06-17-2022 LETTING ITEM 003

F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
353	2021-031-RS	WILL	49	1
	ILLINOIS	CONTRACT NO. 62N47		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

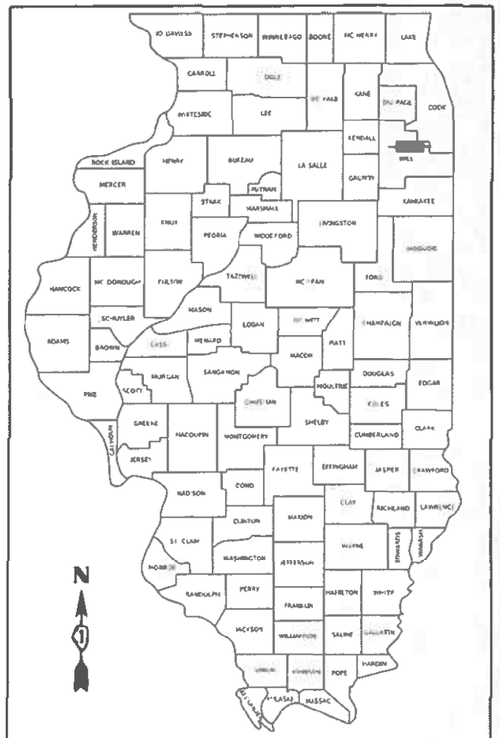
FAP ROUTE 353: US 30 LINCOLN HIGHWAY
EAST OF I–80 ROAD TO EAST OF CHURCH STREET
SECTION 2021–031–RS
FEDERAL AID PROJECT NHPP–3444(375)
SMART OVERLAY AND ADA RAMP IMPROVEMENTS
WILL COUNTY
C–91–120–21

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION: OTHER PRINCIPAL ARTERIAL
FAP ROUTE 353: US 30 LINCOLN HIGHWAY
2019 ADT: 27,700 VPD
SPEED LIMIT: VARIES 35–40 MPH

IMPROVEMENT LOCATED IN:
VILLAGE OF NEW LENOX

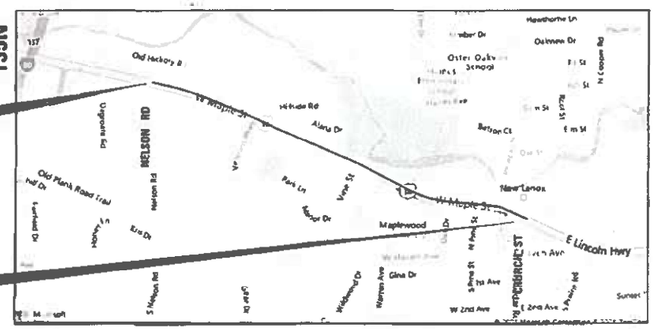
D–91–097–21



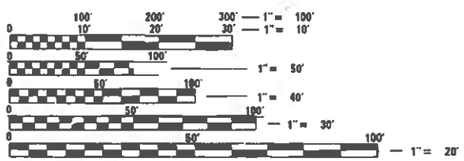
LOCATION OF SECTION INDICATED THUS: –

R11E

T35N



LOCATION MAP (NOT TO SCALE)
NEW LENOX TOWNSHIP
GROSS LENGTH = 6,328 FT. = 1.198 MILE
NET LENGTH = 6,328 FT. = 1.198 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.

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

LICENSED PROFESSIONAL ENGINEER
JAMAL JOSEPH DAVIS
STATE OF ILLINOIS

DATE SIGNED 03-09-22
EXP. DATE: 11-30-23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 18 20 22
Jose Rios (DS)
REGIONAL ENGINEER
May 13, 2022
ENGINEER OF DESIGN AND ENVIRONMENT
May 13, 2022
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PROJECT MANAGER J. ALAIN MIDY, P.E., (847) 221–3056

CONTRACT NO. 62N47

Accurate GROUP, INC.
WWW.ACCGI.COM
101 SCHELTER RD., SUITE 8–200
LINCOLNSHIRE, ILLINOIS 60069
T (847) 613–1100 F (847) 613–1105
ILLINOIS PROFESSIONAL DESIGN FIRM NO. 184 002053

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

LIST OF STATE HIGHWAY STANDARDS

STANDARD NO.	TITLE
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-05	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-06	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600 MM) FROM PAVEMENT EDGE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS = 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
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
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED UTILITY FACILITIES. 48 HOUR NOTICE IS REQUIRED.
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF NEW LENOX..
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNON-HOSADURGA, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK AND INSTALLATION.
5. THE ENGINEER SHALL CONTACT THE WILL COUNTY TRAFFIC FIELD AREA ENGINEER ERIC CAMPOS, AT ERIC.CAMPOS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PLACEMENT MARKINGS.
6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
7. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED AT A MINIMUM OF 1:3 (V:H).
8. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
9. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURE AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING, RESURFACING, AND CLASS D PATCHING OPERATIONS.
10. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ABUTTING PROPERTIES AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
12. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
13. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN IN THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.
14. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES WHICH OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
15. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
16. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
17. EXACT LOCATIONS OF PAVEMENT PATCHING AND CURB & GUTTER REMOVAL & REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
18. ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT 1 TYPICAL PAVEMENT MARKING STANDARD DETAIL. ALL CROSSWALKS SHALL BE HIGH VISIBILITY OPTION (TC-13 TYPICAL CROSSWALK MARKING)
19. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
20. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR TEMPORARY PAVEMENT MARKINGS ON ALL FINAL SURFACES.
21. 2-FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER ITEMS OR WORK TO EXISTING CURBS AND GUTTERS UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK.
22. SAW CUTTING OF PAVEMENT, SIDEWALK, CURB & GUTTER, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED EXCEPT FOR CLASS A PATCHES .
23. LANDSCAPED AREAS AFFECTED BY SIDEWALK CONSTRUCTION AND EXISTING SIDEWALK TO BE REMOVED WITHOUT PROPOSED REPLACEMENT SHALL BE RESTORED WITH "SODDING, SALT TOLERANT" AND "TOPSOIL FURNISH AND PLACE, 4-INCH" AS DIRECTED BY THE ENGINEER.
24. THE SIDEWALK ON ONLY ONE SIDE OF THE ROAD MAY BE CLOSED AT ANY TIME, WHILE THE SIDEWALK ON THE OPPOSITE SIDE OF THE ROAD SHALL REMAIN OPEN AND FULLY ACCESSIBLE. THE CONTRACTOR SHALL PLAN AND SCHEDULE ALL WORK ACCORDINGLY. WHEN THERE IS SIDEWALK ONLY ON ONE SIDE OF THE ROAD, CONTRACTOR SHALL PROVIDE A FORM OF TEMPORARY ACCESS TO PEDESTRIANS.
25. PROPOSED SIDEWALK RAMPS SHALL CONFORM TO CURRENT ADA REQUIREMENTS AND APPLICABLE STATE HIGHWAY STANDARDS TO THE EXTENT POSSIBLE, TO BE DETERMINED BY THE ENGINEER.
26. ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE PERFORMED BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
27. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
28. ANY DETECTOR LOOPS DAMAGED OUTSIDE OF THE RESURFACING LIMITS SHALL BE REPLACED BY THE CONTRACTOR AT NO EXPENSE TO THE DEPARTMENT.
29. CLASS D PATCHES, 4" WILL BE USED IN FRONT OF THE CURB AND GUTTER BEING REMOVED AND REPLACED FOR THE ADA RAMPS UNLESS OTHERWISE NOTED.
30. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
31. ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.

Accurate GROUP, INC.

USER NAME = jdavis	DESIGNED - MMA	REVISED -
	DRAWN - MMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED - JJD	REVISED -
PLOT DATE = 4/22/2022	DATE - 04/22/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE HIGHWAY STANDARDS, AND GENERAL NOTES
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	2
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0005 URBAN	80% FED 20% STATE SAFETY 0021 URBAN	100% STATE ROADWAY 0043 URBAN
20200100	EARTH EXCAVATION	CU YD	40	40		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	67	67		
25200110	SODDING, SALT TOLERANT	SQ YD	67	67		
25200200	SUPPLEMENTAL WATERING	UNIT	1	1		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	20226	20226		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	26876	26876		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	42	42		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	285	285		
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	4405	4405		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	4	4		
42001300	PROTECTIVE COAT	SQ YD	514	514		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2686	2686		
42400800	DETECTABLE WARNINGS	SQ FT	201	201		
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	44948	44948		

✱ SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0005 URBAN	80% FED 20% STATE SAFETY 0021 URBAN	100% STATE ROADWAY 0043 URBAN
44000600	SIDEWALK REMOVAL	SQ FT	1962	1962		
44201690	CLASS D PATCHES, TYPE I, 4 INCH	SQ YD	55	55		
44201692	CLASS D PATCHES, TYPE II, 4 INCH	SQ YD	33	33		
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	1700	1700		
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	1080	1080		
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	670	670		
60260100	INLETS TO BE ADJUSTED	EACH	6	6		
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1		
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	8	8		
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	30	30		
✱ 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	0			
✱ 66900530	SOIL DISPOSAL ANALYSIS	EACH	0			
✱ 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	0			
✱ 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	0			

✱ SPECIALTY ITEMS

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Accurate GROUP, INC.

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	DRAWN - MMA	REVISED -	
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PLOT DATE = 3/23/2022	DATE - 03/15/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

SCALE: | SHEET 1 OF 3 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	3
		CONTRACT NO. 62N47		
		ILLINOIS	FED. AID PROJECT NHPP-3444(375)	

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0005 URBAN	80% FED 20% STATE SAFETY 0021 URBAN	100% STATE ROADWAY 0043 URBAN
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	0			
	67100100	MOBILIZATION	L SUM	1	1		
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1		
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1		
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1		
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1		
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	16484	16484		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5495	5495		
	70306100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE III TAPE	SQ FT	941	941		
	70306120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE	FOOT	23076	23076		
	70306130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE III TAPE	FOOT	3183	3183		
	70306140	TEMPORARY PAVEMENT MARKING - LINE 8" - TYPE III TAPE	FOOT	234	234		

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0005 URBAN	80% FED 20% STATE SAFETY 0021 URBAN	100% STATE ROADWAY 0043 URBAN
	70306160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE III TAPE	FOOT	1491	1491		
	70306210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE III TAPE	FOOT	531	531		
*	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	1	1		
*	72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	1	1		
*	73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1	1		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	941	941		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	23076	23076		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3183	3183		
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	234	234		
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1491	1491		
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	531	531		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	650	650		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	650	650		
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	147		147	

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0005 URBAN	CONSTRUCTION CODE 80% FED 20% STATE SAFETY 0021 URBAN	CONSTRUCTION CODE 100% STATE ROADWAY 0043 URBAN
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3	2	1	
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1833		1833	
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	547		547	
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	180		180	
*	87900200	DRILL EXISTING HANDHOLE	EACH	5		5	
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	10		10	
*	88600600	DETECTOR LOOP REPLACEMENT	FOOT	995	995		
*	88600100	DETECTOR LOOP, TYPE I	FOOT	2043		2043	
*	89502200	MODIFY EXISTING CONTROLLER	EACH	2		2	
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	945		945	
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1	
*	89502376	REBUILD EXISTING HANDHOLE	EACH	3	3		
	K1003680	MULCH	SQ YD	14	14		
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1		
	X0326806	WASHOUT BASIN	L SUM	1	1		
*	X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2		2	
*	X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3		3	
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	600	600		
	X4402805	ISLAND REMOVAL	SQ FT	88	88		

* SPECIALTY ITEMS

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 80% FED 20% STATE ROADWAY 0005 URBAN	CONSTRUCTION CODE 80% FED 20% STATE SAFETY 0021 URBAN	CONSTRUCTION CODE 100% STATE ROADWAY 0043 URBAN
	X4402815	ISLAND PAVEMENT REMOVAL AND REPLACEMENT	SQ FT	93	93		
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	4020			4020
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
*	X8140238	REBUILD EXISTING DOUBLE HANDHOLE	EACH	2	2		
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	10		10	
*	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	20		20	
	Z0004542	HOT-MIX ASPHALT REMOVAL (SPECIAL)	SQ YD	95	95		
	Z0004562	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT	FOOT	1094	1094		
	Z0018100	DRAINAGE STRUCTURE ADJUSTMENT (SPECIAL)	EACH	8	8		
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	70			70
	Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	10	10		
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	371	371		
*	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2		2	
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
Ø	Z0076600	TRAINEES	HOURS	500	500		
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOURS	500	500		

* SPECIALTY ITEMS

Ø 0042

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Accurate GROUP, INC.

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PLOT DATE = 3/23/2022	DATE - 03/15/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	5
		CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

REV-SEP

INTERSECTION	20200100 EARTH EXCAVATION CU YD	21101615 TOPSOIL F&P 4 SQ YD	25200110 SODDING SALT TOLERANT SQ YD	25200200 SUPPLE WATERING UNIT	40800050 INCIDENTAL HMA SURF TON	42001300 PROTECTIVE COAT SQ YD	42400200 PC CONC SIDEWALK 5" SQ FT	42400800 DETECTABLE WARNINGS SQ FT	44000600 SIDEWALK REM SQ FT	44201690 CL D PATCH T1 4 SQ YD	44201692 CL D PATCH T2 4 SQ YD	60260100 INLETS TO BE ADJUSTED EACH
US 30 (LINCOLN HWY) AND NELSON RD	3	16.4	16.4	0.2	0	45.6	277	24	0	3.56	0	0
US 30 (LINCOLN HWY) AND VINE ST	7.1	19.4	19.4	0.3	0.4	67.9	383.8	20.1	242.7	4.83	5.8	2
US 30 (LINCOLN HWY) AND OAK DR	3.5	17.1	17.1	0.3	0	40.6	278.5	12	270	1.78	0	0
US 30 (LINCOLN HWY) AND CEDAR ST	18.5	13.5	13.5	0.2	1.1	262.7	1427	99.8	1412.7	29.54	32.4	3
US 30 (LINCOLN HWY) AND CHURCH ST	7.6	0	0	0.0	2.2	96.7	319.3	45	76.2	15.08	0	1
TOTAL	40	67	67	1.0	4	514	2686	201	2002	55	39	6

INTERSECTION	60265700 VALVE VAULT TO BE ADJUST EACH	72400710 RELOC SIGN PANEL T1 SQ FT	72800100 TELES STL SIN SUPPORT FOOT	73100100 BASE TEL STL SIN SUPP FOOT	85000200 MAINTAIN EXISTING TRF SIGN INSTALL EACH	89502376 REBUILD EX HANDHOLE EACH	K1003680 MULCH SQ YD	X4402805 ISLAND REMOVAL EACH	X4402815 ISLAND PAVT RM AND REPL EACH	X8140238 REBUILD EX DBL HANDHOLE EACH	Z0004542 HMA REMOVAL SPL SQ YD	Z0004562 COMB C&G REMOV REPL FOOT
US 30 (LINCOLN HWY) AND NELSON RD	0	0	0	0	1	0	0	0	0	0	20	32
US 30 (LINCOLN HWY) AND VINE ST	0	0	0	0	1	1	0	0	0	0	0	43.5
US 30 (LINCOLN HWY) AND OAK DR	0	0	0	0	0	0	0	0	0	0	44	16
US 30 (LINCOLN HWY) AND CEDAR ST	0	0	0	0	1	2	14	0	0	2	9.9	265.9
US 30 (LINCOLN HWY) AND CHURCH ST	1	1	1	1	0	0	0	87.6	92.7	0	20.2	135.7
TOTAL	1	1	1	1	3	3	14	88	93	2	95	494

MODEL: Schedule 1
FILE NAME: Q:\Engineering\ActiveProjects\20005_IDOT DURWO 22 - 62N47\CADD\CADD Sheets\CivilD\62N47-ph-schedule.dgn

Accurate GROUP, INC.

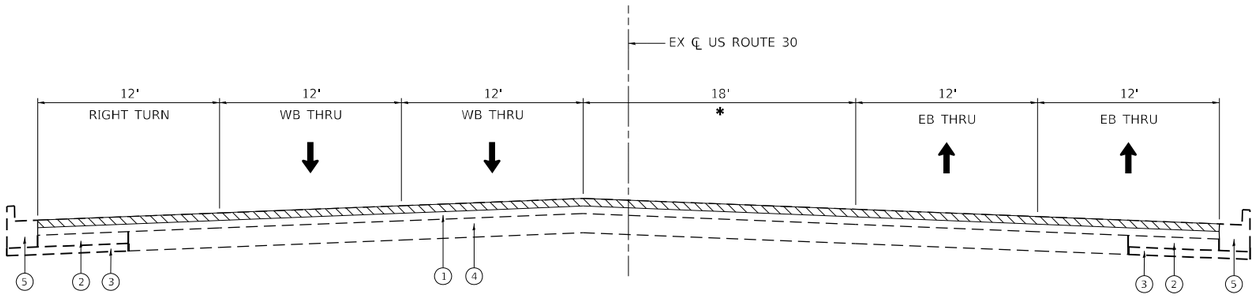
USER NAME = jdavis	DESIGNED - MMA	REVISED -	
	DRAWN - MMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 4/22/2022	DATE - 04/22/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA CURB RAMP SCHEDULE OF QUANTITIES
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

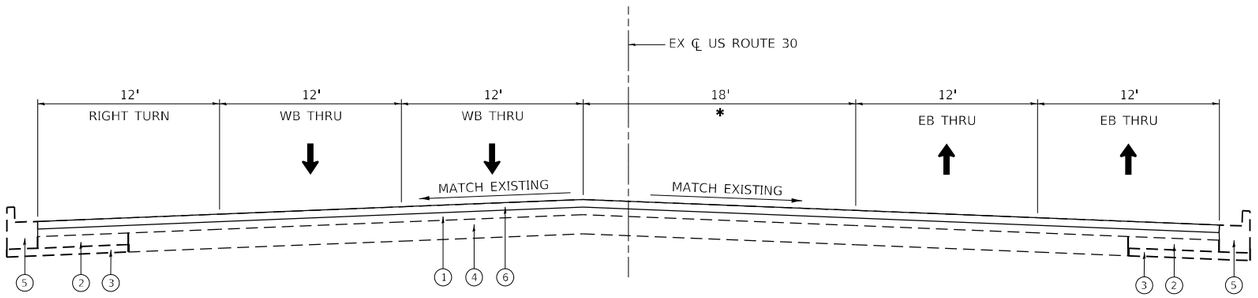
SCALE: | SHEET OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	6
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		



EXISTING TYPICAL SECTION

STA 31+22 TO STA 33+82

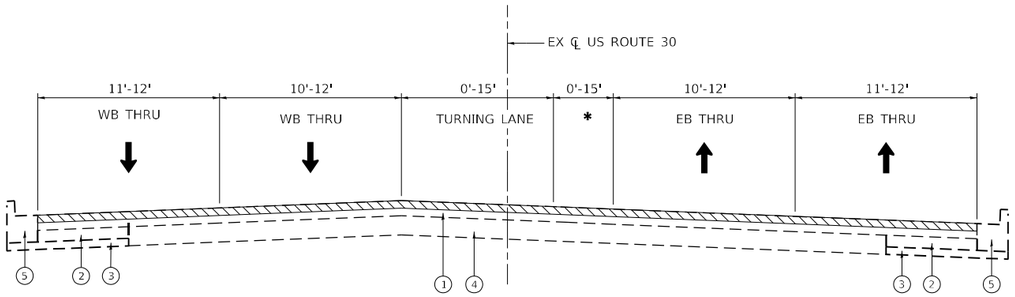


PROPOSED TYPICAL SECTION

STA 31+22 TO STA 33+82

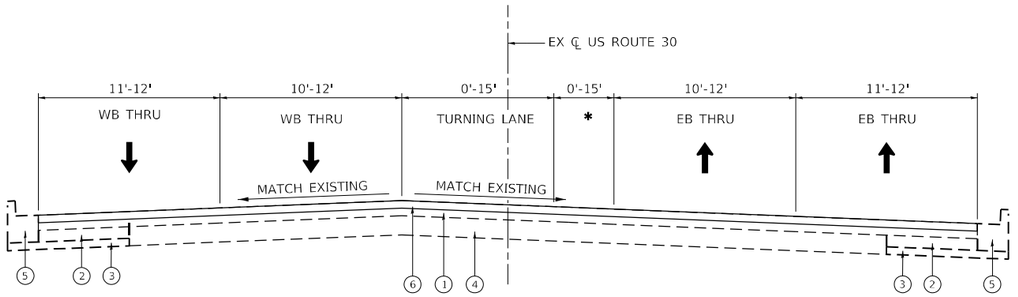
LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 1¾"
- (1) EXISTING HMA, 4" OR GREATER
- (2) EXISTING BASE COURSE
- (3) EXISTING SUBBASE
- (4) EXISTING CONCRETE PAVEMENT
- (5) EXISTING CONCRETE CURB AND GUTTER
- (6) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1¾"
- * PAINTED MEDIAN OR GORE



EXISTING TYPICAL SECTION

STA 33+82 TO STA 72+66



PROPOSED TYPICAL SECTION

STA 33+82 TO STA 72+66

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Accurate GROUP, INC.

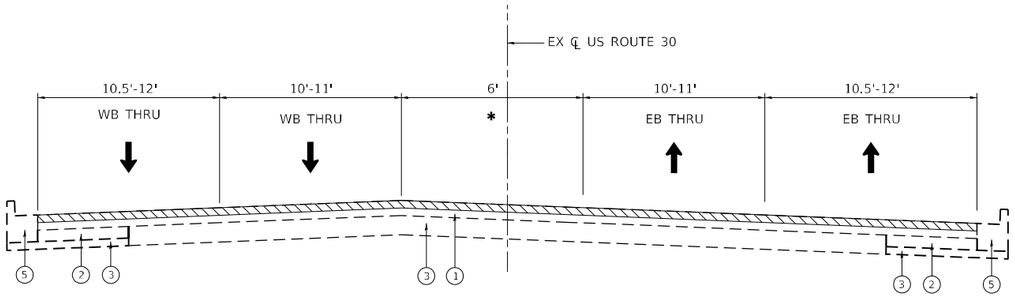
USER NAME = jdavis	DESIGNED - MMA	REVISED -
	DRAWN - MMA	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JJD	REVISED -
PLOT DATE = 3/23/2022	DATE - 03/15/2022	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND DETAILS
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

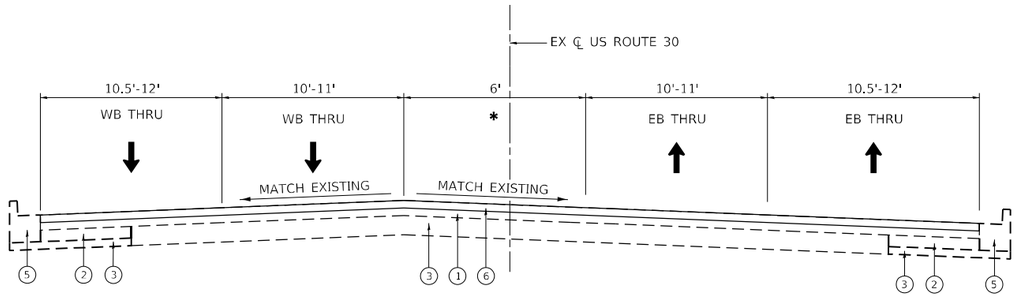
SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	7
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		



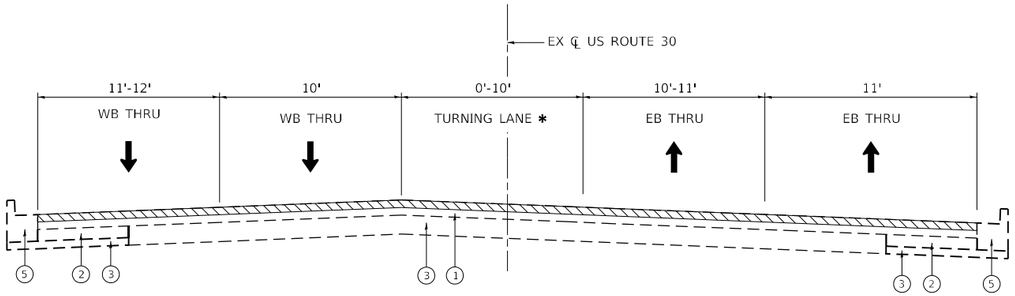
EXISTING TYPICAL SECTION

STA 72+66 TO STA 84+68



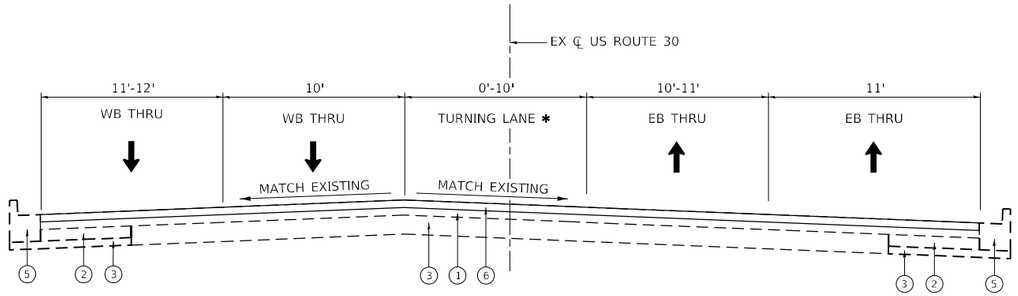
PROPOSED TYPICAL SECTION

STA 72+66 TO STA 84+68



EXISTING TYPICAL SECTION

STA 84+68 TO STA 94+50



PROPOSED TYPICAL SECTION

STA 84+68 TO STA 94+50

LEGEND

- HOT-MIX ASPHALT SURFACE REMOVAL, 1¾"
- (1) EXISTING HMA, 4" OR GREATER
- (2) EXISTING BASE COURSE
- (3) EXISTING SUBBASE
- (4) EXISTING CONCRETE PAVEMENT
- (5) EXISTING CONCRETE CURB AND GUTTER
- (6) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1¾"
- * PAINTED MEDIAN OR GORE

HMA MIXTURE REQUIREMENTS CHART

OPERATION	MIXTURE TYPE	AIR VOIDS (%) @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
PAVEMENT RESURFACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1¾"	4% @ 70 Gyr.	QCP
CLASS D PATCHES	HOT-MIX ASPHALT BINDER, IL-19.0	4% @ 70 Gyr.	QC/QA
INCIDENTAL HMA SURFACING	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 Gyr.	QC/QA
QUALITY MANAGEMENT PROGRAM (QMP) DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) QUALITY CONTROL FOR PERFORMANCE (QCP)			

NOTES

1. THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURES IS 112 LB/SY/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR 76-22", AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER MILLED SURFACE.
4. CONTRACTOR SHALL MILL BEFORE PATCHING.

MODEL: Default
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Accurate GROUP, INC.

USER NAME = jdavis	DESIGNED - MMA	REVISED -	
	DRAWN - MMA	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 3/23/2022	DATE - 03/15/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

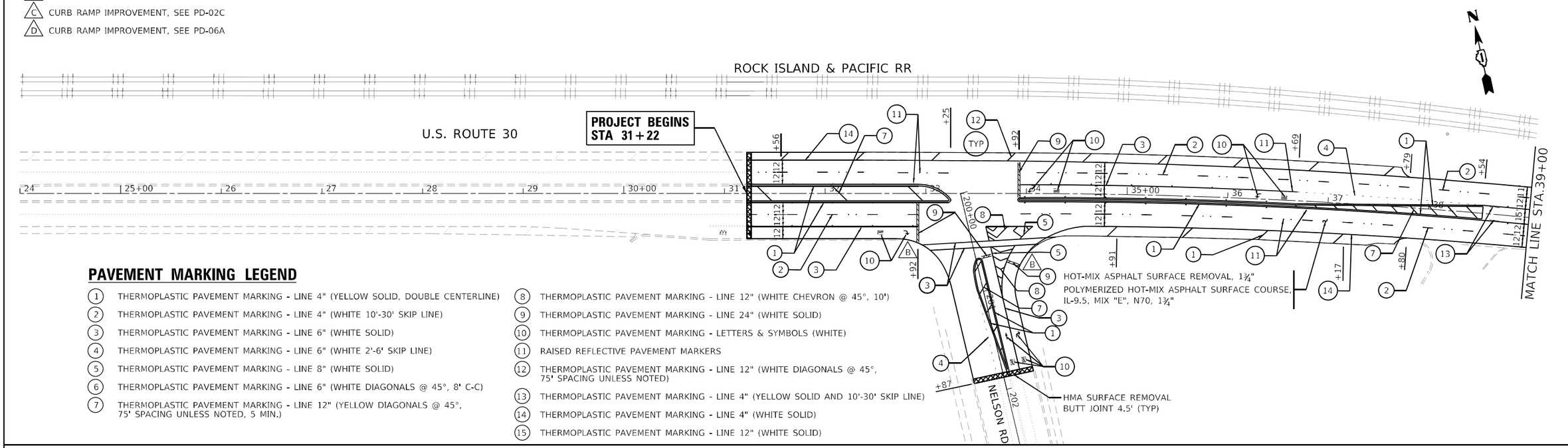
TYPICAL SECTIONS AND DETAILS
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	8
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

SIDEWALK LEGEND

- (A) CURB RAMP IMPROVEMENT, SEE ADA CURB RAMP DETAILS PLAN
- (B) CURB RAMP IMPROVEMENT, SEE PD-01C
- (C) CURB RAMP IMPROVEMENT, SEE PD-02C
- (D) CURB RAMP IMPROVEMENT, SEE PD-06A

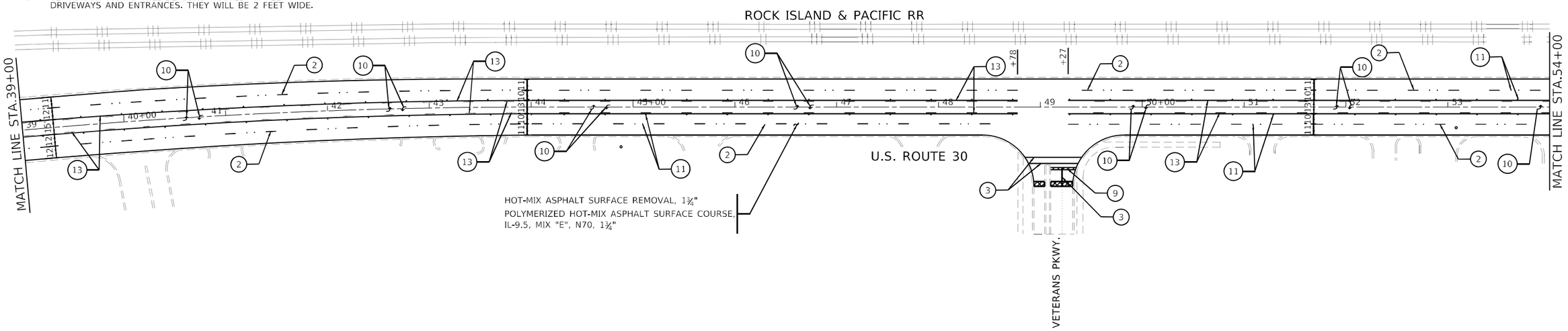


PAVEMENT MARKING LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, DOUBLE CENTERLINE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE 10'-30' SKIP LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE 2'-6' SKIP LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE DIAGONALS @ 45°, 8' C-C)
7. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (YELLOW DIAGONALS @ 45°, 75' SPACING UNLESS NOTED, 5 MIN.)
8. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE CHEVRON @ 45°, 10')
9. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (WHITE SOLID)
10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE)
11. RAISED REFLECTIVE PAVEMENT MARKERS
12. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONALS @ 45°, 75' SPACING UNLESS NOTED)
13. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID AND 10'-30' SKIP LINE)
14. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE SOLID)
15. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID)

NOTES:

1. INSTALL PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-13 - TYPICAL PAVEMENT MARKINGS.
2. INSTALL RAISED REFLECTIVE PAVEMENT MARKERS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-11 - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
4. SEE SHEETS 12 THROUGH 16 FOR ADA RAMP DETAILS.
5. SEE SHEETS 17 THROUGH 22 FOR PD DETAILS.
6. TEMPORARY RAMPS WILL BE CONSTRUCTED AT ALL DRIVEWAYS AND ENTRANCES. THEY WILL BE 2 FEET WIDE.



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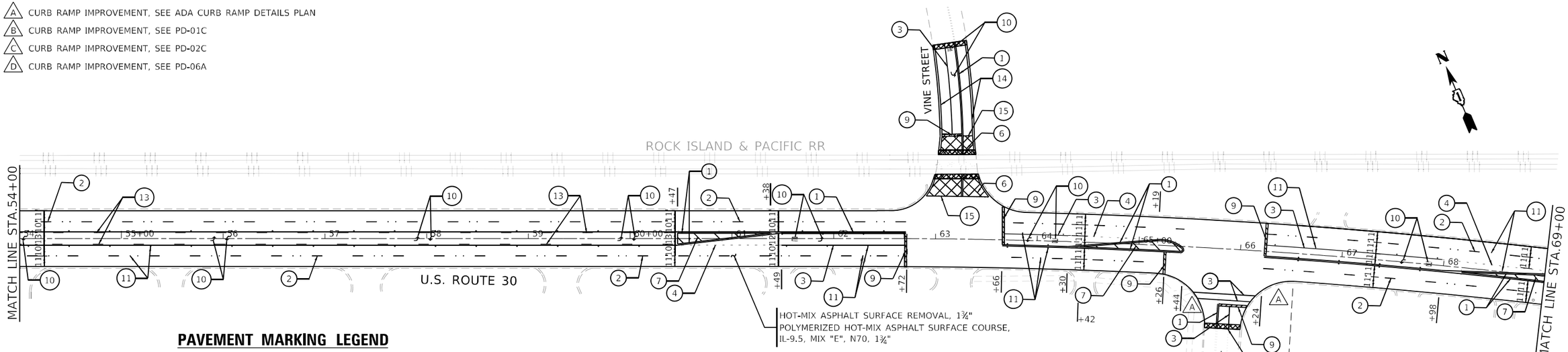
Accurate GROUP, INC.	USER NAME = jdavis	DESIGNED - MMA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RESURFACING AND PAVEMENT MARKING PLAN US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS
		DRAWN - MMA	REVISED -		
	PLOT SCALE = 100.0000 ' / in.	CHECKED - JJD	REVISED -		SCALE: 1"=50' SHEET 1 OF 3 SHEETS STA. 31+22 TO STA. 54+00
	PLOT DATE = 4/22/2022	DATE - 04/22/2022	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	9
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

SIDEWALK LEGEND

- (A) CURB RAMP IMPROVEMENT, SEE ADA CURB RAMP DETAILS PLAN
- (B) CURB RAMP IMPROVEMENT, SEE PD-01C
- (C) CURB RAMP IMPROVEMENT, SEE PD-02C
- (D) CURB RAMP IMPROVEMENT, SEE PD-06A



PAVEMENT MARKING LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, DOUBLE CENTERLINE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE 10'-30' SKIP LINE)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE SOLID)
4. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE 2'-6' SKIP LINE)
5. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE SOLID)
6. THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE DIAGONALS @ 45°, 8' C-C)
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10. THERMOPLASTIC PAVEMENT MARKING - LETTERS & SYMBOLS (WHITE)
11. RAISED REFLECTIVE PAVEMENT MARKERS
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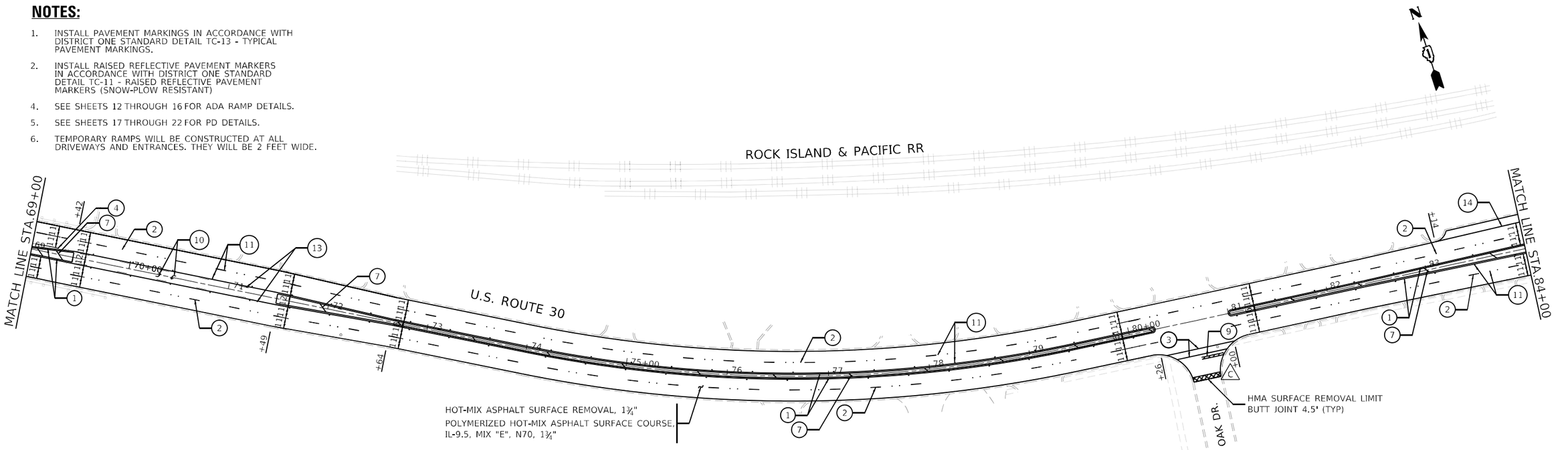
15. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID)

NOTES:

1. INSTALL PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-13 - TYPICAL PAVEMENT MARKINGS.
2. INSTALL RAISED REFLECTIVE PAVEMENT MARKERS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-11 - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
4. SEE SHEETS 12 THROUGH 16 FOR ADA RAMP DETAILS.
5. SEE SHEETS 17 THROUGH 22 FOR PD DETAILS.
6. TEMPORARY RAMPS WILL BE CONSTRUCTED AT ALL DRIVEWAYS AND ENTRANCES. THEY WILL BE 2 FEET WIDE.



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Accurate GROUP, INC.

USER NAME = jdavis	DESIGNED - MMA	REVISED -	
	DRAWN - MMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 3/23/2022	DATE - 03/15/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RESURFACING AND PAVEMENT MARKING PLAN
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

SCALE: 1"=50' | SHEET 2 OF 3 SHEETS | STA. 54+00 TO STA. 84+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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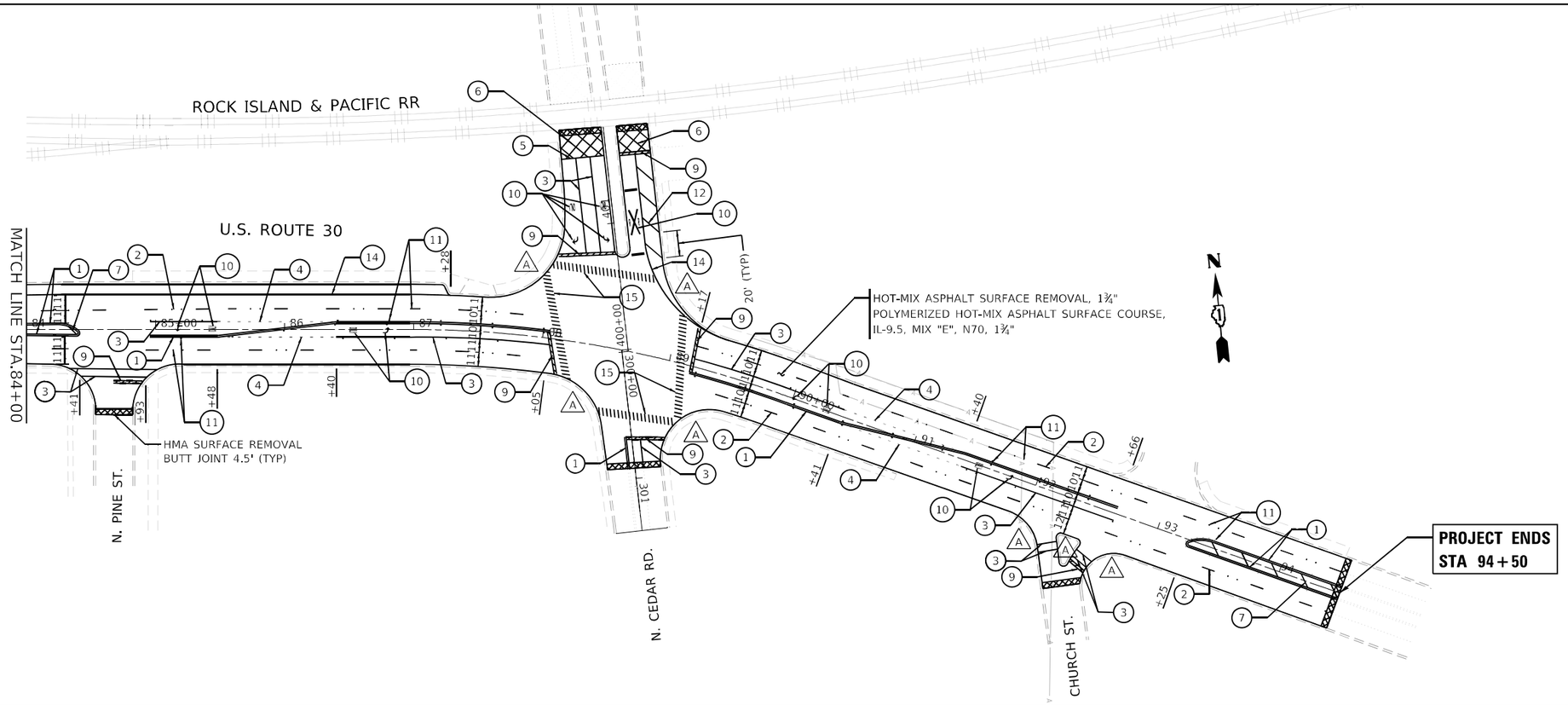
		CONTRACT NO. 62N47		
		ILLINOIS	FED. AID PROJECT NHPP-3444(375)	



NOTES:

1. INSTALL PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-13 - TYPICAL PAVEMENT MARKINGS.
2. INSTALL RAISED REFLECTIVE PAVEMENT MARKERS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-11 - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
4. SEE SHEETS 12 THROUGH 16 FOR ADA RAMP DETAILS.
5. SEE SHEETS 17 THROUGH 22 FOR PD DETAILS.
6. TEMPORARY RAMPS WILL BE CONSTRUCTED AT ALL DRIVEWAYS AND ENTRANCES. THEY WILL BE 2 FEET WIDE.

PAVEMENT MARKING LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW SOLID, DOUBLE CENTERLINE)
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15. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE SOLID)

SIDEWALK LEGEND

- A CURB RAMP IMPROVEMENT, SEE ADA CURB RAMP DETAILS PLAN
- B CURB RAMP IMPROVEMENT, SEE PD-01C
- C CURB RAMP IMPROVEMENT, SEE PD-02C
- D CURB RAMP IMPROVEMENT, SEE PD-06A

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Accurate GROUP, INC.

USER NAME = jdavis	DESIGNED - MMA	REVISED -	
	DRAWN - MMA	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 3/23/2022	DATE - 03/15/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RESURFACING AND PAVEMENT MARKING PLAN
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

SCALE: 1"=50' | SHEET 3 OF 3 SHEETS | STA. 84+00 | TO STA. 94+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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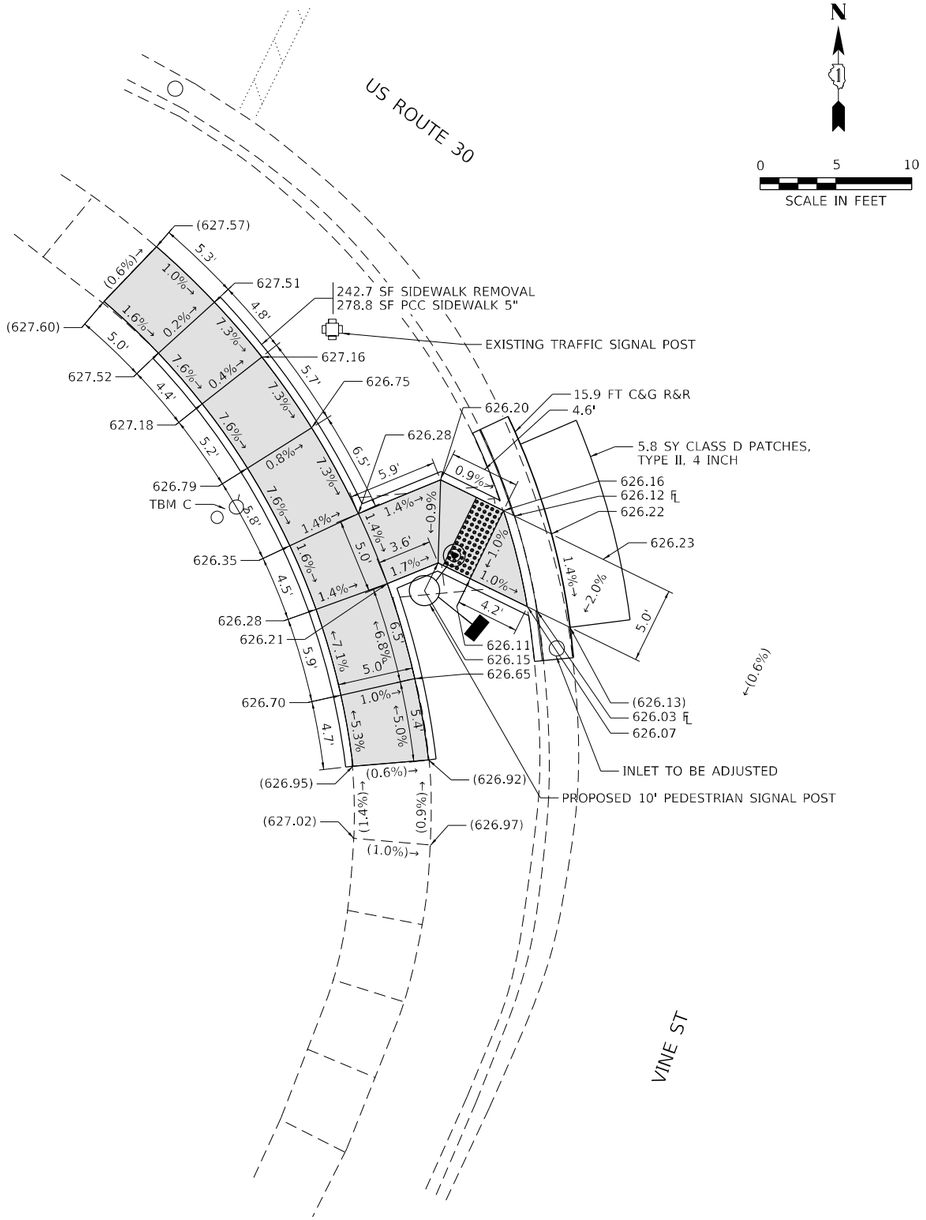
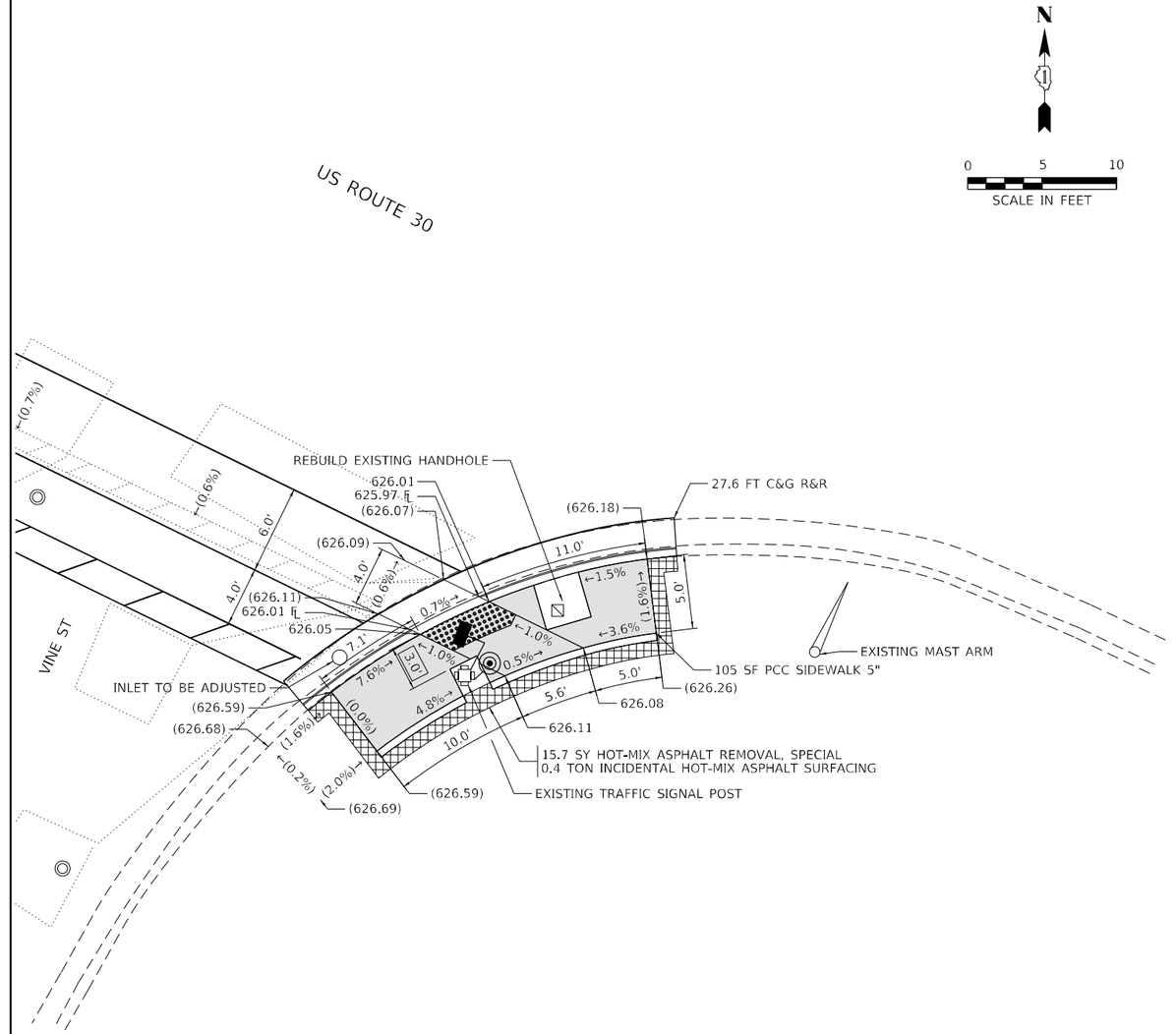
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		





TBM C

TOP OF NW BOLT OF FIRE HYDRANT AT SW CORNER OF US RTE 30 AND VINE ST.

ELEVATION 628.872

NORTHING 1766344.137

EASTING 1082523.411

LEGEND

- XX.X' EXISTING LENGTH
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDE CURB
- DETECTABLE WARNINGS
- PROPOSED SIDEWALK
- SIDEWALK REMOVAL, REPLACE WITH TOPSOIL & SOD
- HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL), REPLACE WTIH INCIDENTAL HOT-MIX ASPHALT SURFACING

TBM C

TOP OF NW BOLT OF FIRE HYDRANT AT SW CORNER OF US RTE 30 AND VINE ST.

ELEVATION 628.872

NORTHING 1766344.137

EASTING 1082523.411

Accurate GROUP, INC.

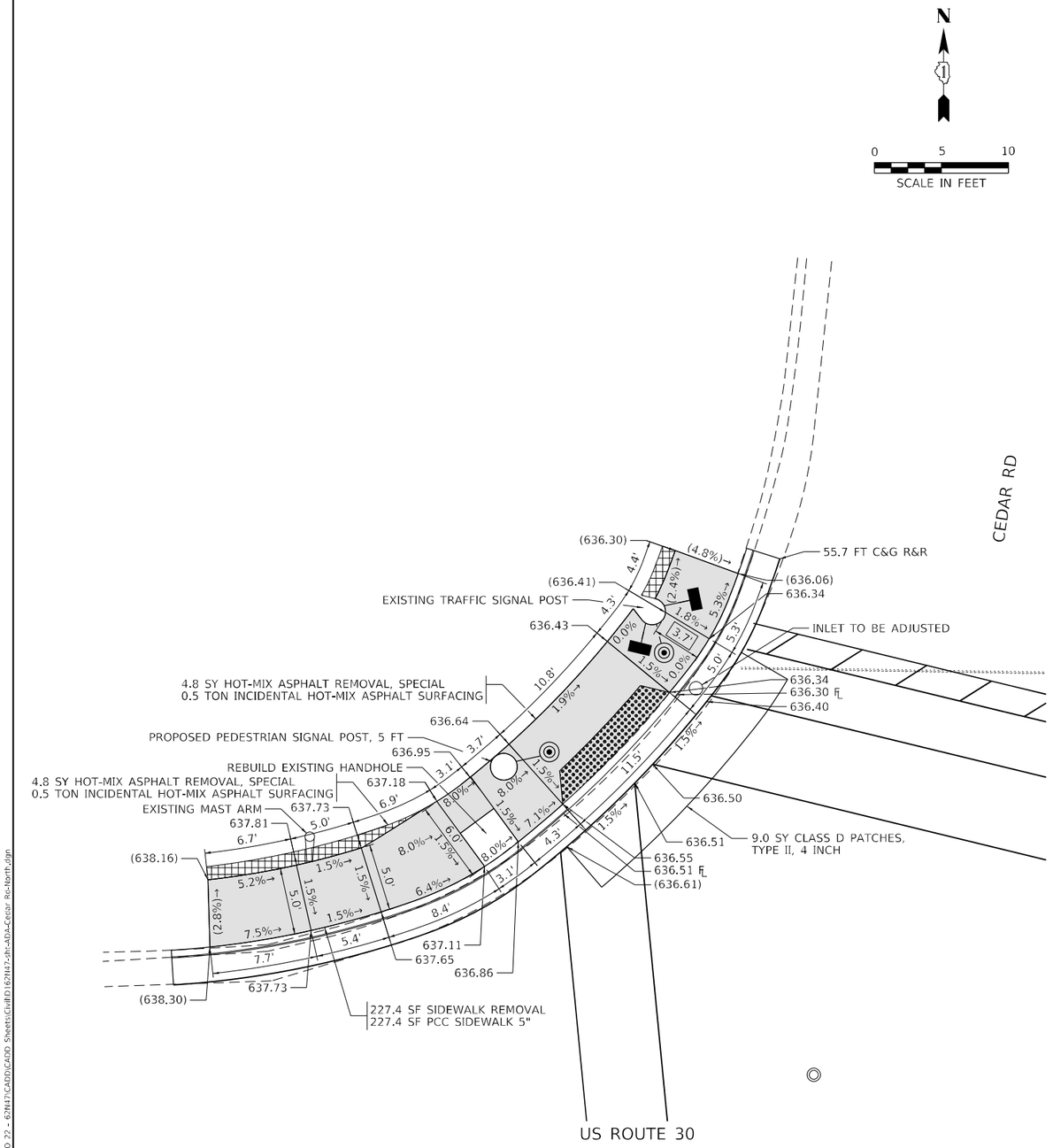
USER NAME = jdavis	DESIGNED - DW	REVISED -	
	DRAWN - DW	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 4/22/2022	DATE - 11-02-2021	REVISED -	

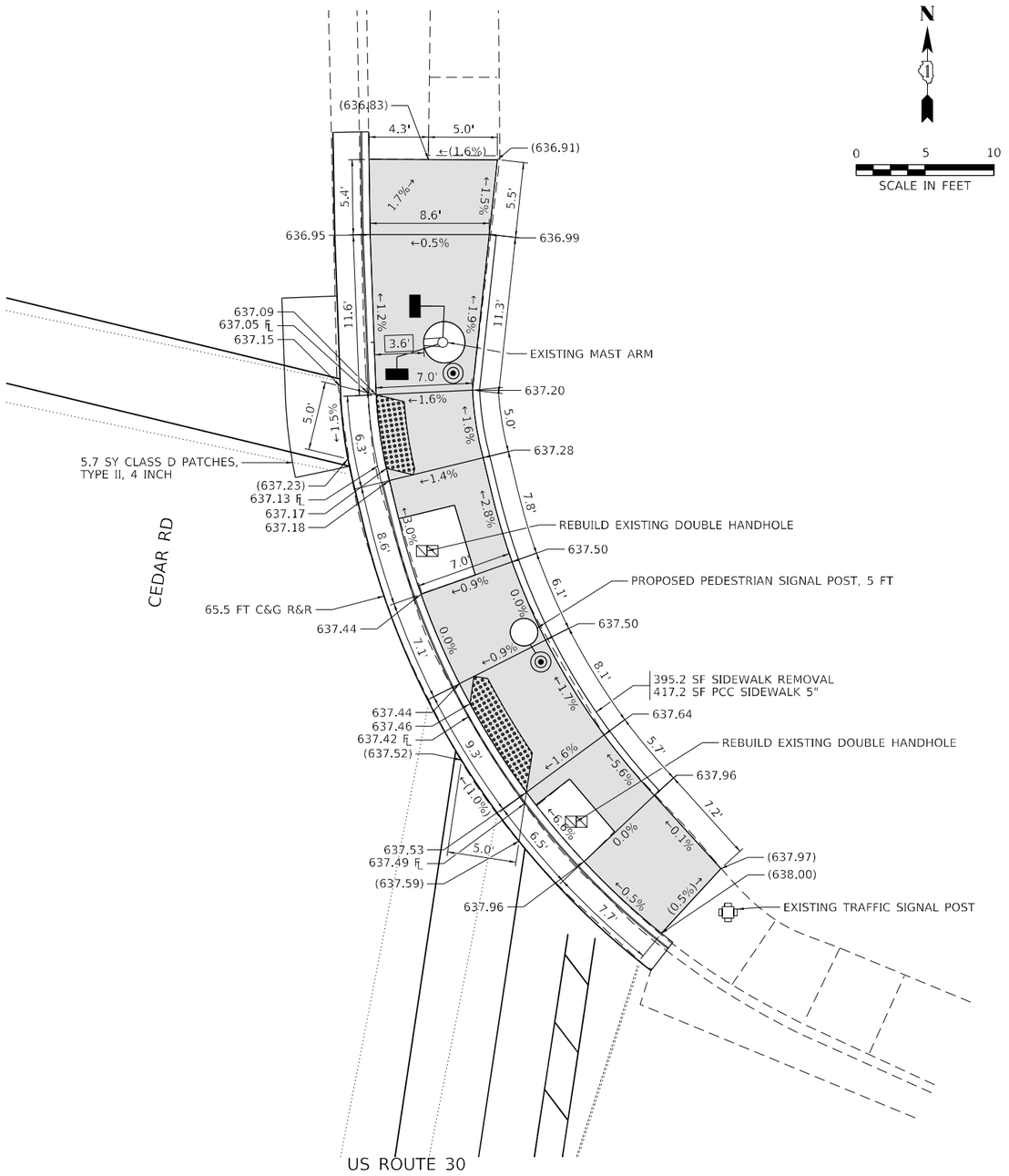
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA CURB RAMP DETAILS – VINE STREET
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	12
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		





TBM B

TOP OF NW BOLT OF FIRE HYDRANT AT SW CORNER OF US RTE 30 AND VINE ST.

ELEVATION 628.872

NORTHING XX

EASTING XX

LEGEND

XX.X' EXISTING LENGTH

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDE CURB

DETECTABLE WARNINGS

PROPOSED SIDEWALK

SIDEWALK REMOVAL, REPLACE WITH TOPSOIL & SOD

HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL), REPLACE WTIH INCIDENTAL HOT-MIX ASPHALT SURFACING

TBM B

TOP OF NW BOLT OF FIRE HYDRANT AT SW CORNER OF US RTE 30 AND VINE ST.

ELEVATION 628.872

NORTHING XX

EASTING XX

MODEL: Default
FILE NAME: Q:\Engineering\Live%20Projects\20005_IDOT DURKWO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-ifr-ADA-Cedar Rd-North.dgn

Accurate GROUP, INC.

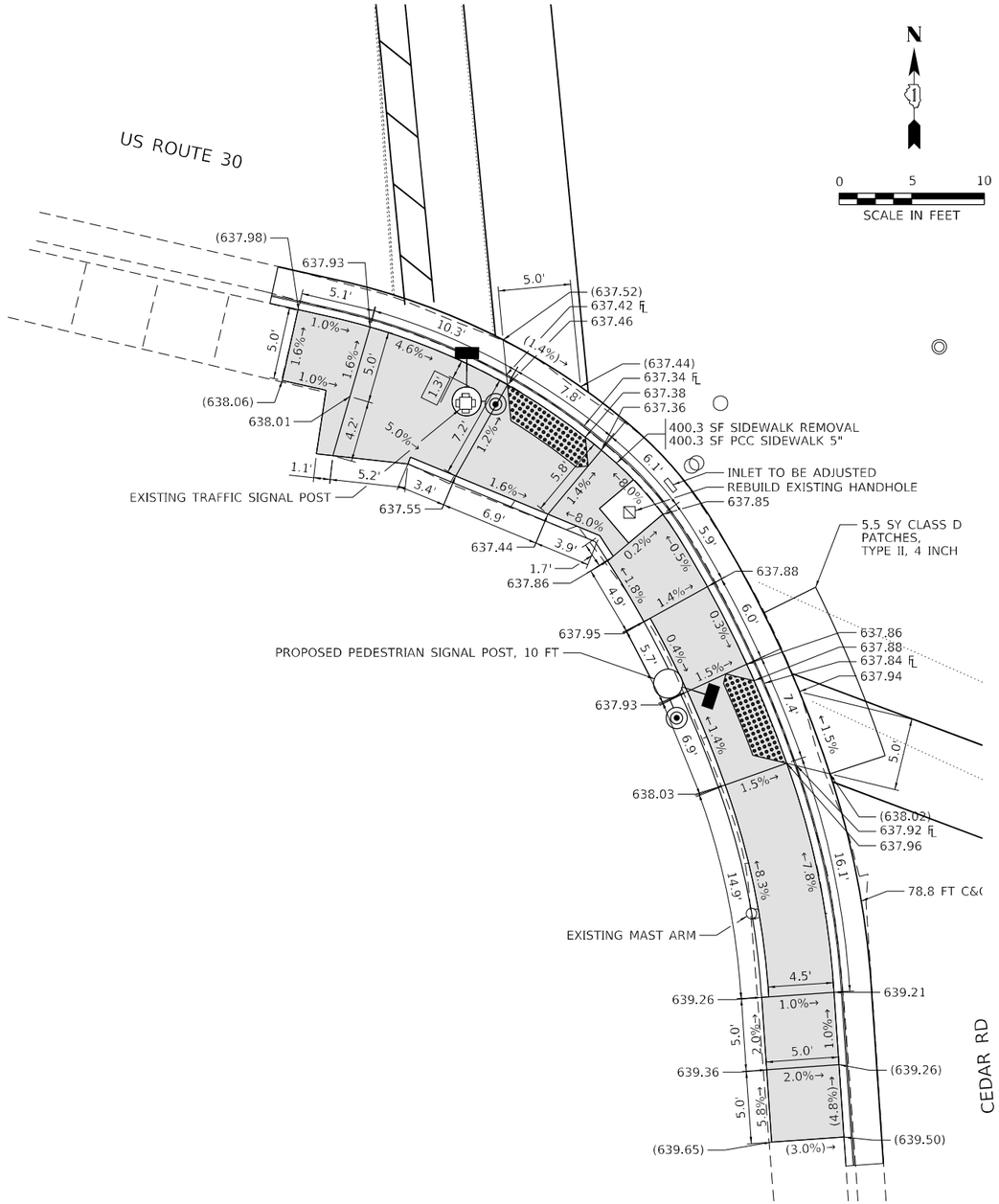
USER NAME = jdavis	DESIGNED - DW	REVISED -
	DRAWN - DW	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JJD	REVISED -
PLOT DATE = 4/22/2022	DATE - 11-02-2021	REVISED -

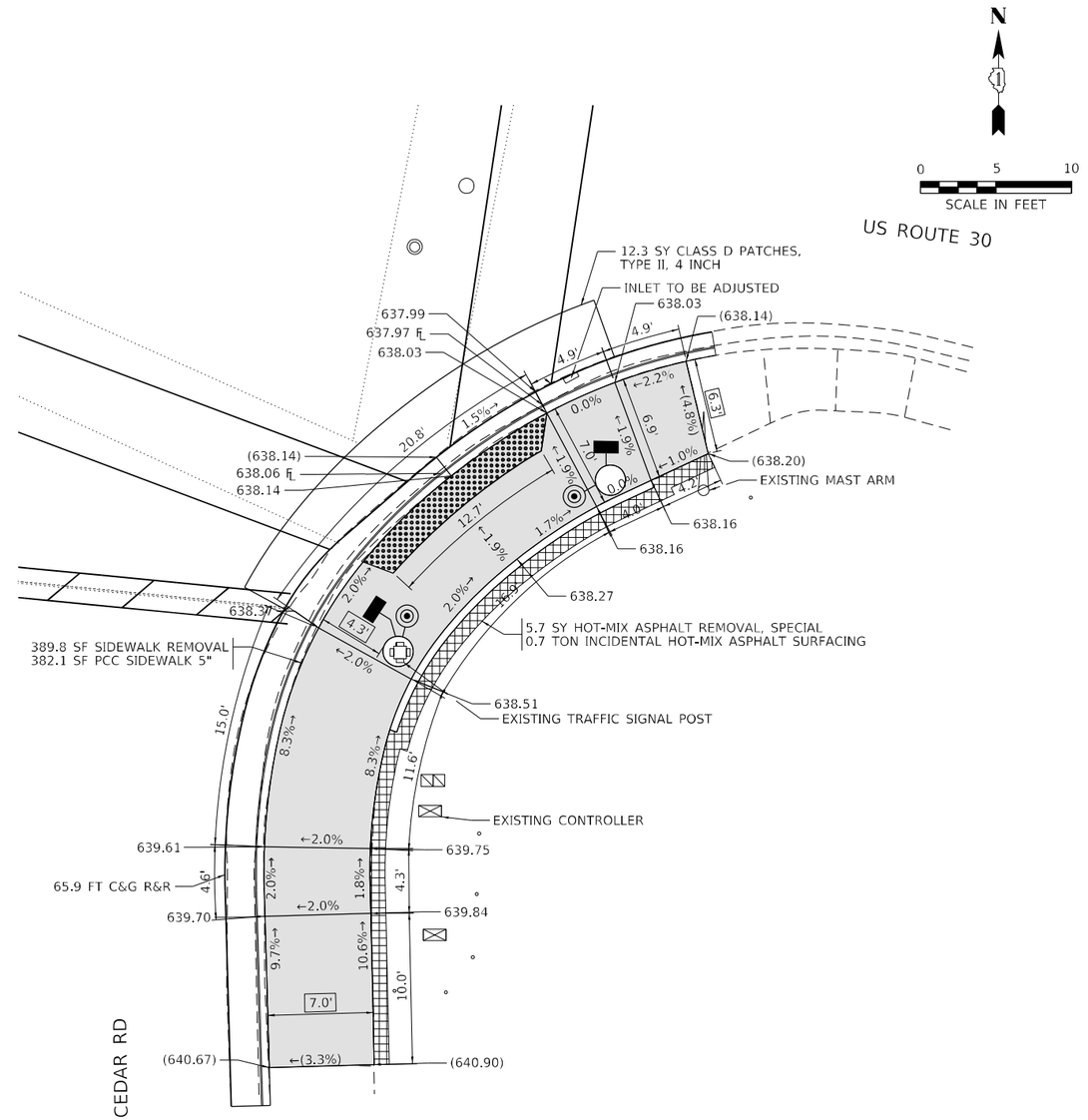
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA CURB RAMP DETAILS – CEDAR ROAD– NORTH
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	13
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		





TBM B

TOP OF NW BOLT OF FIRE HYDRANT AT SW CORNER OF US RTE 30 AND VINE ST.

ELEVATION 628.872

NORTHING XX

EASTING XX

LEGEND

XX.X' EXISTING LENGTH

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDE CURB

DETECTABLE WARNINGS

PROPOSED SIDEWALK

SIDEWALK REMOVAL, REPLACE WITH TOPSOIL & SOD

HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL), REPLACE WTIH INCIDENTAL HOT-MIX ASPHALT SURFACING

TBM B

TOP OF NW BOLT OF FIRE HYDRANT AT SW CORNER OF US RTE 30 AND VINE ST.

ELEVATION 628.872

NORTHING XX

EASTING XX

Accurate GROUP, INC.

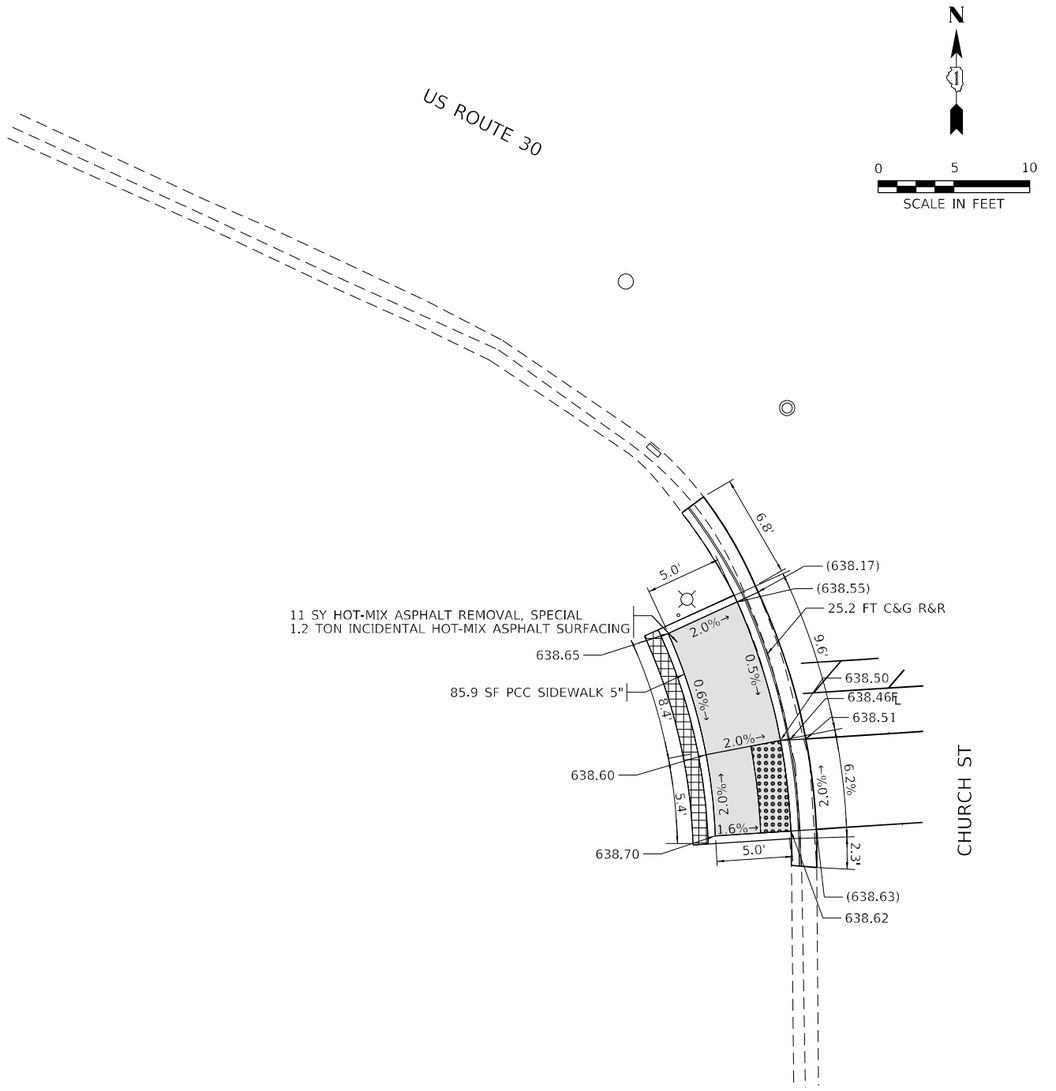
USER NAME = jdavis	DESIGNED - DW	REVISED -	
	DRAWN - DW	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 4/22/2022	DATE - 11-02-2021	REVISED -	

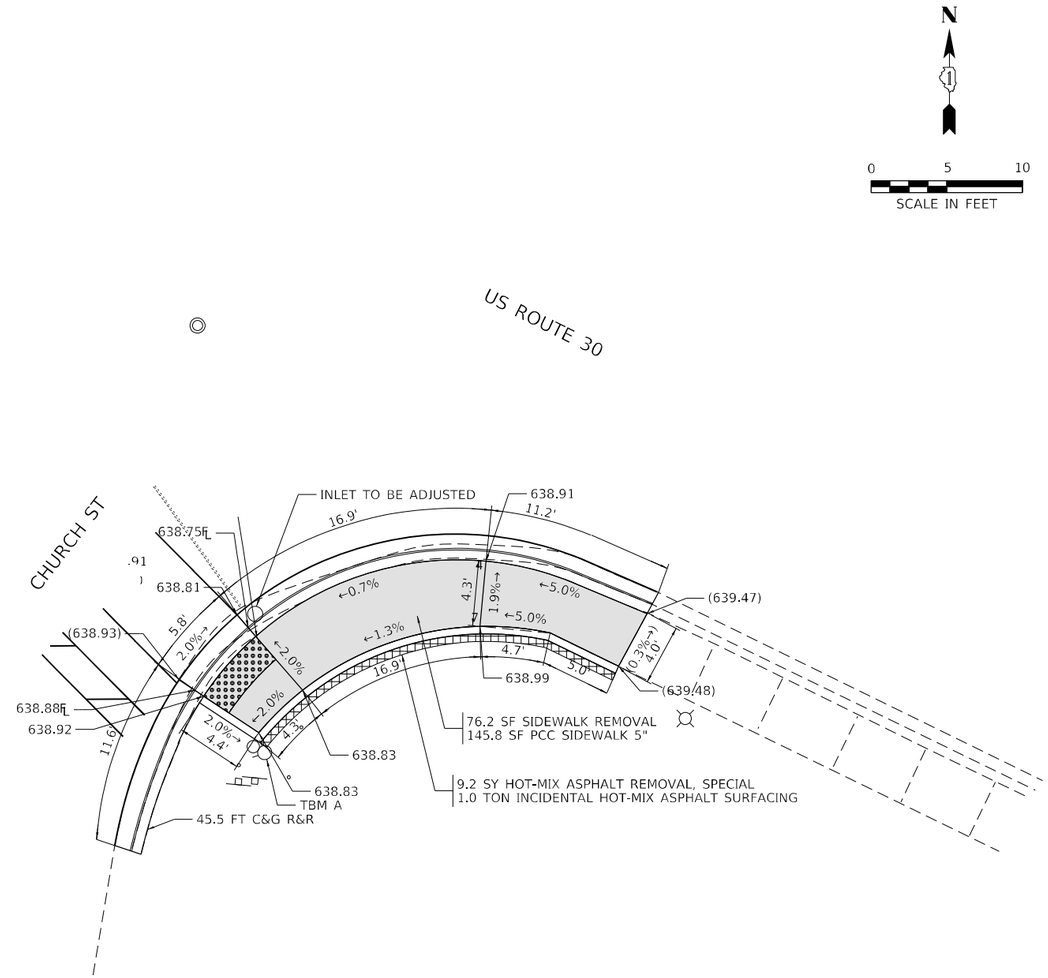
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA CURB RAMP DETAILS – CEDAR ROAD–SOUTH
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	14
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		





TBM A

TOP OF NW BOLT OF FIRE HYDRANT AT SE CORNER OF US RTE 30 AND CHURCH ST.

ELEVATION 640.925

NORTHING 1765506.641

EASTING 1085078.305

LEGEND

XX.X' EXISTING LENGTH

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDE CURB

DETECTABLE WARNINGS

PROPOSED SIDEWALK

SIDEWALK REMOVAL, REPLACE WITH TOPSOIL & SOD

HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL), REPLACE WTIH INCIDENTAL HOT-MIX ASPHALT SURFACING

TBM A

TOP OF NW BOLT OF FIRE HYDRANT AT SE CORNER OF US RTE 30 AND CHURCH ST.

ELEVATION 640.925

NORTHING 1765506.641

EASTING 1085078.305

MODEL: Default
FILE NAME: Q:\Engineering\LiveProjects\20005_IDOT DURWO 22 - 62N47\CADD\CADD\ Sheets\CivilD\62N47-dh-ADA-Church St.dgn

Accurate GROUP, INC.

USER NAME = jdavis	DESIGNED - JLS	REVISED -	
	DRAWN - JLS	REVISED -	
PLOT SCALE = 10.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 3/23/2022	DATE - 11-02-2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

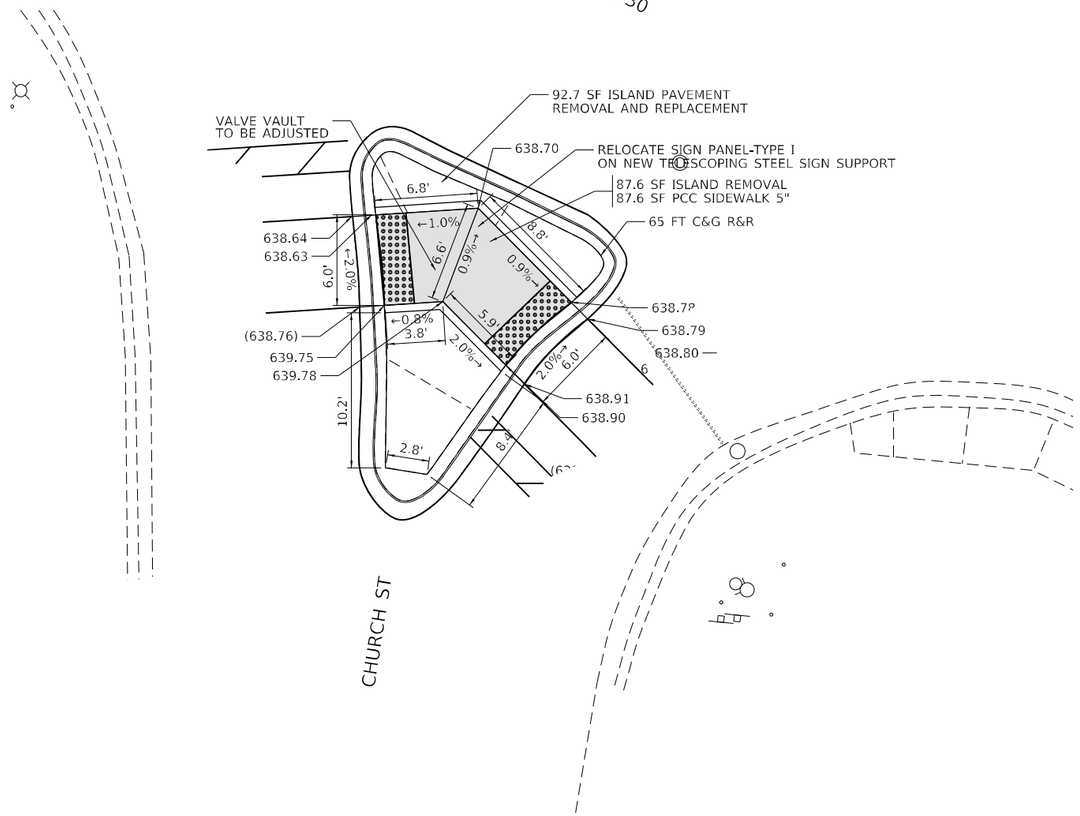
ADA CURB RAMP DETAILS – CHURCH STREET
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	15
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

N

0 5 10
SCALE IN FEET



N

0 5 10
SCALE IN FEET

TBM A

TOP OF NW BOLT OF FIRE HYDRANT AT SE CORNER OF US RTE 30 AND CHURCH ST.

ELEVATION 640.925

NORTHING 1765506.641

EASTING 1085078.305

LEGEND

XX.X' EXISTING LENGTH

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDE CURB

DETECTABLE WARNINGS

PROPOSED SIDEWALK

SIDEWALK REMOVAL, REPLACE WITH TOPSOIL & SOD

HOT-MIX ASPHALT SURFACE REMOVAL (SPECIAL), REPLACE WTIH INCIDENTAL HOT-MIX ASPHALT SURFACING

TBM

ELEVATION

NORTHING

EASTING

MODEL: Default
FILE NAME: Q:\Engineering\UsveProjects\20005 IDOT DURWO 22 - 62N47\CADD\CADD Sheets\CivilD\62N47-hr-ADA-Church St-South-Median.dgn

Accurate GROUP, INC.

USER NAME = jdavis	DESIGNED - JLS	REVISED -
	DRAWN - JLS	REVISED -
PLOT SCALE = 10.0000 ' / in.	CHECKED - JJD	REVISED -
PLOT DATE = 3/23/2022	DATE - 11-02-2021	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

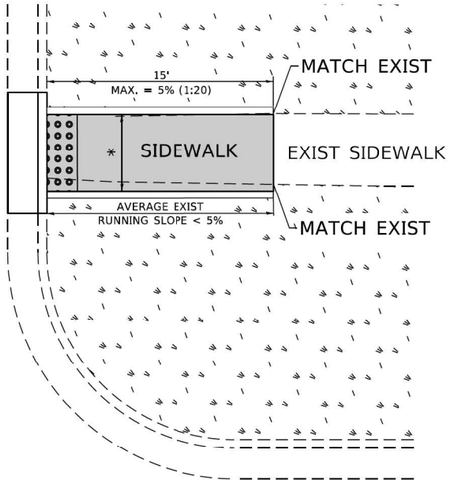
ADA CURB RAMP DETAILS – CHURCH STREET–SOUTH MEDIAN
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

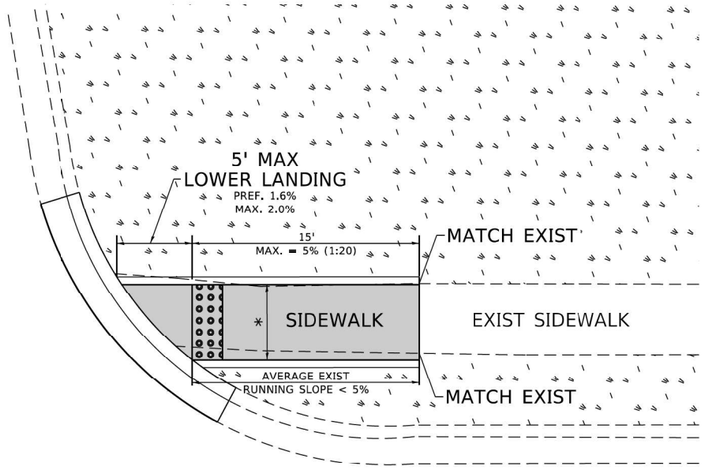
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	16
		CONTRACT NO. 62N47		
		ILLINOIS	FED. AID PROJECT NHPP-3444(375)	

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

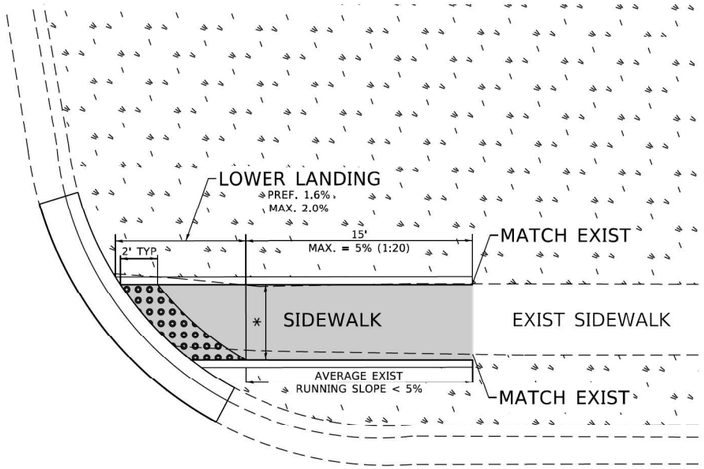
PD–01A



PD–01B



PD–01C



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME =	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED -
PLOT DATE = 3/23/2022	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

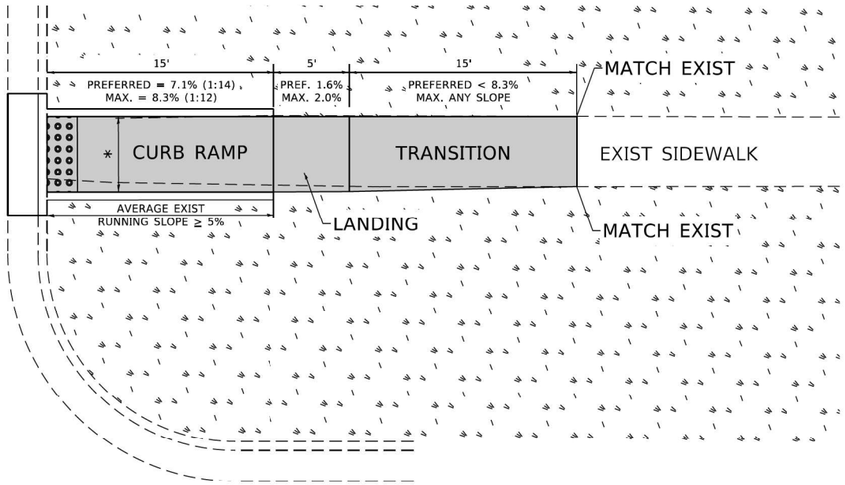
SCALE: NONE | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	17
	PD-01	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

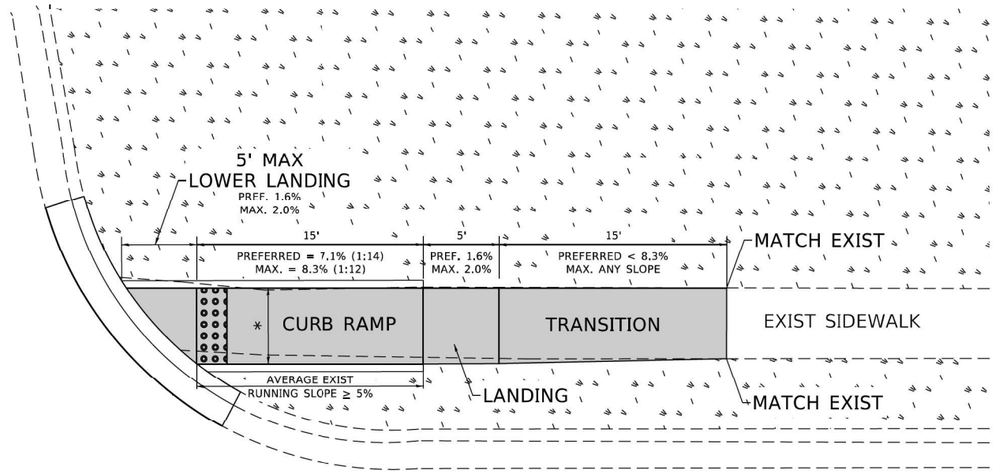
MODEL: Default
FILE NAME: Q:\Engineering\Live Projects\20005_IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\CivilD 62N47-Jn-PD-01 Std.dgn

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

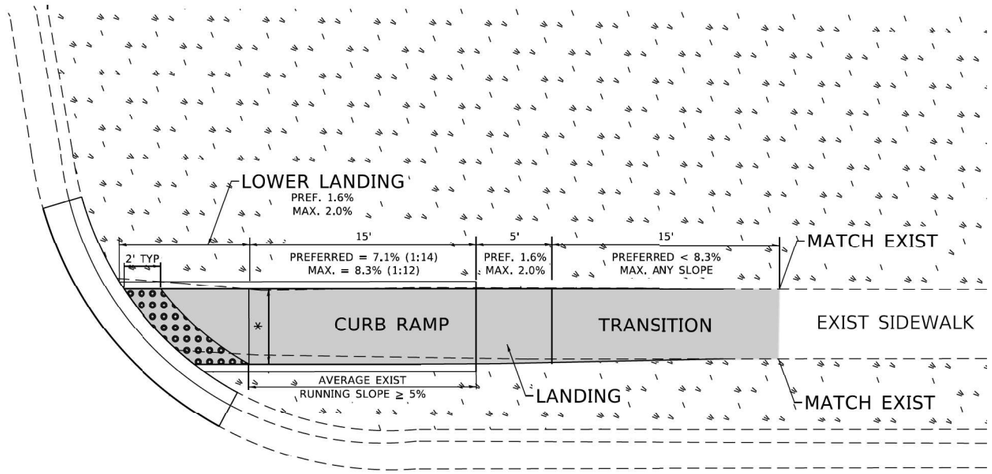
PD–02A



PD–02B



PD–02C



LEGEND

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

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = jdavis	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/23/2022	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

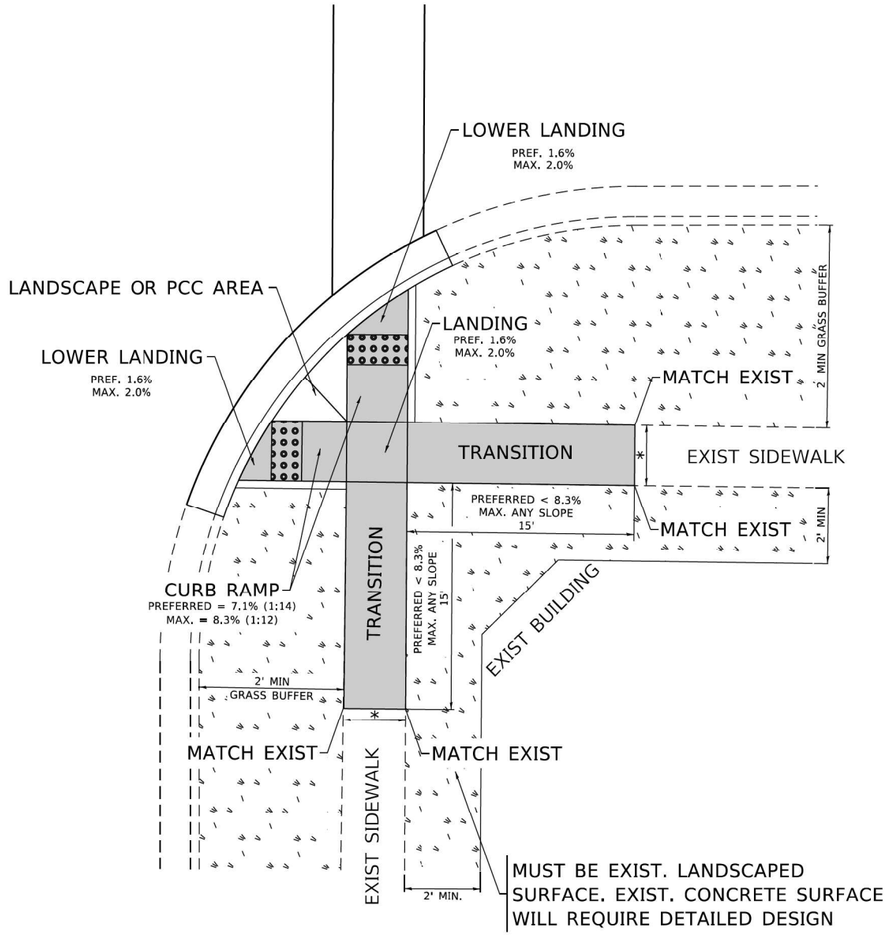
SCALE: NONE | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	18
	PD-02	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

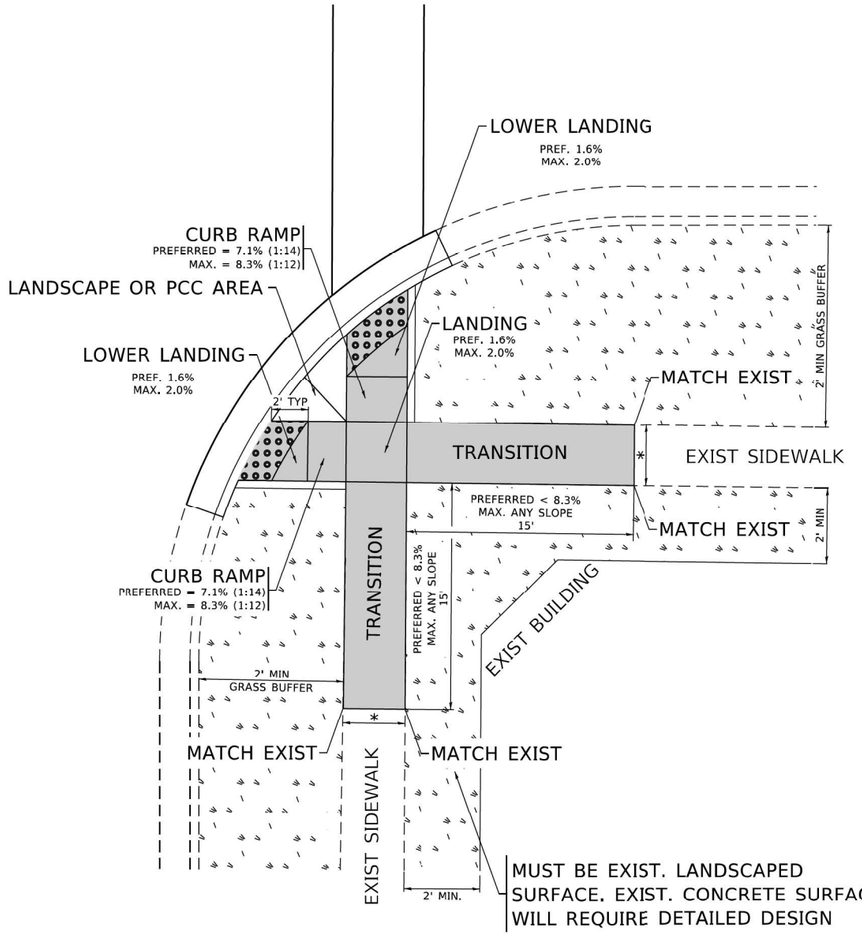
MODEL: Default
FILE NAME: c:\Engineering\LiveProjects\20005 IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\CivilD 62N47-dft-PD-02 Std.dgn

ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD–03A



PD–03B



LEGEND

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

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = jdavis	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/23/2022	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

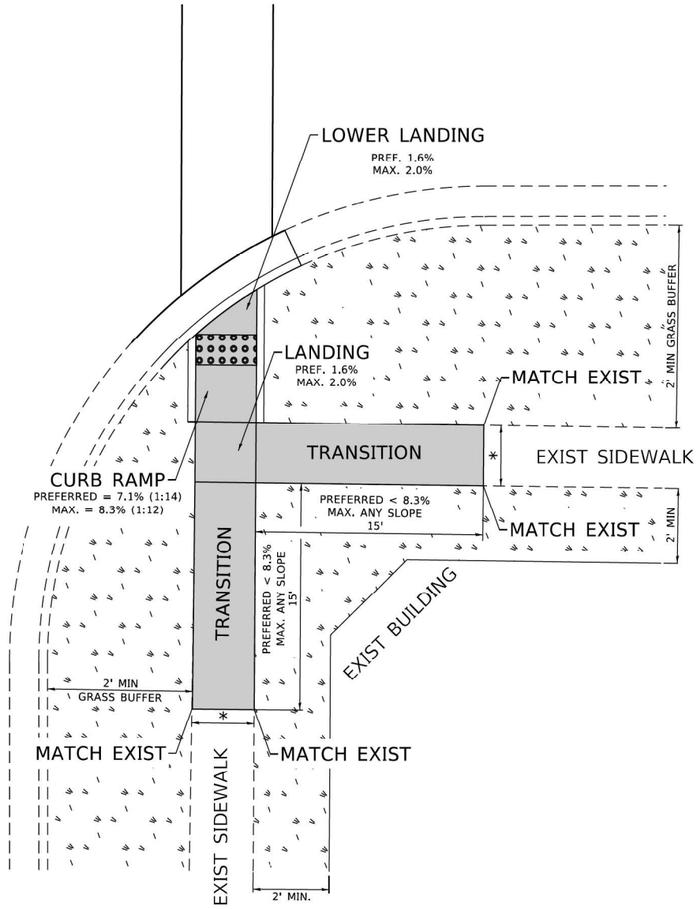
SCALE: NONE | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	19
	PD-03	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

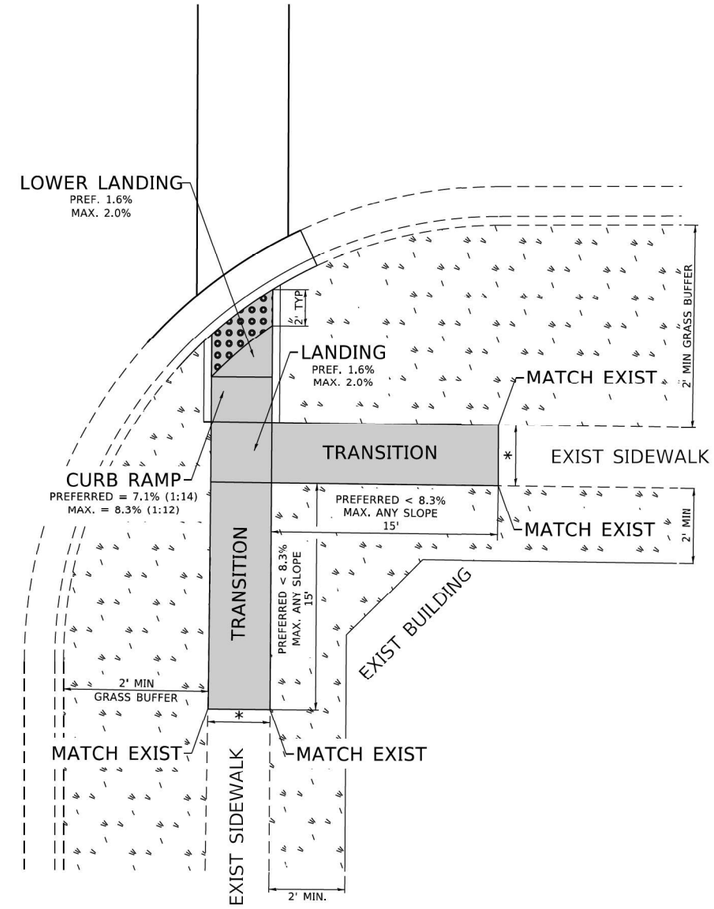
MODEL: Default
FILE NAME: Q:\Engineering\Live\Projects\20005 IDOT DURWO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-IIN-PD-03 Std.dgn

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD–04A



PD–04B



LEGEND

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

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = jdavis	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED -
PLOT DATE = 3/23/2022	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

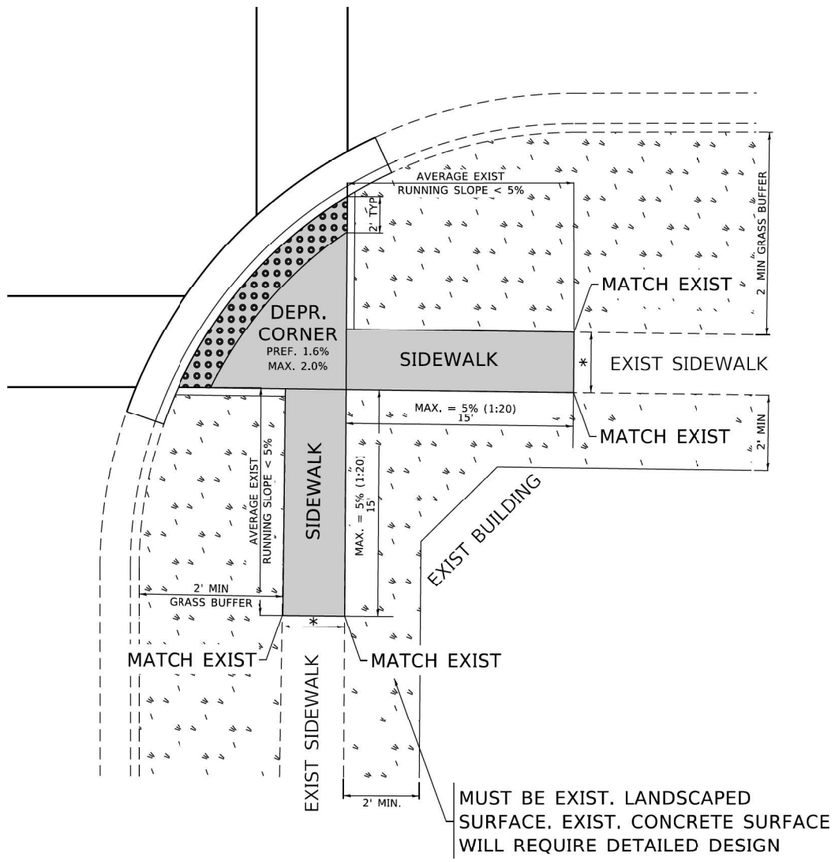
SCALE: NONE | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	20
	PD-04	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

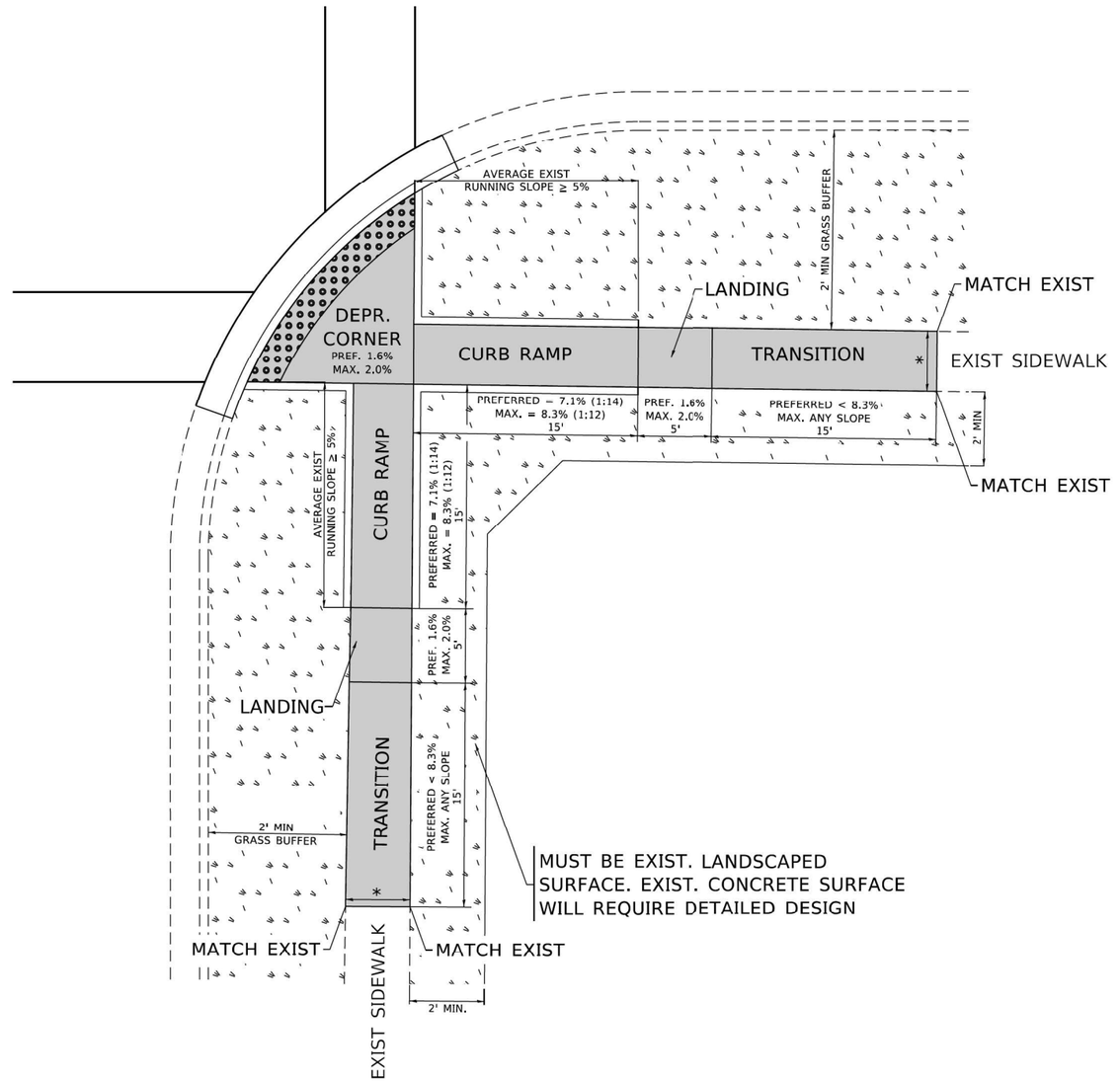
MODEL: Default
FILE NAME: c:\Engineering\Live Projects\2005 IDOT DURWO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-SH-PD04 Std.dgn

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD–05A



PD–05B



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = jdavis	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/23/2022	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

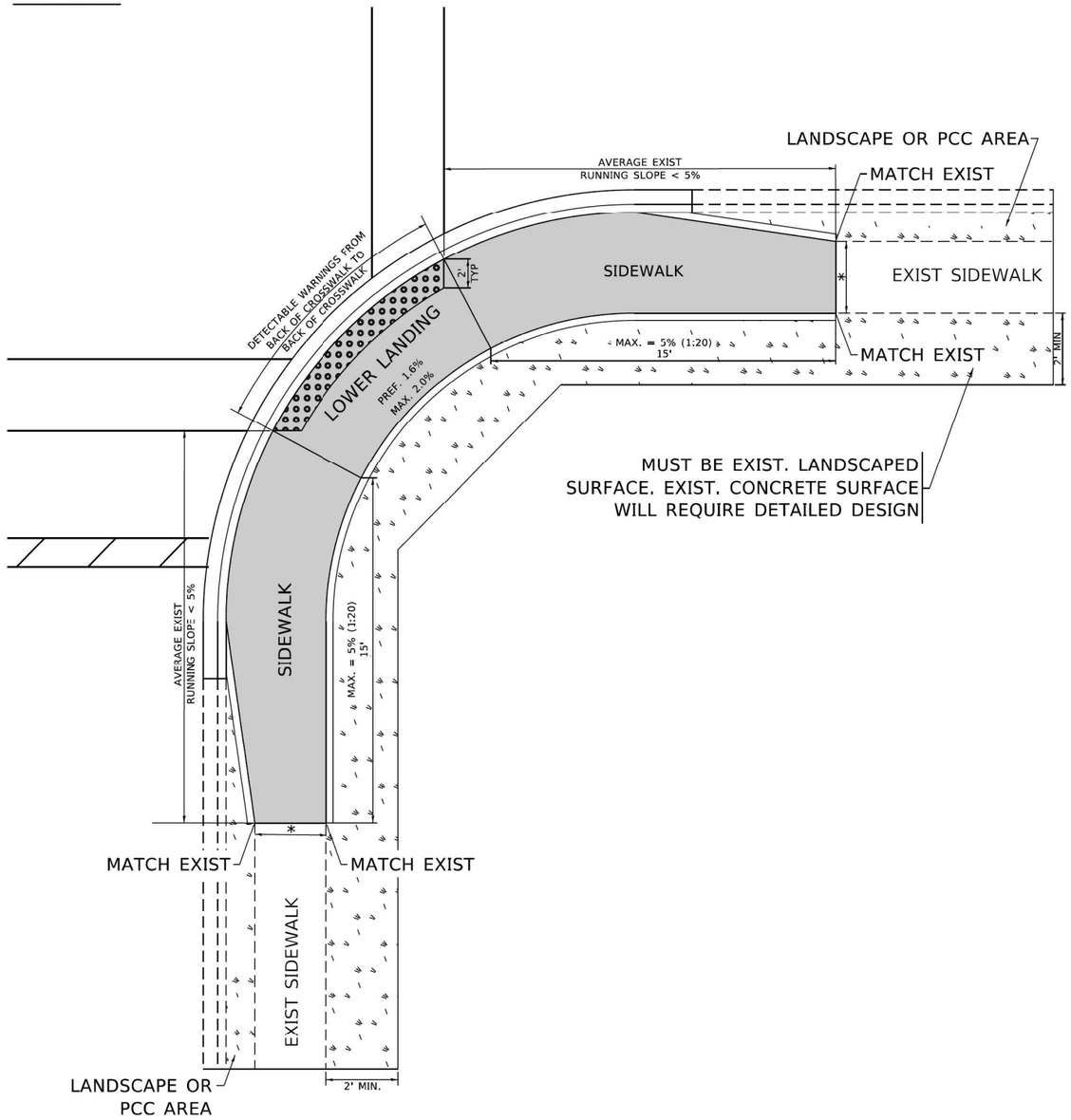
SCALE: NONE | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	21
	PD-05	CONTRACT NO. 62N47		
		ILLINOIS	FED. AID PROJECT NHPP-3444(375)	

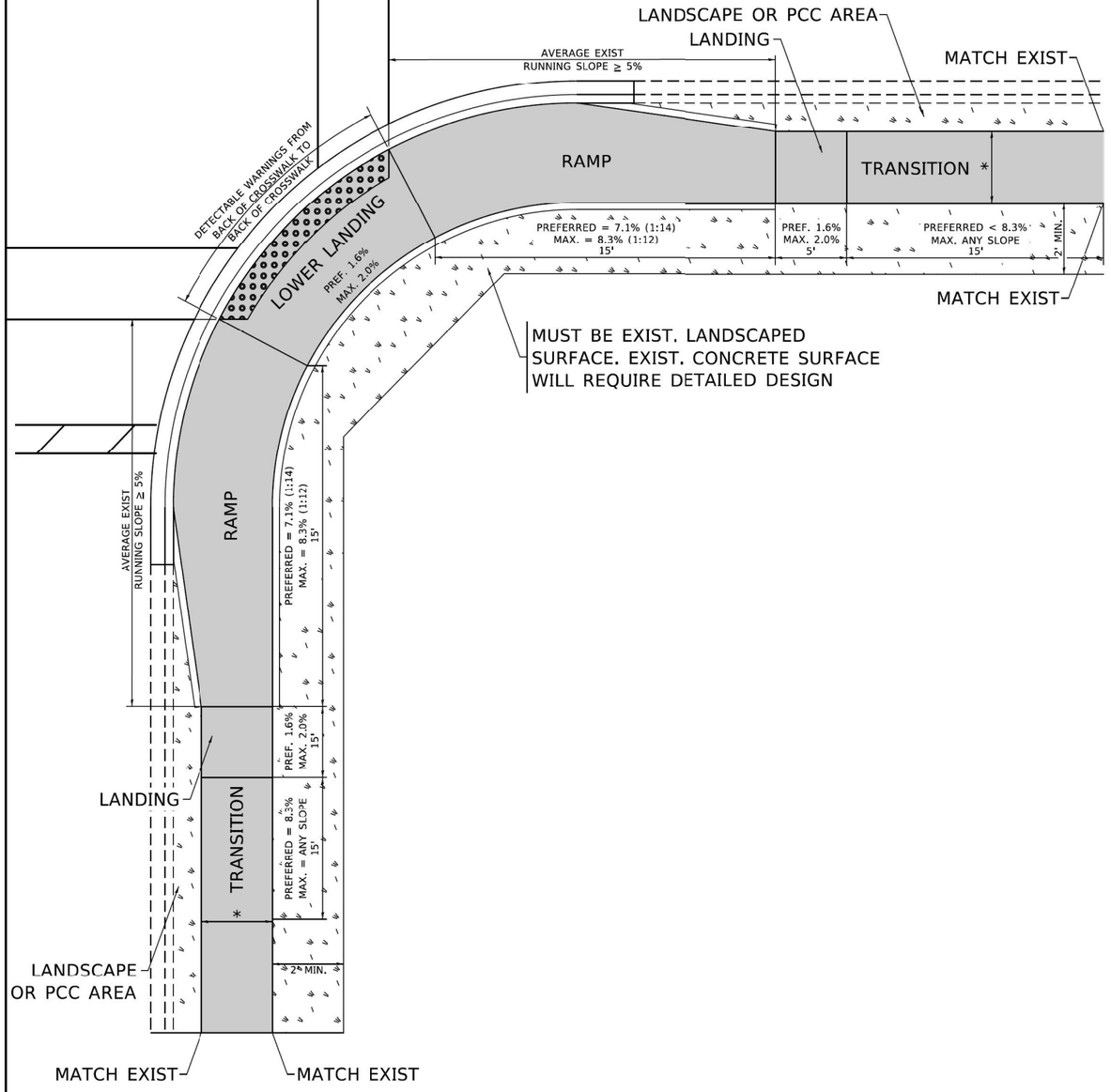
MODEL: Default
FILE NAME: c:\Engineering\LiveProjects\20005 IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-IN-PD-05 Std.dgn

ADA DETAIL FOR PARALLEL CURB RAMPS ADJACENT TO LANDSCAPING

PD–06A



PD–06B



LEGEND

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

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = jdavis	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/23/2022	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR PARALLEL CURB RAMPS
(PD–06)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	22
	PD-06	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

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

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

MODEL: TS-05A
FILE NAME: c:\Engineering\Live Projects\20005 IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-sh-Dist Stds.dgn

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PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	23
	TS-05	CONTRACT NO. 62N47		
		ILLINOIS	FED. AID PROJECT NHPP-3444(375)	

LOOP DETECTOR NOTES

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

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

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

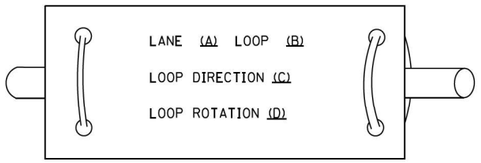
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

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

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

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

LOOP LEAD-IN CABLE TAG

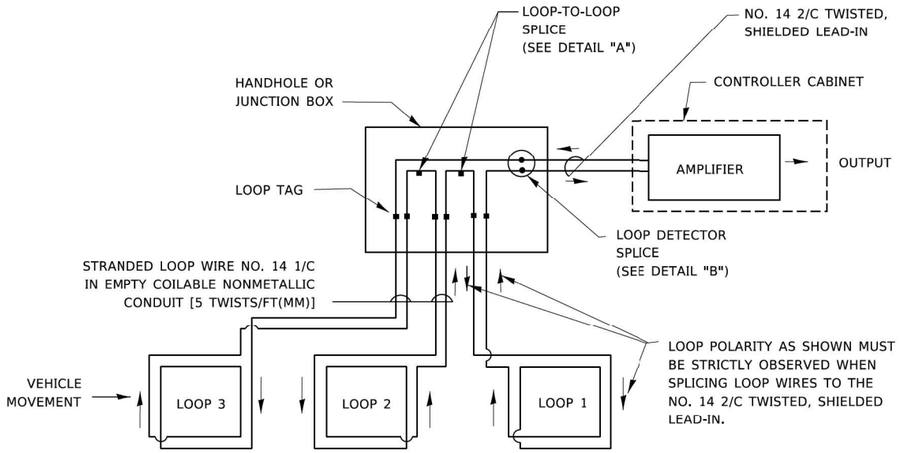


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

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

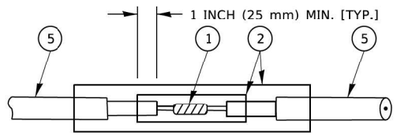
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

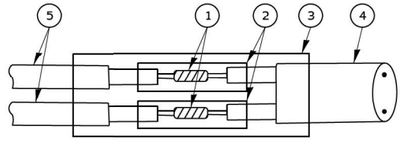


DETECTOR LOOP WIRING SCHEMATIC

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

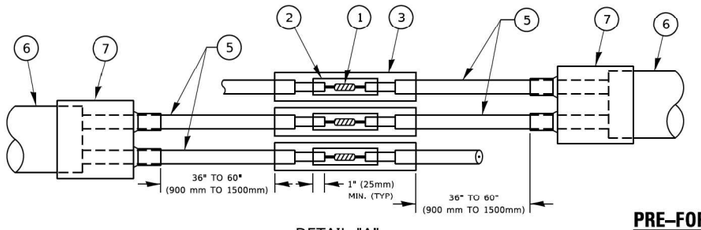


DETAIL "A"
LOOP-TO-LOOP SPLICE



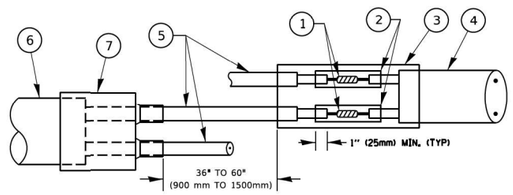
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

USER NAME = footemj	DESIGNED -	REVISED -	
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PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/4/2019	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

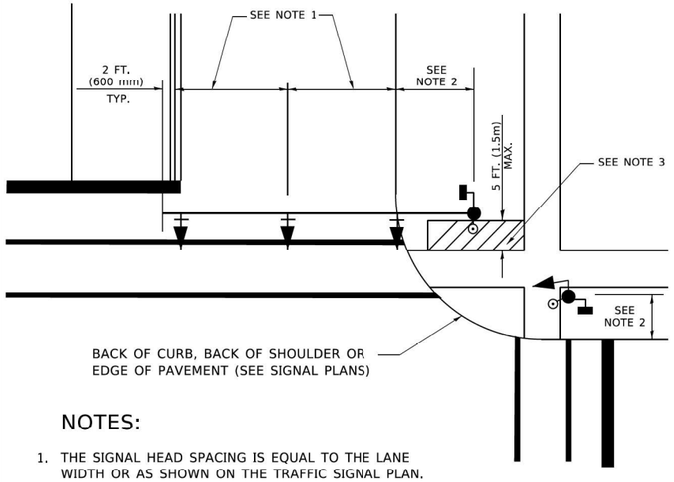
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	24
	TS-05	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

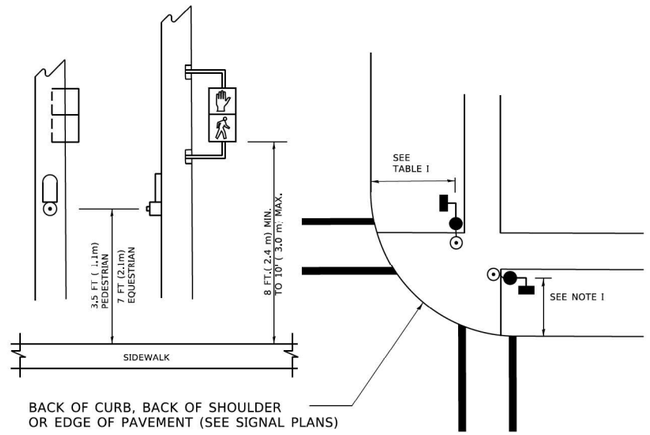
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

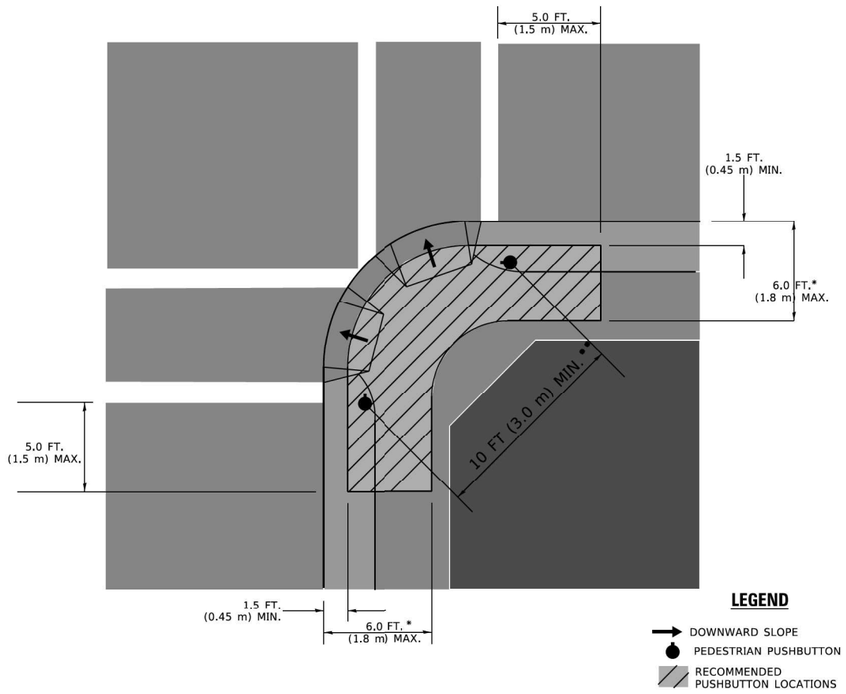
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

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

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STATE OF ILLINOIS
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DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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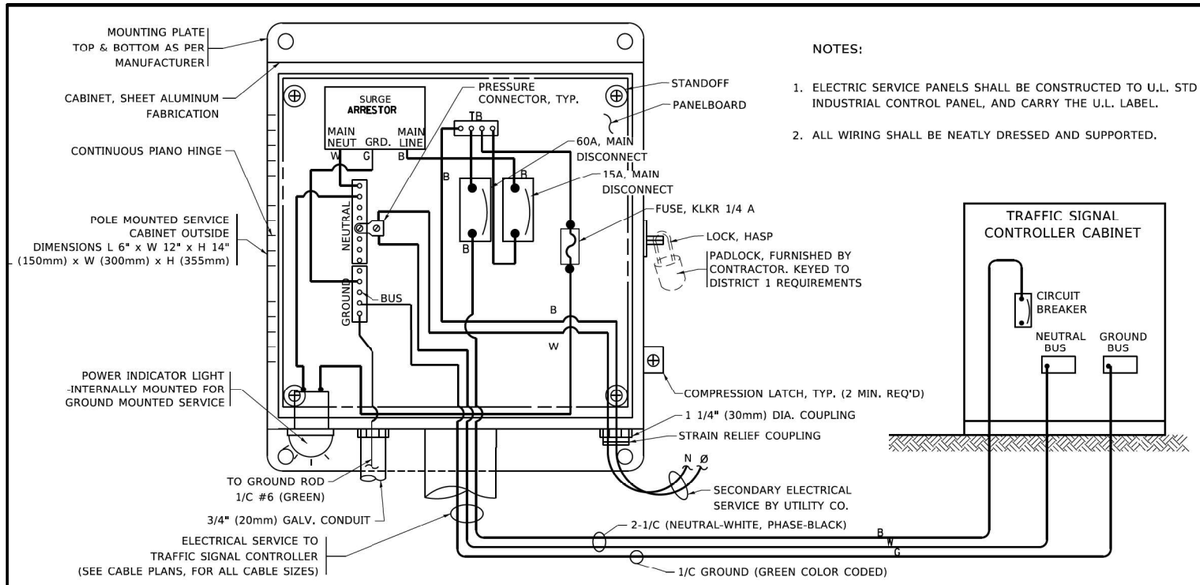
	TS-05	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			



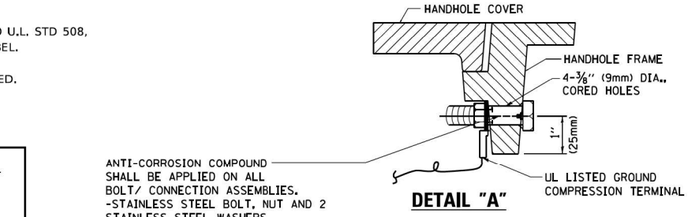
NOTES:

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

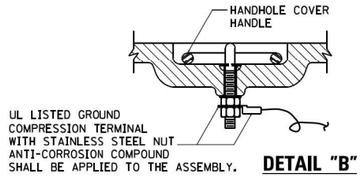
ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)



DETAIL "A"

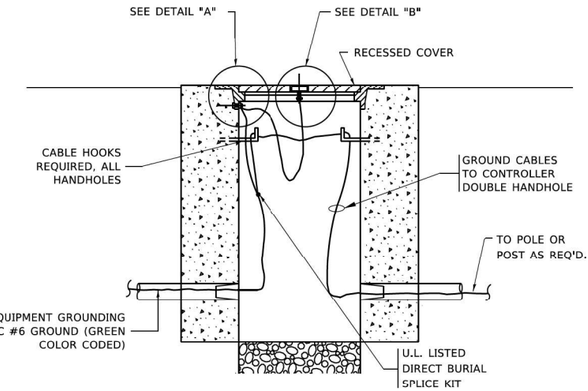


DETAIL "B"

NOTES:

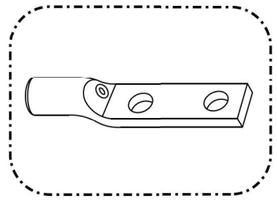
GROUNDING SYSTEM

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

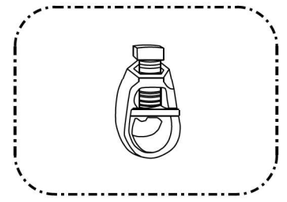


HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



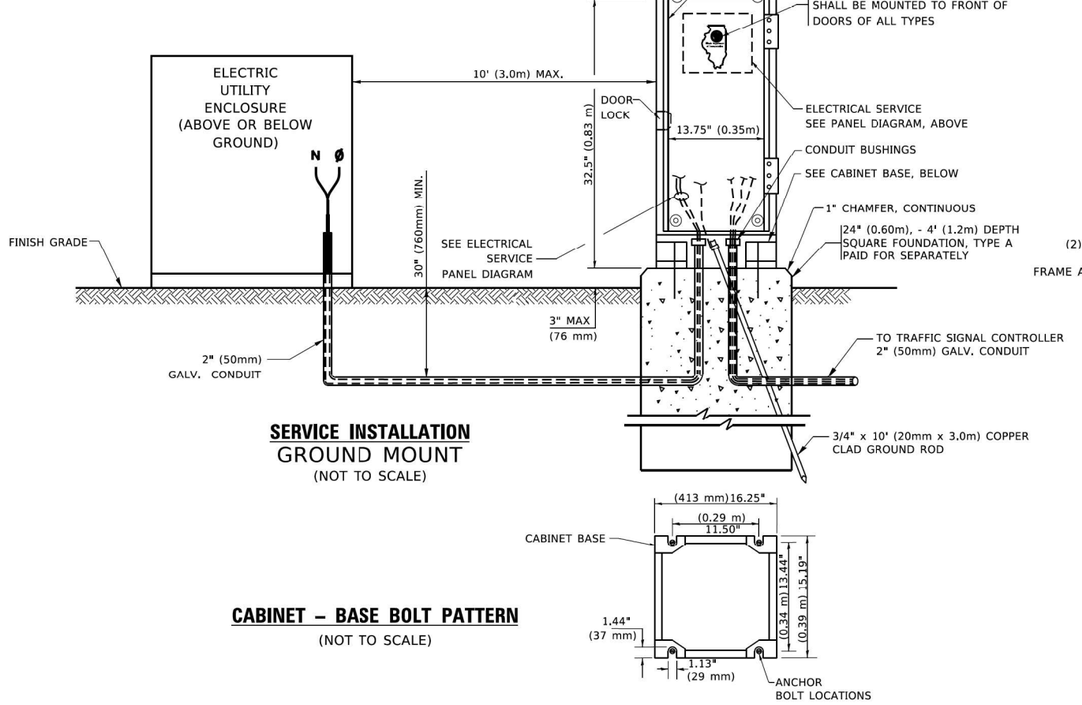
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

NOTES:

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



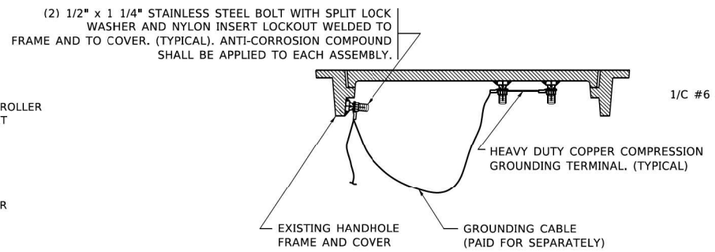
SERVICE INSTALLATION

GROUND MOUNT

(NOT TO SCALE)

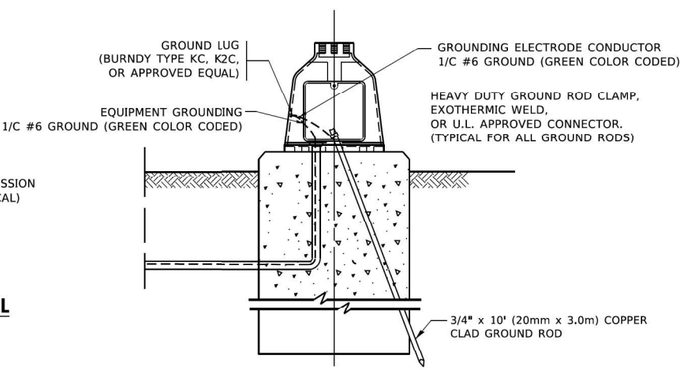
CABINET – BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE /POST–GROUNDING DETAIL

(NOT TO SCALE)

MODEL: TS-05D
FILE NAME: Q:\Engineering\LivePrjcts\20005 IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\Civil\62N47-sht-Dist Std.dgn

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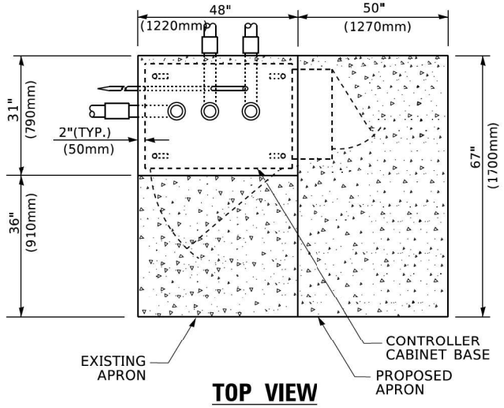
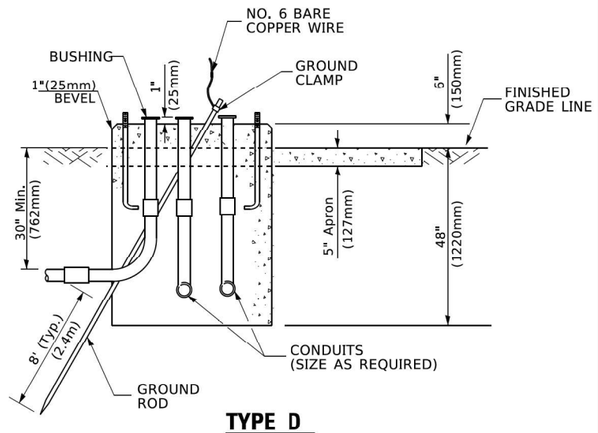
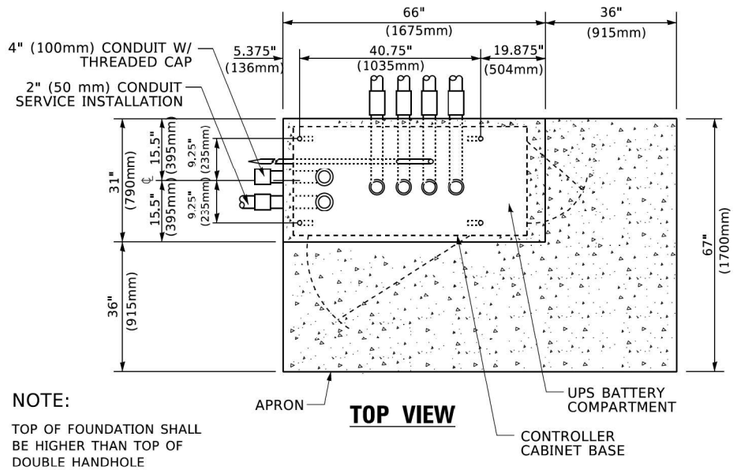
	TS-05	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			



TOP VIEW



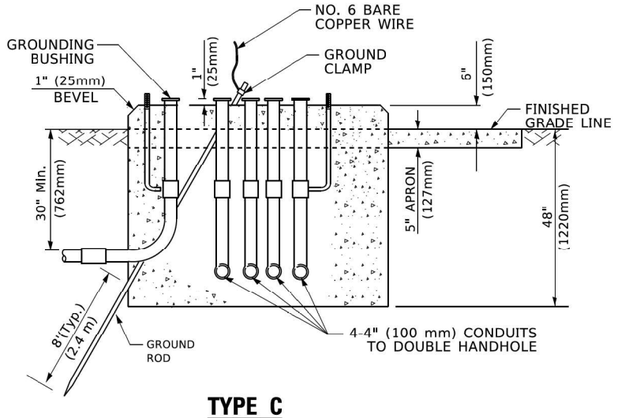
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



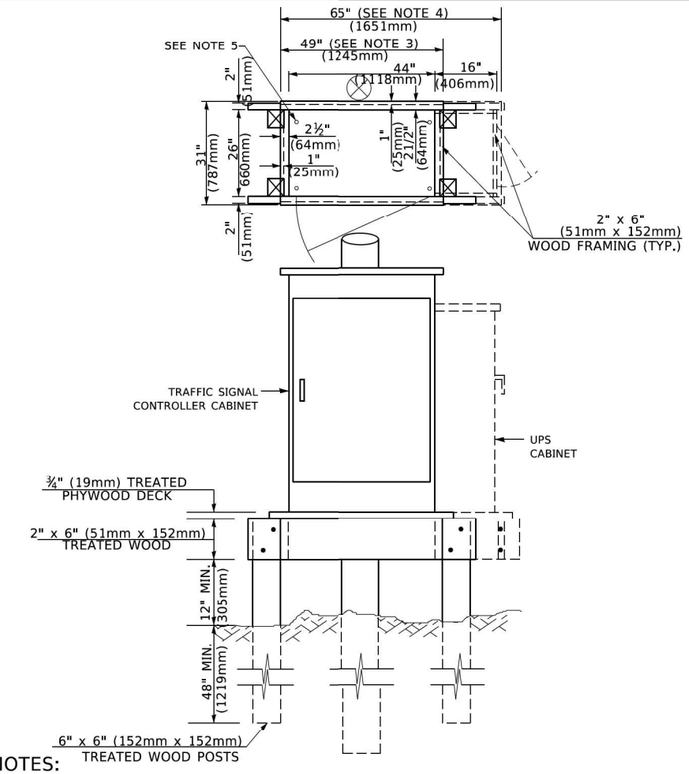
NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



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

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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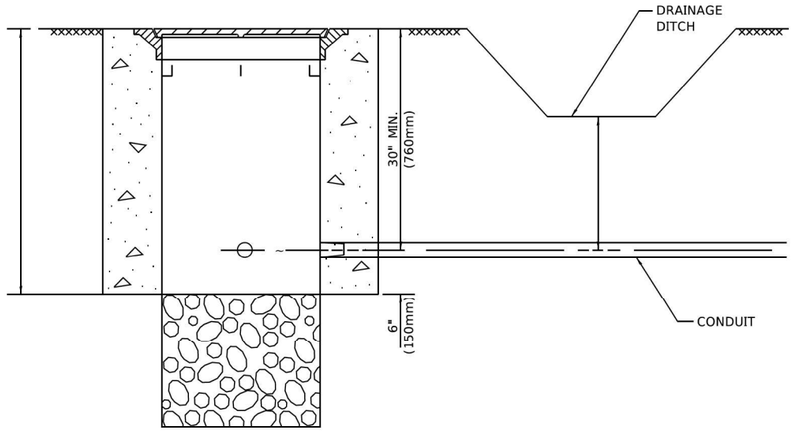
	TS-05	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

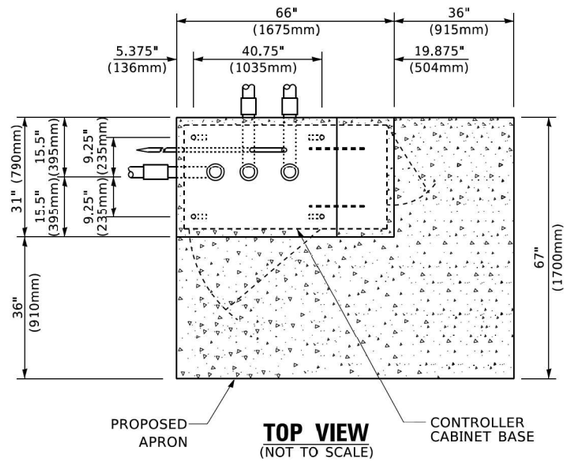


NOTES:

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

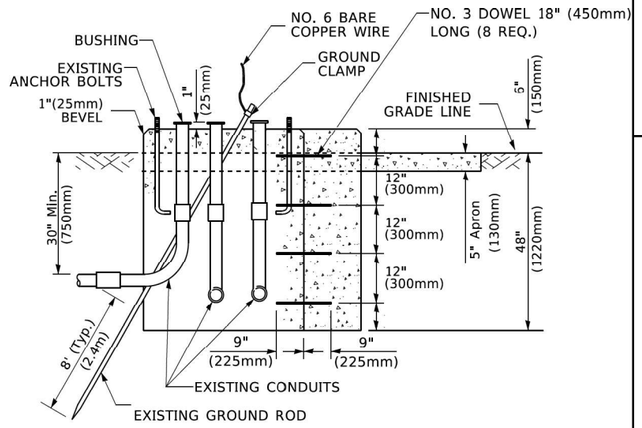
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



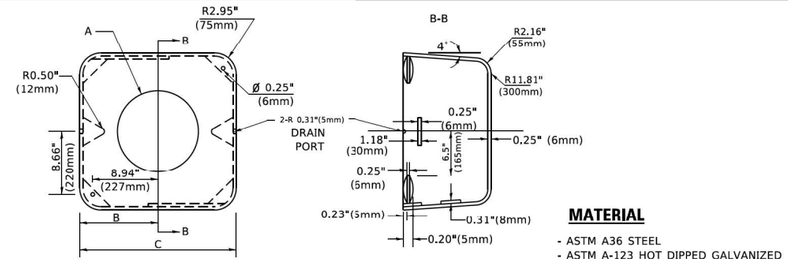
TOP VIEW

(NOT TO SCALE)



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

(NOT TO SCALE)



MATERIAL

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

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

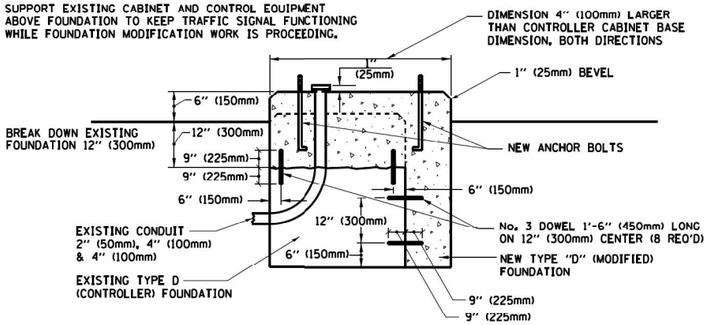
SHROUD

NOTES:

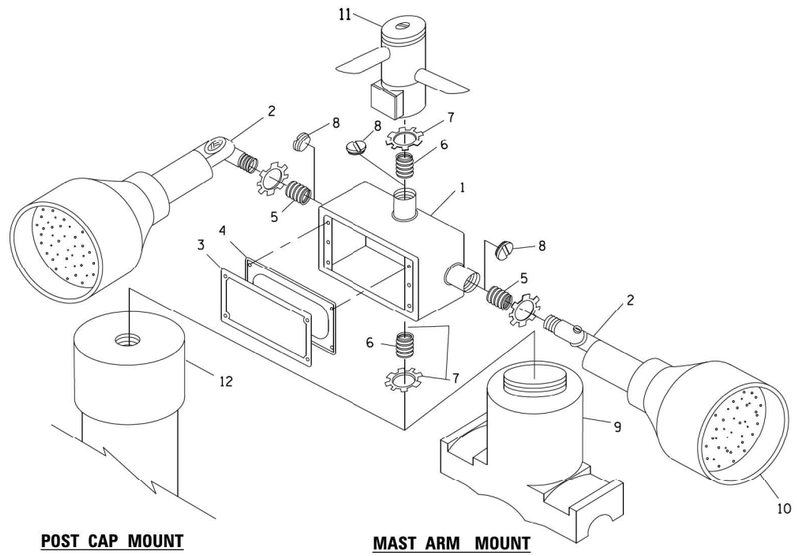
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



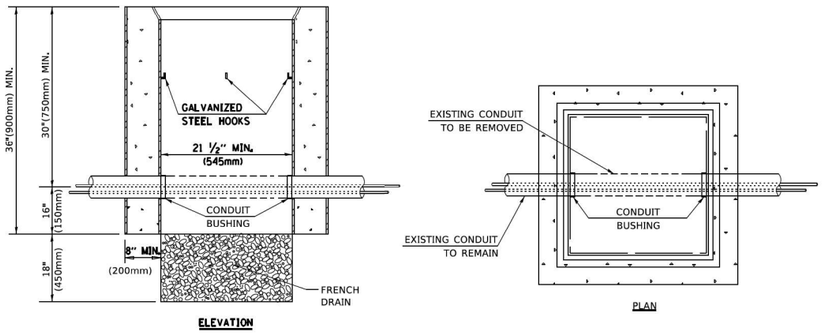
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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

NOTES:

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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	28
	TS-05	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

MODEL: TS-05F
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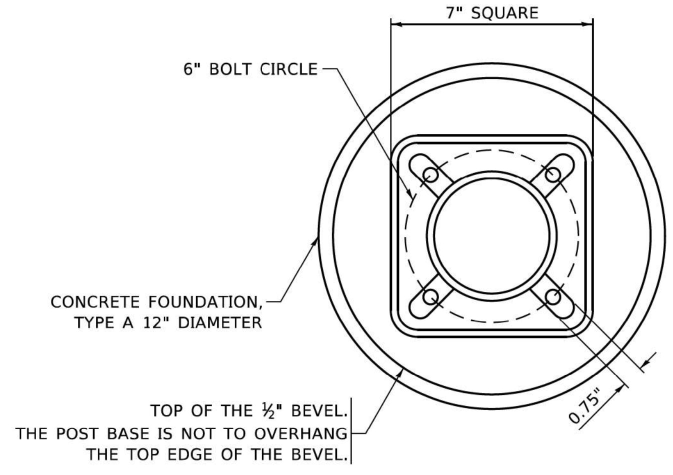
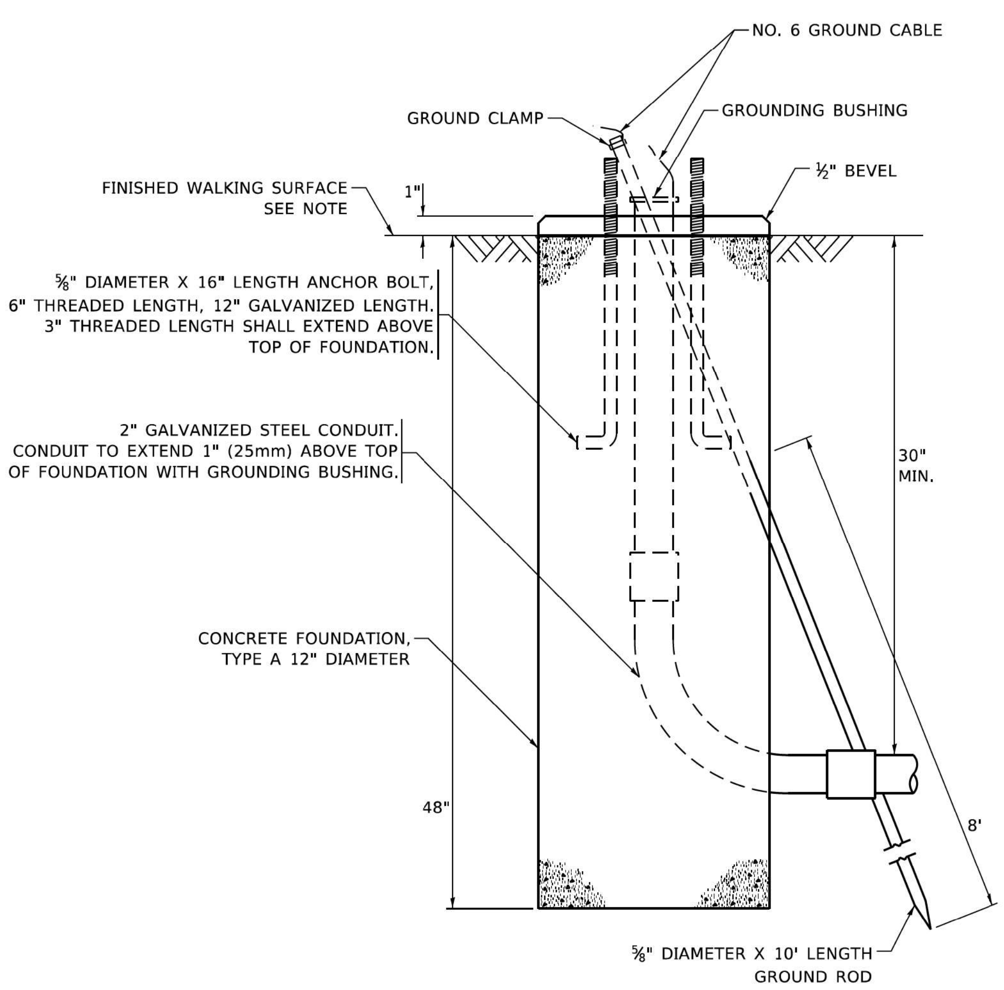


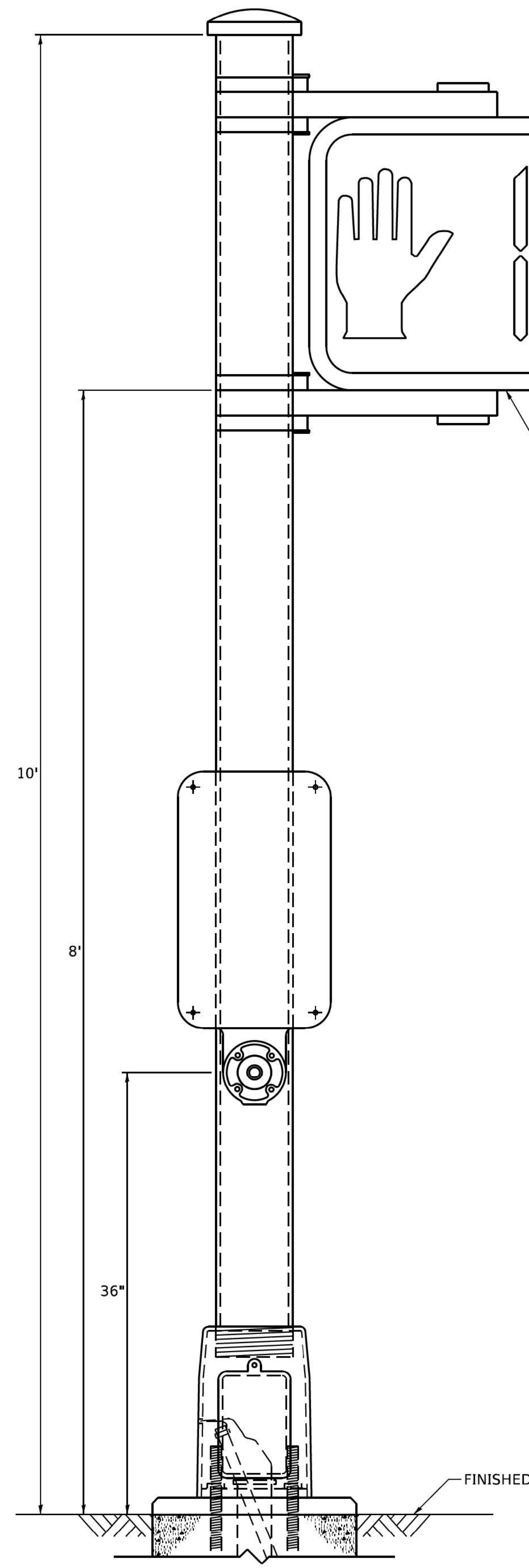
BOLT PATTERN

NOTE:

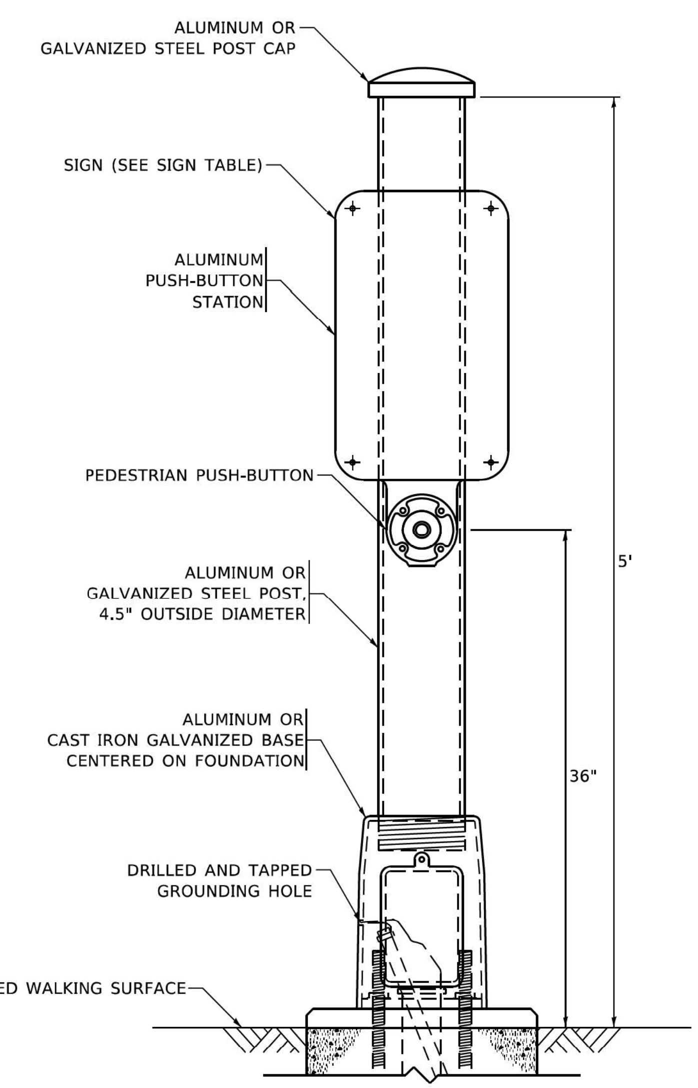
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.

R10–3b **R10–3d** **R10–3e**

SIGN TABLE

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

NOTES:

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

USER NAME = gaglianobt	DESIGNED - IP	REVISED - 10-15-2020	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
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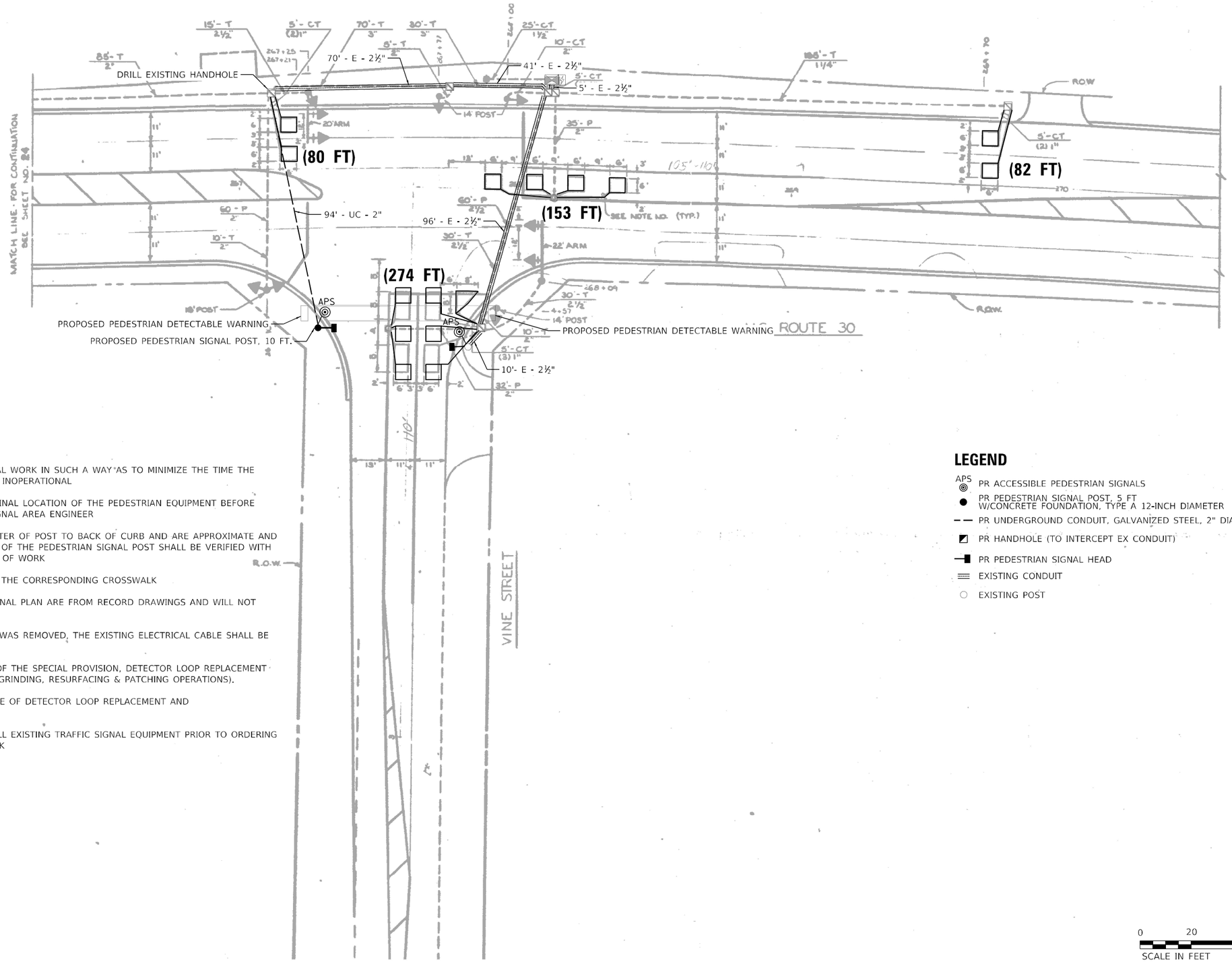
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	29
TS-05		CONTRACT NO. 62N47		
		ILLINOIS FED. AID PROJECT NHPP-3444(375)		



NOTES

CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE EXISTING PEDESTRIAN EQUIPMENT IS INOPERATIONAL

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

DIMENSIONS SHOWN ARE FROM CENTER OF POST TO BACK OF CURB AND ARE APPROXIMATE AND ARE APPROXIMATE, AND PLACEMENT OF THE PEDESTRIAN SIGNAL POST SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO THE START OF WORK

APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK

STATIONING SHOWN ON TRAFFIC SIGNAL PLAN ARE FROM RECORD DRAWINGS AND WILL NOT MATCH OTHER PLANS

WHERE TRAFFIC SIGNAL EQUIPMENT WAS REMOVED, THE EXISTING ELECTRICAL CABLE SHALL BE REMOVED FROM CONDUIT

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

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT AND APS INSTALLATION

CONTRACTOR SHALL FIELD VERIFY ALL EXISTING TRAFFIC SIGNAL EQUIPMENT PRIOR TO ORDERING MATERIALS AND STARTING ANY WORK

LEGEND

- APS — PR ACCESSIBLE PEDESTRIAN SIGNALS
- PR PEDESTRIAN SIGNAL POST, 5 FT W/CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER
- PR UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA
- PR HANDHOLE (TO INTERCEPT EX CONDUIT)
- PR PEDESTRIAN SIGNAL HEAD
- EXISTING CONDUIT
- EXISTING POST

0 20 40 60
SCALE IN FEET

TS #7455

MODEL: Default
FILE NAME: c:\Engineering\LiveProjects\20065 IDOT DURWO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-sht-APS-Vine St-1.dgn

Accurate GROUP, INC.

USER NAME = jdavis	DESIGNED - PV	REVISED -	
	DRAWN - PV	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 4/22/2022	DATE - 04/22/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ACCESSIBLE PEDESTRIAN SIGNAL– VINE STREET
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

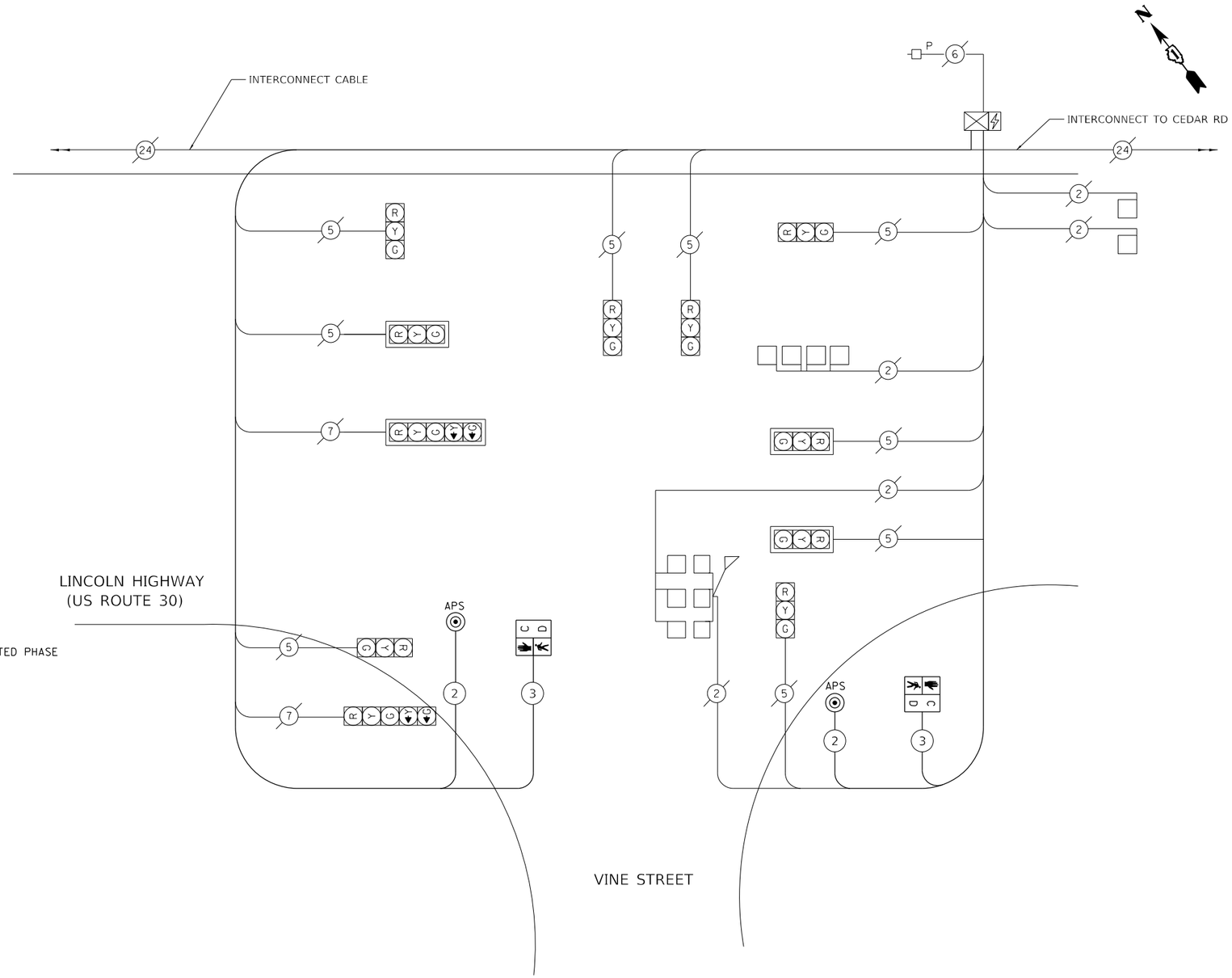
SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	30
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

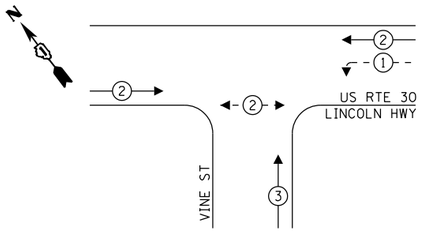
SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNIT	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	94
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
DETECTOR LOOP, TYPE I	FOOT	533
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	386
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	400
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	EACH	101
DRILL EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	2
MODIFY EXISTING CONTROLER	EACH	1
REBUILD EXISTING HANDHOLE	EACH	*
REBUILD EXISTING DOUBLE HANDHOLE	EACH	*
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A, 12 INCH DIA.	FOOT	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

* - SEE SHEET 6 FOR QUANTITIES



PROPOSED CONTROLLER SEQUENCE



LEGEND:

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

NOTES:

CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE EXISTING PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL AREA ENGINEER PRIOR TO THE START OF WORK.

DIMENSIONS SHOWN ARE FROM THE CENTER OF THE POST AND ARE APPROXIMATE AND PLACEMENT OF THE 5' POST SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO THE START OF WORK.

APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK

TS #7455

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Accurate GROUP, INC.

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	DRAWN - PV	REVISED -	
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PLOT DATE = 4/22/2022	DATE - 04/22/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN AND SCHEDULE OF QUANTITIES – VINE STREET
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

SCALE: | SHEET 2 OF2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	31
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

BLANK SHEET

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Accurate GROUP, INC.

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PLOT DATE = 4/22/2022	DATE - 04/22/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BLACK SHEET
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	32
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

NOTES

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

6 EACH PEDESTRIAN PUSH-BUTTON

ALL EXISTING PEDESTRIAN PUSH-BUTTON SHALL BE REMOVED AND PAID FOR UNDER THE PAY ITEM REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT."

CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE EXISTING PEDESTRIAN EQUIPMENT IS INOPERATIONAL

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

DIMENSIONS SHOWN ARE FROM CENTER OF POST TO BACK OF CURB AND ARE APPROXIMATE AND ARE APPROXIMATE, AND PLACEMENT OF THE PEDESTRIAN SIGNAL POST SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO THE START OF WORK

APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK

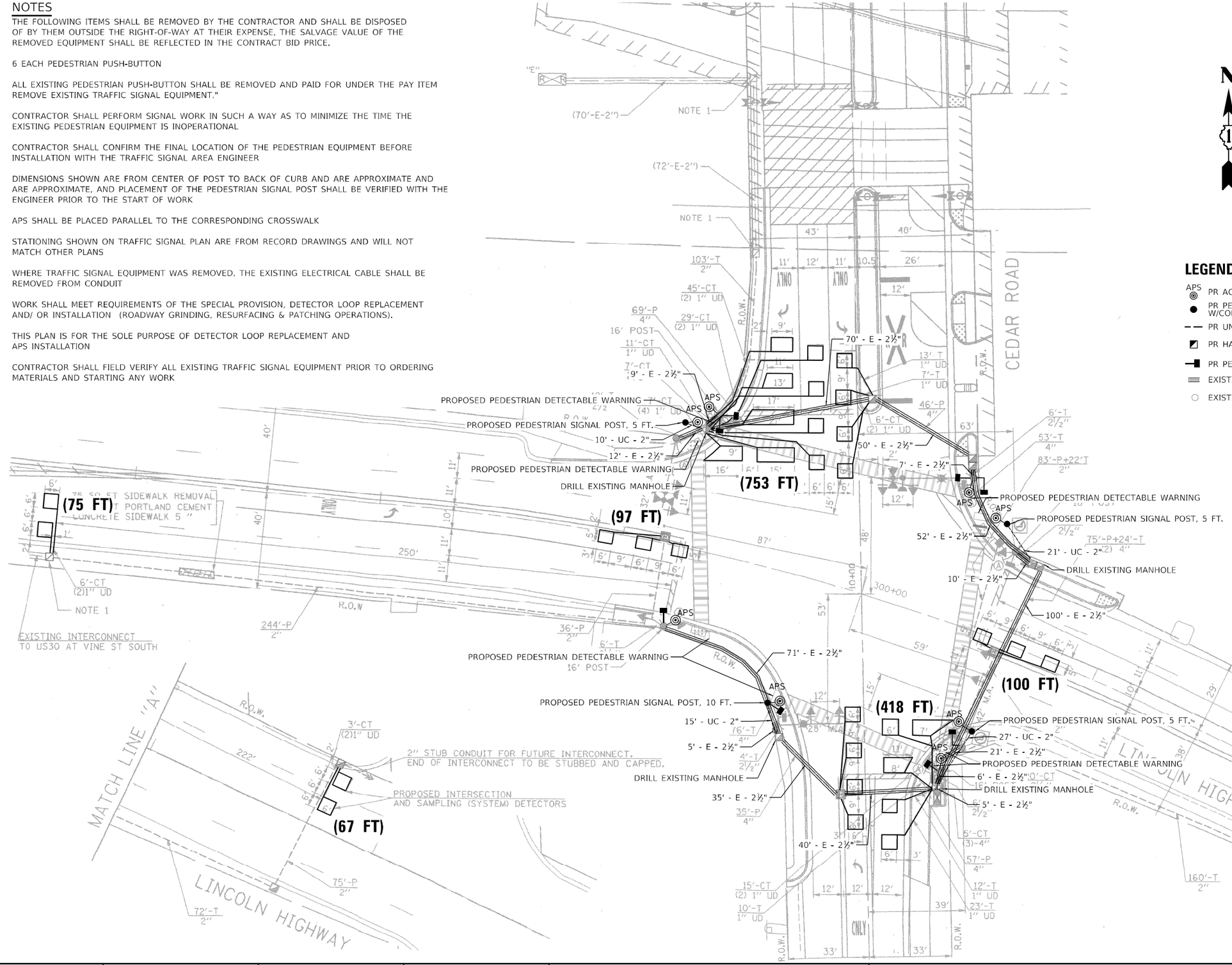
STATIONING SHOWN ON TRAFFIC SIGNAL PLAN ARE FROM RECORD DRAWINGS AND WILL NOT MATCH OTHER PLANS

WHERE TRAFFIC SIGNAL EQUIPMENT WAS REMOVED, THE EXISTING ELECTRICAL CABLE SHALL BE REMOVED FROM CONDUIT

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

THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT AND APS INSTALLATION

CONTRACTOR SHALL FIELD VERIFY ALL EXISTING TRAFFIC SIGNAL EQUIPMENT PRIOR TO ORDERING MATERIALS AND STARTING ANY WORK



LEGEND

- APS — PR ACCESSIBLE PEDESTRIAN SIGNALS
- PR PEDESTRIAN SIGNAL POST, 5 FT W/CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER
- PR UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA
- PR HANDHOLE (TO INTERCEPT EX CONDUIT)
- PR PEDESTRIAN SIGNAL HEAD
- EXISTING CONDUIT
- EXISTING POST

TS #7435

0 20 40 60
SCALE IN FEET

MODEL: Default
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Accurate GROUP, INC.

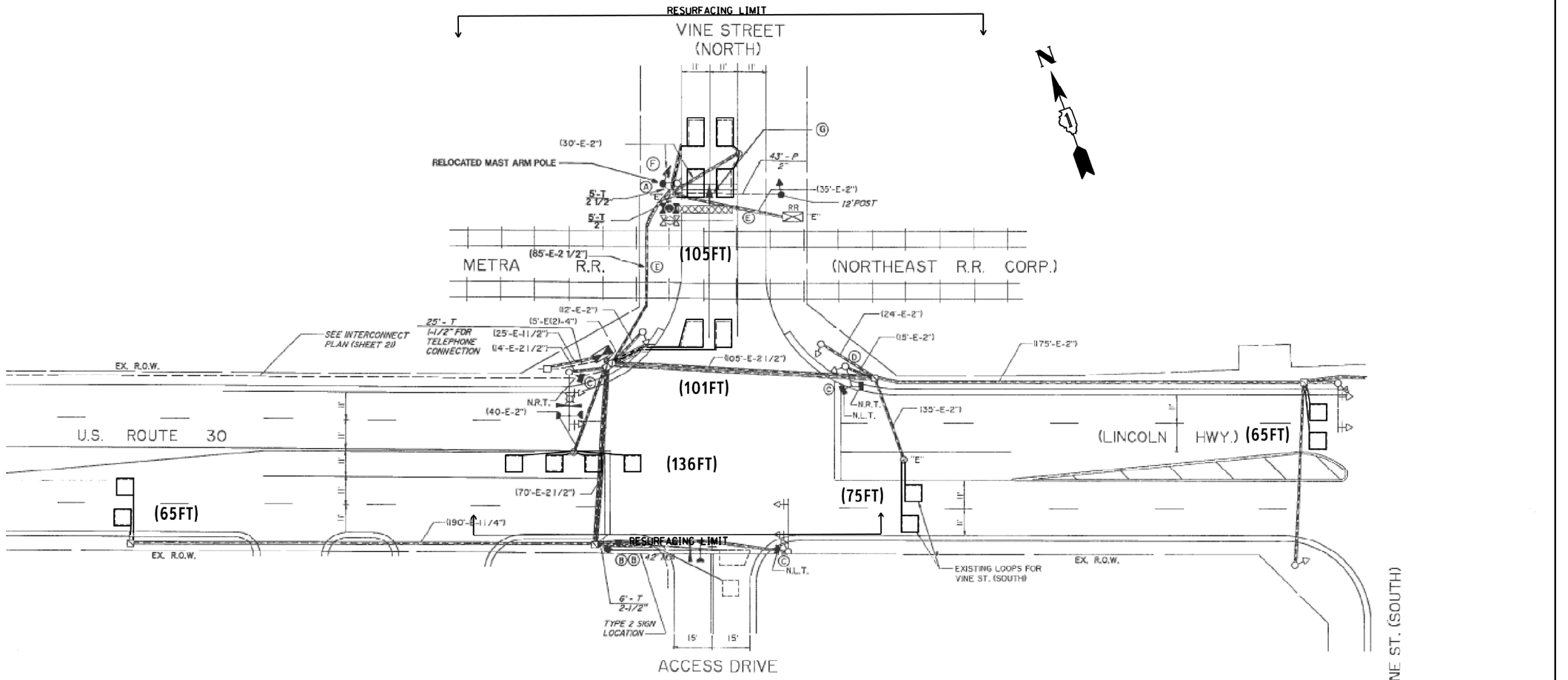
USER NAME = jdavis	DESIGNED - PV	REVISED -	
	DRAWN - PV	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - JJD	REVISED -	
PLOT DATE = 4/22/2022	DATE - 04/22/2022	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ACCESSIBLE PEDESTRIAN SIGNAL– CEDAR ROAD
US 30 SMART OVERLAY AND ADA RAMP IMPROVEMENTS

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	33
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		



NOTES:

1.- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).

2.- THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	547	FOOT

TS#7465

USER NAME = mezag	DESIGNED - Steven M. Nguyen	REVISED -	
	DRAWN - Gonzalo Meza	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - Steven M. Nguyen	REVISED -	
PLOT DATE = 1/24/2022	DATE - 11/19/2021	REVISED -	

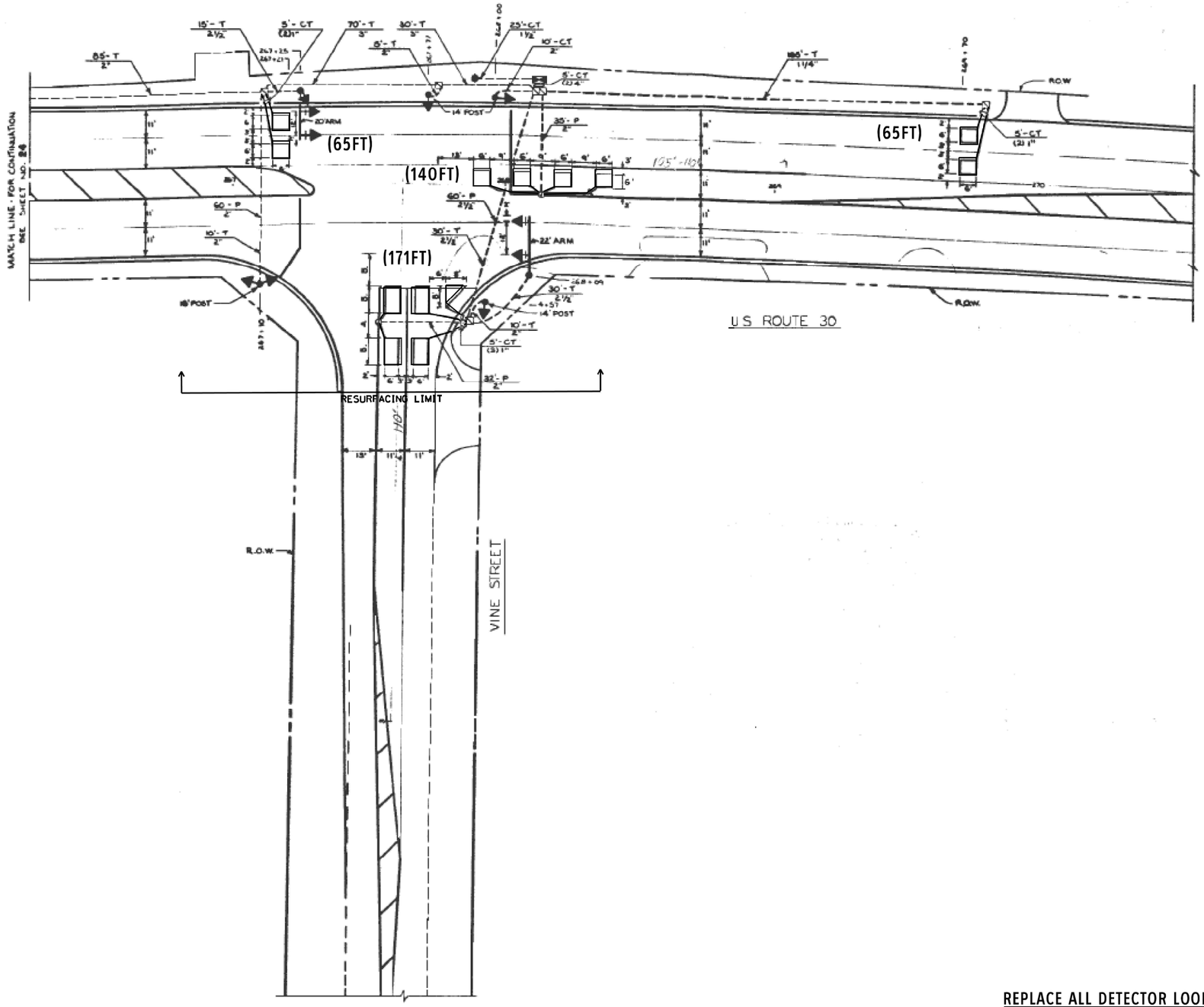
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
US 30 AT VINE STREET (NORTH)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	34
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

MODEL: US 30 @ Vine St. North
FILE NAME: Q:\Engineering\Live\Projects\20005 IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\Civil\62N47-dhr-tsc-detector book.dgn



NOTES:

1.- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).

2.- THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	441	FOOT

TS#7455

USER NAME = mezag	DESIGNED - Steven M. Nguyen	REVISED -	
	DRAWN - Gonzalo Meza	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - Steven M. Nguyen	REVISED -	
PLOT DATE = 12/8/2021	DATE - 11/19/2021	REVISED -	

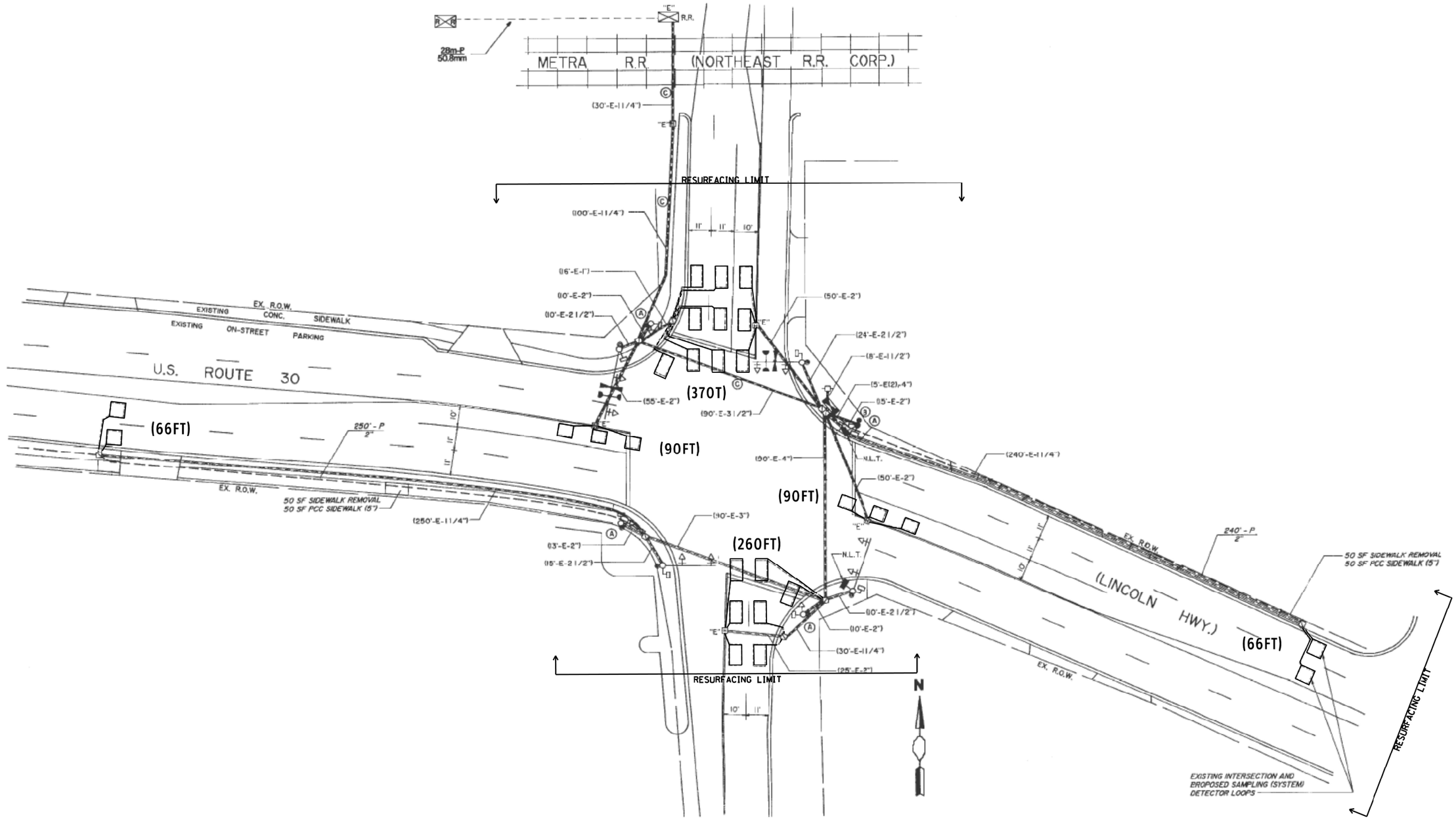
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
US 30 AT VINE STREET (SOUTH)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	35
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

MODEL: US 30 @ Vine St. South
FILE NAME: c:\Engineering\LivePrjects\20065 IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-sh-tls-detector loop.dgn



NOTES:

1.- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).

2.- THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

REPLACE ALL DETECTOR LOOPS AS SHOWN (WITHIN THE RESURFACING LIMITS)

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	942	FOOT

TS#7455

USER NAME = mezag	DESIGNED - Steven M. Nguyen	REVISED -	
	DRAWN - Gonzalo Meza	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED - Steven M. Nguyen	REVISED -	
PLOT DATE = 12/14/2021	DATE - 11/19/2021	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
US 30 AT CEDAR RD.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	36
		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

MODEL: US 30 @ Cedar Rd
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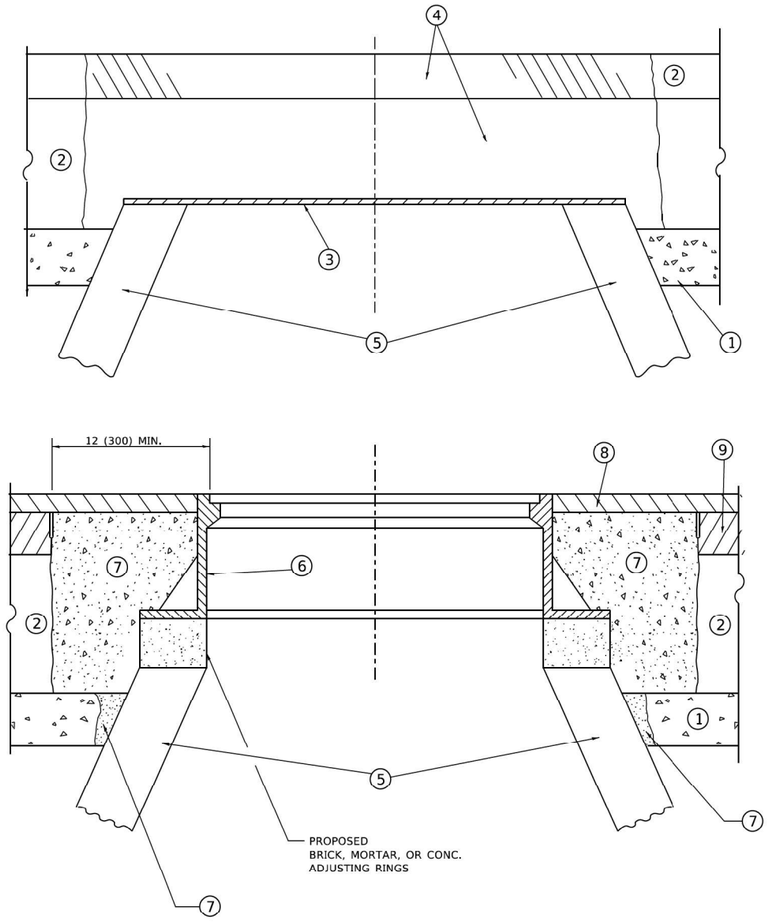


DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

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

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

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

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

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS*PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: BD-08
FILE NAME: c:\Engineering\LiveProjects\20065 IDOT DURVIO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-SH-Det Stds.dgn

USER NAME = demanchelt	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	
	DRAWN -	REVISED - R. BORO 03-09-11	
PLOT SCALE = 100.0000 ' / In.	CHECKED -	REVISED - R. BORO 12-06-11	
PLOT DATE = 2/2/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

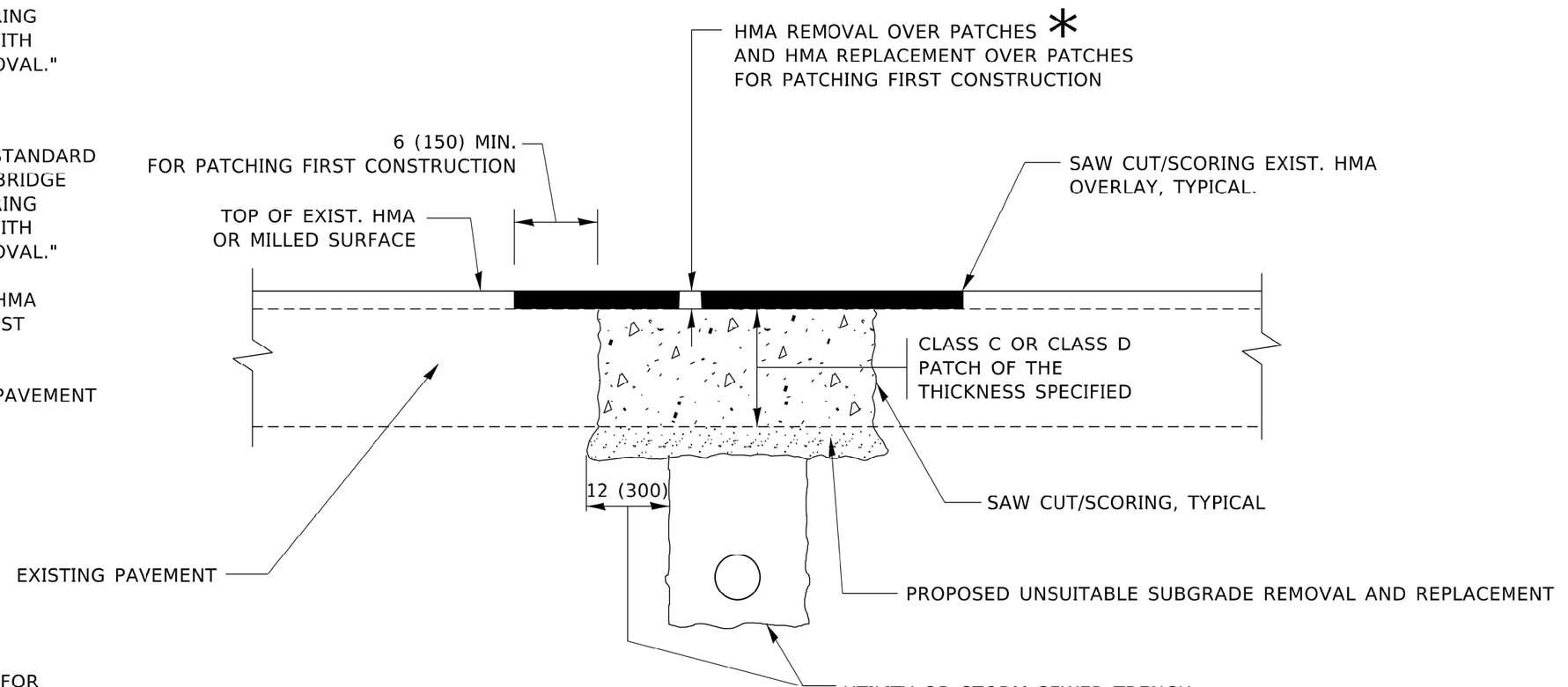
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	37
	BD600-03 (BD-08)	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

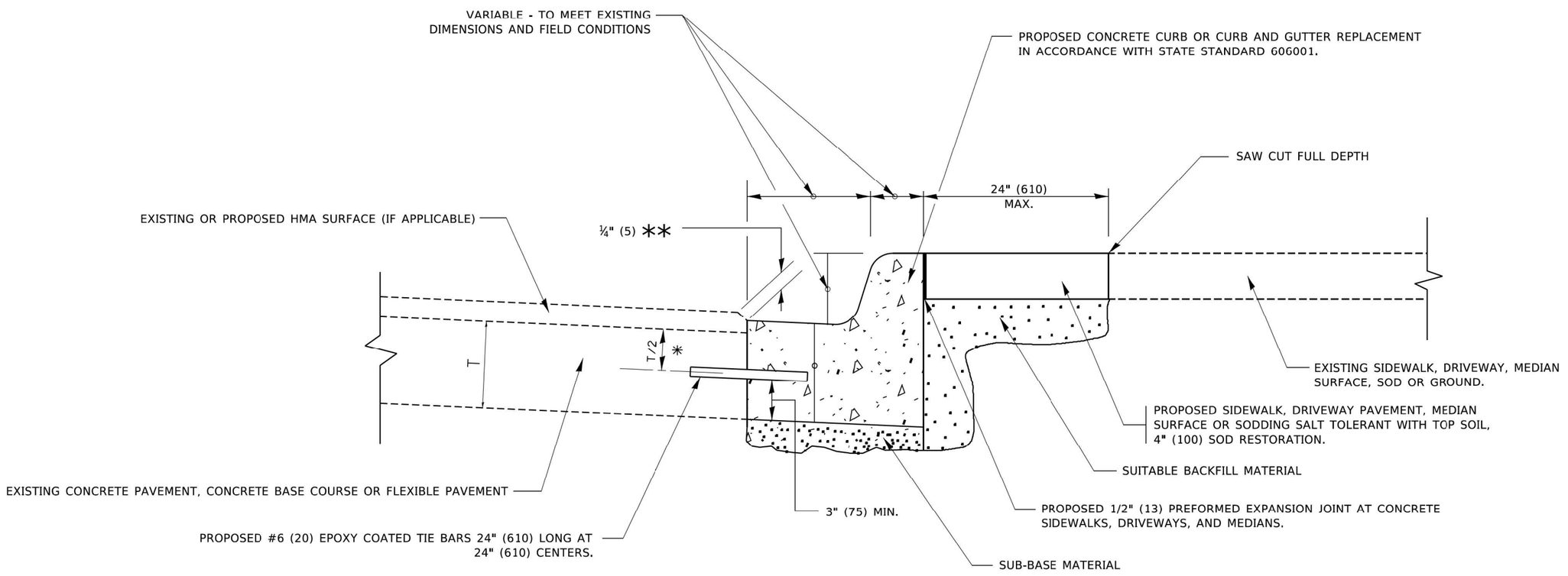
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = demanchelt	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	**STATE OF ILLINOIS**
	DRAWN -	REVISED - R. BORO 09-04-07	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 2/2/2022	DATE - 10-25-94	REVISED - K. SMITH 02-01-22	

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	38
	BD400-04 (BD-22)	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			



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

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

MODEL: BD-24
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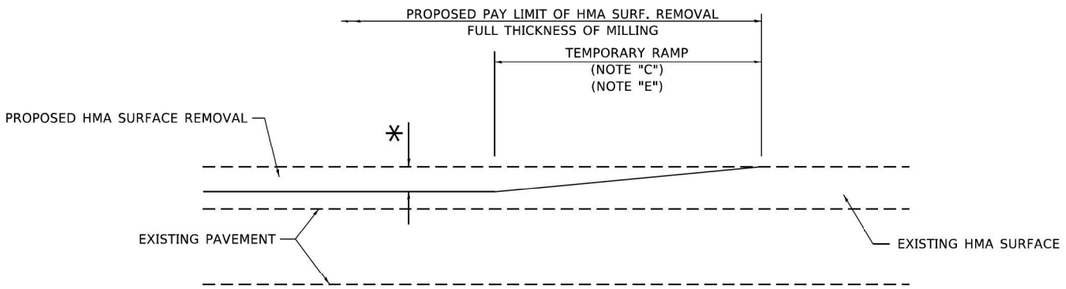
USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 01-22-01	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

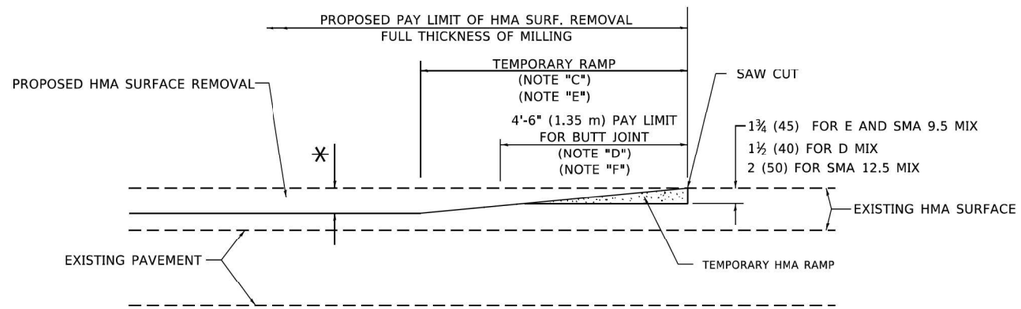
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	39
	BD600–06 (BD–24)	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

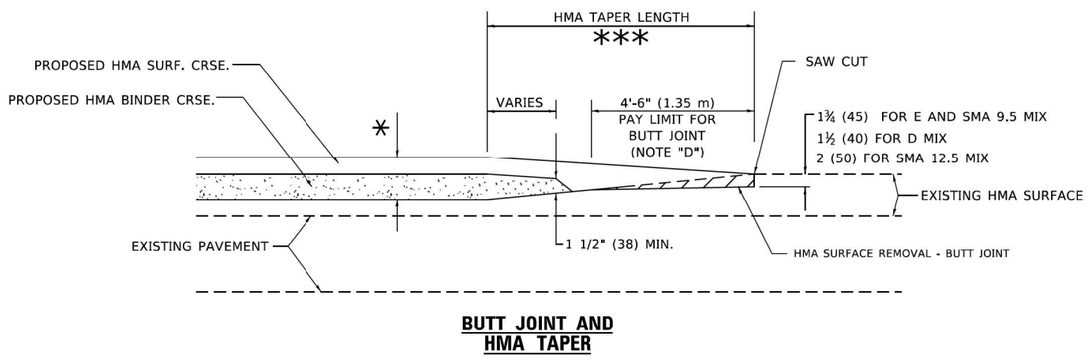


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

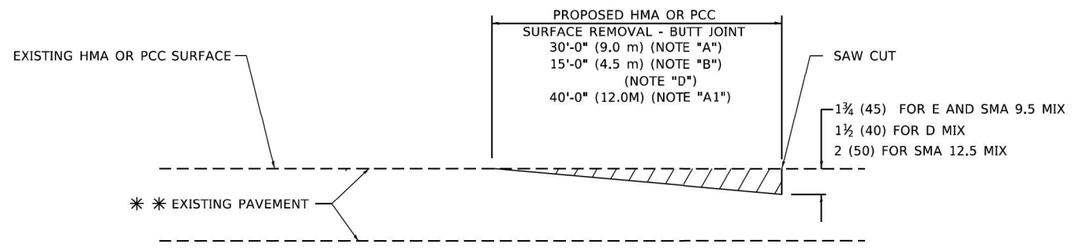
OPTION 2

TYPICAL TEMPORARY RAMP

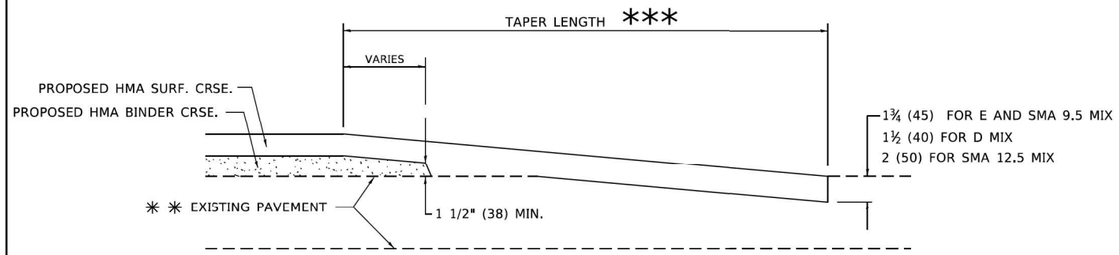


BUTT JOINT AND HMA TAPER

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 = demanchelt	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 2/2/2022	DATE - 06-13-90	REVISED - K. SMITH 02-01-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	40
	BD400-05 BD-32	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

MODEL: BD-32
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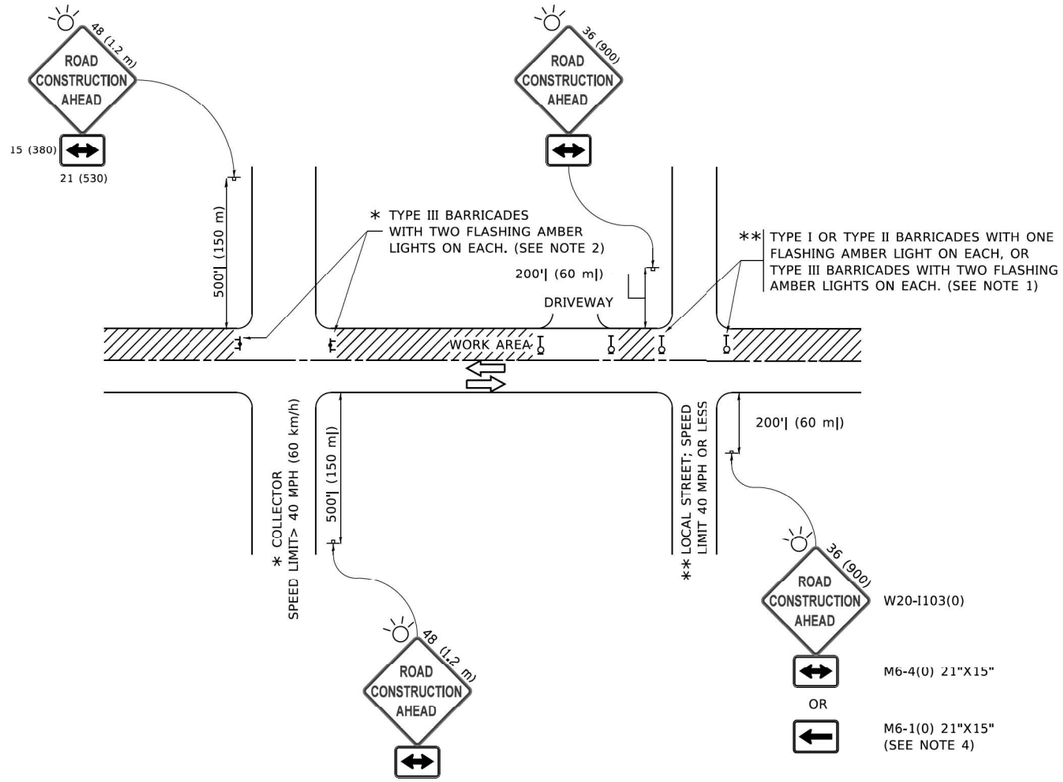


NOTES:

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

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

USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13	
PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16	

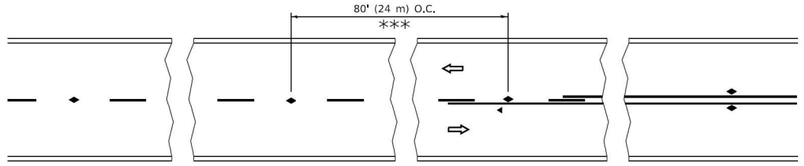
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	41
	TC-10	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

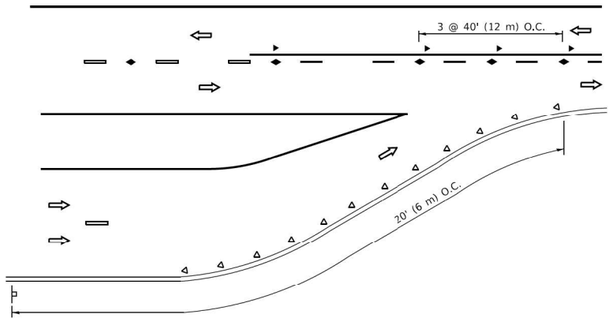
MODEL: TC-10
FILE NAME: c:\Engineering\LivePro2\cts\20005_IDOT_DURWO 22 - 62N47\CADD\CADD Sheets\CivilD162N47-dh-Std Stds.dgn



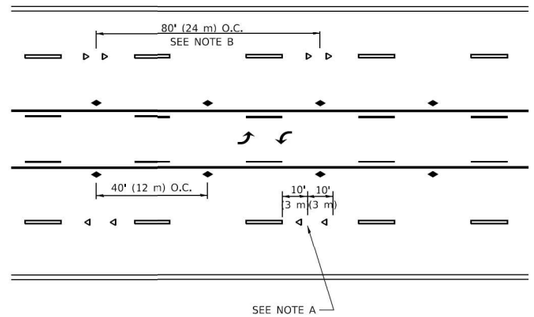
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO–LANE/TWO–WAY

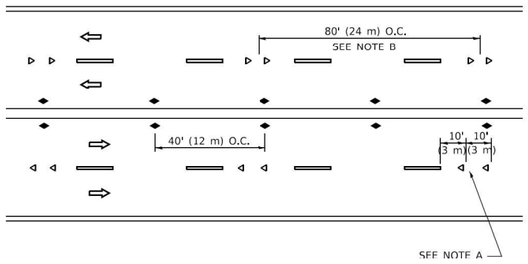
SEE FIGURE 3B-14 MUTCD



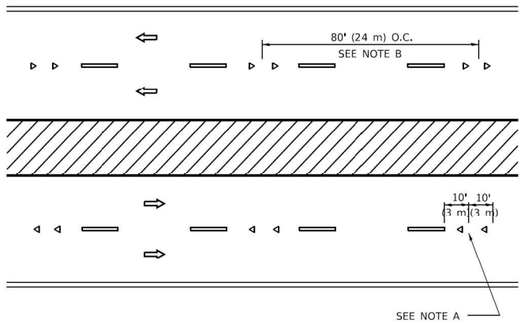
LANE REDUCTION TRANSITION



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

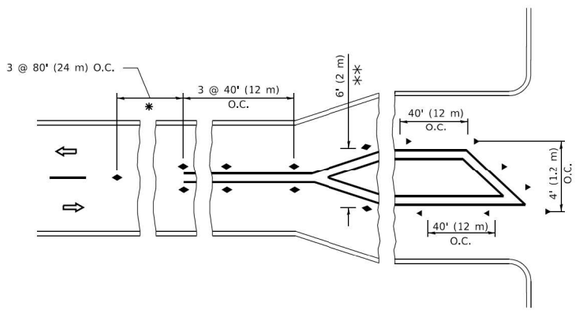
LANE MARKER NOTES

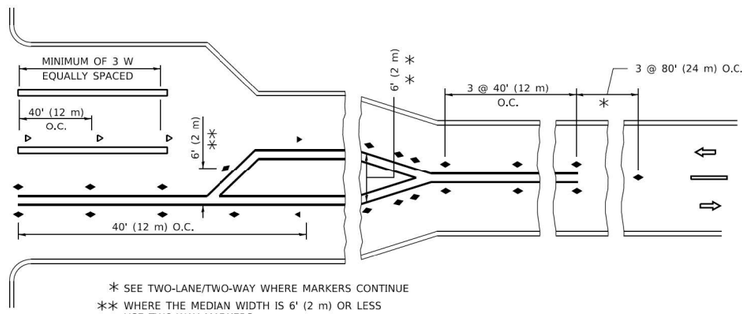
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.





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

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

TURN LANES

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

MODEL: TC-11
FILE NAME: c:\Engineering\Live Projects\20005 IDOT DUR\WO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-RH-Right Side.dgn

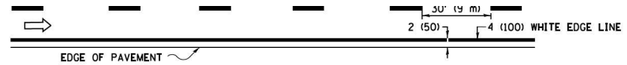
USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

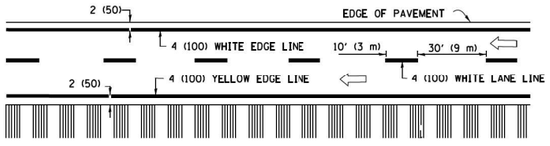
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW–PLOW RESISTANT)

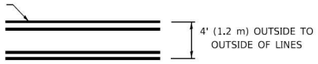
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	42
	TC-11	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		



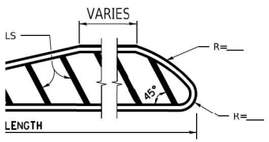
MULTI–LANE UNDIVIDED





LLOW @ 11 (280) C-C

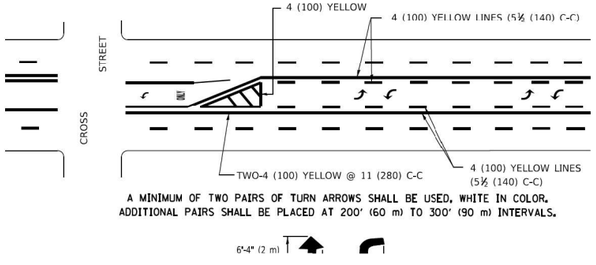
ANS ONLY



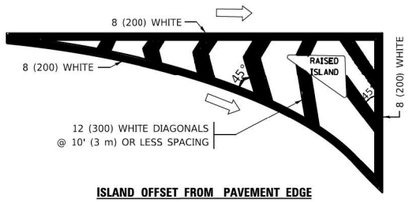
WHERE DIAGONAL SPACING
USE 5 (FIVE) EQUALLY SPACED

(LESS THAN 30MPH (50 km/h))
30MPH (50 km/h) TO 45MPH (70 km/h))
-C (MORE THAN 45MPH (70 km/h))

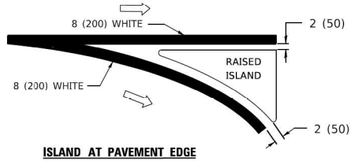
MEDIANS OVER 4' (1.2 m) WIDE



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

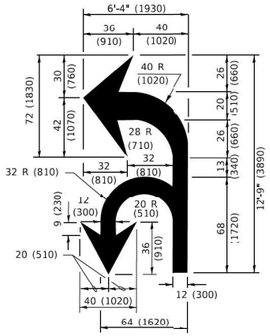


ISLAND OFFSET FROM PAVEMENT EDGE

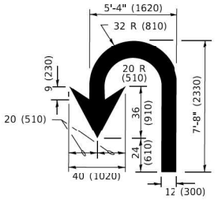


ISLAND AT PAVEMENT EDGE

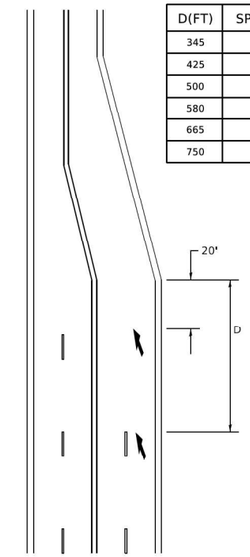
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U–TURN



U–TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
AY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
DESTRIAN) QUESTRIAN) HOOL)	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.
	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
	2 @ 4 (100) WITH 12 (300) DIAGONALS 15° AGONALS USED FOR m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
	12 (300) 5°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
		SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
			WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
			HITE	16.3 SF
				30.4 SF

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

MODEL: TC-13
FILE NAME: c:\Engineering\LivePro\Projects\20005_IDOT DURWO 22 - 62N47\CADD\CADD Sheets\CivilD162N47-dh-Dist Std.dgn

	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
	CHECKED -	REVISED - C. JUCIUS 12-21-15	
	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	43
	TC–13	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

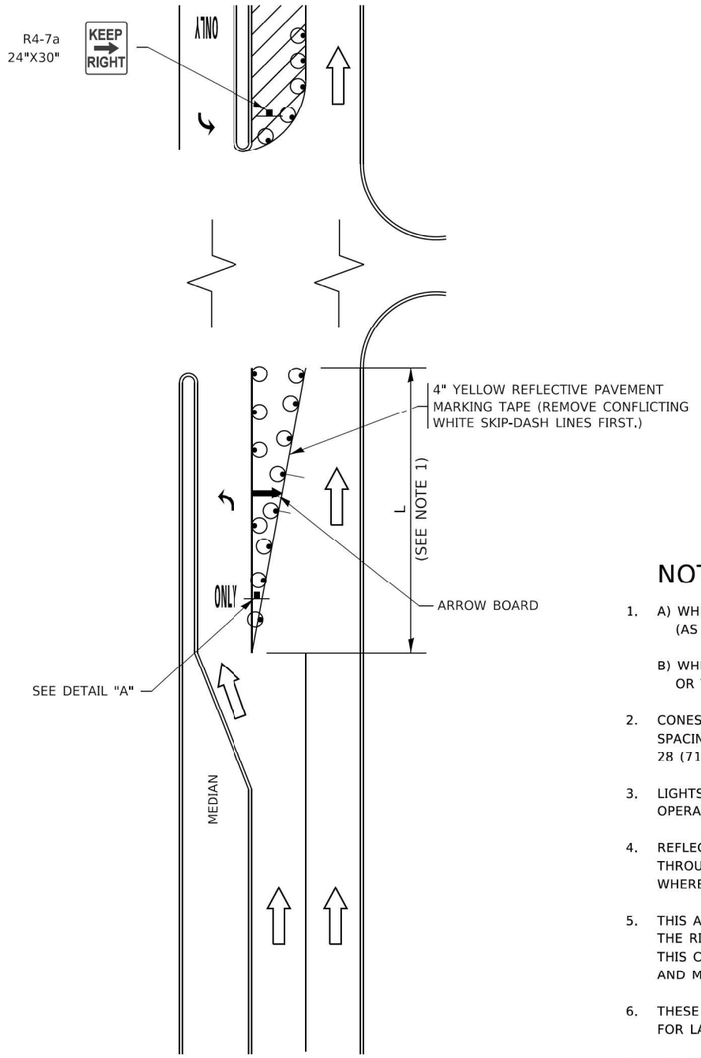


FIGURE 1

LEGEND

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

NOTES:

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

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

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

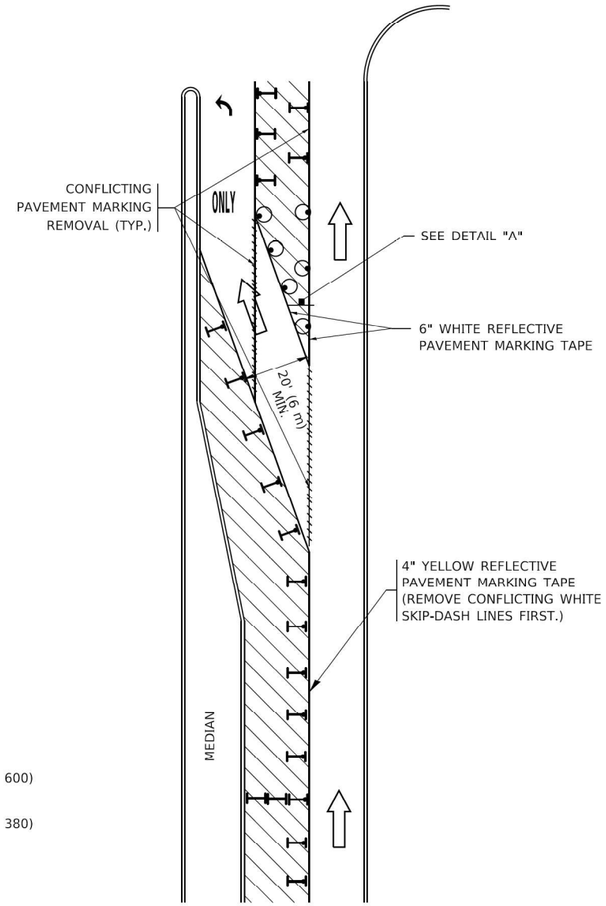
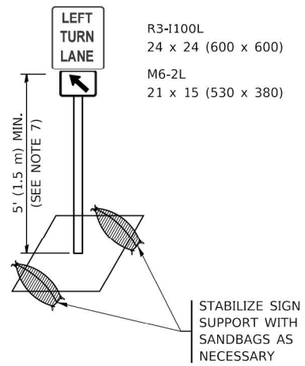


FIGURE 2



DETAIL A

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

MODEL: TC-14
FILE NAME: Q:\Engineering\Live\Projects\20005 IDOT DURWO 22 - 62N47\CADD\CADD Sheets\CivilD\62N47-In-Dist Std.dgn

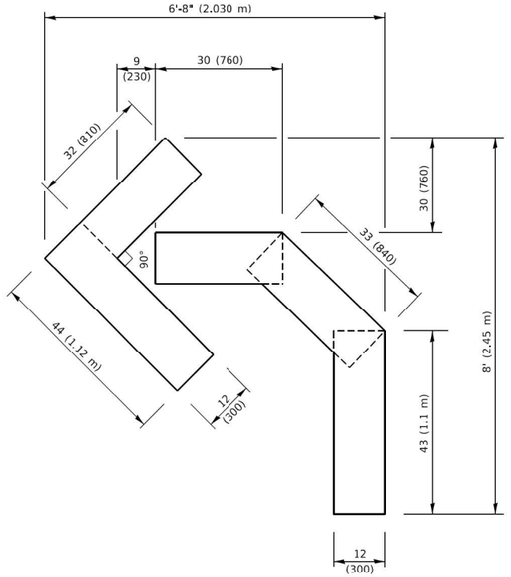
USER NAME = footemj	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

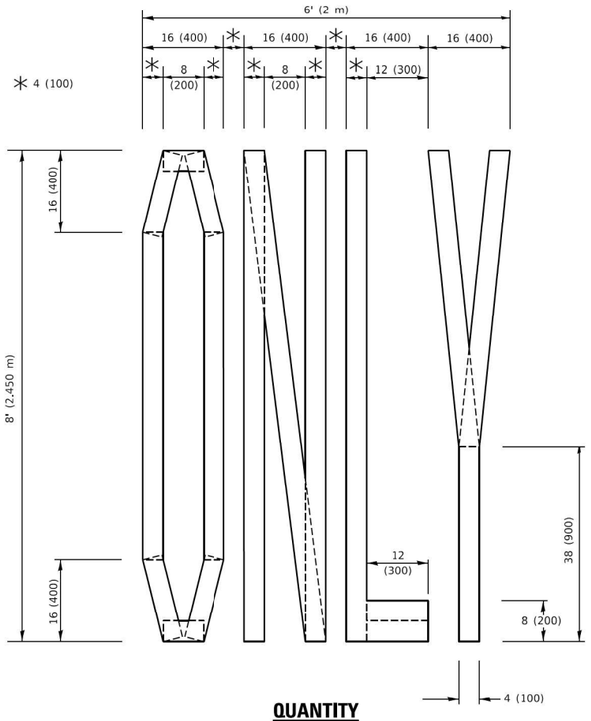
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	44
	TC-14	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		



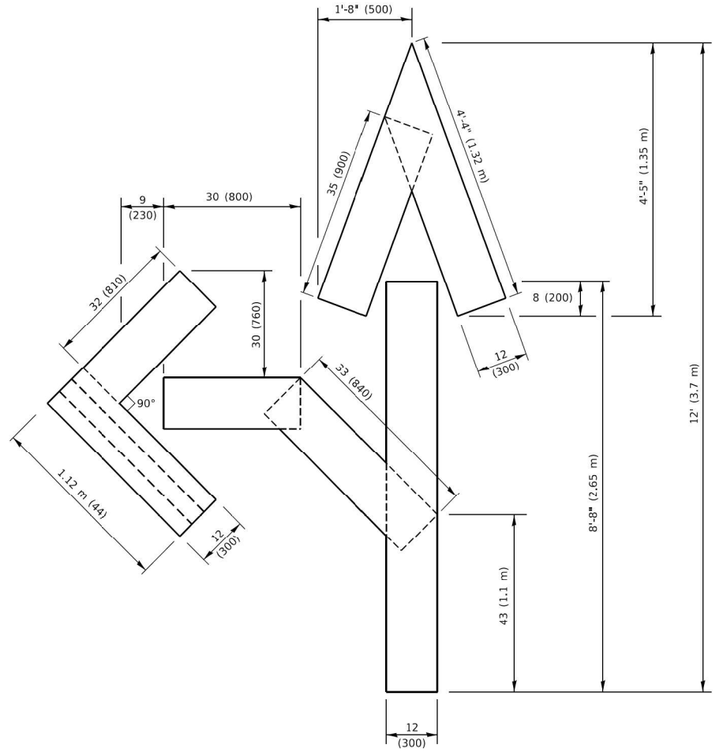
QUANTITY

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



QUANTITY

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

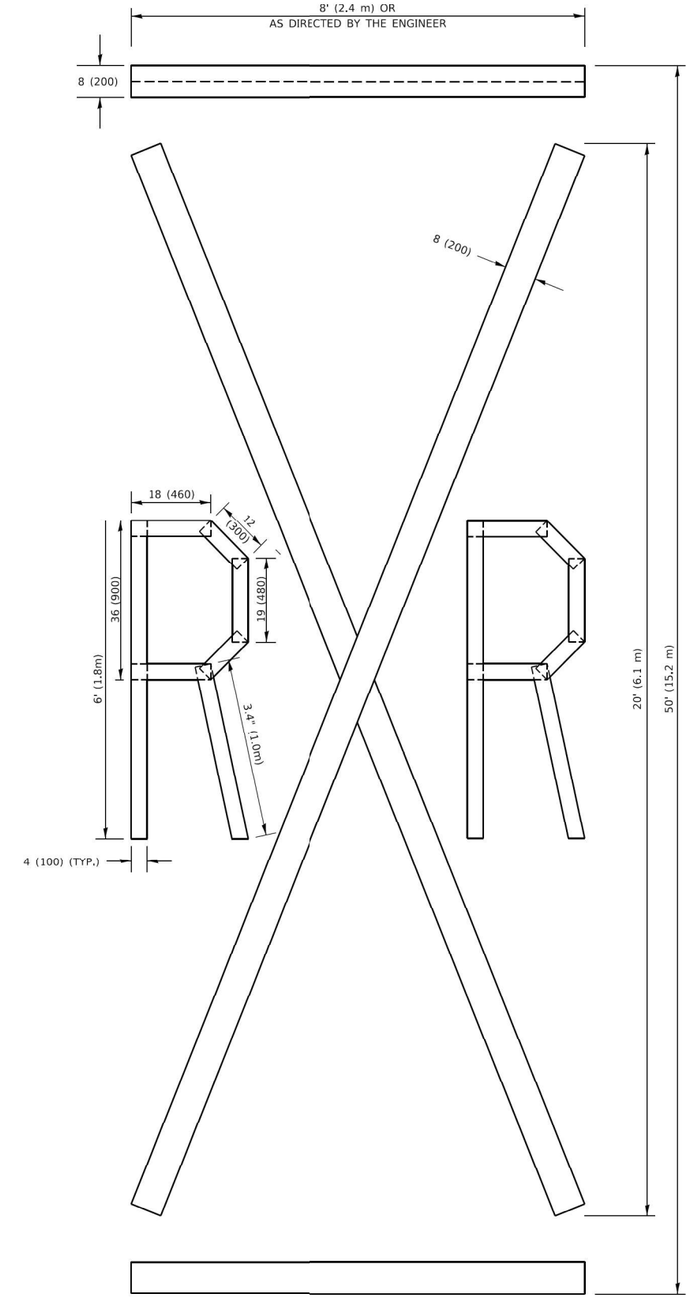


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: TC-16
FILE NAME: c:\Engineering\Live Projects\20005_IDOT DURWO 22 - 62N47\CADD\CADD Sheets\CivilD 62N47-dh-2kst Stds.dgn

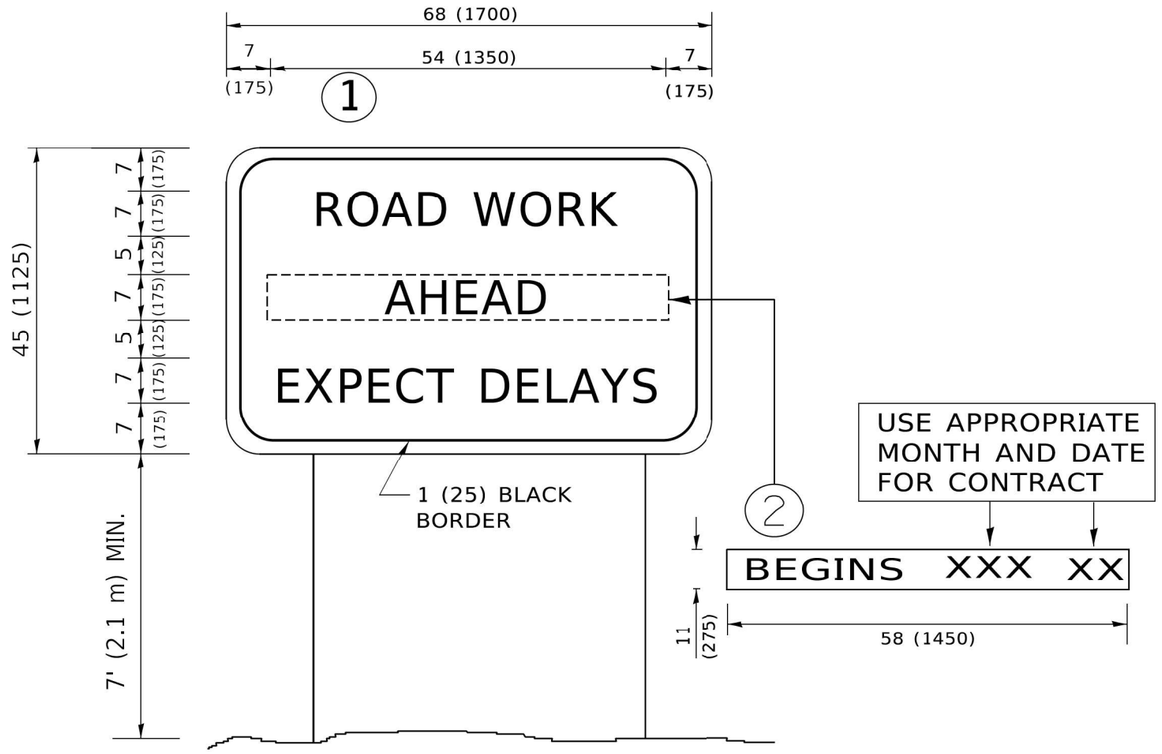
USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	45
	TC-16	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			



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.

MODEL: TC-22
FILE NAME: c:\Engineering\Active Projects\20005_IDOT DURI\WO 22 - 62N47\CADD\CADD Sheets\CivilD\62N47-dh-2Net Stds.dgn

USER NAME = footemj	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

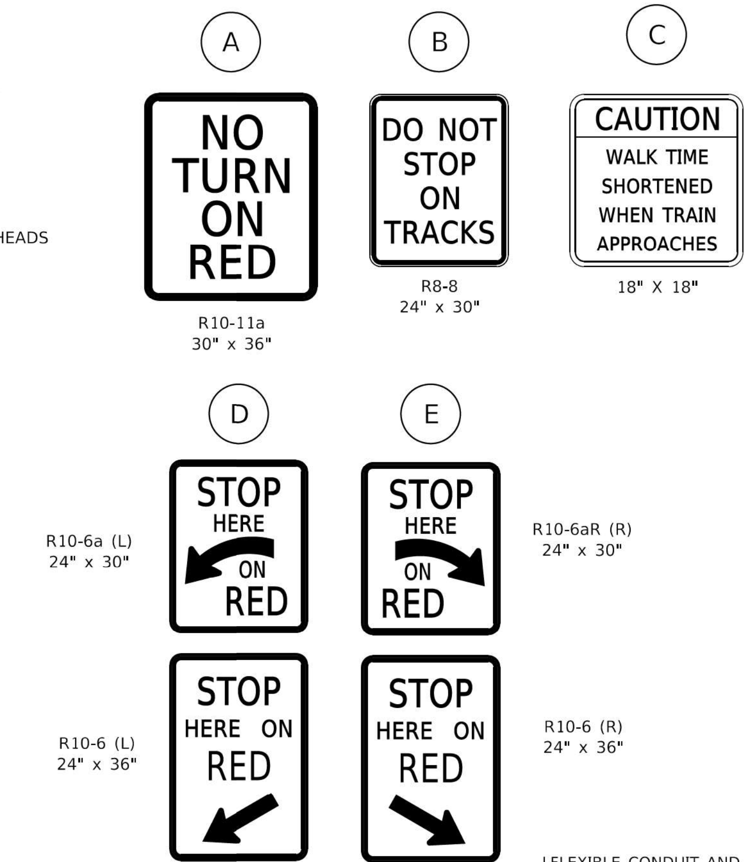
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

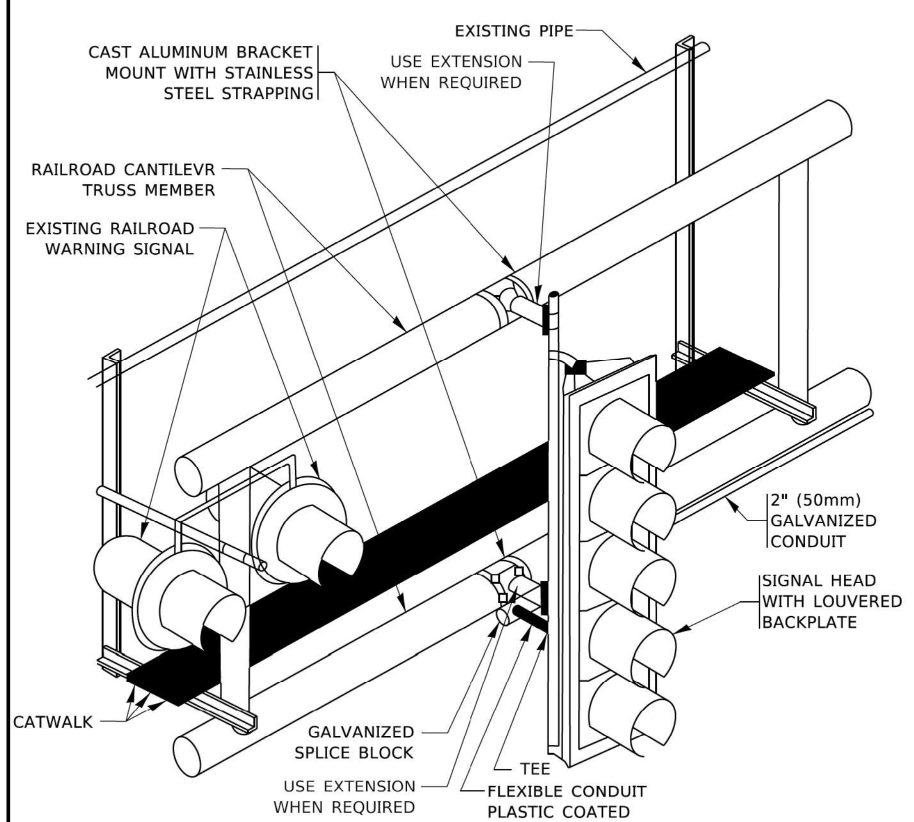
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	46
	TC-22	CONTRACT NO. 62N47		
	ILLINOIS FED. AID PROJECT NHPP-3444(375)			

NOTE:

1. PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.

2. PRE-SIGNAL POST-MOUNTED TRAFFIC SIGNAL HEADS INSTALLED IN THE MEDIAN SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 4.5 FT. PARKWAY POST-MOUNTED TRAFFIC SIGNAL HEADS SHALL HAVE A MINIMUM VERTICAL CLEARANCE OF 8 FT.

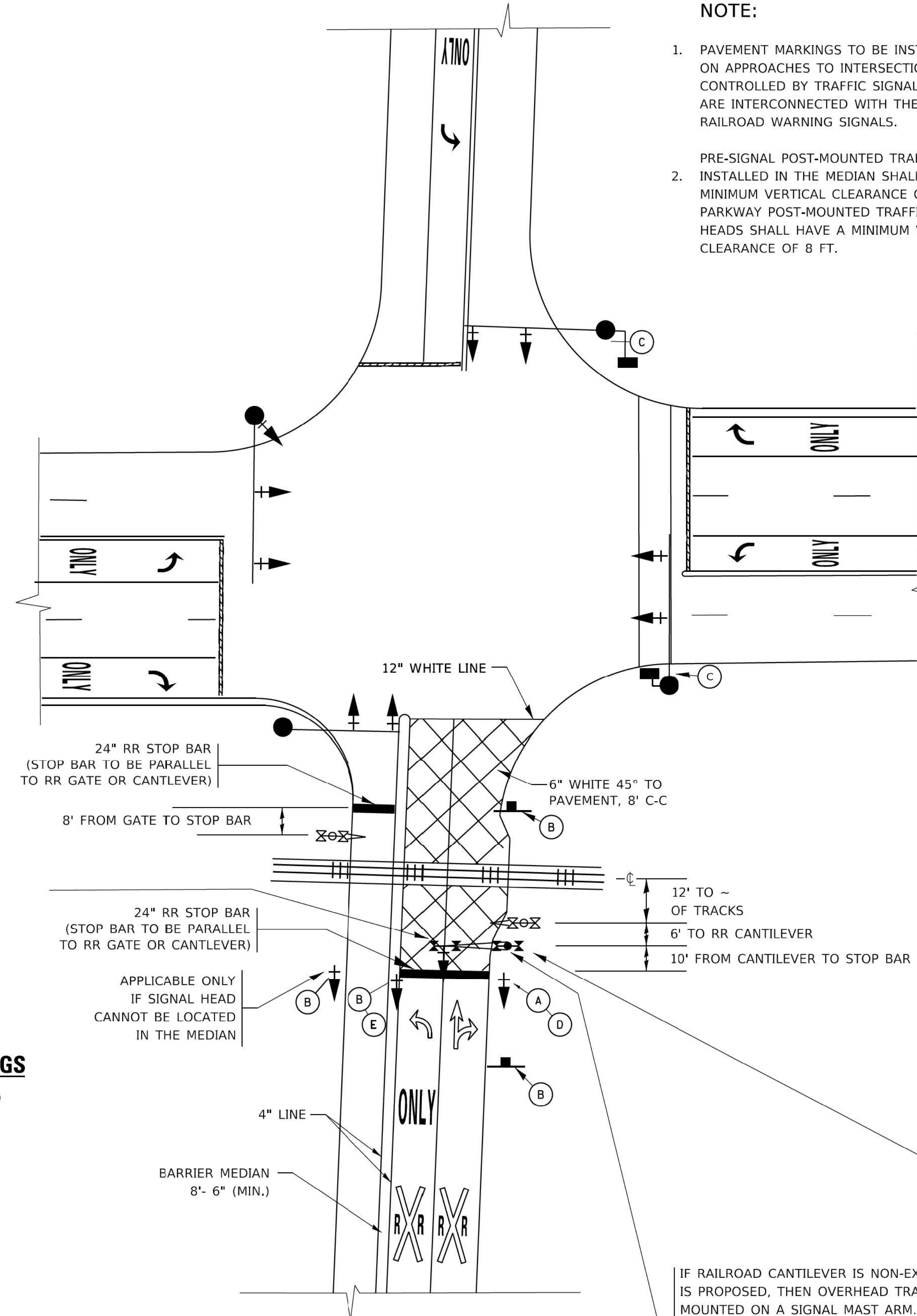




RAILROAD CANTILEVER SIGNAL HEAD MOUNTING

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION

N.T.S.



SIGNALIZED INTERSECTION WITH NEAR–SIDE TRAFFIC SIGNAL

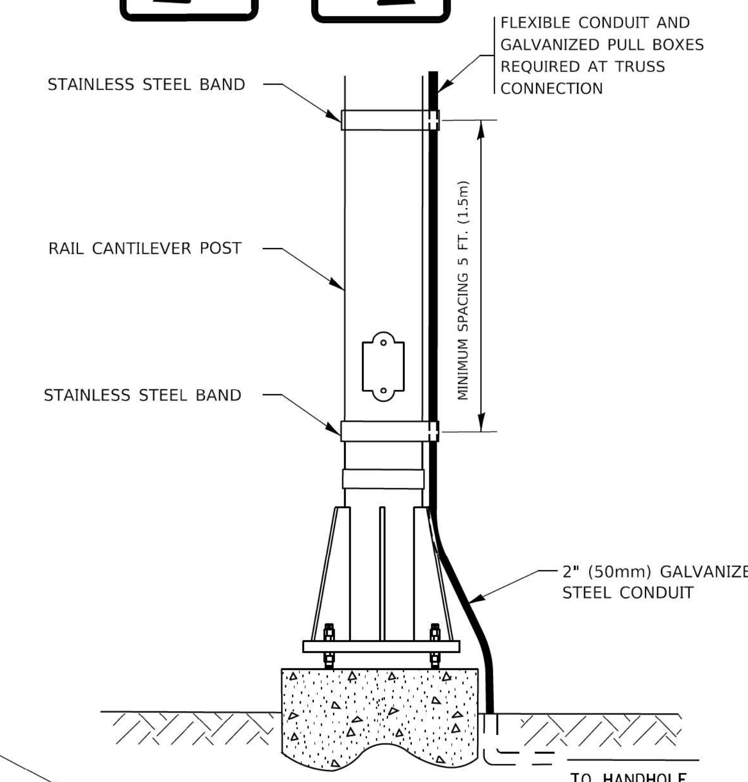
IF RAILROAD CANTILEVER IS NON-EXISTANT AND NONE IS PROPOSED, THEN OVERHEAD TRAFFIC SIGNAL TO BE MOUNTED ON A SIGNAL MAST ARM. SIGNAL MAST ARM AND SIGNAL HEADS SHALL BE INSTALLED AS CLOSE AS PRACTICABLE TO THE RAILROAD TRACKS WITHOUT OBSTRUCTING ANY RAILROAD WARNING DEVICES. SIGNAL MAST ARM SHALL BE AT LEAST 12 FT. FROM NEAREST RAIL.

SIGNING AND PAVEMENT MARKING AT RAILROAD CROSSINGS

SIGNING AND PAVEMENT MARKING TRAFFIC CONTROL STANDARD (TC-23) HAS BEEN DEVELOPED IN CONSULTATION WITH THE ILLINOIS COMMERCE COMMISSION AND THE U.S. DEPARTMENT OF TRANSPORTATION'S GRADE CROSSING SAFETY TASK FORCE. THIS STANDARD PROVIDES INFORMATION ON UPDATES TO THE PAVEMENT MARKING AND SIGNING DETAILS IN ORDER TO INCORPORATE CHANGES ADOPTED IN THE 2009 NATIONAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICE (MUTCD). THESE NEW DETAILS HAVE BEEN STUDIED AND TESTED BY THE DEPARTMENT AND ACCEPTED BY THE ILLINOIS COMMERCE COMMISSION.

THIS APPLIES TO PROJECTS WHICH INCLUDE RAILROAD INTERCONNECTED TRAFFIC SIGNALS, WITH OR WITHOUT PRE-SIGNALS. THIS STANDARD ALSO APPLIES TO NON-SIGNALIZED INTERSECTIONS THAT ARE WITHIN 81 FEET OF A RAILROAD GRADE CROSSING. THE ILLINOIS SUPPLEMENT TO THE MUTCD SHOULD BE CONSULTED FOR ADDITIONAL INFORMATION ON SIGN REQUIREMENTS AT NON-SIGNALIZED INTERSECTIONS NEAR RAILROAD GRADE CROSSINGS.

THESE DETAILS WILL BE INCLUDED IN A FUTURE UPDATE TO THE BUREAU OF OPERATIONS TRAFFIC POLICIES AND PROCEDURES MANUAL.



SIGNAL CONDUIT CONNECTION TO RAIL CANTILEVER DETAIL

USE NON-CONDUCTIVE SPACERS BETWEEN THE TRAFFIC SIGNAL EQUIPMENT AND THE RAILROAD CANTILEVER TO PREVENT DISSIMILAR METAL CORROSION.

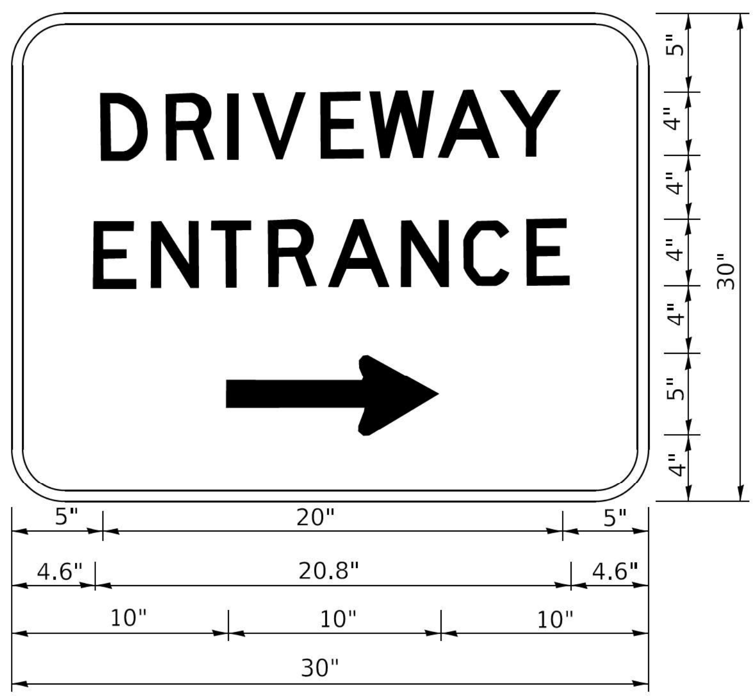
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = footemj	DESIGNED -	REVISED - 02-25-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED - 04-26-12	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A.R. 07-11-16	
PLOT DATE = 8/22/2019	DATE -	REVISED - D.G. 8-22-19	

TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	47
TC-23		CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		



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

NOTES:

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

USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/6/2021	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

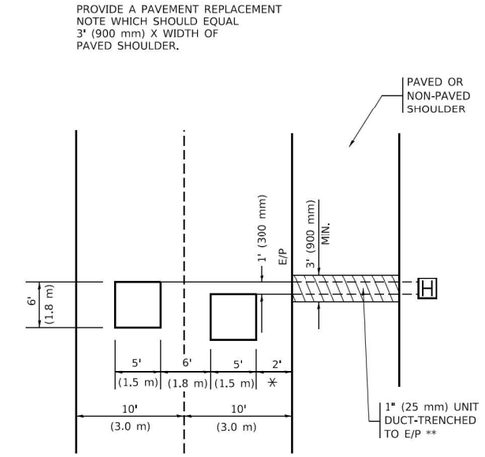
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	48

TC–26 CONTRACT NO. 62N47

ILLINOIS | FED. AID PROJECT NHPP-3444(375)

LOOPS NEXT TO SHOULDERS



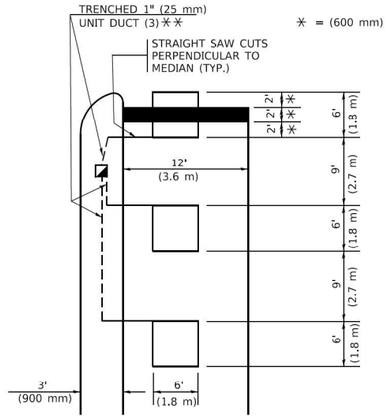
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

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

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.

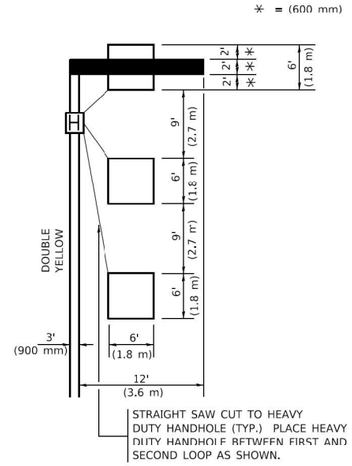


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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 SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

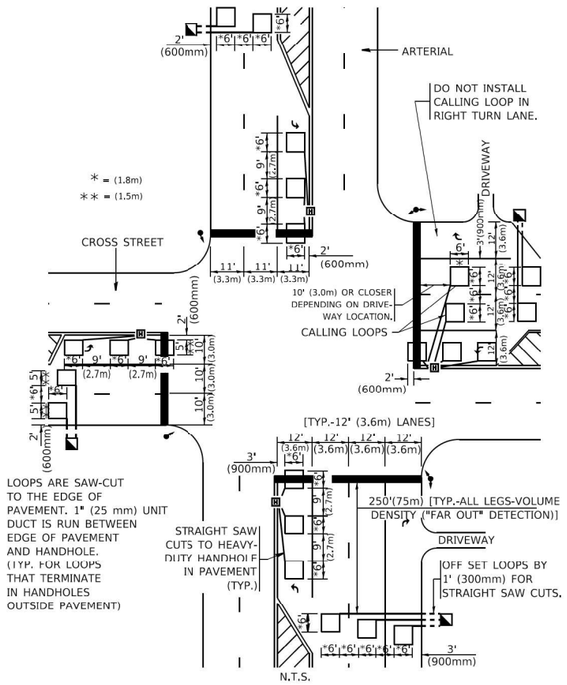
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

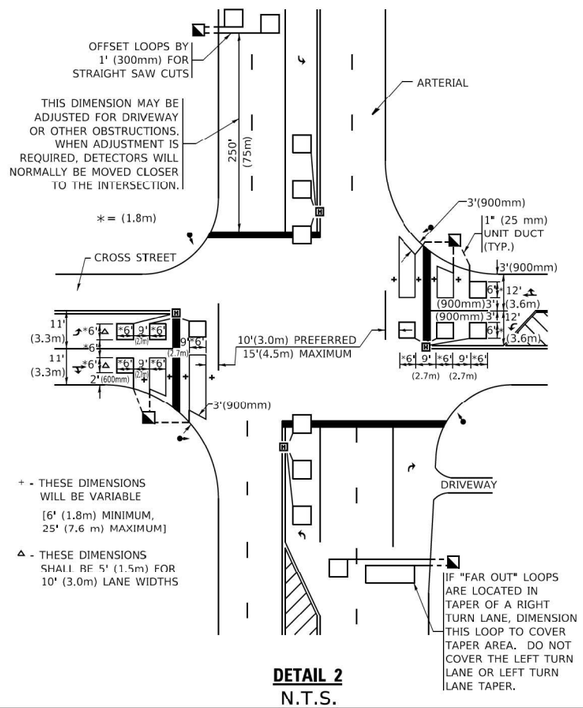
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	2021-031-RS	WILL	49	49
	TS-07	CONTRACT NO. 62N47		
	ILLINOIS	FED. AID PROJECT NHPP-3444(375)		

MODEL: TS-07
FILE NAME: c:\Engineering\LiveProjects\20065 IDOT DuPAGO 22 - 62N47\CADD\CADD Sheets\Civil\D162N47-sh-Det Stds.dgn