03-08-2024 LETTING ITEM 015

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 0341 22 RS KANE 28 1 CONTRACT NO. 62177

D-91-243-22

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 341: IL 72

FROM US 20/IL 47 TO REINKING RD

SECTION: FAP 0341 22 RS

PROJECT: NHPP-HTBC(145)

SMART OVERLAY KANE COUNTY

C-91-2 96-22

R7E PROJECT BEGINS STA 21+31 **OMISSION** STA 64+05 TO 81+88 ON REDUCED PLANS, THE AROVE SCALES MAY BE USED.

PROJECT ENDS STA 98+01

> STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SUBMITTED HOLDEN AND 29 20 2

LOCATION OF SECTION INDICATED THUS: -

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

CONTRACT NO. 62T77

FOR INDEX OF SHEETS, SEE SHEET NO. 2

IMPROVEMENT IS LOCATED IN VILLAGE OF PINGREE GROVE AND RUTLAND TOWNSHIP

TRAFFIC DATA:

0

0

0

ADT 2021: 12400 SPEED LIMIT: 55 MPH

OTHER PRINCIPAL ARTERIAL

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION 1-800-892-0123 OR 811

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

RUTLAND TOWNSHIP

GROSS LENGTH = 7,670 FT. = 1.45 MILE NET LENGTH = 5,887 FT. = 1.12 MILE

INDEX OF SHEETS

SHEET NO. DESCRIPTION

1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5	TYPICAL SECTIONS
6 - 8	ROADWAY AND PAVEMENT MARKING PLANS
9	PROPOSED SIDEWALK RAMP DETAILS
10- 13	DETECTOR LOOP REPLACEMENT AND APS INSTALLATION PLAN
14	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)
15	BUTT JOINT AND HMA TAPER DETAILS (BD-32)
16	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)
17	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
18	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
19	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-
20	ARTERIAL ROAD INFORMATION SIGN (TC-22)
21	DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)
22-28	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)

STANDARDS

STANDARD NO. DESCRIPTION

701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201-05	LANE CLOSURE, 2L, 2W,DAY ONLY,FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W,SHORT TIME OPERATION
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY FOR SPEEDS \geq 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701336-07	LANE CLOSURE, 2L, 2W,WORK AREAS IN SERIES FOR SPEEDS ≥ 45 MPH
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- 1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
- 2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF PINGREE GROVE, RUTLAND TOWNSHIP, AND KANE COUNTY.
- 3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4. 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.
- 5. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 6. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 7. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT, WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 8. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 9. 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.
- 10. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- 11.THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
- 12. PAVEMENT MARKING TAPE, TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

- 13. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR VIA EMAIL KALPANA.KANNAN-HOSADURGA©ILLINOIS.GOV MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK
- 14. THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER VIA EMAILAT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 15. ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
- 16.THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- 17. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING (LINES AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 18. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 19. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1½ INCHES WHERE THE SPEED LIMIT IS 40 MPH OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH.
 WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
- 20. 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.
- 21. THE (ROAD CONSTRUCTION AHEAD) SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARD REMAIN WITHIN THE WORKZONE.
- 22. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
- 23. 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.
- 24, 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.

USER NAME = Azza.Almehrez	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0 16666633 '/ in.	CHECKED -	REVISED -
PLOT DATE = 12/8/2023	DATE -	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES
IL. RTE. 72 (U.S. RTE. 20 / IL. RTE. 47 TO REINKING RD.)

SCALE: SHEET OF SHEETS STA. TO STA.

| FAP 0.341 | FAP 0.341 22 RS | KANE | 28 | 2 | 2 | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2 | | 2

	SUMMARY OF QUANTITIES	0005 80% FED 20%STATE	0021 80% FED 20%STATE			
Code No.	ltem	Unit	Total Quantity			
20200100	EARTH EXCAVATION	CU YD	2	2	0	0
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	10	10	0	0
25200110	SODDING, SALT TOLERANT	SQ YD	10	10	0	0
25200200	SUPPLEMENTAL WATERING	UNIT	1	1	0	0
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	11170	11170	0	0
40600370	LONGITUDINAL JOINT SEALANT	FOOT	8675	8675	0	0
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	38	38	0	0
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	189	189	0	0
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2085	2085	0	0
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	241	241	0	0
42400800	DETECTABLE WARNINGS	SQ FT	48	48	0	0
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	24820	24820	0	0
44000600	SIDEWALK REMOVAL	SQ FT	241	241	0	0
44201863	CLASS D PATCHES, TYPE II, 18 INCH	SQ YD	347	347	0	0
44201867	CLASS D PATCHES, TYPE III, 18 INCH	SQ YD	45	45	0	0
49402400	ACCRECATE WEDGE CHOULDED TYPE D	TON	160	160	0	0
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	160	160	0	0
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	2	2	0	0
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	0	0
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	0	0
	USER NAME = Azza.Almehrez DESIGNED - DRAWN -	REVIS REVIS				STATE

PLOT SCALE = 0.16666633 '/in.

PLOT DATE = 11/29/2023

CHECKED -

DATE -

REVISED -

REVISED -

	SUMMARY OF QUANTITIES	0005 80% FED 20%STATE	0021 80% FED 20%STATE			
Code No.	Item	Unit	Total Quantity			
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	0	0
* 66901006	66901006 REGULATED SUBSTANCES MONITORING		5	5	0	0
67100100	67100100 MOBILIZATION		1	1	0	0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	0	0
70100460	70100460 TRAFFIC CONTROL AND PROTECTION, STANDARD 701306		1	1	0	0
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1	0	0
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	0	0
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	0	0
70300100	70300100 SHORT TERM PAVEMENT MARKING		10408	10408	0	0
70300150	300150 SHORT TERM PAVEMENT MARKING REMOVAL		3470	3470	0	0
70300211	0300211 TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT		364	364	0	0
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	19705	19705	0	0
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	1905	1905	0	0
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	134	134	0	0
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	966	966	0	0
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	188	188	0	0
70306120 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE III TAPE		FOOT	2602	2602	0	0
* 78000100	78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS		364	364	0	0
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	19705	19705	0	0
			FAP			ALTY ITEM
	SUMMARY OF QUANTITIES		F.A.P. RTE	SECTION	COUNTY	TOTAL SHE

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL. RTE. 72 (U.S. RTE. 20 / IL. RTE. 47 TO REINKING RD.)

SCALE: SHEET OF 2 SHEETS STA. TO STA.

	SUMMARY OF QUANTITIES		0005 80% FED 20%STATE	0021 80% FED 20%STATE		
Code No.		Unit	Total Quantity			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1905	1905	0	0
k 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	134	134	0	0
× 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	966	966	0	0
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	188	188	0	0
× 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	302	302	0	0
					-	-
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	189	189	0	0
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	10120	10120	0	0
★ 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	0	1	0
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	474	0	474	0
× X8860105	DETECTOR LOOP REPLACEMENT	FOOT	1478	0	1478	0
* 89502200	MODIFY EXISTING CONTROLLER	EACH	1	0	1	0
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	0	1	0
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1	0	0
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12	0	0
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4	0	4	0
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4	0	0
X4400501	0501 COMBINATION CURB AND GUTTER REMOVALAND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET		40	40	0	0
	TO STATE OF THE POST OF THE PO					
	USER NAME = Azza.Almehrez DESIGNED -	REVI	SED -			
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	PLOT DATE = 1/29/2023 DATE -	REVI			D	EFARIM EN I (

	SUMMARY OF QUANTITIES			0005 80% FED 20%STATE	0021 80% FED 20%STATE	
Code No.	Item	Unit	Total Quantity			
1						
			1545/		<u> </u>	TOTAL /-
	SUMMARY OF QUANTITIES		F.A.P RTE.	SECTION FAP 0341 22 RS	COUNTY	TOTAL S SHEETS

IL 72

50' 50' 1'-8' 0'-1' 0'-1' 1'-8' VARIES VARIES EXIST. R.O.W (6)

IL 72

TYPICAL EXISTING ROADWAY CROSS SECTION

STA 21+31 TO STA 98+01

LEGEND

- 1 EXIST. PCC PAVEMENT, ±9"
 2 EXIST. HMA SURFACE AFTER MILLING, ±8 ¾"
 3 EXIST. HMA SHOULDER
 4 EXIST AGGREGATE SHOULDER

- 5 PROP. HMA SURFACE REMOVAL, 1 1/2" 6 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N701-1/2" 7-PROP. AGGREGATE WEDGE, TYPE B

ROADWAY NOTE:

- 1. CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- 2.THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE.

USER NAME = Azza Almehrez	DESIGNED -	REVISED -	
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TYPICAL PROPOSED ROADWAY CROSS SECTION

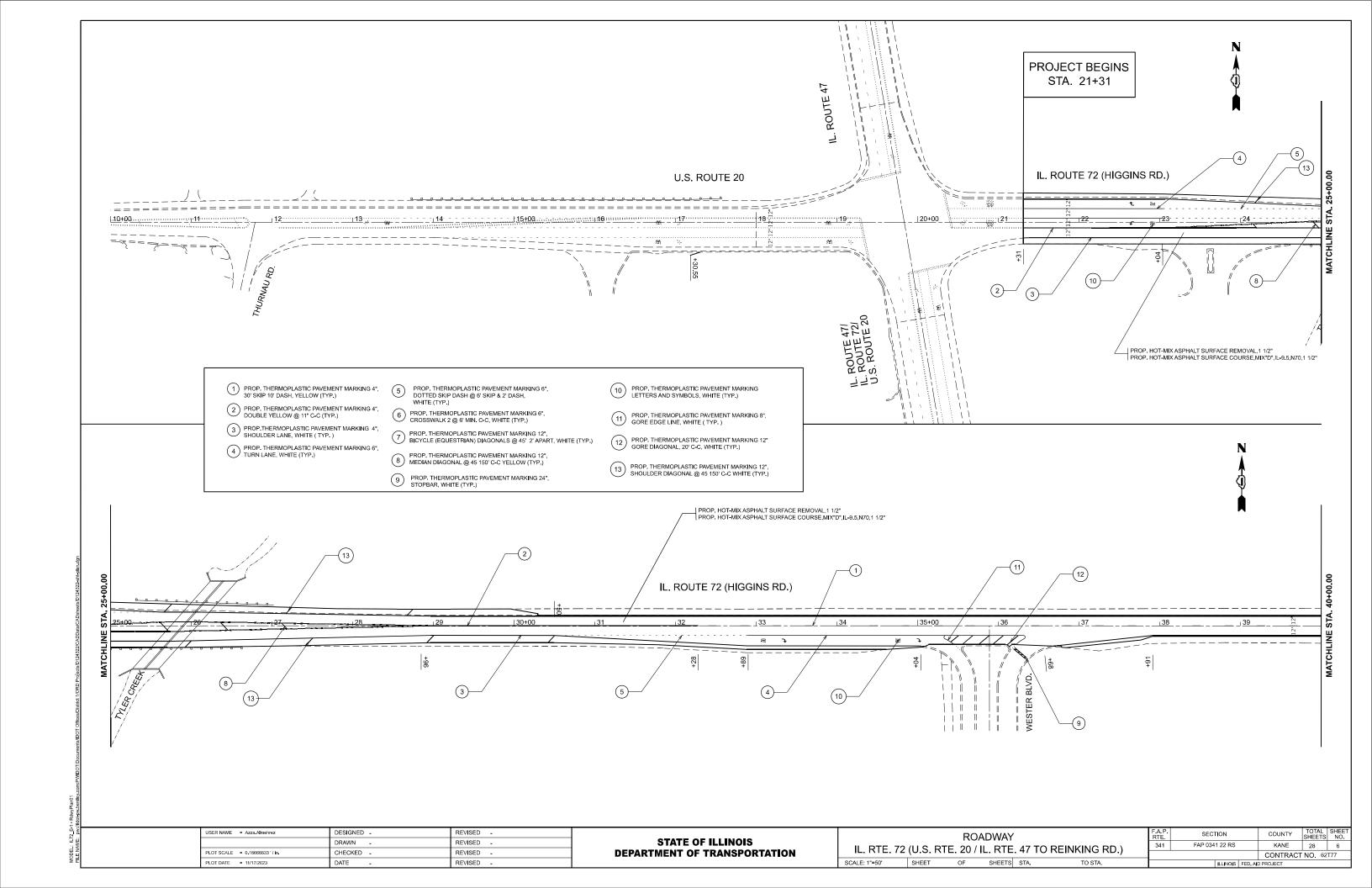
STA 21+31 TO STA 98+01 OMISSION STA 64+05 TO STA 81+88

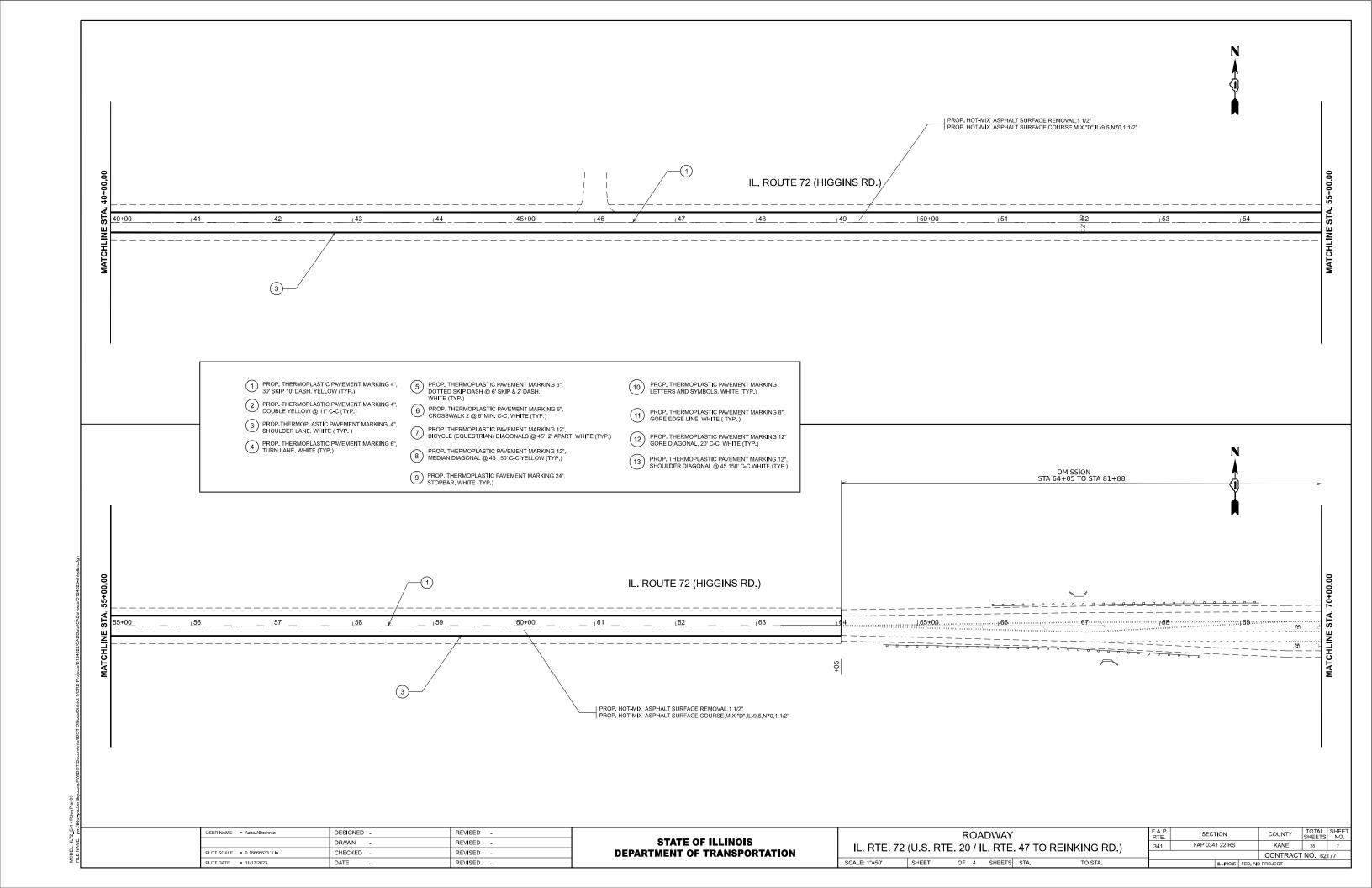
NOTE:

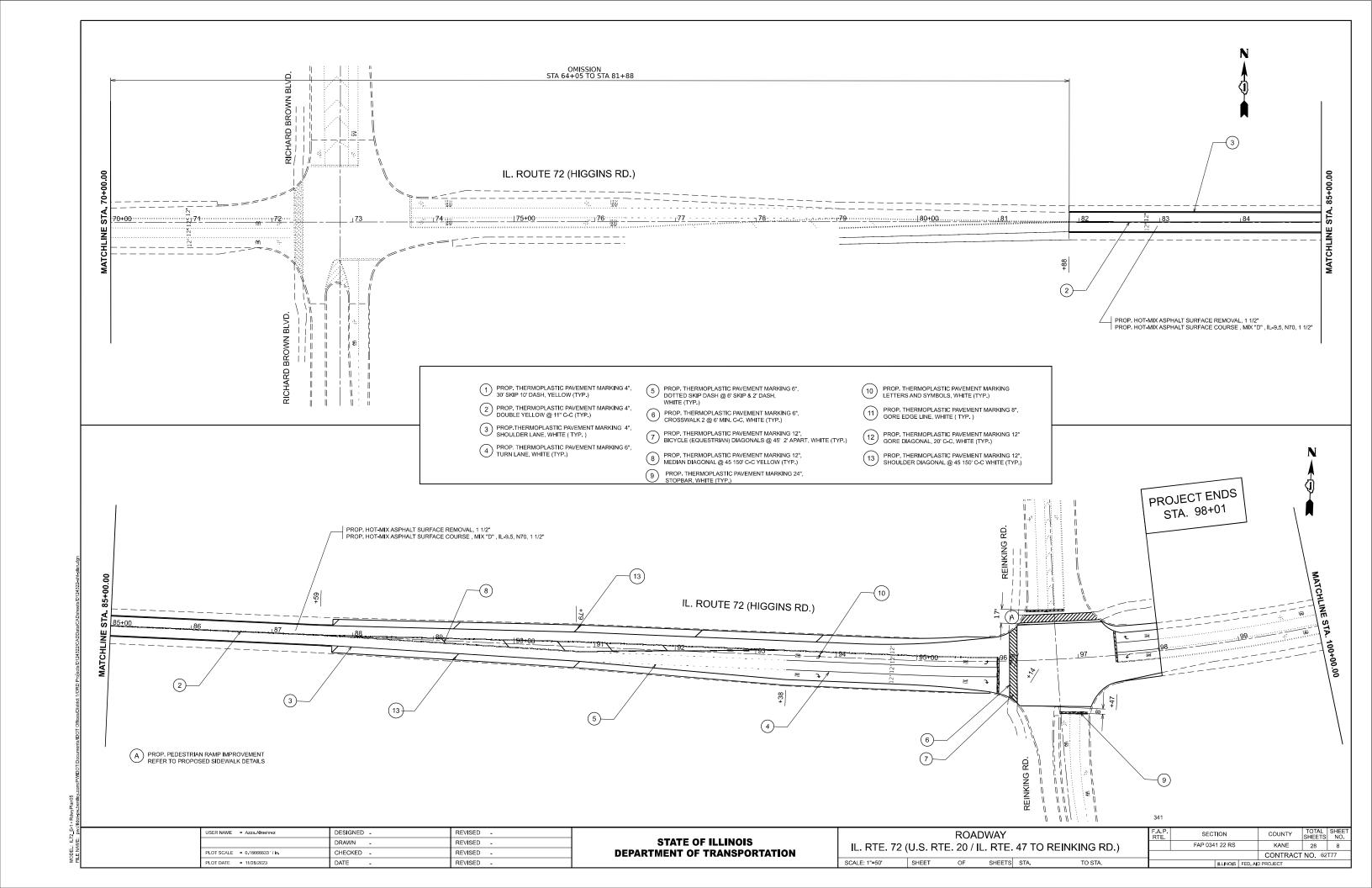
- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.
- 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECFICATIONS.

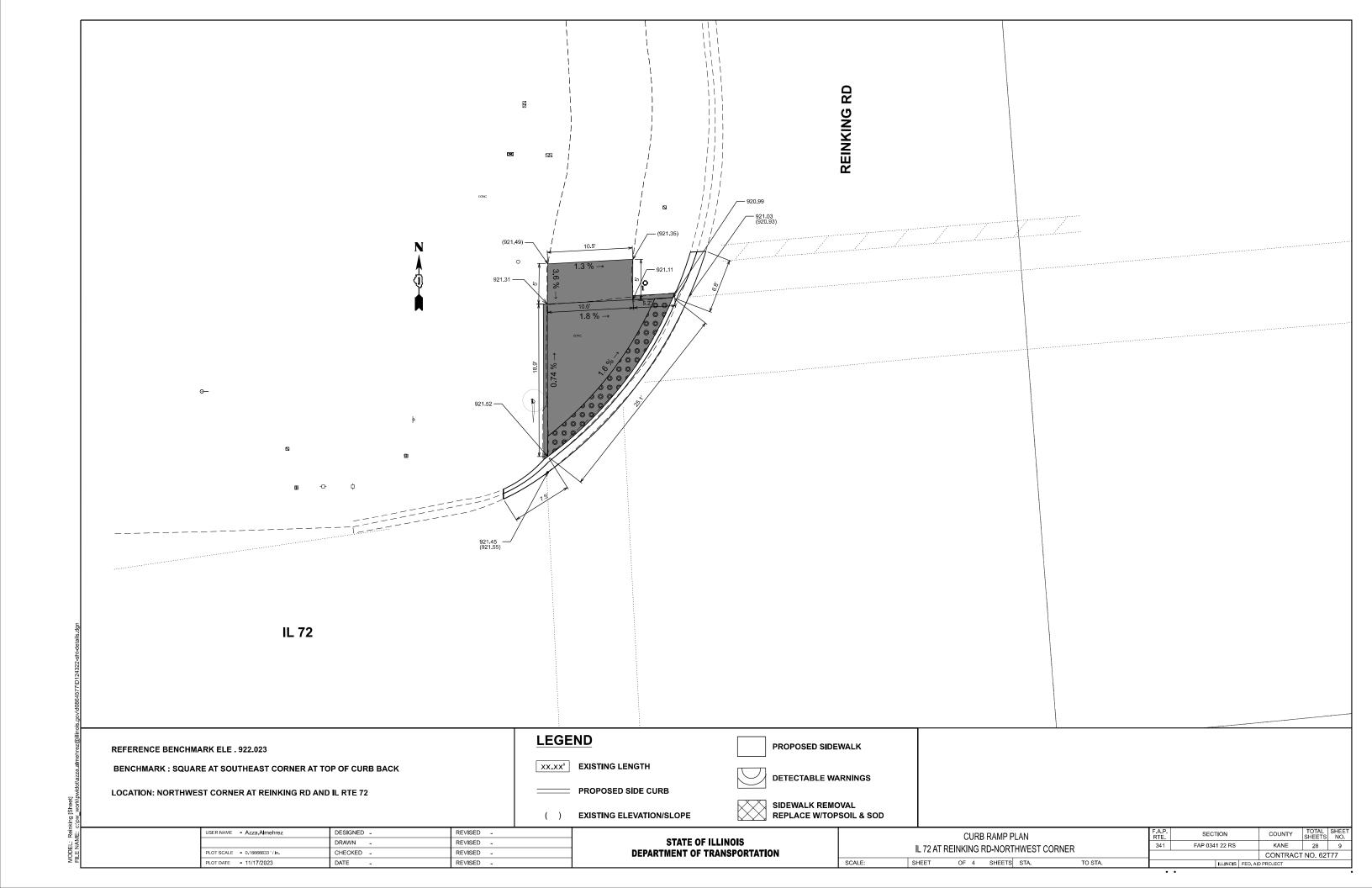
MIXTURE REQUIREMENTS	QUALITY MANAGEMENT							
MIXTURE USES	AIR VOIDS @ Ndes	PROGRAM (QMP)						
IL 72 ROADWAY RESURFACING								
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70 1-1/2"	4% AT 70 GYR.	QCP						
PATCHING								
CLASS D PATCHES (HMA BINDER, IL-19 MM)	4,0% AT 70 GYR.	QC/QA						
MP Designation: Pay for Performance (PFP); Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)								

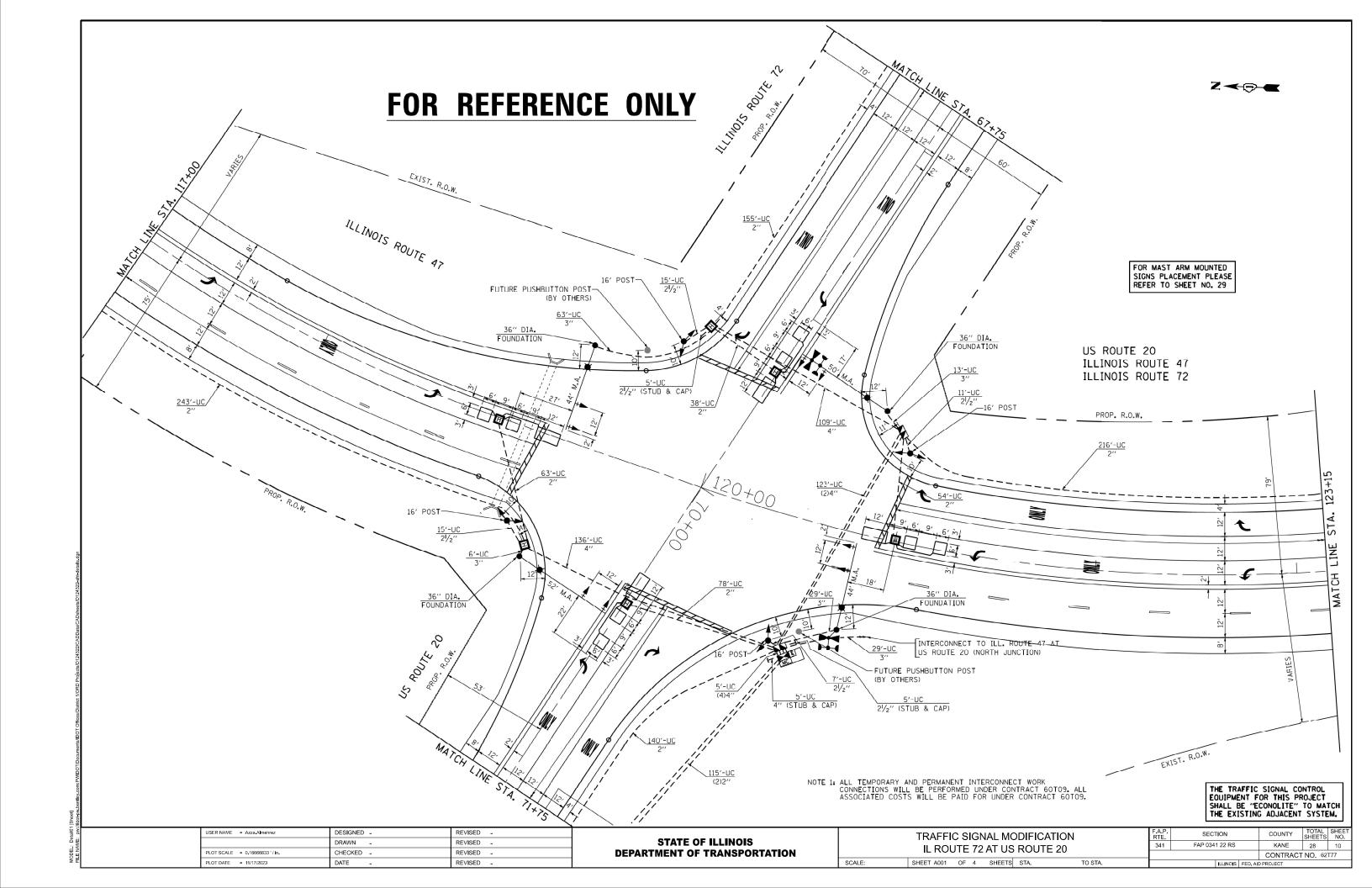
TYPICAL SECTIONS SECTION COUNTY STATE OF ILLINOIS FAP 0341 22 RS KANE 28 5 IL 72 FROM US-20/IL-47 TO REINKING RD **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62T77 SCALE: SHEET 000 OF SHEETS STA.













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. THIS PLAN IS FOR REPLACEMENT OF LOOP DETECTORS WITHIN THE RESURFACING LIMITS AS SHOWN.
- 3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
DETECTOR LOOP REPLACEMENT	FOOT	66
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	12

S Alle INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

 USER NAME
 = Azza-Almehrez
 DESIGNED REVISED

 DRAWN
 REVISED

 PLOT SCALE
 = 0.16666633 '/in.
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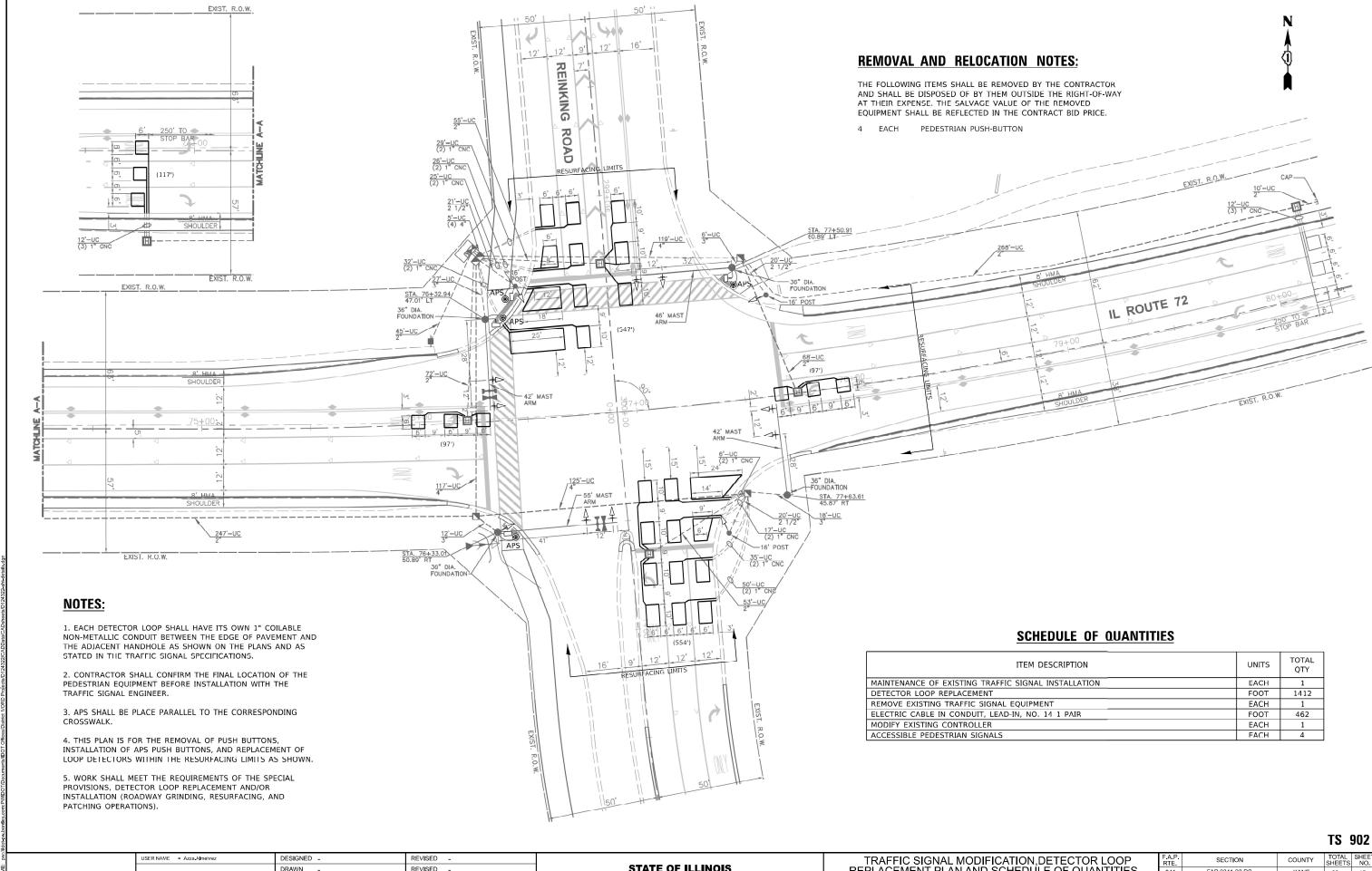
 PLOT DATE
 = 11/17/2023
 DATE REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODIFICATION, DETECTOR LOOP REPLACEMENT PLAN AND SCHEDULE OF QUANTITIES IL ROUTE 72 AT US ROUTE 20

SHEET A002 OF 4 SHEETS STA. TO STA.

TS 776



MODEL: Detailog [Shoot]

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DATE

PLOT DATE = 11/17/2023

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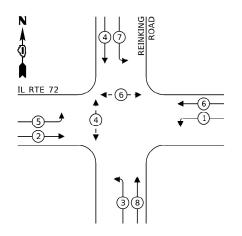
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

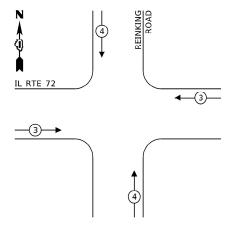
TRAFFIC SIGNAL MODIFICATION, DETECTOR LOOP
REPLACEMENT PLAN AND SCHEDULE OF QUANTITIES
IL ROUTE 72 AT REINKING ROAD
LE: SHEET A003 OF 4 SHEETS STA. TO STA.

| FAP 0341 22 RS | COUNTY | GOUNTY | GO

EXISTING CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL							
ELECTRICAL SERVICE REQUIREMENTS							
	NO	2	LED	0/	TOTA		

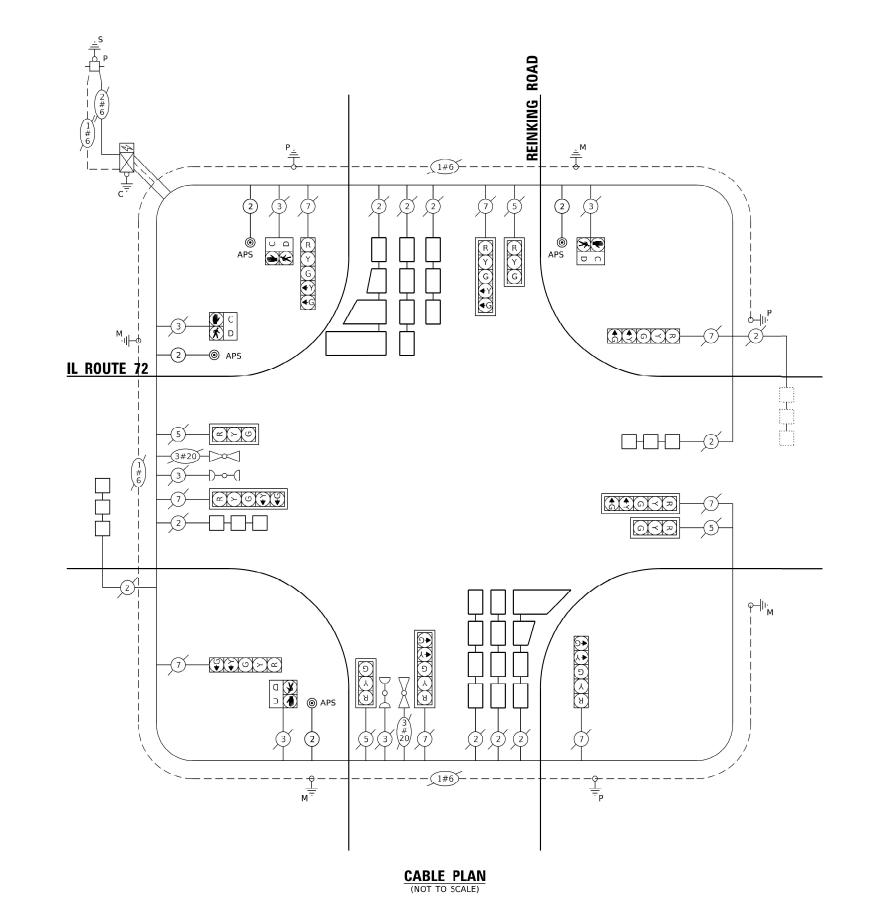
TYPE		NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL	(RED)	12	11	50	66.0
	(YELLOW)	12	20	5	12.0
	(GREEN)	12	12	45	64.8
PERMISSI	/E ARROW	16	10	10	16.0
PED. SIGN	NAL	4	20	100	80.0
CONTROL	LER	1	100	100	100.0
UPS		1	25	100	25.0
VIDEO SY	STEM	-	150	100	-
BLANK-OL	JT SIGN	-	25	5	-
FLASHER		-	-	50	-
STREET N	AME SIGN	-	120	50	-
LUMINAIR	E	-	-	-	-
				TOTAL -	363.8

ENERGY COSTS TO:

VILLAGE OF PINGREE GROVE 555 REINKING ROAD PINGREE GROVE, IL. 60140

ENERGY SUPPLY: CONTACT: JOE STACHO

PHONE: 630-424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: 63610-00004



TS 902

USER NAME = Azza Almehrez	DESIGNED -	REVISED -		CABI	E PLAN, F	PHASE	DESI	GNATION [DIAGRAM,	F.A.P.	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED -	STATE OF ILLINOIS	AND EME	RGENCY	VEHIC	LE PF	REEMPTIO	N SEQUENCE	341	FAP 0341 22 RS	KANE	28	13
PLOT SCALE = 0.16666633 '/in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		IL ROUTE	72 AN	ID RE	INKING RD				CONTRACT		177
PLOT DATE = 11/17/2023	DATE -	REVISED -		SCALE:	SHEET A004	OF 4	SHEETS	STA.	TO STA.		ILLINOIS FED. A	D 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.

FOR PATCHING FIRST CONSTRUCTION TOP OF EXIST. HMA OR MILLED SURFACE والمها المحرائي المعاملين الحرائي المعاملين الحوافي المحرائي 12 (300) **EXISTING PAVEMENT** * SEE TYPICAL SECTIONS FOR UTILITY OR STORM SEWER TRENCH THICKNESS AND MATERIALS (IF PATCH IS DUE TO UTILITY OR SEWER WORK, THE WIDTH OF THE FULL DEPTH PATCH SHALL BE 12 (300) WIDER ON EACH

6 (150) MIN.

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)

HMA REMOVAL OVER PATCHES

AND HMA REPLACEMENT OVER PATCHES

CLASS C OR CLASS D

THICKNESS SPECIFIED

PATCH OF THE

SIDE OF THE TRENCH).

SAW CUT/SCORING EXIST, HMA

PROPOSED UNSUITABLE SUBGRADE REMOVAL AND REPLACEMENT

OVERLAY, TYPICAL.

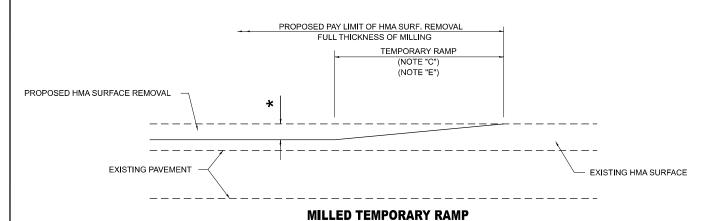
SAW CUT/SCORING, TYPICAL

FOR PATCHING FIRST CONSTRUCTION

- 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.

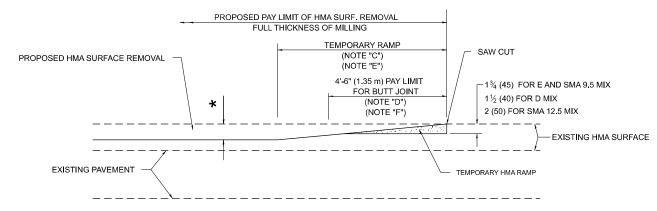
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Azza Almehrez	DESIGNED - R. SHAH	REVISED -	R. BORO 01-01-07		PAVEMENT PATCHING FOR	F.A.P. RTF	SECTION	COUNTY	TOTAL S	SHEET NO.
	DRAWN -	REVISED -	R. BORO 09-04-07	STATE OF ILLINOIS	HMA SURFACED PAVEMENT	341	FAP 0341 22 RS	KANE	28	14
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION	TIMA SONIACED FAVEMENT		BD400-04 (BD-22)	CONTRACT	NO. 62T7	7
PLOT DATE = 11/17/2023	DATE - 10-25-94	REVISED -	K. SMITH 02-01-22		SCALE: NONE SHEET 1 OF 1 SHEETS STA. + TO STA. +		ILLINOIS FED. AI	D PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

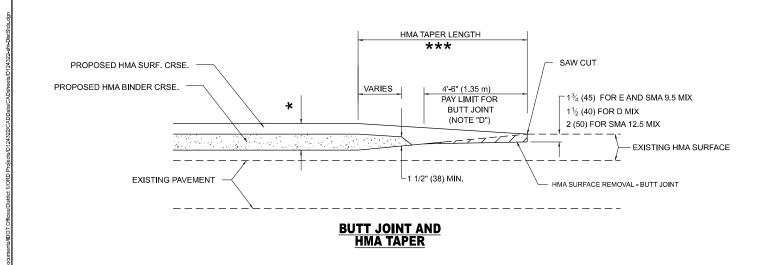


HMA CONSTRUCTED TEMPORARY RAMP

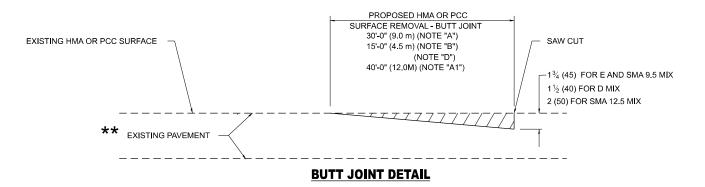
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

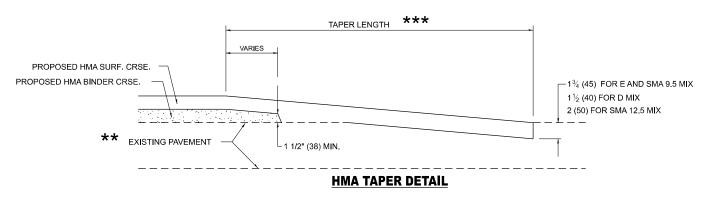
OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

**

PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

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

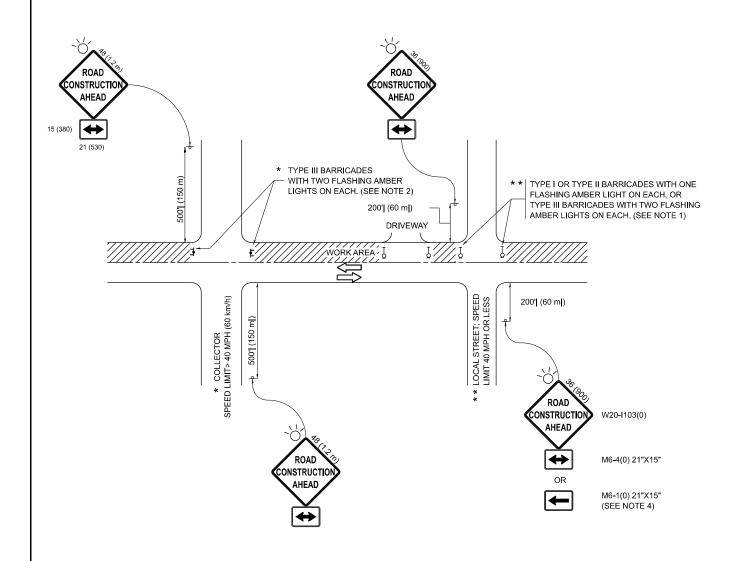
BASIS OF PAYMENT

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

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

USER NAME = Azza Almehrez DESIGNED - M. DE YONG COUNTY **BUTT JOINT AND STATE OF ILLINOIS** DRAWN REVISED - M. GOMEZ 04-06-01 EAP 0341 22 RS KANE **HMA TAPER DETAILS** CHECKED -R. BORO 01-01-07 **DEPARTMENT OF TRANSPORTATION** BD400-05 BD-32 CONTRACT NO. 62T77 SHEET 1 OF 1 SHEETS STA. SCALE: NONE TO STA. PLOT DATE = 11/17/2023 DATE REVISED - K. SMITH 02-01-22 - 06-13-90

FILE NAME: pw://ildot-pw.beniley.com



NOTES:

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

SCALE:

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

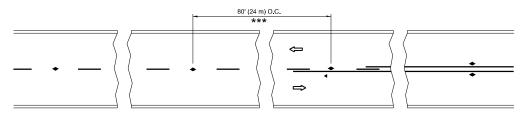
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = Azza Almehrez	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 0.16666633 '/ in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
PLOT DATE = 11/17/2023	DATE - 06-89	REVISED _ A. SCHUETZE 09-15-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR **SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS** OF SHEETS STA __+__

SECTION COUNTY FAP 0341 22 RS KANE TC-10 CONTRACT NO. 62T77

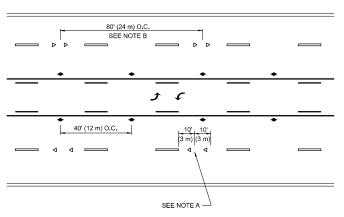


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

3 @ 40' (12 m) O.C.

SEE FIGURE 3B-14 MUTCD

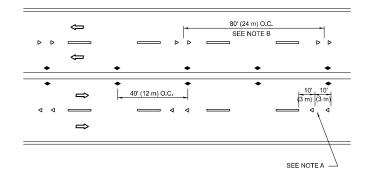
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN

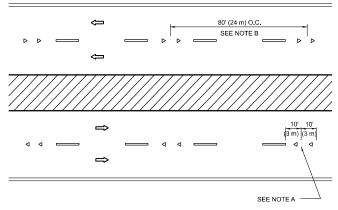
TWO-LANE/TWO-WAY

O.C.

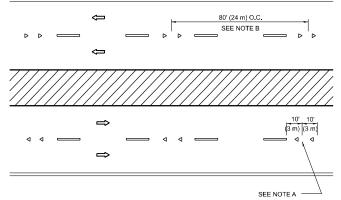


MULTI-LANE/UNDIVIDED

3 @ 40' (12 m)



MULTI-LANE/DIVIDED



MINIMUM OF 3 W 3 @ 80' (24 m) O.C. EQUALLY SPACED 3 @ 40' (12 m) 40' (12 m) O.C. \Rightarrow 40' (12 m) O.C. * SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

TURN LANES

GENERAL NOTES

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

SYMBOLS

YELLOW STRIPE

WHITE STRIPE

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

LANE MARKER NOTES

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

DESIGN NOTES

- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- 2 EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND EREFWAY 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 B INVOLVED.

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

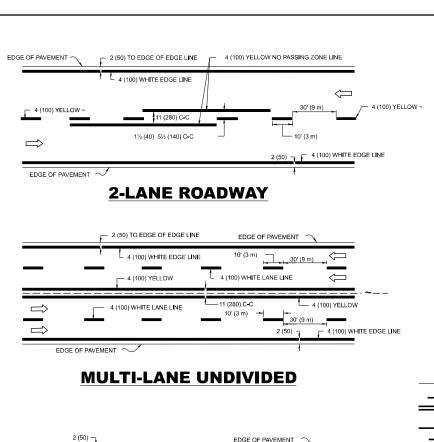
JSER NAME = Azza Almehrez DESIGNED -REVISED -T. RAMMACHER 03-12-99 DRAWN REVISED -T. RAMMACHER 01-06-00 CHECKED -REVISED - C. JUCIUS 09-09-09 PLOT DATE = 11/17/2023 DATE REVISED - C. JUCIUS 07-01-13

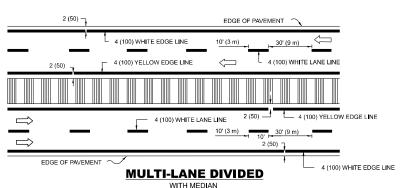
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) OF 1 SHEETS STA. __+__ TO STA.

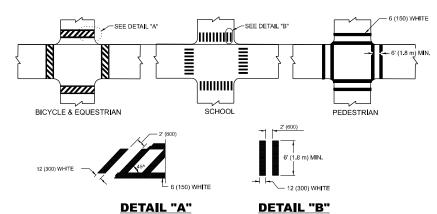
SECTION FAP 0341 22 RS KANE 28 17 TC-11 CONTRACT NO. 62T77

3 @ 80' (24 m) O.C.





TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

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

12 (300) WHITE DIAGONALS

8 (200) WHITE

ISLAND OFFSET FROM PAVEMENT EDGE

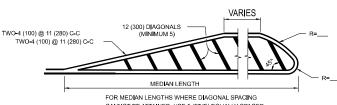
8 (200) WHITE

ISLAND AT PAVEMENT EDGE

RAISED

@ 10' (3 m) OR LESS SPACING

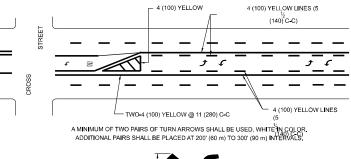
4' (1.2 m) WIDE MEDIANS ONLY

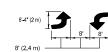


CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

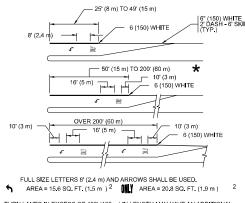
MEDIANS OVER 4' (1.2 m) WIDE





MEDIAN WITH TWO-WAY LEFT TURN LANE

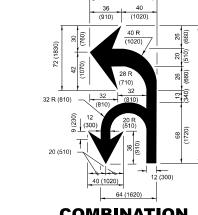
TYPICAL PAINTED MEDIAN MARKING



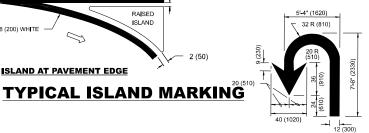
TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



COMBINATION **LEFT AND U-TURN**



LANE REDUCTION **TRANSITION**

U-TURN

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

D(FT)

SPEED LIMIT

				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	5 3g (280) C-C OMAT) SHAPETOAGAN SHIRN-FLARIIN GESOFT FARLENG
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 140 C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN
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	MARKING DETAIL 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 CROSWALK, F 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-3 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: "X"=5,8 SQ, FT, (0.33 m) 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

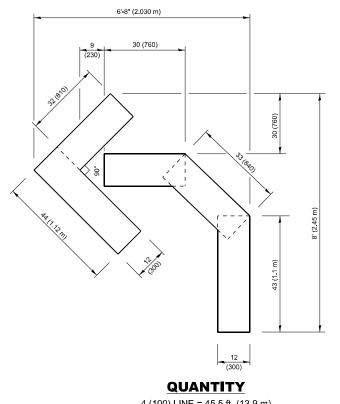
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

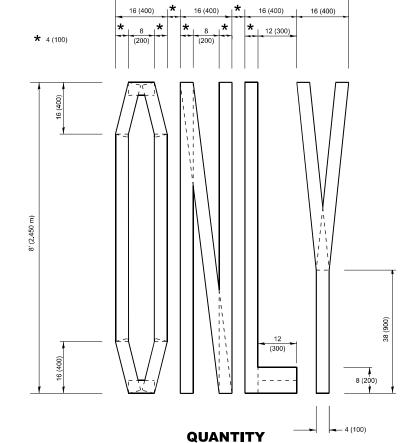
USER NAME = Azza Almehrez	DESIGNED -	EVERS	REVISED	-	C. JUCIUS 09-09-09
	DRAWN -		REVISED	-	C. JUCIUS 07-01-13
PLOT SCALE = 0.16666633 ' / in.	CHECKED -		REVISED	-	C. JUCIUS 12-21-15
PLOT DATE = 11/17/2023	DATE -	03-19-90	REVISED	-	C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

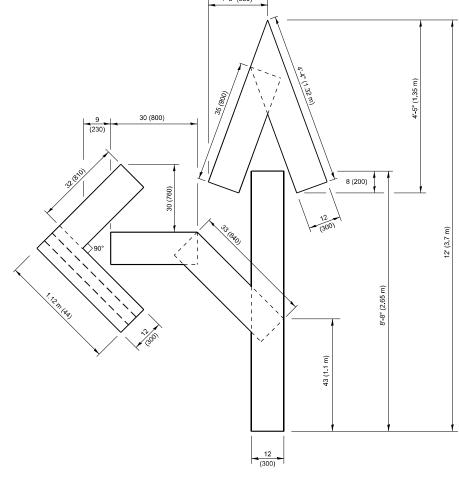
	DIS	TRICT ON	NE				F.A.P. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEE NO.
TVDIC	AI DAV	EMENT	MARI	(INGS			341	FAP 0341 22 RS		KANE	28	18
	/AL A	-WILLIA I		******				TC-13		CONTRACT	NO. 62T	77
SHEET 1	OF 1	SHEETS	STA.	+	TO STA.	+		ILLINOIS	FED. AI	PROJECT		



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



4 (100) LINE = 64.1 ft. (19.5 m)

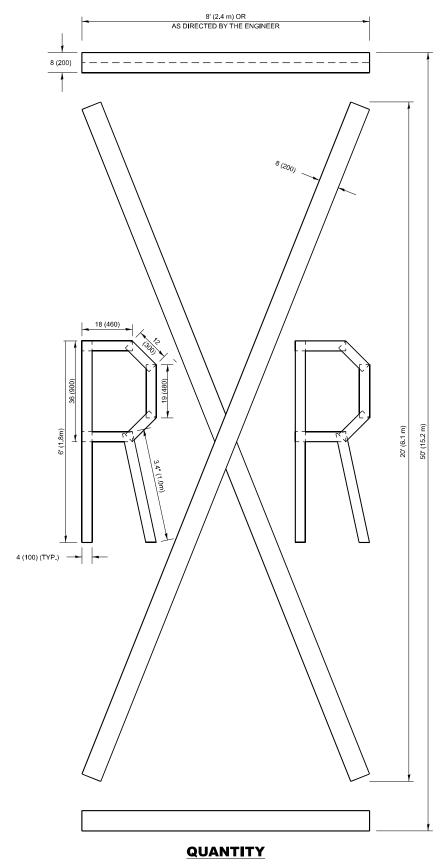


QUANTITY

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

NOTE:

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



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

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

21.4 sq. ft. (1.99 sq. m)

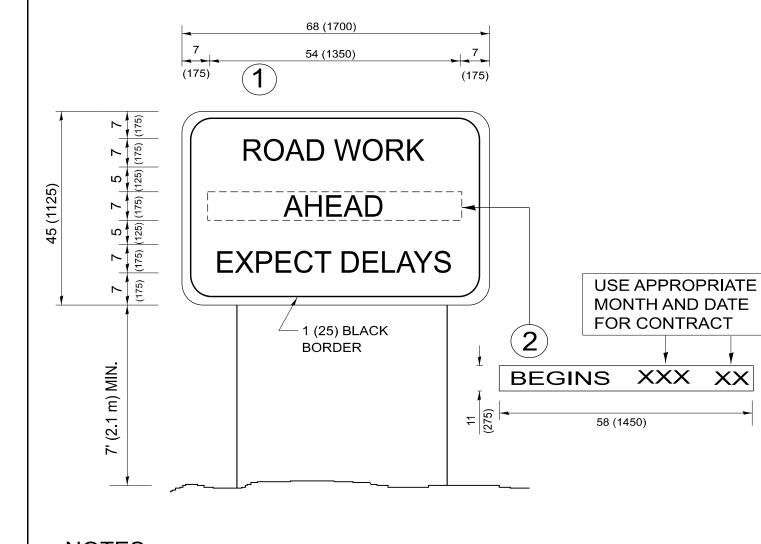
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

 SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
 F.A.P. RTE.
 SECTION
 COUNTY
 TOTAL SHEETS NO.

 341
 FAP 0341 22 RS
 KANE
 28
 19

 SCALE: NONE
 SHEET 1
 OF 1
 SHEETS NO.
 TO STA. _+_
 TC-16
 CONTRACT NO. 62177

MODEL: TC-16 [Sheet]
Fill F NAMF: nw://ildot-nw.hentlev.com:PM



NOTES:

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

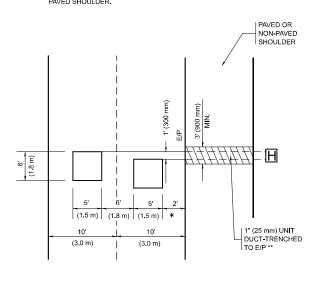
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Azza Almehrez	DESIGNED -	REVISED	-	R. MIRS 09-15-97
	DRAWN -	REVISED	-	R. MIRS 12-11-97
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED	- '	T. RAMMACHER 02-02-99
PLOT DATE = 11/17/2023	DATE -	REVISED	_	C. JUCIUS 01-31-07

ARTERIAL ROAD				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.	
	INFOR	MATIO	ISIGN		341	FAP 0341 22 RS	KANE	28	20
						TC-22 CONTRACT NO			Г77
SHEET 1	OF 1	SHEETS	STA +	TO STA+		ILLINOIS FED. AI	D PROJECT		

LOOPS NEXT TO SHOULDERS

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



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

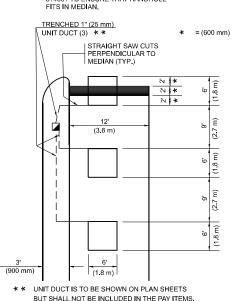
* = (600 mm)

LEFT TURN LANES WITH MEDIANS

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

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



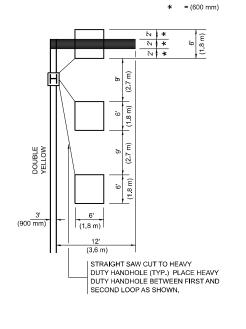
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

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

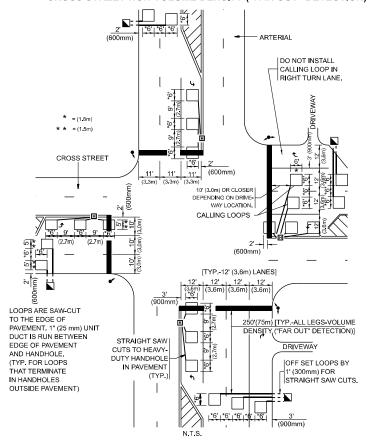
(PROTECTED / PERMITTED LEFT TURN PHASING)



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

SCALE: NONE

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

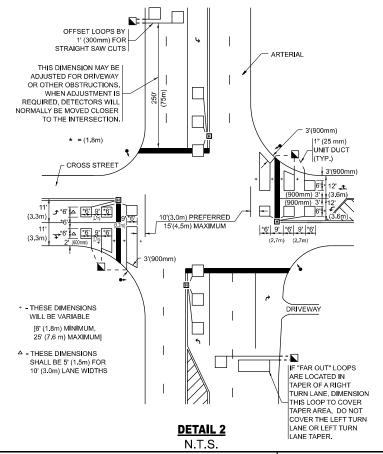


DETAIL 1

N.T.S.

JSER NAME = Azza Almehre:

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



VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

TO STA.

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.

STATE OF ILLINOIS

DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING SHEET 1 OF 1 SHEETS STA. + .

SECTION COUNTY FAP 0341 22 RS KANE 28 TS-07 CONTRACT NO. 62T77

DESIGNED -DRAWN REVISED HECKED -R.K.F REVISED REVISED PLOT DATE = 11/17/2023 DATE

REVISED

DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL LEGEND

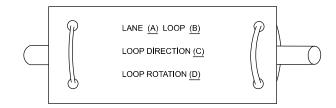
(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R R Y Y	R Y Y
COMMUNICATION CABINET	ECC	cc	-ROUND HEAVY DUTY HANDHOLE				(R) (R) (Y) (G) (A) (A) (A) (A) (A) (A) (A) (A) (A) (A	G G 4Y 4Y 4G 4G
MASTER CONTROLLER	EMC	MC	-SQUARE -ROUND		⊞ ⊕			4G 4G
MASTER MASTER CONTROLLER	EMMC	ммс	DOUBLE HANDHOLE			SIGNAL HEAD WITH BACKPLATE	<u> </u>	·
UNINTERRUPTABLE POWER SUPPLY	[{\frac{1}{2}}]	9	JUNCTION BOX		0	-(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		R Y G G G G
SERVICE INSTALLATION -(P) POLE MOUNTED	- <u>-</u> -P	- ■ -	RAILROAD CANTILEVER MAST ARM	$X \longrightarrow X$	X eX X			Y
SERVICE INSTALLATION	2 24		RAILROAD FLASHING SIGNAL	∑⊙ ∑	XOX		P RB	P RB
-(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^{G} \boxtimes^{GM}$	⊠ ^G ⊠ ^{GM}	RAILROAD CROSSING GATE RAILROAD CROSSBUCK	202 -	X⊕ ¥	PEDESTRIAN SIGNAL HEAD	(₩
TELEPHONE CONNECTION	ET	T	RAILROAD CONTROLLER CABINET	—————————————————————————————————————	→	AT RAILROAD INTERSECTIONS		<u>F</u>
STEEL MAST ARM ASSEMBLY AND POLE	O	•	UNDERGROUND CONDUIT (UC),			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	(A) C	₩ C ★ D
ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM			GALVANIZED STEEL			ILLUMINATED SIGN		9
ASSEMBLY AND POLE WITH LUMINAIRE	o <u></u> ₩—	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			"NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY	0	● ● BM	SYSTEM ITEM	S	SP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	\otimes	8	INTERSECTION ITEM REMOVE ITEM	l	IP R	GROUND CABLE IN CONDUIT,	— <u>(1#6)</u> —	—(1#6)—
GUY WIRE	>-	>-	RELOCATE ITEM		RL	NO. 6 SOLID COPPER (GREEN) ELECTRIC CABLE IN CONDUIT, TRACER		
SIGNAL HEAD		→	ABANDON ITEM		Α	NO. 14 1/C		— 1)—
SIGNAL HEAD WITH BACKPLATE	+€> _ P P	+ ► - ► P + ► P	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF	COAXIAL CABLE	<u> </u>	—c—
SIGNAL HEAD OPTICALLY PROGRAMMED FLASHER INSTALLATION	F FS	→ ' +> ' → F → FS	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF	VENDOR CABLE	<u></u>	
-(FS) SOLAR POWERED	F FS	F FS	SIGNAL POST AND		RPF	COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	
PEDESTRIAN SIGNAL HEAD	-0	4	FOUNDATION TO BE REMOVED DETECTOR LOOP, TYPE I	ПО		FIBER OPTIC CABLE -NO, 62,5/125, MM12F		—(12F)—
PEDESTRIAN PUSH BUTTON	⊚ ⊚ APS	_ ⊚	PREFORMED DETECTOR LOOP	P P	P P	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
-(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON RADAR DETECTION SENSOR	R J	R ■	SAMPLING (SYSTEM) DETECTOR	s s	s s			
VIDEO DETECTION CAMERA	[v]	Ţ.	INTERSECTION AND SAMPLING		is (s)		301	301
RADAR/VIDEO DETECTION ZONE	□	<u> </u>	(SYSTEM) DETECTOR QUEUE AND SAMPLING			GROUND ROD -(C) CONTROLLER	$\overset{\underline{\dot{-}}}{\overline{\downarrow}} C \overset{\underline{\dot{-}}}{\overline{\downarrow}} M \overset{\underline{\dot{-}}}{\overline{\downarrow}} P \overset{\underline{\dot{-}}}{\overline{\downarrow}} S$	C M P S ‡ ‡ ‡ ‡
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ]]	⊞ PTZ¶	(SYSTEM) DETECTOR	QS QS	QS QS	-(M) MAST ARM -(P) POST	6 6 6	* * * *
EMERGENCY VEHICLE LIGHT DETECTOR	<u>F12</u> 1	<u> </u>	WIRELESS DETECTOR SENSOR	®	@	-(S) SERVICE		
CONFIMATION BEACON	~ ~	ч	WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT	o <u>+</u> 1∰	•						
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR						
USER NAME = Azza.Alr	mehrez DESIGNED - DRAWN -	IP REVISED -	SI	TATE OF ILLINOIS	CTAN	DISTRICT ONE	F.A.P. SECTION 341 FAP 0341 22	SHEETS INC.
PLOT SCALE = 0.1666663 PLOT DATE = 11/17/20		LP REVISED - 9/29/2016 REVISED -		ENT OF TRANSPORTATION		DARD TRAFFIC SIGNAL DESIGN DETAILS EET 1 OF 7 SHEETS STA. TO STA.	TS-05	CONTRACT NO. 62T77 NOIS FED. AID PROJECT

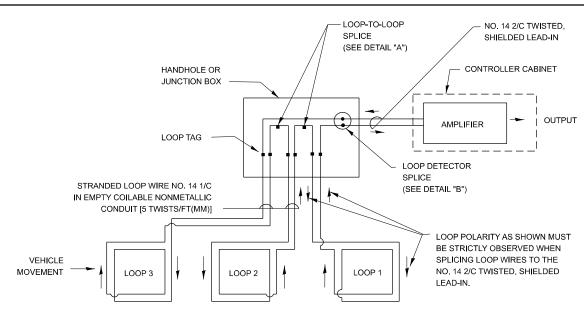
LOOP DETECTOR NOTES

- 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.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE 7. PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

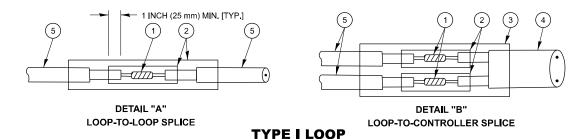


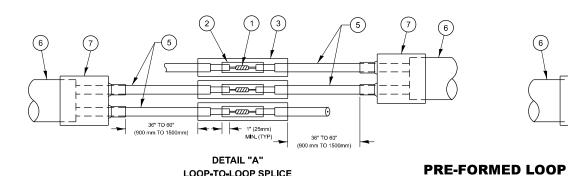
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



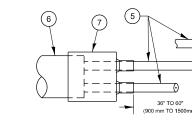
DETECTOR LOOP WIRING SCHEMATIC

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





LOOP-TO-LOOP SPLICE



DETAIL "B"

LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

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

SCALE: NONE

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

USER NAME = Azza.Almehrez	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/17/2023	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

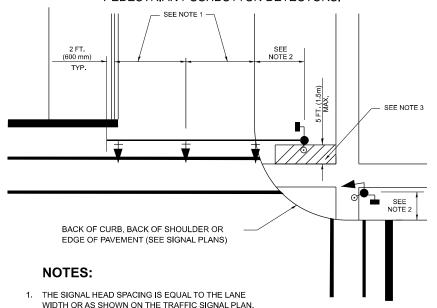
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET 2 OF 7 SHEETS STA.

COUNTY FAP 0341 22 RS KANE 28 23 CONTRACT NO.62T77 TS-05

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

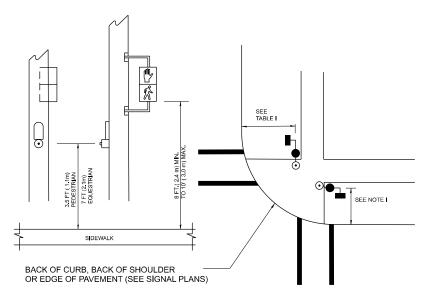
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



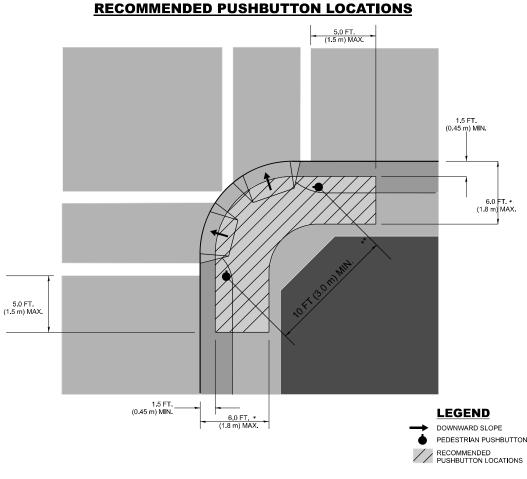
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO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

PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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



- 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 FDGE 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.
- THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

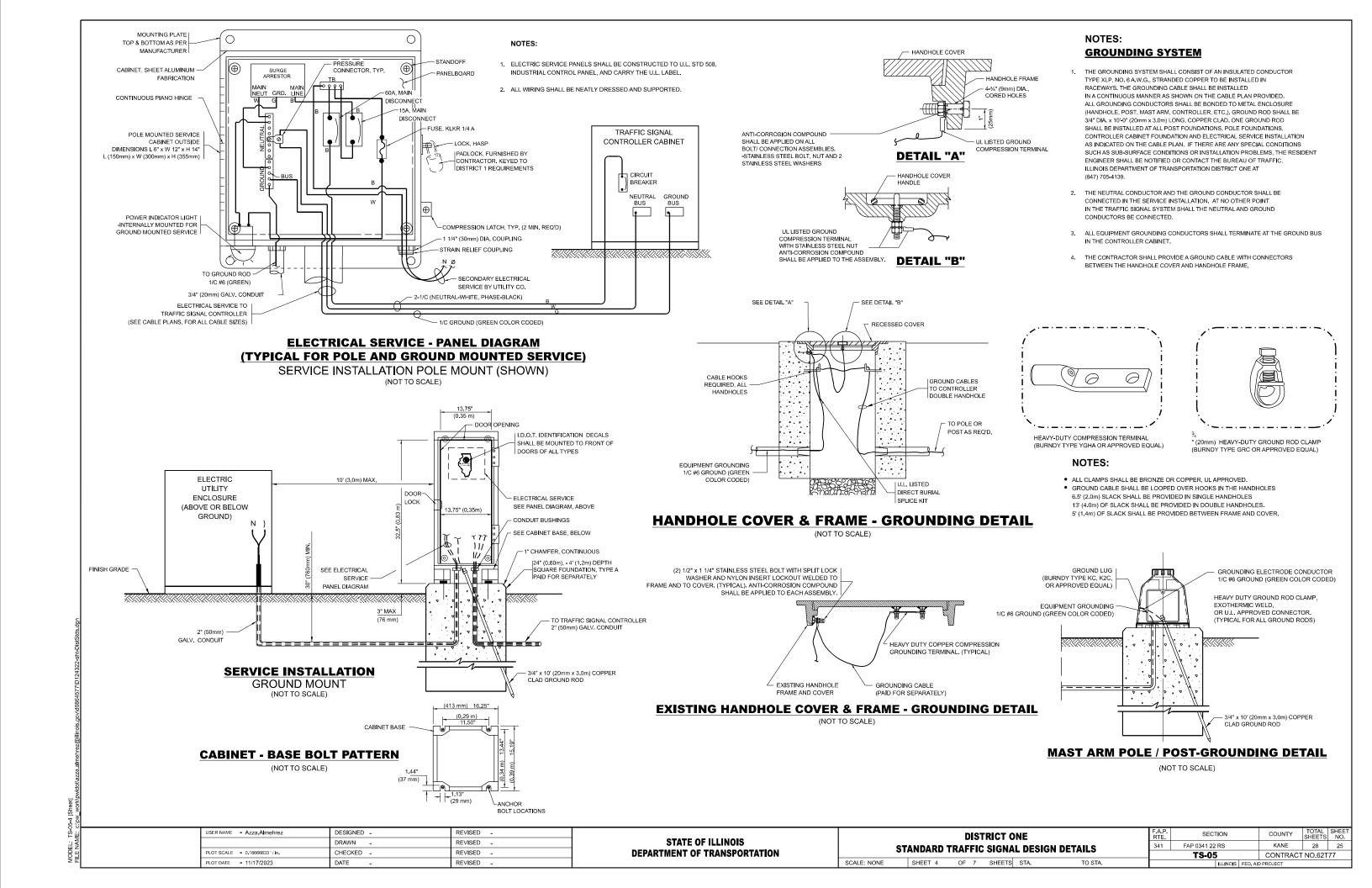
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
-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

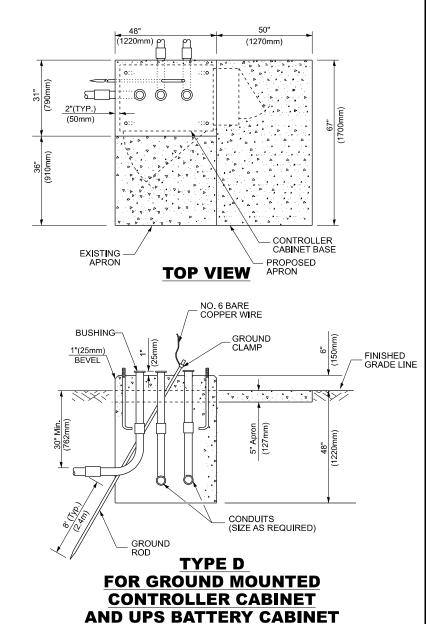
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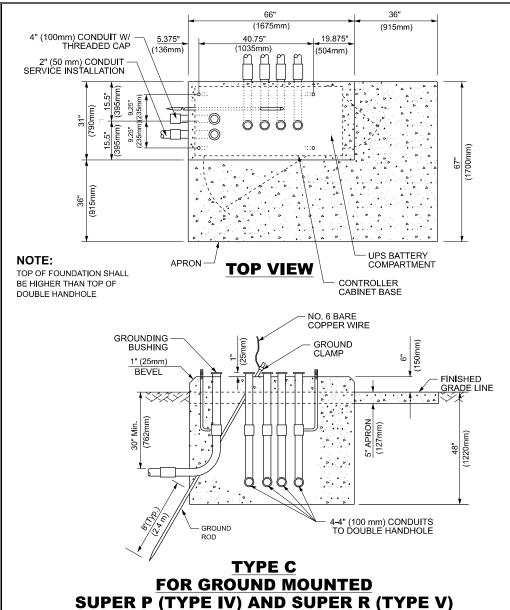
USER NAME = Azza.Almehrez	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 11/17/2023	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

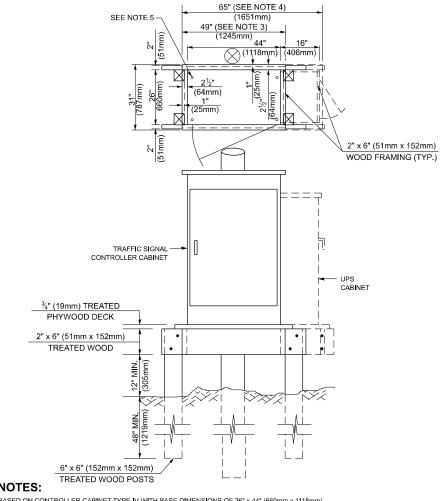
DISTRICT ONE								F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.		
STANDARD TRAFFIC SIGNAL DESIGN DETAILS						I DEG	ICN DETAILS	341	FAP 0341 22 RS	KANE	28	24	
31	AITUAI	ו עא	INAL	ric	JIGHA	L DES	GN DE IAJES		TS-05	CONTRACT NO.62T77			
	SHEET	3	OF	7	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT					







CONTROLLER CABINETS



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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

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

VERTICAL CABLE LENGTH

CABLE SLACK

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

DEPTH OF FOUNDATION

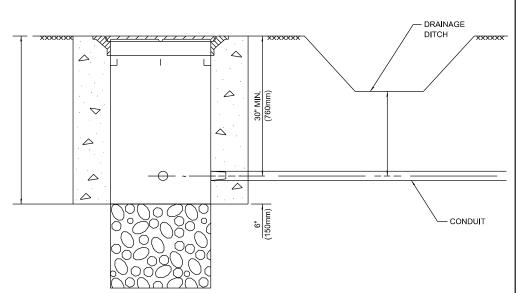
Mast Arm Length	Foundation Depth	Foundation Diameter	Spira l Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0" (3.4 m)	36"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

NOTES:

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

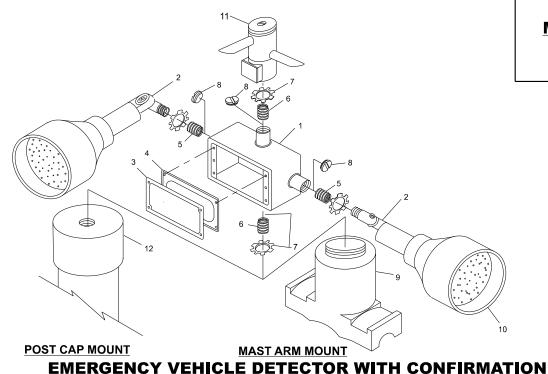
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

USER NAME = Azza.Almehrez	DESIGNED -	REVISED -				DISTRICT ONE				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	REVISED -	STATE OF IL						SETALL C	341	FAP 0341 22 RS	KANE	28	26	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION STANDARD TRAFFIC SIGNAL DESIGN DETAILS		ISPORTATION STANDARD TRAFFIC SIGNAL DESIGN DETAILS		TS-05	CONTRACT	NO. 62T	(77					
PLOT DATE = 11/17/2023	DATE -	REVISED -			SCALE: NONE	SHEET 5	OF 7	SHEETS	STA.	TO STA.			PROJECT		



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

HANDHOLE WITH MINIMUM CONDUIT DEPTH



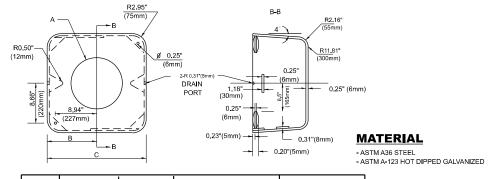
(1675mm) (915mm) 19.875" (136mm) (1035mm) PROPOSED-**TOP VIEW** APRON (NOT TO SCALE) NO. 3 DOWEL 18" (450mm) NO. 6 BARE COPPER WIRE LONG (8 REQ.) BUSHING -GROUND CLAMP EXISTING ANCHOR BOLTS FINISHED GRADE LINE (300mm) (225mm) -EXISTING CONDUITS EXISTING GROUND ROD **MODIFY EXISTING TYPE "D" FOUNDATION**

TO TYPE "C" FOUNDATION

(NOT TO SCALE)

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

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



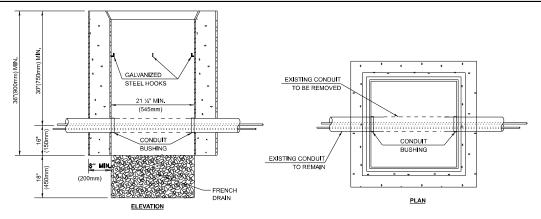
Α	В	С	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21,5"(546mm)	7" (178mm) - 12" (300mm)	68 l bs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

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

NOTE: SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT DIMENSION 4" (100mm) LARGER ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING THAN CONTROLLER CABINET BASE DIMENSION, BOTH DIRECTIONS WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING. BREAK DOWN EXISTING FOUNDATION 12" (300mm NEW ANCHOR BOLTS 9" (225mm) EXISTING CONDUIT No. 3 DOWEL 1'-6" (450mm) LONG ON 12" (300mm) CENTER (8 REQ'D) 2" (50mm), 4" (100mm) & 4" (100mm) 6" (150mm) NEW TYPE "D" (MODIFIED) FOUNDATION EXISTING TYPE D (CONTROLLER) FOUNDATION

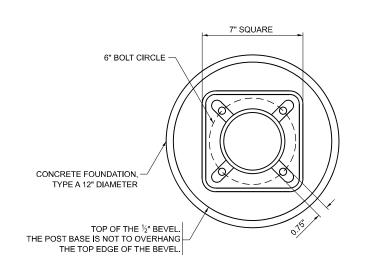
MODIFY EXISTING TYPE "D" FOUNDATION



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

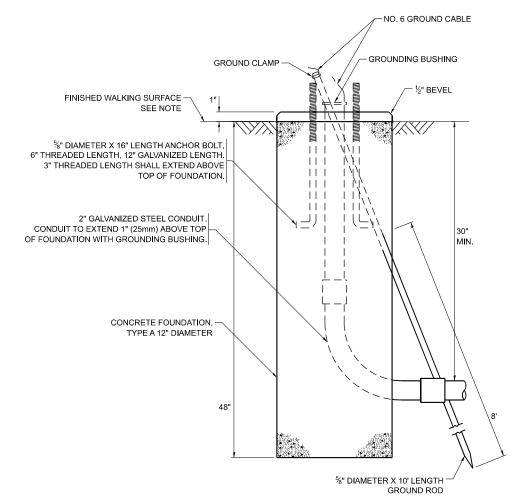
HANDHOLE TO INTERCEPT EXISTING CONDUIT

BEACON MOU	JNTING DETAIL									_	
USER NAME = Azza.Almehrez	DESIGNED -	REVISED -		_	DISTRICT ONE	:	F.A.P.	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED -	STATE OF ILLINOIS					FAP 0341 22 RS	KANE	28	27
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		STANDARD TRAFFIC SIGNAL DESIGN DETAILS		341	TS-05	CONTRAC	T NO. 627	77
PLOT DATE = 11/17/2023	DATE -	REVISED -		SCALE: NONE	SHEET 6 OF 7 SHEETS STA	A. TO STA.		ILLINOIS F	ED. AID PROJECT		



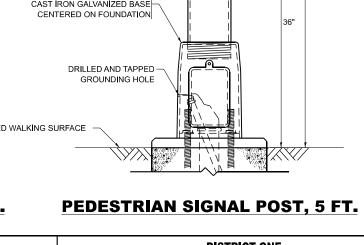
BOLT PATTERN

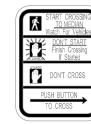
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER

PEDESTRIAN SIGNAL POST, 10 FT.







R10-3b

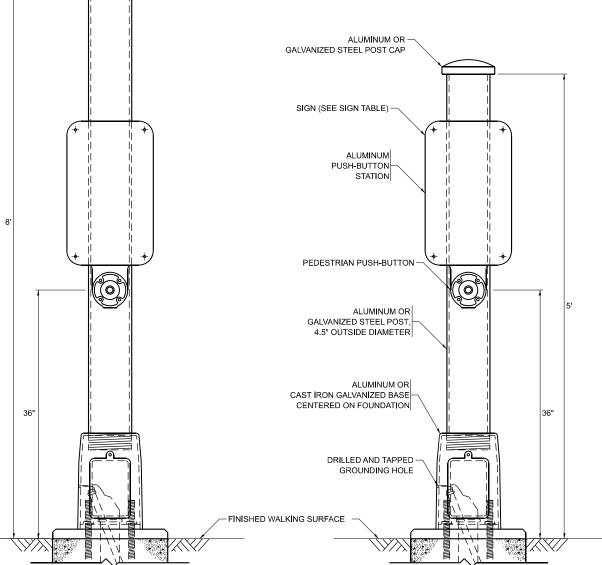
R10-3d

R10-3e

SIGN TABLE

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

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



- PEDESTRIAN SIGNAL HEAD

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

DISTRICT ONE FAP 0341 22 RS KANE STANDARD TRAFFIC SIGNAL DESIGN DETAILS CONTRACT NO. 62T77 SHEET 7 OF 7 SHEETS STA.

JSER NAME = Azza.Almehrez REVISED - 10-15-2020 DESIGNED - IP DRAWN - IP REVISED CHECKED -REVISED PLOT DATE = 11/17/2023 REVISED - 10-15-2018

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION