

07-31-2026 LETTING ITEM 016

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

FAU 1333 (LANDMEIER ROAD) AND
F.A.P. ROUTE 344 (IL ROUTE 83 - BUSSE ROAD)
INTERSECTION RESURFACING
SECTION 22-00078-00-RS
PROJECT NUMBER: RT00(408)
JOB NO. C-91-148-23
VILLAGE OF ELK GROVE VILLAGE
COOK COUNTY

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

FUNCTIONAL CLASSIFICATION

IL ROUTE 83 (BUSSE ROAD) -
PRINCIPAL ARTERIAL
LANDMEIER ROAD -
MINOR ARTERIAL

TRAFFIC DATA

IL ROUTE 83 (BUSSE ROAD)
ADT: 31,400 (2023)
LANDMEIER ROAD
ADT: 10,800 (2022)

POSTED SPEED LIMIT

IL ROUTE 83 (BUSSE ROAD) = 45 MPH
LANDMEIER ROAD = 40 MPH

DESIGN SPEED LIMIT

IL ROUTE 83 (BUSSE ROAD) = 50 MPH
LANDMEIER ROAD = 45 MPH



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.

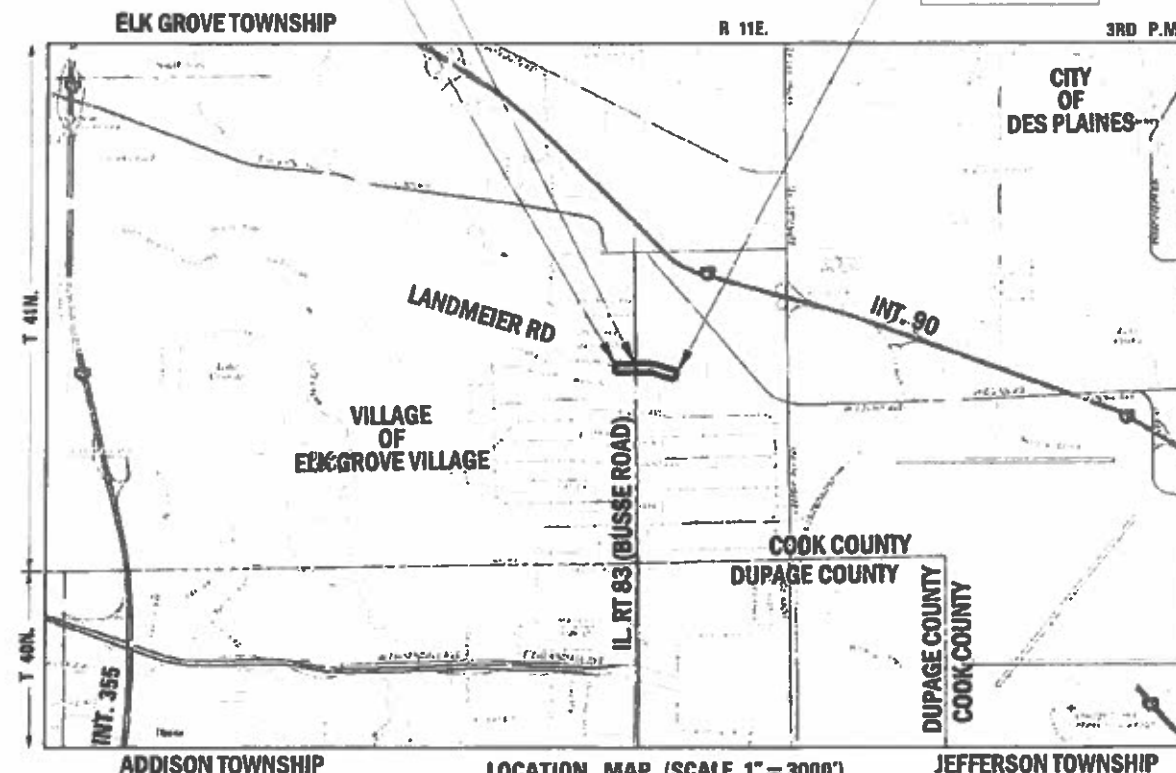


CONTRACT NO. 61K19

OMISSION:
STA. 613 + 95.79 TO
STA. 615 + 92.94

PROJECT BEGINS
STA. 604 + 59.00
LANDMEIER RD

PROJECT ENDS
STA. 624 + 41.00
LANDMEIER RD



LOCATION MAP (SCALE 1" = 3000')
GROSS LENGTH = 1982 FEET (0.375 MILE)
NET LENGTH = 1785 FEET (0.338 MILE)

FAU RT#	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-RS	COOK	63	1
CONTRACT NO 61K19				



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	4/23/2026 2026
VILLAGE OF ELK GROVE VILLAGE DIRECTOR OF PUBLIC WORKS	
PASSED	JUNE 1 2026
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS	
RELEASING FOR BID BASED ON LIMITED REVIEW	JUNE 3 2026
REGIONAL ENGINEER	

DATE: 4-23-2026	JOSEPH W. Cwynar 062-054899 LICENSED PROFESSIONAL ENGINEER OF ILLINOIS
JOSEPH W. Cwynar	
LICENSE EXPIRES: 11-30-2027	

Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 Phone: (630) 466-6700
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STATE OF ILLINOIS HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
442101-09	CLASS B PATCHES
442201-04	CLASS C&D PATCHES
602001-02	CATCH BASIN TYPE A
602011-02	CATCH BASIN TYPE C
602301-04	INLET- TYPE A
602401-07	PRECAST MANHOLE TYPE A 4' DIAMETER
604001-05	FRAMES AND LIDS TYPE 1
604051-04	FRAME AND GRATE TYPE 11
604091-05	FRAME AND GRATE TYPE 24
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701101-05	OFF-ROAD OPERATIONS, MULTILANE 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER. FOR SPEEDS ≤40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-04	SIGN PANEL ERECTION DETAILS
728001-01	TELESCOPING STEEL SIGN SUPPORT
731001-01	BASE FOR TELESCOPING STEEL SIGN SUPPORT
780001-05	TYPICAL PAVEMENT MARKINGS
836001-05	LIGHT POLE FOUNDATION
838001-01	BREAKAWAY DEVICES
873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING
876001-04	PEDESTRIAN PUSH BUTTON POST
877001-08	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'
878001-11	CONCRETE FOUNDATION DETAILS
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTON LOOPS

IDOT DISTRICT ONE STANDARD DETAILS

STANDARD NO.	DESCRIPTION
BD-07	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER
BD-32	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
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TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	DISTRICT ONE ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS-01	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS
TS-07	DISTRICT ONE- DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ("STANDARD SPECIFICATIONS", ADOPTED JANUARY 1 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1 2026; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS". (IMUTCD); "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" SEVENTH EDITION, THE DETAILS IN THE PLANS, AND THE SPECICIAL PROVISIONS AND THE IDOT STANDARD DRAWINGS INCLUDED IN THE CONTRACT DOCUMENTS.
- NO WORK SHALL COOMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET AND APPROPRIATE PERMITS HAVE BEEN OBTAINED.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- WHEN REMOVING CURB AND GUTTER, PAVEMENT OR ANY OTHER STRUCTURE, THE CONTRACTOR SHALL TAKE EVERY PRECAUTION NECESSARY TO ENRURE THAT THERE WILL BE NO DAMAGE TO UNDERGROUND PUBLIC OR PRIVATE UTILITIES. UNDER NO CIRCUMSTANCES WILL THE USE OF A FROST BALL CONCRETE BREAKER BE ALLOWED.
- THE CONTRACTOR IS PROHIBITED FROM BURNING ANY MATERIAL WITHIN OR ADJACENT TO THE PROJECT LIMITS. ALL EXCESS OR WASTE MATERIAL SHALL BE EITHER HAULED AWAY FROM THE PRPJECT SITE BY THE CONTRACTOR AND DEPOSITED AT THE LOCATIONS PROVIDED BY HIM, OR DISPOSED OF WITHIN THE RIGHT-OF-WAY IN A MANNER OTHER THAN BURNING, SUBJECT TO APPROVAL OF THE ENGINEER.
- THE ENGINEER AND ALL UTILITY COMPANIES, LOCAL POLICE AND FIRE DEPARTMENTS SHALL BE NOTIFIED BY THE CONTRACTOR AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCTION.

PAVING, SHOULDERS, CURB & GUTTER AND SIDEWALK

- IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE THICKNESS OF THE EXISTING PAVEMENT AND WHETHER OR NOT IT CONTAINS REINFORCEMENT.
- HOT-MIX ASPHALT BINDER SHALL NOT BE PLACED ADJACENT TO CURB AND GUTTER UNTIL THE CURB AND GUTTER HAS BEEN PROPERLY CURED AND BACKFILLED TO THE SATISFACTION OF THE ENGINEER.
- HOT-MIX ASPHALT SURFACE COURSE SHALL NOT BE PLACED UNTIL ALL EARTH EXCAVATION AND TOPSOIL PLACEMENT HAVE BEEN COMPLETED TO THE SATISFACTION OF THE ENGINEER, AND THE HOT-MIX ASPHALT BINDER COURSE HAS BEEN COMPLETED PER SPECIFICATION.
- THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN ON THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACE, BINDER, OR BASE UPON WHICH THE HOT-MIX ASPHALT MATERIALS ARE PLACED.
- ALL SIDEWALK CONSTRUCTED OVER A UTILITY TRENCH SHALL BE REINFORCED WITH THREE #4 REBARS WHICH EXTEND 5 FEET BEYOND THE TRENCH WALLS. AT LOCATIONS WHERE THE SIDEWALK IS ADJACENT TO THE BACK OF CURB, A 1/2" PREFORMED EXPANSION JOINT FILLER SHALL BE INSTALLED BETWEEN THE CURB AND SIDEWALK.
- THE MAXIMUM CROSS SLOPE AT ANY POINT IN THE TRAVERSABLE AREA OF THE SIDEWALK, INCLUDING THE AREAS THROUGH DRIVEWAYS, SHALL BE 2.00%. ALL AREAS OF NEW SIDEWALK THAT EXCEED THIS MAXIMUM SHALL BE REMOVED AND REPLACED BY THE CONTRACTOR.
- CONTRACTOR SHALL SELECT CONCRETE MIX FOR CLASS B PATCHES THAT MEETS LANE CLOSURE REQUIREMENTS.
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH THE ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTORS EXPENSE.
- ALL JOINTS IN THE PROPOSED PCC SHARED USE PATH SHALL BE SAWCUT.
- THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1

MISCELLANEOUS

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

STAKING

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

SIDEWALK MAINTENANCE NOTES

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

COORDINATION

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

COMMITMENTS

NONE

UTILITIES

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

SOIL EROSION AND SEDIMENT CONTROL NOTES

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

MAINTENANCE OF TRAFFIC GENERAL NOTES

- TRAFFIC CONTROL DEPICTED IN THE APPLICABLE IDOT AND DISTRICT ONE DETAILS AND STANDARDS ARE THE MINIMUM REQUIREMENTS. OTHER WORK OR SIGNING MAY BE REQUIRED BY THE ENGINEER. TRAFFIC CONTROL AND PROTECTION SHALL BE PERFORMED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, DIVISION 700; APPLICABLE GUIDELINES IN THE ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; AND APPLICABLE HIGHWAY STANDARDS FOR TRAFFIC CONTROL, UNLESS HEREIN REVISED.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES SHALL FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- ALL CONSTRUCTION WARNING SIGNS SHALL HAVE FLUORESCENT ORANGE BACKGROUNDS.
- ALL SIGNS, OTHER THAN THOSE WHICH WILL FREQUENTLY BE TURNED, RELOCATED OR COVERED, SHALL BE MOUNTED ON METAL POSTS, 7 FEET ABOVE THE EXISTING GROUND AND DRIVEN A MINIMUM OF 3 FEET INTO THE GROUND. A J.U.L.I.E. LOCATE SHALL BE PERFORMED PRIOR TO THE INSTALLATION OF THE POSTS.
- DRUMS EQUIPPED WITH ONE-WAY FLASHING LIGHTS WILL BE REQUIRED AT ALL OPEN TRENCHES, EXCAVATIONS, OPEN OR EXPOSED SEWER STRUCTURES, AND AT ANY OTHER LOCATIONS DESIGNATED BY THE ENGINEER OR LAW ENFORCEMENT AGENCIES. BARRICADES SHALL BE PLACED AT 50' CENTERS ALONG TANGENTS, 20' CENTERS ALONG TAPERS, AND 10' CENTERS IN CURVES AND RADII.
- DRUMS AND BARRICADES SHALL MEET THE REQUIREMENTS OF THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 AND THE SPECIAL PROVISION "WORK ZONE TRAFFIC CONTROL DEVICES".
- THE FIRST WARNING SIGNS IN EACH DIRECTION OF TRAVEL SHALL BE EQUIPPED WITH MONO-DIRECTIONAL AMBER FLASHING LIGHTS DURING HOURS OF DARKNESS. FLAGS ARE OPTIONAL.
- EXISTING TRAFFIC CONTROL DEVICES ARE TO BE PROTECTED FROM DAMAGE BY THE CONTACTOR. ANY DAMAGE CAUSED BY HIS WORK SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.
- W21-1 "WORKERS" SIGNS SHALL ONLY BE ERECTED WHEN WORKERS ARE PRESENT. WORKERS SIGNS MUST BE COVERED OR REMOVED WHEN NO WORKERS ARE PRESENT.
- "FRESH OIL" SIGNS (W21-2-48) WITH DATE SIGNS SHALL BE ERECTED 48 HOURS PRIOR TO PRIMING.
- DURING CONSTRUCTION OF PROPOSED IMPROVEMENTS ALONG COOK COUNTY HIGHWAYS, TWO-WAY TRAFFIC SHALL REMAIN OPEN FOR ALL TRAFFIC AT ALL TIMES. IF ANY ACTIVITY REQUIRES ENCROACHMENT INTO A LANE OPEN FOR TRAFFIC, THAT ACTIVITY SHALL BE RESTRICTED TO WITHIN THE HOURS OF 9:00 AM TO 3:00 PM FOLLOWING THE APPLICABLE IDOT AND DISTRICT ONE TRAFFIC CONTROL STANDARDS INCLUDED IN THE PLANS FOR OFF-ROAD AND ON-ROAD APPLICATIONS.
- IF ANY EXISTING PAVEMENT MARKING AND/OR SIGNING ALONG COOK COUNTY ROADWAYS IS DAMAGED DUE TO CONSTRUCTION OF PROPOSED IMPROVEMENTS, THE CONTRACTOR SHALL REPLACE THE DAMAGED TRAFFIC CONTROL DEVICES TO THE SATISFACTION OF COOK COUNTY PER IDOT AND DISTRICT ONE STANDARDS FOR TRAFFIC CONTROL DEVICES, PAVEMENT MARKING, AND SIGNAGE INCLUDED IN THE PLANS.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

50

YEARS



Engineering Enterprises, Inc.

CONSULTING ENGINEERS

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Sugar Grove, Illinois 60054

630.466.6700 / www.eelweb.com

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	DRAWN -	REVISED -
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PLOT DATE -	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) GENERAL NOTES			
SCALE:	SHEET 1	OF 1	SHEETS
STA. N/A		TO STA. N/A	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	2
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

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YEARS



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DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
SUMMARY OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	3
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES

SPTY.	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 75% STP-L 25% LA 0005
	20101400	NITROGEN FERTILIZER NUTRIENT	POUND	5
	20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	5
	20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	5
	20200100	EARTH EXCAVATION	CU YD	124
	20400800	FURNISHED EXCAVATION	CU YD	16
	20800150	TRENCH BACKFILL	CU YD	65
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	550
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	384
	25200110	SODDING, SALT TOLERANT	SQ YD	384
	25200200	SUPPLEMENTAL WATERING	UNIT	20
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	8
	28000400	PERIMETER EROSION BARRIER	FOOT	388
	28000510	INLET FILTERS	EACH	44
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	327
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	992
	31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	477
	31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	79
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	8187
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	4911
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20

SPTY.	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 75% STP-L 25% LA 0005
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	138
	40603090	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1743
	40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	1220
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	132
	44000600	SIDEWALK REMOVAL	SQ FT	2961
	44003100	MEDIAN REMOVAL	SQ FT	47
	44003510	MEDIAN REMOVAL PARTIAL DEPTH	SQ FT	7123
	44200994	CLASS B PATCHES, TYPE II, 12 INCH	SQ YD	229
	44200998	CLASS B PATCHES, TYPE III, 12 INCH	SQ YD	367
	44201000	CLASS B PATCHES, TYPE IV, 12 INCH	SQ YD	350
	44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	29
	44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	17
	550A0340	STORM SEWERS, CLASS A, TYPE 2 12"	FOOT	33
	55100500	STORM SEWER REMOVAL 12"	FOOT	5
	55100700	STORM SEWER REMOVAL 15"	FOOT	5
	60201340	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 24 FRAME AND GRATE	EACH	2
	60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1
	60237470	INLETS, TYPE A, TYPE 24 FRAME AND GRATE	EACH	1
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1
	60265700	VALVE VAULTS TO BE ADJUSTED	EACH	2

* SPECIALTY ITEM

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SUMMARY OF QUANTITIES

SPTY.	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 75% STP-L 25% LA 0005
	60266600	VALVE BOXES TO BE ADJUSTED	EACH	3
	60500050	REMOVING CATCH BASINS	EACH	1
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	94
	60623745	CONCRETE MEDIAN TRANSITION	SQ FT	47
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	211
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	5
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	50
	67100100	MOBILIZATION	L SUM	1
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	320
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	2151
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5254
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	27611
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	4472
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	4593
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	426

SPTY.	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 75% STP-L 25% LA 0005
	70307100	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - TYPE IV TAPE	SQ FT	328
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	8217
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	1491
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	1157
	70307210	TEMPORARY PAVEMENT MARKING - LINE 24"- TYPE IV TAPE	FOOT	142
	72400710	RELOCATE SIGN PANEL - TYPE 1	SQ FT	18
	78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	328
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8217
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	2546
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	1485
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	142
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	86
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	86
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	5254
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	59
*	81028220	UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	37
*	83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	8
*	84200804	REMOVAL OF POLE FOUNDATION	EACH	2
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1147

* SPECIALTY ITEM

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YEARS



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	DRAWN -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
SUMMARY OF QUANTITIES

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	4
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

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SUMMARY OF QUANTITIES

SPTY.	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 75% STP-L 25% LA 0005
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1652
*	87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2163
*	87301255	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	450
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1116
*	87700290	STEEL MAST ARM ASSEMBLY AND POLE, 50 FT	EACH	2
*	87800400	CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	23
*	87800415	CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	18
*	87900200	DRILL EXISTING HANDHOLE	EACH	4
*	88600100	DETECTOR LOOP, TYPE I	FOOT	470
*	89501250	RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
*	89501400	RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	1
*	89502200	MODIFY EXISTING CONTROLLER	EACH	1
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6673.5
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
*	X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	441
*	X1400378	PEDESTRIAN SIGNAL POST, 5 FT	EACH	2
*	X1400424	ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	403
	X2130010	EXPLORATION TRENCH (SPECIAL)	FOOT	100
	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)	SQ FT	2087

SPTY.	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY ROADWAY 75% STP-L 25% LA 0005
	X4240460	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH (SPECIAL)	SQ FT	2207
	X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	205
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	46
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	348
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	11337
	X4406812	PORTLAND CEMENT CONCRETE SURFACE REMOVAL 1 1/2"	SQ YD	78
	X5510010	STORM SEWER CONNECTION	EACH	4
	X6025300	CATCH BASINS TO BE ADJUSTED (SPECIAL)	EACH	1
	X6025600	MANHOLES TO BE ADJUSTED (SPECIAL)	EACH	12
	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	1
	X6026200	INLETS TO BE ADJUSTED (SPECIAL)	EACH	16
	X6060034	COMBINATION CONCRETE CURB AND GUTTER TRANSITION	FOOT	64
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	103
*	X8130130	JUNCTION BOX TO BE ADJUSTED	EACH	1
*	X8440110	RELOCATE EXISTING LIGHT POLE WITH LUMINAIRE	EACH	1
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
*	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1
	Z0018905	DRILL AND GROUT BARS	EACH	184
*	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

* SPECIALTY ITEM

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YEARS



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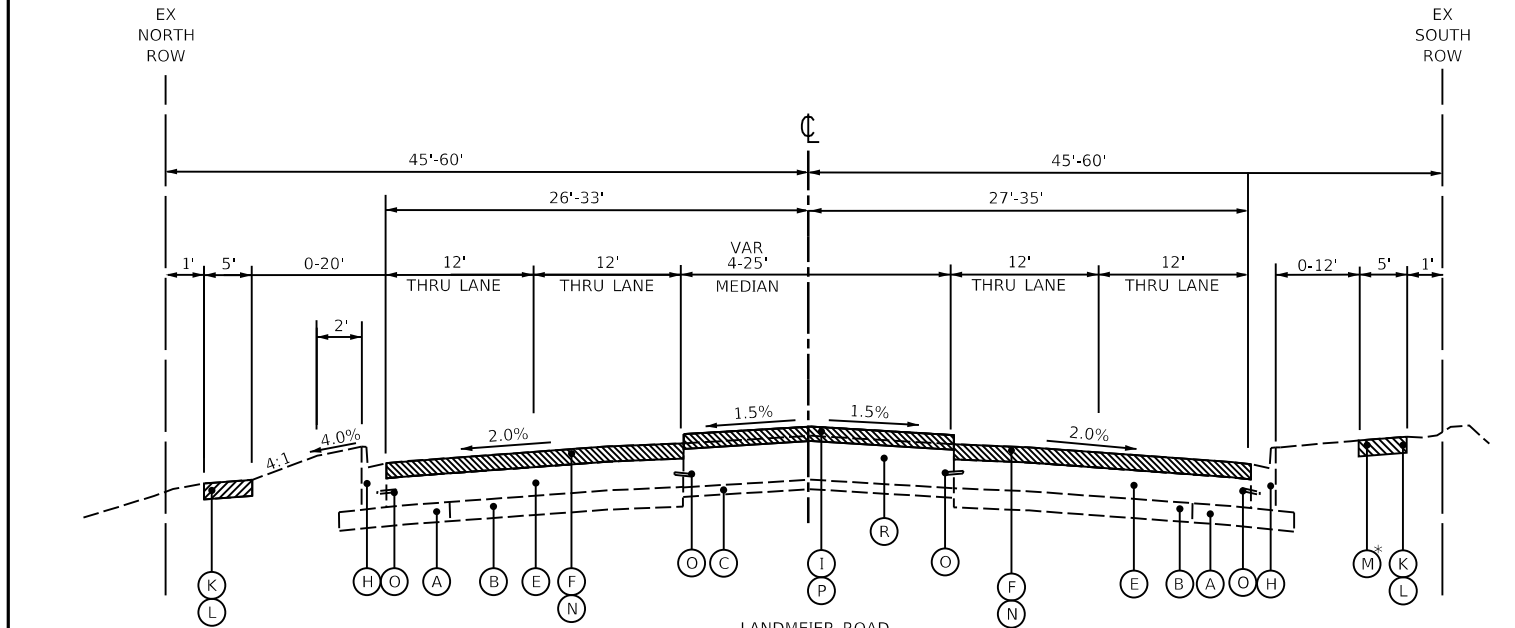
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) SUMMARY OF QUANTITIES			
SCALE:	SHEET 3	OF 3 SHEETS	STA. TO STA.

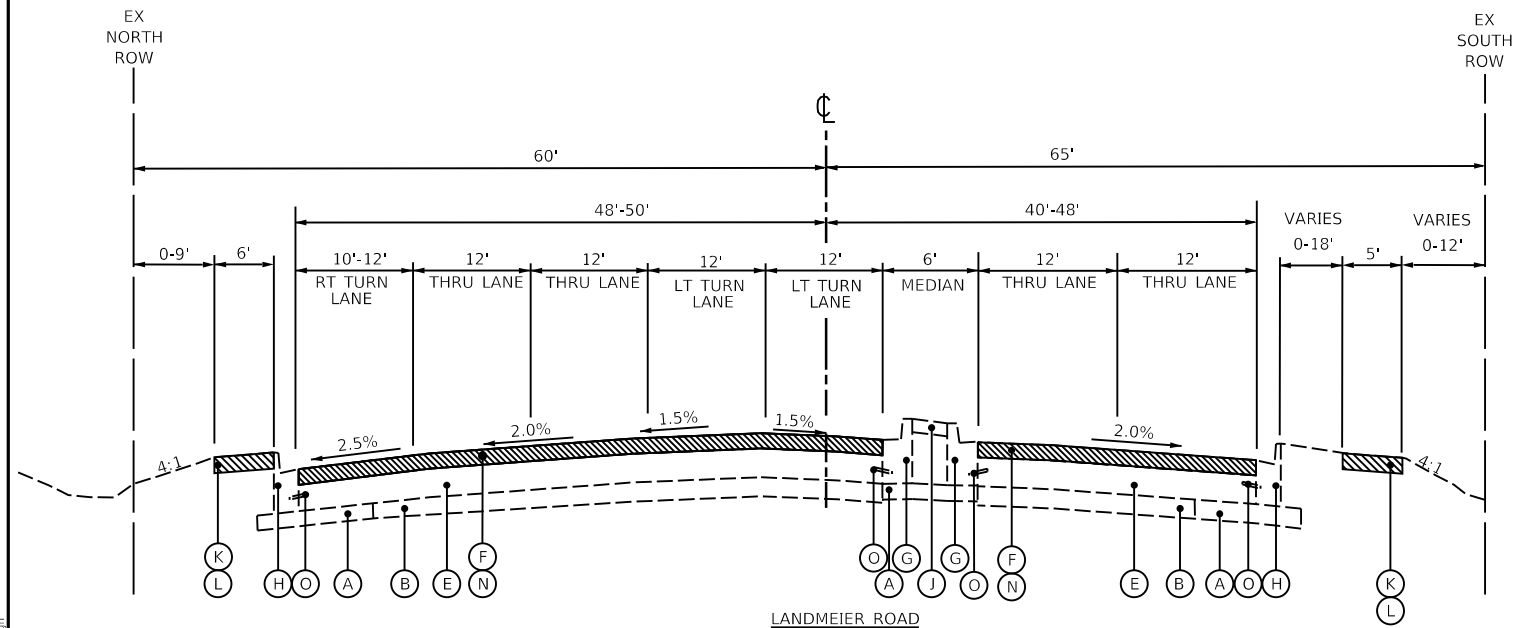
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1333	22-00078-00-R5	COOK	63	5
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

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LANDMEIER ROAD
EXISTING TYPICAL SECTION
STA. 606+29 TO STA. 609+85

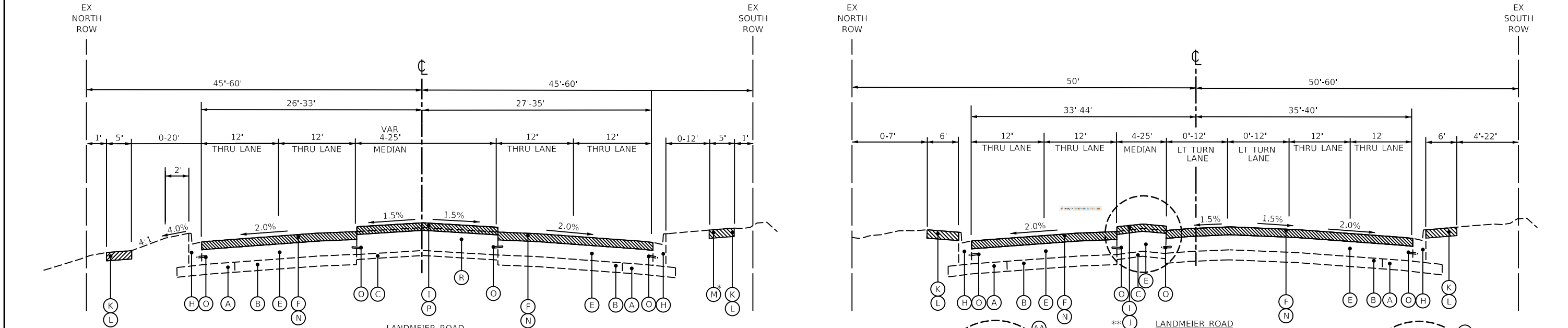
* STA. 604+59 TO STA. 605+88
(PROPOSED SIDEWALK)



LANDMEIER ROAD
EXISTING TYPICAL SECTION
STA. 615+93.36 TO STA. 618+50
(INTERSECTION OMISSION)
STA. 613+95.69 TO STA. 615+93.36

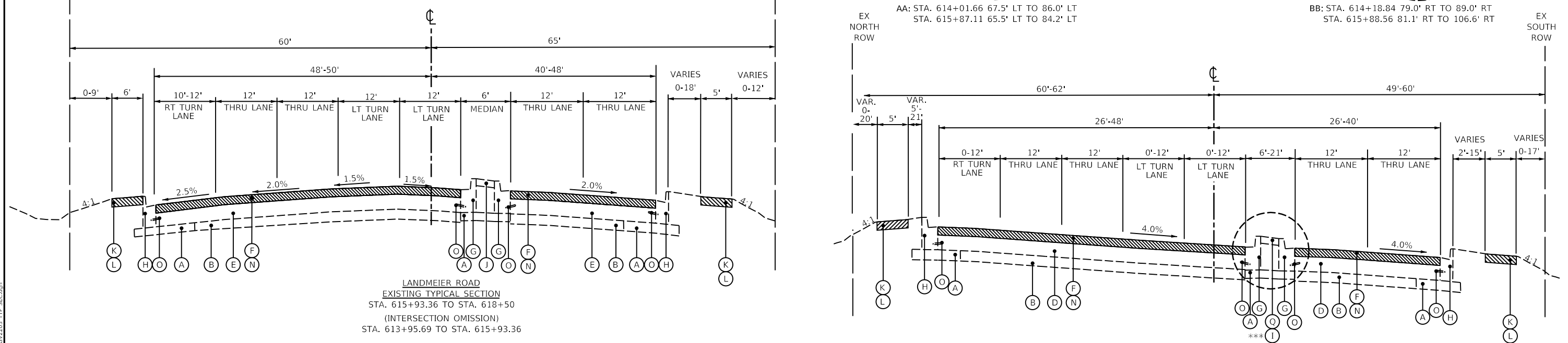
EXISTING LEGEND

- | | |
|--|---|
| (A) EXISTING AGGREGATE SUBBASE, 12" | (J) EXISTING MEDIAN, TYPE SB-6.12 |
| (B) EXISTING AGGREGATE SUBBASE, 4.5'-10" | (K) EXISTING SIDEWALK |
| (C) EXISTING AGGREGATE SUBBASE, 6" | (L) SIDEWALK REMOVAL (SEE PLANS FOR LOCATIONS) |
| (D) EXISTING CONCRETE BASE, 9.75'-10.5" | (M) EARTH EXCAVATION |
| (E) EXISTING CONCRETE BASE, 12" & VARIES | (N) HOT-MIX ASPHALT SURFACE REMOVAL, 4" |
| (F) EXISTING HMA PAVEMENT, 4" | (O) EXISTING #6 TIE BARS, 24" LONG @ 24" C.C. (TO BE SAW CUT AS NEEDED) |
| (G) EXISTING CONCRETE CURB & GUTTER, TYPE B-6.12 | (P) MEDIAN SURFACE REMOVAL, PARTIAL DEPTH (2.5" - 3.5") |
| (H) EXISTING CONCRETE CURB & GUTTER, TYPE B-6.24 | (Q) EXISTING LANDSCAPED MEDIAN |
| (I) EXISTING MEDIAN, TYPE C-4 | (R) EXISTING REBAR (APPROXIMATE LOCATION) |

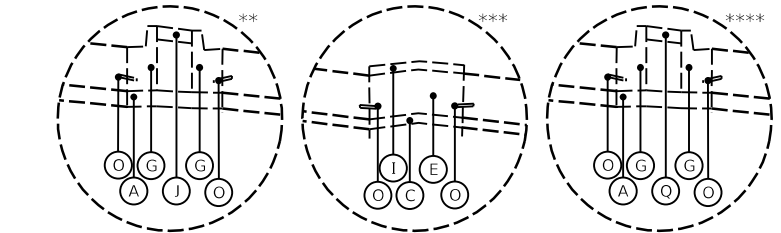


LANDMEIER ROAD
EXISTING TYPICAL SECTION
STA. 609+85 TO STA. 613+95.69
(INTERSECTION OMISSION)
STA. 613+95.69 TO STA. 615+93.36

** STA. 611+88 TO STA. 613+95.44



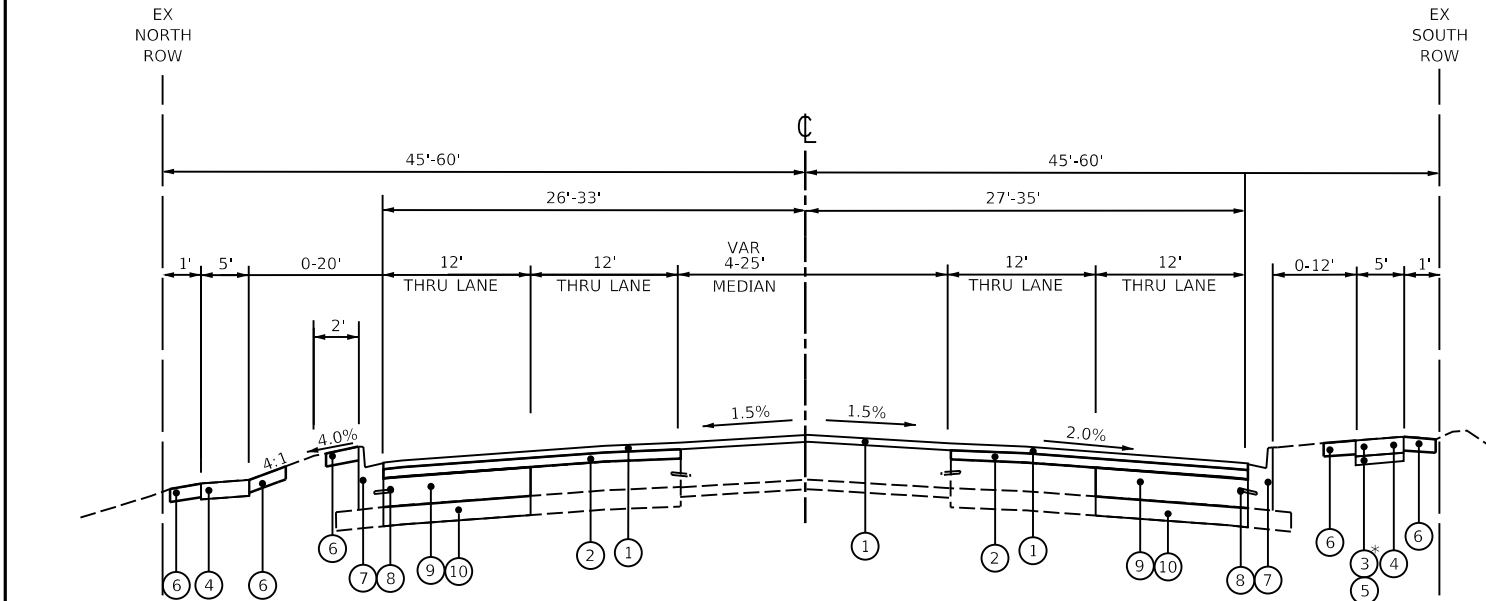
LANDMEIER ROAD
EXISTING TYPICAL SECTION
STA. 618+50 TO STA. 624+41



** STA. 611+88 TO 613+95.44 *** STA. 622+10 TO 623+37 **** STA. 618+50 TO 622+10

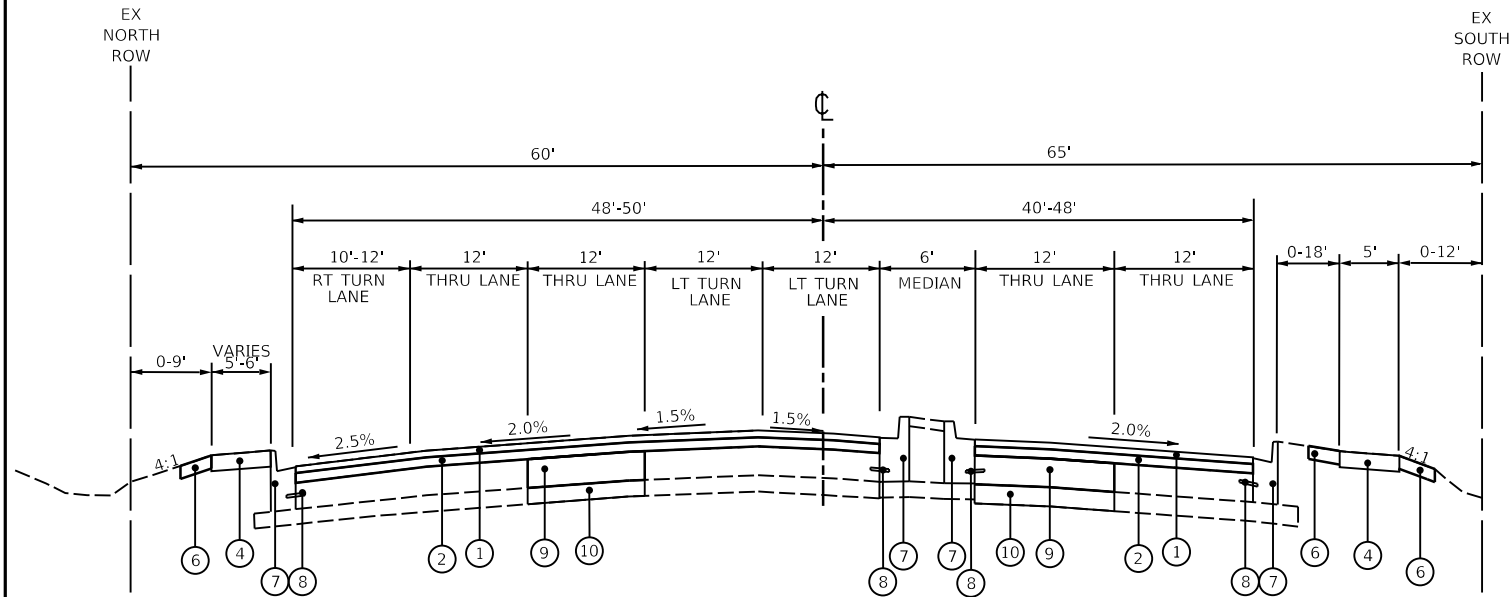
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RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	6
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

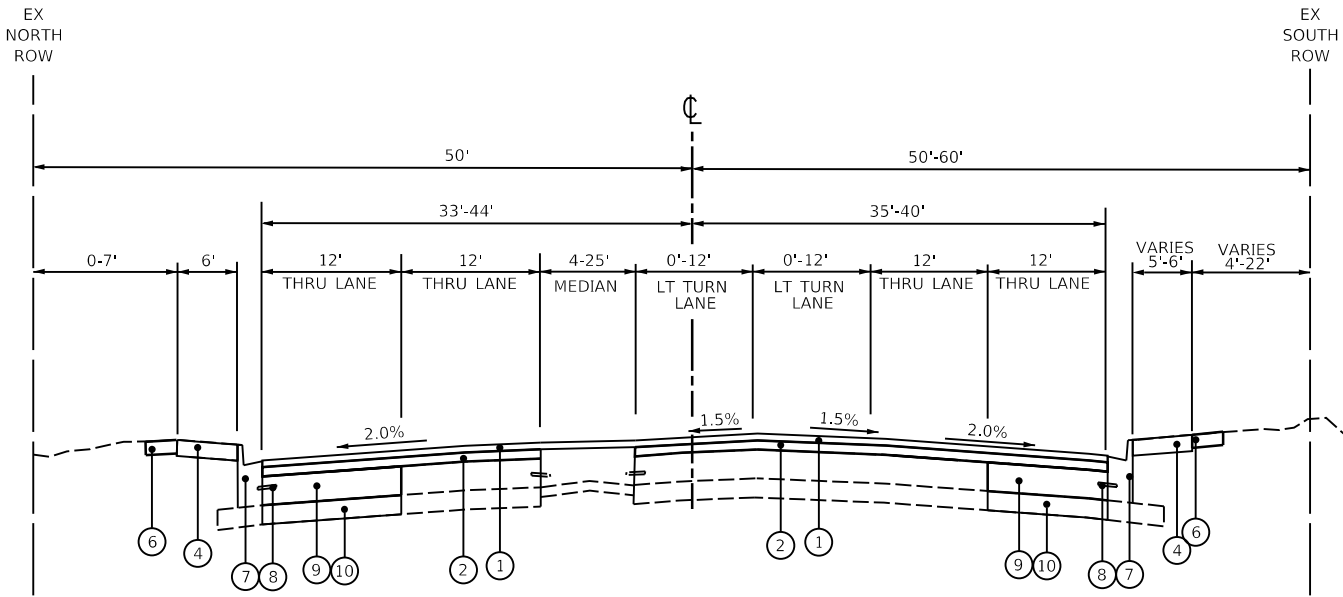


LANDMEIER ROAD
PROPOSED TYPICAL SECTION
STA. 606+29 TO STA. 609+85

* STA. 604+59 TO STA. 605+88
(PROPOSED SIDEWALK)

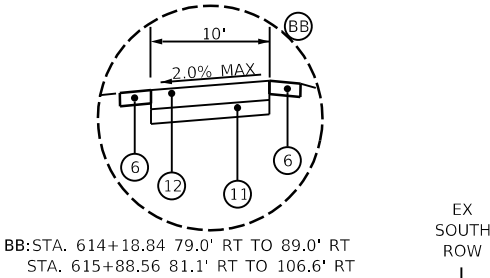
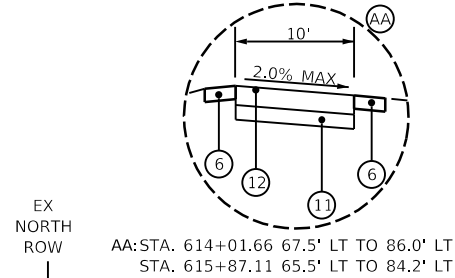


LANDMEIER ROAD
PROPOSED TYPICAL SECTION
STA. 615+92.94 TO STA. 618+50
(INTERSECTION OMISSION)
STA. 613+95.69 TO STA. 615+93.36



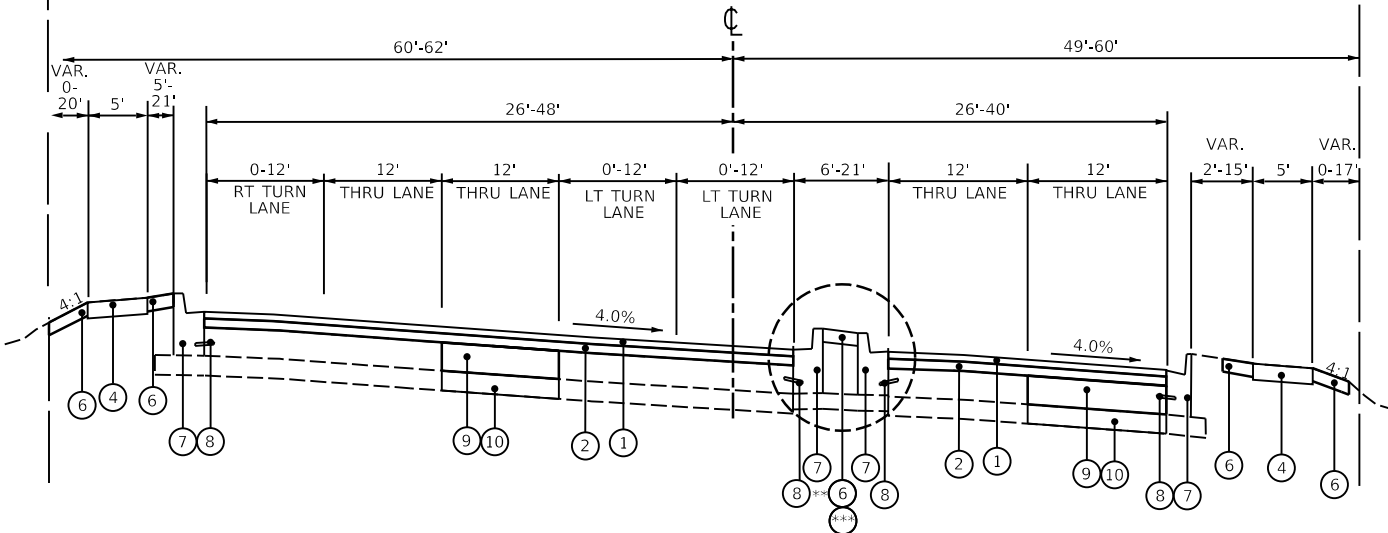
LANDMEIER ROAD
PROPOSED TYPICAL SECTION
STA. 609+85 TO STA. 613+95.69

(INTERSECTION OMISSION)
STA. 613+95.69 TO STA. 615+93.36



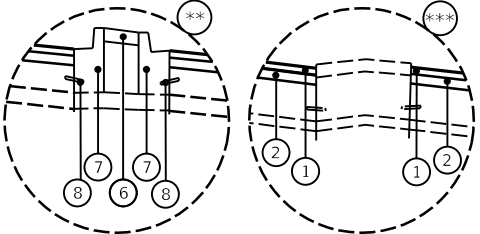
AA: STA. 614+01.66 67.5' LT TO 86.0' LT
STA. 615+87.11 65.5' LT TO 84.2' LT

BB: STA. 614+18.84 79.0' RT TO 89.0' RT
STA. 615+88.56 81.1' RT TO 106.6' RT



** STA. 618+50 TO 622+10
*** STA. 622+10 TO 623+42

LANDMEIER ROAD
PROPOSED TYPICAL SECTION
STA. 618+50 TO STA. 624+47



** STA. 618+50 TO 622+10 *** STA. 622+10 TO 623+42

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	MIXTURE TYPE	AIR VOIDS @ N _{des}	QMP
LANDMEIER ROAD RESURFACING	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1.75"	3.5% @ 80 Gyr.	LR 1030-2
	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.5"	4% @ 90 Gyr.	LR 1030-2
CLASS D PATCHING	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	4% @ 90 Gyr.	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2.			

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA
THE "AC TYPE" SHALL BE "PG 64-22", UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS

PROPOSED LEGEND

- 1 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1.75"
- 2 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2.5"
- 3 PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL)
- 4 PCC SIDEWALK REMOVAL AND REPLACEMENT, 5" (SEE PLAN AND PROFILE SHEETS FOR LOCATIONS)
- 5 SUBBASE GRANULAR MATERIAL, TYPE B 4"
- 6 TOPSOIL, 4", SODDING (SALT TOLERANT)
- 7 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (SEE PLANS FOR LOCATIONS)
- 8 DRILLING & GROUTING, #6 TIE BARS, 24" LONG @ 24" CC, 12" OFFSET FROM EXISTING BARS
- 9 CLASS B PATCHING, 12" OF THE TYPE SPECIFIED
- 10 AGGREGATE SUBGRADE IMPROVEMENT, 12"
- 11 AGGREGATE BASE COURSE, TYPE B, 6"
- 12 PORTLAND CEMENT CONCRETE SIDEWALK 8", SPECIAL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER ROAD
PROPOSED TYPICAL SECTIONS

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

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-RS	COOK	63	7
CONTRACT NO. 61K19				

ILLINOIS FED. AID PROJECT

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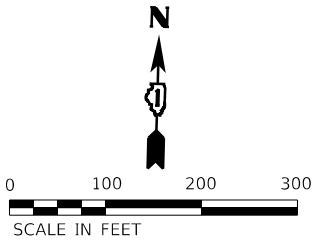
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Sugar Grove, Illinois 60554
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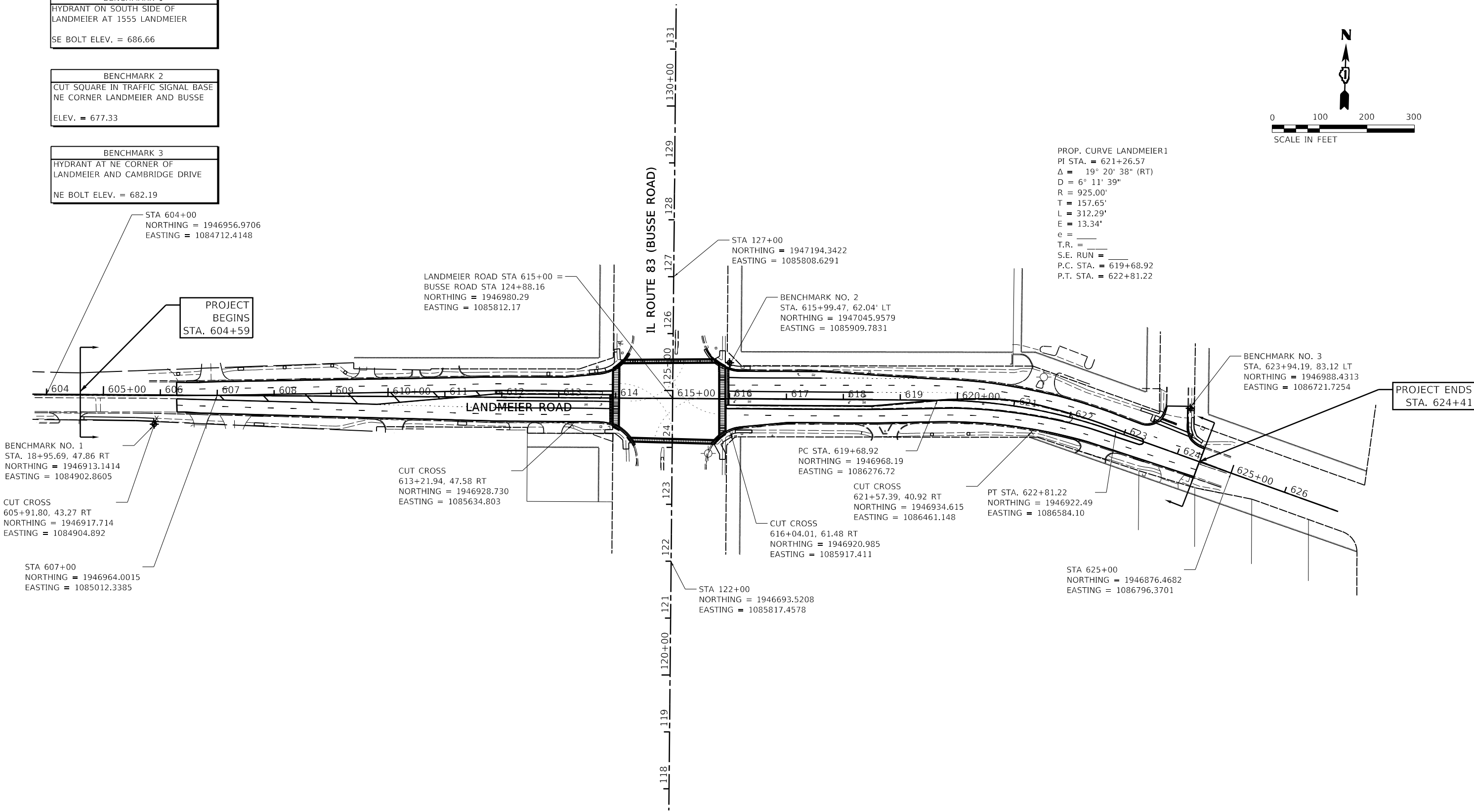
BENCHMARK 1
HYDRANT ON SOUTH SIDE OF
LANDMEIER AT 1555 LANDMEIER
SE BOLT ELEV. = 686.66

BENCHMARK 2
CUT SQUARE IN TRAFFIC SIGNAL BASE
NE CORNER LANDMEIER AND BUSSE
ELEV. = 677.33

BENCHMARK 3
HYDRANT AT NE CORNER OF
LANDMEIER AND CAMBRIDGE DRIVE
NE BOLT ELEV. = 682.19



PROP. CURVE LANDMEIER1
PI STA. = 621+26.57
 Δ = 19° 20' 38" (RT)
D = 6° 11' 39"
R = 925.00'
T = 157.65'
L = 312.29'
E = 13.34'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 619+68.92
P.T. STA. = 622+81.22



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	DRAWN -	REVISED -
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PLOT DATE -	DATE -	REVISED -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 100' SHEET 1 OF 1 SHEETS STA. TO STA.

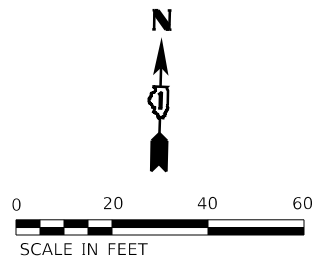
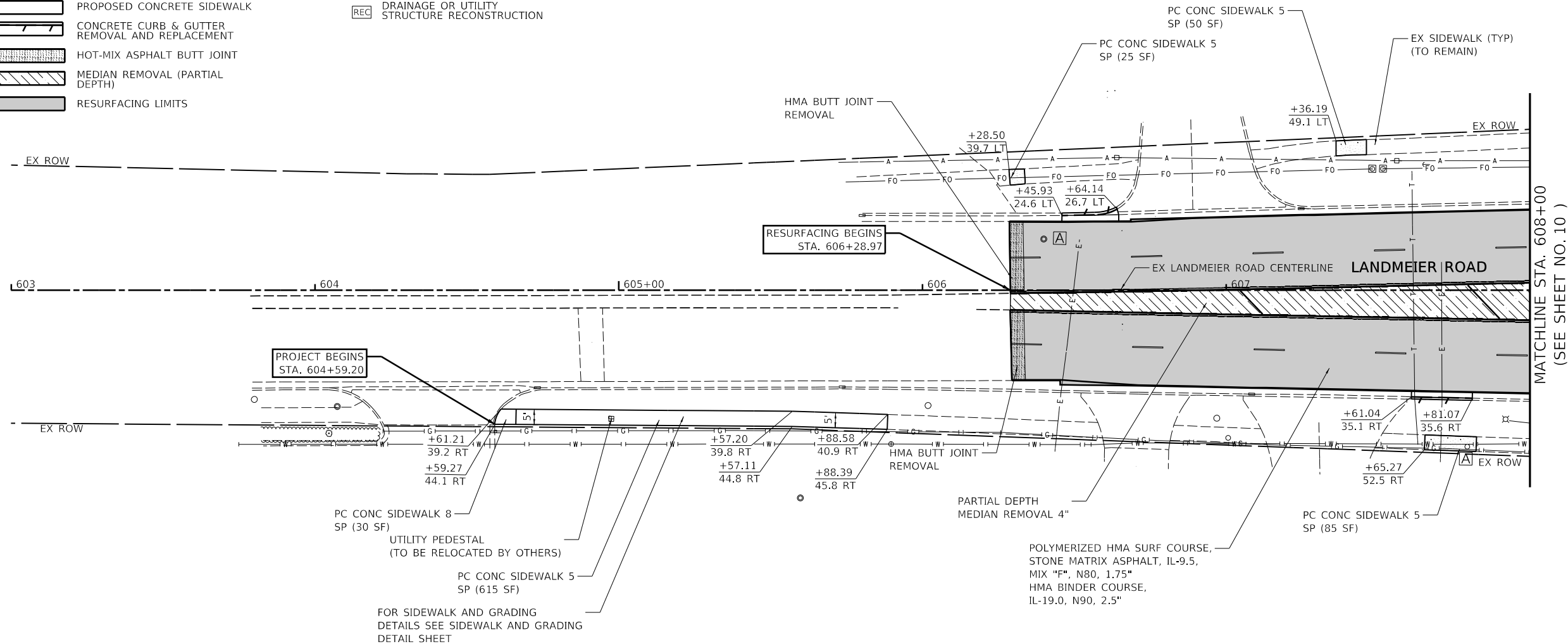
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-RS	COOK	63	8
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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		PLOTTED _____					
NOTE BOOK _____		GRADES CHECKED _____					
NO. _____		B.M. NOTED _____					
		STRUCTURE NOTATIONS CHKD _____					

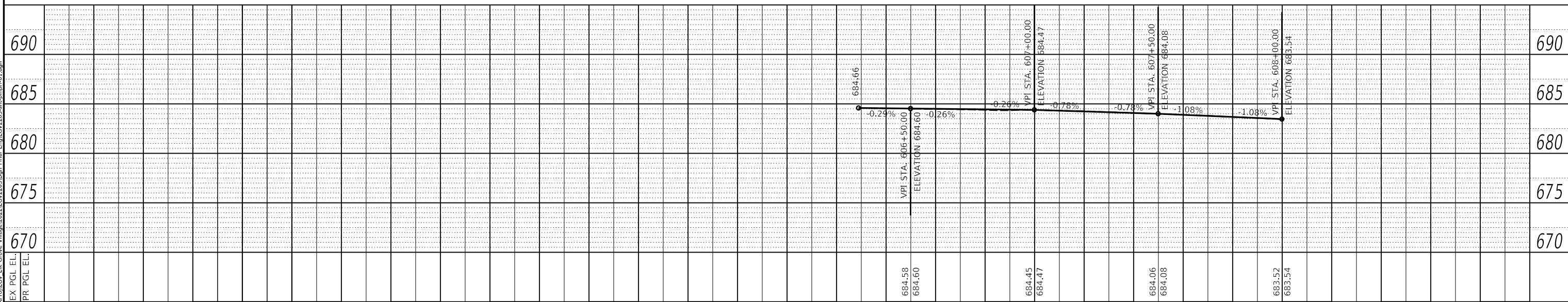
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	CONCRETE SIDEWALK REMOVAL AND REPLACEMENT		CONCRETE SIDEWALK REMOVAL
	DETECTABLE WARNING		DRAINAGE OR UTILITY STRUCTURE ADJUSTMENT
	PROPOSED CONCRETE SIDEWALK		DRAINAGE OR UTILITY STRUCTURE RECONSTRUCTION
	CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT		
	HOT-MIX ASPHALT BUTT JOINT		
	MEDIAN REMOVAL (PARTIAL DEPTH)		
	RESURFACING LIMITS		



NOTES:

1. PERPENDICULAR CURB RAMP SHALL BE CONSTRUCTED TO IDOT STANDARD 4240010. ALL ELEVATIONS SHALL BE CONFIRMED OR ADJUSTED BY THE CONTRACTOR



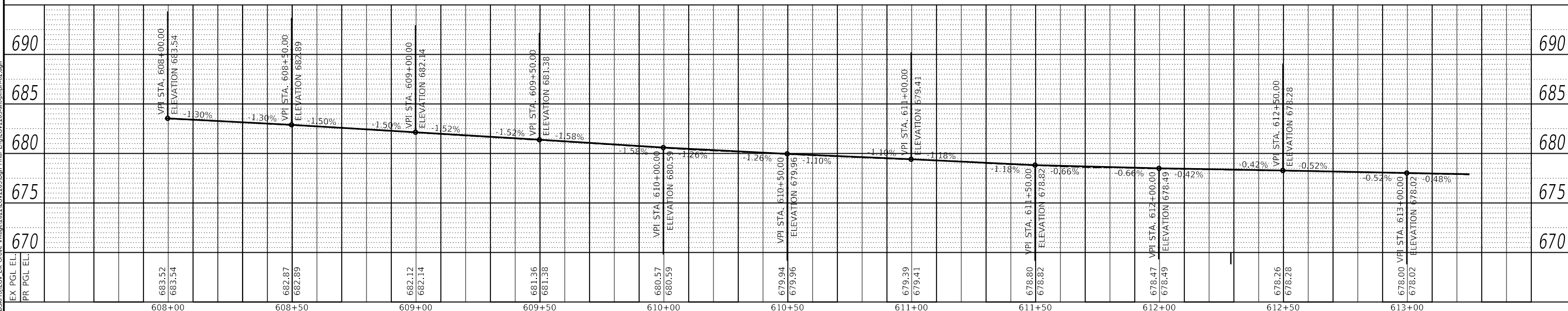
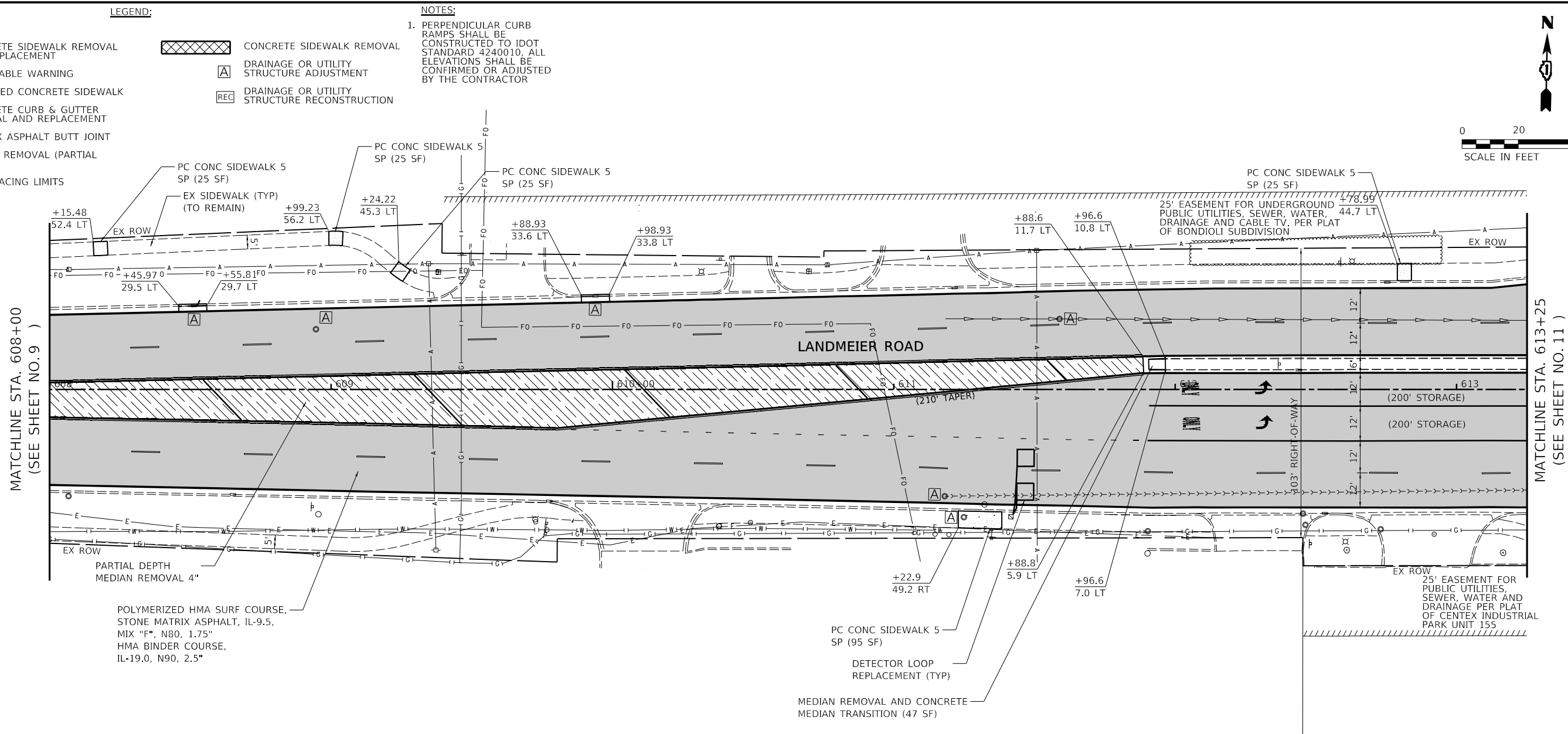
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) PLAN AND PROFILE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-RS	COOK	63	9
		CONTRACT NO. 61K19		
ILLINOIS		FED. AID PROJECT		

PROFILE		SURVEYED _____		BY _____		DATE _____	
		PLOTTED _____					
NOTE BOOK _____		GRADES CHECKED _____					
NO. _____		B.M. NOTED _____					
		STRUCTURE NOTATIONS CHKD _____					

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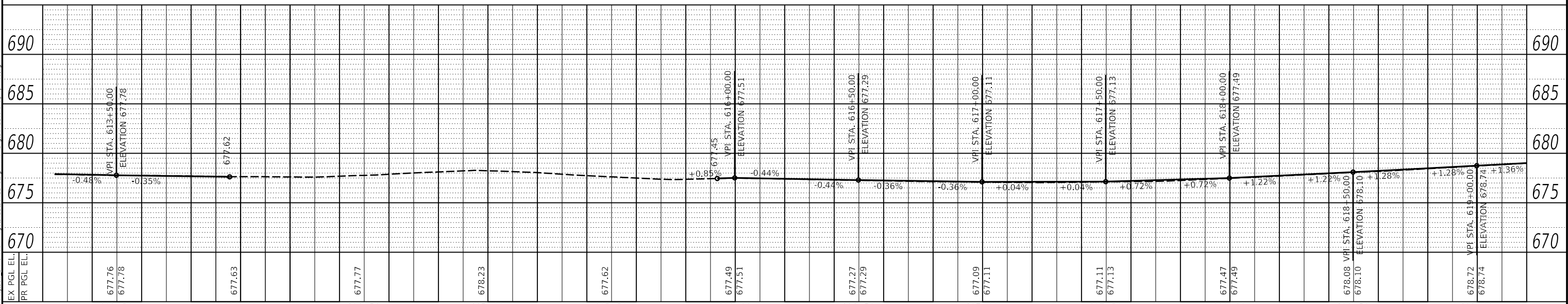
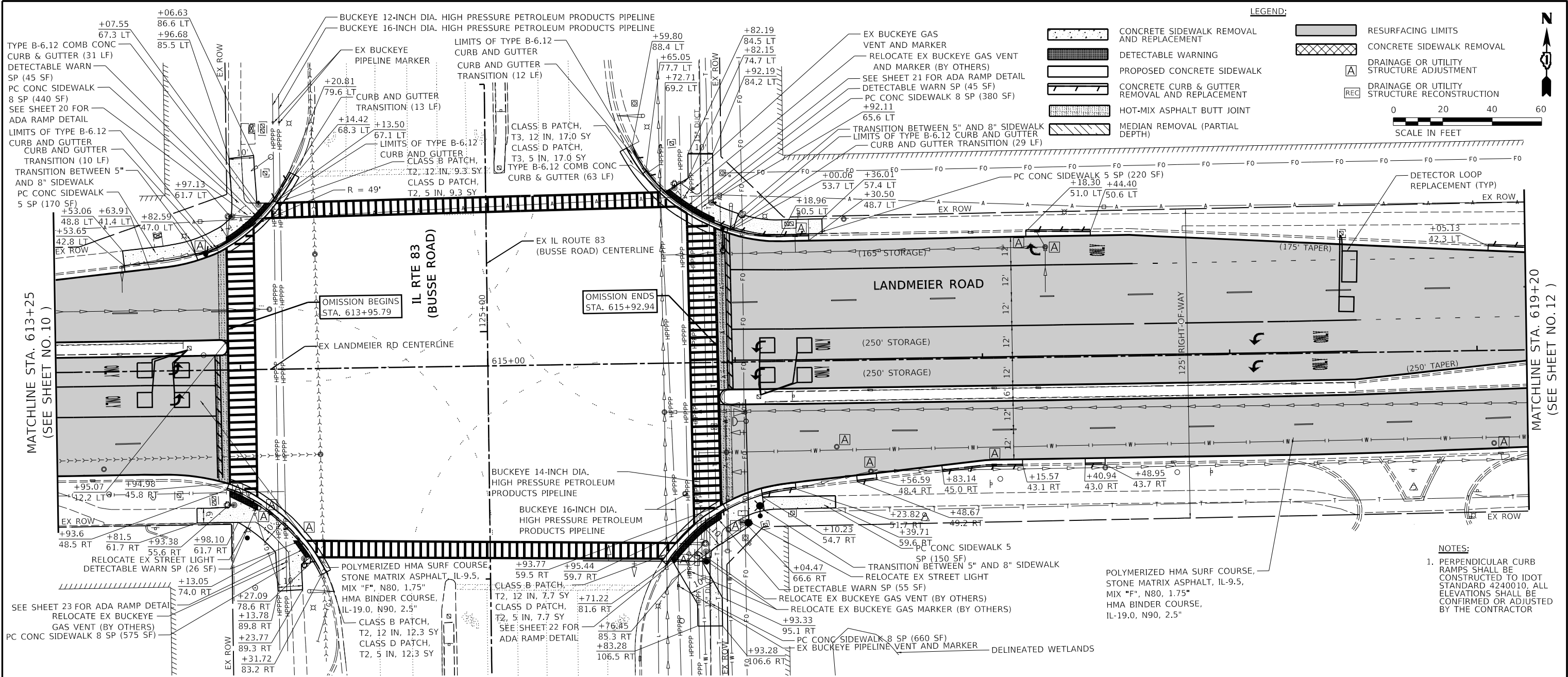


50 YEARS 	Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60054 630.466.6700 / www.eelweb.com	USER NAME -	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) PLAN AND PROFILE				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		PLOT SCALE -	DRAWN -	REVISED -						1333	22-00078-00-R5	COOK	63	10
		PLOT DATE -	CHECKED -	REVISED -		CONTRACT NO. 61K19								
			DATE -	REVISED -		SCALE: 1"=20'	SHEET 2 OF 4 SHEETS	STA. 608+00 TO STA. 613+25	ILLINOIS FED. AID PROJECT					

PLAN	SURVEYED	DATE
NO.	BY	
NOTE BOOK		
NO.		
CADD FILE NAME		

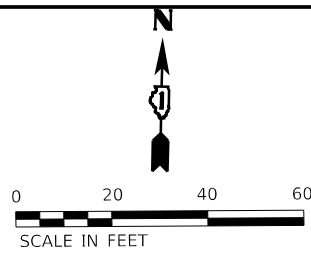
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NO.	BY	
NOTE BOOK		
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STRUCTURE NOTATION CHRG		

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Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60054 630.466.6700 / www.eelweb.com	USER NAME - DESIGNED - DRAWN - PLOT SCALE - PLOT DATE -	REVISD - REVISD - REVISD - REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) PLAN AND PROFILE	SCALE: 1"=20' SHEET 3 OF 4 SHEETS STA. 613+20 TO STA. 619+20	F.A.U. RT. SECTION COUNTY TOTAL SHEETS SHEET NO. 1333 22-00078-00-R5 COOK 63 11 CONTRACT NO. 61K19	ILLINOIS FED. AID PROJECT
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PROFILE	SURVEYED _____	BY _____	DATE _____
	PLOTTED _____		
	GRADES CHECKED _____		
	B.M. NOTED _____		
NOTE BOOK	STRUCTURE NOTATION'S CH'KD _____		
N.O. _____			



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670																						670	
EX PCL EL.	PR PCL EL.																						
679.40	679.42																						
619+50																						624+50	
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	DRAWN -	REVISED -
PLOT SCALE -	CHECKED -	REVISED -
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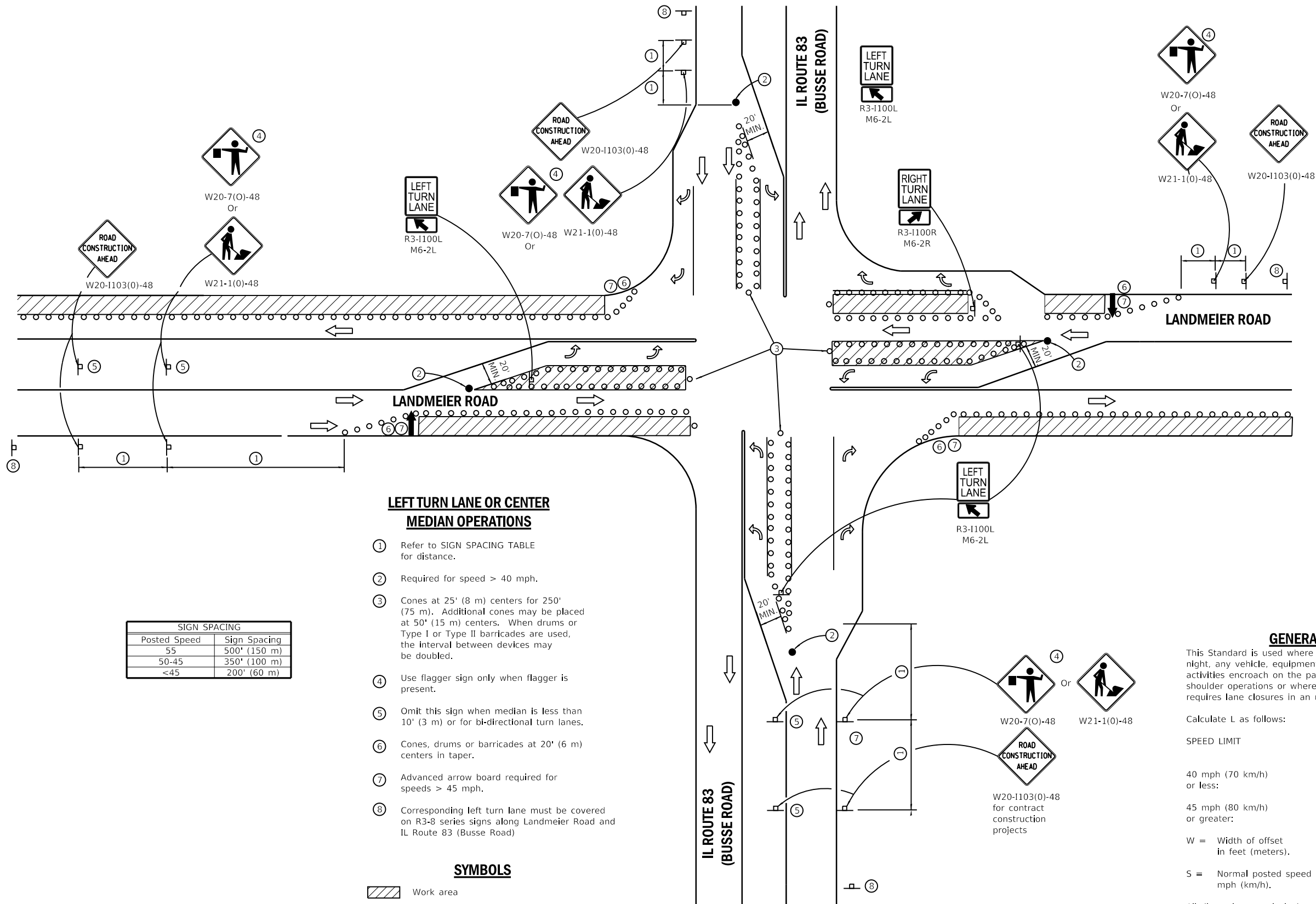
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
URBAN LANE CLOSURE, MULTILANE INTERSECTION, WITH DUAL LEFT TURN LANES
SUGGESTED STAGE 1

SCALE: N.T.S. SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	13
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				



LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

- 1 Refer to SIGN SPACING TABLE for distance.
- 2 Required for speed > 40 mph.
- 3 Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- 4 Use flagger sign only when flagger is present.
- 5 Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- 6 Cones, drums or barricades at 20' (6 m) centers in taper.
- 7 Advanced arrow board required for speeds > 45 mph.
- 8 Corresponding left turn lane must be covered on R3-8 series signs along Landmeier Road and IL Route 83 (Busse Road)

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT

FORMULAS

English (Metric)

40 mph (70 km/h)
or less:

$$L = \frac{WS^2}{60} \quad L = \frac{WS^2}{150}$$

45 mph (80 km/h)
or greater:

$$L = (W)(S) \quad L = 0.65(W)(S)$$

W = Width of offset
in feet (meters).

S = Normal posted speed
mph (km/h).

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

THIS STANDARD SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION
STANDARD 701701-10 - URBAN LANE CLOSURE, MULTILANE INTERSECTION

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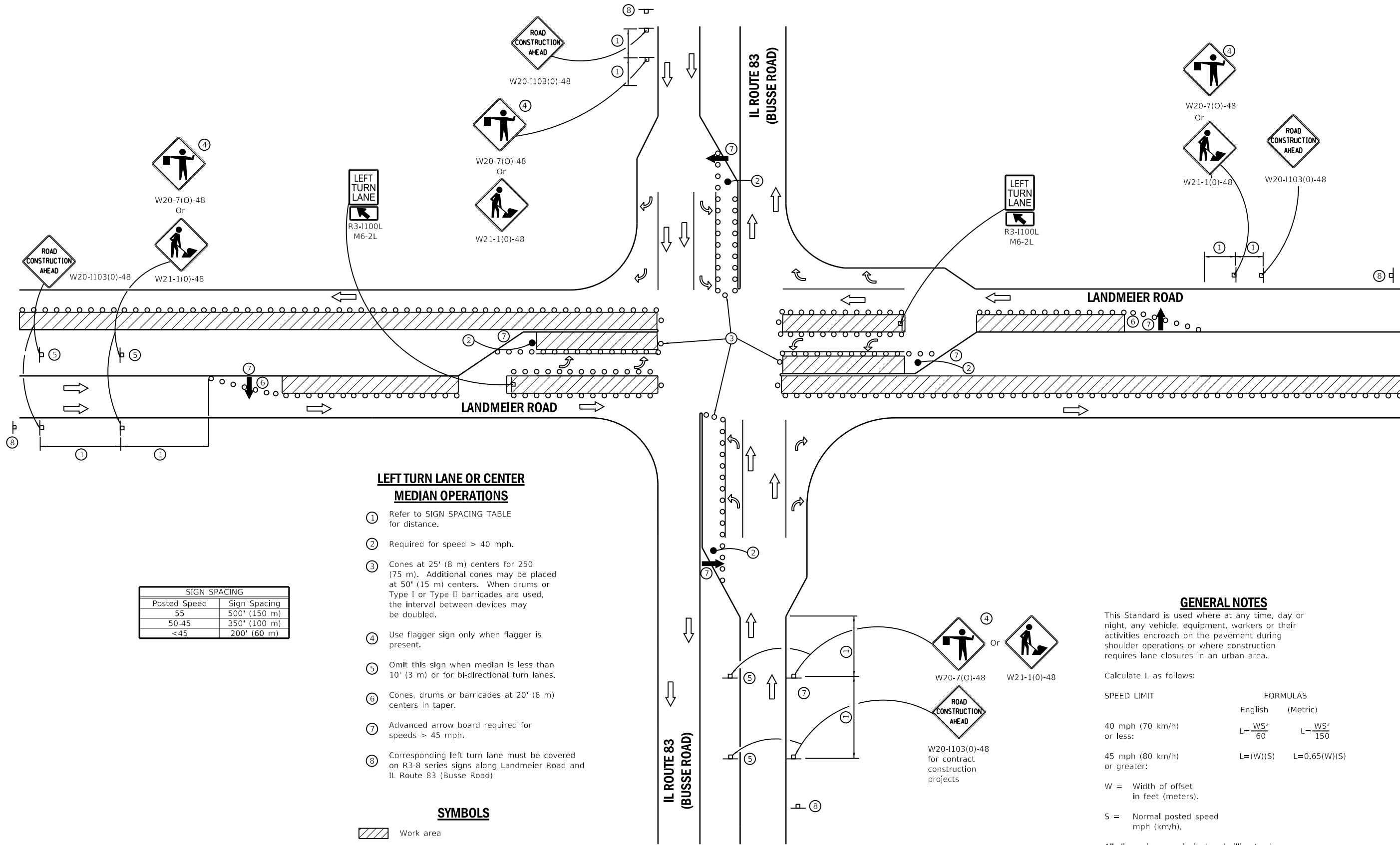
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DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) URBAN LANE CLOSURE, MULTILANE INTERSECTION, WITH DUAL LEFT TURN LANES SUGGESTED STAGE 2			
SCALE: N.T.S.	SHEET 2	OF 2 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	14
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				



LEFT TURN LANE OR CENTER MEDIAN OPERATIONS

- Refer to SIGN SPACING TABLE for distance.
- Required for speed > 40 mph.
- Cones at 25' (8 m) centers for 250' (75 m). Additional cones may be placed at 50' (15 m) centers. When drums or Type I or Type II barricades are used, the interval between devices may be doubled.
- Use flagger sign only when flagger is present.
- Omit this sign when median is less than 10' (3 m) or for bi-directional turn lanes.
- Cones, drums or barricades at 20' (6 m) centers in taper.
- Advanced arrow board required for speeds > 45 mph.
- Corresponding left turn lane must be covered on R3-8 series signs along Landmeier Road and IL Route 83 (Busse Road)

SYMBOLS

- Work area
- Cone, drum or barricade
- Sign on portable or permanent support
- Arrow board
- Barricade or drum with flashing light
- Flagger with traffic control sign

SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement during shoulder operations or where construction requires lane closures in an urban area.

Calculate L as follows:

SPEED LIMIT

FORMULAS

English (Metric)

40 mph (70 km/h)
or less:

$$L = \frac{WS^2}{60} \quad L = \frac{WS^2}{150}$$

45 mph (80 km/h)
or greater:

$$L = (W)(S) \quad L = 0.65(W)(S)$$

W = Width of offset
in feet (meters).

S = Normal posted speed
mph (km/h).

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

THIS STANDARD SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION
STANDARD 701701-10 - URBAN LANE CLOSURE, MULTILANE INTERSECTION

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
INLET	1	604+73.3	31.9' RT
INLET	2	605+73.4	32.2' RT
INLET	3	606+97.1	42.3' RT
INLET	4	612+53.2	44.1' RT
INLET	5	615+59.6	119.3' RT
INLET	6	614+22.1	68.3' RT
INLET	7	617+04.1	43.4' RT
INLET	8	617+76.7	43.1' RT
INLET	9	622+45.7	34.6' RT
INLET	10	623+53.7	63.9' LT
INLET	PR1	614+06.6	58.5' LT
CATCH BASIN	1	606+01.8	37.9' RT
CATCH BASIN	2	607+08.5	34.2' RT
CATCH BASIN	3	607+24.7	26.8' LT
CATCH BASIN	4	608+51.3	29.7' LT
CATCH BASIN	5	608+65.2	37.3' RT
CATCH BASIN	6	609+77.5	39.7' RT
CATCH BASIN	7	609+94.0	33.1' LT
CATCH BASIN	8	611+21.6	36.1' LT
CATCH BASIN	9	611+32.2	40.8' RT
CATCH BASIN	10	611+90.2	58.3' RT
CATCH BASIN	11	612+44.1	6.8' LT
CATCH BASIN	12	612+75.4	38.1' LT
CATCH BASIN	13	613+39.6	44.1' RT
CATCH BASIN	14	613+51.2	6.7' LT
CATCH BASIN	15	613+52.7	42.2' LT
CATCH BASIN	16	613+85.2	5.9' LT
CATCH BASIN	17	613+86.3	47.5' LT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
CATCH BASIN	18	614+11.2	57.8' RT
CATCH BASIN	19	614+13.5	85.8' LT
CATCH BASIN	20	615+65.9	77.1' LT
CATCH BASIN	21	615+77.0	104.1' RT
CATCH BASIN	22	616+24.9	50.6' LT
CATCH BASIN	23	616+27.5	50.7' LT
CATCH BASIN	24	616+54.3	12.2' RT
CATCH BASIN	25	616+95.2	50.6' RT
CATCH BASIN	26	617+04.6	12.5' RT
CATCH BASIN	27	617+06.4	48.8' RT
CATCH BASIN	28	617+22.9	50.9' RT
CATCH BASIN	29	617+23.4	12.3' RT
CATCH BASIN	30	617+78.1	47.2' RT
CATCH BASIN	31	618+25.7	12.3' RT
CATCH BASIN	32	619+08.9	41.9' RT
CATCH BASIN	33	619+39.3	3.6' RT
CATCH BASIN	34	619+54.5	54.5' RT
CATCH BASIN	35	619+57.1	7.0' RT
CATCH BASIN	36	620+56.4	6.2' LT
CATCH BASIN	37	622+33.2	5.4' LT
CATCH BASIN	38	623+03.5	42.8' LT
CATCH BASIN	39	623+25.7	4.0' LT
CATCH BASIN	40	623+26.2	4.1' LT
CATCH BASIN	41	623+35.8	32.8' RT
CATCH BASIN	42	623+43.7	30.6' RT
CATCH BASIN	43	623+78.8	32.0' RT
CATCH BASIN	44	624+91.8	26.9' LT
CATCH BASIN	PR1	615+95.8	54.1' LT

LEGEND

INLET FILTER

PERMITTER EROSION BARRIER

TEMPORARY EROSION CONTROL SEEDING

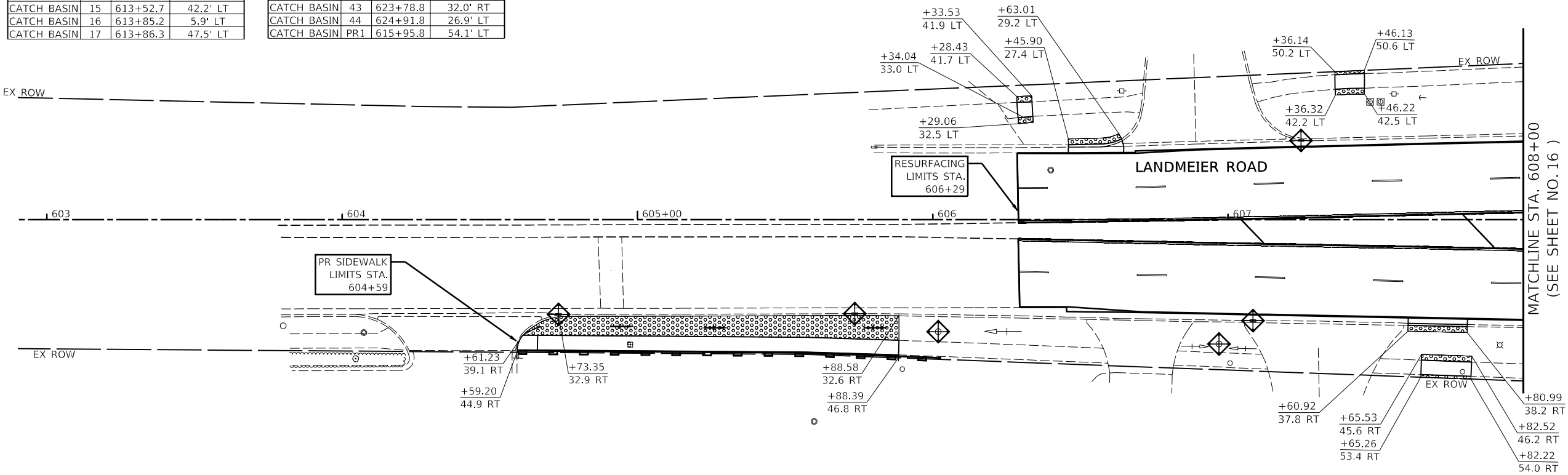
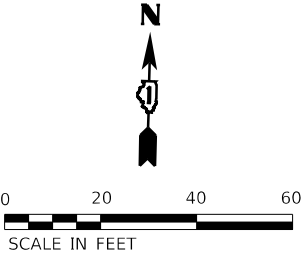
EXISTING DITCH FLOW

EXISTING SWALE FLOW

PROPOSED SWALE FLOW

NOTES:

ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET 1 OF 4 SHEETS STA. 604+59 TO STA. 608+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	15
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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YEARS



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Sugar Grove, Illinois 60554

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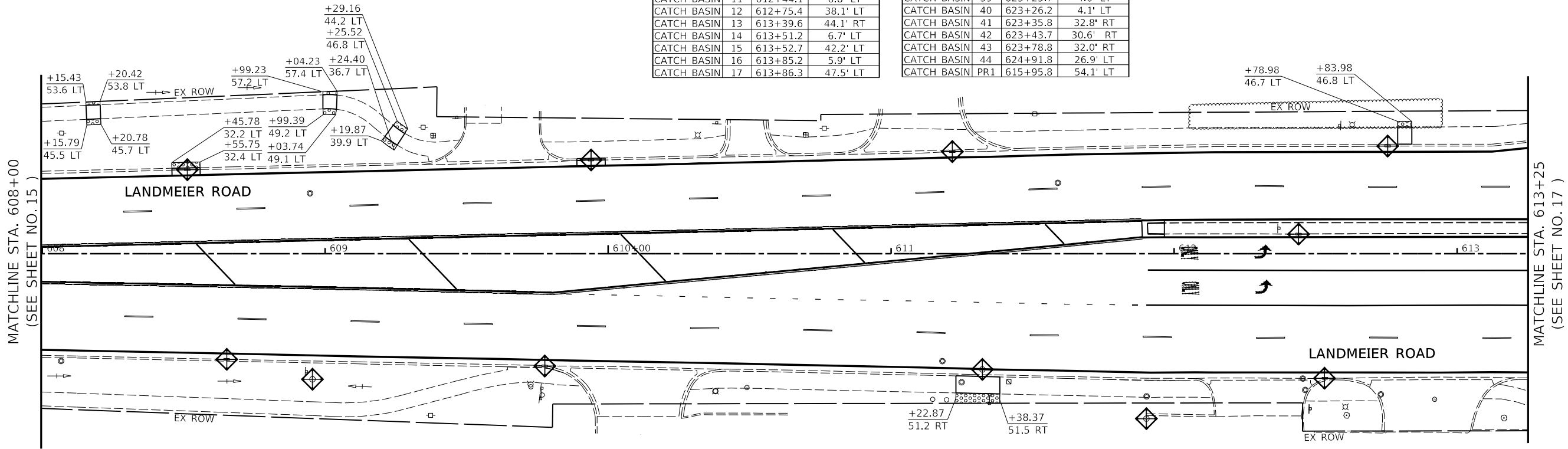
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PLOT DATE -	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET 2 OF 4 SHEETS STA. 608+00 TO STA. 613+25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	16
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	



STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
INLET	1	604+73.3	31.9' RT
INLET	2	605+73.4	32.2' RT
INLET	3	606+97.1	42.3' RT
INLET	4	612+53.2	44.1' RT
INLET	5	615+59.6	119.3' RT
INLET	6	614+22.1	68.3' RT
INLET	7	617+04.1	43.4' RT
INLET	8	617+76.7	43.1' RT
INLET	9	622+45.7	34.6' RT
INLET	10	623+53.7	63.9' LT
INLET	PR1	614+06.6	58.5' LT
CATCH BASIN	1	606+01.8	37.9' RT
CATCH BASIN	2	607+08.5	34.2' RT
CATCH BASIN	3	607+24.7	26.8' LT
CATCH BASIN	4	608+51.3	29.7' LT
CATCH BASIN	5	608+65.2	37.3' RT
CATCH BASIN	6	609+77.5	39.7' RT
CATCH BASIN	7	609+94.0	33.1' LT
CATCH BASIN	8	611+21.6	36.1' LT
CATCH BASIN	9	611+32.2	40.8' RT
CATCH BASIN	10	611+90.2	58.3' RT
CATCH BASIN	11	612+44.1	6.8' LT
CATCH BASIN	12	612+75.4	38.1' LT
CATCH BASIN	13	613+39.6	44.1' RT
CATCH BASIN	14	613+51.2	6.7' LT
CATCH BASIN	15	613+52.7	42.2' LT
CATCH BASIN	16	613+85.2	5.9' LT
CATCH BASIN	17	613+86.3	47.5' LT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
CATCH BASIN	18	614+11.2	57.8' RT
CATCH BASIN	19	614+13.5	85.8' LT
CATCH BASIN	20	615+65.9	77.1' LT
CATCH BASIN	21	615+77.0	104.1' RT
CATCH BASIN	22	616+24.9	50.6' LT
CATCH BASIN	23	616+27.5	50.7' LT
CATCH BASIN	24	616+54.3	12.2' RT
CATCH BASIN	25	616+95.2	50.6' RT
CATCH BASIN	26	617+04.6	12.5' RT
CATCH BASIN	27	617+06.4	48.8' RT
CATCH BASIN	28	617+22.9	50.9' RT
CATCH BASIN	29	617+23.4	12.3' RT
CATCH BASIN	30	617+78.1	47.2' RT
CATCH BASIN	31	618+25.7	12.3' RT
CATCH BASIN	32	619+08.9	41.9' RT
CATCH BASIN	33	619+39.3	3.6' RT
CATCH BASIN	34	619+54.5	54.5' RT
CATCH BASIN	35	619+57.1	7.0' RT
CATCH BASIN	36	620+56.4	6.2' LT
CATCH BASIN	37	622+33.2	5.4' LT
CATCH BASIN	38	623+03.5	42.8' LT
CATCH BASIN	39	623+25.7	4.0' LT
CATCH BASIN	40	623+26.2	4.1' LT
CATCH BASIN	41	623+35.8	32.8' RT
CATCH BASIN	42	623+43.7	30.6' RT
CATCH BASIN	43	623+78.8	32.0' RT
CATCH BASIN	44	624+91.8	26.9' LT
CATCH BASIN	PR1	615+95.8	54.1' LT

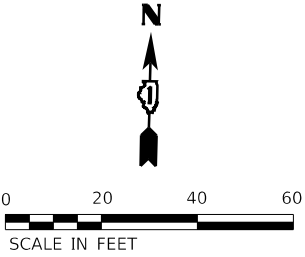
INLET FILTER

PERMITTER EROSION BARRIER

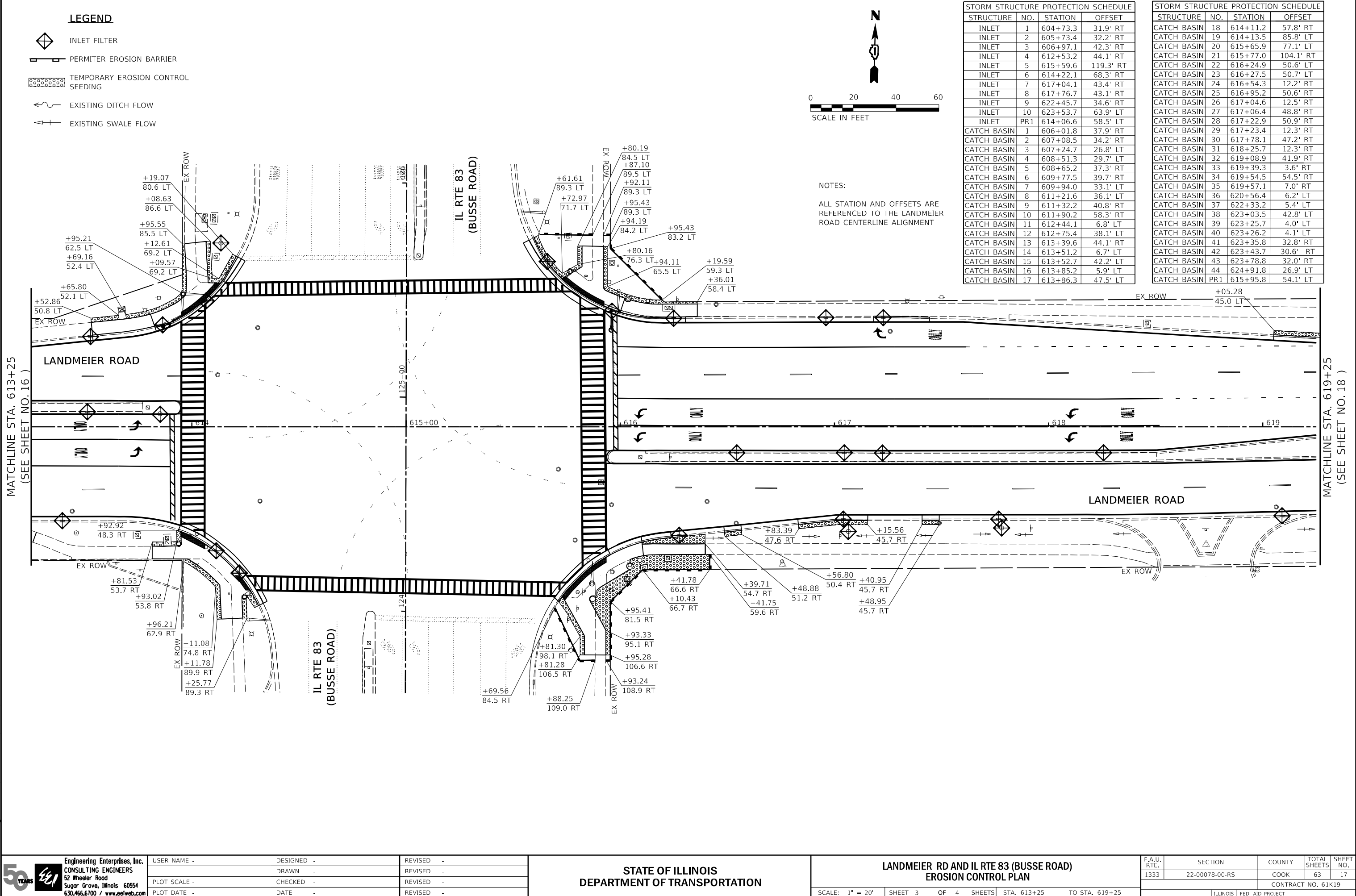
TEMPORARY EROSION CONTROL SEEDING

EXISTING DITCH FLOW

EXISTING SWALE FLOW



NOTES:
ALL STATION AND OFFSETS ARE
REFERENCED TO THE LANDMEIER
ROAD CENTERLINE ALIGNMENT



STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
INLET	1	604+73.3	31.9' RT
INLET	2	605+73.4	32.2' RT
INLET	3	606+97.1	42.3' RT
INLET	4	612+53.2	44.1' RT
INLET	5	615+59.6	119.3' RT
INLET	6	614+22.1	68.3' RT
INLET	7	617+04.1	43.4' RT
INLET	8	617+76.7	43.1' RT
INLET	9	622+45.7	34.6' RT
INLET	10	623+53.7	63.9' LT
INLET	PR1	614+06.6	58.5' LT
CATCH BASIN	1	606+01.8	37.9' RT
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CATCH BASIN	6	609+77.5	39.7' RT
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CATCH BASIN	8	611+21.6	36.1' LT
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CATCH BASIN	10	611+90.2	58.3' RT
CATCH BASIN	11	612+44.1	6.8' LT
CATCH BASIN	12	612+75.4	38.1' LT
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CATCH BASIN	14	613+51.2	6.7' LT
CATCH BASIN	15	613+52.7	42.2' LT
CATCH BASIN	16	613+85.2	5.9' LT
CATCH BASIN	17	613+86.3	47.5' LT

STORM STRUCTURE PROTECTION SCHEDULE			
STRUCTURE	NO.	STATION	OFFSET
CATCH BASIN	18	614+11.2	57.8' RT
CATCH BASIN	19	614+13.5	85.8' LT
CATCH BASIN	20	615+65.9	77.1' LT
CATCH BASIN	21	615+77.0	104.1' RT
CATCH BASIN	22	616+24.9	50.6' LT
CATCH BASIN	23	616+27.5	50.7' LT
CATCH BASIN	24	616+54.3	12.2' RT
CATCH BASIN	25	616+95.2	50.6' RT
CATCH BASIN	26	617+04.6	12.5' RT
CATCH BASIN	27	617+06.4	48.8' RT
CATCH BASIN	28	617+22.9	50.9' RT
CATCH BASIN	29	617+23.4	12.3' RT
CATCH BASIN	30	617+78.1	47.2' RT
CATCH BASIN	31	618+25.7	12.3' RT
CATCH BASIN	32	619+08.9	41.9' RT
CATCH BASIN	33	619+39.3	3.6' RT
CATCH BASIN	34	619+54.5	54.5' RT
CATCH BASIN	35	619+57.1	7.0' RT
CATCH BASIN	36	620+56.4	6.2' LT
CATCH BASIN	37	622+33.2	5.4' LT
CATCH BASIN	38	623+03.5	42.8' LT
CATCH BASIN	39	623+25.7	4.0' LT
CATCH BASIN	40	623+26.2	4.1' LT
CATCH BASIN	41	623+35.8	32.8' RT
CATCH BASIN	42	623+43.7	30.6' RT
CATCH BASIN	43	623+78.8	32.0' RT
CATCH BASIN	44	624+91.8	26.9' RT
CATCH BASIN	PR1	615+95.8	54.1' LT

NOTES:

ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT

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50 YEARS

Engineering Enterprises, Inc.

CONSULTING ENGINEERS

52 Wheeler Road

Sugar Grove, Illinois 60054

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET 3 OF 4 SHEETS STA. 613+25 TO STA. 619+25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	17
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

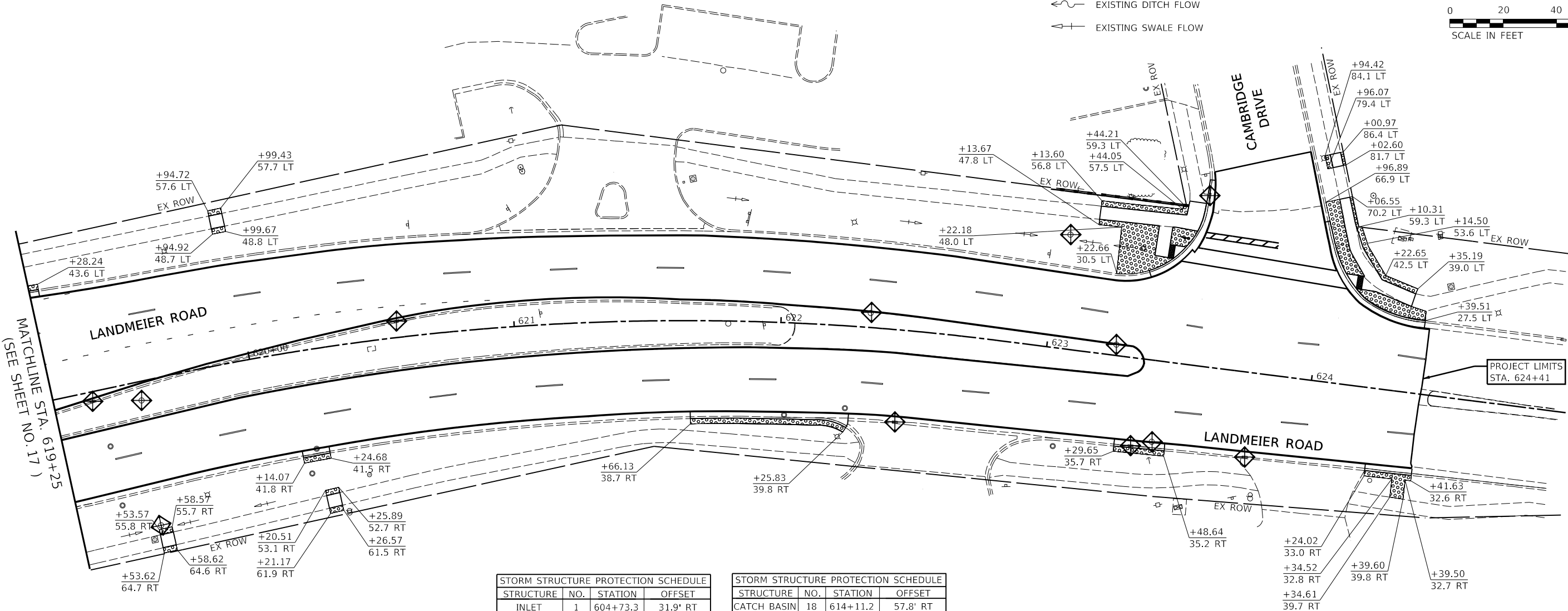
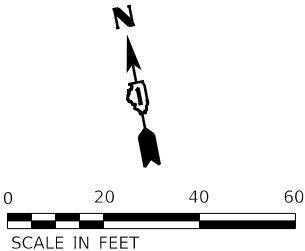
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LEGEND

- INLET FILTER
- PERMITTER EROSION BARRIER
- TEMPORARY EROSION CONTROL SEEDING
- EXISTING DITCH FLOW
- EXISTING SWALE FLOW

NOTES:

ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT



STORM STRUCTURE PROTECTION SCHEDULE				
STRUCTURE	NO.	STATION	OFFSET	
INLET	1	604+73.3	31.9' RT	
INLET	2	605+73.4	32.2' RT	
INLET	3	606+97.1	42.3' RT	
INLET	4	612+53.2	44.1' RT	
INLET	5	615+59.6	119.3' RT	
INLET	6	614+22.1	68.3' RT	
INLET	7	617+04.1	43.4' RT	
INLET	8	617+76.7	43.1' RT	
INLET	9	622+45.7	34.6' RT	
INLET	10	623+53.7	63.9' LT	
INLET	PR1	614+06.6	58.5' LT	
CATCH BASIN	1	606+01.8	37.9' RT	
CATCH BASIN	2	607+08.5	34.2' RT	
CATCH BASIN	3	607+24.7	26.8' LT	
CATCH BASIN	4	608+51.3	29.7' LT	
CATCH BASIN	5	608+65.2	37.3' RT	
CATCH BASIN	6	609+77.5	39.7' RT	
CATCH BASIN	7	609+94.0	33.1' LT	
CATCH BASIN	8	611+21.6	36.1' LT	
CATCH BASIN	9	611+32.2	40.8' RT	
CATCH BASIN	10	611+90.2	58.3' RT	
CATCH BASIN	11	612+44.1	6.8' LT	
CATCH BASIN	12	612+75.4	38.1' LT	
CATCH BASIN	13	613+39.6	44.1' RT	
CATCH BASIN	14	613+51.2	6.7' LT	
CATCH BASIN	15	613+52.7	42.2' LT	
CATCH BASIN	16	613+85.2	5.9' LT	
CATCH BASIN	17	613+86.3	47.5' LT	

STORM STRUCTURE PROTECTION SCHEDULE				
STRUCTURE	NO.	STATION	OFFSET	
CATCH BASIN	18	614+11.2	57.8' RT	
CATCH BASIN	19	614+13.5	85.8' LT	
CATCH BASIN	20	615+65.9	77.1' LT	
CATCH BASIN	21	615+77.0	104.1' RT	
CATCH BASIN	22	616+24.9	50.6' LT	
CATCH BASIN	23	616+27.5	50.7' LT	
CATCH BASIN	24	616+54.3	12.2' RT	
CATCH BASIN	25	616+95.2	50.6' RT	
CATCH BASIN	26	617+04.6	12.5' RT	
CATCH BASIN	27	617+06.4	48.8' RT	
CATCH BASIN	28	617+22.9	50.9' RT	
CATCH BASIN	29	617+23.4	12.3' RT	
CATCH BASIN	30	617+78.1	47.2' RT	
CATCH BASIN	31	618+25.7	12.3' RT	
CATCH BASIN	32	619+08.9	41.9' RT	
CATCH BASIN	33	619+39.3	3.6' RT	
CATCH BASIN	34	619+54.5	54.5' RT	
CATCH BASIN	35	619+57.1	7.0' RT	
CATCH BASIN	36	620+56.4	6.2' LT	
CATCH BASIN	37	622+33.2	5.4' LT	
CATCH BASIN	38	623+03.5	42.8' LT	
CATCH BASIN	39	623+25.7	4.0' LT	
CATCH BASIN	40	623+26.2	4.1' LT	
CATCH BASIN	41	623+35.8	32.8' RT	
CATCH BASIN	42	623+43.7	30.6' RT	
CATCH BASIN	43	623+78.8	32.0' RT	
CATCH BASIN	44	624+91.8	26.9' LT	
CATCH BASIN	PR1	615+95.8	54.1' LT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
EROSION CONTROL PLAN

SCALE: 1" = 20' SHEET 4 OF 4 SHEETS STA. 619+25 TO STA. 624+41

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	18
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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50 YEARS

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EXISTING STORM SEWER STRUCTURES

- E1** EX CATCH BASIN
STA. 613+86.76, 46.8' LT
CB T-A W/ TY 24 F&G, 4' DIA
RIM = 676.43
W INV = 672.98 12" RCP
N INV = 673.28 4" HDPE
- E1** EX STORM SEWER
30' 12" SS, CL A, T-2 @ 0.50%
- E2** EX STORM SEWER
55' 15" SS, CL A, T-2 @ 0.40%

PROPOSED STORM SEWER STRUCTURES

- 1** INL T-A W/ TY 24 F&G, 2' DIA
STA. 614+06.36, 58.8' LT
RIM = 676.73
W INV = 673.10 12" RCP
- 2** CB T-A W/ TY 24 F&G, 4' DIA
STA. 613+86.76, 46.8' LT
RIM = 676.60
E INV = 672.98 12" RCP
W INV (EX) = 672.98 12" RCP
N INV (EX) = 673.28 4" HDPE
- 3** CB T-A W/ TY 24 F&G, 4' DIA
STA. 615+95.79, 53.9' LT
RIM = 676.72
S INV = 670.63 12" RCP
- 4** MH T-A W/ TY 1 CL, 4' DIA
STA. 615+93.73, 45.2' LT
RIM = 676.92
N INV = 670.58 12" RCP
E/W INV (EX) = 670.58 15" RCP

PROPOSED STORM SEWER SCHEDULE

- 1** 23' 12" SS, CL A, T-2 @ 0.52%
- 2** 9' 12" SS, CL A, T-2 @ 0.56%

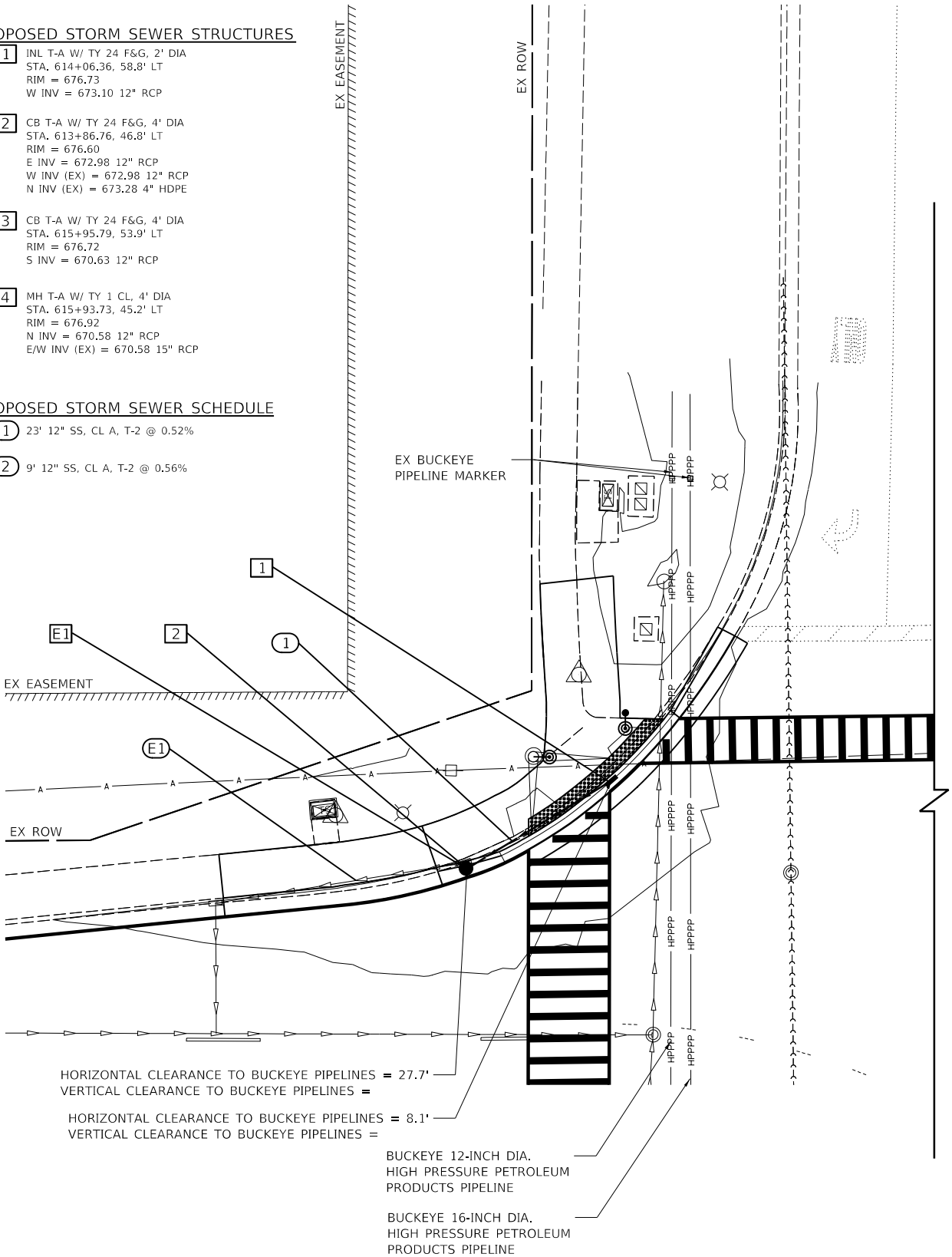
NOTES:
1. PROPOSED DRAINAGE PATTERNS
SHALL MATCH THE EXISTING
CONDITIONS SHOWN.

2. ALL EXISTING STORM SEWER
PIPES SHOWN = 12" RCP
UNLESS OTHERWISE NOTED

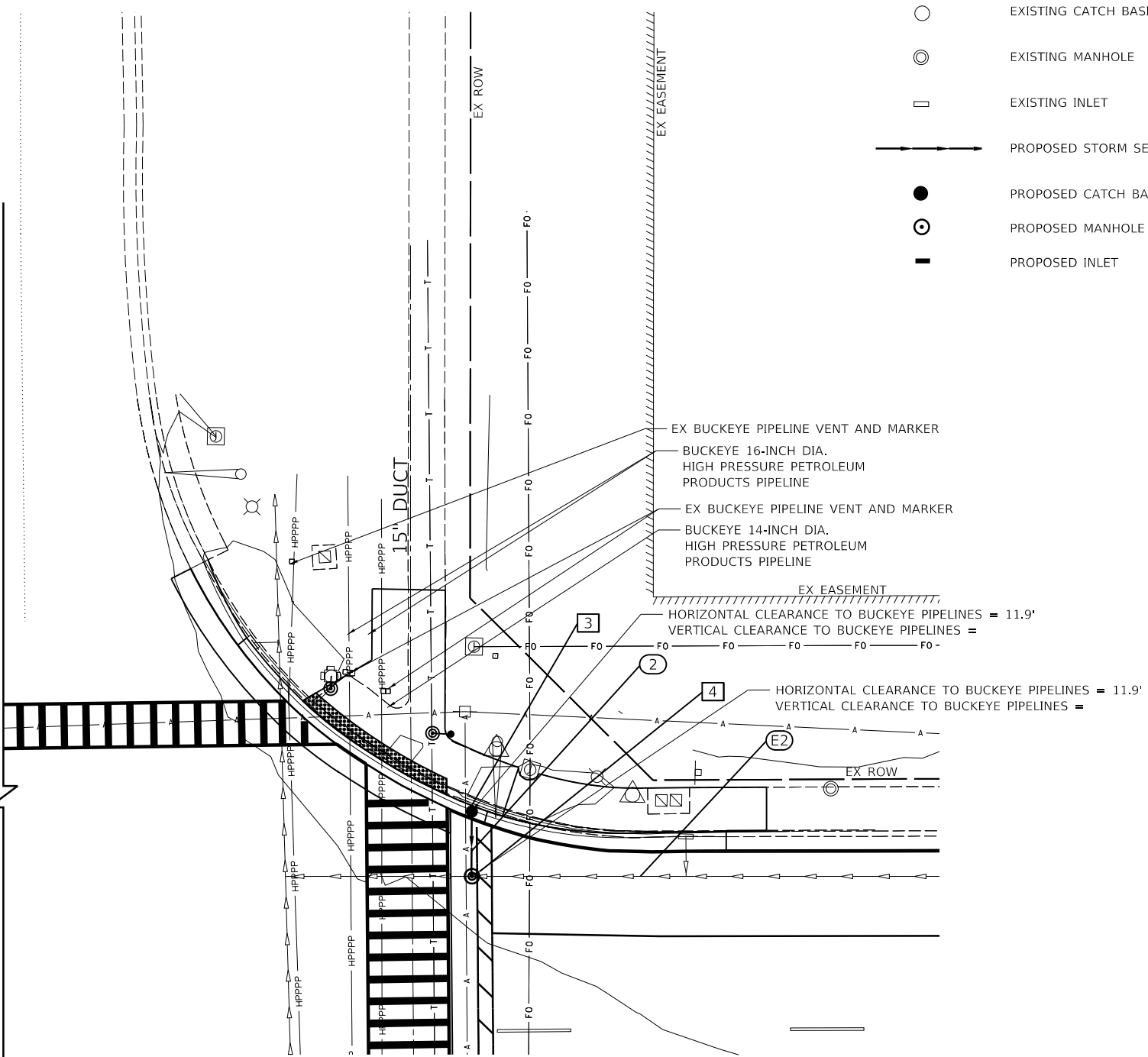


LEGEND

- EXISTING STORM SEWER
- EXISTING CATCH BASIN
- EXISTING MANHOLE
- EXISTING INLET
- PROPOSED STORM SEWER
- PROPOSED CATCH BASIN
- PROPOSED MANHOLE
- PROPOSED INLET



IL RTE 83
(BUSSE ROAD)



LANDMEIER ROAD

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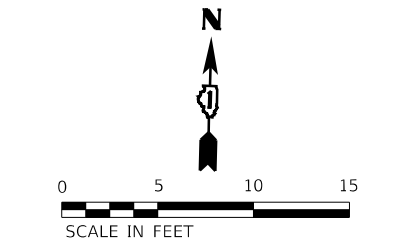
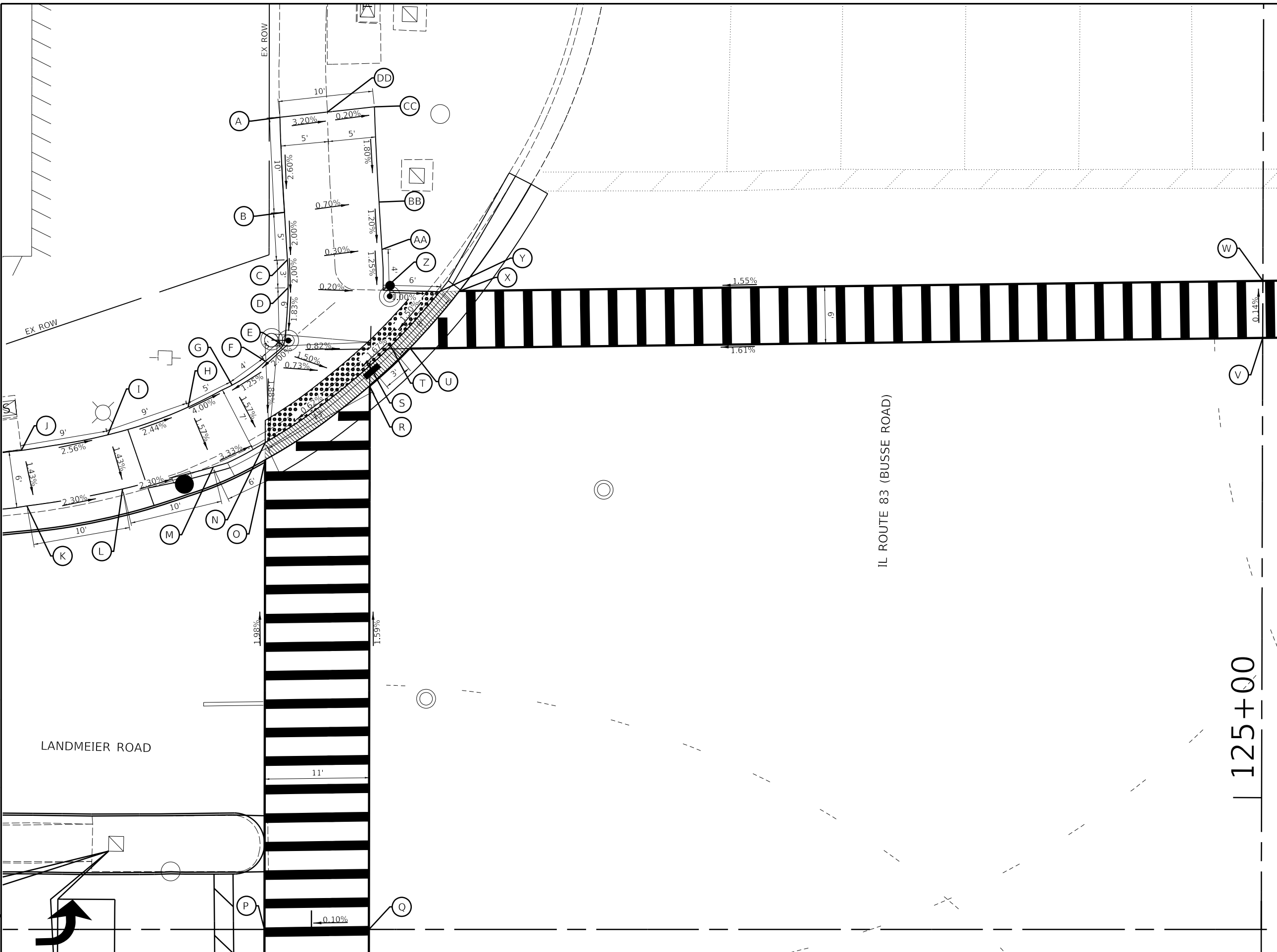
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) DRAINAGE PLAN			
SCALE: 1" = 20'	SHEET 1	OF 1 SHEETS	STA. 612+75 TO STA. 617+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	19
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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- LEGEND**
- (A) POINT
 - [Pattern] DETECTABLE WARNING
 - [Line] SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
 - [Line] PROPOSED CURB AND GUTTER
 - [Pattern] PROPOSED DEPRESSED CURB AND GUTTER

NOTES:

1. ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	613+96.69	85.49' LT	(677.40)
B	613+97.17	75.50' LT	677.14
C	613+97.47	70.48' LT	677.04
D	613+97.54	67.54' LT	676.98
E	613+97.02	61.47' LT	676.87
F	613+95.15	58.91' LT	676.81
G	613+91.64	57.29' LT	676.76
H	613+87.02	54.98' LT	676.96
I	613+78.55	52.06' LT	677.18
J	613+69.45	50.42' LT	(677.41)
K	613+70.39	43.60' LT	677.31
L	613+80.24	45.37' LT	677.08
M	613+89.73	48.48' LT	676.85
N	613+95.13	51.25' LT	676.65
O	613+95.13	49.43' LT	676.65
P	613+95.05	0.00'	(677.63)
Q	614+06.05	0.00'	(677.64)
R	614+06.14	57.23' LT	(676.73)
S	614+06.18	59.37' LT	676.73
T	614+08.06	61.11' LT	676.78
U	614+10.31	61.14' LT	(676.78)
V	615+00.16	62.26' LT	(678.22)
W	615+00.18	68.26' LT	(678.21)
X	614+15.58	67.20' LT	(676.90)
Y	614+13.50	67.13' LT	676.90
Z	614+07.55	67.28' LT	676.96
AA	614+07.43	71.58' LT	677.01
BB	614+07.12	76.57' LT	677.07
CC	614+06.63	86.58' LT	677.25
DD	614+01.69	75.10' LT	(677.24)

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
ADA DETAIL SHEETS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	20
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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125+00

615+00

LANDMEIER ROAD

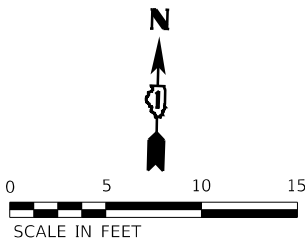
IL ROUTE 83 (BUSSE ROAD)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
ADA DETAIL SHEETS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	21
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	



LEGEND

- (A) POINT
- [Pattern] DETECTABLE WARNING
- [Line] SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
- [Line] PROPOSED CURB AND GUTTER
- [Pattern] PROPOSED DEPRESSED CURB AND GUTTER

NOTES:

- ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	615+82.19	84.46' LT	676.68
B	615+82.18	80.22' LT	676.72
C	615+82.14	75.13' LT	676.77
D	615+82.13	70.34' LT	676.85
E	615+78.91	72.80' LT	676.89
F	615+72.71	69.17' LT	676.82
G	615+70.47	69.14' LT	676.82
H	615+00.18	68.26' LT	(678.21)
I	615+00.16	62.26' LT	(678.22)
J	615+77.35	63.23' LT	676.78
K	615+79.73	63.23' LT	676.78
L	615+81.39	62.40' LT	676.77
M	615+81.37	60.55' LT	676.76
N	615+81.99	0.00'	(677.38)
O	615+92.89	0.00'	(677.45)
P	615+92.42	54.58' LT	676.72
Q	615+92.41	56.33' LT	676.72
R	615+95.76	54.83' LT	676.97
S	615+00.08	53.40' LT	677.29
T	616+04.94	52.22' LT	677.26
U	616+06.38	58.81' LT	677.33
V	616+01.97	60.12' LT	677.36
W	615+97.58	61.77' LT	677.08
X	615+92.39	64.50' LT	(676.83)
Y	615+87.00	67.17' LT	676.84
Z	615+92.13	70.09' LT	676.93
AA	615+92.19	84.24' LT	676.83
BB	615+92.17	80.09' LT	676.84
CC	615+92.15	75.10' LT	676.87
DD	615+87.11	84.35' LT	(676.76)

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING



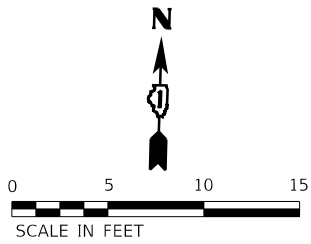
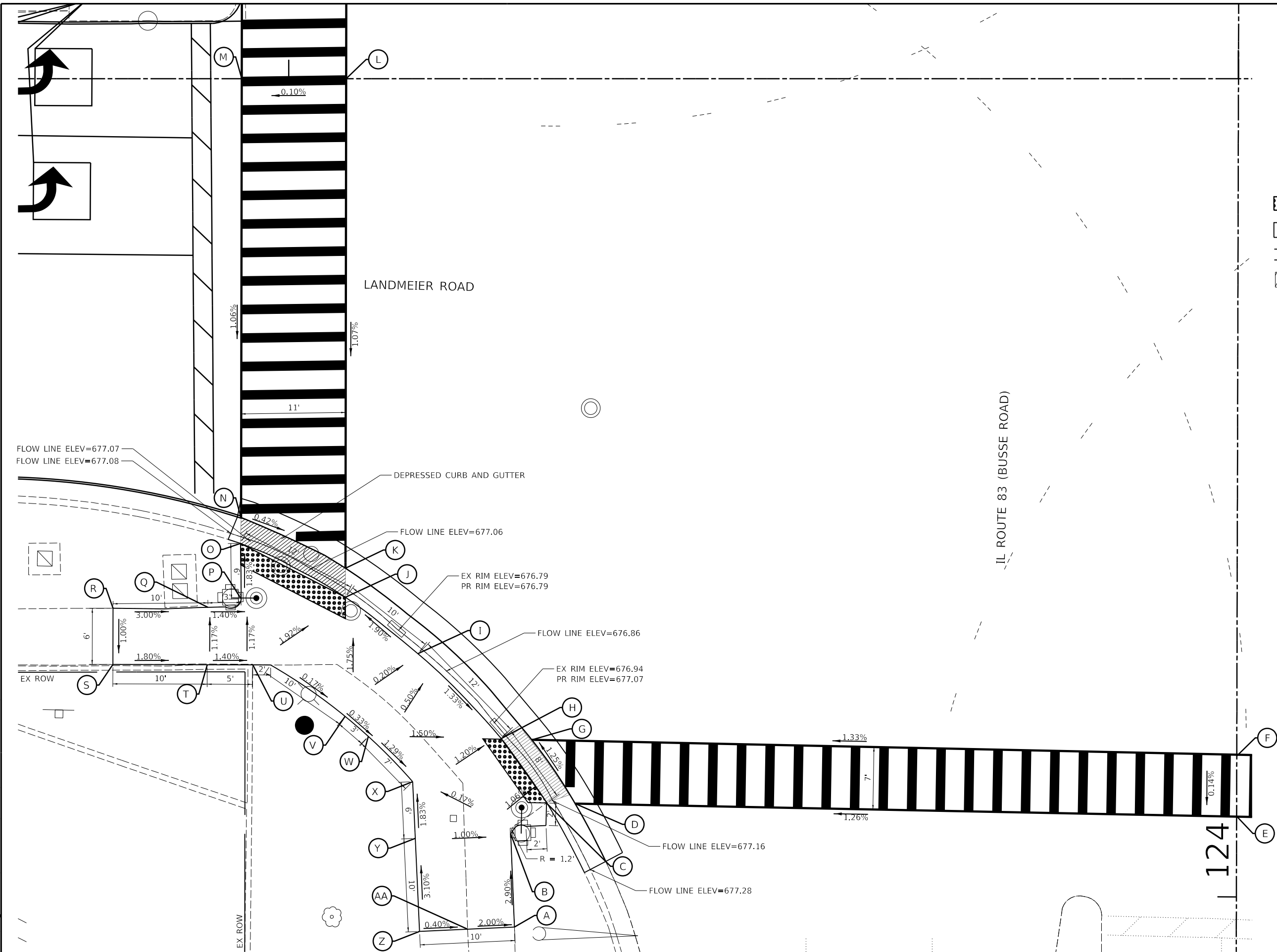
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LEGEND	
(A)	POINT
[Pattern]	DETECTABLE WARNING
[Pattern]	SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
[Pattern]	PROPOSED CURB AND GUTTER
[Pattern]	PROPOSED DEPRESSED CURB AND GUTTER

NOTES:

1. ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	614+23.77	89.30' RT	(677.54)
B	614+23.38	79.50' RT	677.25
C	614+27.14	76.25' RT	(677.22)
D	614+30.16	76.30' RT	(677.22)
E	614+99.81	77.68' RT	(678.10)
F	614+99.82	71.17' RT	(678.11)
G	614+25.60	69.59' RT	(677.12)
H	614+22.39	69.48' RT	(677.12)
I	614+13.55	60.48' RT	677.28
J	614+05.97	54.59' RT	677.09
K	614+05.97	54.53' RT	677.09
L	614+06.05	0.00'	(677.64)
M	614+95.05	0.00'	(677.63)
N	614+94.98	46.26' RT	(677.14)
O	614+94.93	48.92' RT	(677.14)
P	613+95.00	54.66' RT	677.25
Q	613+91.22	55.65' RT	677.32
R	613+81.51	55.75' RT	(677.62)
S	613+81.49	61.66' RT	(677.57)
T	613+91.50	61.69' RT	677.39
U	613+96.22	61.71' RT	677.32
V	614+05.95	67.14' RT	677.30
W	614+08.37	69.23' RT	677.33
X	614+13.05	74.00' RT	677.24
Y	614+13.31	79.73' RT	677.35
Z	614+13.78	89.76' RT	(677.62)
AA	614+18.83	89.53' RT	(677.64)

(XXX.XX) DENOTES ELEVATION SHALL MATCH EXISTING



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PLOT SCALE -	CHECKED -	REVISED -
PLOT DATE -	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
ADA DETAIL SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	23
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

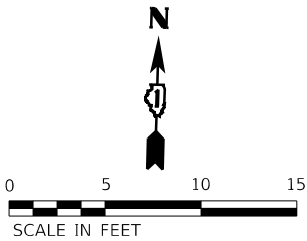
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SHEET 4 OF 5 SHEETS

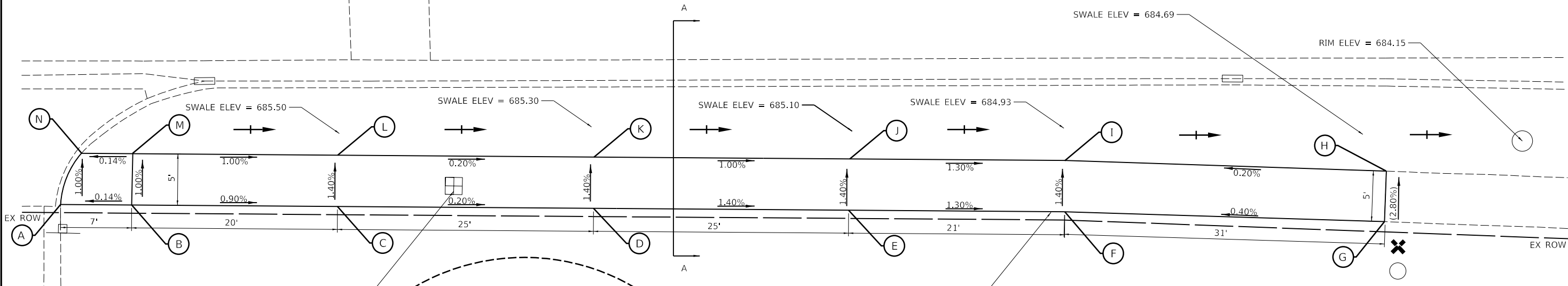
STA. N/A TO STA. N/A

605+00

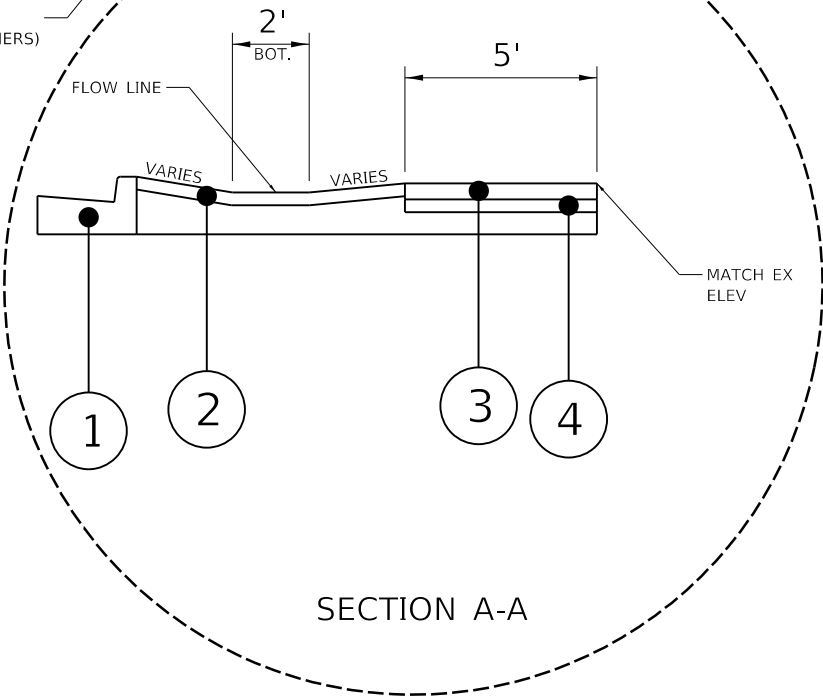
LANDMEIER ROAD



LEGEND	
	POINT
	DETECTABLE WARNING
	SIDEWALK OR SHARED USE PATH (AS CALLED OUT ON PLANS)
	PROPOSED CURB AND GUTTER
	PROPOSED SWALE FLOW



UTILITY PEDESTAL
(TO BE RELOCATED BY OTHERS)



MATCH BACK OF SIDEWALK
TO EX ELEV

NOTES:

ALL STATION AND OFFSETS ARE
REFERENCED TO THE LANDMEIER
ROAD CENTERLINE ALIGNMENT

ADA RAMP ELEVATION TABLE			
POINT	STATION	OFFSET	ELEV.
A	604+59.21	44.13' RT	(685.99)
B	604+66.14	44.18' RT	(686.00)
C	604+86.19	44.32' RT	(685.75)
D	605+11.19	44.51' RT	(685.70)
E	605+36.19	44.69' RT	(685.34)
F	605+57.16	44.84' RT	(685.07)
G	605+88.39	45.80' RT	(685.20)
H	605+88.58	40.88' RT	(685.06)
I	605+57.16	39.84' RT	685.00
J	605+36.19	39.69' RT	685.27
K	605+11.19	39.51' RT	685.63
L	604+86.23	39.33' RT	685.68
M	604+66.25	39.18' RT	685.95
N	604+61.21	39.16' RT	(685.94)

(XXX.XX) DENOTES ELEVATION SHALL
MATCH EXISTING

SWALE DETAIL LEGEND

- 1 EXISTING CONCRETE CURB & GUTTER, TYPE B-6.24
- 2 PROPOSED SWALE, TOPSOIL, 4", SODDING (SALT TOLERANT)
- 3 PORTLAND CEMENT CONCRETE SIDEWALK, 5" (SPECIAL)
- 4 SUBBASE GRANULAR MATERIAL, TYPE B 4"

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DEPARTMENT OF TRANSPORTATION

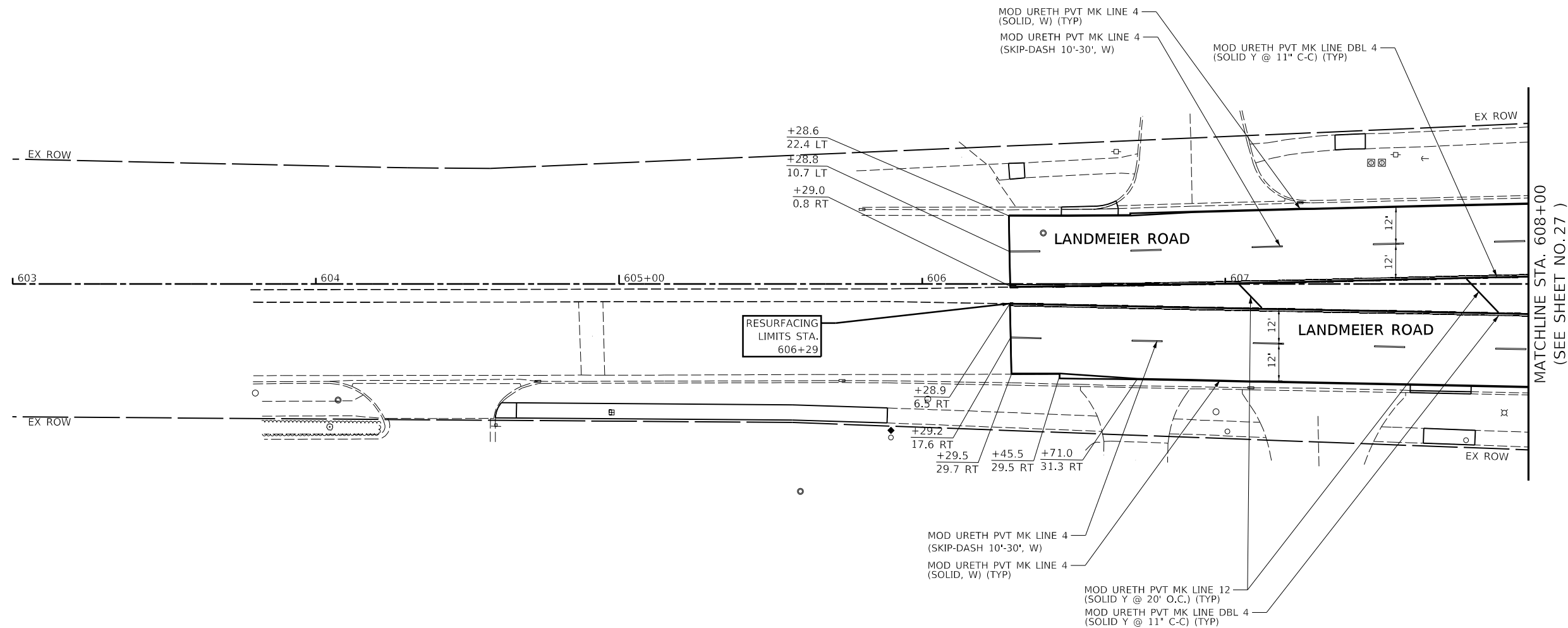
LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) SIDEWALK AND GRADING DETAIL			
SCALE: 1" = 5'	SHEET 1 OF 1 SHEETS	STA. N/A TO STA. N/A	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	25
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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- NOTES:
1. ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT
 2. ALL PAVEMENT MARKINGS ALONG COOK COUNTY MAINTAINED ROADS SHALL BE MODIFIED URETHANE.



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PLOT DATE -	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
PAVEMENT MARKING PLAN

SCALE: 1" = 20' SHEET 1 OF 4 SHEETS STA. 606+29 TO STA. 608+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	26
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

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YEARS



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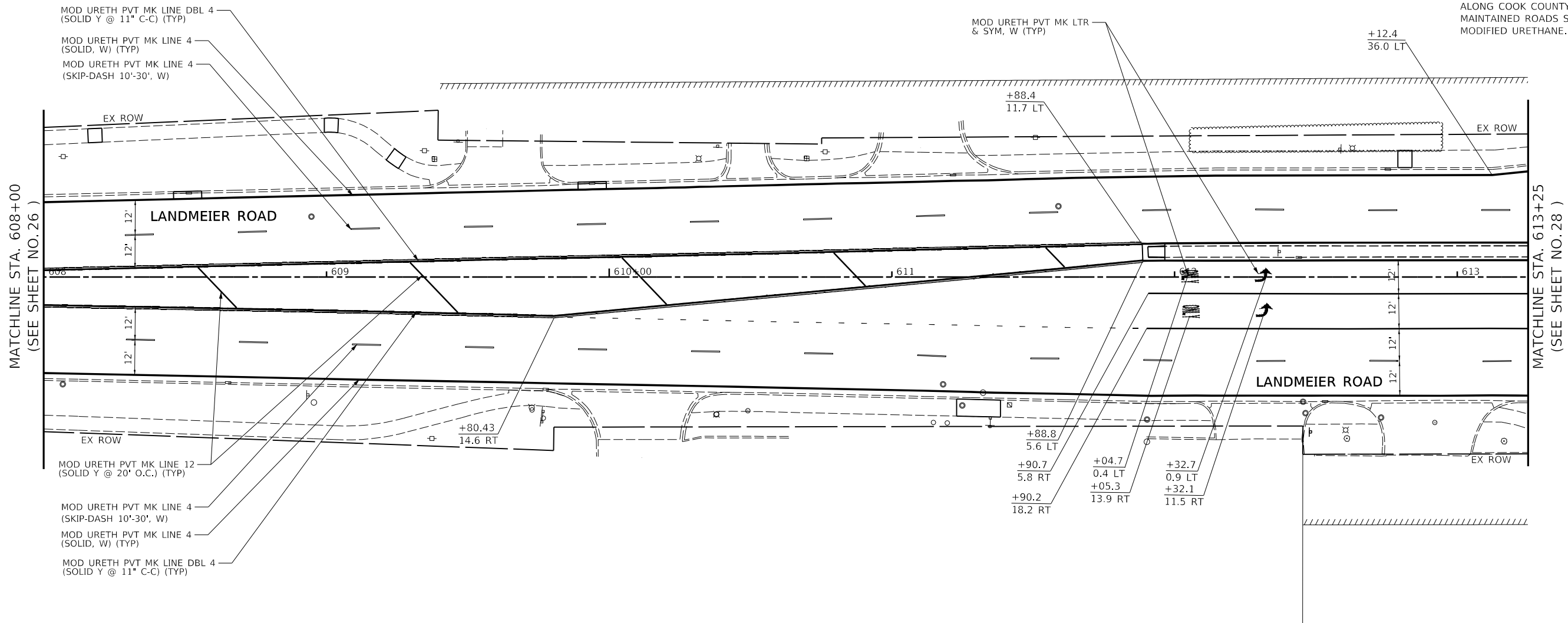
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

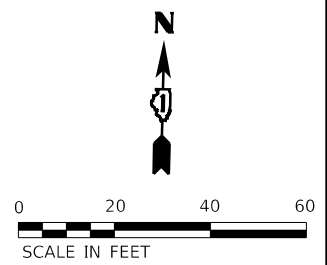
LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
PAVEMENT MARKING PLAN

SCALE: 1" = 20' SHEET 2 OF 4 SHEETS STA. 608+00 TO STA. 613+25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	27
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	



- NOTES:
1. ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT
 2. ALL PAVEMENT MARKINGS ALONG COOK COUNTY MAINTAINED ROADS SHALL BE MODIFIED URETHANE.

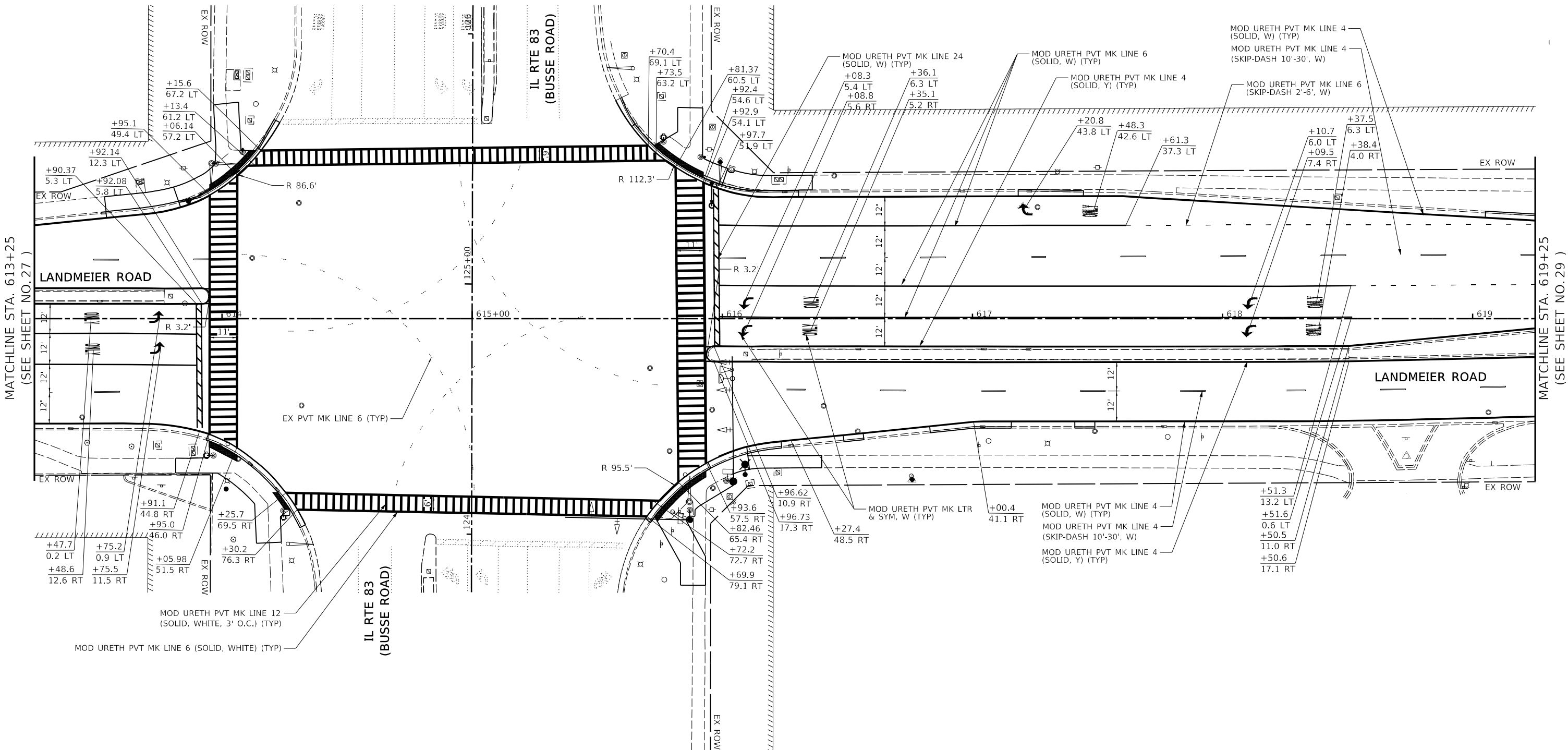
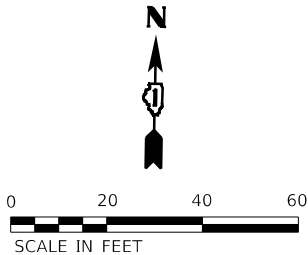


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NOTES:

1. ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
PAVEMENT MARKING PLAN

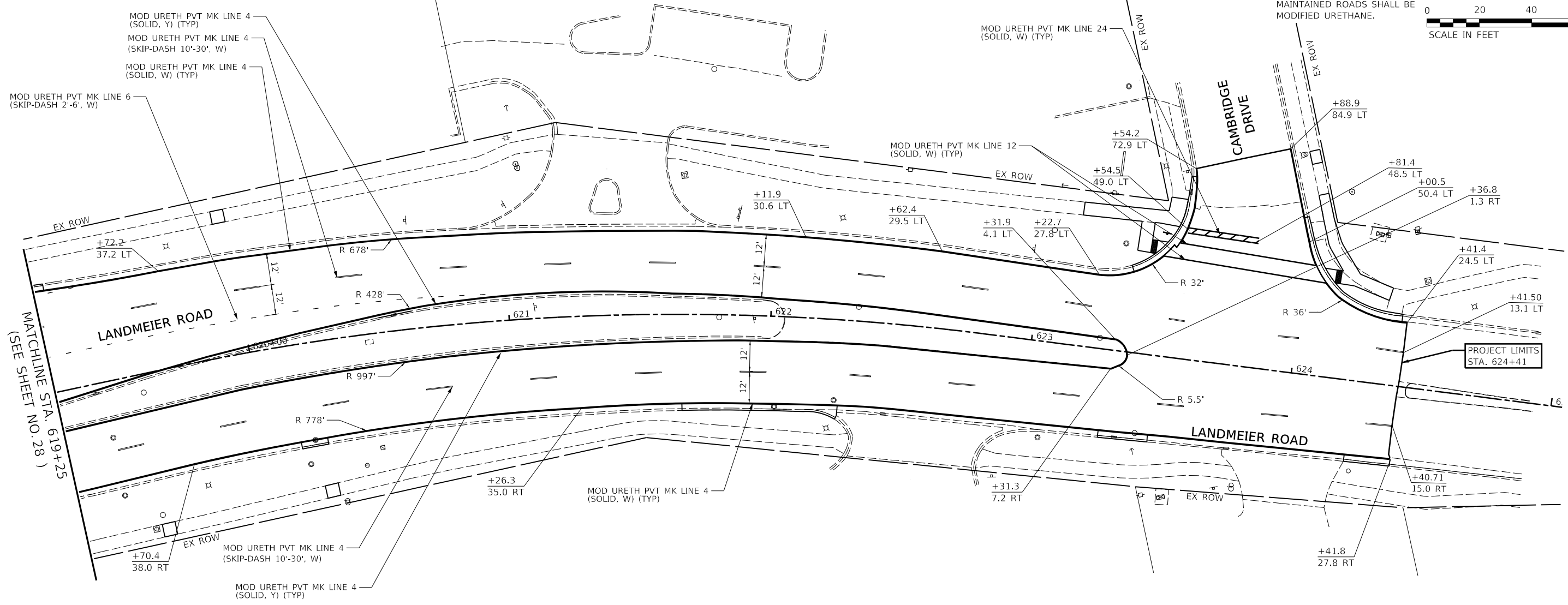
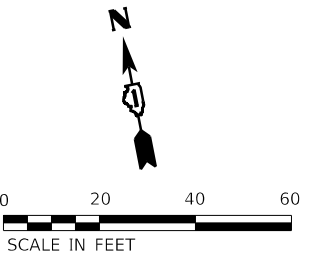
SCALE: 1" = 20' SHEET 3 OF 4 SHEETS STA. 613+25 TO STA. 619+25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	28
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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NOTES:

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
PAVEMENT MARKING PLAN

SCALE: 1" = 20' SHEET 4 OF 4 SHEETS STA. 619+25 TO STA. 624+41

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	29
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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50 YEARS



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DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
LANDSCAPING PLAN

SCALE: 1" = 20' SHEET 1 OF 4 SHEETS STA. 604+59 TO STA. 608+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	30
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

LEGEND



TOPSOIL, FURNISH & PLACE, 4" &
SALT TOLERANT SOD

NOTES:

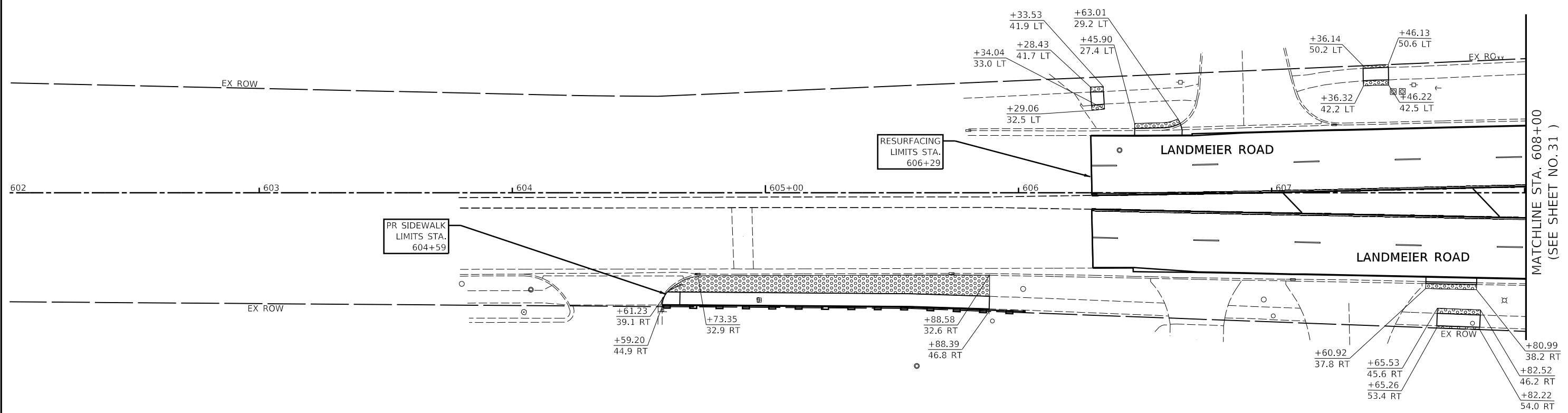
ALL STATION AND OFFSETS ARE
REFERENCED TO THE LANDMEIER
ROAD CENTERLINE ALIGNMENT

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0 20 40 60

SCALE IN FEET



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50 YEARS



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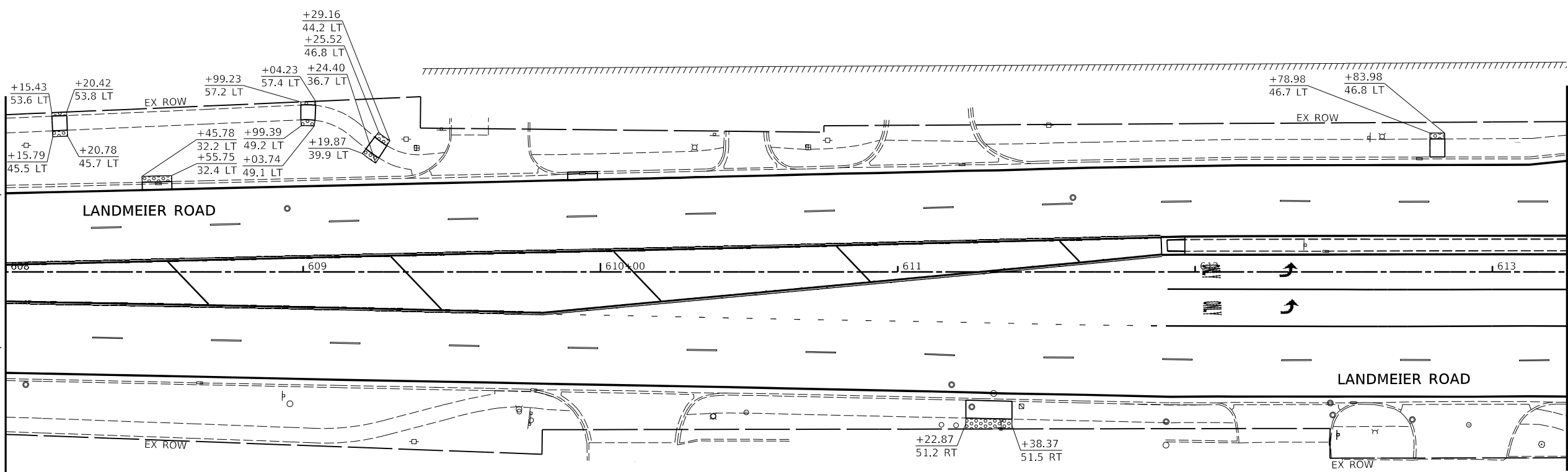
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
LANDSCAPING PLAN

SCALE: 1" = 20' SHEET 2 OF 4 SHEETS STA. 608+00 TO STA. 613+25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	31
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

MATCHLINE STA. 608+00
(SEE SHEET NO. 30)



MATCHLINE STA. 613+25
(SEE SHEET NO. 32)

LEGEND

 TOPSOIL, FURNISH & PLACE, 4" & SALT TOLERANT SOD

NOTES:

ALL STATION AND OFFSETS ARE REFERENCED TO THE LANDMEIER ROAD CENTERLINE ALIGNMENT





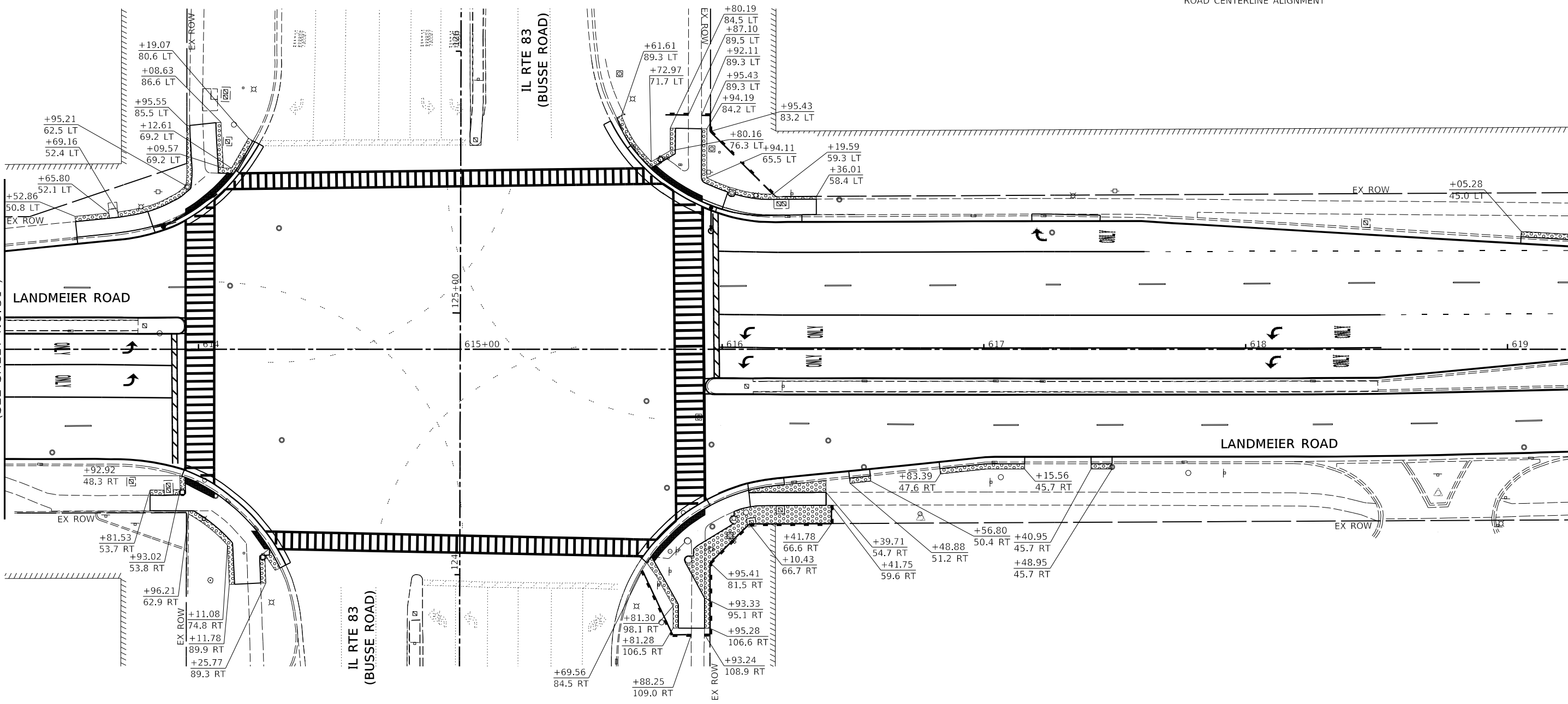
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MATCHLINE STA. 613+25
(SEE SHEET NO. 31)





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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
LANDSCAPING PLAN

SCALE: 1" = 20' SHEET 1 OF 4 SHEETS STA. 604+59 TO STA. 608+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	32
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

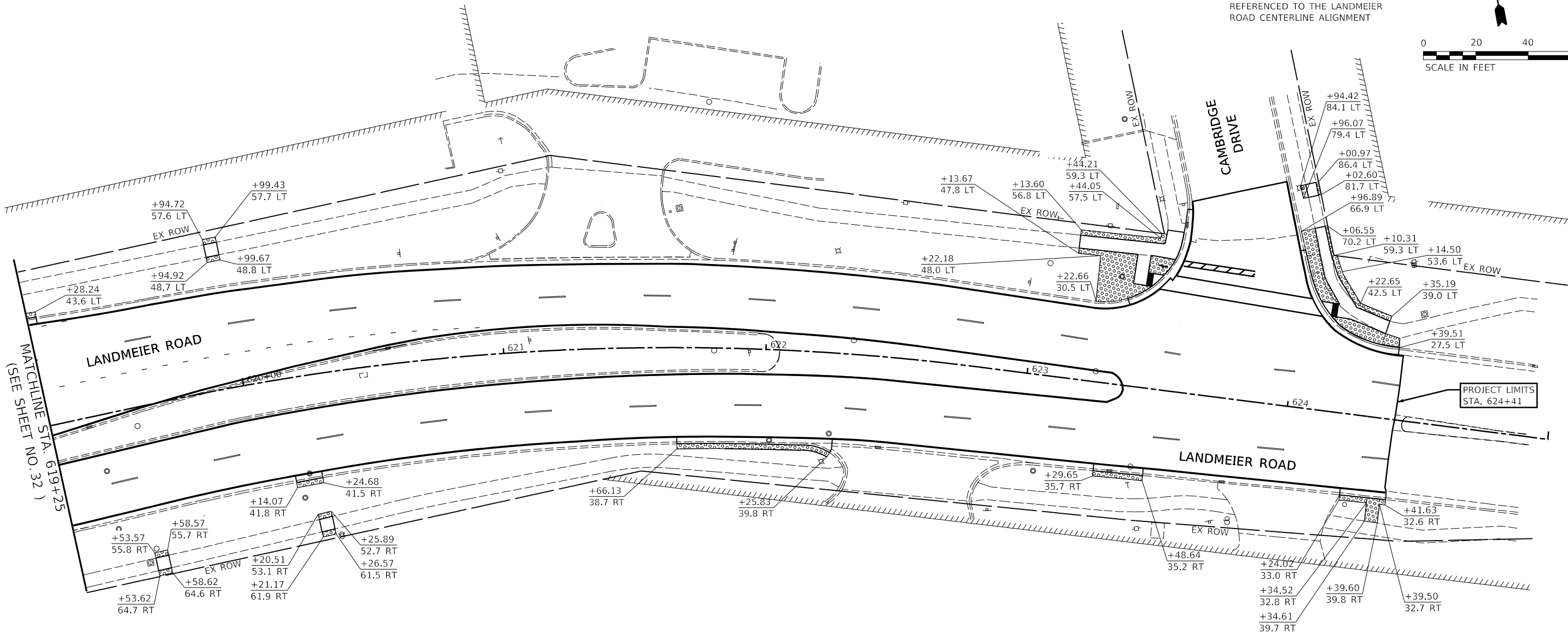
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LEGEND

TOPSOIL, FURNISH & PLACE, 4" &
SALT TOLERANT SOD

NOTES:

ALL STATION AND OFFSETS ARE
REFERENCED TO THE LANDMEIER
ROAD CENTERLINE ALIGNMENT



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YEARS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
LANDSCAPING PLAN

SCALE: 1" = 20' SHEET 4 OF 4 SHEETS STA. 619+25 TO STA. 624+41

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	33
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

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TRAFFIC SIGNAL LEGEND

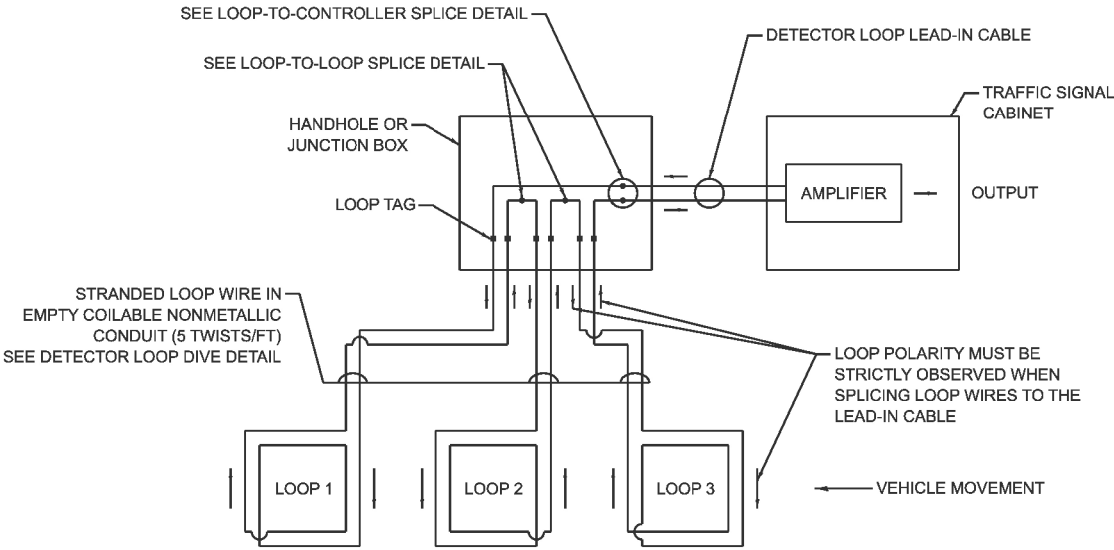
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
TRAFFIC SIGNAL CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS	 	
UNINTERRUPTABLE POWER SUPPLY			DOUBLE HANDHOLE			SIGNAL HEAD WITH BACKPLATE -(RB) RETROREFLECTIVE BACKPLATE -(P)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

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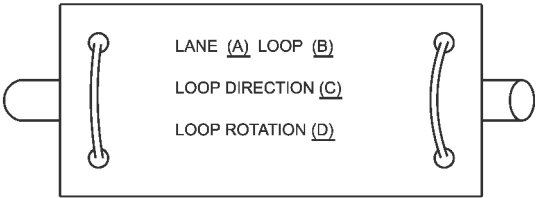
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DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" APART.
9. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

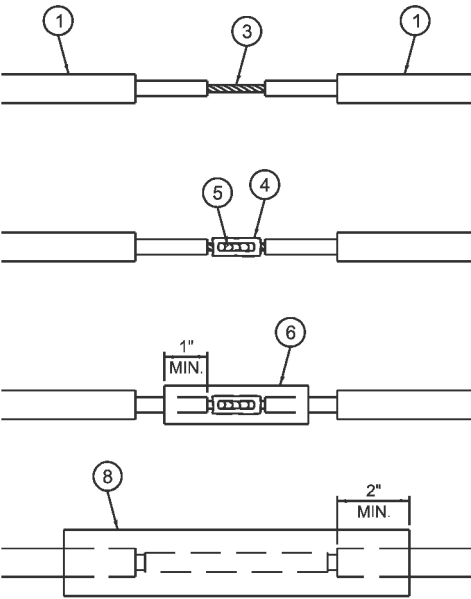


DETECTOR LOOP WIRING SCHEMATIC



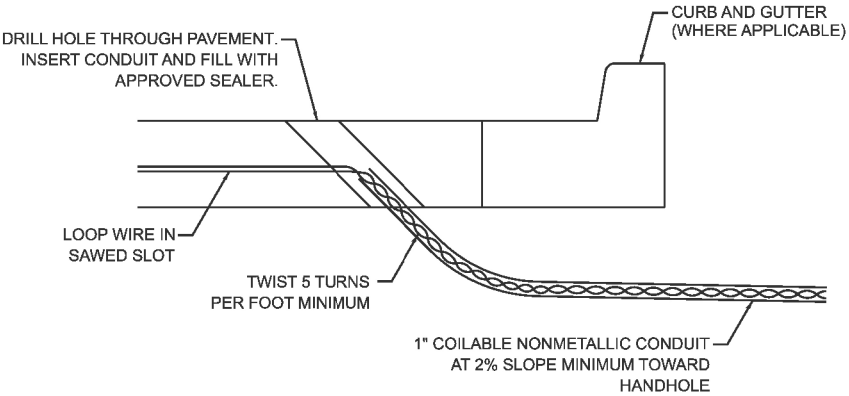
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

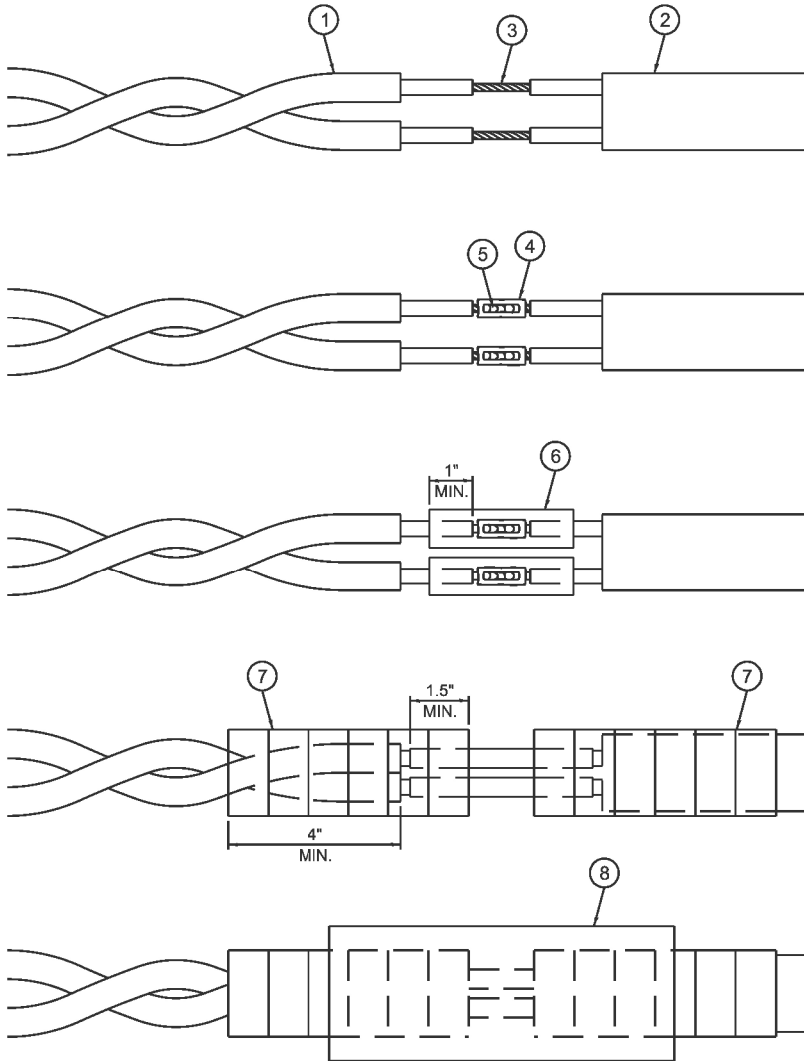


LOOP-TO-LOOP SPLICE DETAIL

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



DETECTOR LOOP DIVE DETAIL



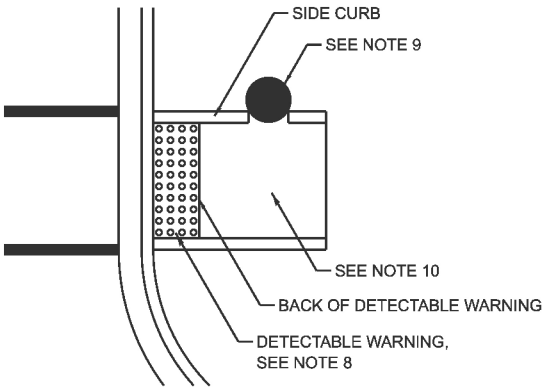
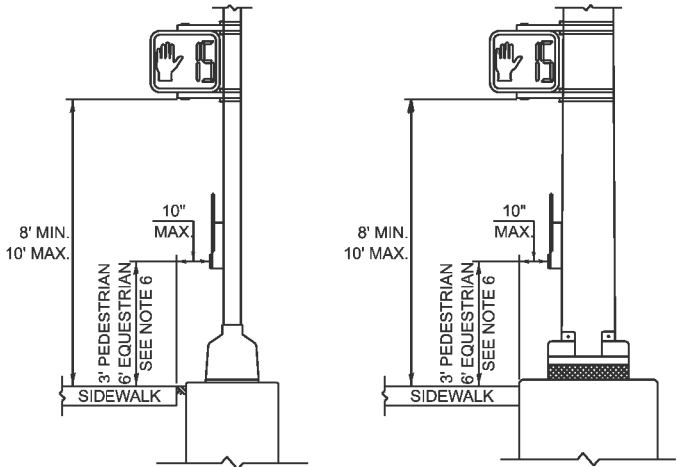
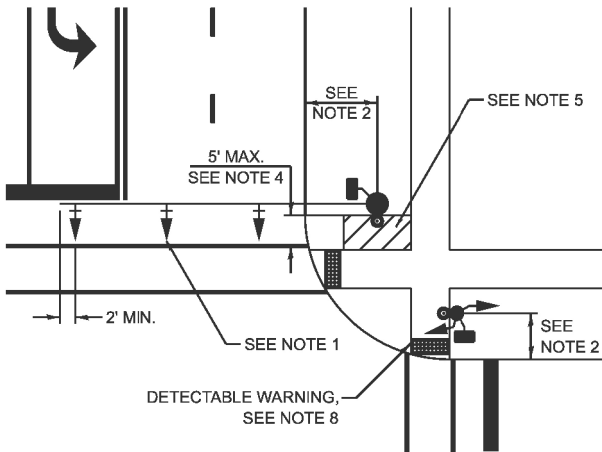
LOOP-TO-CONTROLLER SPLICE DETAIL

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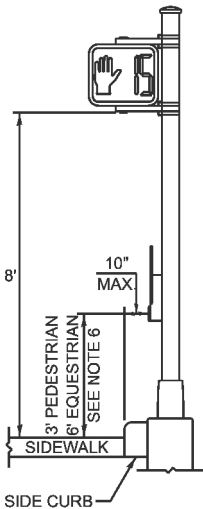
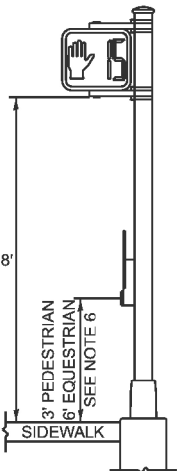
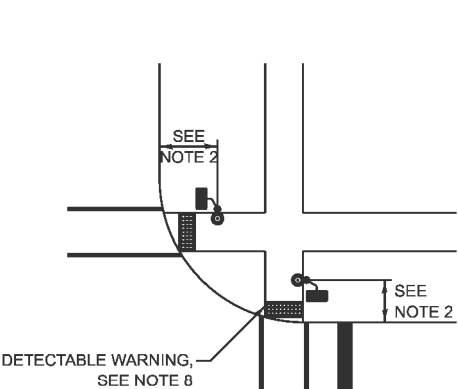
NOTES:

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

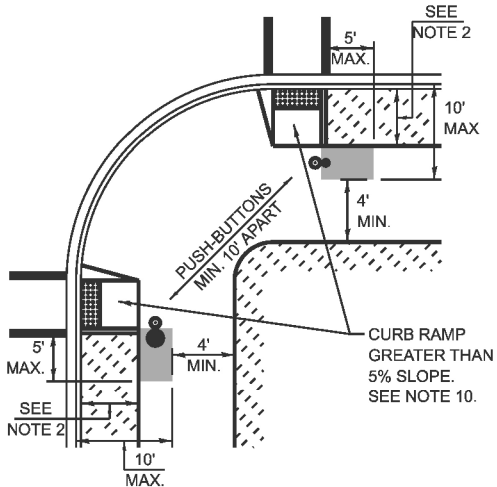
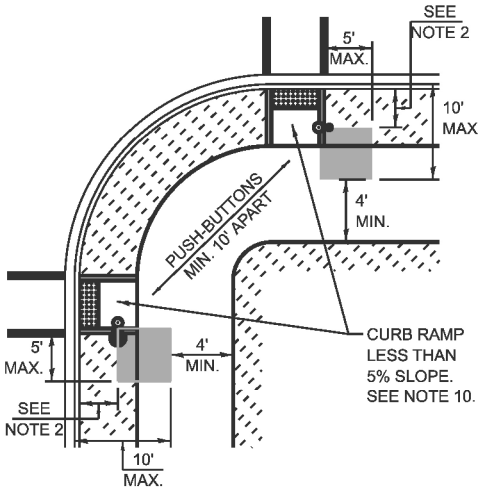
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PUSH-BUTTON LOCATIONS



PREFERRED PUSH-BUTTON LOCATION

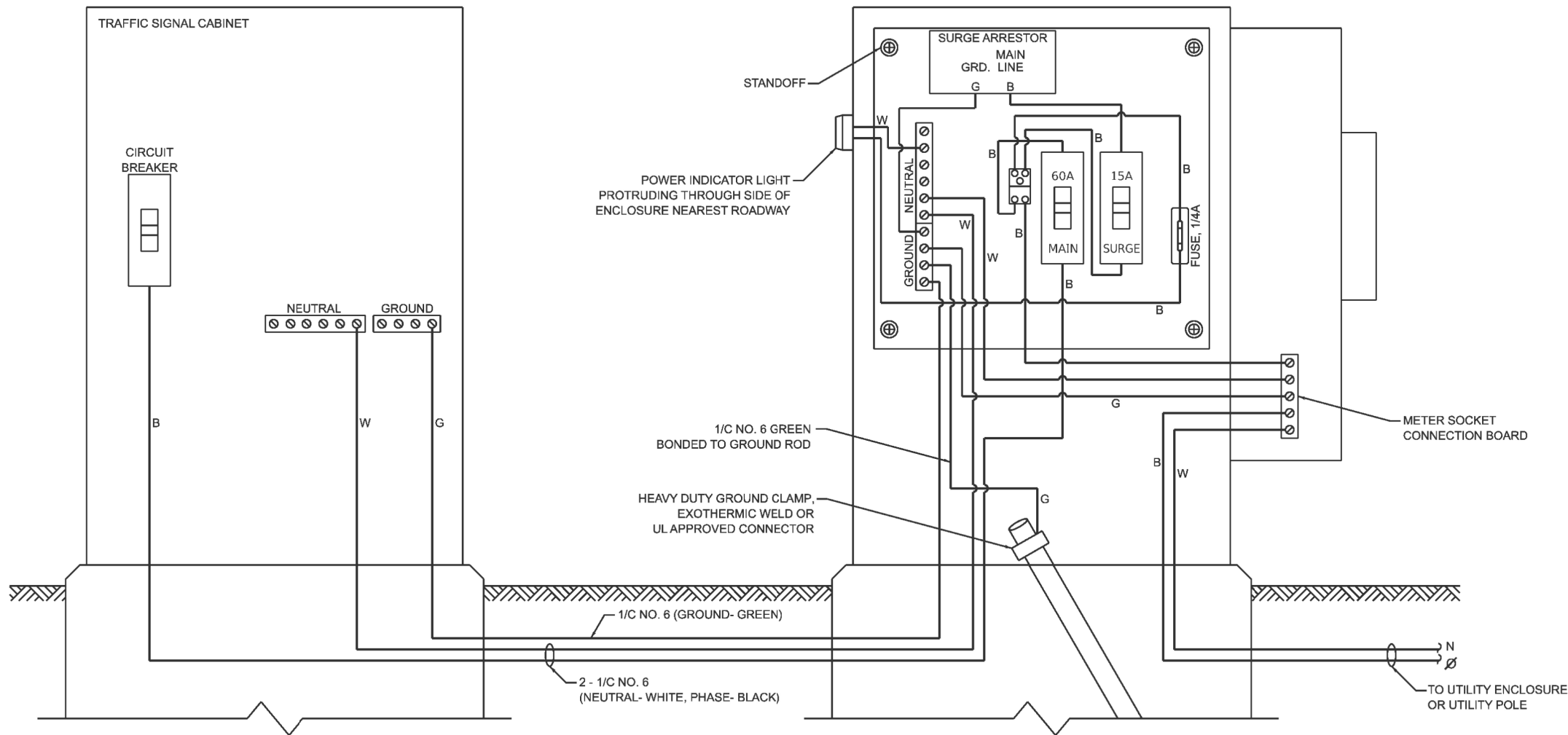
TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
MAST ARM ASSEMBLY AND POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
SIGNAL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

TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

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

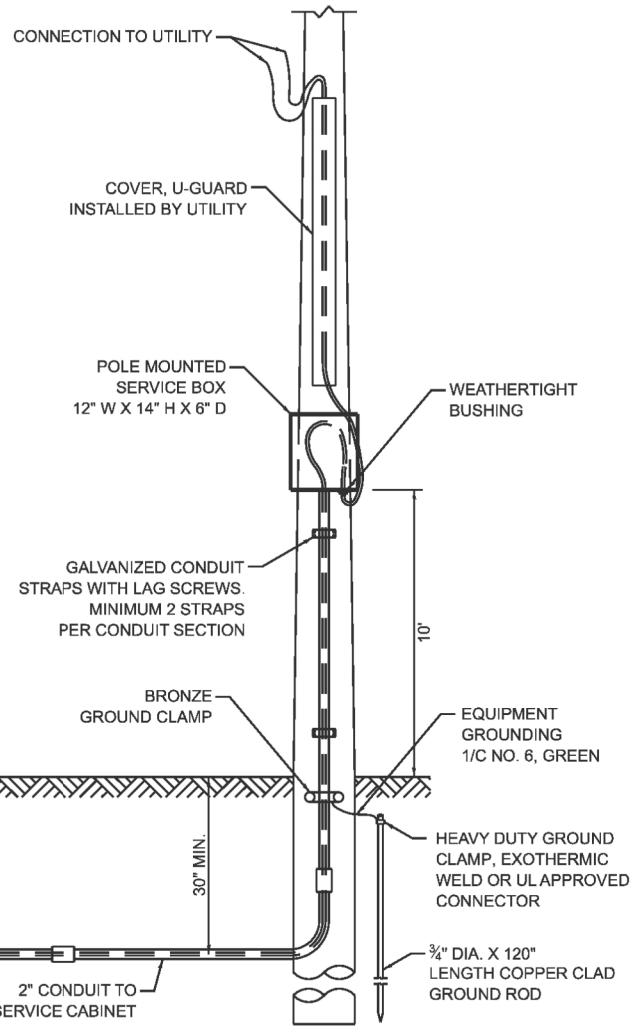
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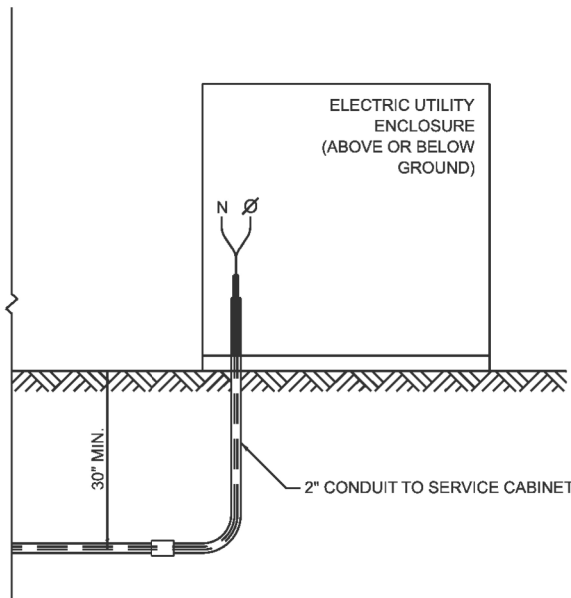
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

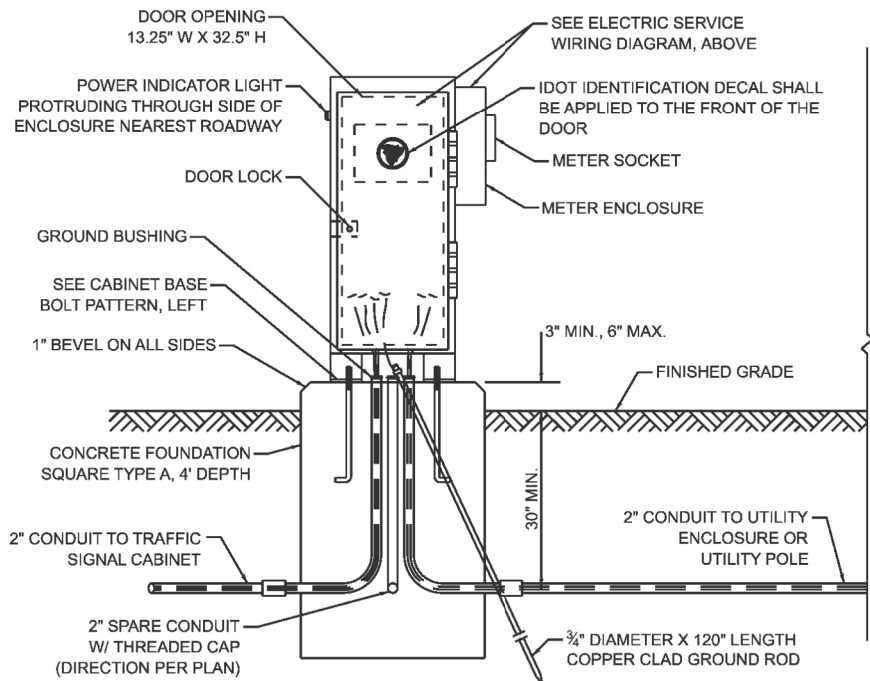
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3.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



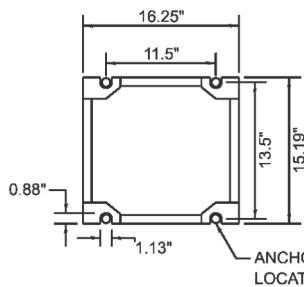
CONNECTION TO UTILITY POLE



CONNECTION TO UTILITY ENCLOSURE



SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CABINET BASE BOLT PATTERN

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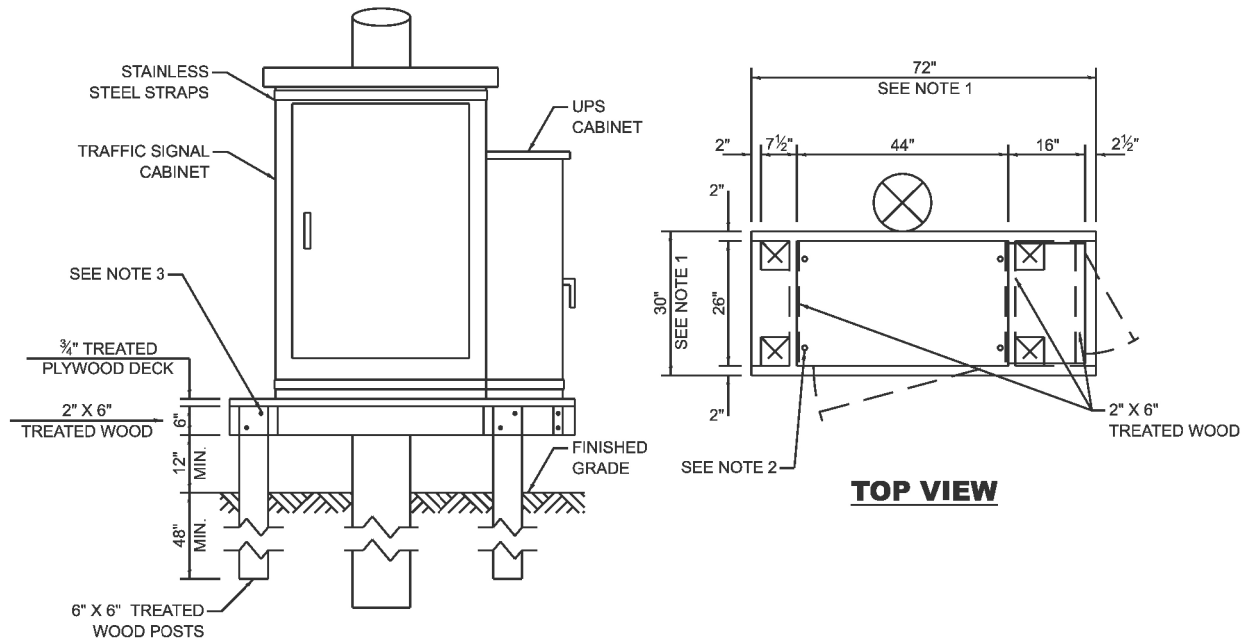
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	37
TS-01		CONTRACT NO. 61K19		
ILLINOIS		FED. AID PROJECT		



NOTES:

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

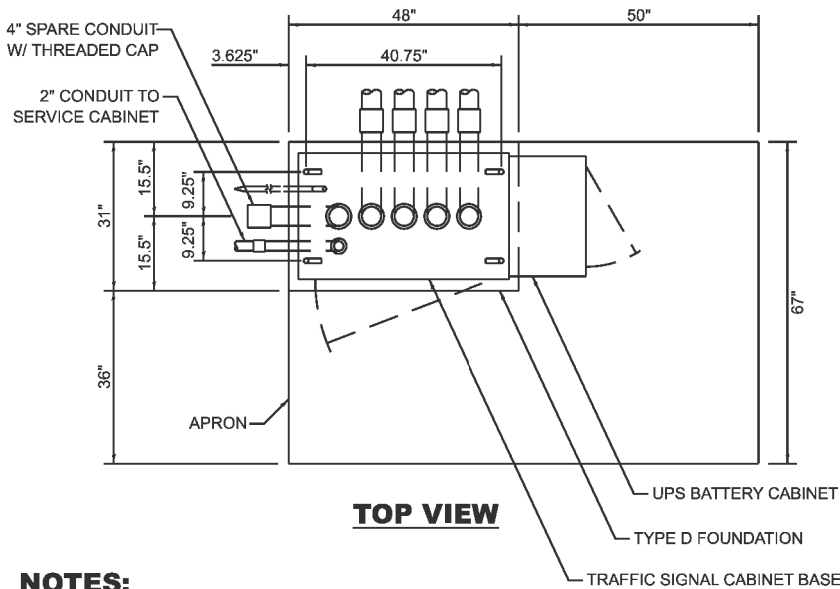
TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

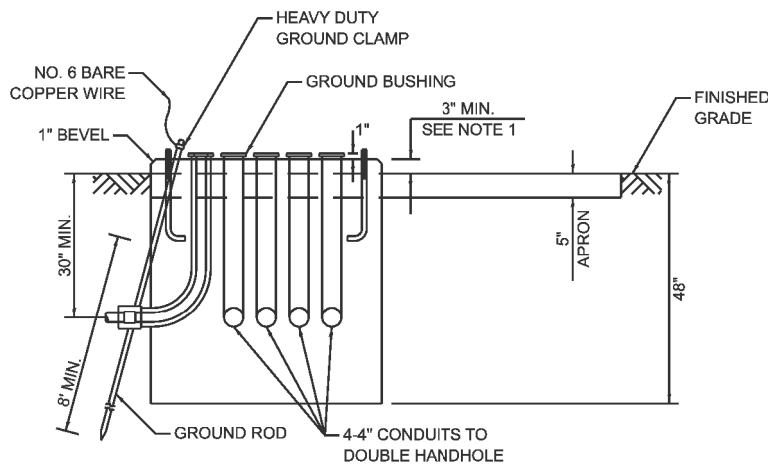
TYPE E FOUNDATION NOTES:

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

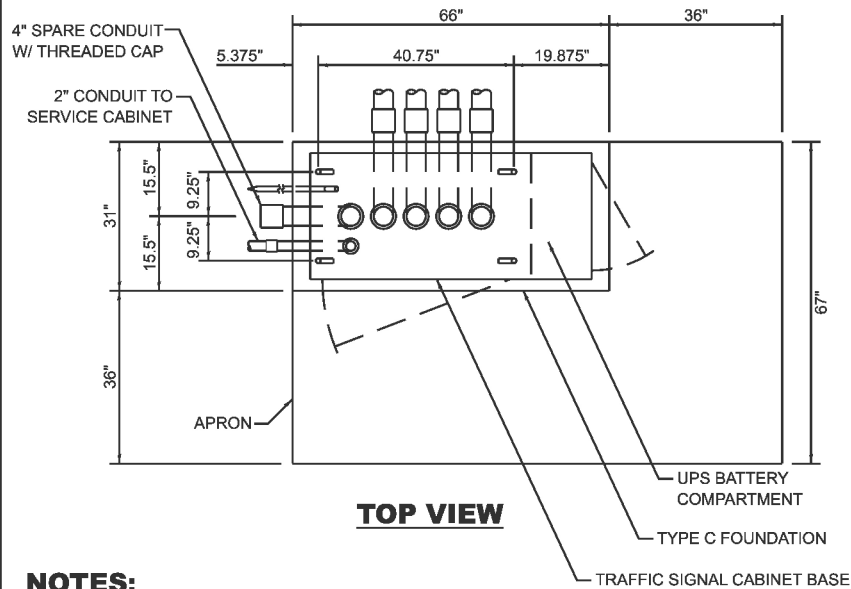


NOTES:

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

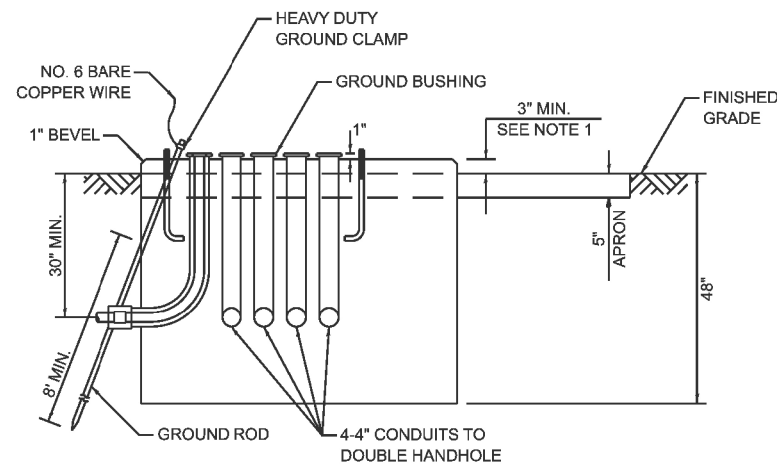


TYPE D FOUNDATION TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET



NOTES:

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



TYPE C FOUNDATION SUPER P AND SUPER R TRAFFIC SIGNAL CABINETS

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

DEPTH OF FOUNDATIONS TYPES A, C & D

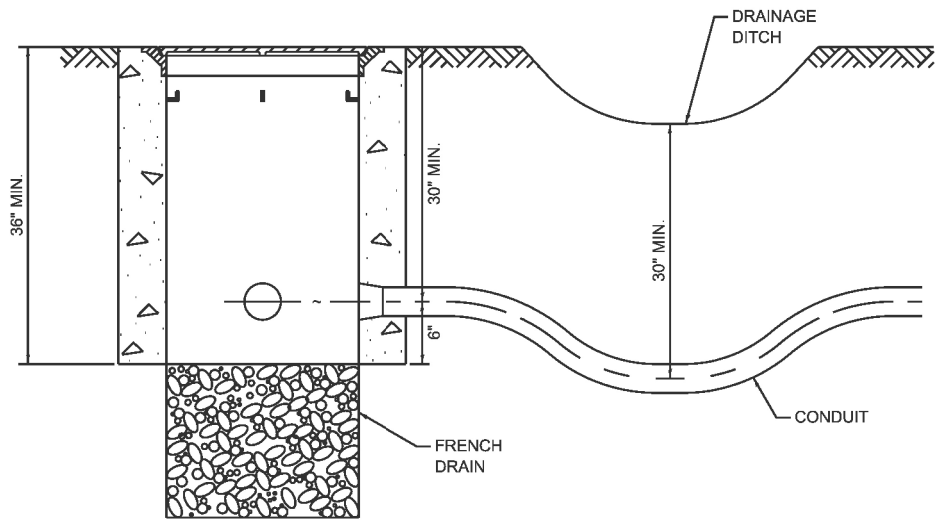
VERTICAL CABLE	LENGTH
MAST ARM MOUNTED SIGNAL HEAD (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20'+L
BRACKET MOUNTED SIGNAL HEAD (MAST ARM POLE OR SIGNAL POLE)	13'
PEDESTRIAN SIGNAL HEAD	10'
PEDESTRIAN PUSH BUTTON	6'
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5'
SERVICE INSTALLATION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

VERTICAL CABLE LENGTH

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

CABLE SLACK LENGTH

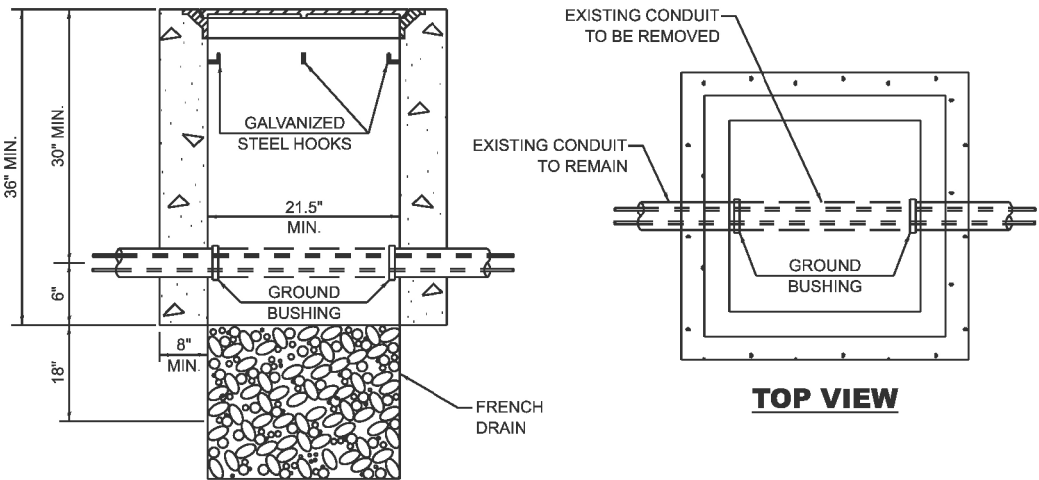
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NOTES:

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

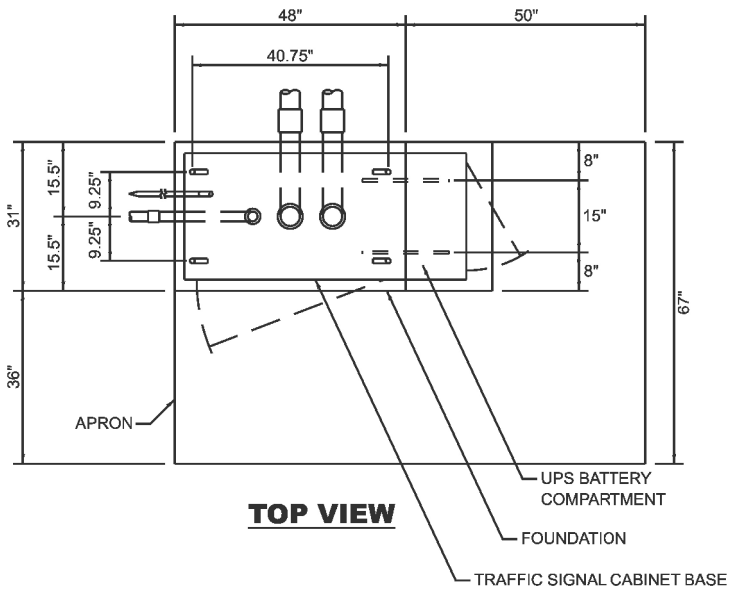
HANDHOLE WITH MINIMUM CONDUIT DEPTH



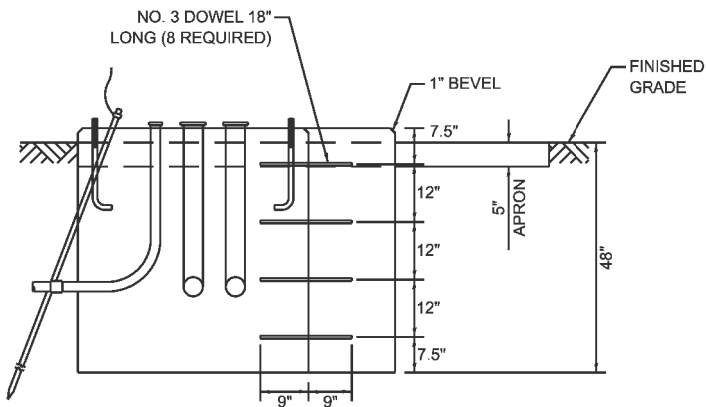
NOTES:

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

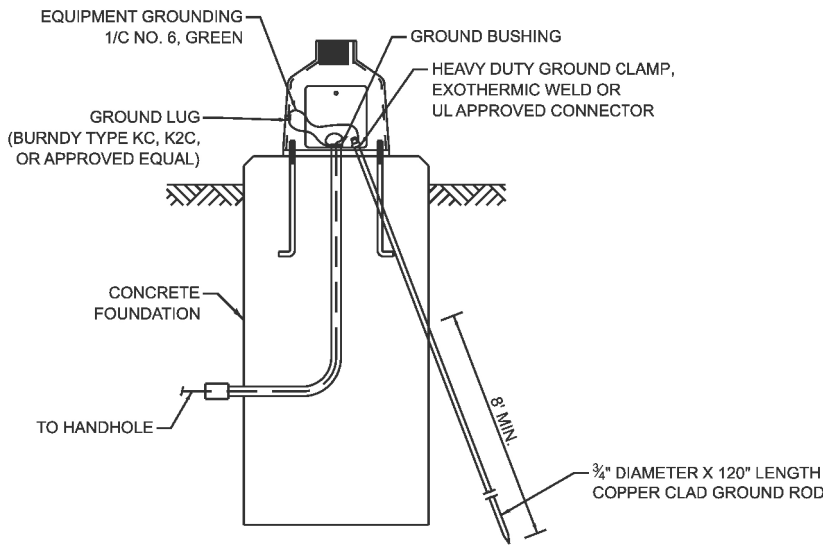
HANDHOLE TO INTERCEPT EXISTING CONDUIT



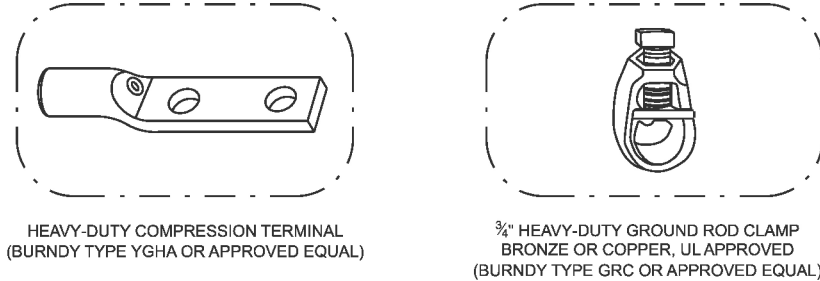
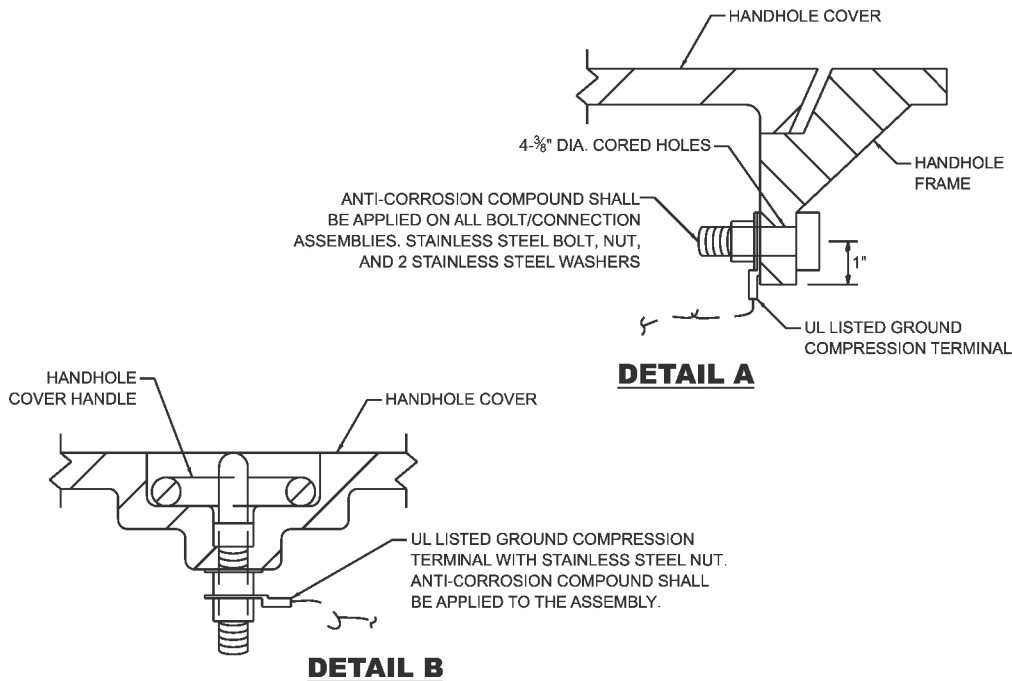
TOP VIEW



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

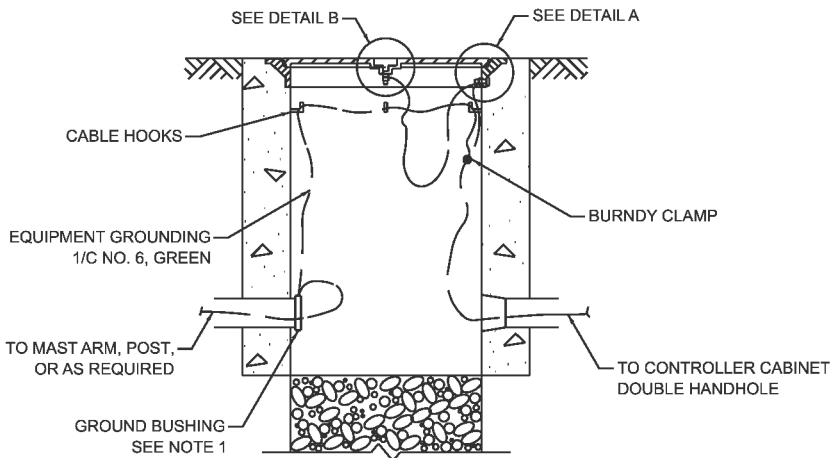


MAST ARM / POST GROUNDING DETAIL



NOTES:

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



HANDHOLE GROUNDING DETAIL

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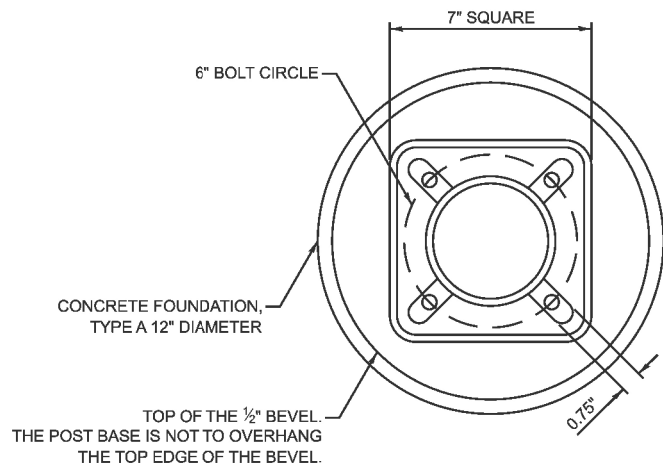
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

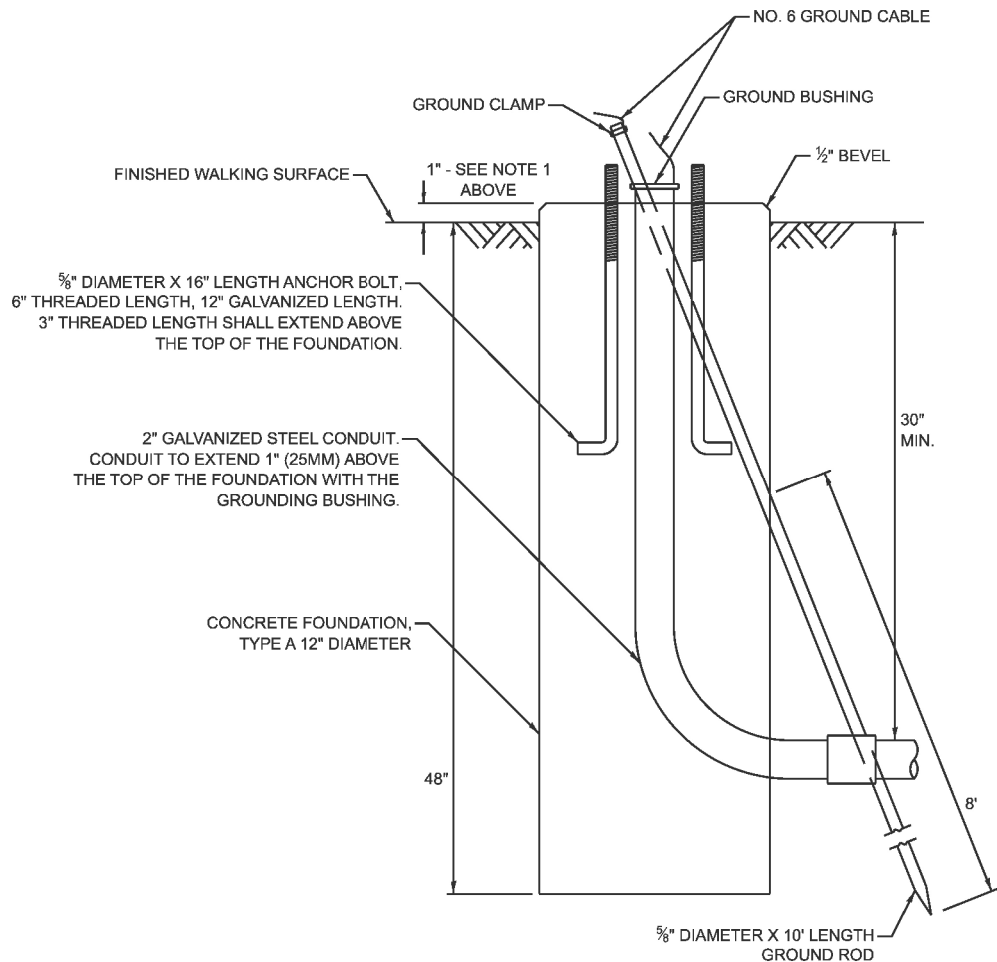
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TS-01		CONTRACT NO. 61K19		
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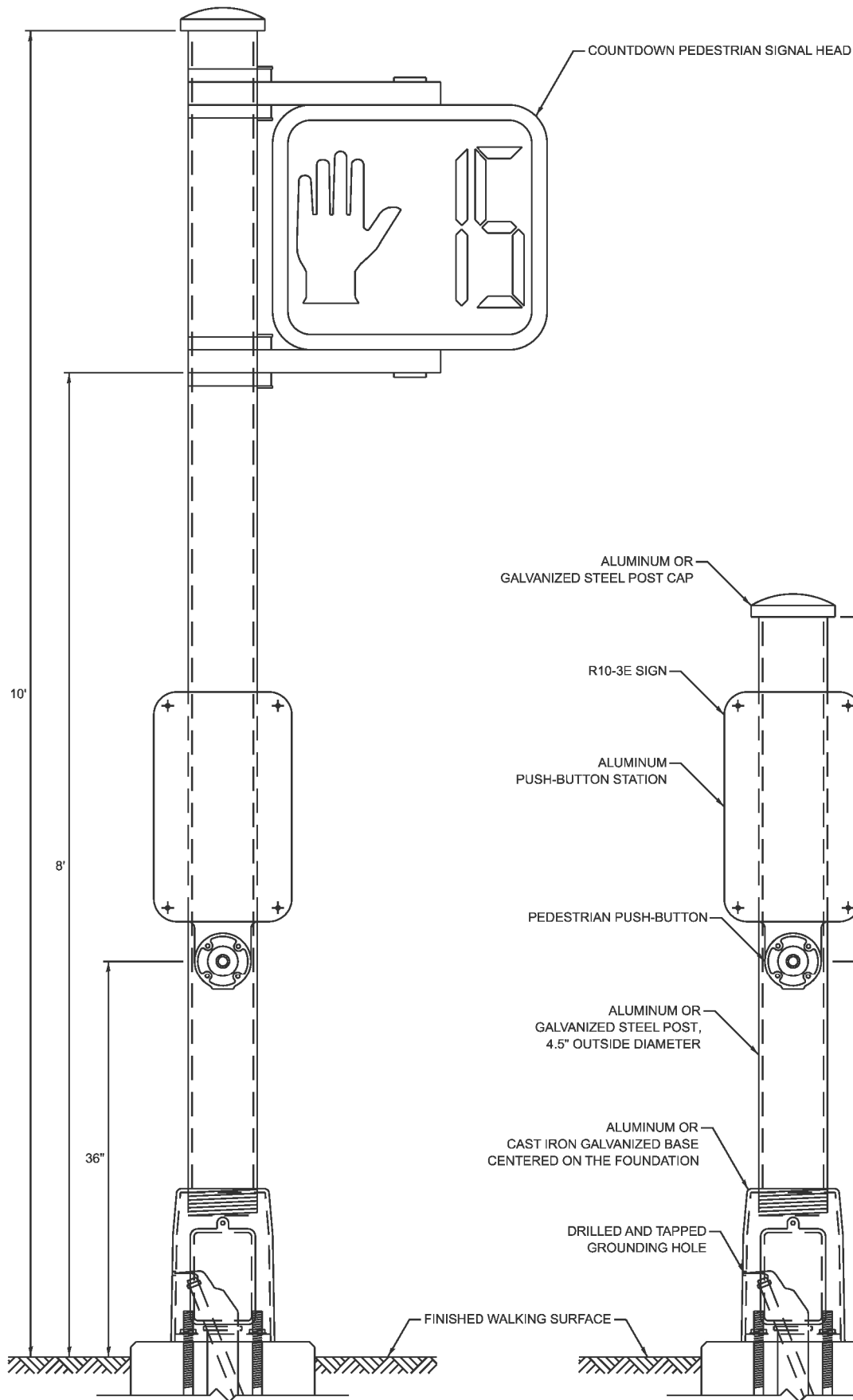
BOLT PATTERN

NOTES:

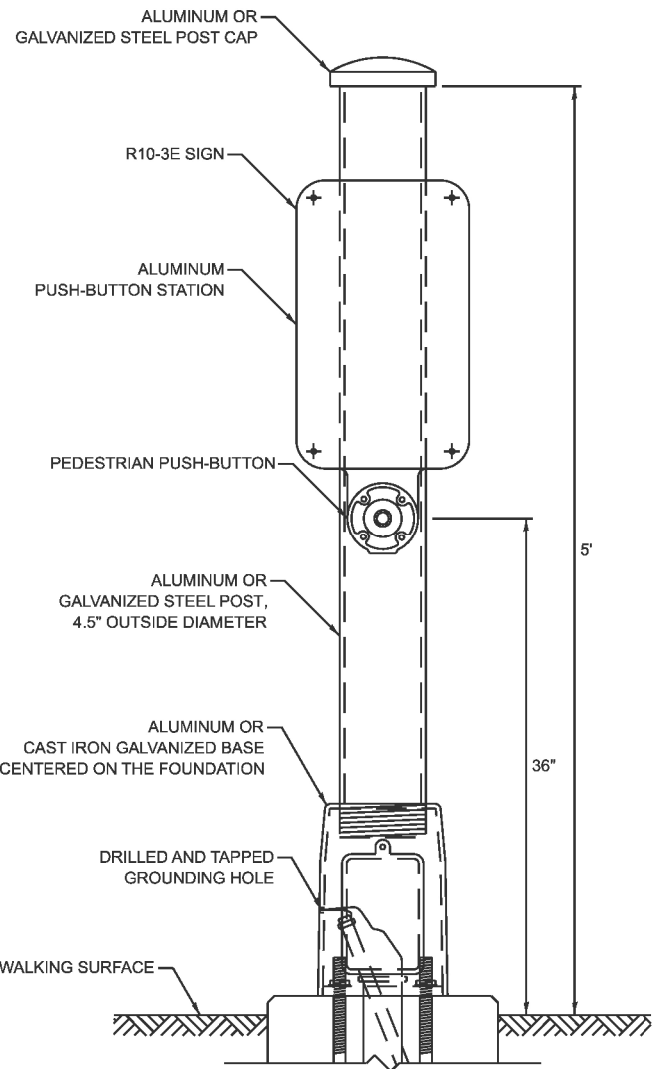
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.



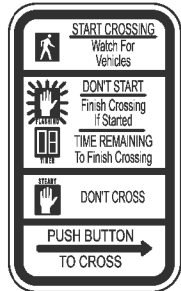
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



W10-1101
18" X 24"

SIGN NOTES:

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

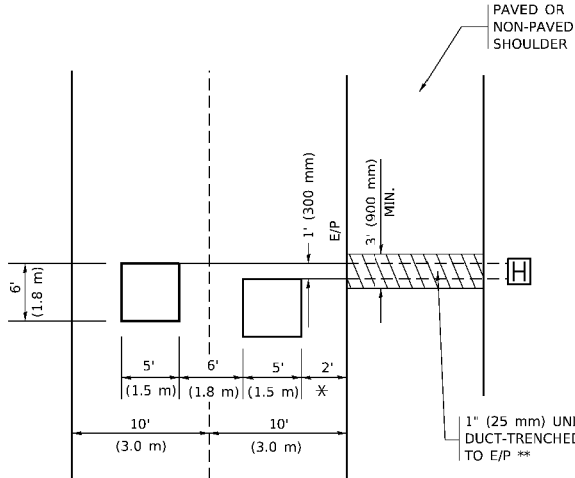
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	40
TS-01		CONTRACT NO. 61K19		
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LOOPS NEXT TO SHOULDERS

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

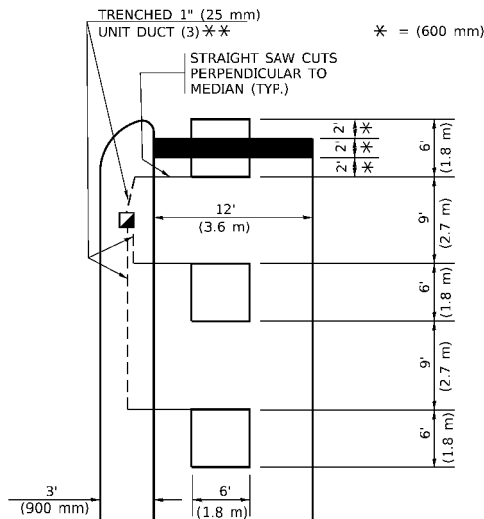


* = (600 mm)

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

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

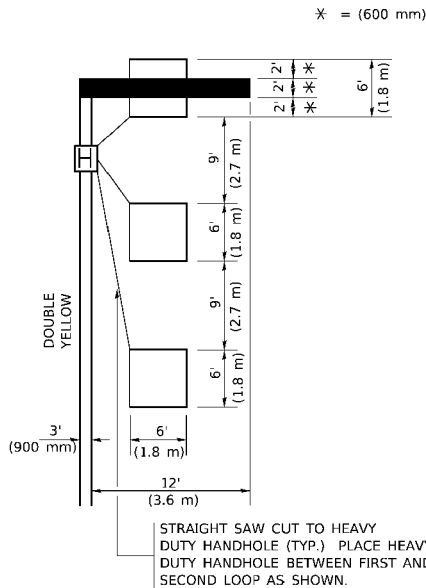
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

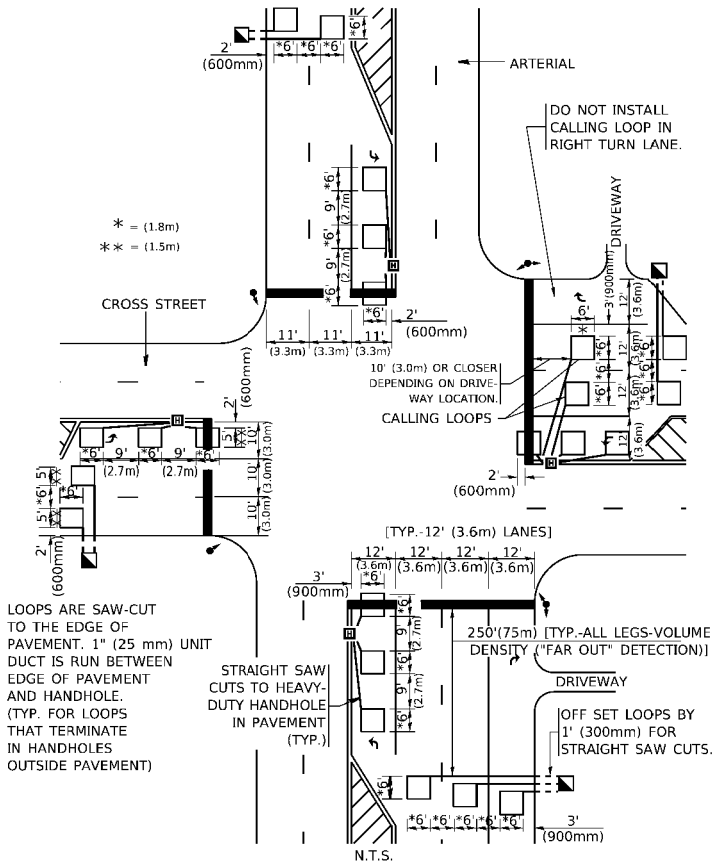
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



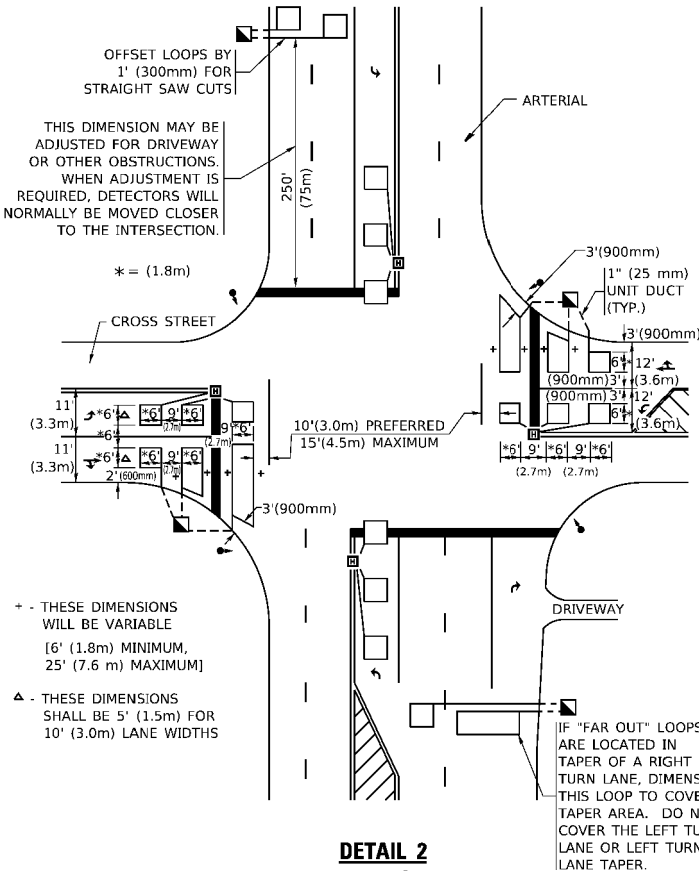
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

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.

NOTES

- THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL NOT BE REMOVED UNTIL THE PROPOSED TRAFFIC SIGNAL EQUIPMENT IS OPERATIONAL OR AS DIRECTED BY THE ENGINEER.
- ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.

SUGGESTED TEMPORARY TRAFFIC SIGNAL NOTES

- MAINTAIN EXISTING TRAFFIC SIGNAL INSTALLATION UNTIL NEW MAST ARMS HAVE BEEN CONSTRUCTED AND ARE READY TO BE TURNED ON.
- RELOCATE SIGNAL HEADS, LIGHT DETECTOR AND CONFIRMATION BEACON TO NEW MAST ARM.
- TURN ON NEW MAST ARMS AND REMOVE EXISTING MAST ARMS.
- RELOCATE PEDESTRIAN SIGNAL HEADS FROM EXISTING MAST ARM POLE TO NEW MAST ARM POLES.
- RELOCATE ILLUMINATED ROADWAY NAME SIGN FROM EXISTING MAST ARM TO NEW MAST ARM.
- REMOVE EXISTING MAST ARM POLE AND FOUNDATION.

REMOVAL AND RELOCATION NOTES:

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

- | | | |
|---|------|---------------------------------------|
| 1 | EACH | STEEL DUAL MAST ARM ASSEMBLY AND POLE |
| 6 | EACH | PEDESTRIAN PUSH BUTTON |

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED MAST ARMS

- | | | |
|---|------|-------------------------------|
| 5 | EACH | 3-SECTION SIGNAL HEAD |
| 1 | EACH | 5-SECTION SIGNAL HEAD |
| 5 | EACH | TRAFFIC SIGNAL BACKPLATE |
| 1 | EACH | CONFIRMATION BEACON |
| 1 | EACH | LIGHT DETECTOR |
| 1 | EACH | ILLUMINATED ROADWAY NAME SIGN |
| 2 | EACH | PEDESTRIAN SIGNAL HEAD |

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE EXISTING SIGNS FROM THE MAST ARM ASSEMBLIES THAT ARE BEING REMOVED AND TRANSFER THEM TO THE PROPOSED MAST ARM ASSEMBLIES PER THE STANDARD SPECIFICATIONS.

EXISTING INTERCONNECT
TO HOWARD STREET

223'-E-2"
194'-E-2-4"
96'-E-4"
5'-E-4-4"
68'-E-2"
46'-E-4"
EX 50' MA
101'-E-4"
152'-E-4"

EX POLE MOUNTED SERVICE
EX 52' MA

LANDMEIER ROAD

9'-E-2 1/2"
110'-E-4"
48'-E-2 1/2"
EX-56'-UC-3"

EX 10' POST
EX 55' MA

262'-E-2"

EXISTING INTERCONNECT
TO GREENLEAF AVENUE

IL RTE 83
(BUSSE ROAD)

IL RTE 83
(BUSSE ROAD)

0 20 40 60
SCALE IN FEET

EX 55' MA
53'-E-3"
EX POST
50'-E-2 1/2"

EX 30' MA
10'-E-2 1/2"

80'-E-4"
132'-E-4"

LANDMEIER ROAD

SEE NOTE 1

24'-E-4"

REMOVE EXISTING DUAL MAST ARM
& POLE

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DEPARTMENT OF TRANSPORTATION

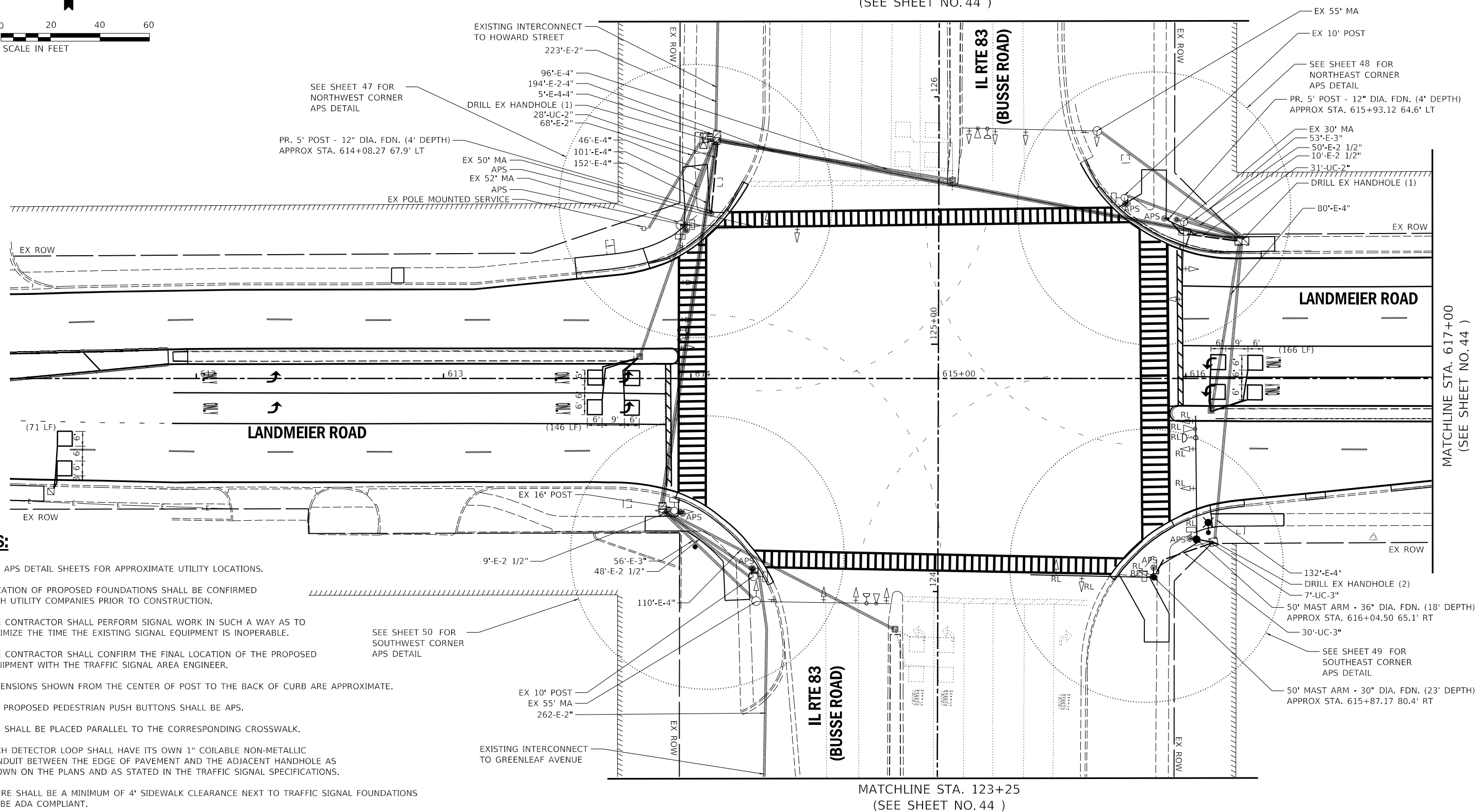
TRAFFIC SIGNAL REMOVAL PLAN
LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)

SCALE: 1" = 20' SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	42
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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ECON 111

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NOTES:

1. SEE APS DETAIL SHEETS FOR APPROXIMATE UTILITY LOCATIONS.
2. LOCATION OF PROPOSED FOUNDATIONS SHALL BE CONFIRMED WITH UTILITY COMPANIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE EXISTING SIGNAL EQUIPMENT IS INOPERABLE.
4. THE CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PROPOSED EQUIPMENT WITH THE TRAFFIC SIGNAL AREA ENGINEER.
5. DIMENSIONS SHOWN FROM THE CENTER OF POST TO THE BACK OF CURB ARE APPROXIMATE.
6. ALL PROPOSED PEDESTRIAN PUSH BUTTONS SHALL BE APS.
7. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
8. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
9. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.
10. THIS LOCATION HAS BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY THE ENGINEER TO ENSURE ENSURE ADA COMPLIANCE.

TS 3460
ECON 111

50 YEARS  Engineering Enterprises, Inc. CONSULTING ENGINEERS 52 Wheeler Road Sugar Grove, Illinois 60554 630.466.6700 / www.eeiweb.com	USER NAME -	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2)				1333	22-00078-00-R5	COOK	63	43
	PLOT SCALE -	CHECKED -	REVISED -		CONTRACT NO. 61K19								
	PLOT DATE -	DATE	REVISED -		SCALE: 1" = 20'	SHEET 1	OF 2 SHEETS	STA.	TO STA.				

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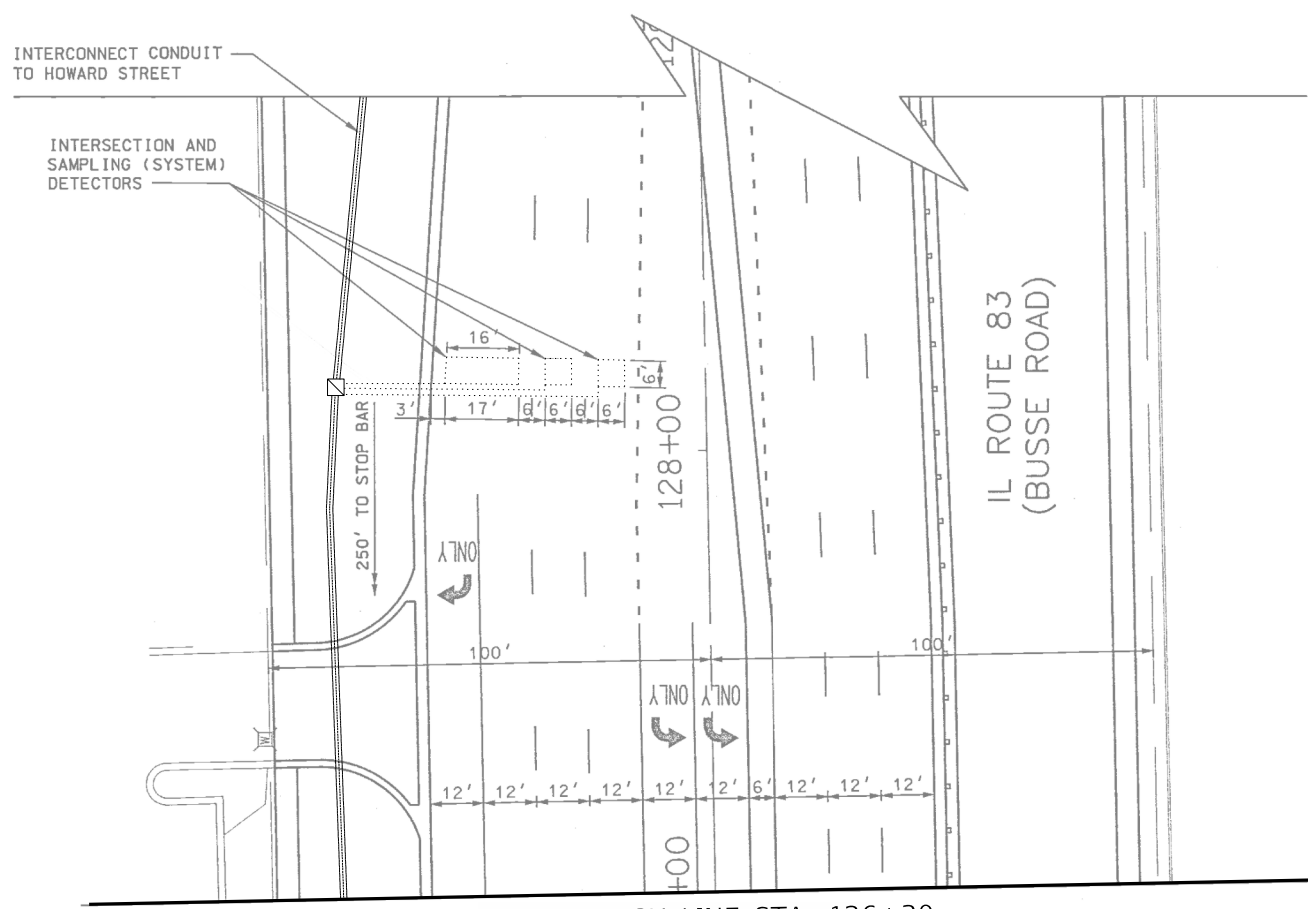
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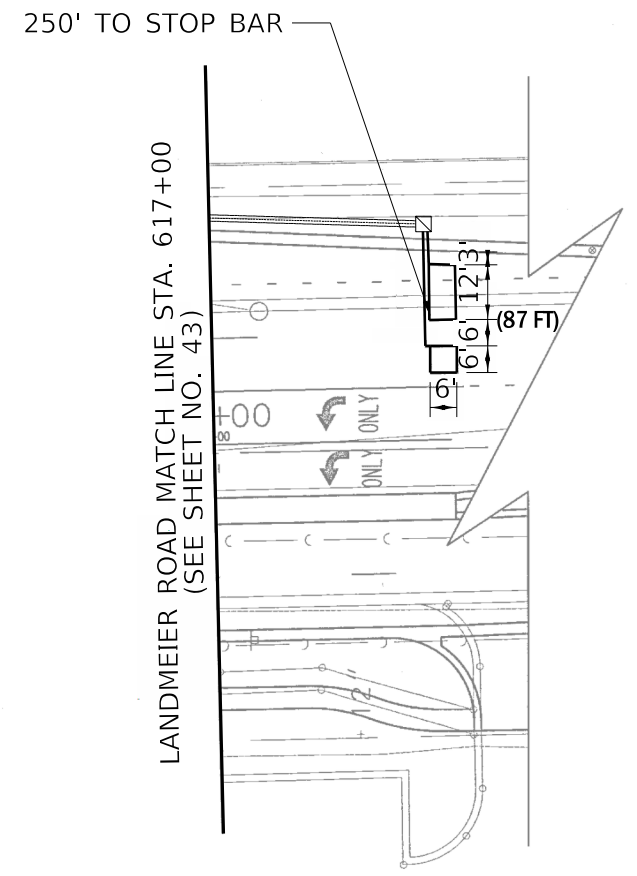
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2)
SCALE: 1" = 20' SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	44
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

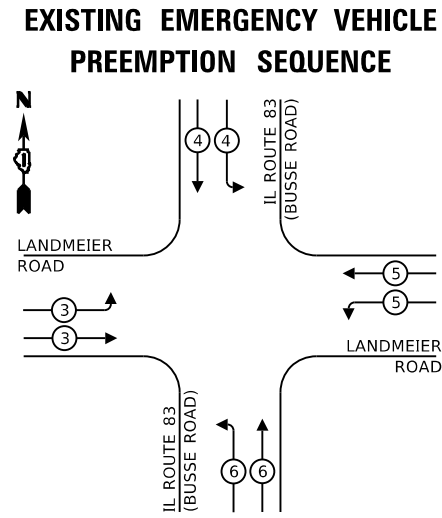
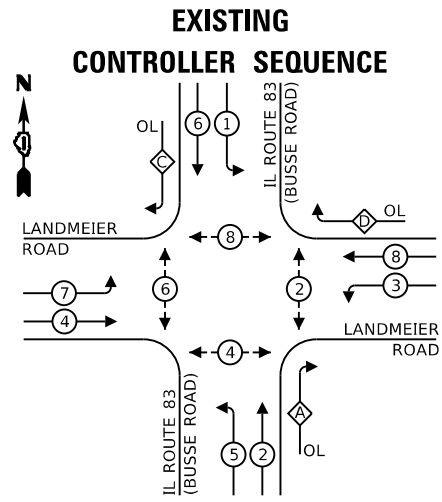


BUSSE ROAD MATCH LINE STA. 126+30
(SEE SHEET NO. 43) BUSSE ROAD MATCH LINE STA. 123+25
(SEE SHEET NO. 43)



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LEGEND:

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

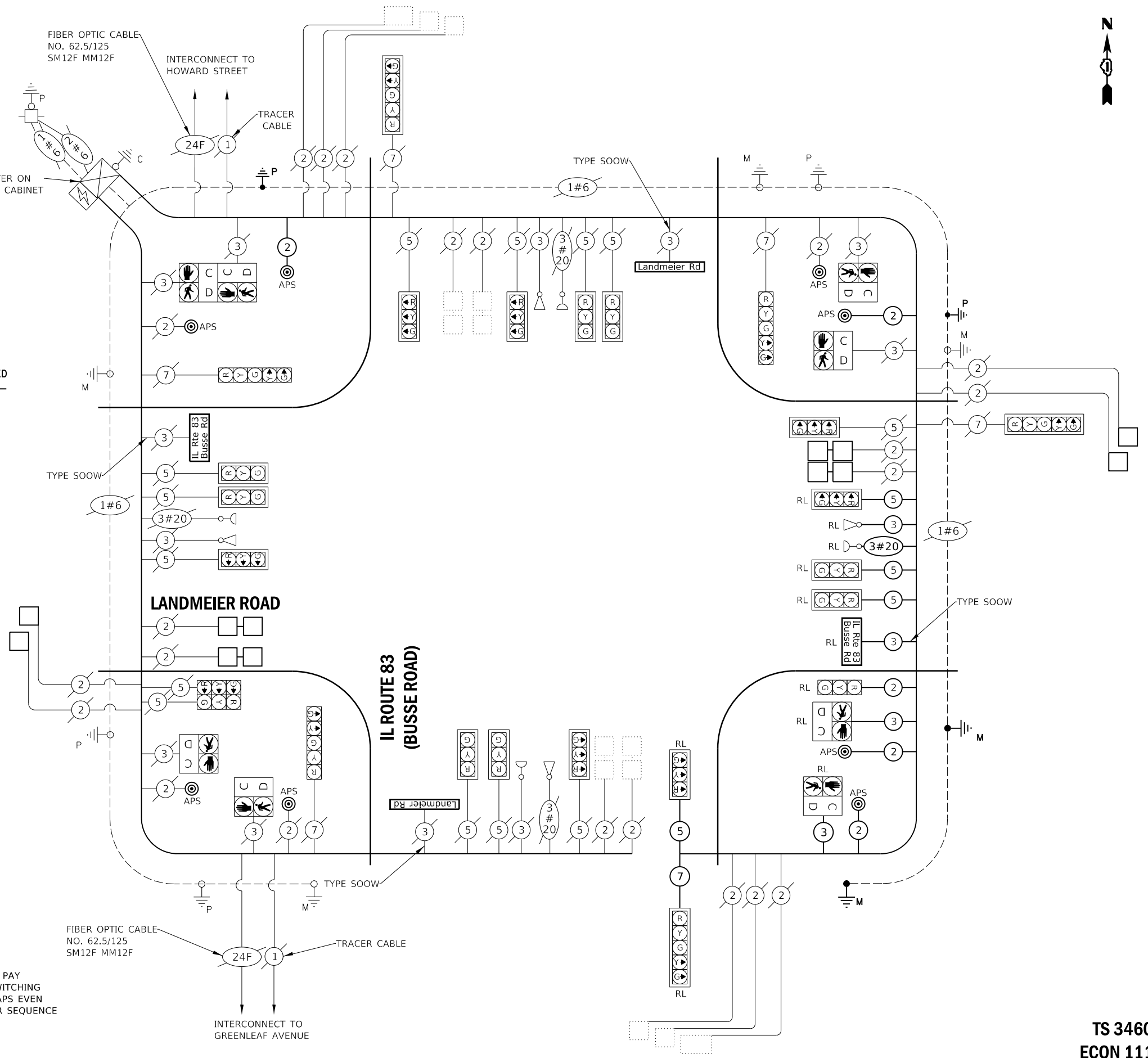
RIGHT TURN OVERLAP PHASE DESIGNATION

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

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS			
TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 3-SECTION	18	11	198
4-SECTION		14	
5-SECTION	6	13	78
PROGRAMMABLE SIGNALS			
3-SECTION		22	
4-SECTION		32	
5-SECTION		28	
PED. SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER		100	
UPS	1	25	25
DETECTION RADAR		20	
VIDEO		20	
BLANK-OUT SIGN		25	
NETWORK SWITCH II OR III		35	
CELLULAR MODEM		15	
TOTAL UPS SIZING			571
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER		15	
LED STREET NAME SIGN	4	120	480
LUMINAIRE		240	
TOTAL SERVICE WIRE SIZING			1656
ENERGY COSTS TO:			
ILLINOIS DEPARTMENT OF TRANSPORTATION			
201 WEST CENTER COURT SCHAUMBURG, IL 60196-1096			
ENERGY SUPPLY: CONTACT: JAMES CAMPBELL			
PHONE: 630-940-6805			
COMPANY: COMMONWEALTH EDISON			
ACCOUNT NUMBER: 07591-68226			

NOTES

- MODIFY EXISTING CONTROLLER PAY ITEM SHALL BE USED WHEN SWITCHING DUAL CALL PUSHBUTTONS TO APS EVEN THOUGH EXISTING CONTROLLER SEQUENCE ISN'T CHANGING.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	45
CONTRACT NO. 61K19				

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ECON 111

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

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YEARS



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PLOT DATE -	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) SCHEDULE OF QUANTITIES			
SCALE: N.T.S.	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	46
CONTRACT NO. 61K19				
		ILLINOIS	FED. AID PROJECT	

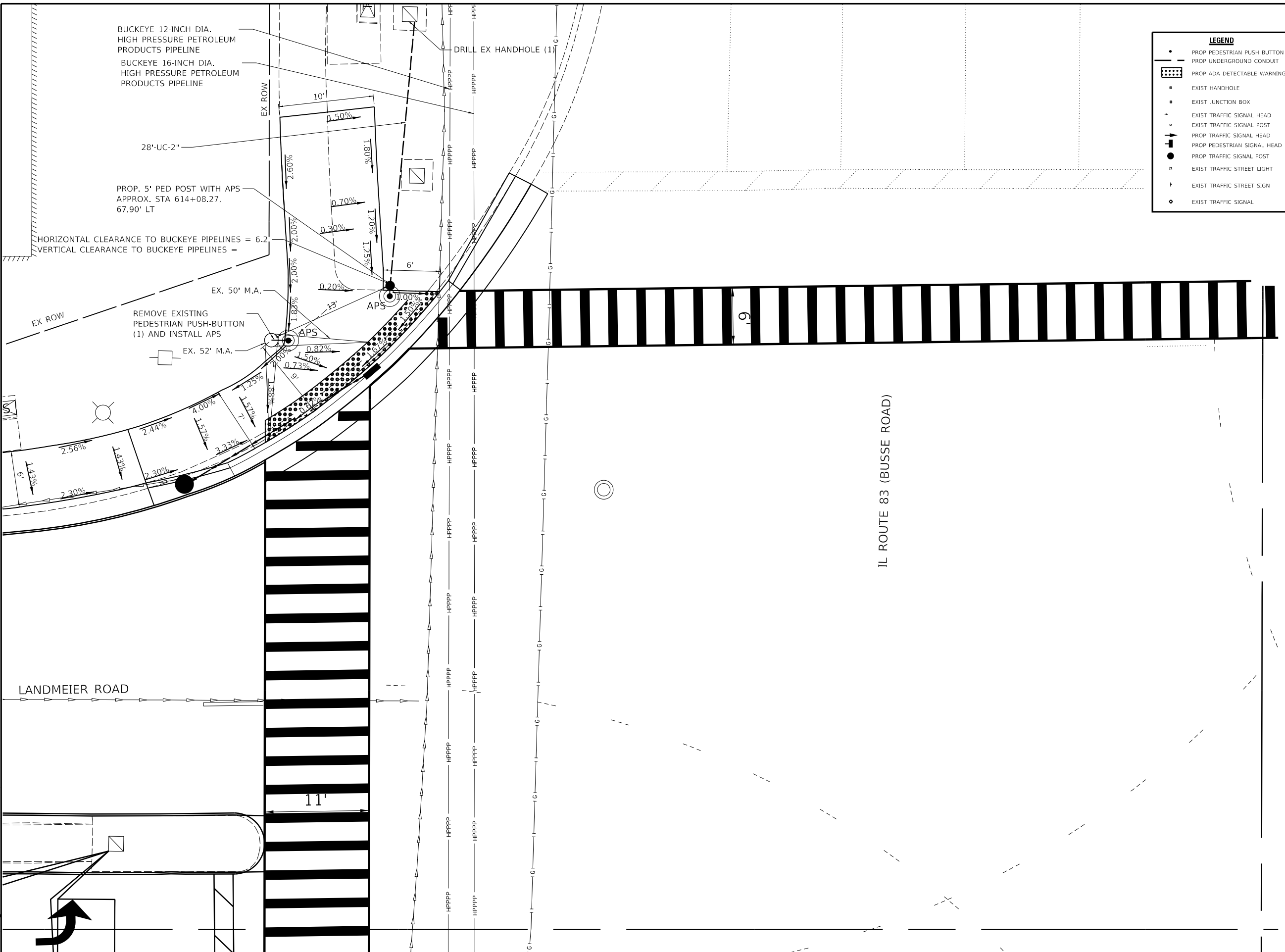
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SCHEDULE OF QUANTITIES

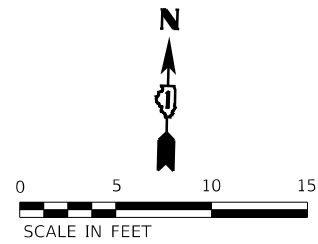
ITEM DESCRIPTION	UNIT	TOTAL QTY.
RELOCATE SIGN PANEL - TYPE 1	SQ FT	18
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	59
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	37
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,147
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,652
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,163
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	450
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	1,116
STEEL MAST ARM ASSEMBLY AND POLE, 50 FT	EACH	2
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	23
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	18
DRILL EXISTING HANDHOLE	EACH	4
DETECTOR LOOP, TYPE I	EACH	470
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6,674
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3C	FOOT	441
PEDESTRIAN SIGNAL POST, 5 FT	EACH	2
ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	403
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

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LEGEND

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



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

GENERAL NOTES

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

REMOVAL NOTES

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

1 EACH PEDESTRIAN PUSH-BUTTON

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
NORTHWEST CORNER ACCESSIBLE PEDESTRIAN SIGNAL DETAIL

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	47
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				

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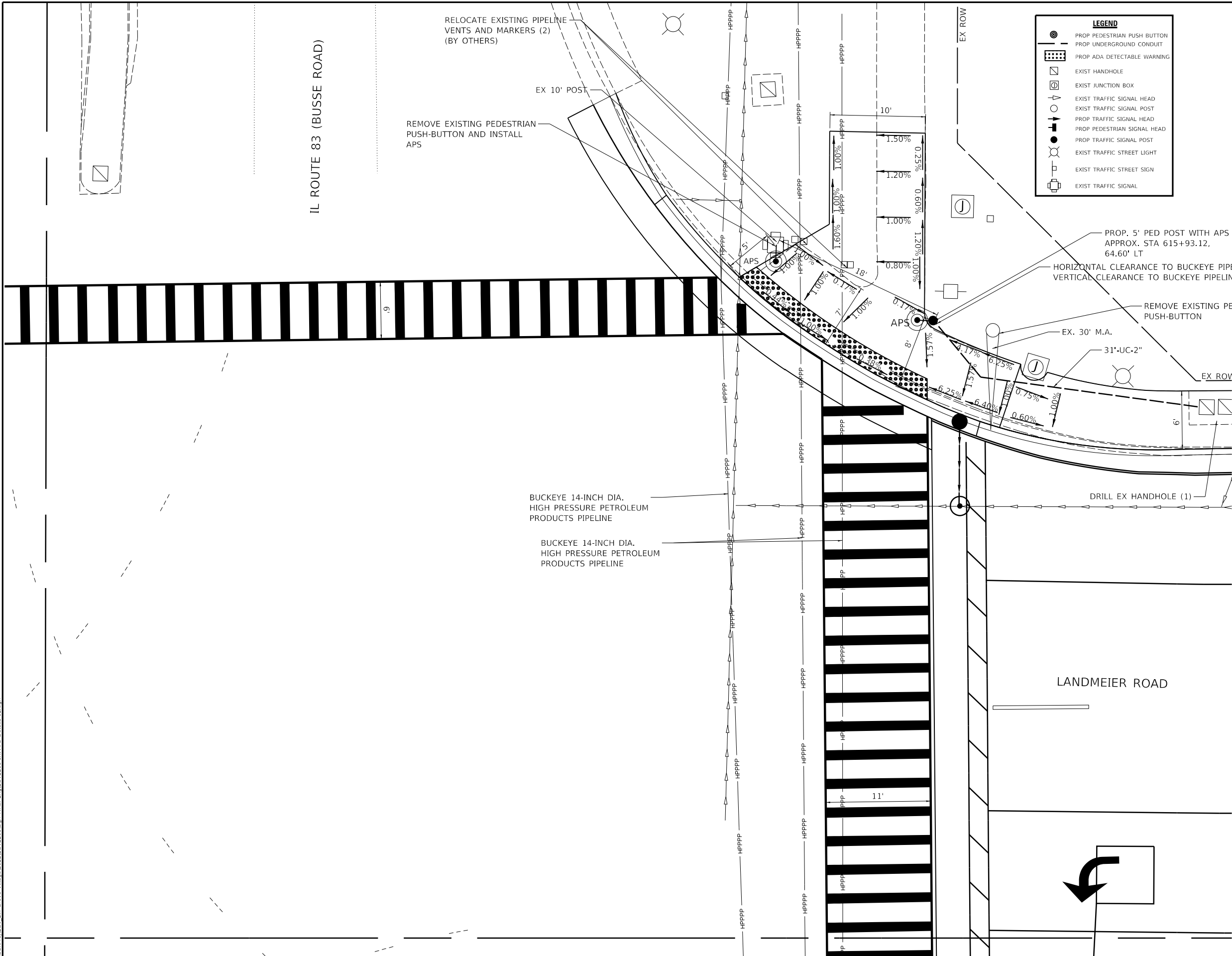
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
NORTHEAST CORNER ACCESSIBLE PEDESTRIAN SIGNAL DETAIL

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	48
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				



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

GENERAL NOTES

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

REMOVAL NOTES

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

2 EACH PEDESTRIAN PUSH-BUTTON

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50 YEARS



Engineering Enterprises, Inc.

CONSULTING ENGINEERS

52 Wheeler Road

Sugar Grove, Illinois 60554

630.466.6700 / www.eeiweb.com

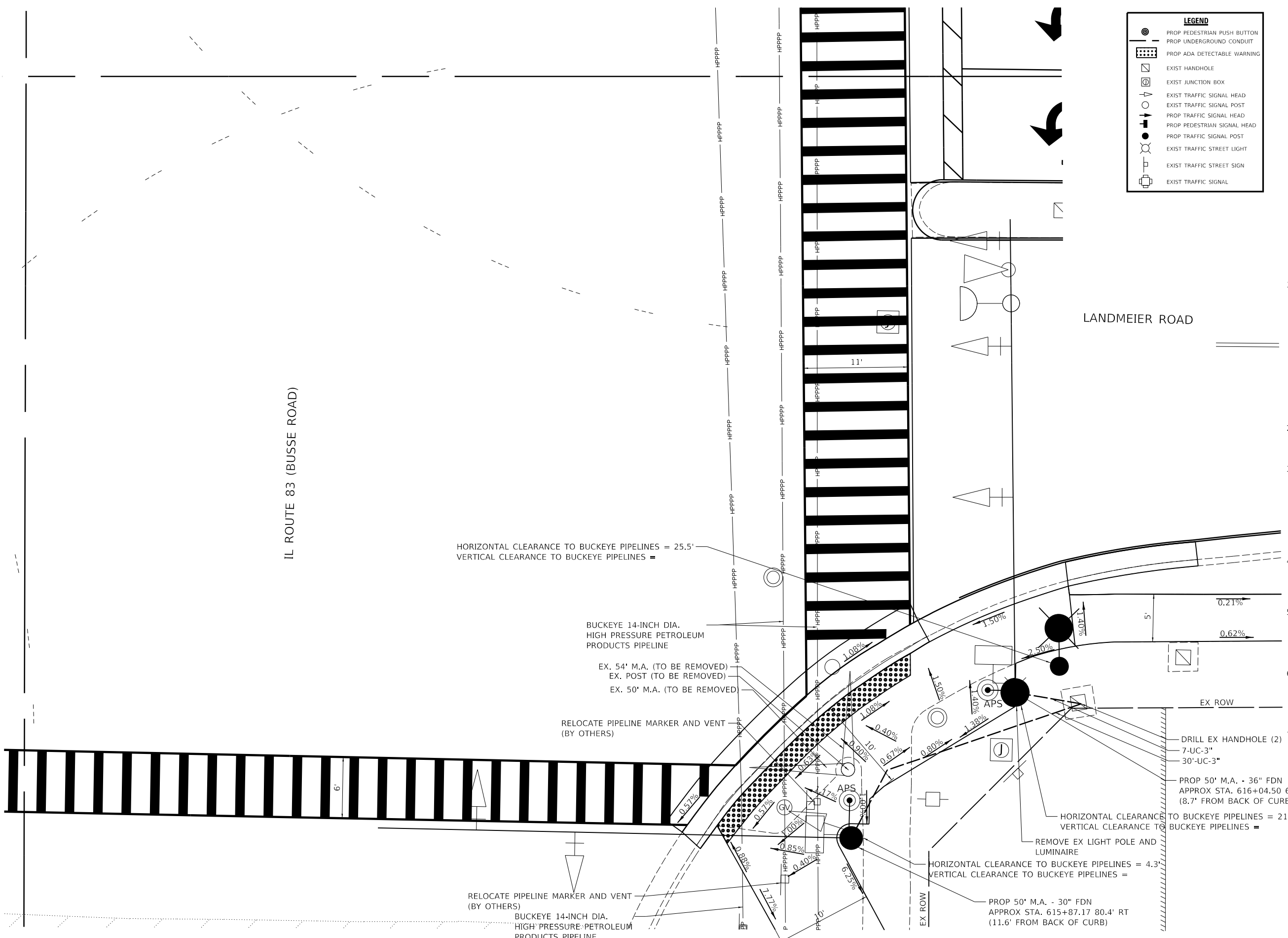
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD)
SOUTHEAST CORNER ACCESSIBLE PEDESTRIAN SIGNAL DETAIL

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	49
CONTRACT NO. 61K19				
ILLINOIS FED. AID PROJECT				



LEGEND

PROP PEDESTRIAN PUSH BUTTON

PROP UNDERGROUND CONDUIT

PROP ADA DETECTABLE WARNING

EXIST HANDHOLE

EXIST JUNCTION BOX

EXIST TRAFFIC SIGNAL HEAD

EXIST TRAFFIC SIGNAL POST

PROP TRAFFIC SIGNAL HEAD

PROP PEDESTRIAN SIGNAL HEAD

PROP TRAFFIC SIGNAL POST

EXIST TRAFFIC STREET LIGHT

EXIST TRAFFIC STREET SIGN

EXIST TRAFFIC SIGNAL

0 5 10 15

SCALE IN FEET

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

GENERAL NOTES

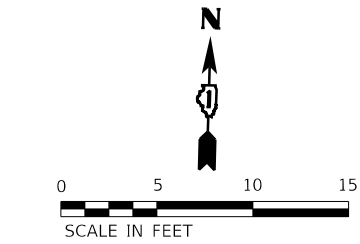
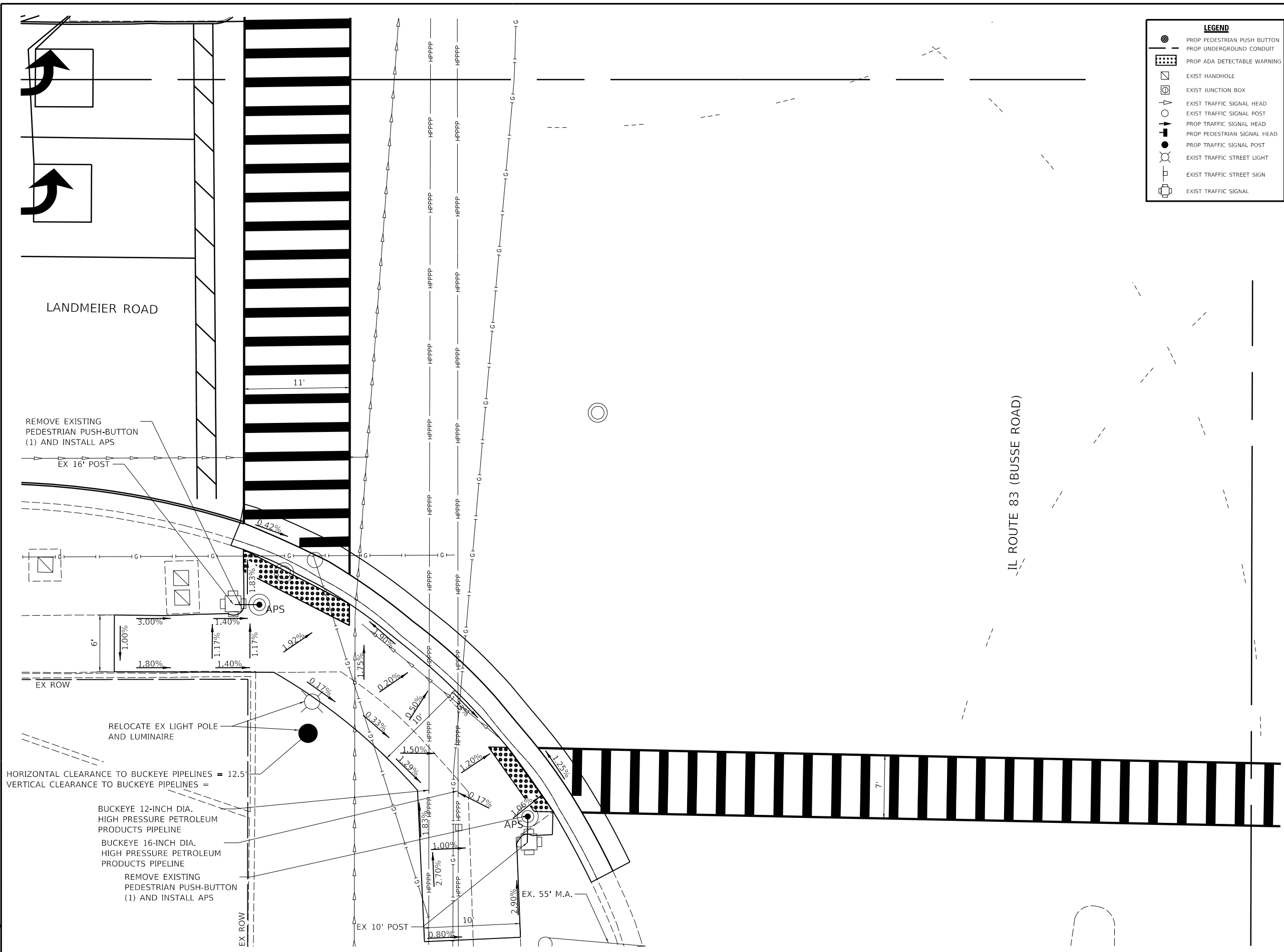
1. CONTACT IDOT DISTRICT 1 TRAFFIC SIGNAL SECTION 72 HOURS IN ADVANCE FOR PEDESTRIAN PUSH BUTTON LAYOUT.
2. ALL PEDESTRIAN PUSH BUTTON POSTS SHALL BE LOCATED AS SHOWN IN THE PLANS.
3. ALL PEDESTRIAN PUSH BUTTONS SHALL BE WITHIN 10 FT. FROM THE BACK OF THE CURB OR THE EDGE OF PAVEMENT FOR EACH CROSSING.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

REMOVAL NOTES

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

2 EACH PEDESTRIAN PUSH-BUTTON

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PLOT DATE = 4/22/2026 3:14:57 PM
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1. THE INSTALLATION OF ACCESSIBLE PEDESTRIAN SIGNALS SHALL INCLUDE THE INTERACTIVE VIBROTACTILE PEDESTRIAN PUSH BUTTON WITH SPEAKER, AN INFORMATIONAL SIGN, A LIGHT-EMITTING DIODE (LED) INDICATOR LIGHT, A SOLID-STATE ELECTRONIC CONTROL BOARD, A POWER SUPPLY, INTERNAL WIRING AND MOUNTING HARDWARE.
2. THE INFORMATIONAL SIGN SHALL CONFORM TO THE MUTCD STANDARD R10-3-i (BRAILLE SIGN). THE SELECTION OF THE SIGN SHALL BE APPROVED BY THE ENGINEER.

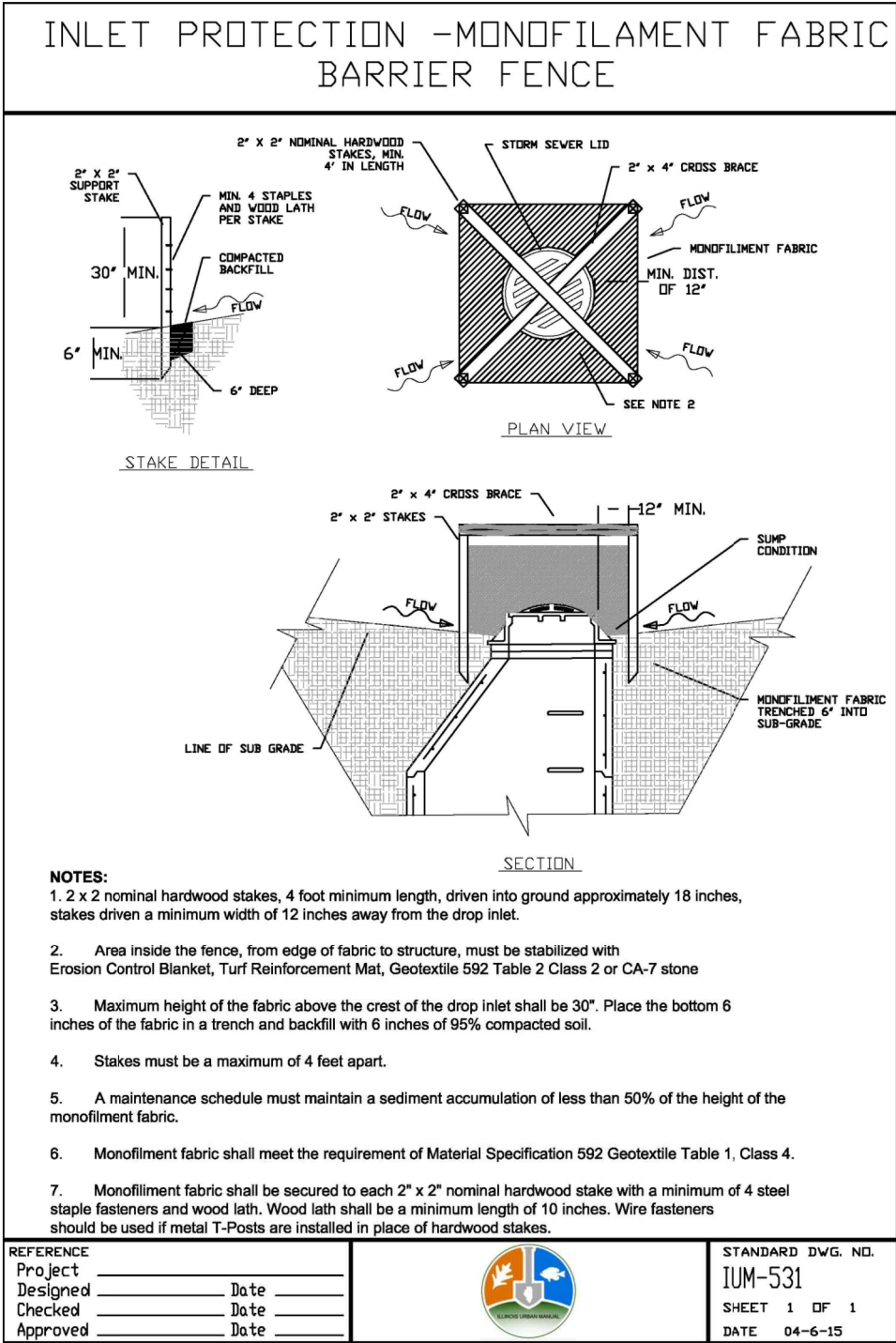
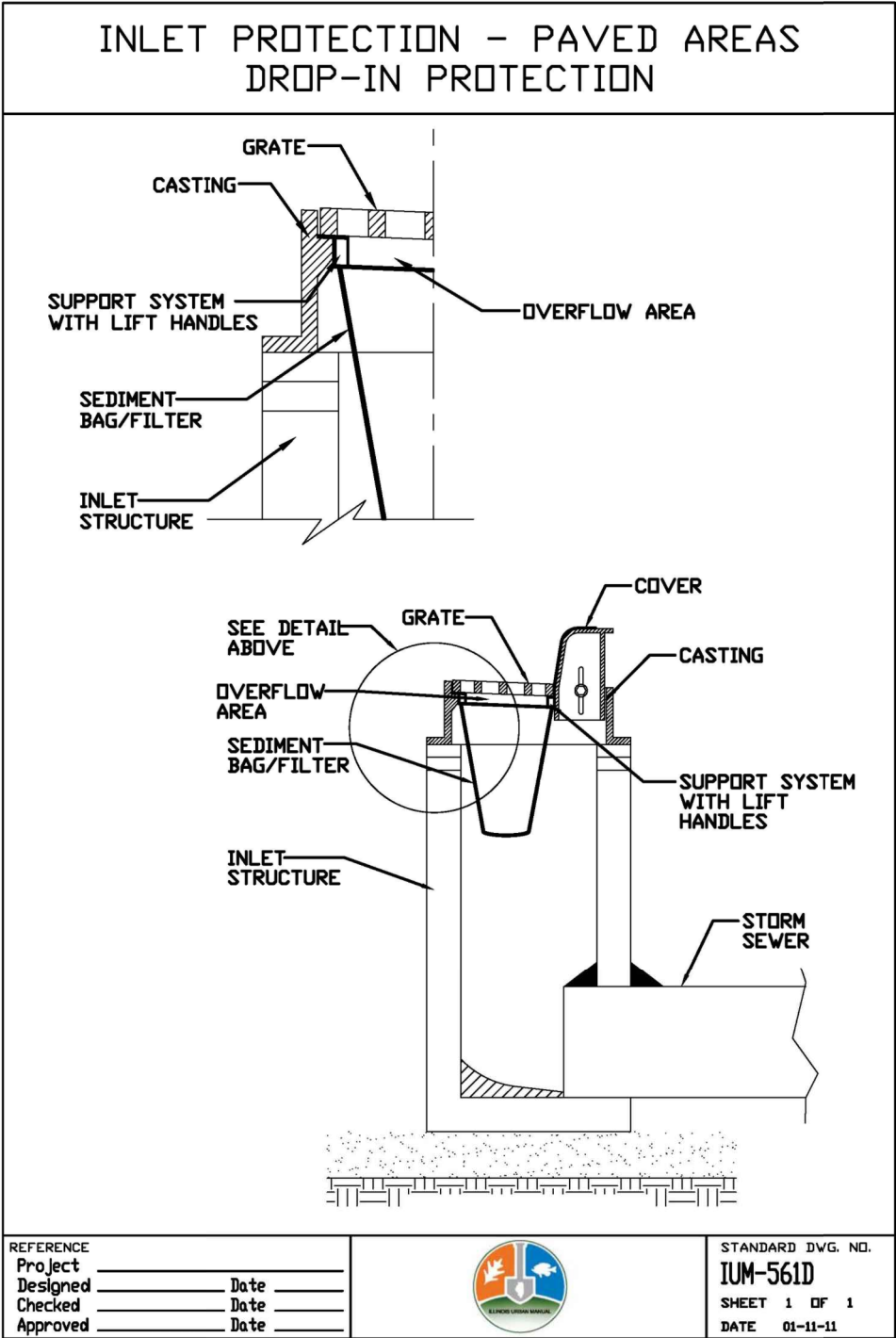
GENERAL NOTES

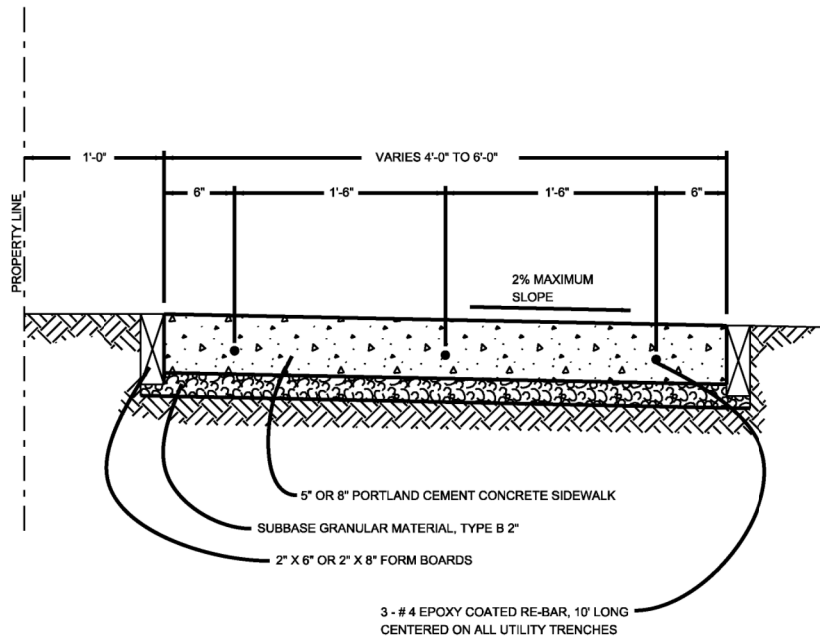
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REMOVAL NOTES

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

2 EACH PEDESTRIAN PUSH-BUTTON

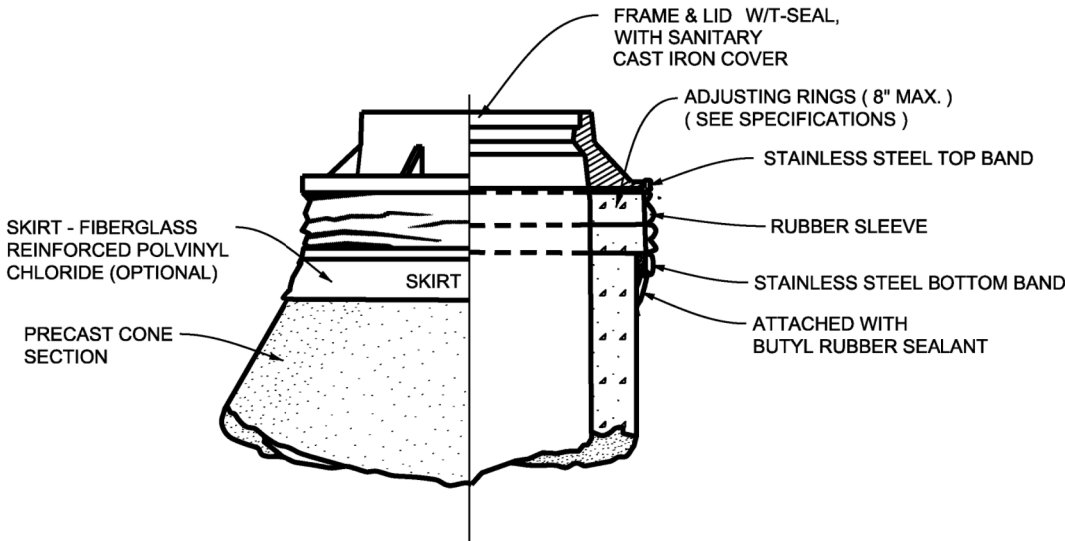




NOTE:

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

PCC SIDEWALK



CHIMNEY SEAL

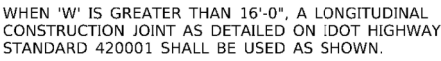
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PLOT DATE -	DATE -	REVISED -

LANDMEIER RD AND IL RTE 83 (BUSSE ROAD) VILLAGE OF ELK GROVE VILLAGE DETAILS			
SCALE: N.T.S.	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	52
CONTRACT NO. 61K19				
ILLINOIS		FED. AID PROJECT		



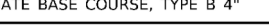
SUMMARY OF DRIVEWAY PAVEMENT



SECTION A-A PCC DRIVEWAY



SECTION A-A HMA DRIVEWAY



SECTION B-B

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



SECTION C-C

GUIDE FOR DRIVEWAY LENGTH

1. MEET EXISTING WALK (USE JOINT FOR PCC PAVEMENT SECTION B-B)
2. IF THERE IS NO EXISTING OR PROPOSED WALK, EXTEND TO RIGHT OF WAY LINE
3. IF THERE IS NO EXISTING WALK BUT A PROPOSED WALK IS REQUIRED, CONSTRUCT 8 INCH WALK FOR FULL DRIVEWAY WIDTH (SECTION B-B)
4. IF THERE IS A WALK ADJUSTMENT, CONSTRUCT 8" WALK FOR FULL DRIVEWAY WIDTH AND 5" WALK BEYOND.

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

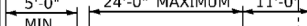
CHART

* PRIVATE DRIVES: 12'-0" MINIMUM, 24'-0" MAXIMUM

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

MAXIMUM DRIVEWAY SLOPE

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



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

LIMITATIONS UPON PRIVATE DRIVES

AT STREET INTERSECTIONS
MAXIMUM WIDTH & MINIMUM DISTANCE
BETWEEN DRIVES

NOTE A

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

GENERAL NOTE:

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

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



COUNTY OF COOK
DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

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

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

C-XXX

NOT TO SCALE SHEET X

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-RS	COOK	63	53
		CONTRACT NO. 61K19		
ILLINOIS		FED. AID PROJECT		



The diagram illustrates a cross-section of a road construction project. It shows the 'EXISTING PAVEMENT' on the left, which transitions into a 'PROPOSED HMA SURFACE REMOVAL' area. A 'SAW CUT' is indicated on the right side of the removal area. A 'TEMPORARY HMA RAMP' is shown as a sloped section of new material. Key dimensions and labels include:

- 'PROPOSED PAY LIMIT OF HMA SURF. REMOVAL' and 'FULL THICKNESS OF MILLING' at the top.
- 'TEMPORARY RAMP (NOTE "C") (NOTE "E")' for the upper sloped section.
- '4'-6" (1.35 m) PAY LIMIT FOR BUTT JOINT (NOTE "D") (NOTE "F")' for the lower sloped section.
- 'EXISTING HMA SURFACE' on the far right.
- Gravel thickness specifications: '1 3/4 (45) FOR E AND SMA 9.5 MIX', '1 1/2 (40) FOR D MIX', and '2 (50) FOR SMA 12.5 MIX'.
- A '*' symbol marks a specific point on the existing pavement.

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

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

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

- 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")

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.

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Engineering Enterprises, Inc.
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52 Wheeler Road
Sugar Grove, Illinois 60554
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USER NAME = lawr encedemanche
PLOT SCALE = 0.0833 3/8" = 1"
PLOT DATE = 10/2/2025

DESIGNED - L.H.A.
DRAWN -
CHECKED -
DATE - 06-89

REVISED - T. RAMMACHER 01-06-00
REVISED - A. SCHUETZE 07-01-13
REVISED - A. SCHUETZE 09-15-06
REVISED - D. SENDERAK 05-03-25

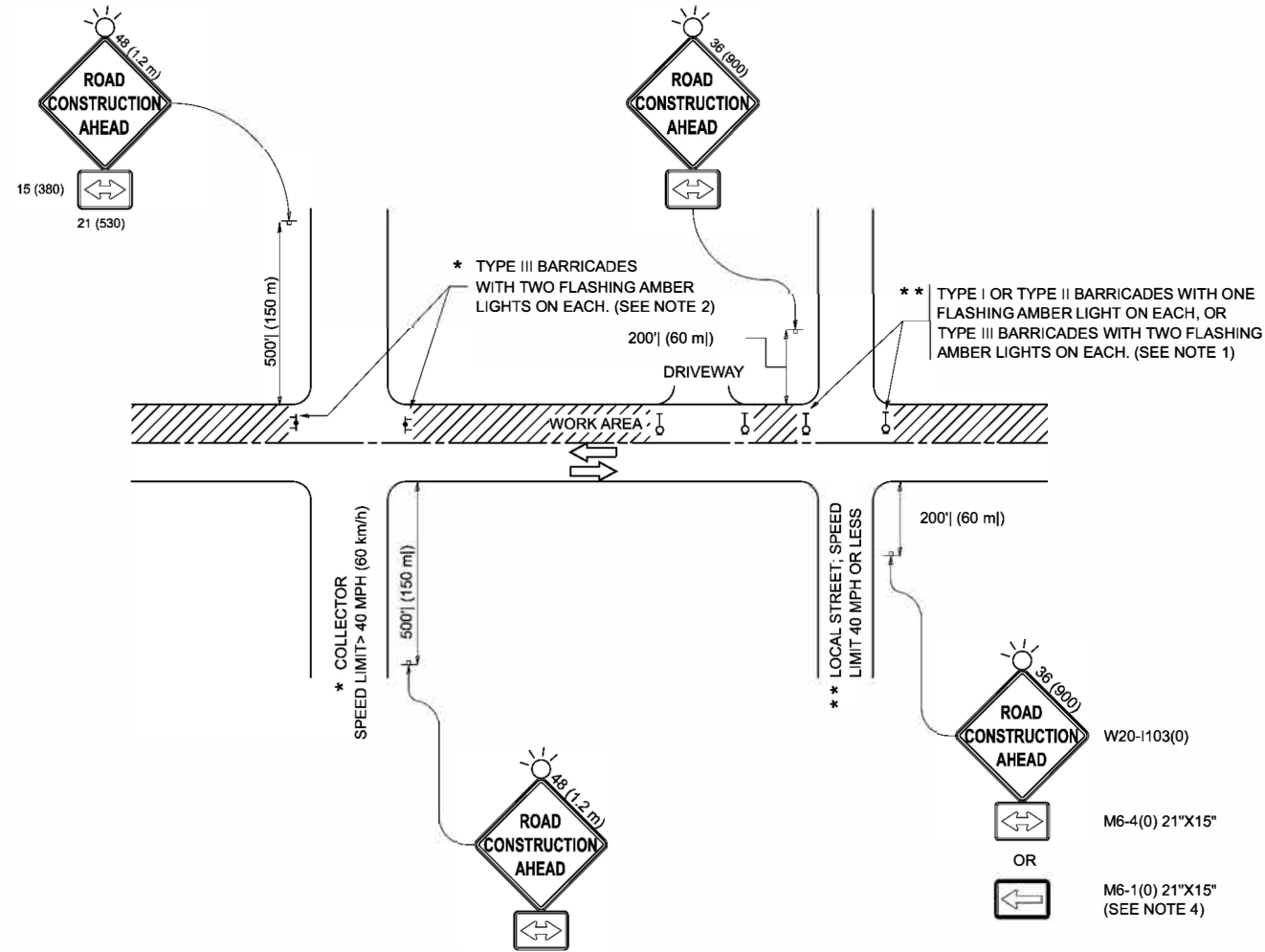
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET OF SHEETS STA. TO STA.

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

F.A.P RTE.	S ECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	57
TC-10		CONTRACT NO. 61K19		
ILLINOIS		FED. AID PROJECT		



NOTES:

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



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

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

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.

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

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

SEE DETAIL "A"

	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

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

B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE
OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
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" R3-1100R 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
REQUIREMENTS.
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.

Diagram illustrating the removal of conflicting pavement markings and the application of reflective tape for a median crossover.

Labels and Callouts:

- CONFLICTING PAVEMENT MARKING REMOVAL (TYP.)
- ONLY
- SEE DETAIL "A"
- 6" WHITE REFLECTIVE PAVEMENT MARKING TAPE
- 20' MIN.
- 4" YELLOW REFLECTIVE PAVEMENT MARKING TAPE (REMOVE CONFLICTING WHITE SKIP-DASH LINES FIRST.)
- MEDIAN

Dimensions:

- 600)
- 380)

SEE DETAIL "A"

Diagram illustrating the stabilization of a sign using sandbags. The sign is labeled "LEFT TURN LANE" and features a left-turn arrow. The sign is mounted on a post. A dimension line indicates a minimum height of 5' (1.5 m) from the ground to the sign. The sign is stabilized by two sandbags placed on the ground, connected by a cable or chain. A note states: "STABILIZE SIGN WITH SANDBAGS AND CABLES AS NECESSARY".

LEFT
TURN
LANE

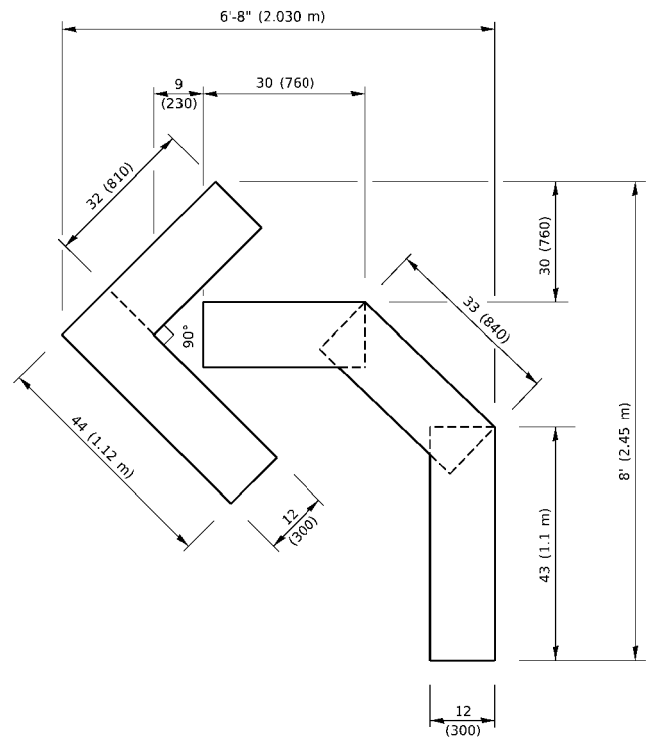
5' (1.5 m) MIN.
(SEE NOTE 7)

R3-1100L
24 x 24 (600 x 600)

M6-2L
21 x 15 (530 x 380)

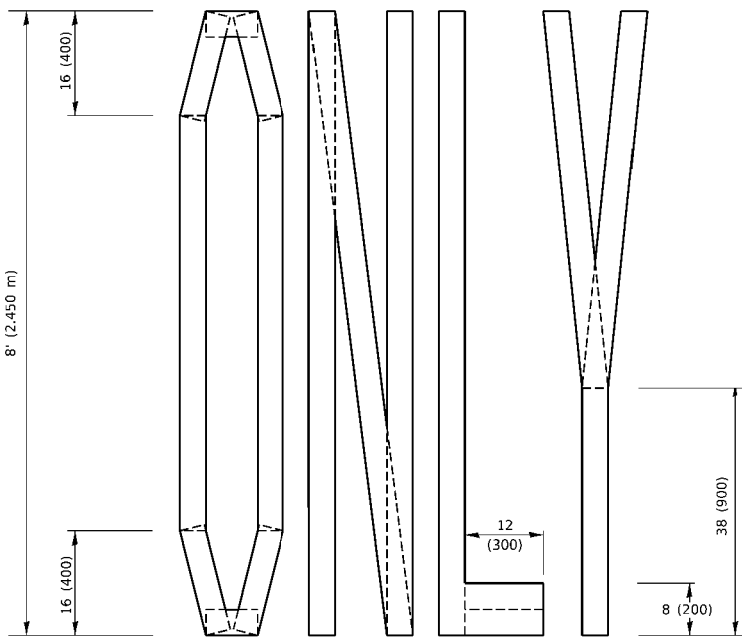
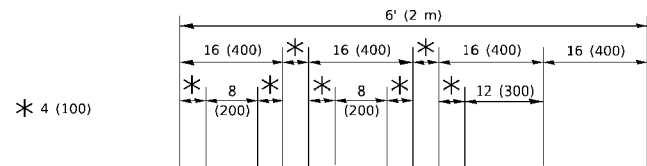
STABILIZE SIGN WITH SANDBAGS AND CABLES AS NECESSARY

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-R5	COOK	63	60
TC-14		CONTRACT NO. 61K19		
ILLINOIS		FED. AID PROJECT		



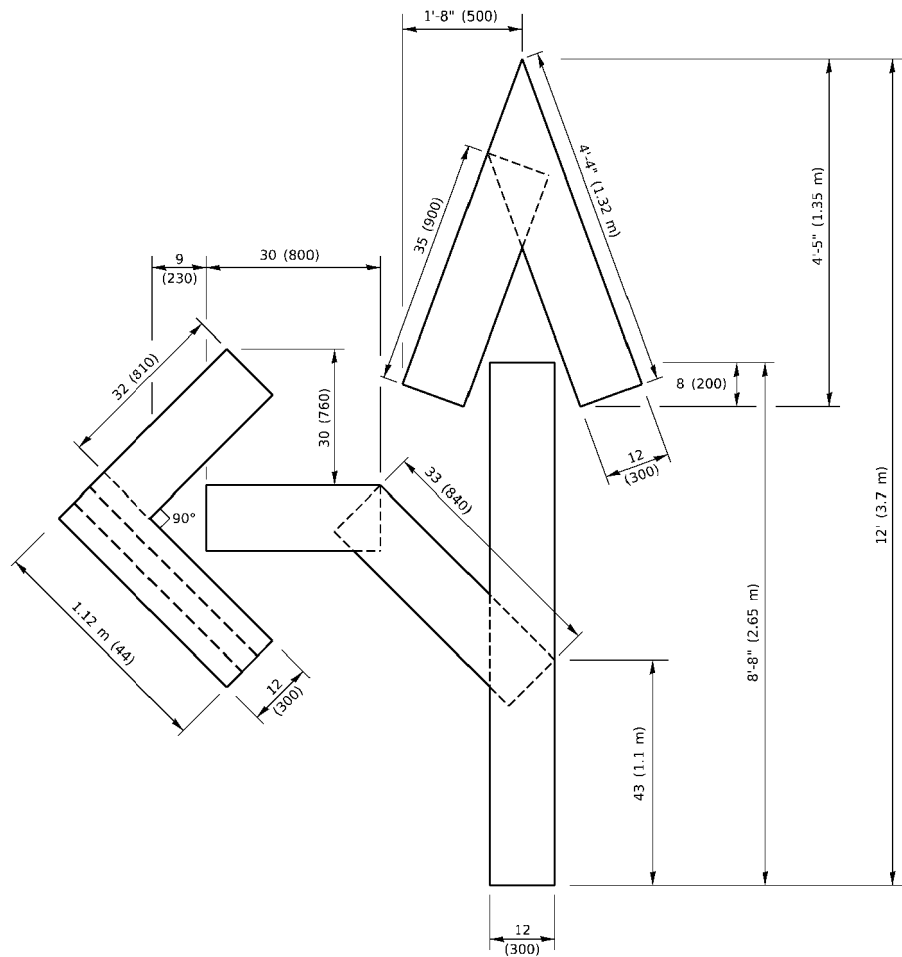
QUANTITY

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



QUANTITY

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

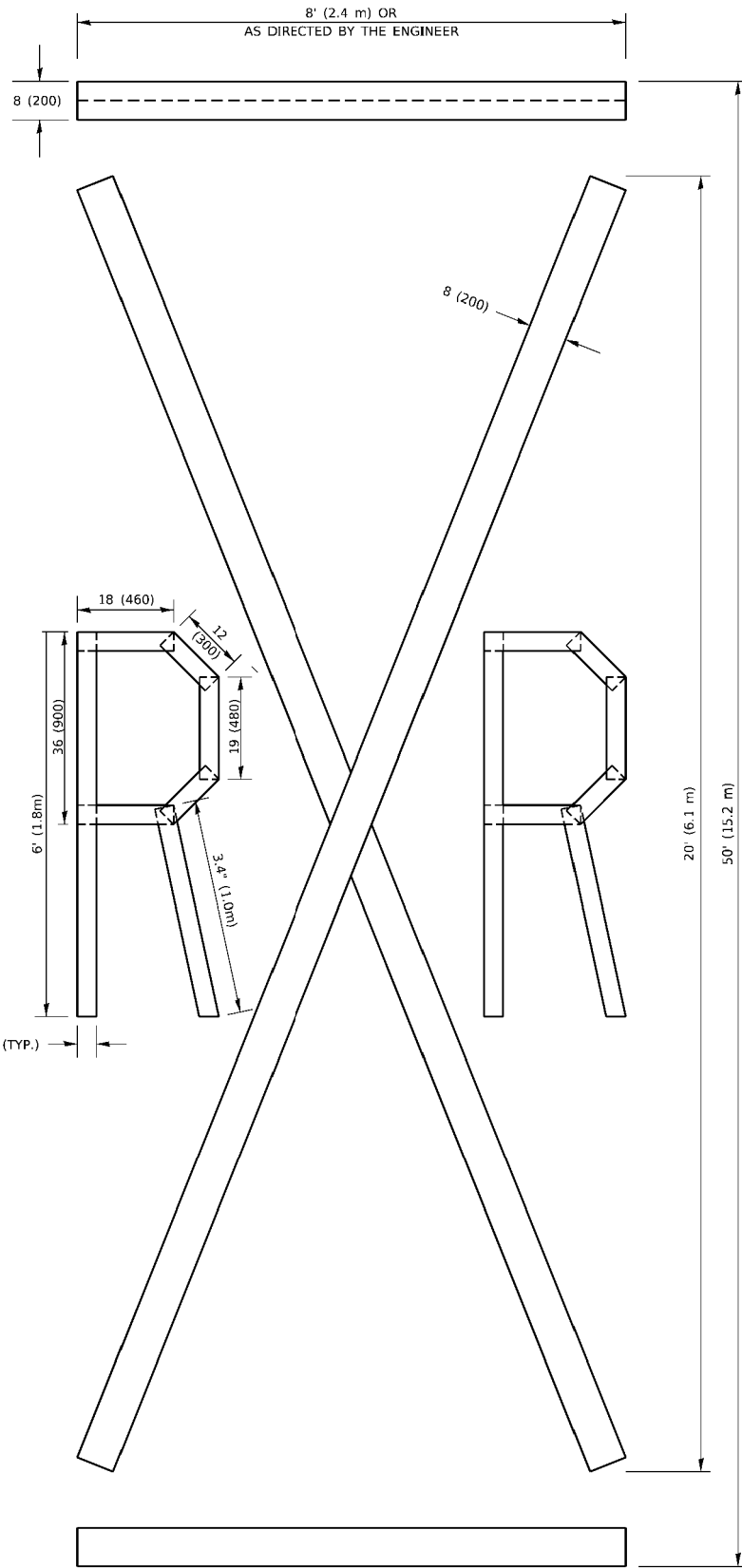


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: Default
FILE NAME: pw:\0848\BID\NTEG\Illinois.gov\PMIDOT\Documents\DOT Offices\District 1\Projects\Dist5\72x34\CAD\Bdata\CAD\SheetSet15.dgn

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

USER NAME = footernj	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-RS	COOK	63	61
TC-16		CONTRACT NO. 61K19		
ILLINOIS		FED. AID PROJECT		

MODEL: Default
FILE NAME: p:\11084\FB\DOT\EG\Illinois.gov\PWIDOT\Documents\DOT Office\District 1\Projects\Dist1\5072-34\CADD\Data\CAD\Sheet\c27.dgn

50 YEARS


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

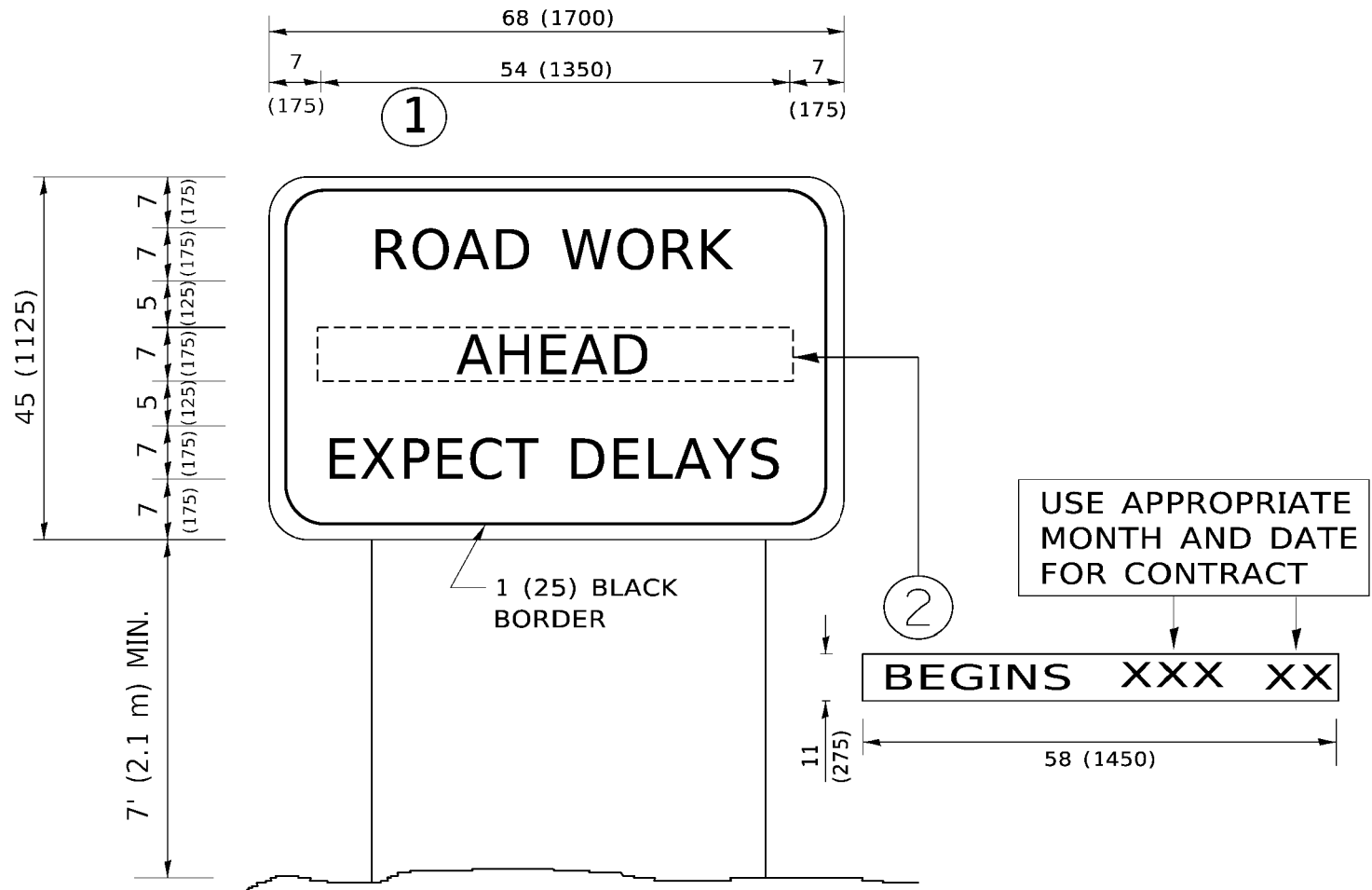
USER NAME = footernj	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD
INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1333	22-00078-00-RS	COOK	63	62
TC-22		CONTRACT NO. 61K19		
ILLINOIS		FED. AID PROJECT		



NOTES:

- USE BLACK LETTERING ON ORANGE BACKGROUND.
- ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
- ERECT SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
- REMOVE PANEL②SOON AFTER THE START OF CONSTRUCTION.
- SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
- ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
- SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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

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