

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	1
ILLINOIS CONTRACT NO. 61L33				

04-25-2025 LETTING ITEM 019

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

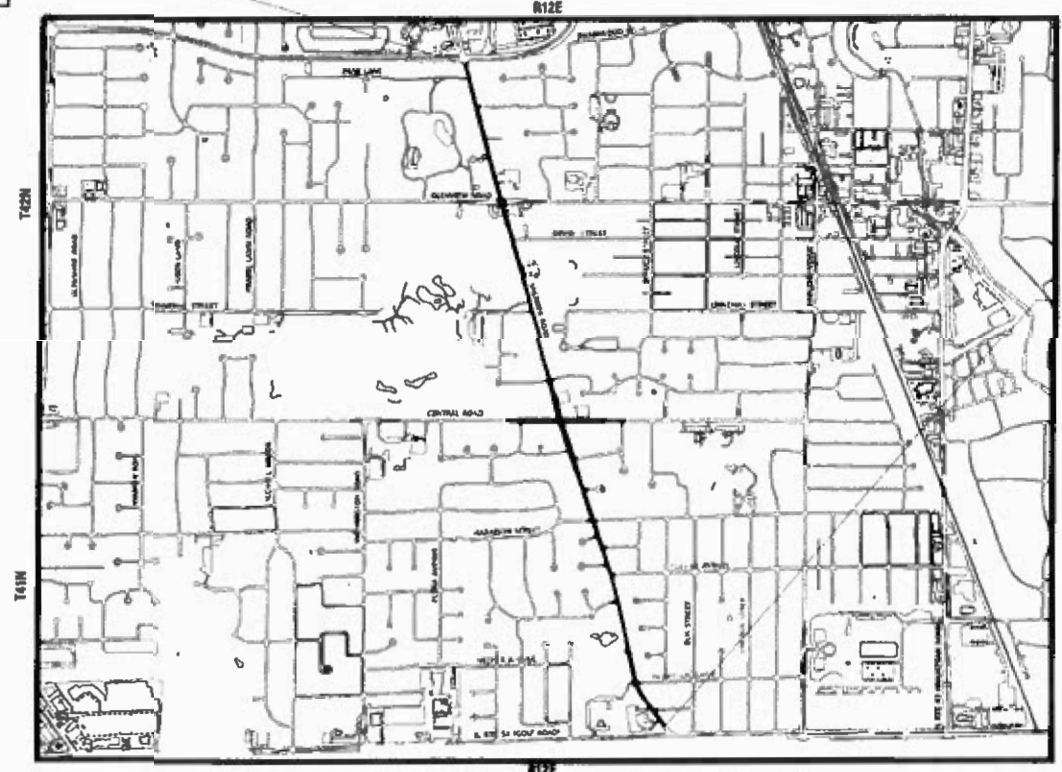
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY**
F.A.U. 2770 (SHERMER ROAD)
GOLF ROAD TO EAST LAKE AVENUE
RESURFACING
SECTION: 24-00214-00-RS
PROJECT: DD5S(371)
VILLAGE OF GLENVIEW
COOK COUNTY

TRAFFIC DATA
SHERMER ROAD
POSTED AND DESIGN SPEED LIMIT = 30 MPH
ADT = 10,400 (2022)
ROADWAY CLASSIFICATION: MAJOR COLLECTOR



PROJECT ENDS
STA. 95 + 64.00

C-91-168-25
LOCATION MAP
NOT TO SCALE



PROJECT BEGINS
STA. 10 + 77.00



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.
JULI.E. DESIGN STAGE REQUEST
DIG. No. X231840444

Call Before You Dig
JULIE
ILLINOIS
ONE CALL SYSTEM

CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:
COUNTY = COOK
CITY-TOWNSHIP = Glenview
SEC. & 1/4 SEC. NO. = 12, 34
48 HOURS (2 working days) BEFORE YOU DIG

PROJECT ENGINEER: SULLY HYDER
PROJECT MANAGER: JONATHAN TRENT, PE
CONTRACT NO. 61L33

SECTION 34, T42N, R12E AND SECTION 12, T41N, R12E, OF THE THIRD PRINCIPAL MERIDIAN
GROSS LENGTH = 8,487.00 FT. = 1.46 MILE
NET LENGTH = 8,487.00 FT. = 1.46 MILE

BAXTER & WOODMAN
Consulting Engineers



SIGNED: 01/13/2025
PROJECT MANAGER
LICENSE EXPIRES 11-30-2025

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
APPROVED	1-28-2025 <i>[Signature]</i>
VILLAGE OF GLENVIEW DEPUTY DIRECTOR OF PUBLIC WORKS	
PASSED	FEB 18, 2025 <i>[Signature]</i>
DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS	
RELEASING FOR BID BASED ON LIMITED REVIEW	FEB 18, 2025 <i>[Signature]</i> IR
REGIONAL ENGINEER	

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OF THE STATE OF ILLINOIS
B&W PROJECT NO. 220009.22 DATE: 01-13-2025

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 1/13/2025
 FEDERAL AID PROGRAM
 ENGINEER: CAMERON E. RAMOS, P.E., SCHLAUBURG, IL
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 1/13/2025
 FEDERAL AID PROGRAM

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025
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GENERAL NOTES

1.

ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE DETAILS IN THE PLANS, THE SPECIAL PROVISIONS INCLUDED IN THE CONTRACT DOCUMENTS, THE JANUARY 1, 2022 EDITION OF THE “THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION” (REFERRED TO AS THE “STANDARD SPECIFICATIONS”), THE JANUARY 1, 2025 EDITION OF THE “SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS”, THE NOVEMBER 2021 REVISION OF THE “ILLINOIS SUPPLEMENT TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS”, THE DECEMBER 1, 2022 EDITION OF THE “MANUAL OF TEST PROCEDURES FOR MATERIALS”, AND THE 8TH EDITION OF THE “STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS”.
2.

THE LOCATIONS OF UTILITIES SHOWN ON THE PLANS REPRESENTS ONLY THE OPINION OF THE VILLAGE AND IS ONLY INCLUDED FOR THE CONVENIENCE OF THE BIDDER AND THE ACCURACY IS NOT GUARANTEED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES, INCLUDING SPRINKLER SYSTEMS, EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS.
3.

THE CONTRACTOR SHALL NOTIFY THE VILLAGE PUBLIC WORKS ADMINISTRATOR AT LEAST 48 HOURS IN ADVANCE OF BEGINNING WORK TO OBTAIN VILLAGE UTILITY LOCATIONS.
4.

PER THE VILLAGE'S ORDINANCE (2023-5879), THE CONTRACTOR SHALL BE REQUIRED TO CONFINE THE WORK ACTIVITY BETWEEN 7:00 AM-7:00 PM MONDAY THROUGH FRIDAY, 9:00 AM-5:00 PM SATURDAYS. WORK ON SATURDAYS SHALL BE COORDINATED AND APPROVED IN WRITING BY THE ENGINEER AT LEAST 48 HOURS IN ADVANCE. NO WORK WILL BE PERMITTED ON SUNDAYS OR HOLIDAYS WITHOUT THE ENGINEER'S WRITTEN APPROVAL. WORK ACTIVITY, AS INTENDED HEREIN, INCLUDES WARMING/STARTING UP/IDLING OF ANY MACHINERY OR ENGINES.
5.

THE CONTRACTOR SHALL SUBMIT PARTIAL WAIVERS OF LIEN FROM ALL SUBCONTRACTORS AND SUPPLIERS WITH EACH PARTIAL PAYMENT ESTIMATE AND CONTRACTOR'S AFFIDAVIT FOR SUBCONTRACTORS AND SUPPLIERS WITH SECOND PAYMENT REQUEST FOR THE PREVIOUS PAYMENT ESTIMATES AND THEN WITH ALL SUBSEQUENT PAYMENT ESTIMATES.
6.

THE ENGINEER WILL FURNISH A RESIDENT ENGINEER (RE) TO ASSIST THE ENGINEER IN PROVIDING JOB-SITE OBSERVATION OF THE CONTRACTOR'S WORK. THE RE WILL PROVIDE BASE LINES, BENCHMARKS AND REFERENCE POINTS, ASSIST THE CONTRACTOR WITH INTERPRETATION OF THE PLANS AND SPECIFICATIONS, OBSERVE IN GENERAL IF THE CONTRACTOR'S WORK IS IN CONFORMITY WITH THE CONTRACT DOCUMENTS, AND MONITOR THE CONTRACTOR'S PROGRESS AS RELATED TO THE DATE OF COMPLETION. THE LIMITATIONS ON AUTHORITY AND RESPONSIBILITY OF THE ENGINEER SHALL ALSO APPLY TO THE ENGINEER'S CONSULTANTS, RESIDENT ENGINEER AND ASSISTANTS.
7.

ACCESS TO PRIVATE DRIVEWAYS SHALL BE PROVIDED AT ALL TIMES EXCEPT DURING ACTUAL CONSTRUCTION ADJACENT THERE TO. AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS SHALL BE USED AS NEEDED, UTILIZING CRUSHED STONE OR CRUSHED GRAVEL. CONTRACTOR SHALL ALSO PROVIDE AGGREGATE SURFACE COURSE FOR TEMPORARY ACCESS AT SIDEWALK RAMPS AS NEEDED.
8.

IT WILL BE THE CONTRACTOR’S RESPONSIBILITY TO NOTIFY THE ENGINEER, RESIDENTS AND THE VILLAGE WHEN ACCESS TO DRIVEWAYS WILL BE TEMPORARILY CLOSED DUE TO CURB AND GUTTER AND/OR DRIVEWAY REPLACEMENT. THE CONTRACTOR SHALL DISTRIBUTE NOTICES PROVIDED BY THE VILLAGE TO RESIDENTS AT LEAST 24 HOURS PRIOR TO PLANNED CLOSURE. EVERY EFFORT SHALL BE MADE TO ACCOMMODATE ACCESS TO THESE PROPERTIES INCLUDING KNOCKING ON DOORS WHEN DRIVEWAYS ARE ABOUT TO BE CLOSED.
9.

THE TOP OF ALL NEW CURB BOXES ON DRAINAGE STRUCTURES SHALL BE STAMPED “DUMP NO WASTE – DRAINS TO RIVER”.
10.

THE CONTRACTOR WILL BE REQUIRED TO USE A STEEL PLATE OR PLATES TO CLOSE ANY GAPS OCCURRING WHEN A FRAME IS OFFSET FROM THE STRUCTURE. THE STEEL PLATE SHALL BE ½- INCH THICK AND APPROXIMATELY 6-INCH WIDE BY 24-INCH LONG. SOME ADJUSTMENT IN SIZE MAY BE NECESSARY TO PREVENT THE STEEL PLATE FROM OVERHANGING THE OUTSIDE OF THE STRUCTURE WALL. THE STEEL PLATE SHALL BE BEDDED IN AND COVERED WITH MORTAR.
11.

NO OPEN TRENCH OR PIT SHALL REMAIN UNPROTECTED. IT IS THE CONTRACTOR’S RESPONSIBILITY TO BACKFILL THE TRENCH AND/OR PIT OR ERECT A STABLE AND SECURE SIX (6) FOOT HIGH CHAIN LINK FENCE AROUND THE PERIMETER OF EXCAVATION, ALONG WITH A STEEL PLATE OVER THE EXCAVATION TO PREVENT ANY ACCESS TO THE EXCAVATION WITHOUT THE CONTRACTOR’S PERMISSION. ALL EXCESS EXCAVATED MATERIAL AND DELIVERED MATERIAL FROM THE INSTALLATION OF UTILITIES AND/OR ROAD SHALL BE REMOVED AND DISPOSED OF OFF-SITE THE SAME DAY. CONTRACTOR IS NOT ALLOWED TO STOCKPILE MORE THAN 5 CUBIC YARDS OF MATERIAL OVERNIGHT. IF ANY MATERIAL STOCKPILES WILL REMAIN OVERNIGHT HIGHER THAN TWO (2) FEET, IT IS THE CONTRACTOR’S RESPONSIBILITY TO ERECT A STABLE AND SECURE SIX (6) FOOT HIGH CHAIN LINK FENCE AROUND THE PERIMETER OF THE STOCKPILED MATERIAL. THESE FENCES SHALL BE INSTALLED AND GATE/S LOCKED AT ALL TIMES EXCEPT WHEN ACCESS BY THE CONTRACTOR IS REQUIRED.
12.

ALL POSTS, RAILROAD TIES, DECORATIVE TIMBER AND OTHER PRIVATE AMENITIES IN CONFLICT WITH THE PROPOSED IMPROVEMENTS SHALL BE REMOVED AND RELOCATED AS DETERMINED BY THE ENGINEER AT THE TIME OF CONSTRUCTION. EVERY EFFORT SHALL BE MADE BY THE CONTRACTOR WHEN REMOVING THESE ITEMS TO PRESERVE THEM FROM HARM. ITEMS NOT RELOCATED SHALL BE PROPERLY DISPOSED OF BY THE CONTRACTOR.
13.

PRIOR TO CONSTRUCTION OF ANY PROPOSED UTILITIES, THE CONTRACTOR SHALL EXCAVATE AND LOCATE THE EXISTING UTILITIES TO VERIFY THEIR LOCATION, SIZE, AND DEPTH TO ENSURE THAT GRADE CONFLICTS WILL NOT OCCUR.

INDEX OF SHEETS

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2	GENERAL NOTES, HIGHWAY STANDARDS, INDEX OF SHEETS
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HIGHWAY STANDARDS

000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424006-06	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS TYPE 1
604091-05	FRAME AND GRATE TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

DISTRICT ONE DETAILS

BD-08	FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINTS AND HMA TAPER
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
TC-11	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-16	SHORT-TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING
TS-05	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (7 SHEETS)
TS-07	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING

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	DRAWN - KAR	REVISIED -						2770	24-00214-00-R5	COOK	65	2
	PLOT SCALE = 40,0000 ' / in.	CHECKED - JBT	REVISED -					CONTRACT NO. 61L33				
	PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009,22_SHT-GenNotes.dgn		SCALE: N/A	SHEET 1	OF 1 SHEETS	STA. N/A	TO STA. N/A	ILLINOIS FED. AID PROJECT DD55(371)		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: N/A	SHEET 1	OF 7 SHEETS	STA. N/A TO STA. N/A

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	3
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU 20% Village
				Roadway
				0005
				Urban
20101100	TREE TRUNK PROTECTION	EACH	30	30
20101200	TREE ROOT PRUNING	EACH	30	30
20200100	EARTH EXCAVATION	CU YD	40	40
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	117	117
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,175	1,175
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,970	1,970
25200110	SODDING, SALT TOLERANT	SQ YD	1,970	1,970
25200200	SUPPLEMENTAL WATERING	UNIT	107	107
28000510	INLET FILTERS	EACH	116	116
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	39	39
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	235	235
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	1,803	1,803
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	266	266
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	35	35
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	26,110	26,110

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: N/A	SHEET 2 OF 7 SHEETS	STA. N/A	TO STA. N/A

F A U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-R5	COOK	65	4
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU 20% Village
				Roadway
				0005
				Urban
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	801	801
40600370	LONGITUDINAL JOINT SEALANT	FOOT	11,915	11,915
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	34	34
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2,128	2,128
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	4,334	4,334
42001300	PROTECTIVE COAT	SQ YD	1,803	1,803
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,497	6,497
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	652	652
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	38,681	38,681
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	5,612	5,612
44000600	SIDEWALK REMOVAL	SQ FT	6,498	6,498
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	100	100
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	200	200
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	350	350
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	525	525

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: N/A	SHEET 3	OF 7 SHEETS	STA. N/A TO STA. N/A

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-R5	COOK	65	5
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

				CONSTRUCTION CODE
				80% STU 20% Village
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	Roadway
				0005
				Urban
60404950	FRAMES AND GRATES, TYPE 24	EACH	8	8
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	8	8
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	732	732
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	4,880	4,880
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	150	150
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	4	4
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	11	11
67100100	MOBILIZATION	L SUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	LSUM	1	1
70102632	TRAFFIC CONTOL AND PROTECTION, STANDARD 701602	LSUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1

* SPECIALTY ITEM

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STATE OF ILLINOIS
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SUMMARY OF QUANTITIES

SCALE: N/A SHEET 4 OF 7 SHEETS STA. N/A TO STA. N/A

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-R5	COOK	65	6
CONTRACT NO. 61L33				
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				CONSTRUCTION CODE
				80% STU 20% Village
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	Roadway
				0005
				Urban
70300100	SHORT TERM PAVEMENT MARKING	FOOT	11,725	11,725
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	9,773	9,773
* 70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	671	671
* 70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	97,758	97,758
* 70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	19,734	19,734
* 70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	4,686	4,686
* 70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	1,152	1,152
* 72000100	SIGN PANEL - TYPE 1	SQ FT	17	17
* 72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	30	30
* 72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	30	30
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	671	671
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	32,586	32,586
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	6,578	6,578
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1,562	1,562
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	384	384

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 5 OF 7 SHEETS STA. N/A TO STA. N/A

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2770	24-00214-00-RS	COOK	65	7
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

				CONSTRUCTION CODE
				80% STU 20% Village
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	Roadway
				0005
				Urban
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	346	346
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	16,373	16,373
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	58	58
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	2
85100100	PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2	2
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	180	180
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	180	180
87900200	DRILL EXISTING HANDHOLE	EACH	5	5
88600100	DETECTOR LOOP, TYPE I	FOOT	1,509	1,509
89500400	RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	5	5
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	200	200
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2	2
89502376	REBUILD EXISTING HANDHOLE	EACH	4	4
X0327698	LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	8	8
X1400326	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2	2

* SPECIALTY ITEM

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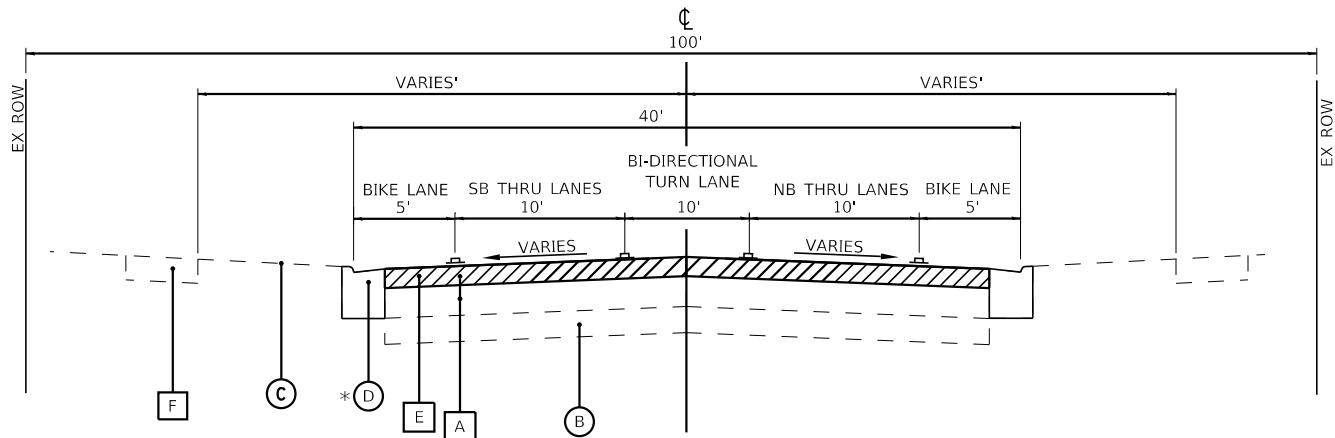
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* SPECIALTY ITEM

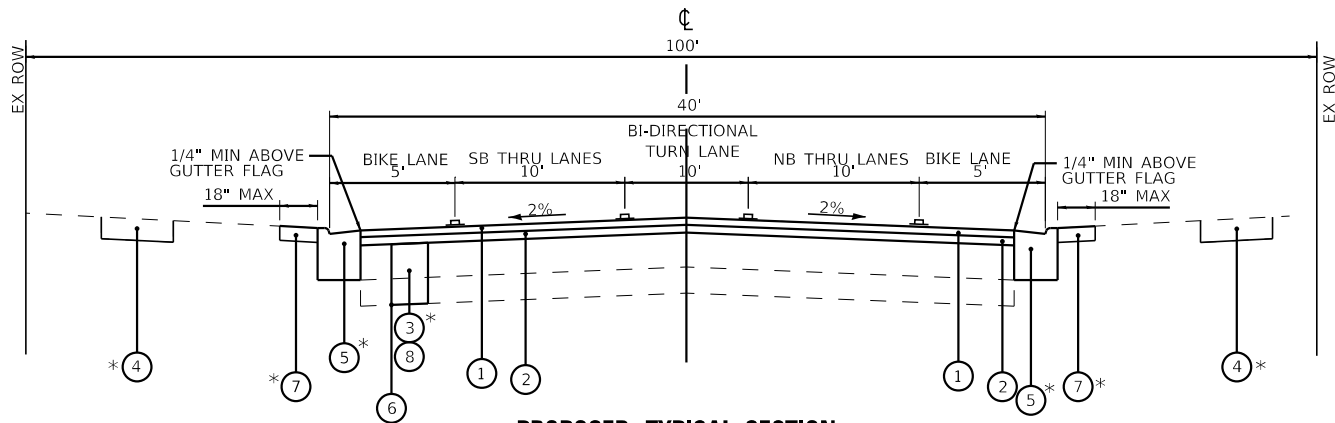
<div><div>BAXTER & WOODMAN</div><div>Consulting Engineers</div></div>	USER NAME = shyder	DESIGNED - SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	CHECKED - JBT	REVISED -		2770	24-00214-00-RS	COOK	65	9				
	PLOT DATE = 3/6/2025	DATE - 01-13-2025	FILE - 220009.22 SHQ-SQT.dgn		SCALE: N/A SHEET 7 OF 7 SHEETS STA. N/A TO STA. N/A				CONTRACT NO. 61L33				
					ILLINOIS FED. AID PROJECT DD55(371)								

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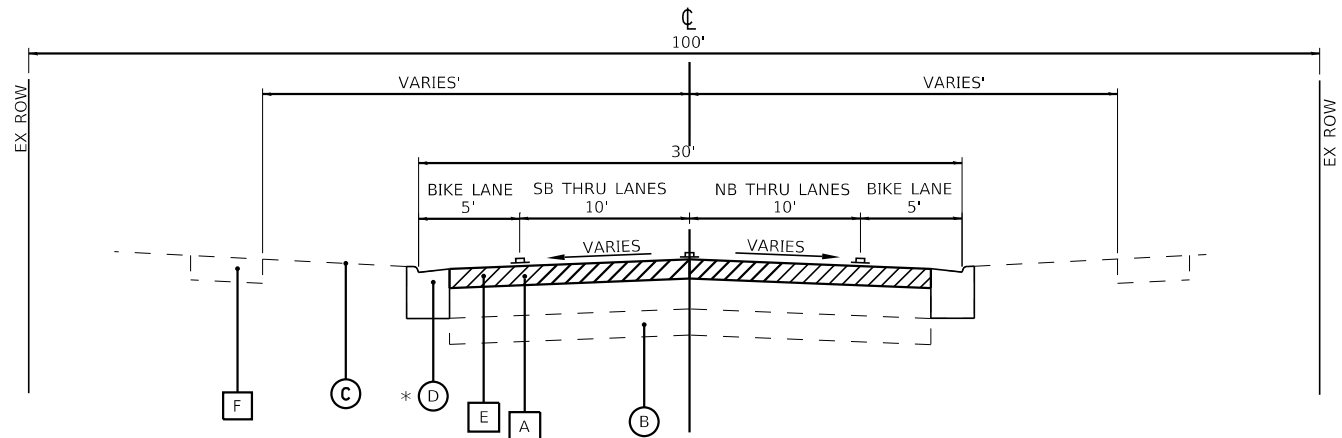
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STA 10+77 TO STA 22+00
STA 31+15 TO STA 45+90
STA 78+27 TO 95+64
NOT TO SCALE



PROPOSED TYPICAL SECTION

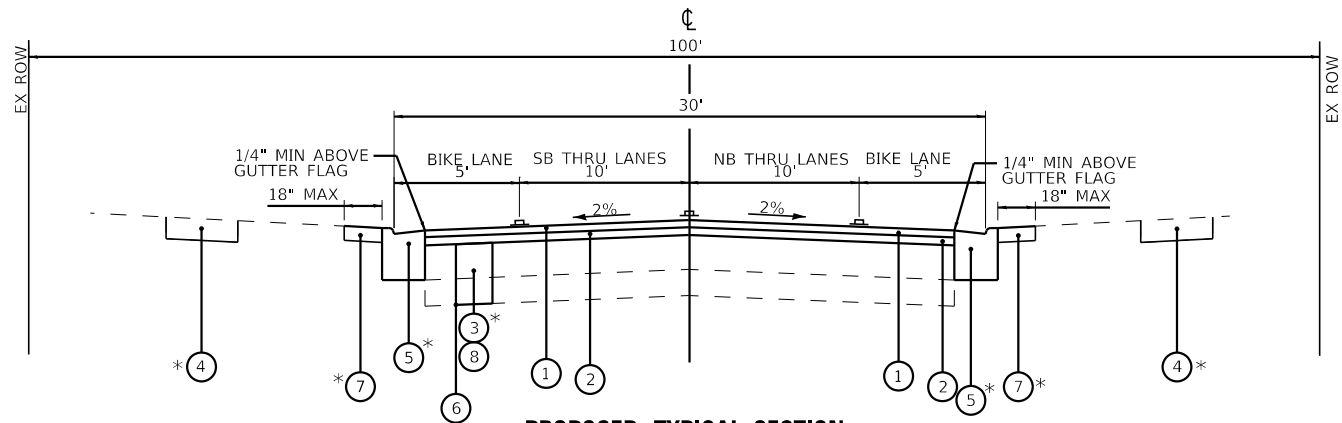
SHERMER ROAD
STA 10+77 TO STA 22+00
STA 31+15 TO STA 45+90
STA 78+27 TO 95+64
NOT TO SCALE

* AS DETERMINED BY THE ENGINEER



EXISTING TYPICAL SECTION

SHERMER ROAD
STA 22+00 TO STA 31+15
STA 55+77 TO STA 78+25
NOT TO SCALE



PROPOSED TYPICAL SECTION

SHERMER ROAD
STA 22+00 TO STA 31+15
STA 55+77 TO STA 78+25
NOT TO SCALE

* AS DETERMINED BY THE ENGINEER

NOTE:
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 2"	4% @ 70 Gyr.	LR1030-2
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 1"	3.5% @ 50 Gyr.	LR1030-2
HMA DRIVEWAY REMOVAL & REPLACEMENT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50; 3" (2 lifts)	4% @ 50 Gyr.	LR1030-2
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0mm); 8"	4% @ 70 Gyr.	LR1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR1030-2		

NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
- THE LOGITUDINAL JOINT SEALANT SHALL BE PLACED ON P HMA BC IL-4.75 N50.

EXISTING LEGEND

- A EXISTING HOT-MIX ASPHALT PAVEMENT 11.85", (AVG.)
- B EXISTING AGGREGATE BASE COURSE
- C EXISTING GROUND SURFACE
- D EXISTING CONCRETE CURB AND GUTTER
- E HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- F EXISTING SIDEWALK
- REMOVAL ITEM
- EXISTING PAVEMENT MARKINGS

PROPOSED LEGEND

- 1 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 2"
- 2 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 1"
- 3 CLASS D PATCHES, 8" *
- 4 PCC SIDEWALK REMOVAL AND REPLACEMENT *
- 5 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT *
- 6 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 7 PARKWAY RESTORATION (SODDING, SALT TOLERANT AND TOPSOIL FURNISH AND PLACE, 4")
- 8 AGGREGATE SUBGRADE IMPROVEMENTS 12" (SQ. YD.)
- PROPOSED PAVEMENT MARKINGS

BAXTER & WOODMAN
Consulting Engineers

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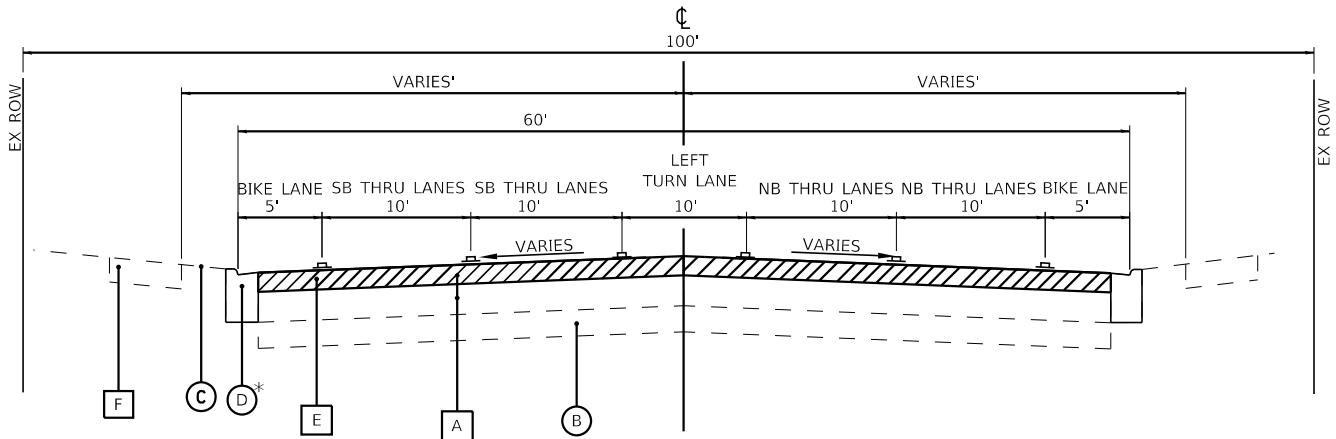
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

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CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

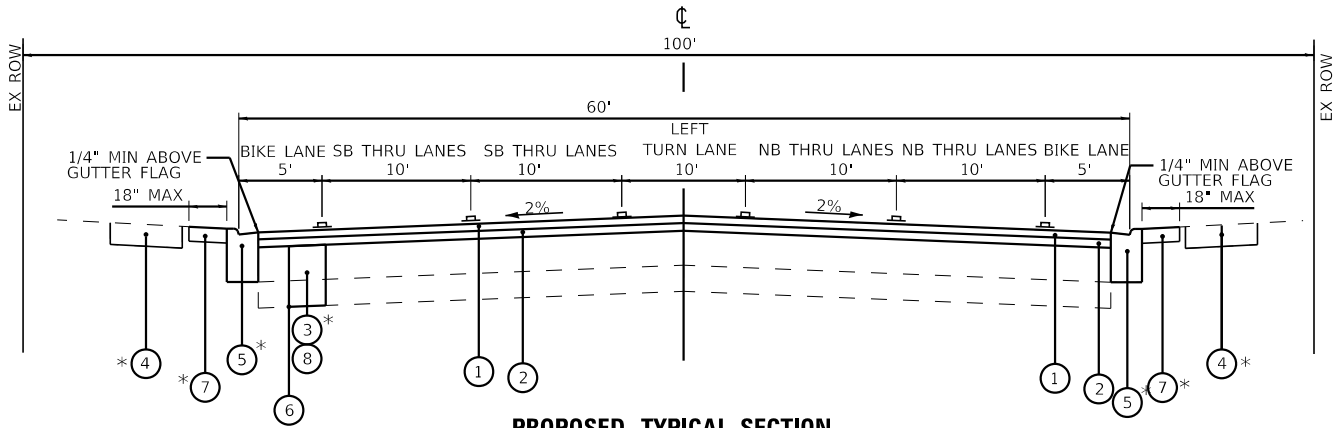
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EXISTING TYPICAL SECTION

SHERMER ROAD
STA 45+90 TO STA 55+77

NOT TO SCALE



PROPOSED TYPICAL SECTION

SHERMER ROAD
STA 45+90 TO STA 55+77

NOT TO SCALE

* AS DETERMINED BY THE ENGINEER

EXISTING LEGEND

- A EXISTING HOT-MIX ASPHALT PAVEMENT 11.85", (AVG.)
- B EXISTING AGGREGATE BASE COURSE
- C EXISTING GROUND SURFACE
- D EXISTING CONCRETE CURB AND GUTTER
- E HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- F EXISTING SIDEWALK
- REMOVAL ITEM
- P EXISTING PAVEMENT MARKINGS

PROPOSED LEGEND

- 1 HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 2"
- 2 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 1"
- 3 CLASS D PATCHES, 8" *
- 4 PCC SIDEWALK REMOVAL AND REPLACEMENT *
- 5 COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT *
- 6 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- 7 PARKWAY RESTORATION (SODDING, SALT TOLERANT AND TOPSOIL FURNISH AND PLACE, 4")
- 8 AGGREGATE SUBGRADE IMPROVEMENTS 12" (SQ. YD.)
- P PROPOSED PAVEMENT MARKINGS

NOTE:
GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE, THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

BAXTER & WOODMAN
Consulting Engineers

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N/A SHEET 2 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	11
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

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Consulting Engineers

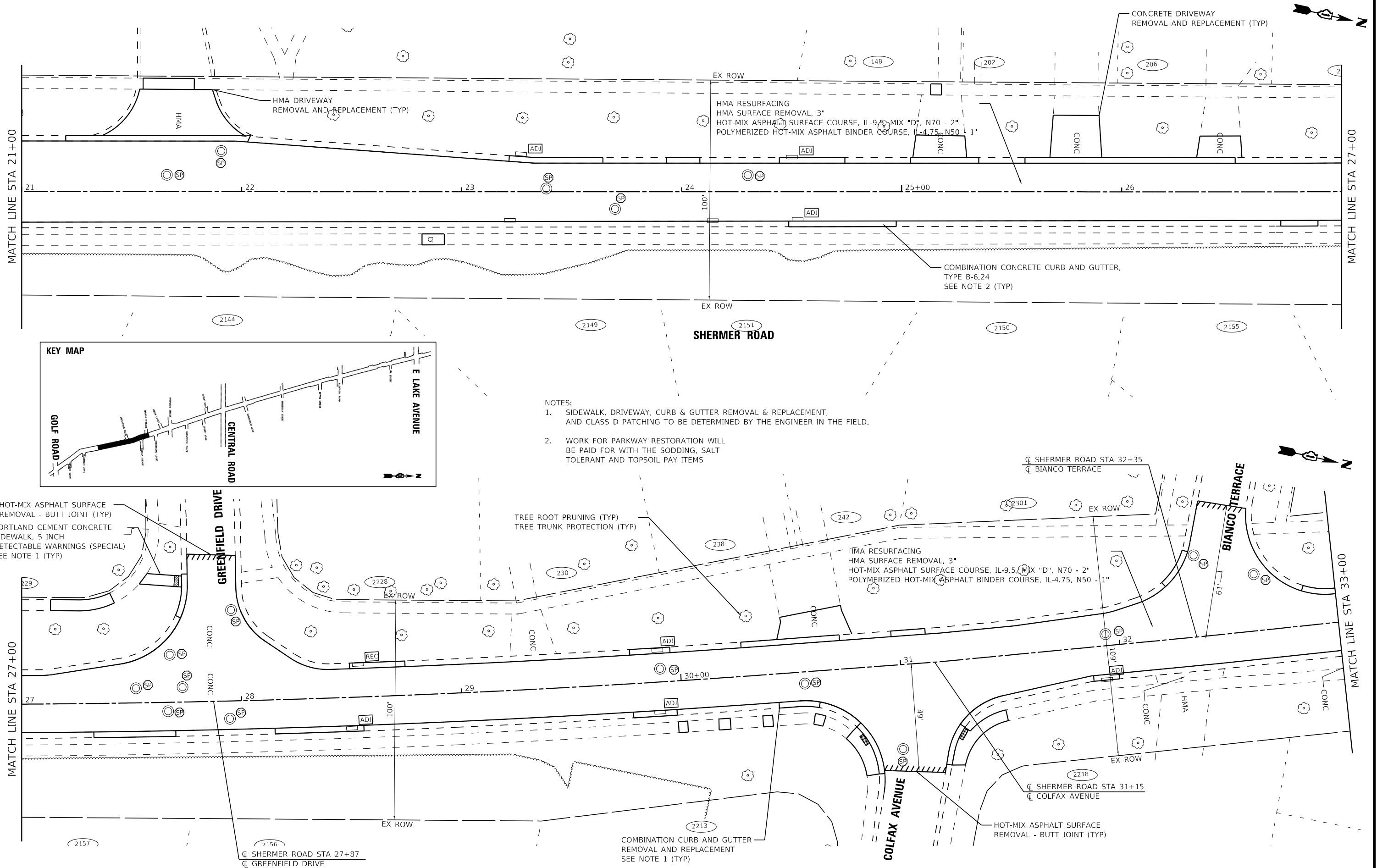
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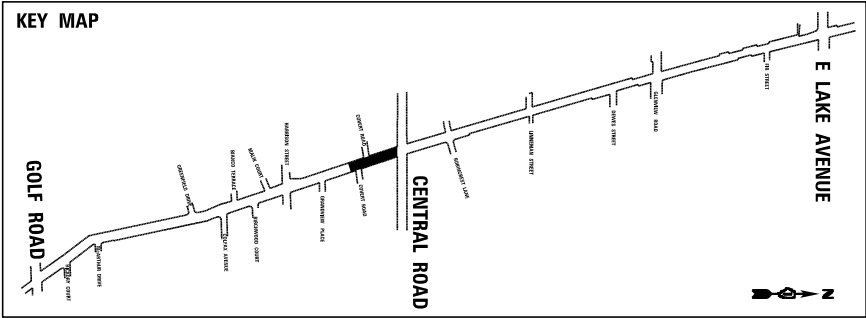
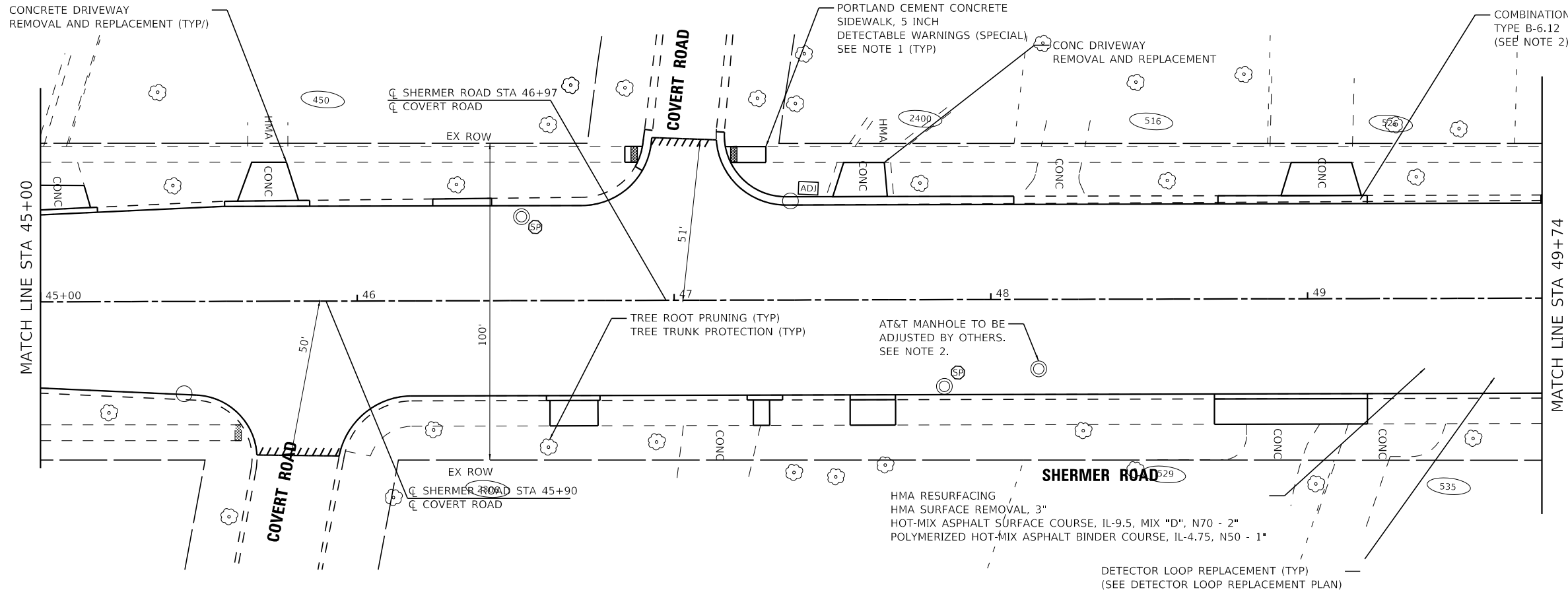
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 2 OF 8 SHEETS STA. 21+00 TO STA. 33+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	13
CONTRACT NO. 61133				
ILLINOIS FED. AID PROJECT DD55(371)				





- NOTES:
1. SIDEWALK, DRIVEWAY, CURB & GUTTER REMOVAL & REPLACEMENT, AND CLASS D PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 2. AT&T CONTACT FOR MANHOLE ADJUSTMENTS IS TOM LASKOWSKI (630)-573-5643
 3. WORK FOR PARKWAY RESTORATION WILL BE PAID FOR WITH THE SODDING, SALT TOLERANT AND TOPSOIL PAY ITEMS

BAXTER & WOODMAN Consulting Engineers	USER NAME = shyder	DESIGNED - SH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 4 OF 8 SHEETS STA. 45+00 TO STA. 50+76

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	15
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

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BAXTER & WOODMAN
Consulting Engineers

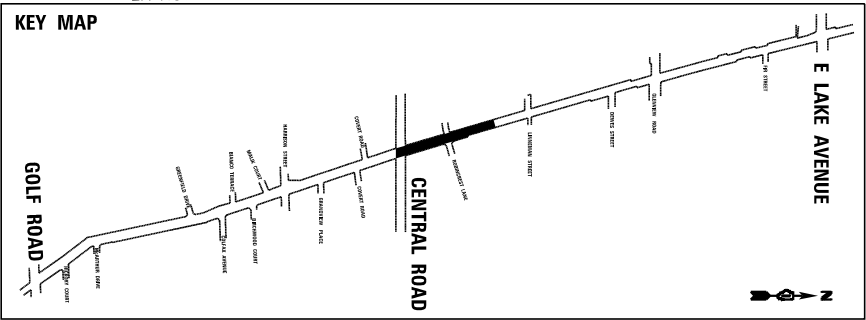
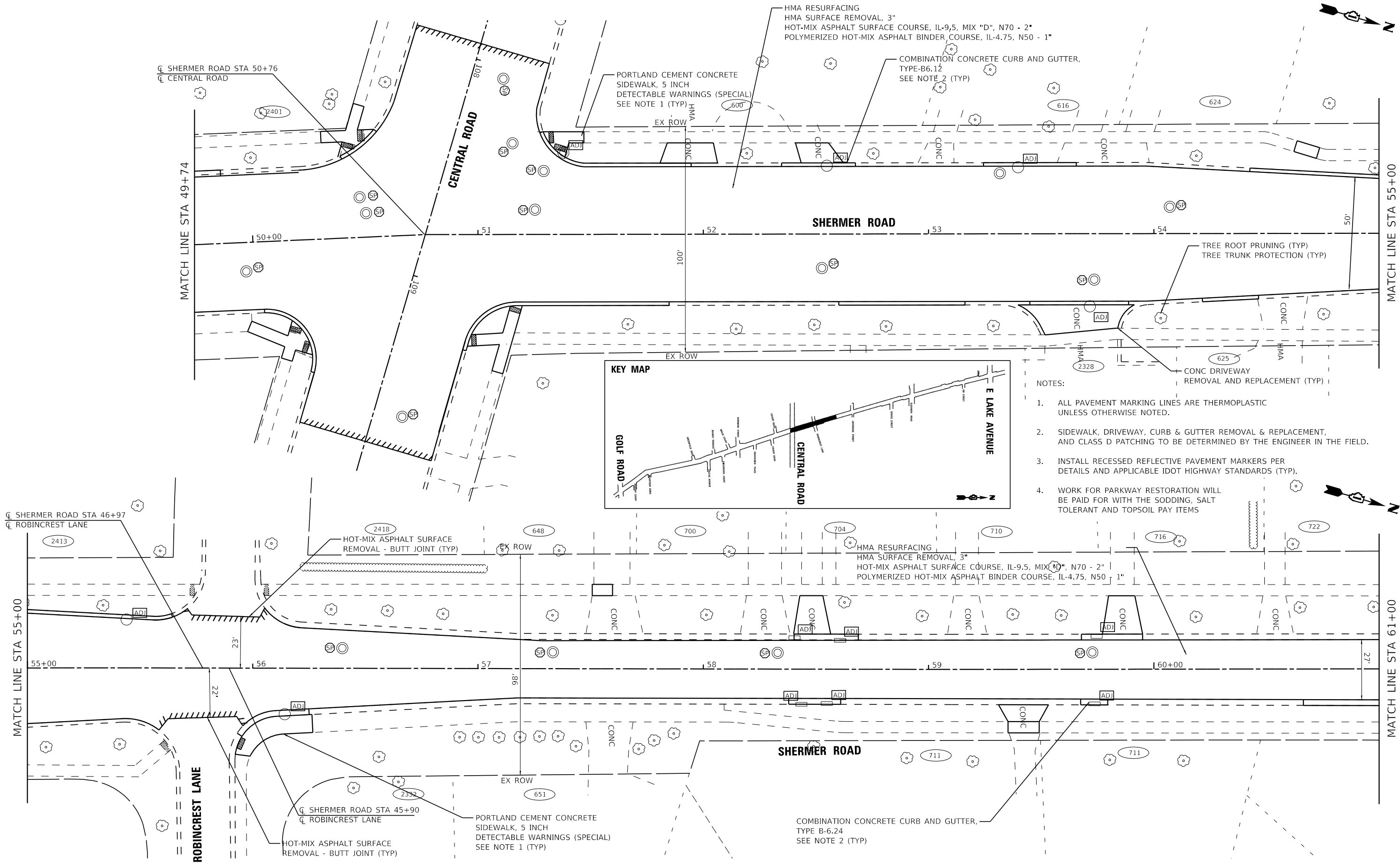
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 5 OF 8 SHEETS STA. 50+76 TO STA. 61+00

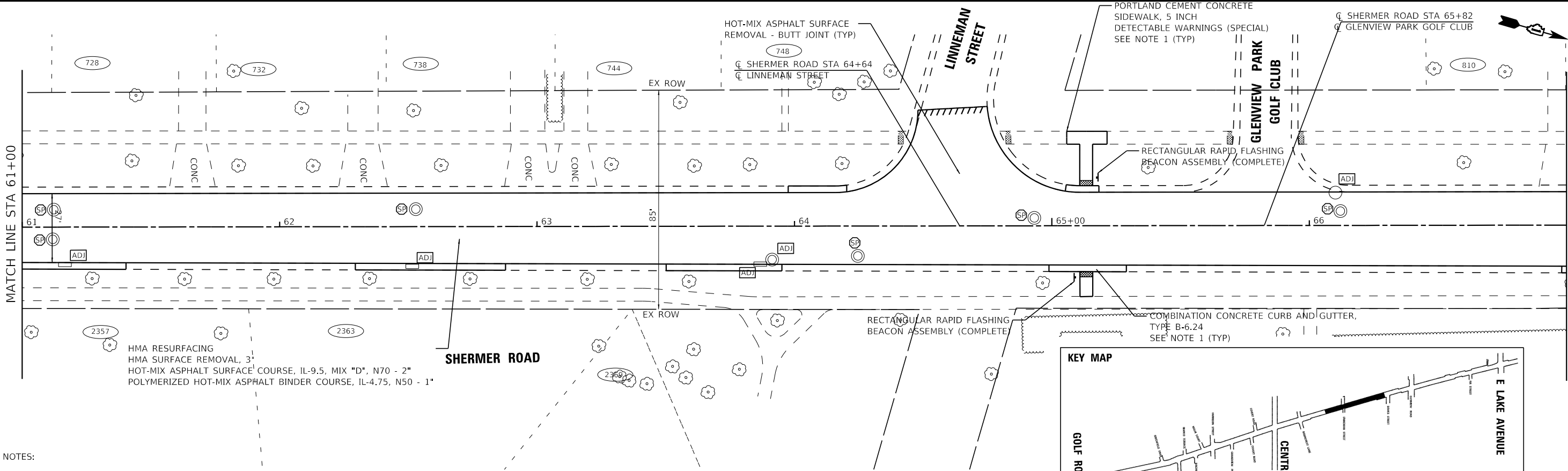
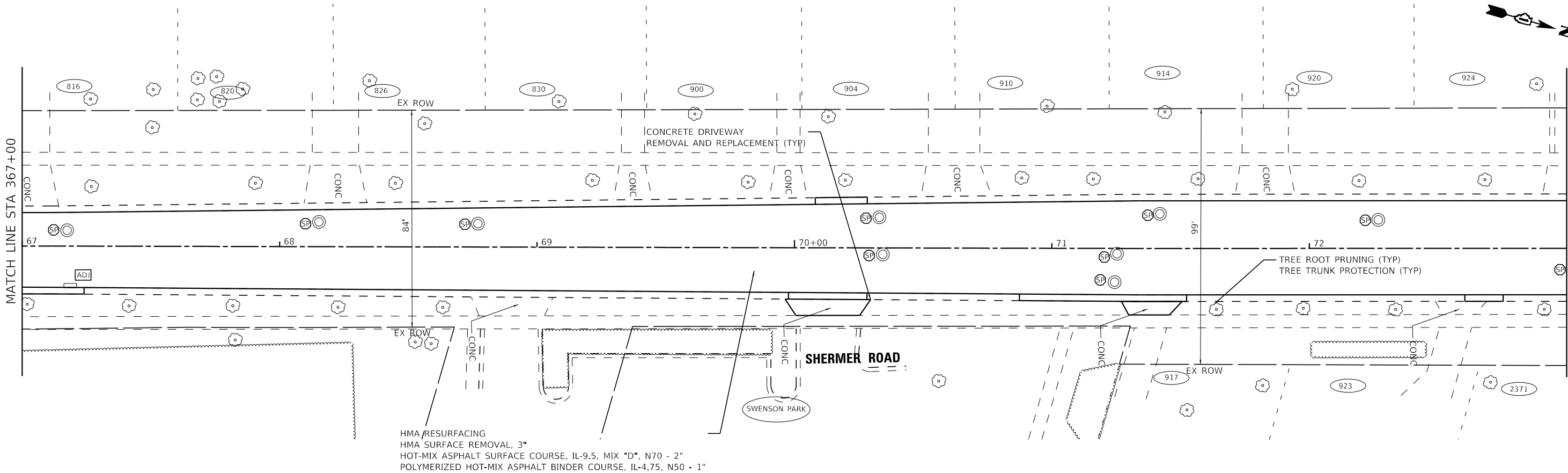
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2770	24-00214-00-R5	COOK	65	16
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



- NOTES:
- ALL PAVEMENT MARKING LINES ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 - SIDEWALK, DRIVEWAY, CURB & GUTTER REMOVAL & REPLACEMENT, AND CLASS D PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - INSTALL RECESSED REFLECTIVE PAVEMENT MARKERS PER DETAILS AND APPLICABLE IDOT HIGHWAY STANDARDS (TYP).
 - WORK FOR PARKWAY RESTORATION WILL BE PAID FOR WITH THE SODDING, SALT TOLERANT AND TOPSOIL PAY ITEMS

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN
Consulting Engineers



- NOTES:
- SIDEWALK, DRIVEWAY, CURB & GUTTER REMOVAL & REPLACEMENT, AND CLASS D PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - WORK FOR PARKWAY RESTORATION WILL BE PAID FOR WITH THE SODDING, SALT TOLERANT AND TOPSOIL PAY ITEMS.

USER NAME = shyder	DESIGNED - SH	REVISED -
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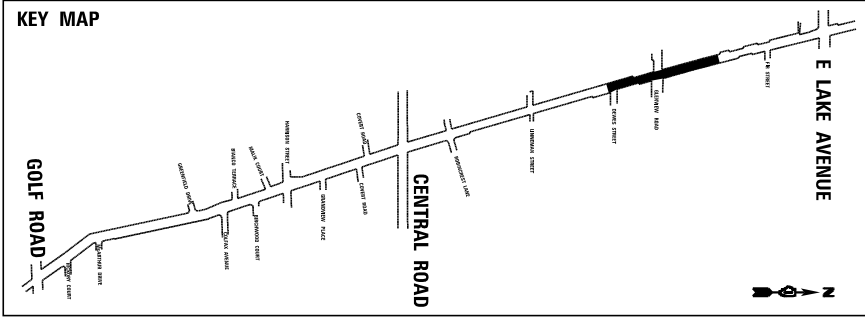
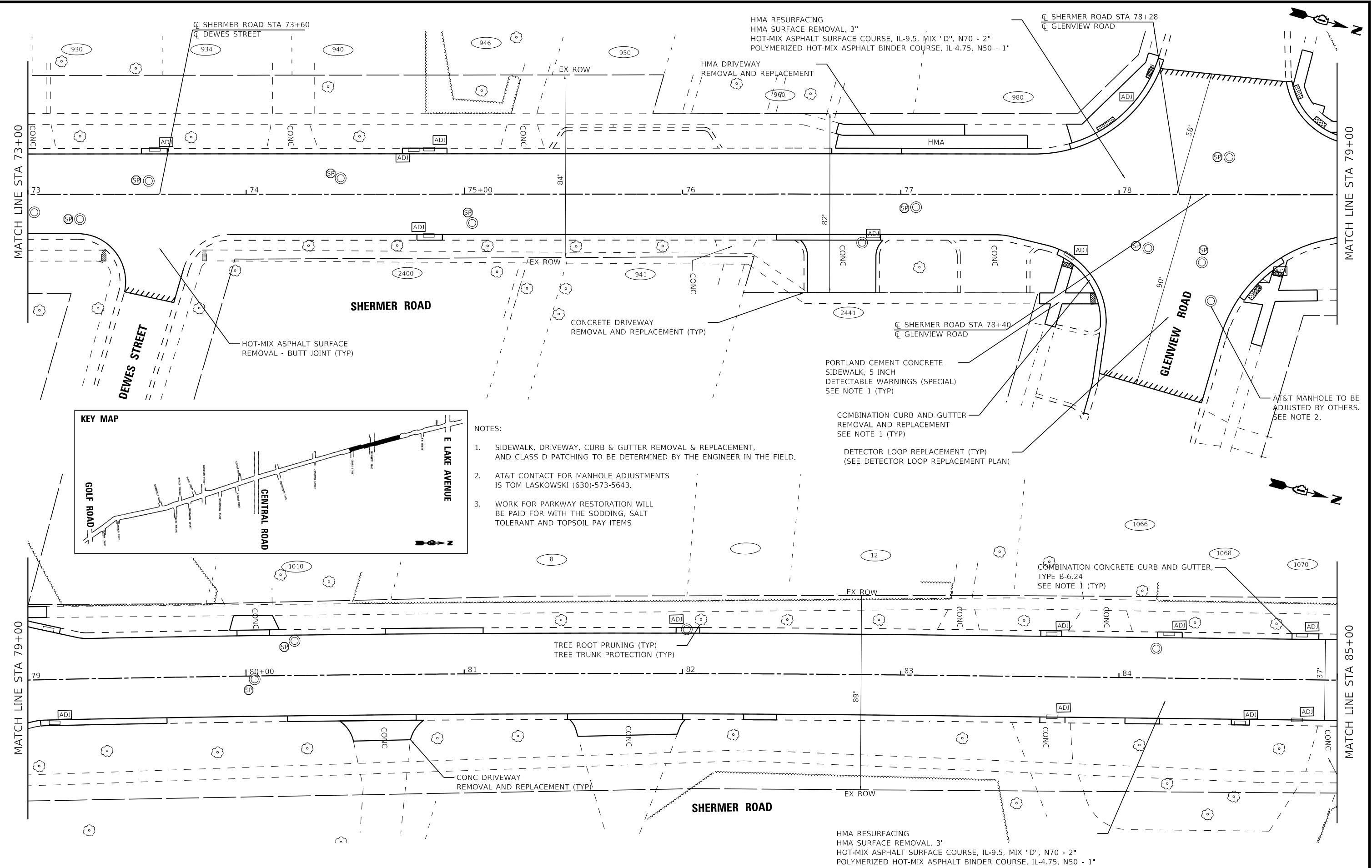
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 6 OF 8 SHEETS STA. 61+00 TO STA. 73+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	17
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

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- NOTES:
- SIDEWALK, DRIVEWAY, CURB & GUTTER REMOVAL & REPLACEMENT, AND CLASS D PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
 - AT&T CONTACT FOR MANHOLE ADJUSTMENTS IS TOM LASKOWSKI (630)-573-5643.
 - WORK FOR PARKWAY RESTORATION WILL BE PAID FOR WITH THE SODDING, SALT TOLERANT AND TOPSOIL PAY ITEMS

BAXTER & WOODMAN Consulting Engineers	USER NAME = shyder	DESIGNED - SH	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

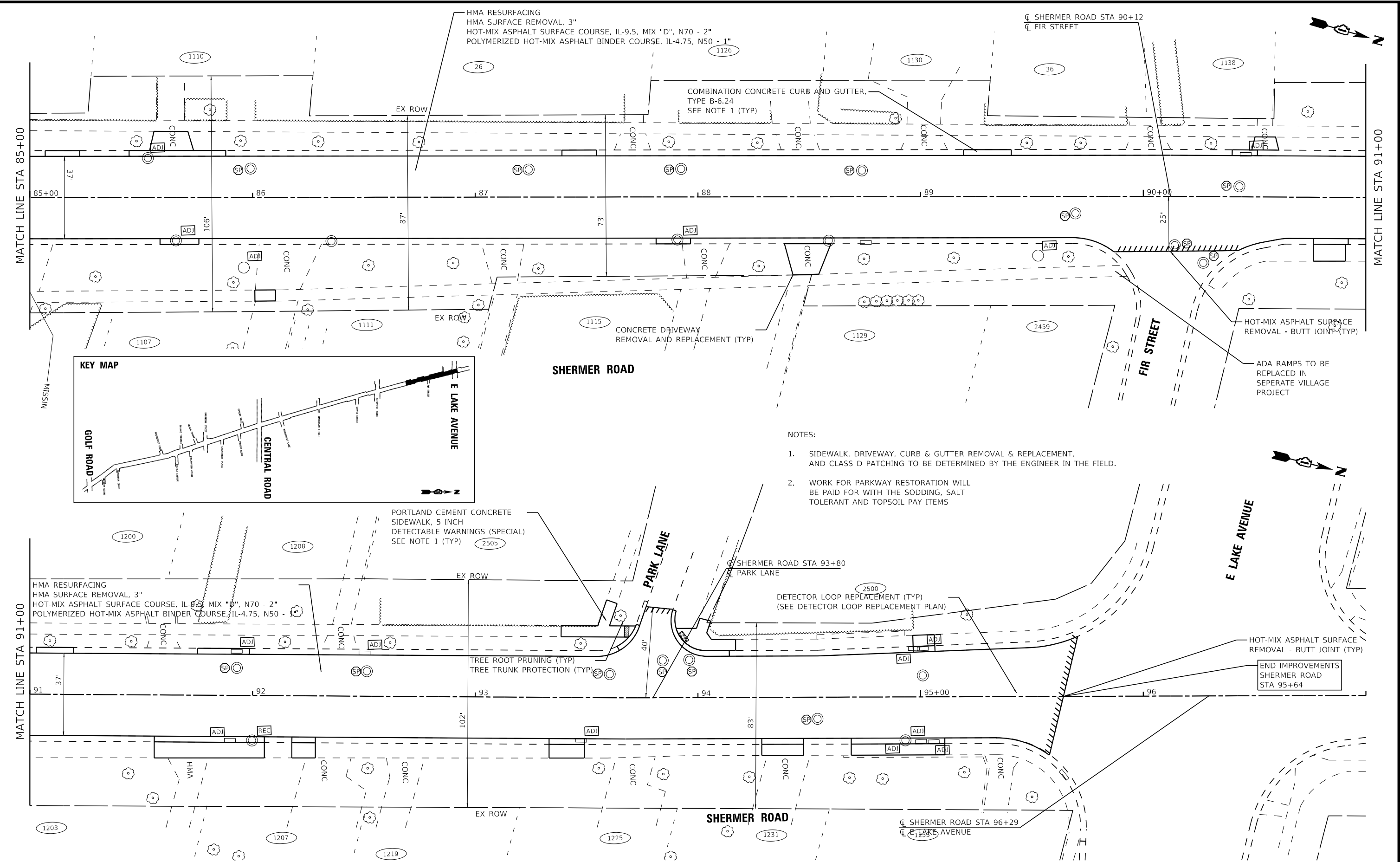
ROADWAY PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 7 OF 8 SHEETS STA. 73+00 TO STA. 85+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-R5	COOK	65	18
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

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BAXTER & WOODMAN Consulting Engineers	USER NAME = shyder	DESIGNED - SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				ROADWAY PLAN SHERMER ROAD				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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				SCALE: 1" = 20'				SHEET 8 OF 8 SHEETS				STA. 85+00 TO STA. 97+00				

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BAXTER & WOODMAN
Consulting Engineers

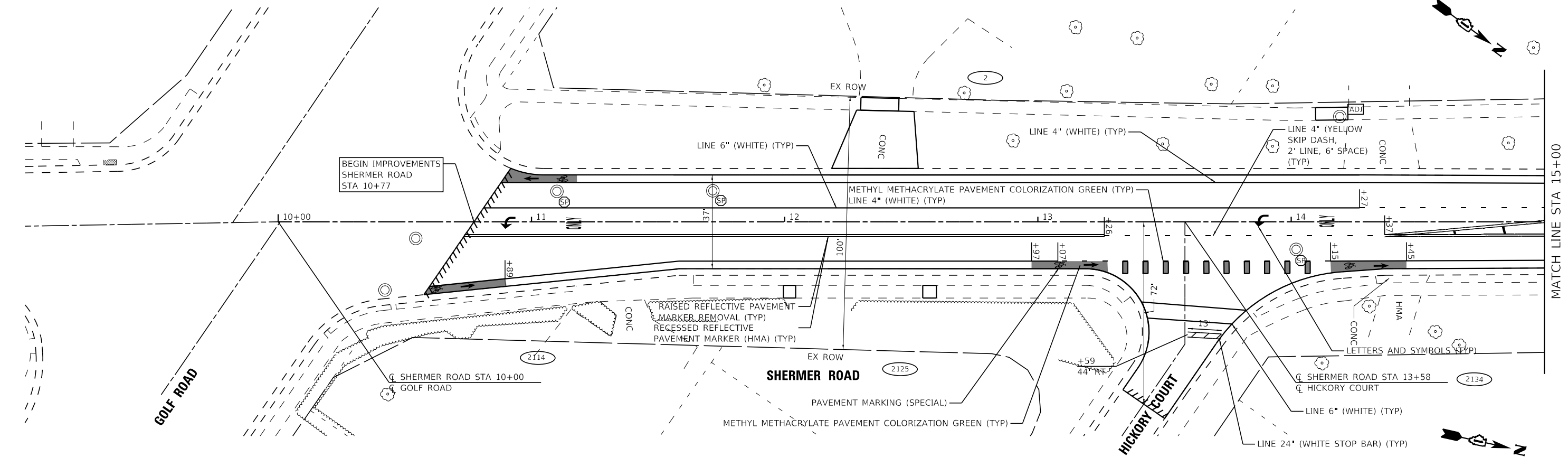
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

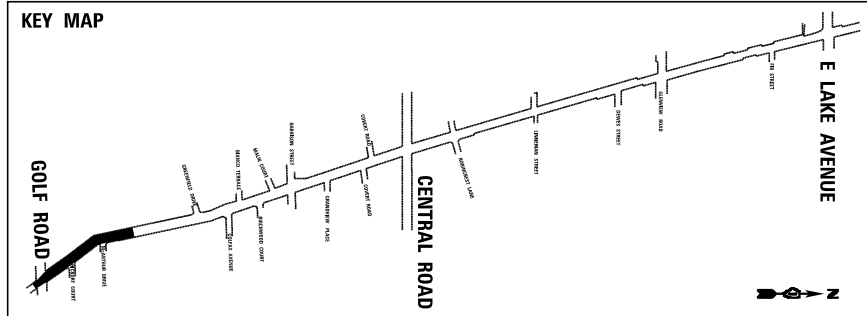
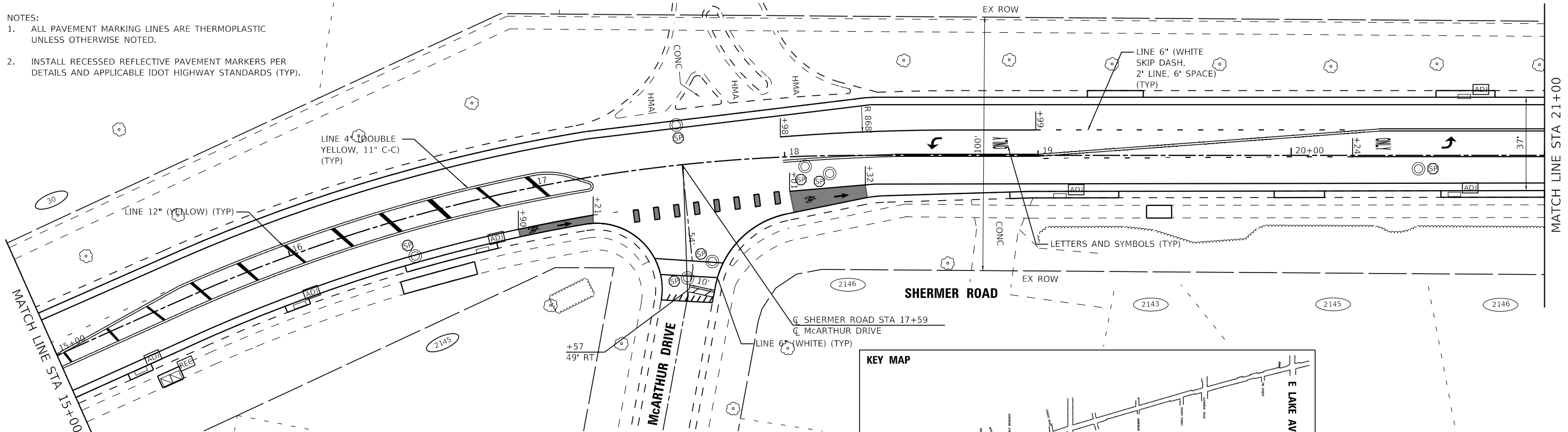
PAVEMENT MARKING PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 1 OF 8 SHEETS STA. 10+00 TO STA. 21+00

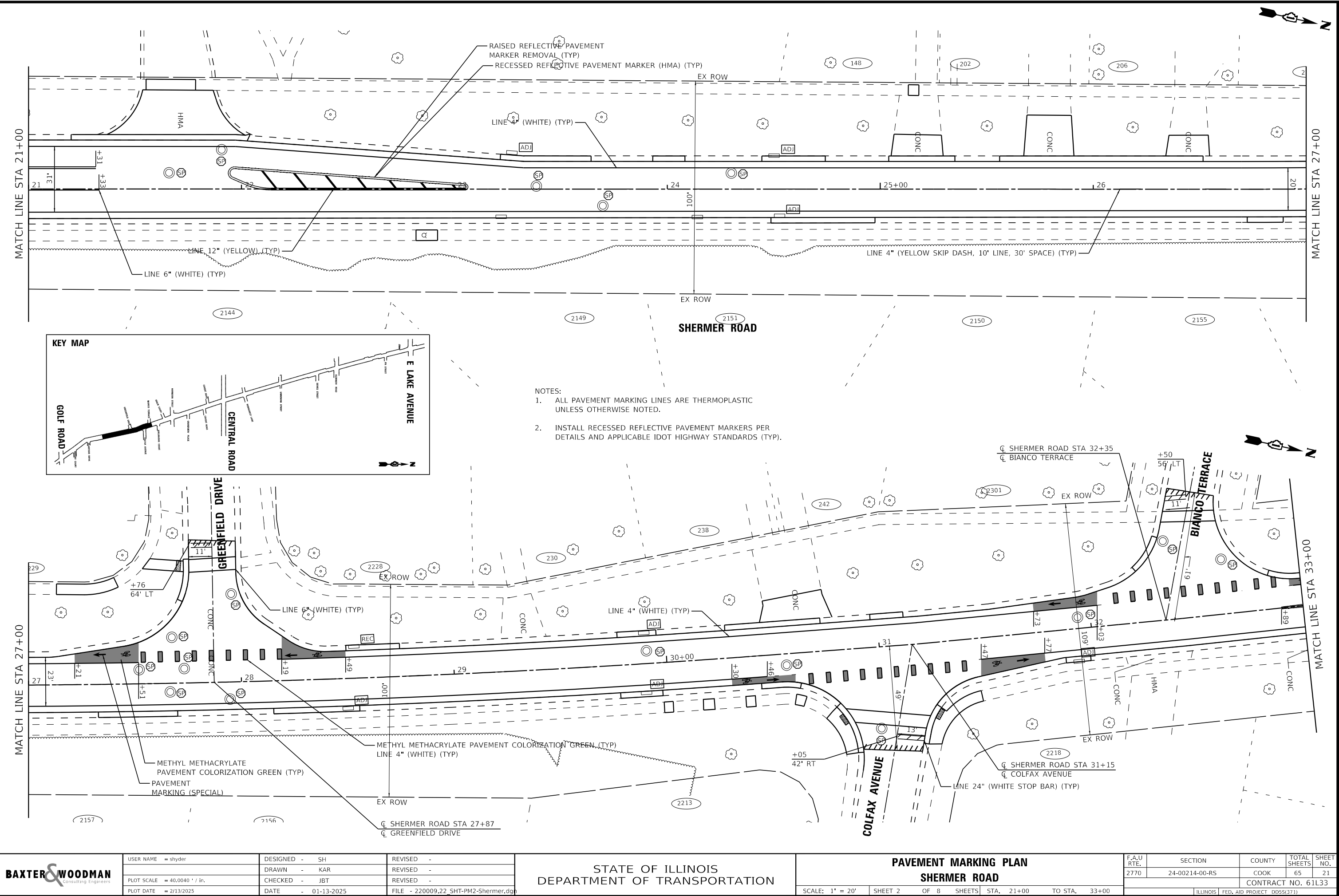
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	20
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



- NOTES:
- ALL PAVEMENT MARKING LINES ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 - INSTALL RECESSED REFLECTIVE PAVEMENT MARKERS PER DETAILS AND APPLICABLE IDOT HIGHWAY STANDARDS (TYP).



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BAXTER & WOODMAN Consulting Engineers	USER NAME = shyder	DESIGNED - SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN SHERMER ROAD				F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		DATE - 01-13-2025	FILE - 220009.22_SHT-PM2-Shermer.dgn						ILLINOIS FED. AID PROJECT DD55(371)				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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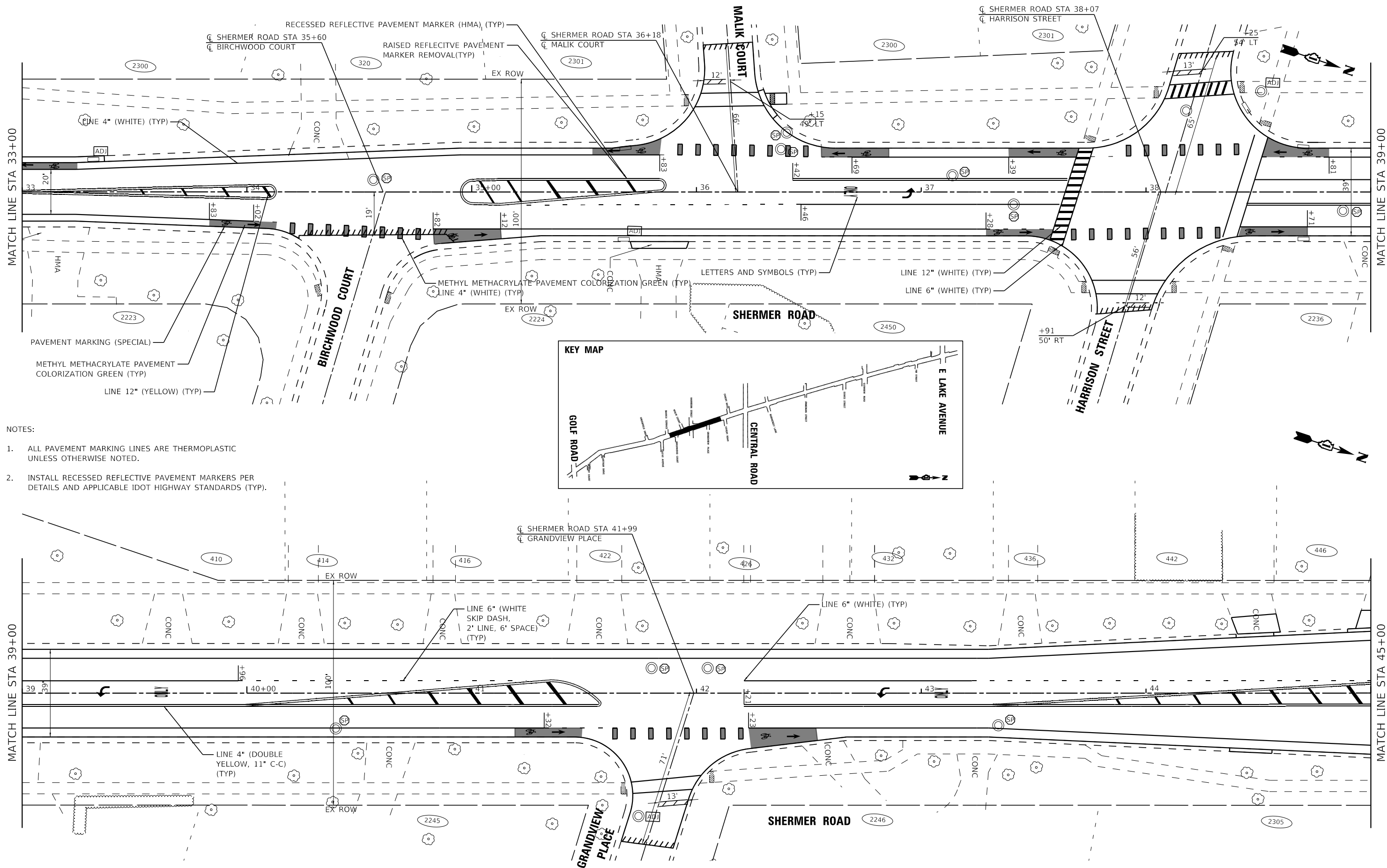
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 3 OF 8 SHEETS STA. 33+00 TO STA. 45+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	22
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

- NOTES:
- ALL PAVEMENT MARKING LINES ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 - INSTALL RECESSED REFLECTIVE PAVEMENT MARKERS PER DETAILS AND APPLICABLE IDOT HIGHWAY STANDARDS (TYP).



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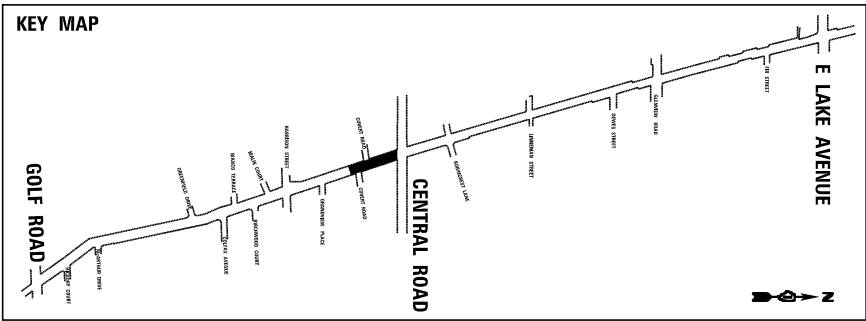
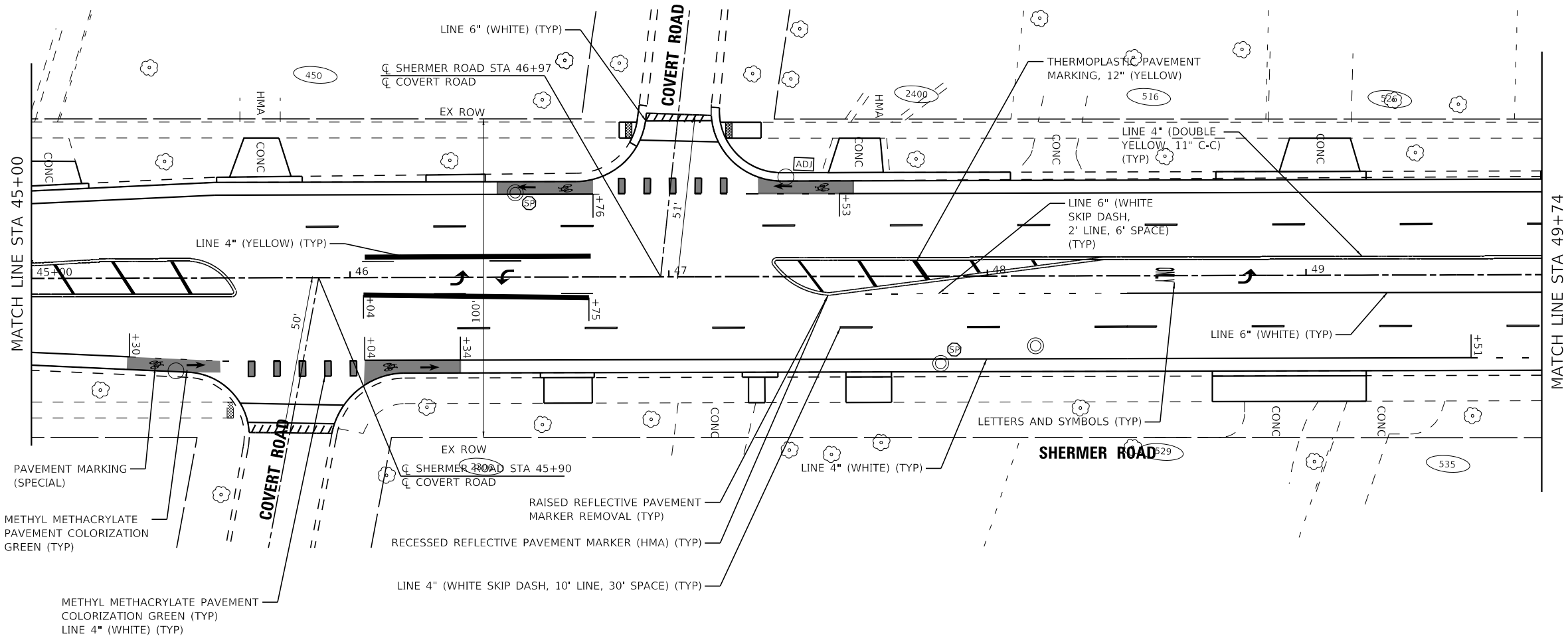
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 4 OF 8 SHEETS STA. 45+00 TO STA. 50+74

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	23
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



- NOTES:
- ALL PAVEMENT MARKING LINES ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 - INSTALL RECESSED REFLECTIVE PAVEMENT MARKERS PER DETAILS AND APPLICABLE IDOT HIGHWAY STANDARDS (TYP).

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN
Consulting Engineers

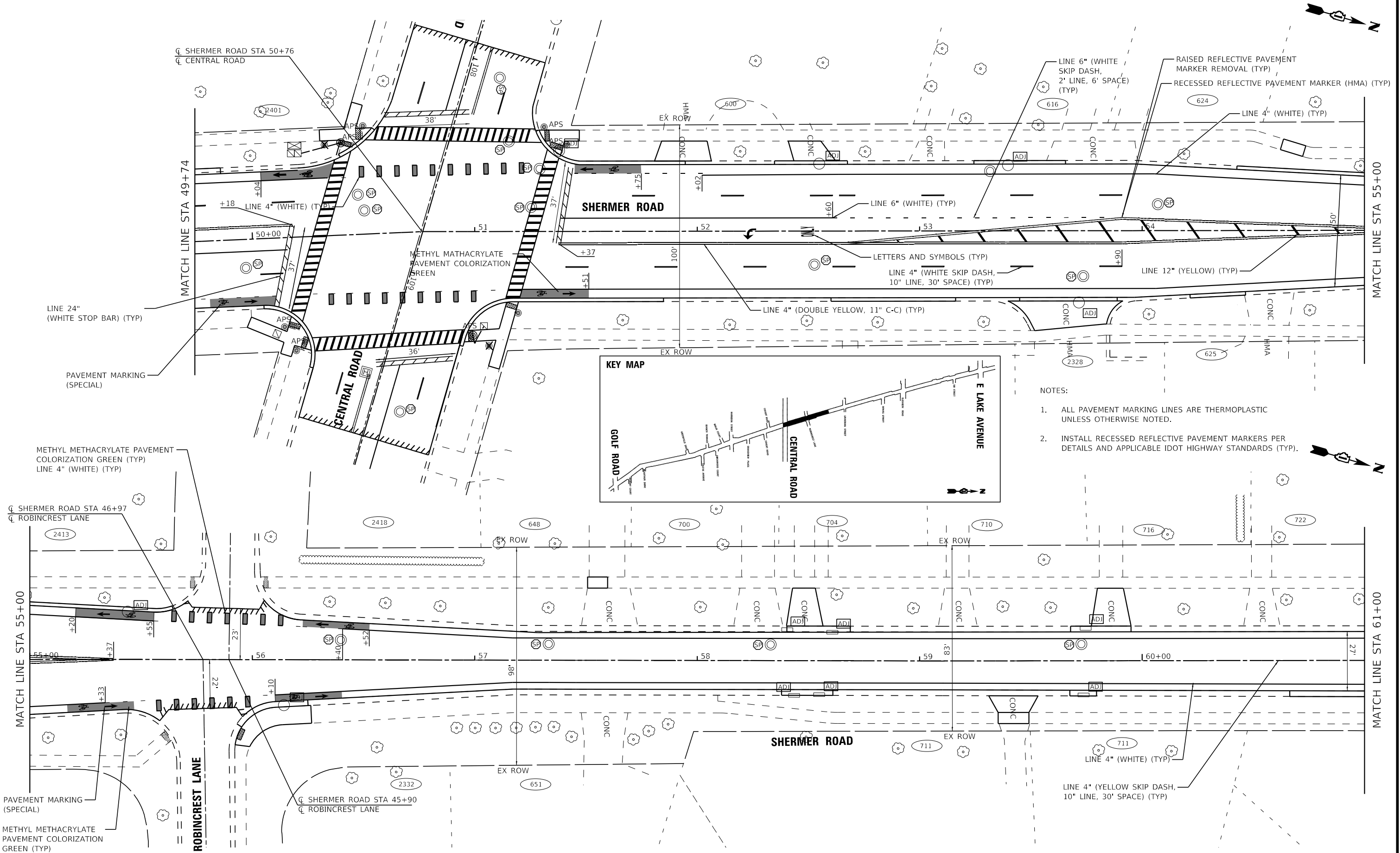
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 5 OF 8 SHEETS STA. 50+76 TO STA. 61+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	24
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN
Consulting Engineers

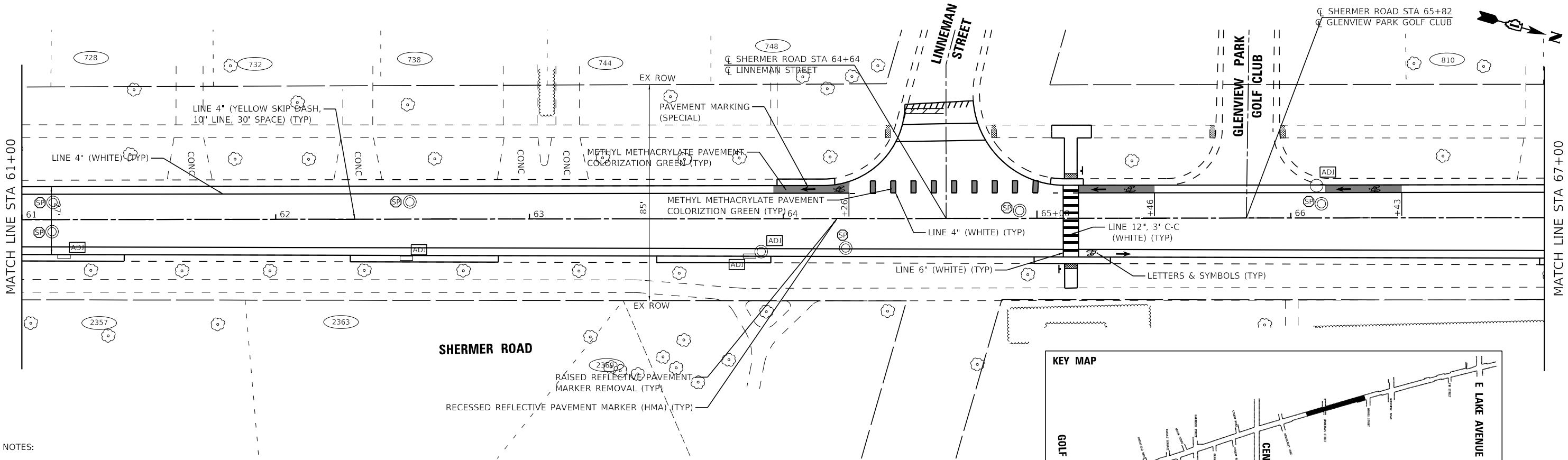
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

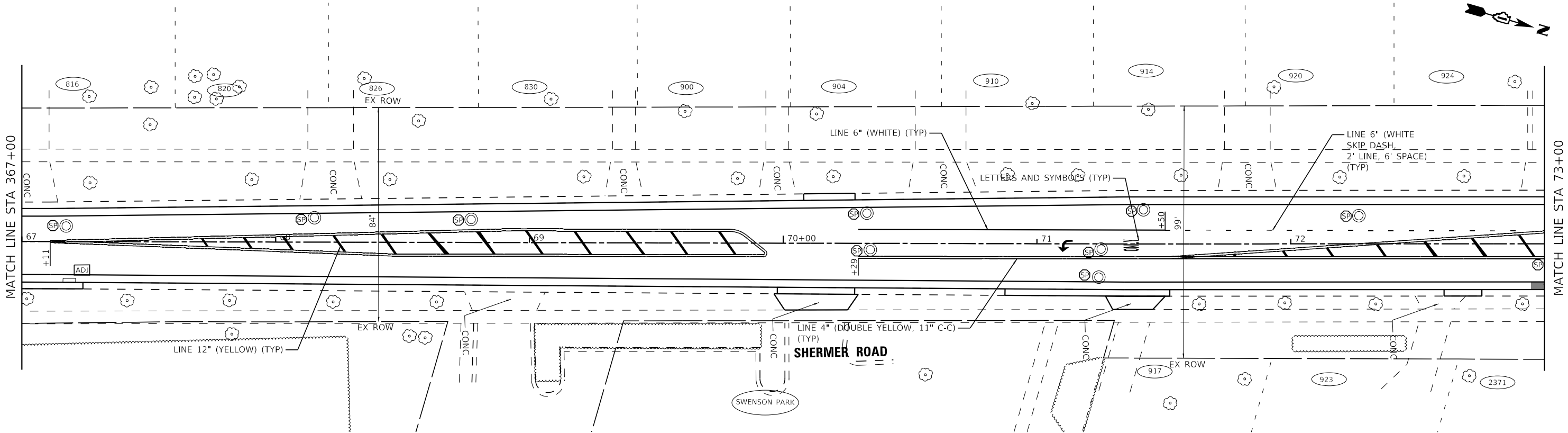
PAVEMENT MARKING PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 6 OF 8 SHEETS STA. 61+00 TO STA. 73+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	25
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



- NOTES:
- ALL PAVEMENT MARKING LINES ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 - INSTALL RECESSED REFLECTIVE PAVEMENT MARKERS PER DETAILS AND APPLICABLE IDOT HIGHWAY STANDARDS (TYP).



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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BAXTER & WOODMAN
Consulting Engineers

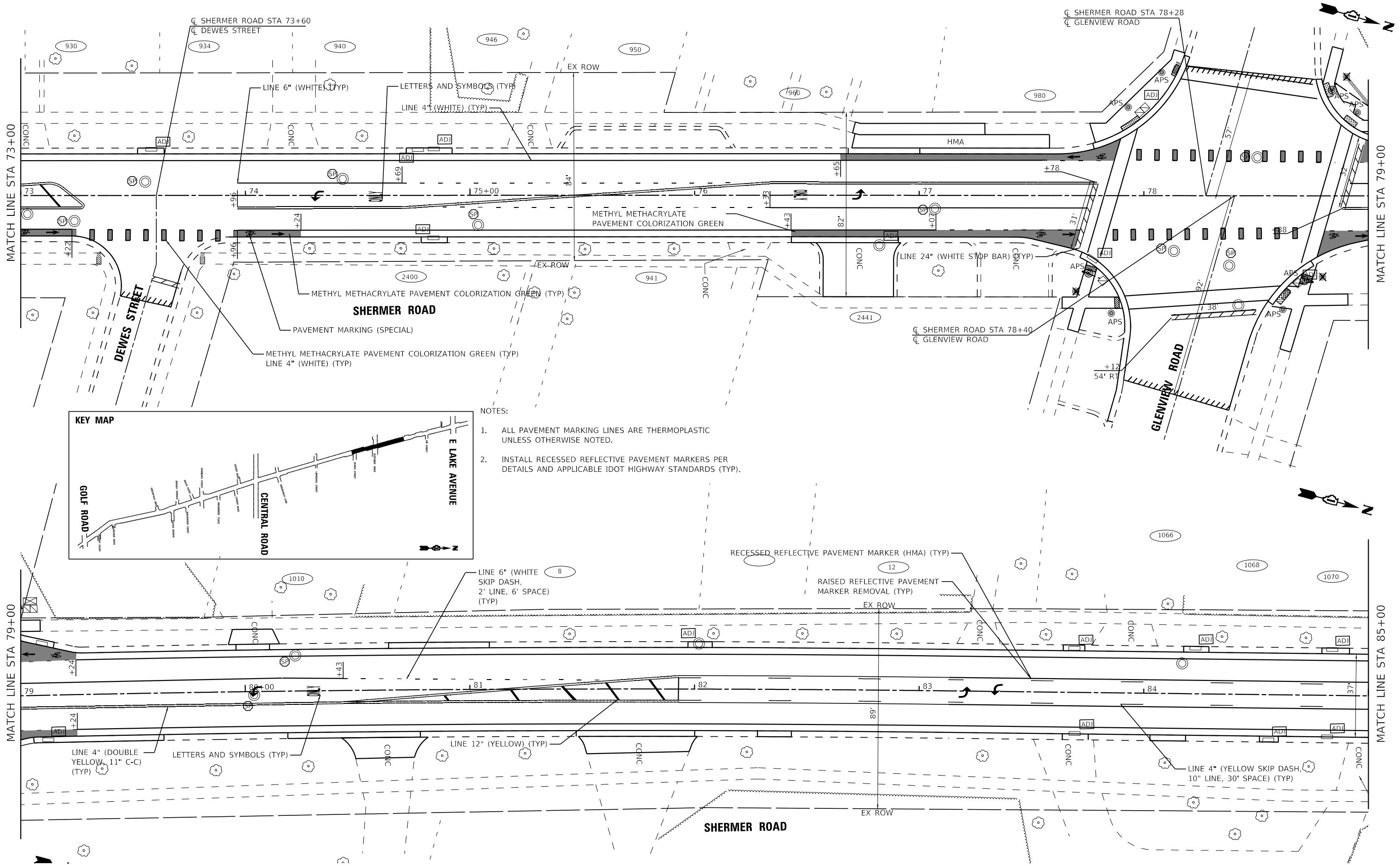
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
SHERMER ROAD

SCALE: 1" = 20' SHEET 7 OF 8 SHEETS STA. 73+00 TO STA. 85+00

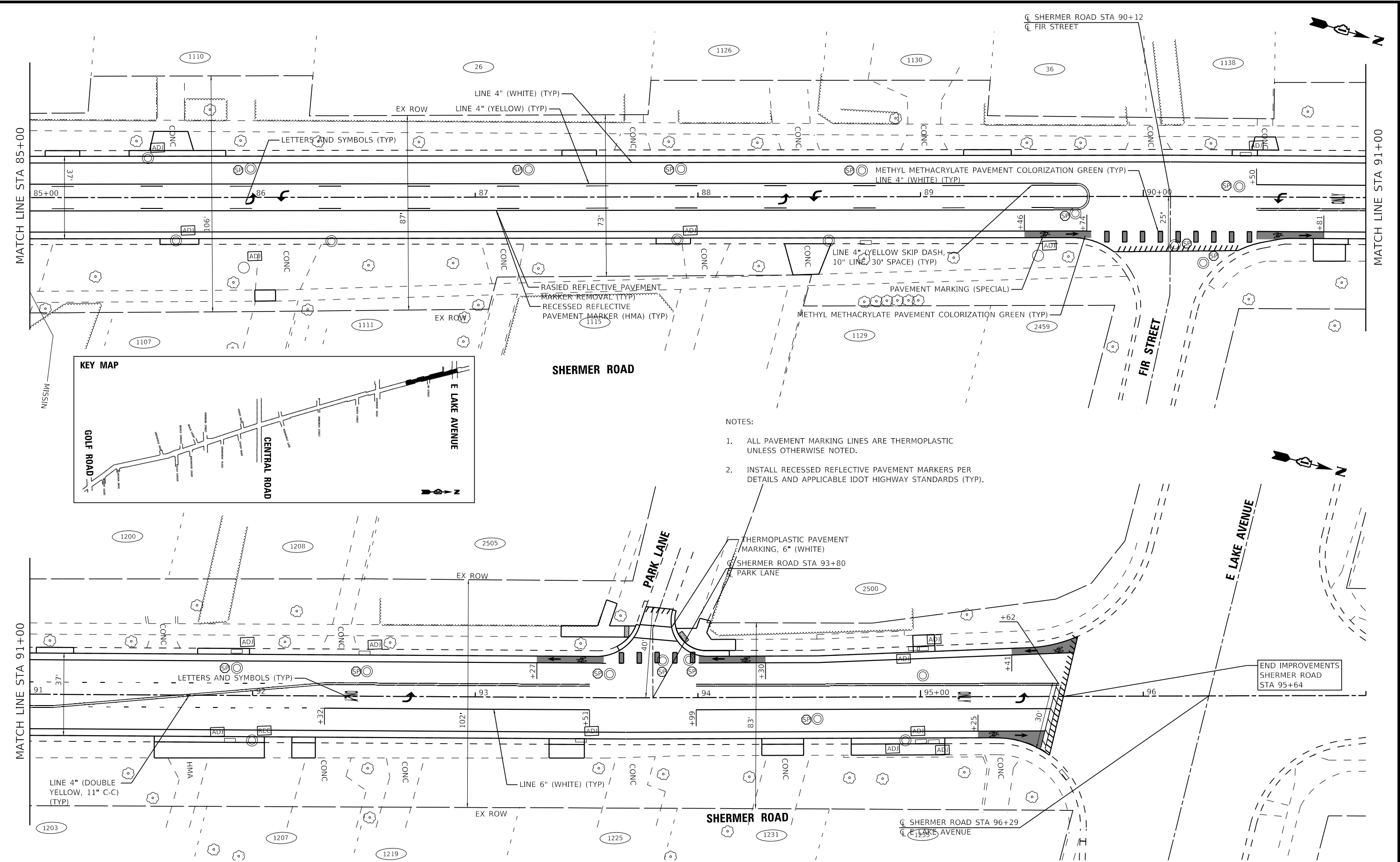
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2770	24-00214-00-R5	COOK	65	26
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



- NOTES:
1. ALL PAVEMENT MARKING LINES ARE THERMOPLASTIC UNLESS OTHERWISE NOTED.
 2. INSTALL RECESSED REFLECTIVE PAVEMENT MARKERS PER DETAILS AND APPLICABLE IDOT HIGHWAY STANDARDS (TYP).

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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<div><div>BAXTER & WOODMAN</div><div>Consulting Engineers</div></div>	USER NAME = shyder	DESIGNED - SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING PLAN				F.A.U	SECTION	COUNTY	TOTAL	SHEET
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					SCALE: 1" = 20'	SHEET 8	OF 8	SHEETS	STA. 85+00	TO STA. 97+00	ILLINOIS FED. AID PROJECT DD55(371)		

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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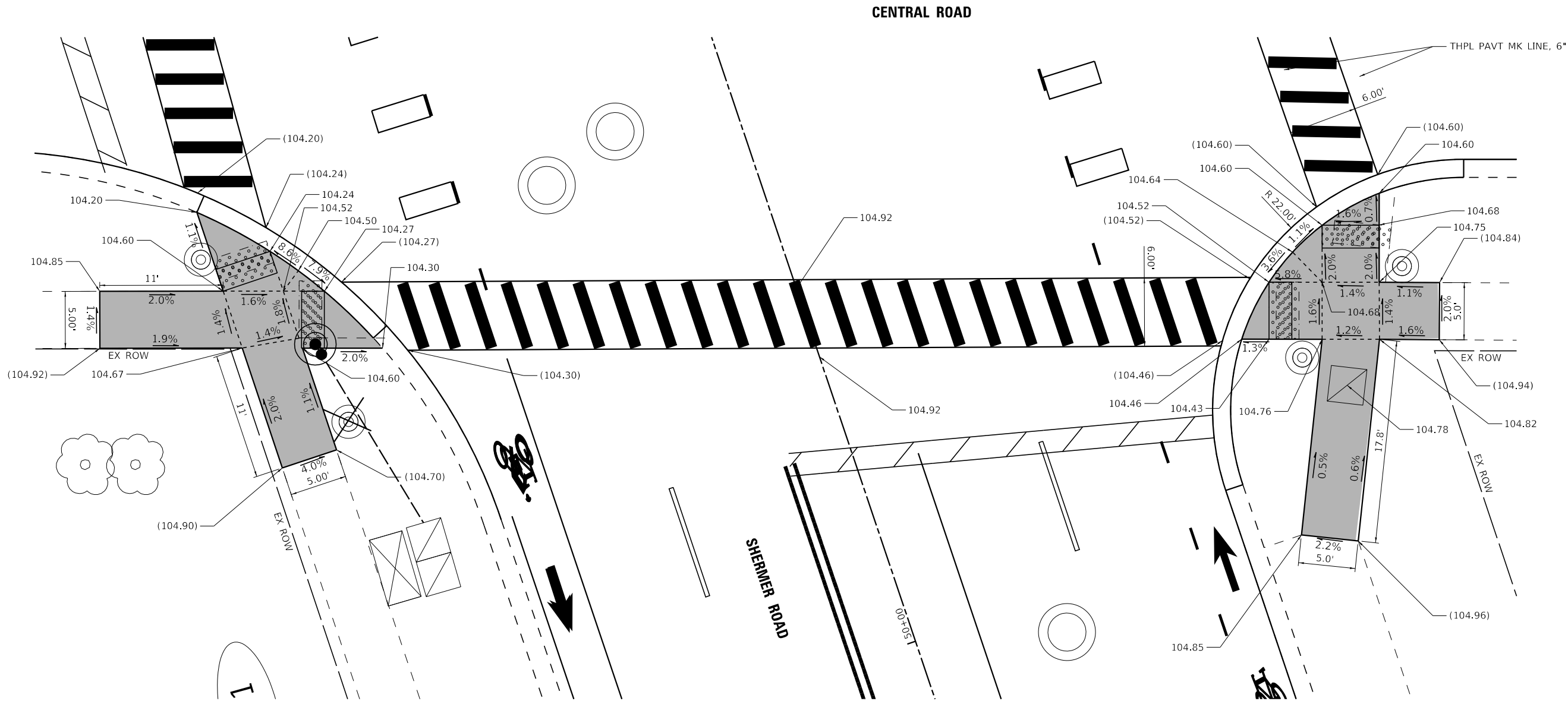
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA DETAILS
SHERMER ROAD AND CENTRAL ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	28
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



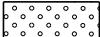
LEGEND

(X.X') EXISTING LENGTH/ELEVATION

(X.X%) EXISTING SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS

REFERENCE BENCHMARK ELEV 106.94

LOCATION: ON NORTH EAST CORNER OF SHERMER ROAD AND CENTRAL ROAD

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
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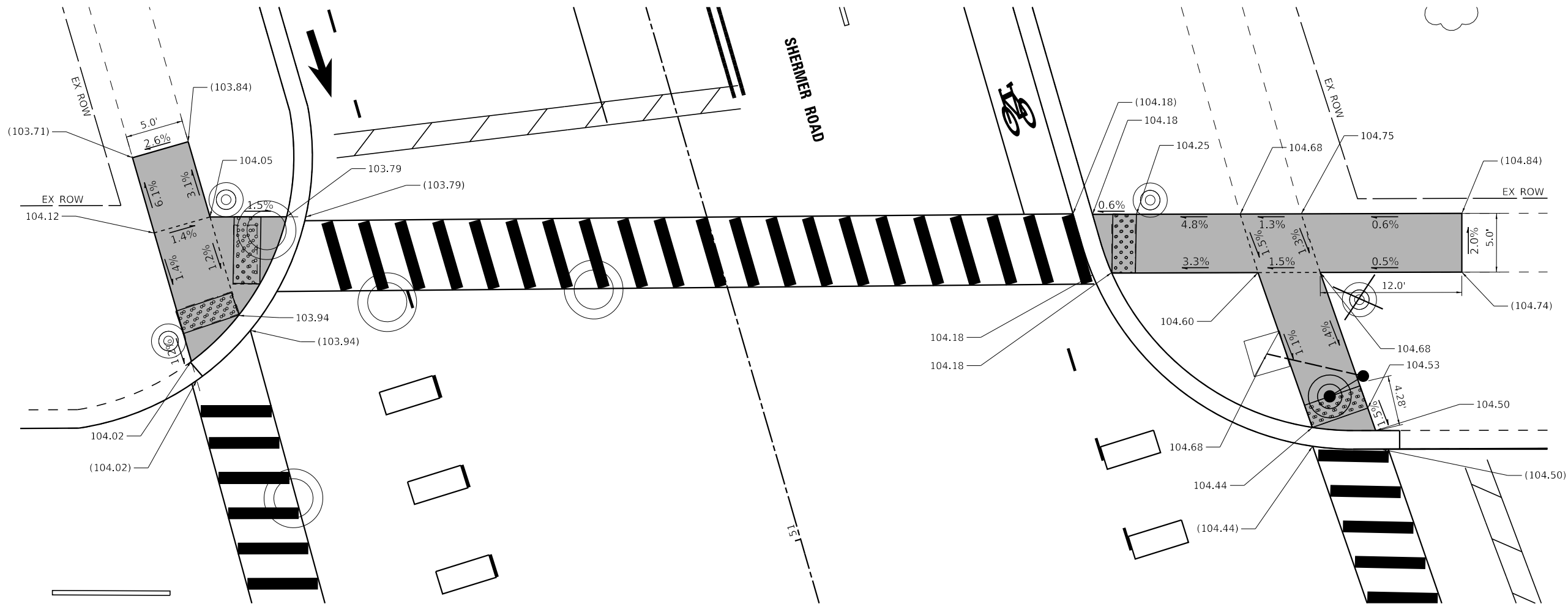
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA DETAILS
SHERMER ROAD AND CENTRAL ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-R5	COOK	65	29
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



CENTRAL ROAD

LEGEND

- (X.X') EXISTING LENGTH/ELEVATION
- (X.X%) EXISTING SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS

REFERENCE BENCHMARK ELEV 106.94

LOCATION: ON NORTH EAST CORNER OF SHERMER ROAD AND CENTRAL ROAD

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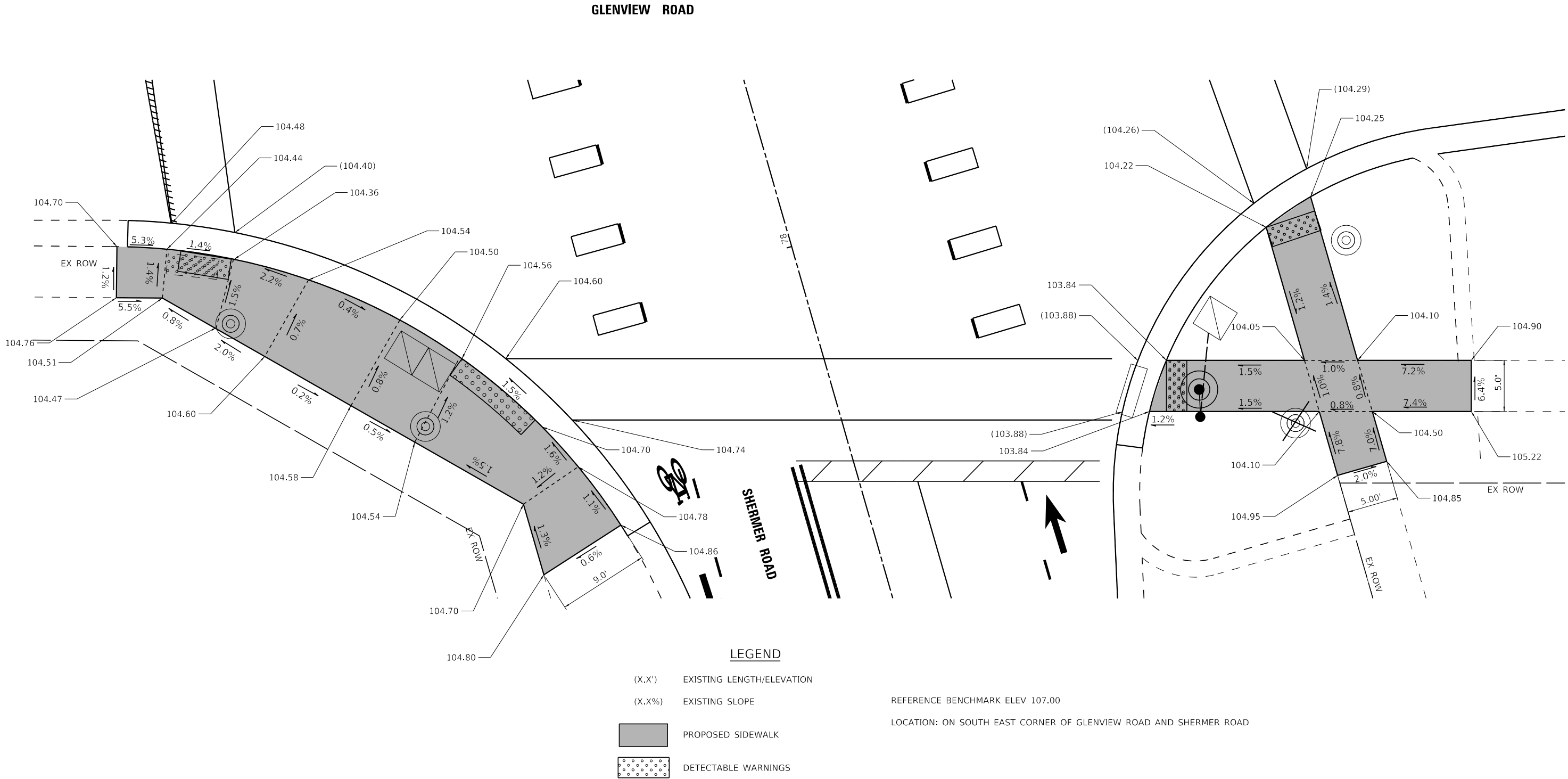
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA DETAILS
SHERMER ROAD AND GLENVIEW ROAD

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

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-R5	COOK	65	30
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

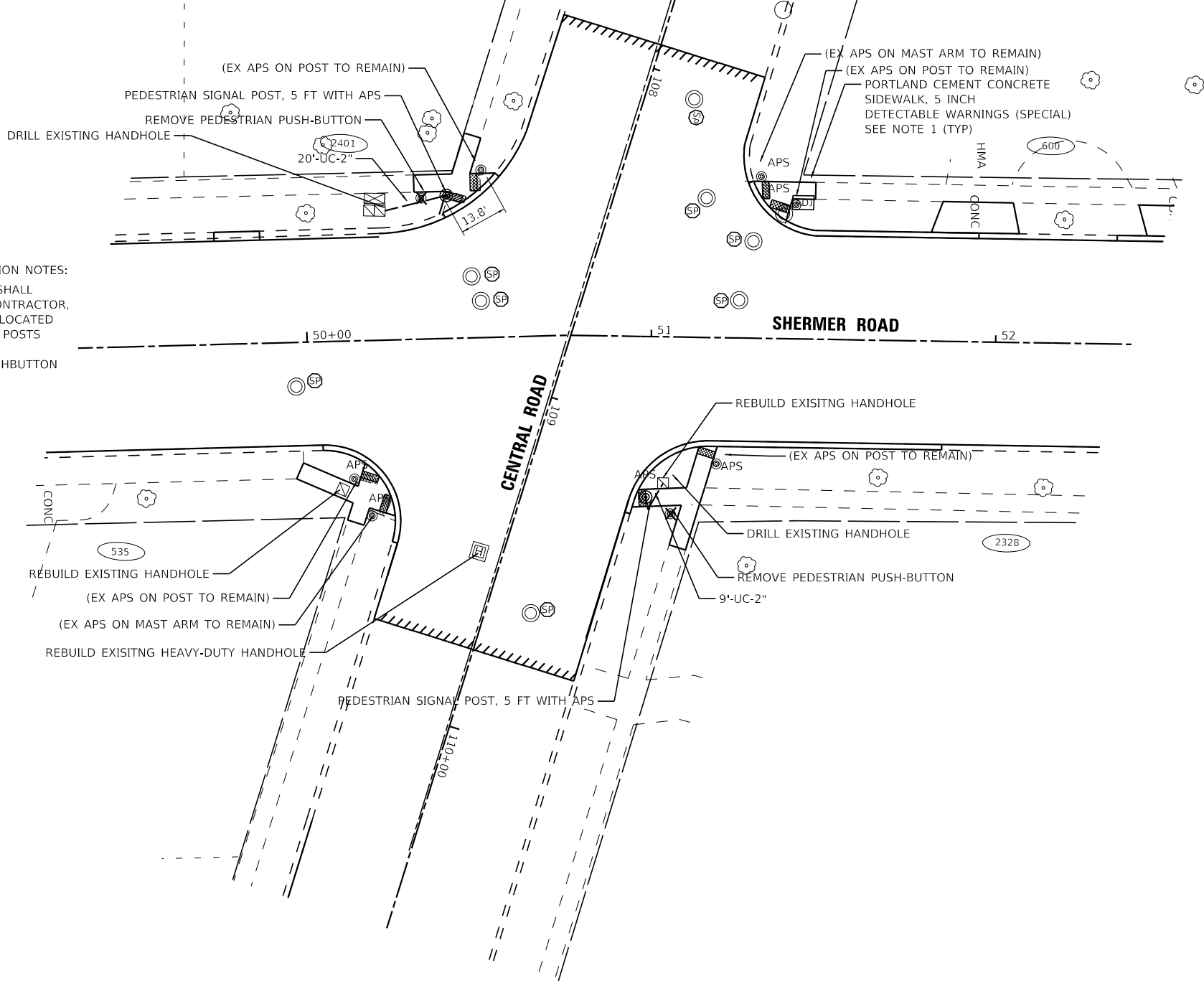


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TRAFFIC SIGNAL NOTES:

1. SEE DETECTOR LOOP REPLACEMENT PLAN FOR DETECTOR LOOP REPLACEMENT WORK
2. SEE DETAIL TS-05 FOR LOCATION REQUIREMENTS OF APS AND PEDESTRIAN SIGNAL POSTS
3. ALL EXISTING TRAFFIC SIGNAL MAST ARMS AND POSTS AT THE INTERSECTION OF CENTRAL ROAD AND GLENVIEW ROAD SHALL BE PAINTED BLACK AND STREET NAME SIGNS SHALL BE REPLACED WITH LED STREET NAME SIGNS

4. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING SIDEWALK
5. ALL PUSH BUTTONS SHALL BE APS
6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10-FEET FROM BACK OF CURB
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
8. THERE SHALL BE A MINIMUM OF 4-FEET SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT



TRAFFIC SIGNAL NOTES:

1. SEE DETECTOR LOOP REPLACEMENT PLAN FOR DETECTOR LOOP REPLACEMENT WORK

2. SEE DETAIL TS-05 FOR LOCATION REQUIREMENTS OF APS AND PEDESTRIAN SIGNAL POSTS

3. ALL EXISTING TRAFFIC SIGNAL MAST ARMS AND POSTS AT THE INTERSECTION OF CENTRAL ROAD AND GLENVIEW ROAD SHALL BE PAINTED BLACK AND STREET NAME SIGNS SHALL BE REPLACED WITH LED STREET NAME SIGNS
4. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING SIDEWALK

5. ALL PUSH BUTTONS SHALL BE APS

6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10-FEET FROM BACK OF CURB

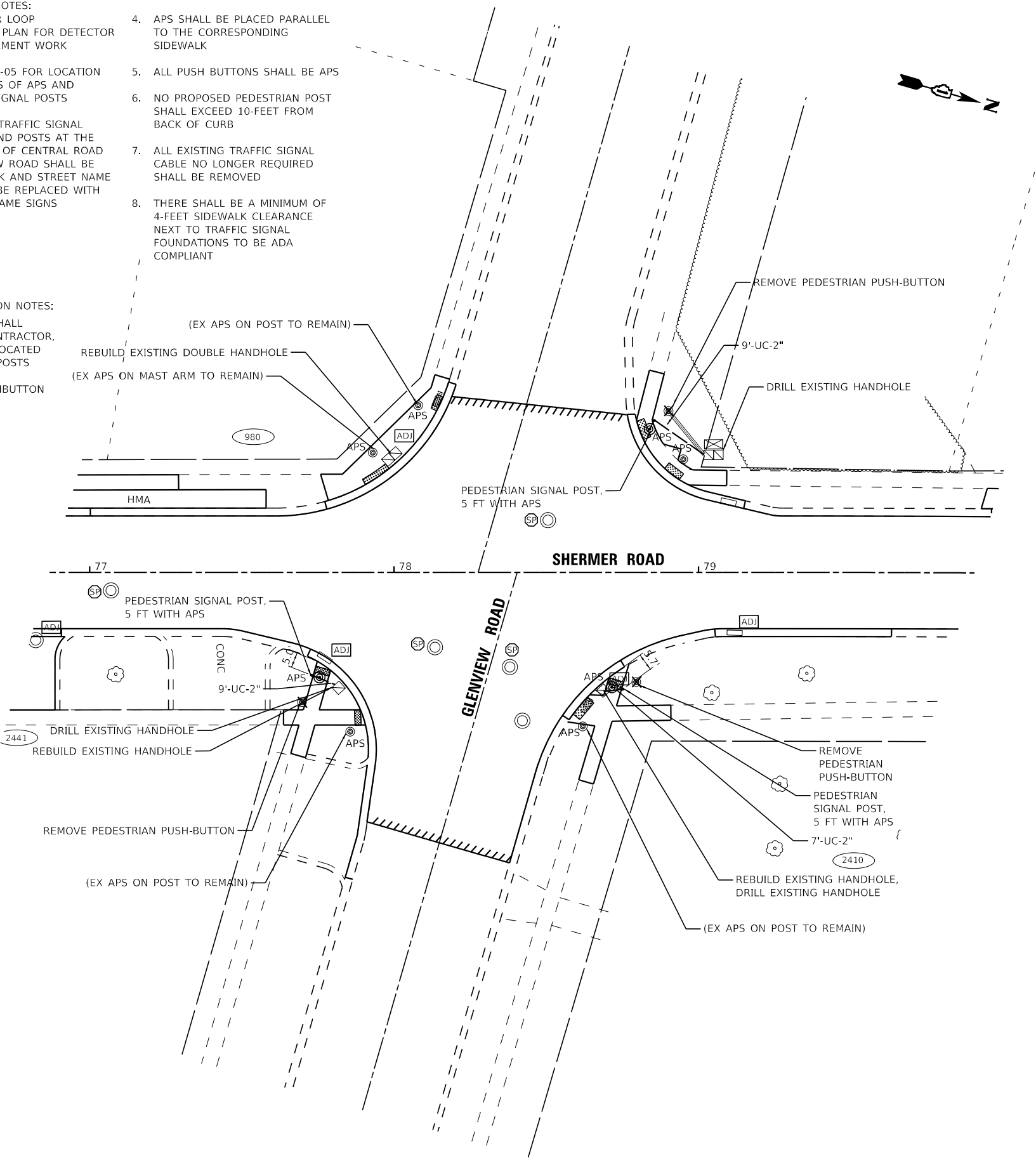
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED

8. THERE SHALL BE A MINIMUM OF 4-FEET SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT

REMOVAL AND RELOCATION NOTES:

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED 5 FT POSTS

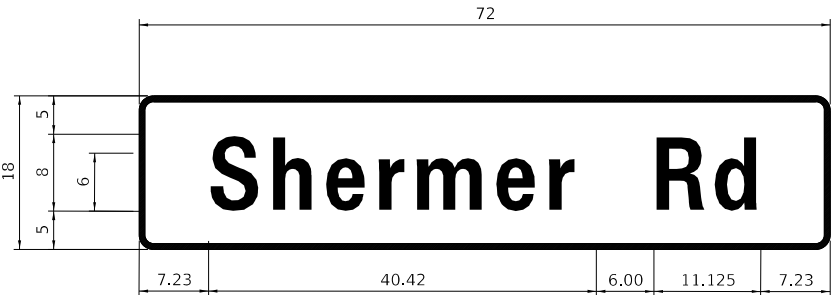
2 EACH APS PUSHBUTTON



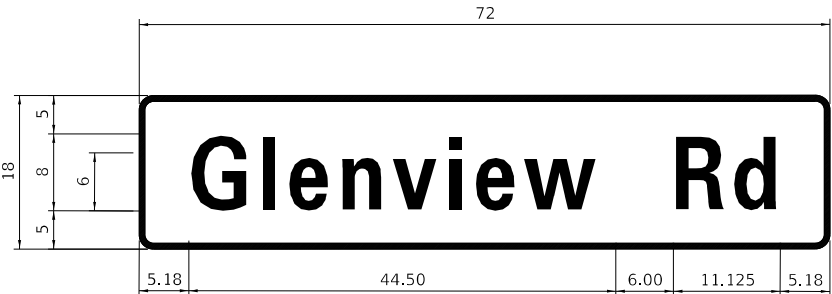
ITEM DESCRIPTION	UNIT	TOTAL QTY.
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	25
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
PAINT EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	90
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	90
DRILL EXISTING HANDHOLE	EACH	3
RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	3
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	100
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
LED INTERNALLY ILLUMINATED STREET NAME SIGN	EACH	4
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	3
ELECTRIC CABLE IN CONDUIT, STREET NAME SIGN, NO. 14 3C, TYPE SOOW	FOOT	630
REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH	0
REBUILD EXISTING DOUBLE HANDHOLE	EACH	1
PAINT NEW PEDESTRIAN PUSH-BUTTON POST	EACH	3
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
DECORATIVE BASE FOR COMBINATION MAST ARM ASSEMBLY AND POLE	EACH	4
DECORATIVE BASE FOR TRAFFIC SIGNAL POST	EACH	7
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2

SIGN PANEL – FOR LED INTERNALLY ILLUMINATED STREET NAME SIGNS

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	QTY REQUIRED
D	9.00	LED	2



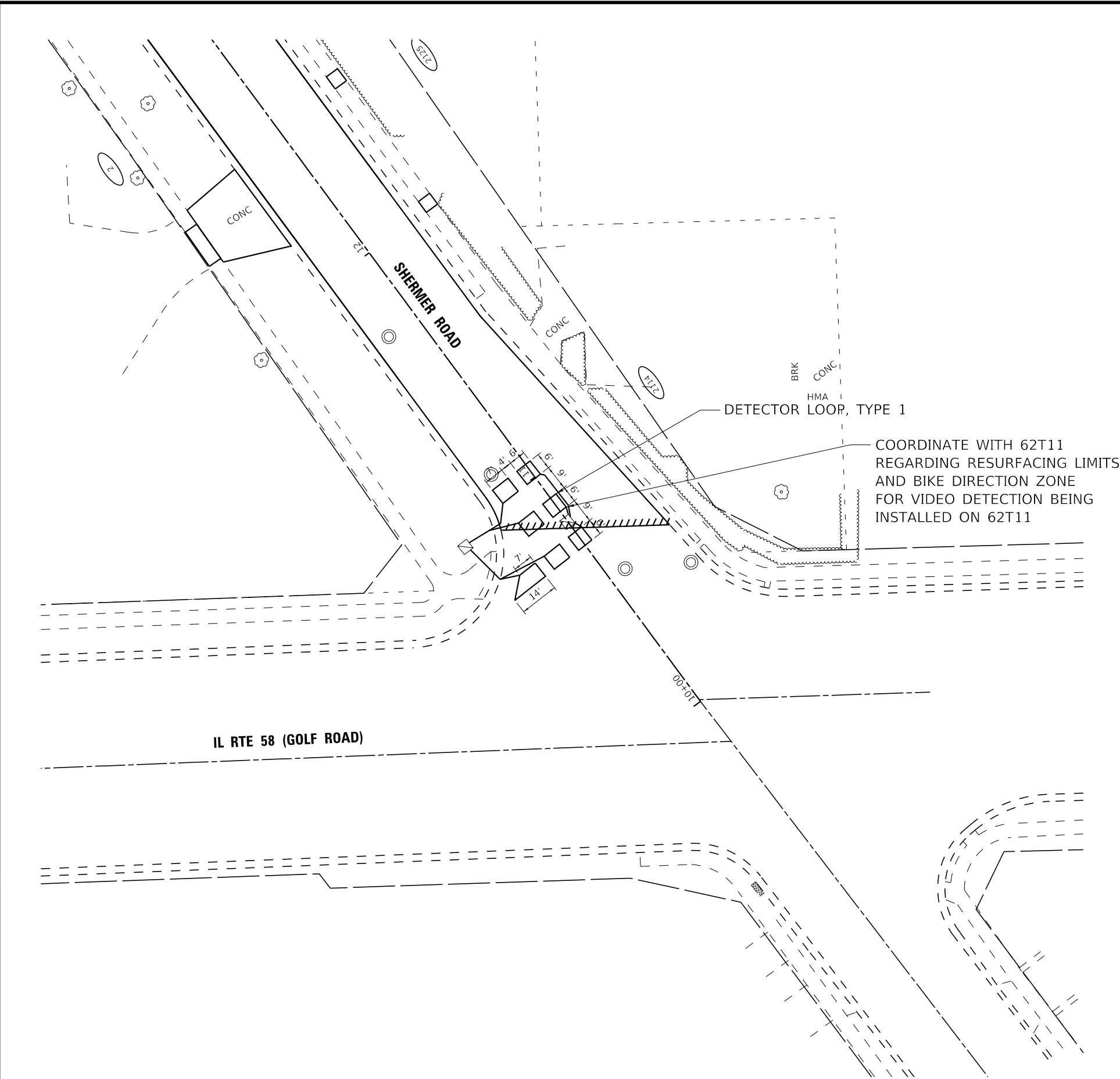
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D	9.00	LED	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE LIGHTED STREET NAME SIGN DETAIL.

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	33
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

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NOTES

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION. DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS).
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

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

CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	242	FOOT

QUANTITY IS NOMINAL,
COORDINATE WITH CONTRACT
62T11 AND QUANTITY WILL
BE USED AS NEEDED



USER NAME = shyder	DESIGNED - SH	REVISED -
DRAWN - KAR	REVIS	ED -
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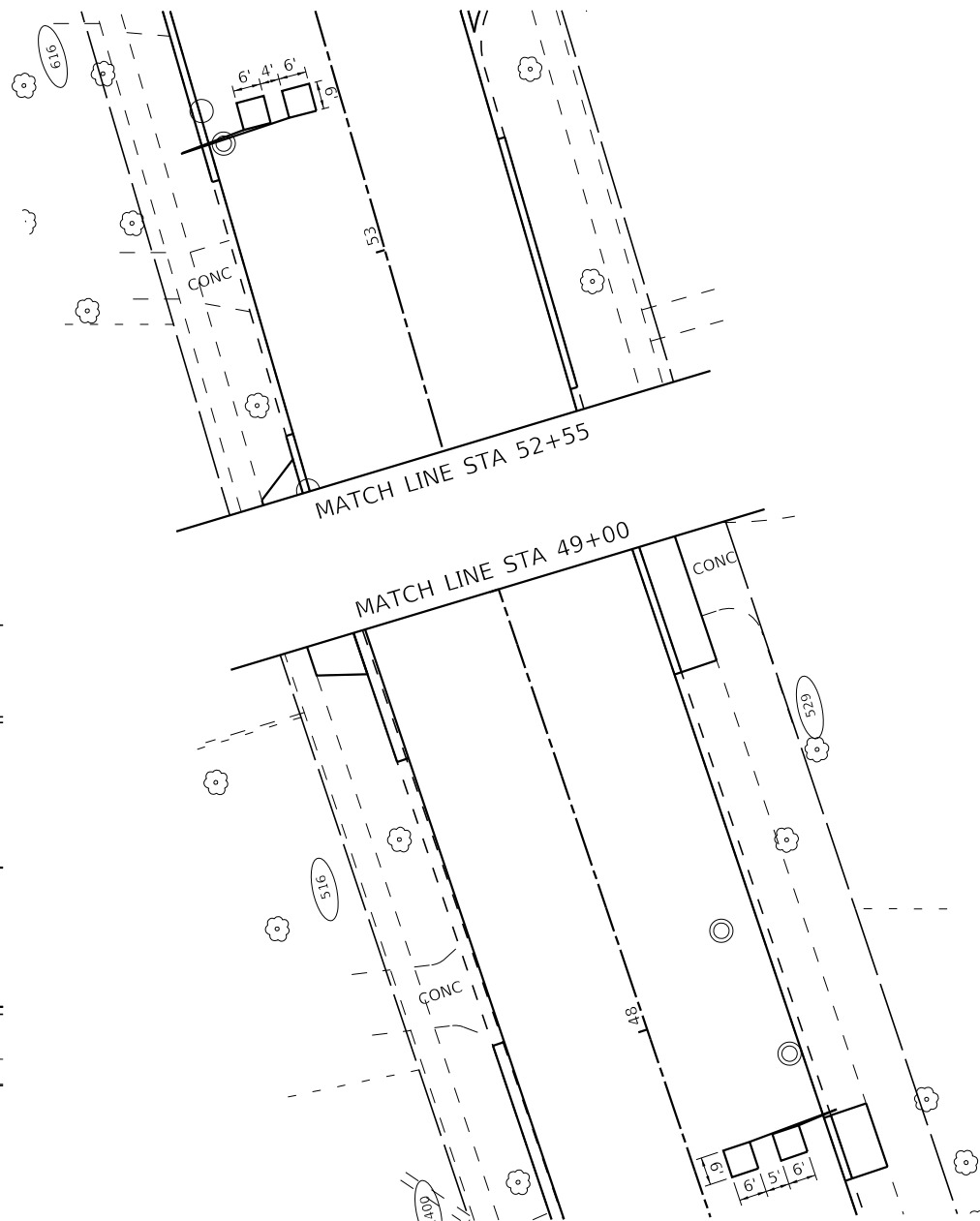
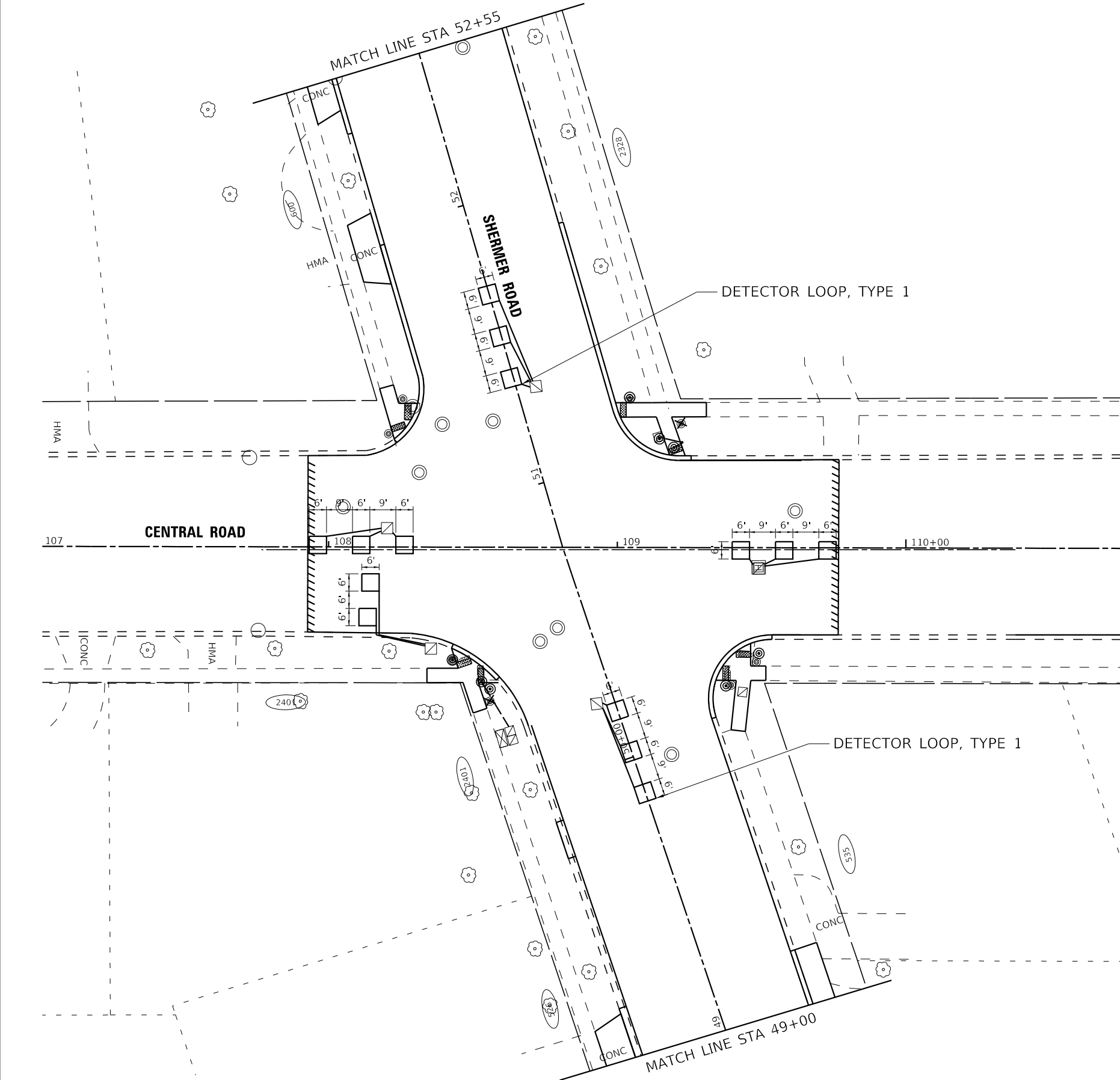
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**DETECTOR LOOP REPLACEMENT PLAN
IL ROUTE 58 (GOLF ROAD) AND SHERMER ROAD**

SCALE: N/A SHEET 1 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	34
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

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NOTES

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION. DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS).
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

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

CODE	ITEM	QUANTITY	UNIT
88600100	DETECTOR LOOP, TYPE I	596	FOOT



USER NAME = shyder	DESIGNED - SH	REVISED -
	DRAWN - KAR	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED - JBT	REVISED -
PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009.22_SHT-DetLoopDetails.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN SHERMER ROAD AND CENTRAL ROAD

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	35
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

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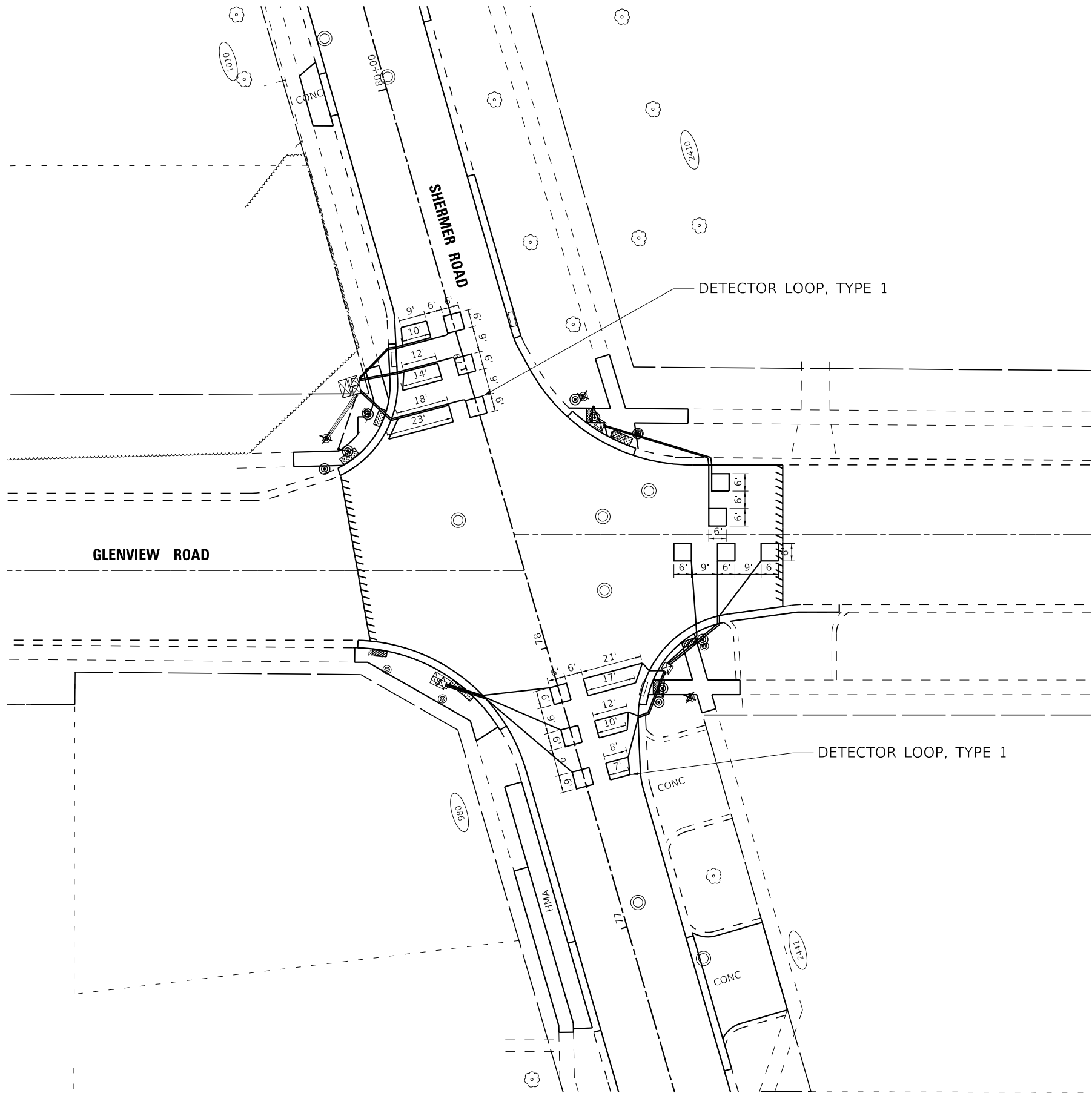
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	DRAWN - KAR	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JBT	REVISED -
PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009.22_SHT-DetLoopDetails.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
SHERMER ROAD AND GLENVIEW ROAD

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	36
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



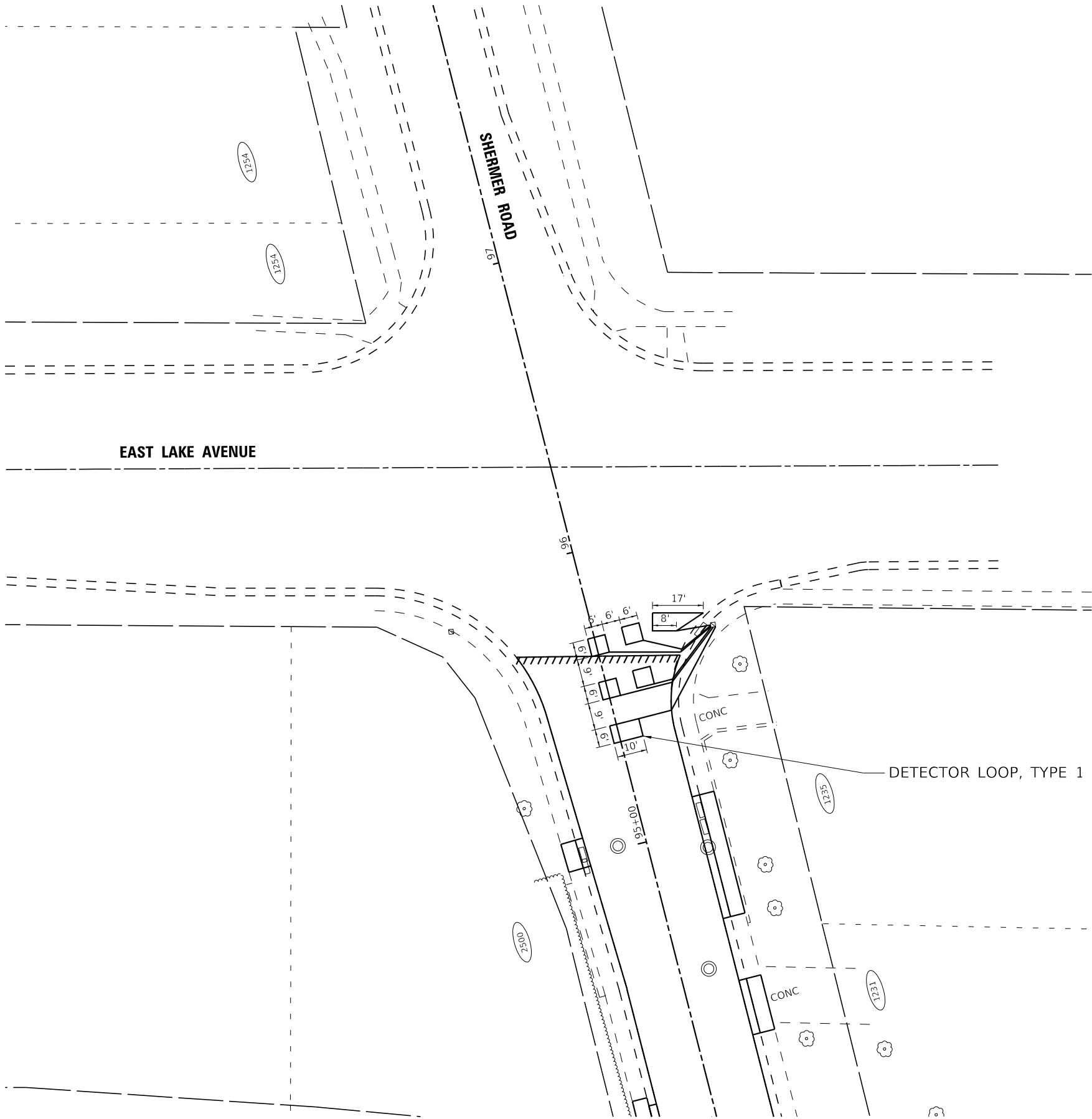
NOTES

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION. DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS).
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

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

CODE	ITEM	QUANTITY	UNIT
88600100	DETECTOR LOOP, TYPE I	669	FOOT

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NOTES

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION. DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, & PATCHING OPERATIONS).
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP, TYPE I	244	FOOT



USER NAME = shyder	DESIGNED - SH	REVISED -
DRAWN - KAR	REVIS	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED - JBT	REVISED -
PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009.22_SHT-DetLoopDetails.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**DETECTOR LOOP REPLACEMENT PLAN
SHERMER ROAD AND EAST LAKE AVENUE**

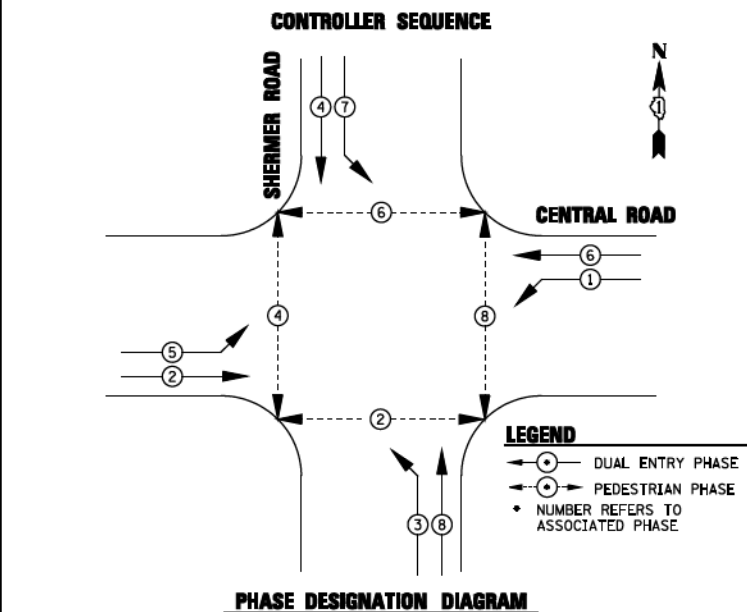
SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	37
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	01-00152-00-FP	COOK	112	67
STA.		TO STA.		
FED. ROAD DIST. NO. 5		ILLINOIS		

EXISTING	PROPOSED	
		8" TRAFFIC SIGNAL SECTION
		12" TRAFFIC SIGNAL SECTION
		12" TRAFFIC SIGNAL SECTION
		12" PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE INSTALLATION
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSHBUTTON DETECTOR
		VEHICLE DETECTOR, INDUCTION LOOP
		2 DENOTES NUMBER OF CONDUCTORS. ALL CABLE NO. 14 EXCEPT AS INDICATED, ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
		FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F SM12F
		SIGNAL FACE WITH BACKPLATE, "P" INDICATES PROGRAMMED HEAD.
		RAILROAD CONTROL CABINET
		ILLUMINATED SIGN "NO LEFT TURN"
		ILLUMINATED SIGN "NO RIGHT TURN"
		GROUND ROD AT POST (P) OR MAST ARM POLE (MA)
		GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		GROUND ROD AT HANDHOLE (H)
		DOUBLE HANDHOLE (H), OR CONTROLLER (C)

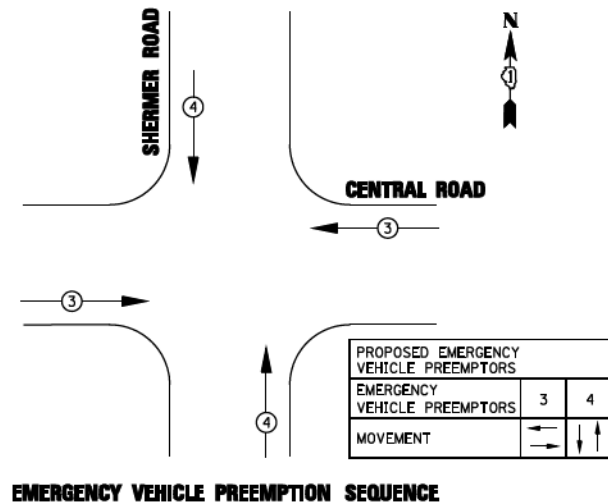
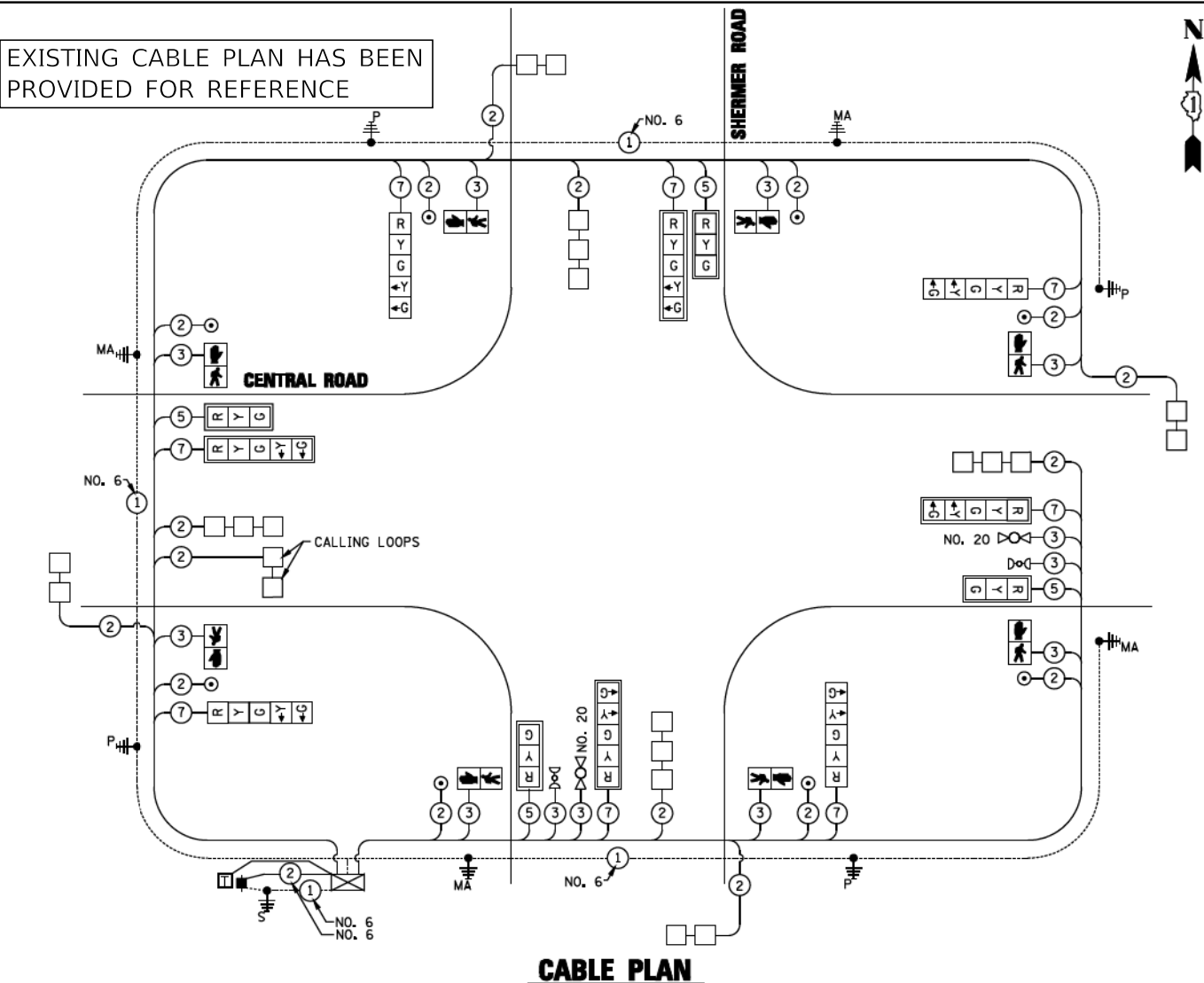
SCHEDULE OF QUANTITIES		
CONDUIT IN TRENCH, 2" DIA., GALVANIZED STEEL	FOOT	58
CONDUIT IN TRENCH, 2 1/2" DIA., GALVANIZED STEEL	FOOT	131
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	291
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	812
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1278
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	627
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1025
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1744
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2C	FOOT	54
TRAFFIC SIGNAL POST, GALVANIZED STEEL, 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	2
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	2
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE E, 30-INCH DIAMETER	FOOT	60
DRILL EXISTING HANDHOLE	EACH	18
DETECTOR LOOP, TYPE I	FOOT	687
SIGNAL HEAD, L.E.D., 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, L.E.D., 1-FACE, 5-SECTION, MAST ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, L.E.D., 1-FACE, BRACKET MOUNTED	EACH	8
PEDESTRIAN PUSH-BUTTON (SPECIAL)	EACH	8
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4278
REMOVE EXISTING CONCRETE FOUNDATION	EACH	8
FULL-ACTUATED CONTROLLER IN EXISTING CABINET	EACH	1
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C (GREEN)	FOOT	495
ELECTRIC CABLE IN CONDUIT, NO. 20 3C, TWISTED SHIELDED	FOOT	199
ELECTRIC CABLE IN CONDUIT, XLP, 600V 1C NO. 10	FOOT	662
ELECTRIC CABLE IN CONDUIT, GROUNDING, 600V 1C NO. 10	FOOT	331
GROUNDING EXISTING HANDHOLE FRAME AND COVER	EACH	4
LUMINAIRE, METAL HALIDE, HORIZONTAL MOUNT, 250W	EACH	2
SERVICE INSTALLATION, GROUND MOUNTED	EACH	1
INDUSTRIAL 56K MODEM	EACH	1
UNINTERRUPTABLE POWER SUPPLY	EACH	1



TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	× INCAND.	LED ×	% OPERATION	
SIGNAL (RED)	12		17	0.50	102
(YELLOW)	12		25	0.25	75
(GREEN)	12		15	0.25	45
ARROW	16		12	0.10	19.2
PED. SIGNAL	8		25	1.00	200
CONTROLLER	1		100	1.00	100
ILLUM. SIGN	0		0	0.05	0
FLASHER	0		0	0.50	0
ENERGY COSTS TO:				TOTAL =	541.2

VILLAGE OF GLENVIEW

1225 WAUKEGAN ROAD
GLENVIEW, IL 60025

[illegible][illegible]

VILLAGE OF GLENVIEW
SCHEDULE OF QUANTITIES, CABLE
PLAN AND PHASE DESIGNATION DIAGRAM
SHERMER ROAD & CENTRAL ROAD

HORIZ SCALE: NA
VERT SCALE: NA
DATE: 11/19/2004

DRAWN BY: BAH
CHECKED BY: YJ

HNTB HNTB CORPORATION

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BAXTER & WOODMAN
Consulting Engineers

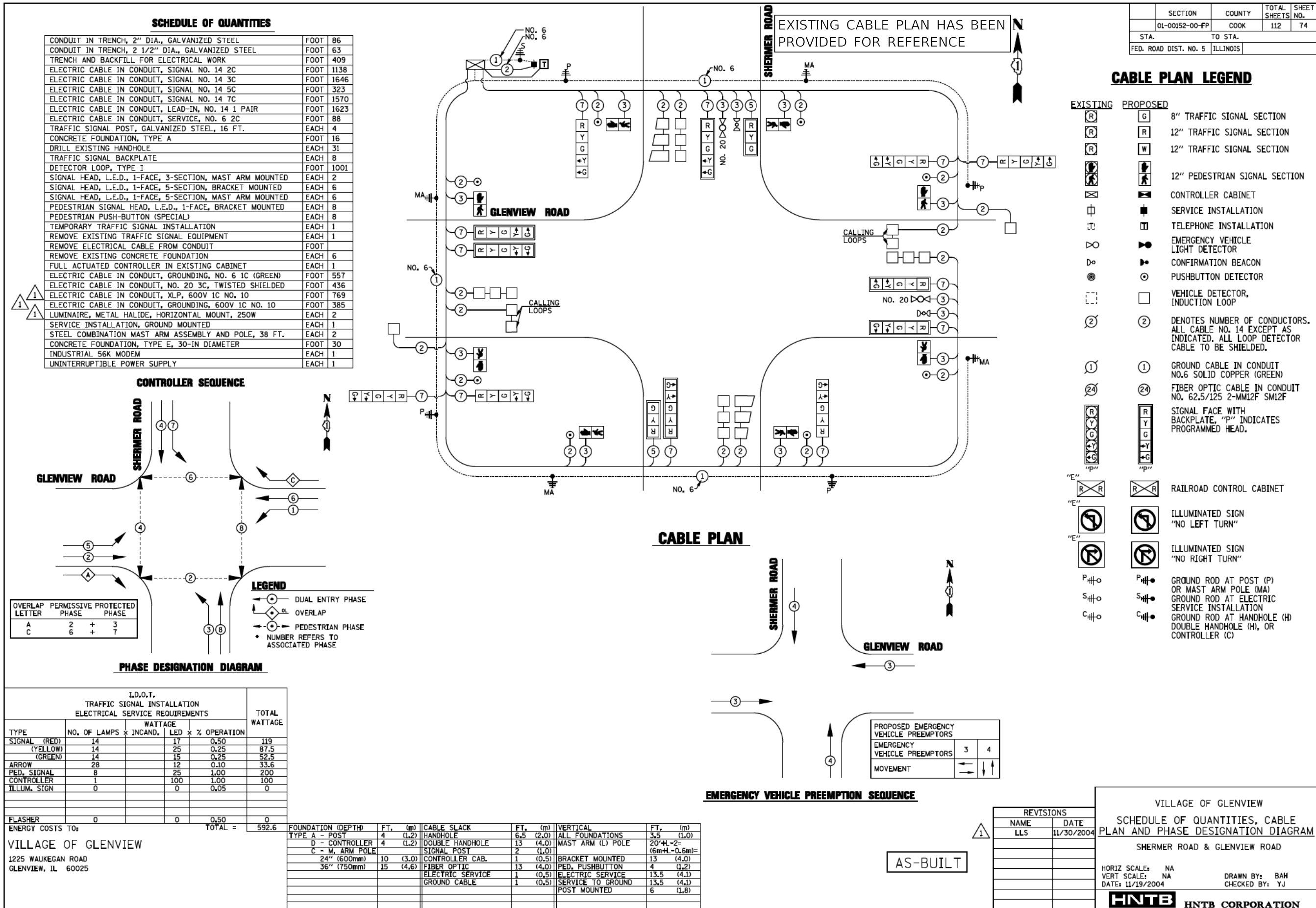
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PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009.22_SHT-DetLoopDetails.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CABLE PLAN
SHERMER ROAD AND GLENVIEW ROAD

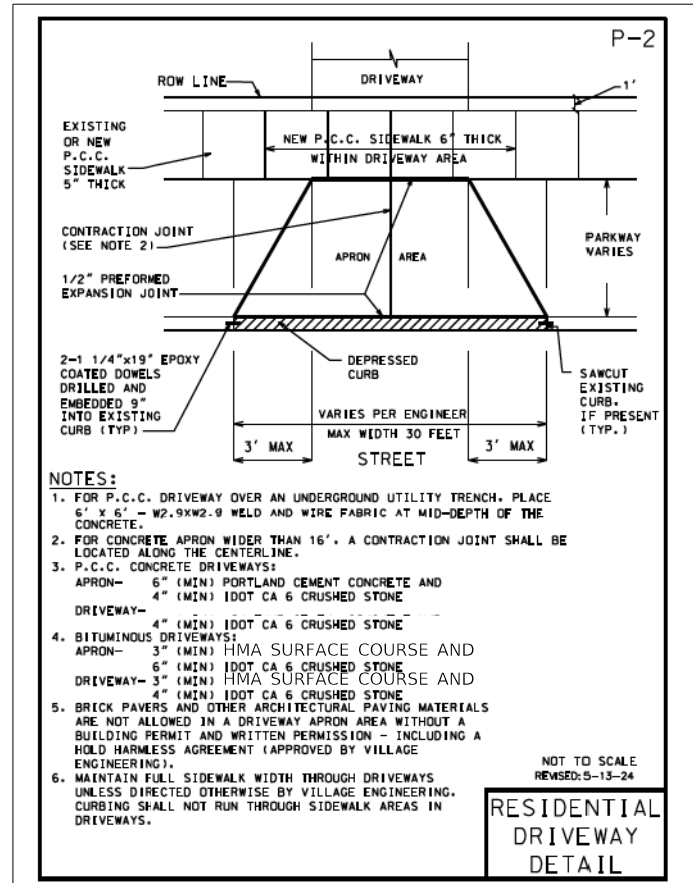
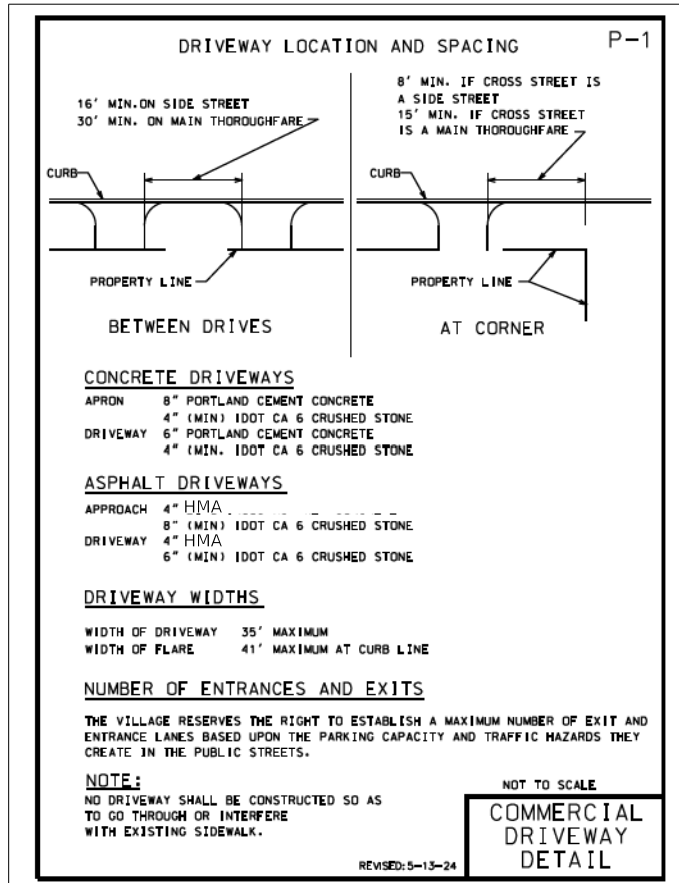
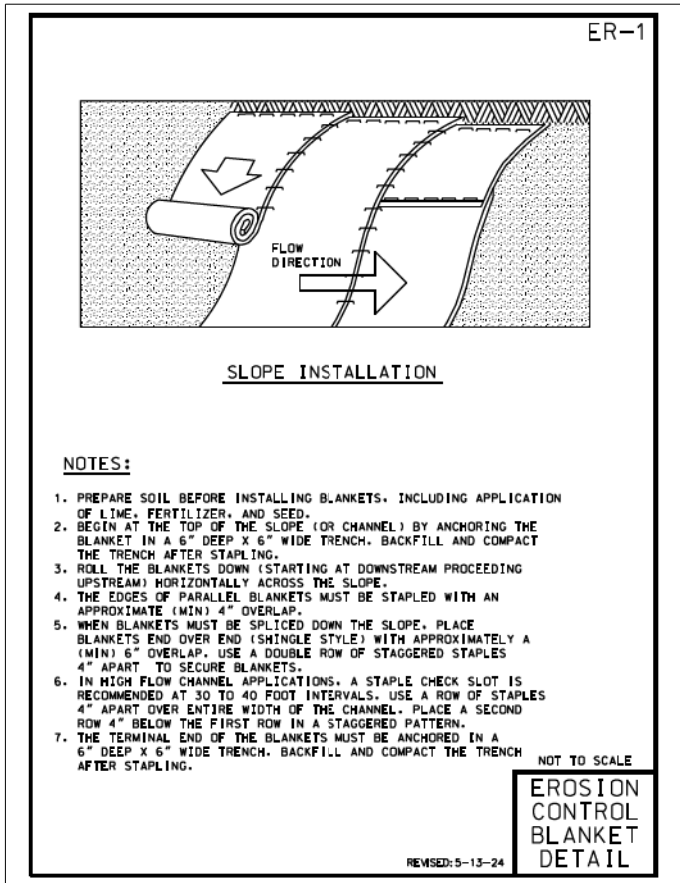
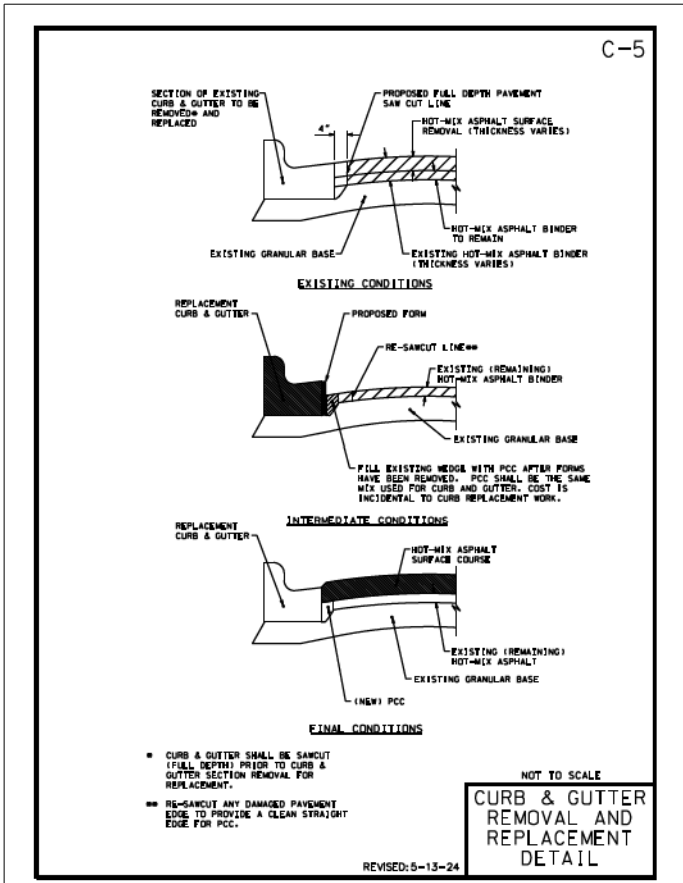
SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	39
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



USER NAME	= shyder	DESIGNED -	SH	REVISED -	
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	40
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025
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BAXTER & WOODMAN
Consulting Engineers

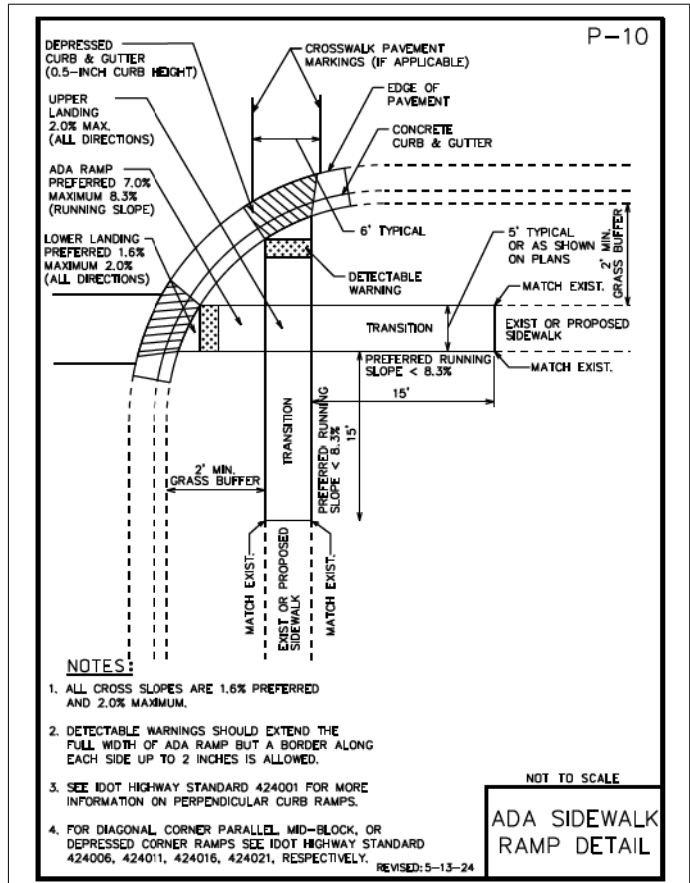
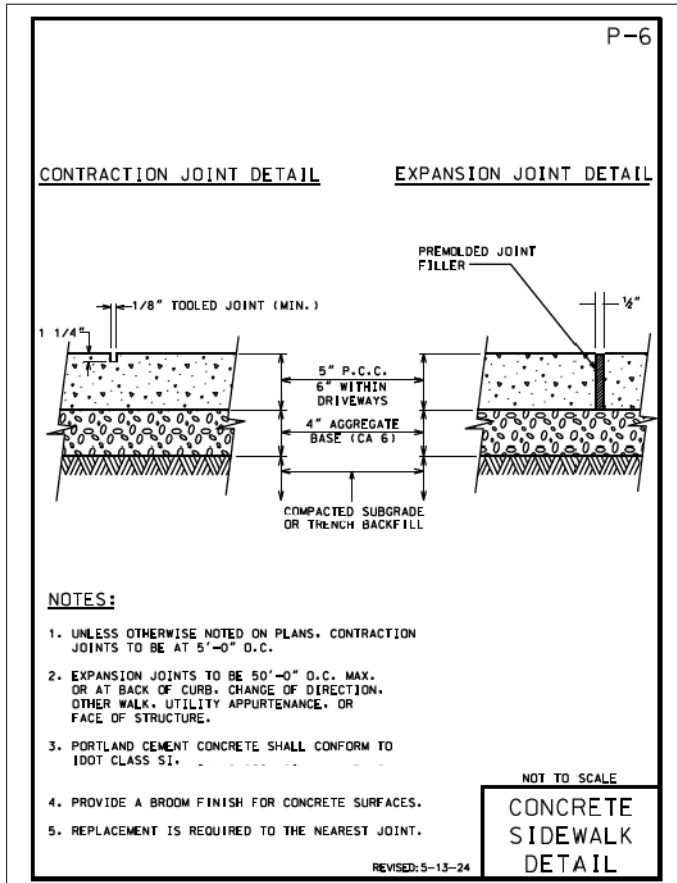
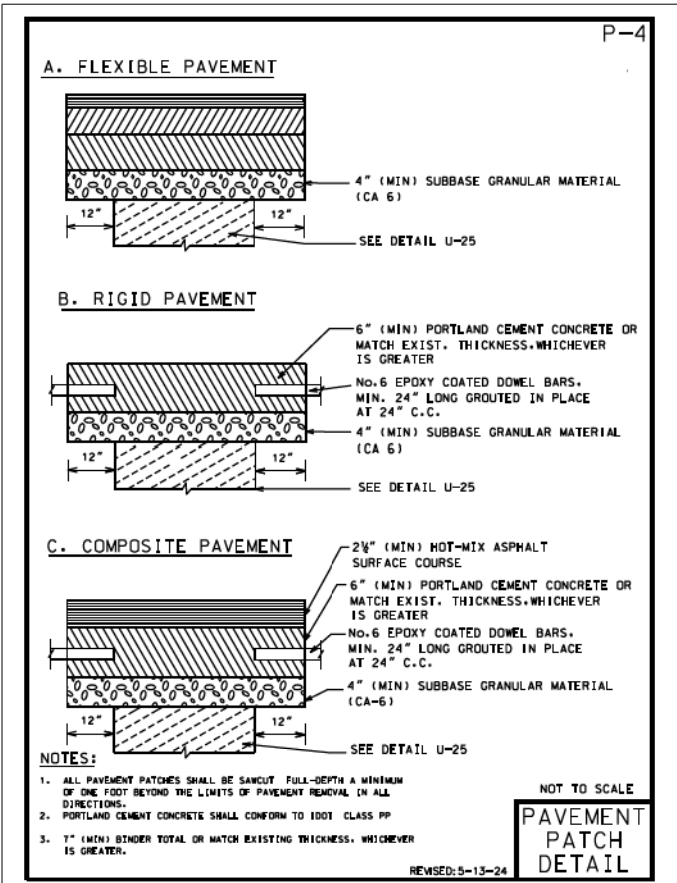
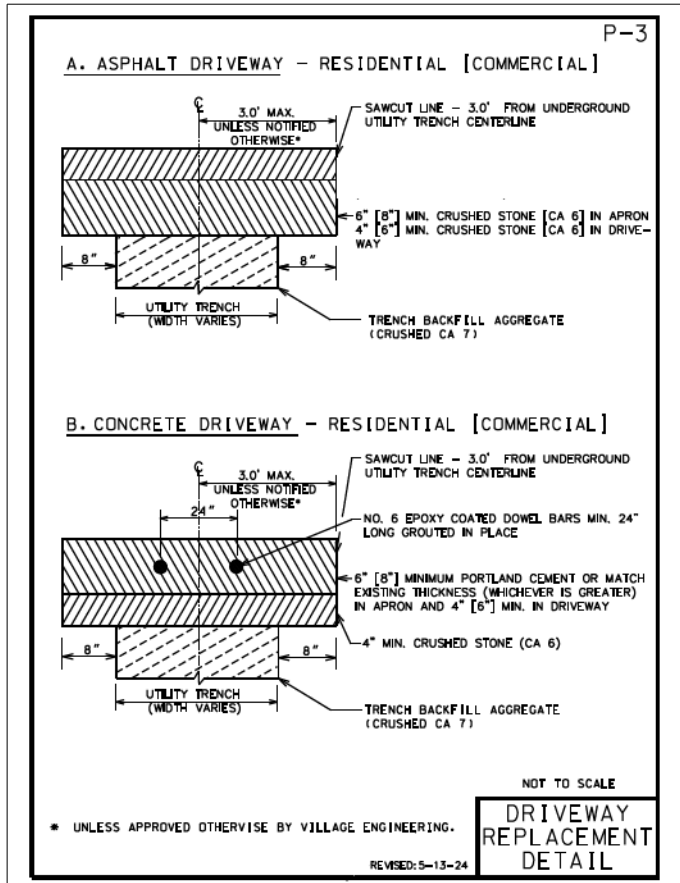
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PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009,22_SHT-MiscDetails.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

VILLAGE DETAILS

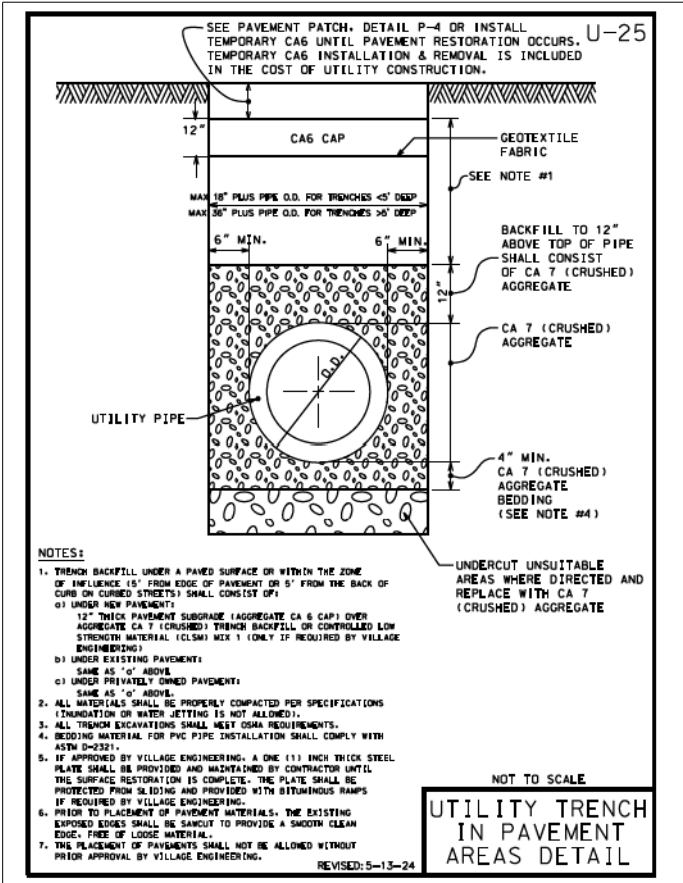
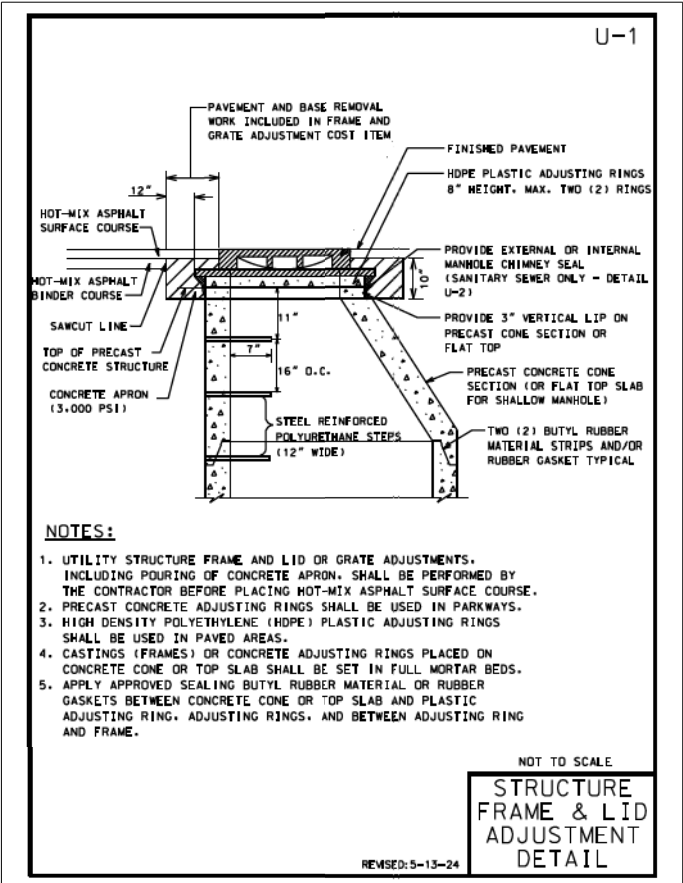
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F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

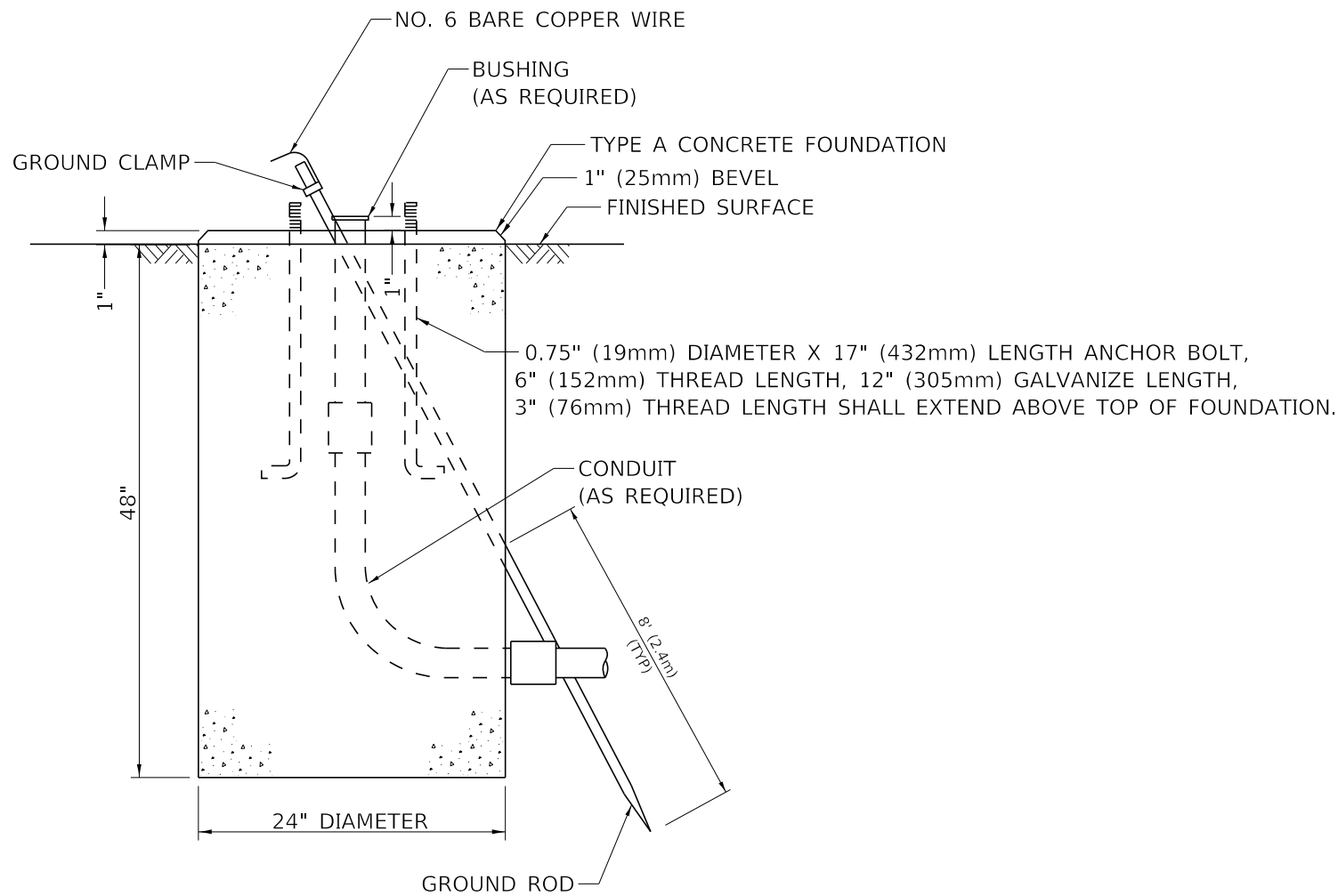


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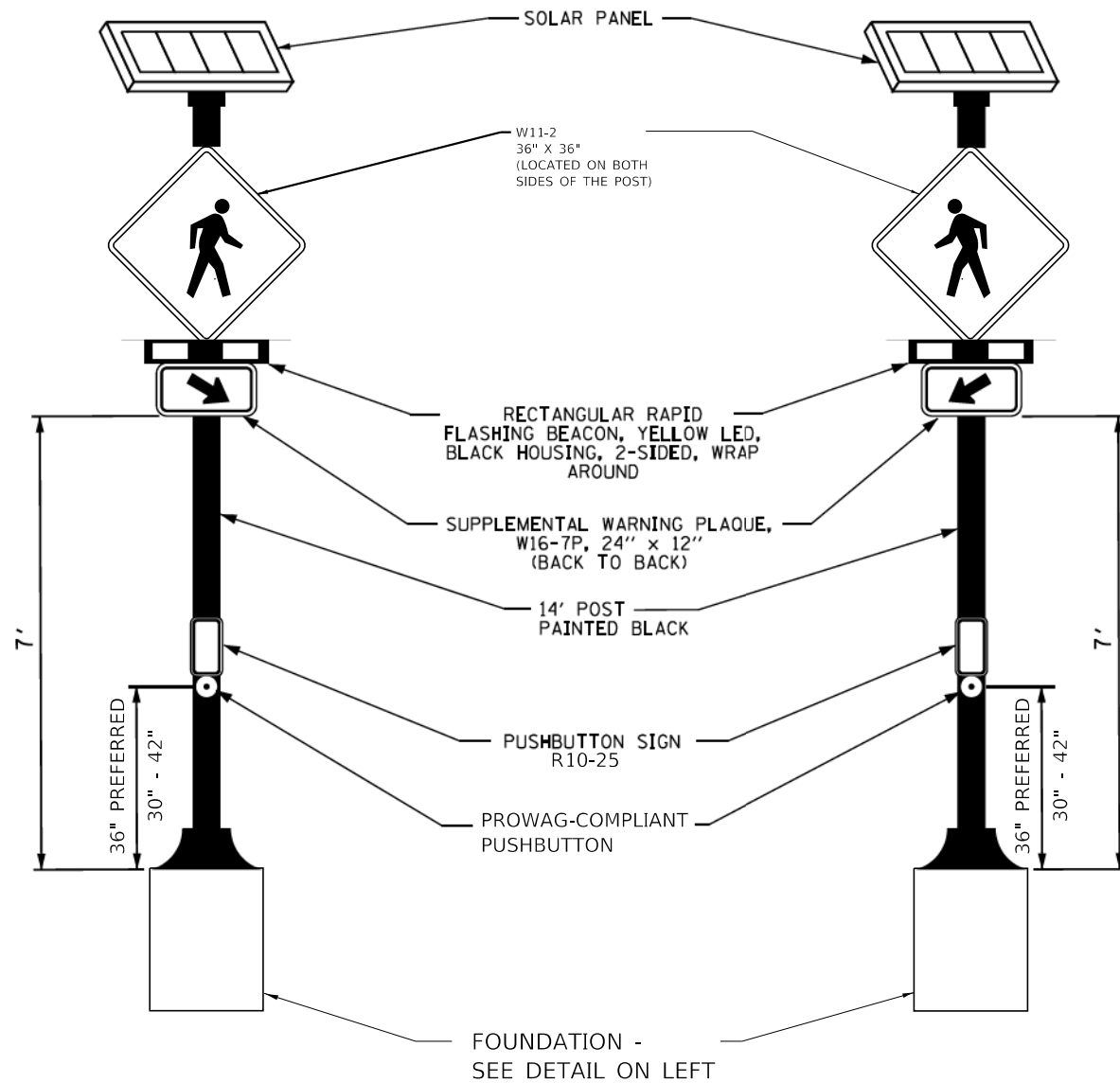
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	42
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025
SHYDER
2/13/2025 4:25:13 PM
FILE NAME: P:\G\A\220009-22_Sht-MiscDetails.dgn



FOUNDATION DETAIL
(NOT TO SCALE)



RECTANGULAR RAPID FLASHING BEACON, POST MOUNTED, SOLAR POWERED INSTALLATION DETAIL
(NOT TO SCALE)

BAXTER & WOODMAN
Consulting Engineers

USER NAME = shyder	DESIGNED - SH	REVISED -
	DRAWN - KAR	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED - JBT	REVISED -
PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009.22_SHT-MiscDetails.dgn

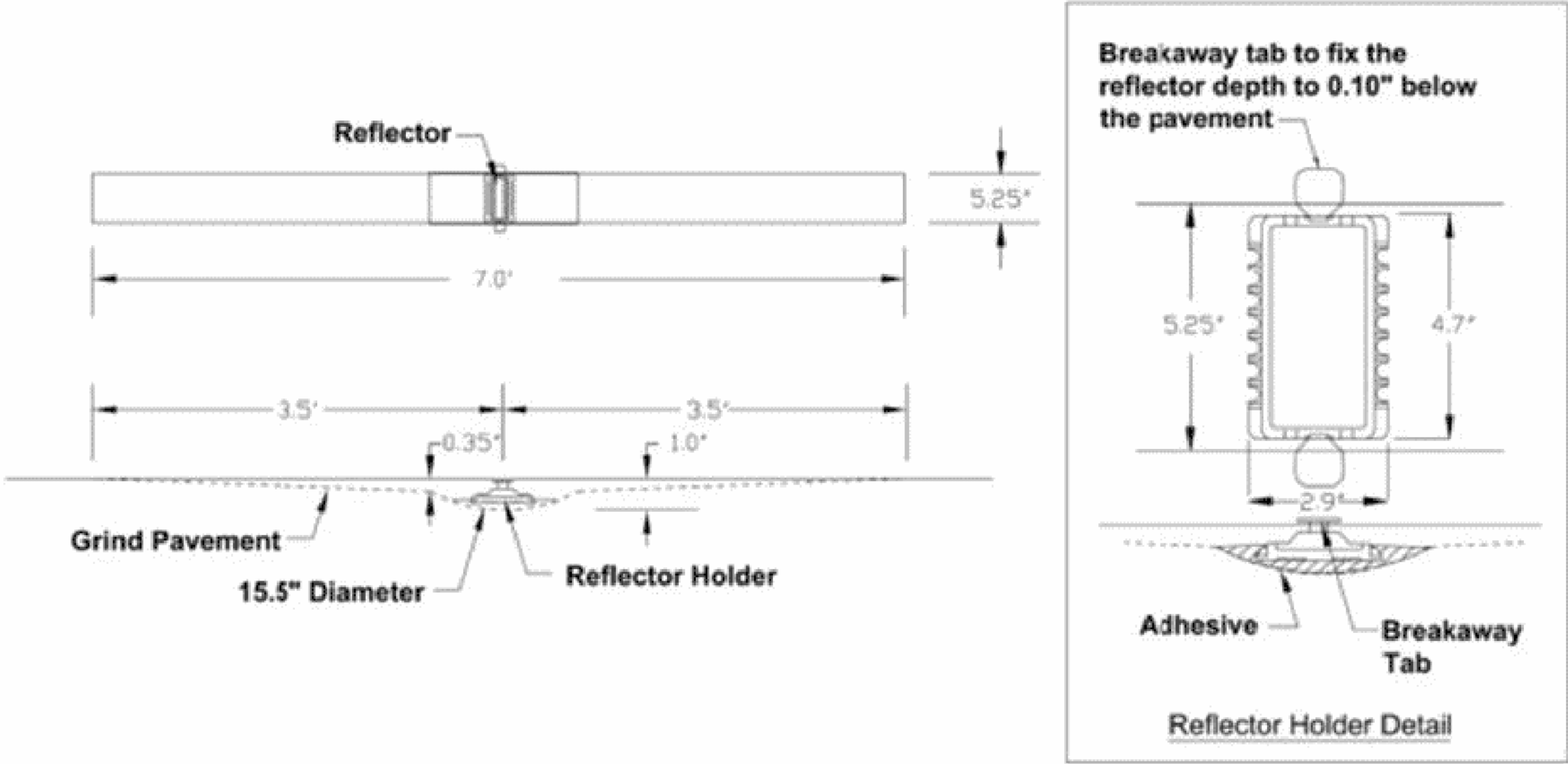
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

SCALE: N/A SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	43
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				

RECESSED PAVEMENT MARKER



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025
SHYDER 2/13/2025 4:25:14 PM
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BAXTER & WOODMAN
Consulting Engineers

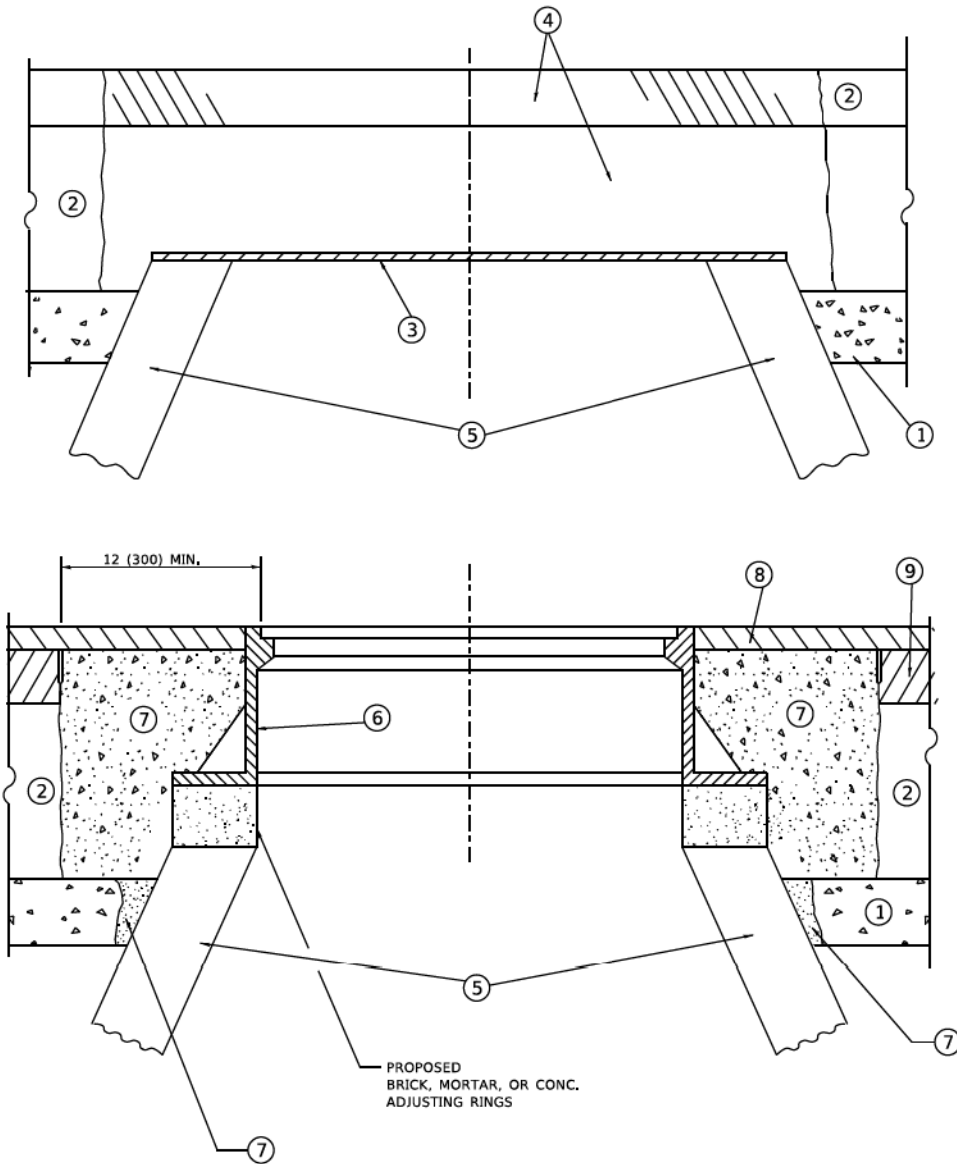
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PLOT DATE = 2/13/2025	DATE - 01-13-2025	FILE - 220009,22_SHT-MiscDetails.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	44
CONTRACT NO. 61L33				
ILLINOIS FED. AID PROJECT DD55(371)				



DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING

NOTES

- 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.
- 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.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).
- STAGE 2 (AFTER PAVEMENT MILLING)**
- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.
- * UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-2* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| 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

- 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)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- 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

USER NAME - Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100,0000 * / 1in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

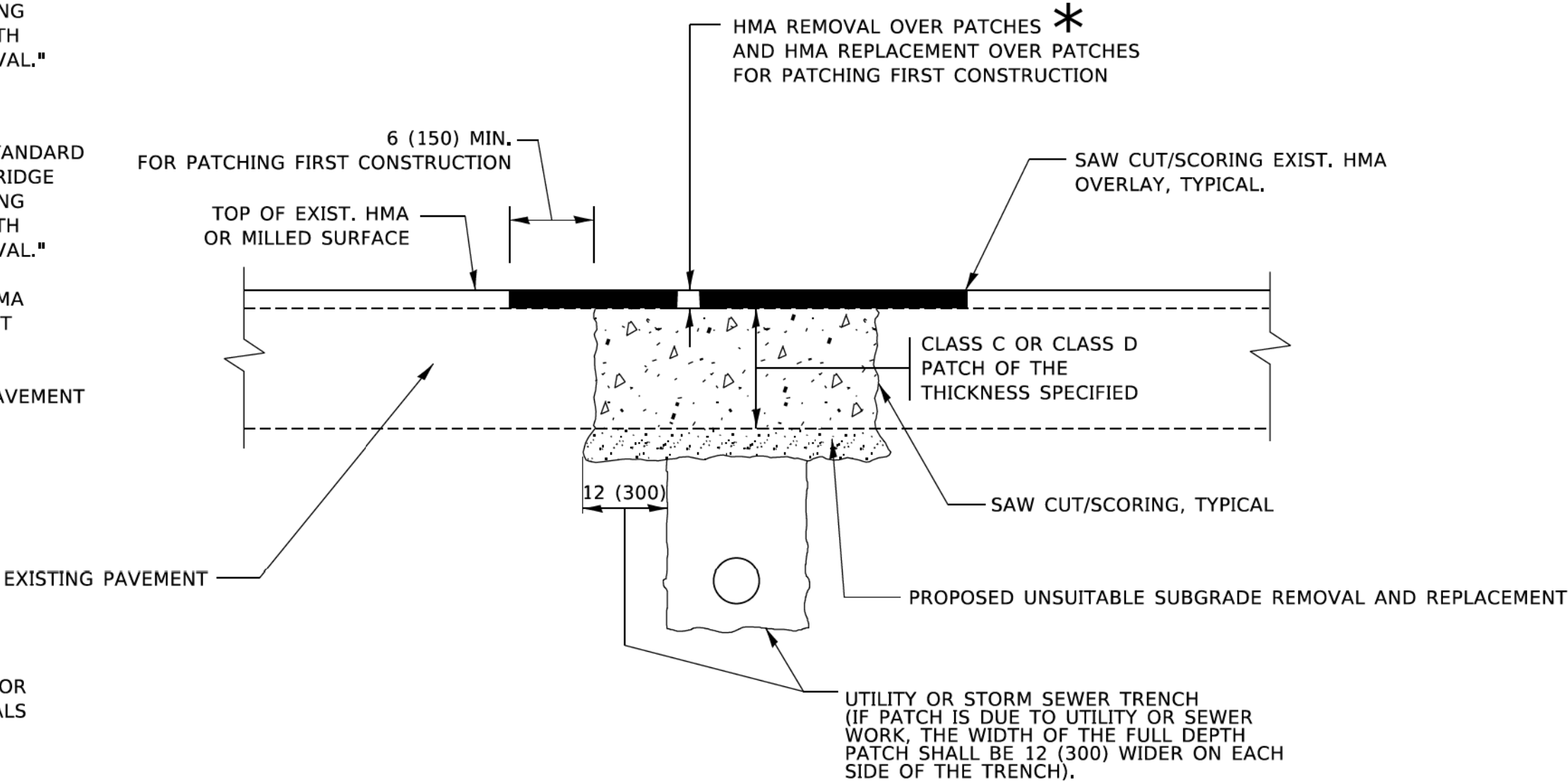
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	45
BD600-03 (BD-08)		CONTRACT NO. 61L33		
ILLINOIS		FED. AID PROJECT 00551371		

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.



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

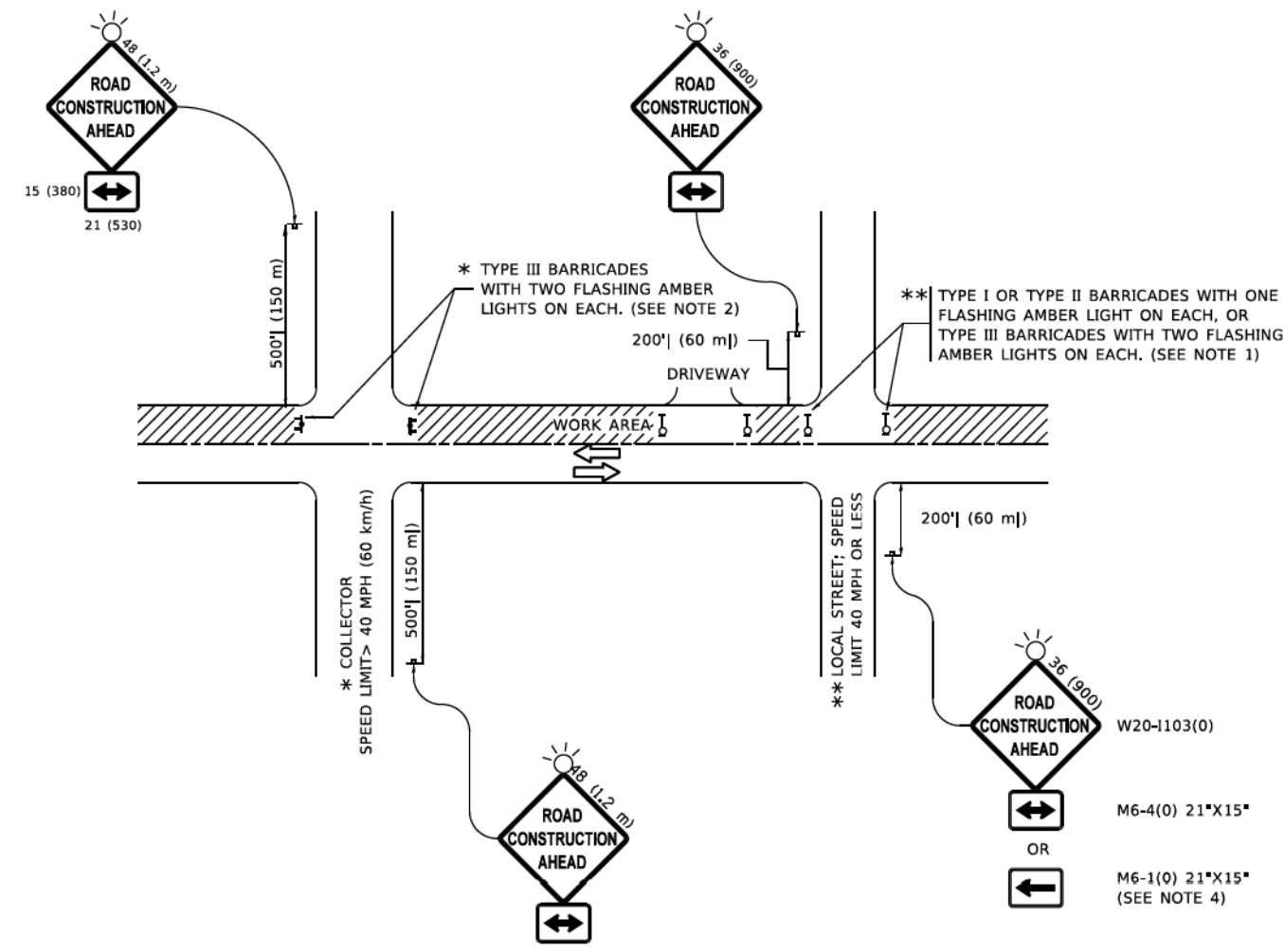
- 1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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	USER NAME = Lawrence,DeManche	DESIGNED = R. SHAH	REVISED = R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN =	REVISED = R. BORO 09-04-07							24-00214-00-RS	COOK	65	46
	PLOT SCALE = 100,0000' / 1in.	CHECKED =	REVISED = K. ENG 10-27-08		BD400-04 (BD-22)		CONTRACT NO. 61L33						
	PLOT DATE = 11/18/2022	DATE = 10-25-94	REVISED = K. SMITH 11-18-22		ILLINOIS	FED. AID PROJECT	DD55(371)						
	SCALE: NONE		SHEET 1		OF 1 SHEETS	STA.	TO STA.						

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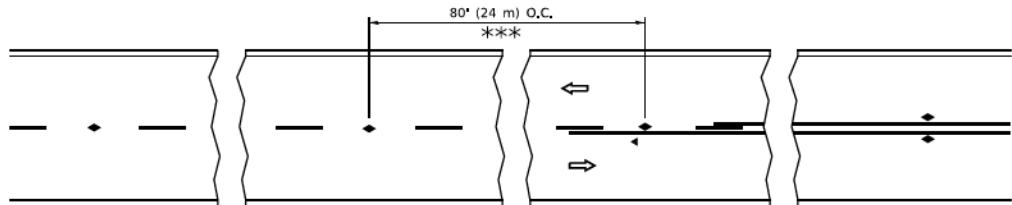


NOTES:

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

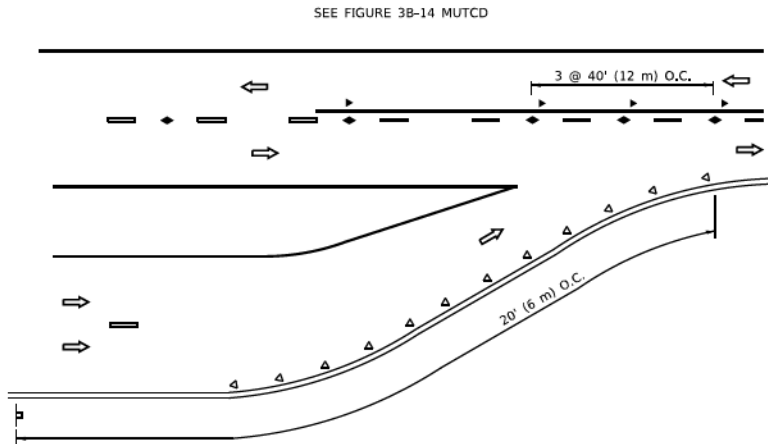
All dimenslons are In Inches (millimeters)
unless otherwise shown.

	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	Lawrence,DeManche	L.H.A.	T. RAMMACHER 01-06-00					24-00214-00-RS	COOK	65	49
	PLOT SCALE = 100,0000' / In.	CHECKED	REVISED				TC-10		CONTRACT NO. 61L33		
	PLOT DATE = 5/3/2024	DATE	REVISED				SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT DD55(371)

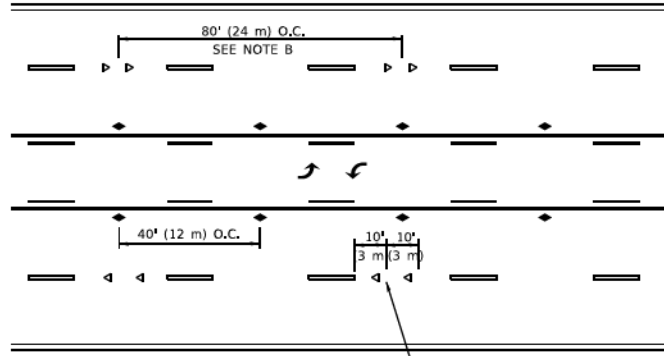


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

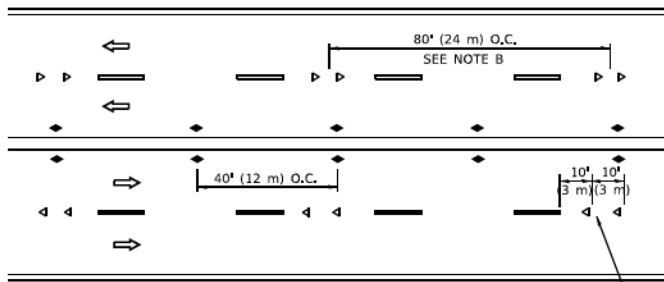


LANE REDUCTION TRANSITION



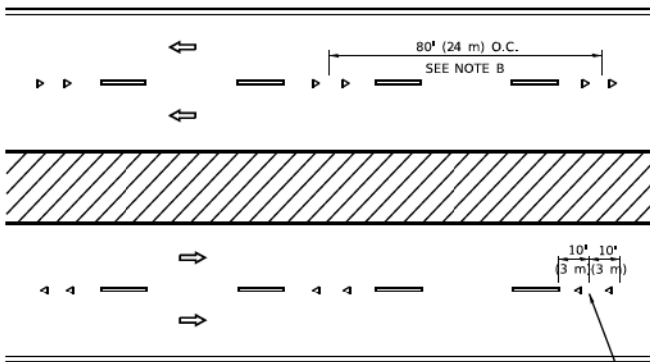
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

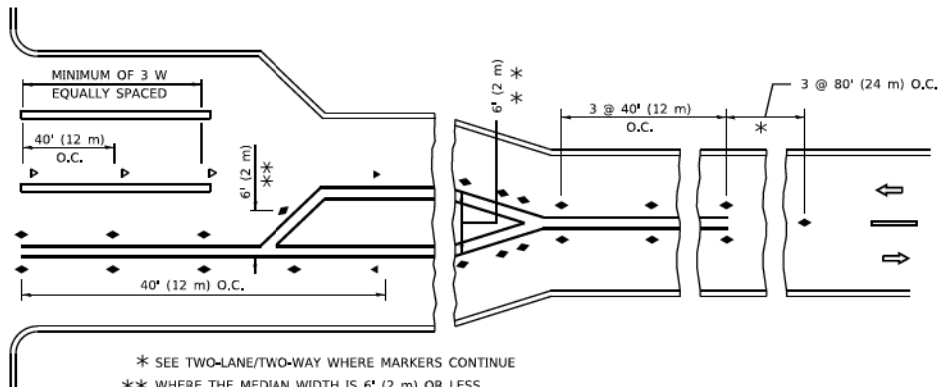
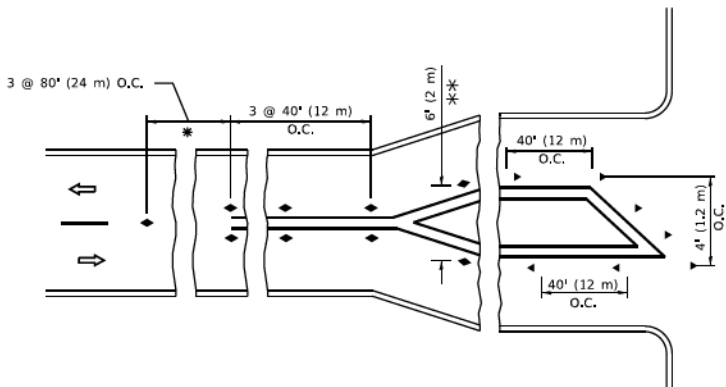
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



TURN LANES

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

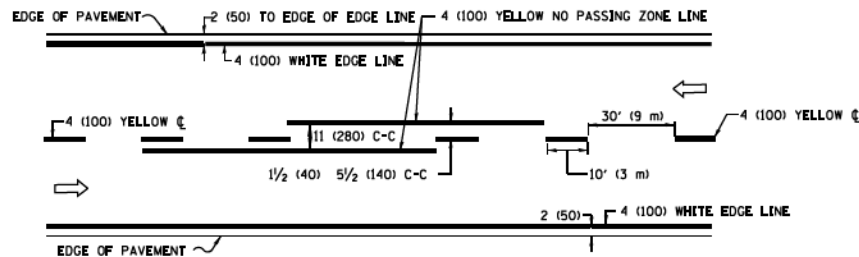
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		DRAWN	-	REVISED	- T. RAMMACH 01-06-00
PLOT SCALE	= 50,0000 ' / in.	CHECKED	-	REVISED	- C. JUCIUS 09-09-09
PLOT DATE	= 3/4/2019	DATE	-	REVISED	- C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

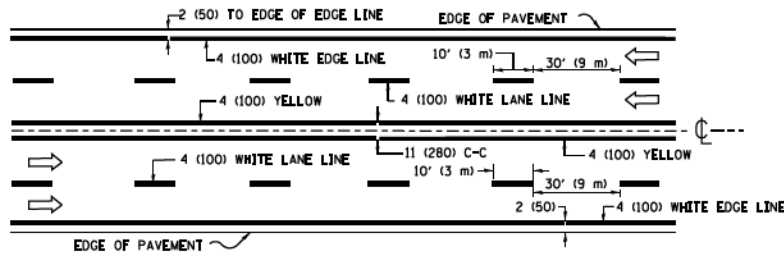
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

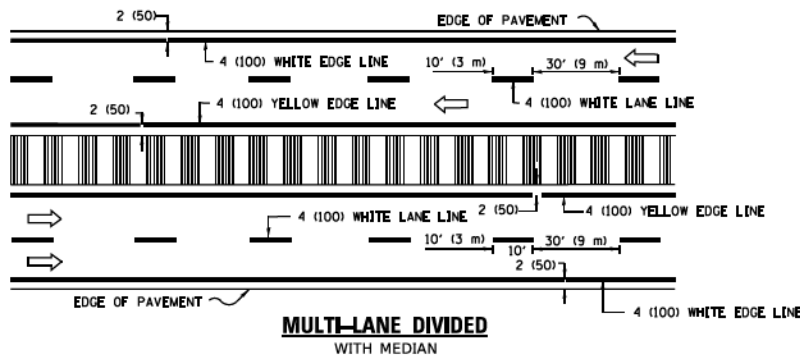
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00214-00-RS	COOK	65	50
TG-11			CONTRACT NO. 61L33	
ILLINOIS			FED. AID PROJECT DD55(371)	



2-LANE ROADWAY

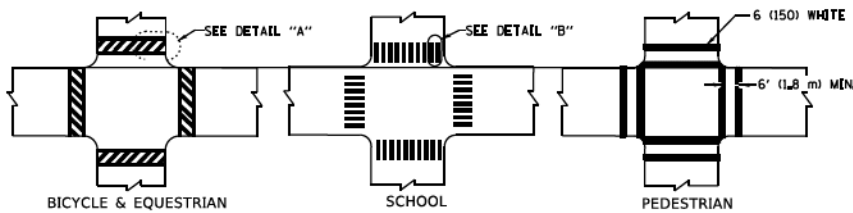


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



DETAIL "A"

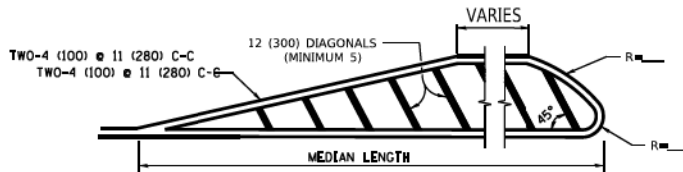
DETAIL "B"

TYPICAL CROSSWALK MARKING

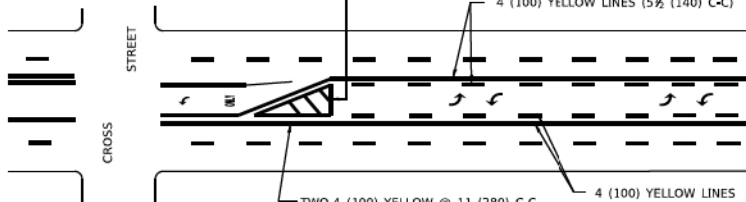
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

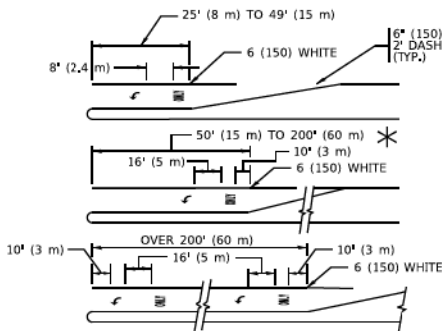


MEDIANS OVER 4' (1.2 m) WIDE



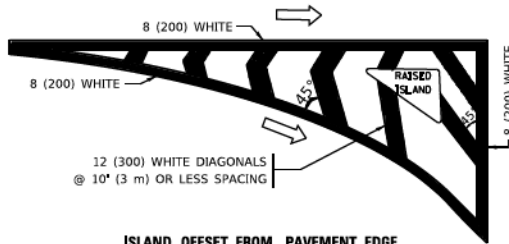
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

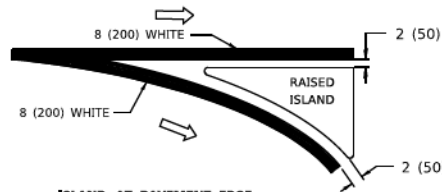


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

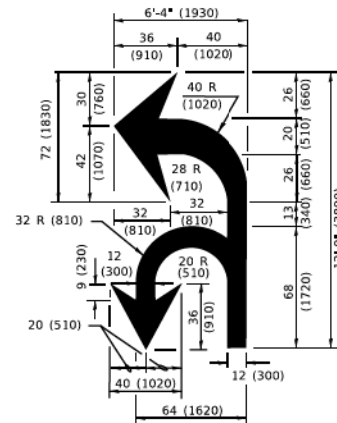


ISLAND OFFSET FROM PAVEMENT EDGE

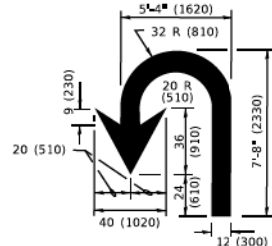


ISLAND AT PAVEMENT EDGE

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 (30 MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ² EACH "X"=54.0 SQ. FT. (5.0 m ²)
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.

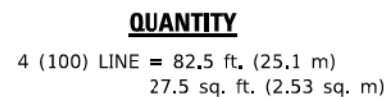
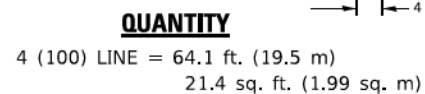
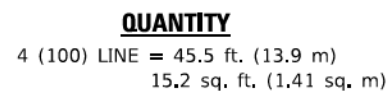
All dimensions are in inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

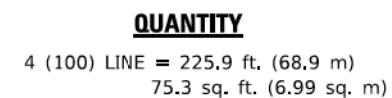
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00214-00-RS	COOK	65	51
TC-13		CONTRACT NO. 61L33		
ILLINOIS		FED. AID PROJECT DD55(371)		

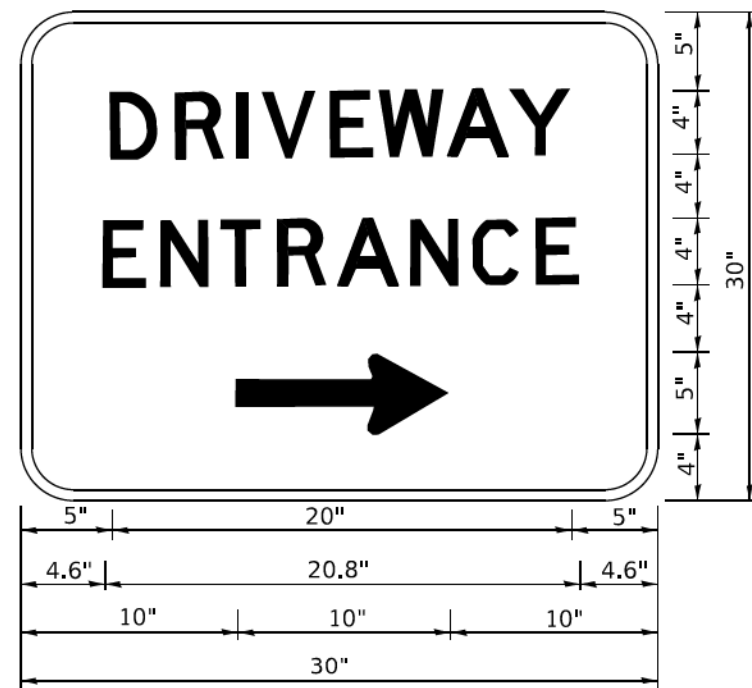


ALL QUANTITIES OF PLACEMENT ARE REPRESENTED
IN LINEAR FEET OF 4" LINES TO MATCH THE
4" TEMPORARY TAPE PAY ITEM AND REPRESENTS
THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00214-00-RS	COOK	65	53
TC-16		CONTRACT NO. 61L33		
	ILLINOIS	FED. AID PROJECT	DD55(371)	



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

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

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STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM
PROJECT: 24-00214-00-RS
SHEET: 55
DATE: 8/6/2021
DRAWN BY: JUCIUS
CHECKED BY: JUCIUS
DESIGNED BY: JUCIUS
PLOT DATE: 8/6/2021
PLOT SCALE: 1" = 50,000.00'

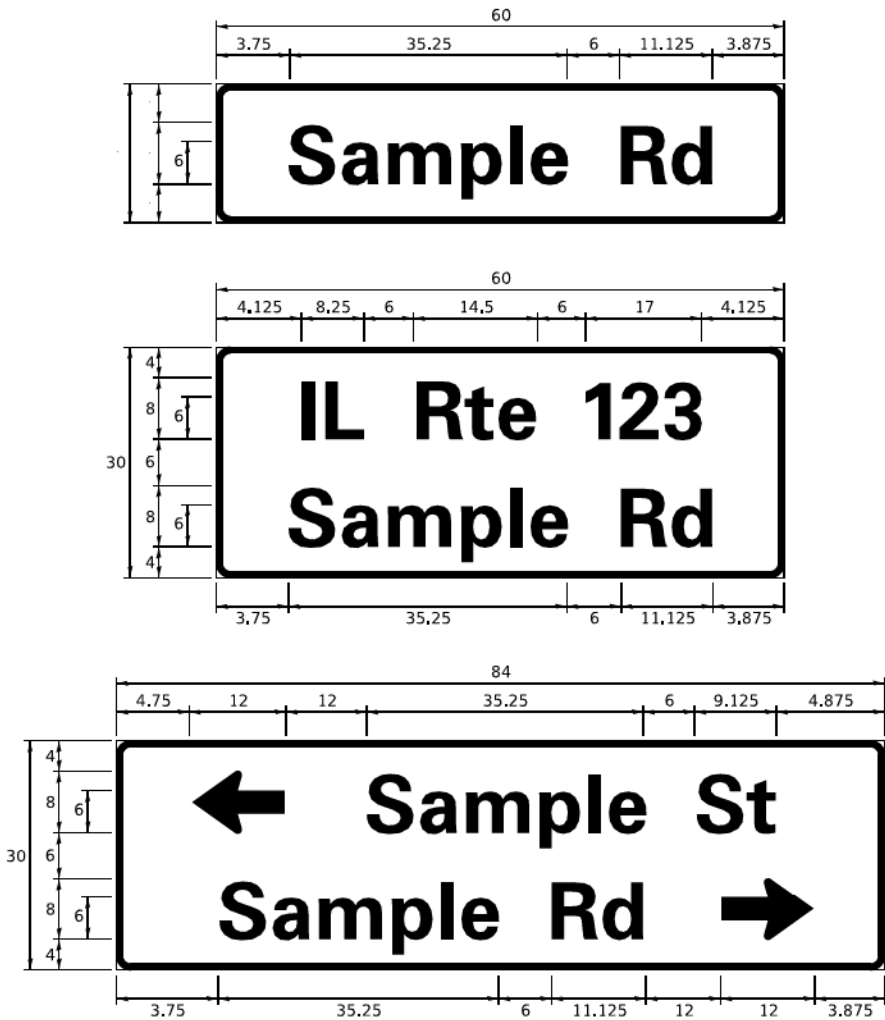
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		DRAWN	-	REVISED	-	
PLOT SCALE	1" = 50,000.00'	CHECKED	-	REVISED	-	
PLOT DATE	8/6/2021	DATE	-	REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING			
SCALE: NONE	SHEET 1	OF 1	SHEETS
STA.	TO STA.		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00214-00-RS	COOK	65	55
TC-26		CONTRACT NO. 61L33		
	ILLINOIS	FED. AID PROJECT	DD55(371)	

SIGN PANEL – TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15,000	18,250
BOULEVARD	Blvd	17,125	20,000
CIRCLE	Cir	11,125	13,000
COURT	Ct	8,250	9,625
DRIVE	Dr	8,625	10,125
HIGHWAY	Hwy	18,375	22,000
ILLINOIS	IL	7,000	8,250
LANE	Ln	9,125	10,750
PARKWAY	Pkwy	23,375	27,375
PLACE	Pl	7,125	7,750
ROAD	Rd	9,625	11,125
ROUTE	Rte	12,625	14,500
STREET	St	8,000	9,125
TERRACE	Ter	12,625	14,625
TRAIL	Tr	7,750	9,125
UNITED STATES	US	10,375	12,250

GENERAL NOTES

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0", ALL BORDERS IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH, IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED, IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT, GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA

- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

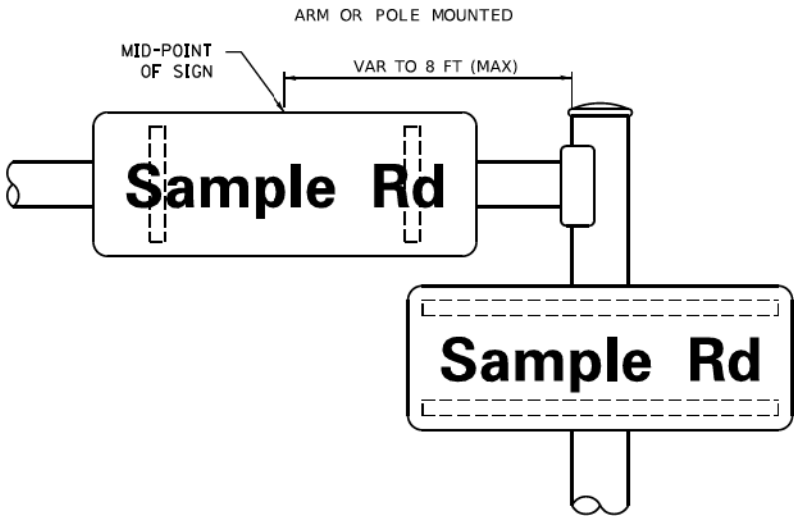
SIGN CHANNEL
SIGN SCREWS

BRACKETS

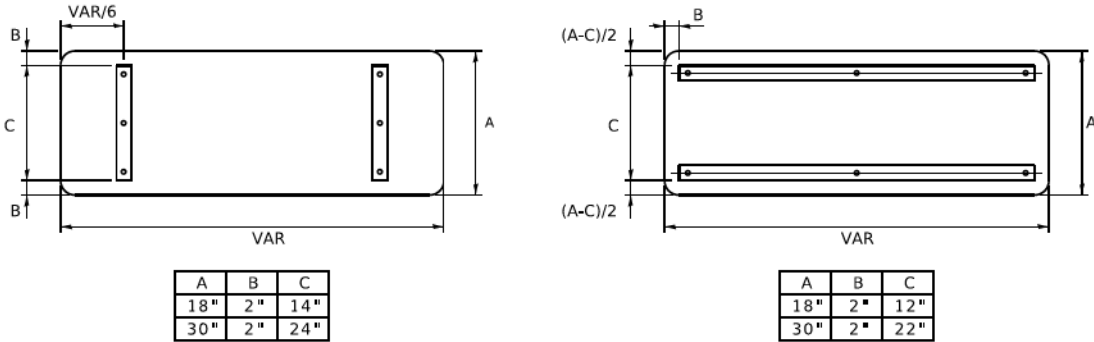
PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

(8") UPPER CASE AND (6") LOWER CASE

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

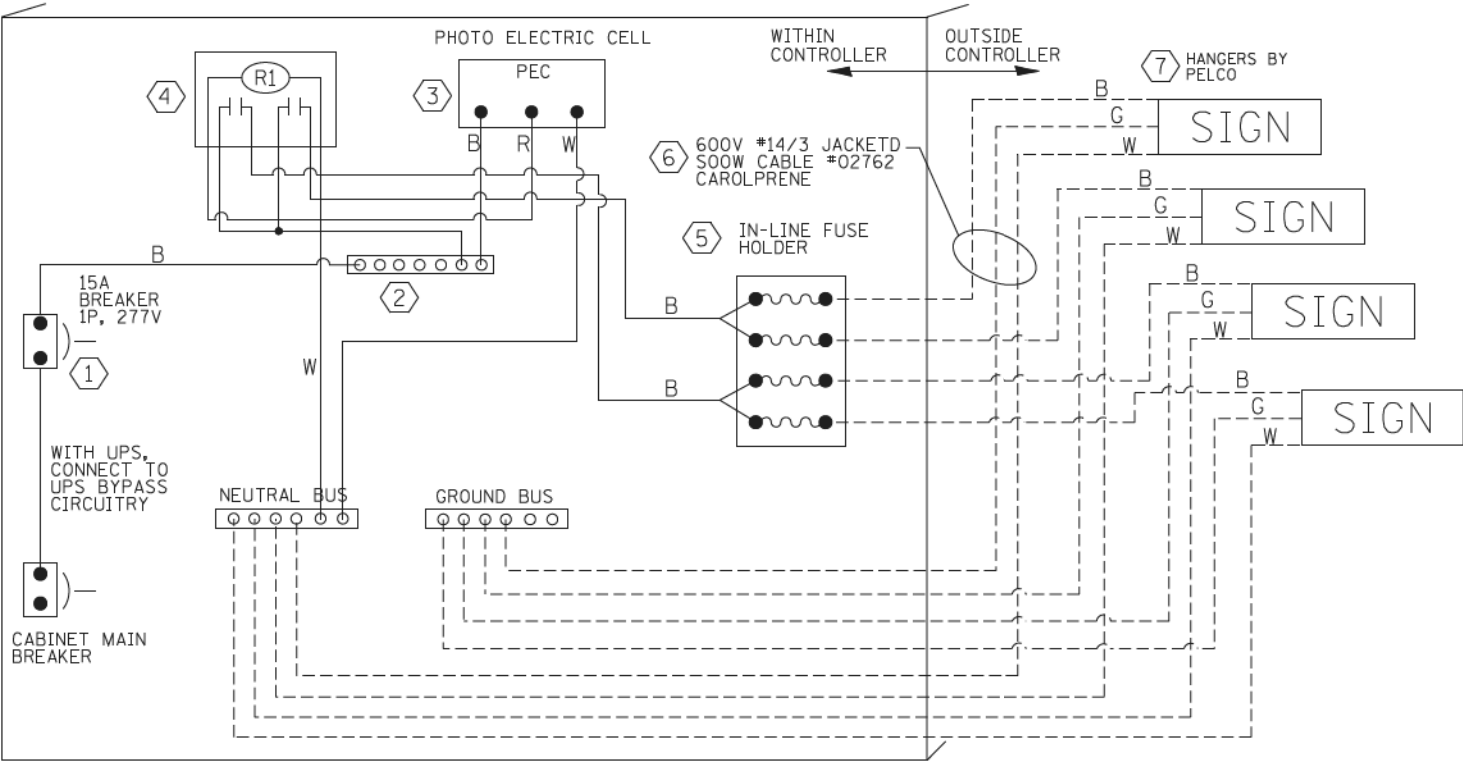
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PLOT DATE	= 3/4/2019	DATE	- 10/01/2014	REVISOR	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: SHEET OF SHEETS STA. TO STA.

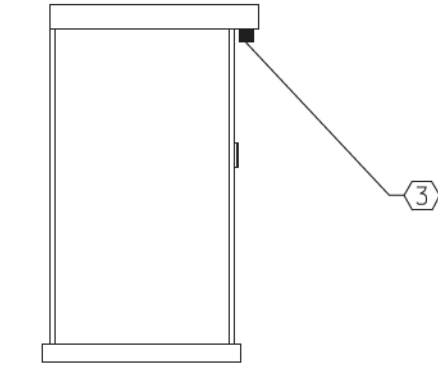
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TS-02		CONTRACT NO. 61L33		
ILLINOIS		FED. AID PROJECT DD55(371)		



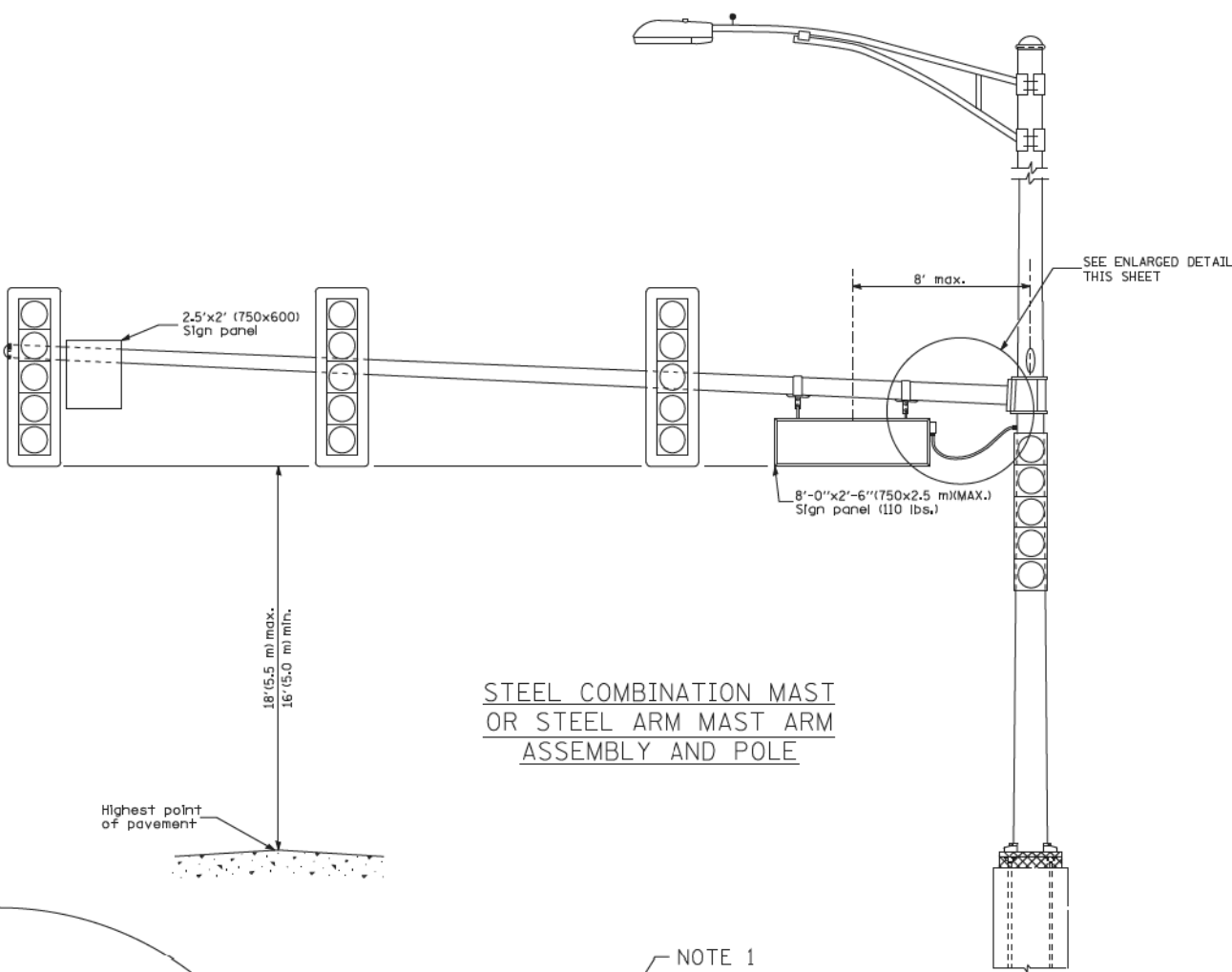
LED SIGN WIRING DETAIL

DESCRIPTION	MANUFACTURER	MODEL	NOTES
① CIRCUIT BREAKER		15 AMPERE	Molded case, Thermal Mag. min. R.I. of 14K R.M.S. symmetrical ampere at 277V.
② TERMINAL BLOCK	MARATHON	1502 DJSV	
③ PHOTO ELECTRIC CONTROL	FISHER PIERCE	B124-1.5-07762	
④ CONTROL RELAY	SQUARE D	8501X020V02	BOLT ON W/SCREW TERMINAL
⑤ INLINE FUSE HOLDER WITH 5 AMP FUSE	BUSSMAN	S-8000 BK/S-8-3-4-R	
⑥ ELECTRIC CABLE, NO. 14, 3/C (BLACK, WHITE, GREEN)	CAROLPRENE/SOOW	02762	
⑦ SIGN MOUNTING HARDWARE	PELCO	SE-5015	S.S. HARDWARE

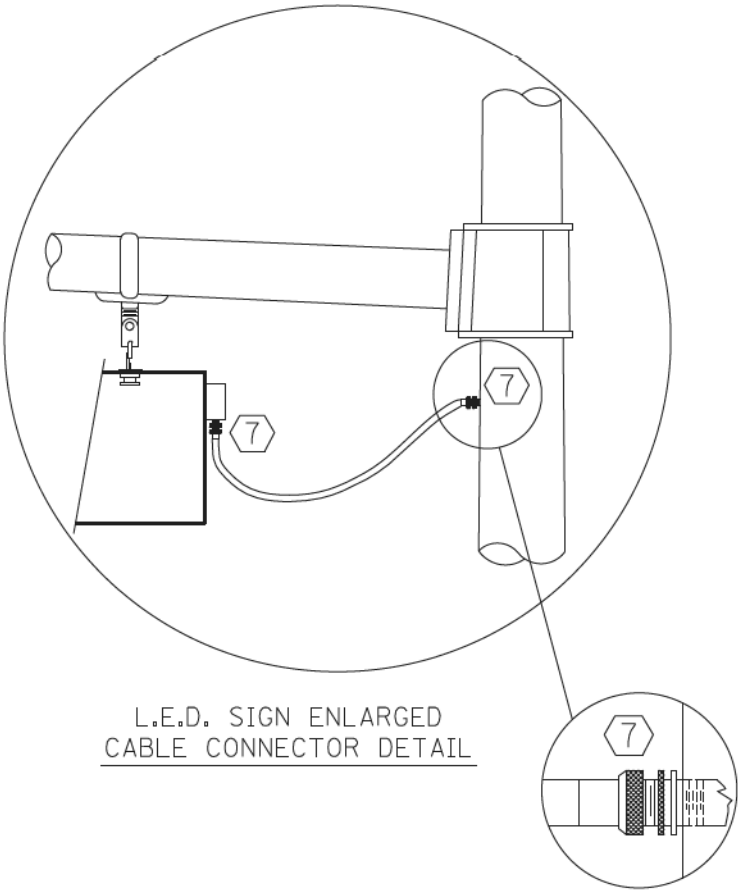
BILL OF MATERIALS



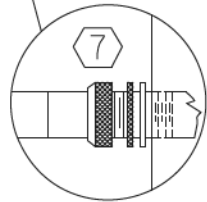
CONTROLLER CABINET
SIDE VIEW



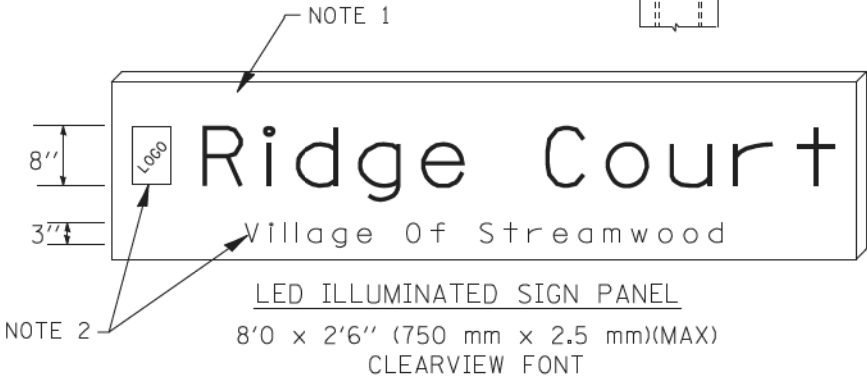
STEEL COMBINATION MAST
OR STEEL ARM MAST ARM
ASSEMBLY AND POLE



L.E.D. SIGN ENLARGED
CABLE CONNECTOR DETAIL



L.E.D. SIGN ENLARGED
CABLE CONNECTOR DETAIL



NOTES:

- SIGNS SHALL BE DUAL SIDED. FRONT AND BACK OF SIGN WILL BE THE SAME.
- CERTAIN ADDITIONAL INFORMATION MAY BE ALLOWED ON THE SIGN. VERIFY WITH ENGINEER.
- SIGNS SHALL NOT BE ENERGIZED WHEN TRAFFIC SIGNALS ARE POWERED BY THE UPS. THE SIGNS SHALL BE CONNECTED TO THE UPS BYPASS CIRCUITRY.
- ALL WIRING WITHIN THE CABINET SHALL BE COLOR CODED AS INDICATED:
R = RED BL = BLUE W = WHITE
B = BLACK Y = YELLOW G = GREEN
- ALL 120 VOLT SYSTEM AND ALL CONTROL WIRING SHALL BE #12AWG STRANDED UNLESS OTHERWISE INDICATED.
- ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

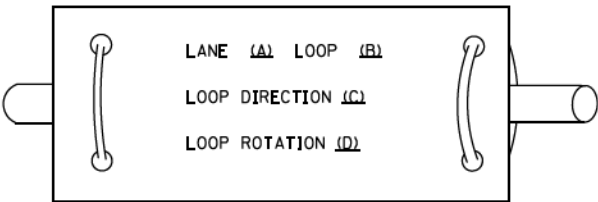
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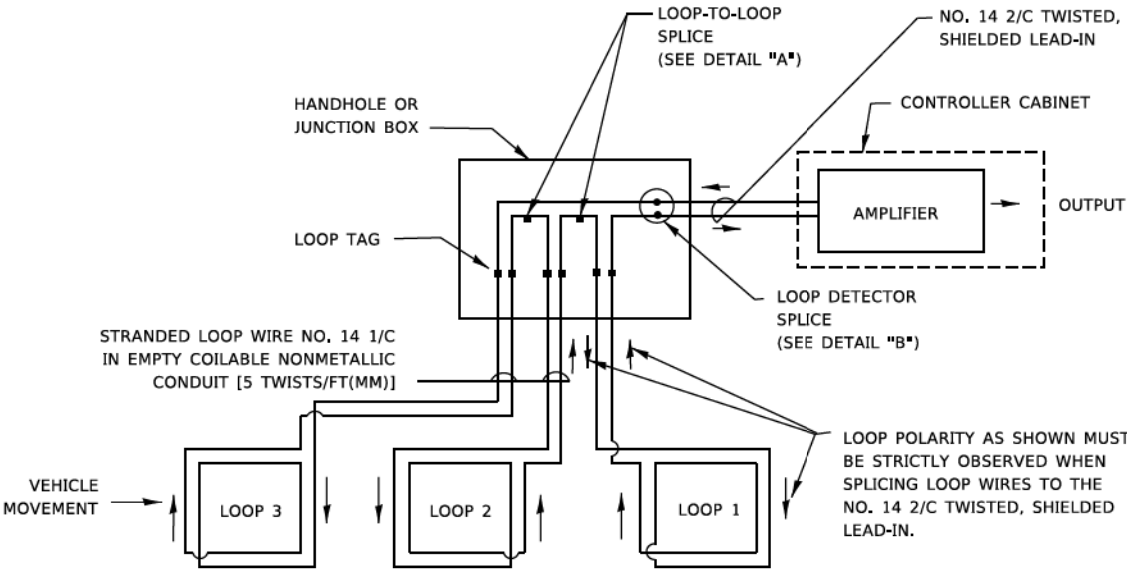
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

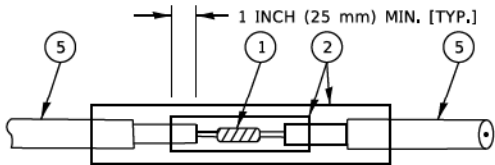


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

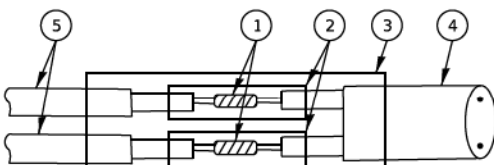


DETECTOR LOOP WIRING SCHEMATIC

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

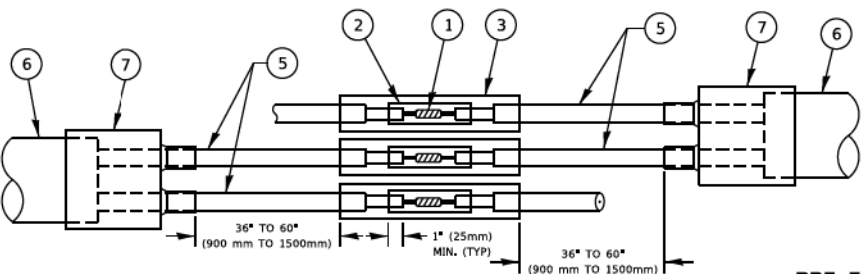


DETAIL "A"
LOOP-TO-LOOP SPLICE

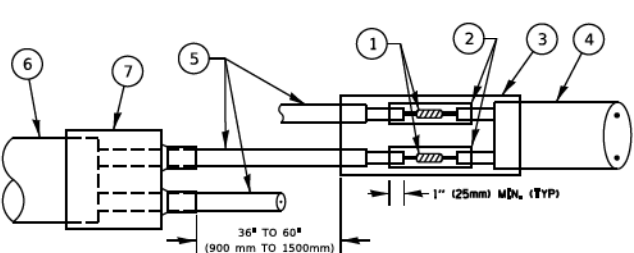


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

LOOP DETECTOR SPLICE

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

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PLOT DATE	= 3/4/2019	DATE	-	REVISED	-

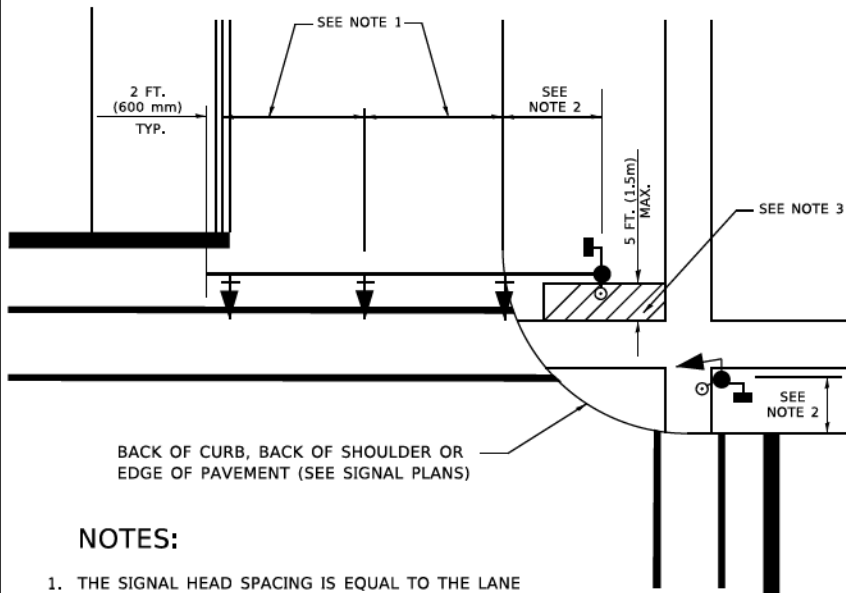
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	59
TS-05		CONTRACT NO. 61L33		
ILLINOIS		FED. AID PROJECT 0055(371)		

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."

3.5 FT. (1.1 m)
PEDESTRIAN
7 FT. (2.1 m)
EQUESTRIAN

8 FT., 2.4 m MIN.
TO 10' (3.0 m) MAX.

SEE TABLE 1

SEE NOTE 1

SIDEWALK

BACK OF CURB, BACK OF SHOULDER
OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

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."

The diagram illustrates the recommended locations for pedestrian pushbuttons at a building corner. Key dimensions and features include:

- Corner Radius:** A minimum radius of 10 FT (3.0 m) is specified for the corner.
- Pushbutton Locations:** Two locations are marked with black dots. The recommended area for these locations is shaded with diagonal lines.
- Dimensions:**
 - Maximum width of the building facade: 5.0 FT (1.5 m) MAX.
 - Minimum distance from the corner to the pushbutton: 1.5 FT (0.45 m) MIN.
 - Maximum distance from the corner to the pushbutton: 6.0 FT (1.8 m) MAX.
 - Minimum distance from the pushbutton to the building facade: 1.5 FT (0.45 m) MIN.
 - Maximum distance from the pushbutton to the building facade: 6.0 FT (1.8 m) MAX.
 - Minimum distance from the pushbutton to the corner: 10 FT (3.0 m) MIN.
- Legend:**
 - Downward Slope (indicated by an arrow pointing down)
 - Pedestrian Pushbutton (indicated by a black dot)
 - Recommended Pushbutton Locations (indicated by diagonal hatching)

- * 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	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.

USER NAME = footer1	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

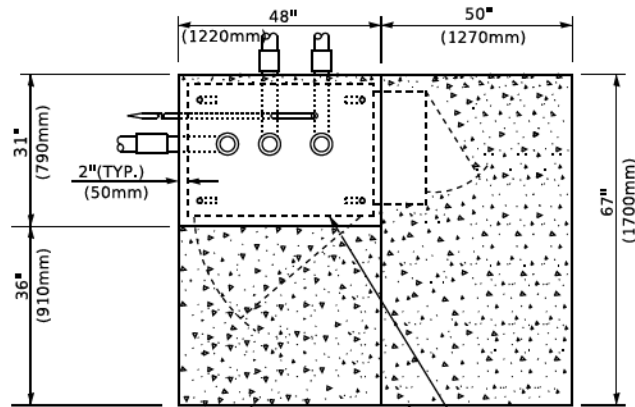
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE

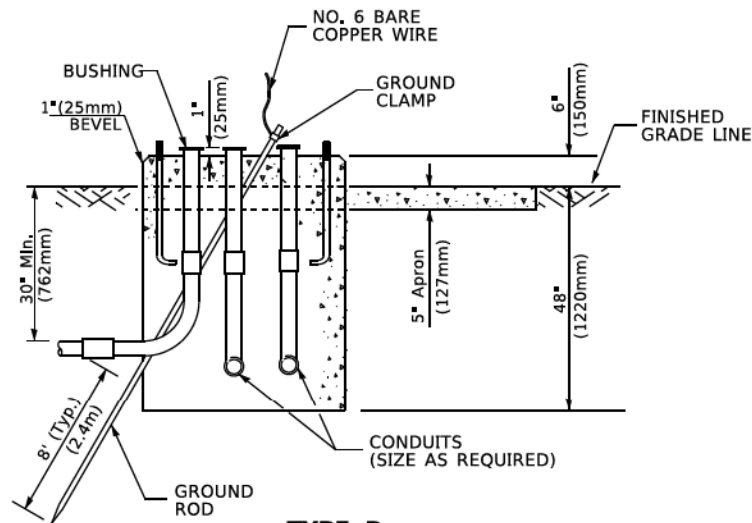
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE	SHEET 3	OF 7	SHEETS	STA.	TO STA.
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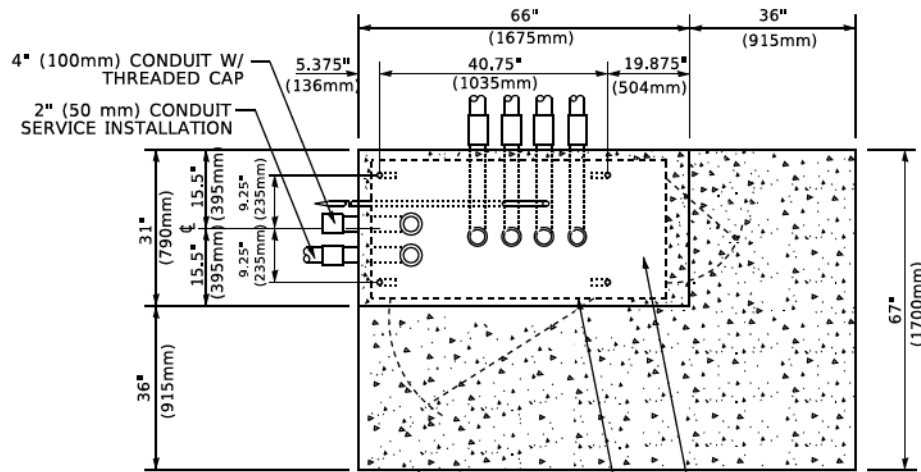
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	60
TS-05		CONTRACT NO. 61L33		
ILLINOIS		FED. AID PROJECT DD55(371)		



TOP VIEW



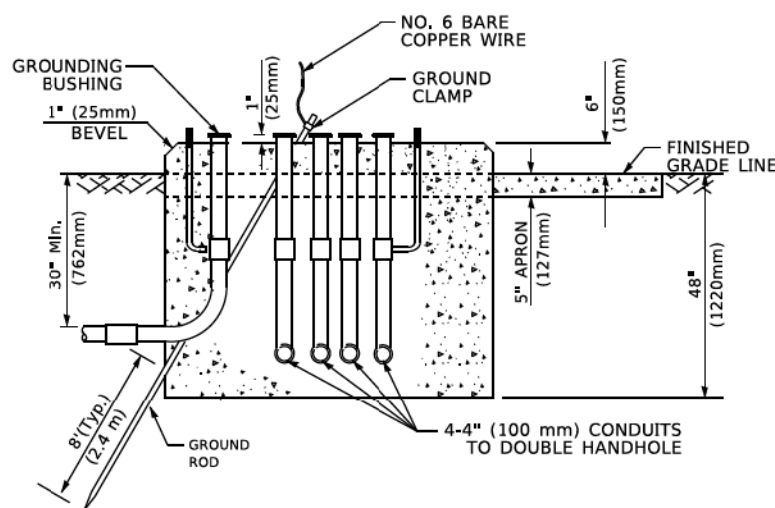
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



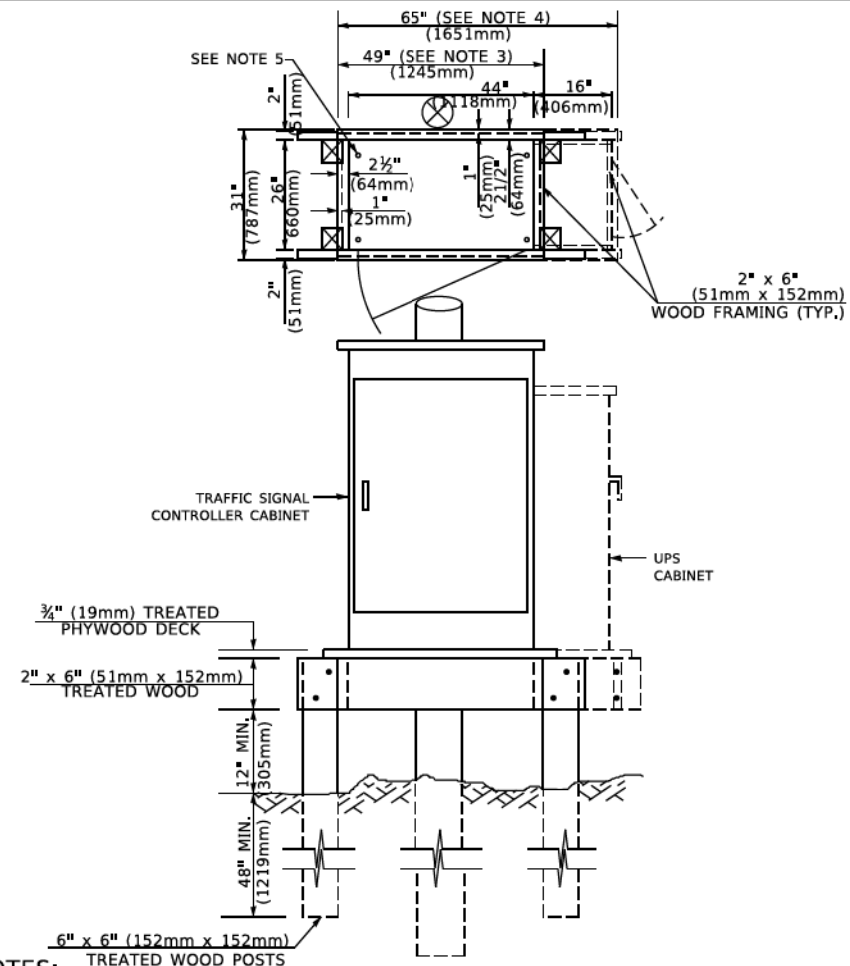
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL
BE HIGHER THAN TOP OF
DOUBLE HANDHOLE



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

MAST ARM LENGTH	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 up to 56' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

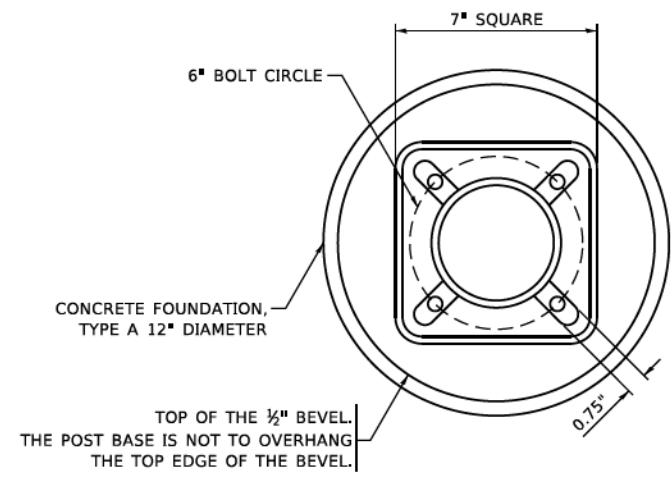
USER NAME - [footem]	DESIGNED -	REVISED -
DRAWN -	REVISED -	
PLOT SCALE - 50,000' / 1 in.	CHECKED -	REVISED -
PLOT DATE - 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

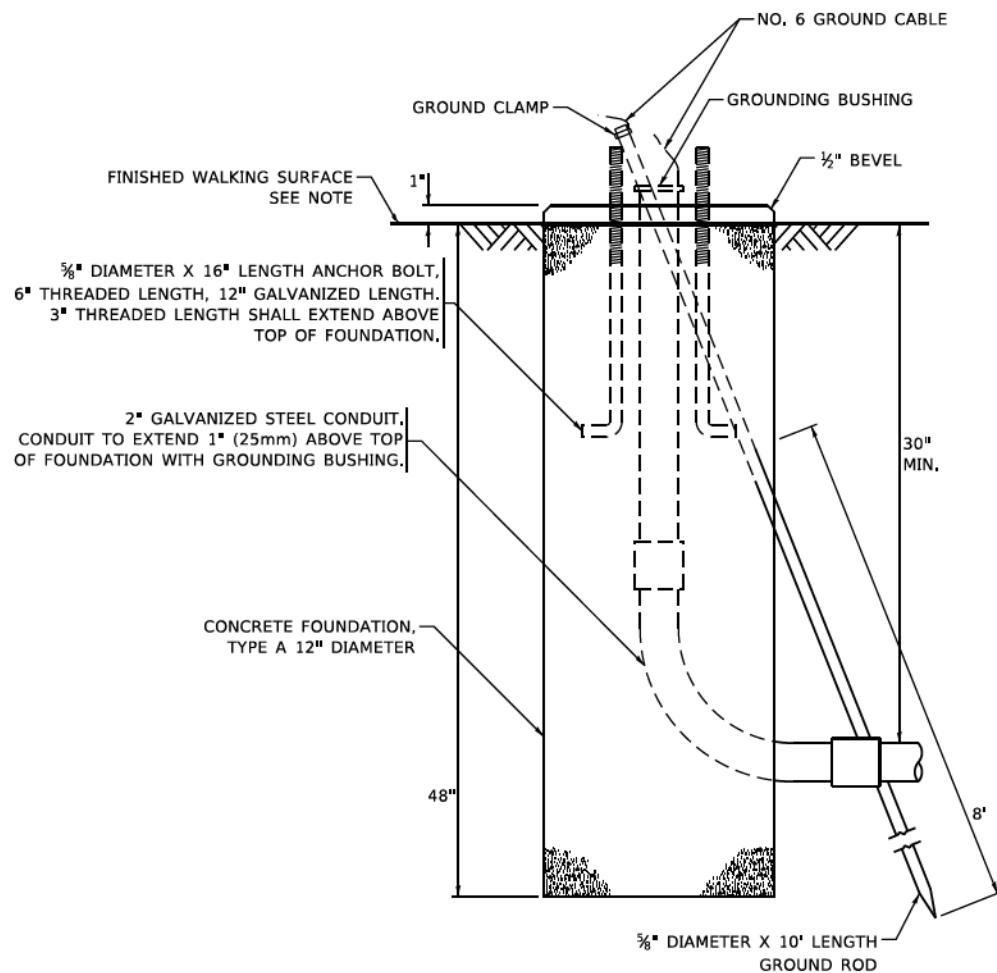
SCALE: NONE SHEET 5 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	62
TS-05		CONTRACT NO. 61L33		
ILLINOIS		FED. AID PROJECT	DD55(371)	

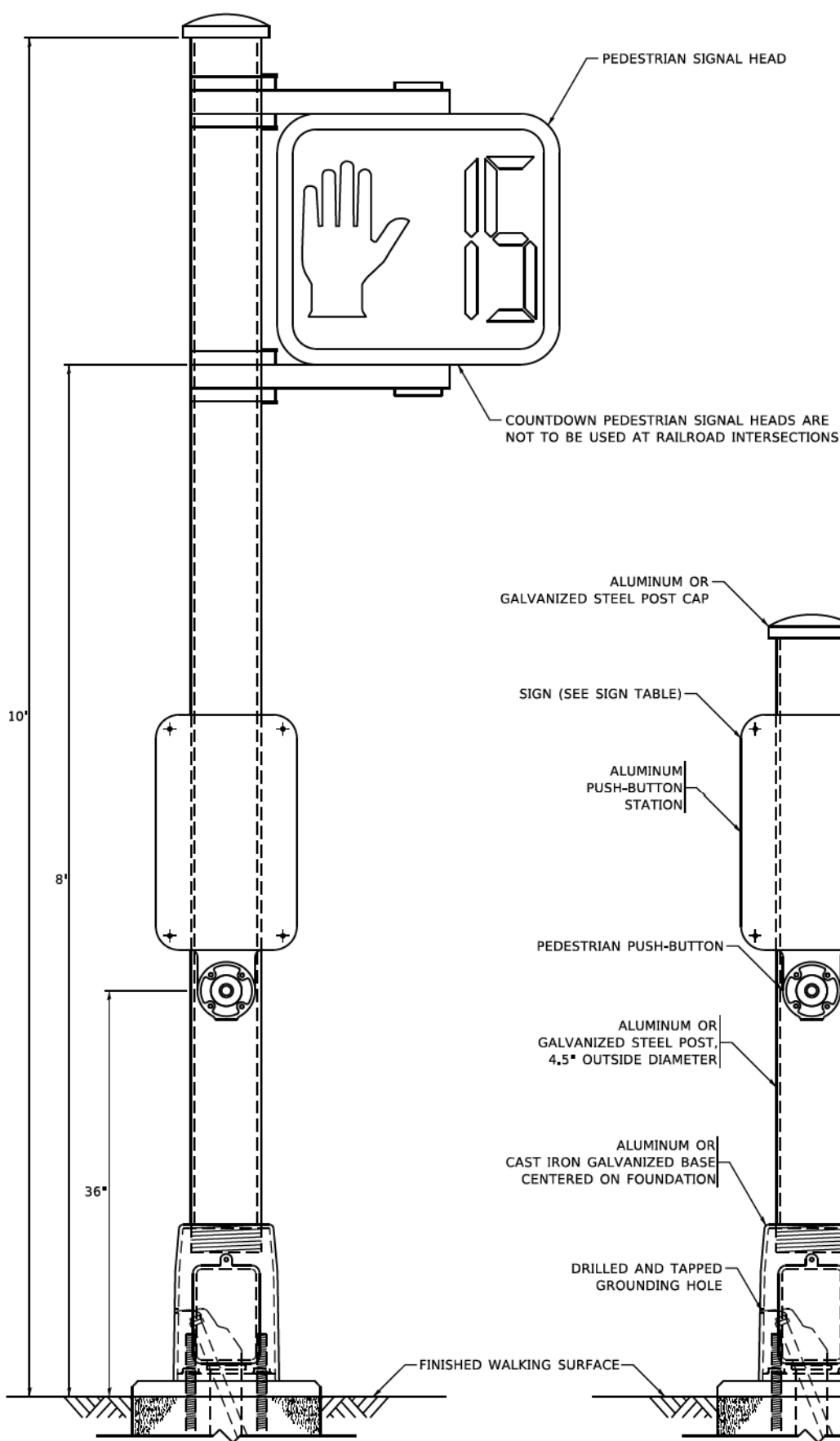


BOLT PATTERN

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.



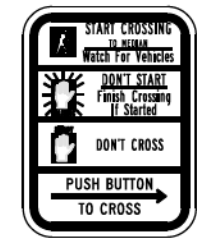
CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER



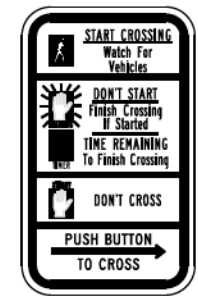
PEDESTRIAN SIGNAL POST, 10 FT.



R10-3b



R10-3d

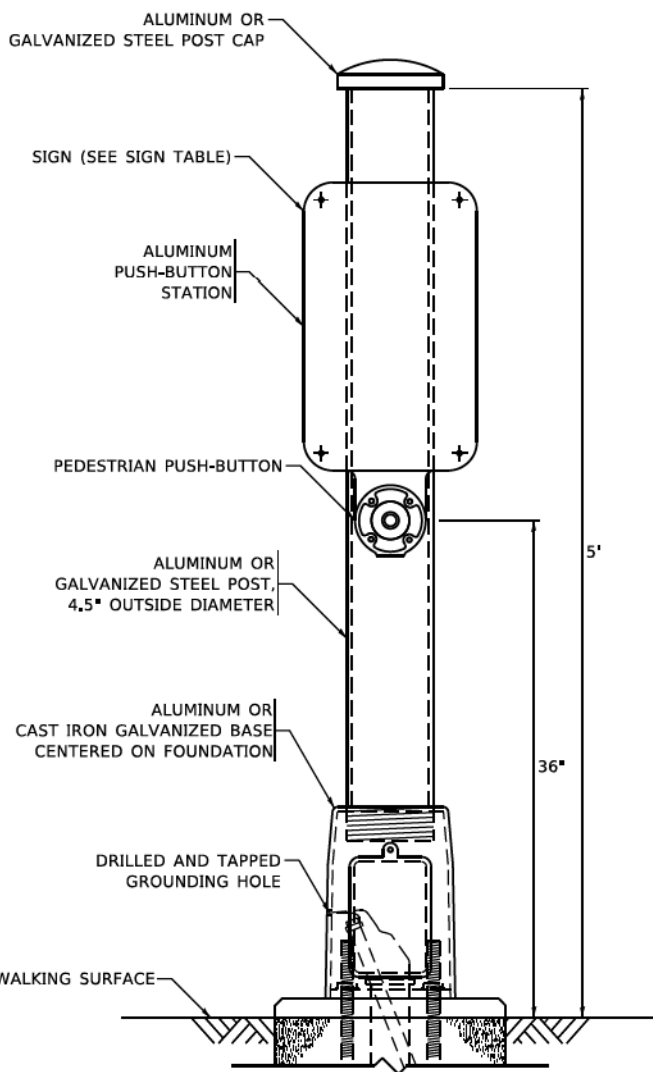


R10-3e

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.



PEDESTRIAN SIGNAL POST, 5 FT.

USER NAME	gaglanobt	DESIGNED	- IP	REVISED	- 10-15-2020
		DRAWN	- IP	REVISED	-
PLOT SCALE	= 100,0000 ' / in.	CHECKED	- LP	REVISED	-
PLOT DATE	= 11/23/2020	DATE	- 10-15-2018	REVISED	-

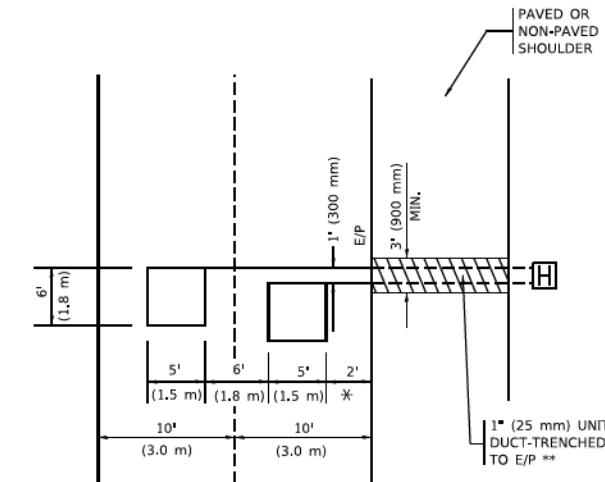
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	64
TS-05		CONTRACT NO. 61L33		
ILLINOIS		FED. AID PROJECT 0055(371)		

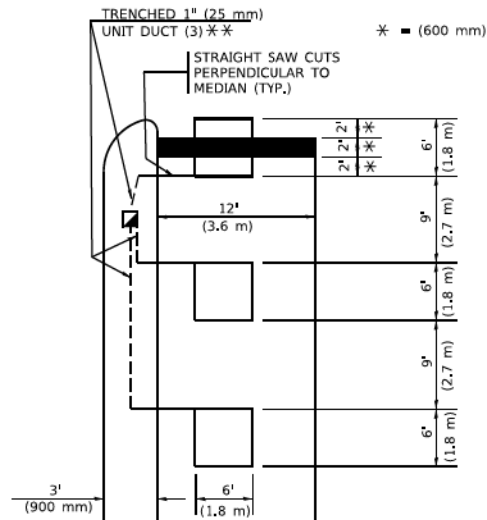
PROVIDE A PAVEMENT REPLACEMENT
NOTE WHICH SHOULD EQUAL
3' (900 mm) X WIDTH OF
PAVED SHOULDER.



* ■ (600 mm)

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

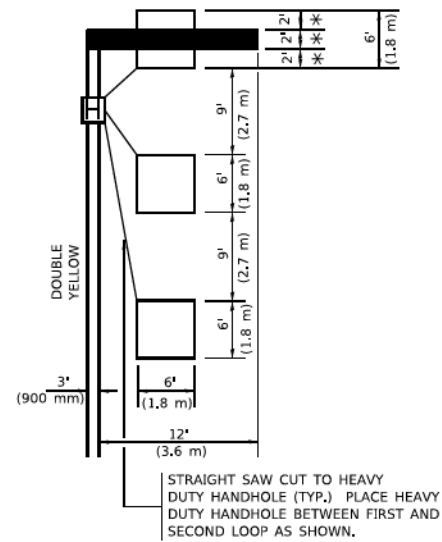
HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN.



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

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

* = (600 mm)



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

Figure 10: Typical Saw-Cut Loop Callout Detail. This technical drawing illustrates the placement of saw-cut loops in a pavement at a street intersection. The diagram shows a cross street intersecting an arterial road. Key features include:

- Dimensions:** Loop lengths are specified as 10' (3.0m) or 12' (3.6m). Loop widths are 3' (900mm). Spacing between loops is 1.8m (600mm) or 1.5m (450mm).
- Callout Details:** The drawing shows the layout of the loops, including the "DO NOT INSTALL CALLING LOOP IN RIGHT TURN LANE" instruction and the "OFF SET LOOPS 1' (300mm) FOR STRAIGHT SAW CUT" requirement.
- Legend:** A single asterisk (*) indicates a dimension of 1.8m, and a double asterisk (**) indicates 1.5m.
- Other Labels:** The diagram includes labels for "CROSS STREET", "ARTERIAL", "DRIVEWAY", and "N.T.S." (Not To Scale).

LOOPS ARE SAW-CUT
TO THE EDGE OF
PAVEMENT. 1" (25 mm)
DUCT IS RUN BETWEEN
EDGE OF PAVEMENT
AND HANDHOLE.
(TYP. FOR LOOPS
THAT TERMINATE
IN HANDHOLES
OUTSIDE PAVEMENT)

STRAIGHT SAW
CUTS TO HEAVY-
DUTY HANDHOLE
IN PAVEMENT
(TYP.)

[TYP.-12' (3.6m) LANES]

12' (3.6m) 12' (3.6m) 12' (3.6m) 12' (3.6m)

3' (0.9m) 3' (0.9m) 3' (0.9m) 3' (0.9m)

12' (3.6m)

250' (75m) [TYP.-ALL LEGS-VOLUME DENSITY (1000 VPMH) (FAR OUT* DETECTION)]

OFF SET LOOPS BY
1' (300mm) FOR
STRAIGHT SAW CUTS.

DETAIL 1
N.T.S.

[illegible]

+ - THESE DIMENSIONS
WILL BE VARIABLE
[6' (1.8m) MINIMUM,
25' (7.6 m) MAXIMUM]

▲ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
N.T.S.

USER NAME = footenl	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50,0000 ' / in.	CHECKED - R.K.F.	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2770	24-00214-00-RS	COOK	65	65
TS-07		CONTRACT NO. 61L33		
	ILLINOIS	FED. AID PROJECT	DD55(371)	

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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