

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	1
		ILLINOIS	CONTRACT NO. 62U80	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

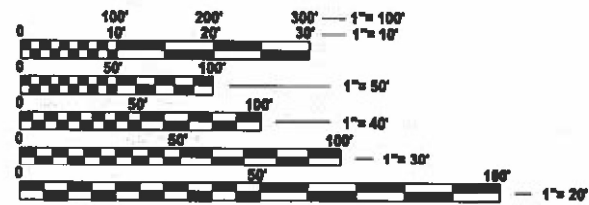
**TRAFFIC DATA**  
ADT (2022) = 3,250  
SPEED LIMIT = 30 MPH  
MINOR ARTERIAL

THIS IMPROVEMENT IS LOCATED  
IN THE CITY OF EVANSTON.

**PROPOSED  
HIGHWAY PLANS**

**FAU 1301: CENTRAL ST  
FROM ASHLAND AVE TO ASBURY AVE**  
**SECTION: FAU 1301 23 OVERLAY**  
**PROJECT: STP - 1163(391)**  
**STANDARD OVERLAY, ADA IMPROVEMENTS**  
**COOK COUNTY**

C-91-143-23

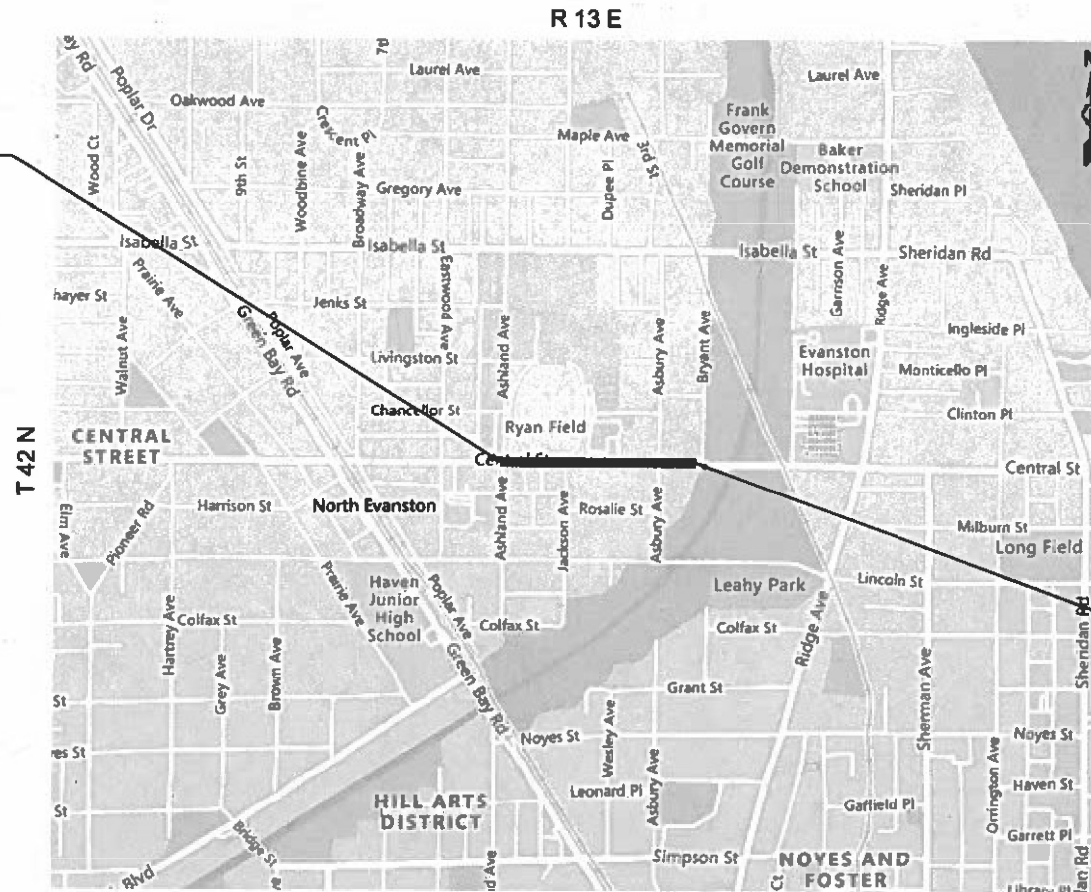


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

CONTRACT NO. 62U80



PROJECT BEGINS  
STA. 15+00

PROJECT ENDS  
STA. 30+00

GROSS LENGTH = 1,500.00 FT. = 0.284 MILE  
NET LENGTH = 1,500.00 FT. = 0.284 MILE

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 11, 2023  
Jose Rios REGIONAL ENGINEER  
December 8, 2023  
Steph A. Etk ENGINEER OF DESIGN AND ENVIRONMENT  
December 8, 2023  
Steph M. Smith DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS



**SUMMARY OF QUANTITIES**

**SUMMARY OF QUANTITIES**

Code No.	Item	Unit	Total Quantity	0005 URBAN 80% FED 20% STATE	0005 URBAN 100% STATE	0021 URBAN 80% FED 20% STATE
20101400	NITROGEN FERTILIZER NUTRIENT	POUND	1.9	1.9	0	0
20101500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1.9	1.9	0	0
20101600	POTASSIUM FERTILIZER NUTRIENT	POUND	1.9	1.9	0	0
20200100	EARTH EXCAVATION	CU YD	20	20	0	0
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	122	122	0	0
25200110	SODDING, SALT TOLERANT	SQ YD	122	122	0	0
25200200	SUPPLEMENTAL WATERING	UNIT	1.3	1.3	0	0
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	4769	4769	0	0
40603780	LONGITUDINAL JOINT SEALANT	FOOT	4500	4500	0	0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	11	11	0	0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	107	107	0	0
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	40	40	0	0
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	297	297	0	0
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	593	593	0	0
42101300	PROTECTIVE COAT	SQ YD	310	310	0	0
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	13	13	0	0
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	2182	2182	0	0
42400800	DETECTABLE WARNINGS	SQ FT	217	217	0	0
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	7064	7064	0	0
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	13	13	0	0
44000600	SIDEWALK REMOVAL	SQ FT	2216	2216	0	0
44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	16	16	0	0
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	128	128	0	0

Code No.	Item	Unit	Total Quantity	0005 URBAN 80% FED 20% STATE	0005 URBAN 100% STATE	0021 URBAN 80% FED 20% STATE
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	96	96	0	0
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	80	80	0	0
60266600	VALVE BOXES TO BE ADJUSTED	EACH	7	7	0	0
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	20	20	0	0
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	0	0
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	0	0
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	0	0
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	5	5	0	0
67100100	MOBILIZATION	L SUM	1	1	0	0
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	0	0
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	0	0
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	0	0
70300100	SHORT TERM PAVEMENT MARKING	FOOT	545	545	0	0
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	227	227	0	0
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	375	375	0	0
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	64	64	0	0
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	564	564	0	0
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	136	136	0	0
70306120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE	FOOT	136	136	0	0
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	375	375	0	0
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	64	64	0	0
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	564	564	0	0
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	136	136	0	0

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PLOT DATE = 10/24/2023	DATE -	REVISD -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>SUMMARY OF QUANTITIES</b>	
<b>CENTRAL ST. (ASHLAND AVE. - ASBURY AVE.)</b>	
SCALE:	SHEET 1 OF 2 SHEETS STA. TO STA.

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	3
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				

**SUMMARY OF QUANTITIES**

**SUMMARY OF QUANTITIES**

SUMMARY OF QUANTITIES				0005 URBAN 80% FED 20% STATE	0005 URBAN 100% STATE	0021 URBAN 80% FED 20% STATE
Code No.	Item	Unit	Total Quantity			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	19	19	0	0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	15	15	0	0
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	993	993	0	0
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	183	0	0	183
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	0	0	2
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1516	0	0	1516
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1377	0	0	1377
* 87301245	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	794	0	0	794
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	281	0	0	281
* 87800100	CONCRETE FOUNDATION, TYPE A	FOOT	24	0	0	24
* 87900200	DRILL EXISTING HANDHOLE	EACH	13	0	0	13
* 88600100	DETECTOR LOOP, TYPE I	FOOT	300	0	0	300
* 89500100	RELOCATE EXISTING SIGNAL HEAD	EACH	7	0	0	7
* 89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	12	0	0	12
* 89501150	RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	6	0	0	6
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1024	0	0	1024
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2	0	0	2
* 89502376	REBUILD EXISTING HANDHOLE	EACH	2	0	0	2
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	6	0	0	6
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1	0	0
* X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3	0	0	3
* X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	4	0	0	4

SUMMARY OF QUANTITIES				0005 URBAN 80% FED 20% STATE	0005 URBAN 100% STATE	0021 URBAN 80% FED 20% STATE
Code No.	Item	Unit	Total Quantity			
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	100	100	0	0
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	872	872	0	0
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	120	0	120	0
X6030205	FRAMES AND GRATES TO BE ADJUSTED (SPECIAL)	EACH	6	6	0	0
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	20	20	0	0
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12	0	0
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	16	0	0	16
X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	28	0	0	28
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	10	0	10	0
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	2	2	0	0
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4	0	0

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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

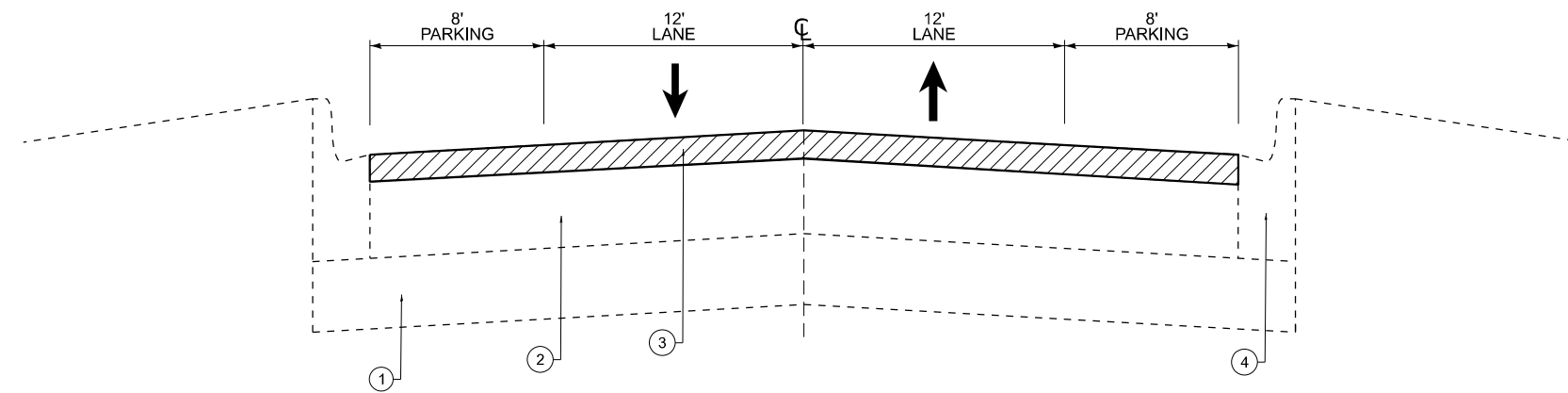
**SUMMARY OF QUANTITIES  
CENTRAL ST. (ASHLAND AVE. - ASBURY AVE.)**

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

FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	4
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				



CENTRAL STREET



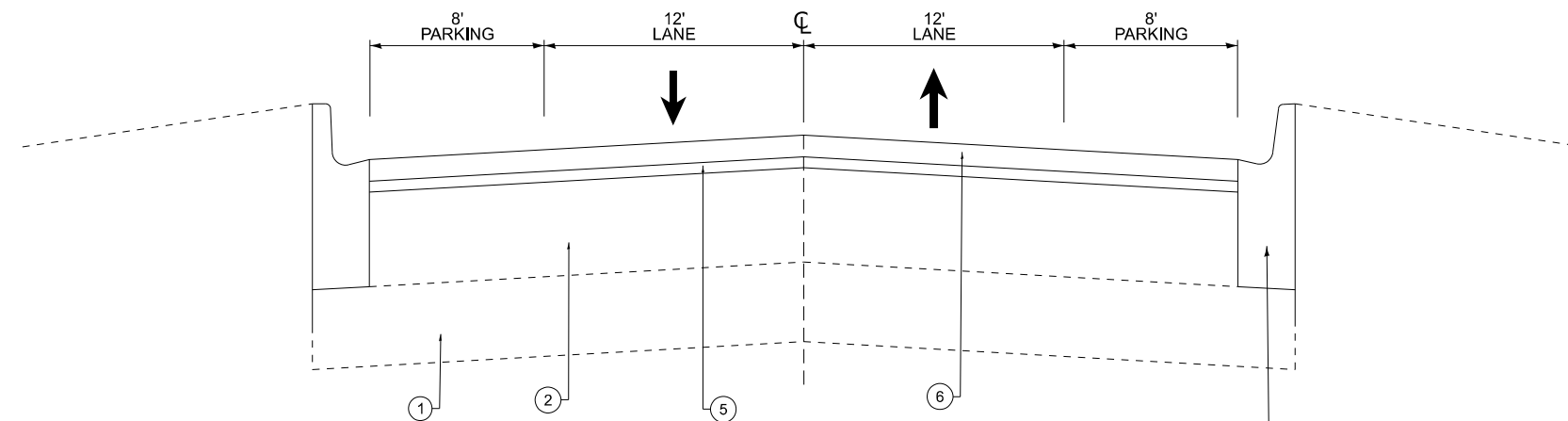
**EXISTING TYPICAL SECTION**

STA. 15+00 TO STA. 30+00

**LEGEND**

- ① EXISTING PCC BASE, 1½ - 10½"
- ② EXISTING HMA PAVEMENT, 2½ - 5"
- ③ PROPOSED HMA SURFACE REMOVAL, 2¼"
- ④ EXISTING COMB. CONC. CURB & GUTTER
- ⑤ PROPOSED POLYMERIZED HMA BINDER COURSE, IL-4.75, N50, ¾"
- ⑥ PROPOSED HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1½"

CENTRAL STREET



**PROPOSED TYPICAL SECTION**

STA. 15+00 TO STA. 30+00

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER IL-19.0), 11"	4% @ 70 GYR.	QC/QA
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES, 2-1/4"	4% @ 70 GYR.	QC/QA
<b>PAVEMENT RESURFACING</b>		
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"	3.5% @ 50 GYR.	QC/QA
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1-1/2"	4% @ 70 GYR.	QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT QUANTITIES IS 112 LBS./SQ. YD./IN.

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

CONTRACTOR SHALL PATCH BEFORE MILLING.

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

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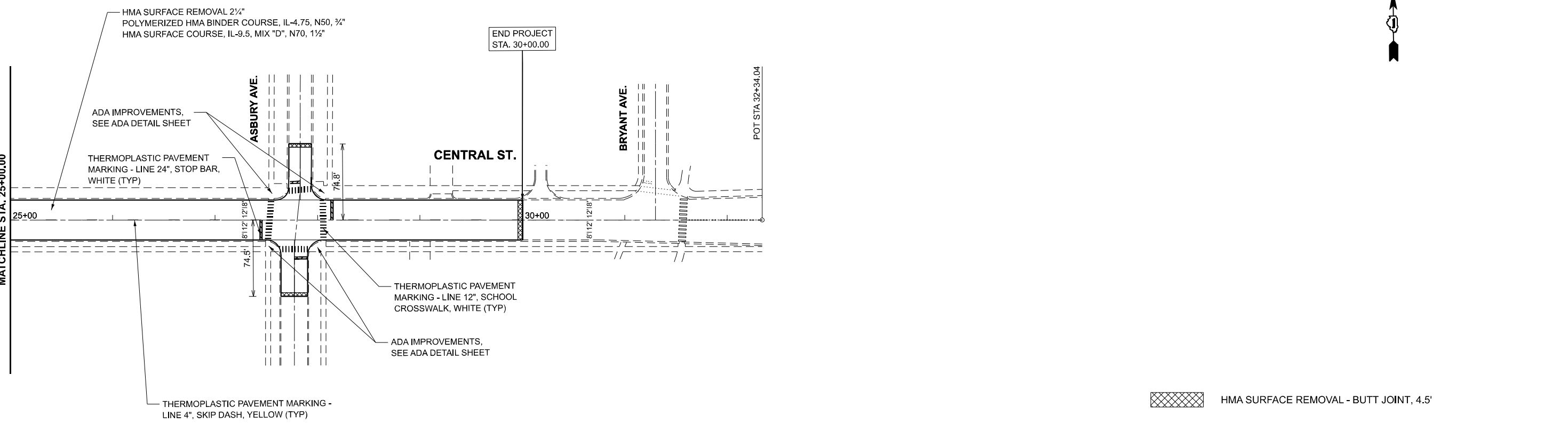
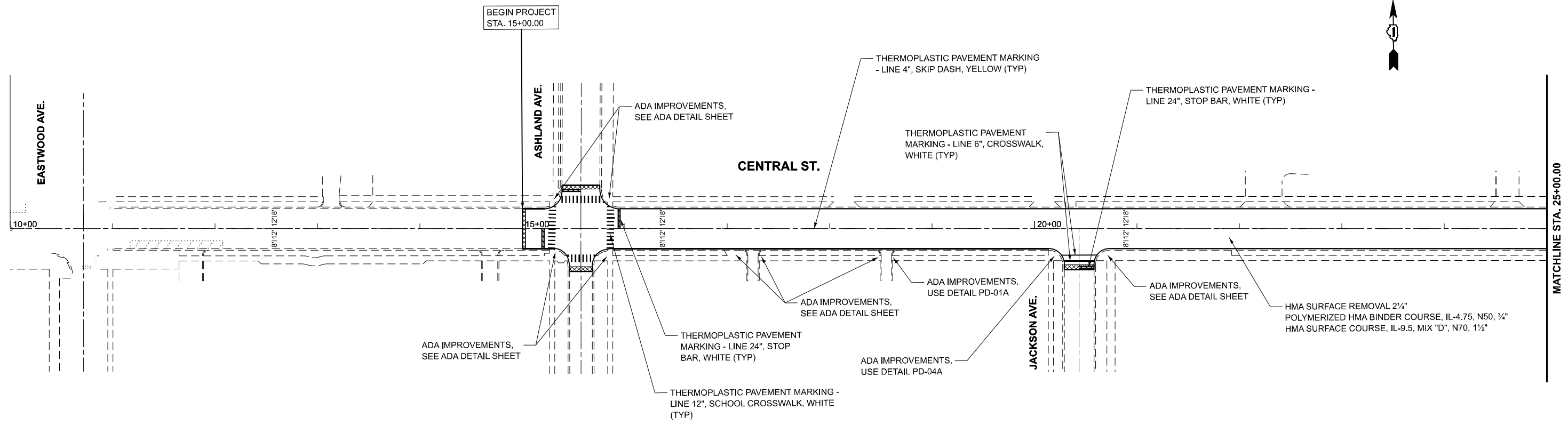
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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS  
CENTRAL ST. (ASHLAND AVE. - ASBURY AVE.)**

SCALE: SHEET 1 OF 1 SHEETS STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	5
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62U80	



HMA SURFACE REMOVAL - BUTT JOINT, 4.5'

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PLOT DATE = 10/24/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY & PAVEMENT MARKING PLAN  
CENTRAL ST. (ASHLAND AVE. - ASBURY AVE.)**

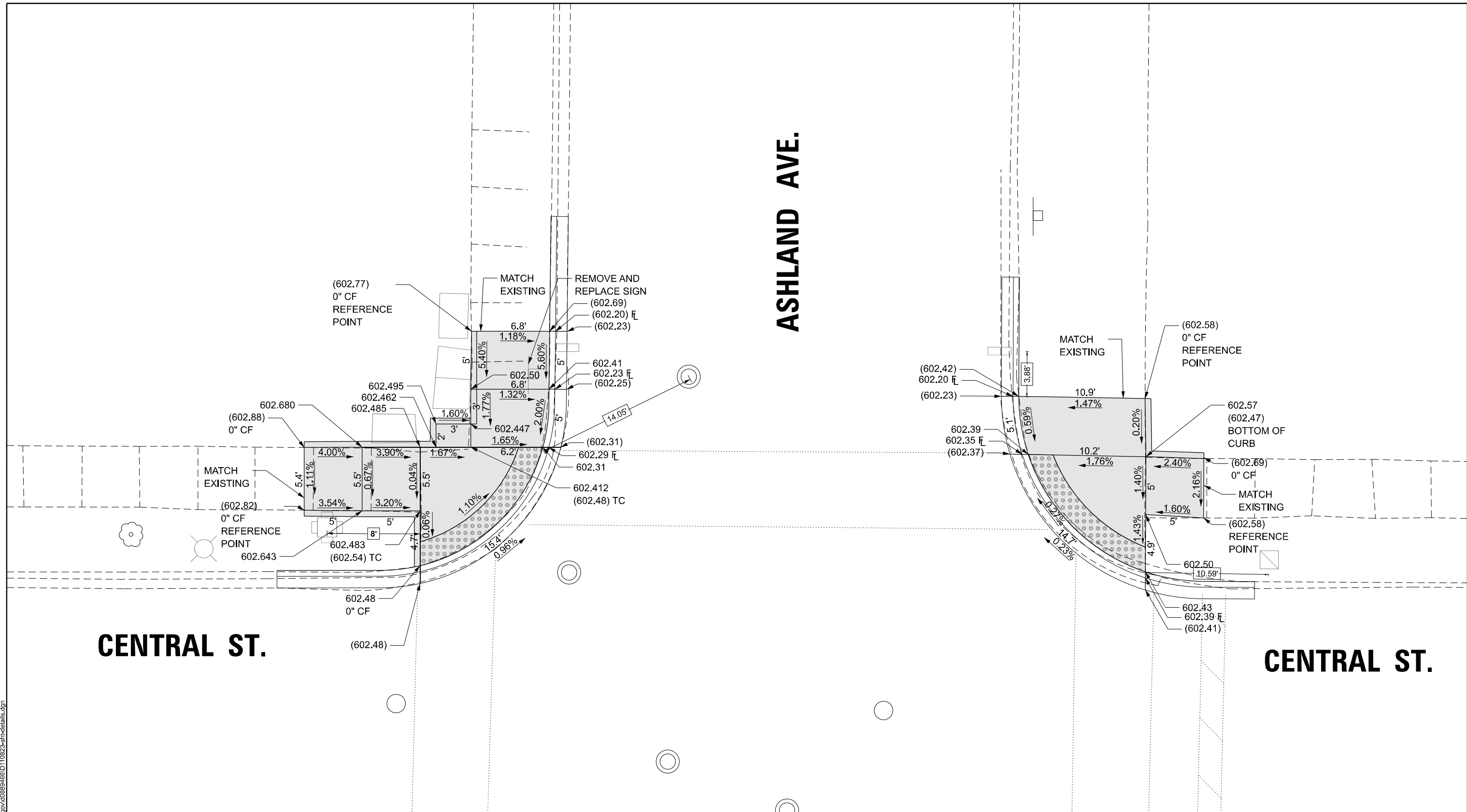
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	6
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				

# ASHLAND AVE.

# CENTRAL ST.

# CENTRAL ST.



REFERENCE BENCHMARK ELEVATION: 604.52  
 BENCHMARK: TOP OF NORTHEAST BOLT OF FIRE HYDRANT  
 LOCATION: SOUTHWEST CORNER OF CENTRAL STREET AND ASHLAND AVENUE

### LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

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

**ADA DETAILS**  
**CENTRAL STREET AND ASHLAND AVENUE**

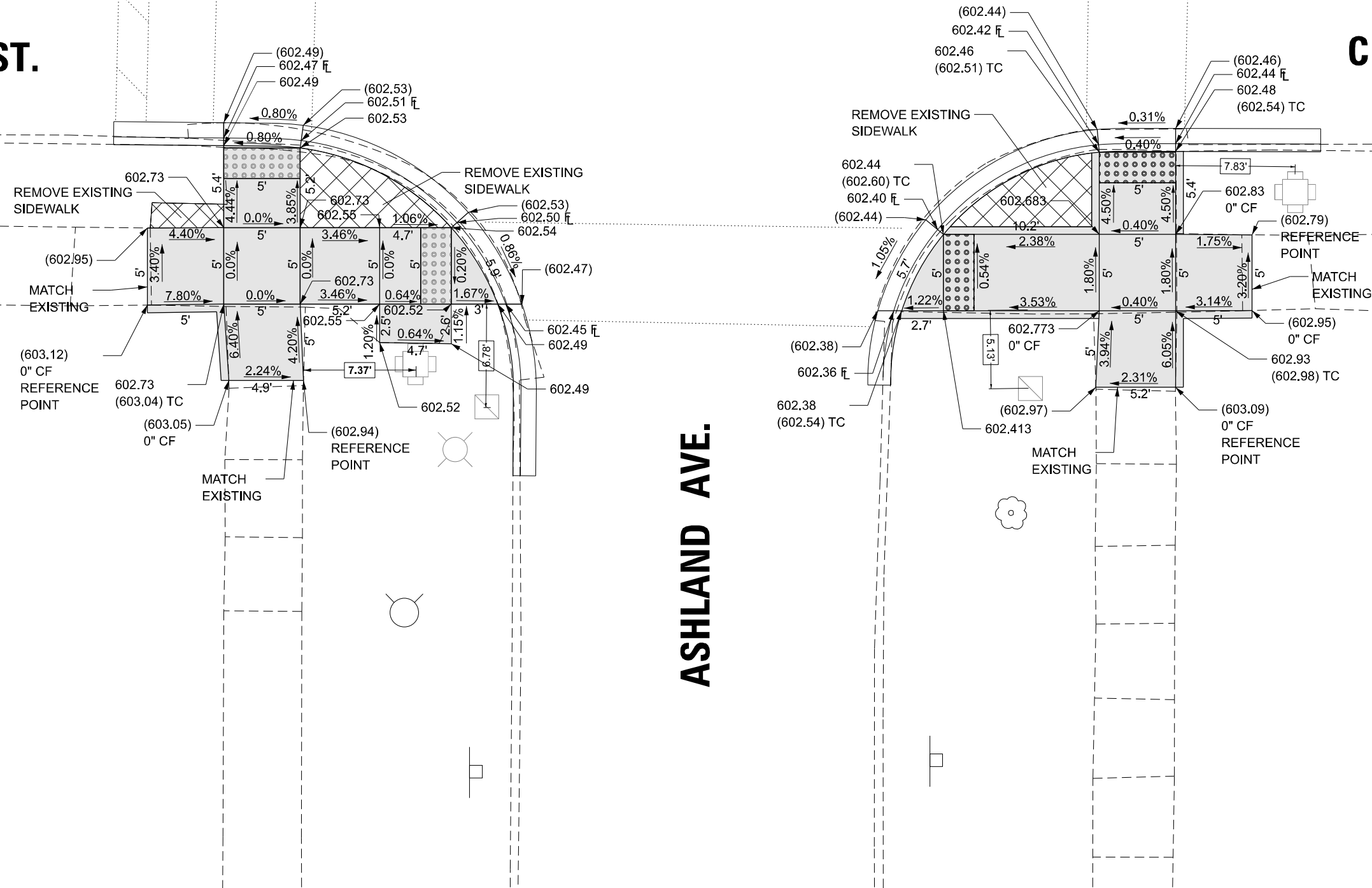
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	7
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				

**CENTRAL ST.**

**CENTRAL ST.**

**ASHLAND AVE.**



REFERENCE BENCHMARK ELEVATION: 604.52  
 BENCHMARK: TOP OF NORTHEAST BOLT OF FIRE HYDRANT  
 LOCATION: SOUTHWEST CORNER OF CENTRAL STREET AND ASHLAND AVENUE

**LEGEND**

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

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PLOT DATE = 10/23/2023	DATE -	REVISED -

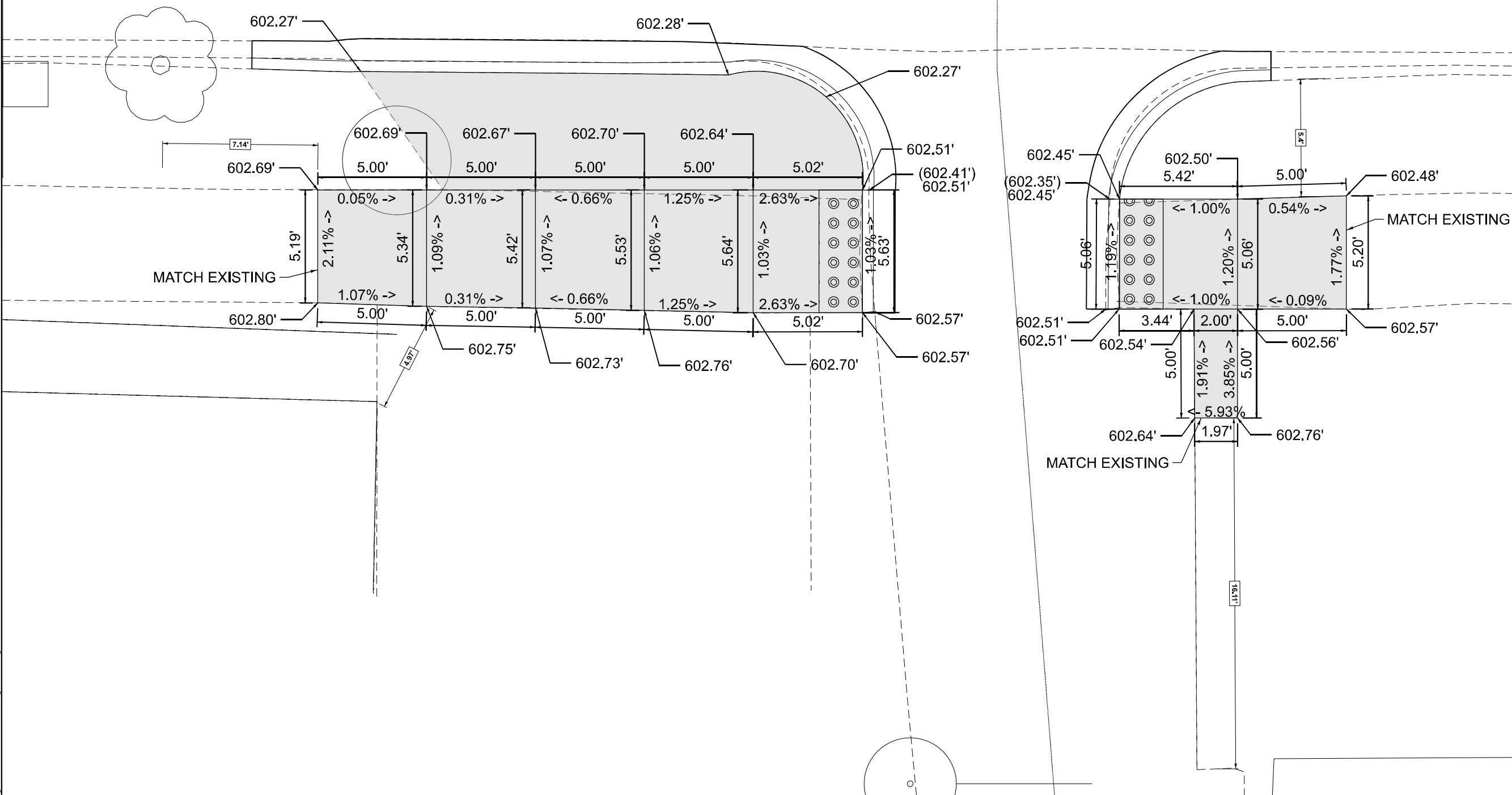
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ADA DETAILS  
 CENTRAL STREET AND ASHLAND AVENUE**

SCALE: 1/4" = 1' SHEET 2 OF 7 SHEETS STA. 14+93 TO STA. 16+19

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	8
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				

# CENTRAL ST



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REFERENCE BENCHMARK ELEV: 603.689'  
 BENCHMARK: "SQUARE" ON SE CORNER OF TCB  
 LOCATION: NE CORNER OF CENTRAL ST & ASHLAND AVE

## LEGEND

- XX.XX' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE

- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 603.689'  
 BENCHMARK: "SQUARE" ON SE CORNER OF TCB  
 LOCATION: NE CORNER OF CENTRAL ST & ASHLAND AVE

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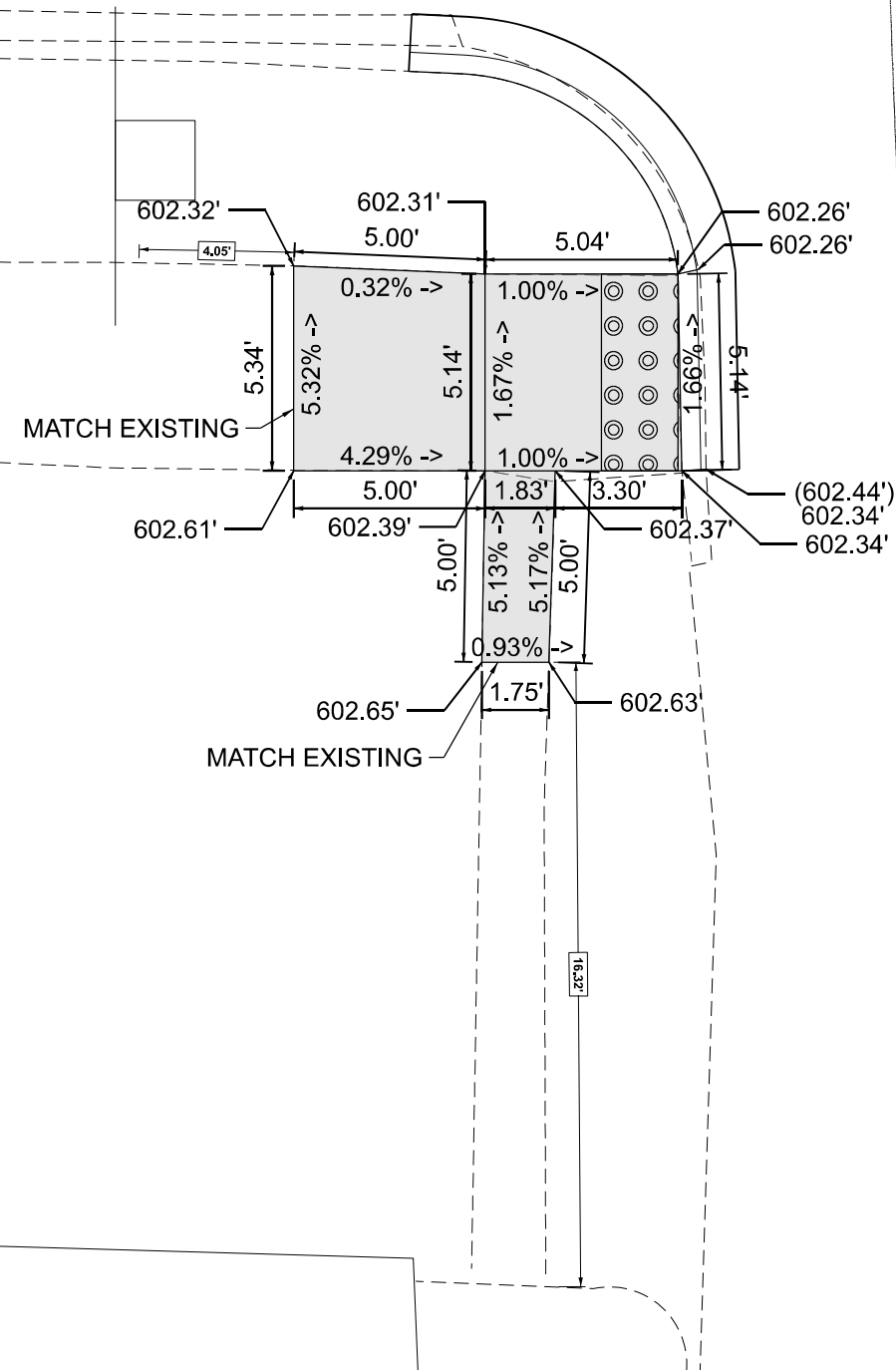
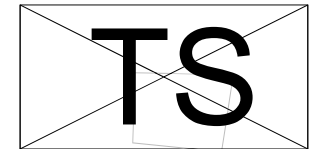
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

## ADA DETAILS ALLEY EAST OF ASHLAND AVE

SCALE: 1"=20' SHEET 3 OF 7 SHEETS STA. 16+75 TO STA. 17+50

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	9
ILLINOIS   FED. AID PROJECT			CONTRACT NO. 62U80	

# CENTRAL ST



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REFERENCE BENCHMARK ELEV: 602.706'  
BENCHMARK: "SQUARE" ON NW CORNER OF TCB  
LOCATION: E CORNER OF CENTRAL ST & ALLEY #2

### LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 602.706'  
BENCHMARK: "SQUARE" ON NW CORNER OF TCB  
LOCATION: E CORNER OF CENTRAL ST & ALLEY #2

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PLOT DATE = 10/20/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ADA DETAILS  
ALLEY WEST OF JACKSON AVE**

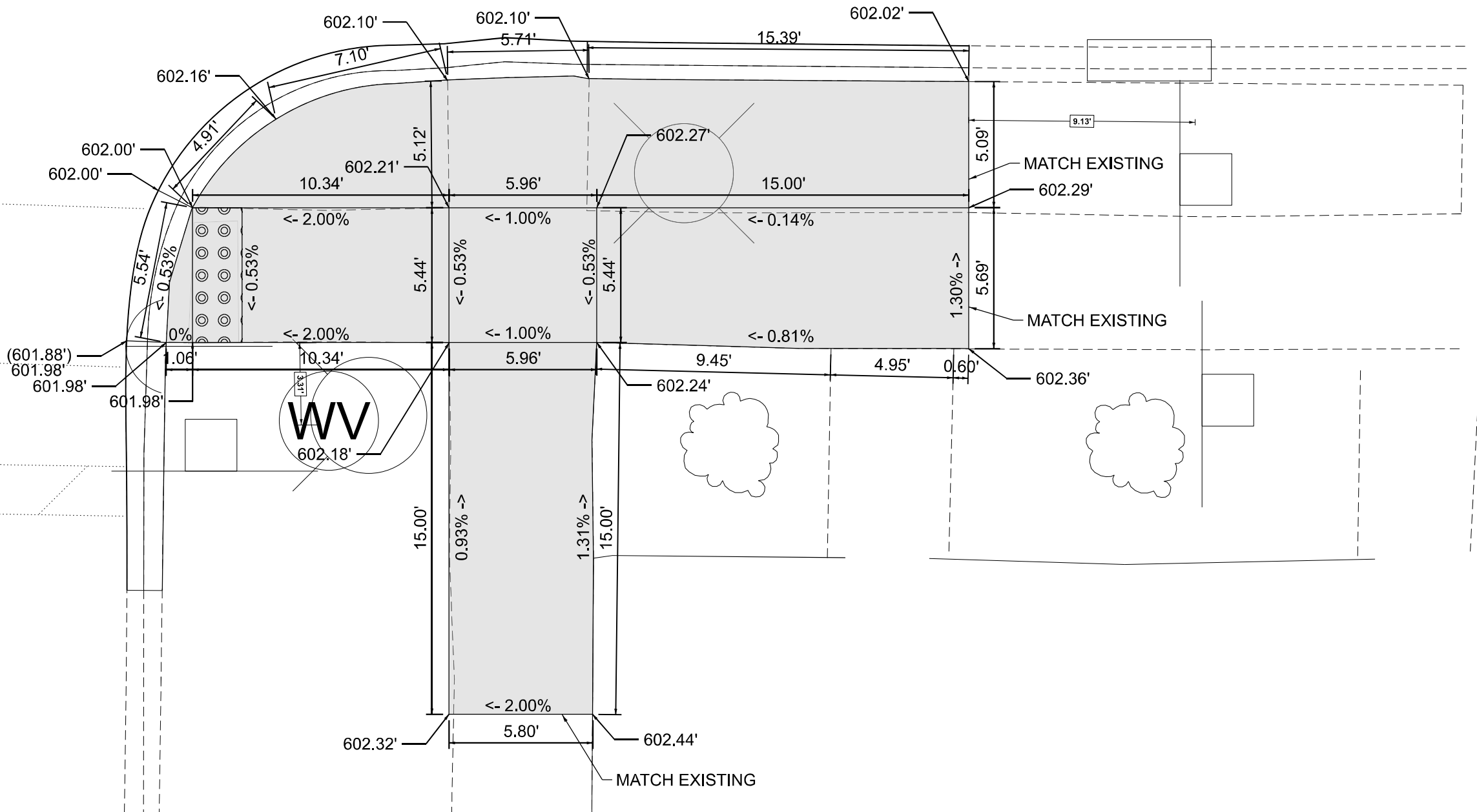
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	10
CONTRACT NO. 62U80				

ILLINOIS FED. AID PROJECT

# CENTRAL ST

# JACKSON AVE



### LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- ( ) EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 603.508'  
 BENCHMARK: NE BOLT ON F.H.  
 LOCATION: SE CORNER OF CENTRAL ST & JACKSON AVE

REFERENCE BENCHMARK ELEV: 603.508'  
 BENCHMARK: NE BOLT ON F.H.  
 LOCATION: SE CORNER OF CENTRAL ST & JACKSON AVE

USER NAME = daniel.woods	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED -
PLOT DATE = 10/23/2023	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

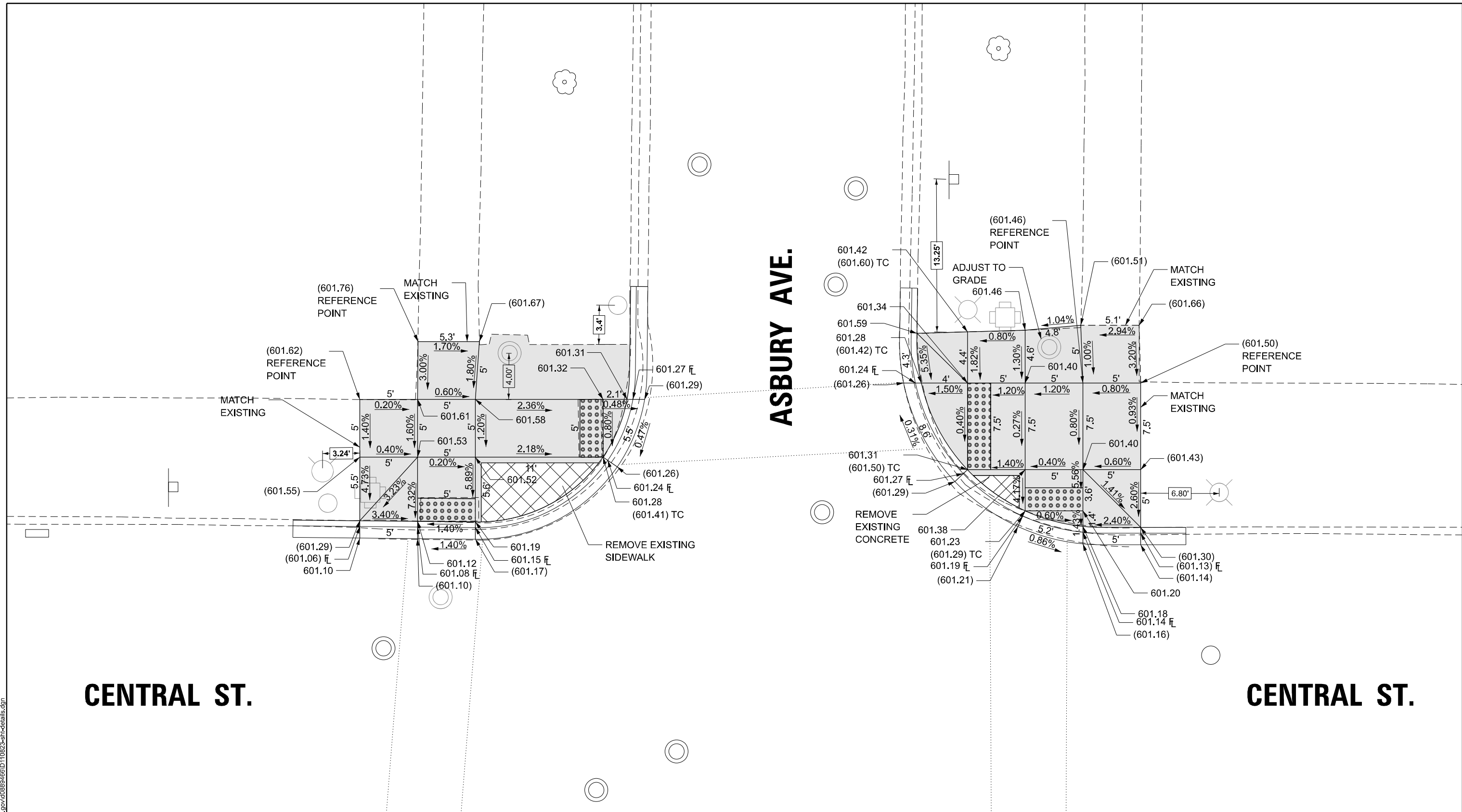
ADA DETAILS  
 JACKSON AVE

SCALE: 1"=20'    SHEET 5    OF 7    SHEETS    STA. 20+25    TO STA. 21+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	11
CONTRACT NO. 62U80				
ILLINOIS   FED. AID PROJECT				

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MODEL: Asbury N Leg (Sheet)  
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**CENTRAL ST.**

**CENTRAL ST.**

**ASBURY AVE.**

REFERENCE BENCHMARK ELEVATION: 604.32  
 BENCHMARK: TOP OF NORTHEAST BOLT OF FIRE HYDRANT  
 LOCATION: NORTHWEST CORNER OF CENTRAL STREET AND ASBURY AVENUE

LEGEND	
xx.xx'	EXISTING LENGTH
==	PROPOSED SIDE CURB
( )	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

USER NAME	DESIGNED	REVISED
daniel.woods	-	-
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -

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

**ADA DETAILS**  
**CENTRAL STREET AND ASBURY AVENUE**  
 SCALE: 1/4" = 1'  
 SHEET 6 OF 7 SHEETS STA. 27+19 TO STA. 28+45

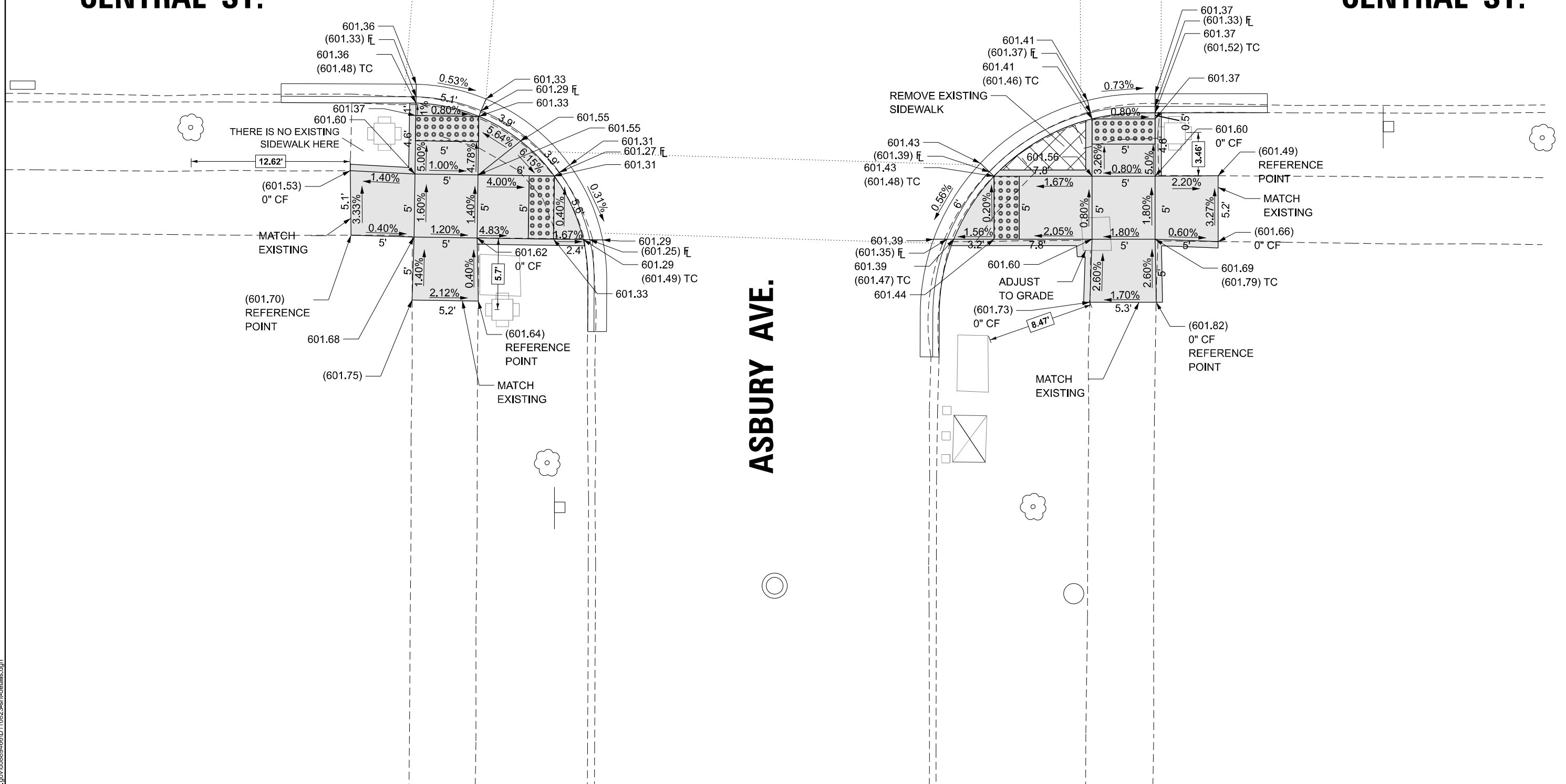
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	12
CONTRACT NO. 62U80				

ILLINOIS FED. AID PROJECT



CENTRAL ST.

CENTRAL ST.



ASBURY AVE.

REFERENCE BENCHMARK ELEVATION: 604.32  
 BENCHMARK: TOP OF NORTHEAST BOLT OF FIRE HYDRANT  
 LOCATION: NORTHWEST CORNER OF CENTRAL STREET AND ASBURY AVENUE

**LEGEND**

xx.xx' EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
 REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

ADA DETAILS  
 CENTRAL STREET AND ASBURY AVENUE

SCALE: 1/4" = 1' SHEET 7 OF 7 SHEETS STA. 27+19 TO STA. 28+45

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	13
CONTRACT NO. 62U80				

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USER NAME = daniel.woods	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 10/23/2023	CHECKED -	REVISED -
	DATE -	REVISED -

ILLINOIS FED. AID PROJECT

**NOTES:**

THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL NOT BE REMOVED UNTIL THE PROPOSED TRAFFIC SIGNAL EQUIPMENT IS FULLY OPERATIONAL OR AS DIRECTED BY THE ENGINEER.

ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.

**REMOVAL AND RELOCATION NOTES:**

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

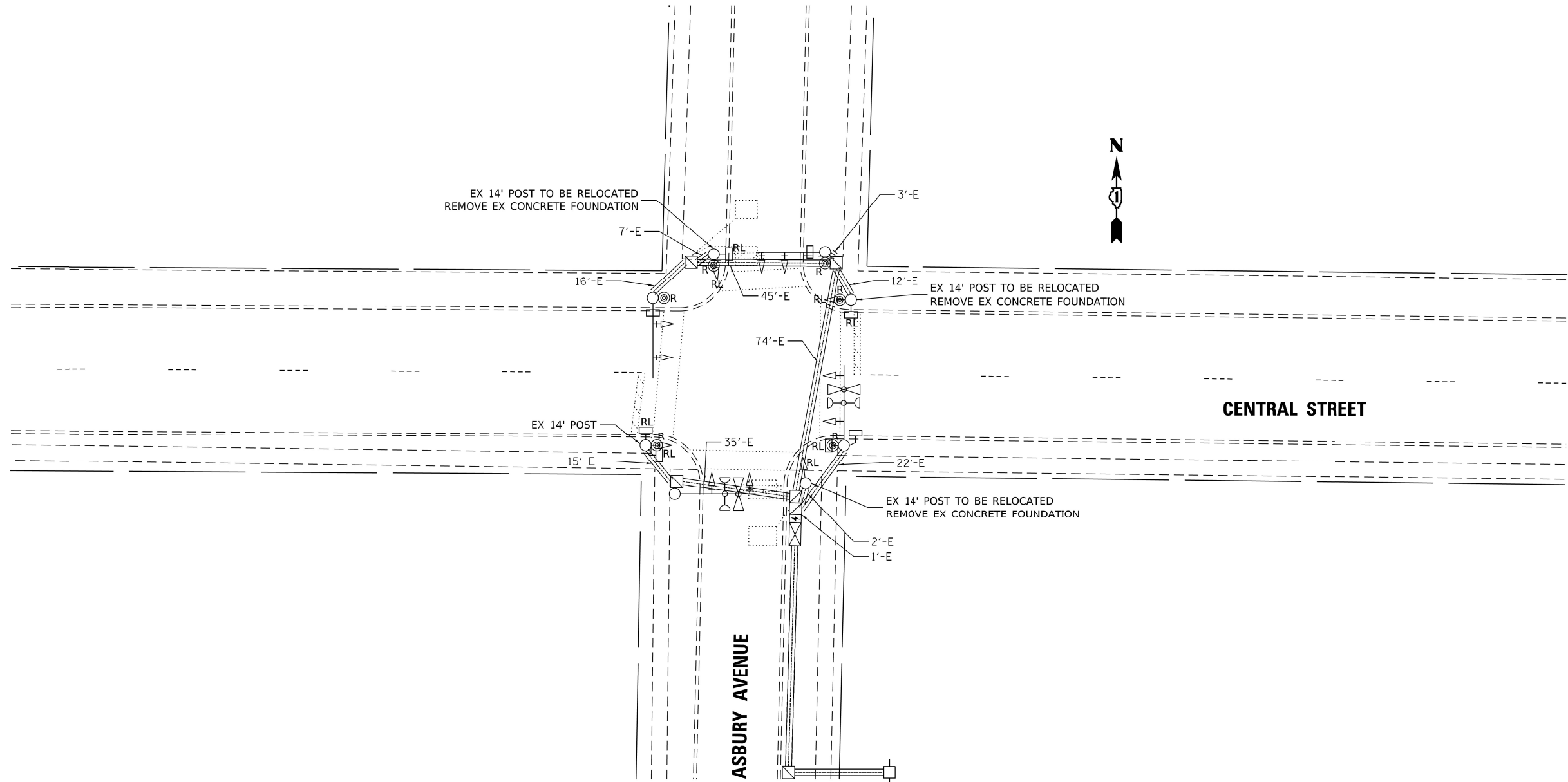
6 EACH PEDESTRIAN PUSH-BUTTON

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

5 EACH PEDESTRIAN SIGNAL HEAD

4 EACH 3-SECTION SIGNAL HEAD

3 EACH TRAFFIC SIGNAL POST



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**TS 13480**

USER NAME = Daniel.Woods PLOT SCALE = 0.16666833 1/ in. PLOT DATE = 10/23/2023	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN CENTRAL STREET AND ASBURY AVENUE</b>				F.A.U. RTE. 1301	SECTION FAU 1301 23 OVERLAY	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 14
	CHECKED - DATE -	REVISED - REVISED -		SCALE:	SHEET OF SHEETS STA. TO STA.	CONTRACT NO. 62U80 <small>ILLINOIS FED. AID PROJECT</small>						

**NOTES:**

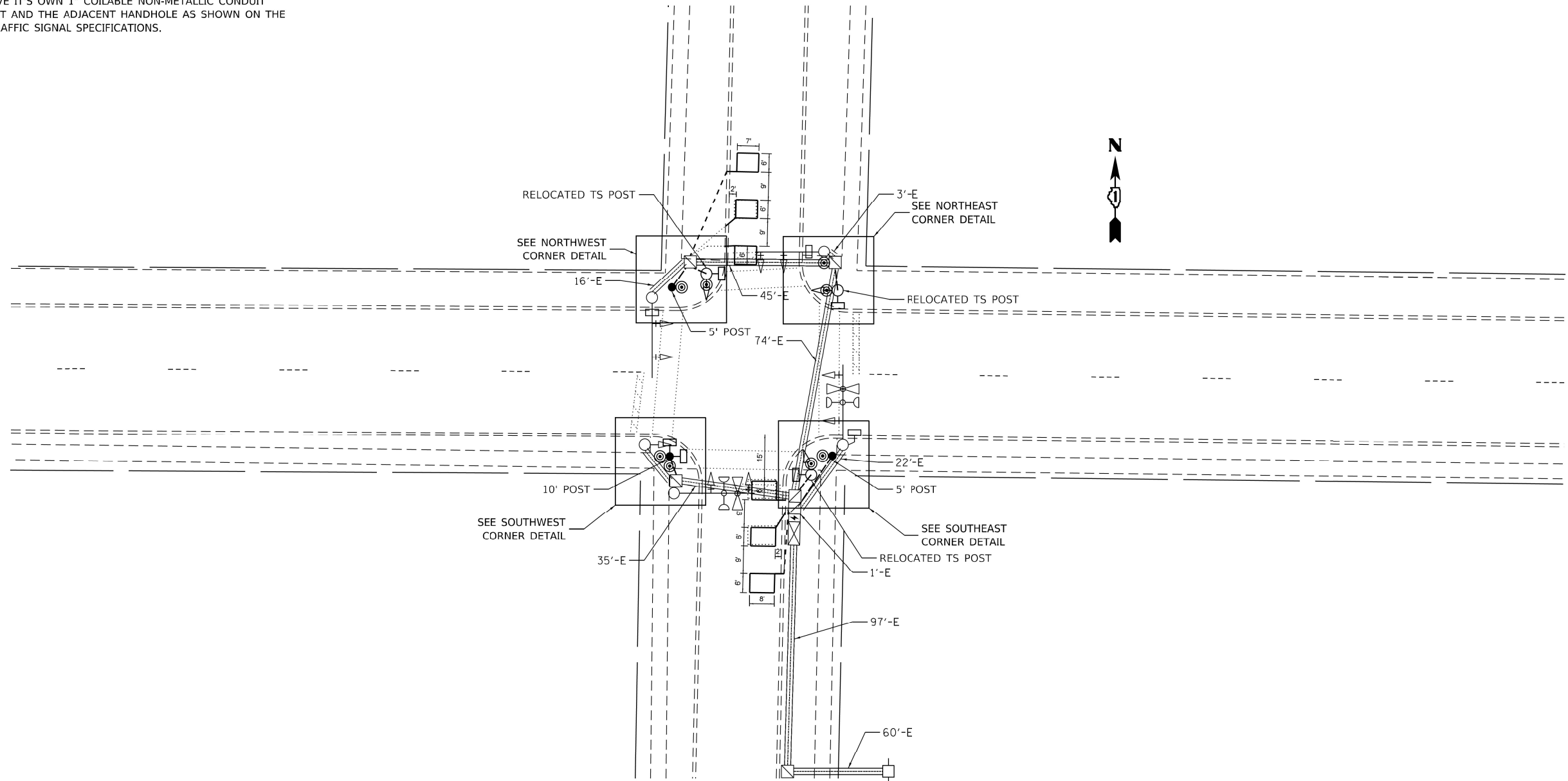
ALL PROPOSED PUSH-BUTTONS SHALL BE APS.

THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE IN FRONT/BEHIND OF THE TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.

THE SIDEWALK CURB ON THE SOUTHEAST QUADRANT SHALL BE CUT SO THAT THE PEDESTRIAN PUSH-BUTTON IS FLUSH WITH THE EDGE OF SIDEWALK

THIS LOCATION HAS BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE PEDESTRIAN EQUIPMENT SHALL BE APPROVED BY THE ENGINEER TO ENSURE ADA COMPLIANCE.

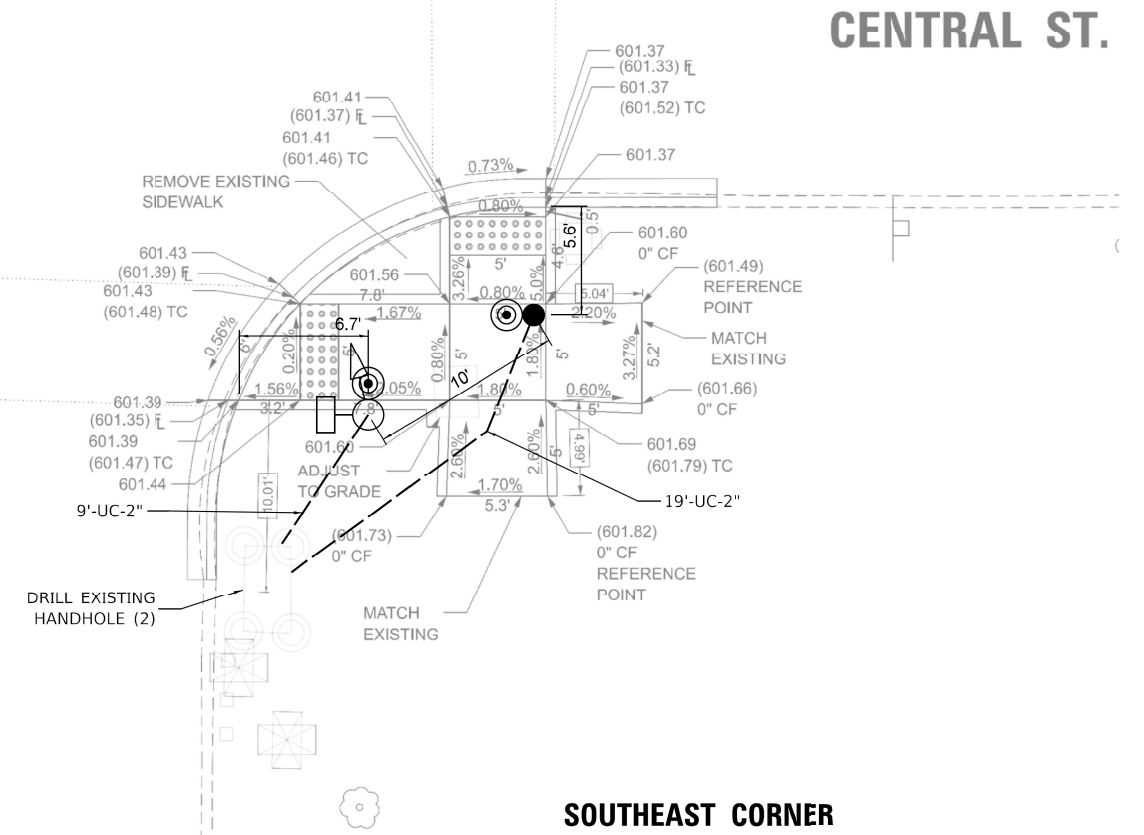
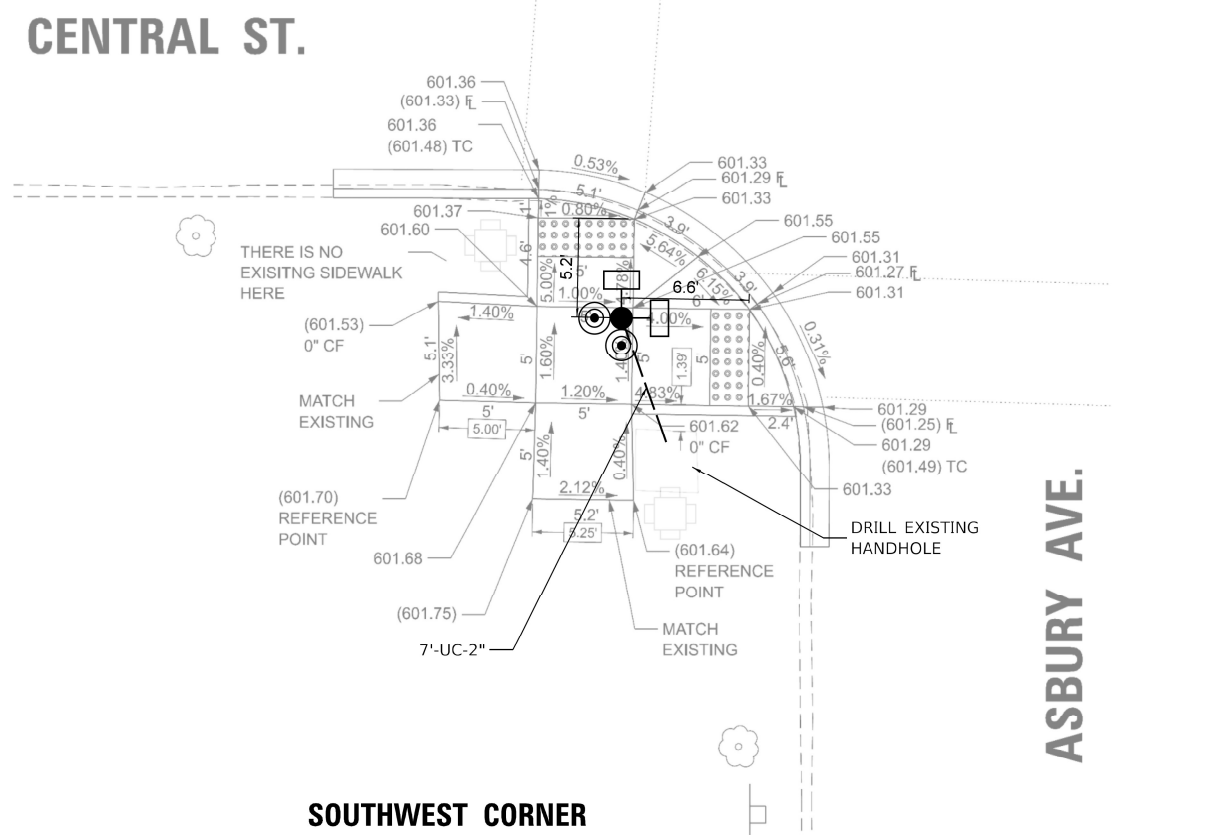
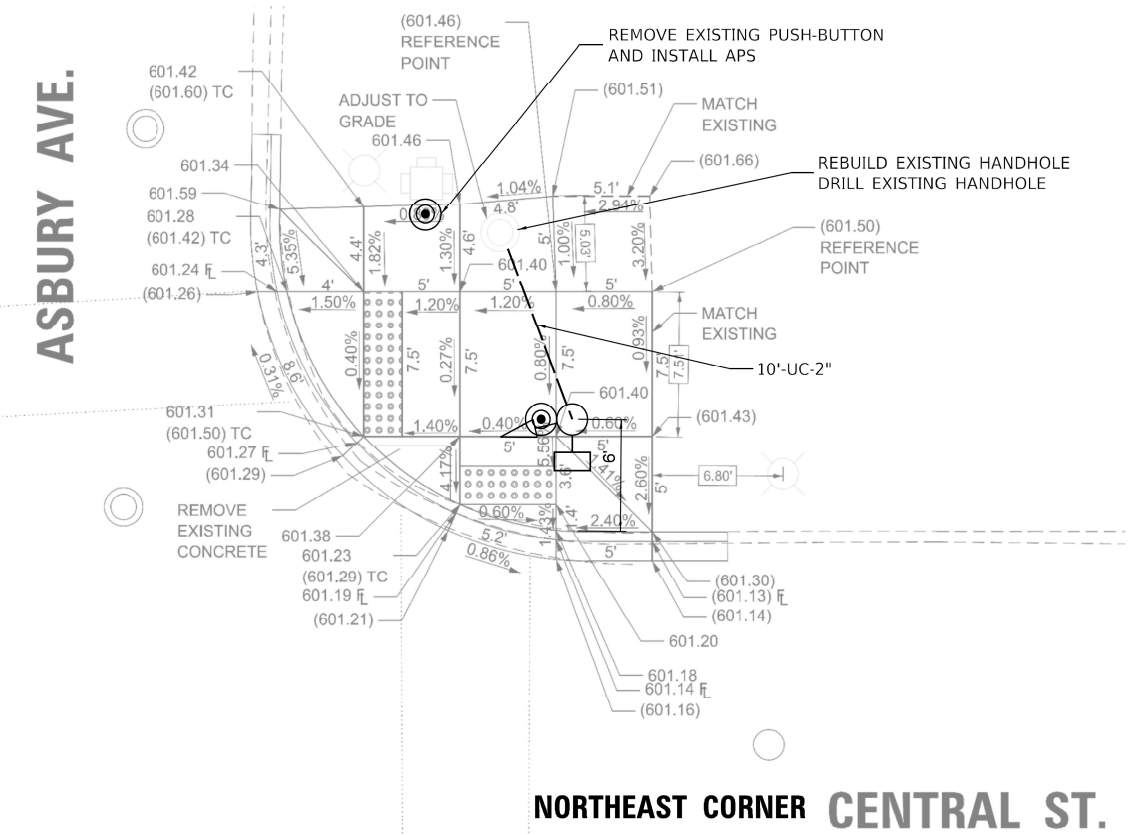
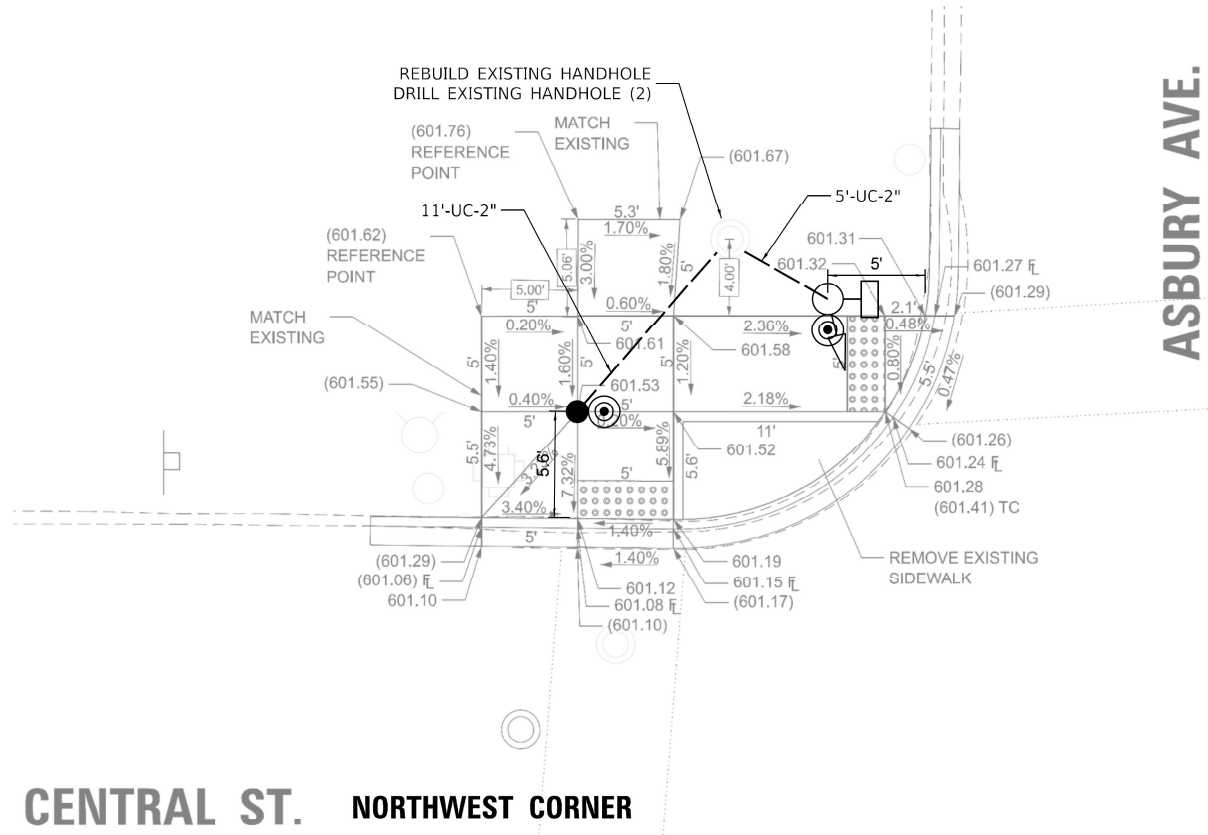
EACH DETECTOR LOOP SHALL HAVE IT'S OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



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**TS 13480**

USER NAME = Daniel.Woods PLOT SCALE = 0.16666833' / in. PLOT DATE = 10/23/2023	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNAL MODIFICATION PLAN CENTRAL STREET AND ASBURY AVENUE</b>	F.A.U. RTE. 1301	SECTION FAU 1301 23 OVERLAY	COUNTY COOK	TOTAL SHEETS 38	SHEET NO. 15
	CHECKED - DATE -	REVISED - REVISED -			SCALE:	SHEET OF SHEETS STA. TO STA.	CONTRACT NO. 62U80 <small>ILLINOIS FED. AID PROJECT</small>		



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USER NAME = Daniel.Woods	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED -
PLOT DATE = 10/23/2023	DATE -	REVISED -

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

<b>PROPOSED APS PUSH-BUTTON LAYOUT</b>			
<b>CENTRAL STREET AND ASBURY AVENUE</b>			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

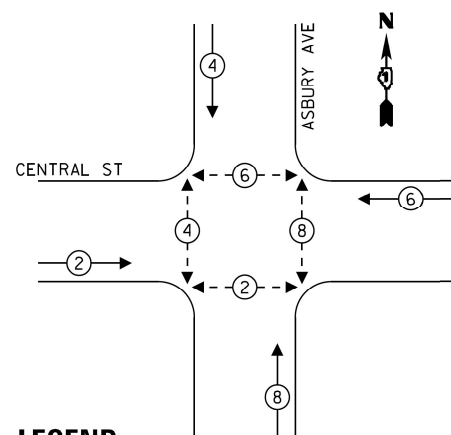
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	30	16
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				

**TS 13480**

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNIT	QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	79
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	702
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	516
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	346
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	125
CONCRETE FOUNDATION, TYPE A	FOOT	12
DRILL EXISTING HANDHOLE	EACH	6
DETECTOR LOOP, TYPE I	FOOT	174
RELOCATE EXISTING SIGNAL HEAD	EACH	4
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	5
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	3
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	488
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12

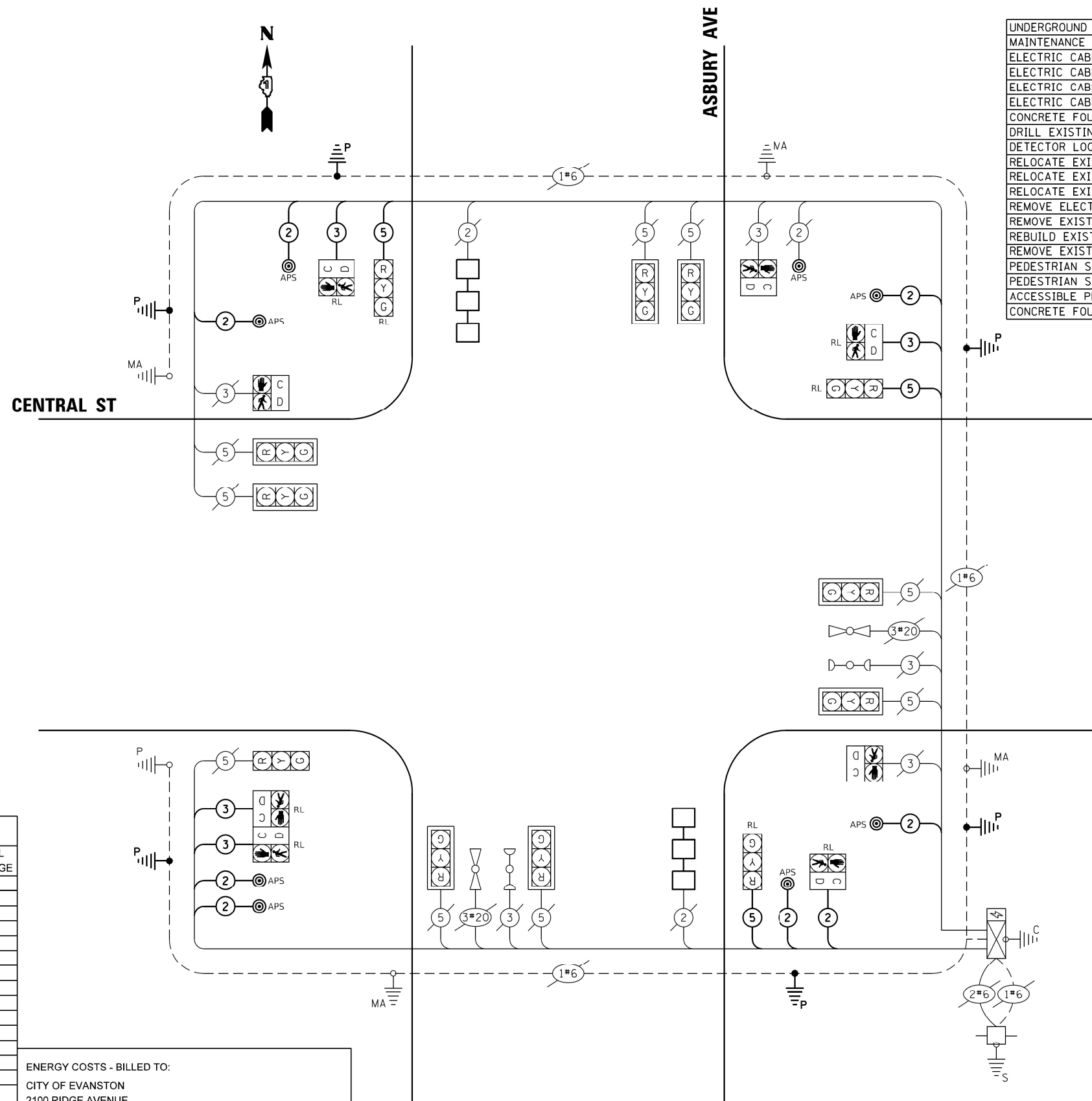
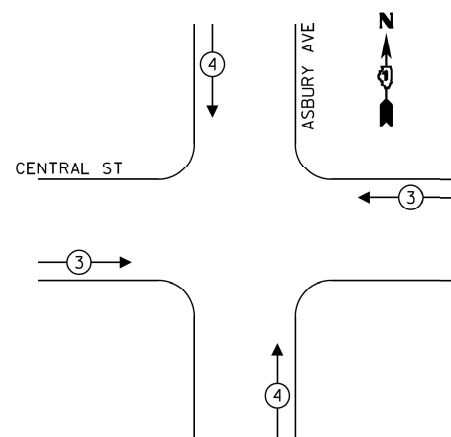
**EXISTING CONTROLLER SEQUENCE**



**LEGEND:**

- ←\*→ PROTECTED PHASE
- ←-\*- PROTECTED/PERMITTED PHASE
- ←-\*- PEDESTRIAN PHASE
- ←◇ OL OVERLAP

**EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**CABLE PLAN**  
(NOT TO SCALE)

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS			
TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	3-SECTION	27	11
	4-SECTION	-	14
	5-SECTION	-	13
PROGRAMMABLE	3-SECTION	-	22
	4-SECTION	-	32
	5-SECTION	-	28
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
<b>TOTAL UPS SIZING</b>		<b>592</b>	
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	-
<b>TOTAL SERVICE WIRE SIZING</b>		<b>1197</b>	

ENERGY COSTS - BILLED TO:  
CITY OF EVANSTON  
2100 RIDGE AVENUE  
EVANSTON, IL 60201

ENERGY SUPPLY: CONTACT: \_\_\_\_\_  
PHONE: \_\_\_\_\_  
COMPANY: COM. EDISON  
ACCOUNT NUMBER: 04590-93148

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FILE NAME: c:\p\work\evanston\woods@daniel.woods.com\110823-eh-exhibits.dgn

**TS 13480**

USER NAME = daniel.woods	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES CENTRAL STREET AND ASBURY AVENUE</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED -			1301	FAU 1301 23 OVERLAY	COOK	38	17
PLOT DATE = 10/24/2023	CHECKED -	REVISED -			CONTRACT NO. 62U80				
	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

**NOTES:**

THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL NOT BE REMOVED UNTIL THE PROPOSED TRAFFIC SIGNAL EQUIPMENT IS FULLY OPERATIONAL OR AS DIRECTED BY THE ENGINEER.

ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.

**REMOVAL AND RELOCATION NOTES:**

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

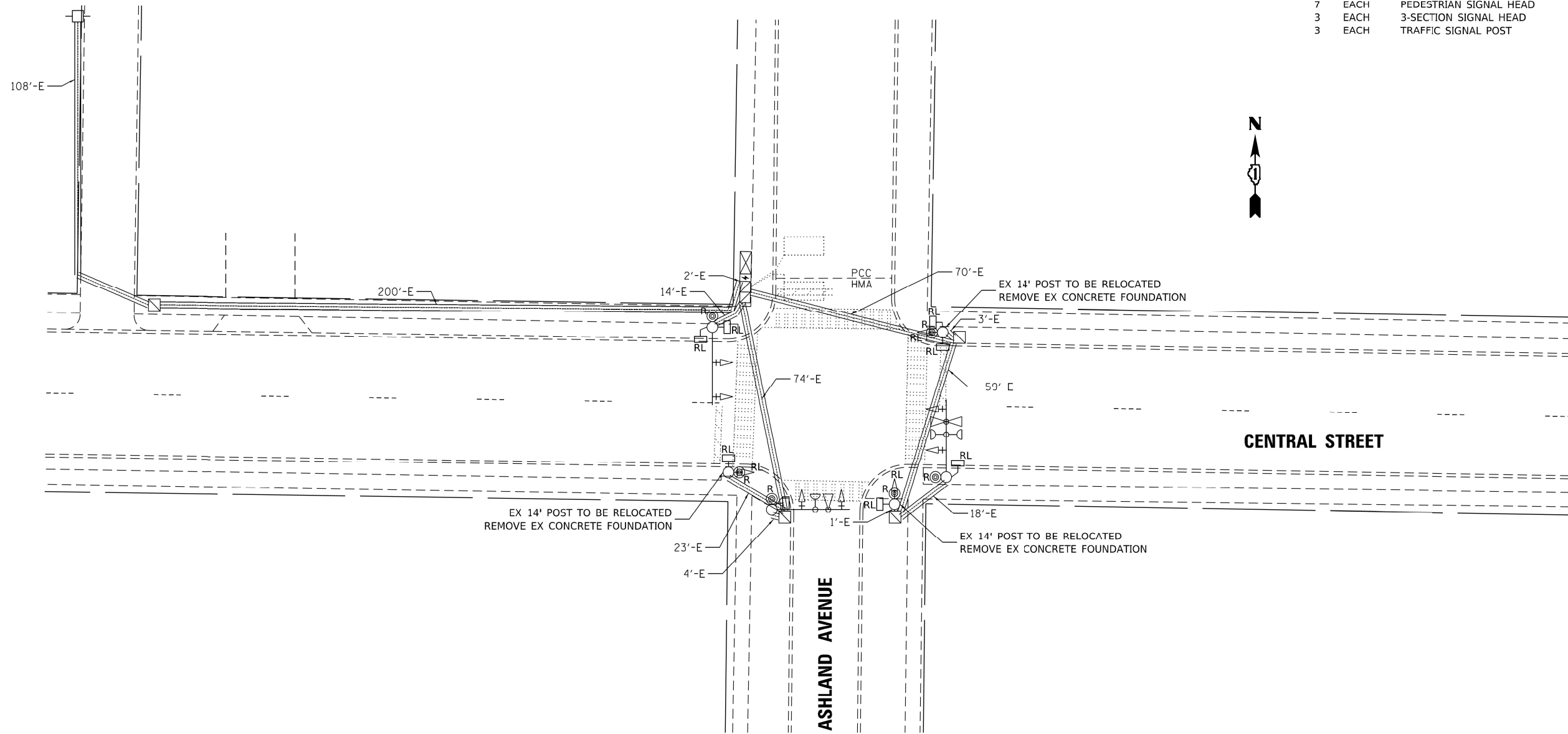
6 EACH PEDESTRIAN PUSH-BUTTON

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

7 EACH PEDESTRIAN SIGNAL HEAD

3 EACH 3-SECTION SIGNAL HEAD

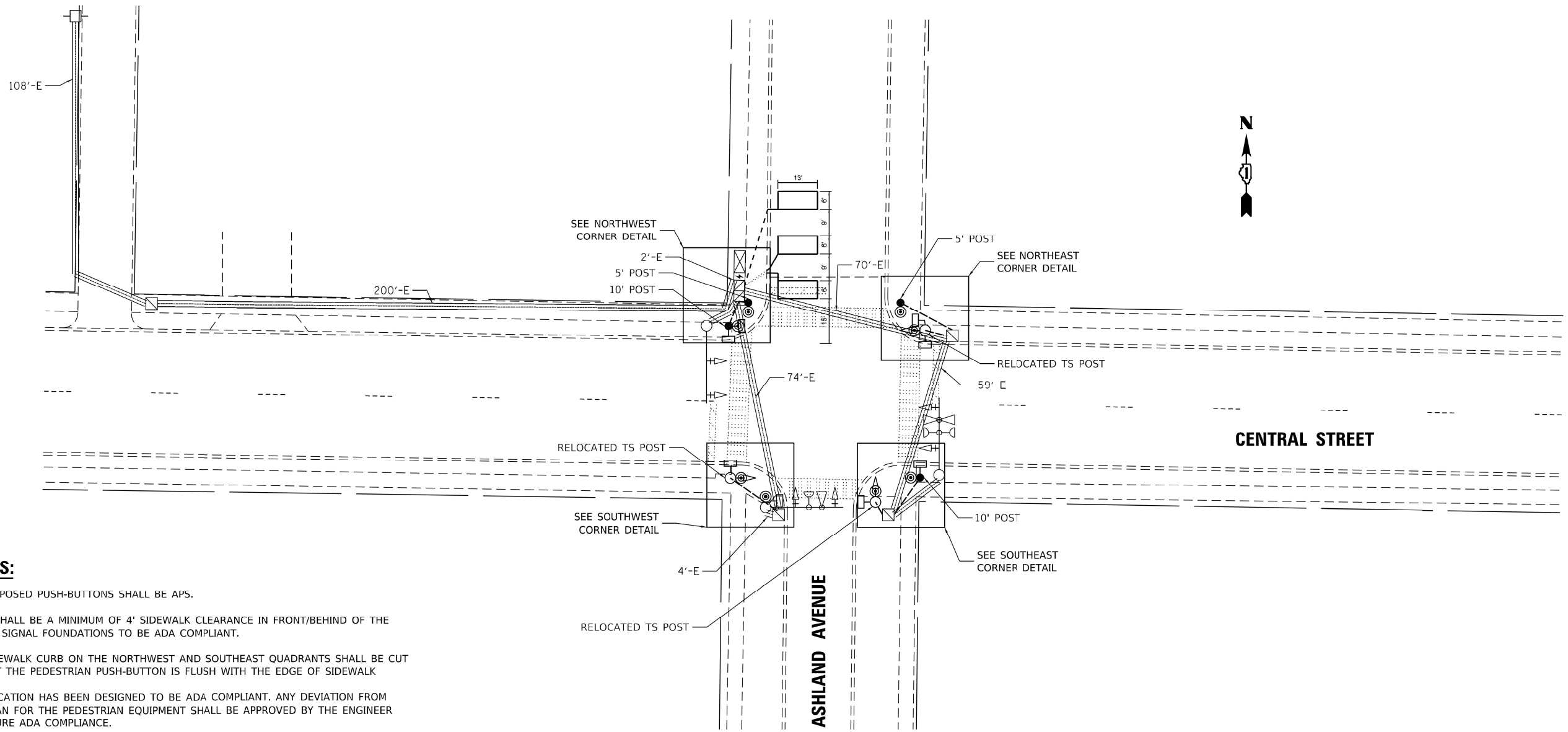
3 EACH TRAFFIC SIGNAL POST



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TS 13490

USER NAME = Daniel.Woods	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT PLAN CENTRAL STREET AND ASHLAND AVENUE</b>	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT SCALE = 0.16666833 1/ in.	DRAWN -	REVISED -			1301	FAU 1301 23 OVERLAY	COOK	38	18	
PLOT DATE = 10/23/2023	CHECKED -	REVISED -			CONTRACT NO. 62U80					
	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
				SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	



**NOTES:**

ALL PROPOSED PUSH-BUTTONS SHALL BE APS.

THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE IN FRONT/BEHIND OF THE TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.

THE SIDEWALK CURB ON THE NORTHWEST AND SOUTHWEST QUADRANTS SHALL BE CUT SO THAT THE PEDESTRIAN PUSH-BUTTON IS FLUSH WITH THE EDGE OF SIDEWALK

THIS LOCATION HAS BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE PEDESTRIAN EQUIPMENT SHALL BE APPROVED BY THE ENGINEER TO ENSURE ADA COMPLIANCE.

EACH DETECTOR LOOP SHALL HAVE IT'S 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.

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**TS 13490**

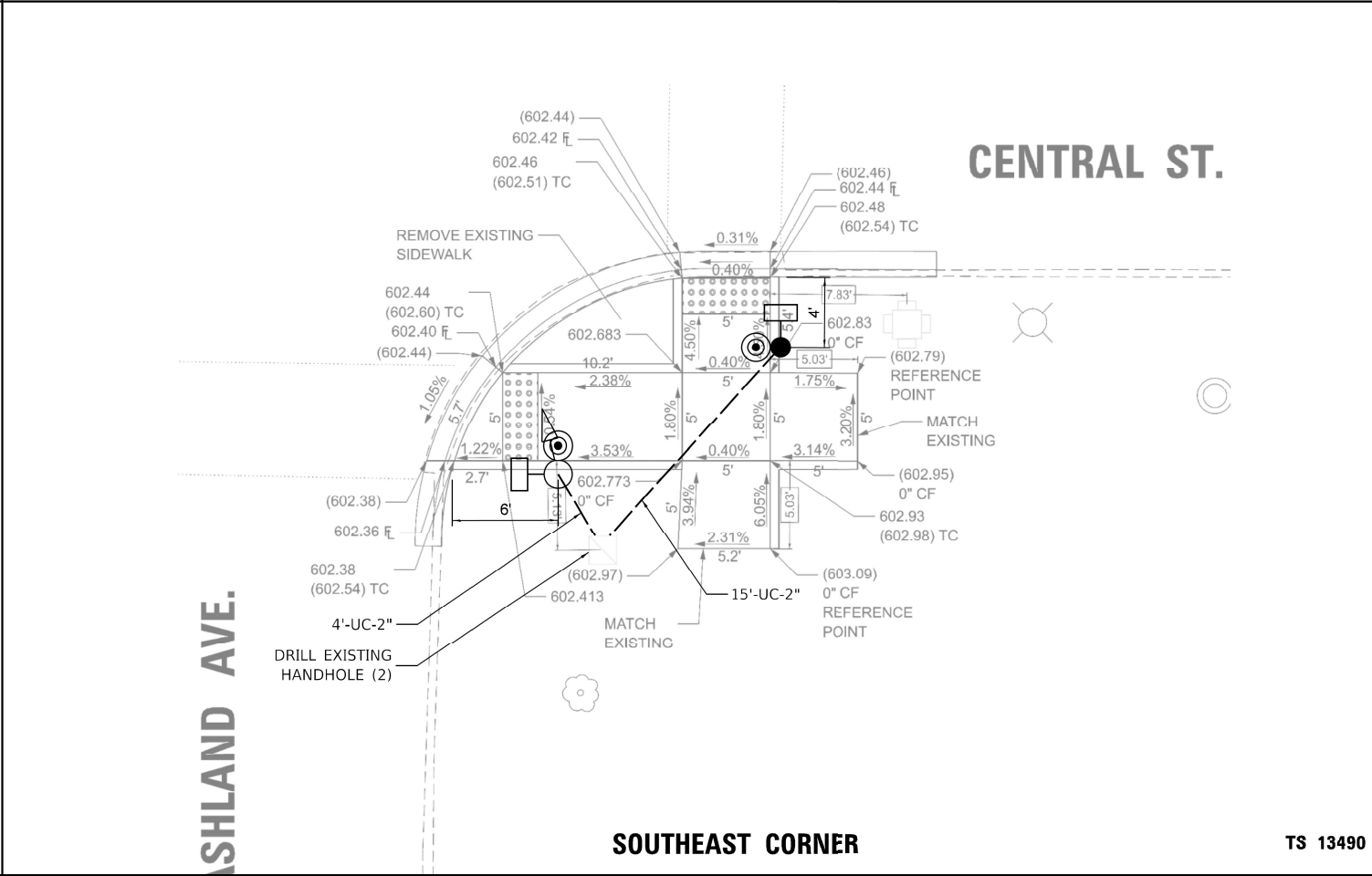
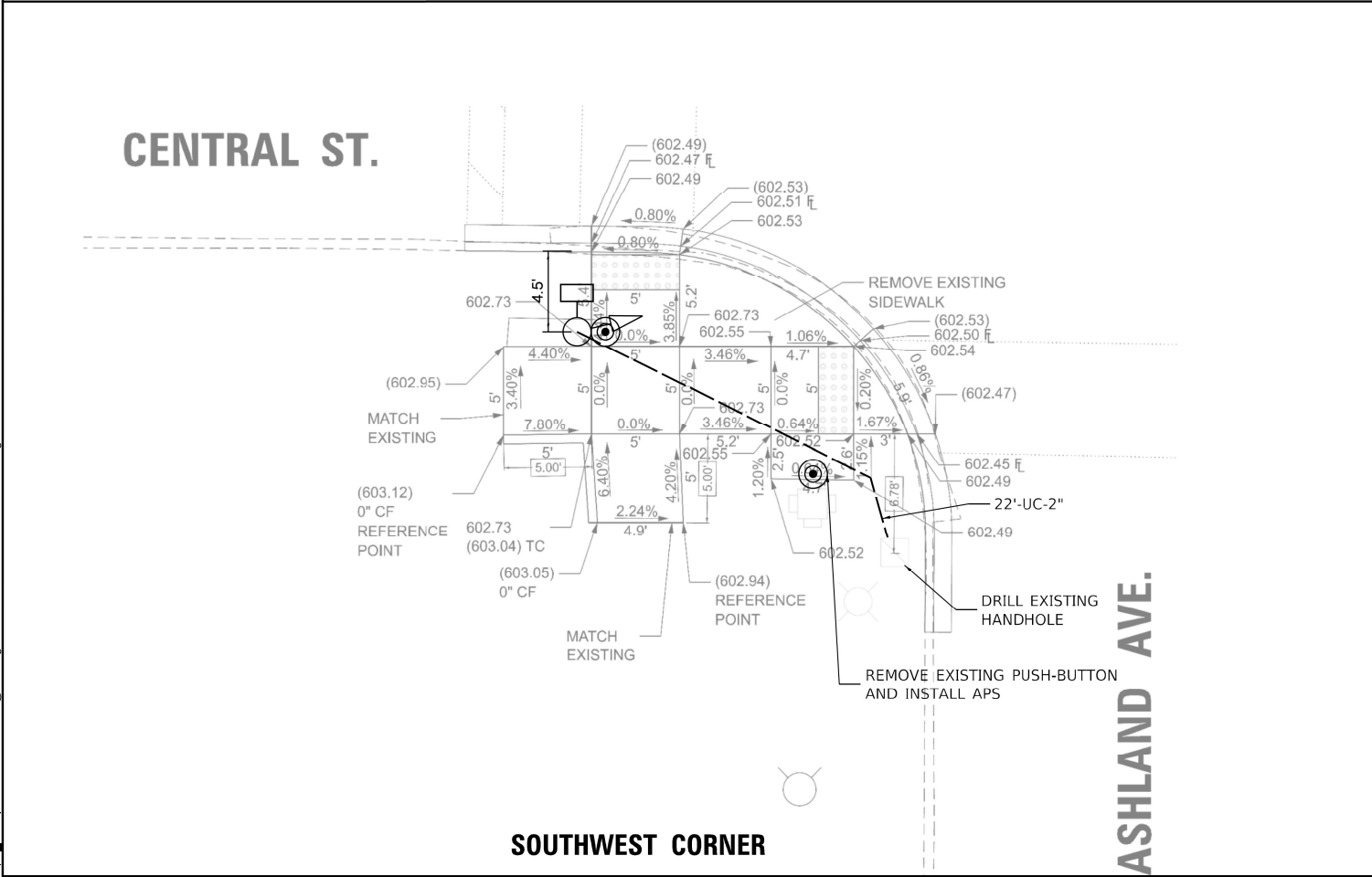
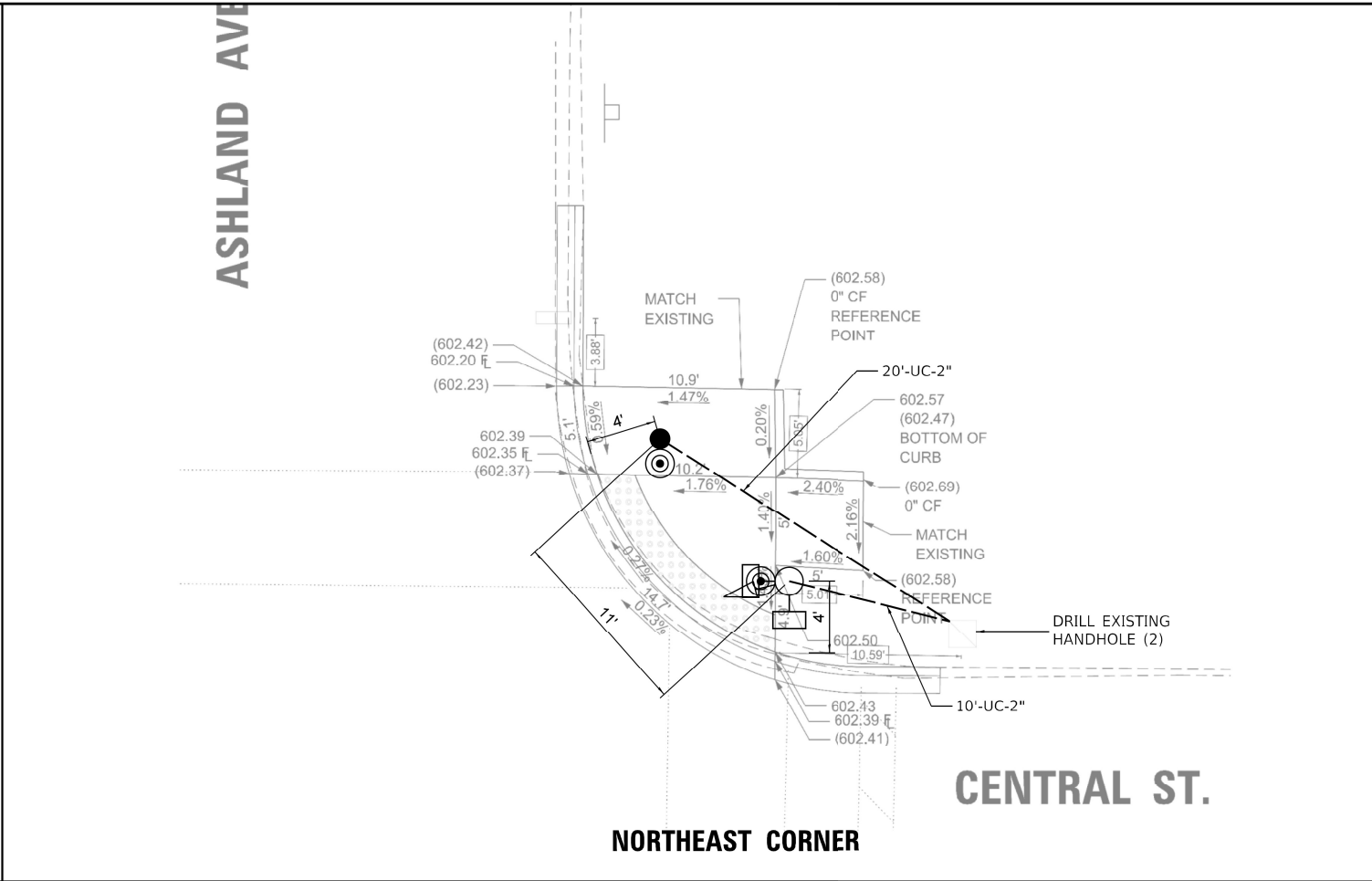
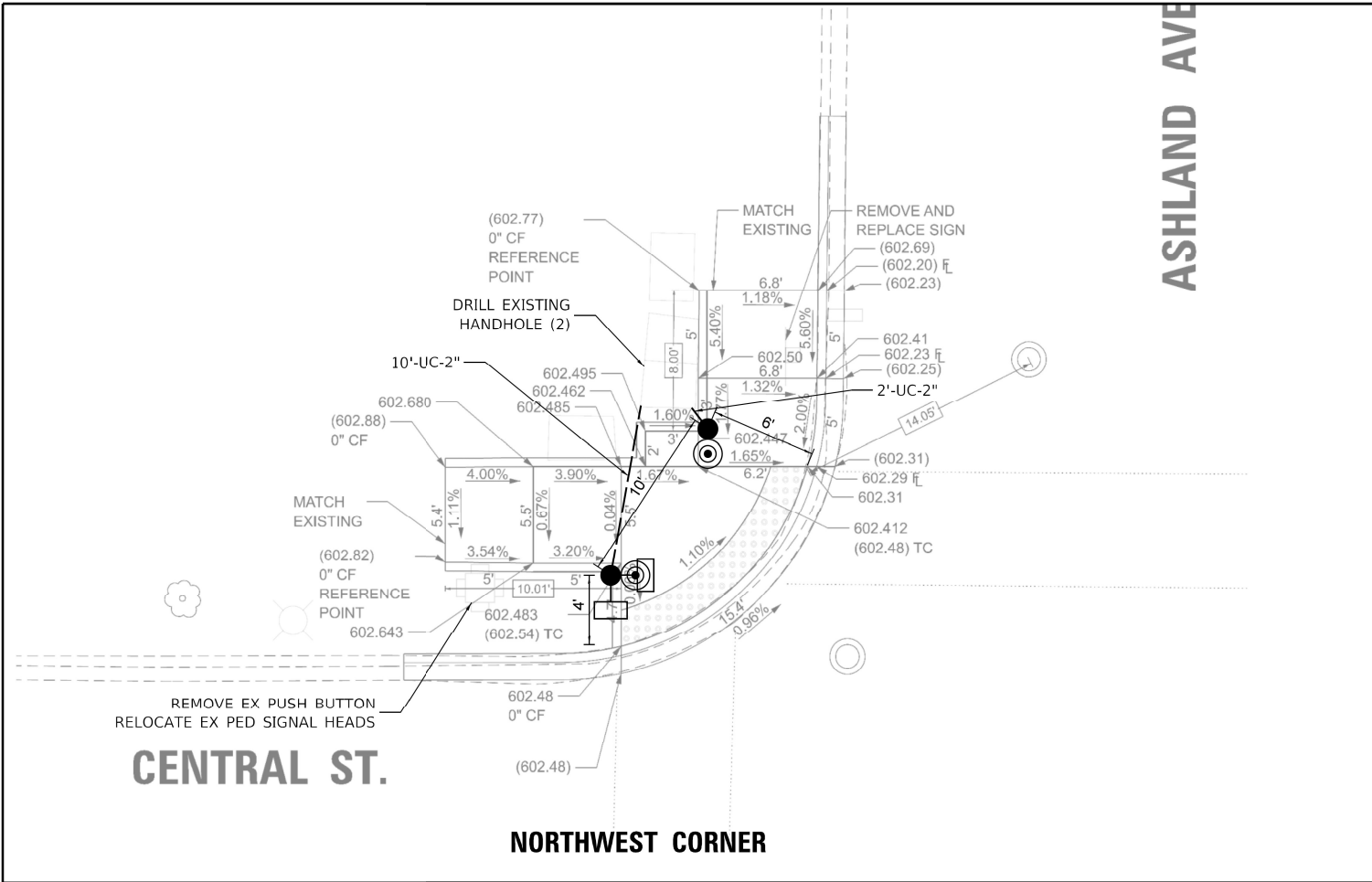
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PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED -
PLOT DATE = 10/23/2023	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODIFICATION PLAN  
CENTRAL STREET AND ASHLAND AVENUE**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	19
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



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DRAWN -	REVISED -	
PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED -
PLOT DATE = 10/23/2023	DATE -	REVISED -

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

**PROPOSED APS PUSH-BUTTON LAYOUT**  
**CENTRAL STREET AND ASHLAND AVENUE**

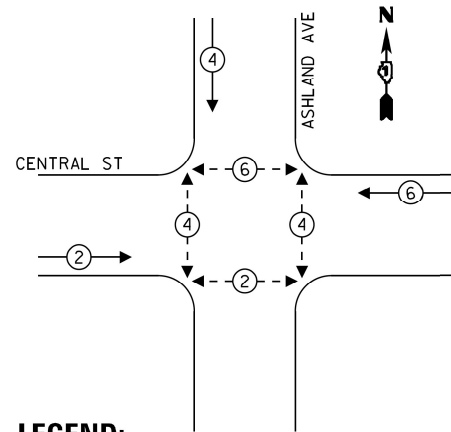
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	20
CONTRACT NO. 62U80				
ILLINOIS		FED. AID PROJECT		

TS 13490



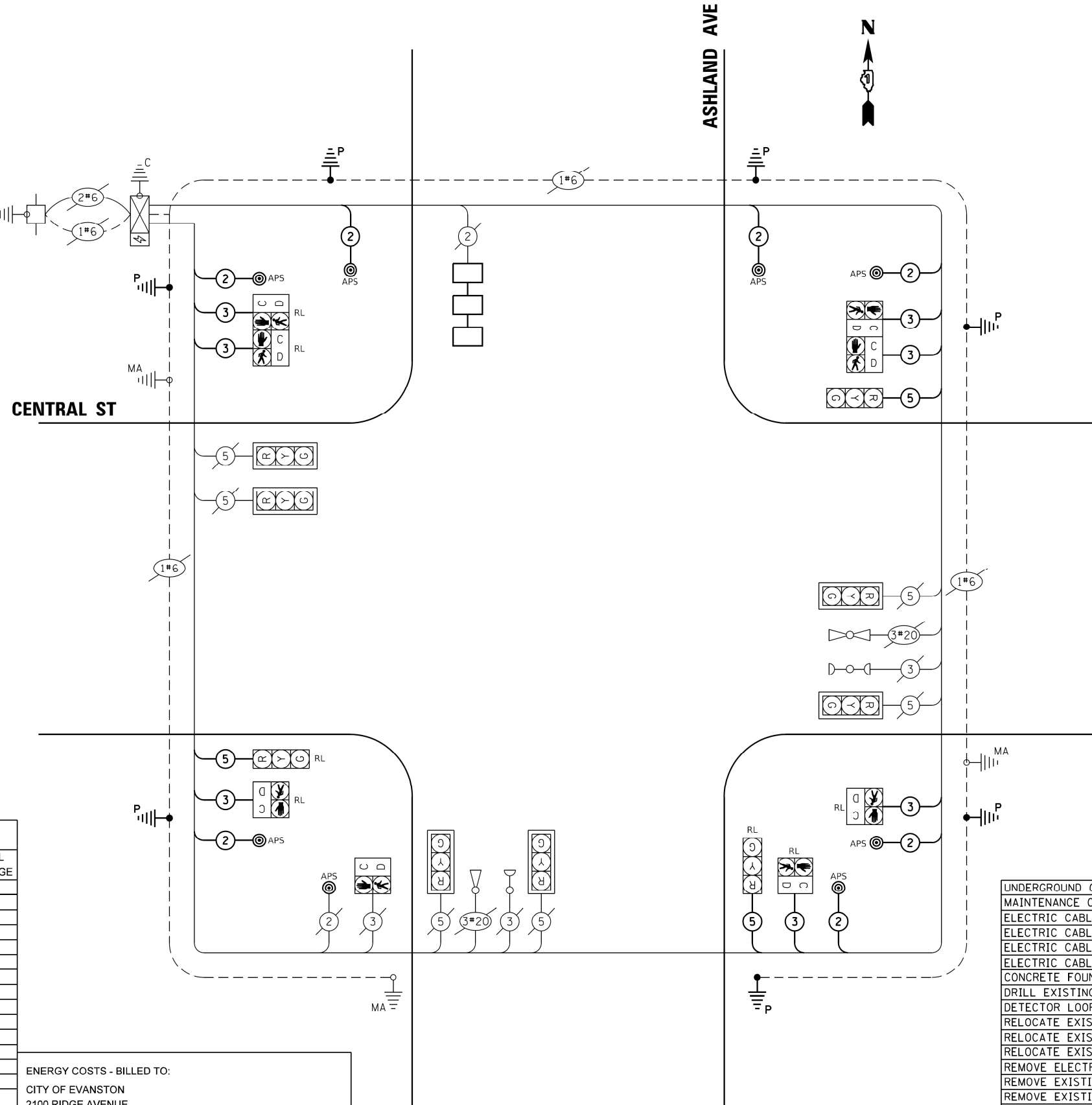
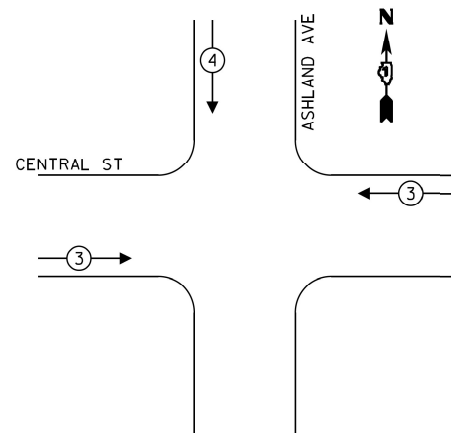
**EXISTING CONTROLLER SEQUENCE**



**LEGEND:**

- ←\*→ PROTECTED PHASE
- ←-\*- PROTECTED/PERMITTED PHASE
- ←\*→ PEDESTRIAN PHASE
- ←OL→ OVERLAP

**EMERGENCY VEHICLE  
PREEMPTION SEQUENCE**



**CABLE PLAN**  
(NOT TO SCALE)

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNIT	QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	104
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	814
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	861
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	448
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	156
CONCRETE FOUNDATION, TYPE A	FOOT	12
DRILL EXISTING HANDHOLE	EACH	7
DETECTOR LOOP, TYPE I	FOOT	126
RELOCATE EXISTING SIGNAL HEAD	EACH	3
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	7
RELOCATE EXISTING TRAFFIC SIGNAL POST	EACH	3
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	536
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	3
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS			
TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 3-SECTION	27	11	297
4-SECTION	-	14	-
5-SECTION	-	13	-
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
<b>TOTAL UPS SIZING</b>		<b>592</b>	
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	-
<b>TOTAL SERVICE WIRE SIZING</b>		<b>1197</b>	

ENERGY COSTS - BILLED TO:  
CITY OF EVANSTON  
2100 RIDGE AVENUE  
EVANSTON, IL 60201

ENERGY SUPPLY: \_\_\_\_\_ CONTACT: \_\_\_\_\_  
PHONE: \_\_\_\_\_  
COMPANY: COM. EDISON  
ACCOUNT NUMBER: 04590-93148

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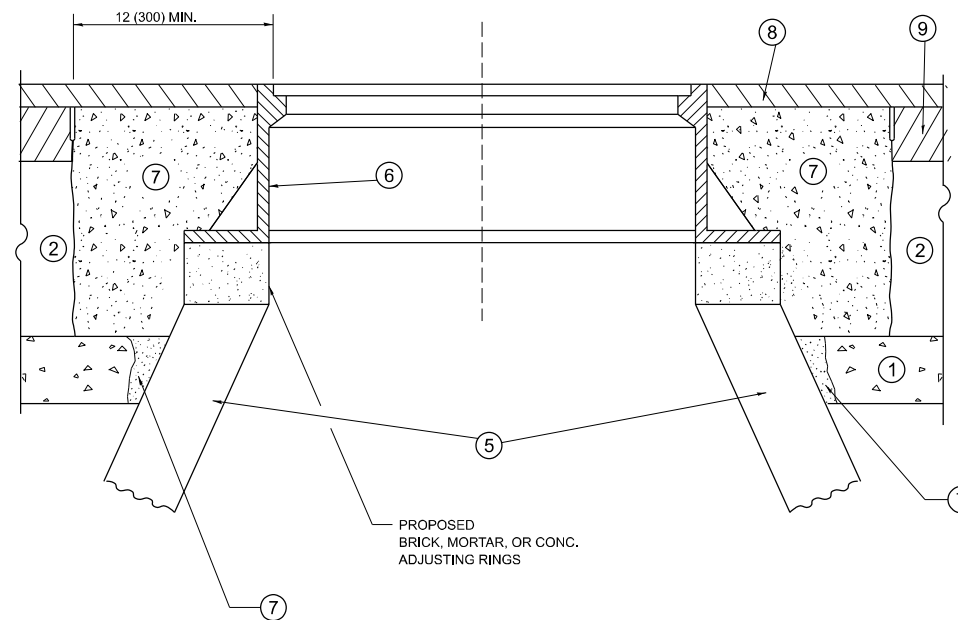
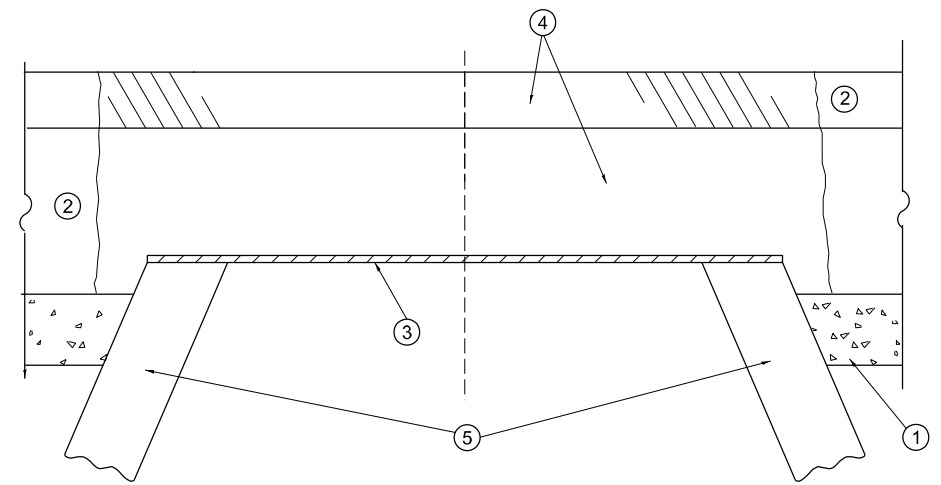
TS 13490

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE  
PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES  
CENTRAL STREET AND ASHLAND AVENUE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	21
CONTRACT NO. 62U80				
ILLINOIS FED. AID PROJECT				



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

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 1 1/2 (40) HMA TO REMAIN AFTER MILLING).

**STAGE 2 (AFTER PAVEMENT MILLING)**

- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-1 CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES**

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

**BASIS OF PAYMENT**

- 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

**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.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE SHEET 1 OF 1 SHEETS STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	22
BD600-03 (BD-08)			CONTRACT NO. 62U80	
ILLINOIS FED. AID PROJECT				

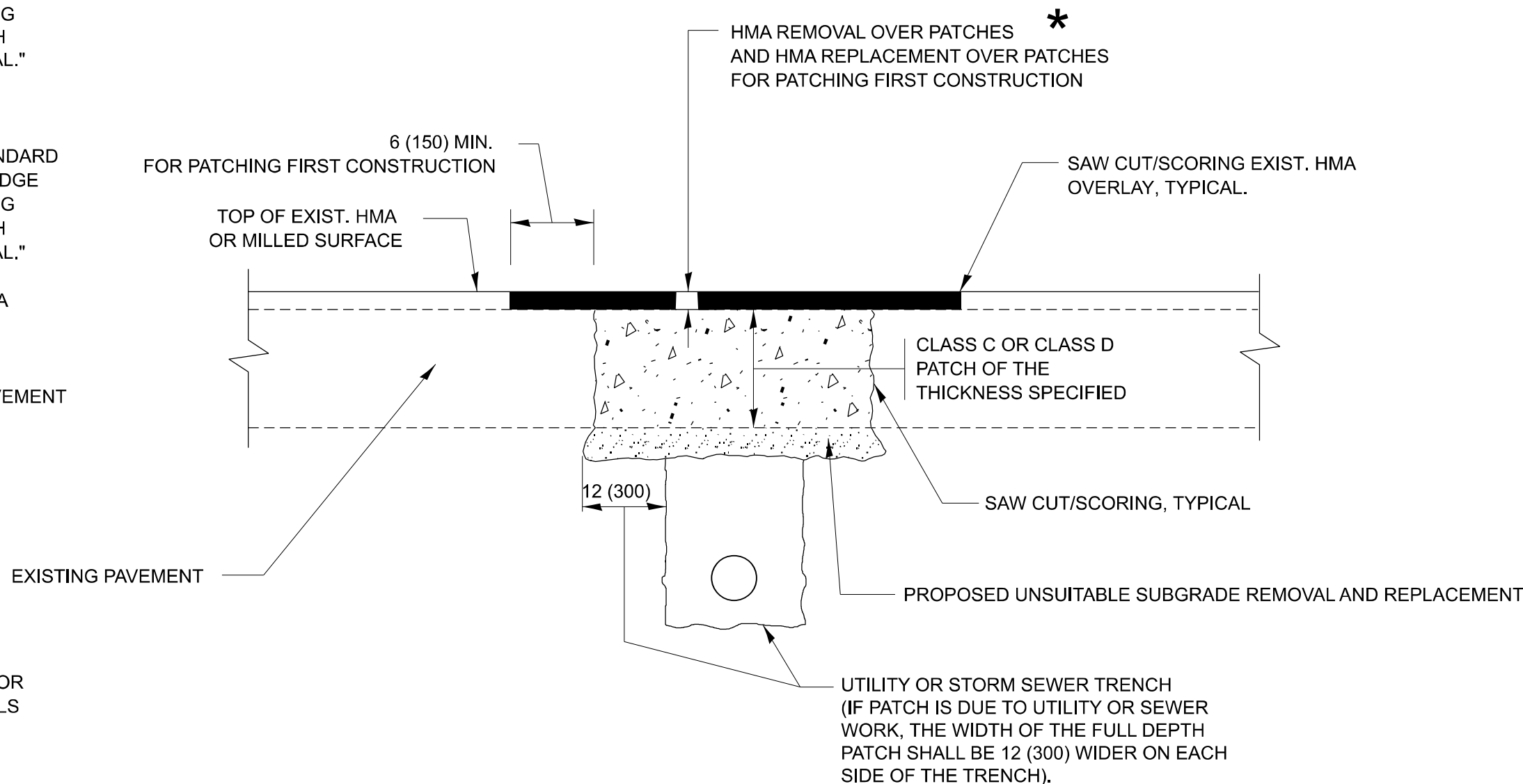
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# METHOD OF MEASUREMENT

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

## BASIS OF PAYMENT

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



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

## SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

## SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 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.

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DRAWN -	REVISION - R. BORO 09-04-07	
PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 10/23/2023	DATE - 10-25-94	REVISED - K. SMITH 02-01-22

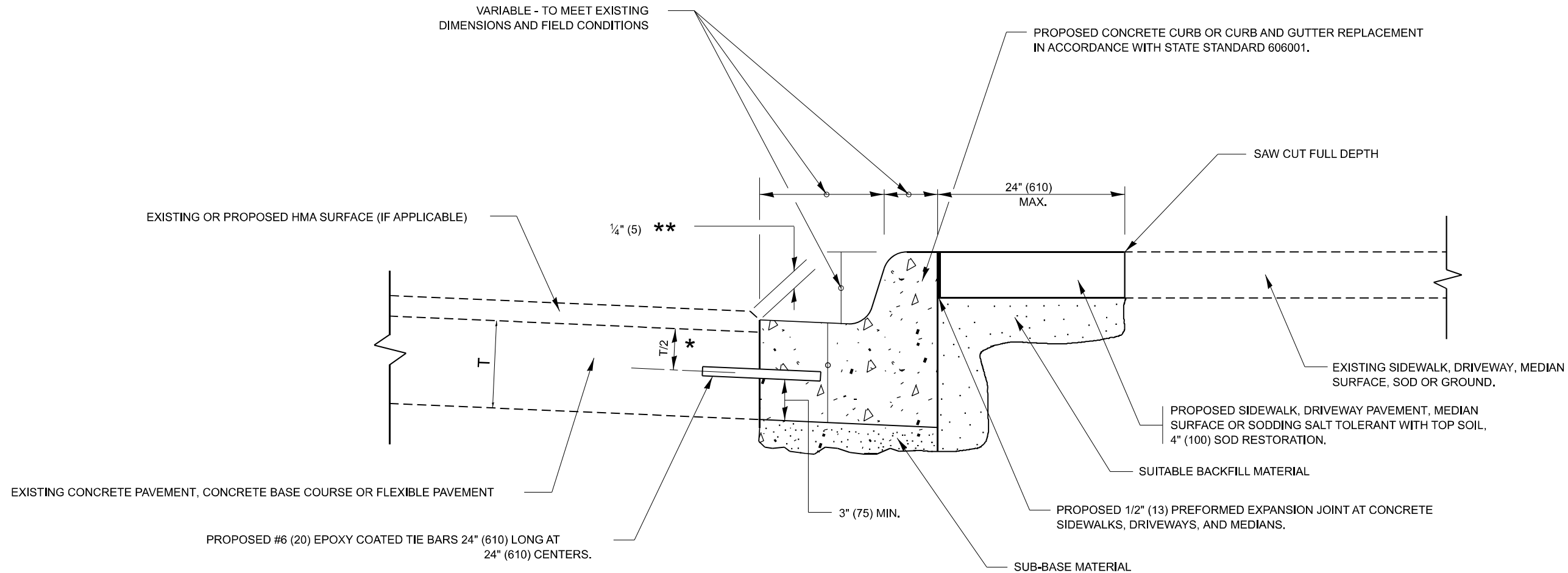
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT

SCALE: NONE SHEET 1 OF 1 SHEETS STA. \_\_\_\_+\_\_\_\_ TO STA. \_\_\_\_+\_\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	23
BD400-04 (BD-22)		CONTRACT NO. 62U80		

ILLINOIS FED. AID PROJECT



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

## CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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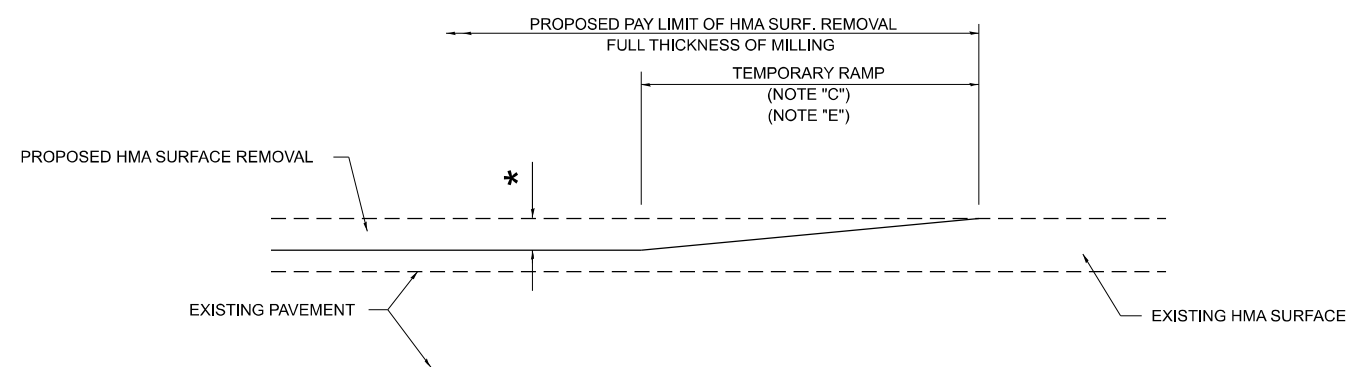
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PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = 10/23/2023	CHECKED -	REVISED - R. BORO 12-15-09
	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

SCALE: NONE     SHEET 1 OF 1 SHEETS     STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

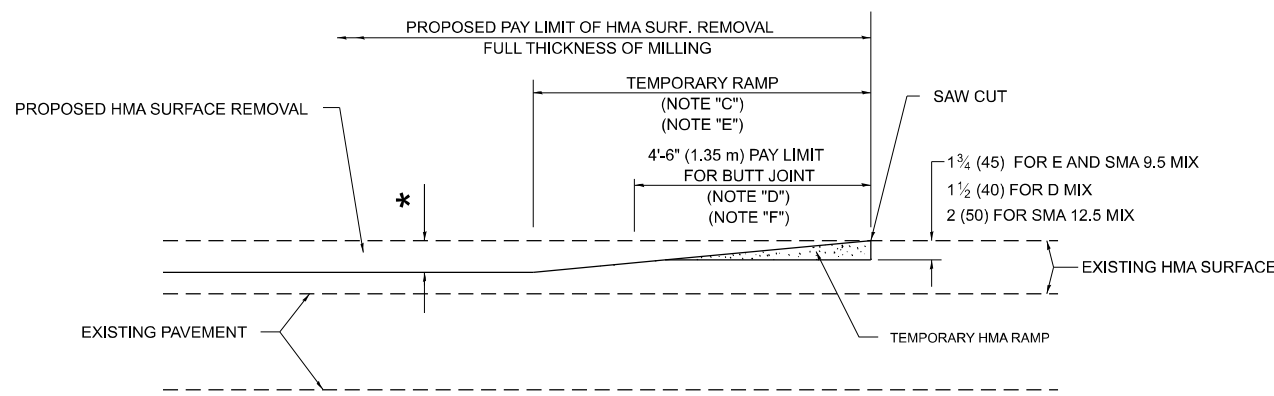
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	24
<b>BD600-06 (BD-24)</b>			CONTRACT NO. 62U80	
ILLINOIS FED. AID PROJECT				



**MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

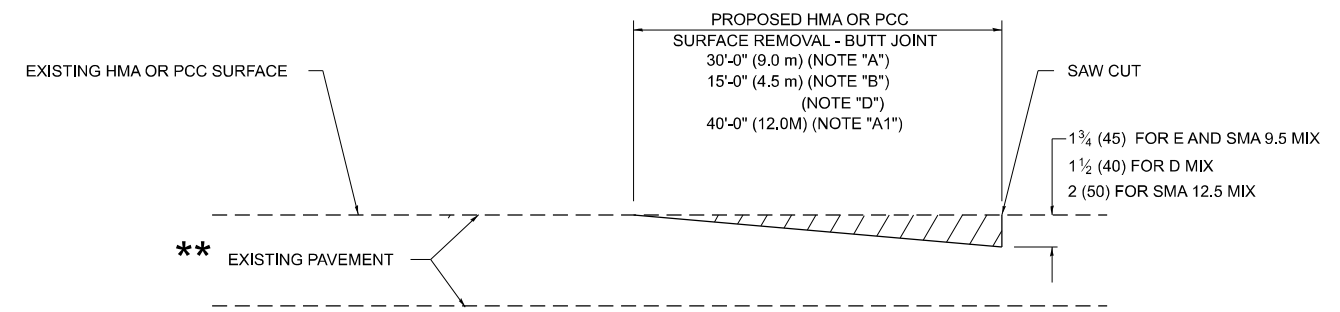


**HMA CONSTRUCTED TEMPORARY RAMP**

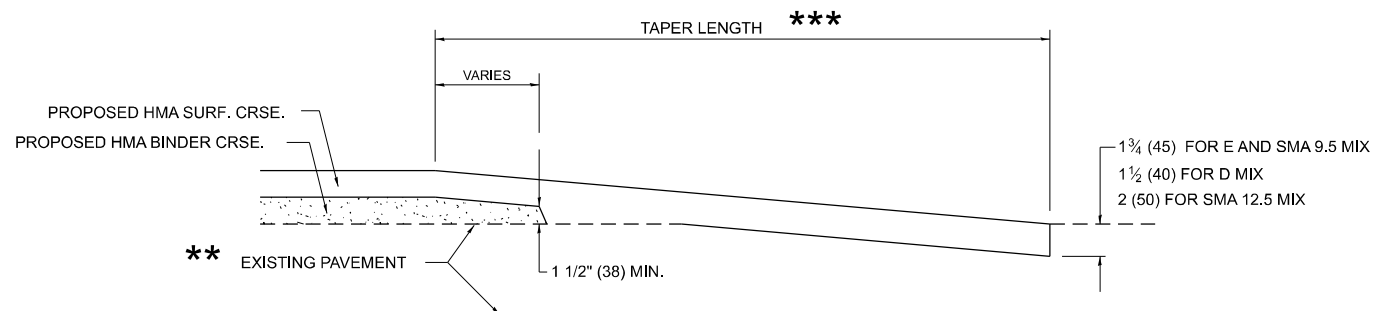
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

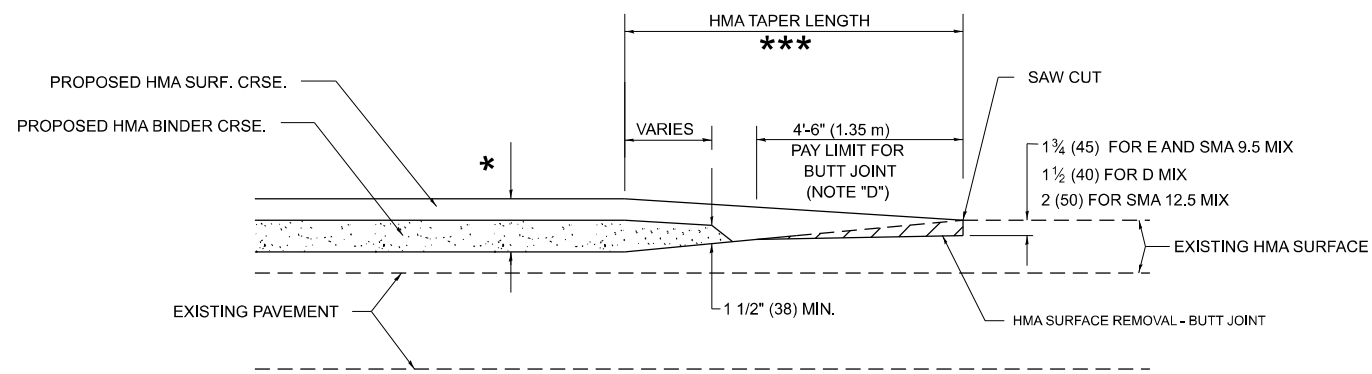
\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**GENERAL NOTES**

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

**BASIS OF PAYMENT**

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



**BUTT JOINT AND HMA TAPER**

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

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

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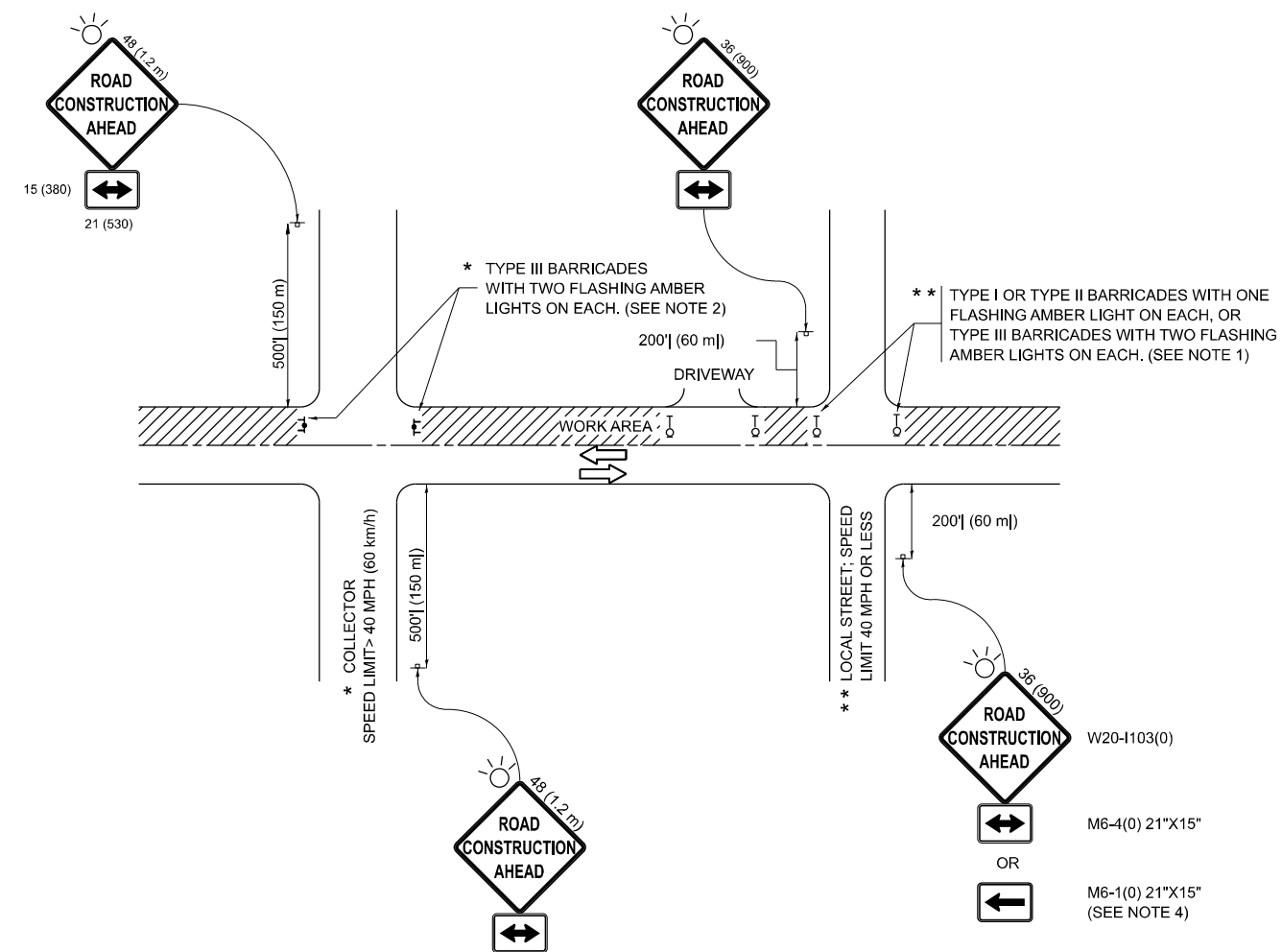
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PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT DATE = 10/23/2023	CHECKED -	REVISED - R. BORO 01-01-07
	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND HMA TAPER DETAILS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	25
<b>BD400-05 BD-32</b>		CONTRACT NO. 62U80		
ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

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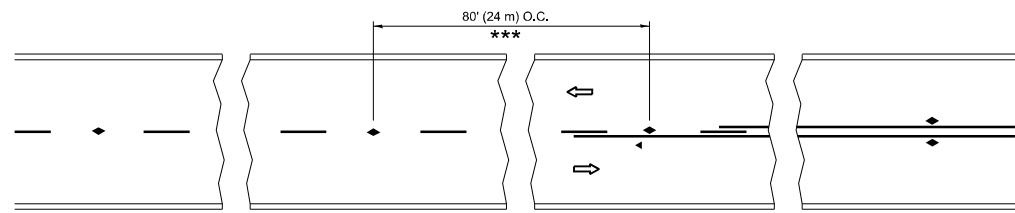
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PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 10/23/2023	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

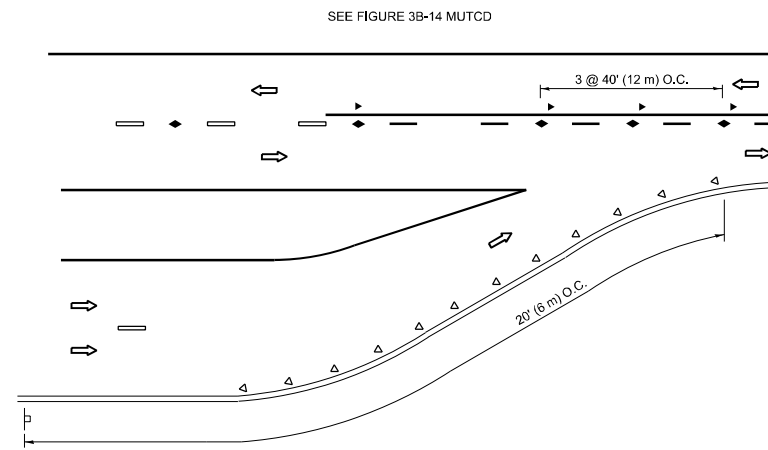
SCALE: SHEET OF SHEETS STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>			CONTRACT NO. 62U80	
ILLINOIS FED. AID PROJECT				

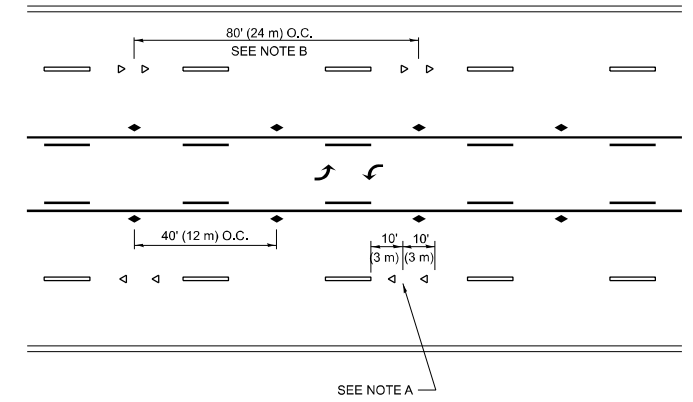


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

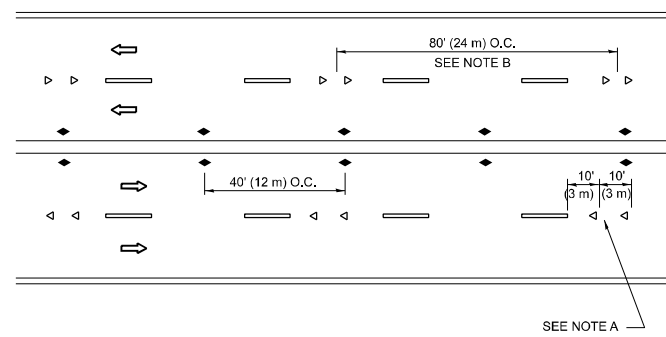
### TWO-LANE/TWO-WAY



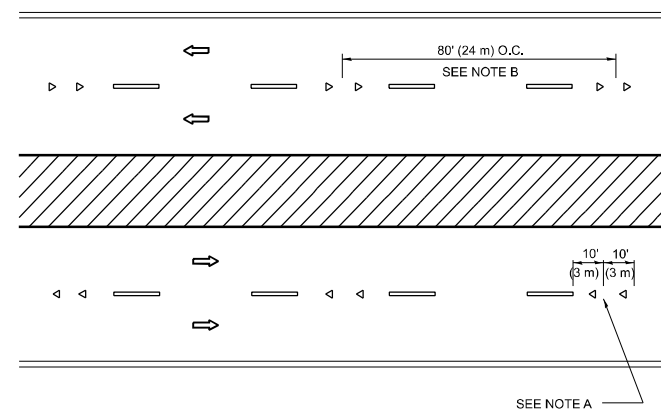
### LANE REDUCTION TRANSITION



### TWO-WAY LEFT TURN



### MULTI-LANE/UNDIVIDED



### MULTI-LANE/DIVIDED

### GENERAL NOTES

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

### SYMBOLS

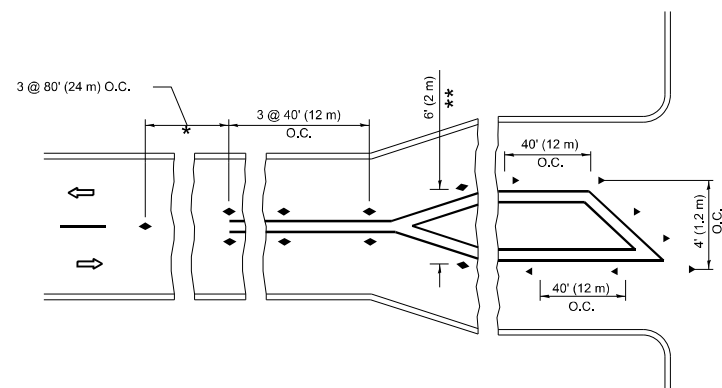
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

### LANE MARKER NOTES

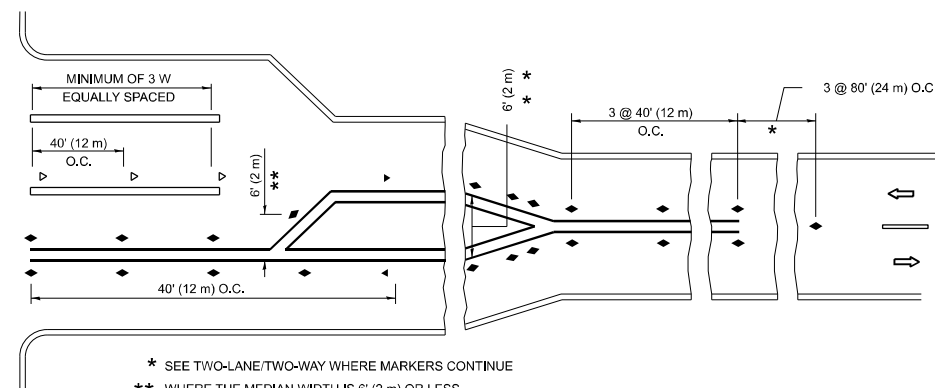
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

### DESIGN NOTES

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



### TURN LANES



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

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

MODEL: TC-11 (Sheet)  
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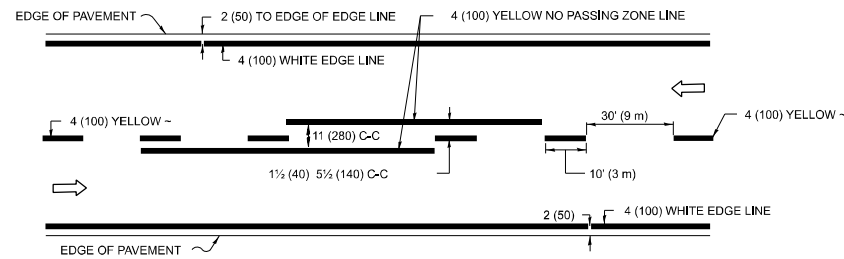
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PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 10/23/2023	CHECKED -	REVISED - C. JUCIUS 09-09-09
	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

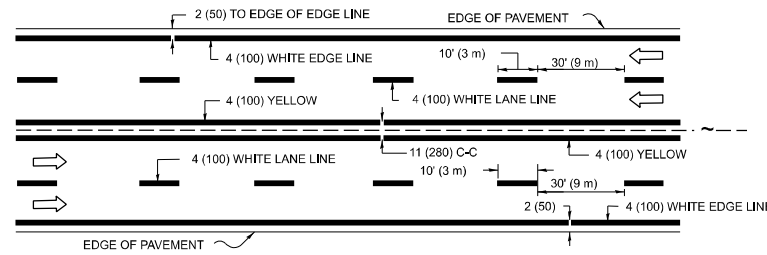
TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

SCALE: NONE SHEET 1 OF 1 SHEETS STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

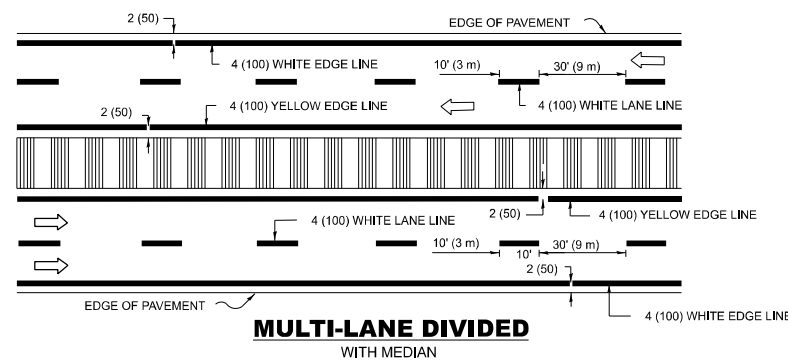
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	27
<b>TC-11</b>		CONTRACT NO. 62U80		
ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

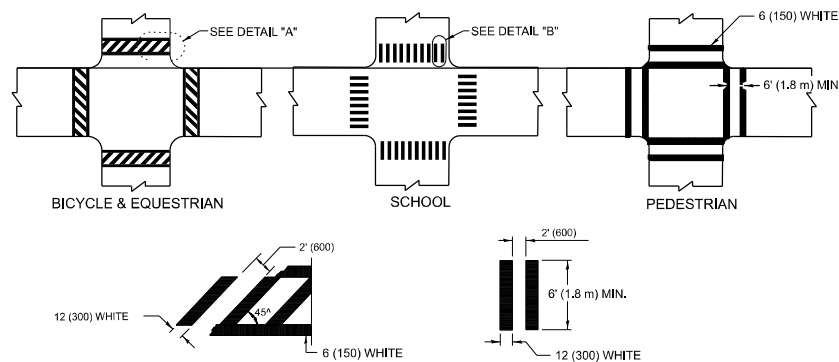


**MULTI-LANE UNDIVIDED**



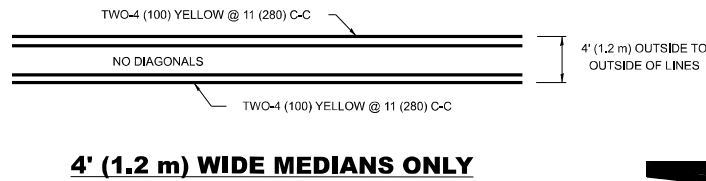
**MULTI-LANE DIVIDED WITH MEDIAN**

**TYPICAL LANE AND EDGE LINE MARKING**

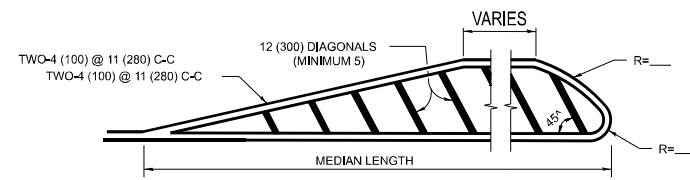


**DETAIL "A" TYPICAL CROSSWALK MARKING**

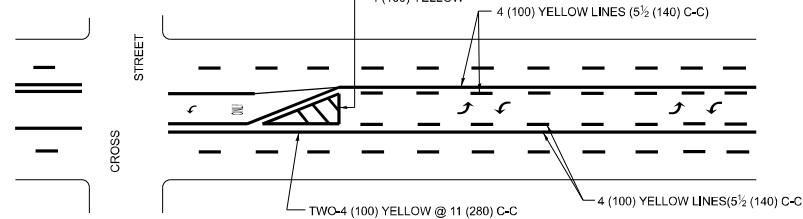
\* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



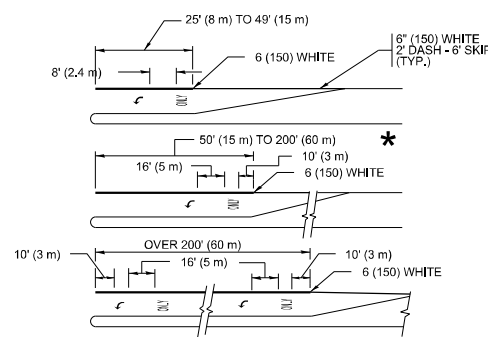
**4' (1.2 m) WIDE MEDIANS ONLY**



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

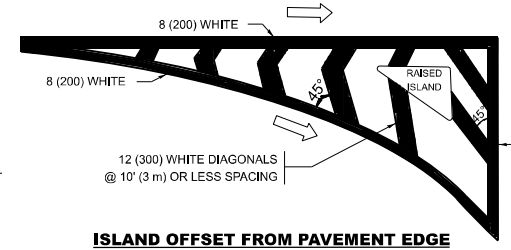


**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

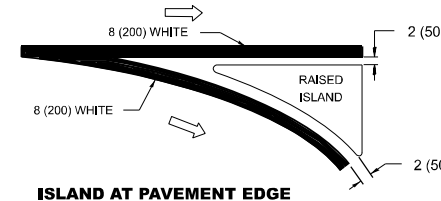


**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

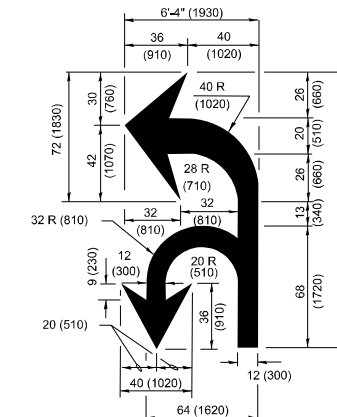


**ISLAND OFFSET FROM PAVEMENT EDGE**

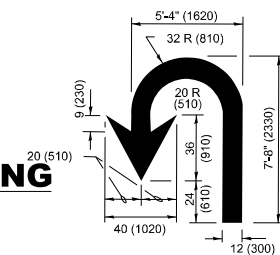


**ISLAND AT PAVEMENT EDGE**

**TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

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

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

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	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE-FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (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: 15 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (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.

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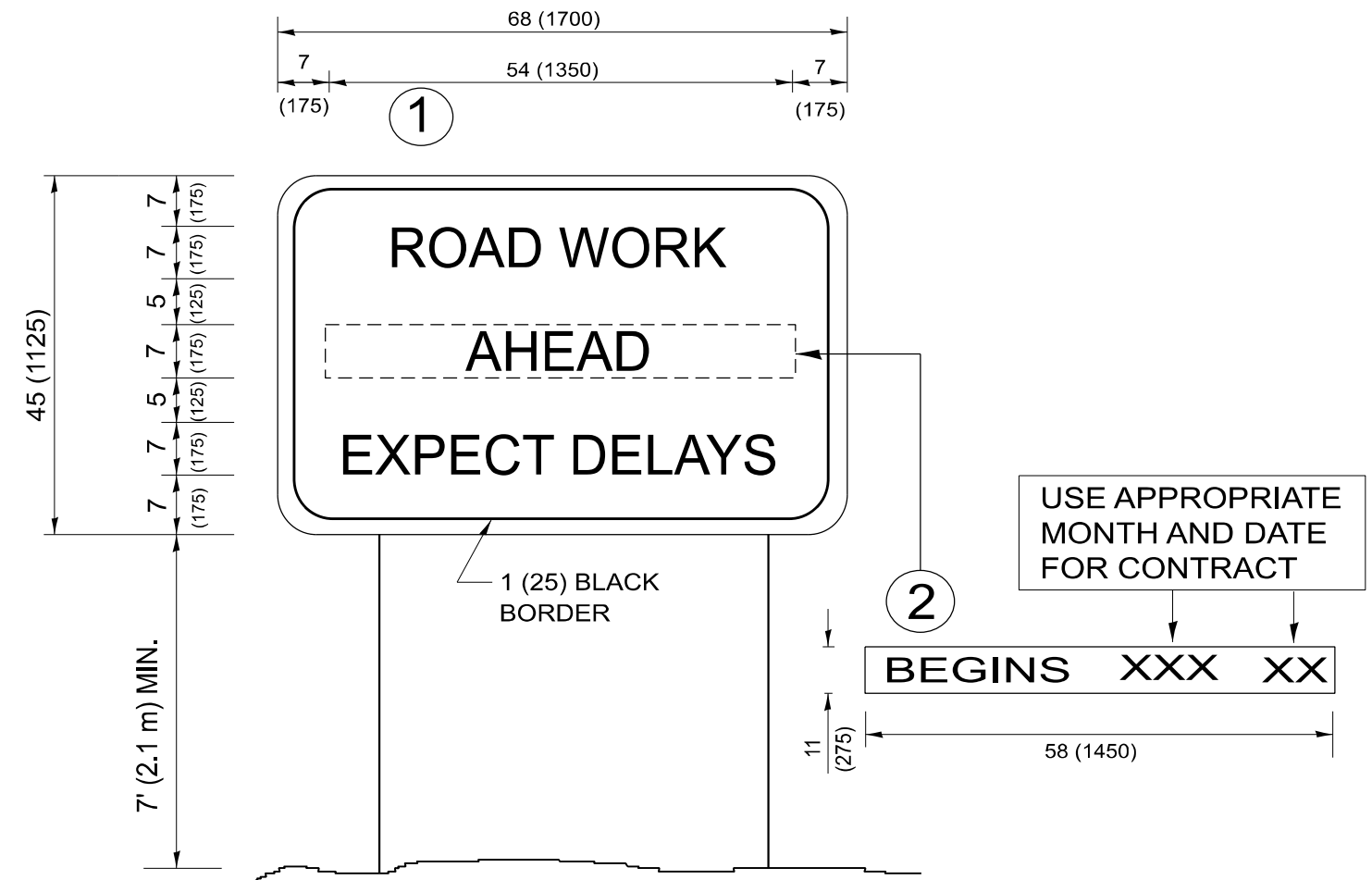
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE TYPICAL PAVEMENT MARKINGS**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	28
<b>TC-13</b>		CONTRACT NO. 62U80		
ILLINOIS FED. 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.

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PLOT DATE = 10/23/2023	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

SCALE: NONE SHEET 1 OF 1 SHEETS STA. \_\_\_+\_\_\_ TO STA. \_\_\_+\_\_\_

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	29
<b>TC-22</b>			CONTRACT NO. 62U80	
ILLINOIS FED. AID PROJECT				

# TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

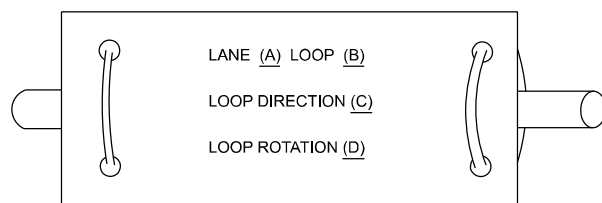
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TS-05</b>		CONTRACT NO. 62U80		
ILLINOIS   FED. AID PROJECT				

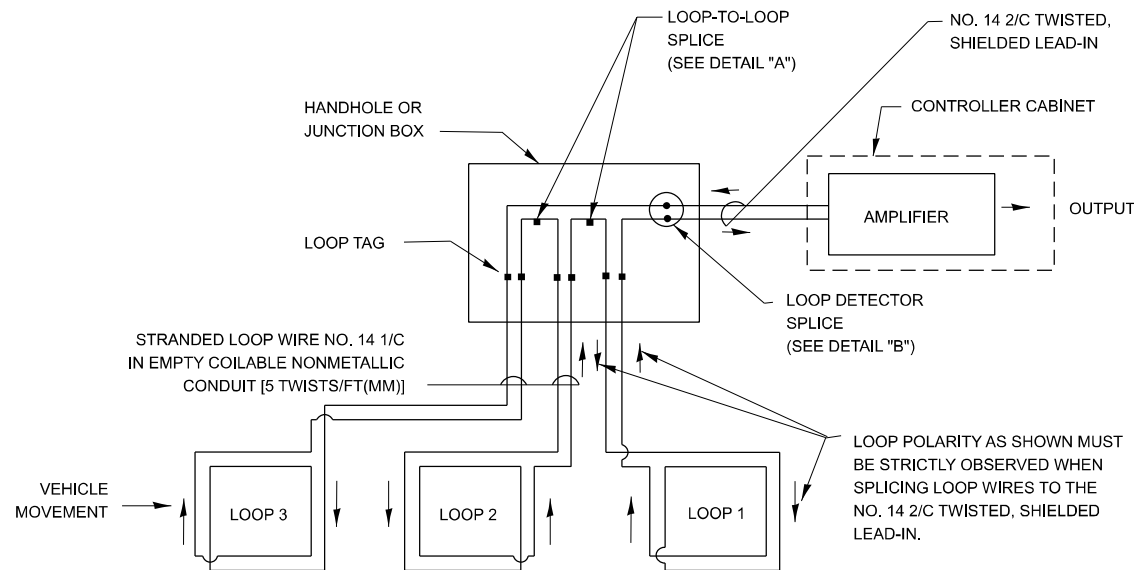
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

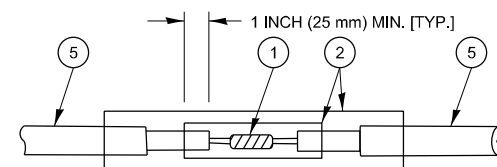


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

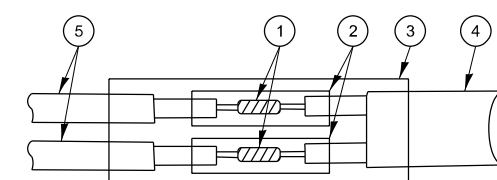


**DETECTOR LOOP WIRING SCHEMATIC**

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

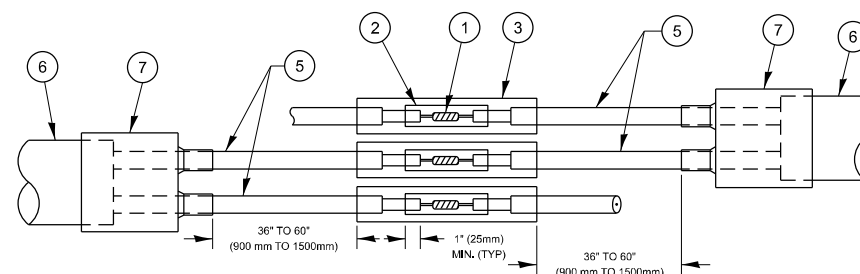


**DETAIL "A"**  
LOOP-TO-LOOP SPLICE

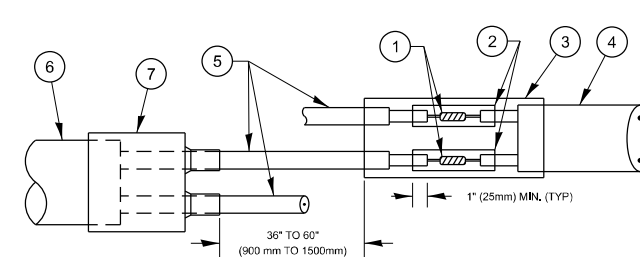


**DETAIL "B"**  
LOOP-TO-CONTROLLER SPLICE

**TYPE I LOOP**



**DETAIL "A"**  
LOOP-TO-LOOP SPLICE



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

**PRE-FORMED LOOP**

**LOOP DETECTOR SPLICE**

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

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

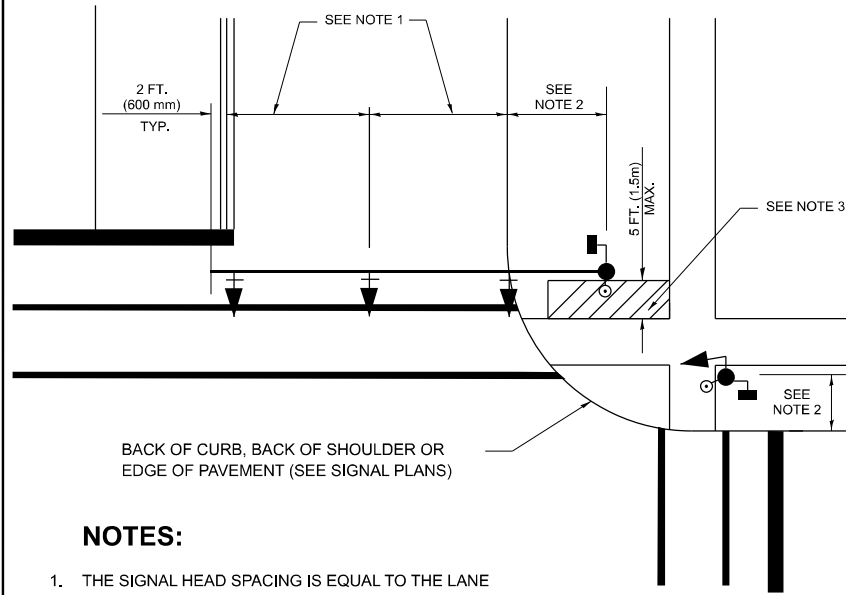
**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	31
<b>TS-05</b>			CONTRACT NO. 62U80	
ILLINOIS FED. AID PROJECT				

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

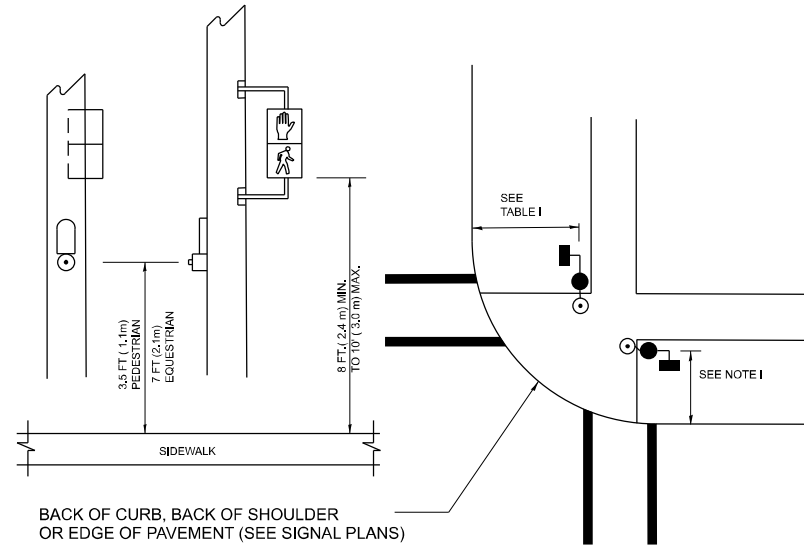
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

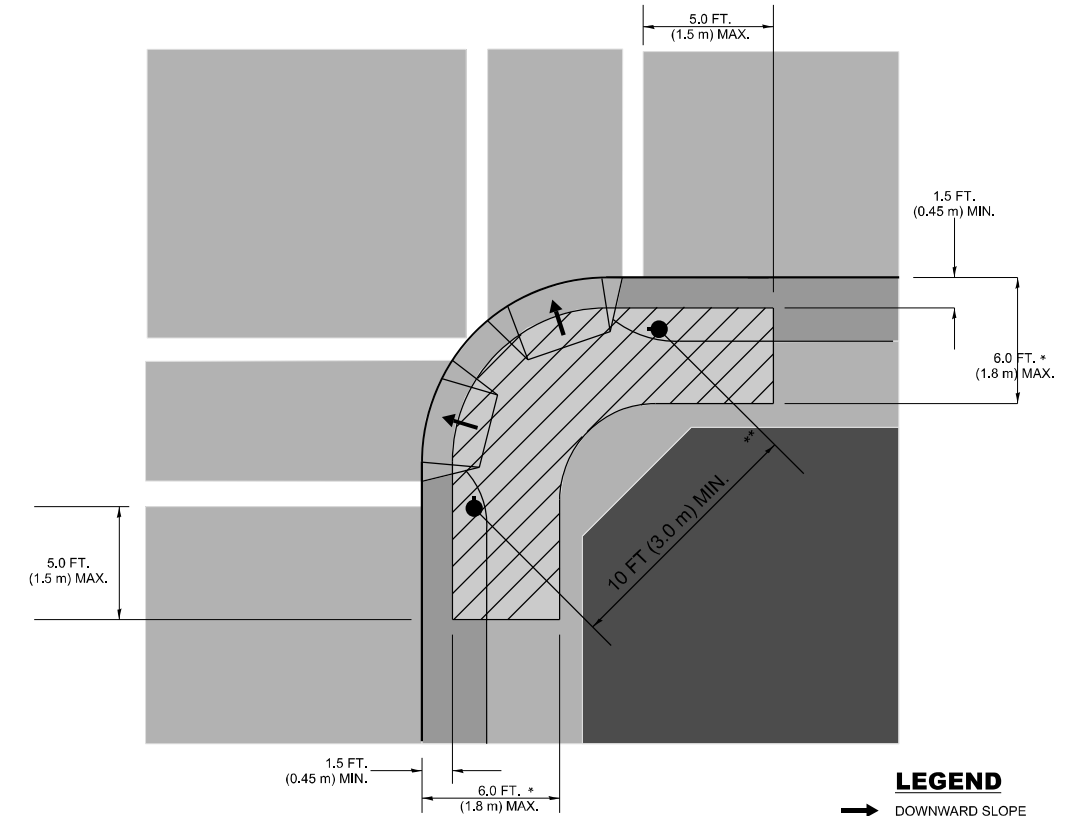
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

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

**NOTES:**

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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

**NOTES:**

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

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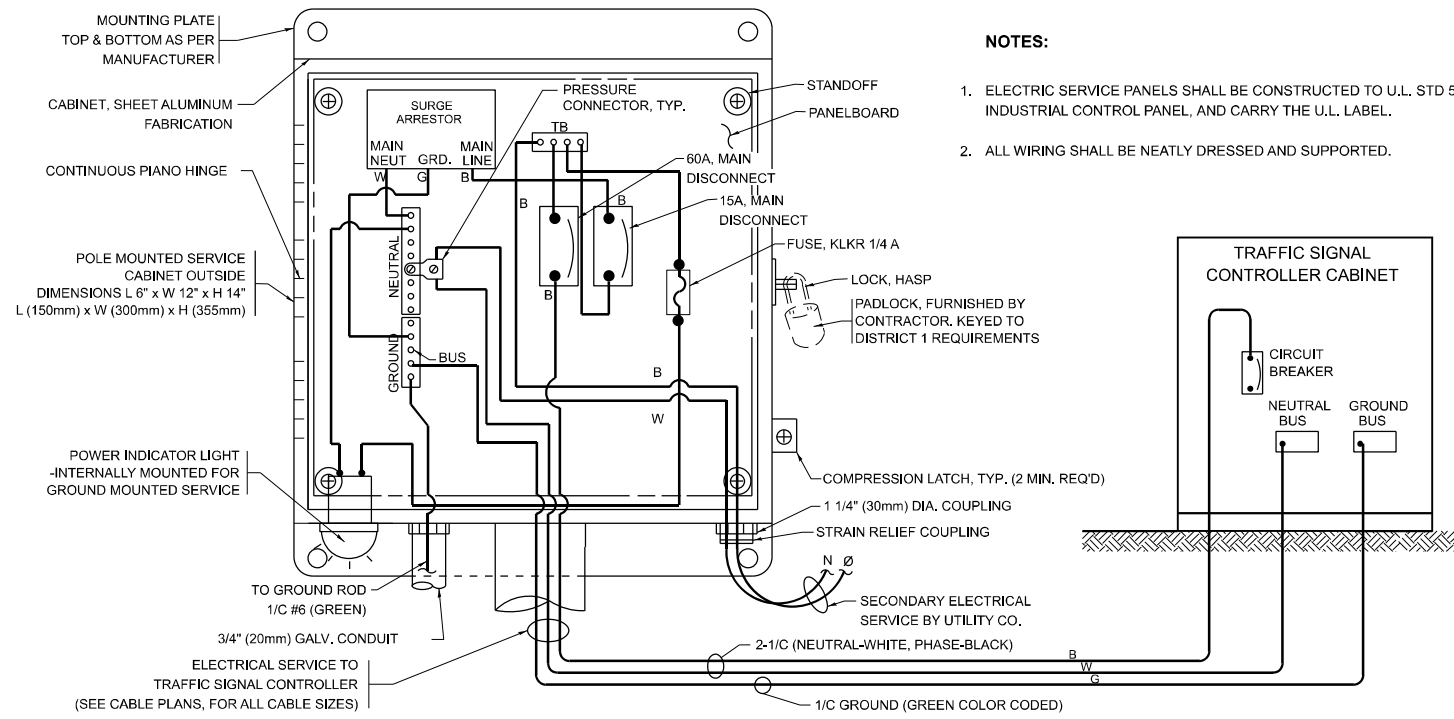
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PLOT SCALE = 0.16666833 / in.	DRAWN -	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

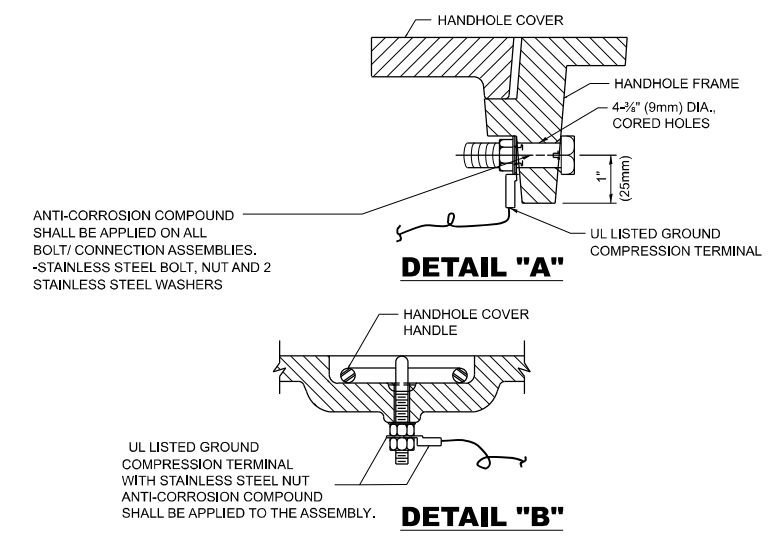
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	32
<b>TS-05</b>			CONTRACT NO. 62U80	
ILLINOIS FED. AID PROJECT				

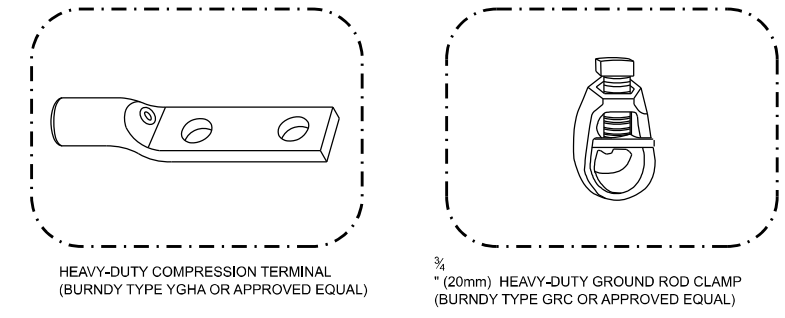
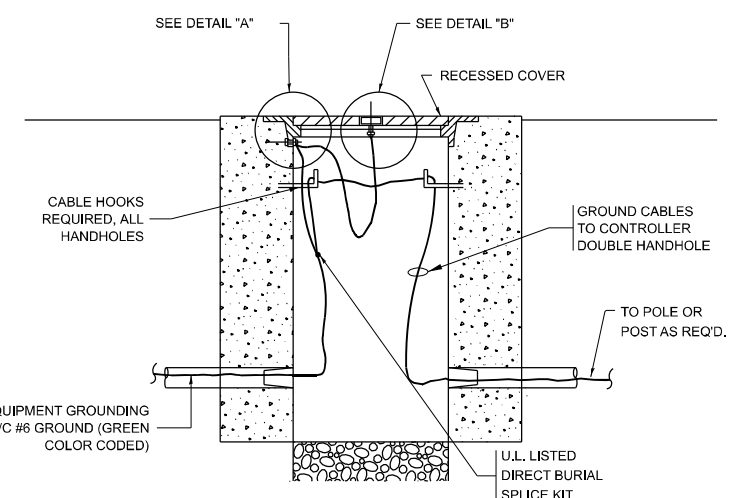


- NOTES:**
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
  2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



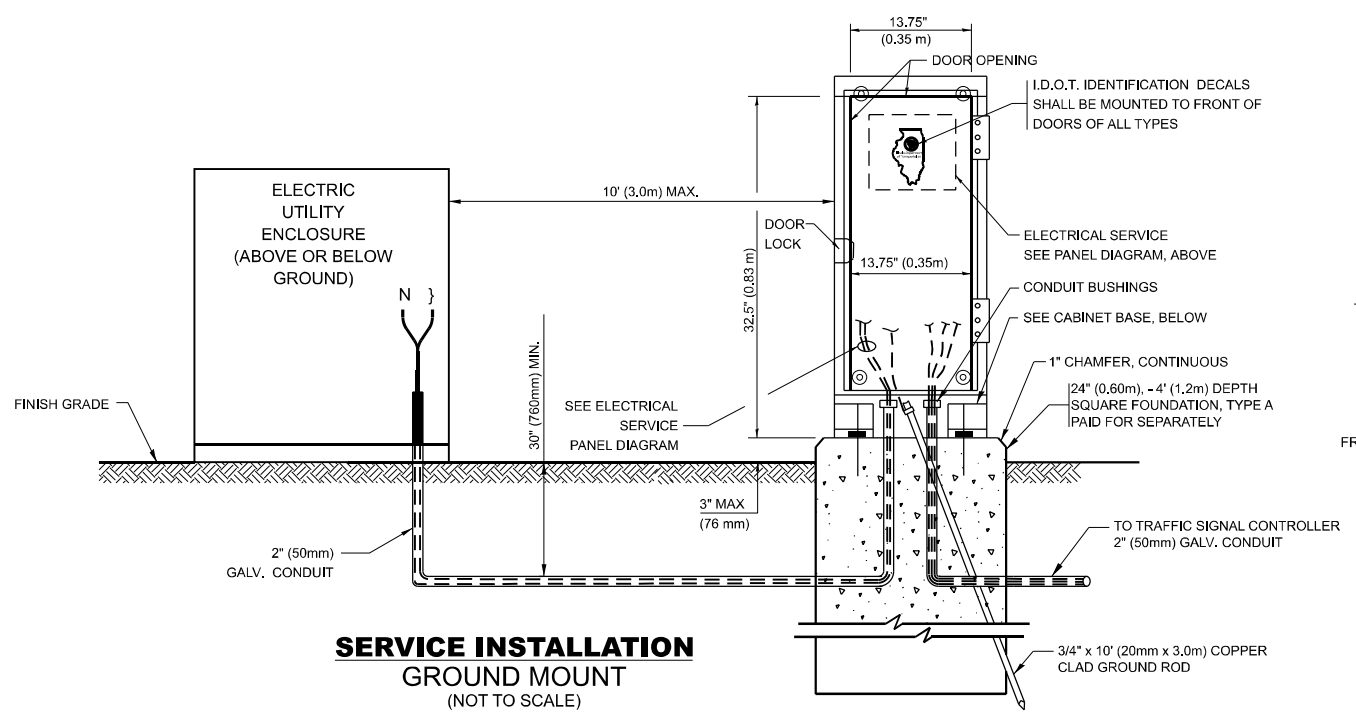
- NOTES:**
- GROUNDING SYSTEM**
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4\"/>
  - 2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
  - 3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
  - 4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

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



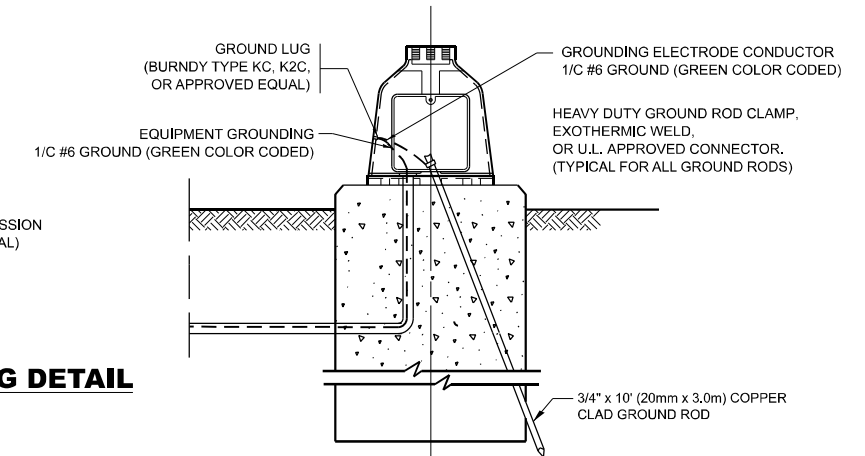
- NOTES:**
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
  - GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES
  - 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES
  - 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES.
  - 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME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

**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)



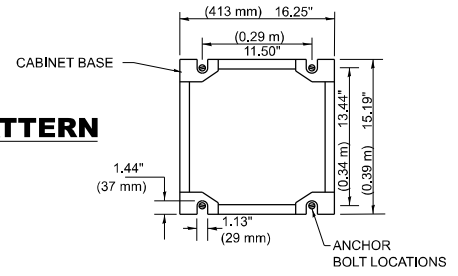
(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL). ANTI-CORROSION COMPOUND SHALL BE APPLIED TO EACH ASSEMBLY.

**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)



**MAST ARM POLE / POST-GROUNDING DETAIL**  
 (NOT TO SCALE)

**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



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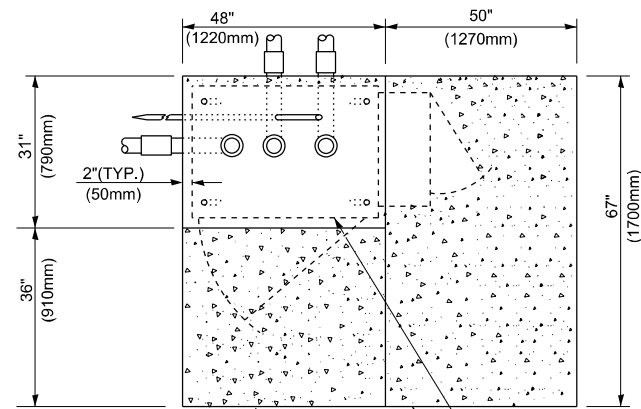
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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

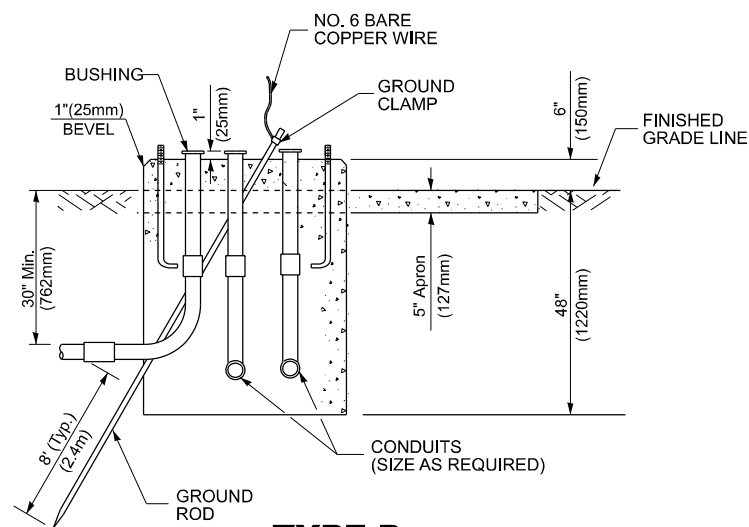
**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

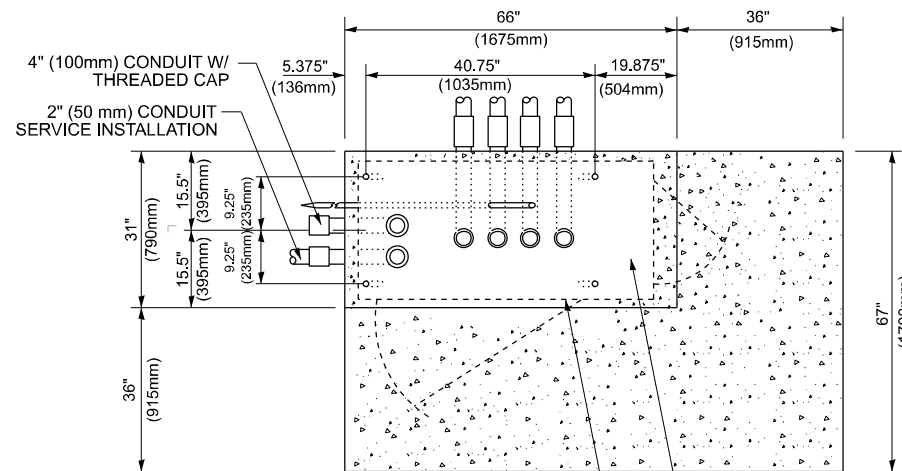
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1301	FAU 1301 23 OVERLAY	COOK	38	33
<b>TS-05</b>		CONTRACT NO. 62U80		
ILLINOIS FED. AID PROJECT				



**TOP VIEW**



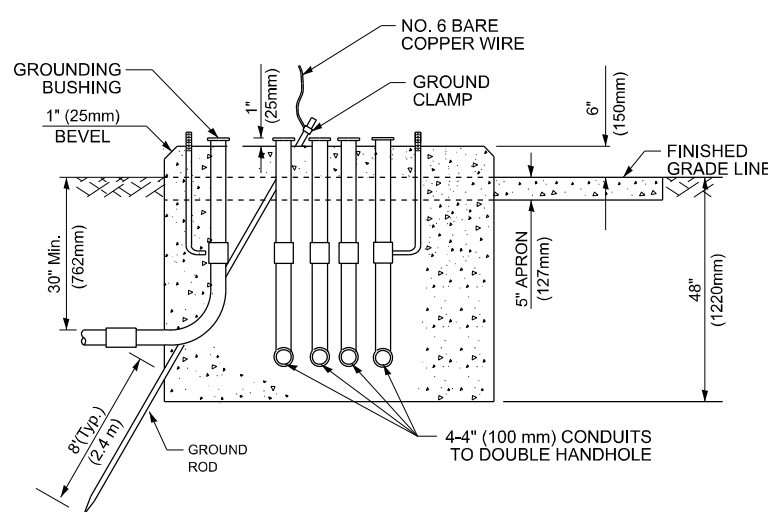
**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**



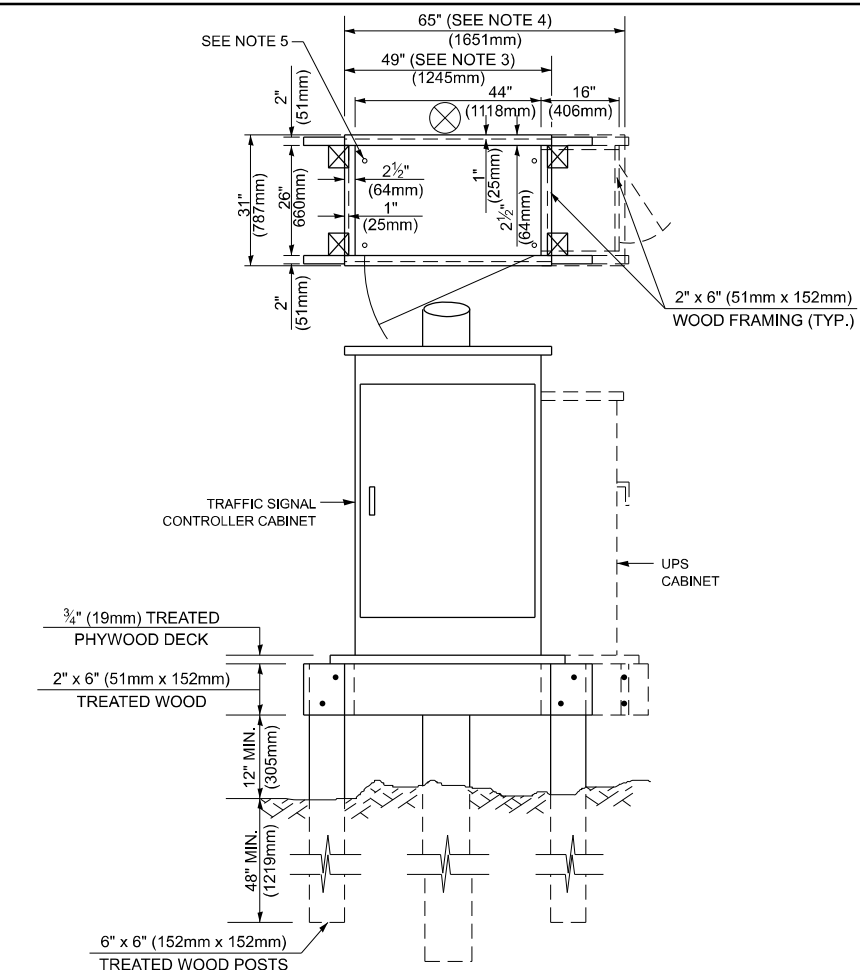
**TOP VIEW**

**NOTE:**

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



**NOTES:**

- 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.
- 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.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- 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.
- FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

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

**NOTES:**

- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength ( $Q_u$ ) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & structures should be contacted for a revised design if other conditions are encountered.
- 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
- For mast arm assemblies with dual arms refer to state standard 878001..

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

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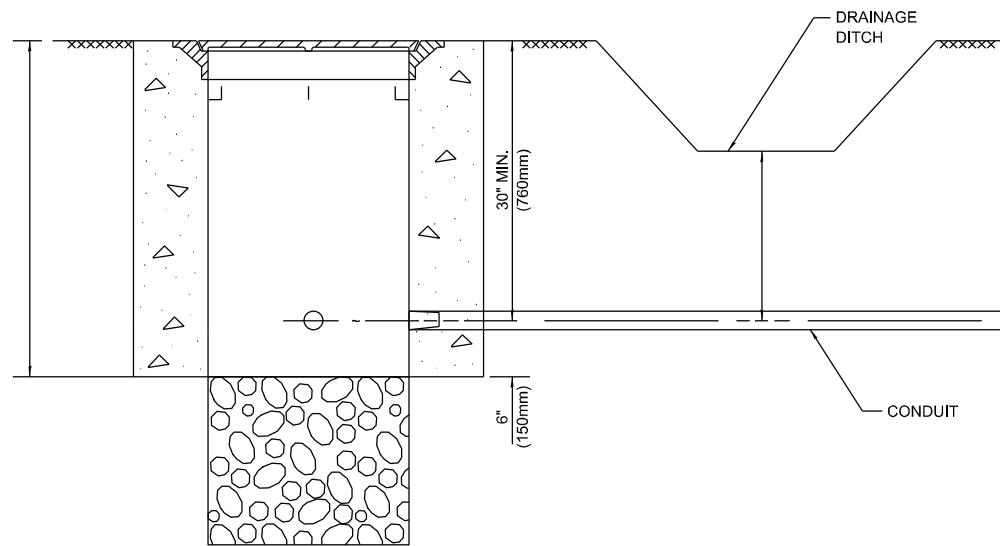
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PLOT DATE = 10/23/2023	CHECKED -	REVISED -
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

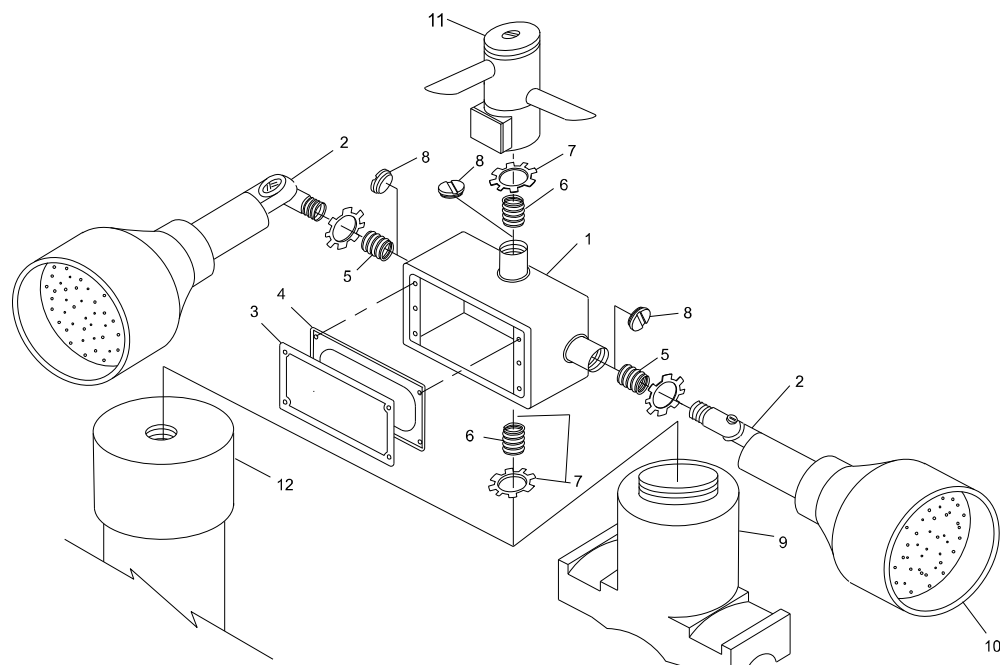
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	34
<b>TS-05</b>		CONTRACT NO. 62U80		
ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

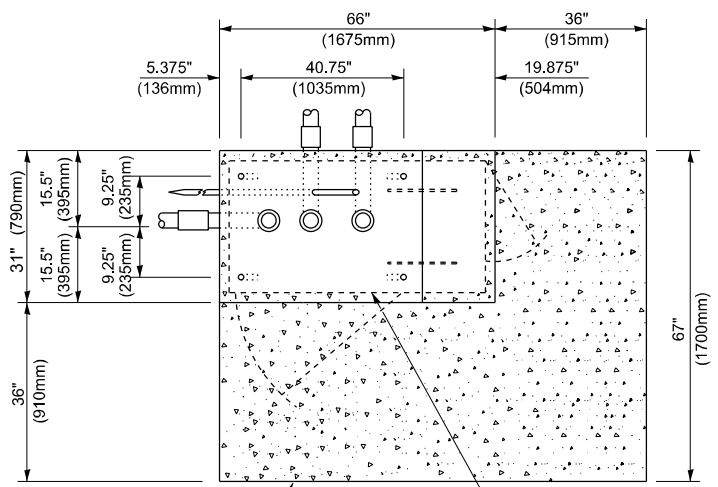


**POST CAP MOUNT MAST ARM MOUNT**  
**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL**

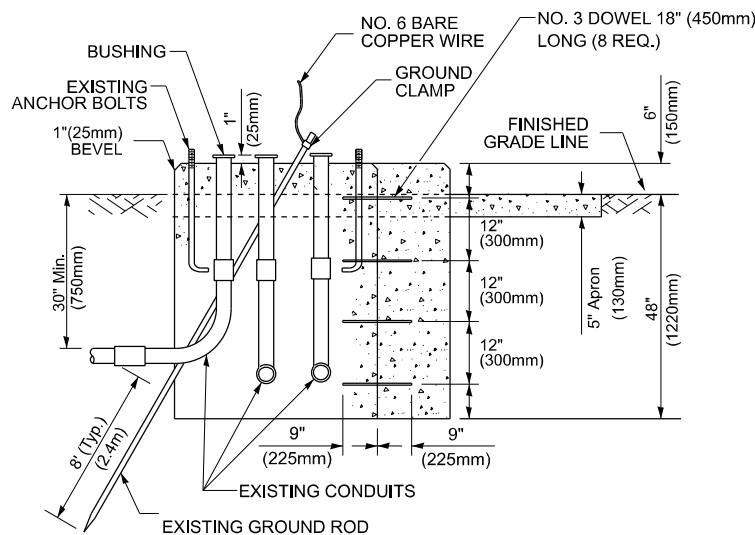
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT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

**NOTES:**

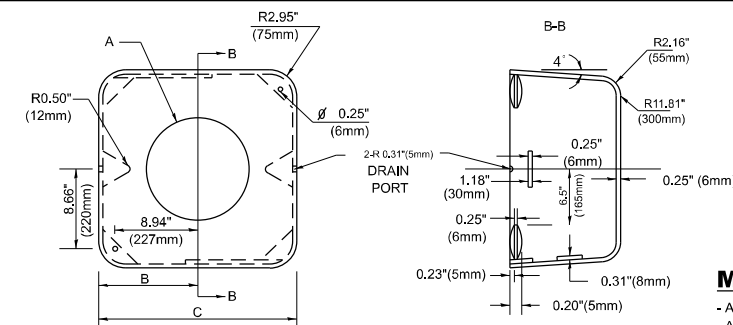
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT  
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT  
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED.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



**TOP VIEW**  
(NOT TO SCALE)



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



**MATERIAL**

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

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

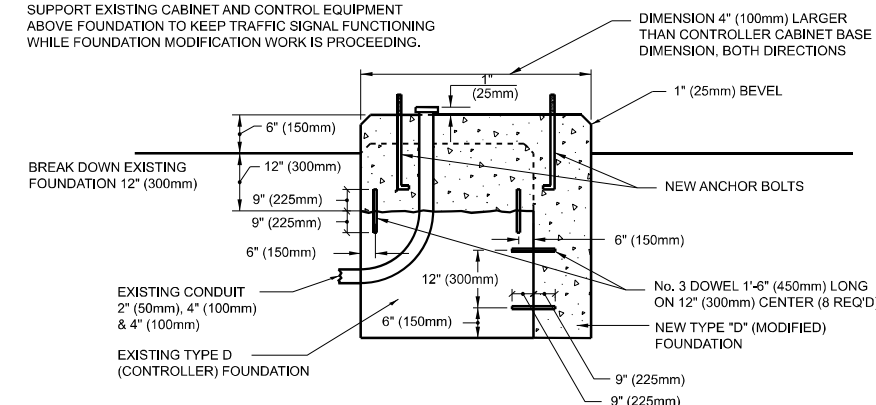
**SHROUD**

**NOTES:**

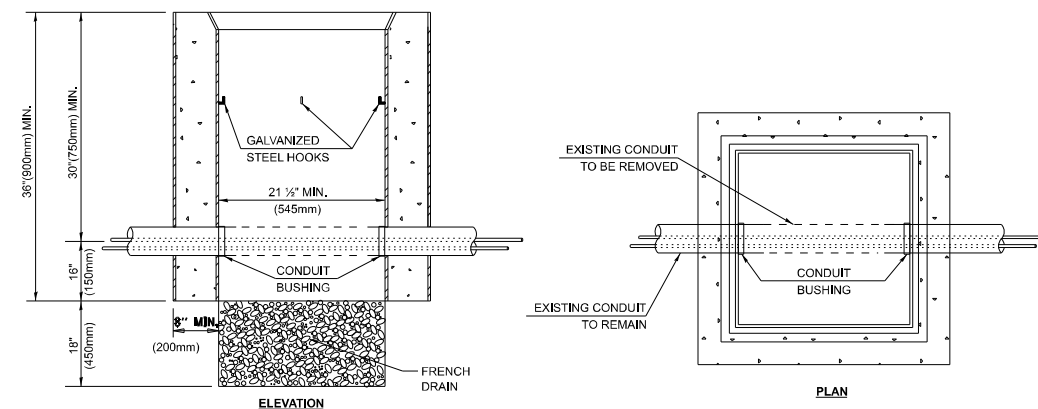
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

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



**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

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

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

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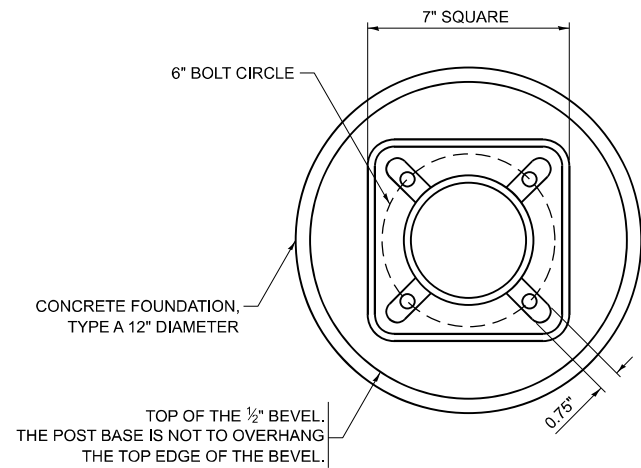
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	DATE -	REVISED -

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

**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

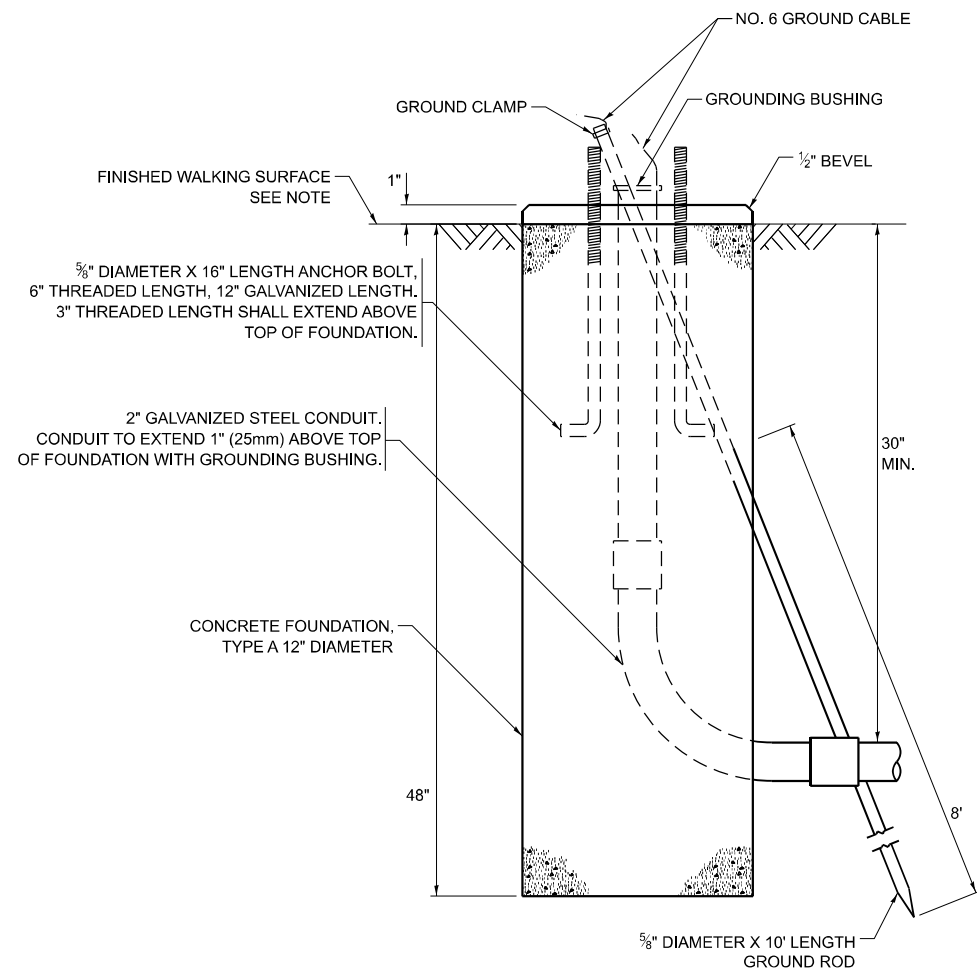
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1301	FAU 1301 23 OVERLAY	COOK	38	35
<b>TS-05</b>		CONTRACT NO. 62U80		
ILLINOIS FED. AID PROJECT				



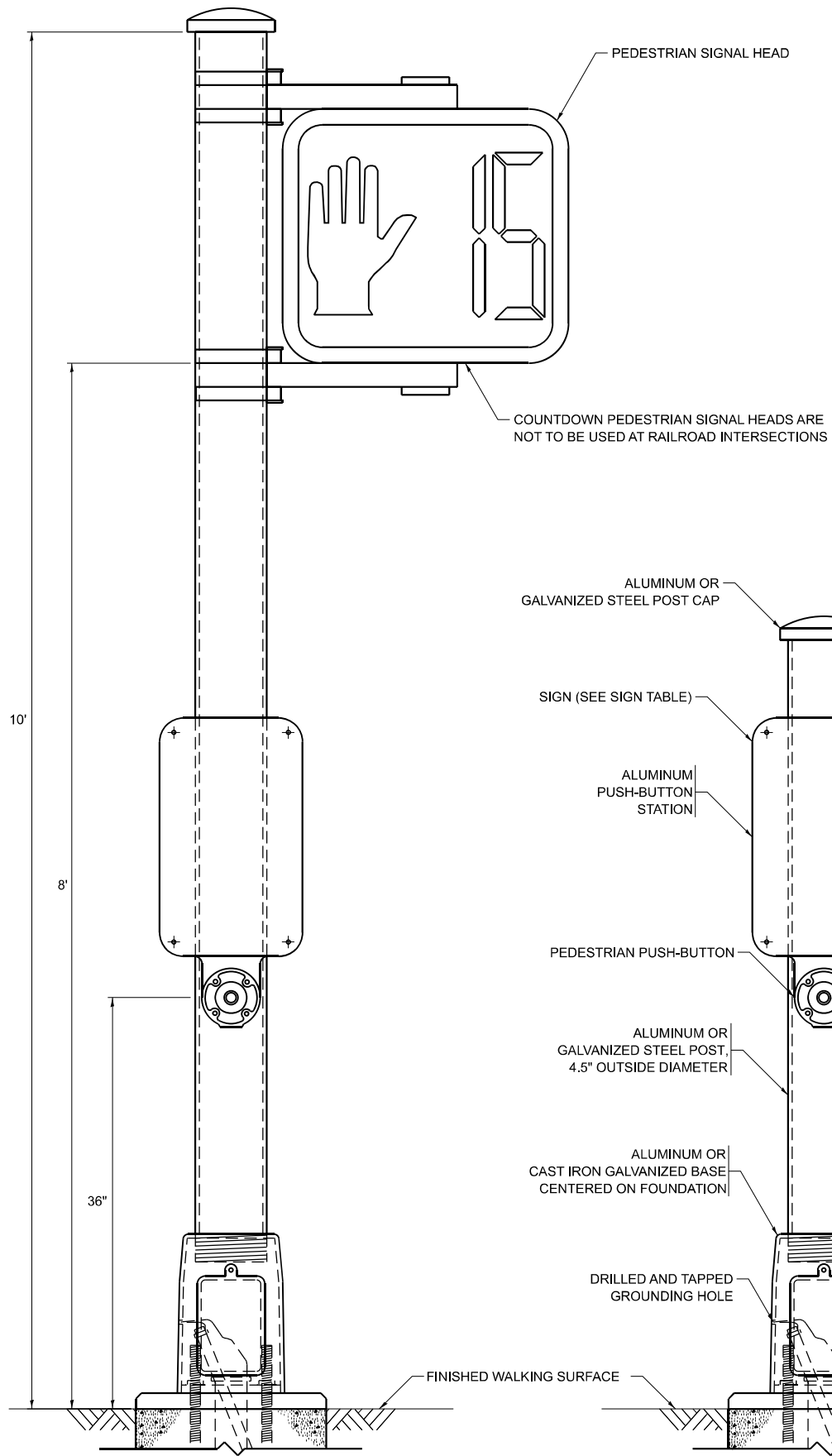
**BOLT PATTERN**

**NOTE:**

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

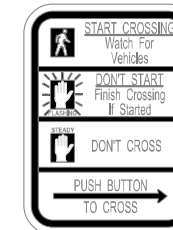


**CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER**

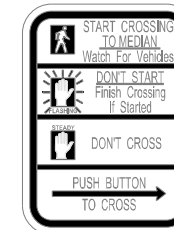


**PEDESTRIAN SIGNAL POST, 10 FT.**

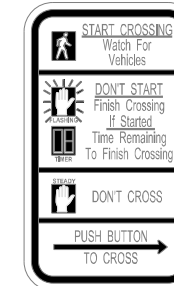
**PEDESTRIAN SIGNAL POST, 5 FT.**



**R10-3b**



**R10-3d**



**R10-3e**

**SIGN TABLE**

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

**NOTES:**

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

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

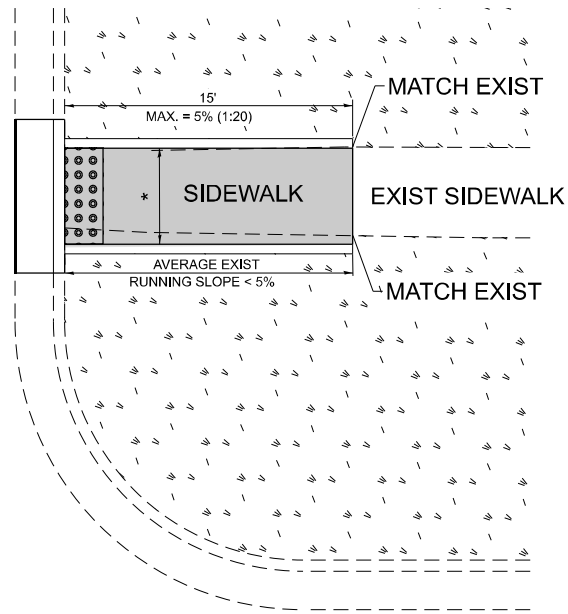
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TS-05</b>		CONTRACT NO. 62U80		
ILLINOIS FED. AID PROJECT				

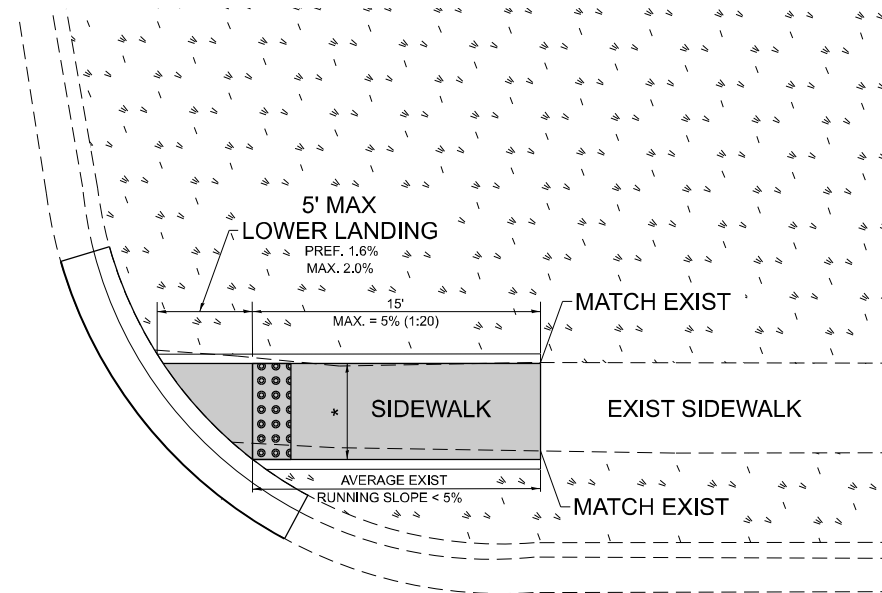


# ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ EXIST. 5% OR LESS RUN. SLOPE

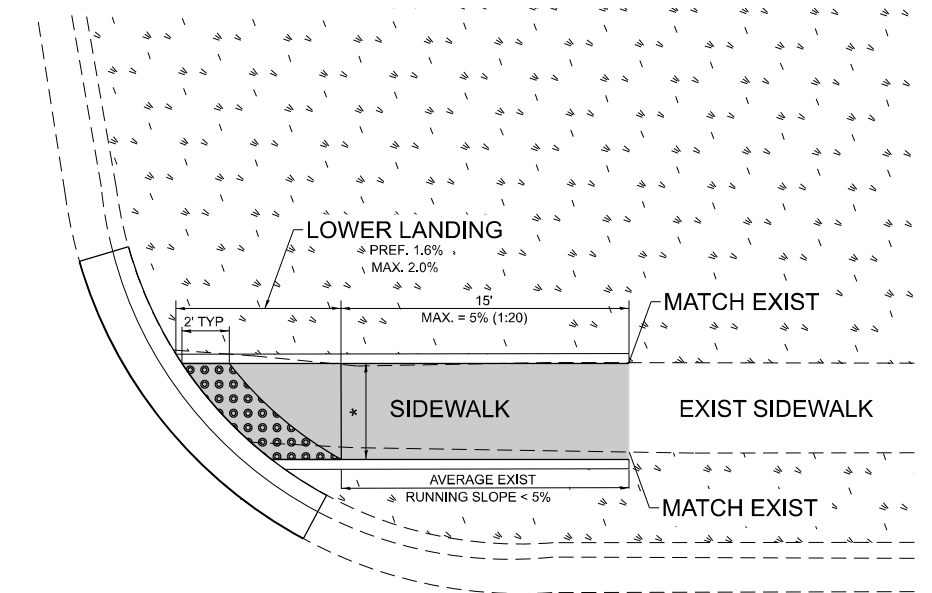
**PD-01A**



**PD-01B**



**PD-01C**



**LEGEND**

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

**CONSTRUCTION NOTES:**

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

MODEL: PD-01 (Sheet)  
FILE NAME: c:\pwworking\daniel.woods@illinois.gov\d0889466\110823-ah-DistSids.dgn

USER NAME = daniel.woods	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED -
PLOT DATE = 10/23/2023	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

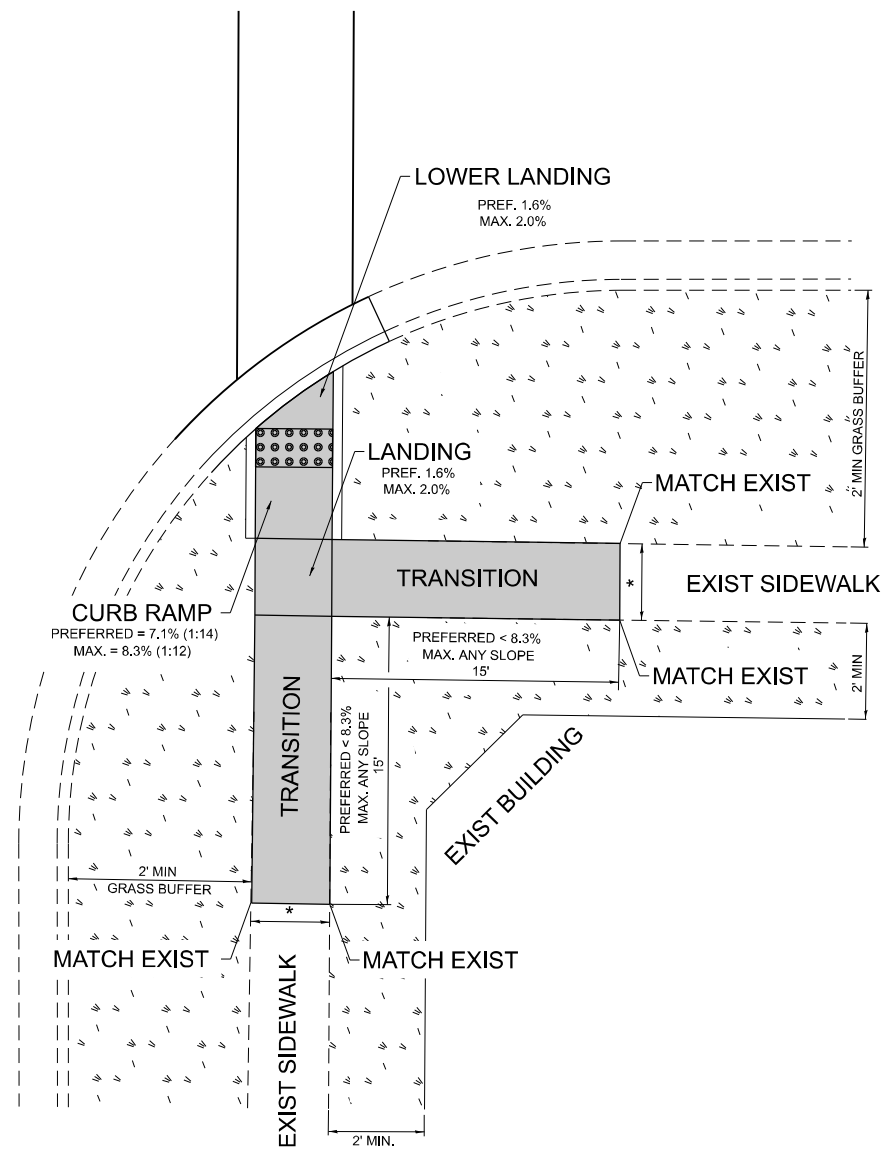
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS  
(PD-01)**

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

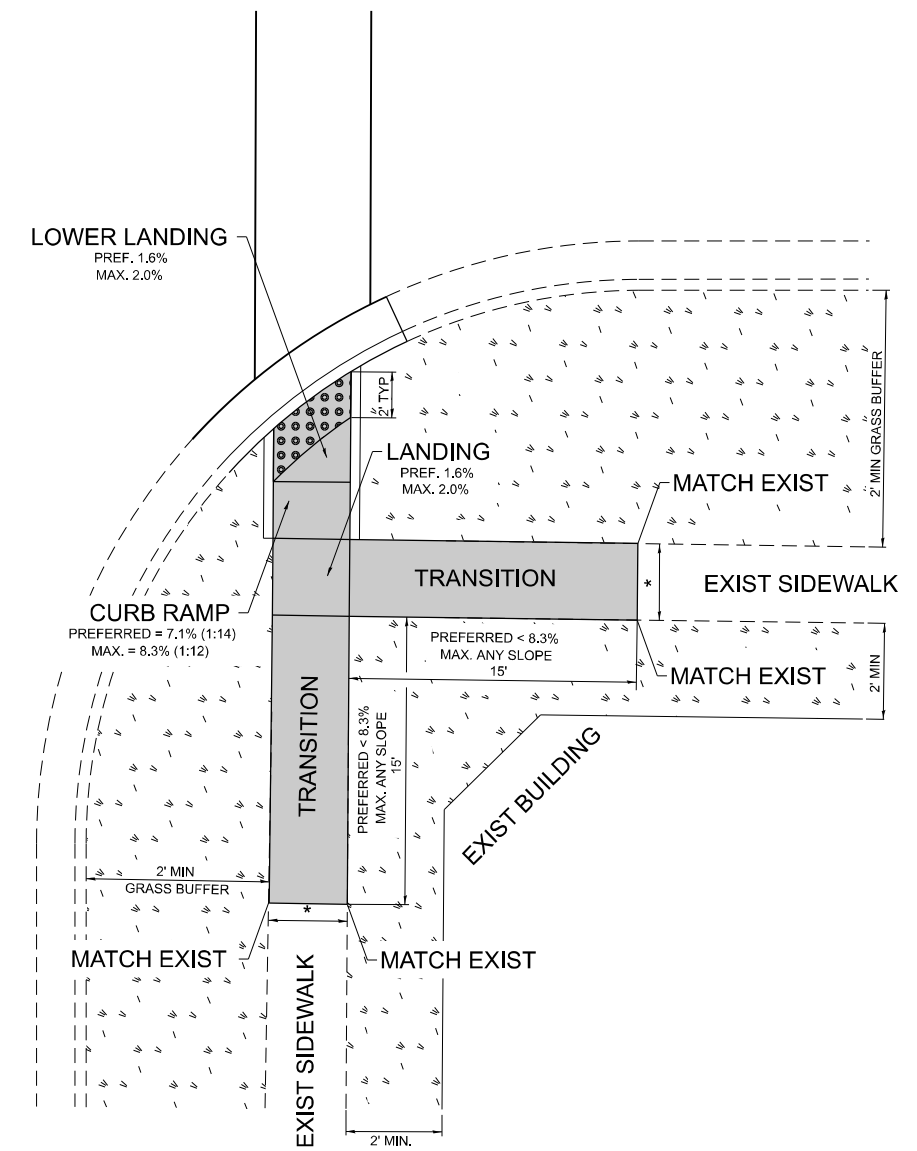
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	37
<b>PD-01</b>			CONTRACT NO. 62U80	
ILLINOIS FED. AID PROJECT				

# ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

**PD-04A**



**PD-04B**



**LEGEND**

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

**CONSTRUCTION NOTES:**

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

MODEL: PD-04 (Sheet)  
FILE NAME: c:\pwworking\daniel.woods@illinois.gov\d0889466\110823-sh1-DistSids.dgn

USER NAME = daniel.woods	DESIGNED -	REVISED -
DRAWN - R. LEDEZMA	CHECKED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DATE - 10/02/2019	REVISED -
PLOT DATE = 10/23/2023		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1301	FAU 1301 23 OVERLAY	COOK	38	38
<b>PD-04</b>		CONTRACT NO. 62U80		
ILLINOIS FED. AID PROJECT				