

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|----------------|--------------|--------|-----------------|--------------|
| 348            | 2024-1049-RS | COOK   | 78              | 1            |

ILLINOIS CONTRACT NO. 62X88

D-91-079-25

THIS IMPROVEMENT IS LOCATED  
IN THE VILLAGES OF GLENVIEW  
AND MORTON GROVE

FOR INDEX OF SHEETS, SEE SHEET NO. 2

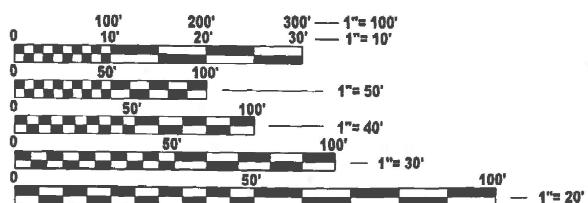
TRAFFIC DATA:  
POSTED SPEED LIMIT: 30-35 MPH  
IL-43 (WAUKEGAN RD.)  
2023 ADT = 24,300

DESIGN DESIGNATION:  
OTHER PRINCIPAL ARTERIAL

# PROPOSED HIGHWAY PLANS

FAP ROUTE 348: IL-43 (WAUKEGAN RD)  
FROM HENLEY ST. TO EMERSON ST.  
SECTION 2024-1049-RS  
PROJECT: NHPP-XQ53(404)  
DESIGNED OVERLAY, STANDARD OVERLAY  
AND ADA IMPROVEMENTS  
COOK COUNTY

C-91-114-25

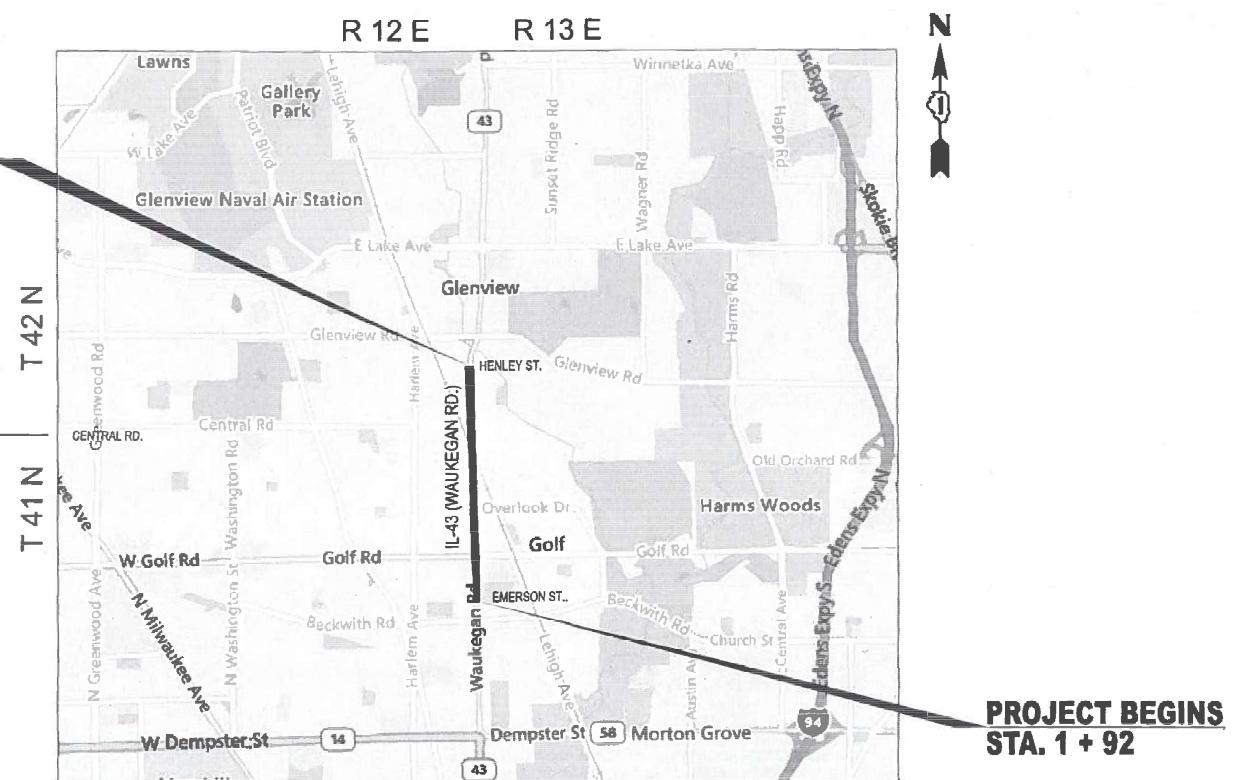


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD  
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT  
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS  
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: LUKASZ POCIECHA (847) 705-4255  
PROJECT MANAGER: VESELIN VELICHKOV

CONTRACT NO. 62X88



GROSS AND NET LENGTH = 6,935 FT. = 1.31 MILES



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED *Dec 5<sup>th</sup> 2025* *Torok, Inc.* REGIONAL ENGINEER

January 23 2026 *John C. Clegg* ENGINEER OF DESIGN AND ENVIRONMENT

January 23 2026 *John C. Clegg* DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

## INDEX OF SHEETS

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|-----------|-------------|
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- 7-10 EXISTING AND PROPOSED TYPICAL SECTIONS
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- 62 TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
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- 74 PD-02: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
- 75 PD-03: PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS
- 76 PD-04: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH TURNING SPACE
- 77 PD-05: PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS
- 78 PD-06: PROJECT DETAIL FOR PARALLEL CURB RAMPS

## STATE STANDARDS

| STANDARD NO. | DESCRIPTION  |
|--------------|--|
| 000001-09    | STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS                                |
| 424001-12    | PERPENDICULAR CURB RAMPS FOR SIDEWALKS                                       |
| 424011-05    | CORNER PARALLEL CURB RAMPS FOR SIDEWALKS                                     |
| 424016-06    | MID-BLOCK CURB RAMPS FOR SIDEWALKS   |
| 424021-07    | DEPRESSED CORNER FOR SIDEWALKS   |
| 442201-03    | CLASS C AND D PATCHES  |
| 604001-05    | FRAME AND LIDS TYPE 1  |
| 604086-05    | FRAME AND GRATE TYPE 23  |
| 604091-05    | FRAME AND GRATE TYPE 24  |
| 606001-09    | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER                |
| 701101-05    | OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE |
| 701106-02    | OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY                     |
| 701427-05    | LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH   |
| 701601-09    | URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN           |
| 701602-10    | URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE          |
| 701606-10    | URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN               |
| 701611-01    | URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN                 |
| 701701-10    | URBAN LANE CLOSURE, MULTILANE INTERSECTION                                   |
| 701801-06    | SIDEWALK, CORNER OR CROSSWALK CLOSURE  |
| 701901-11    | TRAFFIC CONTROL DEVICES  |
| 780001-05    | TYPICAL PAVEMENT MARKINGS  |

## GENERAL NOTES

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
3. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
4. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT (OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)), WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN.
7. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
8. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
10. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
11. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF ANY BURIED STRUCTURE OR STRUCTURES FOUND (I.E. ACCIDENTALLY PAVED OVER WITH ASPHALT DURING THE PREVIOUS RESURFACING) ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
12. 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.
13. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
14. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
15. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER, VIA MAIL AT FADI.SULTAN@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES Affected BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
17. PAVEMENT MARKING TAPE, TYPE IV MAY BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
18. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

GENERAL NOTES CONTINUE ON NEXT SHEET

| USER NAME                     | DESIGNED   | REVISED   | DRAWN   | REVISED   | DATE | REVISED | DATE | SECTION | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------------------------|------------|-----------|---------|-----------|------|---------|------|---------|--------|--------------|-----------|
| USER NAME = Alan.Parayno      | DESIGNED - | REVISED - | DRAWN - | REVISED - |      |         |      |         |        |              |           |
| PLOT SCALE = 0 1666633' / in. | CHECKED -  | REVISED - |         |           |      |         |      |         |        |              |           |
| PLOT DATE = 12/6/2025         | DATE -     | REVISED - |         |           |      |         |      |         |        |              |           |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
GENERAL NOTES AND INDEX SHEET

SCALE: SHEET OF 2 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT

## GENERAL NOTES (CONTINUED...)

19. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE
20. EXISTING BRICK AND / OR CONCRETE CROSSWALKS THROUGHOUT THE PROJECT SHALL REMAIN AND BE PROTECTED, BOTH FROM PHYSICAL CHIPPING/DAMAGE AS WELL AS FROM TRACKING HMA / TACK MATERIAL THAT CAN BE TRACKED ACROSS EACH.
21. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
22. THE RESIDENT ENGINEER SHALL CONTACT THE VILLAGE OF MORTON GROVE AND / OR GLENVIEW 2 WEEKS PRIOR TO START OF WORK TO COORDINATE THE REMOVAL, STORAGE, AND / OR RELOCATION OF EXISTING BENCHES AND / OR TRASH BINS ALONG WAUKEGAN ROAD THAT MAY BE IN THE WAY OF THE PROPOSED WORK.
23. THE 6-INCH PAVEMENT STRIPING FOR BRICK CROSSWALKS SHALL BE APPLIED ACCORDING TO SECTION 3H.03 OF THE MUTCD, IN ADDITION TO DISTRICT DETAIL TC-13.

|   |                          |             |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
|---|--------------------------|-------------|-----------------|--------------|---------|-----------|-------------------------------|-----------|-----------|-----------------------|--------|-----------|--|--|--|--|---|---------------|---------|--------|-----------------|--------------|-----|--------------|------|----|---|--------------------|--|--|--|--|----------|------------------|--|--|--|
| <table border="1"> <tr> <td>USER NAME = Alan.Parayno</td><td>DESIGNED -</td><td>REVISED -</td></tr> <tr> <td></td><td>DRAWN -</td><td>REVISED -</td></tr> <tr> <td>PLOT SCALE = 0.1666633' / in.</td><td>CHECKED -</td><td>REVISED -</td></tr> <tr> <td>PLOT DATE = 12/6/2025</td><td>DATE -</td><td>REVISED -</td></tr> </table> | USER NAME = Alan.Parayno | DESIGNED -  | REVISED -       |              | DRAWN - | REVISED - | PLOT SCALE = 0.1666633' / in. | CHECKED - | REVISED - | PLOT DATE = 12/6/2025 | DATE - | REVISED - | <p style="text-align: center;"><b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b></p> | <b>IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST<br/>GENERAL NOTES AND INDEX SHEET</b> |  |  | <table border="1"> <tr> <td>F.A.P<br/>RTE.</td><td>SECTION</td><td>COUNTY</td><td>TOTAL<br/>SHEETS</td><td>SHEET<br/>NO.</td></tr> <tr> <td>348</td><td>2024-1049-RS</td><td>COOK</td><td>75</td><td>3</td></tr> <tr> <td colspan="5">CONTRACT NO. 62X88</td></tr> <tr> <td>ILLINOIS</td><td>FED. AID PROJECT</td><td colspan="3"></td></tr> </table> | F.A.P<br>RTE. | SECTION | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. | 348 | 2024-1049-RS | COOK | 75 | 3 | CONTRACT NO. 62X88 |  |  |  |  | ILLINOIS | FED. AID PROJECT |  |  |  |
| USER NAME = Alan.Parayno  | DESIGNED -               | REVISED -   |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
|   | DRAWN -                  | REVISED -   |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
| PLOT SCALE = 0.1666633' / in.   | CHECKED -                | REVISED -   |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
| PLOT DATE = 12/6/2025   | DATE -                   | REVISED -   |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
| F.A.P<br>RTE.   | SECTION                  | COUNTY      | TOTAL<br>SHEETS | SHEET<br>NO. |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
| 348   | 2024-1049-RS             | COOK        | 75              | 3            |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
| CONTRACT NO. 62X88  |                          |             |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
| ILLINOIS  | FED. AID PROJECT         |             |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
| SCALE:  | SHEET                    | OF 2 SHEETS | STA.            | TO STA.      |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
|   |                          |             |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |
|   |                          |             |                 |              |         |           |                               |           |           |                       |        |           |  |  |  |  |   |               |         |        |                 |              |     |              |      |    |   |                    |  |  |  |  |          |                  |  |  |  |

| SUMMARY OF QUANTITIES |   |       |                | TYPE CODE         |                   |            |       |       |       |
|-----------------------|---|-------|----------------|-------------------|-------------------|------------|-------|-------|-------|
|                       |   |       |                | URBAN             | URBAN             | URBAN      | URBAN | URBAN | URBAN |
|                       |   |       |                | ROADWAY           |                   |            |       |       |       |
|                       |   |       |                | 80% FED 20% STATE | 80% FED 20% STATE | 100% STATE |       |       |       |
| Code No.              | Item  | Unit  | Total Quantity | 0005              | 0021              | 0005       |       |       |       |
| 20200100              | EARTH EXCAVATION  | CU YD | 75             | 75                |                   |            |       |       |       |
| 21101615              | TOPSOIL FURNISH AND PLACE, 4"   | SQ YD | 290            | 290               |                   |            |       |       |       |
| 25200110              | SODDING, SALT TOLERANT  | SQ YD | 290            | 290               |                   |            |       |       |       |
| 25200200              | SUPPLEMENTAL WATERING   | UNIT  | 2              | 2                 |                   |            |       |       |       |
| 35501308              | HOT-MIX ASPHALT BASE COURSE, 6"   | SQ YD | 24             | 24                |                   |            |       |       |       |
| 35501316              | HOT-MIX ASPHALT BASE COURSE, 8"   | SQ YD | 62             | 62                |                   |            |       |       |       |
| 40600290              | BITUMINOUS MATERIALS (TACK COAT)  | POUND | 10771          | 10771             |                   |            |       |       |       |
| 40600370              | LONGITUDINAL JOINT SEALANT  | FOOT  | 28905          | 28905             |                   |            |       |       |       |
| 40600400              | MIXTURE FOR CRACKS, JOINTS, AND FLANGeways  | TON   | 159            | 159               |                   |            |       |       |       |
| 40600982              | HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT  | SQ YD | 383            | 383               |                   |            |       |       |       |
| 40602985              | HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70  | TON   | 1788           | 1788              |                   |            |       |       |       |
| 40603200              | POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50                             | TON   | 1523           | 1523              |                   |            |       |       |       |
| 40604060              | HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50                                | TON   | 155            | 155               |                   |            |       |       |       |
| 40605026              | POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80 | TON   | 5180           | 5180              |                   |            |       |       |       |
| 42001300              | PROTECTIVE COAT   | SQ YD | 1871           | 1871              |                   |            |       |       |       |
| 42300200              | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH                                  | SQ YD | 6              | 6                 |                   |            |       |       |       |
| 42300400              | PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH                                  | SQ YD | 63             | 63                |                   |            |       |       |       |
| 42400200              | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH  | SQ FT | 6868           | 6868              |                   |            |       |       |       |
| 42400800              | DETECTABLE WARNINGS   | SQ FT | 384            | 384               |                   |            |       |       |       |
| 44000159              | HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"   | SQ YD | 36901          | 36901             |                   |            |       |       |       |
| 44000164              | HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"   | SQ YD | 15956          | 15956             |                   |            |       |       |       |
| 44000200              | DRIVEWAY PAVEMENT REMOVAL   | SQ YD | 155            | 155               |                   |            |       |       |       |

| SUMMARY OF QUANTITIES |   |       |                |      |      | TYPE CODE         |                   |            |       |       |       |
|-----------------------|---|-------|----------------|------|------|-------------------|-------------------|------------|-------|-------|-------|
|                       |   |       |                |      |      | URBAN             | URBAN             | URBAN      | URBAN | URBAN | URBAN |
|                       |   |       |                |      |      | ROADWAY           |                   |            |       |       |       |
|                       |   |       |                |      |      | 80% FED 20% STATE | 80% FED 20% STATE | 100% STATE |       |       |       |
| Code No.              | Item  | Unit  | Total Quantity | 0005 | 0021 | 0005              |                   |            |       |       |       |
| 44000600              | SIDEWALK REMOVAL                                | SQ FT | 7347           | 7347 |      |                   |                   |            |       |       |       |
| 44003100              | MEDIAN REMOVAL                                  | SQ FT | 2990           | 2990 |      |                   |                   |            |       |       |       |
| 44201383              | CLASS C PATCHES, TYPE IV, 12 INCH               | SQ YD | 140            | 140  |      |                   |                   |            |       |       |       |
| 44201785              | CLASS D PATCHES, TYPE I, 12 INCH                | SQ YD | 133            | 133  |      |                   |                   |            |       |       |       |
| 44201789              | CLASS D PATCHES, TYPE II, 12 INCH               | SQ YD | 793            | 793  |      |                   |                   |            |       |       |       |
| 44201794              | CLASS D PATCHES, TYPE III, 12 INCH              | SQ YD | 925            | 925  |      |                   |                   |            |       |       |       |
| 44201796              | CLASS D PATCHES, TYPE IV, 12 INCH               | SQ YD | 793            | 793  |      |                   |                   |            |       |       |       |
| 44213200              | SAW CUTS  | FOOT  | 970            | 970  |      |                   |                   |            |       |       |       |
| 60252800              | CATCH BASINS TO BE REconstructed                | EACH  | 2              | 2    |      |                   |                   |            |       |       |       |
| 44213204              | TIE BARS 3/4"                                   | EACH  | 195            | 195  |      |                   |                   |            |       |       |       |
| 60257900              | MANHOLES TO BE REconstructed                    | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| 60262700              | INLETS TO BE REconstructed                      | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| 60266600              | VALVE BOXES TO BE ADJUSTED                      | EACH  | 5              | 5    |      |                   |                   |            |       |       |       |
| 60300105              | FRAMES AND GRATES TO BE ADJUSTED                | EACH  | 3              | 3    |      |                   |                   |            |       |       |       |
| 60300305              | FRAMES AND LIDS TO BE ADJUSTED                  | EACH  | 10             | 10   |      |                   |                   |            |       |       |       |
| 60404940              | FRAMES AND GRATES, TYPE 23                      | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| 60404950              | FRAMES AND GRATES, TYPE 24                      | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| 60406000              | FRAMES AND LIDS, TYPE 1, OPEN LID               | EACH  | 3              | 3    |      |                   |                   |            |       |       |       |
| 60406001              | FRAMES AND LIDS, TYPE 1,ADA COMPLIANT, OPEN LID | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| 60406100              | FRAMES AND LIDS, TYPE 1, CLOSED LID             | EACH  | 18             | 18   |      |                   |                   |            |       |       |       |
| 60619200              | CONCRETE MEDIAN, TYPE SB-6.06                   | SQ FT | 1896           | 1896 |      |                   |                   |            |       |       |       |
| * 66900200            | NON-SPECIAL WASTE DISPOSAL                      | CU YD | 75             | 75   |      |                   |                   |            |       |       |       |
| * 66900530            | SOIL DISPOSAL ANALYSIS                          | EACH  | 2              | 2    |      |                   |                   |            |       |       |       |
| * 66901001            | REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN      | L SUM | 1              | 1    |      |                   |                   |            |       |       |       |
| * 66901003            | REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT  | L SUM | 1              | 1    |      |                   |                   |            |       |       |       |

\* SPECIALTY ITEMS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES  
IL-43 (WAUKEGAN RD): HENLEY ST • EMERSON ST

| F.A.P. RTE. | SECTION      | COUNTY | TOTAL SHEETS | SHEET NO.          |
|-------------|--------------|--------|--------------|--------------------|
| 348         | 2024-1049-RS | COOK   | 78           | 4                  |
|             |              |        |              | CONTRACT NO. 62X88 |

| SUMMARY OF QUANTITIES |          |   |        |                |       |      | TYPE CODE         |                   |            |       |       |       |
|-----------------------|----------|---|--------|----------------|-------|------|-------------------|-------------------|------------|-------|-------|-------|
|                       |          |   |        |                |       |      | URBAN             | URBAN             | URBAN      | URBAN | URBAN | URBAN |
|                       |          |   |        |                |       |      | ROADWAY           |                   |            |       |       |       |
|                       |          |   |        |                |       |      | 80% FED 20% STATE | 80% FED 20% STATE | 100% STATE |       |       |       |
| *                     | Code No. | Item  | Unit   | Total Quantity | 0005  | 0021 | 0005              |                   |            |       |       |       |
| *                     | 66901006 | REGULATED SUBSTANCES MONITORING                                 | CAL DA | 20             | 20    |      |                   |                   |            |       |       |       |
|                       | 67100100 | MOBILIZATION  | L SUM  | 1              | 1     |      |                   |                   |            |       |       |       |
|                       | 70102625 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701606                 | L SUM  | 1              | 1     |      |                   |                   |            |       |       |       |
|                       | 70102630 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701601                 | L SUM  | 1              | 1     |      |                   |                   |            |       |       |       |
|                       | 70102632 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701602                 | L SUM  | 1              | 1     |      |                   |                   |            |       |       |       |
|                       | 70102634 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701611                 | L SUM  | 1              | 1     |      |                   |                   |            |       |       |       |
|                       | 70102635 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701701                 | L SUM  | 1              | 1     |      |                   |                   |            |       |       |       |
|                       | 70102640 | TRAFFIC CONTROL AND PROTECTION, STANDARD 701801                 | L SUM  | 1              | 1     |      |                   |                   |            |       |       |       |
|                       | 70300100 | SHORT TERM PAVEMENT MARKING                                     | FOOT   | 56993          | 56993 |      |                   |                   |            |       |       |       |
|                       | 70300150 | SHORT TERM PAVEMENT MARKING REMOVAL                             | SQ FT  | 4750           | 4750  |      |                   |                   |            |       |       |       |
|                       | 70300211 | TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT          | SQ FT  | 2736           | 2736  |      |                   |                   |            |       |       |       |
|                       | 70300221 | TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT                     | FOOT   | 43362          | 43362 |      |                   |                   |            |       |       |       |
|                       | 70300241 | TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT                     | FOOT   | 12537          | 12537 |      |                   |                   |            |       |       |       |
|                       | 70300261 | TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT                    | FOOT   | 4899           | 4899  |      |                   |                   |            |       |       |       |
|                       | 70300281 | TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT                    | FOOT   | 1319           | 1319  |      |                   |                   |            |       |       |       |
|                       | 70307120 | TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE             | FOOT   | 14202          | 14202 |      |                   |                   |            |       |       |       |
| *                     | 78000100 | THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS            | SQ FT  | 1368           | 1368  |      |                   |                   |            |       |       |       |
| *                     | 78000200 | THERMOPLASTIC PAVEMENT MARKING - LINE 4"                        | FOOT   | 18160          | 18160 |      |                   |                   |            |       |       |       |
| *                     | 78000400 | THERMOPLASTIC PAVEMENT MARKING - LINE 6"                        | FOOT   | 6269           | 6269  |      |                   |                   |            |       |       |       |
| *                     | 78000600 | THERMOPLASTIC PAVEMENT MARKING - LINE 12"                       | FOOT   | 2450           | 2450  |      |                   |                   |            |       |       |       |
| *                     | 78000650 | THERMOPLASTIC PAVEMENT MARKING - LINE 24"                       | FOOT   | 660            | 660   |      |                   |                   |            |       |       |       |
| *                     | 78004620 | PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4" | FOOT   | 3521           | 3521  |      |                   |                   |            |       |       |       |
| *                     | 78009006 | MODIFIED URETHANE PAVEMENT MARKING - LINE 6"                    | FOOT   | 167            | 167   |      |                   |                   |            |       |       |       |

MODEL: SOC2 [Sheet] FILE NAME: ctow\_worldwide\parayno\1032631D107925-sh1-SOCQ.dgn

| SUMMARY OF QUANTITIES |          |  |       |                |      |      | TYPE CODE         |                   |            |       |       |       |
|-----------------------|----------|--|-------|----------------|------|------|-------------------|-------------------|------------|-------|-------|-------|
|                       |          |  |       |                |      |      | URBAN             | URBAN             | URBAN      | URBAN | URBAN | URBAN |
|                       |          |  |       |                |      |      | ROADWAY           |                   |            |       |       |       |
|                       |          |  |       |                |      |      | 80% FED 20% STATE | 80% FED 20% STATE | 100% STATE |       |       |       |
| *                     | Code No. | Item   | Unit  | Total Quantity | 0005 | 0021 | 0005              |                   |            |       |       |       |
| *                     | 78011025 | GROOVING FOR RECESSED PAVEMENT MARKING 5"                          | FOOT  | 3521           | 3521 |      |                   |                   |            |       |       |       |
| *                     | 78100100 | RAISED REFLECTIVE PAVEMENT MARKER                                  | EACH  | 674            | 674  |      |                   |                   |            |       |       |       |
|                       | 78300200 | RAISED REFLECTIVE PAVEMENT MARKER REMOVAL                          | EACH  | 539            | 539  |      |                   |                   |            |       |       |       |
| *                     | 81028200 | UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.                     | FOOT  | 190            | 190  |      |                   |                   |            |       |       |       |
| *                     | 81400200 | HEAVY-DUTY HANDHOLE  | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| *                     | 85000200 | MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION                | EACH  | 4              | 4    |      |                   |                   |            |       |       |       |
| *                     | 87301215 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C                        | FOOT  | 1883           | 1883 |      |                   |                   |            |       |       |       |
| *                     | 87301225 | ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C                        | FOOT  | 1464           | 1464 |      |                   |                   |            |       |       |       |
| *                     | 87301305 | ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR                  | FOOT  | 2765           | 2765 |      |                   |                   |            |       |       |       |
| *                     | 87301900 | ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C | FOOT  | 277            | 277  |      |                   |                   |            |       |       |       |
| *                     | 87900200 | DRILL EXISTING HANDHOLE  | EACH  | 9              | 9    |      |                   |                   |            |       |       |       |
| *                     | 88500100 | INDUCTIVE LOOP DETECTOR  | EACH  | 7              | 7    |      |                   |                   |            |       |       |       |
| *                     | 88600100 | DETECTOR LOOP, TYPE I  | FOOT  | 2146           | 2146 |      |                   |                   |            |       |       |       |
| *                     | 89500200 | RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD                           | EACH  | 6              | 6    |      |                   |                   |            |       |       |       |
| *                     | 89502300 | REMOVE ELECTRIC CABLE FROM CONDUIT                                 | FOOT  | 1148           | 1148 |      |                   |                   |            |       |       |       |
| *                     | 89502375 | REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT                           | EACH  | 3              | 3    |      |                   |                   |            |       |       |       |
| *                     | 89502376 | REBUILD EXISTING HANDHOLE  | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| *                     | 89502380 | REMOVE EXISTING HANDHOLE   | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| *                     | 89502385 | REMOVE EXISTING CONCRETE FOUNDATION                                | EACH  | 1              | 1    |      |                   |                   |            |       |       |       |
| *                     | X0320050 | CONSTRUCTION LAYOUT (SPECIAL)                                      | L SUM | 1              | 1    |      |                   |                   |            |       |       |       |
| *                     | X0324599 | ROD AND CLEAN EXISTING CONDUIT                                     | FOOT  | 1000           | 1000 |      |                   |                   |            |       |       |       |

\* SPECIALTY ITEMS

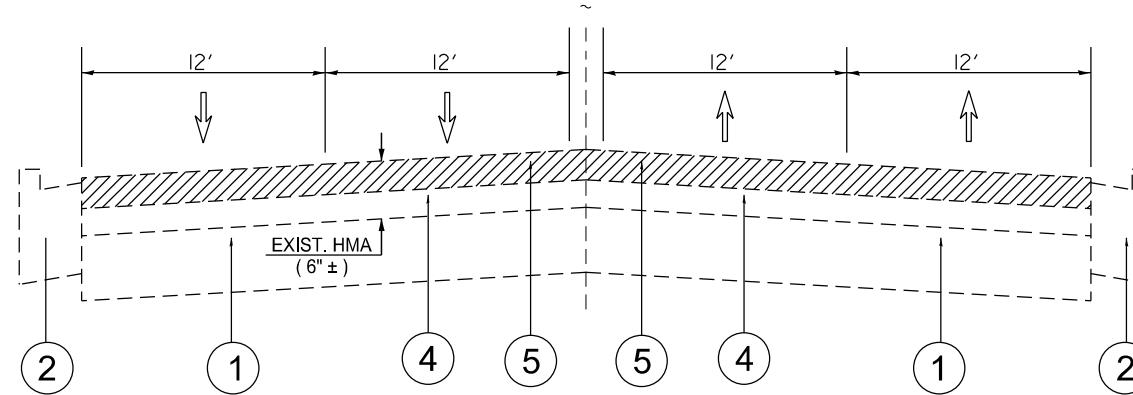
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES                       |   |      | F.A.P. RTE.<br>348 | SECTION      | COUNTY   | TOTAL SHEETS     | SHEET NO.          |
|--------------------------|------------|-----------|---|---|---|------|--------------------|--------------|----------|------------------|--------------------|
|                          | DRAWN -    | REVISED - |   | IL-43 (WAUKEGAN RD): HENLEY ST • EMERSON ST |   |      |                    | 2024-1049-RS | COOK     | 78               | 5                  |
|                          | CHECKED -  | REVISED - |   |   |   |      |                    |              |          |                  | CONTRACT NO. 62X88 |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |   | SCALE:                                      | 5 | OF 3 | 1000               | 1000         | ILLINOIS | FED. AID PROJECT |                    |

| SUMMARY OF QUANTITIES |   |       |                | TYPE CODE         |                   |            |       |       |       | SUMMARY OF QUANTITIES |      |      |                |      |                   | TYPE CODE |       |       |       |       |       |
|-----------------------|---|-------|----------------|-------------------|-------------------|------------|-------|-------|-------|-----------------------|------|------|----------------|------|-------------------|-----------|-------|-------|-------|-------|-------|
|                       |   |       |                | URBAN             | URBAN             | URBAN      | URBAN | URBAN | URBAN |                       |      |      |                |      |                   | URBAN     | URBAN | URBAN | URBAN | URBAN | URBAN |
|                       |   |       |                | ROADWAY           |                   |            |       |       |       |                       |      |      |                |      |                   | ROADWAY   |       |       |       |       |       |
|                       |   |       |                | 80% FED 20% STATE | 80% FED 20% STATE | 100% STATE |       |       |       |                       |      |      |                |      | 80% FED 20% STATE |           |       |       |       |       |       |
| Code No.              | Item  | Unit  | Total Quantity | 0005              | 0021              | 0005       |       |       |       | Code No.              | Item | Unit | Total Quantity | 0005 |                   |           |       |       |       |       |       |
| X0327611              | REMOVE AND REINSTALL BRICK PAVER  | SQ FT | 251            | 251               |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| *                     | X1400367 PEDESTRIAN SIGNAL POST, 10 FT.   | EACH  | 5              |                   | 5                 |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| *                     | X1400378 PEDESTRIAN SIGNAL POST, 5 FT.  | EACH  | 3              |                   | 3                 |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X4060995              | TEMPORARY RAMP (SPECIAL)  | SQ YD | 177            | 177               |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X4240430              | PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)                                | SQ FT | 87             | 87                |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X4400060              | BRICK SIDEWALK REMOVAL  | SQ FT | 605            | 605               |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X4400501              | COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET | FOOT  | 62             | 62                |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X4400503              | COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET          | FOOT  | 2521           | 2521              |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X5537800              | STORM SEWERS TO BE CLEANED 12"  | FOOT  | 2025           |                   |                   | 2025       |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X6030310              | FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)  | EACH  | 77             | 77                |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| X7200061              | TEMPORARY INFORMATION SIGNING   | SQ FT | 752            | 752               |                   |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| *                     | X8760200 ACCESSIBLE PEDESTRIAN SIGNALS  | EACH  | 16             |                   | 16                |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| *                     | X8780012 CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER                             | FOOT  | 32             |                   | 32                |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| *                     | X8891009 VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH                          | EACH  | 3              |                   | 3                 |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| Z0018500              | DRAINAGE STRUCTURES TO BE CLEANED   | EACH  | 135            |                   |                   | 135        |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |
| *                     | Z0033044 RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1                                | EACH  | 3              |                   | 3                 |            |       |       |       |                       |      |      |                |      |                   |           |       |       |       |       |       |

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|   |                       |           |   |   |     |              |      |             |         |        |              |                           |
|---|-----------------------|-----------|---|---|-----|--------------|------|-------------|---------|--------|--------------|---------------------------|
| USER NAME = Alan.Parayno<br>DRAWN -<br>CHECKED -<br>PLOT DATE = 12/5/2025 | DESIGNED -            | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | SUMMARY OF QUANTITIES                       |     |              |      | F.A.P. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO.                 |
|   | DRAWN -               | REVISED - |   | IL-43 (WAUKEGAN RD): HENLEY ST • EMERSON ST | 348 | 2024-1049-RS | COOK | 78          | 6       |        |              |                           |
|   | CHECKED -             | REVISED - |   |   |     |              |      |             |         |        |              | CONTRACT NO. 62X88        |
|   | PLOT DATE = 12/5/2025 | DATE -    |   | SCALE: SHEET 6 OF 3 SHEETS STA. TO STA.     |     |              |      |             |         |        |              | ILLINOIS FED. AID PROJECT |

## IL-43 (WAUKEGAN RD.)

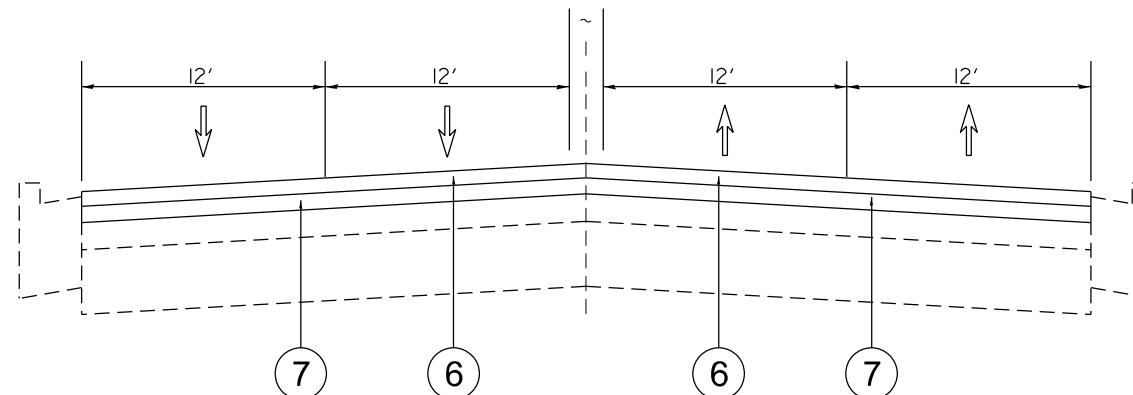


**EXIST. TYPICAL SECTION:  
(NO RAISED MEDIAN SHOWN)**

STA. 1+92 TO STA. 16+75

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE STATION RANGE SHOWN, REFER TO ROADWAY PLANS.

## IL-43 (WAUKEGAN RD.)



**PROP. TYPICAL SECTION:  
(NO RAISED MEDIAN SHOWN)**

STA. 1+92 TO STA. 16+75

## LEGEND

- ① EXIST. PCC PAVT, ± 9"
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN

### DESIGNED OVERLAY:

- ④ EXIST. HMA AFTER MILLING, ± 2"
- ⑤ PROP. HMA SURF REM 3 1/4"
- ⑥ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑦ PROP. HMA BC IL-9.5 N70, 2"

### STANDARD OVERLAY:

- ⑧ EXIST. HMA AFTER MILLING, ± 3"
- ⑨ PROP. HMA SURF REM 2 1/2"
- ⑩ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑪ PROP. P HMA BC IL-4.75 N50, 3/4"

## HOT-MIX ASPHALT MIXTURE REQUIREMENTS

| MIXTURE TYPE | AIR VOIDS @ $N_{DES}$ | QUALITY MANAGEMENT PROGRAM (QMP) |
|--------------|-----------------------|----------------------------------|
|--------------|-----------------------|----------------------------------|

### IL-43 PROP. DESIGNED OVERLAY (EMERSON ST TO GOLF RD.)

|                            |                 |     |
|----------------------------|-----------------|-----|
| P SC SMA 9.5 F N80, 1 3/4" | 3.5% AT 80 GYR. | QCP |
| HMA BC IL-9.5 N70, 2"      | 4% AT 70 GYR.   | QCP |

### IL-43 PROP. STANDARD OVERLAY (GOLF RD. TO HENLEY ST.)

|                            |                 |     |
|----------------------------|-----------------|-----|
| P SC SMA 9.5 F N80, 1 3/4" | 3.5% AT 80 GYR. | QCP |
| P HMA BC IL-4.75 N50, 3/4" | 3.5% AT 50 GYR. | QCP |

### TEMPORARY RAMP, SPECIAL (EMERSON ST TO GOLF RD.)

|                                    |               |       |
|------------------------------------|---------------|-------|
| HMA BC IL-9.5 N70 (VARIABLE DEPTH) | 4% AT 70 GYR. | QC/QA |
|------------------------------------|---------------|-------|

### PATCHING

|                                       |               |       |
|---------------------------------------|---------------|-------|
| CLASS D PATCHES (HMA BINDER IL-19 mm) | 4% AT 70 GYR. | QC/QA |
|---------------------------------------|---------------|-------|

### COMMERCIAL AND PRIVATE HMA DRIVEWAY FOR CURB & GUTTER RESTORATION

|  |               |       |
|--|---------------|-------|
| HMA SC IL-9.5 D N50, 2"                    | 4% AT 50 GYR. | QC/QA |
| HMA BASE CSE (HMA BINDER IL-19.0), 6" & 8" | 4% AT 50 GYR. | QC/QA |

QMP Designation: Quality Control/Quality Assurance (QC/QA);  
Quality Control for Performance (QCP); Pay for Performance (PFP)

### GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

### NOTES:

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.

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/6/2025    | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

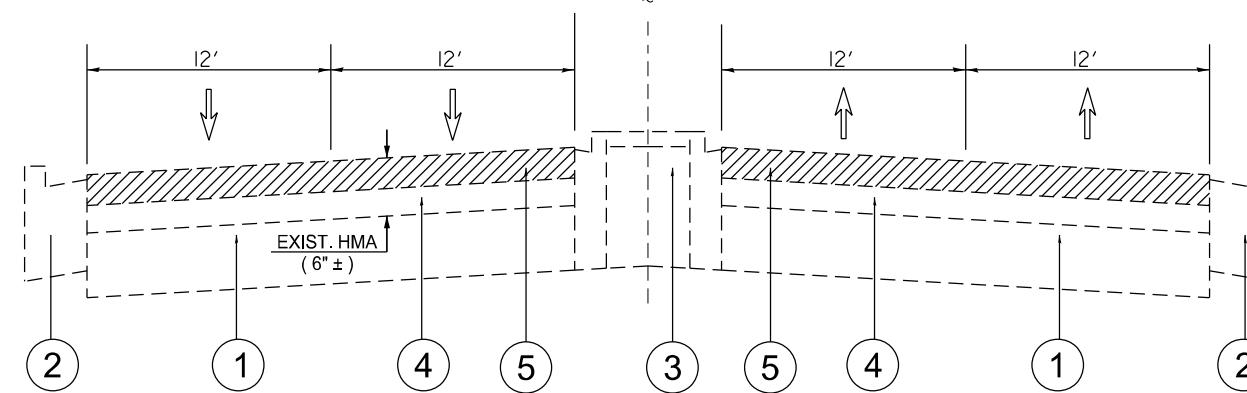
**TYPICAL SECTIONS**  
**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST**

SCALE: SHEET 7 OF 4 SHEETS STA. TO STA.

| F.A.P. RTE. | SECTION      | COUNTY | TOTAL SHEETS | SHEET NO. |
|-------------|--------------|--------|--------------|-----------|
| 348         | 2024-1049-RS | COOK   | 78           | 7         |

ILLINOIS FED. AID PROJECT

IL-43 (WAUKEGAN RD.)



## LEGEND

- ① EXIST. PCC PAVT, ± 9"
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN

### DESIGNED OVERLAY:

- ④ EXIST, HMA AFTER MILLING,  $\pm 2"$
- ⑤ PROP. HMA SURF REM  $3\frac{3}{4}"$
- ⑥ PROP. P SC SMA 9.5 F N80,  $1\frac{3}{4}"$
- ⑦ PROP. HMA BC IL-9.5 N70, 2"

### STANDARD OVERLAY:

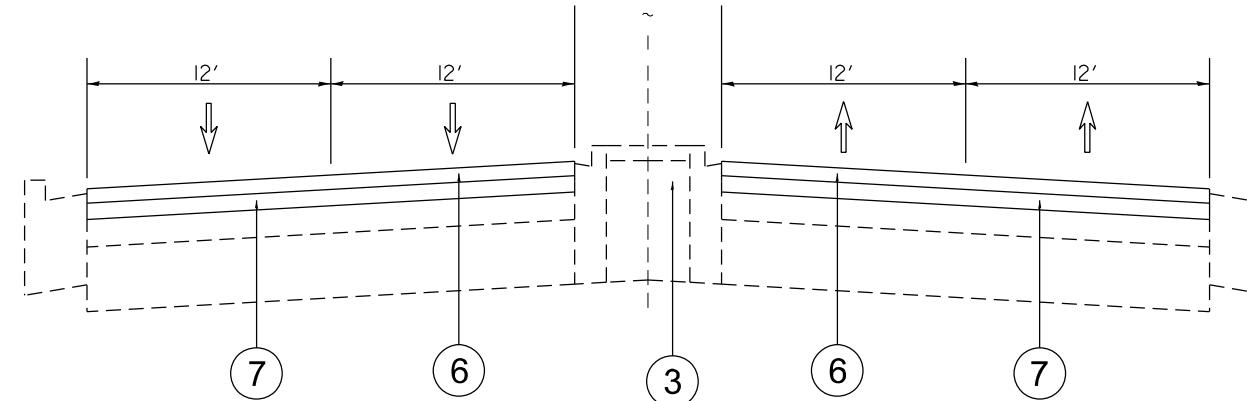
- ⑧ EXIST. HMA AFTER MILLING,  $\pm 3''$
- ⑨ PROP. HMA SURF REM  $2\frac{1}{2}''$
- ⑩ PROP. P SC SMA 9.5 F N80,  $1\frac{3}{4}''$
- ⑪ PROP. P HMA BC IL-4.75 N50,  $\frac{3}{4}''$

## EXIST. TYPICAL SECTION ( RAISED MEDIAN SHOWN )

STA. 1+92 TO STA. 16+75

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO  
PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE  
STATION RANGE SHOWN, REFER TO ROADWAY  
PLANS.

IL-43 (WAUKEGAN RD.)



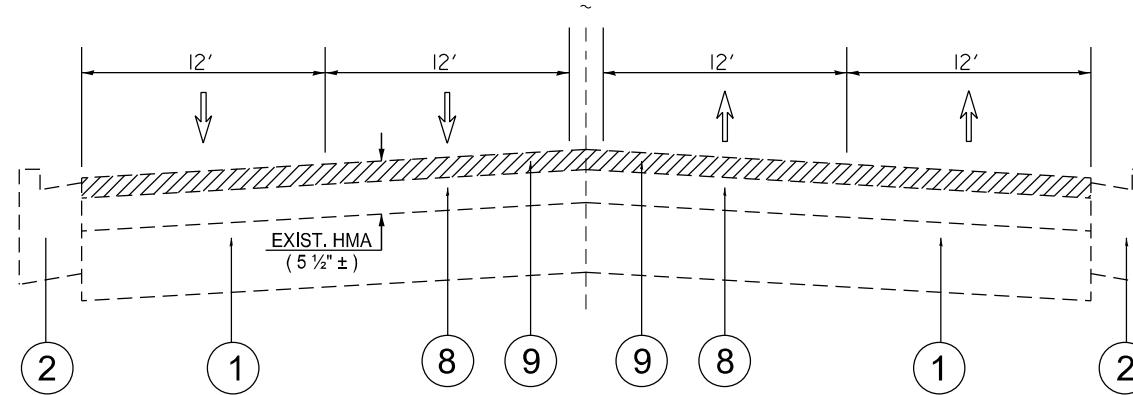
PROP. TYPICAL SECTION:  
( RAISED MEDIAN SHOWN )

STA. 1+92 TO STA. 16+75

## GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75 N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

IL-43 (WAUKEGAN RD.



## EXIST. TYPICAL SECTION ( NO RAISED MEDIAN SHOWN )

STA. 16+75 TO STA. 71+27

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO  
PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE  
STATION RANGE SHOWN, REFER TO ROADWAY  
PLANS.

## LEGEND

- ① EXIST. PCC PAVT,  $\pm 9^\circ$
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN

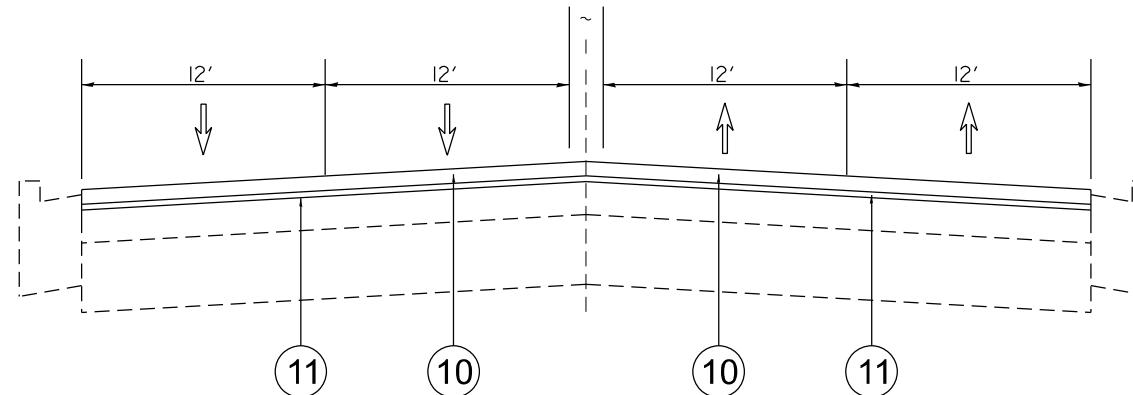
### DESIGNED OVERLAY:

- ④ EXIST, HMA AFTER MILLING,  $\pm 2"$
- ⑤ PROP. HMA SURF REM  $3\frac{3}{4}"$
- ⑥ PROP. P SC SMA 9.5 F N80,  $1\frac{3}{4}"$
- ⑦ PROP. HMA BC IL-9.5 N70, 2"

### STANDARD OVERLAY:

- ⑧ EXIST. HMA AFTER MILLING,  $\pm 3''$
- ⑨ PROP. HMA SURF REM  $2\frac{1}{2}''$
- ⑩ PROP. P SC SMA 9.5 F N80,  $1\frac{3}{4}''$
- ⑪ PROP. P HMA BC IL-4.75 N50,  $\frac{3}{4}''$

IL-43 (WAUKEGAN RD.



**PROP. TYPICAL SECTION:  
( NO RAISED MEDIAN SHOWN )**

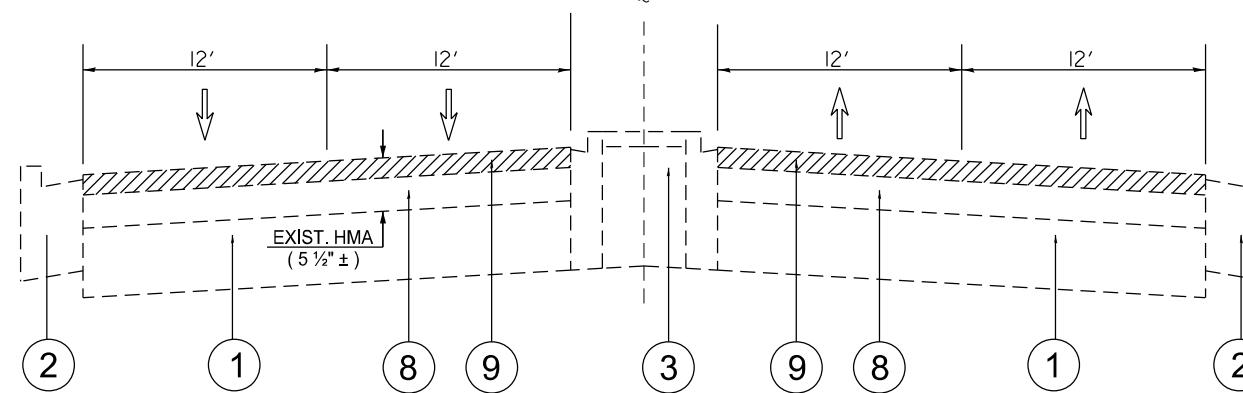
STA. 16+75 TO STA. 71+27

## GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75 N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

|  |                          |            |           |   |   |       |                    |              |               |         |      |         |                 |             |
|--|--------------------------|------------|-----------|---|---|-------|--------------------|--------------|---------------|---------|------|---------|-----------------|-------------|
|  | USER NAME = Alan.Parayno | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>TYPICAL SECTIONS</b><br><b>IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST</b> |       |                    |              | F.A.P<br>RTE. | SECTION |      | COUNTY  | TOTAL<br>SHEETS | SHEE<br>NO. |
|  | DRAWN -                  | REVISED -  |           |   |   |       | 348                | 2024-1049-RS |               | COOK    | 78   | 9       |                 |             |
|  | CHECKED -                | REVISED -  |           |   |   |       | CONTRACT NO. 62X88 |              |               |         |      |         |                 |             |
|  | PLOT DATE = 12/5/2025    | DATE -     | REVISED - |   | SCALE:  | SHEET | 9                  | OF           | 4             | Sheets  | STA. | TO STA. |                 | ILLINOIS    |

### IL-43 (WAUKEGAN RD.)



### LEGEND

- ① EXIST. PCC PAVT, ± 9"
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN

#### DESIGNED OVERLAY:

- ④ EXIST. HMA AFTER MILLING, ± 2"
- ⑤ PROP. HMA SURF REM 3 3/4"
- ⑥ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑦ PROP. HMA BC IL-9.5 N70, 2"

#### STANDARD OVERLAY:

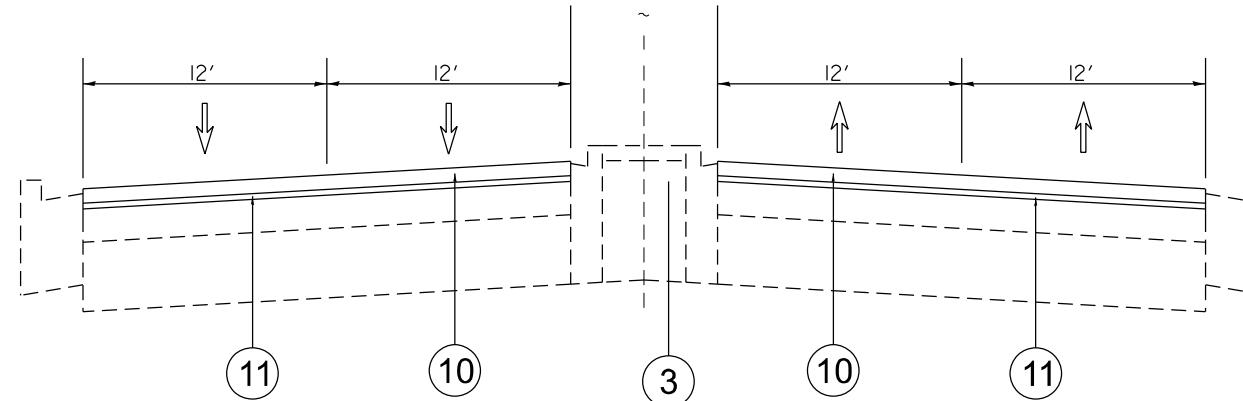
- ⑧ EXIST. HMA AFTER MILLING, ± 3"
- ⑨ PROP. HMA SURF REM 2 1/2"
- ⑩ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑪ PROP. P HMA BC IL-4.75 N50, 3/4"

### EXIST. TYPICAL SECTION: (RAISED MEDIAN SHOWN)

STA. 16+75 TO STA. 71+27

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE STATION RANGE SHOWN, REFER TO ROADWAY PLANS.

### IL-43 (WAUKEGAN RD.)



### PROP. TYPICAL SECTION: (RAISED MEDIAN SHOWN)

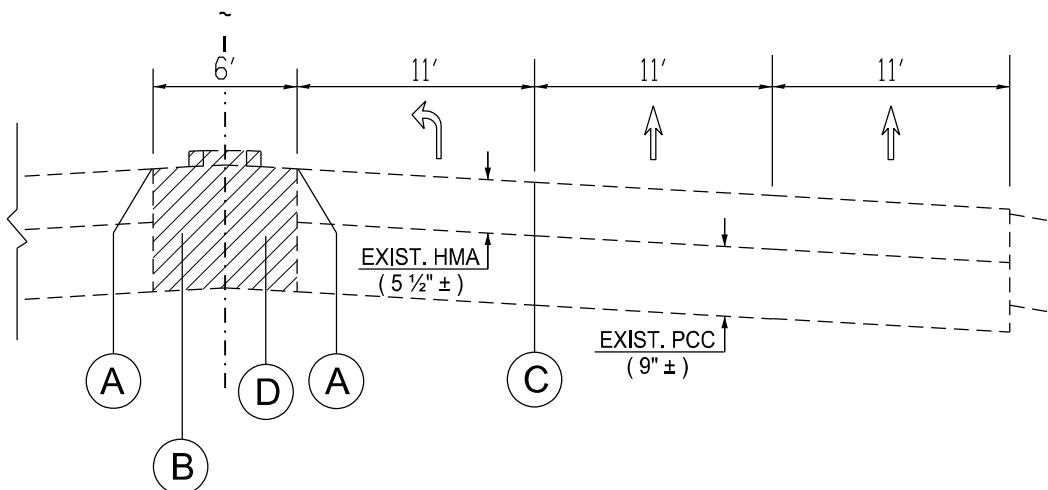
STA. 16+75 TO STA. 71+27

#### GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

|                          |            |           |   |   |                                   |                |              |          |                  |                    |
|--------------------------|------------|-----------|---|---|-----------------------------------|----------------|--------------|----------|------------------|--------------------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | TYPICAL SECTIONS                            |                                   | F.A.P.<br>RTE. | SECTION      | COUNTY   | TOTAL<br>SHEETS  | SHEET<br>NO.       |
|                          | DRAWN -    | REVISED - |   | IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST |                                   | 348            | 2024-1049-RS | COOK     | 78               | 10                 |
|                          | CHECKED -  | REVISED - |   |   |                                   |                |              |          |                  | CONTRACT NO. 62X88 |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |   | SCALE:                                      | SHEET 10 OF 4 SHEETS STA. TO STA. |                |              | ILLINOIS | FED. AID PROJECT |                    |

IL-43 (WAUKEGAN RD.)  
(FACING DIRECTION OF TRAFFIC FLOW)



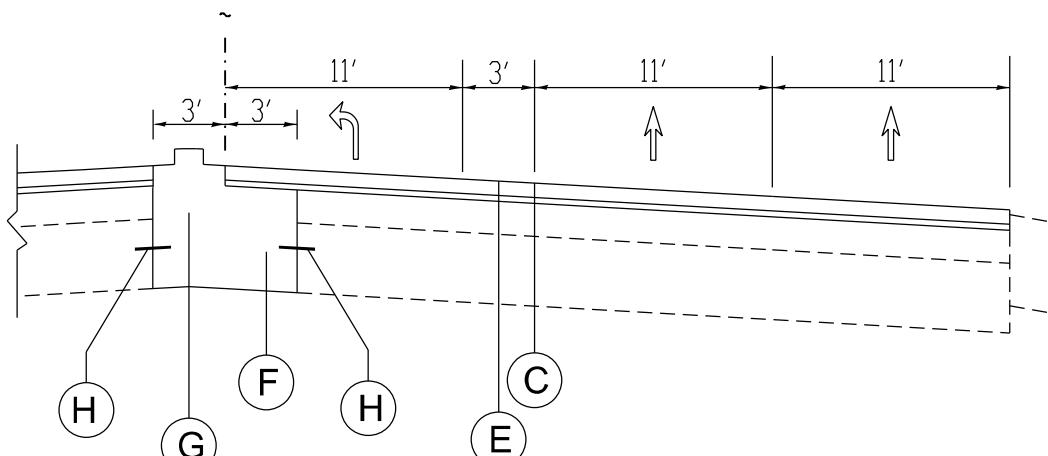
EXIST. TYPICAL SECTION  
- PAVT. MARK. AND MEDIAN WORK  
(AT KRAFT CT. / OVERLOOK DR.)  
N. LEG: STA. 29+40 TO STA. 30+85  
S. LEG: STA. 24+98 TO STA. 28+27

\* FOR RESURFACING LAYERS  
AT THIS LOCATION, SEE TYPICAL  
SECTIONS FOR PROPOSED  
STANDARD OVERLAY.

SCHEDULE FOR PROPOSED LEFT-TURN BAY POSITIVE OFFSETS

| INTERSECTION                                 | EXIST. PCC MEDIAN WIDTH<br>ADJACENT TO EXIST.<br>10-FT WIDE LEFT-TURN BAY WITH<br>EXIST. 6" SOLID WHITE STRIPING<br>(FT) | PROP. POSITIVE<br>OFFSET<br>(FT) | PROP. LEFT-TURN<br>CHANNELIZATION<br>GORE, WIDTH<br>WITH WHITE CHEVRONS<br>(FT) | PROP. PCC MEDIAN<br>WIDTH<br>(FT) |
|--|--|----------------------------------|---|-----------------------------------|
| IL-43. & KRAFT CT / OVERLOOK DR, N. LEG      | 6  | 3                                | 3   | 3                                 |
| PULASKI RD. & KRAFT CT / OVERLOOK DR, S. LEG | 6  | 3                                | 3   | 3                                 |

IL-43 (WAUKEGAN RD.)  
(FACING DIRECTION OF TRAFFIC FLOW)



PROP. TYPICAL SECTION  
- PAVT. MARK. AND MEDIAN WORK  
(AT KRAFT CT. / OVERLOOK DR.)  
N. LEG: STA. 29+40 TO STA. 30+85  
S. LEG: STA. 24+98 TO STA. 28+27

LEGEND

- (A) - THPL PVT MK LINE 4", SOLID YEL (TYP.)  
- PROP. SAW CUTS (AT THE EXIST. HMA-PCC JT.)
- (B) EXIST. PCC MEDIAN, 6' WIDTH (TYP.)
- (C) THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
- (D) PROP. MEDIAN REMOVAL
- (E) THPL PVT MK LINE 12", CHEVRON, WHITE (TYP.)
- (F) PROP. CLASS C PATCHES, TYPE IV, 12"
- (G) PROP. CONCRETE MEDIAN, TYPE SB-6.06
- (H) PROP. TIE BARS, 3/4"

NOTE: BOTH TO BE POURED MONOLITHICALLY TOGETHER.  
(GUTTERS SHALL PITCH TOWARD PAVT. SURFACE AT 2%)

NOTE: SPACED @ 30" C-C AND TIED TO EXIST. P.C.C. PAVEMENT

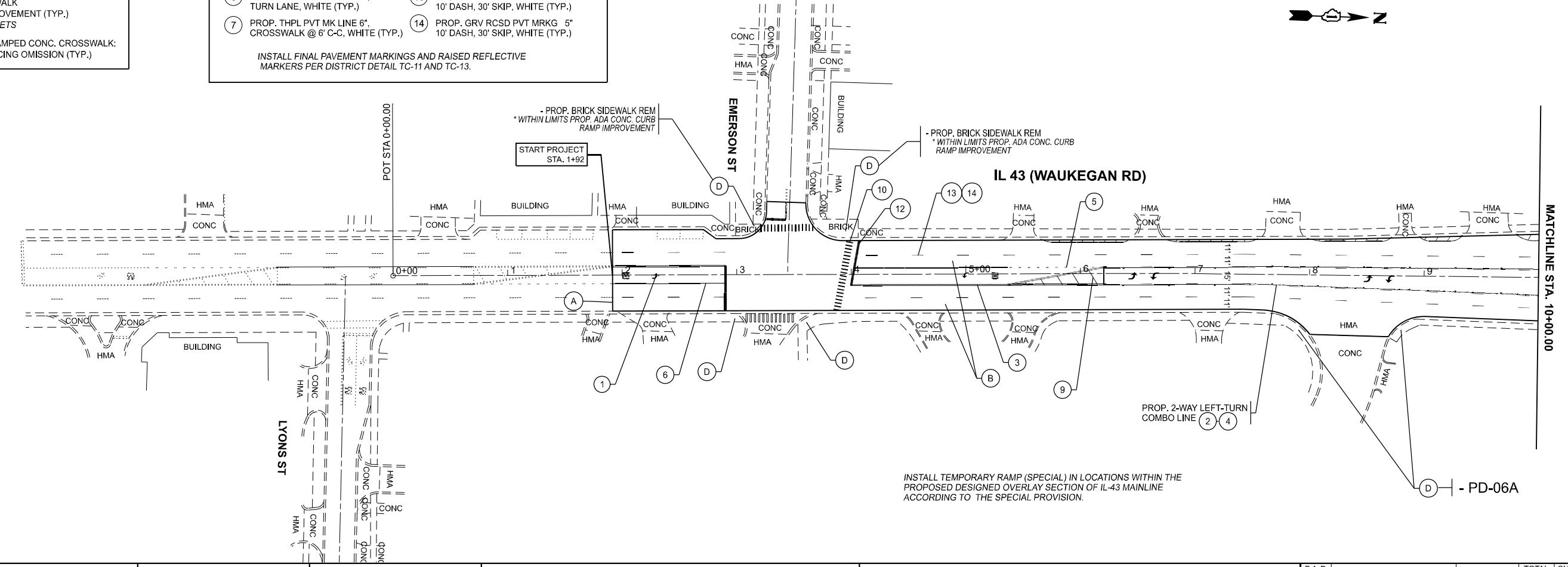
**PROPOSED ROADWAY WORK**

- (A) - PROP. HMA SURF REM BUTT JT (TYP.)  
(LIMIT OF RESURFACING)
- (B) - PROP. DESIGNED OVERLAY:
  - PROP. HMA SURF REM. 3  $\frac{3}{4}$ "
  - PROP. HMA BC IL-9.5 N70. 2"
  - PROP. P SC SMA 9.5 F N80, 1  $\frac{3}{4}$ "
- (C) - PROP. STANDARD OVERLAY:
  - PROP. HMA SURF REM. 2  $\frac{1}{2}$ "
  - PROP. P HMA BC IL-4.75 N50,  $\frac{3}{4}$ "
  - PROP. P SC SMA 9.5 F N80, 1  $\frac{3}{4}$ "
- (D) - PROP. PCC SIDEWALK  
CURB RAMP IMPROVEMENT (TYP.)  
SEE DETAIL SHEETS
- (E) - EXIST. BRICK / STAMPED CONC. CROSSWALK:  
- PROP. RESURFACING OMISSION (TYP.)

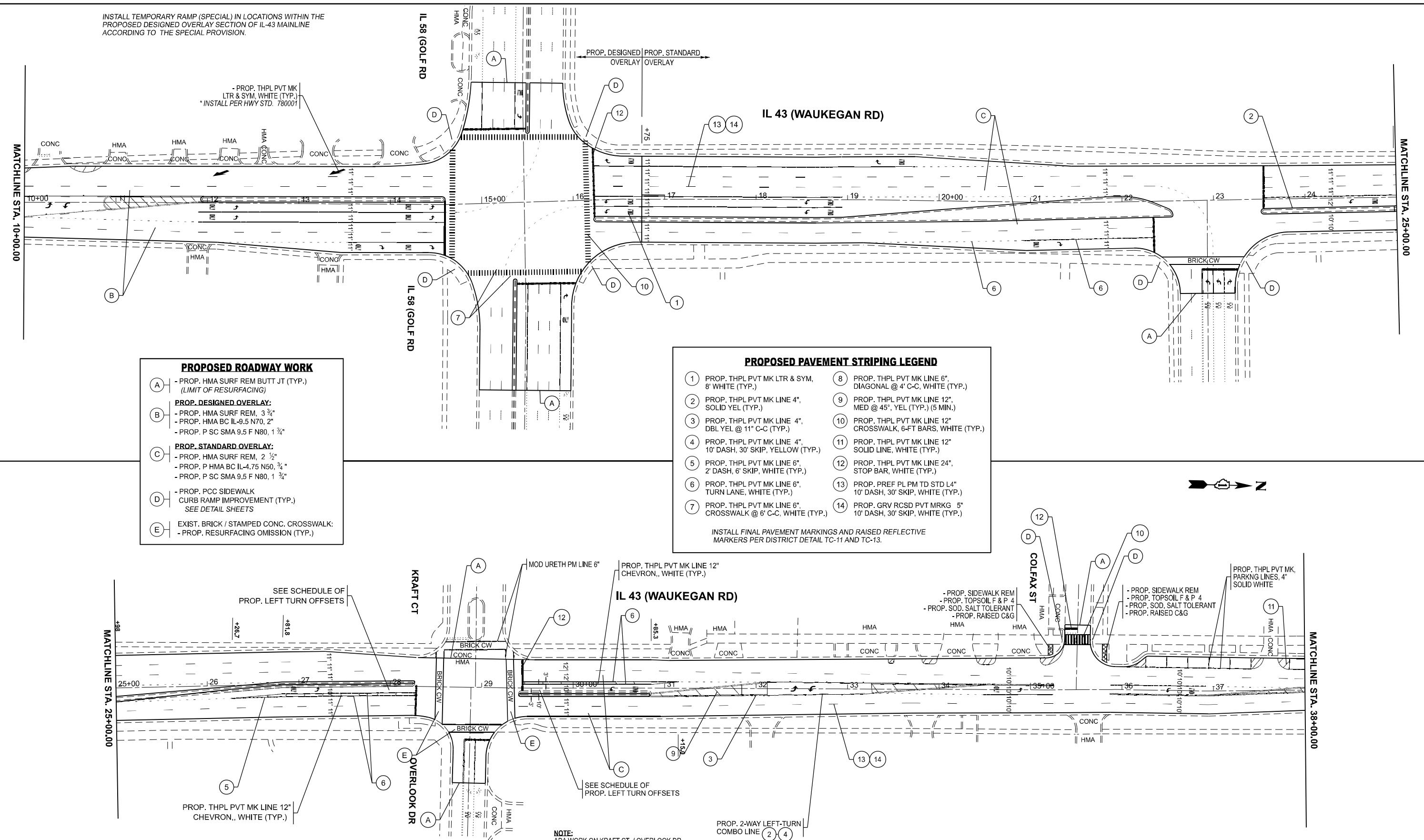
## **PROPOSED PAVEMENT STRIPING LEGEND**

|  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1 PROP. THPL PVT MK LTR &amp; SYM, 8' WHITE (TYP.)</li> <li>2 PROP. THPL PVT MK LINE 4", SOLID YEL (TYP.)</li> <li>3 PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)</li> <li>4 PROP. THPL PVT MK LINE 4", 10' DASH, 30' SKIP, YELLOW (TYP.)</li> <li>5 PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)</li> <li>6 PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)</li> <li>7 PROP. THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)</li> </ol> | <ol style="list-style-type: none"> <li>8 PROP. THPL PVT MK LINE 6", DIAGONAL @ 4' C-C, WHITE (TYP.)</li> <li>9 PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)</li> <li>10 PROP. THPL PVT MK LINE 12" CROSSWALK, 6-FT BARS, WHITE (TYP.)</li> <li>11 PROP. THPL PVT MK LINE 12" SOLID LINE, WHITE (TYP.)</li> <li>12 PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)</li> <li>13 PROP. PREF PL PM TD STD L4" 10' DASH, 30' SKIP, WHITE (TYP.)</li> <li>14 PROP. GRV RCSD PVT MRKG 5" 10' DASH, 30' SKIP, WHITE (TYP.)</li> </ol> |
|--|--|

INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.



INSTALL TEMPORARY RAMP (SPECIAL) IN LOCATIONS WITHIN THE PROPOSED DESIGNED OVERLAY SECTION OF IL-43 MAINLINE ACCORDING TO THE SPECIAL PROVISION.



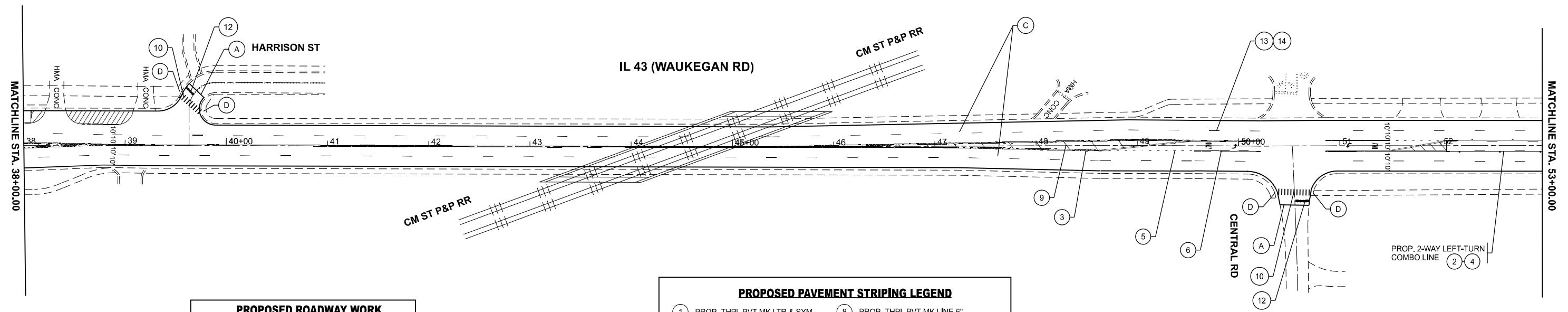
MODEL: IL43\_E - Rdwy Plan 1 [Sheet]

|  |                          |    |
|--|--------------------------|----|
|  | USER NAME = Alan.Parayno | DE |
|  |                          | DR |
|  |                          | CH |
|  |                          | FA |
|  |                          | MA |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN

| ROADWAY PLAN                                |  | F.A.P<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | HEET<br>NO. |
|---|--|---------------|--------------|--------|-----------------|-------------|
| IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST |  | 348           | 2024-1049-RS | COOK   | 78              | 13          |



**PROPOSED ROADWAY WORK**

(A) - PROP. HMA SURF REM BUTT JT (TYP.) (LIMIT OF RESURFACING)

(B) - PROP. HMA SURF REM. 3 3/4"

(C) - PROP. HMA SURF REM. 2 1/2"

(D) - PROP. PSC SMA 9.5 F N80, 1 3/4"

(E) - PROP. PSC SMA 9.5 F N80, 1 3/4"

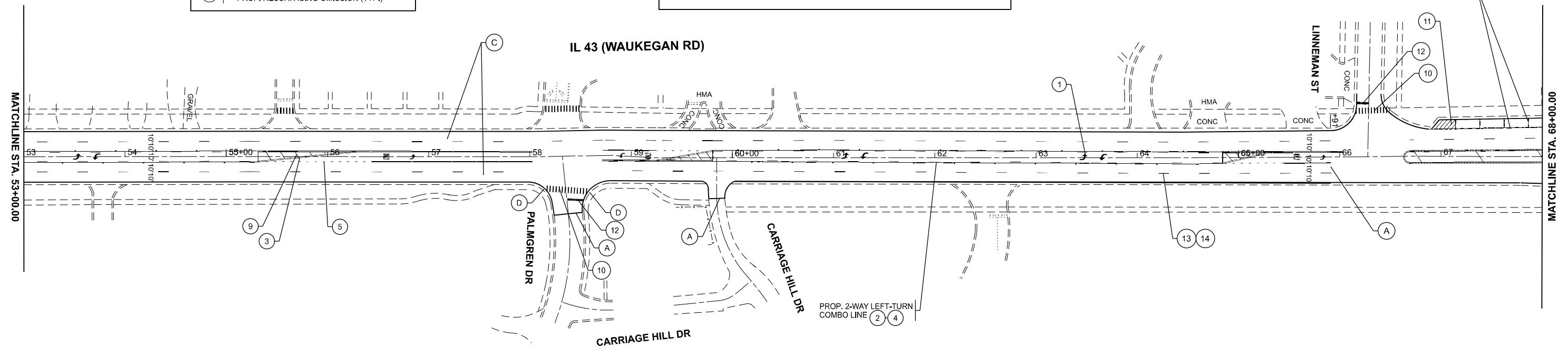
SEE DETAIL SHEETS

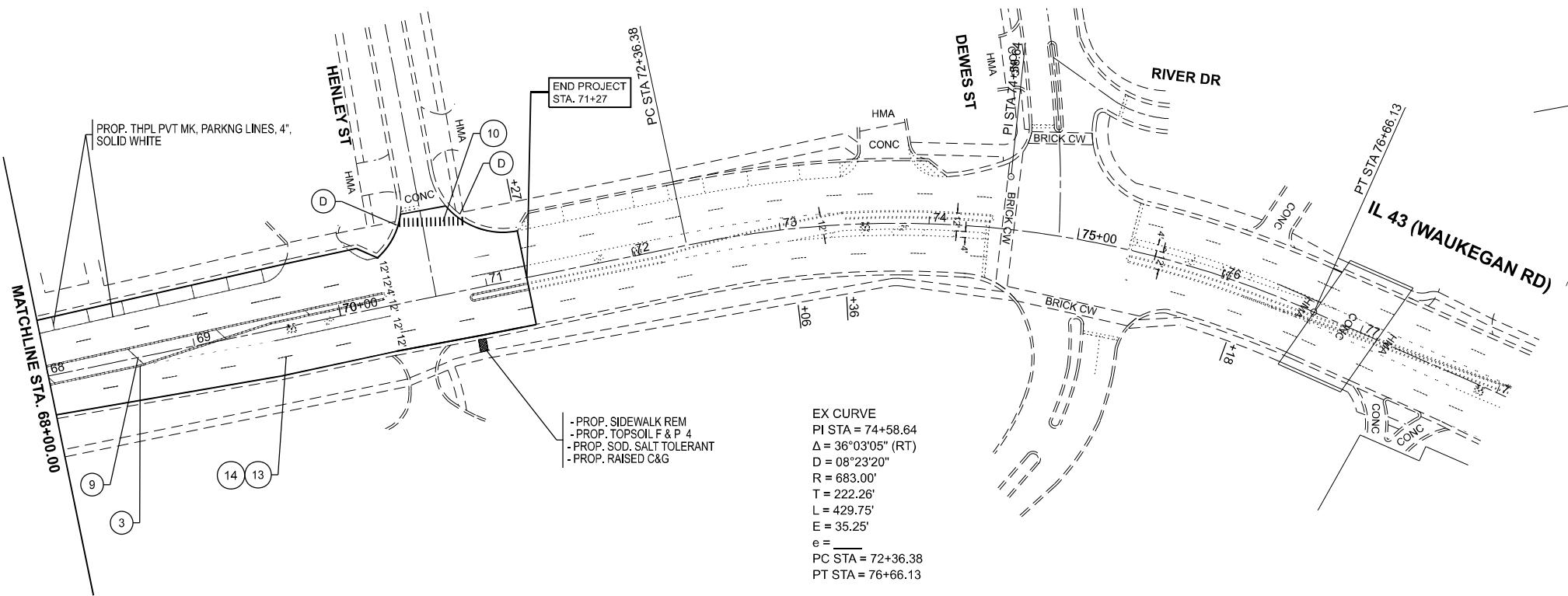
EXIST. BRICK / STAMPED CONC. CROSSWALK: - PROP. RESURFACING OMISSION (TYP.)

**PROPOSED PAVEMENT STRIPING LEGEND**

- (1) PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)
- (2) PROP. THPL PVT MK LINE 4", SOLID YEL (TYP.)
- (3) PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
- (4) PROP. THPL PVT MK LINE 4", 10' DASH, 30' SKIP, YELLOW (TYP.)
- (5) PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)
- (6) PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
- (7) PROP. THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)
- (8) PROP. THPL PVT MK LINE 6", DIAGONAL @ 4' C-C, WHITE (TYP.)
- (9) PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) 5 MIN.
- (10) PROP. THPL PVT MK LINE 12", CROSSWALK, 6-FT BARS, WHITE (TYP.)
- (11) PROP. THPL PVT MK LINE 12", SOLID LINE, WHITE (TYP.)
- (12) PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)
- (13) PROP. PREF PL PM TD STD L4" 10' DASH, 30' SKIP, WHITE (TYP.)
- (14) PROP. GRV RCSD PVT MRKG, 5" 10' DASH, 30' SKIP, WHITE (TYP.)

INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.



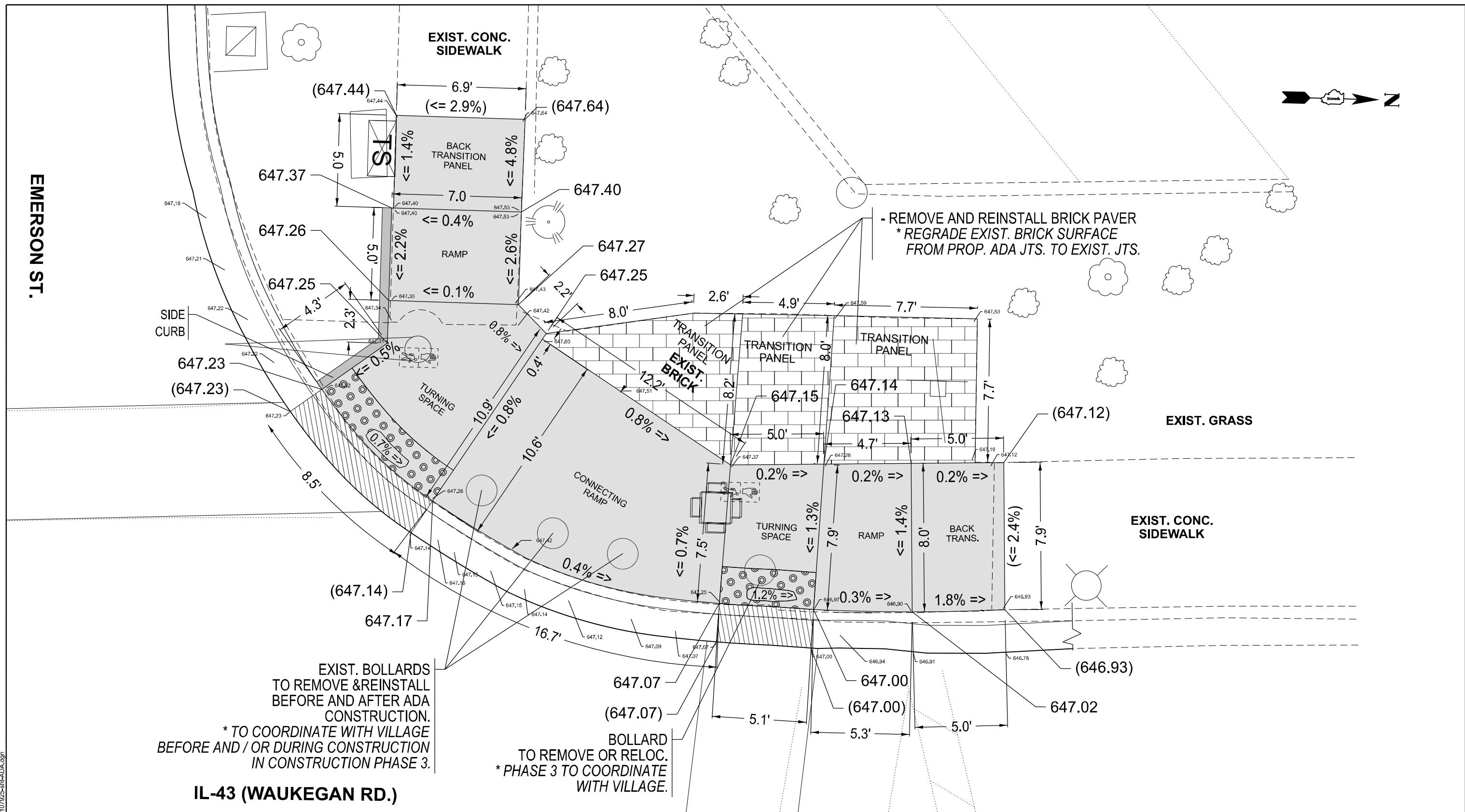


| PROPOSED ROADWAY WORK |   |
|-----------------------|---|
| (A)                   | - PROP. HMA SURF REM BUTT JT (TYP.)<br>(LIMIT OF RESURFACING)   |
| (B)                   | - PROP. HMA SURF REM, 3 $\frac{3}{4}$ "<br>- PROP. HMA BC IL-9.5 N70, 2"<br>- PROP. P SC SMA 9.5 F N80, 1 $\frac{3}{4}$ "                 |
| (C)                   | - PROP. HMA SURF REM, 2 $\frac{1}{2}$ "<br>- PROP. P HMA BC IL-4.75 N50, $\frac{3}{4}$ "<br>- PROP. P SC SMA 9.5 F N80, 1 $\frac{3}{4}$ " |
| (D)                   | - PROP. PCC SIDEWALK<br>CURB RAMP IMPROVEMENT (TYP.)<br>SEE DETAIL SHEETS   |
| (E)                   | EXIST. BRICK / STAMPED CONC. CROSSWALK:<br>- PROP. RESURFACING OMISSION (TYP.)  |

| PROPOSED PAVEMENT STRIPING LEGEND |   |
|-----------------------------------|---|
| (1)                               | PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)                  |
| (2)                               | PROP. THPL PVT MK LINE 4", SOLID YEL (TYP.)                   |
| (3)                               | PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)           |
| (4)                               | PROP. THPL PVT MK LINE 4", 10' DASH, 30' SKIP, YELLOW (TYP.)  |
| (5)                               | PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)     |
| (6)                               | PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)            |
| (7)                               | PROP. THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)   |
| (8)                               | PROP. THPL PVT MK LINE 6", DIAGONAL @ 4° C-C, WHITE (TYP.)    |
| (9)                               | PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)    |
| (10)                              | PROP. THPL PVT MK LINE 12" CROSSWALK, 6-FT BARS, WHITE (TYP.) |
| (11)                              | PROP. THPL PVT MK LINE 12" SOLID LINE, WHITE (TYP.)           |
| (12)                              | PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)            |
| (13)                              | PROP. PREF PLPM TD STD L4" 10' DASH, 30' SKIP, WHITE (TYP.)   |
| (14)                              | PROP. GRV RCSD PVT MRKG, 5" 10' DASH, 30' SKIP, WHITE (TYP.)  |

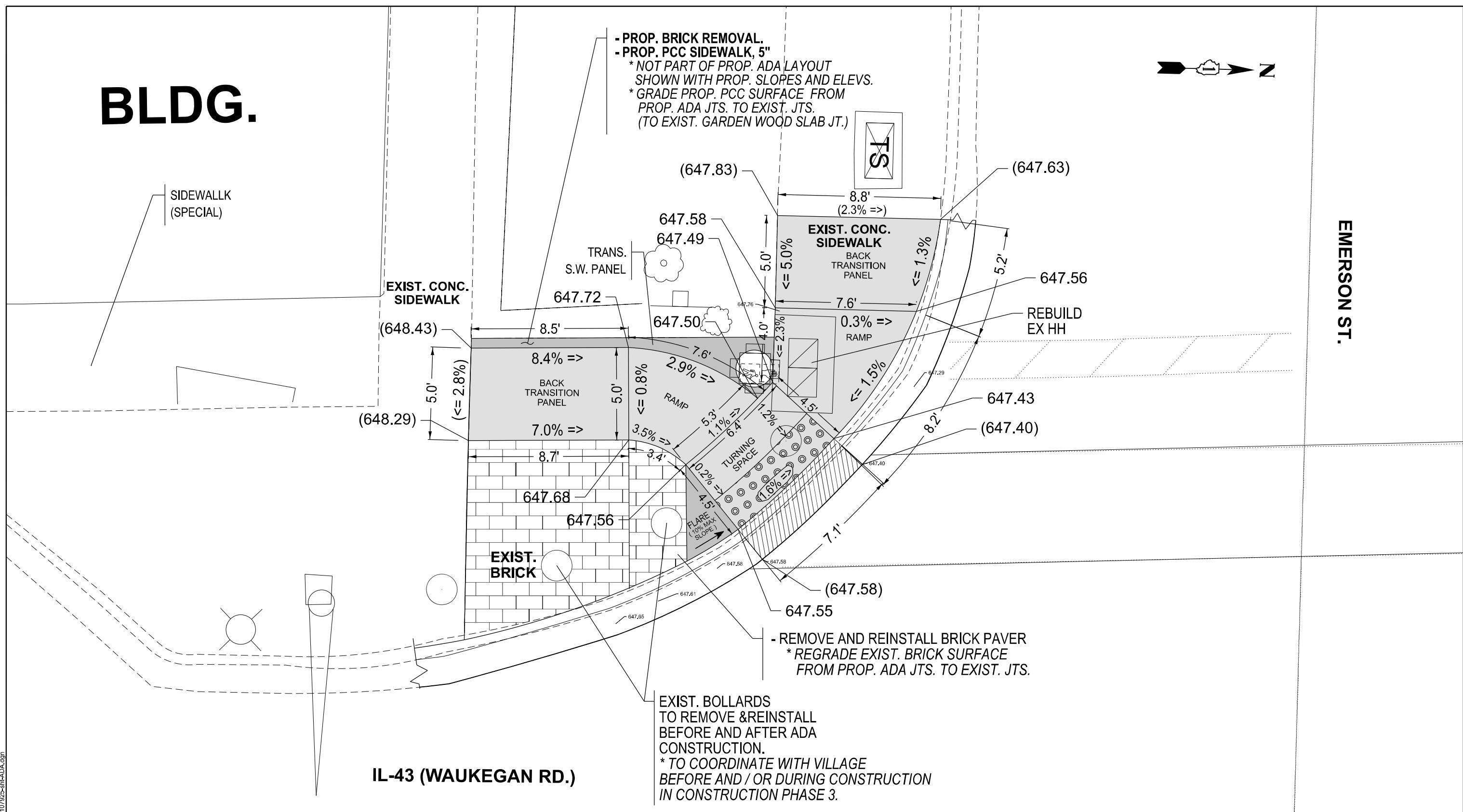
INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.

| USER NAME = Alan.Parayno | DESIGNED -            | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | ROADWAY PLAN                                |         |               | F.A.P.<br>RTE.<br>348 | SECTION      | COUNTY   | TOTAL<br>SHEETS  | SHEET<br>NO. |  |
|--------------------------|-----------------------|-----------|---|---|---------|---------------|-----------------------|--------------|----------|------------------|--------------|--|
|                          | DRAWN -               | REVISED - |   | IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST |         |               |                       | COOK         | 78       | 15               |              |  |
|                          | CHECKED -             | REVISED - |   | SCALE: 1"=50'                               |         |               |                       | 2024-1049-RS | ILLINOIS | FED. AID PROJECT |              |  |
|                          | PLOT DATE = 12/8/2025 | DATE -    |   | REVISED -                                   | STATION | STA. 68+00.00 | TO STA.               | 98+00.00     |          |                  |              |  |



# BLDG.

EMERSON ST.



### LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT EMERSON STREET:  
SOUTHWEST ADA CORNER.

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

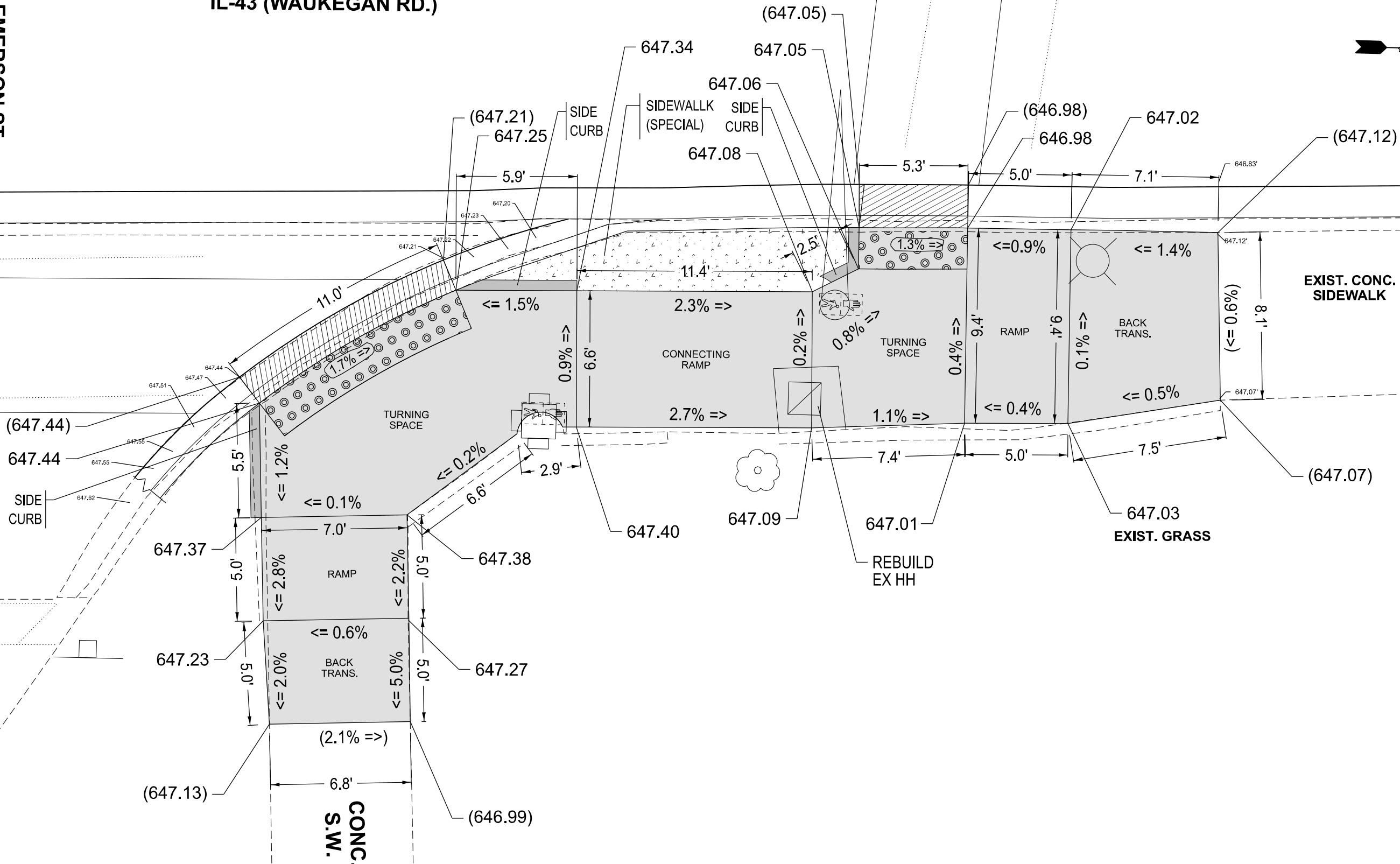
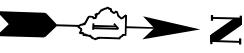
SCALE: SHEET 18 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

| F.A.P<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|---------------|--------------|--------|-----------------|--------------|
| 348           | 2024-1049-RS | COOK   | 78              | 17           |

ILLINOIS FED. AID PROJECT

# IL-43 (WAUKEGAN RD.)

EMERSON ST.



MODEL: EMERSON NE [Sheet] FILE NAME: c:\pw\work\pw\103263107925-sh4-ada.dgn

REFERENCE BENCHMARK ELEV: 648.226

BENCHMARK DESCRIPTION: SQUARE, NORTHEAST CORNER OF TCB (TRAFFIC CONTROL BOX).

BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND EMERSON STREET INTERSECTION.

## LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

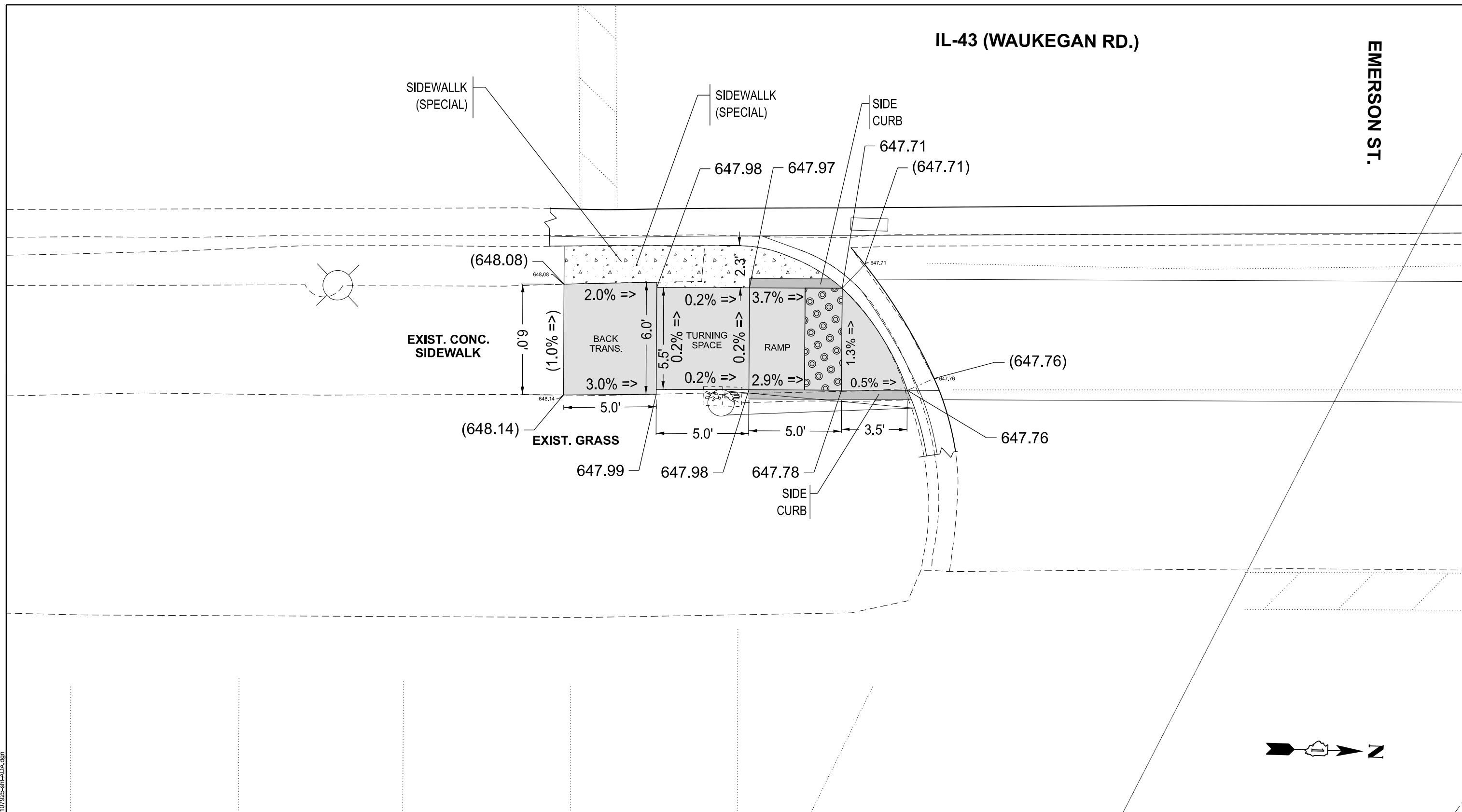
SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT EMERSON STREET:  
NORTHEAST ADA CORNER.

| USER NAME | Alan.Parayno | DESIGNED | - | REVISED | -        | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST<br>PROPOSED ADA CURB RAMP DETAILS |              |                 | F.A.P<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS    | SHEET<br>NO.              |
|-----------|--------------|----------|---|---------|----------|---|---|--------------|-----------------|---------------|--------------|--------|--------------------|---------------------------|
| DRAWN     | -            | REVISED  | - | SCALE:  | SHEET 19 | OF 21   | Sheets  | STA. 0+00.00 | TO STA. 0+00.00 | 348           | 2024-1049-RS | COOK   | 78                 | 18                        |
| CHECKED   | -            | REVISED  | - |         |          |   |   |              |                 |               |              |        | CONTRACT NO. 62X88 |                           |
| PLOT DATE | 12/5/2025    | DATE     | - | REVISED | -        |   |   |              |                 |               |              |        |                    | ILLINOIS FED. AID PROJECT |

# IL-43 (WAUKEGAN RD.)

EMERSON ST.



MODEL: EMERSON SE [Sheet]  
FILE NAME: c:\pw\work\pw\103263107925-sh1-ADA.dgn

REFERENCE BENCHMARK ELEV: 648.226

BENCHMARK DESCRIPTION: SQUARE, NORTHEAST CORNER OF TCB (TRAFFIC CONTROL BOX).

BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND EMERSON STREET INTERSECTION.

## LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT EMERSON STREET:  
SOUTHEAST ADA CORNER.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

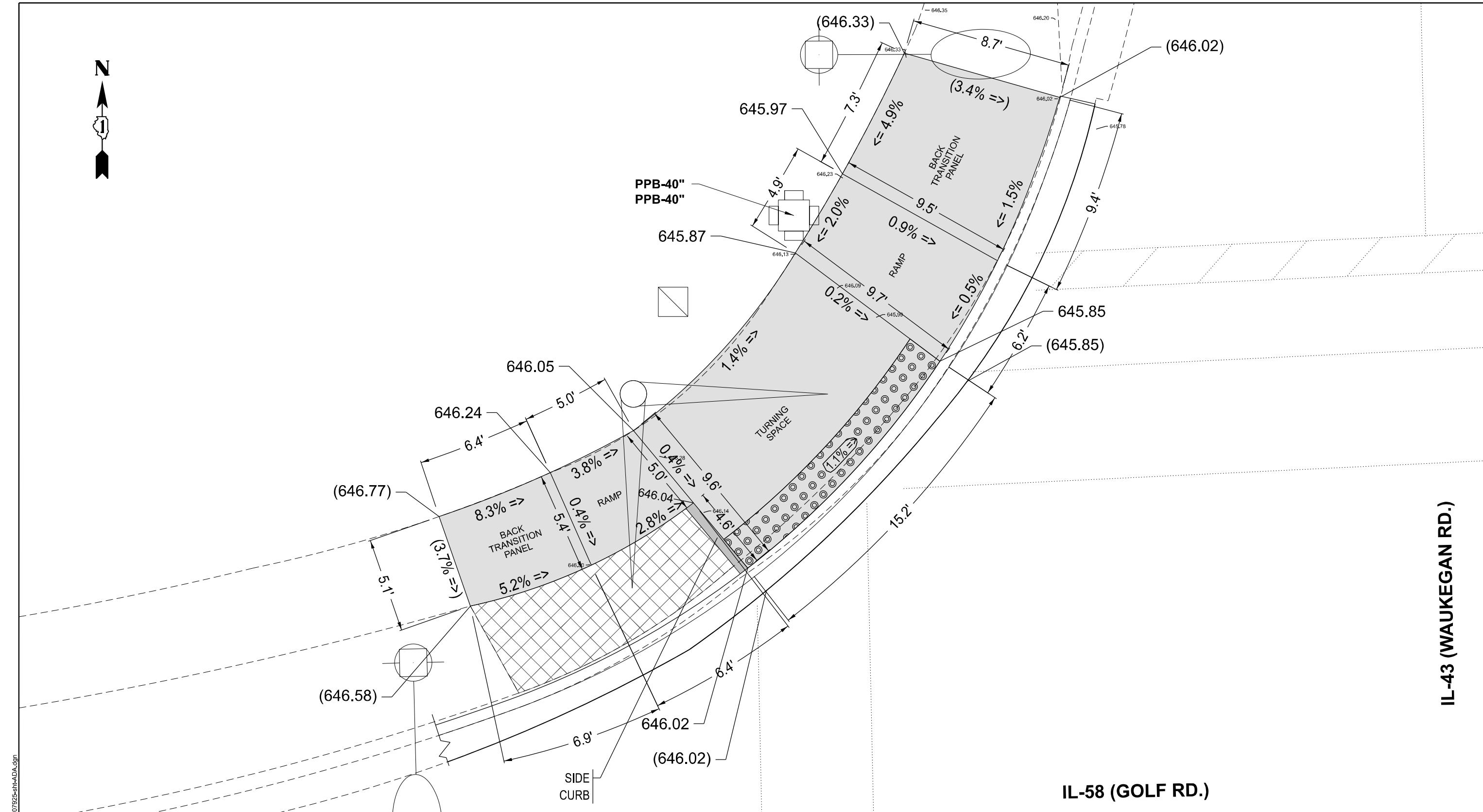
IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 20 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | HEET<br>NO. |
|----------------|--------------|--------|-----------------|-------------|
| 348            | 2024-1049-RS | COOK   | 78              | 19          |

ILLINOIS FED. AID PROJECT

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |



MODEL: GOLF NW [Sheet] c:\dw\work\pww\107925-sh1\4-ADA.dgn  
FILE NAME: c:\dw\work\pww\107925-sh1\4-ADA.dgn

REFERENCE BENCHMARK ELEV: 647.41

BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHWEST CAP BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT SOUTHEAST CORNER OF IL-43 (WAUKEGAN ROAD) AND IL-58 (GOLF ROAD) INTERSECTION.

#### LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOL & SOD

IL-43 (WAUKEGAN ROAD) AT IL-58 (GOLF ROAD):  
NORTHWEST ADA CORNER.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 21 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|----------------|--------------|--------|-----------------|--------------|
| 348            | 2024-1049-RS | COOK   | 78              | 20           |

ILLINOIS FED. AID PROJECT

USER NAME = Alan.Parayno  
DESIGNED -  
DRAWN -  
CHECKED -  
PLOT DATE = 12/5/2025

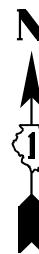
REVISED -  
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REVISED -

## IL-43 (WAUKEGAN RD.)

IL-58 (GOLF RD.)

CONC S.W.

FILE NAME: c:\pw\work\pw\107925\107925-sh1-ADA.dwg  
MODEL: GOLF SW [Sheet1]

REFERENCE BENCHMARK ELEV: 647.41

BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHWEST CAP BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT SOUTHEAST CORNER OF IL-43 (WAUKEGAN ROAD) AND IL-58 (GOLF ROAD) INTERSECTION.

## LEGEND

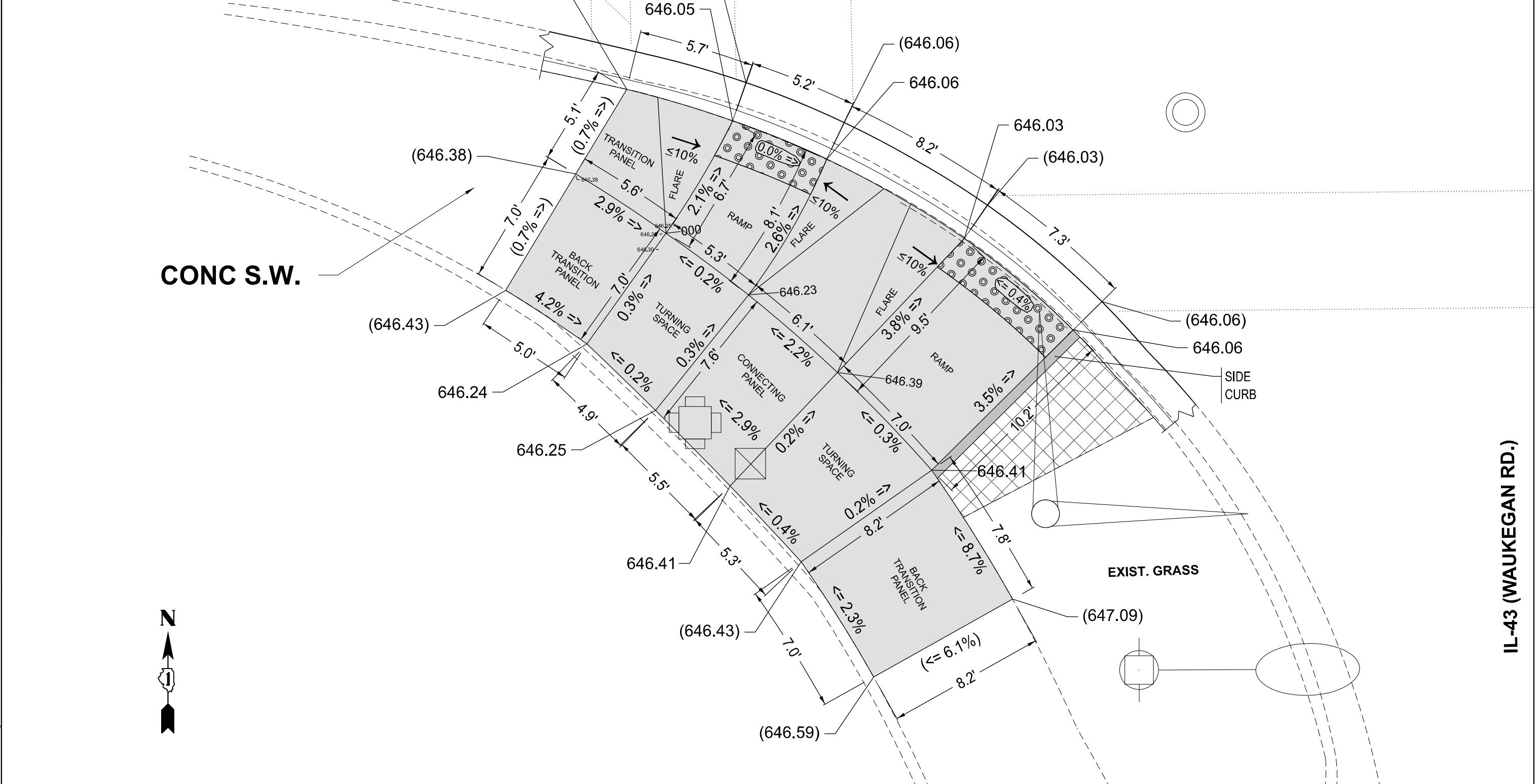
XX.XX<sup>1</sup> EXISTING LENGTH

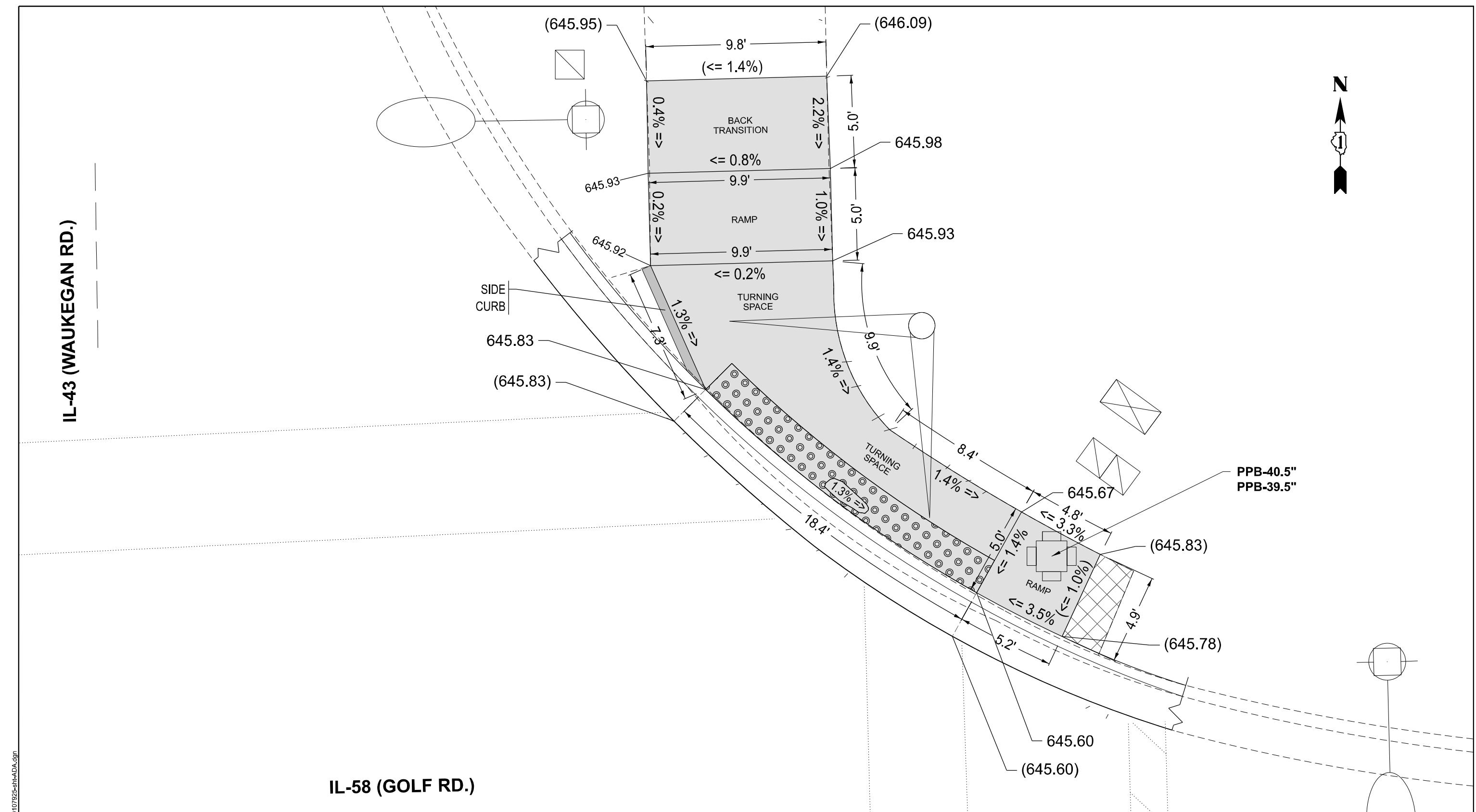
PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SODIL-43 (WAUKEGAN ROAD) AT IL-58 (GOLF ROAD):  
SOUTHWEST ADA CORNER.STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATIONIL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS



MODEL: GOLF NE [Sheet] .....

REFERENCE BENCHMARK ELEV: 647.41

BENCHMARK DESCRIPTION : CHISELED "X" ON NORTHWEST CAP BOLT OF FIRE HYDRANT

BENCHMARK LOCATION : AT SOUTHEAST CORNER OF IL-43 (WAUKEGAN ROAD) AND IL-58 (GOLF ROAD) INTERSECTION.

## LEGEND

XX.XX<sup>1</sup>

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**PROPOSED SIDE CURB**

( ) EXISTING ELEVATION/SL

## PROPOSED SIDEWALK

## DETECTABLE WARNINGS



## SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

**IL-43 (WAUKEGAN ROAD) AT IL-58 (GOLF ROAD):  
NORTHEAST ADA CORNER.**

REFERENCE BENCHMARK ELEV: 647.41

BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHWEST CAP BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT SOUTHEAST CORNER OF IL-43 (WAUKEGAN ROAD)  
AND IL-58 (GOLF ROAD) INTERSECTION.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

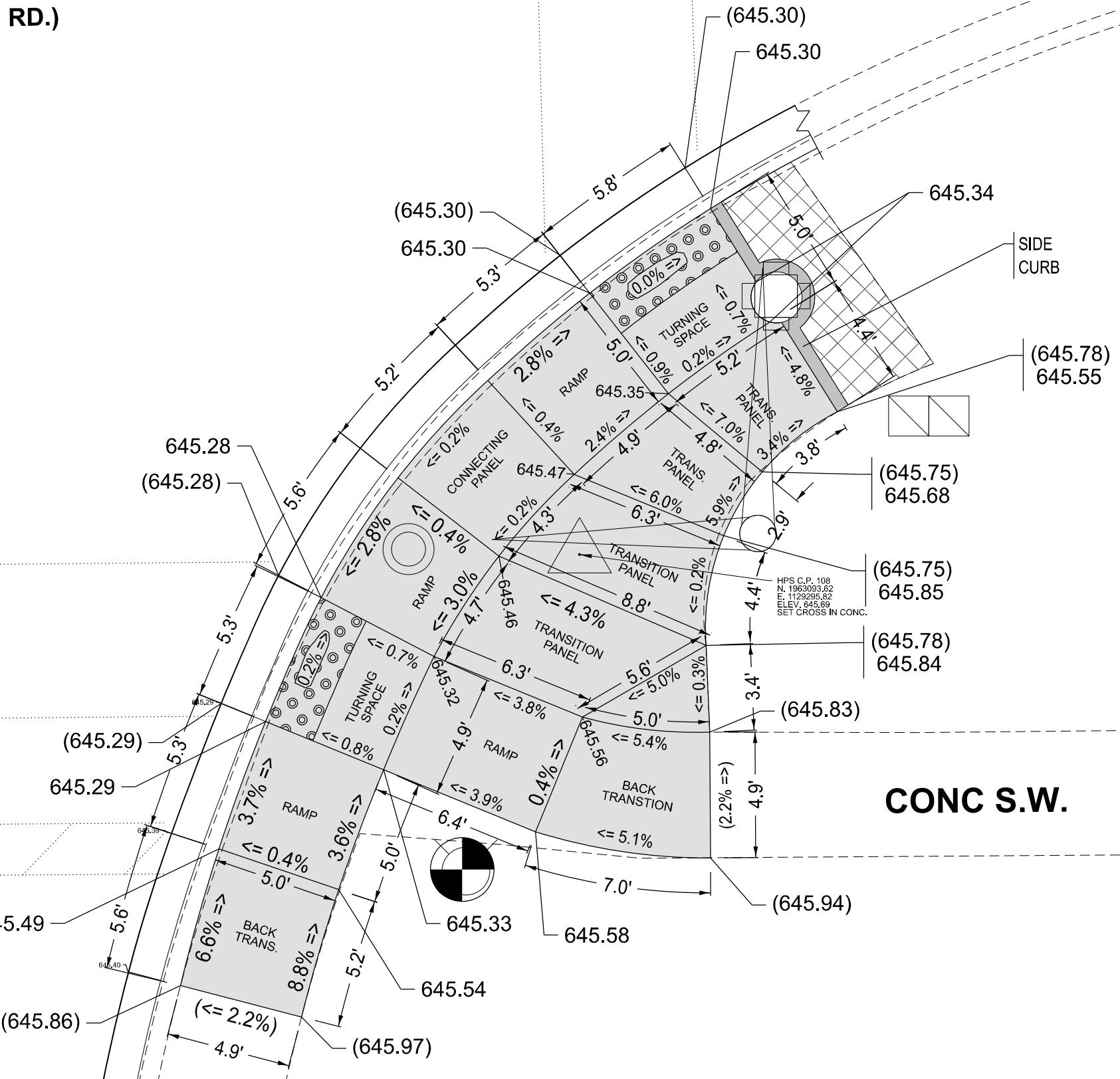
**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS**

| F.A.P<br>RTE. | SECTION | COUNTY | TOTAL<br>SHEETS |              | SHEET<br>NO.       |
|---------------|---------|--------|-----------------|--------------|--------------------|
|               |         |        | 348             | 2024-1049-RS |                    |
|               |         | COOK   | 78              | 22           | CONTRACT NO. 62X88 |

**IL-58 (GOLF RD.)**

**N**  
1

IL-43 (WAUKEGAN RD.)



## CONC S.W.

MODEL: GOLF SE [Sheet] 

REFERENCE BENCHMARK ELEV: 647.41

BENCHMARK DESCRIPTION : CHISELED "X" ON NORTHWEST CAP BOLT OF FIRE HYDRANT

BENCHMARK LOCATION : AT SOUTHEAST CORNER OF IL-43 (WAUKEGAN ROAD) AND IL-58 (GOLF ROAD) INTERSECTION.

## LEGEND

XX.XX<sup>1</sup>

### **PROPOSED SIDE CUT**

( ) EXISTING ELEVATION/S

## PROPOSED SIDEWA

DETECTABLE WARNING

**SIDEWALK REMOVAL**

**REPLACE W/TOPSOIL & SE**

**IL-43 (WAUKEGAN ROAD) AT IL-58 (GOLF ROAD):  
SOUTHEAST ADA CORNER.**

|            |                          |    |
|------------|--------------------------|----|
| FILE NAME: | USER NAME = Alan.Parayno | DE |
|            |                          | DR |
|            |                          | CH |
|            | PLOT DATE = 12/5/2025    | DA |

|          |           |  |
|----------|-----------|--|
| SIGNED - | REVISED - |  |
| AWN -    | REVISED - |  |
| ECKED -  | REVISED - |  |
| TE -     | REVISED - |  |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

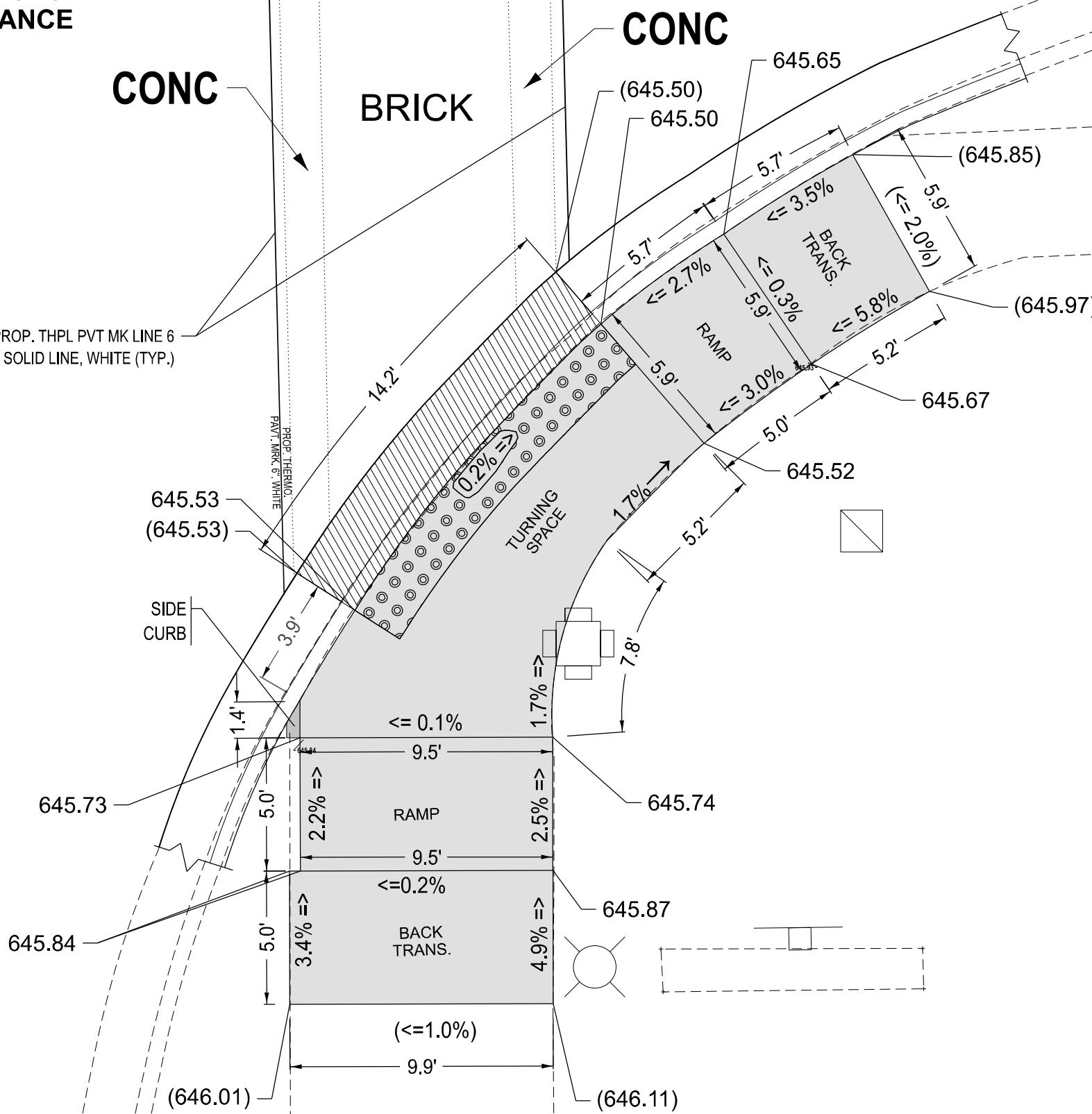
## **IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST PROPOSED ADA CURB RAMP DETAILS**

| F.A.P<br>RTE. | SECTION | COUNTY       | TOTAL<br>SHEETS    | HEET<br>NO. |
|---------------|---------|--------------|--------------------|-------------|
|               | 348     | 2024-1049-RS | COOK               | 78          |
|               |         |              | CONTRACT NO. 62X88 |             |
| A. 0+00,00    |         | ILLINOIS     | FED. AID PROJECT   |             |

## **GLENGATE / KYOTO GARDEN ENTRANCE**

IL-43 (WAUKEGAN RD.)

MODEL: Kyoto Garden SE [Sheet1]



REFERENCE BENCHMARK ELEV: 645.83

BENCHMARK DESCRIPTION : "SQUARE" AT SOUTHEAST CORNER OF TRAFFIC CONTROL BOX

BENCHMARK LOCATION : AT NORTHEAST. CORNER OF IL-43 AND GLEN GATE / KYOTO GARDEN ACCESS DRIVE INTERSECTION.

## LEGEND

XX.XX<sup>1</sup>

### **PROPOSED SIDE CUP**

( ) EXISTING ELEVATION/SL

## PROPOSED SIDEWALK

**DETECTABLE WARNING**

## SIDEWALK REMOVAL REPLACE W/TOPSOIL & SC

**IL-43 (WAUKEGAN ROAD) AT GLEN GATE ACCESS / KYOTO GARDEN ACCESS DRIVE:  
SOUTHEAST ADA CORNER.**

USER NAME = Alan.Parayno

DESIGNED -

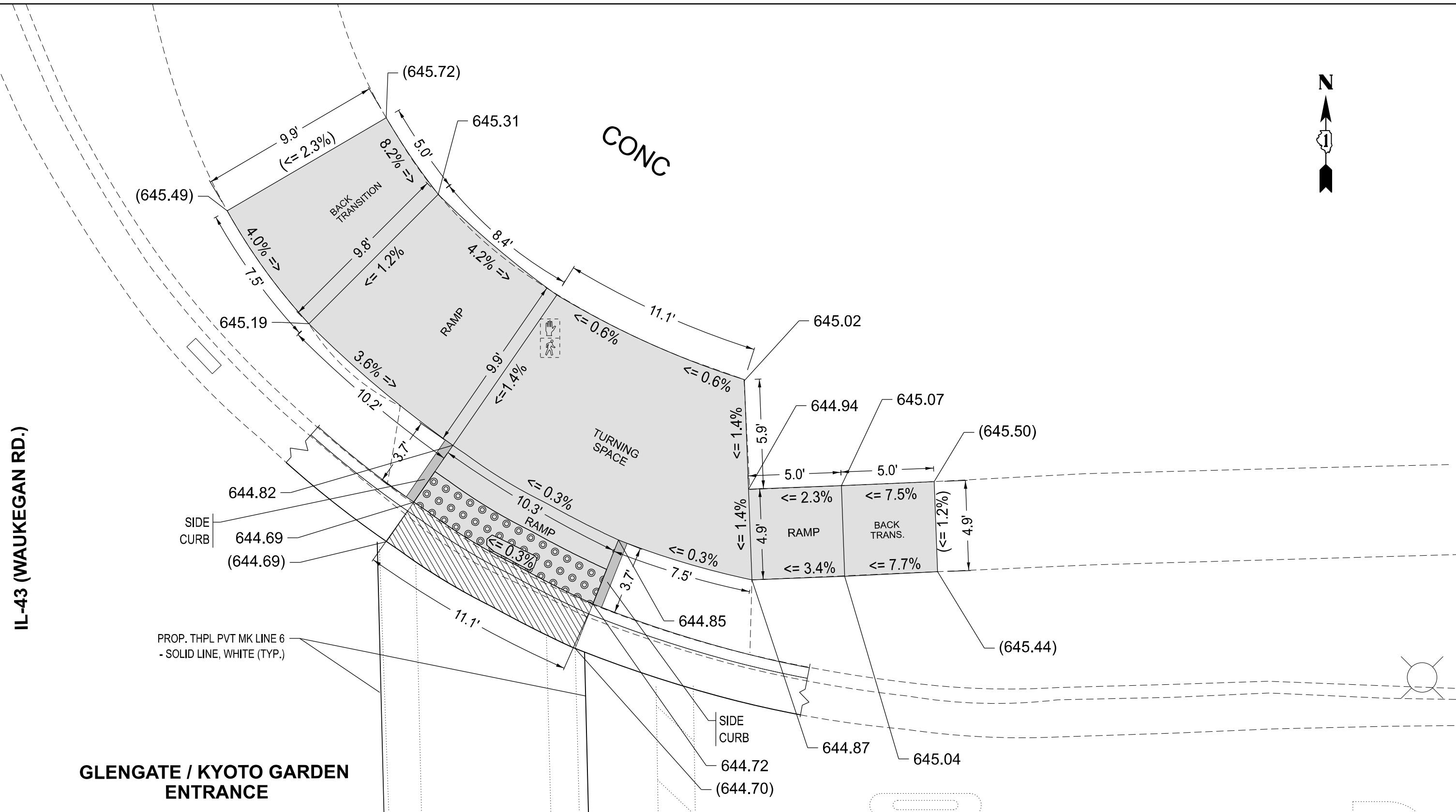
REVISED -

Table 1. Summary of the main characteristics of the four groups of patients.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

## **IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST PROPOSED ADA CURB RAMP DETAILS**

|                |         |              |                    |             |
|----------------|---------|--------------|--------------------|-------------|
| F.A.P.<br>RTE. | SECTION | COUNTY       | TOTAL<br>SHEETS    | HEET<br>NO. |
|                | 348     | 2024-1049-RS | COOK               | 78          |
| 00             |         |              | CONTRACT NO. 62X88 |             |
|                |         | ILLINOIS     | FED. AID PROJECT   |             |



REFERENCE BENCHMARK ELEV: 645.83

BENCHMARK DESCRIPTION: "SQUARE" AT SOUTHEAST CORNER OF TRAFFIC CONTROL BOX.

BENCHMARK LOCATION: AT NORTHEAST CORNER OF IL-43 AND GLEN GATE / KYOTO GARDEN ACCESS DRIVE INTERSECTION.

#### LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT GLEN GATE / KYOTO GARDEN ACCESS DRIVE:  
NORTHEAST ADA CORNER.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO.       |
|----------------|--------------|--------|-----------------|--------------------|
| 348            | 2024-1049-RS | COOK   | 78              | 25                 |
|                |              |        |                 | CONTRACT NO. 62X88 |

PLOT DATE: 12/5/2025

USER NAME: Alan.Parayno

DESIGNED -

REVISED -

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CHECKED -

REVISED -

REVISED -

PLOT DATE: 12/5/2025

DATE -

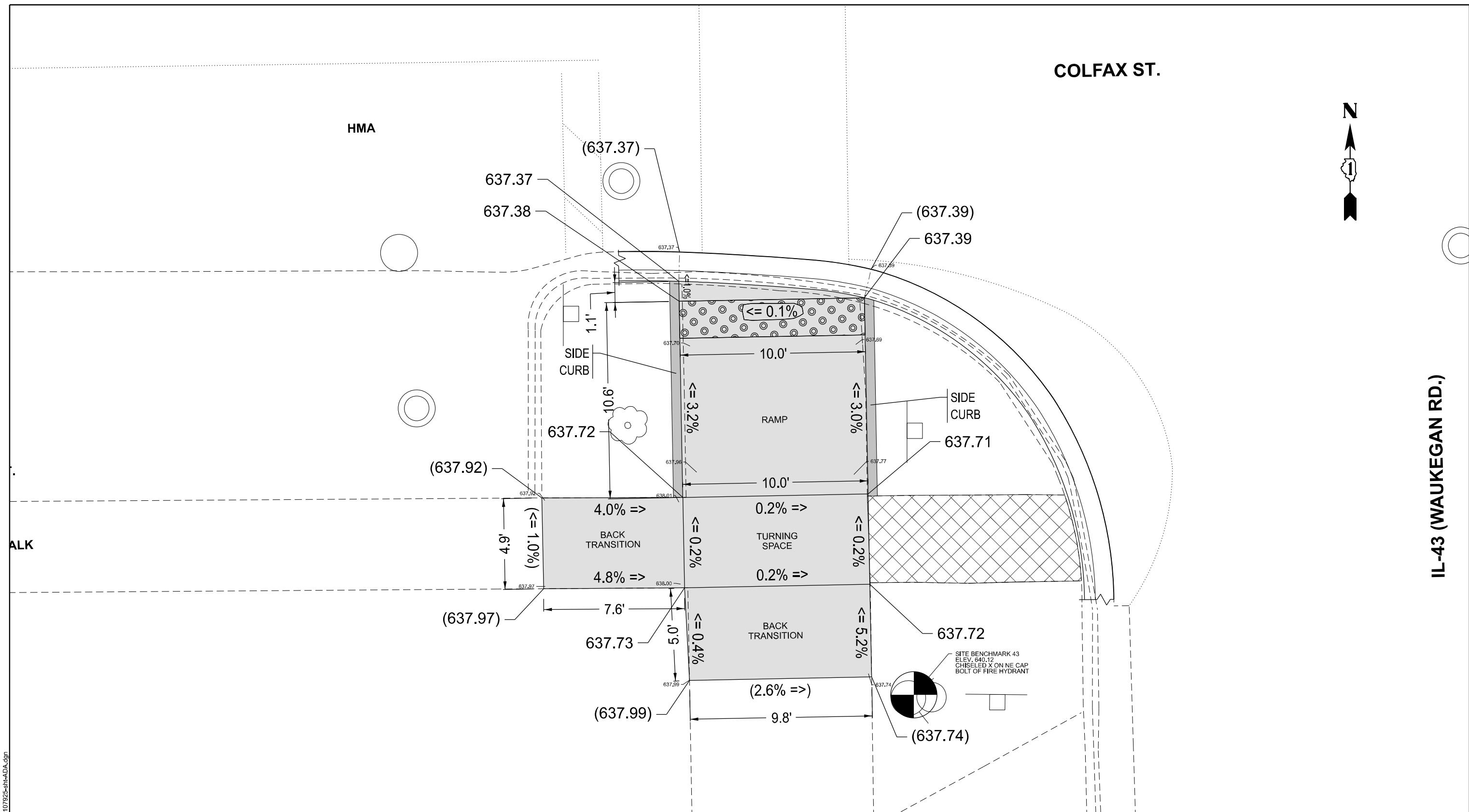
REVISED -

REVISED -

ILLINOIS FED. AID PROJECT

# COLFAX ST.

## IL-43 (WAUKEGAN RD.)



FILE NAME: colfax\_sw\_sheet1.dwg  
FILE ID: 1039263107925-sh1-ada.dwg

REFERENCE BENCHMARK ELEV: 640.12

BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHEAST CAP BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND COLFAX STREET INTERSECTION.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

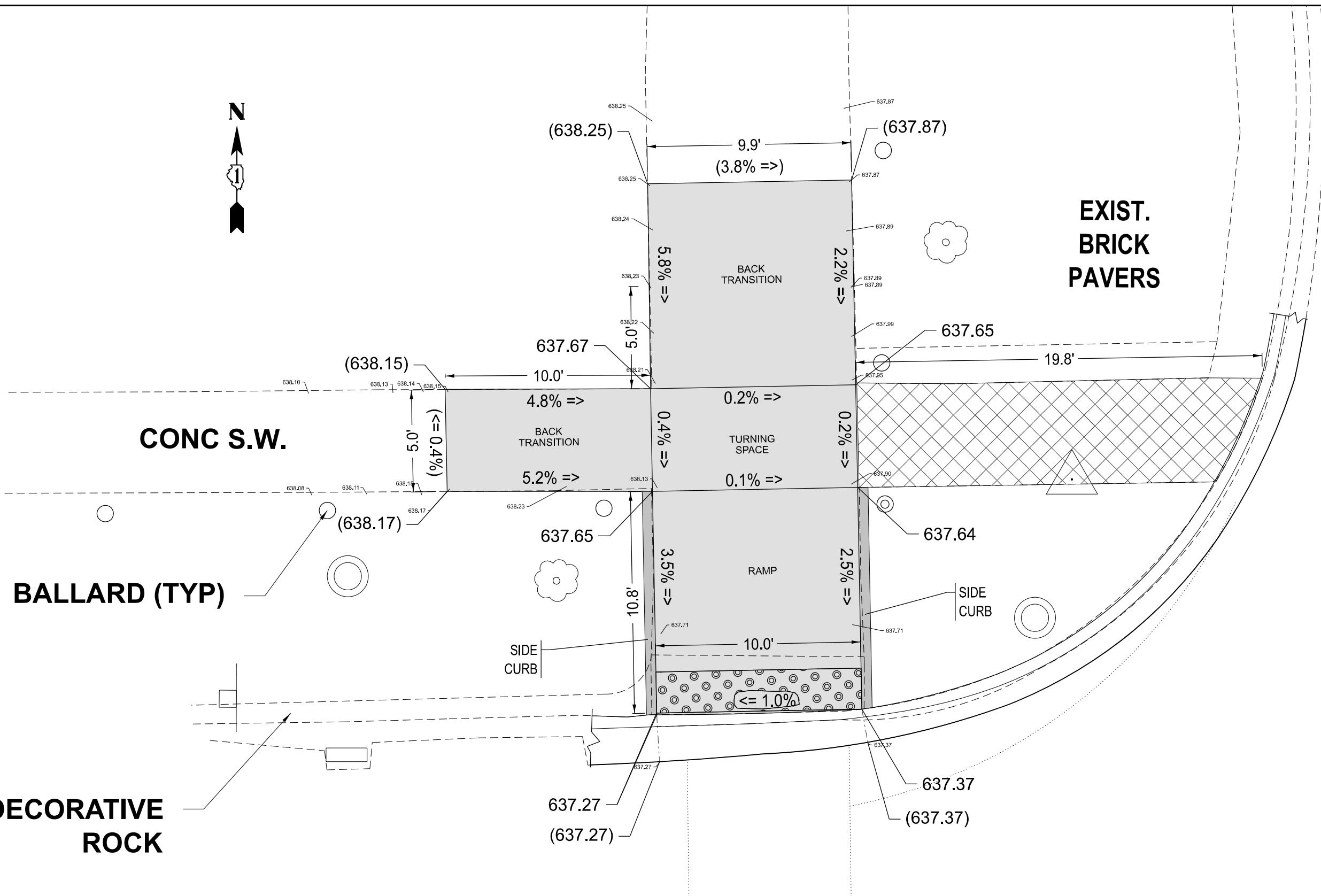
IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 27 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|----------------|--------------|--------|-----------------|--------------|
| 348            | 2024-1049-RS | COOK   | 78              | 26           |

ILLINOIS FED. AID PROJECT

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |



IL-43 (WAUKEGAN RD.)

MODEL: COLFAX NW [Sheet] .....

REFERENCE BENCHMARK ELEV: 640.12

BENCHMARK DESCRIPTION : CHISELED "X" ON NORTHEAST CAP BOLT OF FIRE HYDRANT

BENCHMARK LOCATION : AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND COLFAX STREET INTERSECTION.

## LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

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**PROPOSED SIDE CUR**

( ) EXISTING ELEVATION/SLC

## PROPOSED SIDEWALK

#### DETECTABLE WARNINGS

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

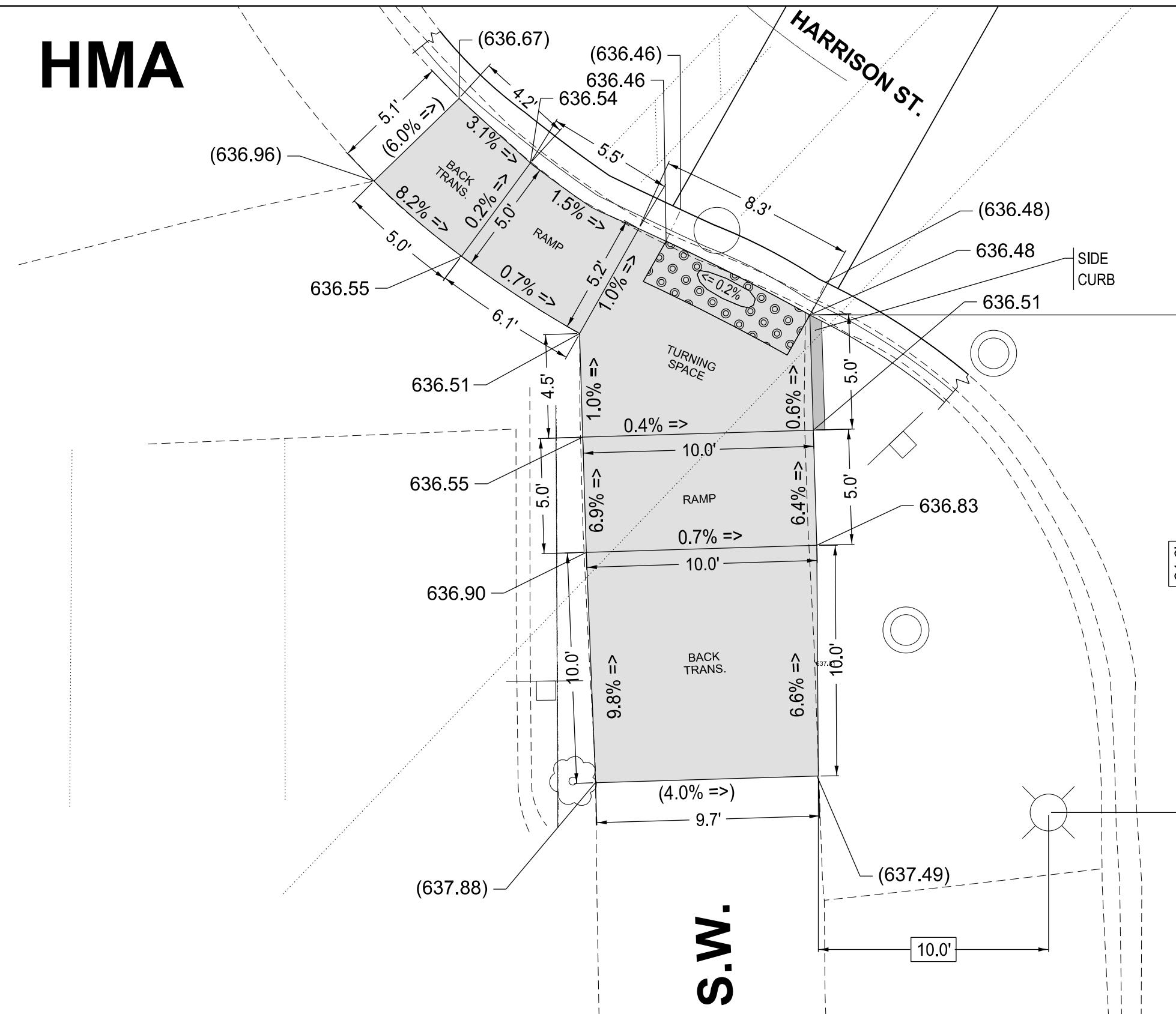
**IL-43 (WAUKEGAN ROAD) AT COLFAX STREET  
NORTHWEST ADA CORNER.**

|   |                          |   |   |   |  |               |          |                    |              |                 |              |
|---|--------------------------|---|---|---|--|---------------|----------|--------------------|--------------|-----------------|--------------|
| REFERENCE BENCHMARK ELEV: 640.12  |                          | <b>LEGEND</b>   |   | IL-43 (WAUKEGAN ROAD) AT COLFAX STREET<br>NORTHWEST ADA CORNER.                       |  |               |          |                    |              |                 |              |
| BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHEAST CAP BOLT OF FIRE HYDRANT.                          |                          |  | PROPOSED SIDEWALK                           |   |  |               |          |                    |              |                 |              |
| BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD)<br>AND COLFAX STREET INTERSECTION. |                          |  | EXISTING LENGTH                             |   |  |               |          |                    |              |                 |              |
|   |                          |  | PROPOSED SIDE CURB                          |   |  |               |          |                    |              |                 |              |
|   |                          |  | EXISTING ELEVATION/SLOPE                    |   |  |               |          |                    |              |                 |              |
|   |                          |  | DETECTABLE WARNINGS                         |   |  |               |          |                    |              |                 |              |
|   |                          |  | SIDEWALK REMOVAL<br>REPLACE W/TOPSOIL & SOD |   |  |               |          |                    |              |                 |              |
|   | USER NAME = Alan.Parayno | DESIGNED -  | REVISED -                                   | <b>IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST<br/>PROPOSED ADA CURB RAMP DETAILS</b> |  | F.A.P<br>RTE. | SECTION  |                    | COUNTY       | TOTAL<br>SHEETS | SHEET<br>NO. |
|   | DRAWN -                  | REVISED -   | 348   |   |  | 2024-1049-RS  |          | COOK               | 78           | 27              |              |
|   | CHECKED -                | REVISED -   |   |   |  |               |          | CONTRACT NO. 62X88 |              |                 |              |
|   | PLOT DATE = 12/5/2025    | DATE -  | REVISED -                                   |   |  | SCALE:        | SHEET 28 | OF 21 SHEETS       | STA. 0+00.00 | TO STA. 0+00.00 |              |
| STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION   |                          |   |   |   |  |               |          |                    |              |                 |              |

# HMA

# HARRISON ST.

# IL-43 (WAUKEGAN RD.)



FILE NAME: Harrison Sv [Sheet] cctw:work\pnt\parayno\103263107925-sh1-ADA.dgn

REFERENCE BENCHMARK ELEV: 639.979

BENCHMARK DESCRIPTION: NORTH AREA, BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HARRISON STREET INTERSECTION.

## LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT HARRISON STREET:  
SOUTHWEST ADA CORNER.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO.       |
|----------------|--------------|--------|-----------------|--------------------|
| 348            | 2024-1049-RS | COOK   | 78              | 28                 |
|                |              |        |                 | CONTRACT NO. 62X88 |

PLOT DATE: 12/5/2025

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |

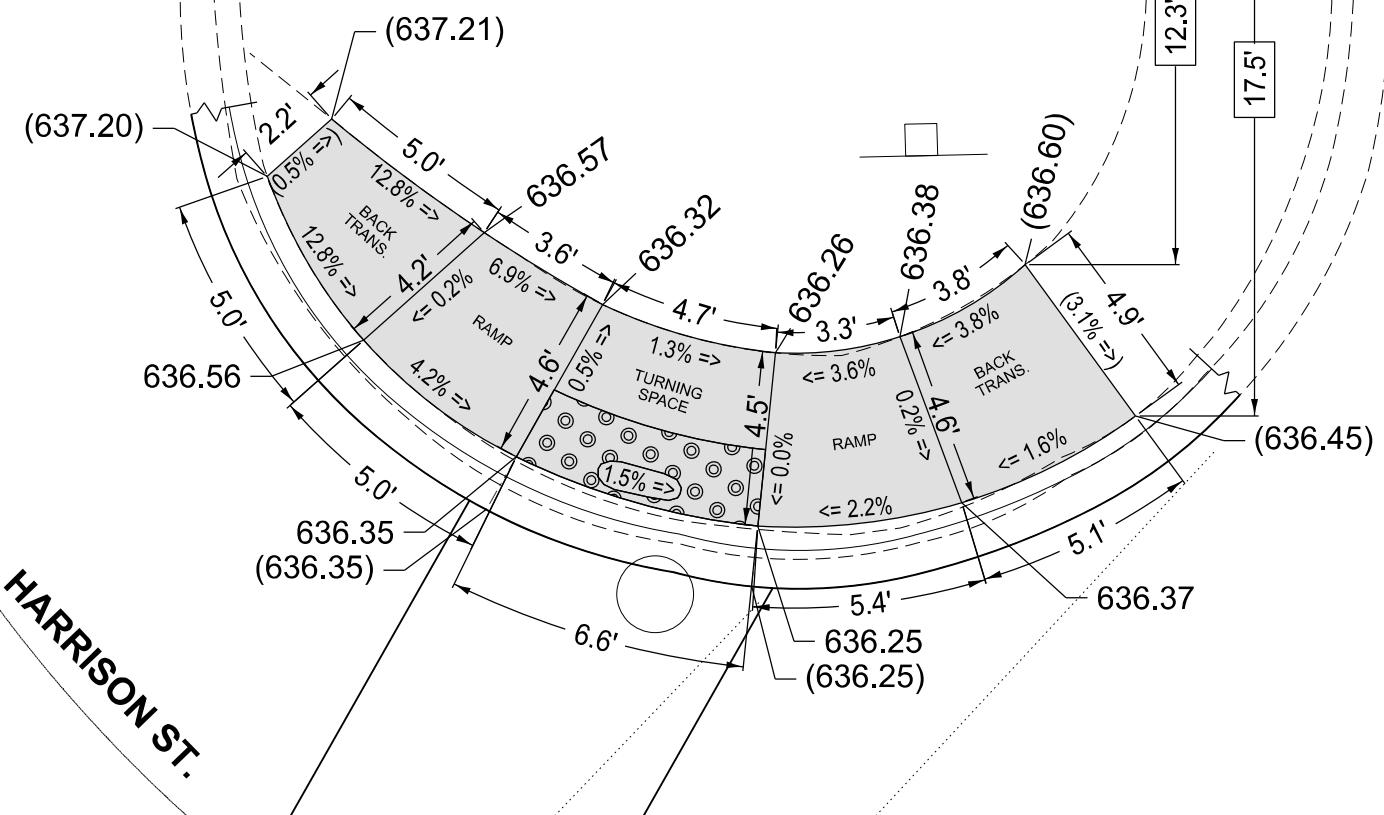
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REVISED -

IL-43 (WAUKEGAN RD.)

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FILE NAME: Harrison NW [Sheet] cctw:work\pnt\parayno\103263D107925-sh1-ADA.dgn

REFERENCE BENCHMARK ELEV: 639.979

BENCHMARK DESCRIPTION: NORTH AREA, BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HARRISON STREET INTERSECTION.

LEGEND

XX.XX'

EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT HARRISON STREET:  
SOUTHWEST ADA CORNER.

USER NAME = Alan.Parayno  
DESIGNED -  
DRAWN -  
CHECKED -  
PLOT DATE = 12/5/2025

REVISED -  
REVISED -  
REVISED -  
DATE -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 30 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

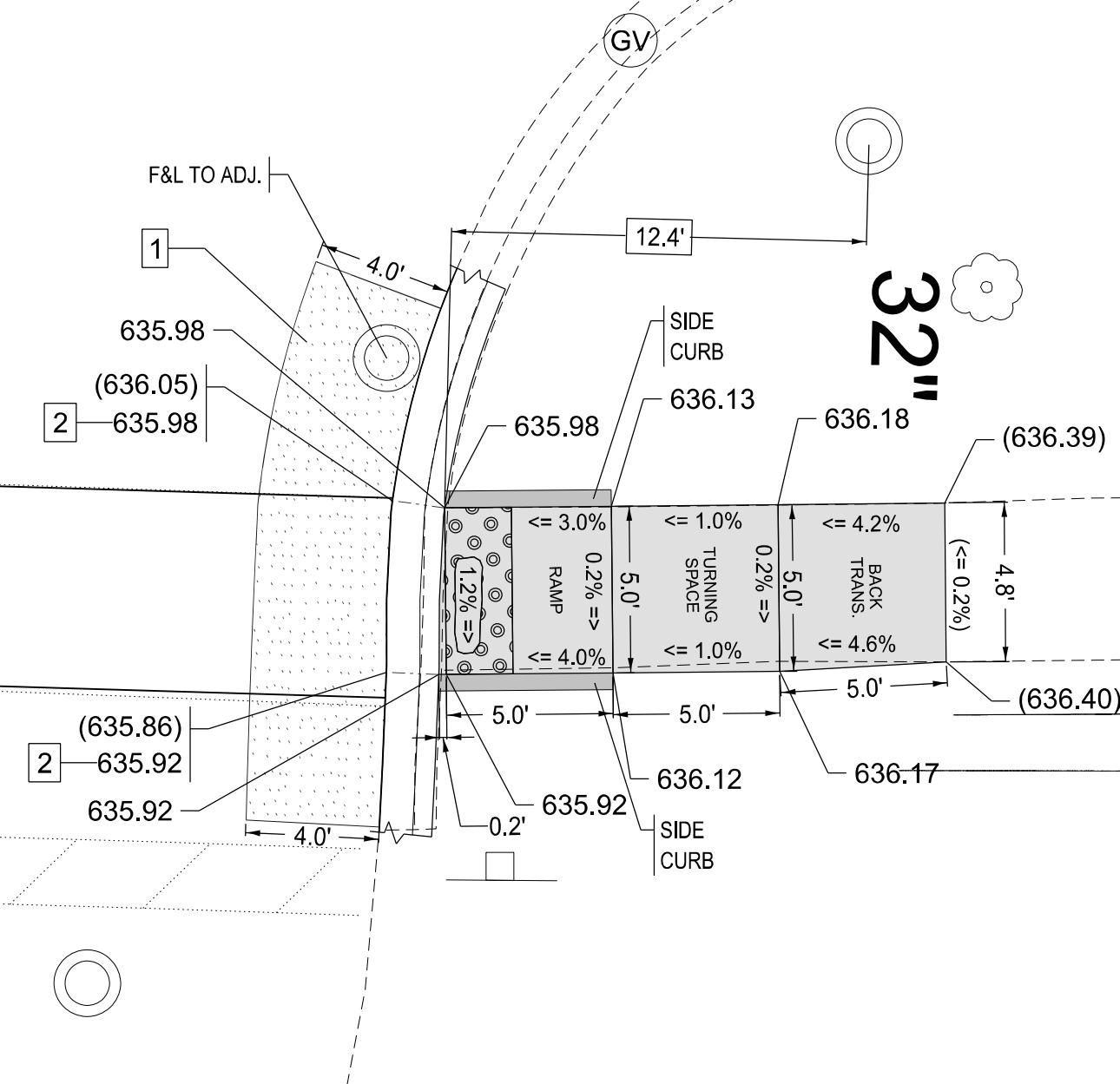
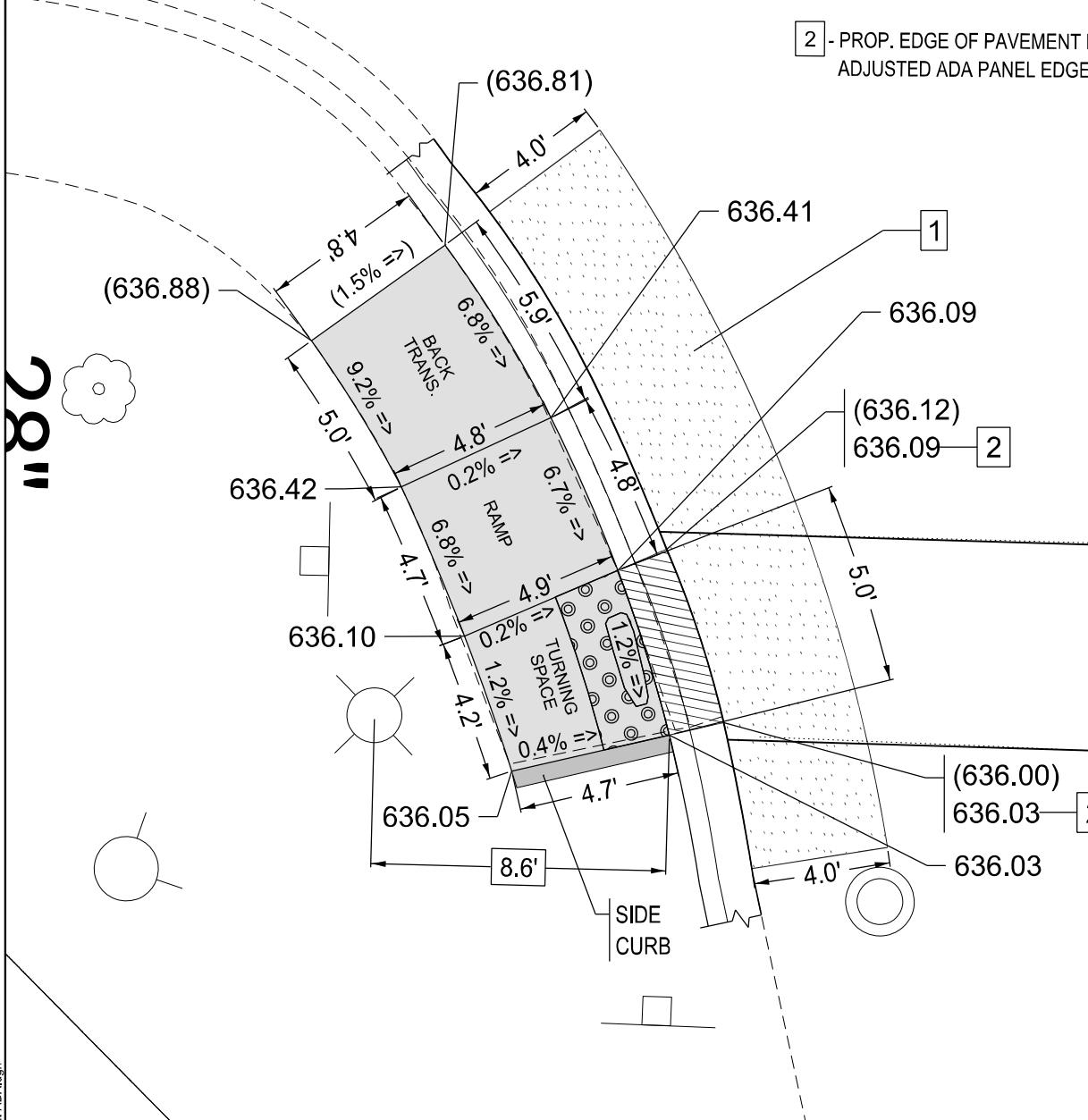
| F.A.P<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO.       |
|---------------|--------------|--------|-----------------|--------------------|
| 348           | 2024-1049-RS | COOK   | 78              | 29                 |
|               |              |        |                 | CONTRACT NO. 62X88 |

ILLINOIS FED. AID PROJECT

## IL-43 (WAUKEGAN RD.)



- 1 - VARIABLE DEPTH MILLING AND VARIABLE THICKNESS PAVING (POLY. LEVELING BINDER AND / OR SURFACE COURSE USED IN MAINLINE OVERLAY RESURFACING) OF SECTION IN FRONT OF ADA CURB TURNING SPACE.
- 2 - PROP. EDGE OF PAVEMENT ELEVATION TO ACCOMMODATE ADJUSTED ADA PANEL EDGE SLOPES FOR COMPLIANCE.



MODEL: Central SE NE [Sheet]

REFERENCE BENCHMARK ELEV: 637.24

BENCHMARK DESCRIPTION : "X" CUT AT WEST AREA MANHOLE LINE

BENCHMARK LOCATION : AT THE NORTH AREA CORNER OF IL-43 (WAUKEGAN ROAD)  
AND CENTRAL PARKWAY INTERSECTION.

## LEGEND

XX.XX<sup>1</sup>

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**PROPOSED SIDE CURB**

( ) EXISTING ELEVATION/SL

## PROPOSED SIDEWALK

## DETECTABLE WARNINGS



## SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

**IL-43 (WAUKEGAN ROAD) AT IL-43 AND CENTRAL PARKWAY:  
NORTHEAST AND SOUTHEAST CORNERS**

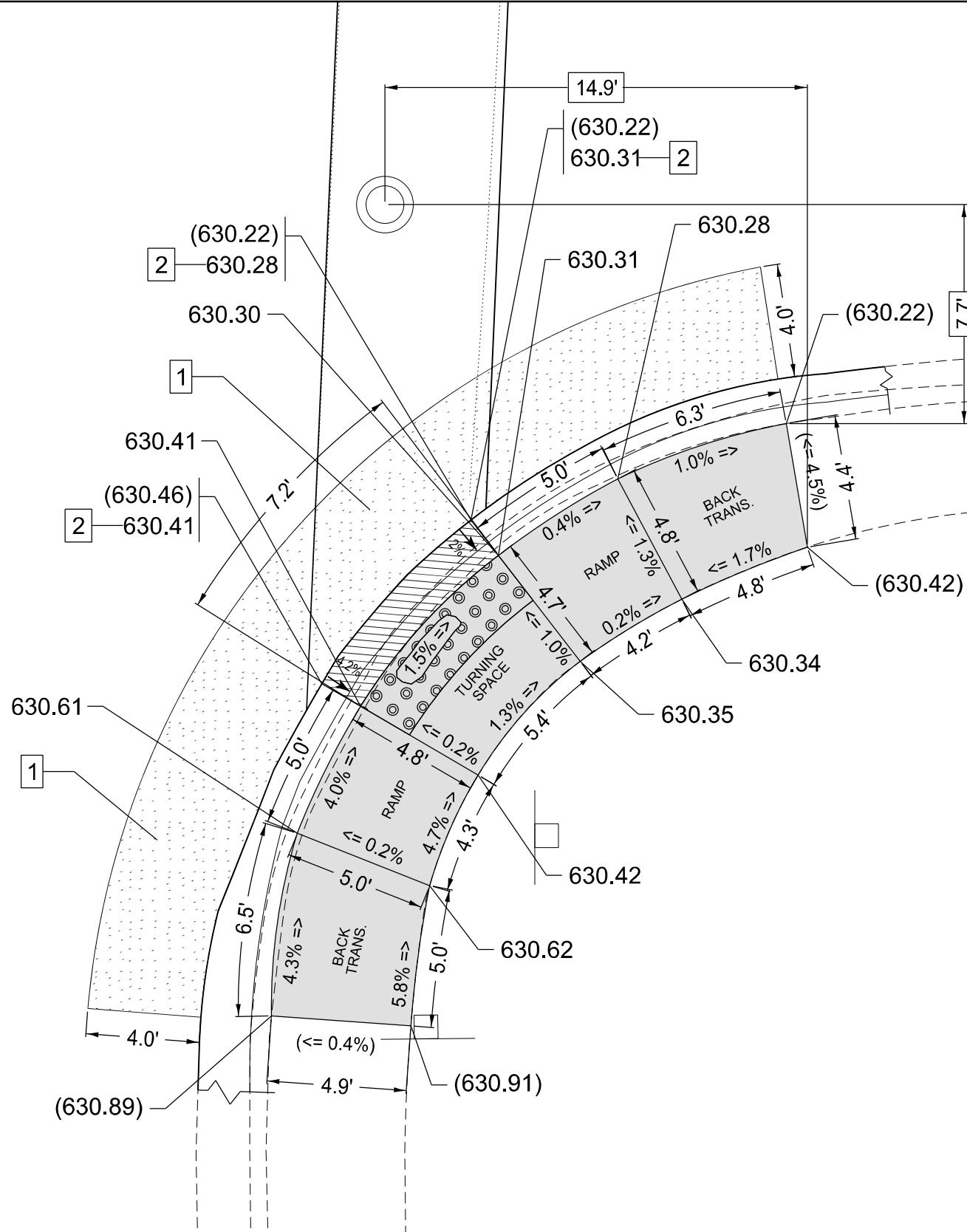
|   |                          |   |                          |  |   |   |              |       |        |              |                    |         |          |                  |                 |              |
|---|--------------------------|---|--------------------------|--|---|---|--------------|-------|--------|--------------|--------------------|---------|----------|------------------|-----------------|--------------|
| REFERENCE BENCHMARK ELEV: 637.247   |                          | <b>LEGEND</b>   |                          | IL-43 (WAUKEGAN ROAD) AT IL-43 AND CENTRAL PARKWAY:<br>NORTHEAST AND SOUTHEAST CORNERS |   |   |              |       |        |              |                    |         |          |                  |                 |              |
| BENCHMARK DESCRIPTION : "X" CUT AT WEST AREA MANHOLE LID.   |                          |  | PROPOSED SIDEWALK        |  |   |   |              |       |        |              |                    |         |          |                  |                 |              |
| BENCHMARK LOCATION : AT THE NORTH AREA CORNER OF IL-43 (WAUKEGAN ROAD)<br>AND CENTRAL PARKWAY INTERSECTION. |                          |  | EXISTING LENGTH          |   | DETECTABLE WARNINGS                         |   |              |       |        |              |                    |         |          |                  |                 |              |
|   |                          |  | PROPOSED SIDE CURB       |   | SIDEWALK REMOVAL<br>REPLACE W/TOPSOIL & SOD |   |              |       |        |              |                    |         |          |                  |                 |              |
|   |                          |  | EXISTING ELEVATION/SLOPE |  |   |   |              |       |        |              |                    |         |          |                  |                 |              |
|   | USER NAME = Alan.Parayno | DESIGNED -  | REVISED -                | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b>                              |   | <b>IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST<br/>PROPOSED ADA CURB RAMP DETAILS</b> |              |       |        |              | F.A.P<br>RTE.      | SECTION |          | COUNTY           | TOTAL<br>SHEETS | SHEET<br>NO. |
|   |                          | DRAWN -   | REVISED -                |  |   | 348   | 2024-1049-RS |       | COOK   | 78           | 30                 |         |          |                  |                 |              |
|   |                          | CHECKED -   | REVISED -                |  |   |   |              |       |        |              | CONTRACT NO. 62X88 |         |          |                  |                 |              |
|   | PLOT DATE = 12/5/2025    | DATE -  | REVISED -                |  |   | SCALE:  | SHEET 31     | OF 21 | SHEETS | STA. 0+00.00 | TO STA. 0+00.00    |         | ILLINOIS | FED. AID PROJECT |                 |              |

PALMGREEN DR.

IL-43 (WAUKEGAN RD.)

[1] - VARIABLE DEPTH MILLING AND VARIABLE THICKNESS PAVING (POLY. LEVELING BINDER AND / OR SURFACE COURSE USED IN MAINLINE OVERLAY RESURFACING) OF SECTION IN FRONT OF ADA CURB TURNING SPACE.

[2] - PROP. EDGE OF PAVEMENT ELEVATION TO ACCOMMODATE ADJUSTED ADA PANEL EDGE SLOPES FOR COMPLIANCE.



MODEL: Palmgreen SE [Sheet] FILE NAME: c:\pw\work\pw\palmgreen\103263107925-sh1-ADA.dgn

REFERENCE BENCHMARK ELEV: 633.724

BENCHMARK DESCRIPTION: NORTH BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT THE NORTHWEST CORNER OF IL-43 AND PALMGREN DRIVE INTERSECTION.

LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN RD.) AT IL-43 (WAUKEGAN ROAD) AND PALMGREN DRIVE:  
SOUTHEAST CORNER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 32 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

| F.A.P.<br>RTE.     | SECTION      | COUNTY | TOTAL<br>SHEETS | HEET<br>NO.               |
|--------------------|--------------|--------|-----------------|---------------------------|
| 348                | 2024-1049-RS | COOK   | 78              | 31                        |
| CONTRACT NO. 62X88 |              |        |                 | ILLINOIS FED. AID PROJECT |

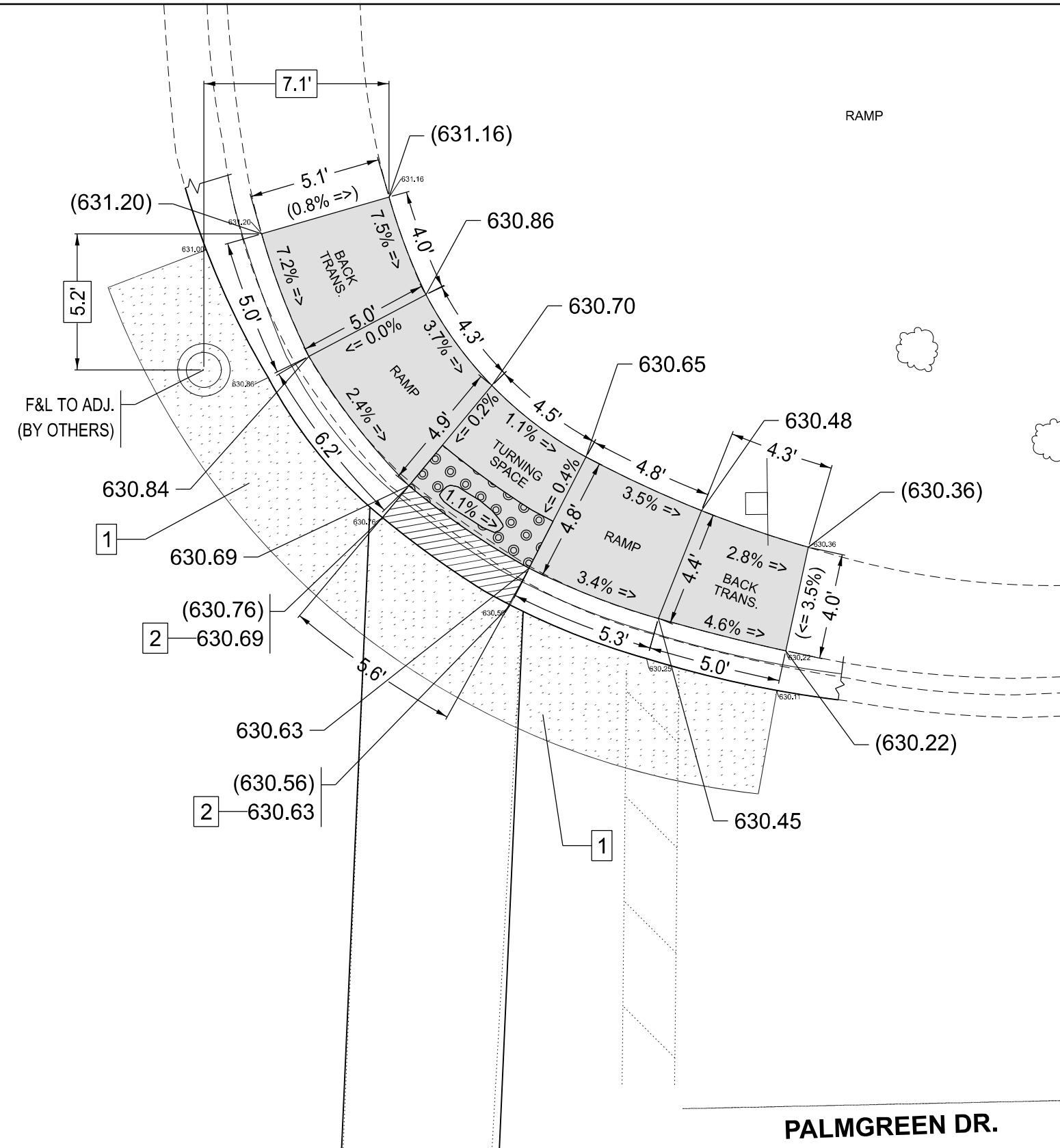
|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |

# IL-43 (WAUKEGAN RD.)

MODEL: Palmgreen NE [Sheet] FILE NAME: c:\pw\work\pw\paryno\103263107925-sh1-ADA.dgn

1 - VARIABLE DEPTH MILLING AND VARIABLE THICKNESS PAVING (POLY. LEVELING BINDER AND / OR SURFACE COURSE USED IN MAINLINE OVERLAY RESURFACING) OF SECTION IN FRONT OF ADA CURB TURNING SPACE.

2 - PROP. EDGE OF PAVEMENT ELEVATION TO ACCOMMODATE ADJUSTED ADA PANEL EDGE SLOPES FOR COMPLIANCE.



## PALMGREEN DR.

REFERENCE BENCHMARK ELEV: 633.724

BENCHMARK DESCRIPTION: NORTH BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION: AT THE NORTHWEST CORNER OF IL-43 AND PALMGREN DRIVE INTERSECTION.

### LEGEND

XX.XX<sup>1</sup> EXISTING LENGTH

PROPOSED SIDE CURB

( ) EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT IL-43 AND PALMGREN DRIVE:  
NORTHEAST CORNER

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

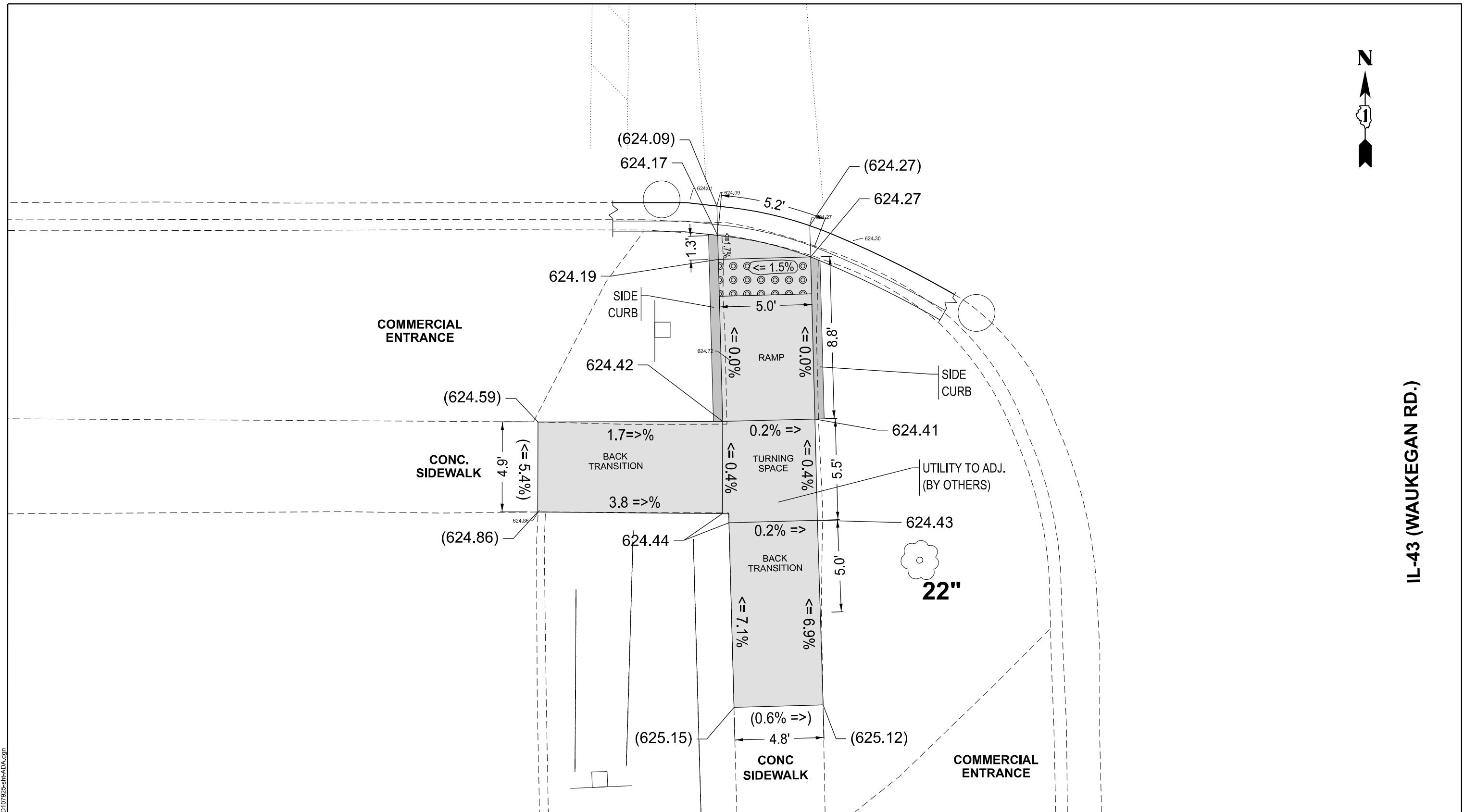
IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

FILE NAME: c:\pw\work\pw\paryno\103263107925-sh1-ADA.dgn

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |

| F.A.P.<br>RTE.     | SECTION          | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO. |
|--------------------|------------------|--------|-----------------|--------------|
| 348                | 2024-1049-RS     | COOK   | 78              | 32           |
| CONTRACT NO. 62X88 |                  |        |                 |              |
| ILLINOIS           | FED. AID PROJECT |        |                 |              |

32



MODEL: Linneman SW [Sheet]

REFERENCE BENCHMARK ELEV: 625.52

BENCHMARK DESCRIPTION : NORTH BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION : AT NORTHWEST CORNER OF IL-43 (WAUKEGAN ROAD)  
AND LINNEMAN STREET INTERSECTION.

## LEGEND

XX.XX<sup>1</sup>

### **PROPOSED SIDE CURB**

( ) EXISTING ELEVATION/SLOPE

## PROPOSED SIDEWALK

 **DETECTABLE WARNINGS**

## **SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD**

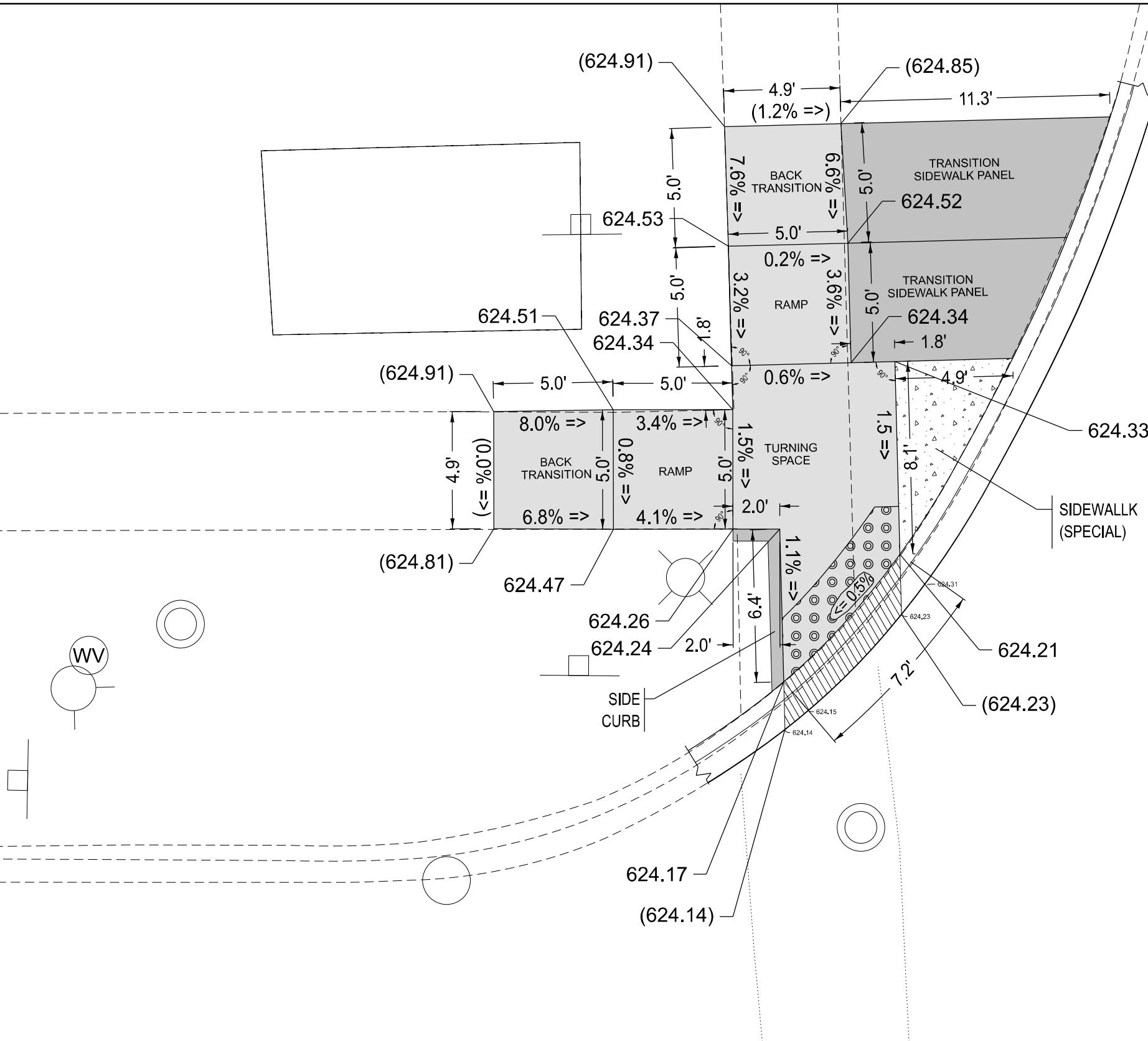
**IL-43 (WAUKEGAN ROAD) AT LINNEMAN STREET:  
SOUTHWEST ADA CORNER.**

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS**

|  |                          |            |           |   |   |              |       |        |              |                 |         |          |                  |                    |
|--|--------------------------|------------|-----------|---|---|--------------|-------|--------|--------------|-----------------|---------|----------|------------------|--------------------|
|  | USER NAME = Alan.Parayno | DESIGNED - | REVISED - | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST<br/>PROPOSED ADA CURB RAMP DETAILS</b> |              |       |        |              | F.A.P<br>RTE.   | SECTION | COUNTY   | TOTAL<br>SHEETS  | HEET<br>NO.        |
|  | DRAWN -                  |            | REVISED - |   | 348   | 2024-1049-RS | COOK  | 78     | 33           |                 |         |          |                  |                    |
|  | CHECKED -                |            | REVISED - |   |   |              |       |        |              |                 |         |          |                  | CONTRACT NO. 62X88 |
|  | PLOT DATE = 12/5/2025    | DATE -     | REVISED - |   | SCALE:  | SHEET 34     | OF 21 | SHEETS | STA. 0+00.00 | TO STA. 0+00.00 |         | ILLINOIS | FED. AID PROJECT |                    |

## IL-43 (WAUKEGAN RD.)



## LINNEMAN ST.

REFERENCE BENCHMARK ELEV: 625.521

BENCHMARK DESCRIPTION : NORTH BOLT OF FIRE HYDRANT.

BENCHMARK LOCATION : AT NORTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND LINNEMAN STREET INTERSECTION.

## LEGEND

XX.XX<sup>1</sup>

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**PROPOSED SIDE CUR**

( ) EXISTING ELEVATION/SLC

## PROPOSED SIDEWALK

#### DETECTABLE WARNINGS

## SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

**IL-43 (WAUKEGAN ROAD) AT LINNEMAN STREET:  
NORTHWEST ADA CORNER.**

USER

DATE = 12/5/2025

|  |         |
|--|---------|
|  | DESIGN  |
|  | DRAWN   |
|  | CHECKED |
|  | DATE    |

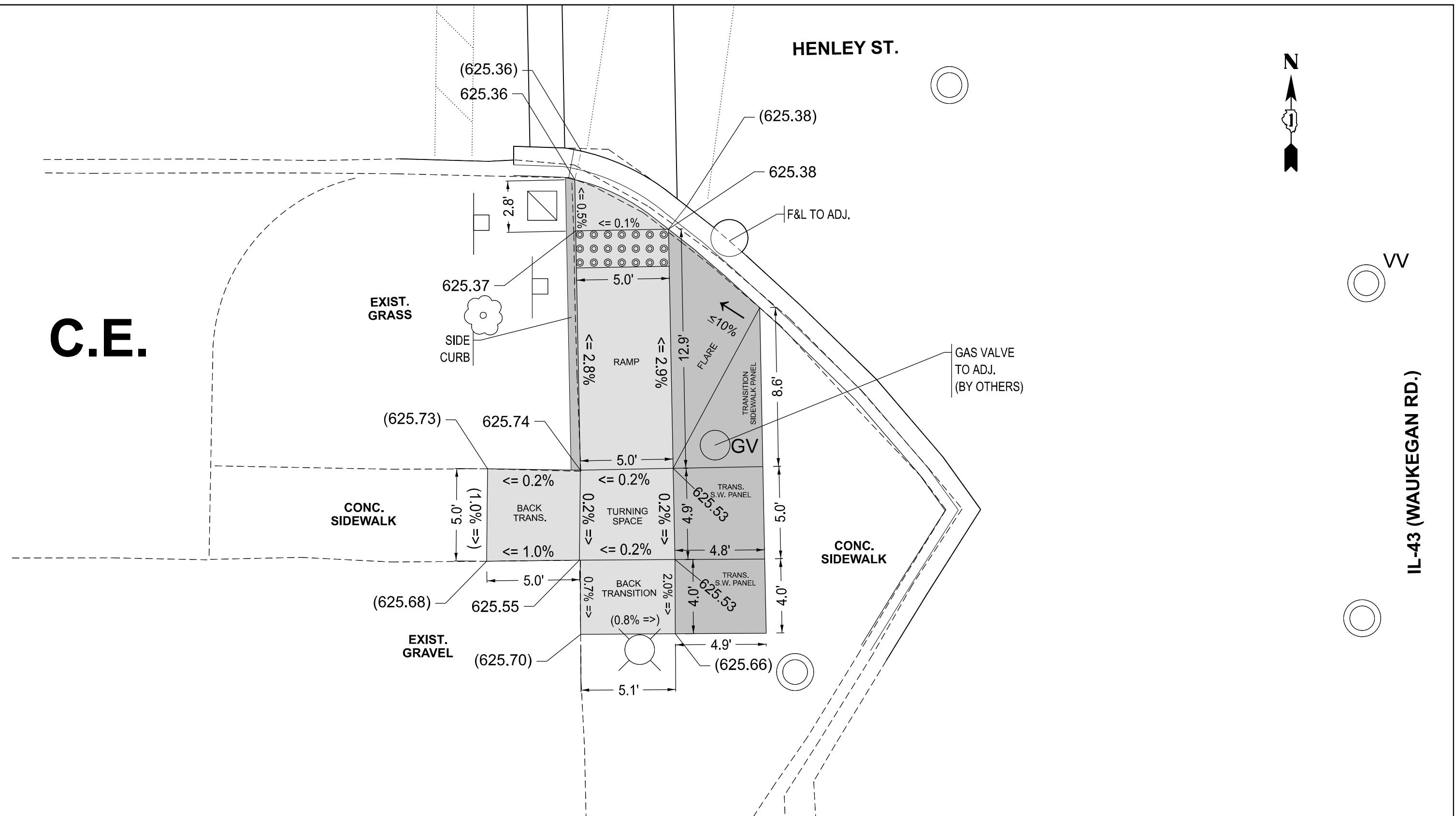
-  
-  
-  
-

REVISED -  
REVISED -  
REVISED -  
REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS**

|                    |         |              |                  |             |
|--------------------|---------|--------------|------------------|-------------|
| F.A.P<br>RTE.      | SECTION | COUNTY       | TOTAL<br>SHEETS  | HEET<br>NO. |
|                    | 348     | 2024-1049-RS | COOK             | 78          |
| CONTRACT NO. 62X88 |         |              |                  |             |
| 00                 |         | ILLINOIS     | FED. AID PROJECT |             |



MODEL: Henley SW [Sheet] 

REFERENCE BENCHMARK ELEV: XXXXX

BENCHMARK DESCRIPTION : "XXX" AT XXXXST CORNER OF XXXX

BENCHMARK LOCATION : AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HENLEY STREET INTERSECT

## LEGEND

XX.XX<sup>1</sup>

### **PROPOSED SIDE CURB**

( ) EXISTING ELEVATION/SLOPE

## PROPOSED SIDEWALK

#### DETECTABLE WARNINGS



## SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

**IL-43 (WAUKEGAN ROAD) AT HENLEY STREET:  
SOUTHWEST ADA CORNER.**

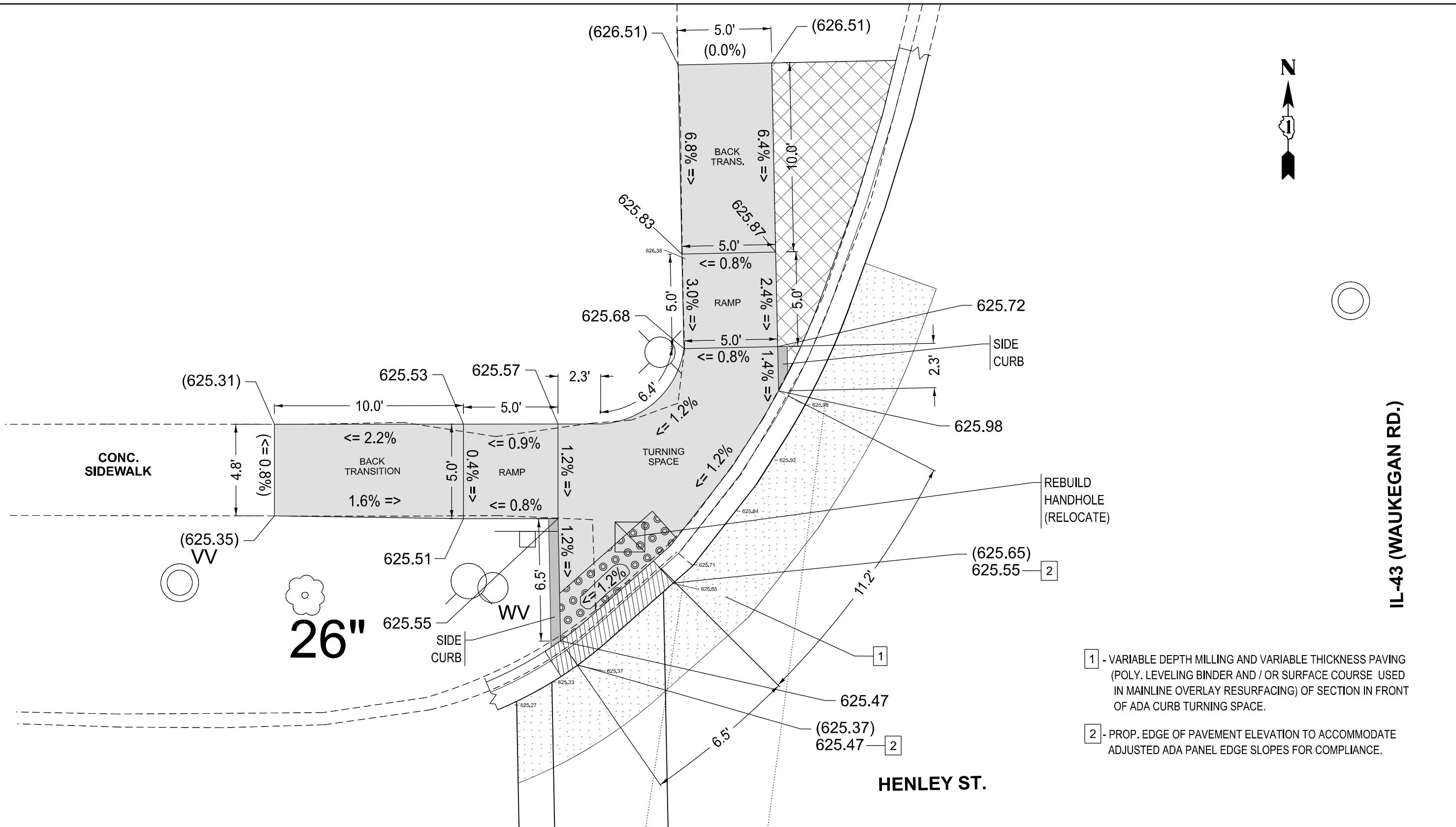
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS**

|           |                |          |   |         |
|-----------|----------------|----------|---|---------|
| USER NAME | = Alan.Parayno | DESIGNED | - | REVISED |
|           |                | DRAWN    | - | REVISED |
|           |                | CHECKED  | - | REVISED |
| PLOT DATE | = 12/5/2025    | DATE     | - | REVISED |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

| IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST<br>PROPOSED ADA CURB RAMP DETAILS | F.A.P<br>RTE. | SECTION      | COUNTY       | TOTAL<br>SHEETS    | SHEET<br>NO.              |
|---|---------------|--------------|--------------|--------------------|---------------------------|
|   | 348           | 2024-1049-RS | COOK         | 78                 | 35                        |
|   |               |              |              | CONTRACT NO. 62X88 |                           |
|   |               |              |              |                    |                           |
| SHEET 36  | OF 21         | Sheets       | STA. 0+00.00 | TO STA. 0+00.00    | ILLINOIS FED. AID PROJECT |



MODEL: Henley NW [Sheet] .....

REFERENCE BENCHMARK ELEV: XXXXX

BENCHMARK DESCRIPTION : "XXX" AT XXXXST CORNER OF XXXXX

BENCHMARK LOCATION : AT NORTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HENLEY STREET INTERSECTION

## LEGEND

XX.XX<sup>1</sup>

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**PROPOSED SIDE CURB**

( ) EXISTING ELEVATION/SLC

## PROPOSED SIDEWALK

#### DETECTABLE WARNINGS

## SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

**IL-43 (WAUKEGAN ROAD) AT HENLEY STREET:  
NORTHWEST ADA CORNER.**

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS**

|  |                          |            |           |
|--|--------------------------|------------|-----------|
|  | USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
|  |                          | DRAWN -    | REVISED - |
|  |                          | CHECKED -  | REVISED - |
|  | PLOT DATE = 12/5/2025    | DATE -     | REVISED - |

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST  
PROPOSED ADA CURB RAMP DETAILS

**NOTES:**

1. THIS PLAN IS FOR THE INSTALLATION OF APS PUSH BUTTONS AND THE REPLACEMENT OF LOOP DETECTORS.
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. ALL PUSH BUTTONS SHALL BE APS.
5. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALKS.
6. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
8. SIDEWALK RAMPS ARE TO BE IMPROVED AT ALL CORNERS OF THE INTERSECTION. SEE ROADWAY PLANS.

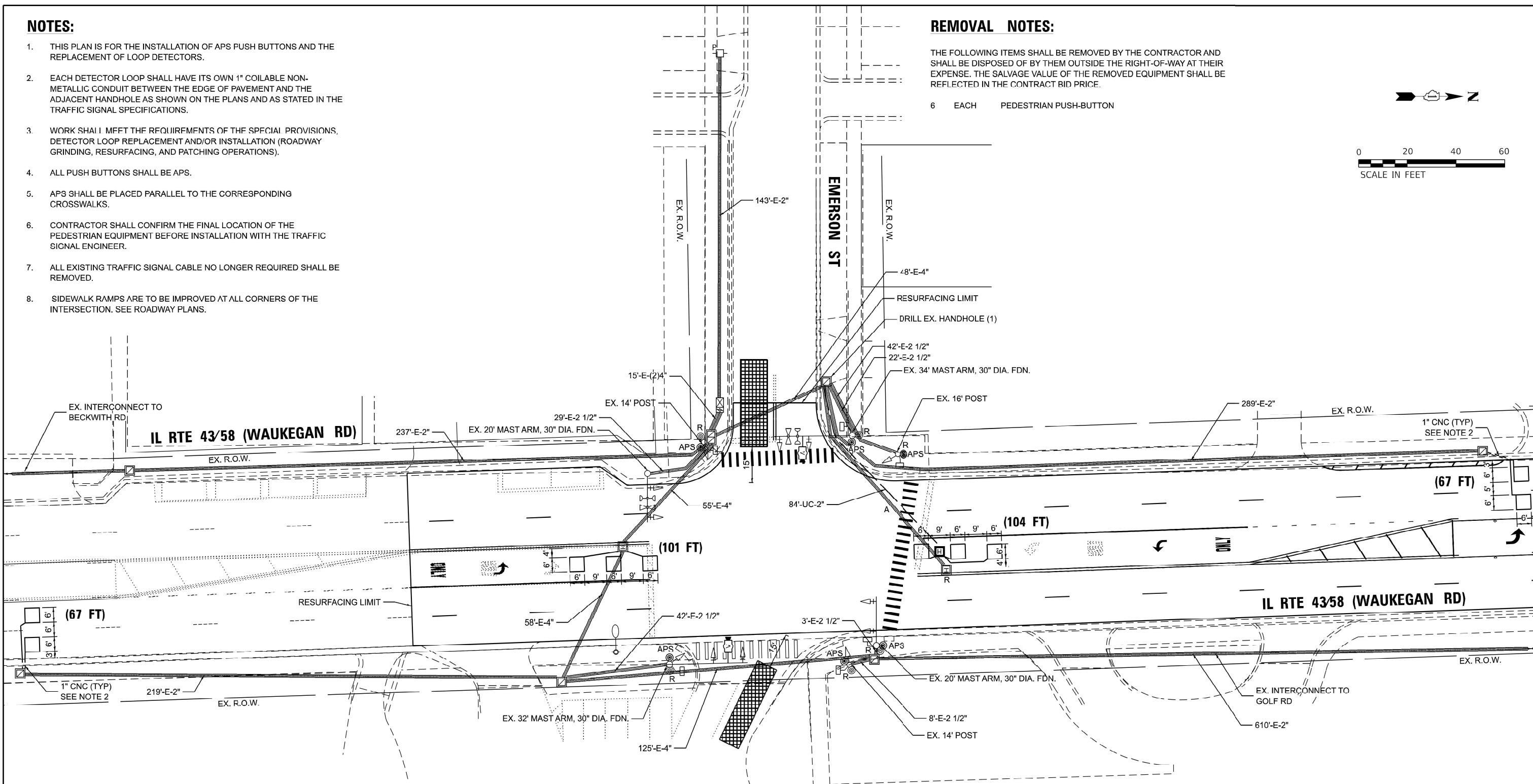
**REMOVAL NOTES:**

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.

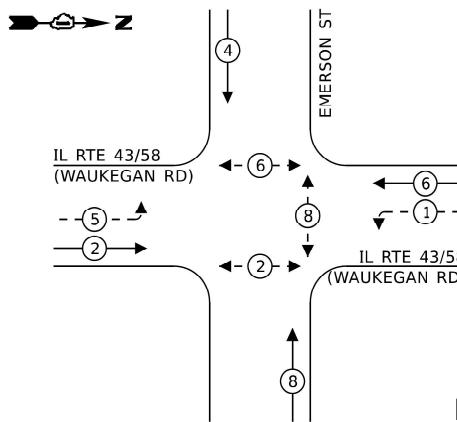
6 EACH PEDESTRIAN PUSH-BUTTON



0 20 40 60  
SCALE IN FEET



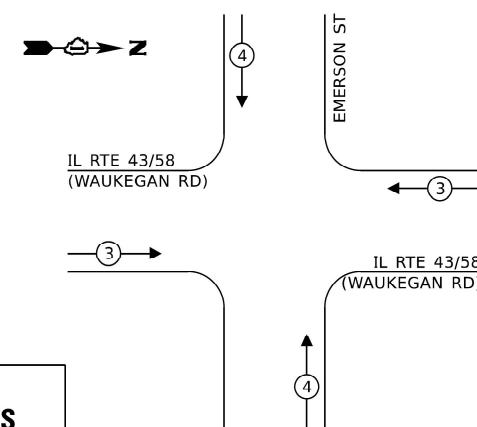
## EXISTING AND PROPOSED CONTROLLER SEQUENCE



### LEGEND:

- ← (\*) PROTECTED PHASE
- ← (\*) - PROTECTED/PERMITTED PHASE
- ← (\*) → PEDESTRIAN PHASE
- ↑ (\*) OL OVERLAP

## EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



## TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

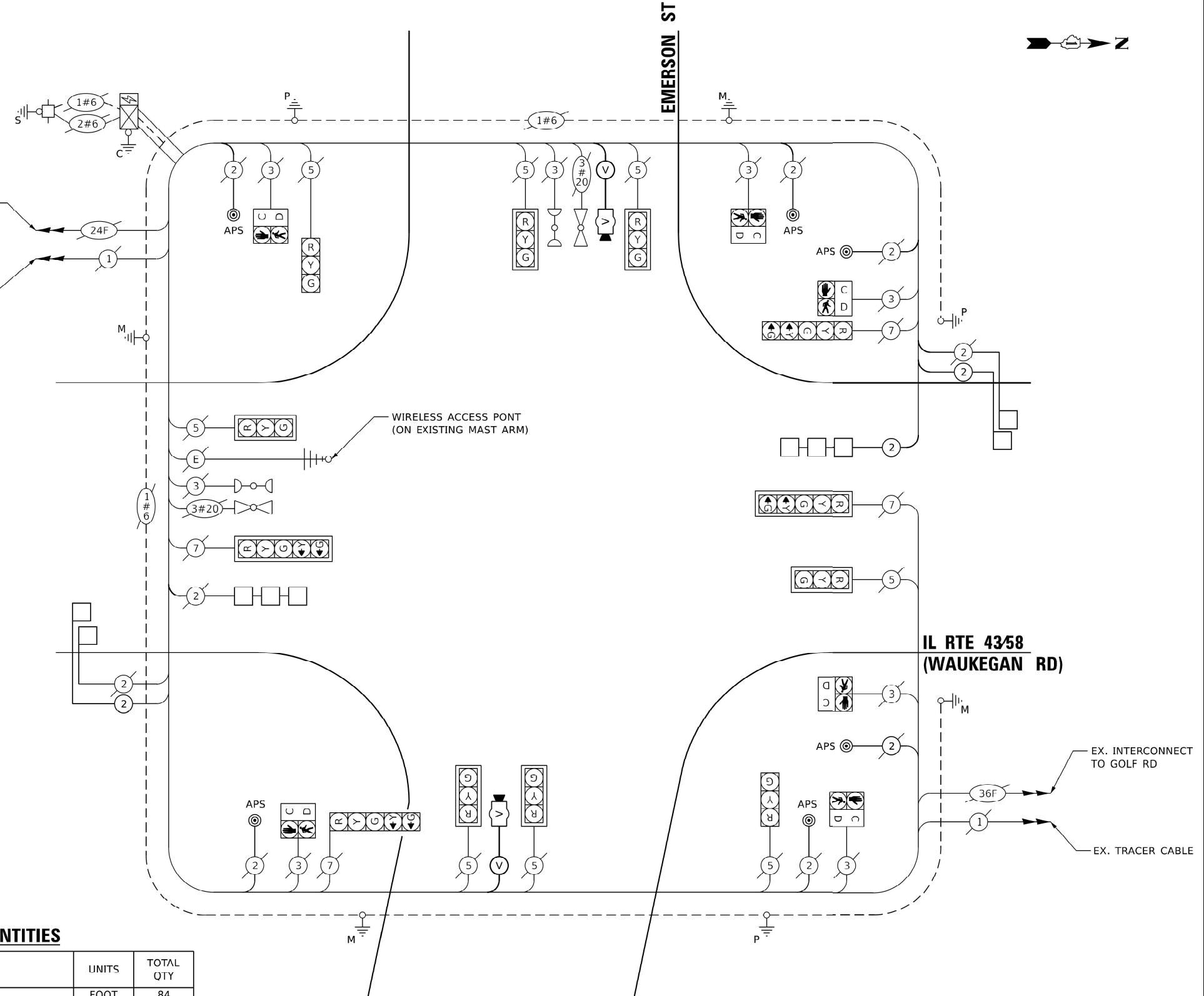
FILE NAME: c:\pw\work\pw\dot\parapro\old1039263\107925-sh1-ts.dgn

| TYPE                      | QUANTITY | UNIT | TOTAL WATTAGE |
|---------------------------|----------|------|---------------|
| SIGNAL HEAD 3 - SECTION   | 8        | 11   | 88.0          |
| 4 - SECTION               | -        | 14   | -             |
| 5 - SECTION               | 4        | 13   | 52.0          |
| PROGRAMMABLE SIGNALS      |          |      |               |
| 3 - SECTION               | -        | -    | -             |
| 4 - SECTION               | -        | -    | -             |
| 5 - SECTION               | -        | -    | -             |
| PED. SIGNAL               | 6        | 15   | 90.0          |
| CONTROLLER                | 1        | 150  | 150.0         |
| MASTER CONTROLLER         | -        | 100  | -             |
| UPS                       | 1        | 25   | 25.0          |
| DETECTION RADAR           | -        | 20   | -             |
| VIDEO                     | 2        | 20   | 40.0          |
| BLANK-OUT SIGN            | -        | 25   | -             |
| NETWORK SWITCH II OR III  | -        | 35   | -             |
| CELLULAR MODEM            | -        | 15   | -             |
| TOTAL UPS SIZING          | =        |      | 445.0         |
| UPS CHARGING              | 1        | 225  | 225.0         |
| BATTERY HEATER MAT        | 1        | 180  | 180.0         |
| CABINET HEATER            | 1        | 200  | 200.0         |
| FLASHER                   | -        | 15   | -             |
| LED STREET NAME SIGN      | -        | 120  | -             |
| LUMINAIRE                 | -        | 240  | -             |
| TOTAL SERVICE WIRE SIZING | =        |      | 1050.0        |

## SCHEDULE OF QUANTITIES

| ITEM DESCRIPTION                                    | UNITS | TOTAL QTY |
|---|-------|-----------|
| UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.      | FOOT  | 84        |
| HEAVY-DUTY HANDHOLE                                 | EACH  | 1         |
| MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION | EACH  | 1         |
| ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR    | FOOT  | 855       |
| INDUCTIVE LOOP DETECTOR                             | EACH  | 2         |
| DRILL EXISTING HANDHOLE                             | EACH  | 1         |
| DETECTOR LOOP, TYPE 1                               | FOOT  | 339       |
| REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT            | EACH  | 1         |
| REMOVE EXISTING HANDHOLE                            | EACH  | 1         |
| ACCESSIBLE PEDESTRIAN SIGNALS                       | EACH  | 6         |
| VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH     | EACH  | 2         |
| RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1           | EACH  | 1         |

## CABLE PLAN (NOT TO SCALE)



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY  
VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES  
IL RTE 43/58 (WAUKEGAN RD) AND EMERSON ST

| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO.       |
|----------------|--------------|--------|-----------------|--------------------|
| 348            | 2024-1049-RS | COOK   | 78              | 38                 |
|                |              |        |                 | CONTRACT NO. 62X88 |

TS 14275

ECON 8

FILE NAME: c:\pw\work\pw\dot\parapro\old1039263\107925-sh1-ts.dgn

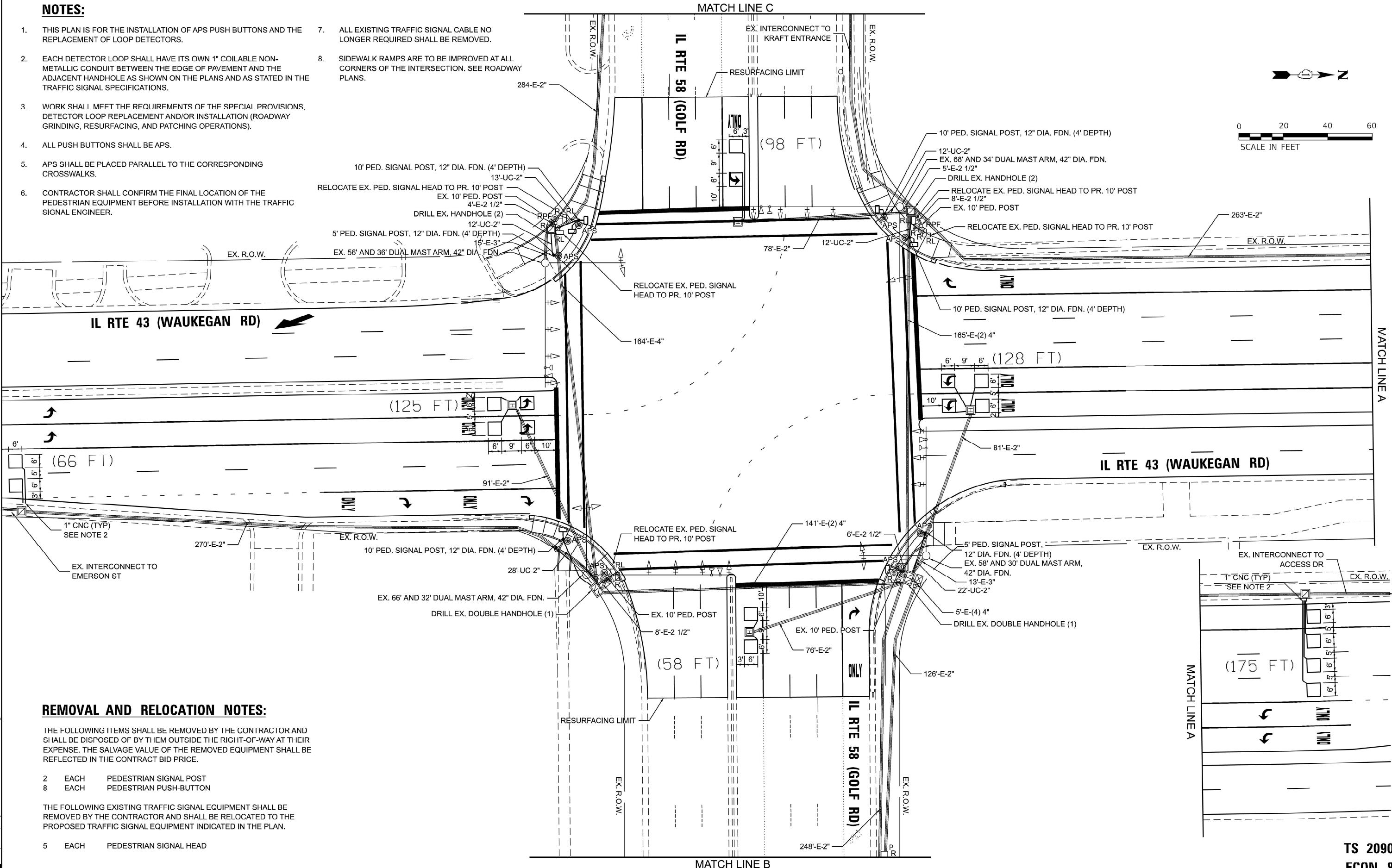
|                       |            |           |
|-----------------------|------------|-----------|
| USER NAME = kspence   | DESIGNED - | REVISED - |
|                       | DRAWN -    | REVISED - |
| PLOT SCALE = 5000000  | CHECKED -  | REVISED - |
| PLOT DATE = 12/4/2025 | DATE -     | REVISED - |

ILLINOIS FED. AID PROJECT

**NOTES:**

1. THIS PLAN IS FOR THE INSTALLATION OF APS PUSH BUTTONS AND THE REPLACEMENT OF LOOP DETECTORS.
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. ALL PUSH BUTTONS SHALL BE APS.
5. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALKS.
6. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.

- 7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
- 8. SIDEWALK RAMPS ARE TO BE IMPROVED AT ALL CORNERS OF THE INTERSECTION. SEE ROADWA  
HE PLANS.



## REMOVAL 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.

2 EACH PEDESTRIAN SIGNAL POST  
8 EACH PEDESTRIAN PUSH-BUTTON

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE RELOCATED TO THE PROPOSED TRAFFIC SIGNAL EQUIPMENT INDICATED IN THE PLAN.

5 EACH PEDESTRIAN SIGNAL HEAD

MODEL: TS-4 [Sheet] FILE NAME: 2011-07-06-10002221010700E.xls TC sheet

IL RTE 58 (GOLF RD)

MATCH LINE C

EX. INTERCONNECT KRAFT ENTRANCE

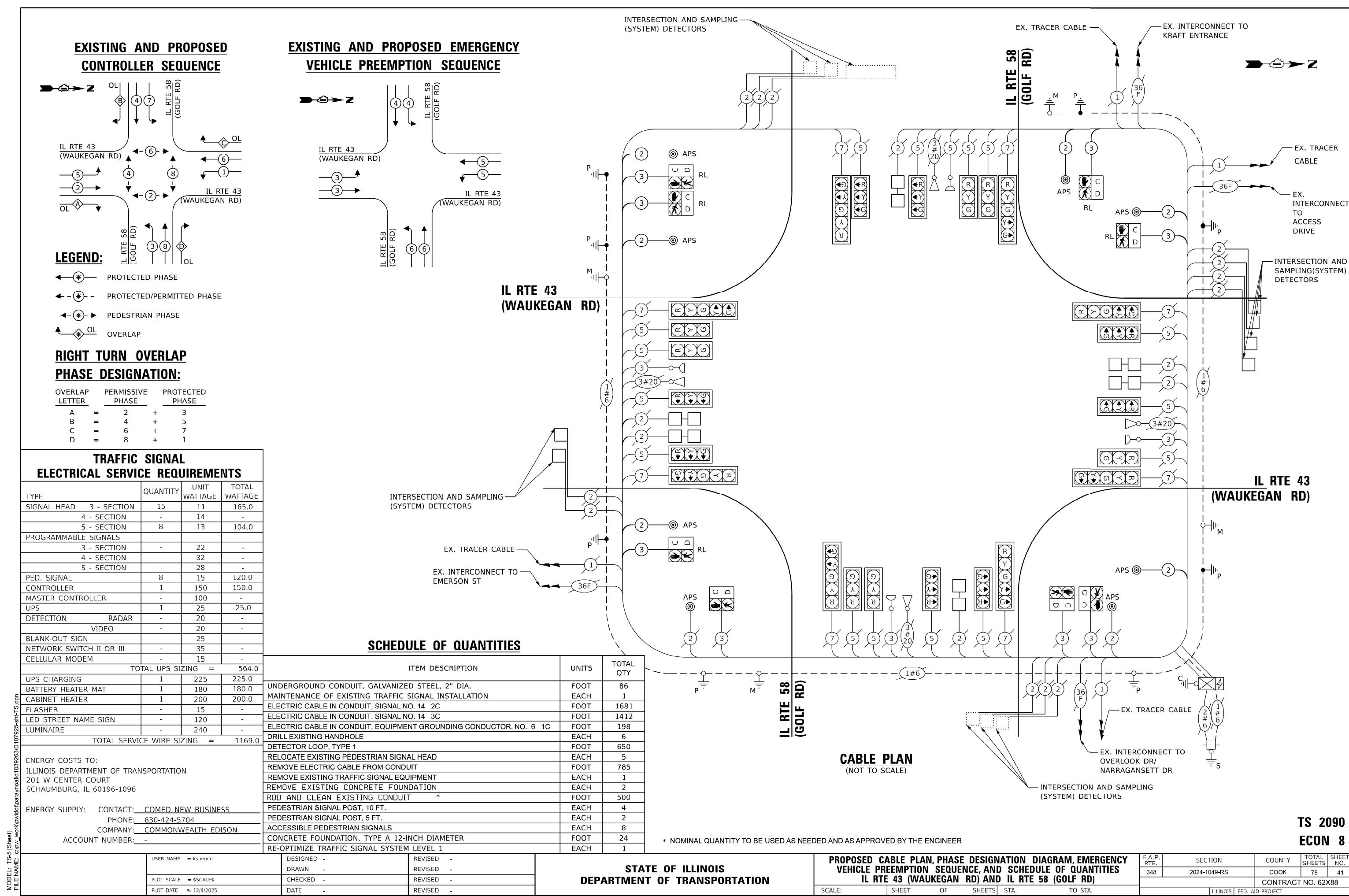
EX.R.O.W.

EX.R.O.W.

EX.R.O.W.

**TS 2090  
ECON 8**

|                          |                        |            |           |   |  |              |      |        |                |                    |          |                  |             |
|--------------------------|------------------------|------------|-----------|---|--|--------------|------|--------|----------------|--------------------|----------|------------------|-------------|
| NAME<br>FACILITY<br>NAME | USER NAME = kspence    | DESIGNED - | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | TRAFFIC SIGNAL MODERNIZATION PLAN<br>IL RTE 43 (WAUKEGAN RD) AND IL RTE 58 (GOLF RD) |              |      |        | F.A.P.<br>RTE. | SECTION            | COUNTY   | TOTAL<br>SHEETS  | HEET<br>NO. |
|                          |                        | DRAWN -    | REVISED - |   | 348  | 2024-1049-RS | COOK | 78     | 40             |                    |          |                  |             |
|                          | PLOT SCALE = \$SCALE\$ | CHECKED -  | REVISED - |   |  |              |      |        |                | CONTRACT NO. 62X88 |          |                  |             |
|                          | PLOT DATE = 12/4/2025  | DATE -     | REVISED - |   | SCALE:   | SHEET        | OF   | SHEETS | STA.           | TO STA.            | ILLINOIS | FED. AID PROJECT |             |



**NOTES:**

1. THIS PLAN IS FOR THE INSTALLATION OF APS PUSH BUTTONS AND THE REPLACEMENT OF LOOP DETECTORS.
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. ALL PUSH BUTTONS SHALL BE APS.
5. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALKS.
6. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
8. EXISTING LOOPS ON GLEN GATE ACCESS DR SHALL BE MILLED AND REPLACED WITH VIDEO DETECTION AND LEAD-IN CABLE SHALL BE REMOVED.
9. VIDEO DETECTION SYSTEMS SHALL BE MOUNTED ON RISER BRACKETS AT THE LENGTH DETERMINED BY THE MANUFACTURER. FINAL CAMERA LOCATIONS SHALL BE OPTIMAL TO MINIMIZE OCCLUSION BASED FALSE CALLS FROM TRAFFIC IN ADJACENT LANES.
10. SIDEWALK RAMPS ARE TO BE IMPROVED AT THE NE AND SE CORNERS OF THE INTERSECTION. SEE ROADWAY PLANS.

**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.

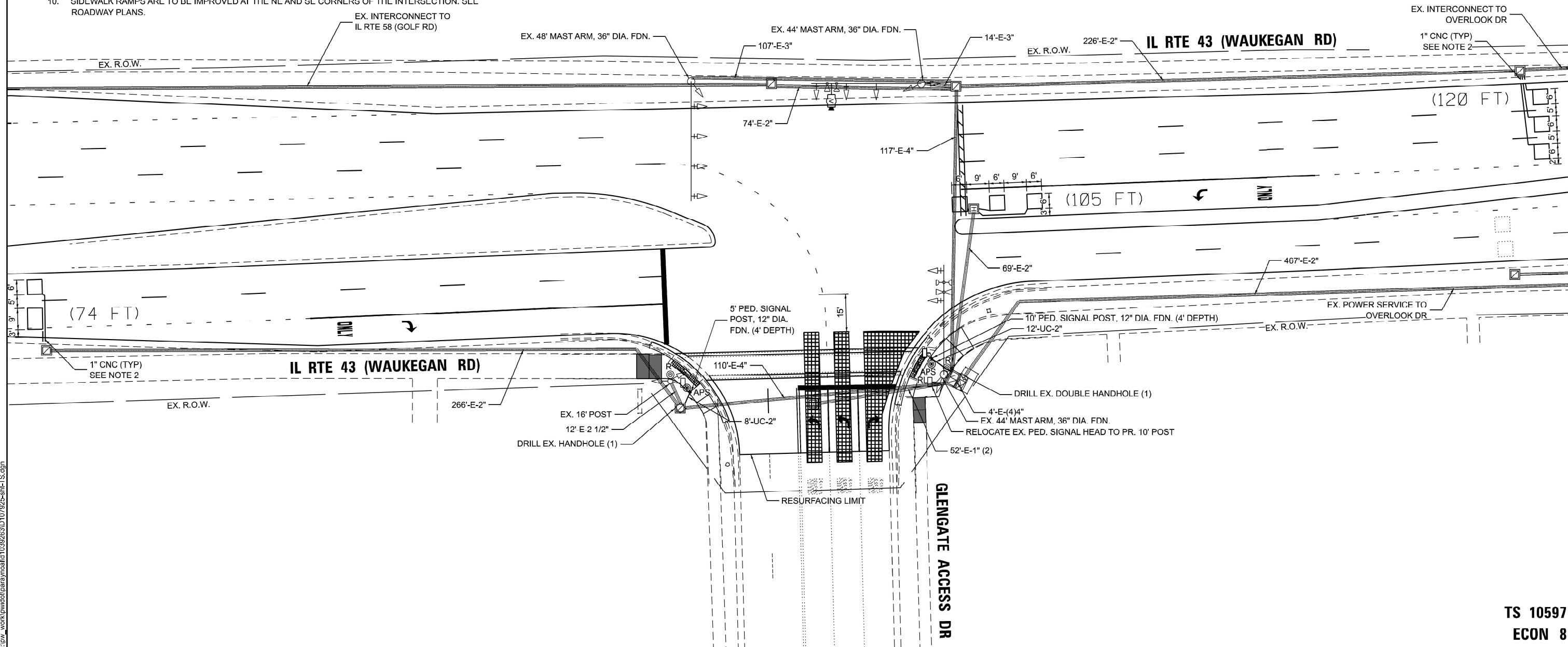
2 EACH PEDESTRIAN PUSH-BUTTON

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE RELOCATED TO THE PROPOSED TRAFFIC SIGNAL EQUIPMENT INDICATED IN THE PLAN.

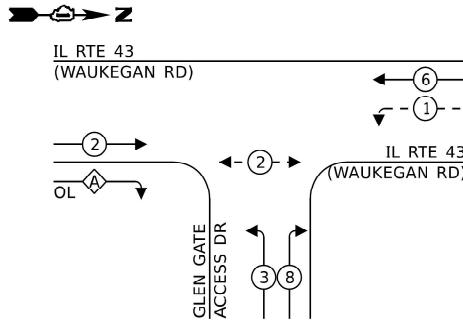
1 EACH PEDESTRIAN SIGNAL HEAD



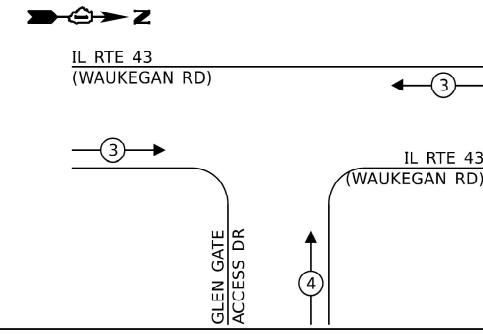
0 20 40 60  
SCALE IN FEET



## **EXISTING AND PROPOSED CONTROLLER SEQUENCE**



## **EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



## TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

| TYPE                     | QUANTITY                  | UNIT<br>WATTAGE | TOTAL<br>WATTAGE |
|--------------------------|---------------------------|-----------------|------------------|
| SIGNAL HEAD              | 3 - SECTION               | 11              | 11               |
|                          | 4 - SECTION               | -               | 14               |
|                          | 5 - SECTION               | 4               | 13               |
| PROGRAMMABLE SIGNALS     |                           |                 | 52.0             |
|                          | 3 - SECTION               | -               | 22               |
|                          | 4 - SECTION               | -               | 32               |
|                          | 5 - SECTION               | -               | 28               |
| PED. SIGNAL              |                           | 2               | 15               |
| CONTROLLER               |                           | 1               | 150              |
| MASTER CONTROLLER        |                           | -               | 100              |
| UPS                      |                           | 1               | 25               |
| DETECTION                | RADAR                     | -               | 20               |
|                          | VIDEO                     | 1               | 20               |
| BLANK-OUT SIGN           |                           | -               | 25               |
| NETWORK SWITCH II OR III |                           | -               | 35               |
| CELLULAR MODEM           |                           | -               | 15               |
|                          | TOTAL UPS SIZING          | =               | 398.0            |
| UPS CHARGING             |                           | 1               | 225              |
| BATTERY HEATER MAT       |                           | 1               | 180              |
| CABINET HEATER           |                           | 1               | 200              |
| FLASHER                  |                           | -               | 15               |
| LED STREET NAME SIGN     |                           | -               | 120              |
| LUMINAIRE                |                           | -               | 240              |
|                          | TOTAL SERVICE WIRE SIZING | =               | 1003.0           |

103925  
aaynoald ENERGY COSTS TO:  
ILLINOIS DEPARTMENT OF TRANSPORTATION  
201 W CENTER COURT  
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: COMED NEW BUSINESS  
PHONE: 630-424-5704  
COMPANY: COMMONWEALTH EDI  
ACCOUNT NUMBER: -

## LEGEND

The diagram illustrates four traffic phase symbols:

- Protected Phase:** Represented by a circle with a asterisk (\*) inside.
- Protected/Permitted Phase:** Represented by a circle with an asterisk (\*) inside, followed by a dashed line and a circle with an asterisk (\*) inside.
- Pedestrian Phase:** Represented by a circle with an asterisk (\*) inside, followed by a solid line and a circle with an asterisk (\*) inside.
- Overlap:** Represented by a diamond shape with an asterisk (\*) inside, followed by the label "OL".

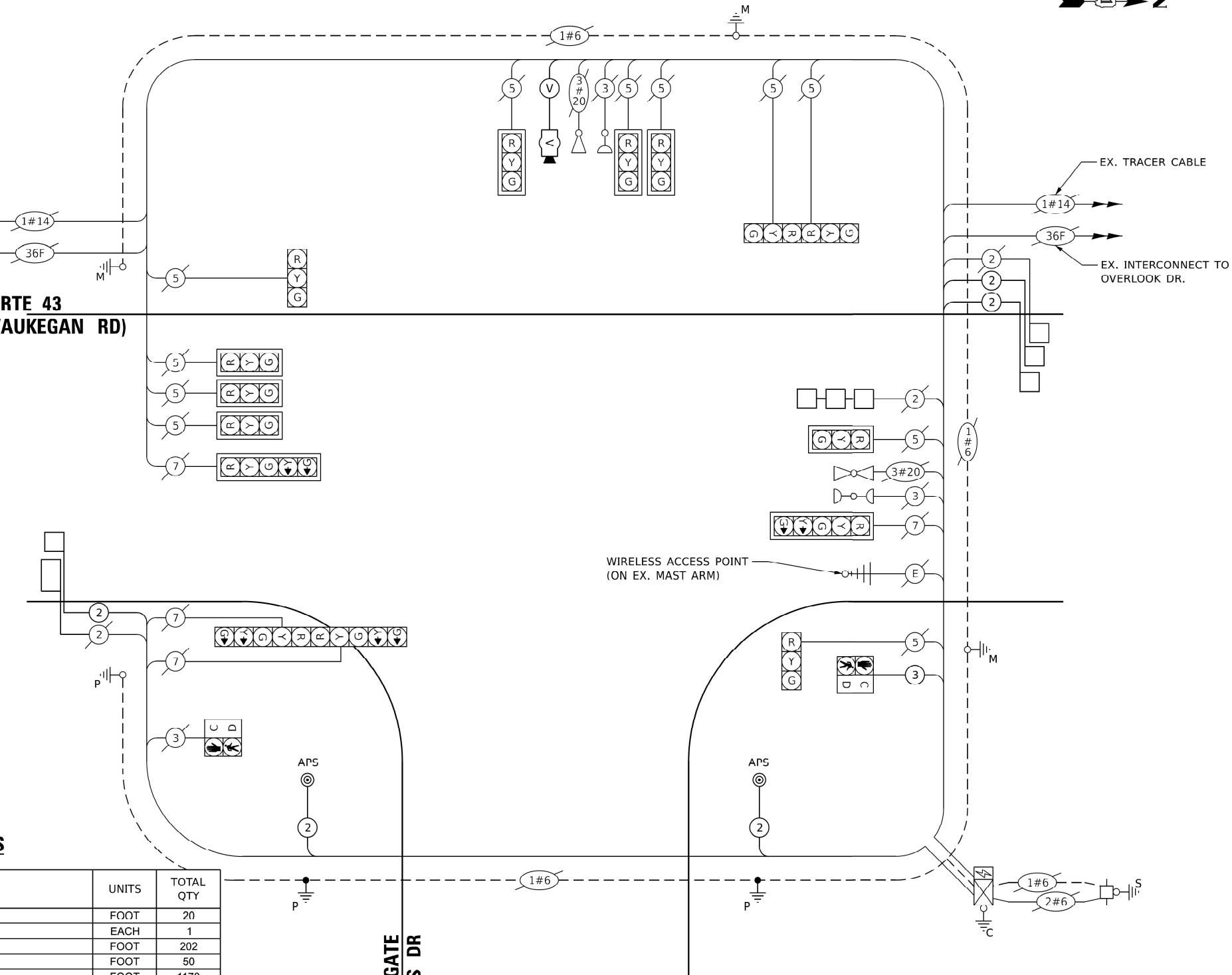
## RIGHT TURN OVERLAY

## PHASE DESIGNATION

OVERLAP LETTER      PERMISSIVE PHASE      PROTECT PHASE

EX. INTERCONN

**IL RTE 43  
(WAUKEGAN RD)**



# **CABLE PLATE**

(NOT TO SCALE)

\* NOMINAL QUANTITY TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PROPOSED CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES  
IL RTE 43 (WAUKEGAN RD) AND GLEN GATE ACCESS DR**

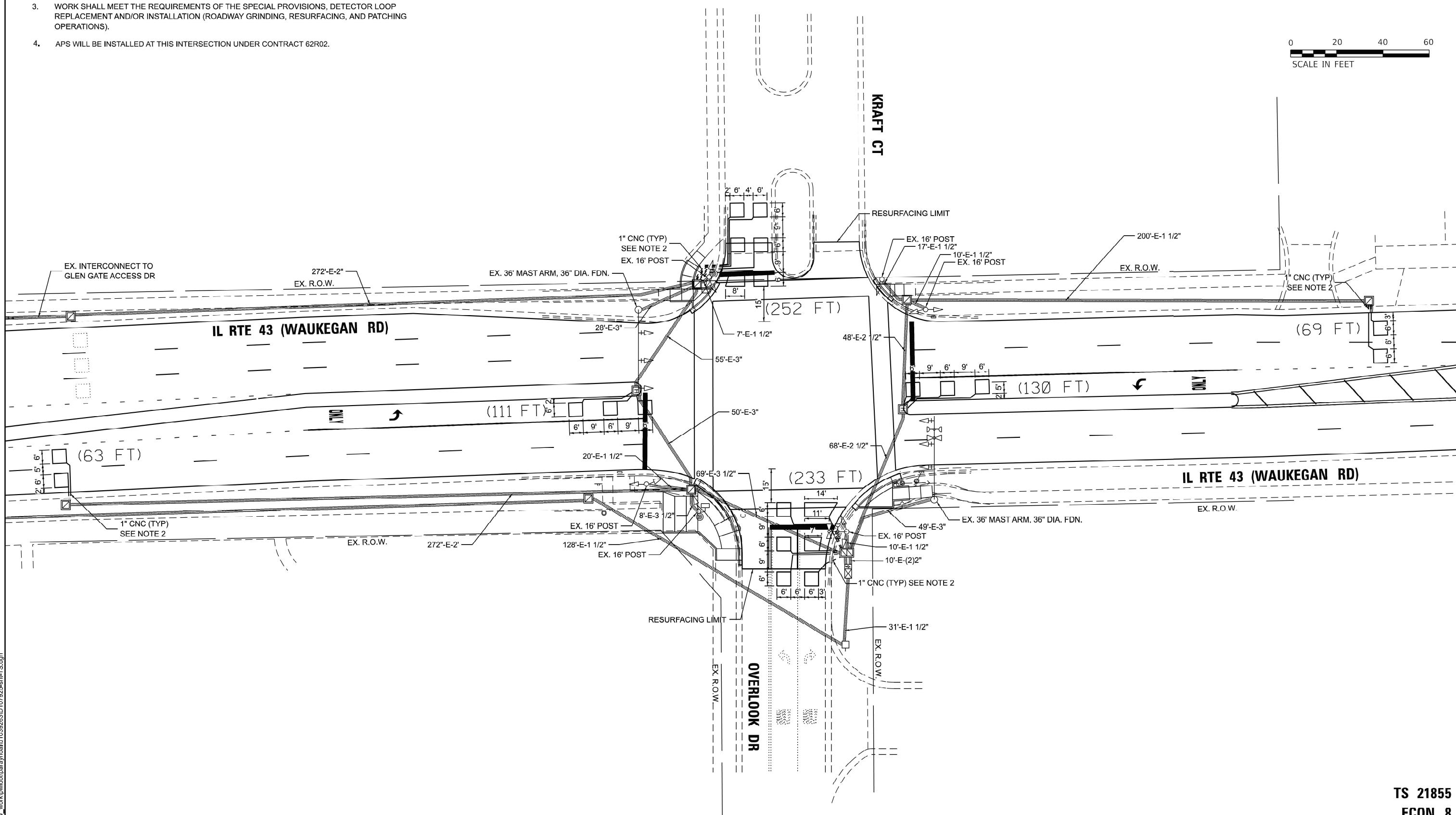
SCALE: SHEET OF SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT

## NOTES

1. THIS PLAN IS FOR THE REPLACEMENT OF LOOP DETECTORS.
2. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. APS WILL BE INSTALLED AT THIS INTERSECTION UNDER CONTRACT 62R02.



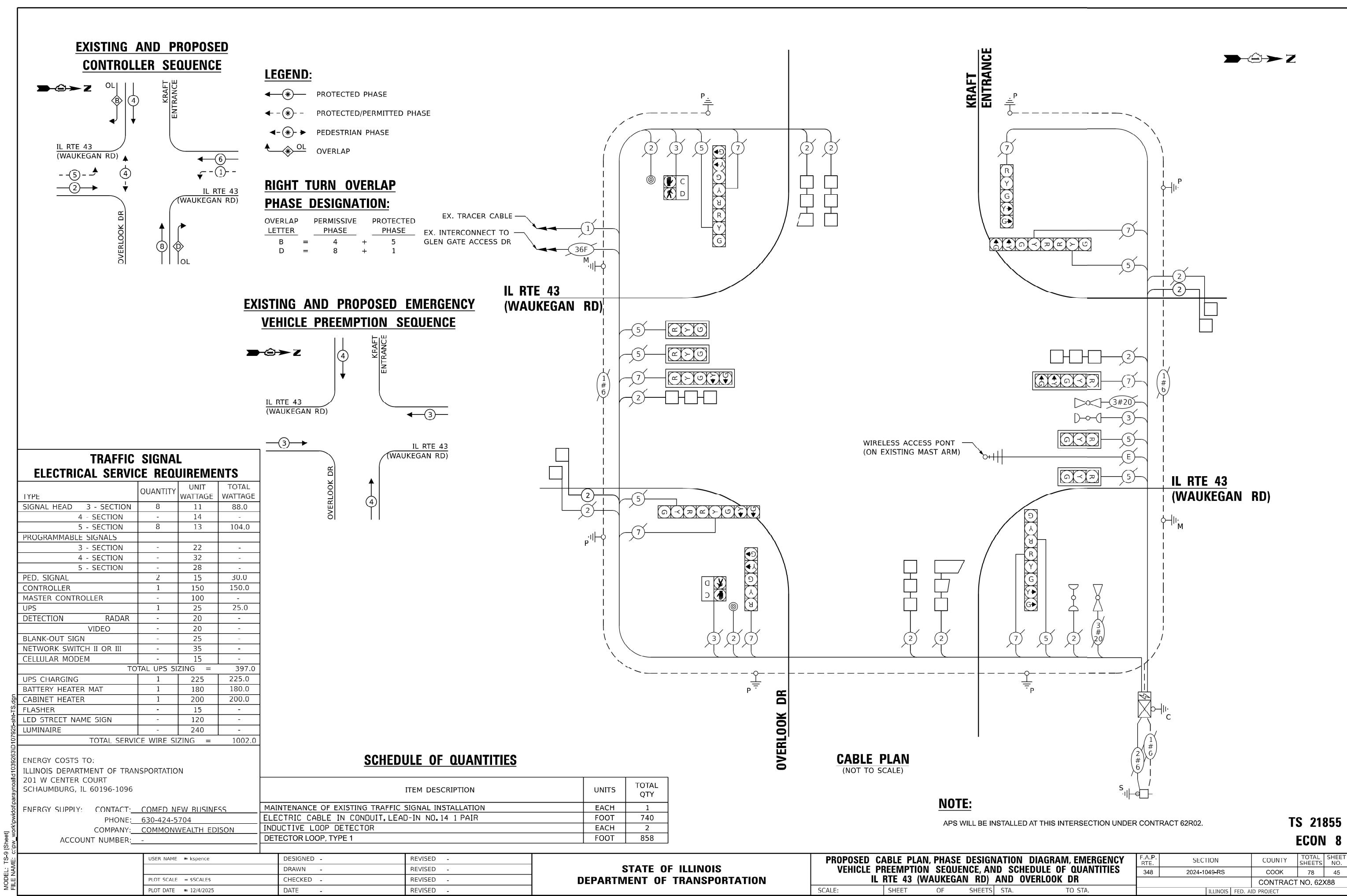
A scale bar marked from 0 to 60 feet in increments of 20. The first 40 feet are black, and the last 20 feet are white. Below the bar, the text "SCALE IN FEET" is written in capital letters.



MODEL: TS-8 [Sheet 1]

TS 21855  
ECON 8

|  |                        |            |           |   |   |                |              |        |                 |                    |                  |
|--|------------------------|------------|-----------|---|---|----------------|--------------|--------|-----------------|--------------------|------------------|
| S<br>E<br>C<br>T<br>I<br>O<br>N<br>A<br>R<br>C<br>H<br>I<br>V<br>E<br>N<br>U<br>L<br>E | USER NAME = kspence    | DESIGNED - | REVISED - | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | DETECTOR LOOP REPLACEMENT PLAN<br>IL RTE 43 (WAUKEGAN RD) AND OVERLOOK DR | F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | HEET<br>NO.        |                  |
|  |                        | DRAWN -    | REVISED - |   |   | 348            | 2024-1049-RS | COOK   | 78              | 44                 |                  |
|  | PLOT SCALE = \$SCALE\$ | CHECKED -  | REVISED - |   |   |                |              |        |                 | CONTRACT NO. 62X88 |                  |
|  | PLOT DATE = 12/4/2025  | DATE -     | REVISED - |   |   | SCALE:         | SHEET        | OF     | SHEETS          | STA.               | TO STA.          |
|  |                        |            |           |   |   |                |              |        |                 | ILLINOIS           | FED. AID PROJECT |



# TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

| ITEM  | EXISTING | PROPOSED | ITEM   | EXISTING | PROPOSED | ITEM  | EXISTING | PROPOSED |
|---|----------|----------|--|----------|----------|---|----------|----------|
| CONTROLLER CABINET  |          |          | HANDHOLE<br>-SQUARE<br>-ROUND                      |          |          | SIGNAL HEAD<br>-(P) PROGRAMMABLE SIGNAL HEAD  |          |          |
| COMMUNICATION CABINET   |          |          | HEAVY DUTY HANDHOLE<br>-SQUARE<br>-ROUND           |          |          | SIGNAL HEAD WITH BACKPLATE<br>-(P) PROGRAMMABLE SIGNAL HEAD<br>-(RB) RETROREFLECTIVE BACKPLATE                    |          |          |
| MASTER CONTROLLER   |          |          | DOUBLE HANDHOLE                                    |          |          | PEDESTRIAN SIGNAL HEAD<br>AT RAILROAD INTERSECTIONS   |          |          |
| MASTER MASTER CONTROLLER  |          |          | JUNCTION BOX                                       |          |          | PEDESTRIAN SIGNAL HEAD<br>WITH COUNTDOWN TIMER  |          |          |
| UNINTERRUPTABLE POWER SUPPLY  |          |          | RAILROAD CANTILEVER MAST ARM                       |          |          | ILLUMINATED SIGN<br>"NO LEFT TURN"/"NO RIGHT TURN"  |          |          |
| SERVICE INSTALLATION<br>-(P) POLE MOUNTED                                   |          |          | RAILROAD CROSSING GATE                             |          |          | NUMBER OF CONDUCTORS, ELECTRIC<br>CABLE NO. 14, UNLESS NOTED OTHERWISE.<br>ALL DETECTOR LOOP CABLE TO BE SHIELDED |          |          |
| SERVICE INSTALLATION<br>-(G) GROUND MOUNTED<br>-(GM) GROUND MOUNTED METERED |          |          | RAILROAD CROSSBUCK                                 |          |          | GROUND CABLE IN CONDUIT,<br>NO. 6 SOLID COPPER (GREEN)  |          |          |
| TELEPHONE CONNECTION  |          |          | RAILROAD CONTROLLER CABINET                        |          |          | ELECTRIC CABLE IN CONDUIT, TRACER<br>NO. 14 1/C   |          |          |
| STEEL MAST ARM ASSEMBLY AND POLE  |          |          | UNDERGROUND CONDUIT (UC),<br>GALVANIZED STEEL      |          |          | COAXIAL CABLE   |          |          |
| ALUMINUM MAST ARM ASSEMBLY AND POLE   |          |          | TEMPORARY SPAN WIRE,<br>TETHER WIRE, AND CABLE     |          |          | VENDOR CABLE  |          |          |
| STEEL COMBINATION MAST ARM<br>ASSEMBLY AND POLE WITH LUMINAIRE              |          |          | SYSTEM ITEM  |          |          | COPPER INTERCONNECT CABLE,<br>NO. 18, 3 PAIR TWISTED, SHIELDED  |          |          |
| SIGNAL POST<br>-(BM) BARREL MOUNTED - TEMPORARY                             |          |          | INTERSECTION ITEM                                  |          |          | FIBER OPTIC CABLE<br>-NO. 62.5/125, MM12F<br>-NO. 62.5/125, MM12F SM12F<br>-NO. 62.5/125, MM12F SM24F             |          |          |
| WOOD POLE   |          |          | REMOVE ITEM  |          |          | 12F   |          |          |
| GUY WIRE  |          |          | RELOCATE ITEM                                      |          |          | 24F   |          |          |
| SIGNAL HEAD   |          |          | ABANDON ITEM                                       |          |          | 36F   |          |          |
| SIGNAL HEAD WITH BACKPLATE  |          |          | CONTROLLER CABINET AND<br>FOUNDATION TO BE REMOVED |          |          | GROUND ROD<br>-(C) CONTROLLER<br>-(M) MAST ARM<br>-(P) POST<br>-(S) SERVICE                                       |          |          |
| SIGNAL HEAD OPTICALLY PROGRAMMED  |          |          | MAST ARM POLE AND<br>FOUNDATION TO BE REMOVED      |          |          | C   |          |          |
| FLASHER INSTALLATION<br>-(FS) SOLAR POWERED                                 |          |          | SIGNAL POST AND<br>FOUNDATION TO BE REMOVED        |          |          | M   |          |          |
| PEDESTRIAN SIGNAL HEAD  |          |          | DETECTOR LOOP, TYPE I                              |          |          | P   |          |          |
| PEDESTRIAN PUSH BUTTON<br>-(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON          |          |          | PREFORMED DETECTOR LOOP                            |          |          | S   |          |          |
| RADAR DETECTION SENSOR  |          |          | SAMPLING (SYSTEM) DETECTOR                         |          |          |   |          |          |
| VIDEO DETECTION CAMERA  |          |          | INTERSECTION AND SAMPLING<br>(SYSTEM) DETECTOR     |          |          |   |          |          |
| RADAR/VIDEO DETECTION ZONE  |          |          | QUEUE AND SAMPLING<br>(SYSTEM) DETECTOR            |          |          |   |          |          |
| PAN, TILT, ZOOM (PTZ) CAMERA  |          |          | WIRELESS DETECTOR SENSOR                           |          |          |   |          |          |
| EMERGENCY VEHICLE LIGHT DETECTOR  |          |          | WIRELESS ACCESS POINT                              |          |          |   |          |          |
| CONFIRMATION BEACON   |          |          |  |          |          |   |          |          |
| WIRELESS INTERCONNECT   |          |          |  |          |          |   |          |          |
| WIRELESS INTERCONNECT RADIO REPEATER  |          |          |  |          |          |   |          |          |

TS SHT NO. 1

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|            |                   |          |   |           |         |   |
|------------|-------------------|----------|---|-----------|---------|---|
| USER NAME  | nsalehian         | DESIGNED | - | NS        | REVISED | - |
|            |                   | DRAWN    | - | JK        | REVISED | - |
| PLOT SCALE | = 40.0000 " / in. | CHECKED  | - | EEC       | REVISED | - |
| PLOT DATE  | = 6/11/2025       | DATE     | - | 5/15/2025 | REVISED | - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

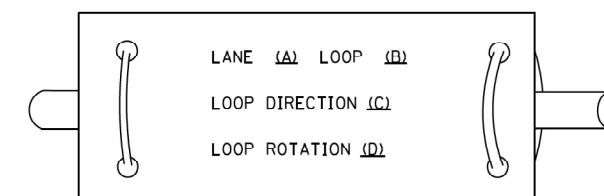
DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

|                |              |        |                 |                    |
|----------------|--------------|--------|-----------------|--------------------|
| F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO.       |
| 348            | 2024-1049-RS | COOK   | 78              | 46                 |
|                |              |        |                 | CONTRACT NO. 62X88 |

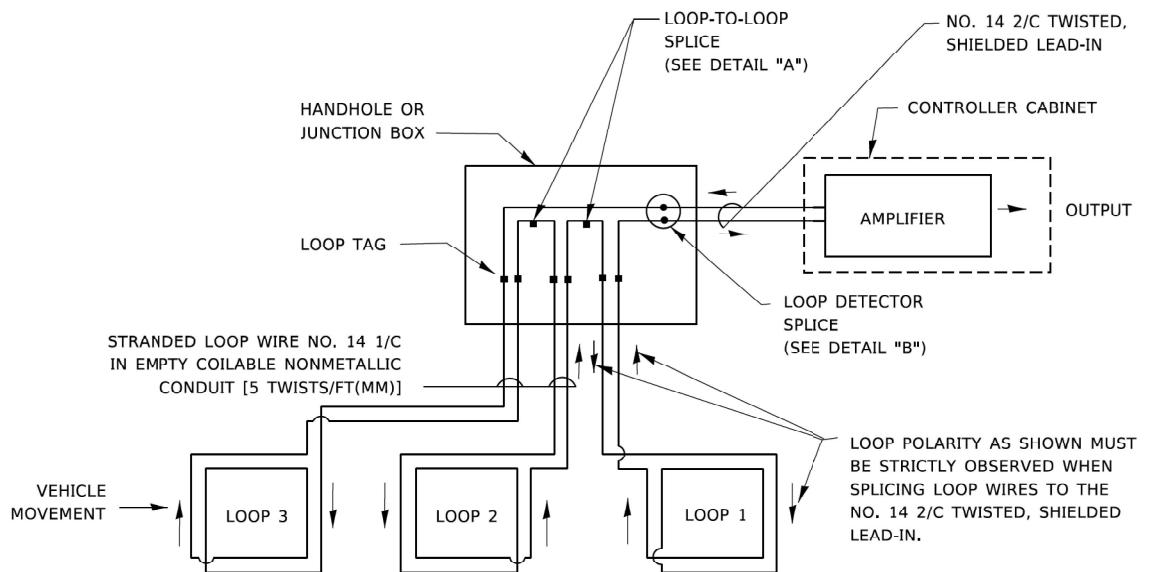
ILLINOIS FED. AID PROJECT

**LOOP DETECTOR NOTES**

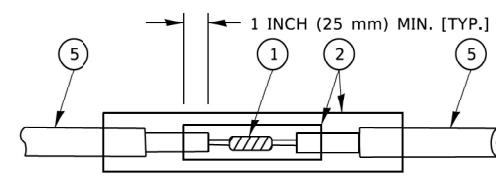
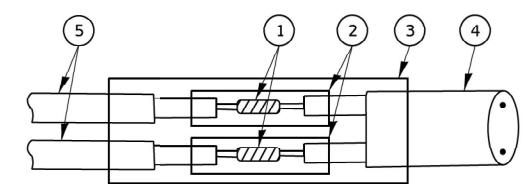
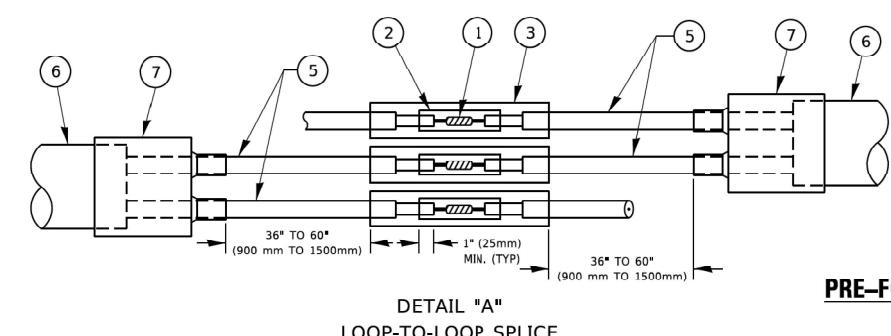
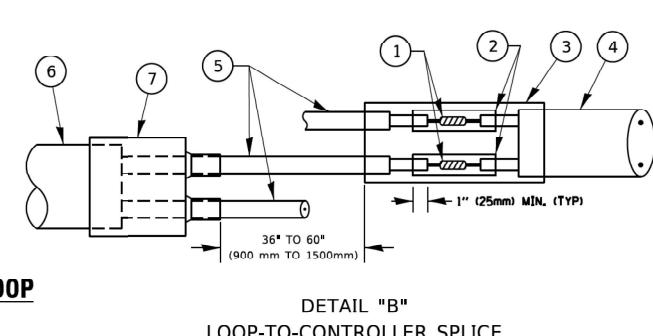
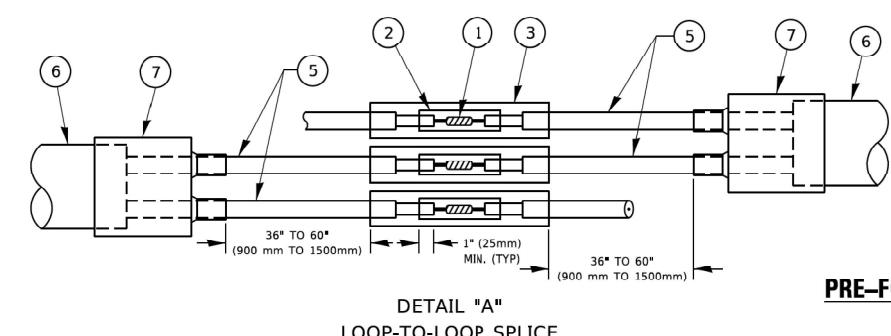
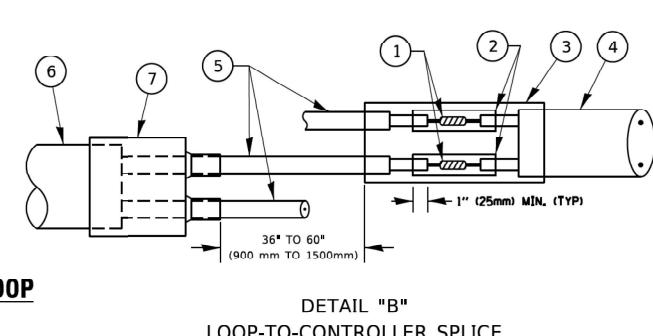
1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

**LOOP LEAD-IN CABLE TAG**

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

**DETECTOR LOOP WIRING SCHEMATIC**

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

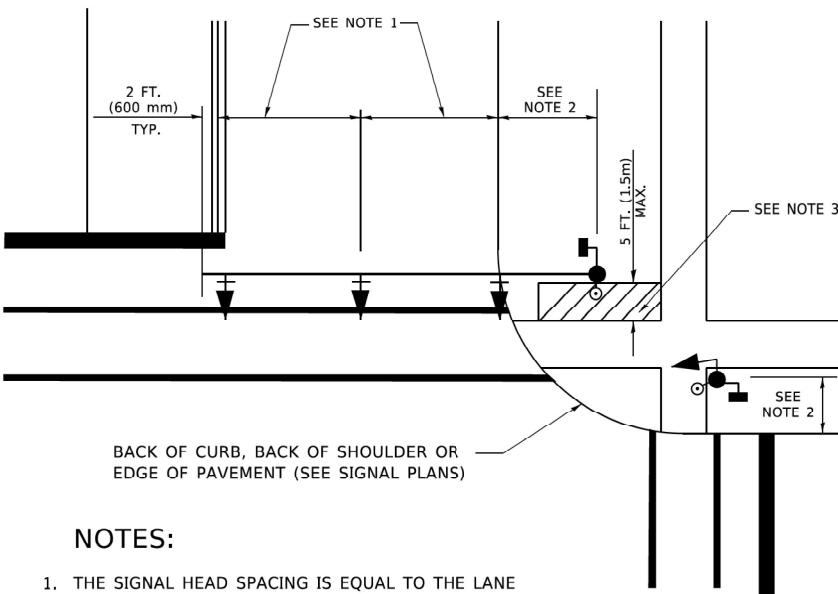
DETAIL "A"  
LOOP-TO-LOOP SPLICEDETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**TYPE I LOOP**DETAIL "A"  
LOOP-TO-LOOP SPLICEDETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**PRE-FORMED LOOP**DETAIL "A"  
LOOP-TO-LOOP SPLICEDETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**LOOP DETECTOR SPLICE**

1. WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
2. WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
3. WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE.
4. NO. 14 2/C TWISTED, SHIELDED CABLE.

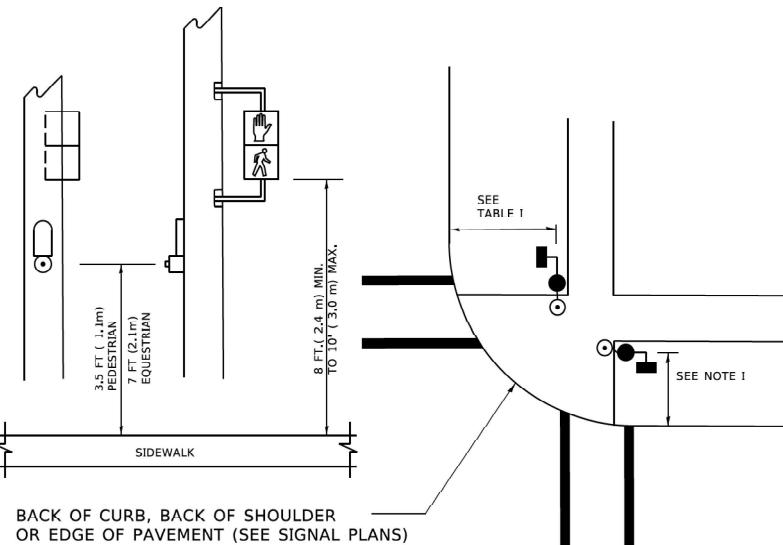
5. LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
6. XL POLYOLEFIN 2 CONDUCTOR
7. BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

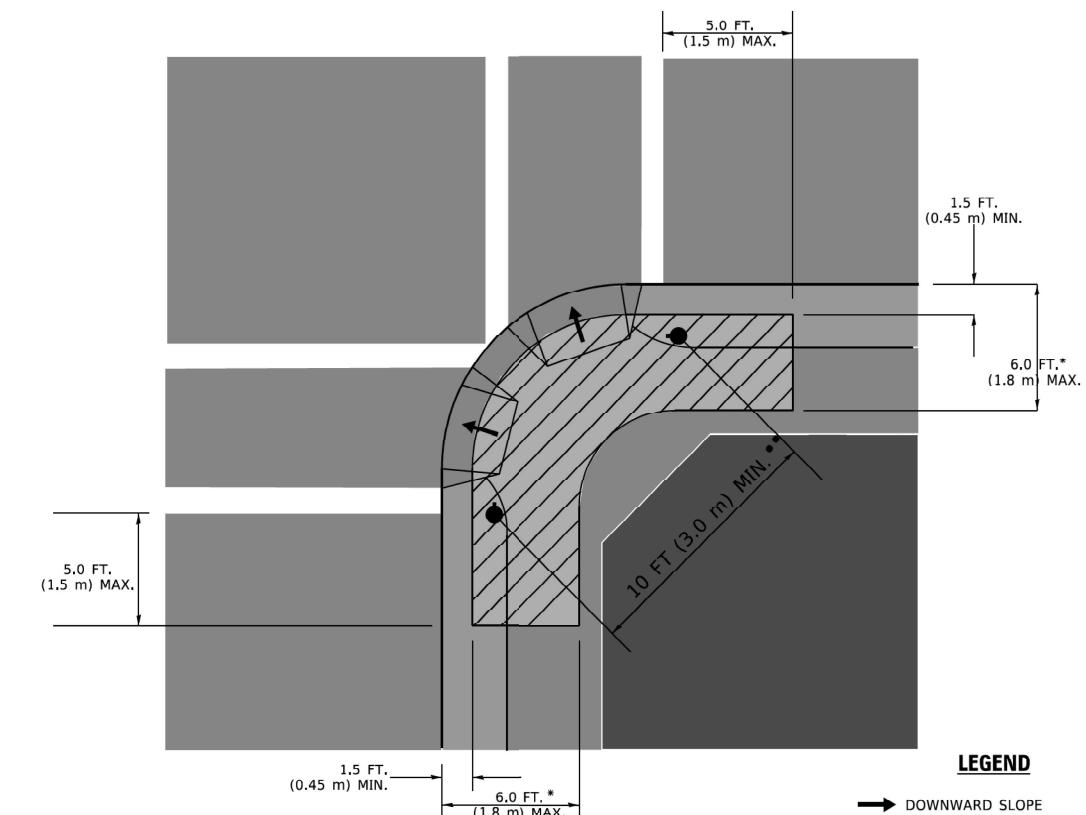
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.

**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) SEPARATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

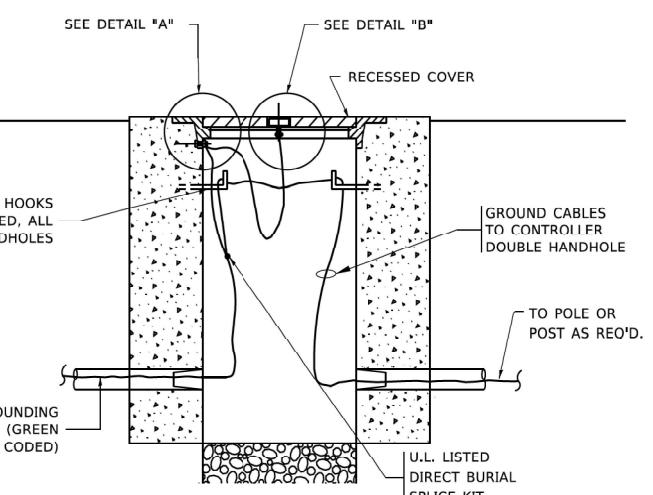
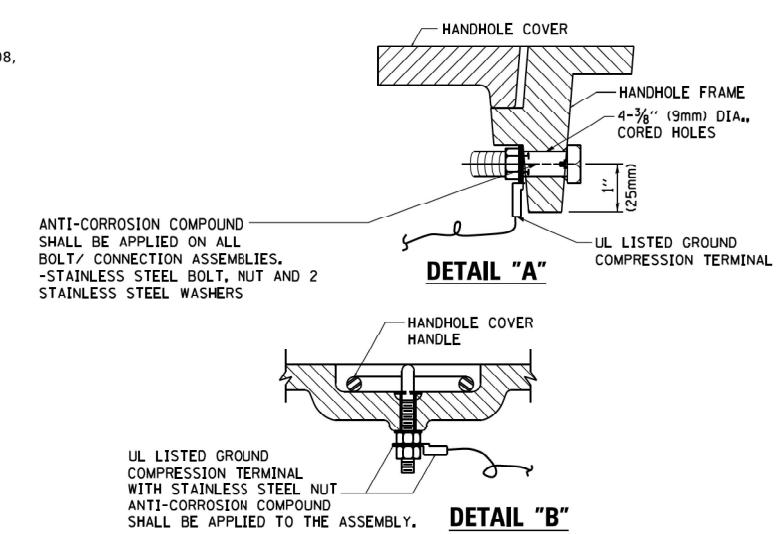
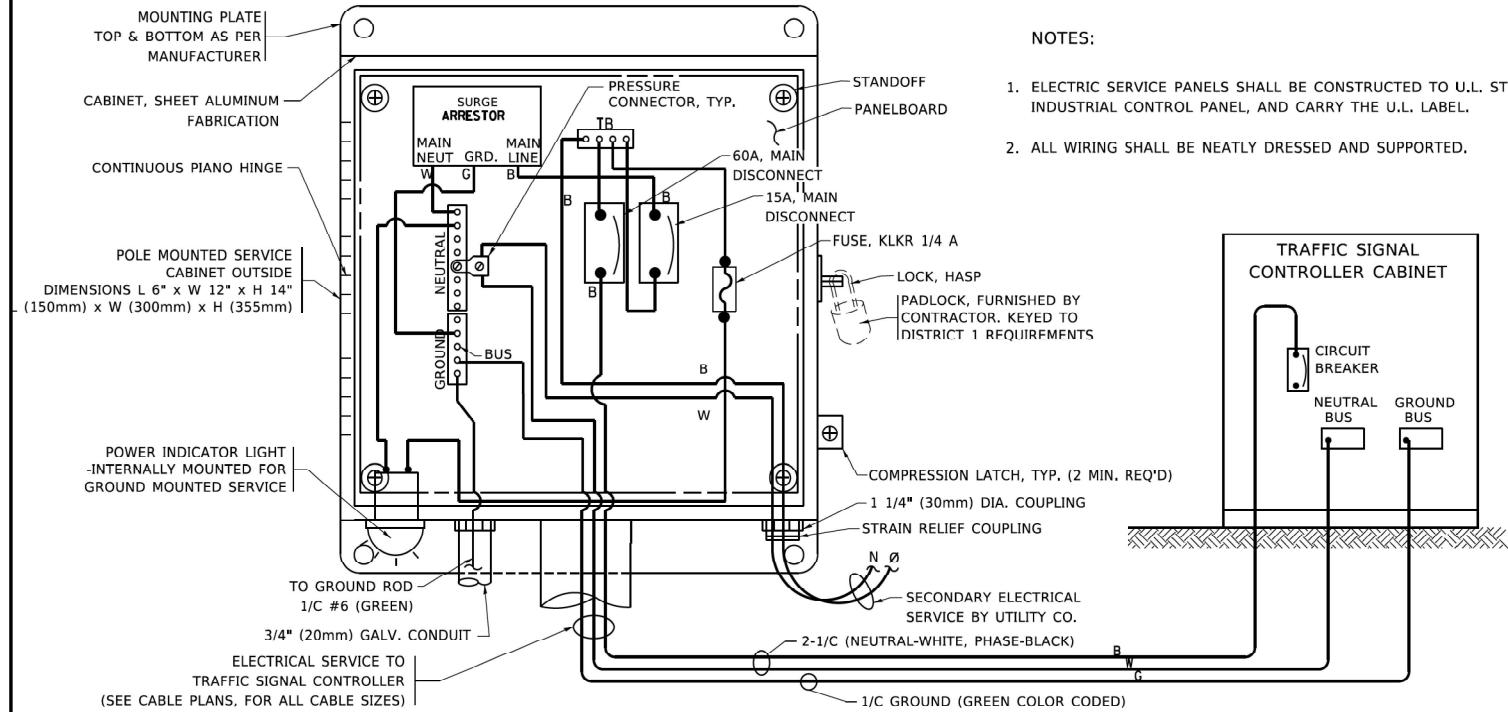
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM 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**

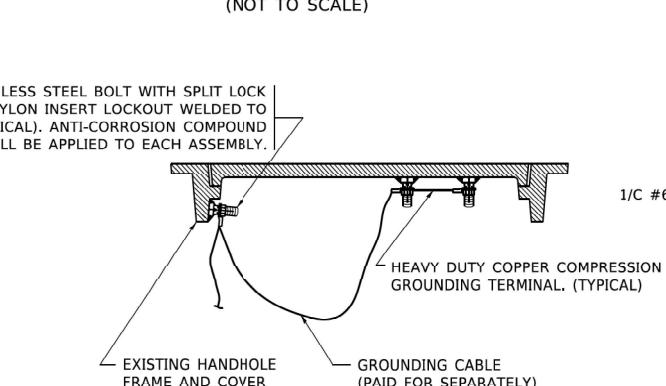
| TRAFFIC SIGNAL EQUIPMENT           | COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION) | SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION) |
|------------------------------------|---|---|
| TRAFFIC SIGNAL 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 (0.5m), MINIMUM 10 FT (3.0m)  |
| PEDESTRIAN SIGNAL POST             | 4 FT (1.2m)   | SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)  |
| PEDESTRIAN PUSHBUTTON POST         | 4 FT (1.2m)   | SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)  |
| TEMPORARY WOOD POLE                | 6 FT (1.8m)   | SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)  |
| CONTROLLER CABINET                 | 6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2   | SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.                                |
| SERVICE INSTALLATION, GROUND MOUNT | 6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2   | SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.                                |

**NOTES:**

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

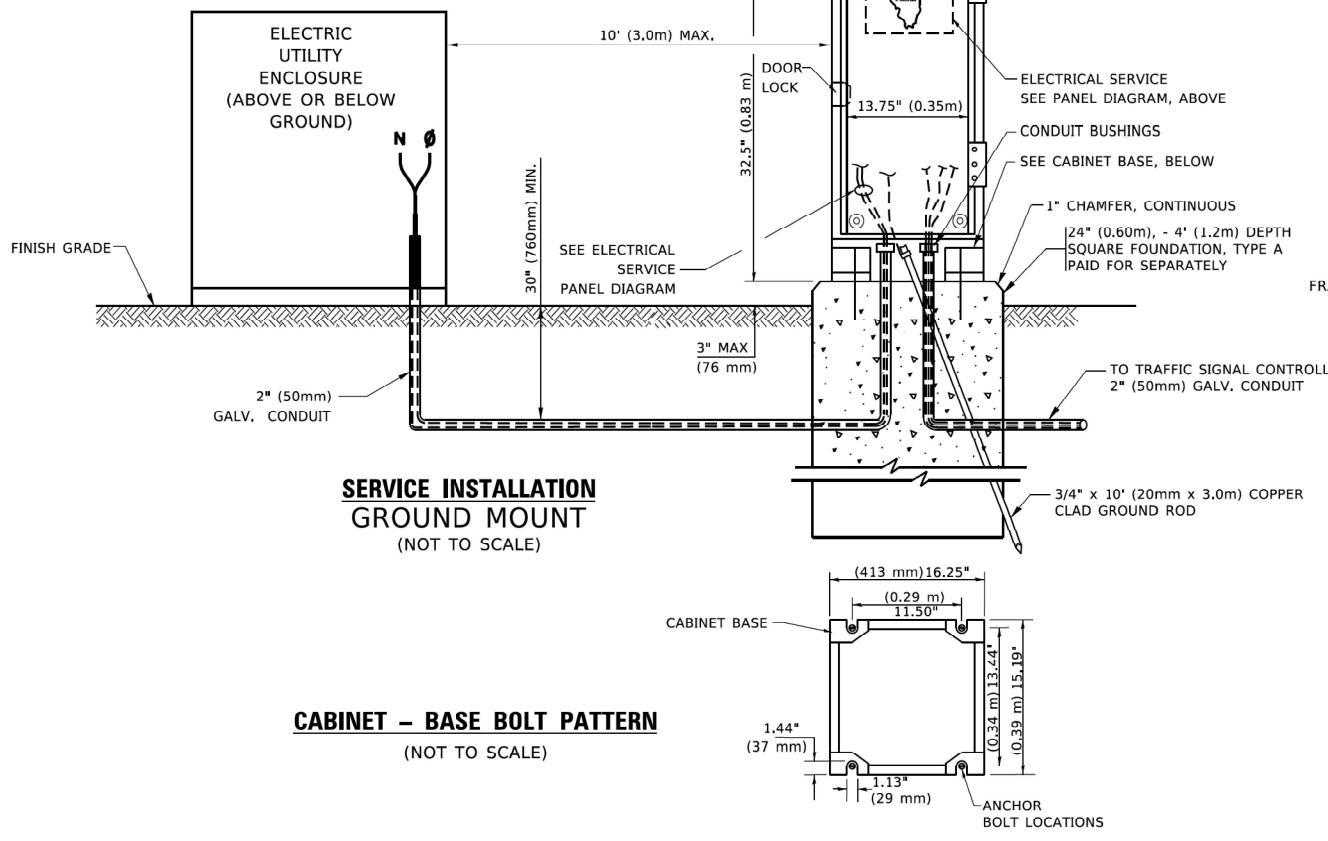
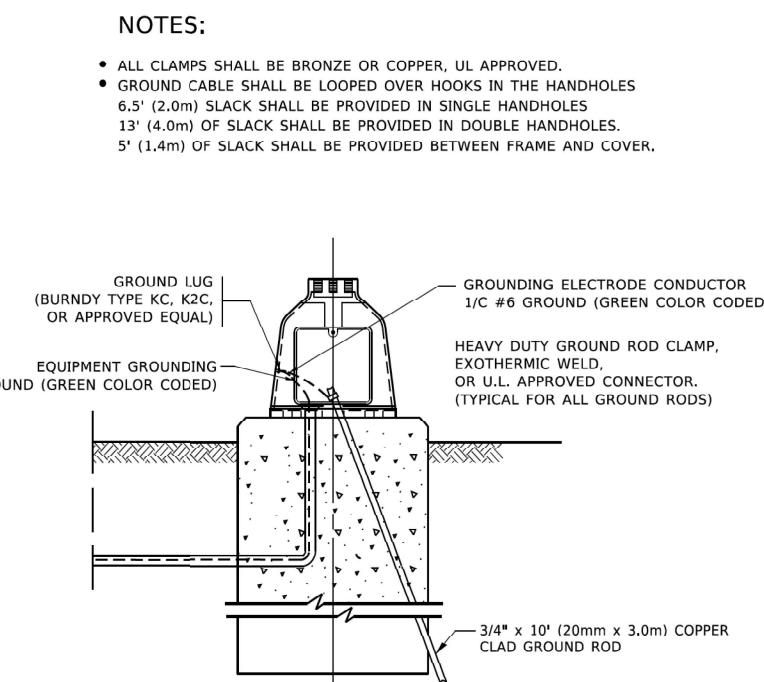
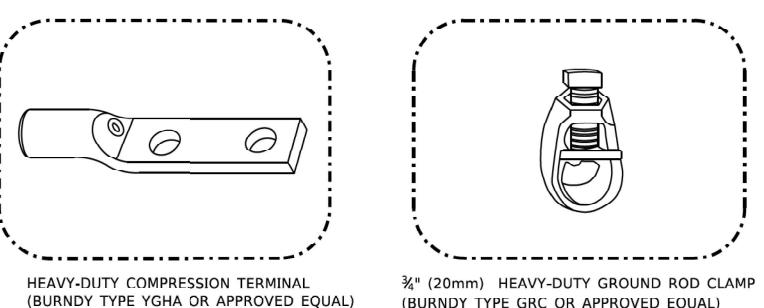
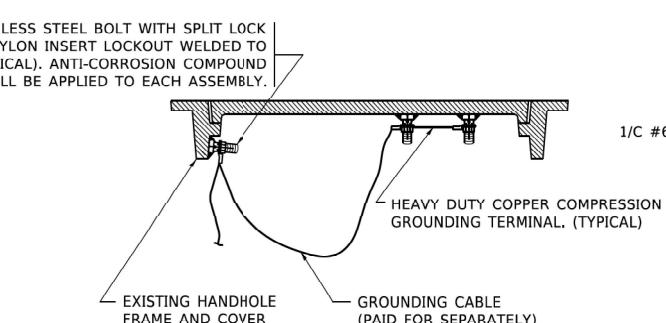


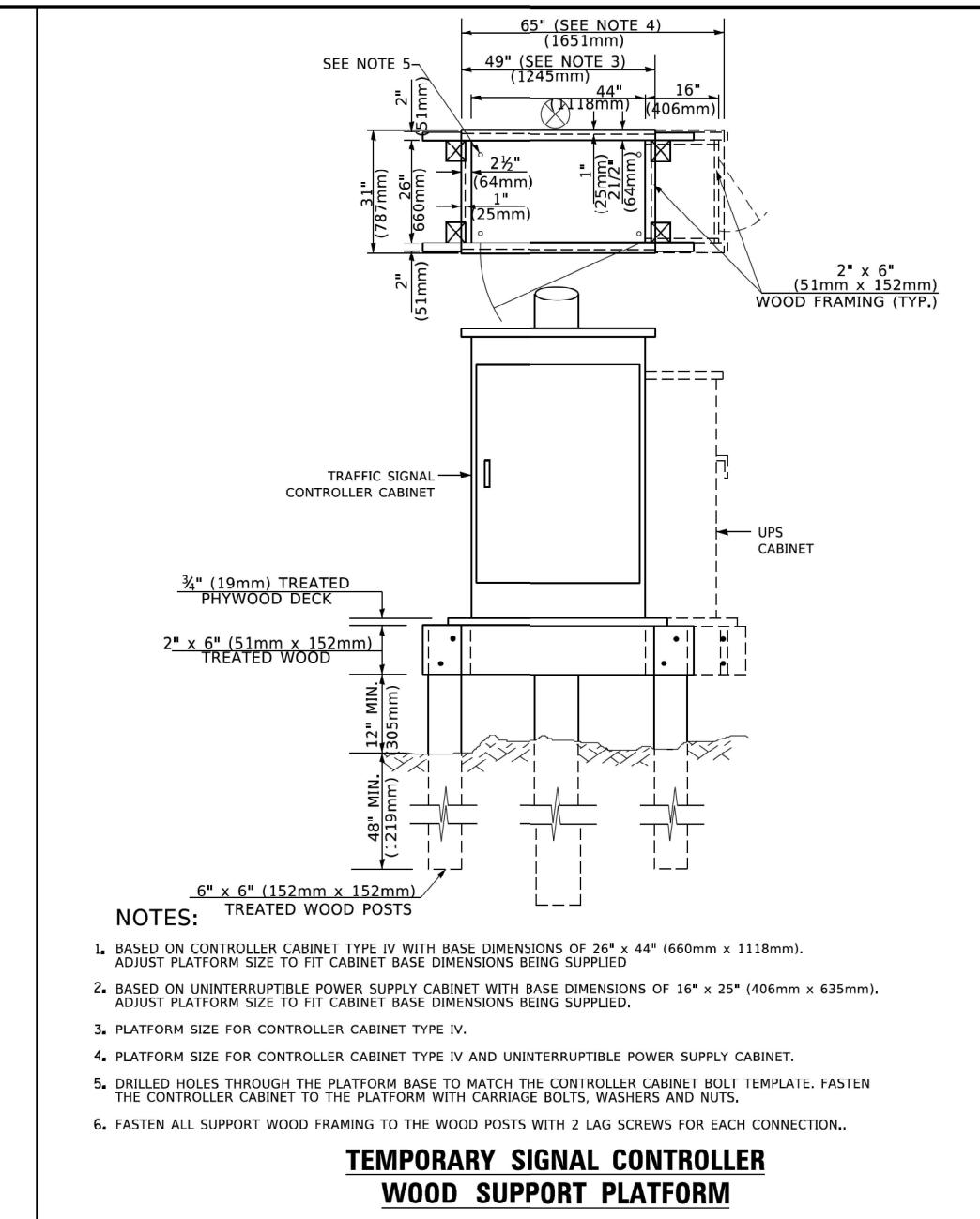
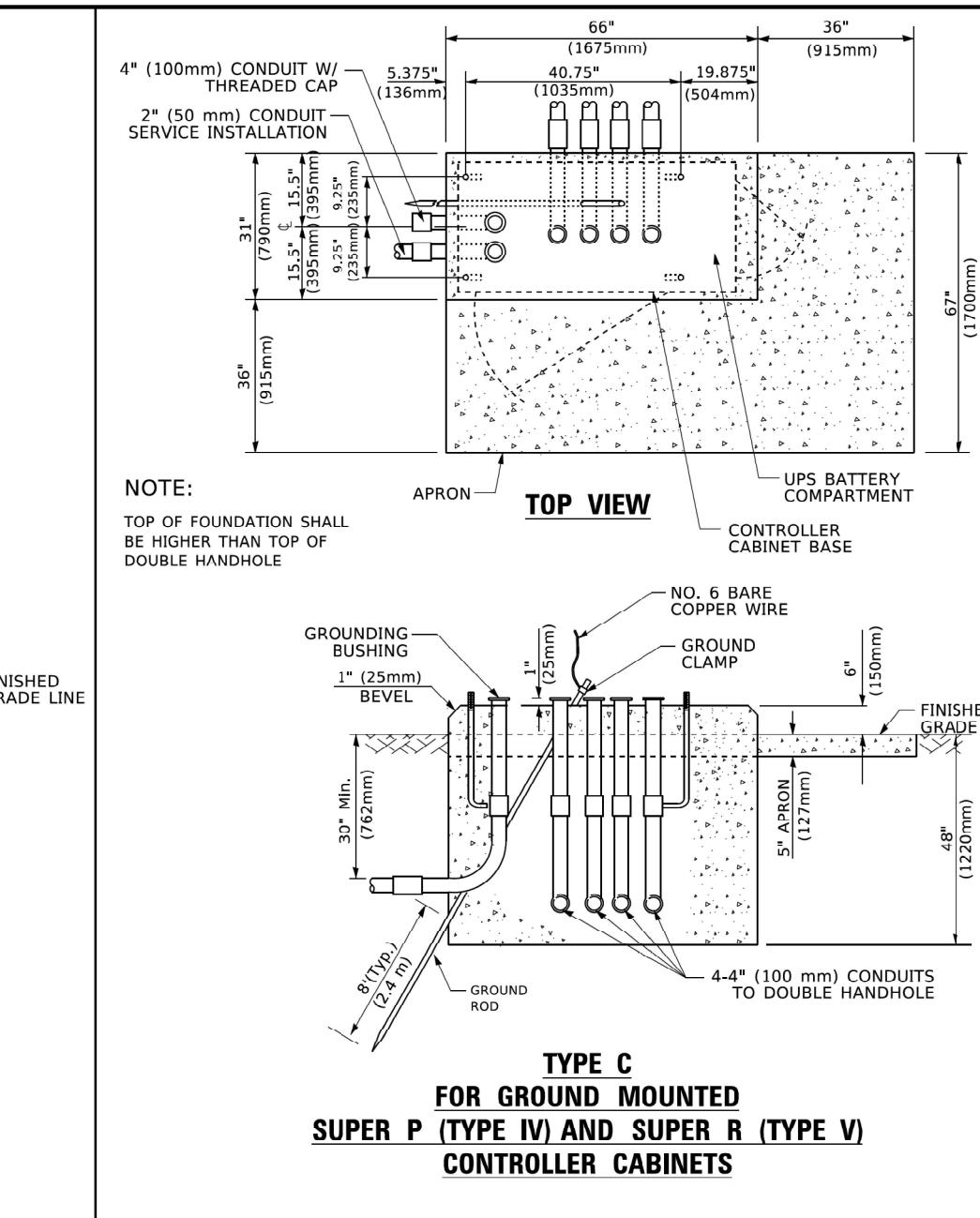
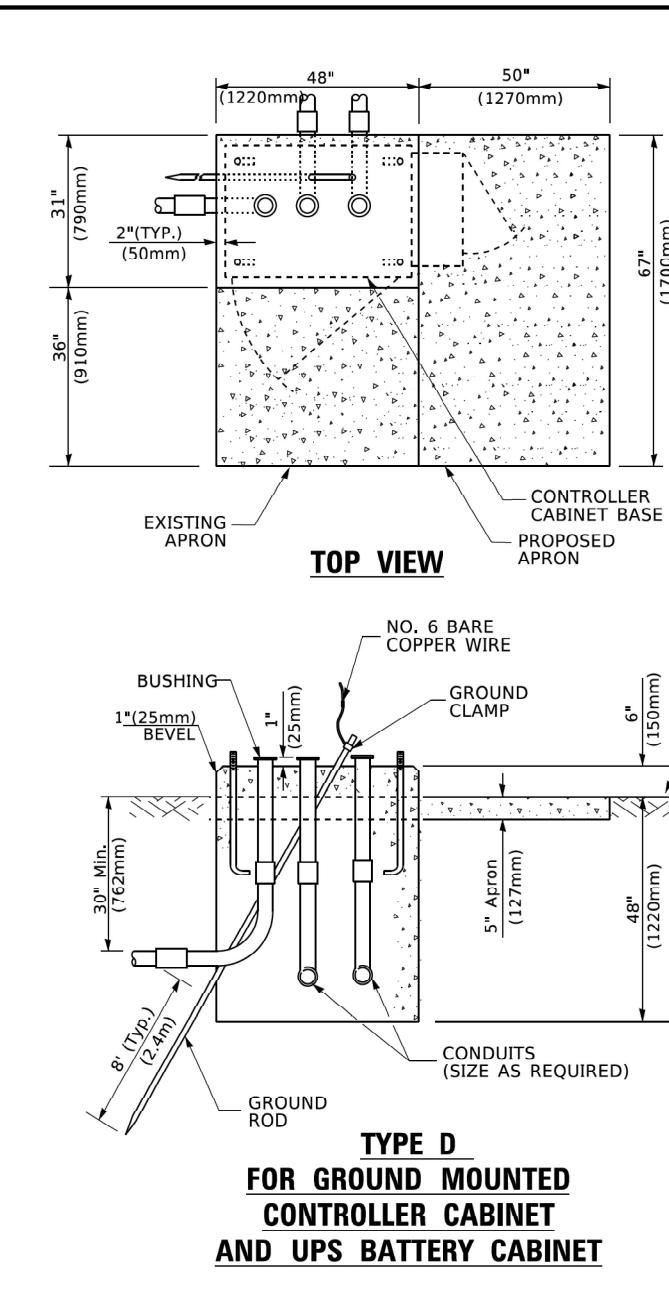
### HANDHOLE COVER & FRAME - GROUNDING DETAIL



### EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL

(NOT TO SCALE)





| 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<br>(CABINET OR SERVICE LOCATION) | 1.5  | 0.5   |
| GROUND CABLE<br>(SIGNAL POST, MAST ARM, CABINET)     | 1.5  | 0.5   |
| GROUND CABLE<br>(BETWEEN FRAME AND COVER)            | 5.0  | 1.6   |

#### CABLE SLACK

| VERTICAL CABLE LENGTH   | FEET   | METER |
|---|--------|-------|
| MAST ARM POLE (MAST ARM MOUNTED SIGNAL HEAD)<br>(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

| 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)          |
| Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m) | 11'-0" (3.4 m)     | 36" (900mm)         | 30" (750mm)     | 12                 | 7(22)          |
| Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)     | 13'-0" (4.0 m)     | 36" (900mm)         | 30" (750mm)     | 12                 | 7(22)          |
| Greater than or equal to 55' (16.8 m) and up to 56' (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)          |

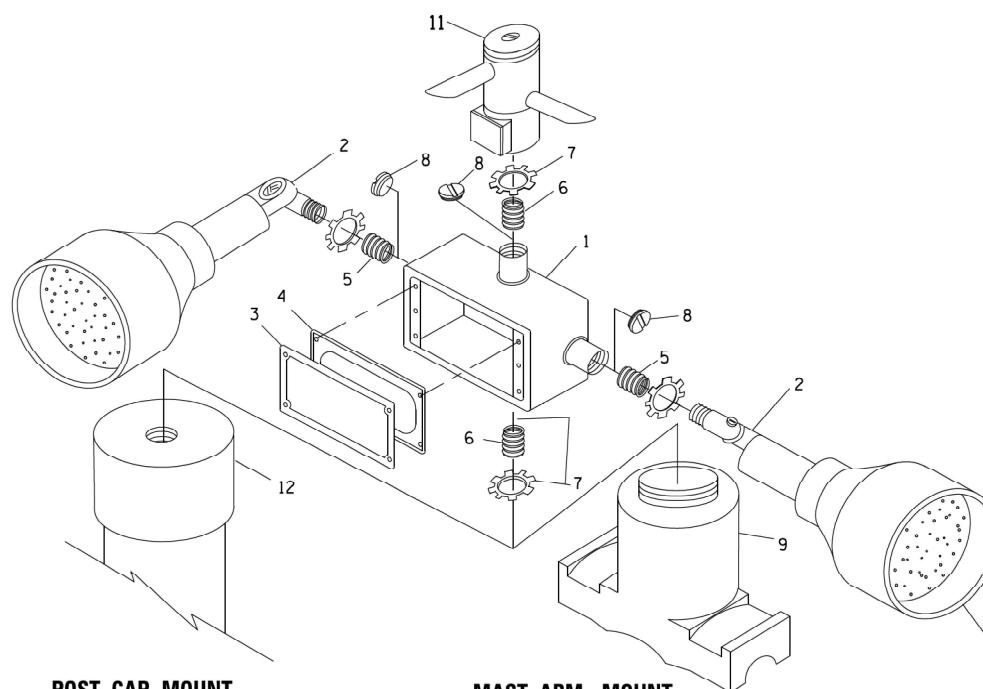
| FOUNDATION  | DEPTH        |
|---|--------------|
| TYPE A - Signal Post                                      | 4'-0" (1.2m) |
| TYPE C - CONTROLLER W/ UPS                                | 4'-0" (1.2m) |
| TYPE D - CONTROLLER                                       | 4'-0" (1.2m) |
| SERVICE INSTALLATION,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

#### DEPTH OF FOUNDATION

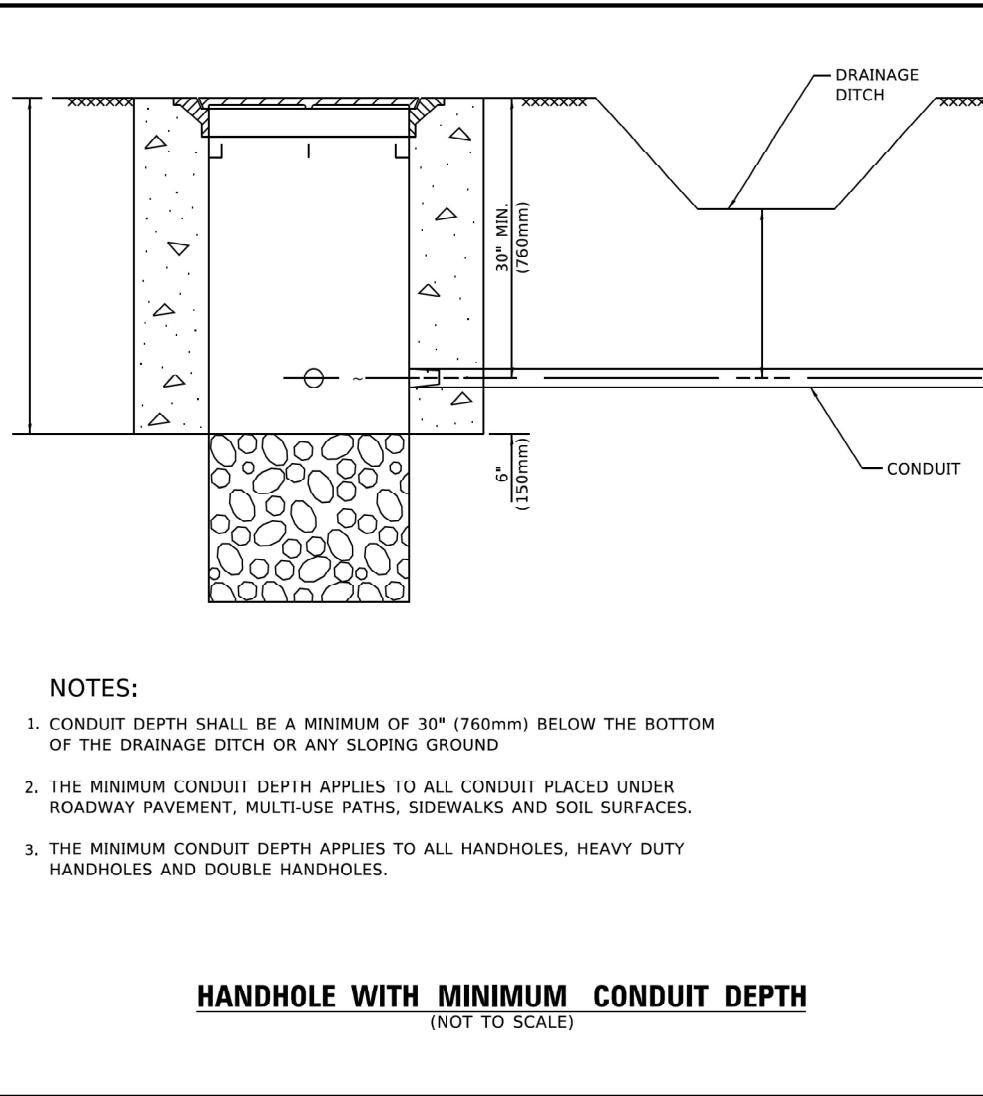
- These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer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

#### DEPTH OF MAST ARM FOUNDATIONS, TYPE E

| USER NAME  | DESIGNED  | REVISED | DRAWN | CHECKED | DATE      | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | DISTRICT ONE<br>STANDARD TRAFFIC SIGNAL DESIGN DETAILS | F.A.P.<br>RTE. | SECTION      | COUNTY | TOTAL SHEETS | SHEET NO.          |
|--|-----------|---------|-------|---------|-----------|---|--|----------------|--------------|--------|--------------|--------------------|
| ATLAS<br>ATLAS TECHNICAL CONSULTANTS, LLC<br>100 S. WACKER DRIVE, SUITE 400<br>CHICAGO, IL 60606 | nsalehian |         | JK    | EEC     | 5/15/2025 |   |  | 348            | 2024-1049-RS | COOK   | 78           | 50                 |
|  |           |         |       |         |           |   |  |                |              |        |              | CONTRACT NO. 62X88 |



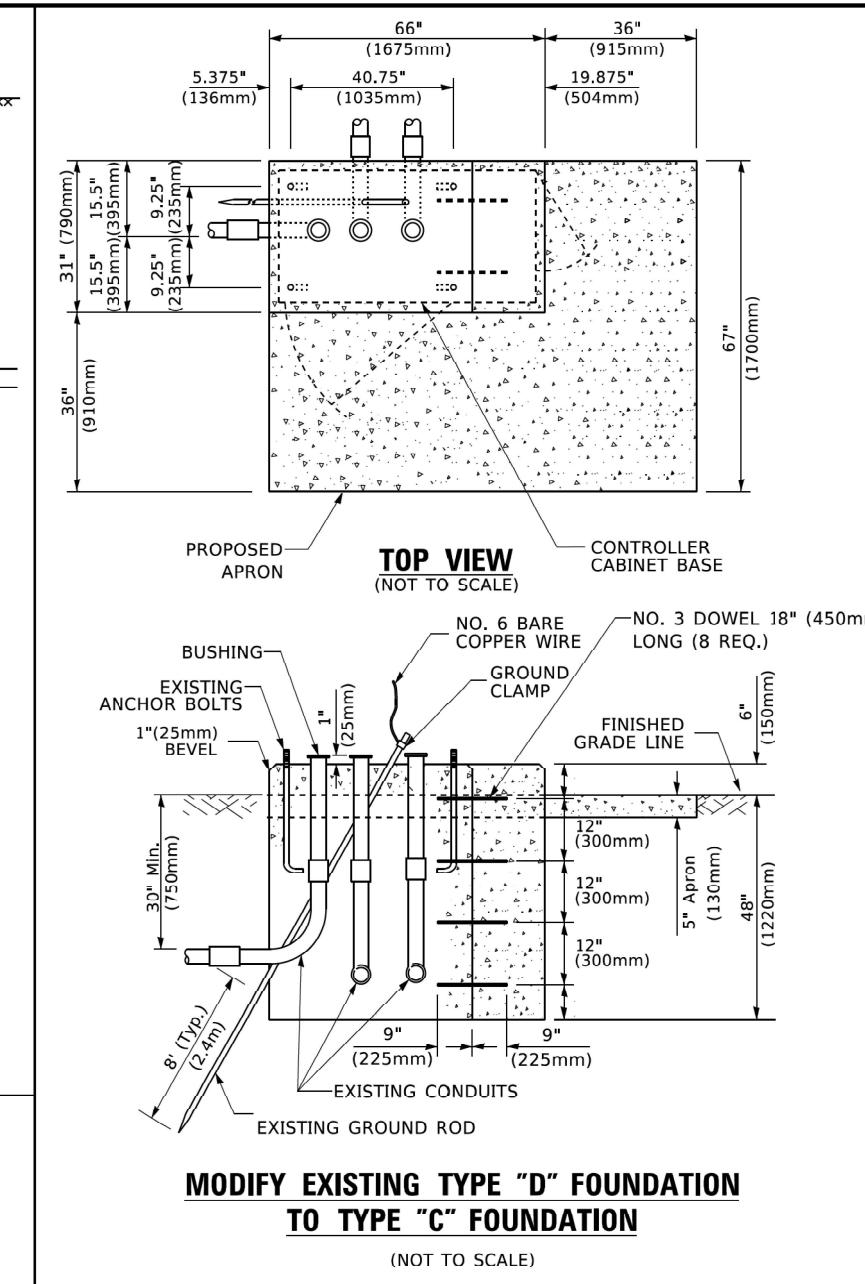
**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION  
BEACON MOUNTING DETAIL**



**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)**

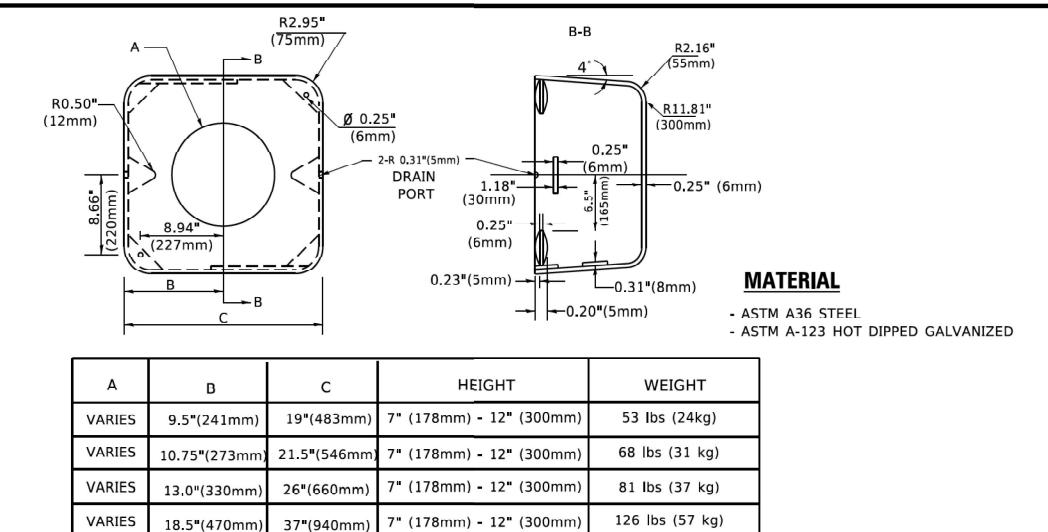


**MODIFY EXISTING TYPE "D" FOUNDATION  
TO TYPE "C" FOUNDATION  
(NOT TO SCALE)**

| 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.



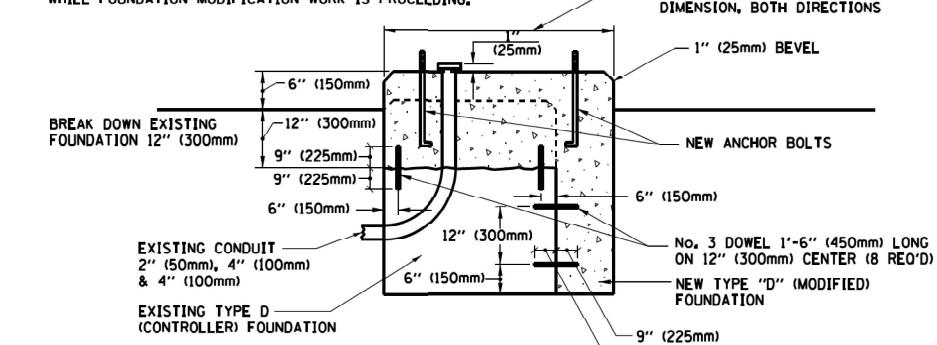
**SHROUD**

**NOTES:**

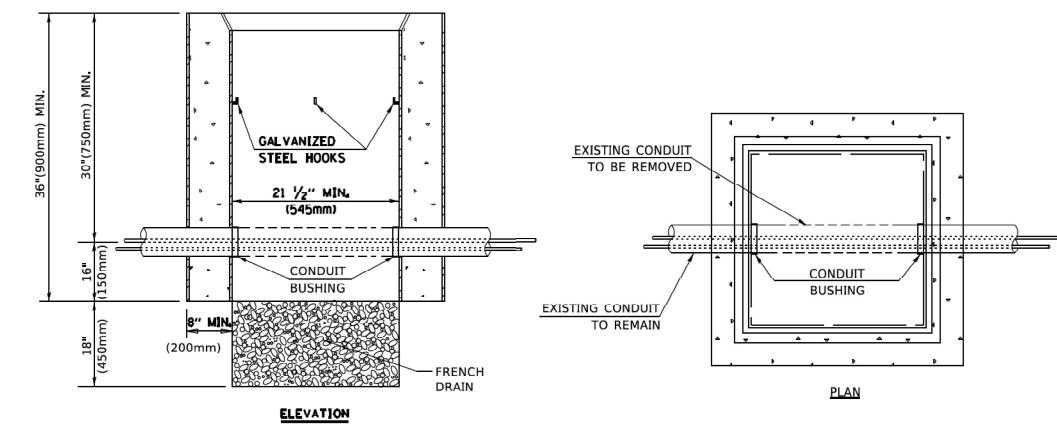
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

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



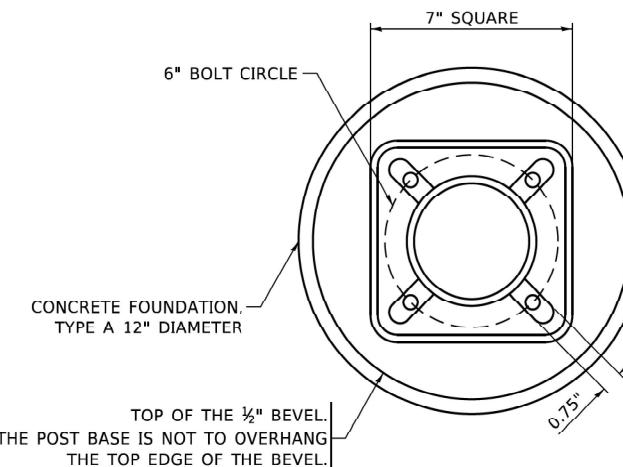
**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

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

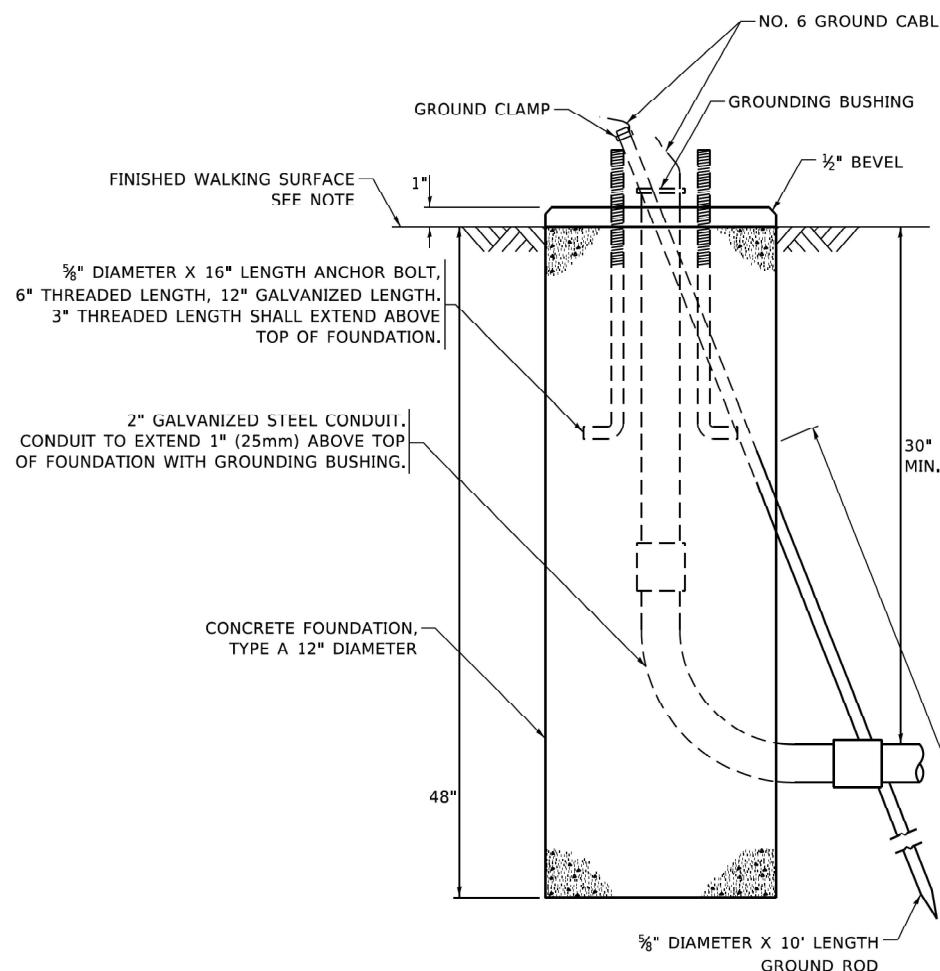
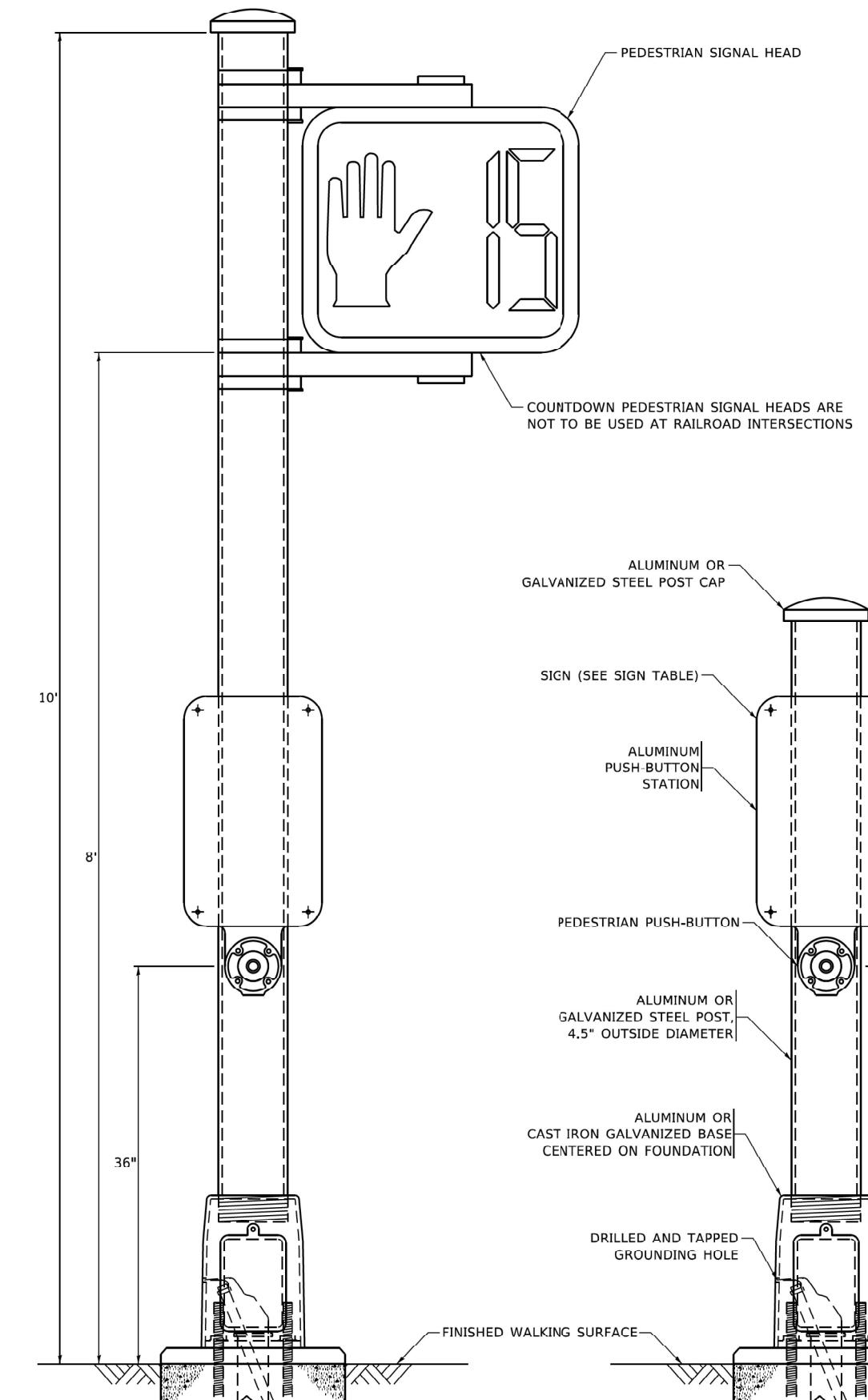
**HANHOLE TO INTERCEPT EXISTING CONDUIT**



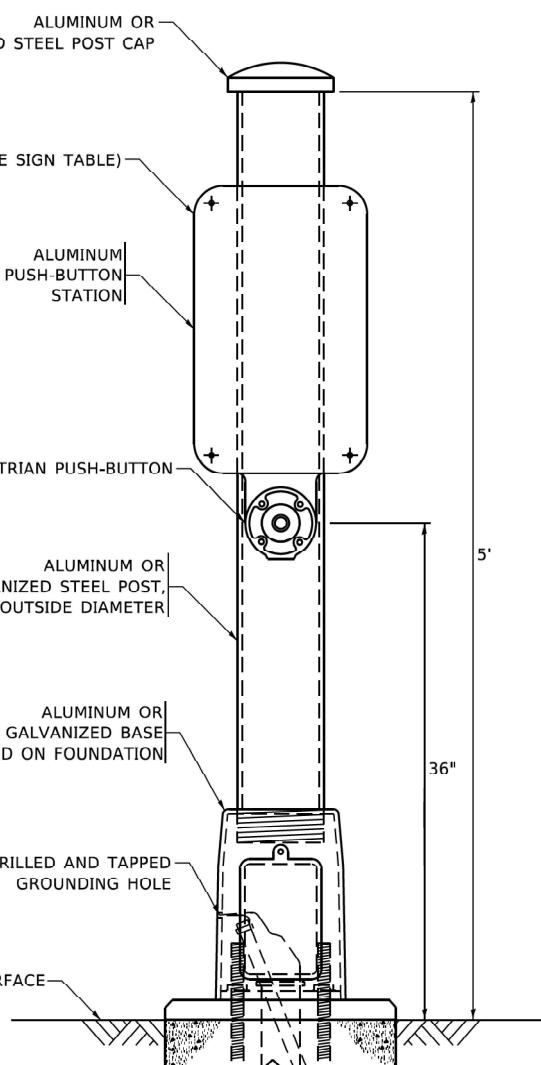
BOLT PATTERN

## NOTE:

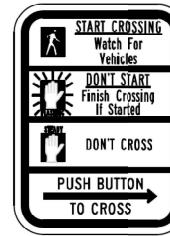
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.

CONCRETE FOUNDATION,  
TYPE A 12-INCH DIAMETER

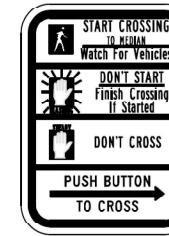
PEDESTRIAN SIGNAL POST, 10 FT.



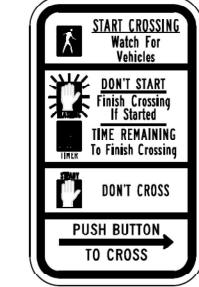
PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b



R10-3d



R10-3e

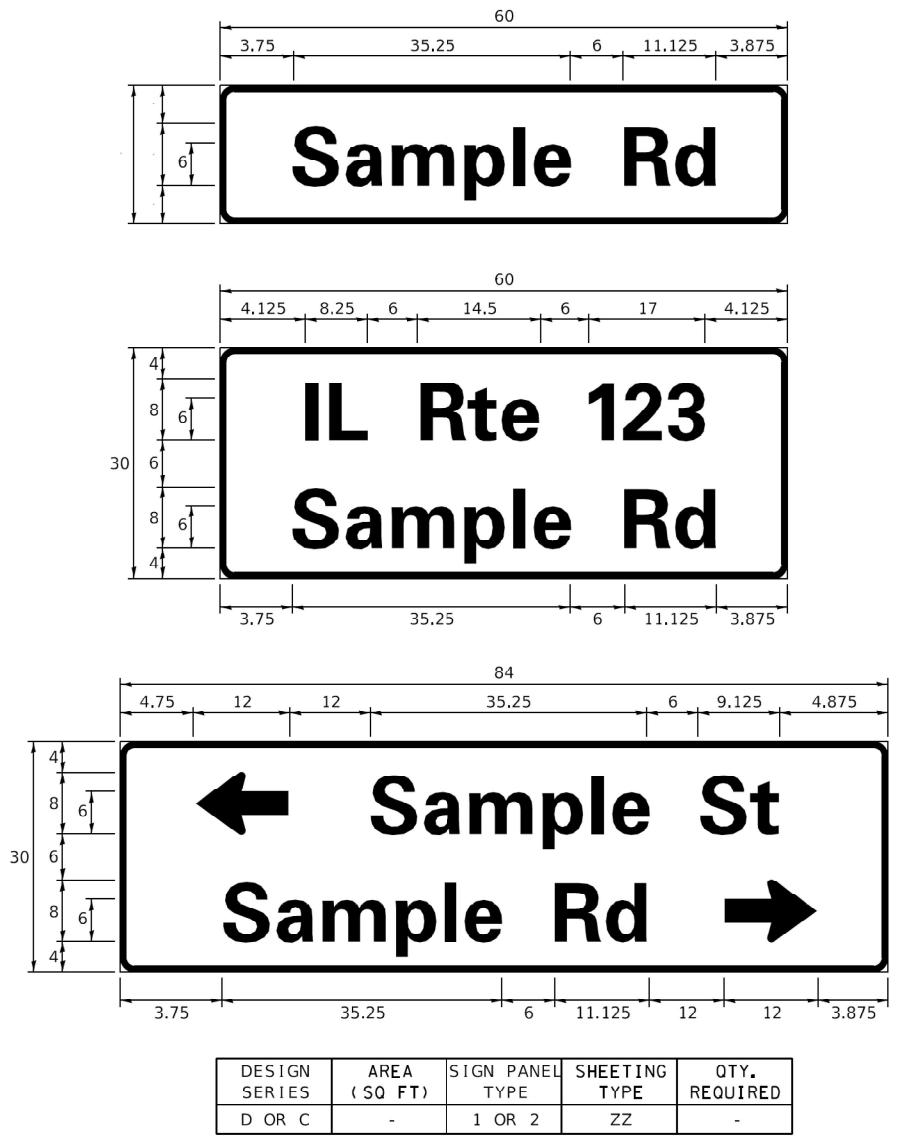
## SIGN TABLE

| 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.

## SIGN PANEL - TYPE 1 OR TYPE 2



## COMMON STREET NAME ABBREVIATIONS AND WIDTHS

| NAME          | ABBREVIATION | WIDTH (INCH) |            |
|---------------|--------------|--------------|------------|
|               |              | SERIES "C"   | SERIES "D" |
| AVENUE        | Ave          | 15.000       | 18.250     |
| BOULEVARD     | Blvd         | 17.125       | 20.000     |
| CIRCLE        | Cir          | 11.125       | 13.000     |
| COURT         | Ct           | 8.250        | 9.625      |
| DRIVE         | Dr           | 8.625        | 10.125     |
| HIGHWAY       | Hwy          | 18.375       | 22.000     |
| ILLINOIS      | IL           | 7.000        | 8.250      |
| LANE          | Ln           | 9.125        | 10.750     |
| PARKWAY       | Pkwy         | 23.375       | 27.375     |
| PLACE         | Pl           | 7.125        | 7.750      |
| ROAD          | Rd           | 9.625        | 11.125     |
| ROUTE         | Rte          | 12.625       | 14.500     |
| STREET        | St           | 8.000        | 9.125      |
| TERRACE       | Ter          | 12.625       | 14.625     |
| TRAIL         | Tr           | 7.750        | 9.125      |
| UNITED STATES | US           | 10.375       | 12.250     |

**GENERAL NOTES**

- 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.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING).
- 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.
- 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.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLS MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

## LOCAL SUPPLIERS:

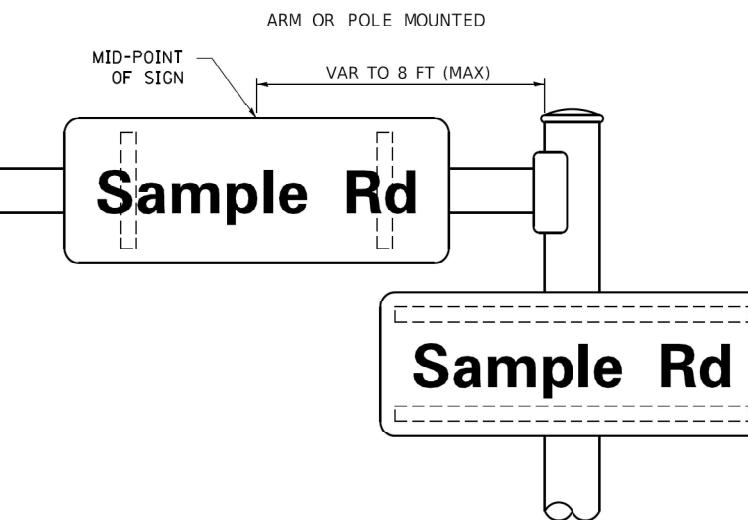
- J.O. HERBERT COMPANY, INC  
MIDLOTHIAN, VA
- WESTERN REMAC, INC.  
WOODRIDGE, IL

## PARTS LISTING:

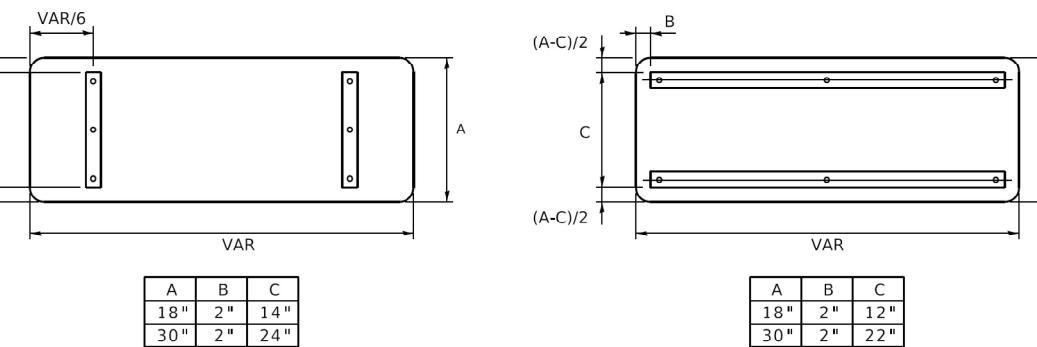
|              |   |
|--------------|---|
| SIGN CHANNEL | PART #HPN053 (MED. CHANNEL)                   |
| SIGN SCREWS  | 1/4" x 14 x 1" H.W.H. #3                      |
| BRACKETS     | SELF TAPPING WITH NEOPRENE WASHER             |
|              | PART #HPN034 (UNIVERSAL)                      |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

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

## MOUNTING LOCATION



## SUPPORTING CHANNELS



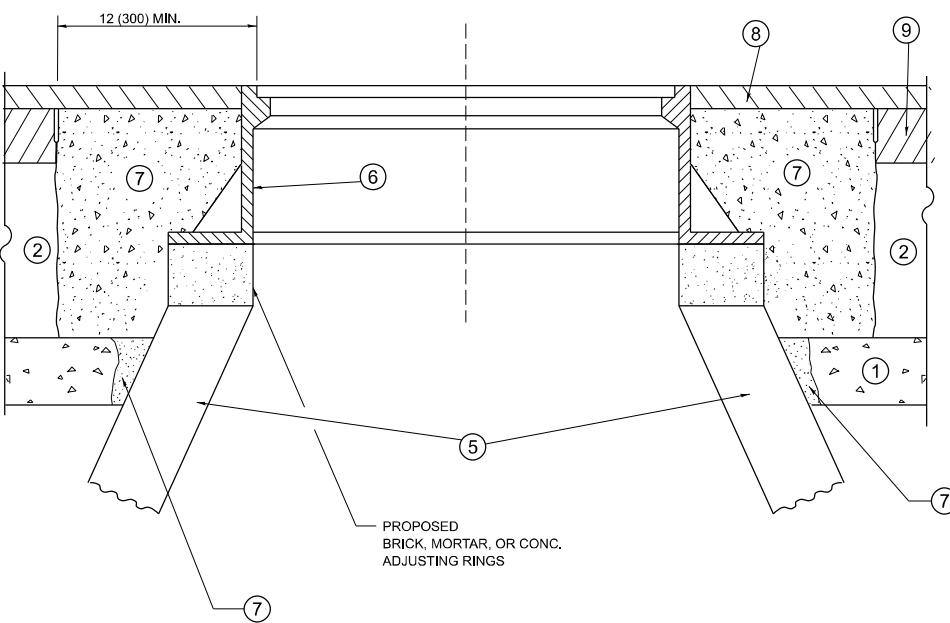
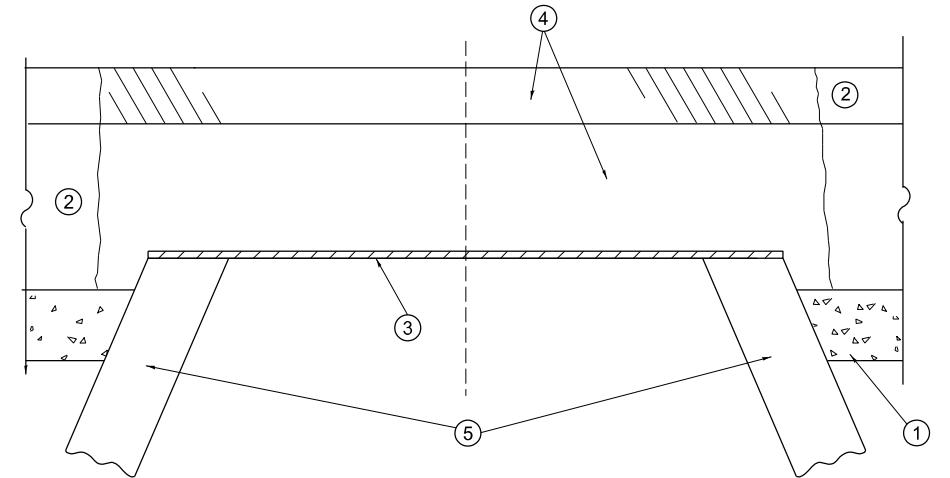
| A   | B  | C   |
|-----|----|-----|
| 18" | 2" | 14" |
| 30" | 2" | 24" |

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

## STANDARD ALPHABETS SPACING CHART

(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</td           |                     |              |                      |                 |                     |              |                      |



### DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

#### NOTES

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

### CONSTRUCTION PROCEDURES

#### STAGE 1 (BEFORE PAVEMENT MILLING)

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

#### STAGE 2 (AFTER PAVEMENT MILLING)

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

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

#### LEGEND

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

#### LOCATION OF STRUCTURES

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

#### BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

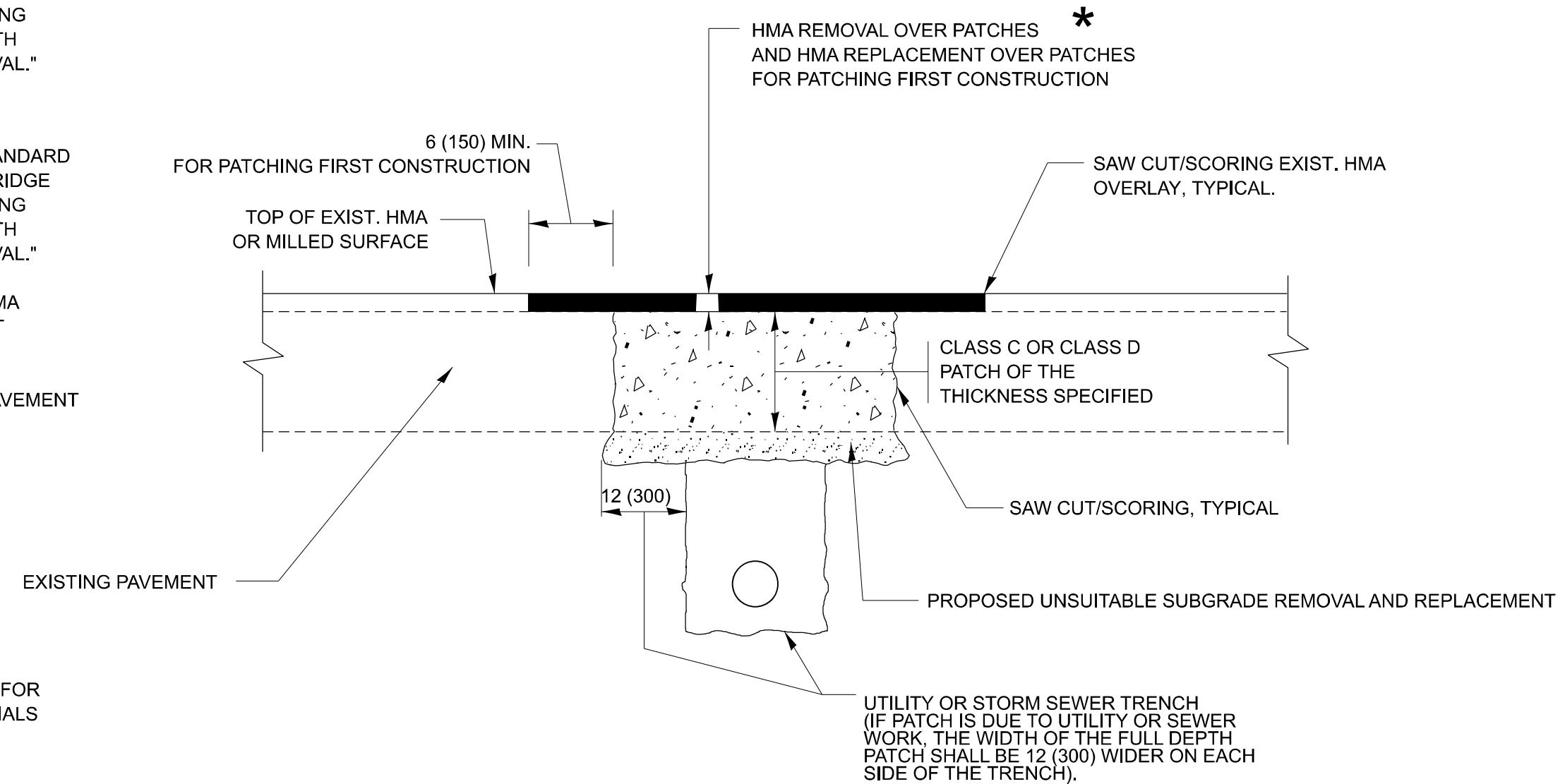
| USER NAME | DESIGNED | R. SHAH  | REVISED | R. BORO 03-09-11  | STATE OF ILLINOIS | DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING | F.A.P. RTE.      | SECTION | COUNTY             | TOTAL SHEETS | SHEET NO.           |                           |
|-----------|----------|----------|---------|-------------------|-------------------|---|------------------|---------|--------------------|--------------|---------------------|---------------------------|
|           |          |          |         |                   |                   |   | DRAWN            | REVISED | R. BORO 12-06-11   | CHECKED      | REVISED             | K. SMITH 11-18-22         |
| PLOT DATE | DATE     | 10-25-94 | REVISED | K. SMITH 09-15-23 |                   |   | BD600-03 (BD-08) |         | CONTRACT NO. 62X88 |              |                     | ILLINOIS FED. AID PROJECT |
|           |          |          |         |                   |                   |   | SCALE: NONE      | 1       | OF                 | 1            | SHEETS STA. TO STA. |                           |

## **METHOD OF MEASUREMENT**

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

## **BASIS OF PAYMENT**

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



## **SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

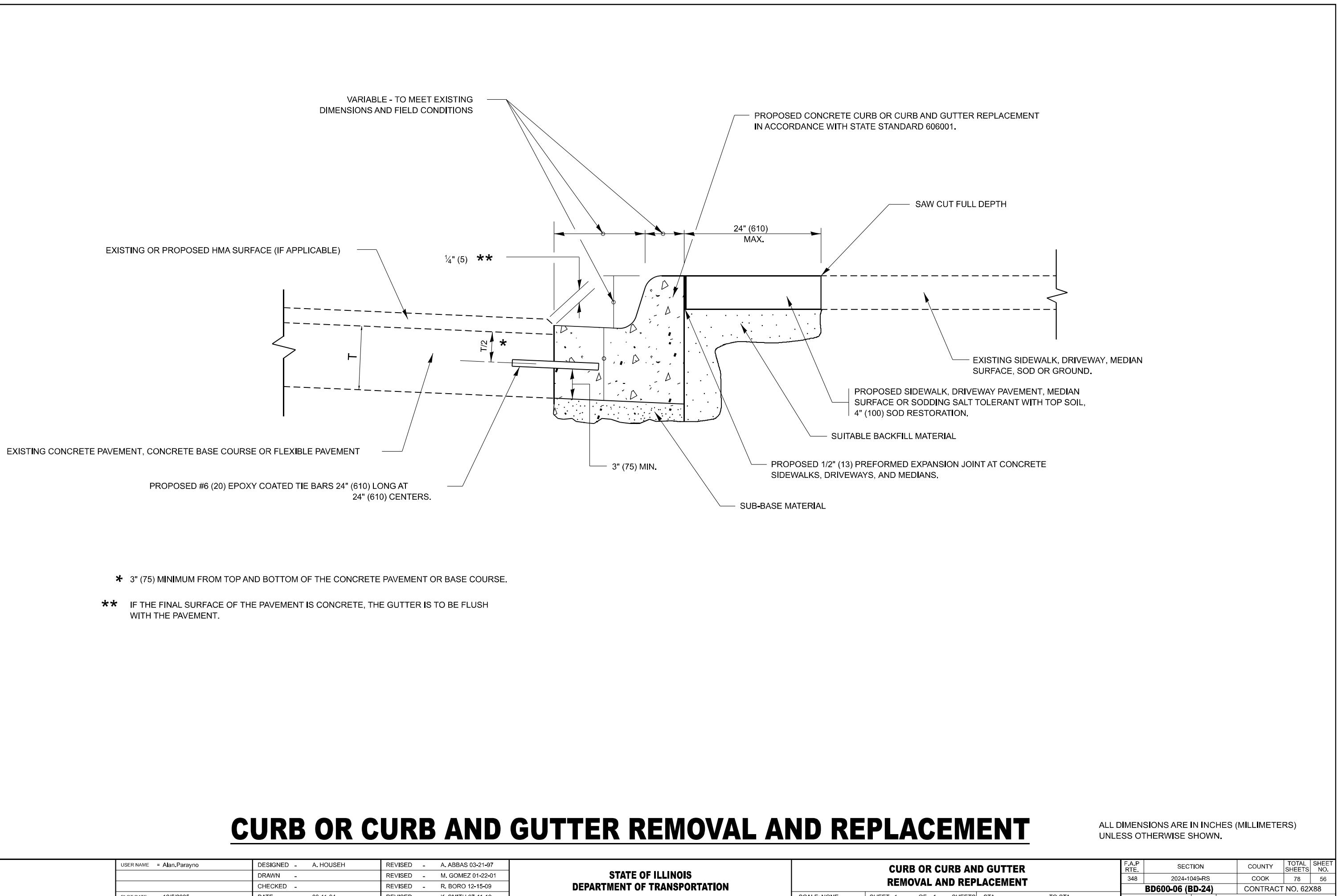
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

## **SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

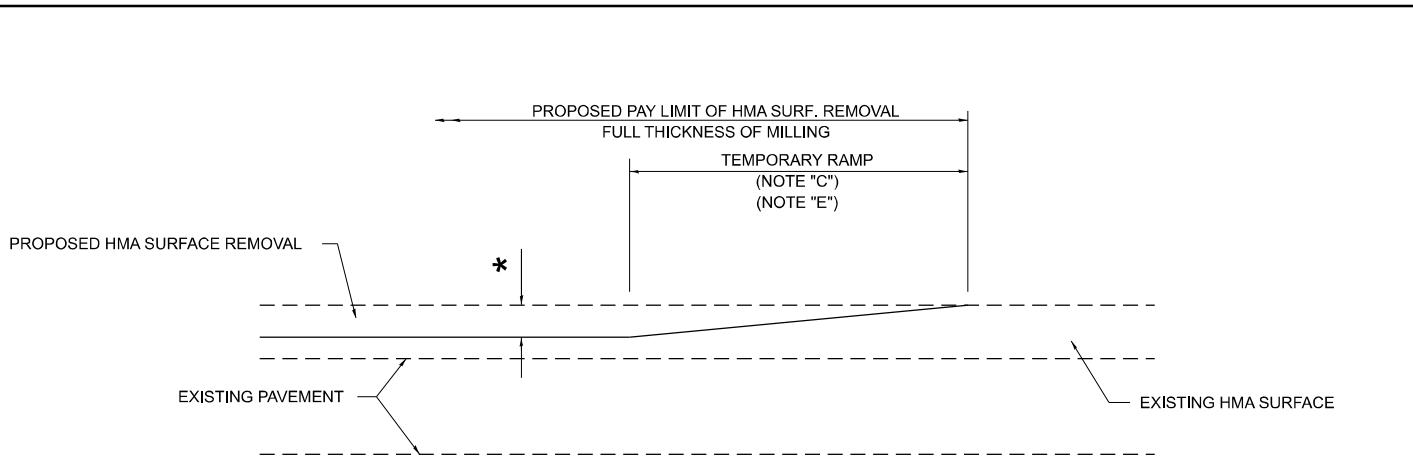
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

|           |                          |                    |                             |
|-----------|--------------------------|--------------------|-----------------------------|
| FILE NAME | USER NAME = Alan.Parayno | DESIGNED - R. SHAH | REVISED - R. BORO 01-01-07  |
|           | DRAWN -                  | REVISED -          | R. BORO 09-04-07            |
|           | CHECKED -                | REVISED -          | K. ENG 10-27-08             |
|           | PLOT DATE = 12/5/2025    | DATE - 10-25-94    | REVISED - K. SMITH 11-18-22 |



## **CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT**

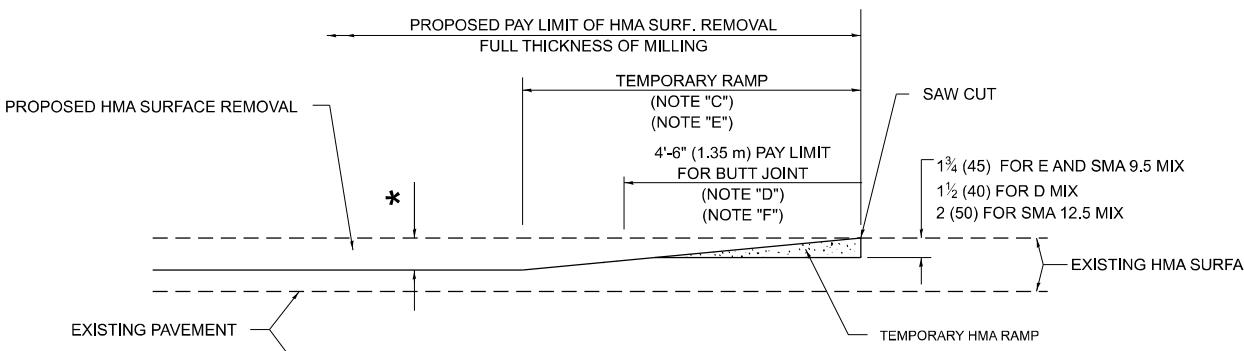
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)  
UNLESS OTHERWISE SHOWN.



## **MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

## **OPTION 1**



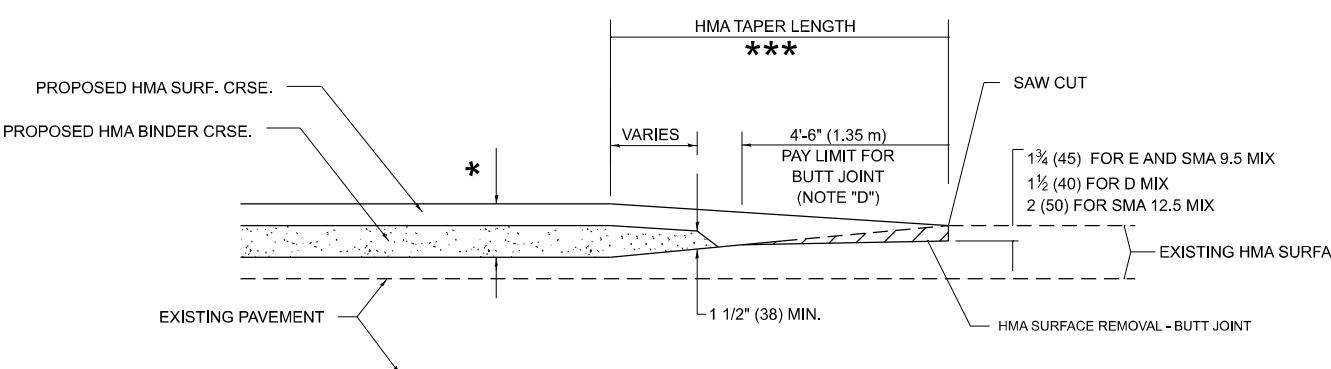
## HMA CONSTRUCTED TEMPORARY RAMPS

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(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

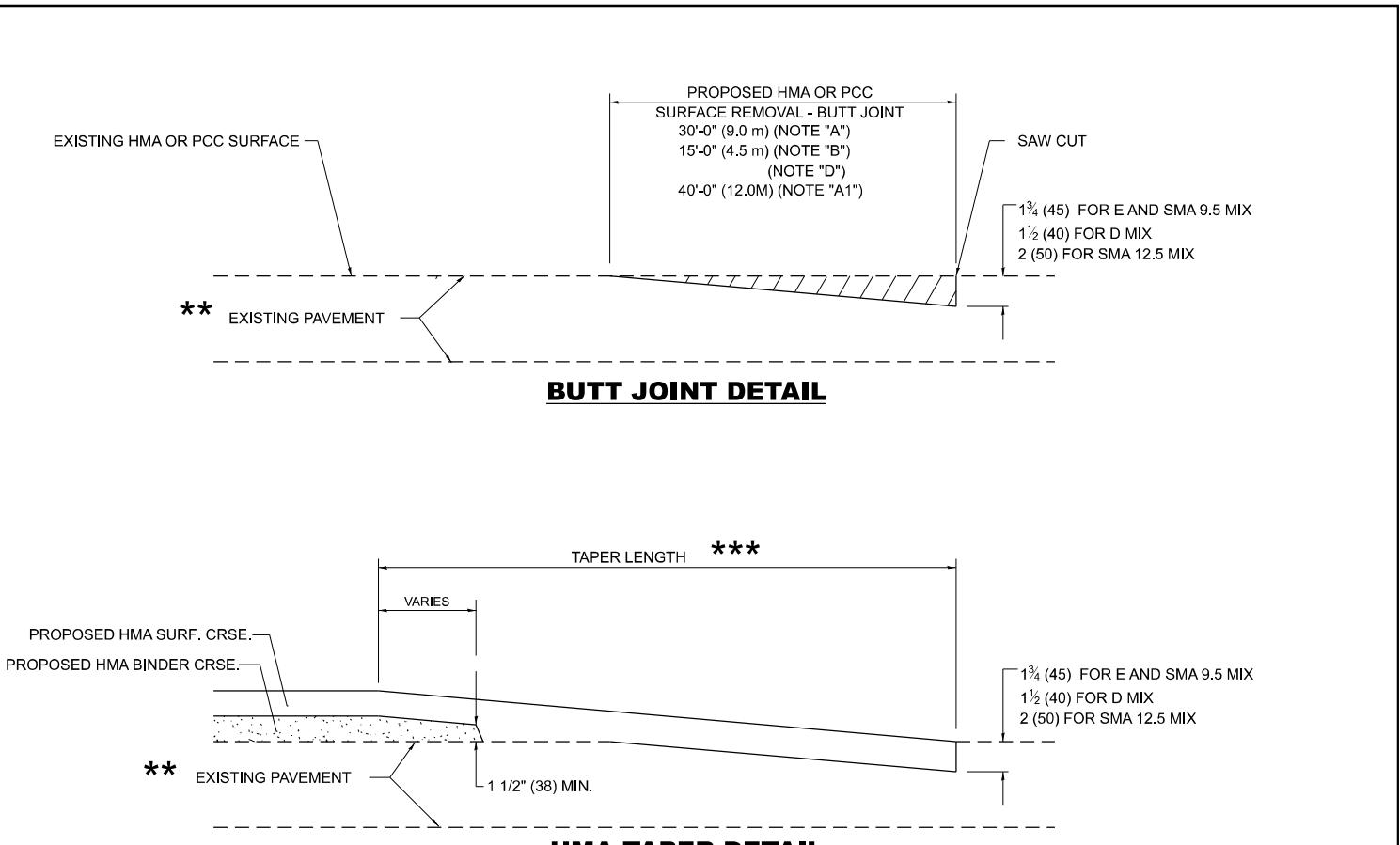
## OPTION 2

## **TYPICAL TEMPORARY RAMP**



## **BUTT JOINT AND HMA TAPER**

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



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

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

## GENERAL NOTES

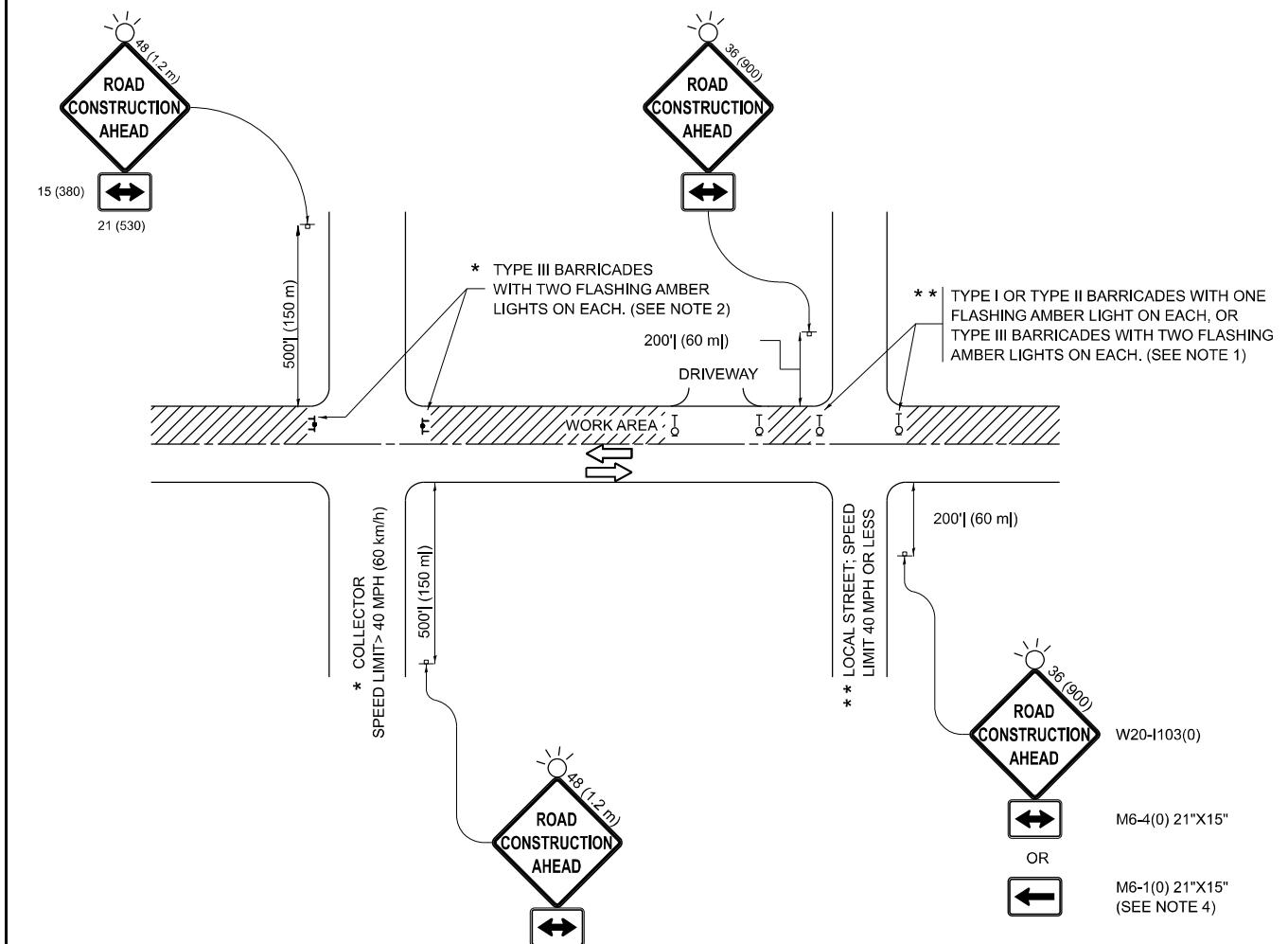
- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
  - A1. INTERSTATES
  - B. MINOR SIDE ROADS.
  - C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
  - D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
  - E. 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".

### **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 SHALE BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL - BUTT JOINT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS  
OTHERWISE SHOWN

|                                    |                          |                           |                             |   |   |              |                    |         |        |                 |            |
|------------------------------------|--------------------------|---------------------------|-----------------------------|---|---|--------------|--------------------|---------|--------|-----------------|------------|
| FILE NAME: c:\p<br>MODEL: BD-32\19 | USER NAME = Alan.Parayno | DESIGNED - M. DE YONG     | REVISED - A. ABBAS 03-21-97 | <b>STATE OF ILLINOIS<br/>DEPARTMENT OF TRANSPORTATION</b> | <b>BUTT JOINT AND<br/>HMA TAPER DETAILS</b> |              | F.A.P<br>RTE.      | SECTION | COUNTY | TOTAL<br>SHEETS | SEE<br>NO. |
|                                    | DRAWN -                  | REVISED -                 | M. GOMEZ 04-06-01           |   | 348   | 2024-1049-RS | COOK               | 78      | 57     |                 |            |
|                                    | CHECKED -                | REVISED -                 | R. BORO 01-01-07            |   | <b>BD400-05 BD-32</b>                       |              | CONTRACT NO. 62X88 |         |        |                 |            |
| PLOT DATE = 12/6/2025              | DATE 06-12-99            | REVISED K. SMITH 11-18-22 | SCALE: NONE                 | SHEET 1 OF 1 SHEETS STA TO STA                            |   |              |                    |         |        |                 |            |

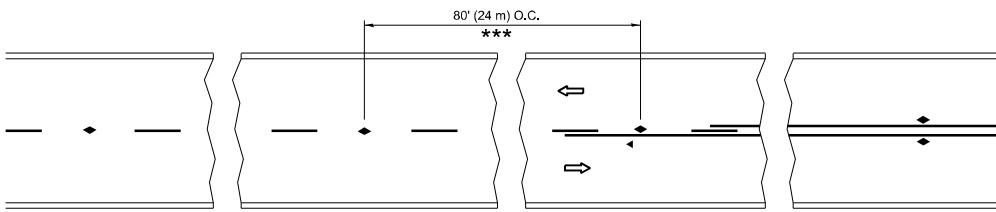


#### NOTES:

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

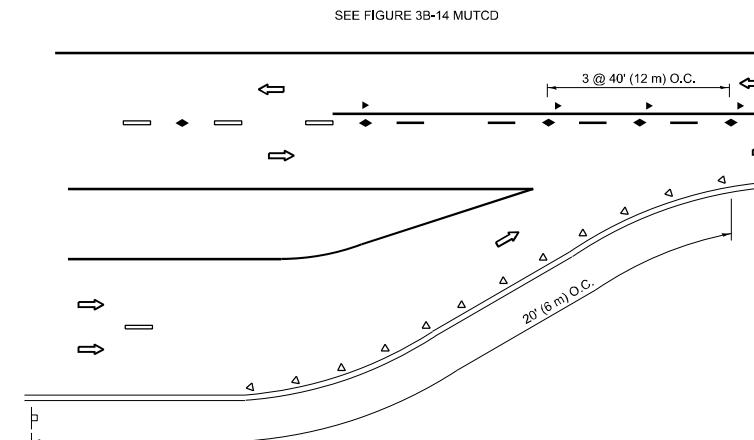
All dimensions are in inches (millimeters) unless otherwise shown.

|                          |                   |                                 |   |  |                |                    |               |                 |                  |
|--------------------------|-------------------|---------------------------------|---|--|----------------|--------------------|---------------|-----------------|------------------|
| USER NAME = Alan.Parayno | DESIGNED - L.H.A. | REVISED - T. RAMMACHER 01-06-00 | STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION | TRAFFIC CONTROL AND PROTECTION FOR<br>SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS | F.A.P.<br>RTE. | SECTION            | COUNTY        | TOTAL<br>SHEETS | SHEET<br>NO.     |
| DRAWN -                  |                   | REVISED - A. SCHUETZE 07-01-13  |   |  | 348            | 2024-1049-RS       | COOK          | 78              | 58               |
| CHECKED -                |                   | REVISED - A. SCHUETZE 09-15-06  |   |  | TC-10          | CONTRACT NO. 62X88 |               |                 |                  |
| PLOT DATE = 12/5/2025    | DATE - 06-89      | REVISED - D. SENDERAK 05-03-25  |   | SCALE: _____   | OF SHEETS      | STA. _____         | TO STA. _____ | ILLINOIS        | FED. AID PROJECT |

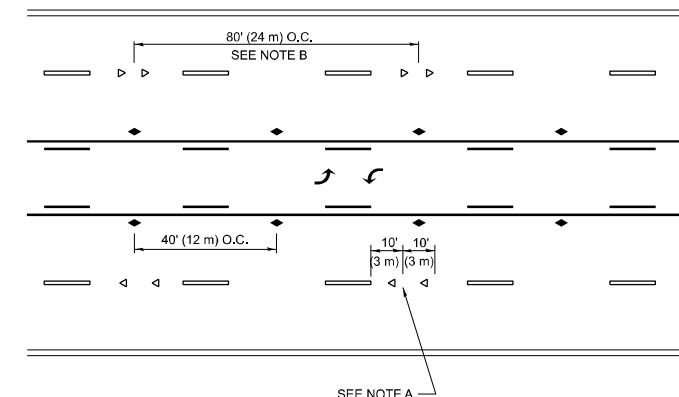


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

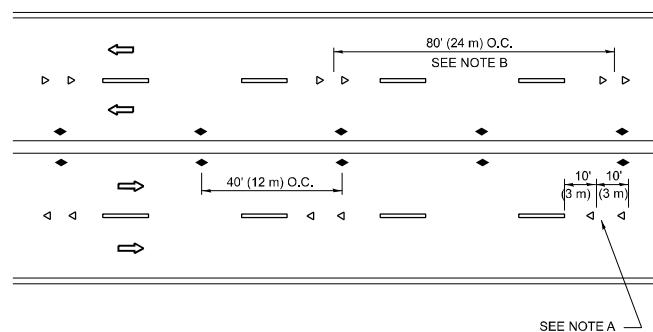
### TWO-LANE/TWO-WAY



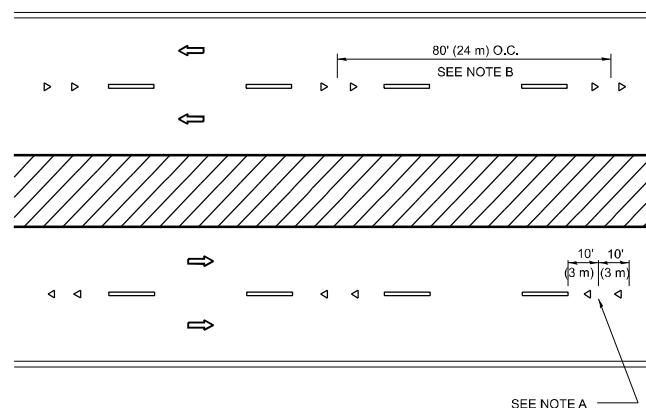
### LANE REDUCTION TRANSITION



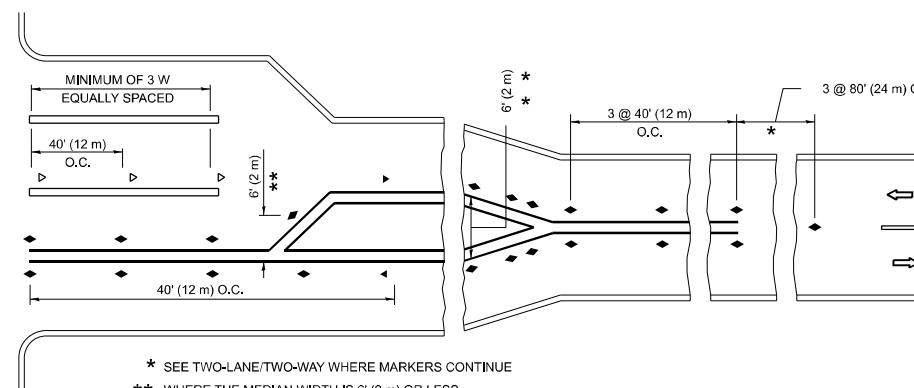
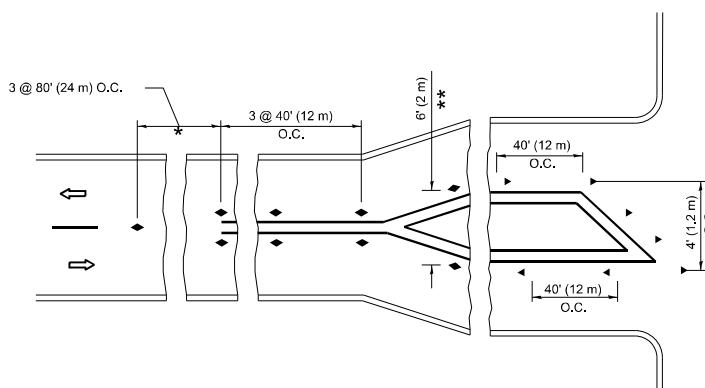
### TWO-WAY LEFT TURN



### MULTI-LANE/UNDIVIDED



### MULTI-LANE/DIVIDED



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

### TURN LANES

### GENERAL NOTES

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

### SYMBOLS

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

### LANE MARKER NOTES

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

### DESIGN NOTES

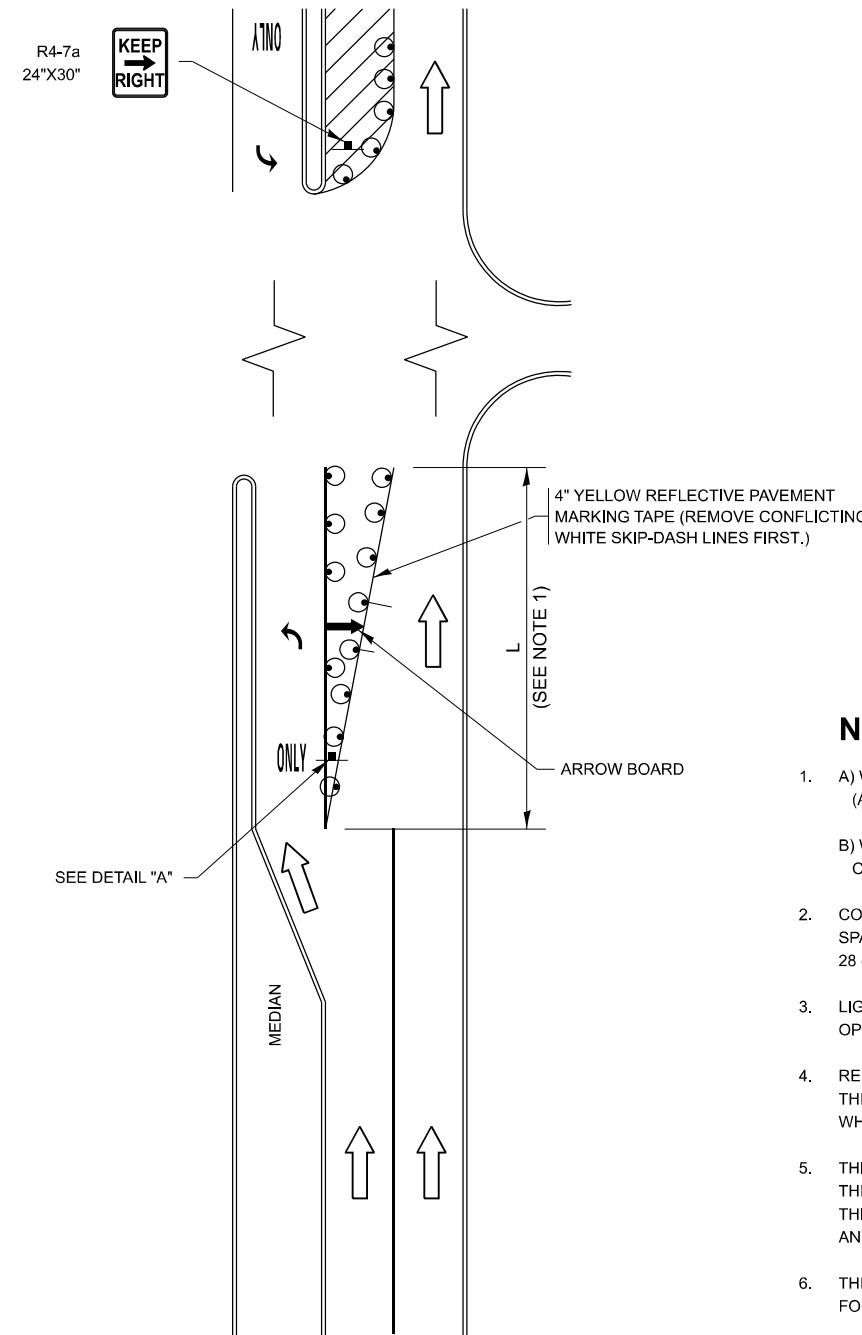
1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT RAMP DETAIL, MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
3. THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS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

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

| USER NAME   | DESIGNED   | REVISED                         | SECTION  | COUNTY                           | TOTAL SHEETS    | SHEET NO.                 |
|---|------------|---------------------------------|--|----------------------------------|-----------------|---------------------------|
| USER NAME = Alan.Parayno                          | DESIGNED - | REVISED - T. RAMMACHER 03-12-99 |  |                                  |                 |                           |
|   | DRAWN -    | REVISED - T. RAMMACHER 01-06-00 |  |                                  |                 |                           |
|   | CHECKED -  | REVISED - C. JUCIUS 09-09-09    |  |                                  |                 |                           |
| PLOT DATE = 12/5/2025                             | DATE -     | REVISED - C. JUCIUS 07-01-13    |  |                                  |                 |                           |
| STATE OF ILLINOIS<br>DEPARTMENT OF TRANSPORTATION |            |                                 | TYPICAL APPLICATIONS<br>RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) |                                  |                 |                           |
|   |            |                                 | SCALE: NONE  | SHEET 1 OF 1 SHEETS STA. TO STA. | F.A.P. RTE. 348 | SECTION COOK 78 59        |
|   |            |                                 |  |                                  | TC-11           | CONTRACT NO. 62X88        |
|   |            |                                 |  |                                  |                 | ILLINOIS FED. AID PROJECT |

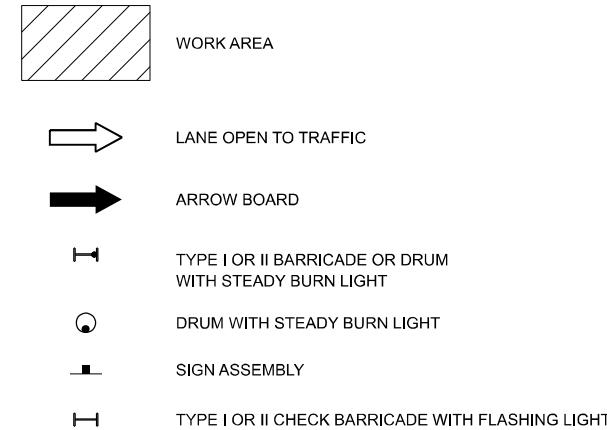


## TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

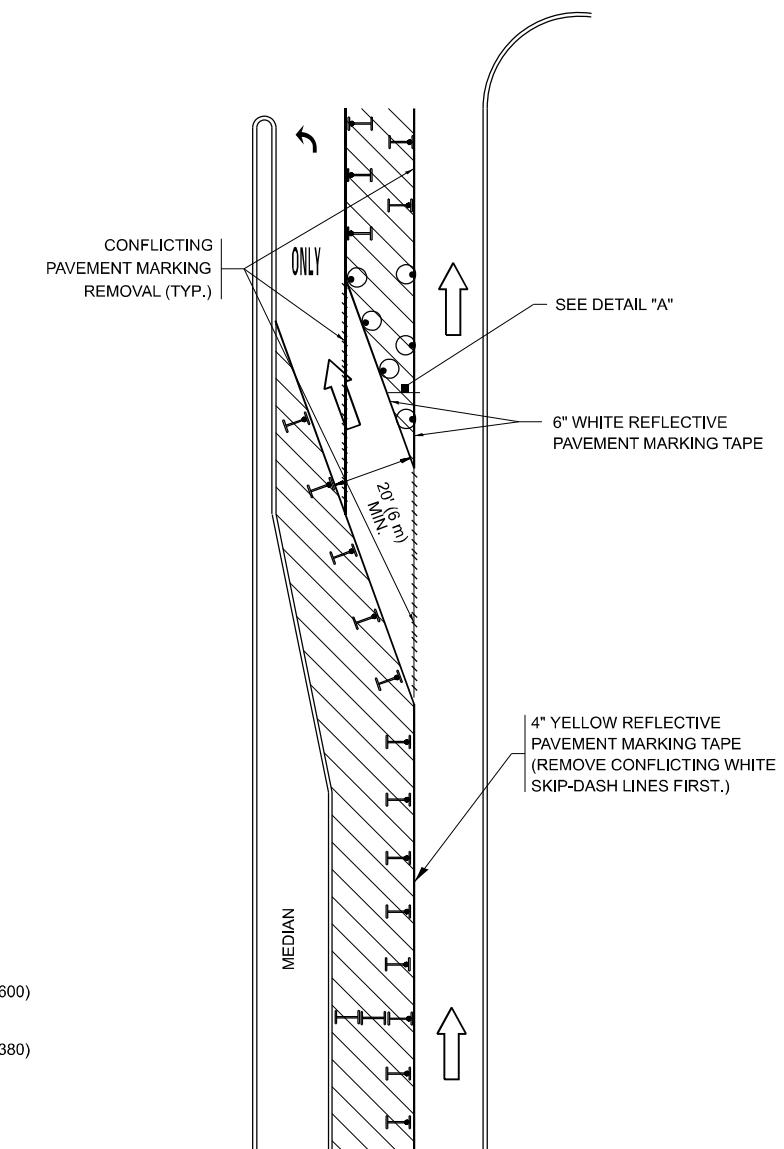
## LEGEND



### NOTES:

1. 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.
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.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. 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.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. 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.

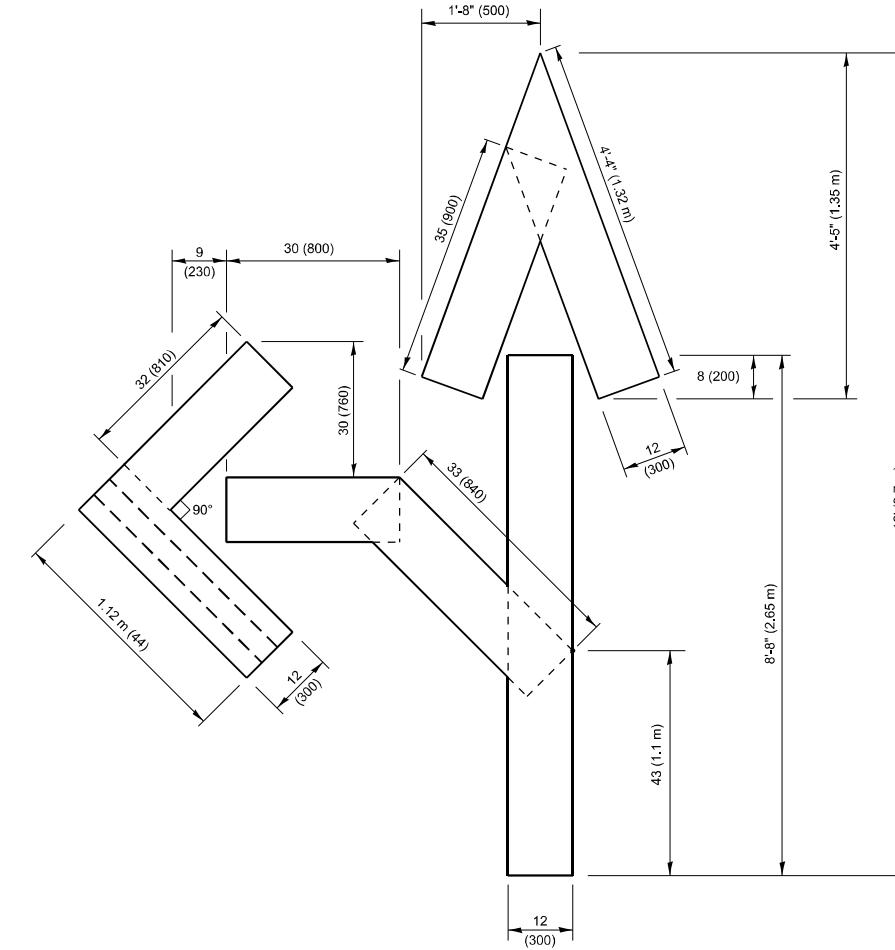
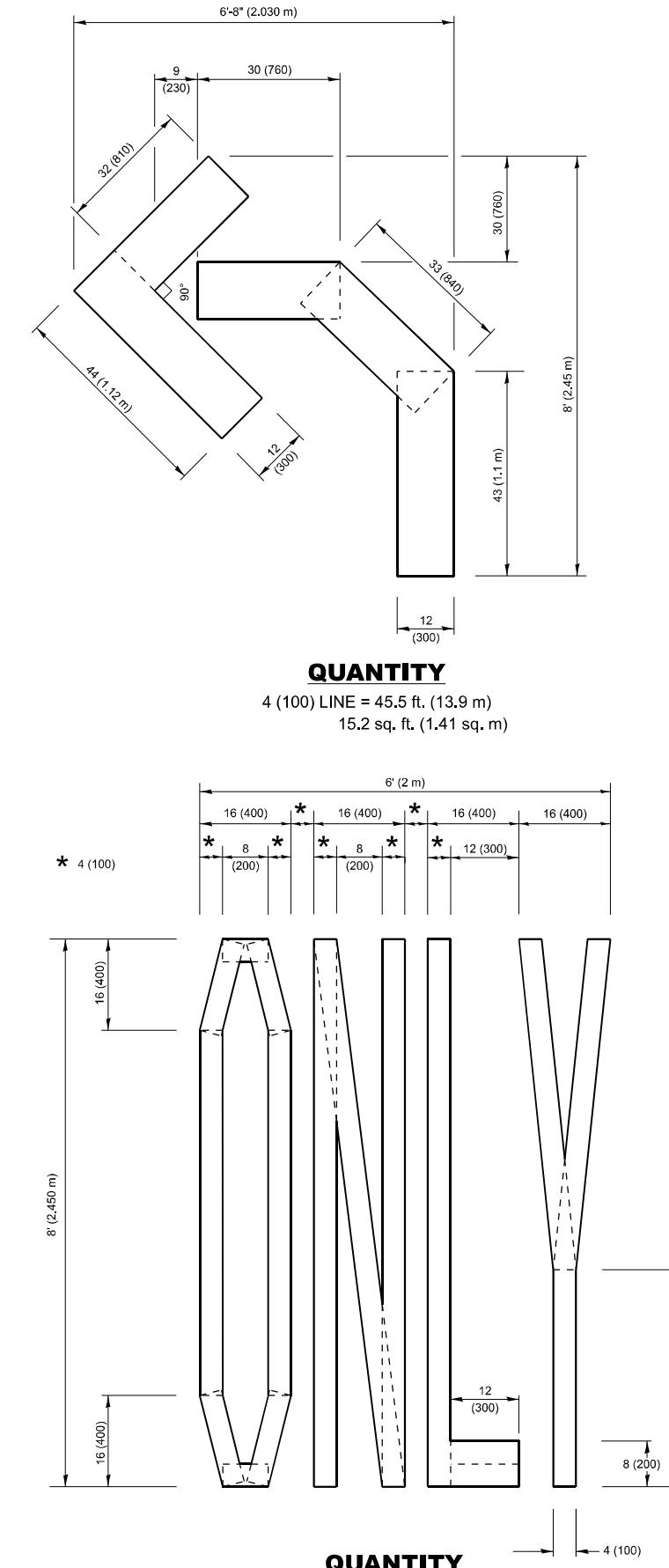
## TURN BAY ENTRANCE WITHIN A LANE CLOSURE



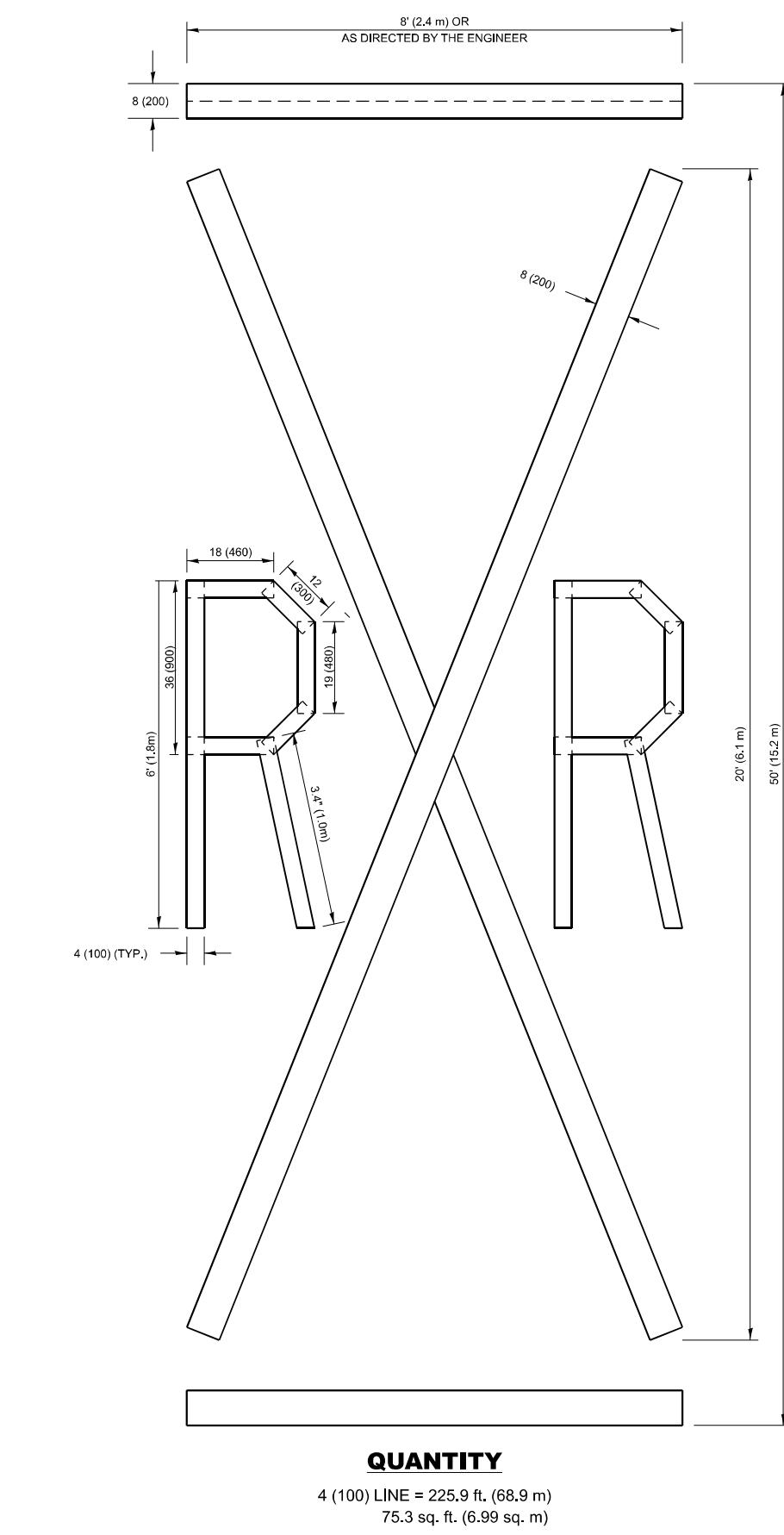
**FIGURE 2**

**DETAIL A**

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



**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.



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

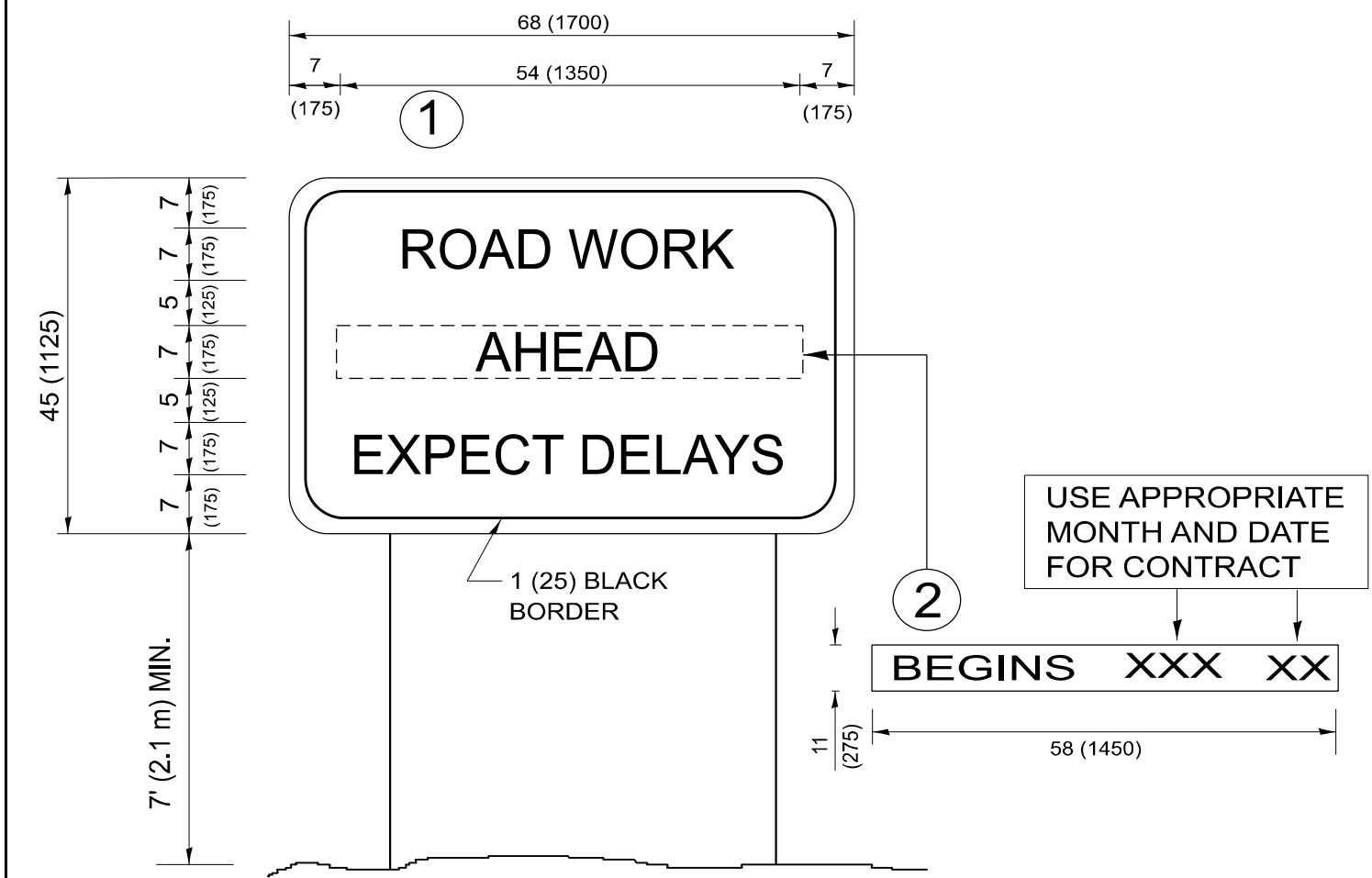
|                          |                 |                                 |
|--------------------------|-----------------|---------------------------------|
| USER NAME = Alan.Parayno | DESIGNED -      | REVISED - T. RAMMACHER 03-02-98 |
| DRAWN -                  |                 | REVISED - E. GOMEZ 08-28-00     |
| CHECKED -                |                 | REVISED - E. GOMEZ 08-28-00     |
| PLOT DATE = 12/5/2025    | DATE - 09-18-94 | REVISED - A. SCHUETZE 09-15-16  |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

| F.A.P<br>RTE.             | SECTION      | COUNTY | TOTAL<br>SHEETS | SHEET<br>NO.       |
|---------------------------|--------------|--------|-----------------|--------------------|
| 348                       | 2024-1049-RS | COOK   | 78              | 62                 |
| <b>TC-16</b>              |              |        |                 | CONTRACT NO. 62X88 |
| ILLINOIS FED. AID PROJECT |              |        |                 |                    |

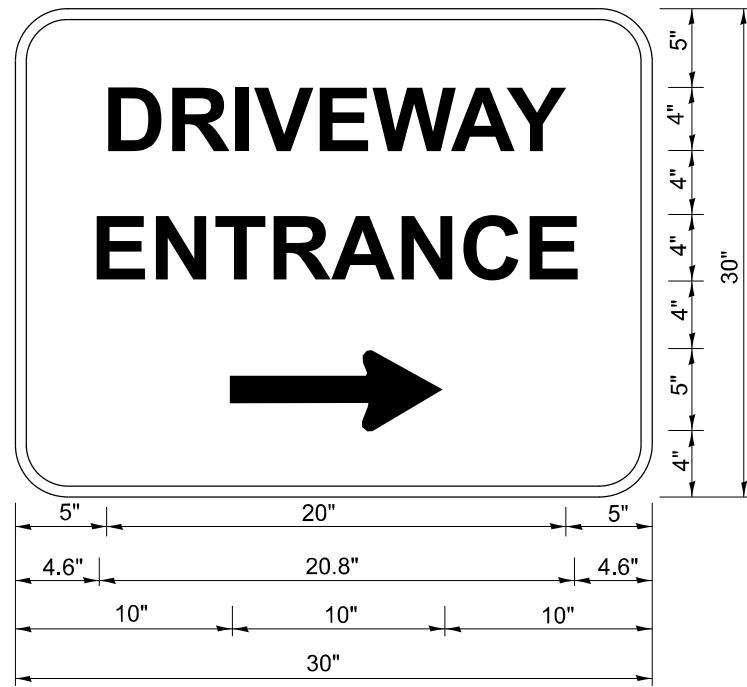


### NOTES:

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

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

|                          |            |                                 |   |   |              |                                  |                    |                  |           |
|--------------------------|------------|---------------------------------|---|---|--------------|----------------------------------|--------------------|------------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - R. MIRS 09-15-97      | <b>STATE OF ILLINOIS</b><br><b>DEPARTMENT OF TRANSPORTATION</b> | <b>ARTERIAL ROAD</b><br><b>INFORMATION SIGN</b> | F.A.P.       | SECTION                          | COUNTY             | TOTAL SHEETS     | SHEET NO. |
| DRAWN -                  |            | REVISED - R. MIRS 12-11-97      |   |   | 348          | 2024-1049-RS                     | COOK               | 78               | 63        |
| CHECKED -                |            | REVISED - T. RAMMACHER 02-02-99 |   |   | <b>TC-22</b> |                                  | CONTRACT NO. 62X88 |                  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - C. JUCIUS 01-31-07    |   |   | SCALE: NONE  | SHEET 1 OF 1 SHEETS STA. TO STA. | ILLINOIS           | FED. AID PROJECT |           |



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".

|                          |            |                              |
|--------------------------|------------|------------------------------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - C. JUCIUS 02-15-07 |
|                          | DRAWN -    | REVISED -                    |
|                          | CHECKED -  | REVISED -                    |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED -                    |

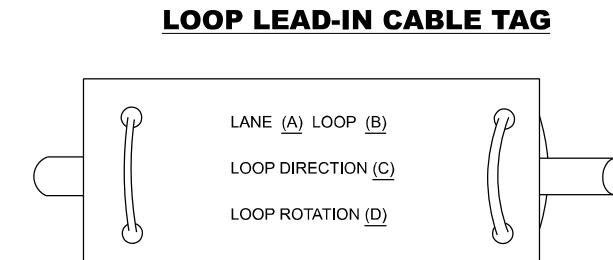
## **TRAFFIC SIGNAL LEGEND**

**(NOT TO SCALE)**

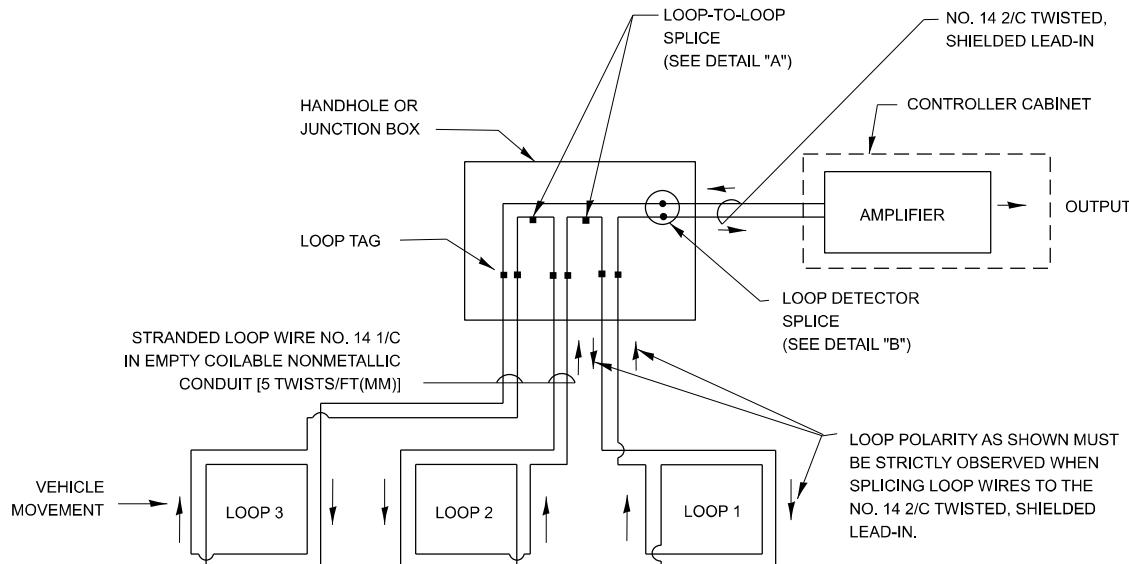
| ITEM  | EXISTING | PROPOSED | ITEM   | EXISTING | PROPOSED | ITEM  | EXISTING | PROPOSED |
|---|----------|----------|--|----------|----------|---|----------|----------|
| CONTROLLER CABINET  |          |          | HANDHOLE<br>-SQUARE<br>-ROUND                      |          |          | SIGNAL HEAD<br>-(P) PROGRAMMABLE SIGNAL HEAD  |          |          |
| COMMUNICATION CABINET   |          |          | HEAVY DUTY HANDHOLE<br>-SQUARE<br>-ROUND           |          |          | SIGNAL HEAD WITH BACKPLATE<br>-(P) PROGRAMMABLE SIGNAL HEAD<br>-(RB) RETROREFLECTIVE BACKPLATE                    |          |          |
| MASTER CONTROLLER   |          |          | DOUBLE HANDHOLE                                    |          |          | PEDESTRIAN SIGNAL HEAD<br>AT RAILROAD INTERSECTIONS   |          |          |
| MASTER MASTER CONTROLLER  |          |          | JUNCTION BOX                                       |          |          | PEDESTRIAN SIGNAL HEAD<br>WITH COUNTDOWN TIMER  |          |          |
| UNINTERRUPTABLE POWER SUPPLY  |          |          | RAILROAD CANTILEVER MAST ARM                       |          |          | ILLUMINATED SIGN<br>"NO LEFT TURN"/"NO RIGHT TURN"  |          |          |
| SERVICE INSTALLATION<br>-(P) POLE MOUNTED                                   |          |          | RAILROAD FLASHING SIGNAL                           |          |          | NUMBER OF CONDUCTORS, ELECTRIC<br>CABLE NO. 14, UNLESS NOTED OTHERWISE.<br>ALL DETECTOR LOOP CABLE TO BE SHIELDED |          |          |
| SERVICE INSTALLATION<br>-(G) GROUND MOUNTED<br>-(GM) GROUND MOUNTED METERED |          |          | RAILROAD CROSSING GATE                             |          |          | GROUND CABLE IN CONDUIT,<br>NO. 6 SOLID COPPER (GREEN)  |          |          |
| TELEPHONE CONNECTION  |          |          | RAILROAD CONTROLLER CABINET                        |          |          | ELECTRIC CABLE IN CONDUIT, TRACER<br>NO. 14 1/C   |          |          |
| STEEL MAST ARM ASSEMBLY AND POLE  |          |          | UNDERGROUND CONDUIT (UC),<br>GALVANIZED STEEL      |          |          | COAXIAL CABLE   |          |          |
| ALUMINUM MAST ARM ASSEMBLY AND POLE   |          |          | TEMPORARY SPAN WIRE,<br>TETHER WIRE, AND CABLE     |          |          | VENDOR CABLE  |          |          |
| STEEL COMBINATION MAST ARM<br>ASSEMBLY AND POLE WITH LUMINAIRE              |          |          | SYSTEM ITEM  | S        | SP       | COPPER INTERCONNECT CABLE,<br>NO. 18, 3 PAIR TWISTED, SHIELDED  |          |          |
| SIGNAL POST<br>-(BM) BARREL MOUNTED - TEMPORARY                             |          |          | INTERSECTION ITEM                                  | I        | IP       | FIBER OPTIC CABLE<br>-NO. 62.5/125, MM12F<br>-NO. 62.5/125, MM12F SM12F<br>-NO. 62.5/125, MM12F SM24F             |          |          |
| WOOD POLE   |          |          | REMOVE ITEM  |          | R        | 24F   |          |          |
| GUY WIRE  |          |          | RELOCATE ITEM                                      |          | RL       | 36F   |          |          |
| SIGNAL HEAD   |          |          | ABANDON ITEM                                       |          | A        | C   |          |          |
| SIGNAL HEAD WITH BACKPLATE  |          |          | CONTROLLER CABINET AND<br>FOUNDATION TO BE REMOVED |          | RCF      | V   |          |          |
| SIGNAL HEAD OPTICALLY PROGRAMMED  |          |          | MAST ARM POLE AND<br>FOUNDATION TO BE REMOVED      |          | RMF      | 6#18  |          |          |
| FLASHER INSTALLATION<br>-(FS) SOLAR POWERED                                 |          |          | SIGNAL POST AND<br>FOUNDATION TO BE REMOVED        |          | RPF      | 12F   |          |          |
| PEDESTRIAN SIGNAL HEAD  |          |          | DETECTOR LOOP, TYPE I                              |          |          | 24F   |          |          |
| PEDESTRIAN PUSH BUTTON<br>-(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON          |          |          | PREFORMED DETECTOR LOOP                            |          |          | 36F   |          |          |
| RADAR DETECTION SENSOR  |          |          | SAMPLING (SYSTEM) DETECTOR                         |          |          | C   |          |          |
| VIDEO DETECTION CAMERA  |          |          | INTERSECTION AND SAMPLING<br>(SYSTEM) DETECTOR     |          |          | M   |          |          |
| RADAR/VIDEO DETECTION ZONE  |          |          | QUEUE AND SAMPLING<br>(SYSTEM) DETECTOR            |          |          | P   |          |          |
| PAN, TILT, ZOOM (PTZ) CAMERA  |          |          | WIRELESS DETECTOR SENSOR                           |          |          | S   |          |          |
| EMERGENCY VEHICLE LIGHT DETECTOR  |          |          | WIRELESS ACCESS POINT                              |          |          |   |          |          |
| CONFIMATION BEACON  |          |          |  |          |          |   |          |          |
| WIRELESS INTERCONNECT   |          |          |  |          |          |   |          |          |
| WIRELESS INTERCONNECT RADIO REPEATER  |          |          |  |          |          |   |          |          |

## 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.

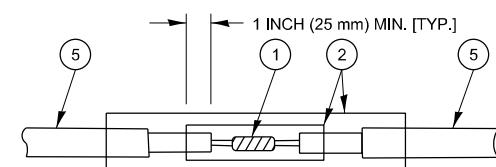


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY  
 B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.  
 C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".  
 D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

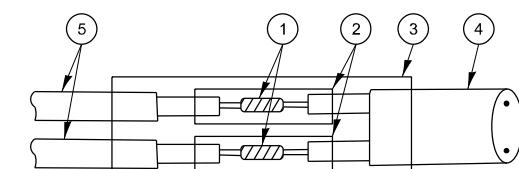


## DETECTOR LOOP WIRING SCHEMATIC

- 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.

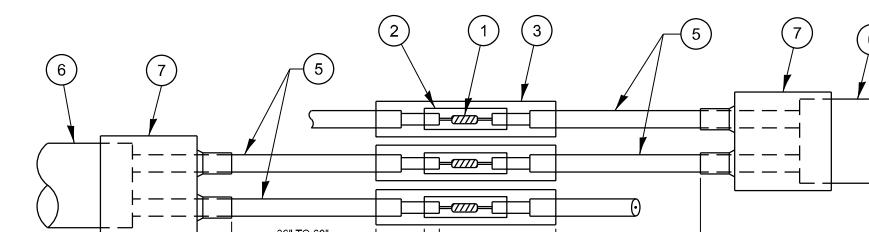


DETAIL "A"  
LOOP-TO-LOOP SPLICE

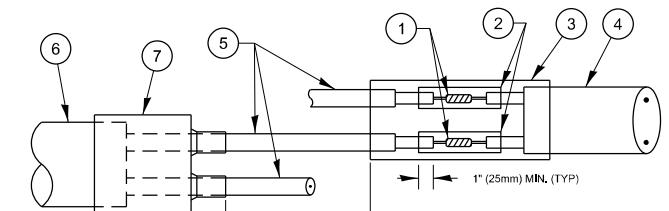


DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

## TYPE I LOOP



DETAIL "A"  
LOOP-TO-LOOP SPLICE



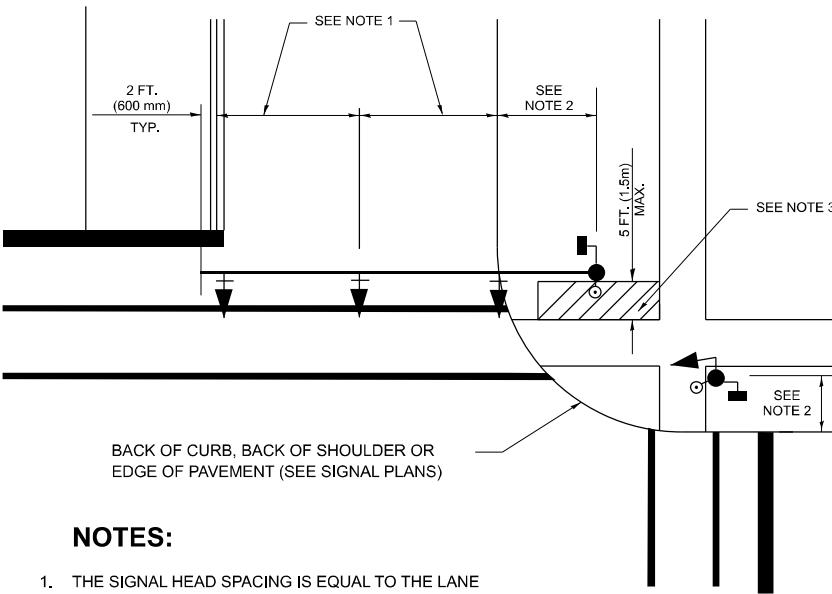
DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE

## 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 LENGTH 6" (150 mm), UNDERWATER GRADE.  
 (4) NO. 14 2/C TWISTED, SHIELDED CABLE.  
 (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.  
 (6) XL POLYOLEFIN 2 CONDUCTOR  
 (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

## 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.

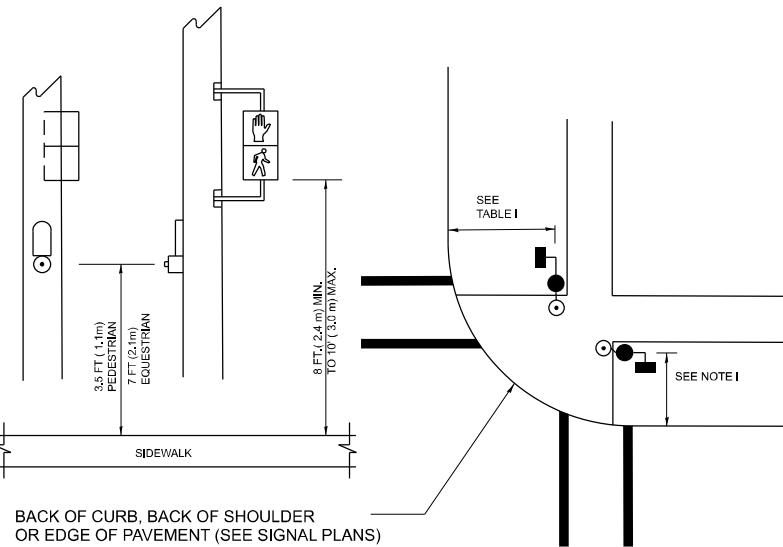


### NOTES:

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

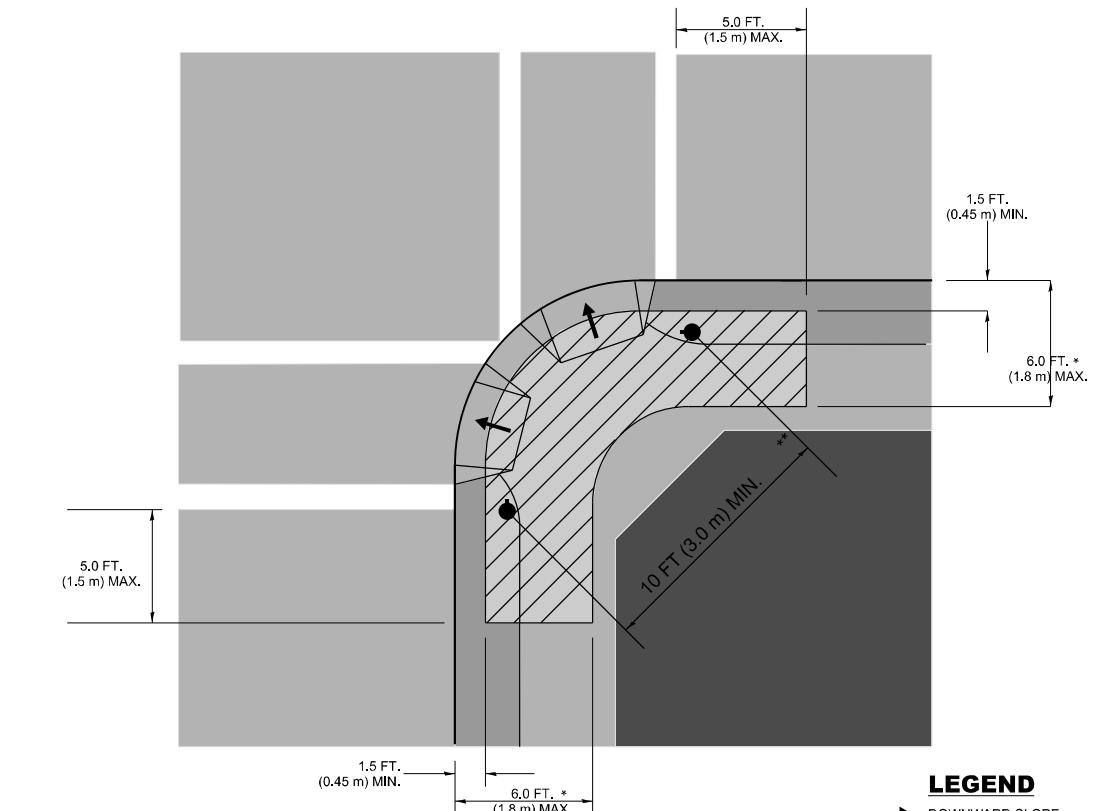
### AND PEDESTRIAN PUSH BUTTON POST



### 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

### 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.

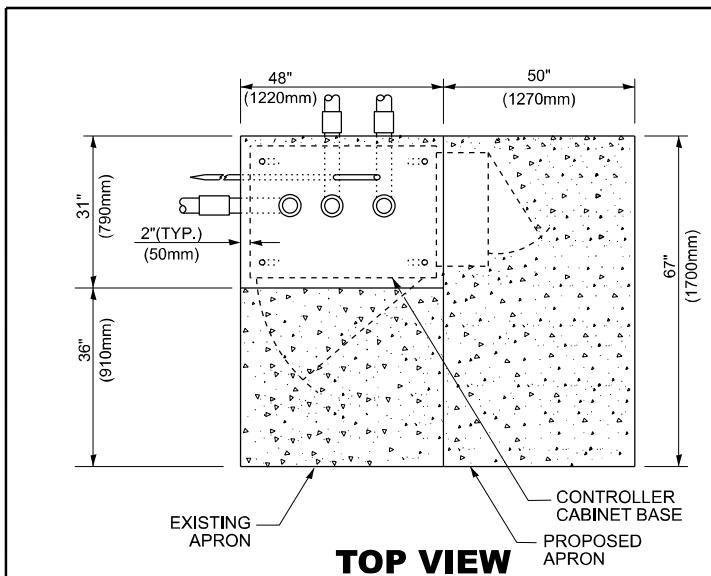
### TRAFFIC SIGNAL EQUIPMENT OFFSET

| 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.                                |

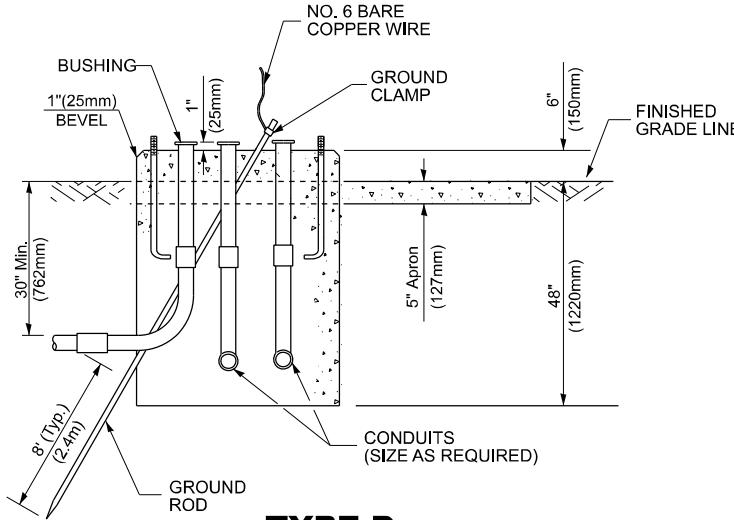
### NOTES:

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 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.



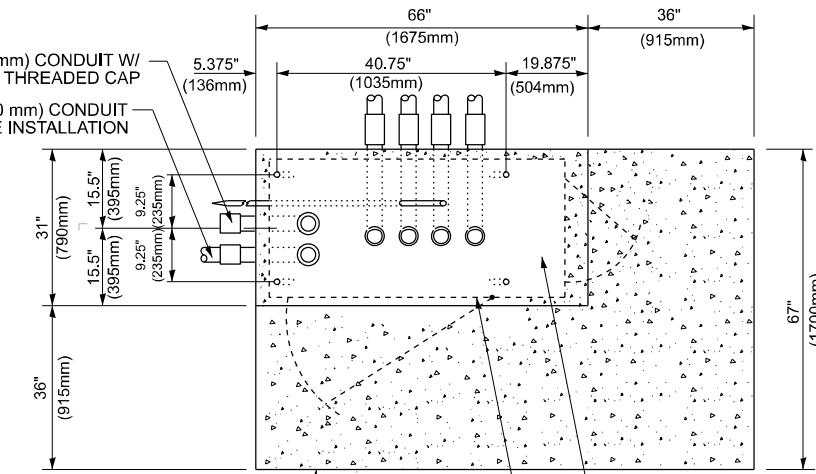


**TOP VIEW**

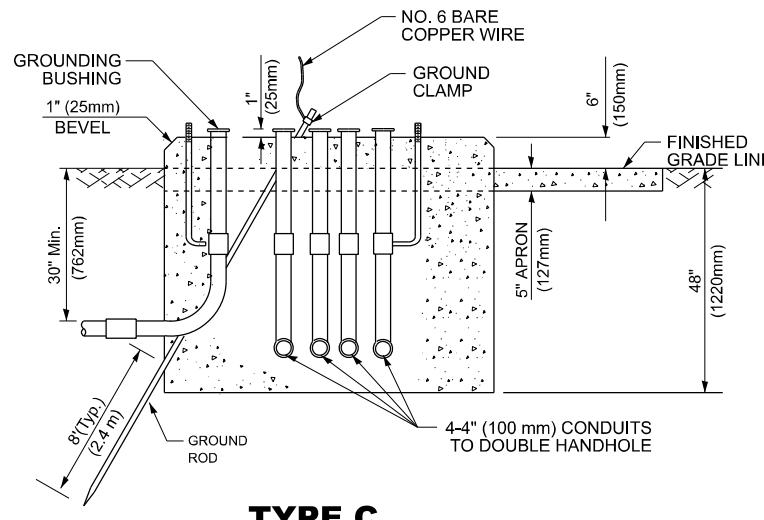


**TYPE D**  
**FOR GROUND MOUNTED**  
**CONTROLLER CABINET**  
**AND UPS BATTERY CABINET**

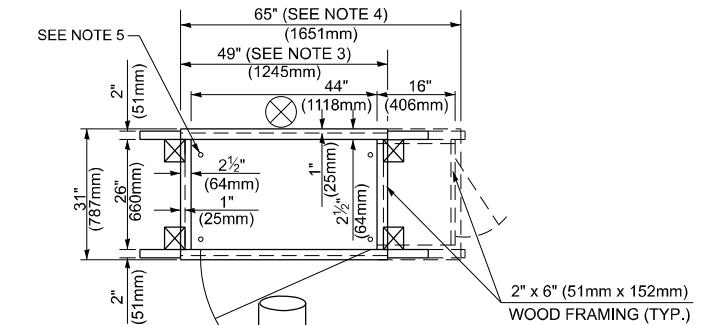
**NOTE:**  
TOP OF FOUNDATION SHALL  
BE HIGHER THAN TOP OF  
DOUBLE HANDHOLE



**TOP VIEW**



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



**NOTES:**

- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" x 25" (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- 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.
- 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   |

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

**VERTICAL CABLE LENGTH**

**CABLE SLACK**

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

| 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**

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

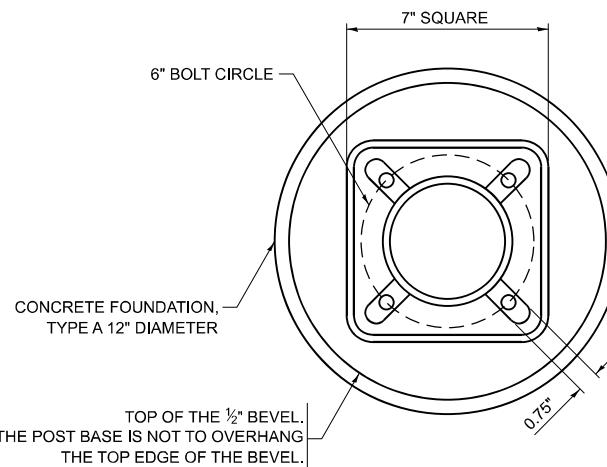
**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

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

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

| F.A.P. RTE.  | SECTION      | COUNTY | TOTAL SHEETS | SHEET NO.          |
|--------------|--------------|--------|--------------|--------------------|
| 348          | 2024-1049-RS | COOK   | 78           | 69                 |
| <b>TS-05</b> |              |        |              | CONTRACT NO. 62X88 |

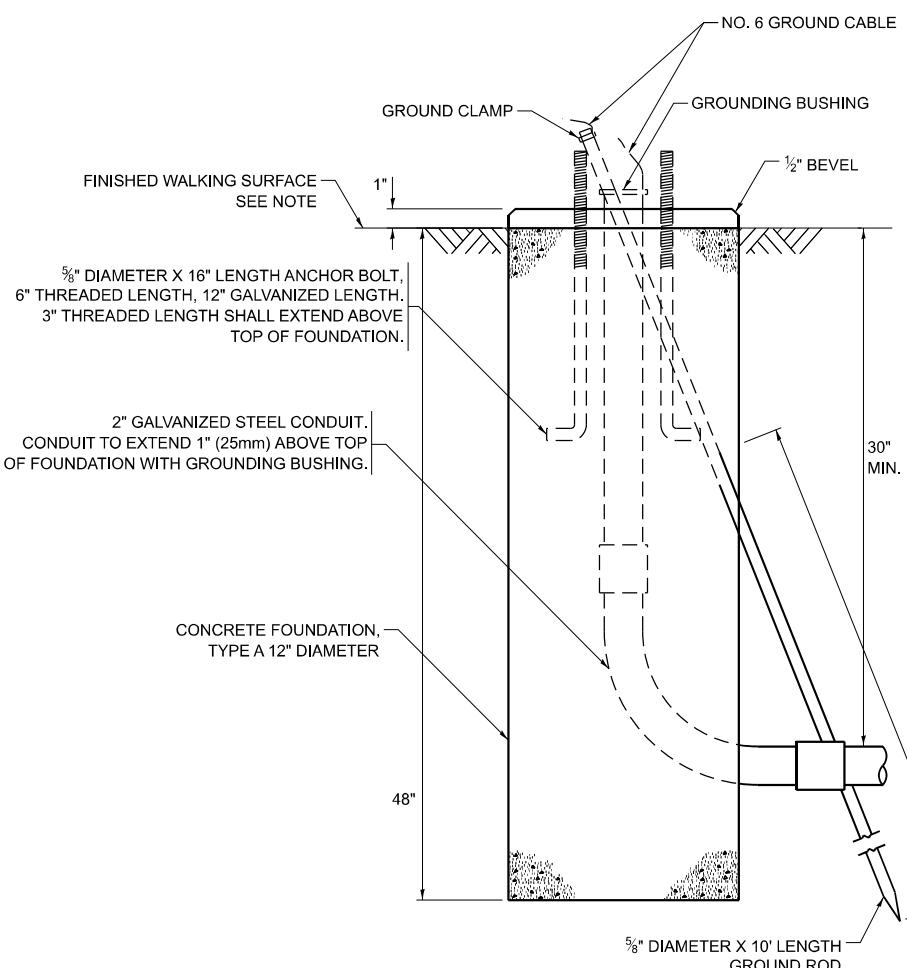




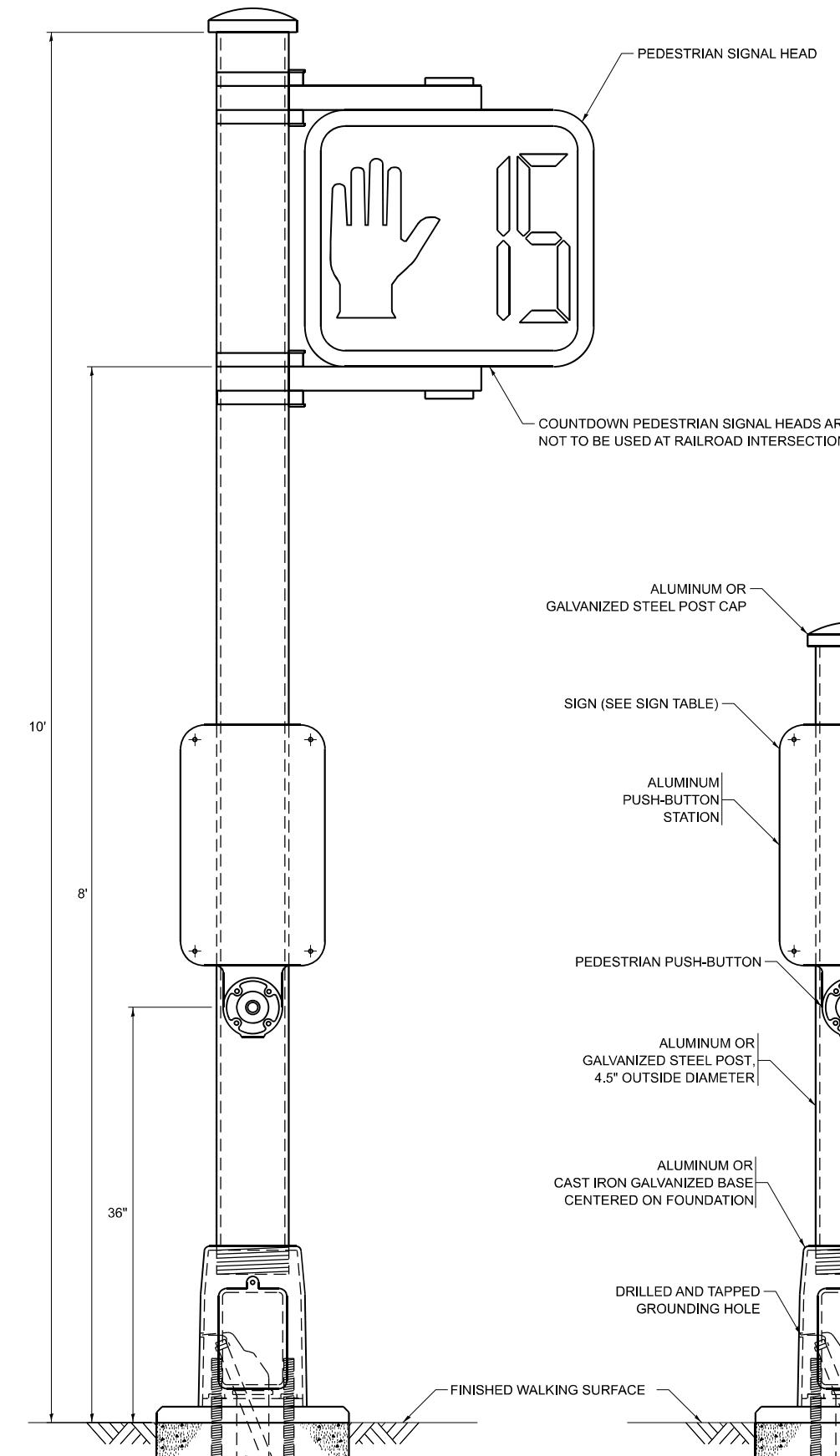
### BOLT PATTERN

#### NOTE:

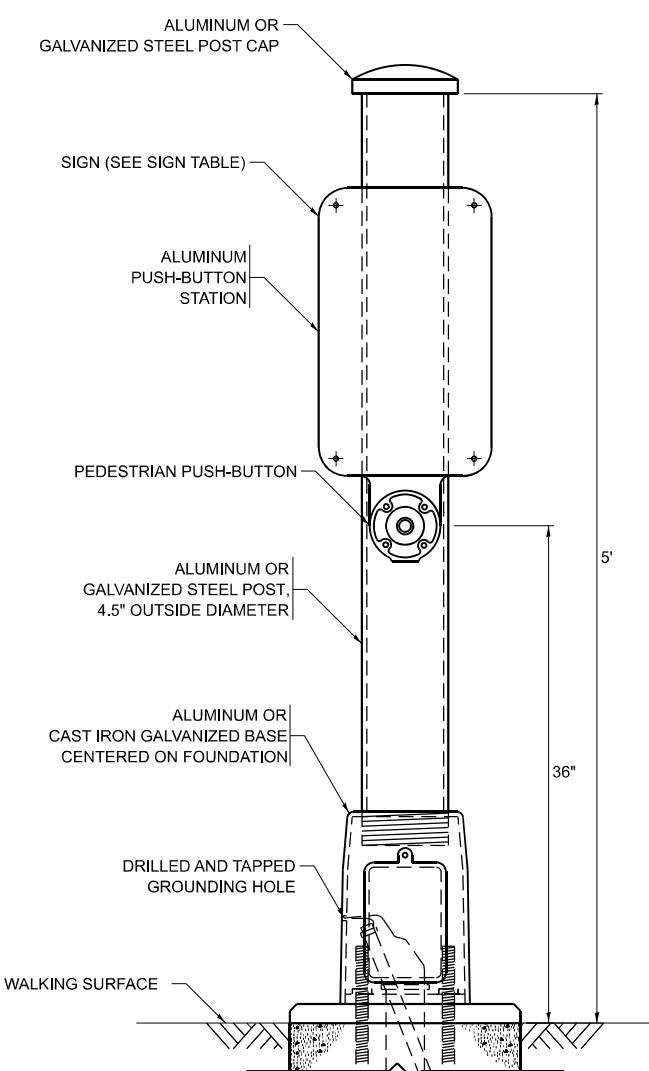
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



### 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

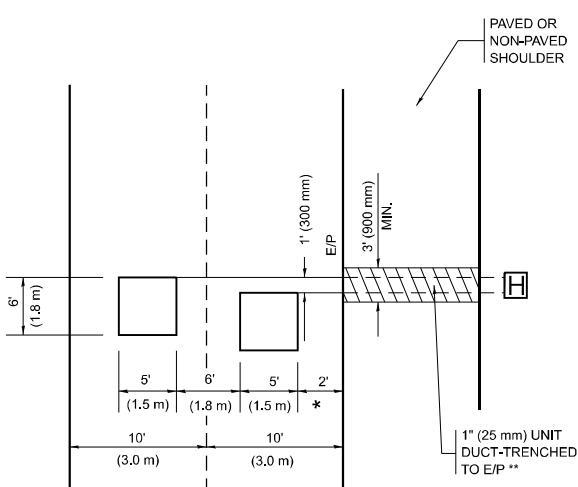
| SIGN                   | DIMENSIONS |
|------------------------|------------|
| R10-3b (RAILROAD ONLY) | 9" X 12"   |
| R10-3d (RAILROAD ONLY) | 9" X 12"   |
| R10-3e                 | 9" X 12"   |

#### 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.

### LOOPS NEXT TO SHOULDER

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



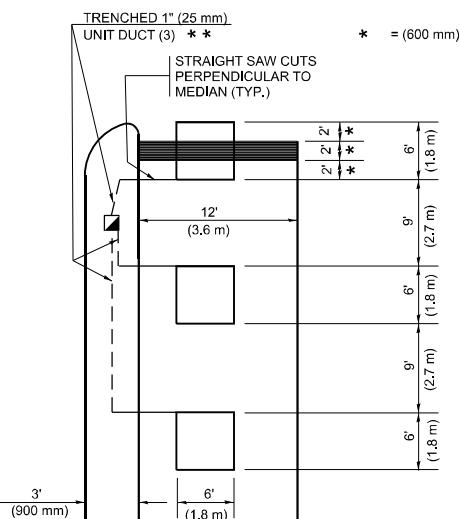
\* = (600 mm)

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

### LEFT TURN LANES WITH MEDIAN

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.

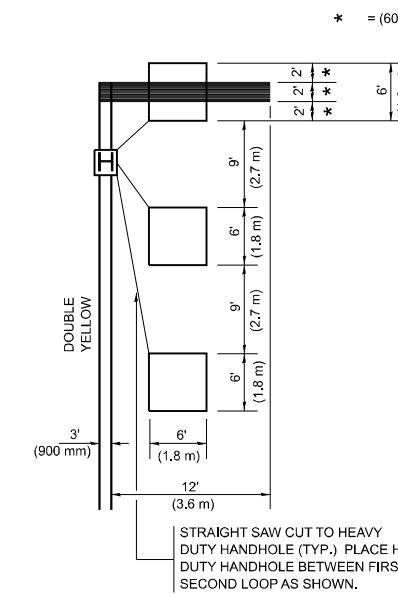


\*\* UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS  
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

### LEFT TURN LANES WITHOUT MEDIAN

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 SEPARATELY. 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.

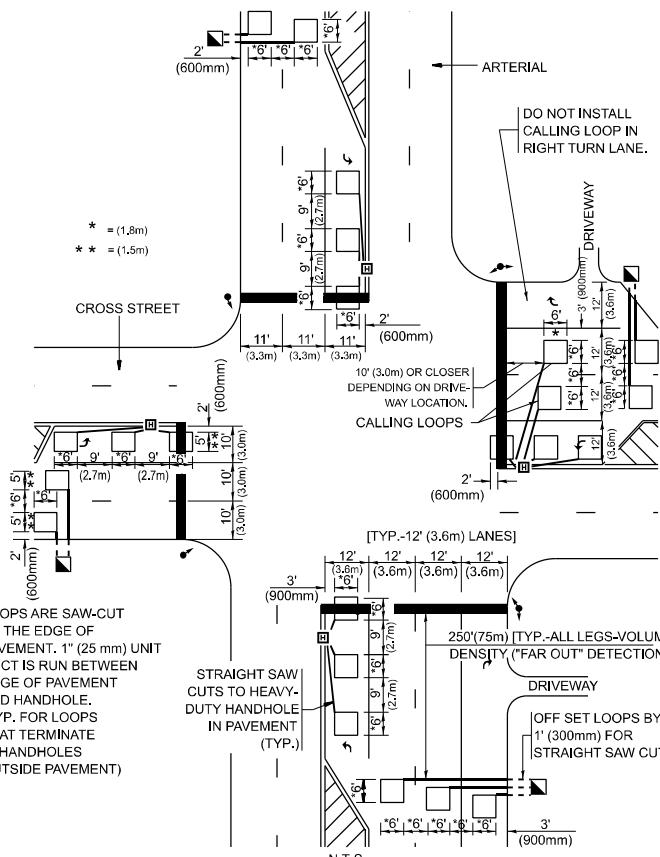
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

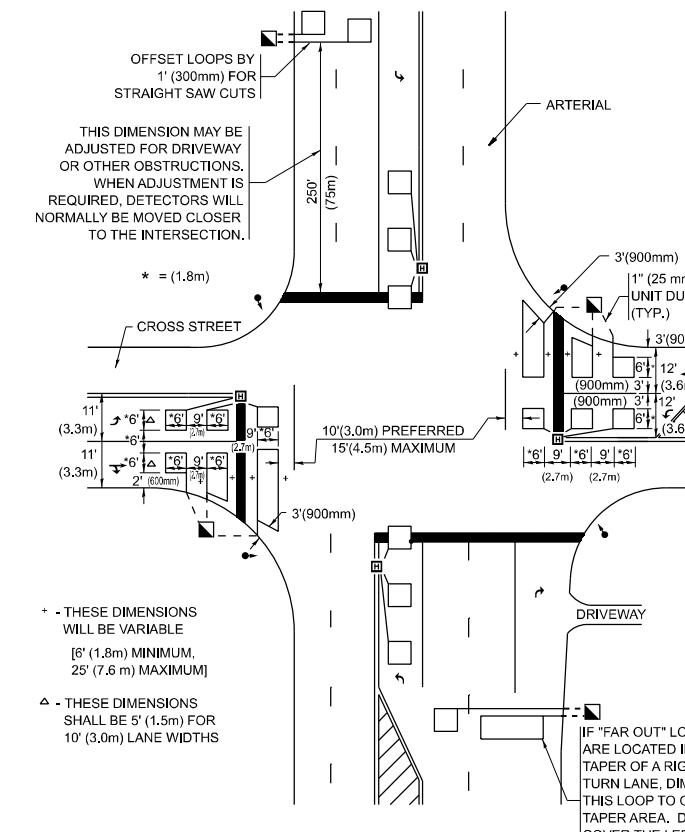
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

### 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.

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN -                  | REVISED -  |           |
| CHECKED - R.K.F.         | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |

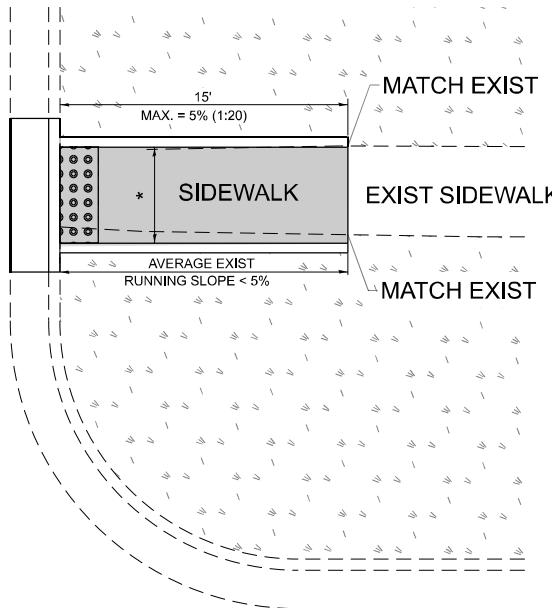
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING

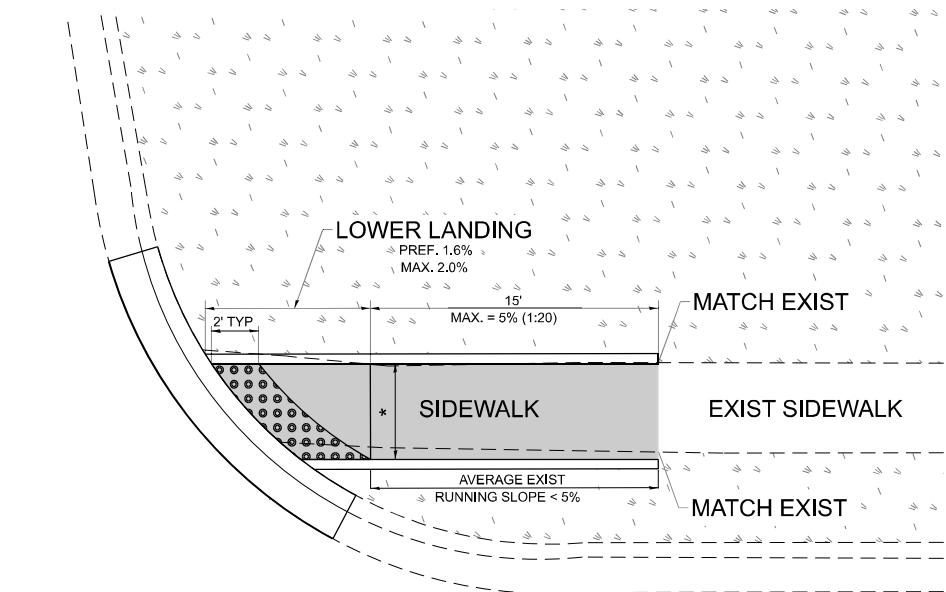
| F.A.P.<br>RTE. | SECTION            | COUNTY   | TOTAL<br>SHEETS  | SHEET<br>NO. |
|----------------|--------------------|----------|------------------|--------------|
| 348            | 2024-1049-RS       | COOK     | 78               | 72           |
| TS-07          | CONTRACT NO. 62X88 | ILLINOIS | FED. AID PROJECT |              |

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

**PD-01A**

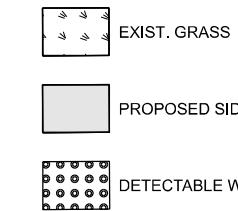


**PD-01B**



## LEGEND

PROPOSED SIDE CURB



## 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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS  
(PD-01)

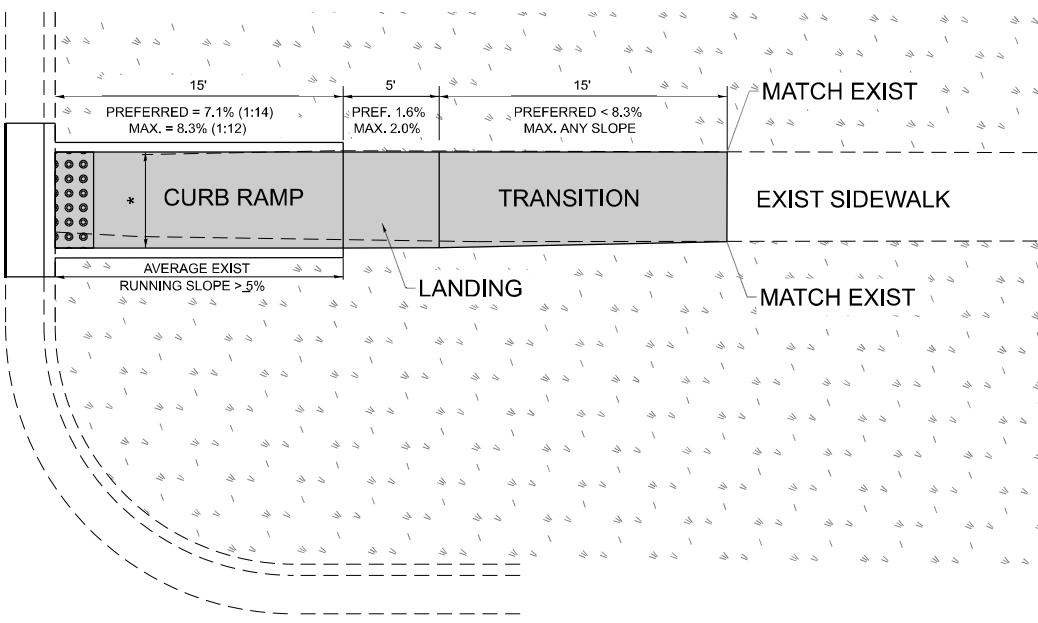
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.P.<br>RTE. | SECTION            | COUNTY | TOTAL<br>SHEETS | HEET<br>NO. |
|----------------|--------------------|--------|-----------------|-------------|
| 348            | 2024-1049-RS       | COOK   | 78              | 73          |
| PD-01          | CONTRACT NO. 62X88 |        |                 |             |

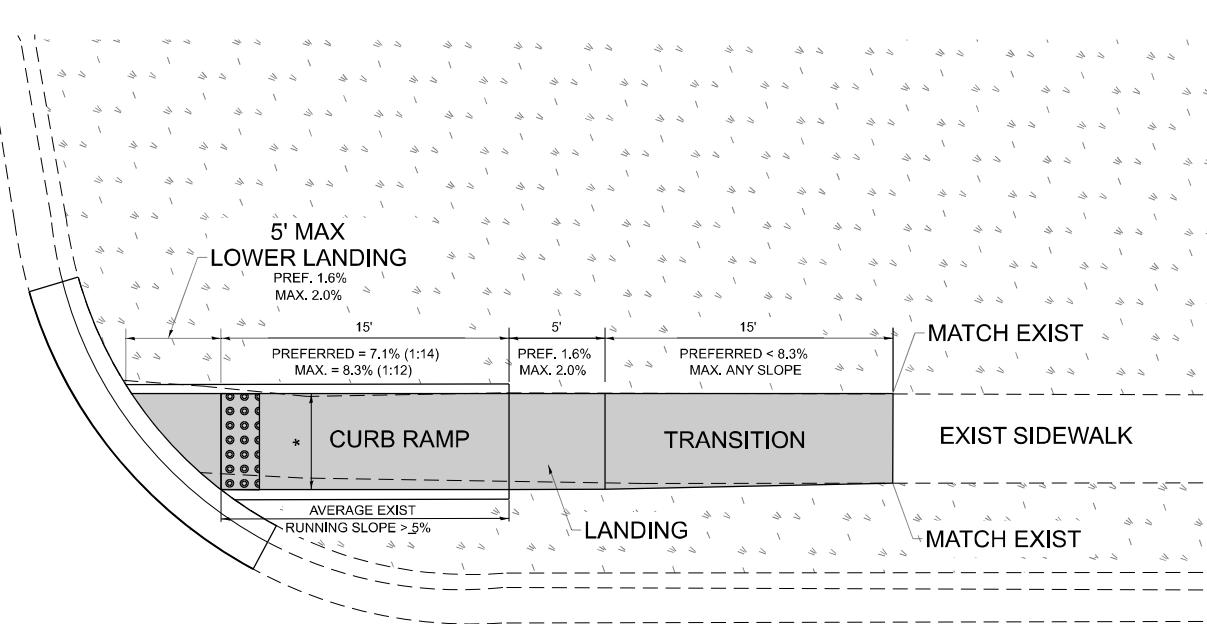
|                          |                   |           |
|--------------------------|-------------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED -        | REVISED - |
| DRAWN -                  | R. LEDEZMA        | REVISED - |
| CHECKED -                |                   | REVISED - |
| PLOT DATE = 12/5/2025    | DATE - 12/03/2025 | REVISED - |

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

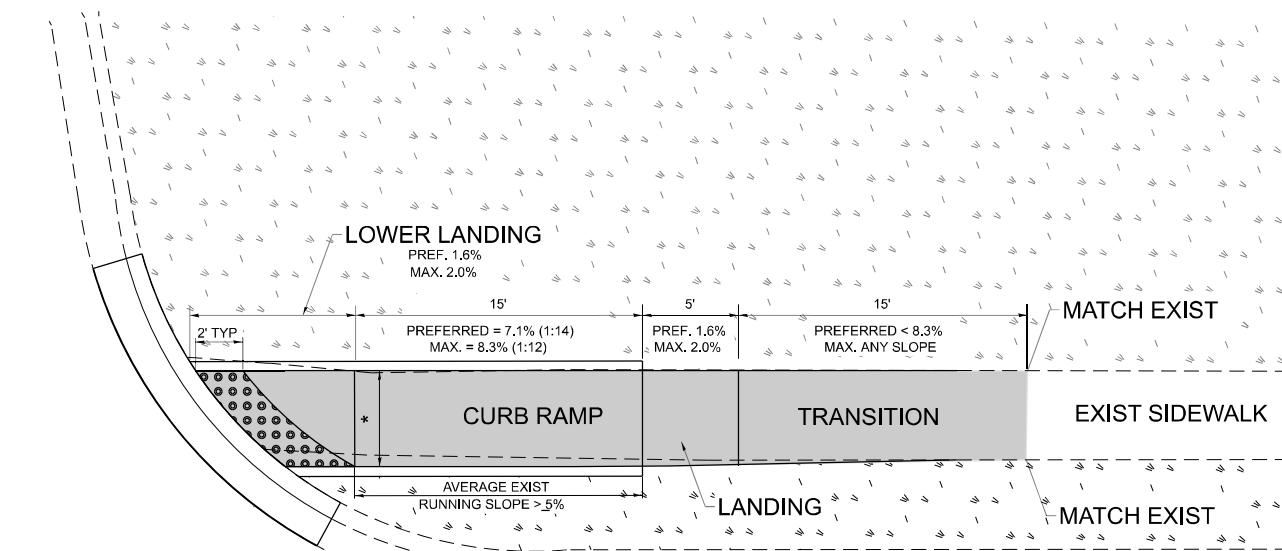
**PD-02A**



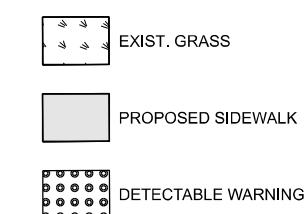
**PD-02B**



**PD-02C**



**LEGEND**

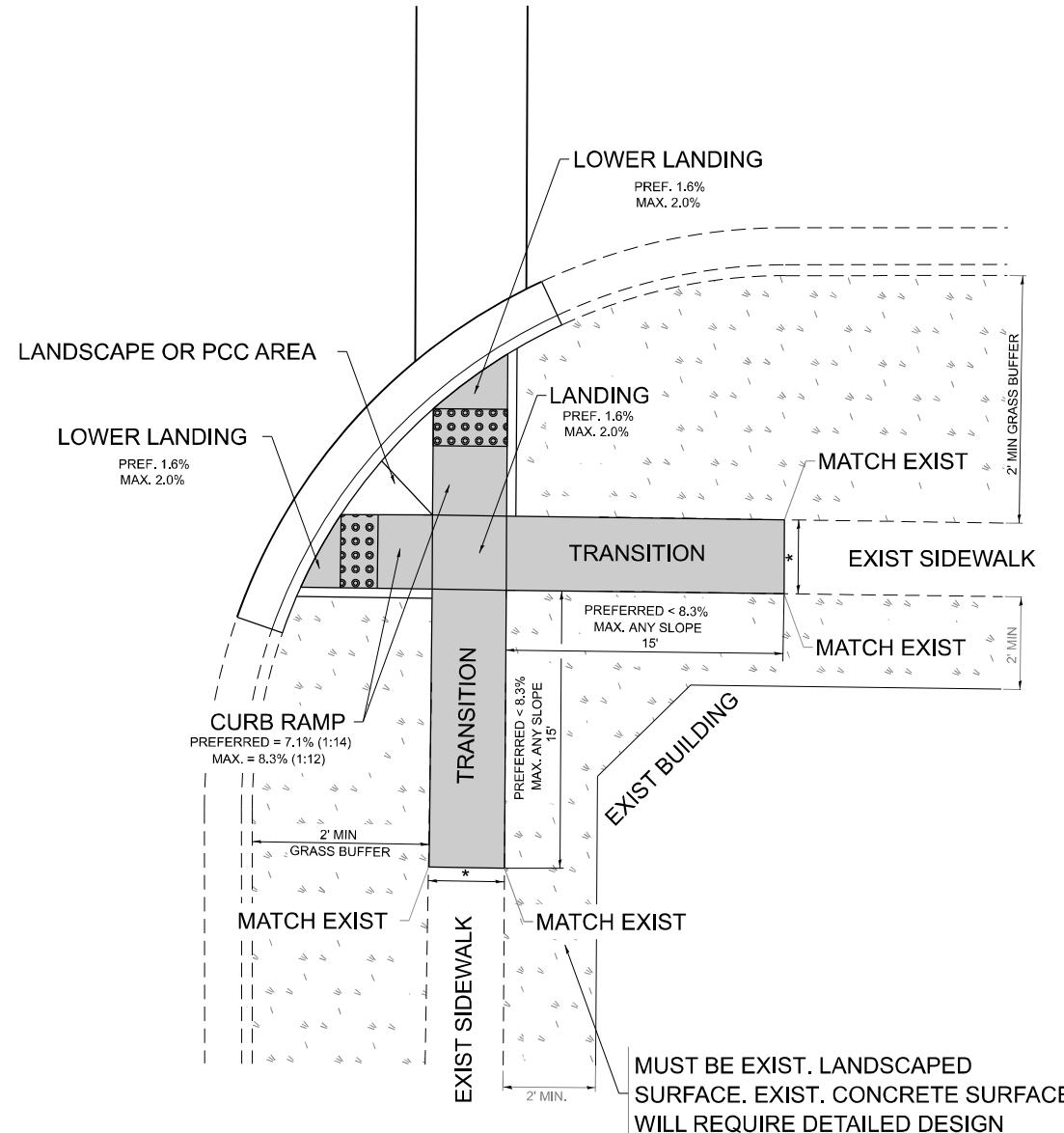


**CONSTRUCTION NOTES:**

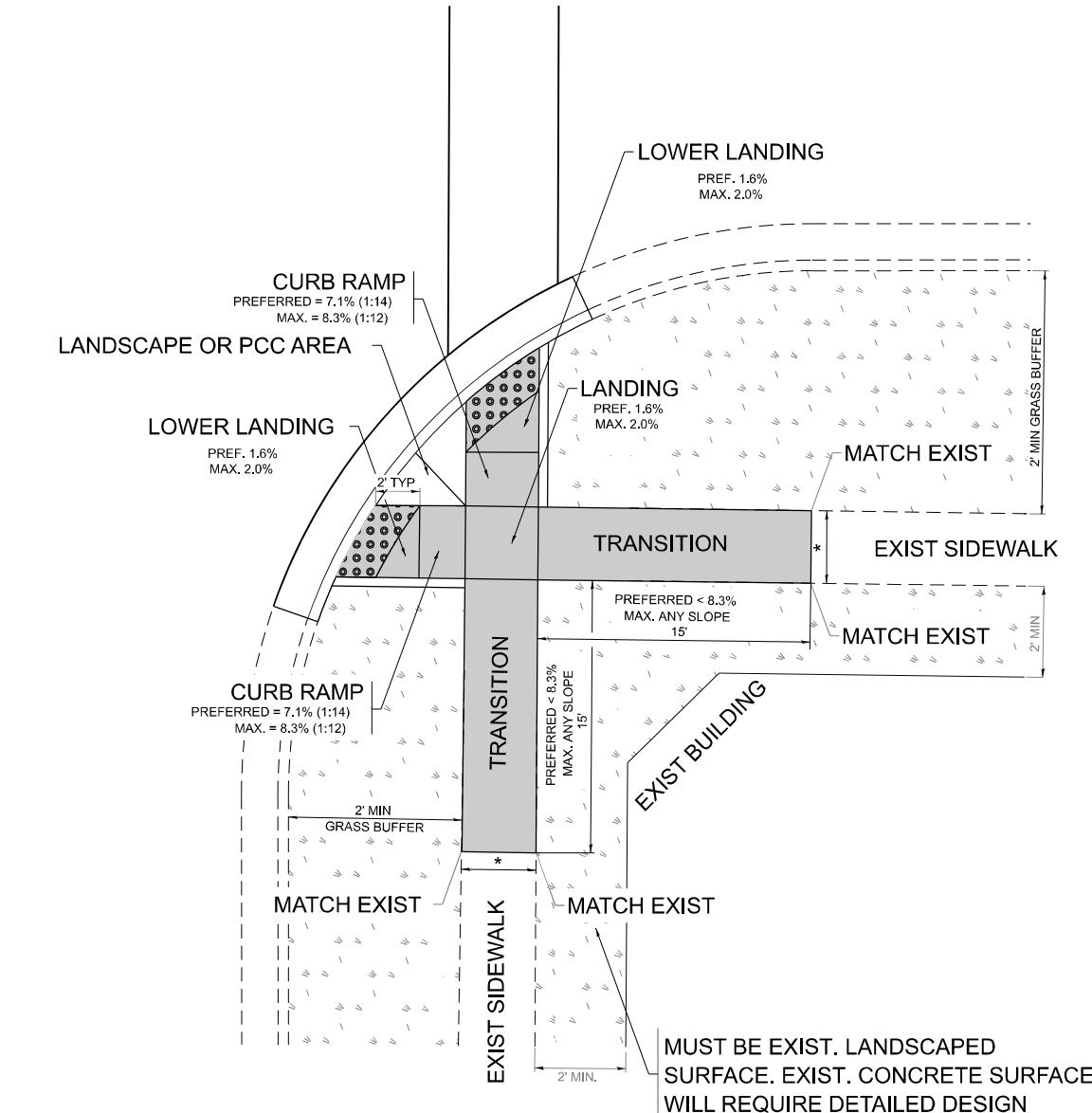
- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- \* MATCH EXISTING SIDEWALK WIDTH

# ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

**PD-03A**

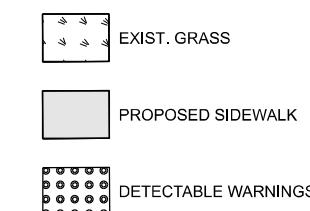


**PD-03B**



## LEGEND

PROPOSED SIDE CURB



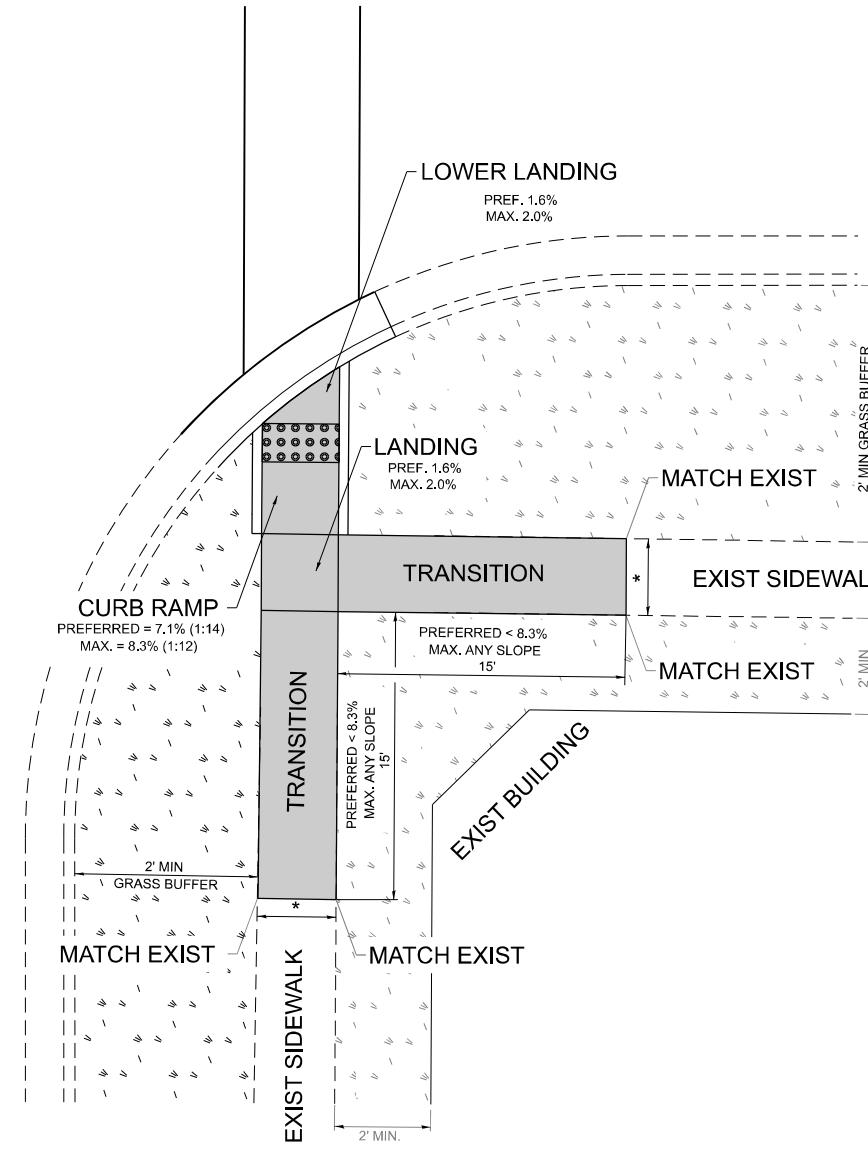
## CONSTRUCTION NOTES:

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

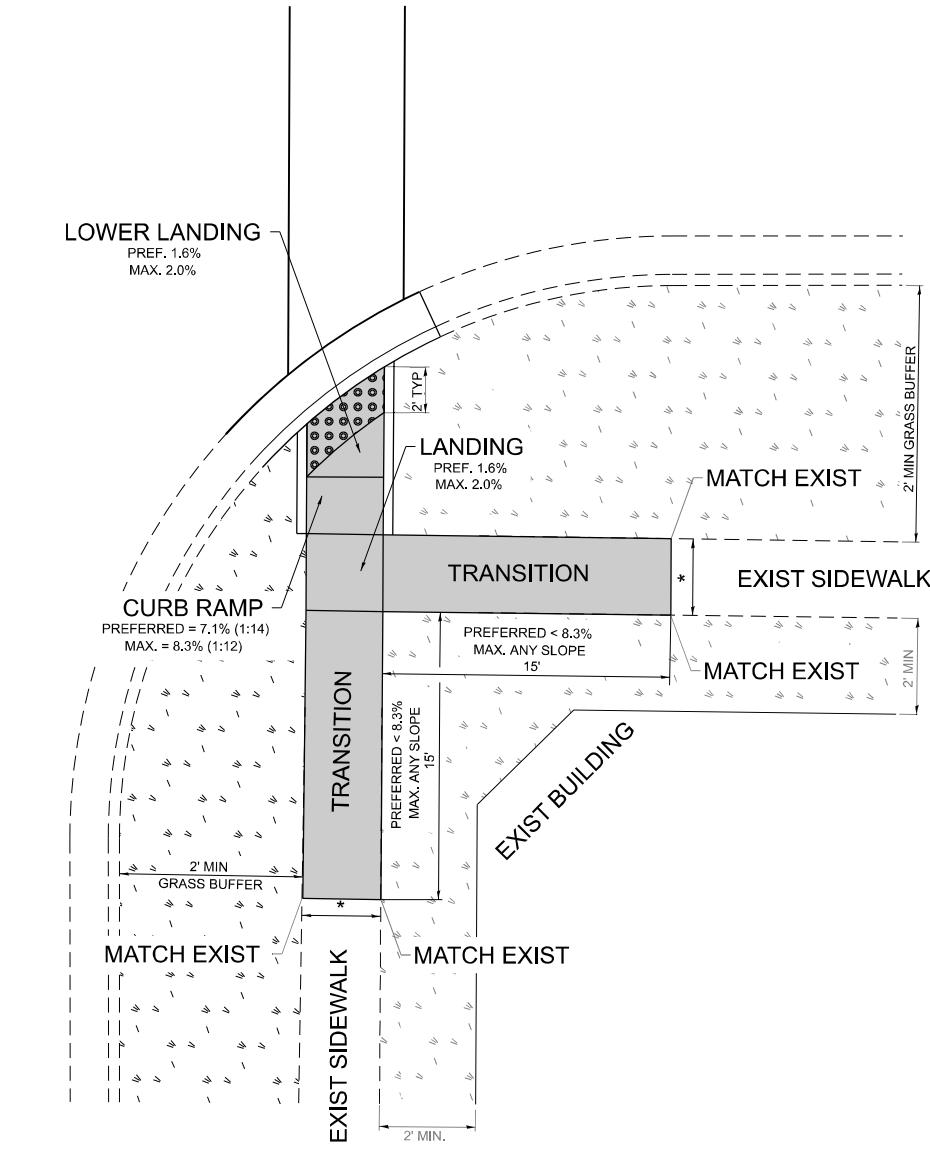
\* MATCH EXISTING SIDEWALK WIDTH

# ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

**PD-04A**



**PD-04B**



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## LEGEND

PROPOSED SIDE CURB



## 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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH  
TURNING SPACE (PD-04)

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

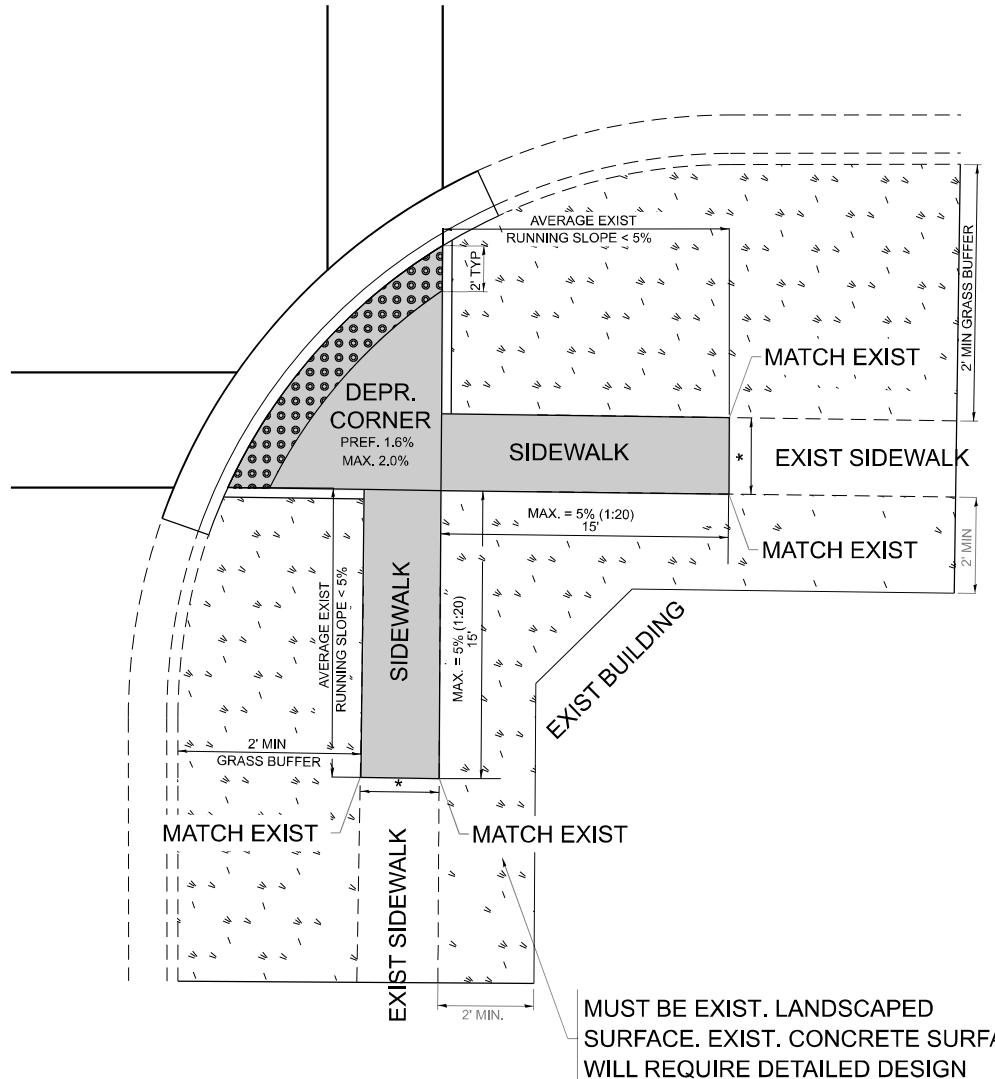
| F.A.P.<br>RTE. | SECTION            | COUNTY | TOTAL<br>SHEETS | HEET<br>NO. |
|----------------|--------------------|--------|-----------------|-------------|
| 348            | 2024-1049-RS       | COOK   | 78              | 76          |
| <b>PD-04</b>   | CONTRACT NO. 62X88 |        |                 |             |

|                          |                   |           |
|--------------------------|-------------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED -        | REVISED - |
| DRAWN - R. LEDEZMA       | REVISED -         |           |
| CHECKED -                | REVISED -         |           |
| PLOT DATE = 12/5/2025    | DATE - 10/02/2019 | REVISED - |

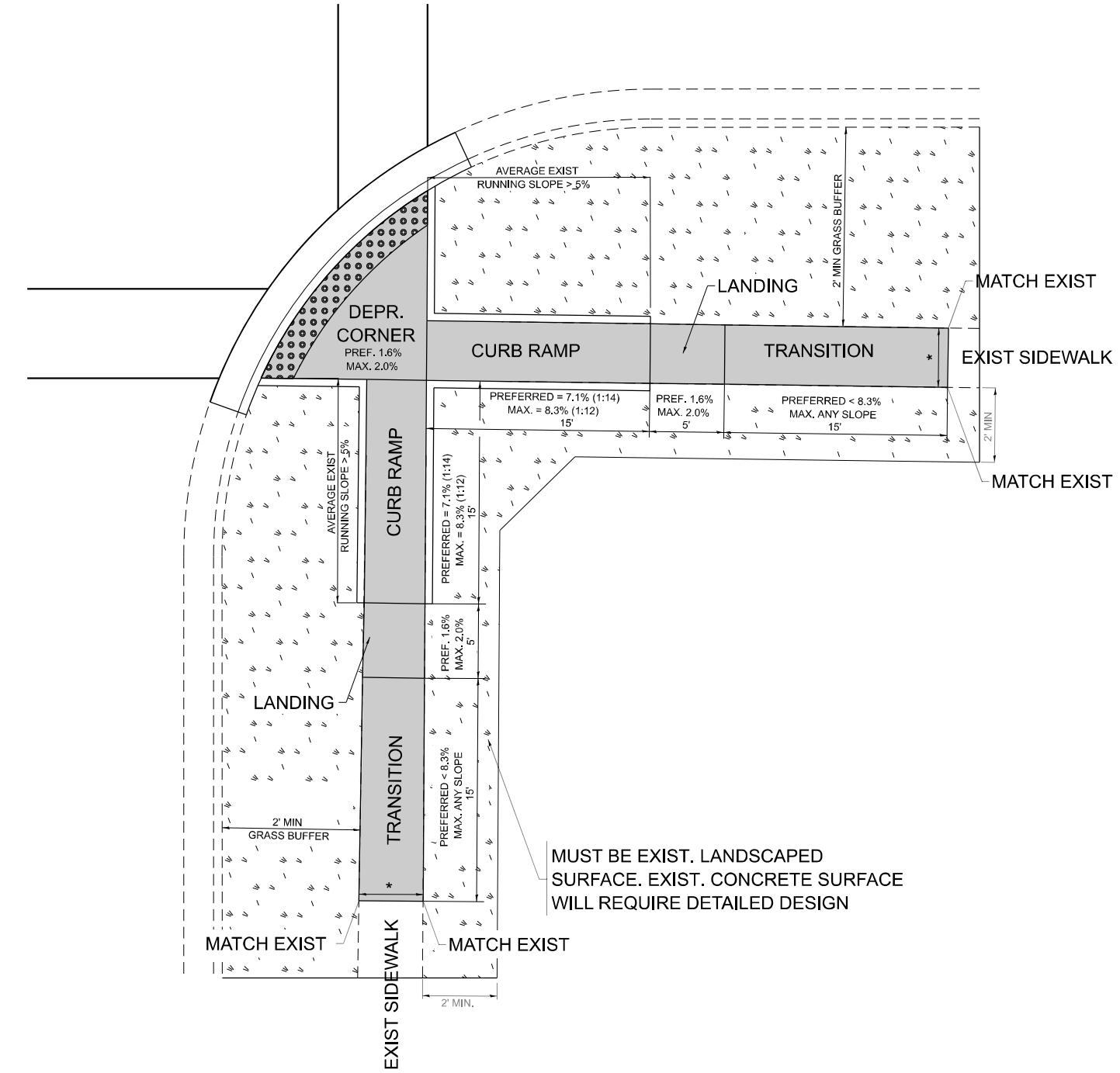
ILLINOIS FED. AID PROJECT

# ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

**PD-05A**



**PD-05B**



MODEL: PD-5 [Sheet] FILE NAME: c:\t\w\work\pwindol\parayno\id1039263\id107925\sh-01\PDdetails.dwg

## LEGEND

PROPOSED SIDE CURB



PROPOSED SIDEWALK



## 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

|                          |            |           |
|--------------------------|------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED - | REVISED - |
| DRAWN - R. LEDEZMA       | REVISED -  |           |
| CHECKED -                | REVISED -  |           |
| PLOT DATE = 12/5/2025    | DATE -     | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS  
(PD-05)

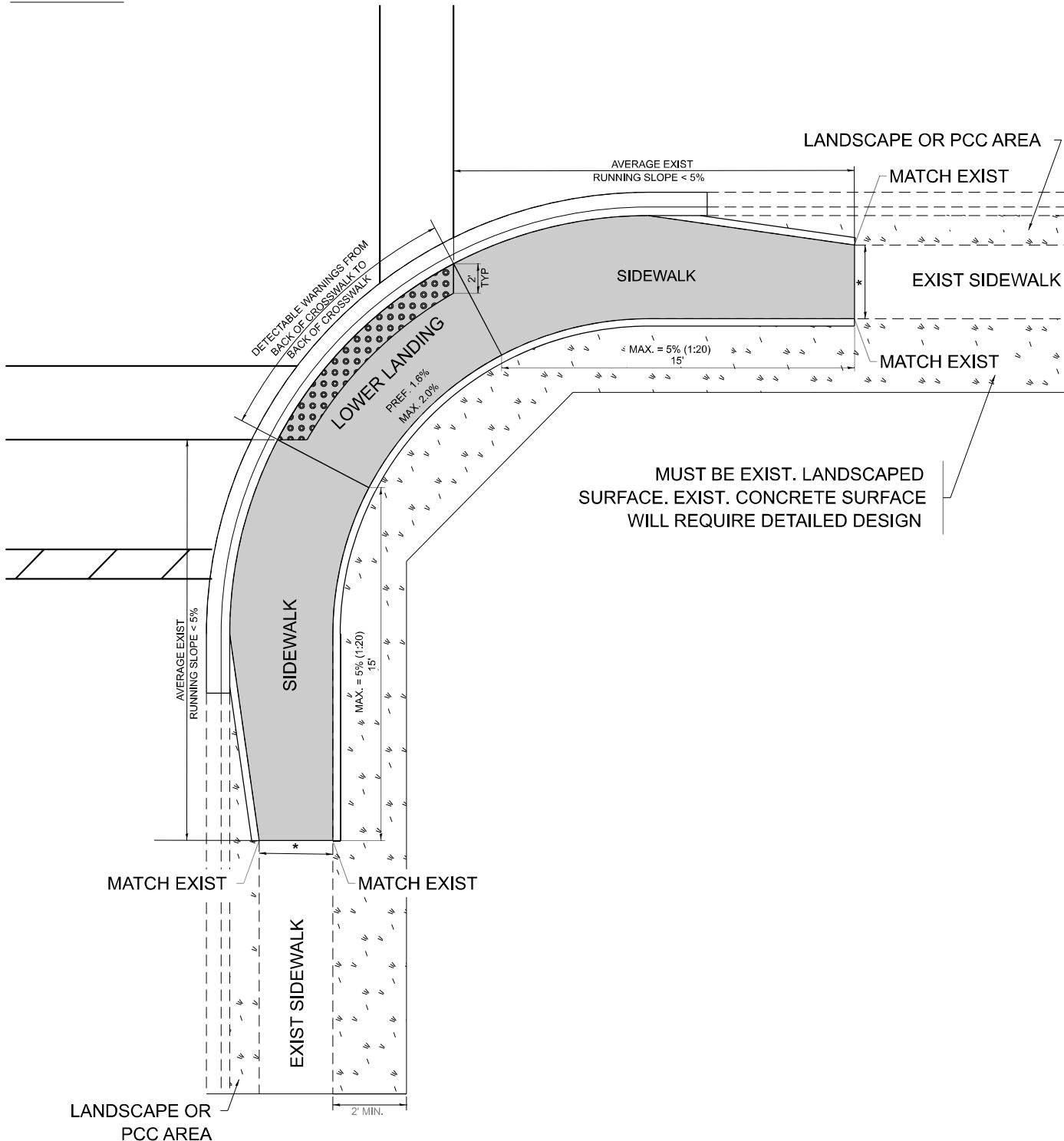
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

| F.A.P. RTE.  | SECTION      | COUNTY             | TOTAL SHEETS | SHEET NO. |
|--------------|--------------|--------------------|--------------|-----------|
| 348          | 2024-1049-RS | COOK               | 78           | 77        |
| <b>PD-05</b> |              | CONTRACT NO. 62X88 |              |           |

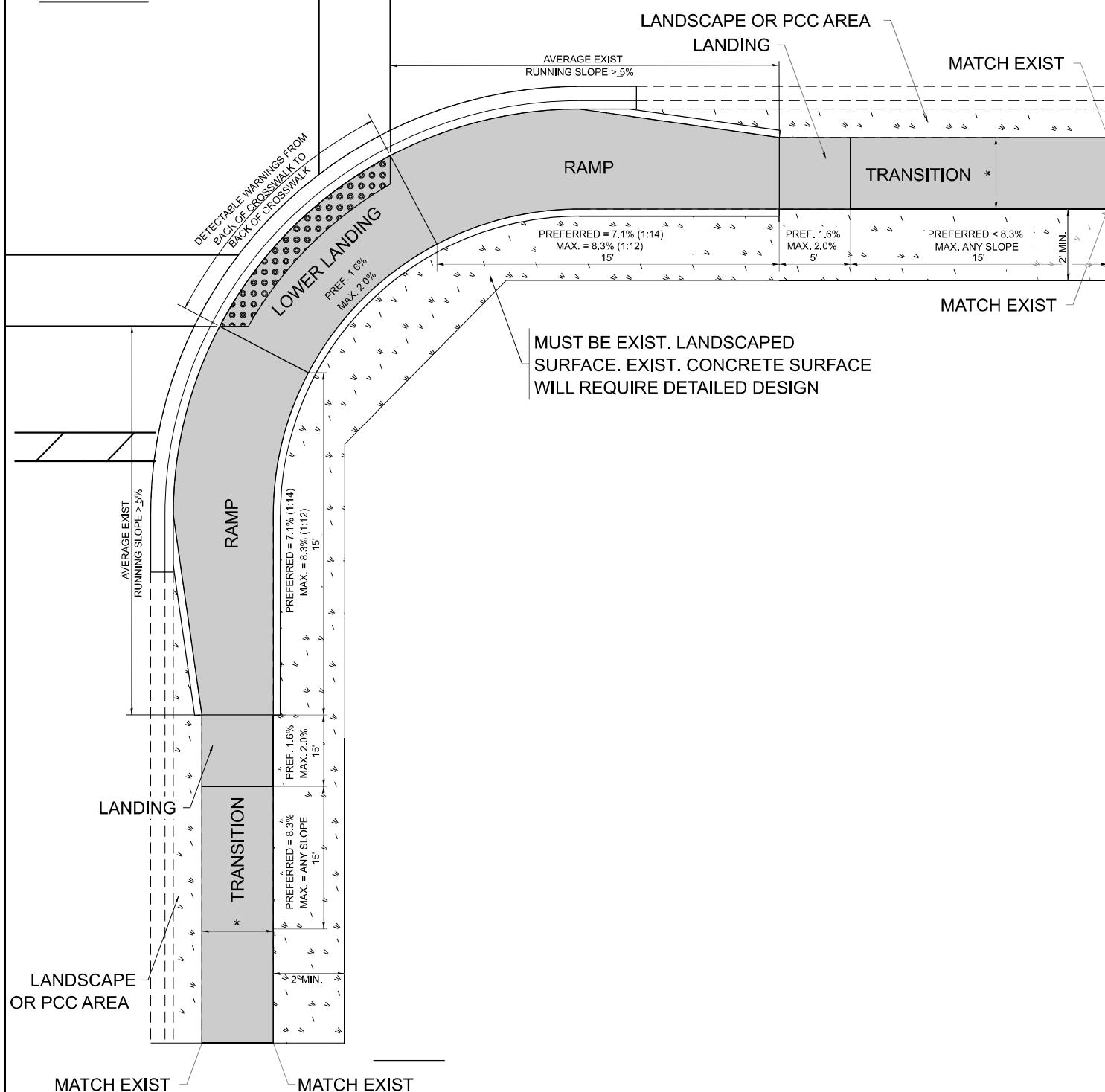
ILLINOIS FED. AID PROJECT

# ADA DETAIL FOR PARALLEL CURB RAMPS ADJACENT TO LANDSCAPING

**PD-06A**



**PD-06B**



## LEGEND

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

|                          |                   |           |
|--------------------------|-------------------|-----------|
| USER NAME = Alan.Parayno | DESIGNED -        | REVISED - |
| DRAWN -                  | R. LEDEZMA        | REVISED - |
| CHECKED -                | REVISED -         | REVISED - |
| PLOT DATE = 12/5/2025    | DATE - 10/02/2019 | REVISED - |

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

## PROJECT DETAIL FOR PARALLEL CURB RAMPS (PD-06)

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

| F.A.P. RTE.  | SECTION      | COUNTY             | TOTAL SHEETS | SHEET NO. |
|--------------|--------------|--------------------|--------------|-----------|
| 348          | 2024-1049-RS | COOK               | 78           | 78        |
| <b>PD-06</b> |              | CONTRACT NO. 62X88 |              |           |

ILLINOIS FED. AID PROJECT