## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

\* 83 + 1 = 84 TOTAL SHEETS

D-91-390-20

2020-007-RS&SW

KANE 83 1 CONTRACT NO. 62K78

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LOCATION OF SECTION INDICATED THUS: -

# FOR INDEX OF SHEETS, SEE SHEET NO. 2 PROPOSED HIGHWAY PLANS

THIS PROJECT IS LOCATED IN THE CITY OF ELGIN, VILLAGE OF BARTLETT AND UNINCORPORATED ELGIN TOWNSHIP.

FAP ROUTE 360: IL 25 (SAINT CHARLES STREET)
BLUFF CITY BLVD TO 0.4 MI N. OF STEARNS ROAD
SECTION: 2020-007-RS&SW
PROJECT: NHPP-34U2(653)
DESIGNED OVERLAY, NEW SHOULDERS, ADA IMPROVEMENTS
KANE COUNTY

#### **TRAFFIC DATA:**

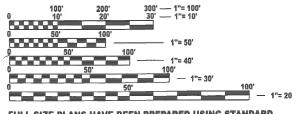
**FUNCTIONAL CLASS: OTHER PRINCIPAL ARTERIAL** 

IL-25 (SAINT CHARLES ST) / PROJECT BEGINS TO KENYON RD ADT (2023) = 15,900 VPD SPEED LIMIT = 50 MPH

IL-25 (SAINT CHARLES ST) KENYON RD TO BLUFF CITY BLVD ADT (2023) = 15,900 VPD SPEED LIMIT = 30-35 MPH

0

0

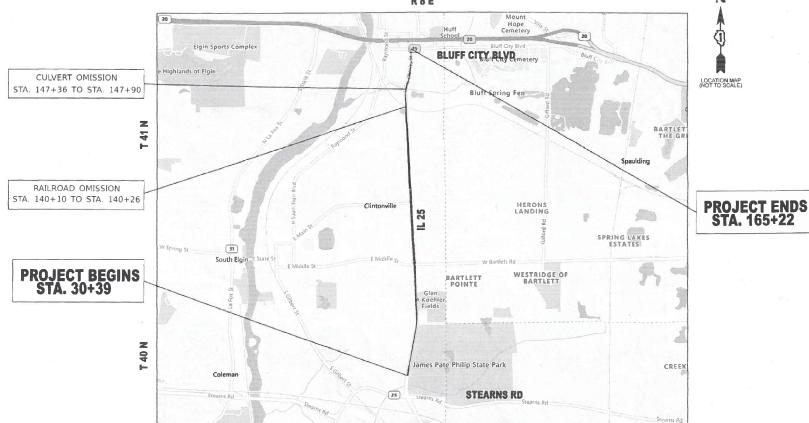


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

C-91-196-20 R 8 E



**ELGIN TOWNSHIP, SAINT CHARLES TOWNSHIP** 

GROSS & NET LENGTH = 13,483 FT. = 2.55 MILES NET LENGTH = 13,413 FT. = 2.54 MILES STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED

TAME 25

20 25

REGIONAL ENGINEER

AUGUST 15

ENGINEER OF DESIGN AND ENVINONMENT

AUGUST 15

DIRECTOR OF HIGHWAYS PROJECT IN LEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

**REV-SEP** 

**CONTRACT NO. 62K78** 

#### **INDEX OF SHEETS**

SHEET

56

ROADWAY RESURFACING CROSS SECTIONS

#### STATE STANDARDS

NO.	DESCRIPTION
1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6	SCHEDULE OF QUANTITIES
7-11	EXISTING AND PROPOSED TYPICAL SECTIONS
12-13	ALIGNMENT, TIES, AND BENCHMARKS
14-18	ROADWAY AND PAVEMENT MARKING PLAN
19-33	TRAFFIC SIGNAL IMPROVEMENT PLAN (APS AND DETECTOR LOOPS)
34-38	CURB RAMPS IMPROVEMENT PLAN
39-42	PROJECT DETAILS FOR CURB RAMPS (ADA)
43	BD-08: FRAMES AND LIDS ADJUSTMENT WITH MILLING
44	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
45	BD-24: CURB OR GUTTER AND GUTTER REMOVAL AND REPLACEMENT
46	BD-32: BUTT JOINT AND HMA TAPER DETAILS
47	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS
48	TC-11: TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
49	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKING
50	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
51	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
52	TC-22: ARTERIAL ROAD INFORMATION SIGN
53-54	TC-23: TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSING
55	TC-26: DRIVEWAY ENTRANCE SIGNING
56	TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR

STANDARD NO.	DESCRIPTION

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
601001-05	HMA SHOULDERS STRIPS/SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
604001-05	FRAME AND LIDS TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS ≥ 45 MPH
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTOL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS

#### **GENERAL NOTES (CONTINUED)**

- TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.
- 11. PAVEMENT MARKING TAPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 12. THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 13. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM AND FOUNDATIONS AND VERIFYING THE MAST ARM LENGHTS.
- 14. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 15. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.
- 16. ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL, P.C.C. SIDEWALK 5", DRIVEWAY REMOVAL AND REPLACEMENT, BRICK PAVER REMOVAL AND REINSTALL, AND DRAINAGE ADJUSTMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 17. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 18. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHS WHERE THE SPEED LIMIT IS 40 MPH OR LESS, AND 1 INCH. WHERE THE SPEED LIMIT IS OVER 40 MPH WITH WRITTEN APPROVAL FROM THE RESIDENT ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM OF 1:3 (V:H).
- 19. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

#### **GENERAL NOTES**

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, CITY OF ELGIN, VILLAGE OF BARTLETT, AND KANE COUNTY.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE
  ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 6. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- S. ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING
- 9. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

#### **GEOTECHNICAL NOTES**

- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH 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 EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
- . THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR1.

#### **SEE SHEET 2A FOR CONTINUATION**

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in	CHECKED	REVISED .
PLOT DATE = 7/19 /2025	DATE	REVISED .

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

F.A - P   RT E.	SECTION		CONTY	TOTAL HESETS	SHE
36 0	2020-007-RS&SW		KANE	83	2
			CONTRACT	NO. 621	<b>&lt;78</b>
	LILLINOIS	FED AIR	PROJECT		

#### MAINTENANCE OF TRAFFIC NOTES

WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP OFFS ADJACENT TO THE TRAVEL LANE SHALL BE KEPT AT A MINIMUM, PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES / DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND / OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITHIN THE PROPRIED BED STONEY. WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.

#### Table 2, Condition II

#### Drop-off Near the Edge of Traveled Way

Existing Road Type	Normal Posted Speed Limit, NPSL (mph)	Drop-off Depth, D (in.)	TCB is Warranted(2)	Use of TCB may be warranted, based on traffic exposure.(2)	Maximum Allowable Total Traffic (Both Directions)Without TCB (3)
2L2W	Up to 35	12 ≤ D ≤ 18		Yes(1)	3.02
2L2W	Up to 35	18 < D ≤ 24		Yes(1)	2.39
2L2W	Up to 35	24 < D ≤ 36		Yes(1)	2.08
2L2W	Up to 35	D > 36	Yes(1)		
2L2W	35 <npsl≤45< td=""><td>12 ≤ D ≤ 18</td><td></td><td>Yes(1)</td><td>1.42</td></npsl≤45<>	12 ≤ D ≤ 18		Yes(1)	1.42
2L2W	35 <npsl≤40< td=""><td>18 &lt; D ≤ 24</td><td></td><td>Yes(1)</td><td>1.12</td></npsl≤40<>	18 < D ≤ 24		Yes(1)	1.12
2L2W	> 45	D > 12	Yes(1)		
4L2W	Up to 35	12 ≤ D ≤ 18		Yes(1)	9.31
4L2W	Up to 35	18 < D ≤ 24		Yes(1)	7.30
4L2W	Up to 35	24 < D ≤ 36		Yes(1)	6.25
4L2W	Up to 35	> 36	Yes(1)		
4L2W	35 <npsl≤45< td=""><td>12 ≤ D ≤ 18</td><td></td><td>Yes(1)</td><td>3.43</td></npsl≤45<>	12 ≤ D ≤ 18		Yes(1)	3.43
4L2W	35 <npsl≤40< td=""><td>18 &lt; D ≤ 24</td><td></td><td>Yes(1)</td><td>2.94</td></npsl≤40<>	18 < D ≤ 24		Yes(1)	2.94
4L2W	> 45	D ≥ 12	Yes(1)		
All	>45	D < 12	No (2)		
All	>45	D ≥ 12	Yes		

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/19/2025	DATE -	REVISED -	

F.A.P. RTE.	SEC	TION		COUNTY	TOTAL SHEETS	SHEET NO.
360	2020-007	-RS&SW		KANE	83	2A
				CONTRACT	NO. 62	<b>&lt;</b> 78
		ILLINOIS	FED. All	D PROJECT		

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CODE NO.		ITEM		UNIT	TOTAL QUANTITY							CODE NO.	IO. ITEM UNIT QUANTITY
20200100	EARTH EXCAVATION				2705	2705						42400800	00 DETECTABLE WARNINGS SQ FT 255 255
		OF LINGUITARI E MATERIAL										12.00000	
	REMOVAL AND DISPOSAL OF				275	275							
21001000	GEOTECHNICAL FABRIC FOR	OR GROUND STABILIZATION		SQ YD	825	825						44000164	64 HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4" SQ YD 67135 67135
21101615	TOPSOIL FURNISH AND PLACE	ACE, 4"		SQ YD	550	550						44000200	DO DRIVEWAY PAVEMENT REMOVAL SQ YD 500 500
21400100	GRADING AND SHAPING DIT	TCHES		FOOT	1050	1050						44000600	00 SIDEWALK REMOVAL SQ FT 2915 2915
								-+				1100000	Val   2017   2017
	SEEDING, CLASS 1			ACRE	0.25	0.25							
25100630	EROSION CONTROL BLANKE	ŒT		SQ YD	13	13						44201769	59 CLASS D PATCHES, TYPE III, 10 INCH SQ YD 20 20
25200110	SODDING, SALT TOLERANT			SQ YD	550	550						44201815	15 CLASS D PATCHES, TYPE II, 14 INCH SQ YD 1100 1100
25200200	SUPPLEMENTAL WATERING	3		UNIT	2	2						44201819	19 CLASS D PATCHES, TYPE III, 14 INCH SQ YD 400 400
					+				+			77201013	00.10 400 400
28000250	TEMPORARY EROSION CON	NTROL SEEDING		POUND	5	5							
28000400	PERIMETER EROSION BARR	RIER		FOOT	90	90						44201821	21 CLASS D PATCHES, TYPE IV, 14 INCH SQ YD 600 600
28001100	TEMPORARY EROSION CON	NTROL BLANKET		SQ YD	13	13						48101200	00 AGGREGATE SHOULDERS, TYPE B TON 475 475
30300001	AGGREGATE SUBGRADE IMI	MPROVEMENT		CU YD	275	275		-+			<del></del>	48203030	29 HOT-MIX ASPHALT SHOULDERS, 8" SQ YD 4675 4675
30300001	AGGREGATE SUBGRADE IVII	INFROVEMENT		COTE	2/3	2/5						40203029	ES NOTAMINASTRALI SHOULDERS, 6
30300112	AGGREGATE SUBGRADE IMI	MPROVEMENT 12"		SQ YD	4675	4675						50901760	30 PIPE HANDRAIL FOOT 117 117
					]	[				T			
31101200	SUBBASE GRANULAR MATER	ERIAL, TYPE B 4"		SQ YD	55	55						60255500	00 MANHOLES TO BE ADJUSTED EACH 3 3
												60265700	00 VALVE VAULTS TO BE ADJUSTED EACH 3 3
40600200	RITHMINOHS MATERIALS (TA	TACK COAT)		POUND	45315	45315		_					D5 FRAMES AND GRATES TO BE ADJUSTED EACH 15 15
40000290	BITUMINOUS MATERIALS (TA	DONOUNI)		FOUND	40313	40010						00300705	DE L'INVINES AND SIATES TO DE ADJUSTED
40600370	LONGITUDINAL JOINT SEALA	ANT		FOOT	30800	30800						60401030	30 FRAMES, TYPE 23 EACH 5 5
40600400	MIXTURE FOR CRACKS, JOIN	INTS, AND FLANGEWAYS		TON	100	100						60406000	00 FRAMES AND LIDS, TYPE 1, OPEN LID EACH 10 10
40600982	HOT-MIX ASPHALT SURFACE	F REMOVAL - BUTT JOINT		SQ YD	440	440					<del>                                     </del>	* 66900200	00 NON-SPECIAL WASTE DISPOSAL CU YD 2705 2705
.550002				-2.5				-+	+			33330200	
40602985	HOT-MIX ASPHALT BINDER O	COURSE, IL-9.5, N70		TON	7520	7520						* 66900530	30 SOIL DISPOSAL ANALYSIS EACH 6 6
40604172	POLYMERIZED HOT-MIX ASP	PHALT SURFACE COURSE, IL-9.5, MIX "E", N	70	TON	6580	6580	T	T				* 66901001	01 REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN LSUM 1 1
42001300	PROTECTIVE COAT			SQ YD	1235	1235		-+				* 66901003	23 REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT LSUM 1 1
								_				-	
42300400	PORTLAND CEMENT CONCR	RETE DRIVEWAY PAVEMENT, 8 INCH		SQ YD	500	500						* 66901006	D6 REGULATED SUBSTANCES MONITORING CAL DA 10 10
												67100100	MOBILIZATION L SUM 1 1
42400200	PORTLAND CEMENT CONCR	RETE SIDEWALK 5 INCH		SQ FT	3235	3235						70100450	50 TRAFFIC CONTROL AND PROTECTION, STANDARD 701201 L SUM 1 1
												70100500	00 TRAFFIC CONTROL AND PROTECTION, STANDARD 701326 L SUM 1 1
											<del>-  </del>		* = SPECIALITY ITEM
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	US	ISER NAME = Nedal.Qarut		REVISED REVISED	<u>-</u>		$\dashv$			STA	ATE OF ILLI	INOIS	IL 25 (SAINT CHARLES ST) 0.4 MI N. OF STEARNS RD TO BLUFF CITY BLVD  SUMMARY OF QUANTITIES  SECTION  COUNTY TOTAL SHEETS NO 380 2020-007-RS&W KANE 83 33
	<u> </u>			REVISED	-				DEPA			NSPORTATIO	
	<u></u>	LOT DATE = 6/25/2025	DATE -	REVISED									SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.   ILLINOIS FED. AID PROJECT

					TYPE	CODE												TYPE	CODE		$\neg \neg$
			LIDDANI	LIDBAN			LIDDAN	LIBBANI								LIDDAN	LIBBAN			LIBBANI	LIDDAN
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CODE NO.	ITEM	UNIT TOTAL QUANTIT	V							CODE NO.		ITEM		UNIT	TOTA	AL TITY					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	LSUM 1	1						*	80500020	SERVICE INSTALLATION	N - POLE MOUNTED		EACH			2				
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM 1	1						1						+-	-					
<del>                                     </del>			+												+						
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM 1	1						l Ľ	81028200	UNDERGROUND CONDL	UIT, GALVANIZED STEEL, 2" DIA.		FOOT	209	<u>'</u>	209				
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM 1	1																		
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM 1	1						*	81028240	UNDERGROUND CONDL	UIT, GALVANIZED STEEL, 4" DIA.		FOOT	421	1	421				
70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	LSUM 1	1													'			i l		
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM 1	1						*	81400200	HEAVY-DUTY HANDHOLI	.E		EACH	1		1				
70103815	TRAFFIC CONTROL SURVEILLANCE	LSUM 1	1																		
70300100	SHORT TERM PAVEMENT MARKING	FOOT 57950	57950						*	85000200	MAINTENANCE OF EXIS	STING TRAFFIC SIGNAL INSTALLATION		EACH	1 3		3				
H									1						+-	-					
70000150	CHORT TERM PAYEMENT MARVING DEMOVAL	80 FT 44555	44500							97000010	ODOLINDRIO EMOTIVE	HANDHOLE EDAME AND COLUED		F	+-						
/0300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT 11580	11580	-					ŀ	87300010	GROUNDING EXISTING	HANDHOLE FRAME AND COVER		EACH	1 8		8				
<u> </u>															$\perp$						
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT 3375	3375						_	87301215	ELECTRIC CABLE IN CO	ONDUIT, SIGNAL NO. 14 2C		FOOT	1950	ا ا	1950				
																'			.		
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT 88770	88770						*	87301225	ELECTRIC CABLE IN CO	ONDUIT, SIGNAL NO. 14 3C		FOOT	457	,	457				
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT 17040	17040						*	87301305	ELECTRIC CABLE IN CO	ONDU <b>I</b> T, LEAD-IN, NO. 14 1 PAIR		FOOT	305	5	305				
									1						+-						
7000051	THE PROPERTY AND	5007 0050								07004005	======================================	NURUIT OFFICE NO. 0.00									
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT 2250	2250						ŀ	87301805	ELECTRIC CABLE IN CO	ONDUIT, SERVICE, NO. 6 2 C		FOOT	204	·	204				
															4						
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT 5280	5280						*	87301900	ELECTRIC CABLE IN CO	ONDUIT, EQUIPMENT GROUNDING CON	IDUCTOR, NO. 6 1C	FOOT	1365	5	1365				
																			i		
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT 1140	1140							87900200	DRILL EXISTING HANDH	HOLE		EACH	1 22	'	22		i l		
70307120	TEMPORARY PAVEMENT MARKING - LINE 4"- TYPE IV TAPE	FOOT 38165	38165																		
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT 1125	1125						*	88600100	DETECTOR LOOP, TYPE	<u> </u>		FOOT	919	9	919				
															+						-
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT 29590	29590						*	89500200	RELOCATE EXISTING PE	EDESTRIAN SIGNAL HEAD		EACH	1 3		3				
									1						+-						
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT 5680	5680							89502300	REMOVE ELECTRIC CAE	DI E EDOM CONDUIT		FOOT	393	-	393				
78000400	THERWOFLASTIC PAVEWEINT WARRING - LINE 0	1001 3000	3000						$\vdash$	89302300	REMOVE ELECTRIC CAE	BLE FROM CONDUIT		7001	- 393	-	393				
									-						+						
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT 750	750							89502375	REMOVE EXISTING TRAI	AFFIC SIGNAL EQUIPMENT		EACH	1 2	'	2				
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT 1760	1760						*	89502376	REBUILD EXISTING HAN	NDHOLE		EACH	1 5		5				
																'			i l		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT 385	385						*	X0320050	CONSTRUCTION LAYOU	JT (SPECIAL)		L SUM	1 1	1					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH 730	730						*	X1400367	PEDESTRIAN SIGNAL PO	OST, 10 FT.		EACH	1 3		3				
															+						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH 730	730							X1400378	PEDESTRIAN SIGNAL PO	OST 5 ET		EACH	1 6		6				
78300200	NAISED REFLECTIVE PAVEMIENT IMANNER REMOVAL	EACH 730	730	-					-	X1400376	FEDESTRIAN SIGNAL FO	031,371.		EAGIT	-						
<u> </u>				-					_												
										X1400450	REBUILD EXISTING HEA	AVY-DUTY HANDHOLE		EACH	<del></del>		1				
																			ı		
																			= SPECIA		
																		Δ	= NON-P WORK (1		
	USER NAME = Nedal.Qarut DESIGNED -	REVISED -						ATE OF .	1 1 121	IOIS		IL 25 (SAINT CHARLES S	T) 0.4 MI N. OF STEARNS	S RD TO BLUFF CITY	/ BLVD	F.A.P. RTE.	SECTIO	N	COUNT	Y TOTA	L SHEET TS NO.
	DRAWN - CHECKED -	REVISED -				DEF		ATE OF I		IOIS SPORTATIOI			SÚMMARY OF QUANTITII	ES		360	2020-007-RS	&SW	CONTR	83 ACT NO. 6	_
	PLOT DATE = 6/25/2025 DATE -	REVISED -				<b></b>		•. 11		A.II	-	SCALE: SHEET 2	OF 3 SHEETS STA.	TO STA.		<u> </u>	ILL	INOIS FED. A			
																				RF	V-SEP

REV-SEP

						IYPE	CODE															TYPE	CODE	
				URBAN	URBAN	1	1	URBAN	URBAN	1									UF	BAN U	RBAN	URBAN	URBAN (	URBAN URBAN
	SUMMARY OF QUANTITIES			DESIGNED	TS	DESIGNED OVERI AY	1			1			SUM	MMARY OF Q	JANTITIES				DES	GNED IN	TS D	ESIGNED		
										1														
	ITEM	UNIT	TOTAL							СО	DE NO.			ITEM				UNIT						
GRADING AND	D SHAPING SHOULDERS									1								<u> </u>	ANTIT	+				
										┧┝┼╌										+			$\rightarrow$	
TEMPORARY	RAMP (SPECIAL)	SQYD	250	250						1										+			$\overline{}$	
										┧┝┼╌									-+	+			-+	
COMBINATION	N CURR AND CUTTER REMOVALAND REPLACEMENT LESS THAN OR FOLIAL TO 10 FEFT.	FOOT	560	560						1									$\rightarrow$	+			$\rightarrow$	
COMBINATION		, , ,								1										+				
COMBINATION	N CLIRR AND CLITTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	2240	2240						+									-	+			-+	
COMBINATION	TOOLD AND GOTTEN NEW OWNER AND INC. ENGINEER GREATEN THAN TO LET	1001	2240	2240						1										+				
STORM SEWE	EPS TO BE CLEANED 12"	FOOT	525			525				+									-+	+			-+	
OTOTAW SEWE	ING TO BE GLENIED 12	1001	020			525				+									-+	+			$\rightarrow$	
EDAMES AND	LUIDS TO BE AD HISTER (SPECIAL)	FACIL	25	25			-	+		+									-+	+	+			
FRAMES AND	END TO BE ADMOSTED (OF ECIAL)	EACH	20	20			-	+		+									-+	+	-+		-+	
ENCINEEDIC	EIELD OFFICE TYPE A (D4)	041 440	40	40						1										+				
			+							1										+	+			
				1 3	46					1									-+	+				
WOOE99IRLE I	I LULOTIVIAN SIGNALS	EACH	10		10					1										+				
CONODETE	OUNDATION TYPE A 42 INCU PLANETED		20		20															+				
CONCRETE FO	OUNDATION, TYPE A 12-INCH DIAMETER	FOOT	36		36					-									-+	+				
										+									-	+				
DETECTOR LC	OOP REPLACEMENT	FOOT	955		955					+									-	+				
										<del>                                     </del>										$\rightarrow$				
										<del>                                     </del>										+				
										1													$\longrightarrow$	
CONSTRUCTION	ION LAYOUT	LSUM	1	1																$\rightarrow$				
																				$\rightarrow$				
DRAINAGE ST	FRUCTURES TO BE CLEANED	EACH	35			35														$\perp$				
																				$\perp$				
TEMPORARY I	INFORMATION SIGNING	SQ FT	104	104																				
										1										$\perp$				
RE-OPTIMIZE	TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2		2					1														
										1														
RAILROAD PR	ROTECTIVE LIABILITY INSURANCE	LSUM	1	1						1														
TRAINEES		HOUR	500	500																				
TRAINEES - TR	RAINING PROGRAM GRADUATE	HOUR	500	500																				
																			Ø	)042		* = \( \( \)	SPECIAL : NON-PA WORK (10	.ITY ITEM RTICIPATIN( )0% STATE)
	USER NAME = Nedal.Qarut DESIGNED -							67	TATE OF				IL 25 (SAINT	CHARLES ST	) 0.4 MI N. OF	STEARNS RD	TO BLUFI	CITY BI	LVD F.A.P.				COUNTY	TOTAL SHEE SHEETS NO
	DRAWN - CHECKED -						DE				TATION			S	UMMARY OF C	QUANTITIES			360	2020	0-007-RS8	SW	KANE	83 5 CT NO. 62K78
	PLOT DATE = 6/25/2025 DATE -	REVISED	-										SCALE:	SHEET 3	OF 3 SHE	ETS STA.	TO ST	Α.			ILLIN	IOIS FED. AI		REV-SE
	TEMPORARY  COMBINATION  STORM SEWN  FRAMES AND  ENGINEER'S  REMOVE AND  ACCESSIBLE  CONCRETE F  DETECTOR LI  CONSTRUCTI  DRAINAGE S'  TEMPORARY  RE-OPTIMIZE  RAILROAD PR  TRAINEES	CRADING AND SHAPING SHOULDERS  TEMPORARY RAMP (SPECIAL)  COMBINATION CURB AND GUTTER REMOVALAND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET  COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET  STORM SEWERS TO BE CLEANED 12*  FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)  ENGINEER'S FIELD OFFICE, TYPEA (D1)  REMOVE AND RE-ERECT EXISTING SIGN  ACCESSIBLE PEDESTRIAN SIGNALS  CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER  DETECTOR LOOP REPLACEMENT  CONSTRUCTION LAYOUT  TEMPORARY INFORMATION SIGNING  RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1  RAILROAD PROTECTIVE LIABILITY INSURANCE  TRAINEES  TRAINEES  TRAINEES  TRAINEES  TRAINEES - TRAINING PROGRAM GRADUATE  USER INWE - NORM CAPILL  DESIGNED - DRAWN	TEM UNIT  GRADNG AND SHAPING SHOULDERS  UNIT  TEMPORARY FAMP (SPECIAL)  GOMBNATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET  FOOT  COMBNATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET  FOOT  STORM SEWERS TO BE CLEANED 12*  FRANES AND LIDS TO BE ADALISTED (SPECIAL)  ENGINEER'S FIELD OFFICE, TYPEA (01)  REMOVE AND RE-ERECT EXISTING SIGN  ACCESSIBLE PEDESTRIAN SIGNALS  EACH  CONCRETE FOLIADATION, TYPE A 12-INCH DIAMETER  FOOT  CONSTRUCTION LAYOUT  CONSTRUCTION LAYOUT  LEIGN  TEMPORARY INFORMATION SIGNING  SO FT  RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1  EACH  RAILROAD PROTECTIVE LIABILITY INSURANCE  LISTA  TRANEES HOUR  THANEES HOUR  INSURANCE TRANING PROGRAM GRADUATE  USER NAME * Nodel Coars.  DESIGNED - REVISED  DRAWN - REVISED  REVISED  REVISED  REVISED  REVISED  REVISED  REVISED  GRECKED - REVISED  REVISED	TIEM UNIT OTOPIA.  GRADING AND SHAPING SHOULDERS UNIT 71  TEMPORARY RAMP (SPECIAL) 90 YO 250  COMBINATION CURB AND GUITTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET POOT 550  COMBINATION CURB AND GUITTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET POOT 550  STORM SEWERS TO BE CLEAMED 12 POOT 550  STORM SEWERS TO BE CLEAMED 12 POOT 550  ENGINEERS FIELD OFFICE, TYPEA (D¹) CAL MO 12  ENGINEERS FIELD OFFICE, TYPEA (D¹) CAL MO 12  CONGRETE POUNDATION, TYPEA 12-NOLID DAMETER POOT 550  CONGRETE POUNDATION SIGNAL SYSTEM LEVEL 1 EACH 1  TRANSCES PURPORARY INFORMATION SIGNAL SYSTEM LEVEL 1  FRANCES TRANSING PROGRAM GRADUATE POUNDATION SIGNAL SYSTEM LEVEL 1  TRANSCES TRANSING PROGRAM GRADUATE POUNDATION SIGNAL PROGRAM GRADUATE POUNDATION SIGNAL SYSTEM LEVEL 1  FRANCES TRANSING PROGRAM GRADUATE POUNDATION SIGNAL	SUMMARY OF QUANTITIES	SUMMARY OF QUANTITIES	SUMMARY OF QUANTITIES    SUMMARY OF QUANTITIES   SUMMARY OF QUANTITIES   SUMMARY OF QUANTITIES   SUMMARY OF QUANTITIES   SUMMARY OF QUANTITIES   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100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100  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 100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100   100	SUMMARY OF QUANTITIES	SLAMARRY OF QUANTITIES	SUMMARY OF QUANTITIES	SIMPARAY OF CAUNITIES  FOR 194   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   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1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945   1945	SUMMARY OF QUANTITIES	BUMMANY OF CLANT TIES	Section   Property   Property	RAMANON OL QUARTITES  ***********************************	Buildown of Column	Substantive Columnities	Substitution   Subs	SAMENY G GIANTIES	March   Marc	Market Production   1	Part

#### **CURB RAMPS IMPROVEMENT SCHEDULE**

ID	MUNICIPALITY	LOCATION	QUADRANT	EARTH EXCAVATION	TOPSOIL FURNISH AND PLACE, 4"	SODDING, SALT TOLERANT	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS	SIDEWALK REMOVAL	REBUILD EXISTING HANDHOLE	MANHOLE TO BE ADJUSTED	FRAMES AND GRATES TO BE ADJUSTED	GAS VALVE TO BE ADJUSTED	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	GREATER THAN 10 FEET
				CU YD	SQ YD	SQ YD	SQ FT	SQ FT	SQ FT	EACH	EACH	EACH	EACH	EACH	FOOT	FOOT
1	ELGIN	IL 25 (SAINT CHARLES ST) & HAMMOND AVE	NW	0.75	5.0	5.0	75.0	10.0	75.0						10.0	
2	ELGIN	IL 25 (SAINT CHARLES ST) & HAMMOND AVE	SW	0.75	5.0	5.0	75.0	10.0	75.0						10.0	
3	ELGIN	IL 25 (SAINT CHARLES ST) & HAMMOND AVE	SE	1.00	6.7	6.7	100.0	10.0	100.0							25.0
4	ELGIN	IL 25 (SAINT CHARLES ST) & ELGIN AVE	NE	2.65	17.7	17.7	265.0	20.0	265.0							25.0
5	ELGIN	IL 25 (SAINT CHARLES ST) & ELGIN AVE	NW	2.60	17.3	17.3	260.0	20.0	260.0							30.0
6	ELGIN	IL 25 (SAINT CHARLES ST) & ELGIN AVE	SE	2,25	15.0	15.0	225.0	10.0	225.0						10.0	
7	ELGIN	IL 25 (SAINT CHARLES ST) & DIXON AVE	NE	2.60	17.3	17.3	260.0	20.0	260.0							30.0
8	ELGIN	IL 25 (SAINT CHARLES ST) & DIXON AVE	SW	2.65	17.7	17.7	265.0	20.0	265.0							25.0
9	ELGIN	IL 25 (SAINT CHARLES ST) & DIXON AVE	SE	2.60	17.3	17.3	260.0	20.0	260.0			1.0				30.0
10	ELGIN	IL 25 (SAINT CHARLES ST) & BLUFF CITY BLVD	NE	2.35	15.6	15.6	234.5	20.0	234.5		1.0	1.0			9.5	26.0
11	ELGIN	IL 25 (SAINT CHARLES ST) & BLUFF CITY BLVD	NW	1.75	11.7	11.7	175.0	20.0	175.0	1.0	1.0			]	14,5'	12,5
12	ELGIN	IL 25 (SAINT CHARLES ST) & BLUFF CITY BLVD	SW	2.27	0.0	0.0	227.0	20.0	227.0	1.0				1.0	9.5	50
13	ELGIN	IL 25 (SAINT CHARLES ST) & BLUFF CITY BLVD	SE	1.70	11.3	11.3	170.0	20.0	170.0	1.0			1.0	1	13.0	22.0
	•	GRAND TOTAL		25.9	157.6	157.6	2591.5	220	2591.5	3.0	2.0	2.0	1.0	1.0	76.5	275.5

#### CURB RAMP IMPROVEMENT SCHEDULE - NE QUADRANT AT HAMMOND AVE

	IL 25 (SAINT CHARLES ST) AT HAMMOND AVE - NE QUADRANT		
CODE	ITEM	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	17
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	17
25000100	SEEDING, CLASS 1	ACRE	0.25
25100630	EROSION CONTROL BLANKET	SQ YD	13
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1
28000400	PERIMETER EROSION BARRIER	FOOT	90
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	13
31101200	SUBBASE GRANULAR MATERIAL, TYPE B, 4"	SQ YD	53
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	475
42400800	DETECTABLE WARNINGS	SQ FT	23
44000600	SIDEWALK REMOVAL	SQ FT	157
50901760	PIPE HANDRAIL	FOOT	117
66900205	SPECIAL WASTE DISPOSAL	CU YD	17
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	40
X7240600	REMOVE AND RE-ERECT EXISTING SIGN	EACH	1

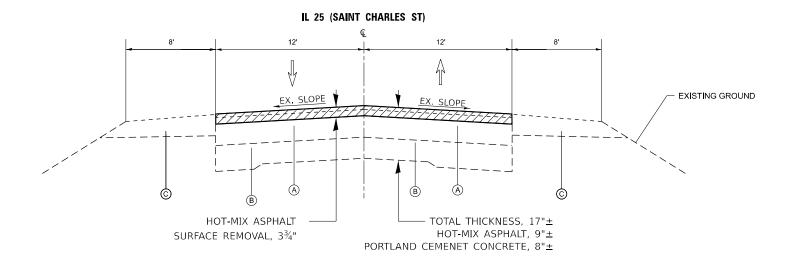
#### **HOT-MIX ASPHALT SCHEDULE**

	MAINLINE RESURFAC	DING AND SURFACE ONLY SHOU	JLDER OVERLAY	
ROUTE	SCOPE SEGMENT	HOT-MIX ASPHALT SURFACE REMOVAL (SQ YD)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE (TON)	HOT-MIX ASPHALT BINDER COURSE (TON)
IL 25 (SAINT CHARLES ST.)	MAINLINE ROADWAY	58,300	5,713	6,530
IL 25 (SAINT CHARLES ST.)	SHOULDERS ONLY	8,835	866	-
	GRAND TOTAL	67,135	6,580	6,530

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 6/25/2025	DATE -	REVISED -

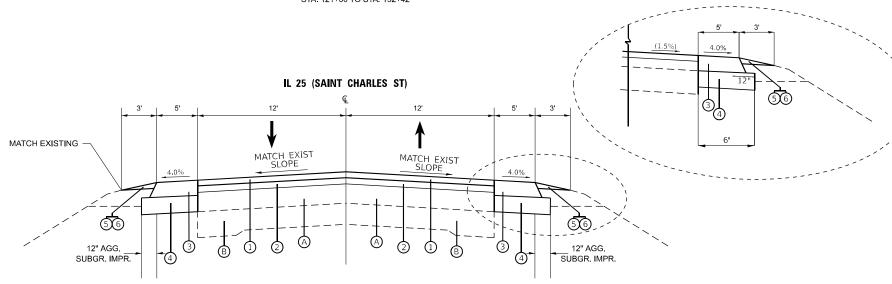
	IL 25 (SAINT CH	ARLES	ST) 0.4	MI	N. OF ST	EARNS	S RD TO BLUFF CITY BLVD	F.A.P. RTE	SEC <sup>-</sup>	TION		COUNTY	TOTAL SHEETS	SHEET NO.
١	•		•		OF QU			360	2020-007	-RS&SW		KANE	83	6
ı			JOHEL	, O L L	. 01 40	*********	LO					CONTRAC	T NO. 621	<b>&lt;</b> 78
١	SCALE:	SHEET	OF	1	SHEETS	STA.	TO STA.			ILLINOIS	FED. AID	PROJECT		

c:\pw\_work\pwidot\garutnn\d1022914\D139020-sht-schedule.dgn



#### **EXISTING TYPICAL - RESURFACING**

STA. 30+39 TO STA. 55+47 STA. 103+77 TO STA. 107+33 STA. 121+00 TO STA. 132+42



#### PROPOSED TYPICAL - RESURFACING

STA. 30+39 TO STA. 55+47 STA. 103+77 TO STA. 107+33 STA. 121+00 TO STA. 132+42

#### **EXISTING LEGEND**

- (A) HOT-MIX ASPHALT PAVEMENT 9"±
- B PORTLAND CEMENT CONCRETE PAVEMENT 8"±
- © AGGREGATE SHOULDER
- D HOT-MIX ASPHALT SHOULDER
- © COMBINATION CURB AND GUTTER

#### PROPOSED LEGEND

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1 ¾"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- ③ HOT-MIX ASPHALT SHOULDERS 8"
- 4 AGGREGATE SUBGRADE IMPROVEMENT 12"
- (5) AGGREGATE SHOULDERS, TYPE B (TON)
- 6 GRADING AND SHAPING SHOULDERS
- 7 PORTLAND CEMENT CONCRETE COMBINATION CURB AND GUTTER

HOT-MIX ASPHALT MIXTURE REQUIF	REMENTS	QUALITY MANAGEMENT
MIXTURE TYPE	AIR VOIDS @ N des	PROGRAM (QMP)
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1¾"	4.0% AT 70 GYR.	QCP
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4.0% AT 70 GYR.	QCP
PAVEMENT RESURFACING - SHOULDER ONLY		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, $1^{\frac{5}{4}}$ "	4.0% AT 70 GYR.	QC/QA
HOT-MIX ASPHALT SHOULDERS 8"		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "E", IL-9.5, N70, 1¾"	4.0% AT 70 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 6¼"	4.0% AT 70 GYR.	QC/QA
TEMPORARY RAMP (SPECIAL)		
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70 (VAR. DEPTH)	4.0% AT 70 GYR.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4.0% AT 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTPAY FOR PERFORMANCE (PFP)	ROL FOR PERFORMANCE (C	)CP);

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HHMA SURFACE MIXTURES QUANTITIES IS 112 LBS/SQ YD/IN.

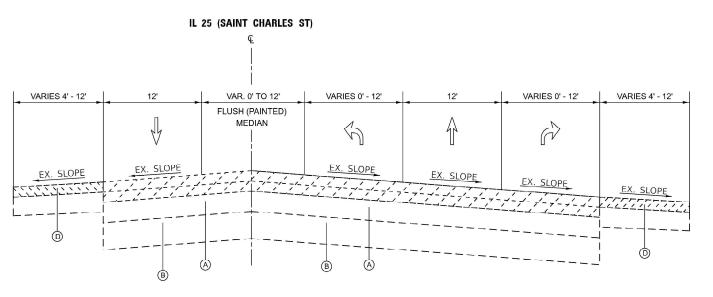
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

NOTE 3: THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

NOTE 4: LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER COURSE, IL-9.5, N70.

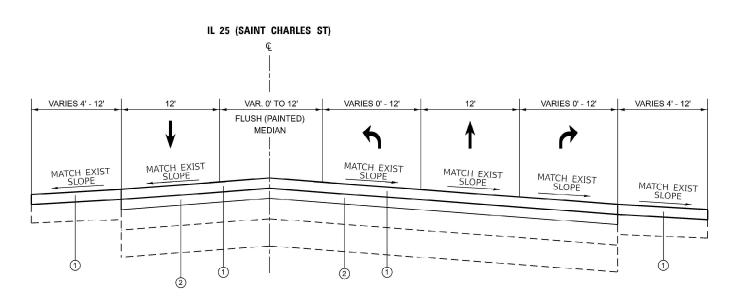
USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED - TYPICAL SECTIONS	REVISED -
PLOT DATE = 6/30/2025	DATE -	REVISED -

IL 25 (SAINT CH	ARLES ST)	0.4	MI N.	OF ST	EARNS	RD TO BLUFF CITY BLVD	F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
•	•			SECT			360	2020-007-RS&SW	KANE	83	7
			IVAL	JEUI	10110		·		CONTRACT	NO. 621	<b>&lt;</b> 78
SCALE:	SHEET 1	OF	5 5	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		



#### **EXISTING TYPICAL – RESURFACING**

STA. 55+47 TO STA. 77+00 STA. 92+81 TO STA. 103+77



#### PROPOSED TYPICAL - RESURFACING

STA. 55+47 TO STA. 77+00 STA. 92+81 TO STA. 103+77

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### STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

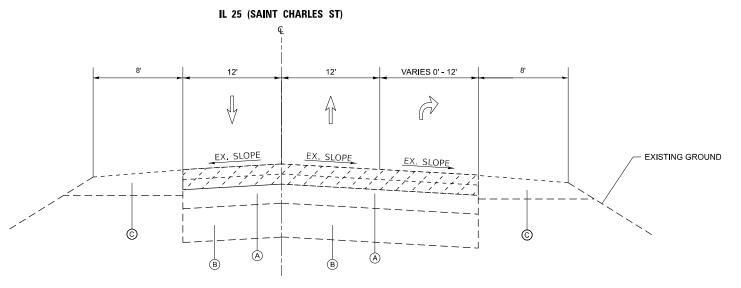
## | IL 25 (SAINT CHARLES ST) 0.4 MI N. OF STEARNS RD TO BLUFF CITY BLVD | FA.P. | SECTION | COUNTY | SHEETS | SHEET | SHEET | SHEET | SHEET | SHEET | SHEET | STA. | TO STA. | SHEET | S

#### **EXISTING LEGEND**

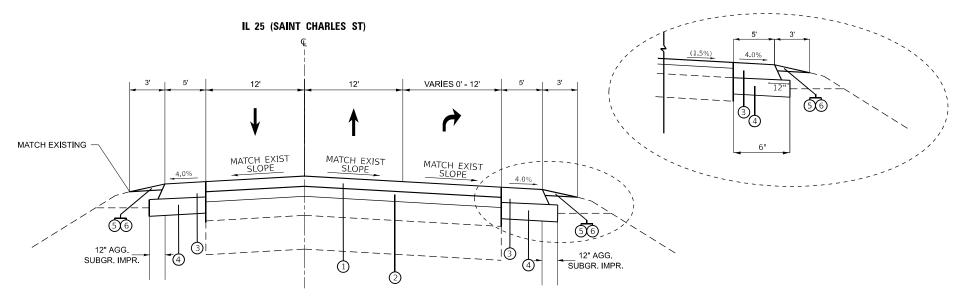
- (A) HOT-MIX ASPHALT PAVEMENT 9"±
- B PORTLAND CEMENT CONCRETE PAVEMENT 8"±
- © AGGREGATE SHOULDER
- D HOT-MIX ASPHALT SHOULDER
- © COMBINATION CURB AND GUTTER

#### PROPOSED LEGEND

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1 ¾"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- 3 HOT-MIX ASPHALT SHOULDERS 8"
- (4) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (5) AGGREGATE SHOULDERS, TYPE B (TON)
- 6 GRADING AND SHAPING SHOULDERS
- 7 PORTLAND CEMENT CONCRETE COMBINATION CURB AND GUTTER



#### **EXISTING TYPICAL - RESURFACING** STA. 77+00 TO STA. 92+81 STA. 107+33 TO STA. 121+00



#### PROPOSED TYPICAL - RESURFACING

STA. 77+00 TO STA. 92+81 STA. 107+33 TO STA. 121+00

#### USER NAME = Nedal.Qarut DESIGNED -REVISED -DRAWN REVISED -CHECKED -REVISED PLOT DATE = 6/25/2025 DATE REVISED -

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

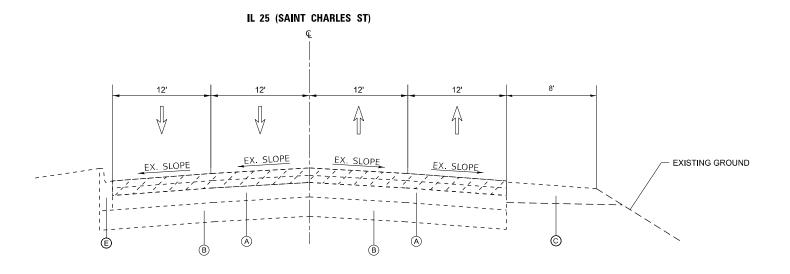
IL 25 (SAINT CH	IARLES ST	) 0.4 MI	N. OF ST	<b>TEARNS</b>	RD TO BLUFF CITY BLVD	F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
`		TVDIC	AL SECT	IONS		360	2020-007-RS&SW	KANE	83	9
		11110	AL SEO!	10110				CONTRAC	T NO. 621	<b>&lt;</b> 78
SCALE:	SHEET 3	OF 5	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	PROJECT		

#### **EXISTING LEGEND**

- A HOT-MIX ASPHALT PAVEMENT 9"±
- B PORTLAND CEMENT CONCRETE PAVEMENT 8"±
- © AGGREGATE SHOULDER
- D HOT-MIX ASPHALT SHOULDER
- © COMBINATION CURB AND GUTTER

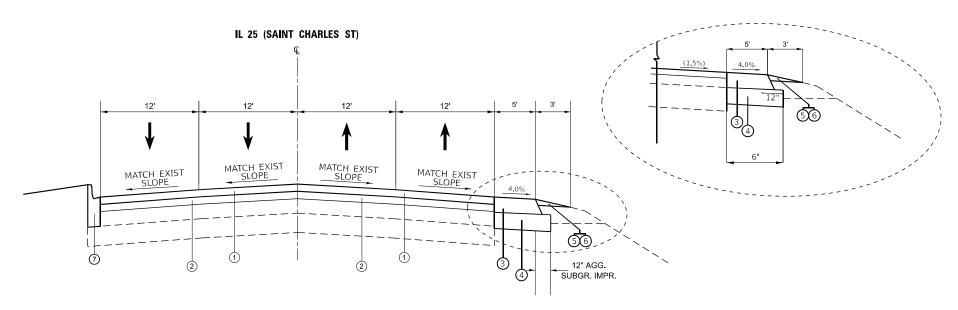
#### PROPOSED LEGEND

- 1 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1  $\ensuremath{\mbox{\%}}\xspace$  "
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- 3 HOT-MIX ASPHALT SHOULDERS 8"
- 4 AGGREGATE SUBGRADE IMPROVEMENT 12"
- (5) AGGREGATE SHOULDERS, TYPE B (TON)
- (6) GRADING AND SHAPING SHOULDERS
- 7 PORTLAND CEMENT CONCRETE COMBINATION CURB AND GUTTER



#### **EXISTING TYPICAL – RESURFACING**

STA. 132+42 TO STA. 152+00



#### PROPOSED TYPICAL - RESURFACING

STA. 132+42 TO STA. 152+00

#### **EXISTING LEGEND**

- A HOT-MIX ASPHALT PAVEMENT 9"±
- B PORTLAND CEMENT CONCRETE PAVEMENT 8"±
- © AGGREGATE SHOULDER
- D HOT-MIX ASPHALT SHOULDER
- © COMBINATION CURB AND GUTTER

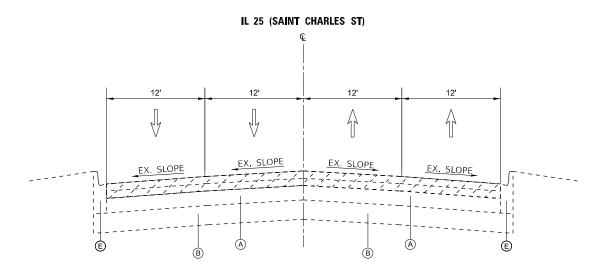
#### PROPOSED LEGEND

- 1 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1  $^3\!4\text{"}$
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- ③ HOT-MIX ASPHALT SHOULDERS 8"
- 4 AGGREGATE SUBGRADE IMPROVEMENT 12"
- (5) AGGREGATE SHOULDERS, TYPE B (TON)
- 6 GRADING AND SHAPING SHOULDERS
- 7 PORTLAND CEMENT CONCRETE COMBINATION CURB AND GUTTER

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/30/2025	DATE -	REVISED -

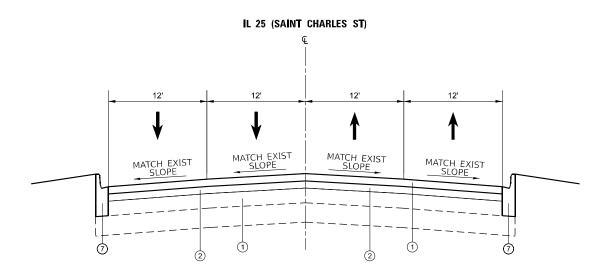
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

AME: c:\pw\_work\pwidot\qarutnn\d1022914\D139020-sht-typic



**EXISTING TYPICAL – RESURFACING** 

STA. 152+00 TO STA. 165+00



EXISTING TYPICAL - RESURFACING

STA. 152+00 TO STA. 165+00

## USER NAME = Nedal.Qarut DESIGNED REVISED DRAWN REVISED CHECKED REVISED PLOT DATE = 6/25/2025 DATE REVISED

## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

#### 

#### **EXISTING LEGEND**

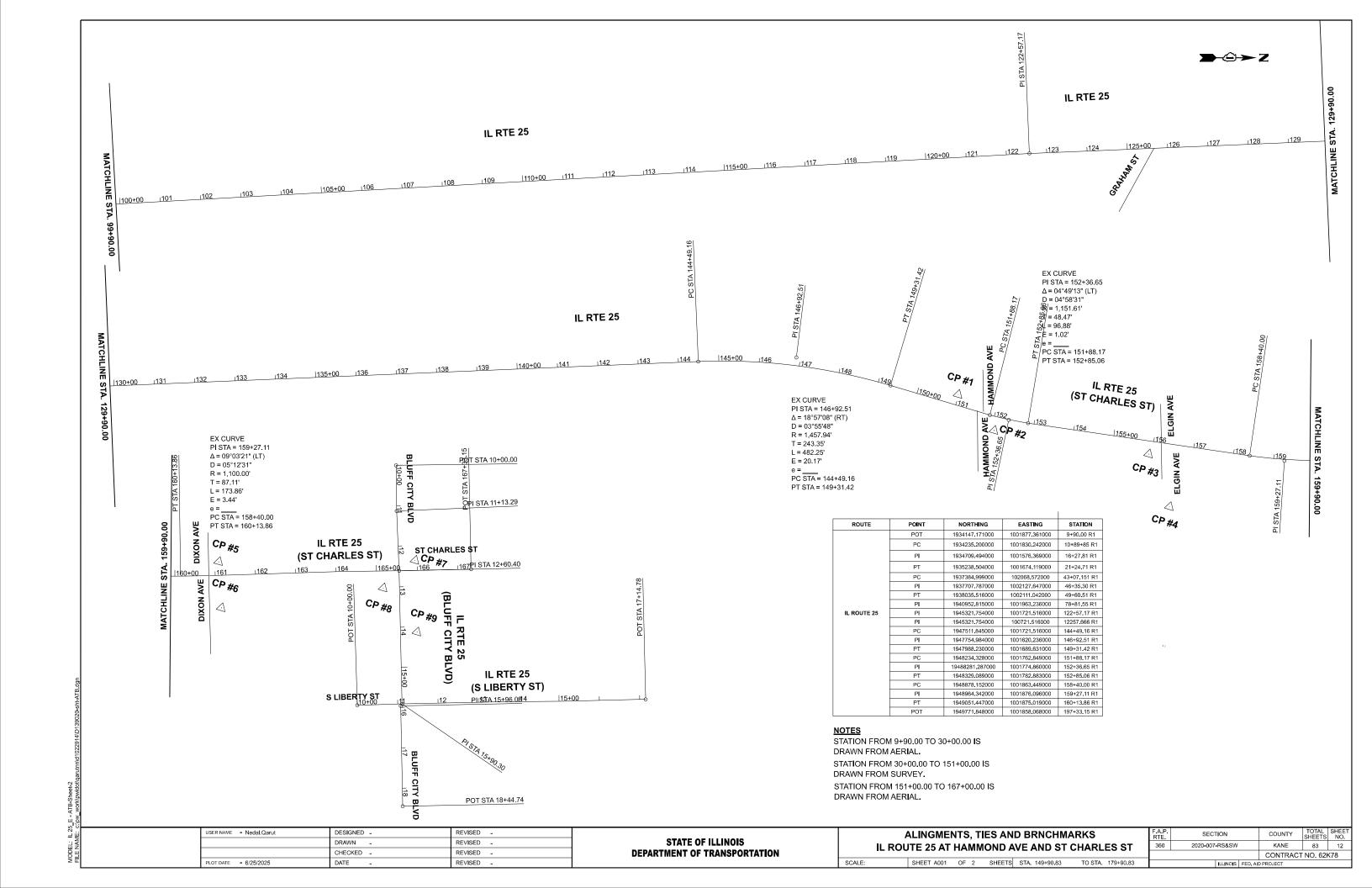
- A HOT-MIX ASPHALT PAVEMENT 9"±
- B PORTLAND CEMENT CONCRETE PAVEMENT 8"±
- © AGGREGATE SHOULDER
- D HOT-MIX ASPHALT SHOULDER
- © COMBINATION CURB AND GUTTER

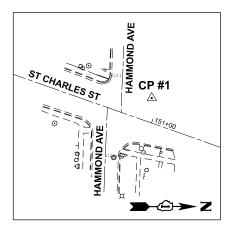
#### PROPOSED LEGEND

- 1 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1  $^3\!4$ "
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- ③ HOT-MIX ASPHALT SHOULDERS 8"
- 4 AGGREGATE SUBGRADE IMPROVEMENT 12"
- (5) AGGREGATE SHOULDERS, TYPE B (TON)
- 6 GRADING AND SHAPING SHOULDERS
- 7 PORTLAND CEMENT CONCRETE COMBINATION CURB AND GUTTER

work\pwidot\qarutnn\d1022914\D139020-sht-typical.dgn

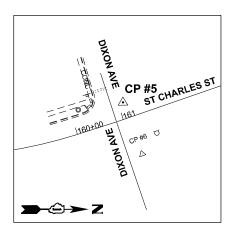
MODEL: Sheet 6 [Sheet]





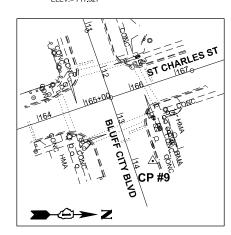
#### **CONTROL POINT # 01**

"X" E\_SWALK @ N.W. CORNER @ HAMMOND AVE & ST CHARLES ST STA. 150+98.93 N= 1948155.819 E= 1001712.044 ELEV.= 720.872



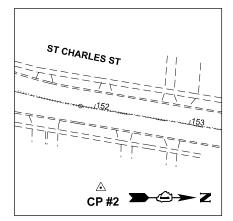
#### **CONTROL POINT # 05**

"X" CUTON SIDEWALK @ S.W. CORNER @ ST CHARLES ST & DIXON AVE STA, 161+09.96 N= 1949146.463 E= 1001839.462 ELEV.= 711.327



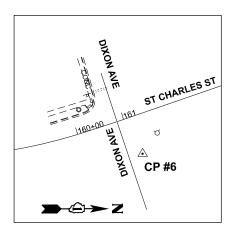
#### **CONTROL POINT #09**

@ BLUFF CITY BLVD & ST CHARLES ST STA. 165.94.86 N= 1949637.961 E= 1002013.757 ELEV.= 729.783



#### **CONTROL POINT # 02**

"X" E\_SIDEWALK FRONT HOUSE # 961 N.E. AREA # 90 I N.E. AREA @ HAMMOND AVE & ST CHARLES ST STA. 152+07.26 N= 1948244.845 E= 1001801.075 ELEV.= 715.821



#### **CONTROL POINT # 06**

@ ST CHARLES ST & DIEXON AVE STA. 161+12.85 N= 1949152.968 E= 1001953.758 ELEV.= 712.147

#### **BENCHMARK # 2310**

ELEV. 722.244FT N.E. BOLT @ FH @ N.E. CORNER @ HAMMOND AVE & ST CHARLES ST.

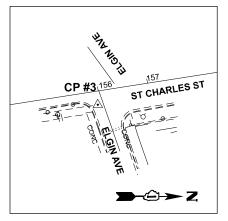
#### BENCHMARK # 2611

ELEV. 717.250 FT @ EAST BOLT @ FH @ N.E. CORNER @ ELGIN AVE & ST CHARLES ST.

#### BENCHMARK # 2808

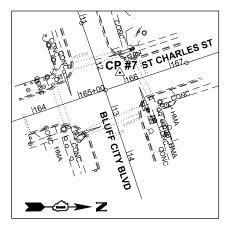
ELEV. 713.305 FT

"X" - CUT ON S.E. BOLT ON F.H. @ N.E. CORNER OF ST CHARLES ST (IL 25) & DIXON AVE



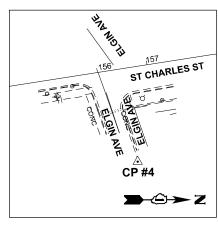
#### **CONTROL POINT # 03**

"X" E\_SIDEWALK FRONT HOUSE #961 S.E. AREA @ ELGIN AVE & ST CHARLES ST STA. 155+91.86 N= 1948628.025 E= 1001859.745 ELEV.= 717.608



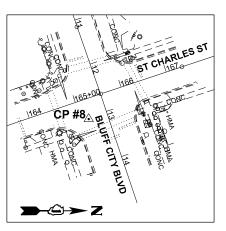
#### **CONTROL POINT # 07**

@ BLUFF CITY BLVD & ST CHARLES ST STA, 165+16,05 N= 1949554,030 E= 1001904,529 ELEV.= 728,088



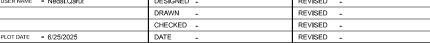
#### **CONTROL POINT # 04**

"X" CUT E\_SIDEWALK FRONT HOUSE # 933 N.E. CORNER. @ ELGIN AVE & ST CHARLES ST STA. 156+61.86 N= 198679.523 E= 1001990.084 ELEV.= 709.524



#### **CONTROL POINT #08**

@ BLUFF CITY BLVD & ST CHARLES ST STA. 165+94.86 N= 1949633.060 E= 1001836.316 ELEV.= 729.087



F.A.P. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
360	2020-007-RS&SW		KANE	83	13
			CONTRACT	NO. 62	<78
	ILLINOIS	FED All	PROJECT		



TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW

2020-007-RS&SW

KANE

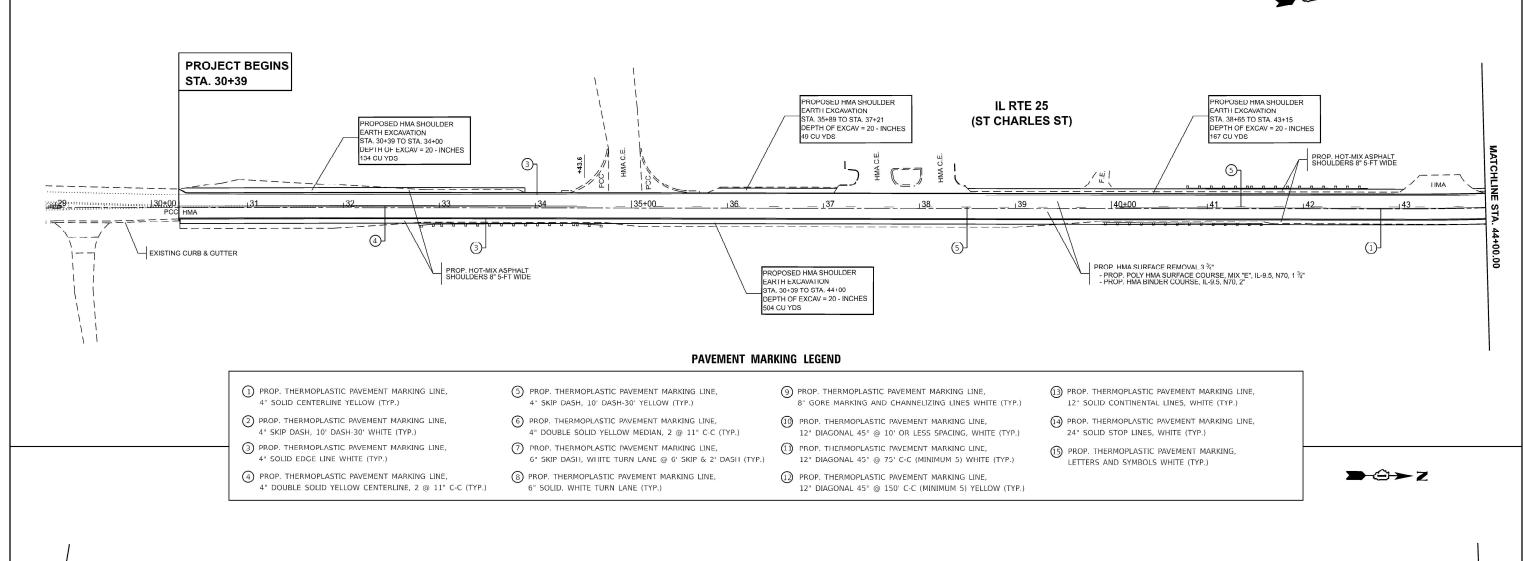
CONTRACT NO. 62K78

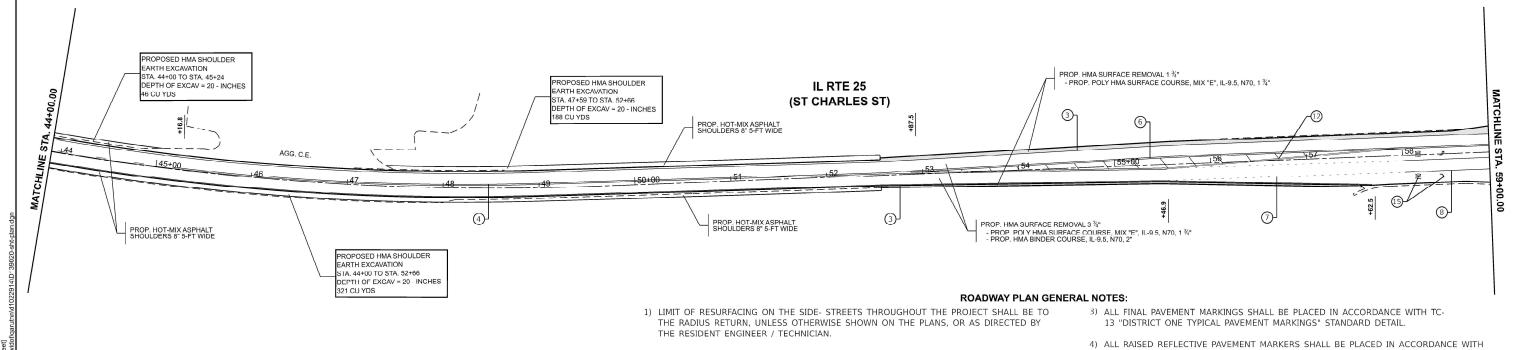
RESISTANT)" STANDARD DETAIL.

IL 25 (SAINT CHARLES ST) 0.4 MI N. OF STEARNS RD TO BLUFF CITY BLVD

OF 5 SHEETS STA. 29+00.00

**ROADWAY PLAN AND PAVEMENT MARKINGS PLAN** 





MARKINGS (OF THE EXTRUDED TYPE).

STATE OF ILLINOIS

**DEPARTMENT OF TRANSPORTATION** 

USER NAME = Nedal.Qarut

PLOT DATE = 6/30/2025

DESIGNED -

CHECKED .

DRAWN

DATE

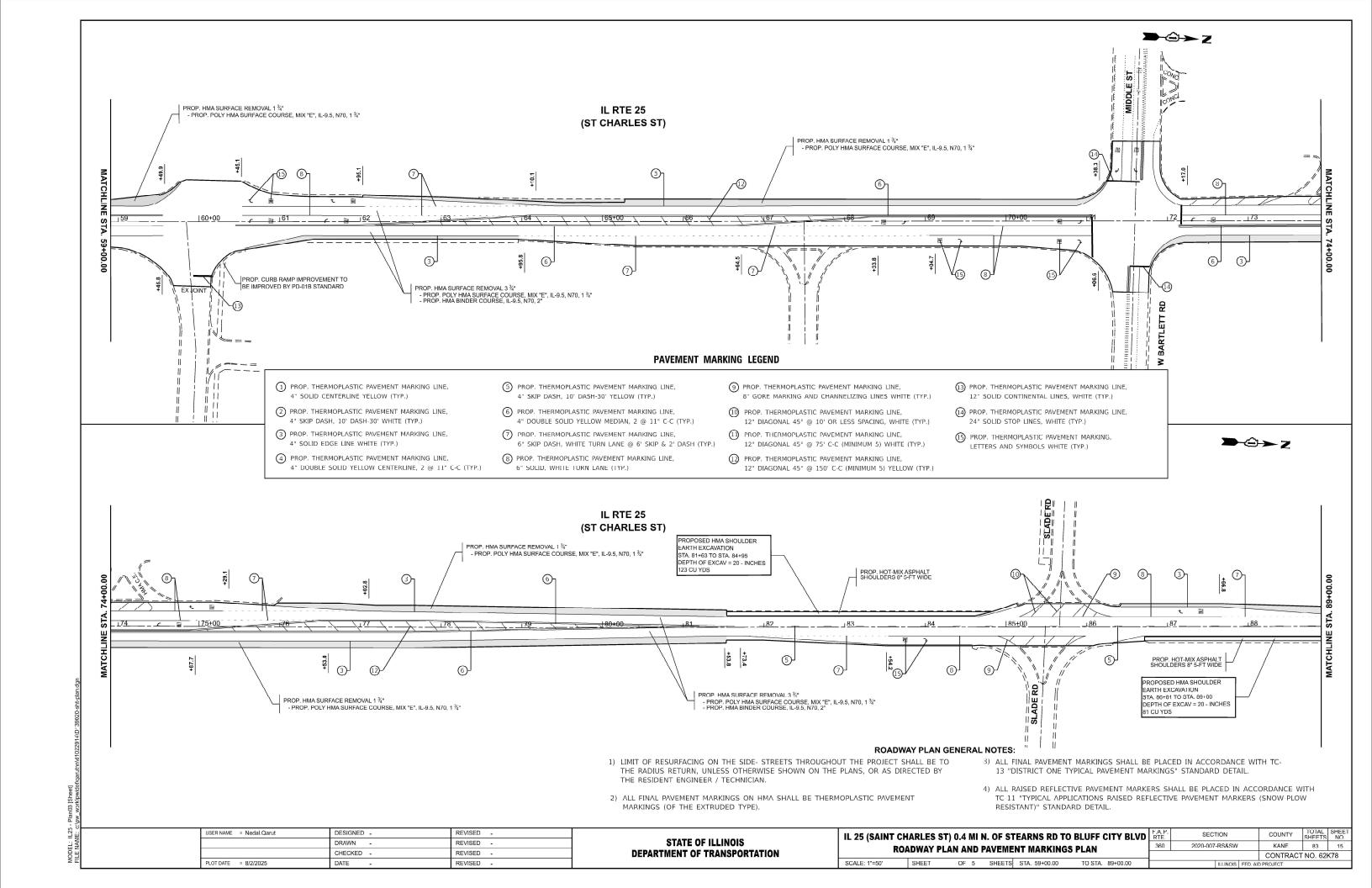
REVISED -

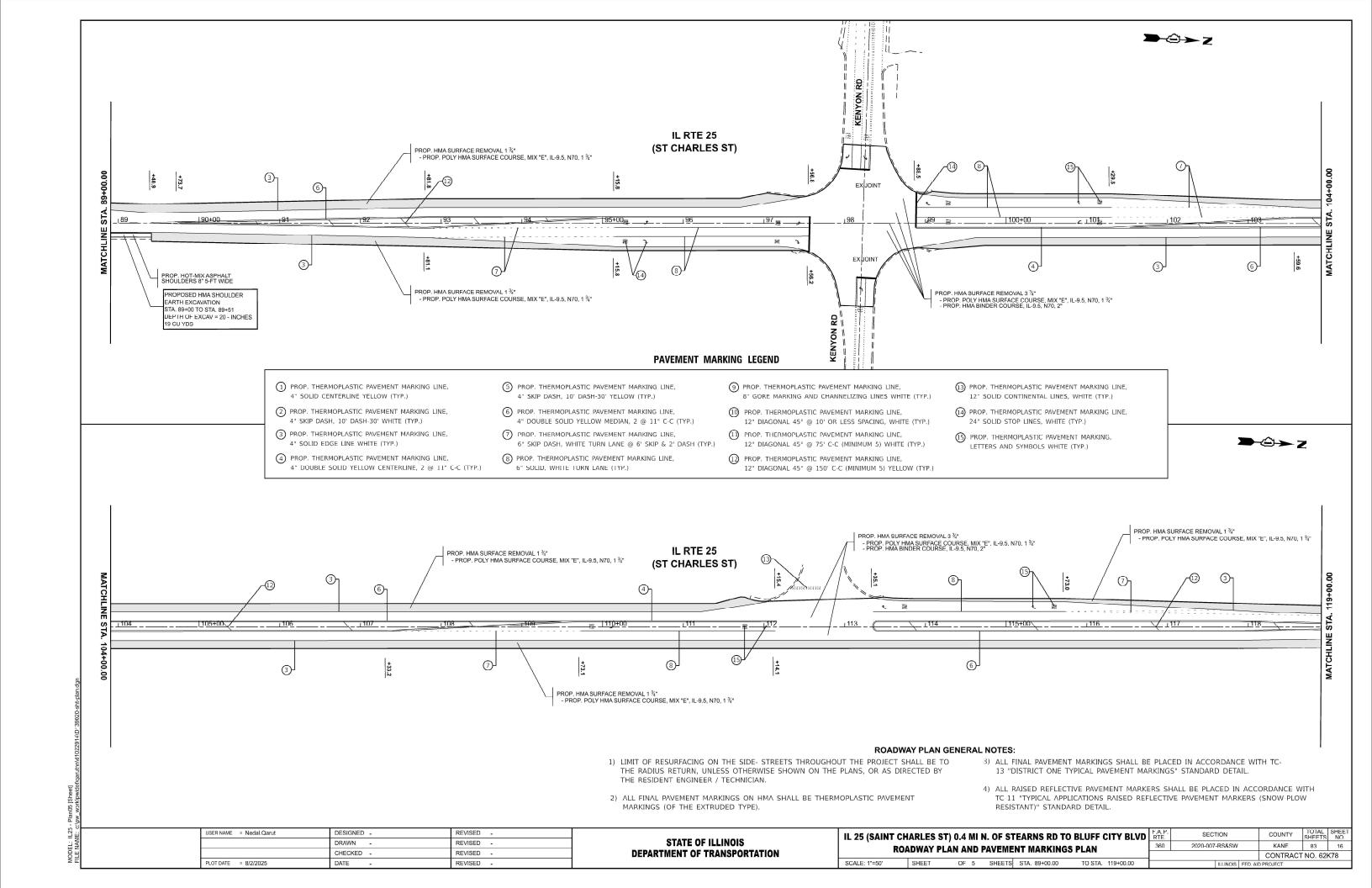
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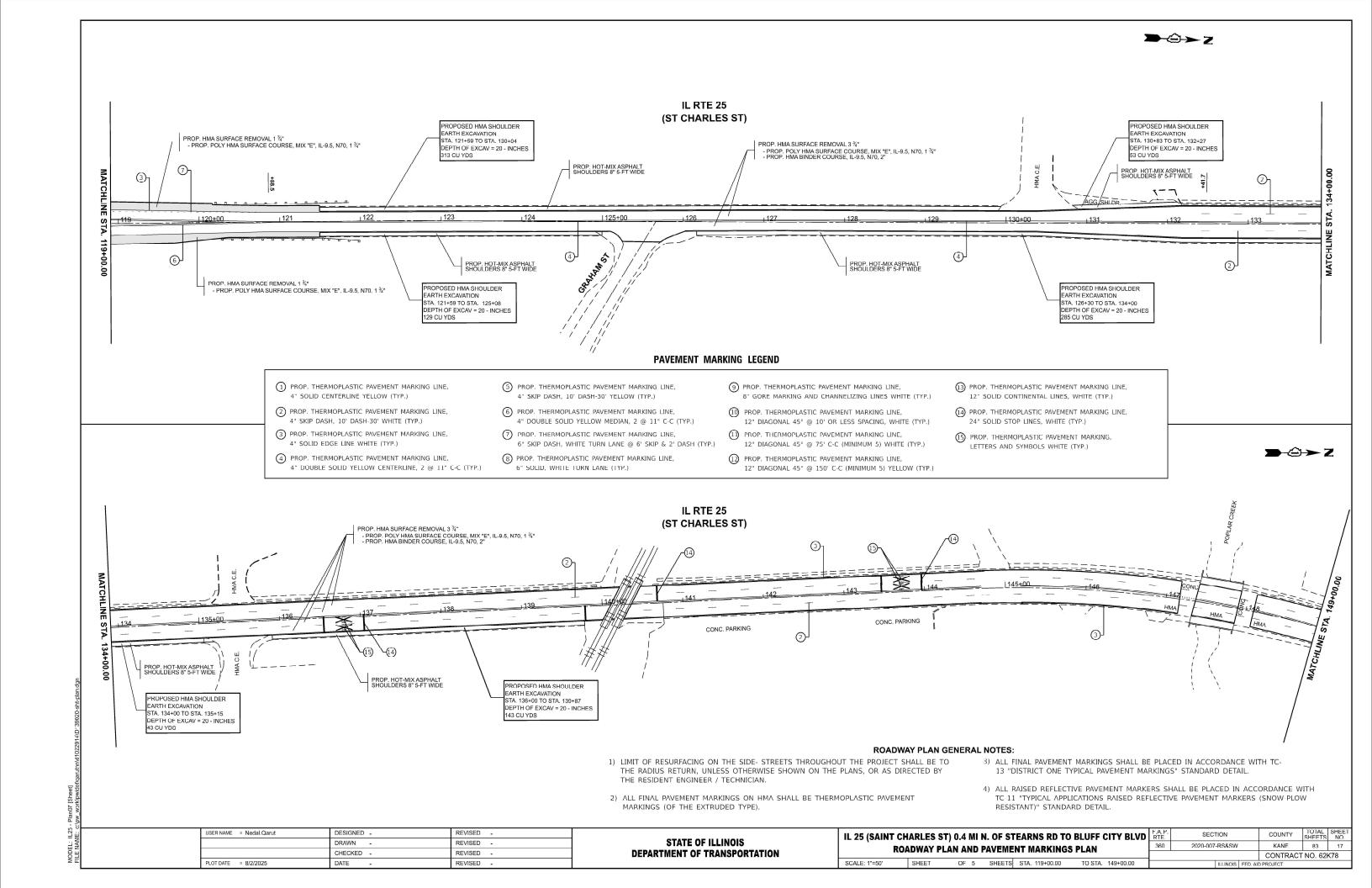
REVISED

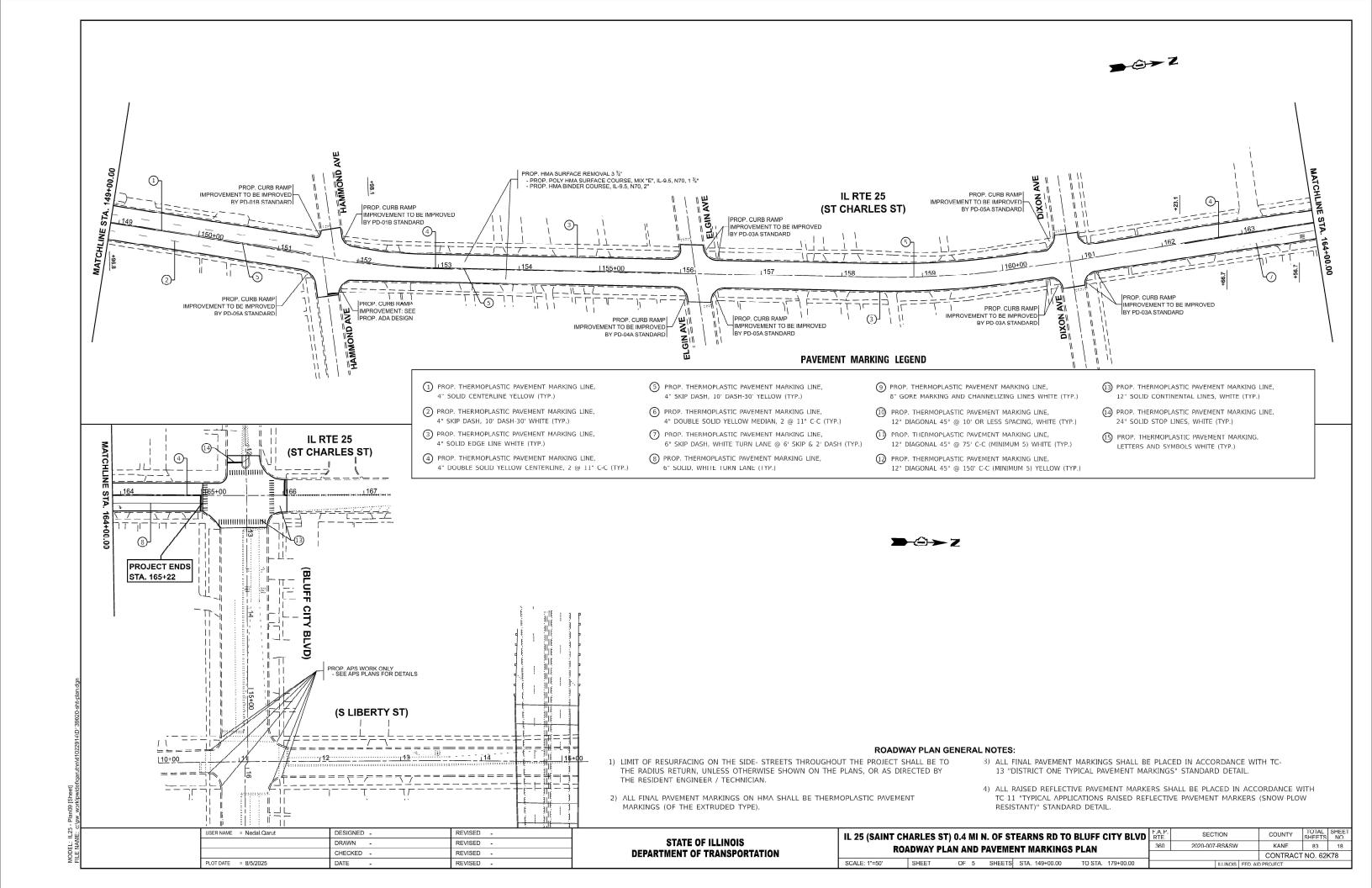
REVISED

2) ALL FINAL PAVEMENT MARKINGS ON HMA SHALL BE THERMOPLASTIC PAVEMENT









### **TRAFFIC SIGNAL LEGEND**

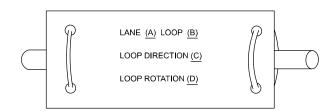
(NOT TO SCALE)

	<u>EXISTING</u>	PROPOSED	<u>ITEM</u>	<u>EXISTING</u>	PROPOSED	<u>ITEM</u>	<u>EXISTING</u>	PROPOSED
CONTROLLER CABINET		$\blacksquare$	HANDHOLE -SQUARE			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R Y	R R Y
COMMUNICATION CABINET	ECC	СС	-ROUND HEAVY DUTY HANDHOLE					G G 4Y 4Y 4G
MASTER CONTROLLER	EMC	MC	-SQUARE -ROUND	H ®	H (B)		e e	<b>∢</b> G <b>∢</b> G
MASTER MASTER CONTROLLER	EMMC	ммс	DOUBLE HANDHOLE			SIGNAL HEAD WITH BACKELATE		R R R
JNINTERRUPTABLE POWER SUPPLY	4	<b>9</b>	JUNCTION BOX		0	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		Y
SERVICE INSTALLATION	P	- <b>■</b> -P	RAILROAD CANTILEVER MAST ARM	X <del>OZ X</del> X	I <del>eI I</del>			G G G 4Y 4Y 4Y
(P) POLE MOUNTED SERVICE INSTALLATION			RAILROAD FLASHING SIGNAL	<del>Xo</del> X	X•X		P RB	P RB
(G) GROUND MOUNTED (GM) GROUND MOUNTED METERED	$\boxtimes^{G} \boxtimes^{GM}$	$\mathbf{X}^{\mathbf{G}} \mathbf{X}^{\mathbf{GM}}$	RAILROAD CROSSING GATE	<del>\\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ </del>	¥•¥-	PEDESTRIAN SIGNAL HEAD		•
ELEPHONE CONNECTION	ET	T	RAILROAD CROSSBUCK	~	<b>*</b>	AT RAILROAD INTERSECTIONS	Ø	*
STEEL MAST ARM ASSEMBLY AND POLE	0	•——	RAILROAD CONTROLLER CABINET		<b>&gt;</b> <	PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	© C	<b>₩</b> C
LUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			ILLUMINATED SIGN		
STEEL COMBINATION MAST ARM SSEMBLY AND POLE WITH LUMINAIRE	0 <del>-</del> \(\overline{\pi}\)	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			"NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY	0	● ● BM	SYSTEM ITEM	S	SP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE.		
•	0	Ω	INTERSECTION ITEM	1	IP	ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE GUY WIRE	⊗	<b>⊕</b> ≻	REMOVE ITEM		R	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	
SIGNAL HEAD	<i>^</i>	<i>→</i>	RELOCATE ITEM		RL •	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		<b>—</b> 1)—
IGNAL HEAD WITH BACKPLATE	+6>	+►	ABANDON ITEM  CONTROLLER CABINET AND		Α	COAXIAL CABLE	<u> </u>	<u> </u>
IGNAL HEAD OPTICALLY PROGRAMMED	P + P	- <b>▶</b> P + <b>▶</b> P	FOUNDATION TO BE REMOVED		RCF		<i>'</i>	
ELASHER INSTALLATION	o-⊳ F o-⊳ FS	•► FS	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF	VENDOR CABLE		(v)
(FS) SOLAR POWERED	□-⊳ □-⊳ FS	F FS FS	SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	<b>6#18</b>
PEDESTRIAN SIGNAL HEAD	-0	-1	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		——————————————————————————————————————
PEDESTRIAN PUSH BUTTON (APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	⊚ ⊗ APS	⊚ ⊗ APS	PREFORMED DETECTOR LOOP	P P	P P	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
RADAR DETECTION SENSOR	R)	R	SAMPLING (SYSTEM) DETECTOR	s s	s s		—(36F)—	—(36F)—
/IDEO DETECTION CAMERA	[v]	<b>V</b> ■	INTERSECTION AND SAMPLING					
RADAR/VIDEO DETECTION ZONE	<u>~</u>	<i></i>	(SYSTEM) DETECTOR  QUEUE AND SAMPLING			GROUND ROD -(C) CONTROLLER	÷ ÷ ÷ ÷	$\stackrel{\underline{\dot{=}}}{\overset{\underline{C}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}{\overset{\underline{+}}}}{\overset{\underline{+}}}}{\overset{\underline{+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	PTZ)	₩₩ PTZ <b>I</b>	(SYSTEM) DETECTOR	QS QS	QS QS	-(M) MAST ARM -(P) POST	6 6 6 6	• • • •
AN, TILT, ZOOM (PTZ) CAMERA	<u> </u>	<u> </u>	WIRELESS DETECTOR SENSOR		<b>@</b>	-(S) SERVICE		
MERGENCY VEHICLE LIGHT DETECTOR	∞ 0.0	•	WIRELESS ACCESS POINT					
ONFIMATION BEACON	o-()	• <b>-</b>						
VIRELESS INTERCONNECT	o <del>∗II  </del>	•++						
IRELESS INTERCONNECT RADIO REPEATER	ERR	RR						

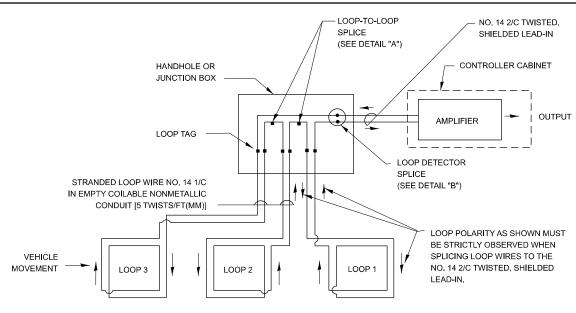
#### **LOOP DETECTOR NOTES**

- 1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- 2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE
- 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE 7. PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

#### **LOOP LEAD-IN CABLE TAG**

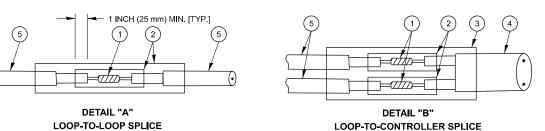


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

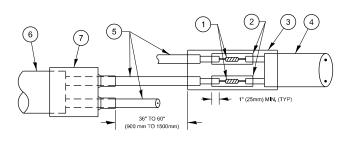


#### **DETECTOR LOOP WIRING SCHEMATIC**

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



**TYPE | LOOP** 



DETAIL "A" LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP

**DETAIL "B"** LOOP-TO-CONTROLLER SPLICE

#### **LOOP DETECTOR SPLICE**

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

36" TO 60"

- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- NO. 14 2/C TWISTED, SHIELDED CABLE.

- (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- (6) XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

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PLOT DATE = 6/25/2025	DATE -	REVISED -

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

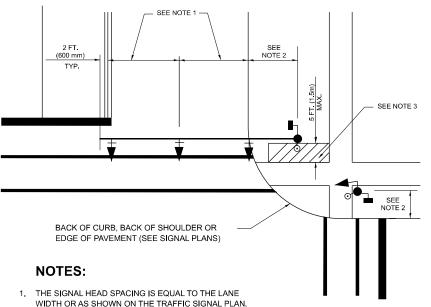
**DISTRICT ONE** STANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET 2 OF 7 SHEETS STA.

COUNTY 2020-007-RS&SW KANE 83 20 CONTRACT NO. 62K78

#### TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

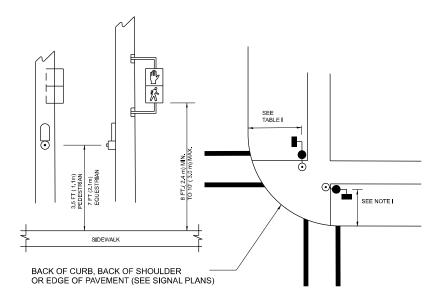
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



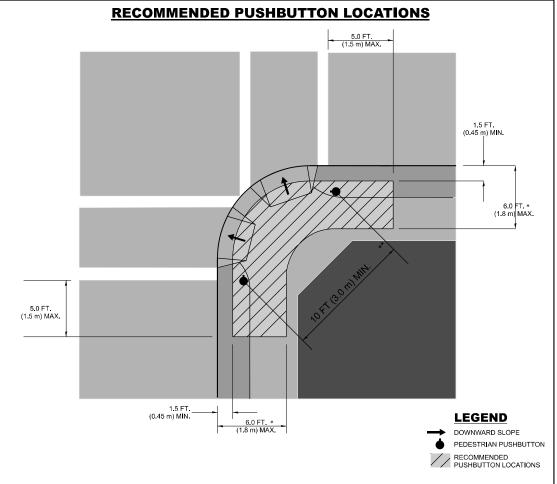
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE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

## PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



#### NOTES:

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



- \* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT ( 1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- \*\* WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

#### NOTES:

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

#### TRAFFIC SIGNAL EQUIPMENT OFFSET

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

#### NOTES:

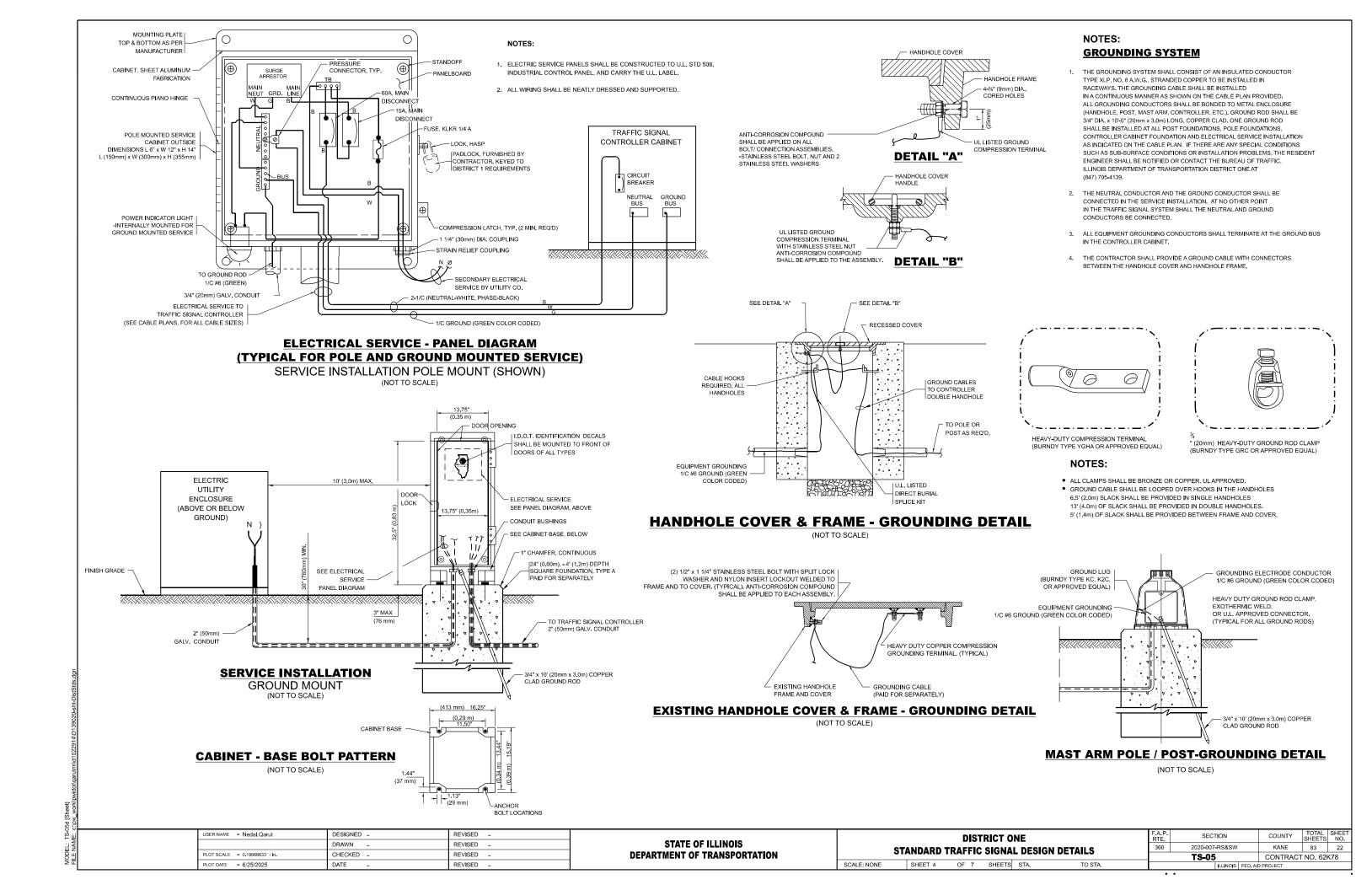
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION
- 3.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

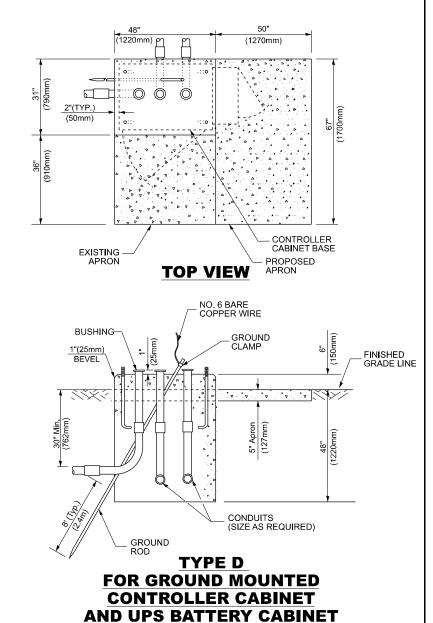
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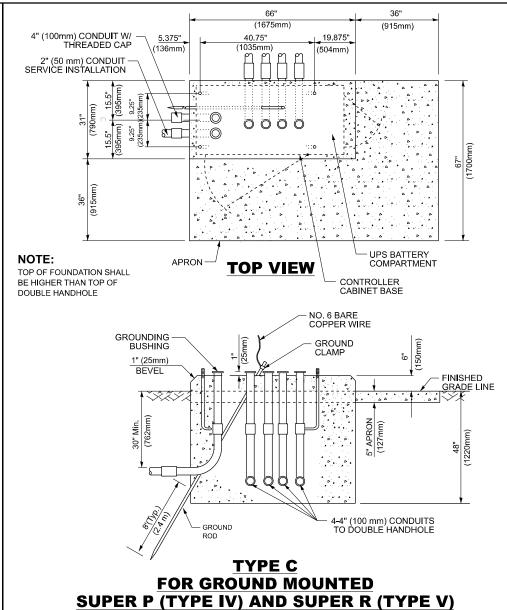
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

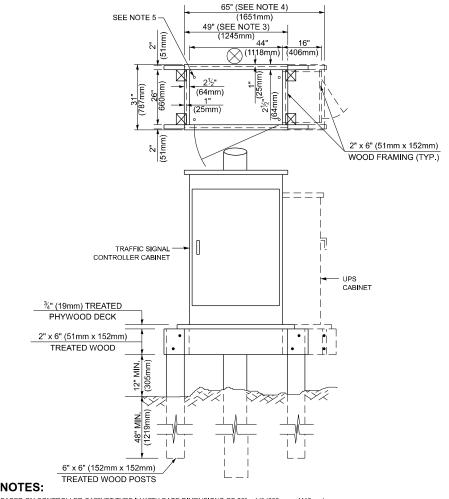
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**CONTROLLER CABINETS** 



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

## TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

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

#### **VERTICAL CABLE LENGTH**

#### **CABLE SLACK**

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

#### **DEPTH OF FOUNDATION**

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

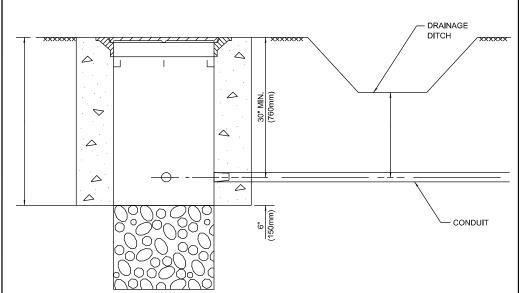
#### NOTES

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

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

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	DRAWN -	REVISED -	STATE OF ILLINOIS	STANDADD TDAFFIC SIGNAL DESIGN DETAILS		360	2020-007-RS&SW	KANE	83 23	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION				TS-05	CONTRACT N	NO. 62K78	
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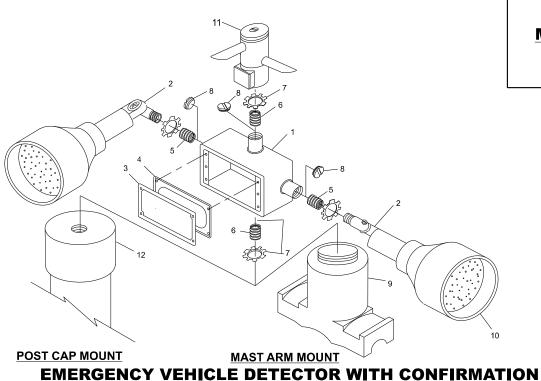
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- 1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
- 2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
- 3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY DUTY HANDHOLES AND DOUBLE HANDHOLES.

#### HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



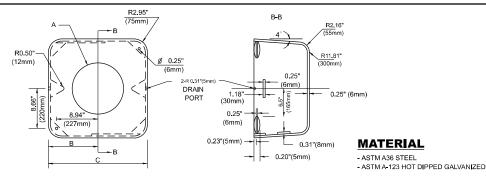
(1675mm) (915mm) 19.875" (1035mm) **~**d∶ 0 CONTROLLER PROPOSED-**TOP VIEW** APRON -NO. 3 DOWEL 18" (450mm) NO. 6 BARE COPPER WIRE LONG (8 REQ.) BUSHING-GROUND CLAMP EXISTING-ANCHOR BOLTS 1"(25mm) BEVEL GRADE LINE (300mm) (300mm) (300mm) -EXISTING CONDUITS EXISTING GROUND ROD **MODIFY EXISTING TYPE "D" FOUNDATION** 

## TO TYPE "C" FOUNDATION

(NOT TO SCALE)

#### IDENTIFICATION 1 OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M) 2 LAMP HOLDER AND COVER 3 OUTLET BOX COVER 3/4" (19 mm) CLOSE NIPPLE 7 ¾" (19 mm) LOCKNUT 8 ¾" (19 mm) HOLE PLUG 9 SADDLE BRACKET - GALV. 10 6 WATT PAR 38 LED FLOOD LAMP DETECTOR UNIT 12 POST CAP [18 FT. (5.4 m) POST MIN.]

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



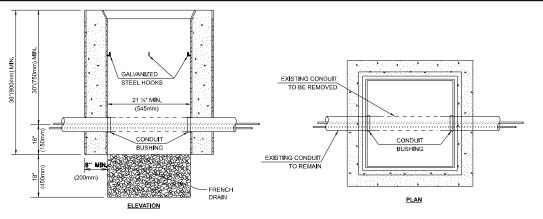
А	В	С	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

#### **SHROUD**

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

#### SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING DIMENSION 4" (100mm) LARGER THAN CONTROLLER CABINET BASE WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING. DIMENSION, BOTH DIRECTIONS (25mm) 1" (25mm) BEVEL BREAK DOWN EXISTING FOUNDATION 12" (300mm) 9" (225mm) No. 3 DOWEL 1'-6" (450mm) LONG ON 12" (300mm) CENTER (8 REQ'D) 2" (50mm), 4" (100mm & 4" (100mm) NEW TYPE "D" (MODIFIED) FOUNDATION EXISTING TYPE D (CONTROLLER) FOUNDATION

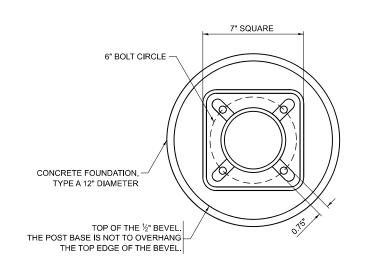
#### **MODIFY EXISTING TYPE "D" FOUNDATION**



- 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.

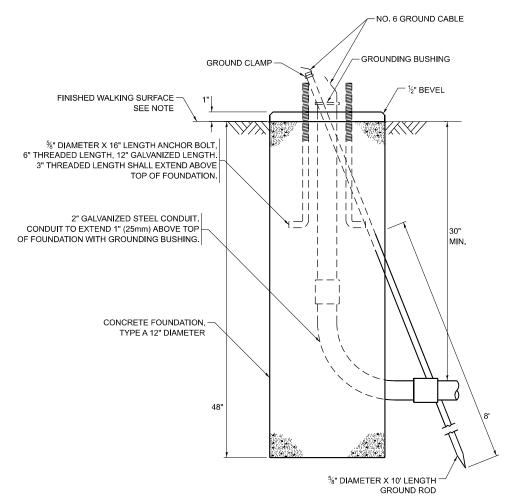
#### HANDHOLE TO INTERCEPT EXISTING CONDUIT

**BEACON MOUNTING DETAIL** DESIGNED -JSER NAME = Nedal.Qarut REVISED COUNTY DISTRICT ONE **STATE OF ILLINOIS** DRAWN REVISED 2020-007-RS&SW KANE 83 24 STANDARD TRAFFIC SIGNAL DESIGN DETAILS CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62K78 SHEET 6 OF 7 SHEETS STA. PLOT DATE = 6/25/2025DATE



#### **BOLT PATTERN**

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

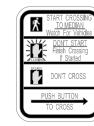


#### **CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER**

DESIGNED - IP

### PEDESTRIAN SIGNAL POST, 10 FT.







R10-3b

R10-3d

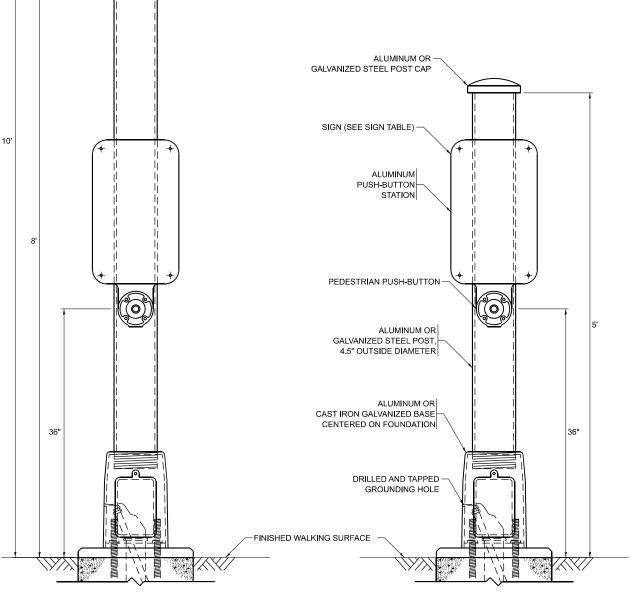
R10-3e

#### **SIGN TABLE**

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

#### NOTES:

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



- PEDESTRIAN SIGNAL HEAD

- COUNTDOWN PEDESTRIAN SIGNAL HEADS ARE NOT TO BE USED AT RAILROAD INTERSECTIONS

JSER NAME = Nedal.Qarut

PLOT DATE = 6/25/2025

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET 7 OF 7 SHEETS STA.

2020-007-RS&SW KANE 83 25 CONTRACT NO. 62K78

DRAWN - IP REVISED REVISED REVISED - 10-15-2018

REVISED - 10-15-2020

#### NOTES:

- 1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
- 2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- 3. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
- 4. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- 5. ALL PUSH BUTTONS SHALL BE APS
- 6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM
- 7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
- 8. ALL PROPOSED TRAFFIC SIGNAL CABLE SHALL BE ROUTED THROUGH THE PROPOSED CONDUIT
- 9. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT
- 10. OLD POLE MOUNT TO BE REPLACED WITH NEW POLE MOUNT SERVICE, ELECTRIC METER ON CABINET IS TOO REMAIN

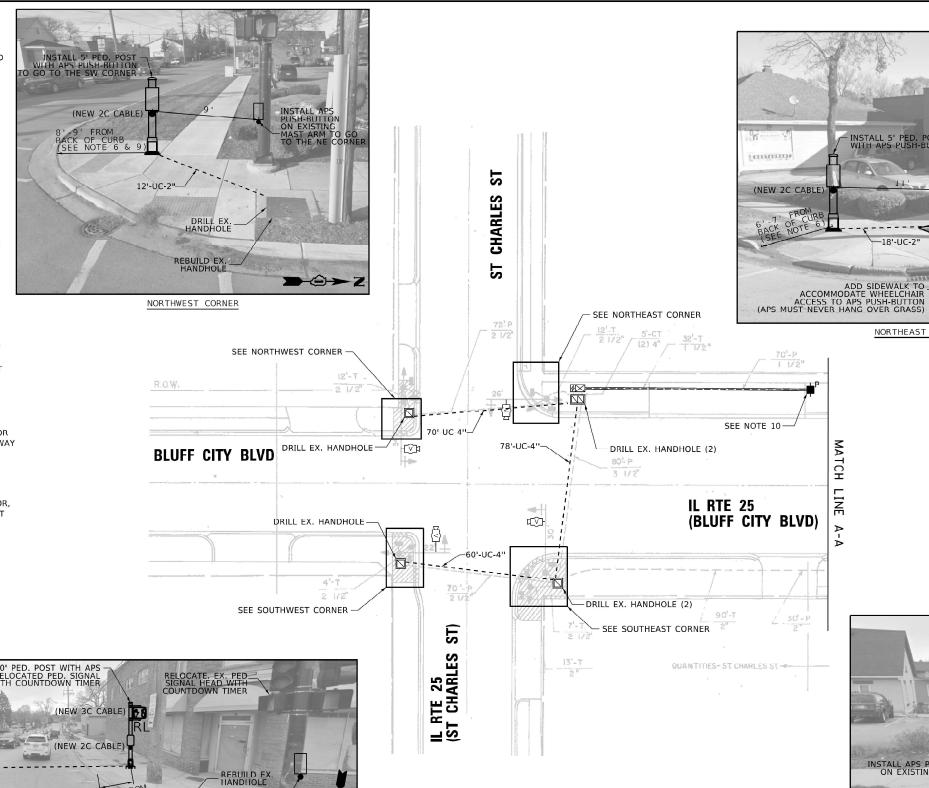
#### **REMOVAL AND RELOCATION NOTES:**

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

SERVICE INSTALLATION, POLE MOUNT

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED 10 FT POST

1 EACH PEDESTRIAN SIGNAL HEAD



SOUTHWEST CORNER

INSTALL APS PUSH-BUTTON ON EXISTING MAST ARM-TO GO TO THE NW CORNER

58'-UC-2"—

DUE TO UTILITY POLE CONFLICT, THE 2" CONDUIT WILL HAVE TO RUN ACROSS THE STREET

SOUTHEAST CORNER

REBUILD EX.

-18'-UC-2'

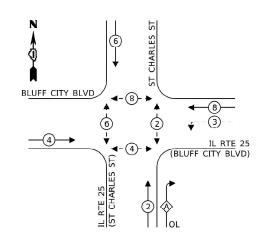
NORTHEAST CORNER

INSTALL APS PUSH-BUTTON-ON EXISTING MAST ARM

TS 13295 **IDOT CENTRACS 209** 

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -		TRAFFIC SIGNAL MODERNIZATION PLAN		F	F.A.P.	SECTION	COUNTY	TOTAL SHEE	ĒΤ		
	DRAWN -	REVISED -	STATE OF ILLINOIS  DEPARTMENT OF TRANSPORTATION  IL RTE 25 (BLUFF CITY BLVD) AND IL RTE 25 (ST CHARLES ST)						360	2020-007-RS&SW	KANE	83 26	
	CI IECKED -	REVISED -			31)			CONTRAC	CT NO. 62K78	┪			
PLOT DATE = 6/25/2025	DATE -	REVISED -		SCALE:	SHEET A008 OF 15 SHEETS STA. TO STA.			ILLINOIS FEI	D. AID PROJECT		コ		





#### LEGEND:

**◆ (\*)** PROTECTED PHASE

← - (\*)- - PROTECTED/PERMITTED PHASE

OL OVERLAP

#### **RIGHT TURN OVERLAP PHASE DESIGNATION:**

OVERLAP		PERMISSIVE		PROTECTE
LETTER	_	PHASE	_	PHASE

#### **SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY
SERVICE INSTALLATION - POLE MOUNTED	EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	88
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	208
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	4
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	961
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	183
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	127
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	704
DRILL EXISTING HANDHOLE	EACH	9
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	114
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	3
PEDESTRIAN SIGNAL POST, 10 FT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT	EACH	2
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

#### TRAFFIC SIGNAL **ELECTRICAL SERVICE REQUIREMENTS** QUANTITY UNIT TOTAL WATTAGE

EQUIPMENT TYPE

SIGNAL HEAD I OR 3-SECTION	8	11	88
4-SECTION	-	14	-
5-SECTION	4	13	52
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	•
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER		100	1
UPS	1	25	25
DETECTION RADAR OR VIDEO	4	20	80
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	1
CELLULAR MODEM	-	15	•
Т	OTAL UPS	5 SIZING	515
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
	4-SECTION 5-SECTION PROGRAMMABLE 3-SECTION 4-SECTION 5-SECTION 5-SECTION PEDESTRIAN SIGNAL CONTROLLER MASTER CONTROLLER UPS DETECTION RADAR OR VIDEO BLANK-OUT SIGN NETWORK SWITCH II OR III CELLULAR MODEM  TUPS CHARGING BATTERY HEATER MAT CABINET HEATER FLASHER LED SIREEI NAME SIGN	4-SECTION   -	4-SECTION   -   14   13   14   15-SECTION   4   13   13   14   15-SECTION   -   22   22   24   25-SECTION   -   28   25-SECTION   -   28   25-SECTION   -   28   25-SECTION   -   28   25-SECTION   -   26   25   25   25   25   25   25   25

TOTAL SERVICE WIRE SIZING 1120

PLOT DATE = 6/25/2025

USER NAME = Nedal.Qarut

#### **NOTES:**

ENERGY COSTS TO:

DRAWN

DATE

CHECKED -

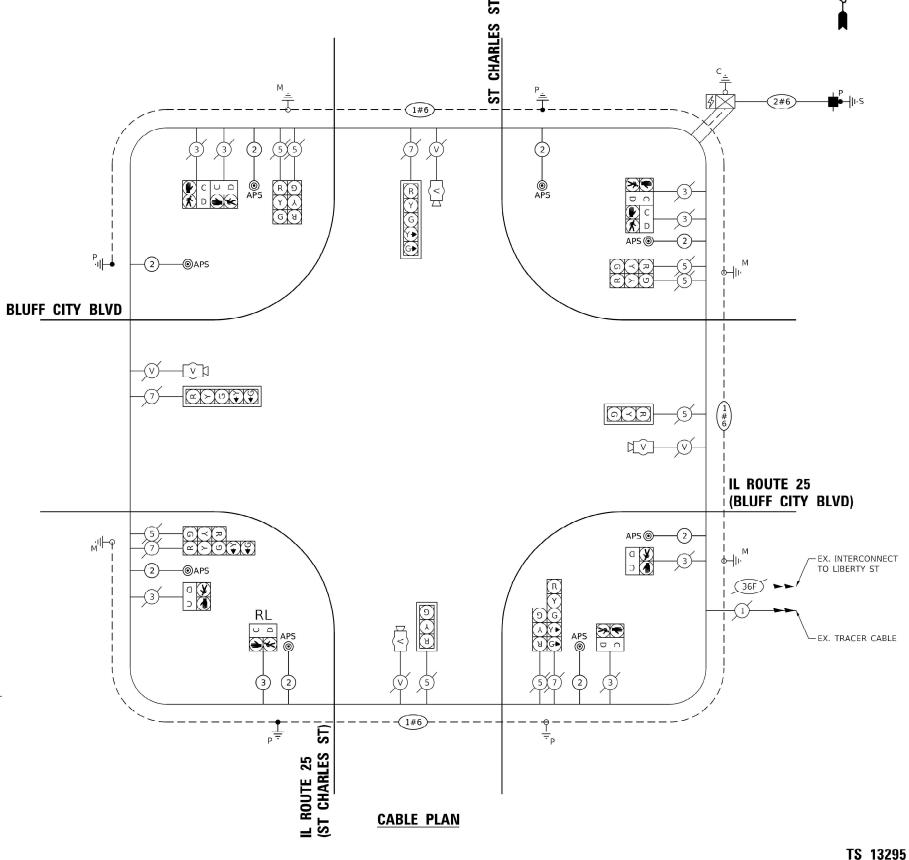
1. TIMING CONSULTANT SHALL PROGRAM THE FIXED TIME PEDESTRIAN SIGNALS TO ACTUATED SIGNALS. THIS WORK SHALL BE PAID FOR UNDER RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL

CITY OF ELGIN 150 DEXTER CT ELGIN, IL 60120 ENERGY SUPPLY: CONTACT: CASSIE EVANS PHONE: 773-241-0741 COMPANY: COMED ACCOUNT NUMBER: 4630542222 DESIGNED -REVISED -

REVISED

REVISED -

REVISED -



**IDOT CENTRACS 209** 

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SECTION AND SCHEDULE OF QUANTITIES IL RTE 25 (BLUFF CITY BLVD) AND IL RTE 25 (ST CHARLES ST) SHEET A009 OF 15 SHEETS STA.

COUNTY TOTAL SHEET NO. KANE 83 27 COUNTY 2020-007-RS&SW CONTRACT NO. 62K78

#### NOTES:

- 1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
- 2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- 3. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
- 4. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- 5. ALL PUSH BUTTONS SHALL BE APS
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- 9. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT
- 10. OLD POLE MOUNT TO BE REPLACED WITH NEW POLE MOUNT SERVICE, ELECTRIC METER ON CABINET IS TOO REMAIN

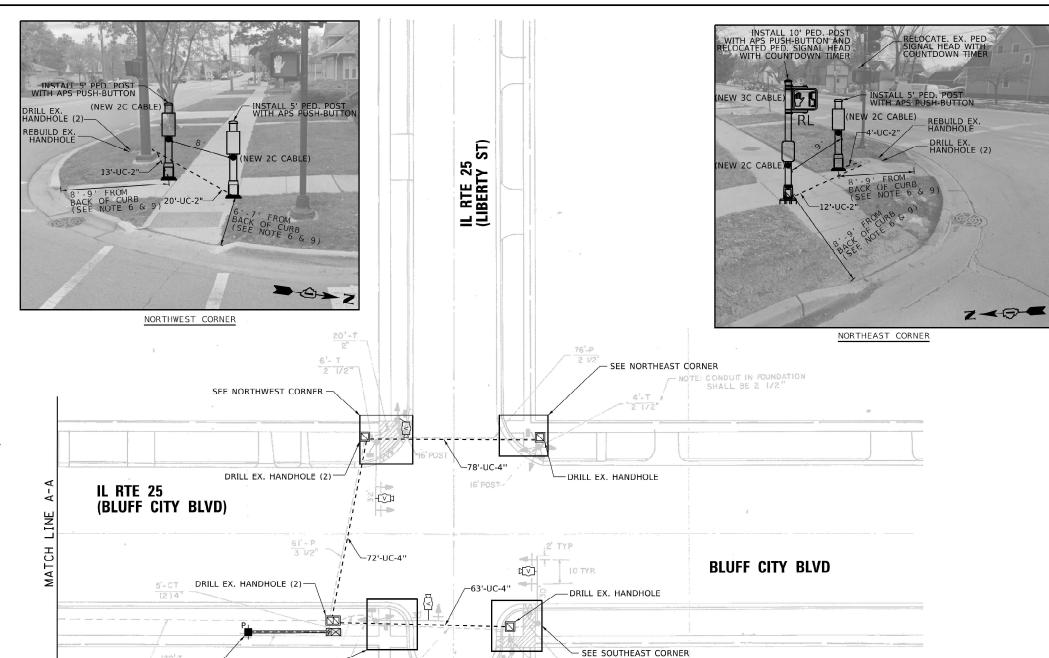
#### **REMOVAL AND RELOCATION NOTES:**

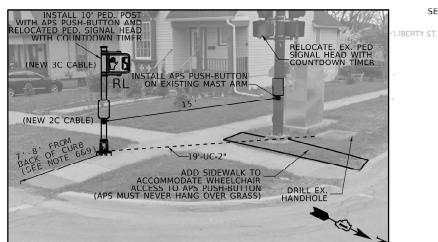
THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

SERVICE INSTALLATION, POLE MOUNT

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED 10 FT POSTS

2 EACH PEDESTRIAN SIGNAL HEAD





SOUTHWEST CORNER

SEE NOTE 10-

SEE SOUTHWEST CORNER

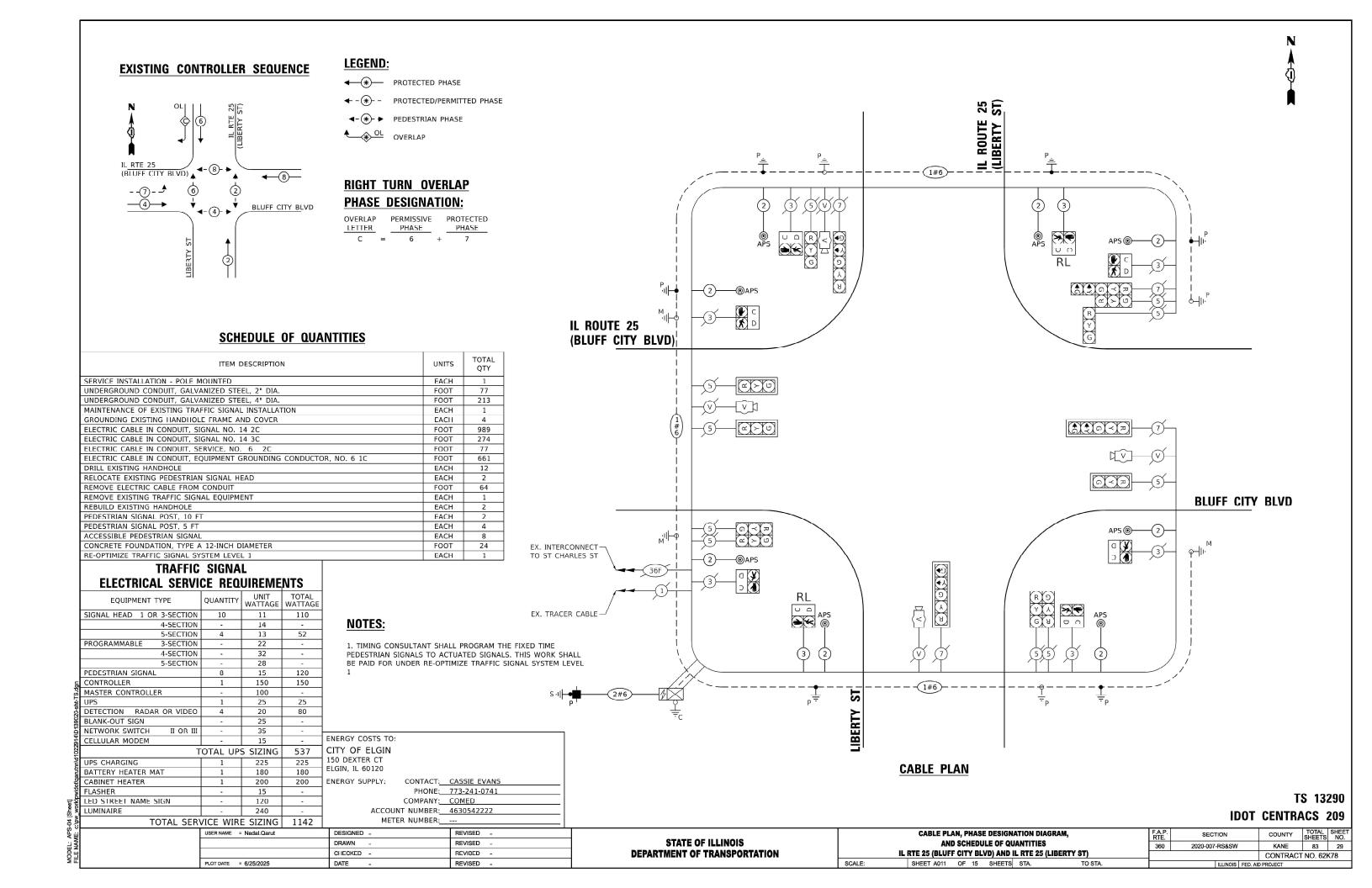
SOUTHEAST CORNER

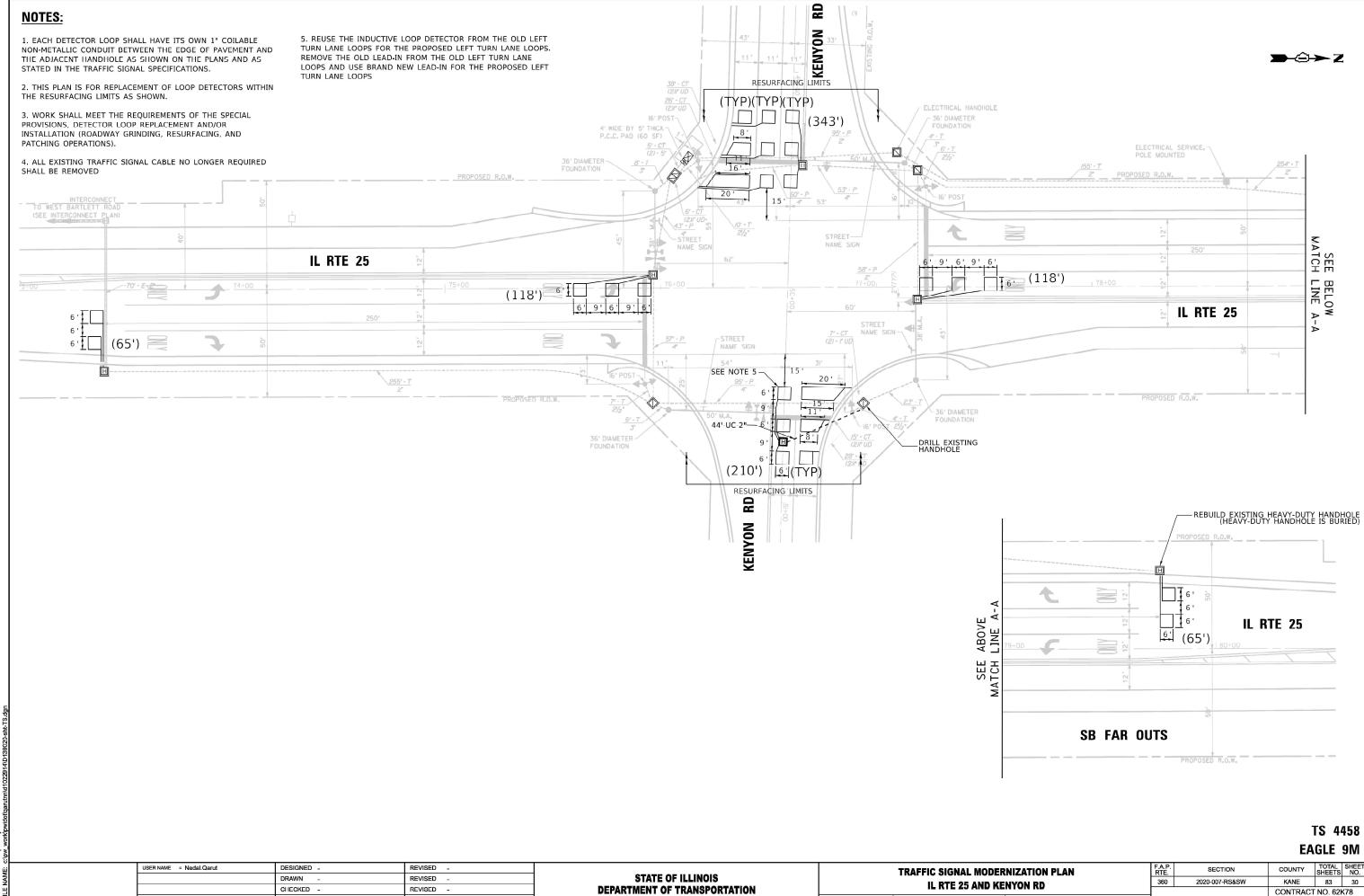
TS 13290 **IDOT CENTRACS 209** 

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -			TRAFFIC SIGNAL MODERNIZATION PLAN	F.A.P.	SECTION	COUNTY	TOTAL SHEET
	DRAWN -	REVISED -	STATE OF ILLINOIS			360	2020-007-RS&SW	KANE	83 28
	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	IL	RTE 25 (BLUFF CITY BLVD) AND IL RTE 25 (LIBERTY ST)			CONTRACT	T NO. 62K78
PLOT DATE = 6/25/2025	DATE -	REVISED -		SCALE:	SHEET A010 OF 15 SHEETS STA. TO STA.		ILLINOIS FED. AI	D PROJECT	

S

LIBERTY





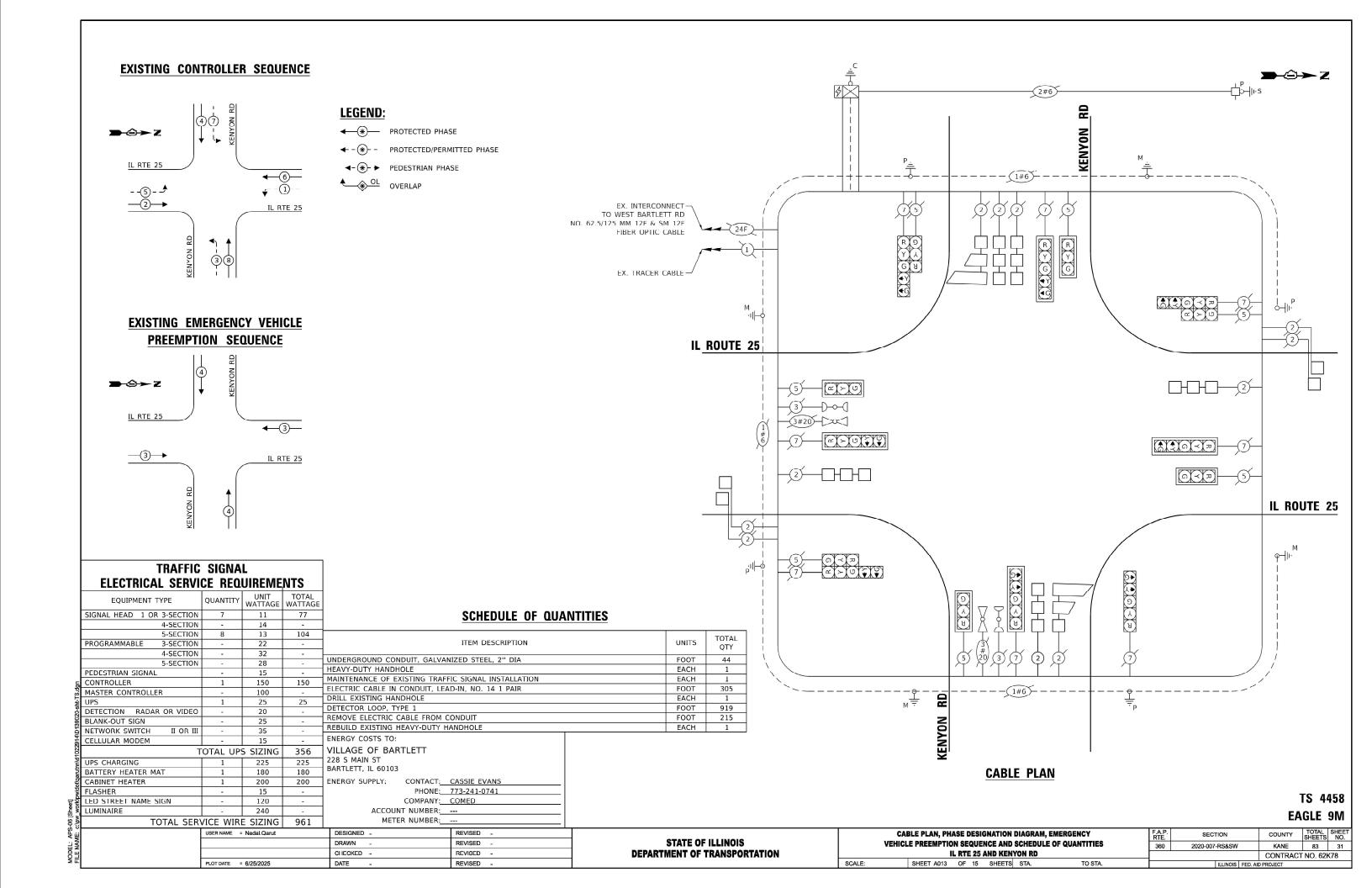
SCALE:

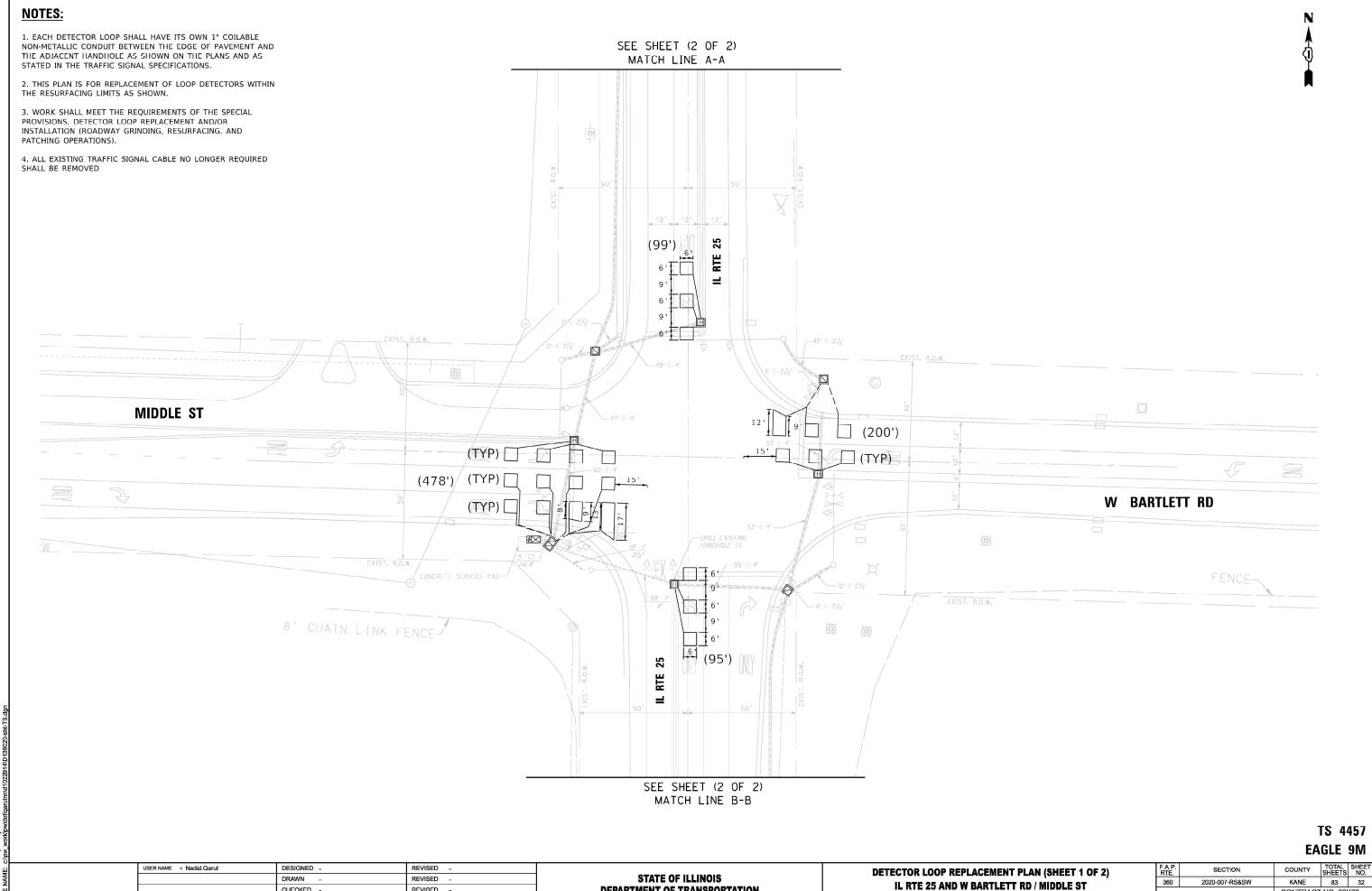
PLOT DATE = 6/25/2025

DATE

REVISED -

**IL RTE 25 AND KENYON RD** SHEET A012 OF 15 SHEETS STA. TO STA.





**DEPARTMENT OF TRANSPORTATION** 

SHEET A014 OF 15 SHEETS STA.

SCALE:

CHECKED -

DATE

PLOT DATE = 6/25/2025

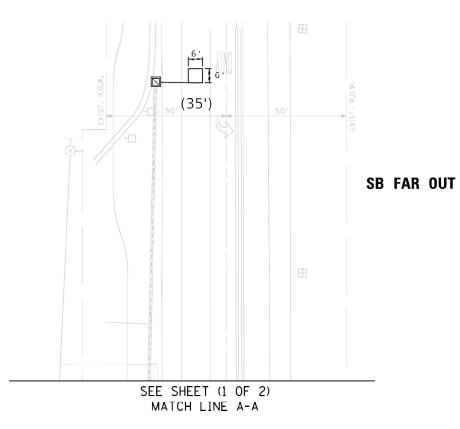
REVISED -

REVISED -

**EAGLE 9M** 

CONTRACT NO. 62K78





SEE SHEET (1 OF 2) MATCH LINE B-B

12' 2 12' 12' 11'

NB FAR OUT

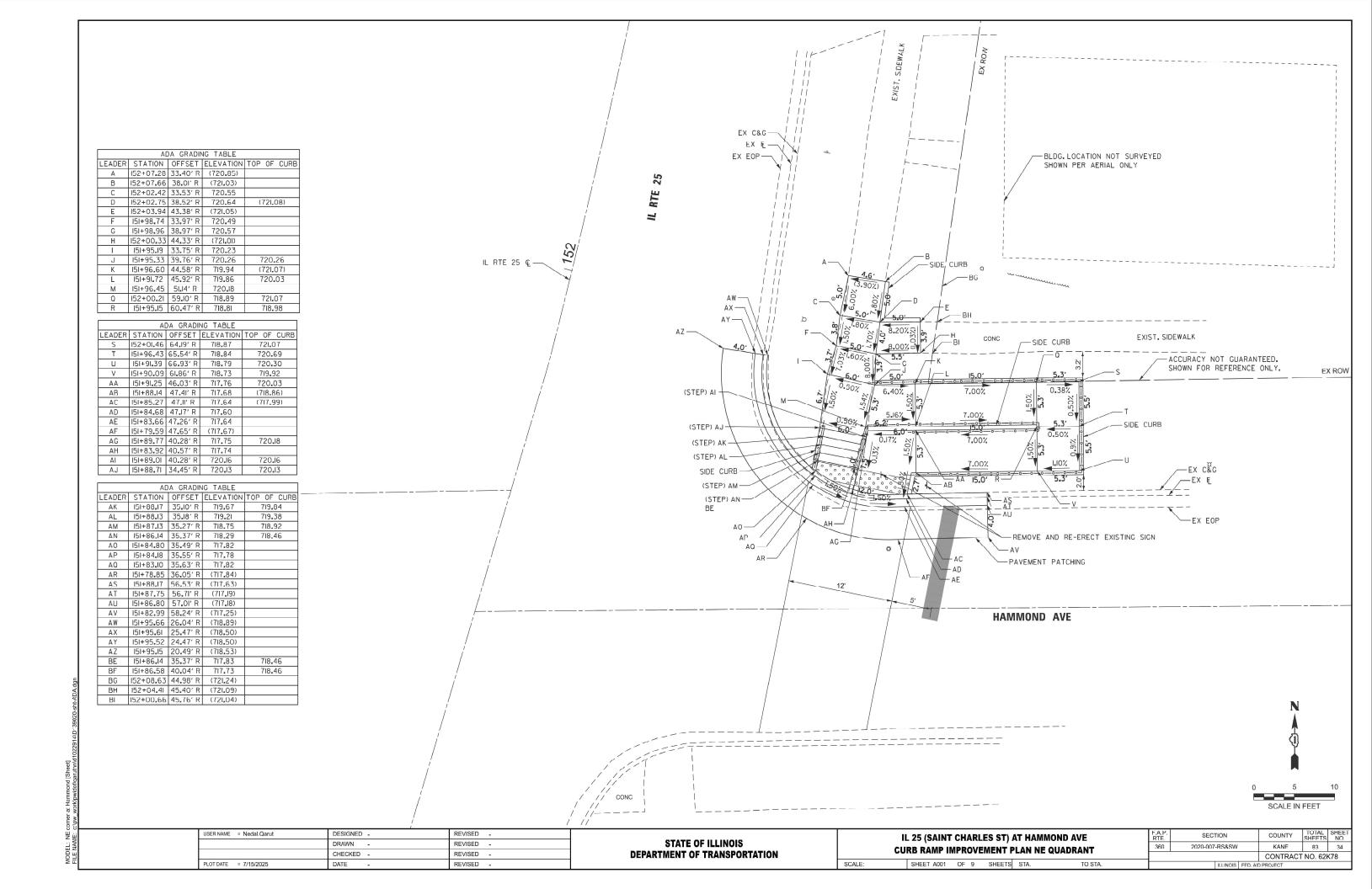
(48')

#### SCHEDULE OF QUANTITIES

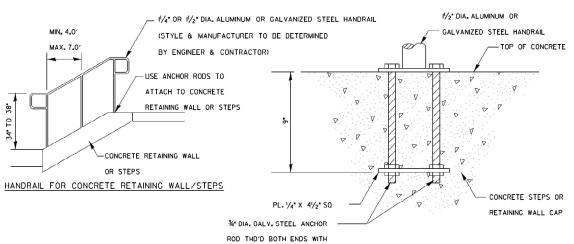
ITEM DESCRIPTION	UNITS	TOTAL QTY
DETECTOR LOOP REPLACEMENT	FOOT	955

TS 4457 EAGLE 9M

					1		I ILLINOID   TED. AII	DINOULUI		
PLOT DATE = 6/25/2025	DATE -	REVISED -		SCALE:	SHEET A015 OF 15 SHEETS STA. TO STA.		ILLINOIS FED AII	D PROJECT		-
	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		IE NIE 23 AND W DANIEETT NO / MIDDEE OT			CONTRACT	T NO. 62K7	/8
	DRAWN -	REVISED -	STATE OF ILLINOIS	l i	IL RTE 25 AND W BARTLETT RD / MIDDLE ST	360	2020-007-RS&SW	KANE	83	33
			CTATE OF HILINOIS	VEIC	CIUR LUUP REPLACEMENT PLAN (SHEET 2 UF 2)	RIE.			SHEETS	NO.
USER NAME = Nedal.Qarut	DESIGNED -	REVISED -		DETECTOR LOOP REPLACEMENT PLAN (SHEET 2 OF 2)		F.A.P.	SECTION	COUNTY	TOTAL	SHEET

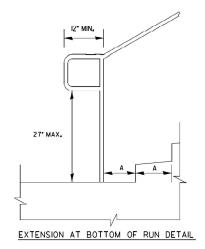


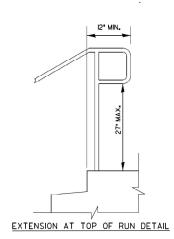
### PIPE HANDRAILS DETAIL



HEAVY HEX NUT WASHER & TWO HEX NUTS

ANCHOR ROD DETAIL (INCLUDED IN THE COST OF HAND OR SAFETY RAIL)





#### NOTES:

STAIRWAYS SHALL HAVE CONTINUOUS HANDRAILS BOTH SIDES OF ALL STAIRS.

THE INSIDE HANDRAIL ON SWITCHBACK OR DOGLEG STAIRS SHALL ALWAYS BE CONTINUOUS.

GRIPPING SURFACES SHALL BE UNINTERRUPTED BY NEWEL POSTS, OTHER CONSTRUCTION ELEMENTS, OR OBSTRUCTIONS.

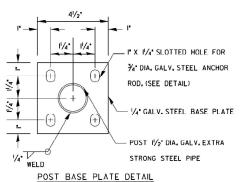
ENDS OF HANDRAIL SHALL BE EITHER ROUNDED OR RETURNED SMOOTHLY TO FLOOR, WALL, OR POST.

HAND AND SAFETY RAILS SHALL NOT ROTATE WITHIN THEIR FITTINGS.

THE CLEAR SPACE BETWEEN HANDRAILS AND ANY WALL SHALL BE 11/2" HANDRAIL SHALL CONFORM TO SECTION 509 WITH THE EXCEPTION THAT ALL PIPE AND CONNECTIONS SHALL BE WELDED GALVANIZED OR ALUMINUM ACCORDING TO ARTICLE 1006.30, OR 1006.34.

THE DIAMETER OF THE GRIPPING SURFACE OF THE HANDRAIL SHALL BE I-1/4" TO 1-1/2"

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR PIPE HANDRAIL



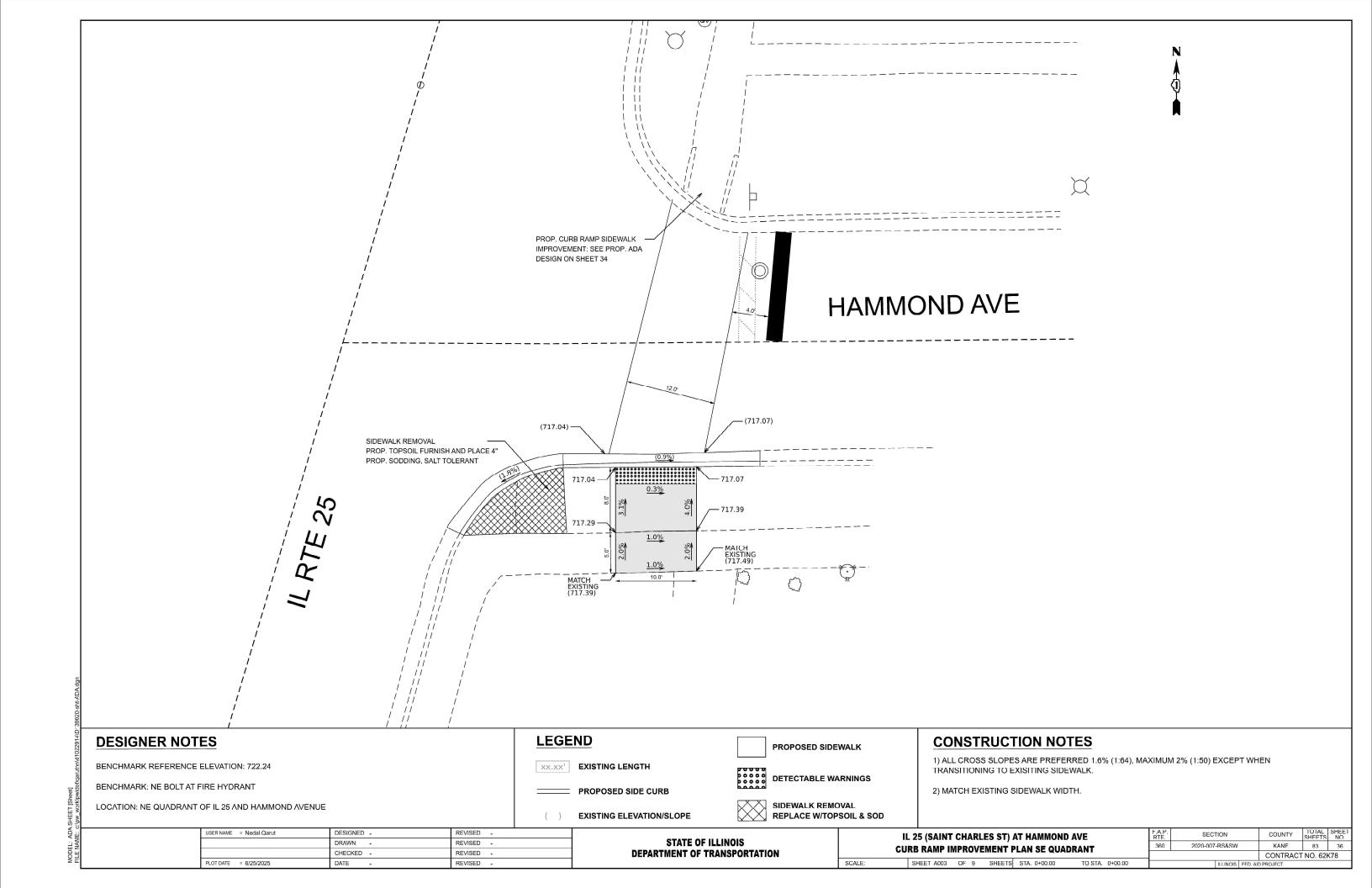
SCALE:

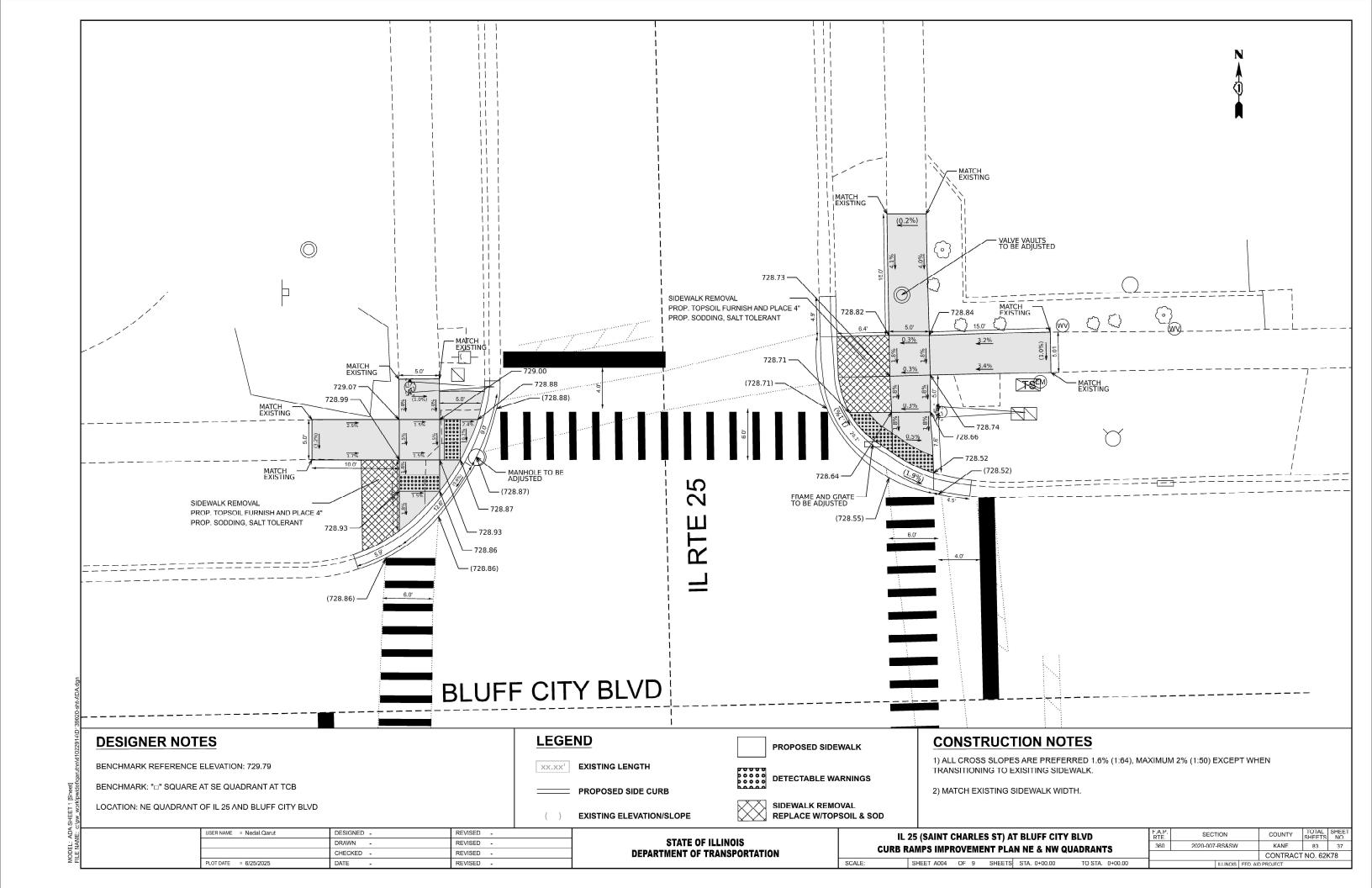
(INCLUDED IN THE COST OF HAND OR SAFETY RAIL)

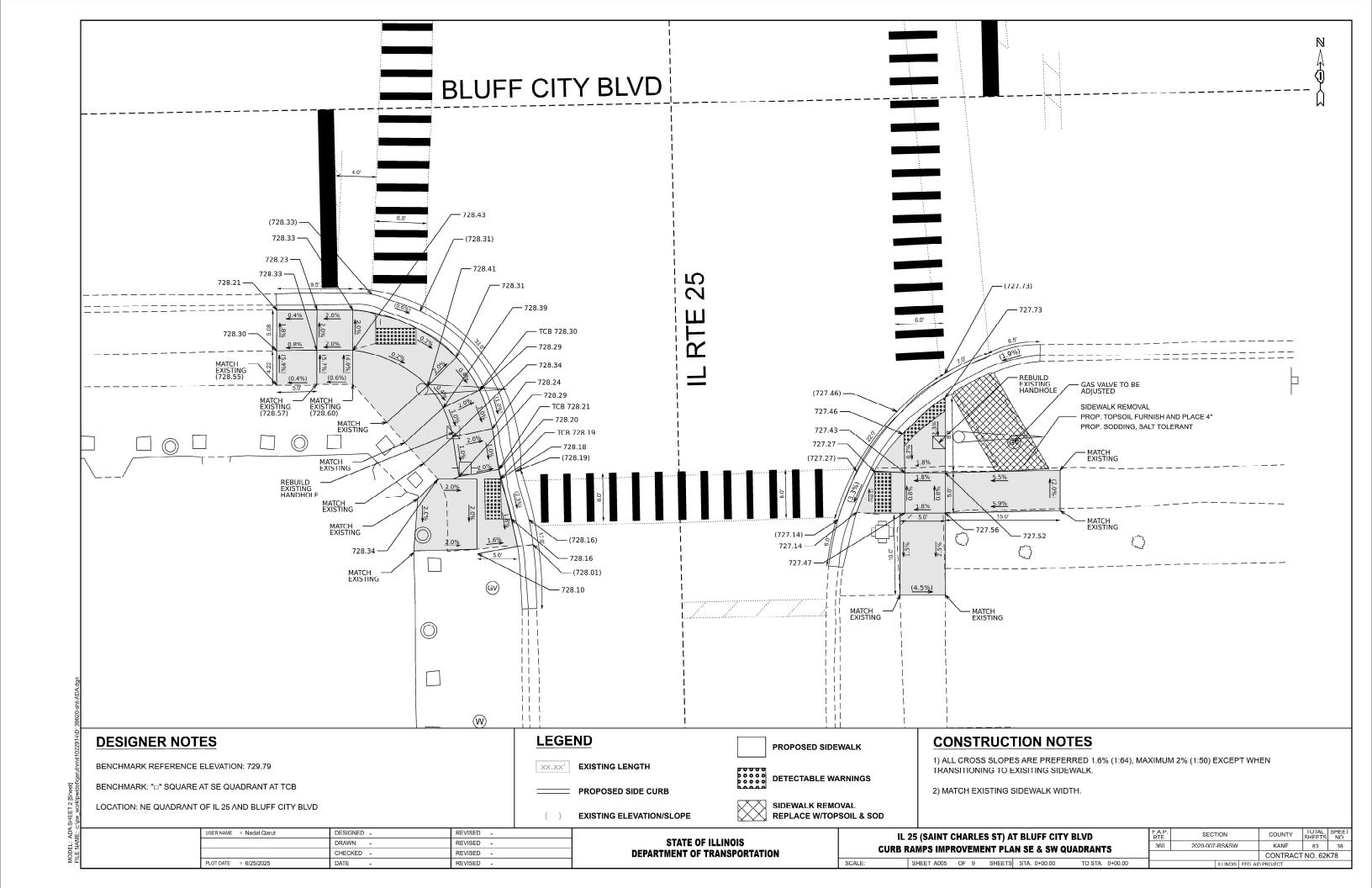
USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/25/2025	DATE -	REVISED -

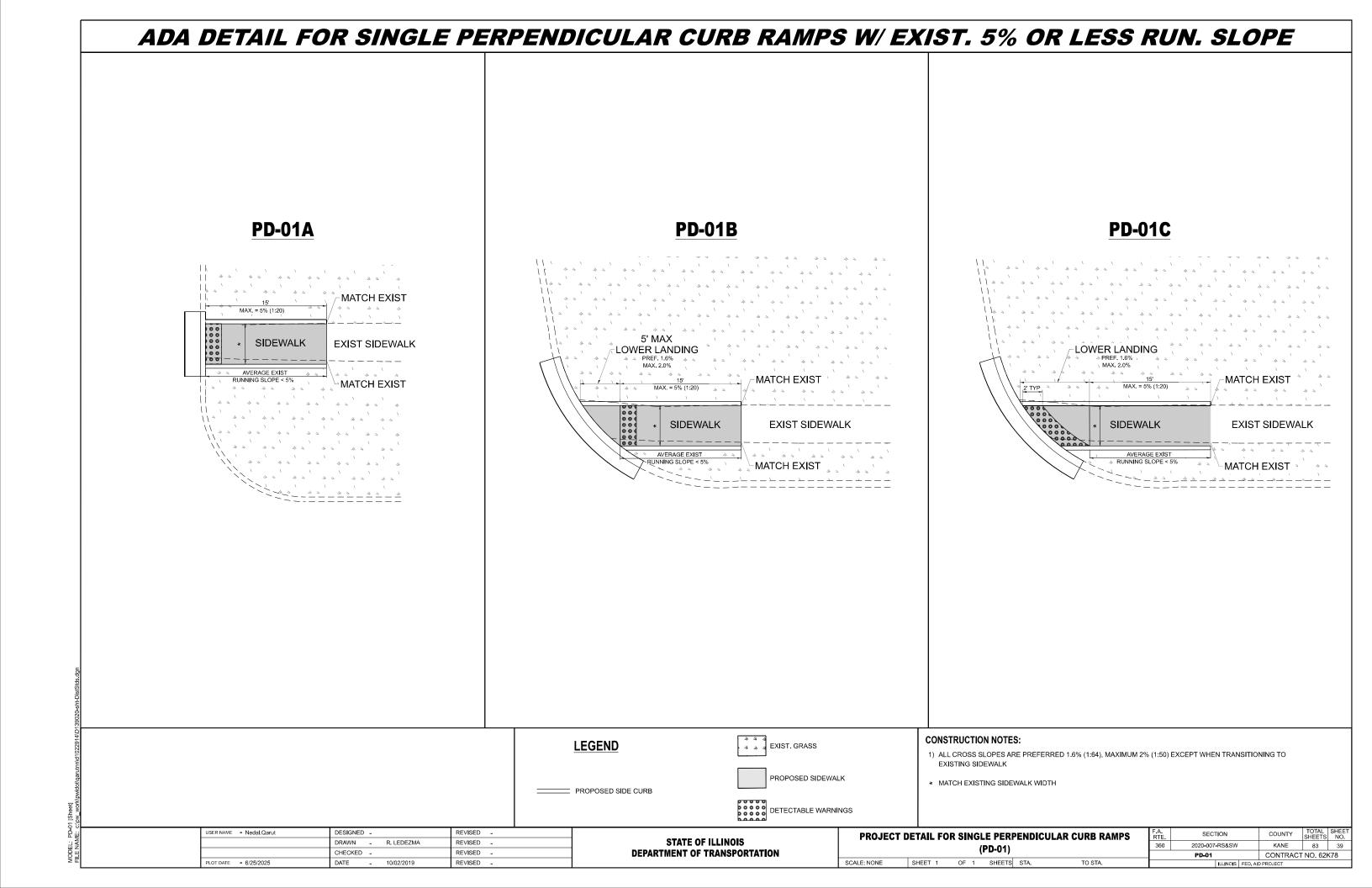
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 25 (SAINT CHARLES ST) AT HAMMOND AVE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PE HANDRAILS DETAIL - NE QUADRANT AT HAMMOND AVE.	360	2020-007-RS&SW	KANE	83	35	
ILE HAMPINALES DE LAIE - HE AGADINANT AT HAMMOND AVE			CONTRACT NO. 62K78			
SHEET A002 OF 9 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT					

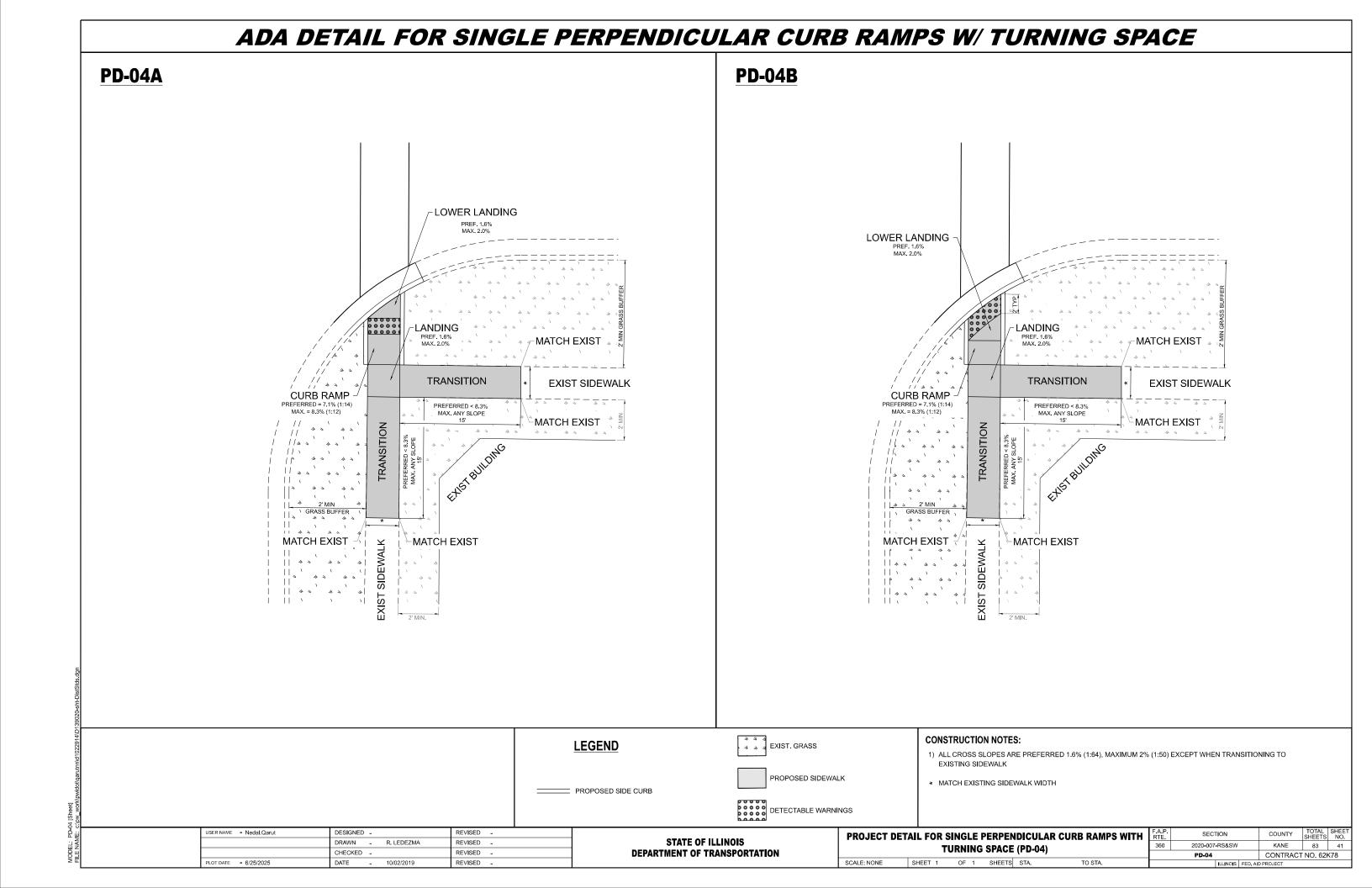


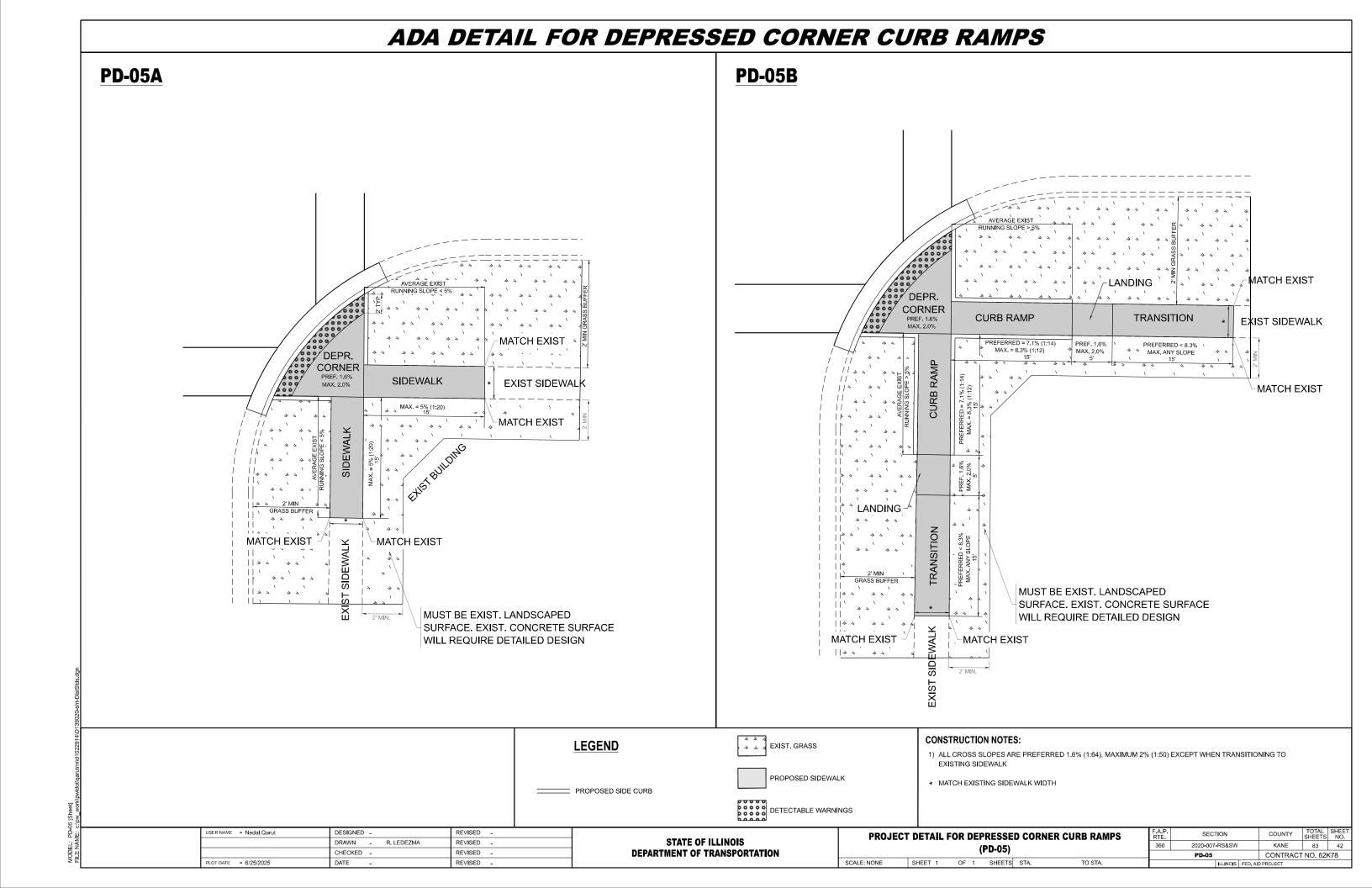


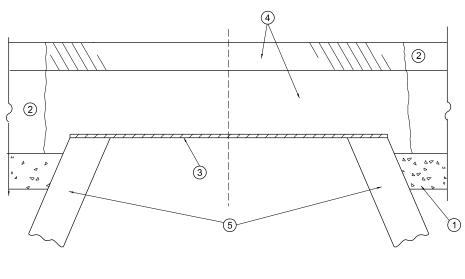


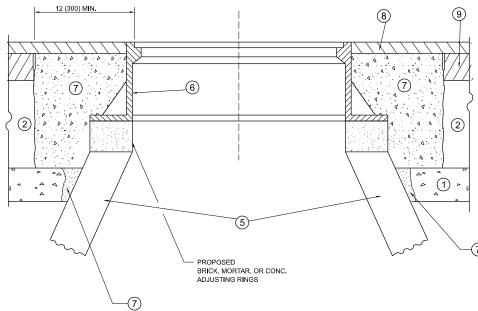


#### ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS **PD-03A PD-03B** -LOWER LANDING \_LOWER LANDING **CURB RAMP** PREFERRED = 7.1% (1:14) LANDSCAPE OR PCC AREA LANDSCAPE OR PCC AREA -LANDING LOWER LANDING LOWER LANDING PREF. 1.6% MAX. 2.0% ⇒ y MATCH EXIST ⇒ ~ ~ ~ ~ ~ ~ ~ / TRANSITION TRANSITION **EXIST SIDEWALK** EXIST SIDEWALK MAX. ANY SLOPE 15' MAX. ANY SLOPE MATCH EXIST LMATCH EXIST 🐧 CURB RAMP | CURB RAMP -PREFERRED = 7.1% (1:14) MAX. = 8.3% (1:12) PREFERRED = 7.1% (1:14) 2' MIN GRASS BUFFER MATCH EXIST MATCH EXIST -MATCH EXIST -MATCH EXIST SIDEWALK **EXIST SIDEWALK** 4 2 MUST BE EXIST. LANDSCAPED MUST BE EXIST. LANDSCAPED SURFACE. EXIST. CONCRETE SURFACE SURFACE. EXIST. CONCRETE SURFACE WILL REQUIRE DETAILED DESIGN WILL REQUIRE DETAILED DESIGN \* \* \* \* EXIST. GRASS **CONSTRUCTION NOTES: LEGEND** 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO PROPOSED SIDEWALK \* MATCH EXISTING SIDEWALK WIDTH ☐ PROPOSED SIDE CURB DETECTABLE WARNINGS JSER NAME = Nedal.Qarut DESIGNED -REVISED PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS SECTION COUNTY **STATE OF ILLINOIS** DRAWN - R. LEDEZMA REVISED 360 2020-007-RS&SW KANE 83 40 (PD-03) REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62K78 SHEET 1 OF 1 SHEETS STA. SCALE: NONE PLOT DATE = 6/25/2025 DATE









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

#### **NOTES**

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

#### **CONSTRUCTION PROCEDURES**

#### **STAGE 1** (BEFORE PAVEMENT MILLING)

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

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE. C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

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

#### **STAGE 2** (AFTER PAVEMENT MILLING)

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

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

#### **LEGEND**

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

#### **LOCATION OF STRUCTURES**

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

#### **BASIS OF PAYMENT**

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

JSER NAME = Nedal.Qarut DESIGNED - R. SHAH REVISED - R. BORO 03-09-11 COUNTY **DETAILS FOR** STATE OF ILLINOIS DRAWN REVISED - R. BORO 12-06-11 360 2020-007-RS&SW KANE 83 43 FRAMES AND LIDS ADJUSTMENT WITH MILLING HECKED -REVISED - K. SMITH 11-18-22 **DEPARTMENT OF TRANSPORTATION** BD600-03 (BD-08) CONTRACT NO. 62K78 SCALE: NONE SHEET 1 OF 1 SHEETS STA. PLOT DATE = 6/25/2025 REVISED - K. SMITH 09-15-23 DATE 10-25-94

#### **METHOD OF MEASUREMENT**

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

#### **BASIS OF PAYMENT**

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

HMA REMOVAL OVER PATCHES AND HMA REPLACEMENT OVER PATCHES FOR PATCHING FIRST CONSTRUCTION 6 (150) MIN. SAW CUT/SCORING EXIST, HMA FOR PATCHING FIRST CONSTRUCTION OVERLAY, TYPICAL. TOP OF EXIST. HMA OR MILLED SURFACE ·D. CLASS C OR CLASS D PATCH OF THE THICKNESS SPECIFIED कि के कि के अपने के कि कि कि कि कि कि कि 12 (300) SAW CUT/SCORING, TYPICAL **EXISTING PAVEMENT** PROPOSED UNSUITABLE SUBGRADE REMOVAL AND REPLACEMENT UTILITY OR STORM SEWER TRENCH (IF PATCH IS DUE TO UTILITY OR SEWER WORK, THE WIDTH OF THE FULL DEPTH PATCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH).

# **SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

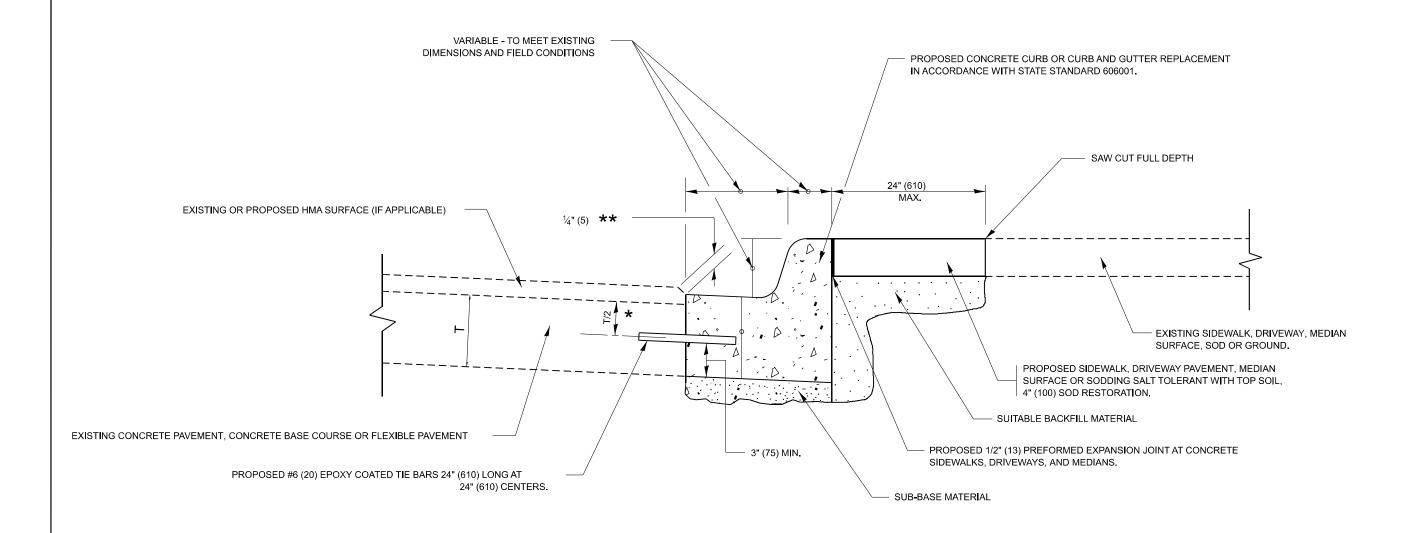
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

## **SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

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

USER NAME = Nedal.Qarut	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	PAVEMENT PATCHING FOR RTE. SECTION				SECTION	COUNTY	TOTAL S	HEET			
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS	LIMA CUIDEACED DAVEMENT			360	2020-007-RS&SW	KANE	83	44		
PLOT SCALE = 0.16666633 '/in.	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION		HIMA SURFACED F	AVENENI		В	D400-04 (BD-22)	CONTRACT	NO. 62K	78	
PLOT DATE = 6/25/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.				22.000.12		ILLINOIS FED.	FED. AID PROJECT		



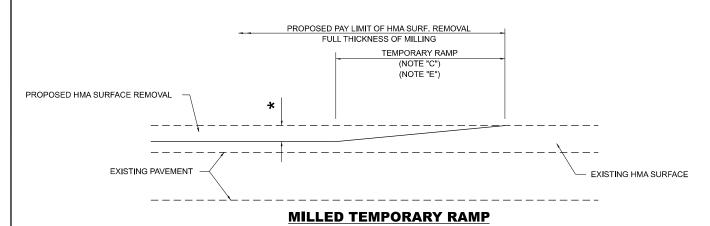
- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

# **CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT**

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

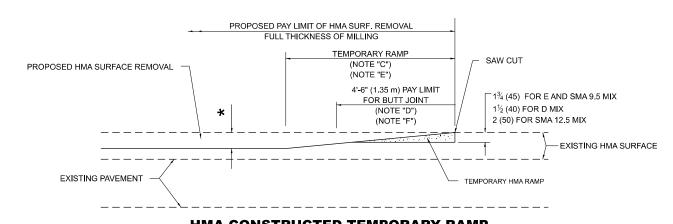
USER NAME = Nedal.Qarut	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97		CURB OR CURB AND GUTTER	F.A.P. RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS	REMOVAL AND REPLACEMENT	360	2020-007-RS&SW	KANE	83	45
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION	REMOVAL AND REPLACEMENT		BD600-06 (BD-24)	CONTRAC	T NO. 62k	78
PLOT DATE = 6/25/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AID	PROJECT		

MODEL: BD-24 [Sheet] FILE NAME: c:\pw work\pwidot\qarut



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

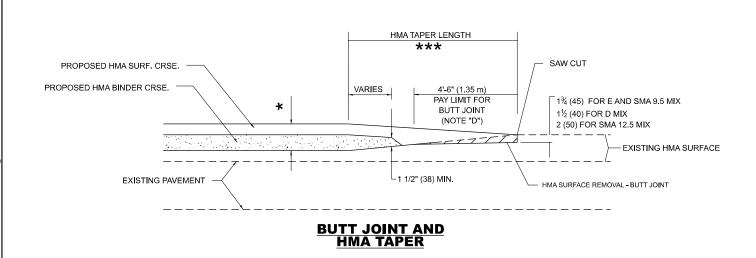
#### OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

# OPTION 2 TYPICAL TEMPORARY RAMP

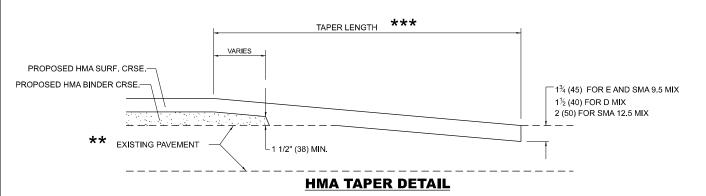


# TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

PROPOSED HMA OR PCC
SURFACE REMOVAL - BUTT JOINT
30'-0" (9.0 m) (NOTE "A")
15'-0" (4.5 m) (NOTE "B")
(NOTE "D")
40'-0" (12.0M) (NOTE "A1")

\*\* EXISTING PAVEMENT

BUTT JOINT DETAIL



# TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

\*\*

PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

#### **GENERAL NOTES**

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

\*\*\*

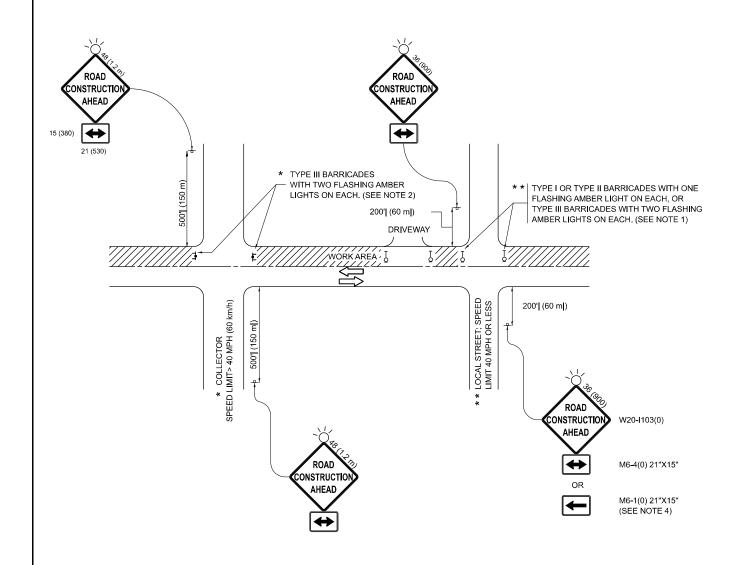
20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

#### BASIS OF PAYMENT

- 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.

JSER NAME = Nedal.Qarut DESIGNED - M. DE YONG COUNTY **BUTT JOINT AND STATE OF ILLINOIS** REVISED -DRAWN M. GOMEZ 04-06-01 2020-007-RS&SW KANE 83 46 **HMA TAPER DETAILS** CHECKED -**DEPARTMENT OF TRANSPORTATION** BD400-05 BD-32 CONTRACT NO. 62K78 SHEET 1 OF 1 SHEETS STA. SCALE: NONE PLOT DATE = 6/25/2025 REVISED - K. SMITH 11-18-22 TO STA. DATE



#### NOTES:

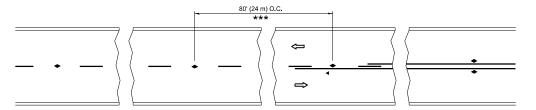
- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h)
  AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500" (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT
- 4. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE:

- 5. WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
- 7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

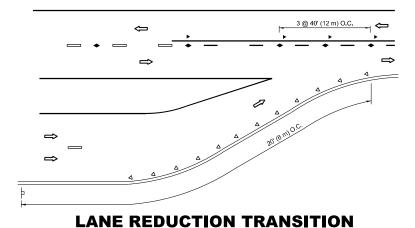
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = Nedal.Qarut	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-06
PLOT DATE = 6/25/2025	DATE - 06-89	REVISED _ D. SENDERAK 05-03-24



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

#### SEE FIGURE 3B-14 MUTCD



SEE NOTE A

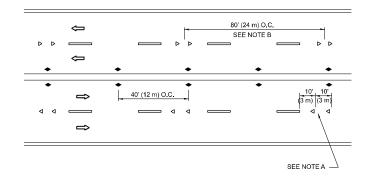
**1 C** 

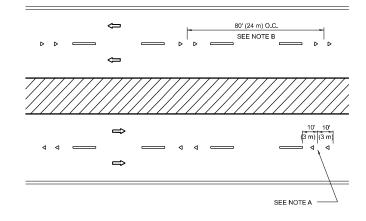
**TWO-WAY LEFT TURN** 

SEE NOTE B

40' (12 m) O.C.

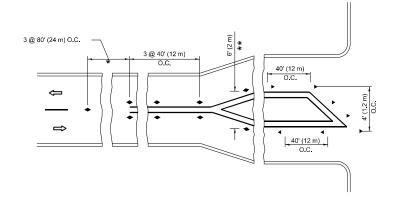
#### TWO-LANE/TWO-WAY

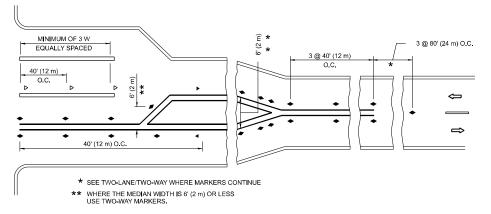




#### **MULTI-LANE/UNDIVIDED**

#### **MULTI-LANE/DIVIDED**





#### **TURN LANES**

#### **GENERAL NOTES**

- 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.
- MARKERS THROUGH TANGENTS LESS THAN 500° (150 m) IN LENGTH BETWEEN CURVES SHALL BE INSTALLED AT THE LESSER OF THE TWO CURVE SPACINGS.
- 4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

## **SYMBOLS**

YELLOW STRIPE

WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

#### **LANE MARKER NOTES**

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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

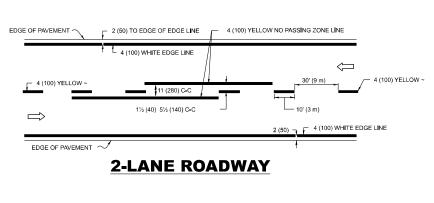
#### **DESIGN NOTES**

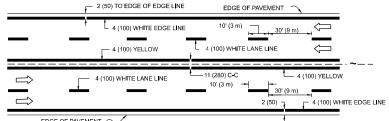
- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT
   RAMP DETAIL. MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS ARE NOT BEING USED.
- 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.

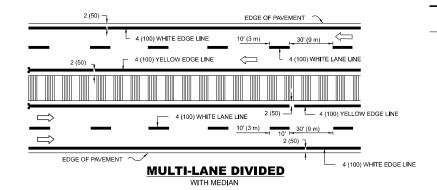
JSER NAME = Nedal.Qarut DESIGNED -REVISED - T. RAMMACHER 03-12-99 SECTION COUNTY **TYPICAL APPLICATIONS** STATE OF ILLINOIS REVISED - T. RAMMACHER 01-06-00 DRAWN 2020-007-RS&SW KANE 83 48 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) CHECKED . **DEPARTMENT OF TRANSPORTATION** TC-11 CONTRACT NO. 62K78 SHEET 1 OF 1 SHEETS STA. REVISED - C. JUCIUS 07-01-13 PLOT DATE = 6/25/2025 DATE

E NAME: c:\pw\_work\pwidot\qarutnn\d1022914\D139020-sht-

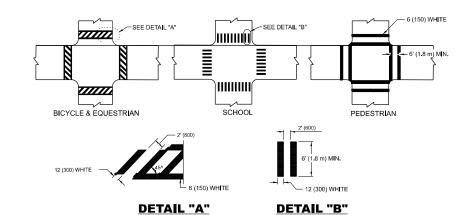




#### **MULTI-LANE UNDIVIDED**



#### **TYPICAL LANE AND EDGE LINE MARKING**

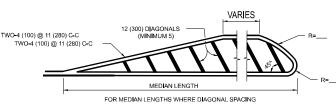


**TYPICAL CROSSWALK MARKING** 

\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

#### TWO-4 (100) YELLOW @ 11 (280) C-C 4' (1.2 m) OUTS DE TO NO DIAGONALS TWO-4 (100) YELLOW @ 11 (280) C-C

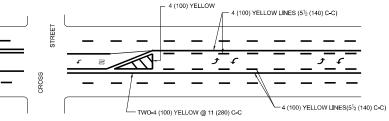
#### 4' (1.2 m) WIDE MEDIANS ONLY



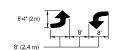
CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

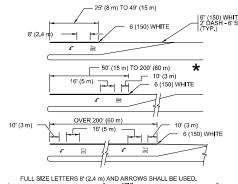
#### MEDIANS OVER 4' (1.2 m) WIDE



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



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



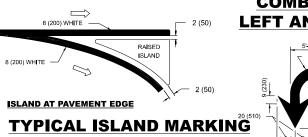
 $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$   $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$   $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$   $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$   $\label{eq:full size letters 8' (2.4 m) AND ARROWS SHALL BE USED.}$ 

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

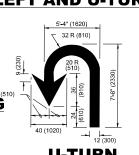
#### **TYPICAL LEFT (OR RIGHT) TURN LANE**

#### **TYPICAL TURN LANE MARKING**

@ 10' (3 m) OR LESS SPACING ISLAND OFFSET FROM PAVEMENT EDGE



COMBINATION **LEFT AND U-TURN** 



LANE REDUCTION **TRANSITION** 

D(FT)

SPEED LIMIT

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

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

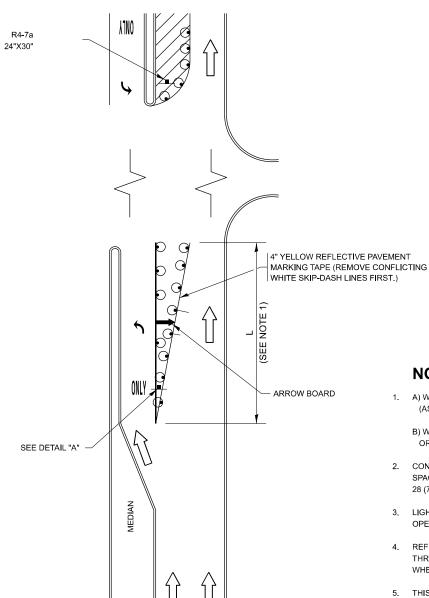
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = Nedal.Qarut	DESIGNED - EVERS	REVISED	-	C. JUCIUS 09-09-09
	DRAWN -	REVISED	-	C. JUCIUS 07-01-13
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED	-	C. JUCIUS 12-21-15
PLOT DATE = 6/25/2025	DATE - 03-19-90	REVISED	-	C. JUCIUS 04-12-16

**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

COUNTY DISTRICT ONE 2020-007-RS&SW KANE 83 49 TYPICAL PAVEMENT MARKINGS TC-13 CONTRACT NO. 62K78 SHEET 1 OF 1 SHEETS STA.

# **TURN BAY ENTRANCE AT START** OF LANE CLOSURE TAPER



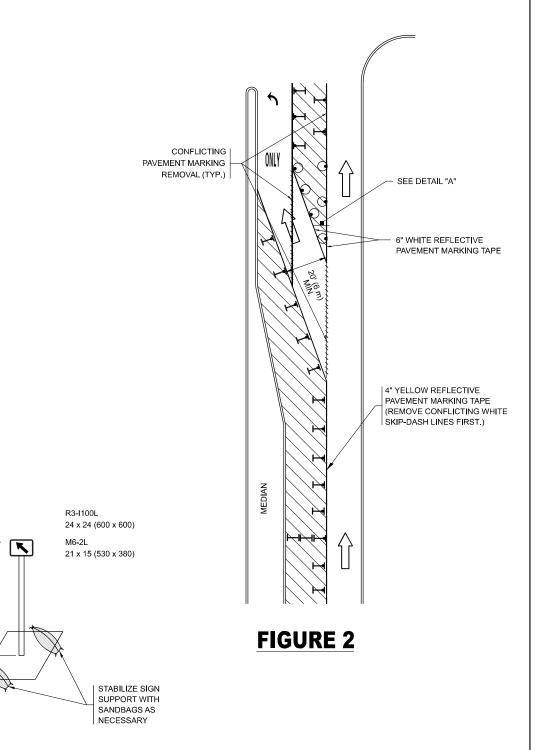
# FIGURE 1

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

#### NOTES:

- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
  - B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

# **TURN BAY ENTRANCE WITHIN A LANE CLOSURE**



# **DETAIL A**

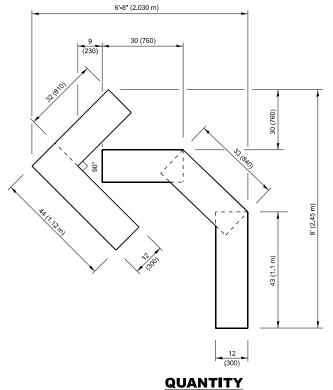
All dimensions are in inches (millimeters) unless otherwise shown.

SER NAME = Nedal.Qarut DESIGNED - T. RAMMACHER 09-08-94 REVISED - R. BORO 09-14-09 DRAWN - A. HOUSEH 11-07-95 REVISED - A. SCHUFTZF 07-01-13 CHECKED - A. HOUSEH 10-12-96 REVISED - A. SCHUETZE 09-15-16 PLOT DATE = 6/25/2025 DATE - T RAMMACHER 01-06-00 REVISED

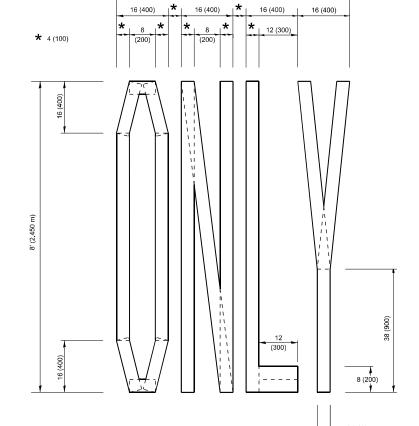
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION** 

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS SECTION 2020-007-RS&SW 360 (TO REMAIN OPEN TO TRAFFIC) TC-14 SCALE: NONE

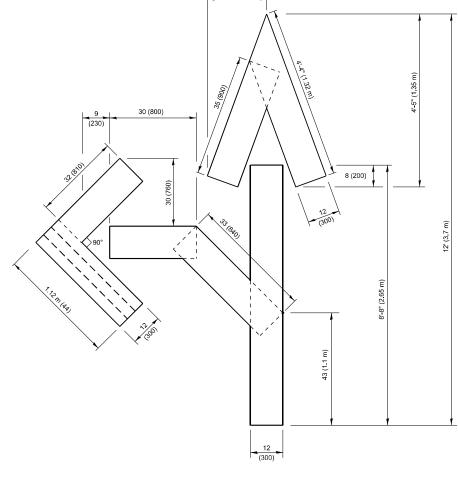
COUNTY KANE 83 CONTRACT NO. 62K78 SHEET 1 OF 1 SHEETS STA.



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)

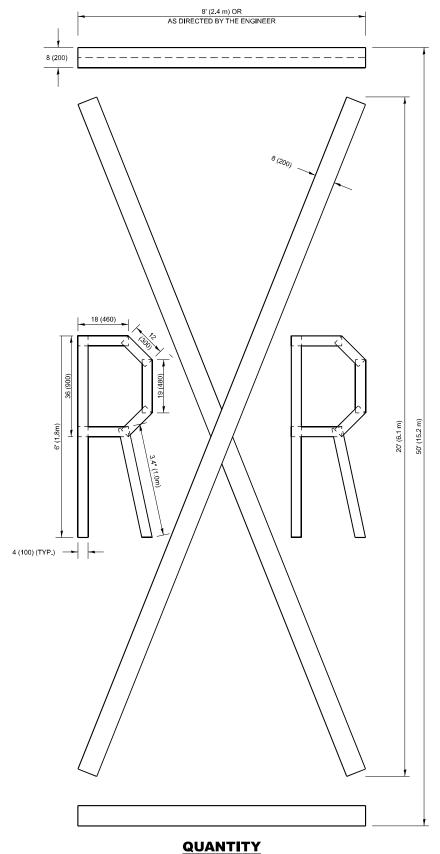


#### **QUANTITY**

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.



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.

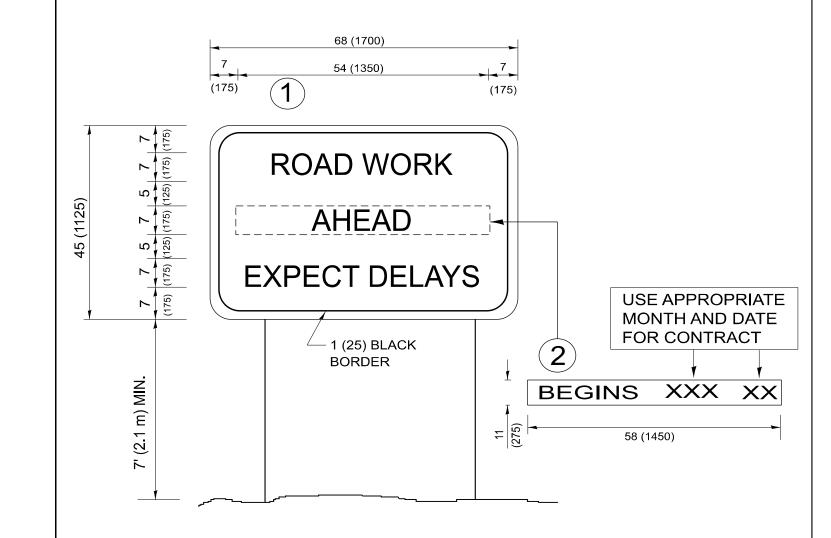
USER NAME = Nedal.Qarut	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 6/25/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

21.4 sq. ft. (1.99 sq. m)

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** 

SCALE: NONE

SHORT TE	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS							SECTION	COUNTY	, TOTAL SHEE SHEETS NO		
							360	2020-007-RS&SW	KANE	83	51	
					TC-16 CONTRACT NO. 62							
ALE: NONE	SHFFT 1	OF	1	SHEETS	STA	TO STA.	HUNDIS EED AID PROJECT					

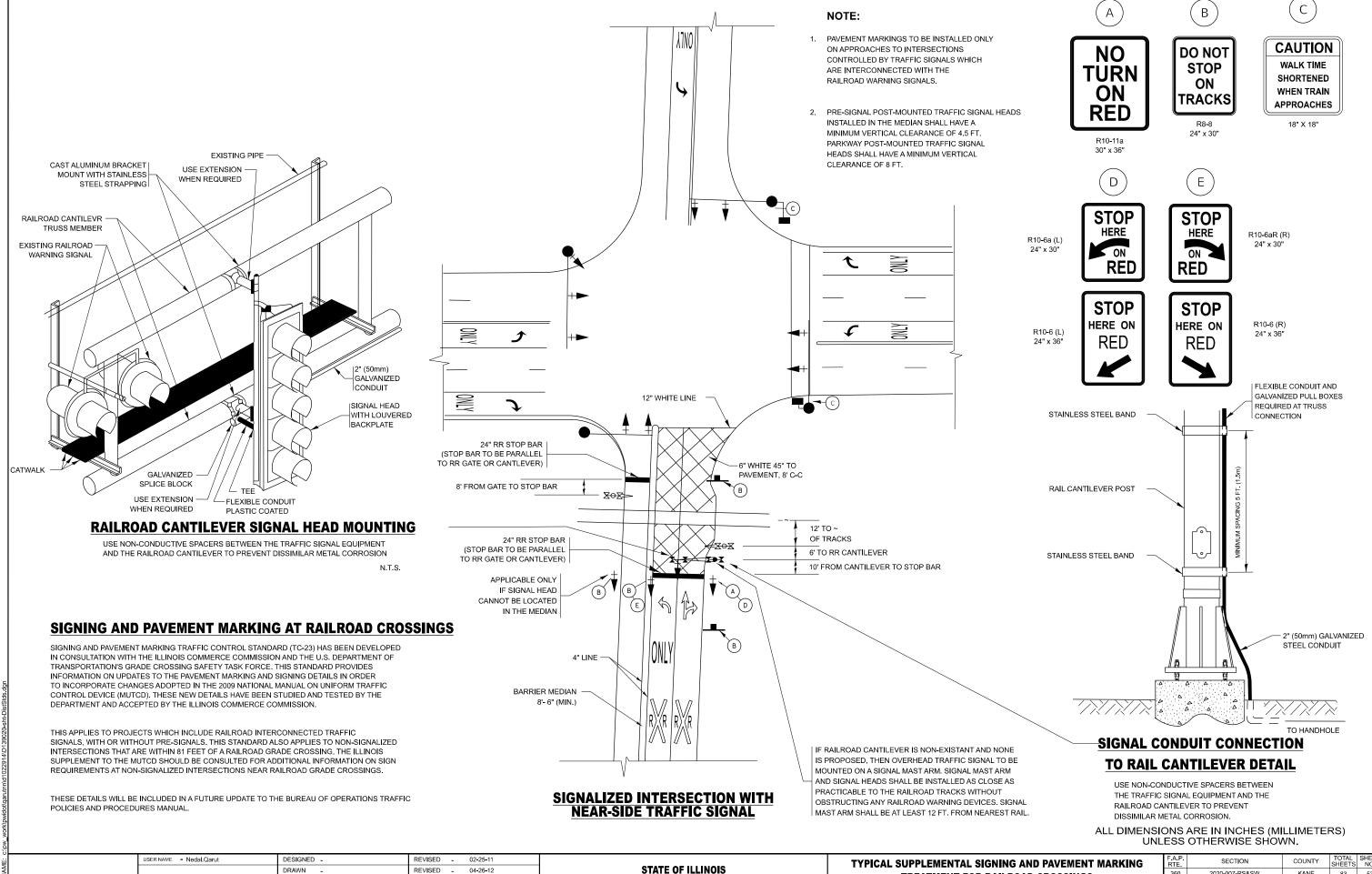


# NOTES:

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

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

USER NAME = Nedal.Qarut	DESIGNED -	REVISED - R. MIRS 09-15-97		ARTERIAL ROAD			F.A.P.	SECTION	COUNTY	TOTAL	SHEET			
	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS							360	2020-007-RS&SW	KANE	83	52
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN				TC-22	CONTRACT NO. 62k					
PLOT DATE = 6/25/2025	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. A		AID PROJECT		



**DEPARTMENT OF TRANSPORTATION** 

360

TREATMENT FOR RAILROAD CROSSINGS

SHEET 1 OF 2 SHEETS STA.

SCALE: NONE

2020-007-RS&SW

TC-23

KANE

83

CONTRACT NO. 62K78

CHECKED

DATE

PLOT DATE = 6/25/2025

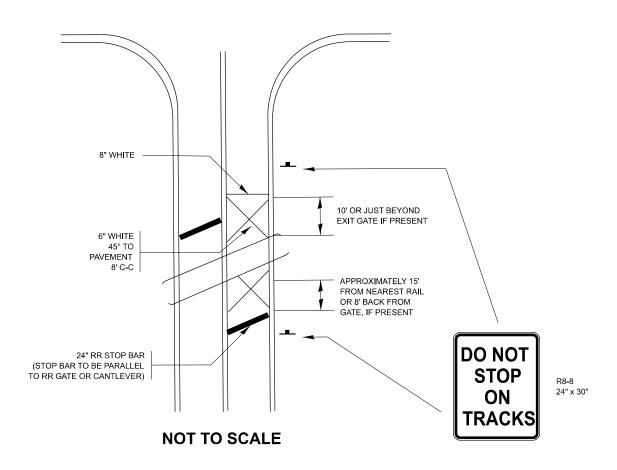
REVISED -

REVISED - D.G. 8-22-19

A.R. 07-11-16

# TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING TREATMENT FOR RAILROAD CROSSINGS

## WITH SIGNALIZED INTERSECTION

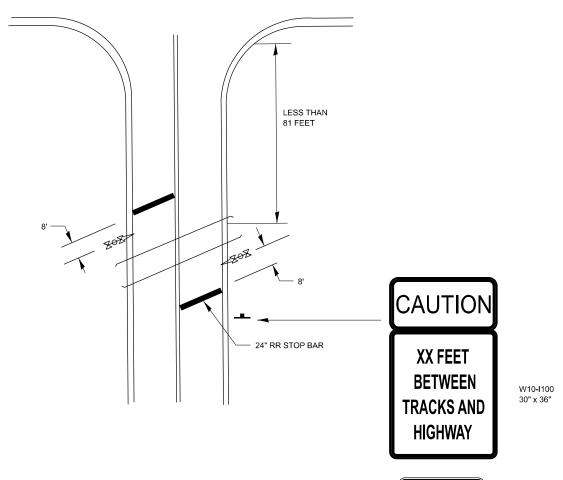


#### NOTE:

- PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- 2. WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED THE PAVEMENT MARKINGS EXTEND TO THE INTERSECTION. (SEE DETAIL FOR PRE-SIGNALS).

# WITH NON-SIGNALIZED INTERSECTION

81' OR LESS TO CLOSEST RAIL



#### NOTE:

- DISTANCE TO BE SHOWN ON SIGN MEASURED FROM A POINT 6 FEET FROM THE RAIL CLOSEST TO THE INTERSECTION OR FROM THE CLOSEST POINT ALONG THE EXIT GATE IF PRESENT OVER THE ROADWAY WHEN IN THE LOWERED POSITION TO THE STOP BAR OR CROSSWALK, WHICHEVER IS CLOSEST, ROUNDED DOWN TO THE NEAREST 5 FEET. WHERE THERE IS NO STOP LINE, MEASURE TO POINT WHERE DRIVER HAS A VIEW OF APPROACHING TRAFFIC.
- 2. THE CLEARANCE SIGN IS ALSO TO BE USED AS AN INTERIM MEASURE AT LOCATIONS WITH INTERCONNECTED INTERSECTION TRAFFIC SIGNALS WHERE IT IS PLANNED TO CHANGE THEM TO NEAR-SIDE SIGNALS AT A FUTURE TIME. IN THIS CASE, THE DISTANCE TO BE SHOWN ON THE SIGN IS MEASURED FROM THE EDGE OF THE STRIPED-OUT AREA INSTEAD OF 6 FEET FROM THE RAIL. THE SIGN IS TO BE REMOVED WHEN THE NEAR-SIDE SIGNALS ARE INSTALLED AND THE PAVEMENT MARKING EXTEND TO THE INTERSECTION.

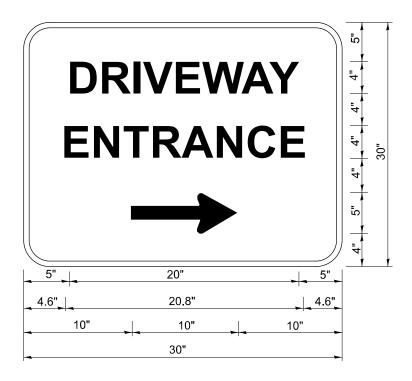


R8-8 24" x 30"

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

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -		TYPICAL SI	TYPICAL SUPPLEMENTAL SIGNING AND PAVEMENT MARKING					F.A.P.	SECTION	COUNTY	TOTAL	SHEET	
	DRAWN -	REVISED -	STATE OF ILLINOIS	TREATMENT FOR RAILROAD CROSSINGS			360	2020-007-RS&SW	KANE	83	54				
	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	SCALE: NONE SHEET 2 OF 2 SHEETS STA. TO STA.				DEPARTMENT OF TRANSPORTATION TREATMENT FOR RAILROAD CROSSINGS		RANSPORTATION TREATMENT FOR RAILROAD CROSSINGS		TC-23	CONTRAC	T NO. 621	K78
PLOT DATE = 6/25/2025	DATE -	REVISED -						TO STA.		ILLINOIS FEE	IS FED. AID PROJECT				

FILE NAME: c:\pw\_work\pwidot\qarutnn\d1022914\D1



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

#### NOTES:

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

 USER NAME
 = Nedal.Qarut
 DESIGNED
 REVISED
 C. JUCIUS 02-15-07

 PLOT SCALE
 = 0.16668633\*/in.
 CHECKED
 REVISED

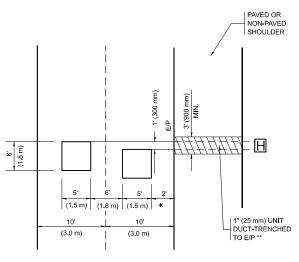
 PLOT DATE
 = 6/25/2025
 DATE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

#### **LOOPS NEXT TO SHOULDERS**

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



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

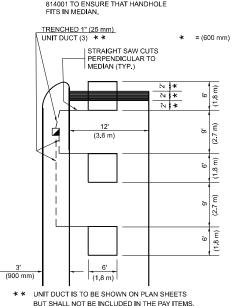
\* = (600 mm)

# 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



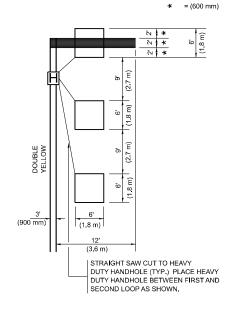
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

#### **LEFT TURN LANES WITHOUT MEDIANS**

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

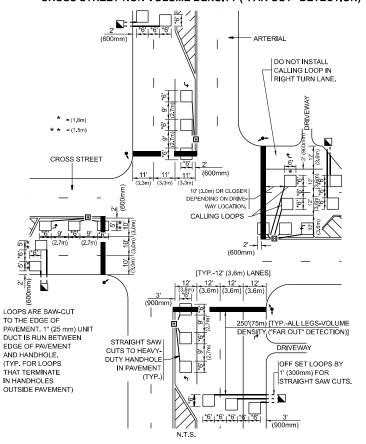
(PROTECTED / PERMITTED LEFT TURN PHASING)



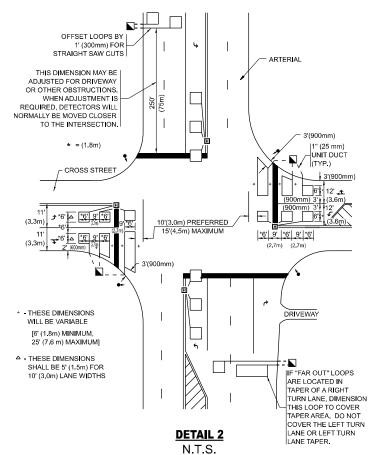
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

SCALE: NONE

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



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



#### 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
- \* 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.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SHEET 1 OF 1 SHEETS STA. TO STA.

FILE NAME: c:\pw work\pwidot\qarutnn\d

