

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF GLENVIEW.

**TRAFFIC DATA**

GLENVIEW ROAD

POSTED AND DESIGN SPEED LIMIT = 35 MPH

ADT = 10,300 (2022)

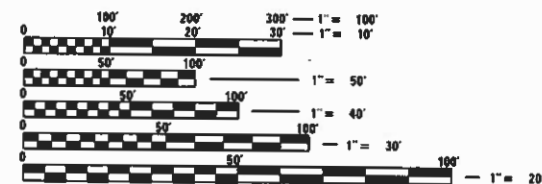
ROADWAY CLASSIFICATION: MINOR ARTERIAL

# DEPARTMENT OF TRANSPORTATION

## PLANS FOR PROPOSED

### FEDERAL AID HIGHWAY

**F.A.U. 1297 (GLENVIEW RD)**  
**MILWAUKEE AVENUE TO SHERMER ROAD**  
**ROADWAY RESURFACING**  
**SECTION: 24-00213-00-RS**  
**PROJECT: RS2J(351)**  
**VILLAGE OF GLENVIEW**  
**COOK COUNTY C-91-141-25**  
**LOCATION MAP**



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.

JULIE DESIGN STAGE REQUEST  
 DIG. No. X231840415



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. 61L53**

**BEGIN PROJECT OMISSION**  
**STA. 53 + 30.00**



SECTIONS 32, 33, AND 34, T42N, R12E, OF THE THIRD PRINCIPAL MERIDIAN  
 GROSS LENGTH = 9,740.05 FT. = 1.844 MILE  
 PROJECT OMISSION = 220.95 = .042 MILE  
 NET LENGTH = 9,519.10 FT. = 1.816 MILE

**BAXTER & WOODMAN**  
 Consulting Engineers



SIGNED: 11/01/2024  
 PROJECT MANAGER  
 LICENSE EXPIRES: 01-30-2025

**PROJECT ENDS**  
**STA. 108 + 18.05**

**END PROJECT OMISSION**  
**STA. 55 + 50.95**

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**APPROVED** 2-27-2025  
*[Signature]*

VILLAGE OF GLENVIEW  
 DEPUTY DIRECTOR OF PUBLIC WORKS

**PASSED** APRIL 8, 2025  
*[Signature]*

DISTRICT 1 ENGINEER OF  
 LOCAL ROADS AND STREETS

RELEASING FOR BID  
 BASED ON LIMITED  
 REVIEW 4/8/25  
*[Signature]*  
 REGIONAL ENGINEER

**PRINTED BY THE AUTHORITY  
 OF THE STATE OF ILLINOIS**

B&W PROJECT NO.: 220009.23 DATE: 03-03-2025

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
mvandervelden 03-03-2025 2:09:36 PM  
MODEL Default  
FILE NAME: R:\CADD\220009\220009-23\_GenNotes.dgn  
...\\plotdrv\pdf-BW\_Default.plt  
...\\plots\220009\23\_Phase2.Tbl  
\$FILES

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 8<sup>TH</sup> 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

14.

A PORTABLE BATHROOM(S) SHALL BE PLACED ON THE JOB SITE AND RELOCATED WHEN NECESSARY SO IT IS ACCESSIBLE TO WORKERS. LOCATIONS NEAR PARKS SHOULD BE PRIORITIZED, COORDINATE LOCATION WITH THE VILLAGE.
15.

DURING CONSTRUCTION, THE CONTRACTOR WILL BE PERMITTED TO LIMIT ON-STREET PARKING IN ORDER TO COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR WILL BE REQUIRED TO COORDINATE WITH THE MUNICIPALITY A MINIMUM OF 48 HOURS IN ADVANCE. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PLACE ADVANCE SIGNS TO ALERT RESIDENTS AND COMMUTERS OF THE CONSTRUCTION WORK. THE PLACEMENT OF THESE SIGNS SHALL TAKE PLACE 48 HOURS IN ADVANCE IN ORDER TO ALLOW SUFFICIENT TIME FOR RESIDENTS AND GENERAL PUBLIC TO REVISE THEIR PARKING PATTERNS.
16.

CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREES SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.
17.

ALL TREE PROTECTION (TEMPORARY FENCE INSTALLATION), TREE REMOVAL, TREE PRUNING AND ROOT PRUNING SHALL BE COMPLETED BEFORE CONSTRUCTION OPERATIONS COMMENCE IN ANY AREA. AT NO TIME SHALL THE CONTRACTOR PRUNE TREES UNLESS SPECIFICALLY DETERMINED BY THE ENGINEER.
18.

THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA [KANNAN-HOSADURGA@ILLINOIS.GOV](mailto:KANNAN-HOSADURGA@ILLINOIS.GOV). A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
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

<div><div>BAXTER &amp; WOODMAN</div><div>Consulting Engineers</div></div>	USER NAME = mvandervelden	DESIGNED - SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, HIGHWAY STANDARDS, INDEX OF SHEETS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MVV	CHECKED - JBT	REVISED -					1297	24-00213-00-R5	COOK	42	2
	PLOT SCALE = 40,000 ' / in.	FILE - 220009,23_SHT-GenNotes.dgn						CONTRACT NO. 61L53				
	PLOT DATE = 03-03-2025				SCALE: N/A	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT R52J(351)		

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. 184-001121 - EXPIRES 4/30/2025  
MODEL: Default  
SLYDER  
...\\plots\\mtdf-bw\_Default.plt  
...\\plots\\220009.23\_Phase2.TBL  
SFILES  
12:44:57 PM  
03-03-2025  
C:\Users\BWA\OneDrive\Documents\220009.23\_SHT-500.dgn



USER NAME	= slyder	DESIGNED	= SH	REVISED	=
		DRAWN	= MVV	REVISED	=
PLOT SCALE	= 40.0000' / in.	CHECKED	= JBT	REVISED	=
PLOT DATE	= 03-03-2025	DATE	= 03-03-2025	FILE	= 220009.23_SHT-500.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A    SHEET 1 OF 6 SHEETS    STA.    TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	3
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT R52(1351)				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU 20% Village
				Roadway
				0005 Urban
20101100	TREE TRUNK PROTECTION	EACH	25	25
20101200	TREE ROOT PRUNING	EACH	25	25
20200100	EARTH EXCAVATION	CU YD	20	20
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	108	108
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	1,085	1,085
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2,573	2,573
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	31	31
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	31	31
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	31	31
25200110	SODDING, SALT TOLERANT	SQ YD	2,573	2,573
25200200	SUPPLEMENTAL WATERING	UNIT	139	139
28000510	INLET FILTERS	EACH	80	80
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	36	36
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	217	217
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	2,231	2,231

\* SPECIALTY ITEM

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SYNOPSIS 03-03-2025 12:44:57 PM \$FILES  
FILE NAME: \\P:\V\U\02100000\CP\Plot\1220009.23\_SHT500.dgn



USER NAME	shyder
PLOT SCALE	1" = 40.0000' / 1"
PLOT DATE	03-03-2025

DESIGNED	SH
DRAWN	MVV
CHECKED	JBT
DATE	03-03-2025

REVISED	
REVISED	
REVISED	
FILE	220009.23_SHT500.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	4
CONTRACT NO. 61L53				
ILLINOIS / FED. AID PROJECT R5213511				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU 20% Village
				Roadway
				0005 Urban
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	207.00	207.00
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	207	207
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	23,580	23,580
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1,194	1,194
40600370	LONGITUDINAL JOINT SEALANT	FOOT	12,170	12,170
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGWAYS	TON	19	19
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1,922	1,922
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	3,913	3,913
42001300	PROTECTIVE COAT	SQ YD	2,231	2,231
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	11,828	11,828
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	400	400
44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	34,932	34,932
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	5,671	5,671
44000600	SIDEWALK REMOVAL	SQ FT	11,810	11,810
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	135	135

\* SPECIALTY ITEM

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
shyder  
MODEL: B&W  
FILE NAME: \\P:\Users\shyder\Documents\220009.23\_Roadway\220009.23\_SHT-500.dgn  
\\P:\Users\shyder\Documents\220009.23\_Phase2.TBL  
\$FILES  
03-03-2025 12:44:58 PM



USER NAME	= shyder	DESIGNED	= SH	REVISED	=
		DRAWN	= MVV	REVISED	=
PLOT SCALE	= 40.0000' / 1 in.	CHECKED	= JBT	REVISED	=
PLOT DATE	= 03-03-2025	DATE	= 03-03-2025	FILE	= 220009.23_SHT-500.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	5
CONTRACT NO. 61L53				
ILLINOIS I FED AID PROJECT RS213531				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU 20% Village
				Roadway
				0005 Urban
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	250	250
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	300	300
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	400	400
60404950	FRAMES AND GRATES, TYPE 24	EACH	6	6
60406100	FRAMES AND LIDS, TYPE 1. CLOSED LID	EACH	2	2
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	99	99
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	5,572	5,572
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	50	50
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	30	30
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

\* SPECIALTY ITEM

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
shyder  
03-03-2025 12:44:58 PM  
FILES  
...\\plots\\pdf-bw\_Default.plt  
...\\plots\\220009.23\_Phase2.tbl



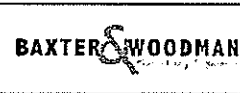
USER NAME = shyder	DESIGNED - SH	REVISED -
	DRAWN - MVV	REVISED -
PLOT SCALE = 40.0000' / 1"	CHECKED - JBT	REVISED -
PLOT DATE = 03-03-2025	DATE - 03-03-2025	FILE - 220009.23_SHT-SQ.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: N/A	SHEET 4	OF 6 SHEETS	STA.	TO STA.	1297	24-00213-00-RS	COOK	42 6
				CONTRACT NO. 61LS3				
				ILLINOIS FED. AID PROJECT R52H3515				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU
				20% Village
				Roadway 0005 Urban
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	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
70300100	SHORT TERM PAVEMENT MARKING	FOOT	13,100	13,100
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4,367	4,367
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	506	506
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	21,582	21,582
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	10,683	10,683
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	2,265	2,265
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	948	948
* 72000100	SIGN PANEL - TYPE 1	SQ FT	278	278
* 72000200	SIGN PANEL - TYPE 2	SQ FT	320	320
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	15	15
72400200	REMOVE SIGN PANEL ASSEMBLY - TYPE B	EACH	15	15
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	700	700
* SPECIALTY ITEM				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SHYDER 03-03-2025 12:44:58 PM  
FILES  
...\\plotdrv\pdf-BW\_Default.plt  
...\\plots\220009.23\_Phase2.TBL



USER NAME = shyder	DESIGNED - SH	REVISED -
	DRAWN - M/VV	REVISED -
PLOT SCALE = 40,000' / in.	CHECKED - /BT	REVISED -
PLOT DATE = 03-03-2025	DATE - 03-03-2025	FILE - 220009.23_SHT-SQQ.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	7
CONTRACT NO. 61L53				
ILLINOIS / FED / D PROJECT R531J3511				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU 20% Village
				Roadway
				0005 Urban
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	506	506
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7,194	7,194
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3,561	3,561
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	755	755
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	316	316
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	84	84
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	5,542	5,542
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	42	42
X4230710	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH. (SPECIAL)	SQ YD	363	363
X4230800	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH. (SPECIAL)	SQ YD	50	50
X4240800	DETECTABLE WARNINGS (SPECIAL)	SQ FT	620	620
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	70	70
X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	14	14
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	24	24
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	155	155

\* SPECIALTY ITEM

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SHYDER RYAN  
03-03-2025 12:44:58 PM  
FILES  
...\\projects\\pdfs\\8W\_Default.plt  
...\\projects\\220009.23\_Phase2.Tbl



USER NAME = shyder  
PLOT SCALE = 40.0000' = 1"  
PLOT DATE = 03-03-2025

DESIGNED - SH  
DRAWN - MVV  
CHECKED - JBT  
DATE - 03-03-2025

REVISED -  
REVISED -  
REVISED -  
FILE = 220009.23\_SHT-SQ.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

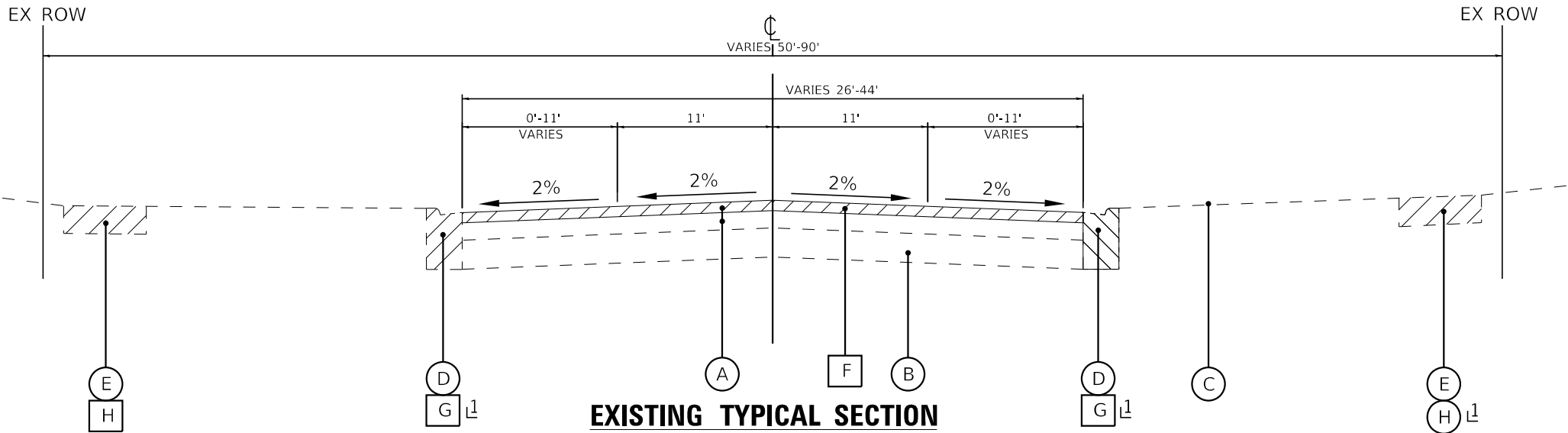
SUMMARY OF QUANTITIES  
SCALE: N/A SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-R5	COOK	42	8
CONTRACT NO. 61L53				
ILLINOIS / FED. AID PROJECT R52H3511				

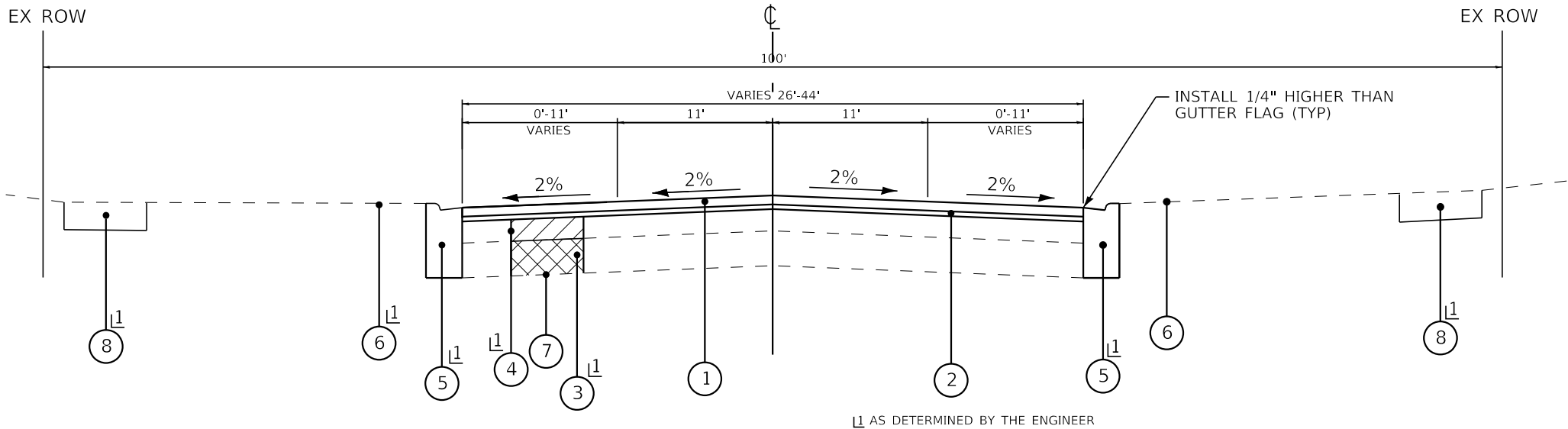
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE
				80% STU 20% Village
				Roadway
				0005
				Urban
* X7810301	RECESSED REFLECTIVE PAVEMENT MARKER (HMA)	EACH	84	84
* X8860105	DETECTOR LOOP REPLACEMENT	FOOT	248	248
XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	413	413
XX008348	MORTAR EXISTING STRUCTURE	EACH	5	5
* XX008910	PAVEMENT MARKING (SPECIAL)	SQ FT	94	94
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	51	51
Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	10	10

\* SPECIALTY ITEM





**EXISTING TYPICAL SECTION**  
**GLENVIEW ROAD**  
**MILWAUKEE AVENUE TO SHERMER ROAD**  
**STA 10+78 TO STA 20+00**



**PROPOSED TYPICAL SECTION**  
**GLENVIEW ROAD**  
**MILWAUKEE AVENUE TO SHERMER ROAD**  
**STA 10+78 TO STA 20+00**

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"	4% @ 50 Gyr.	LR1030-2
HMA DRIVEWAY REMOVAL & REPLACEMENT		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50; 3" (IN 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:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
  2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
  3. THE LOGITUDINAL JOINT SEALANT SHALL BE PLACED ON P HMA BC IL-4.75 N50.

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
mvandervelden 03-03-2025 2:09:40 PM  
FILE NAME: P:\220009\220009-CP Design\220009-23 Glenview\_Rd\CADD\Sheets\220009-23\_SHT-TypSec.dgn

**EXISTING LEGEND**

- (A) EXISTING HMA BINDER & SURFACE COURSE
- (B) EXISTING AGGREGATE BASE COURSE
- (C) GROUND SURFACE
- (D) EXISTING CURB AND GUTTER
- (E) EXISTING SIDEWALK
- (F) HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- (G) COMBINATION CURB AND GUTTER REMOVAL
- (H) SIDEWALK REMOVAL
- (Hatched) REMOVAL ITEM

**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) AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ. YD)
- (4) CLASS D PATCHES, 8"
- (5) COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (6) PARKWAY RESTORATION (SODDING, SALT TOLERANT AND TOPSOIL FURNISH AND PLACE, 4")
- (7) GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- (8) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

**BAXTER & WOODMAN**  
Consulting Engineers

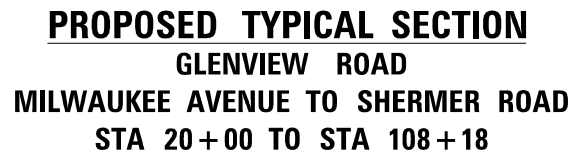
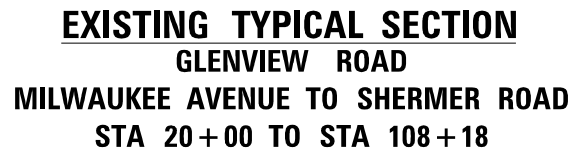
USER NAME = mvandervelden	DESIGNED - SH	REVISED -
DRAWN - MVV	REVISD -	
PLOT SCALE = 40,0000 ' / in.	CHECKED - JBT	REVISED -
PLOT DATE = 03-03-2025	DATE - 03-03-2025	FILE - 220009,23_SHT-TypSec.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**TYPICAL SECTIONS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-R5	COOK	42	9
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT R52J(351)				

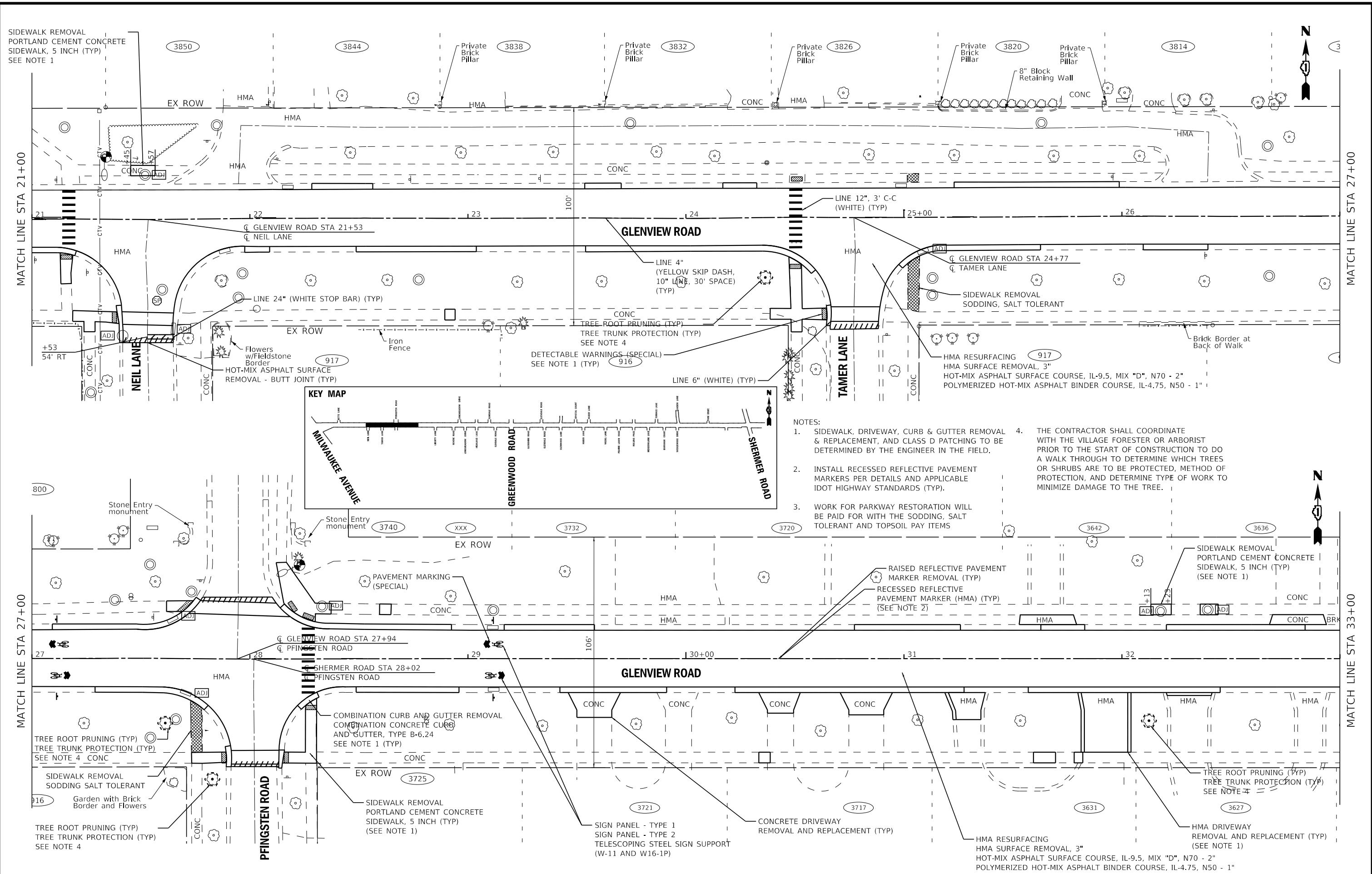


THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

- | 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               | AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ. YD)   |
| ④               | CLASS D PATCHES, 8"   |
| ⑤               | COMBINATION CONCRETE CURB AND GUTTER TYPE B-6.12 OR COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 |
| ⑥               | PARKWAY RESTORATION (SODDING, SALT TOLERANT AND TOPSOIL FURNISH AND PLACE, 4")                        |
| ⑦               | GEOTECHNICAL FABRIC FOR GROUND STABILIZATION  |
| ⑧               | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH  |



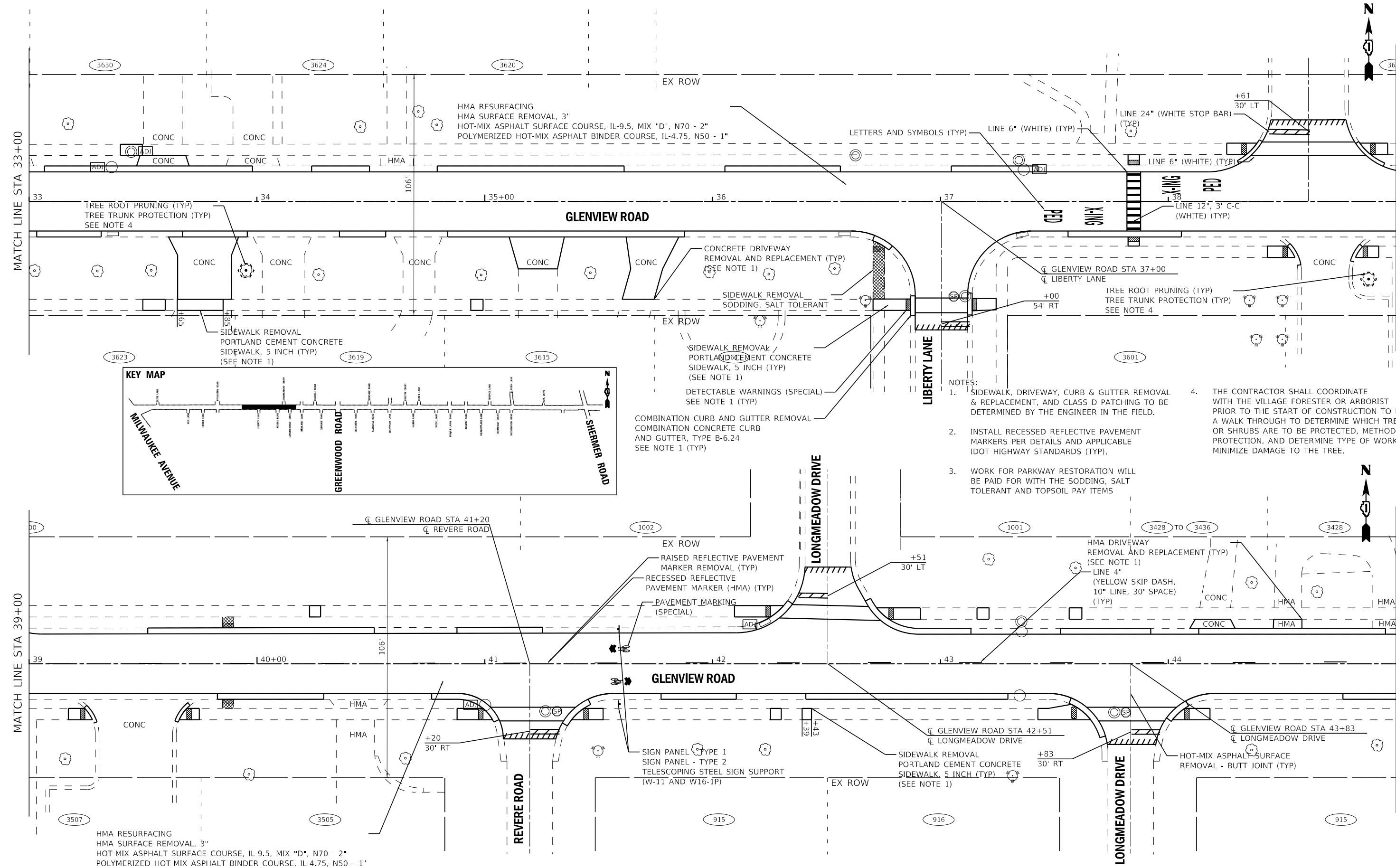
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SYDNER 03-03-2025 2:08:11 PM  
FILE NAME: P:\GLENVIEW\220009-23\_Glenview\_Rd\CAD\Drawings\220009-23\_SHT-Plan2-Glenview.dgn



<b>BAXTER &amp; WOODMAN</b> Consulting Engineers	USER NAME = shyder	DESIGNED - SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				ROADWAY PLAN GLENVIEW ROAD				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40,000' / in.	DRAWN - MVV	REVISED -									1297	24-00213-00-R5	COOK	42	12
	PLOT DATE = 03-03-2025	CHECKED - JBT	REVISED -									CONTRACT NO. 61L53				
		DATE - 03-03-2025	FILE - 220009-23_SHT-Plan2-Glenview.dgn									ILLINOIS FED. AID PROJECT R52J(351)				

SCALE: 1" = 20'	SHEET 2	OF 9 SHEETS	STA. 21+00	TO STA. 33+00
-----------------	---------	-------------	------------	---------------

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SHYDER  
03-03-2025 2:08:14 PM  
\$FILES  
...\\pltdrvr\pdf-BW\_Default.plt  
...\\pltdrvr\220009.23\_Phase2.TBL  
FILE NAME: P:\GLENVIEW\220009.23\_Glenview\_Rd\CAD\Sheet\220009.23\_SHT-Plan3-Glenview.dgn



**BAXTER & WOODMAN**  
Consulting Engineers

USER NAME = shyder	DESIGNED - SH	REVISED -
DRAWN - MVV	REVISED -	
PLOT SCALE = 40,0000 ' / in.	CHECKED - JBT	REVISED -
PLOT DATE = 03-03-2025	DATE - 03-03-2025	FILE - 220009.23_SHT-Plan3-Glenview.dgn

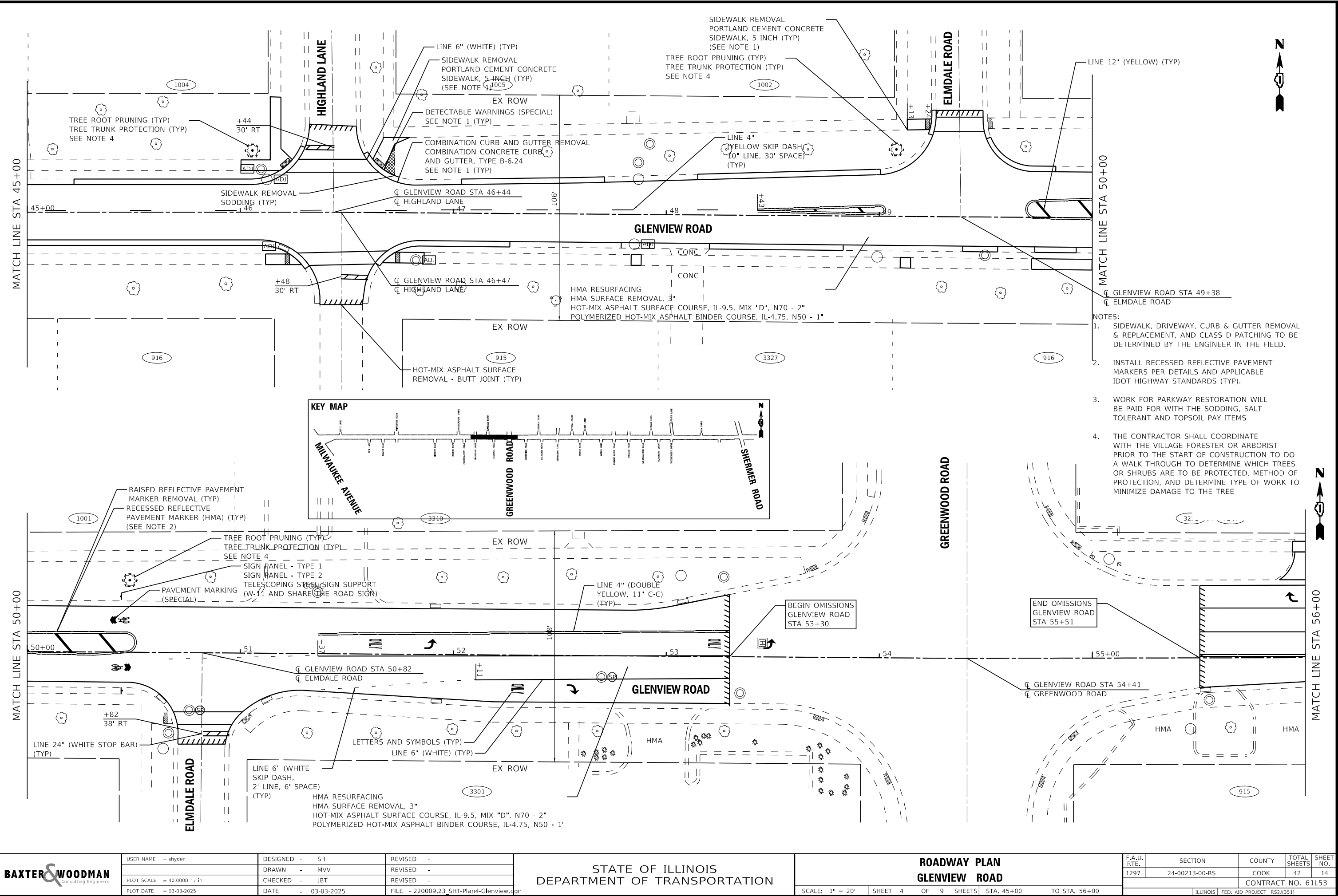
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

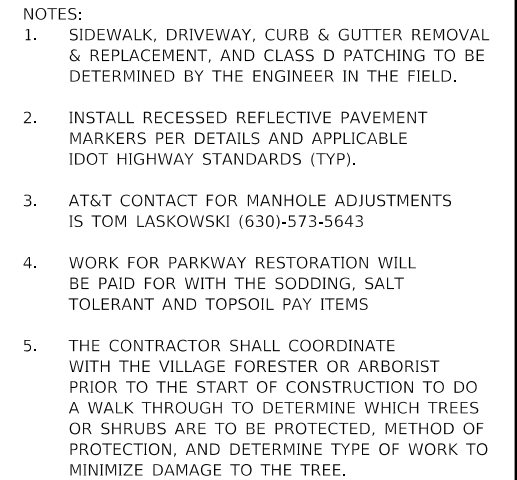
ROADWAY PLAN  
GLENVIEW ROAD

SCALE: 1" = 20' SHEET 3 OF 9 SHEETS STA. 33+00 TO STA. 45+00

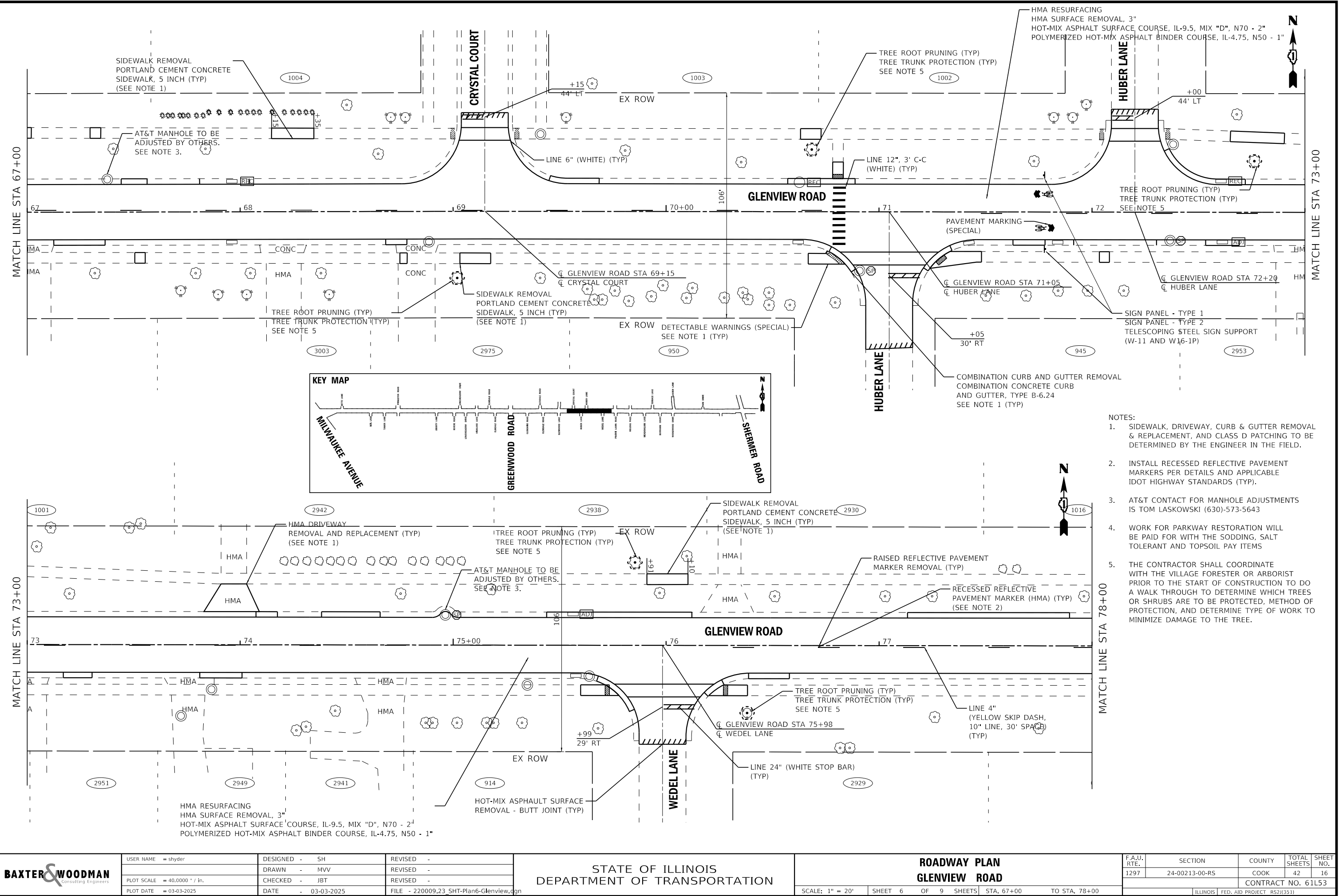
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-R5	COOK	42	13
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT RS2J(351)				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SHYDER 03-03-2025 2:08:24 PM \$FILES  
MODEL Default  
FILE NAME: P:\GLENVIEW\220009-CP Design\220009-23\_SHT-Plan4-Glenview.dgn





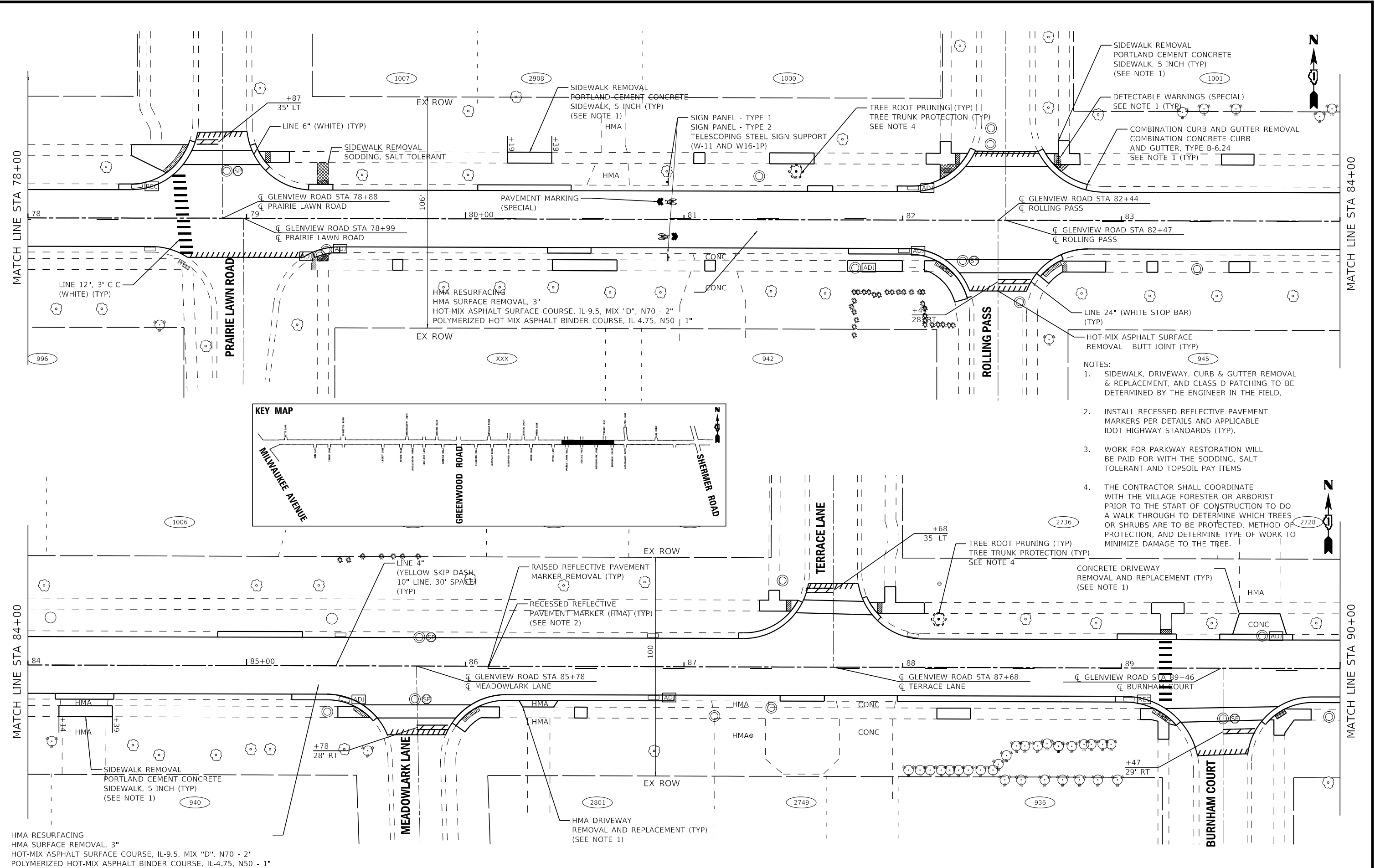
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SHYDER  
03-03-2025 2:08:30 PM  
\$FILES  
...\\plotdrv\pdf-BW\_Default.plt  
...\\plots\220009\23\_Phase2.TBL  
FILE NAME: P:\GLENVIEW\220009\23\_SHT-Plan6-Glenview.dgn



<b>BAXTER &amp; WOODMAN</b> Consulting Engineers	USER NAME = shyder	DESIGNED - SH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN GLENVIEW ROAD			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40,0000 ' / in.	DRAWN - MVV	REVISED -					1297	24-00213-00-RS	COOK	42	16
	PLOT DATE = 03-03-2025	CHECKED - JBT	REVISED -					CONTRACT NO. 61153				
		DATE - 03-03-2025	FILE - 220009.23_SHT-Plan6-Glenview.dgn					ILLINOIS FED. AID PROJECT R52J(351)				
				SCALE: 1" = 20'			SHEET 6	OF 9 SHEETS	STA. 67+00	TO STA. 78+00		



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
SHYDER  
03-03-2025 2:08:47 PM  
\$FILES  
...\\pltdrvr\pdf-BW\_Default.plt  
...\\Plots\220009.23\_Phase2.TBL  
FILE NAME: P:\GLENVIEW\220009.23\_Glenview\_Rd\CAD\Drawings\220009.23\_SHT-Plan7-Glenview.dgn



- NOTES:
1. SIDEWALK, DRIVEWAY, CURB & GUTTER REMOVAL & REPLACEMENT, AND CLASS D PATCHING TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
  2. INSTALL RECESSED REFLECTIVE PAVEMENT MARKERS PER DETAILS AND APPLICABLE IDOT HIGHWAY STANDARDS (TYP).
  3. WORK FOR PARKWAY RESTORATION WILL BE PAID FOR WITH THE SODDING, SALT TOLERANT AND TOPSOIL PAY ITEMS
  4. THE CONTRACTOR SHALL COORDINATE WITH THE VILLAGE FORESTER OR ARBORIST PRIOR TO THE START OF CONSTRUCTION TO DO A WALK THROUGH TO DETERMINE WHICH TREES OR SHRUBS ARE TO BE PROTECTED, METHOD OF PROTECTION, AND DETERMINE TYPE OF WORK TO MINIMIZE DAMAGE TO THE TREE.

HMA RESURFACING  
HMA SURFACE REMOVAL, 3"  
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 2"  
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 1"



USER NAME	= shyder	DESIGNED -	SH	REVISED -	
DRAWN -	MVV	REVISED -		REVISED -	
PLOT SCALE	= 40,0000 ' / in.	CHECKED -	JBT	REVISED -	
PLOT DATE	= 03-03-2025	DATE -	03-03-2025	FILE -	220009.23_SHT-Plan7-Glenview.dgn

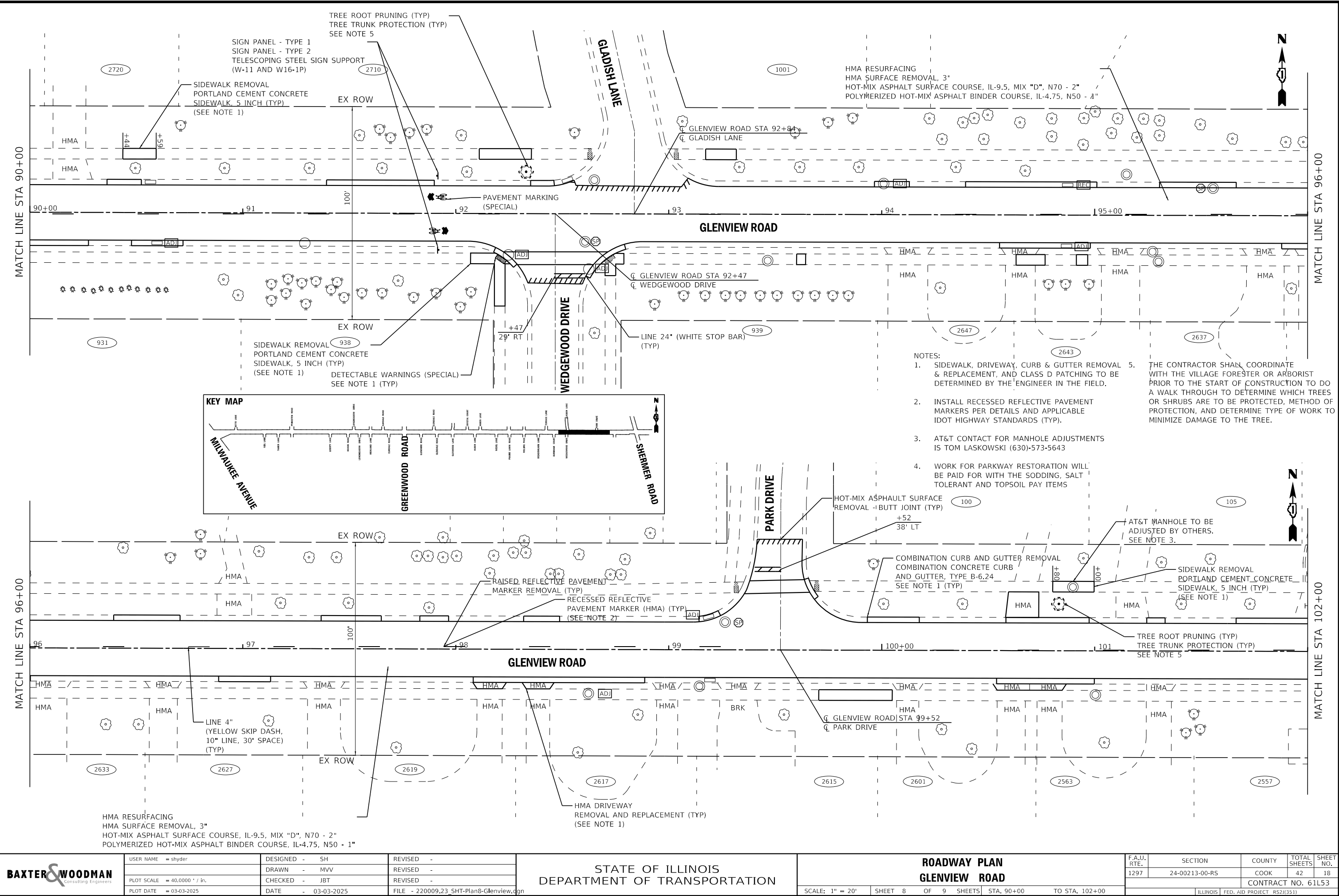
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN  
GLENVIEW ROAD

SCALE: 1" = 20' SHEET 7 OF 9 SHEETS STA. 78+00 TO STA. 90+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-R5	COOK	42	17
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT RS2J(351)				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
...\\plotdrv\pdf-BW\_Default.plt  
...\\plots\220009\23\_Phase2.TBL  
SHYDER 03-03-2025 2:08:52 PM  
\$FILES  
MODEL Default  
FILE NAME: P:\GLENVIEW\220009\23\_Glenview\_Rd\CAD\Drawings\220009\_23\_SHT-Plan8-Glenview.dgn

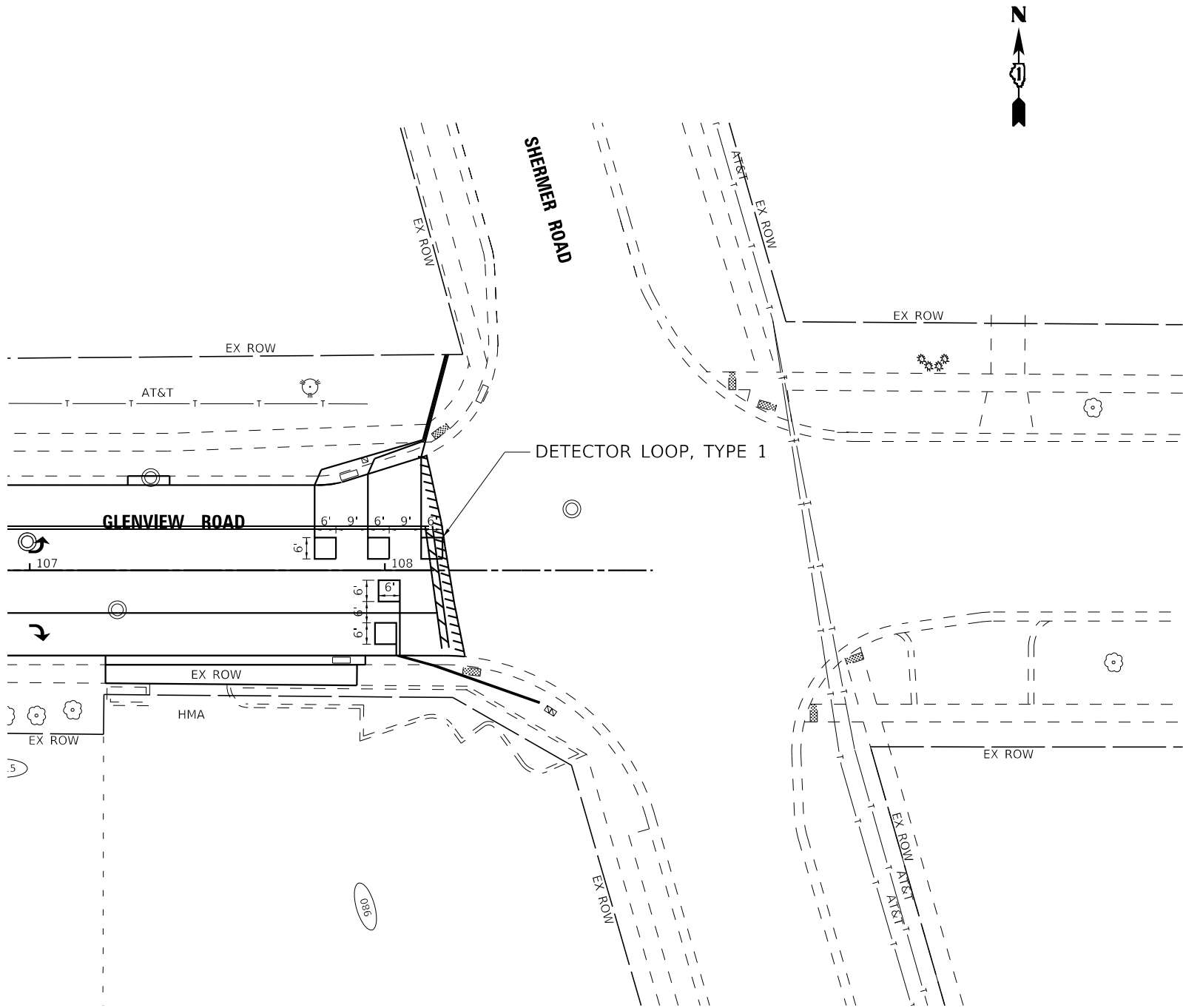


**BAXTER & WOODMAN**  
Consulting Engineers

USER NAME	= shyder	DESIGNED	- SH	REVISED	-
PLOT SCALE	= 40,0000 ' / in.	DRAWN	- MVV	REVISED	-
PLOT DATE	= 03-03-2025	CHECKED	- JBT	REVISED	-
		DATE	- 03-03-2025	FILE	- 220009_23_SHT-Plan8-Glenview.dgn



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
mvandervelden 03-03-2025 2:09:38 PM  
MODEL Detail  
FILE NAME: R52(351)24-00213-00-RS.dgn  
...\\plotdrv\pdf-BW\_Default.plt  
...\\plots\220009.23\_Phase2.TBL  
\$FILES



**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	248	FOOT

**BAXTER & WOODMAN**  
Consulting Engineers

USER NAME = mvandervelden	DESIGNED - SH	REVISED -
	DRAWN - MVV	REVISED -
PLOT SCALE = 40,0000 ' / in.	CHECKED - JBT	REVISED -
PLOT DATE = 03-03-2025	DATE - 03-03-2025	FILE - 220009.23_SHT-DetLoopDetails.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**DETECTOR LOOP REPLACEMENT PLAN  
GLENVIEW ROAD AND SHERMER ROAD**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	20
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT R52(351)				

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
mvandervelden 03-03-2025 2:10:01 PM  
MODEL Detail  
FILE NAME: P:\S\U\U\220009-CP\Detail\220009-23\_Glenview\_Rd\CD\Details\220009-23\_SHT-MiscDetails.dgn

**BAXTER & WOODMAN**  
Consulting Engineers

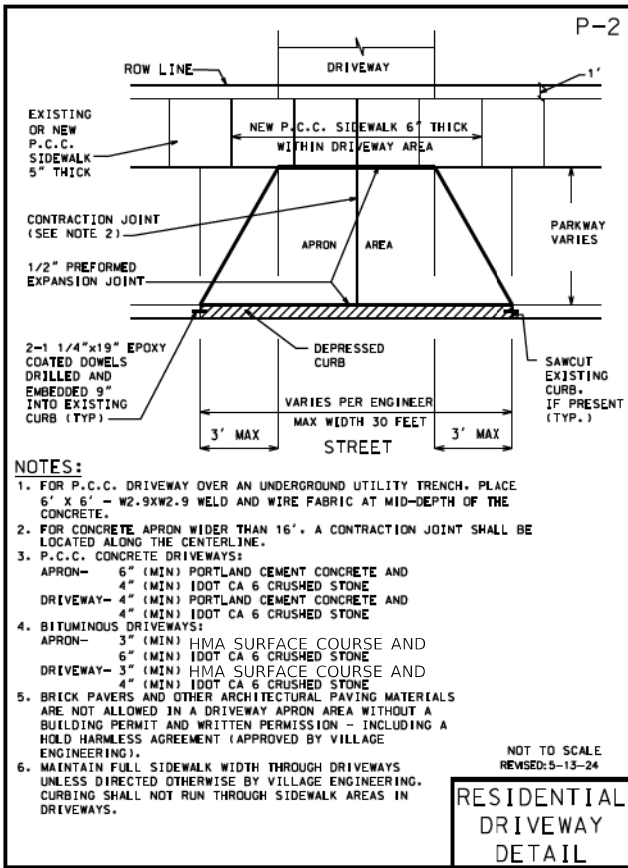
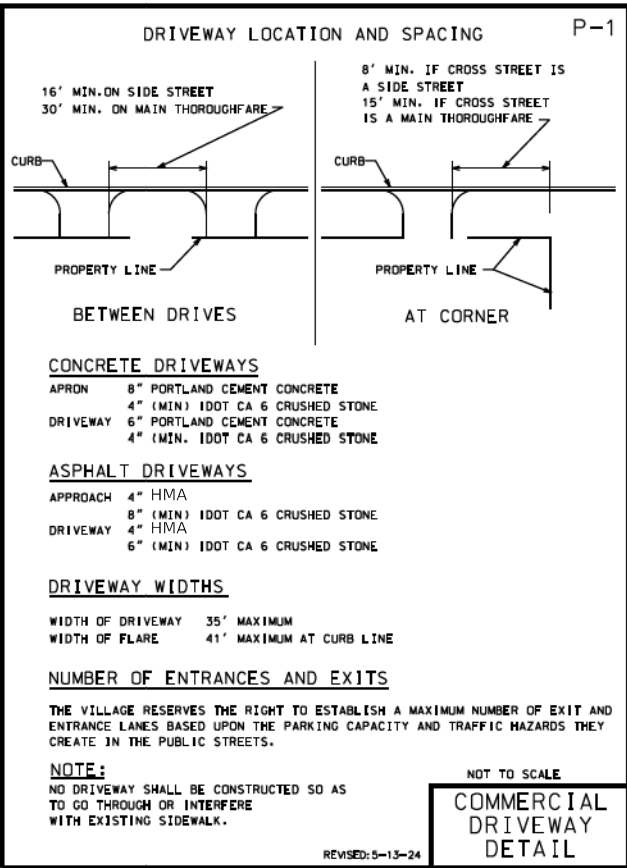
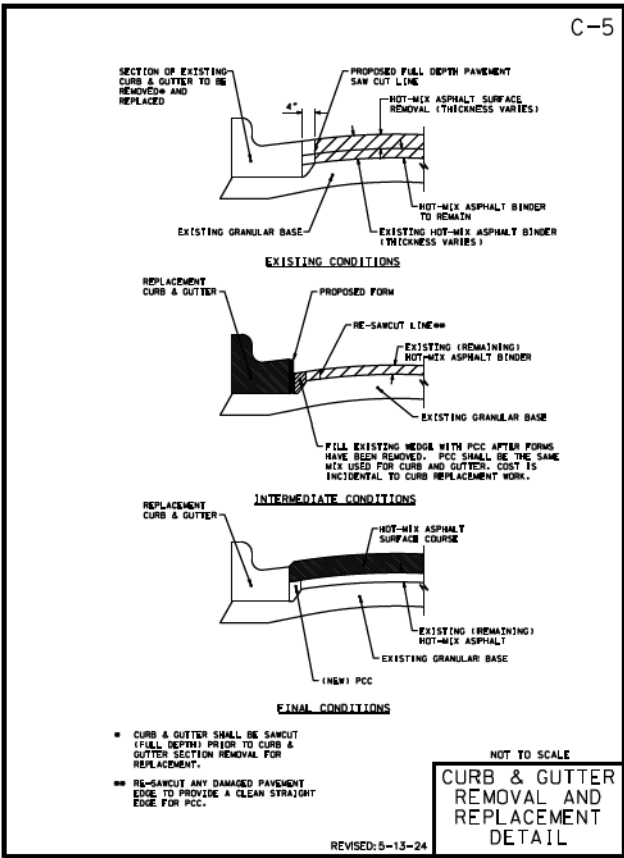
USER NAME	= mvandervelden	DESIGNED -	SH	REVISED -	
DRAWN -	MVV	REVISED -			
PLOT SCALE	= 40.0000 ' / in.	CHECKED -	JBT	REVISED -	
PLOT DATE	= 03-03-2025	DATE -	03-03-2025	FILE -	220009-23_SHT-MiscDetails.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

VILLAGE DETAILS

SCALE: N/A SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	21
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT RS2J(351)				



- NOTES:
- FOR P.C.C. DRIVEWAY OVER AN UNDERGROUND UTILITY TRENCH, PLACE 6' X 6' - W2.9XW2.9 WELD AND WIRE FABRIC AT MID-DEPTH OF THE CONCRETE.
  - FOR CONCRETE APRON WIDER THAN 16', A CONTRACTION JOINT SHALL BE LOCATED ALONG THE CENTERLINE.
  - P.C.C. CONCRETE DRIVEWAYS:  
APRON- 6" (MIN) PORTLAND CEMENT CONCRETE AND 4" (MIN) IDOT CA 6 CRUSHED STONE  
DRIVEWAY- 4" (MIN) PORTLAND CEMENT CONCRETE AND 4" (MIN) IDOT CA 6 CRUSHED STONE
  - BITUMINOUS DRIVEWAYS:  
APRON- 3" (MIN) HMA SURFACE COURSE AND 6" (MIN) IDOT CA 6 CRUSHED STONE  
DRIVEWAY- 3" (MIN) HMA SURFACE COURSE AND 4" (MIN) IDOT CA 6 CRUSHED STONE
  - BRICK PAVERS AND OTHER ARCHITECTURAL PAVING MATERIALS ARE NOT ALLOWED IN A DRIVEWAY APRON AREA WITHOUT A BUILDING PERMIT AND WRITTEN PERMISSION - INCLUDING A HOLD HARMLESS AGREEMENT (APPROVED BY VILLAGE ENGINEERING).
  - MAINTAIN FULL SIDEWALK WIDTH THROUGH DRIVEWAYS UNLESS DIRECTED OTHERWISE BY VILLAGE ENGINEERING. CURBING SHALL NOT RUN THROUGH SIDEWALK AREAS IN DRIVEWAYS.

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
mvantervelden 03-03-2025 2:10:01 PM  
FILE NAME: P:\220009-23\Drawings\220009-23\_SHT-MiscDetails.dgn

**BAXTER & WOODMAN**  
Consulting Engineers

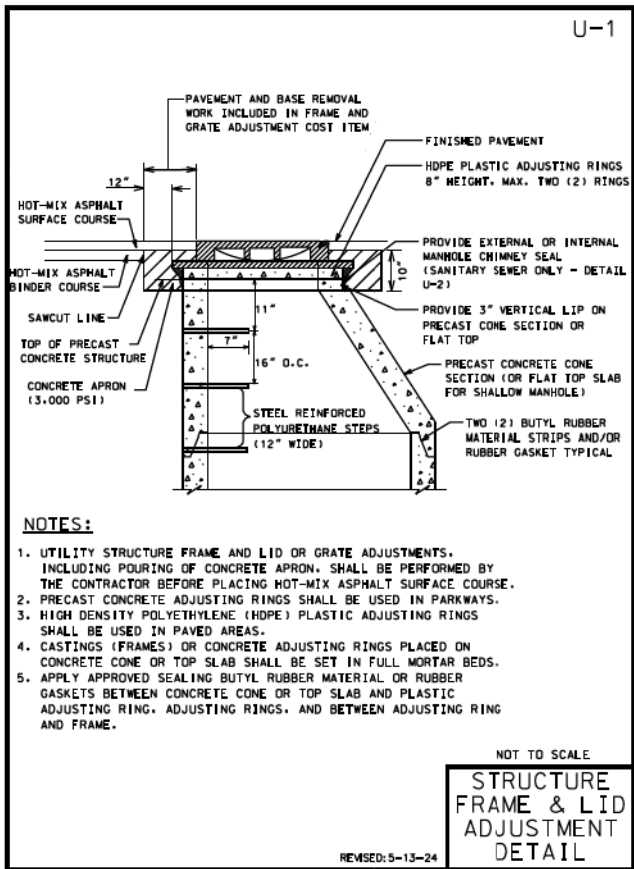
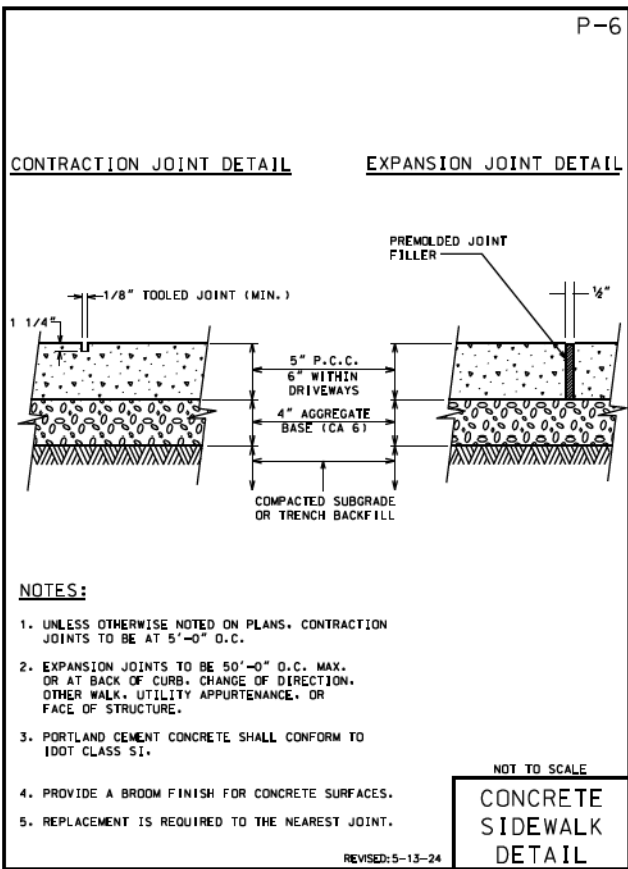
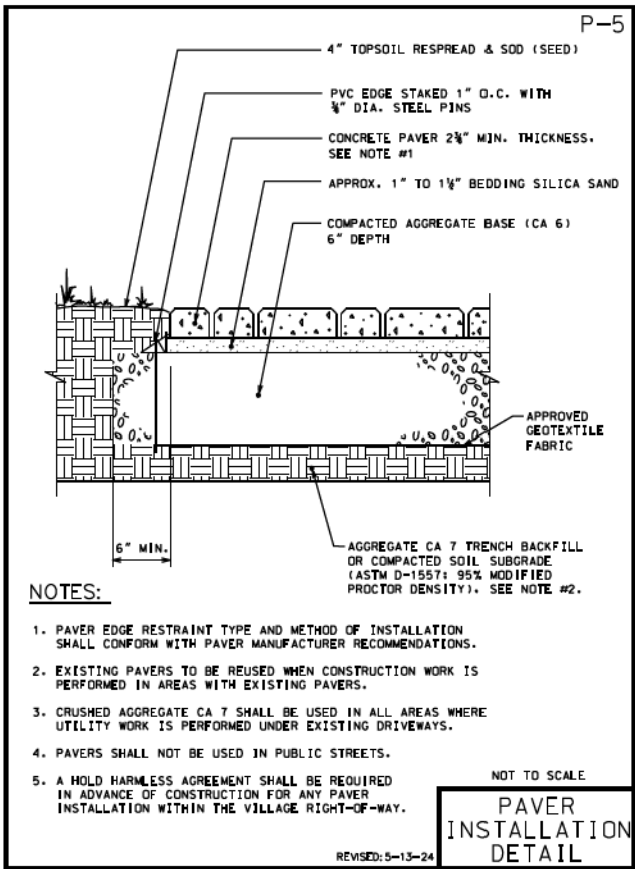
USER NAME	= mvantervelden	DESIGNED -	SH	REVISED -	
		DRAWN -	MVV	REVISED -	
PLOT SCALE	= 40,0000 ' / in.	CHECKED -	JBT	REVISED -	
PLOT DATE	= 03-03-2025	DATE -	03-03-2025	FILE -	220009-23_SHT-MiscDetails.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

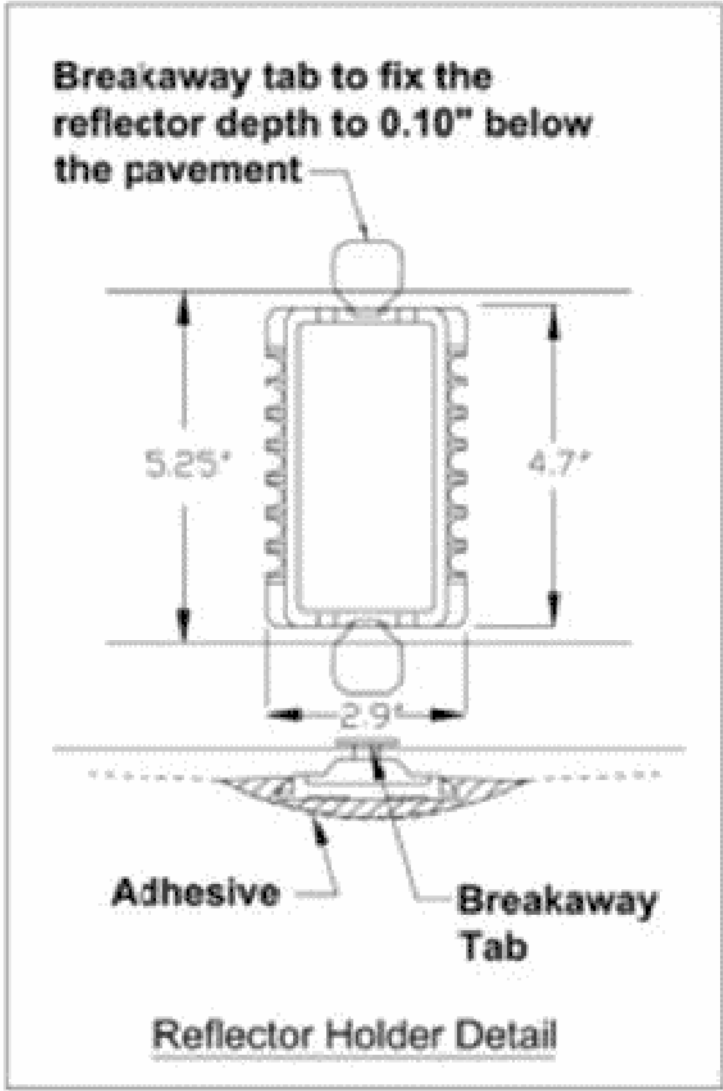
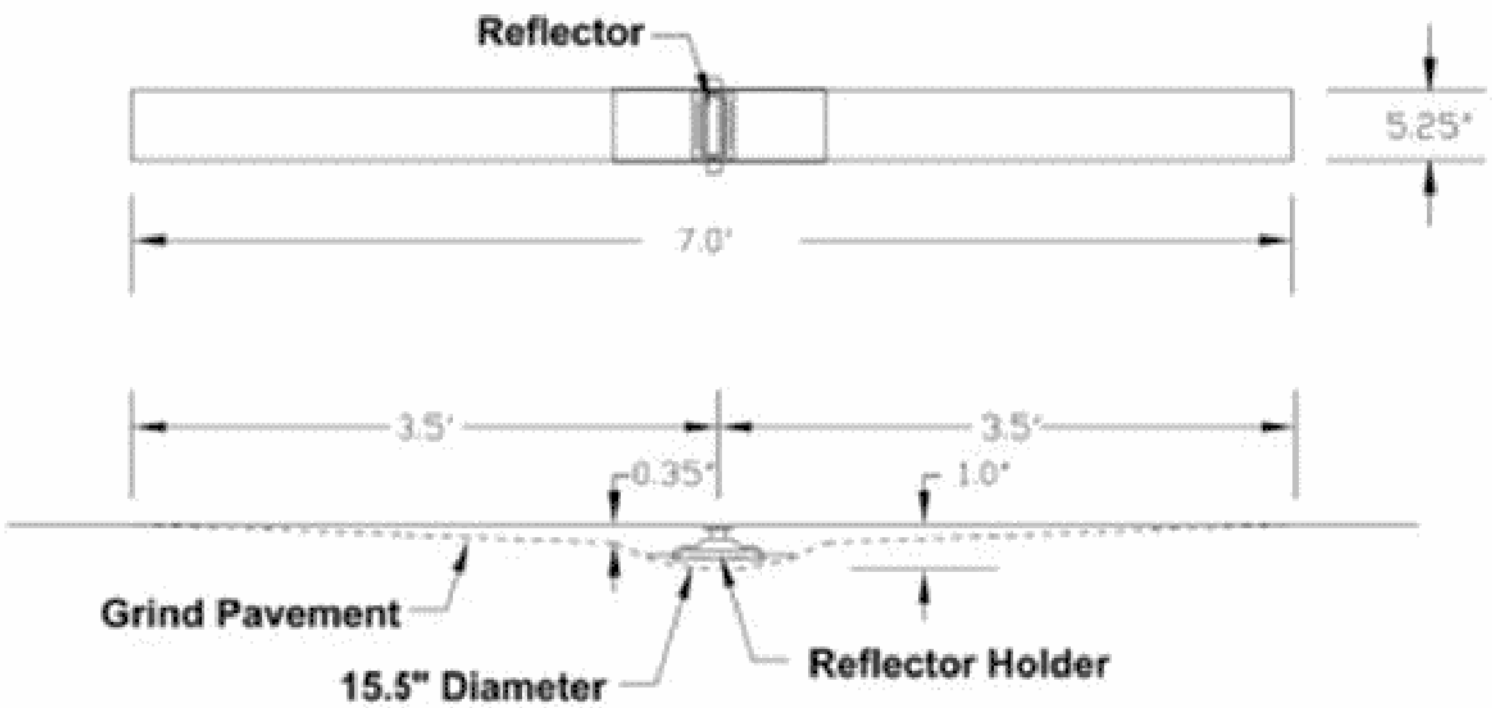
VILLAGE DETAILS

SCALE: N/A SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	22
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT RS2J(351)				



RECESSED PAVEMENT MARKER



STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
mvandervelden 03-03-2025 2:10:02 PM  
FILE NAME: P:\220009\220009-CPD Details\220009-23\_SHT-MiscDetails.dgn

**BAXTER & WOODMAN**  
Consulting Engineers

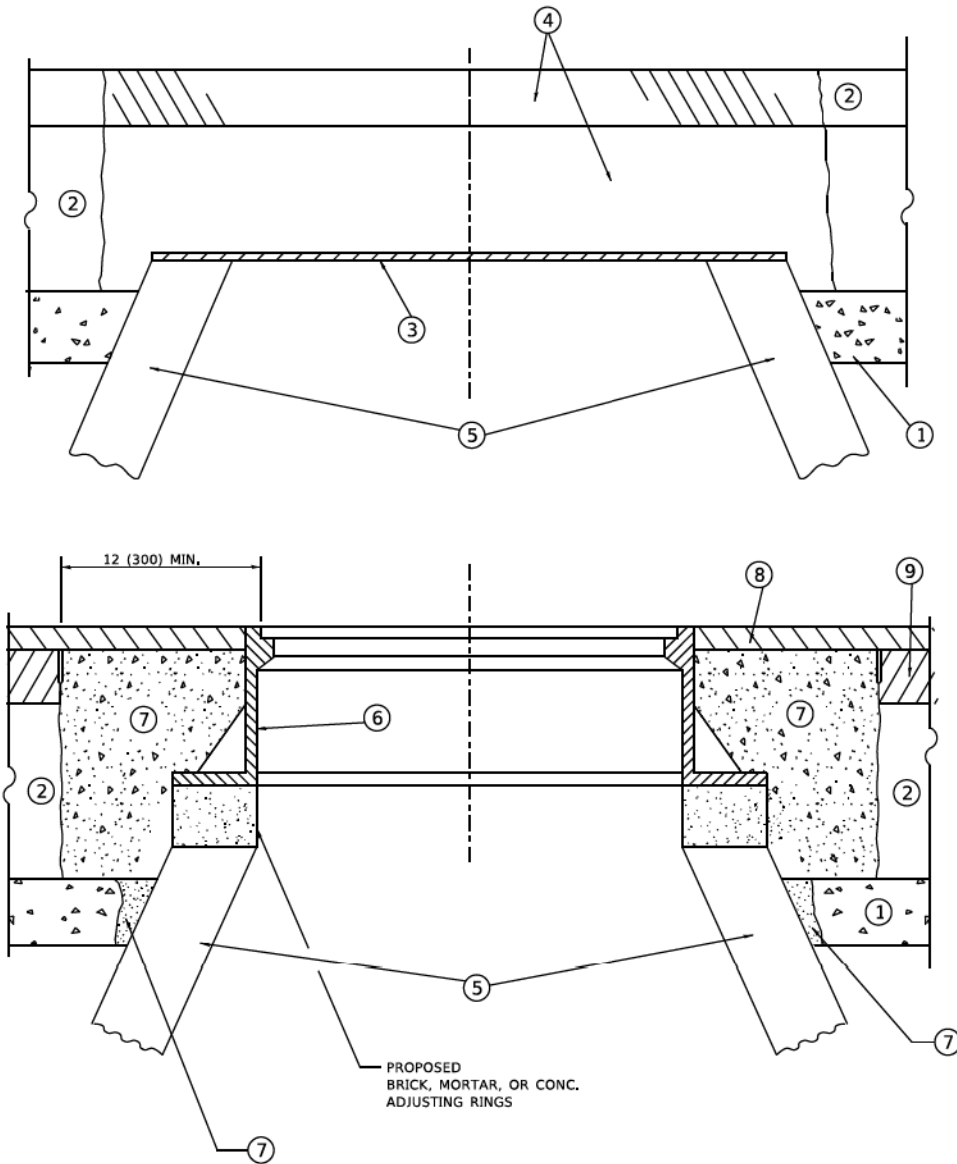
USER NAME	= mvandervelden	DESIGNED -	SH	REVISED -	
		DRAWN -	MVV	REVISED -	
PLOT SCALE	= 40,0000 ' / in.	CHECKED -	JBT	REVISED -	
PLOT DATE	= 03-03-2025	DATE	= 03-03-2025	FILE	= 220009,23_SHT-MiscDetails.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	23
CONTRACT NO. 61L53				
ILLINOIS FED. AID PROJECT RS2J(351)				



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 * / in.	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.
1297	24-00213-00-RS	COOK	42	24
BD600-03 (BD-08)		CONTRACT NO. 61L53		
ILLINOIS		FED. AID PROJECT RS2J(351)		

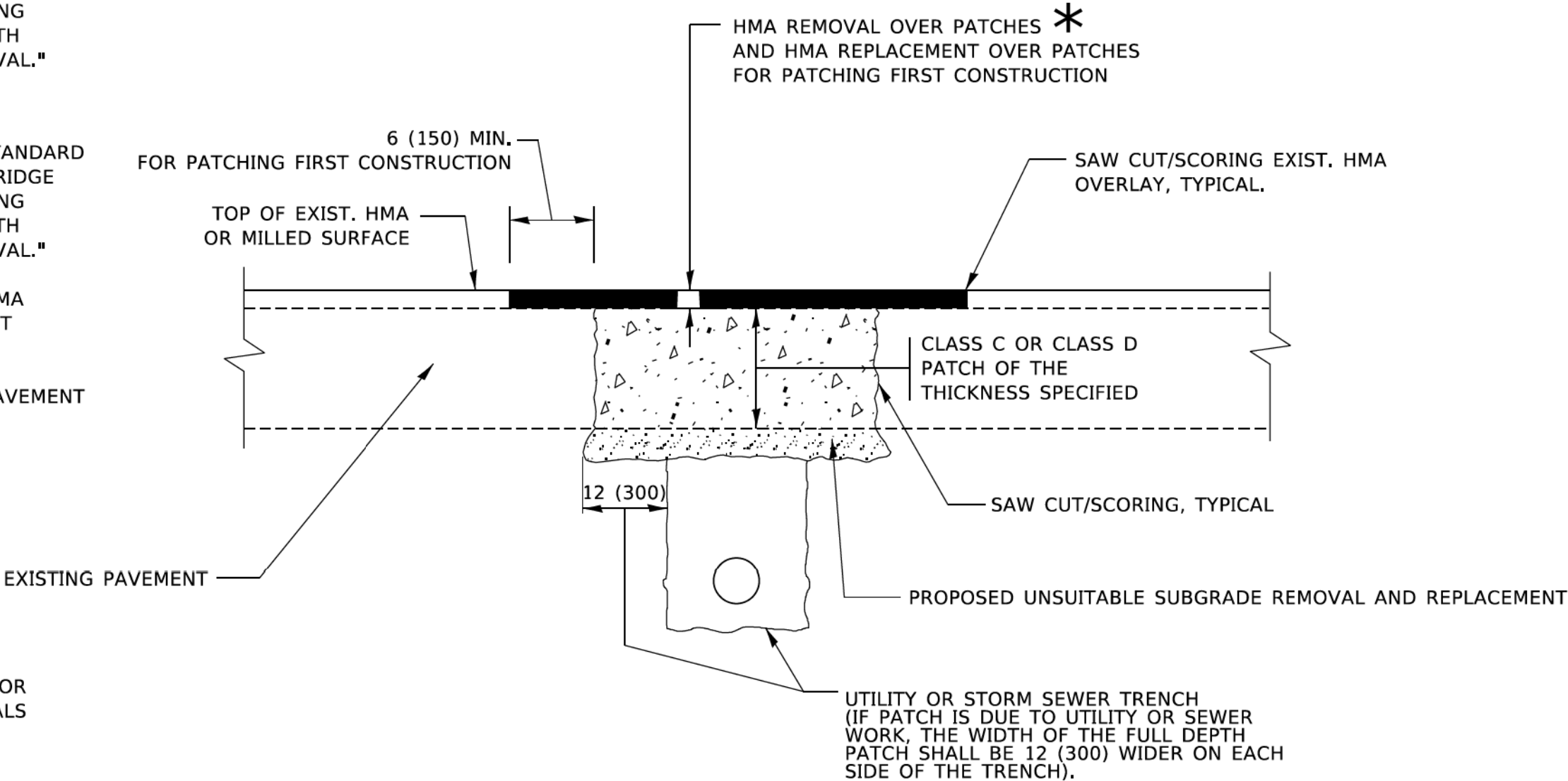


METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

COPYRIGHT © 2017 BY BAXTER & WOODMAN, INC.  
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
PROJECT NO. 24-00213-00-RS  
SHEET NO. 42 OF 25  
DRAWN BY: J. L. BAXTER  
CHECKED BY: J. L. BAXTER  
DATE: 11/18/2022  
PROJECT: 24-00213-00-RS  
SHEET: 42 OF 25  
FIRM: BAXTER & WOODMAN, INC.  
ADDRESS: 1100 S. WILSON AVENUE, SUITE 100, CHICAGO, IL 60606  
PHONE: (312) 462-1000  
FAX: (312) 462-1001  
WWW.BAXTERANDWOODMAN.COM

USER NAME - Lawrence, DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-04-07
PLOT SCALE = 100,0000' / 1 in.	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

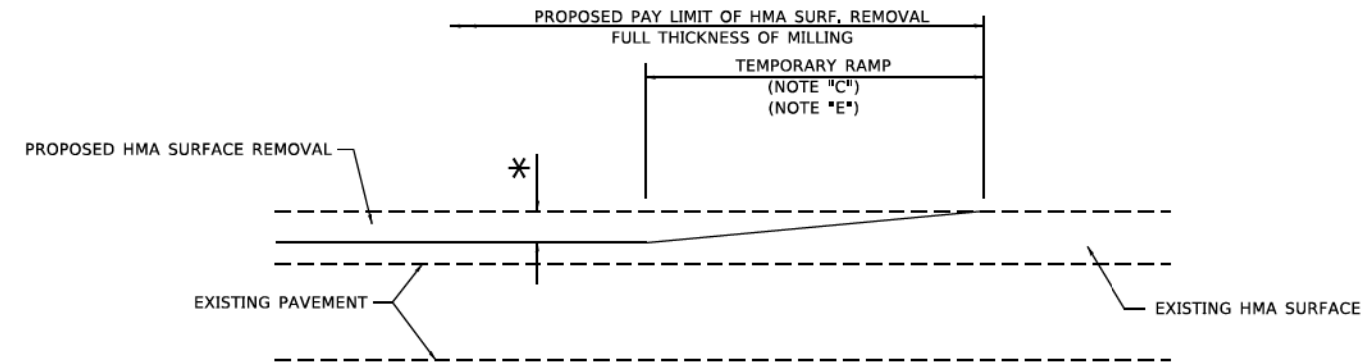
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00213-00-RS	COOK	42	25
BD400-04 (BD-22)		CONTRACT NO. 61L53		
ILLINOIS		FED. AID PROJECT RS21(351)		

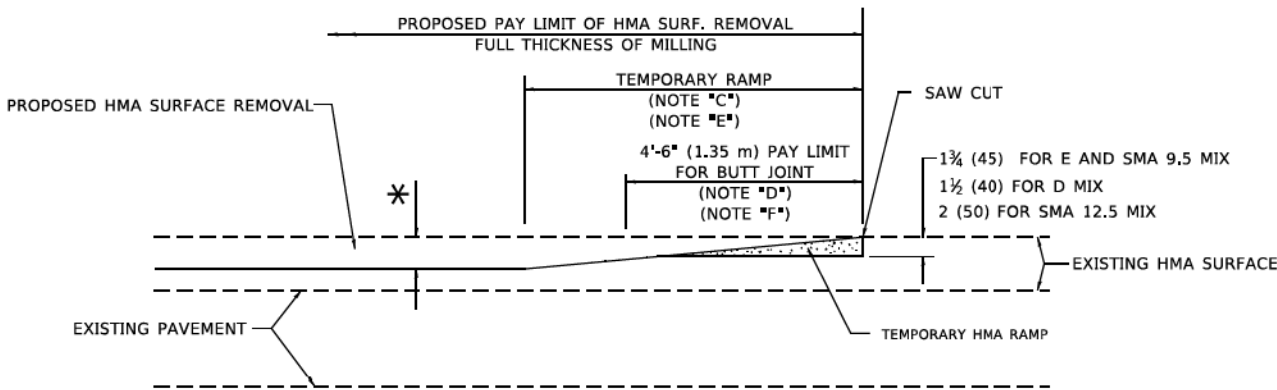




#### MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

#### OPTION 1

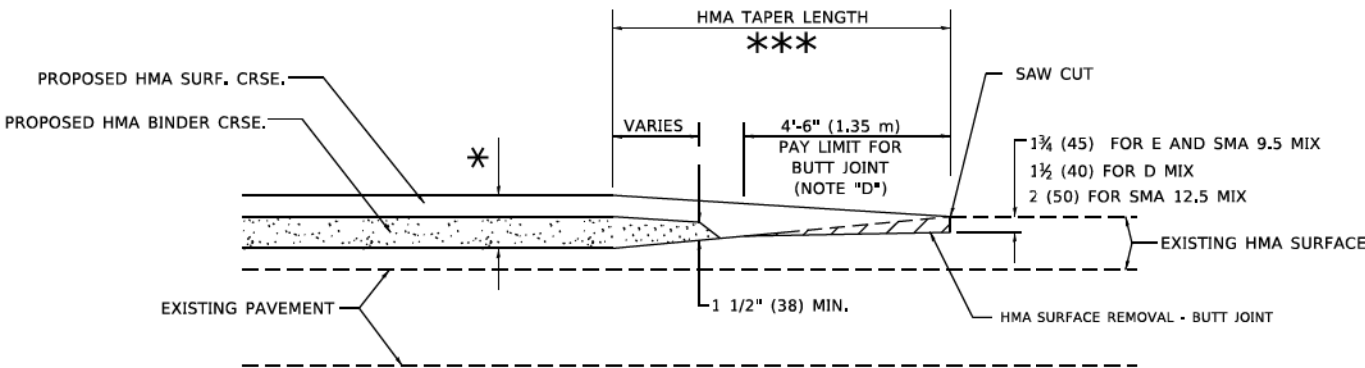


#### HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

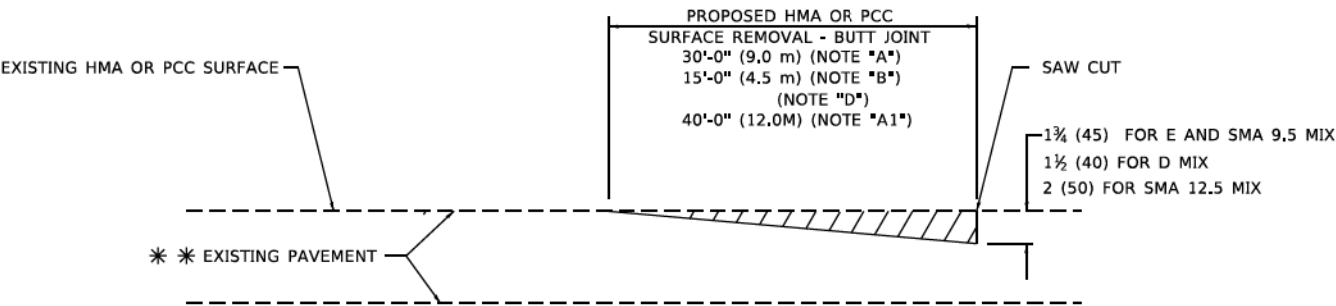
#### OPTION 2

### TYPICAL TEMPORARY RAMP

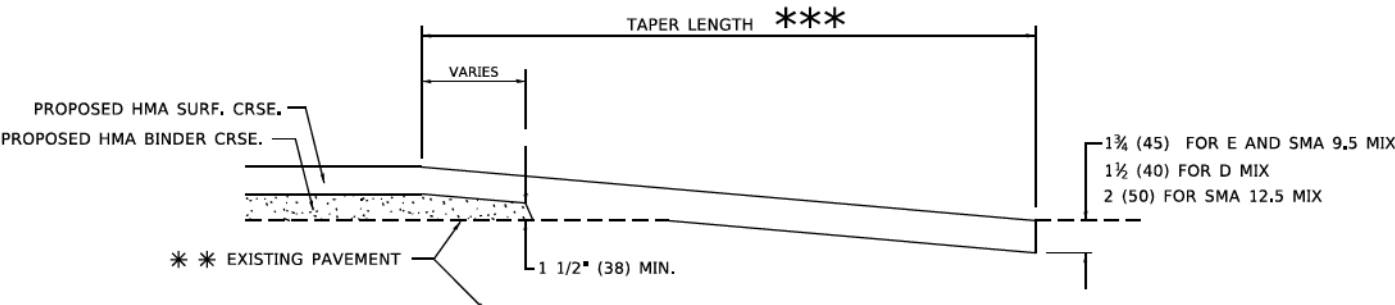


#### BUTT JOINT AND HMA TAPER

### 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

- MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
  - INTERSTATES
  - MINOR SIDE ROADS.
- THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- 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.
- SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".  
\*\*\* 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

#### BASIS OF PAYMENT

- THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- 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.

COPYRIGHT © 2017 BY BAXTER & WOODMAN, INC.  
STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
PROJECT NO. 24-00213-00-RS  
SHEET NO. 27  
DATE: 11/18/2022  
DRAWN BY: M. GOMEZ  
CHECKED BY: R. BORO  
DESIGNED BY: M. DE YONG  
REVISIONS: 04-06-01, 01-01-07, 11-18-22

USER NAME	Lawrence, DeManche	DESIGNED	M. DE YONG	REVISED	A. ABBAS 03-21-97
		DRAWN	-	REVISED	M. GOMEZ 04-06-01
PLOT SCALE	= 100,0000 * / 1 in.	CHECKED	-	REVISED	R. BORO 01-01-07
PLOT DATE	= 11/18/2022	DATE	- 06-13-90	REVISED	K. SMITH 11-18-22

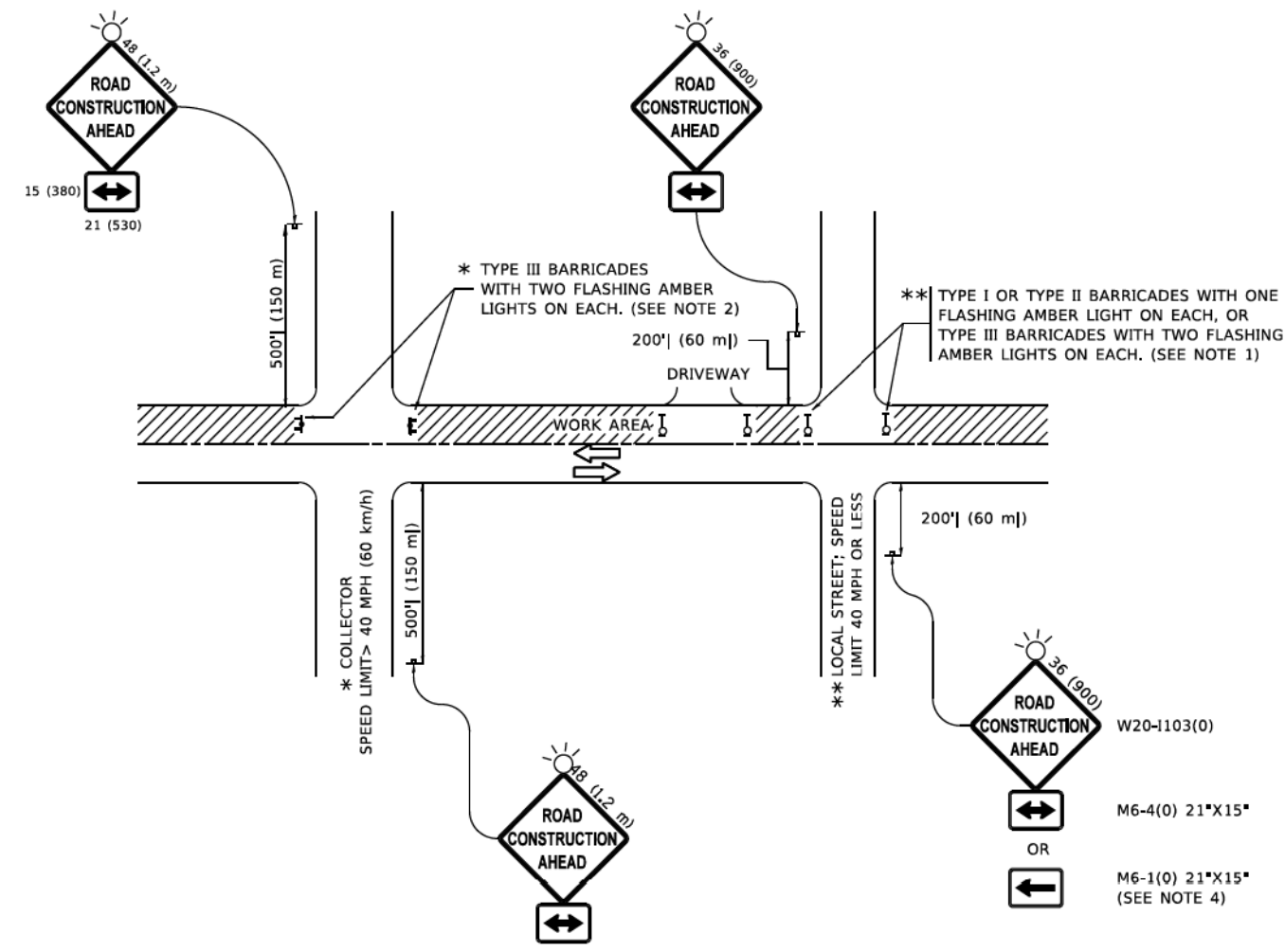
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

#### BUTT JOINT AND HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00213-00-RS	COOK	42	27
BD400-05 BD-32		CONTRACT NO. 61L53		
ILLINOIS		FED. AID PROJECT RS21(351)		

Model: Default  
FILE: \\MMS-PROD\Misc-sw\benl\c.com\PIV\DOT\Documents\1DOT\_0\Files\01\Info\_1\Projects\01\Info\_1\0223\MCADDData\CAD\testtc10.dgn



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.

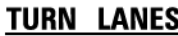
	USER NAME = Lawrence.DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. SCHUETZE 07-01-13							24-00213-00-R5	COOK	42	28
	PLOT SCALE = 100,0000' / 1in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16						TC-10		CONTRACT NO. 61L53		
	PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24						ILLINOIS FED. AID PROJECT RS2J(351)				



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

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

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



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

**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.
	24-00213-00-RS	COOK	42	29
TC-11		CONTRACT NO. 61L53		
ILLINOIS		FED. AID PROJECT	RS2J(351)	

## 2-LANE ROADWAY

### MULTI-LANE UNDIVIDED

## TYPICAL LANE AND EDGE LINE MARKING

## TYPICAL CROSSWALK MARKING

**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**

**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

## TYPICAL ISLAND MARKING

## COMBINATION LEFT AND U-TURN

## U-TURN

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

## LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) 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; 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 (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" IS 4' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "RR"=3.6 SQ. FT. (0.33 m <sup>2</sup> EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8' )	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

USER NAME = footer]	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50,0000 ' / in,	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

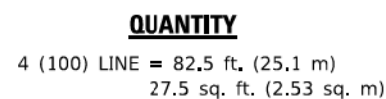
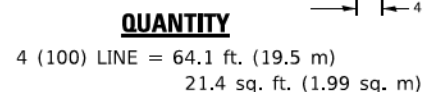
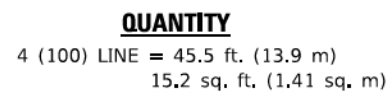
## DISTRICT ONE

### TYPICAL PAVEMENT MARKINGS

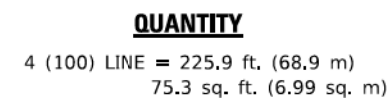
SCALE: NONE	SHEET 1 OF 2 SHEETS	STA. TO STA.
-------------	---------------------	--------------

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00213-00-RS	COOK	42	30
TC-13		CONTRACT NO. 61L53		
ILLINOIS		FED. AID PROJECT R52J(351)		





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.



```
MODEL: Default
FILE NAME: pwz\N\084EBDINTEG.11\hols.gov\PIWIDOT\Documents\DOT_Offices\Dr\hntk 1\Projects\DR\St622x34\CADDData\CADSheets\Itc.16.dgn
```

USER NAME = footen3	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50,0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE = 09-18-94	REVISED - A. SCHJETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

## SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24-00213-00-R5	COOK	42	32
TC-16		CONTRACT NO. 61L53		
	ILLINOIS	FED. AID PROJECT	RS21(351)	







TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

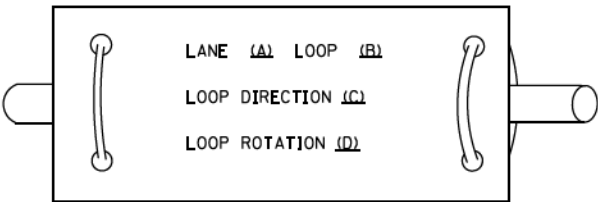
ITEM				ITEM				ITEM			
		EXISTING	PROPOSED			EXISTING	PROPOSED			EXISTING	PROPOSED
CONTROLLER CABINET				HANDHOLE				SIGNAL HEAD			
COMMUNICATION CABINET				-SQUARE				-(P) PROGRAMMABLE SIGNAL HEAD			
MASTER CONTROLLER				HEAVY DUTY HANDHOLE							
MASTER MASTER CONTROLLER				-SQUARE							
UNINTERRUPTABLE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

MODEL: Default FILE NAME: p:\11084181\BID\NTEC\Illinois\gov\WIDOT\Documents\DOT_offices\Bridgt 1\Projects\Dist5\2723\ACAD\DistalCAD\sheet\ts05.dgn	USER NAME = [footem]		DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - IP		REVISD -							1297	24-00213-00-RS	COOK	42	35
	PLOT SCALE = 50,0000 ' / in.		CHECKED - LP	REVISED -						TS-05		CONTRACT NO. 61L53		
	PLOT DATE = 3/4/2019		DATE - 9/29/2016	REVISED -		SCALE: NONE	SHEET 1	OF 7	SHEETS	STA.	TO STA.		ILLINOIS   FED. AID PROJECT RS2J(351)	

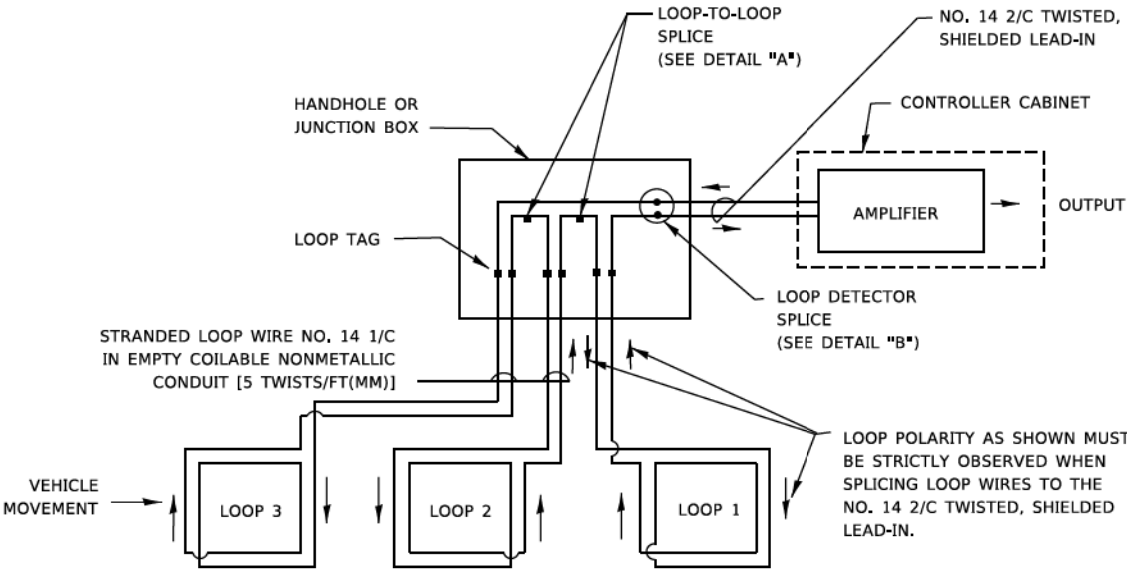
LOOP DETECTOR NOTES

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

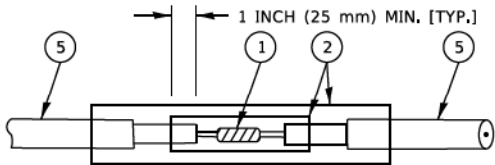


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

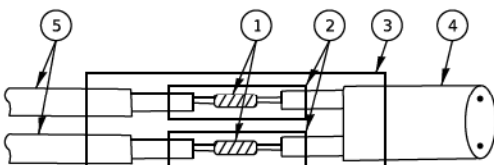


DETECTOR LOOP WIRING SCHEMATIC

- 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.

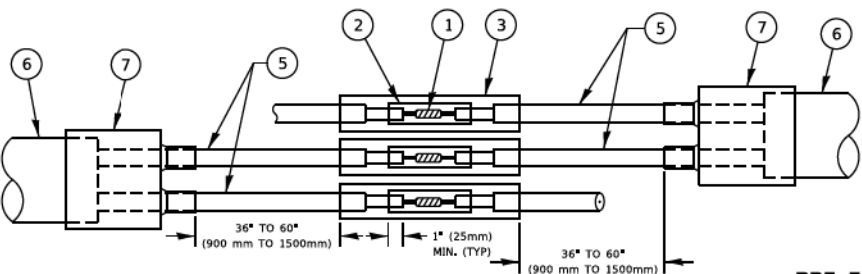


DETAIL "A"  
LOOP-TO-LOOP SPLICE

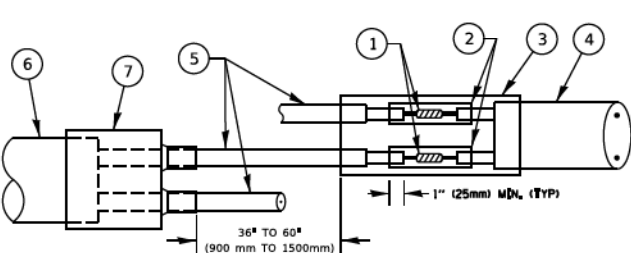


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

PREFORMED LOOP

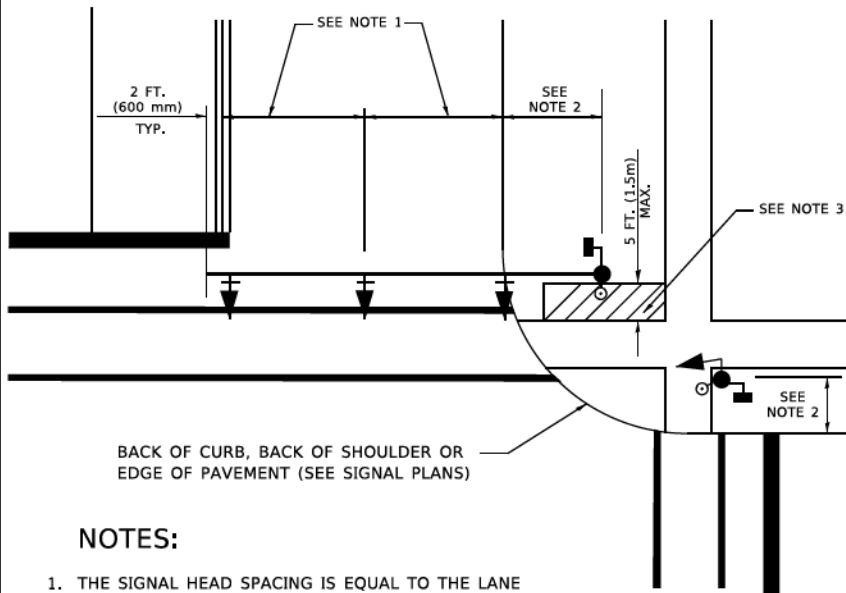
LOOP DETECTOR SPLICE

- 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

MODEL: Default  
FILE NAME: p:\projects\108418\BIDNTEC\Illinois\pnp\WIDOT\Documents\DOT\_offices\District 1\Projects\Dist1\2341\CADData\CADsheets\ts05.dgn

MODEL: Default FILE NAME: DWG	USER NAME   = footemj		DESIGNED   -	REVISED   -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN    -	REVISED   -							1297	24-00213-00-RS	COOK	42	36
	PLOT SCALE   = 50,0000 ' / 1 in.		CHECKED   -	REVISED   -		TS-05					CONTRACT NO. 61L53				
	PLOT DATE    = 3/4/2019		DATE       -	REVISED   -		SCALE: NONE			SHEET   2	OF   7	SHEETS	STA.	TO STA.		
						ILLINOIS					FED. AID PROJECT	RS2J(351)			

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 NOTE 1

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 quarter-circle area with a radius of 10 FT (3.0 m) MIN. is shaded with diagonal lines.
- Pushbutton Locations:** Two black dots represent the recommended pushbutton locations, one on each side of the corner.
- Dimensions:**
  - 5.0 FT. (1.5 m) MAX. for the width of the building facade.
  - 1.5 FT. (0.45 m) MIN. for the distance from the building facade to the pushbutton.
  - 6.0 FT. (1.8 m) MAX. for the distance from the building facade to the corner.
  - 10 FT (3.0 m) MIN. for the corner radius.
- Legend:**
  - Downward Slope (indicated by an arrow pointing down).
  - Pedestrian Pushbutton (indicated by a black dot).
  - Recommended Pushbutton Locations (indicated by the shaded corner area).

- \* 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 = footen	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE	REVISED -

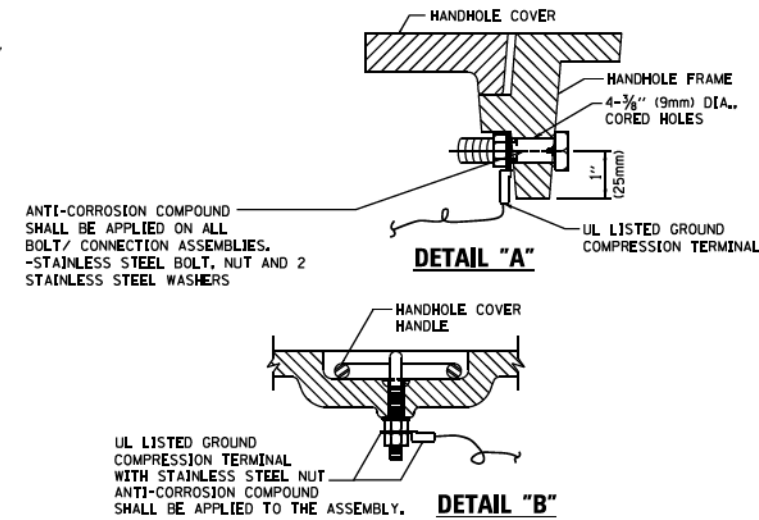
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

## DISTRICT ONE

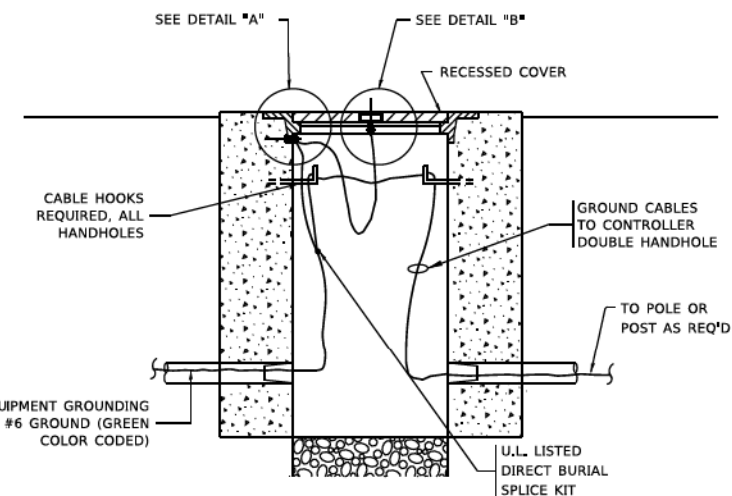
### STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	37
TS-05		CONTRACT NO. 61L53		
	ILLINOIS	FED. AID PROJECT	RS2J(351)	



1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE KLP, NO. 6, A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.), GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD, ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION, AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



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

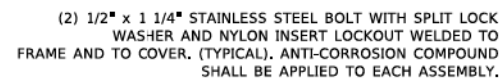


Diagram illustrating the installation of a ground rod and equipment grounding system. The diagram shows a cross-section of the ground rod, the equipment grounding, and the ground lug connections.

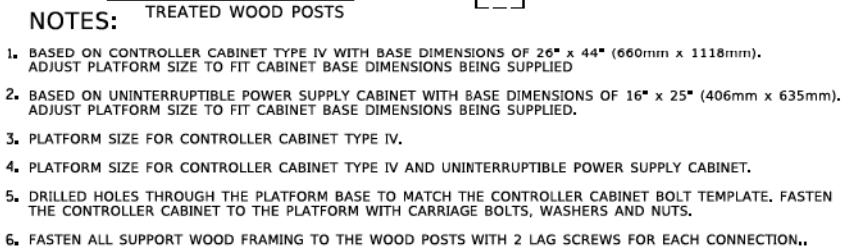
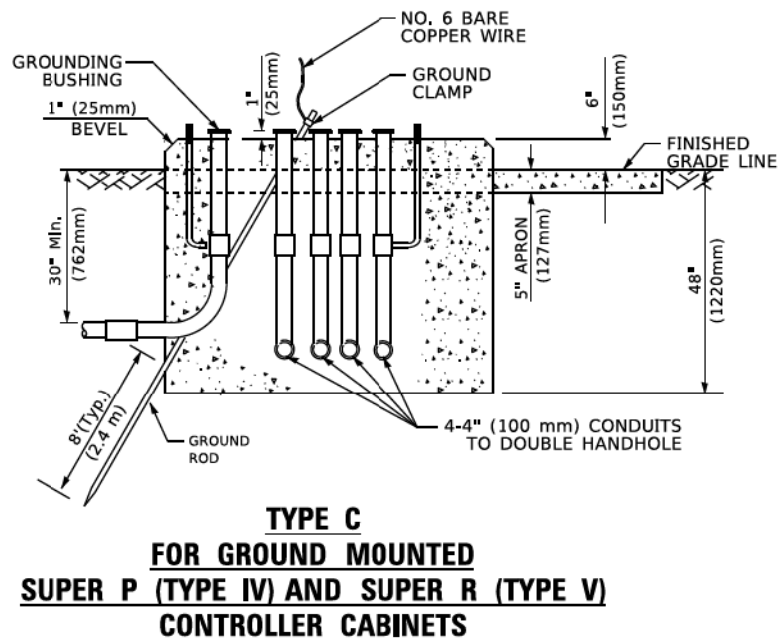
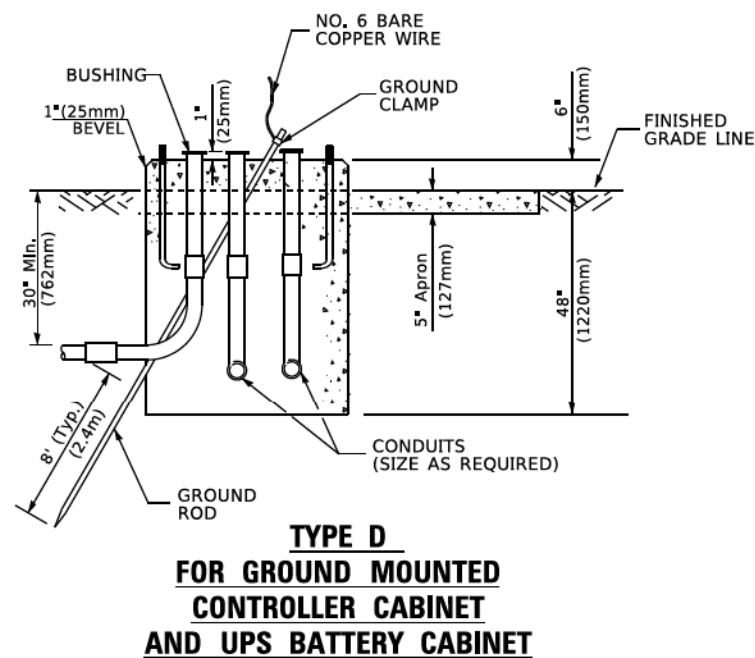
Labels and components shown in the diagram:

- GROUND LUG (BURNDY TYPE KC, K2C, OR APPROVED EQUAL)
- EQUIPMENT GROUNDING 1/C #6 GROUND (GREEN COLOR CODED)
- GROUNDING ELECTRODE CONDUCTOR 1/C #6 GROUND (GREEN COLOR CODED)
- HEAVY DUTY GROUND ROD CLAMP, EXOTHERMIC WELD, OR U.L. APPROVED CONNECTOR. (TYPICAL FOR ALL GROUND RODS)
- 3/4" x 10' (20mm x 3.0m) COPPER CLAD GROUND ROD
- PRESSION (TYPICAL)
- AIL

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

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-R5	COOK	42	38
TS-05		CONTRACT NO. 61L53		
ILLINOIS		FED. AID PROJECT	RS2(J351)	



CABLE SLACK LENGTH	FEET	METERS
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

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

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)

Max 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)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

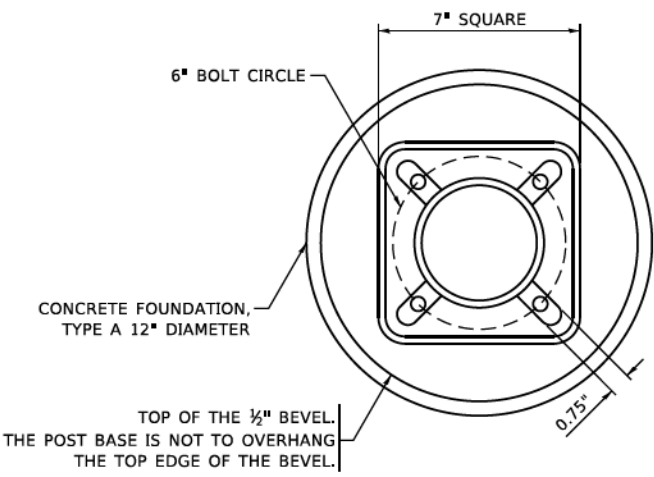
1. These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu)  $\times 1.0$  tsf (100 kpsi). This strength shall be verified by boring data prior to construction or with testing by 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.

FILE NAME: D:\PROJECTS\2019\2019-00213-00-RS\2019-00213-00-RS.dwg	USER NAME = footen]	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -							24-00213-00-R5	COOK	42	39
	PLOT SCALE = 50,0000' = 1" / 1h.	CHECKED -	REVISED -		SCALE: NONE      SHEET 5 OF 7 SHEETS      STA. TO STA.				TS-05		CONTRACT NO. 6153		
	PLOT DATE = 3/4/2019	DATE -	REVISED -						ILLINOIS		FED. AID PROJECT		RS2(351)



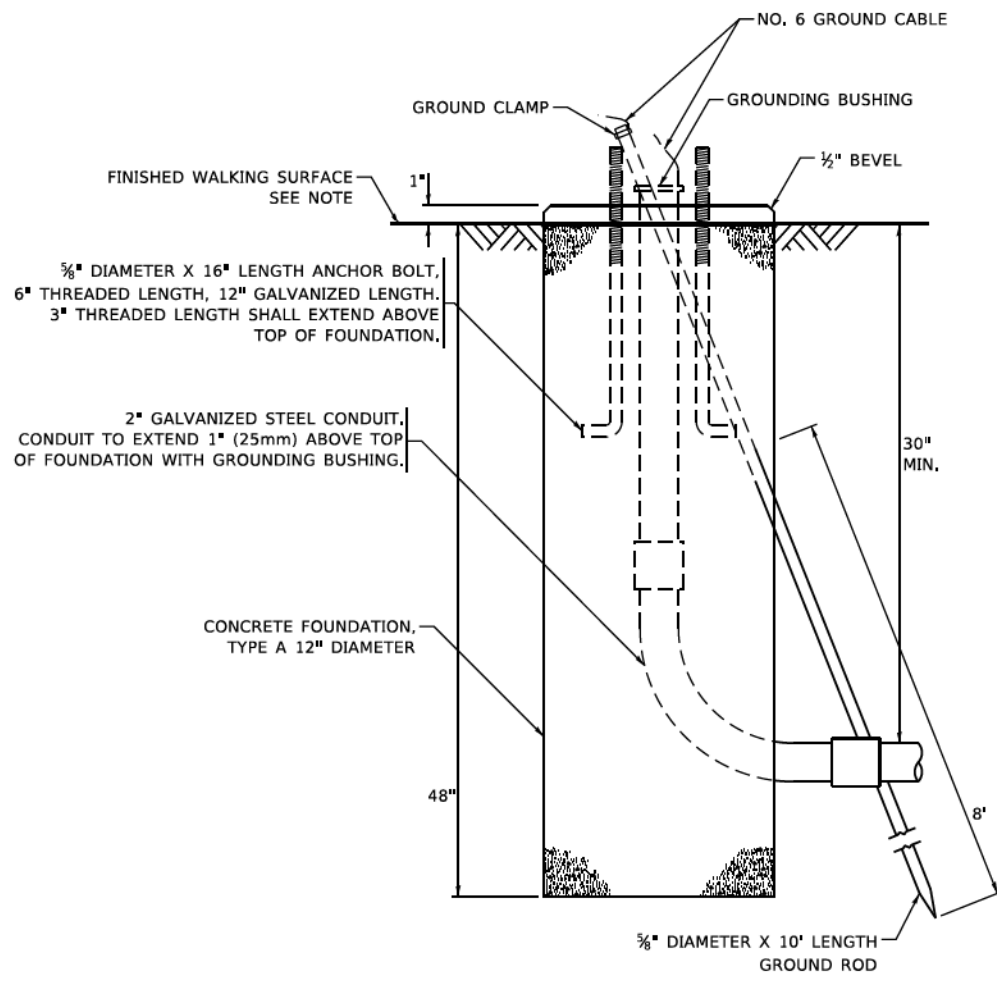




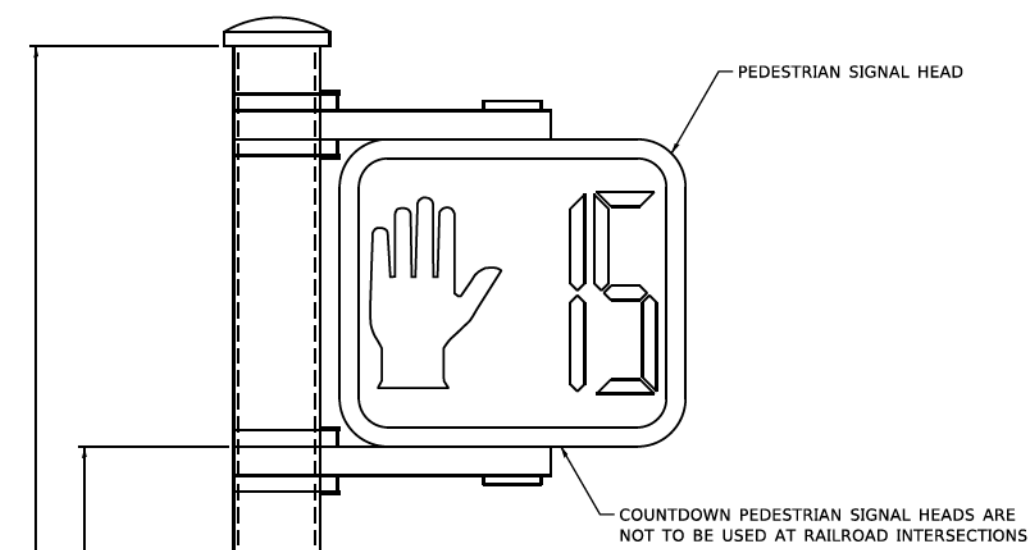


**BOLT PATTERN**

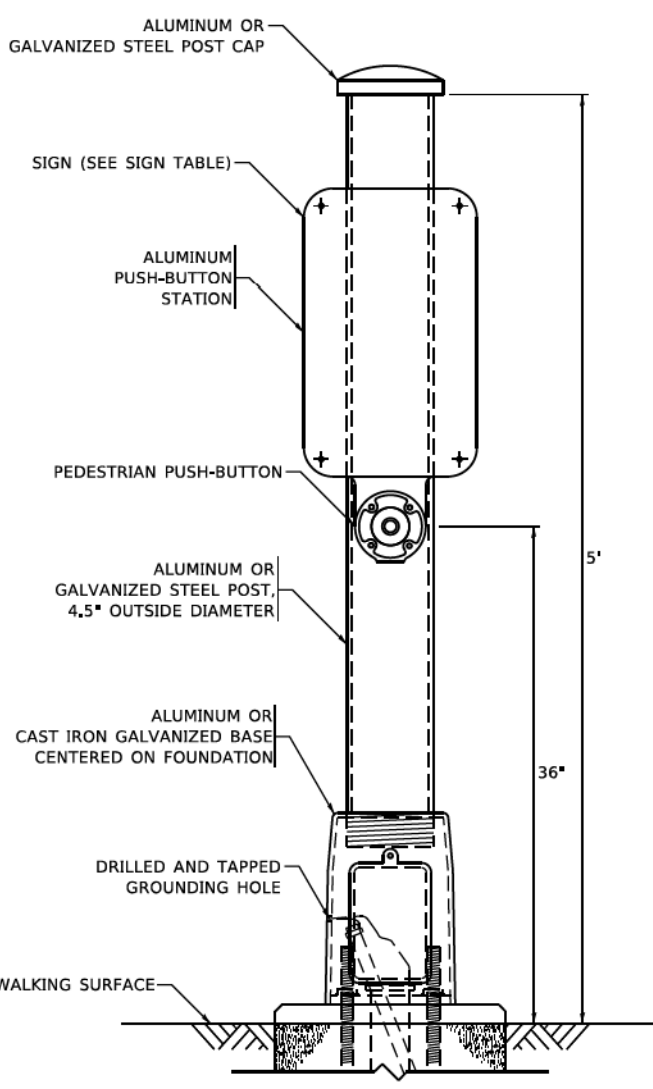
**NOTE:**  
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



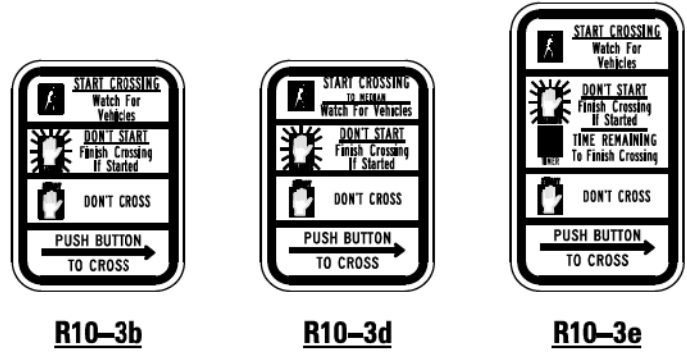
**CONCRETE FOUNDATION,  
TYPE A 12-INCH DIAMETER**



**PEDESTRIAN SIGNAL POST, 10 FT.**



**PEDESTRIAN SIGNAL POST, 5 FT.**



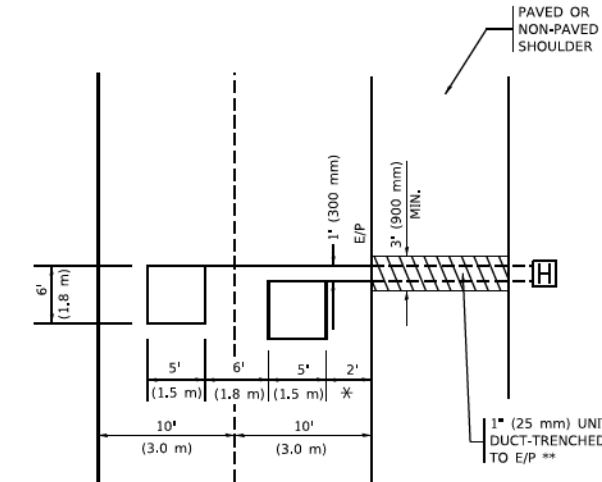
SIGN TABLE	
SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 12"

**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.

MODEL: Default  
FILE: M:\GIS\proj\1001\1001.dwg  
PROJECT: 1001  
SHEET: 41  
DATE: 11/23/2020

LOOPS NEXT TO SHOULDERS

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

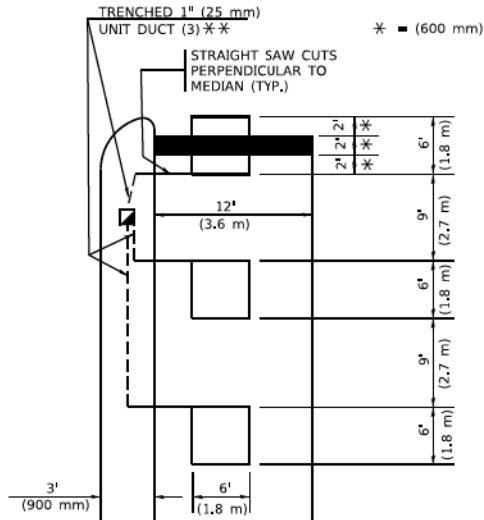


\* = (600 mm)

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

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

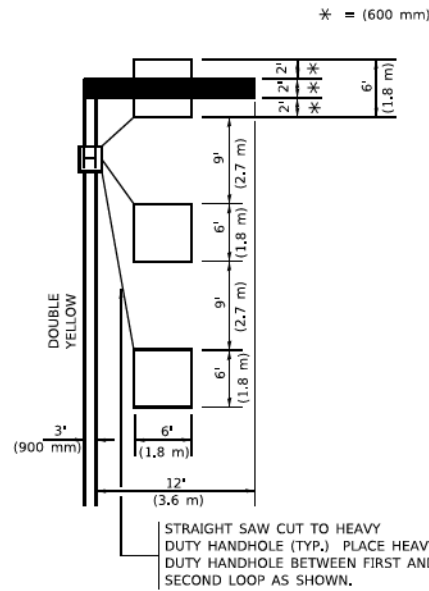
HANDHOLE LOCATION MAY  
VARY DEPENDING ON GEOMETRICS  
AND DESIGN OF TRAFFIC SIGNALS.  
HEAVY-DUTY HANDHOLES TO BE  
USED WHEN THE MEDIAN IS  
MOUNTABLE. REFER TO STANDARD  
814001 TO ENSURE THAT HANDHOLE  
FITS IN MEDIAN.



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

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

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



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

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.

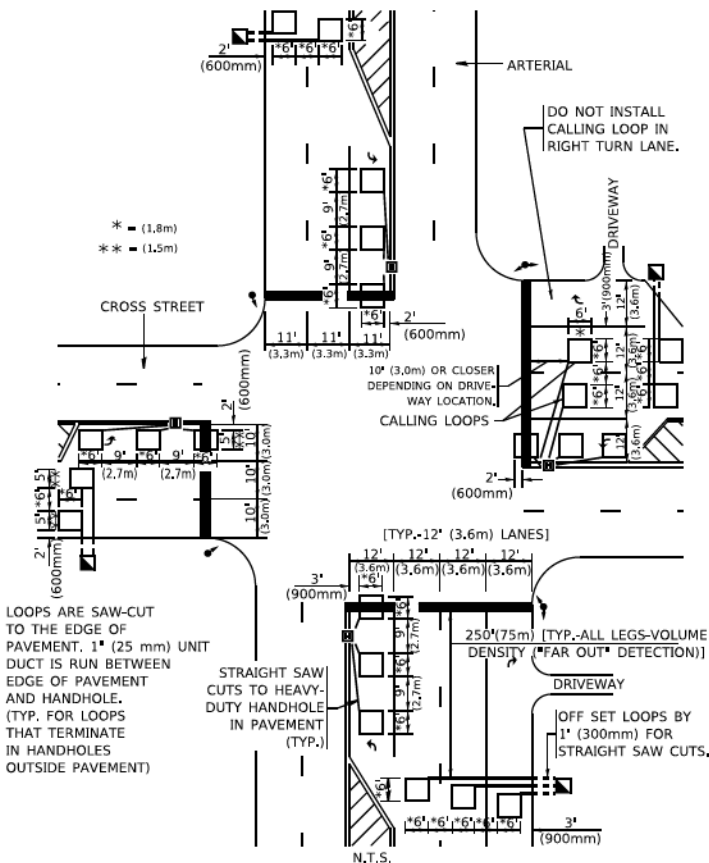
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

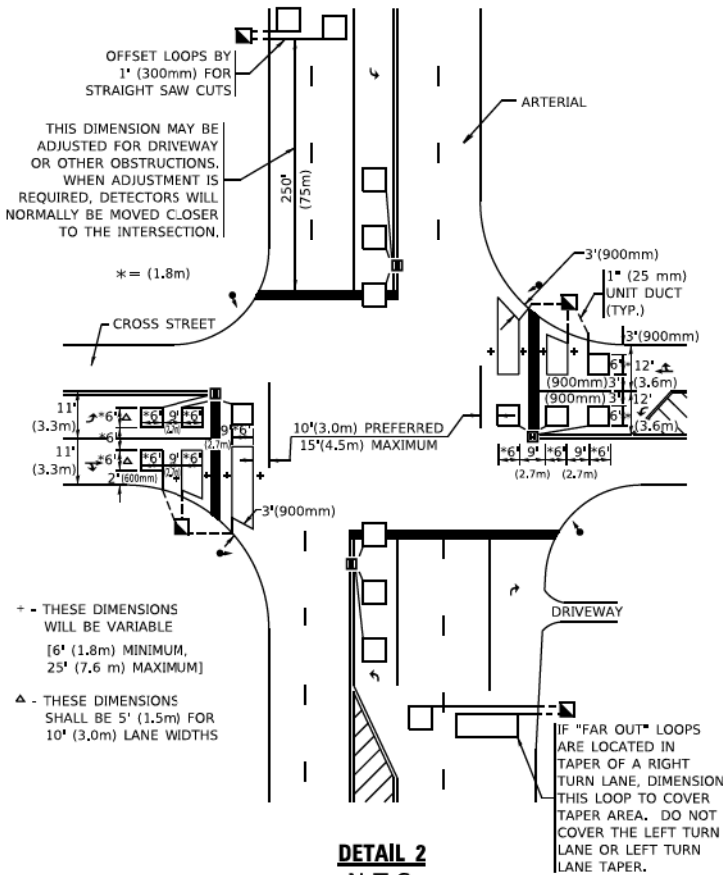
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1  
N.T.S.

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



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.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1297	24-00213-00-RS	COOK	42	42
TS-07		CONTRACT NO. 61L53		
		ILLINOIS FED. AID PROJECT RS2J(351)		