

11/07/2025 LETTING ITEM 118

STATE OF ILLINOIS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	1
8YE5(693)		ILLINOIS	CONTRACT NO. 61L97	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF SOUTH ELGIN

**TRAFFIC DATA**

SPRUCE STREET/EAST MAIN STREET  
MAJOR COLLECTOR  
POSTED/DESIGN SPEED: 30 MPH  
2023 ADT: 1,450

**FAU 1341 (SPRUCE STREET / EAST MAIN STREET)  
GILBERT STREET TO KENYON ROAD (VILLAGE LIMITS)  
ROADWAY RESURFACING  
SECTION: 24-00059-00-RS  
PROJECT: 8YE5(693)  
VILLAGE OF SOUTH ELGIN  
KANE COUNTY  
C-91-032-25**

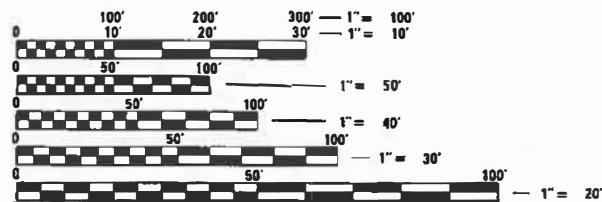
LOCATION MAP  
NOT TO SCALE

EAST MAIN STREET  
IMPROVEMENT ENDS  
STA. 56 + 84

SPRUCE STREET  
IMPROVEMENT BEGINS  
STA. 21 + 28



GROSS LENGTH = 3,556 FT. = 0.67 MILES  
NET LENGTH = 3,556 FT. = 0.67 MILES



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. DESIGN STAGE REQUEST  
DIG. No. **A242881428**

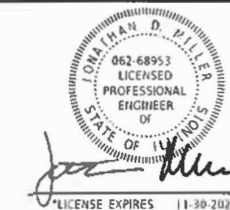


CONTACT JULIE AT 811 OR 800-892-0123  
WITH THE FOLLOWING:

COUNTY = KANE  
CITY-TOWNSHIP = SOUTH ELGIN - ELGIN  
SEC. & 1/4 SEC. NO. = **35, 36**  
48 HOURS (2 working days) BEFORE YOU DIG

CONTRACT NO. 61L97


**BAXTER & WOODMAN**  
Consulting Engineers



STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
APPROVED	7/22/25 <i>Michael V. M. Mitty</i> VILLAGE ENGINEER, VILLAGE OF SOUTH ELGIN
PASSED	August 28, 2025 <i>C. A. R. R.</i> DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS
RELEASING FOR BID BASED ON LIMITED REVIEW	Aug 28 <sup>th</sup> , 2025 <i>James</i> REGIONAL ENGINEER

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
 LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
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|-------------------------------------------------------------------------------------|--------------------------------|---------------------|-----------------------------------|
|  | USER NAME    = jmiller         | DESIGNED - JDM      | REVISED    -                      |
|                                                                                     |                                | DRAWN    - MVV      | REVISED    -                      |
|                                                                                     | PLOT SCALE    = 40,000 ' / in. | CHECKED - JCC       | REVISED    -                      |
|                                                                                     | PLOT DATE    = 8/28/2025       | DATE    - 8/28/2025 | FILE    - 222413_SHT-GenNotes.dgn |

1	COVER
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8	TYPICAL SECTIONS AND HOT-MIX ASPHALT MIXTURE REQUIREMENTS
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BD400-04 (BD-22)	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
BD600-06 (BD-24)	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD400-05 (BD-32)	BUTT JOINT AND HMA TAPER DETAILS
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDEROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
TC-22	ARTERIAL ROAD INFORMATION SIGN
TS-07	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING


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

IF CONSTRUCTION BEGINS OR ENDS WITHIN THE SCHOOL YEAR  
THE CONTRACTOR SHALL COORDINATE WITH SOUTH ELGIN  
HIGH SCHOOL TO MAINTAIN THEIR ACCESS TO E MAIN STREET.

<b>GENERAL NOTES, HIGHWAY STANDARDS, COMMITMENTS, AND INDEX OF SHEETS</b>				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				1341	24-00059-00-RS	KANE	32	2
				CONTRACT NO. 61L97				
SCALE: NTS	SHEET 1 OF 1 SHEETS	STA.	TO STA.					
				ILLINOIS	FED. AID PROJECT	8YE5(693)		

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
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		DRAWN - MVV	REVISED -
	PLOT SCALE = 40,000 ' / in.	CHECKED - JCC	REVISED -
	PLOT DATE = 9/9/2025	DATE - 9/9/2025	FILE - 222413_SHT-SOQ.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE: NTS	SHEET 1 OF 5 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	3
CONTRACT NO. 61L97				
ILLINOIS FED. AID PROJECT 8YE5(693)				

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE
			STP 75% Fed 25% Local
			ROADWAY
			0005
			Urban
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	171
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	403
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	441
25000210	SEEDING, CLASS 2A	ACRE	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23
25100630	EROSION CONTROL BLANKET	SQ YD	441
28000510	INLET FILTERS	EACH	33
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	122
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	512
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10,890
40600370	LONGITUDINAL JOINT SEALANT	FOOT	3,556
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	7
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	102
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	666

\* INDICATES SPECIALTY ITEM

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SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE
			STP 75% Fed 25% Local
			ROADWAY
			0005 Urban
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	1,581
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	420
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	824
42400800	DETECTABLE WARNINGS	SQ FT	145
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	16,133
44000200	DRVEWAY PAVEMENT REMOVAL	SQ YD	420
44000600	SIDEWALK REMOVAL	SQ FT	824
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	323
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	484
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	646
48301000	PROTECTIVE COAT	SQ YD	836
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	5
67100100	MOBILIZATION	L SUM	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 2 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-R5	KANE	32	4
CONTRACT NO. 61L97				
ILLINOIS FED. AID PROJECT 8YE5(693)				



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SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION CODE
			STP 75% Fed 25% Local
			ROADWAY
			0005 Urban
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,068
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	356
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	18,336
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	330
* 72000100	SIGN PANEL - TYPE 1	SQ FT	59
72400310	REMOVE SIGN PANEL - TYPE 1	SQ FT	12
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	479
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	9,168
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,231
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	973
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	165
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	143
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	143

\* INDICATES SPECIALTY ITEM



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NTS SHEET 3 OF 5 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-R5	KANE	32	5
CONTRACT NO. 61L97				
ILLINOIS FED. AID PROJECT 8YE5(693)				

## SUMMARY OF QUANTITIES

			CONSTRUCTION CODE
			STP 75% Fed 25% Local
CODE NO.	ITEM	UNIT	ROADWAY
			0005
			Urban
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	15
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	235
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	50
* 87900200	DRILL EXISTING HANDHOLE	EACH	1
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
* 88600100	DETECTOR LOOP, TYPE I	FOOT	480
* 89502200	MODIFY EXISTING CONTROLLER	EACH	1
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	515
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
Z0013798	CONSTRUCTION LAYOUT	L SUM	1
Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	7
Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	2
* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
* X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1

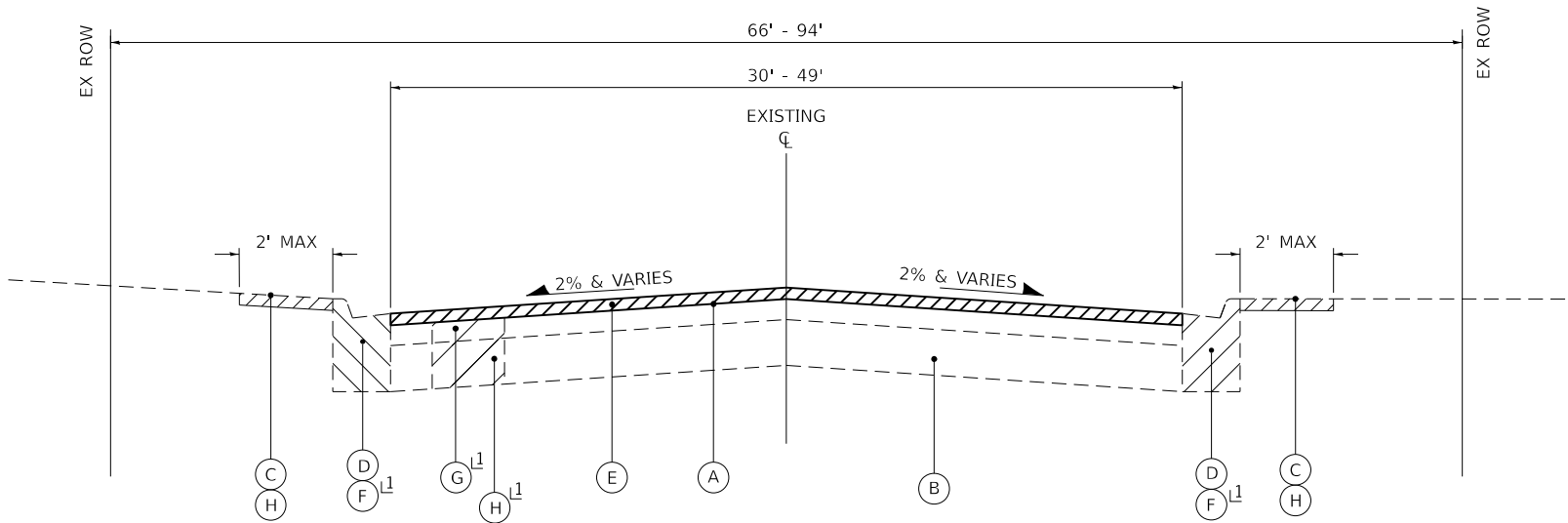
\* INDICATES SPECIALTY ITEM

### SUMMARY OF QUANTITIES

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\* INDICATES SPECIALTY ITEM

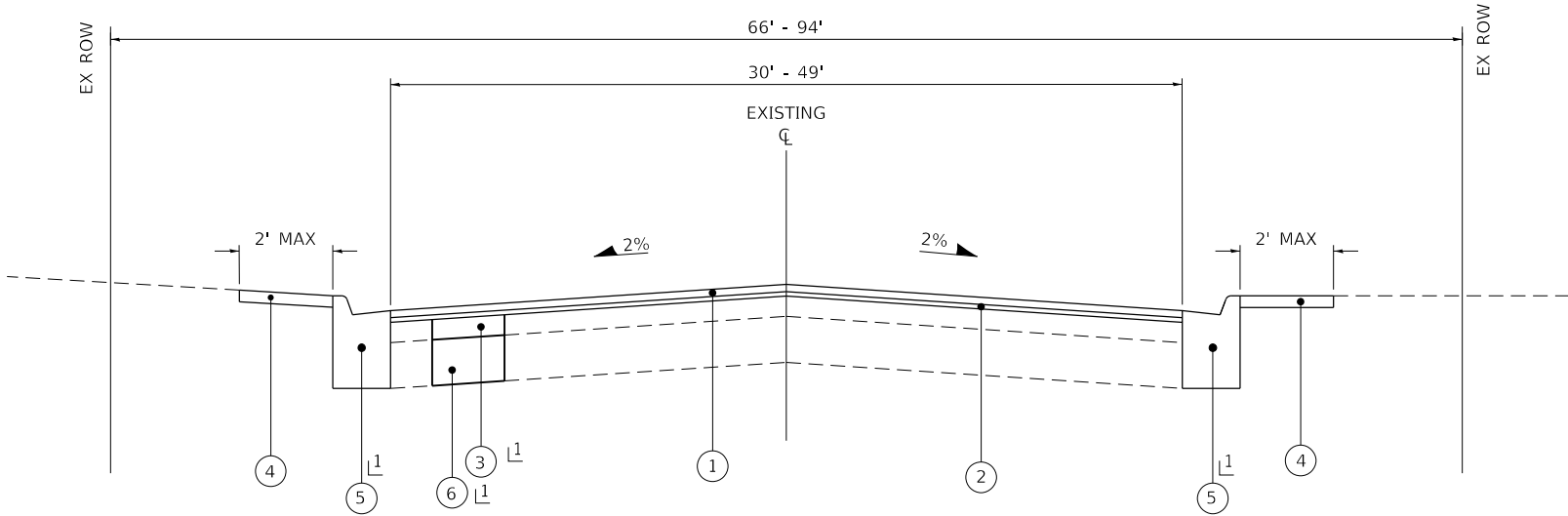
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### EXISTING TYPICAL SECTION

SPRUCE STREET / MAIN STREET  
STA 21+28 TO STA 56+84

1 LOCATIONS DETERMINED BY ENGINEER



### PROPOSED TYPICAL SECTION

SPRUCE STREET / MAIN STREET  
STA 21+28 TO STA 56+84

1 LOCATIONS DETERMINED BY ENGINEER

LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50.

CONTRACTOR SHALL MILL BEFORE PATCHING.

FINISHED HMA 1/4" HIGHER THAN GUTTER FLAG

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

ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR EXPENSE.

#### EXISTING LEGEND

- (A) EXISTING HMA BINDER & SURFACE COURSE (SEE PAVEMENT CORE DATA)
- (B) EXISTING AGGREGATE BASE COURSE (SEE PAVEMENT CORE DATA)
- (C) GROUND SURFACE
- (D) EXISTING COMBINATION CURB AND GUTTER
- (E) HOT-MIX ASPHALT SURFACE REMOVAL 2.25"
- (F) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (G) REMOVAL FOR CLASS D PATCHING
- (H) REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS
- [Hatched Box] REMOVAL ITEM

#### PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 1.75"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 0.75"
- (3) CLASS D PATCHES 8"
- (4) TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 2A
- (5) COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
- (6) AGGREGATE SUBGRADE IMPROVEMENT

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QMP
PAVEMENT RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 - 1.75"	4% @ 50 Gyr.	LR1030-2
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 0.75"	3.5% @ 50 Gyr.	LR1030-2
CLASS D PATCHES - 8 INCH		
CLASS D PACHES (HMA BINDER IL-19.0mm) 8"	4% @ 70 Gyr.	LR1030-2
QMP Designation: Quality Control/Quality Assurance (QC/QA) per LR1030-2		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

PAVEMENT CORE DATA							
CORE	ADDRESS	LOCATION	HMA SURFACE	HMA BINDER	BUILT UP SURF TREATMENTS	GRANULAR BASE	TOTAL DEPTH
C-13	400 Spruce St	11' N of CL	7 3/4"		1 1/2"	8 3/4"	18"
C-14	184 N S Elgin Blvd (on E Main)	15' S of CL	3 1/4"	7 1/2"		6 3/4"	17 1/2"
C-15	700 E Main St	13' N of CL	1 1/4"	11 1/2"		4 1/2"	17 1/4"
C-16	760 E Main (81' SE of SE entrance)	15' E of CL	1 1/2"	9 3/4"		2 1/4"	13 1/2"
C-17	760 E Main (36' E of NE entrance)	15' E of CL	5"	4 1/4"		3 3/4"	13"
C-18	1001 E Main St	15' S of CL	3"	7 1/2"		3"	13 1/2"

\* indicates the presence of a reflective crack control fabric

**BAXTER & WOODMAN**  
Consulting Engineers

USER NAME = jtmiller  
DESIGNED -  
DRAWN - MVV  
PLOT SCALE = 20,000 ' / in.  
PLOT DATE = 8/28/2025

CHECKED -  
DATE = 8/28/2025

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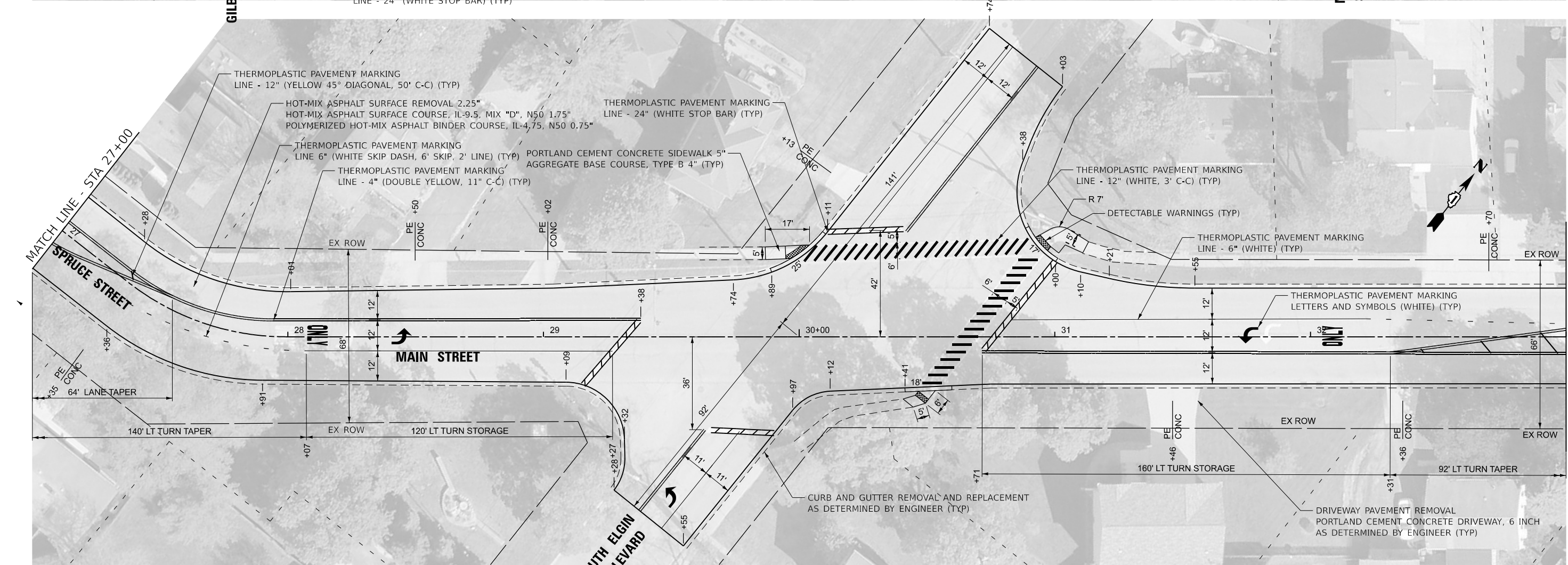
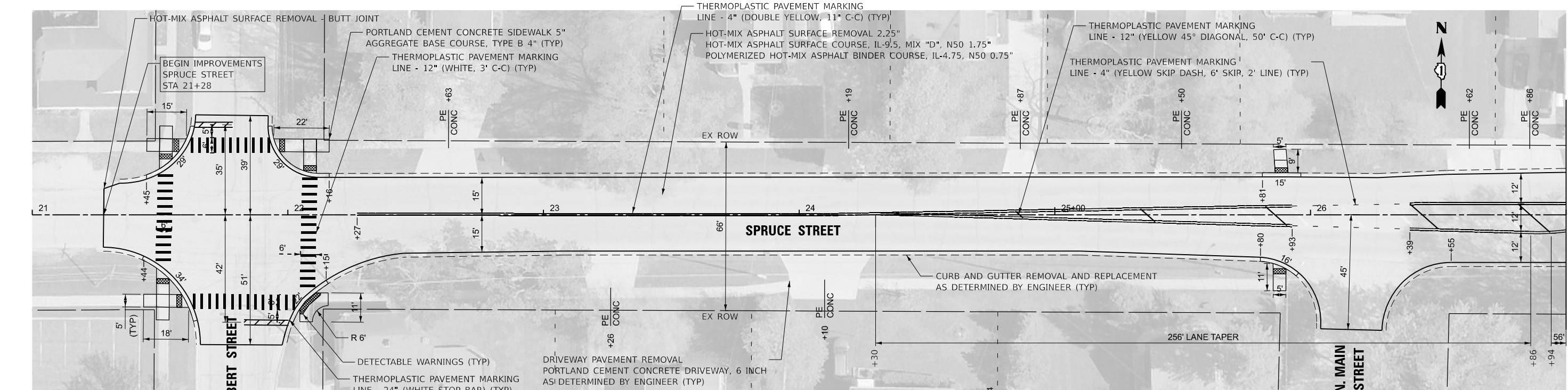
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS AND  
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.  
1341 24-00059-00-RS KANE 32 8  
CONTRACT NO. 61L97  
ILLINOIS FED. AID PROJECT 8YE5(693)

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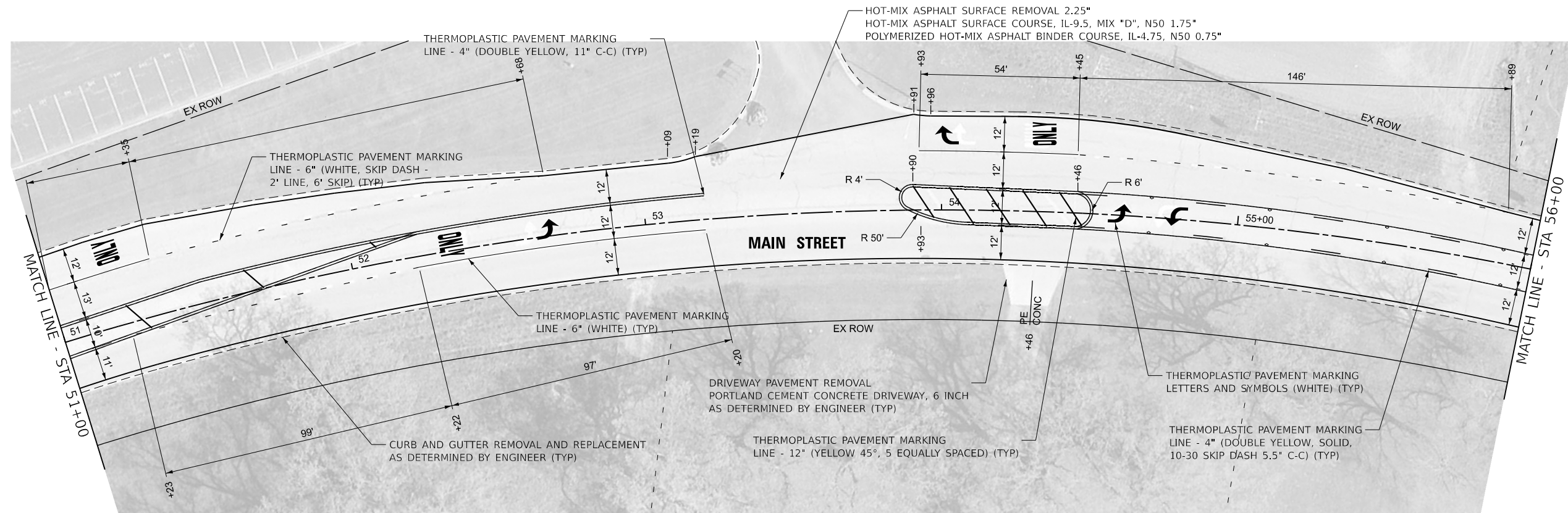
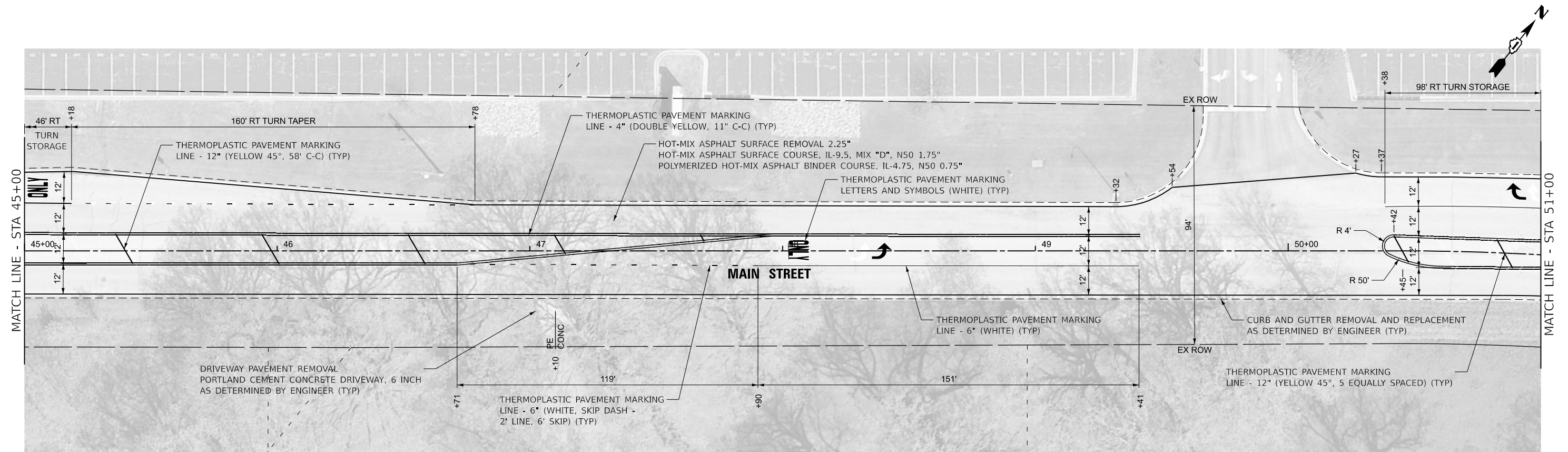


<div><div>BAXTER &amp; WOODMAN</div><div>Consulting Engineers</div></div>	USER NAME = jtmiller	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN SPRUCE STREET / MAIN STREET					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40,000 ' / in.	DRAWN - MVV	REVISED -		1341	24-00059-00-RS	KANE	32	9					
	PLOT DATE = 8/28/2025	CHECKED -	REVISED -		CONTRACT NO. 61L97									
	SCALE: 1" = 20'									SHEET 1 OF 4 SHEETS	STA. 21+25 TO STA. 33+00	ILLINOIS FED. AID PROJECT 8YE5(693)		









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	DRAWN - MVV	REVISED -
PLOT SCALE = 40,000' / in.	CHECKED -	REVISED -
PLOT DATE = 8/28/2025	DATE = 8/28/2025	FILE = 222413_SHT-Plan3.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

## ROADWAY PLAN

### MAIN STREET

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	11
		CONTRACT NO. 61L97		
		ILLINOIS FED. AID PROJECT 8YE5(693)		

STATE OF ILLINOIS - PROFESSIONAL DESIGN FIRM  
LICENSE NO. - 184-001121 - EXPIRES 4/30/2025  
jrmiller  
MODEL Default  
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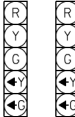
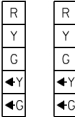








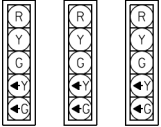
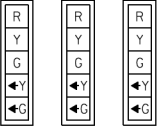
















































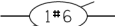
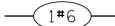


















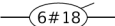
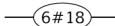




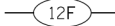




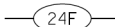




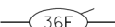
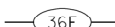




















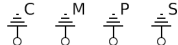
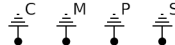














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<div><div><div></div><div>BAXTER &amp; WOODMAN</div><div>Consulting Engineers</div></div></div>	USER NAME = jrmiller	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN MAIN STREET			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - MVV	CHECKED -	REVISED -					1341	24-00059-00-RS	KANE	32	12
	PLOT SCALE = 40,000 ' / in.	FILE - 222413_SHT-Plan4.dgn						CONTRACT NO. 61L97				
	PLOT DATE = 8/28/2025	DATE - 8/28/2025			SCALE: 1" = 20'	SHEET 4	OF 4 SHEETS	STA. 56+00	TO STA. 56+66	ILLINOIS FED. AID PROJECT 8YE5(693)		

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

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

	USER NAME = footem]	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - IP	REVISED -					1341	24-00059-00-RS	KANE	32	13
	PLOT SCALE = 50.0000 ' / in.	CHECKED - LP	REVISED -		TS-05			CONTRACT NO. 61L97				
	PLOT DATE = 3/4/2019	DATE - 9/29/2016	REVISED -		SCALE: NONE	SHEET 1 OF 7 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT 8YE5(693)				

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.

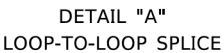
IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE 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.

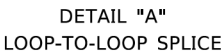
PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



- 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



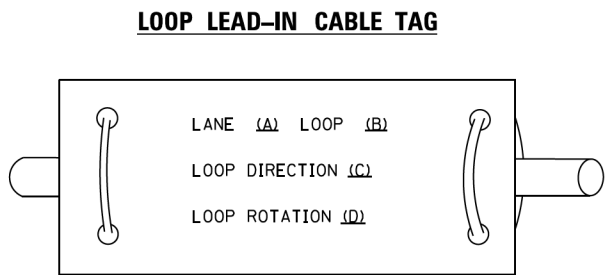
## TYPE I LOOP



## PRE-FORMED LOOP

## LOOP DETECTOR SPLICE

- |                                                                                                                                                                                                                                                                                                                                                                                       |                                                                                                                                                              |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>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.</p> <p>② WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.</p> <p>③ WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.</p> <p>④ NO. 14 2/C TWISTED, SHIELDED CABLE.</p> | <p>⑤ LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP</p> <p>⑥ XL POLYOLEFIN 2 CONDUCTOR</p> <p>⑦ BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL</p> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|



- 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.

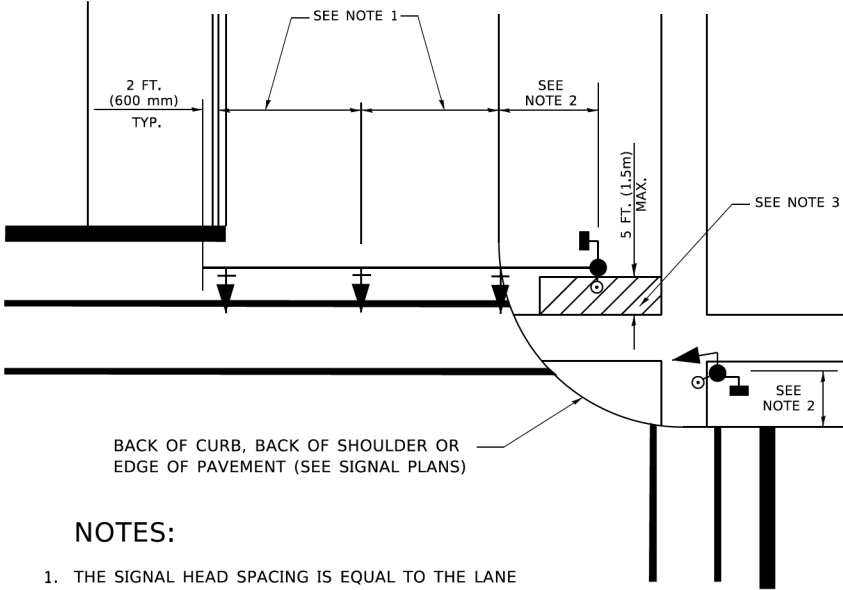
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	PLOT SCALE = 50,0000 ' / in.	DRAWN -	REVISED -						1341	24-00059-00-RS	KANE	32	14
	PLOT DATE = 3/4/2019	CHECKED -	REVISED -		TS-05				CONTRACT NO. 61L97				
	DATE -	REVISED -	SCALE: NONE		SHEET 2 OF 7 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT 8YE5(693)				



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TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

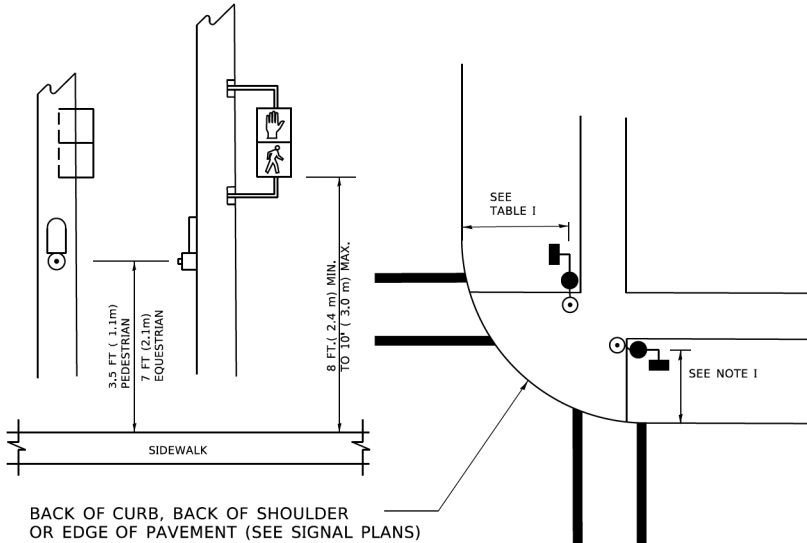
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

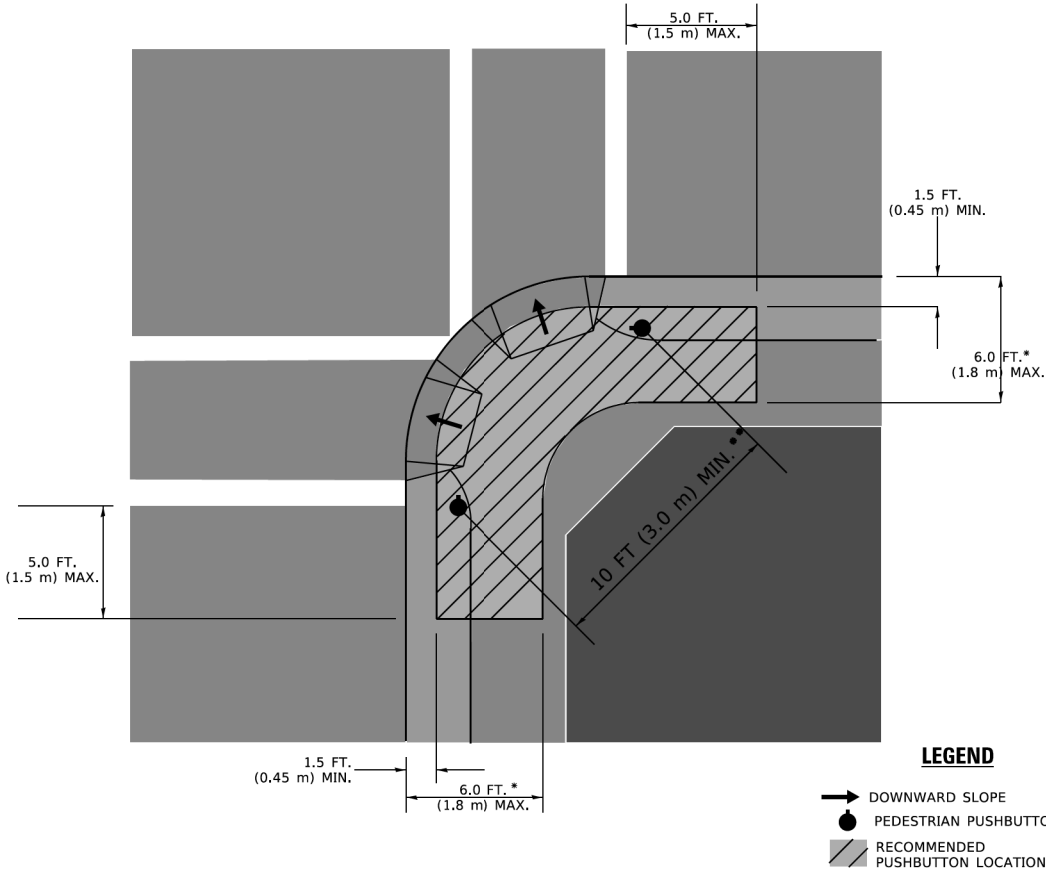
PEDESTRIAN SIGNAL POST  
AND  
PEDESTRIAN PUSH BUTTON POST



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



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- 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 (0.6m), MINIMUM 10 FT (3.0m)
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.

NOTES:

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

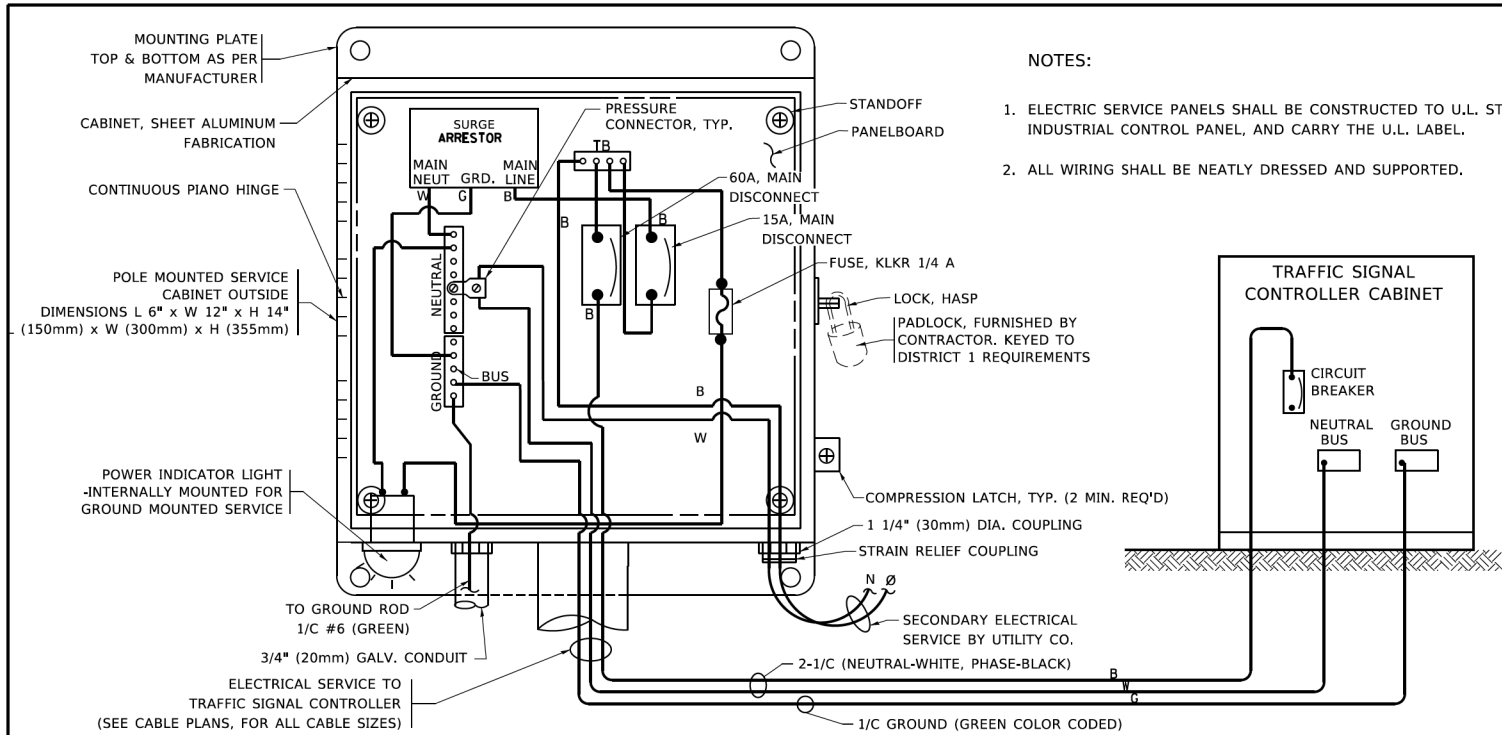
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

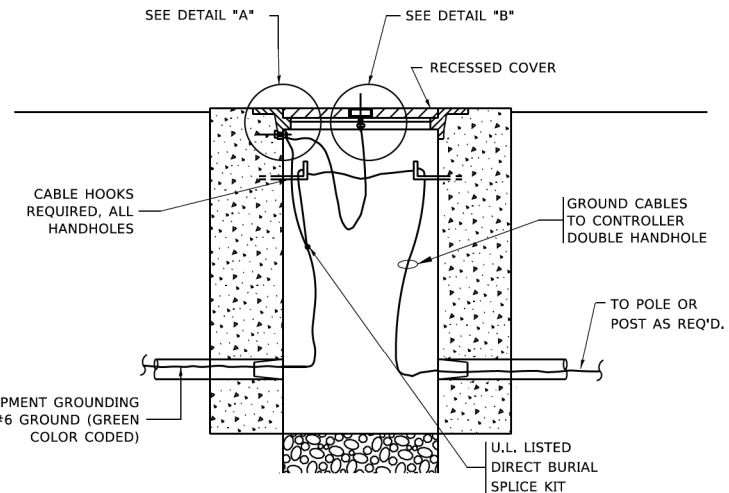
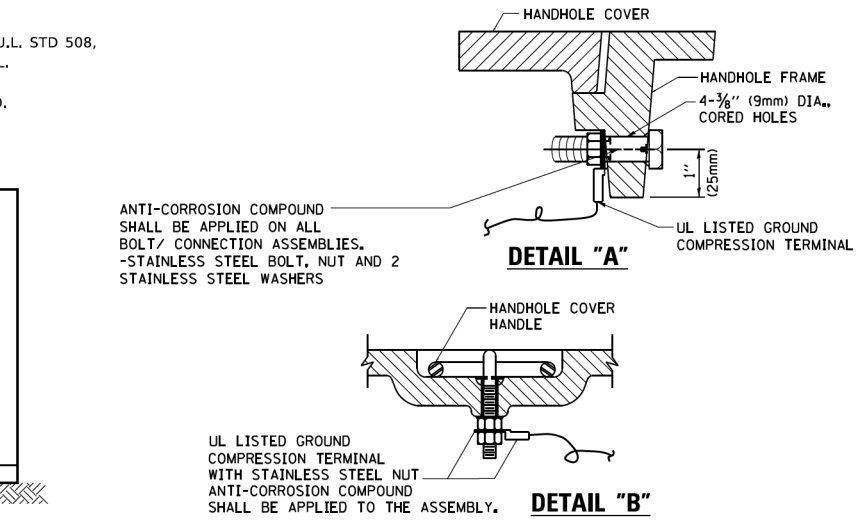
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS-05		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		

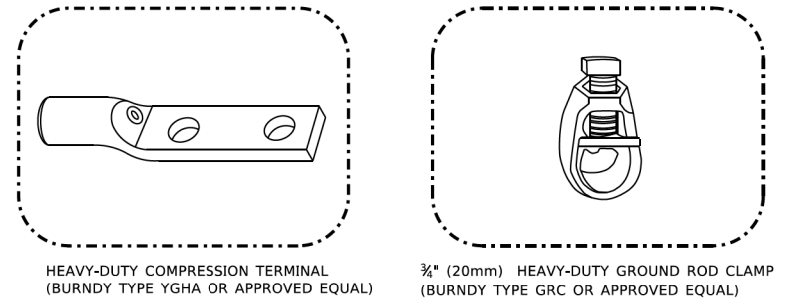
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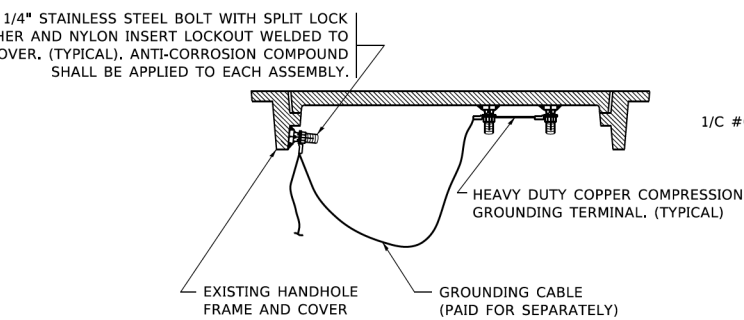
**ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
**SERVICE INSTALLATION POLE MOUNT (SHOWN)**  
(NOT TO SCALE)



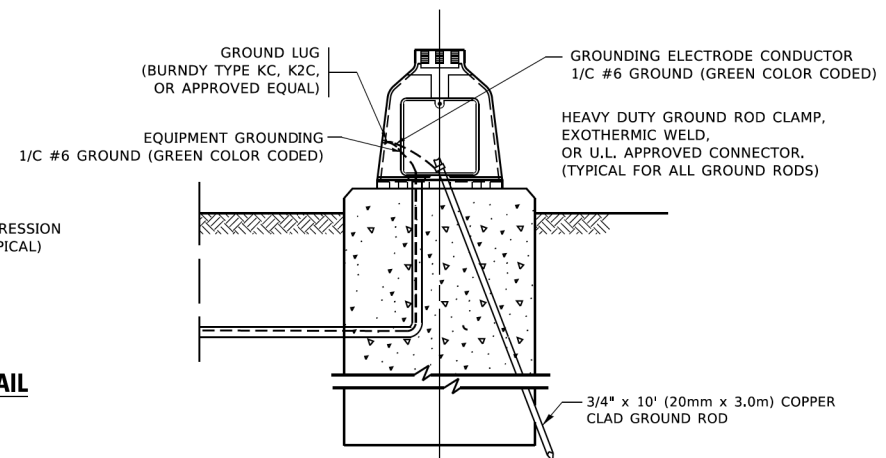
**HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
(NOT TO SCALE)



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



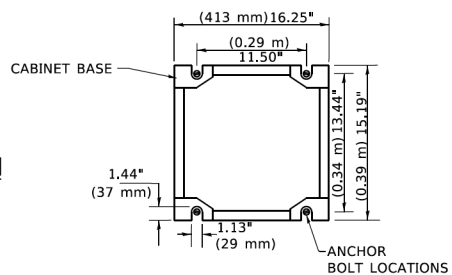
**EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL**  
(NOT TO SCALE)



**MAST ARM POLE /POST-GROUNDING DETAIL**  
(NOT TO SCALE)

**SERVICE INSTALLATION**  
**GROUND MOUNT**  
(NOT TO SCALE)

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



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

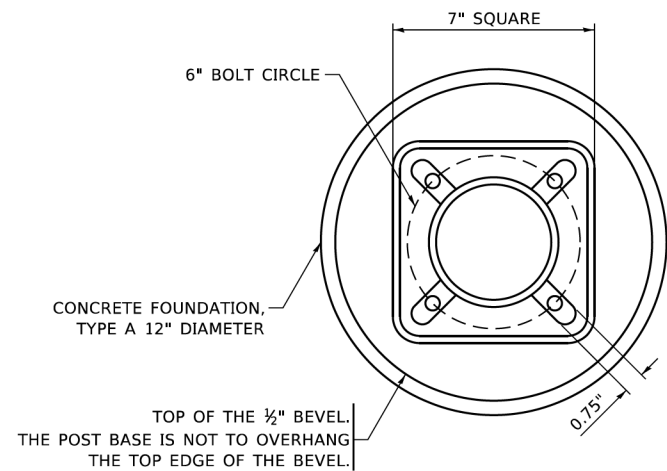
**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 4 OF 7 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS-05		CONTRACT NO. 61L97		
	ILLINOIS	FED. AID PROJECT 8YE5(693)		

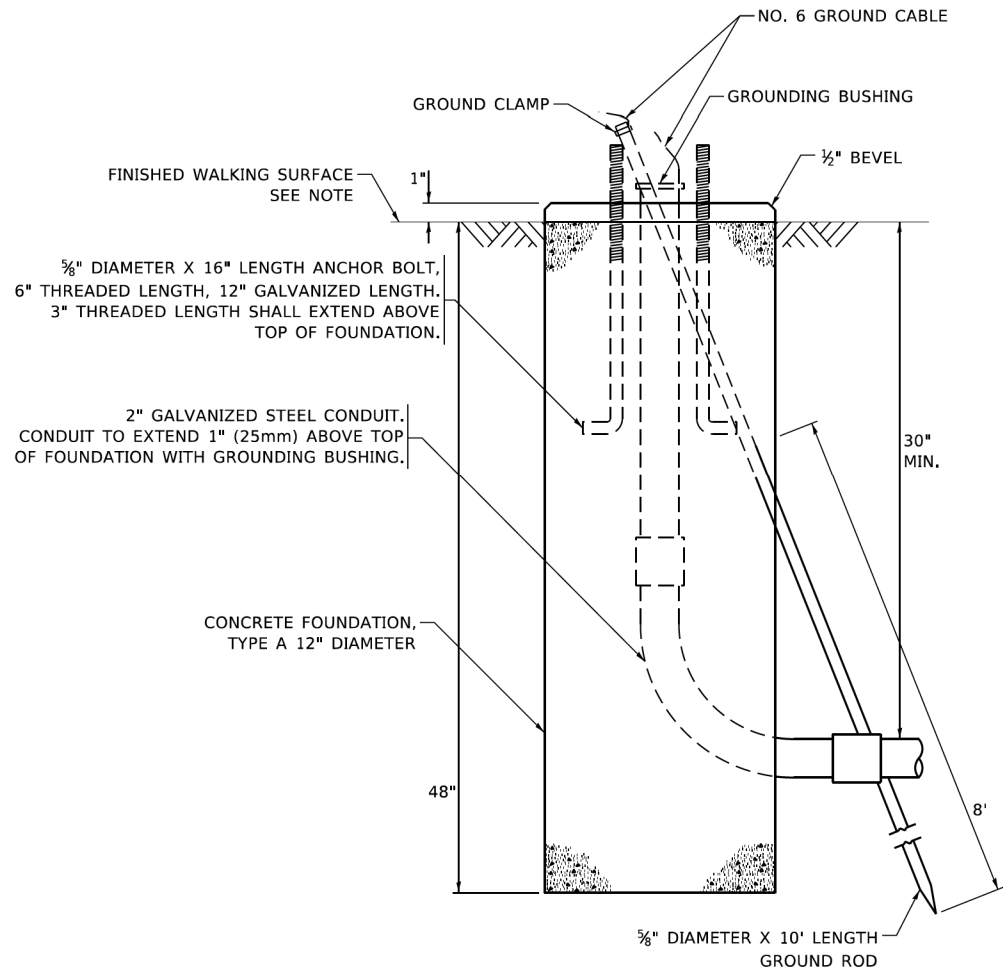




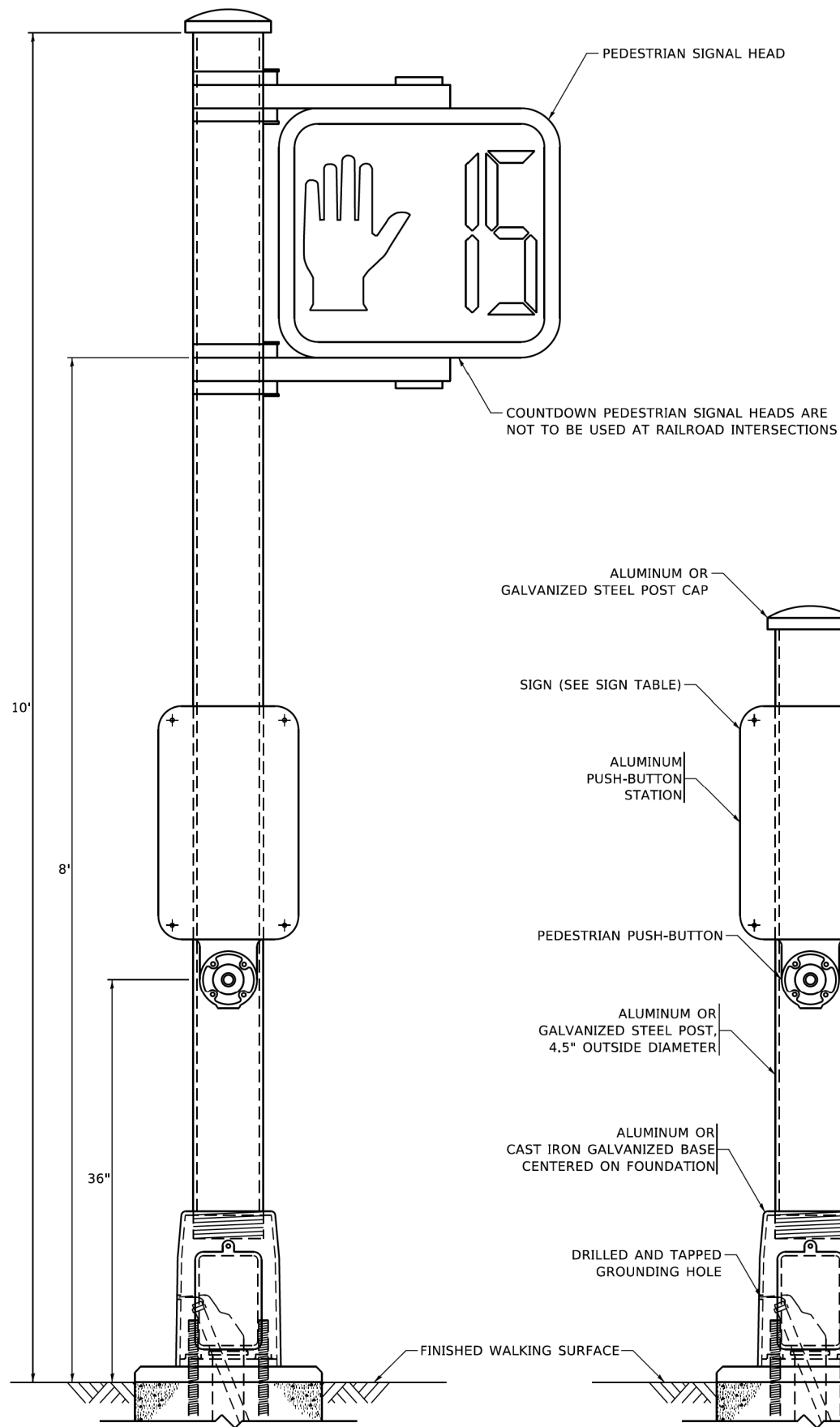


BOLT PATTERN

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



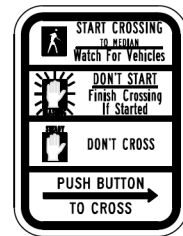
CONCRETE FOUNDATION,  
TYPE A 12-INCH DIAMETER



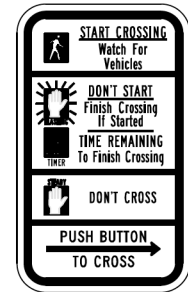
PEDESTRIAN SIGNAL POST, 10 FT.



R10-3b



R10-3d

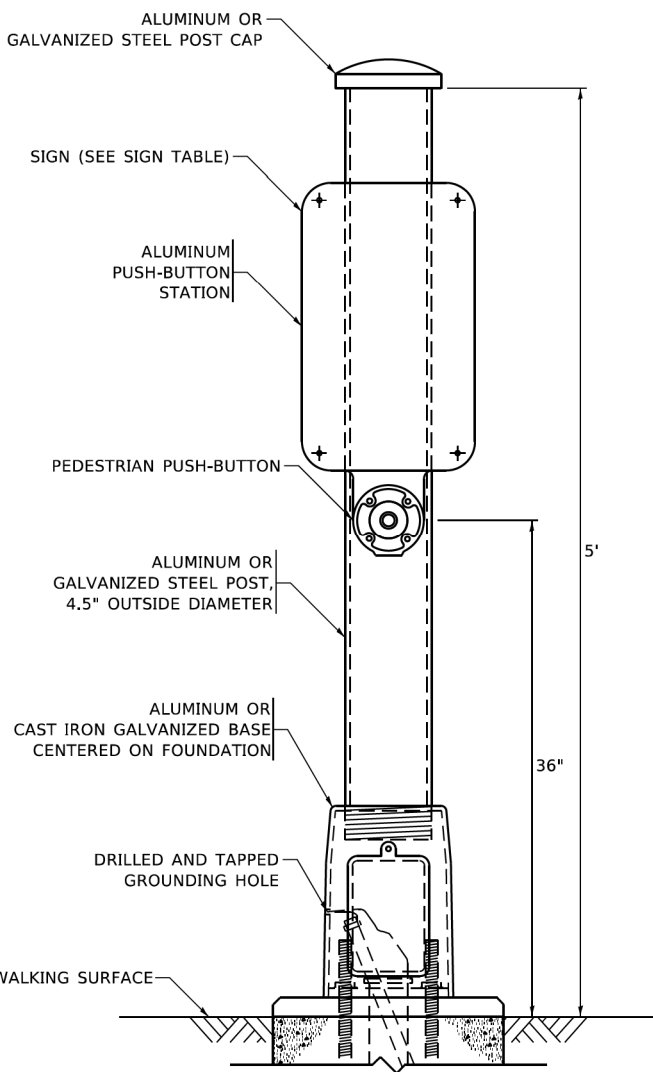


R10-3e

SIGN TABLE

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

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



PEDESTRIAN SIGNAL POST, 5 FT.

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS-05		CONTRACT NO. 61L97		
		ILLINOIS FED. AID PROJECT 8YE5(693)		

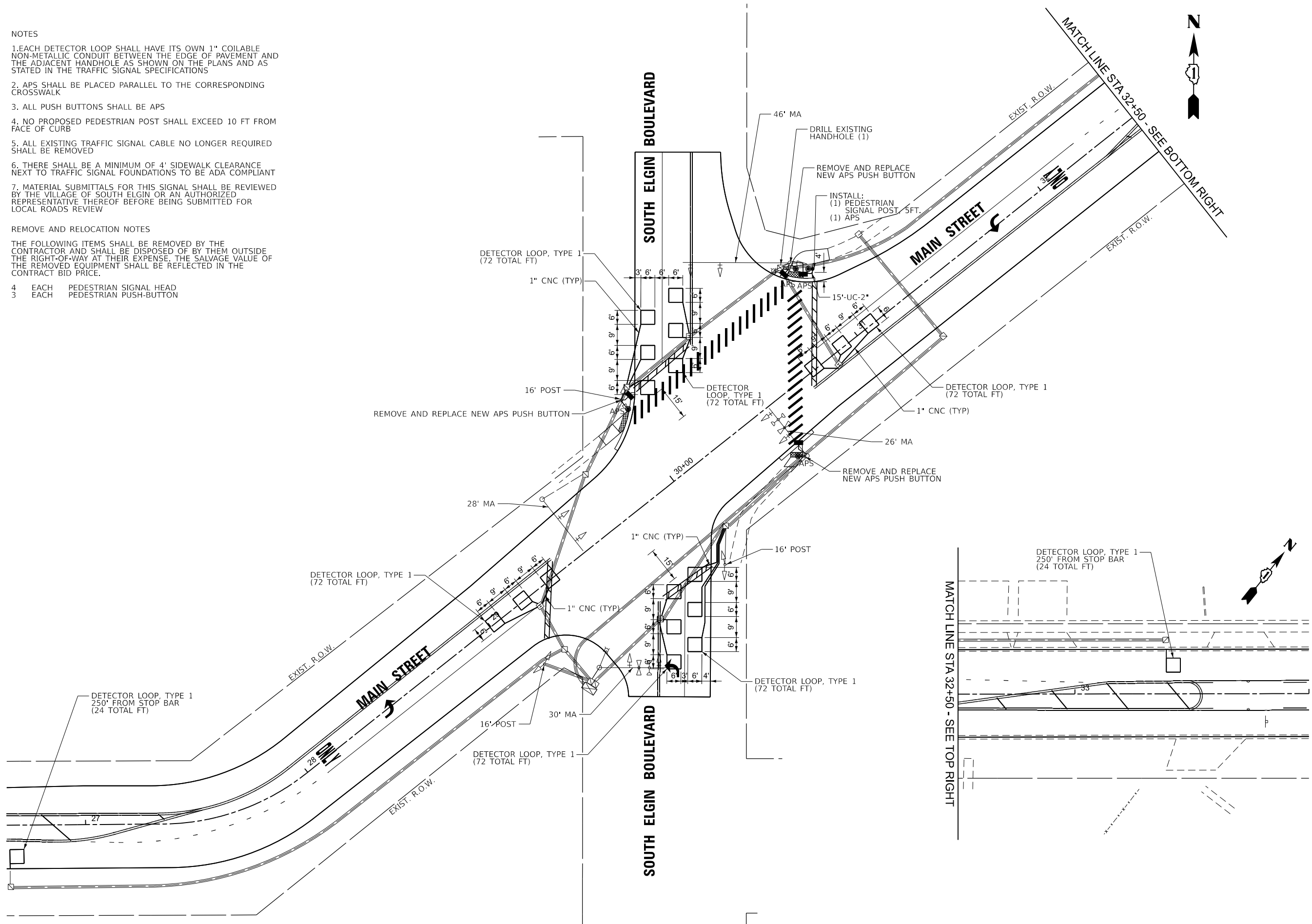
NOTES

- 1.EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS
2. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK
3. ALL PUSH BUTTONS SHALL BE APS
4. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM FACE OF CURB
5. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
6. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT
7. MATERIAL SUBMITTALS FOR THIS SIGNAL SHALL BE REVIEWED BY THE VILLAGE OF SOUTH ELGIN OR AN AUTHORIZED REPRESENTATIVE THEREOF BEFORE BEING SUBMITTED FOR LOCAL ROADS REVIEW

REMOVE AND RELOCATION 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.

- |   |      |                        |
|---|------|------------------------|
| 4 | EACH | PEDESTRIAN SIGNAL HEAD |
| 3 | EACH | PEDESTRIAN PUSH-BUTTON |



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

USER NAME = jrmiller	DESIGNED -
DRAWN - MVV	REVIS
PLOT SCALE = 40,000 ' / in.	CHECKED -
PLOT DATE = 8/28/2025	DATE - 8/28/2025

REVIS	FILE - 222413_SHT-Modernization Plan.dgn
REVIS	
REVIS	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

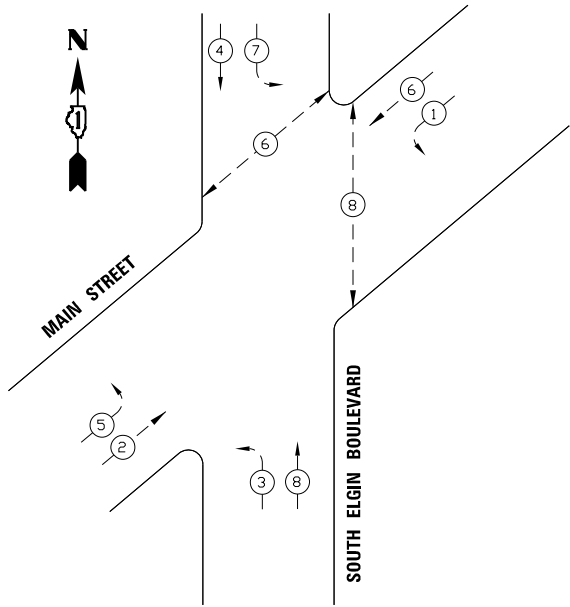
TRAFFIC SIGNAL MODERNIZATION PLAN  
SOUTH ELGIN BOULEVARD AND EAST MAIN STREET

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

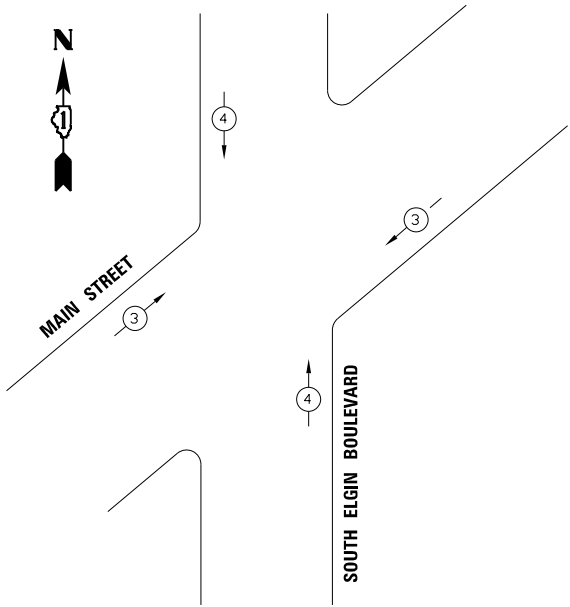
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CONTRACT NO. 61L97				
ILLINOIS FED. AID PROJECT 8YE5(693)				

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EXISTING CONTROLLER SEQUENCE



EXISTING EMERGENCY  
VEHICLE PREEMPTION SEQUENCE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	15
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	235
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	50
DRILL EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
DETECTOR LOOP, TYPE I	FOOT	480
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	515
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4

TRAFFIC SIGNAL  
ELECTRICAL SERVICE REQUIREMENTS

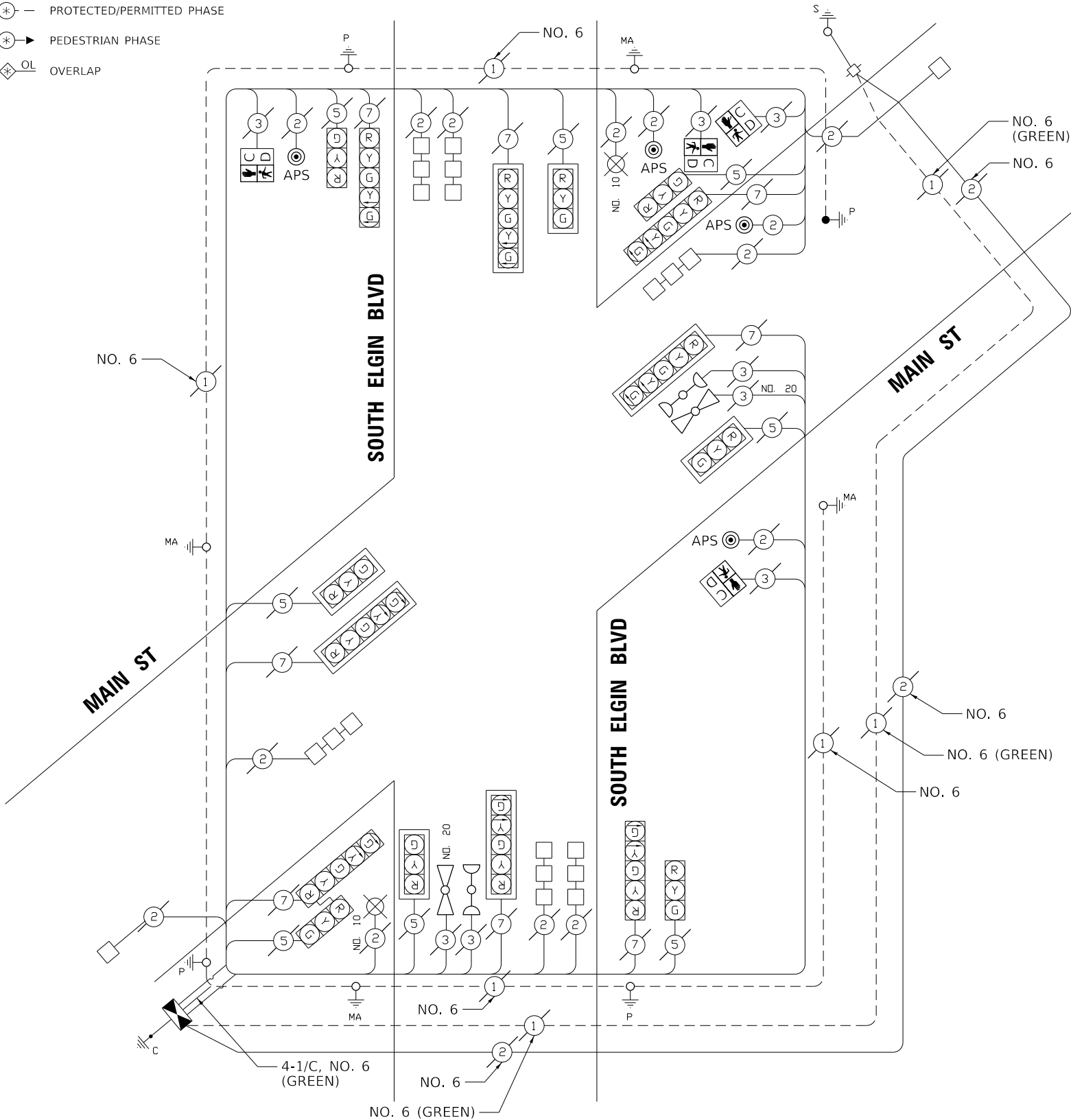
TYPE	QUANTITY	UNIT WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL HEAD RED	16	17	0.50	136
SIGNAL HEAD YELLOW	16	25	0.25	100
SIGNAL HEAD GREEN	16	15	0.25	60
PROGRAMMABLE SIGNAL 3-SECTION	-	22	-	-
4-SECTION	-	32	-	-
5-SECTION	-	28	-	-
ARROW	16	12	0.10	19
PEDESTRIAN SIGNAL	4	25	1.00	100
CONTROLLER	1	100	1.00	100
MASTER CONTROLLER	-	100	-	-
UPS	-	25	-	-
DETECTION RADAR	-	20	-	-
VIDEO	-	20	-	-
BLANK-OUT SIGN	-	25	-	-
NETWORK SWITCH (I OR II)	-	35	-	-
CELLULAR MODEM	-	15	-	-
TOTAL FOR UPS = 515				
UPS CHARGING	1	225	1.0	225
BATTERY HEATER MAT	1	180	1.0	180
CABINET HEATER	1	200	1.0	200
STREET LIGHTS	2	250	0.50	250
FLASHER	-	15	-	-
LED STREET NAME SIGN	-	120	-	-
LUMINAIRE	-	240	-	-
TOTAL FOR SERVICE = 855				

NOTE:  
EXISTING CONTROLLER SHALL BE  
MODIFIED TO REMOVE DUAL CALL  
PEDESTRIAN PUSHBUTTON PROGRAMMING

ENERGY COSTS TO:  
VILLAGE OF SOUTH ELGIN  
735 MARTIN DRIVE  
SOUTH ELGIN, IL 60177  
ENERGY SUPPLY CONTACT: KATIE OLIVIA  
PHONE: 847-608-2338  
COMPANY: COMMONWEALTH EDISON  
ACCOUNT NUMBER: XXXXX-XXXXX

LEGEND:

- ← ⊙ — PROTECTED PHASE
- ← ⊙ — PROTECTED/PERMITTED PHASE
- ← ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL — OVERLAP



CABLE PLAN  
(NOT TO SCALE)

**BAXTER & WOODMAN**  
Consulting Engineers

USER NAME = jtmiller	DESIGNED -	REVISED -
PLOT SCALE = 40,000' / in.	DRAWN - MVV	REVISED -
PLOT DATE = 8/28/2025	CHECKED -	REVISED -
DATE = 8/28/2025	FILE - 222413_SHT-Cable Plan.dgn	

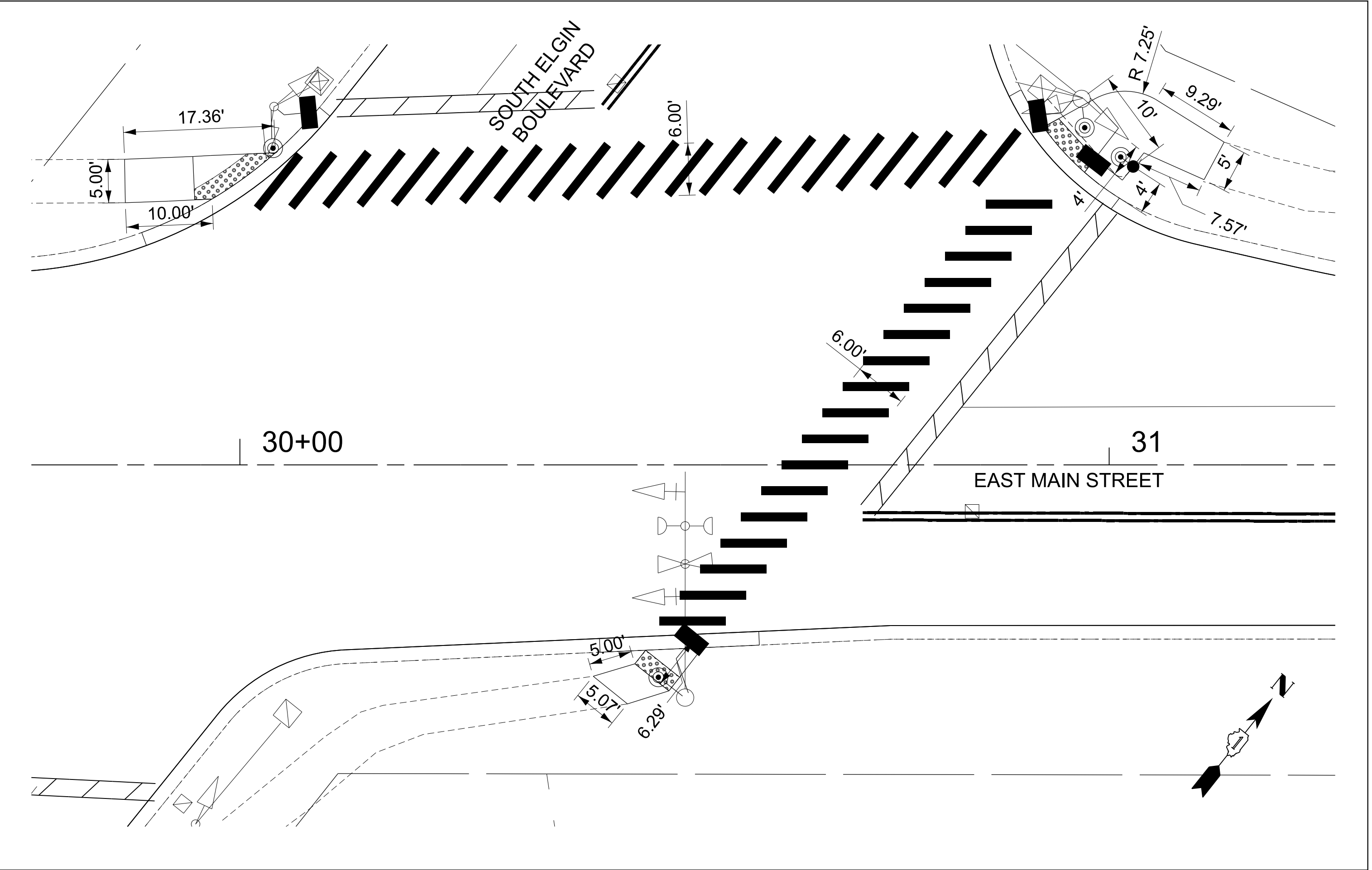
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY  
VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES  
SOUTH ELGIN BOULEVARD AND EAST MAIN STREET

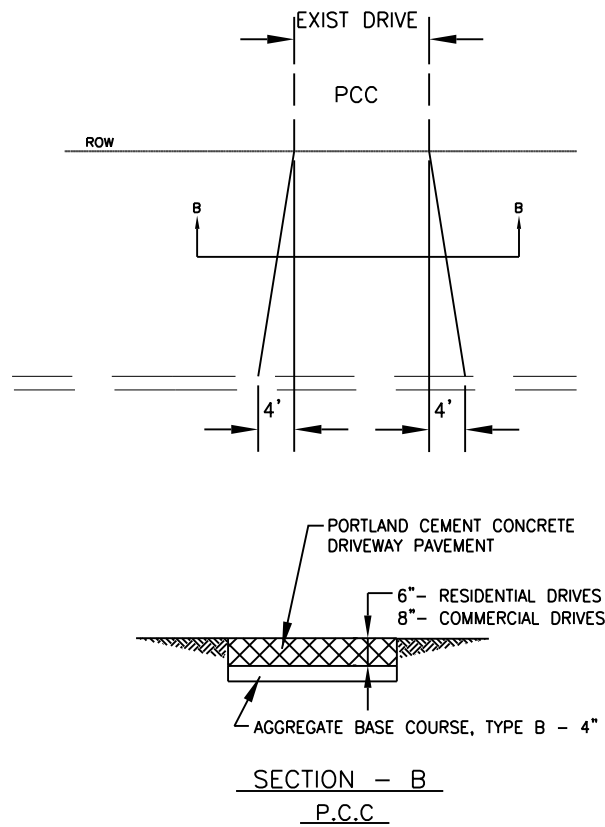
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	20
CONTRACT NO. 61L97				
ILLINOIS FED. AID PROJECT 8YE5(693)				

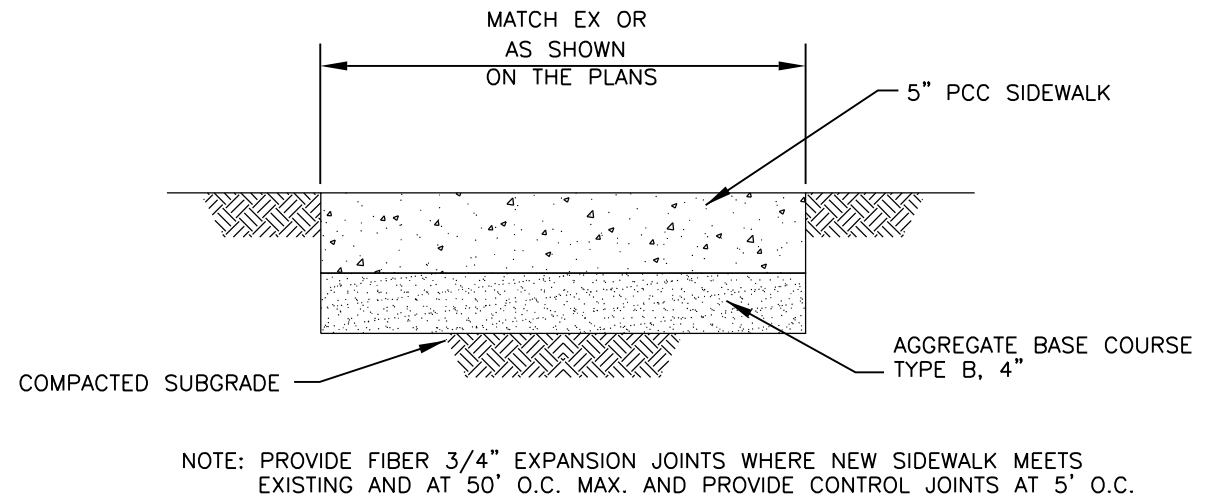
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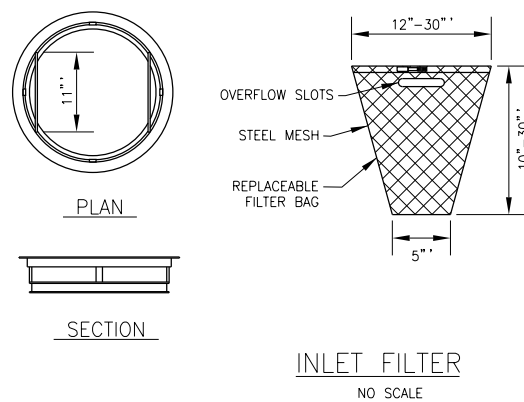
<b>BAXTER &amp; WOODMAN</b> Consulting Engineers	USER NAME = jrmiller	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ADA DETAILS SOUTH ELGIN BOULEVARD AND EAST MAIN STREET		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	FILE - 222413_SHT-ADA.dgn	DATE - 8/28/2025	FILE - 222413_SHT-ADA.dgn				ILLINOIS   FED. AID PROJECT 8YE5(693)				
SCALE: 1" = 5'		SHEET 1 OF 1 SHEETS		STA.		TO STA.					



DRIVEWAY PAVEMENT DETAIL  
NO SCALE



PORTLAND CEMENT CONCRETE (P.C.C.) SIDEWALK, 5-INCH  
NO SCALE



GENERAL NOTES:  
FRAME: TOP RING CONSTRUCTED FROM 1 1/4" x 1 1/4" x 1/8" ANGLE.  
BASE RING CONSTRUCTED OF 1 1/2" x 1/2" x 1/8" CHANNEL.  
HANDLES & SUSPENSION BRACKETS CONSTRUCTED FROM 1/4" x 1 1/4" FLAT. ALL STEEL CONFORMING TO ASTM-A36.  
REPLACEABLE BAG: CONSTRUCTED FROM 4 OZ./SQ. YD. NON-WOVEN POLYPROPYLENE GEOTEXTILE REINFORCED WITH POLYESTER MESH. CONNECTED TO BASE RING WITH STAINLESS STEEL STRAP & LOCK.  
STEEL MESH: REMOVABLE STAINLESS STEEL MESH STRAINER BASKET. 1/4" DIA. HOLE SIZE, 58% OPEN AREA.

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

USER NAME = jtmiller	DESIGNED - JDM	REVISED -
DRAWN - MVV	REVISED -	
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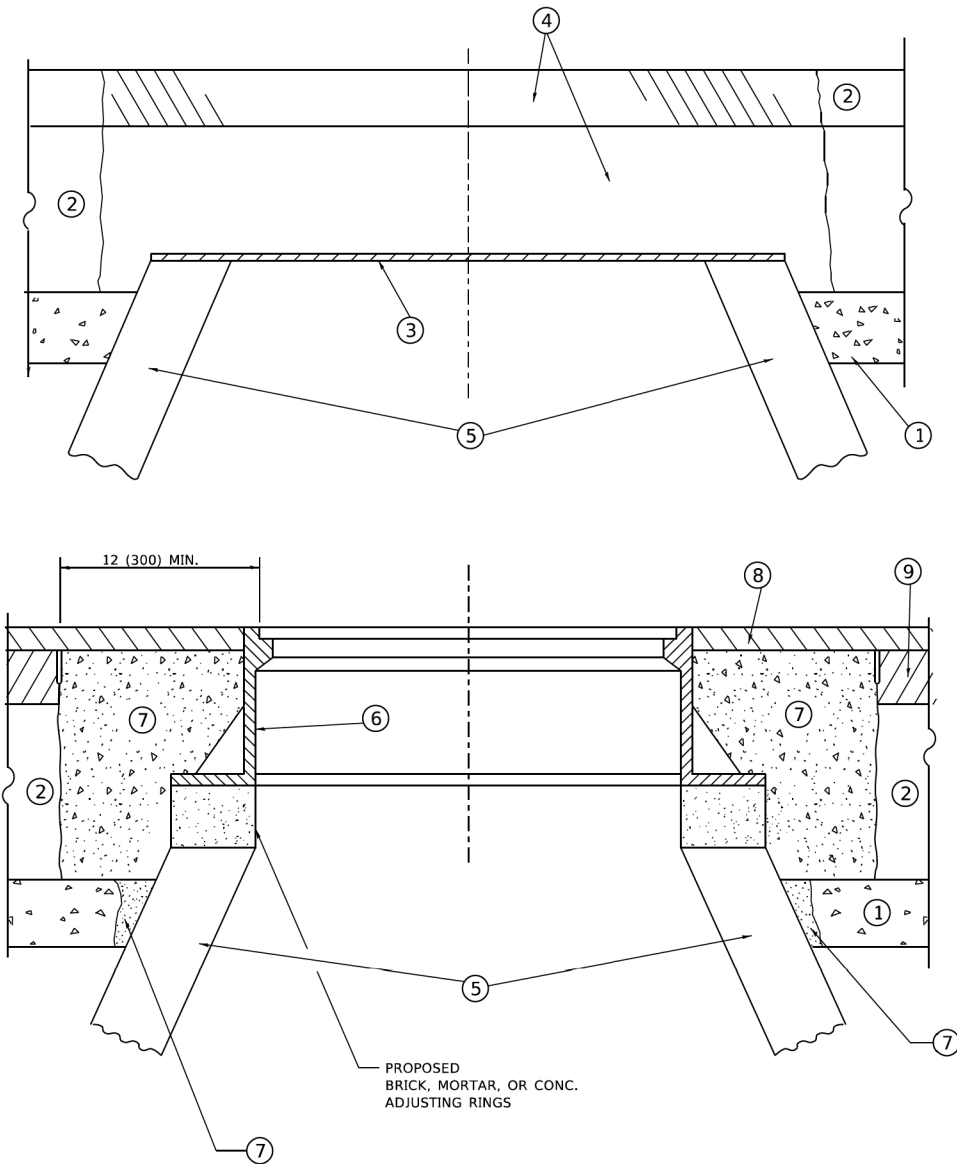
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

SCALE: NTS SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	22
CONTRACT NO. 61L97				
ILLINOIS FED. AID PROJECT 8YE5(693)				





**DETAILS FOR FRAMES AND LIDS ADJUSTMENT  
WITH MILLING**

**NOTES**

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

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

- REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.
- INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.
- THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2\* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

- |                                              |                               |
|----------------------------------------------|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL                 | ⑥ FRAME AND LID (SEE NOTES)   |
| ② EXISTING PAVEMENT                          | ⑦ CLASS PP-2* CONCRETE        |
| ③ 36 (900) DIAMETER METAL PLATE              | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE  |
| ⑤ EXISTING STRUCTURE                         |                               |

**LOCATION OF STRUCTURES**

THE CONTRACTOR WILL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR WILL DELIVER THE RECORD TO THE ENGINEER.

**BASIS OF PAYMENT**

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL Default  
FILE Name: W:\Bids\22-23\bd08.dgn

USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR  
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

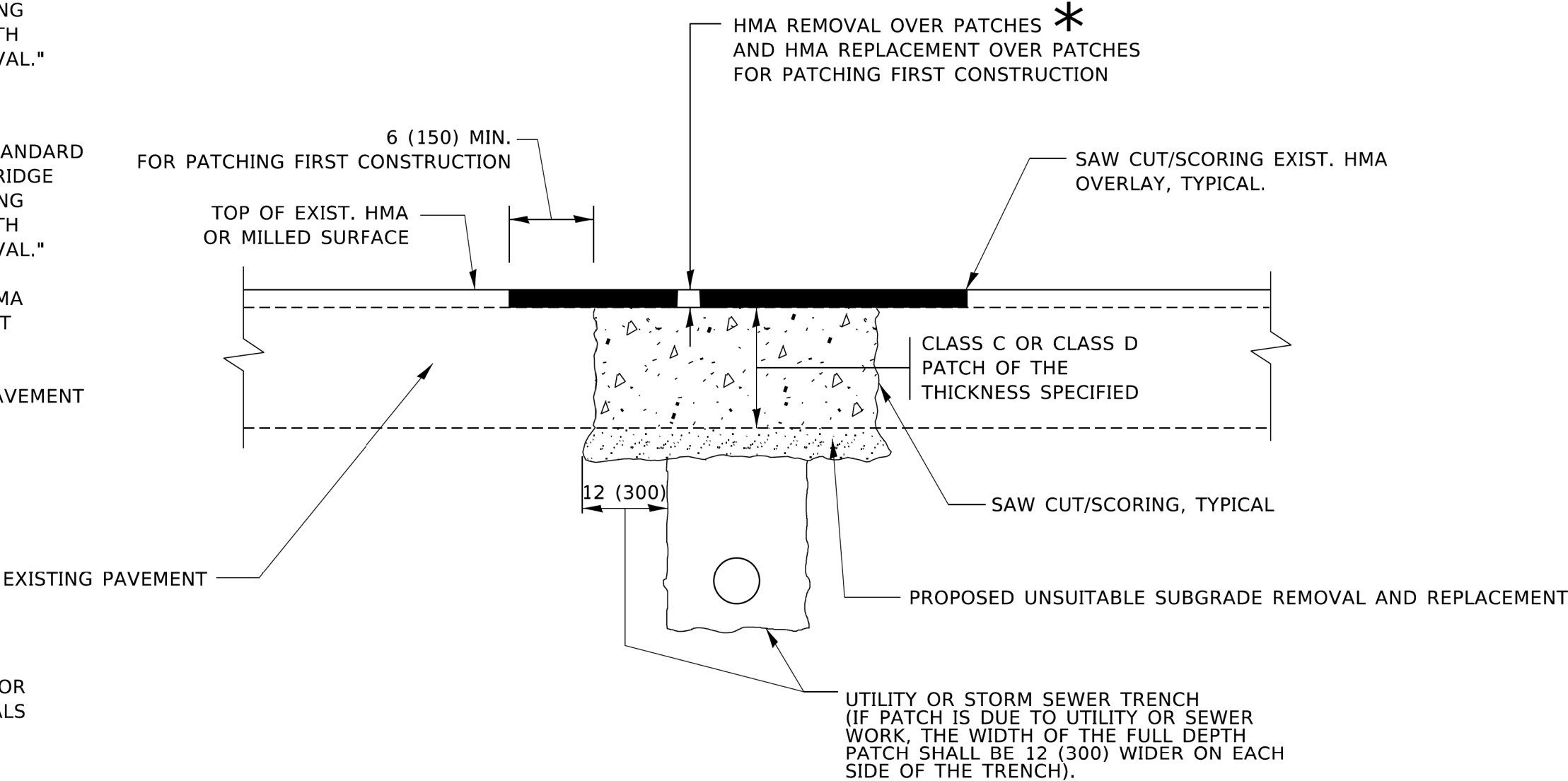
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1341	24-00059-00-RS	KANE	32	23
BD600-03 (BD-08)		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

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PLOT DATE: 11/18/2022  
PLOT SCALE: 100.0000' / in.  
PLOT DATE: 11/18/2022

USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-04-07
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

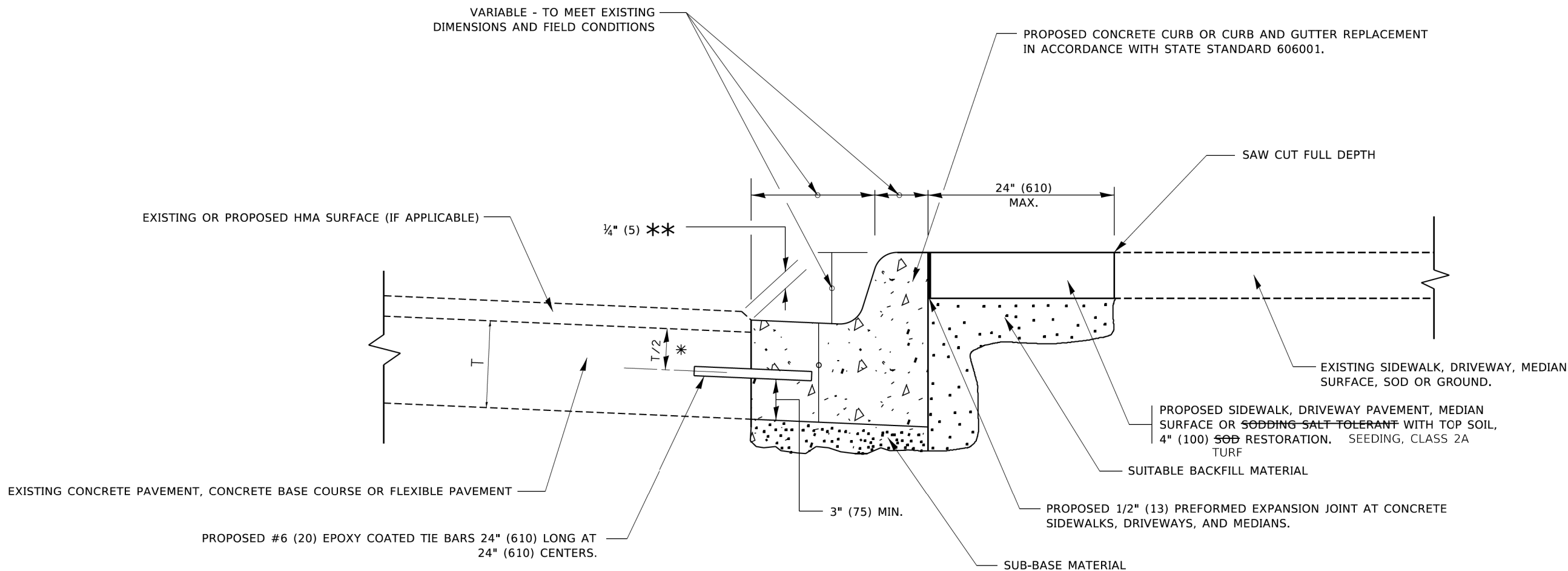
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	24
BD400-04 (BD-22)		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		

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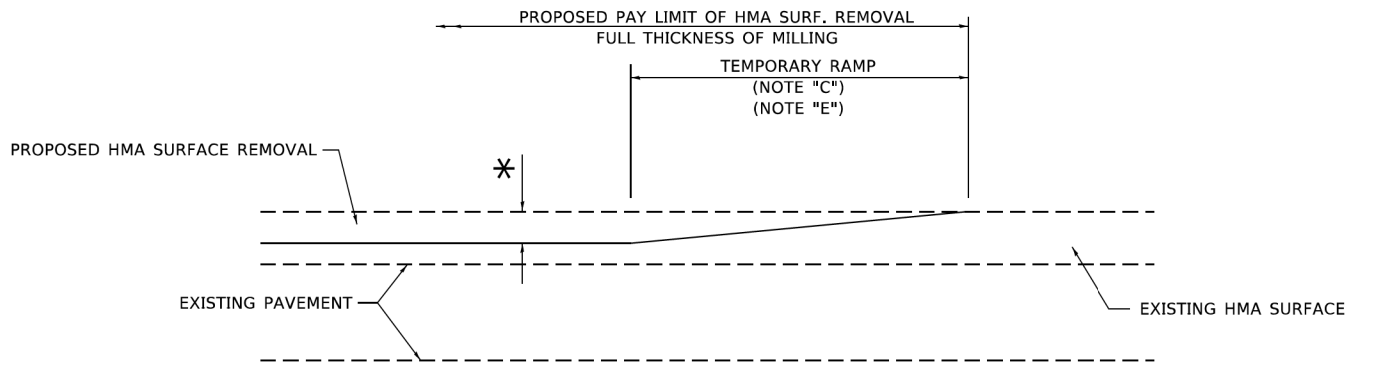


- \* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- \*\* IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

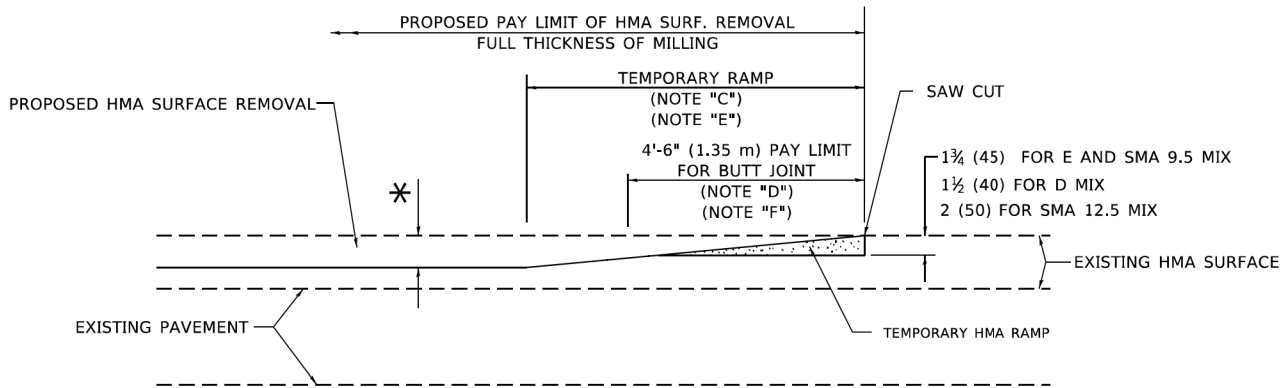
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)  
UNLESS OTHERWISE SHOWN.

	USER NAME = footem]	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01						1341	24-00059-00-RS	KANE	32	25
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09		BD600-06 (BD-24)				CONTRACT NO. 61L97				
	PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT 8YE5(693)				



**MILLED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

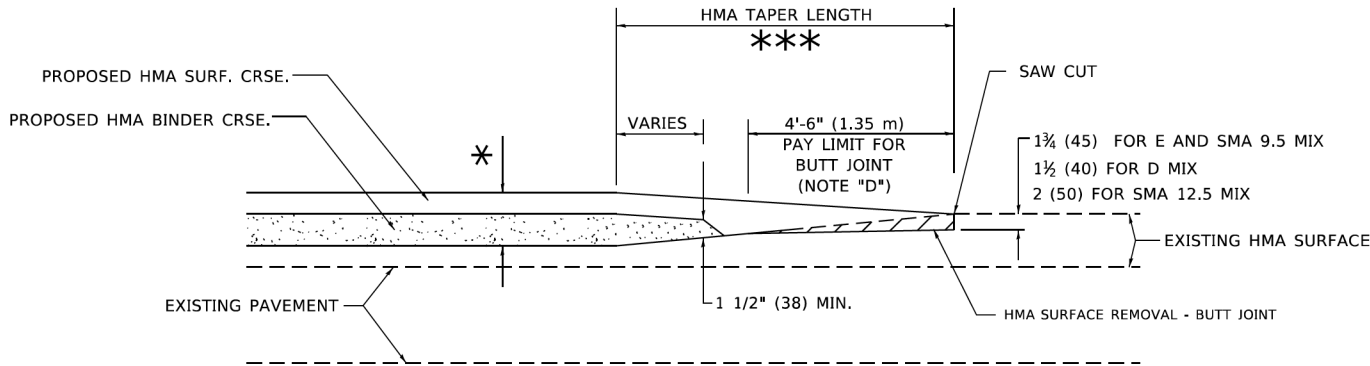
**OPTION 1**



**HMA CONSTRUCTED TEMPORARY RAMP**  
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

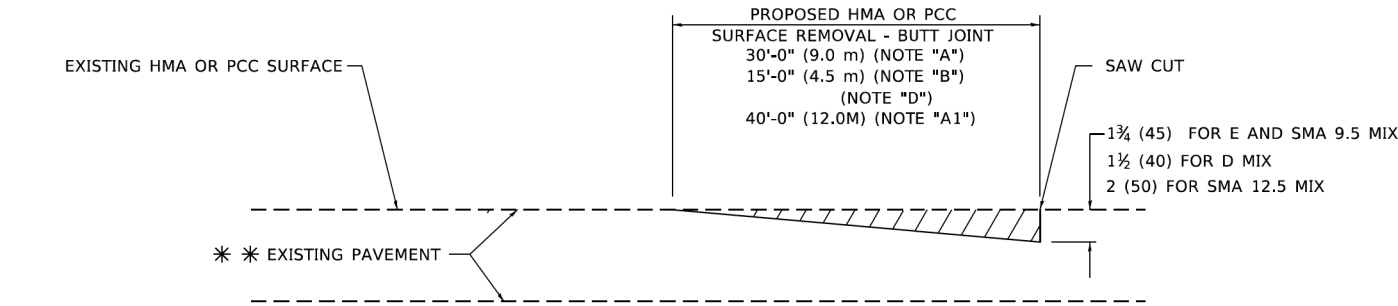
**OPTION 2**

**TYPICAL TEMPORARY RAMP**

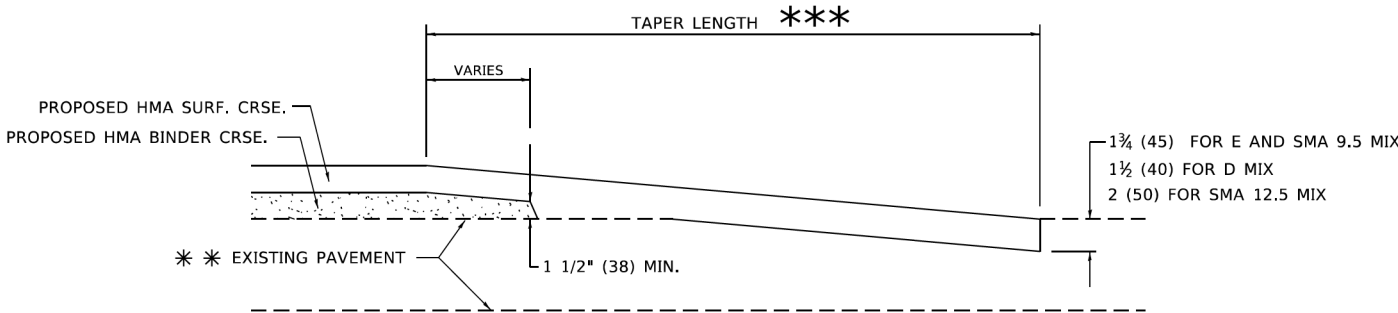


**BUTT JOINT AND  
HMA TAPER**

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



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

**\*\*** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**GENERAL NOTES**

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.  
**\*** SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".  
**\*\*\*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")  
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

**BASIS OF PAYMENT**

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

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

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USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND  
HMA TAPER DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	26
BD400-05 BD-32		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		

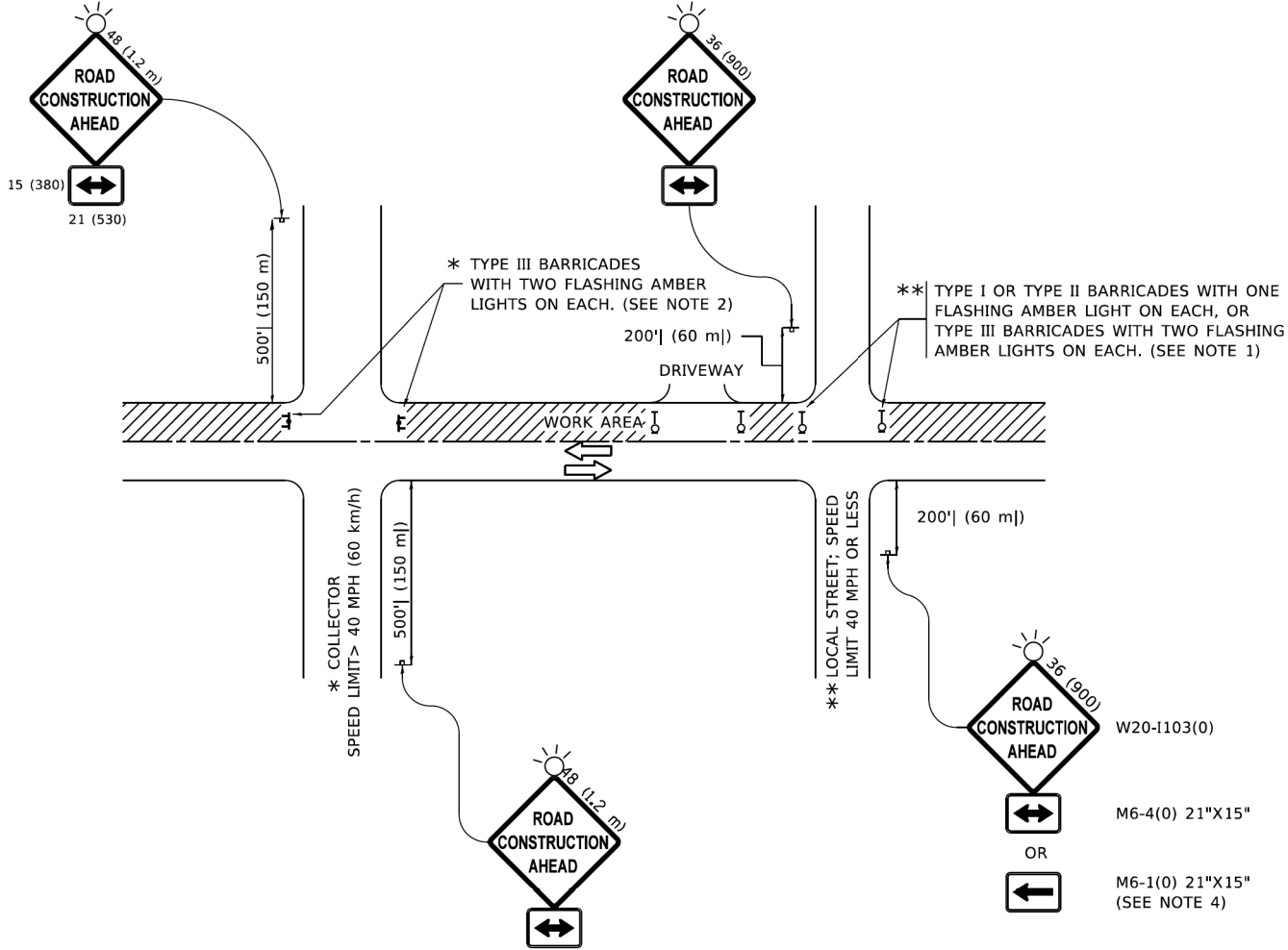
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USER NAME	= Lawrence,DeManche	DESIGNED -	L.H.A.	REVISED -	T. RAMMACHER 01-06-00
DRAWN	-	DRAWN	-	REVISED -	A. SCHUETZE 07-01-13
PLOT SCALE	= 100.0000' / in.	CHECKED -		REVISED -	A. SCHUETZE 09-15-16
PLOT DATE	= 5/3/2024	DATE	= 06-89	REVISED -	D. SENDERAK 05-03-24

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

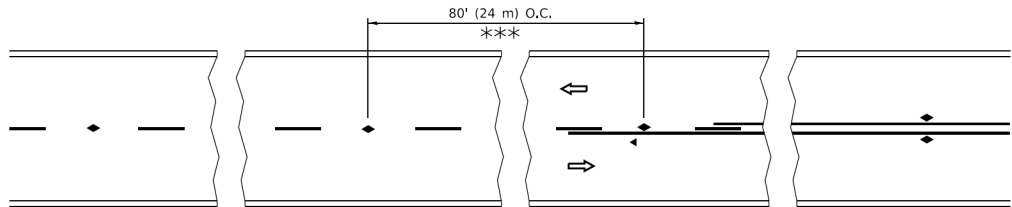
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	27
TC-10		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		



NOTES:

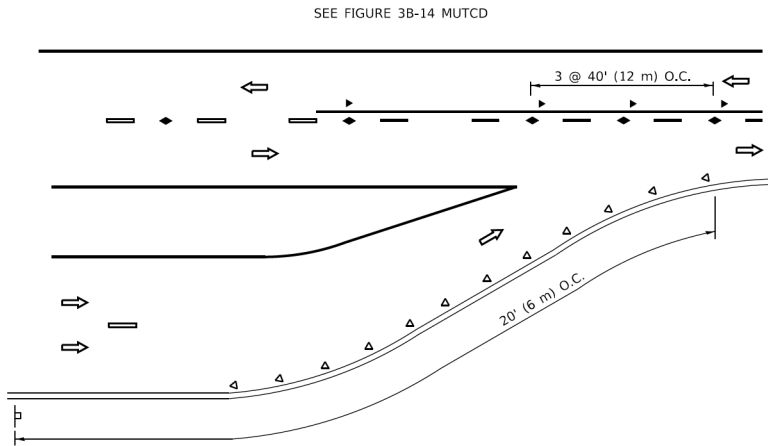
- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
  - ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
  - THE CLOSED PORTION OF THE MAIN ROUTE SHALL 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.

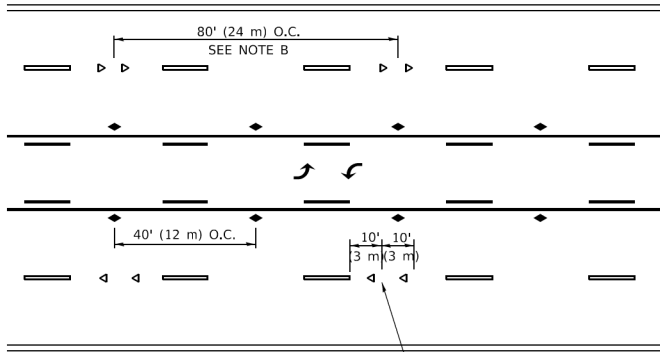


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

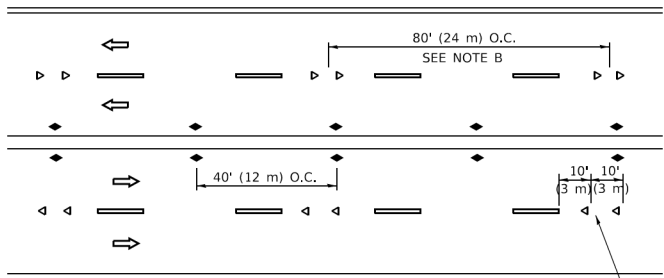
## TWO-LANE/TWO-WAY



## LANE REDUCTION TRANSITION

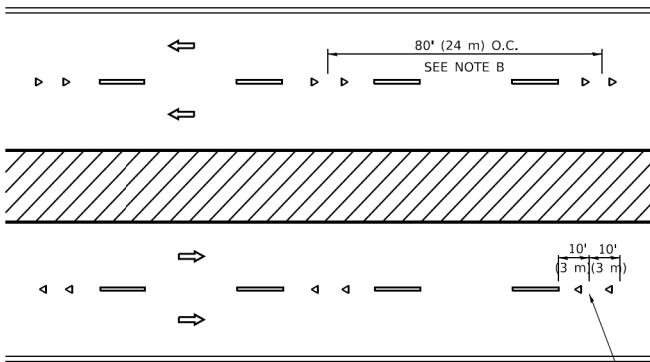


## TWO-WAY LEFT TURN



SEE NOTE A

## MULTI-LANE/UNDIVIDED



SEE NOTE A

## 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

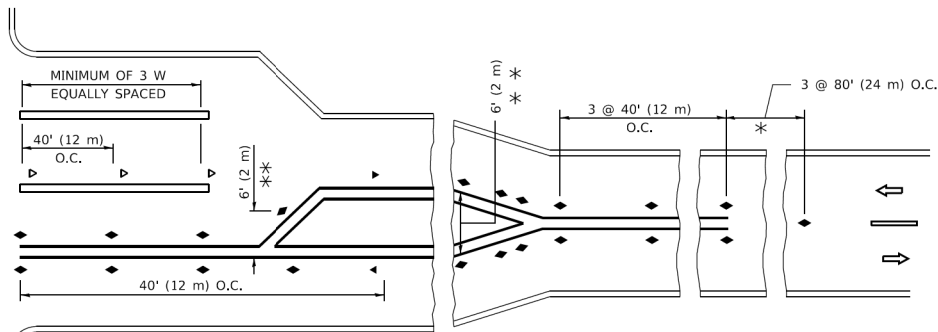
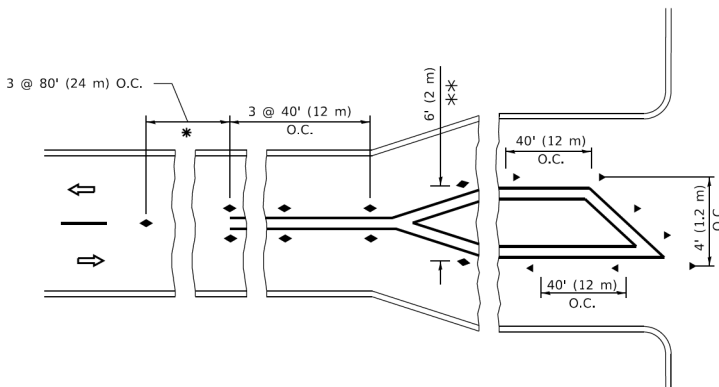
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

## 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.

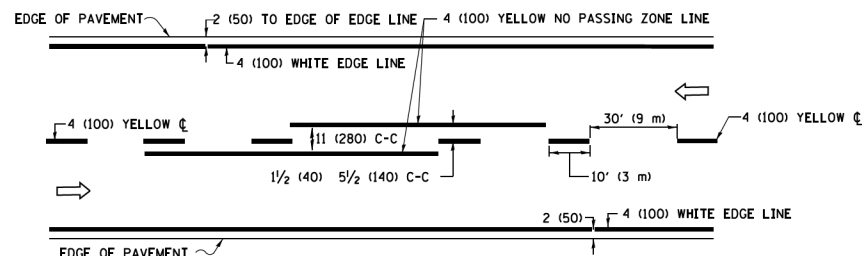
## STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

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

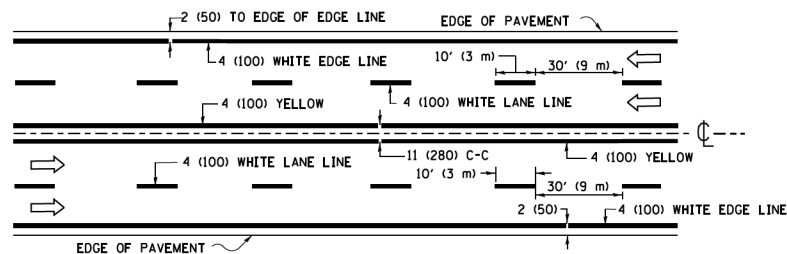
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	28
TC-11		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		

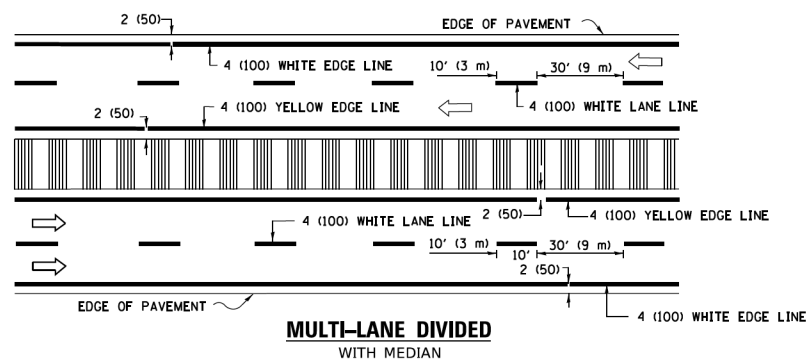




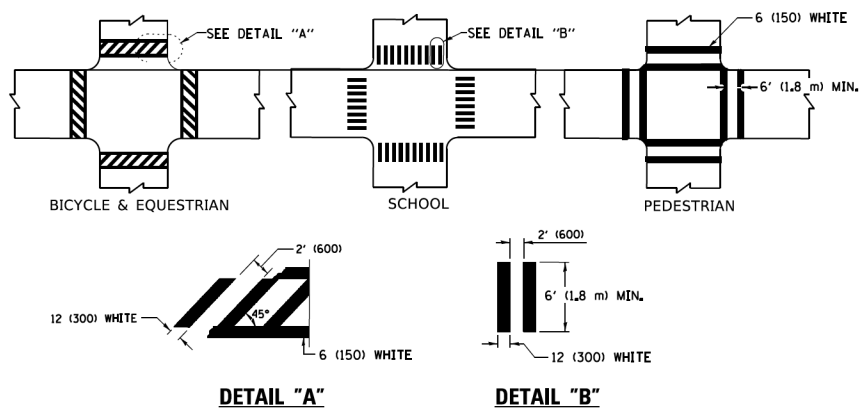
## 2-LANE ROADWAY



## MULTI-LANE UNDIVIDED

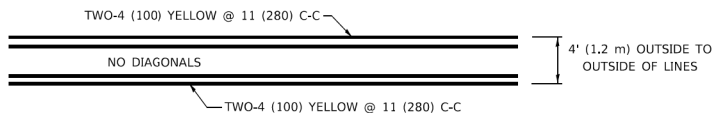


## TYPICAL LANE AND EDGE LINE MARKING

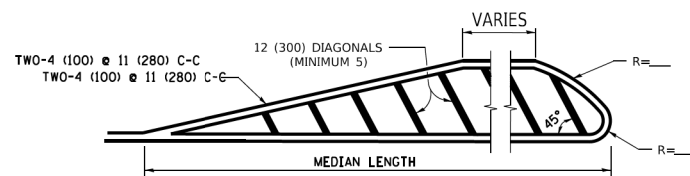


## TYPICAL CROSSWALK MARKING

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

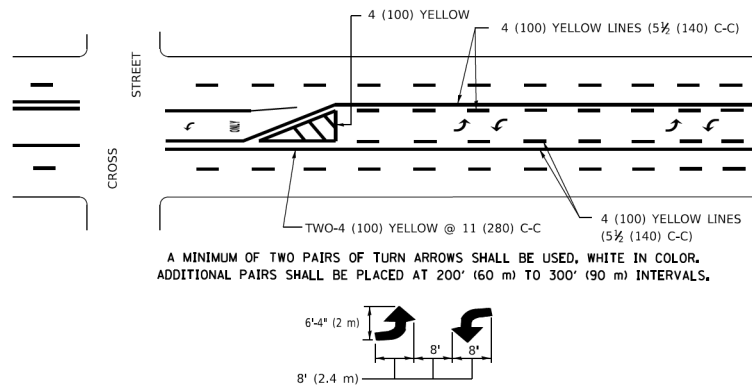


**4' (1.2 m) WIDE MEDIANS ONLY**



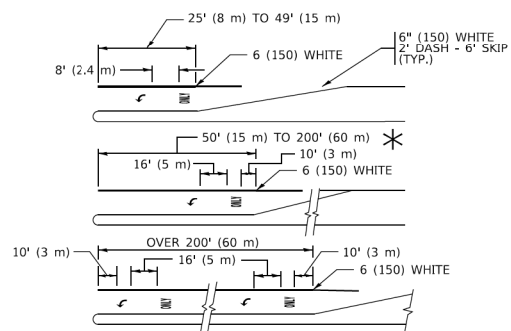
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))  
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))  
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

### MEDIANS OVER 4' (1.2 m) WIDE



### MEDIAN WITH TWO-WAY LEFT TURN LANE

## TYPICAL PAINTED MEDIAN MARKING

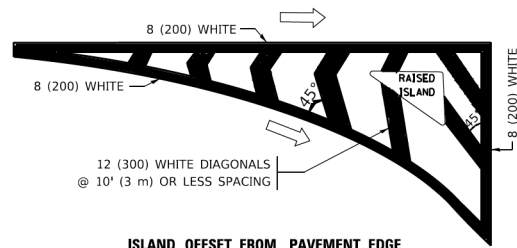


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.

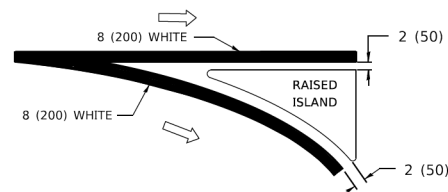
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

**TYPICAL LEFT (OR RIGHT) TURN LANE**

## TYPICAL TURN LANE MARKING

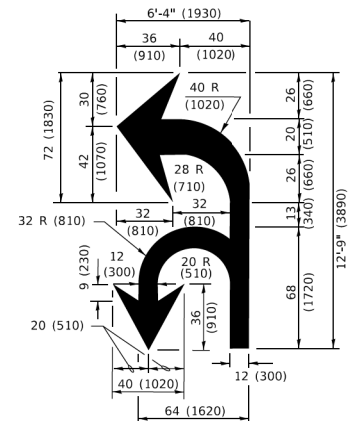


## ISLAND OFFSET FROM PAVEMENT EDGE

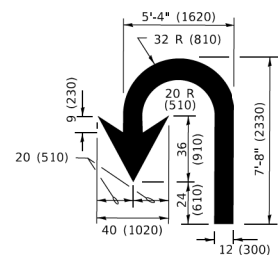


## ISLAND AT PAVEMENT EDGE

## 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: "RR"=3.6 SQ. FT. (0.33 m <sup>2</sup> EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> 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

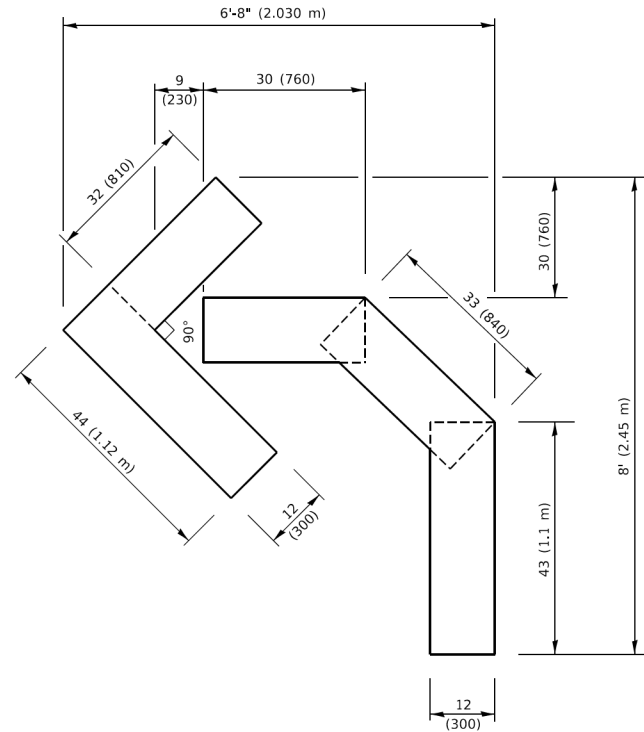
FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO  
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE  
CONSTRUCTION AND STATE STANDARD 780001.

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

USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

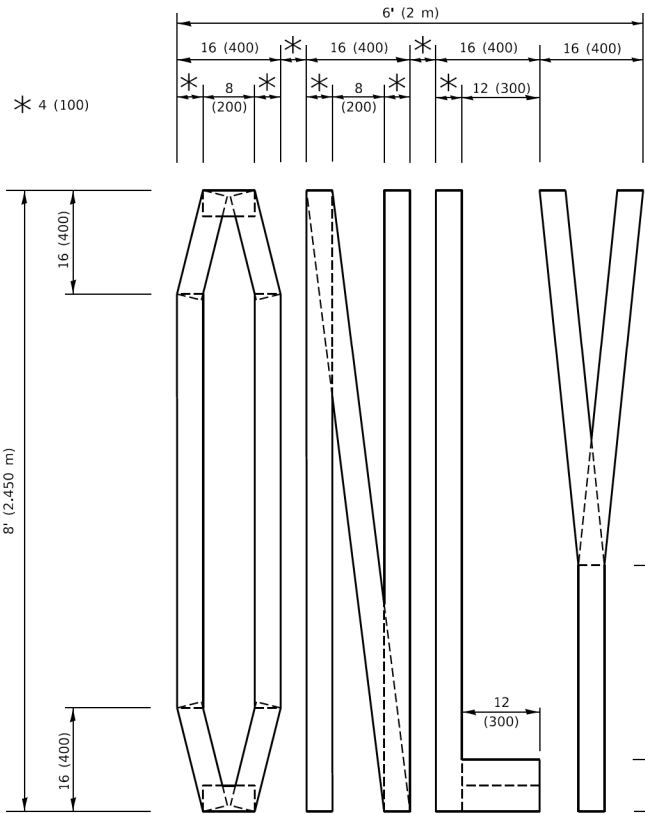
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

<div style="text-align: center;"> <b>DISTRICT ONE</b>  <b>TYPICAL PAVEMENT MARKINGS</b> </div>					F.A. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
					1341	24-00059-00-R5		KANE	32	29
					<div style="text-align: center;"> <b>TC-13</b> </div>		<div style="text-align: center;"> <b>CONTRACT NO.</b> </div>		<div style="text-align: center;"> <b>61L97</b> </div>	
SCALE: NONE	SHEET 1	OF 2	SHEETS	STA.	TO STA.					



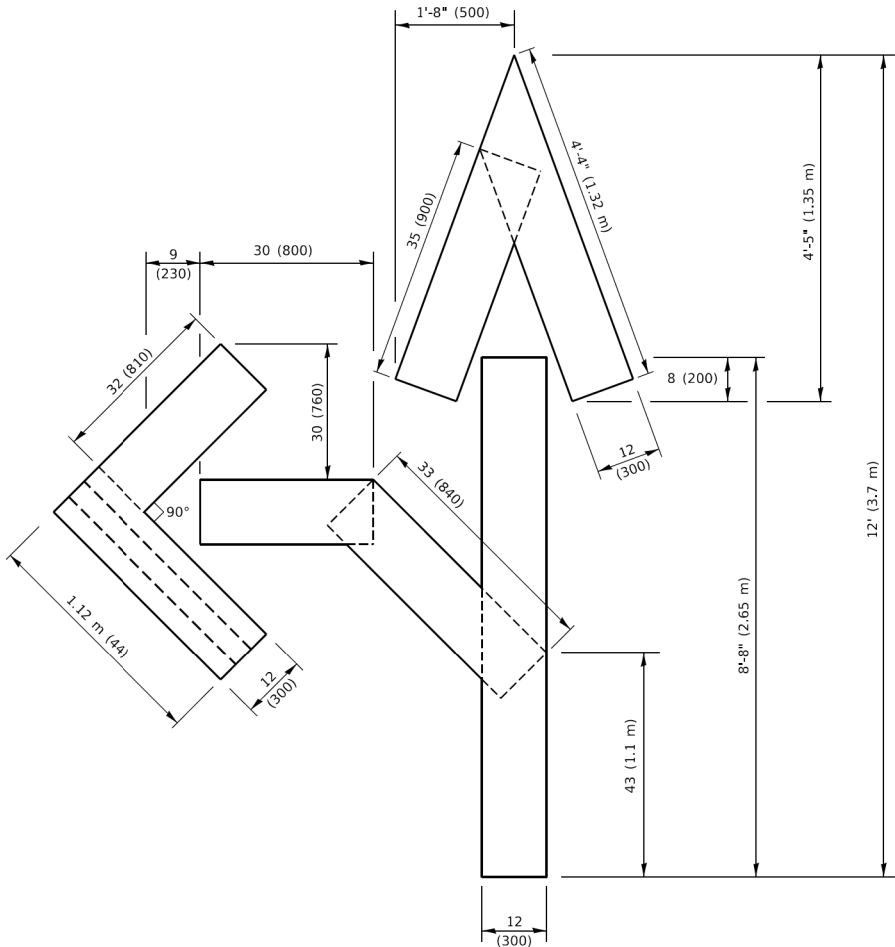
**QUANTITY**

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)

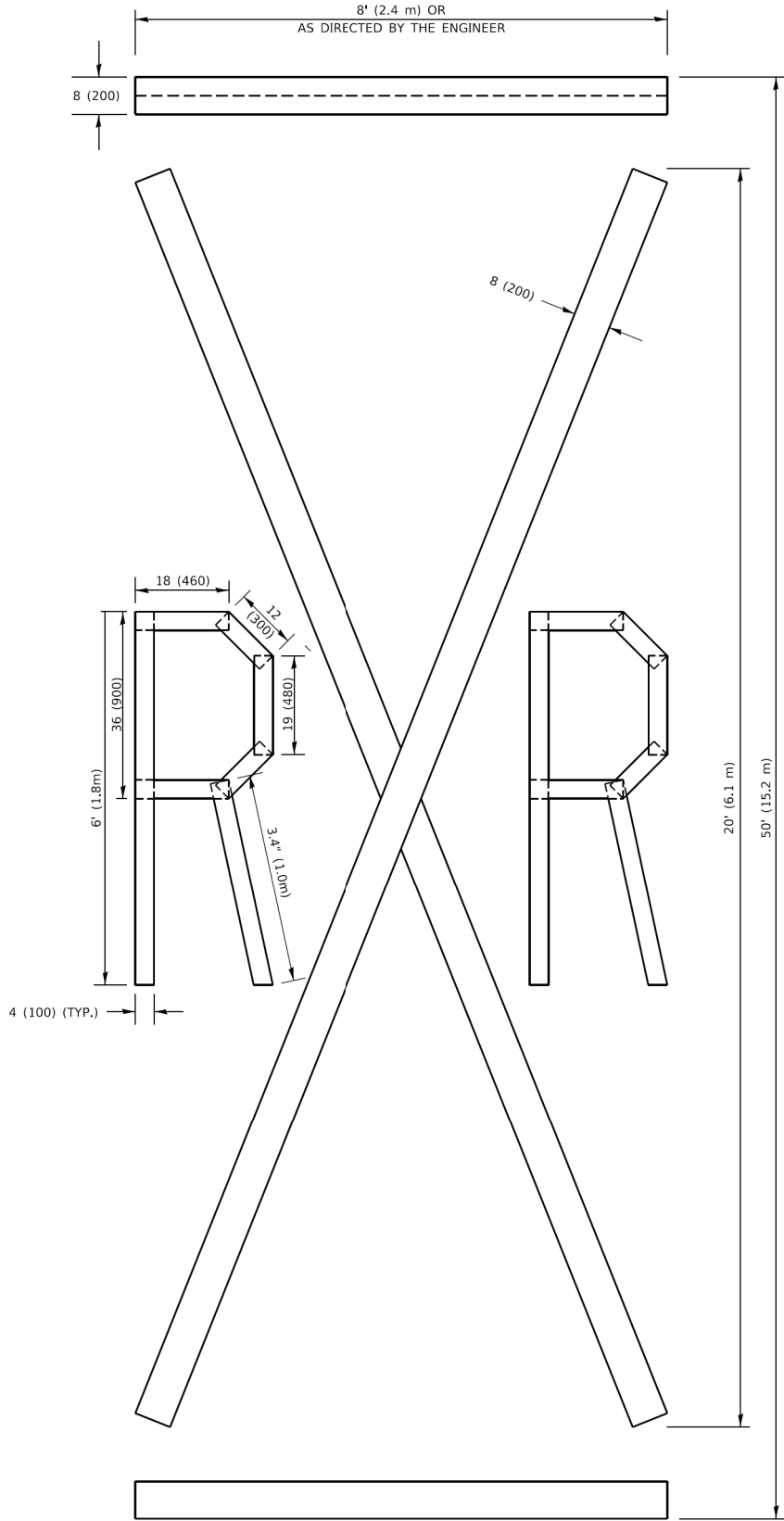


**QUANTITY**

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.

USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACH 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50.0068 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/4/2019	DATE - 09-18-94	REVISED - A. 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.

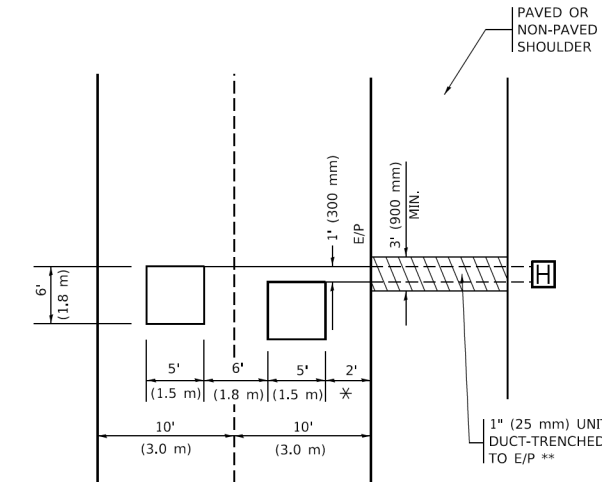
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	30
TC-16		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		



MODEL: Default  
FILE: \\mtrc2-prd\illinois.gov\pww\DOT\Documents\DOT\_Office\Subdistrict\_1\Projects\DUHS45222\24\CADData\CADsheetst07.dgn

**LOOPS NEXT TO SHOULDERS**

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



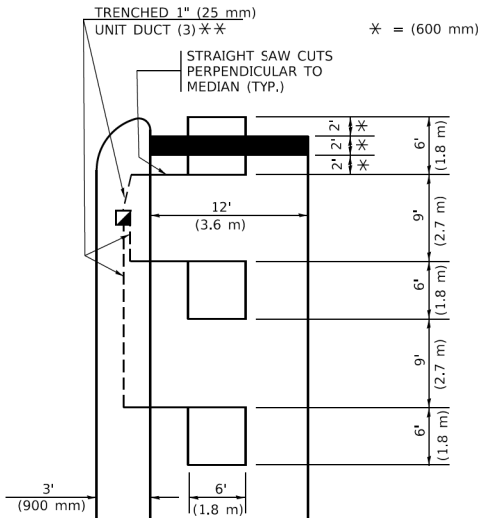
\* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS**

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

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

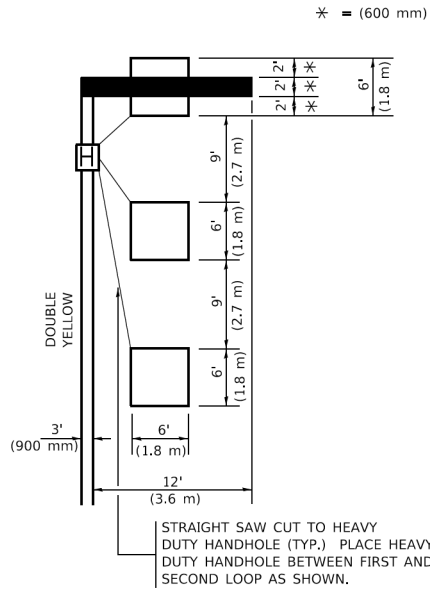


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS  
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

**LEFT TURN LANES WITHOUT MEDIANS**

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



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

**NOTES:**

**VEHICLES LOOP DETECTORS**

\* ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,  
SHIELDED.

\* EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE  
LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE  
PAVEMENT.

\* EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT  
DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST  
HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE  
SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID  
FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM  
FOR DETECTOR LOOPS.

\* ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET  
(1.8 m)

\* EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH  
LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE  
INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.

\* WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE  
THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR  
(i.e. 1-1/2, 1-3/4, 2).

\* WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN  
INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND  
INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM  
DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A  
SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE  
AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW  
CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE  
TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM)  
DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN  
AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS  
UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE  
LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

**PLACEMENT OF DETECTORS**

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

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

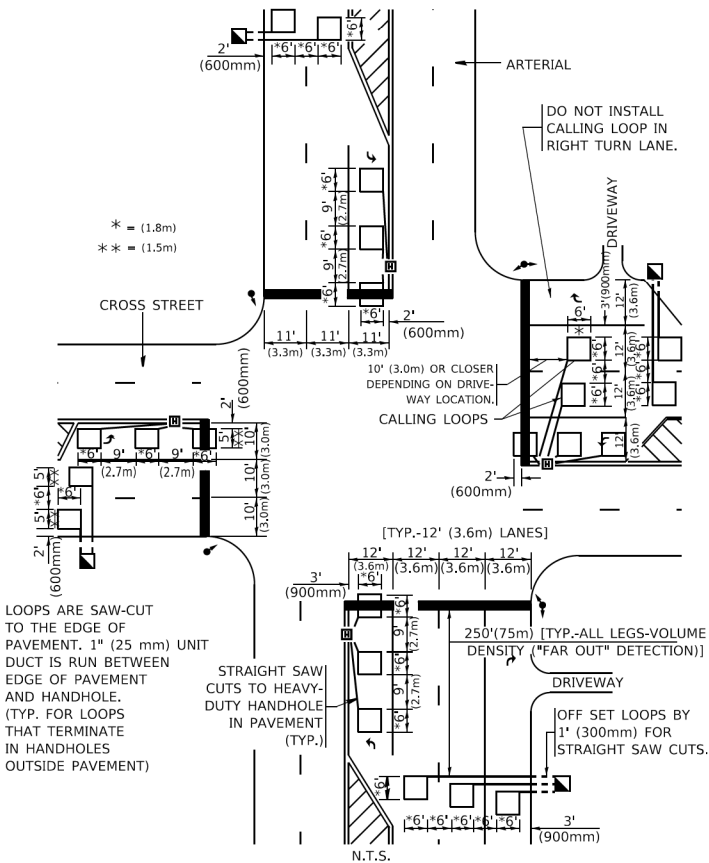
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE  
DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT  
TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN  
ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO  
NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND  
10'-15'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

**NOTE:**

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

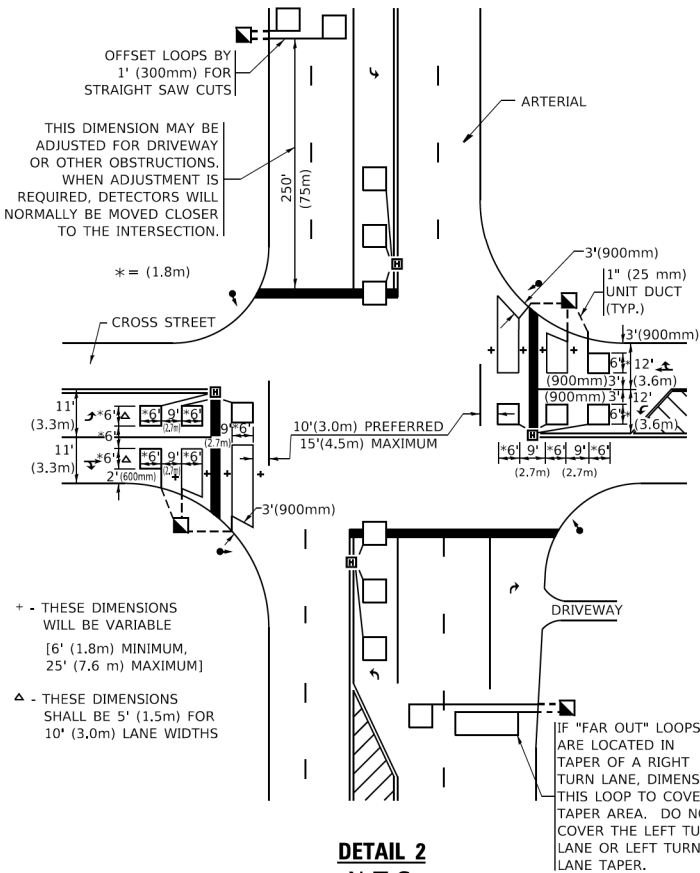
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER  
FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE  
DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS  
FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



**DETAIL 1**  
N.T.S.

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



**DETAIL 2**  
N.T.S.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 – DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1341	24-00059-00-RS	KANE	32	32
TS-07		CONTRACT NO. 61L97		
ILLINOIS		FED. AID PROJECT 8YE5(693)		