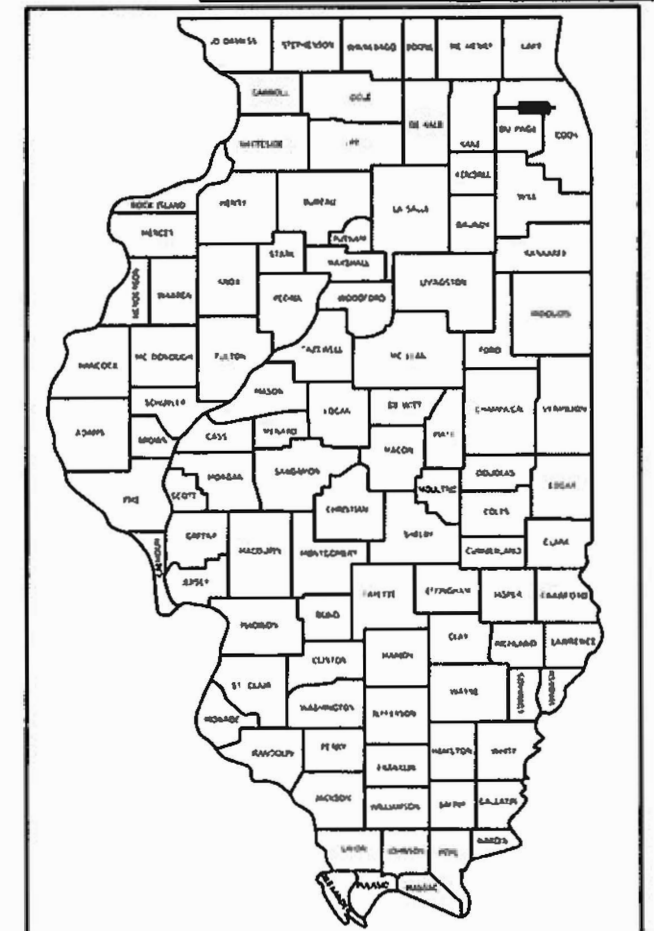


STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION  
**PLANS FOR PROPOSED  
 FEDERAL AID HIGHWAY**

**FAU 1346 (DEVON AVENUE) AND  
 F.A.P. ROUTE 344 (IL ROUTE 83 - BUSSE ROAD)  
 INTERSECTION RESURFACING  
 PROJECT NUMBER: 7BDM(852)  
 VILLAGE OF ELK GROVE VILLAGE  
 COOK AND DUPAGE COUNTY  
 JOB NO. C-91-170-22  
 SECTION 21-00075-00-RS**

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-RS	DUPAGE/COOK	49	1
		ILLINOIS	CONTRACT NO. 61J34	



LOCATION OF SECTION INDICATED THUS: - [Symbol]

FOR INDEX OF SHEETS, HIGHWAY  
 STANDARDS AND LEGEND  
 SEE SHEET NO. 02

**FUNCTIONAL CLASSIFICATION**

IL ROUTE 83 (BUSSE ROAD) -  
 PRINCIPAL ARTERIAL  
 DEVON AVENUE -  
 MINOR ARTERIAL

**TRAFFIC DATA**

IL ROUTE 83 (BUSSE ROAD)  
 ADT: 45,500 (2019)  
 DEVON AVENUE  
 ADT: 19,100 (2018)

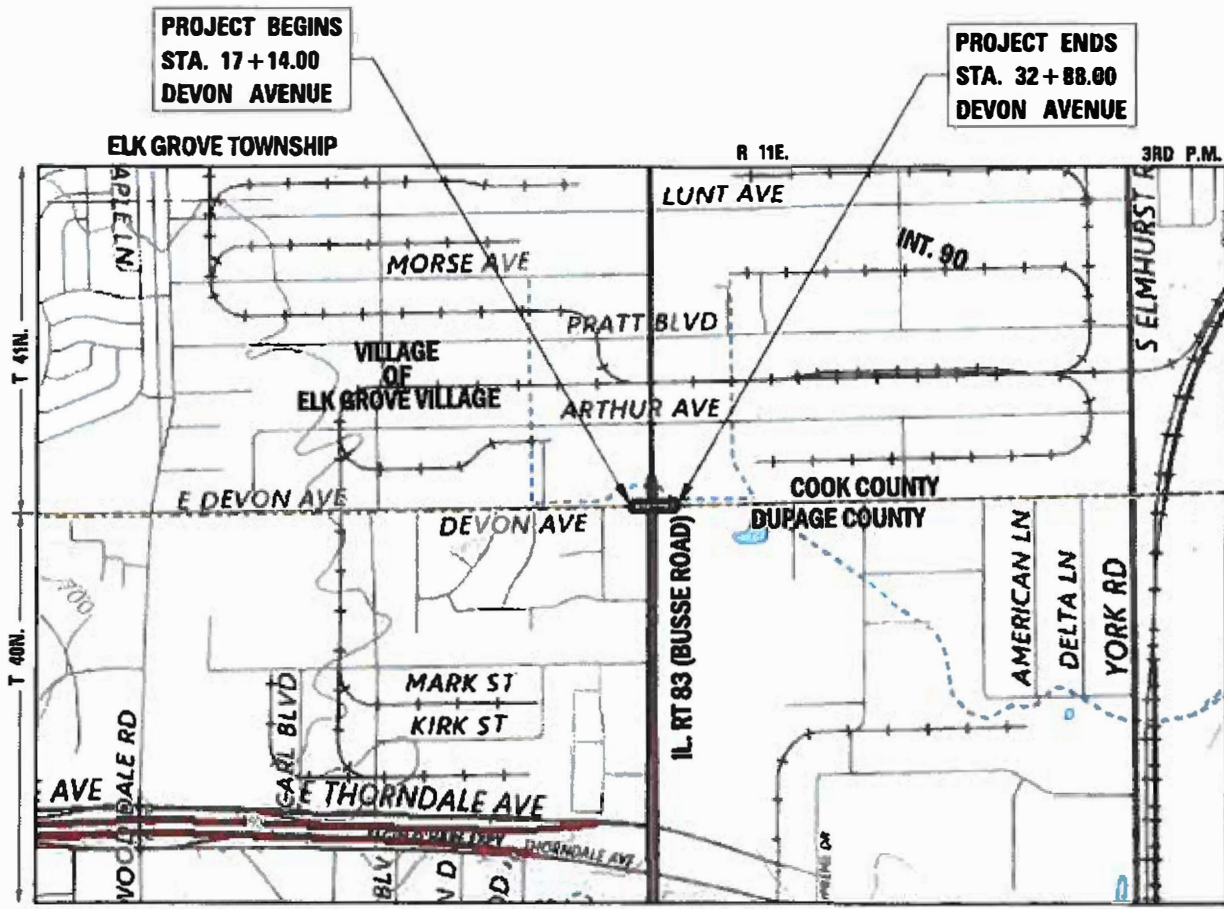
**POSTED SPEED LIMIT**

IL ROUTE 83 (BUSSE ROAD) = 45 MPH  
 DEVON AVENUE = 40 MPH

**DESIGN SPEED LIMIT**

IL ROUTE 83 (BUSSE ROAD) = 50 MPH  
 DEVON AVENUE = 45 MPH

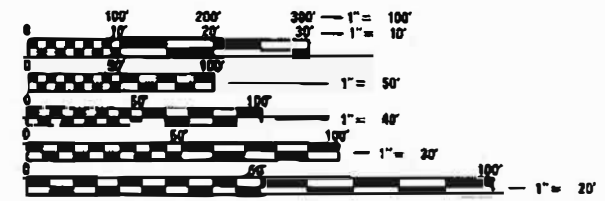
FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E., SCHAUMBURG, IL



PROJECT BEGINS  
 STA. 17 + 14.00  
 DEVON AVENUE

PROJECT ENDS  
 STA. 32 + 88.00  
 DEVON AVENUE

LOCATION MAP (SCALE 1" = 1000')  
 GROSS AND NET LENGTH = 1574 FT. (0.298) MILE



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.

Call Before You Dig  
**JULIE**  
 Simply Call 811

CONTRACT NO. 61J34

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	1/17/23
VILLAGE OF ELK GROVE VILLAGE DIRECTOR OF PUBLIC WORKS	
PASSED	2021
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS	
RELEASING FOR BID BASED ON LIMITED REVIEW	FEBRUARY 21 2023
REGIONAL ENGINEER	

DATE: 1/17/23  
 JOSEPH W. Cwynar  
 LICENSE EXPIRES: NOVEMBER 20, 2023

**Engineering Enterprises, Inc.**  
 CONSULTING ENGINEERS  
 52 Wheeler Road  
 Sugar Grove, Illinois 60554  
 Phone: (630) 466-6700

# GENERAL NOTES

## INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE HIGHWAY STANDARDS, GENERAL & MOT NOTES
3-6	SUMMARY OF QUANTITIES
7-10	TYPICAL SECTIONS
11	ALIGNMENT, TIES, BENCHMARKS
12-14	PLAN AND PROFILE
15-17	EROSION CONTROL PLAN
18-20	PAVEMENT MARKING & LANDSCAPING PLAN
21-24	ADA DETAIL SHEETS
25-28	ACCESSIBLE PEDESTRIAN SIGNALS DETAIL SHEETS
29-31	INTERCONNECT SCHEMATIC (FOR REFERENCE ONLY)
32	VILLAGE OF ELK GROVE VILLAGE DETAILS
33-34	CCDOH STANDARDS
35-49	DISTRICT ONE STANDARDS

## STATE OF ILLINOIS HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
442101-09	CLASS B PATCHES
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-04	INLET- TYPE A
604001-05	FRAMES AND LIDS TYPE 1
604051-04	FRAME AND GRATE TYPE 11
604091-04	FRAME AND GRATE TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-ROAD OPERATIONS, MULTILANE 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER. FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTON LOOPS

## IDOT DISTRICT ONE STANDARD DETAILS

STANDARD NO.	DESCRIPTION
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	DISTRICT ONE ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS05	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS- DETECTOR LOOP DETAILS
TS07	DISTRICT ONE- DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

## SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS"), ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2023; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" SEVENTH EDITION, THE DETAILS IN THE PLANS, AND THE SPECIAL PROVISIONS AND IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET AND APPROPRIATE PERMITS HAVE BEEN OBTAINED.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- WHEN REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE EVERY PRECAUTION NECESSARY TO ENSURE THAT THERE WILL BE NO DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.
- THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE PROJECT LIMITS, ALL EXCESS OR WASTE MATERIAL SHALL BE EITHER HAULED AWAY FROM THE PROJECT SITE BY THE CONTRACTOR AND DEPOSITED AT LOCATIONS PROVIDED BY HIM, OR DISPOSED OF WITHIN THE RIGHT-OF-WAY IN A MANNER OTHER THAN BURNING, SUBJECT TO THE APPROVAL OF THE ENGINEER.
- THE ENGINEER AND ALL UTILITY COMPANIES, LOCAL POLICE, AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.

## PAVING, SHOULDERS, CURB & GUTTER AND SIDEWALK

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT AND WHETHER OR NOT IT CONTAINS REINFORCEMENT.
- HOT-MIX ASPHALT BINDER SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION AND TOPSOIL PLACEMENT HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER, AND THE HOT-MIX ASPHALT BINDER COURSE HAS BEEN COMPLETED PER SPECIFICATION.
- THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE, BINDER, OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.
- ALL SIDEWALK CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH THREE #4 REBARS WHICH EXTEND 5 FEET BEYOND THE TRENCH WALLS. AT LOCATIONS WHERE THE SIDEWALK IS ADJACENT TO THE BACK OF CURB, A 1/2" PREFORMED EXPANSION JOINT FILLER SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK.
- THE MAXIMUM CROSS SLOPE AT ANY POINT IN THE TRAVERSABLE AREA OF THE SIDEWALK, INCLUDING THE AREAS THROUGH DRIVEWAYS, SHALL BE 2.00%. ALL AREAS OF NEW SIDEWALK THAT EXCEED THIS MAXIMUM SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.

## MISCELLANEOUS

- THE CONTRACTOR SHALL NOT CROSS COMPLETED BINDER COURSE, OR EXISTING PAVEMENT NOT SCHEDULED TO BE REMOVED, WITH CONSTRUCTION EQUIPMENT WHICH MAY DAMAGE THE PAVEMENT.
- CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.

## STAKING

- THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS OR PROPERTY OR REFERENCE MARKERS UNTIL THE VILLAGE, ITS AGENT OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
- THE CONSTRUCTION BASELINE HAS BEEN ESTABLISHED FOR STAKING PURPOSES ONLY AND IS NOT INTENDED TO BE A CENTERLINE OF RIGHT-OF-WAY.
- RIGHT OF WAY LINES ARE APPROXIMATE. CONTRACTOR SHALL VERIFY ANY POTENTIAL CONFLICTS WHEN APPLICABLE.

## SIDEWALK MAINTENANCE NOTES

- THE SIDEWALK ON ONE SIDE OF THE STREET MUST REMAIN OPEN AND ACCESSIBLE AT ALL TIMES. SIGNING DIRECTING PEDESTRIANS TO THE OPEN SIDEWALK SHALL BE IN ACCORDANCE WITH IDOT HIGHWAY STANDARD 701801.

## COORDINATION

- ALL CONTRACTOR'S EQUIPMENT STAGED INSIDE OR OUTSIDE OF THE WORKZONE SHALL NOT IMPEDE ACCESS TO ANY BUSINESS/RESIDENT DRIVEWAY. IF EQUIPMENT IS TO BE STAGED ON PRIVATE PROPERTY, WRITTEN CONSENT FROM THE PROPERTY OWNER SHALL BE ACQUIRED BY THE CONTRACTOR PRIOR TO USAGE WITH A COPY OF THE AGREEMENT PROVIDED TO THE VILLAGE.

## UTILITIES

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES. THE LOCATION OF PUBLIC OR PRIVATE UTILITIES SHOWN ON THE PLANS ARE APPROXIMATE AND THE ENGINEER DOES NOT GUARANTEE THEIR ACCURACY.
- COORDINATION OF ANY UTILITY WORK INVOLVED IN THE CONSTRUCTION AREA WILL BE DISCUSSED AT THE PRECONSTRUCTION CONFERENCE.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 1-800-892-0123 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS, WATER, SEWER AND CABLE TELEVISION FACILITIES. (48 HOURS NOTIFICATION IS REQUIRED.)
- WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS.
- ANY EXISTING OR PROPOSED SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER AT NO COST TO THE VILLAGE.

## SOIL EROSION AND SEDIMENT CONTROL NOTES

- UNLESS OTHERWISE INDICATED, ALL VEGETATIVE AND STRUCTURAL EROSION AND SEDIMENT CONTROL PRACTICES WILL BE CONSTRUCTED ACCORDING TO MINIMUM STANDARDS AND SPECIFICATIONS IN THE ILLINOIS URBAN MANUAL, LATEST EDITION.
- A COPY OF THE APPROVED EROSION AND SEDIMENT CONTROL PLAN SHALL BE MAINTAINED ON THE SITE AT ALL TIMES.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER AND/OR THE NCCSWCD.
- IT IS THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO INFORM ANY SUB-CONTRACTOR(S) WHO MAY PERFORM WORK ON THIS PROJECT OF THE REQUIREMENTS IN IMPLEMENTING AND MAINTAINING THESE EROSION CONTROL PLANS.
- WHERE WORK IS COMPLETE, PERMANENT STABILIZATION SHALL OCCUR WITHIN SEVEN (7) DAYS OF COMPLETION. WHERE WORK HAS TEMPORARILY CEASED FOR FOURTEEN (14) DAYS OR MORE, TEMPORARY STABILIZATION SHALL OCCUR BY THE SEVENTH DAY AFTER WORK HAS CEASED.
- ALL ADJACENT STREETS AND PARKING LOTS MUST BE KEPT CLEAR OF DEBRIS, INSPECTED DAILY, AND CLEANED WHEN NECESSARY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL GENERAL AND SPECIAL REQUIREMENTS, CONDITIONS AND PROVISIONS FOR ALL APPLICABLE LOCAL, STATE, AND FEDERAL PERMITS ISSUED FOR THIS PROJECT.
- NO STOCKPILING WILL BE ALLOWED ON THE PROJECT SITE.
- INLET FILTERS SHALL BE PLACED ON ALL OPEN LID STRUCTURES.

## MAINTENANCE OF TRAFFIC GENERAL NOTES

- TRAFFIC CONTROL DEPICTED IN THE APPLICABLE IDOT AND DISTRICT ONE DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- ALL CONSTRUCTION WARNING SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- ALL SIGNS, OTHER THAN THOSE WHICH WILL FREQUENTLY BE TURNED, RELOCATED OR COVERED, SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A I.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
- DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 20' CENTERS ALONG TAPERS, AND 10' CENTERS IN CURVES AND RADII.
- DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS OF THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE SPECIAL PROVISION "WORK ZONE TRAFFIC CONTROL DEVICES".
- THE FIRST WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
- EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTACTOR. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- W21-1 "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. WORKERS SIGNS MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
- "FRESH OIL" SIGNS (W21-2-48) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING.
- DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COOK COUNTY HIGHWAYS, TWO-WAY TRAFFIC SHALL REMAIN OPEN FOR ALL TRAFFIC AT ALL TIMES. IF ANY ACTIVITY REQUIRES ENCROACHMENT INTO A LANE OPEN FOR TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 AM TO 3:00 PM FOLLOWING THE APPLICABLE IDOT AND DISTRICT ONE TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS FOR OFF-ROAD AND ON-ROAD APPLICATIONS.
- IF ANY EXISTING PAVEMENT MARKING AND/OR SIGNING ALONG COOK COUNTY ROADWAYS IS DAMAGED DUE TO CONSTRUCTION OF PROPOSED IMPROVEMENTS, THE CONTRACTOR SHALL REPLACE THE DAMAGED TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF COOK COUNTY PER IDOT AND DISTRICT ONE STANDARDS FOR TRAFFIC CONTROL DEVICES, PAVEMENT MARKING, AND SIGNAGE INCLUDED IN THE PLANS.

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 INDEX OF SHEETS, GENERAL & MOT NOTES

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

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	2
CONTRACT NO. 61J34				
		ILLINOIS	FED. AID PROJECT	

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### SUMMARY OF QUANTITIES

**\*SEE SPECIAL PROVISIONS**

**#SPECIALTY ITEM**

Spty.	SP	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	TOTAL QUANTITY
					ROADWAY 75% STP-L 25% LA. 0005	TRAINEES 75% STP-L 25% LA 0042
#		78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	1971	
#		78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	1157	
#		78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	295	
#		78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	82	
		78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	82	
#		81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	93	
#	*	85000200	MAINTFNANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	
#		87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	892	
#		87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	153	
#		87900200	DRILL EXISTING HANDHOLE	EACH	4	
#	*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	510	
#	*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4	
	*	X1700112	BRICK PAVER REMOVAL	SQ FT	220	
	*	X2130010	EXPLORATION TRENCH, (SPECIAL)	FOOT	60	
	*	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	5154	
	*	X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	112	
	*	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	39	
	*	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	510	
	*	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	15044	
	*	X6025300	CATCH BASINS TO BE ADJUSTED (SPECIAL)	EACH	2	

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 SUMMARY OF QUANTITIES

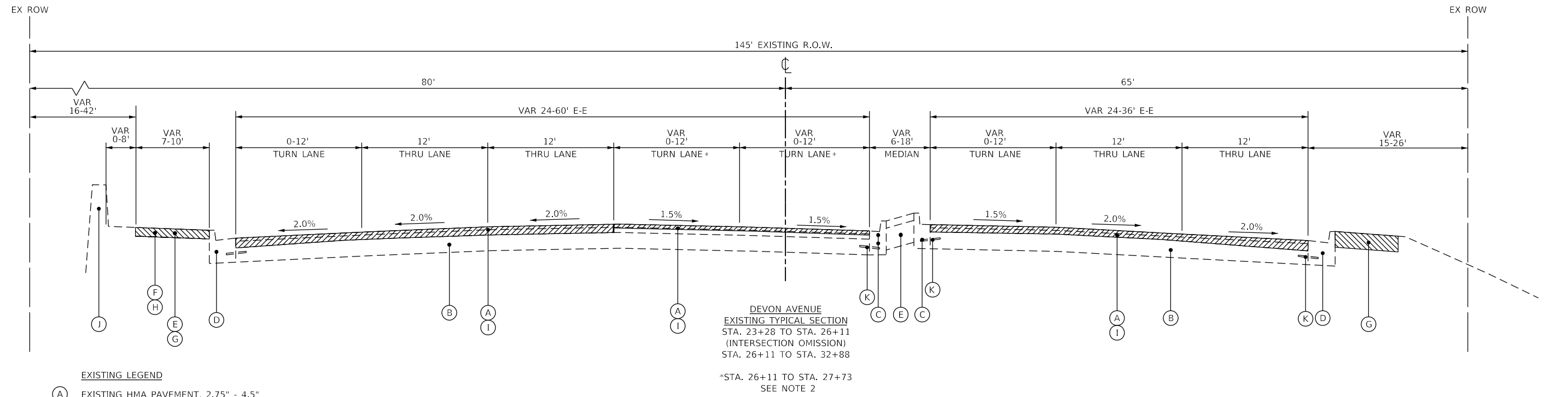
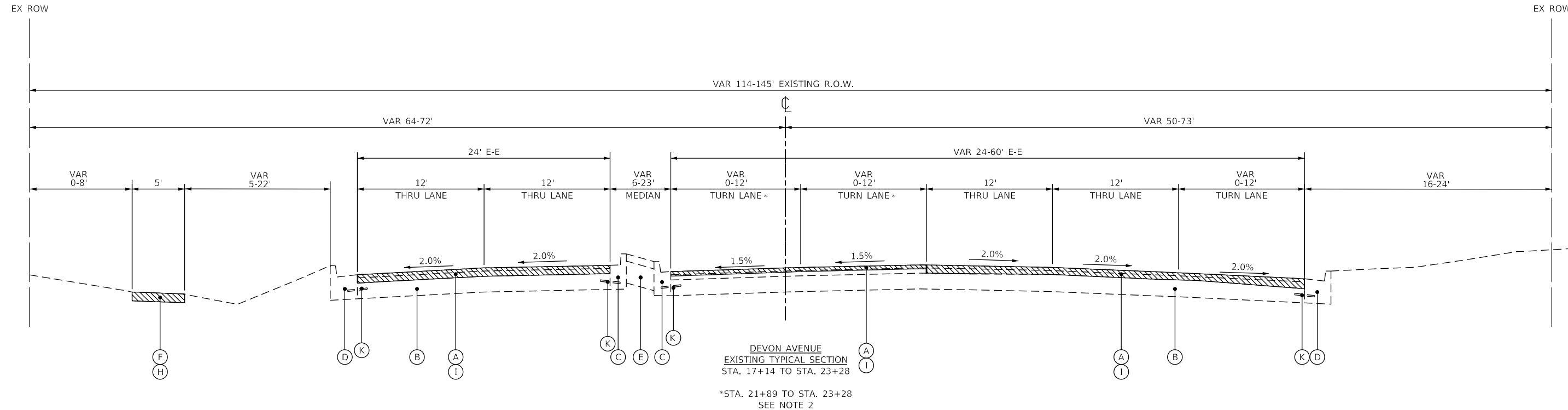
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RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-RS	COOK	47	5
CONTRACT NO. 61134				

ILLINOIS | FED. AID PROJECT

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**EXISTING LEGEND**

- (A) EXISTING HMA PAVEMENT, 2.75" - 4.5"
- (B) EXISTING CONCRETE BASE, 10" - 10 1/4"
- (C) EXISTING CONCRETE CURB & GUTTER, TYPE B-6.12
- (D) EXISTING CONCRETE CURB & GUTTER, TYPE B-6.24
- (E) EXISTING LANDSCAPED OR RAISED MEDIAN
- (F) EXISTING SIDEWALK
- (G) EARTH EXCAVATION
- (H) SIDEWALK REMOVAL (SEE PLANS FOR LOCATIONS)
- (I) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2.75" - 4.5")
- (J) EXISTING RETAINING WALL (TO REMAIN)
- (K) EXISTING #6 TIE BARS, 24" LONG @ 24" C.C. (TO BE SAW CUT AS NEEDED)

**NOTES**

1. HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SHALL CONSIST OF THE REMOVAL OF ALL EXISTING HOT-MIX ASPHALT ABOVE THE EXISTING PORTLAND CONCRETE CEMENT BASE, OR AS DIRECTED BY THE ENGINEER. SURFACE REMOVAL SHALL NOT EXCEED 5" IN DEPTH. FOR LEFT TURN LANES FROM STA. 21+89 TO STA. 23+28 AND FROM STA. 26+11 TO STA. 27+73. SEE NOTE 2.
2. HOT-MIX ASPHALT SURFACE REMOVAL SHALL BE A DEPTH OF 2.75" (PAID FOR AS HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH)

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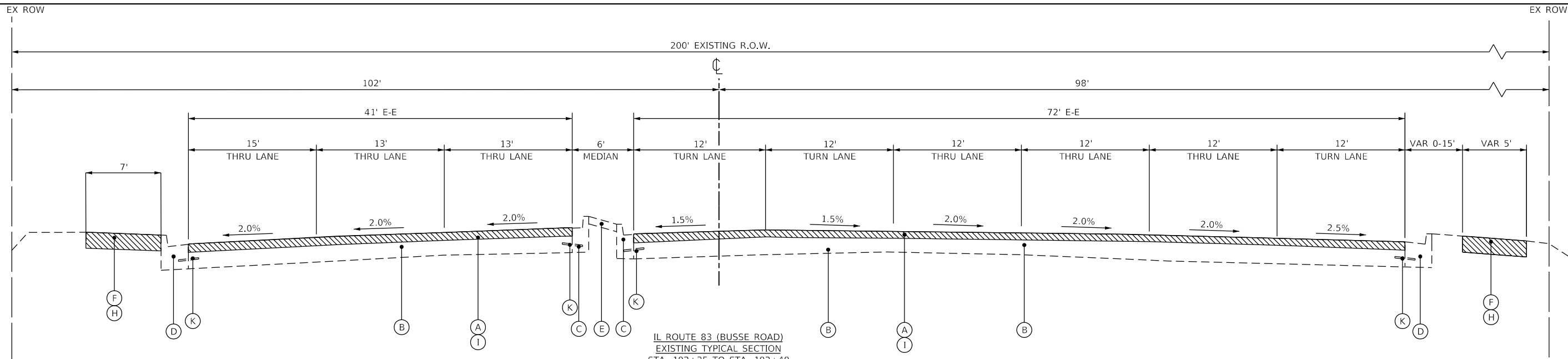
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
EXISTING TYPICAL SECTIONS**

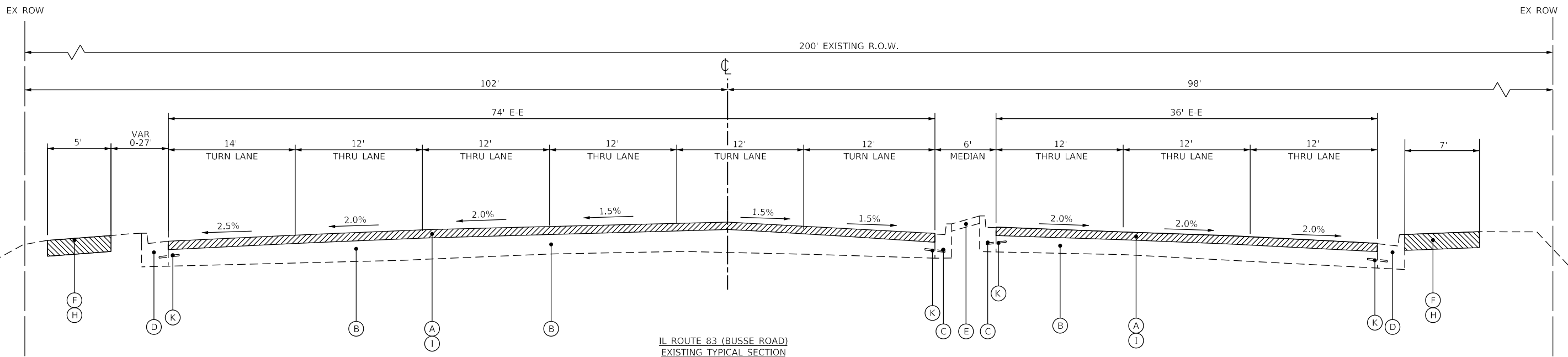
SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. 17+14 TO STA. 32+88

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	21-00075-00-RS	COOK	49	7
CONTRACT NO. 61134				
ILLINOIS FED. AID PROJECT				

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IL ROUTE 83 (BUSSE ROAD)  
EXISTING TYPICAL SECTION  
STA. 102+35 TO STA. 102+40  
STA. 102+40 TO STA. 103+45  
(INTERSECTION OMISSION)



IL ROUTE 83 (BUSSE ROAD)  
EXISTING TYPICAL SECTION  
STA. 103+45 TO STA. 104+50  
(INTERSECTION OMISSION)  
STA. 104+50 TO STA. 104+55

**EXISTING LEGEND**

- (A) EXISTING HMA PAVEMENT, 3.5" - 4.5"
- (B) EXISTING CONCRETE BASE, 10" - 10 1/4"
- (C) EXISTING CONCRETE CURB & GUTTER, TYPE B-6.12
- (D) EXISTING CONCRETE CURB & GUTTER, TYPE B-6.24
- (E) EXISTING LANDSCAPED OR RAISED MEDIAN
- (F) EXISTING SIDEWALK
- (G) EARTH EXCAVATION
- (H) SIDEWALK REMOVAL (SEE PLANS FOR LOCATIONS)
- (I) HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (2.75" - 3")
- (J) EXISTING RETAINING WALL (TO REMAIN)
- (K) EXISTING #6 TIE BARS, 24" LONG @ 24" C.C. (TO BE SAW CUT AS NEEDED)

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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

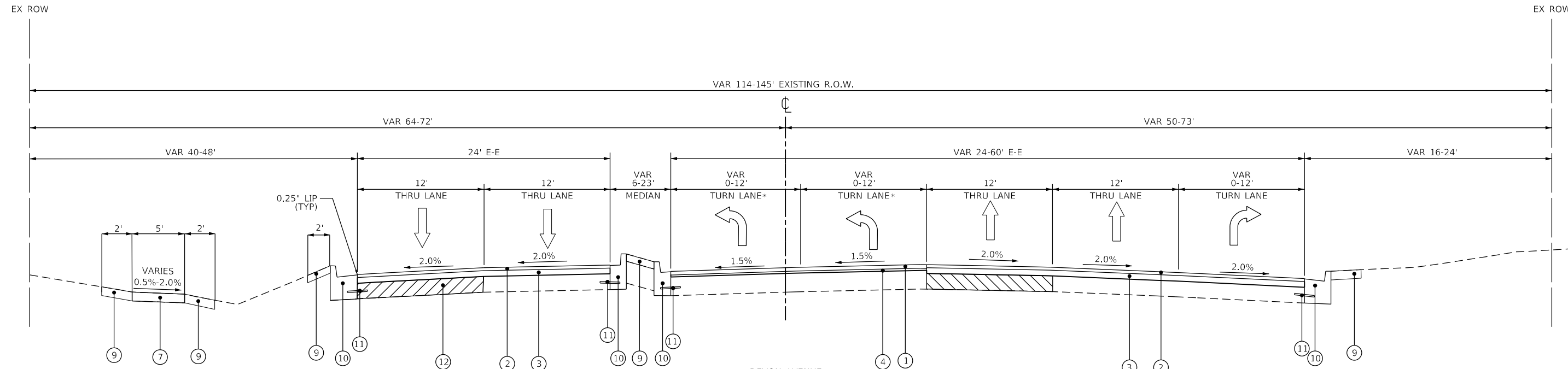
**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
EXISTING TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. 102+35 TO STA. 104+55

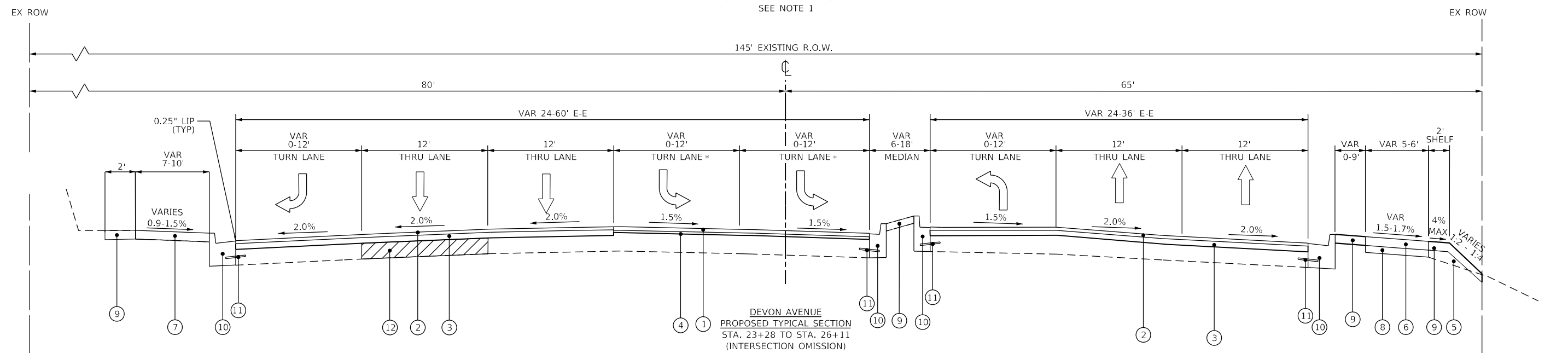
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	21-00075-00-RS	COOK	49	8
CONTRACT NO. 61134				
ILLINOIS FED. AID PROJECT				

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DEVON AVENUE  
PROPOSED TYPICAL SECTION  
STA. 17+14 TO STA. 23+28  
\*STA. 21+89 TO STA. 23+28  
SEE NOTE 1



DEVON AVENUE  
PROPOSED TYPICAL SECTION  
STA. 23+28 TO STA. 26+11  
(INTERSECTION OMISSION)  
STA. 26+11 TO STA. 32+88  
\*STA. 26+11 TO STA. 27+89  
SEE NOTE 1

**PROPOSED LEGEND**

- |  |  |
|--|--|
| ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2" | ⑨ TOPSOIL, 4", SODDING (SALT TOLERANT)   |
| ② HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.75"                              | ⑩ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIRS)          |
| ③ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 2.25" - 3"                                 | ⑪ DRILL AND GROUT BARS, #6 TIE BARS, 24" LONG, @ 24" CC, 12" OFFSET FROM EXISTING BARS |
| ④ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"                              | ⑫ CLASS B PATCHING, 10" OF THE TYPE SPECIFIED  |
| ⑤ FURNISHED EXCAVATION   |  |
| ⑥ PORTLAND CEMENT CONCRETE SIDEWALK, 5", SPECIAL   |  |
| ⑦ PCC SIDEWALK REMOVAL AND REPLACEMENT, 5"   |  |
| ⑧ SUBBASE GRANULAR MATERIAL, TYPE B 2" (SPECIAL)   |  |

**NOTES**

- USE 2" POYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80 ON 1" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50. SEE PLAN AND PROFILE SHEETS FOR MORE DETAILS.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER COURSE IL-19.0 N70 AND THE POLYMERIZED HMA BINDER COURSE IL-4.75 N50.

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

OPERATION	MIXTURE TYPE	AIR VOIDS @ N <sub>max</sub>	QMP	MTD REQUIRED?
BUSSE ROAD AT DEVON AVENUE INTERSECTION RESURFACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"	3.5% @ 80 Gyr.	LR 1030-2	YES
	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"	3.5% @ 50 Gyr.	LR 1030-2	NO
DEVON AVENUE RESURFACING	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.75"	4% @ 70 Gyr.	LR 1030-2	NO
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 3"	4% @ 70 Gyr.	LR 1030-2	NO

QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2

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

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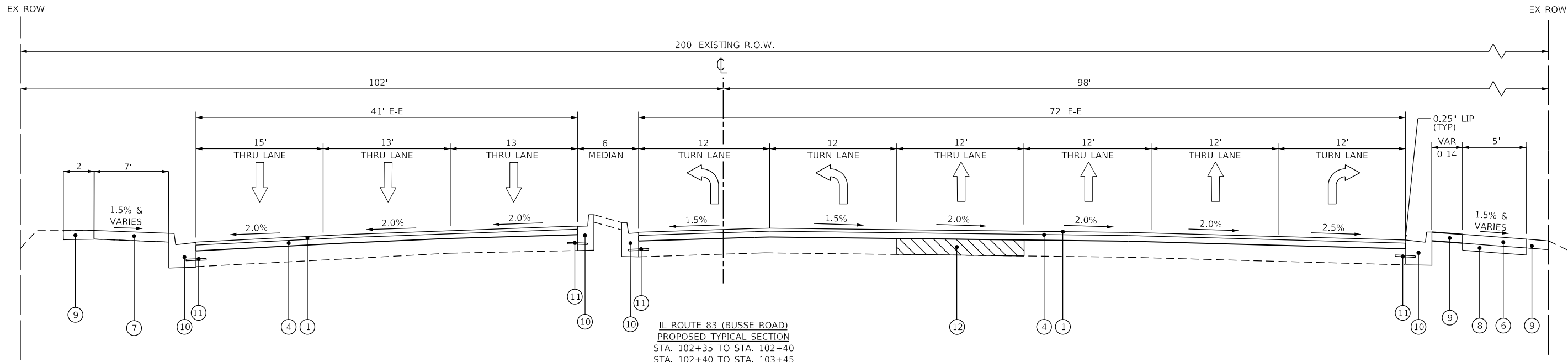
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
PROPOSED TYPICAL SECTIONS**

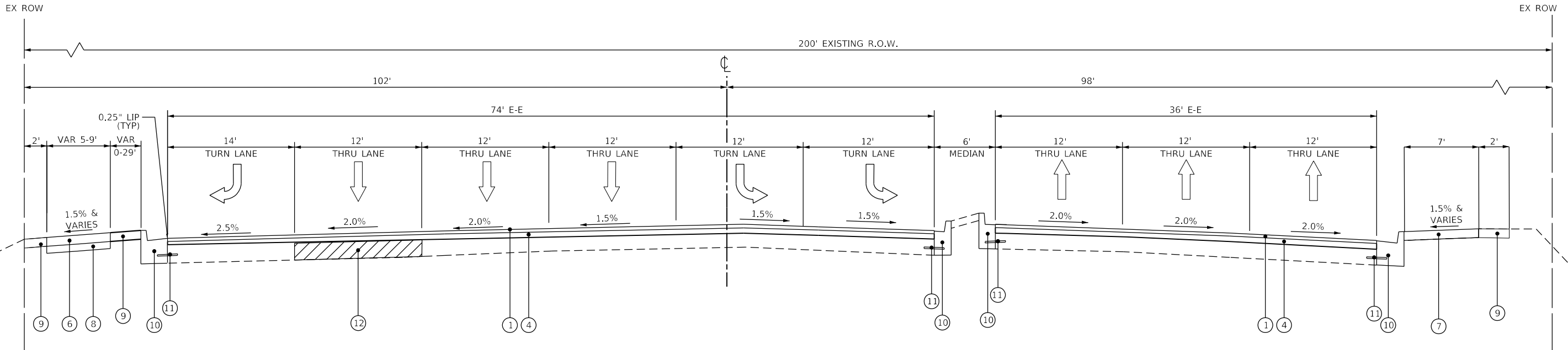
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RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	21-00075-00-R5	COOK	49	9
CONTRACT NO. 61134				
ILLINOIS FED. AID PROJECT				

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IL ROUTE 83 (BUSSE ROAD)  
 PROPOSED TYPICAL SECTION  
 STA. 102+35 TO STA. 102+40  
 STA. 102+40 TO STA. 103+45  
 (INTERSECTION OMISSION)



IL ROUTE 83 (BUSSE ROAD)  
 PROPOSED TYPICAL SECTION  
 STA. 103+45 TO STA. 104+50  
 (INTERSECTION OMISSION)  
 STA. 104+50 TO STA. 104+55

**PROPOSED LEGEND**

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 12.5, MIX "F", N80, 2"
- ② HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1.75"
- ③ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70 - 2.25" - 3"
- ④ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- ⑤ FURNISHED EXCAVATION
- ⑥ PORTLAND CEMENT CONCRETE SIDEWALK, 5", SPECIAL
- ⑦ PCC SIDEWALK REMOVAL AND REPLACEMENT, 5"
- ⑧ SUBBASE GRANULAR MATERIAL, TYPE B 2" (SPECIAL)
- ⑨ TOPSOIL, 4", SODDING (SALT TOLERANT)
- ⑩ COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SPOT REPAIRS)
- ⑪ DRILL AND GROUT BARS, #6 TIE BARS, 24" LONG, @ 24" CC, 12" OFFSET FROM EXISTING BARS
- ⑫ CLASS B PATCHING, 10" OF THE TYPE SPECIFIED

**NOTES**  
 1. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HMA BINDER COURSE IL-4.75 N50

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 PROPOSED TYPICAL SECTIONS**

SCALE: N.T.S. SHEET 2 OF 2 SHEETS STA. 102+35 TO STA. 104+55

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	21-00075-00-R5	COOK	49	10
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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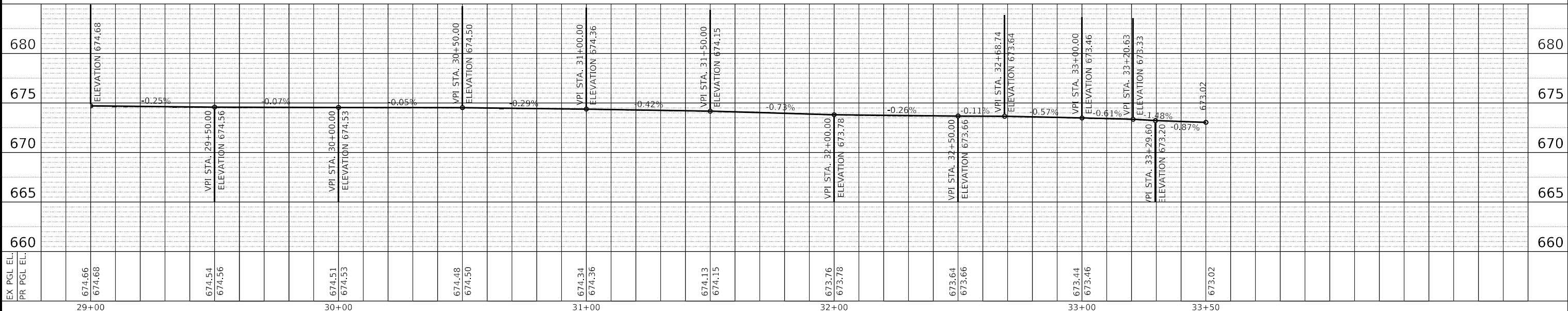
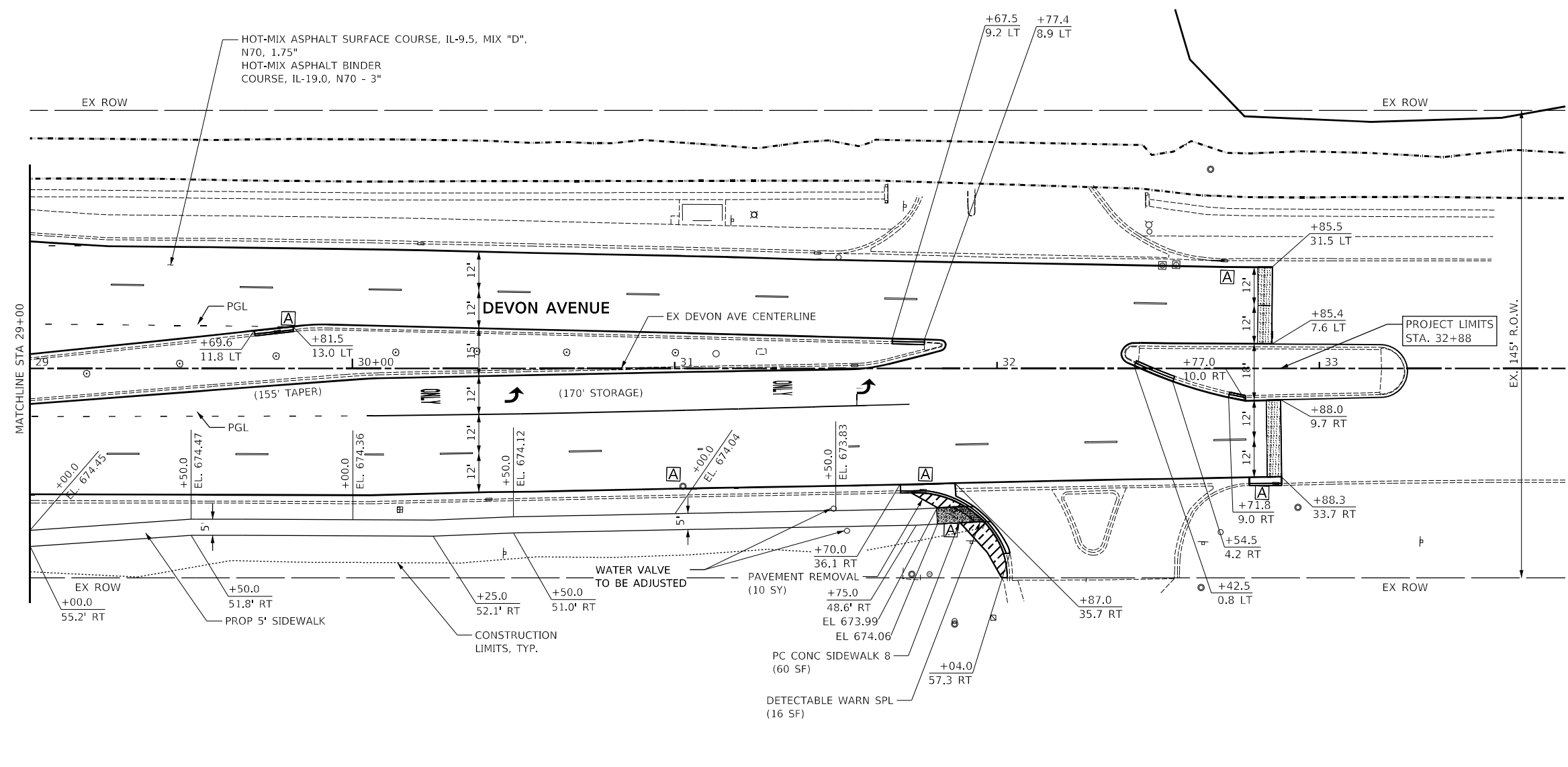
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- LEGEND:**
- CONCRETE SIDEWALK REMOVAL AND REPLACEMENT
  - ADA CURB RAMP
  - PROPOSED CONCRETE SIDEWALK
  - CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT
  - HOT-MIX ASPHALT BUTT JOINT
  - DRAINAGE OR UTILITY STRUCTURE ADJUSTMENT

- NOTES:**
- PERPENDICULAR CURB RAMPS SHALL BE CONSTRUCTED TO IDOT STANDARD 4240010. ALL ELEVATIONS SHALL BE CONFIRMED OR ADJUSTED BY THE CONTRACTOR



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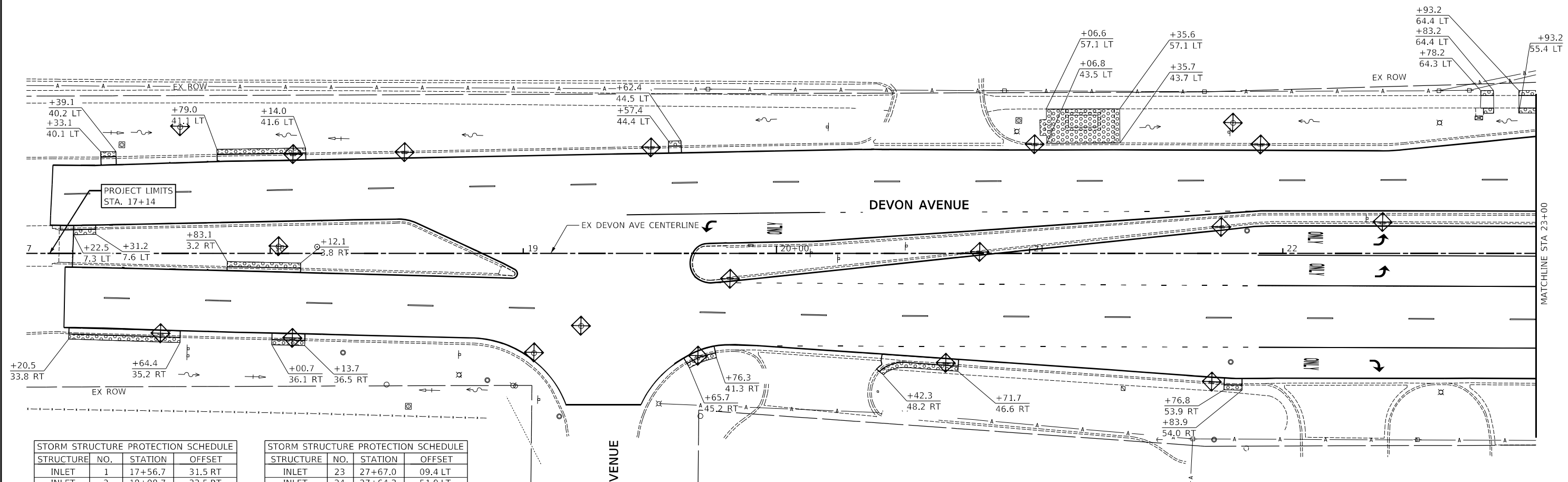
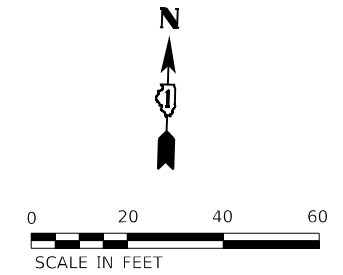
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 PLAN AND PROFILE**

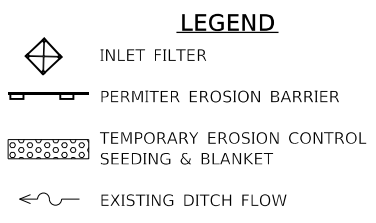
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	14
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				



STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
INLET	1	17+56.7	31.5 RT
INLET	2	18+08.7	33.5 RT
INLET	3	19+69.0	40.5 RT
INLET	4	19+81.7	10.0 RT
INLET	5	19+90.1	03.0 LT
INLET	6	20+80.2	00.4 LT
INLET	7	21+75.7	10.3 LT
INLET	8	22+39.5	12.0 LT
INLET	9	20+66.9	43.4 RT
INLET	10	21+72.0	50.6 RT
INLET	11	23+19.8	51.2 RT
INLET	12	24+08.0	121.5 RT
INLET	13	26+21.0	47.4 RT
INLET	14	26+93.3	40.4 RT
INLET	15	27+42.1	40.7 RT
INLET	16	29+76.6	11.5 LT
INLET	17	30+42.4	40.7 RT
INLET	18	31+77.1	37.9 RT
INLET	19	32+86.5	35.7 RT
INLET	20	32+70.6	33.4 LT
INLET	21	31+44.3	35.8 LT
INLET	22	30+21.2	38.6 LT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
INLET	23	27+67.0	09.4 LT
INLET	24	27+64.3	51.0 LT
INLET	25	26+92.7	53.6 LT
INLET	26	26+93.0	09.2 RT
INLET	27	27+66.9	09.1 RT
INLET	28	26+26.7	53.6 LT
INLET	29	25+26.7	111.2 LT
INLET	30	24+03.2	111.0 LT
INLET	31	23+21.0	50.4 LT
INLET	32	21+91.3	43.0 LT
INLET	33	21+01.9	42.9 LT
INLET	34	19+50.5	41.6 LT
INLET	35	18+53.0	39.7 LT
INLET	36	18+09.0	39.2 LT
CATCH BASIN	1	17+64.4	50.0 LT
CATCH BASIN	2	18+03.4	02.7 LT
CATCH BASIN	3	19+04.3	39.7 RT
CATCH BASIN	4	19+22.9	28.5 RT
CATCH BASIN	5	21+80.3	51.5 LT
CATCH BASIN	6	28+25.7	08.1 RT
CATCH BASIN	7	31+12.8	04.6 LT



NOTES:  
ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

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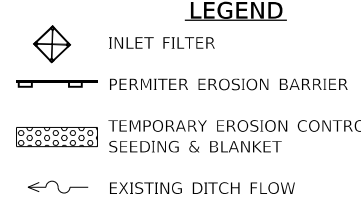
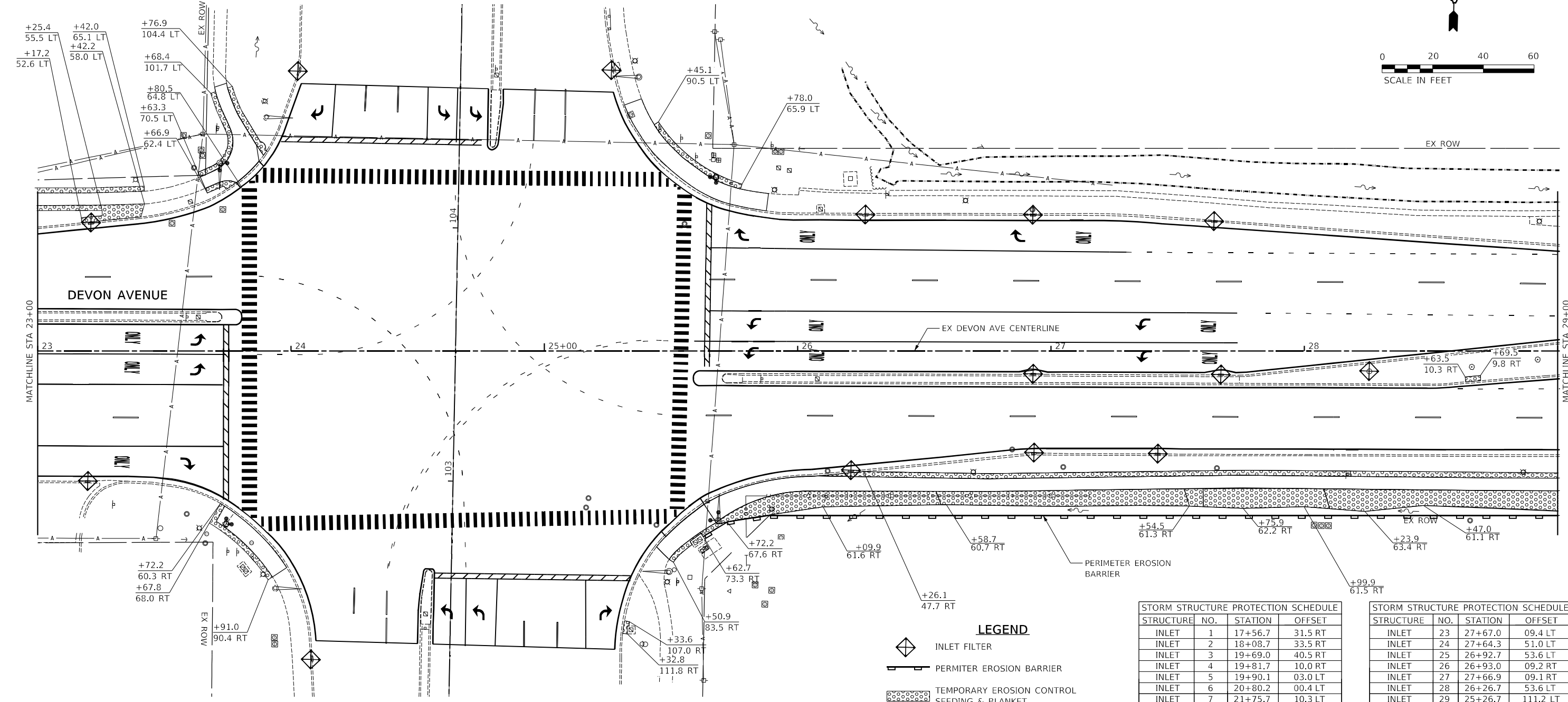
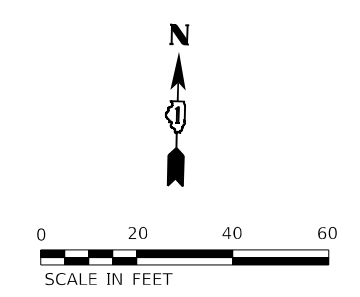
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET 1 OF 3 SHEETS STA. 17+14 TO STA. 23+00

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	15
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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**NOTES:**  
 ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE NO.	STATION	OFFSET	
INLET 1	17+56.7	31.5	RT
INLET 2	18+08.7	33.5	RT
INLET 3	19+69.0	40.5	RT
INLET 4	19+81.7	10.0	RT
INLET 5	19+90.1	03.0	LT
INLET 6	20+80.2	00.4	LT
INLET 7	21+75.7	10.3	LT
INLET 8	22+39.5	12.0	LT
INLET 9	20+66.9	43.4	RT
INLET 10	21+72.0	50.6	RT
INLET 11	23+19.8	51.2	RT
INLET 12	24+08.0	121.5	RT
INLET 13	26+21.0	47.4	RT
INLET 14	26+93.3	40.4	RT
INLET 15	27+42.1	40.7	RT
INLET 16	29+76.6	11.5	LT
INLET 17	30+42.4	40.7	RT
INLET 18	31+77.1	37.9	RT
INLET 19	32+86.5	35.7	RT
INLET 20	32+70.6	33.4	LT
INLET 21	31+44.3	35.8	LT
INLET 22	30+21.2	38.6	LT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE NO.	STATION	OFFSET	
INLET 23	27+67.0	09.4	LT
INLET 24	27+64.3	51.0	LT
INLET 25	26+92.7	53.6	LT
INLET 26	26+93.0	09.2	RT
INLET 27	27+66.9	09.1	RT
INLET 28	26+26.7	53.6	LT
INLET 29	25+26.7	111.2	LT
INLET 30	24+03.2	111.0	LT
INLET 31	23+21.0	50.4	LT
INLET 32	21+91.3	43.0	LT
INLET 33	21+01.9	42.9	LT
INLET 34	19+50.5	41.6	LT
INLET 35	18+53.0	39.7	LT
INLET 36	18+09.0	39.2	LT
CATCH BASIN 1	17+64.4	50.0	LT
CATCH BASIN 2	18+03.4	02.7	LT
CATCH BASIN 3	19+04.3	39.7	RT
CATCH BASIN 4	19+22.9	28.5	RT
CATCH BASIN 5	21+80.3	51.5	LT
CATCH BASIN 6	28+25.7	08.1	RT
CATCH BASIN 7	31+12.8	04.6	LT

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	CONSULTING ENGINEERS	DRAWN -	REVISIONS -	
	52 Wheeler Road	CHECKED -	DATE -	
	Sugar Grove, Illinois 60554			
630.466.6700 / www.eeiweb.com				

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**DEPARTMENT OF TRANSPORTATION**

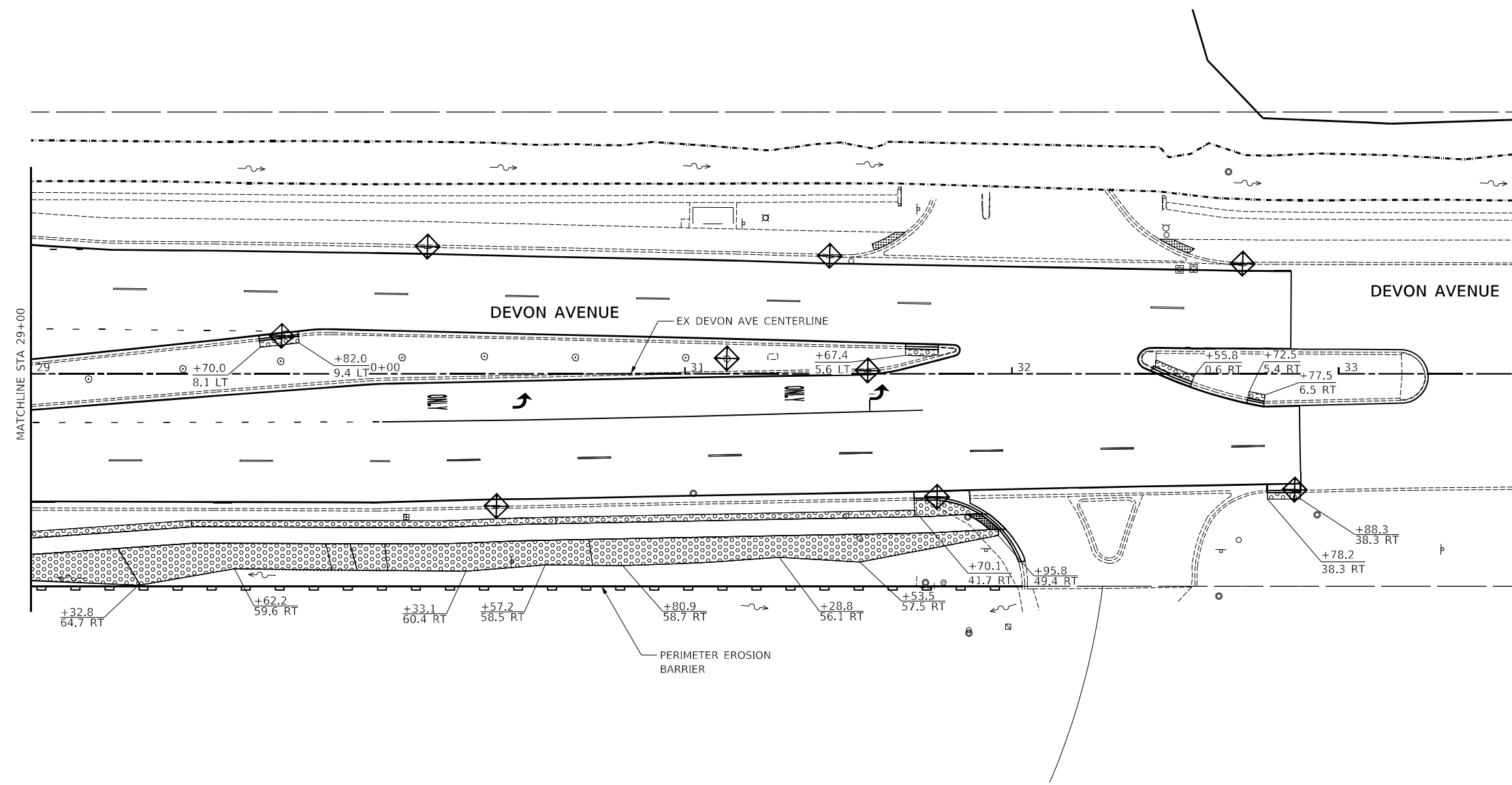
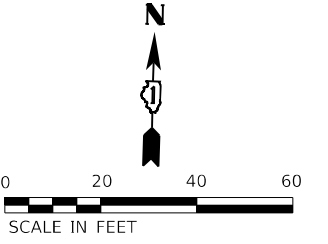
**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)**  
**EROSION CONTROL PLAN**

SCALE: 1" = 20'    SHEET 2 OF 3 SHEETS    STA. 23+00 TO STA. 29+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	16
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

Path: H:\SPODELMARMS\EGV\Elk Grove Village\2021\EGV210104\04\04\_Prelim\_Eng\EGV2104\_ER05.dgn





- LEGEND**
- INLET FILTER
  - PERIMETER EROSION BARRIER
  - TEMPORARY EROSION CONTROL SEEDING & BLANKET
  - EXISTING DITCH FLOW

NOTES:  
ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
INLET	1	17+56.7	31.5 RT
INLET	2	18+08.7	33.5 RT
INLET	3	19+69.0	40.5 RT
INLET	4	19+81.7	10.0 RT
INLET	5	19+90.1	03.0 LT
INLET	6	20+80.2	00.4 LT
INLET	7	21+75.7	10.3 LT
INLET	8	22+39.5	12.0 LT
INLET	9	20+66.9	43.4 RT
INLET	10	21+72.0	50.6 RT
INLET	11	23+19.8	51.2 RT
INLET	12	24+08.0	121.5 RT
INLET	13	26+21.0	47.4 RT
INLET	14	26+93.3	40.4 RT
INLET	15	27+42.1	40.7 RT
INLET	16	29+76.6	11.5 LT
INLET	17	30+42.4	40.7 RT
INLET	18	31+77.1	37.9 RT
INLET	19	32+86.5	35.7 RT
INLET	20	32+70.6	33.4 LT
INLET	21	31+44.3	35.8 LT
INLET	22	30+21.2	38.6 LT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
INLET	23	27+67.0	09.4 LT
INLET	24	27+64.3	51.0 LT
INLET	25	26+92.7	53.6 LT
INLET	26	26+93.0	09.2 RT
INLET	27	27+66.9	09.1 RT
INLET	28	26+26.7	53.6 LT
INLET	29	25+26.7	111.2 LT
INLET	30	24+03.2	111.0 LT
INLET	31	23+21.0	50.4 LT
INLET	32	21+91.3	43.0 LT
INLET	33	21+01.9	42.9 LT
INLET	34	19+50.5	41.6 LT
INLET	35	18+53.0	39.7 LT
INLET	36	18+09.0	39.2 LT
CATCH BASIN	1	17+64.4	50.0 LT
CATCH BASIN	2	18+03.4	02.7 LT
CATCH BASIN	3	19+04.3	39.7 RT
CATCH BASIN	4	19+22.9	28.5 RT
CATCH BASIN	5	21+80.3	51.5 LT
CATCH BASIN	6	28+25.7	08.1 RT
CATCH BASIN	7	31+12.8	04.6 LT

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USER NAME -	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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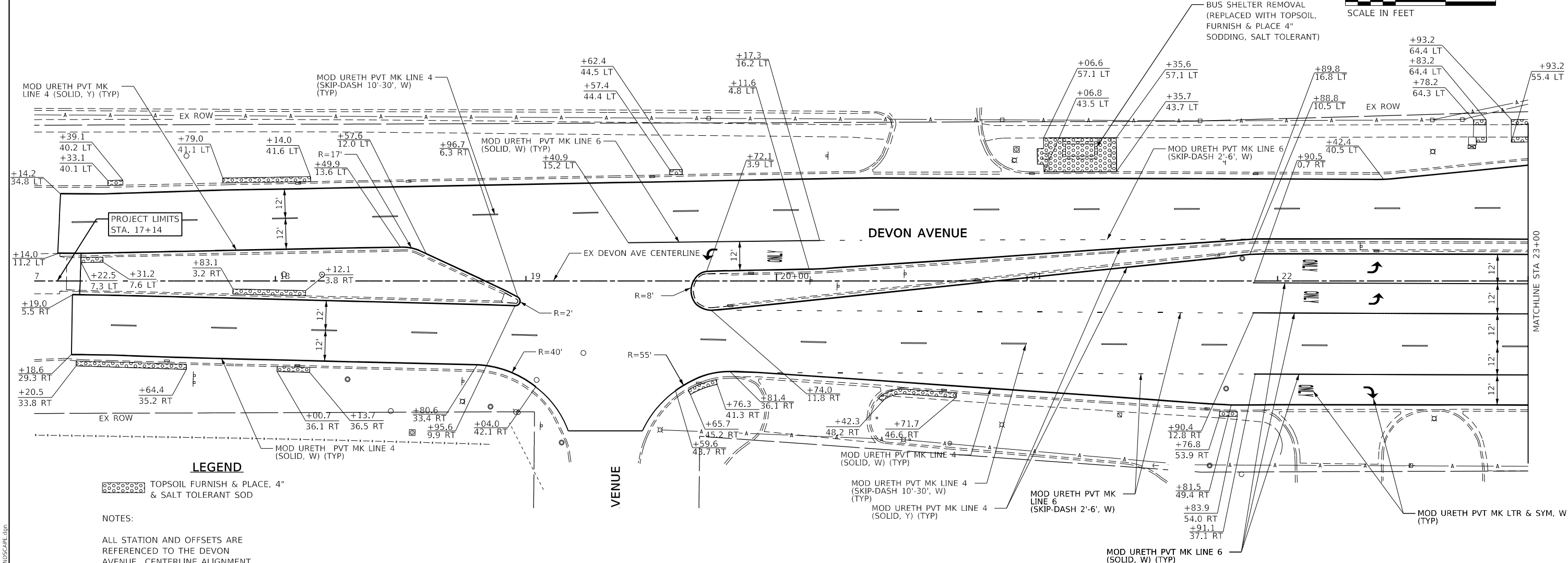
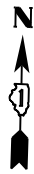
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
EROSION CONTROL PLAN**

SCALE: 1" = 20' SHEET 3 OF 3 SHEETS STA. 29+00 TO STA. 32+88

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	17
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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**LEGEND**

TOPSOIL FURNISH & PLACE, 4" & SALT TOLERANT SOD

**NOTES:**

ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

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DRAWN -	REVISOR -	
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PLOT DATE -	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

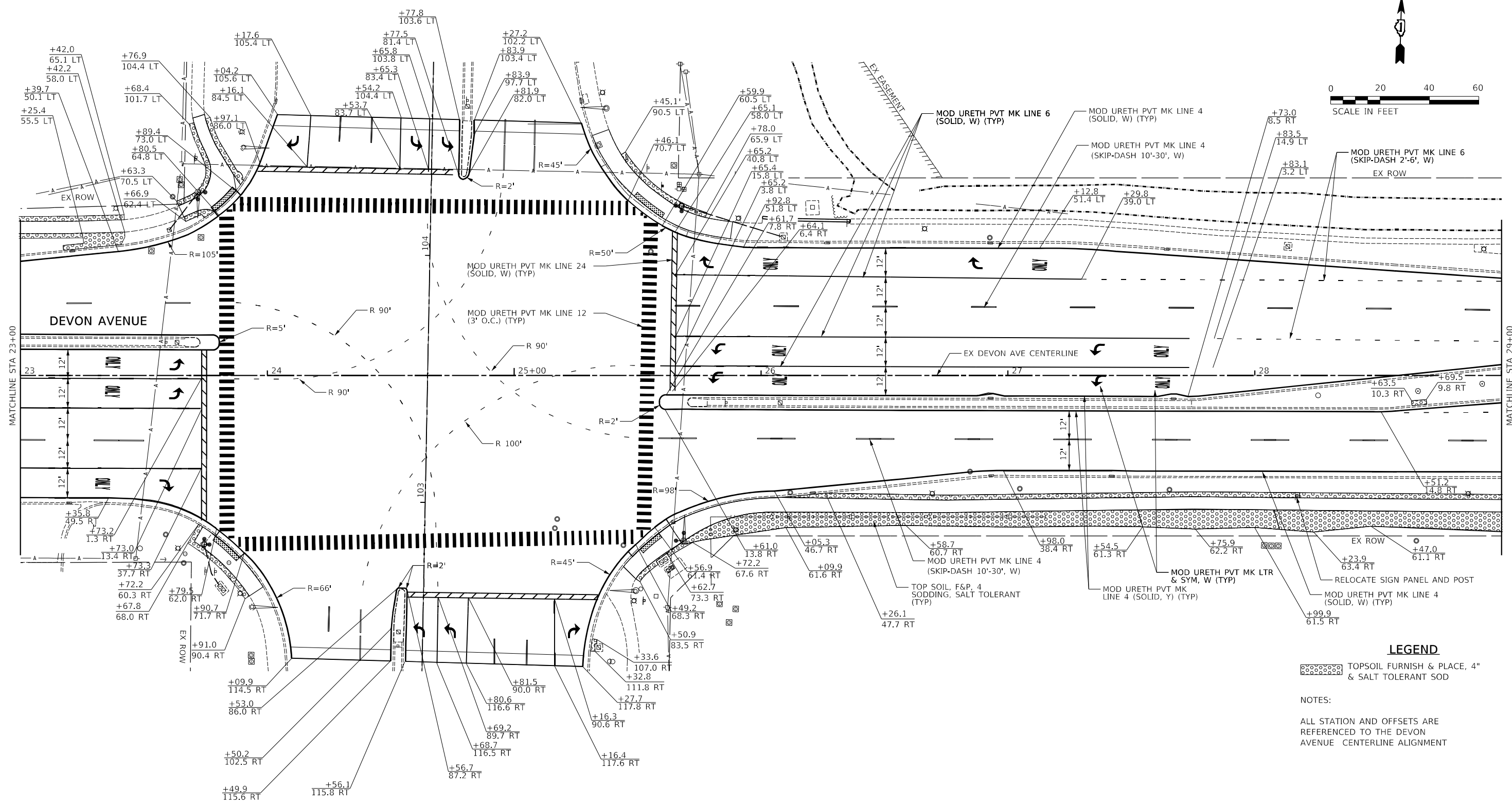
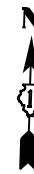
**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 PAVEMENT MARKING & LANDSCAPING PLAN**

SCALE: 1" = 20'

SHEET 1 OF 3 SHEETS STA. 17+14 TO STA. 23+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-RS	COOK	49	18
CONTRACT NO. 61J34				
		ILLINOIS	FED. AID PROJECT	

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**LEGEND**

TOPSOIL FURNISH & PLACE, 4" & SALT TOLERANT SOD

NOTES:  
ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

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CHECKED -	REVISOR -	
DATE -	REVISOR -	

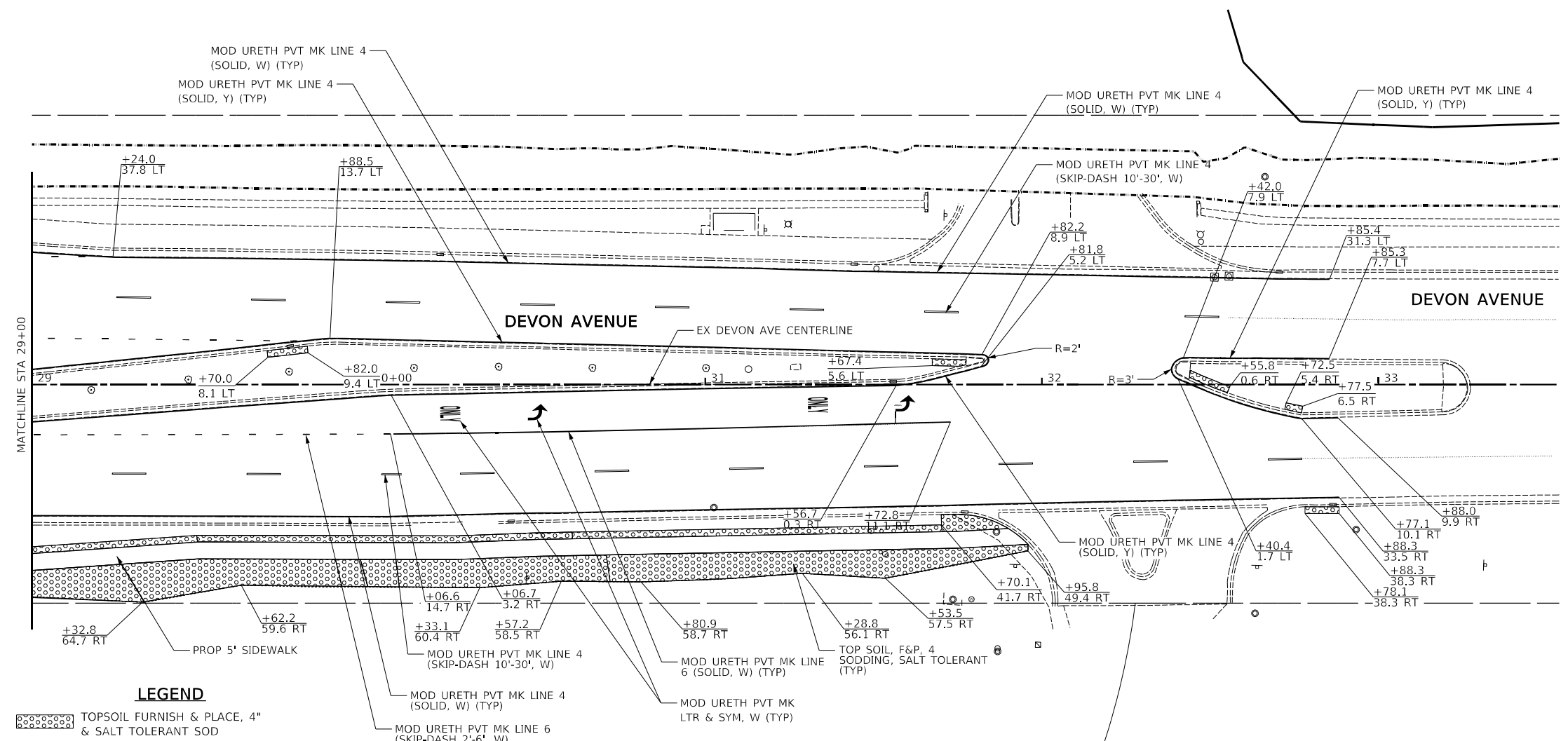
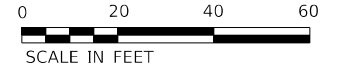
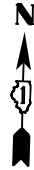
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
PAVEMENT MARKING & LANDSCAPING PLAN**

SCALE: 1" = 20'    SHEET 2 OF 3 SHEETS    STA. 23+00 TO STA. 29+00

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	19
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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**LEGEND**

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NOTES:  
 ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

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DRAWN -	REVISED -	
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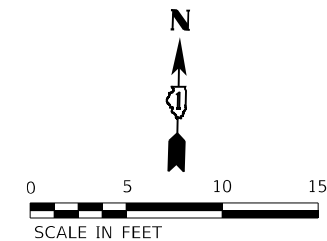
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 PAVEMENT MARKING & LANDSCAPING PLAN**

SCALE: 1" = 20'    SHEET 3 OF 3 SHEETS    STA. 29+00 TO STA. 32+88

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	20
CONTRACT NO. 61J34				
ILLINOIS   FED. AID PROJECT				

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**LEGEND**

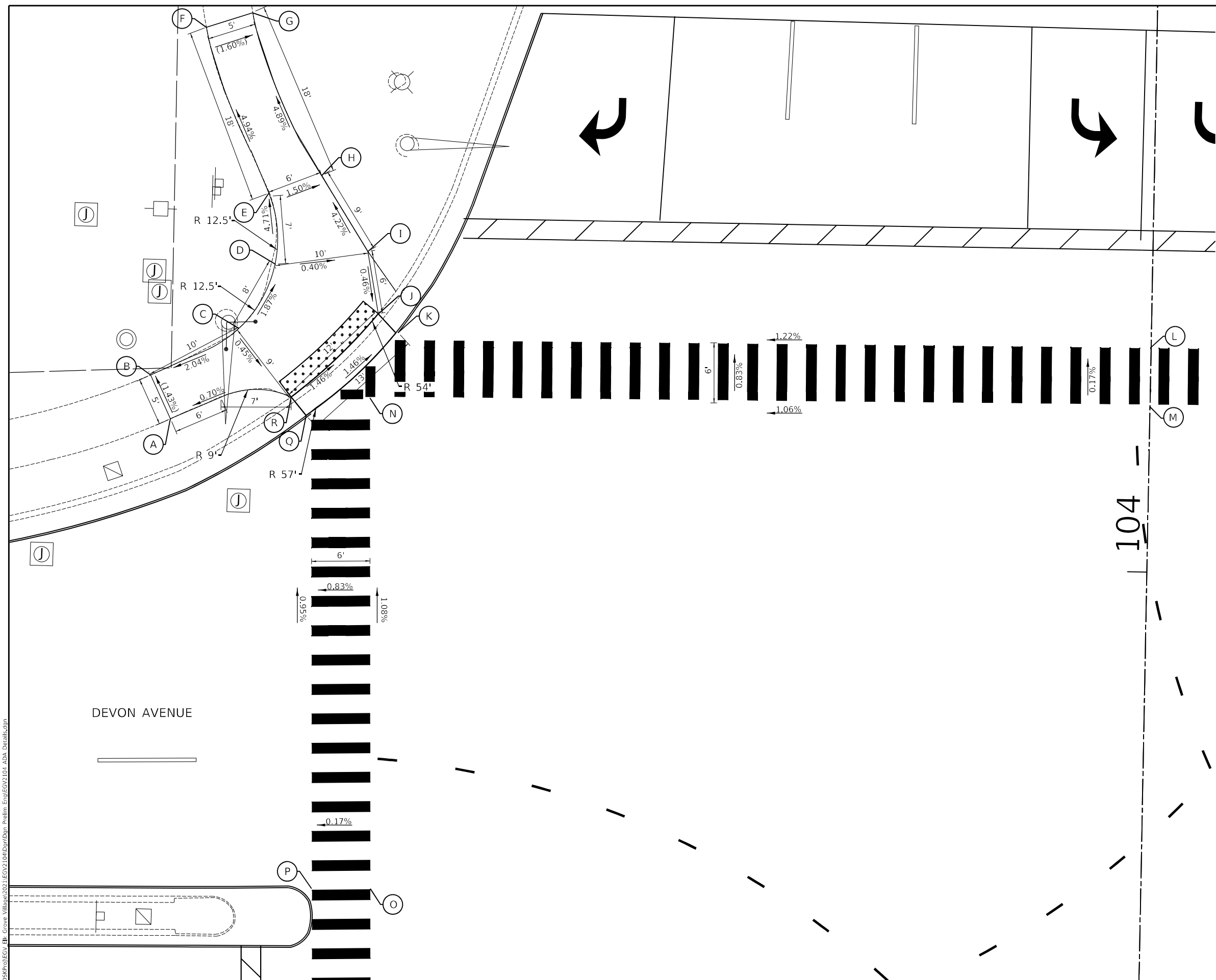
- (A) POINT
- ▤ DETECTABLE WARNING
- ▭ SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
- PROPOSED CURB AND GUTTER

**NOTES:**

1. ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	23+66.15	64.20' LT	(674.04)
B	23+64.13	68.71' LT	(673.97)
C	23+73.15	73.50' LT	674.17
D	23+76.85	80.00' LT	674.02
E	23+76.3	87.00' LT	673.69
F	23+70.29	102.36' LT	(672.80)
G	23+74.96	103.84' LT	(672.72)
H	23+81.61	89.10' LT	673.60
I	23+86.31	81.30' LT	673.98
J	23+87.37	75.00' LT	673.95
K	23+89.13	73.00' LT	673.95
L	24+66.27	71.50' LT	674.89
M	24+66.16	65.50' LT	674.90
N	23+86.57	66.28' LT	674.05
O	23+86.56	16.10' LT	674.60
P	23+80.56	16.20' LT	674.59
Q	23+80.00	64.50' LT	674.13
R	23+78.48	66.50' LT	674.13

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING



DEVON AVENUE

104

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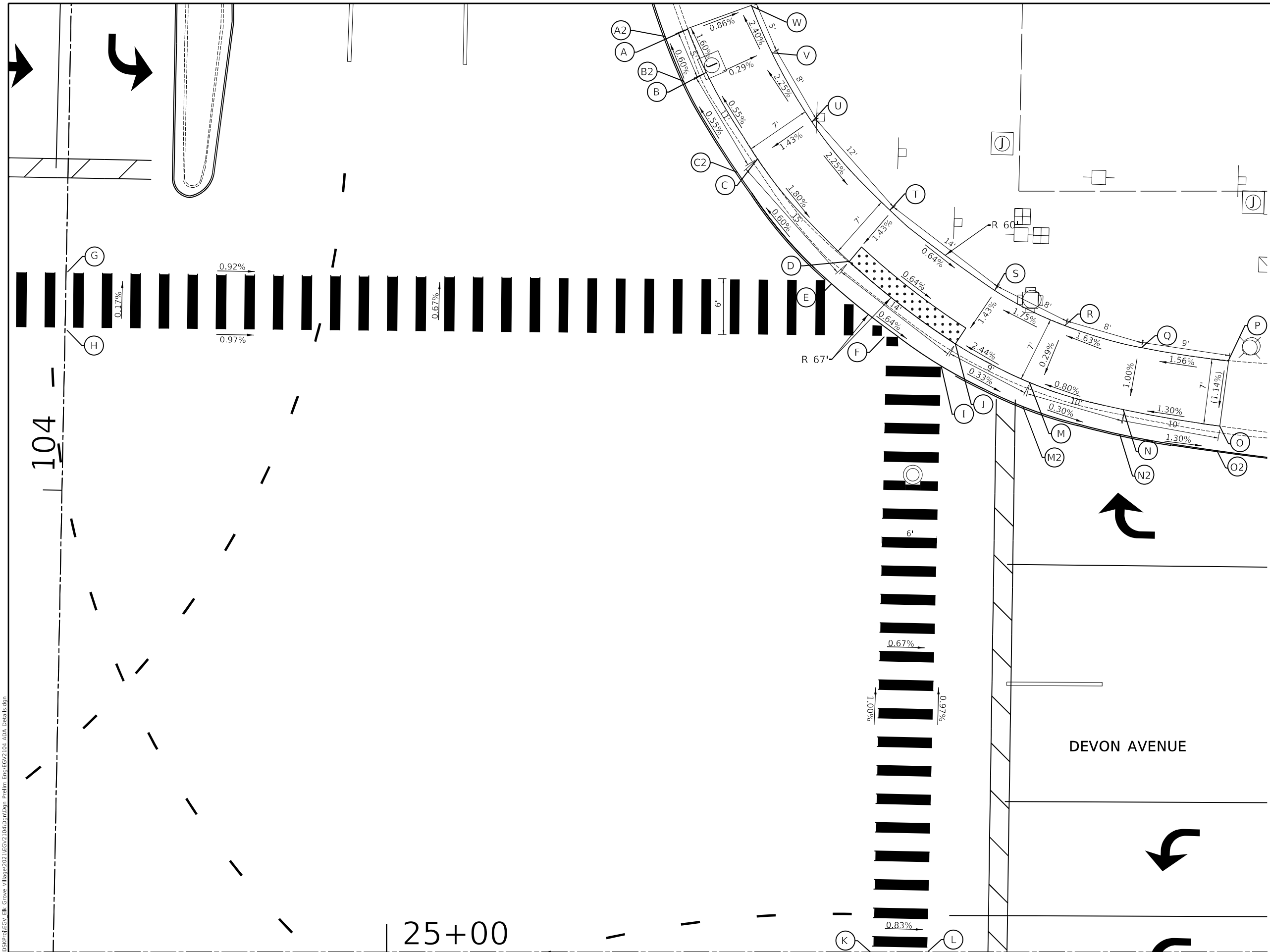
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 ADA DETAIL SHEETS

SCALE: 1"= 5' SHEET 1 OF 4 SHEETS STA. N/A TO STA. N/A

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	21
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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**LEGEND**

- (A) POINT
- ..... DETECTABLE WARNING
- SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
- PROPOSED CURB AND GUTTER

**NOTES:**

- ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	25+31.43	97.13' LT	(674.32)
A2	25+29.24	96.41' LT	(673.97)
B	25+33.63	92.48' LT	674.40
B2	25+31.25	91.49' LT	674.00
C	25+38.98	83.42' LT	674.46
C2	25+38.98	89.41' LT	674.06
D	25+48.65	72.62' LT	674.19
E	25+46.78	70.29' LT	674.15
F	25+52.33	64.73' LT	674.06
G	24+66.29	71.52' LT	674.89
H	24+66.01	65.62' LT	674.90
I	25+57.73	61.96' LT	674.06
J	25+59.79	63.93' LT	674.10
K	25+51.14	00.00' LT	674.71
L	25+56.82	00.00' LT	674.66
M	25+67.58	59.93' LT	674.32
M2	25+66.89	57.38' LT	674.03
N	25+77.48	57.06' LT	674.40
N2	25+77.06	54.46' LT	674.00
O	25+87.61	55.33' LT	(674.53)
O2	25+87.30	52.74' LT	(673.87)
P	25+88.53	61.21' LT	(674.61)
Q	25+79.38	63.58' LT	674.47
R	25+71.37	65.86' LT	674.34
S	25+63.93	65.59' LT	674.20
T	25+52.91	78.03' LT	674.29
U	25+44.72	87.30' LT	674.56
V	25+40.51	94.58' LT	674.38
W	25+38.33	99.57' LT	(674.26)

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING

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USER NAME -	DESIGNED -	REVISED -
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PLOT DATE -	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

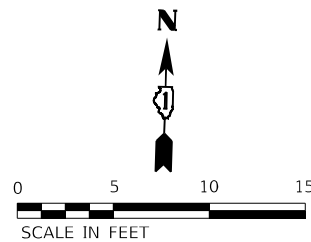
**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
ADA DETAIL SHEETS**

SCALE: 1" = 5' SHEET 2 OF 4 SHEETS STA. N/A TO STA. N/A

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-RS	COOK	49	22
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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**LEGEND**

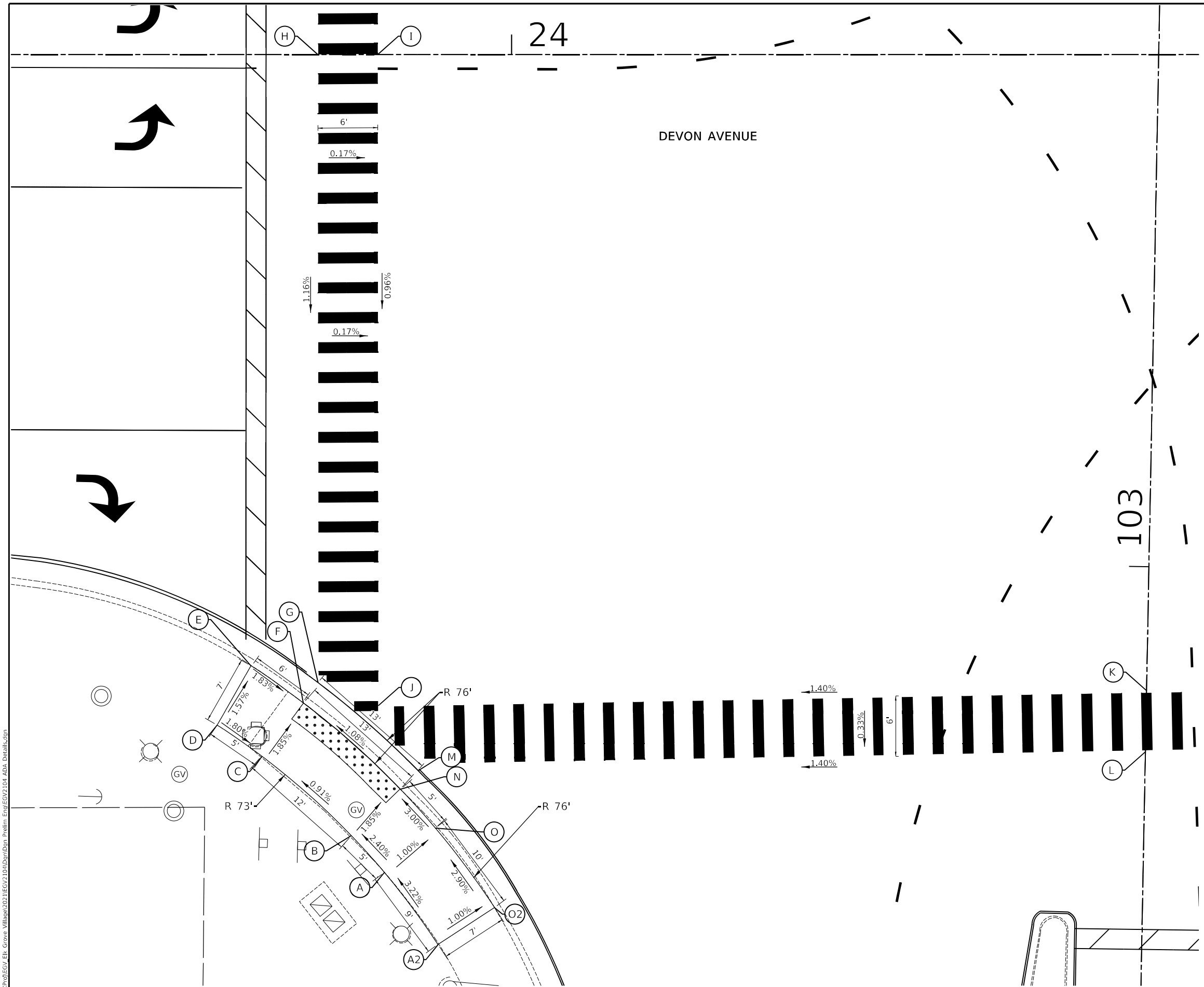
- (A) POINT
- ..... DETECTABLE WARNING
- ▭ SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
- PROPOSED CURB AND GUTTER

**NOTES:**

1. ALL STATION AND OFFSETS ARE REFERENCED TO THE DEVON AVENUE CENTERLINE ALIGNMENT

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	23+87.28	82.13' RT	674.16
A2	23+92.61	89.31' RT (674.45)	
B	23+83.95	78.41' RT	674.04
C	23+74.97	70.47' RT	673.93
D	23+70.48	67.30' RT	674.02
E	23+73.87	61.31' RT	673.91
F	23+79.13	65.09' RT	673.80
G	23+80.62	63.05' RT	673.80
H	23+80.62	00.07' RT	674.53
I	23+86.58	00.00' RT	674.52
J	23+86.63	65.36' RT	673.89
K	24+63.61	63.88' RT	674.98
L	24+63.58	69.97' RT	674.96
M	23+90.68	71.91' RT	673.94
N	23+88.85	73.72' RT	673.94
O	23+92.47	77.78' RT	674.09
O2	23+98.29	85.62' RT (674.38)	

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING



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USER NAME -	DESIGNED -	REVISED -
PLOT SCALE -	DRAWN -	REVISED -
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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 ADA DETAIL SHEETS

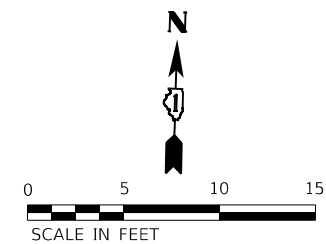
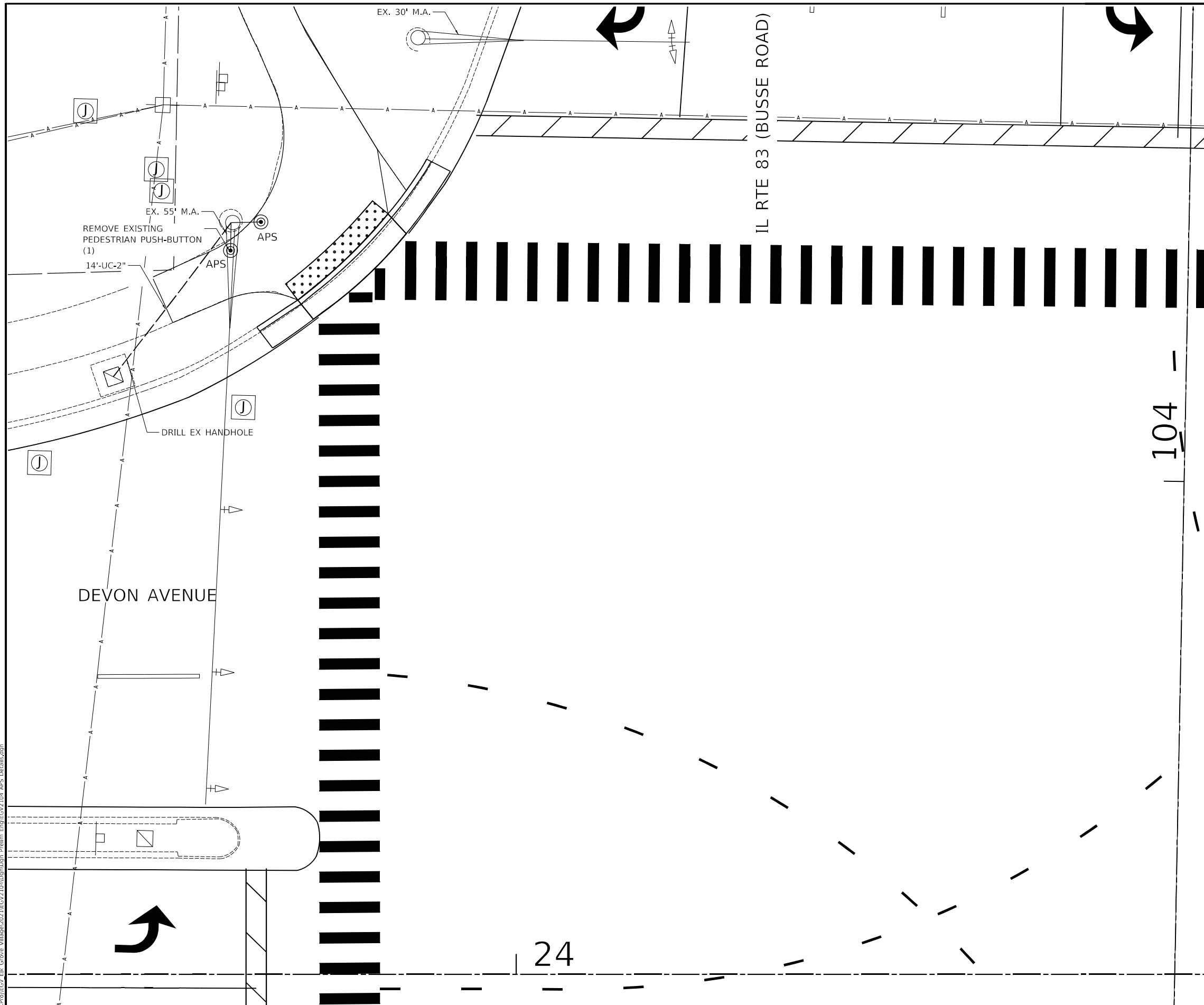
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ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	24
CONTRACT NO. 61J34				

ILLINOIS FED. AID PROJECT

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LEGEND	
	PROP PEDESTRIAN HEAD
	PROP PEDESTRIAN PUSH BUTTON
	PROP UNDERGROUND CONDUIT
	PROP ADA DETECTABLE WARNING
	EXIST HANDHOLE
	EXIST JUNCTION BOX
	EXIST TRAFFIC SIGNAL HEAD
	EXIST TRAFFIC SIGNAL POST
	EXIST TRAFFIC STREET LIGHT
	EXIST TRAFFIC STREET SIGN
	EXIST TRAFFIC SIGNAL

- NOTES**
1. THE INSTALLATION OF ACCESSIBLE PEDESTRIAN SIGNALS SHALL INCLUDE THE INTERACTIVE VIBROTACTILE PEDESTRIAN PUSH BUTTON WITH SPEAKER, AN INFORMATIONAL SIGN, A LIGHT-EMITTING DIODE (LED) INDICATOR LIGHT, A SOLID-STATE ELECTRONIC CONTROL BOARD, A POWER SUPPLY, INTERNAL WIRING AND MOUNTING HARDWARE.
  2. THE INFORMATIONAL SIGN SHALL CONFORM TO THE MUTCD STANDARD R10-3-i (BRAILLE SIGN). THE SELECTION OF THE SIGN SHALL BE APPROVED BY THE ENGINEER.

- GENERAL NOTES**
1. CONTACT IDOT DISTRICT 1 TRAFFIC SIGNAL SECTION 72 HOURS IN ADVANCE FOR PEDESTRIAN PUSH BUTTON LAYOUT.
  2. ALL PEDESTRIAN PUSH BUTTON POSTS SHALL BE LOCATED AS SHOWN IN THE PLANS, MOUNTED ON EXISTING TRAFFIC SIGNAL POSTS.
  3. ALL PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN 10 FT. FROM THE BACK OF THE CURB OR THE EDGE OF PAVEMENT FOR EACH CROSSING. THE CONTRACTOR SHALL INSTALL PEDESTRIAN PUSH BUTTON EXTENSIONS TO MEET THIS REQUIREMENT.
  4. MOUNTING HEIGHT OF PEDESTRIAN PUSH BUTTONS SHALL BE 36 INCHES (PREFERRED) FROM THE SIDEWALK SURFACE.
  5. SHOP DRAWINGS FOR ALL SIGNAL IMPROVEMENTS INCLUDING APS IMPROVEMENTS SHALL BE PROVIDED TO THE IDOT TRAFFIC SIGNAL SECTION.
  6. A WALK THROUGH AND FINAL INSPECTION OF THE TRAFFIC SIGNAL IMPROVEMENTS SHALL BE COORDINATED WITH THE TRAFFIC SIGNAL SECTION.
  7. IDOT TRAFFIC SIGNAL SECTION APPROVAL IS NEEDED PRIOR TO TRANSFER OF TRAFFIC SIGNAL MAINTENANCE.

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USER NAME -	DESIGNED -	REVISED -
PLOT SCALE -	DRAWN -	REVISED -
PLOT DATE -	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 ACCESSIBLE PEDESTRIAN SIGNAL PLAN  
 SCALE: 1"=5' SHEET 4 OF 4 SHEETS STA. TO STA.

RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	25
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

TS 3410  
ECON 111

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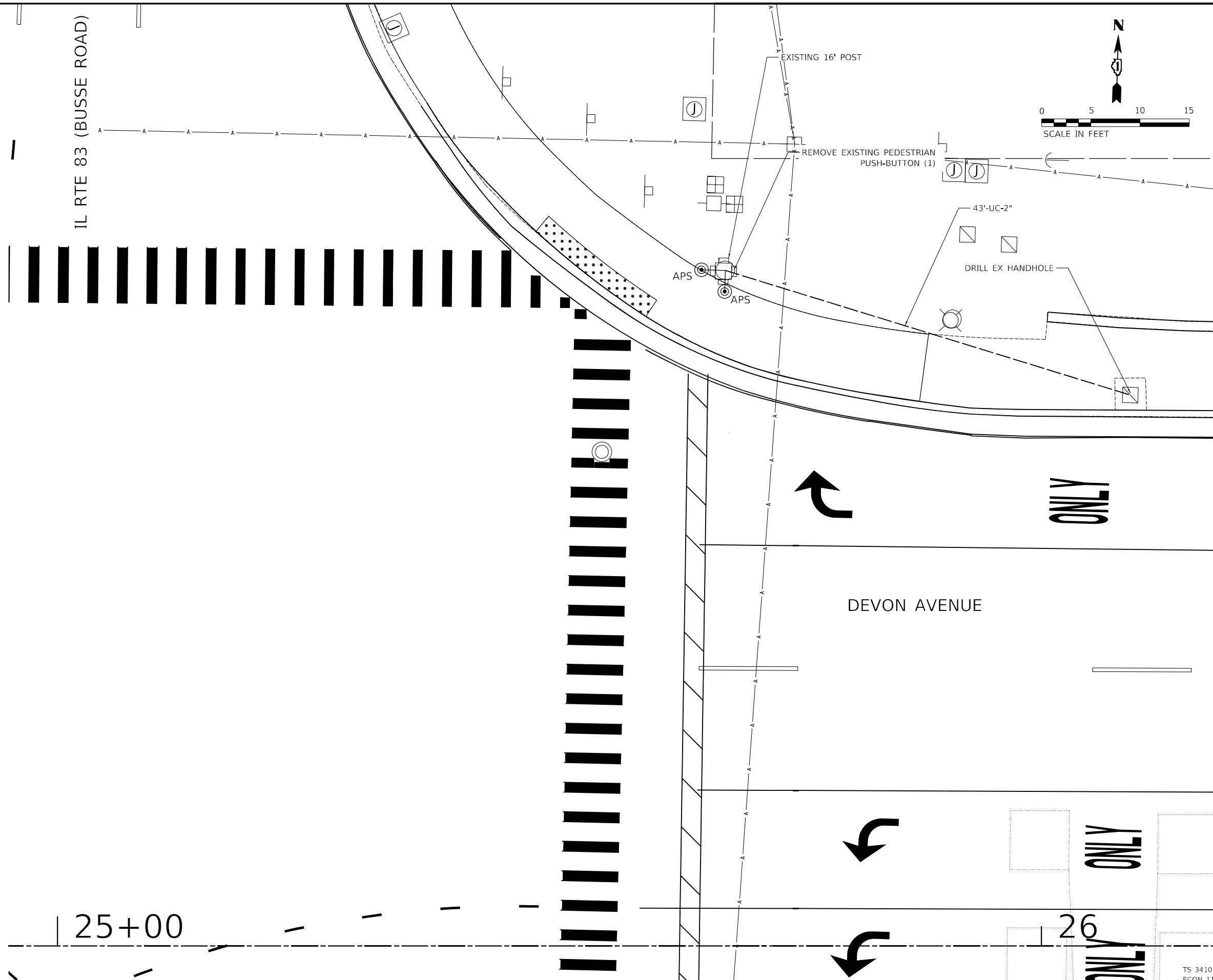
LEGEND	
	PROP PEDESTRIAN HEAD
	PROP PEDESTRIAN PUSH BUTTON
	PROP UNDERGROUND CONDUIT
	PROP ADA DETECTABLE WARNING
	EXIST HANDHOLE
	EXIST JUNCTION BOX
	EXIST TRAFFIC SIGNAL HEAD
	EXIST TRAFFIC SIGNAL POST
	EXIST TRAFFIC STREET LIGHT
	EXIST TRAFFIC STREET SIGN
	EXIST TRAFFIC SIGNAL

**NOTES**

- THE INSTALLATION OF ACCESSIBLE PEDESTRIAN SIGNALS SHALL INCLUDE THE INTERACTIVE VIBROTACTILE PEDESTRIAN PUSH BUTTON WITH SPEAKER, AN INFORMATIONAL SIGN, A LIGHT-EMITTING DIODE (LED) INDICATOR LIGHT, A SOLID-STATE ELECTRONIC CONTROL BOARD, A POWER SUPPLY, INTERNAL WIRING AND MOUNTING HARDWARE.
- THE INFORMATIONAL SIGN SHALL CONFORM TO THE MUTCD STANDARD R10-3-i (BRAILLE SIGN). THE SELECTION OF THE SIGN SHALL BE APPROVED BY THE ENGINEER.

**GENERAL NOTES**

- CONTACT IDOT DISTRICT 1 TRAFFIC SIGNAL SECTION 72 HOURS IN ADVANCE FOR PEDESTRIAN PUSH BUTTON LAYOUT.
- ALL PEDESTRIAN PUSH BUTTON POSTS SHALL BE LOCATED AS SHOWN IN THE PLANS, MOUNTED ON EXISTING TRAFFIC SIGNAL POSTS.
- ALL PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN 10 FT. FROM THE BACK OF THE CURB OR THE EDGE OF PAVEMENT FOR EACH CROSSING. THE CONTRACTOR SHALL INSTALL PEDESTRIAN PUSH BUTTON EXTENSIONS TO MEET THIS REQUIREMENT.
- MOUNTING HEIGHT OF PEDESTRIAN PUSH BUTTONS SHALL BE 36 INCHES (PREFERRED) FROM THE SIDEWALK SURFACE.
- SHOP DRAWINGS FOR ALL SIGNAL IMPROVEMENTS INCLUDING APS IMPROVEMENTS SHALL BE PROVIDED TO THE IDOT TRAFFIC SIGNAL SECTION.
- A WALK THROUGH AND FINAL INSPECTION OF THE TRAFFIC SIGNAL IMPROVEMENTS SHALL BE COORDINATED WITH THE TRAFFIC SIGNAL SECTION.
- IDOT TRAFFIC SIGNAL SECTION APPROVAL IS NEEDED PRIOR TO TRANSFER OF TRAFFIC SIGNAL MAINTENANCE.



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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

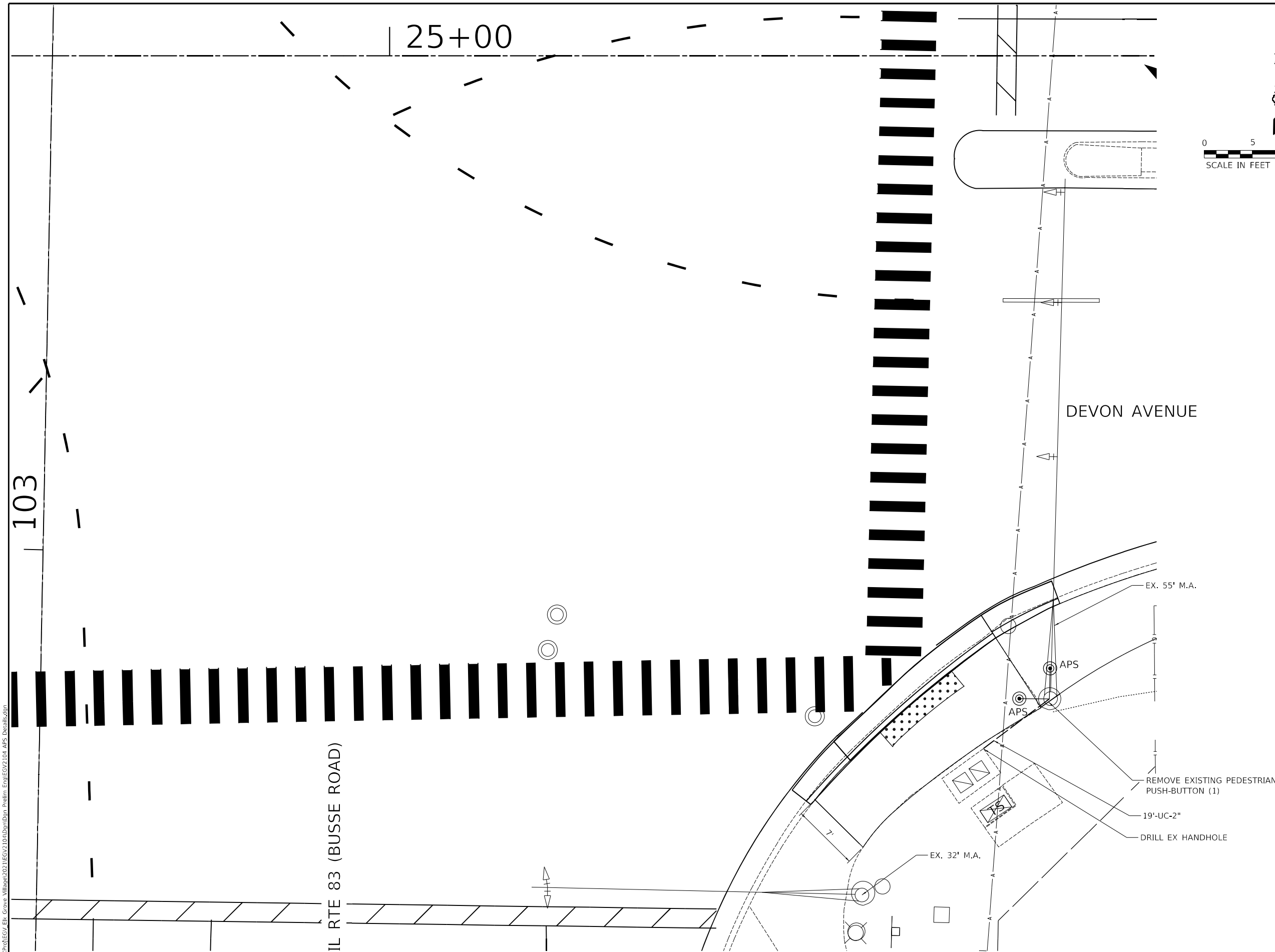
**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)**  
**ACCESSIBLE PEDESTRIAN SIGNAL PLAN**

SCALE: 1"=5' SHEET 2 OF 4 SHEETS STA. TO STA.

RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	26
CONTRACT NO. 61J34				

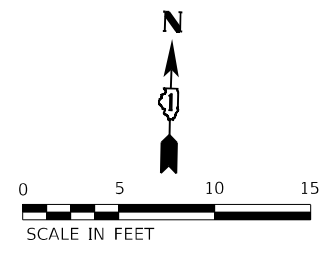
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ECON 111

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**LEGEND**

	PROP PEDESTRIAN HEAD
	PROP PEDESTRIAN PUSH BUTTON
	PROP UNDERGROUND CONDUIT
	PROP ADA DETECTABLE WARNING
	EXIST HANDHOLE
	EXIST JUNCTION BOX
	EXIST TRAFFIC SIGNAL HEAD
	EXIST TRAFFIC SIGNAL POST
	EXIST TRAFFIC STREET LIGHT
	EXIST TRAFFIC STREET SIGN
	EXIST TRAFFIC SIGNAL



**NOTES**

1. THE INSTALLATION OF ACCESSIBLE PEDESTRIAN SIGNALS SHALL INCLUDE THE INTERACTIVE VIBROTACTILE PEDESTRIAN PUSH BUTTON WITH SPEAKER, AN INFORMATIONAL SIGN, A LIGHT-EMITTING DIODE (LED) INDICATOR LIGHT, A SOLID-STATE ELECTRONIC CONTROL BOARD, A POWER SUPPLY, INTERNAL WIRING AND MOUNTING HARDWARE.
2. THE INFORMATIONAL SIGN SHALL CONFORM TO THE MUTCD STANDARD R10-3-i (BRAILLE SIGN). THE SELECTION OF THE SIGN SHALL BE APPROVED BY THE ENGINEER.

**GENERAL NOTES**

1. CONTACT IDOT DISTRICT 1 TRAFFIC SIGNAL SECTION 72 HOURS IN ADVANCE FOR PEDESTRIAN PUSH BUTTON LAYOUT.
2. ALL PEDESTRIAN PUSH BUTTON POSTS SHALL BE LOCATED AS SHOWN IN THE PLANS, MOUNTED ON EXISTING TRAFFIC SIGNAL POSTS.
3. ALL PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN 10 FT. FROM THE BACK OF THE CURB OR THE EDGE OF PAVEMENT FOR EACH CROSSING. THE CONTRACTOR SHALL INSTALL PEDESTRIAN PUSH BUTTON EXTENSIONS TO MEET THIS REQUIREMENT.
4. MOUNTING HEIGHT OF PEDESTRIAN PUSH BUTTONS SHALL BE 36 INCHES (PREFERRED) FROM THE SIDEWALK SURFACE.
5. SHOP DRAWINGS FOR ALL SIGNAL IMPROVEMENTS INCLUDING APS IMPROVEMENTS SHALL BE PROVIDED TO THE IDOT TRAFFIC SIGNAL SECTION.
6. A WALK THROUGH AND FINAL INSPECTION OF THE TRAFFIC SIGNAL IMPROVEMENTS SHALL BE COORDINATED WITH THE TRAFFIC SIGNAL SECTION.
7. IDOT TRAFFIC SIGNAL SECTION APPROVAL IS NEEDED PRIOR TO TRANSFER OF TRAFFIC SIGNAL MAINTENANCE.

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 Sugar Grove, Illinois 60554  
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 ACCESSIBLE PEDESTRIAN SIGNAL PLAN**

SCALE: 1"=5' SHEET 3 OF 4 SHEETS STA. TO STA.

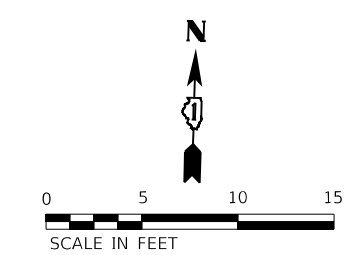
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	27
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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DEVON AVENUE

ONLY



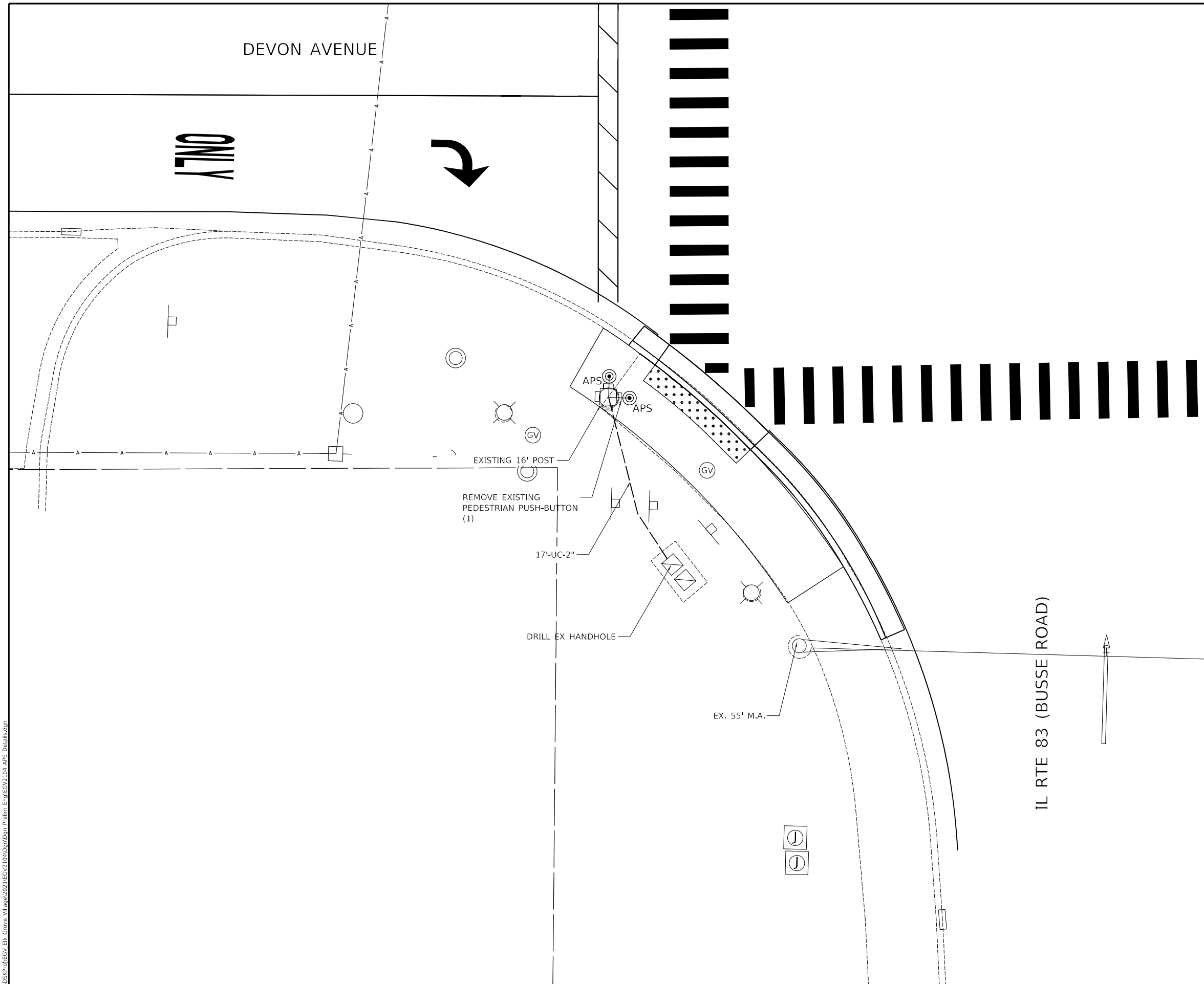
LEGEND	
	PROP PEDESTRIAN HEAD
	PROP PEDESTRIAN PUSH BUTTON
	PROP UNDERGROUND CONDUIT
	PROP ADA DETECTABLE WARNING
	EXIST HANDHOLE
	EXIST JUNCTION BOX
	EXIST TRAFFIC SIGNAL HEAD
	EXIST TRAFFIC SIGNAL POST
	EXIST TRAFFIC STREET LIGHT
	EXIST TRAFFIC STREET SIGN
	EXIST TRAFFIC SIGNAL

**NOTES**

1. THE INSTALLATION OF ACCESSIBLE PEDESTRIAN SIGNALS SHALL INCLUDE THE INTERACTIVE VIBROTACTILE PEDESTRIAN PUSH BUTTON WITH SPEAKER, AN INFORMATIONAL SIGN, A LIGHT-EMITTING DIODE (LED) INDICATOR LIGHT, A SOLID-STATE ELECTRONIC CONTROL BOARD, A POWER SUPPLY, INTERNAL WIRING AND MOUNTING HARDWARE.
2. THE INFORMATIONAL SIGN SHALL CONFORM TO THE MUTCD STANDARD R10-3-i (BRAILLE SIGN). THE SELECTION OF THE SIGN SHALL BE APPROVED BY THE ENGINEER.

**GENERAL NOTES**

1. CONTACT IDOT DISTRICT 1 TRAFFIC SIGNAL SECTION 72 HOURS IN ADVANCE FOR PEDESTRIAN PUSH BUTTON LAYOUT.
2. ALL PEDESTRIAN PUSH BUTTON POSTS SHALL BE LOCATED AS SHOWN IN THE PLANS, MOUNTED ON EXISTING TRAFFIC SIGNAL POSTS.
3. ALL PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN 10 FT. FROM THE BACK OF THE CURB OR THE EDGE OF PAVEMENT FOR EACH CROSSING. THE CONTRACTOR SHALL INSTALL PEDESTRIAN PUSH BUTTON EXTENSIONS TO MEET THIS REQUIREMENT.
4. MOUNTING HEIGHT OF PEDESTRIAN PUSH BUTTONS SHALL BE 36 INCHES (PREFERRED) FROM THE SIDEWALK SURFACE.
5. SHOP DRAWINGS FOR ALL SIGNAL IMPROVEMENTS INCLUDING APS IMPROVEMENTS SHALL BE PROVIDED TO THE IDOT TRAFFIC SIGNAL SECTION.
6. A WALK THROUGH AND FINAL INSPECTION OF THE TRAFFIC SIGNAL IMPROVEMENTS SHALL BE COORDINATED WITH THE TRAFFIC SIGNAL SECTION.
7. IDOT TRAFFIC SIGNAL SECTION APPROVAL IS NEEDED PRIOR TO TRANSFER OF TRAFFIC SIGNAL MAINTENANCE.



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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

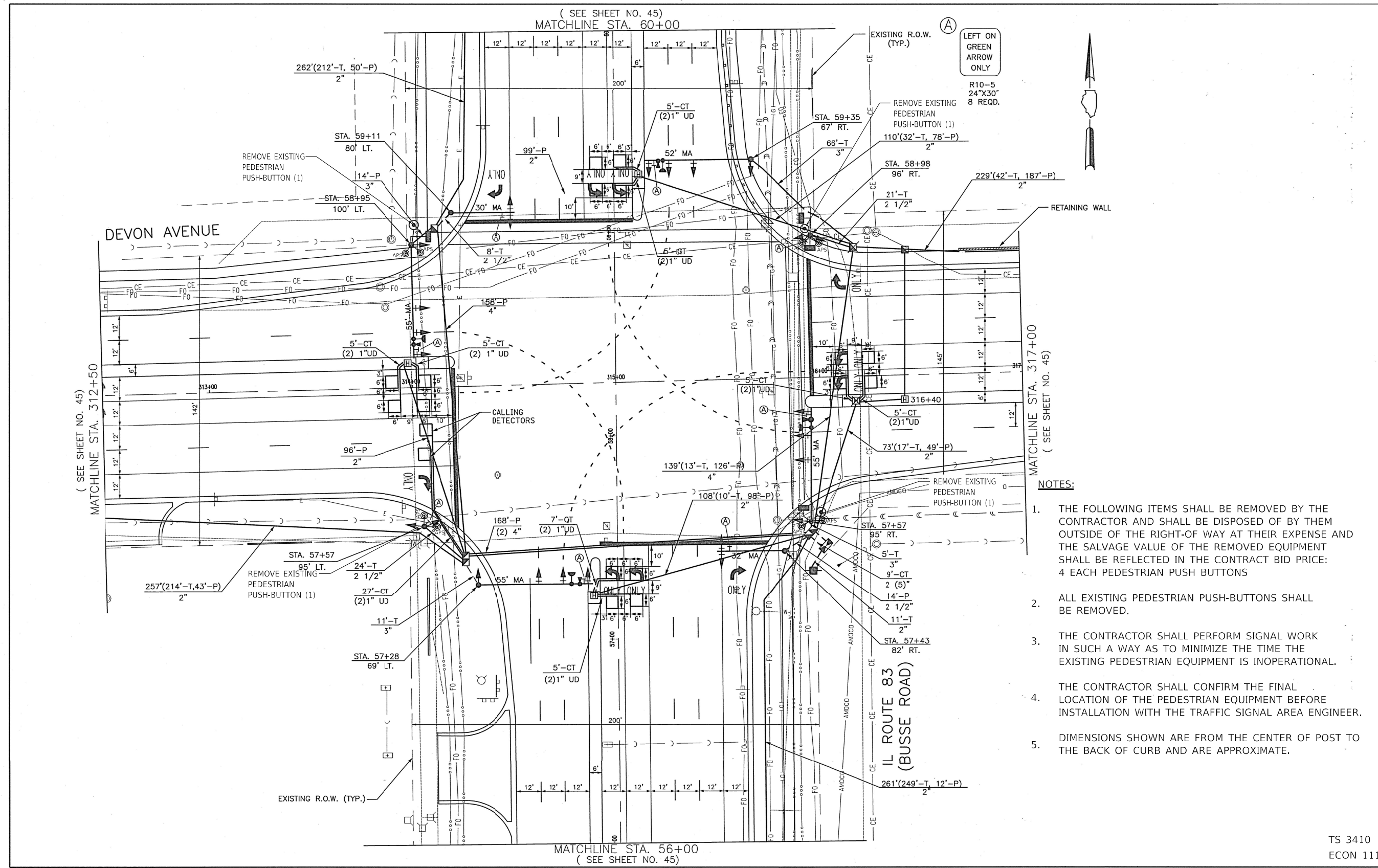
DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 ACCESSIBLE PEDESTRIAN SIGNAL PLAN

SCALE: 1"=5' SHEET 4 OF 4 SHEETS STA. TO STA.

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	28
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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LEFT ON GREEN ARROW ONLY  
R10-5  
24"X30"  
8 REQD.



**NOTES:**

1. THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE OF THE RIGHT-OF WAY AT THEIR EXPENSE AND THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE: 4 EACH PEDESTRIAN PUSH BUTTONS
2. ALL EXISTING PEDESTRIAN PUSH-BUTTONS SHALL BE REMOVED.
3. THE CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE EXISTING PEDESTRIAN EQUIPMENT IS INOPERATIONAL.
4. THE CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL AREA ENGINEER.
5. DIMENSIONS SHOWN ARE FROM THE CENTER OF POST TO THE BACK OF CURB AND ARE APPROXIMATE.

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ECON 111

**FOR REFERENCE ONLY**

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
TRAFFIC SIGNAL APS INSTALLATION

SCALE: N.T.S.	SHEET 1 OF 3 SHEETS	STA. TO STA.
---------------	---------------------	--------------

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	29
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

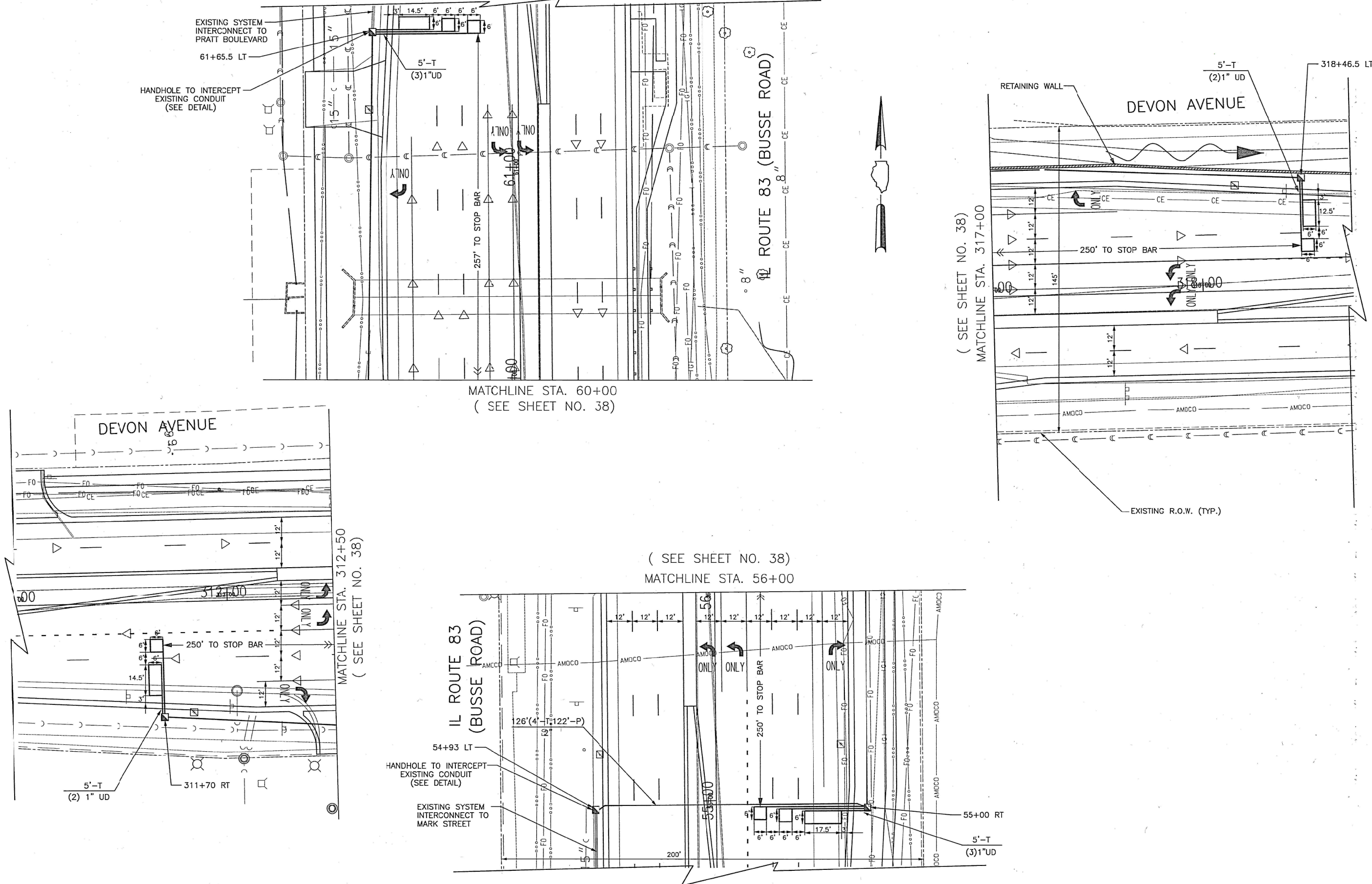
DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 EXISTING TRAFFIC SIGNAL PLAN

SCALE: N.T.S. SHEET 2 OF 3 SHEETS STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	30
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

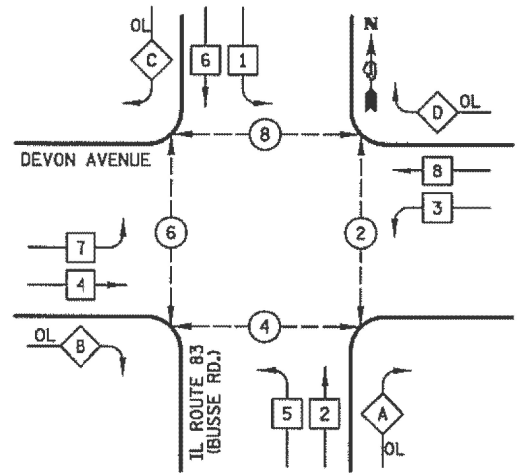
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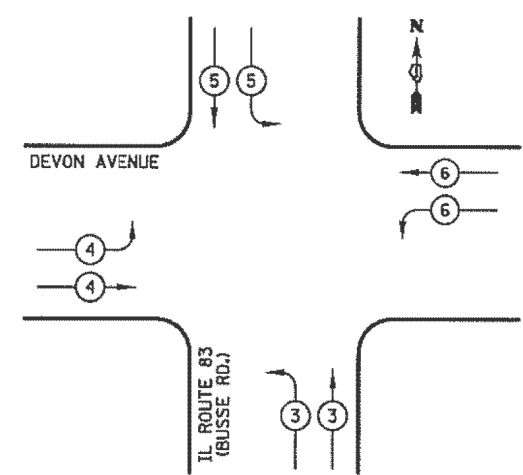


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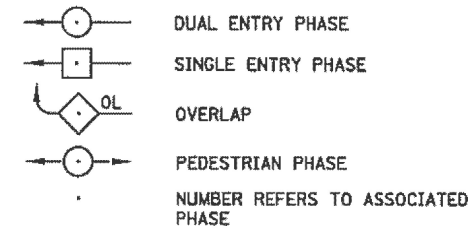
**EXISTING CONTROLLER SEQUENCE**



**EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**LEGEND**



EXISTING EMERGENCY VEHICLE PREEMPTORS				
EMERGENCY VEHICLE PREEMPTOR	3	4	5	6
MOVEMENT				

**PHASE DESIGNATION DIAGRAM**

**RIGHT TURN OVERLAP PHASE DESIGNATION**

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3
B	= 4	+ 5
C	= 6	+ 7
D	= 8	+ 1

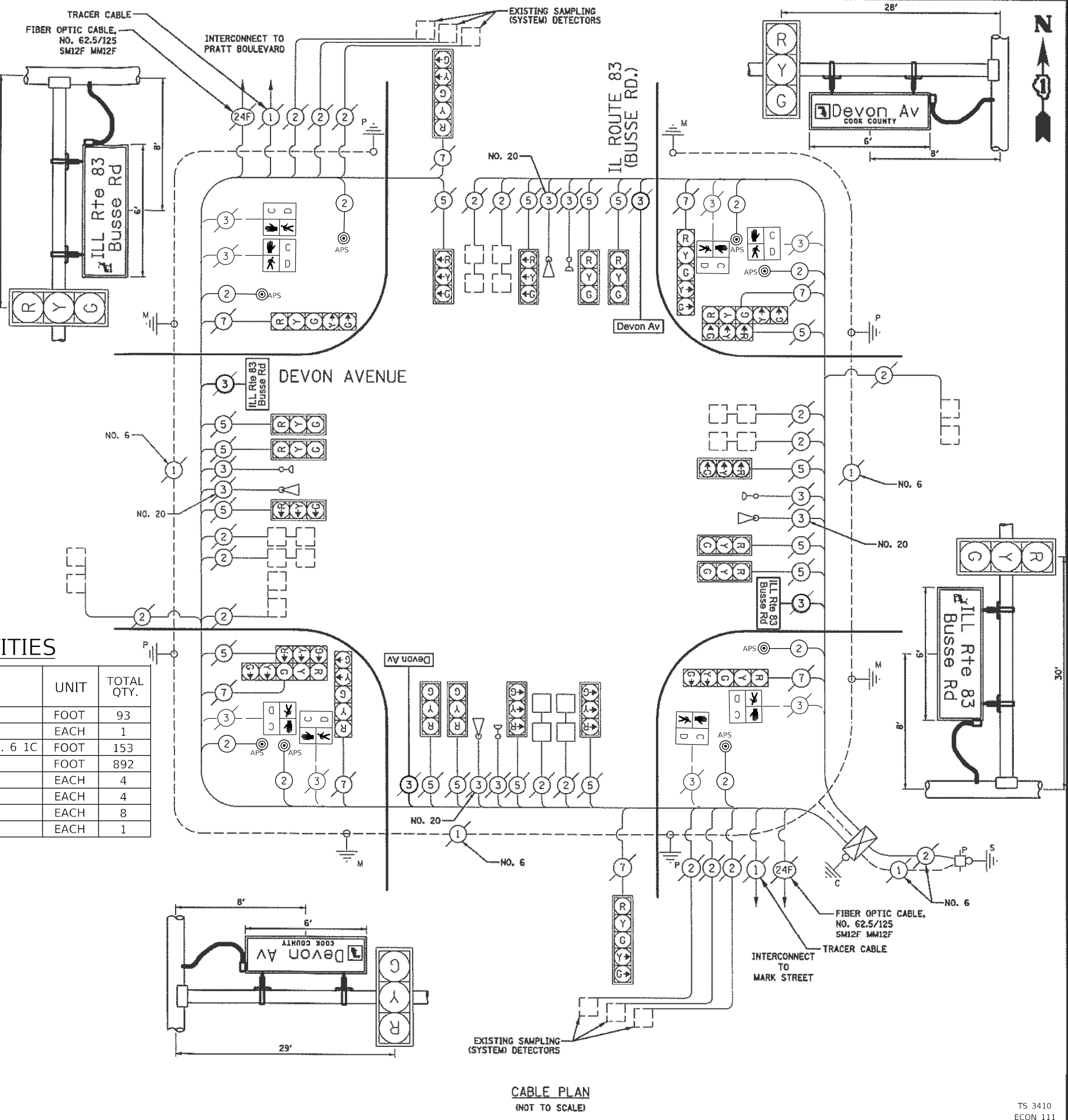
**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNIT	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	93
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	153
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	892
DRILL EXISTING HANDHOLE	EACH	4
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	8
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. LAMPS	WATTAGE INCAND.	LED	% OPERATION	
SIGNAL (RED)	24		17	0.50	204
(YELLOW)	24		25	0.25	150
(GREEN)	24		15	0.25	90
ARROW	16		12	0.10	20
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	300
LED STREET NAME SIGN	4		66	0.50	132
FLASHER				0.50	
TOTAL =					1096

**ENERGY COSTS TO:** VILLAGE OF ELK GROVE VILLAGE, 901 WELLINGTON AVENUE, ELK GROVE VILLAGE, ILLINOIS 60007. CONTACT: ELANOR SARALLO, PHONE: (630) 424-5124, COMPANY: COM ED, ACCT. # 08291-53004

**ENERGY SUPPLY:**



**CABLE PLAN**  
(NOT TO SCALE)

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CHECKED -	REVISIONS -
DATE -	REVISIONS -

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DEPARTMENT OF TRANSPORTATION

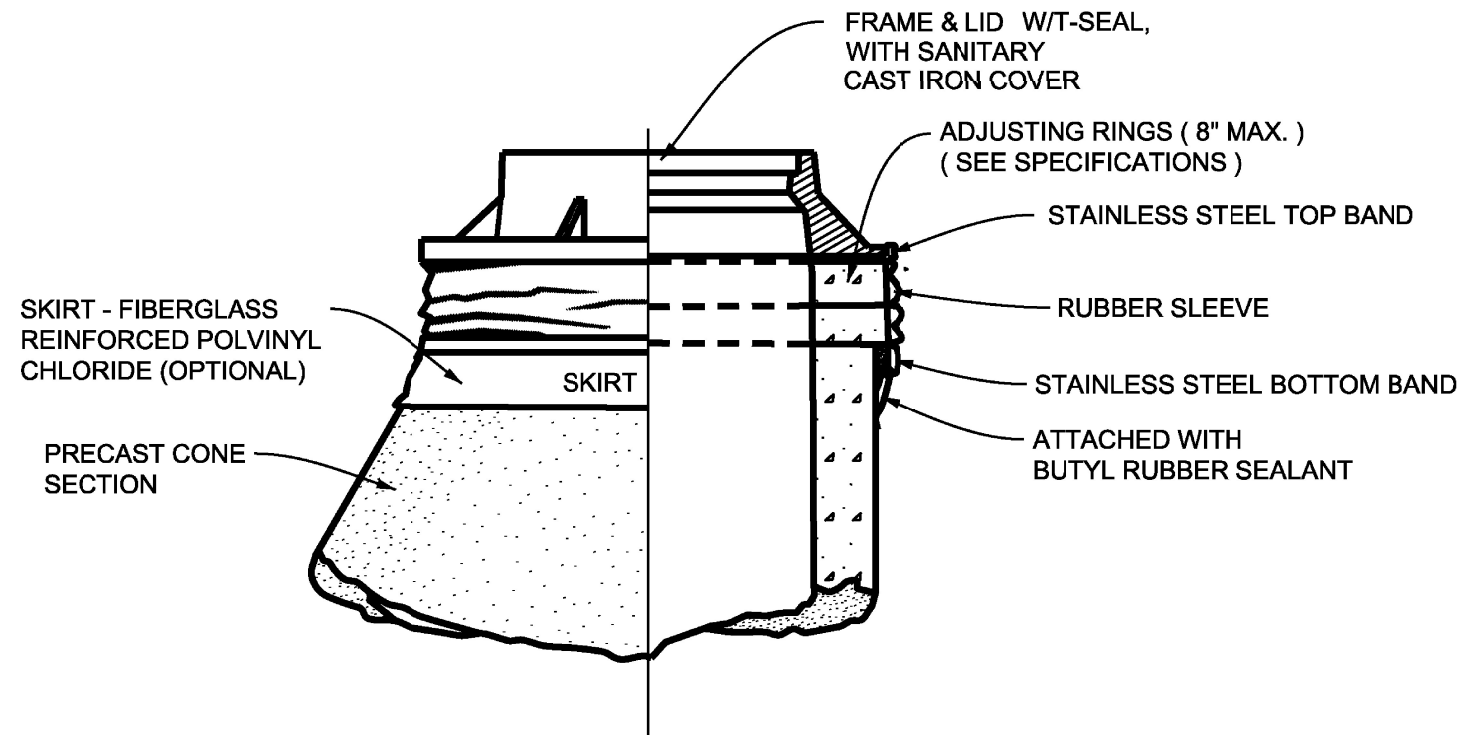
**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)**  
**CABLE PLAN, PHASE DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE AND SCHEDULE OF QUANTITIES**

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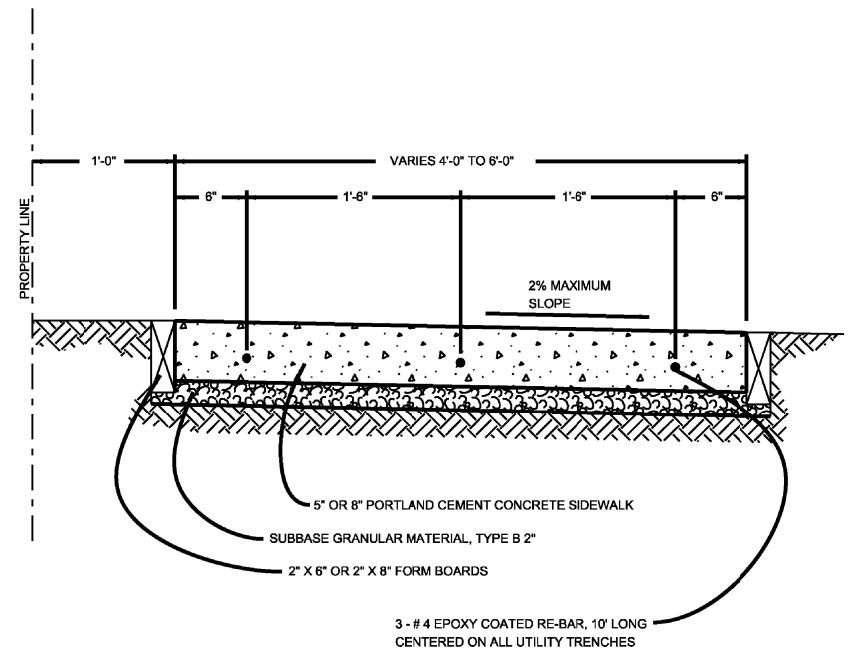
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1349	21-00075-00-R5	COOK	49	31

CONTRACT NO. 61134  
ILLINOIS FED. AID PROJECT

TS 3410  
ECON 111



# CHIMNEY SEAL



**NOTE:**

1. PROVIDE 1/2" PREFORMED EXPANSION JOINT (FULL DEPTH) AT 50' INTERVALS AND ALONG ALL ABUTTING CONCRETE WORK.
2. ALL CURB SIDEWALK RAMPs SHALL MEET THE APPLICABLE IDOT STANDARDS 424001, 424006, 424011, 424016, OR 424021.
3. DETECTABLE WARNING PANELS SHALL BE ONE OF THE PRODUCTS SPECIFIED IN THE SPECIAL PROVISIONS AND SHALL BE INSTALLED PER THE APPLICABLE IDOT STANDARDS 424001, 424006, 424011, 424016, OR 424021.
4. SEE THE SPECIFICATIONS FOR LANDSCAPE AND PAVEMENT RESTORATION.
5. SIDEWALK THROUGH DRIVE ENTRANCES SHALL HAVE CONTRACTION JOINTS ON 4-FOOT CENTERS UNLESS OTHERWISE DIRECTED BY ENGINEER.

# PCC SIDEWALK

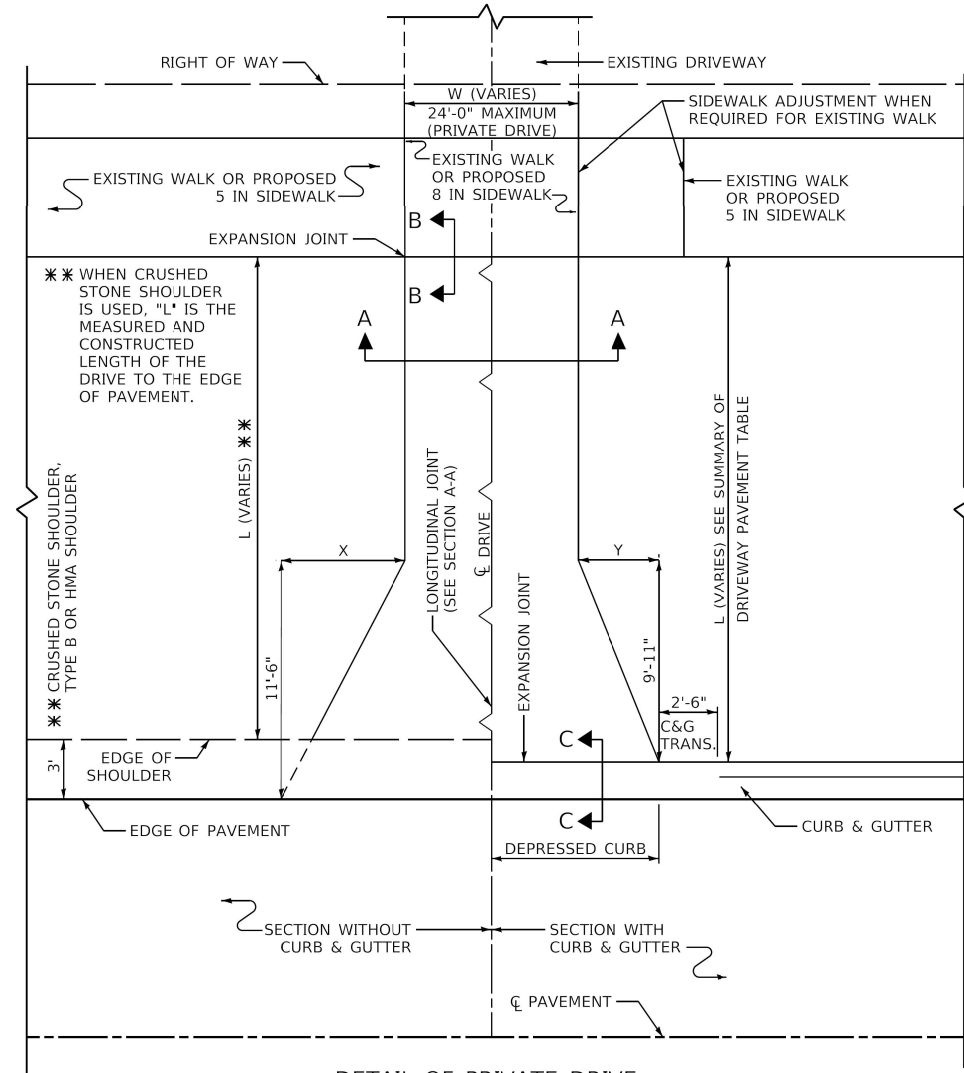
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PLOT DATE -	DATE -	REVISED -

RTS.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	32
CONTRACT NO. 61J34				

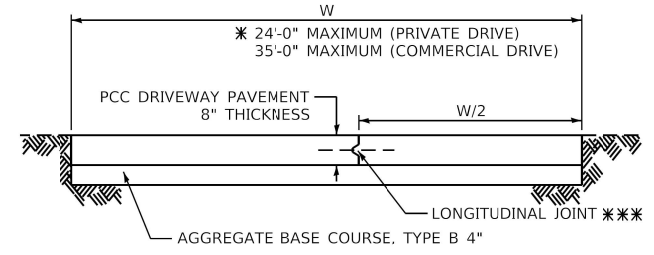
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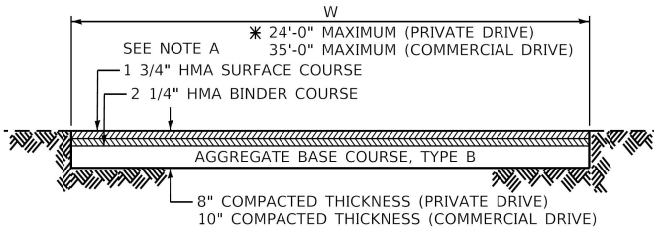


**DETAIL OF PRIVATE DRIVE**

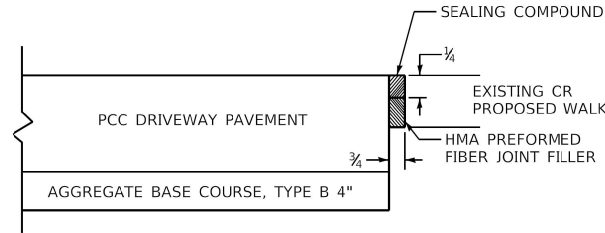
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**SECTION A-A PCC DRIVEWAY**

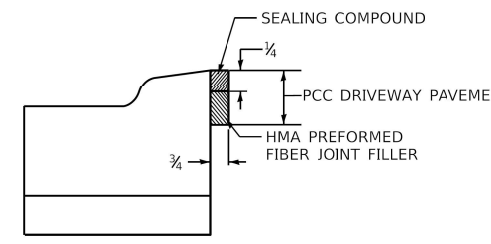


**SECTION A-A HMA DRIVEWAY**



**SECTION B-B**

THE EXPANSION JOINT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OR PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE DRIVEWAY.



**SECTION C-C**

**GUIDE FOR DRIVEWAY LENGTH**

1. MEET EXISTING WALK (USE JOINT FOR PCC PAVEMENT SECTION B-B)
2. IF THERE IS NO EXISTING OR PROPOSED WALK, EXTEND TO RIGHT OF WAY LINE
3. IF THERE IS NO EXISTING WALK BUT A PROPOSED WALK IS REQUIRED, CONSTRUCT 8 INCH WALK FOR FULL DRIVEWAY WIDTH (SECTION B-B)
4. IF THERE IS A WALK ADJUSTMENT, CONSTRUCT 8\"/>

QUANTITIES SHALL BE COMPUTED ON THE BASIS OF THE DRIVES EXTENDING TO SIDEWALK OR RIGHT OF WAY LINE AS SHOWN ON THE PLANS. HOWEVER, IT SHALL BE THE RESPONSIBILITY OF THE FIELD ENGINEER TO DETERMINE THE ACTUAL LIMITS OF EACH INSTANCE.

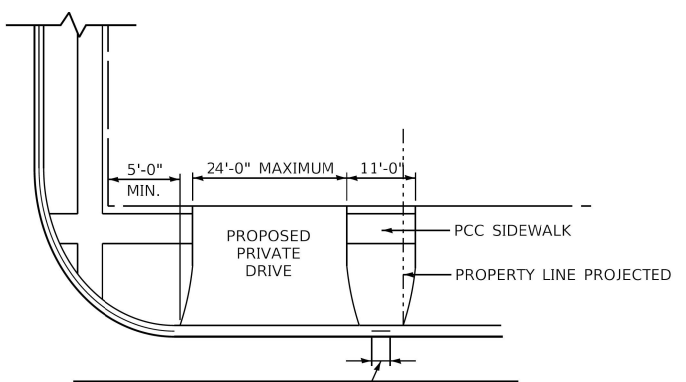
**CHART**

FOR DRIVEWAY WIDTH - W (FT) *	X (FT)	Y (FT)
12	6.0	4.2
14 - 16	4.9	3.4
17 - 18	4.0	2.9
OVER 18	3.2	2.3

\* PRIVATE DRIVES: 12'-0" MINIMUM, 24'-0" MAXIMUM  
 COMMERCIAL DRIVES: 12'-0" MINIMUM, 24'-0" MAXIMUM FOR 1-WAY OPERATION  
 24'-0" MINIMUM, 35'-0" MAXIMUM FOR 2-WAY OPERATION

**MAXIMUM DRIVEWAY SLOPE**

PROPERTY	URBAN	RURAL	RURAL (PERMIT WORK ONLY)
COMMERCIAL	6%	6%	10%
NON-COMMERCIAL	8%	8%	12%



DESIRABLE DISTANCE OF FULL CURB HEIGHT BETWEEN ADJACENT DRIVES SHALL BE 6'-0". IT IS DESIRABLE THAT THE DRIVE RETURNS TERMINATE WITHIN THE PROPERTY LINE AS PROJECTED.

**LIMITATIONS UPON PRIVATE DRIVES**

AT STREET INTERSECTIONS  
 MAXIMUM WIDTH & MINIMUM DISTANCE BETWEEN DRIVES

**NOTE A**

FOR HMA DRIVEWAYS: AS AN ALTERNATE TO THE 1 3/4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5, N70, AND THE 2 1/4" HOT-MIX ASPHALT CONCRETE BINDER COURSE, IL-19, N70 4" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5 N70 MAY BE USED. IN THE EVENT THE CONTRACTOR ELECTS TO USE THIS ALTERNATE, THE ADDITIONAL 2 1/4" OF HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-12.5 OR 9.5 N70 SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT BINDER COURSE, IL-19, N70.

**GENERAL NOTE:**

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

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MUNICIPALITY, IL COUNTY HIGHWAY: XXX  
 MUNICIPALITY, IL FISCAL YEAR: XXXX  
 NAME TOWNSHIP SECTION: XX-XXXX-XX-XX

COUNTY OF COOK  
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED: XXX REVISIONS GENERAL DATE 1/1/20  
 DRAWN: XXX  
 CHECKED: XXX

**PRIVATE AND COMMERCIAL DRIVE DETAIL**  
**COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS**  
**STANDARD C-002**

C-XXX  
 NOT TO SCALE SHEET X

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PLOT SCALE -	CHECKED -	REVISIONS -
PLOT DATE -	DATE -	REVISIONS -

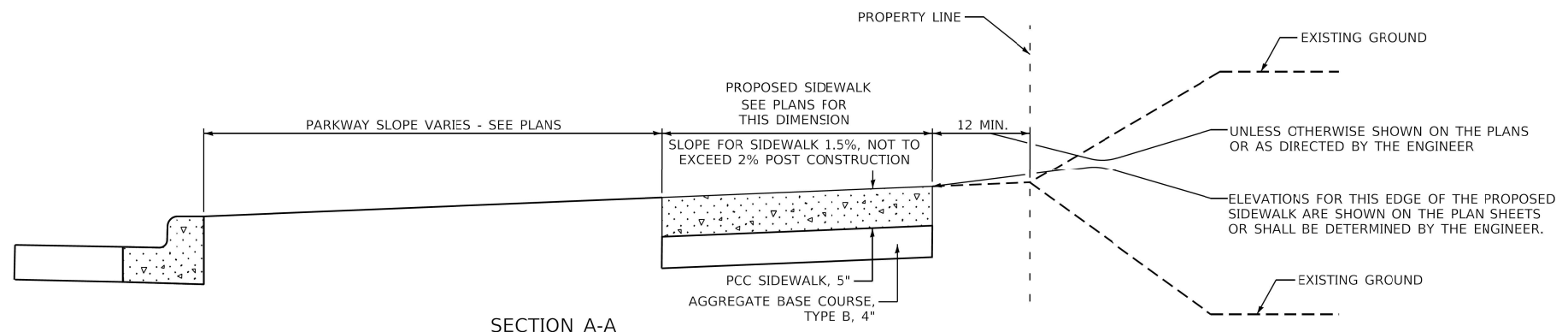
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)**  
**CCDOH STANDARDS**

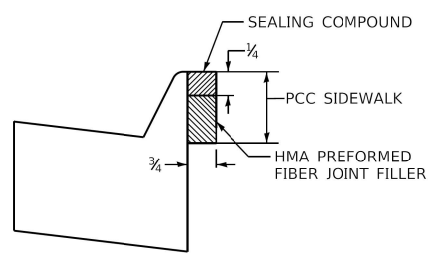
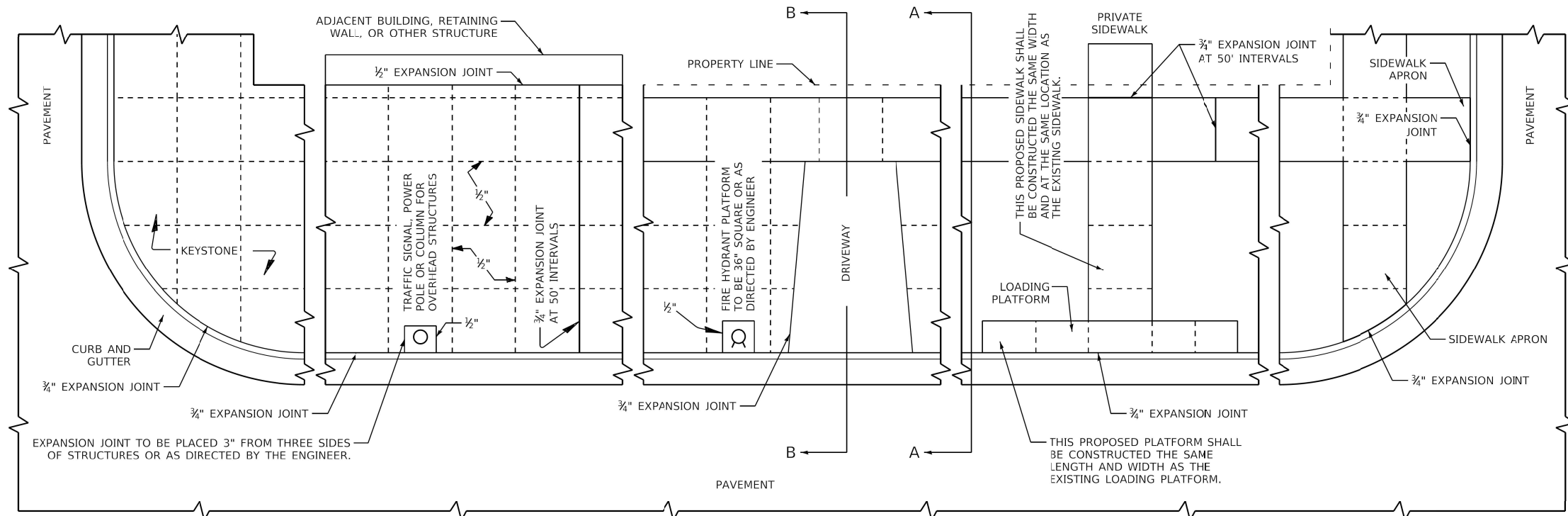
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	33
CONTRACT NO. 61J34				

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT

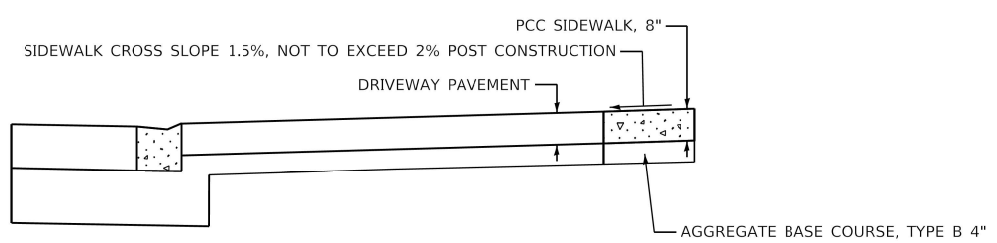
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SECTION A-A



EXPANSION JOINT DETAIL



SECTION B-B

**GENERAL NOTES:**  
 ALL EXPANSION JOINTS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 424.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR PORTLAND CEMENT CONCRETE SIDEWALK OF THE THICKNESS SPECIFIED.  
 ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

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 PLOT DATE = 3/2/2023 12:18:28 PM  
 MODEL = \$MODELNAME\$  
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MUNICIPALITY, IL	COUNTY HIGHWAY:	XXX
MUNICIPALITY, IL	FISCAL YEAR:	XXXX
NAME TOWNSHIP	SECTION:	XX-XXXX-XX-XX



COUNTY OF COOK  
 DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

COMPUTED:	xxx	REVISIONS	DATE
DRAWN:	xxx	GENERAL	1/1/20
CHECKED:	xxx		

PORTLAND CEMENT CONCRETE SIDEWALK CONSTRUCTION DETAIL  
 COOK COUNTY DEPARTMENT OF TRANSPORTATION AND HIGHWAYS  
 STANDARD C-003

C-XXX	SHEET NO.
NOT TO SCALE	SHEET X

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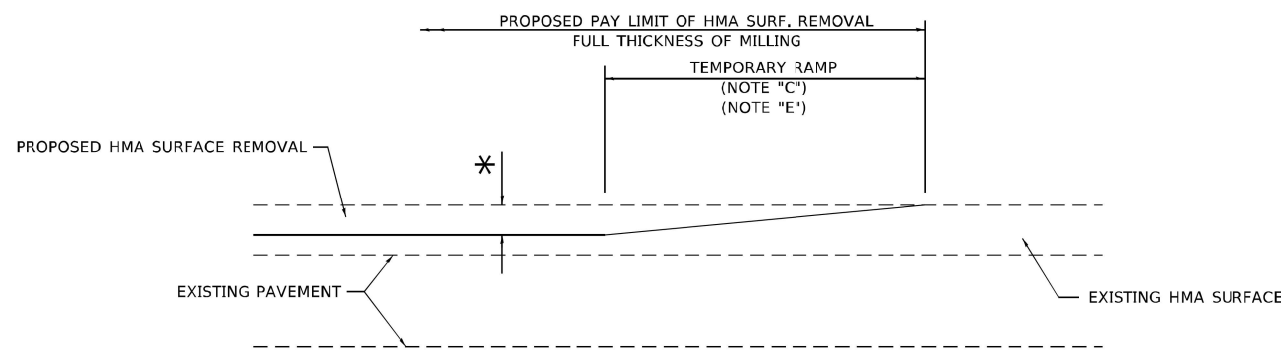
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PLOT DATE -	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 CCDOH STANDARDS

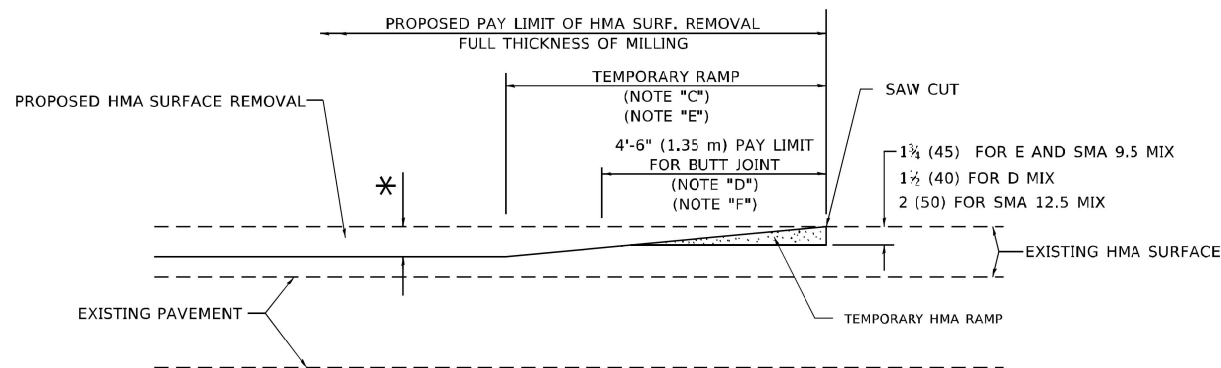
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-RS	COOK	49	34
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.



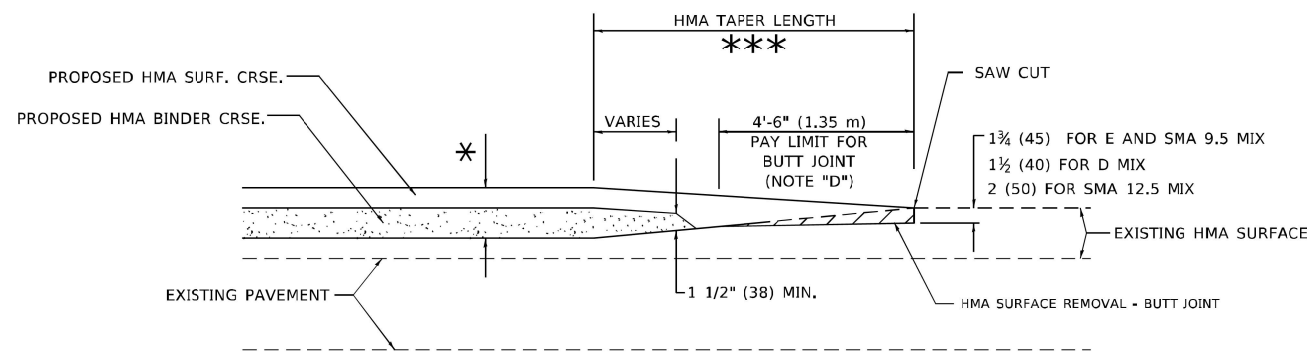
**MILLED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**



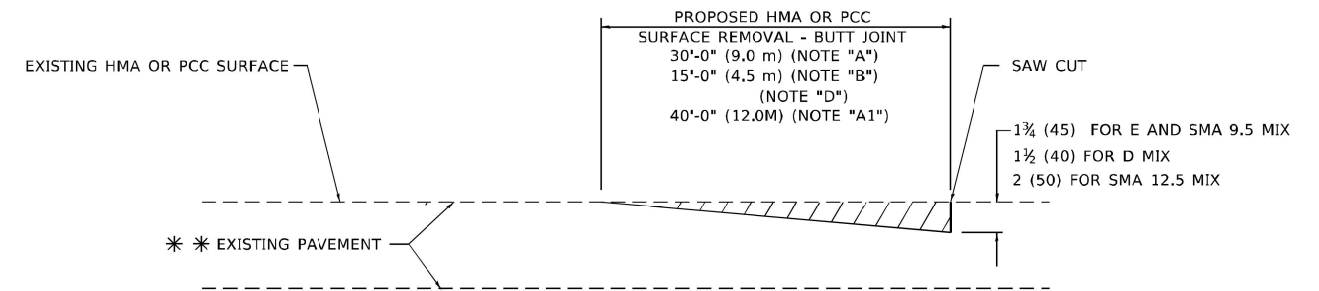
**HMA CONSTRUCTED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**  
**TYPICAL TEMPORARY RAMP**

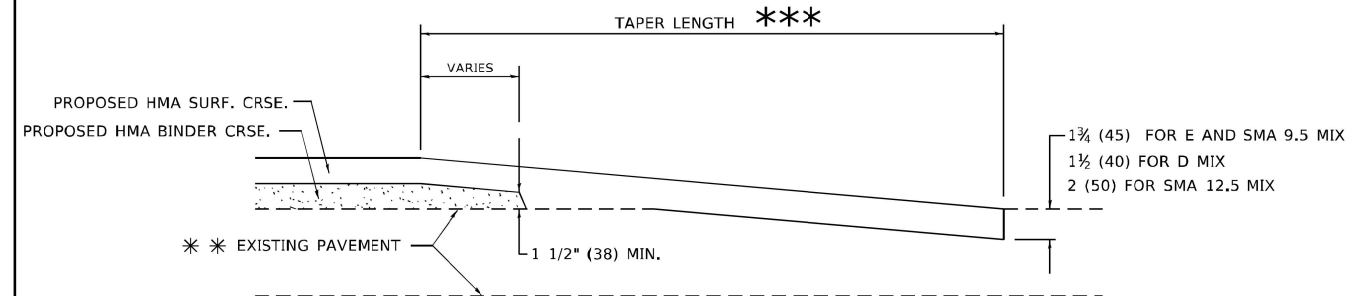


**BUTT JOINT AND HMA TAPER**

**TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

**TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY**

\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**GENERAL NOTES**

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.  
\* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- \*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT**

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

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

USER NAME = Lawrence, Del'Anche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - R. BORO 01-01-07
		REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD400-05 BD-32			
SCALE: NONE			SHEET 1 OF 1 SHEETS	STA. TO STA.
ILLINOIS			FED. AID PROJECT	

USER NAME -	DESIGNED -	REVISED -
PLOT SCALE -	CHECKED -	REVISED -
PLOT DATE -	DATE -	REVISED -

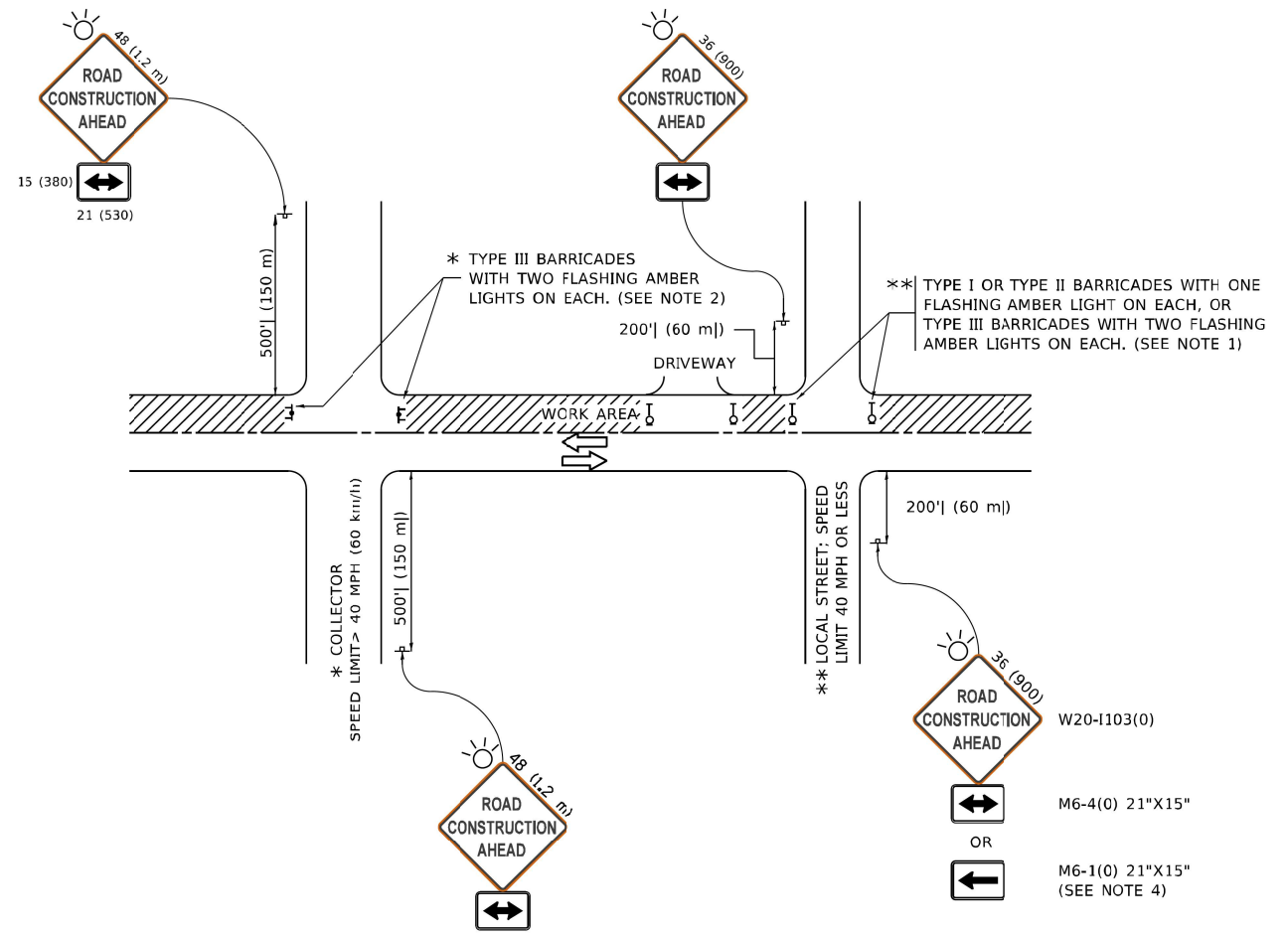
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	35
SCALE:			SHEET 1 OF 12 SHEETS	STA. TO STA.
ILLINOIS			FED. AID PROJECT	

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**NOTES:**

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

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

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PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

USER NAME -	DESIGNED -	REVISED -
PLOT SCALE -	CHECKED -	REVISED -
PLOT DATE -	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS**

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

SCALE: SHEET 2 OF 12 SHEETS STA. TO STA.

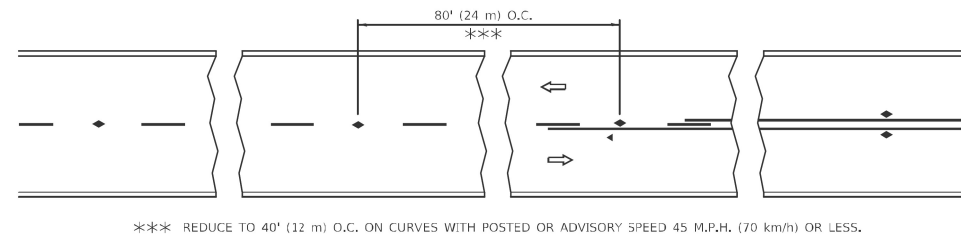
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	<b>TC-10</b>			
			CONTRACT NO.	
			ILLINOIS	FED. AID PROJECT

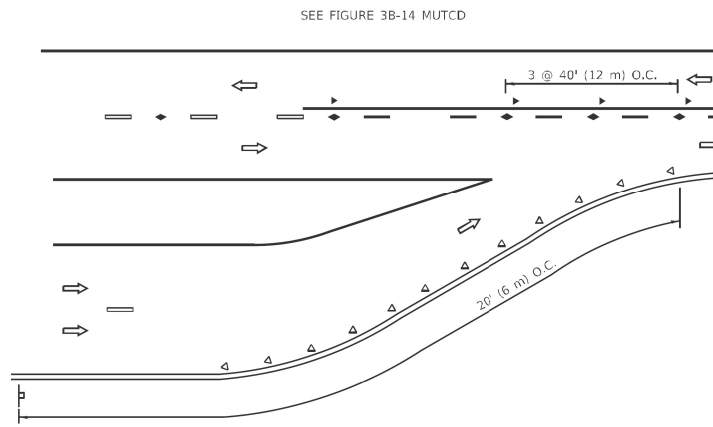
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1346	21-00075-00-R5	COOK	49	36
			CONTRACT NO. 61J34	
			ILLINOIS	FED. AID PROJECT

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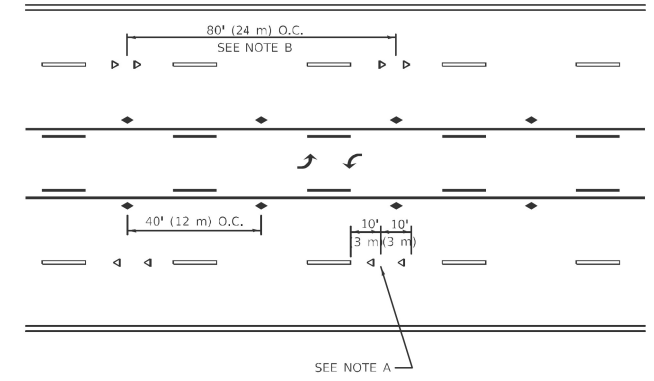
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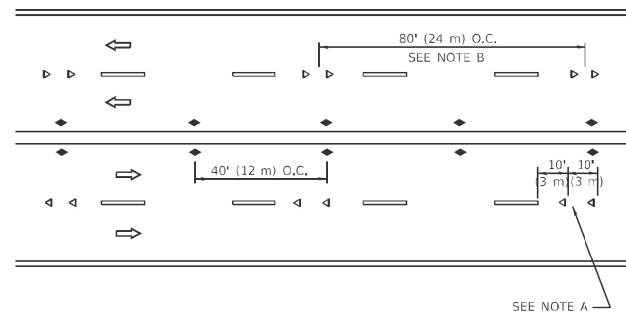
**TWO-LANE/TWO-WAY**



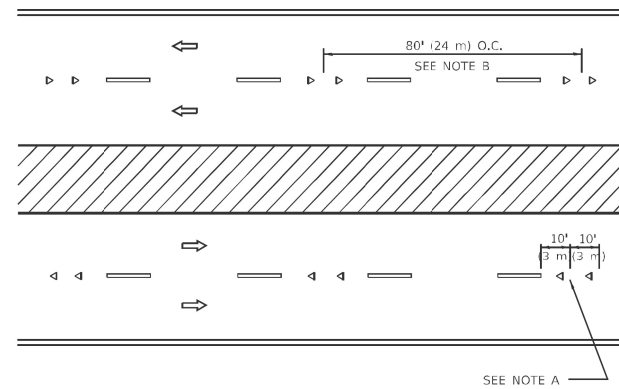
**LANE REDUCTION TRANSITION**



**TWO-WAY LEFT TURN**



**MULTI-LANE/UNDIVIDED**



**MULTI-LANE/DIVIDED**

**GENERAL NOTES**

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

**SYMBOLS**

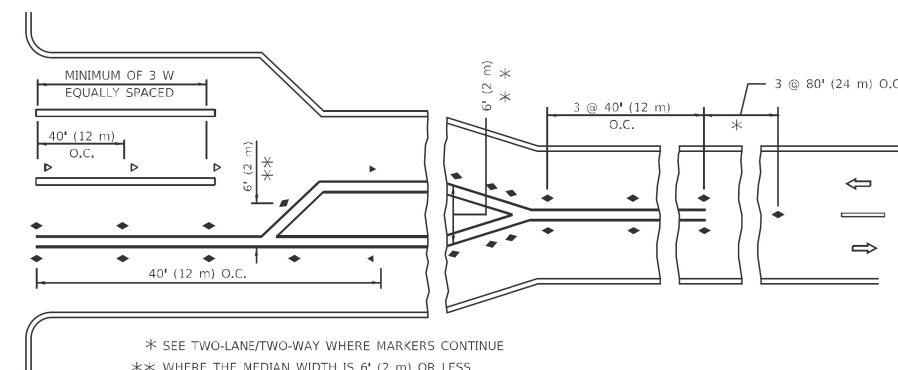
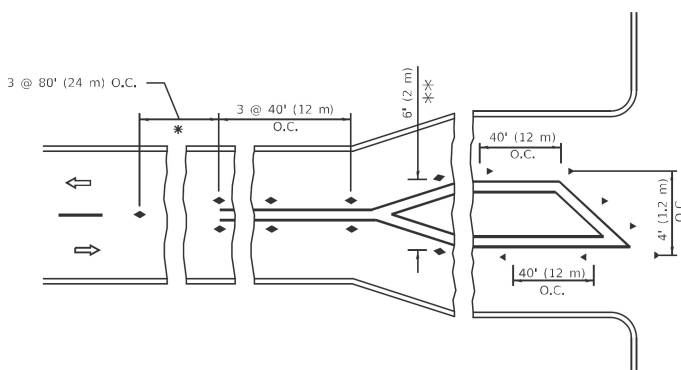
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◄ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

**LANE MARKER NOTES**

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

**DESIGN NOTES**

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



**TURN LANES**

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

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PLOT DATE = 3/2/2023		

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TC-11				
ILLINOIS FED. AID PROJECT			CONTRACT NO.	

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USER NAME -	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE -	CHECKED -	REVISED -
PLOT DATE -	DATE -	REVISED -

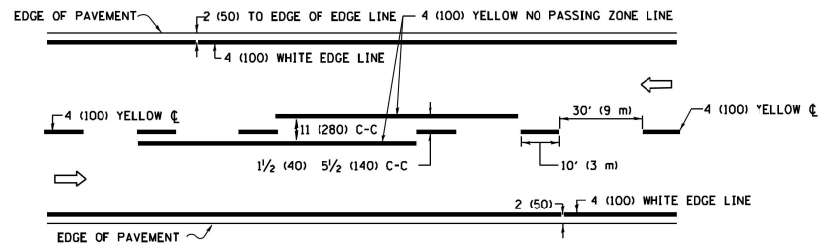
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS

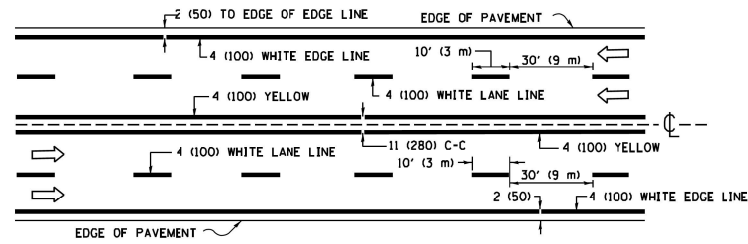
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RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	37
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61J34	

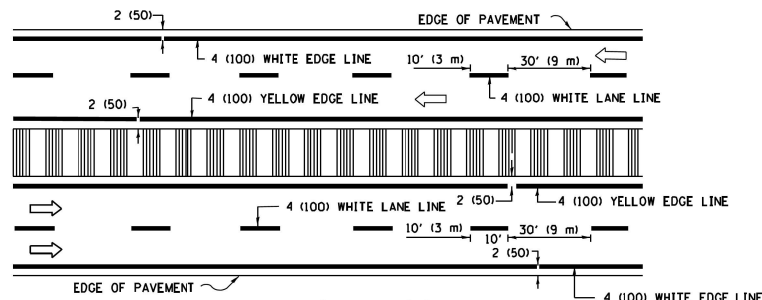
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**2-LANE ROADWAY**

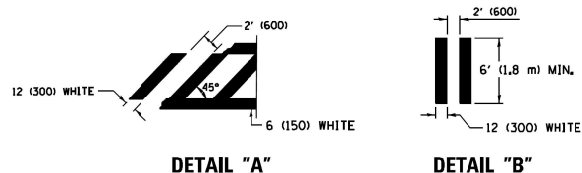
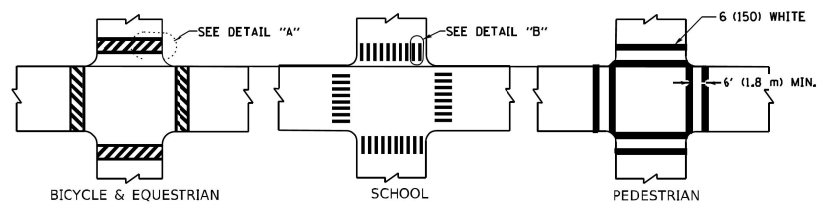


**MULTI-LANE UNDIVIDED**



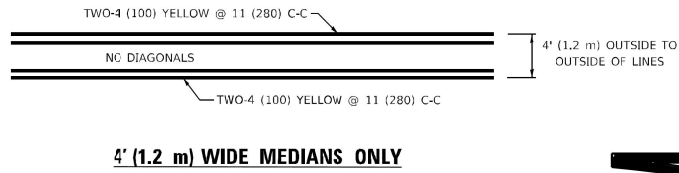
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

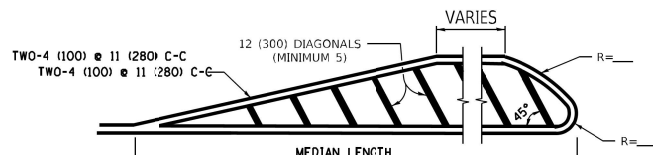


**TYPICAL CROSSWALK MARKING**

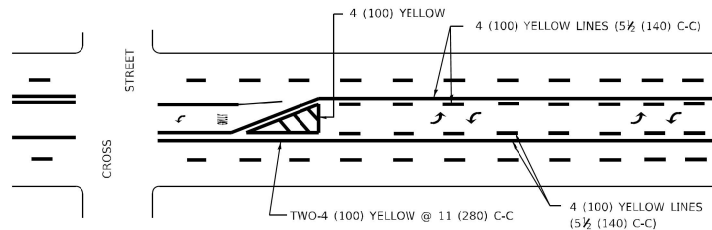
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



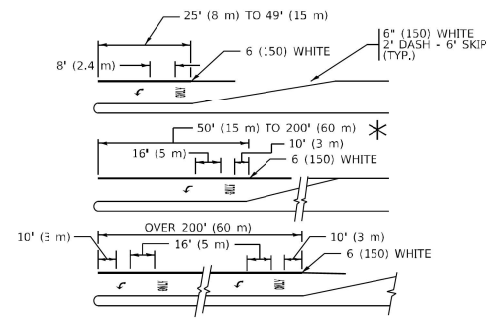
**4' (1.2 m) WIDE MEDIANS ONLY**



**MEDIANS OVER 4' (1.2 m) WIDE**



**MEDIAN WITH TWO-WAY LEFT TURN LANE  
TYPICAL PAINTED MEDIAN MARKING**

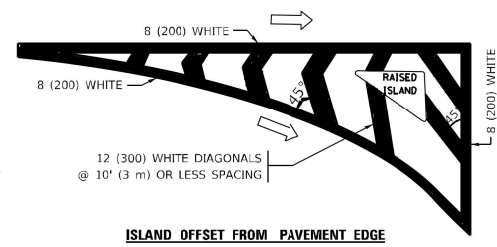


**TYPICAL LEFT (OR RIGHT) TURN LANE**

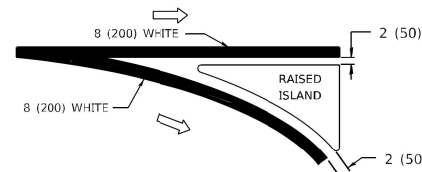
**TYPICAL TURN LANE MARKING**

FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.  
AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

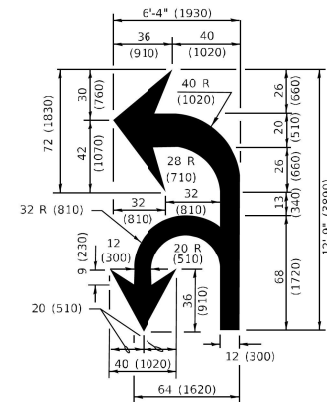
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".



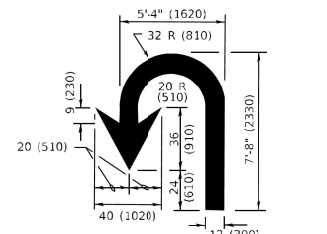
**ISLAND OFFSET FROM PAVEMENT EDGE**



**ISLAND AT PAVEMENT EDGE  
TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

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

**LANE REDUCTION TRANSITION**

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (230) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (230) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8" (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8" (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (230) 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 (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6" (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=1.8 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
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' (23 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

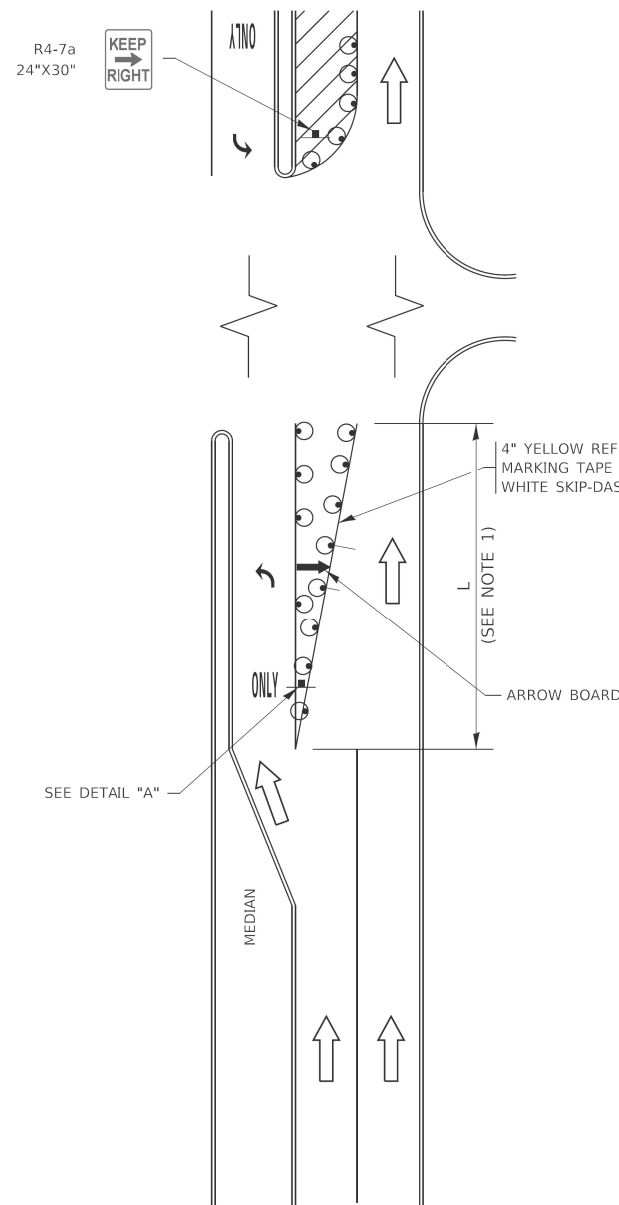
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

USER NAME	DESIGNED	REVISED
= footentj	- EVERS	- C. JUCIUS 09-09-09
PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - C. JUCIUS 07-01-13
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 12-21-15
		REVISED - C. JUCIUS 04-12-16

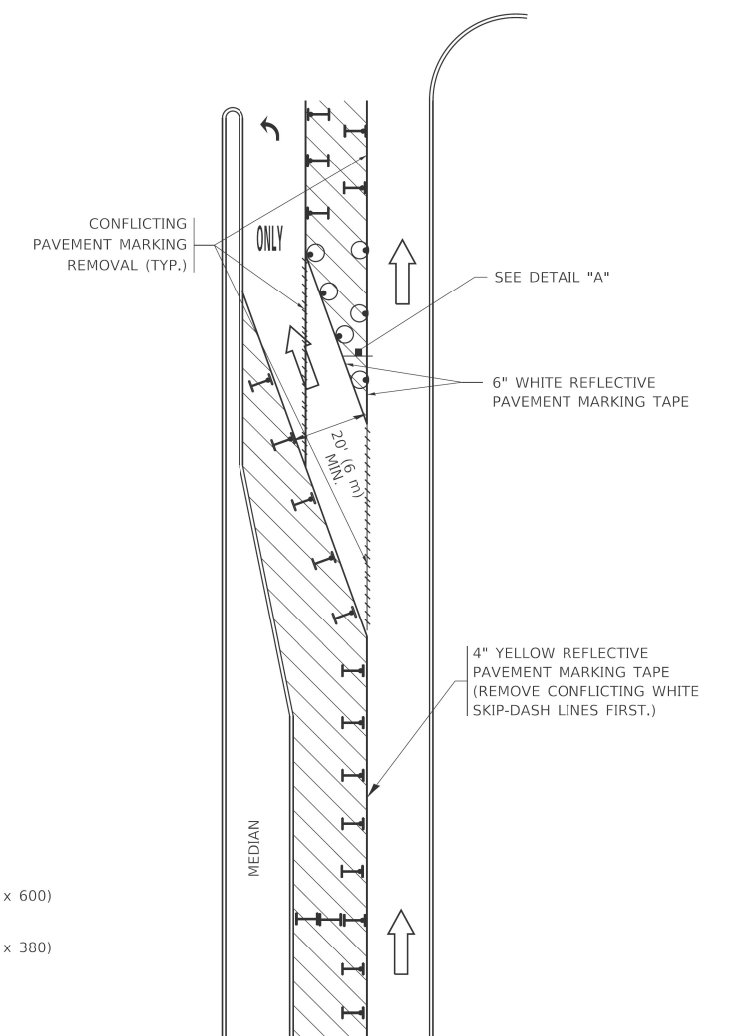
DISTRICT ONE TYPICAL PAVEMENT MARKINGS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: NONE	SHEET 1 OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		
DEVON AVENUE AND IL RTE 83 (BUSSE ROAD) DISTRICT ONE DETAILS						
SCALE:	SHEET 3 OF 12 SHEETS	STA.	TO STA.	RTE.	SECTION	COUNTY
				1346	21-00075-00-RS	COOK
				TOTAL SHEETS	SHEET NO.	
				49	38	
				CONTRACT NO. 61J34		
ILLINOIS FED. AID PROJECT						

## TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

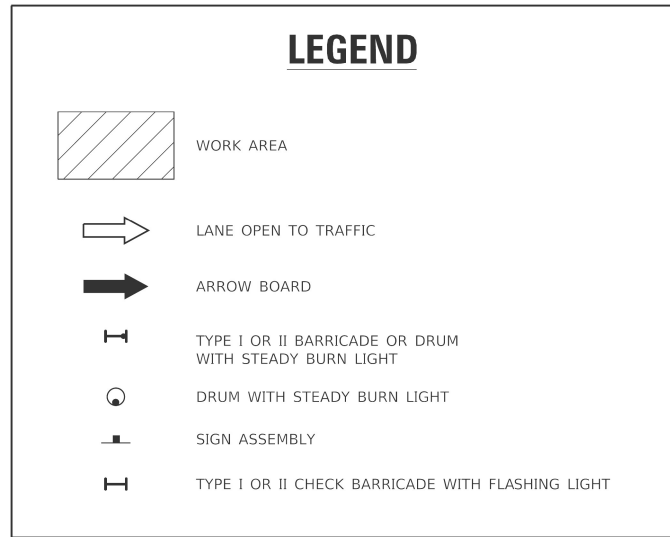


**FIGURE 1**

## TURN BAY ENTRANCE WITHIN A LANE CLOSURE

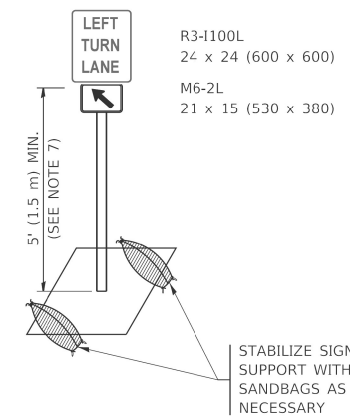


**FIGURE 2**



### 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.



**DETAIL A**

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

USER NAME = [footerm]	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
PLOT SCALE = 50.0000" / in.	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 3/4/2019	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-14			
ILLINOIS			CONTRACT NO.	

USER NAME -	DESIGNED -	REVISED -
DRAWN -	REVISED -	
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PLOT DATE -	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

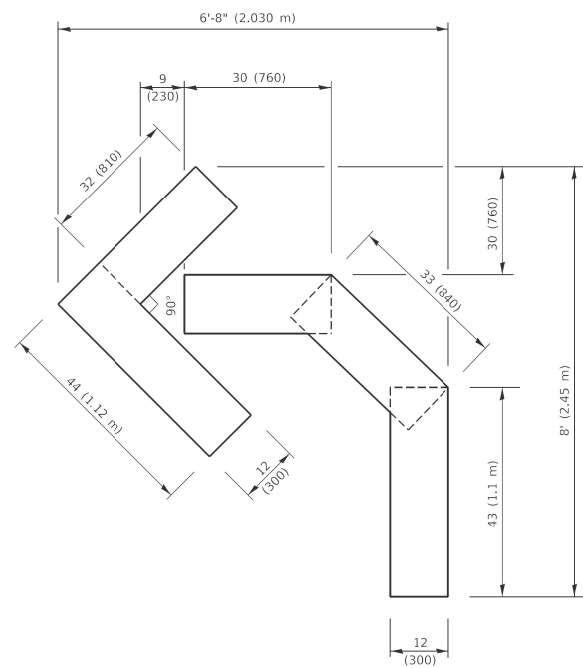
DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS

SCALE: SHEET 3 OF 12 SHEETS STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	39
ILLINOIS			CONTRACT NO. 61J34	

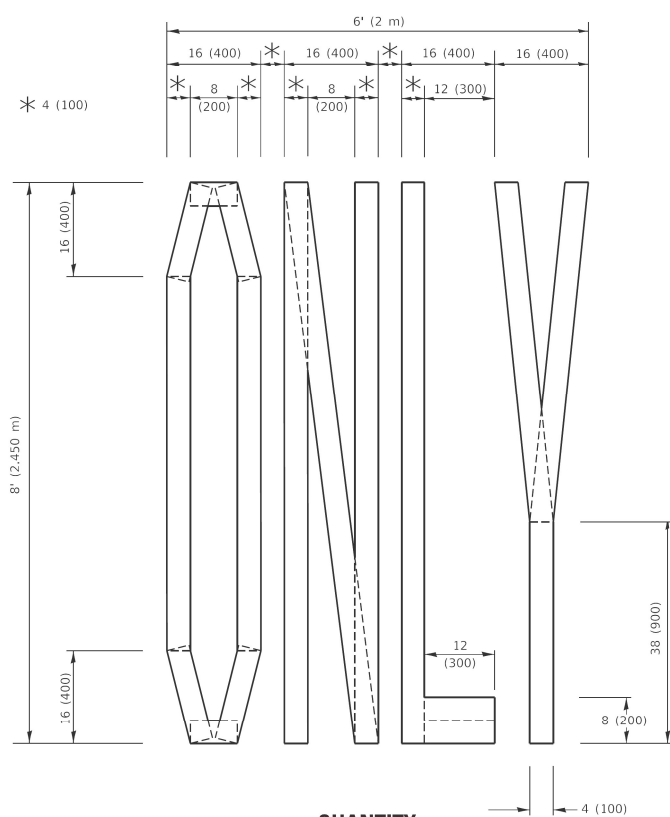
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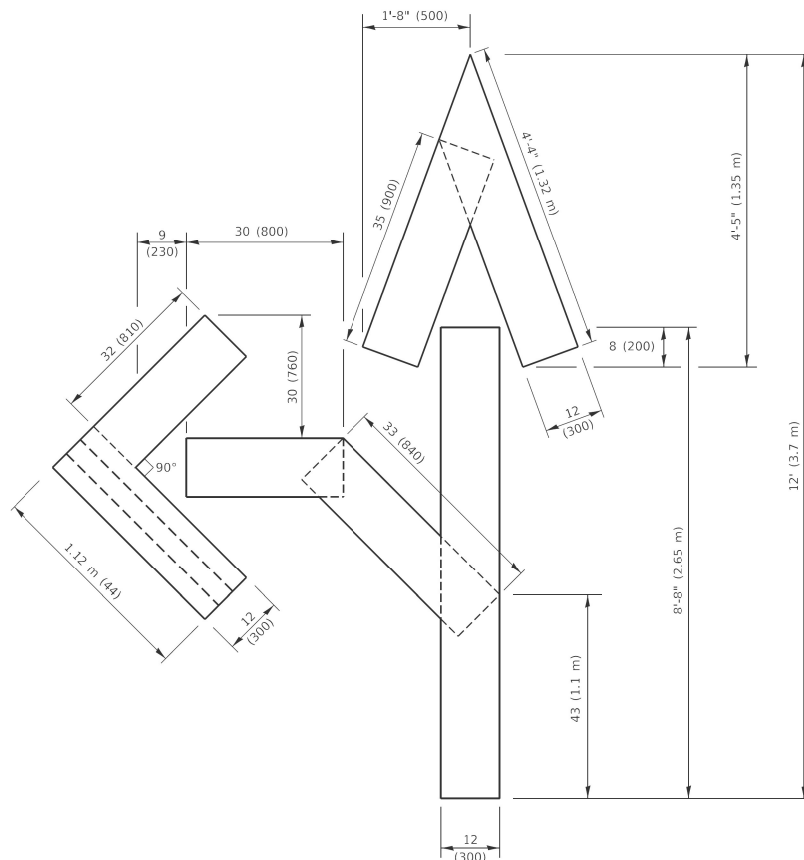
**QUANTITY**

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



**QUANTITY**

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

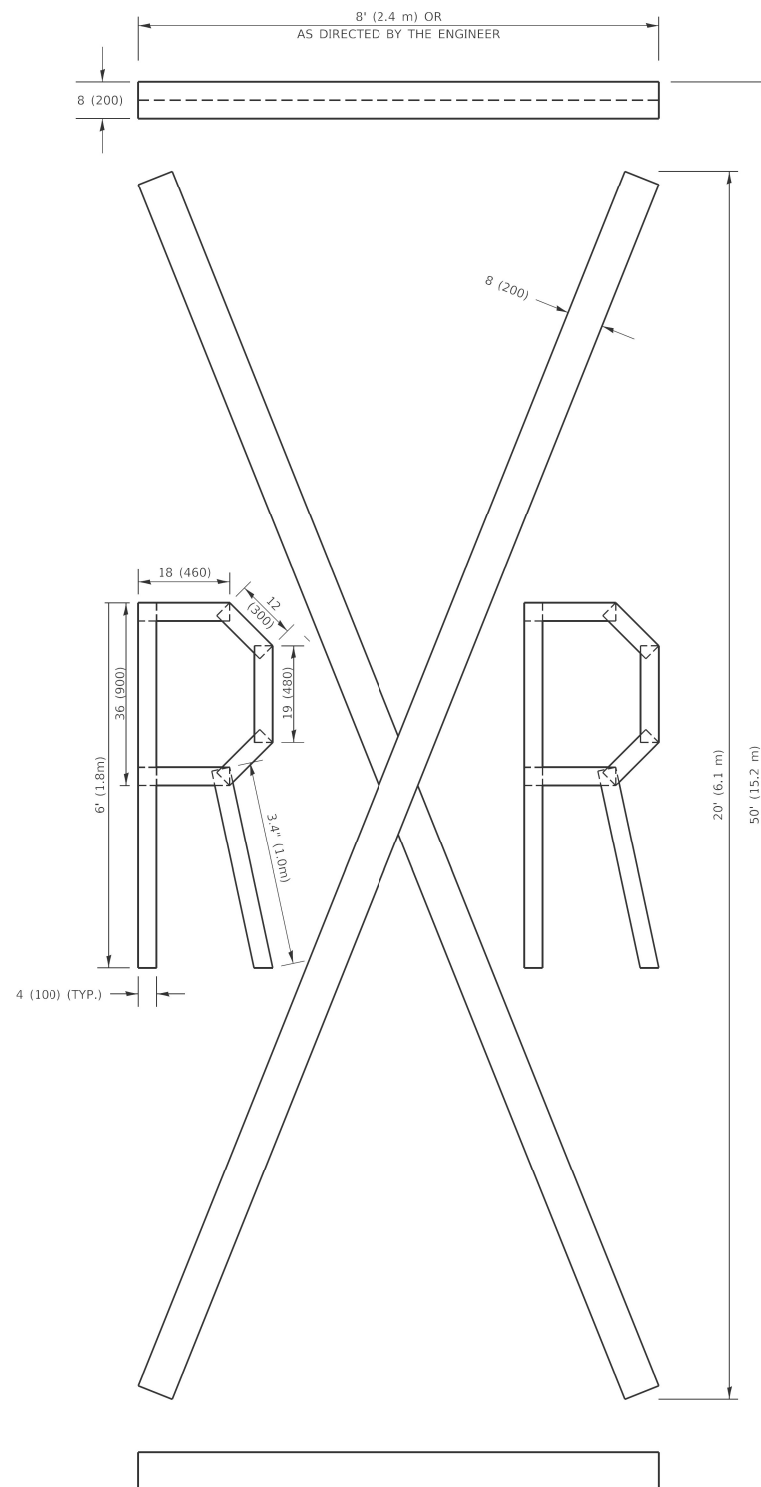


**QUANTITY**

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

**NOTE:**

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



**QUANTITY**

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

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

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	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-16			
ILLINOIS FED. AID PROJECT			CONTRACT NO.	

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	DATE -	REVISED -

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 DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 DISTRICT ONE DETAILS**

SCALE: SHEET 3 OF 12 SHEETS STA. TO STA.

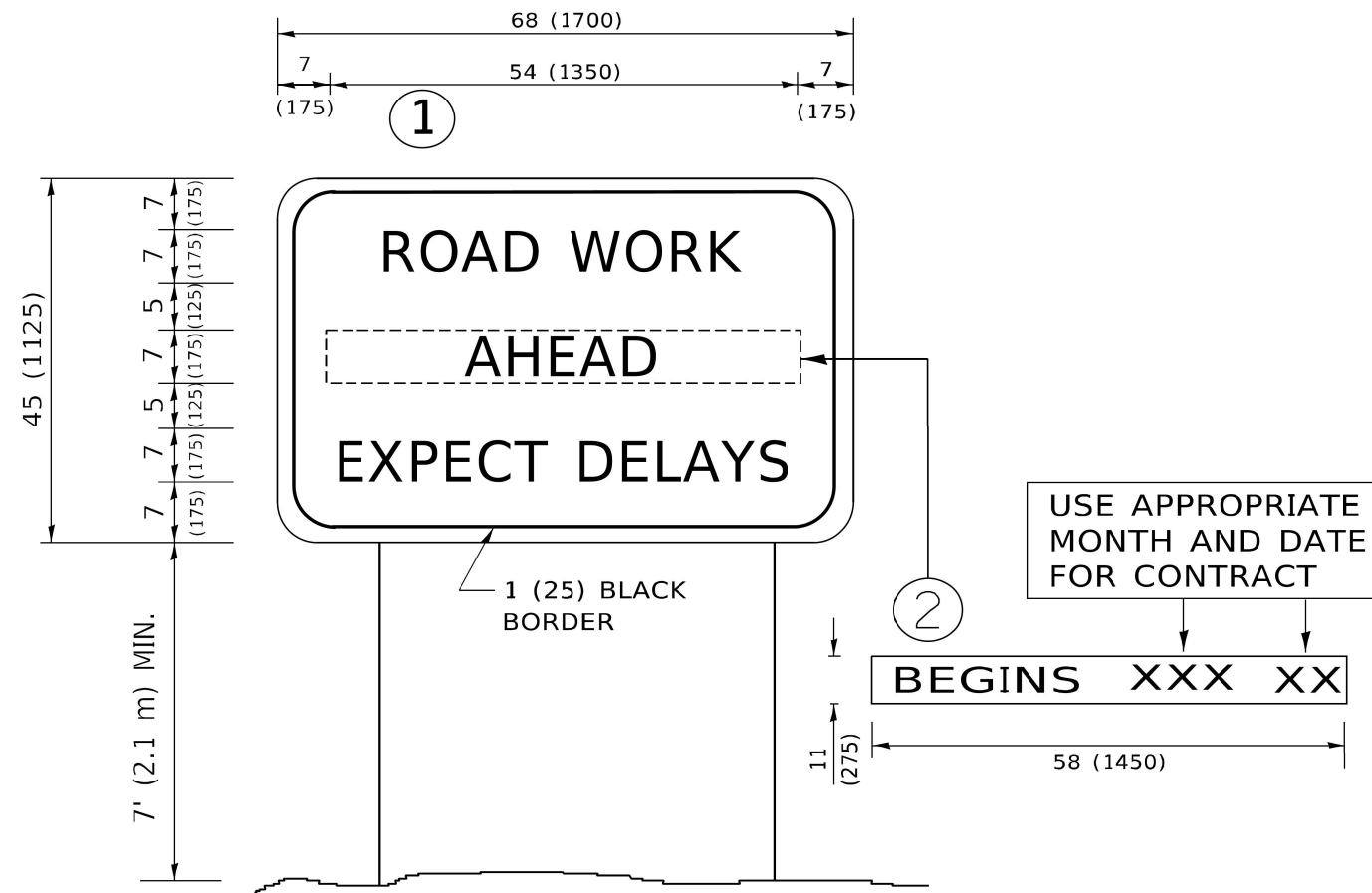
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ILLINOIS FED. AID PROJECT			CONTRACT NO. 61J34	

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**NOTES:**

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

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

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		REVISED - C. JUCIUS 11-31-07

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
 INFORMATION SIGN**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
<b>TC-22</b>			<b>CONTRACT NO.</b>	
ILLINOIS			FED. AID PROJECT	

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
 DISTRICT ONE DETAILS**

SCALE: SHEET 4 OF 12 SHEETS STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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ILLINOIS			FED. AID PROJECT	

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# TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

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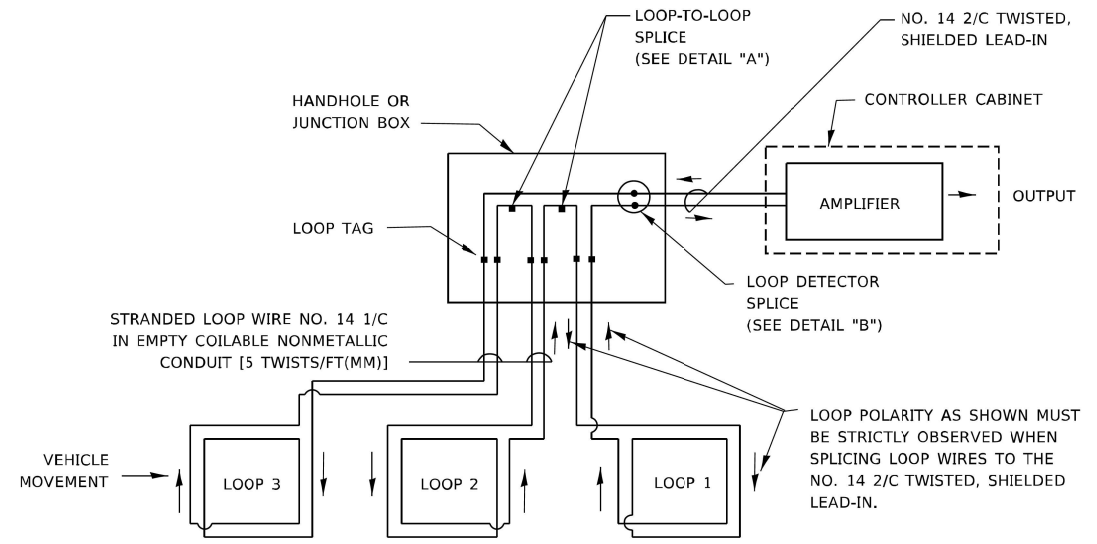
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USER NAME = [footnot]	DESIGNED - IP	REVISED -																																	
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RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.																															
1346	21-00075-00-R5	COOK	49	42																															
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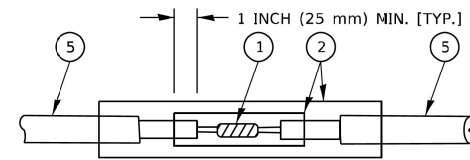
**LOOP DETECTOR NOTES**

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

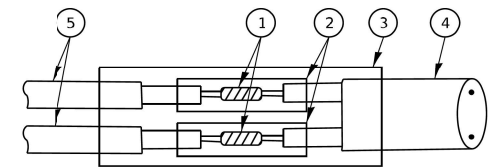


**DETECTOR LOOP WIRING SCHEMATIC**

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

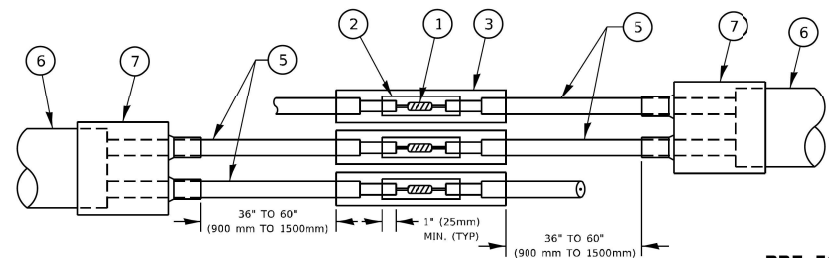


DETAIL "A"  
LOOP-TO-LOOP SPLICE

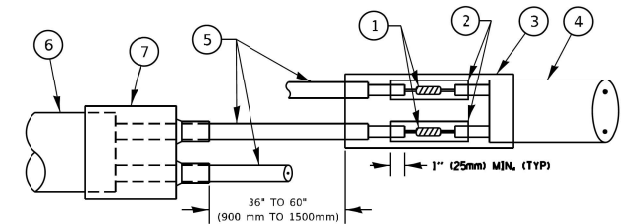


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



DETAIL "A"  
LOOP-TO-LOOP SPLICE



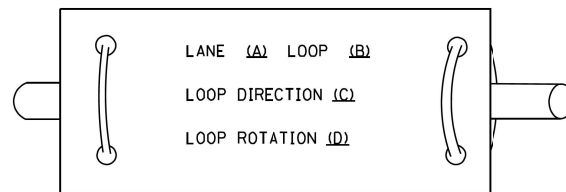
DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

**PRE-FORMED LOOP**

**LOOP DETECTOR SPLICE**

- ① WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- ② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- ③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
- ④ NO. 14 2/C TWISTED, SHIELDED CABLE.
- ⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- ⑥ XL POLYOLEFIN 2 CONDUCTOR
- ⑦ BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

**LOOP LEAD-IN CABLE TAG**



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

USER NAME = [footem]	DESIGNED -	REVISED -
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PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

F.A. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
ILLINOIS FED. AID PROJECT			CONTRACT NO.	

USER NAME -	DESIGNED -	REVISED -
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PLOT SCALE -	CHECKED -	REVISED -
PLOT DATE -	DATE -	REVISED -

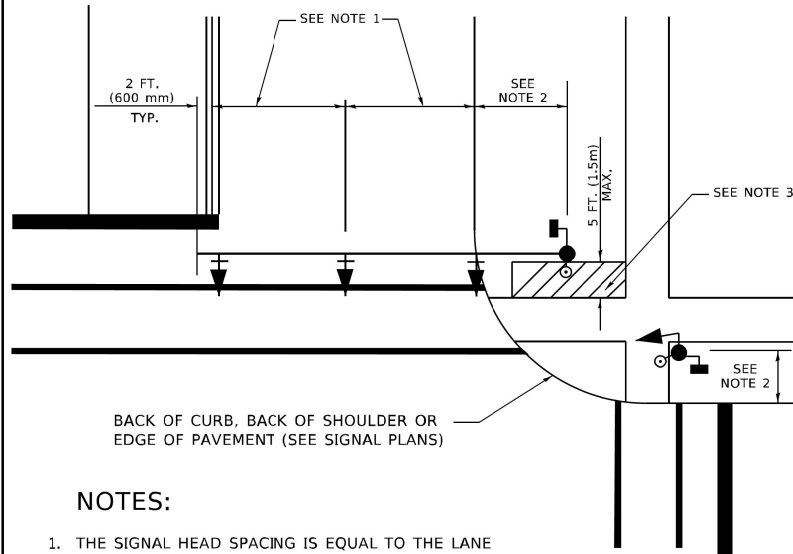
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	43
ILLINOIS FED. AID PROJECT			CONTRACT NO. 61J34	

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

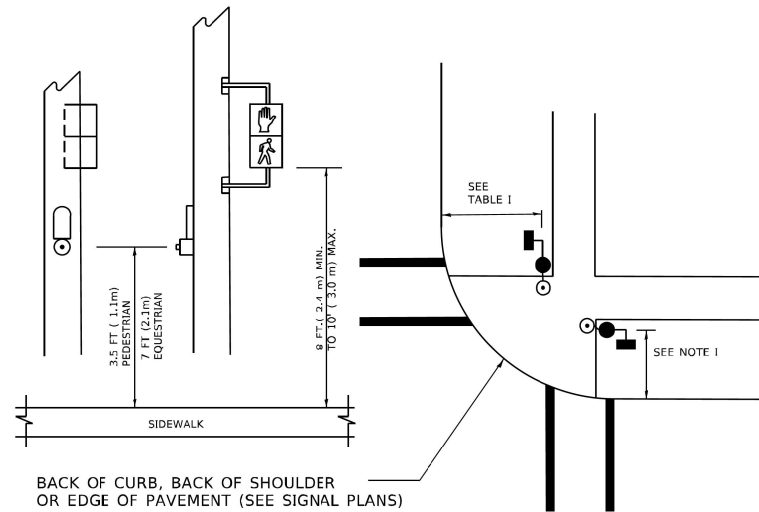
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

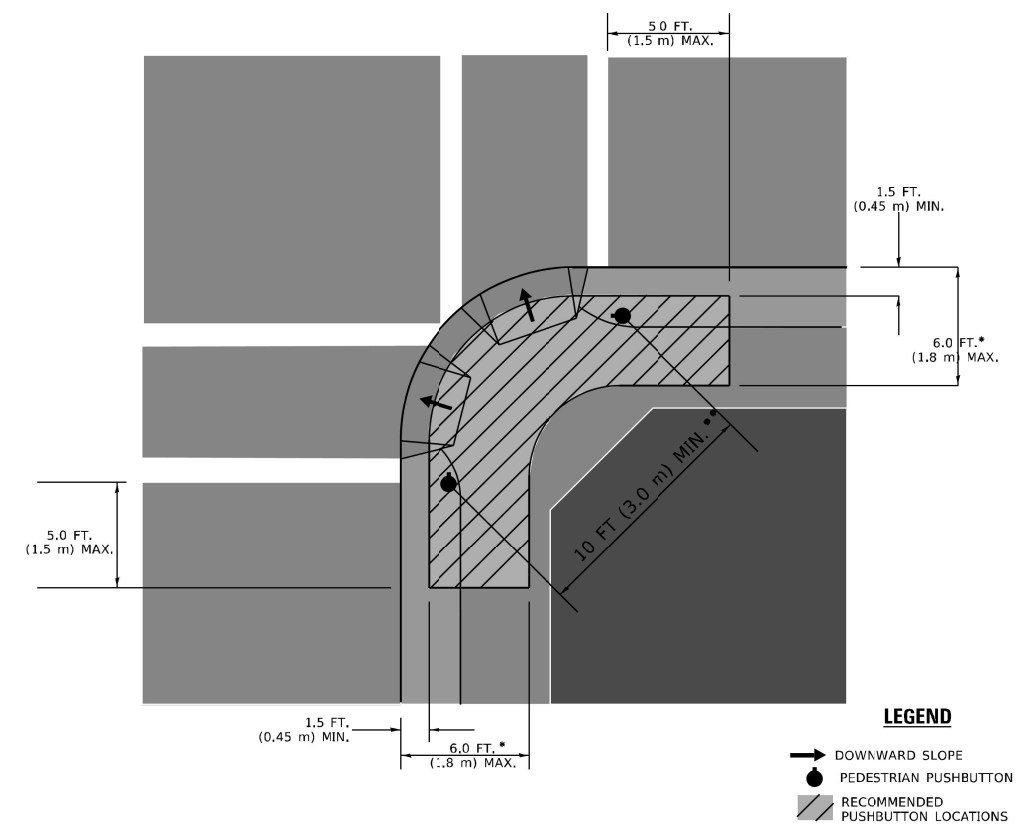
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

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

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

**NOTES:**

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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

**NOTES:**

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

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

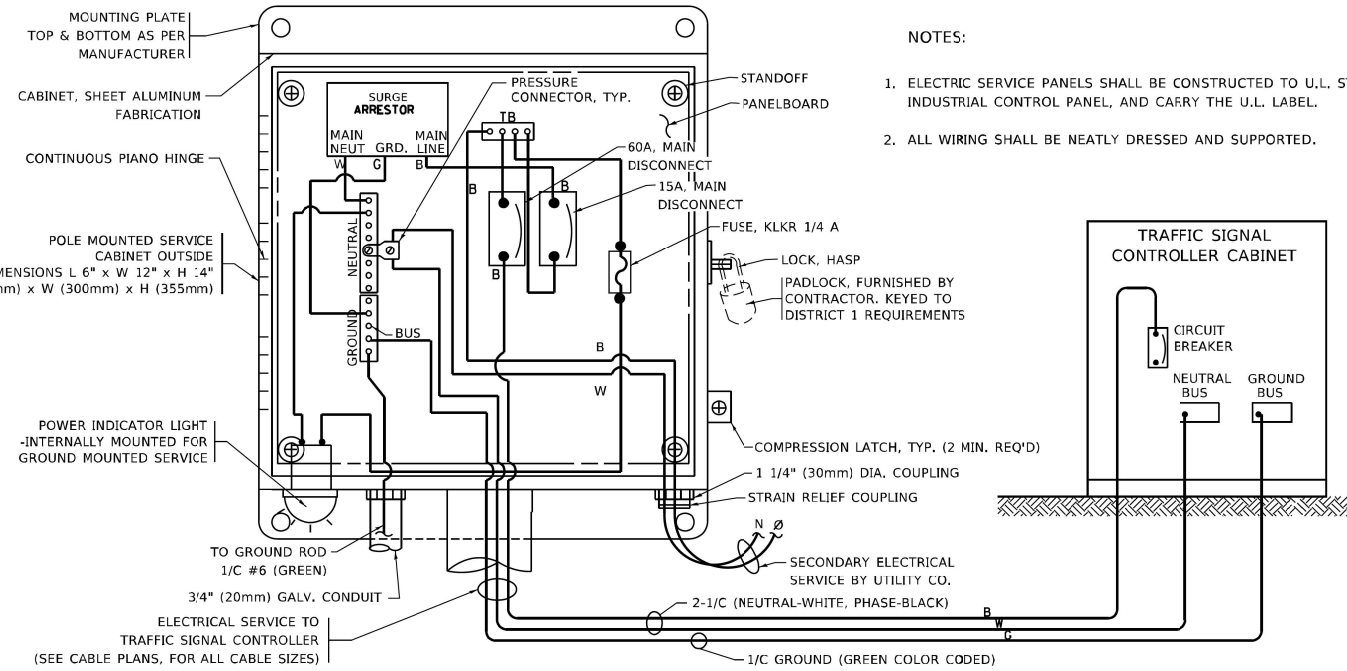
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TS-05			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

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	DATE -	REVISED -

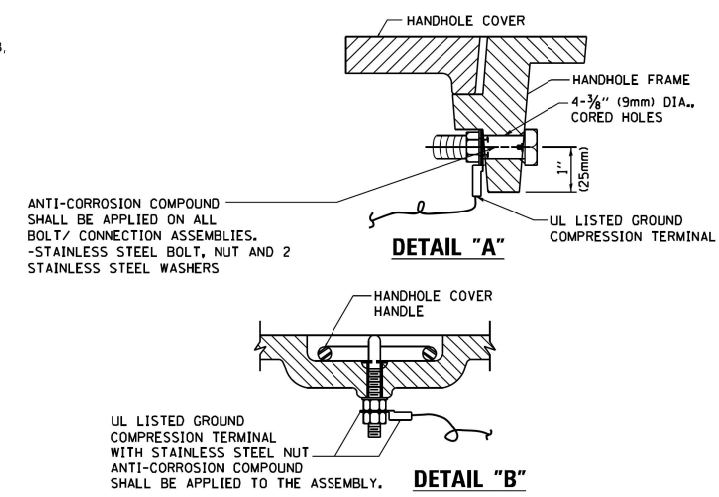
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS**

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	44
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				

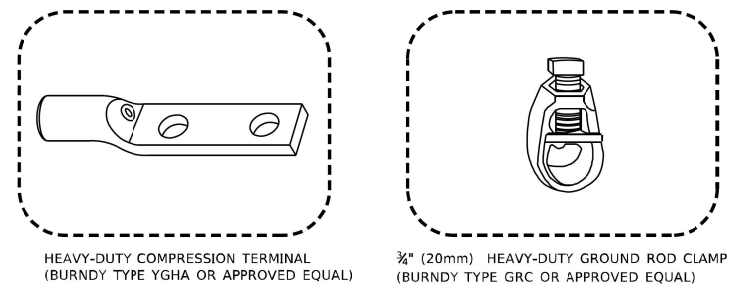
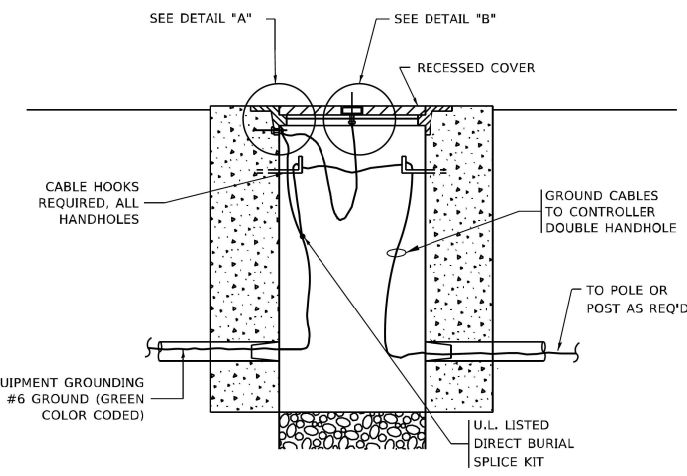


**ELECTRICAL SERVICE - PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
 (NOT TO SCALE)

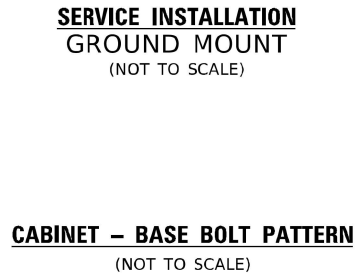
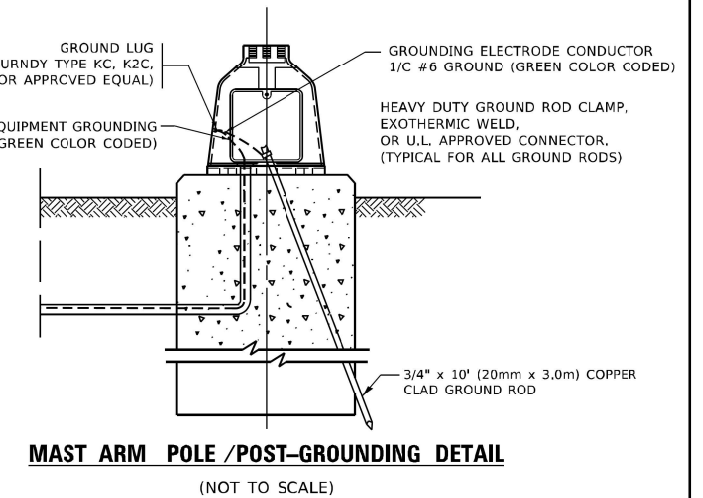
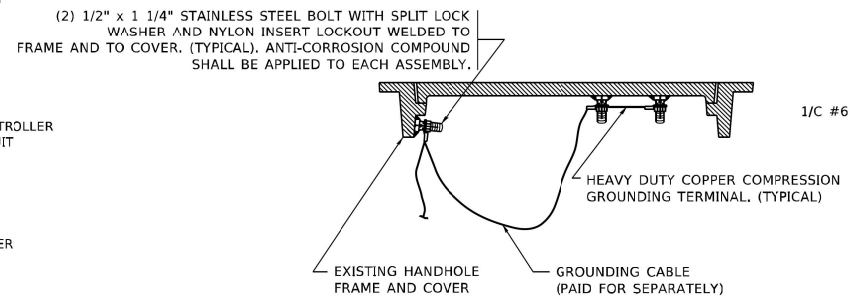
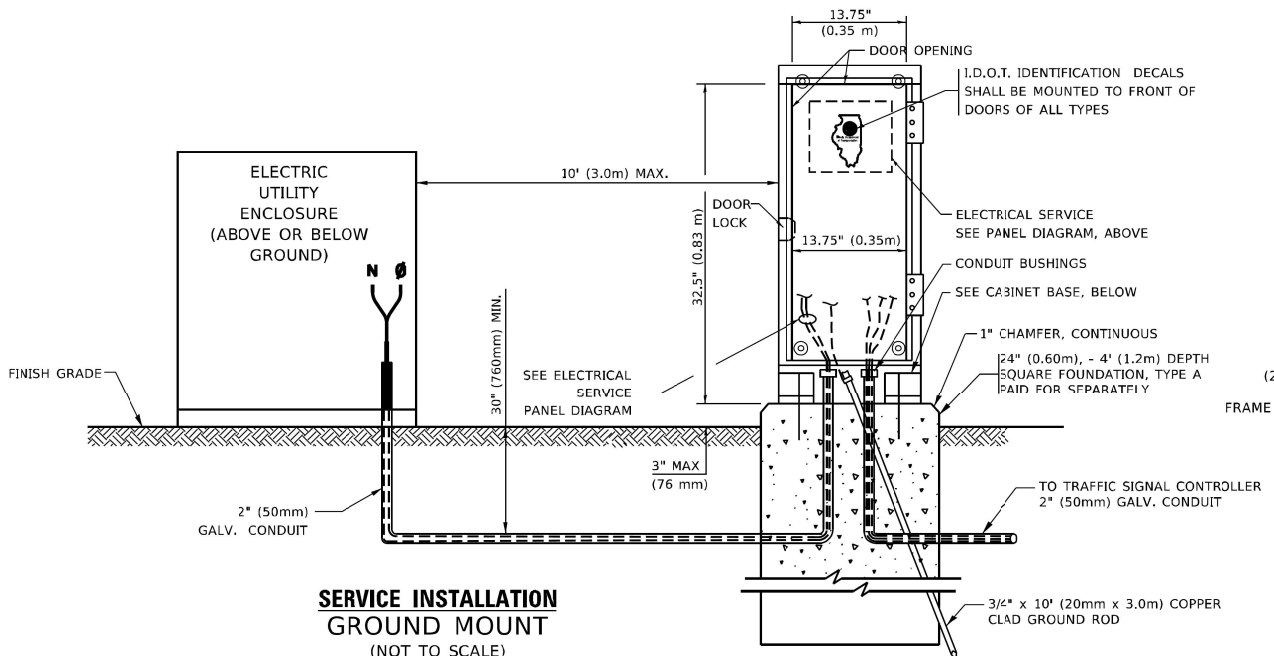


**NOTES:**  
**GROUNDING SYSTEM**

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



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



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**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
ILLINOIS			CONTRACT NO.	

USER NAME -	DESIGNED -	REVISED -
PLOT SCALE -	DRAWN -	REVISED -
PLOT DATE -	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD) DISTRICT ONE DETAILS**

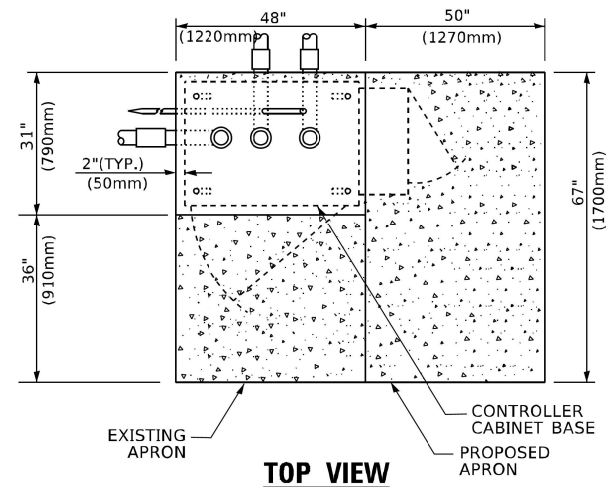
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RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	45
ILLINOIS			CONTRACT NO. 61J34	

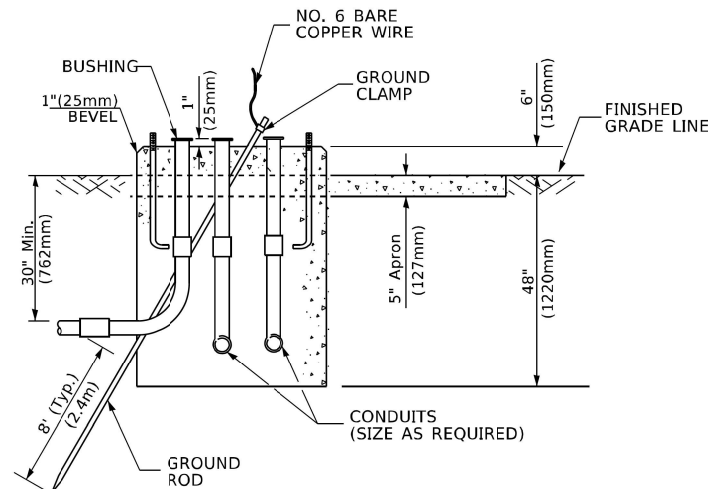
Engineering Enterprises, Inc. CONSULTING ENGINEERS  
 52 Wheeler Road Sugar Grove, Illinois 60554  
 630.466.6700 / www.eeiweb.com

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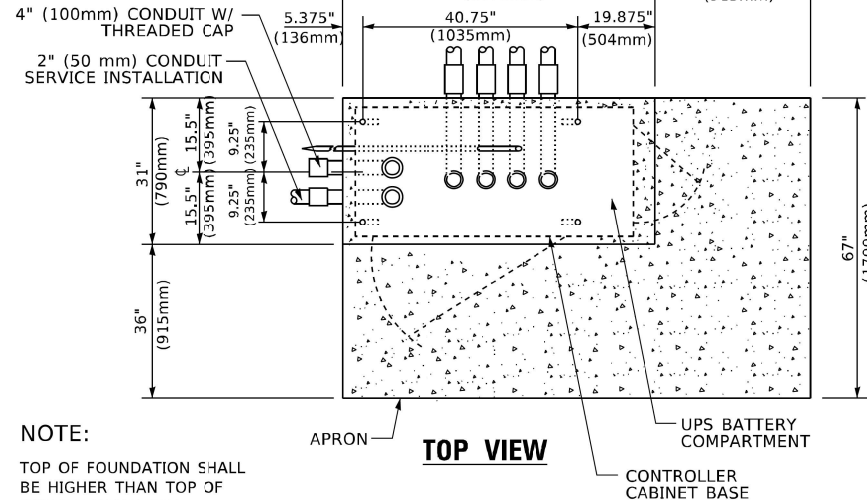
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**TOP VIEW**

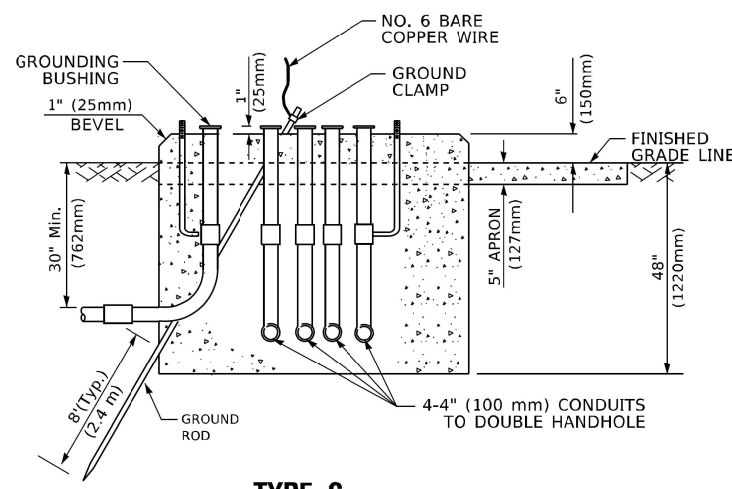


**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

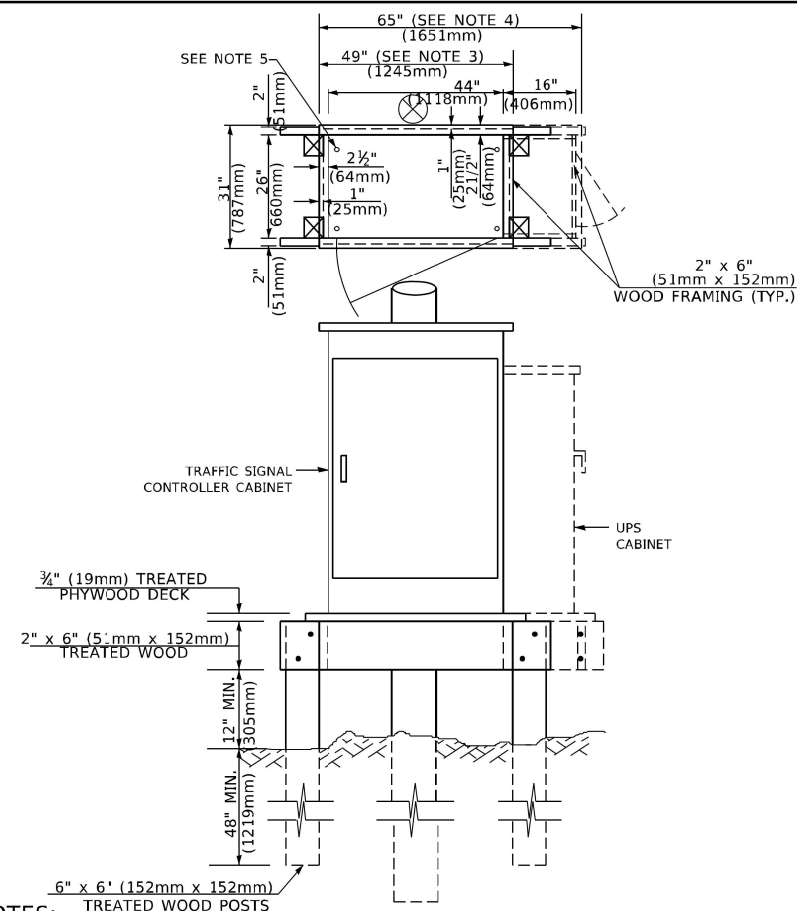


**TOP VIEW**

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



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



**NOTES:**

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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

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

**NOTES:**

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

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

USER NAME = footemj	DESIGNED -	REVISED -
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PLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-05			
ILLINOIS			CONTRACT NO.	

**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
630.466.6700 / www.eeiweb.com

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PLOT DATE -	CHECKED -	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS**

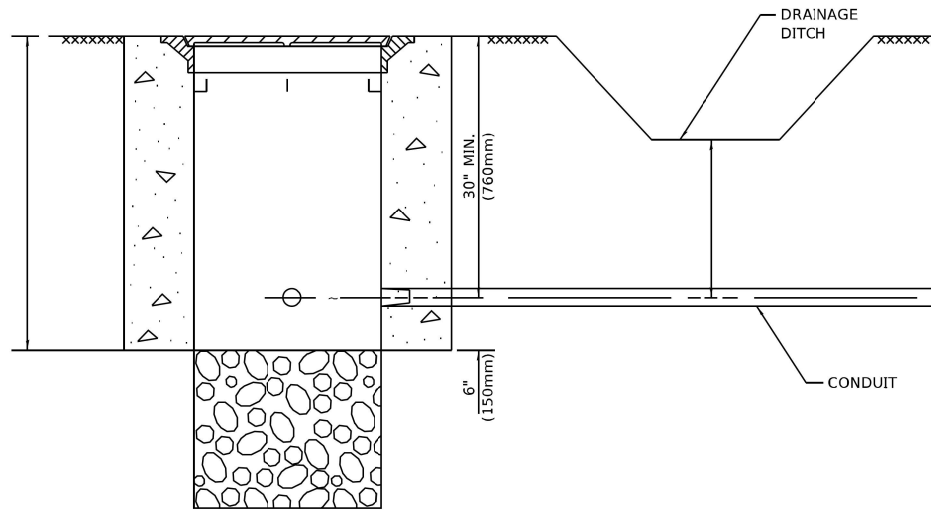
SCALE: SHEET 9 OF 12 SHEETS STA. TO STA.

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-RS	COOK	49	46
ILLINOIS			CONTRACT NO. 61J34	

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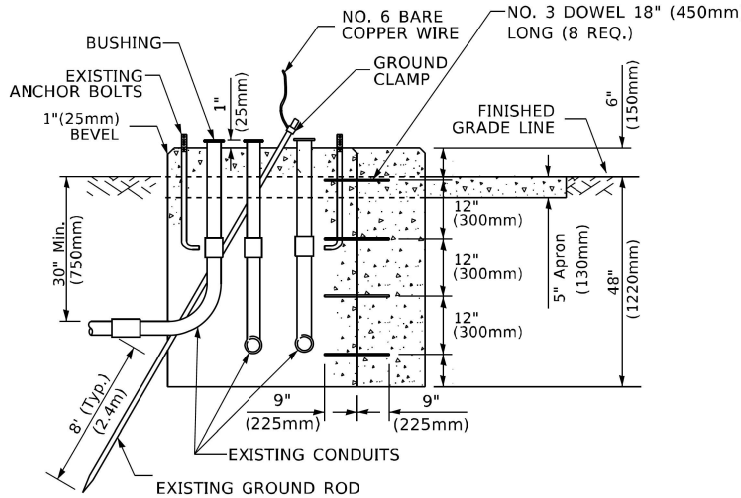
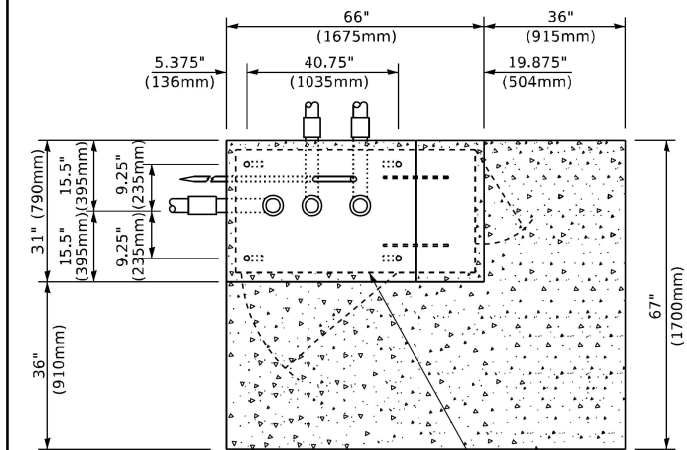
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**NOTES:**

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

**HANDHOLE WITH MINIMUM CONDUIT DEPTH**  
(NOT TO SCALE)

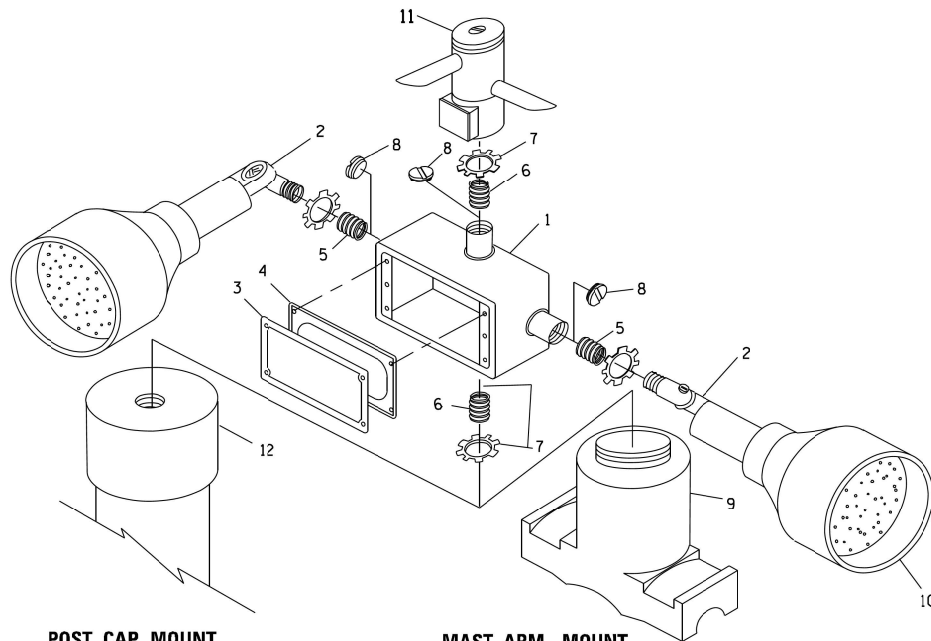


**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**  
(NOT TO SCALE)

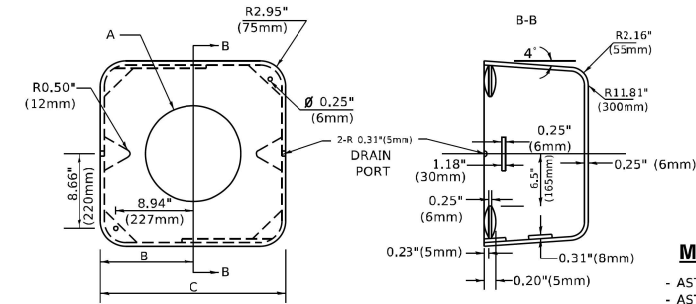
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4"(19 mm) CLOSE NIPPLE
7	3/4"(19 mm) LOCKNUT
8	3/4"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT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

**NOTES:**

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



**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**



**MATERIAL**

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

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

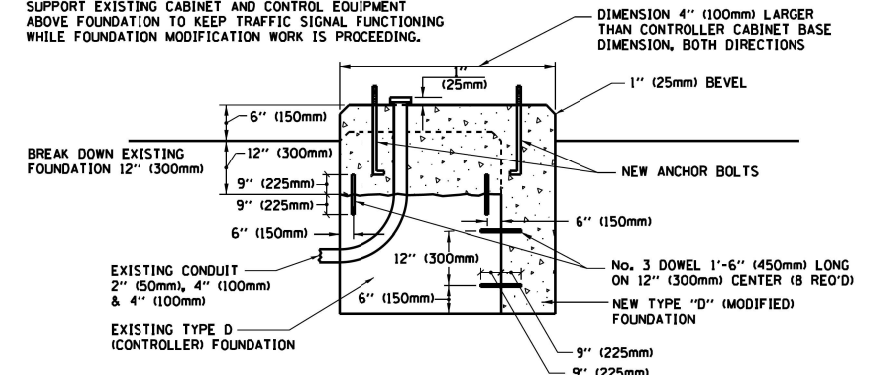
**SHROUD**

**NOTES:**

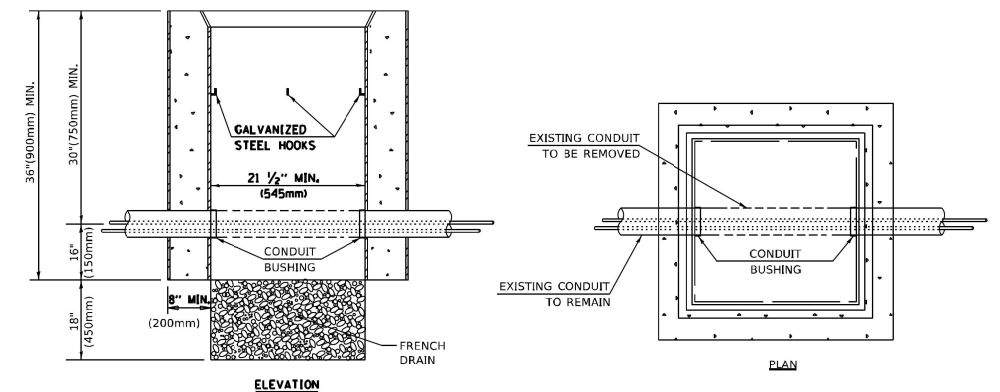
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

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



**MODIFY EXISTING TYPE "D" FOUNDATION**



**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**

USER NAME = iMarVg	DESIGNED -	REVISED -
FLOT SCALE = 50.0000' / in.	DRAWN -	REVISED -
FLOT DATE = 3/4/2019	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

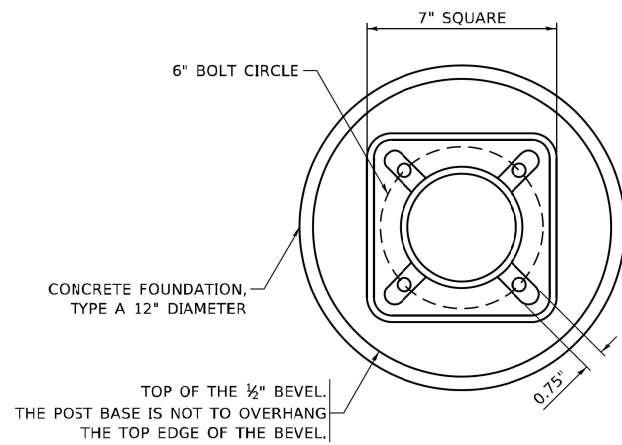
**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)  
DISTRICT ONE DETAILS**

SCALE: SHEET 10 OF 12 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TS-05			CONTRACT NO.	
ILLINOIS			FED. AID PROJECT	

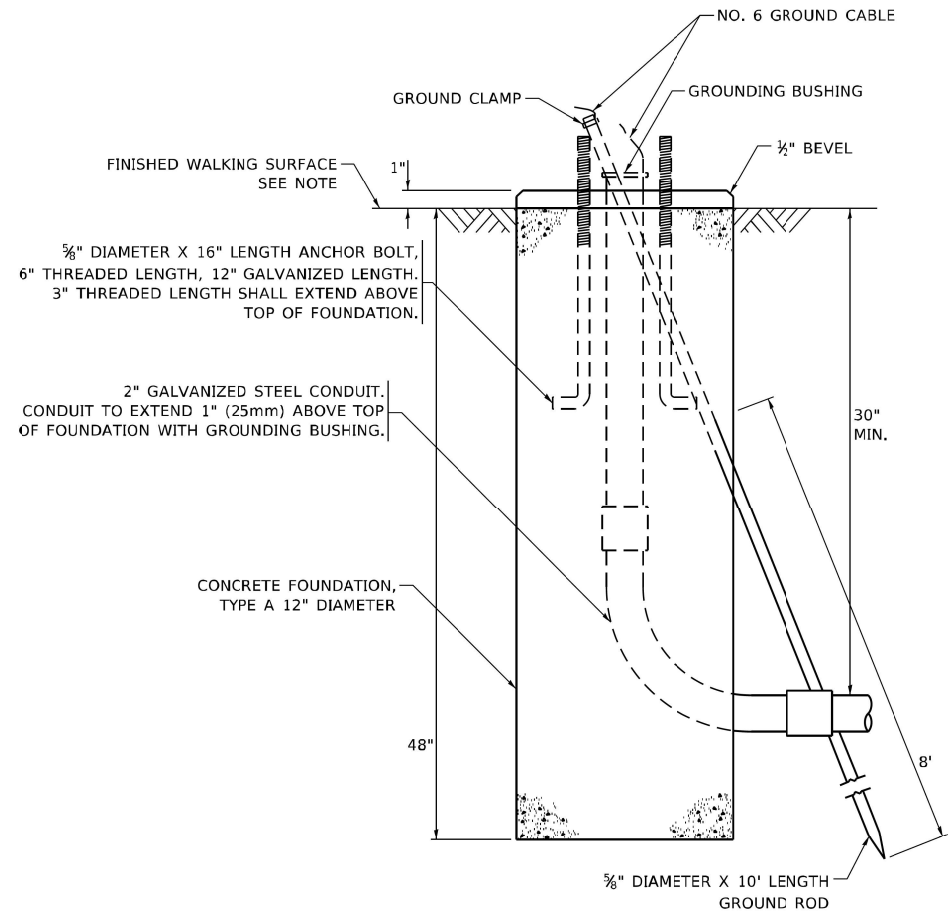
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-RS	COOK	49	47
			CONTRACT NO. 61J34	
ILLINOIS			FED. AID PROJECT	

USER NAME -	DESIGNED -	REVISED -
FLOT SCALE -	DRAWN -	REVISED -
FLOT DATE -	CHECKED -	REVISED -
	DATE -	REVISED -

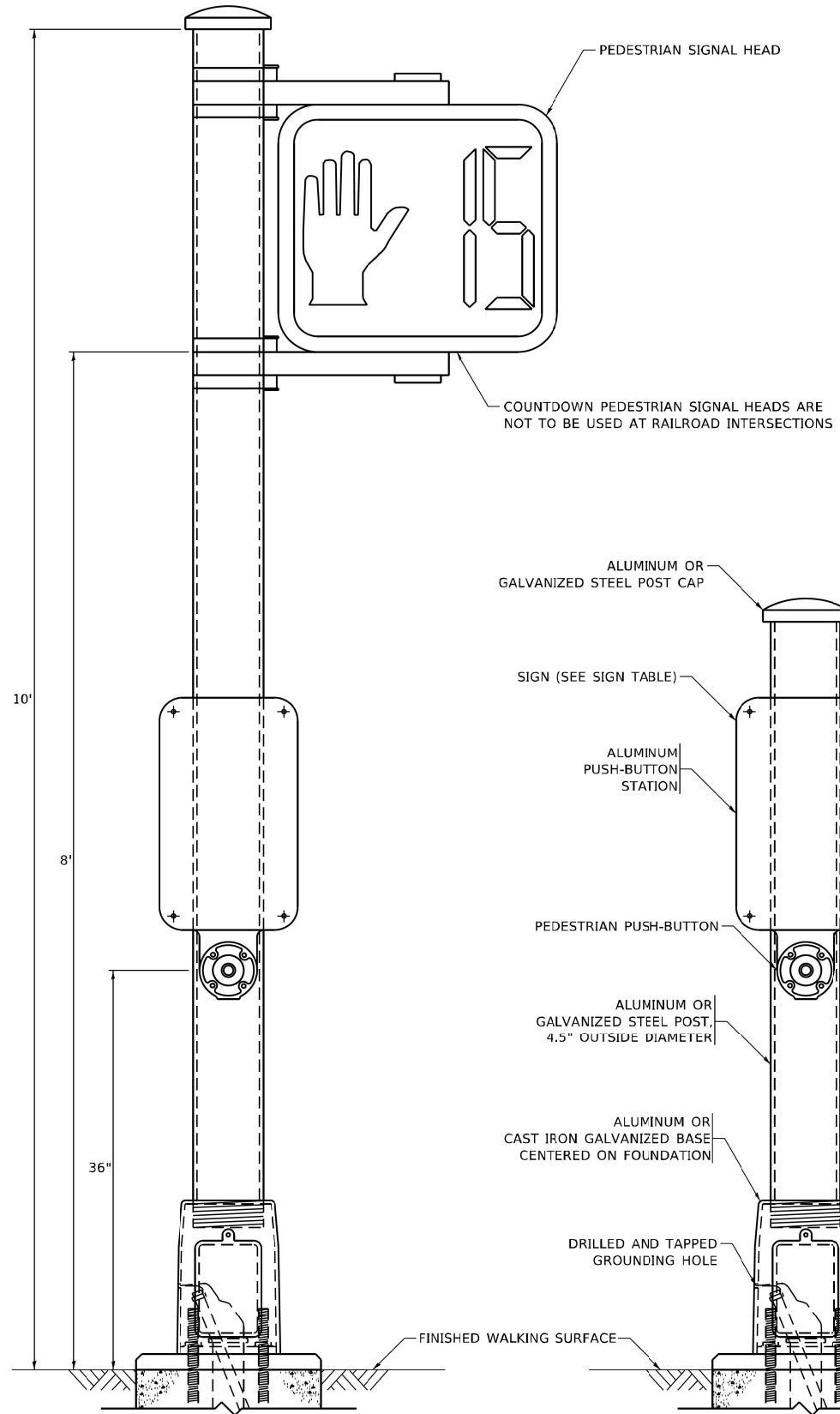


**BOLT PATTERN**

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

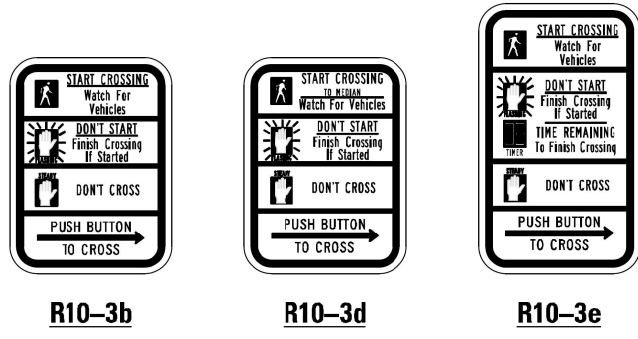


**CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER**



**PEDESTRIAN SIGNAL POST, 10 FT.**

**PEDESTRIAN SIGNAL POST, 5 FT.**



**SIGN TABLE**

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

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

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PLOT DATE = 3/2/2023 12:22:37 PM  
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Grove Village\2021\EGV\104\104.dgn  
Prelim: Eng\EGV\104-4-4-2021.dwg  
DEF-HWY: STD.dwg

USER NAME = gaglianojt	DESIGNED - IP	REVISED - 10-15-2020
	DRAWN - IP	REVISED -
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PLOT DATE = 11/23/2020	DATE - 10-15-2018	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TS-05			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

**Engineering Enterprises, Inc.**  
CONSULTING ENGINEERS  
52 Wheeler Road  
Sugar Grove, Illinois 60554  
630.466.6700 / www.eeiweb.com

USER NAME -	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE -	CHECKED -	REVISED -
PLOT DATE -	DATE -	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD) DISTRICT ONE DETAILS**

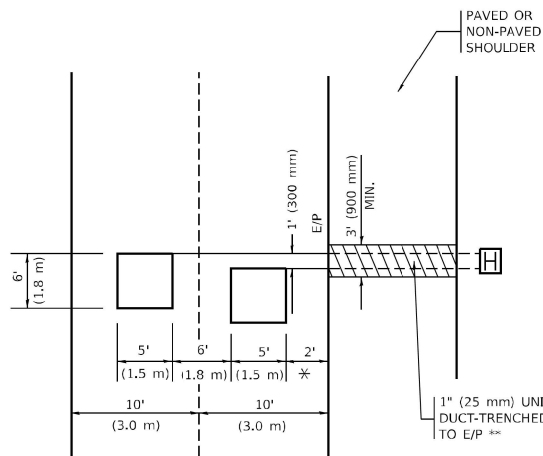
RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	48
			CONTRACT NO. 61J34	
ILLINOIS FED. AID PROJECT				

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Grove Village\2021\EGV\104\104.dgn  
Prelim: Eng\EGV\104-4-4-2021.dwg  
DEF-HWY: STD.dwg



**LOOPS NEXT TO SHOULDERS**

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

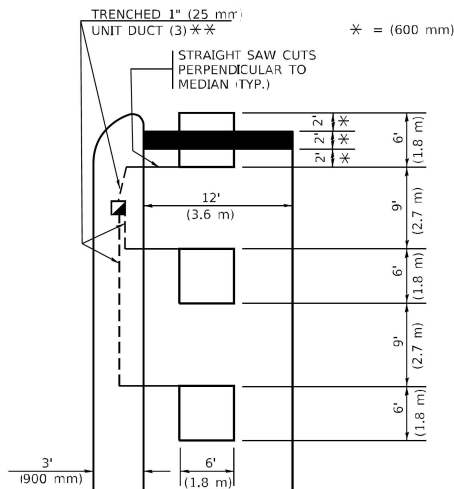


\* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS**  
VOLUME DENSITY ("FAR OUT" DETECTION)  
ON SAME APPROACH  
(PROTECTED / PERMITTED LEFT TURN PHASING)

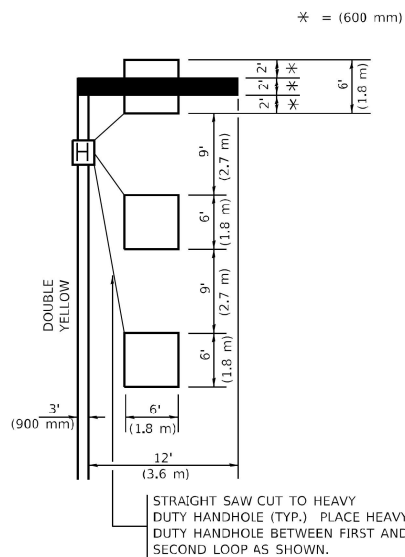
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

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



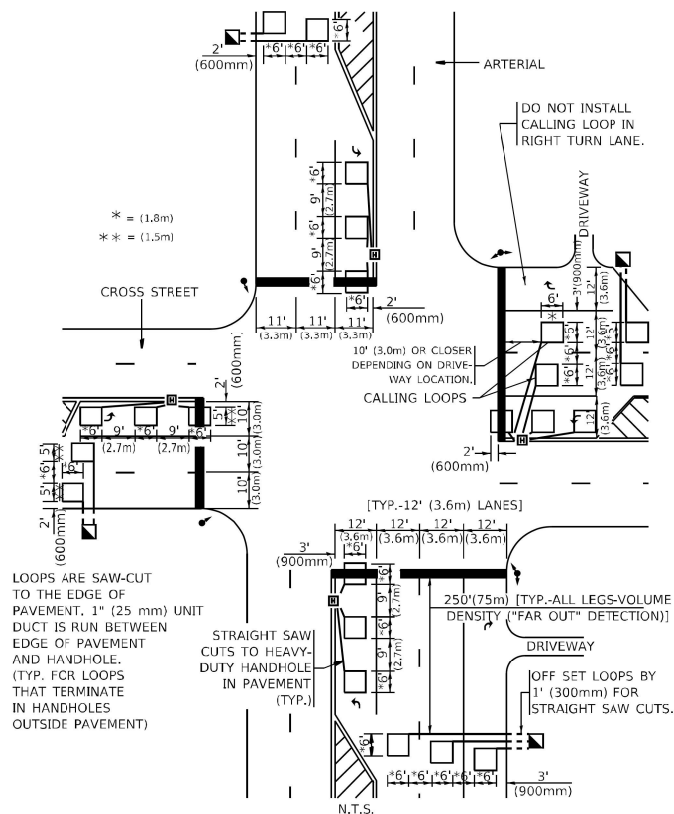
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

NOTES:

VEHICLES LOOP DETECTORS

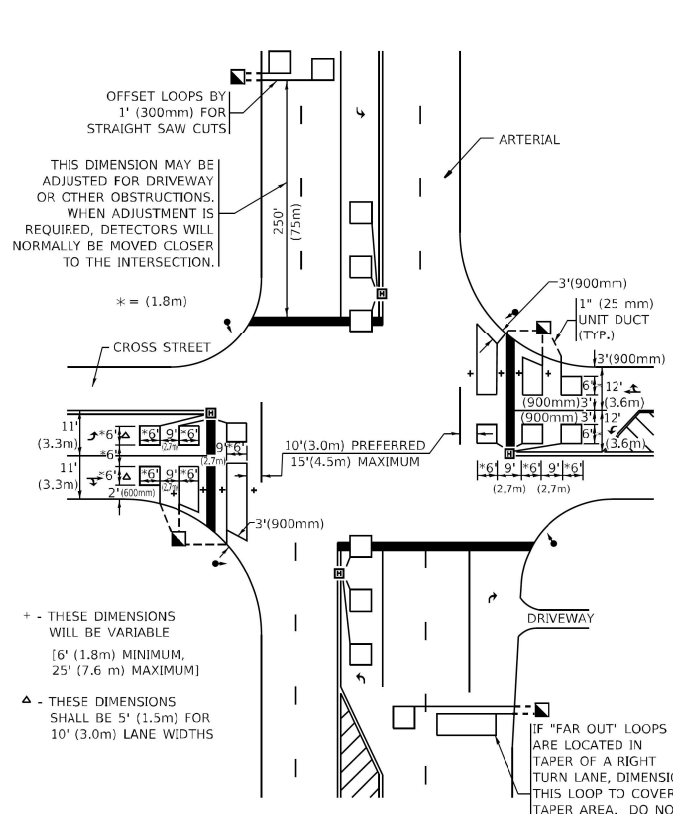
- \* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- \* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- \* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- \* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- \* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- \* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

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



**DETAIL 1**  
N.T.S.

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



**DETAIL 2**  
N.T.S.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

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

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION**  
**DETAILS FOR ROADWAY RESURFACING**

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
TS-07			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

USER NAME -	DESIGNED -	REVISED -
PLOT SCALE -	DRAWN -	REVISED -
PLOT DATE -	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**DEVON AVENUE AND IL RTE 83 (BUSSE ROAD)**  
**DISTRICT ONE DETAILS**

RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1346	21-00075-00-R5	COOK	49	49
CONTRACT NO. 61J34				
ILLINOIS FED. AID PROJECT				