

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	1
		ILLINOIS	CONTRACT NO. 62V35	

D-91-013-24

FOR INDEX OF SHEETS, SEE SHEET NO.

THIS IMPROVEMENT IS IN THE
CITY OF LOCKPORT

TRAFFIC DATA

ADT: 21300 (2023)
SPEED LIMIT : 45 MPH

PROPOSED
HIGHWAY PLANS

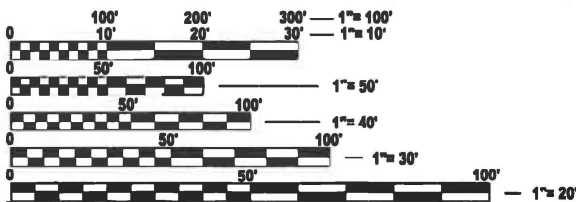
FAP ROUTE 112: IL 53 (INDEPENDENCE BLVD)
FROM NORTH OF UNIVERSITY PKWY TO RENWICK RD
SECTION: FAP 0112 23 SMART
PROJECT: NHPP-UHUC(765)
SMART OVERLAY
WILL COUNTY
C-91-015-24

R 10 E

PROJECT START:
STA. 30+17

T 36 N

PROJECT END:
STA. 66+16

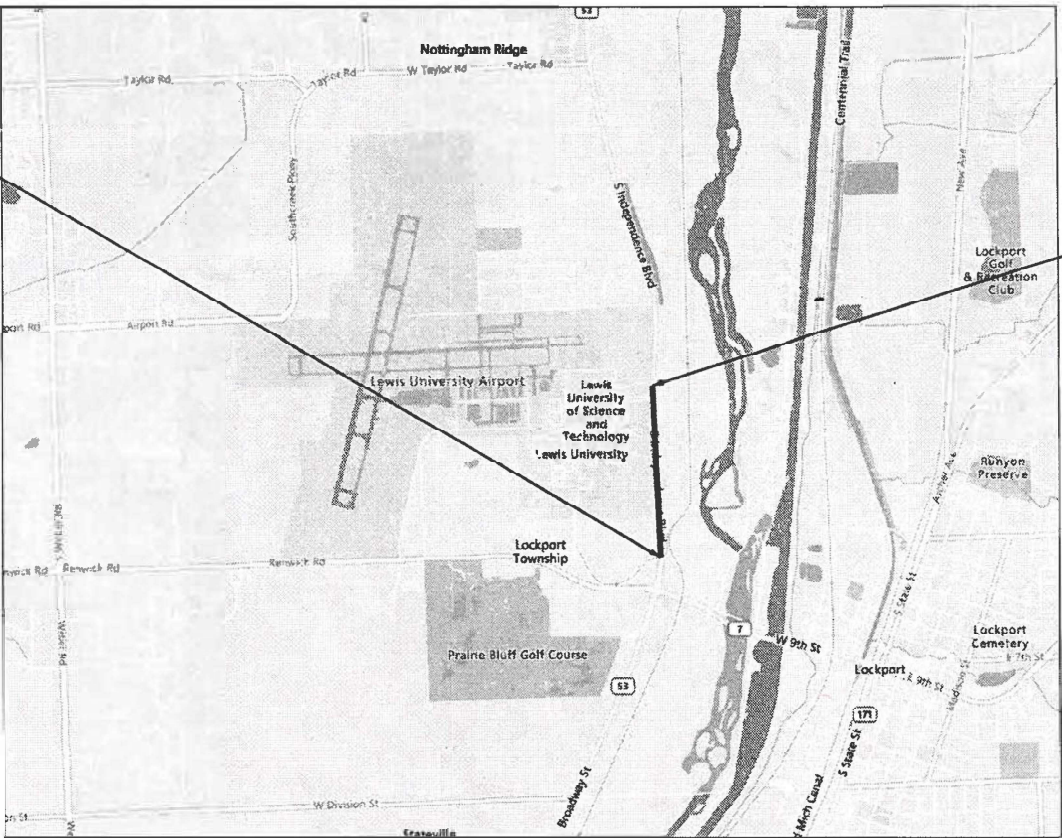


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

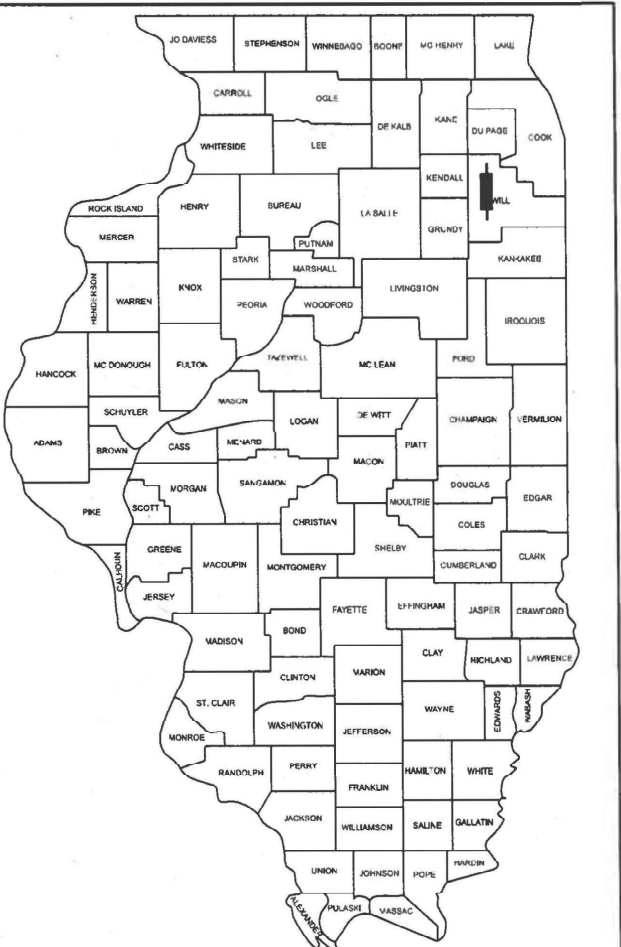
PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705-4580
PROJECT MANAGER: J. ALAIN MIDY (847) 221-3056

CONTRACT NO. 62V35



LOCKPORT TOWNSHIP

GROSS & NET LENGTH = 4857.6 FT. = 0.92 MILE



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 23rd 2025
Joni [Signature] IR
REGIONAL ENGINEER
March 21 2025
Scott A [Signature] Etk
ENGINEER OF DESIGN AND ENVIRONMENT
March 21 2025
[Signature] 5
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION	
1	COVER SHEET	000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS	1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	442201-03	CLASS C and D PATCHES	2. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES, ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
3-4	SUMMARY OF QUANTITIES	642006-01	SHOULDER RUMBLE STRIPS, 8 IN	3. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
5-7	TYPICAL SECTIONS	701101-05	OFF-RD OPERATIONS, MULTILANE 15' (4.5 m) TO 24" (600 mm)FROM PAVEMENT EDGE	4. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
8-9	ROADWAY PLANS	701106-02	OFF-RD OPERATIONS, MULTILANE MORE THAN 15' (4.5 m) AWAY	5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
10-11	PROPOSED SIGNAL PLANS	701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH	6. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
12	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)	701422-10	LANE CLOSURE MULTILANE, FOR SPEEDS ≥ 45 MPH TO 55 MPH	7. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
13	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	701426-09	LANE CLOSURE, MULTILANE INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS ≥ 45 MPH	8. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
14	CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701601-09	URBAN LANE CLOSURE MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN	9. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
15	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701606-10	URBAN SINGLE LANE CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN	10. THE ENGINEER SHALL CONTACT ERIC CAMPOS, AREA TRAFFIC FIELD ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16	RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY (BD-55)	701611-01	URBAN HALF ROAD CLOSURE MULTILANE, 2W WITH MOUNTABLE MEDIAN	11. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
17	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701701-10	URBAN LANE CLOSURE MULTILANE INTERSECTION	12. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
18	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701901-10	TRAFFIC CONTROL DEVICES	13. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
19	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	780001-05	TYPICAL PAVEMENT MARKINGS	
20	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	886001-01	DETECTOR LOOP INSTALLATIONS	
21	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS	
22	ARTERIAL ROAD INFORMATION SIGN (TC-22)			
23	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)			

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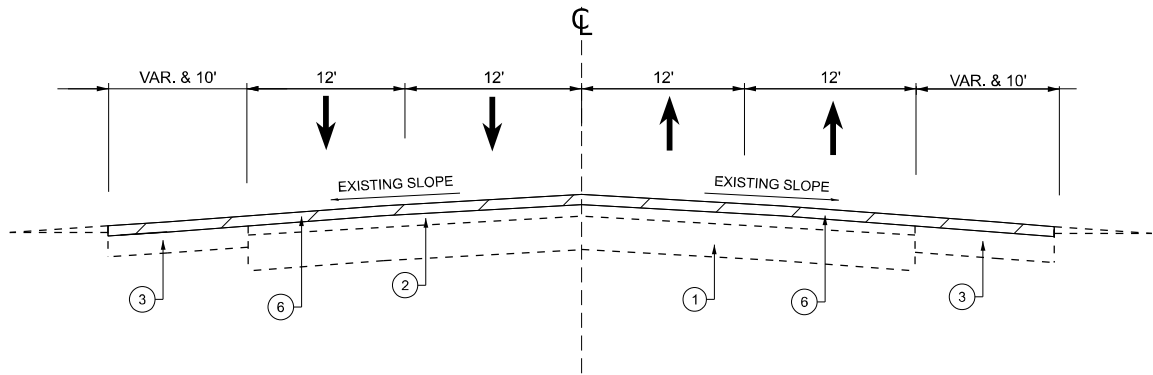
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		DRAWN -	REVISED -			112	FAP 0112 23 Smart	WILL	23	2
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SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY	ROADWAY	SIGNALS			
					80% FED 20% STATE	100% STATE	80% FED 20% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0005	0021			
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10842	10842					
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	11822	11822					
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	37	37					
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	87	87					
	40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	2362	2362					
	44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	24093	24093					
	44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	964	964					
	44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	723	723					
	44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	603	603					
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	106	106					
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2					
	64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	6620	6620					
	67100100	MOBILIZATION	L SUM	1	1					
	70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1					
	70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1					
	70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
	70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1					
	70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1					
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	14378	14378					
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4793	4793					
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	116	116					

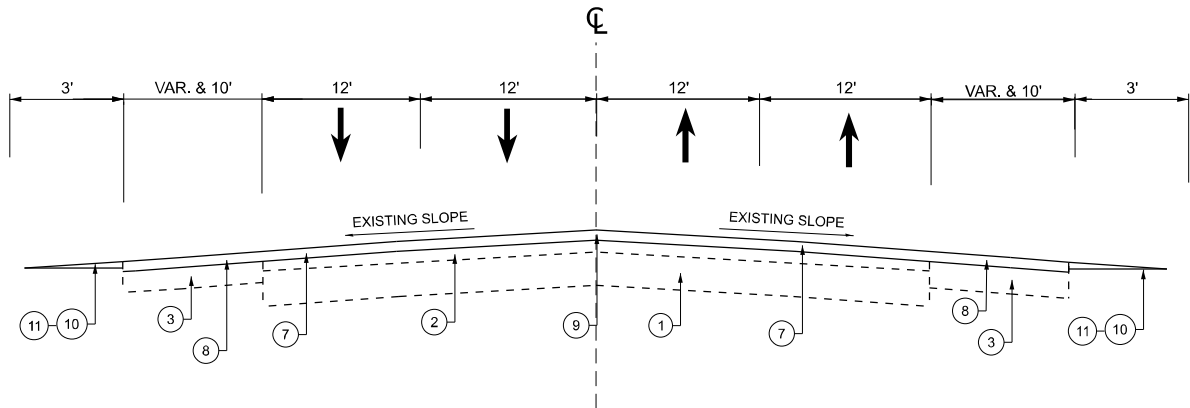
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	PLOT DATE = 1/29/2025	DATE -	REVISED -		SCALE:	SHEET 2	OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA 30+17 - STA 51+36



PROPOSED TYPICAL SECTION

STA 30+17 - STA 51+36

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QMP
MIXTURE TYPE	AIR VOIDS @ Ndesign	
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, 9.5, MIX "F", N80, 1¾"	3.5% @ 80 Gyr.	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 Gyr.	QC/QA
QMP Designations: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); Pay for Performance (PFP)		

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

NOTE:

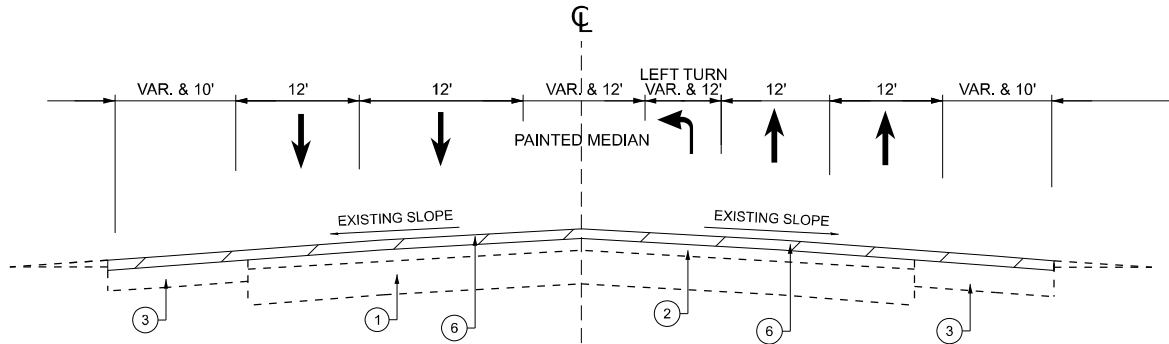
- CONTRACTOR SHALL MILL BEFORE PATCHING
- LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

LEGEND

1. EXISTING P.C.C. BASE, ±9"
2. EXISTING HOT-MIX ASPHALT, ±11"
3. EXISTING HOT-MIX ASPHALT SHOULDER
4. EXISTING CURB AND GUTTER TYPE B-6.24
5. EXISTING P.C.C BASE COURSE ±10"
6. PROPOSED HMA SURFACE REMOVAL 1¾"
7. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
8. PROPOSED SHOULDER RUMBLE STRIPS, 8"
9. PROPSD CENTERLINE RUMBLE STRIPE, 16"
10. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
11. PROPOSED GRADING AND SHAPING SHOULDERS

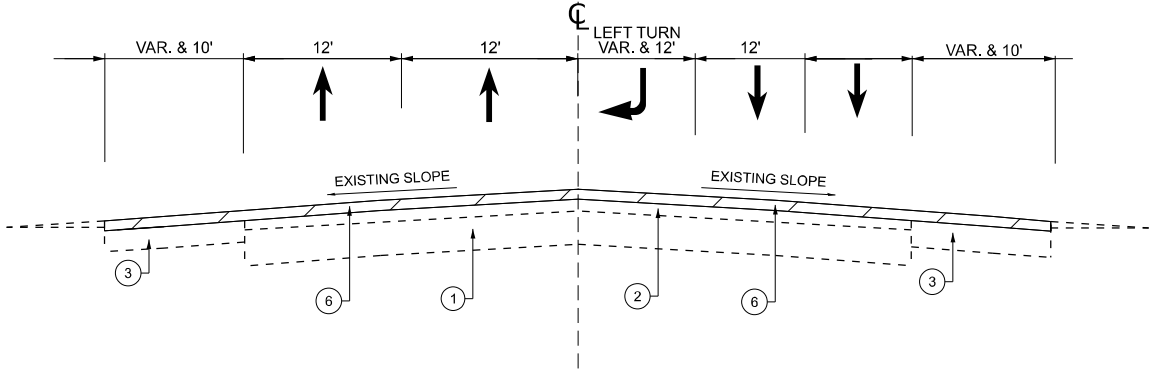
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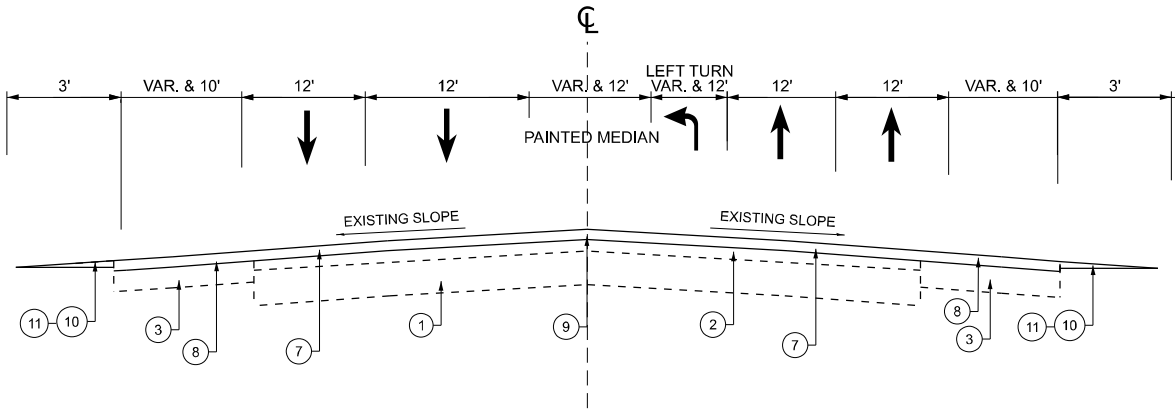
EXISTING TYPICAL SECTION

STA 51+36 - STA 57+79



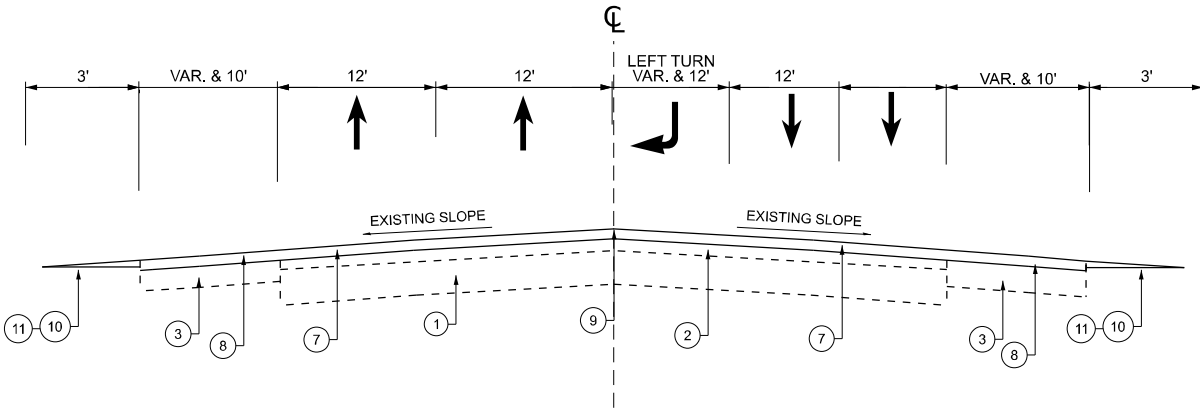
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STA 57+79 - STA 60+06



PROPOSED TYPICAL SECTION

STA 51+36 - STA 57+79



PROPOSED TYPICAL SECTION

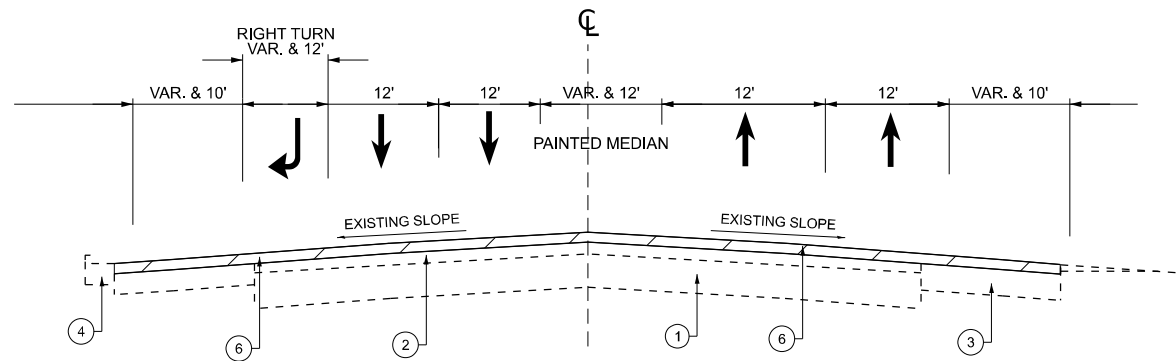
STA 57+79 - STA 60+06

LEGEND

- 1. EXISTING P.C.C. BASE, ±9"
- 2. EXISTING HOT-MIX ASPHALT, ±11"
- 3. EXISTING HOT-MIX ASPHALT SHOULDER
- 4. EXISTING CURB AND GUTTER TYPE B-6.24
- 5. EXISTING P.C.C BASE COURSE ±10"
- 6. PROPOSED HMA SURFACE REMOVAL 1½"
- 7. PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
- 8. PROPOSED SHOULDER RUMBLE STRIPS, 8"
- 9. PROPSD CENTERLINE RUMBLE STRIPE, 16"
- 10. PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- 11. PROPOSED GRADING AND SHAPING SHOULDERS

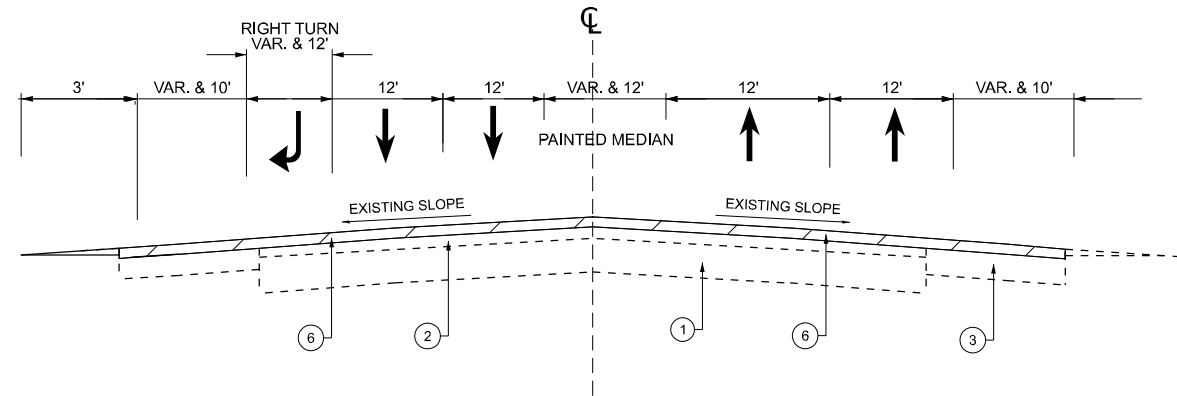
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	PLOT DATE = 1/27/2025	DATE -	REVISED -		SCALE:	SHEET 2	OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



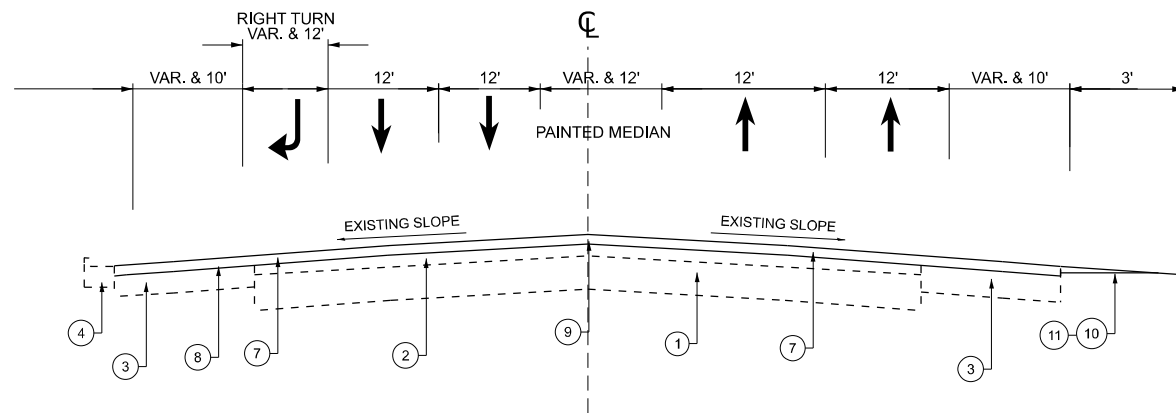
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STA 60+89 - STA 64+51



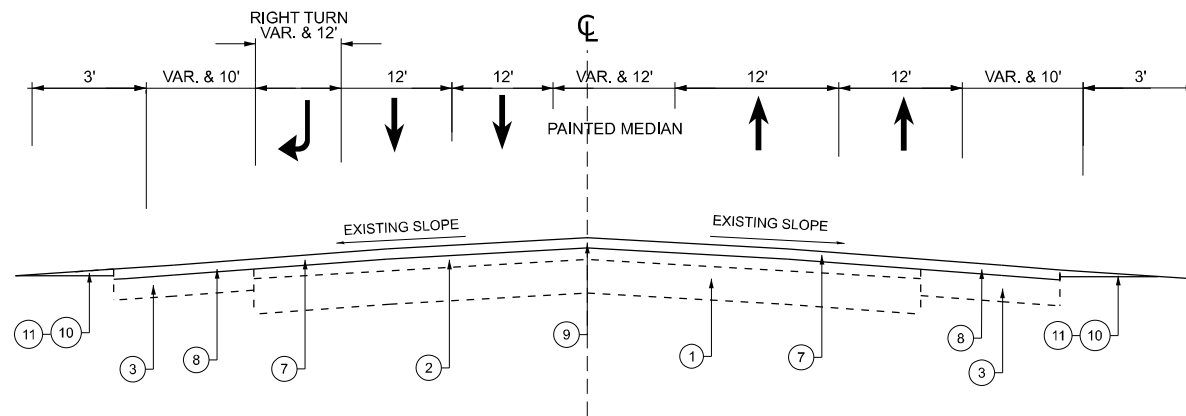
EXISTING TYPICAL SECTION

STA 64+51 - STA 66+40



PROPOSED TYPICAL SECTION

STA 60+89 - STA 64+51



PROPOSED TYPICAL SECTION

STA 64+51 - STA 66+40

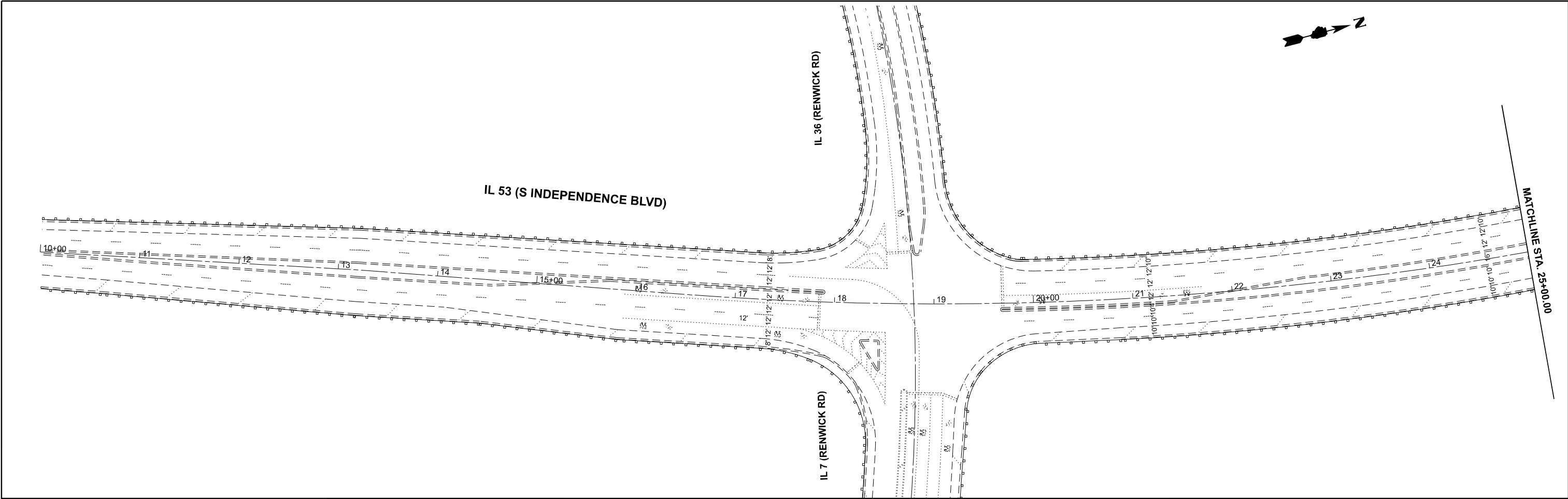
LEGEND

- EXISTING P.C.C. BASE, $\pm 9"$
- EXISTING HOT-MIX ASPHALT, $\pm 11"$
- EXISTING HOT-MIX ASPHALT SHOULDER
- EXISTING CURB AND GUTTER TYPE B-6.24
- EXISTING P.C.C. BASE COURSE $\pm 10"$
- PROPOSED HMA SURFACE REMOVAL $1\frac{1}{2}"$
- PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, $1\frac{3}{4}"$
- PROPOSED SHOULDER RUMBLE STRIPS, 8"
- PROPOSED CENTERLINE RUMBLE STRIPE, 16"
- PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- PROPOSED GRADING AND SHAPING SHOULDERS

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	PLOT DATE = 1/29/2025	DATE -	REVISED -		SCALE:	SHEET 3	OF 3 SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT	

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- 1

PROP. THERMOPLASTIC PVMT. MARKING 4",
DOUBLE CENTERLINE, YELLOW (TYP.)
- 2

PROP. THERMOPLASTIC PVMT. MARKING 4",
EDGE CENTERLINE, YELLOW (TYP.)
- 3

PROP. THERMOPLASTIC PVMT. MARKING 4",
EDGE SHOULDER LINE, WHITE (TYP.)
- 4

PROP. THERMOPLASTIC PVMT. MARKING 4",
10' DASH, 30' SKIP, WHITE (TYP.)
- 5

PROP. THERMOPLASTIC PVMT. MARKING 6",
2' DASH, 6' SKIP, WHITE (TYP.)
- 6

PROP. THERMOPLASTIC PVMT. MARKING 6",
TURN LANE, WHITE (TYP.)
- 7

PROP. THERMOPLASTIC PVMT. MARKING 8",
GORE MARKING LINE, WHITE (TYP.)
- 8

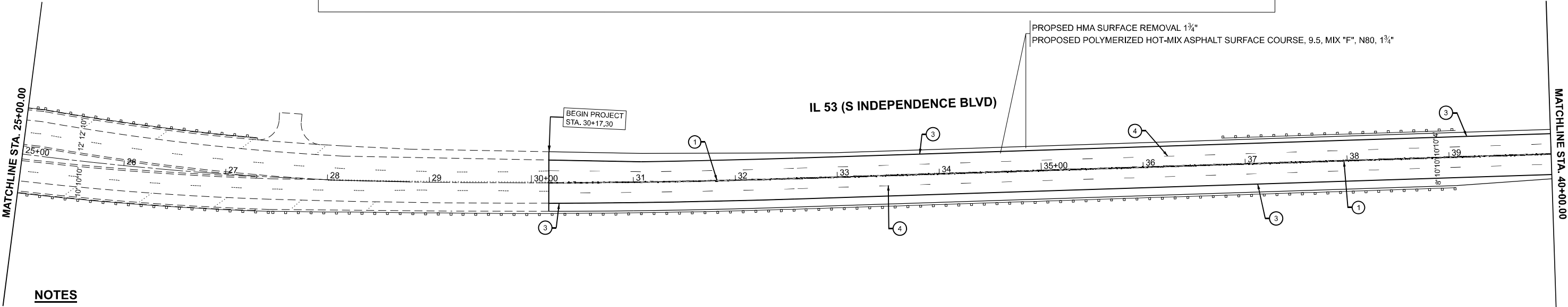
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DIAGONAL @45° MEDIAN LINE, YELLOW (TYP.)
- 9

PROP. THERMOPLASTIC PVMT. MARKING 12",
DIALGONAL @45° SHOULDER LINE, WHITE (TYP.)
- 10

PROP. THERMOPLASTIC PVMT. MARKING 12",
GORE LINES @ 45°, WHITE (TYP.)
- 11

PROP. THERMOPLASTIC PVMT. MARKING 24",
STOP BAR, WHITE (TYP.)
- 12

PROP. THERMOPLASTIC PVMT. MARKING,
LETTERS AND SYMBOLS, WHITE (TYP.)

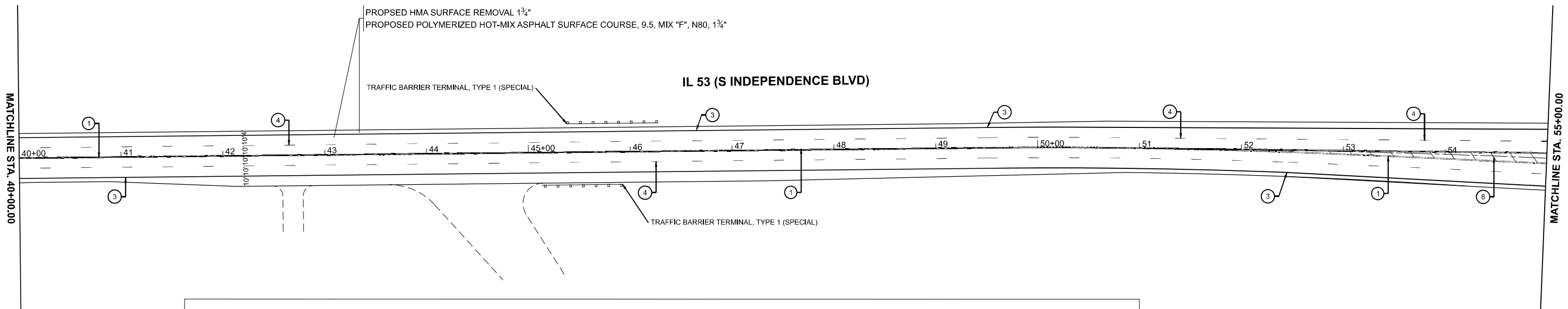


NOTES

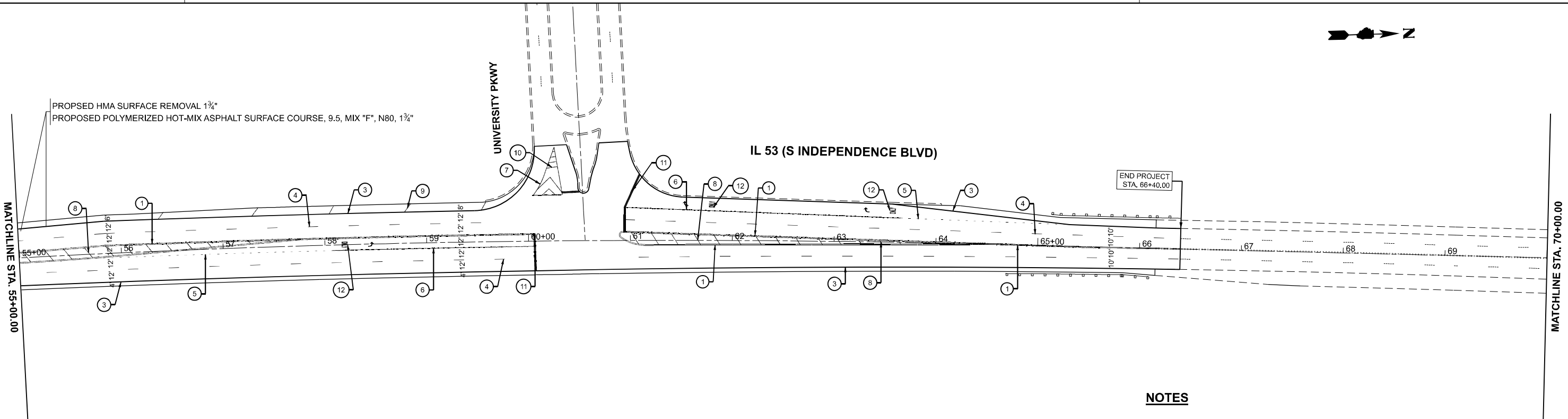
1. SHOULDER AND CENTERLINE RUMBLE STRIPS ARE NOT SHOWN ON PLANS.
SEE IDOT STANDARD 642006-03 - SHOULDER RUMBLE STRIPS 8" AND
BDE - RUMBLE STRIPES FOR CENTERLINE, NON-FREEWAY FOR DETAILS.
2. RUMBLE STRIPS SHALL BE OMITTED WITHIN THE LIMITS OF
STRUCTURES, DRIVEWAY ENTRANCES AND SIDE ROADS.

	USER NAME = Baraa.Alsyadi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLANS IL 53 - N OF UNIVERSITY TO RENWICK RD			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					112	FAP 0112 23 Smart	WILL	23	8
		CHECKED -	REVISED -					CONTRACT NO. 62V35				
	PLOT DATE = 1/29/2025	DATE -	REVISED -		SCALE: 1"=50'	SHEET 1	OF 2 SHEETS	STA. 10+00.00	TO STA. 40+00.00	ILLINOIS FED. AID PROJECT		

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1	PROP. THERMOPLASTIC PVMT. MARKING 4", DOUBLE CENTERLINE, YELLOW (TYP.)	4	PROP. THERMOPLASTIC PVMT. MARKING 4", 10' DASH, 30' SKIP, WHITE (TYP.)	7	PROP. THERMOPLASTIC PVMT. MARKING 8", GORE MARKING LINE, WHITE (TYP.)	10	PROP. THERMOPLASTIC PVMT. MARKING 12", GORE LINES @ 45°, WHITE (TYP.)
2	PROP. THERMOPLASTIC PVMT. MARKING 4", EDGE CENTERLINE, YELLOW (TYP.)	5	PROP. THERMOPLASTIC PVMT. MARKING 6", 2' DASH, 6' SKIP, WHITE (TYP.)	8	PROP. THERMOPLASTIC PVMT. MARKING 12", DIAGONAL @45° MEDIAN LINE, YELLOW (TYP.)	11	PROP. THERMOPLASTIC PVMT. MARKING 24", STOP BAR, WHITE (TYP.)
3	PROP. THERMOPLASTIC PVMT. MARKING 4", EDGE SHOULDER LINE, WHITE (TYP.)	6	PROP. THERMOPLASTIC PVMT. MARKING 6", TURN LANE, WHITE (TYP.)	9	PROP. THERMOPLASTIC PVMT. MARKING 12" DIALGONAL @45° SHOULDER LINE, WHITE (TYP.)	12	PROP. THERMOPLASTIC PVMT. MARKING, LETTERS AND SYMBOLS, WHITE (TYP.)



NOTES

1. SHOULDER AND CENTERLINE RUMBLE STRIPS ARE NOT SHOWN ON PLANS. SEE IDOT STANDARD 642006-03 - SHOULDER RUMBLE STRIPS 8" AND BDE - RUMBLE STRIPES FOR CENTERLINE. NON-FREEWAY FOR DETAILS.
2. RUMBLE STRIPS SHALL BE OMITTED WITHIN THE LIMITS OF STRUCTURES. DRIVEWAY ENTRANCES AND SIDE ROADS.

USER NAME	= Baraa.Alsyadi	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 1/29/2025	DATE	-	REVISED	-

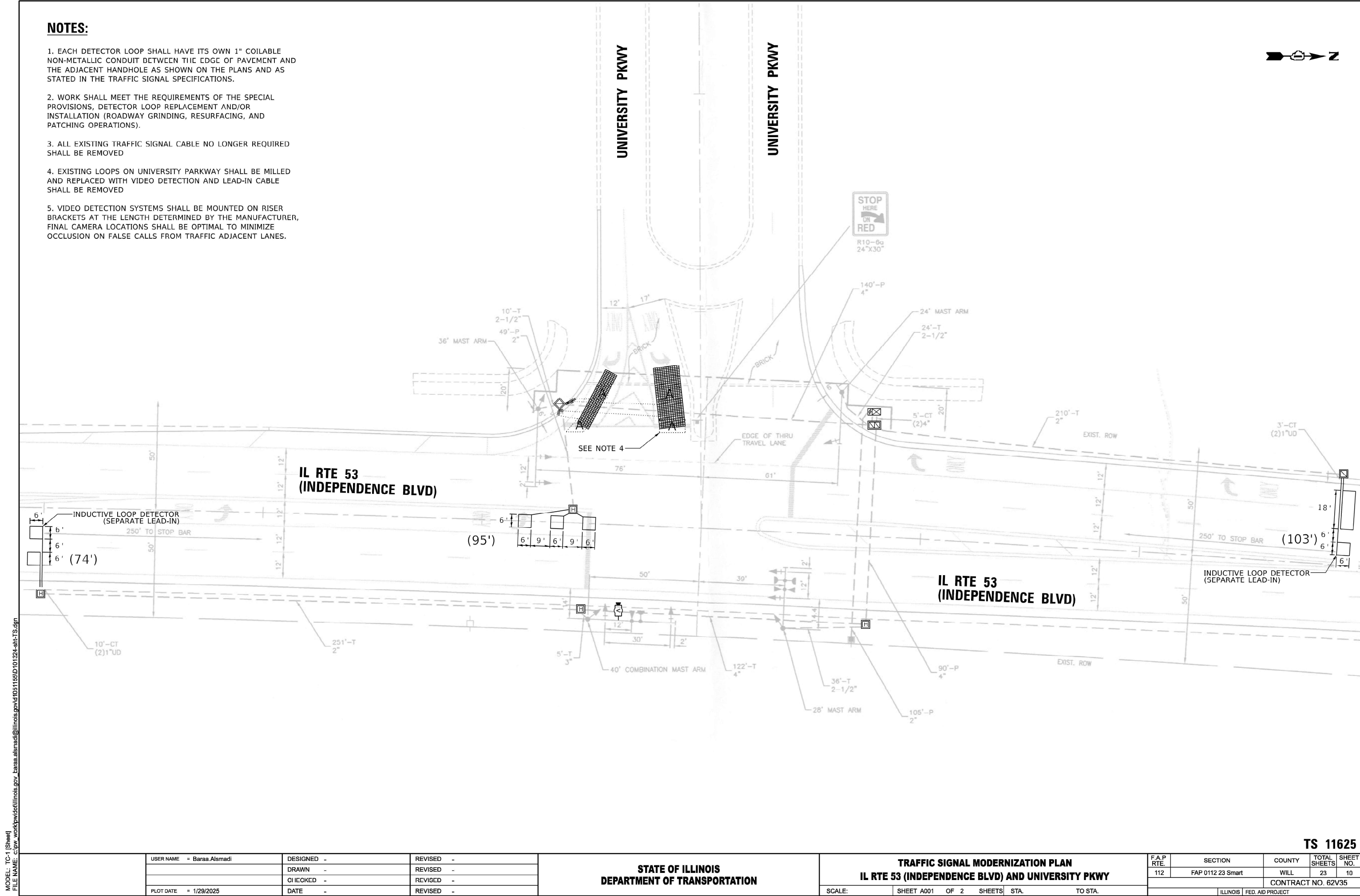
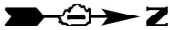
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS IL 53 - N OF UNIVERSITY TO RENWICK RD			
SCALE: 1"=50'	SHEET 2	OF 2 SHEETS	STA. 40+00.00 TO STA. 70+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	9
CONTRACT NO. 62V35				
ILLINOIS FED. AID PROJECT				

NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
3. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
4. EXISTING LOOPS ON UNIVERSITY PARKWAY SHALL BE MILLED AND REPLACED WITH VIDEO DETECTION AND LEAD-IN CABLE SHALL BE REMOVED
5. VIDEO DETECTION SYSTEMS SHALL BE MOUNTED ON RISER BRACKETS AT THE LENGTH DETERMINED BY THE MANUFACTURER, FINAL CAMERA LOCATIONS SHALL BE OPTIMAL TO MINIMIZE OCCLUSION ON FALSE CALLS FROM TRAFFIC ADJACENT LANES.



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TS 11625

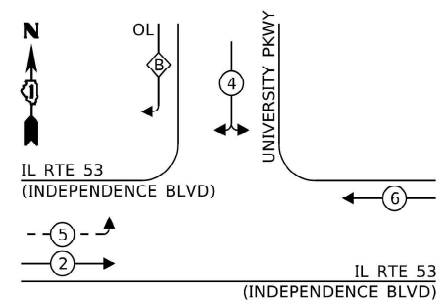
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 1/29/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN			
IL RTE 53 (INDEPENDENCE BLVD) AND UNIVERSITY PKWY			
SCALE:	SHEET A001	OF 2 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	10
CONTRACT NO. 62V35				
ILLINOIS FED. AID PROJECT				

EXISTING CONTROLLER SEQUENCE



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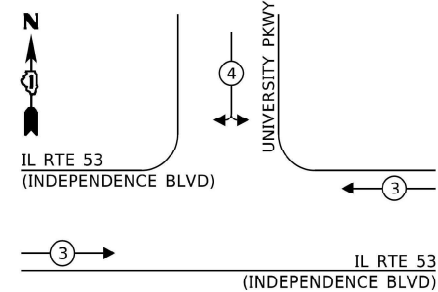
- ← (1) ← PROTECTED PHASE
- ← (4) ← PROTECTED/PERMITTED PHASE
- ← (3) ← PEDESTRIAN PHASE
- ← (6) ← OVERLAP

RIGHT TURN OVERLAP

PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LFAD-IN, NO. 14 1 PAIR	FOOT	765
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE 1	FOOT	272
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	280
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	1

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	8	11	88
4-SECTION	-	14	-
5-SECTION	2	13	26
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	-	15	-
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	1	20	20
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING	309		
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHFR	-	15	-
LED STREET NAME SIGN	3	120	360
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING	1274		

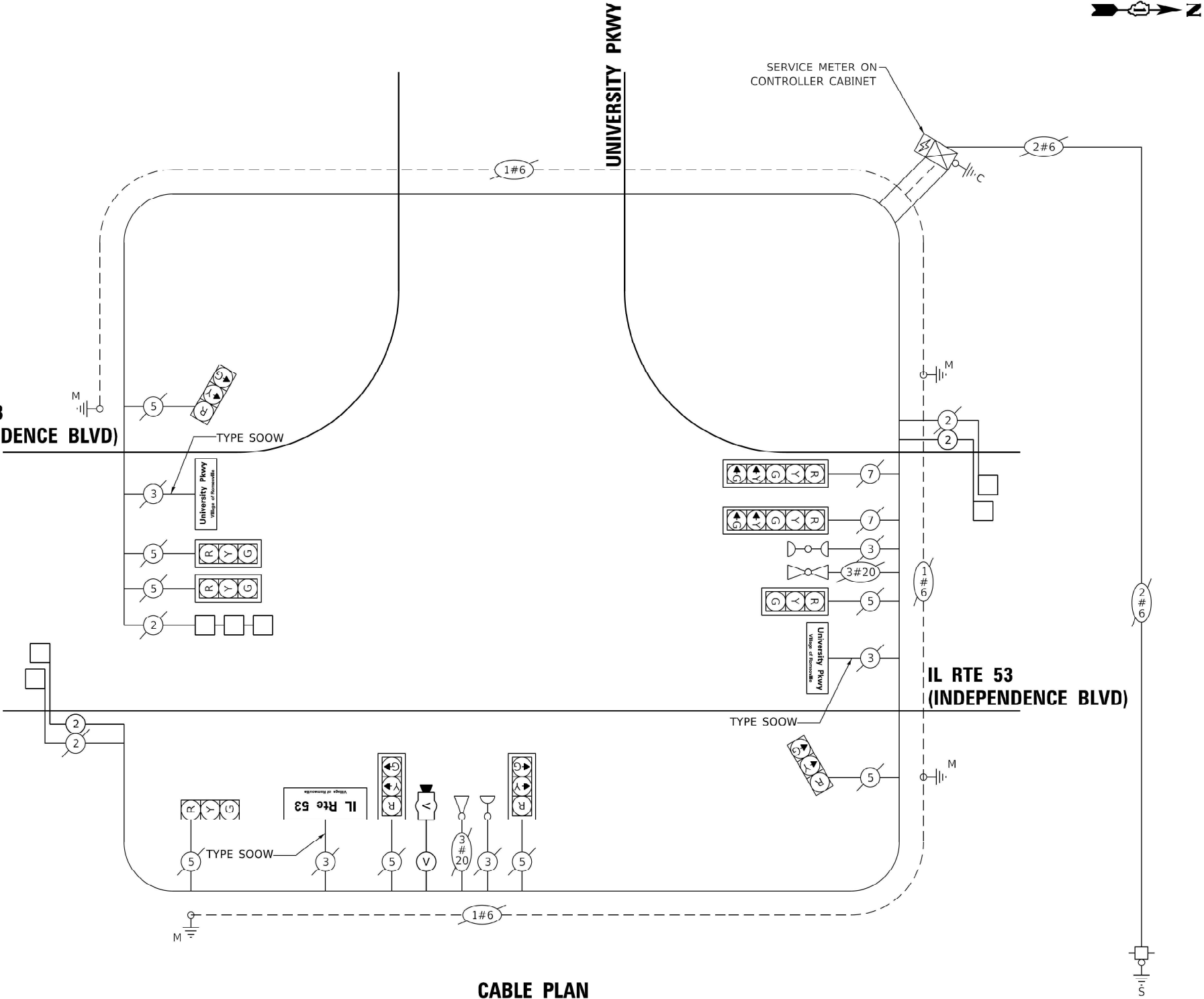
ENERGY COSTS TO:

VILLAGE OF ROMEOVILLE
1050 WEST ROMEO RD
ROMEOVILLE, IL 60446

ENERGY SUPPLY: CONTACT: RICK OSTER
PHONE: 779-231-0625
COMPANY: COMED

ACCOUNT NUMBER: ---
METER NUMBER: ---

IL RTE 53
(INDEPENDENCE BLVD)



CABLE PLAN
(NOT TO SCALE)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL RTE 53 (INDEPENDENCE BLVD) AND UNIVERSITY PKWY

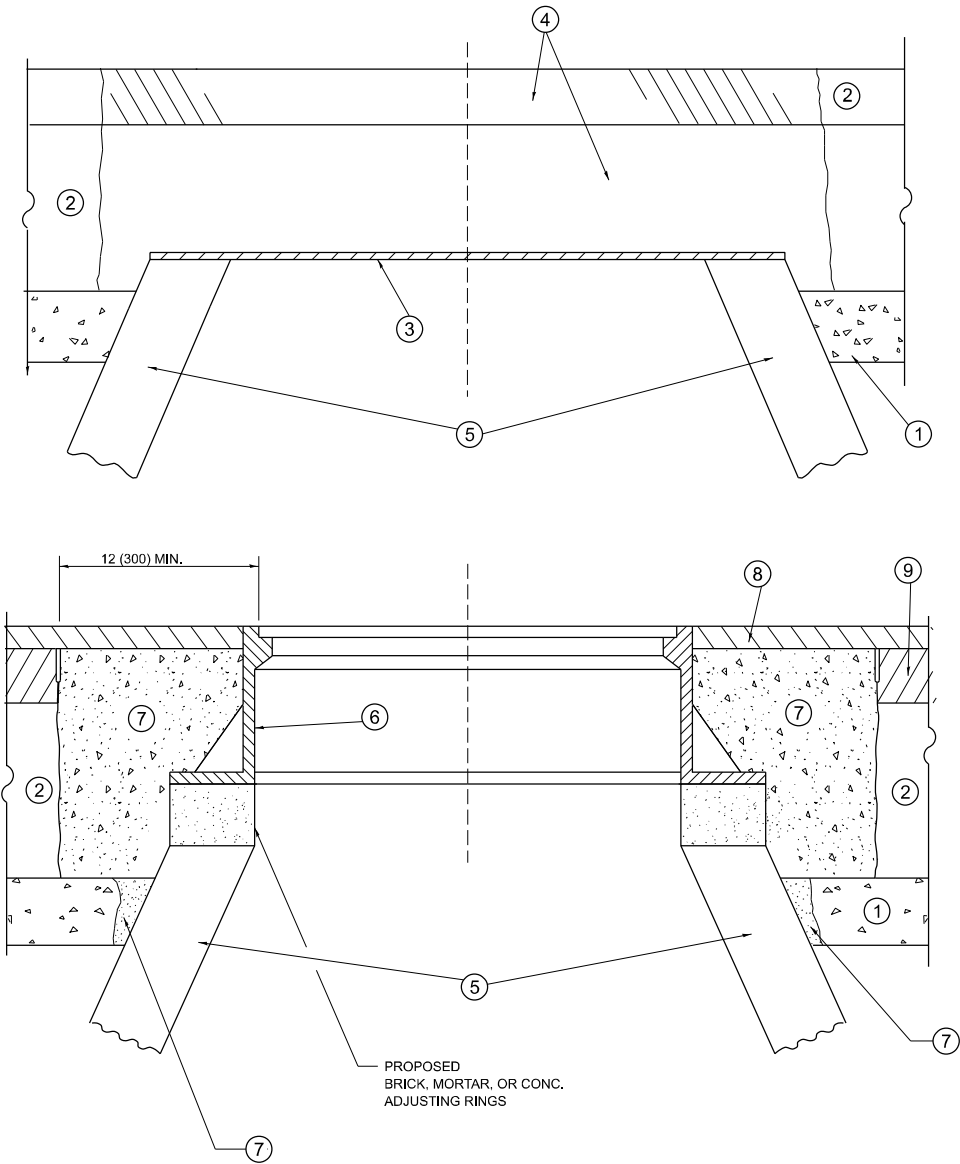
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	11
CONTRACT NO. 62V35				
ILLINOIS FED. AID PROJECT				

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**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

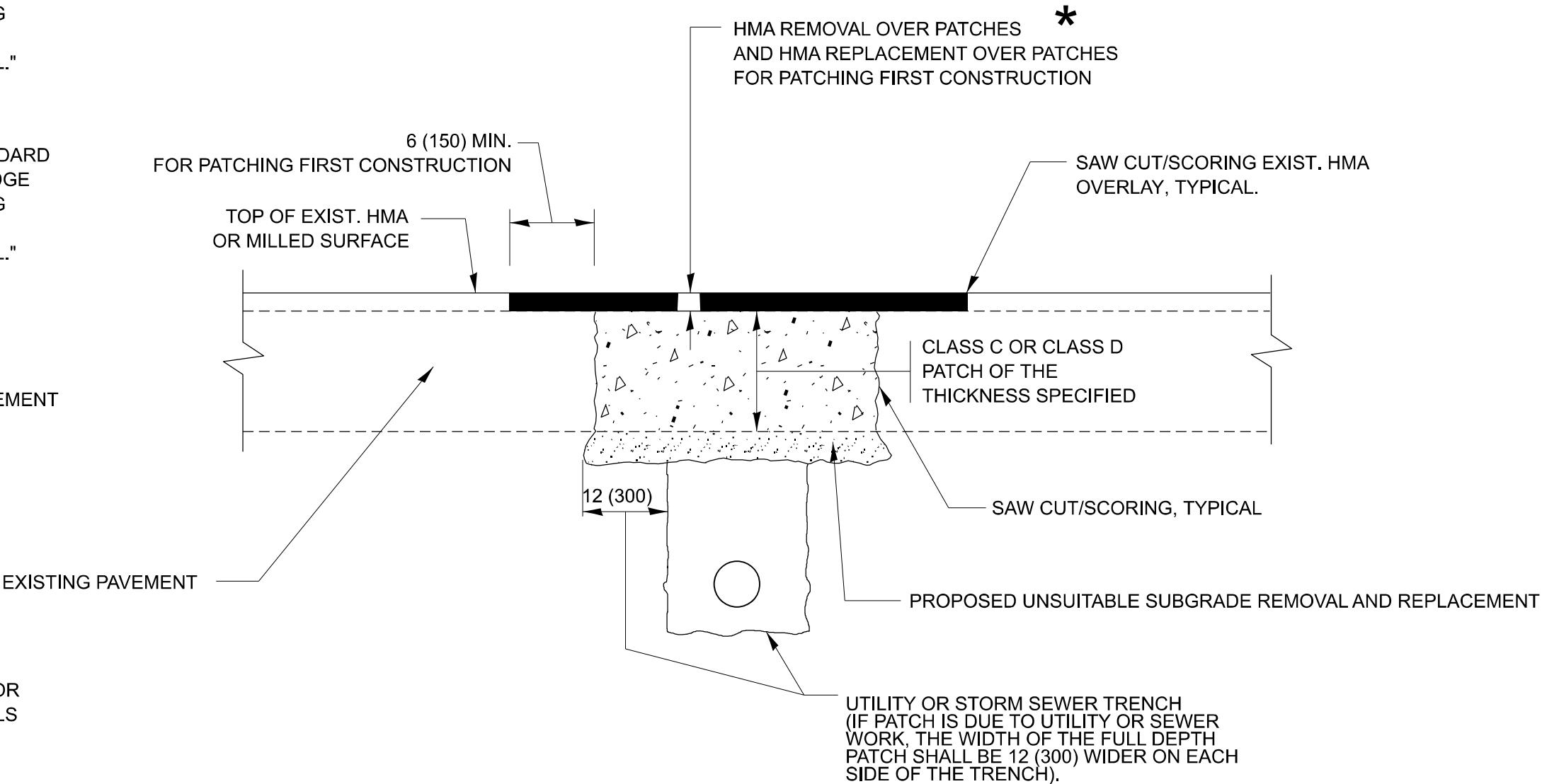
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	PLOT DATE = 1/29/2025	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

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.

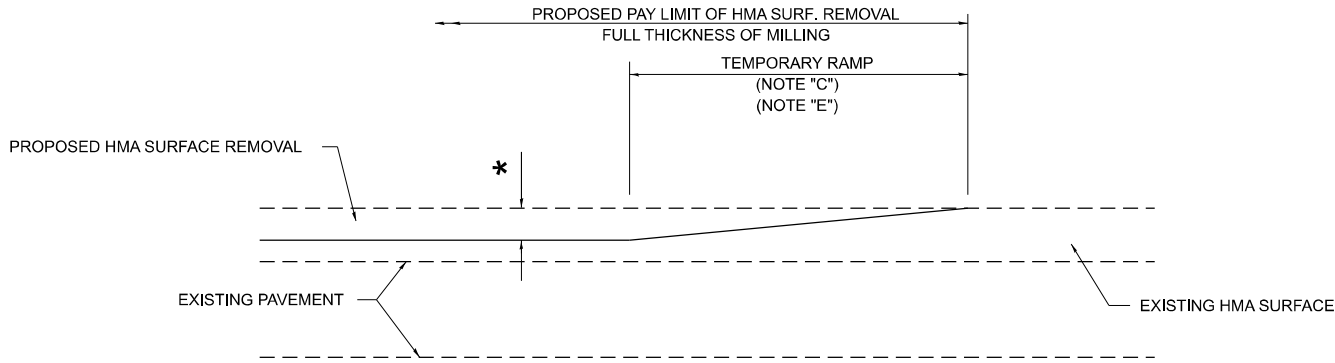
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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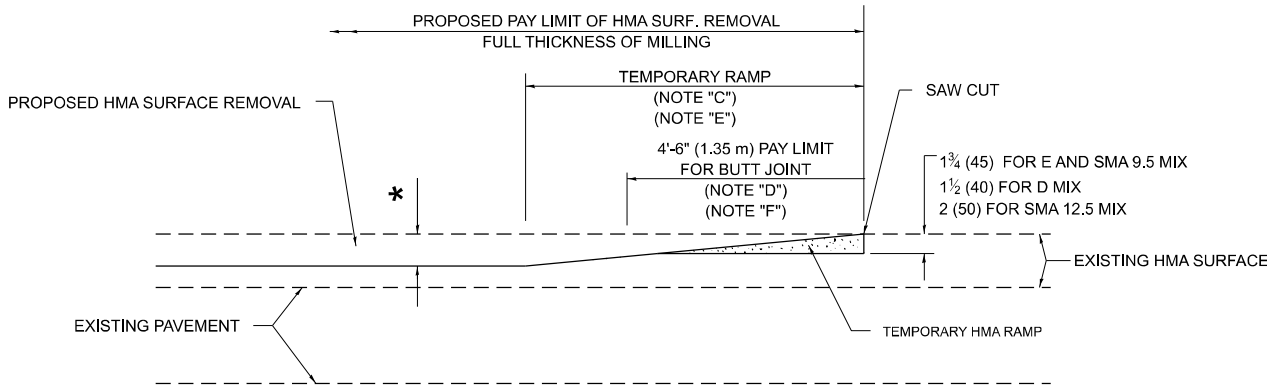
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	PLOT DATE = 1/29/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22						ILLINOIS FED. AID PROJECT				
					SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

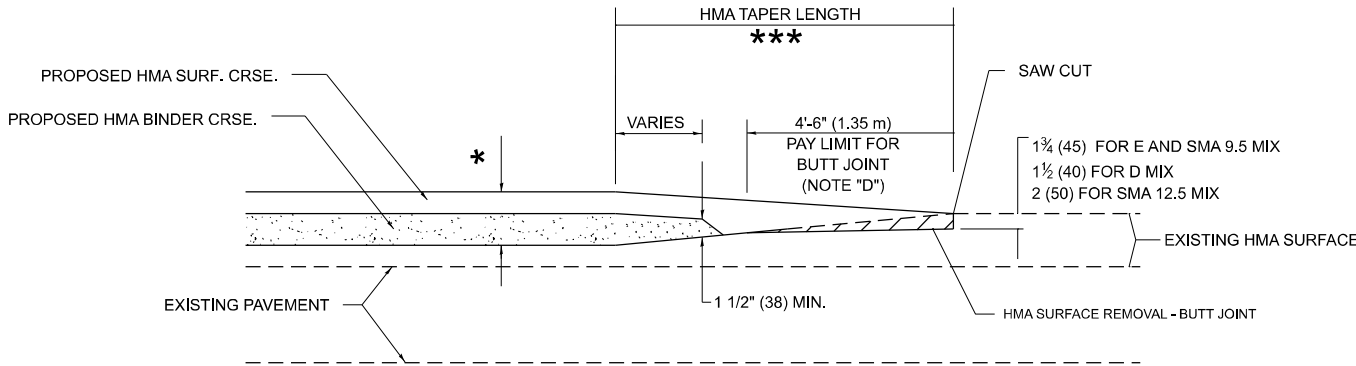


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

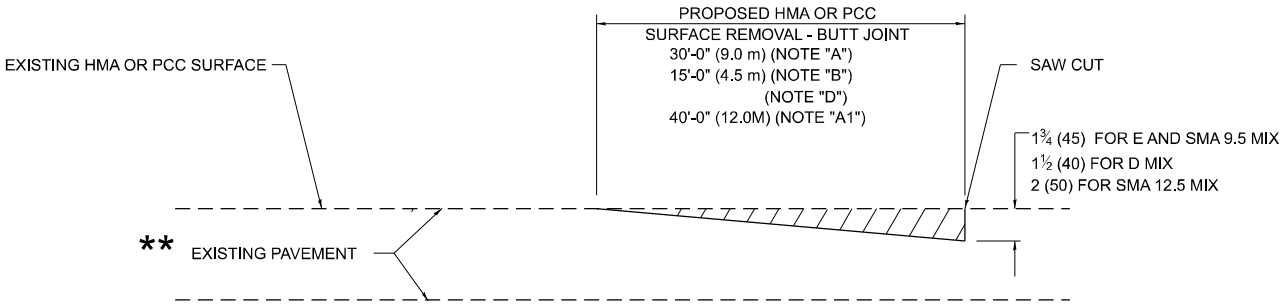
OPTION 2

TYPICAL TEMPORARY RAMP

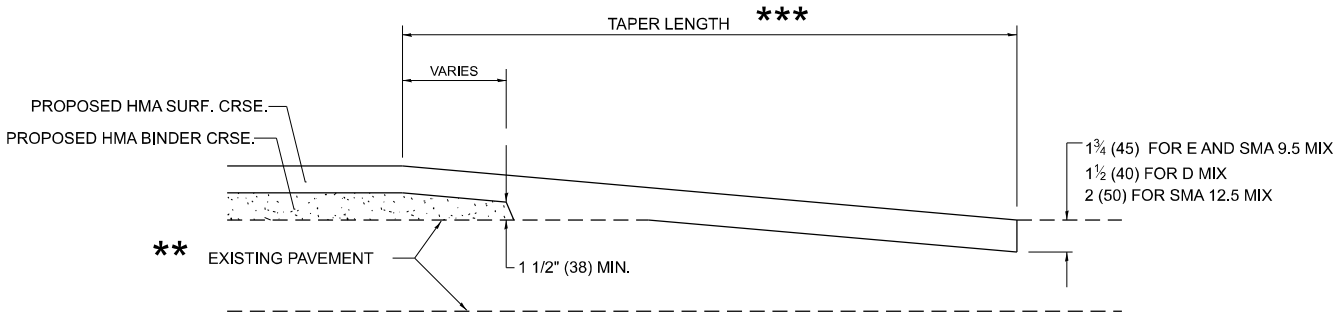


**BUTT JOINT AND
HMA TAPER**

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

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

BASIS OF PAYMENT

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

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

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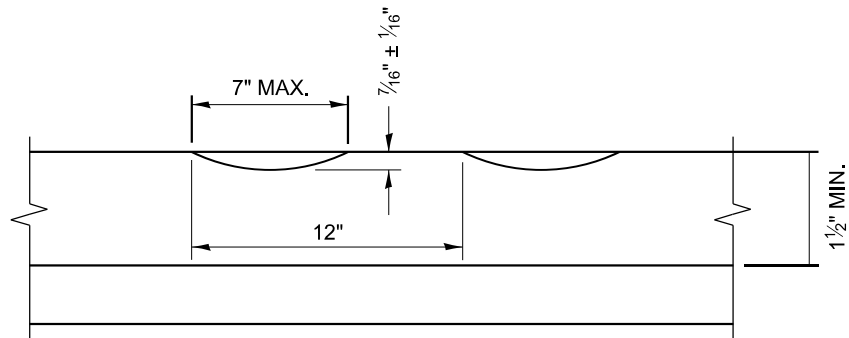
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	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 1/28/2025	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

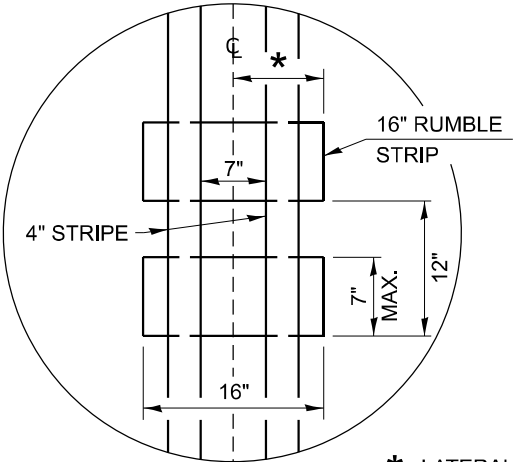
**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	15
BD400-05 BD-32		CONTRACT NO. 62V35		
ILLINOIS		FED. AID PROJECT		



SECTION A-A



* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.

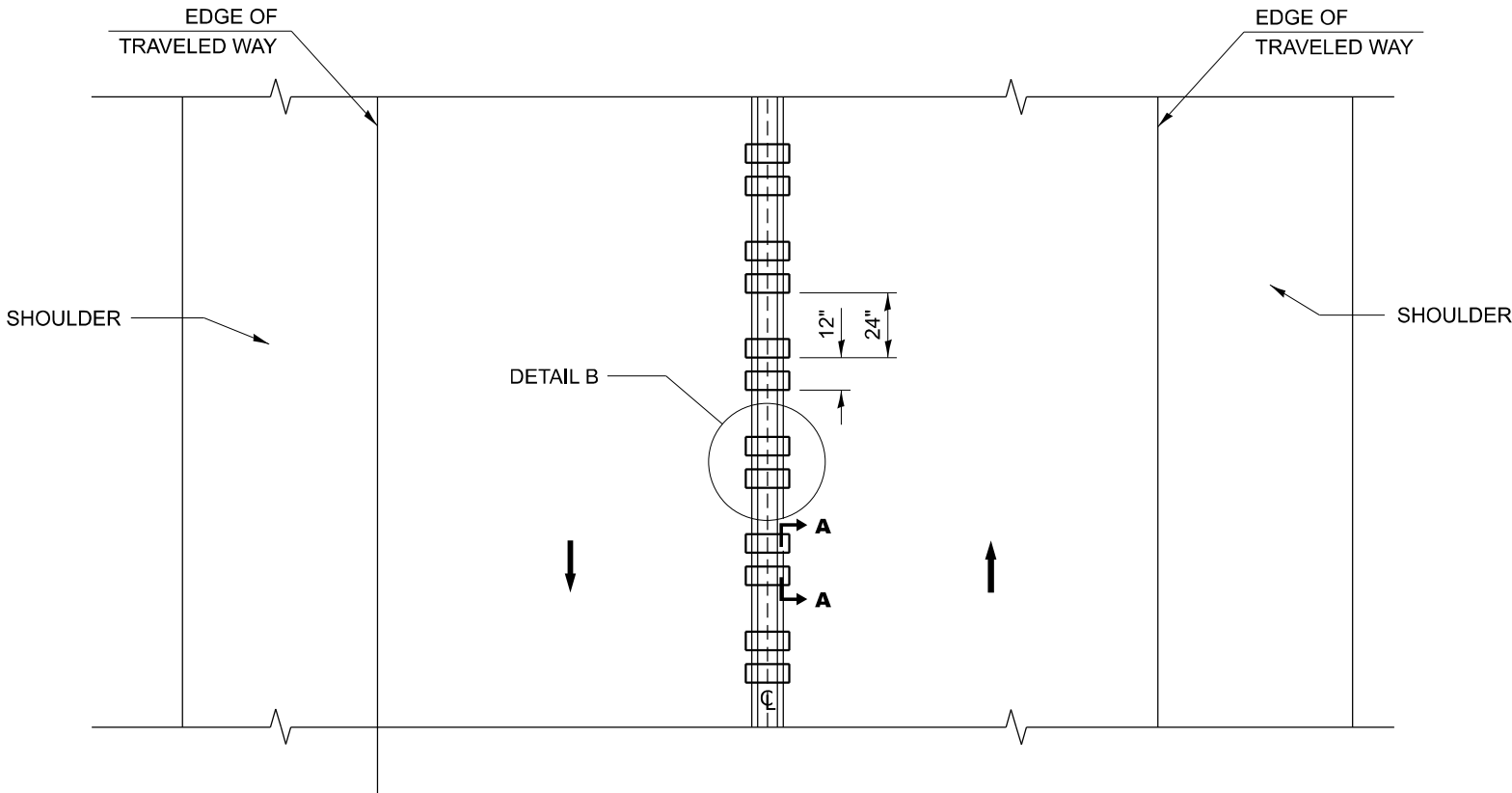
DETAIL B

GENERAL NOTES

- CENTERLINE RUMBLE STRIPS SHALL BE CONSTRUCTED ACCORDING TO SECTION 642 ALONG THE CENTERLINE OF PAVEMENT.
- SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS.
- RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES.
- ALL RUMBLE STRIPS SHALL BE MILLED.
- CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.
- DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.
- AFTER RUMBLE STRIPS ARE INSTALLED, THE PAVEMENT SURFACE SHALL BE SWEEPED CLEAN PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT MARKINGS.
- WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

BASIS OF PAYMENT

- THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR CENTERLINE-RUMBLE STRIP OF THE WIDTH SPECIFIED.
- HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING WILL BE USED OVER THE RUMBLE STRIPS, AND WILL BE PAID FOR SEPARATELY.



TWO-WAY ROAD

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 1/29/2025	DATE - 08-06-2012	REVISED -

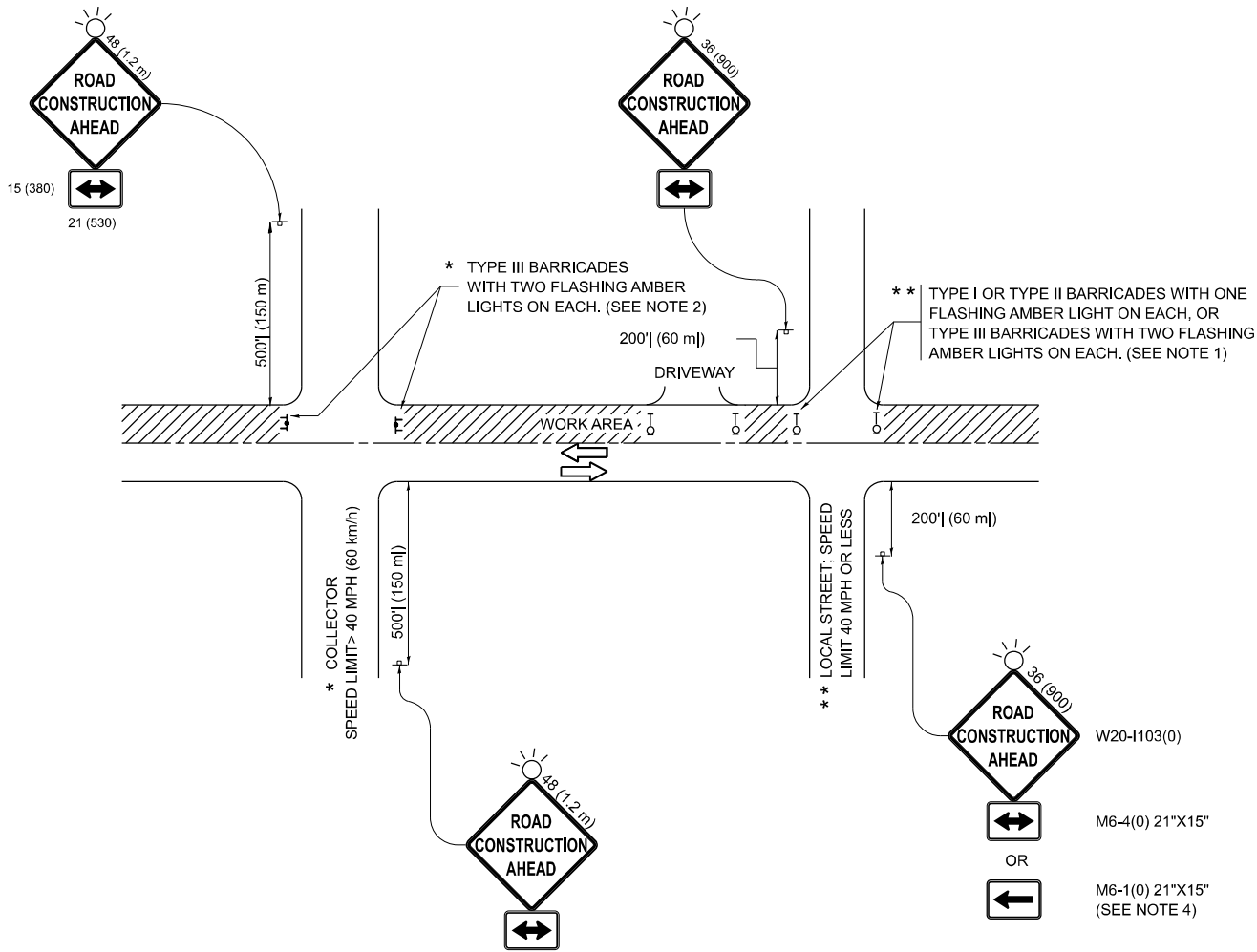
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	16
BD 55		CONTRACT NO. 62V35		
ILLINOIS		FED. AID PROJECT		

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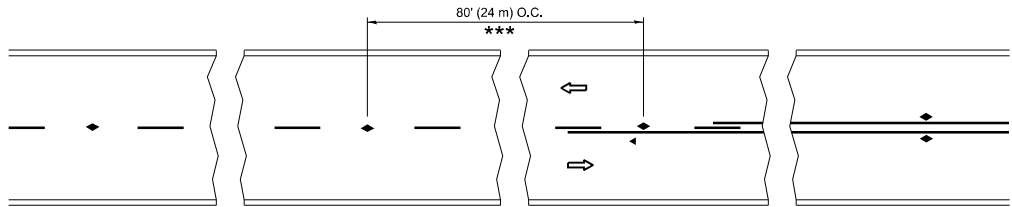


NOTES:

- 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.

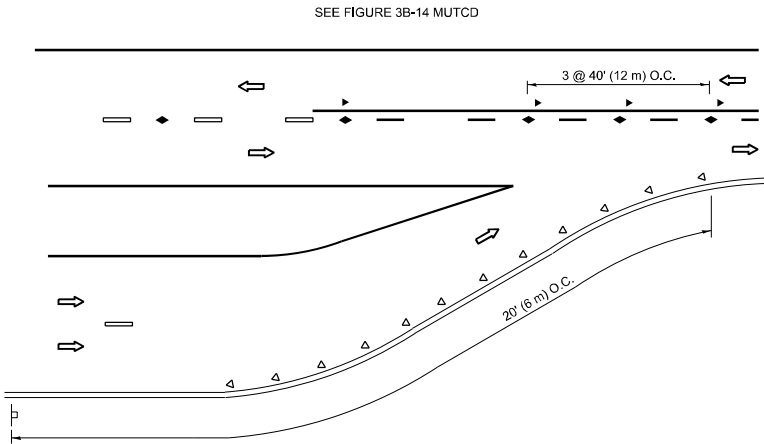
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME = Baraa.Alsyadi	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. SCHUETZE 07-01-13									112	FAP 0112 23 Smart	WILL	23	17
		CHECKED -	REVISED - A. SCHUETZE 09-15-06									TC-10		CONTRACT NO. 62V35		
	PLOT DATE = 1/29/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-24									ILLINOIS FED. AID PROJECT				

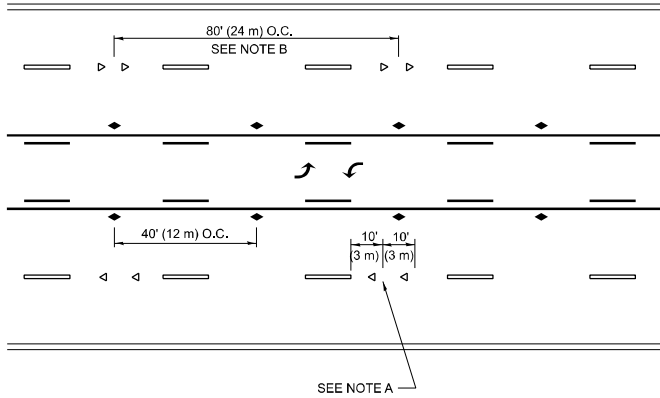


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

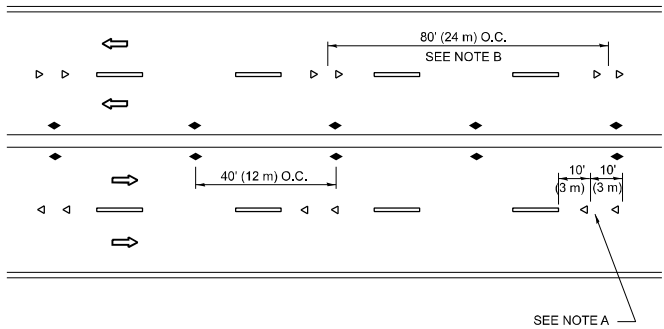
TWO-LANE/TWO-WAY



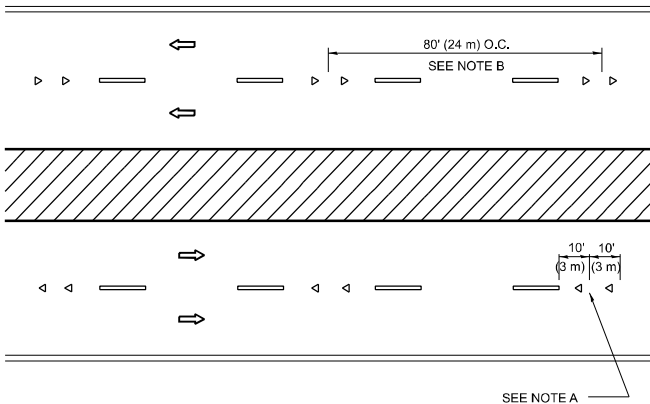
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

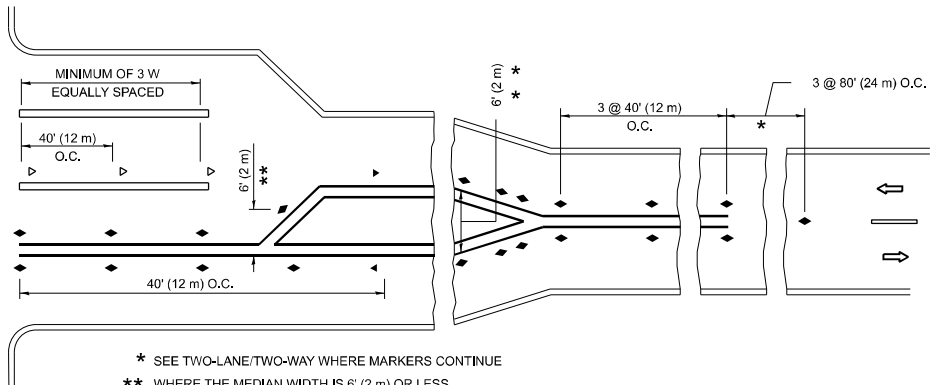
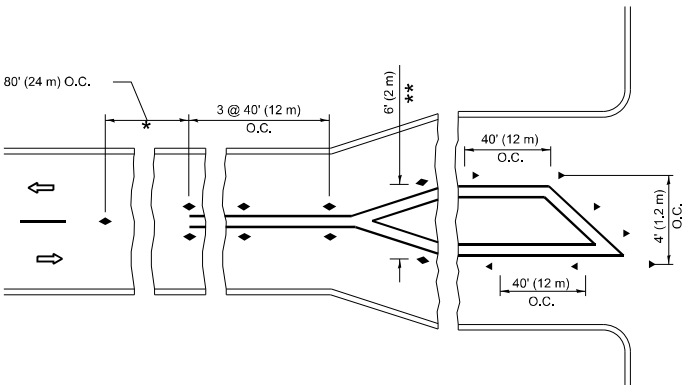
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

TURN LANES

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

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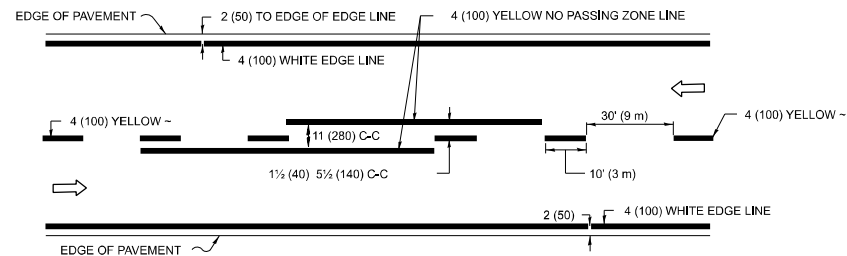
PLOT DATE	USER NAME	DESIGNED	REVISED
	= Baraa.Alsyadi	-	- T. RAMMACHER 03-12-99
		DRAWN	- T. RAMMACHER 01-06-00
		CHECKED	- C. JUCIUS 09-09-09
	DATE		REVISED
= 1/29/2025			- C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

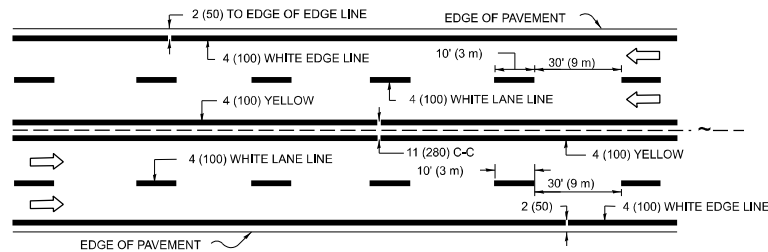
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

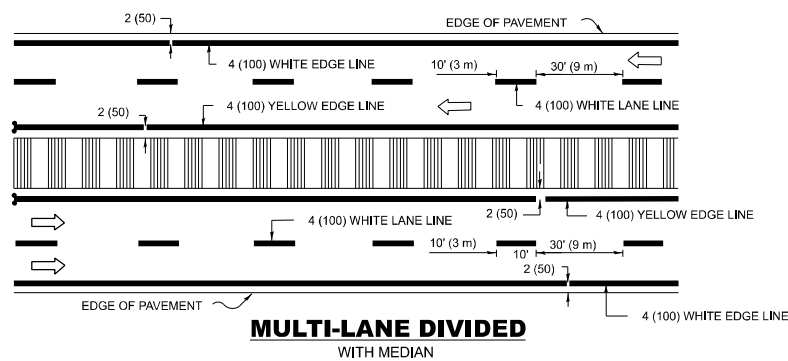
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TC-11		CONTRACT NO. 62V35		
		ILLINOIS FED. AID PROJECT		



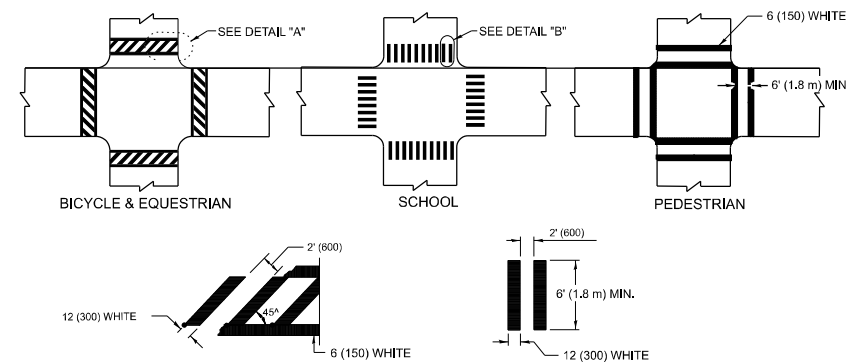
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

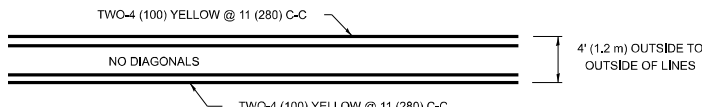


DETAIL "A"

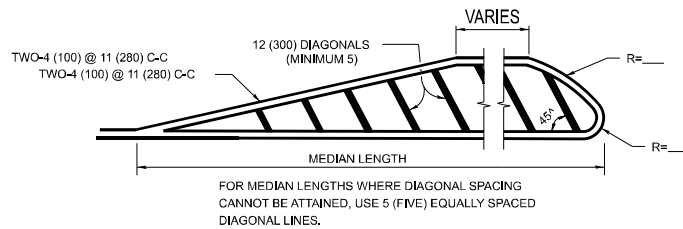
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

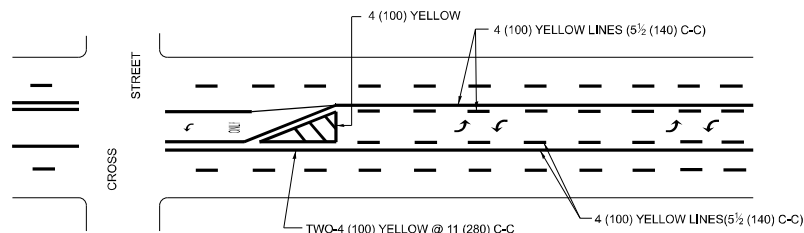


4' (1.2 m) WIDE MEDIANS ONLY

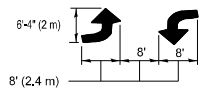


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

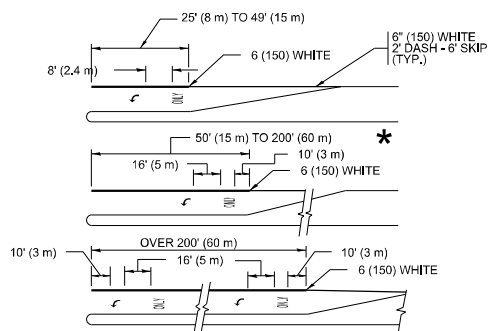


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

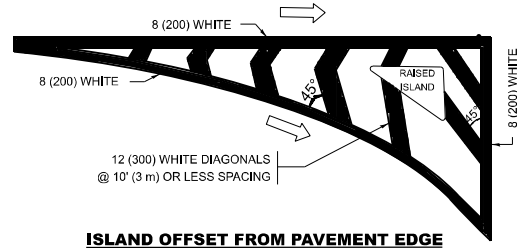


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

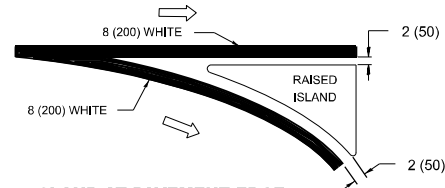
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

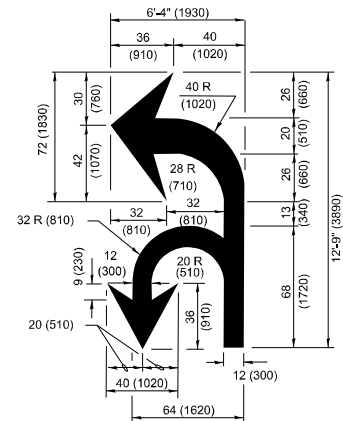


ISLAND OFFSET FROM PAVEMENT EDGE

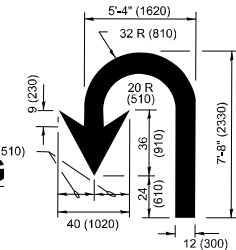


ISLAND AT PAVEMENT EDGE

20 (5) 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	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (6' (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; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 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.

USER NAME = Baraa.Alsadi	DESIGNED = EVERS	REVISED = C. JUCIUS 09-09-09
	DRAWN =	REVISED = C. JUCIUS 07-01-13
	CHECKED =	REVISED = C. JUCIUS 12-21-15
PLOT DATE = 1/29/2025	DATE = 03-19-90	REVISED = C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

<div style="text-align: center;"> DISTRICT ONE TYPICAL PAVEMENT MARKINGS </div>					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					112	FAP 0112 23 Smart	WILL	23	19
					TC-13		CONTRACT NO. 62V35		
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.				
					ILLINOIS FED. AID PROJECT				

MODEL: TC-13 [Sheet]
FILE NAME: c:\pw_work\pwidotillinois.gov_baraa.alsmadi@illinois.gov\d1051155ID101324-sh-DistSids.dgn

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

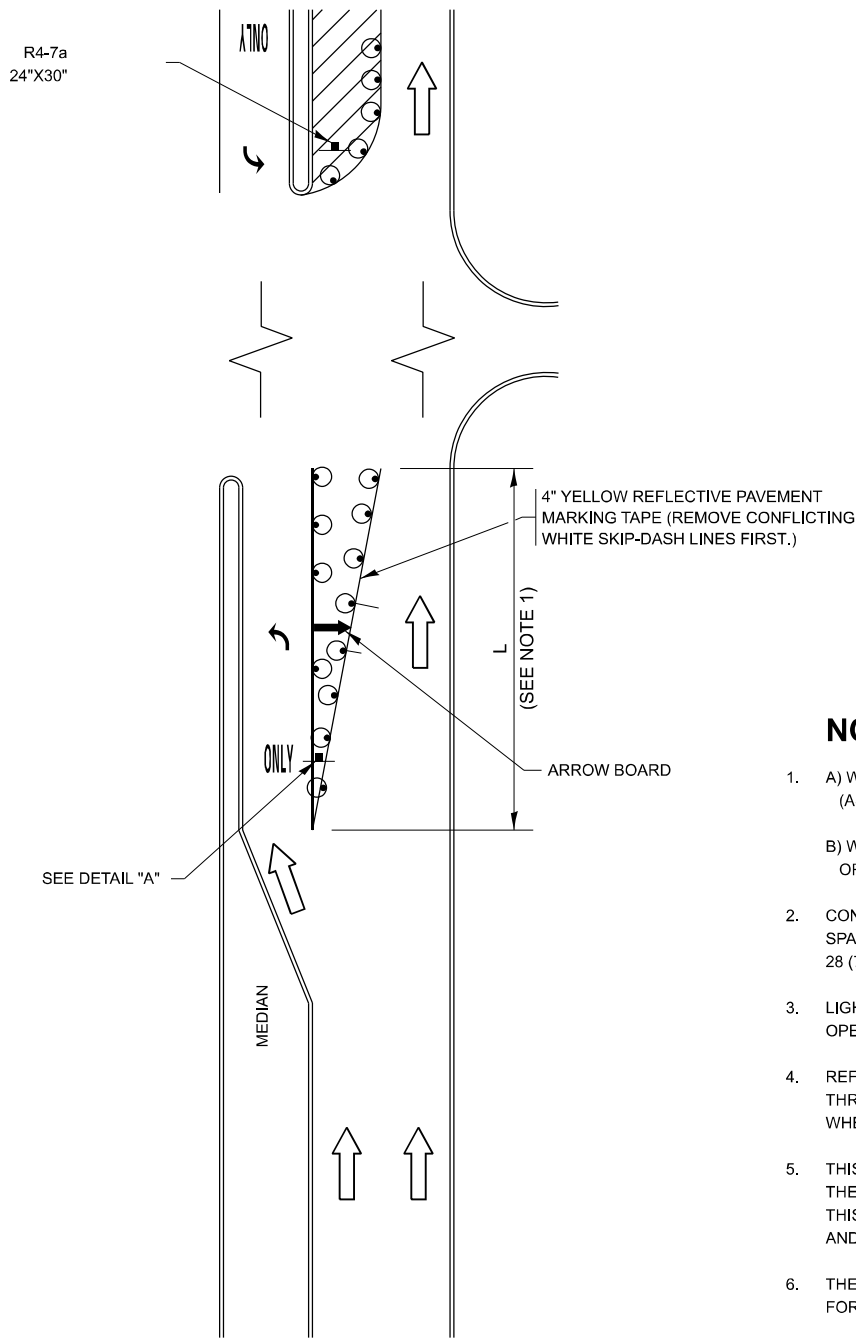
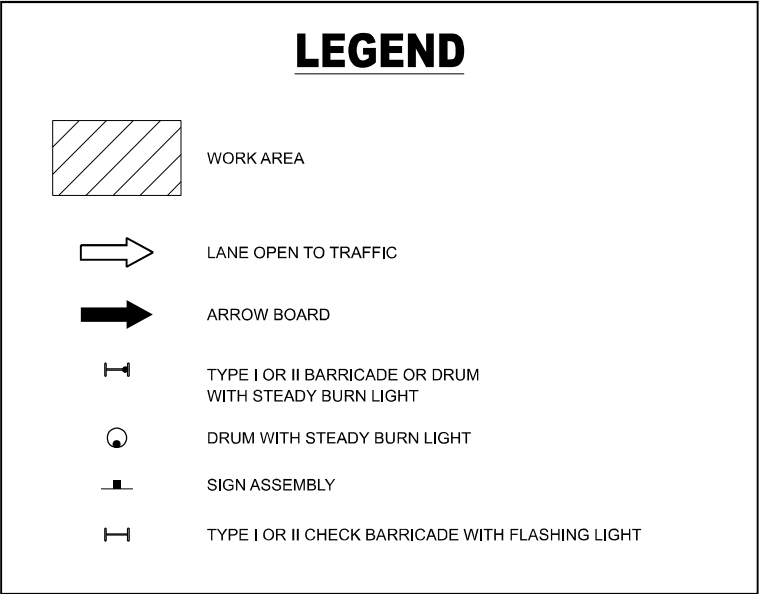


FIGURE 1

LEGEND



NOTES:

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

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

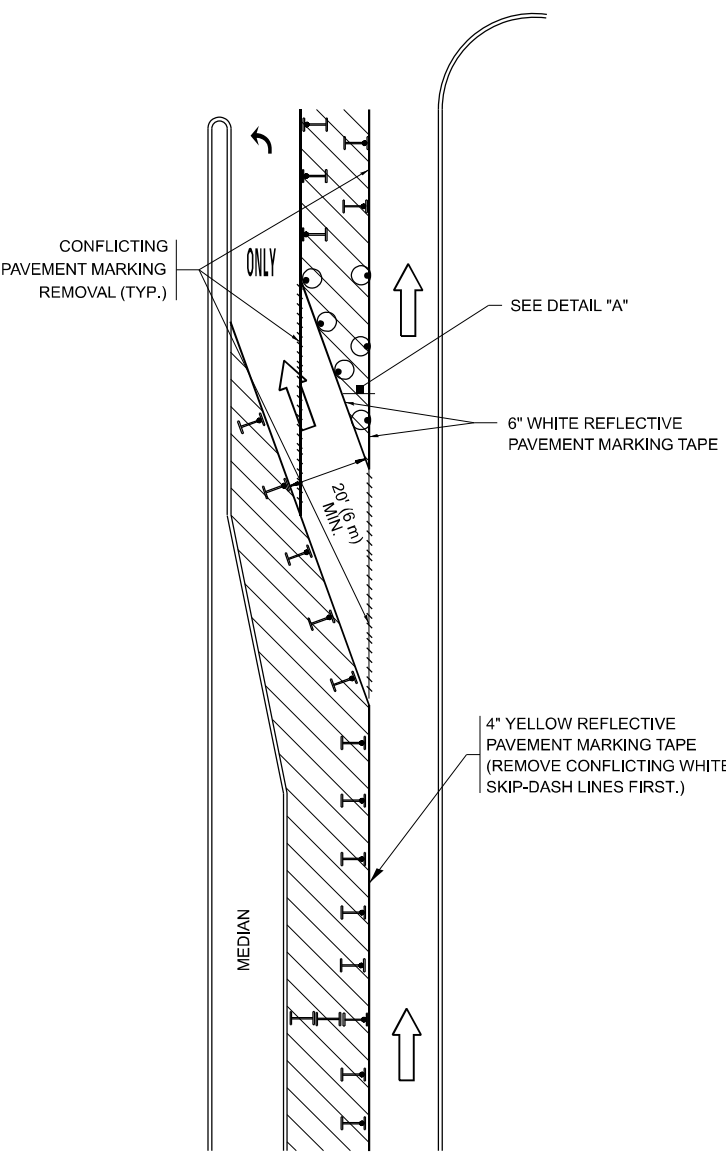
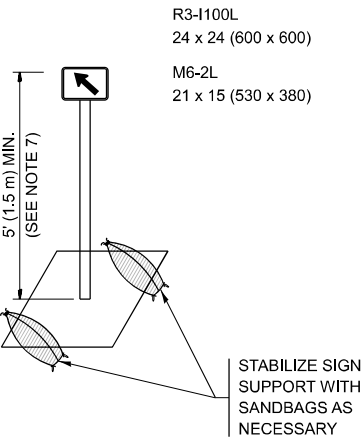


FIGURE 2



DETAIL A

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

MODEL: TC-14 (Sheet)
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USER NAME	= Baraa.Alsyadi
DESIGNED	- T. RAMMACHER 09-08-94
DRAWN	- A. HOUSEH 11-07-95
CHECKED	- A. HOUSEH 10-12-96
DATE	- T. RAMMACHER 01-06-00

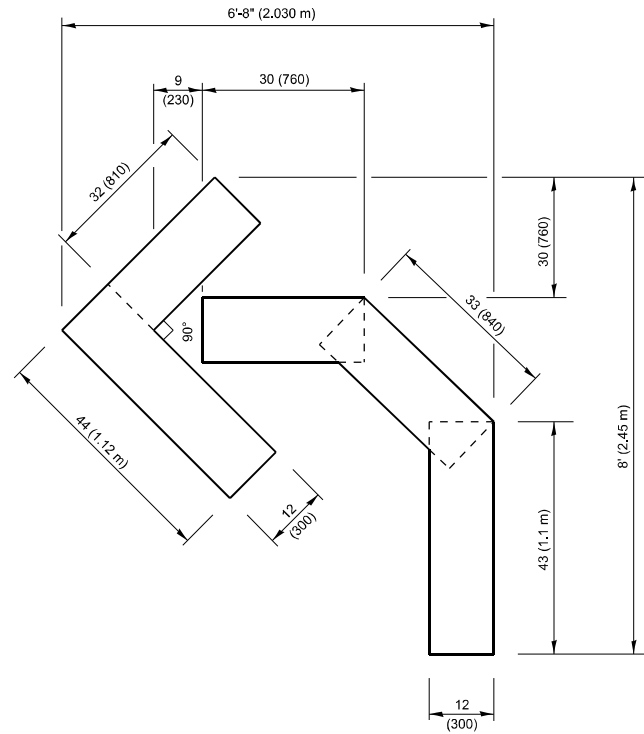
REVISED	- R. BORO 09-14-09
REVISED	- A. SCHUETZE 07-01-13
REVISED	- A. SCHUETZE 09-15-16
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

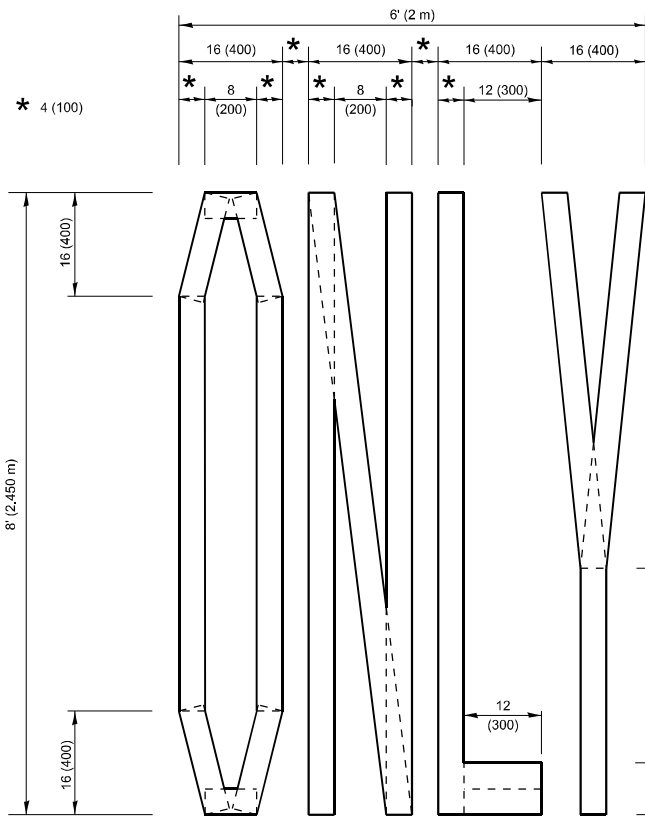
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-14		CONTRACT NO. 62V35		
ILLINOIS		FED. AID PROJECT		



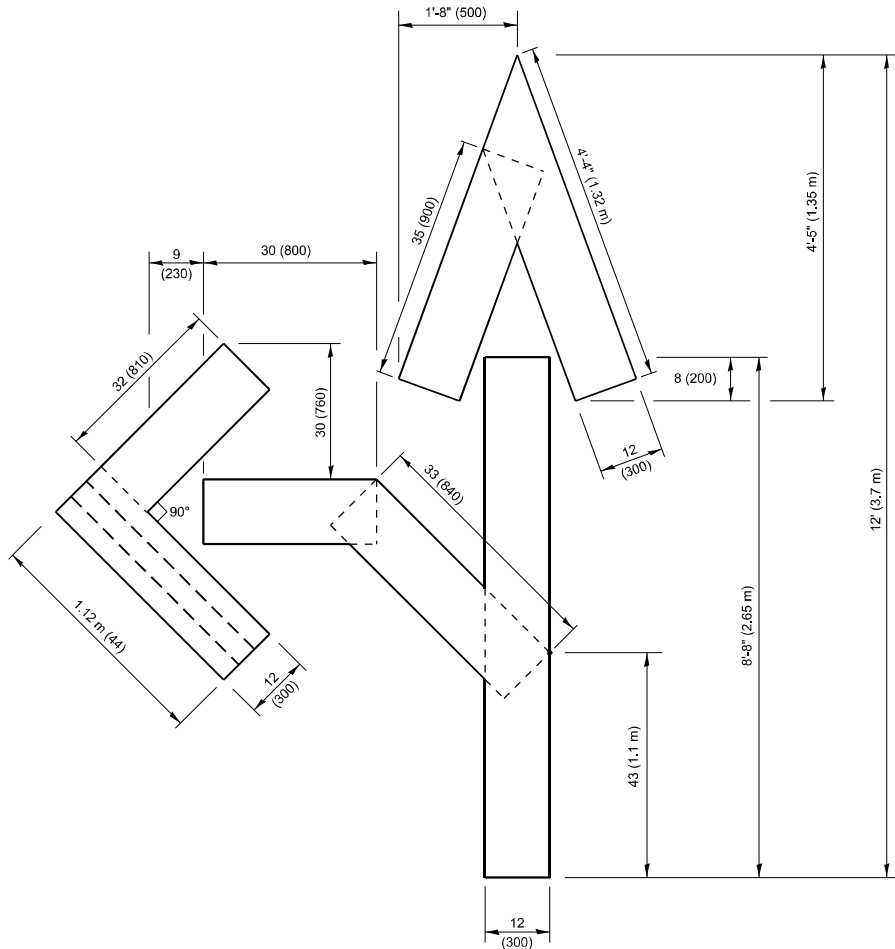
QUANTITY

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



QUANTITY

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

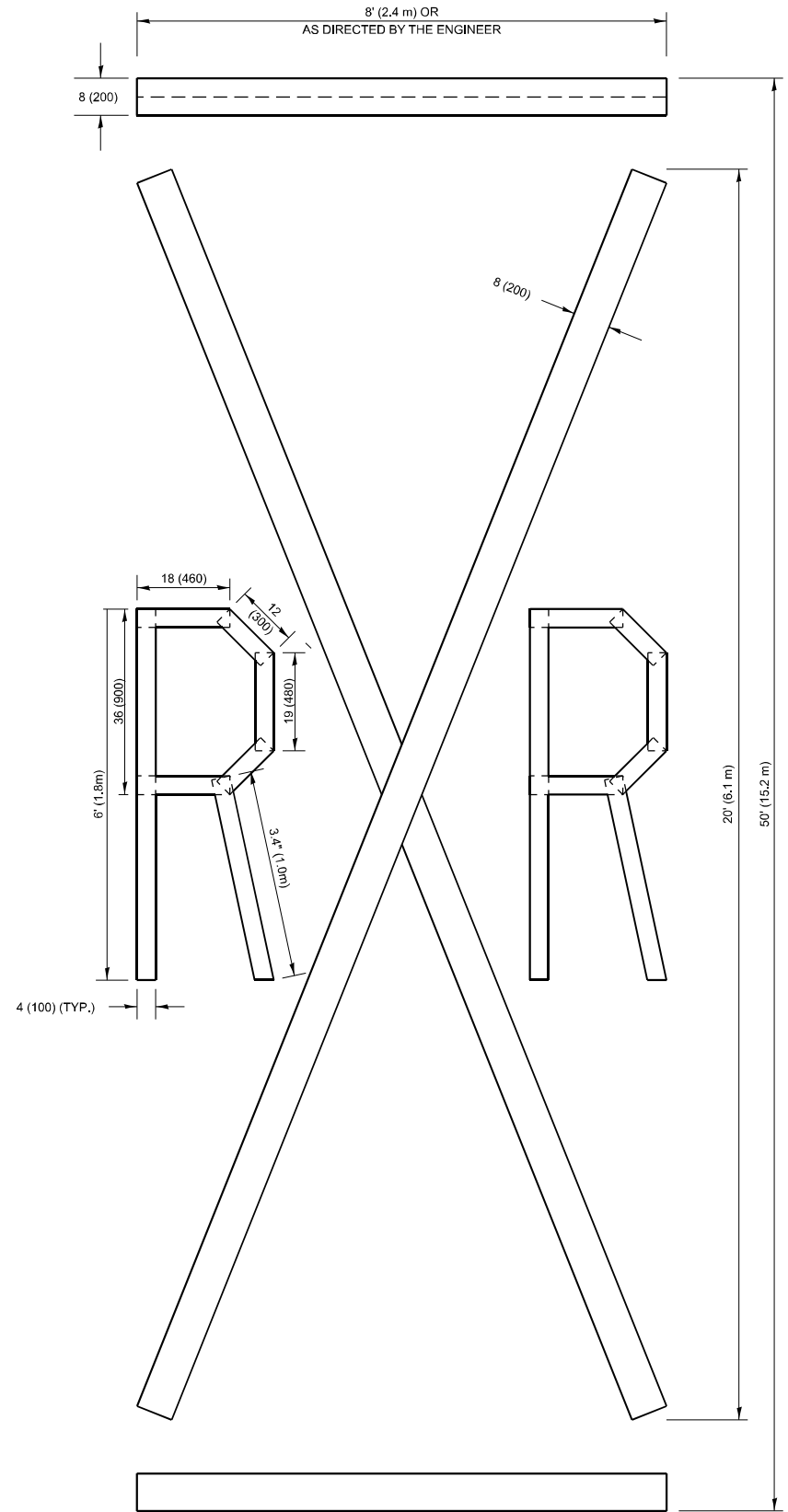


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: TC-16 (Sheet)
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USER NAME	= Baraa.Alsyadi	DESIGNED	-	REVISED	- T. RAMMACHER 03-02-98
		DRAWN	-	REVISED	- E. GOMEZ 08-28-00
		CHECKED	-	REVISED	- E. GOMEZ 08-28-00
PLOT DATE	= 1/29/2025	DATE	- 09-18-94	REVISED	- A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

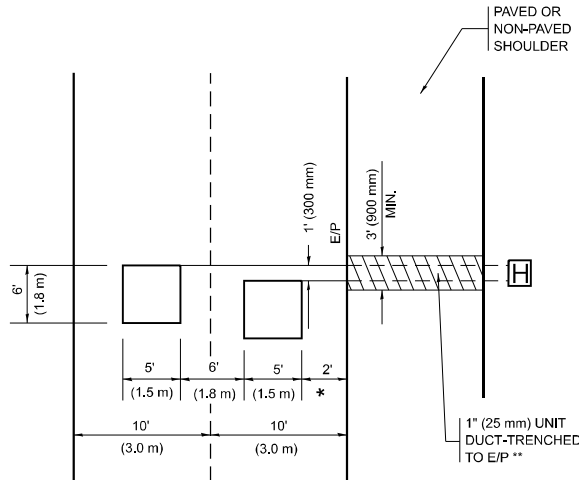
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	21
TC-16		CONTRACT NO. 62V35		
		ILLINOIS	FED. AID PROJECT	

LOOPS NEXT TO SHOULDERS

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

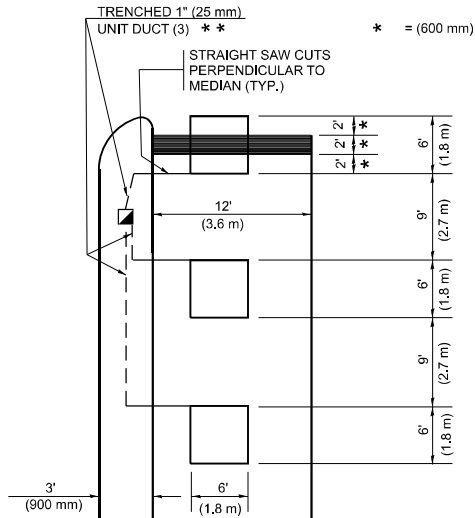


* = (600 mm)

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

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

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

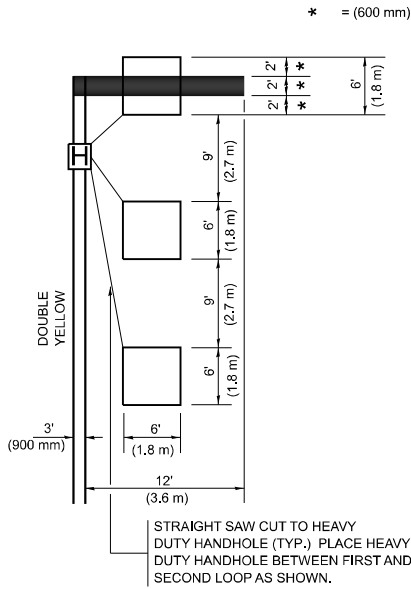


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

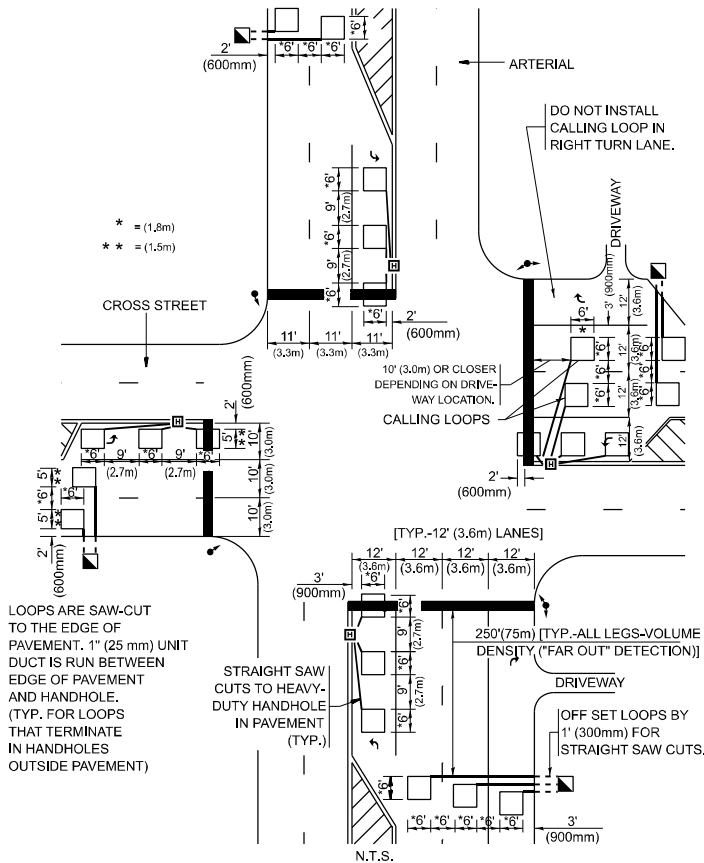
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



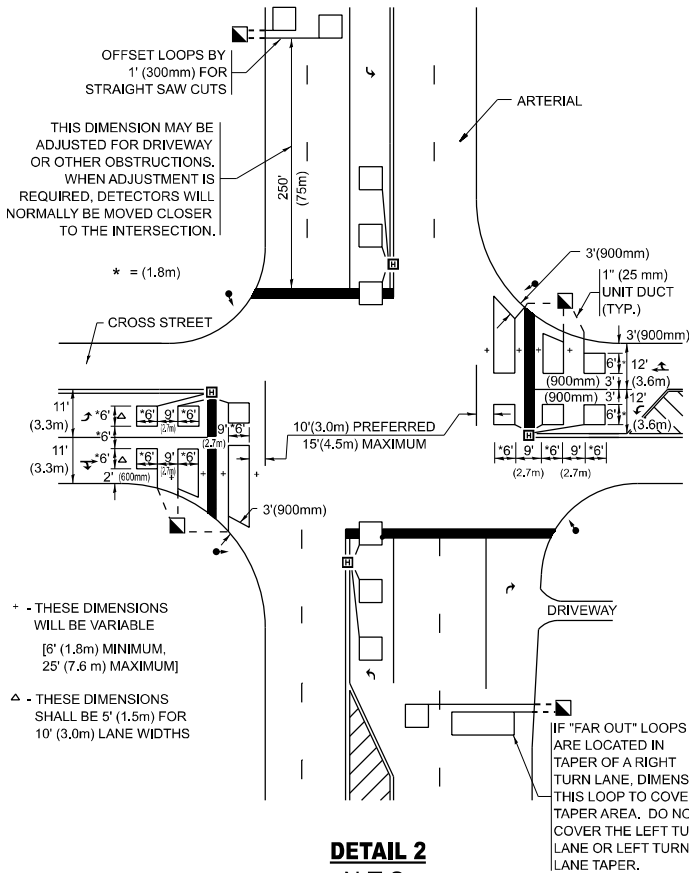
* = (1.8m)
** = (1.5m)

LOOPS ARE SAW-CUT
TO THE EDGE OF
PAVEMENT. 1" (25 mm) UNIT
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.)

DETAIL 1
N.T.S.

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



OFFSET LOOPS BY
1' (300mm) FOR
STRAIGHT SAW CUTS

THIS DIMENSION MAY BE
ADJUSTED FOR DRIVEWAY
OR OTHER OBSTRUCTIONS.
WHEN ADJUSTMENT IS
REQUIRED, DETECTORS WILL
NORMALLY BE MOVED CLOSER
TO THE INTERSECTION.

* = (1.8m)

- 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.

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.

USER NAME = Baraa,Alsmadi

DESIGNED -

REVISED -

DRAWN -

REVISED -

CHECKED - R.K.F.

REVISED -

PLOT DATE = 1/29/2025

DATE -

REVISED -

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
112	FAP 0112 23 Smart	WILL	23	23
TS-07		CONTRACT NO. 62V35		
ILLINOIS		FED. AID PROJECT		