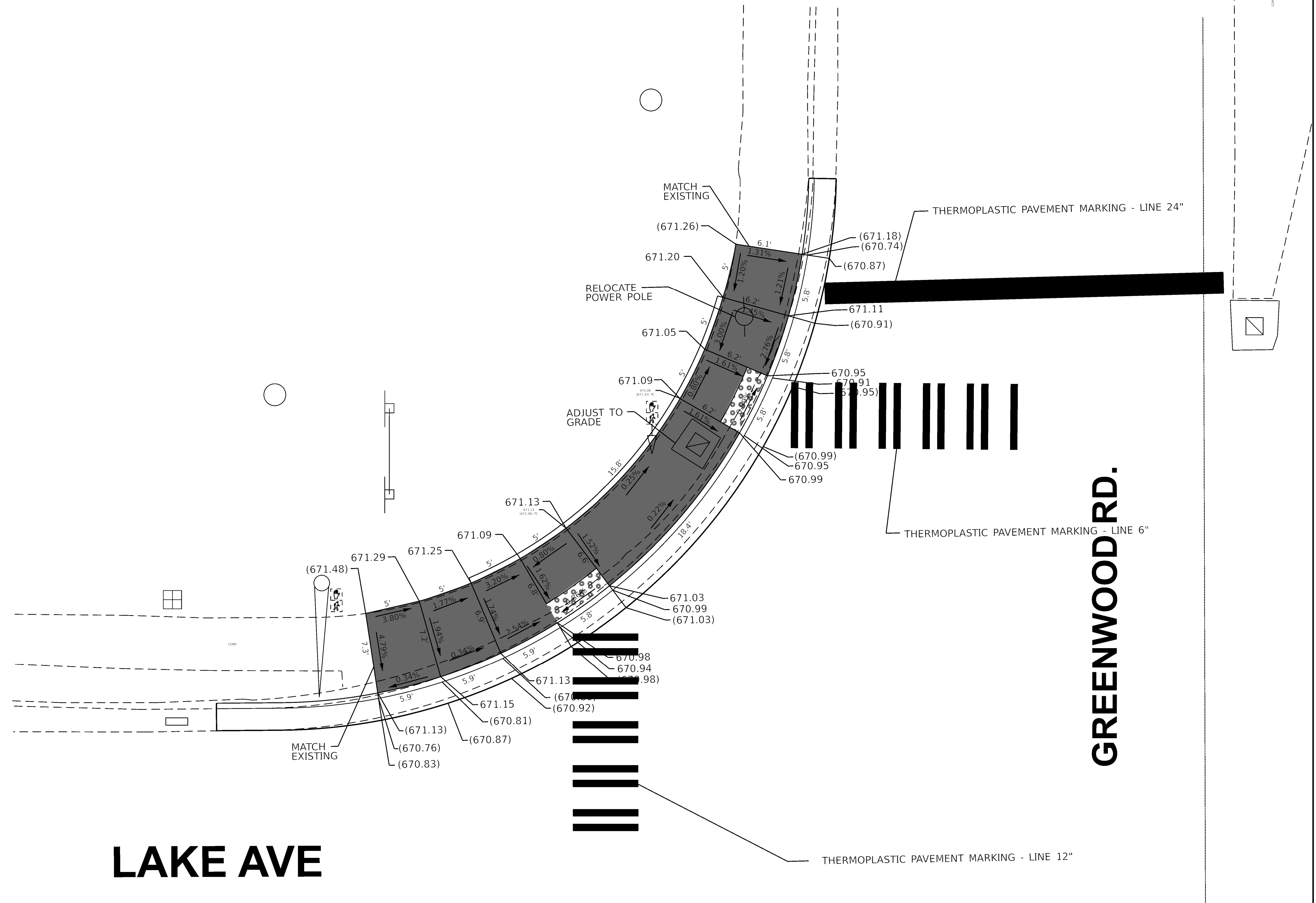
GREENWOOD RD.



 EXISTING LENGTH
 PROPOSED SIDE CURB
 EXISTING ELEVATION/SLOPE

- # LAKE AVE

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	31
		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	



LAKE AVE

LEGEND

XX.XX'

EXISTING LENGTH

== PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE

☐ PROPOSED SIDEWALK



DETECTABLE WARNINGS

 **SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/20/2024	DATE -	REVISED -

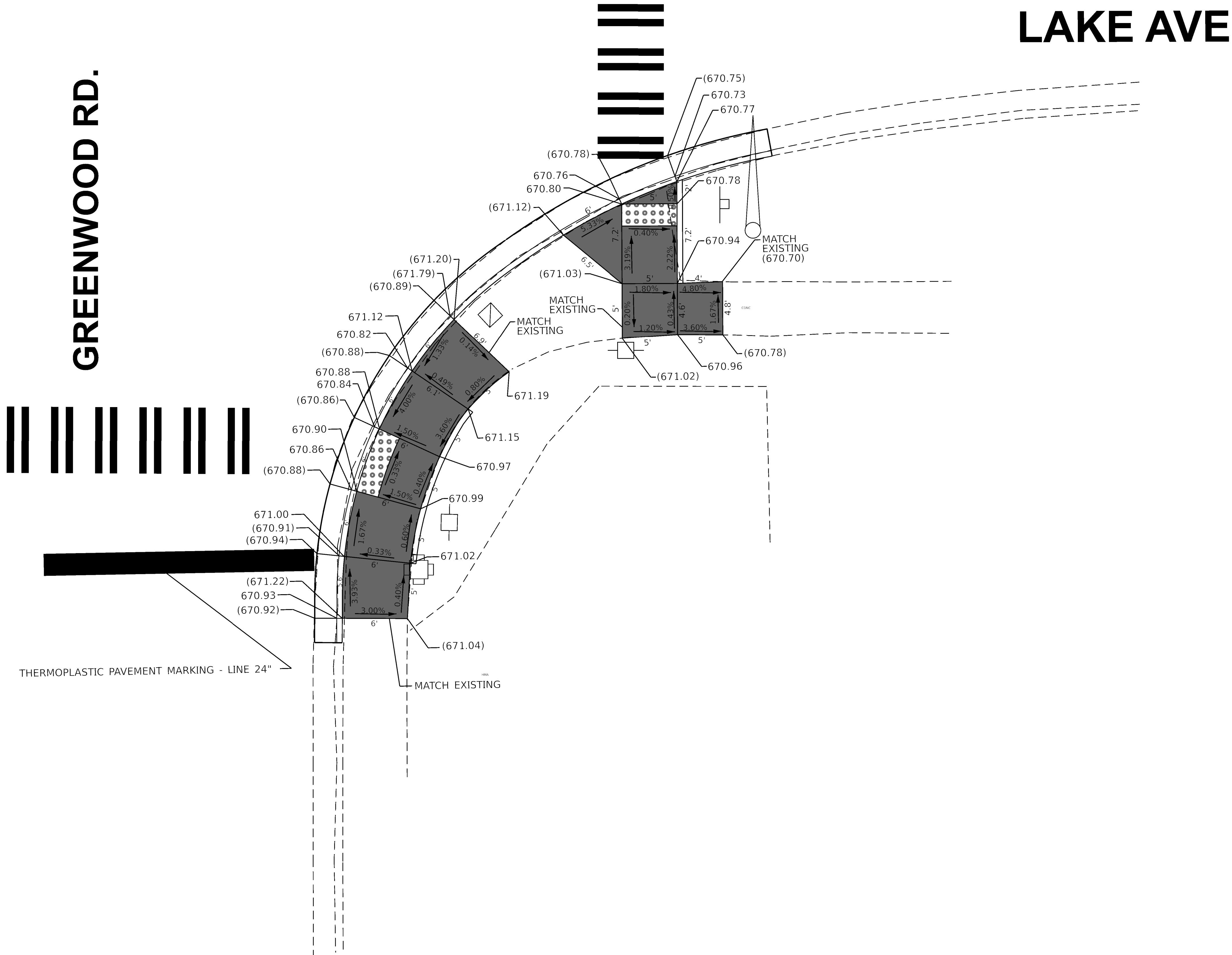
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT W. LAKE AVE. - NW CORNER

SCALE: 1"=50'	SHEET 000	OF	SHEETS	STA. 0+00.00	TO STA. 0+00.00
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

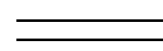
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LEGEND



EXISTING LENGTH



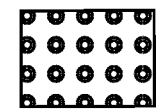
PROPOSED SIDE CURB



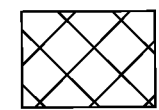
EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

USER NAME	= Eric.L.Thomas	DESIGNED	-	REVISED	-
DRAWN	-	CHECKED	-	REVISED	-
PLOT DATE	= 8/20/2024	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT W. LAKE AVE. - SE CORNER

SCALE: 1"=50'

SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	33
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

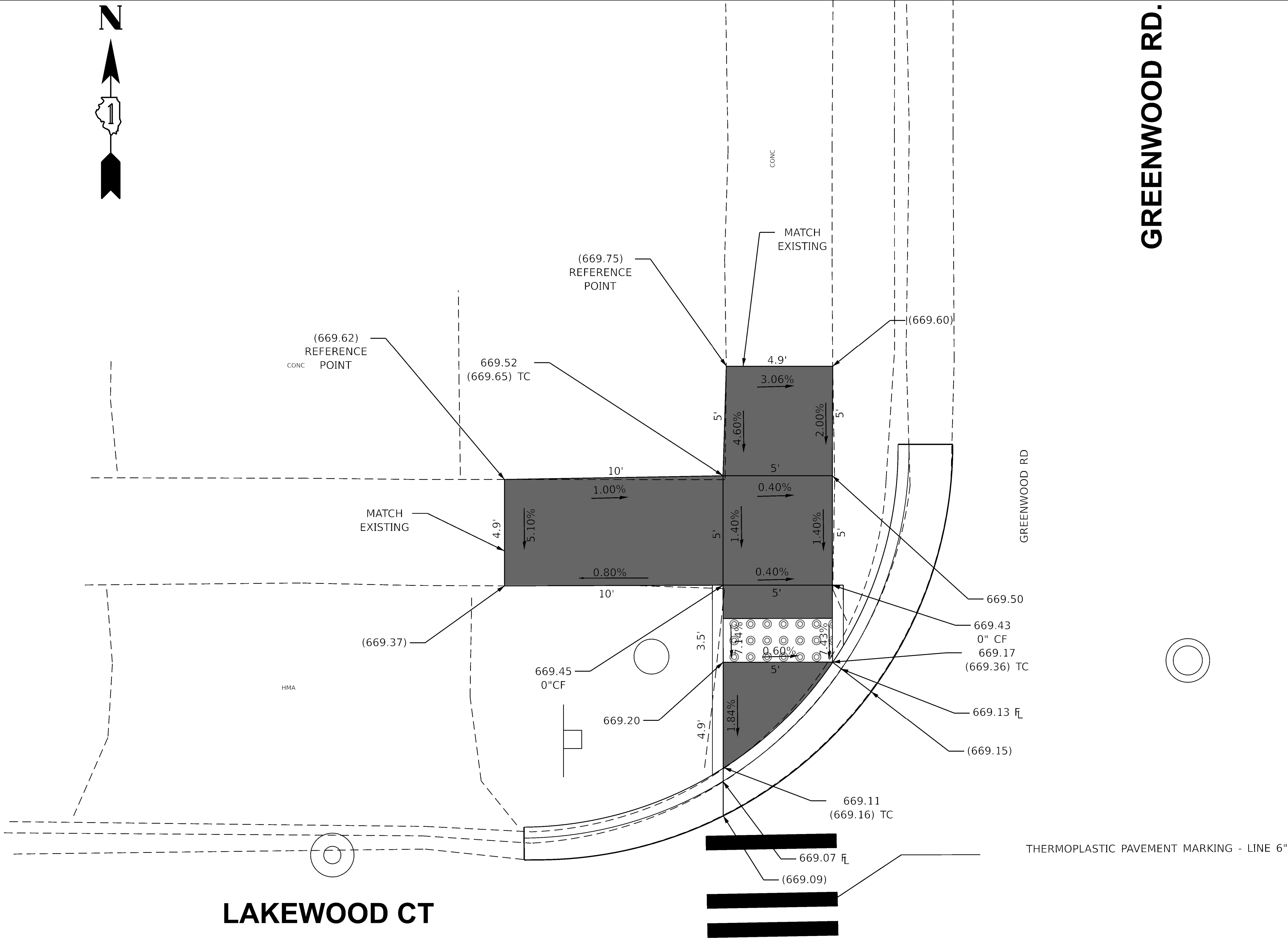


() **EXISTING ELEVATION/SLOPE**

**SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	34
		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

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LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

	USER NAME	= Eric.L.Thomas	DESIGNED	-	REVISED	-
			DRAWN	-	REVISED	-
			CHECKED	-	REVISED	-
	PLOT DATE	= 8/20/2024	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT LAKEWOOD CT. - NW CORNER

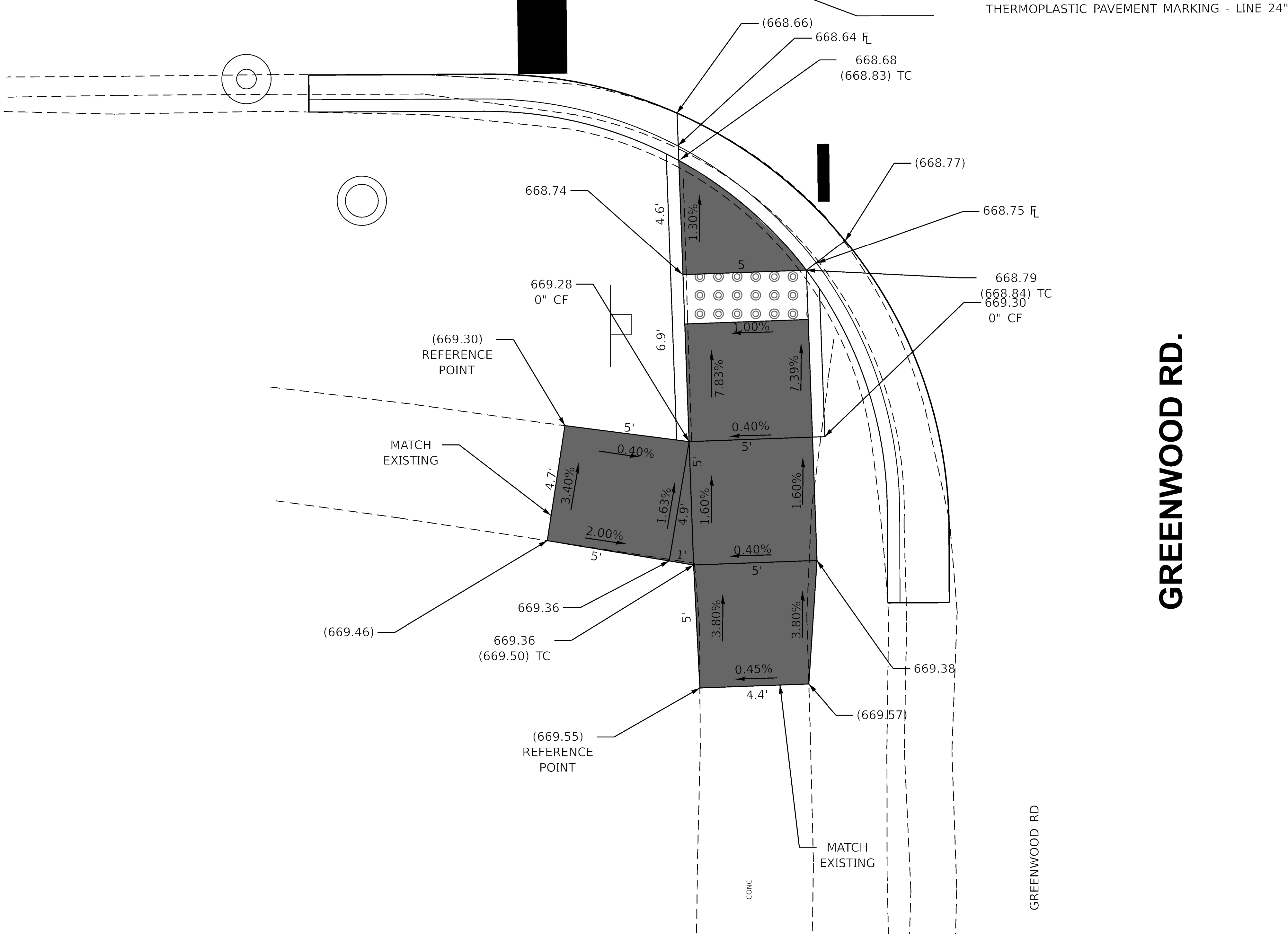
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2743	FAU 2743 23 OVERLAY	COOK	91	35
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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LAKEWOOD CT



GREENWOOD RD.

LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

	USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 8/20/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

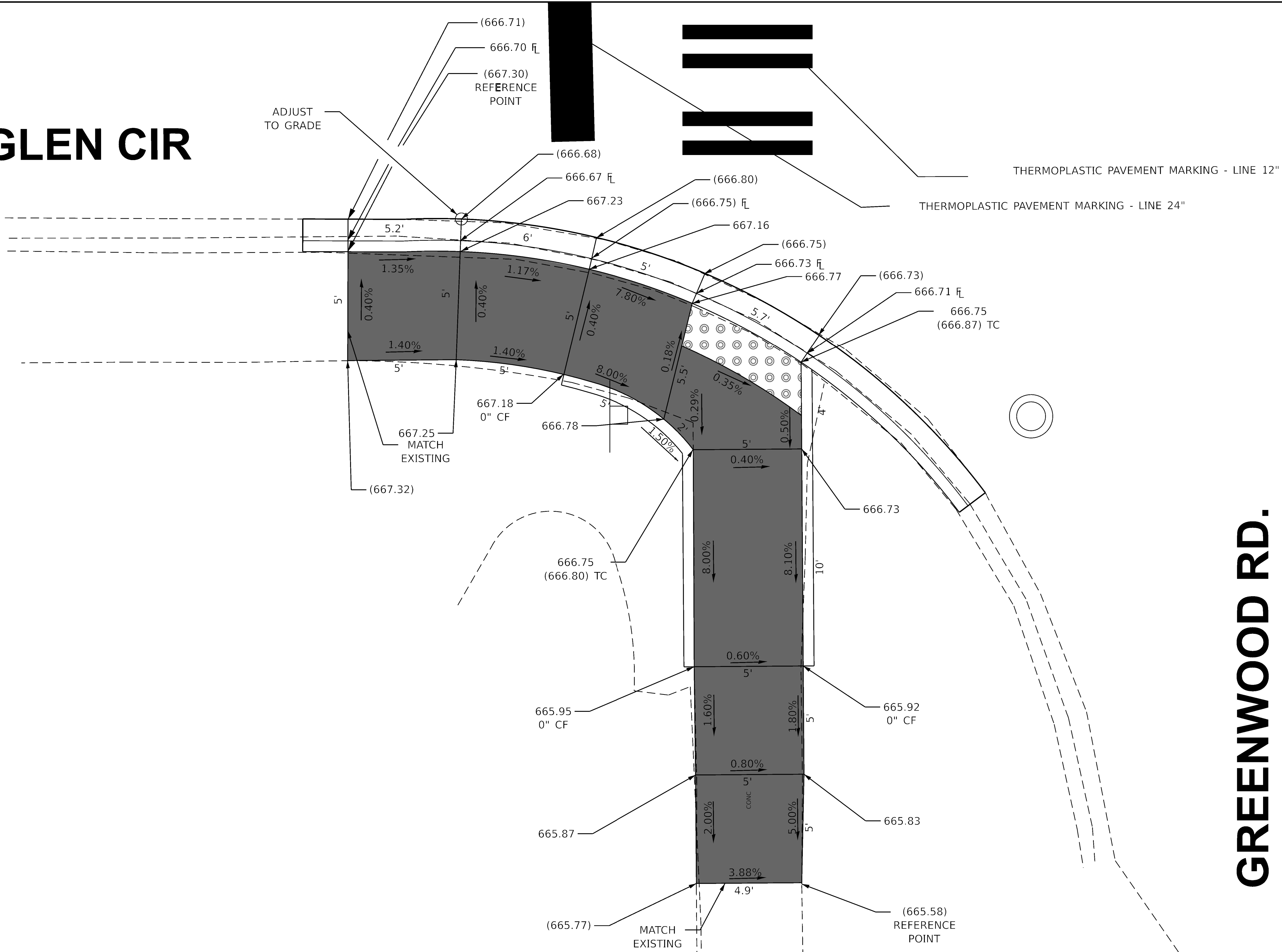
GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT LAKEWOOD CT. - SW CORNER

SCALE: 1"=50' SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

BUCKINGHAM GLEN CIR

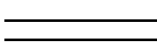
GREENWOOD RD.



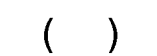
LEGEND



EXISTING LENGTH



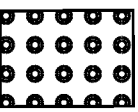
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT BUKINGHAM GLEN CT. - SW CORNER (STA. 117+00)

SCALE: 1"=50' SHEET 000 OF SHEETS STA. 0+00.00 TO STA. 0+00.00

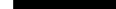
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	37
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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GREENWOOD RD.

LEGEND

- | | | | |
|---|--------------------------|---|---|
|  | EXISTING LENGTH |  | DETECTABLE WARNINGS |
|  | PROPOSED SIDE CURB |  | SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD |
|  | EXISTING ELEVATION/SLOPE | | |

PROPOSED SIDEWALK



DETECTABLE WARNINGS

 **SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

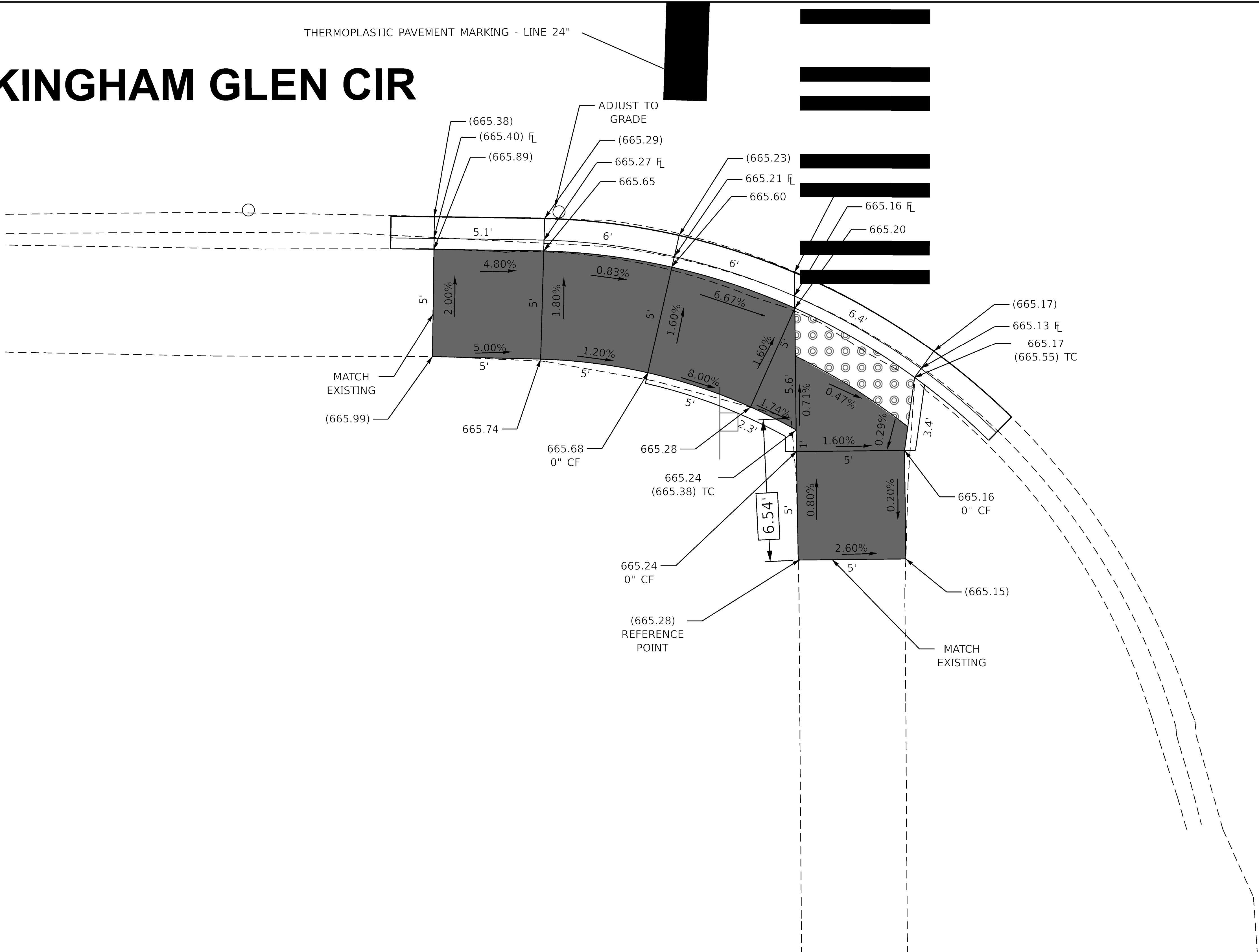
USER NAME = Eric.L.Thomas	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/20/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT BUKINGHAM GLEN CIR. - NW CORNER (STA. 117+00)

[illegible]

BUCKINGHAM GLEN CIR



GREENWOOD RD.

LEGEND

- EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT BUKINGHAM GLEN CIR. - SSW CORNER (STA. 119+00)

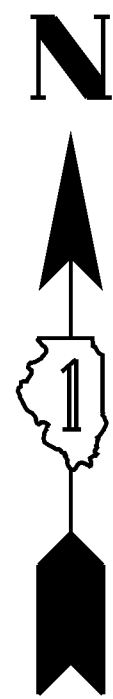
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	39
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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USER NAME	= Eric.L.Thomas	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 8/20/2024	DATE	-	REVISED	-

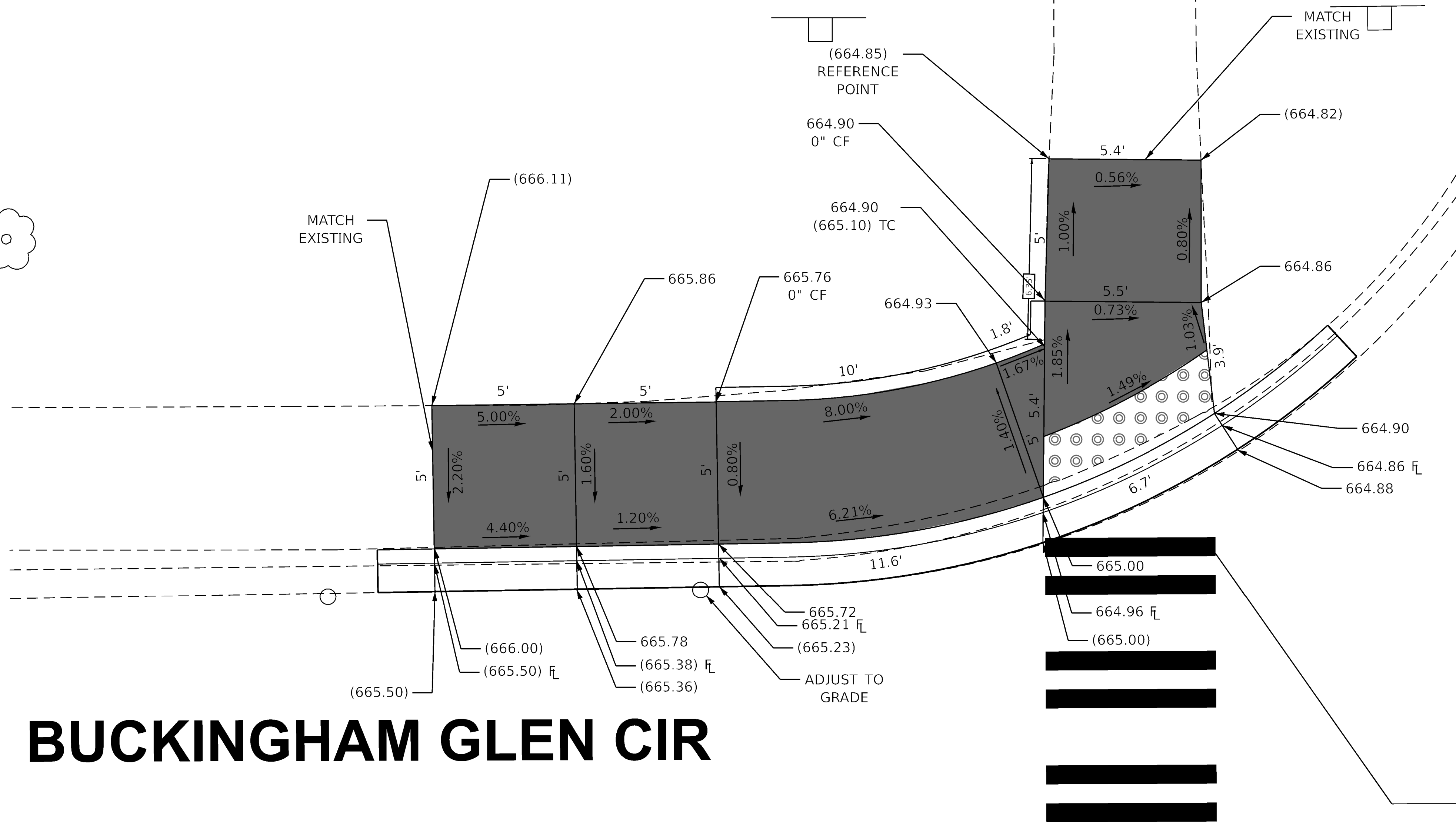
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8"



BUCKINGHAM GLEN CIR



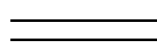
GREENWOOD RD.

THERMOPLASTIC PAVEMENT MARKING - LINE 12"

LEGEND



EXISTING LENGTH



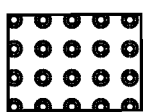
PROPOSED SIDE CURB



EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

USER NAME = Eric.L.Thomas

DESIGNED -

REVISED -

DRAWN -

REVISED -

CHECKED -

REVISED -

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GREENWOOD RD. - W. LAKE AVE. TO IL 58 (GOLF RD.)
GREENWOOD RD. AT BUKINGHAM GLEN CIR. - NNW CORNER (STA. 119+00)

SCALE: 1"=50'

SHEET 000 OF SHEETS

STA. 0+00.00

TO STA. 0+00.00

F.A.U.

RTE.

2743

SECTION

FAU 2743 23 OVERLAY

COUNTY

COOK

TOTAL

SHEETS

91

SHEET

NO.

40

CONTRACT NO. 62V13

ILLINOIS FED. AID PROJECT

TRAFFIC SIGNAL LEGEND

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
TRAFFIC SIGNAL CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS		
UNINTERRUPTABLE POWER SUPPLY			DOUBLE HANDHOLE			SIGNAL HEAD WITH BACKPLATE -(RB) RETROREFLECTIVE BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
MASTER CONTROLLER			JUNCTION BOX			ILLUMINATED LED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
MASTER MASTER CONTROLLER			RAILROAD CANTILEVER MAST ARM			ELECTRIC CABLE, SIGNAL, NO. 14 - 2/C, 3/C, 5/C, 7/C		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			ELECTRIC CABLE, LEAD-IN, NO. 14, 1 PAIR		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED			RAILROAD CROSSING GATE			SERVICE CABLE, 2/C - NO. 2, NO. 4, NO. 6		
CELLULAR MODEM			RAILROAD CROSSBUCK			GROUND CABLE NO. 6 SOLID COPPER (GREEN), 1/C		
TELEPHONE CONNECTION			RAILROAD CONTROLLER BUNGALOW			ELECTRIC CABLE, TRACER, NO. 14, 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			RAILROAD NO. 14 3/C		
ALUMINUM MAST ARM ASSEMBLY AND POLE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			SOOW		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			SYSTEM ITEM			ELECTRIC CABLE, STREET NAME SIGN NO. 14, 3/C, TYPE SOOW		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			INTERSECTION ITEM			VENDOR CABLE		
WOOD POLE			REMOVAL ITEM			EMERGENCY VEHICLE PRIORITY LINE SENSOR CABLE, NO. 20, 3/C		
GUY WIRE			RELOCATE ITEM			OUTDOOR RATED NETWORK CABLE		
SIGNAL HEAD			ABANDON ITEM			FIBER OPTIC CABLE -12F: 12 MULTIMODE -24F: 12 MULTIMODE / 12 SINGLE MODE -36F: 12 MULTIMODE / 24 SINGLE MODE -24SM: 24 SINGLE MODE -48SM: 48 SINGLE MODE		
SIGNAL HEAD WITH BACKPLATE			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
SIGNAL HEAD - PROGRAMMABLE			MAST ARM POLE AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			DETECTOR LOOP, TYPE I					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			PREFORMED DETECTOR LOOP					
RADAR DETECTION SENSOR			WIRELESS DETECTOR SENSOR					
VIDEO DETECTION CAMERA								
RADAR/VIDEO DETECTION ZONE								
PAN, TILT, ZOOM (PTZ) CAMERA								
EMERGENCY VEHICLE LIGHT DETECTOR								
CONFIRMATION BEACON								
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								
WIRELESS ACCESS POINT								

TS SHT NO. 01

MODEL: TS-01a [Sheet]
FILE NAME: c:\p\ts\ts-01a.dgn



USER NAME = lawrence.demanche	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - NB/KK	REVISED -
PLOT DATE = 12/15/2025	DATE - 10/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	41
TS-01		CONTRACT NO. 62V13		
ILLINOIS		FED. AID PROJECT		

1. LOOPS SHALL BE SPICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. 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.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES 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" APART.
9. 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.
10. PREFORMED DETECTOR LOOPS SHALL BE USED 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.

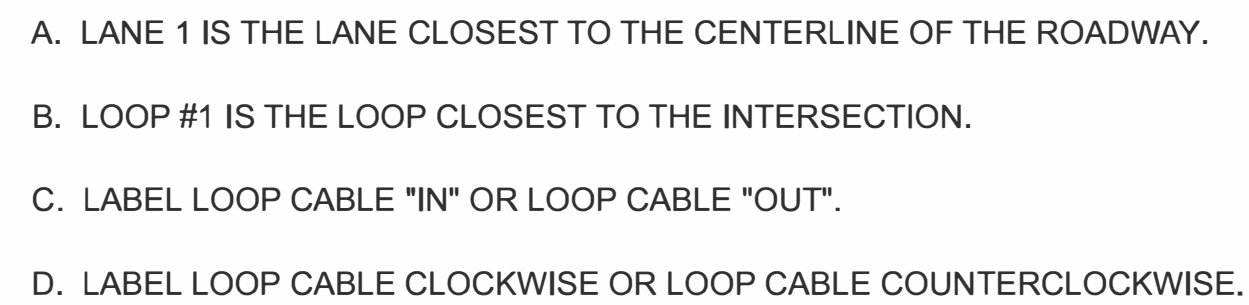


Figure 1 consists of four cross-sectional diagrams of a cable joint assembly. The first diagram shows a cable with conductors labeled 1 and insulation labeled 3. The second diagram shows the insulation 3 stripped back, exposing the conductors 5. The third diagram shows the conductors 5 inserted into a sleeve 4. The fourth diagram shows the sleeve 4 crimped onto the conductors 5, with a dimension line indicating a minimum length of 1 inch.

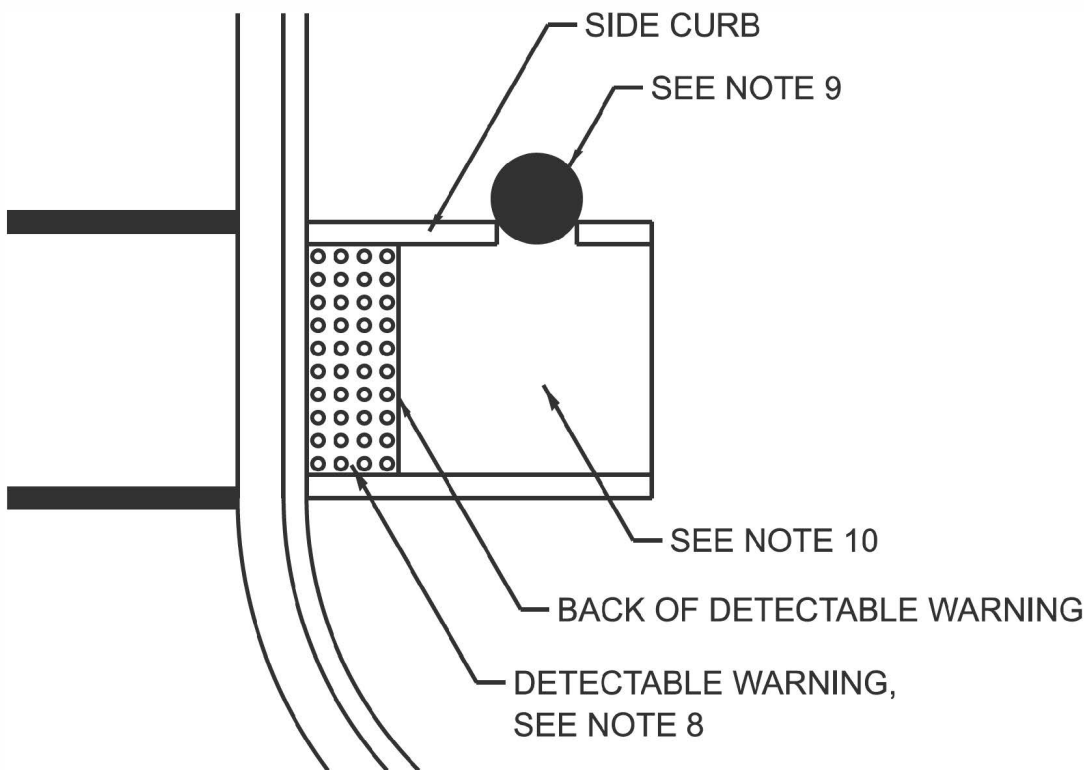
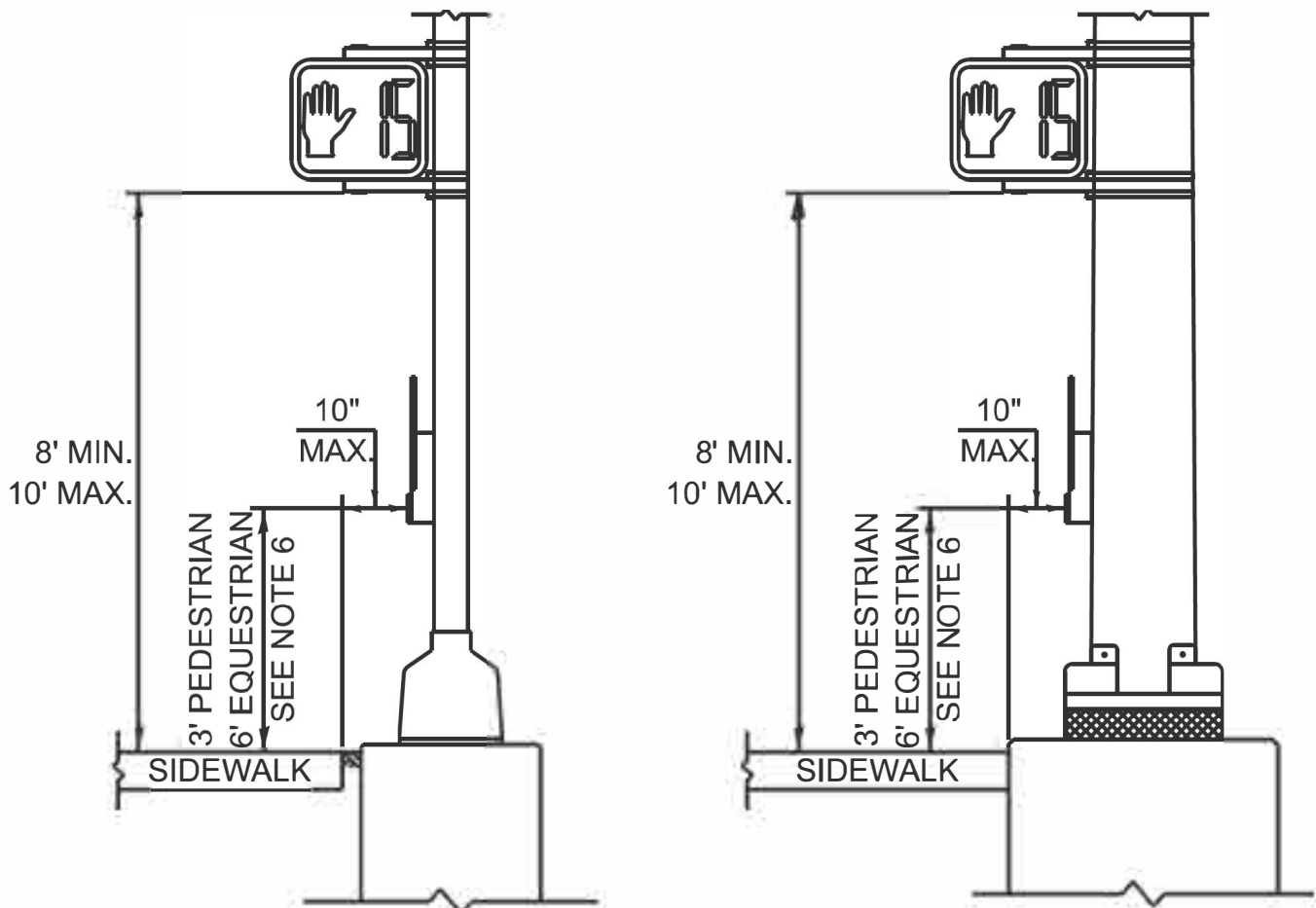
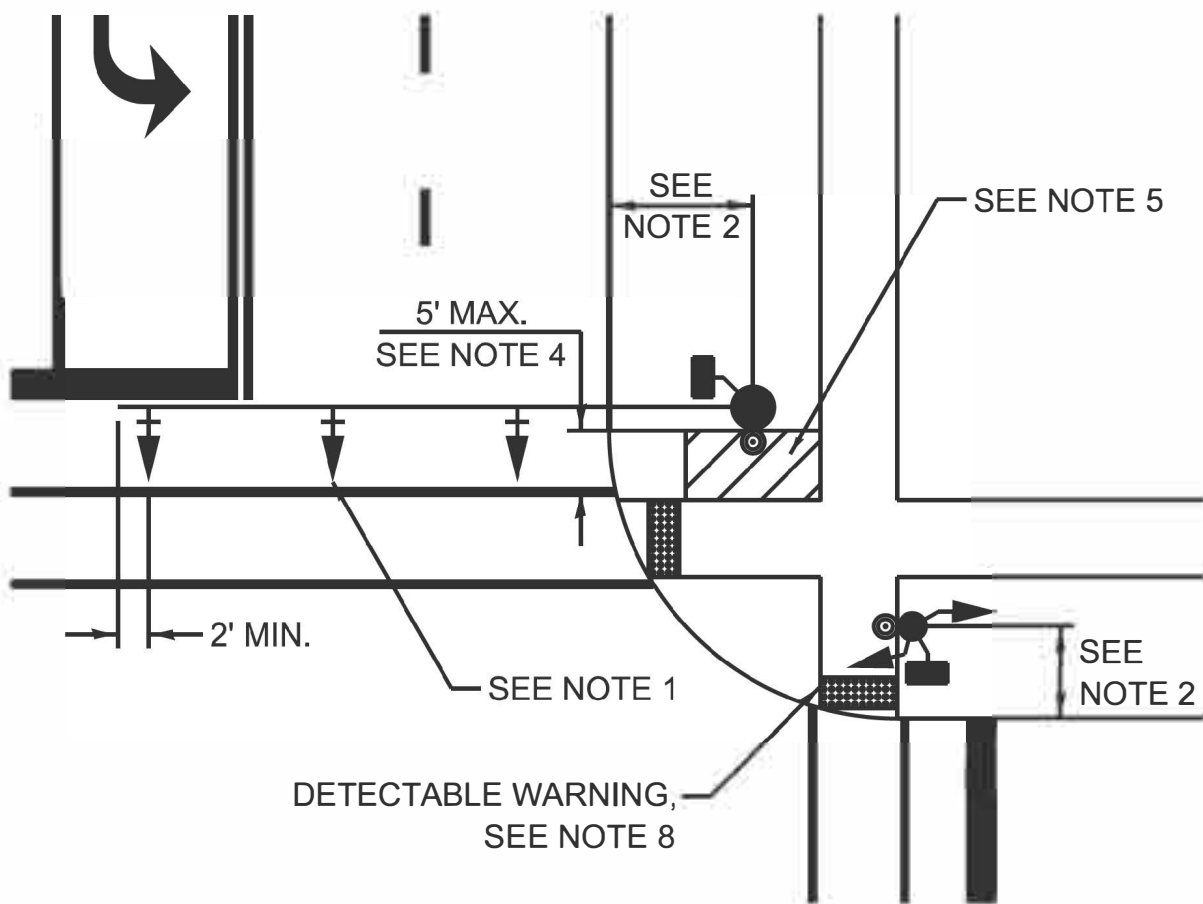
- 1 DETECTOR LOOP CABLE.
- 2 DETECTOR LOOP LEAD-IN CABLE
- 3 BARE CONDUCTORS TWISTED TOGETHER.
- 4 BUTT SPlice CRIMP CONNECTOR.
- 5 SPlice SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPlices SHALL BE STAGGERED.
- 6 WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, UNDERWATER GRADE.
- 7 SELF-INFUSED, SILICONE ELECTRICAL TAPE TIGHTLY WRAPPED AROUND CABLES.
- 8 WCS 200/750 HEAT SHRINK TUBE, 8" MINIMUM LENGTH, UNDERWATER GRADE.



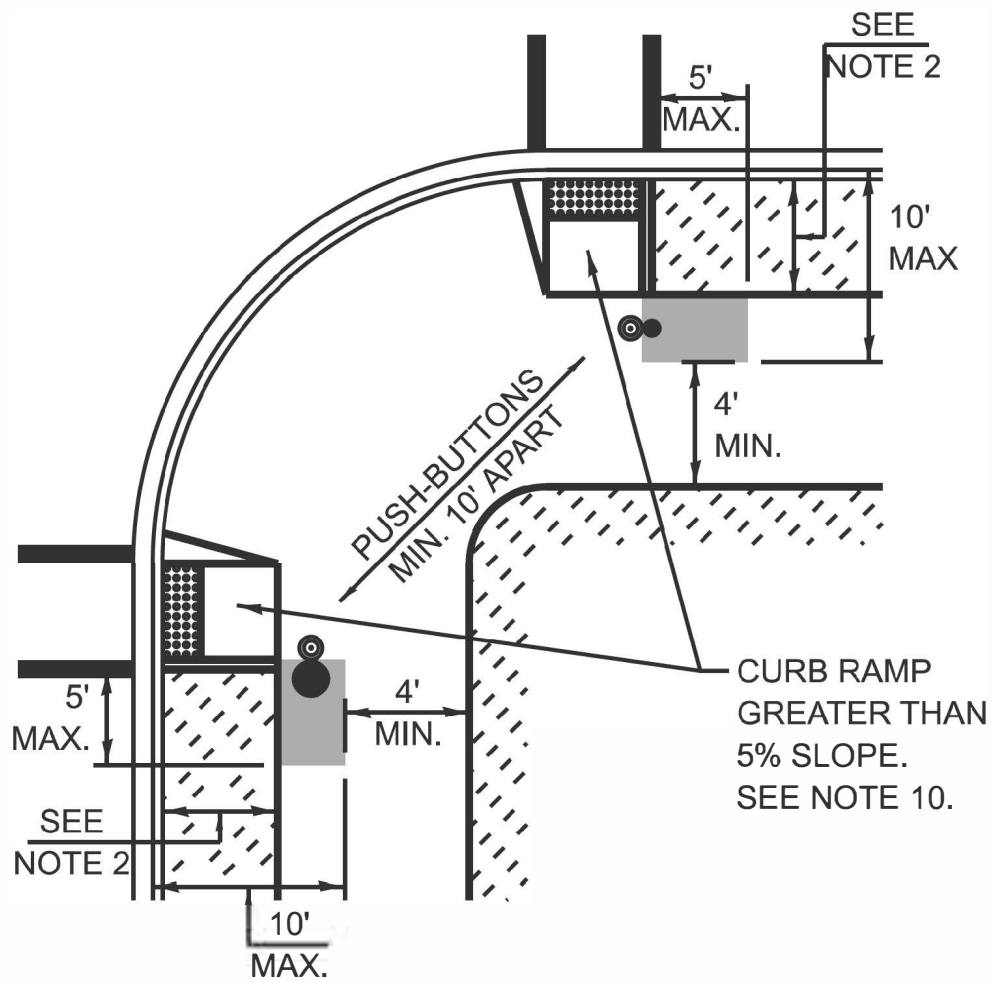
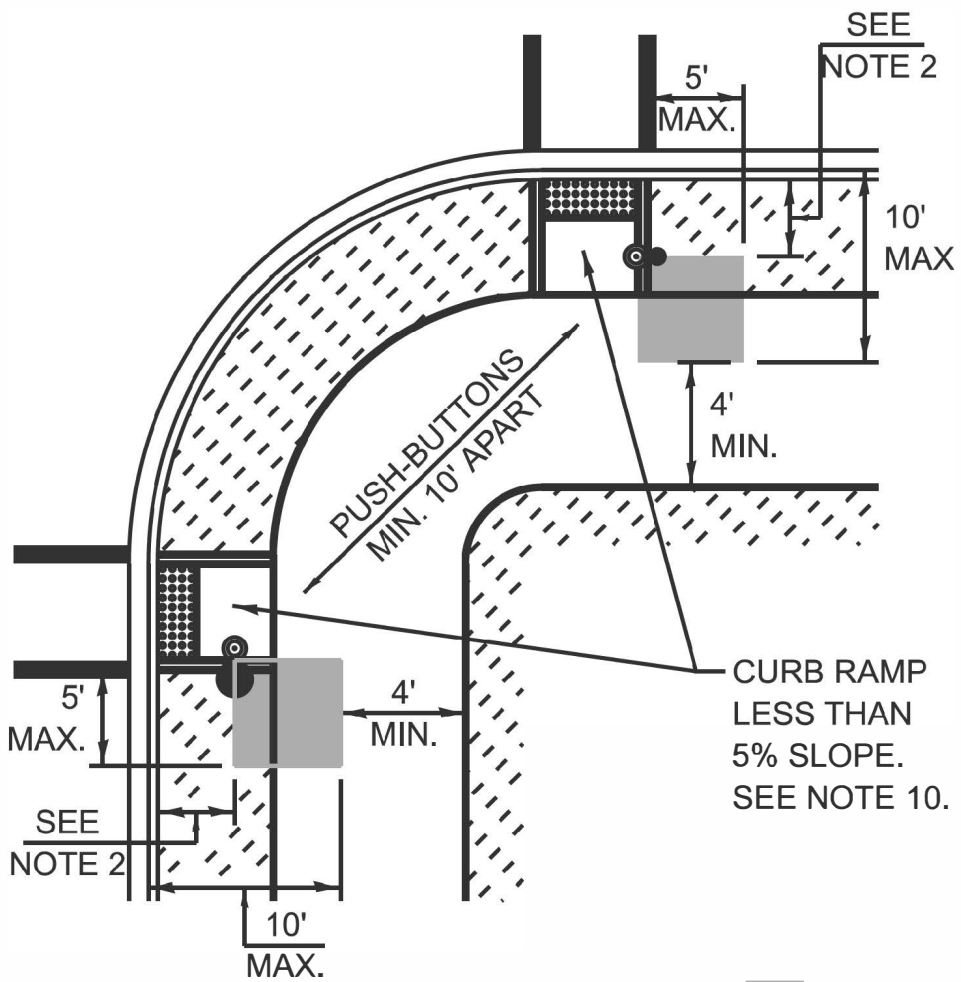
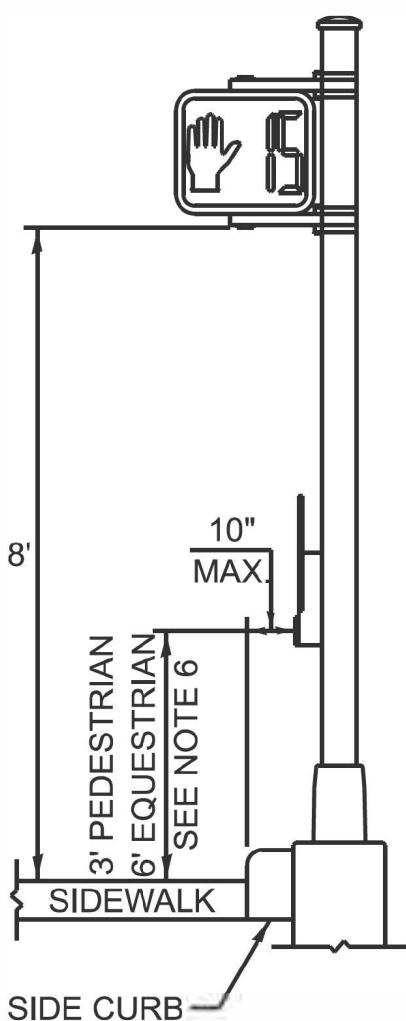
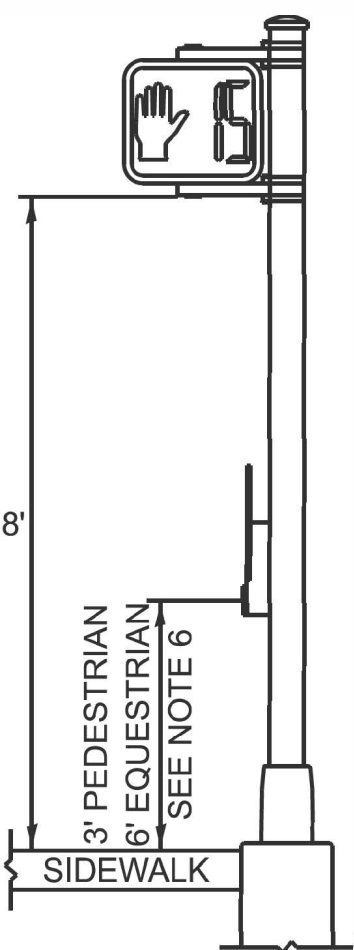
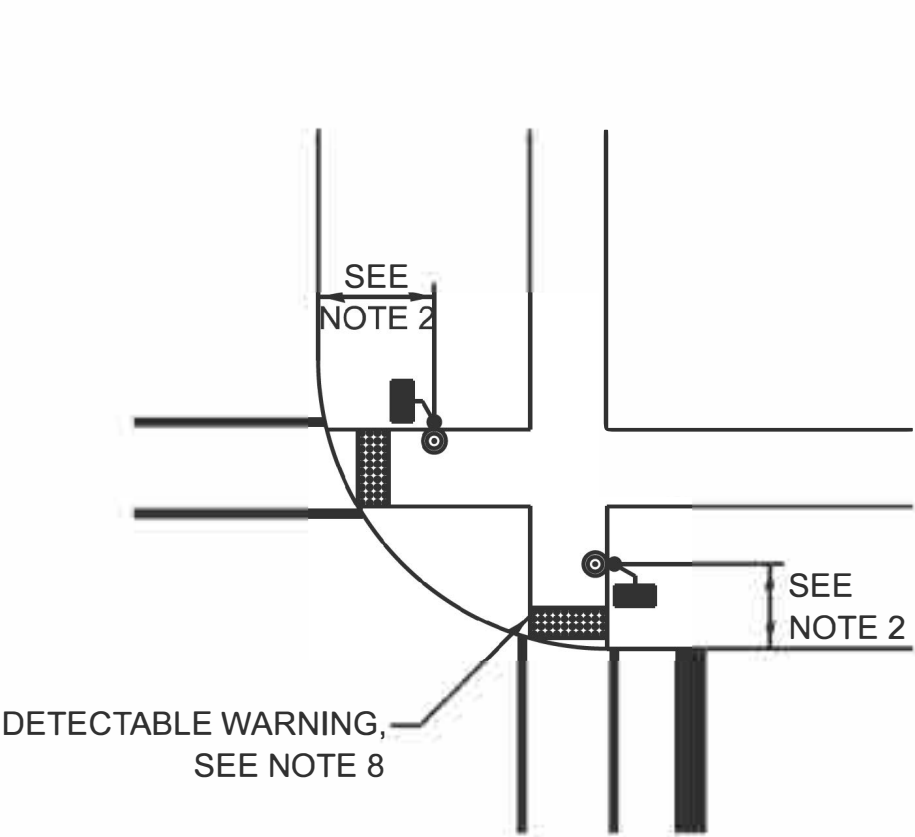
NOTES:

1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36". IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHAL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10" REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PREFERRED PUSH-BUTTON LOCATION

TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
MAST ARM ASSEMBLY AND POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
SIGNAL POST	4'	SHOULDER WIDTH + 2', MINIMUM 10'
PEDESTRIAN SIGNAL POST	4'	4' - SEE NOTE 2
TEMPORARY WOOD POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
TRAFFIC SIGNAL CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3
SERVICE CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3

TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE TO THE 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" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.



DEPTH OF MAST ARM FOUNDATIONS, TYPE E

1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASE BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.



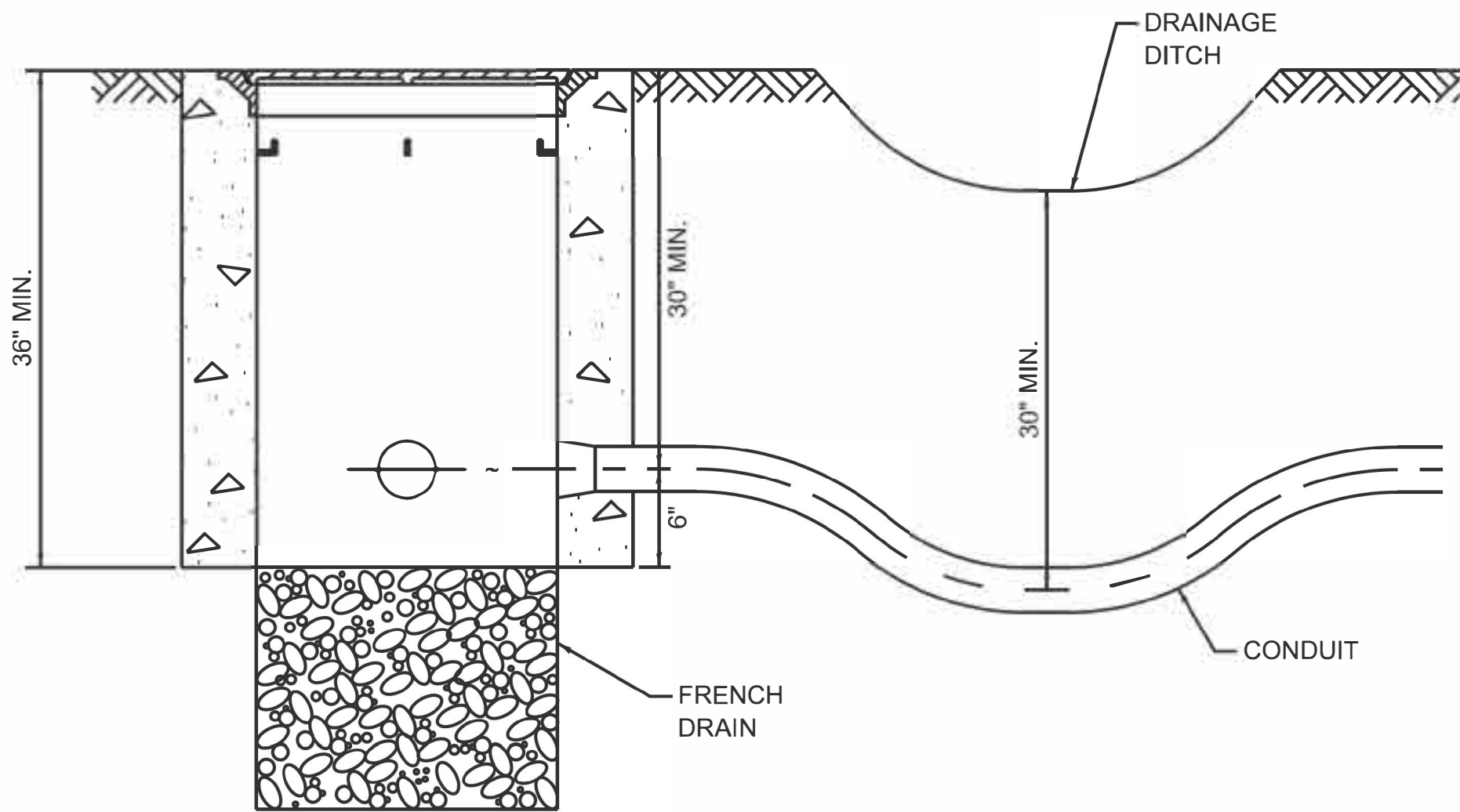
DEPTH OF FOUNDATIONS TYPES A, C & D

VERTICAL CABLE LENGTH



CABLE SLACK LENGTH

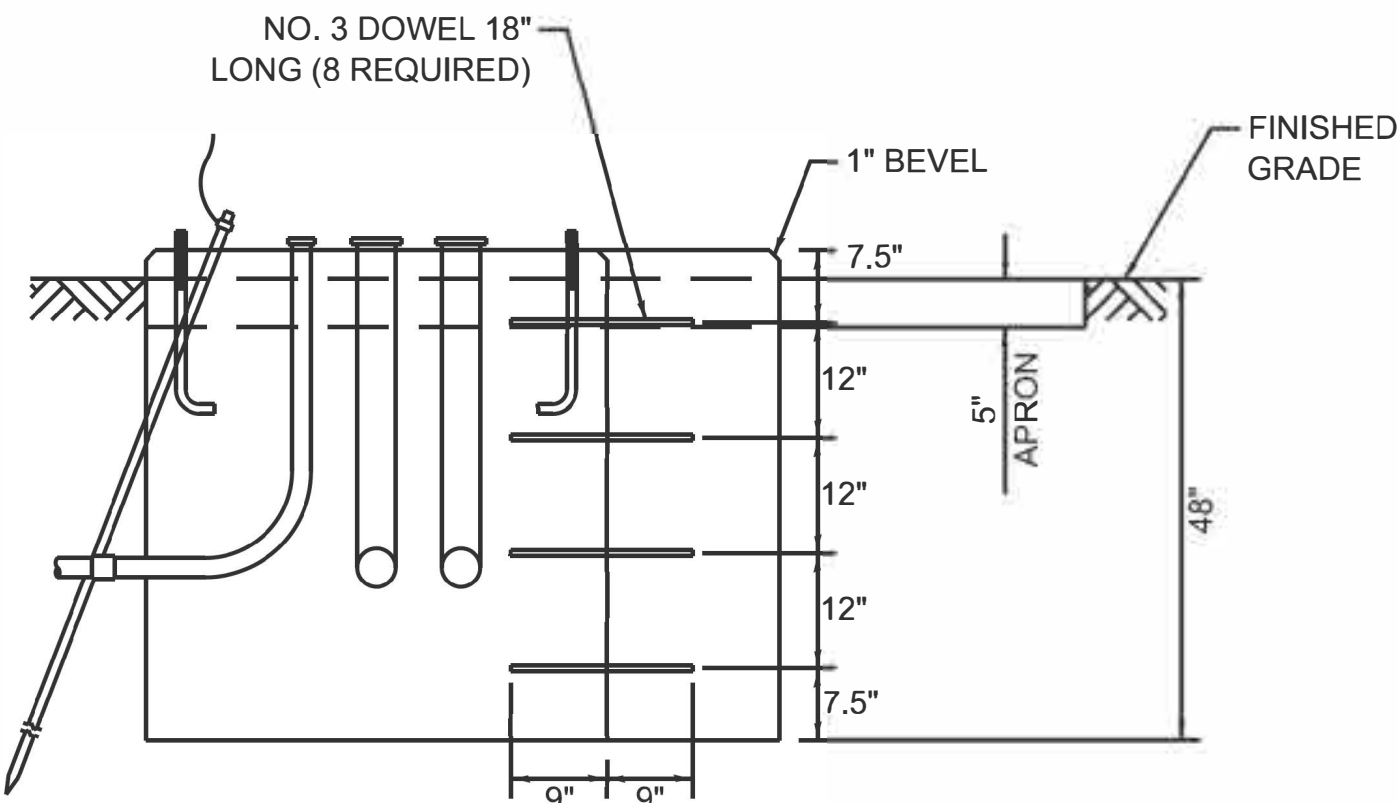
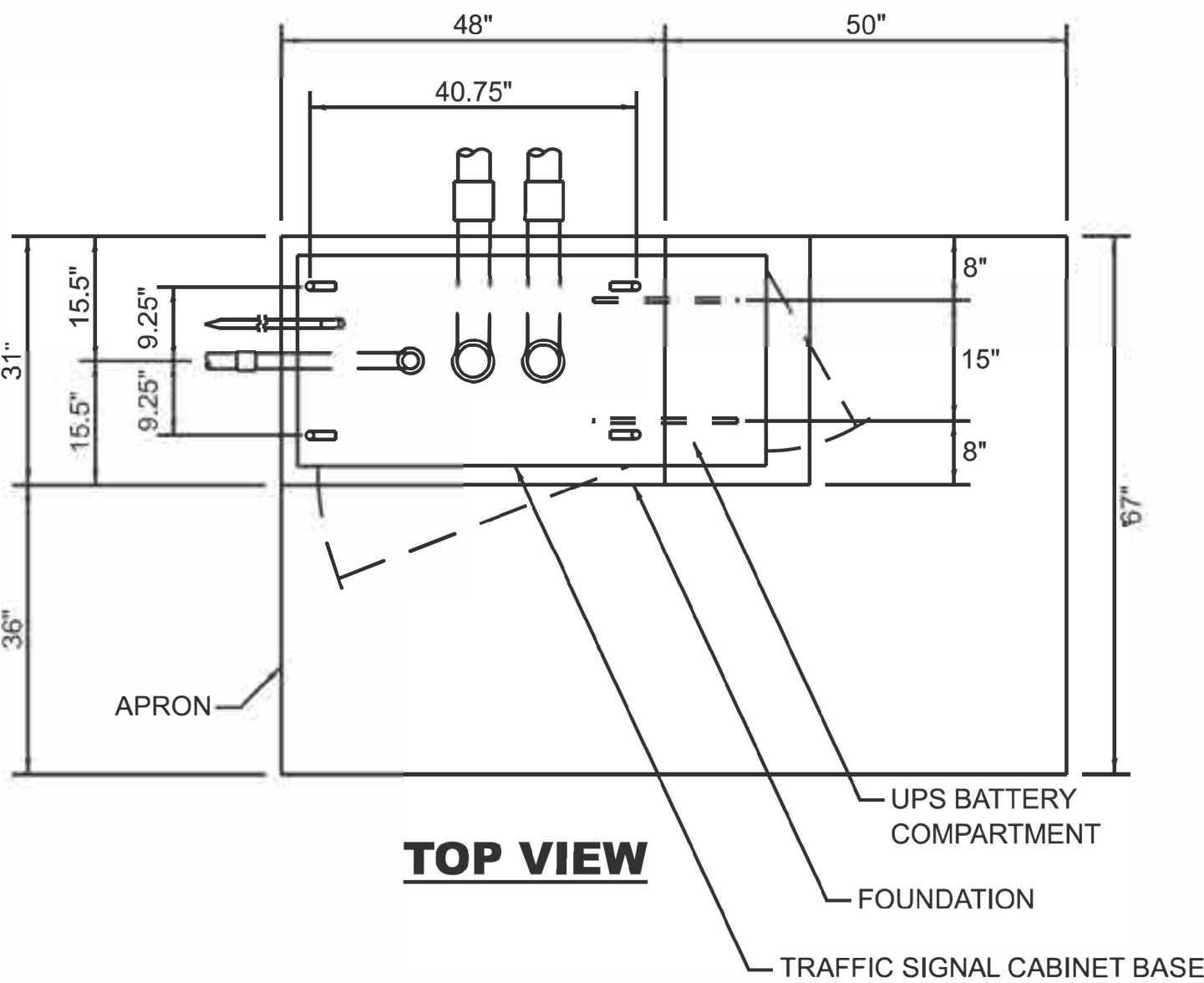
SINGH SINGH + ASSOCIATES, INC. CONSULTING ENGINEERS	USER NAME = lawrence.demanche	DESIGNED = IP	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = \$SCALES	DRAWN = IP	REVISED =						2743	FAU 2743 23 OVERLAY	COOK	91	45
	PLOT DATE = 12/16/2025	CHECKED = NB/KK	REVISED =		TS-01					CONTRACT NO. 62V13			
	PLOT DATE = 12/16/2025	DATE = 10/15/2025	REVISED =		SCALE: NONE	SHEET 5	OF 7 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				



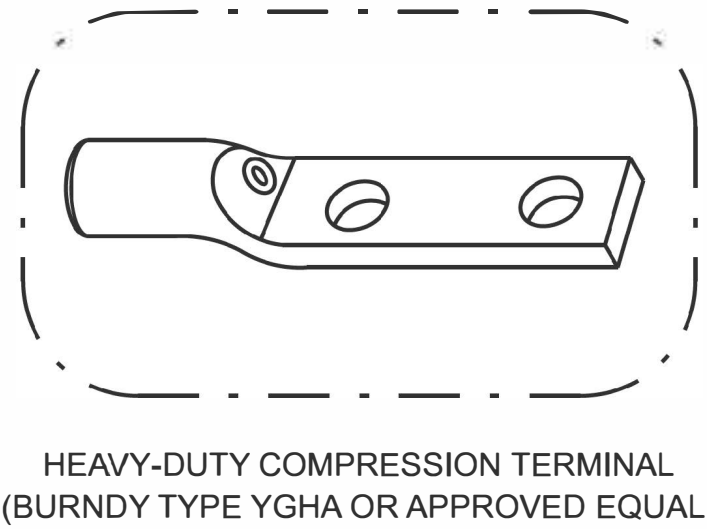
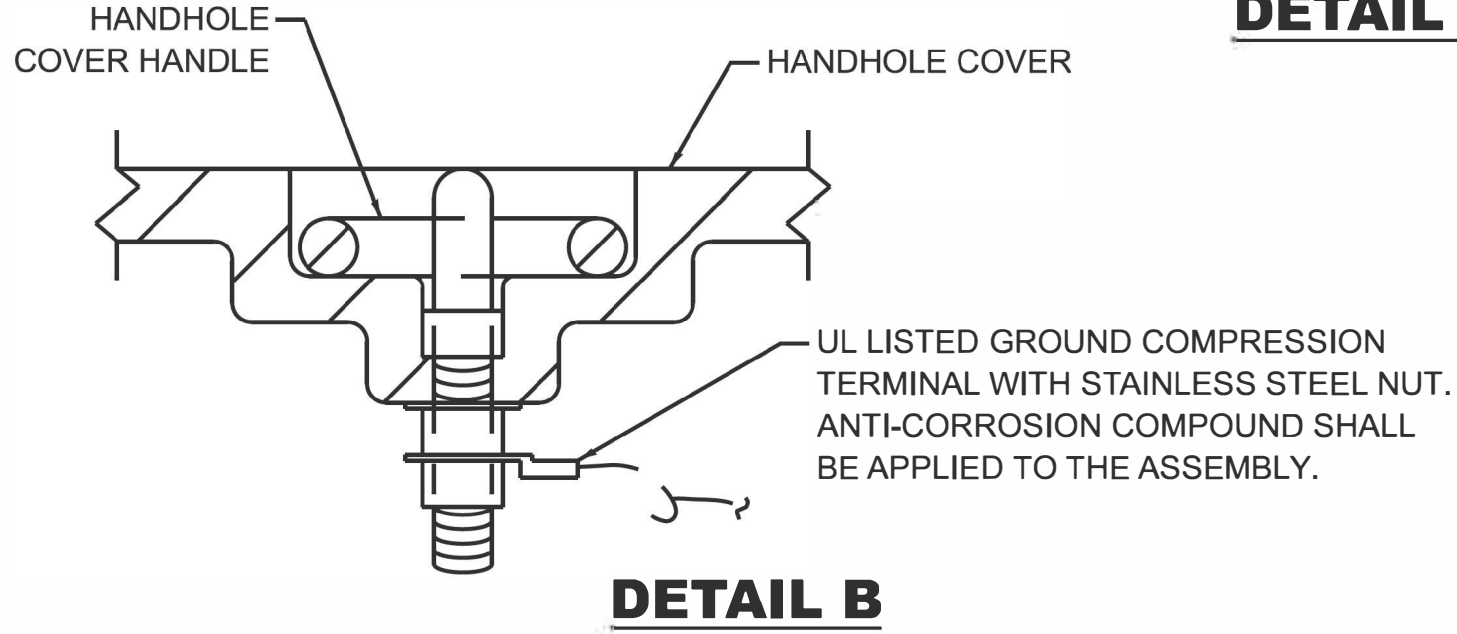
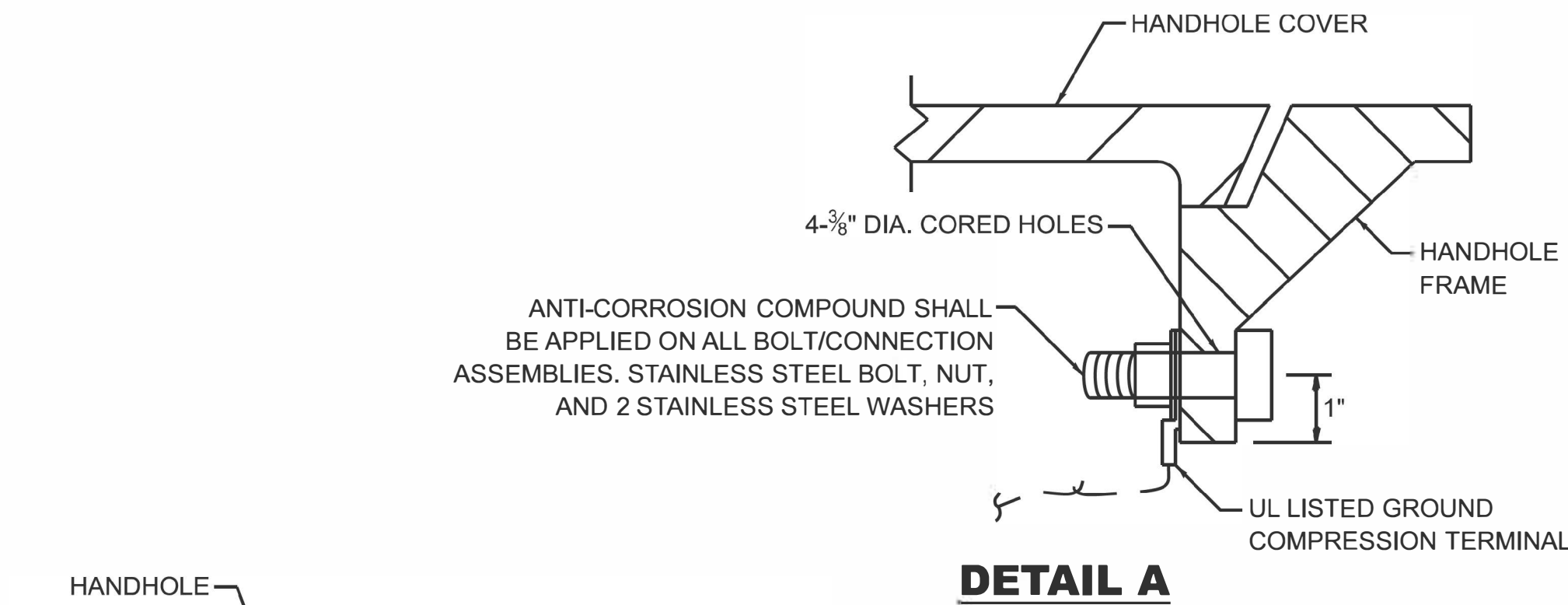
NOTES:

- 1. THE CONDUIT DEPTH SHALL BE A MINIMUM OF 30" 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

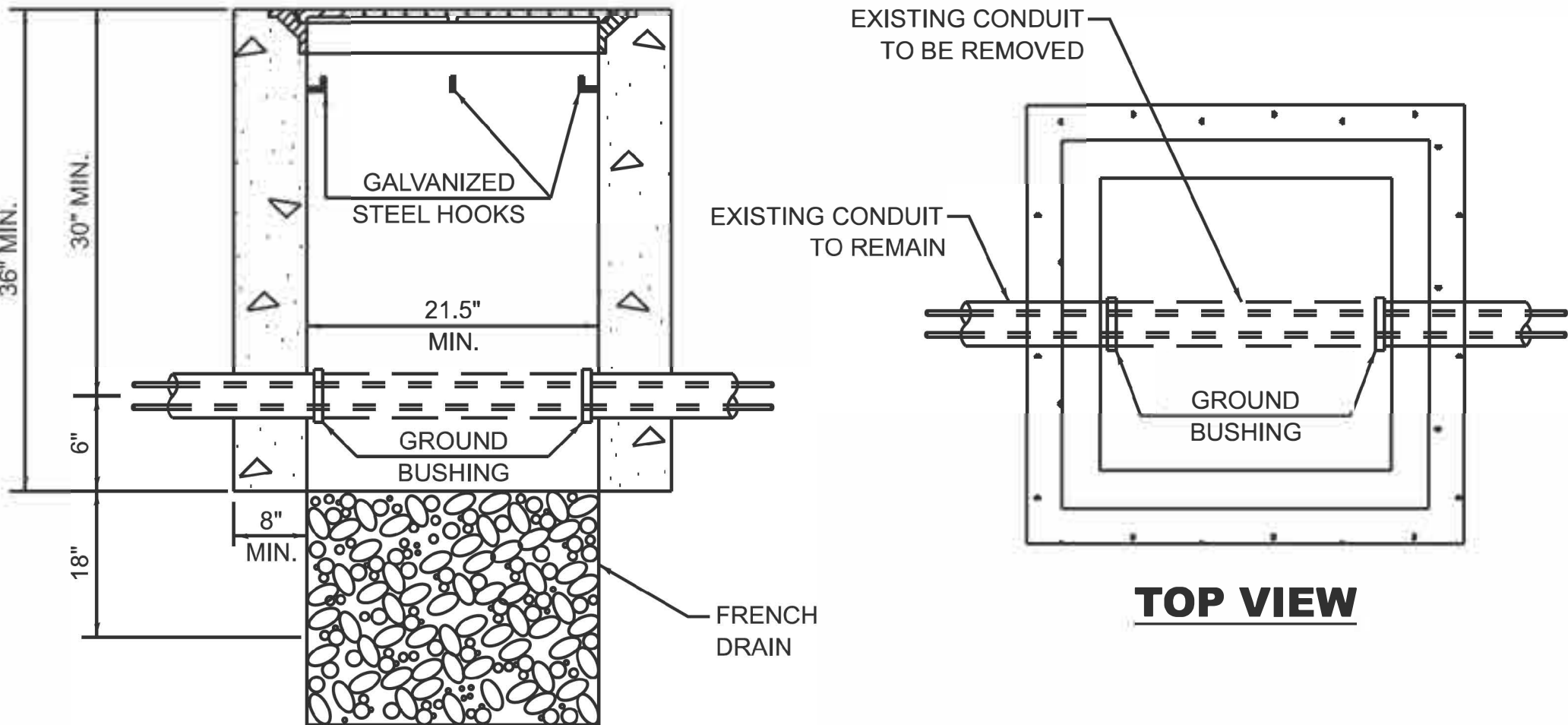


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



NOTES:

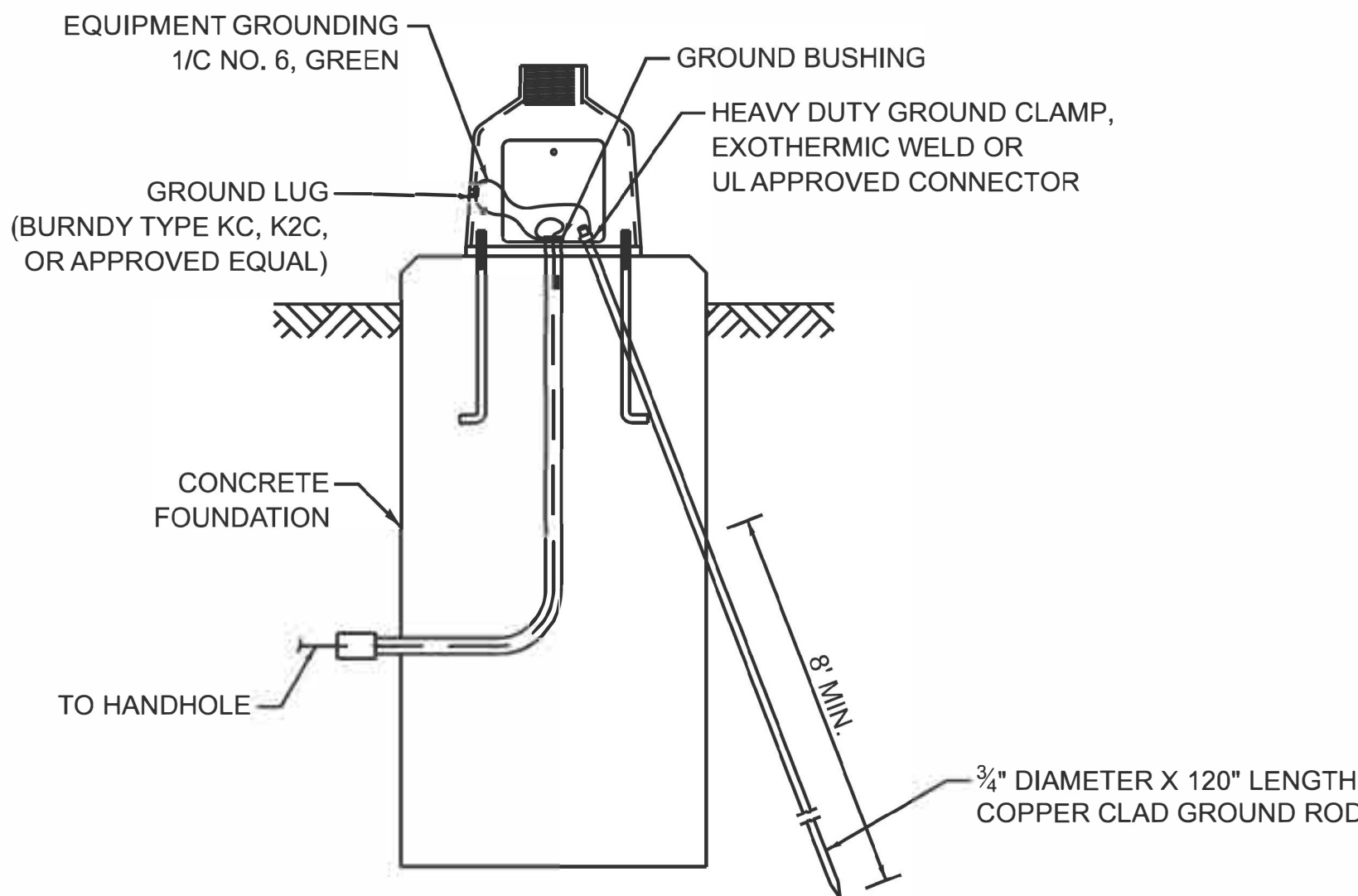
- 1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDED.
- 2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES. 5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.



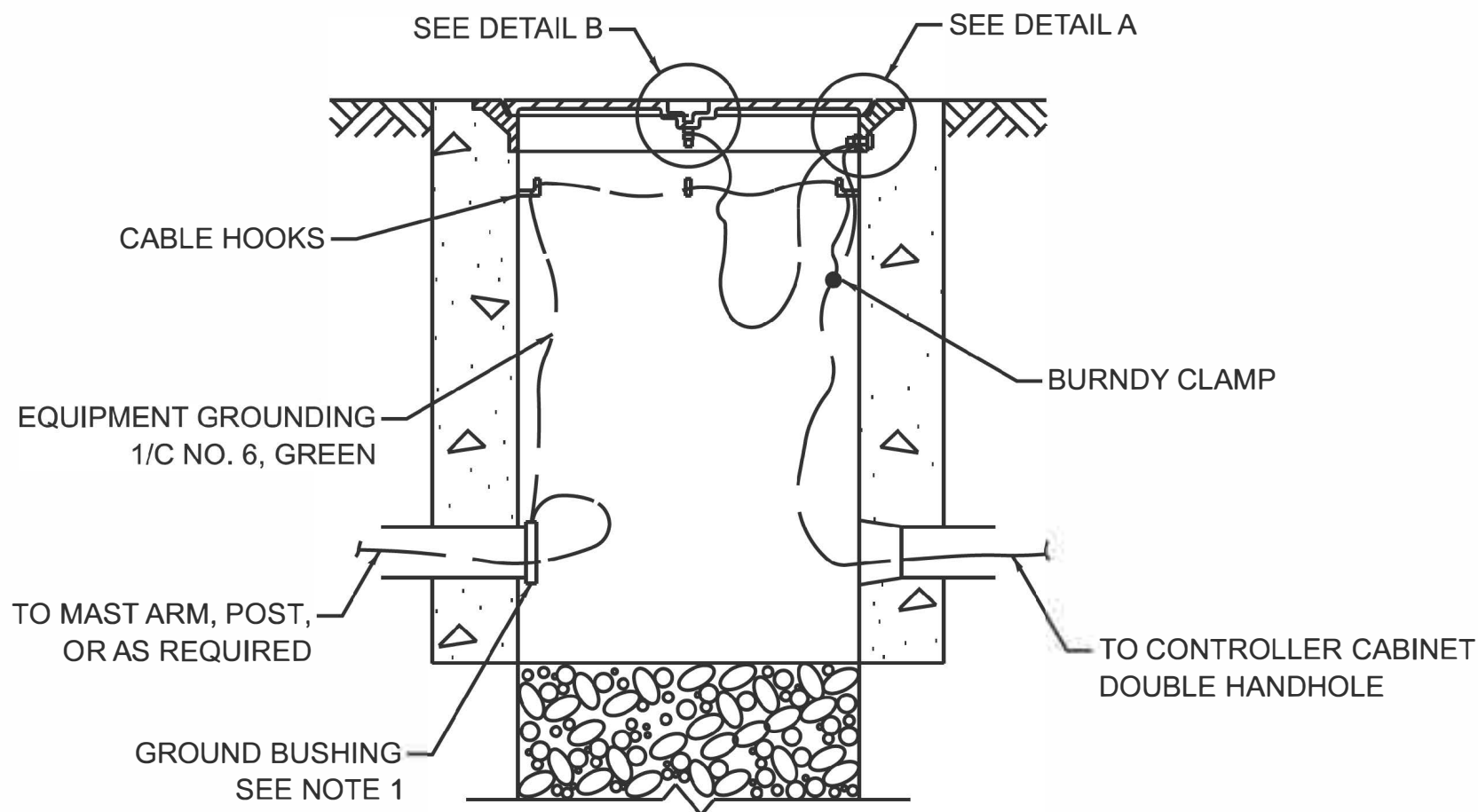
NOTES:

- 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.

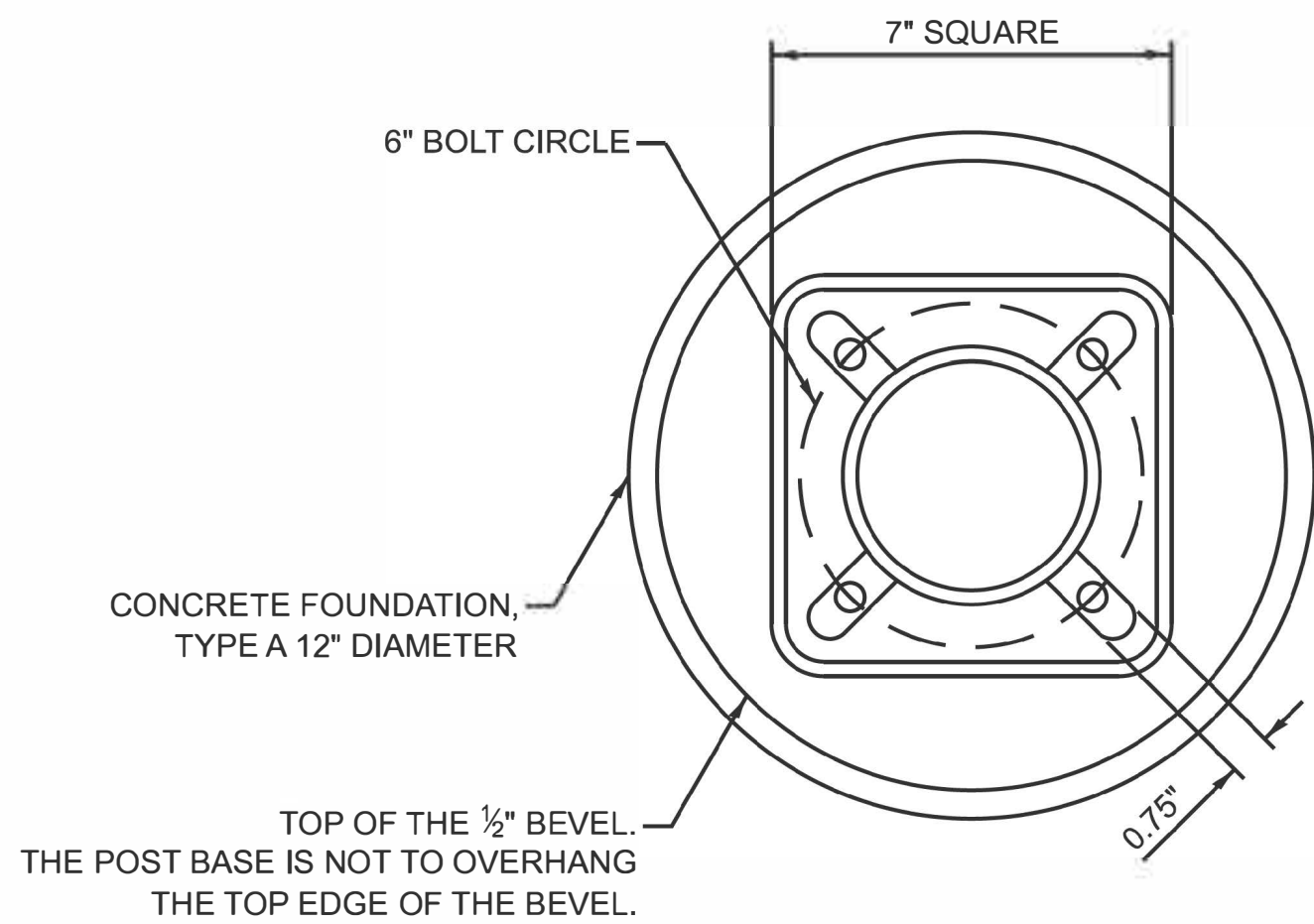
HANDHOLE TO INTERCEPT EXISTING CONDUIT



MAST ARM / POST GROUNDING DETAIL



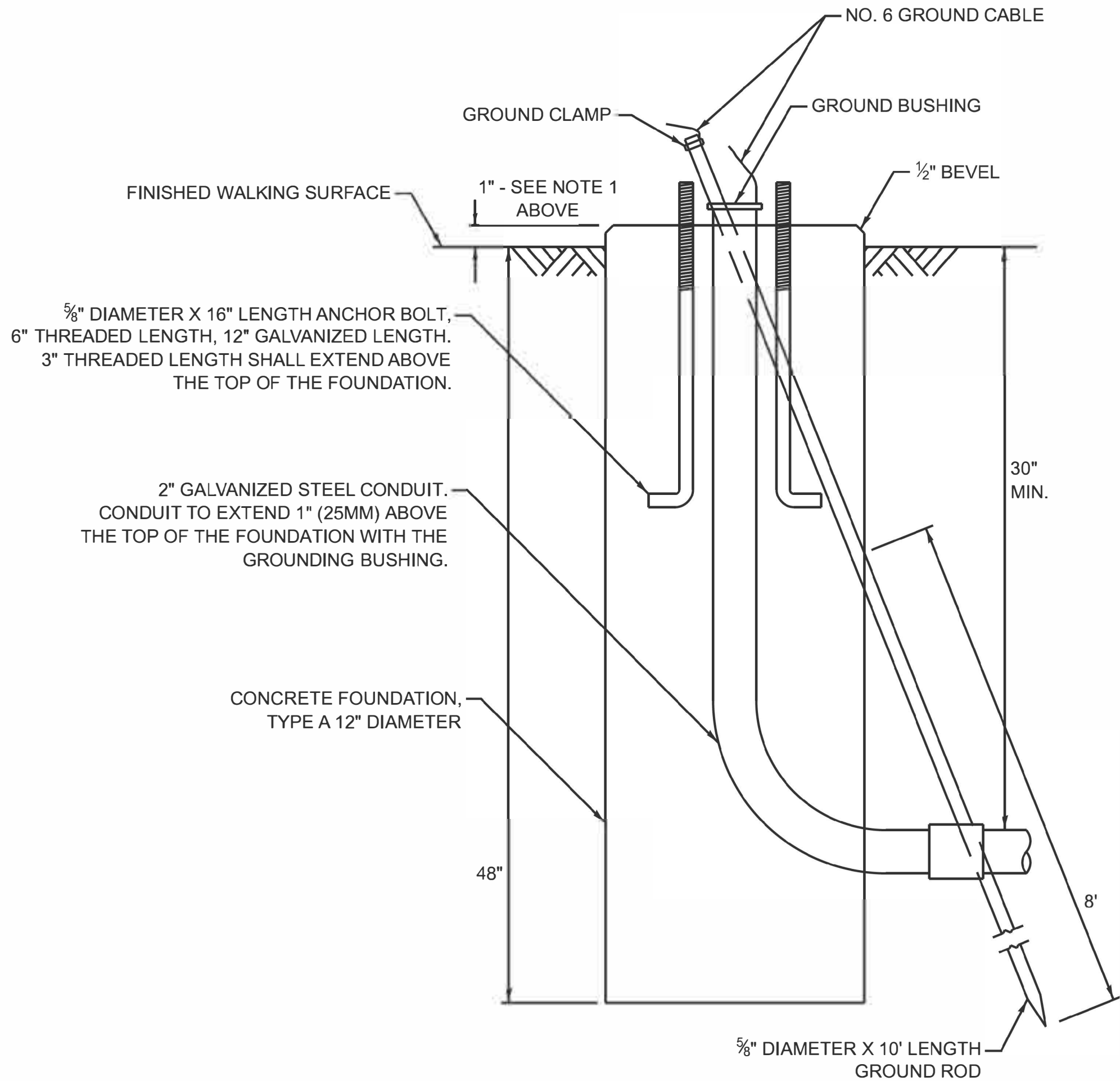
HANDHOLE GROUNDING DETAIL



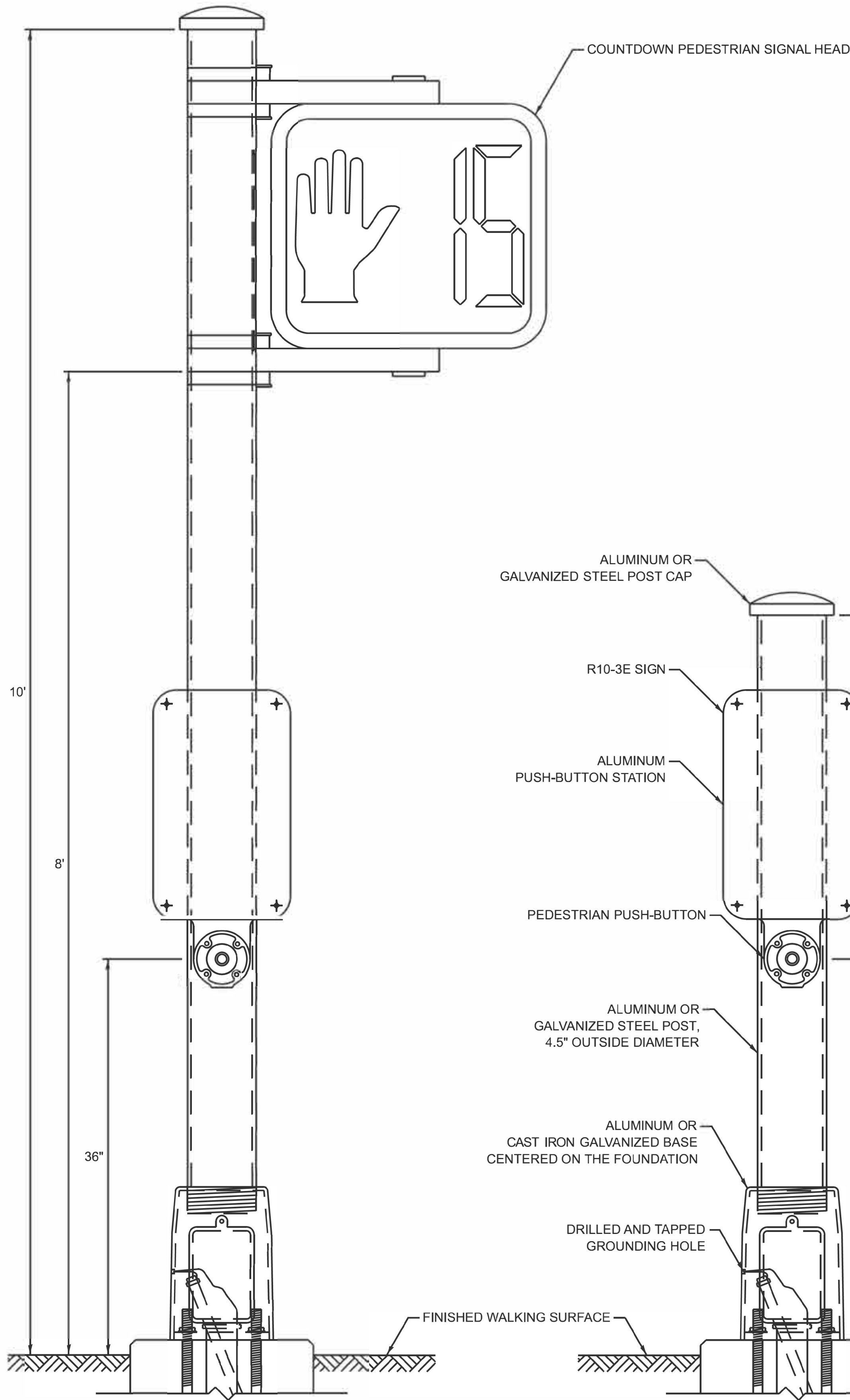
BOLT PATTERN

NOTES:

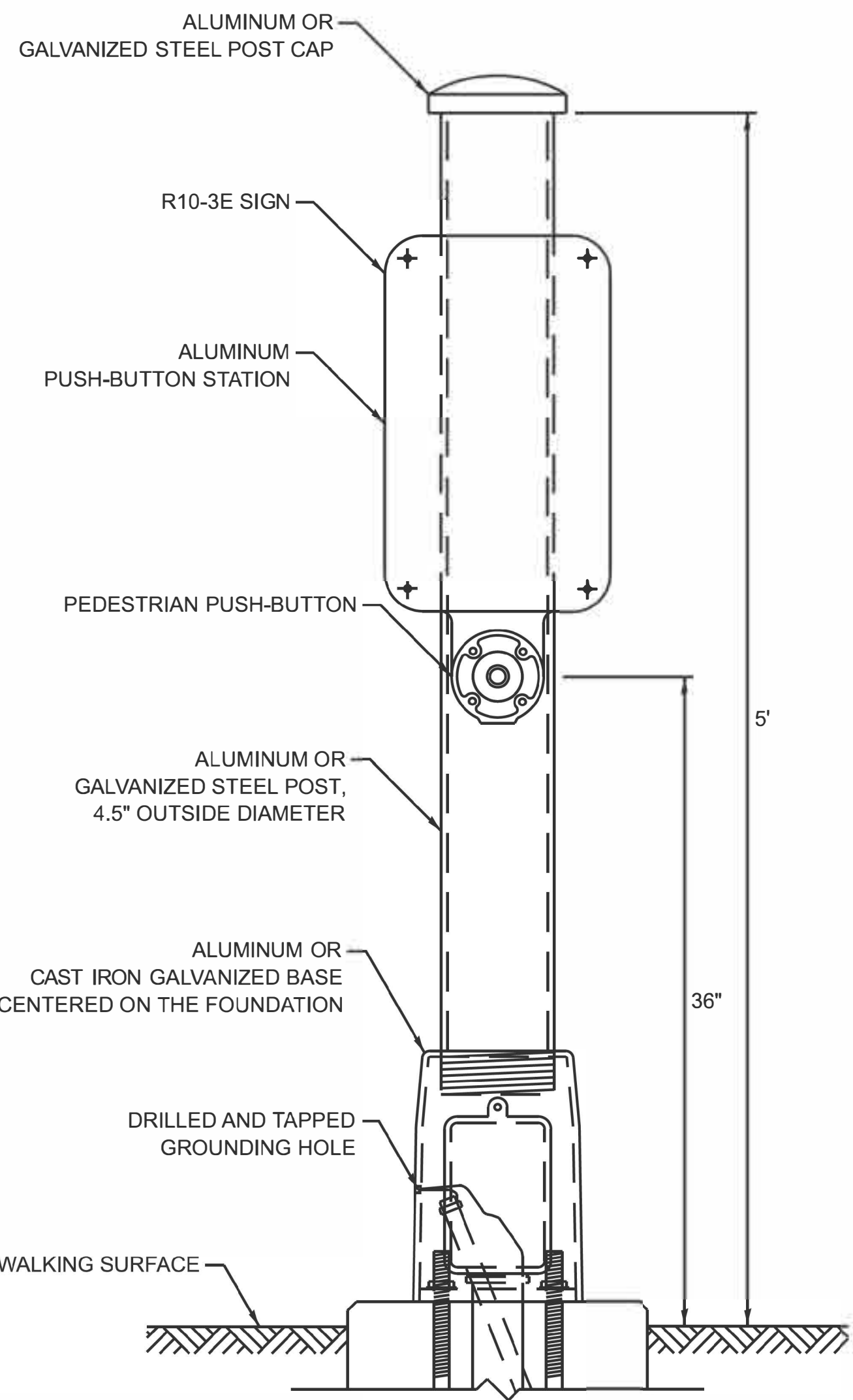
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.



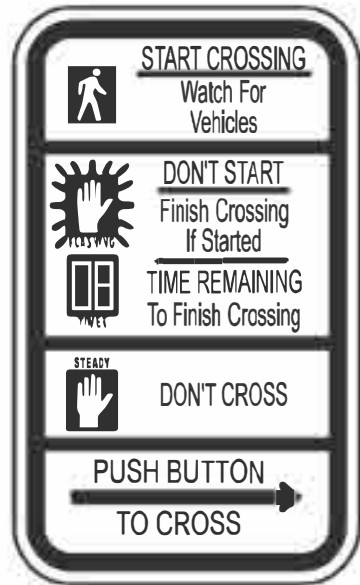
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



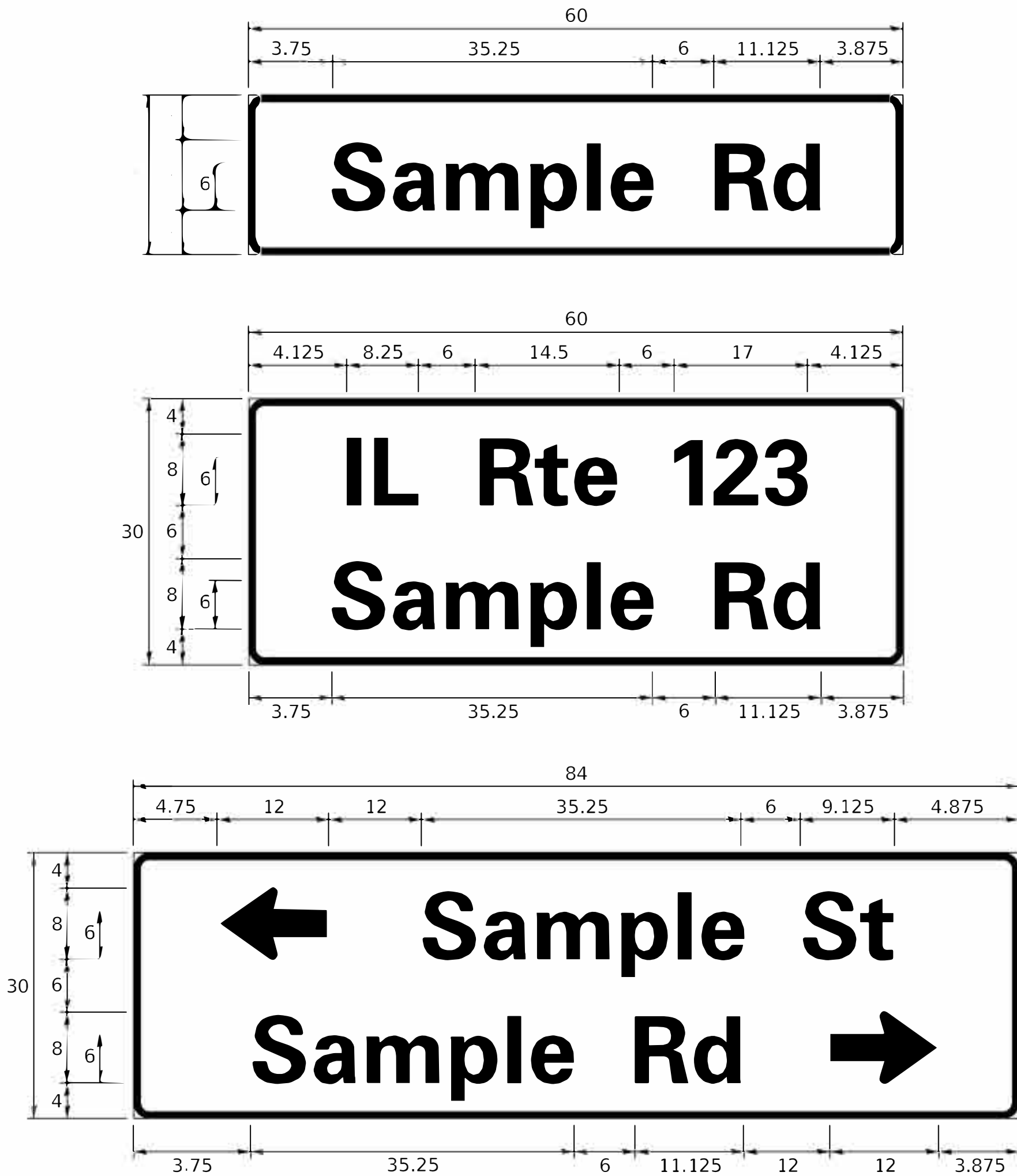
W10-1101
18" X 24"

SIGN NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3E IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-1101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

MODEL: Default
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PROJECT: D:\11041108\11041108.dgn
DATE: 07/01/2015
DRAWN: LP
CHECKED: IP
DATE: 10/01/2014

SIGN PANEL – TYPE 1 OR TYPE 2



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

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

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

LOCAL SUPPLIERS:

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

- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

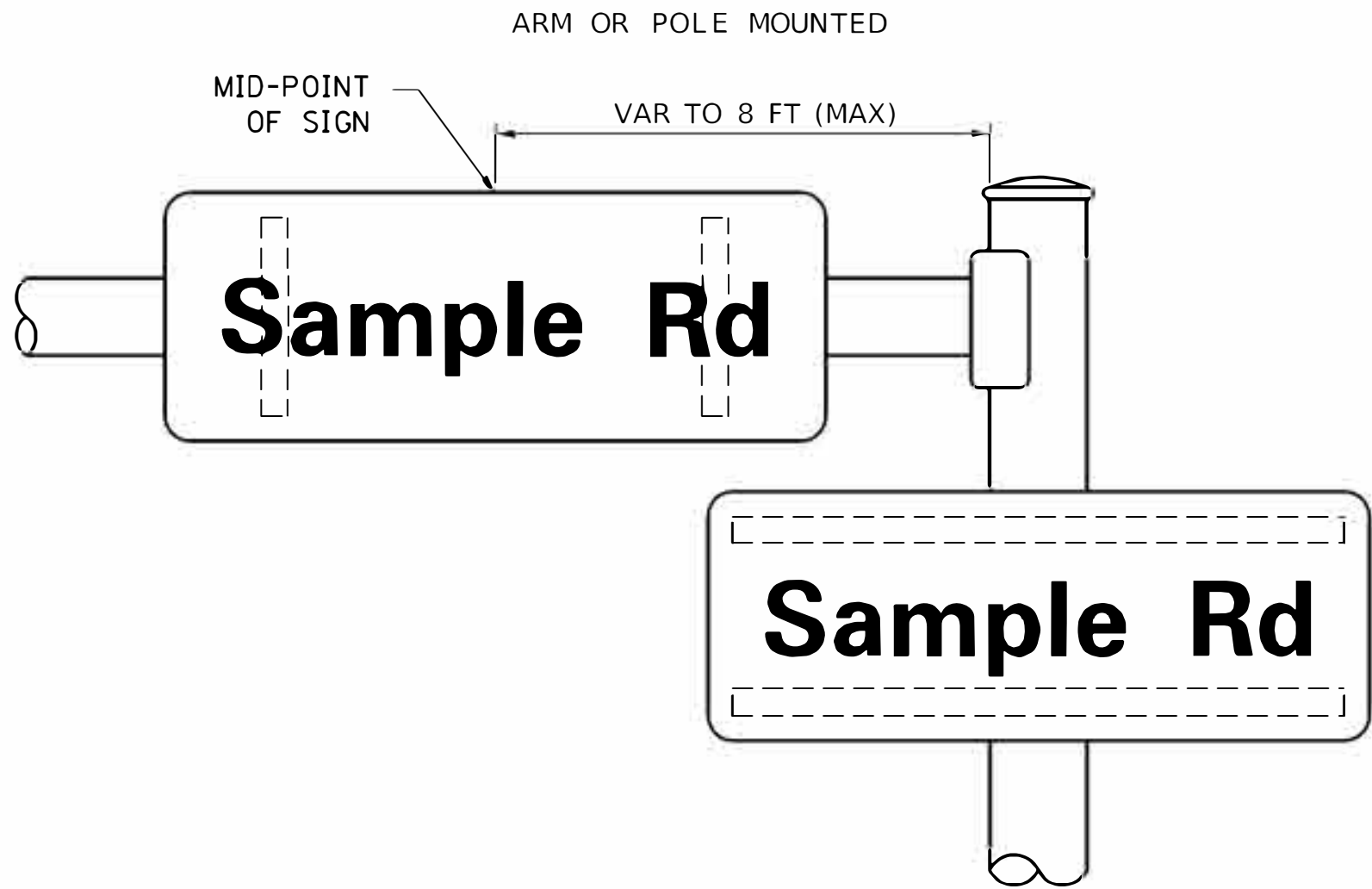
SIGN CHANNEL
SIGN SCREWS

BRACKETS

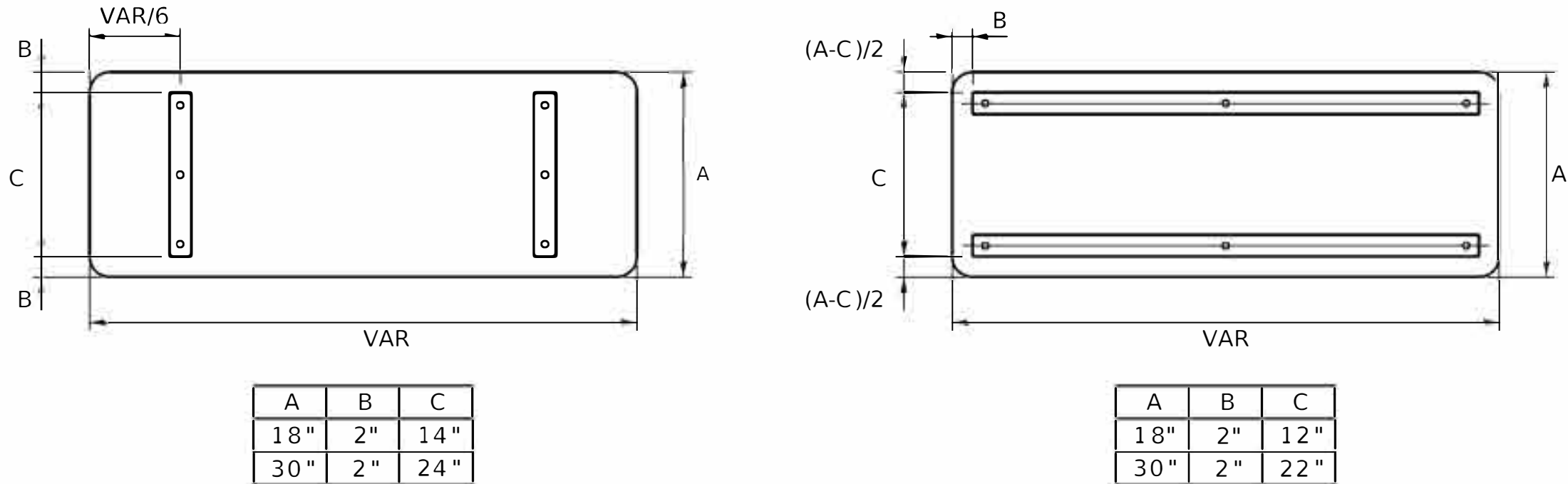
PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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

MOUNTING LOCATION



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

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

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

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = footemj	DESIGNED = LP/IP	REVISED = LP 07/01/2015
DRAWN = LP	REVISED =	
PLOT SCALE = 50.0000' / in.	CHECKED = IP	REVISED =
PLOT DATE = 3/4/2019	DATE = 10/01/2014	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: SHEET OF SHEETS STA. TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	48
TS-02		CONTRACT NO. 62V13		
		ILLINOIS FED. AID PROJECT		

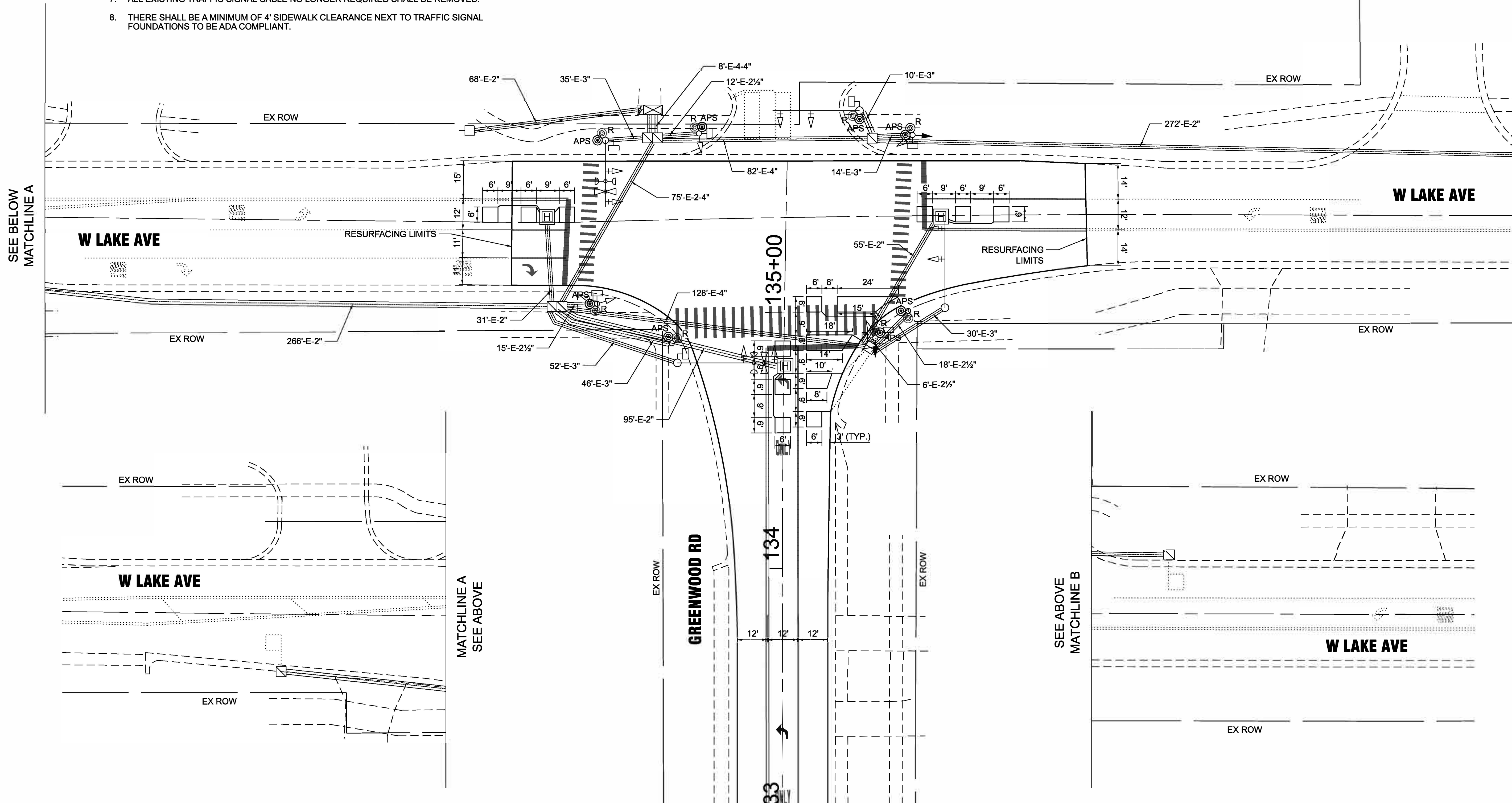
NOTES:

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. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIALPROVISIONS, DETECTOR LOOP REPLACEMENT AND/ORINSTALLATION (ROADWAY GRINDING, RESURFACING, ANDPATCHING OPERATIONS).
5. ALL PUSH BUTTONS SHALL BE APS.
6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB.
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
8. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.

REMOVAL 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.

8 EACH PEDESTRIAN PUSH BUTTONS



TS SHT NO. 09

TS 11303



USER NAME	= jturk
DESIGNED	- JJT
DRAWN	- JJT
PLOT SCALE	= 40.0000' / in.
PLOT DATE	= 8/12/2026

DESIGNED	- JJT
REVIS	-
REVIS	-
CHECKED	- GJG
REVIS	-
DATE	= 08/14/2026
REVIS	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

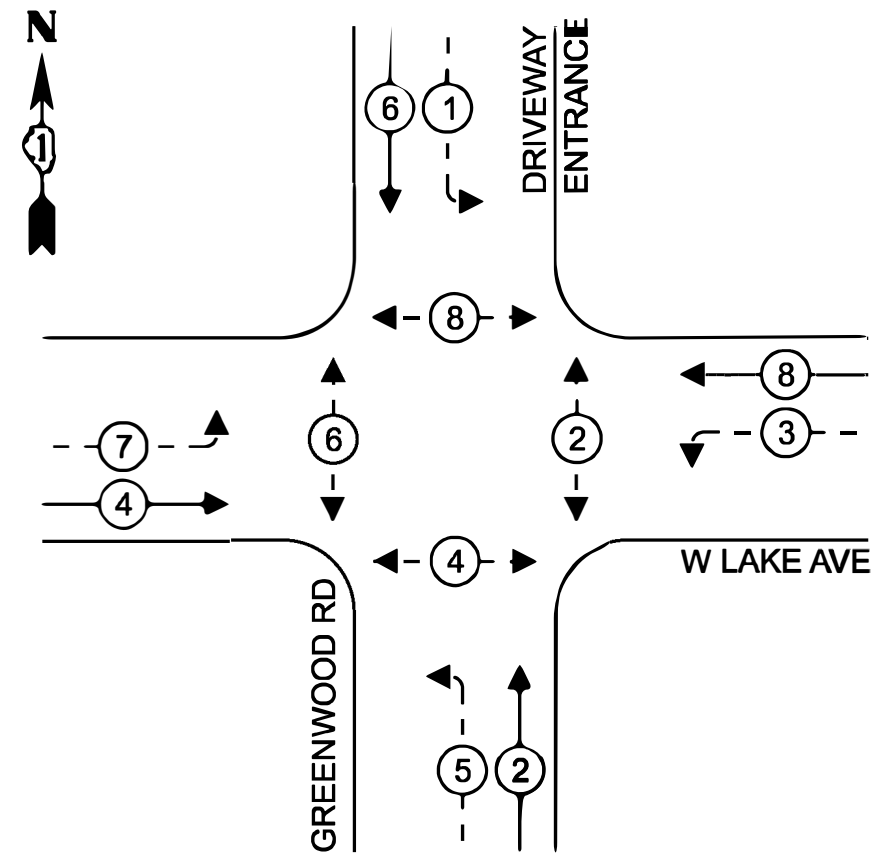
TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND W LAKE AVE

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	49
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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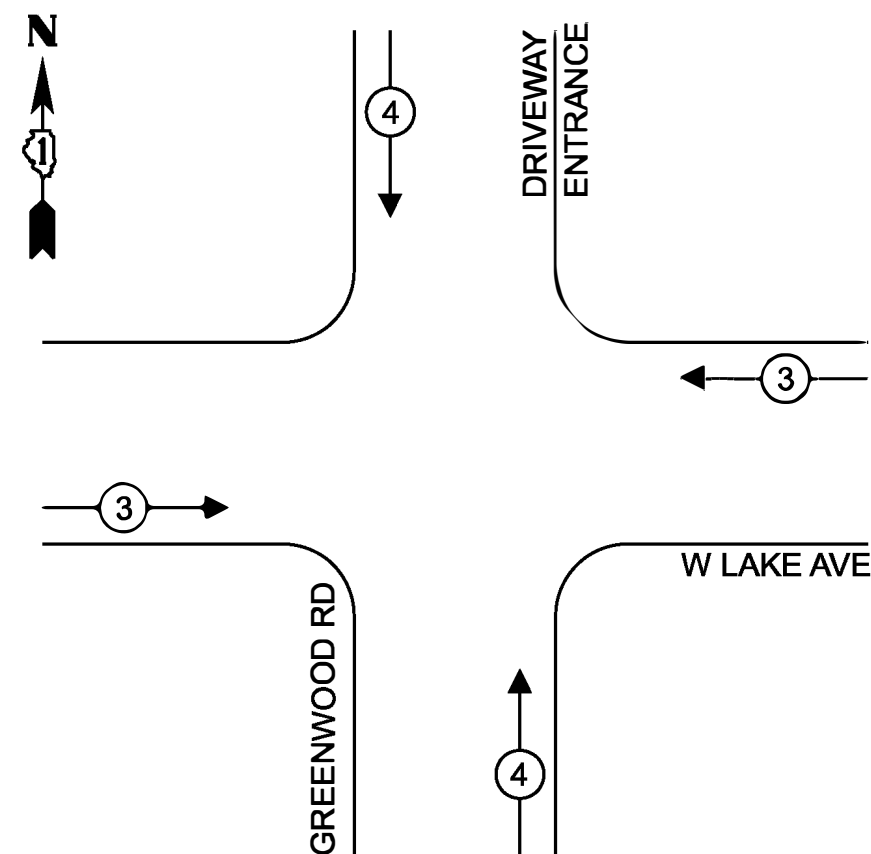
EXISTING CONTROLLER SEQUENCE



LEGEND:

- ← (*) PROTECTED PHASE
- ← (*) - PROTECTED/PERMITTED PHASE
- ← (*) → PEDESTRIAN PHASE
- ← (*) OL OVERLAP

EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE



TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	9	11	99
4-SECTION	-	14	-
5-SECTION	8	13	104
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			498
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,103

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,252
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	418
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	924
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
DETECTOR LOOP, TYPE I	FOOT	389
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,500
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY:

CONTACT:

PHONE:

COMPANY: COMED

ACCOUNT NUMBER: 82747-42222

METER NUMBER: ---

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME	= jturk
PLOT SCALE	= 2.0000" = 1 in.
PLOT DATE	= 8/12/2026

DESIGNED	- JJT	REVISED	-
DRAWN	- JJT	REVISED	-
CHECKED	- GJG	REVISED	-
DATE	- 08/14/2026	REVISED	-

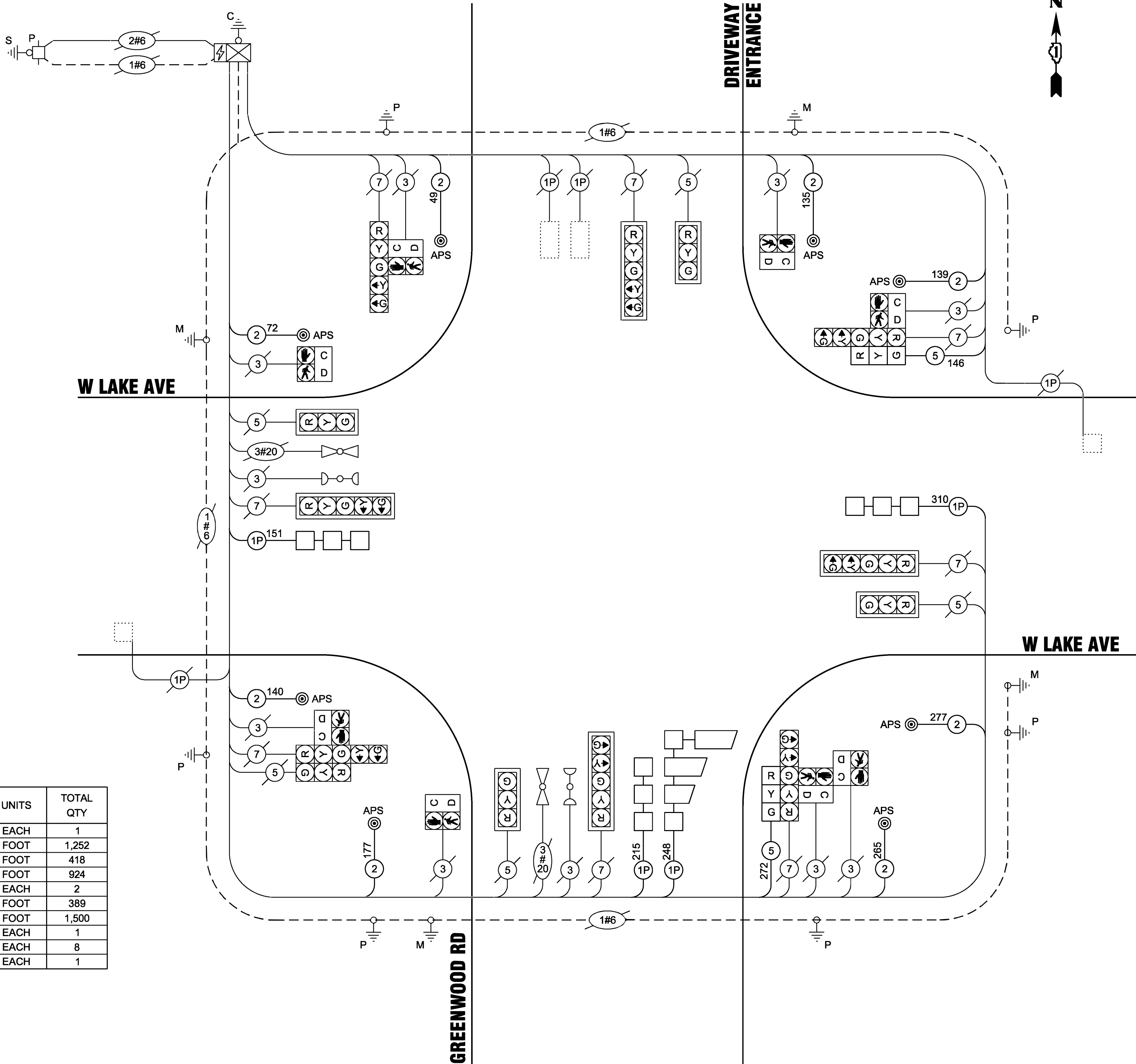
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
GREENWOOD RD AND W LAKE AVE

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	50
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

TS 11303



MODEL: Delin
FILE NAME: J22170.0204_CADDICADD_SheetsD11523-sh11-11_ba-plan-02.dgn



USER NAME	= jturk	DESIGNED	- JJT	REVISED	-
DRAWN	- JJT	REVIS	-		
PLOT SCALE	= 40.0000' / in.	CHECKED	- GJG	REVISED	-
PLOT DATE	= 8/12/2026	DATE	= 08/14/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND E LAKE AVE

SCALE: 1" = 20'
SHEET 1 OF 2 SHEETS
STA. TO STA.

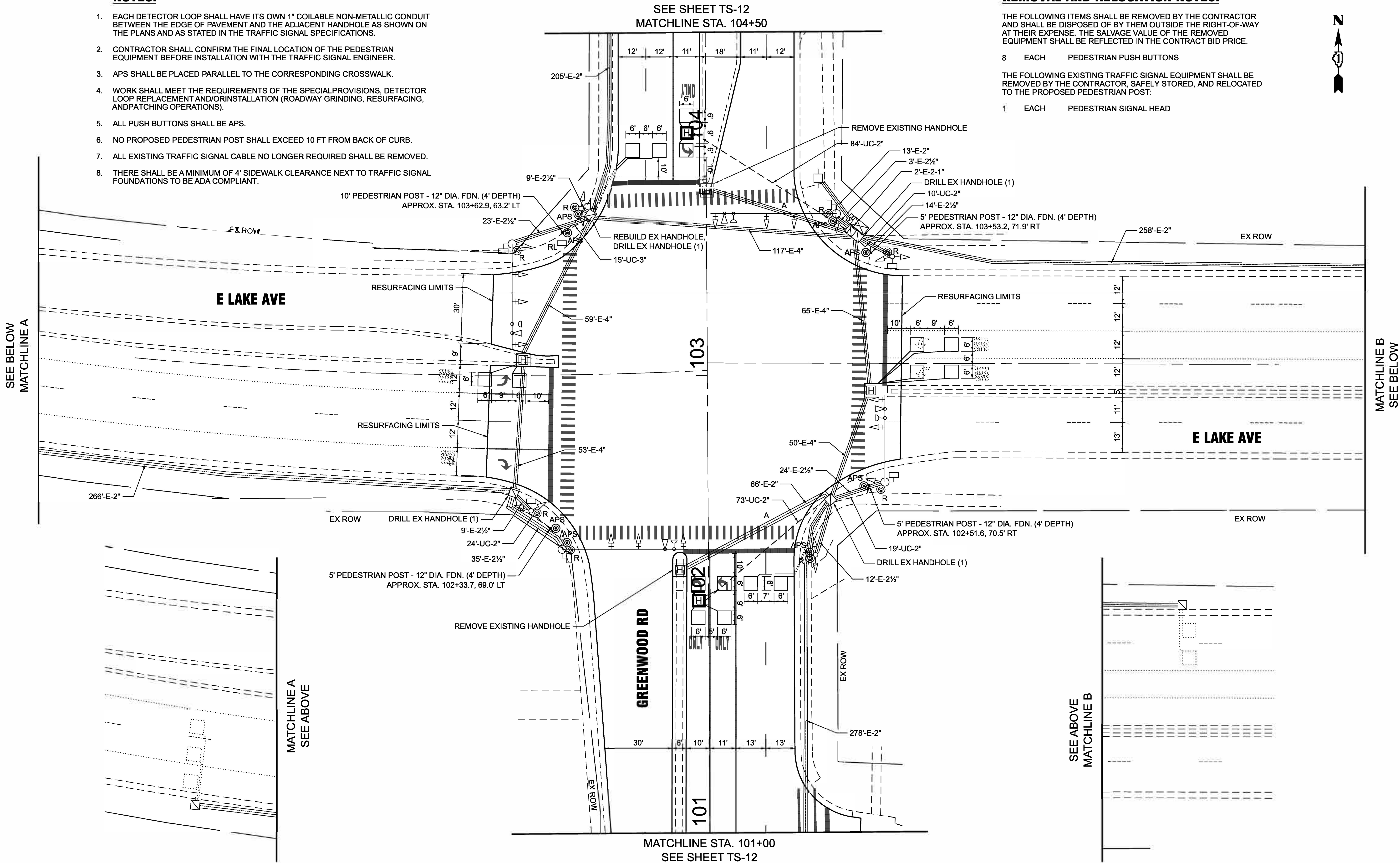
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	51
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

NOTES:

- 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.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- ALL PUSH BUTTONS SHALL BE APS.
- NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB.
- ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
- THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.

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.
- 8 EACH PEDESTRIAN PUSH BUTTONS
- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED, AND RELOCATED TO THE PROPOSED PEDESTRIAN POST:
- 1 EACH PEDESTRIAN SIGNAL HEAD



MODEL: D:\sht\12
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USER NAME	= jturk	DESIGNED -	JJT	REVISED -	
		DRAWN -	JJT	REVISED -	
PLOT SCALE	= 40.0000' / in.	CHECKED -	GJG	REVISED -	
PLOT DATE	= 8/12/2026	DATE -	08/14/2026	REVISED -	

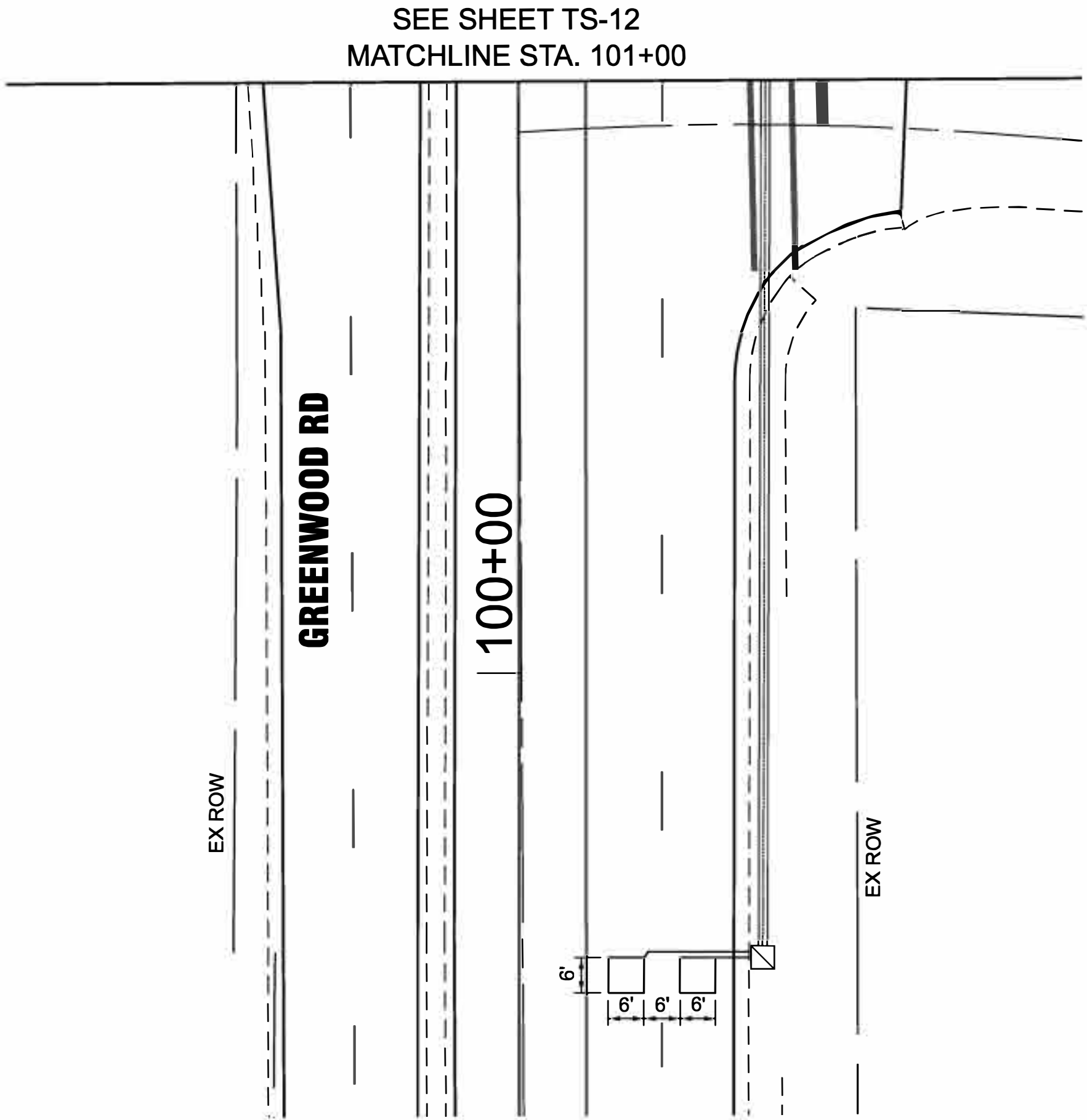
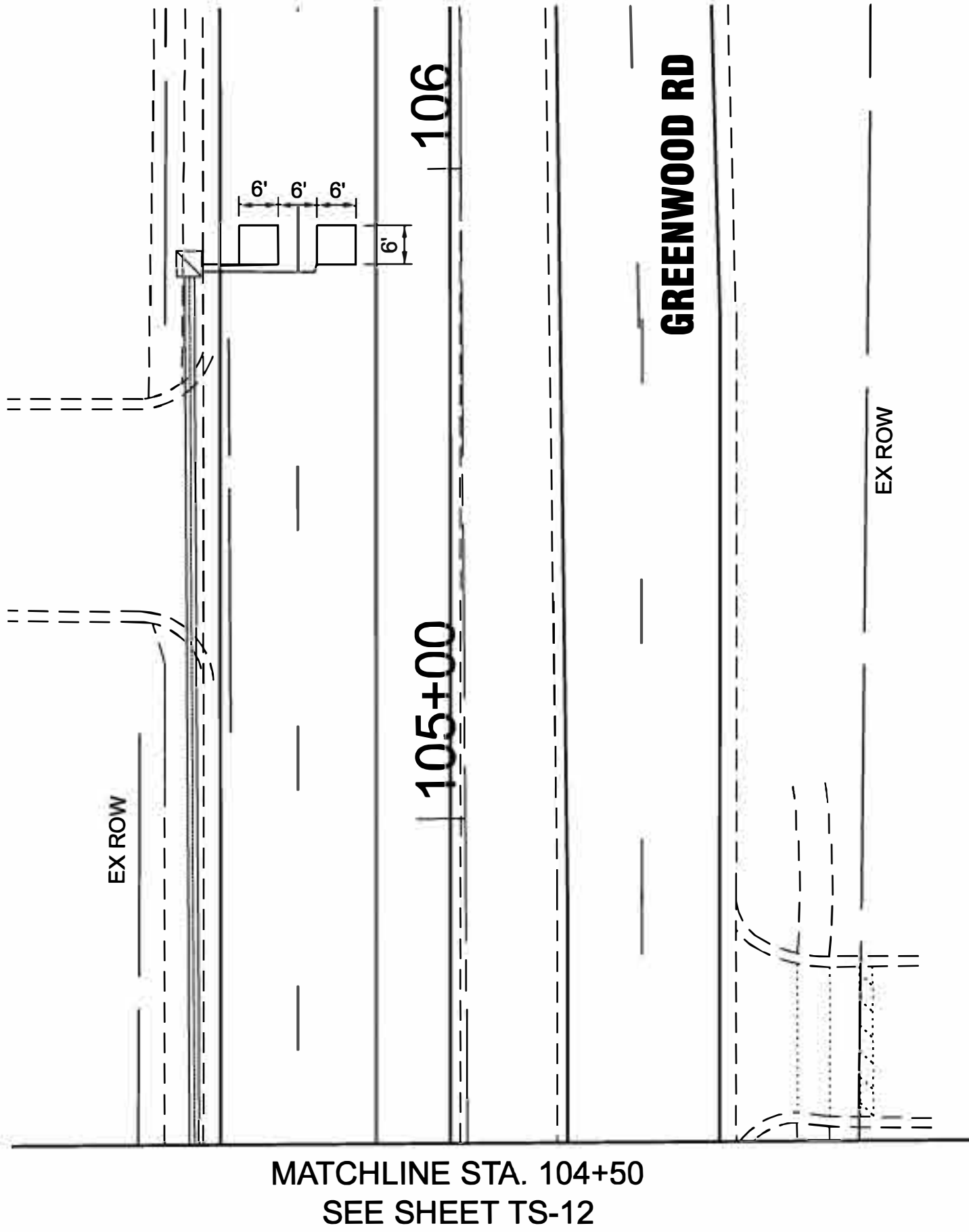
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND E LAKE AVE

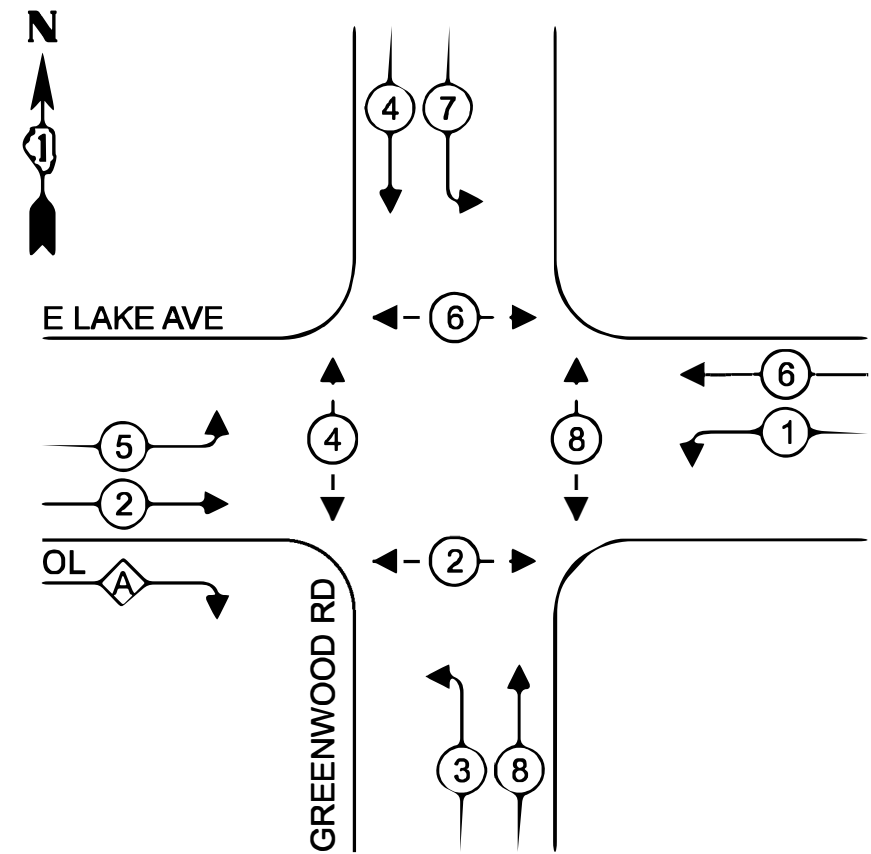
SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	52
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

TS 5235



EXISTING CONTROLLER SEQUENCE



LEGEND:

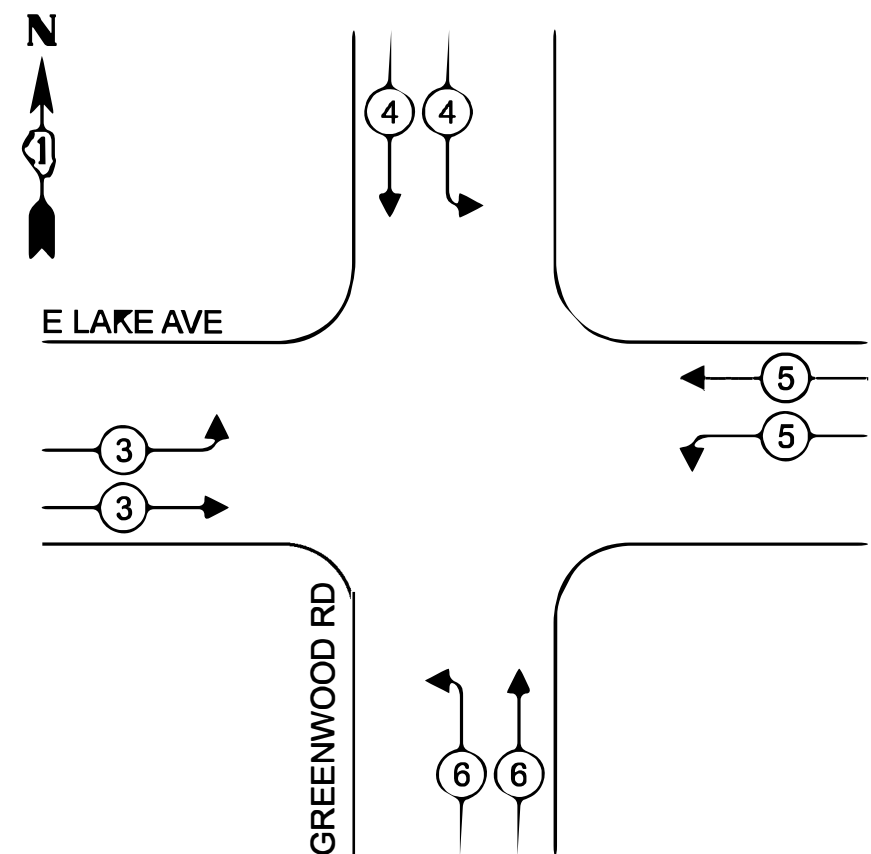
- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

RIGHT TURN OVERLAP

PHASE DESIGNATION:

OVERLAP LETTER	PERMITTED PHASE	PROTECTED PHASE
A	= 2	+ 3

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	22	11	242
4-SECTION	-	14	-
5-SECTION	2	13	26
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			563
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,168

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	210
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	15
HEAVY-DUTY HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	2,063
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	176
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,814
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	68
DRILL EXISTING HANDHOLE	EACH	4
DETECTOR LOOP, TYPE I	FOOT	480
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	2,000
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION

201 W. CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY:

CONTACT:

PHONE:

COMPANY: COMED

ACCOUNT NUMBER: 82747-42222

METER NUMBER: ---

SINGH
SINGH & ASSOCIATES INC.
CONSULTING ENGINEERS

USER NAME = jturk	DESIGNED - JJT	REVISED -
PLOT SCALE = 2.0000" / in.	DRAWN - JJT	REVISED -
PLOT DATE = 8/12/2026	CHECKED - GJG	REVISED -
	DATE - 08/14/2026	REVISED -

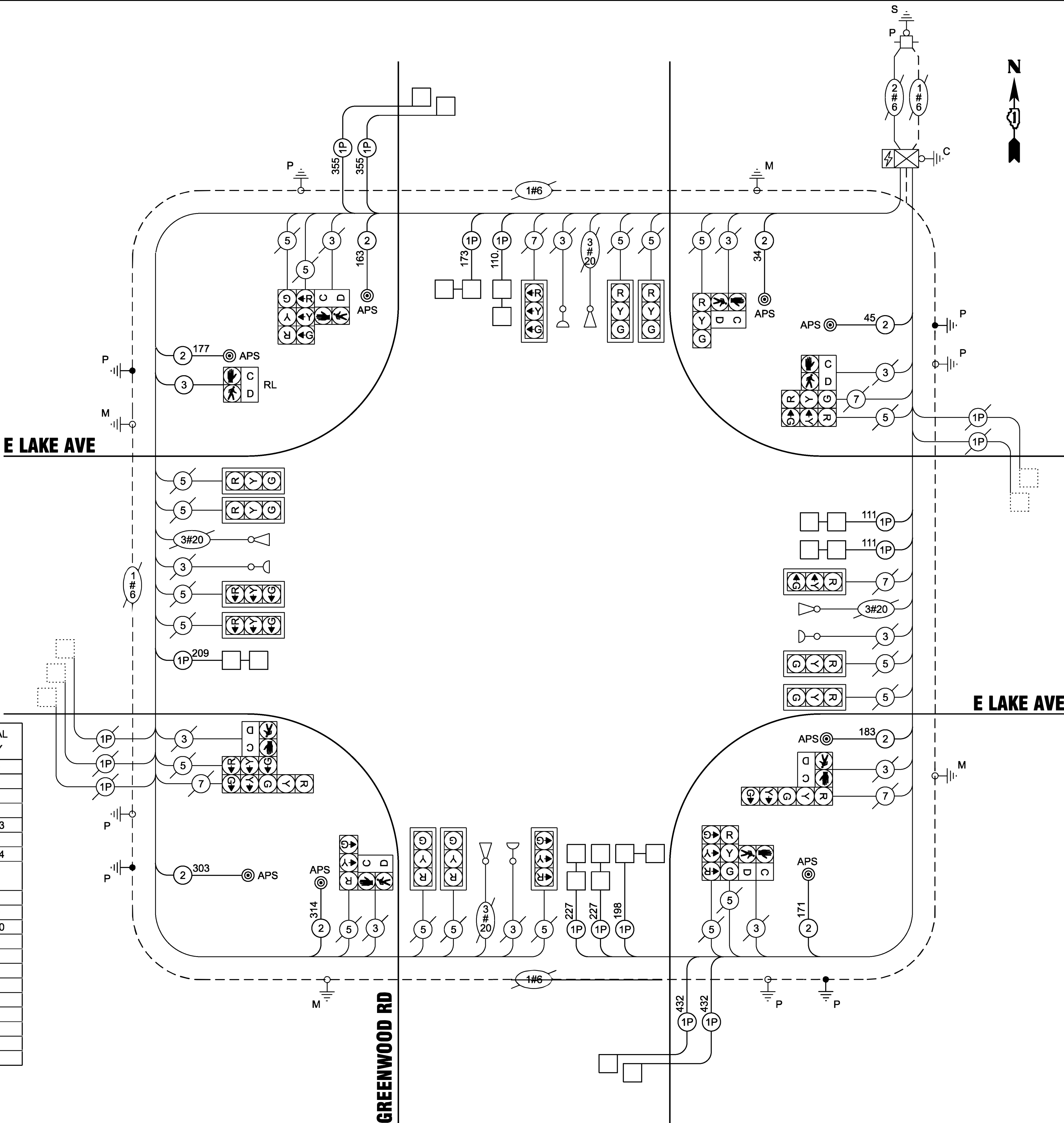
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
GREENWOOD RD AND E LAKE AVE

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	53
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

TS 5235



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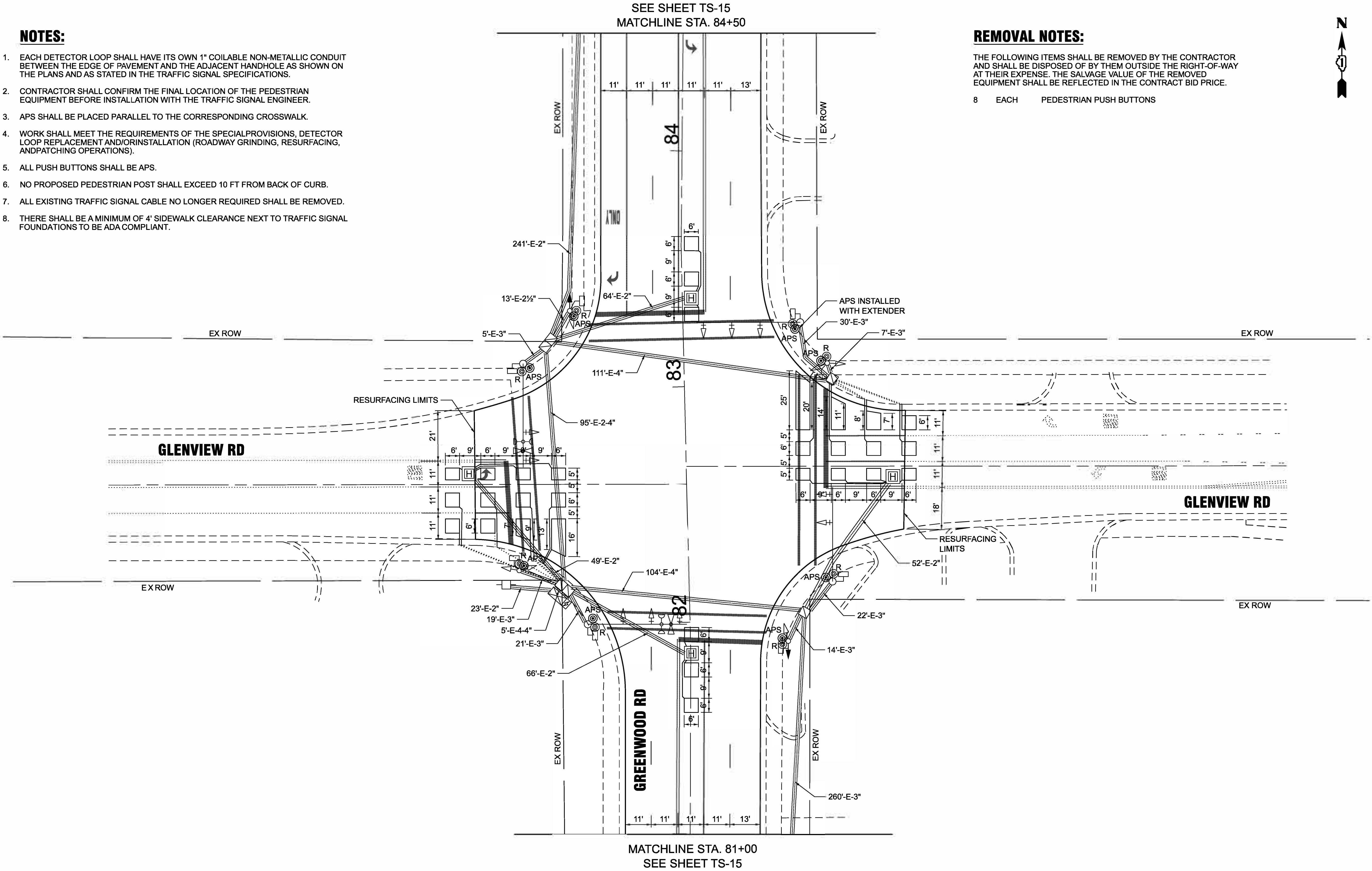
NOTES:

- 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.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- ALL PUSH BUTTONS SHALL BE APS.
- NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB.
- ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
- THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.

REMOVAL 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.

8 EACH PEDESTRIAN PUSH BUTTONS



USER NAME	= jturk	DESIGNED	- JJT	REVISED	-
DRAWN	- JJT	REVISED	-		
PLOT SCALE	= 40.0000' / in.	CHECKED	- GJG	REVISED	-
PLOT DATE	= 8/12/2026	DATE	= 08/14/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND GLENVIEW RD

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	54
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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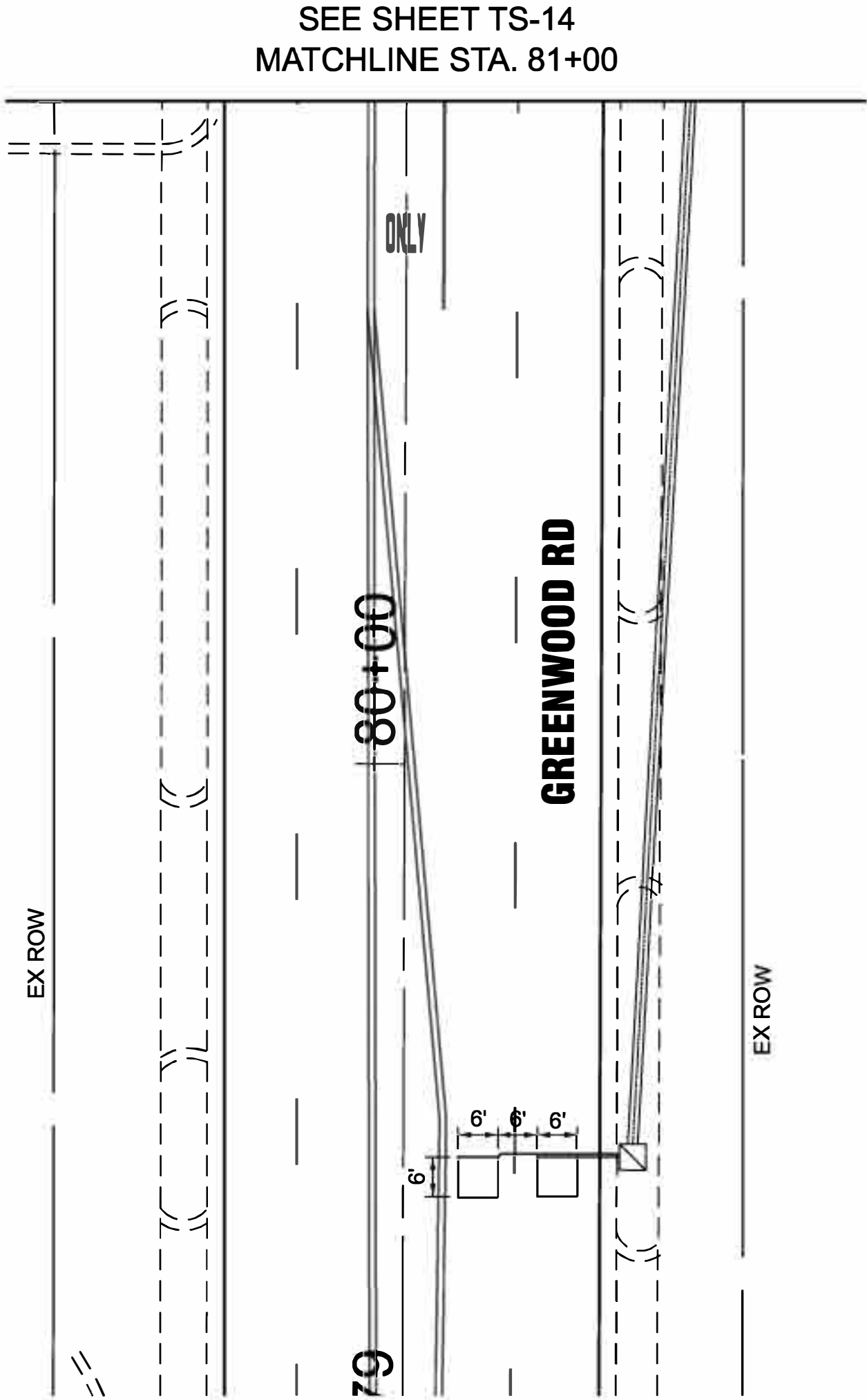
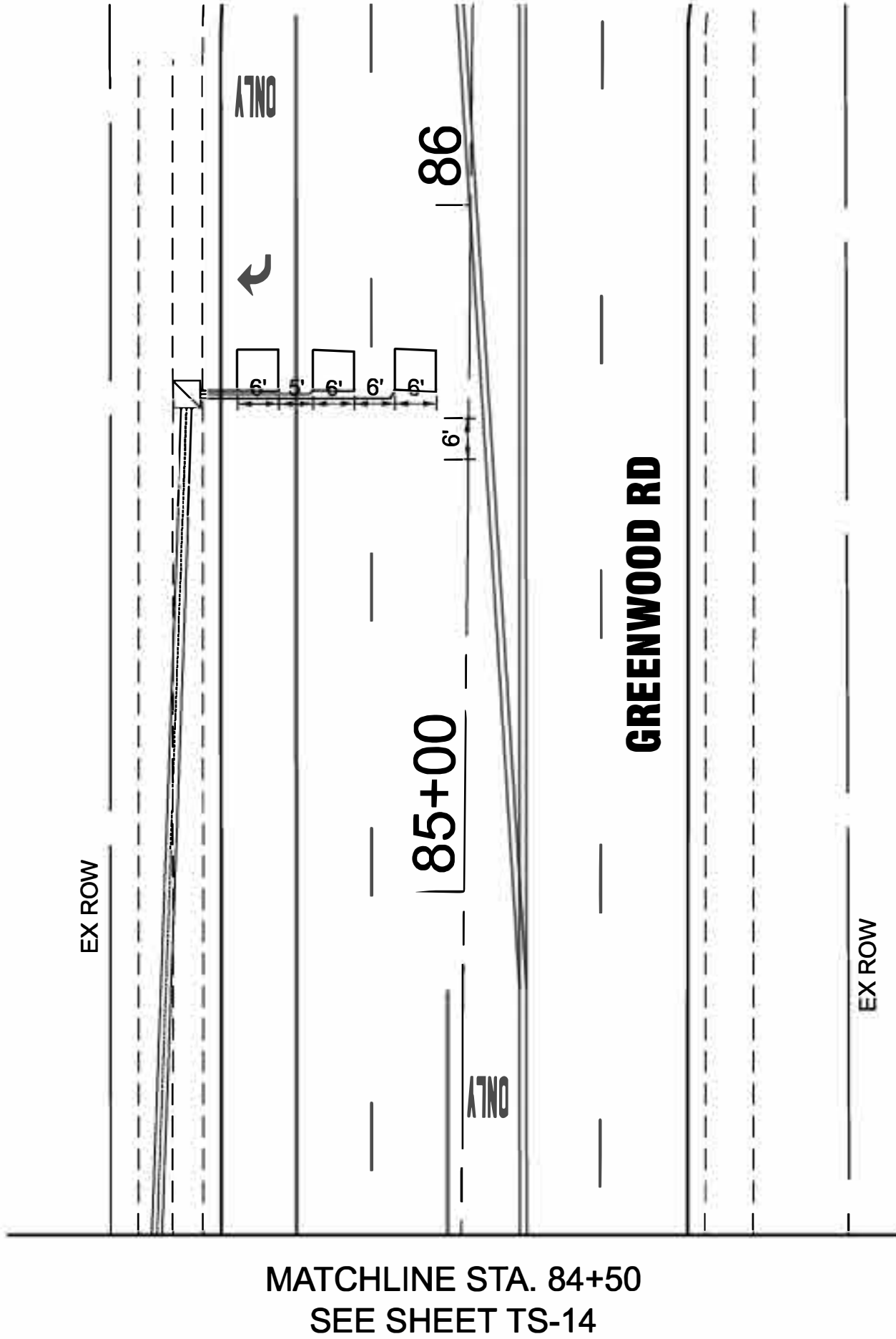
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	DRAWN - JJT	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - GJG	REVISED -
PLOT DATE = 8/12/2026	DATE - 08/14/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND GLENVIEW RD

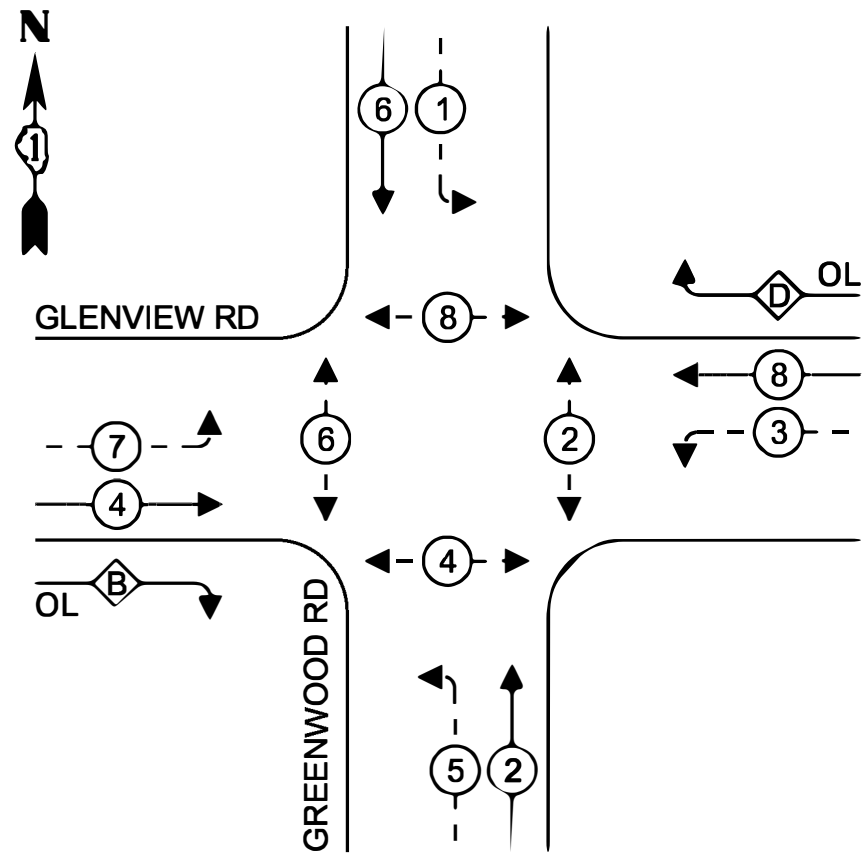
SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	55
CONTRACT NO. 62V13				
		ILLINOIS	FED. AID PROJECT	



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EXISTING CONTROLLER SEQUENCE



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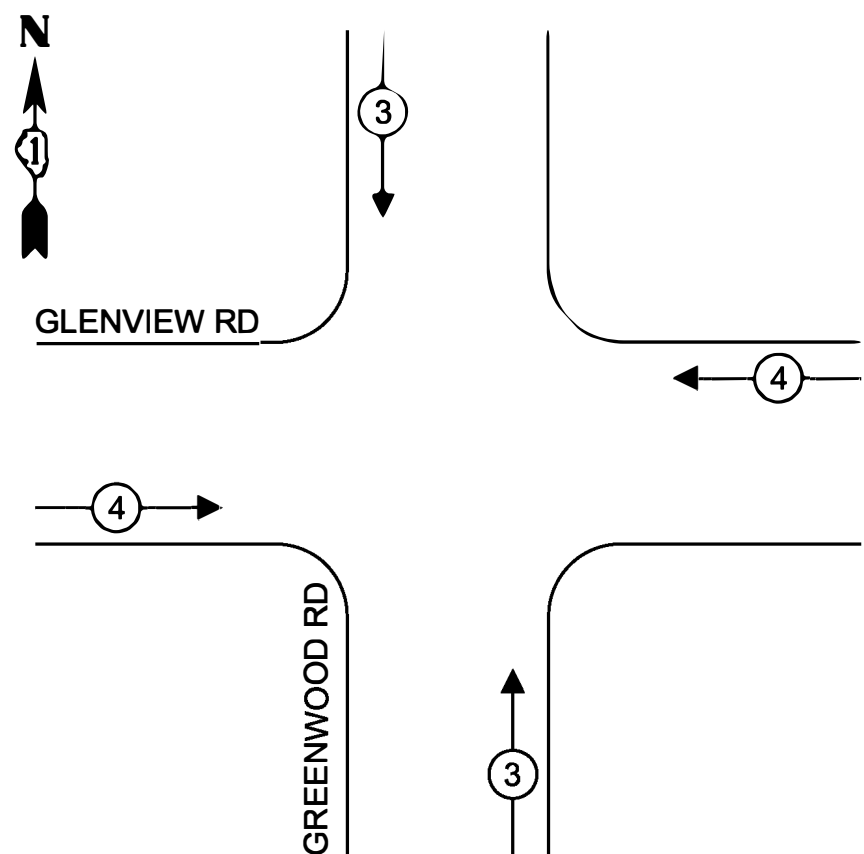
- ← (*) PROTECTED PHASE
- ← - (*) - PROTECTED/PERMITTED PHASE
- ← (*) → PEDESTRIAN PHASE
- ← (*) OL OVERLAP

RIGHT TURN OVERLAP

PHASE DESIGNATION:

OVERLAP LETTER	PERMITTED PHASE	PROTECTED PHASE
B	= 4	+ 5
D	= 8	+ 1

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,256
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	318
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,620
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	2
DETECTOR LOOP, TYPE I	FOOT	894
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,500
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	7	11	77
4-SECTION	-	14	-
5-SECTION	11	13	143
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			515
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,120

ENERGY COSTS TO:

VILLAGE OF GLENVIEW

1225 WAUKEGAN ROAD
GLENVIEW, IL 60025

ENERGY SUPPLY:

CONTACT:

PHONE:

COMPANY: COMED

ACCOUNT NUMBER: 39503-61222

METER NUMBER: ---

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = jburk
PLOT SCALE = 2.0000" = 1 in.
PLOT DATE = 8/12/2026

DESIGNED - JJT
DRAWN - JJT
CHECKED - GJG
DATE - 08/14/2026

REVISED -
REVISED -
REVISED -
REVISED -

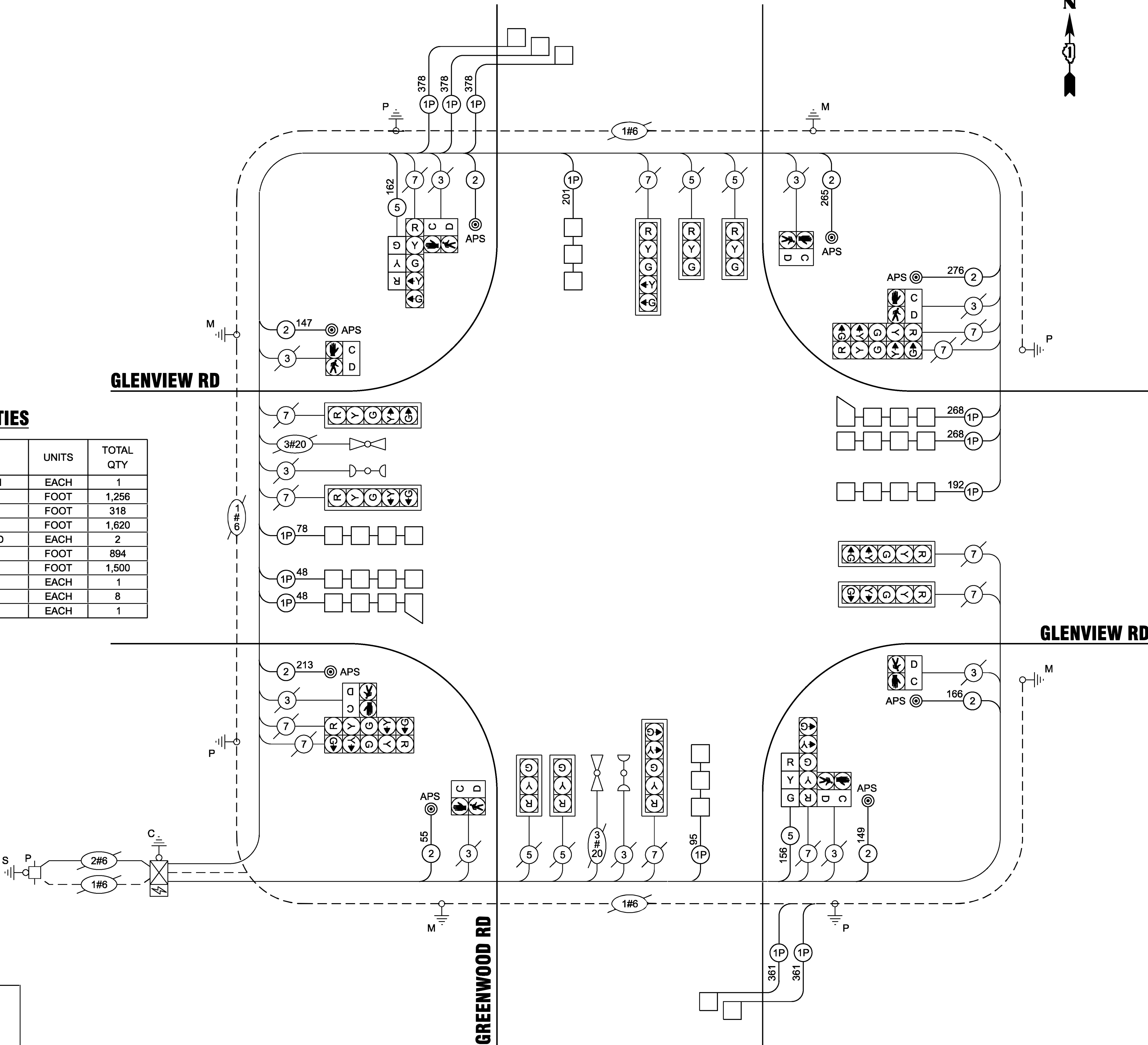
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
GREENWOOD RD AND GLENVIEW RD

SCALE: N.T.S. SHEET OF SHEETS STA. TO STA.

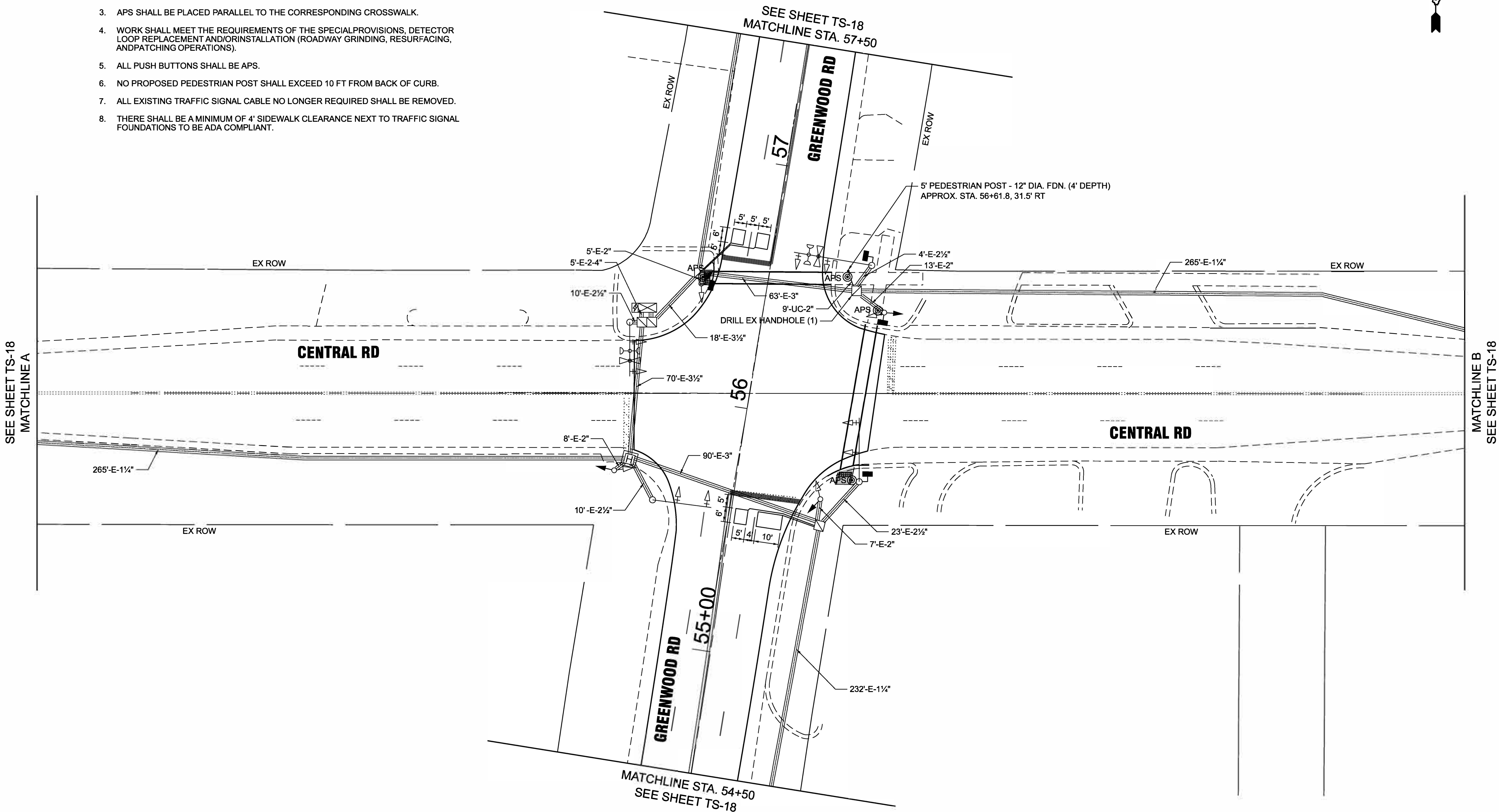
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	56
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

TS 5135



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. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIALPROVISIONS, DETECTOR LOOP REPLACEMENT AND/ORINSTALLATION (ROADWAY GRINDING, RESURFACING, ANDPATCHING OPERATIONS).
- 5. ALL PUSH BUTTONS SHALL BE APS.
- 6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB.
- 7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
- 8. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.



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USER NAME	= jturk	DESIGNED	- JJT	REVISED	-
		DRAWN	- JJT	REVISED	-
PLOT SCALE	= 40.0000' / in.	CHECKED	- GJG	REVISED	-
PLOT DATE	= 8/12/2026	DATE	= 08/14/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND CENTRAL RD

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	57
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

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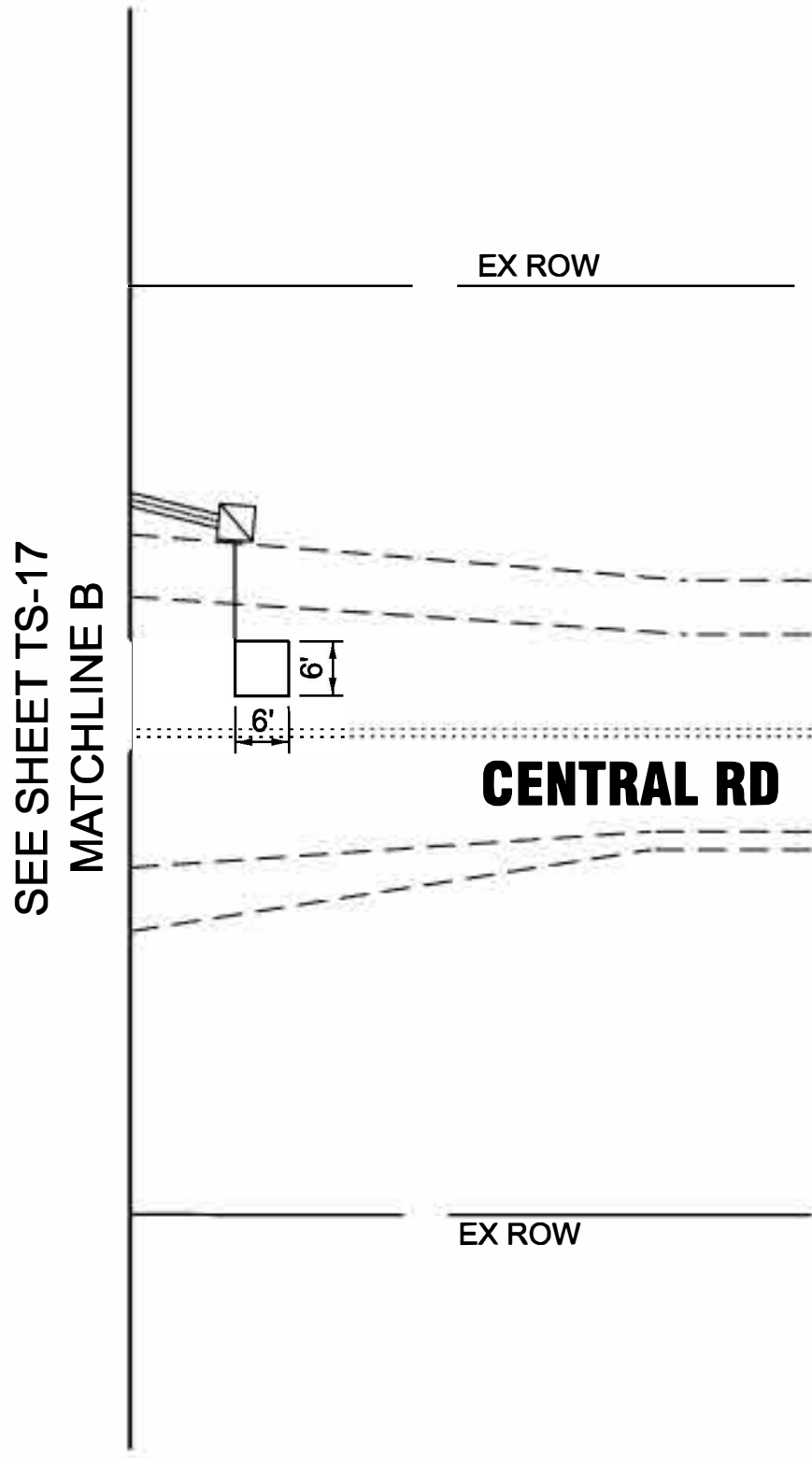
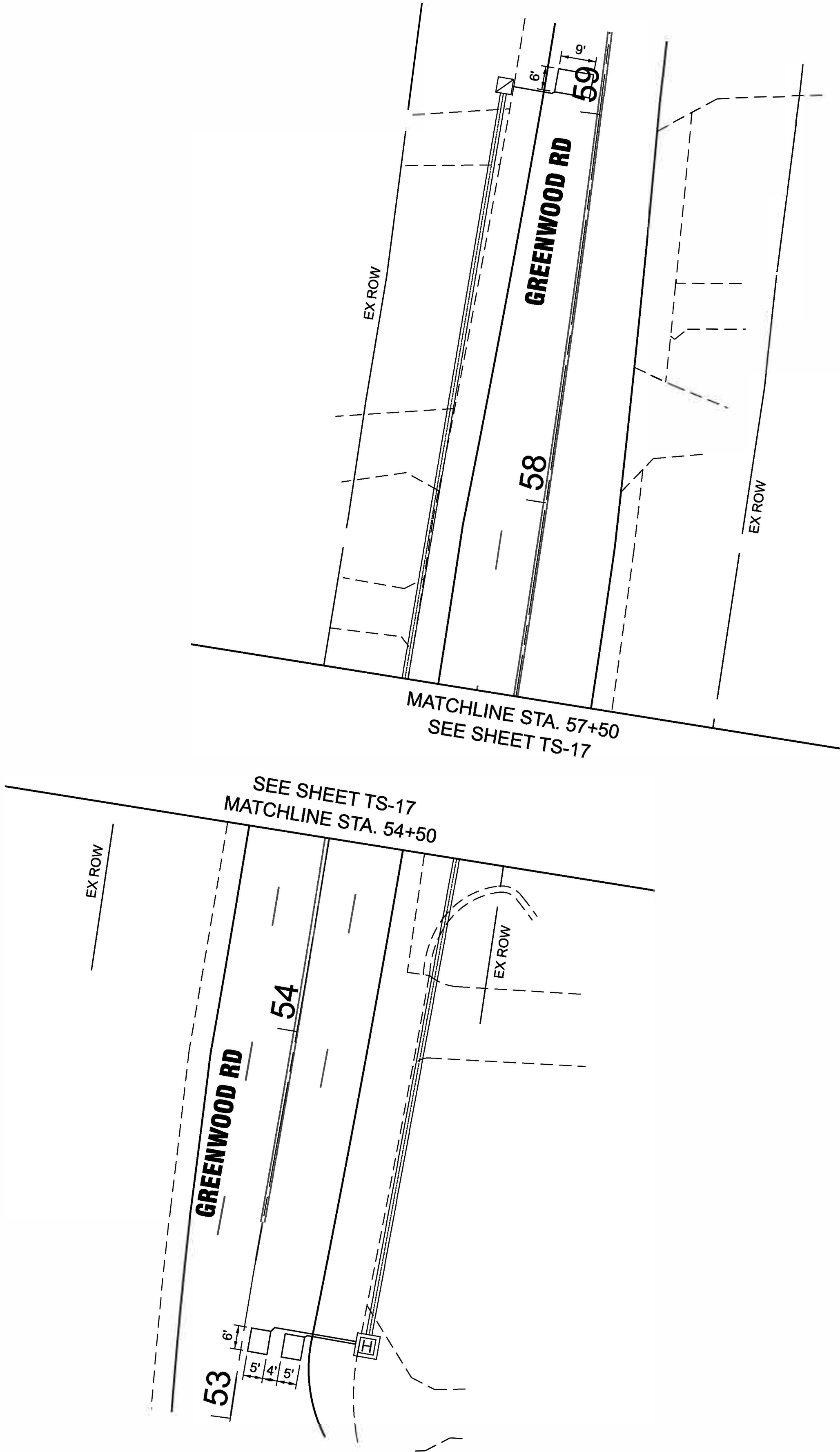
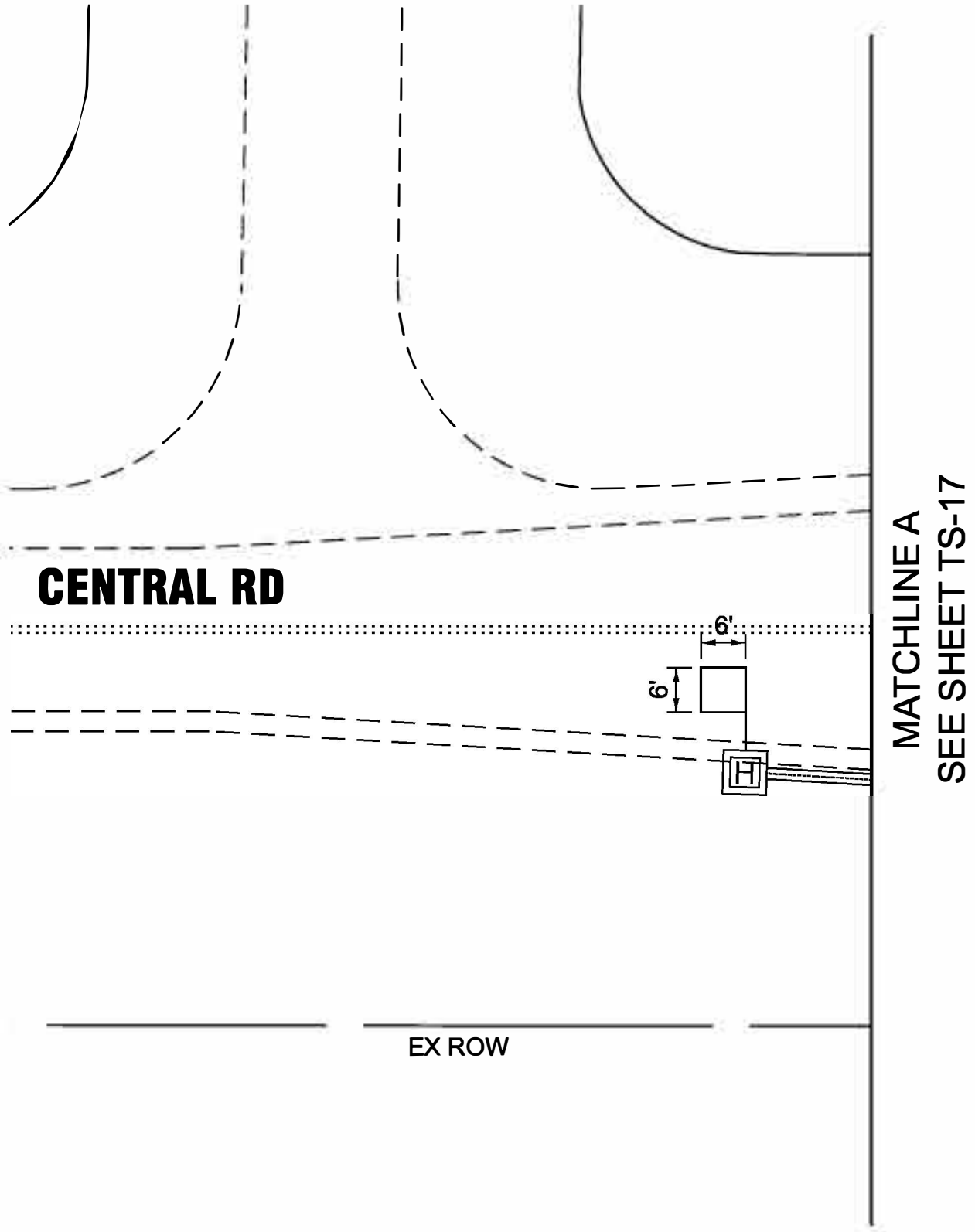
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DRAWN	= JJT	REVIS	=	REVISED	=
PLOT SCALE	= 40.0000' / in.	CHECKED	= GJG	REVISED	=
PLOT DATE	= 8/12/2026	DATE	= 08/14/2026	REVISED	=

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND CENTRAL RD

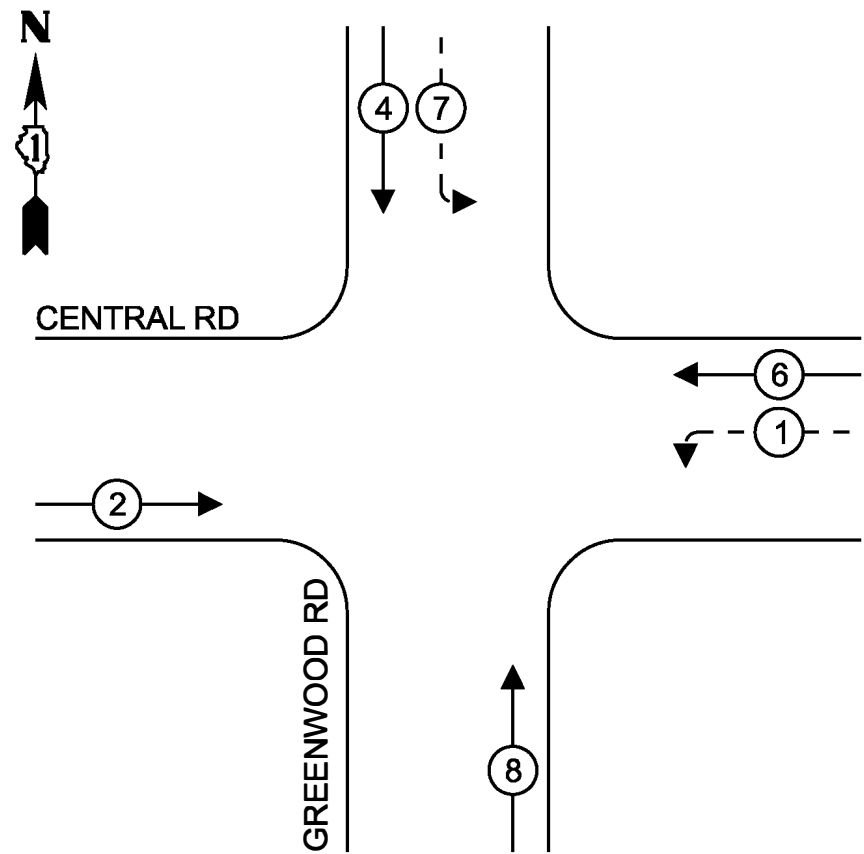
SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 62V13				
		ILLINOIS	FED. AID PROJECT	

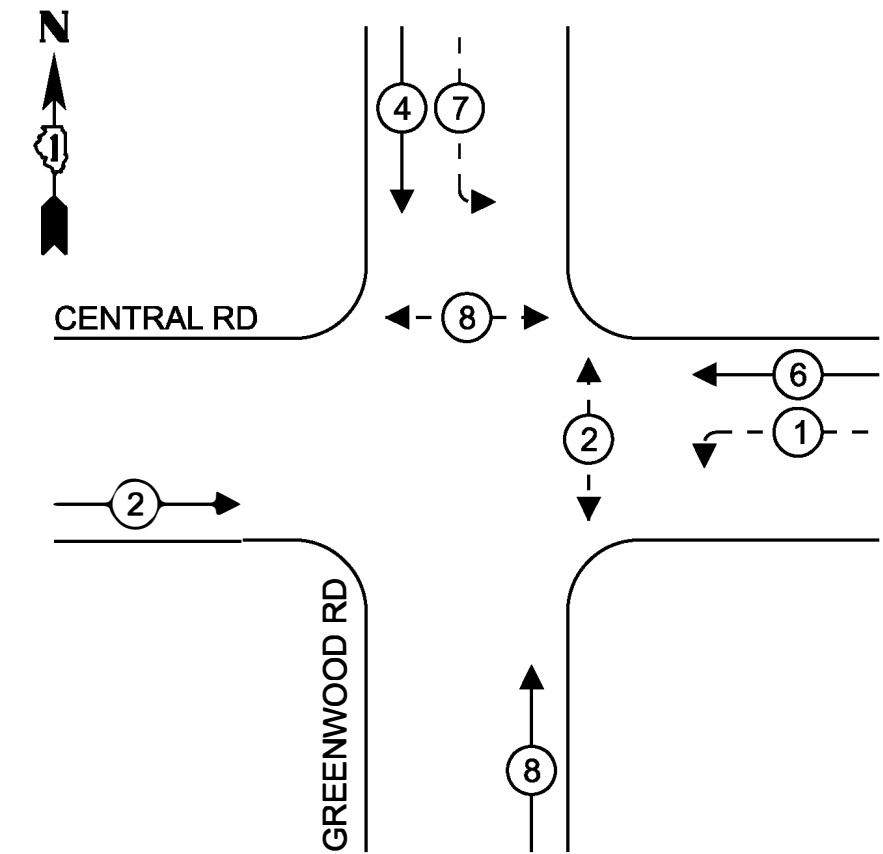


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EXISTING CONTROLLER SEQUENCE



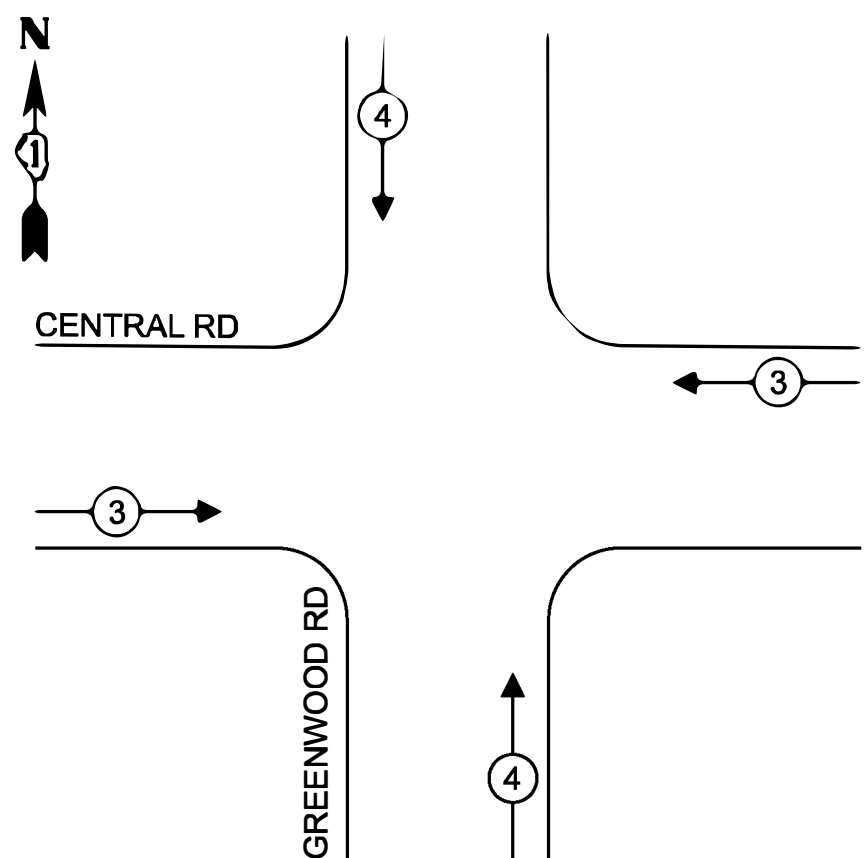
PROPOSED CONTROLLER SEQUENCE



LEGEND:

- ← (⊛) ← PROTECTED PHASE
- ← (⊛) - PROTECTED/PERMITTED PHASE
- ← (⊛) → PEDESTRIAN PHASE
- ← (⊛) OL OVERLAP

EXISTING AND PROPOSED EMERGENCY
VEHICLE PREEMPTION SEQUENCE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	9
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	514
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	537
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	541
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,643
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	9
DRILL EXISTING HANDHOLE	EACH	1
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
DETECTOR LOOP, TYPE I	FOOT	220
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,000
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTACT: _____
PHONE: _____
COMPANY: COMED
ACCOUNT NUMBER: 82747-42222
METER NUMBER: ---

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = jturk
PLOT SCALE = 2.0000" = 1 in.
PLOT DATE = 8/12/2026

DESIGNED - JJT
DRAWN - JJT
CHECKED - GJG
DATE - 08/14/2026

REVISED -
REVISED -
REVISED -
REVISED -

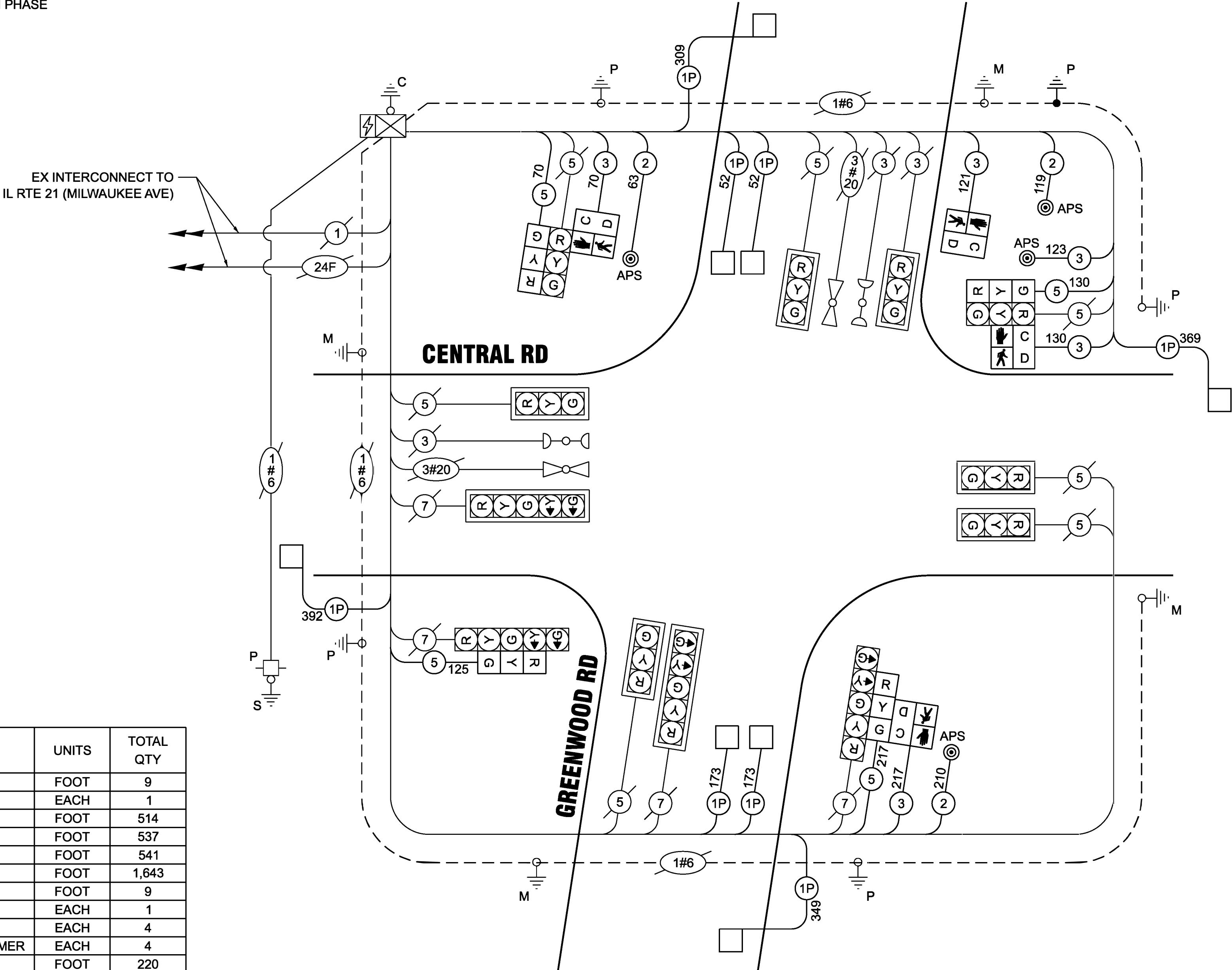
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
GREENWOOD RD AND CENTRAL RD

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. 2743	SECTION FAU 2743 23 OVERLAY	COUNTY COOK	TOTAL SHEETS 91	SHEET NO. 59
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

TS 4745



MODEL: Default
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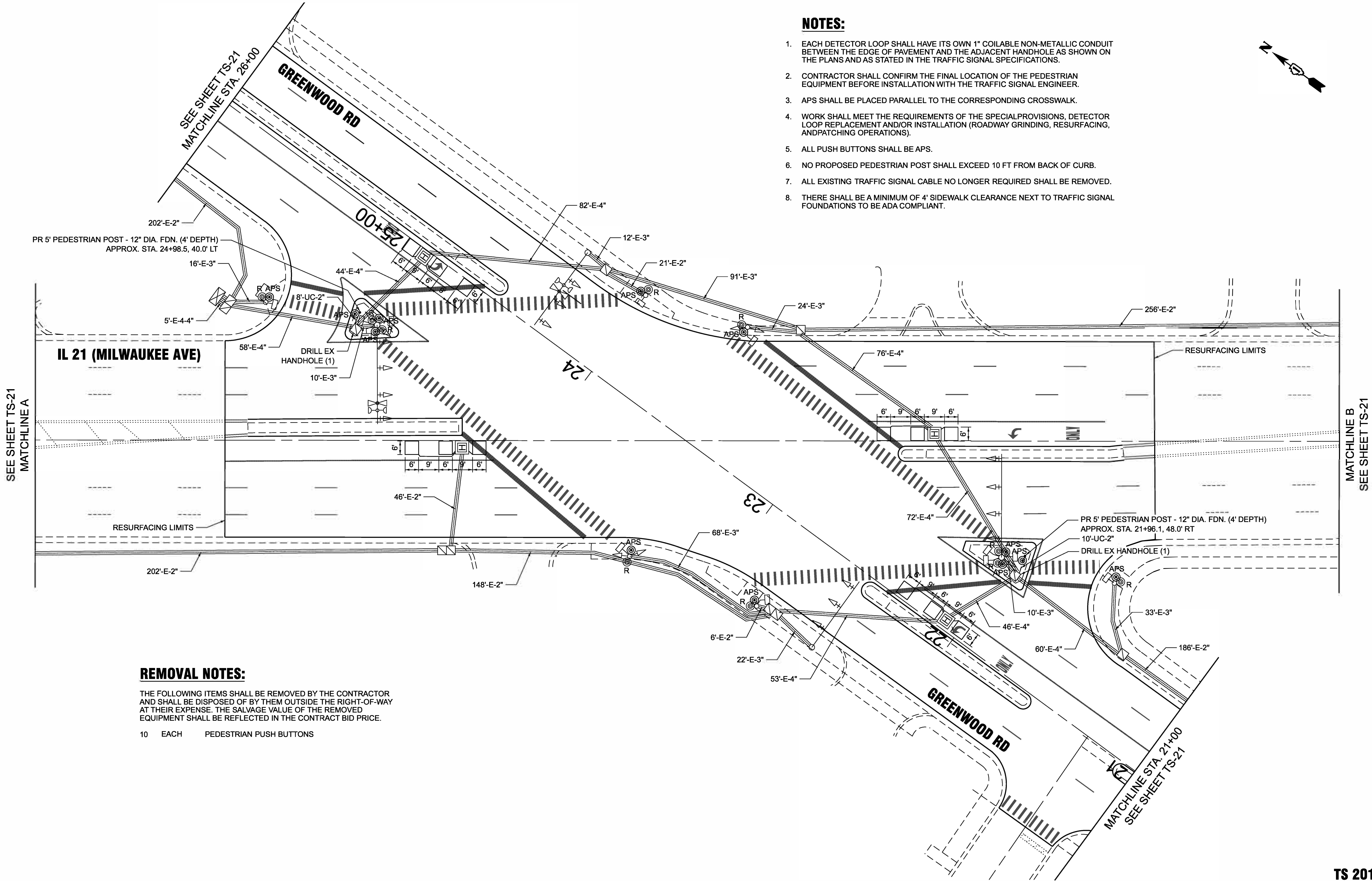
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PLOT DATE	= 8/12/2026	DATE	= 08/14/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND IL 21 (MILWAUKEE AVE)

SCALE: 1" = 20' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	60
CONTRACT NO. 62V13				
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. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
5. ALL PUSH BUTTONS SHALL BE APS.
6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB.
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
8. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.

REMOVAL 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.

- 10 EACH PEDESTRIAN PUSH BUTTONS

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USER NAME	= jturk	DESIGNED	- JJT
		DRAWN	- JJT
PLOT SCALE	= 40,0000' / in.	CHECKED	- GJG
PLOT DATE	= 8/12/2026	DATE	- 08/14/2026

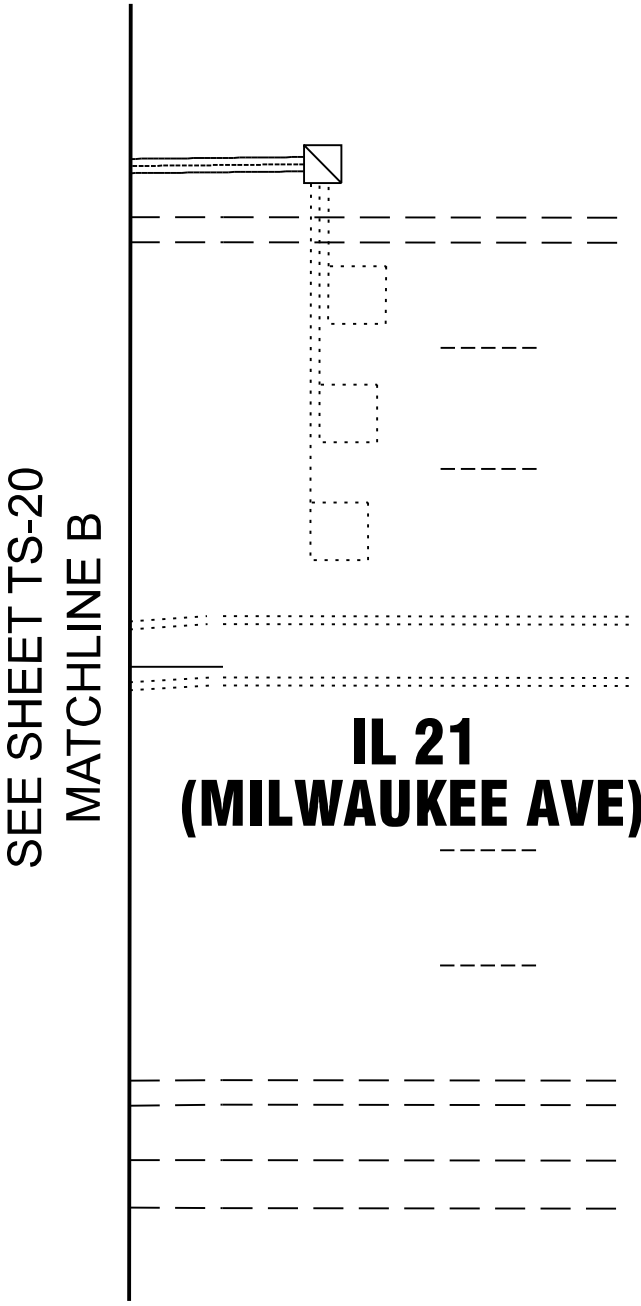
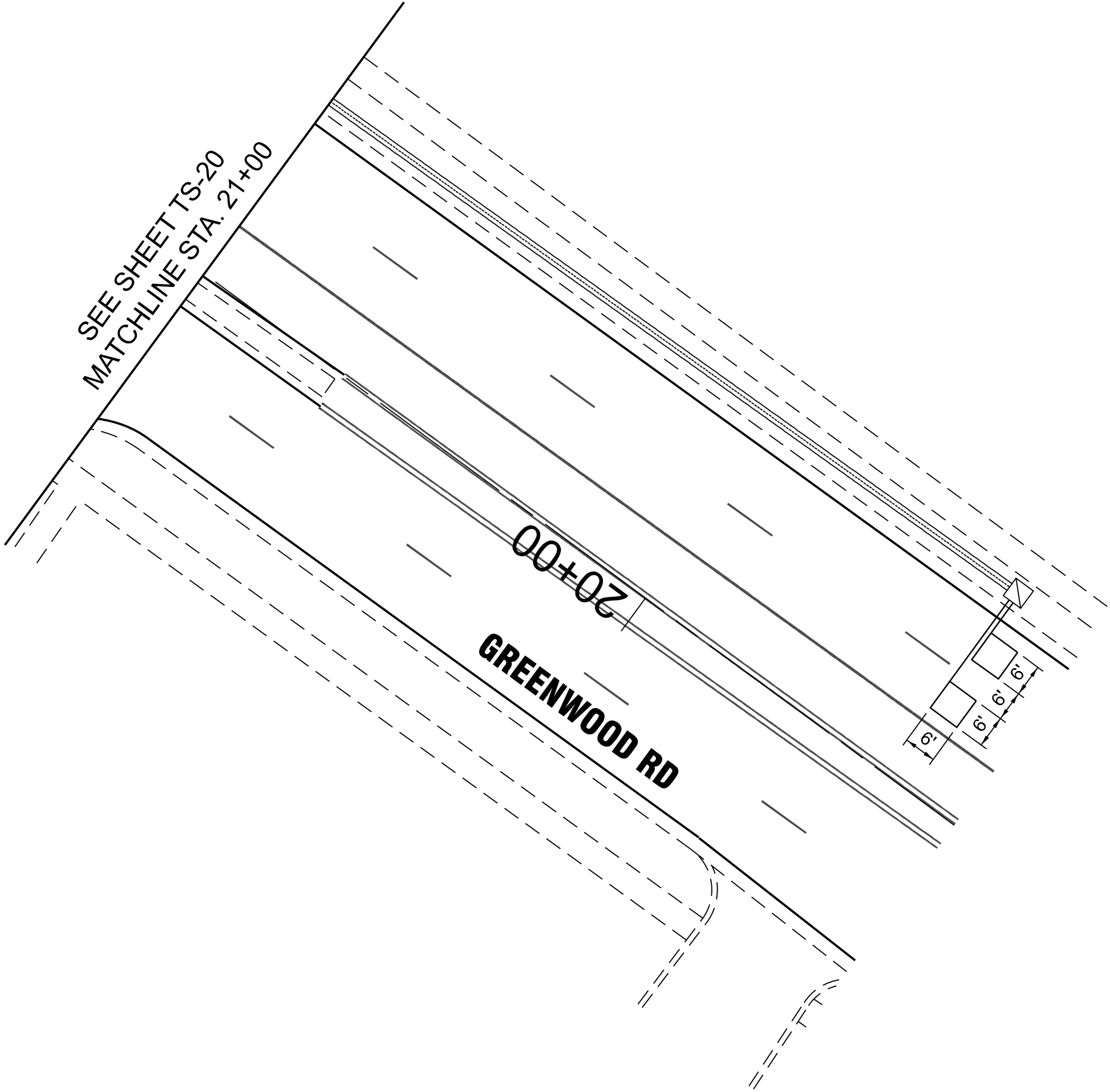
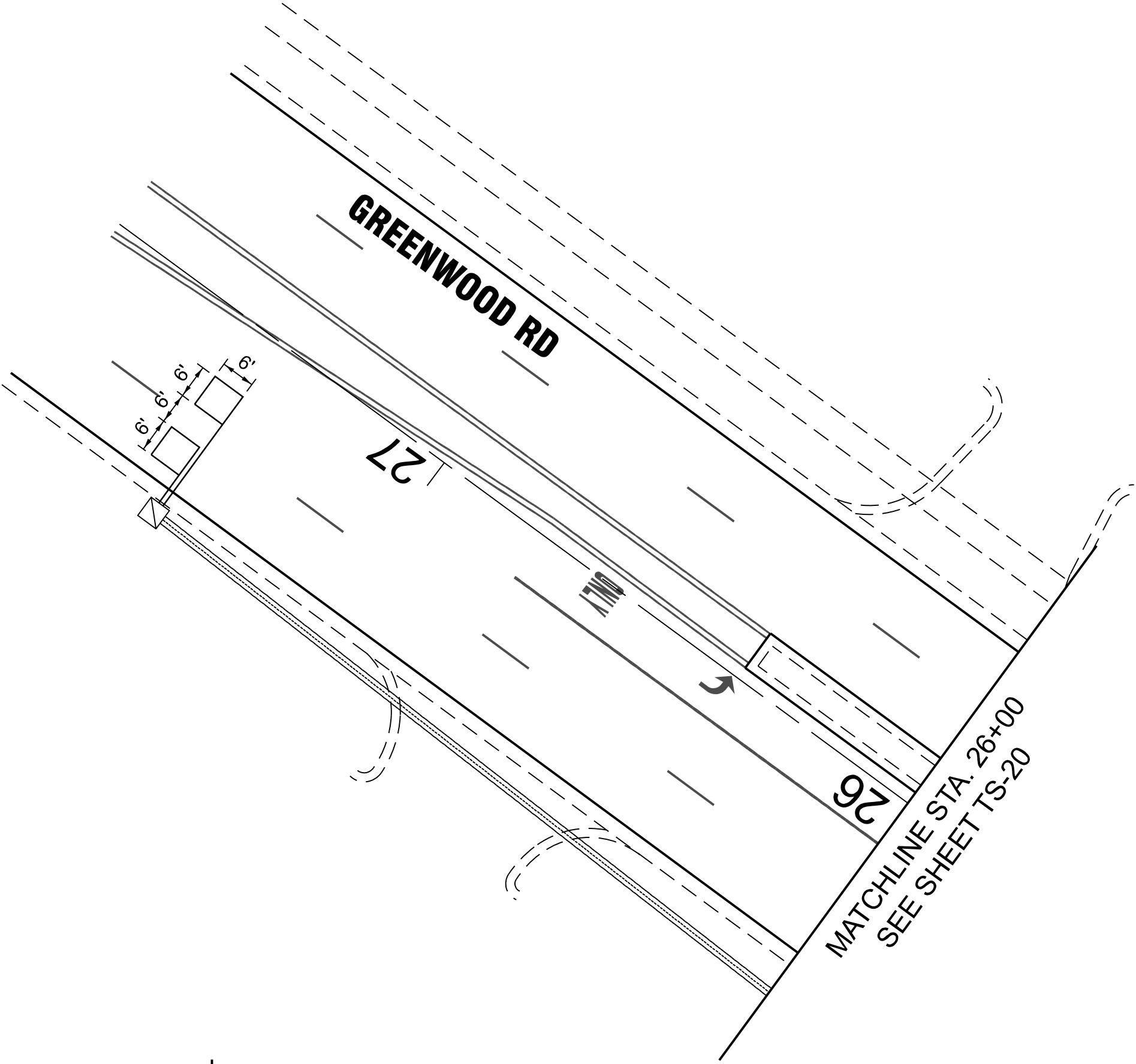
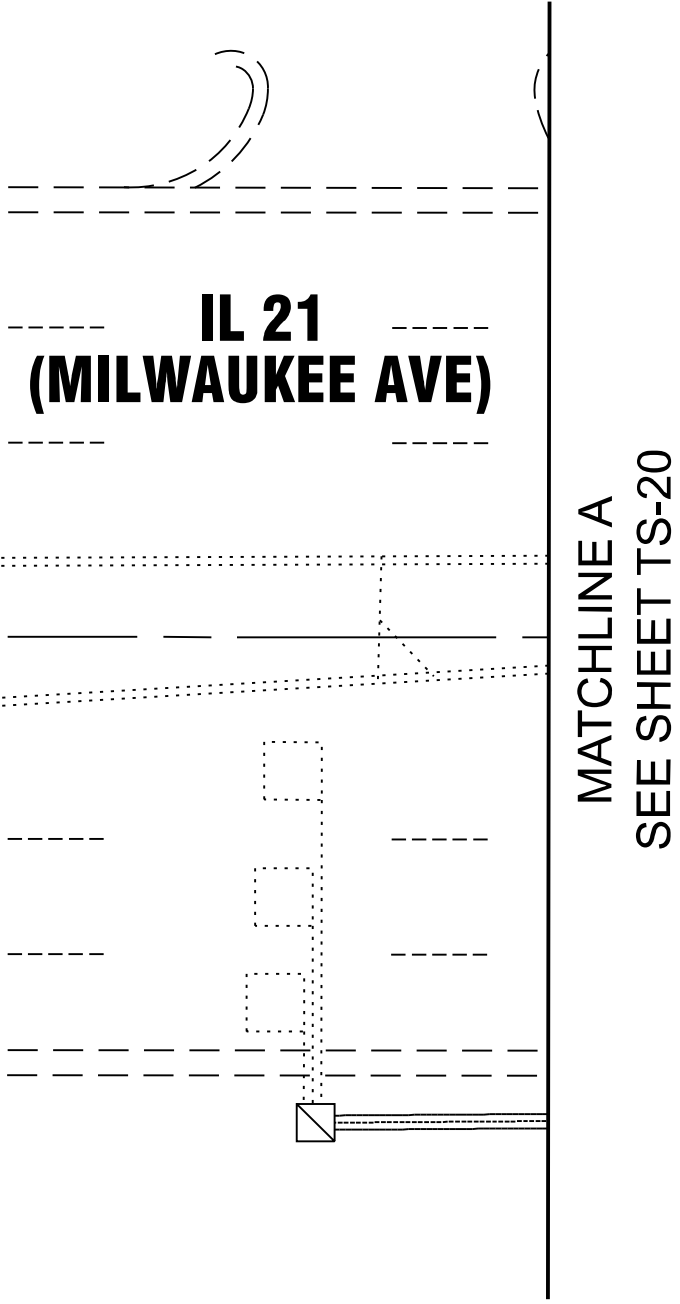
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND IL 21 (MILWAUKEE AVE)

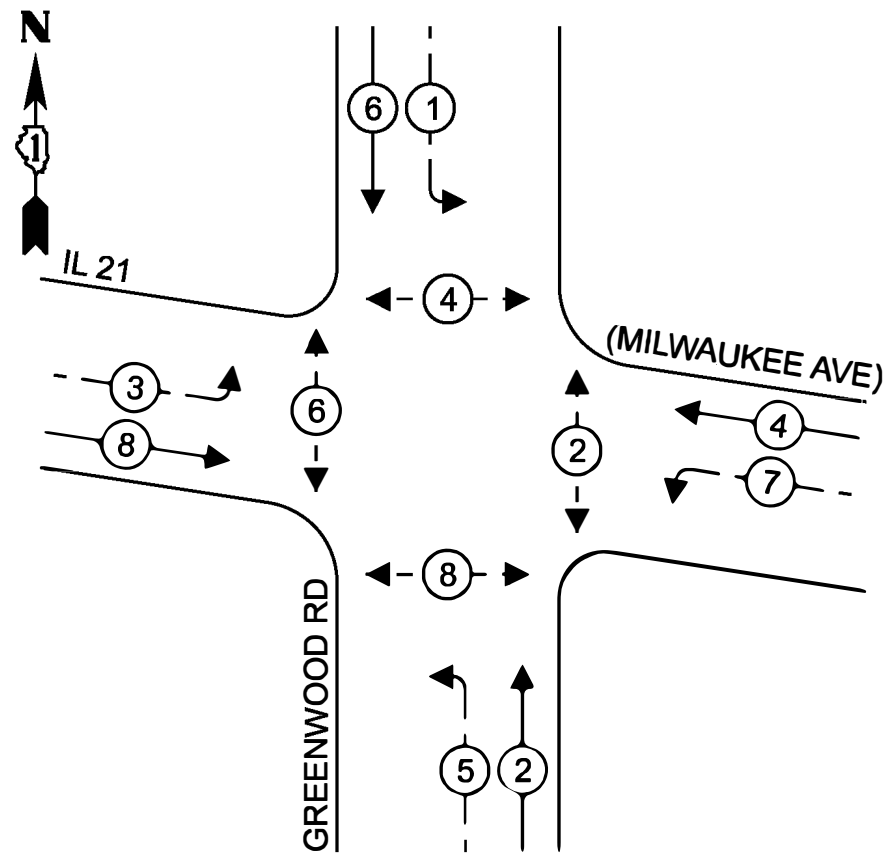
SCALE: 1" = 20'	SHEET 2 OF 2 SHEETS	STA. TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 28/A OVERLAY	COOK	91	61
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				



MODEL: Default
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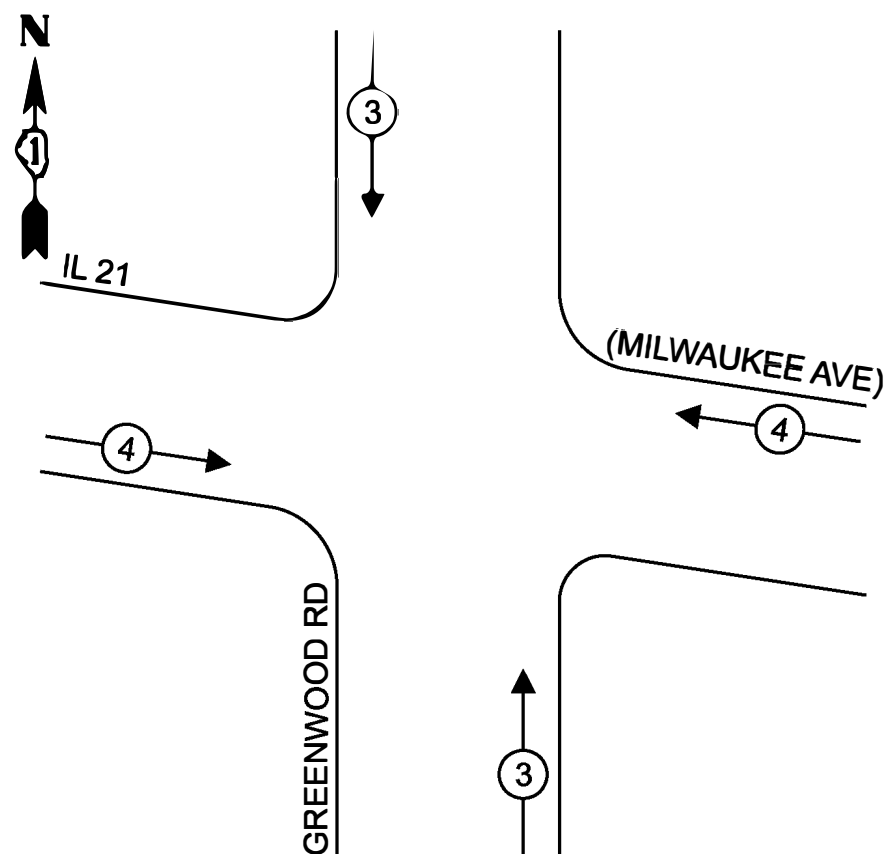
EXISTING CONTROLLER SEQUENCE



LEGEND:

- ← (⊛) — PROTECTED PHASE
- ← (⊛) - - PROTECTED/PERMITTED PHASE
- ← (⊛) → PEDESTRIAN PHASE
- ← (⊛) OL OVERLAP

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	8	11	88
4-SECTION	-	14	-
5-SECTION	14	13	182
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	10	15	150
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			595
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,200

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	18
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	614
DRILL EXISTING HANDHOLE	EACH	2
DETECTOR LOOP, TYPE I	FOOT	384
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	12
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W. CENTER COURT
SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY:

CONTACT: _____
PHONE: 866-639-3532
COMPANY: COMED

ACCOUNT NUMBER: _____

METER NUMBER: ---

SINGH
SINGH & ASSOCIATES, INC.
CONSULTING ENGINEERS

USER NAME = jburk
DESIGNED - JJT
DRAWN - JJT
PLOT SCALE = 2.0000" = 1 in.
CHECKED - GJG
PLOT DATE = 8/12/2026
REVISD -

REVISD -
REVISD -
REVISD -
DATE - 08/14/2026
REVISD -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
GREENWOOD RD AND IL 21 (MILWAUKEE AVE)

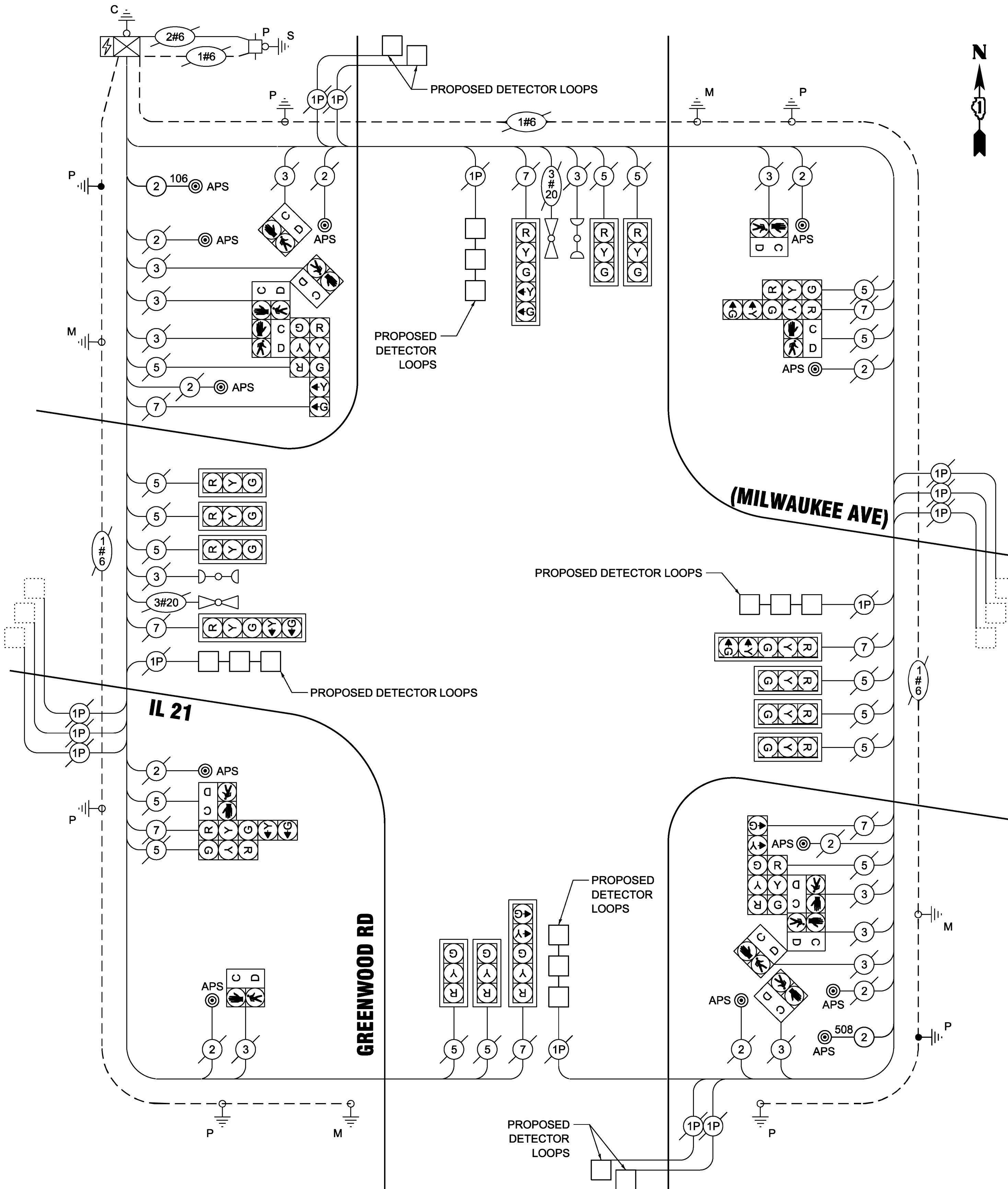
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SHEET 1 OF 1 SHEETS STA.

TO STA.

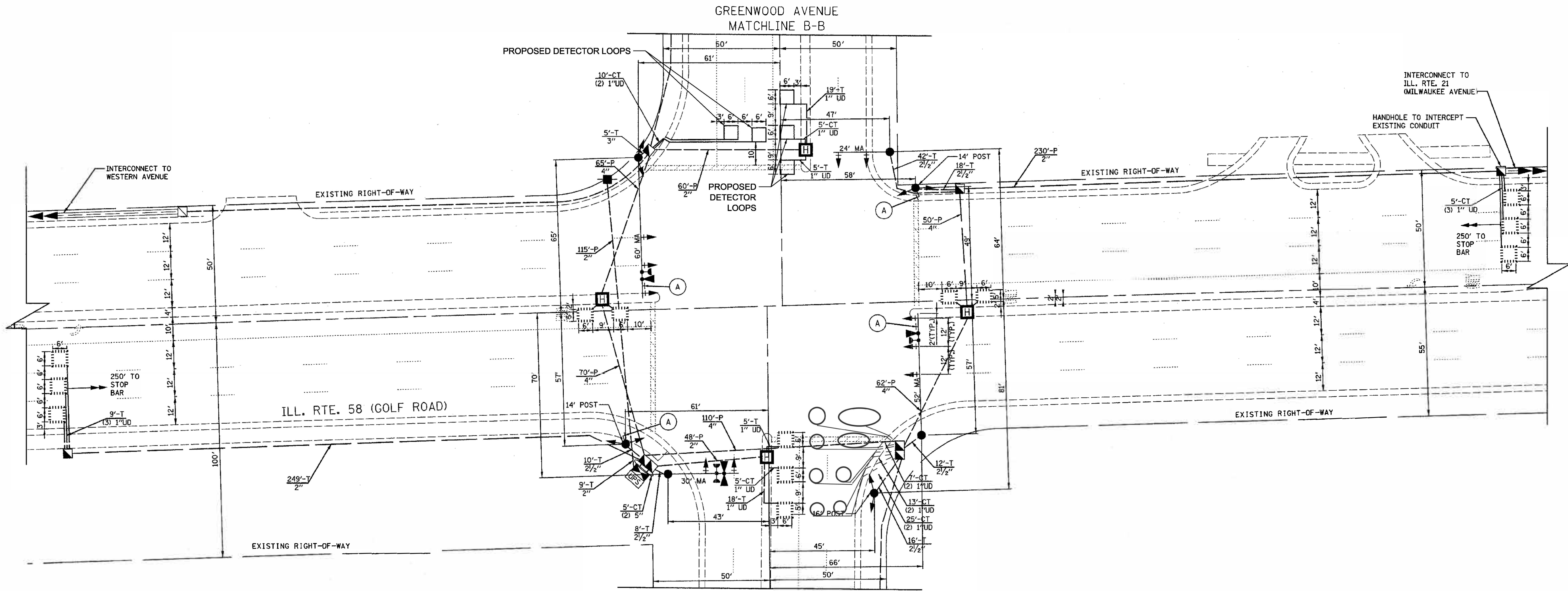
FAU RTE. 2743
SECTION FAU 2743 23 OVERLAY
COUNTY COOK
TOTAL SHEETS 91
SHEET NO. 62
CONTRACT NO. 62V13
ILLINOIS FED. AID PROJECT

TS 2015



CABLE PLAN
(NOT TO SCALE)

MODEL - Detail
FILE NAME - J:\2024_CADD\CADD_Sheets\115123-sht-23_ts-23-06.dgn



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
DETECTOR LOOP REPLACEMENT	FOOT	186



USER NAME = jturk	DESIGNED - JJT	REVISED -
	DRAWN - JJT	REVISED -
PLOT SCALE = 40,0000' / in.	CHECKED - GJG	REVISED -
PLOT DATE = 8/12/2026	DATE = 08/14/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND IL 58 (GOLF RD)

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 21/1A OVERLAY	COOK	91	63
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE NAME: J:\2770\2704_CADD\CADD_Sheets\011673-sh-24-1a-plan-06A.dgn



USER NAME	= jturk
PLOT SCALE	= 40.0000 ' / in.
PLOT DATE	= 8/12/2026

DESIGNED	= JJT
DRAWN	= JJT
CHECKED	= GJG
DATE	= 08/14/2026

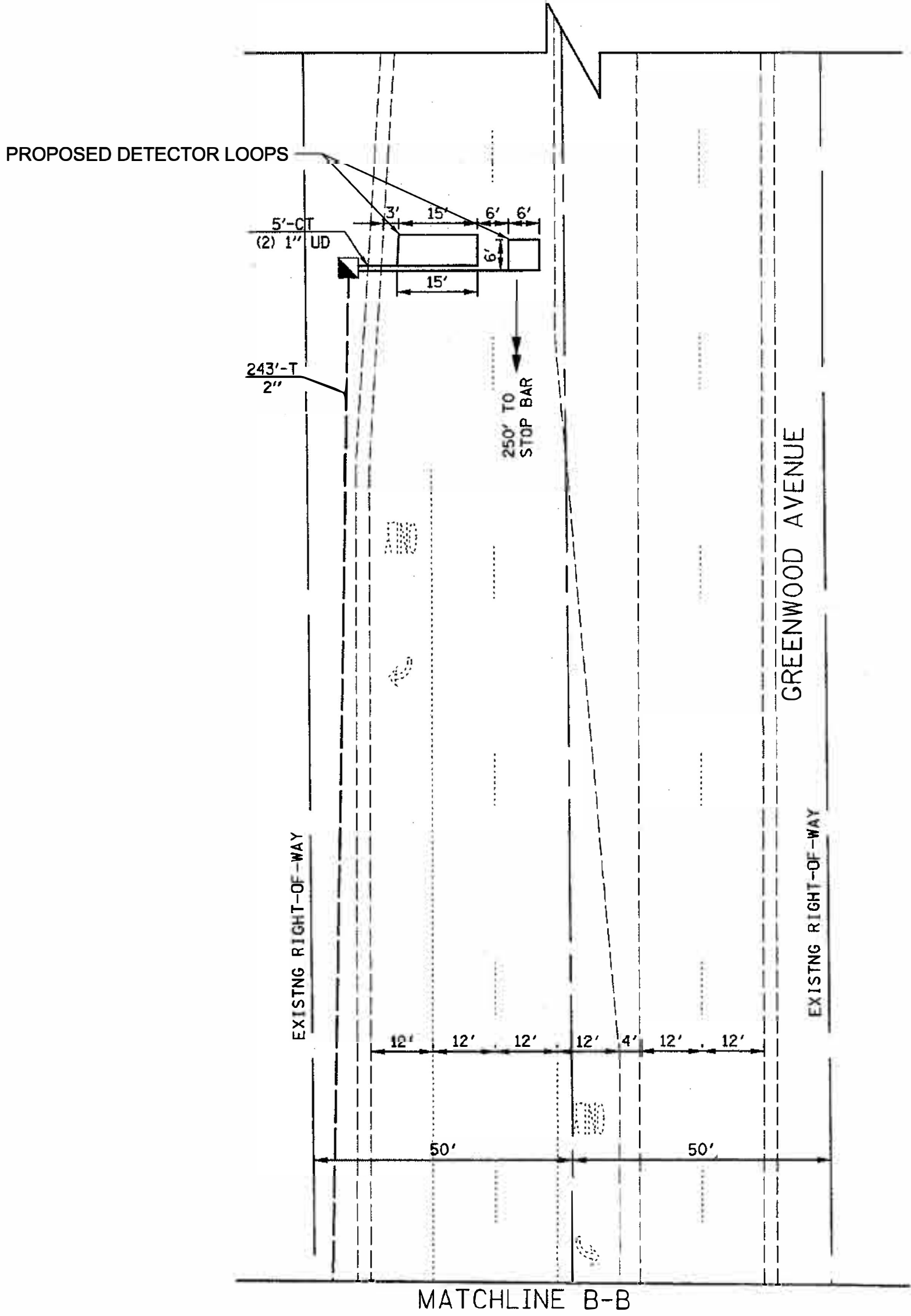
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REVISED	=
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REVISED	=

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION PLAN
GREENWOOD RD AND IL 58 (GOLF RD)

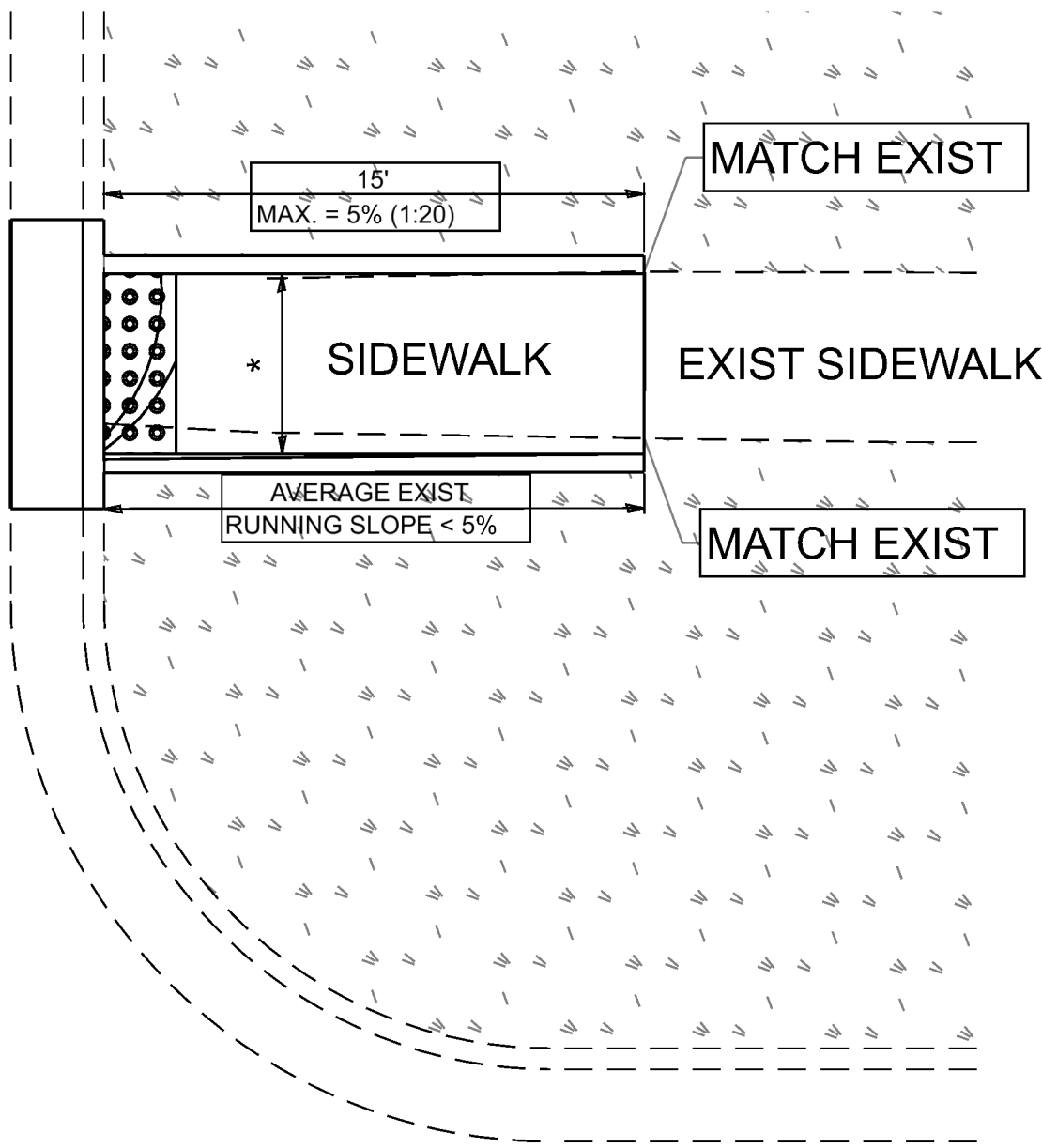
SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	64
CONTRACT NO. 62V13				
ILLINOIS FED. AID PROJECT				

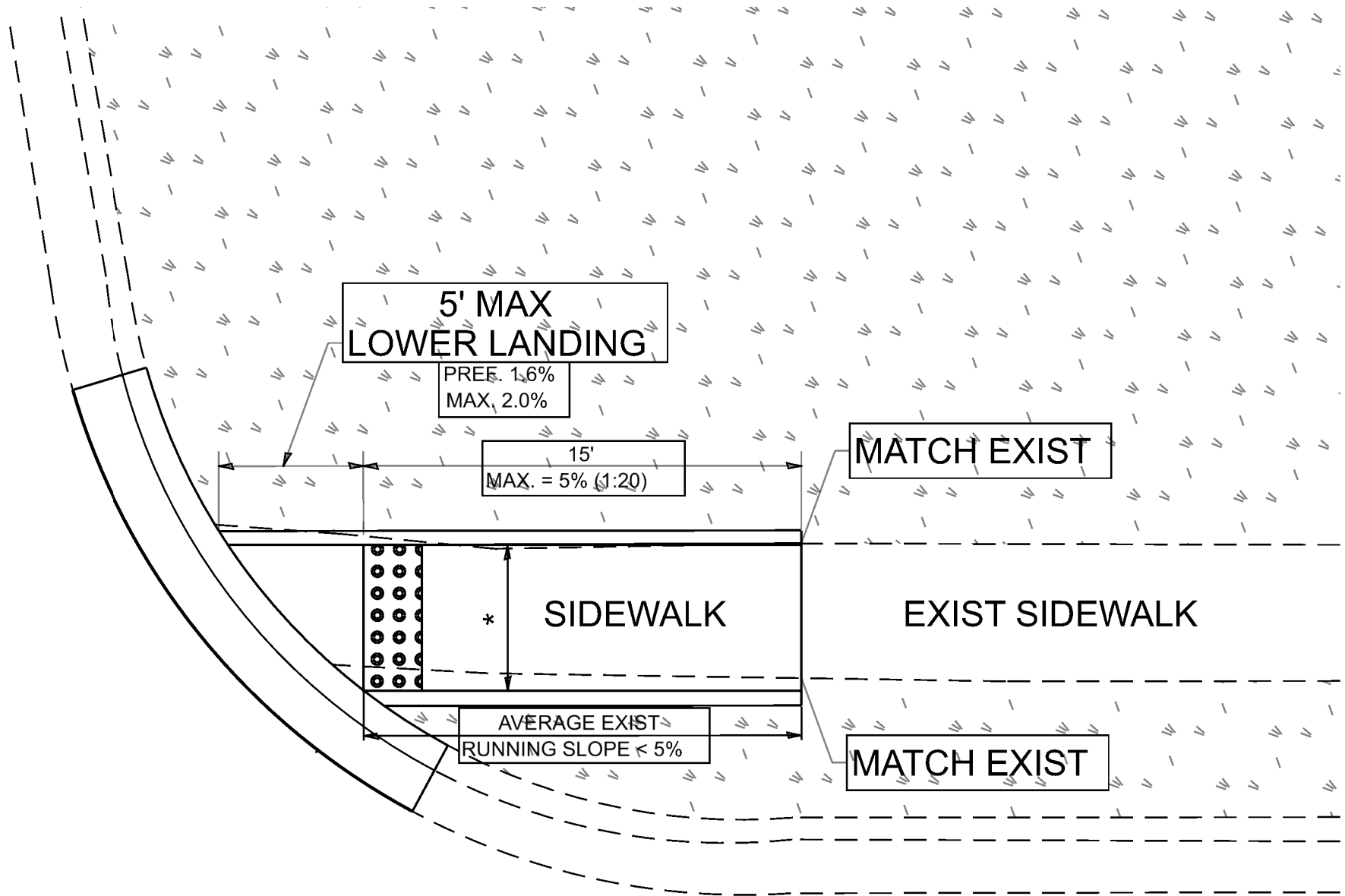


ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR LESS RUN. SLOPE

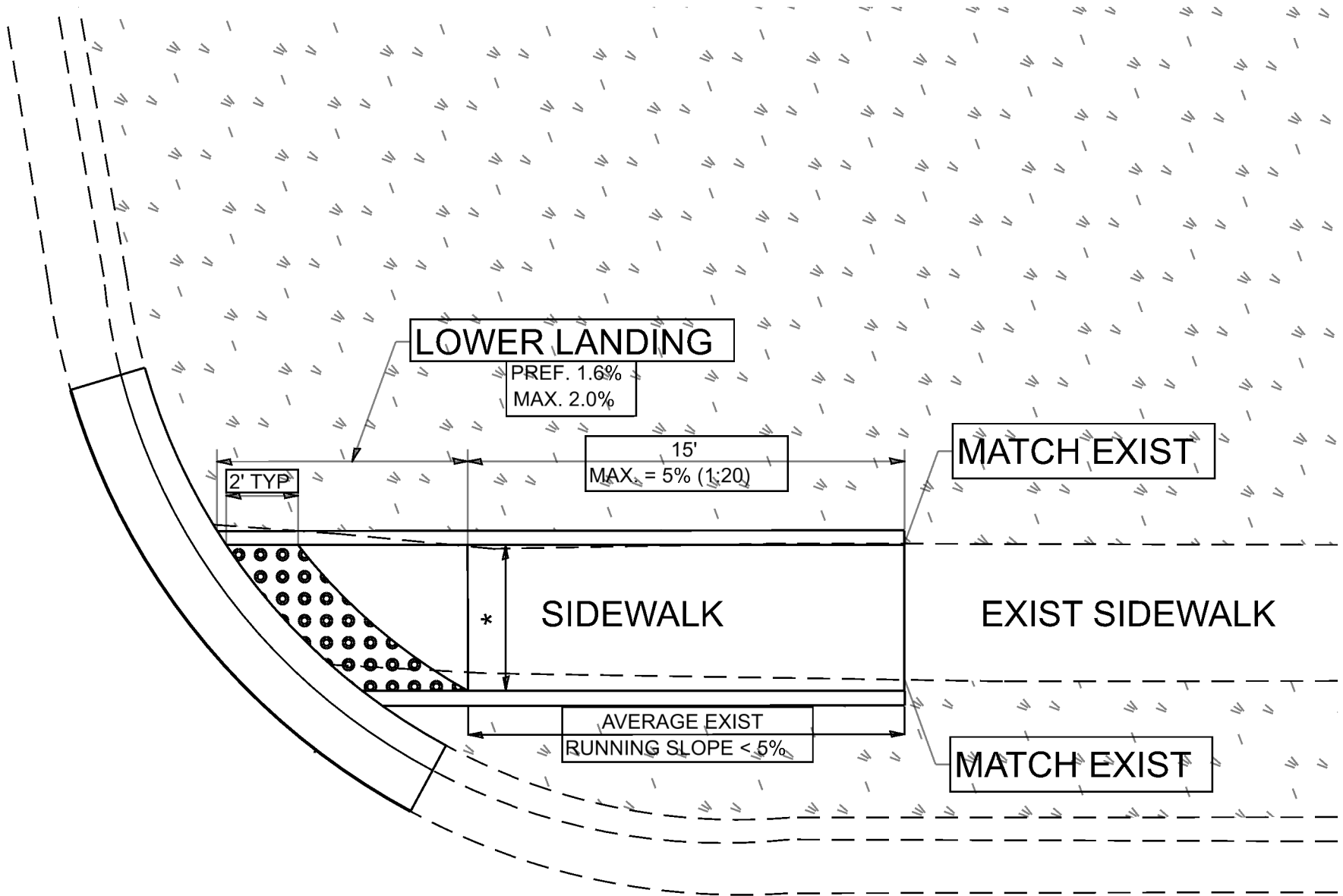
PD-01A



PD-01B



PD-01C



LEGEND

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

CONSTRUCTION NOTES:

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

MODEL: Plan Single Sheet
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PLOT DATE	= 12/2/2024	USER NAME	= Eric.L.thomas	DESIGNED	-	REVISED	-	
				DRAWN	-	R. LEDEZMA	REVISED	-
				CHECKED	-		REVISED	-
				DATE	-	10/02/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

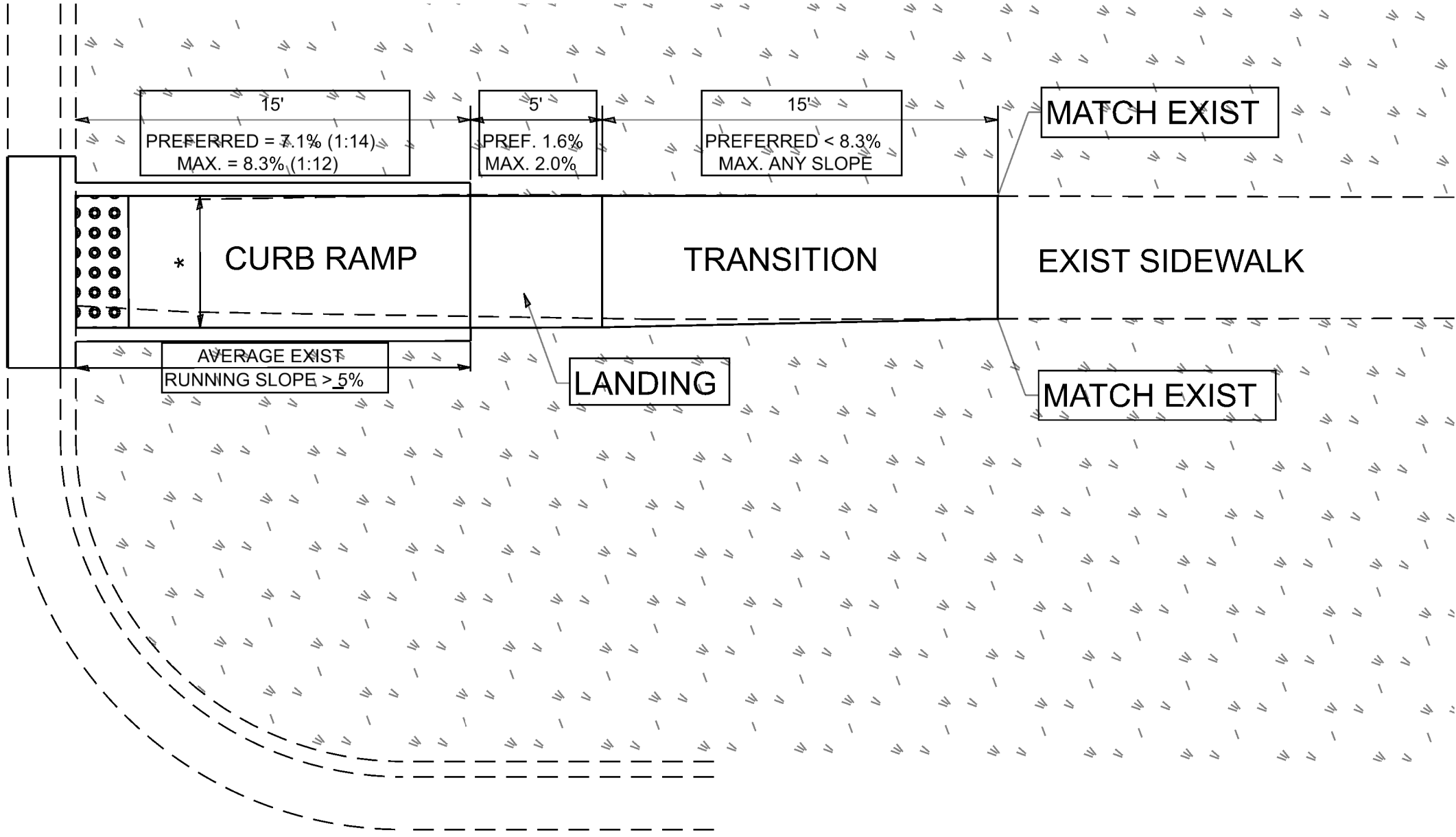
PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-01)

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

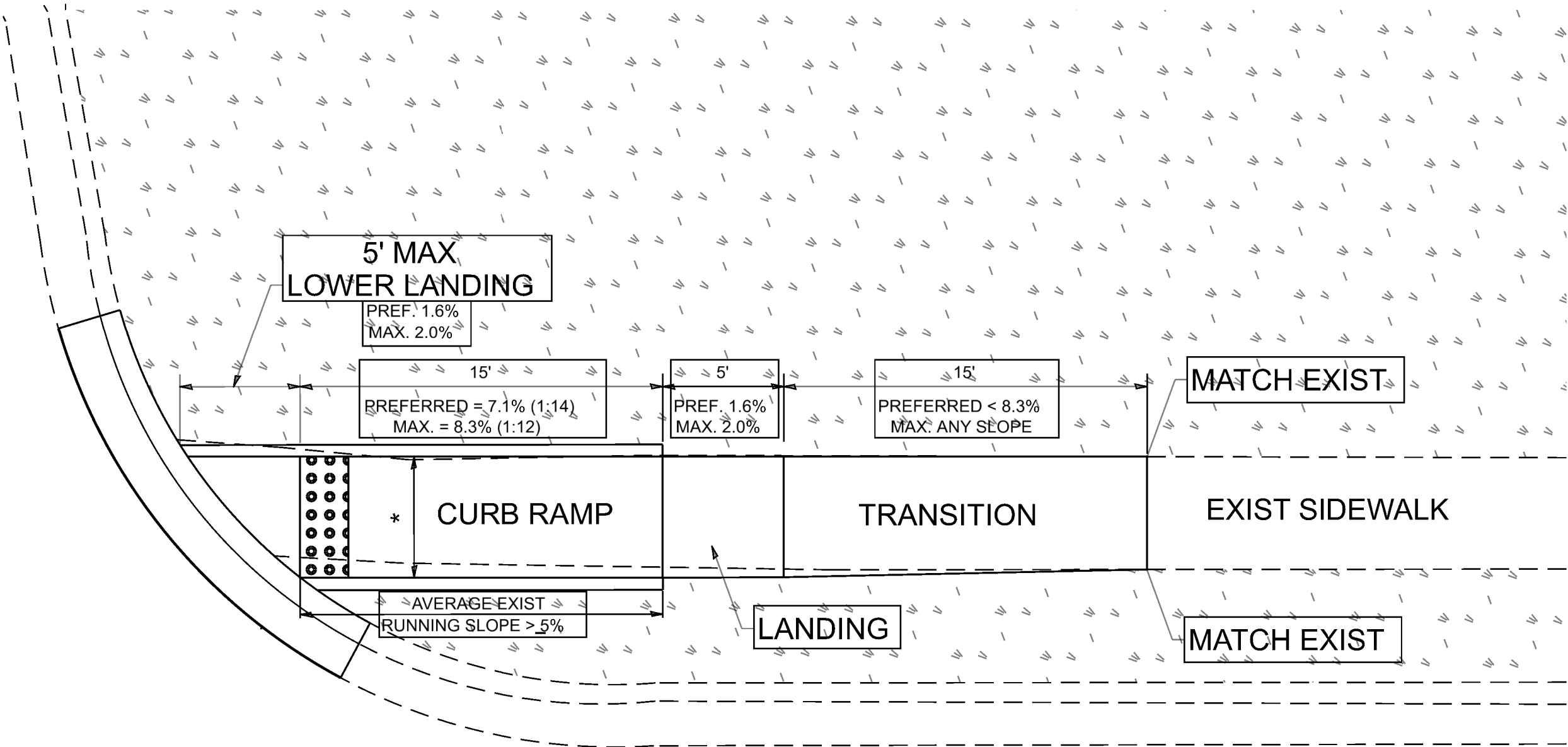
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PD-01		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

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

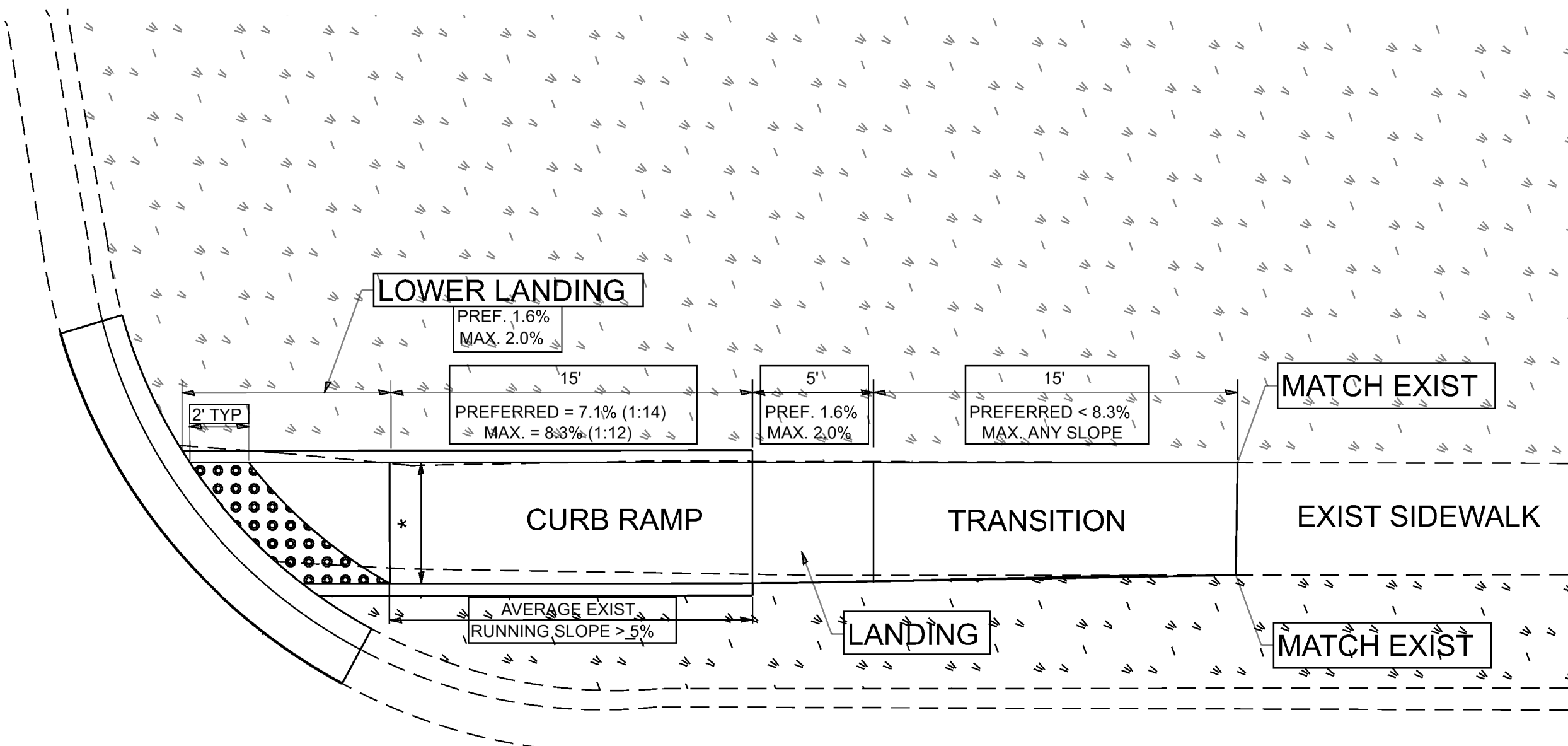
PD-02A



PD-02B



PD-02C



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

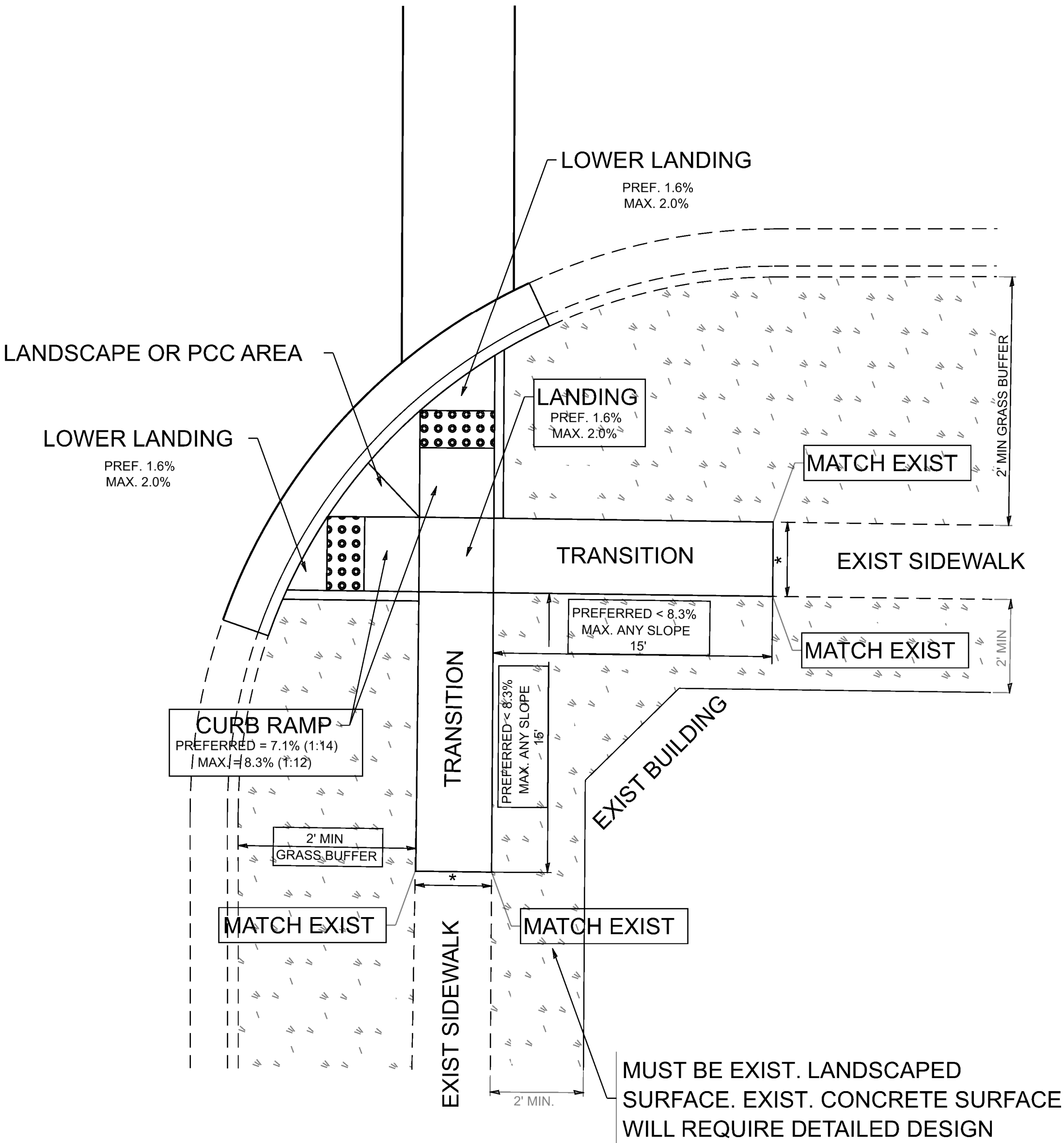
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FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PD-02		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

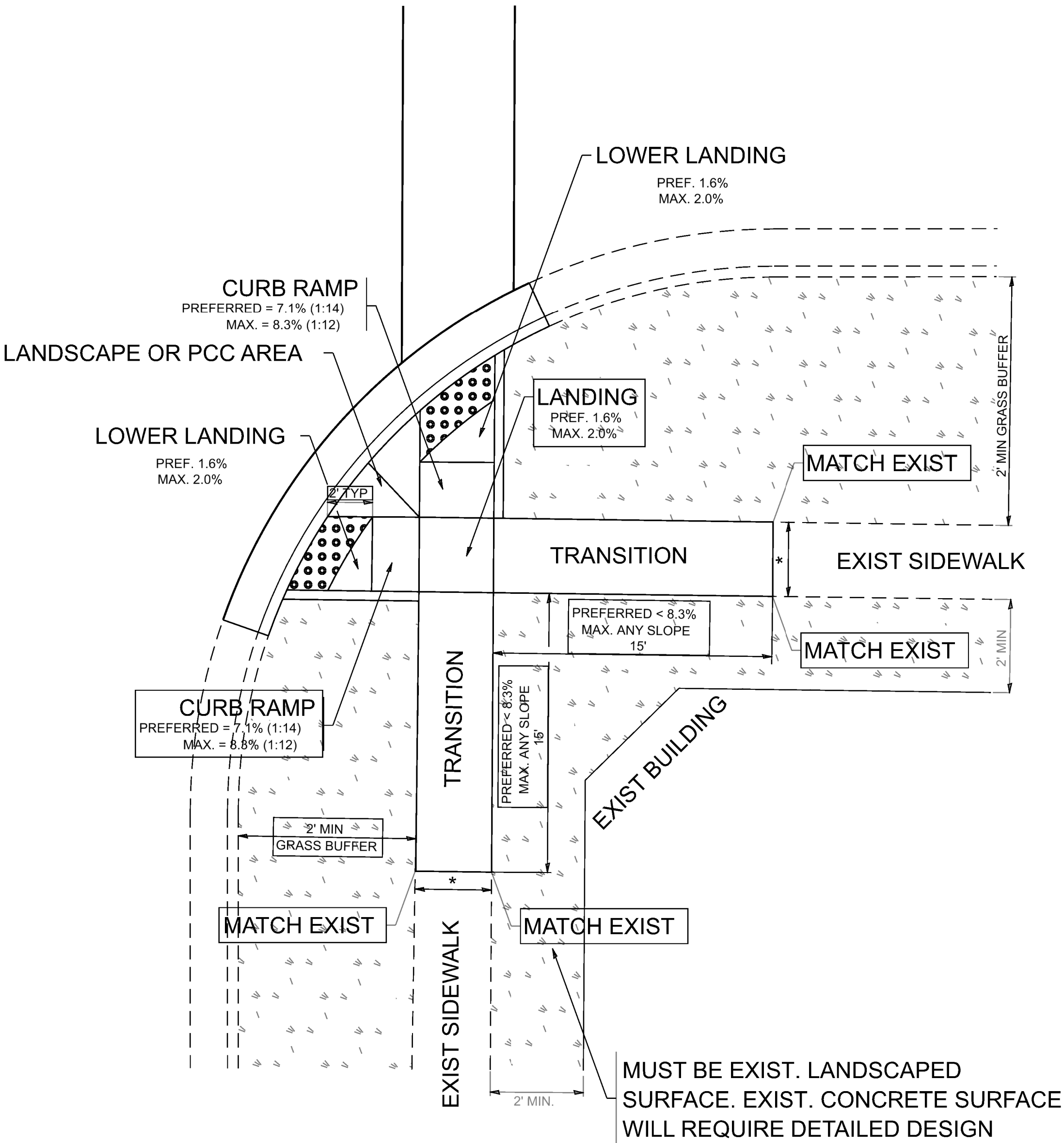
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ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD-03A



PD-03B



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	67
PD-03		CONTRACT NO. 62V13		
ILLINOIS		FED. AID PROJECT		

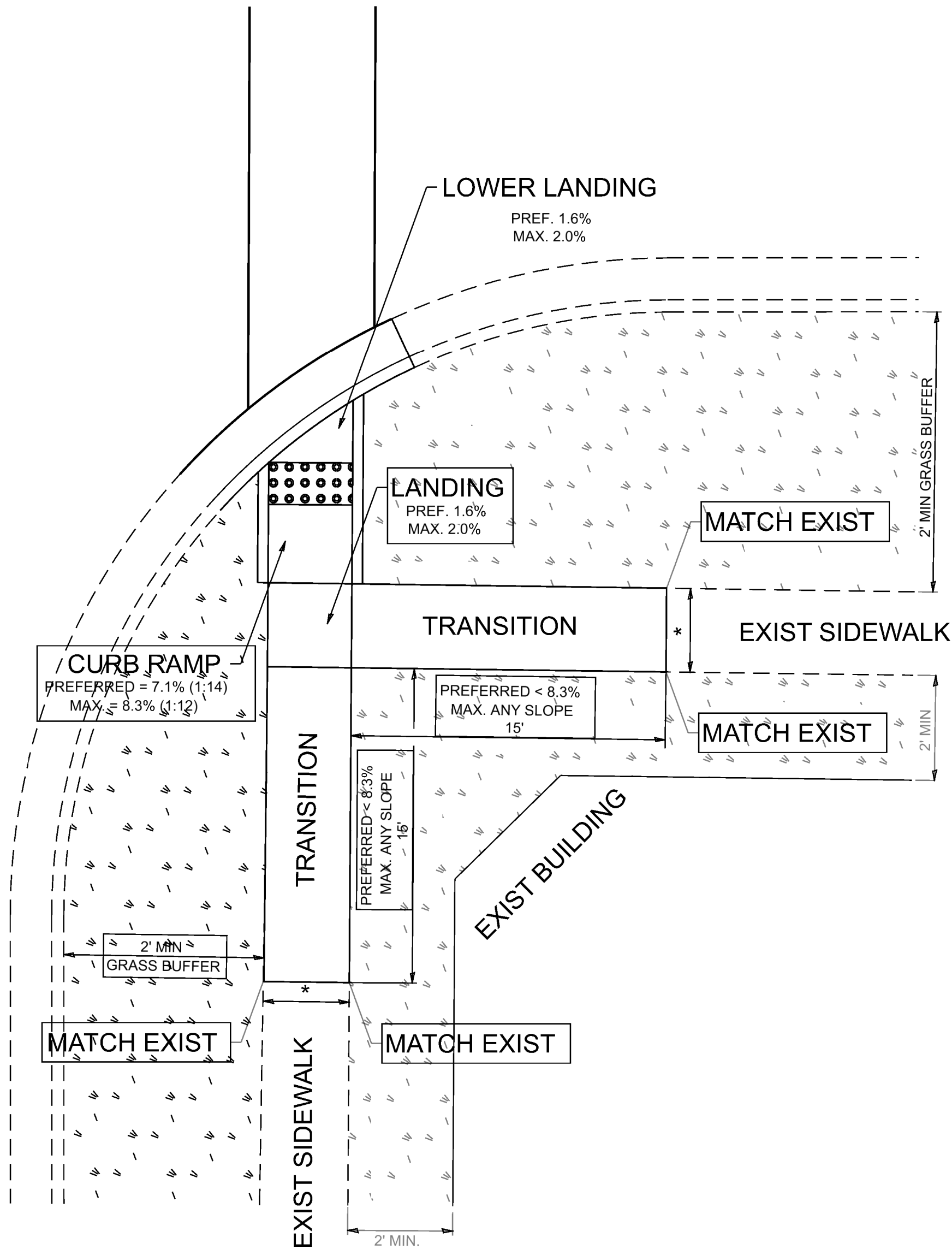
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USER NAME	= Eric.L.thomas	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 12/2/2024	DATE	-	REVISED	-

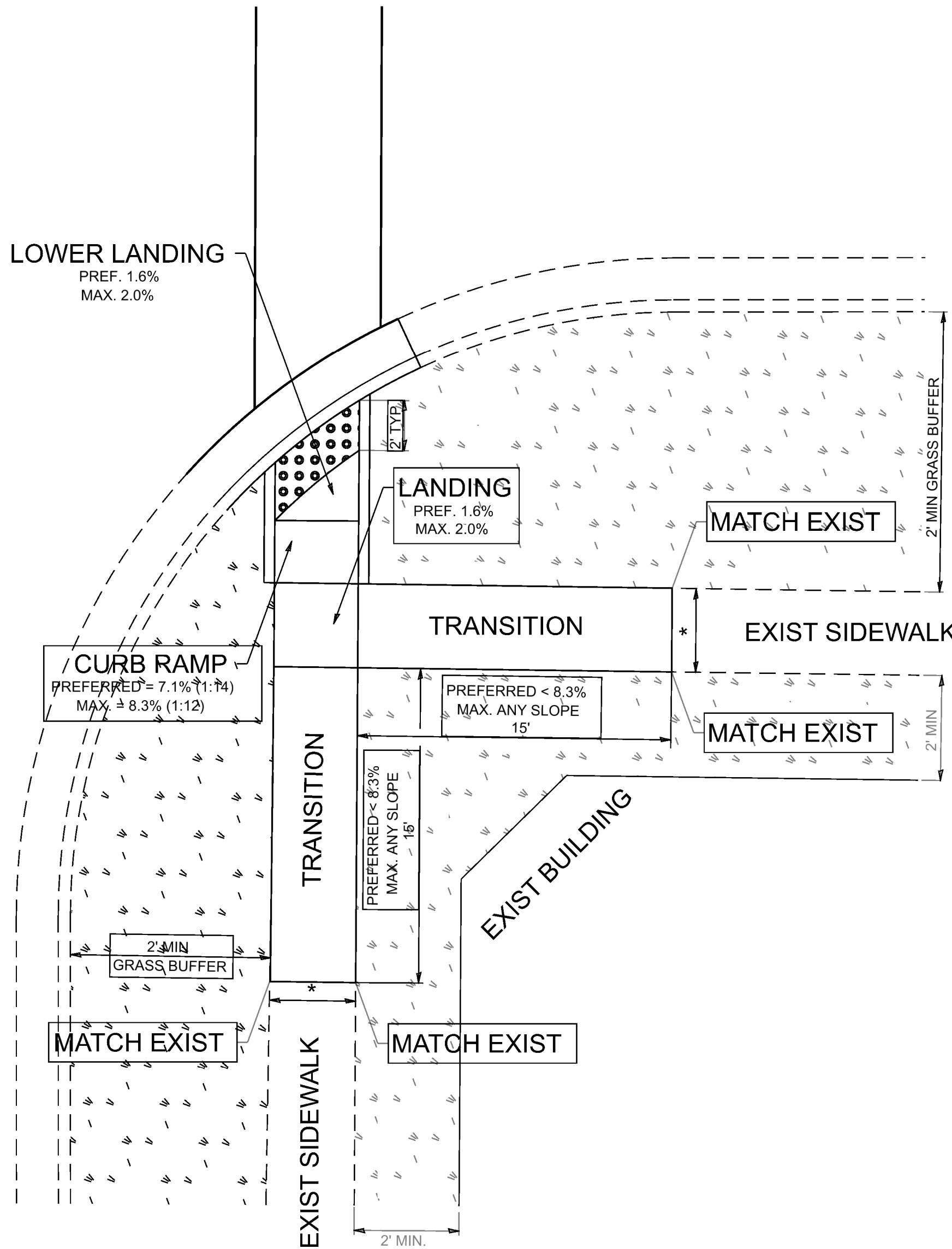
DESIGNED	-	REVISED	-
DRAWN	-	REVISED	-
CHECKED	-	REVISED	-
DATE	-	REVISED	-

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD-04A

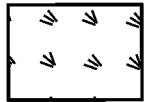


PD-04B



LEGEND

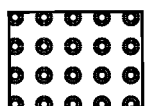
PROPOSED SIDE CURB



EXIST. GRASS



PROPOSED SIDEWALK



DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

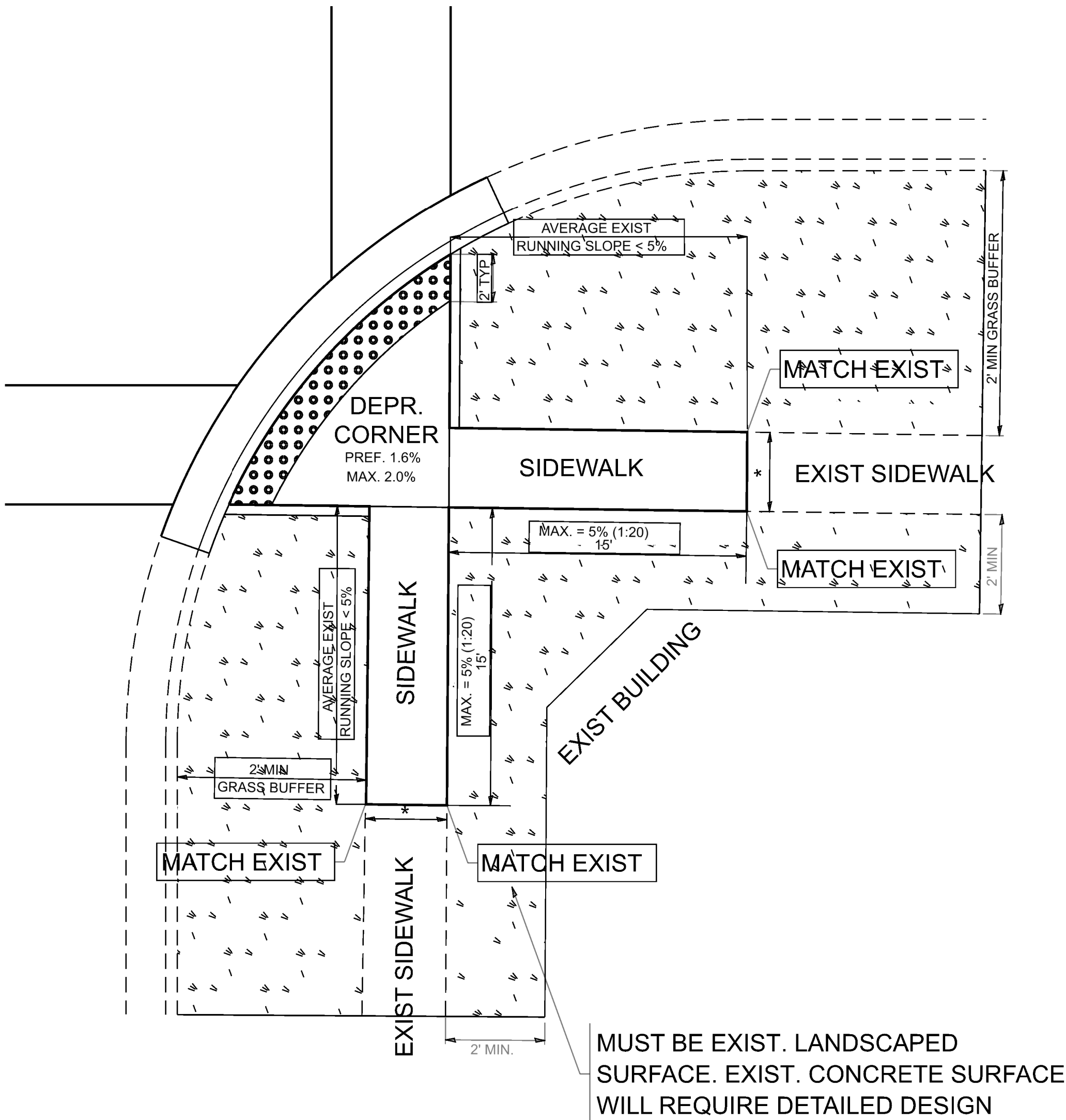
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2743	FAU 2743 OVERLAY	COOK	91	68
PD-04		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

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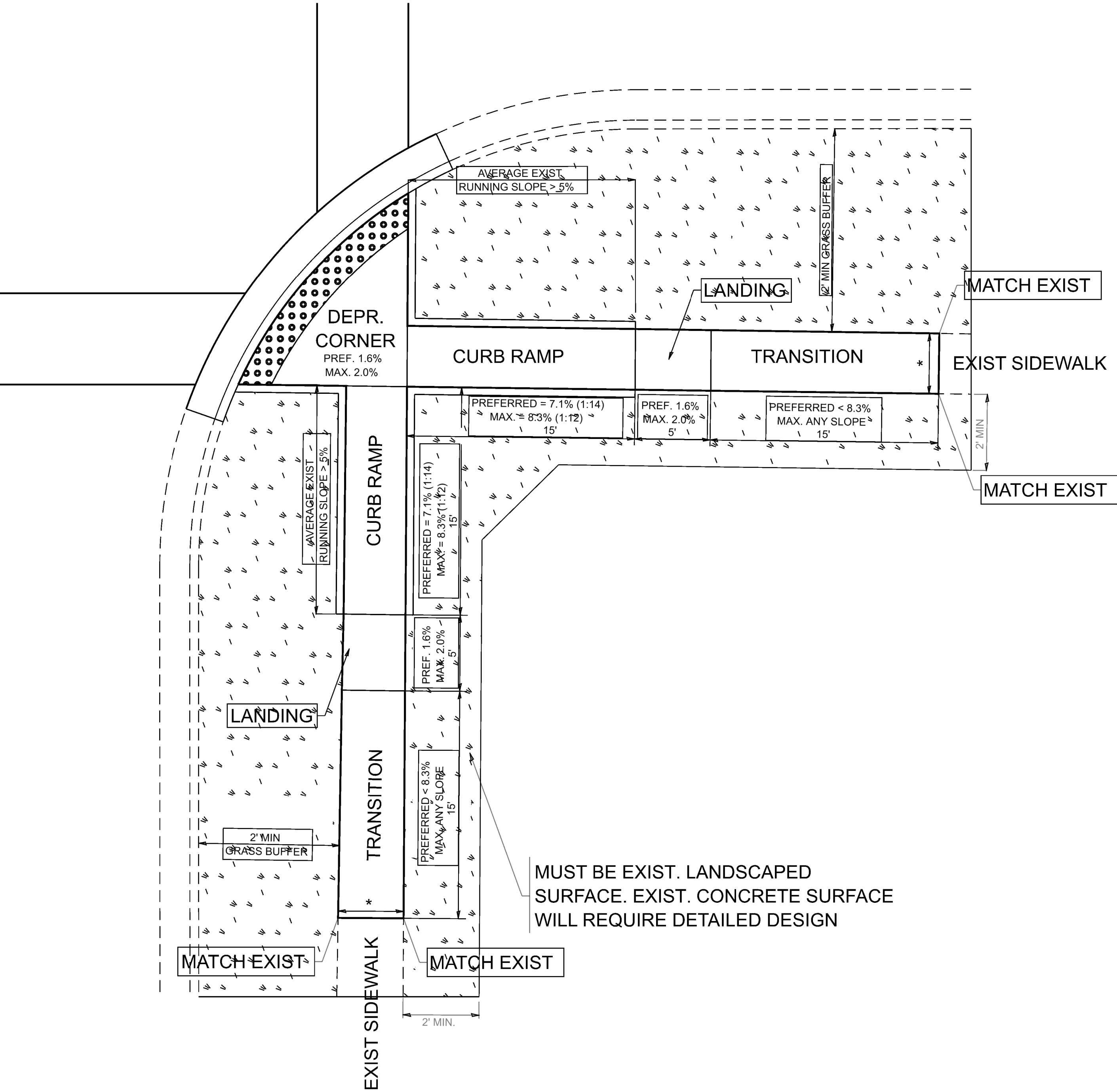
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		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 12/2/2024	DATE	-	REVISED	-

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



LEGEND

PROPOSED SIDE CURB

- EXIST. GRASS
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

MODEL: Plan Single [Sheet]
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PLOT DATE = 12/2/2024	USER NAME = Eric.L.thomas	DESIGNED -	REVISED -
		DRAWN - R. LEDEZMA	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

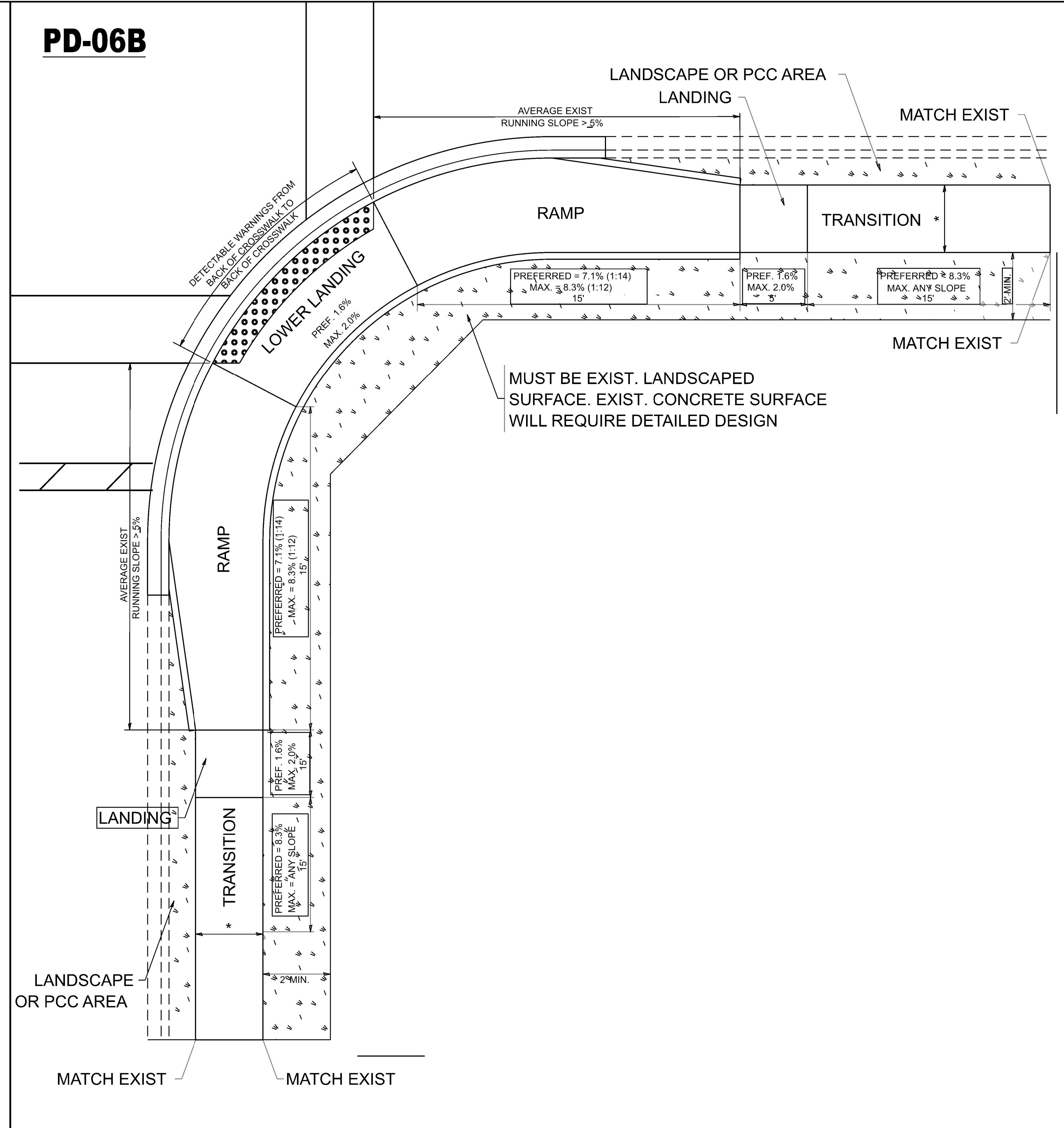
PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS
(PD-05)

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	69
PD-05		CONTRACT NO. 62V13		
ILLINOIS		FED. AID PROJECT		

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PD-06B



CONSTRUCTION NOTES:

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



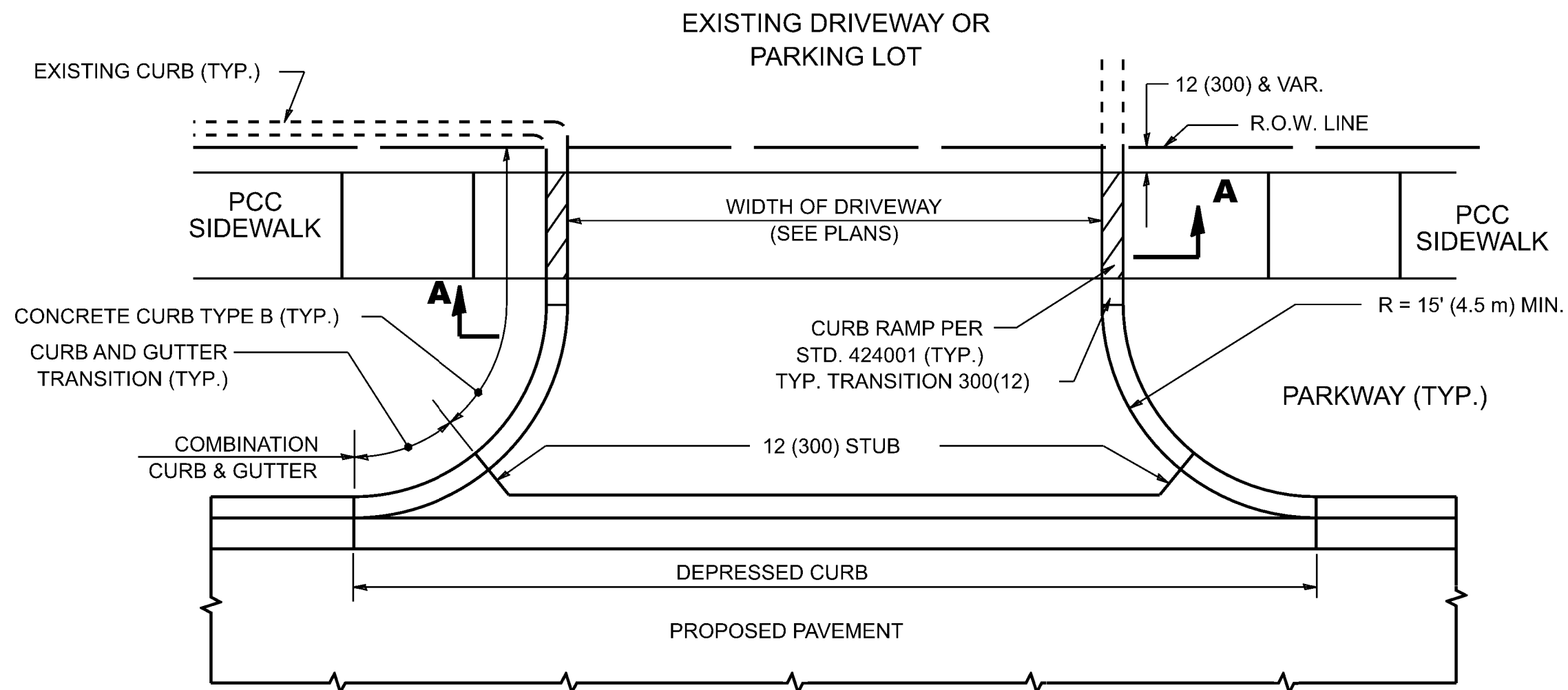
EXIST. GRASS

10

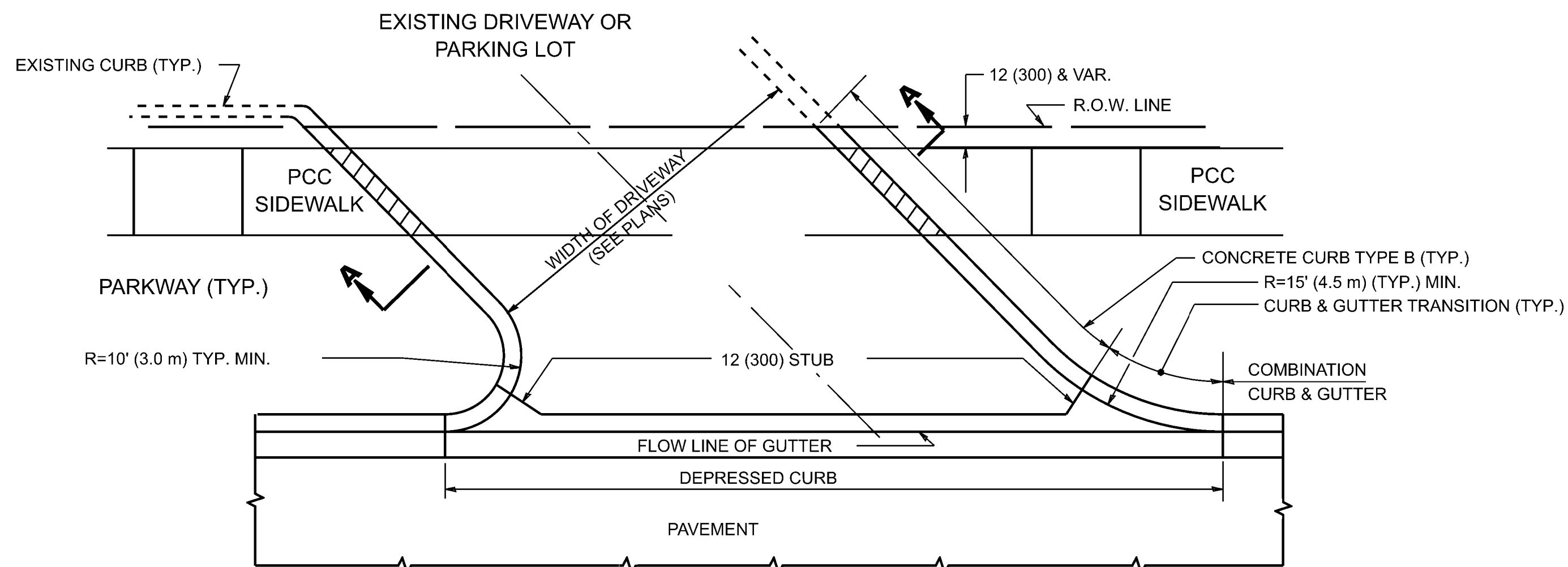
PROJECT DETAIL FOR PARALLEL CURB RAMPS (PD-06)

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	70
PD-06		CONTRACT NO. 62V13		
	ILLINOIS	FED. AID PROJECT		

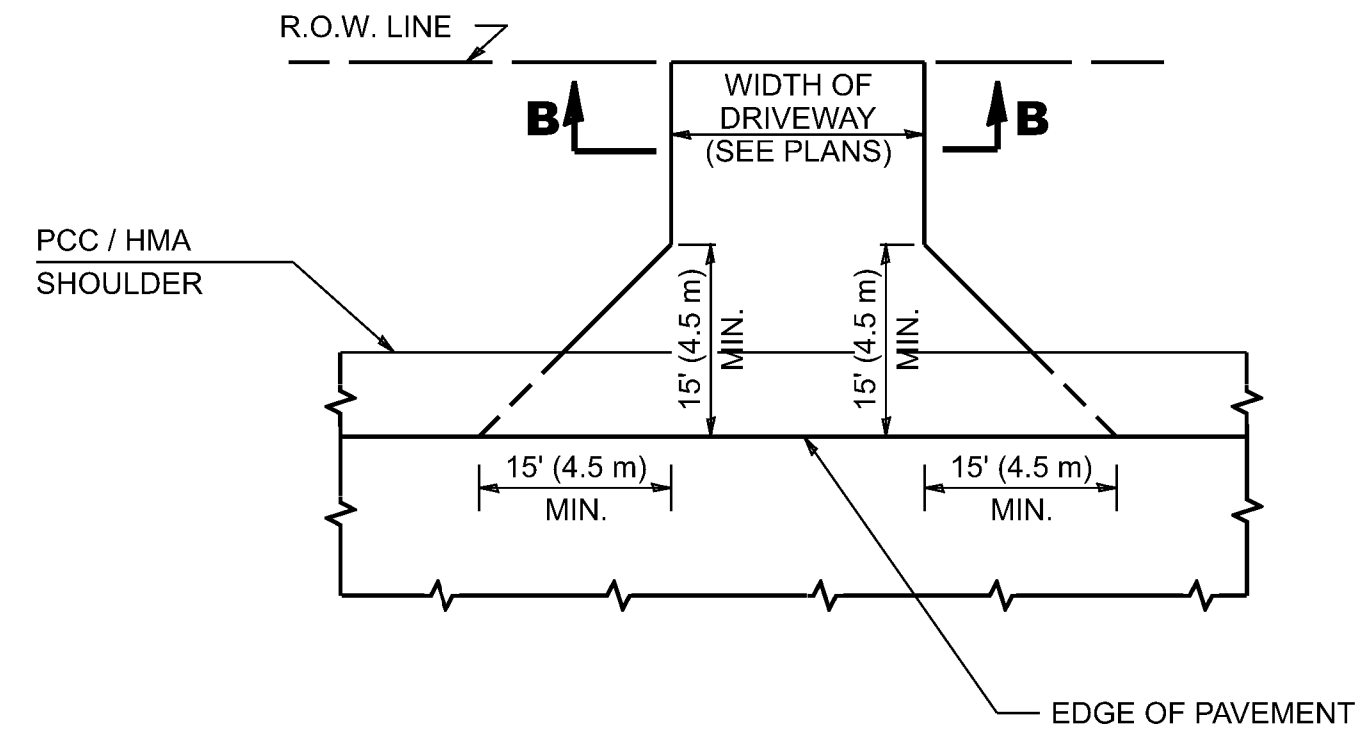
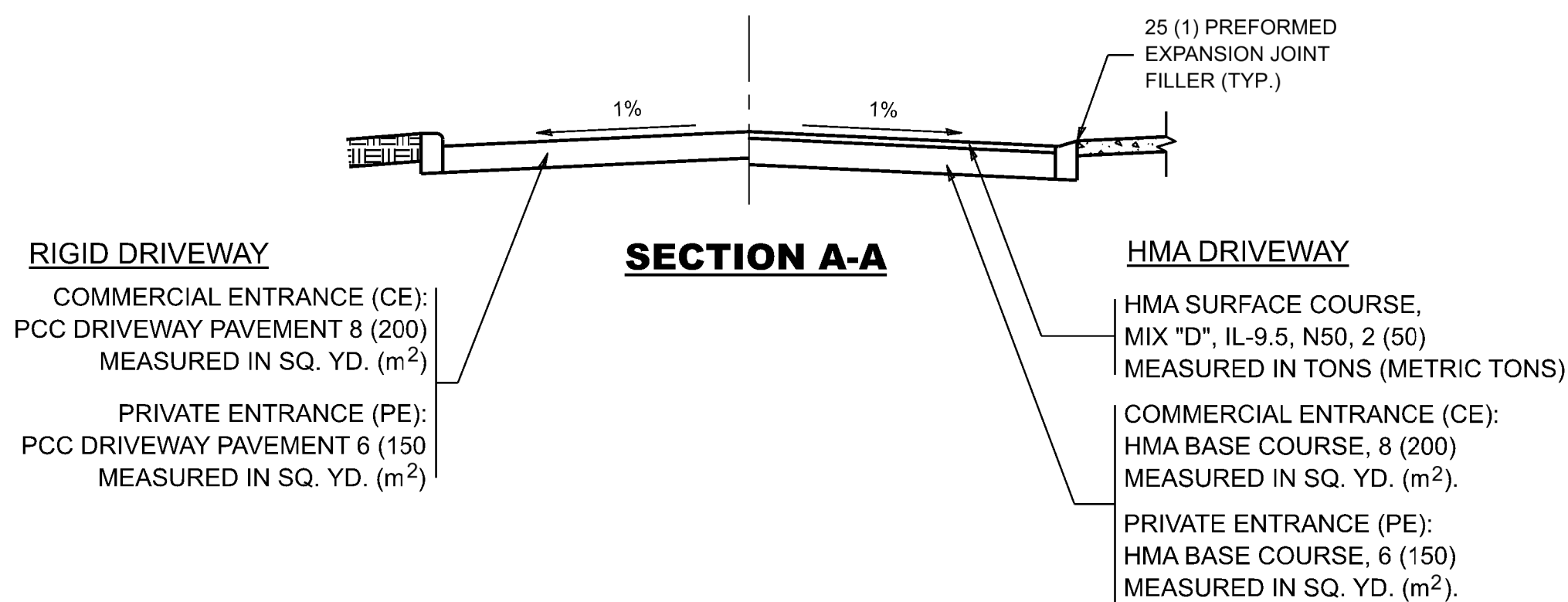
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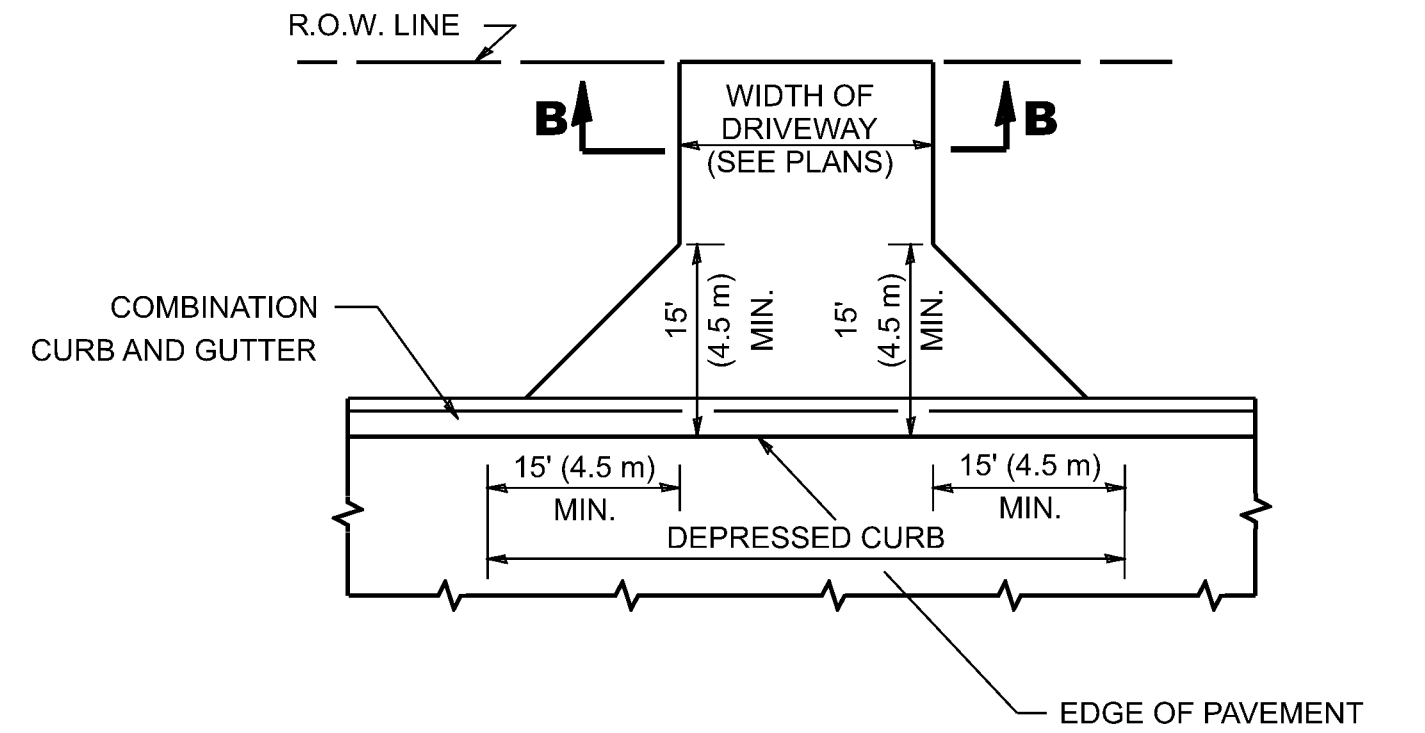
WITH CONCRETE CURB, TYPE B



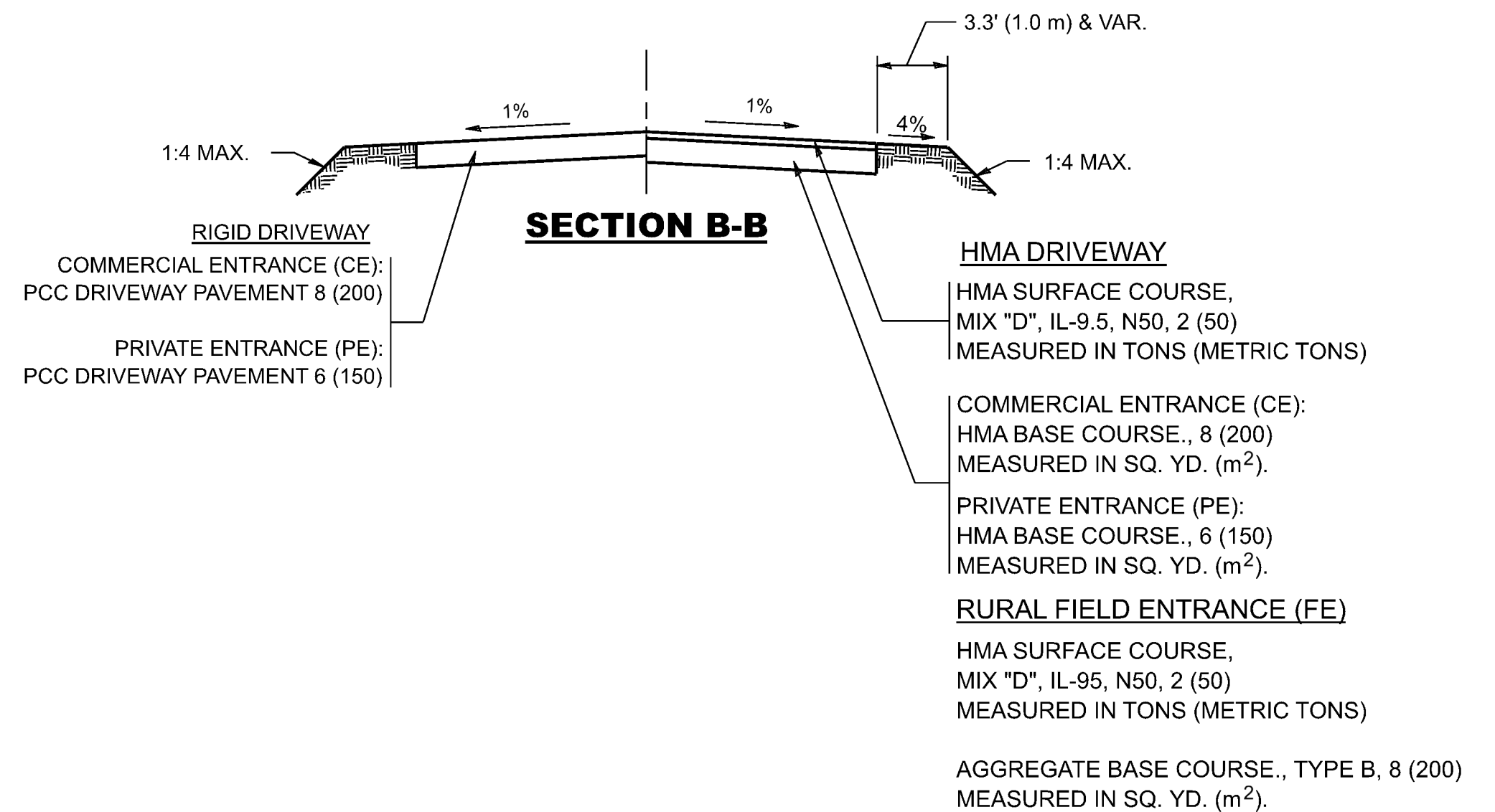
WITH CONCRETE CURB, TYPE B



ADJACENT TO PCC / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.
- COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

USER NAME	= Eric.L.thomas	DESIGNED	- R. SHAH	REVISED	- R. BORO 09-06-11
		DRAWN	-	REVISED	- K. SMITH 08-28-19
		CHECKED	-	REVISED	- K. SMITH 11-18-22
PLOT DATE	= 12/2/2024	DATE	- 11-04-95	REVISED	- K. SMITH 03-13-26

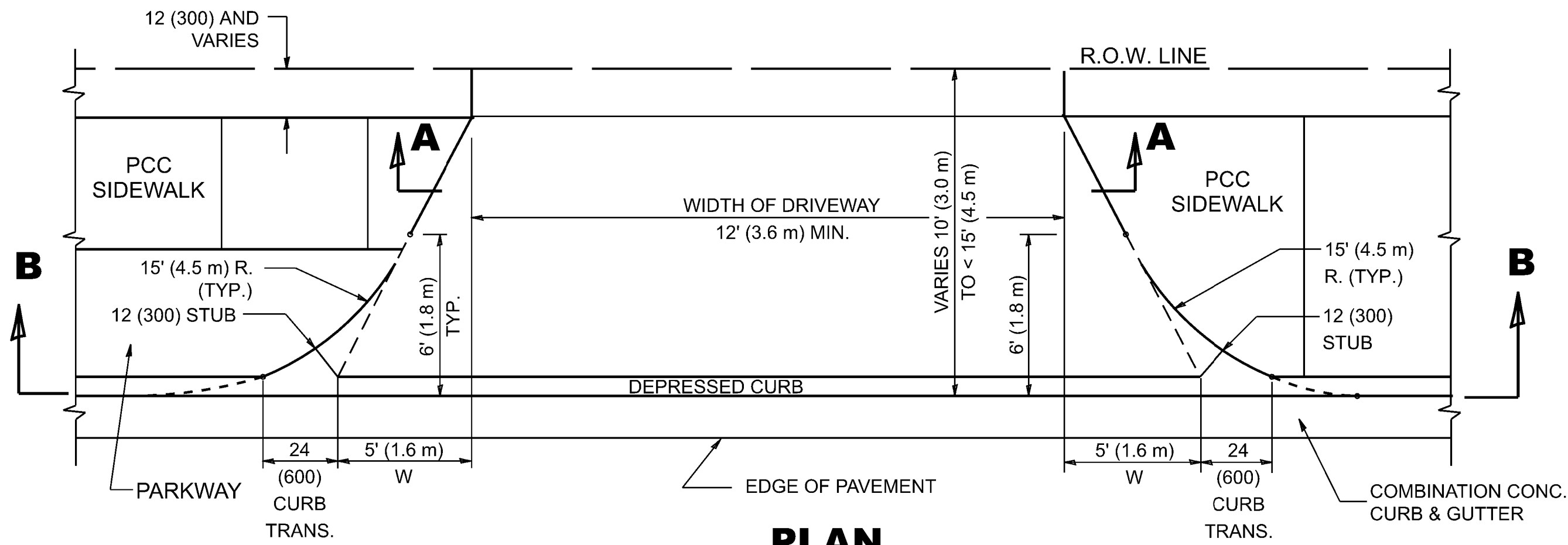
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER ≥15'(4.5m)**

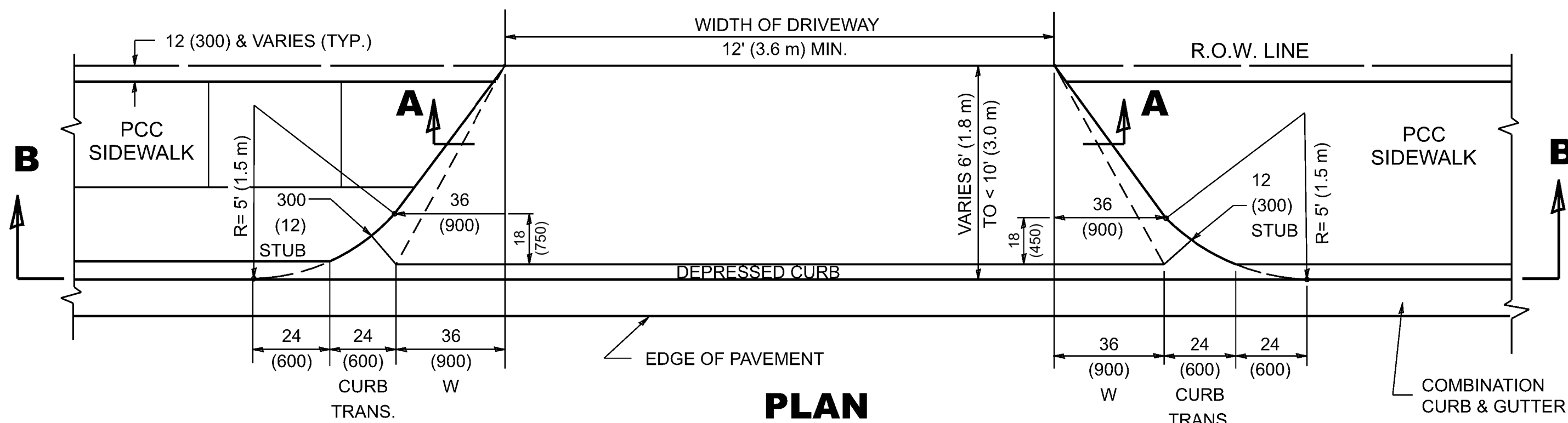
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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BD400-01 (BD-01)		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

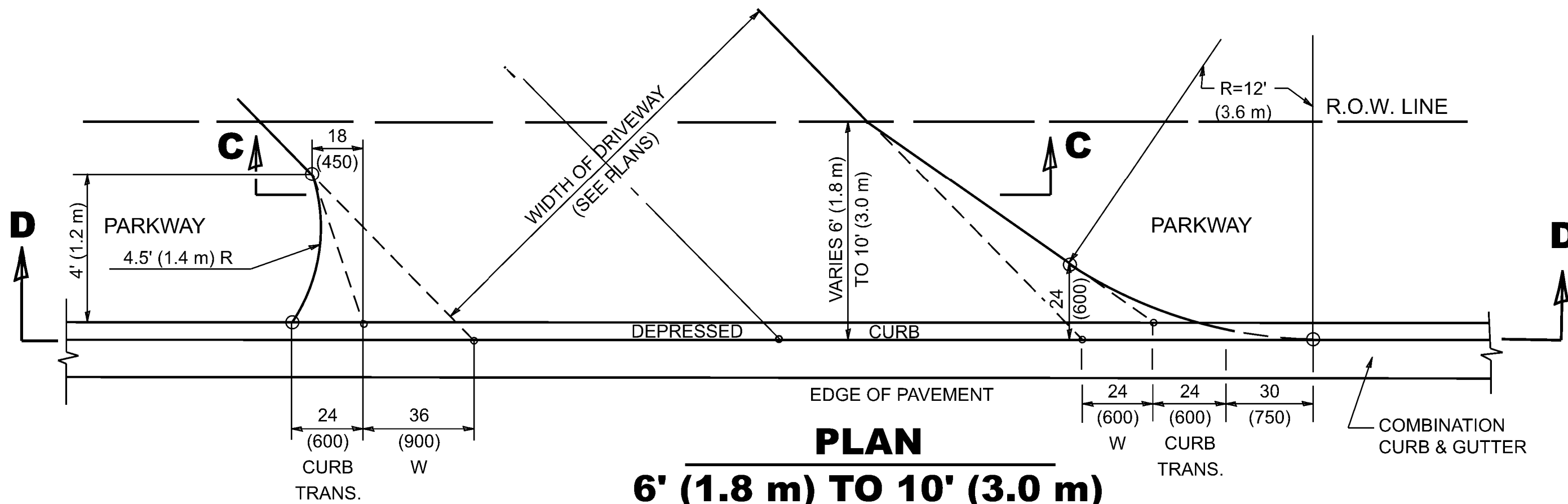
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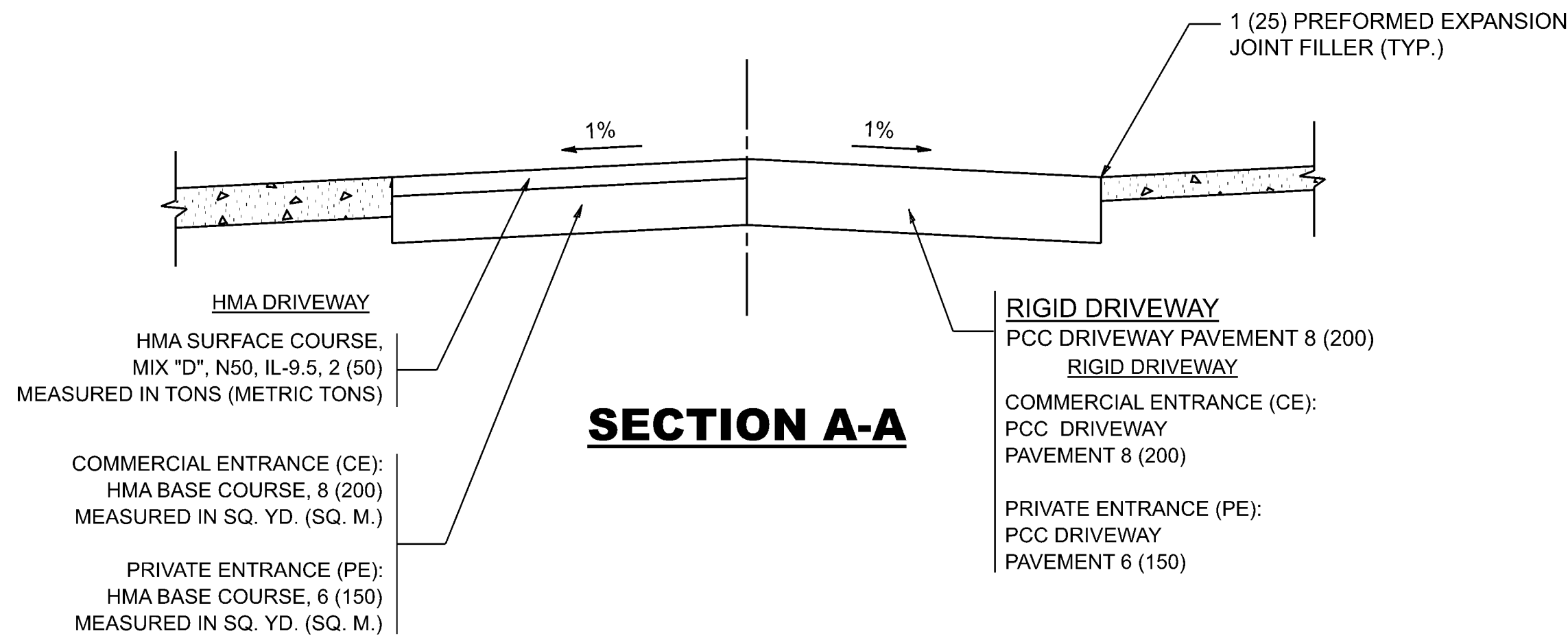
PLAN
10' (3.0 m) TO < 15' (4.5 m)



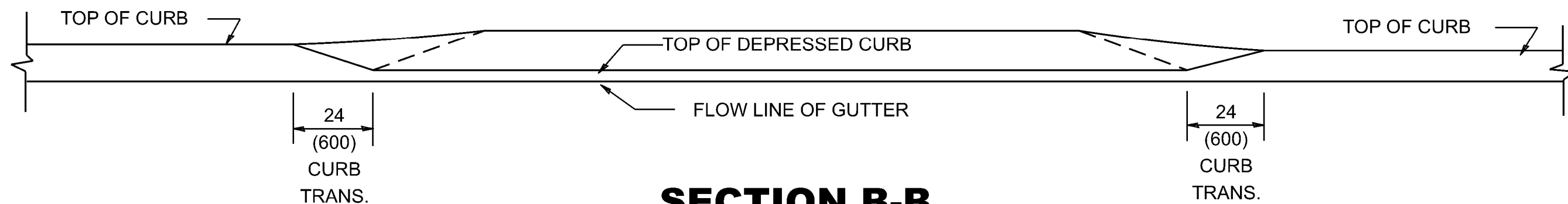
PLAN
6' (1.8 m) TO < 10' (3.0 m)



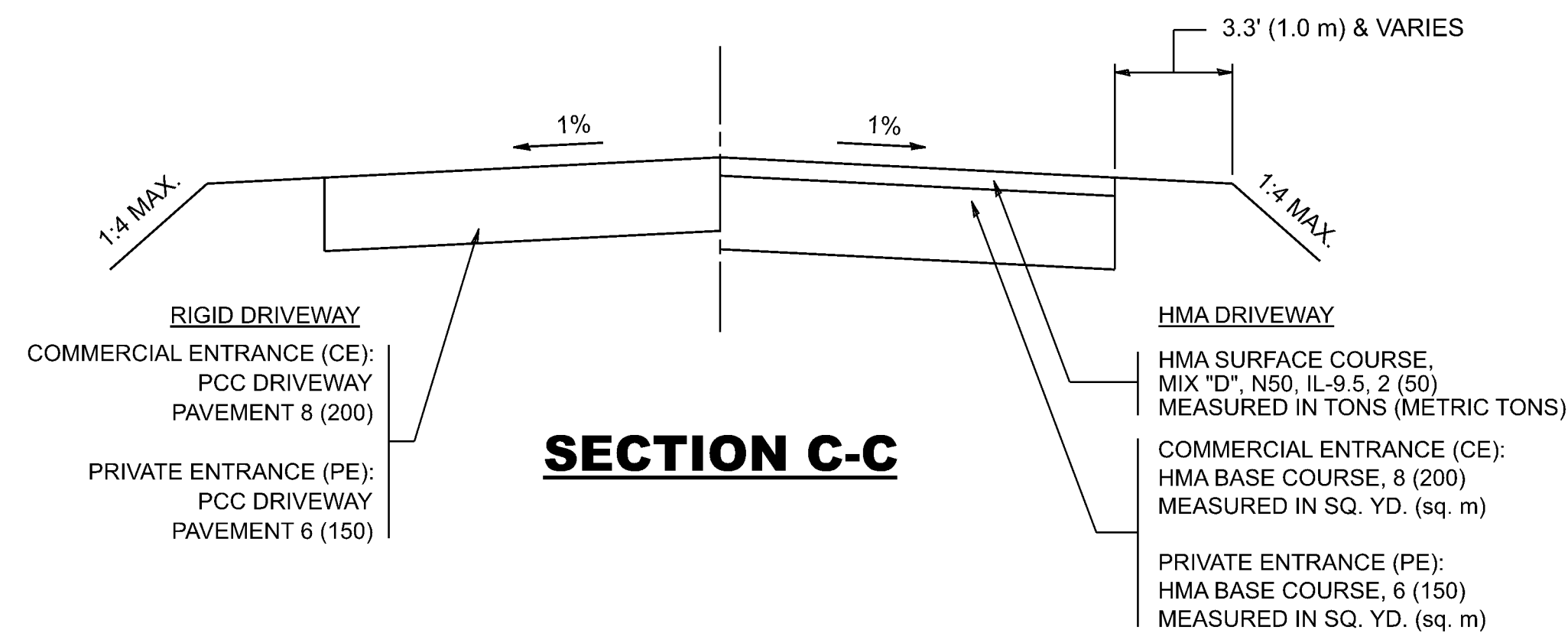
PLAN
6' (1.8 m) TO < 10' (3.0 m)



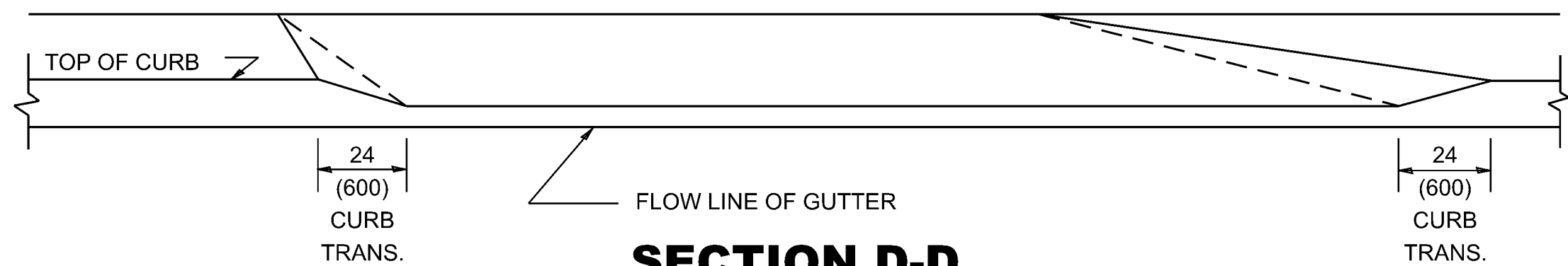
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
- WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
- "W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

USER NAME = Eric.L.thomas	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-06-11
	CHECKED -	REVISED - K. SMITH 08-27-19
PLOT DATE = 12/2/2024	DATE - 11-06-95	REVISED - K. SMITH 11-18-22

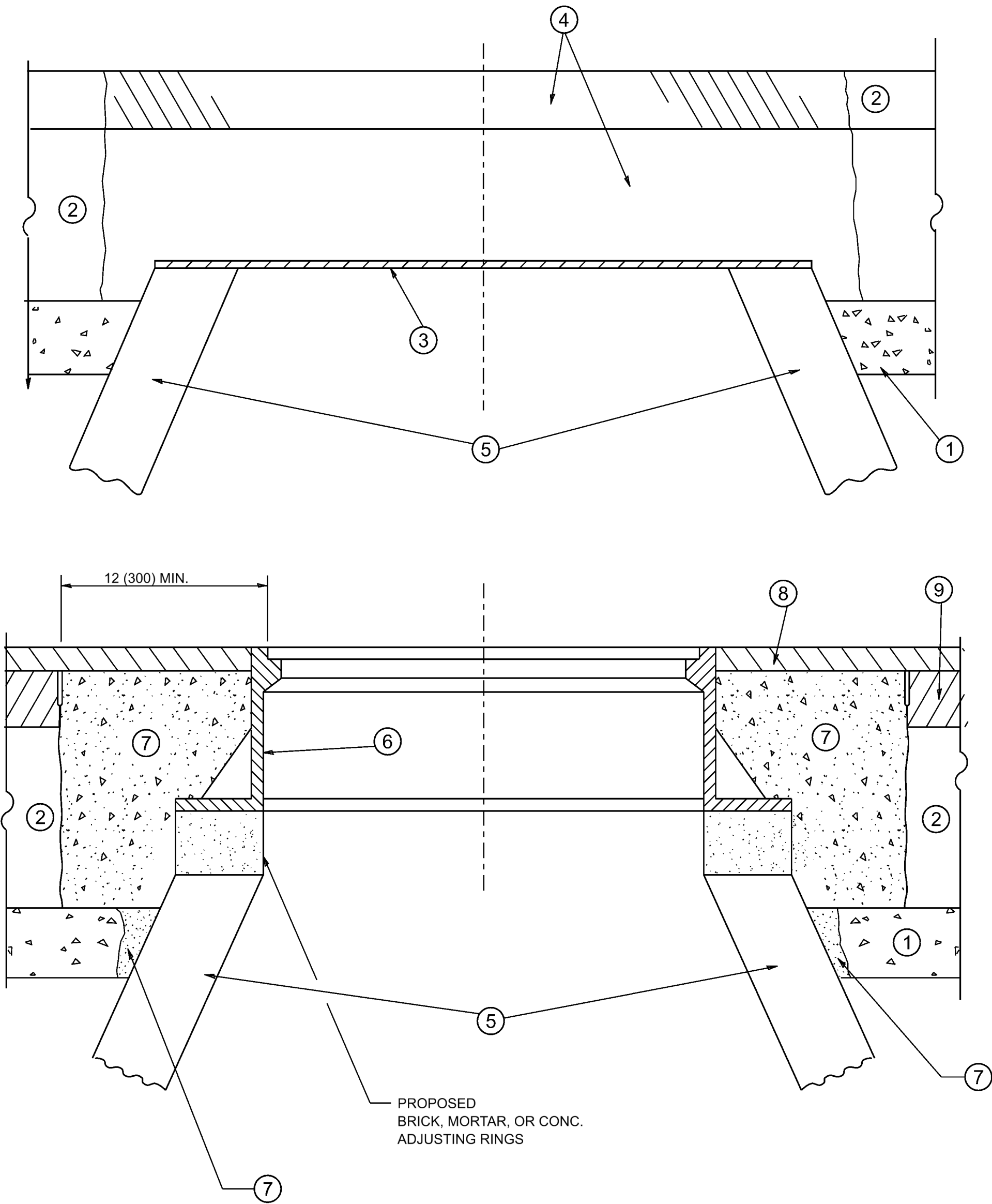
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	72
BD400-01 (BD-02)		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

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

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

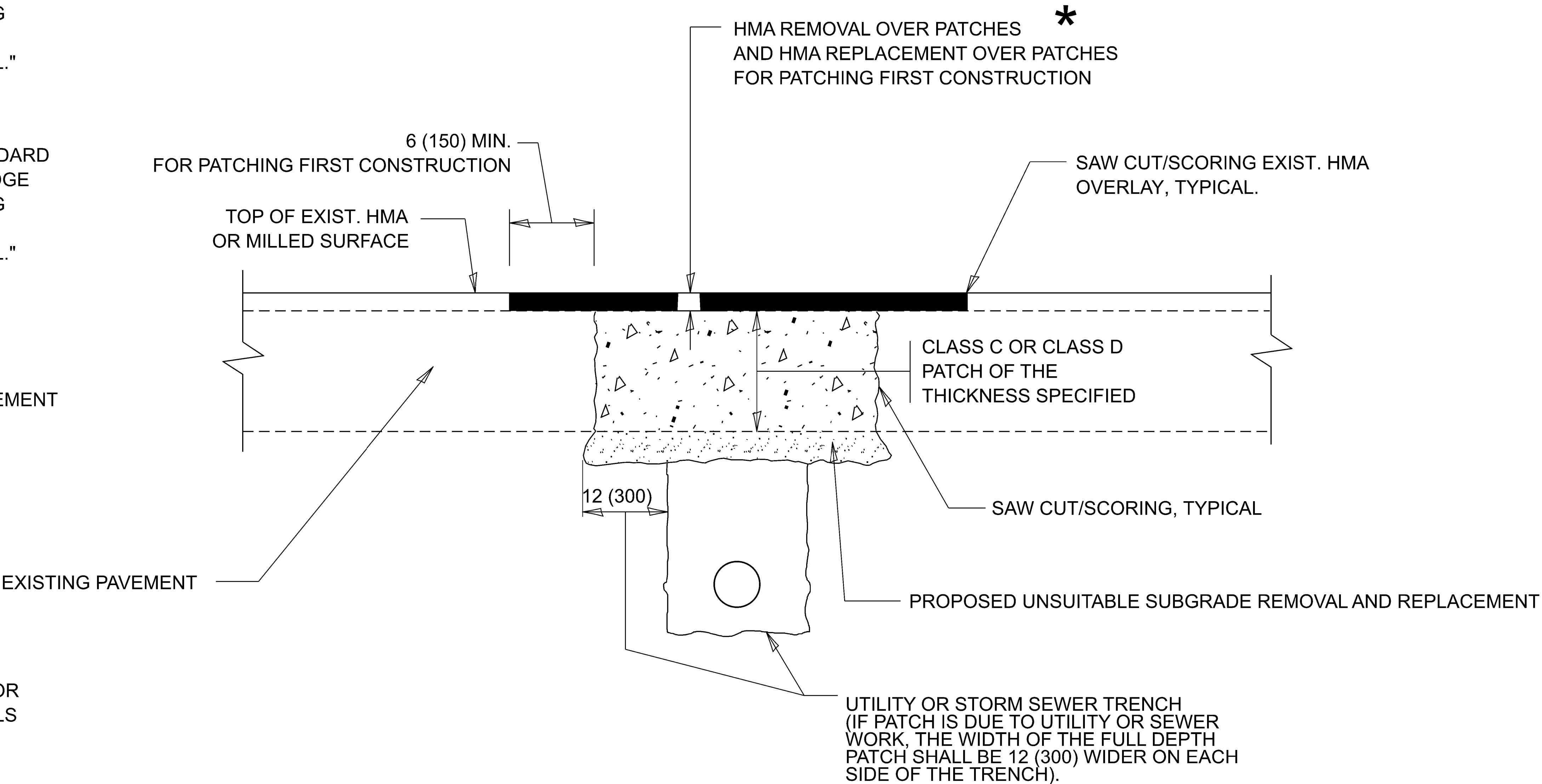
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		DRAWN -	REVISED - R. BORO 12-06-11					2743	FAU 2743 OVERLAY	COOK	91	73
		CHECKED -	REVISED - K. SMITH 11-18-22		BD600-03 (BD-08)			CONTRACT NO. 62V13				
	PLOT DATE = 12/2/2024	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



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)

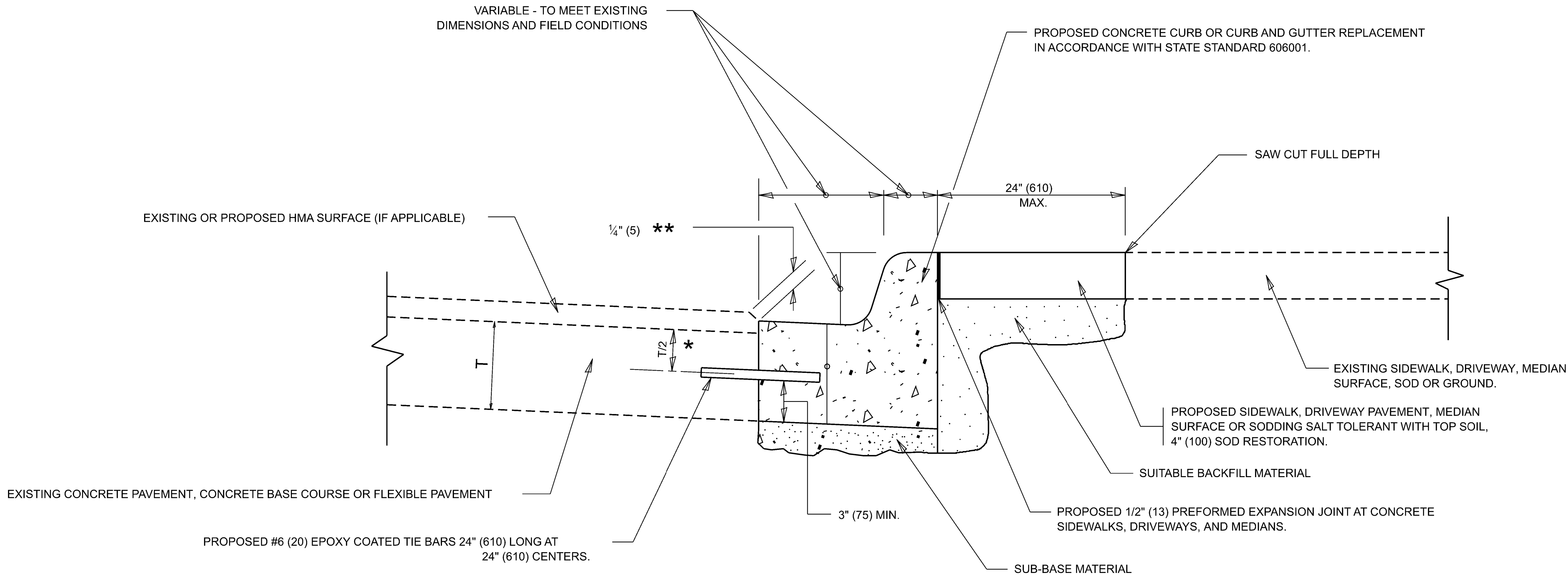
- 1. MILL HMA FIRST IF THERE IS AT LEAST 4 ½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

MODEL: Plan Single Sheet
FILE NAME: Z:\DOTCAD_ORD Folder Master\Master Files\DOT_CONNECT\Configuration\Organization\Civil\DOT_Standards\Drawings\Sheet Seeds\Civil_Named_Boundary_SheetSeeds.dgnlib

	USER NAME = Eric.L.thomas	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 09-04-07					2743	FAU 2743 OVERLAY	COOK	91	74
		CHECKED -	REVISED - K. ENG 10-27-08					BD400-04 (BD-22)		CONTRACT NO. 62V13		
	PLOT DATE = 12/2/2024	DATE - 10-25-94	REVISED - K. SMITH 11-18-22					ILLINOIS FED. AID PROJECT				
				SCALE: NONE		SHEET 1	OF 1	SHEETS	STA.	TO STA.		

MODEL: Plan Single (Sheet)
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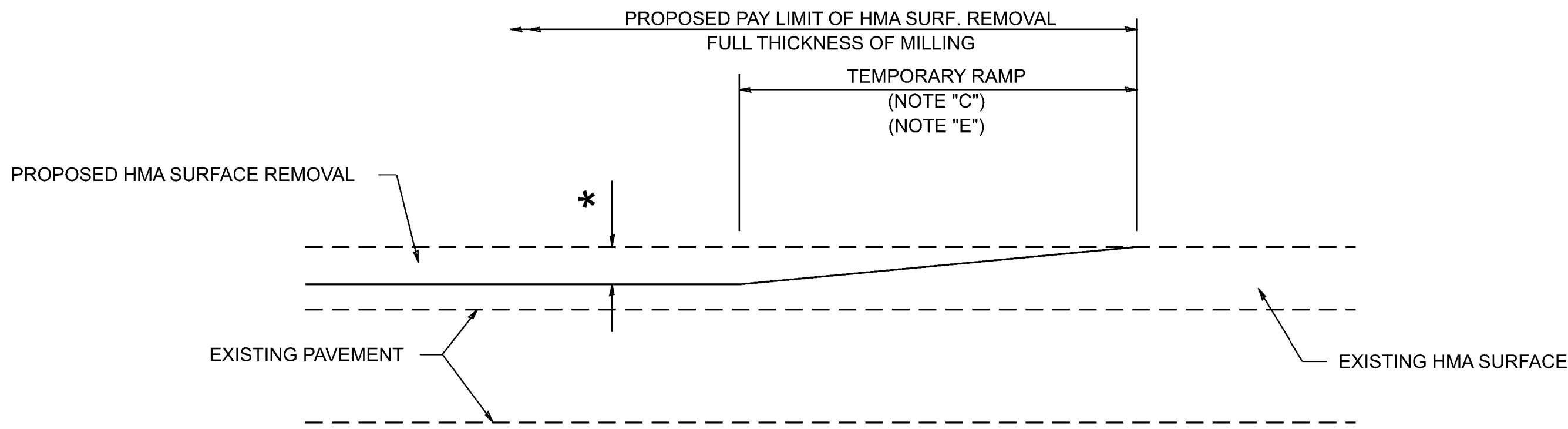
- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

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	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01					2743	FAU 2743 OVERLAY	COOK	91	75
		CHECKED -	REVISED - R. BORO 12-15-09		BD600-06 (BD-24)			CONTRACT NO. 62V13				
	PLOT DATE = 12/2/2024	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

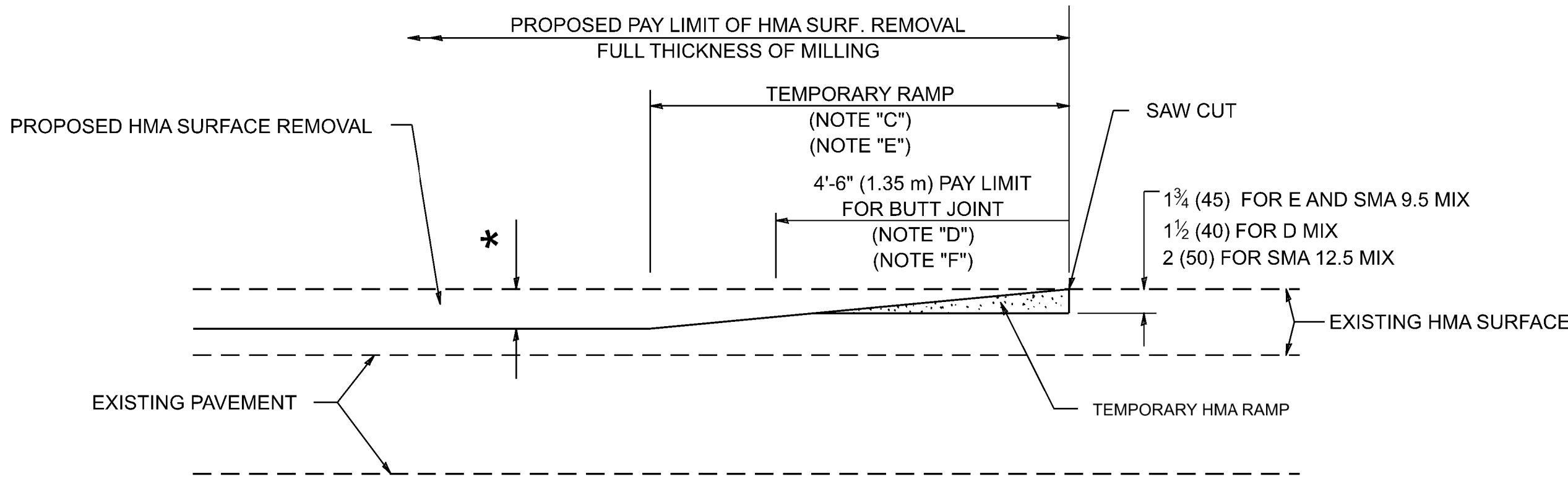
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FILE NAME: Z:\DOTCAD_ORD Folder Master\Master Files\DOT_CONFIGURATION\Organization-Civil\DOT_Standards\Drawings\Sheet Seeds\Civil_Named_Boundary_SheetSeeds.dgnlib



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

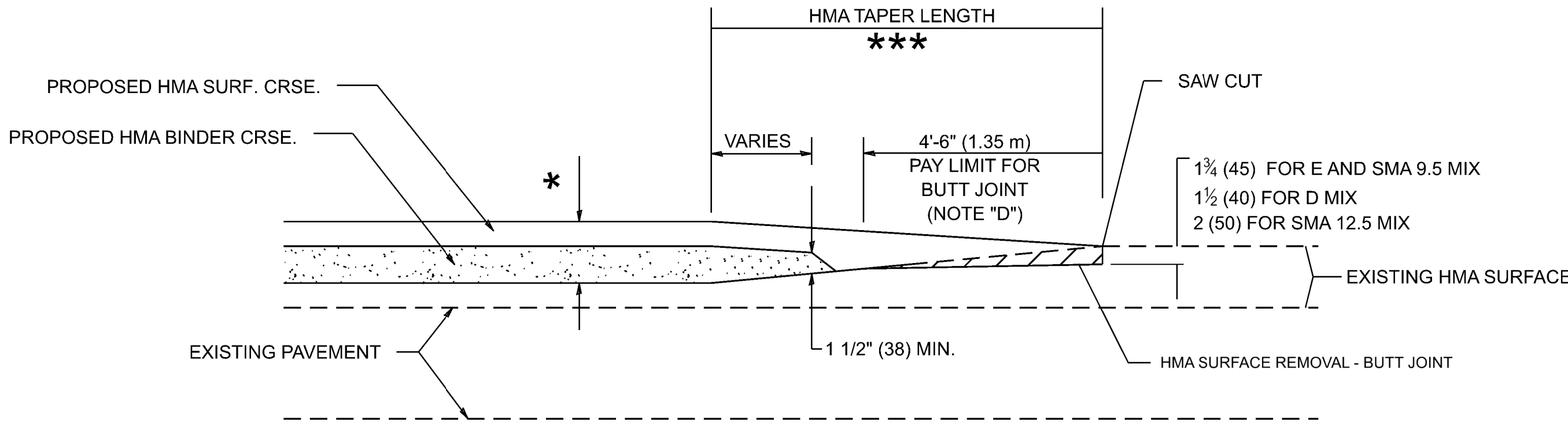


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

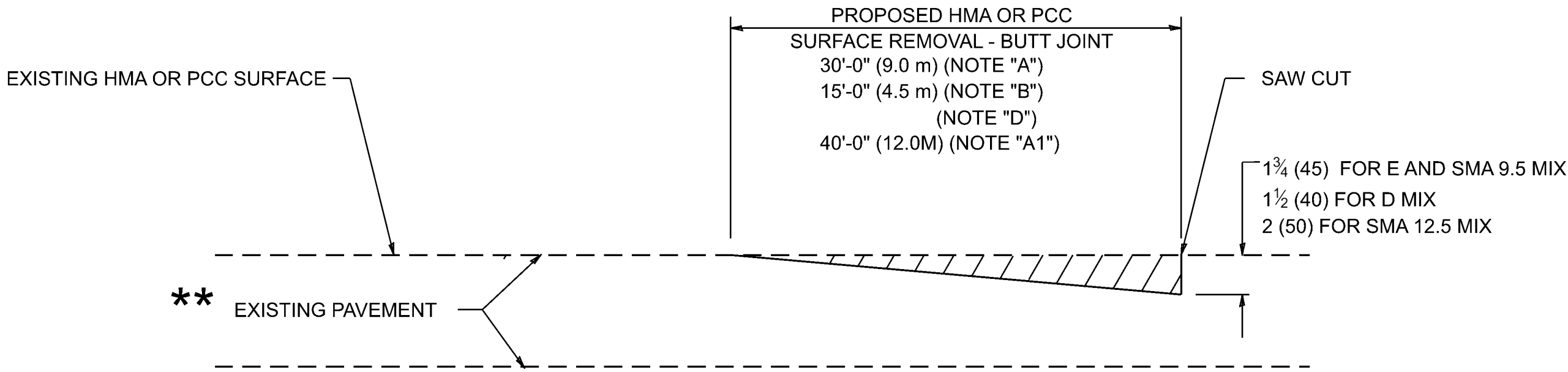
OPTION 2

TYPICAL TEMPORARY RAMP

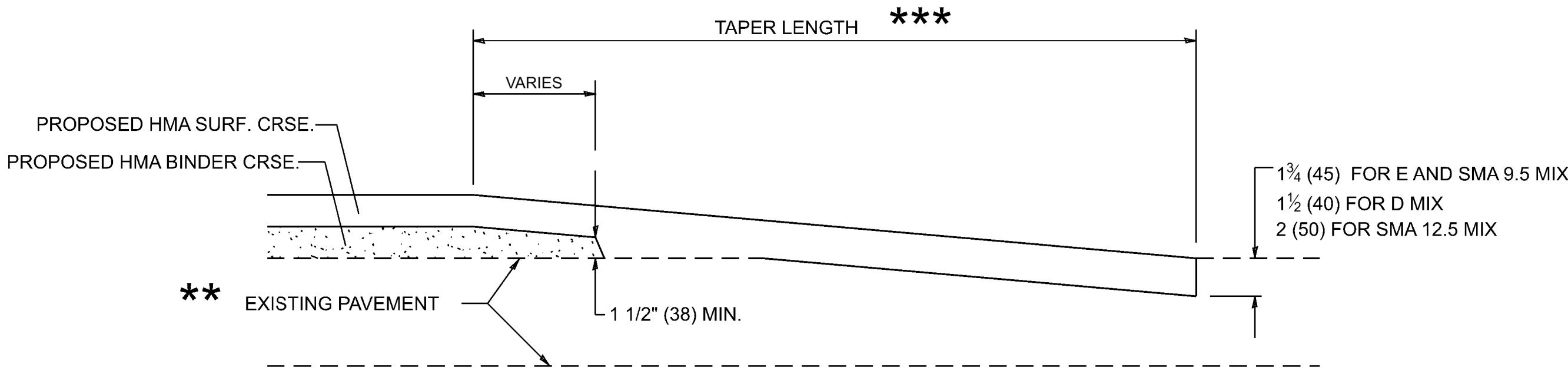


BUTT JOINT AND HMA TAPER

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

- MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- INTERSTATES.
- MINOR SIDE ROADS.
- THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- 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.
- SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

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

BASIS OF PAYMENT

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

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

USER NAME	= Eric.L.thomas	DESIGNED	-	M. DE YONG	REVISED	-	A. ABBAS 03-21-97
		DRAWN	-		REVISED	-	M. GOMEZ 04-06-01
		CHECKED	-		REVISED	-	R. BORO 01-01-07
PLOT DATE	= 12/2/2024	DATE	-	06-13-90	REVISED	-	K. SMITH 11-18-22

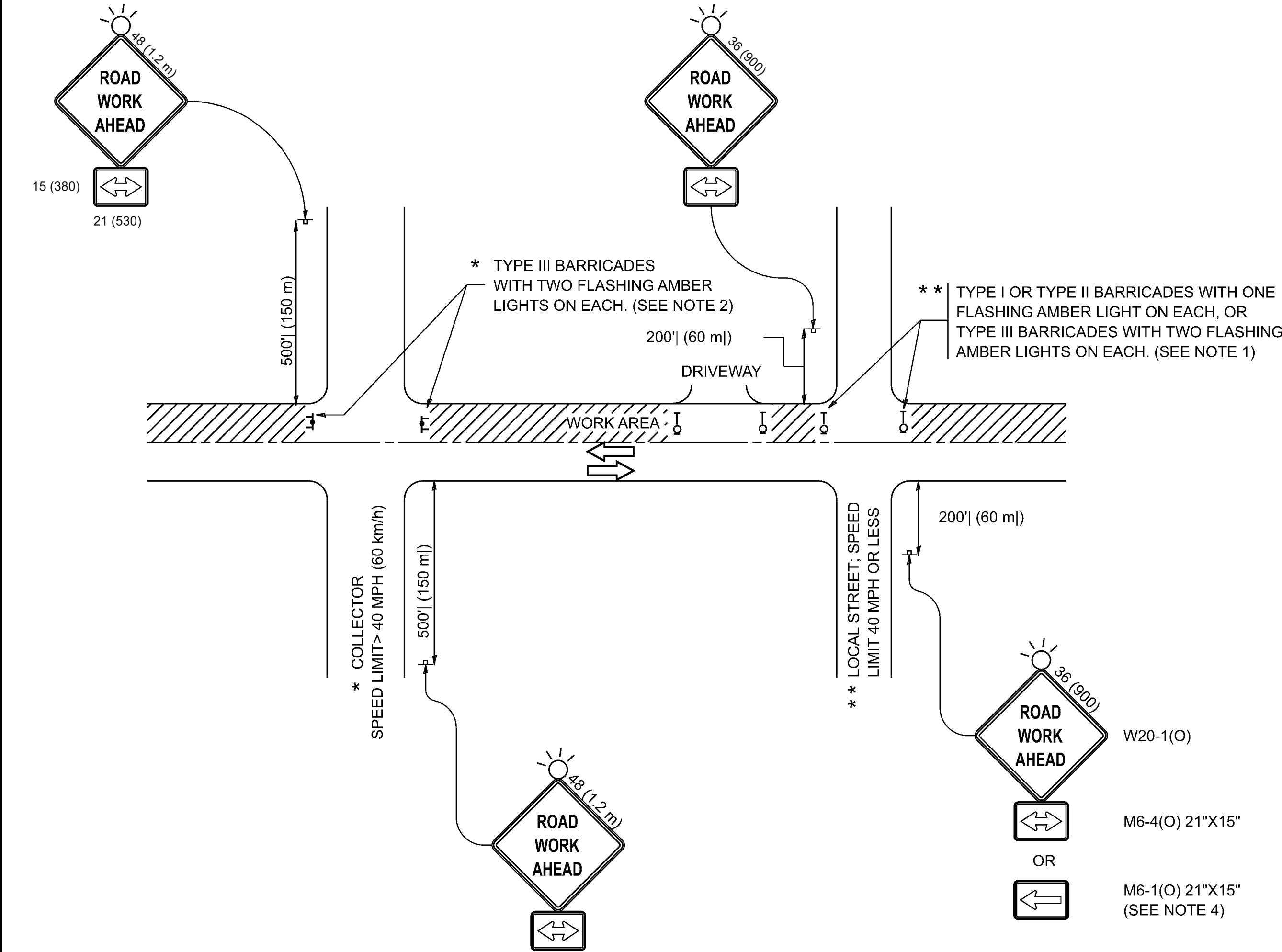
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	76
BD400-05 BD-32		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

MODEL: Plan Single (Sheet)
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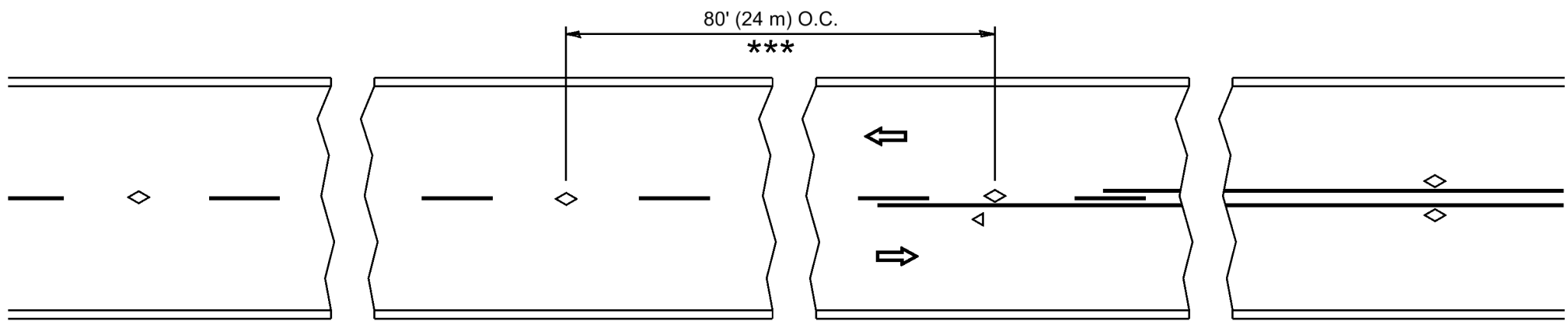
NOTES:

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

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

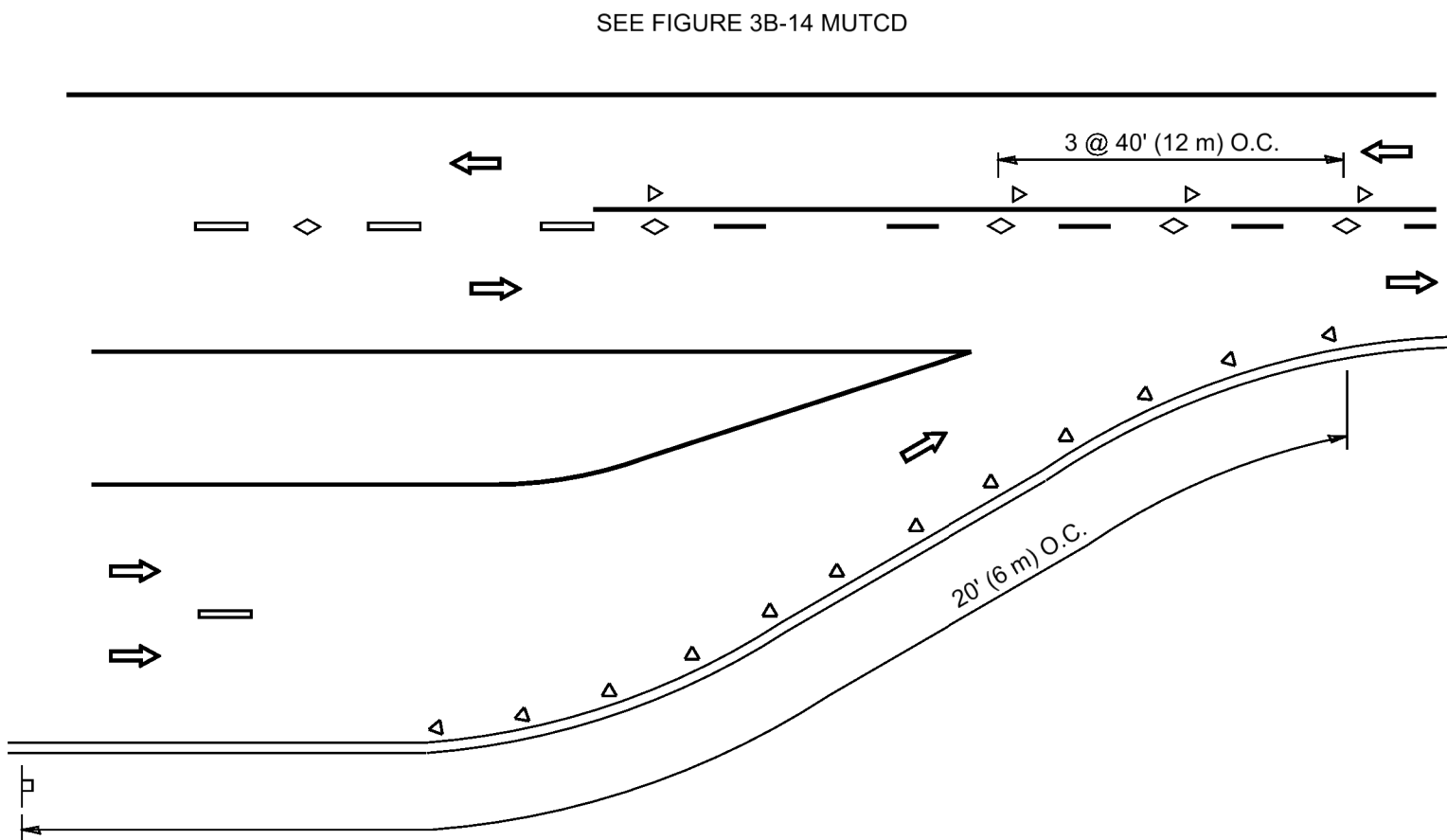
	USER NAME = Eric.L.thomas	DESIGNED - L.H.A.	REVISED - A. SCHUETZE 07-01-13	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. SCHUETZE 09-15-06			2743	FAU 2743 OVERLAY	COOK	91	77
		CHECKED -	REVISED - D. SENDERAK 05-03-25			TC-10		CONTRACT NO. 62V13		
	PLOT DATE = 12/2/2024	DATE - 06-89	REVISED - D. SENDERAK 09-15-26			SCALE:	SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

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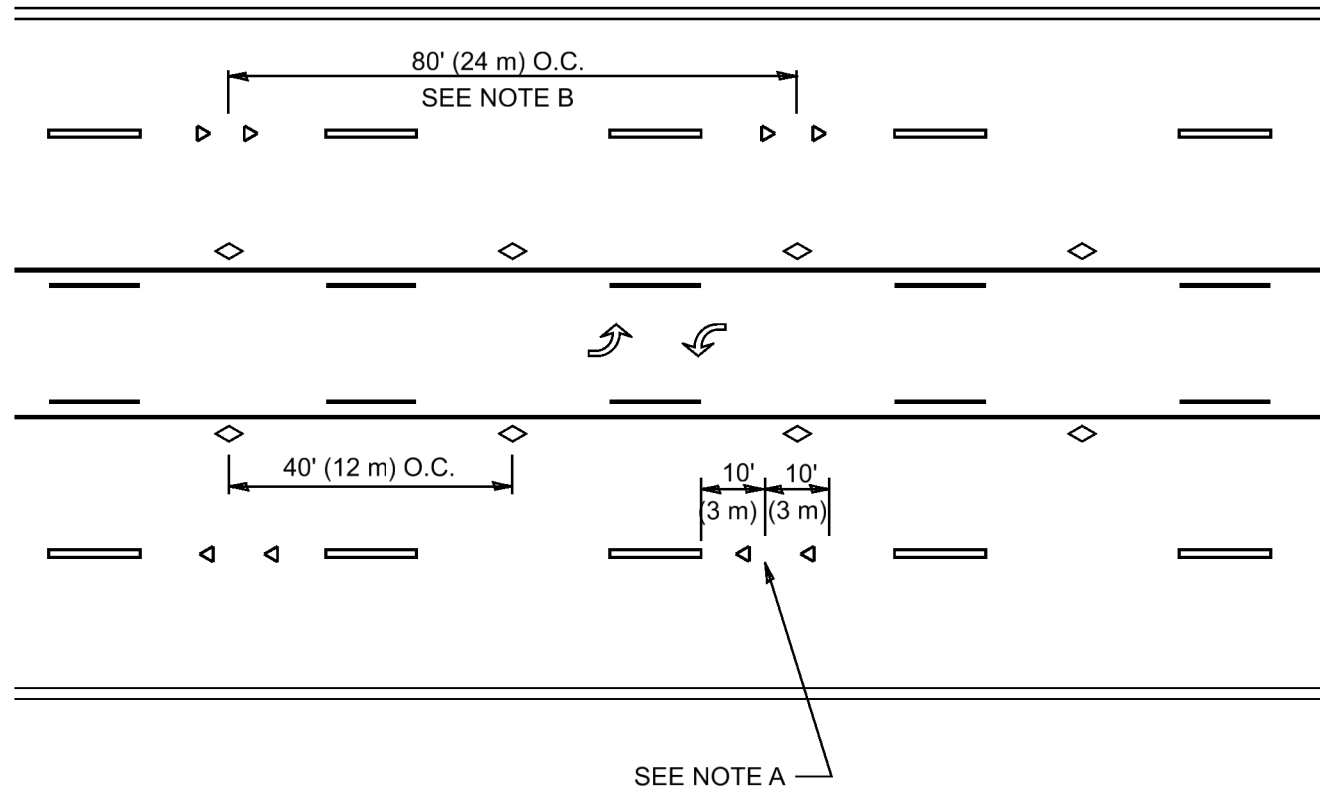


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

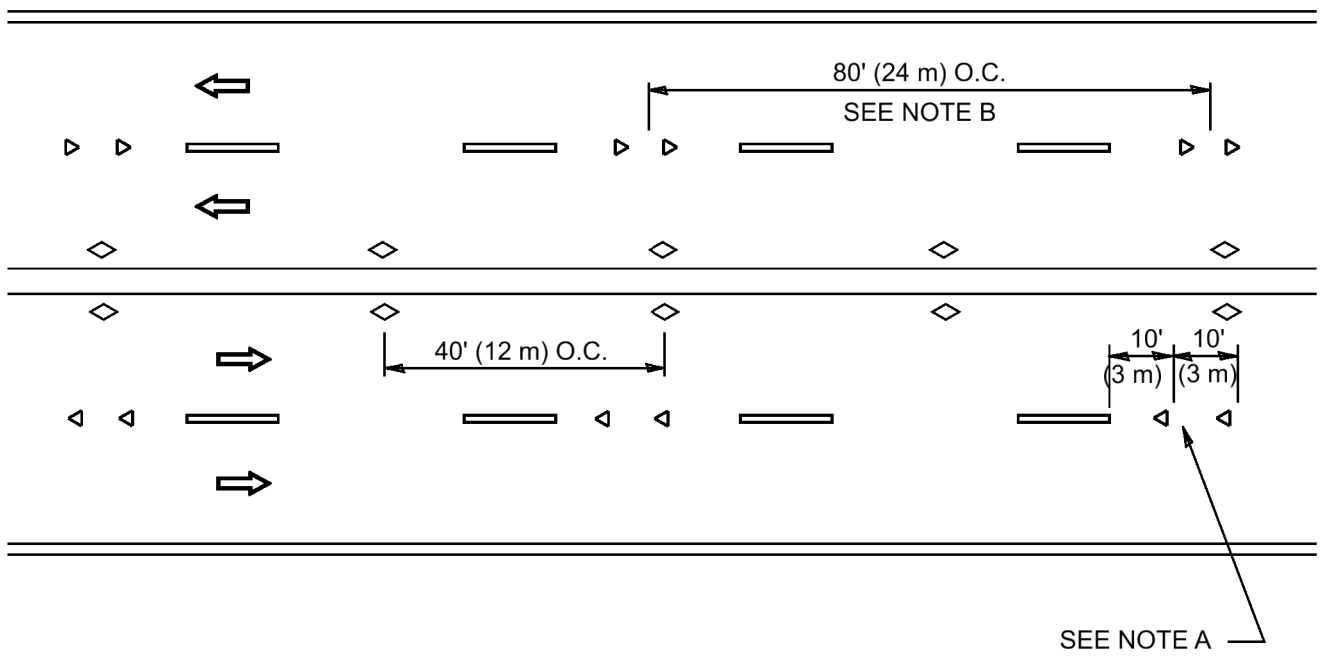


LANE REDUCTION TRANSITION



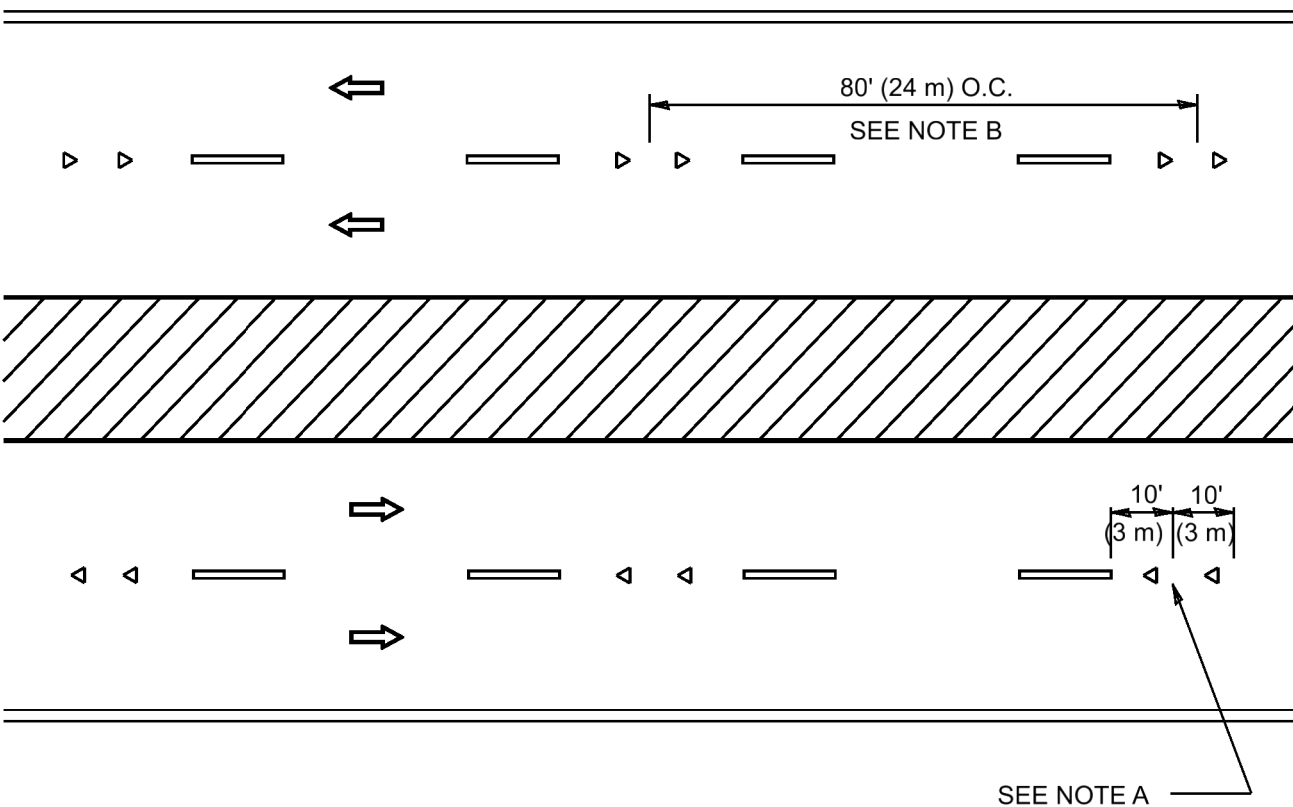
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

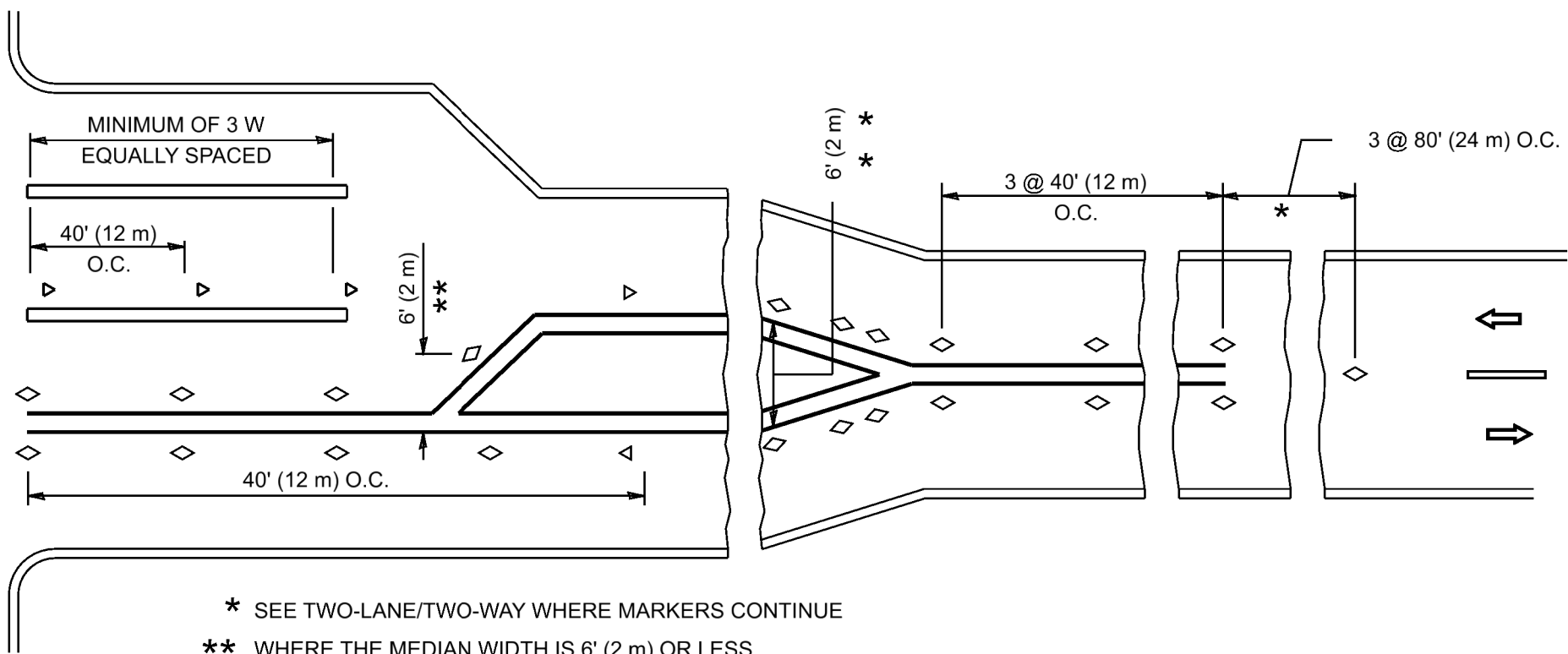
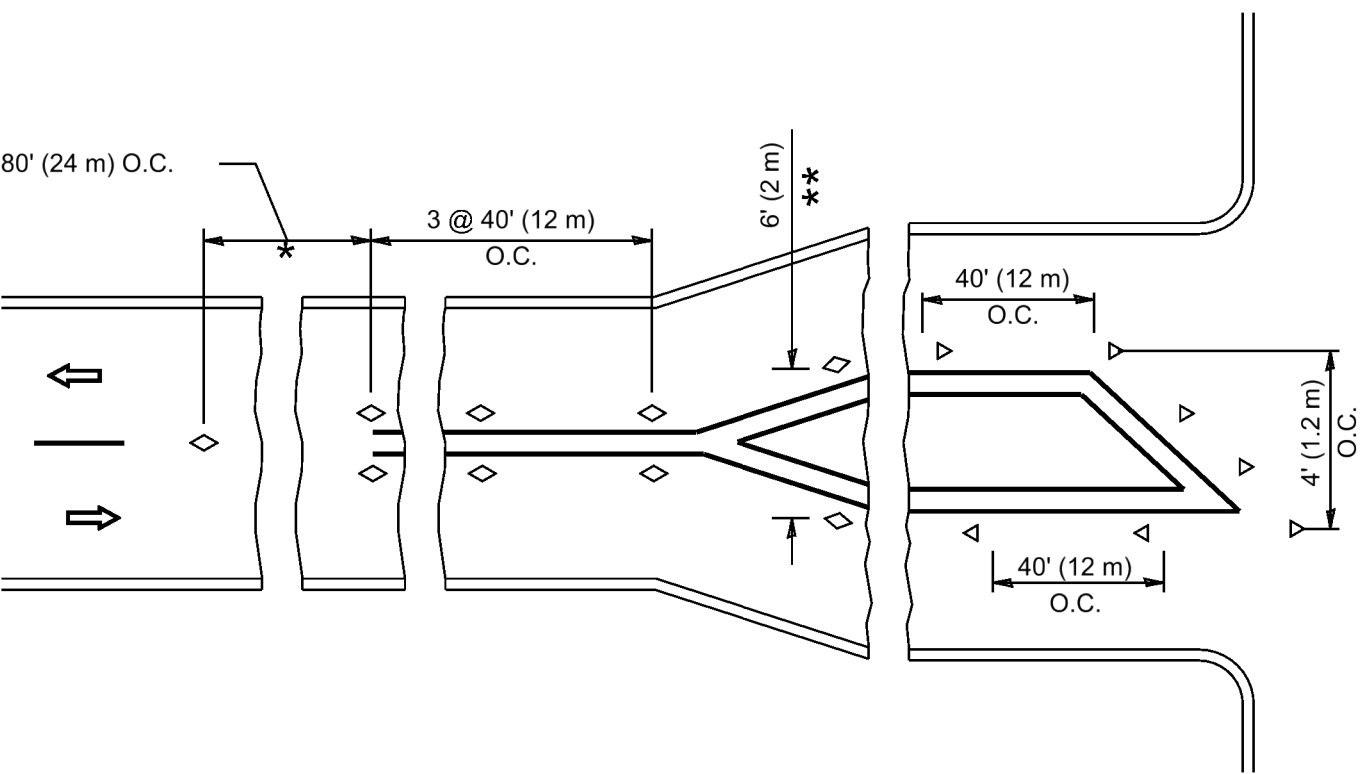
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

TURN LANES



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

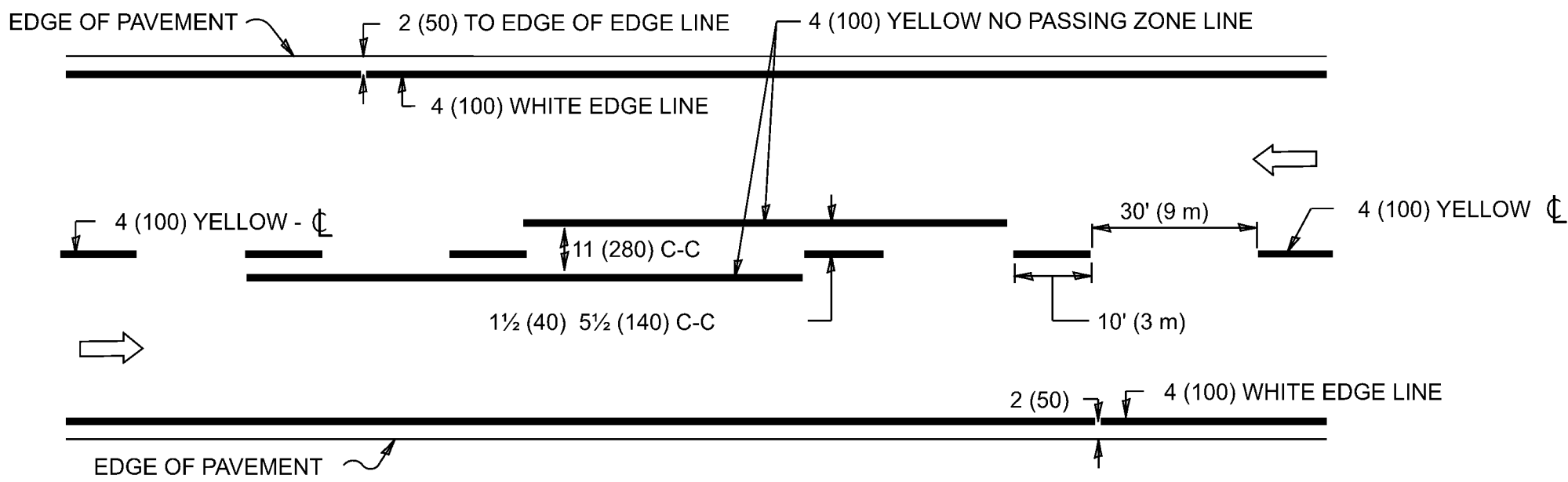
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

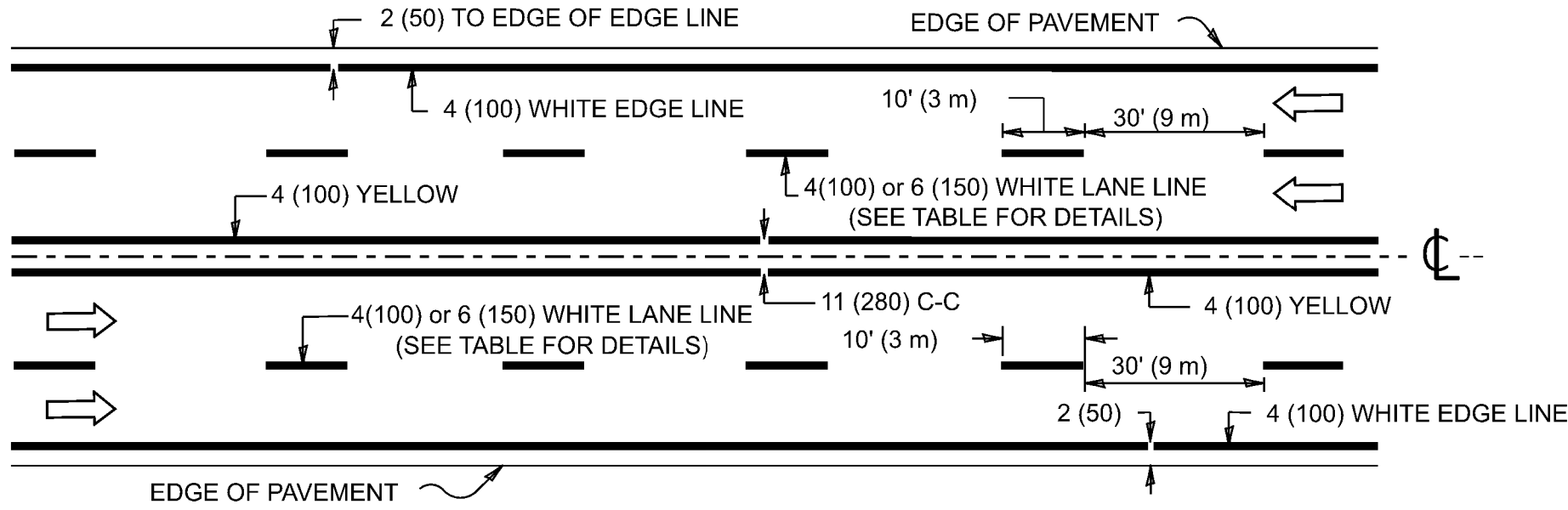
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	78
TC-11		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

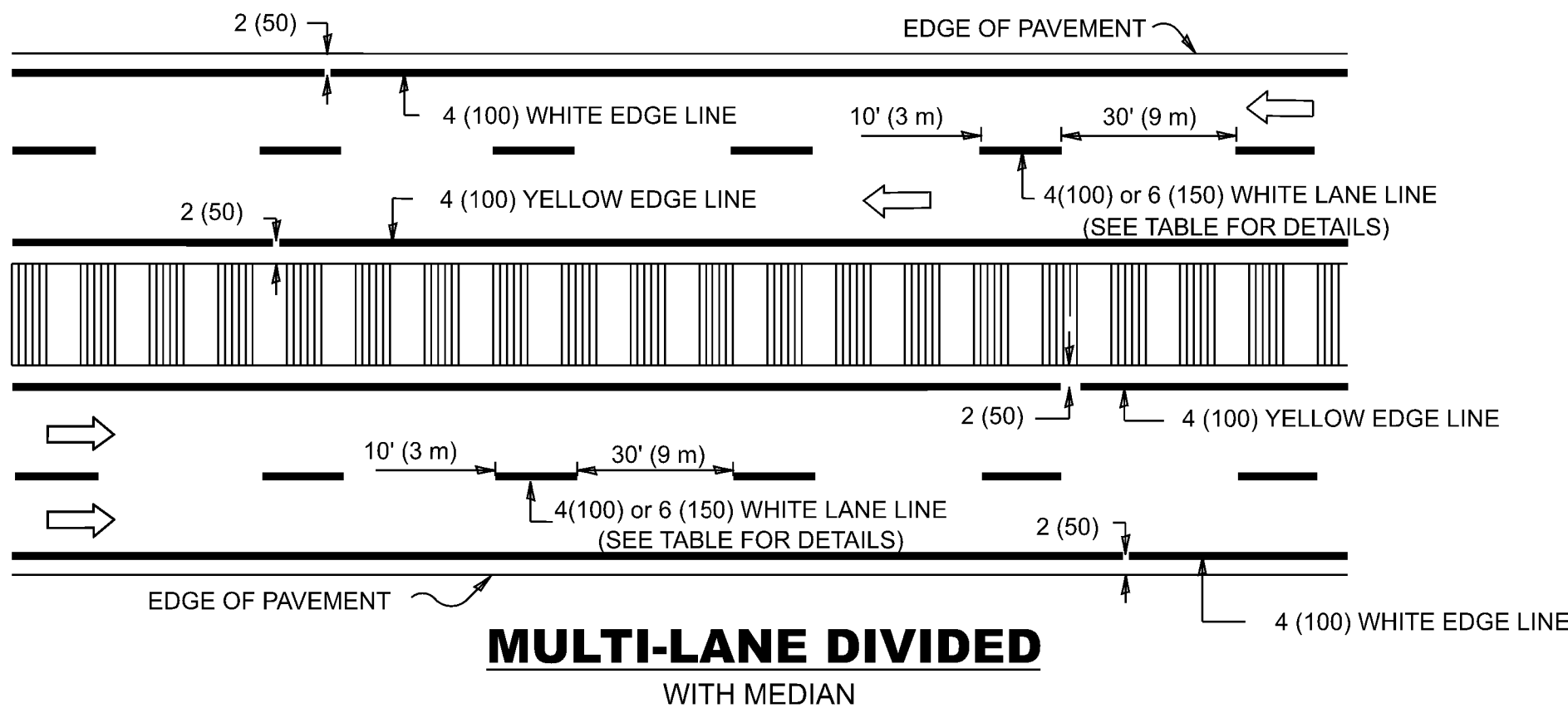
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2-LANE ROADWAY

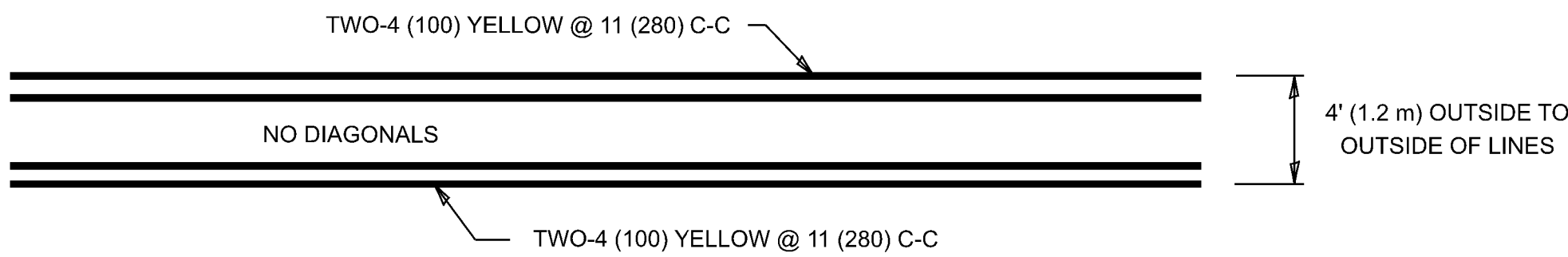


MULTI-LANE UNDIVIDED

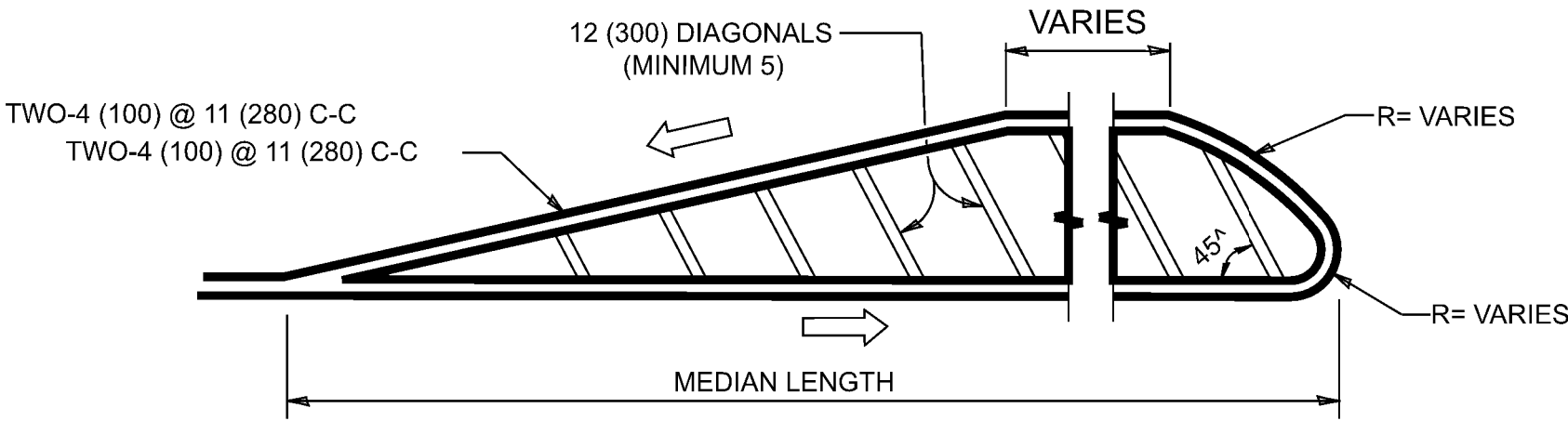


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



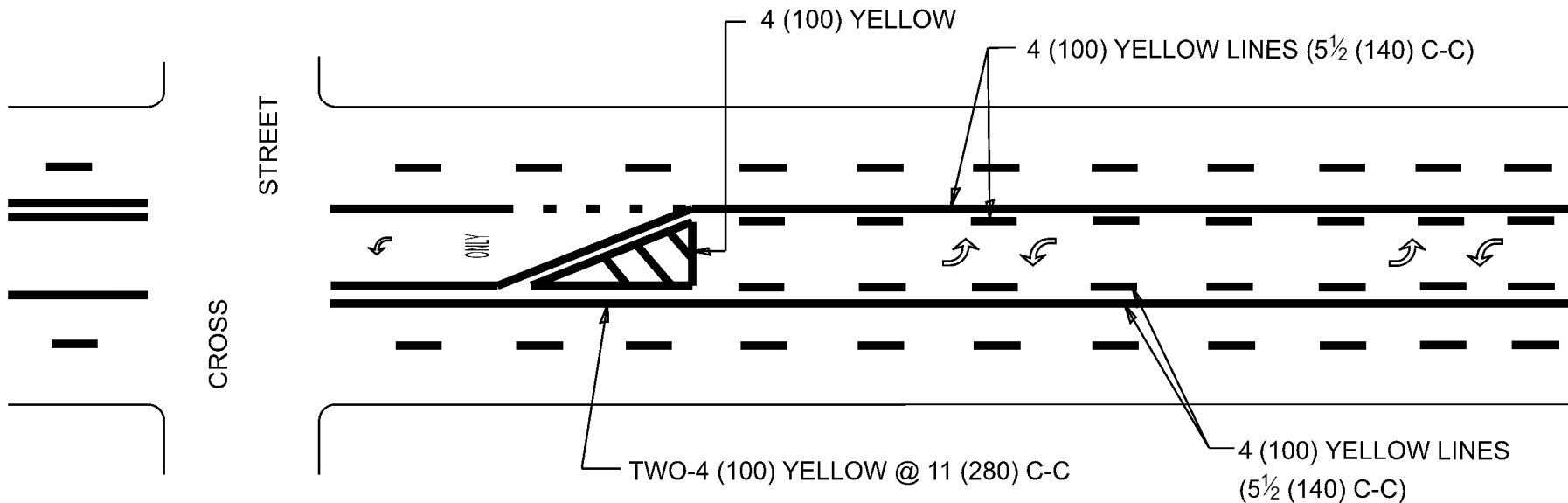
4' (1.2 m) WIDE MEDIANS ONLY



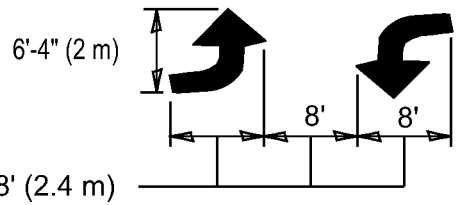
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING
CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED
DIAGONAL LINES.

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

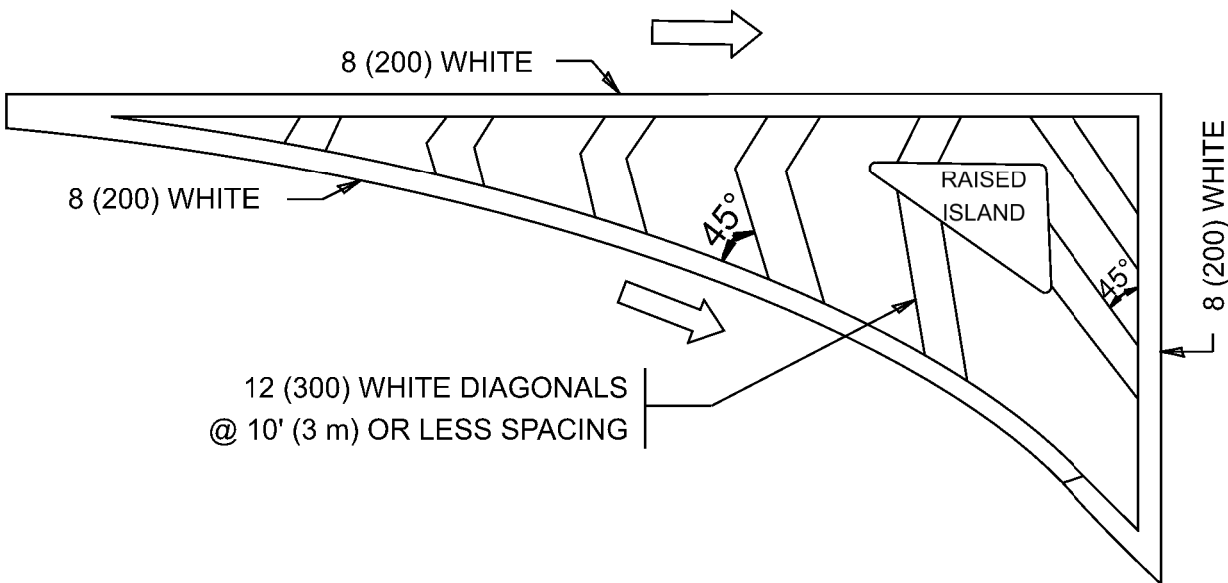


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR.
ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

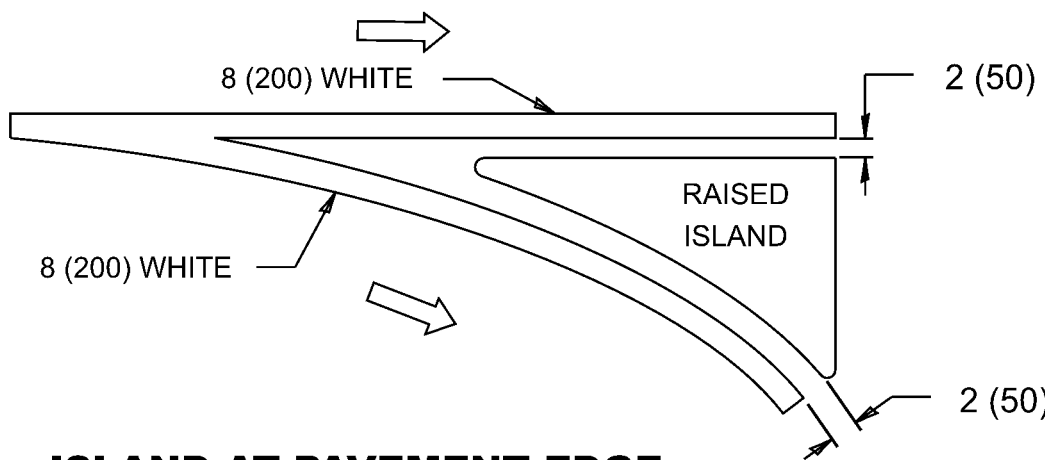


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

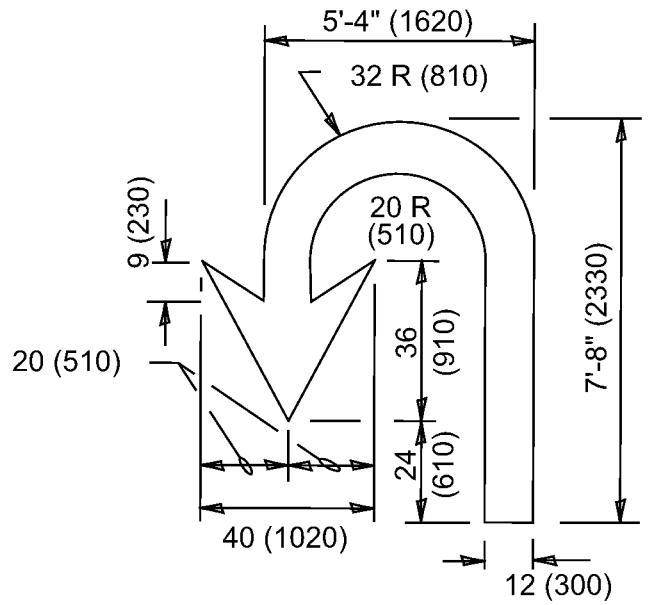
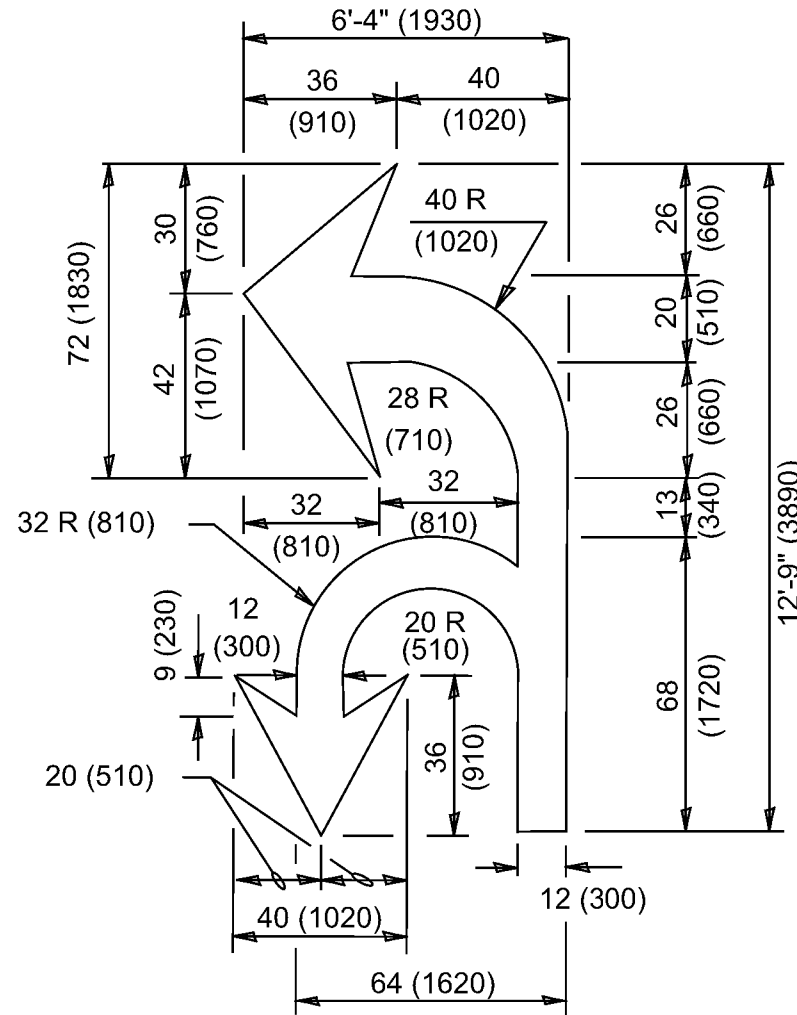


ISLAND OFFSET FROM PAVEMENT EDGE



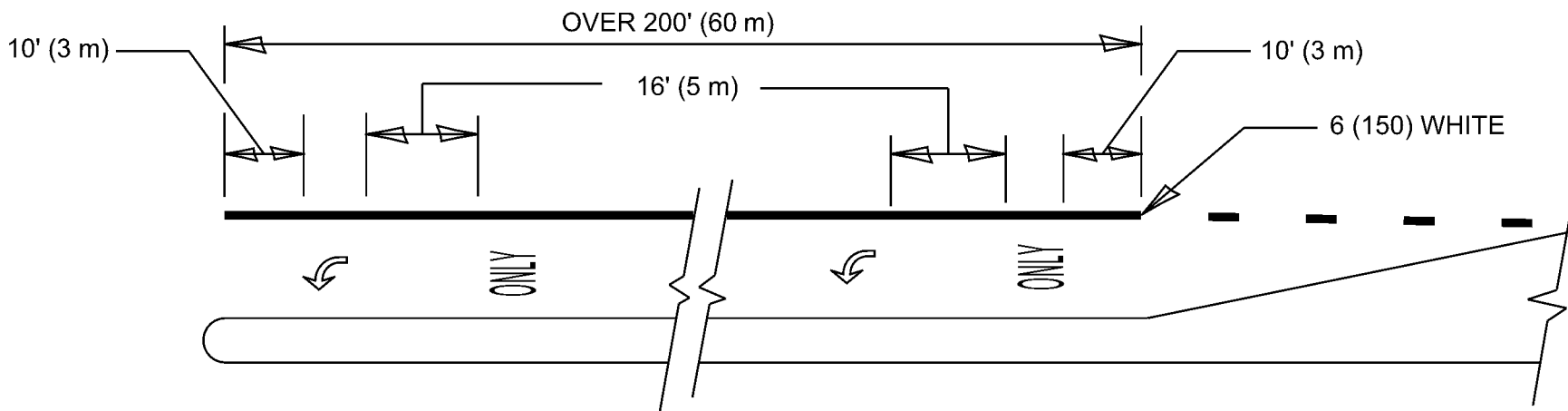
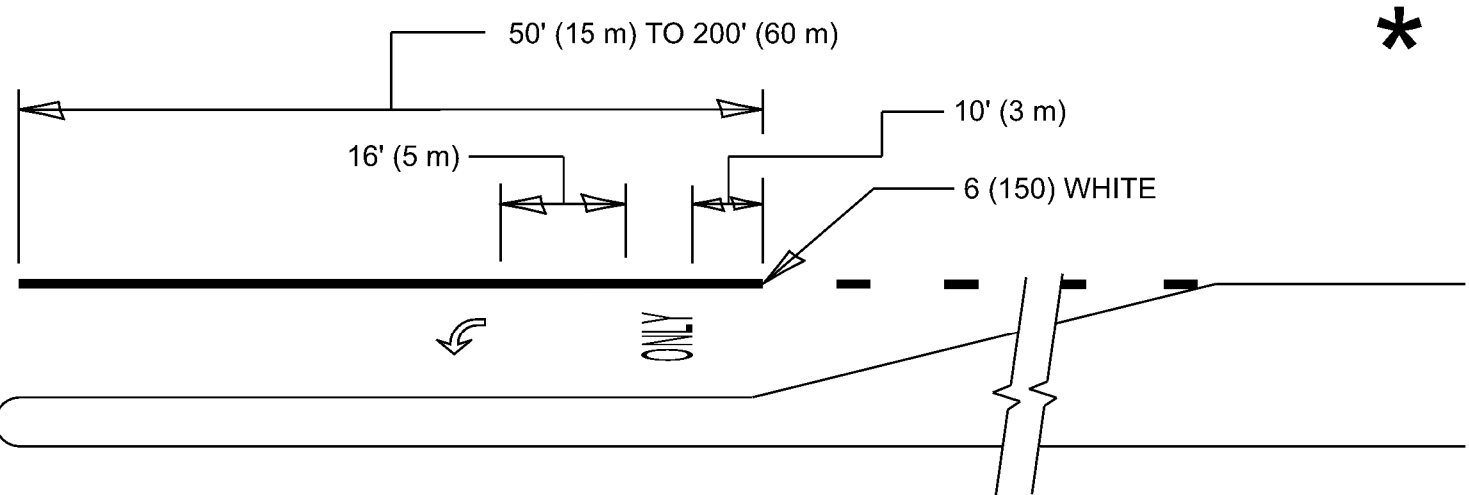
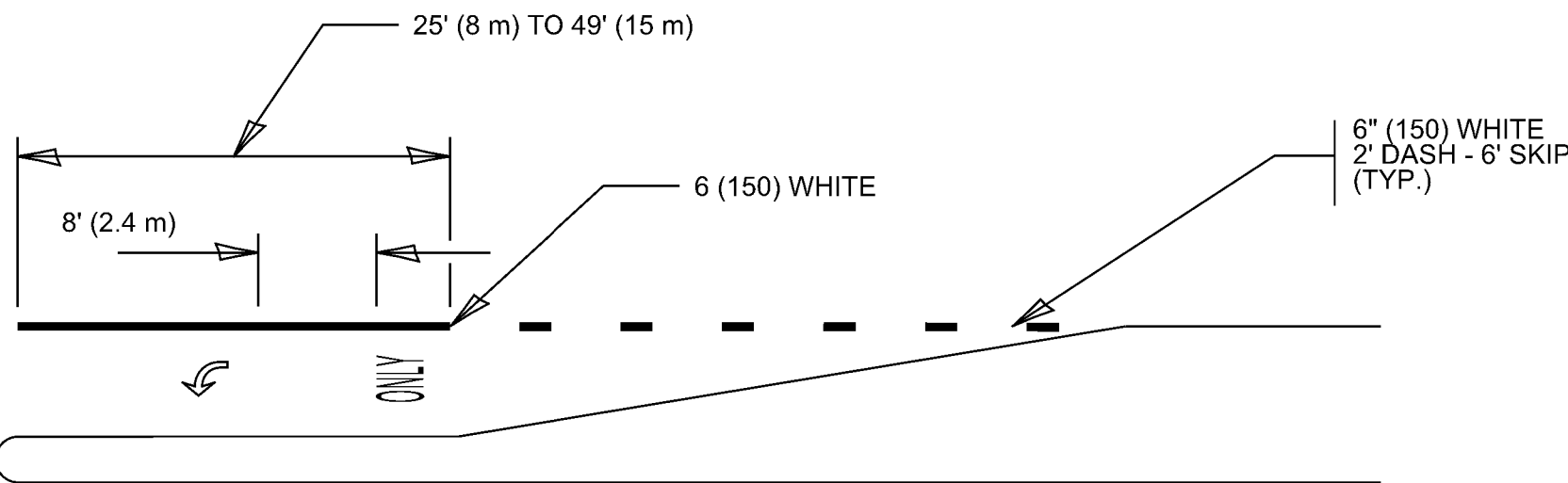
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



U-TURN

COMBINATION
LEFT AND U-TURN



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 MARKING

USER NAME = Eric.L.thomas	DESIGNED - EVERS	REVISED - C. JUCIUS 07-01-13
	DRAWN -	REVISED - C. JUCIUS 12-21-15
	CHECKED -	REVISED - C. JUCIUS 04-12-16
PLOT DATE = 12/2/2024	DATE - 03-19-90	REVISED - K. KANNAN-HOSADURGA 06-29-26

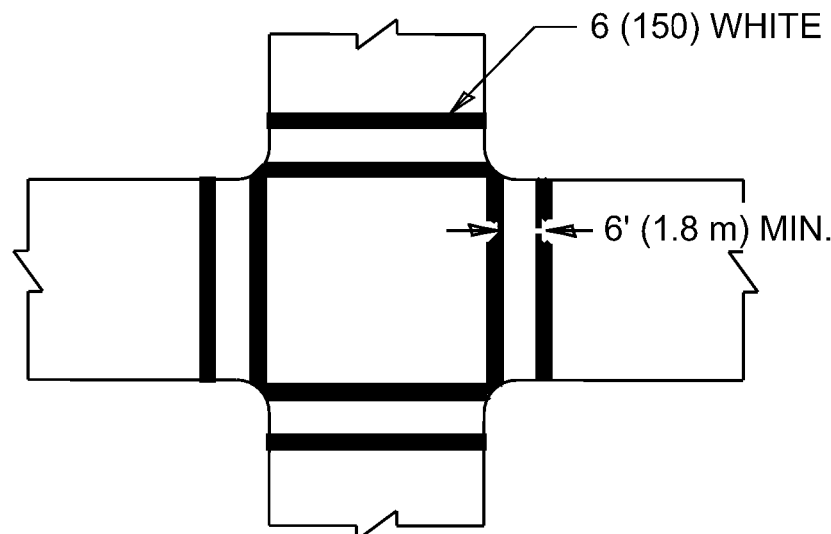
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

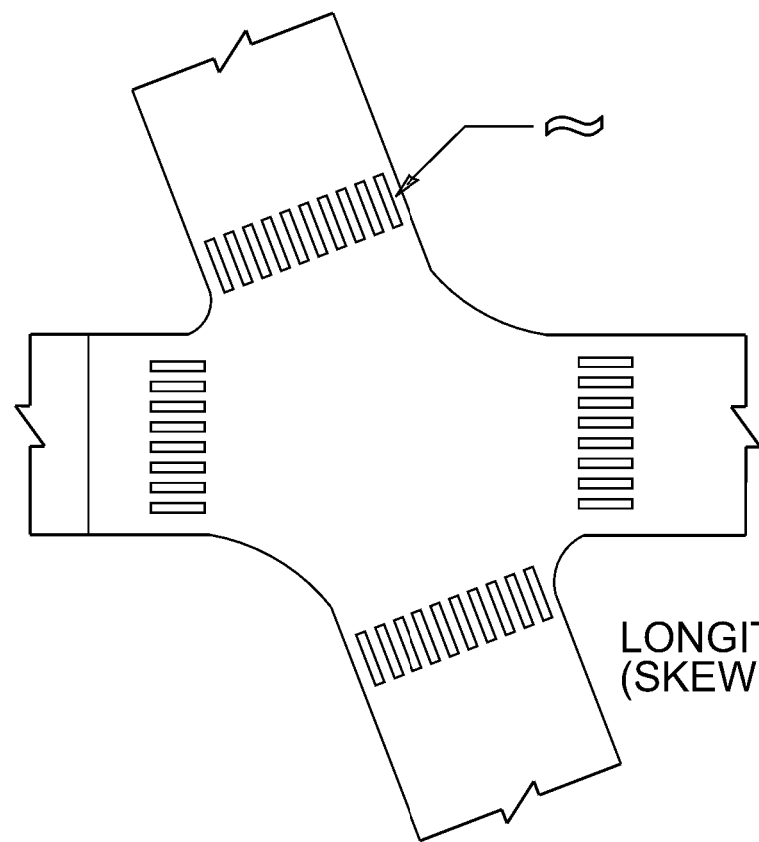
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-13A		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

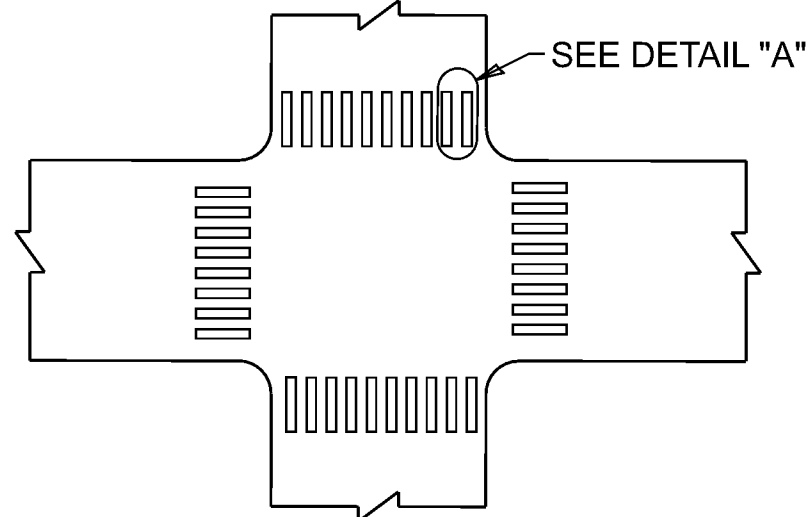
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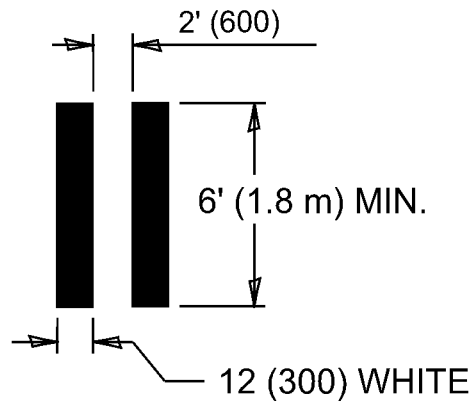
TRANSVERSE CROSSWALK



LONGITUDINAL CROSSWALK
(SKEWED INTERSECTION)



LONGITUDINAL CROSSWALK

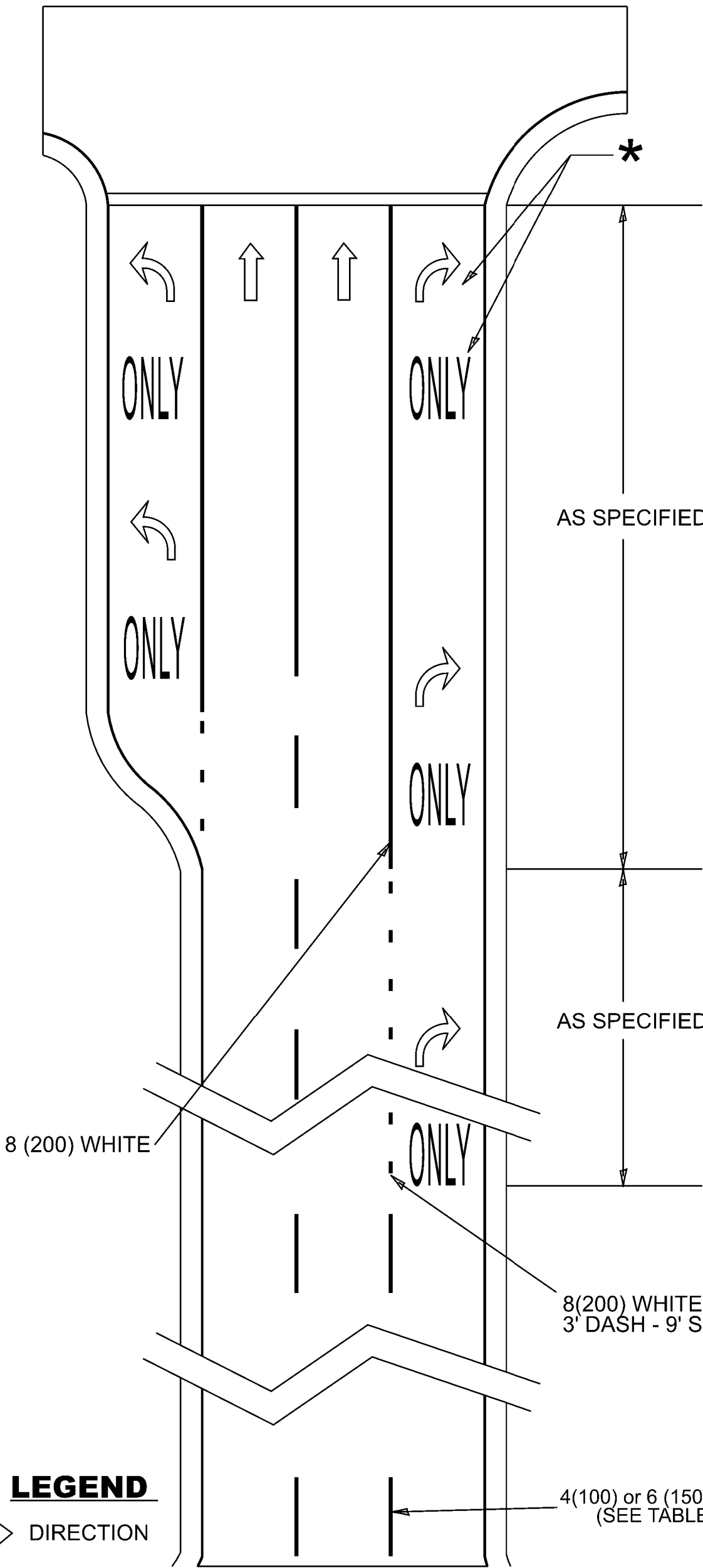


DETAIL "A"

TYPICAL CROSSWALK MARKING

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

≈ THE INDIVIDUAL LONGITUDINAL ELEMENTS OF A LONGITUDINAL BAR CROSSWALK SHOULD BE ANGLED SUCH THAT THEY ARE PARALLEL TO THE TRAVEL PATH OF APPROACHING TRAFFIC

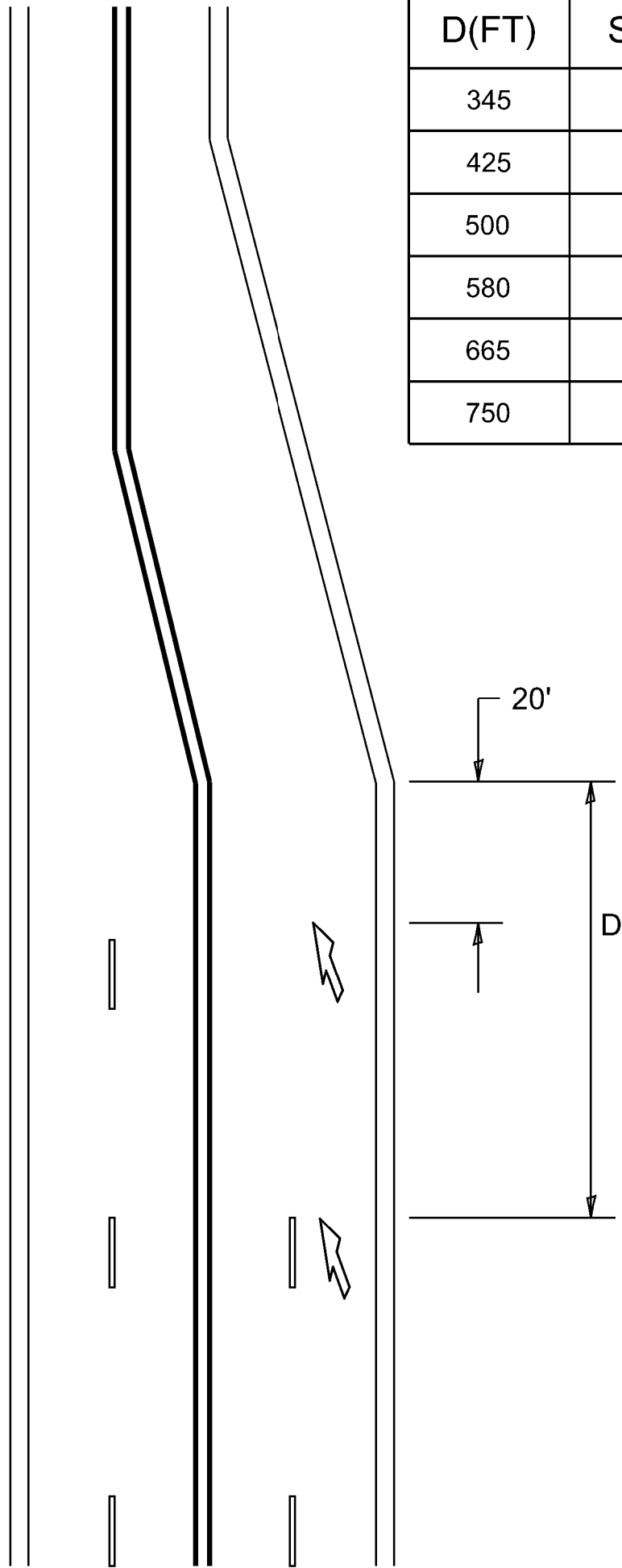


LEGEND
➡ DIRECTION

ARTERIAL ROAD LANE-DROP MARKINGS

★ FOLLOW TYPICAL TURN LANE MARKINGS FOR PLACEMENT AND SIZE DETAILS OF 'ARROW' AND 'ONLY' MARKINGS IN THE TURN LANE.

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 FOR SPEED LIMIT <= 45 MPH LANE LINES FOR SPEED LIMIT > 45 MPH	4 (100) 6 (150)	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (TYPICAL FOR EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS, EXCEPT AT LANE-DROP MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (0.60m) 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
TRANSVERSE CROSSWALK LONGITUDINAL BARS CROSSWALK	2 @ 6 (150) 12 (300) @ 90°	SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART AND PARALLEL TO TRAFFIC FLOW SEE TYPICAL CROSSWALK MARKING DETAIL 'A'.
STOP LINES	24 (600)	SOLID	WHITE	PLACE MINIMUM 4' (1.2 m) IN ADVANCE OF CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. NO MORE THAN 30' (9.1 m) OR LESS THAN 4' (1.2 m) FROM NEAREST EDGE OF INTERSECTING TRAVELED WAY.
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, TC 23 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF
ARTERIAL LANE-DROP MARKINGS DOTTED LINES FOR LANE-DROP TURN LANE MARKINGS	8 (200) 8 (200)	SKIP - DASH SOLID	WHITE WHITE	3' (0.91 m) LINE WITH 9' (2.74 m) SPACE

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.

USER NAME	= Eric.L.thomas	DESIGNED	- EVERS	REVISED	- C. JUCIUS 07-01-13
		DRAWN	-	REVISED	- C. JUCIUS 12-21-15
		CHECKED	-	REVISED	- C. JUCIUS 04-12-16
PLOT DATE	= 12/2/2024	DATE	- 03-19-90	REVISED	- K. KANNAN-HOSADURGA 06-29-26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 23 OVERLAY	COOK	91	80
TC-13B		CONTRACT NO. 62V13		
ILLINOIS		FED. AID PROJECT		

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

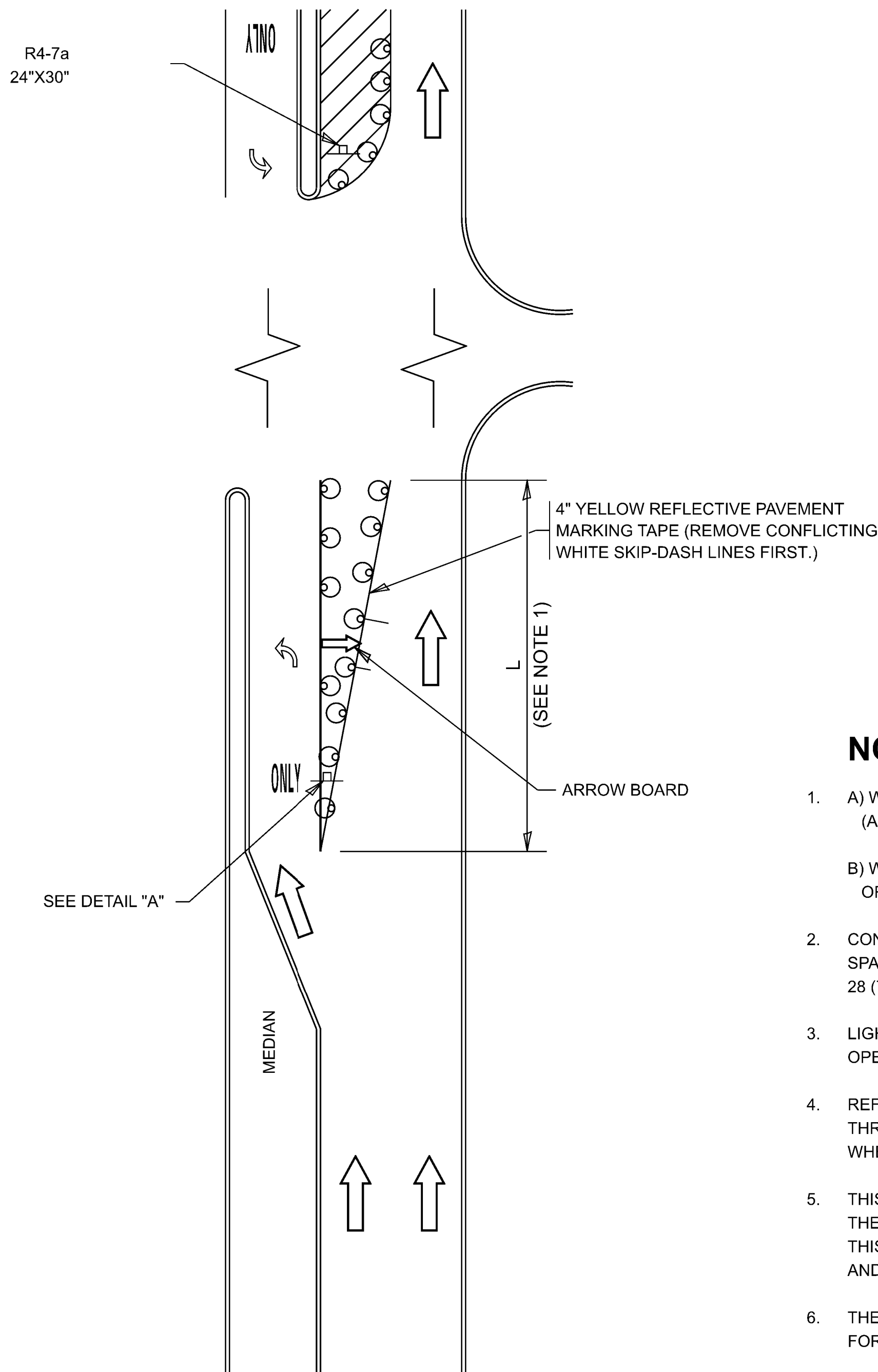


FIGURE 1

LEGEND

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

NOTES:

- A) WHEN "L" IS $\leq$ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

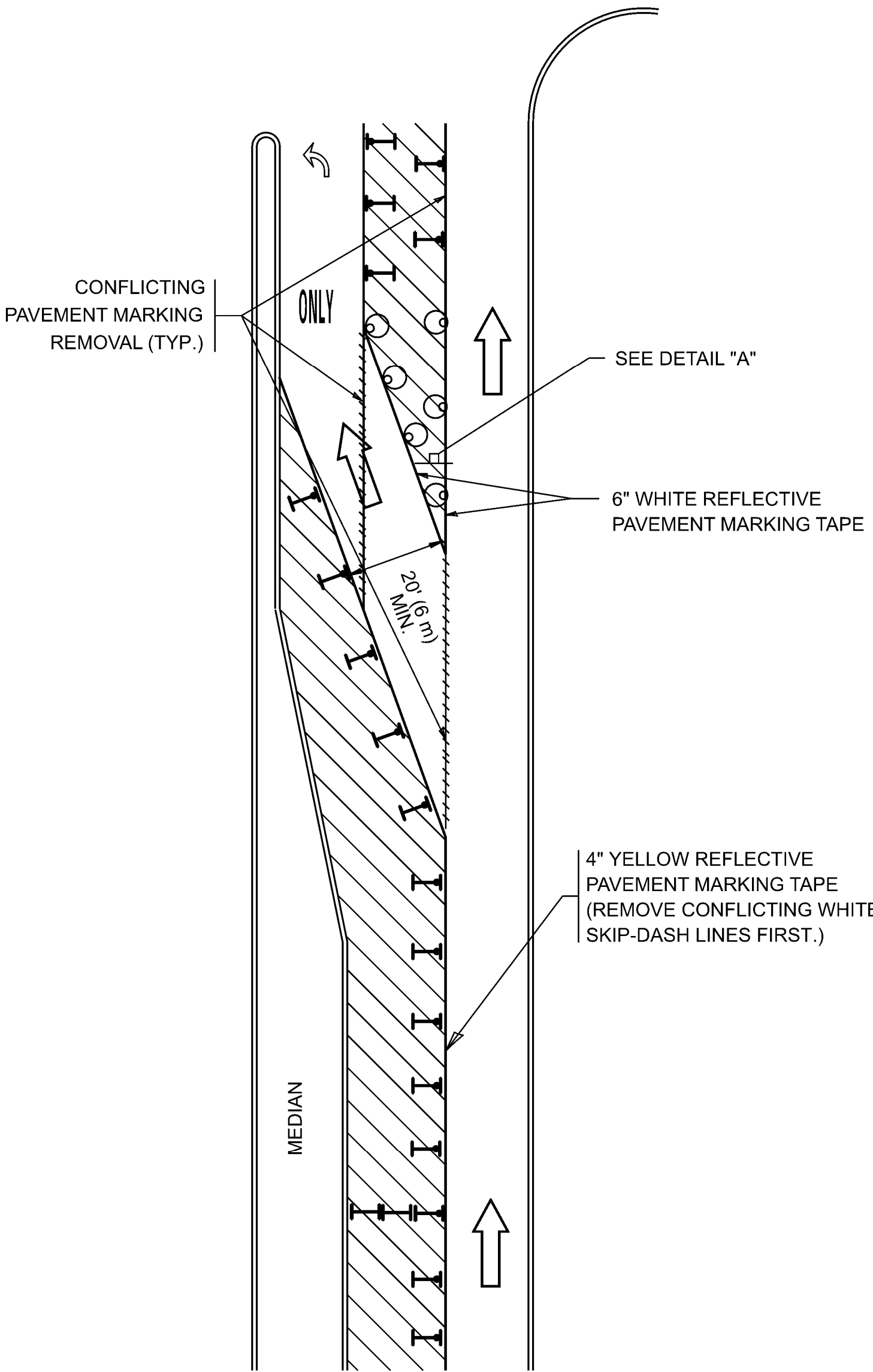
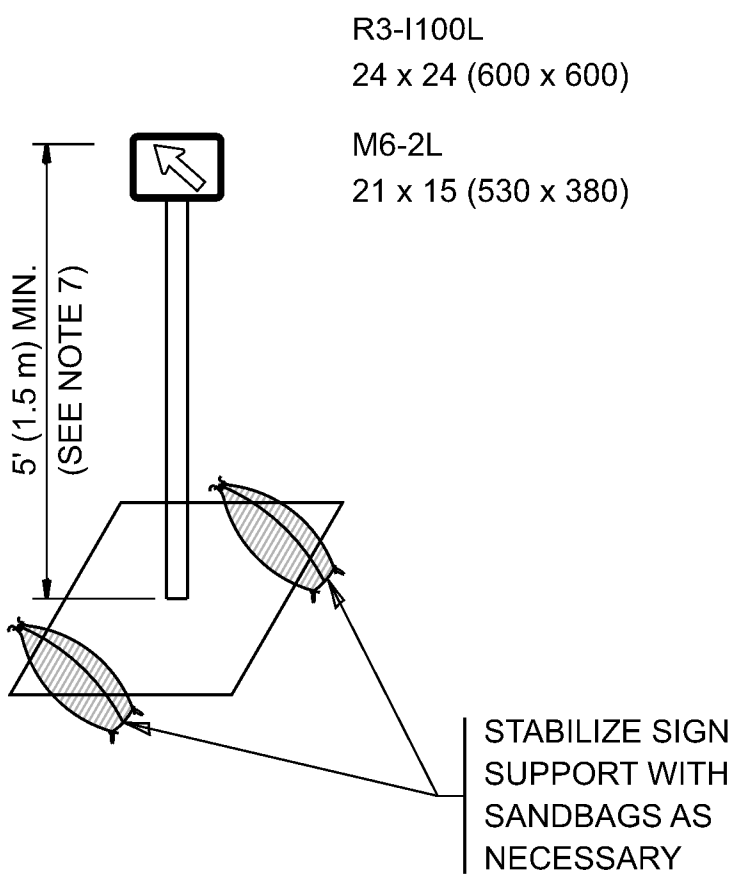


FIGURE 2



DETAIL A

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

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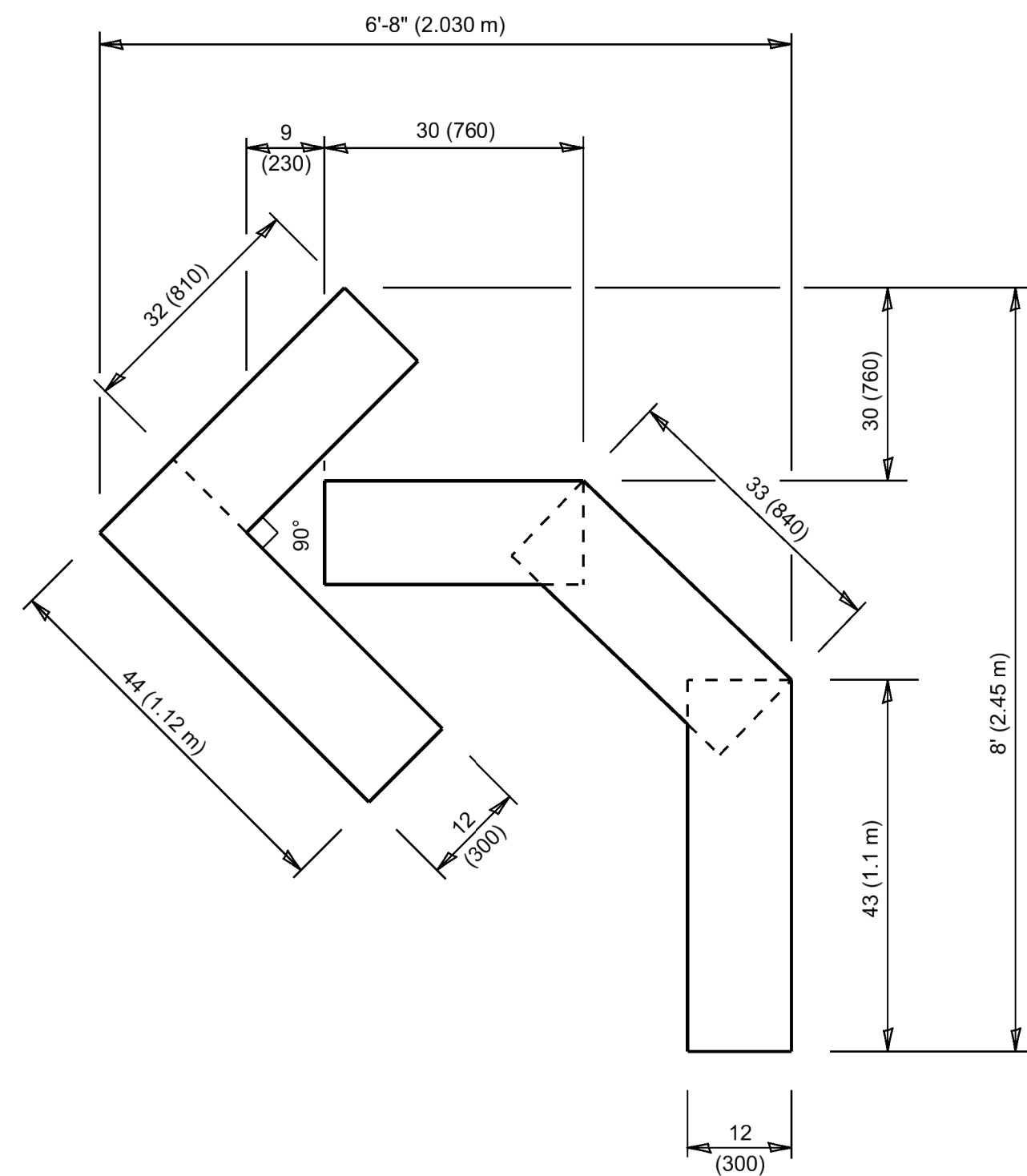
USER NAME	= Eric.L.thomas	DESIGNED	- T. RAMMACHER 09-08-94	REVISED	- R. BORO 09-14-09
		DRAWN	- A. HOUSEH 11-07-95	REVISED	- A. SCHUETZE 07-01-13
		CHECKED	- A. HOUSEH 10-12-96	REVISED	- A. SCHUETZE 09-15-16
PLOT DATE	= 12/2/2024	DATE	- T. RAMMACHER 01-06-00	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

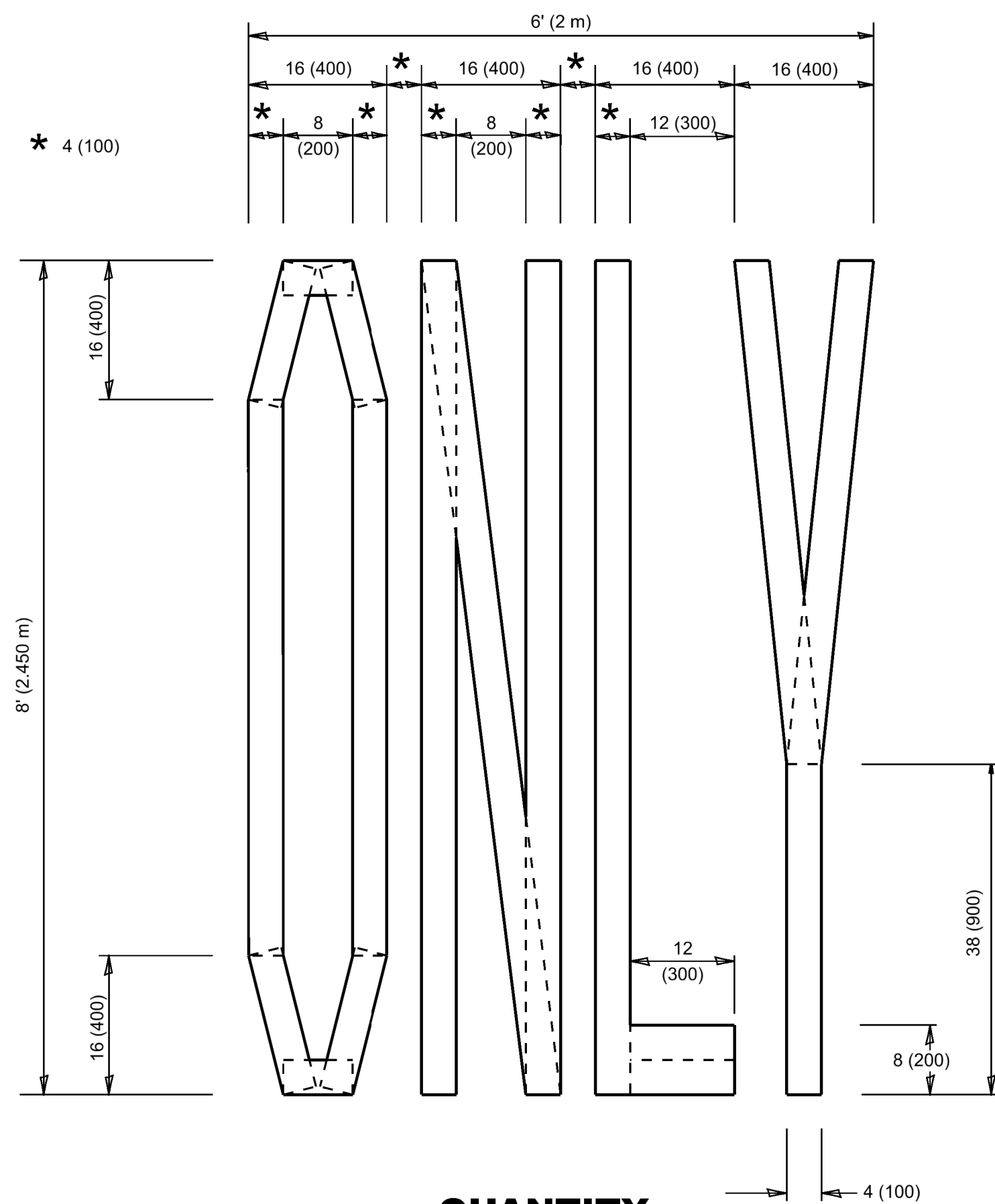
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-14		CONTRACT NO. 62V13		
ILLINOIS		FED. AID PROJECT		



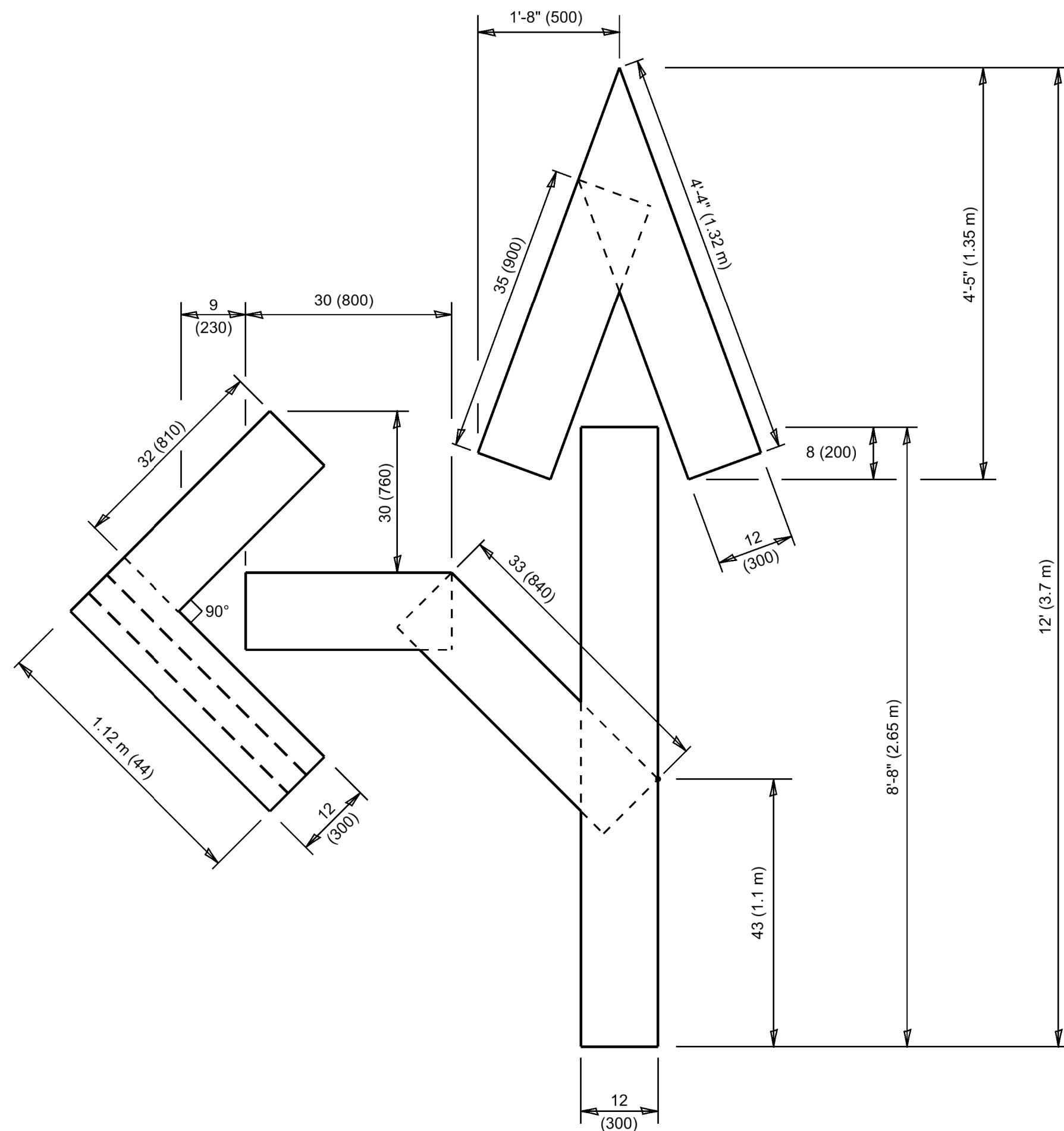
QUANTITY

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



QUANTITY

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

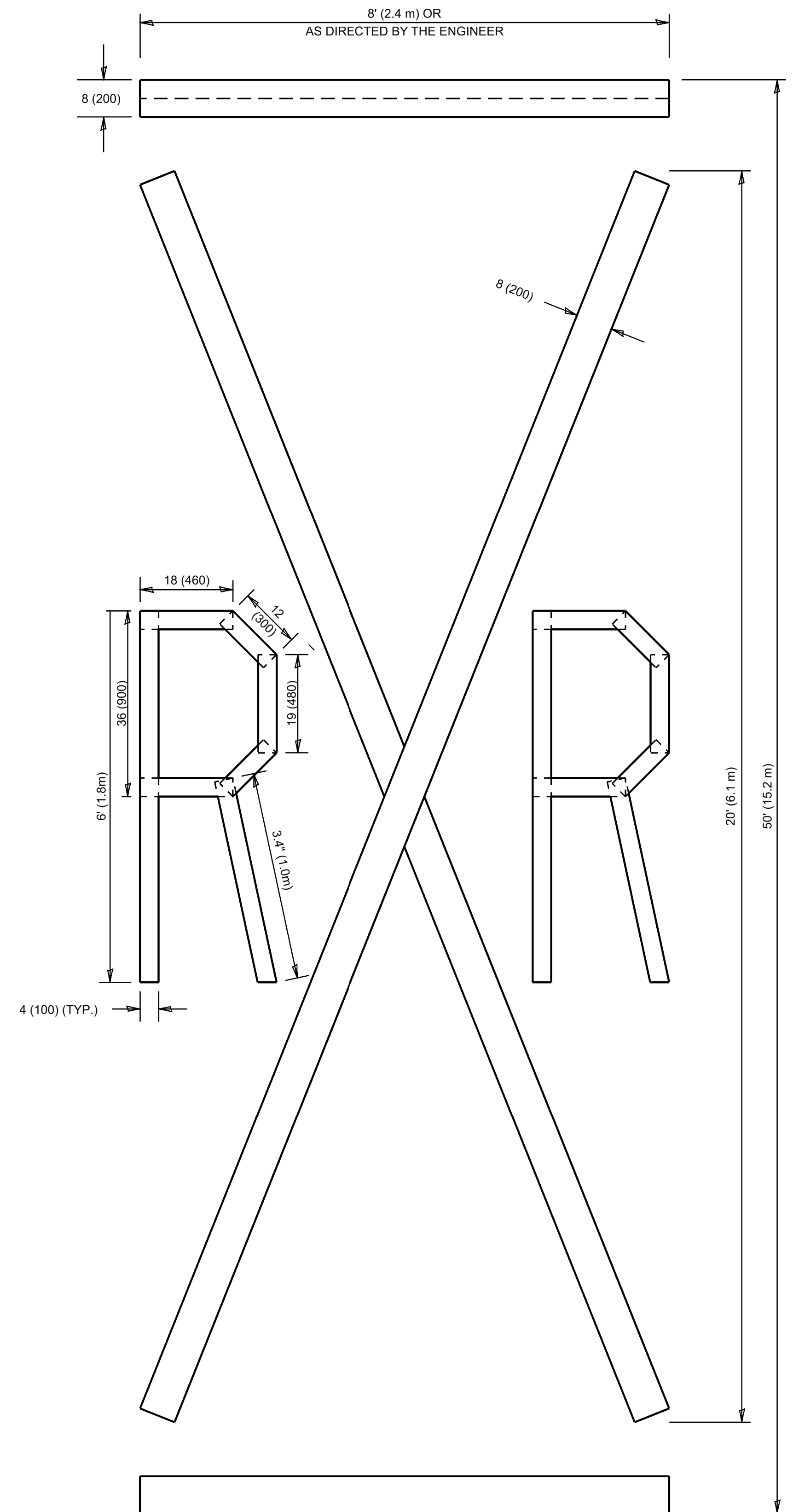


QUANTITY

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

NOTE:

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



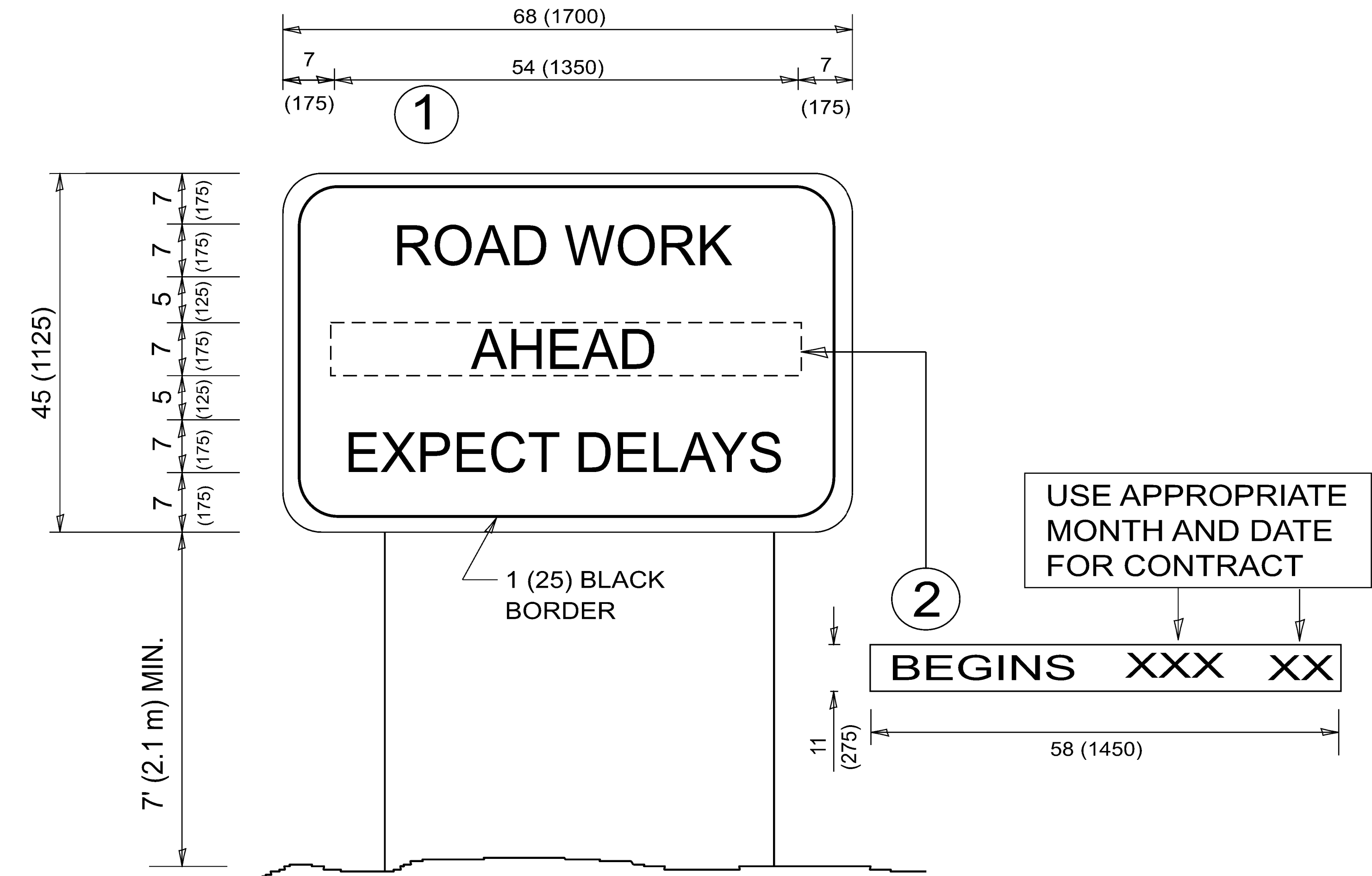
QUANTITY

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

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

FILE NAME:	USER NAME = Eric.L.thomas	DESIGNED -	REVISED - T. RAMMACH 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS				F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - E. GOMEZ 08-28-00						2743	FAU 2743 23 OVERLAY	COOK	91	82
		CHECKED -	REVISED - E. GOMEZ 08-28-00		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.				TC-16 CONTRACT NO. 62V13				
	PLOT DATE = 12/2/2024	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16						ILLINOIS FED. AID PROJECT				

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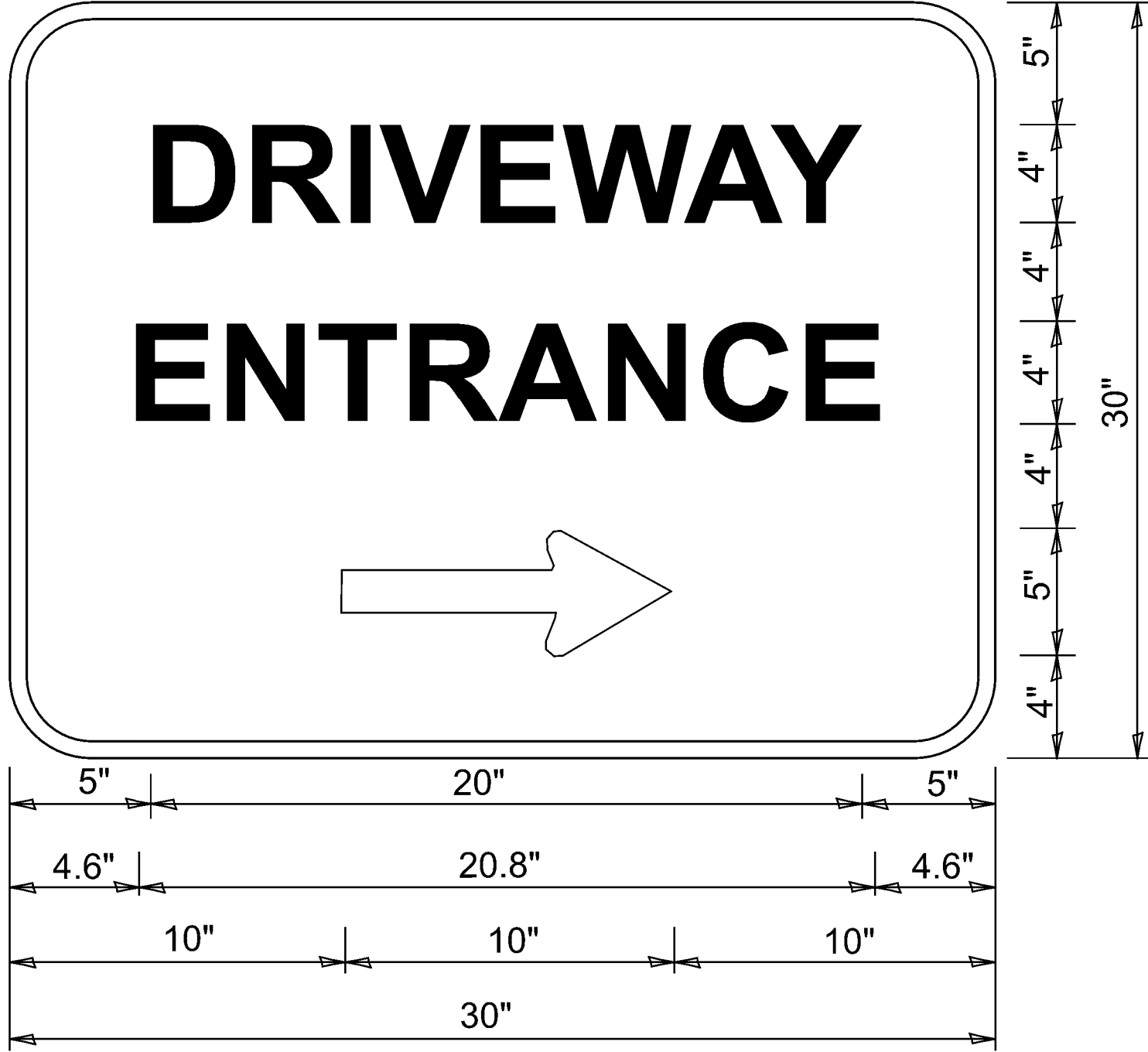
NOTES:

- USE BLACK LETTERING ON ORANGE BACKGROUND.
- ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
- SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
- 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	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.U RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97						2743	FAU 2743 OVERLAY		COOK	91	83
		CHECKED -	REVISED - T. RAMMACHER 02-02-99						TC-22		CONTRACT NO. 62V13			
	PLOT DATE = 12/2/2024	DATE -	REVISED - C. JUCIUS 01-31-07						ILLINOIS FED. AID PROJECT					
						SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			

MODEL: Pln Single (Sheet)
FILE NAME: Z:\DOTCAD_ORD Folder Master\Master Files\DOT_CONNECT\Configuration\Organization\Civil\DOT_Standards\Signs\Sheet Seeds\Civil_Named_Boundary_Sheet\Seeds.dgnlib



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

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

	USER NAME = Eric.L.thomas	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					2743	FAU 2743 OVERLAY	COOK	91	84
		CHECKED -	REVISED -		TC-26			CONTRACT NO. 62V13				
	PLOT DATE = 12/2/2024	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

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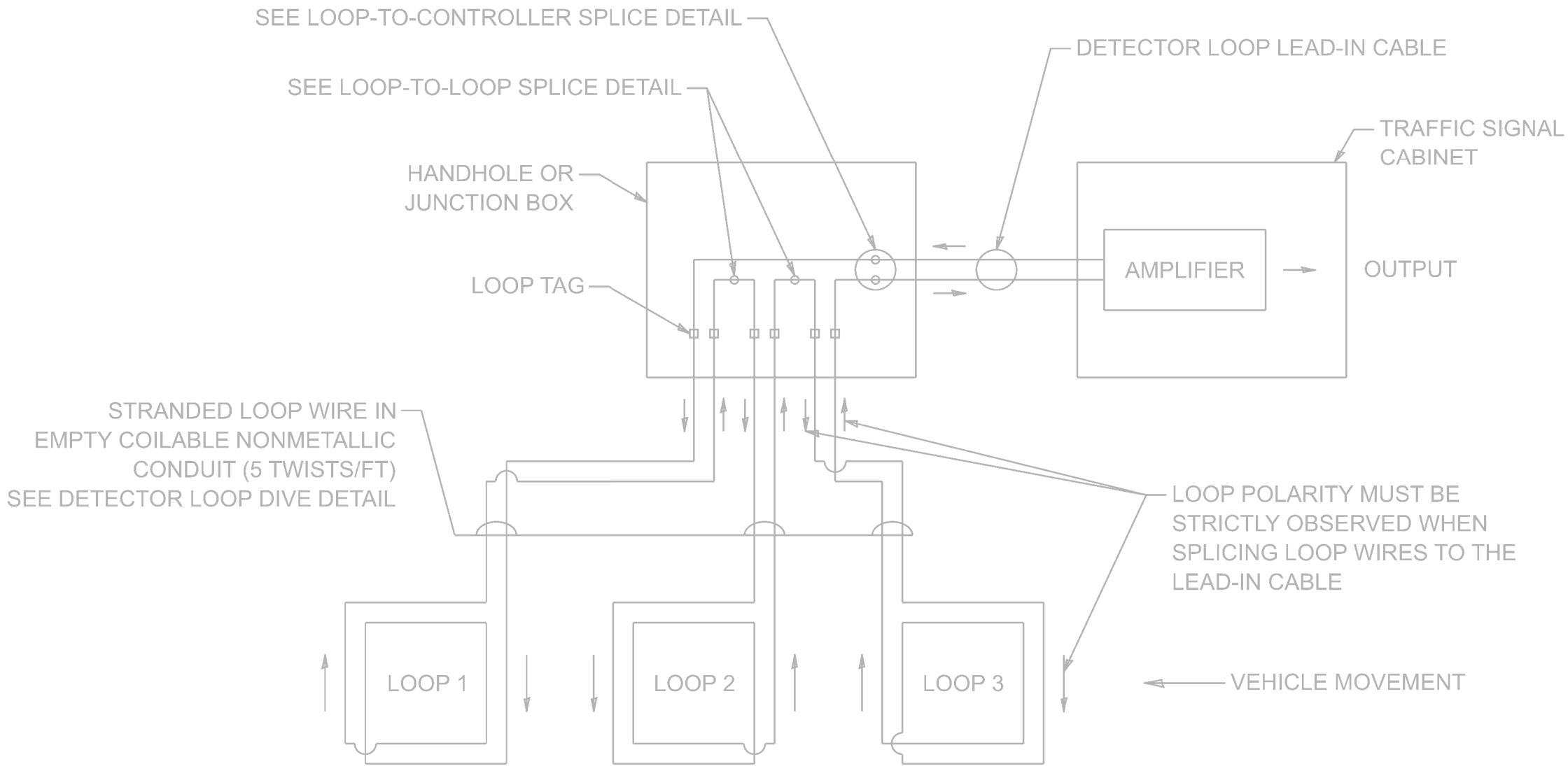
TRAFFIC SIGNAL LEGEND

ITEM		EXISTING		PROPOSED		ITEM		EXISTING		PROPOSED		ITEM		EXISTING		PROPOSED	
TRAFFIC SIGNAL CABINET						HANDHOLE -SQUARE -ROUND						SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS		 P EV		 P EV	
UNINTERRUPTABLE POWER SUPPLY						DOUBLE HANDHOLE						SIGNAL HEAD WITH BACKPLATE -(RB) RETROREFLECTIVE BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS		 RB P EV		 RB P EV	
COMMUNICATION CABINET						HEAVY DUTY HANDHOLE -SQUARE -ROUND						PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER					
MASTER CONTROLLER						JUNCTION BOX						ILLUMINATED LED SIGN "NO LEFT TURN"/"NO RIGHT TURN"					
MASTER MASTER CONTROLLER						RAILROAD CANTILEVER MAST ARM						ELECTRIC CABLE, SIGNAL, NO. 14 - 2/C, 3/C, 5/C, 7/C					
SERVICE INSTALLATION -(P) POLE MOUNTED						RAILROAD FLASHING SIGNAL						ELECTRIC CABLE, LEAD-IN, NO. 14, 1 PAIR					
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED						RAILROAD CROSSING GATE						SERVICE CABLE, 2/C - NO. 2, NO. 4, NO. 6					
CELLULAR MODEM						RAILROAD CROSSBUCK						ELECTRIC CABLE, TRACER, NO. 14, 1/C					
TELEPHONE CONNECTION						RAILROAD CONTROLLER BUNGALOW						ELECTRIC CABLE, RAILROAD, NO. 14, 3/C					
STEEL MAST ARM ASSEMBLY AND POLE						UNDERGROUND CONDUIT (UC), GALVANIZED STEEL						ELECTRIC CABLE, STREET NAME SIGN NO. 14, 3/C, TYPE SOOW					
ALUMINUM MAST ARM ASSEMBLY AND POLE						TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE						VENDOR CABLE					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE						SYSTEM ITEM		S		SP		EMERGENCY VEHICLE PRIORITY LINE SENSOR CABLE, NO. 20, 3/C					
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY						INTERSECTION ITEM		I		IP		OUTDOOR RATED NETWORK CABLE					
WOOD POLE						REMOVAL ITEM				R		FIBER OPTIC CABLE -12F: 12 MULTIMODE -24F: 12 MULTIMODE / 12 SINGLE MODE -36F: 12 MULTIMODE / 24 SINGLE MODE -24SM: 24 SINGLE MODE -48SM: 48 SINGLE MODE					
GUY WIRE						ABANDON ITEM				A		GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE					
SIGNAL HEAD						CONTROLLER CABINET AND FOUNDATION TO BE REMOVED				RCF							
SIGNAL HEAD WITH BACKPLATE						MAST ARM POLE AND FOUNDATION TO BE REMOVED				RMF							
SIGNAL HEAD - PROGRAMMABLE						SIGNAL POST AND FOUNDATION TO BE REMOVED				RPF							
FLASHER INSTALLATION -(FS) SOLAR POWERED						DETECTOR LOOP, TYPE I											
PEDESTRIAN SIGNAL HEAD						PREFORMED DETECTOR LOOP											
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON						WIRELESS DETECTOR SENSOR											
RADAR DETECTION SENSOR																	
VIDEO DETECTION CAMERA																	
RADAR/VIDEO DETECTION ZONE																	
PAN, TILT, ZOOM (PTZ) CAMERA																	
EMERGENCY VEHICLE LIGHT DETECTOR																	
CONFIRMATION BEACON																	
WIRELESS INTERCONNECT																	
WIRELESS INTERCONNECT RADIO REPEATER																	
WIRELESS ACCESS POINT																	

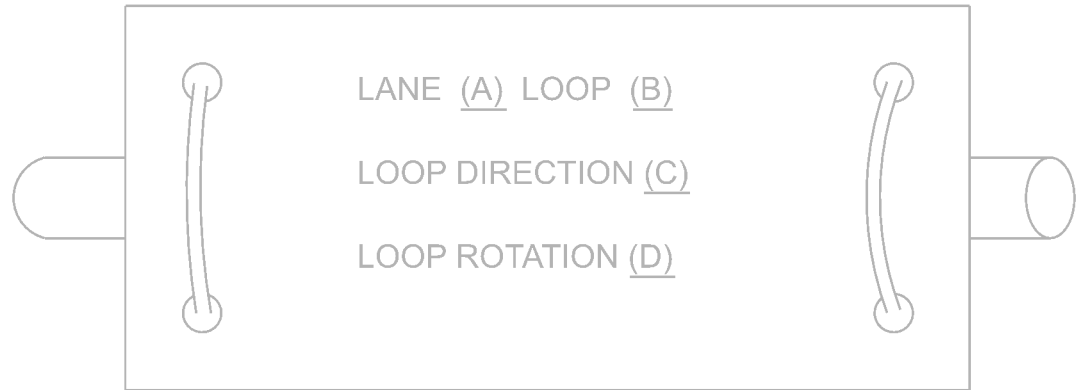
	USER NAME = Eric.L.thomas	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F A U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - IP	REVISED -					2743	FAU 2743 OVERLAY	COOK	91	85
		CHECKED - NB/KK	REVISED -					TS-01		CONTRACT NO. 62V13		
	PLOT DATE = 12/2/2024	DATE - 10/15/2025	REVISED -		SCALE: NONE	SHEET 1	OF 7 SHEETS	STA.	TO STA.			
								ILLINOIS FED. AID PROJECT				

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. 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.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES 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" APART.
9. 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.
10. PREFORMED DETECTOR LOOPS SHALL BE USED 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.

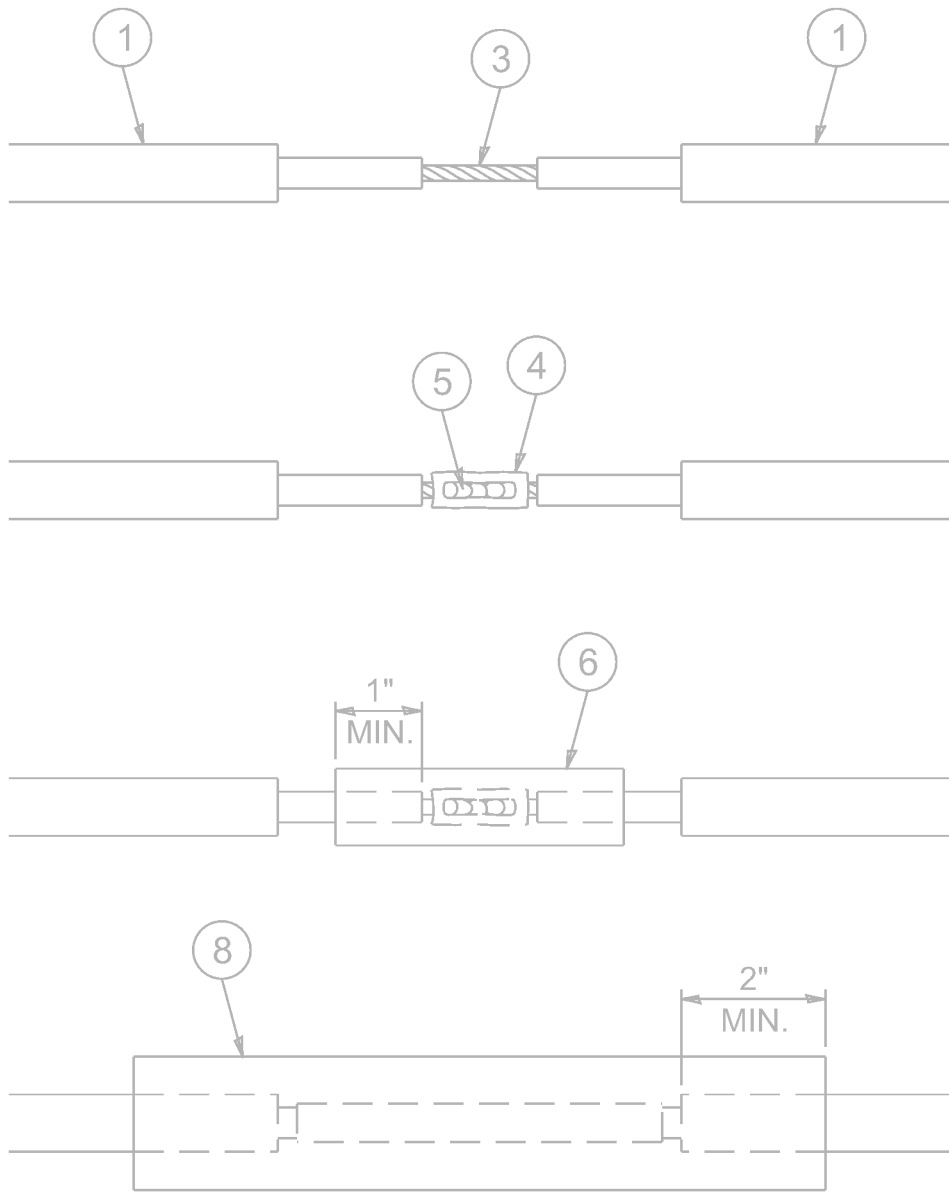


DETECTOR LOOP WIRING SCHEMATIC



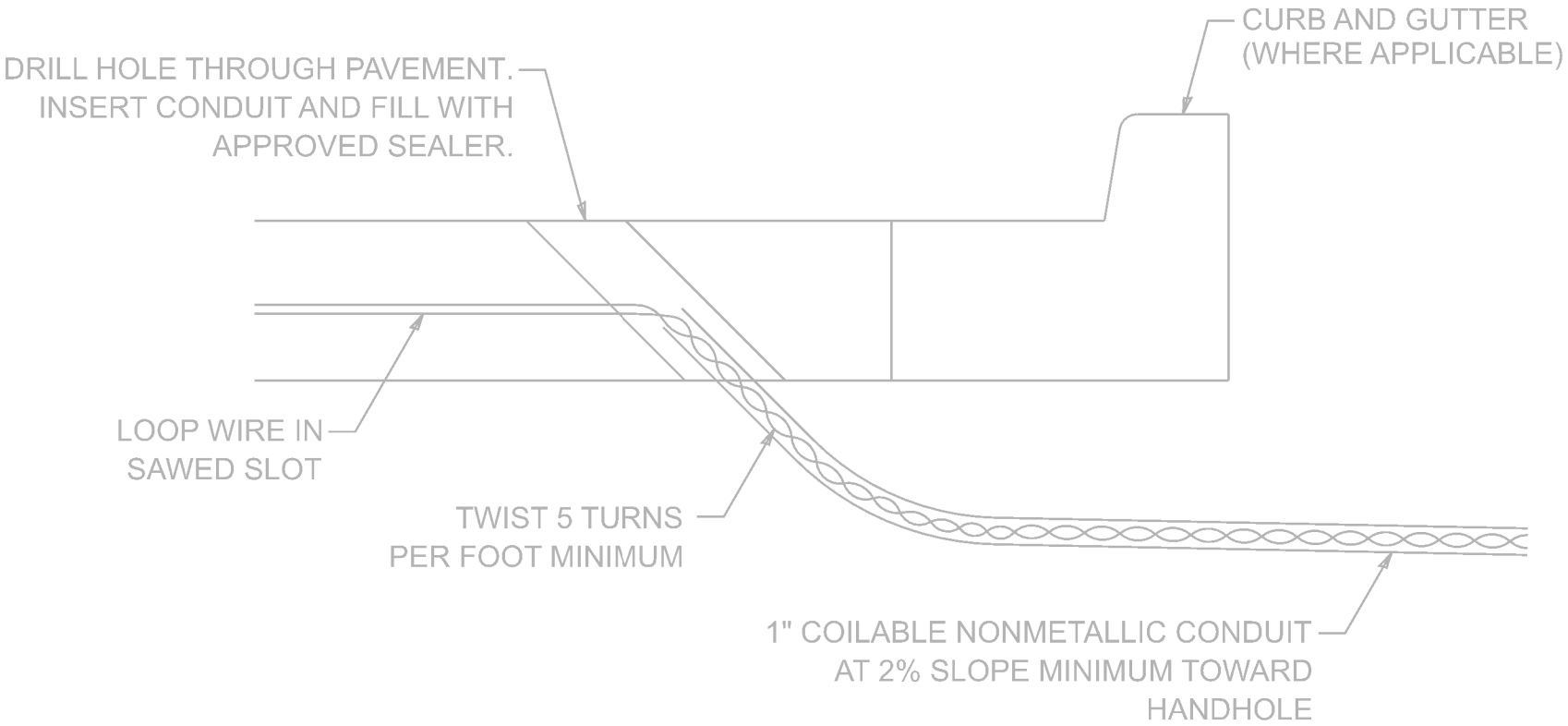
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

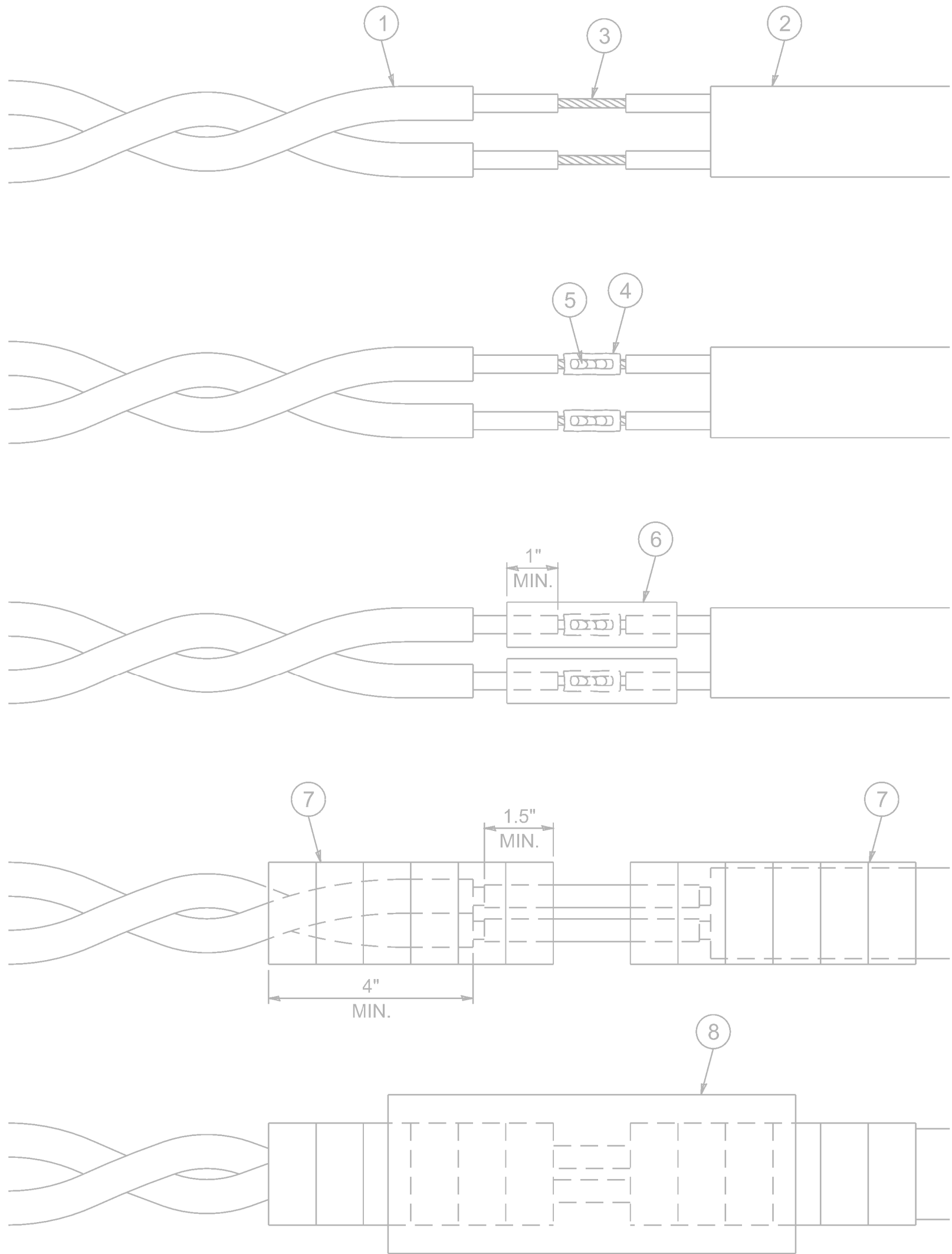


LOOP-TO-LOOP SPLICE DETAIL

- 1 DETECTOR LOOP CABLE.
- 2 DETECTOR LOOP LEAD-IN CABLE
- 3 BARE CONDUCTORS TWISTED TOGETHER.
- 4 BUTT SPLICE CRIMP CONNECTOR.
- 5 SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPLICES SHALL BE STAGGERED.
- 6 WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, UNDERWATER GRADE.
- 7 SELF-INFUSED, SILICONE ELECTRICAL TAPE TIGHTLY WRAPPED AROUND CABLES.
- 8 WCS 200/750 HEAT SHRINK TUBE, 8" MINIMUM LENGTH, UNDERWATER GRADE.



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

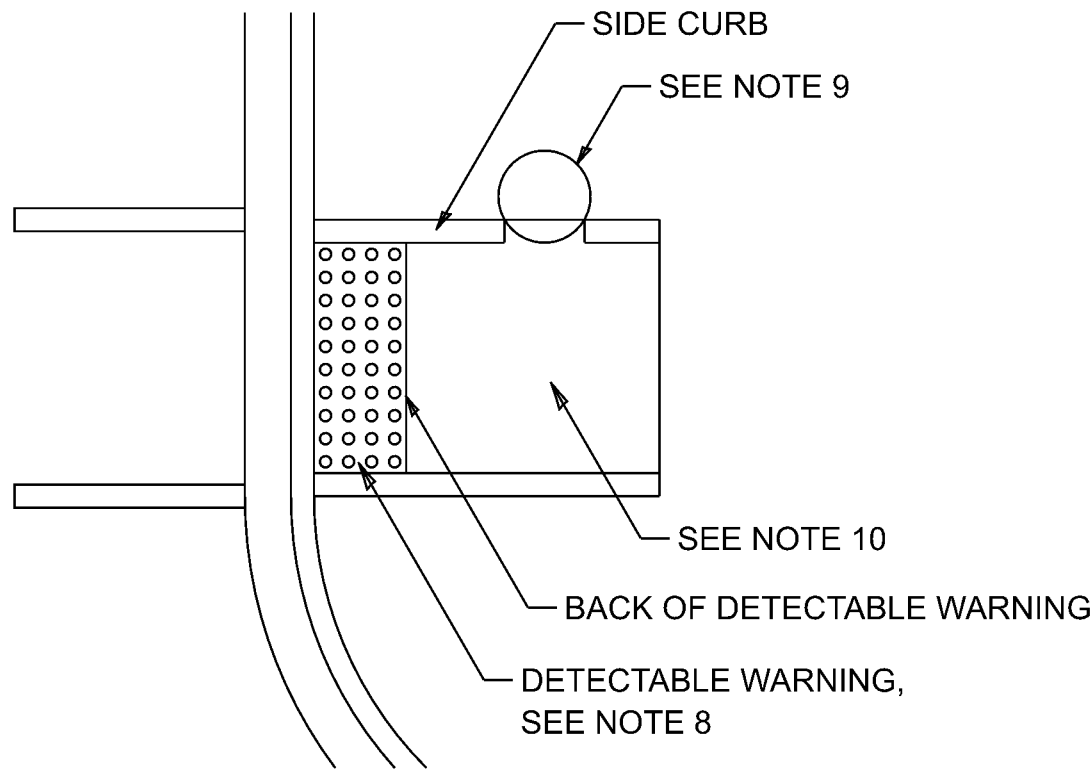
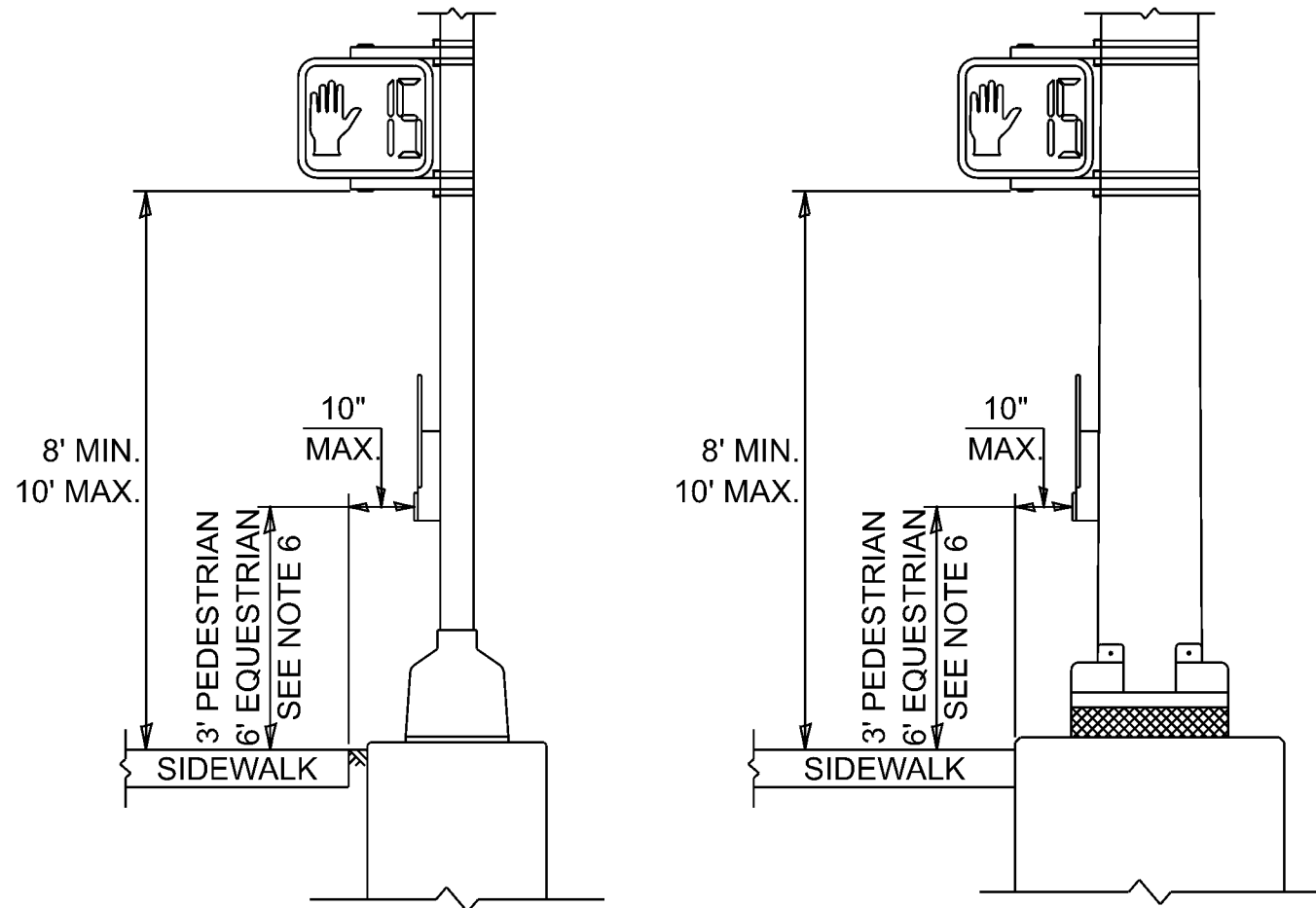
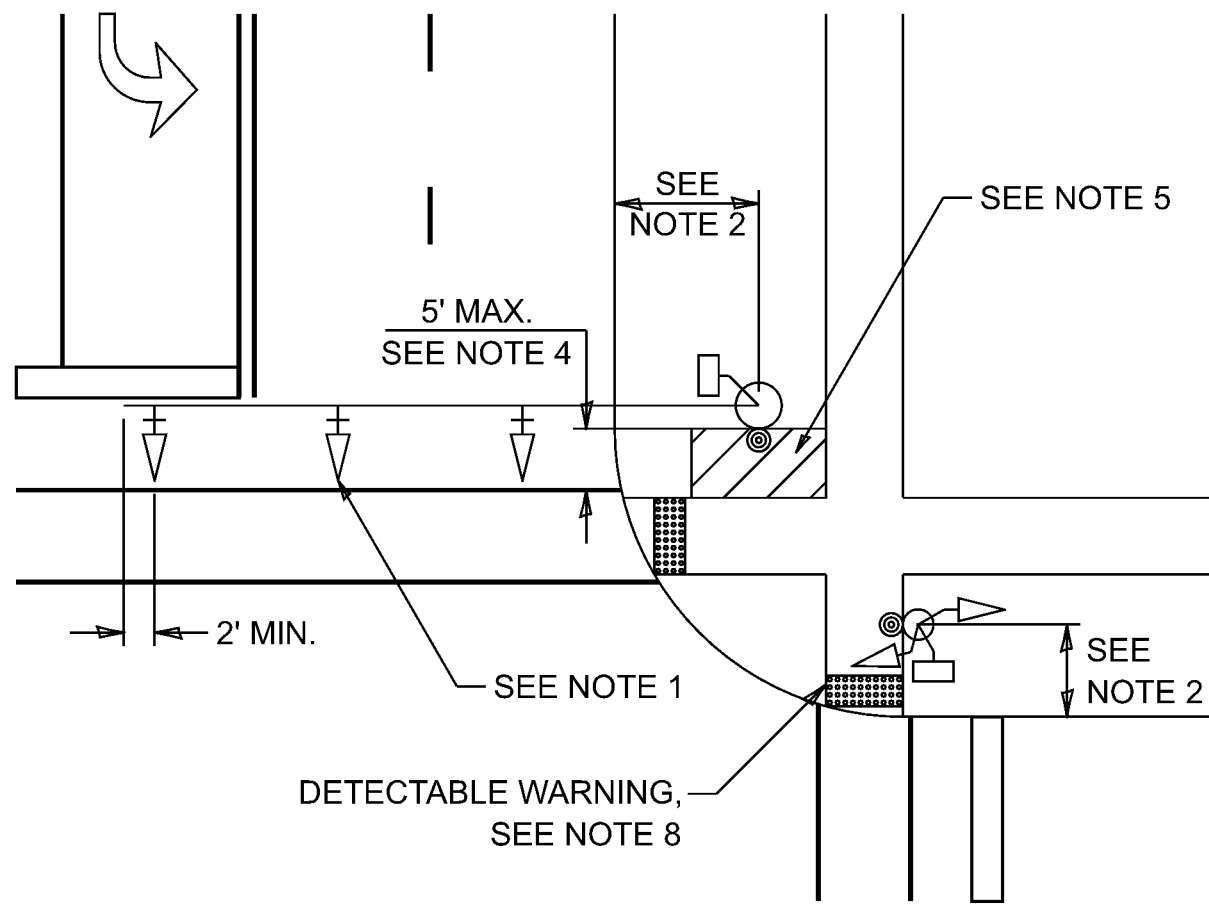
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	USER NAME = Eric.L.thomas		DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN - IP	REVISED -					2743	FAU 2743 OVERLAY	COOK	91	86
			CHECKED - NB/KK	REVISED -					TS-01		CONTRACT NO. 62V13		
	PLOT DATE = 12/2/2024		DATE - 10/15/2025	REVISED -		SCALE: NONE	SHEET 2	OF 7 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

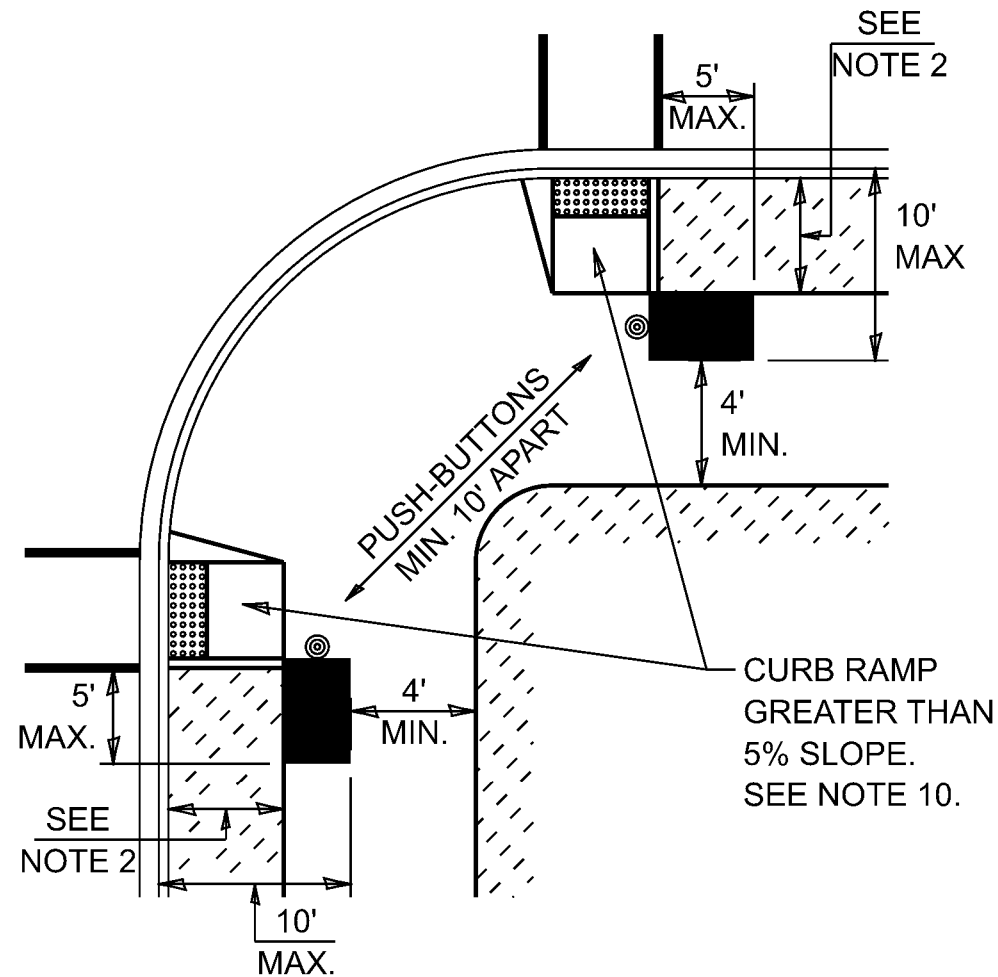
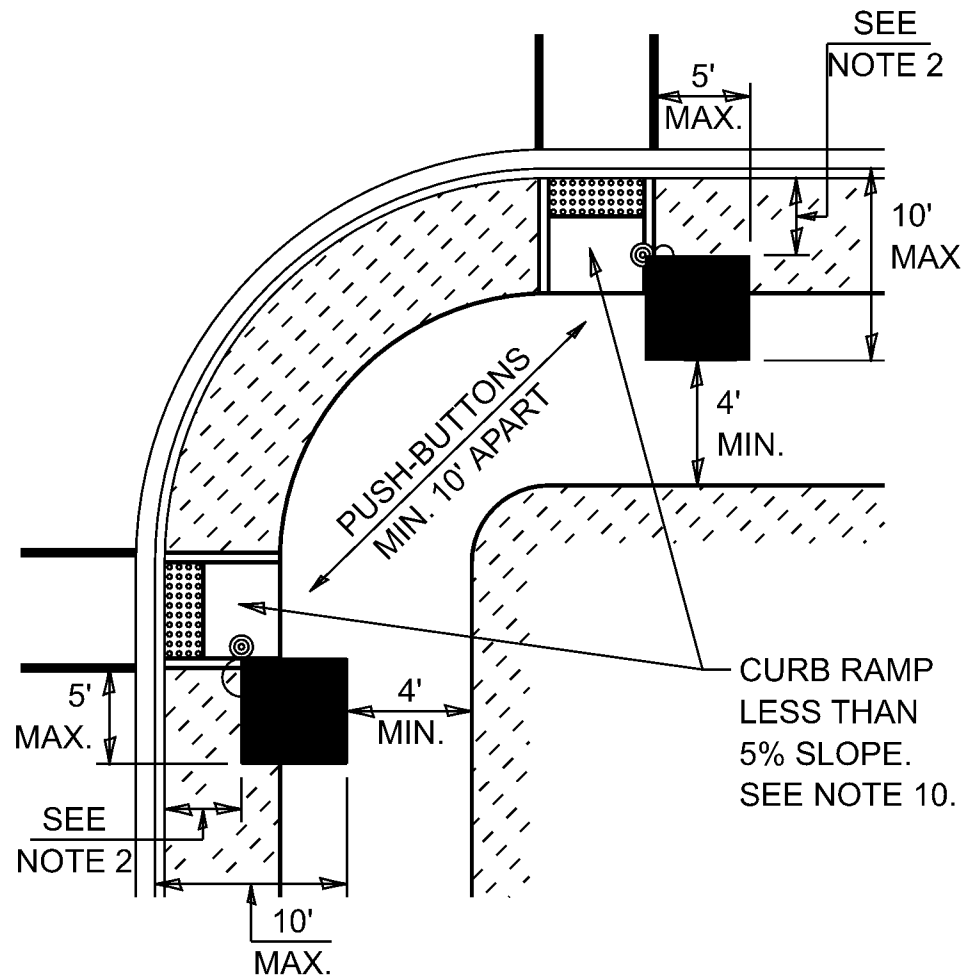
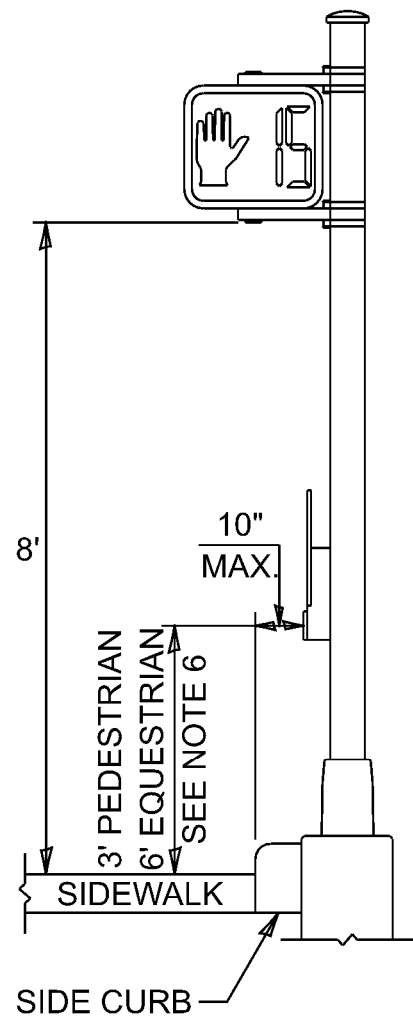
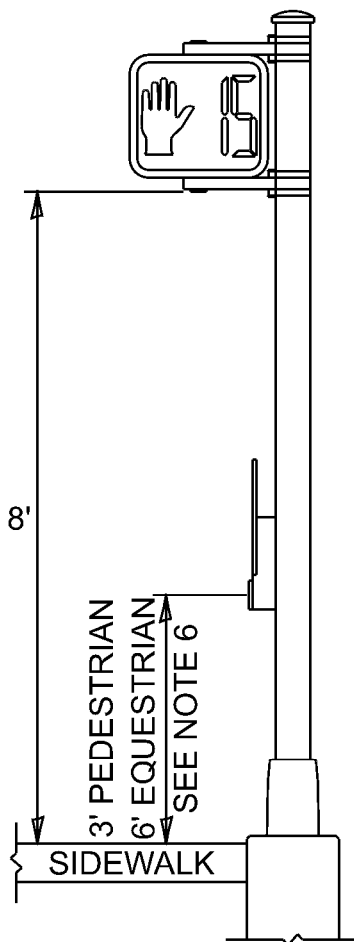
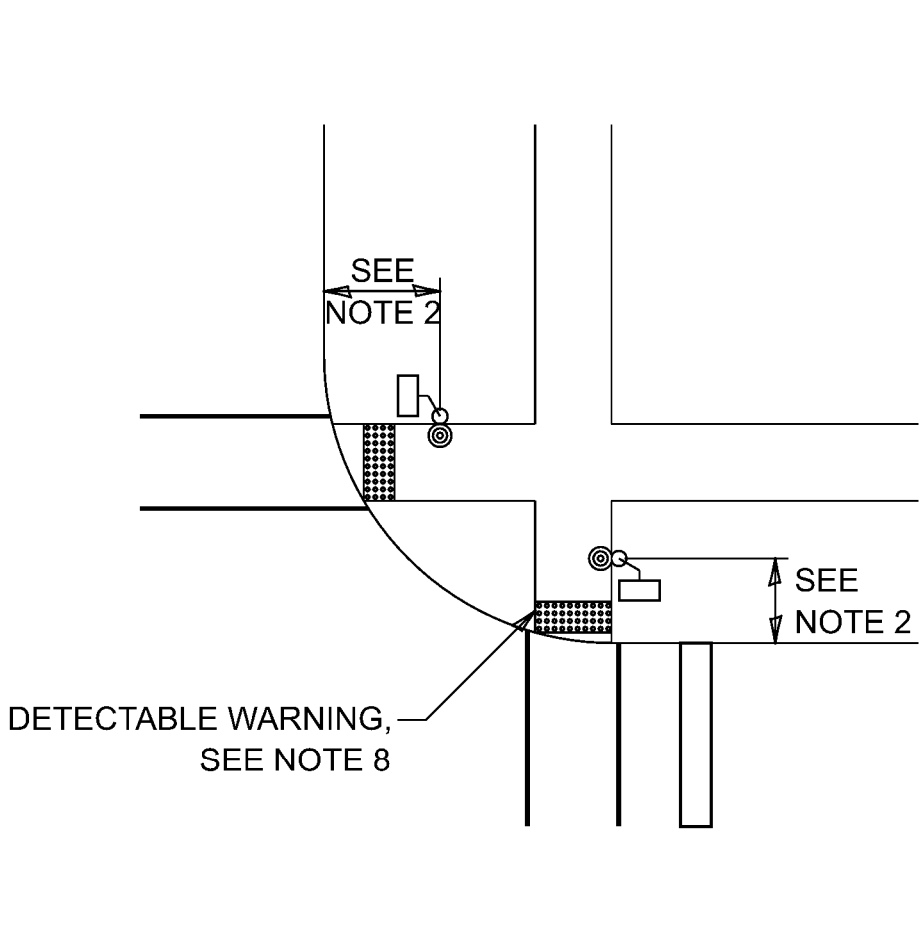
NOTES:

1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36". IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHAL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10" REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PREFERRED PUSH-BUTTON LOCATION

TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
MAST ARM ASSEMBLY AND POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
SIGNAL POST	4'	SHOULDER WIDTH + 2', MINIMUM 10'
PEDESTRIAN SIGNAL POST	4'	4' - SEE NOTE 2
TEMPORARY WOOD POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
TRAFFIC SIGNAL CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3
SERVICE CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3

TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

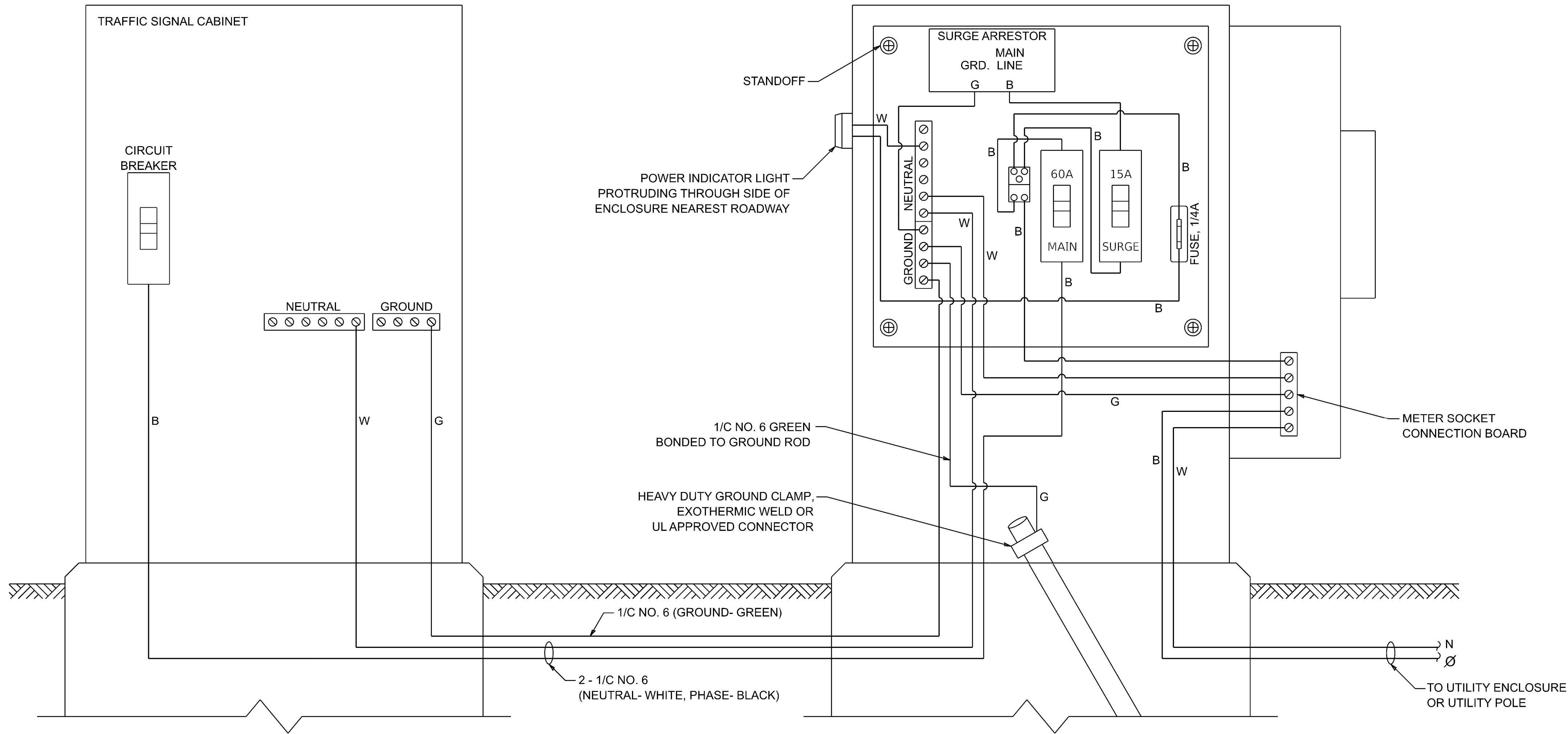
NOTES:

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE TO THE 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" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

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	USER NAME = Eric.L.thomas	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS	F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - IP	REVISED -			2743	FAU 2743 OVERLAY	COOK	91	87
		CHECKED - NB/KK	REVISED -			TS-01		CONTRACT NO. 62V13		
	PLOT DATE = 12/2/2024	DATE - 10/15/2025	REVISED -			SCALE: NONE	SHEET 3	OF 7 SHEETS	STA.	TO STA.

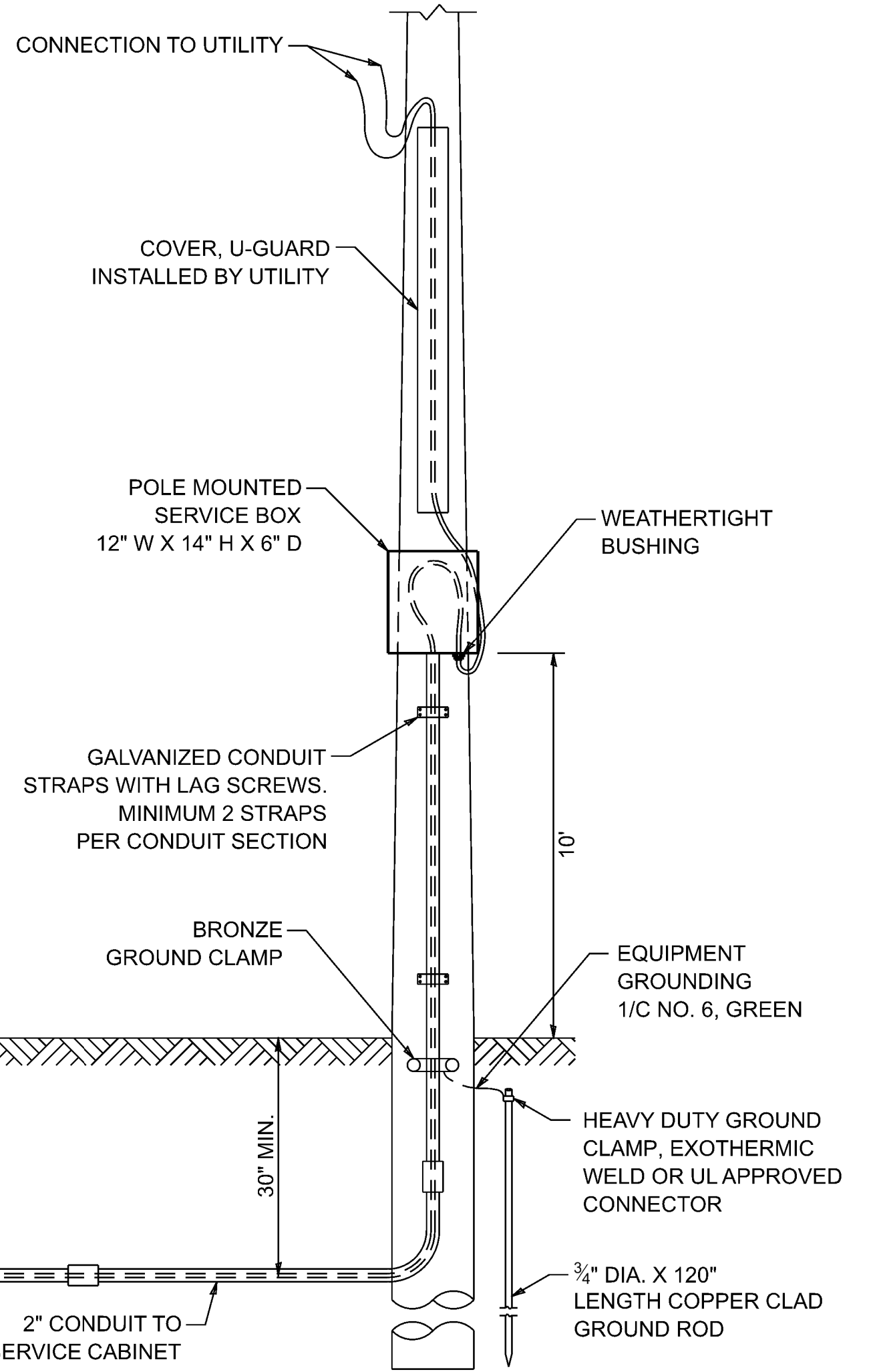
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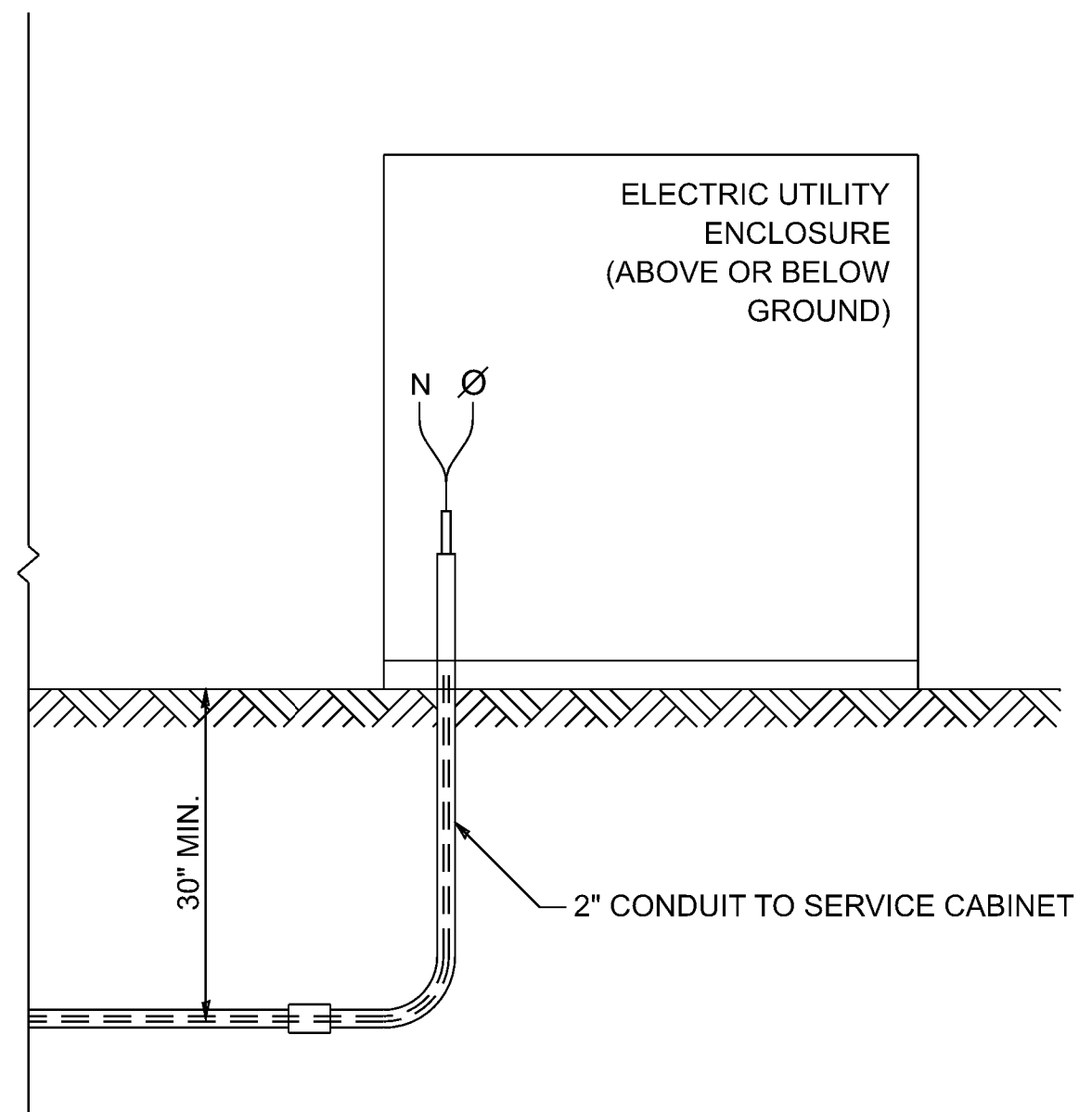
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

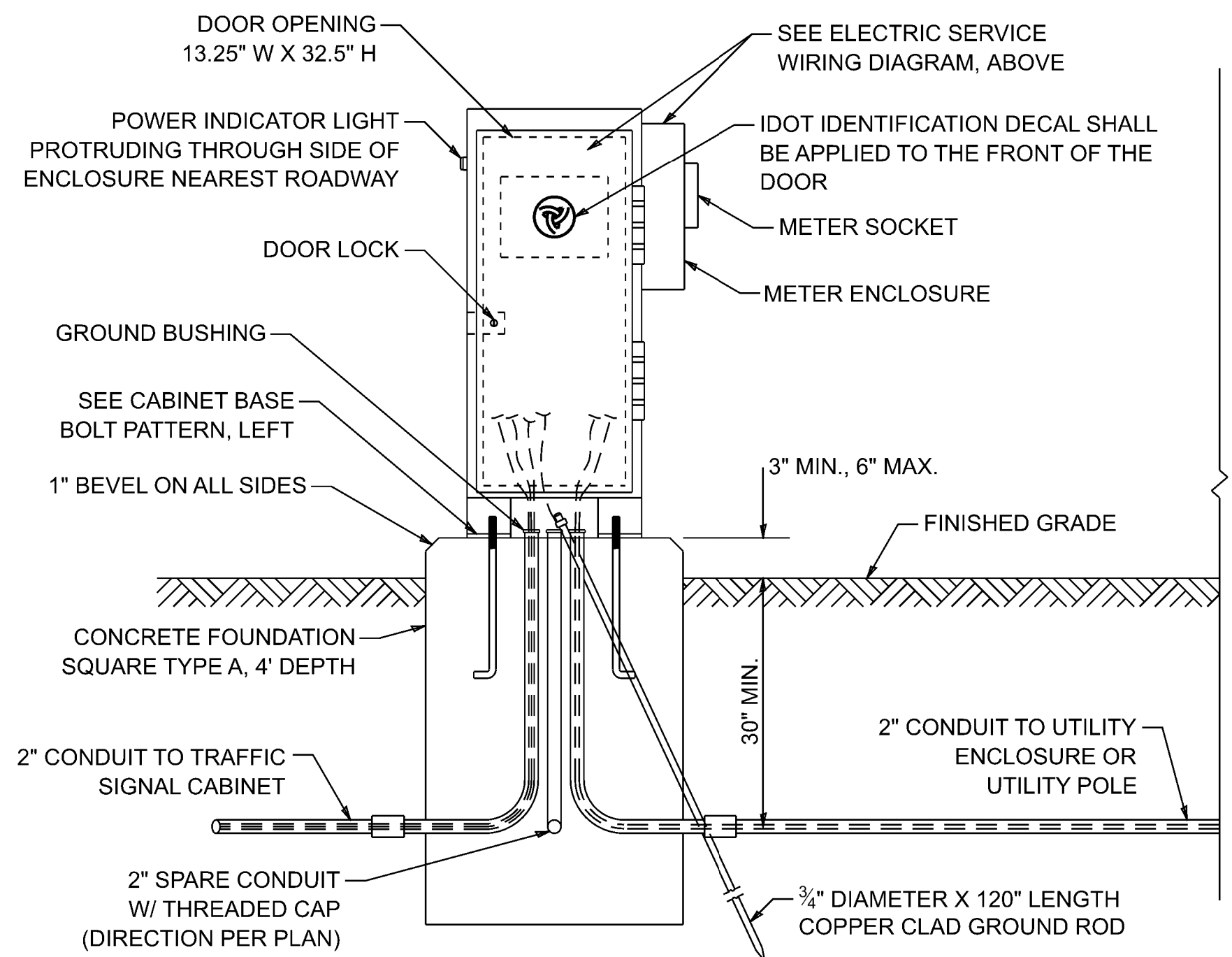
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
4. THE METER SOCKET IS TO BE PROVIDED BY THE CONTRACTOR. THE METER IS TO BE PROVIDED BY THE UTILITY COMPANY.



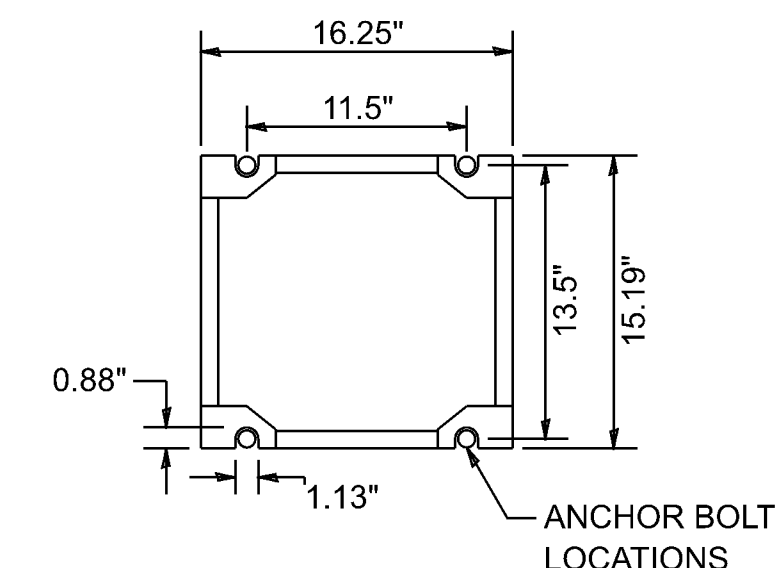
CONNECTION TO UTILITY POLE



CONNECTION TO UTILITY ENCLOSURE



SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CABINET BASE BOLT PATTERN

USER NAME	= Eric.L.thomas	DESIGNED	- IP	REVISED	-
		DRAWN	- IP	REVISED	-
		CHECKED	- NB/KK	REVISED	-
PLOT DATE	= 12/2/2024	DATE	- 10/15/2025	REVISED	-

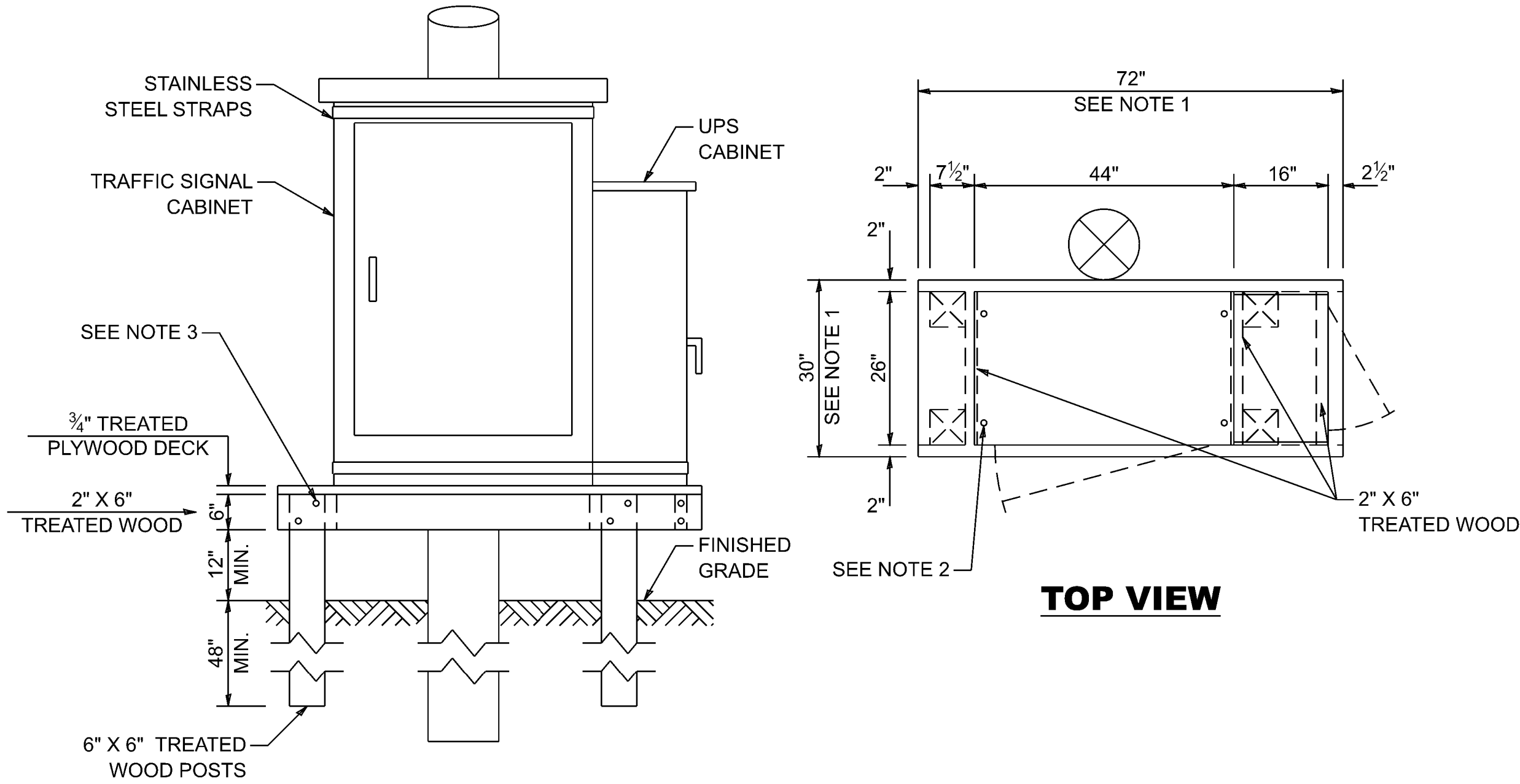
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	88
TS-01		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	

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NOTES:

1. THE PLATFORM SIZE IS BASED ON A TRAFFIC SIGNAL CABINET TYPE IV WITH BASE DIMENSIONS OF 26" X 44" AND UNINTERRUPTABLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" X 25". ADJUST THE PLATFORM SIZE TO FIT THE BASE DIMENSIONS OF THE CABINET SUPPLIED.
2. DRILLED HOLES THROUGH THE PLATFORM ARE TO MATCH THE TRAFFIC SIGNAL CABINET BOLT TEMPLATE. THE CABINET SHALL BE FASTENED TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS, AND NUTS.
3. ALL WOOD SUPPORT FRAMING SHALL BE FASTENED TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

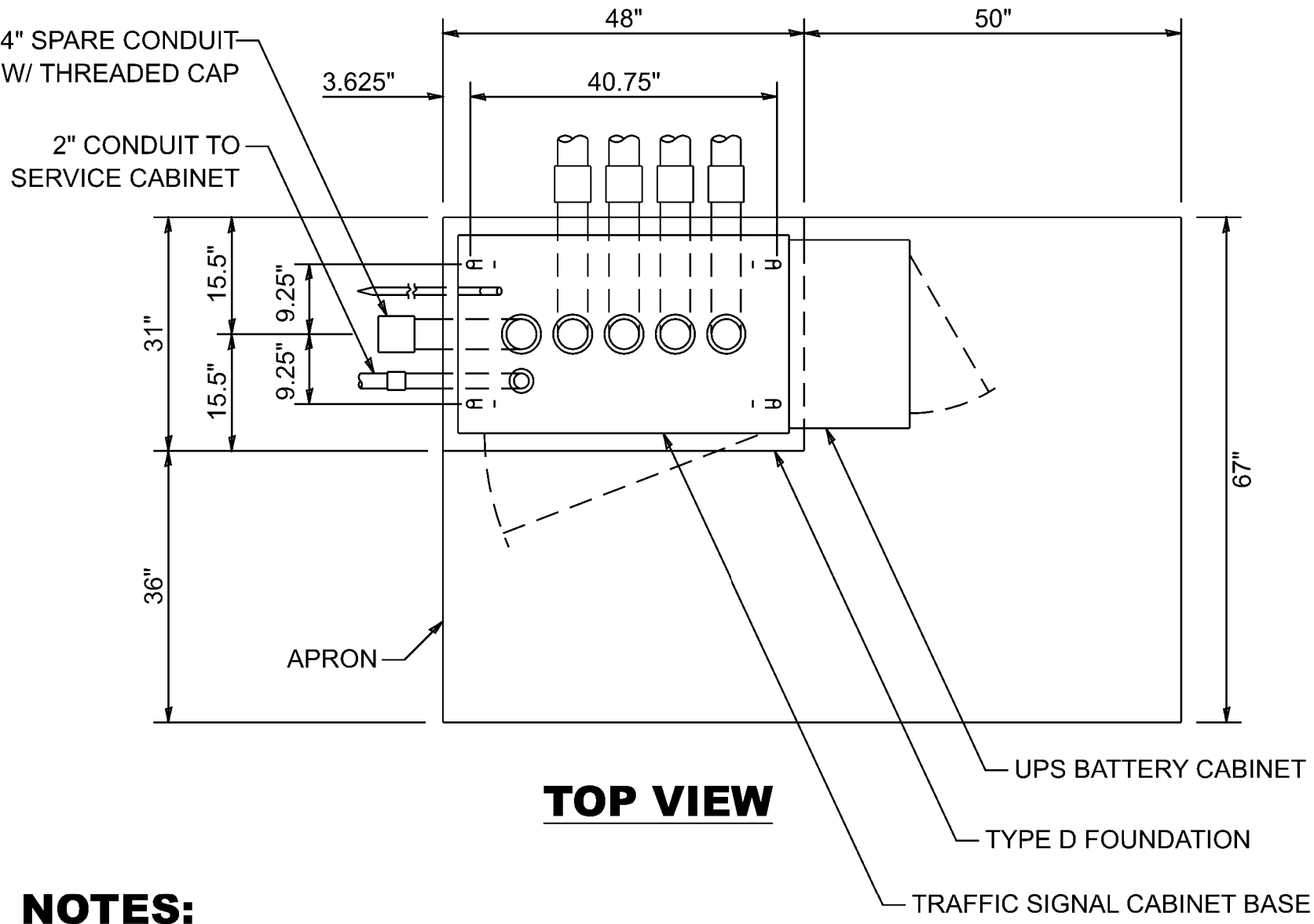
**TEMPORARY TRAFFIC SIGNAL
CABINET WOOD SUPPORT PLATFORM**

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
LESS THAN 30'	10'	30"	24"	8	#6
GREATER THAN OR EQUAL TO 30' AND LESS THAN 40'	13.5'	30"	24"	8	#6
	11'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 40' AND LESS THAN 50'	13'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 50' AND UP TO 55'	15'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 56' AND LESS THAN 65'	21'	42"	36"	16	#8
GREATER THAN OR EQUAL TO 65' AND UP TO 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

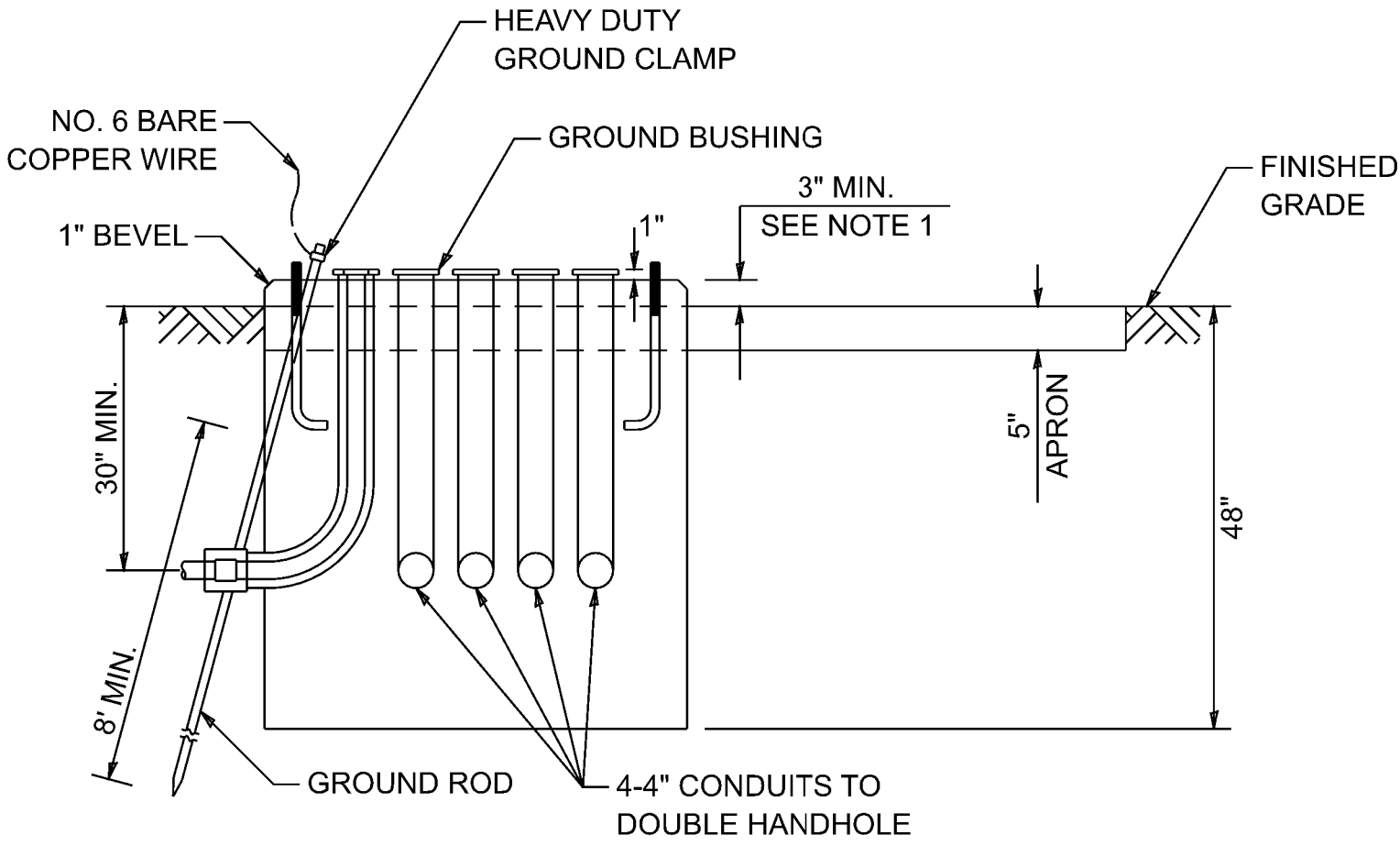
TYPE E FOUNDATION NOTES:

1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASE BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.

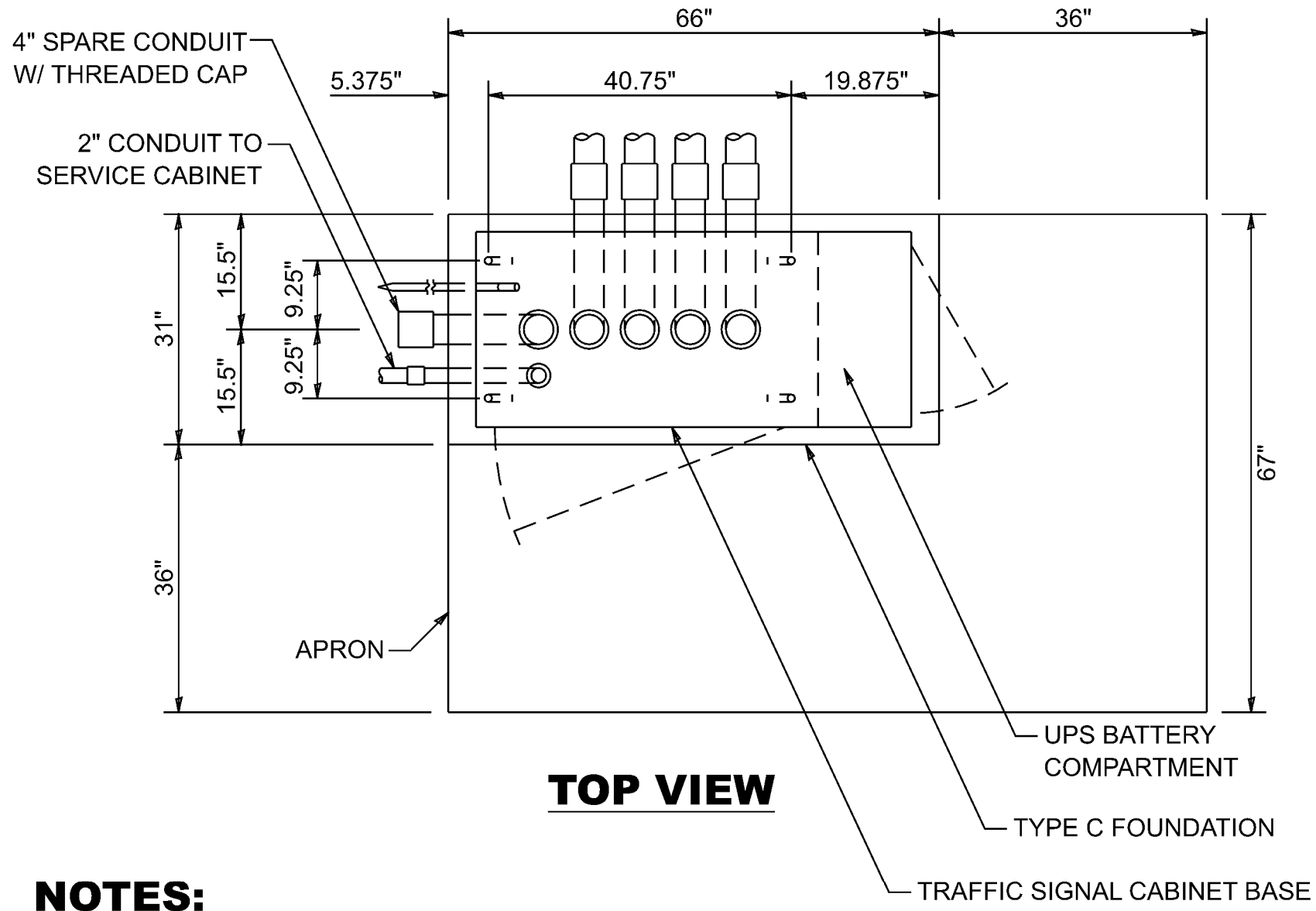


NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.

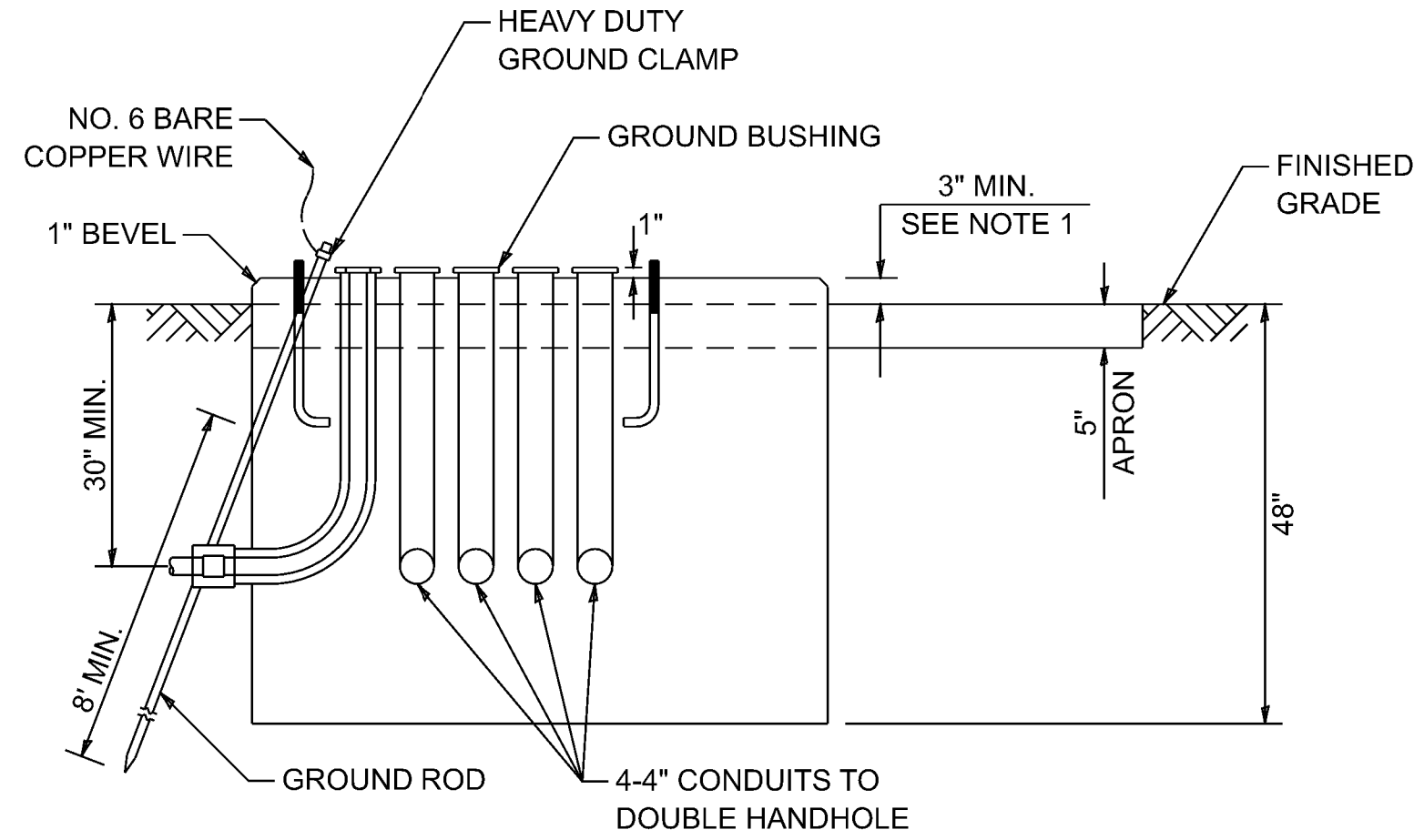


**TYPE D FOUNDATION
TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET
AND UPS BATTERY CABINET**



NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



**TYPE C FOUNDATION
SUPER P AND SUPER R
TRAFFIC SIGNAL CABINETS**

FOUNDATION	DEPTH
TYPE A - SIGNAL POST, SERVICE CABINET	4'
TYPE C - TRAFFIC SIGNAL CABINET WITH UPS	4'
TYPE D - TRAFFIC SIGNAL CABINET	4'

**DEPTH OF FOUNDATIONS
TYPES A, C & D**

VERTICAL CABLE	LENGTH
MAST ARM MOUNTED SIGNAL HEAD (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20'+L
BRACKET MOUNTED SIGNAL HEAD (MAST ARM POLE OR SIGNAL POLE)	13'
PEDESTRIAN SIGNAL HEAD	10'
PEDESTRIAN PUSH BUTTON	6'
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5'
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5'
SERVICE INSTALLATION GROUND MOUNT	6'
FOUNDATION (SIGNAL POST, MAST ARM, TRAFFIC SIGNAL CABINET, SERVICE CABINET)	3'

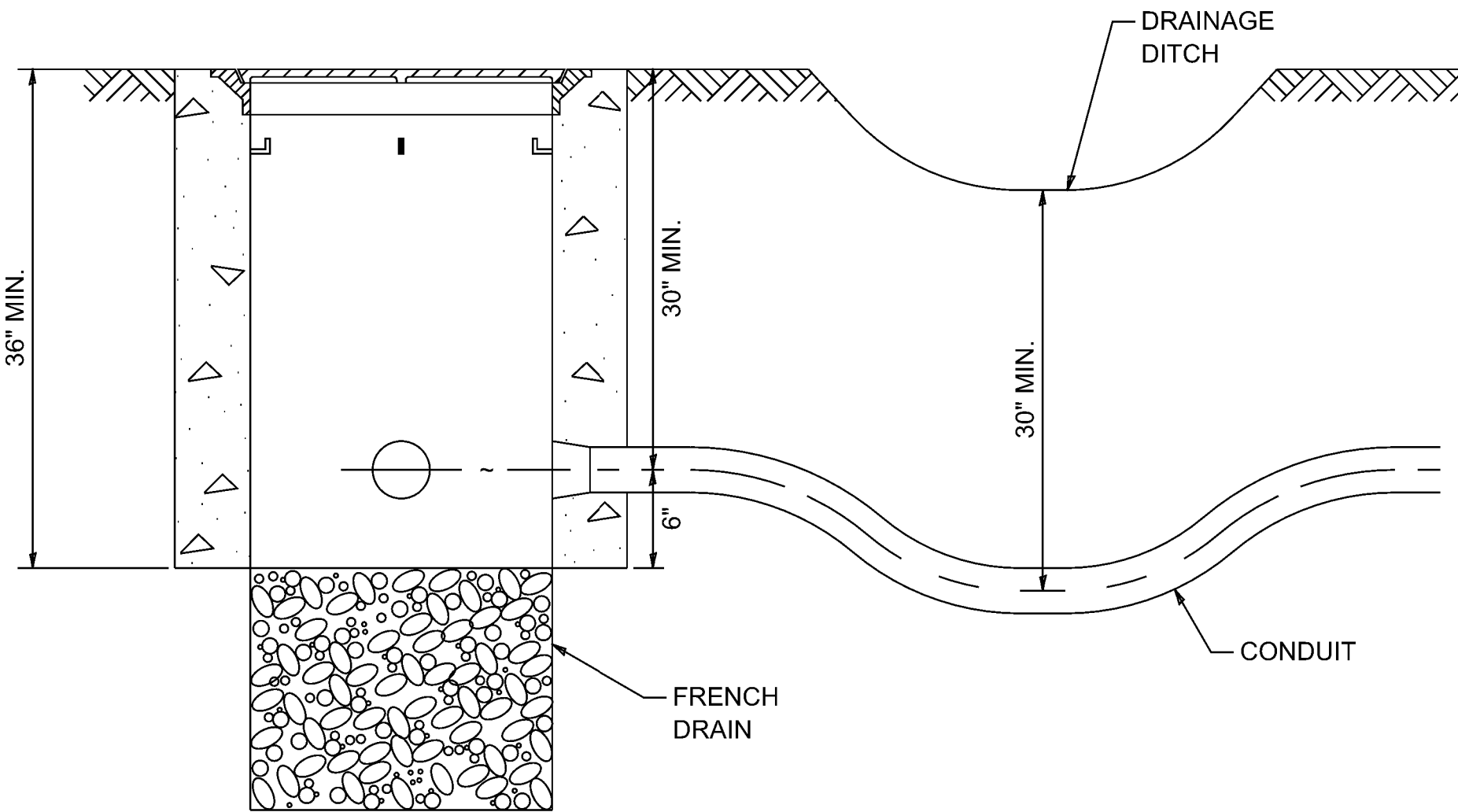
VERTICAL CABLE LENGTH

CABLE SLACK	LENGTH
HANDHOLE	6.5'
DOUBLE HANDHOLE	13'
SIGNAL POST	2'
MAST ARM	2'
TRAFFIC SIGNAL CABINET OR SERVICE CABINET	1.5'
FIBER OPTIC CABLE AT TRAFFIC SIGNAL CABINET	13'
GROUND CABLE AT SIGNAL POST, MAST ARM, OR CABINET	1.5'
GROUND CABLE AT HANDHOLE OR DOUBLE HANDHOLE	6.5'
GROUND CABLE BETWEEN HANDHOLE FRAME AND COVER	5'

CABLE SLACK LENGTH

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		DRAWN - IP	REVISED -		2743	FAU 2743 OVERLAY	COOK	91	89				
		CHECKED - NB/KK	REVISED -		TS-01					CONTRACT NO. 62V13			
	PLOT DATE = 12/2/2024	DATE - 10/15/2025	REVISED -		SCALE: NONE	SHEET 5 OF 7 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT			

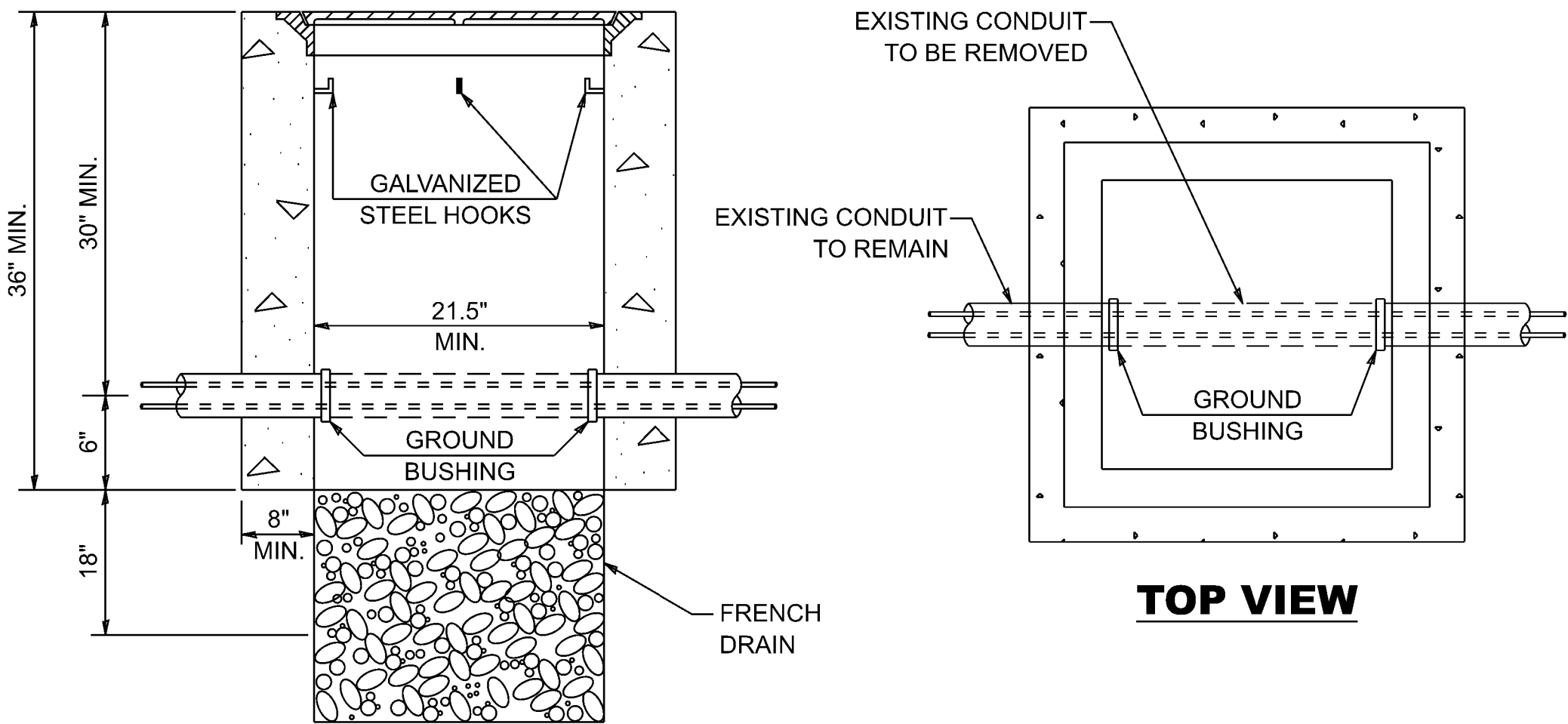
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NOTES:

1. THE CONDUIT DEPTH SHALL BE A MINIMUM OF 30" 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.

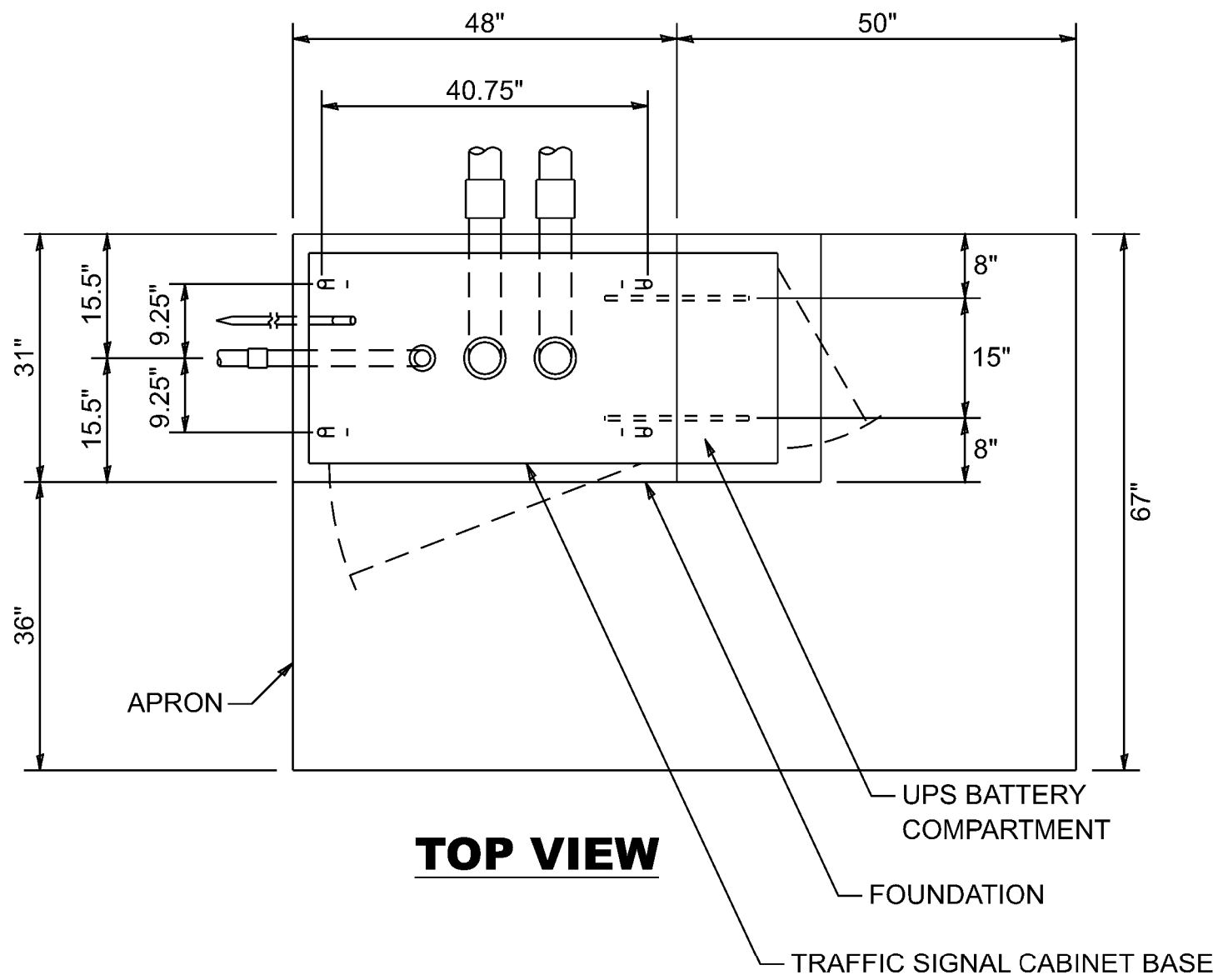
HANDHOLE WITH MINIMUM CONDUIT DEPTH



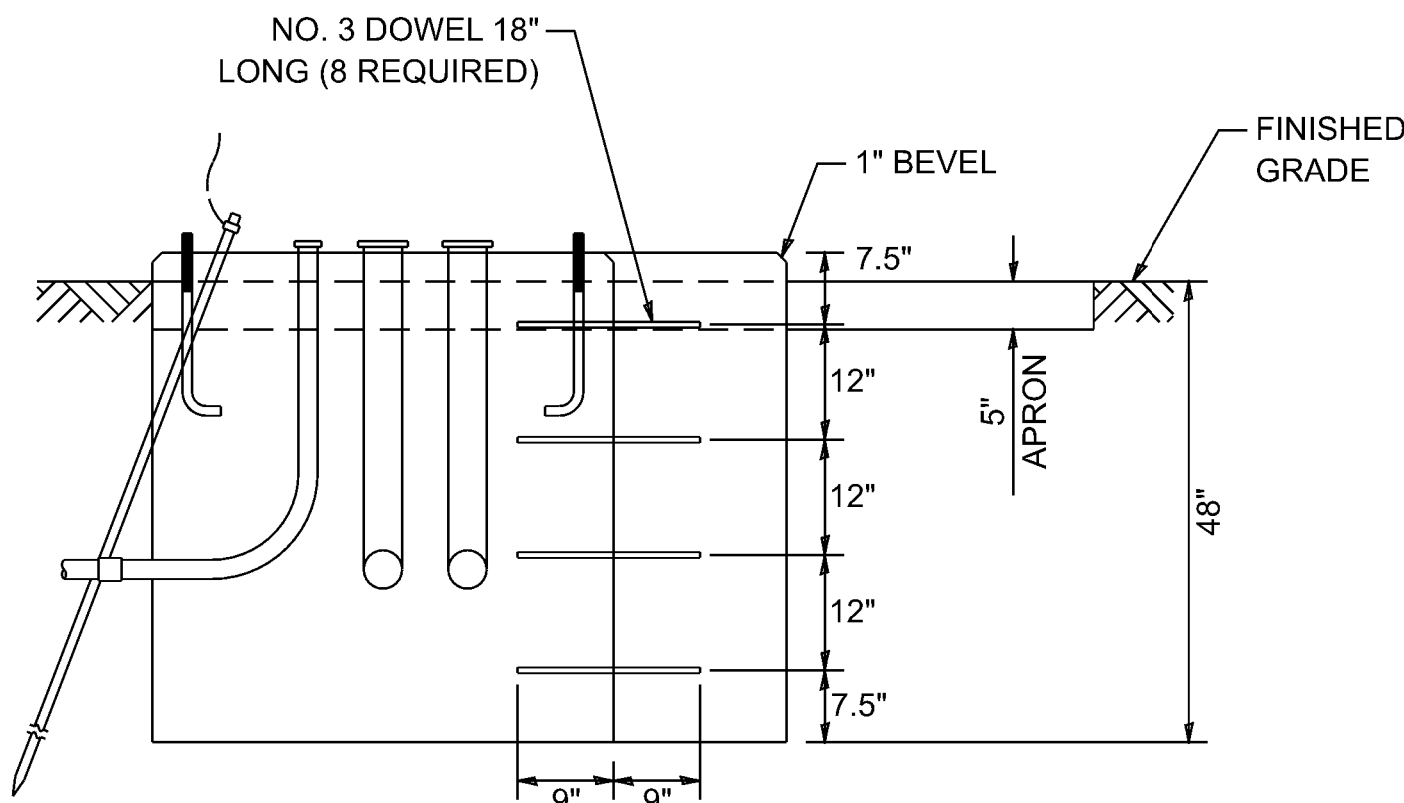
NOTES:

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.

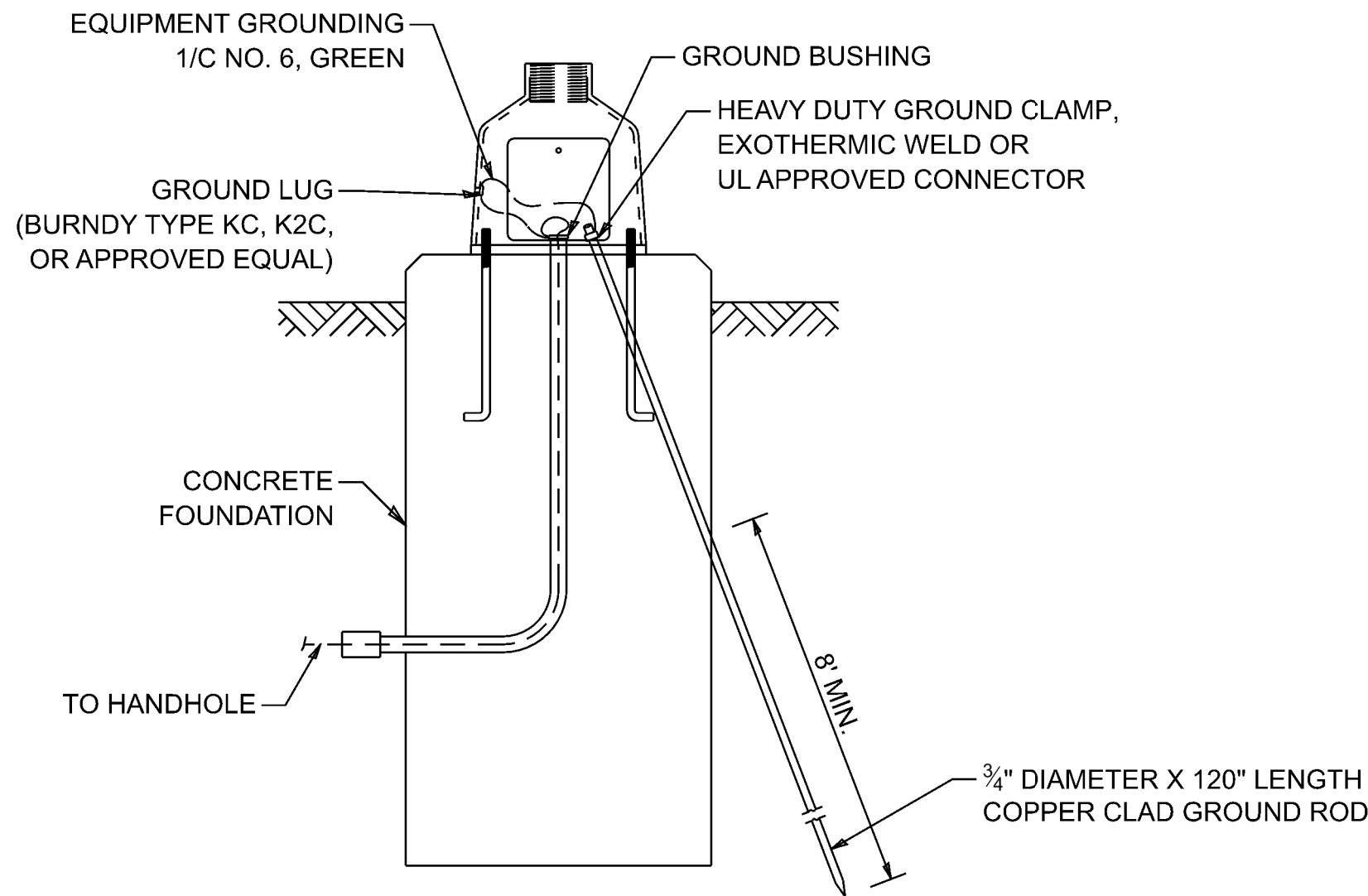
HANDHOLE TO INTERCEPT EXISTING CONDUIT



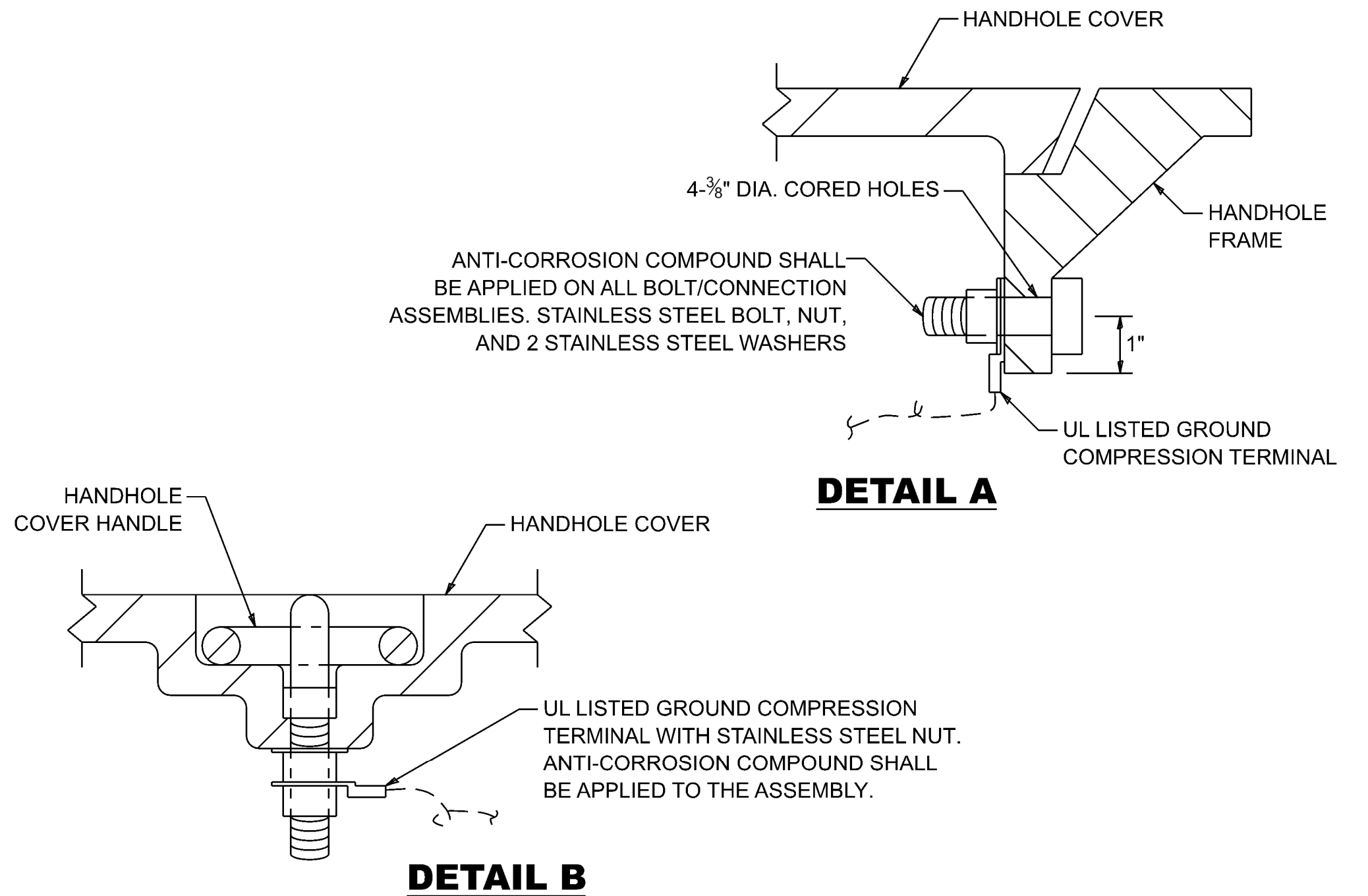
TOP VIEW



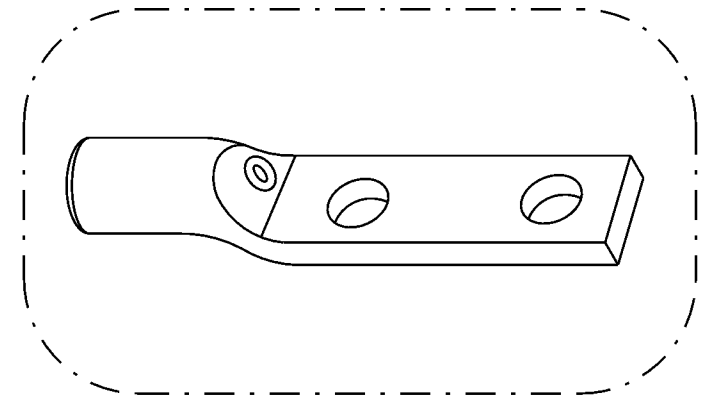
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



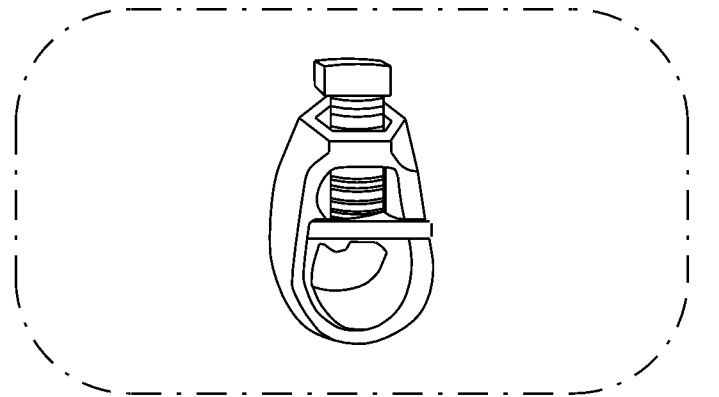
MAST ARM / POST GROUNDING DETAIL



DETAIL A



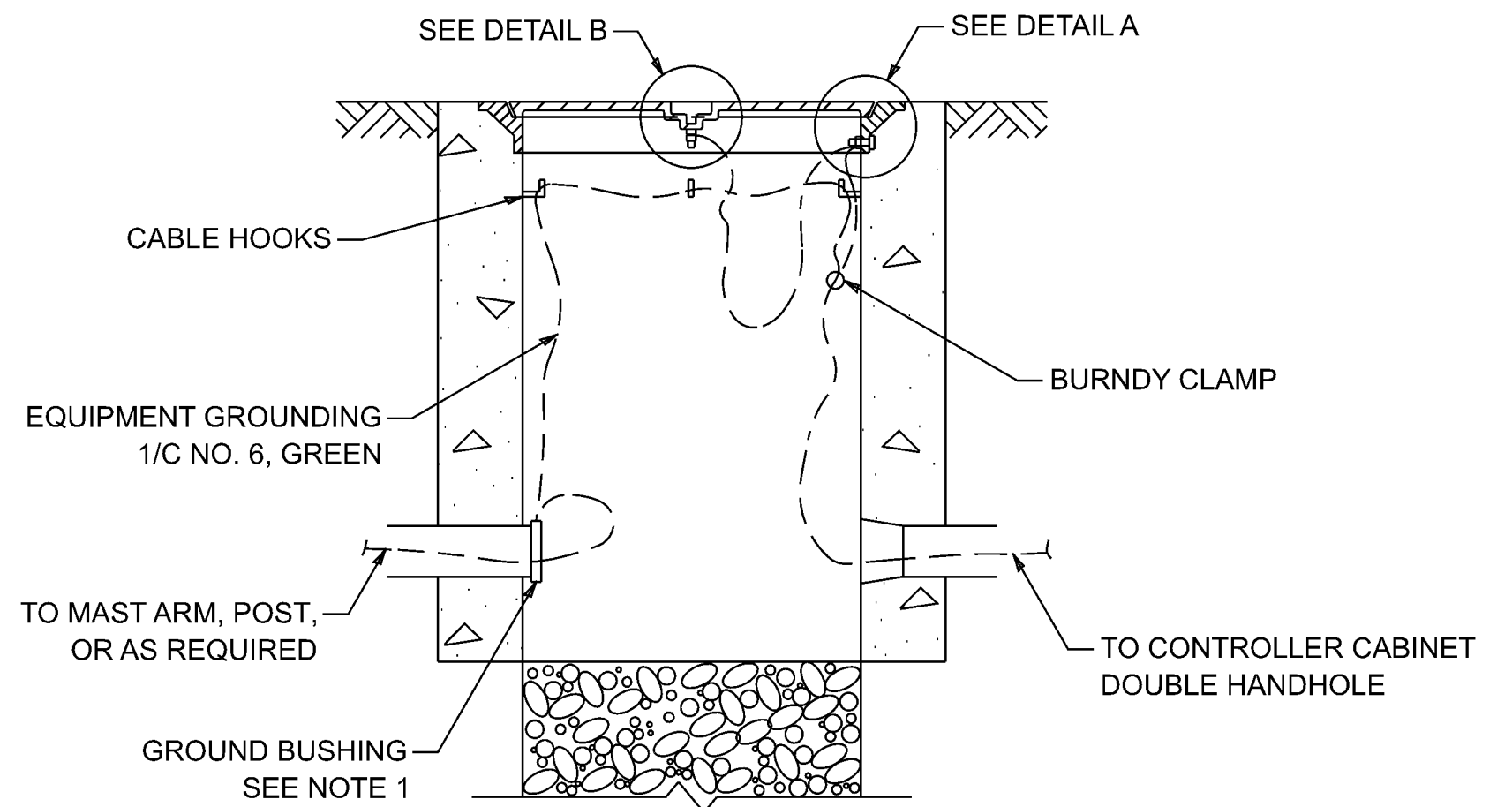
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" HEAVY-DUTY GROUND ROD CLAMP BRONZE OR COPPER, UL APPROVED (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDING.
2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES. 5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.



HANDHOLE GROUNDING DETAIL

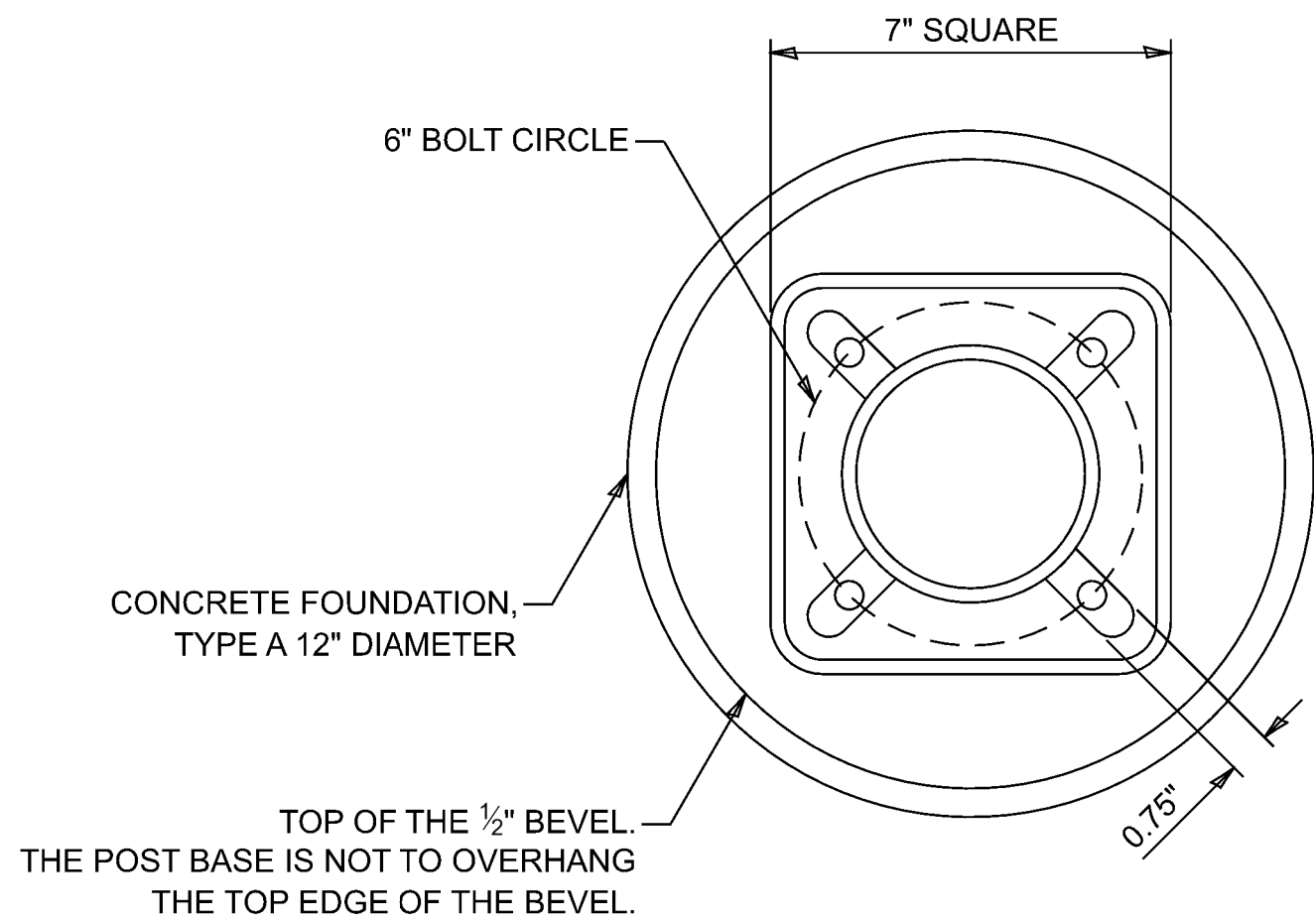
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS-01		CONTRACT NO. 62V13		
ILLINOIS		FED. AID PROJECT		

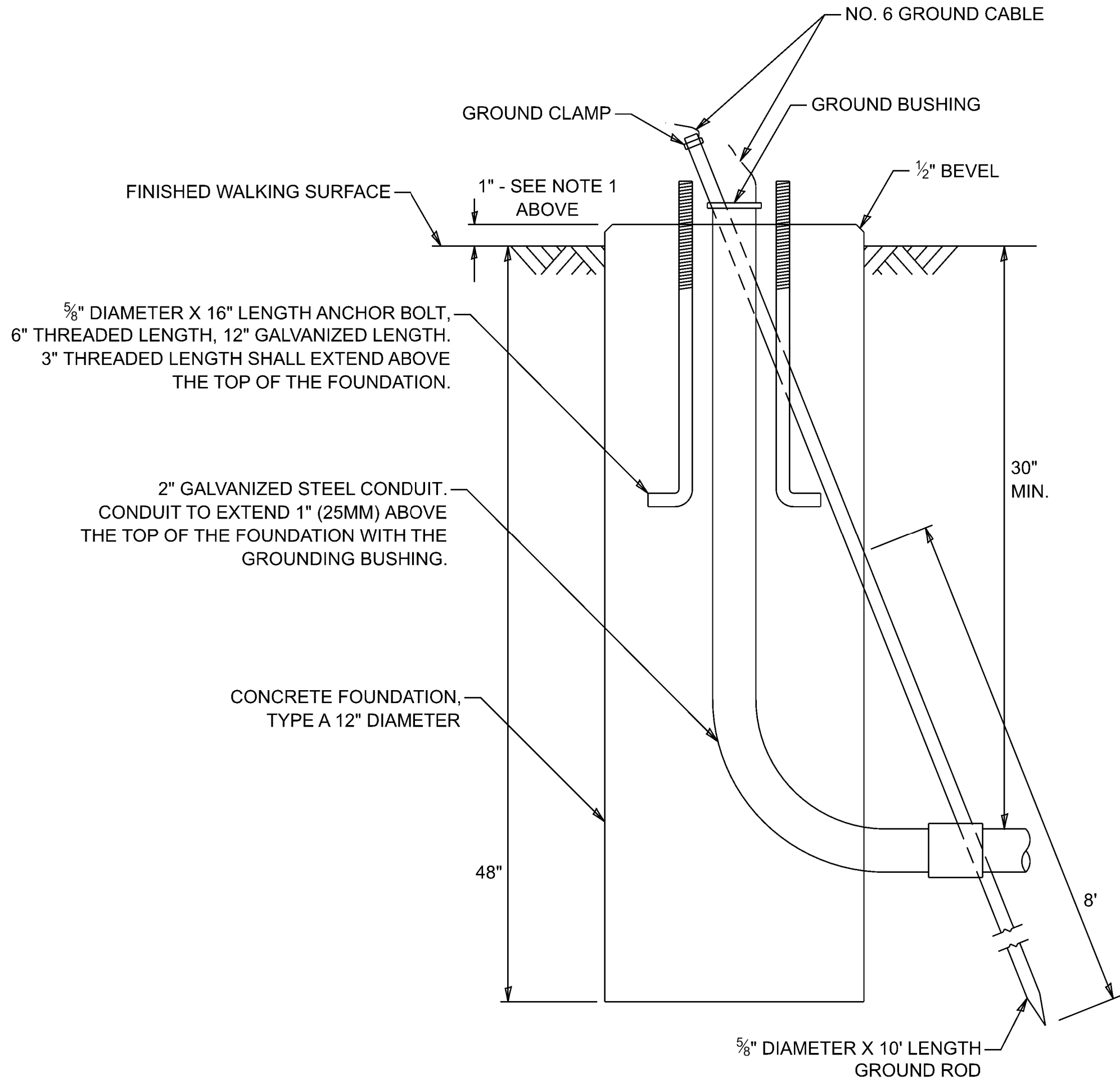
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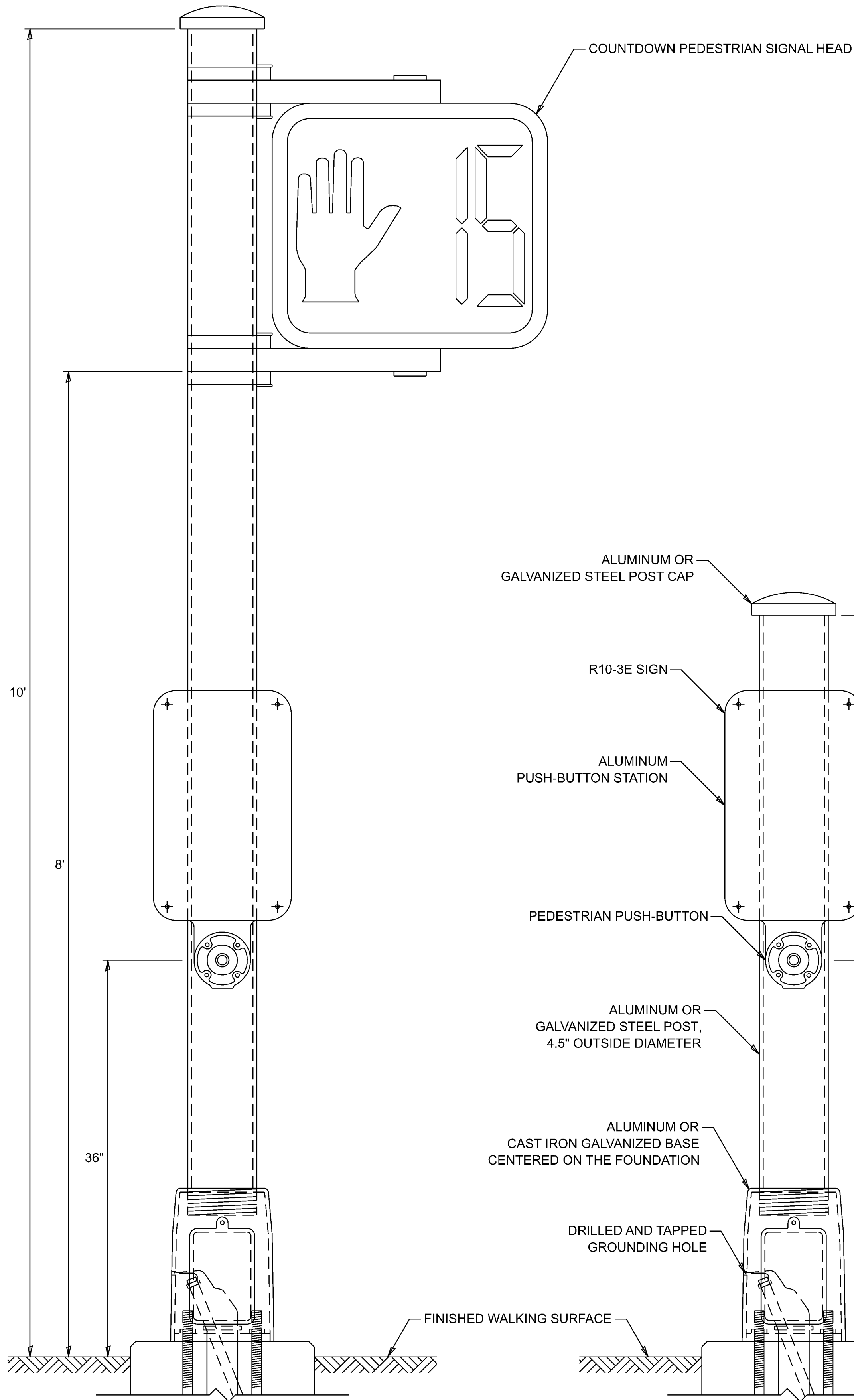
BOLT PATTERN

NOTES:

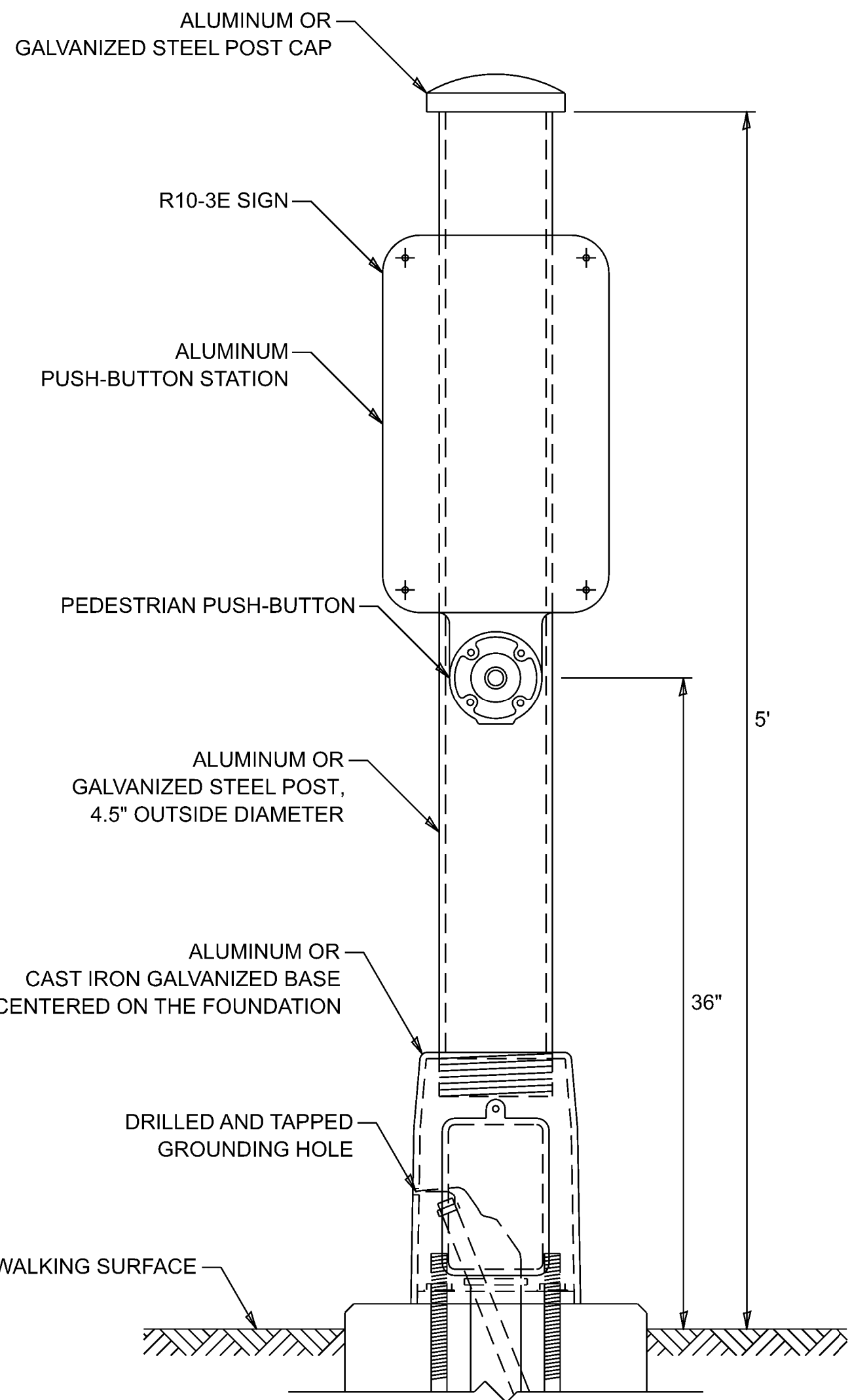
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.



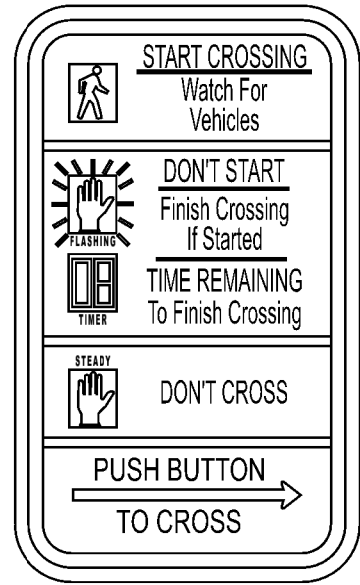
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



W10-1101
18" X 24"

SIGN NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3E IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-1101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

USER NAME	= Eric.L.thomas	DESIGNED	- IP	REVISED	-
		DRAWN	- IP	REVISED	-
		CHECKED	- NB/KK	REVISED	-
PLOT DATE	= 12/2/2024	DATE	- 10/15/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2743	FAU 2743 OVERLAY	COOK	91	91
TS-01		CONTRACT NO. 62V13		
		ILLINOIS	FED. AID PROJECT	