

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
**PROPOSED
HIGHWAY PLANS**

F.A.I.D. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	1
ILLINOIS		CONTRACT NO. 62G18		

* 85 + 1 = 86 TOTAL SHEETS

D-91-281-18

FOR INDEX OF SHEETS, SEE SHEET NO. 2

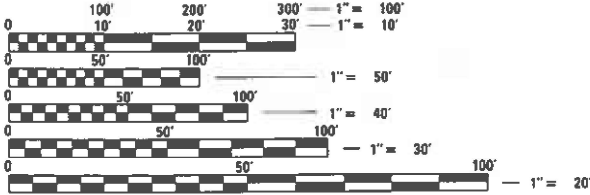
TRAFFIC DATA

ADT (2022) = 6,300
POSTED SPEED LIMIT = 35 MPH

PROJECT IS LOCATED
IN THE CITIES OF DES PLAINES
& PARK RIDGE

FAU ROUTE 3512: BUSSE HIGHWAY
FROM US 14 (MINER ST.) TO TOUHY AVE.
SECTION 86Y-RS-4
PROJECT: STP-37V7(145)
STANDARD OVERLAY & ADA IMPROVEMENTS

COOK COUNTY
C-91-179-18



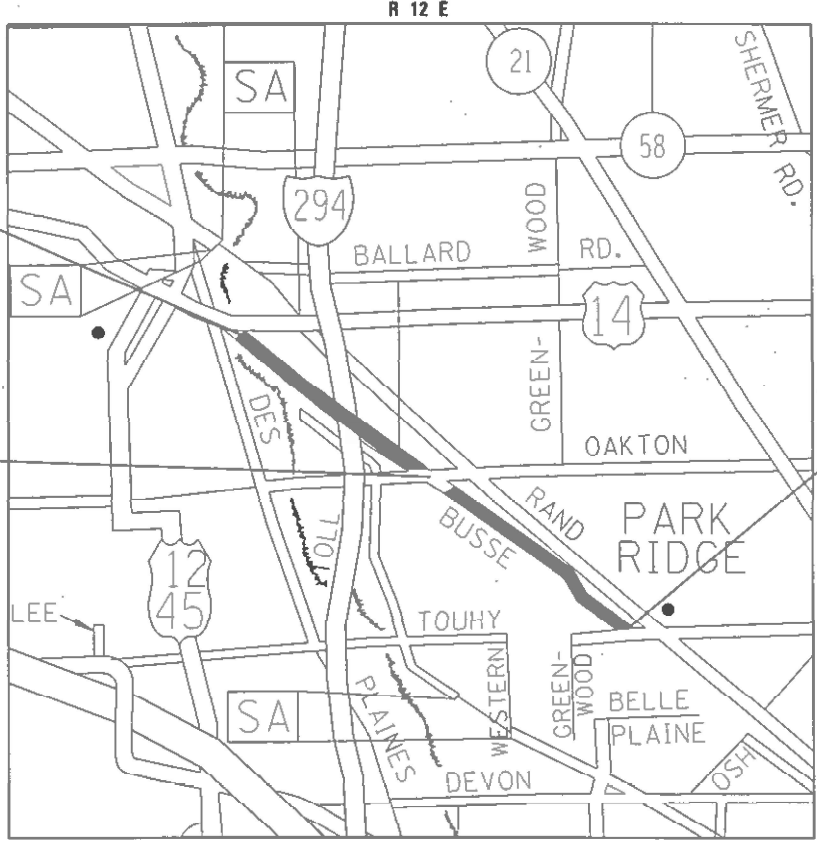
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT BEGINS:
STA 12+69

OMISSIONS:
STA 93+89 to 103+38

PROJECT ENDS:
STA 176+68



MAINE TOWNSHIP

GROSS LENGTH = 16,399 FT. = 3.106 MILE
NET LENGTH = 15,450 FT. = 2.926 MILE

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

CONTRACT NO. 62G18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 20, 2024

[Signature] REGIONAL ENGINEER

October 4, 2024

[Signature] ENGINEER OF DESIGN AND ENVIRONMENT

October 4, 2024

[Signature] DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS



INDEX OF SHEETS				HIGHWAY STANDARDS						
1	TITLE SHEET			000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS					
2	INDEX OF SHEETS AND HIGHWAY STANDARDS			420701-03	PAVEMENT WELDED WIRE REINFORCEMENT					
3.	GENERAL NOTES			424001-11	PREPENDICULAR CURB RAMPS FOR SIDEWALKS					
4-10.	SUMMARY OF QUANTITIES			424006-05	DIAGONAL CURB RAMPS FOR SIDEWALKS					
				424011-04	CORNER PARALLEL CURB RAMPS FOR SIDWALKS					
11-12.	SCHEDULE OF QUANTITIES			424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS					
				424021-06	DEPRESSED CORNER FOR SIDEWALKS					
13-15.	TYPICAL SECTIONS			424026+03	ENTRANCE / ALLEY PEDESTRAIN CROSSINGS					
16-21.	ROADWAY AND PAVEMENT MARKING PLANS			442101-09	CLASS B PATCHES					
				442201-03	CLASS C AND D PATCHES					
22-44.	SIDEWALK CURB RAMP IMPROVEMENTS			604001-05	FRAME AND LIDS TYPE 1					
45-46.	PD STANDARDS			604086-05	FRAME AND GRATE, TYPE 23					
47-68.	TRAFFIC SIGNAL PLANS			606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER					
69-70.	DETECTOR LOOP REPLACEMENT PLANS			606301-04	PCC ISLANDS AND MEDIANS					
71.	SUBSURFACE UTILITY ENGINEERING SURVEY			701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5M) TO 24''(600MM) FROM PAVEMENT EDGE					
72.	DRIVEWAY DETAILS- DISTANCE BETWEEN ROW AND FACE OF CURB >= 15' (4.5M) (BD-01)			701101-05	OFF-RD OPERATIONS, MULTILANE, 15'(4.5M) TO 24''(600MM) FROM PAVEMENT EDGE					
73.	DRIVEWAY DETAILS- DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5M) (BD-02)			701301-04	LANE CLOSURE, 2L, 2W, SHORTH TIME OPERATIONS					
74.	FRAME AND LIDS ADJUSTMENT WITH MILLING (BD-08)			701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS DAY ONLY					
75.	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)			701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS <= 40MPH					
76.	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)			701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE					
77.	BUTT JOINT AND HMA TAPER DETAILS (BD-32)			701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN					
78.	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS (TC-10)			701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN					
79.	TYPICAL APPLICATIONS-RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)			701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION					
80.	TYPICAL PAVEMENT MARKINGS (TC-13)			701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE					
81.	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)			701901-09	TRAFFIC CONTROL DEVICES					
82.	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)			720001-01	SIGN PANEL MOUNTING DETAILS					
83.	ARTERIAL ROAD INFORMATION SIGN (TC-22)			720006-04	SIGN PANEL ERECTION DETAILS					
84.	DRIVEWAY ENTRANCE SIGNING (TC-26)			728001-01	TELESCOPING STEEL SIGN SUPPORT					
85.	DISTRICT 1- DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)			780001-05	TYPICAL PAVEMENT MARKINGS					
				814001-03	HANDHOLES					
				814006-03	DOUBLE HANDHOLES					
				862001-01	UNINTERRUPTABLE POWER SUPPLY					
				873001-02	TRAFFIC SIGNAL GROUNDING AND BONDING					
				877001-08	STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55'					
				877002-04	STEEL MAST ARM ASSEMBLY AND POLE 56' THROUGH 75'					
				878001-11	CONCRETE FOUNDATION DETAILS					
				880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASH BEACON INSTALL					
				880006-01	TRAFFIC SIGNAL MOUNTING DETAILS					
				886001-01	DETECTOR LOOP INSTALLATIONS					

	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEET & HIGHWAY STANDARDS BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				3512	86Y-RS-4	COOK	85	2
	PLOT SCALE =	CHECKED -	REVISED -		CONTRACT NO. 62G18						
	PLOT DATE =	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

GENERAL NOTES

1. 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. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
3. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
4. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. FRAME AND GRATES/LIDS ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
6. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
7. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI, ARTERIAL TRAFFIC FIELD ENGINEER VIA E-MAIL AT EMAD.ALHUSSEINI@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
8. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
9. THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED OR PLATED STRUCTURES ACCORDING TO THE STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.
10. 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.
11. 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.
12. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.
13. UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS, OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING.

GENERAL NOTES (CONTINUE)

14. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.
15. ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
16. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK FOR LAYOUT.
17. IT SHALL BE THE CONTRACTOR'S RESPONISBLITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM FOUNDATIONS AND VERIFYING THE MAST ARMS LENGTHS.
18. THE EXACT LOCATION OF ALL UTILITES SHALL BE FIELD VERIFIED BY THE CONTRACTOR BEFORE ORDERING ANY MATERIALS AND STARTING ANY WORK. FOR LOCATIONS OF UTILITIES, LOCALLY OWNED EQUIPMENT, LEASED ENFORCEMENT CAMERA SYSTEM FACILITIES AND IDOT UNDERGROUND FACILITIES, CONTACT THE LOCAL COUNTIES, MUNICIPALITIES AND IDOT FOR LOCATES. THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811, IN THE CITY OF CHICAGO CONTACT DIGGER AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION REQUIRED).
19. IF THIS CONTRACT REQUIRES THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR SHALL BE RESPONSIBLE AT HIS/HER OWN EXPENSE FOR LOCATING EXISTING IDOT ELECTRICAL FACILITIES PRIOR TO PERFORMING ANY WORK. IF THIS CONTRACT DOES NOT REQUIRE THE SERVICES OF AN ELECTRICAL CONTRACTOR, THE CONTRACTOR MAY REQUEST ONE FREE LOCATE FOR EXISTING IDOT ELECTRICAL FACILITIES FROM THE DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR PRIOR TO THE START OF ANY WORK. ADDITIONAL REQUESTS MAY BE AT THE EXPENSE OF THE CONTRACTOR. THE LOCATION OF UNDERGROUND TRAFFIC FACILITIES DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITY TO REPAIR ANY FACILITIES DAMAGED DURING CONSTRUCTION AT THEIR EXPENSE.
20. THE CONTRACTOR SHALL CHECK THE PROPOSED TRAFFIC SIGNAL EQUIPMENT LOCATIONS FOR OVERHEAD UTILITY CONFLICTS. THE CONTRACTOR SHALL COORDINATE ANY CONFLICTS WITH THE UTILITY COMPANIES AND THE RESIDENT ENGINEER BEFORE ORDERING MATERIALS.
21. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, LOCAL GOVERNMENT AGENCIES AND IDOT.
22. RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCLUDED IN THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.
23. A CONCRETE APRON SHALL NOT BE REQUIRED FOR NEW UPS INSTALLATIONS ADJACENT TO EXISTING IMPERVIOUS SURFACES THAT SATISFY THE NEED OF CONCRETE APRON, AS DIRECTED BY THE ENGINEER.

	USER NAME =	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				3512	86Y-RS-4	COOK	85	3
	PLOT SCALE =	CHECKED -	REVISED -		CONTRACT NO. 62G18						
	PLOT DATE =	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE								
CODE NO	ITEM	UNIT		0005 ROADWAY 80% FED 20% STATE	0005 ROADWAY 100% STATE	0021 TRAFFIC SIGNALS 80% FED 10% STATE 10% PARK RIDGE	0021 TRAFFIC EVP 100% PARK RIDGE			CODE NO	ITEM	UNIT		0005 ROADWAY 80% FED 20% STATE	0005 ROADWAY 100% STATE	0021 TRAFFIC SIGNALS 80% FED 10% STATE 10% PARK RIDGE	0021 TRAFFIC EVP 100% PARK RIDGE					
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	190	190						40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	139	139								
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	40	40																		
										40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	476	476								
20101200	TREE ROOT PRUNING	EACH	7	7																		
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	3	3						40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	3427	3427								
20200100	EARTH EXCAVATION	CU YD	410	410																		
										40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	20	20								
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	1159	1159																		
25000210	SEEDING, CLASS 2A	ACRE	1	1						40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	7780	7780								
25000750	MOWING	ACRE	022	022																		
										42001300	PROTECTIVE COAT	SO YD	7873	7873								
25200110	SODDING, SALT TOLERANT	SO YD	1159	1159						42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SO YD	200	200								
25200200	SUPPLEMENTAL WATERING	UNIT	12	12																		
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SO YD	755	755						42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	400	400								
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SO YD	175	175																		
										42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	15645	15645								
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	1699	1699																		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	60209	60209						42400800	DETECTABLE WARNINGS	SO FT	620	620								
40600370	LONGITUDINAL JOINT SEALANT	FOOT	57922	57922						44000100	PAVEMENT REMOVAL	SO YD	14	14								
FILE NAME =			USER NAME = jvandlaz		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			BUSSE HWY (US 14 – TOUHY AVE) SUMMARY OF QUANTITIES				F.A.U. RTE.		SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
D:\dot-pw\entley.com\FWIDOT\Documents\DOT_Offices\District 1\Projects\DI28118\CADdata\Design\DI28118-sh-covers.dgn			DRAWN -		REVISED -		3512									86Y-RS-4		COOK	85	4		
PLOT SCALE = 100,0000 ' / 1in.			CHECKED -		REVISED -															CONTRACT NO. 62G18		
PLOT DATE = 8/16/2024			DATE -		REVISED -																	

* SPECIALTY ITEMS

[illegible]

SUMMARY OF QUANTITIES				URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT	0005 ROADWAY 80% FED 20% STATE		0005 ROADWAY 100% STATE	0021 TRAFFIC SIGNALS 80% FED 10% STATE 10% PARK RIDGE	0021 TRAFFIC EVP 100% PARK RIDGE			
* X88600600	DETECTOR LOOP REPLACEMENT	FOOT	715			715				
* 88700200	LIGHT DETECTOR	EACH	2				2			
* 88700300	LIGHT DETECTOR AMPLIFIER	EACH	1				1			
89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	2			2				
89501300	RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1			1				
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4400			4400				
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2			2				
89502380	REMOVE EXISTING HANDHOLE	EACH	10			10				
89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	13			13				
K0029614	WEED CONTROL, AQUATIC	GALLON	1	1						
K0029624	WEED CONTROL, TEASEL	GALLON	1	1						
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1						
X0324085	EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	430				430			

[illegible]

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TREE REMOVAL (UNDER 6 UNITS DIAMETER SAWED FLUSH)	
STATION	QUANTITY
66+40 TO 67+30 LT	15 UNITS
TOTAL	15 UNITS
TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
STATION	QUANTITY
25+00 TO 28+00 RT	50
29+80 TO 31+30 LT	30
30+50 TO 31+40 RT	40
41+90 to 56+00 LT	70
TOTAL	190 UNITS
TREE REMOVAL (OVER 15 UNITS DIAMETER)	
STATION	QUANTITY
41+90 TO 56+00 LT	40 UNITS
TREE PRUNING (OVER 10 INCH DIAMETER)	
STATION	QUANTITY
84+00 LT	2 EA
103+40 RT	1 EA
TREE LIMB REMOVAL (OVER 10 INCHES DIAMETER)	
STATION	QUANTITY
36+80 LT	1 EA
TREE ROOT PRUNING	
STATION	QUANTITY
73+28 LT	1 EA
79+75 LT	1 EA
80+75 LT	1 EA
84+00 LT	1 EA
88+75 LT	1 EA
107+00 LT	1 EA
119+90 LT	1 EA

MOWING (SPECIAL)	
STATION	QUANTITY
63+30 TO 64+70 LT	6300 SQ FT
66+40 TO 67+30 LT	3200 SQ FT
TOTAL	0.22 ACRE
WEED CONTROL, TEASEL (TRANSLINE)	
STATION	AREA (SQ FT) TO SPRAY
63+30 TO 64+70 LT	3800 SQ FT
66+40 TO 67+30 LT	3200 SQ FT
TOTAL	1 GALLON
WEED CONTROL, AQUATIC (AQUANEAT)	
STATION	AREA (SQ FT) TO SPRAY
64+00 TO 64+70 LT	2500 SQ FT
TOTAL	1 GALLON
SEEDING, CLASS 2A	
STATION	QUANTITY
AREAS OF SELECTIVE CLEARING AND WEED CONTROL	1 ACRE
INTERSEEDING, CLASS 5A (MODIFIED) - WOODLAND WILDFLOWER	
STATION	QUANTITY
41+90 to 56+00 LT	28,000 SQ FT
TOTAL	.65 ACRE
SELECTIVE CLEARING	
STATION	QUANTITY
25+00 TO 28+00 RT	6
29+80 to 31+30 LT	1.8
30+50 TO 31+40 RT	1.2
41+90 to 56+00 LT	28
TOTAL	37 UNITS
Contact the IDOT Roadside Development Unit at 847-705-4171 at least 2 weeks prior to beginning landscape and forestry work for layout.	

USER NAME = Ivan,diaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

LANDSCAPING SCHEDULE
BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)

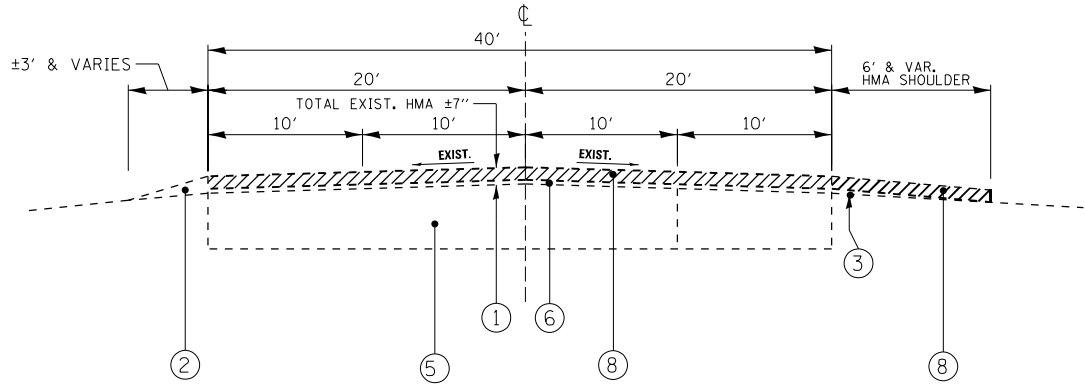
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	11
CONTRACT NO. 62G18				
		ILLINOIS	FED. AID PROJECT	

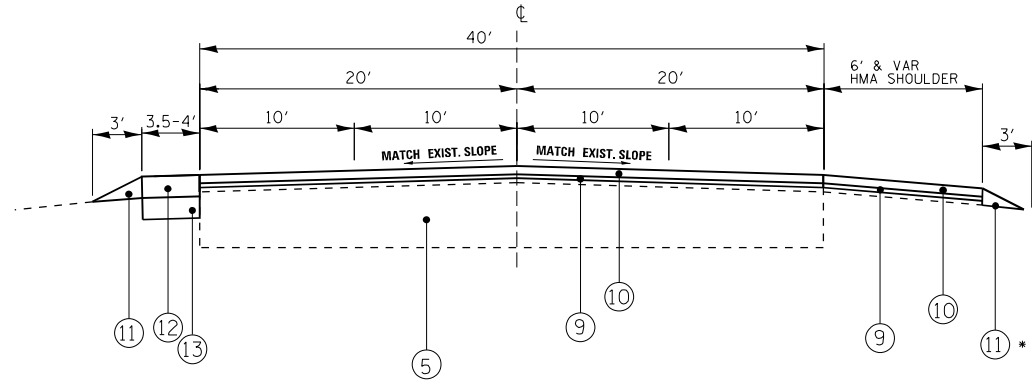
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FILE: \\nrc-pxw\project-cw-headray.com\PIV\DOT-Documents\DOT-Office\Dir\rdc_1\Projects\0128118\CADD\data\Design\0128118-dt-500.dgn

ROAD	EXISTING LOCATION		PROPOSED LOCATION		SIGN DESCRIPTION	MUTCD CODE	HEIGHT	WIDTH	AREA	PANEL TYPE	TELESCOPING	SIGN PANEL	REMOVE & RELOCATE SIGN											
	STATION	DIRECTION	STATION	DIRECTION							STEEL SIGN SUP.	TYPE 1	PANEL ASSEMBKY - TYPE A											
											72800100	72000100	72400205											
						INCHES	INCHES	SQ. FT.		FEET	SQ. FT.	EACH												
BUSSE HWY			10+84	RT	BICYCLE SIGN (STATE LAW, 3 FEET MIN. TO PASS BICYCLES)		36	30	7.5	1	16	7.5												
BUSSE HWY			12+50	RT	LANE ENDS	W4-2	36	36	9.0	1	16	9.0												
BUSSE HWY			13+46	RT	NO PARKING BIKE LANE	R7-9	18	12	1.5	1	15	1.5												
BUSSE HWY			15+00	RT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
					AHEAD	R3-17aP	8	24	1.3	1		1.3												
BUSSE HWY			15+50	RT	NO PARKING BIKE LANE	R7-9	18	12	1.5	1	15	1.5												
BUSSE HWY	27+83	RT			PACE BUS STOP 209, 226					1			1											
BUSSE HWY			28+52	RT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
BUSSE HWY			47+37	RT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
BUSSE HWY			85+11	RT	USE RAMP	R9-5 (SPECIAL)	18	12	1.5	1	15	1.5												
BUSSE HWY			85+75	RT	YIELD TO PEDS	R9-6	18	12	1.5	1	15	1.5												
BUSSE HWY			94+24	RT	USE PED SIGNAL	R9-5	18	12	1.5	1	15	1.5												
BUSSE HWY			99+73	RT	USE PED SIGNAL	R9-6	18	12	1.5	1	15	1.5												
BUSSE HWY			101+98	RT	LANE ENDS	W4-2	36	36	9.0	1	16	9.0												
BUSSE HWY			104+21	RT	USE DRIVEWAY	R9-6	18	12	1.5	1	15	1.5												
BUSSE HWY			104+88	RT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
BUSSE HWY			174+17	LT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
BUSSE HWY			152+37	LT	BEGIN RIGHT TURN LANE, YIELD TO BIKES	R4-4	30	36	7.5	1	16	7.5												
BUSSE HWY			150+32	LT	RIGHT LANE MUST TURN RIGHT	R3-7R	30	30	6.3	1	17	6.3												
					EXCEPT BIKES	R3-7bP (SPECIAL)	10	30	2.1	1		2.1												
BUSSE HWY			105+38	LT	USE RAMP	R9-5 (SPECIAL)	18	12	1.5	1	15	1.5												
BUSSE HWY			105+17	LT	YIELD TO PEDS	R9-6	18	12	1.5	1	15	1.5												
BUSSE HWY			100+52	LT	USE PED SIGNAL	R9-5	18	12	1.5	1	15	1.5												
BUSSE HWY			97+18	LT	USE PED SIGNAL	R9-5	18	12	1.5	1	15	1.5												
BUSSE HWY			85+00	LT	USE PED SIGNAL	R9-5	18	12	1.5	1	15	1.5												
BUSSE HWY			83+49	LT	USE RAMP	R9-5 (SPECIAL)	18	12	1.5	1	15	1.5												
BUSSE HWY			51+28	LT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
					AHEAD	R3-17aP	8	24	1.3	1	14	1.3												
					DES PLAINES RIVER TRAIL, DOWNTOWN DESPLAINES				1	16	9.0													
BUSSE HWY			40+73	LT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
BUSSE HWY			28+90	LT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
BUSSE HWY	26+98	LT			PACE BUS STOP 209, 226					1	13		1											
BUSSE HWY			26+08	LT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
BUSSE HWY			16+24	LT	BIKE LANE	R3-17	18	24	3.0	1	15	3.0												
					ENDS	R3-17bP	8	24	1.3	1		1.3												
					DES PLAINES RIVER TRAIL, DOWNTOWN DESPLAINES				1	18	9.0													
					CYCLIST MAY USE SIDEWALK, YIELD TO PEDESTRAINS				1		9.0													
BUSSE HWY			16+69	LT	NO PARKING BIKE LANE	R7-9	18	12	1.5	1	15	1.5												
BUSSE HWY			14+64	LT	NO PARKING BIKE LANE	R7-9	18	12	1.5	1	15	1.5												
BUSSE HWY			11+36	LT	BICYLCE AND PEDESTRAIN CROSSING	W11-15	30	30	6.3	1	17	6.3												
					DIAGONAL DOWN ARROW	W16-7P	12	24	2.0	1		2.0												
TOTAL											742	133	2											
		USER NAME = Ivan,diaz		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				SIGNAGE SCHEDULE				F&J, RTE.		SECTION		COUNTY	TOTAL SHEETS	SHEET NO.		
		DRAWN -		REVISED -		BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)						3512		86Y-RS-4		COOK	85	12						
		PLOT SCALE = 100,0000 ' / in.		CHECKED -		REVISED -						SCALE:				SHEET OF SHEETS		STA.		TO STA.		CONTRACT NO. 62G18		
		PLOT DATE = 8/16/2024		DATE -		REVISED -														ILLINOIS FED. AID PROJECT				

Model: Default
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Project: D:\Projects\10128118\CADD\Drawings\DOT Office\Drawings\10128118-RT-Typical.dgn
User: Ivan, Diaz
Date: 8/16/2024



BUSSE HIGHWAY
EXISTING TYPICAL SECTION
STA. 12+69 TO STA. 31+35



BUSSE HIGHWAY
PROPOSED TYPICAL SECTION
STA. 12+69 TO STA. 31+35

• FROM STATION 25+04 TO 28+21

**THE CONTRACTOR SHALL MILL
FIRST BEFORE PATCHING**

ROADWAY NOTES:

- PROPOSED SHOULDERS, 8" AND AGGREGATE WEDGE SHOULDERS SHOULD BE PLACED ON THE FROM STATION 25+04RT TO STATION 28+21RT AND STATION 64+53LT TO STATION 66+87LT. REFER TO ROADWAY PLANS.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER IL-4.75, N50

MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE USES	AIR VOIDS @ Ndes	
PAVEMENT AND SHOULDER RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 1 1/2"	4.0% AT 70 GYR.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4"	3.5% AT 50 GYR.	QC/QA
PARKING AND SHOULDER RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5 mm, N70; 1 1/2"	4% AT 70 GYR.	QCP
PROPOSED HMA SHOULDERS, 8"		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5 mm); 1 1/2"	4% AT 70 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70; 6/2"	4% AT 70 GYR.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER, IL-19.0 mm)	4% AT 70 GYR.	QC/QA
DRIVEWAY		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50; 2"	4% AT 50 GYR.	QC/QA
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19 mm); CE, 8"	4% AT 50 GYR.	QC/QA
QMP Designation: Pay for Performance (PFP); Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)		

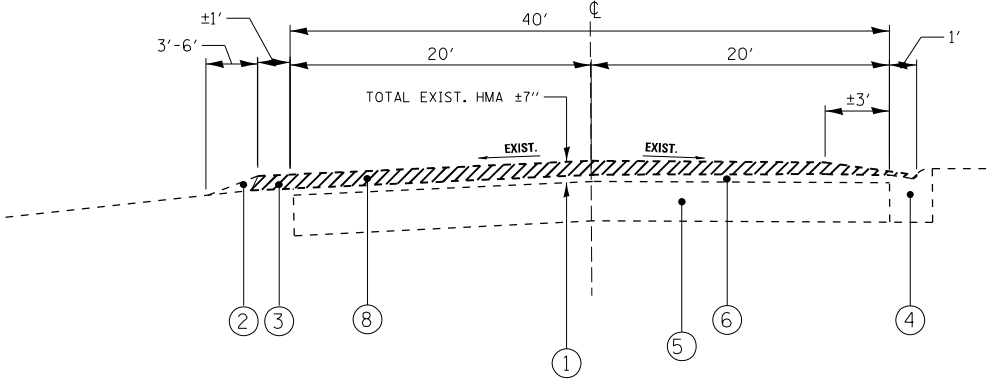
LEGEND

- | | | | | |
|---|---|---|---|--|
| ① | EXISTING HMA SURFACE ±7" | ⑦ | PROPOSED HMA SURFACE REMOVAL, 1 1/2" | |
| ② | EXISTING AGGREGATE WEDGE SHOULDER | ⑧ | PROPOSED HMA SURFACE REMOVAL, 2 1/4" | |
| ③ | EXISTING HMA SHOULDER | ⑨ | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4" | |
| ④ | EXISTING P.C.C. COMBINATION CURB & GUTTER | ⑩ | PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2" | |
| ⑤ | EXISTING P.C.C. PAVEMENT ±8" | ⑪ | PROPOSED AGGREGATE WEDGE SHOULDER | |
| ⑥ | EXISTING H.M.A. SURFACE AFTER MILLING | | PROPOSED GRADING AND SHAPING SHOULDERS | |
| | | ⑫ | PROPOSED HMA SHOULDERS, 8" | |
| | | ⑬ | PROPOSED SUBBASE GRANULAR MATERIAL, TYPE B 6" | |

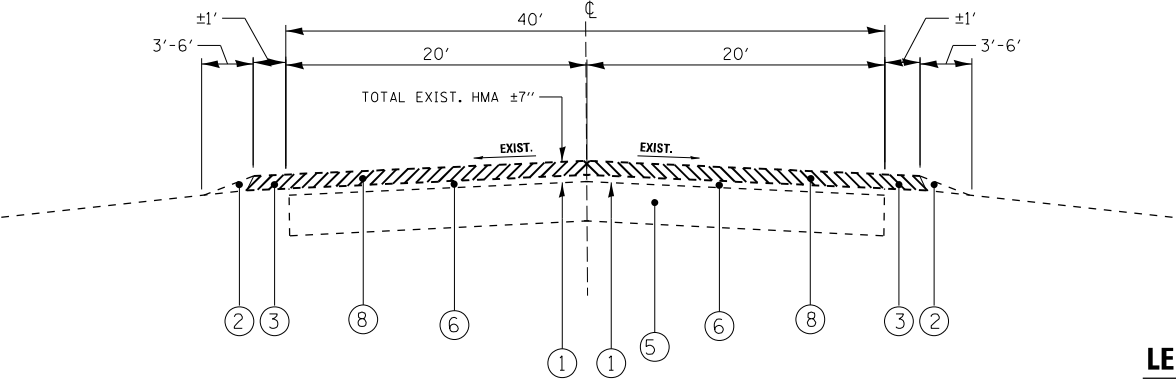
NOTE:

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

	USER NAME = Ivan, Diaz	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISIED -	REVISED -					3512	86Y-RS-4	COOK	85	13
	PLOT SCALE = 100,000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 62G18				
	PLOT DATE = 8/16/2024	DATE -	REVISED -		SCALE: 1"=50'	SHEET 1	OF 3 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

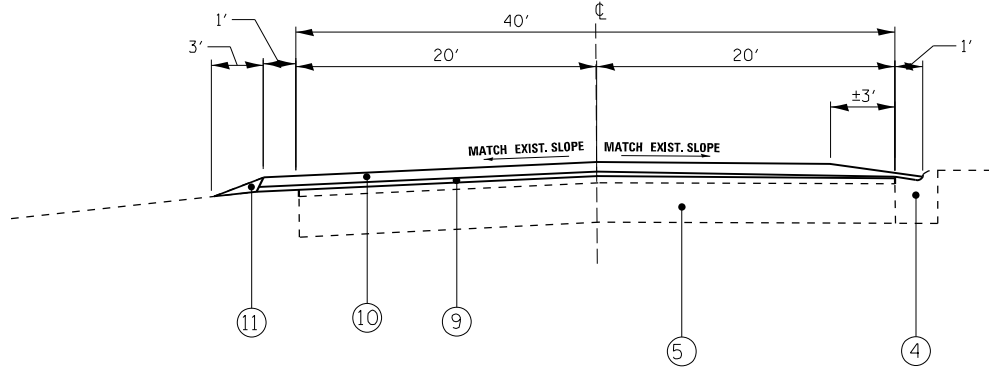


BUSSE HIGHWAY
EXISTING TYPICAL SECTION
STA. 31+35 TO STA. 51+32

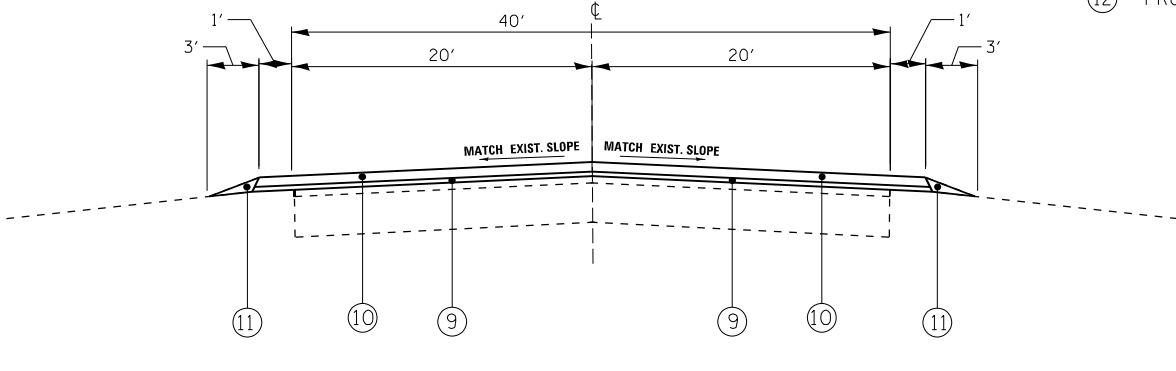


BUSSE HIGHWAY
EXISTING TYPICAL SECTION
STA. 51+32 TO STA. 66+00

- LEGEND**
- ① EXISTING HMA SURFACE $\pm 7''$
 - ② EXISTING AGGREGATE WEDGE SHOULDER
 - ③ EXISTING HMA SHOULDER
 - ④ EXISTING P.C.C. COMBINATION CURB & GUTTER
 - ⑤ EXISTING P.C.C. PAVEMENT $\pm 8''$
 - ⑥ EXISTING H.M.A. SURFACE AFTER MILLING
 - ⑦ PROPOSED HMA SURFACE REMOVAL, $1\frac{1}{2}''$
 - ⑧ PROPOSED HMA SURFACE REMOVAL, $2\frac{1}{4}''$
 - ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, $\frac{3}{4}''$
 - ⑩ PROPOSED HMA SURFACE COURSE, MIX "D", N70, $1\frac{1}{2}''$
 - ⑪ PROPOSED AGGREGATE WEDGE SHOULDER
 - PROPOSED GRADING AND SHAPING SHOULDERS
 - ⑫ PROPOSED HMA SHOULDERS, 8''

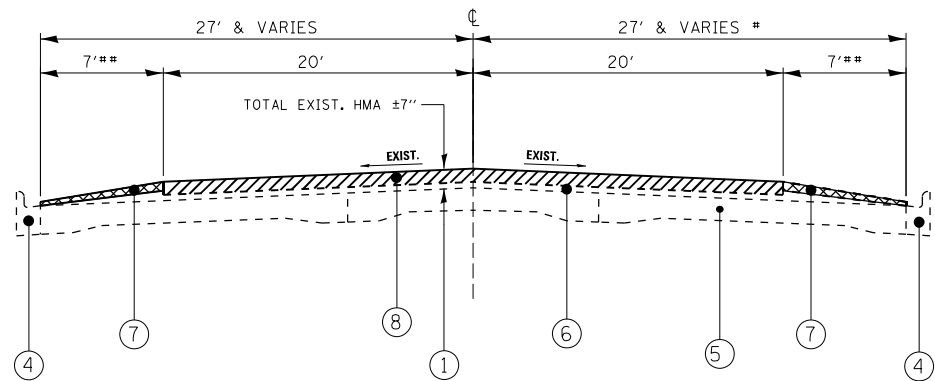


BUSSE HIGHWAY
PROPOSED TYPICAL SECTION
STA. 31+35 TO STA. 51+32



BUSSE HIGHWAY
PROPOSED TYPICAL SECTION
STA. 51+32 TO STA. 66+00

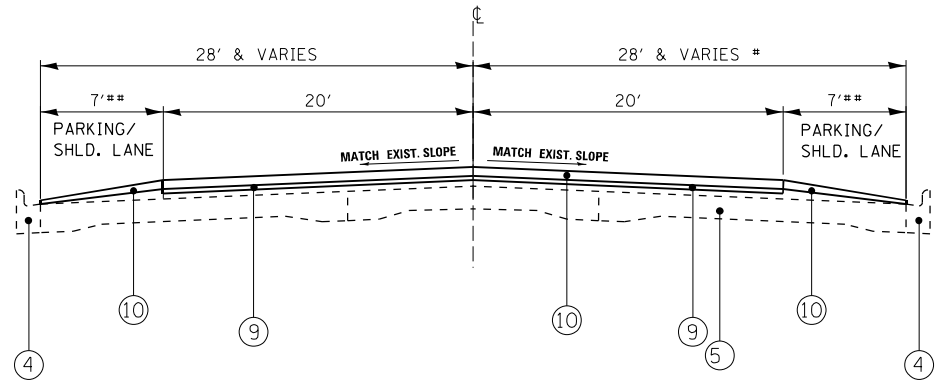
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PROJECT: 62G18
SHEET: 14
DATE: 8/16/2024
USER: Ivan, Diaz
DESIGNED: -
DRAWN: -
CHECKED: -
DATE: -
REVISED: -
REVISED: -
REVISED: -
REVISED: -
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
TYPICAL SECTIONS
BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)
SCALE: 1"=50'
SHEET 2 OF 3 SHEETS
STA. TO STA.
F.A.U. RTE. 3512
SECTION 86Y-RS-4
COUNTY COOK
TOTAL SHEETS 85
SHEET NO. 14
CONTRACT NO. 62G18
ILLINOIS FED. AID PROJECT



BUSSE HIGHWAY
EXISTING TYPICAL SECTION

STA. 66+00 TO STA. 93+89
STA. 103+38 TO STA. 155+75

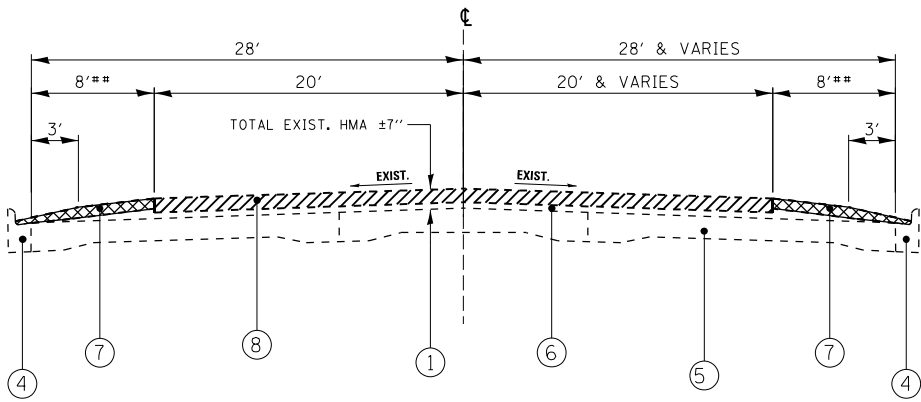
* WIDENS TO 40' FROM STA. 97+73 TO 100+50
** REFER TO ROADWAY PLANS FOR PARKING SECTIONS



BUSSE HIGHWAY
EXISTING TYPICAL SECTION

STA. 66+00 TO STA. 93+89
STA. 103+38 TO STA. 155+75

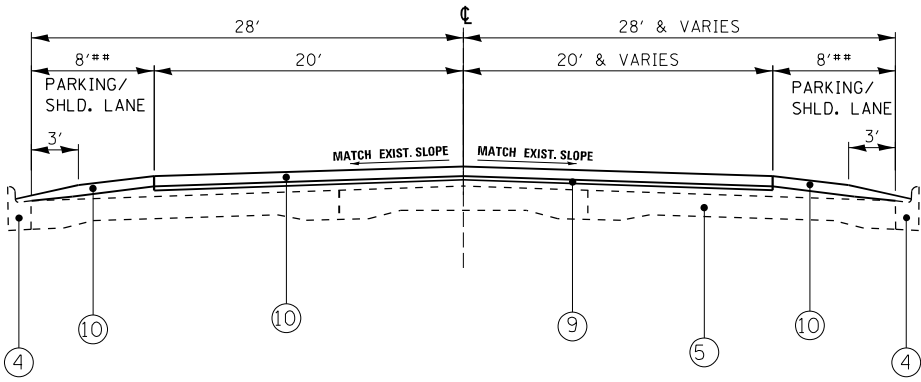
* WIDENS TO 40' FROM STA. 97+73 TO 100+50
** REFER TO ROADWAY PLANS FOR PARKING SECTIONS



BUSSE HIGHWAY
EXISTING TYPICAL SECTION

STA. 155+75 TO STA. 175+68

** PARKING, TURN, OR THRU LANE STARTS FROM STA. 67+69 TO 175+33



BUSSE HIGHWAY
EXISTING TYPICAL SECTION

STA. 155+75 TO STA. 175+68

** PARKING, TURN, OR THRU LANE STARTS FROM STA. 67+69 TO 175+33

LEGEND

- ① EXISTING HMA SURFACE ±7''
- ② EXISTING AGGREGATE WEDGE SHOULDER
- ③ EXISTING HMA SHOULDER
- ④ EXISTING P.C.C. COMBINATION CURB & GUTTER
- ⑤ EXISTING P.C.C. PAVEMENT ±8''
- ⑥ EXISTING H.M.A. SURFACE AFTER MILLING
- ⑦ PROPOSED HMA SURFACE REMOVAL, 1 1/2''
- ⑧ PROPOSED HMA SURFACE REMOVAL, 2 1/4''
- ⑨ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 3/4''
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2''
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDER
- ⑫ PROPOSED GRADING AND SHAPING SHOULDERS
- ⑬ PROPOSED HMA SHOULDERS, 8''

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PROJECT: 62G18
SHEET: 15
DATE: 8/16/2024

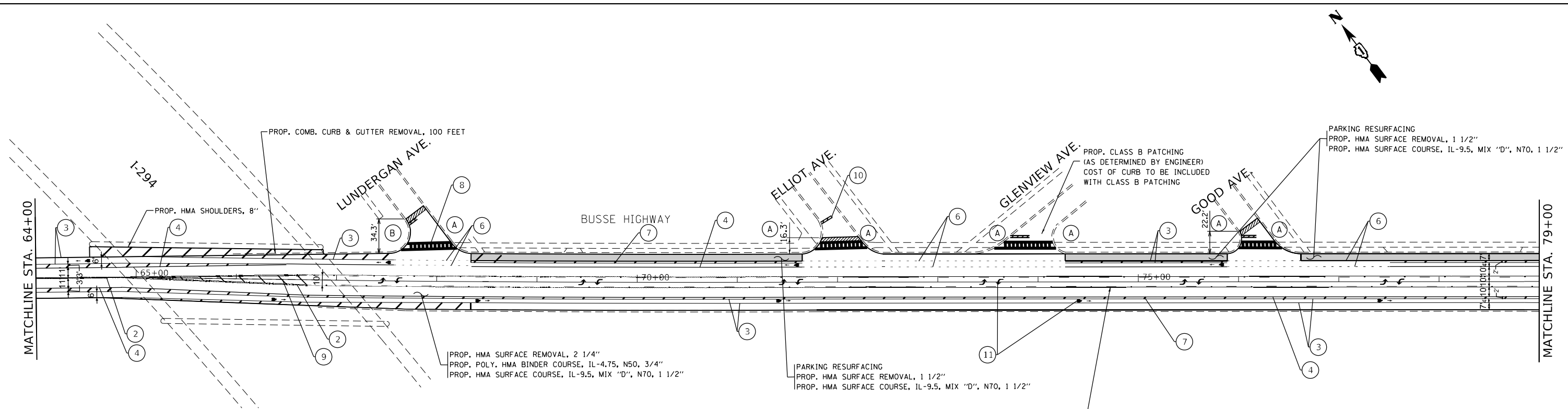
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)

SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. TO STA.

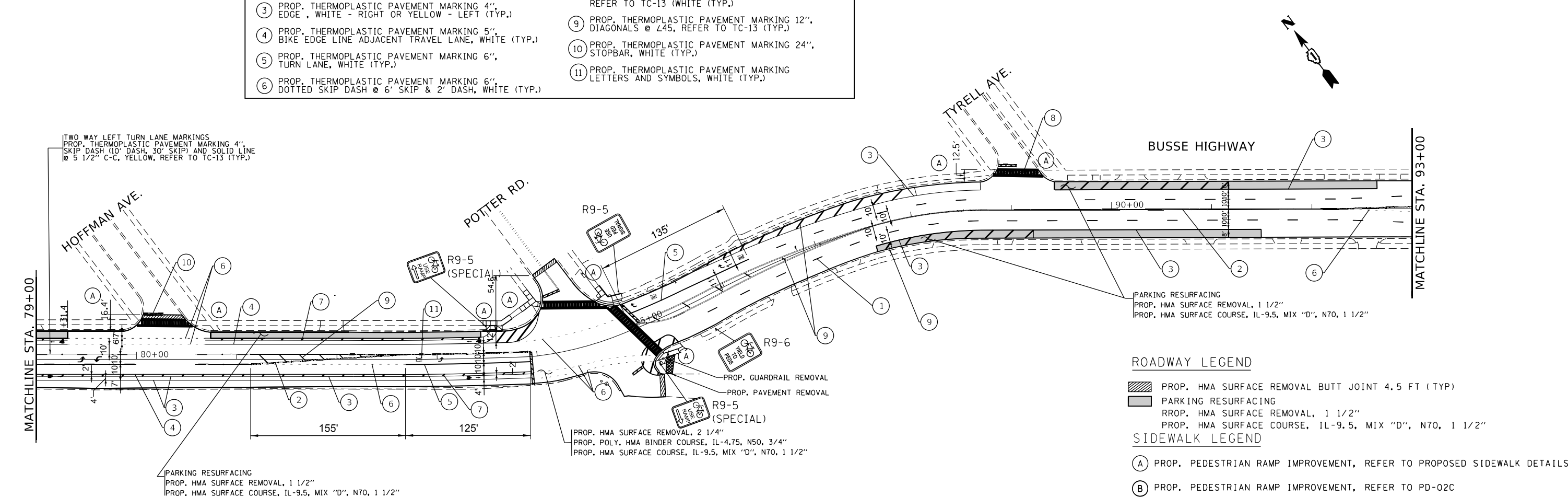
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	15
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

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DESIGN: 3512-66y-rs-4-bus-hwy-14-to-touhy-ave.dwg
DATE: 8/16/2024



PAVEMENT MARKING LEGEND

- | | |
|---|--|
| ① PROP. THERMOPLASTIC PAVEMENT MARKING 4", 30' SKIP 10' DASH, WHITE (TYP.) | ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING 8", BIKE BUFFER DIAGONALS @45 DEGREES, 20' APART, WHITE (TYP.) |
| ② PROP. THERMOPLASTIC PAVEMENT MARKING 4", DOUBLE YELLOW @ 11" C-C (TYP.) | ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING 12", CROSSWALK (SCHOOL) 6' MIN., 2' APART, REFER TO TC-13 (WHITE (TYP.) |
| ③ PROP. THERMOPLASTIC PAVEMENT MARKING 4", EDGE, WHITE - RIGHT OR YELLOW - LEFT (TYP.) | ⑨ PROP. THERMOPLASTIC PAVEMENT MARKING 12", DIAGONALS @ 45, REFER TO TC-13 (TYP.) |
| ④ PROP. THERMOPLASTIC PAVEMENT MARKING 5", BIKE EDGE LINE ADJACENT TRAVEL LANE, WHITE (TYP.) | ⑩ PROP. THERMOPLASTIC PAVEMENT MARKING 24", STOPBAR, WHITE (TYP.) |
| ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING 6", TURN LANE, WHITE (TYP.) | ⑪ PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.) |
| ⑥ PROP. THERMOPLASTIC PAVEMENT MARKING 6", DOTTED SKIP DASH @ 6' SKIP & 2' DASH, WHITE (TYP.) | |



ROADWAY LEGEND

- | | |
|--|--|
| | PROP. HMA SURFACE REMOVAL BUTT JOINT 4.5 FT (TYP) |
| | PARKING RESURFACING |
| | PROP. HMA SURFACE REMOVAL, 1 1/2" |
| | PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2" |

SIDEWALK LEGEND

- | | |
|---|---|
| Ⓐ | PROP. PEDESTRIAN RAMP IMPROVEMENT, REFER TO PROPOSED SIDEWALK DETAILS |
| Ⓑ | PROP. PEDESTRIAN RAMP IMPROVEMENT, REFER TO PD-02C |

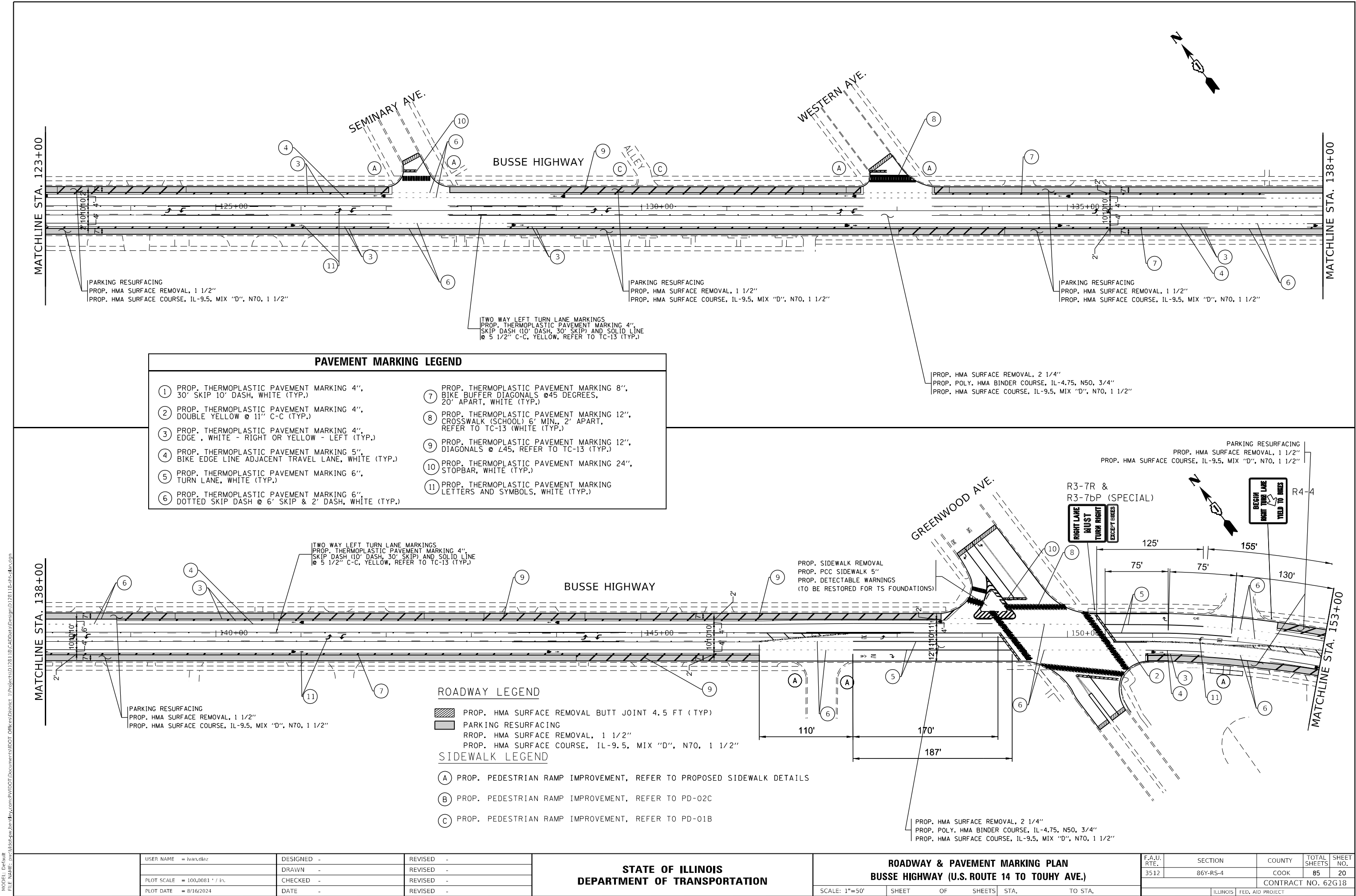
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY & PAVEMENT MARKING PLAN
BUSSE HIGHWAY (U.S. ROUTE 14 TO TOUHY AVE)

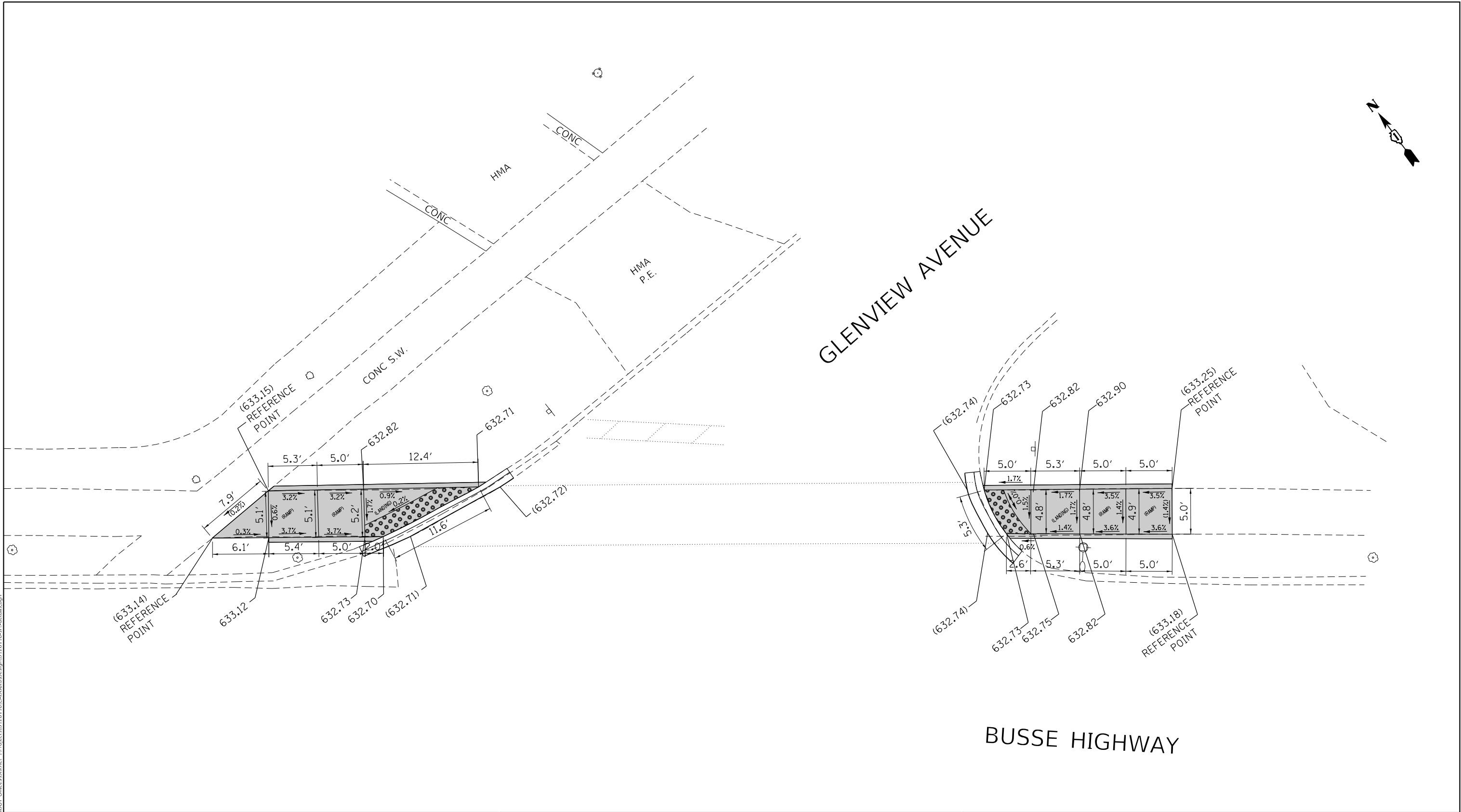
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	18
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

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LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 633.92

BENCHMARK : BM*6 (SOUTHWEST FLANGE BOLT OF FIRE HYDRANT)

LOCATION : 63' NORTH OF STOP SIGN AT NW CORNER OF HOFFMAN AVE

USER NAME = Ivan,diaz

DESIGNED -

REVISED -

DRAWN -

CHECKED -

REVISED -

PLOT SCALE = 10,000' = 1" / in.

DATE -

REVISED -

PLOT DATE = 8/16/2024

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY FROM US 14 TO TOUHY AVE

SCALE:

SHEET

OF

SHEETS

STA.

TO STA.

F.A.U.
RTE.

SECTION

COUNTY

TOTAL
SHEETS

SHEET
NO.

3512

86Y-RS-4

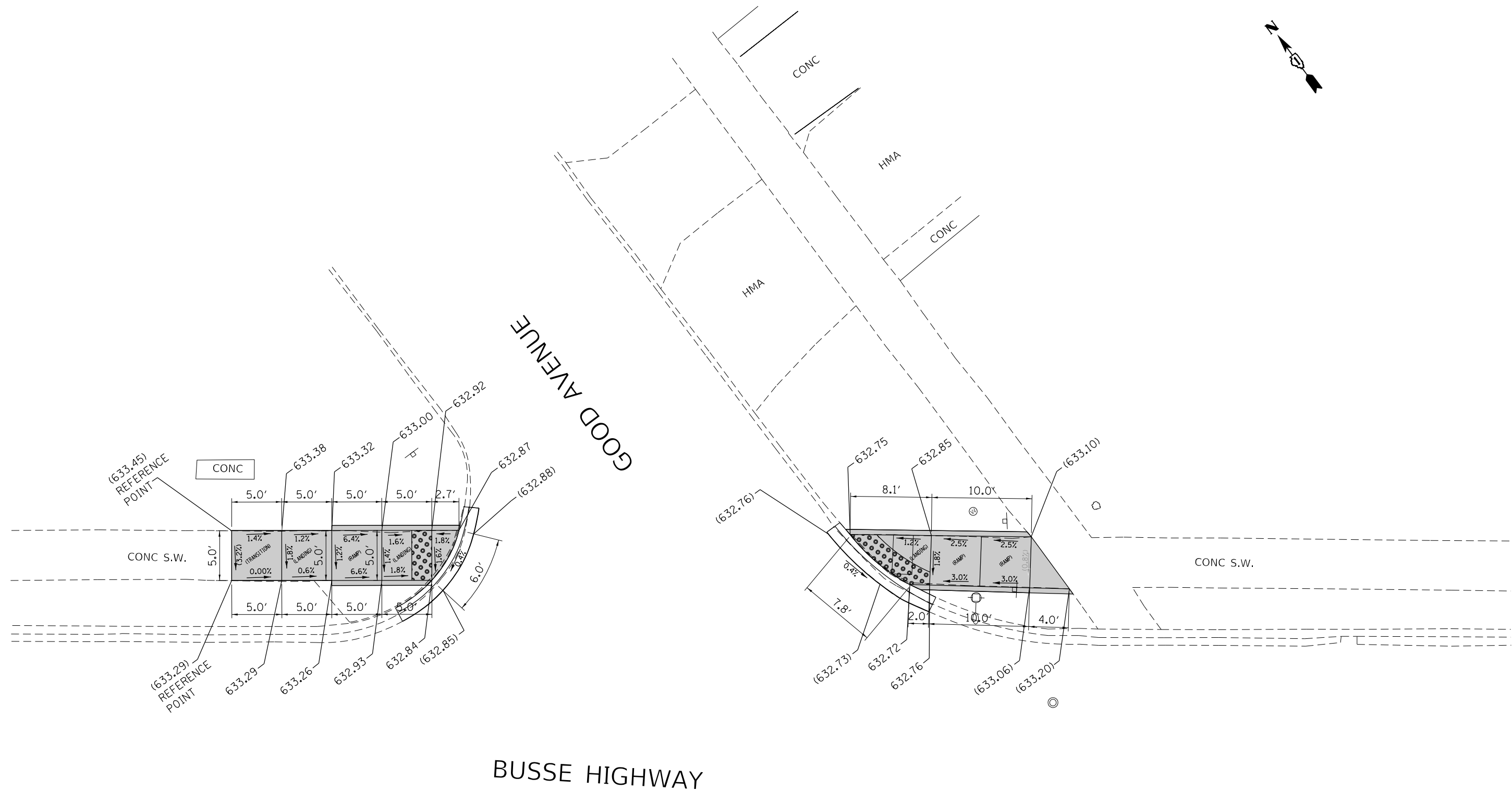
COOK

85

24

CONTRACT NO. 62G18

ILLINOIS FED. AID PROJECT



LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 633.92

BENCHMARK : BM*6 (SOUTHWEST FLANGE BOLT OF FIRE HYDRANT)

LOCATION : 63' NORTH OF STOP SIGN AT NW CORNER OF HOFFMAN AVE

USER NAME = Ivan,diaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 8/16/2024	DATE -	REVISED -

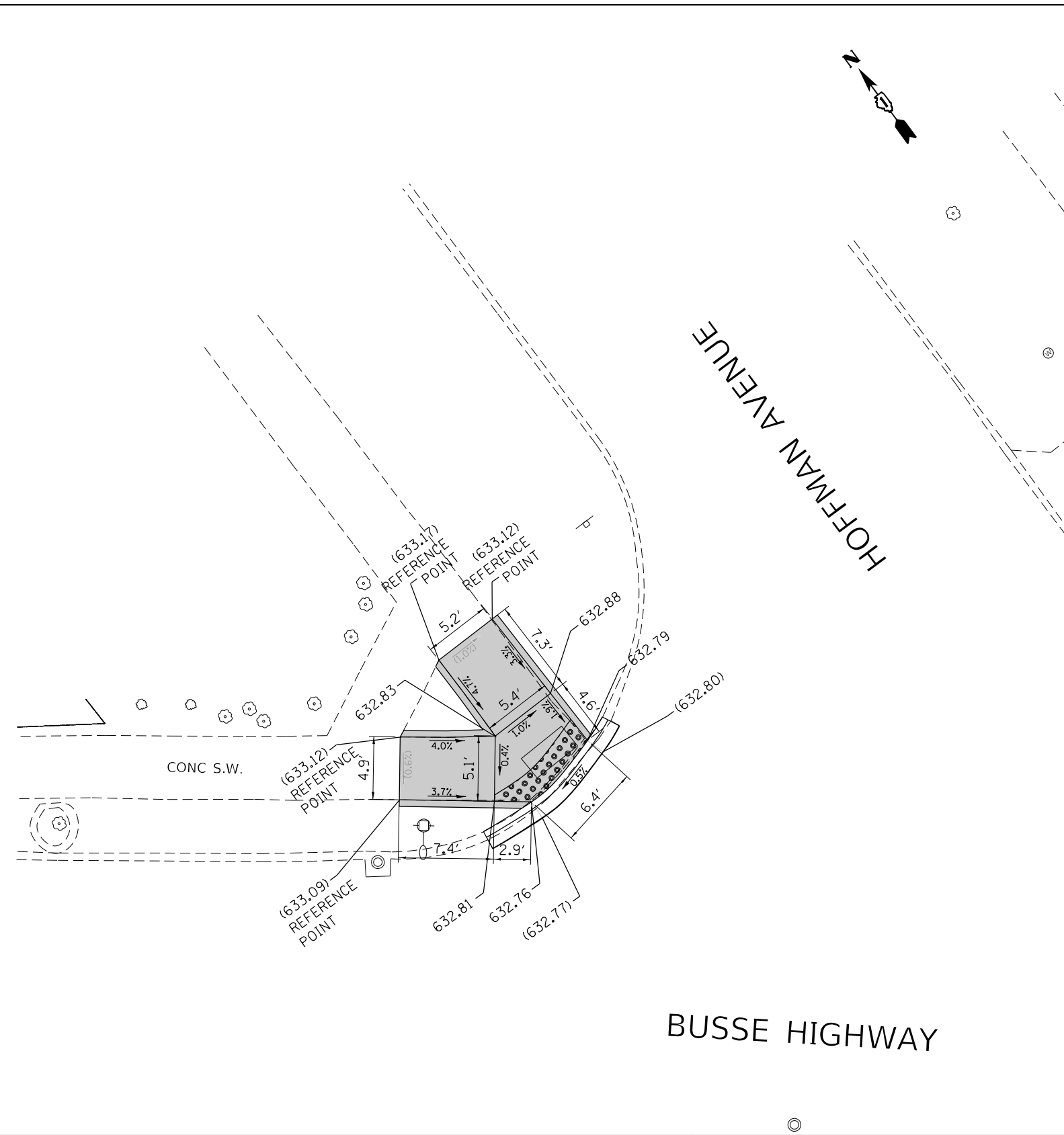
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY FROM US 14 TO TOUHY AVE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	25
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

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FOR THE NORTHEAST CORNER OF BUSSE HIGHWAY
AND HOFFMAN AVENUE REFER TO OTHER ADA
CURB RAMP DETAIL

REFERENCE BENCHMARK ELEV 633.92

BENCHMARK : BM*6 (SOUTHWEST FLANGE BOLT OF FIRE HYDRANT)

LOCATION : 63' NORTH OF STOP SIGN AT NW CORNER OF HOFFMAN AVE

LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS

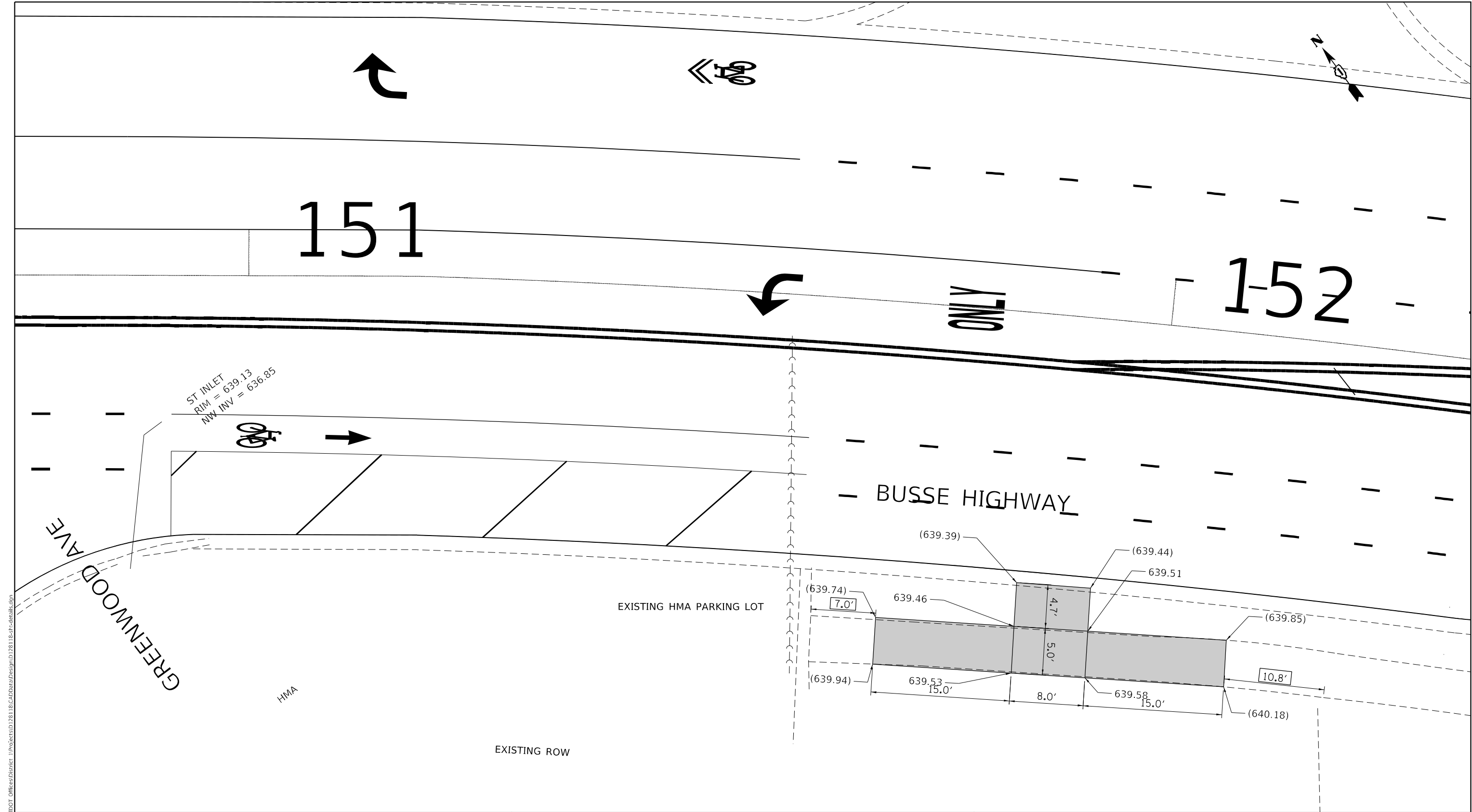
SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY FROM US 14 TO TOUHY AVE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	26
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				



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LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 639.77

BENCHMARK : BM*22, CUT SQUARE ON HANDHOLE CONCRETE PAD

LOCATION : 2' WEST OF TRAFFIC MAST ARM POLE,
NE CORNER OF BUSSE HIGHWAY AND GREENWOOD AVENUE

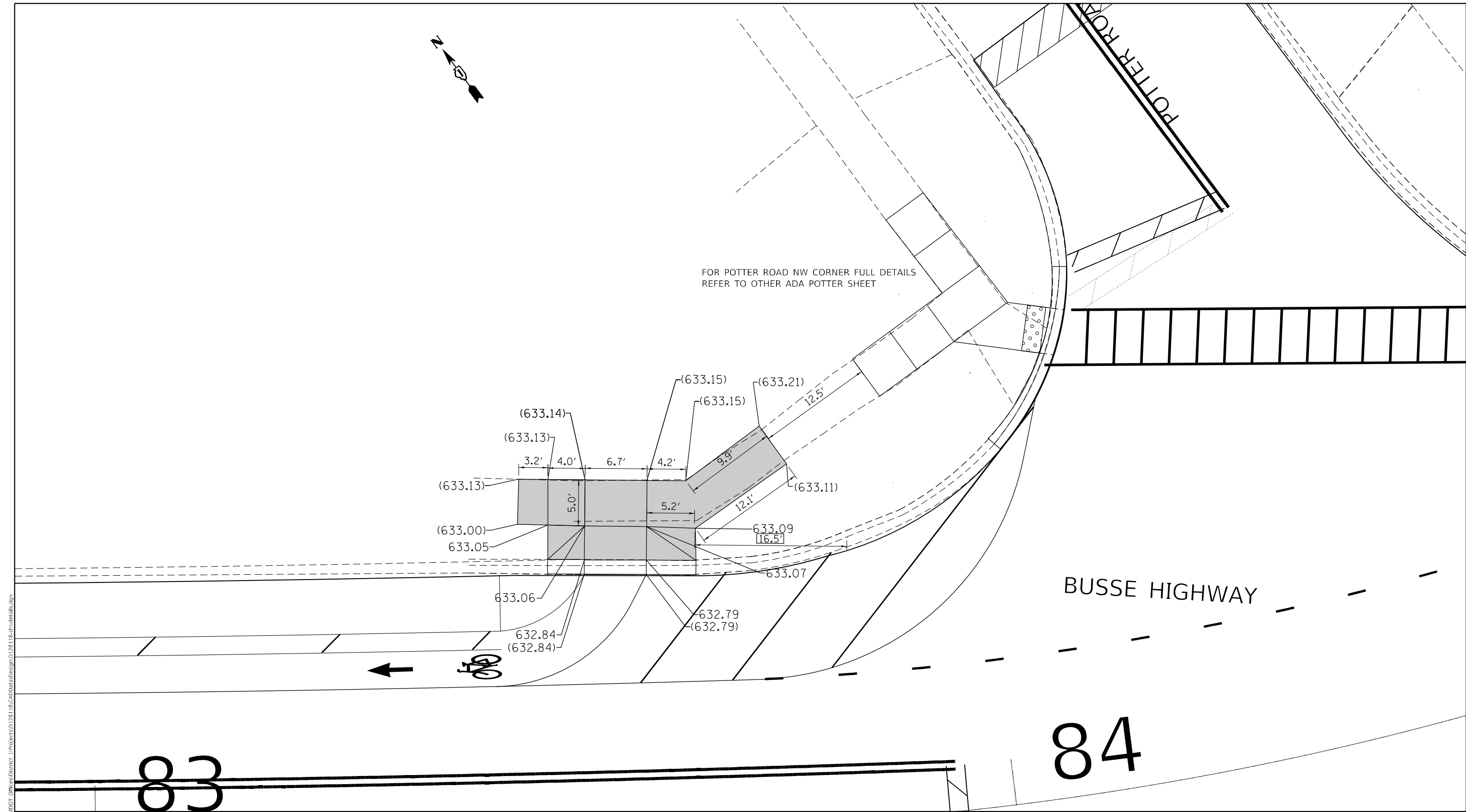
USER NAME = Ivan.diaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 10,000' = 1 in.	CHECKED -	REVISED -
PLOT DATE = 8/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN			
BUSSE HIGHWAY FROM US 14 TO TOUHY AVENUE			
SCALE:	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	27
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE: \\nrt1c-prod\project-aw-bentley.com\pl\DOT\Documents\DOT Office\District 1\Projects\128118\CADD\Drawings\128118-ah-detailed.dgn



LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 634.87

BENCHMARK : BM#7 (NORTHWEST TAG BOLT OF FIRE HYDRANT)

LOCATION : 20.0' SOUTH OF LIGHT POLE AT NE CORNER OF POTTER RD

USER NAME	= Ivan.diaz
DESIGNED	-
DRAWN	-
PLOT SCALE	= 10,0000 ' / in.
PLOT DATE	= 8/16/2024

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

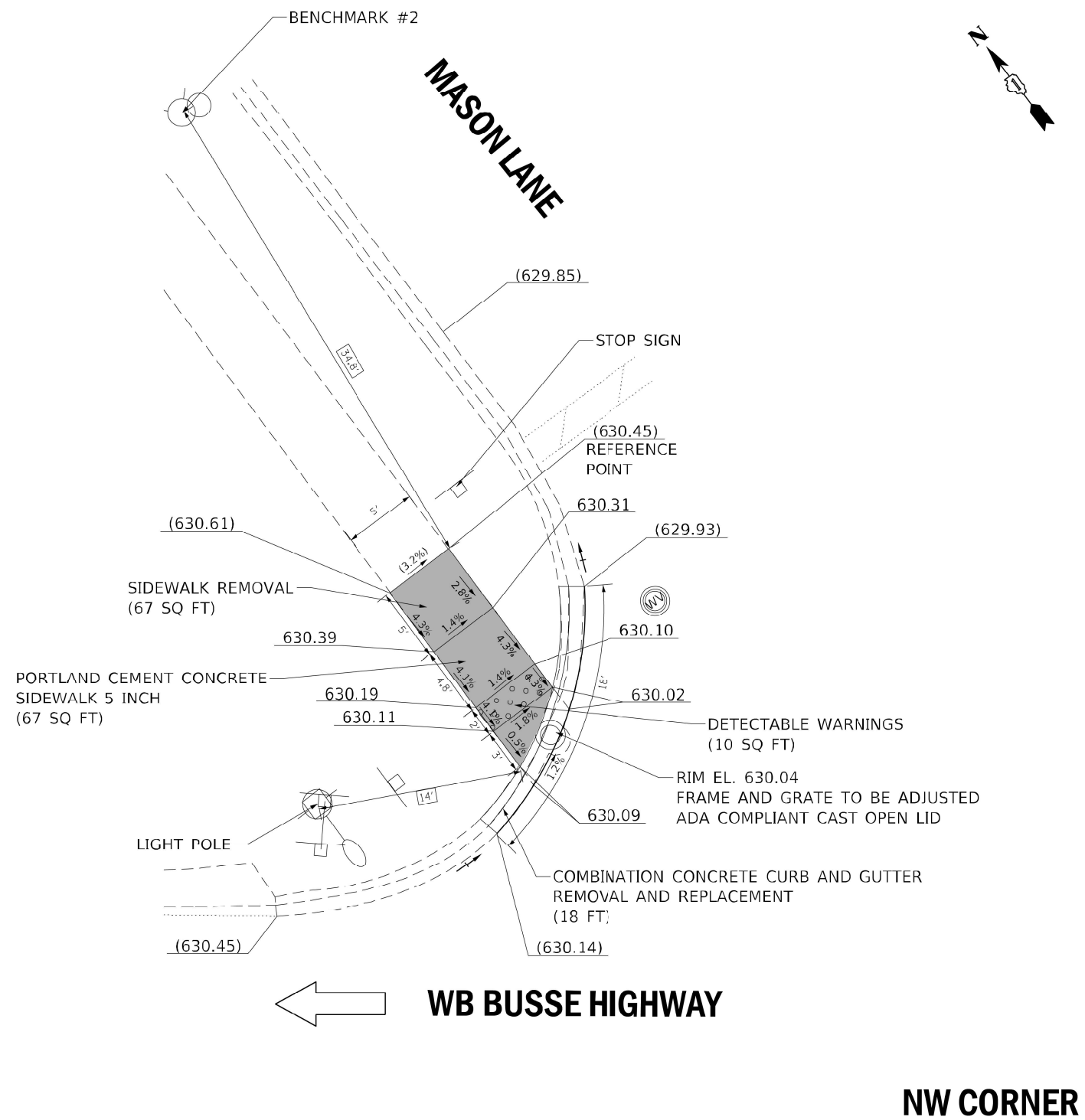
REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY FROM US 14 TO TOUHY AVENUE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	28
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				



ADA-01

REFERENCE BENCHMARK ELEV: 632.65

BENCHMARK : BM #2 (NORTHWEST ARROW BOLT OF FIRE HYDRANT)

LOCATION : 32' NORTH OF STOP SIGN AT NW CORNER

LEGEND

xx.xx' EXISTING LENGTH

== PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS

	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD
---	---

REFERENCE BENCHMARK ELEV: 632.65

BENCHMARK : BM# 2 (NORTHWEST ARROW BOLT OF FIRE HYDRANT)

LOCATION : 32' NORTH OF STOP SIGN AT NW CORNER



USER NAME	= ipham
-----------	---------

PLOT SCALE = 10.0000'

DESIGNED - JF

DRAWN - JF

CHECKED	-	T
---------	---	---

DATE - 1/22/

REVISÉ -

REVISÉ -

REVISÉ -

REVISÉ -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SIDEWALK DETAIL PLAN
USSE HIGHWAY AT MASON LANE

SCALE: 1"=5'

SHEET NO. . OF . SHEETS

STA.	TO STA.
------	---------

F.A.U.	SECTION	COUNTY	TOTAL	SHEET
--------	---------	--------	-------	-------

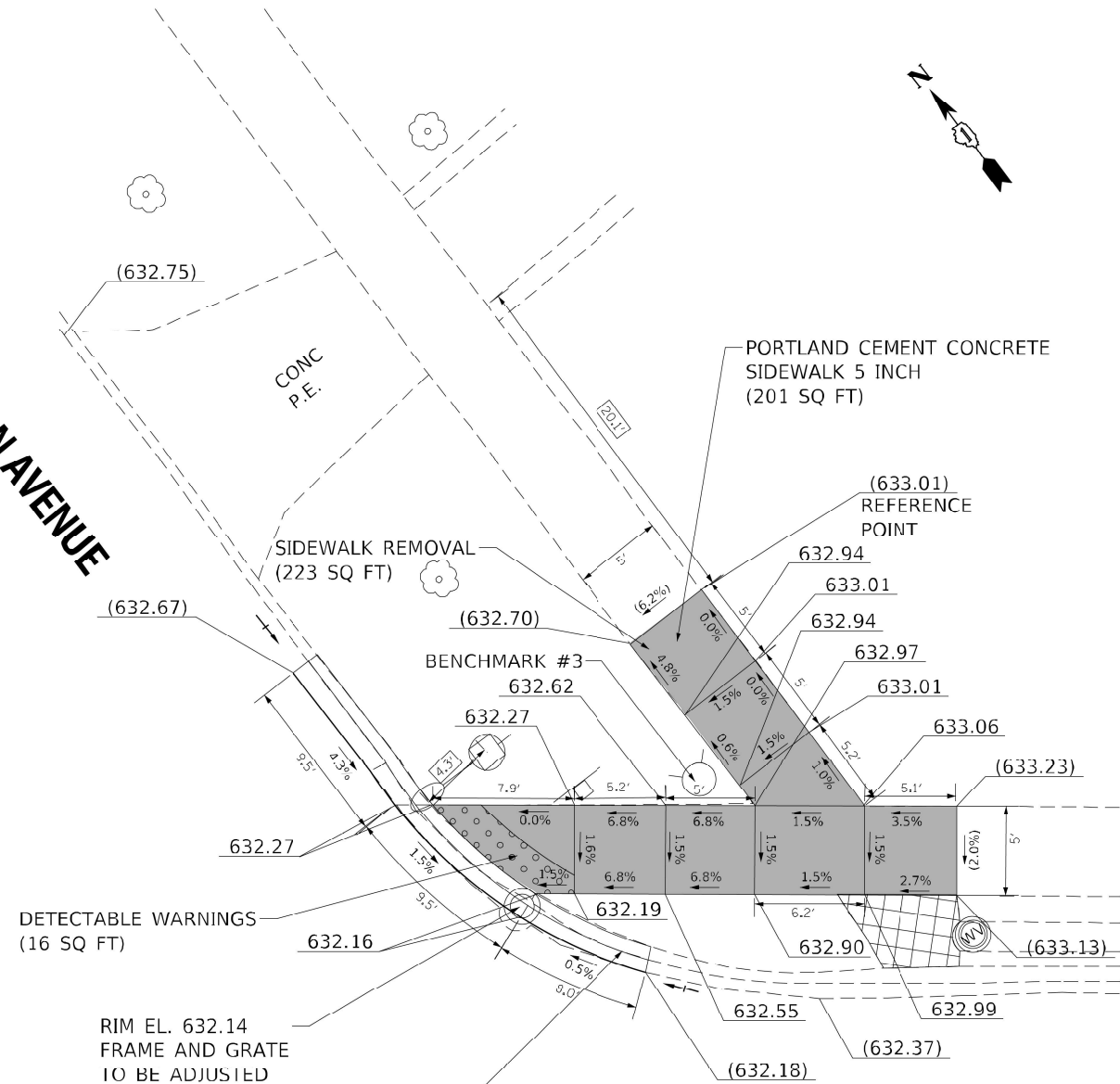
RT#	DESCRIPTION	UNIT	QTY	PRICE
3512	86Y-PS-4	COOK	85	31

	CONTRACT NO. 62G18
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FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT
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P:\2019\ME19003-VarVar-PHII\W01-ADA 62G18-Busse Hwy\01-CADD\02-Shts\0162G18-ADA-SHT01.dgn

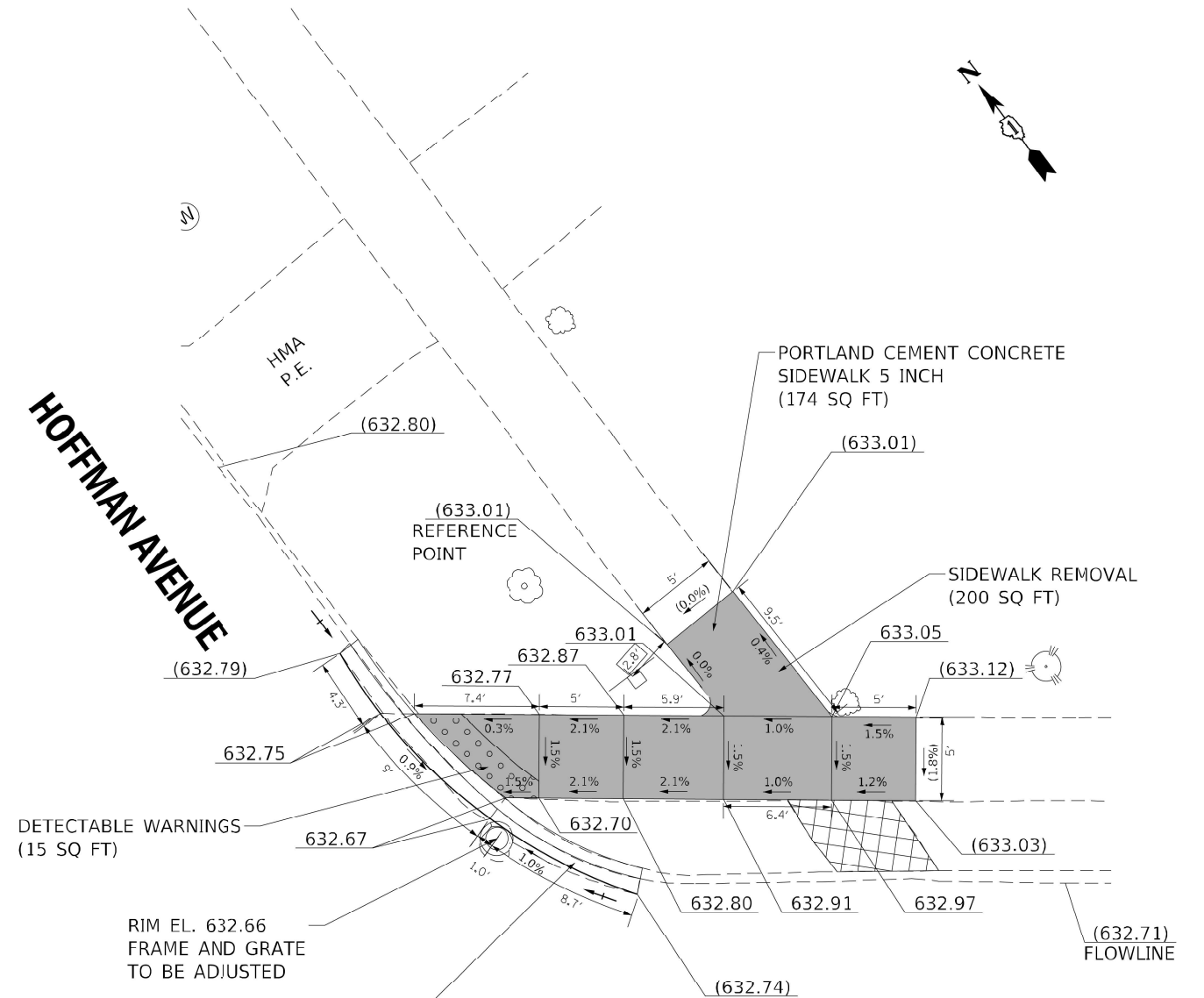
LUNDERGAN AVENUE



WB BUSSE HIGHWAY

NE CORNER

HOFFMAN AVENUE



WB BUSSE HIGHWAY

NE CORNER

ADA-02

REFERENCE BENCHMARK ELEV: 634.15

BENCHMARK : BM#3 (NORTHEAST BOLT OF FIRE HYDRANT)

LOCATION : NE CORNER OF BUSSE HIGHWAY AT LUNDERGAN AVE

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 633.92

BENCHMARK : BM#6 (SOUTHWEST FLANGE BOLT OF FIRE HYDRANT)

LOCATION : 63.0' NORTH OF STOP SIGN AT NW CORNER OF HOFFMAN AVE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY AT LUNDERGAN AVENUE AND HOFFMAN AVENUE

SCALE: 1"=5'

SHEET NO. OF SHEETS

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	32
CONTRACT NO. 62G18				

FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

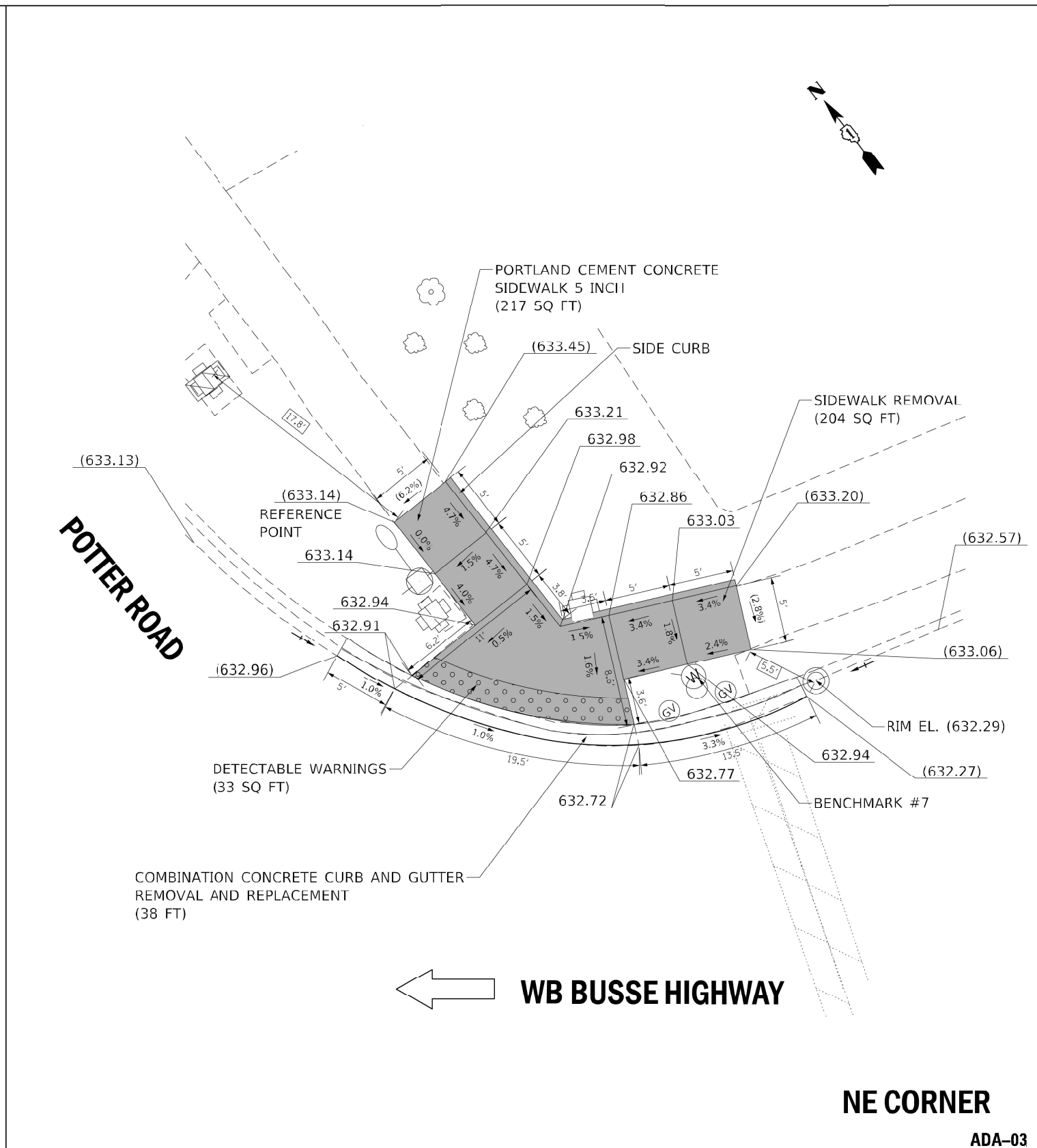
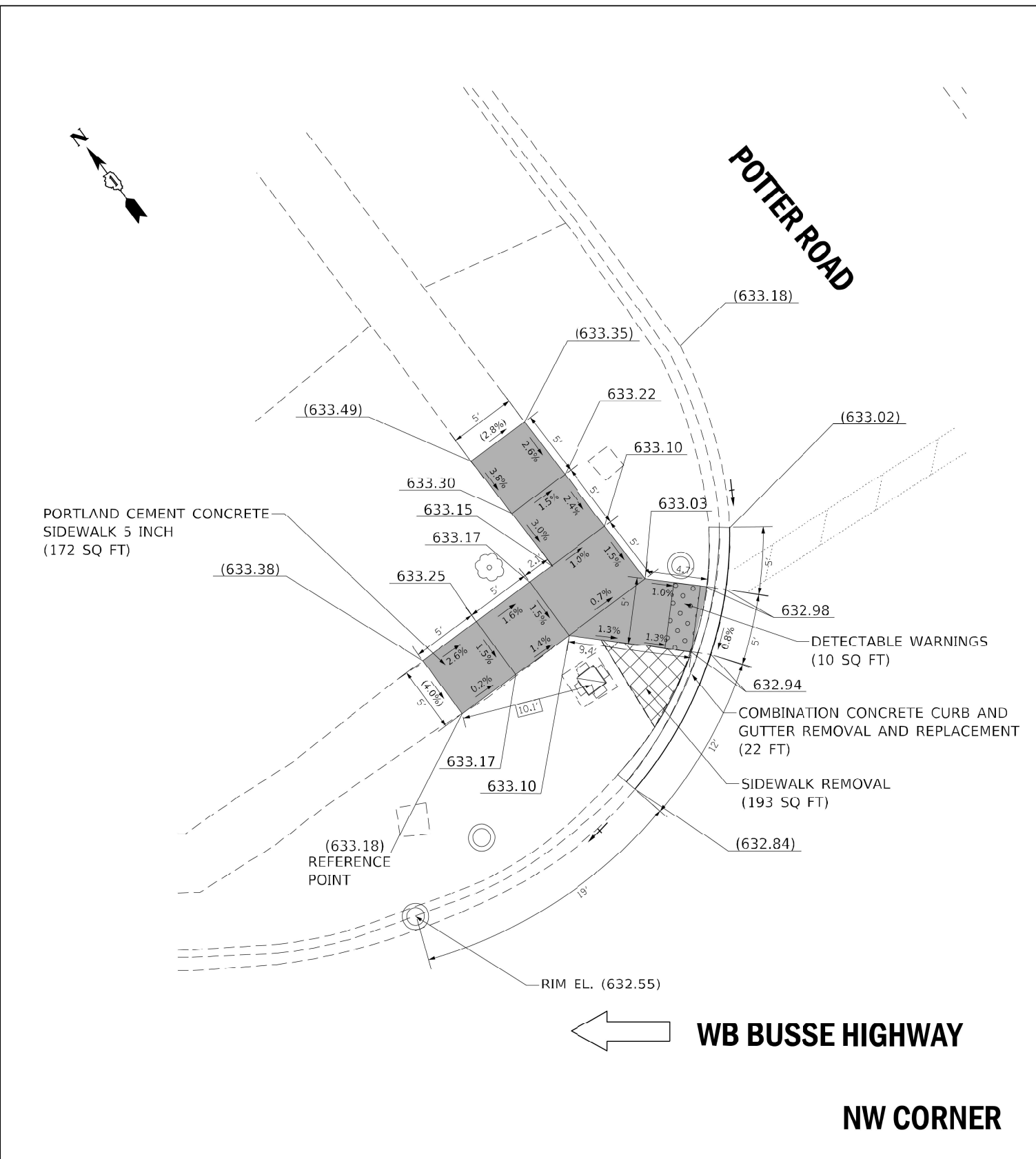
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PLOT SCALE = 10.0000' / in.
USER NAME = Millennia Professional Services



USER NAME = jpham	DESIGNED - JP	REVISED -
	DRAWN - JP	REVISED -
PLOT SCALE = 10.0000' / in.	CHECKED - TN	REVISED -
PLOT DATE = 1/25/2019	DATE - 1/25/2019	REVISED -

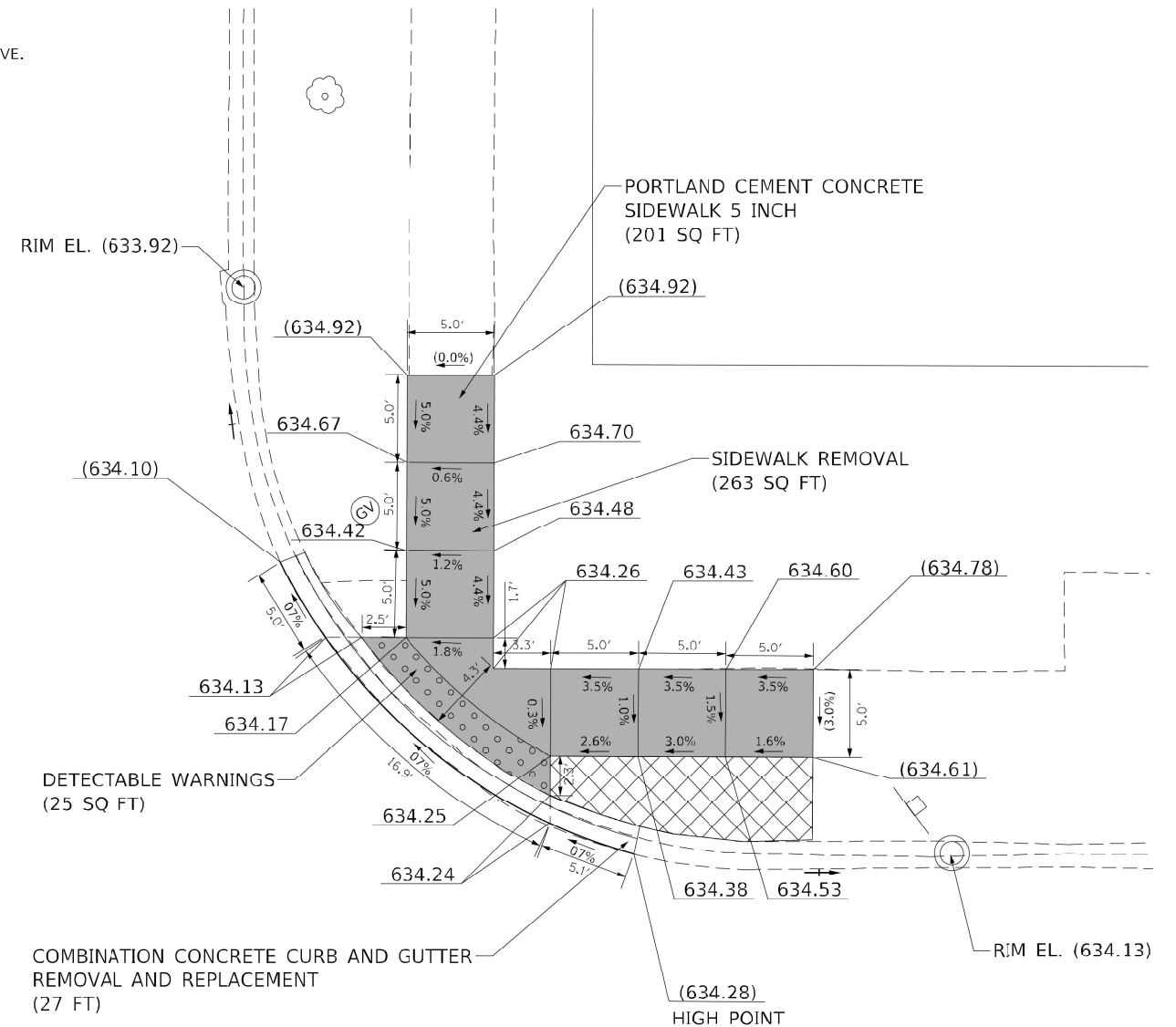
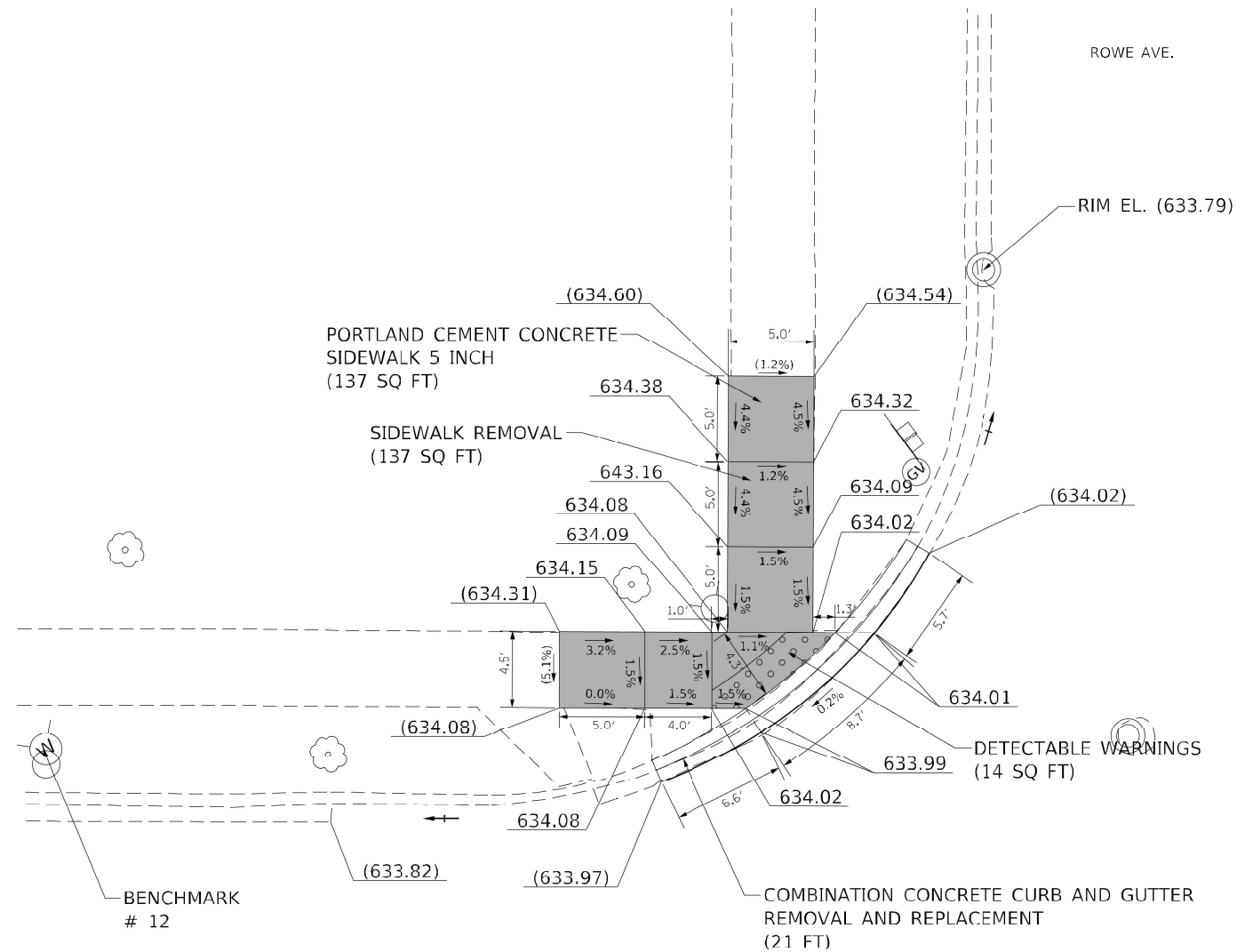
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PLOT SCALE = 10.0000' / 1" / in.
USER NAME = Millennium Professional Services



REFERENCE BENCHMARK ELEV: 634.87 BENCHMARK : BM #7 (NORTHWEST TAG BOLT OF FIRE HYDRANT) LOCATION : 20.0' SOUTH OF LIGHT POLE AT NE CORNER OF POTTER RD			LEGEND <div>xx.xx'</div> EXISTING LENGTH <div></div> PROPOSED SIDE CURB <div>()</div> EXISTING ELEVATION/SLOPE <div></div> PROPOSED SIDEWALK <div></div> DETECTABLE WARNINGS <div></div> SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD			REFERENCE BENCHMARK ELEV: 634.87 BENCHMARK : BM #7 (NORTHWEST TAG BOLT OF FIRE HYDRANT) LOCATION : 20.0' SOUTH OF LIGHT POLE AT NE CORNER OF POTTER RD		
<div></div> <div>www.mps-ll.com</div>			STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			SIDEWALK DETAIL PLAN BUSSE HIGHWAY AT POTTER ROAD		
USER NAME = jpham PLOT SCALE = 10.0000' / 1" / in. PLOT DATE = 1/28/2019			DESIGNED - JP DRAWN - JP CHECKED - TN DATE - 1/28/2019			F.A.U. RTE. 3512 SECTION 86Y-RS-4 COUNTY COOK TOTAL SHEETS 85 SHEET NO. 33 CONTRACT NO. 62G18		
						SCALE: 1"=5' SHEET NO. OF SHEETS STA. TO STA.		



F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	35
		CONTRACT NO. 62G18		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



ADA-10

REFERENCE BENCHMARK ELEV: 635.46
BENCHMARK : BM #12 (TAG BOLT OF FIRE HYDRANT)
LOCATION : NORTHWEST CORNER OF ROWE AVENUE

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 635.46
BENCHMARK : BM #12 (TAG BOLT OF FIRE HYDRANT)
LOCATION : NORTHWEST CORNER OF ROWE AVENUE



USER NAME = jpham
PLOT SCALE = 10.0000' / in.
PLOT DATE = 1/28/2019

DESIGNED - JP
DRAWN - JP
CHECKED - TN
DATE - 1/28/2019

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY AT ROWE AVENUE

SCALE: 1"=5'

SHEET NO. OF SHEETS

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	36
CONTRACT NO. 62G18				

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PLOT SCALE = 10.0000' / 1" Millennium Professional Services
USER NAME =



USER NAME	= jpham	DESIGNED	- RAW	REVISED	-
		DRAWN	- RAW	REVISED	-
PLOT SCALE	= 10.0000' / 1"	CHECKED	- TN	REVISED	-
PLOT DATE	= 1/28/2019	DATE	- 1/28/2019	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY AT SEELEY AVENUE

SCALE: 1"=5'	SHEET NO. OF SHEETS	STA. TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	38
CONTRACT NO. 62G18				
FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT				

REFERENCE BENCHMARK ELEV: 636.71
BENCHMARK : TBM #14, NORTHWEST FLANGE BOLT OF FIRE HYDRANT
LOCATION : APPROXIMATELY 65' NORTH EAST OF BUSSE HIGHWAY AND SHIBLEY AVENUE INTERSECTION

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

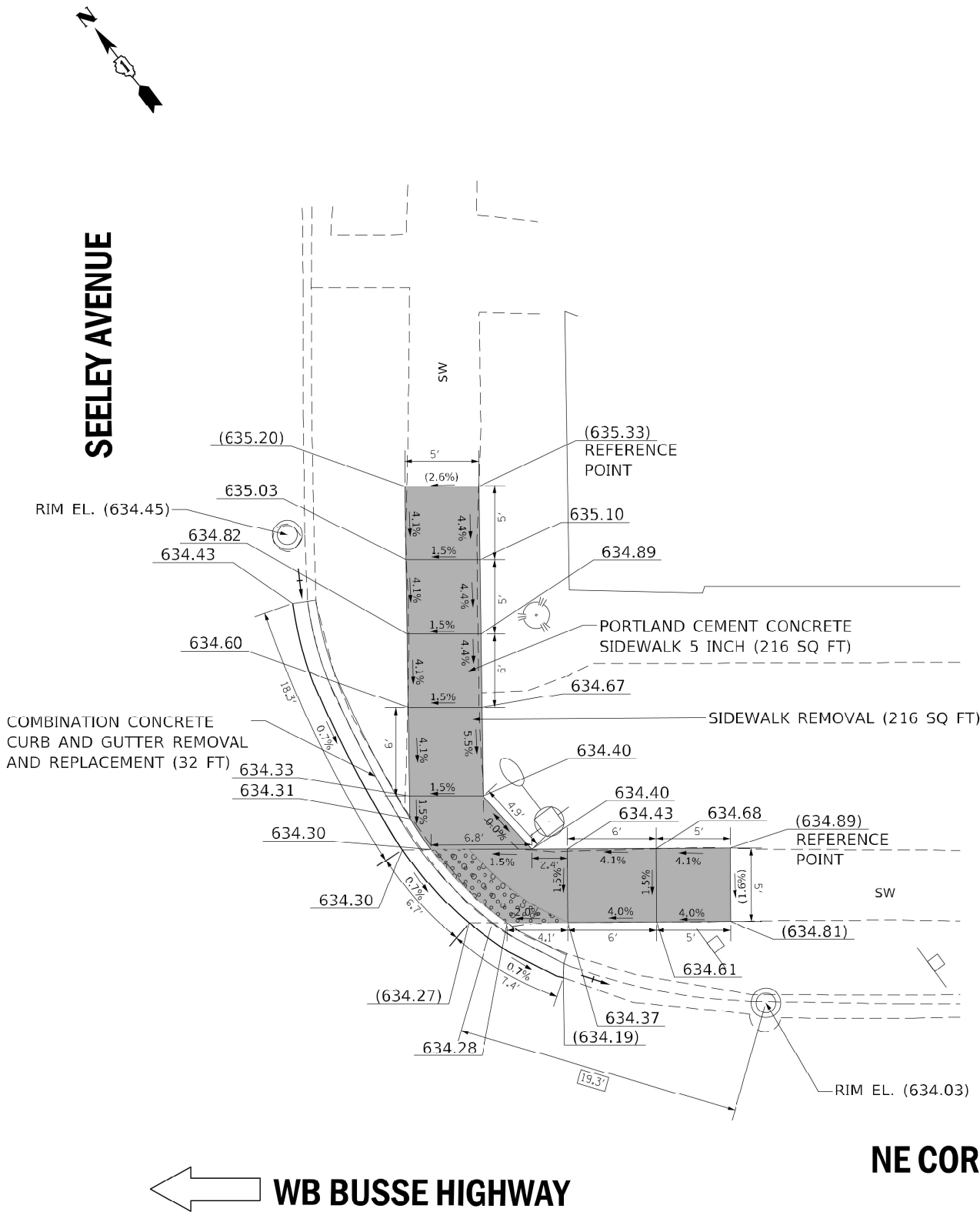
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EXISTING ELEVATION/SLOPE

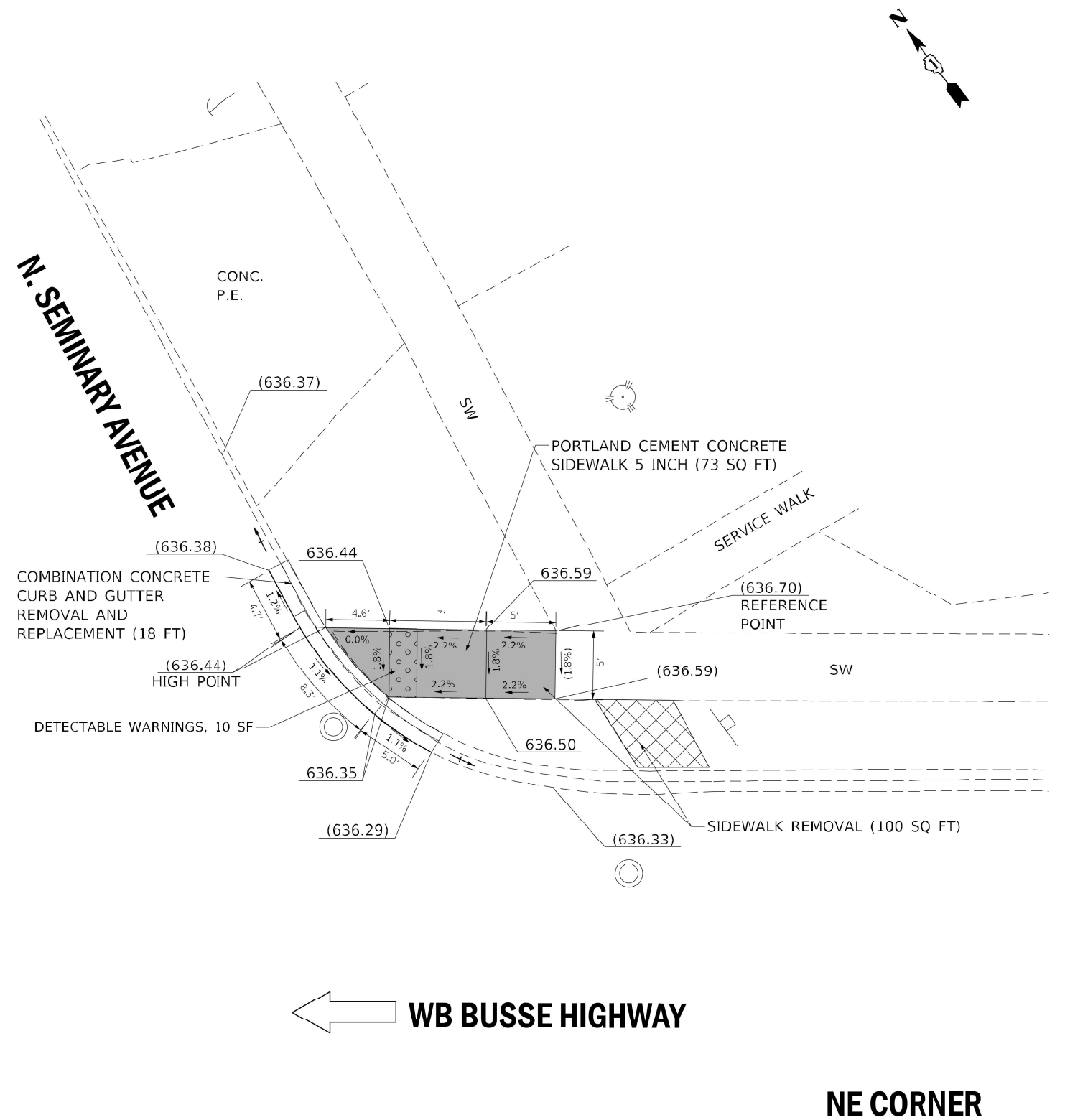
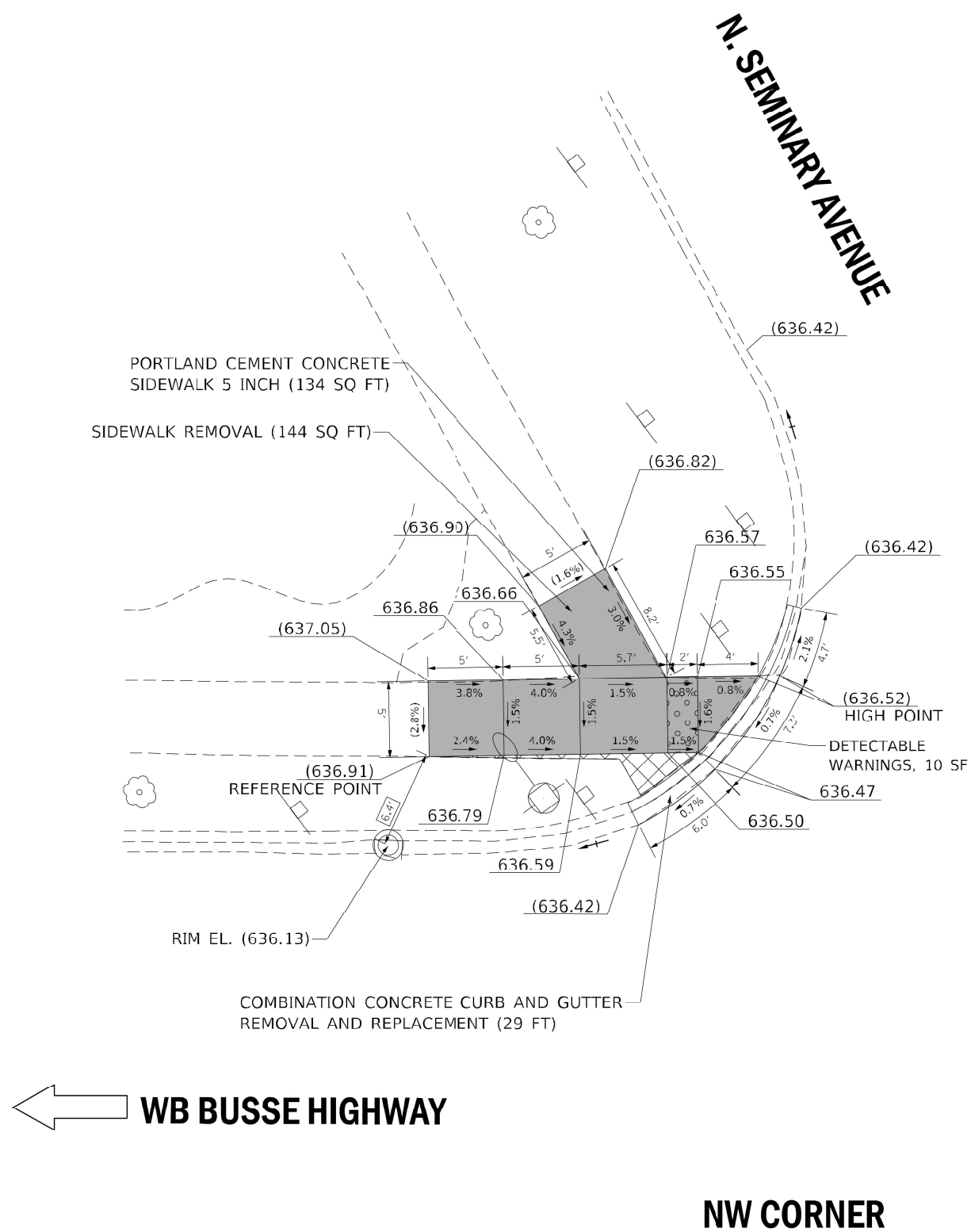
PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD



ADA-12



ADA-15

REFERENCE BENCHMARK ELEV: 638.05

BENCHMARK : TBM #17, NORTHWEST FLANGE BOLT OF FIRE HYDRANT

LOCATION : APPROXIMATELY 91 FT SOUTHEAST OF THE NORTHEAST CORNER
OF SEMINARY AVENUE AND BUSSE HIGHWAY

LEGEND

xx.xx' EXISTING LENGTH

== PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK

REFERENCE BENCHMARK ELEV: 638.05

BENCHMARK : TBM #17, NORTHWEST FLANGE BOLT OF FIRE HYDRANT

LOCATION : APPROXIMATELY 91 FT SOUTHEAST OF THE NORTHEAST CORNER
OF SEMINARY AVENUE AND BUSSE HIGHWAY



USER NAME	= jpham
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PLOT SCALE = 10.000

PLOT DATE = 1/28/20

DESIGNED - RAW

DRAW - RAW

CHECKED	-	TN
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DATE	-	1/28/2
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REVISÉ -

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REVISÉ -

REVISÉ -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY AT N. SEMINARY AVENUE

SCALE: 1"=5'

SHEET NO. .	OF .	SHEETS
-------------	------	--------

STA.	TO STA.
------	---------

F.A.U. SITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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RTE.			SHEETS	NO.
3512	86Y-RS-4	COOK	85	41

DATE	SEP 18 1964	BOOK	62	18
		CONTRACT NO. 62G18		

FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT
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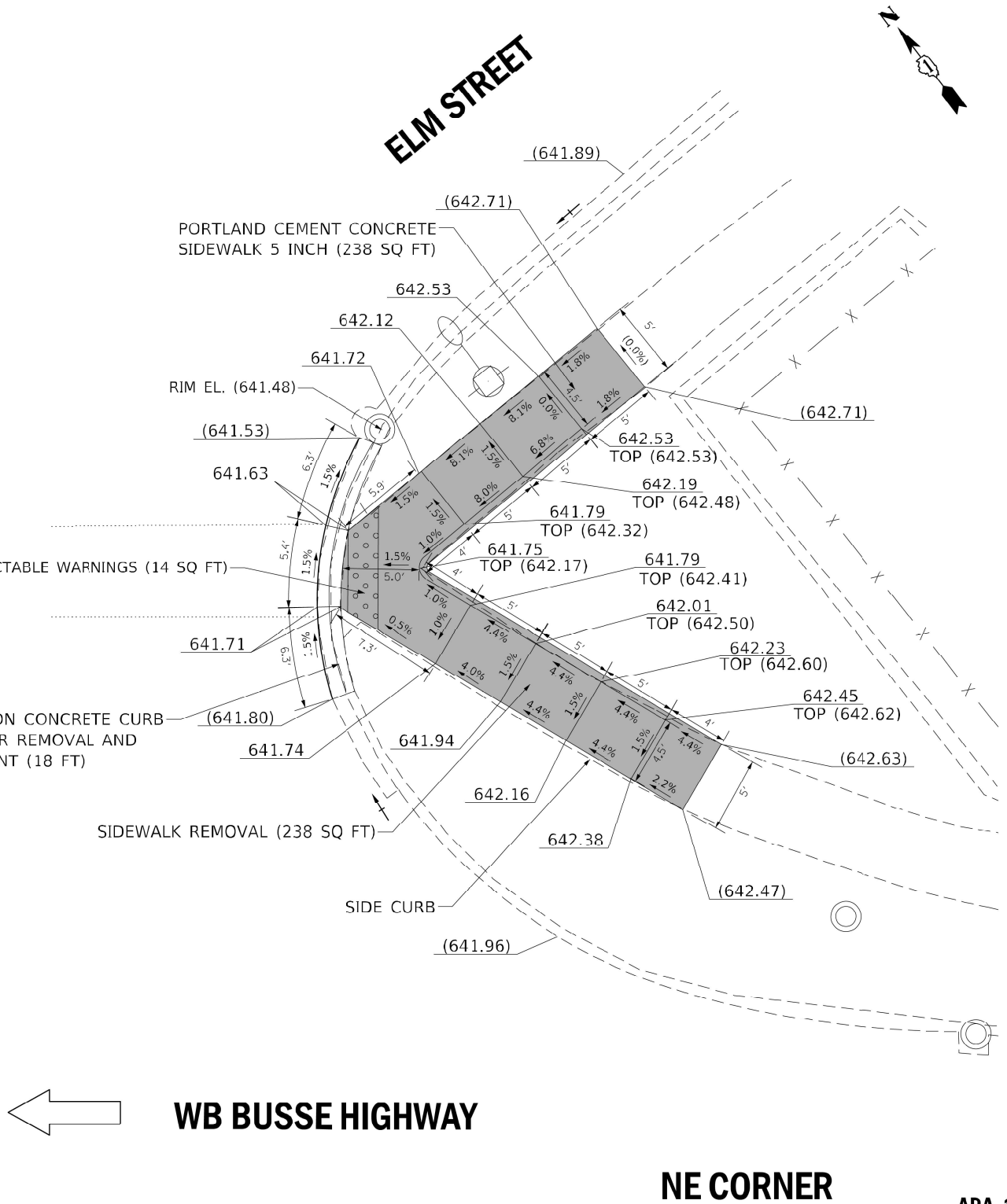
NE CORNER

LEGEND

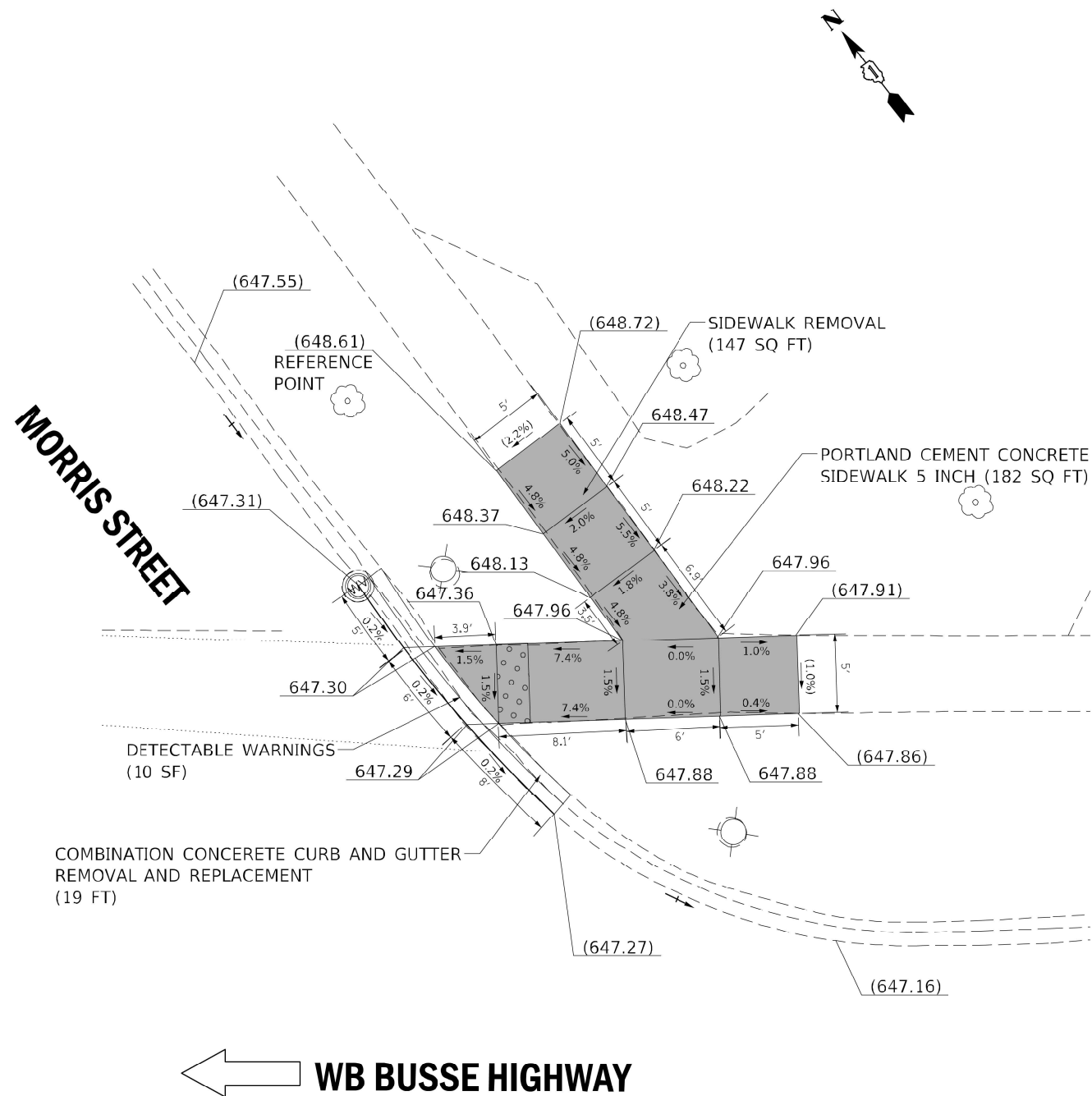
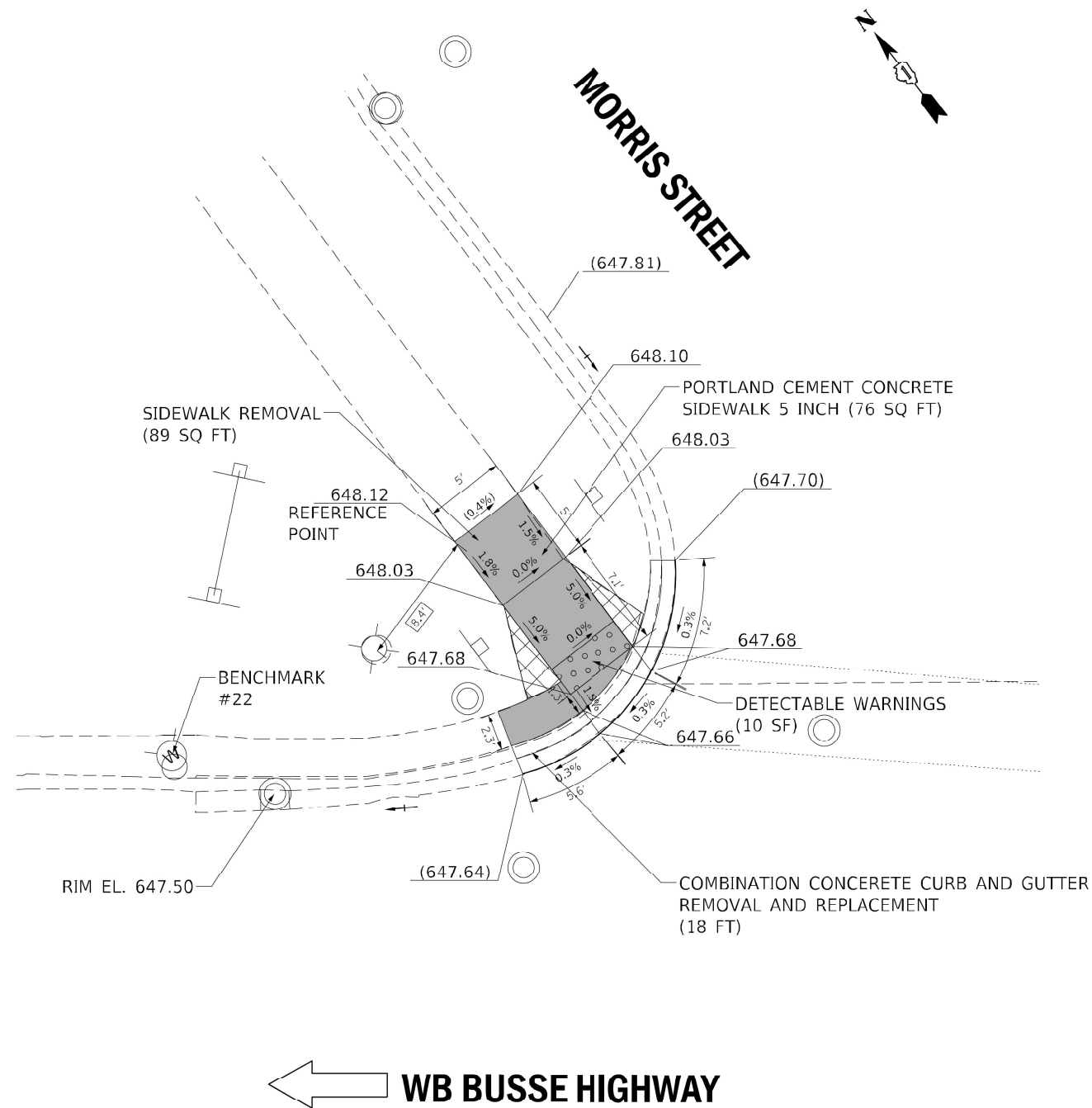


LOCATION : APPROXIMATELY 24 FT NORTH OF THE NORTHWEST CORNER
OF N. WESTERN AVENUE AND BUSSE HIGHWAY





P:\2019\ME19003_VarVar-PHII\W01-ADA 62G18-Busse Hwy\01-CADD\02-Shts\0162G18-ADA-Sht-19.dgn



NW CORNER

NE CORNER

ADA-20

REFERENCE BENCHMARK ELEV: 649.22
BENCHMARK : TBM #22, NORTHWEST TAG BOLT OF FIRE HYDRANT
LOCATION : NORTHWEST CORNER OF MORRIS STREET

REFERENCE BENCHMARK ELEV: 649.22
BENCHMARK : TBM #22, NORTHWEST TAG BOLT OF FIRE HYDRANT
LOCATION : NORTHWEST CORNER OF MORRIS STREET

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIDEWALK DETAIL PLAN
BUSSE HIGHWAY AT MORRIS STREET

SCALE: 1"=5'

SHEET NO. OF SHEETS

STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	44
CONTRACT NO. 62G18				

FED. ROAD DIST. NO. 1 [ILLINOIS] FED. AID PROJECT

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USER NAME = Millennium Professional Services



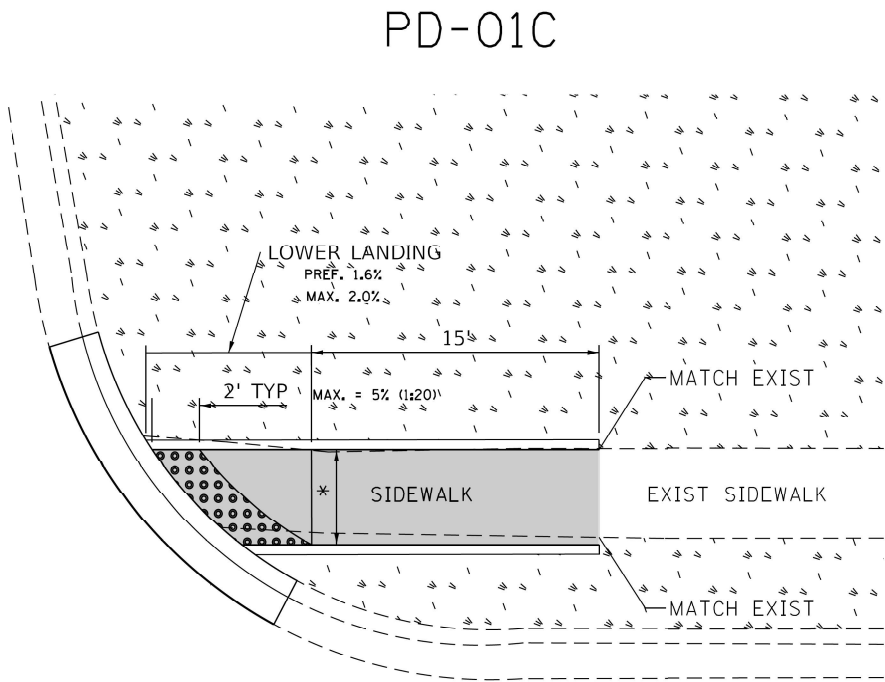
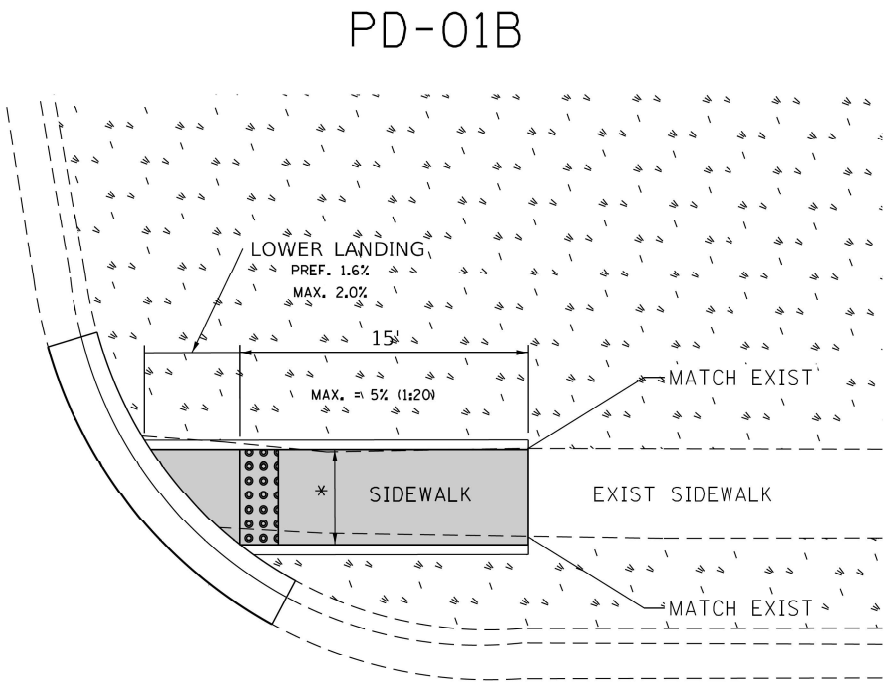
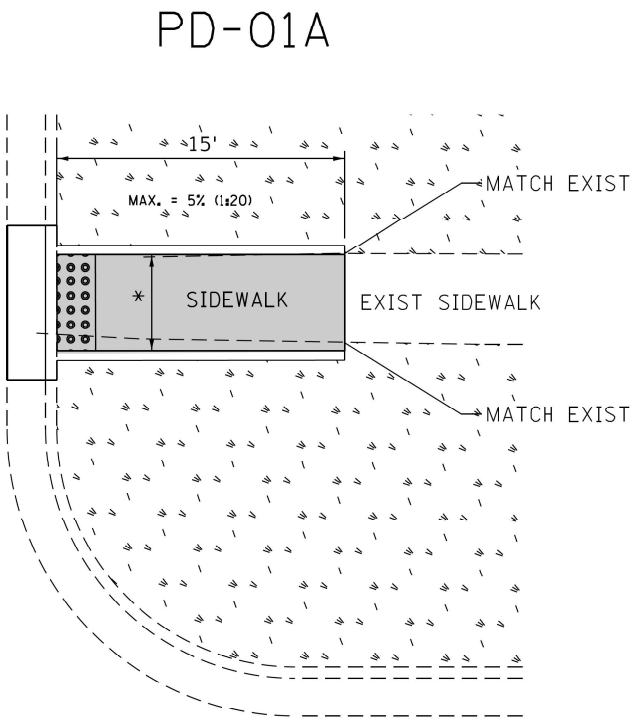
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PLOT SCALE = 10.0000' / 1" in.	DRAWN - RAW	REVISED -
PLOT DATE = 1/25/2019	CHECKED - TN	REVISED -
	DATE - 1/25/2019	REVISED -

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



LEGEND

	EXIST. GRASS
	PROPOSED SIDE CURB
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS

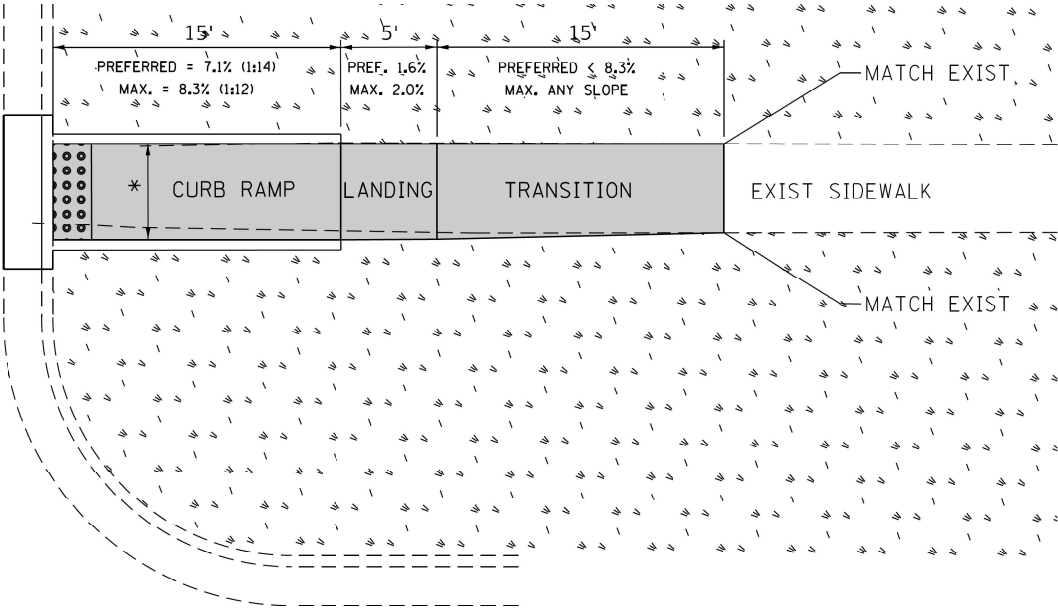
CONSTRUCTION NOTES:
1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK

* MATCH EXISTING SIDEWALK WIDTH

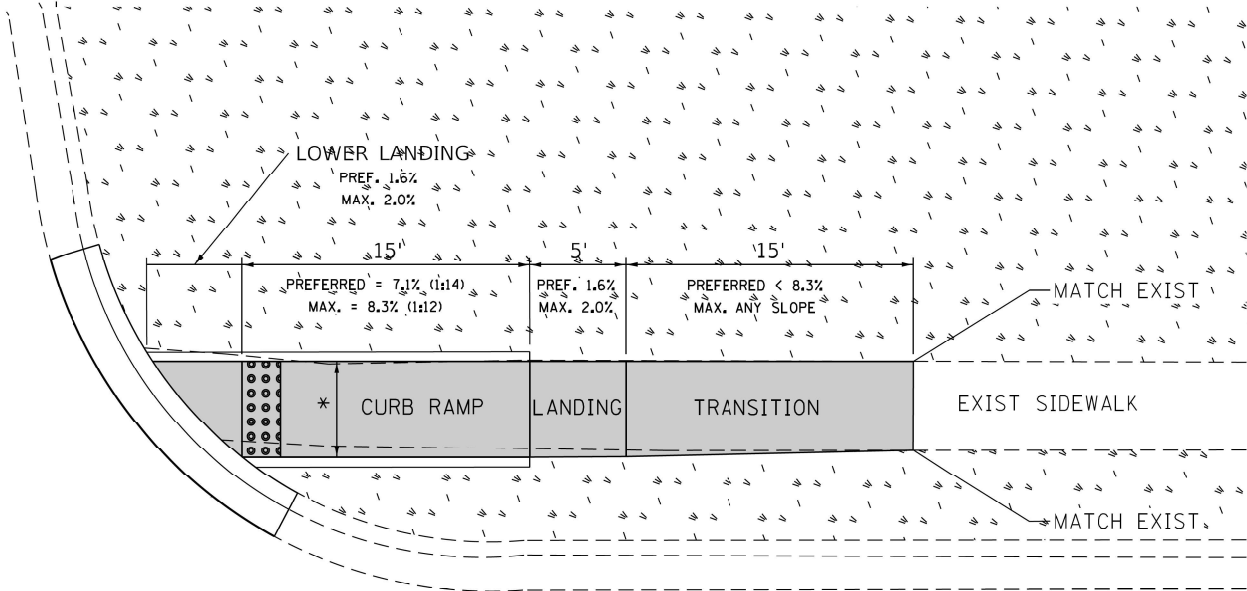
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S:\WP\PLANPREP\SQUAD\INDes_RL\Typical ADA details\Typical-ADA-shit-plan.dgn		DRAWN -	RL 11/12/2019	REVISED -							3512	86Y-RS-4	COOK	85	45
		CHECKED -		REVISED -								PD-01		CONTRACT NO. 62G18	
Default		DATE -		REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

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

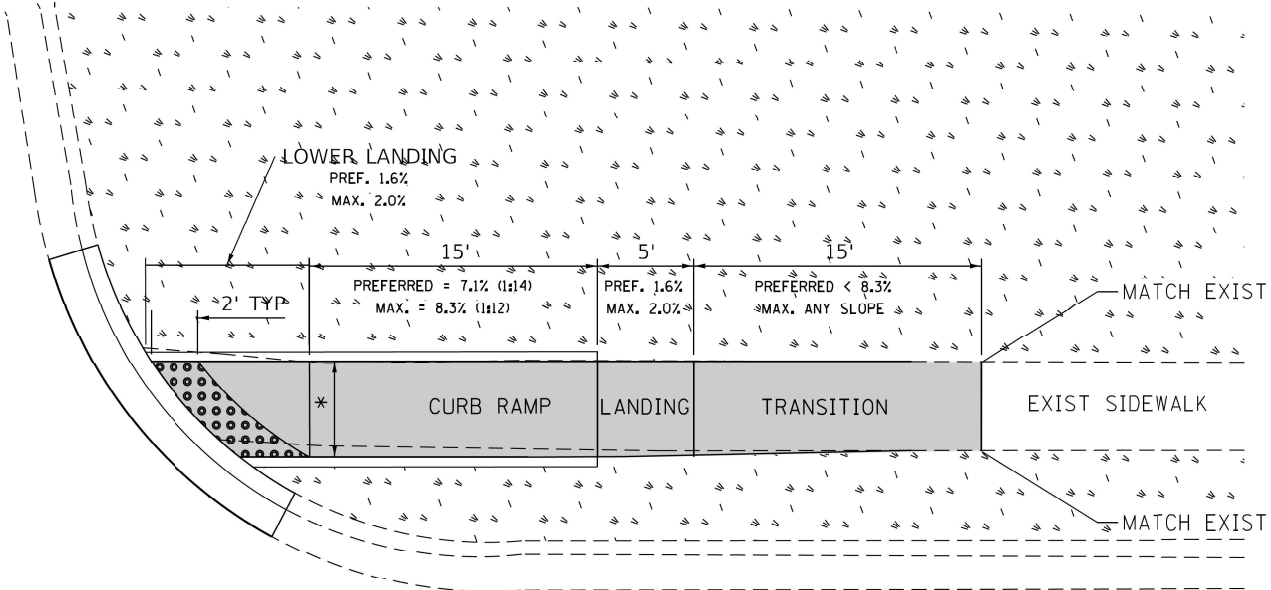
PD-02A



PD-02B



PD-02C



LEGEND

PROPOSED SIDE CURB



EXIST. GRASS



PROPOSED SIDEWALK



DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

FILE NAME =	USER NAME = ldezmarm	DESIGNED - --- --/--/----	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS (PD-02)				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -							PD-02		CONTRACT NO. 62G18	
Default		DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

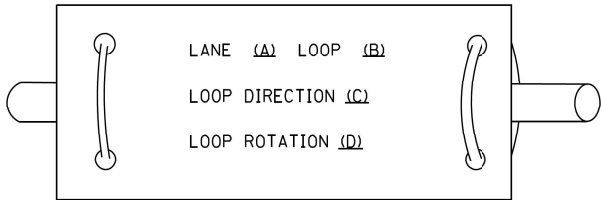
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EXISTING				EXISTING				EXISTING			
PROPOSED				PROPOSED				PROPOSED			
CONTROLLER CABINET				HANDHOLE -SQUARE -ROUND				SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD			
COMMUNICATION CABINET				HEAVY DUTY HANDHOLE -SQUARE -ROUND				SIGNAL HEAD WITH BACKPLATE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

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	DRAWN - IP		REVIS	ED		STANDARD TRAFFIC SIGNAL DESIGN DETAILS				3512	86Y-R5-4	COOK	85	47
	PLOT SCALE = 100.0000 ' / in.		CHECKED - LP	REVISED -						TS-05		CONTRACT NO. 62G18		
	PLOT DATE = 7/24/2024		DATE - 9/29/2016	REVISED -		SCALE: NONE	SHEET 1	OF 7	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT	

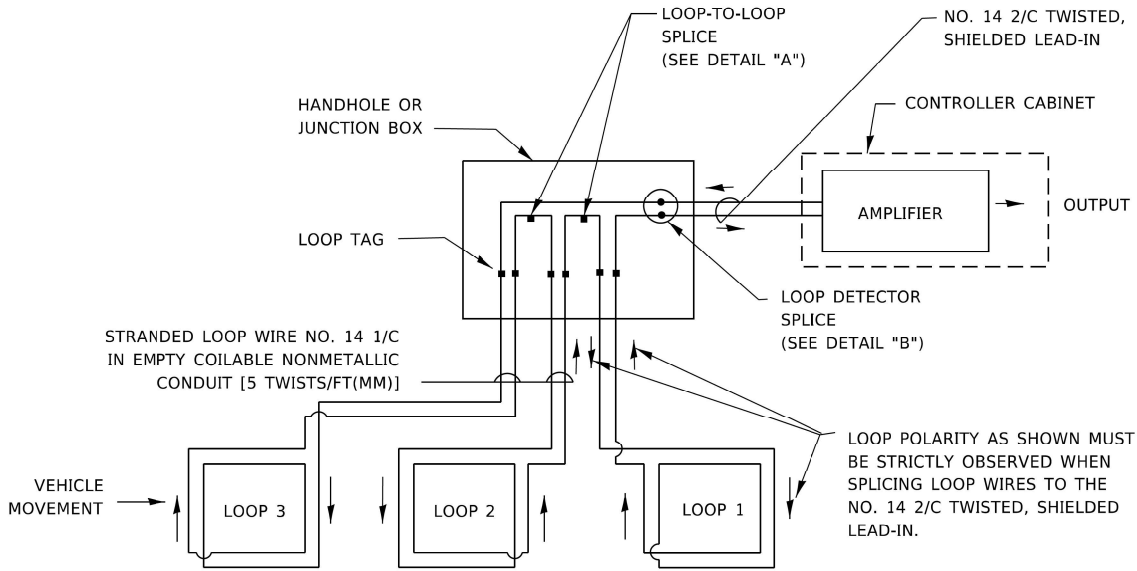
LOOP DETECTOR NOTES

- EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
- THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
- EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
- ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
- IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND 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.
- LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

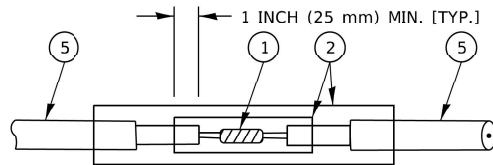


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

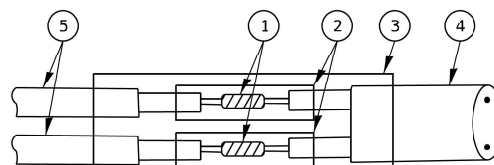


DETECTOR LOOP WIRING SCHEMATIC

- 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.

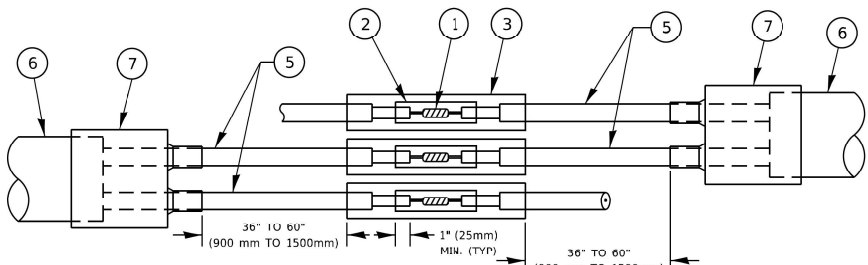


DETAIL "A"
LOOP-TO-LOOP SPLICE

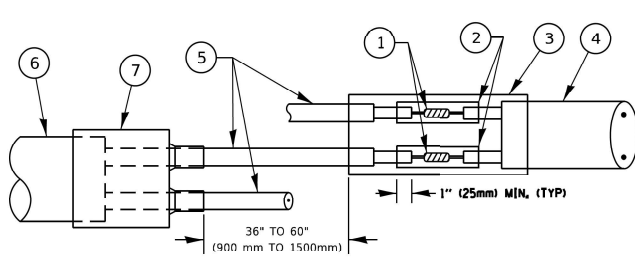


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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

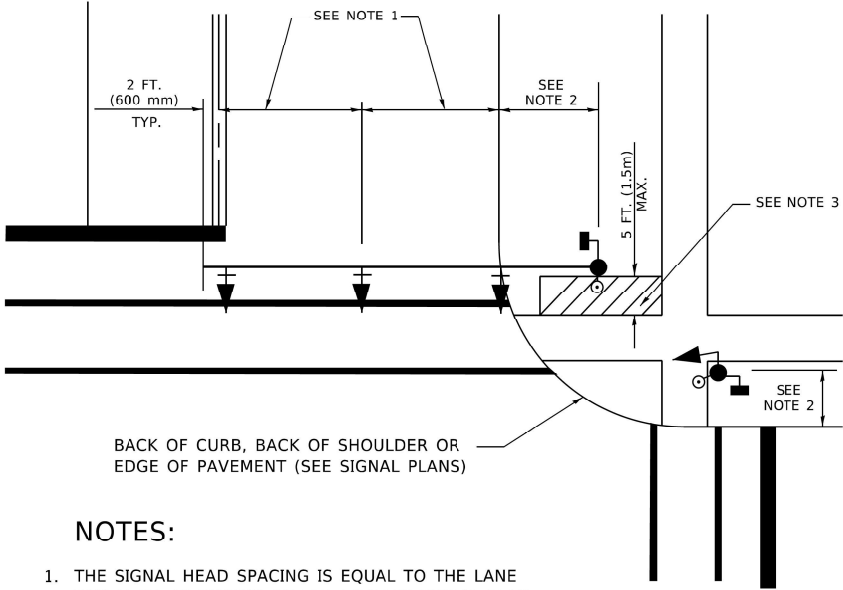
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	USER NAME = Iovan,Plascencia	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					3512	86Y-RS-4	COOK	85	48
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -					TS-05		CONTRACT NO. 62G18		
	PLOT DATE = 7/24/2024	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
						SCALE: NONE	SHEET 2	OF 7 SHEETS	STA.	TO STA.		

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TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

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



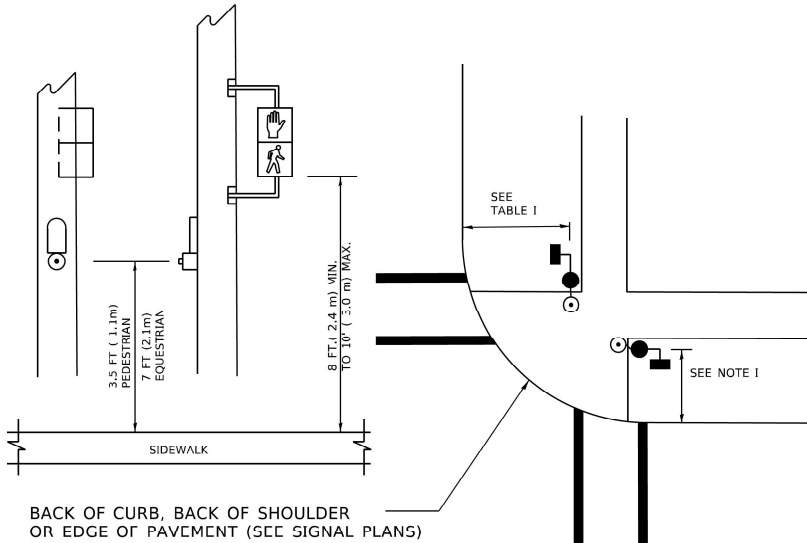
NOTES:

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

PEDESTRIAN SIGNAL POST

AND

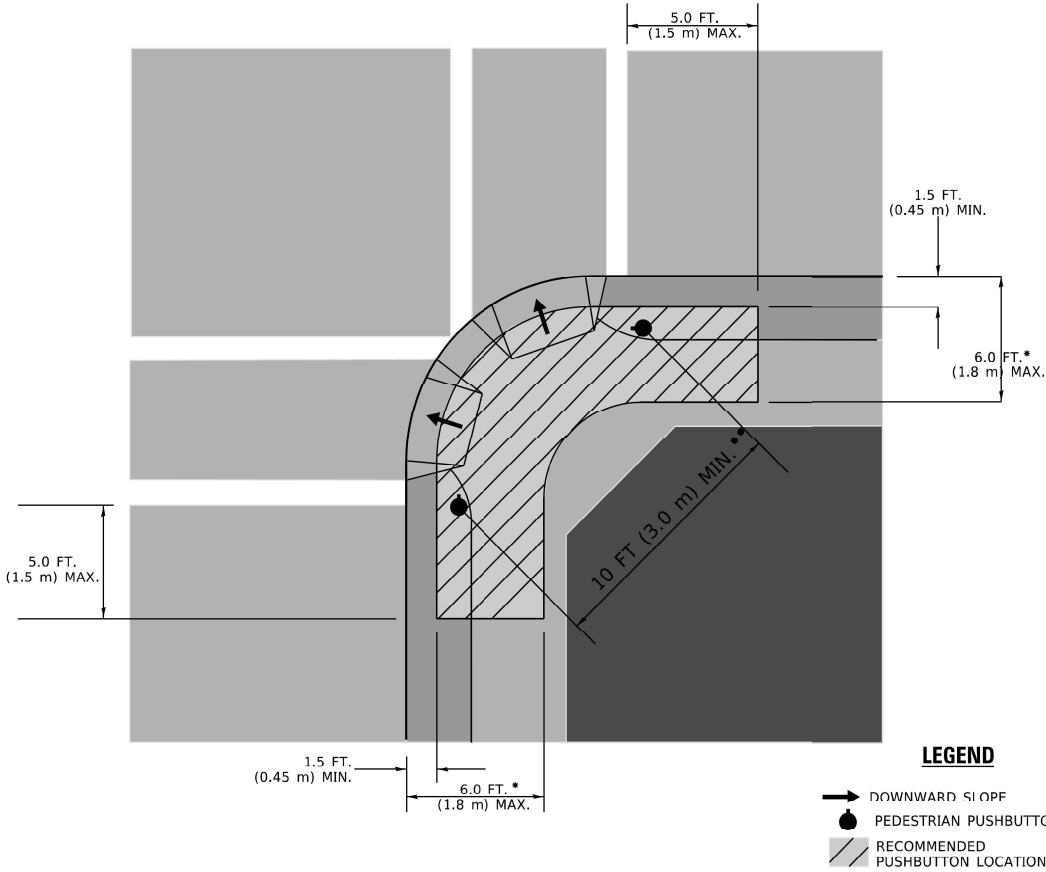
PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.5m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.0m)	SHOULDER WIDTH + 2 FT (0.5m), 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 = Iovan,Plascencia

DESIGNED -

REVISED -

PLOT SCALE = 100.0000 ' / in.

CHECKED -

REVISED -

PLOT DATE = 7/24/2024

DATE -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE

SHEET 3

OF 7

SHEETS

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F.A.U.
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SECTION

COUNTY

TOTAL
SHEETS

SHEET
NO.

3512

86Y-RS-4

COOK

85

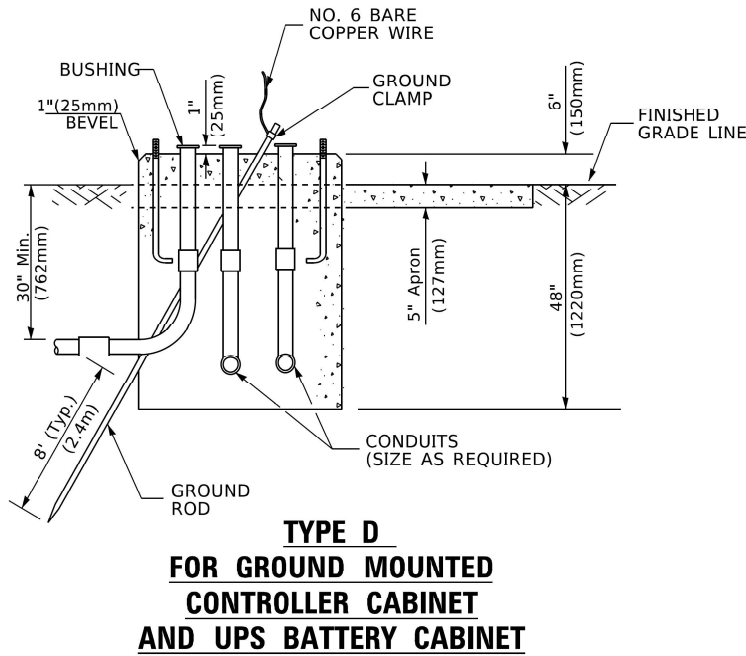
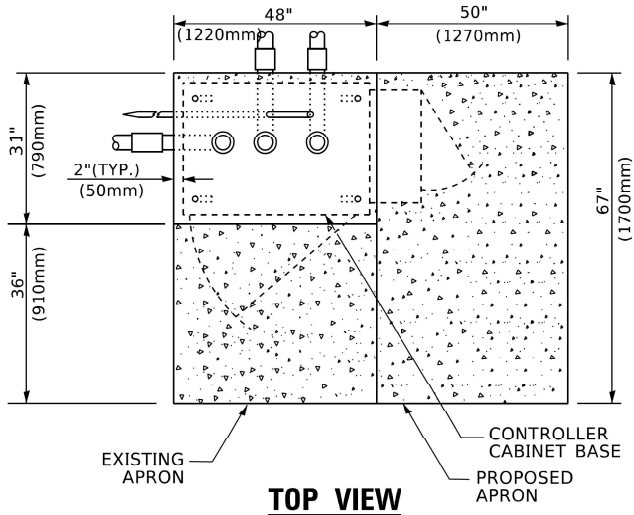
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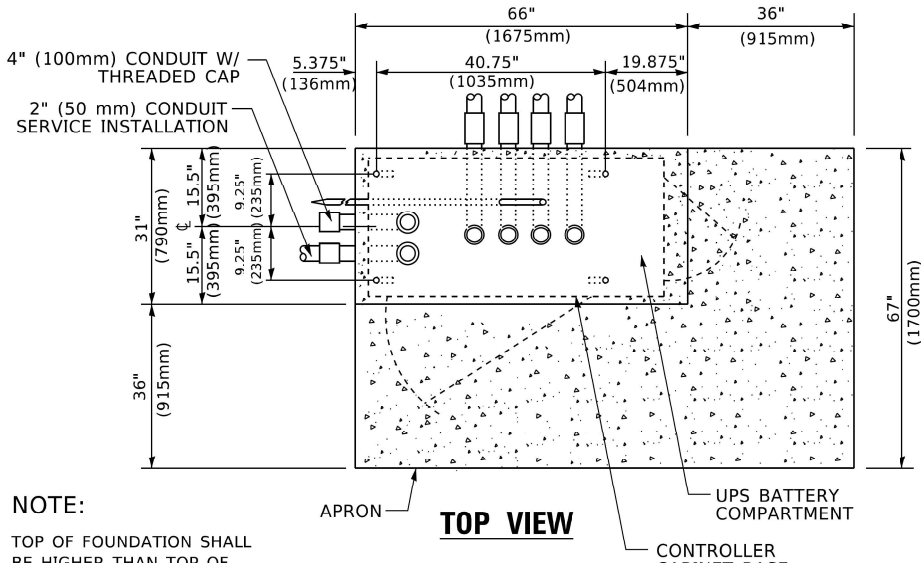
CONTRACT NO. 62G18

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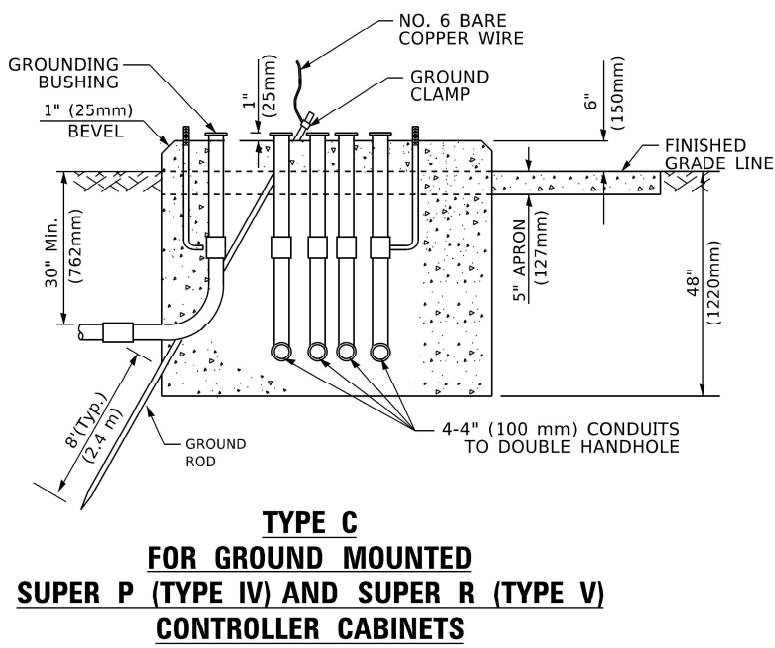


TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET

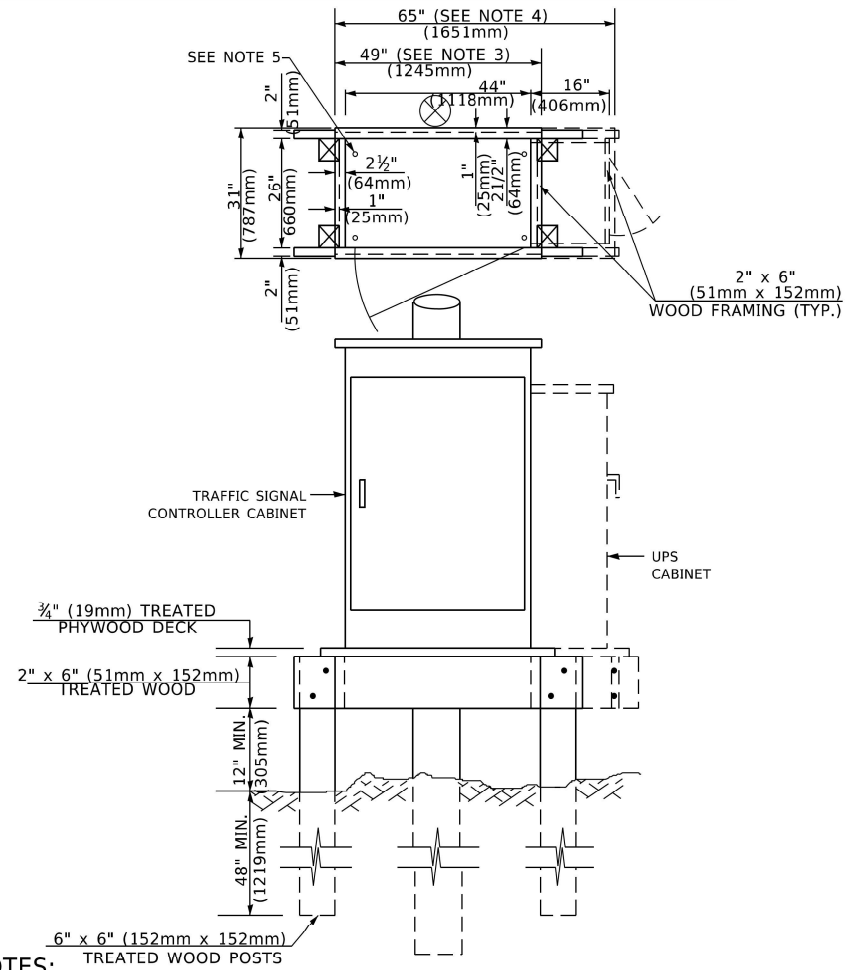


NOTE:

TOP OF FOUNDATION SHALL
BE HIGHER THAN TOP OF
DOUBLE HANDHOLE



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

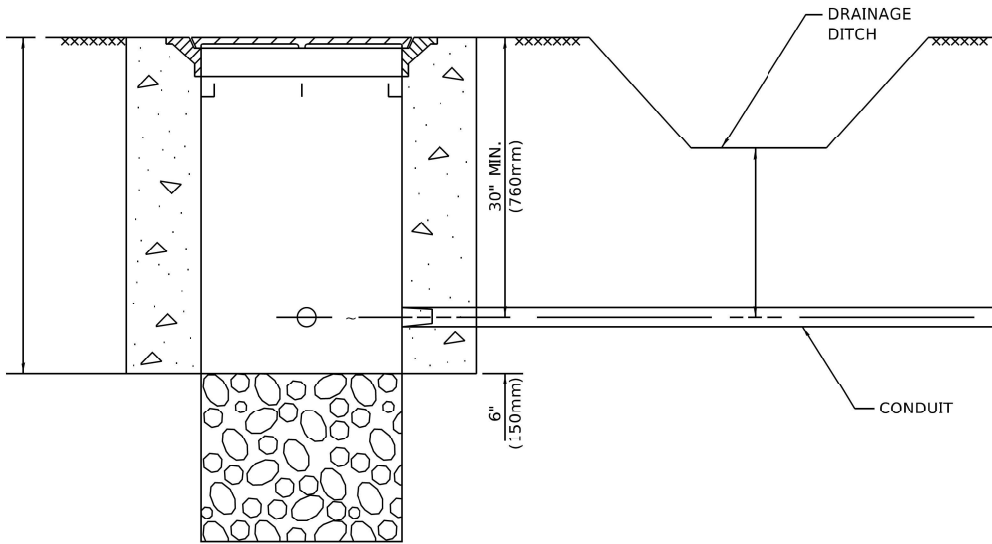
Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	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:

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 (Q_u) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

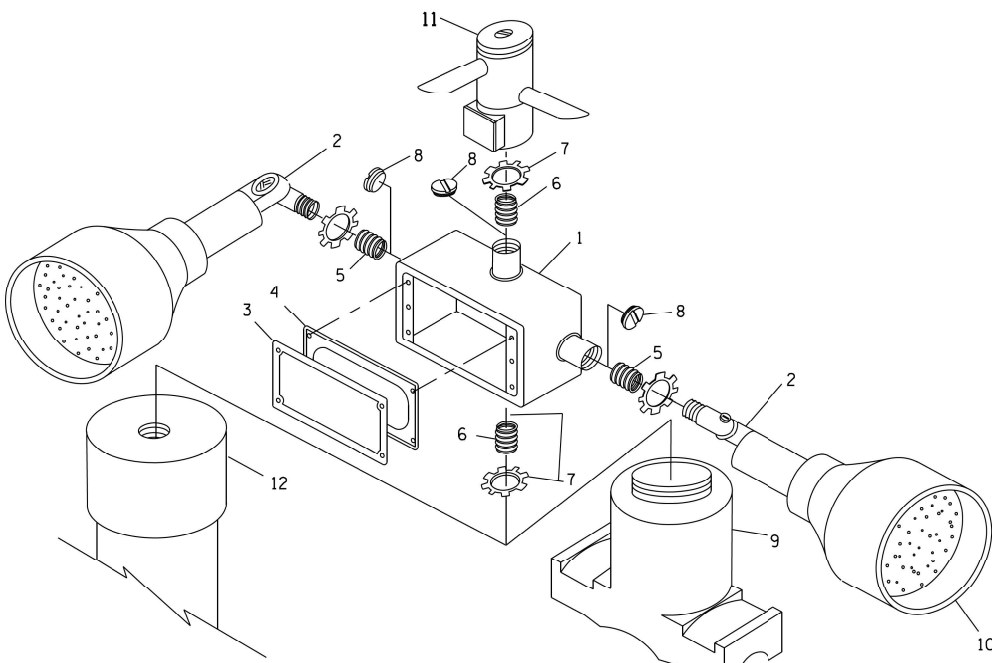
	USER NAME = Iovan,Plascencia	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000 " / in.	CHECKED -	REVISED -					3512	86Y-RS-4	COOK	85	51
	PLOT DATE = 7/24/2024	DATE -	REVISED -					TS-05		CONTRACT NO. 62G18		
	SCALE: NONE		SHEET 5 OF 7 SHEETS					STA.		TO STA.		
	ILLINOIS		FED. AID PROJECT									



NOTES:

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

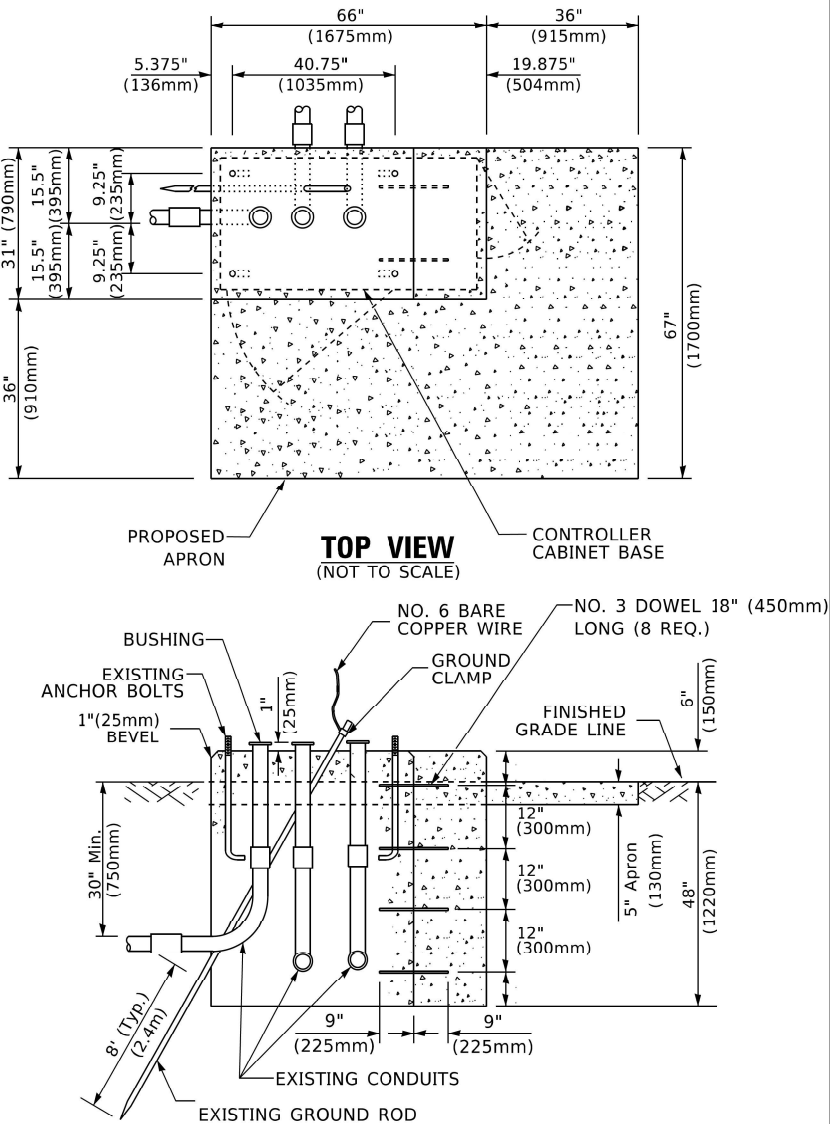
HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)



POST CAP MOUNT

MAST ARM MOUNT

**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION
BEACON MOUNTING DETAIL**



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

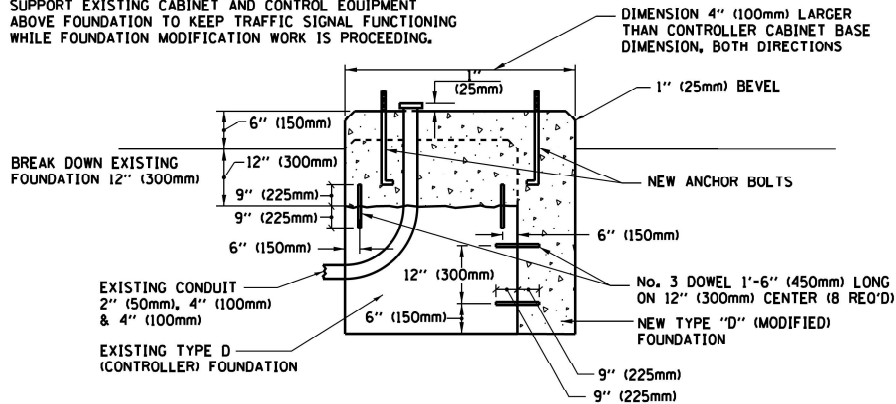
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4"(19 mm) CLOSE NIPPLE
7	3/4"(19 mm) LOCKNUT
8	3/4"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT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

NOTES:

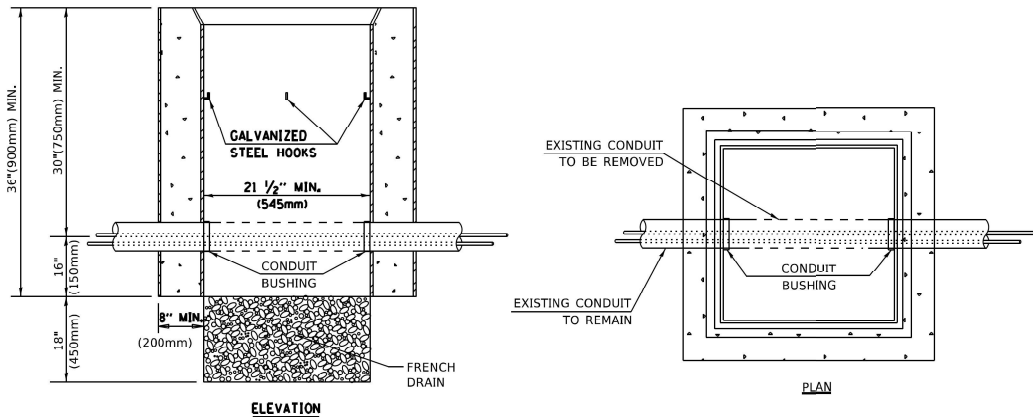
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

MODEL: Default
FILE: h:\mte_gw\illdot-pw\kenderly.com\PROJECTS\0128_18\CADD\DATA\T-01\0128118.sht-15.dgn

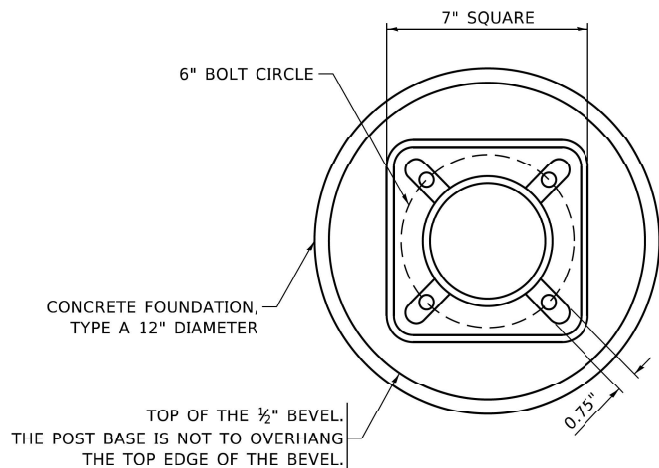
USER NAME = Iovan,Plascencia	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/24/2024	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

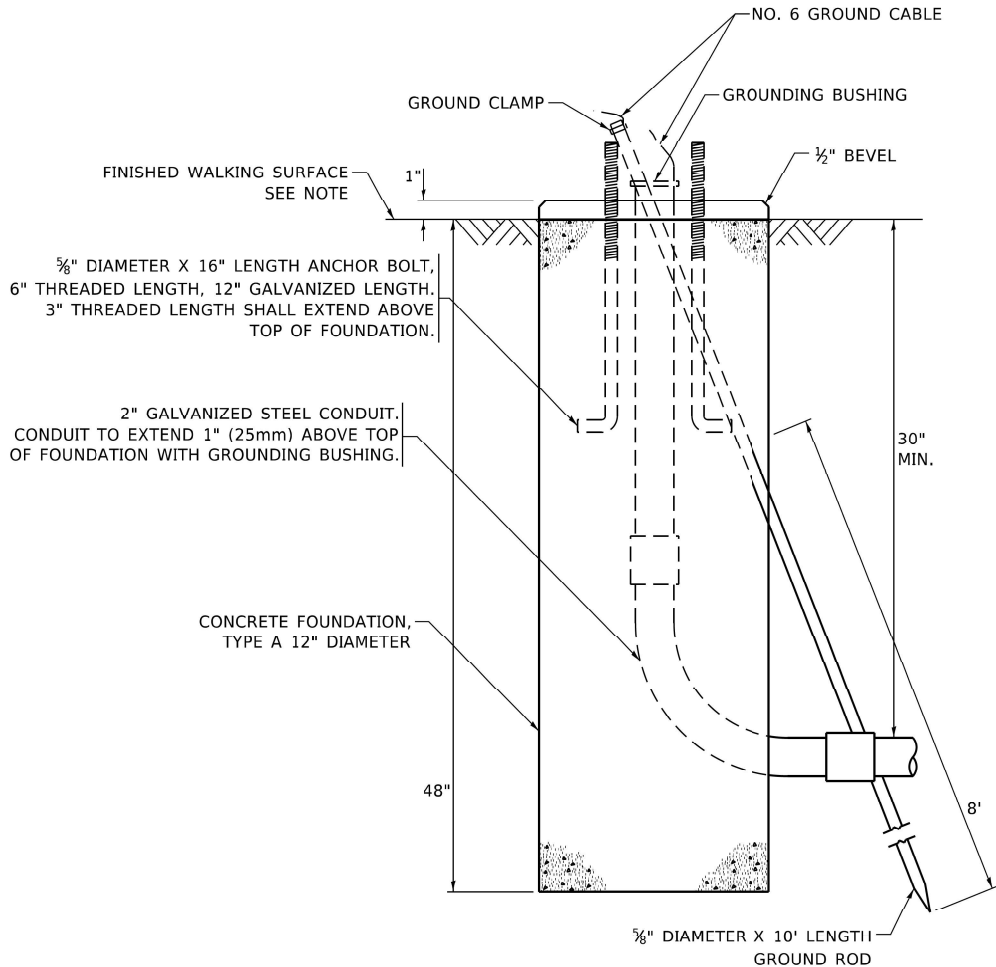
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	52
TS-05		CONTRACT NO. 62G18		
		ILLINOIS FED. AID PROJECT		



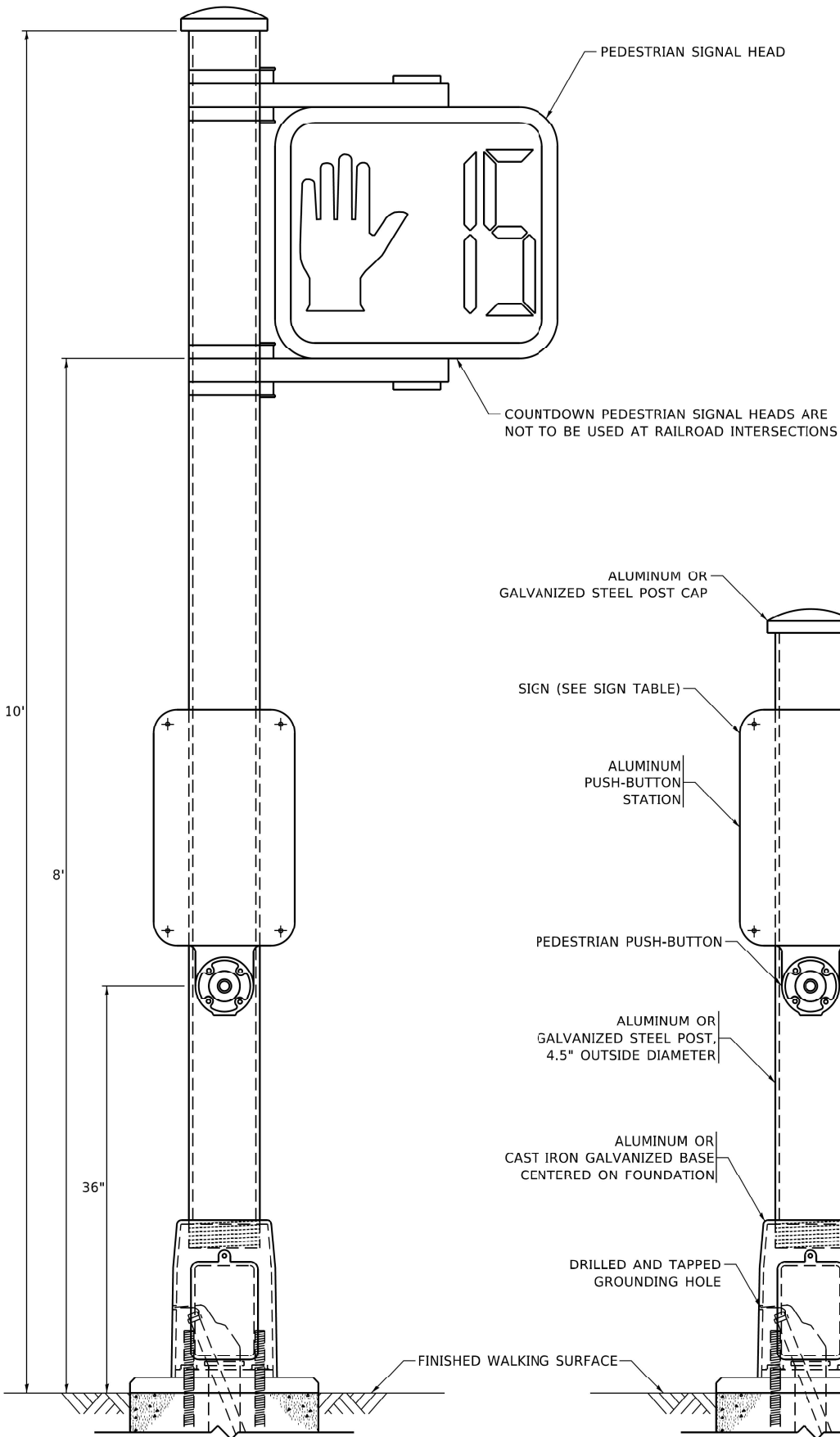
BOLT PATTERN

NOTE:

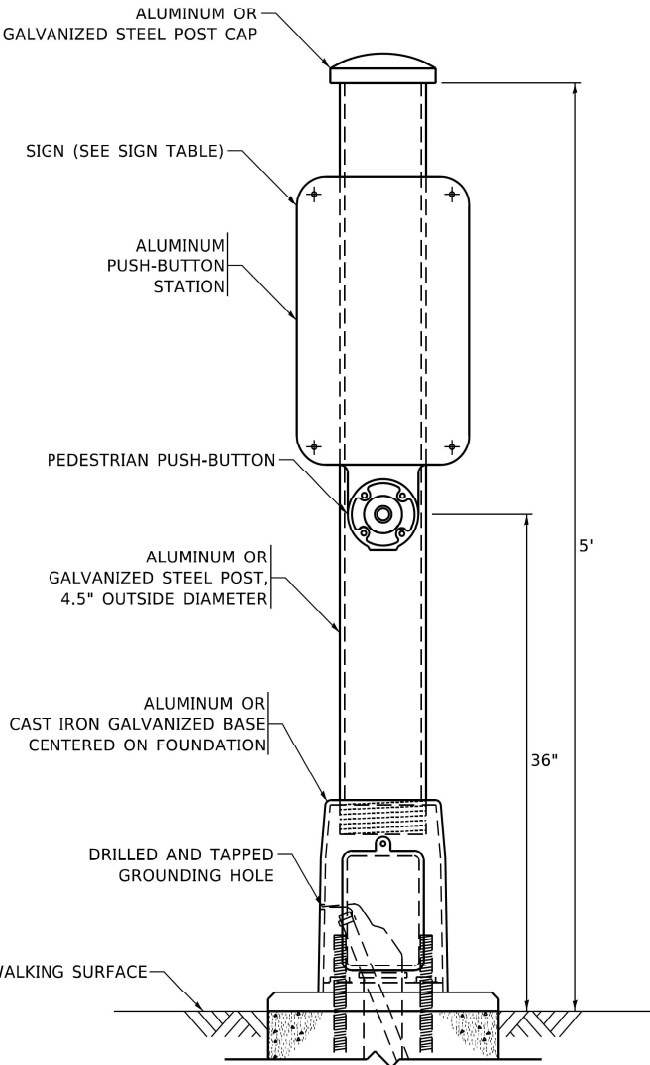
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



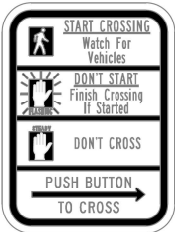
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.



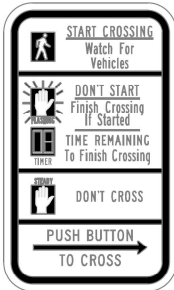
PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b



R10-3d



R10-3e

SIGN TABLE

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

NOTES:

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

MODEL: Default
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C:\Users\jplawson\OneDrive\Documents\DOT Office\District 1\Projects\0128-18\GADD\stdetpw\stdetpw.dgn

USER NAME	= jovan.Plascencia
PLOT SCALE	= 100.0000' / in.
PLOT DATE	= 7/24/2024

DESIGNED	- IP
DRAWN	- IP
CHECKED	- LP
DATE	- 10-15-2018

REVISED	- 10-15-2020
REVISED	-
REVISED	-
REVISED	-

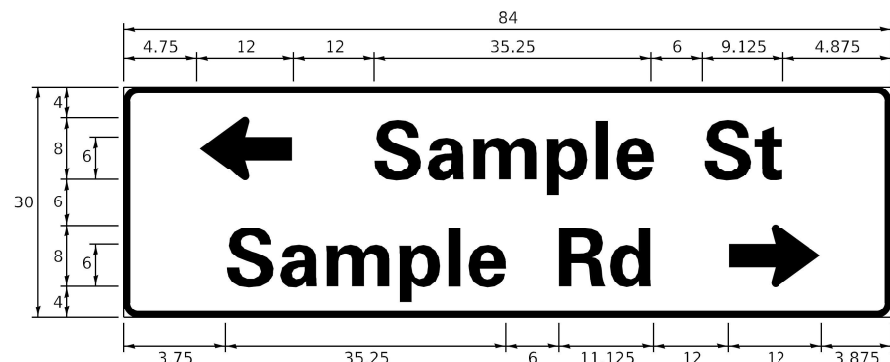
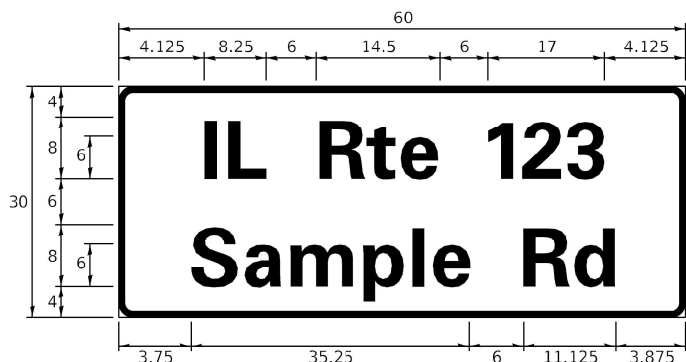
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	53
TS-05		CONTRACT NO. 62G18		
ILLINOIS FED. AID PROJECT				

Technical drawing of a rectangular plate. The overall dimensions are 60 (width) and 6 (height). The width is divided into segments of 3.75, 35.25, 6, 11.125, and 3.875. The height is divided into segments of 6 and 6. The plate features a label that reads "Sample Rd".



COMMON STREET NAME ABBREVIATIONS AND WIDTHS

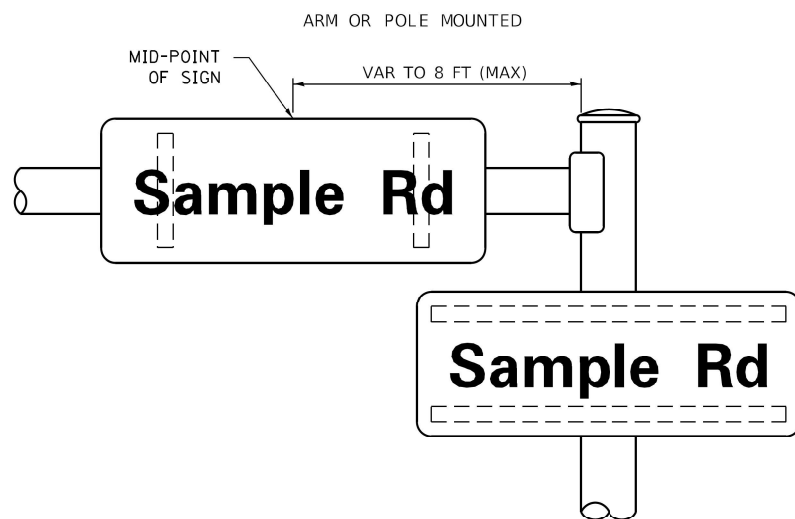
A	B	C
18"	2"	14"
30"	2"	24"

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

- J.O. HERBERT COMPANY, INC.
MIDDLEBURY, VA
- WESTERN REMAC, INC.
WOODBRIDGE, IL

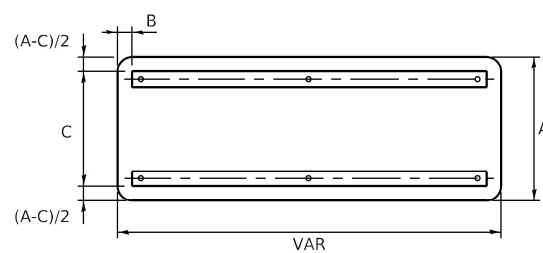
SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3
	SELF TAPPING WITH NEOPRENE WASHER
BRACKETS	PART #HPN034 (UNIVERSAL)
	CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

MOUNTING LOCATION



Technical drawing of a rectangular plate with rounded corners and two vertical slots. The drawing includes dimension lines for width (VAR), height (A), corner radius (VAR/6), and slot width (B). The total height is labeled C. The plate has two vertical slots, each containing three small circles representing holes.

A	B	C
18"	2"	14"
30"	2"	24"

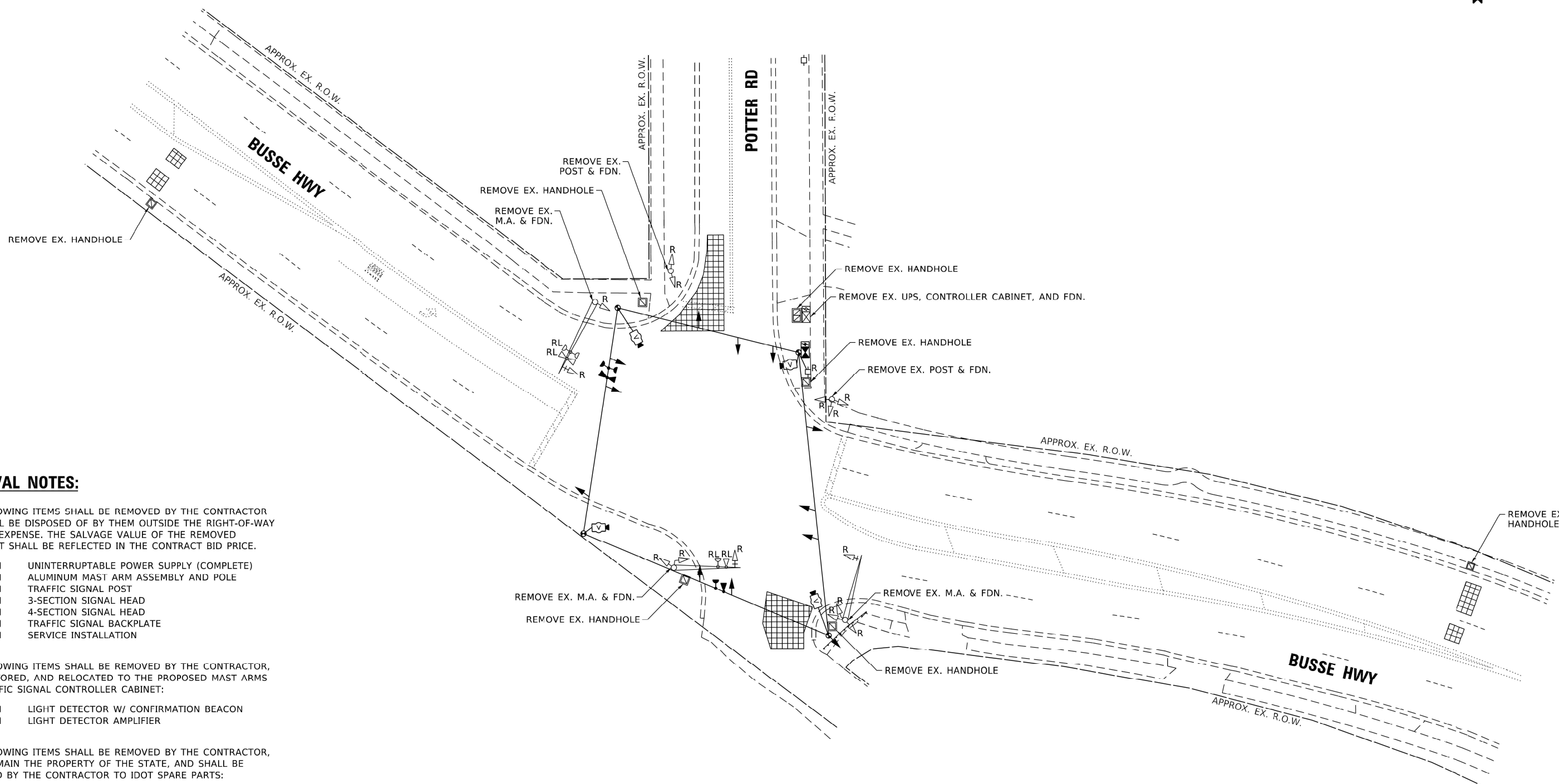
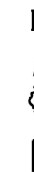


A	B	C
18"	2"	12"
30"	2"	22"

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

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

1. ALL EXISTING UNDERGROUND CONDUIT AND DETECTOR LOOPS SHALL BE ABANDONED.



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

- | | | |
|----|------|---|
| 1 | EACH | UNINTERRUPTABLE POWER SUPPLY (COMPLETE) |
| 3 | EACH | ALUMINUM MAST ARM ASSEMBLY AND POLE |
| 2 | EACH | TRAFFIC SIGNAL POST |
| 10 | EACH | 3-SECTION SIGNAL HEAD |
| 4 | EACH | 4-SECTION SIGNAL HEAD |
| 3 | EACH | TRAFFIC SIGNAL BACKPLATE |
| 1 | EACH | SERVICE INSTALLATION |

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED, AND RELOCATED TO THE PROPOSED MAST ARMS AND TRAFFIC SIGNAL CONTROLLER CABINET:

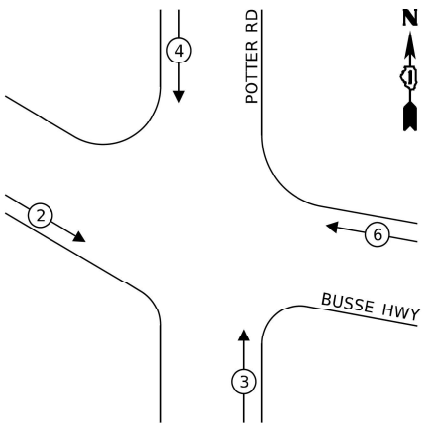
- | | | |
|---|------|---------------------------------------|
| 2 | EACH | LIGHT DETECTOR W/ CONFIRMATION BEACON |
| 1 | EACH | LIGHT DETECTOR AMPLIFIER |

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SHALL REMAIN THE PROPERTY OF THE STATE, AND SHALL BE DELIVERED BY THE CONTRACTOR TO IDOT SPARE PARTS:

- 1 EACH TS CONTROLLER (COBALT) AND CABINET (COMPLETE)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-R5-4	COOK	85	55
		CONTRACT NO. 62G18		
ILLINOIS		FED. AID PROJECT		

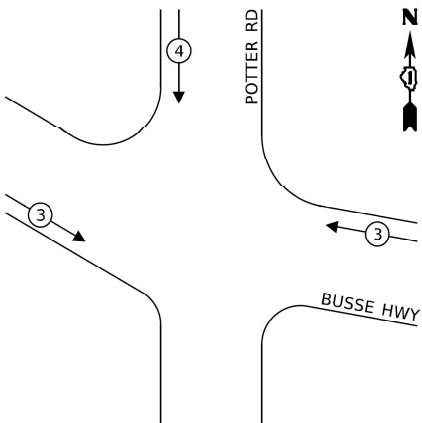
TEMPORARY CONTROLLER SEQUENCE



LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE

TEMPORARY EMERGENCY VEHICLE
PREEMPTION SEQUENCE



TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	8	11	88
4-SECTION	4	14	56
5-SECTION	-	13	-
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	-	15	-
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	4	20	80
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			399
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,004

ENERGY COSTS TO:

CITY OF PARK RIDGE
505 BUTLER PLACE
PARK RIDGE, IL 60068

ENERGY SUPPLY:

CONTACT: ---

PHONE: ---

COMPANY: COMED

ACCOUNT NUMBER: ---

METER NUMBER: ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

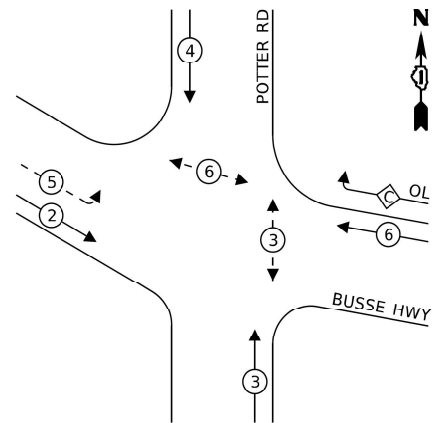
TEMPORARY CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
BUSSE HWY AT POTTER RD

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	56
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

TS 4245

PROPOSED CONTROLLER SEQUENCE



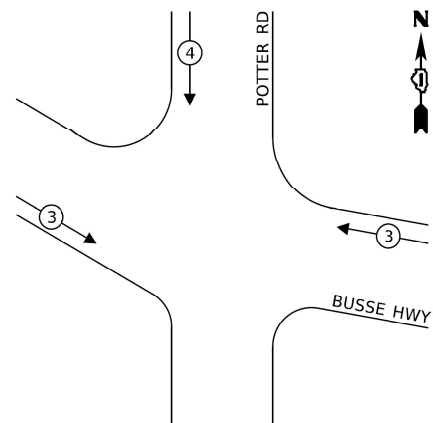
LEGEND:

- ←(*) PROTECTED PHASE
- ←(*)- PROTECTED/PERMITTED PHASE
- ←(*)→ PEDESTRIAN PHASE

RIGHT TURN OVERLAP
PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
C	= 6	+ 4

PROPOSED EMERGENCY VEHICLE
PREEMPTION SEQUENCE



TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	7	11	77
4-SECTION	4	14	56
5-SECTION	4	13	52
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	2	20	40
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			460
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,065

NOTES:

- ALL RED SIGNAL INDICATIONS SHALL HAVE A LENS COVER.

ENERGY COSTS TO:

CITY OF PARK RIDGE
505 BUTLER PLACE
PARK RIDGE, IL 60068

ENERGY SUPPLY: CONTACT: AXL DAVIS

PHONE: 773-231-2969

COMPANY: COMED

ACCOUNT NUMBER: 99720-4700

METER NUMBER: ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN, PHASE DESIGNATION DIAGRAM,
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
BUSSE HWY AT POTTER RD

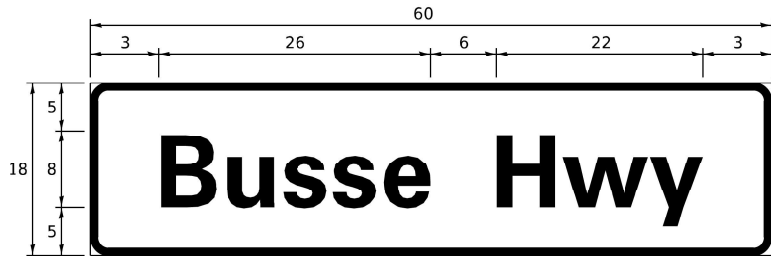
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	58
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

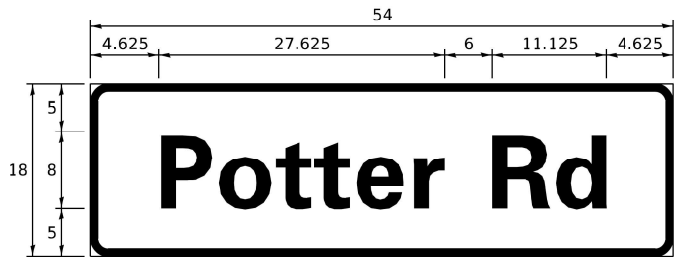
TS 4245

SIGN PANEL – TYPE 1

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
D	7.5	1	ZZ	1



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
D	6.75	1	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
SIGN PANEL - TYPE 1	SQ FT	21
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	759
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	131
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	263
HANDHOLE	EACH	5
HEAVY-DUTY HANDHOLE	EACH	1
DOUBLE HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	400
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	845
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1,485
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,130
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,315
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	155
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	525
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	3
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 42 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	16
CONCRETE FOUNDATION, TYPE C	FOOT	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	23.5
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	13
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, BRACKET MOUNTED	EACH	3
SIGNAL HEAD, LED, 1-FACE, 4-SECTION, MAST ARM MOUNTED	EACH	1
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	2
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	6
INDUCTIVE LOOP DETECTOR	EACH	4
DETECTOR LOOP, TYPE I	FOOT	205
* LIGHT DETECTOR	EACH	2
* LIGHT DETECTOR AMPLIFIER	EACH	1
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	7
REMOVE EXISTING CONCRETE FOUNDATION	EACH	6
* EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	430
SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET	CACII	1
UNINTERRUPTABLE POWER SUPPLY (SPECIAL)	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
LED SIGNAL FACE, LENS COVER	EACH	15
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

* 100% COST TO THE CITY OF PARK RIDGE

REMOVAL NOTES:

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

- 2

EACH

ALUMINUM MAST ARM ASSEMBLY AND POLE
- 6

EACH

TRAFFIC SIGNAL POST
- 7

EACH

3-SECTION SIGNAL HEAD
- 8

EACH

5-SECTION SIGNAL HEAD
- 8

EACH

PEDESTRIAN SIGNAL HEAD
- 7

EACH

PEDESTRIAN PUSH-BUTTON
- 5

EACH

TRAFFIC SIGNAL BACKPLATE

NOTES:

1. THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL NOT BE REMOVED UNTIL THE PROPOSED TRAFFIC SIGNAL EQUIPMENT IS FULLY OPERATIONAL EXCEPT AS NOTED IN NOTES 3 AND 4 OR AS DIRECTED BY THE ENGINEER.
2. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
3. THE CONTRACTOR SHALL INSTALL A TEMPORARY WOOD POLE WITH MATCHING TRAFFIC SIGNAL EQUIPMENT (SEE CABLE PLAN) IN ORDER TO REPLACE THE EXISTING POST AND EXISTING FOUNDATION WITH A PROPOSED 16' POST AND NEW FOUNDATION IN THE SAME LOCATION. THE CONTRAIOR SHALL ROUTE THE TEMPORARY SIGNAL CABLES THROUGH THE ADJACENT EXISTING POST AND SPLICE THEM WITH THE CORRESPONDING SIGNAL CABLES IN THE EXISTING HANDHOLE. THE CONTRACTOR SHALL MAINTAIN EXISTING SIGNAL OPERATION AND PEDESTRIAN ACCESS.
4. THE CONTRACTOR SHALL INSTALL AND MAKE OPERATIONAL THE PROPOSED EB 58' MAST ARM PRIOR TO REMOVING AND RELOCATING THE EXISTING EB 48' MAST ARM TO THE NORTHWEST ISLAND.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL REMOVAL PLAN AND
PARTIAL TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN
BUSSE HWY AT GREENWOOD AVE

TS 9235

USER NAME	= Iovan,Plascencia
DESIGNED	- IP
DRAWN	- IP
PLOT SCALE	= 40.0000 ' / in.
PLOT DATE	= 8/16/2024

REVISED	-
REVISED	-
REVISED	-
REVISED	-

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-R5-4	COOK	85	60
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE: ts9235.dwg
PLOT: ts9235.dwg
PLOTTER: HP DesignJet 2000
PLOT DATE: 8/16/2024
PLOT SCALE: 40.0000' / in.
PLOT SHEET: 60 of 85
PLOT TOTAL: 85 sheets
PLOT STATUS: OK
PLOT MESSAGE: Plot completed successfully.

MODEL: Default
FILE: ts9235.dwg
PROJECT: 3512
SHEET: 61
DATE: 8/16/2024
DRAWN: Jovan, Plascencia
CHECKED: NB
DATE: 8/15/2024

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	7	11	77
4-SECTION	-	14	-
5-SECTION	8	13	104
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			476
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,081

ENERGY COSTS TO:

CITY OF PARK RIDGE
505 BUTLER PLACE
PARK RIDGE, IL 60068

ENERGY SUPPLY:

CONTACT: ---

PHONE: ---

COMPANY: COMED

ACCOUNT NUMBER: ---

METER NUMBER: ---

DESIGNED - IP

DRAWN - IP

CHECKED - NB

DATE - 8/15/2024

REVISED -

REVISED -

REVISED -

REVISED -

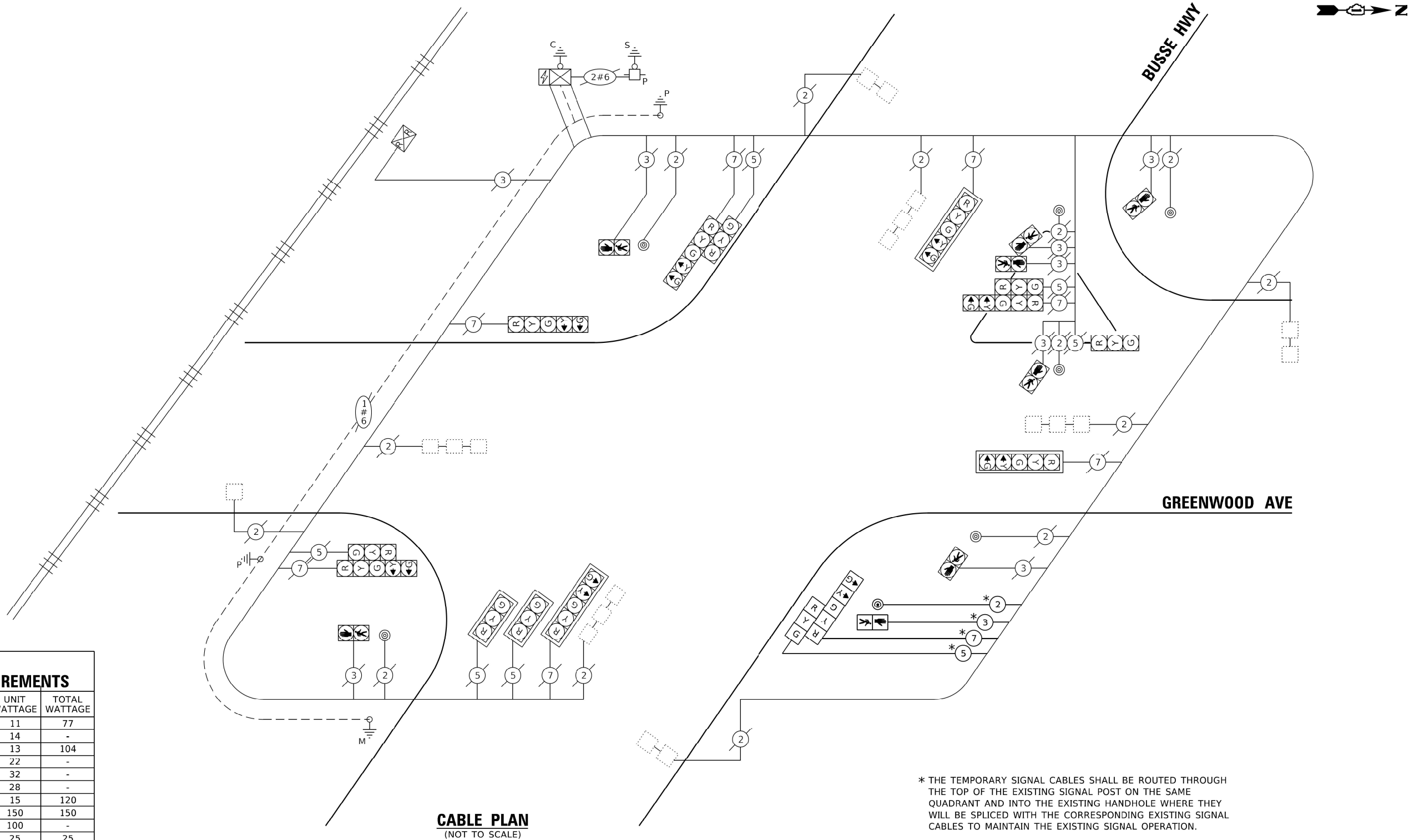
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARTIAL TEMPORARY CABLE PLAN
BUSSE HWY AT GREENWOOD AVE

SCALE: SHEET OF SHEETS STA. TO STA.

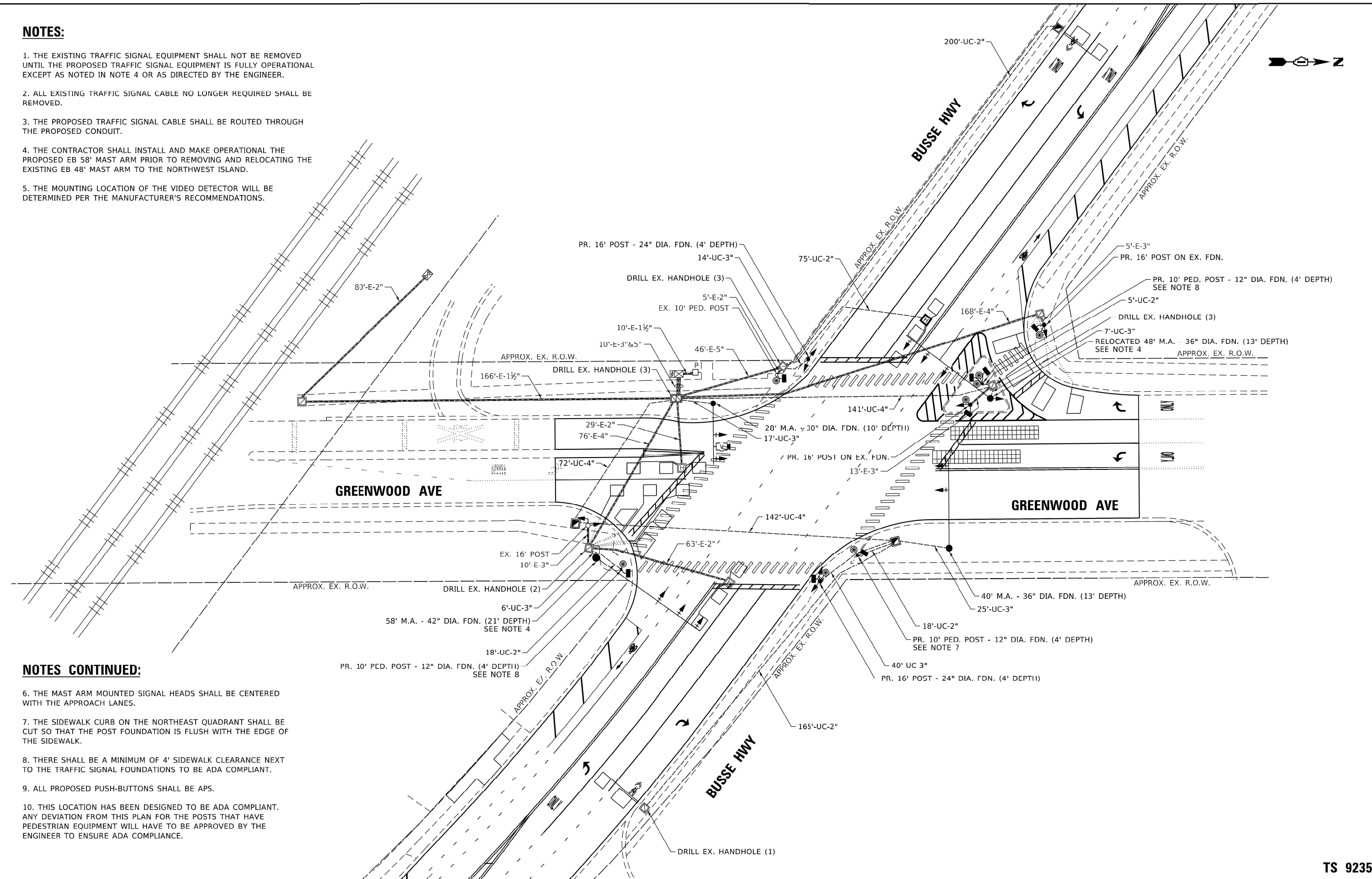
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	61
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

TS 9235



1. THE EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL NOT BE REMOVED UNTIL THE PROPOSED TRAFFIC SIGNAL EQUIPMENT IS FULLY OPERATIONAL EXCEPT AS NOTED IN NOTE 4 OR AS DIRECTED BY THE ENGINEER.
2. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
3. THE PROPOSED TRAFFIC SIGNAL CABLE SHALL BE ROUTED THROUGH THE PROPOSED CONDUIT.
4. THE CONTRACTOR SHALL INSTALL AND MAKE OPERATIONAL THE PROPOSED EB 58' MAST ARM PRIOR TO REMOVING AND RELOCATING THE EXISTING EB 48' MAST ARM TO THE NORTHWEST ISLAND.
5. THE MOUNTING LOCATION OF THE VIDEO DETECTOR WILL BE DETERMINED PER THE MANUFACTURER'S RECOMMENDATIONS.

6. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED WITH THE APPROACH LANES.
7. THE SIDEWALK CURB ON THE NORTHEAST QUADRANT SHALL BE CUT SO THAT THE POST FOUNDATION IS FLUSH WITH THE EDGE OF THE SIDEWALK.
8. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO THE TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.
9. ALL PROPOSED PUSH-BUTTONS SHALL BE APS.
10. THIS LOCATION HAS BEEN DESIGNED TO BE ADA COMPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY THE ENGINEER TO ENSURE ADA COMPLIANCE.

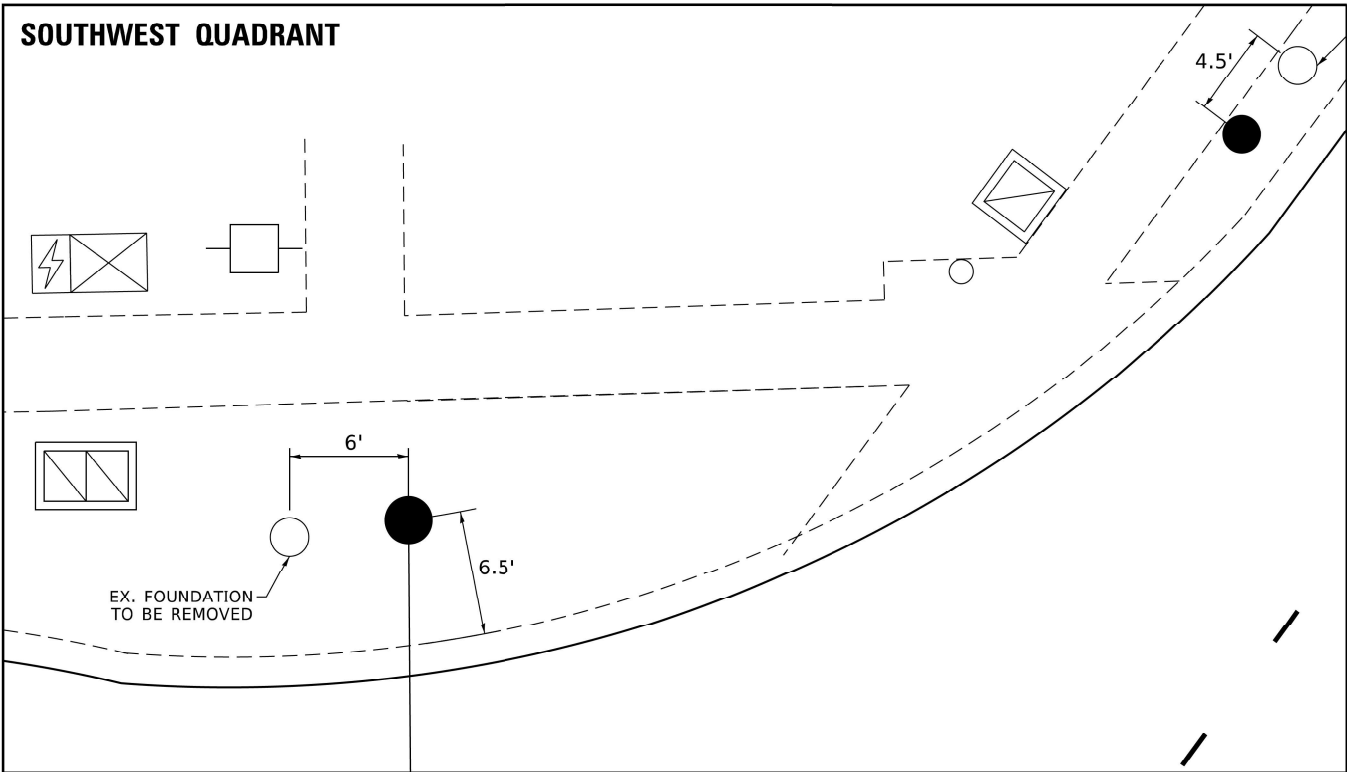


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

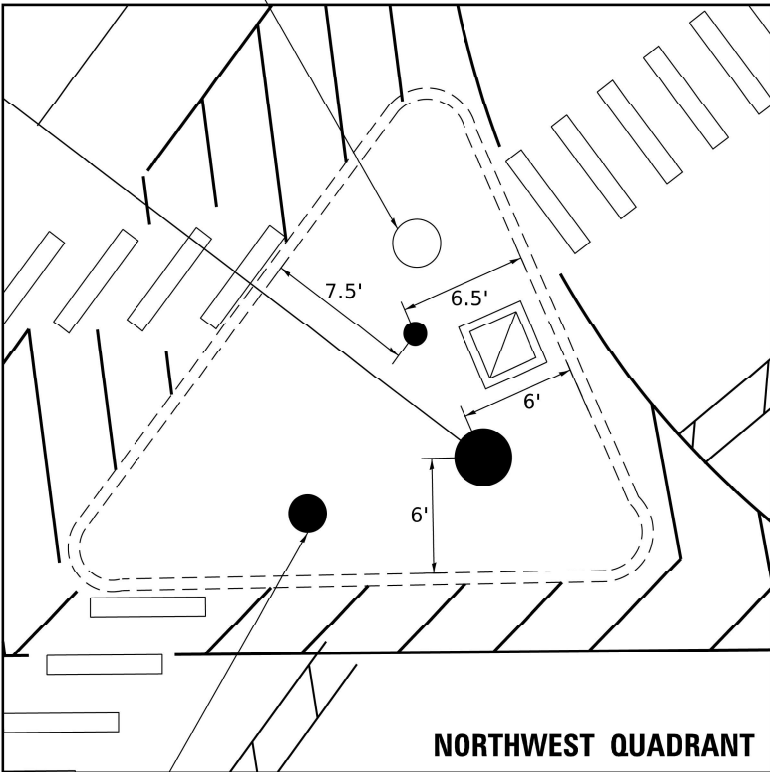
**TRAFFIC SIGNAL MODERNIZATION PLAN
BUSSE HWY AT GREENWOOD AVE**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	62
		CONTRACT NO. 62G18		
ILLINOIS		FED. AID PROJECT		

SOUTHWEST QUADRANT

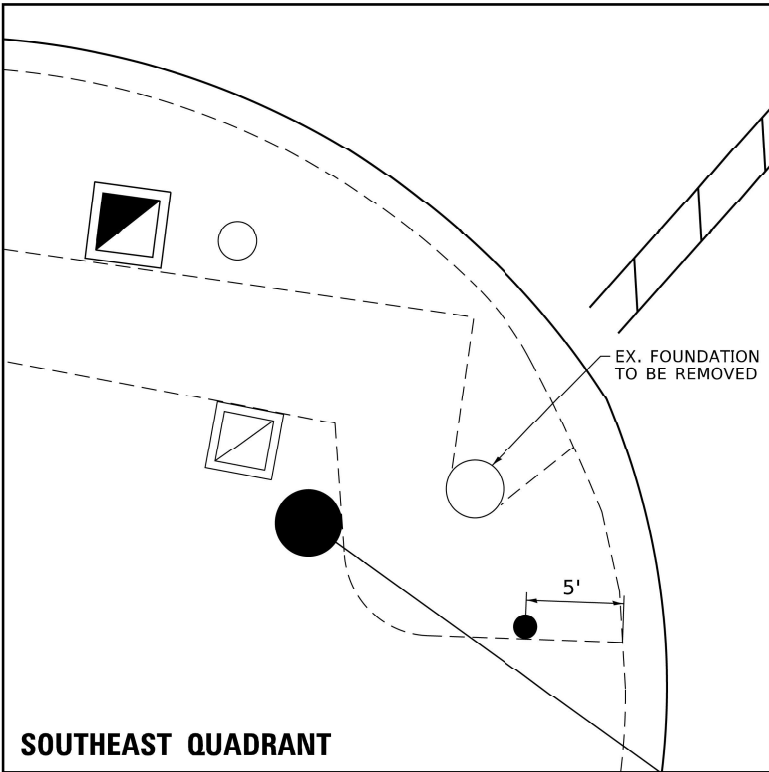


EX. FOUNDATION
TO BE REMOVED



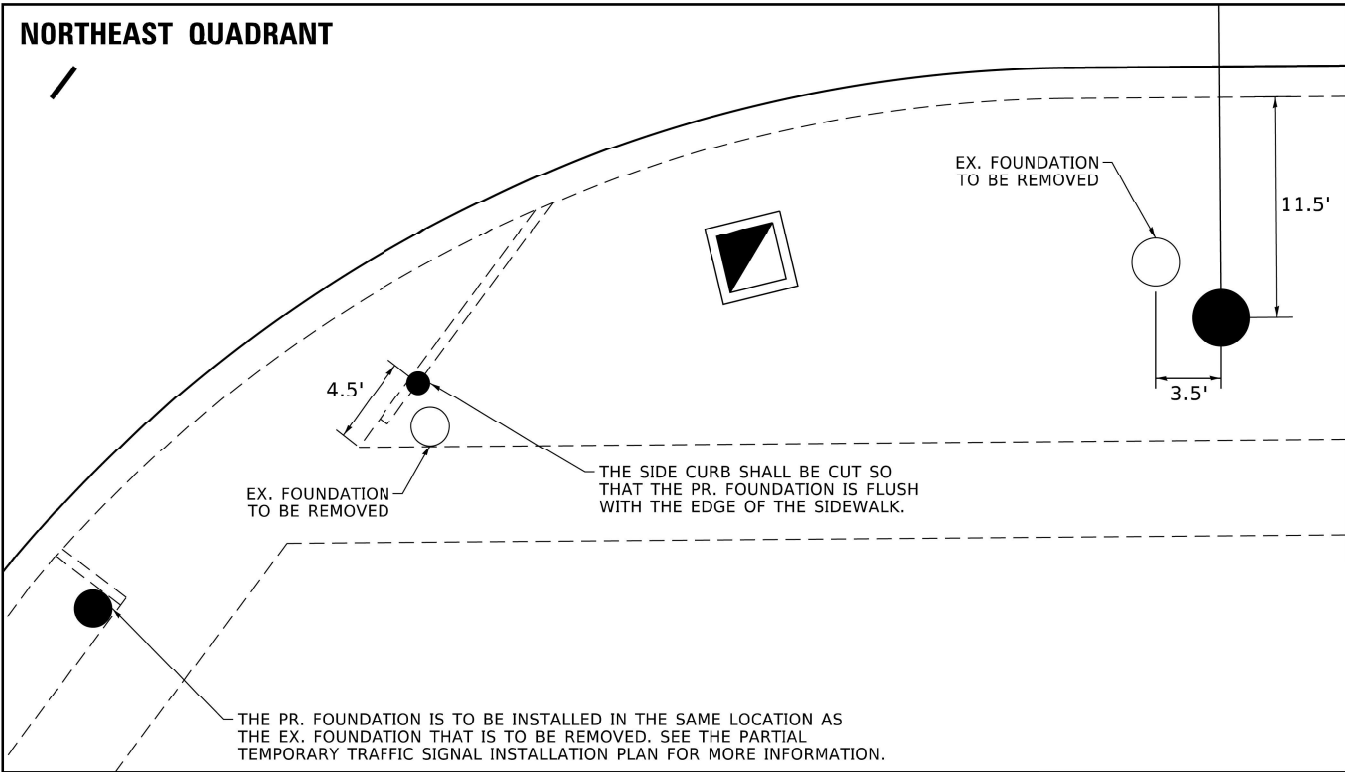
NORTHWEST QUADRANT

PR. POST TO BE INSTALLED
ON EX. FOUNDATION



SOUTHEAST QUADRANT

NORTHEAST QUADRANT



THE SIDE CURB SHALL BE CUT SO
THAT THE PR. FOUNDATION IS FLUSH
WITH THE EDGE OF THE SIDEWALK.

THE PR. FOUNDATION IS TO BE INSTALLED IN THE SAME LOCATION AS
THE EX. FOUNDATION THAT IS TO BE REMOVED. SEE THE PARTIAL
TEMPORARY TRAFFIC SIGNAL INSTALLATION PLAN FOR MORE INFORMATION.

TS 9235

MODEL: Default
FILE: ts9235.dwg
PLOT DATE: 8/16/2024
PLOT SCALE: 1/8" = 1'-0"

USER NAME	= Iovan,Plascencia
DESIGNED	- IP
DRAWN	- IP
CHECKED	- NB
DATE	- 8/15/2024

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

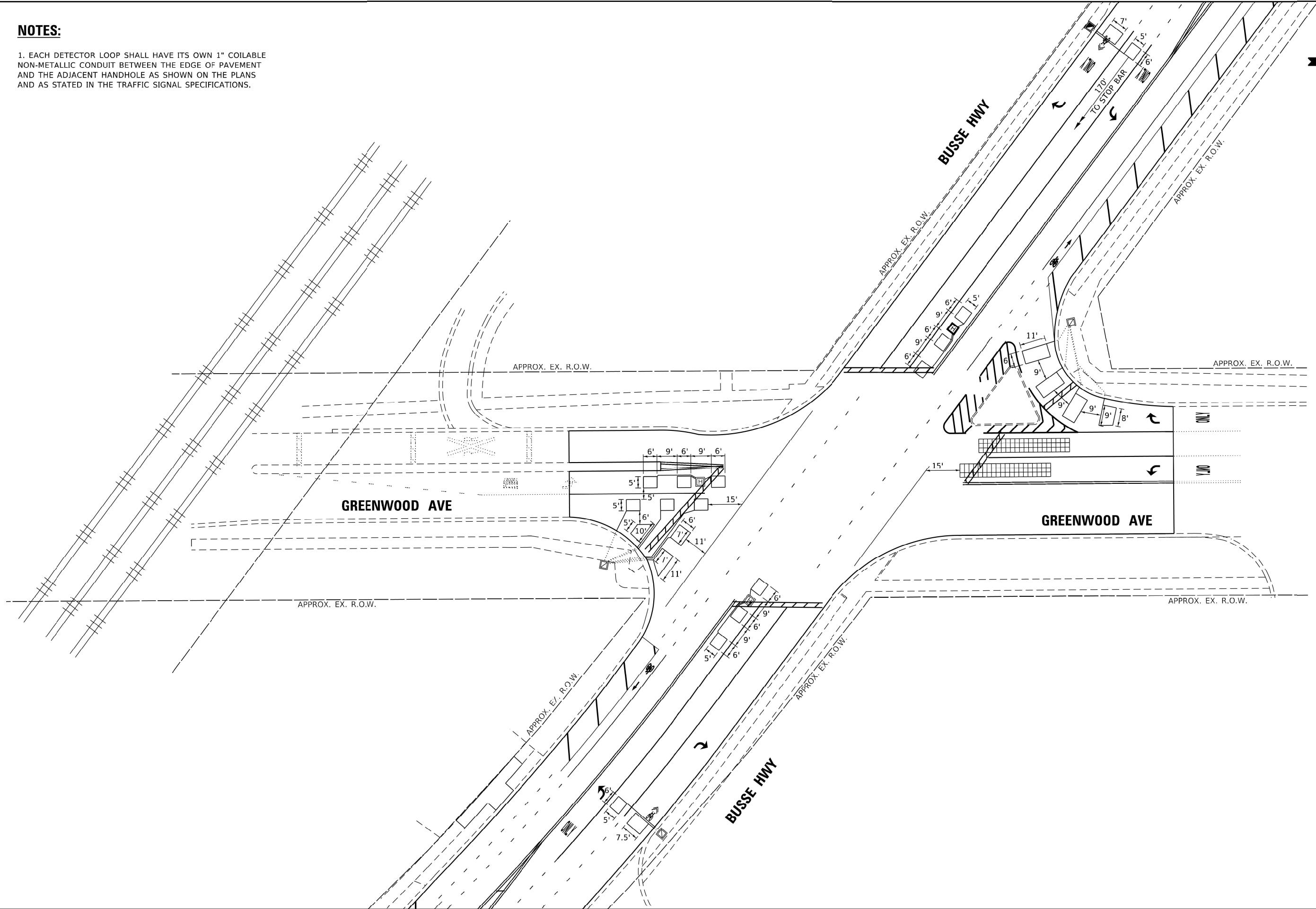
TRAFFIC SIGNAL FOUNDATION LAYOUT
BUSSE HWY AT GREENWOOD AVE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	63
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

NOTES:

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



TS 9235

USER NAME	= Iovan,Plascencia
DESIGNED	- IP
DRAWN	- IP
PLOT SCALE	= 40.0000' / in.
PLOT DATE	= 8/16/2024

REVIS	-
REVIS	-
REVIS	-
REVIS	-

REVIS	-
REVIS	-
REVIS	-
REVIS	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LAYOUT PLAN
BUSSE HWY AT GREENWOOD AVE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	64
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

MODEL: Default
FILE: ts9235.dgn
C:\Users\jlovan\OneDrive\Documents\DOT Office\District 18\GADDATA\TS-9235\TS-9235.dgn

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS			
EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	11	11	121
4-SECTION	-	14	-
5-SECTION	8	13	104
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
VIDEO DETECTION	1	20	20
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			540
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,145

ENERGY COSTS TO:			
CITY OF PARK RIDGE			
505 BUTLER PLACE			
PARK RIDGE, IL 60068			
ENERGY SUPPLY:	CONTACT:	---	
	PHONE:	---	
	COMPANY:	COMED	
	ACCOUNT NUMBER:	---	
	METER NUMBER:	---	

DESIGNED -	IP	REVISED -	-
DRAWN -	IP	REVISED -	-
CHECKED -	NB	REVISED -	-
DATE -	8/15/2024	REVISED -	-

CABLE PLAN
(NOT TO SCALE)

NOTES:

1. ALL RED SIGNAL INDICATIONS SHALL HAVE A LENS COVER.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN
BUSSE HWY AT GREENWOOD AVE

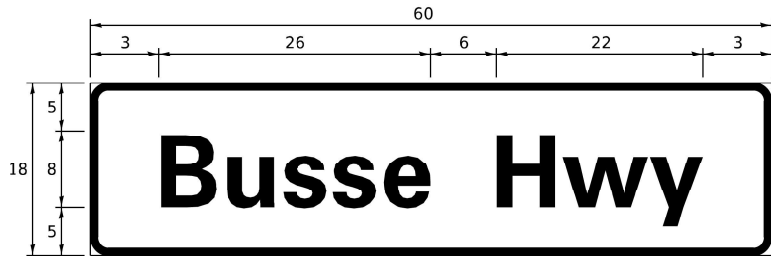
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	65
CONTRACT NO. 62G18				
ILLINOIS FED. AID PROJECT				

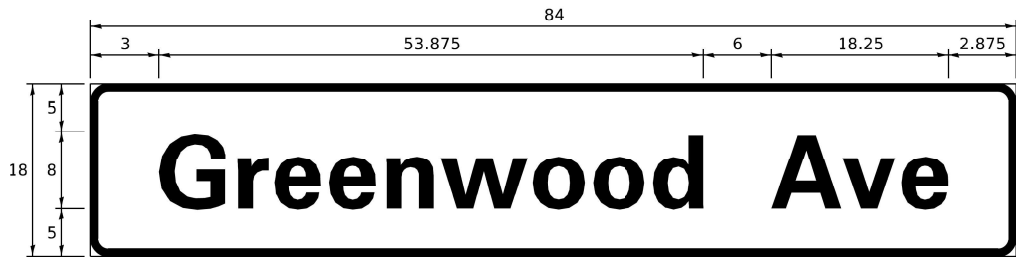
TS 9235

SIGN PANEL – TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
D	7.5	1	ZZ	2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
D	10.5	2	ZZ	2

NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

SCHEDULE OF QUANTITIES


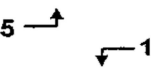
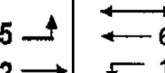
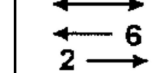
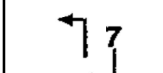
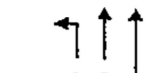

















ITEM DESCRIPTION	UNITS	TOTAL QTY
SIGN PANEL - TYPE 1	SQ FT	15
SIGN PANEL - TYPE 2	SQ FT	21
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	481
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	109
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	355
HANDHOLE	EACH	3
HEAVY-DUTY HANDHOLE	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1,315
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1,340
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	2,115
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1,525
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1,905
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	605
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 58 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	8
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	10
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	26
CONCRETE FOUNDATION, TYPE E 42-INCH DIAMETER	FOOT	21
DRILL EXISTING HANDHOLE	EACH	12
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE I	FOOT	785
TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1
RELOCATE EXISTING MAST ARM ASSEMBLY AND POLE	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4,400
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	3
REMOVE EXISTING CONCRETE FOUNDATION	EACH	7
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
LED SIGNAL FACE, LENS COVER	EACH	19
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	1

MODEL: Default
FILE: hwy1101det-pw.tentley.com/PWDOT/Documents\DOT_Offices\District_1\Projects\0128_18\CADData\T-Office\0128118-ent-15.dgn

TS 9235

	USER NAME = Iovan,Plascencia	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAST ARM MOUNTED STREET NAME SIGNS AND SCHEDULE OF QUANTITIES BUSSE HWY AT GREENWOOD AVE	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000 ' / in.	DRAWN - IP	REVISED -			3512	86Y-RS-4	COOK	85	66
	PLOT DATE = 8/16/2024	CHECKED - NB	REVISED -			CONTRACT NO. 62G18				
		DATE - 8/15/2024	REVISED -			SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	

SEQUENCE OF OPERATION

MOVEMENT																				F L A S H													
PHASE	1+5				2+5		1+6		2+6				3+7				3+8				4+7				4+8								
INTERVAL	1	2	3	4	5	6	7	8	9	10	11	12A	12B	13	14	15	16	17	18		19A	19B	20	21	22	23A	23B	24	25	26	27A	27B	
CHANGE TO		1+6	2+5	2+6		2+6			2+6			3+7,4+7, 3+8,4+8			 1+5 2+5 4+8 1+6 2+6	3+8	4+7			1+5,1+6 2+5,2+6		4+8			1+5,1+6 2+5,2+6		4+8			1+5,1+6 2+5,2+6			
BUSSE HIGHWAY END MAST ARM SIGNAL, FAR LEFT SIGNAL	E/B	R	R	R	R	G	G	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
BUSSE HIGHWAY NEAR RIGHT SIGNAL, MID AND FAR RIGHT MAST ARM SIGNALS	E/B	R	R	R	R	G	G	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
BUSSE HIGHWAY END MAST ARM SIGNAL, FAR LEFT SIGNAL	W/B	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
BUSSE HIGHWAY NEAR RIGHT SIGNAL, MID AND FAR RIGHT MAST ARM SIGNALS	W/B	R	R	R	R	R	R	G	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
GREENWOOD AVENUE END MAST ARM SIGNAL, FAR LEFT SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	Y	R	R	
GREENWOOD AVENUE NEAR RIGHT SIGNALS, FAR RIGHT MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	G	G	Y	R	R	
GRFFNWOOD AVENUF END MAST ARM SIGNAL, FAR LEFT SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	G	G	Y	R	R	
GREENWOOD AVENUE NEAR RIGHT SIGNAL, FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	G	R	R	R	R	R	G	G	Y	R	R	
PEDESTRIAN SIGNALS CROSSING GREENWOOD AVE ON NORTH SIDE OF BUSSE HIGHWAY		H	H	H	H	H	P *	FH **	H *	P **	FH **	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	D
PEDESTRIAN SIGNALS CROSSING BUSSE HIGHWAY ON EAST SIDE OF GREENWOOD AVE		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	P *	FH **	H	H	H	H	H	H	H	H	P *	FH **	H	H	H	D
PEDESTRIAN SIGNALS CROSSING BUSSE HIGHWAY ON WEST SIDE OF GREENWOOD AVE		H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	P *	FH **	H	H	H	P *	FH **	H	H	H	D

PHASES 2+6 SHALL BE PLACED ON RECALL

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

**FLASHING HAND IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE

θ THE WALK OR FLASHING DON'T WALK INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT

IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE WALK OR FLASHING DON'T WALK INTERVALS

WALK AND FLASHING DON'T WALK TIMINGS TO BE SET ONLY ON PHASES WHERE WALK AND FLASHING DON'T WALK ARE INDICATED IN THE SEQUENCE OF OPERATION

P=ILLUMINATED PERSON=WALK

FH=ILLUMINATED FLASHING HAND=FLASHING DON'T WALK

H=ILLUMINATED SOLID HAND=DON'T WALK

D=DARK

RAILROAD PREEMPTION SEQUENCE OF OPERATION

RAILROAD PREEMPTION SEQUENCE OF OPERATION															PREEMPTER NUMBER 2				
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5			7		10		13	17		21		25					
CHANGE FROM EMERGENCY VEHICLE PREEMPTION OF OPERATION INTERVAL NUMBER																			
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	2	3	4	5	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE INTERVAL NUMBER	2	1C	2	1E	2	1G	2	2	1K	2	1M	2	1P	2	3	4	5		
BUSSE HIGHWAY END MAST ARM SIGNAL, FAR LEFT SIGNAL	E/B	R ←Y	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	G	Δ
BUSSE HIGHWAY NEAR RIGHT SIGNAL, MID AND FAR RIGHT MAST ARM SIGNALS	E/B	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	G	Δ
BUSSE HIGHWAY END MAST ARM SIGNAL, FAR LEFT SIGNAL	W/B	R ←Y	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	G	Δ
BUSSE HIGHWAY NEAR RIGHT SIGNAL, MID AND FAR RIGHT MAST ARM SIGNALS	W/B	R	R	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	G	Δ
GREENWOOD AVENUE END MAST ARM SIGNAL, FAR LEFT SIGNAL	S/B	R	R	R	R	R	R	R	R ←Y	R	R	G ←G	Y	Y	R	R	R	R	Δ
GREENWOOD AVENUE NEAR RIGHT SIGNALS, FAR RIGHT MAST ARM SIGNAL	S/B	R	R	R	R	R	R	R	R	R	R	G	Y	Y	R	R	R	R	Δ
GREENWOOD AVENUE END MAST ARM SIGNAL, FAR LEFT SIGNAL	N/B	R	R	R	R	R	R	R	R ←G	G ←G	G ←G	R	R	G	G	R	R	R	Δ
GREENWOOD AVENUE NEAR RIGHT SIGNAL, FAR RIGHT MAST ARM SIGNAL	N/B	R	R	R	R	R	R	R	R	G	G	R	R	G	G	R	R	R	Δ
PEDESTRIAN SIGNALS CROSSING GREENWOOD AVE ON NORTH SIDE OF BUSSE HIGHWAY	H	H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING BUSSE HIGHWAY ON EAST SIDE OF GREENWOOD AVE	H	H	H	H	H	H	H	H	FH	H	H	H	FH	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING BUSSE HIGHWAY ON WEST SIDE OF GREENWOOD AVE	H	H	H	H	H	H	H	H	H	H	FH	H	FH	H	H	H	H	H	Δ
																			HOLD

Δ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

TS 9235

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

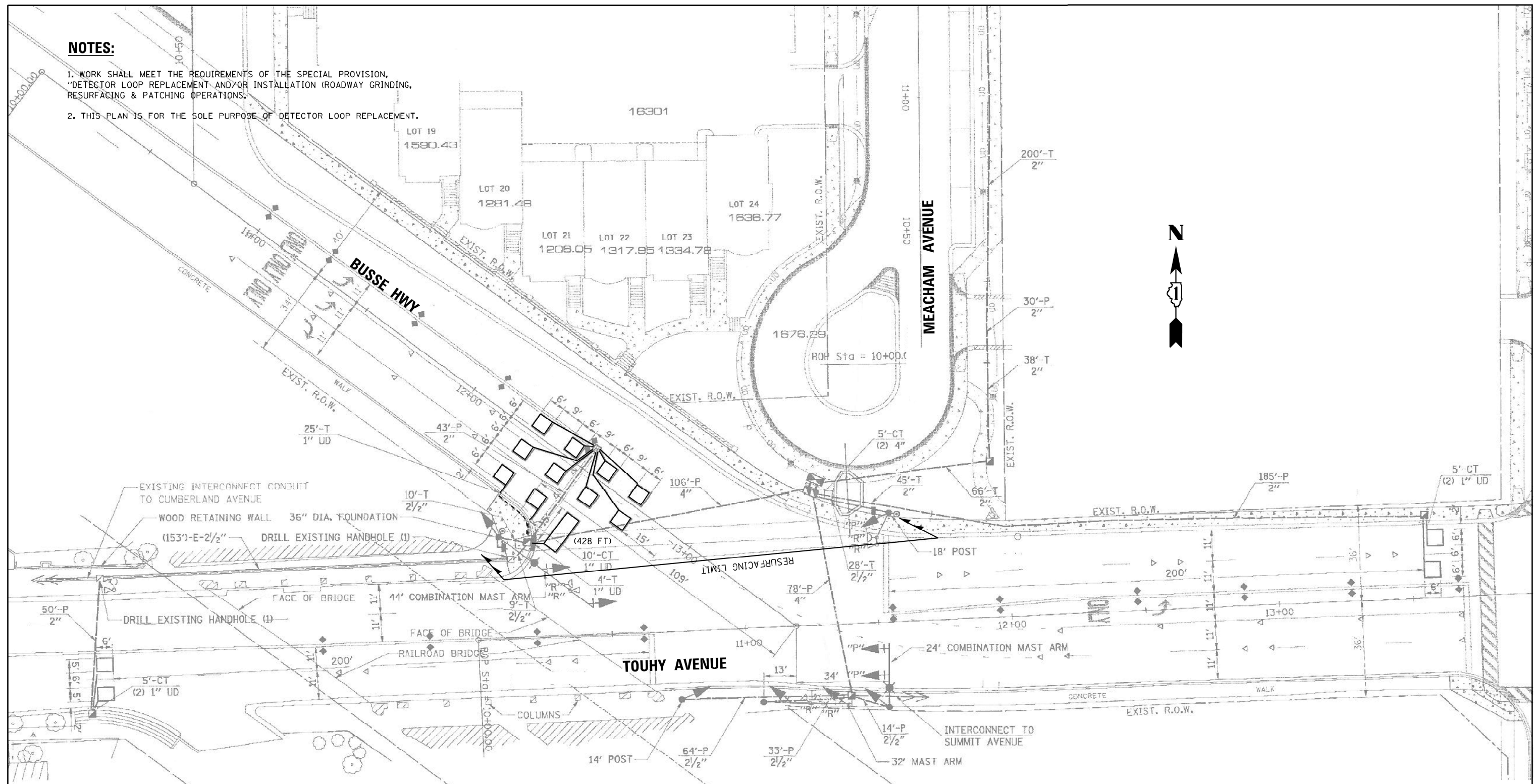


CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	64	FOOT

FILE NAME =	USER NAME = vargasa	DESIGNED - AV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN BUSSE HIGHWAY AT OAKTON STREET				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
62G18- Busse highway at Oakton St/dgn		DRAWN - AV	REVISED -						3512	86Y-RS-4	COOK	85	69
Default	PLOT SCALE = 40.0071' / in.	CHECKED - LP	REVISED -		CONTRACT NO. 62G18								
	PLOT DATE = 5/1/2018	DATE = 04/27/2018	REVISED -										
				SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION,
"DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING,
RESURFACING & PATCHING OPERATIONS).

2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

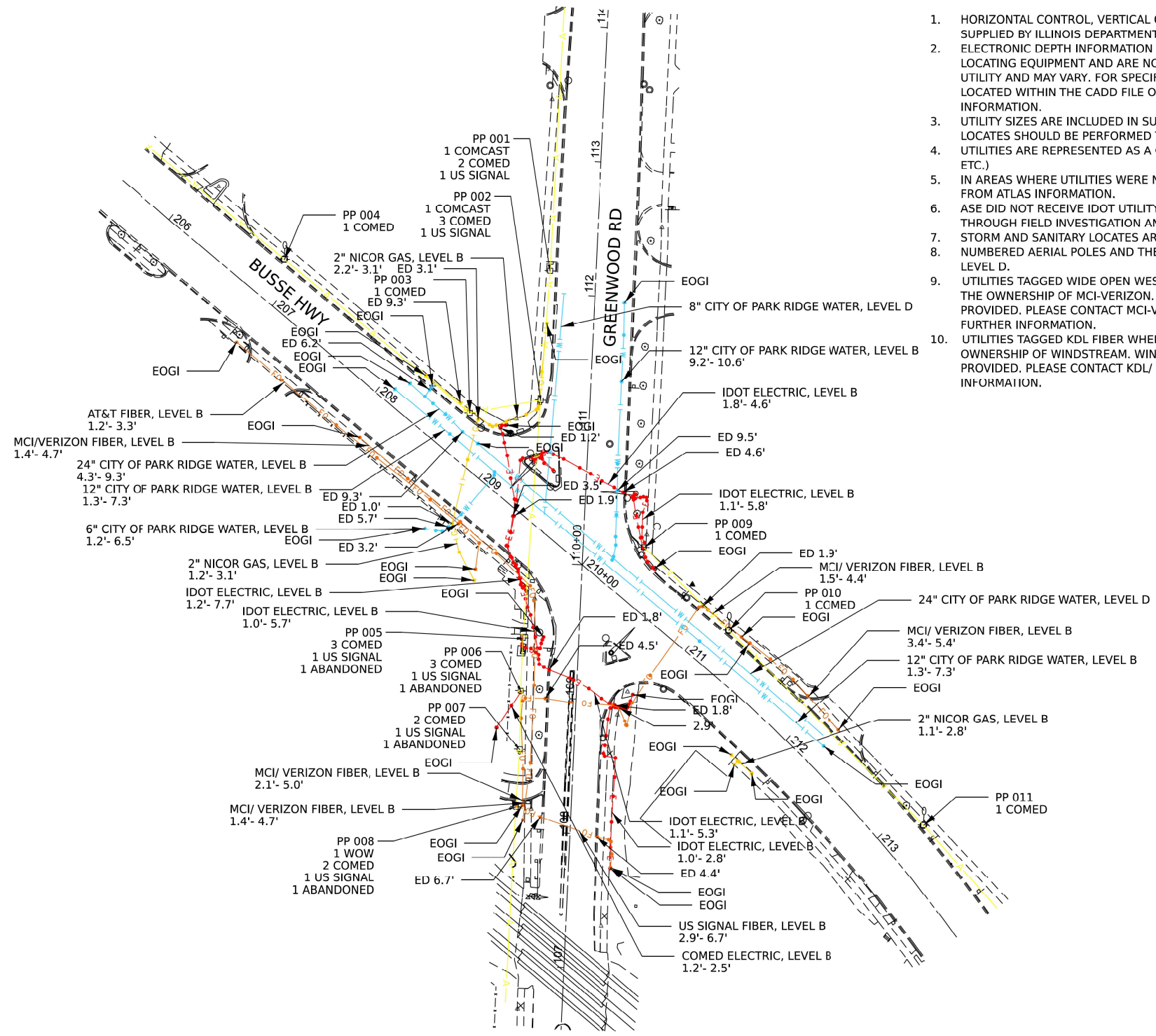
CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	651	FOOT

FILE NAME =	USER NAME = vargeso	DESIGNED - AV	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p>	<p align="center">DETECTOR LOOP REPLACEMENT PLAN BUSSE HIGHWAY AT TOUHY AVENUE</p>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
62G18 - Busse highway at Touhy Avedgn		DRAWN - AV	REVISED -			3512	86Y-RS-4	COOK	85	70
	PLOT SCALE = 40.0298' / 1in.	CHECKED - LP	REVISED -			CONTRACT NO. 62G18				
Default	PLOT DATE = 4/30/2018	DATE = 04/30/2018	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET OF	SHEETS	SIA.	TO SIA.		



SUE NOTES

1. HORIZONTAL CONTROL, VERTICAL CONTROL, CENTERLINE ALIGNMENT, TOPOGRAPHIC FEATURES, AND RIGHT-OF-WAY WERE SUPPLIED BY ILLINOIS DEPARTMENT OF TRANSPORTATION ON FEBRUARY 27TH, 2023.
2. ELECTRONIC DEPTH INFORMATION IS APPROXIMATE ONLY. DEPTHS ON THE LEVEL B LOCATES ARE MEASURED TO THE CENTER OF THE UTILITY AND MAY VARY. FOR SPECIFIC POINT DEPTHS EACH ESTIMATED ALONG A UTILITY LINE, PLEASE SEE THE POINT DATA LOCATED WITHIN THE CADD FILE OR RAW DATA FILE. SUE LEVEL A LOCATES SHOULD BE PERFORMED TO OBTAIN ACCURATE DEPTH INFORMATION.
3. UTILITY SIZES ARE INCLUDED IN SUE LABELS WHEN INFORMATION IS PROVIDED FROM RECORD/ATLAS INFORMATION. SUE LEVEL A LOCATES SHOULD BE PERFORMED TO CONFIRM UTILITY SIZES.
4. UTILITIES ARE REPRESENTED AS A COMBINATION OF THE MOST ACCURATE INFORMATION GATHERED (FIELD LOCATES, ATLASES, ETC.)
5. IN AREAS WHERE UTILITIES WERE NOT LOCATED WITHIN SUE STUDY LIMITS, UTILITIES WERE DRAWN IN AS QUALITY LEVEL D FROM ATLAS INFORMATION.
6. ASE DID NOT RECEIVE IDOT UTILITY RECORDS FOR THIS SUE STUDY. ANY IDOT UTILITIES SHOWN ON SUE PLANS WERE LOCATED THROUGH FIELD INVESTIGATION AND NOT CHECKED AGAINST RECORD DRAWINGS.
7. STORM AND SANITARY LOCATES ARE NOT INCLUDED IN THIS SUE SURVEY.
8. NUMBERED AERIAL POLES AND THE CONNECTING LINework IS QUALITY LEVEL C. ALL OTHER AERIAL LINework IS QUALITY LEVEL D.
9. UTILITIES TAGGED WIDE OPEN WEST WERE FOUND WITHIN THE PROJECT LIMITS. ASE BELIEVES THESE UTILITIES ARE NOW UNDER THE OWNERSHIP OF MCI-VERIZON. WIDE OPEN WEST DID NOT APPEAR IN THE DESIGN JULIE COVERAGE SO NO ATLASES WERE PROVIDED. PLEASE CONTACT MCI-VERIZON AND WIDE OPEN WEST DURING UTILITY CONFLICT AND RELOCATION ANALYSIS FOR FURTHER INFORMATION.
10. UTILITIES TAGGED KDL FIBER WHERE FOUND WITHIN THE PROJECT LIMITS. ASE BELIEVES THESE UTILITIES ARE NOW UNDER THE OWNERSHIP OF WINDSTREAM. WINDSTREAM/ KDL DID NOT APPEAR IN THE DESIGN JULIE COVERAGE SO NO ATLASES WERE PROVIDED. PLEASE CONTACT KDL/ WINDSTREAM DURING UTILITY CONFLICT AND RELOCATION ANALYSIS FOR FURTHER INFORMATION.



STATE OF ILLINOIS)) S.S.
COUNTY OF COOK)

UTILITY(IES) LOCATIONS WERE COLLECTED AND DEPCITED AS SHOWN HEREON BY ASE IN ACCORDANCE WITH SUE INDUSTRY STANDARDS CI/ASCE 38-02 FOR QUALITY LEVEL B (QLB) AND QUALITY LEVEL C (QLC). ALL OTHER INFORMATION SHOWN HAS BEEN PROVIDED BY OTHERS.

FIELD WORK WAS PERFORMED BETWEEN THE 28TH DAY OF FEBRUARY, 2023 AND THE 14TH DAY OF APRIL, 2023

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND AND SEAL THIS 2ND DAY OF JUNE A.D., 2023. CHICAGO, IL.

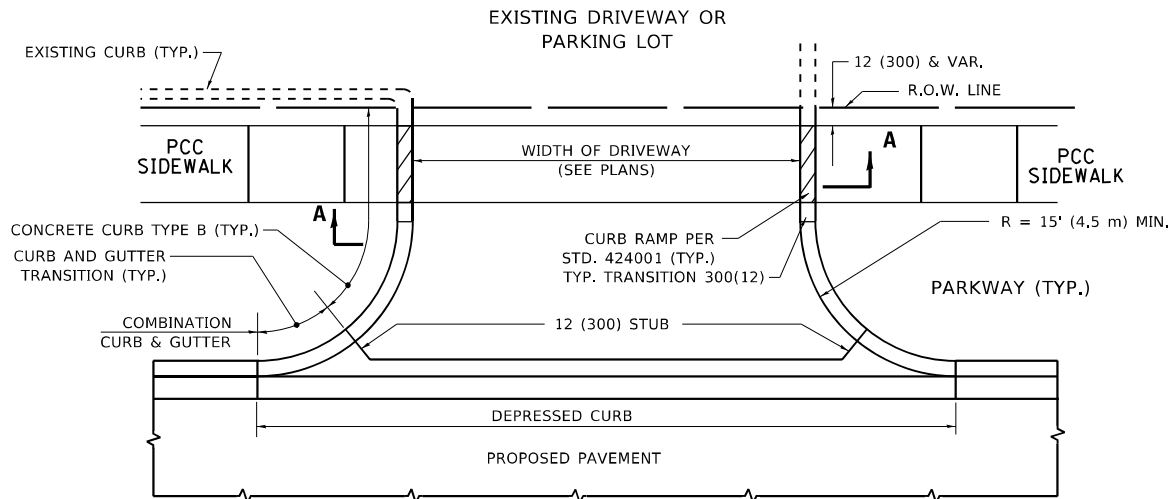


THOMAS A. SANDERSON - ILLINOIS PROFESSIONAL ENGINEER NUMBER 62-054022
MY LICENSE EXPIRES 11/30/2023

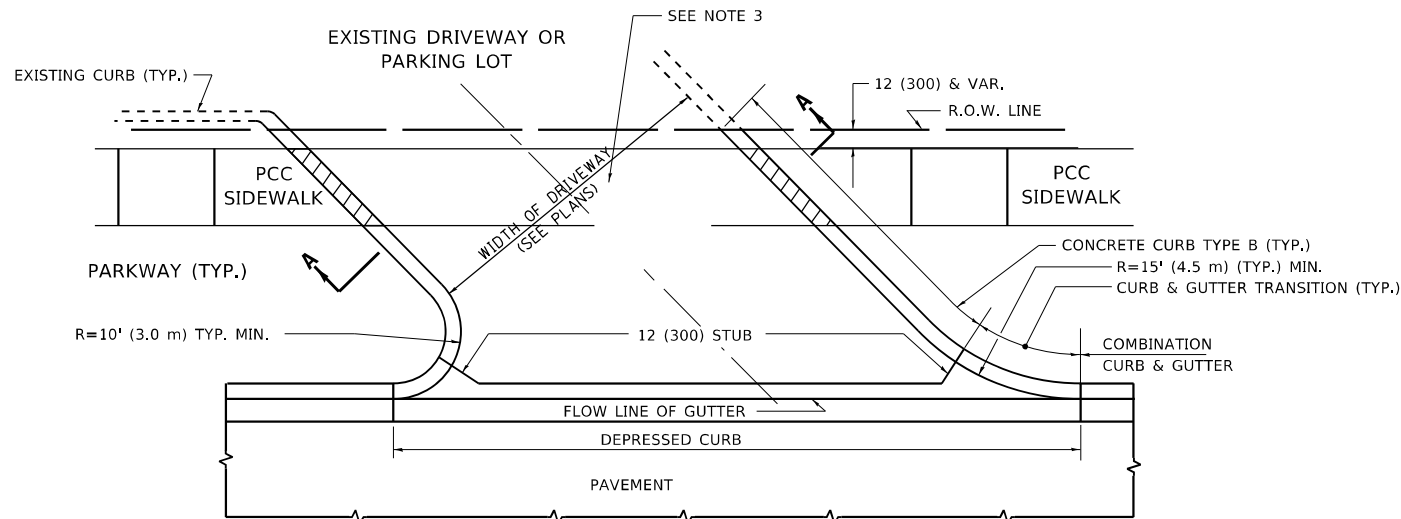
UTILITY LINE LEGEND

- EXISTING TELEPHONE
- EXISTING WATER
- EXISTING ELECTRIC
- EXISTING GAS
- EXISTING CABLE TV
- EXISTING FIBER OPTIC
- EXISTING AERIAL LINE
- EXISTING UNDERGROUND OIL PIPE LINE
- EXISTING UNDERGROUND SANITARY
- EOGI END OF SURFACE GEOPHYSICAL INFORMATION
- T/P TOP OF UTILITY PIPE (N/A)
- ED ELECTRONIC DEPTH (IN FEET)
- PP POWER POLE
- VP VENT PIPE

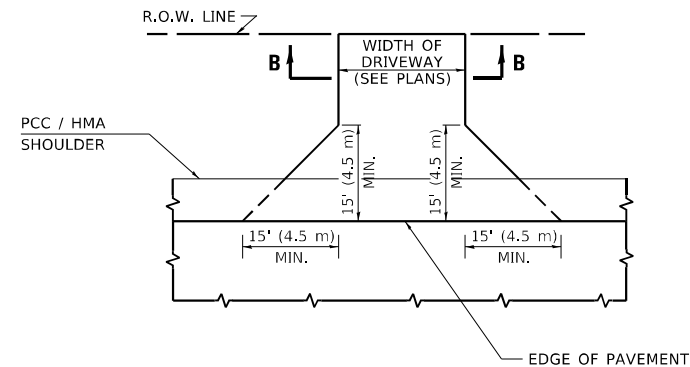
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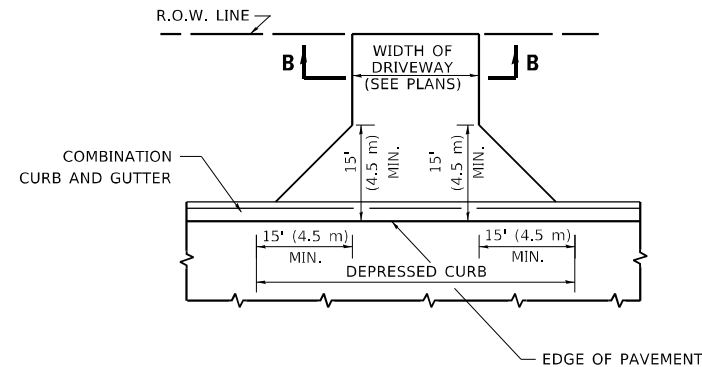
WITH CONCRETE CURB, TYPE B



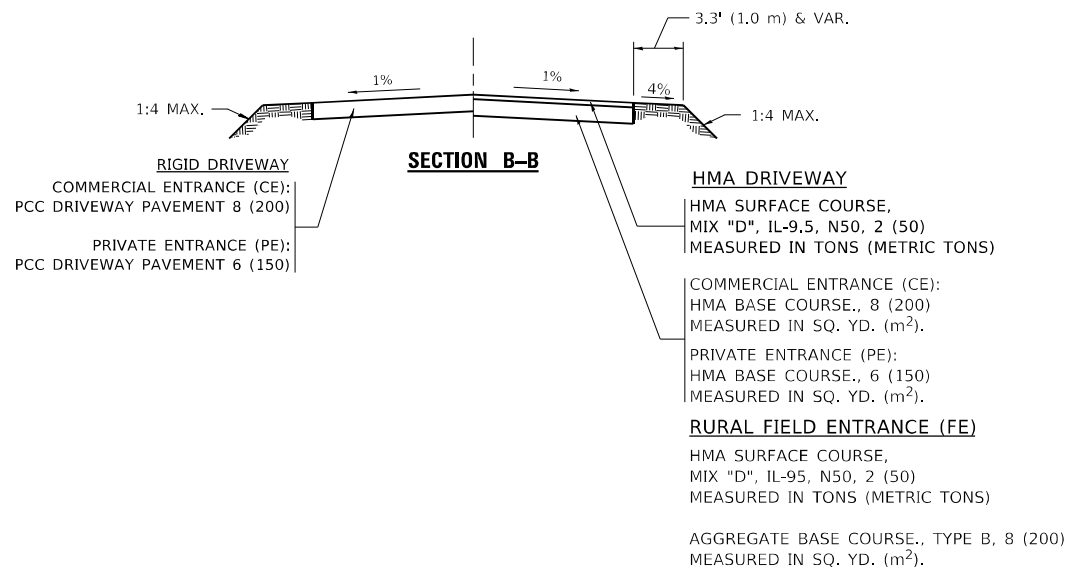
WITH CONCRETE CURB, TYPE B



ADJACENT TO PCC /HMA SHOULDER



ADJACENT TO CURB AND GUTTER



GENERAL NOTES

- DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.
- COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

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

RIGID DRIVEWAY

COMMERCIAL ENTRANCE (CE):
PCC DRIVEWAY PAVEMENT 8 (200)
MEASURED IN SQ. YD. (m²)

PRIVATE ENTRANCE (PE):
PCC DRIVEWAY PAVEMENT 6 (150)
MEASURED IN SQ. YD. (m²)

SECTION A-A

HMA DRIVEWAY

HMA SURFACE COURSE,
MIX "D", IL-9.5, N50, 2 (50)
MEASURED IN TONS (METRIC TONS)

COMMERCIAL ENTRANCE (CE):
HMA BASE COURSE, 8 (200)
MEASURED IN SQ. YD. (m²).

PRIVATE ENTRANCE (PE):
HMA BASE COURSE, 6 (150)
MEASURED IN SQ. YD. (m²).

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS – DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER ≥ 15'(4.5m)**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	72
BD400-01 (BD-01)		CONTRACT NO. 62G18		
		ILLINOIS FED. AID PROJECT		



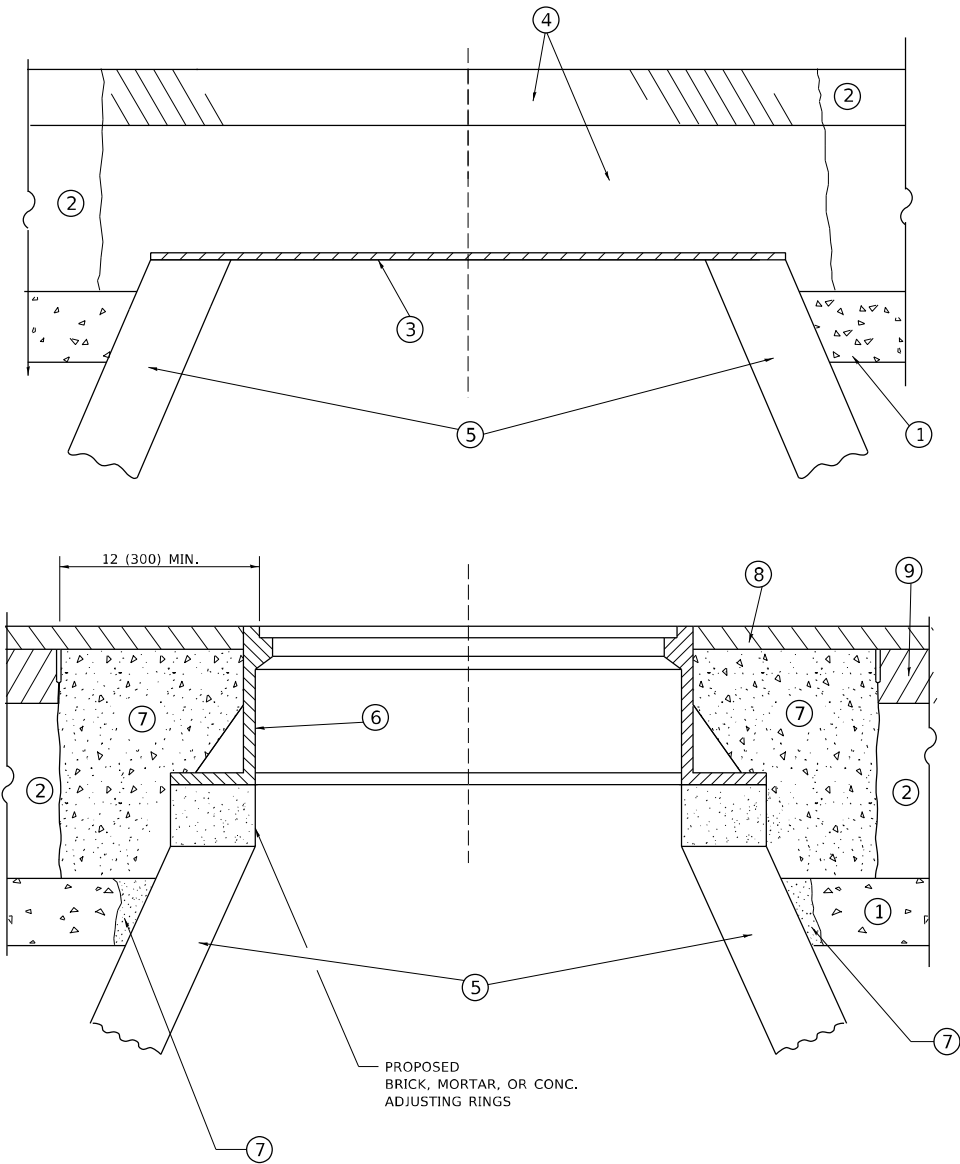
1. DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.
2. WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE PCC SIDEWALK SHALL EXTEND TO THE BACK OF CURB.
3. "W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY DETAILS

DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	73
BD400-02 (BD-02)		CONTRACT NO. 62G18		
ILLINOIS		FED. AID PROJECT		



DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

- STAGE 1 (BEFORE PAVEMENT MILLING)**
- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
 - B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
 - C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
 - D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

- STAGE 2 (AFTER PAVEMENT MILLING)**
- A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
 - B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
 - C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-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

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."
2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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FILE: \\nrt1p2\public\paw\hnd\lay.com\PI\W\DOT\Documents\DOT Office\District 1\Projects\10128118\Cadd\Drawings\Design\BldgStr.dgn

	USER NAME = Ivan.diaz	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 12-06-11						3512	86Y-RS-4	COOK	85	74
	PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22						BD600-03 (BD-08) CONTRACT NO. 62G18				
	PLOT DATE = 8/16/2024	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT			

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."

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.

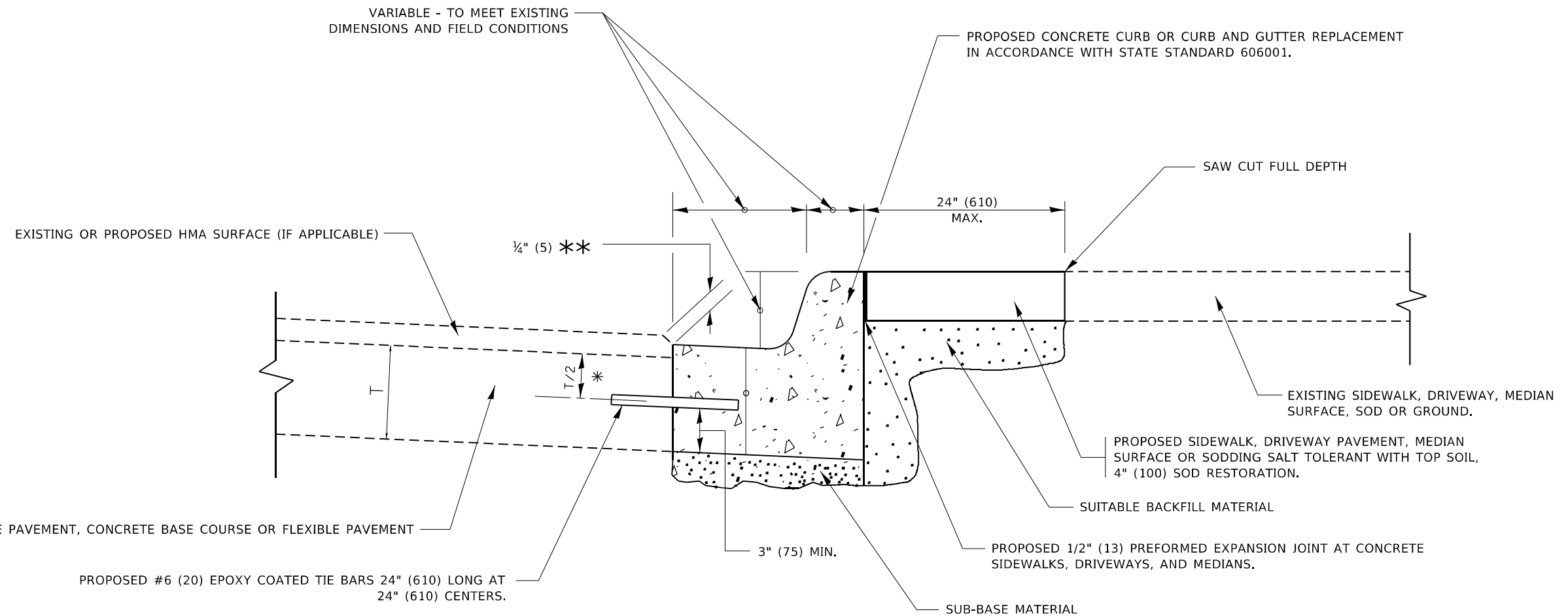


1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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

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

FILE NAME: D:\A\B\C\100-002.dwg	USER NAME = Ivan,claz	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. BORO 09-04-07			3512	86Y-RS-4	COOK	85	75	
	PLOT SCALE = 100,0002' / in.	CHECKED -	REVISED - K. ENG 10-27-08			BD400-04 (BD-22)					
	PLOT DATE = 8/16/2024	DATE - 10-25-94	REVISED - K. SMITH 11-18-22			SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 62G18	



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

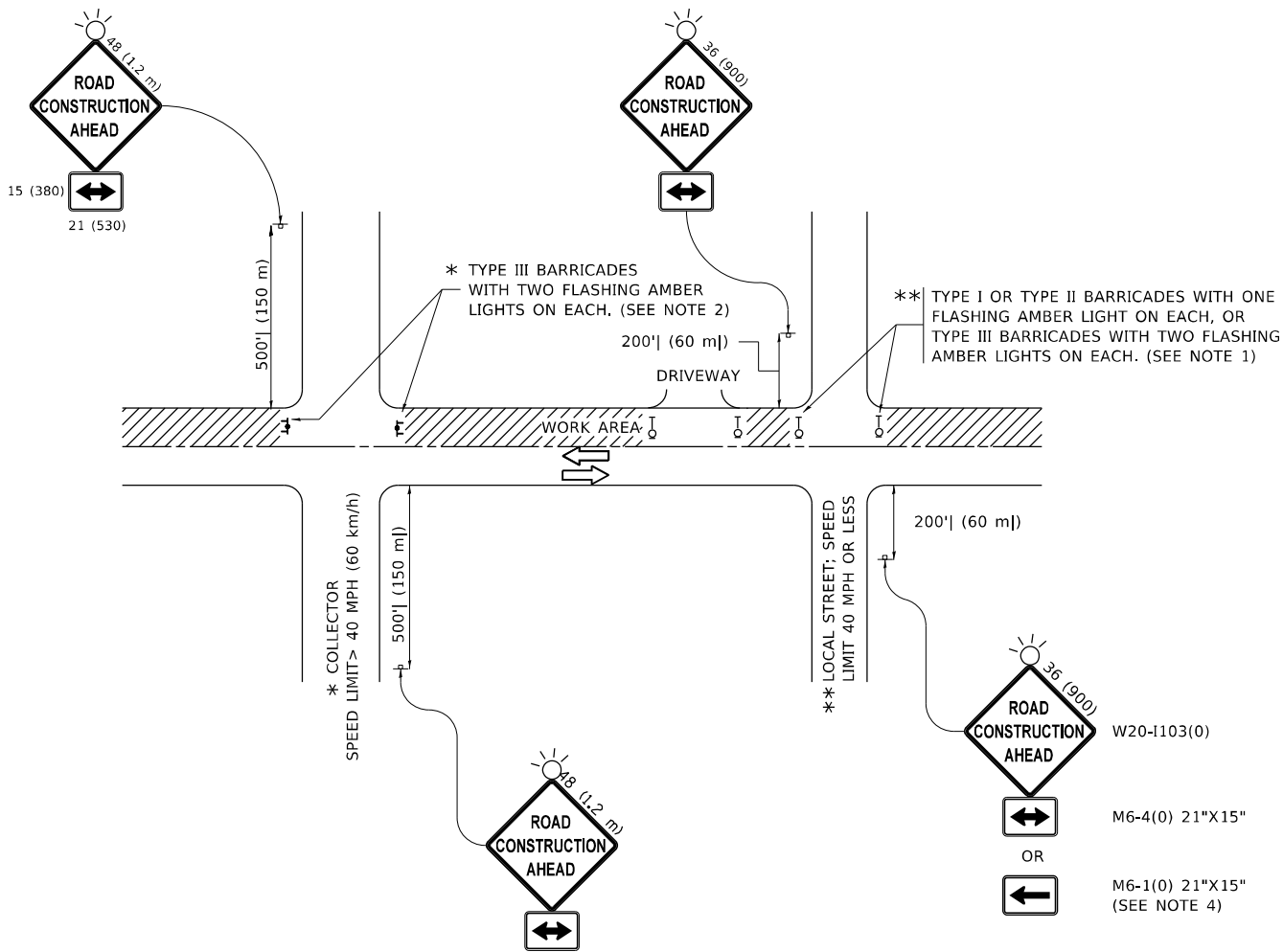
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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		DRAWN -	REVISED - M. GOMEZ 01-22-01					3512	86Y-RS-4	COOK	85	76
	PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09					BD600-06 (BD-24)				
	PLOT DATE = 8/16/2024	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

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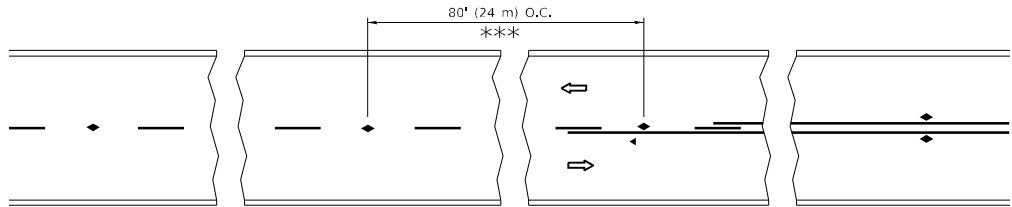


NOTES:

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

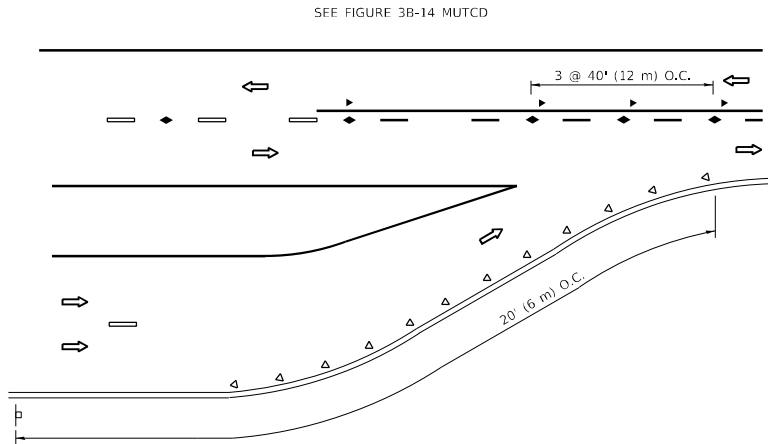
All dimensions are in inches (millimeters) unless otherwise shown.

	USER NAME = Ivan,diaz	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.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. SCHUETZE 07-01-13						3512	86Y-RS-4	COOK	85	78
	PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16						TC-10		CONTRACT NO. 62G18		
	PLOT DATE = 8/16/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24						ILLINOIS FED. AID PROJECT				

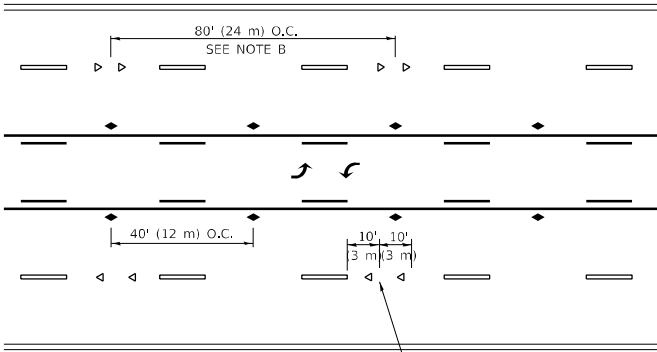


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

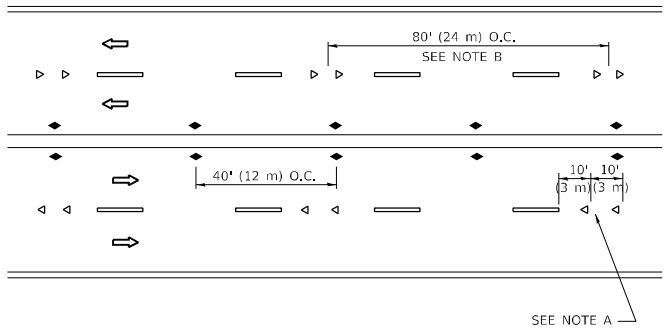
TWO-LANE/TWO-WAY



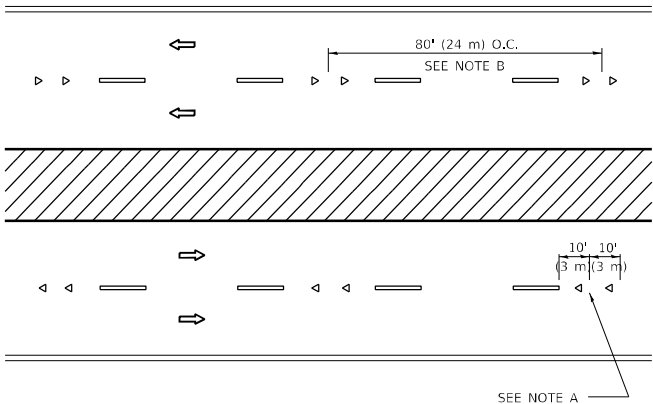
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

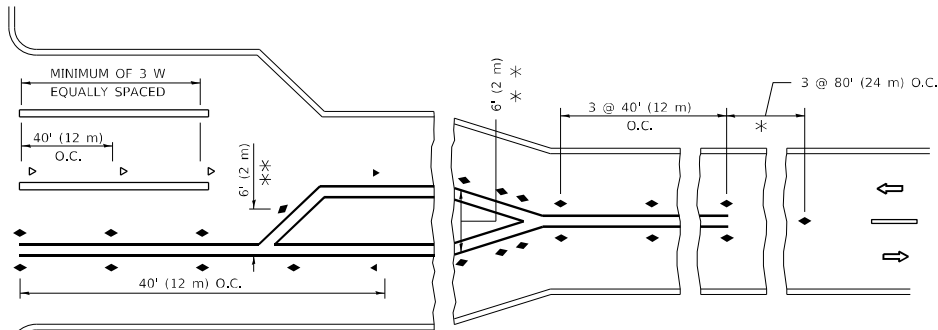
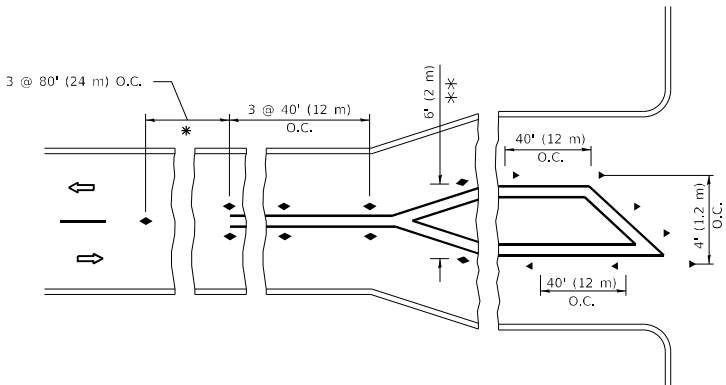
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



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

TURN LANES

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

MODEL: Default
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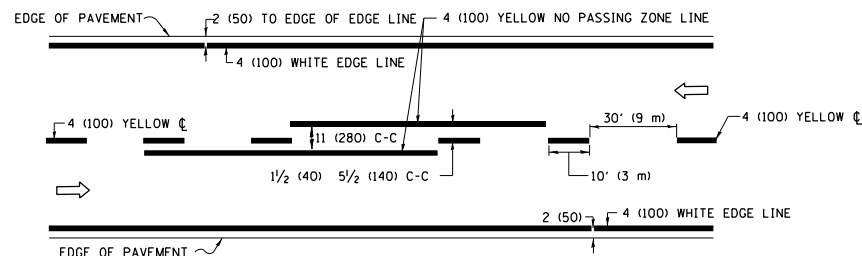
USER NAME = Ivan.diaz	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 8/16/2024	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

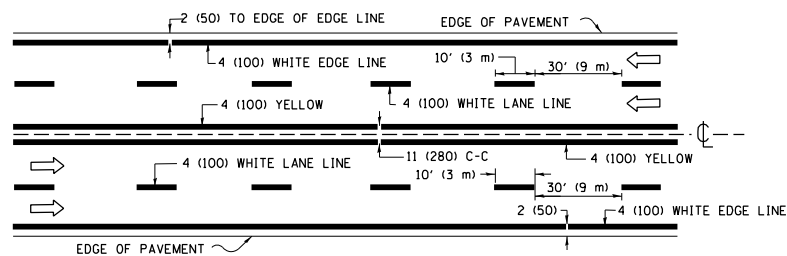
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

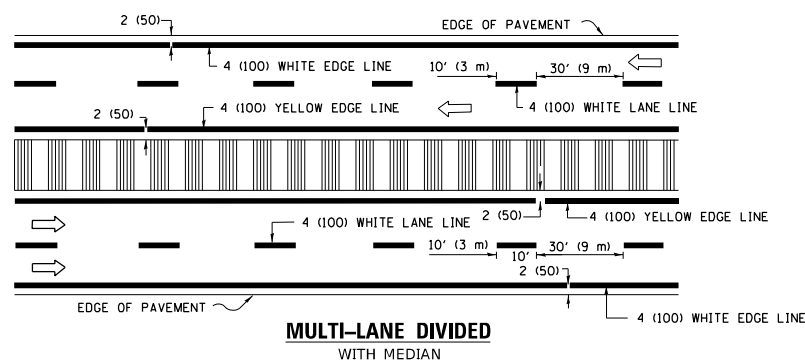
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-11		CONTRACT NO. 62G18		
		ILLINOIS	FED. AID PROJECT	



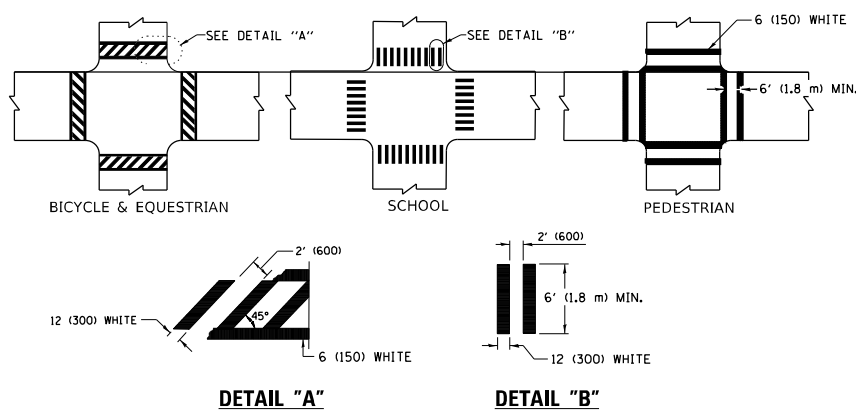
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

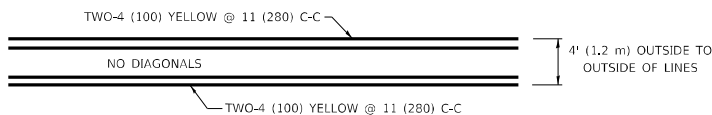


TYPICAL LANE AND EDGE LINE MARKING

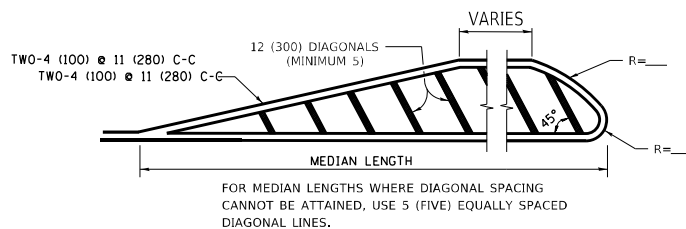


TYPICAL CROSSWALK MARKING

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

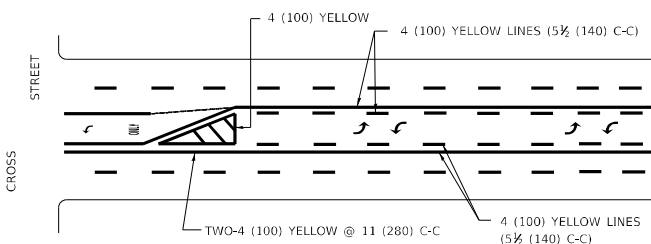


4' (1.2 m) WIDE MEDIANS ONLY

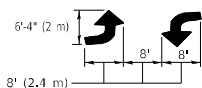


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

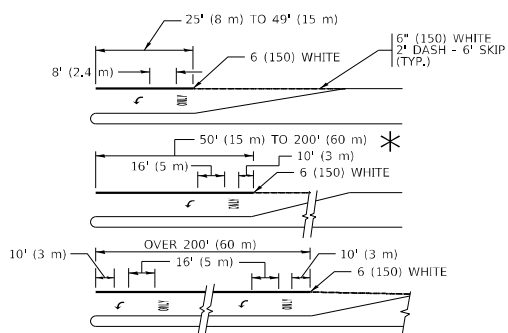


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

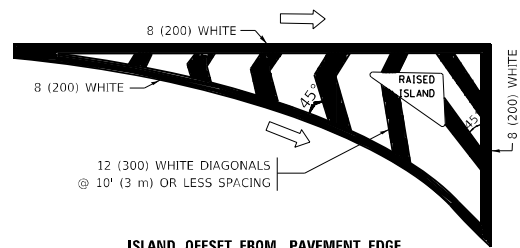


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

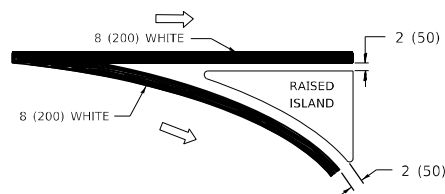
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

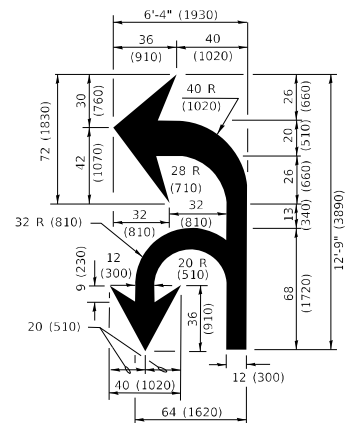


ISLAND OFFSET FROM PAVEMENT EDGE

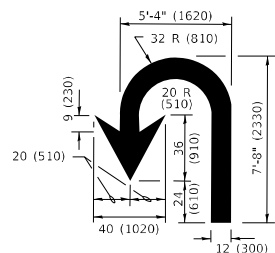


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (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 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ² EACH "X"=54.0 SQ. FT. (5.0 m ² EACH
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 = Ivan,Olaz	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 8/16/2024	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

<div style="text-align: center;"> DISTRICT ONE TYPICAL PAVEMENT MARKINGS </div>					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					3512	86Y-RS-4	COOK	85	80
					TC-13		CONTRACT NO. 62G18		
SCALE: NONE	SHEET 1	OF 2	SHEETS	STA.	TO STA.				

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

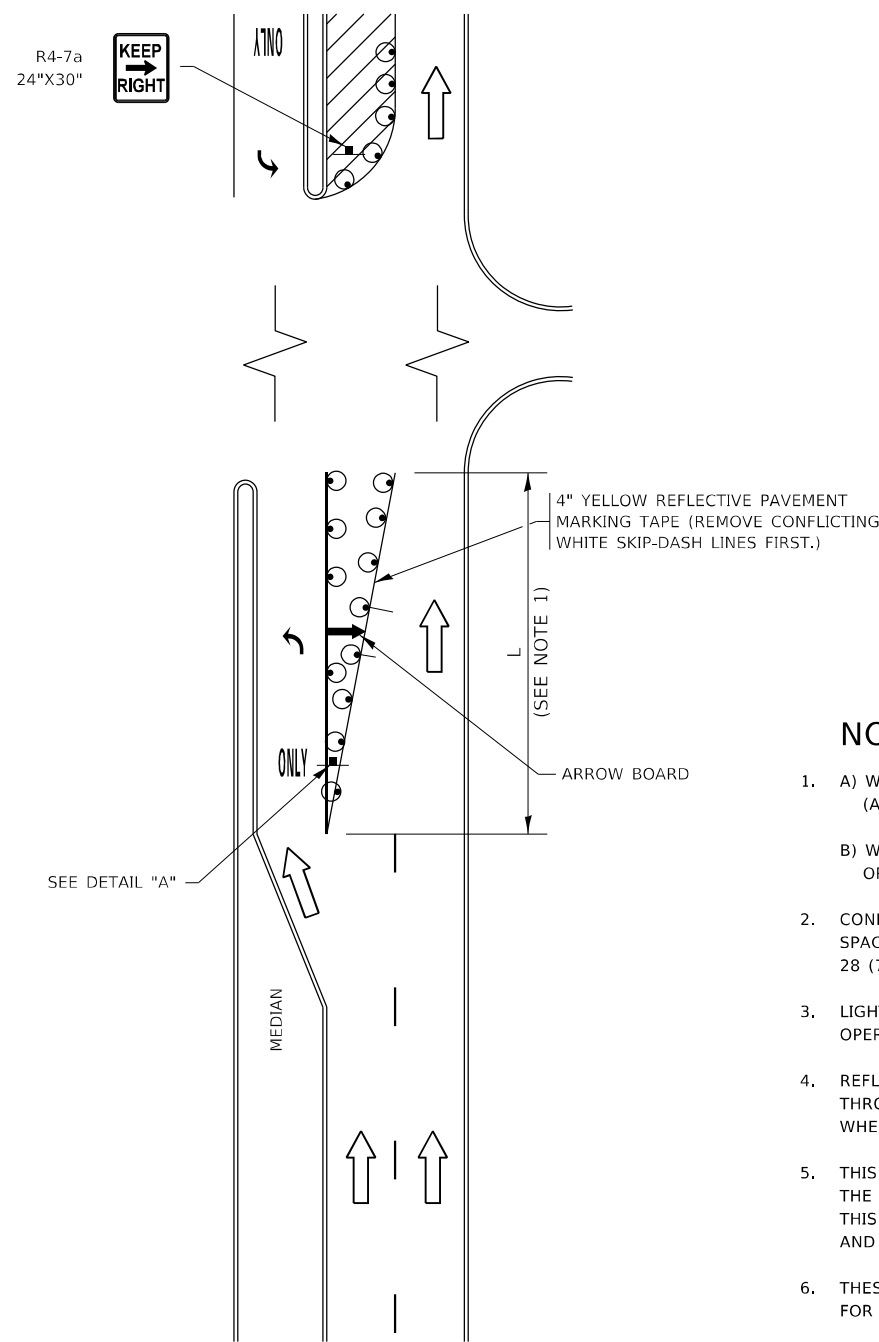


FIGURE 1

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

- A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

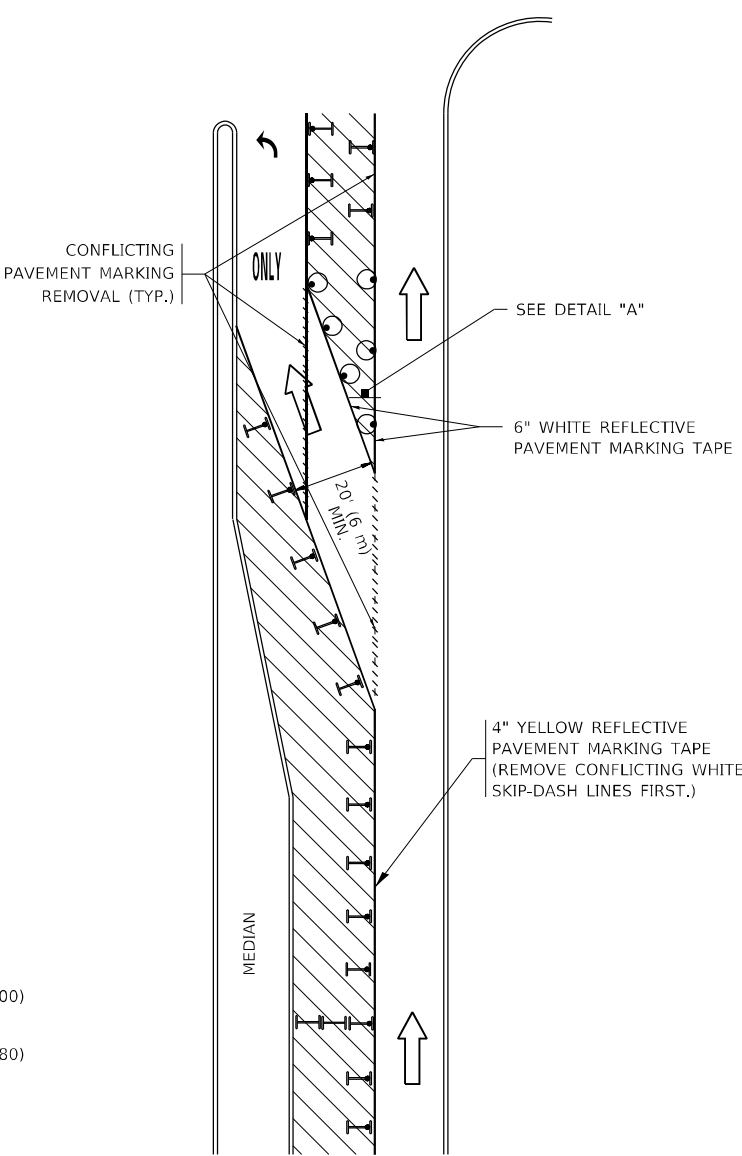
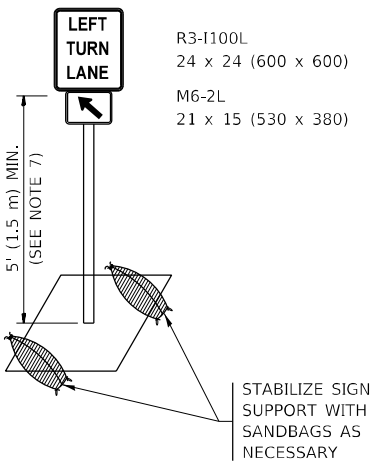
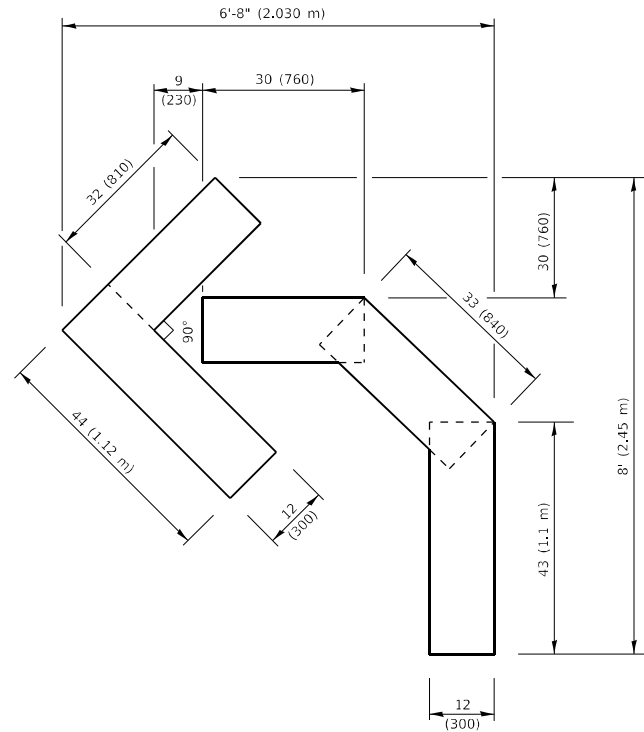


FIGURE 2



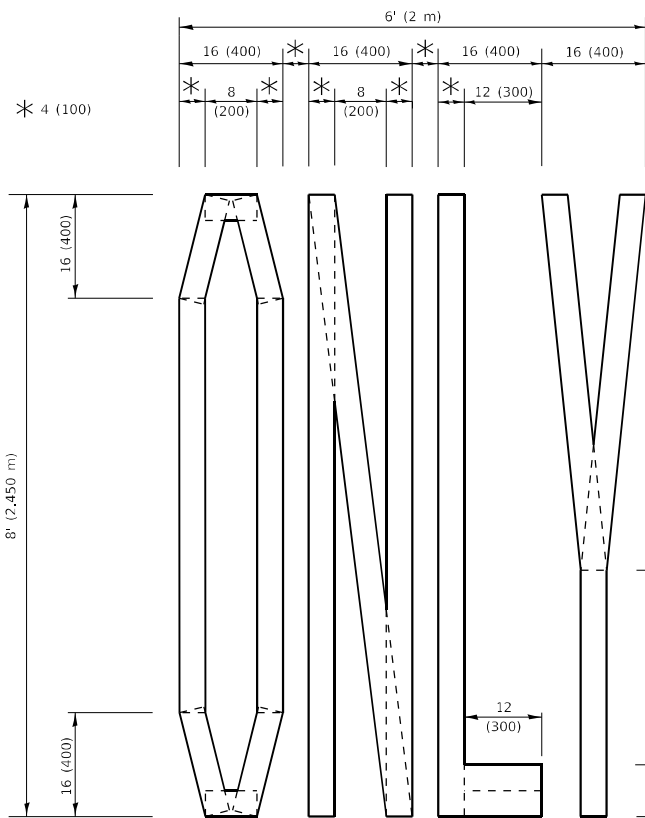
DETAIL A

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



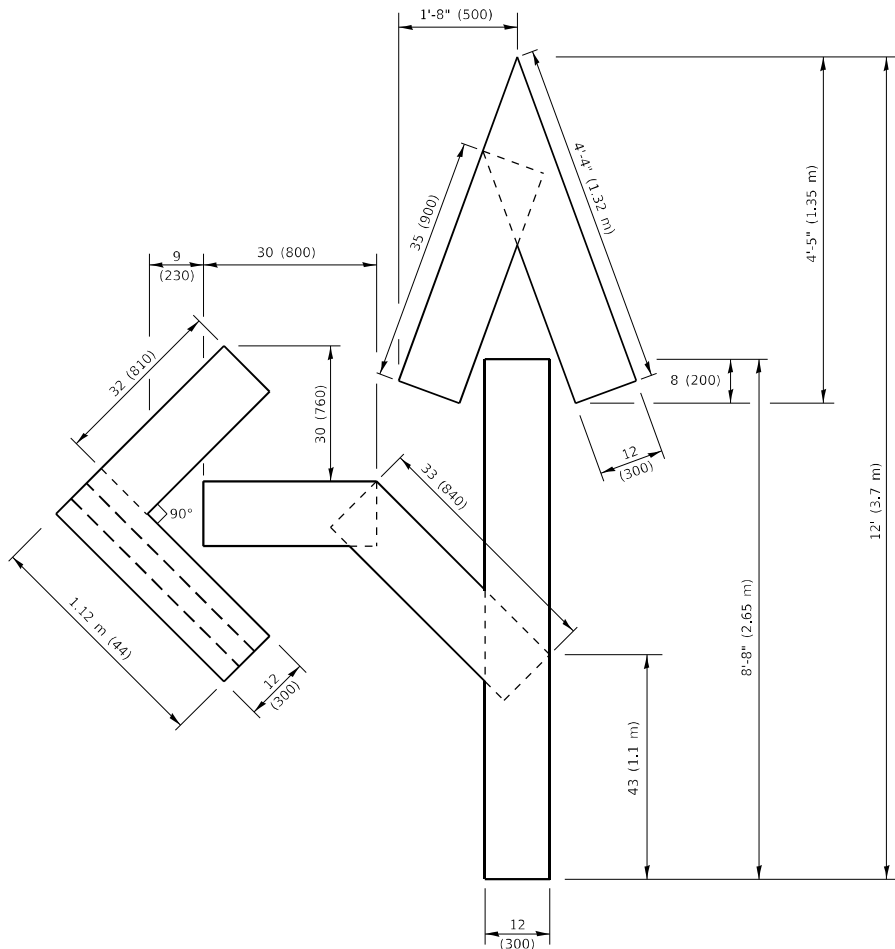
QUANTITY

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



QUANTITY

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

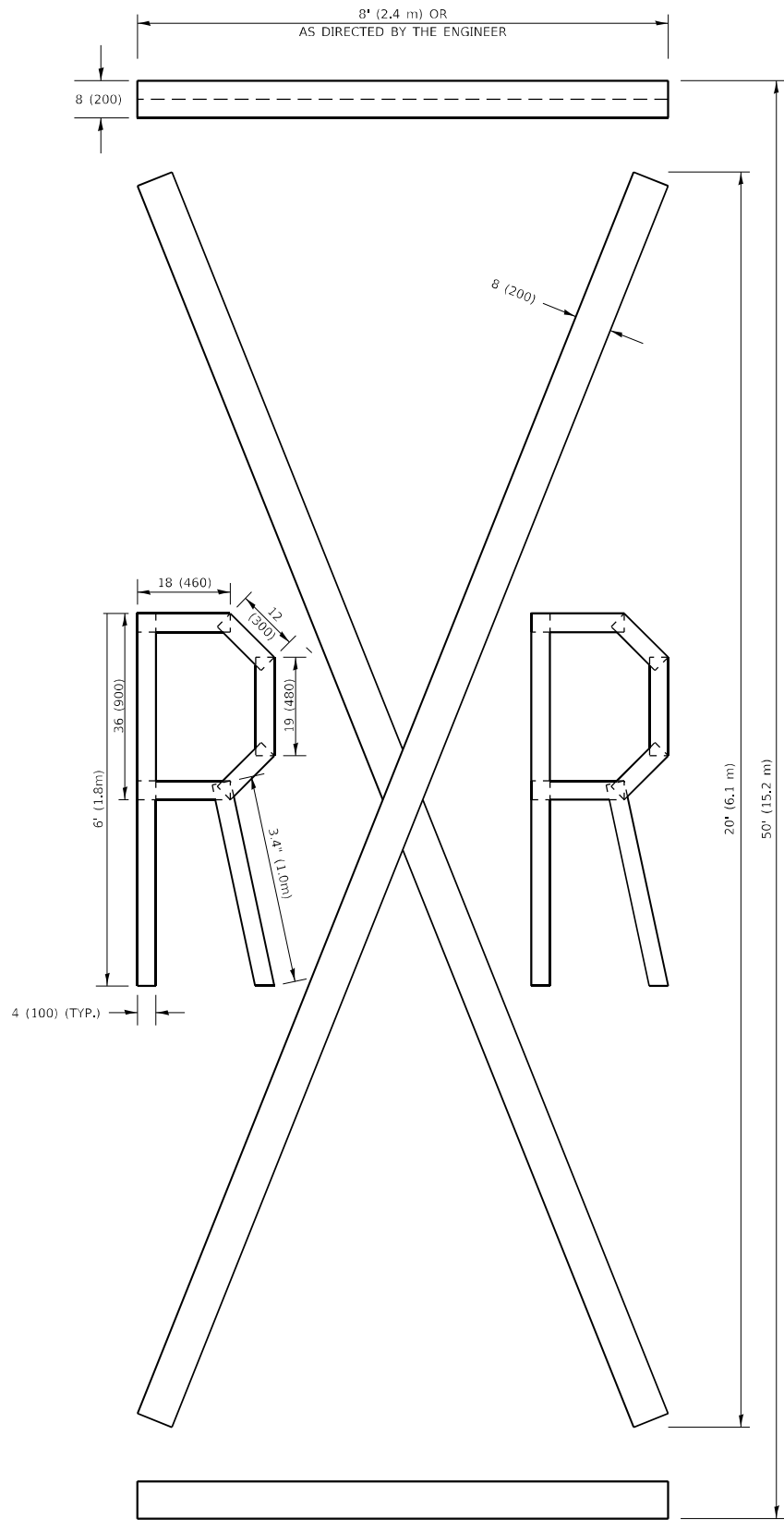


QUANTITY

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

NOTE:

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



QUANTITY

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

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

MODEL: Default
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USER NAME = Ivan.diaz	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
DRAWN -	REVISD - E. GOMEZ 08-28-00	
PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 8/16/2024	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

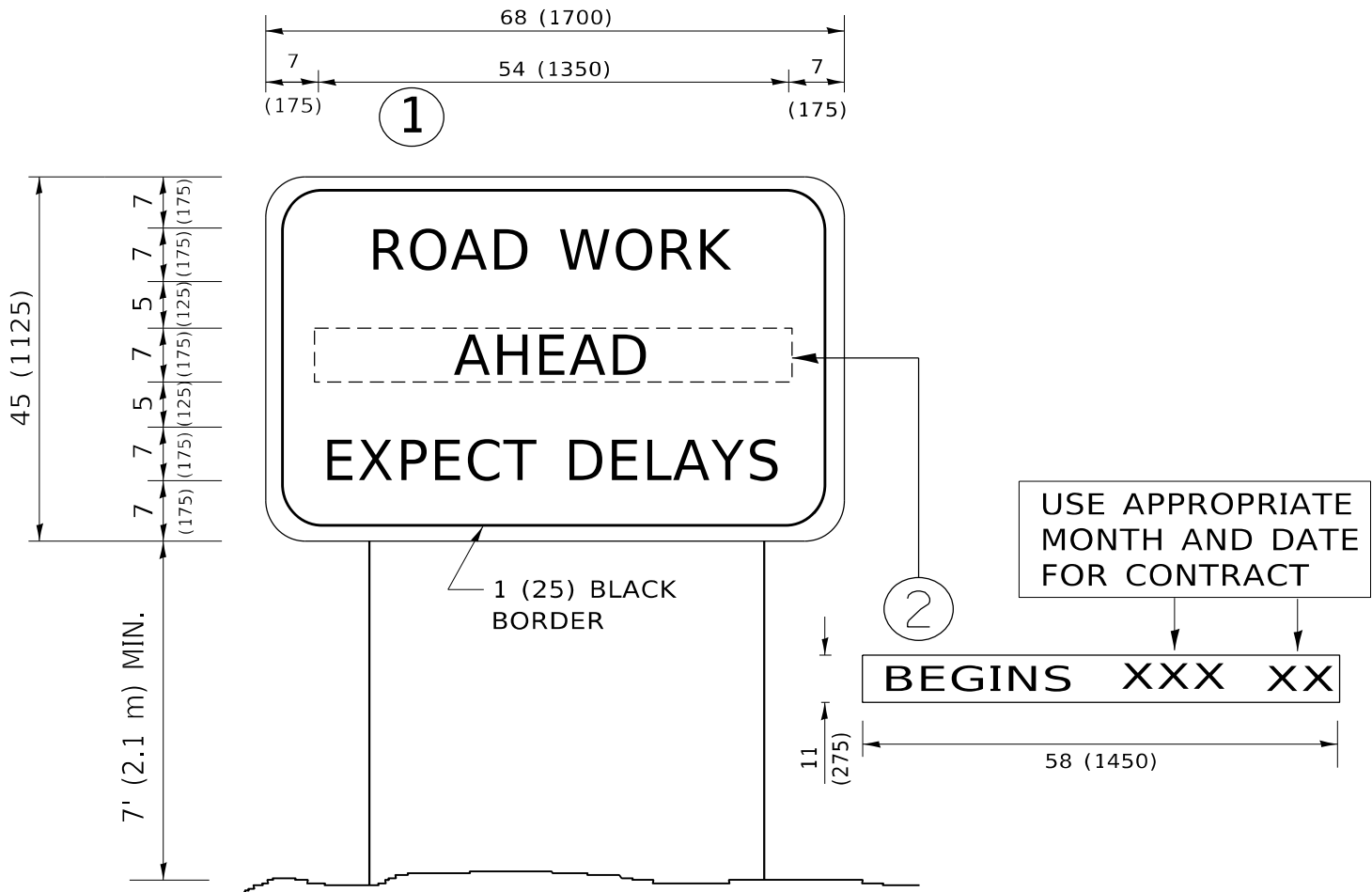
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3512	86Y-RS-4	COOK	85	82
TC-16		CONTRACT NO. 62G18		
		ILLINOIS	FED. AID PROJECT	

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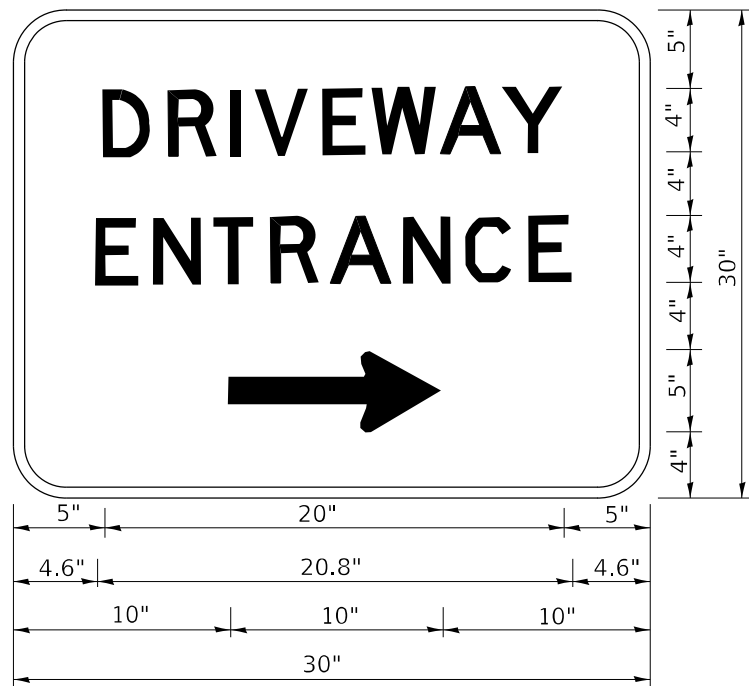


NOTES:

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 SIGN①WITH INSTALLED PANEL②ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL②SOON 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 = Ivan,diaz	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97						3512	86Y-RS-4	COOK	85	83
	PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99		TC-22		CONTRACT NO. 62G18						
	PLOT DATE = 8/16/2024	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.				



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

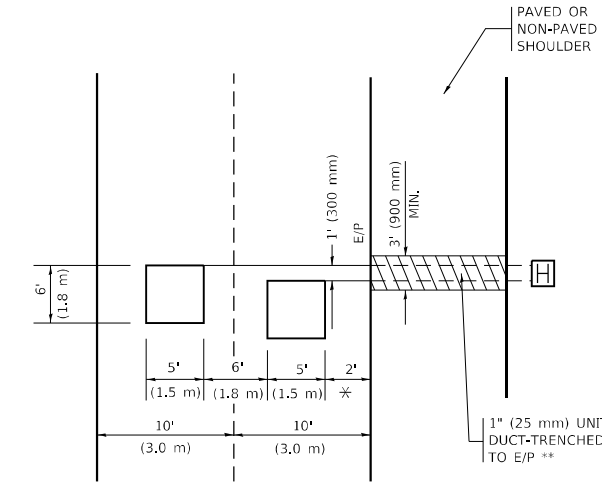
- NOTES:
- 1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
 - 2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)
SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
FAR LEFT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

Model: Default
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	USER NAME = Ivan.diaz	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					3512	86Y-RS-4	COOK	85	84
	PLOT SCALE = 100,0002 ' / in.	CHECKED -	REVISED -					TC-26 CONTRACT NO. 62G18				
	PLOT DATE = 8/16/2024	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

LOOPS NEXT TO SHOULDERS

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

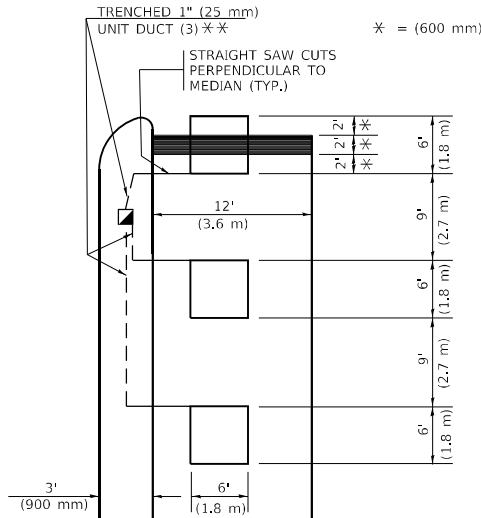


* = (600 mm)

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

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

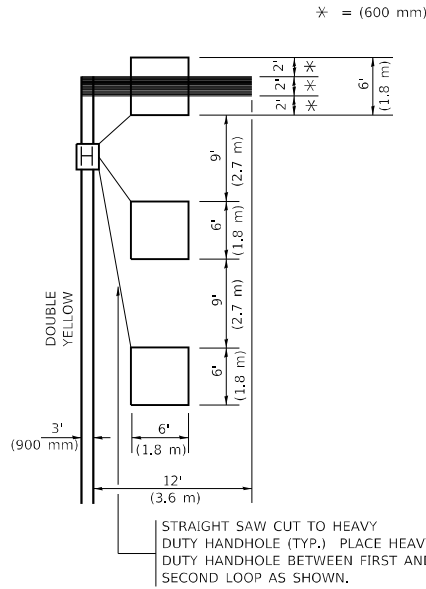
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

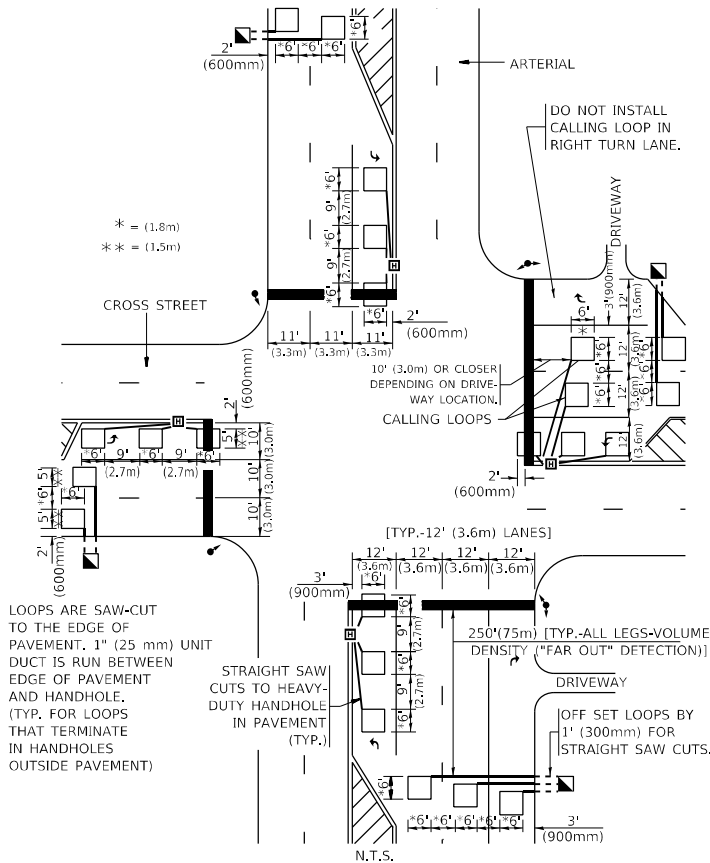
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



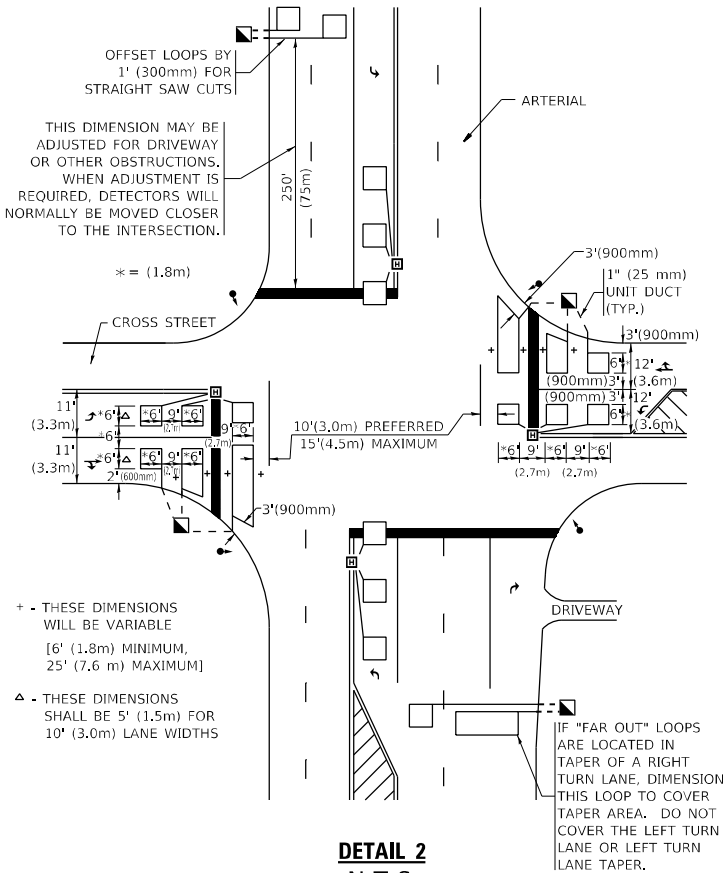
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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.

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.

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USER NAME = Ivan.diaz	DESIGNED -	REVISED -
DRAWN -	REVISED -	REVISED -
PLOT SCALE = 100,0002 ' / in.	CHECKED - R.K.F.	REVISED -
PLOT DATE = 8/16/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				3512	86Y-RS-4	COOK	85	85
				TS-07		CONTRACT NO. 62G18		
SCALE: NONE				SHEET 1 OF 1 SHEETS		STA. TO STA.		
						ILLINOIS FED. AID PROJECT		