

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS	DUPAGE	52	1

ILLINOIS CONTRACT NO. 80B25

* 52 + 8 = 64 TOTAL SHEETS

D-91-188-25

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED WITHIN
THE VILLAGES OF GLEN ELLYN AND
LOMBARD

TRAFFIC DATA:

IL ROUTE 53 (OTHER PRINCIPAL ARTERIAL):

BRYANT AVE TO N OF WILSON RD
ADT (2023) = 15300 VPD TO 15800 VPD
SPEED LIMIT = 40 MPH

N OF WILSON RD TO S OF GLEN OAK RD
ADT (2023) = 15800 VPD TO 20800 VPD
SPEED LIMIT = 45 MPH

S OF GLEN OAK RD TO S OF ST CHARLES RD
ADT (2023) = 20800 VPD TO 21600 VPD
SPEED LIMIT = 35 MPH

PROPOSED HIGHWAY PLANS

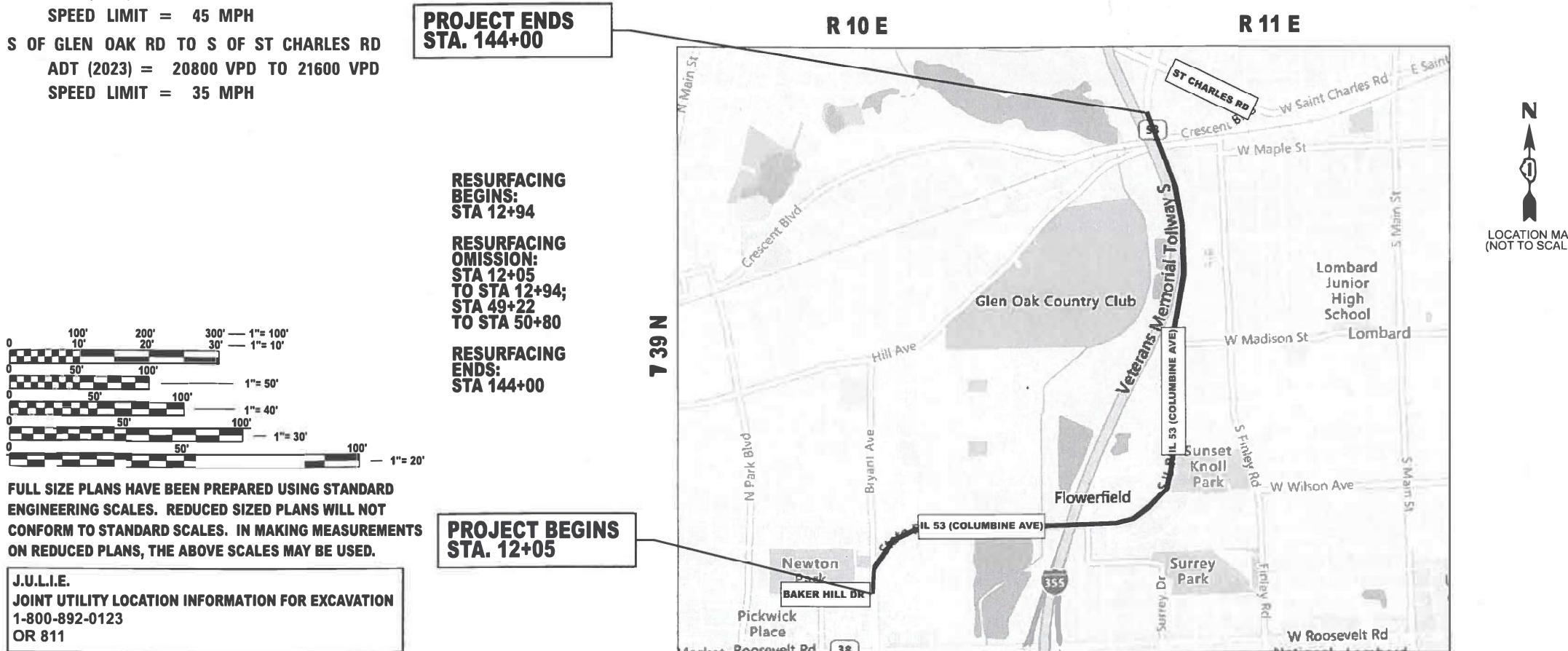
FAP ROUTE 870: IL 53 (COLUMBINE AVENUE)
SOUTH OF ST CHARLES ROAD (PHILLIPS CT) TO BAKER HILL DRIVE

SECTION: 2025-2006-RS

PROJECT: NHPP-8X19(066)

STANDARD OVERLAY, ADA IMPROVEMENTS, NEW SHOULDERS
DUPAGE COUNTY

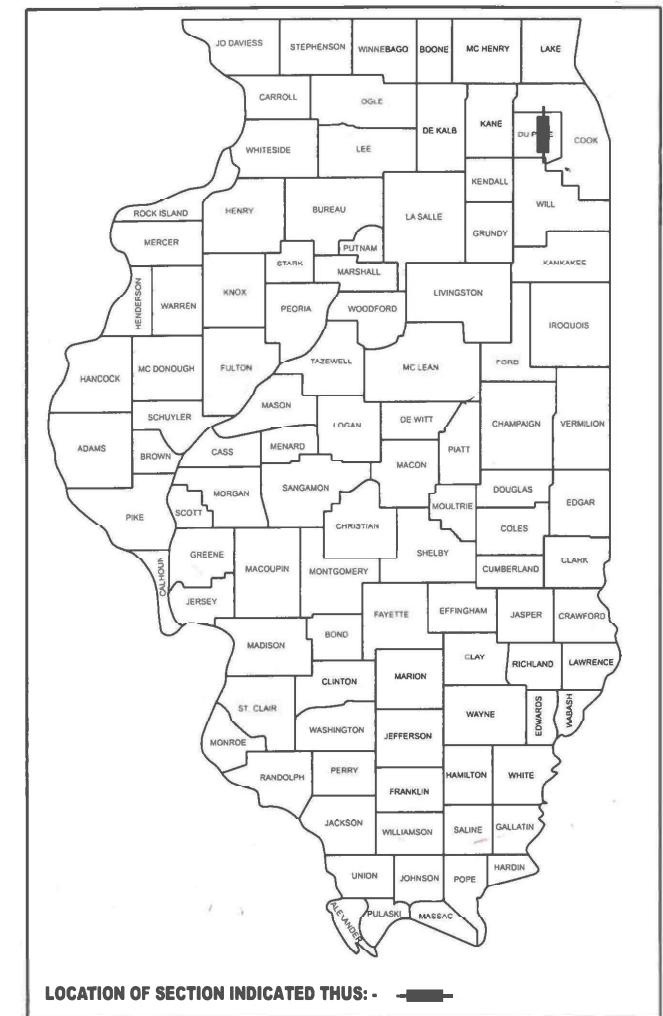
C-91-261-25



PROJECT ENGINEER: VESELIN VELOCHKOV (847) 705-4432
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 80B25

GROSS LENGTH = 13,195 FT. = 2.499 MILE
NET LENGTH = 12,948 FT. = 2.452 MILE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *October 9th 2025*
Joe R. Iken REGIONAL ENGINEER

January 23 2026
Joe R. Iken ENGINEER OF DESIGN AND ENVIRONMENT

January 23 2026
Joe R. Iken DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

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NO.

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56 TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

STATE STANDARDS

STANDARD NO.

DESCRIPTION

000001-09 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-12 PREPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-05 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-07 DEPRESSED CORNER FOR SIDEWALKS
442201-04 CLASS C AND D PATCHES
482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
604001-05 FRAME AND LIDS TYPE 1
606001-09 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05 OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701201-05 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY
701427-05 LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≤ 40 MPH
701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701602-10 URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10 URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11 TRAFFIC CONTROL DEVICES
780001-05 TYPICAL PAVEMENT MARKINGS
781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
814001-03 HANHOLES
857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES
873001-02 TRAFFIC SIGNAL GROUNDING & BONDING
878001-11 CONCRETE FOUNDATION DETAILS
880006-01 TRAFFIC SIGNAL MOUNTING DETAILS
886001-01 DETECTOR LOOP INSTALLATIONS
886006-01 TYPICAL LAYOUT FOR DETECTION LOOPS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
2. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, AND THE VILLAGES OF GLEN ELLYN AND LOMBARD.
3. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
5. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
6. THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI, AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
8. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
9. THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

GEOTECHNICAL NOTES

1. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
3. THE AGGREGATE GRADATION FOR THE LOWER 9 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL BE CS 1 OR RR1.

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
DRAWN -	REVISED -	
CHECKED -	REVISED -	
PLOT DATE = 12/2/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	2
		CONTRACT NO.	80B25	ILLINOIS FED. AID PROJECT

MAINTENANCE OF TRAFFIC NOTES

WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT, WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.

Table 2. Condition II

Drop-off Near the Edge of Traveled Way

Existing Road Type	Normal Posted Speed Limit, NPSL (mph)	Drop-off Depth, D (in.)	TCB is Warranted(2)	Use of TCB may be warranted, based on traffic exposure.(2)	Maximum Allowable Total Traffic (Both Directions)Without TCB (3)
2L2W	Up to 35	12 ≤ D ≤ 18		Yes(1)	3.02
2L2W	Up to 35	18 < D ≤ 24		Yes(1)	2.39
2L2W	Up to 35	24 < D ≤ 36		Yes(1)	2.08
2L2W	Up to 35	D > 36	Yes(1)		
2L2W	35 < NPSL ≤ 45	12 ≤ D ≤ 18		Yes(1)	1.42
2L2W	35 < NPSL ≤ 40	18 < D ≤ 24		Yes(1)	1.12
2L2W	> 45	D > 12	Yes(1)		
4L2W	Up to 35	12 ≤ D ≤ 18		Yes(1)	9.31
4L2W	Up to 35	18 < D ≤ 24		Yes(1)	7.30
4L2W	Up to 35	24 < D ≤ 36		Yes(1)	6.25
4L2W	Up to 35	> 36	Yes(1)		
4L2W	35 < NPSL ≤ 45	12 ≤ D ≤ 18		Yes(1)	3.43
4L2W	35 < NPSL ≤ 40	18 < D ≤ 24		Yes(1)	2.94
4L2W	> 45	D ≥ 12	Yes(1)		
All	> 45	D < 12	No (2)		
All	> 45	D ≥ 12	Yes		

RAILROAD NOTES

1. THE FOLLOWING ITEMS SHALL BE COMPLETED PRIOR TO THE CONTRACTOR COMMENCING WORK ON UPRR PROPERTY:

- THE CONTRACTOR MUST CONTACT A FLAGGING COMPANY DIRECTLY AND SCHEDULE FLAGGERS TO BE PRESENT DURING THE CONTRACTOR'S WORK OPERATIONS. BELOW IS A LINK TO INFORMATION ON THIRD-PARTY APPROVED UPRR FLAGGING COMPANIES:

UP: THIRD PARTY FLAGGING POLICY

- THE CONTRACTOR AND SUB-CONTRACTOR(S) SHALL PARTICIPATE IN A SHORT PRE-CONSTRUCTION MEETING WITH REPRESENTATIVES OF THE ENGINEER AND THE UPRR. THE TOPICS TO BE DISCUSSED INCLUDE, BUT ARE NOT LIMITED TO, FLAGGING, TRAFFIC CONTROL, SAFETY, AND BADGING REQUIREMENTS.

- ALL CONTRACTOR AND SUB-CONTRACTOR EMPLOYEES THAT INTEND TO ACCESS THE UPRR ROW MUST SUCCESSFULLY COMPLETE ERAILSAFE TRAINING. THE CONTRACTOR AND SUB-CONTRACTOR(S) SHALL PROVIDE COPIES OF EACH EMPLOYEE'S SUCCESSFULLY COMPLETED TRAINING CERTIFICATE TO THE APPROPRIATE UPRR REPRESENTATIVE. BELOW IS A LINK TO INFORMATION ON THE ERAILSAFE TRAINING:

<HTTPS://WWW.UP.COM/ABOUTUP/COMMUNITY/SAFETY/ERAILSAFE/UP-PAT/INDEX.HTM>

2. THE AUDIT NUMBER REFERENCED IN THE TRAINING IS THE REMS/PROJECT NUMBER AT THE TOP RIGHT ON THE MAINTENANCE CONSENT LETTER INCLUDED IN THE SPECIAL PROVISIONS.

3. THE CONTRACTOR MUST REFERENCE UP PROJECT NUMBER 552799 IN THEIR COMMUNICATION WITH THE UP WHEN THE CONTRACTOR APPLIES FOR THE RIGHT-OF-ENTRY PERMIT

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/20/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	3
				CONTRACT NO. 80B25

ILLINOIS FED. AID PROJECT

Code No.	Item	Unit	Total Quantity	TYPE CODE			
				URBAN	URBAN	URBAN	URBAN
				ROADWAY	ROADWAY	TRAFFIC SIGNALS	
				80% FED 20% STATE	100% STATE	80% FED 20% STATE	
20200100	EARTH EXCAVATION	CU YD	4185	4185			
20800150	TRENCH BACKFILL	CU YD	5	5			
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	320	320			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	115	115			
21400100	GRADING AND SHAPING DITCHES	FOOT	2520	2520			
25000210	SEEDING, CLASS 2A	ACRE	0.25	0.25			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.25	0.25			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.25	0.25			
25100630	EROSION CONTROL BLANKET	SQ YD	1125	1125			
25200110	SODDING, SALT TOLERANT	SQ YD	115	115			
25200200	SUPPLEMENTAL WATERING	UNIT	1.15	1.15			
28000305	TEMPORARY DITCH CHECKS	FOOT	150	150			
28000500	INLET AND PIPE PROTECTION	EACH	10	10			
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	1125	1125			
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	6925	6925			
35400100	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"	SQ YD	105	105			
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	20	20			
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	5920	5920			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	46055	46055			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	27720	27720			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	95	95			

Code No.	Item	Unit	Total Quantity	TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	ROADWAY	TRAFFIC SIGNALS			
				80% FED 20% STATE	100% STATE	80% FED 20% STATE			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	307	307					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2895	2895					
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	2	2					
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	6849	6849					
42001300	PROTECTIVE COAT	SQ YD	615	615					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1560	1560					
42400800	DETECTABLE WARNINGS	SQ FT	125	125					
44000100	PAVEMENT REMOVAL	SQ YD	640	640					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	62495	62495					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	20	20					
44000600	SIDEWALK REMOVAL	SQ FT	1560	1560					
44003100	MEDIAN REMOVAL	SQ FT	2705	2705					
44004250	PAVED SHOULDER REMOVAL	SQ YD	2800	2800					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	160	160					
44201773	CLASS D PATCHES, TYPE I, 11 INCH	SQ YD	25	25					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	795	795					
44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	255	255					
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	640	640					
44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	1260	1260					
44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	1005	1005					
44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	125	125					
44201831	CLASS D PATCHES, TYPE III, 15 INCH	SQ YD	620	620					
44201833	CLASS D PATCHES, TYPE IV, 15 INCH	SQ YD	495	495					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	240	240					

MODEL: soq1 [Sheet]

FILE NAME: C:\	USER NAME = Aya.Elkhatab	DESIGNED -	REVISED -	STATE OF DEPARTMENT OF
	DRAWN -	REVISED -		
	CHECKED -	REVISED -		
	PLOT DATE = 10/17/2025	DATE -	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES
L. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SUMMARY OF QUANTITIES		F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
L. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)		870	2025-2006-RS, 8X19(066)	DUPAGE	56	4
					CONTRACT NO. 80B25	
E:	SHEET 1	OF 3 SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	ROADWAY	TRAFFIC SIGNALS			
				80% FED 20% STATE	100% STATE	80% FED 20% STATE			
Code No.	Item	Unit	Total Quantity	0005	0005	0021			
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	565	565					
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	10	10					
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	190	190					
60200105	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1					
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1					
60255500	MANHOLES TO BE ADJUSTED	EACH	5	5					
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	5	5					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1					
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	210	210					
60920018	PIPE CULVERTS TO BE CLEANED 18"	FOOT	100		100				
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	4300	4300					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1					
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	20	20					
67100100	MOBILIZATION	L SUM	1	1					
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1					
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1					
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					

SUMMARY OF QUANTITIES						TYPE CODE					
						URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
						ROADWAY	ROADWAY	TRAFFIC SIGNALS			
						80% FED 20% STATE	100% STATE	80% FED 20% STATE			
Code No.	Item	Unit	Total Quantity	0005	0005	0021					
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	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							
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	1	1							
70300100	SHORT TERM PAVEMENT MARKING	FOOT	25365	25365							
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2850	2850							
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	1250	1250							
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	105450	105450							
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	5310	5310							
70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	300	300							
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	4600	4600							
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	920	920							
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	6345	6345							
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	625	625							
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	52725	52725							
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2655	2655							
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	150	150							
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2300	2300							
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	460	460							
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	190	190							
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1120	1120							

SUMMARY OF QUANTITIES						TYPE CODE					
						URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
						ROADWAY	ROADWAY	TRAFFIC SIGNALS			
						80% FED 20% STATE	100% STATE	80% FED 20% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0005	0021				
*	78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	215	215						
*	78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	430	430						
*	78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	100	100						
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	650	650						
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	650	650						
	81028200	UNDERGROUND CONDUIT, GALANIZED STEEL, 2" DIA.	FOOT	55				55			
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3				3			
	81400100	HANDHOLE	EACH	1				1			
*	89502376	REBUILD EXISTING HANDHOLE	EACH	1				1			
	81400200	HEAVY-DUTY HANDHOLE	EACH	1				1			
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1						
	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	231				231			
*	X1400450	REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH	2				2			
	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	163				163			
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	71	71						
	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	168				168			
	87900200	DRILL EXISTING HANDHOLE	EACH	2				2			
	88600100	DETECTOR LOOP, TYPE I	FOOT	1468				1468			
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	553	553						
	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	2				2			
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	150	150						
	89502380	REMOVE EXISTING HANDHOLE	EACH	1				1			
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	750				750			
	X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2				2			
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	14	14						
	X4406802	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH	SQ YD	195				195			
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12						
	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8				8			
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	205.6	205.6						
	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8				8			
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1						
	X8951011	REMOVE AERIAL CABLE	FOOT	143				143			
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	50				50			
	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	2				2			
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1						
	Z0076600	TRAINEES	HOUR	500	500						
	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500						

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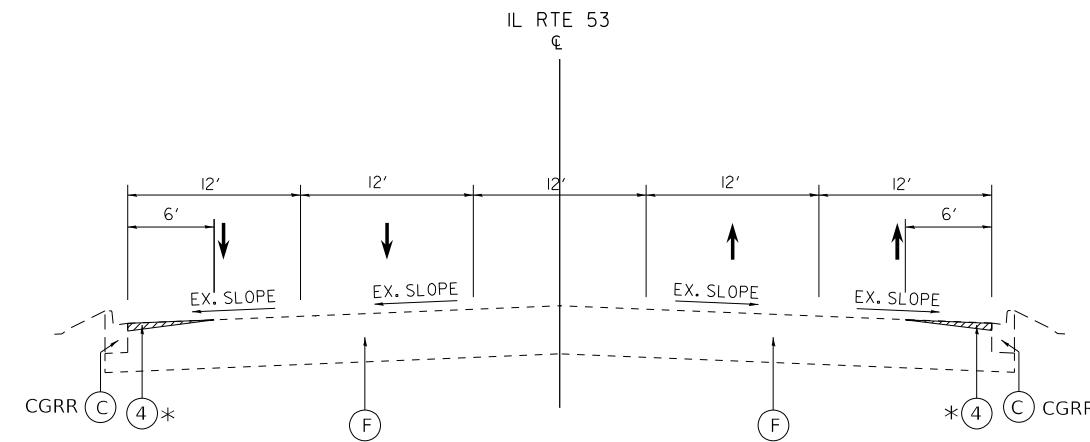
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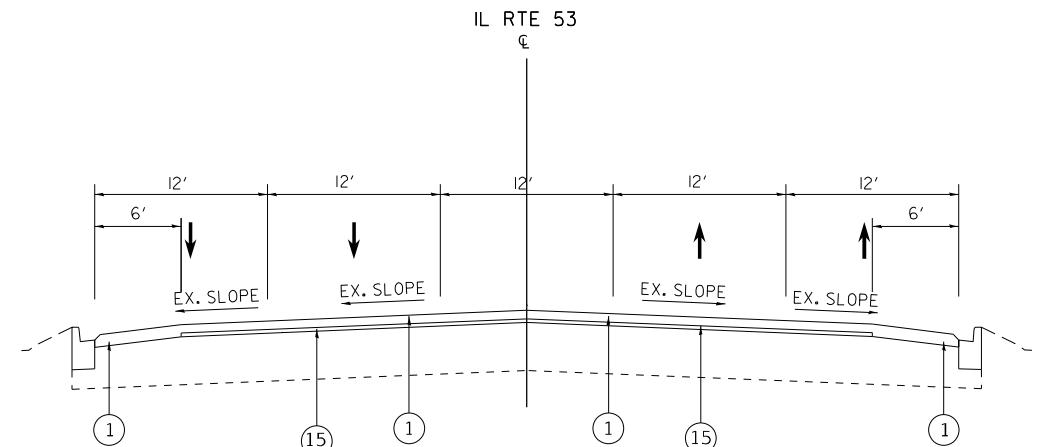
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* SPECIALTY ITEM
Ø 0042

FILE NAME: C:\	USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES					F.A.P RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)					870	2025-2006-RS, 8X19(066)	DUPAGE	56	6		
	CHECKED -	REVISED -						CONTRACT NO. 80B25						
	PLOT DATE = 10/20/2025	DATE -	REVISED -		SCALE:	SHEET 3	OF 3	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION
STA 12+05 to STA 12+94



PROPOSED TYPICAL SECTION
STA 12+05 to STA 12+94

LEGEND - EXISTING

- (A) HMA PAVEMENT $\pm 10.5"$
- (B) HMA SHOULders $\pm 6"$
- (C) COMB. CONC. CURB & GUTTER
- (D) AGGREGATE SHOULDER
- (E) CORRUGATED MEDIAN
- (F) PCC PAVEMENT 10"
- (G) HMA SHOULders
- (H) HMA PAVEMENT 5"
- (I) 5/8" EXPANSION TIE ANCHORS - INSTALLED ALONG THE CENTERLINE OF THE EXISTING CORRUGATED MEDIAN AT 30" C-C EACH WAY
- (J) EXISTING SOD

CGRR CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

* MILLING AT GUTTER FLAG IS 1.5"

** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL

LEGEND - PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1.75"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"
- (3) HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH (SEE DISTRICT DETAIL BD-33)
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (6) GRADING AND SHAPING SHOULders
- (7) AGGREGATE WEDGE SHOULders, TYPE B
- (8) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
- (9) PAVEMENT REMOVAL
- (10) MEDIAN REMOVAL
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (12) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"
- (13) NO. 6 X 2' LONG DEFORMED TIE BARS, GROUTED-IN-PLACE (EPOXY COATED) AT 2' C-C (STANDARD 420001-08, INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER, OF THE TYPE SPECIFIED)
- (14) SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)
- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"

NOTES:

- (1) THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING
- (2) THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY. HMA BINDER COURSE, IL-4.75, N50 THROUGH RESURFACING LIMITS.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (OMP)
MIXTURE TYPE	AIR VOIDS (%) @ NDES	

PAVEMENT RESURFACING

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 1.75"	4% @ 70 GYR.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 0.75"	3.5% @ 50 GYR.	QCP

PCC PAVEMENT OVERLAY

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 1.75"	4% @ 70 GYR.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 1"	3.5% @ 50 GYR.	QCP

DRIVEWAYS

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50; 2"	4% @ 50 GYR.	QC/QA
HMA BASE COURSE (HMA BINDER IL-19.0); 6"	4% @ 50 GYR.	QC/QA

MEDIAN IMPROVEMENT AND PAVEMENT WIDENING

POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70; 1.75"	4% @ 70 GYR.	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50; 0.75"	3.5% @ 50 GYR.	QCP
HMA BASE COURSE WIDENING (HMA BINDER IL-19.0); 8"	4% @ 70 GYR.	QC/QA

PATCHING

CLASS D PATCH (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/QA
OMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)		

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

WHEN SHOULDER RESURFACING OF 6 (SIX) FEET OR LESS IS ALLOWED TO BE PLACED SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE, THE MAINLINE QUALITY MANAGEMENT PROGRAM WILL BE ENFORCED FOR THE MAINLINE AND SHOULDER.

USER NAME	DESIGNED	REVISED	DRAWN	CHECKED	REVISED	REVISED	REVISED	EXISTING AND PROPOSED TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
								IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)	870	2025-2006-RS, 8X19(066)					
PLOT DATE	12/2/2025	DATE	-	REVISED	-			SCALE:	SHEET 1	OF 4 SHEETS	STA.	TO STA.			ILLINOIS FED. AID PROJECT

LEGEND - EXISTING

- (A) HMA PAVEMENT $\pm 10.5"$
- (B) HMA SHOULDER $\pm 6"$
- (C) COMB. CONC. CURB & GUTTER
- (D) AGGREGATE SHOULDER
- (E) CORRUGATED MEDIAN
- (F) PCC PAVEMENT 10"
- (G) HMA SHOULDER
- (H) HMA PAVEMENT 5"

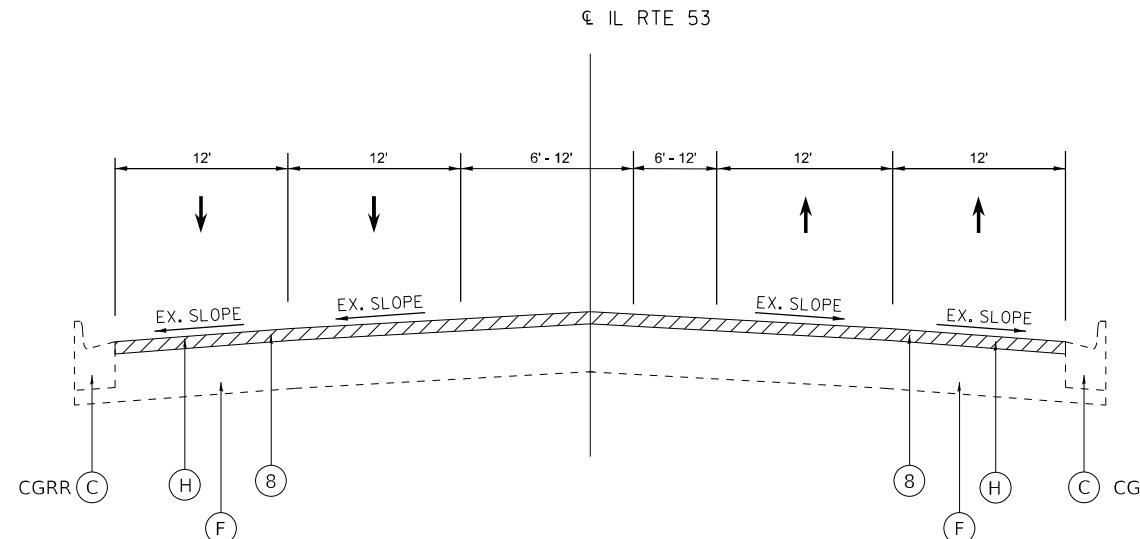
LEGEND - PROPOSED

- (1) 5/8" EXPANSION TIE ANCHORS - INSTALLED ALONG THE CENTERLINE OF THE EXISTING CORRUGATED MEDIAN AT 30" C-C EACH WAY
- (J) EXISTING SOD
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1.75"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"
- (3) HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH (SEE DISTRICT DETAIL BD-33)
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (6) GRADING AND SHAPING SHOULDER
- (7) AGGREGATE WEDGE SHOULDER, TYPE B

- (8) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
- (9) PAVEMENT REMOVAL
- (10) MEDIAN REMOVAL
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (12) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"
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- (14) SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)
- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"

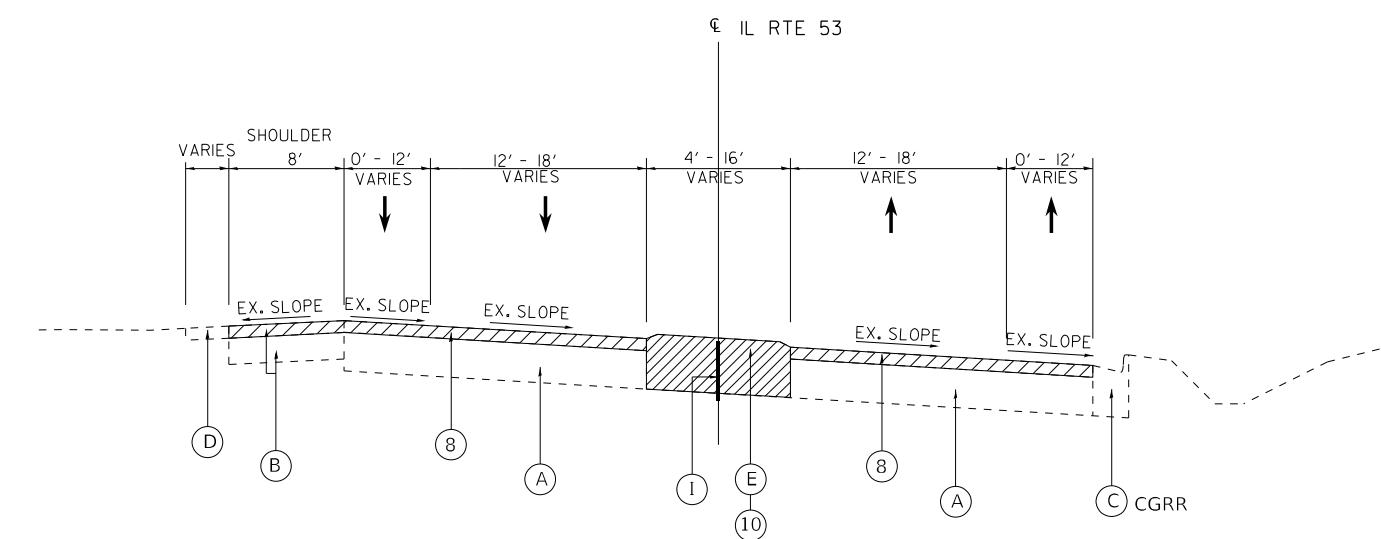
CGRR CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL



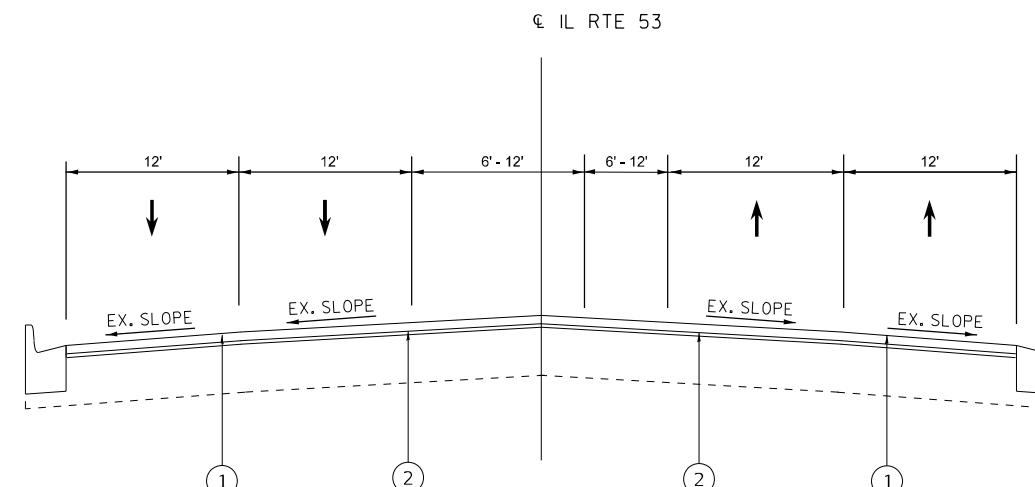
EXISTING TYPICAL SECTION

STA 12+94 TO STA 18+38



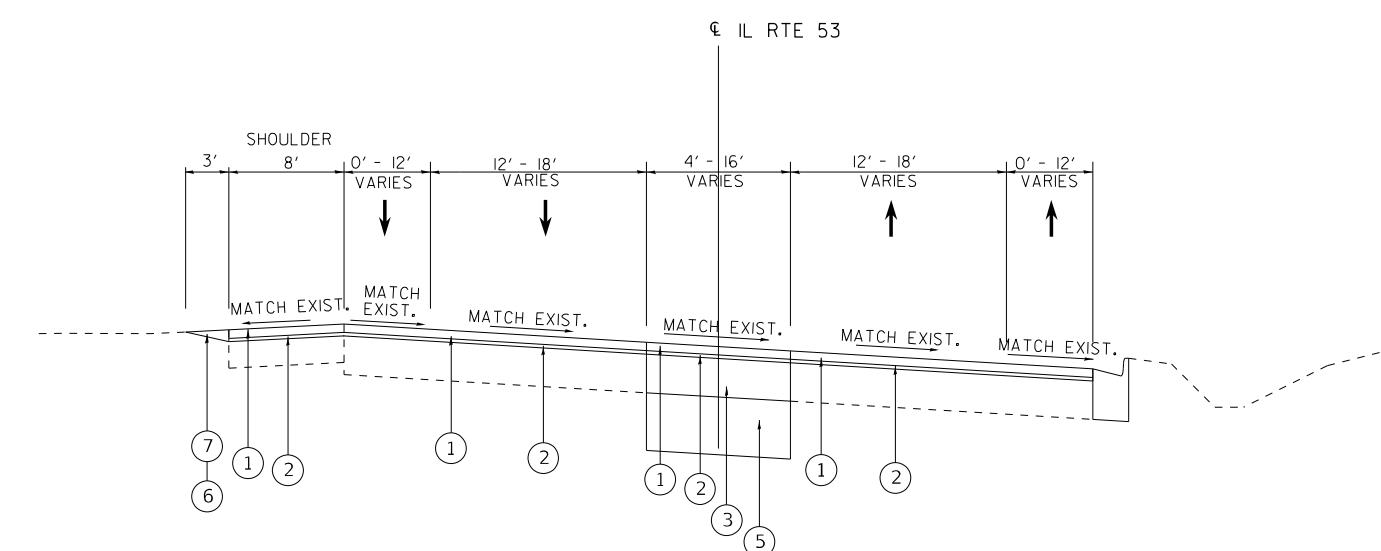
EXISTING TYPICAL SECTION

STA 18+38 TO STA 23+49



PROPOSED TYPICAL SECTION

STA 12+94 TO STA 18+38



PROPOSED TYPICAL SECTION

STA 18+38 TO STA 23+49

LEGEND - EXISTING

- (A) HMA PAVEMENT $\pm 10.5"$
- (B) HMA SHOULDER $\pm 6"$
- (C) COMB. CONC. CURB & GUTTER
- (D) AGGREGATE SHOULDER
- (E) CORRUGATED MEDIAN
- (F) PCC PAVEMENT 10"
- (G) HMA SHOULDER
- (H) HMA PAVEMENT 5"

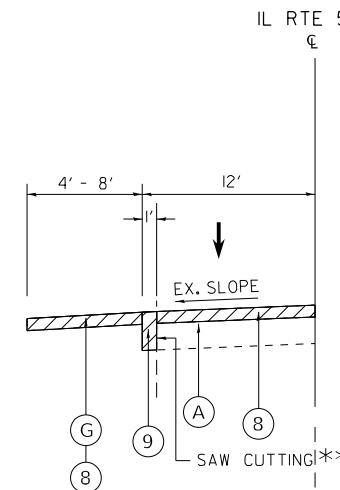
LEGEND - PROPOSED

- (1) 5/8" EXPANSION TIE ANCHORS - INSTALLED ALONG THE CENTERLINE OF THE EXISTING CORRUGATED MEDIAN AT 30" C-C EACH WAY
- (J) EXISTING SOD
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1.75"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"
- (3) HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH (SEE DISTRICT DETAIL BD-33)
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (6) GRADING AND SHAPING SHOULDER
- (7) AGGREGATE WEDGE SHOULDER, TYPE B

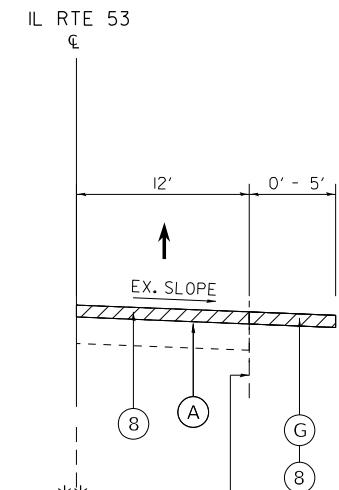
- (8) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
- (9) PAVEMENT REMOVAL
- (10) MEDIAN REMOVAL
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (12) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"
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- (14) SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)
- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"

CGRR CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

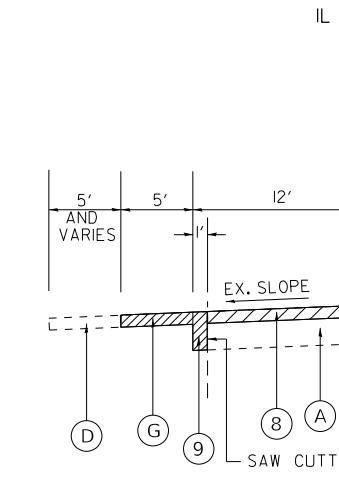
** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL



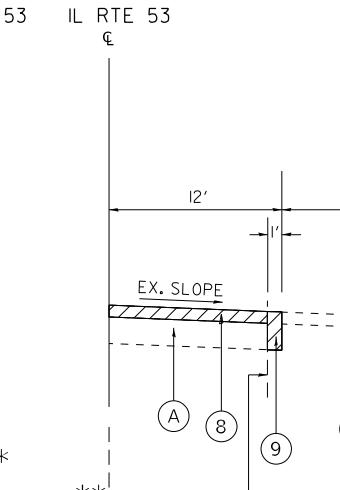
EXISTING TYPICAL SECTION
STA 23+49 TO STA 26+85
STA 38+57 TO STA 42+19
STA 56+20 TO STA 57+82
STA 58+25 TO STA 65+74



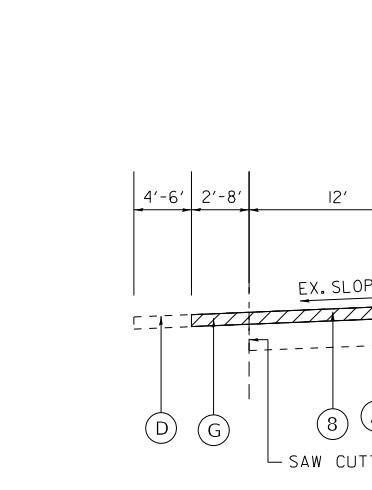
EXISTING TYPICAL SECTION
STA 27+60 TO STA 29+72



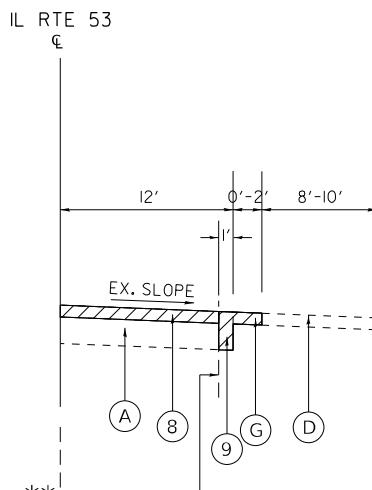
EXISTING TYPICAL SECTION
STA 65+74 TO STA 84+29



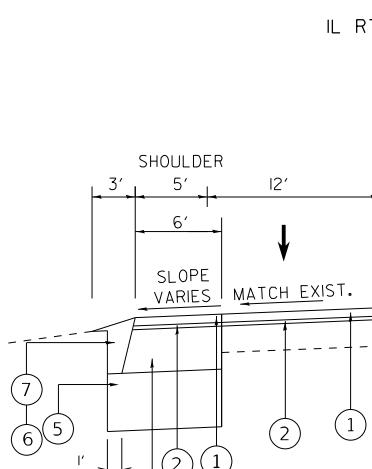
EXISTING TYPICAL SECTION
STA 38+57 TO STA 41+58
STA 42+09 TO STA 44+00



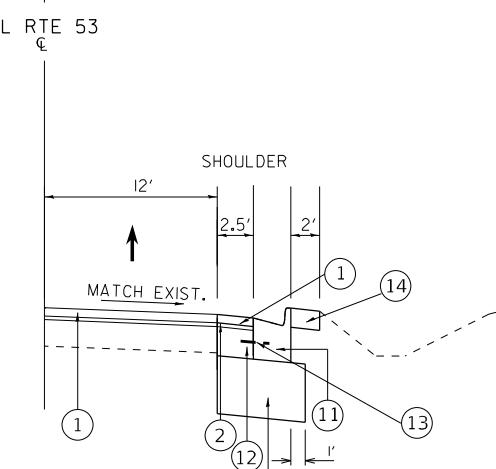
EXISTING TYPICAL SECTION
STA 91+45 TO STA 93+31



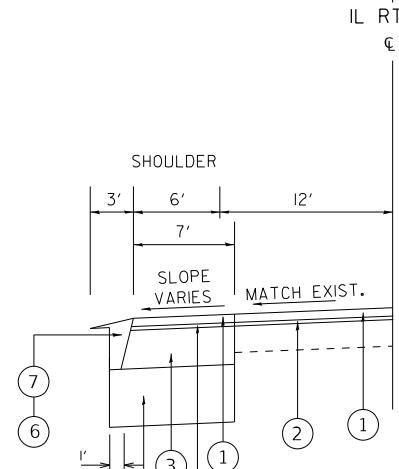
EXISTING TYPICAL SECTION
STA 78+61 TO STA 87+30
STA 88+25 TO STA 89+00
STA 89+60 TO STA 92+67



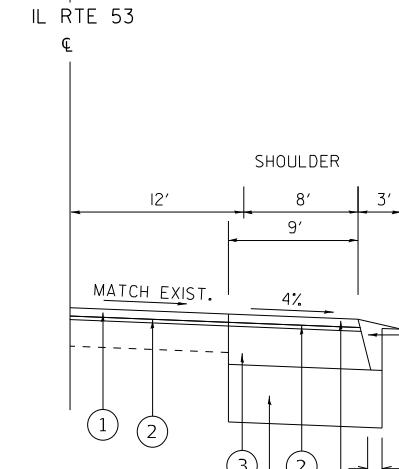
PROPOSED TYPICAL SECTION
STA 23+49 TO STA 26+85
STA 38+57 TO STA 42+19
STA 56+20 TO STA 57+82
STA 58+25 TO STA 65+74



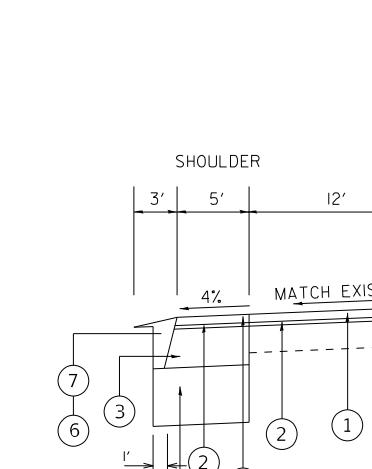
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STA 27+60 TO STA 29+72



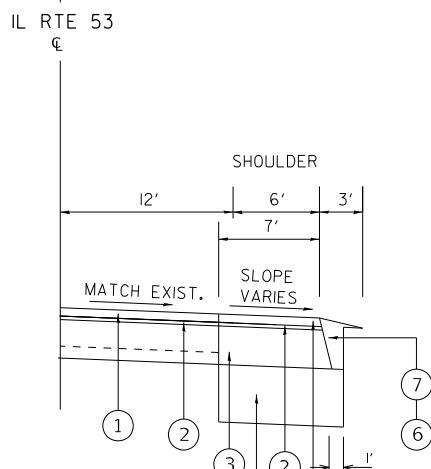
PROPOSED TYPICAL SECTION
STA 65+74 TO STA 84+29



PROPOSED TYPICAL SECTION
STA 38+57 TO STA 41+58
STA 42+09 TO STA 44+00



PROPOSED TYPICAL SECTION
STA 91+45 TO STA 93+31



PROPOSED TYPICAL SECTION
STA 78+61 TO STA 87+30
STA 88+25 TO STA 89+00
STA 89+60 TO STA 92+67

LEGEND - EXISTING

- (A) HMA PAVEMENT $\pm 10.5"$
- (B) HMA SHOULders $\pm 6"$
- (C) COMB. CONC. CURB & GUTTER
- (D) AGGREGATE SHOULDER
- (E) CORRUGATED MEDIAN
- (F) PCC PAVEMENT 10"
- (G) HMA SHOULders
- (H) HMA PAVEMENT 5"

- (I) 5/8" EXPANSION TIE ANCHORS - INSTALLED ALONG THE CENTERLINE OF THE EXISTING CORRUGATED MEDIAN AT 30" C-C EACH WAY
- (J) EXISTING SOD

LEGEND - PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1.75"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"
- (3) HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH (SEE DISTRICT DETAIL BD-33)
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (6) GRADING AND SHAPING SHOULders
- (7) AGGREGATE WEDGE SHOULders, TYPE B

- (8) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"

- (9) PAVEMENT REMOVAL

- (10) MEDIAN REMOVAL

- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

- (12) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"

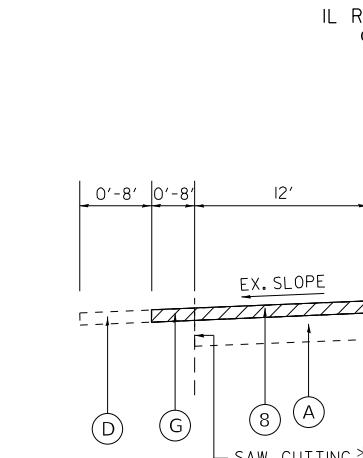
- (13) NO. 6 X 2' LONG DEFORMED TIE BARS, GROUTED-IN-PLACE (EPOXY COATED) AT 2' C-C (STANDARD 420001-08, INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER, OF THE TYPE SPECIFIED)

- (14) SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)

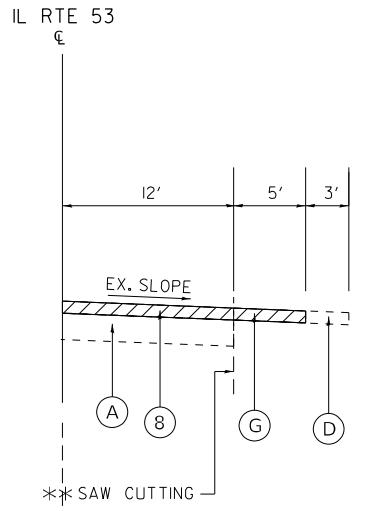
- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"

CGRR CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

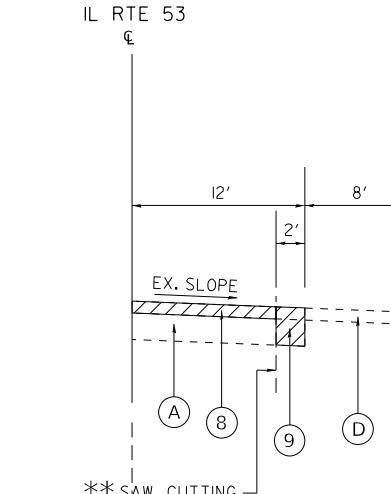
** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL



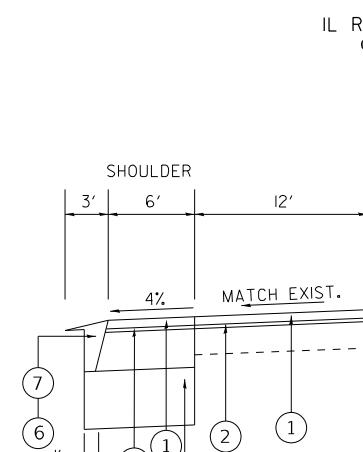
EXISTING TYPICAL SECTION
STA 86+87 TO STA 91+45
STA 93+76 TO STA 95+09



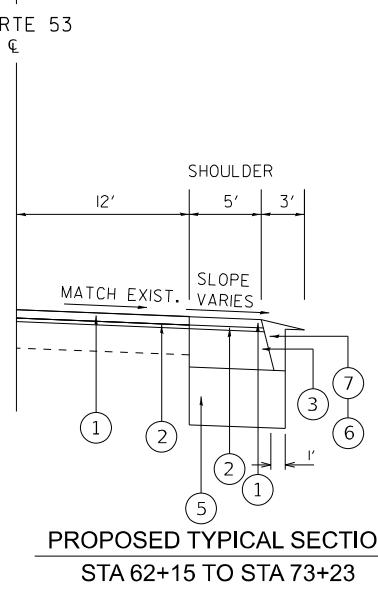
EXISTING TYPICAL SECTION
STA 62+15 TO STA 73+23
STA 73+72 TO STA 77+83



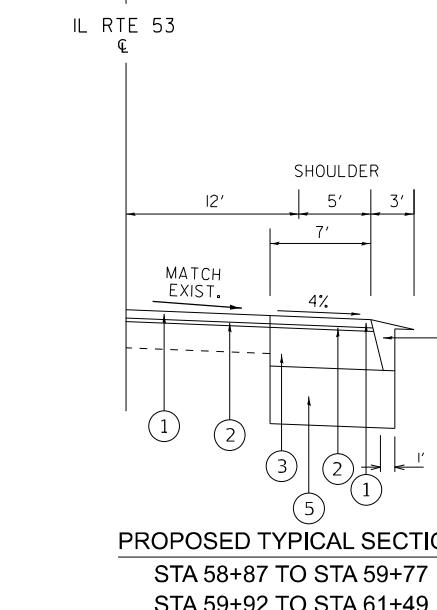
EXISTING TYPICAL SECTION
STA 58+87 TO STA 59+77
STA 59+92 TO STA 61+49



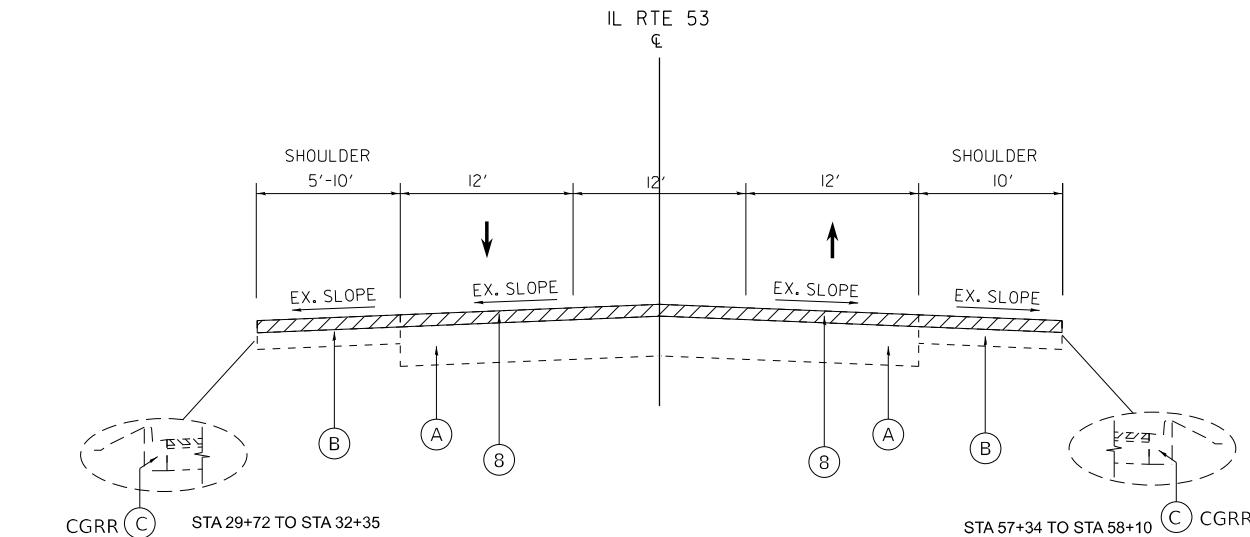
PROPOSED TYPICAL SECTION
STA 86+87 TO STA 91+45
STA 93+76 TO STA 95+09



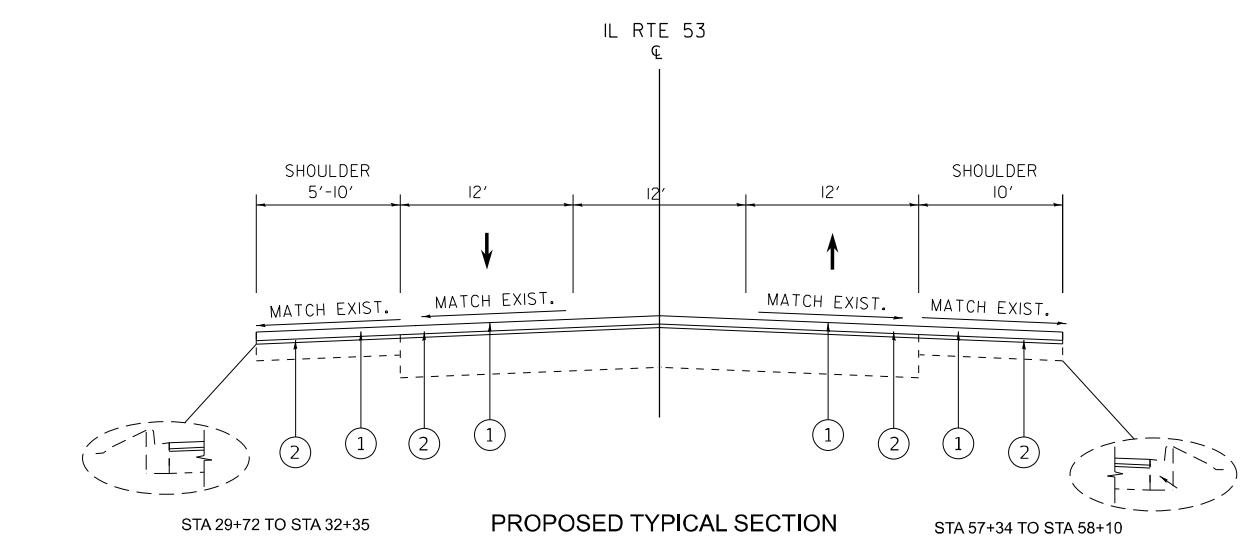
PROPOSED TYPICAL SECTION
STA 62+15 TO STA 73+23
STA 73+72 TO STA 77+83



PROPOSED TYPICAL SECTION
STA 58+87 TO STA 59+77
STA 59+92 TO STA 61+49



EXISTING TYPICAL SECTION
STA 29+72 TO STA 38+57
STA 44+00 TO STA 55+70
OMMISSION: STA 49+22 TO STA 50+81



PROPOSED TYPICAL SECTION
STA 29+72 TO STA 38+57
STA 44+00 TO STA 55+70
OMMISSION: STA 49+22 TO STA 50+81

LEGEND - EXISTING

- (A) HMA PAVEMENT $\pm 10.5"$
- (B) HMA SHOULDER $\pm 6"$
- (C) COMB. CONC. CURB & GUTTER
- (D) AGGREGATE SHOULDER
- (E) CORRUGATED MEDIAN
- (F) PCC PAVEMENT 10"
- (G) HMA SHOULDER
- (H) HMA PAVEMENT 5"

- (I) 5/8" EXPANSION TIE ANCHORS - INSTALLED ALONG THE CENTERLINE OF THE EXISTING CORRUGATED MEDIAN AT 30" C-C EACH WAY
- (J) EXISTING SOD

LEGEND - PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1.75"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"
- (3) HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH (SEE DISTRICT DETAIL BD-33)
- (5) AGGREGATE SUBGRADE IMPROVEMENT 12"
- (6) GRADING AND SHAPING SHOULDER
- (7) AGGREGATE WEDGE SHOULDER, TYPE B

- (8) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"

- (9) PAVEMENT REMOVAL

- (10) MEDIAN REMOVAL

- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24

- (12) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"

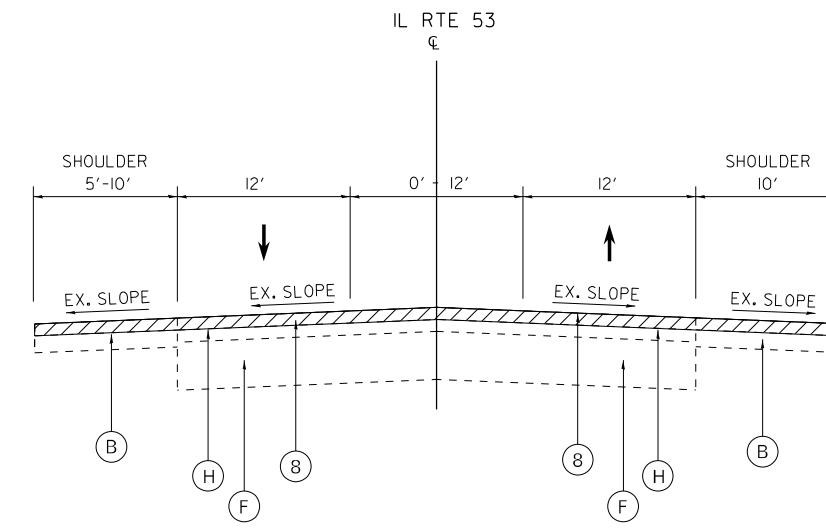
- (13) NO. 6 X 2' LONG DEFORMED TIE BARS, GROUTED-IN-PLACE (EPOXY COATED) AT 2' C-C (STANDARD 420001-08, INCLUDED IN THE COST OF COMBINATION CURB AND GUTTER, OF THE TYPE SPECIFIED)

- (14) SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)

- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"

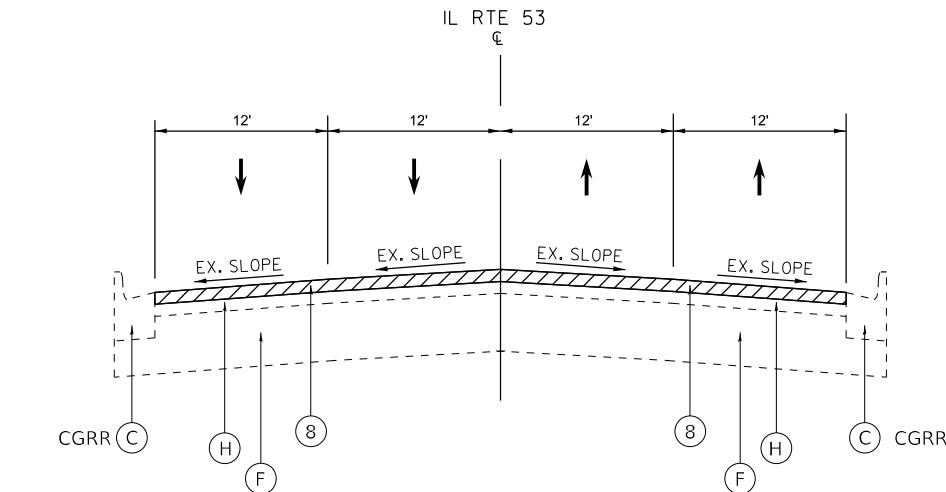
CGRR CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)

** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL



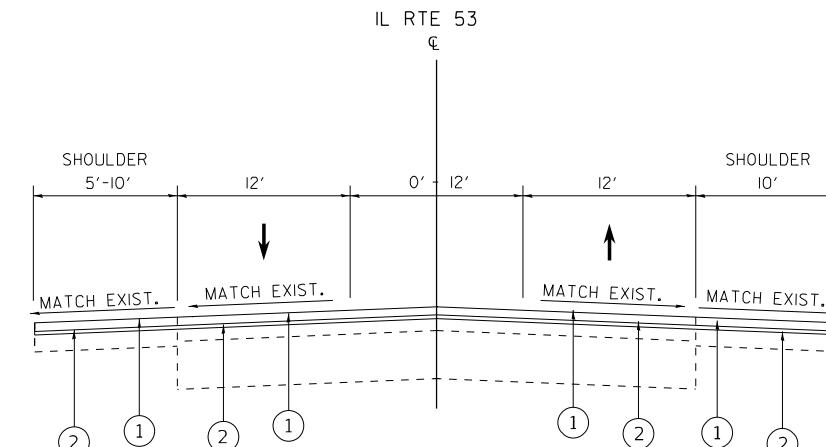
EXISTING TYPICAL SECTION

STA 95+09 TO STA 120+00



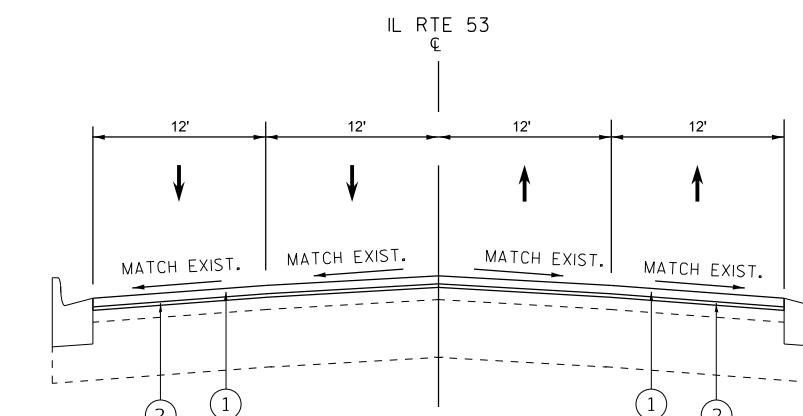
EXISTING TYPICAL SECTION

STA 120+00 TO STA 144+00



PROPOSED TYPICAL SECTION

STA 95+09 TO STA 120+00



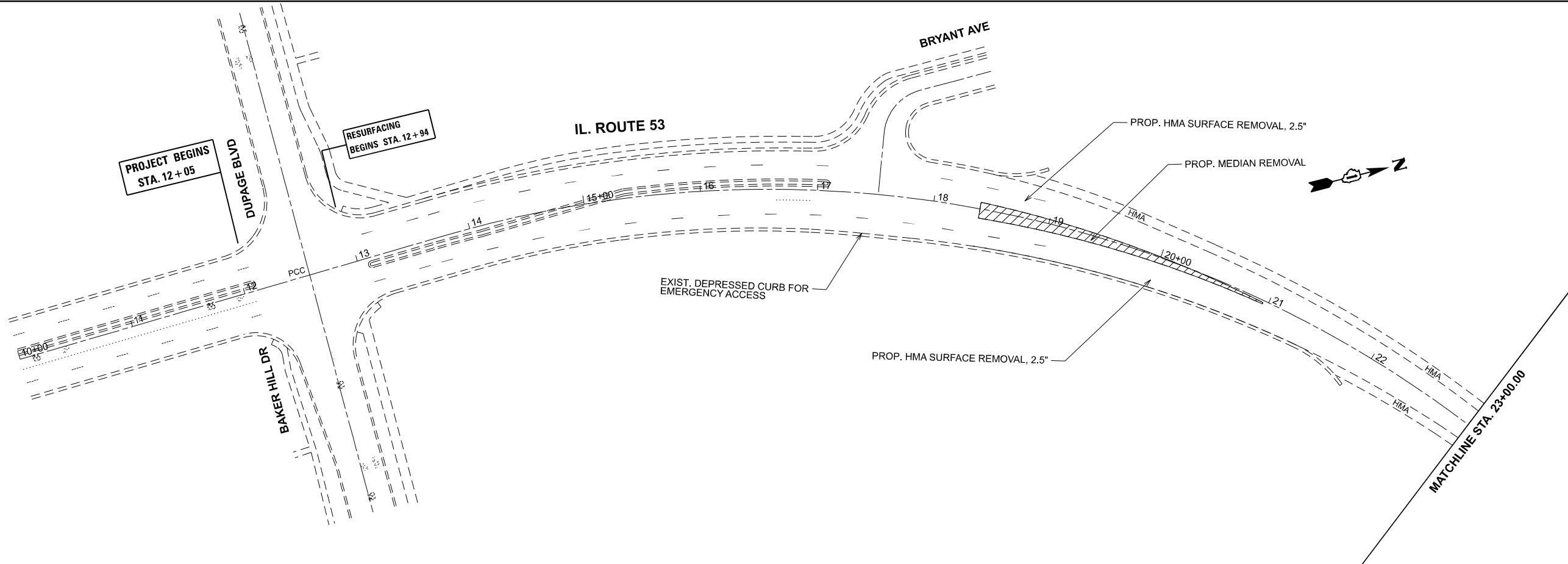
PROPOSED TYPICAL SECTION

STA 120+00 TO STA 144+00

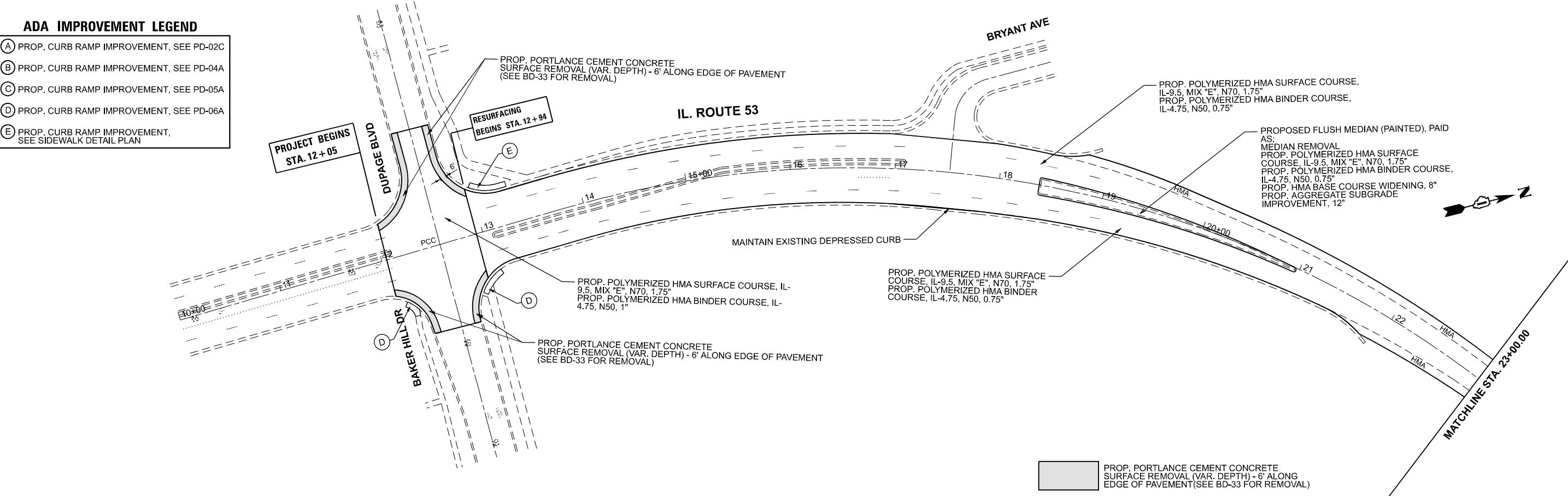
USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED TYPICAL SECTIONS		F.A.P. RTE. 870	SECTION 2025-2006-RS, 8X19(066)	COUNTY DUPAGE	TOTAL SHEETS 56	SHEET NO. 10A
DRAWN -	REVISED -	SCALE:		SHEET Untitled-8 [Sheet]	Sheets STA. 0+00.00	To STA. 0+00.00	CONTRACT NO. 80B25			
CHECKED -	REVISED -	ILLINOIS FED. AID PROJECT								
PLOT DATE = 12/2/2025	DATE -	REVISED -								

SCHEDULE OF QUANTITIES - ADA IMPROVEMENT

STATE ROUTE	CROSS STREET	CORNER	CU YD	EARTH EXCAVATION	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	SODDING, SALT TOLERANT	UNIT	SUPPLEMENTAL WATERING	SQ YD	PROTECTIVE COAT	SQ FT	PORTLAND CEMENT CONCRETE SIDEWALK, 5INCH	SQ FT	DETECTABLE WARNINGS	SQ FT	SIDEWALK REMOVAL	EACH	Maintenance of Existing Traffic Signal Installation	EACH	REBUILD EXISTING HANDHOLE	EACH	REBUILD EXISTING HEAVY-DUTY HANDHOLE	EACH	Combination Curb and Gutter Removal and Replacement Less than or Equal to 10 feet	FOOT	Combination Curb and Gutter Removal and Replacement Greater than 10 feet	FOOT
IL 53 (COLUMBINE AVE)	BAKER HILL DR	NE	2.25	8.0	8.0	0.08	38.3	225.0	30.0	225.0								1	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0		
		SE	2.25	14.0	14.0	0.14	33.0	225.0	15.0	225.0								1	1.0	0.0	0.0	0.0	0.0	0.0	12.0	12.0		
		NW	2.25	9.0	9.0	0.09	53.0	225.0	15.0	225.0									0.0	0.0	0.0	0.0	0.0	0.0	42.0	42.0		
	SPRING AVE	NW	2.00	15.0	15.0	0.15	28.9	200.0	10.0	200.0								1	0.0	0.0	0.0	0.0	0.0	0.0	10.0	10.0		
		SW	2.63	10.0	10.0	0.10	42.6	263.1	34.6	263.1								1	0.0	0.0	0.0	0.0	0.0	0.0	20.0	20.0		
	HARRISON RD	NE	2.10	11.0	11.0	0.11	28.7	210.0	10.0	210.0								0	0.0	0.0	0.0	0.0	0.0	0.0	8.0	8.0		
		SE	2.10	12.0	12.0	0.12	28.7	210.0	10.0	210.0								1	0.0	0.0	0.0	0.0	0.0	0.0	8.0	8.0		
	MADISON ST	NE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00								1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		
		SE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00								2	0.00	0.00	0.00	0.00	0.00	0.00	0.0	0.0		
	TOTAL		20	79	79	0.80	253	1560	125	1560								3	1	2	120	120	120	120	120			

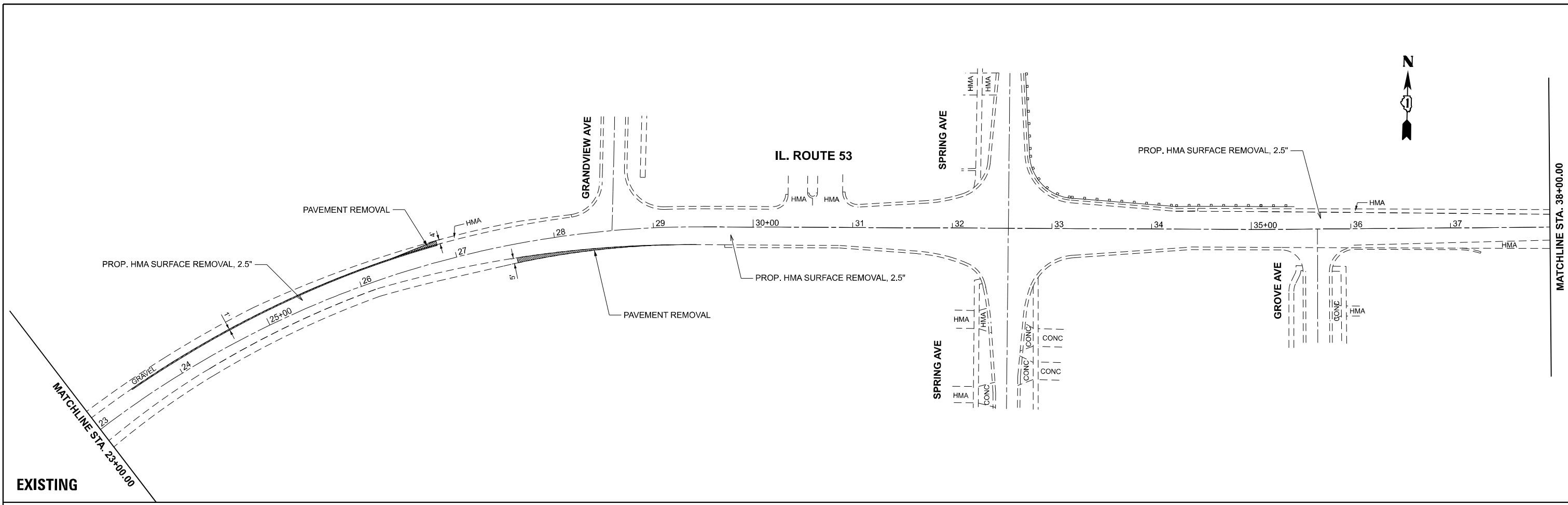


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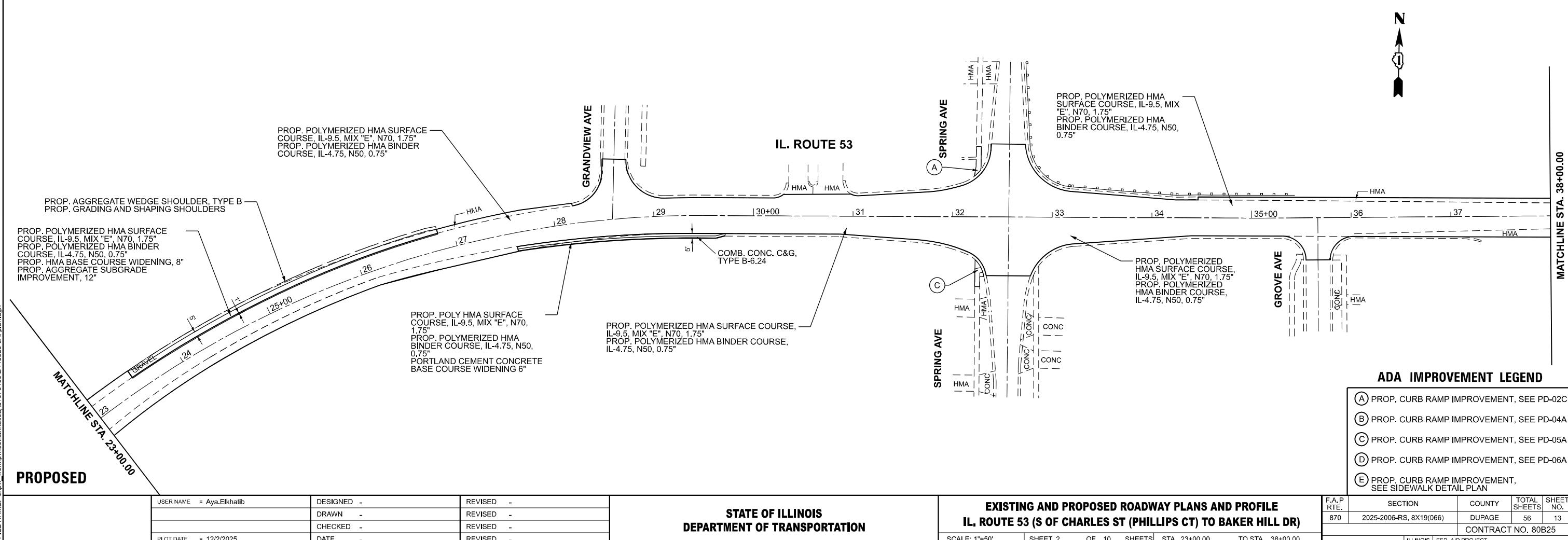


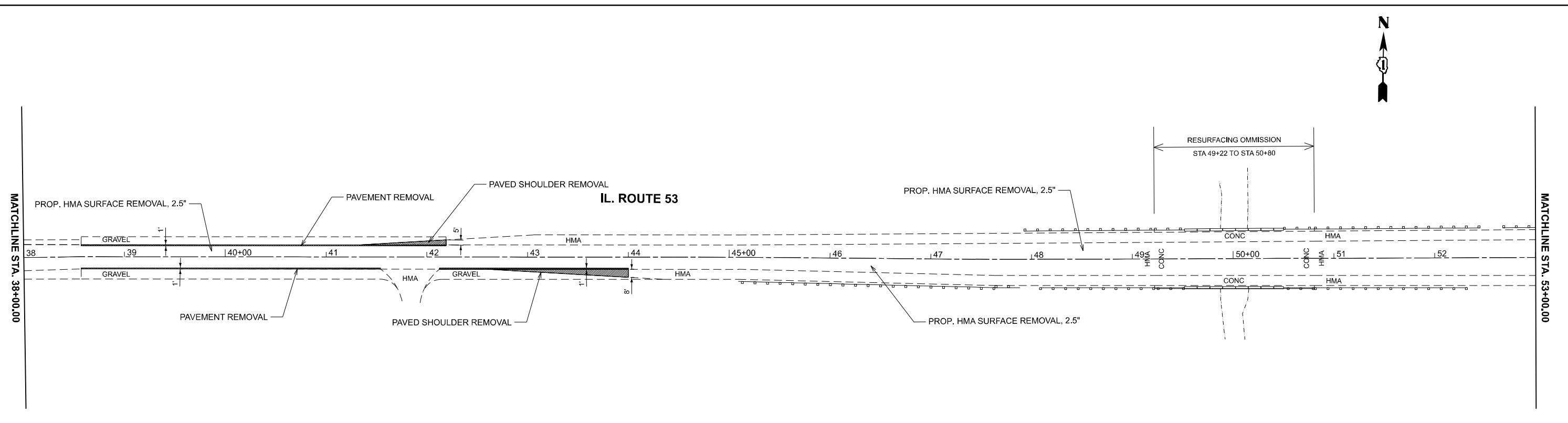
PROPOSED

USER NAME = Aya.Elkhattib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)	F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.
DRAWN -	REVISED -				RTE. 870 2025-2006-RS, 8X19(066) DUPAGE 56 12
CHECKED -	REVISED -				CONTRACT NO. 80B25
PLOT DATE = 12/2/2025	DATE -	REVISED -			ILLINOIS FED. AID PROJECT

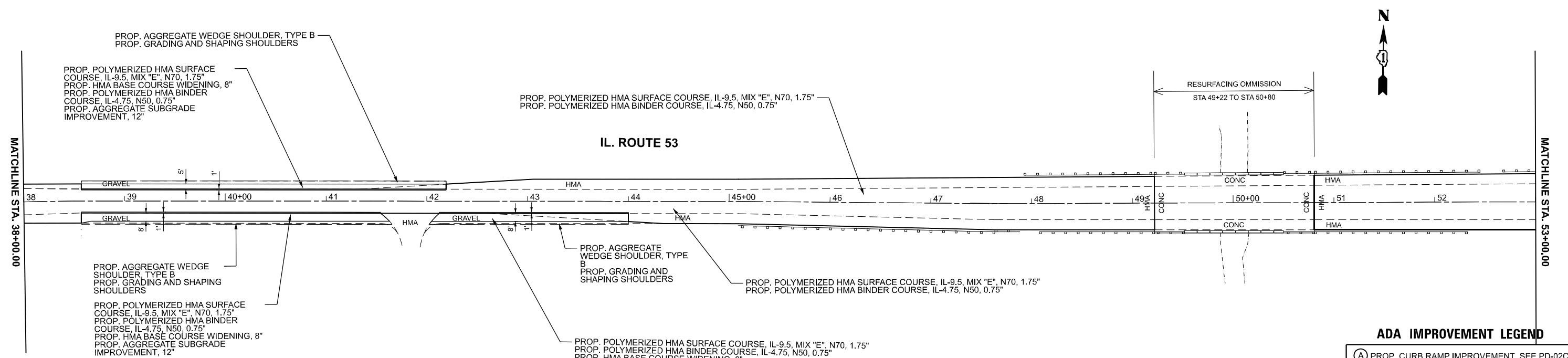


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EXISTING

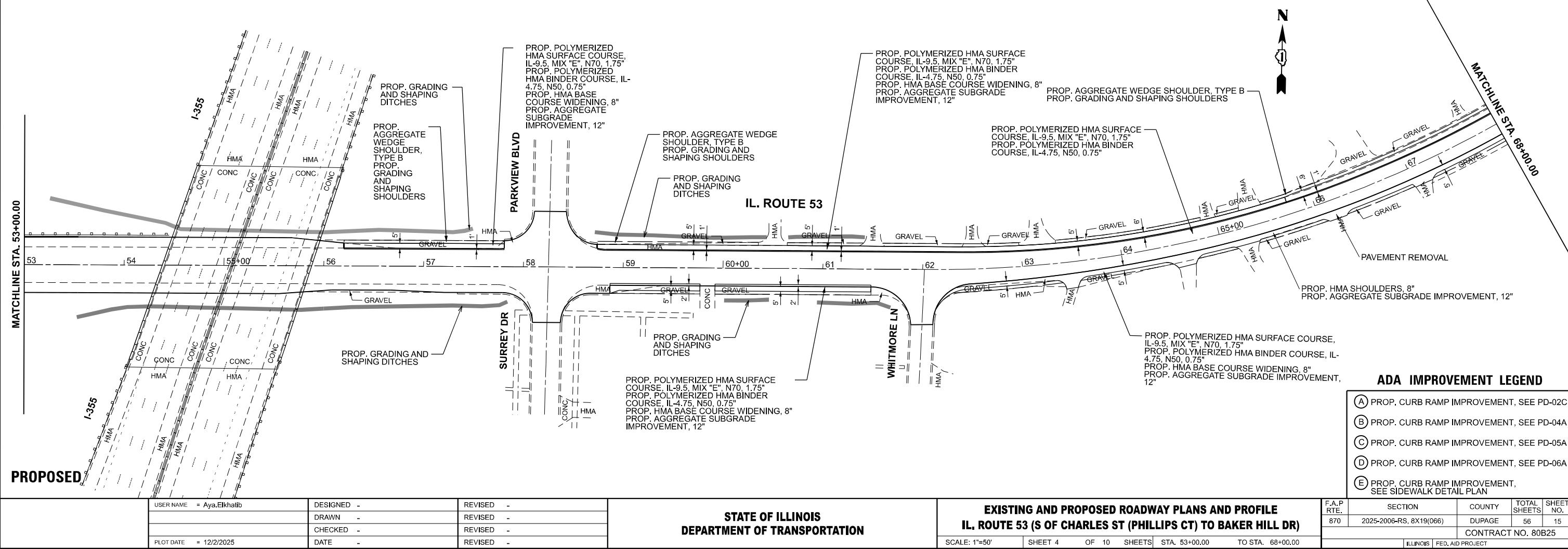
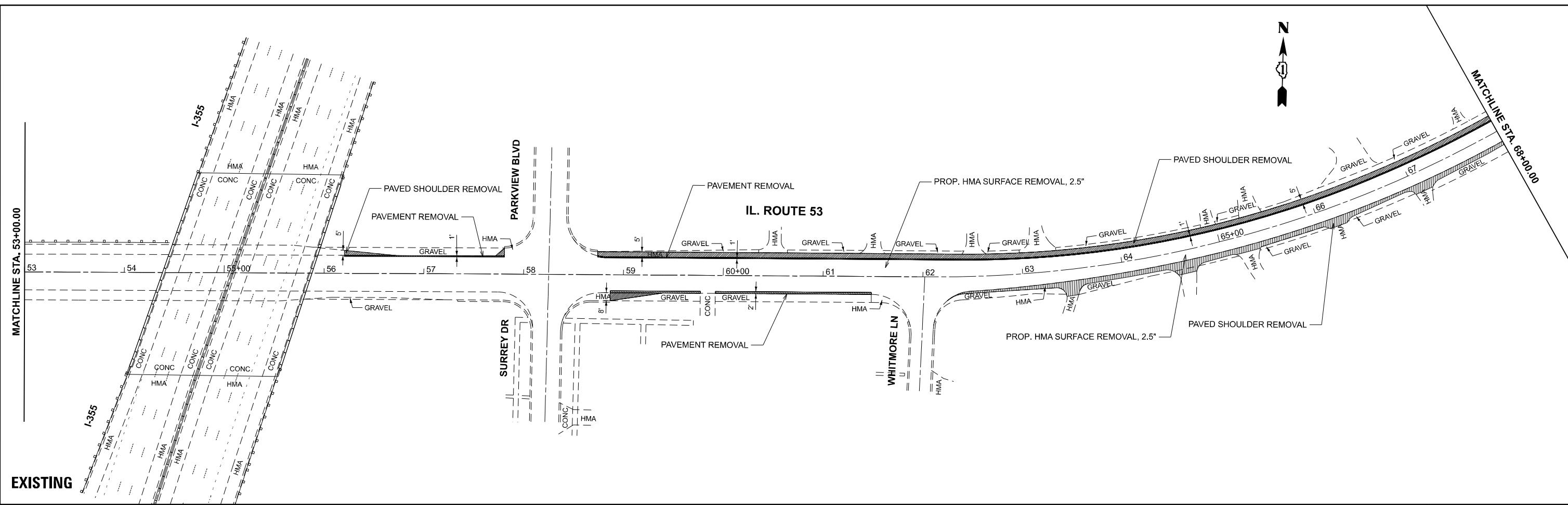


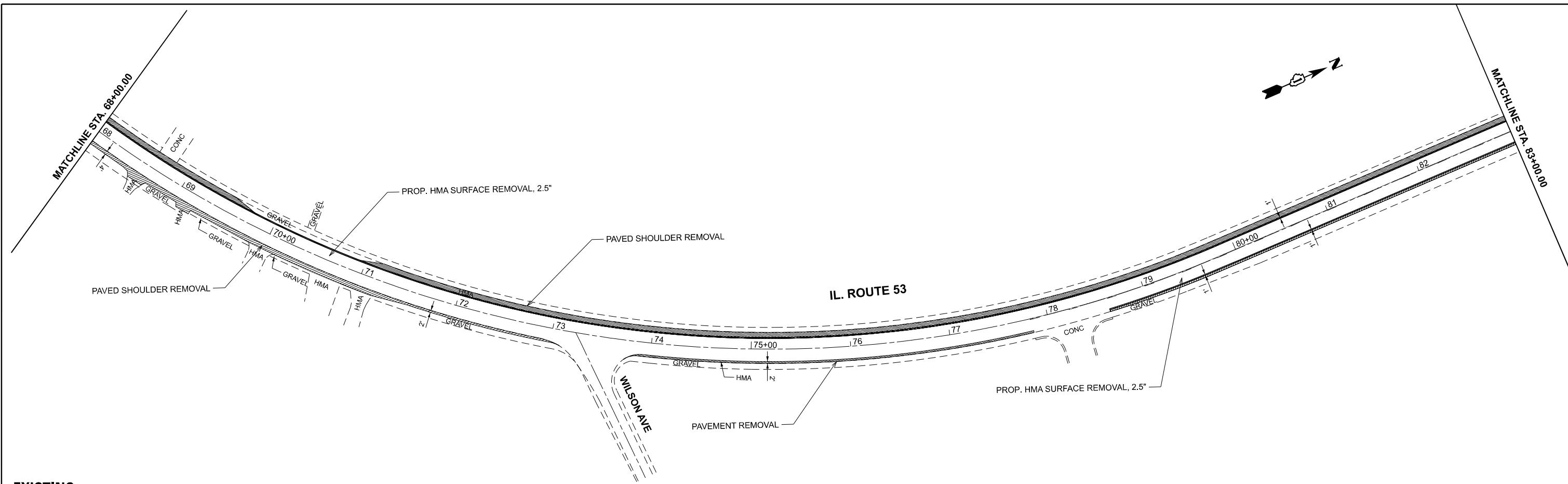
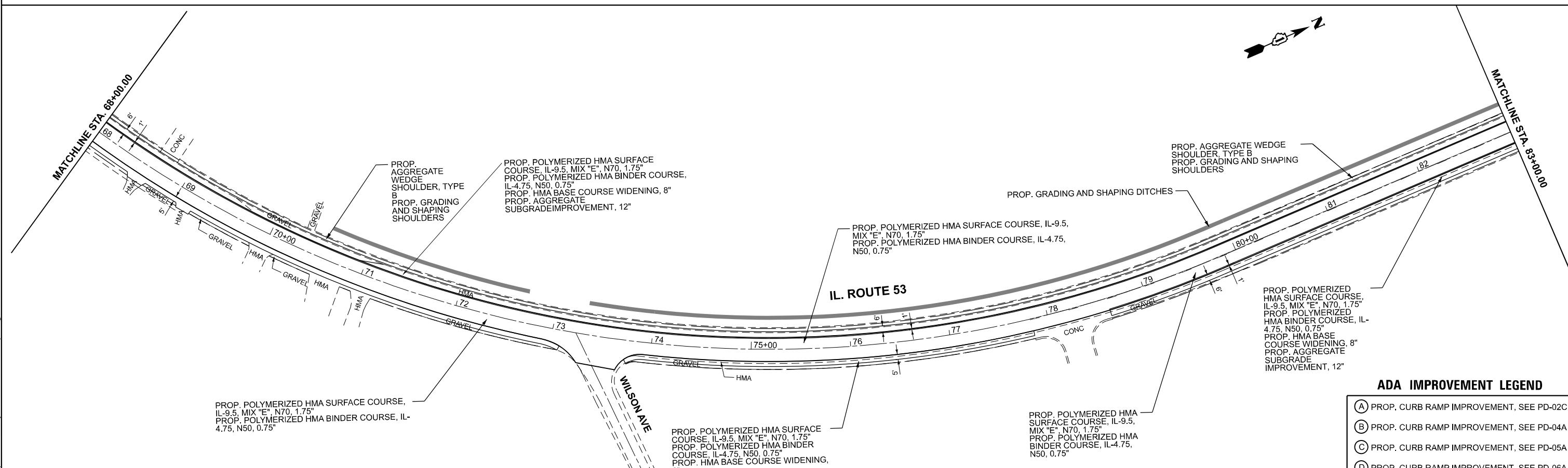
ADA IMPROVEMENT LEGEND

- (A) PROP. CURB RAMP IMPROVEMENT, SEE PD-02C
- (B) PROP. CURB RAMP IMPROVEMENT, SEE PD-04A
- (C) PROP. CURB RAMP IMPROVEMENT, SEE PD-05A
- (D) PROP. CURB RAMP IMPROVEMENT, SEE PD-06A
- (E) PROP. CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN

PROPOSED

USER NAME = Aya.Elkhatib DRAWN - CHECKED - PLOT DATE = 12/2/2025	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)				F.A.P RTE. 870	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -		SCALE: 1'=50'	SHEET 3	OF 10	Sheets		STA. 38+00.00	TO STA. 53+00.00		
	CHECKED -	REVISED -									ILLINOIS	FED. AID PROJECT
	PLOT DATE -	REVISED -										

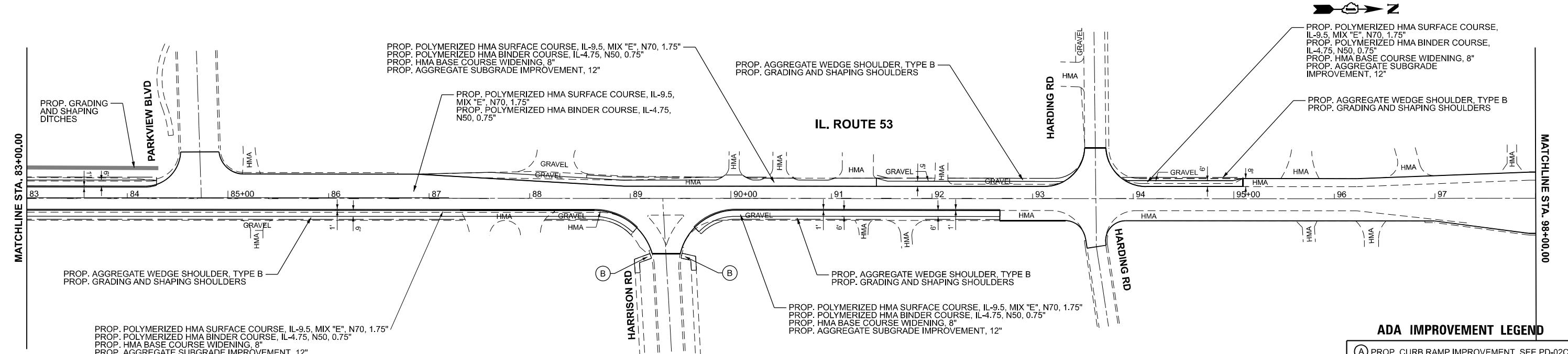
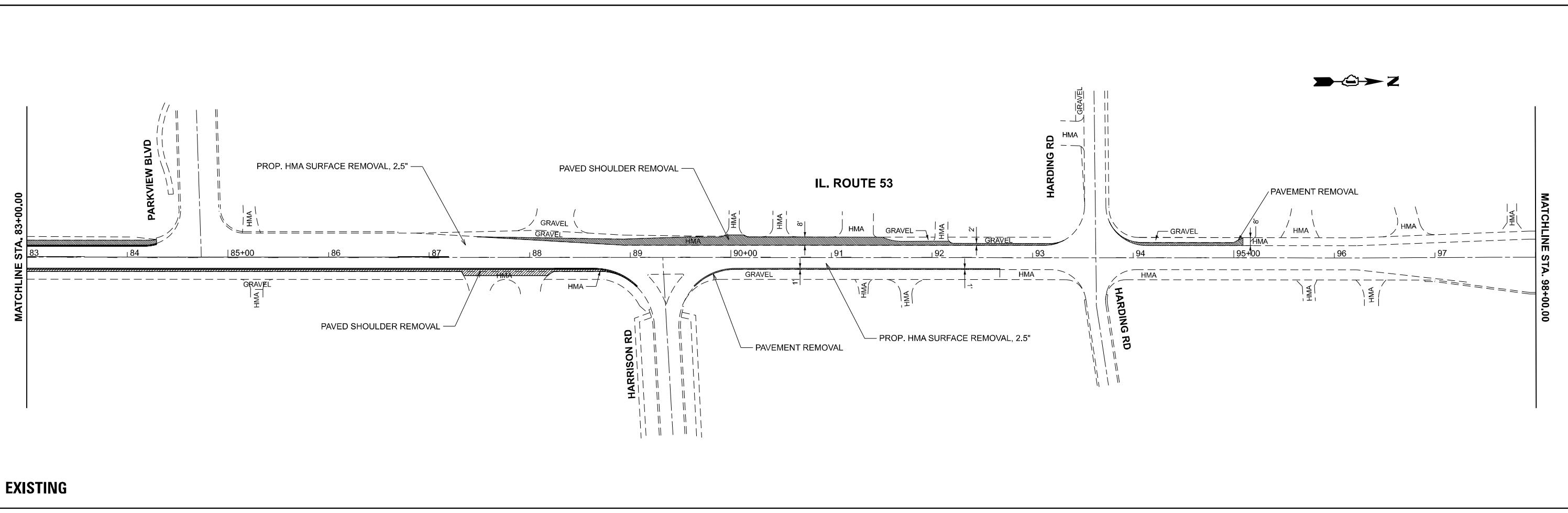



EXISTING

PROPOSED

USER NAME = Aya.Elkhattib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)				F.A.P RTE. 870	SECTION 870	COUNTY DUPAGE	TOTAL SHEETS 56	SHEET NO. 16
DRAWN -	REVISED -	SCALE: 1'=50' SHEET 5 OF 10 SHEETS STA. 68+00.00 TO STA. 83+00.00				CONTRACT NO. 80B25						
CHECKED -	REVISED -	ILLINOIS FED. AID PROJECT										
PLOT DATE = 12/2/2025	DATE -	REVISED -										

ADA IMPROVEMENT LEGEND

- (A) PROP. CURB RAMP IMPROVEMENT, SEE PD-02C
- (B) PROP. CURB RAMP IMPROVEMENT, SEE PD-04A
- (C) PROP. CURB RAMP IMPROVEMENT, SEE PD-05A
- (D) PROP. CURB RAMP IMPROVEMENT, SEE PD-06A
- (E) PROP. CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN

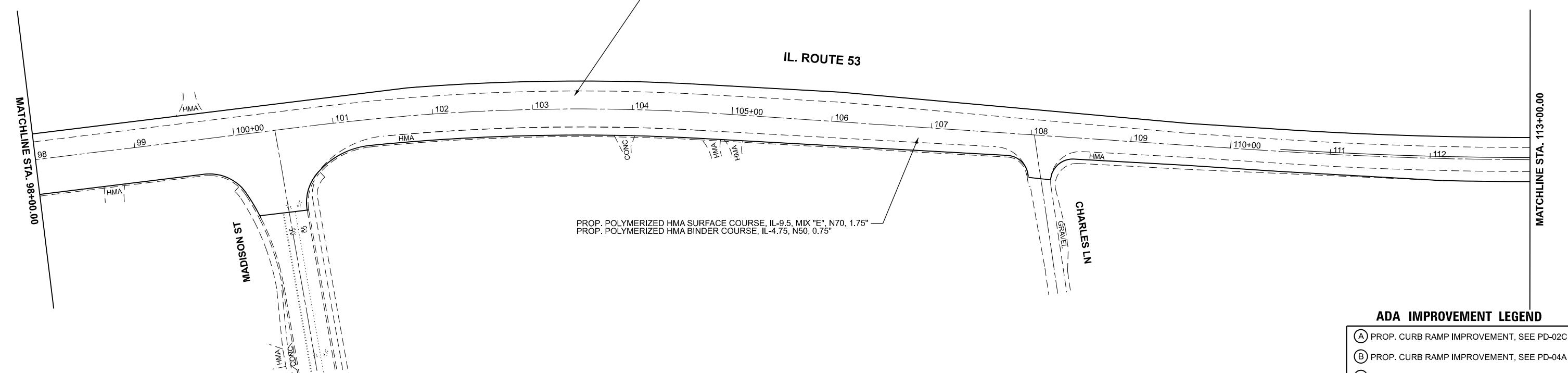
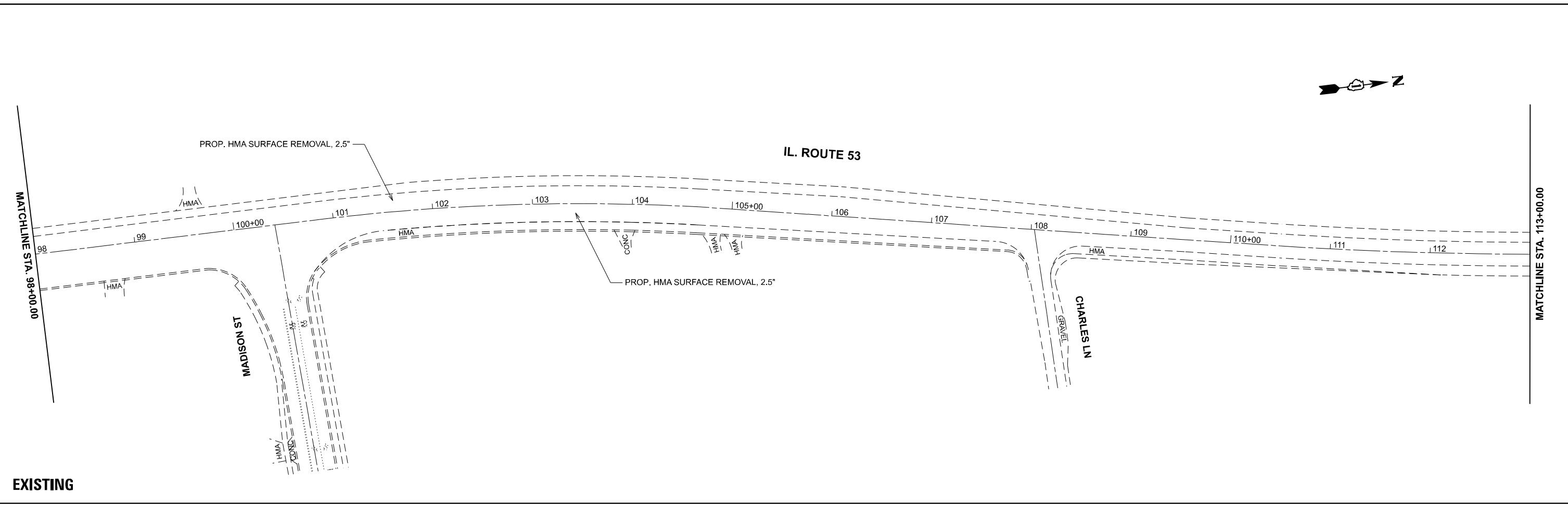


PROPOSED

USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)				F.A.P RTE. 870	SECTION 2025-2006-RS, 8X19(066)	COUNTY DUPAGE	TOTAL SHEETS 56	SHEET NO. 17
DRAWN -	REVISED -	SCALE: 1'=50'				SHEET 6 OF 10 SHEETS STA. 83+00.00 TO STA. 98+00.00				CONTRACT NO. 80B25		
CHECKED -	REVISED -	ILLINOIS FED. AID PROJECT										

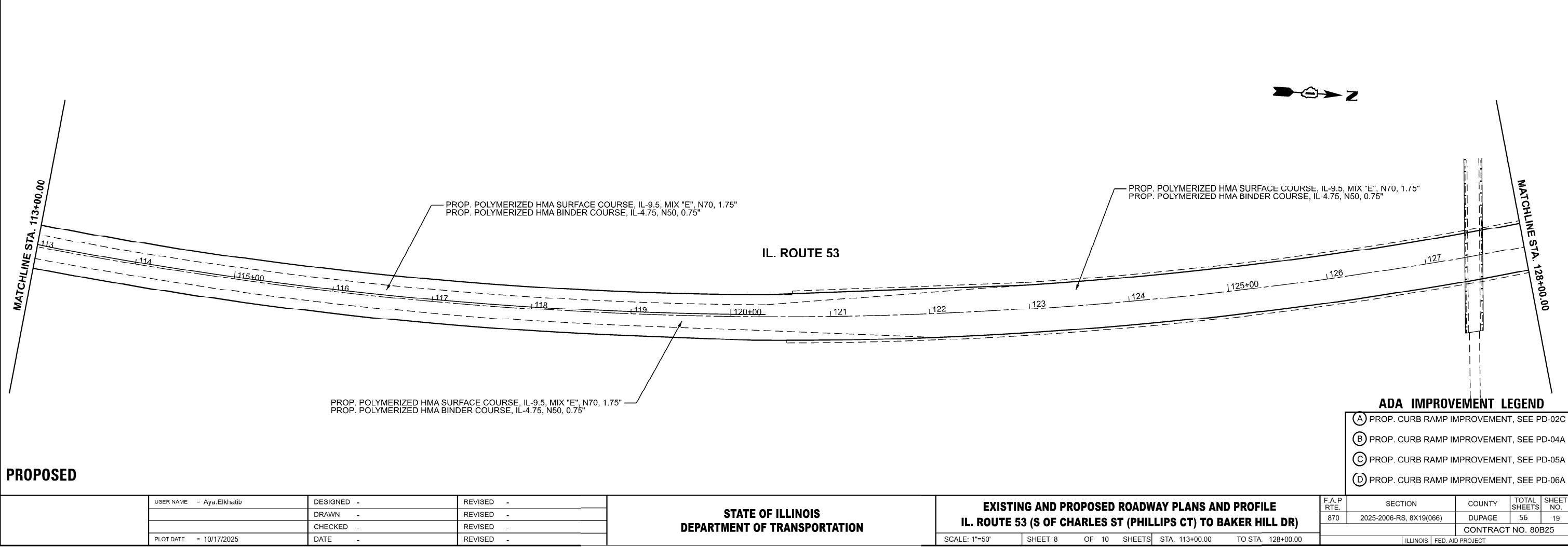
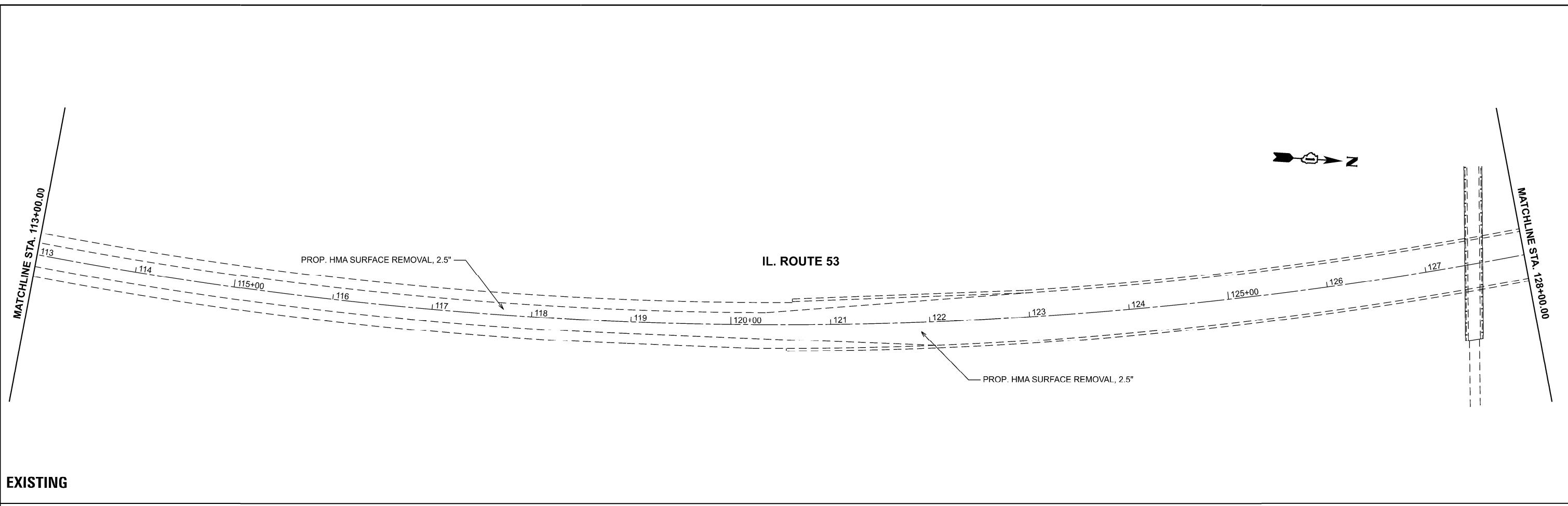
ADA IMPROVEMENT LEGEND

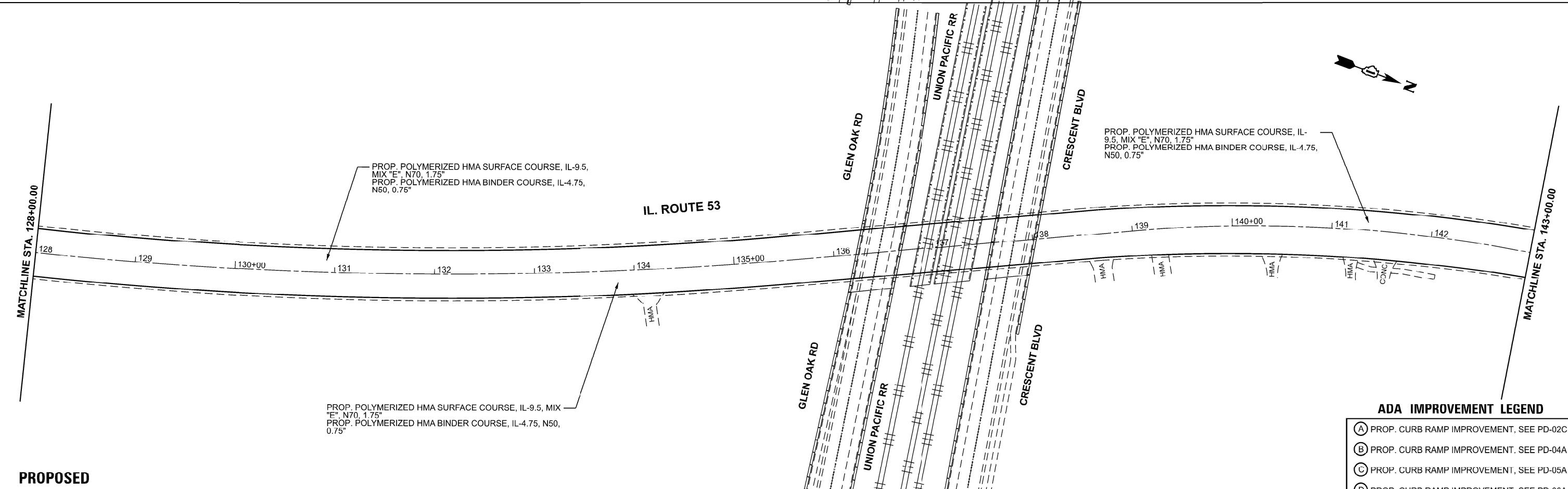
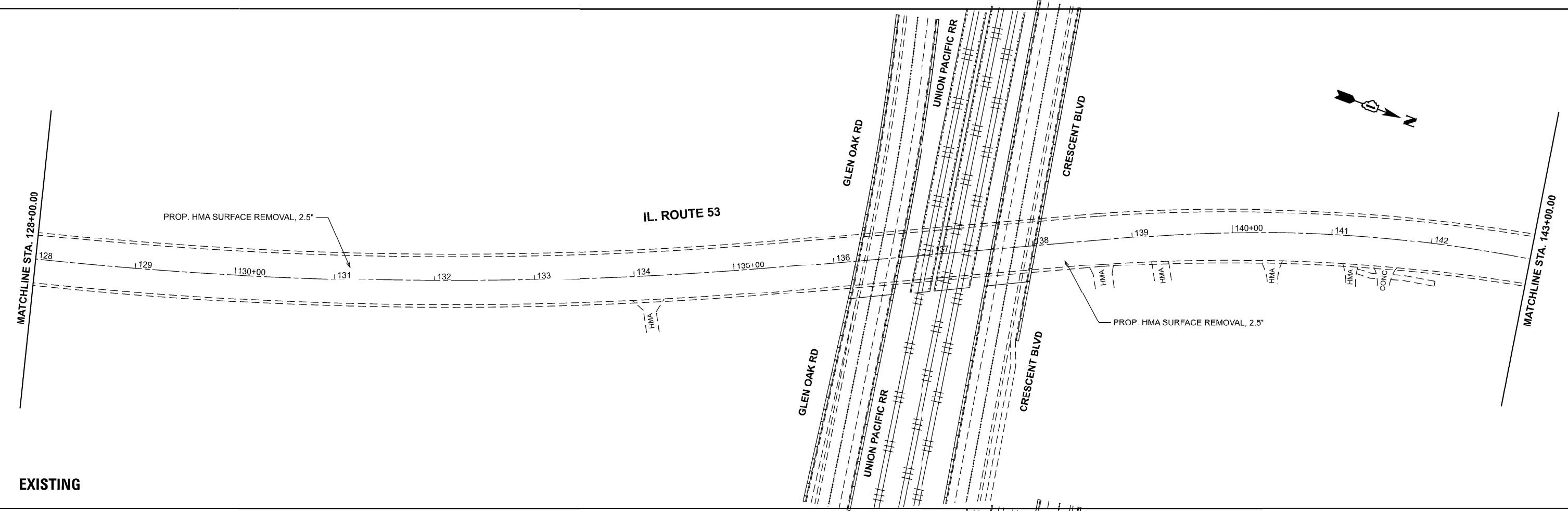
- (A) PROP. CURB RAMP IMPROVEMENT, SEE PD-02C
- (B) PROP. CURB RAMP IMPROVEMENT, SEE PD-04A
- (C) PROP. CURB RAMP IMPROVEMENT, SEE PD-05A
- (D) PROP. CURB RAMP IMPROVEMENT, SEE PD-06A
- (E) PROP. CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN



ADA IMPROVEMENT LEGEND

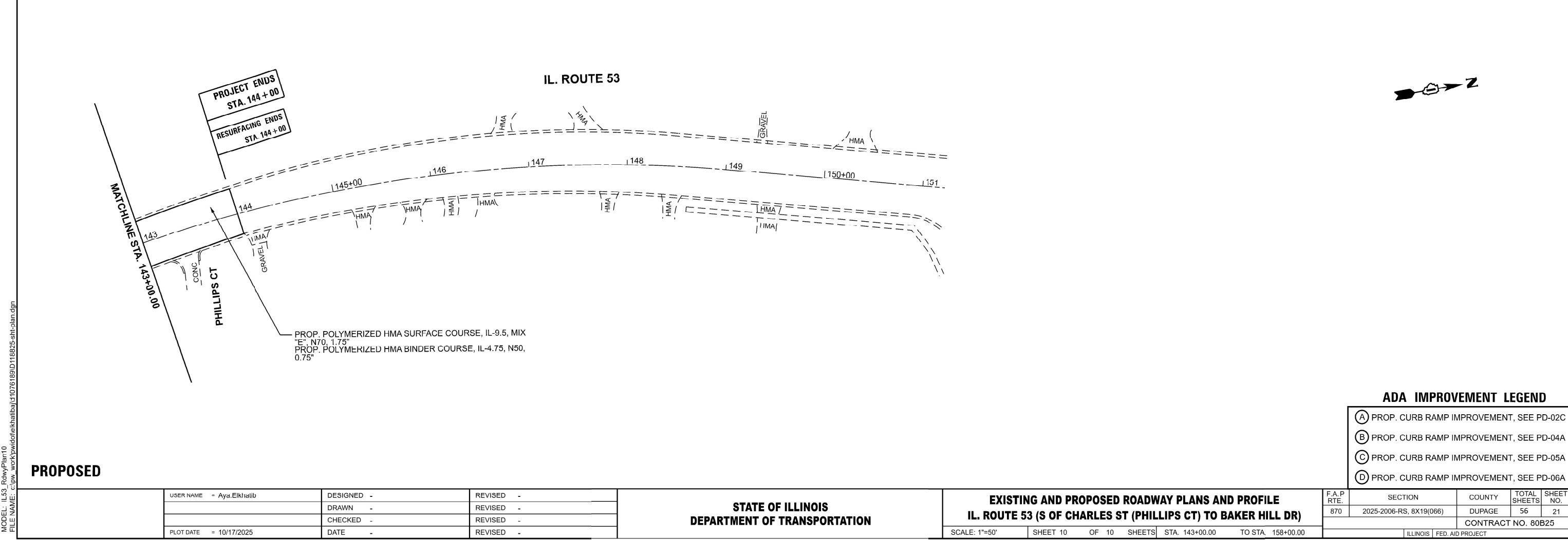
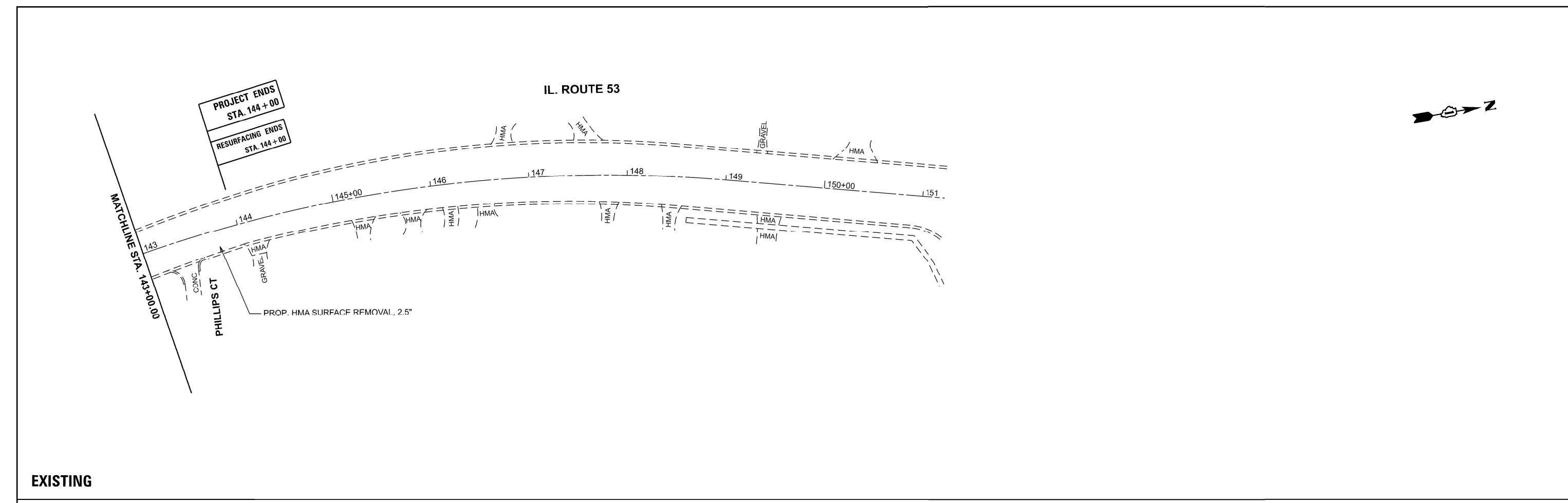
- (A) PROP. CURB RAMP IMPROVEMENT, SEE PD-02C
- (B) PROP. CURB RAMP IMPROVEMENT, SEE PD-04A
- (C) PROP. CURB RAMP IMPROVEMENT, SEE PD-05A
- (D) PROP. CURB RAMP IMPROVEMENT, SEE PD-06A





ADA IMPROVEMENT LEGEND

- (A) PROP. CURB RAMP IMPROVEMENT, SEE PD-02C
- (B) PROP. CURB RAMP IMPROVEMENT, SEE PD-04A
- (C) PROP. CURB RAMP IMPROVEMENT, SEE PD-05A
- (D) PROP. CURB RAMP IMPROVEMENT, SEE PD-06A



ADA IMPROVEMENT LEGEND

- (A) PROP. CURB RAMP IMPROVEMENT, SEE PD-02C
- (B) PROP. CURB RAMP IMPROVEMENT, SEE PD-04A
- (C) PROP. CURB RAMP IMPROVEMENT, SEE PD-05A
- (D) PROP. CURB RAMP IMPROVEMENT, SEE PD-06A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

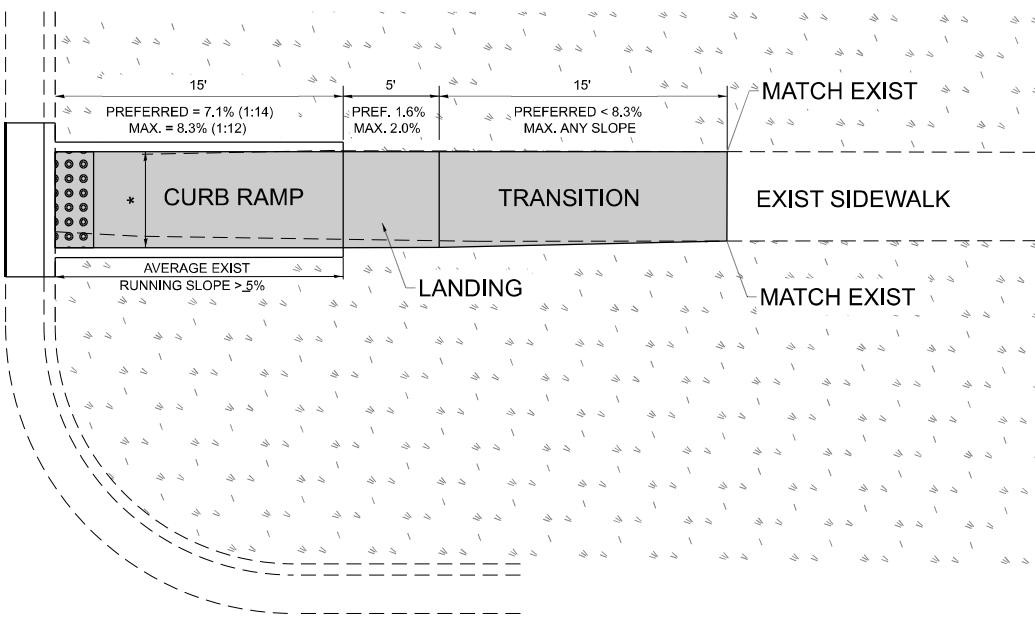
EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	21
				CONTRACT NO. 80B25

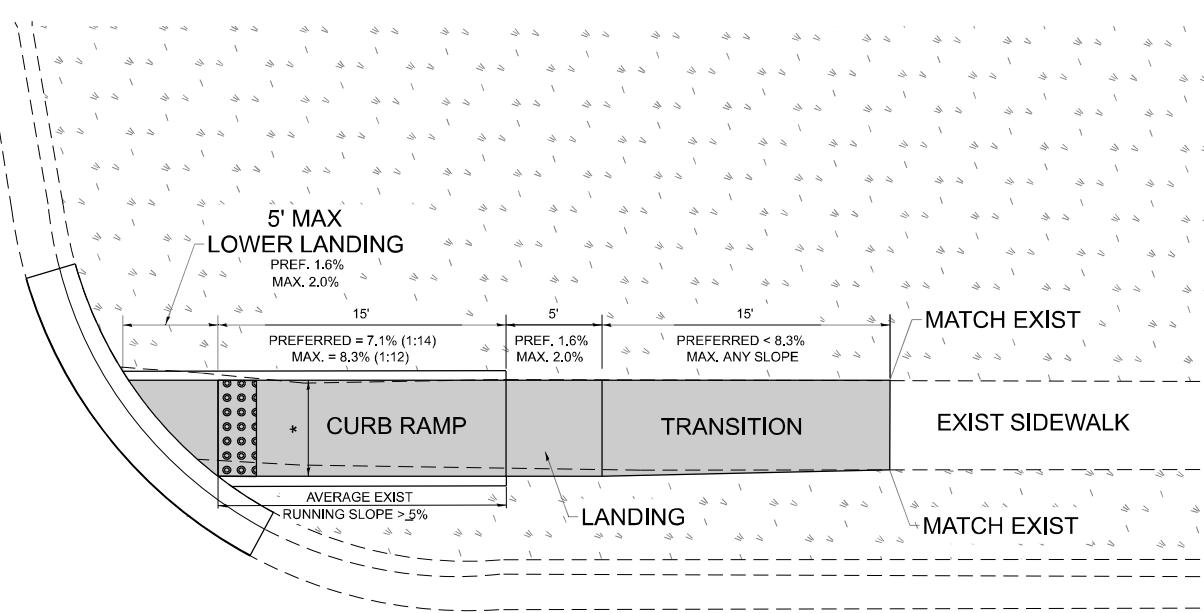
USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/17/2025	DATE -	REVISED -

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

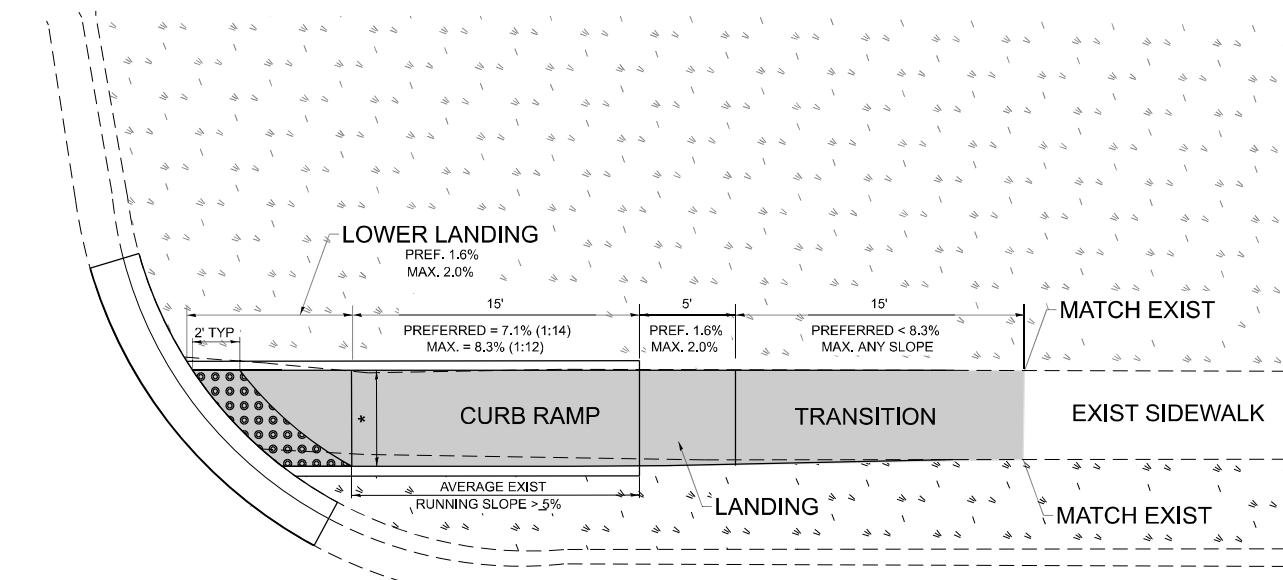
PD-02A



PD-02B



PD-02C



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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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-02)

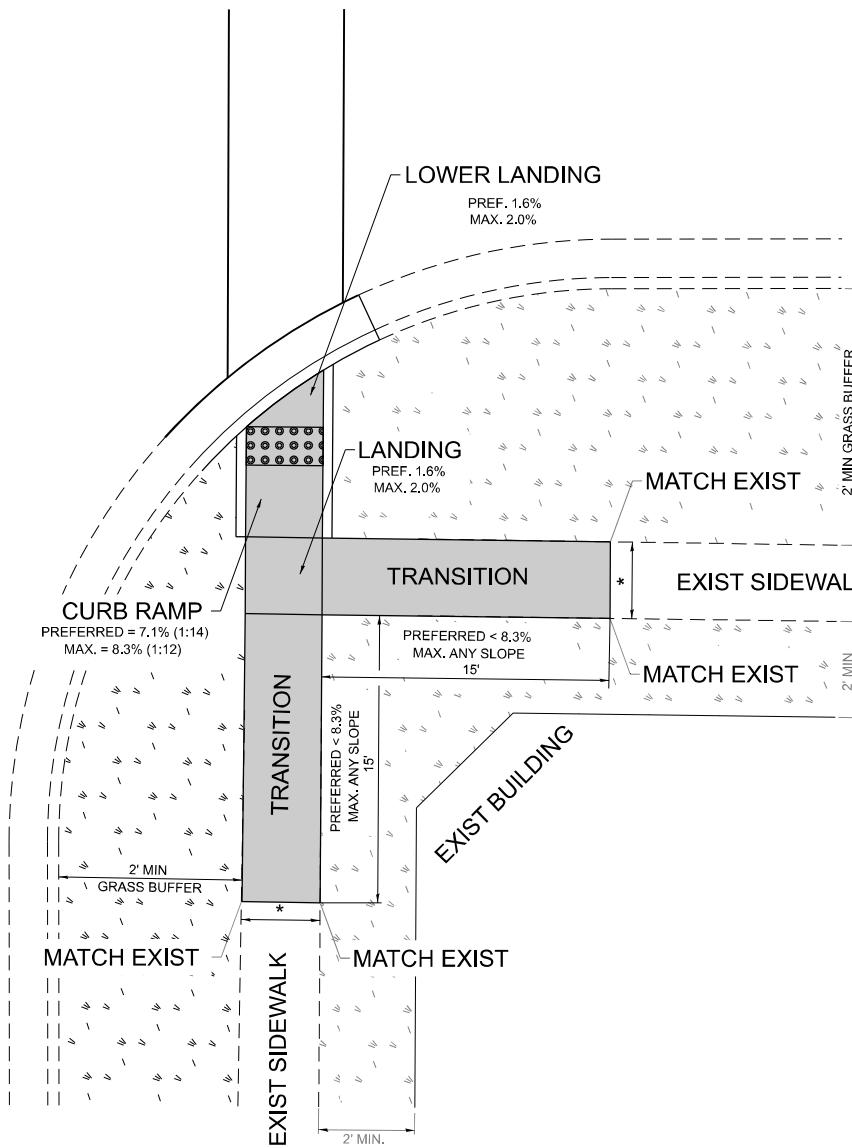
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
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PD-02	CONTRACT NO. 80B25	ILLINOIS	FED. AID PROJECT	

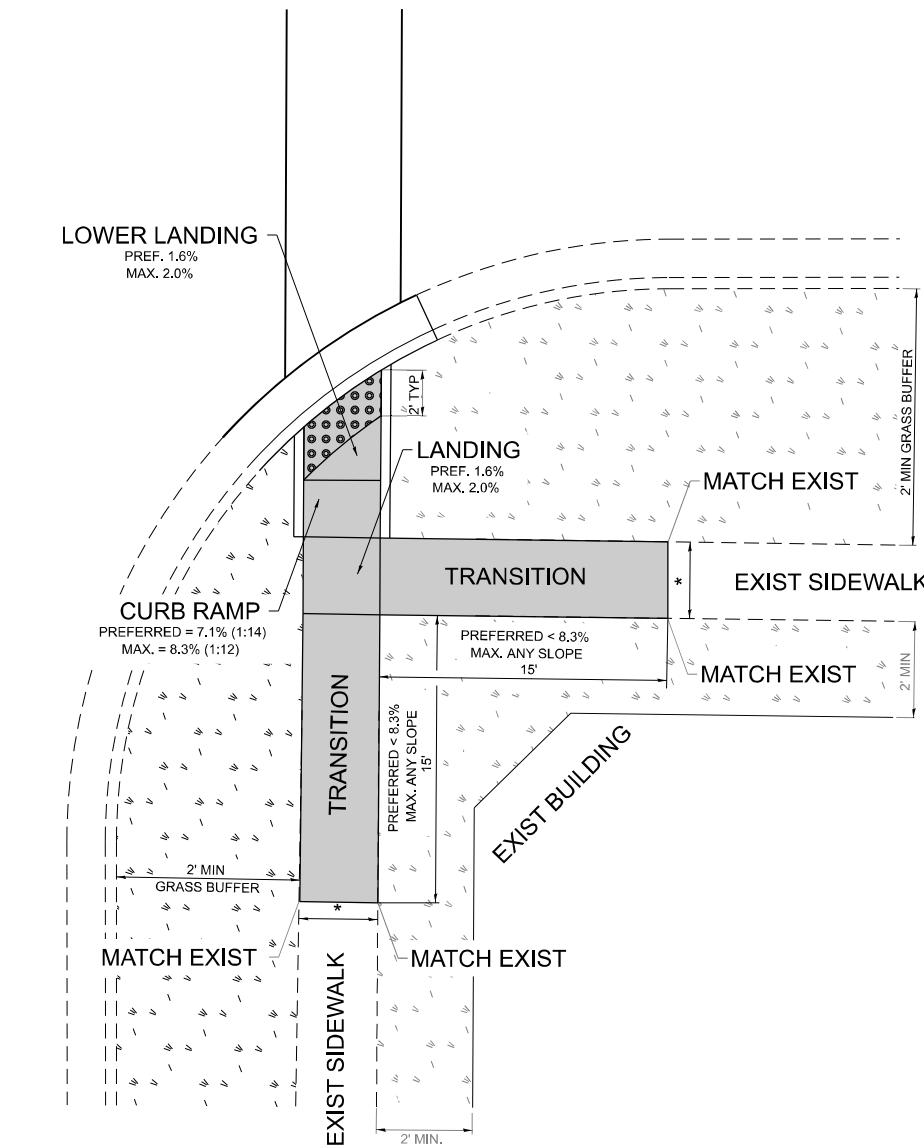
USER NAME = Aya.Elkhatib	DESIGNED -	REVISED -
DRAWN - R. LEDEZMA	REVISED -	
CHECKED -	REVISED -	
PLOT DATE = 10/20/2025	DATE - 10/02/2019	REVISED -

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

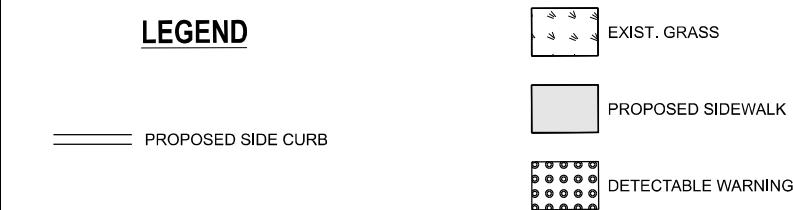
PD-04A



PD-04B



LEGEND

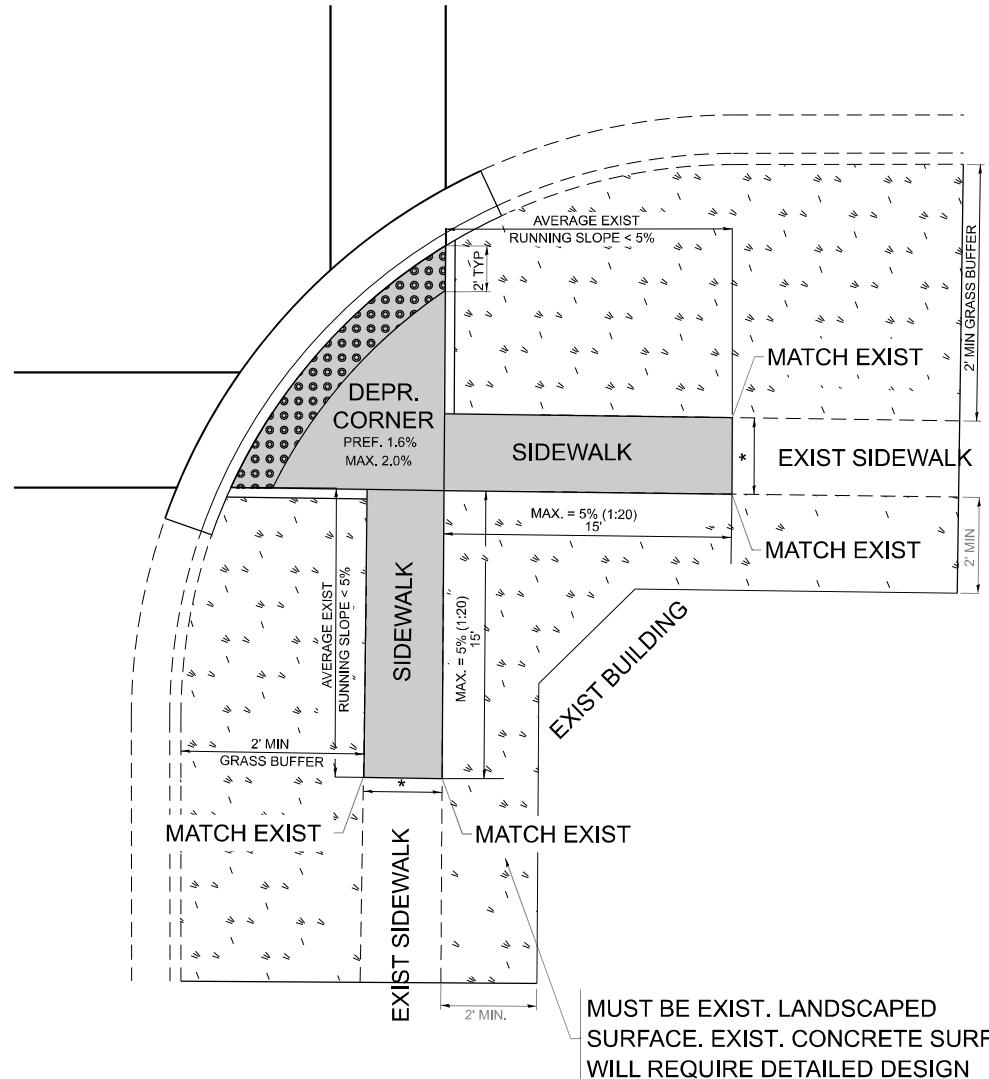


CONSTRUCTION NOTES:

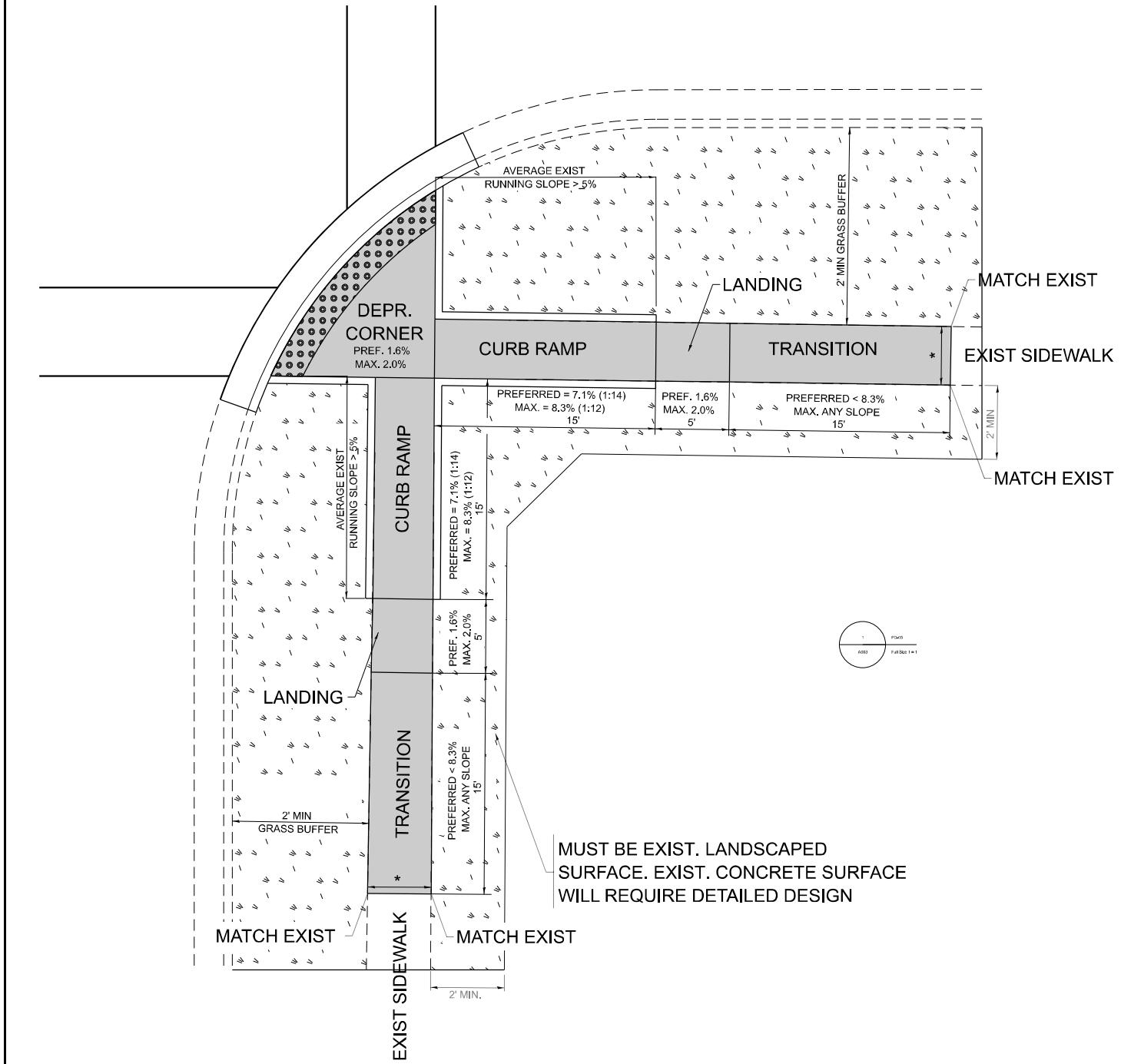
- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK
- * MATCH EXISTING SIDEWALK WIDTH

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



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 = Aya.Elkhattib	DESIGNED -	REVISED -
DRAWN - R. LEDEZMA	REVISED -	
CHECKED -	REVISED -	
PLOT DATE = 10/20/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

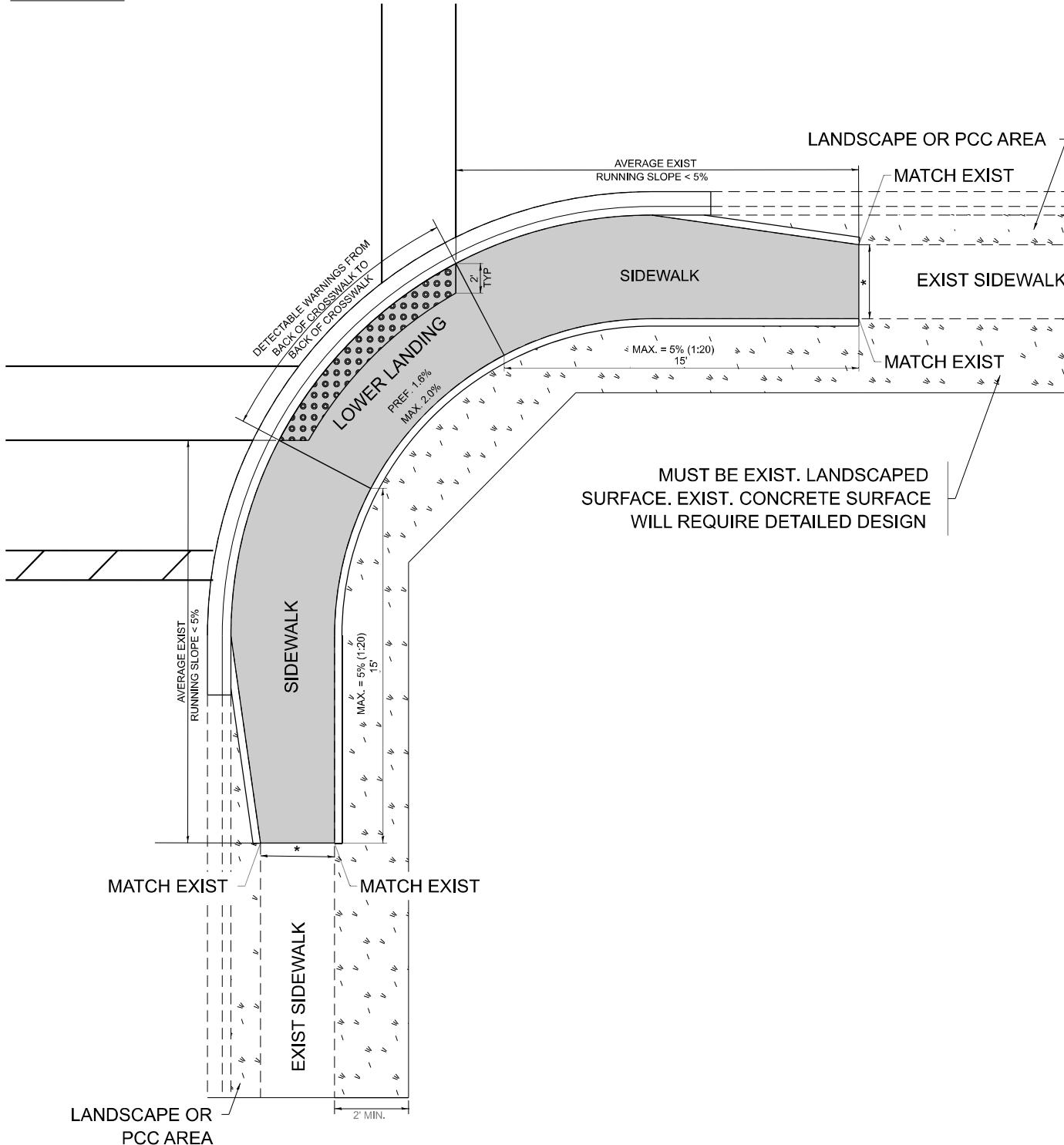
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	24
PD-05		CONTRACT NO. 80B25		

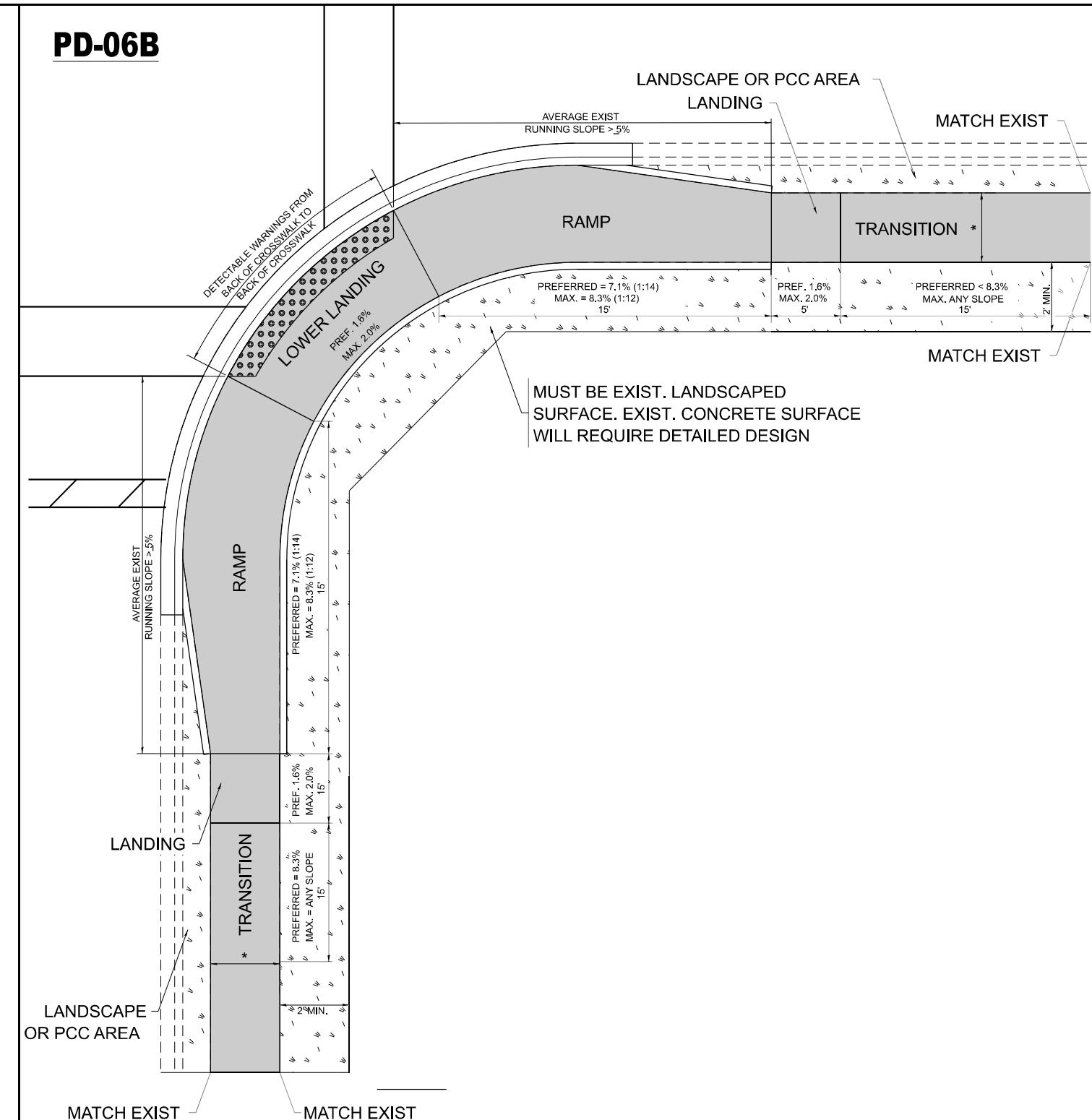
ILLINOIS FED. AID PROJECT

ADA DETAIL FOR PARALLEL CURB RAMPS ADJACENT TO LANDSCAPING

PD-06A



PD-06E



LEGEN

PROPOSED SIDE CUP



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

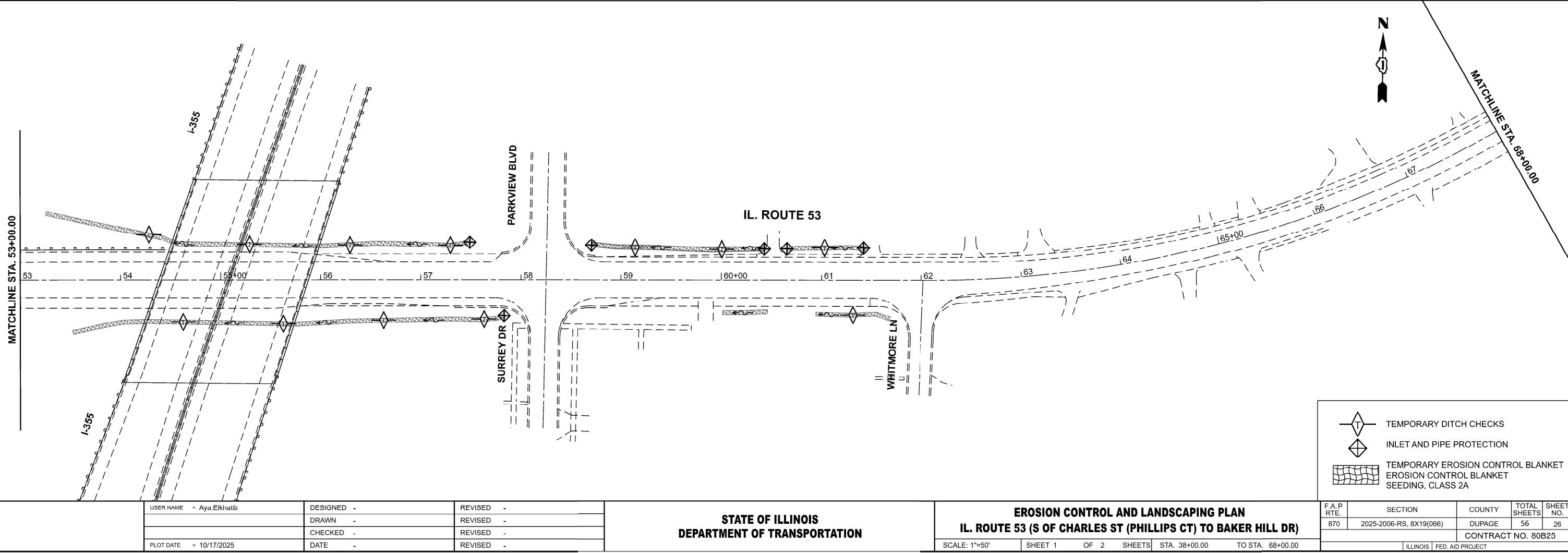
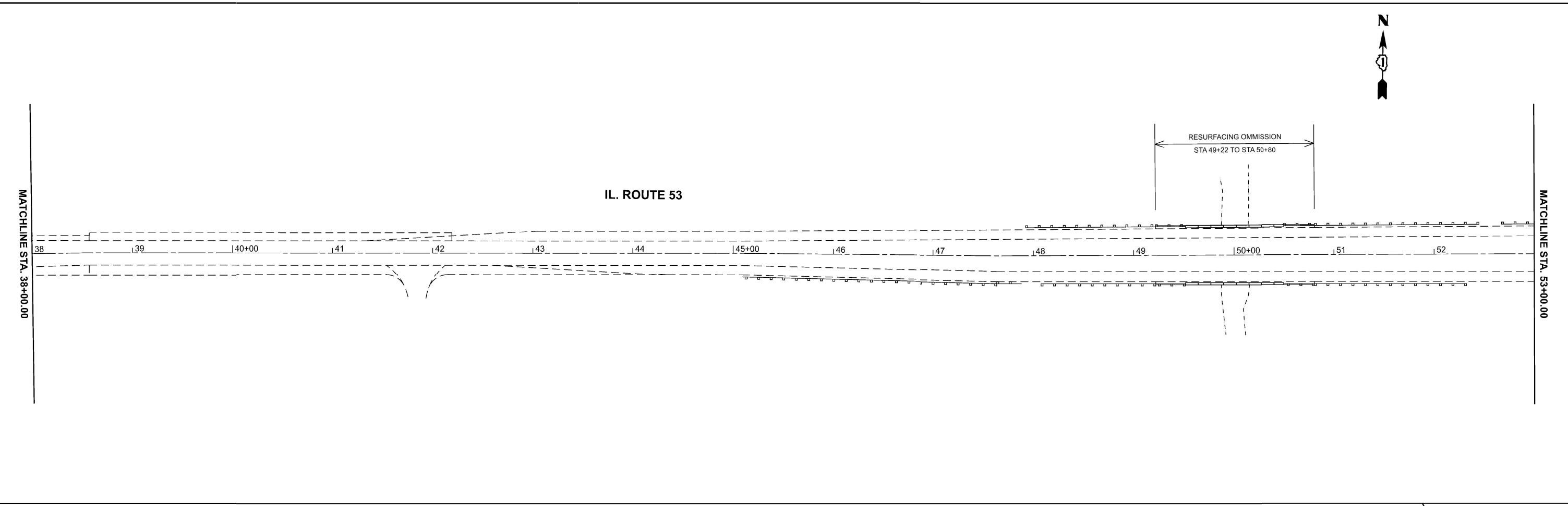
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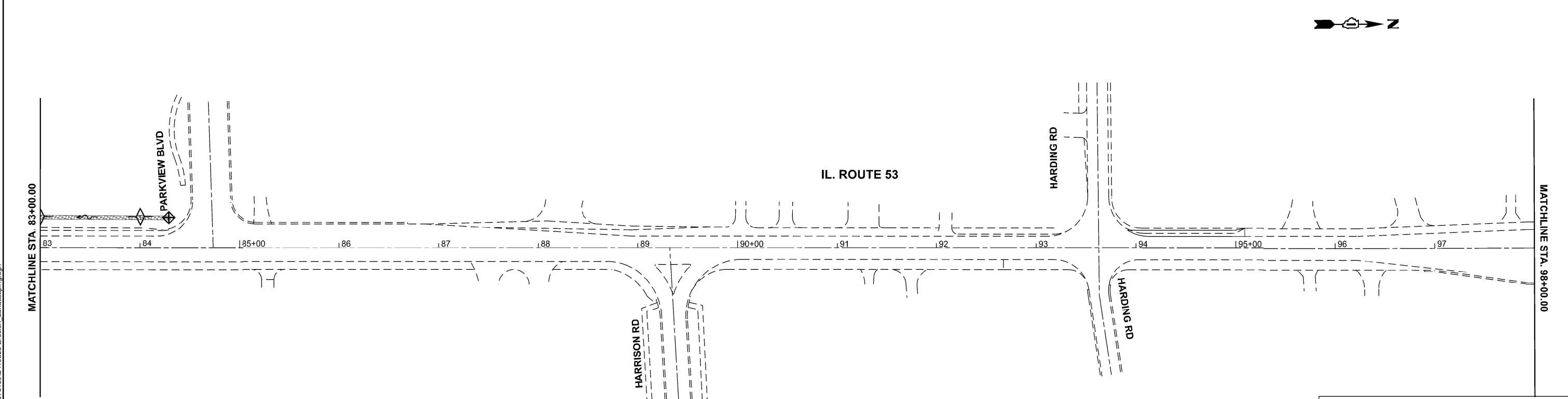
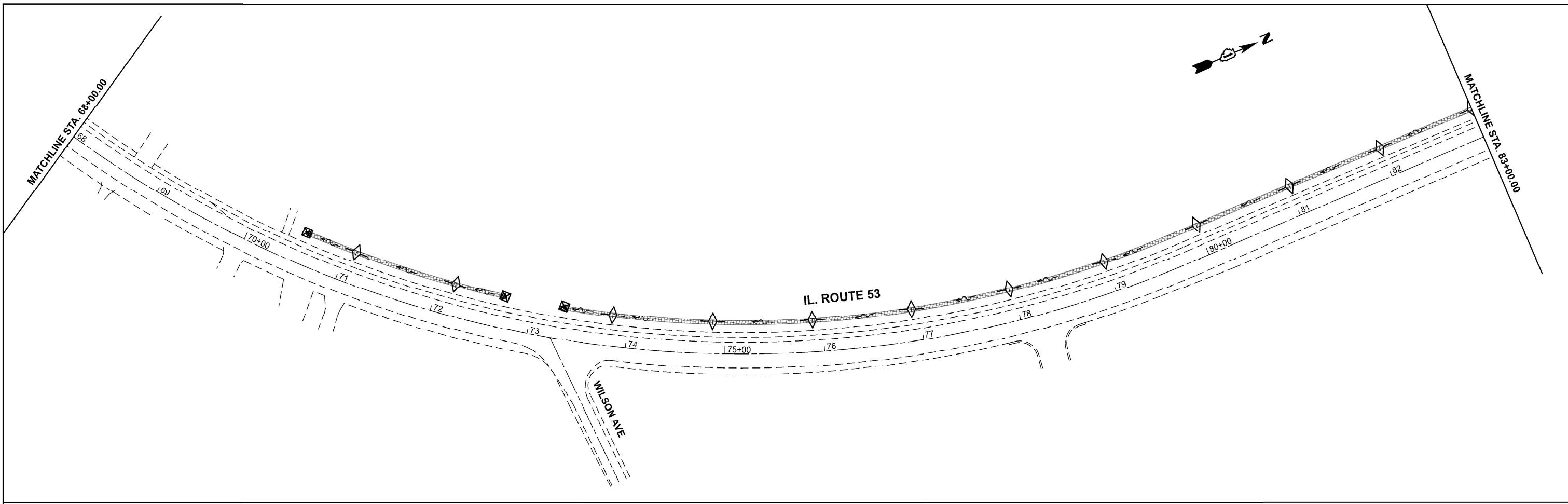
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		DRAWN - R.
		CHECKED -
	PLOT DATE = 10/20/2025	DATE - 10

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

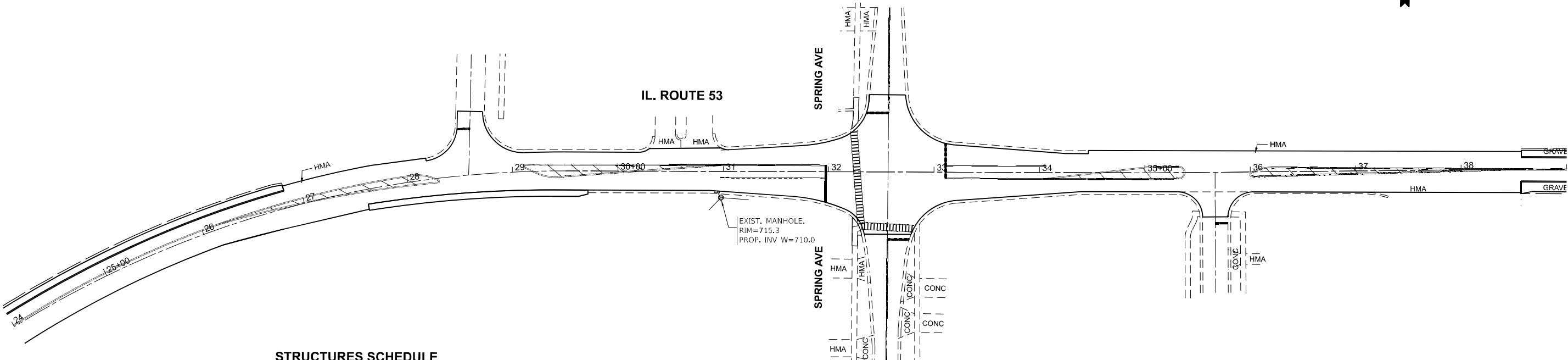
PROJECT DETAIL FOR PARALLEL CURB RAMPS (PD-06)

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	870 2025-2006-RS, 8X19(066)	DUPAGE	56	25
	PD-06	CONTRACT NO. 80B25		

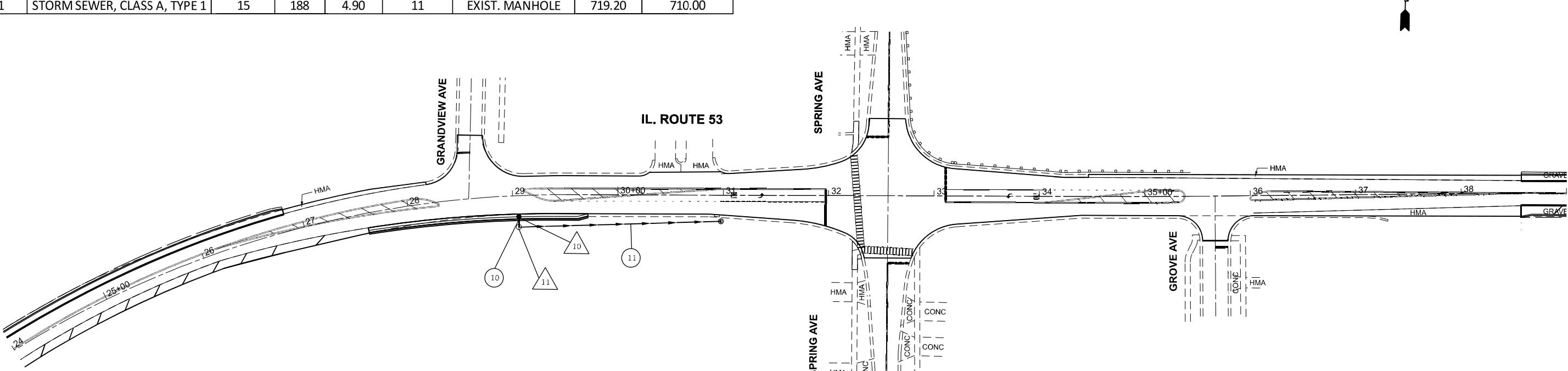


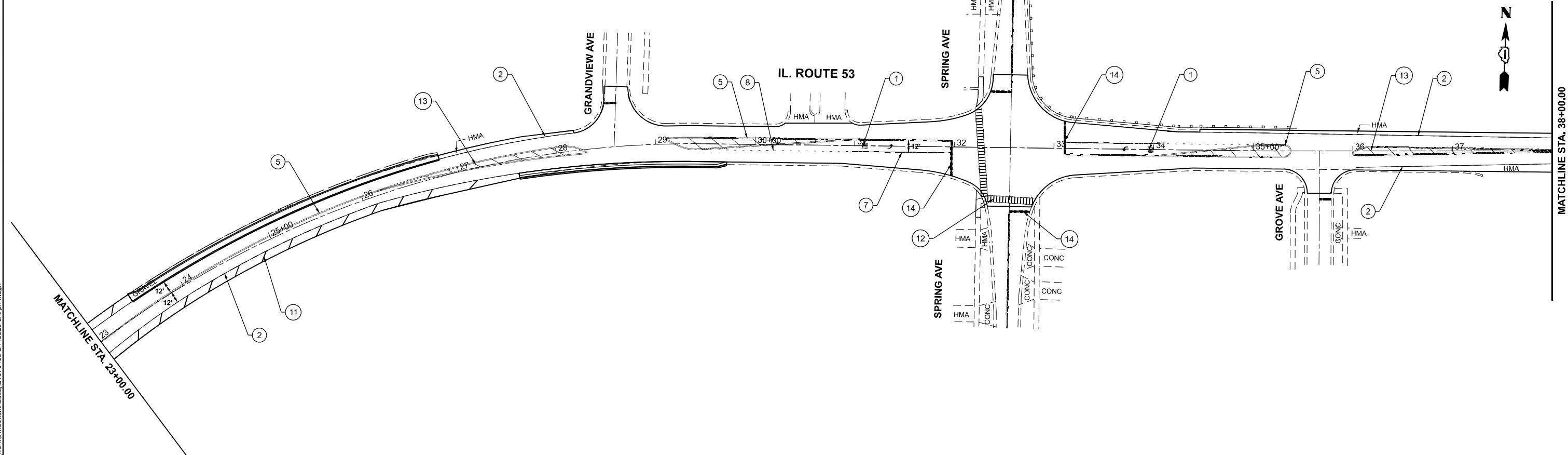
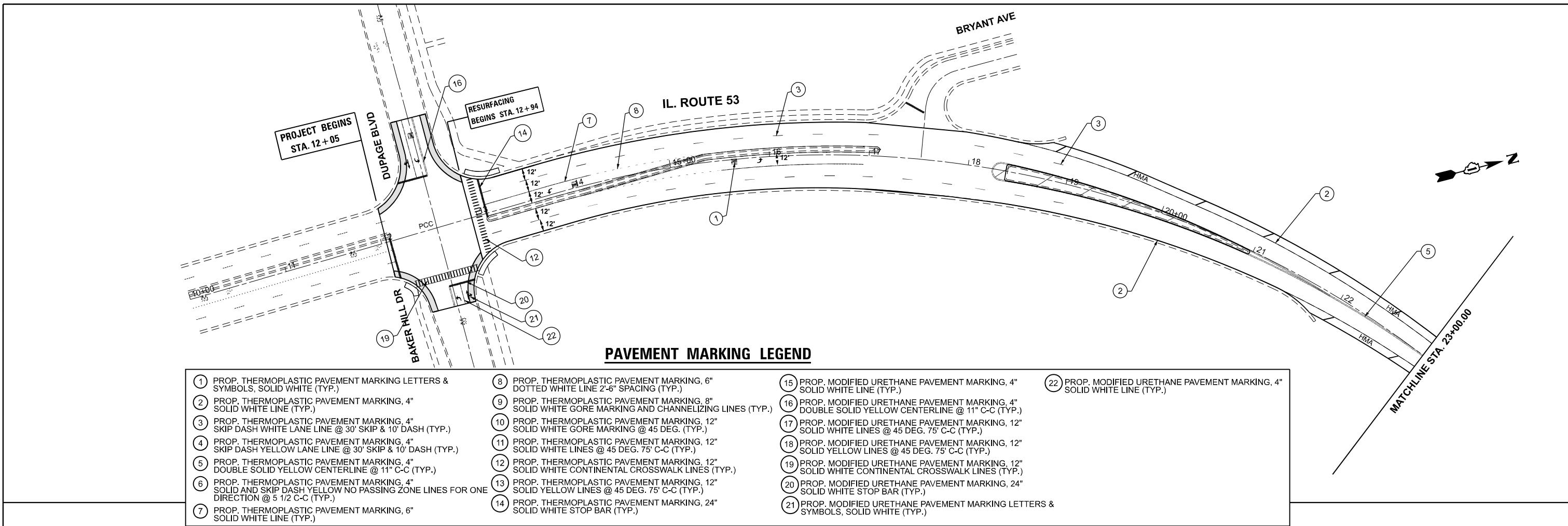


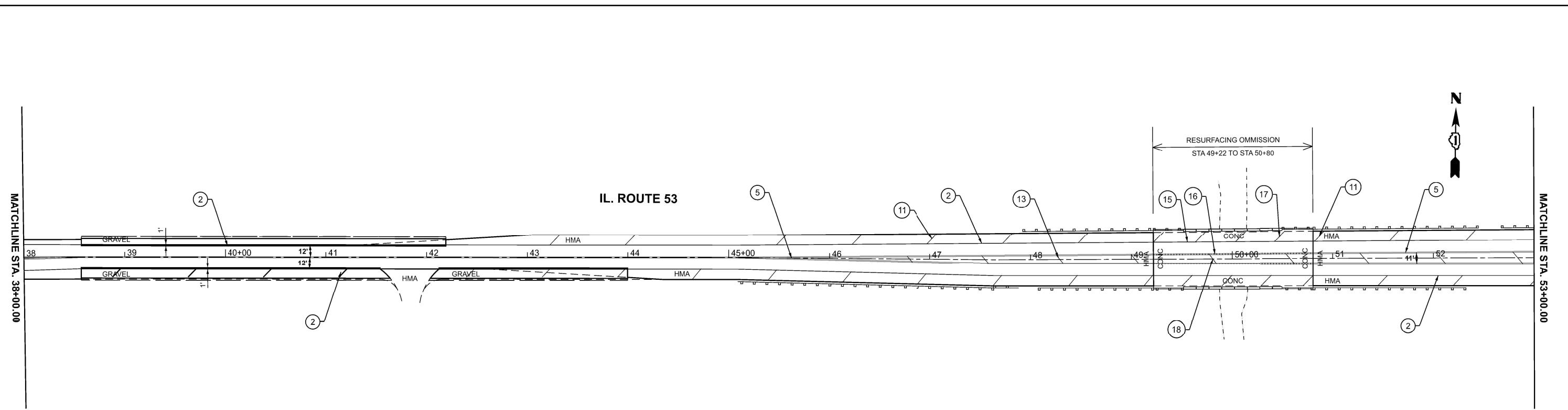
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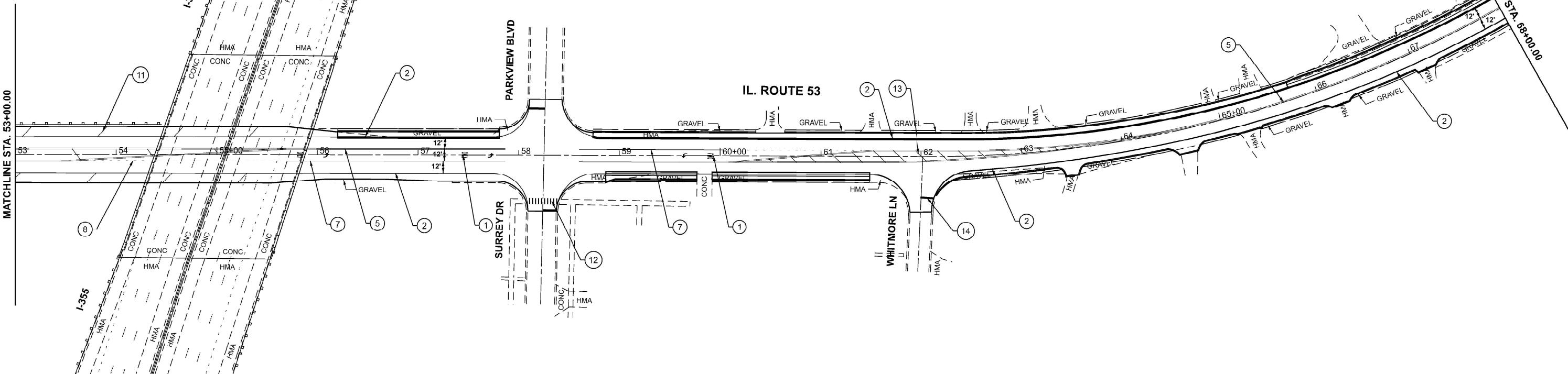


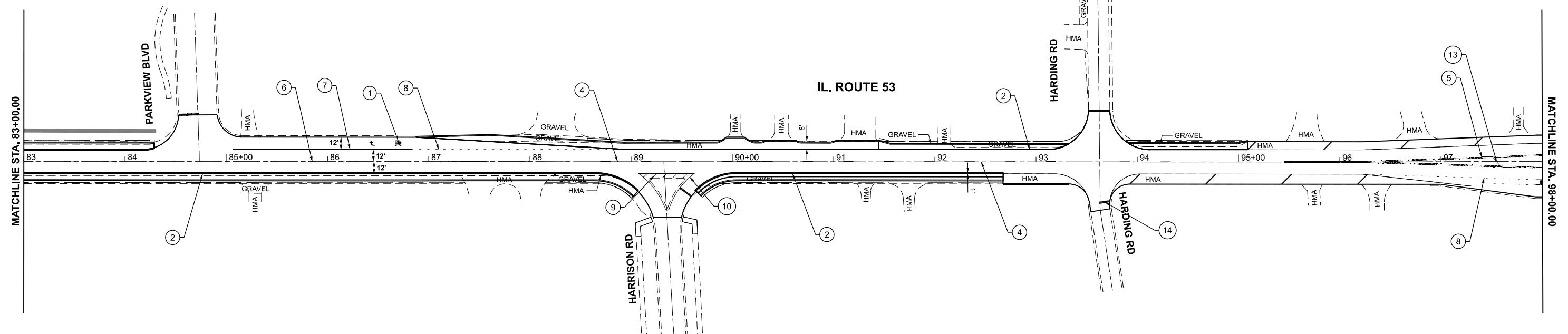
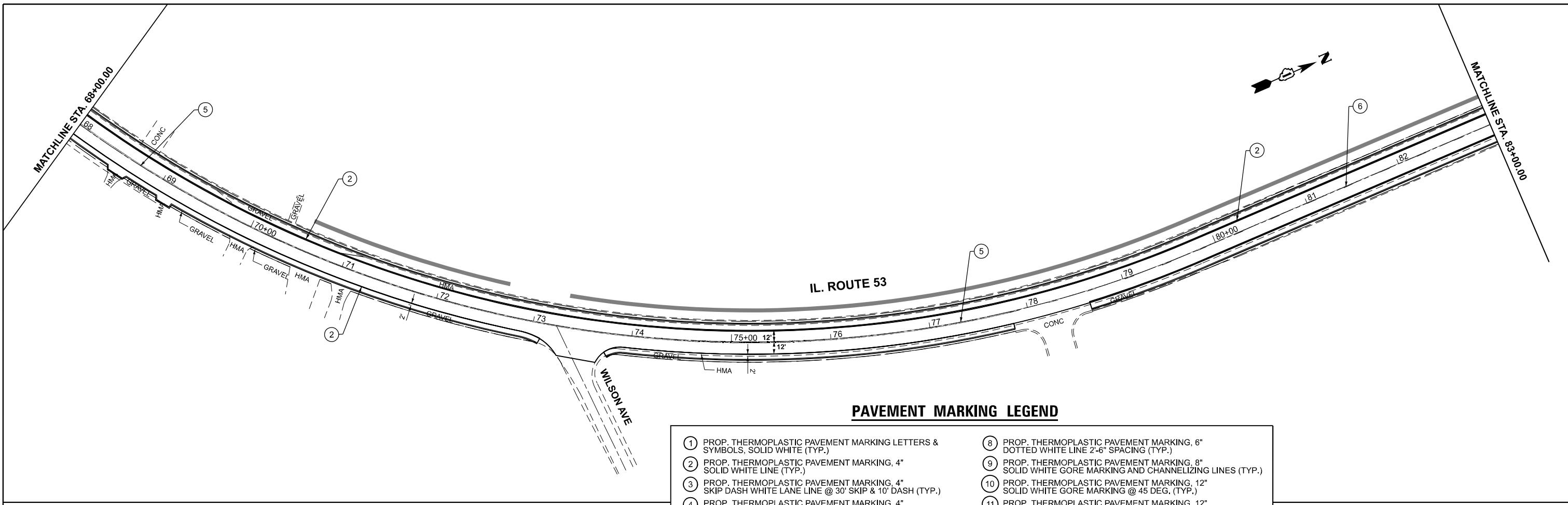


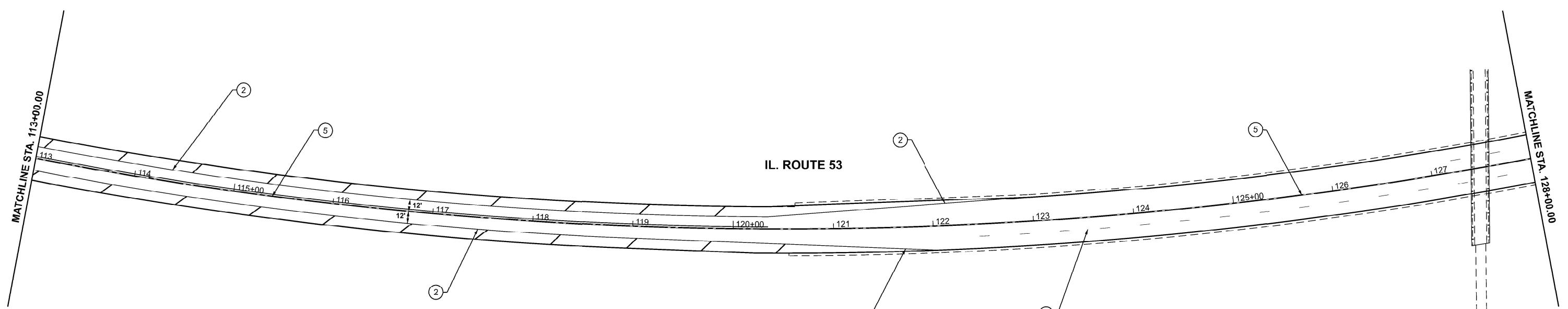
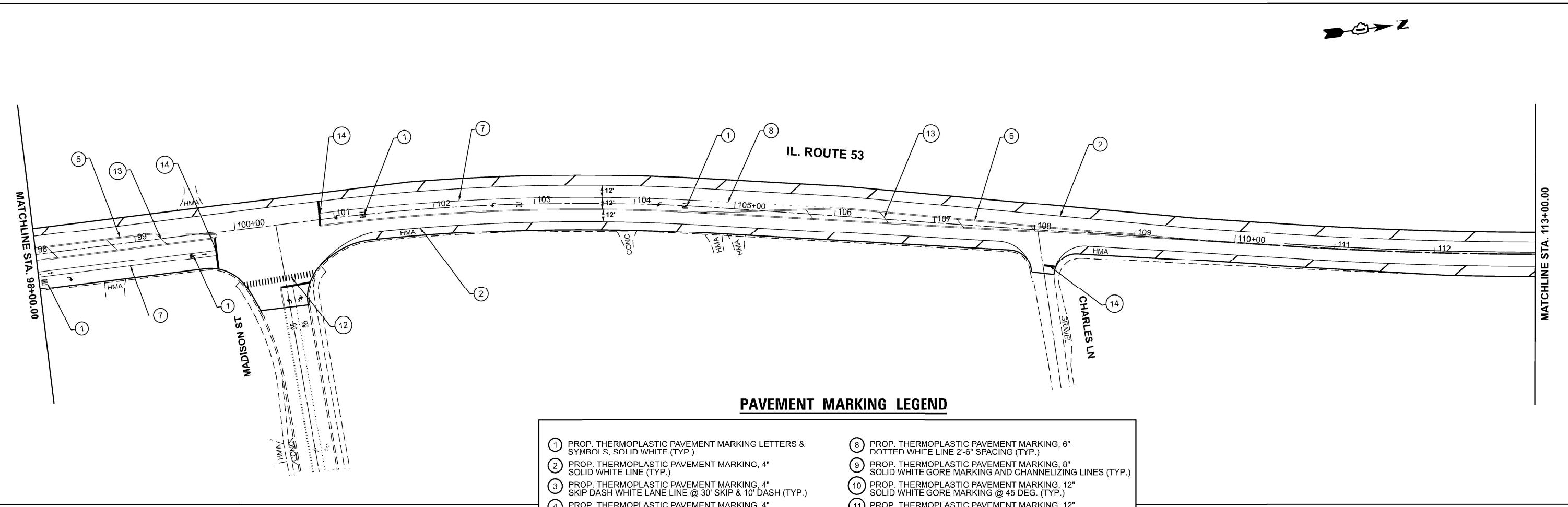


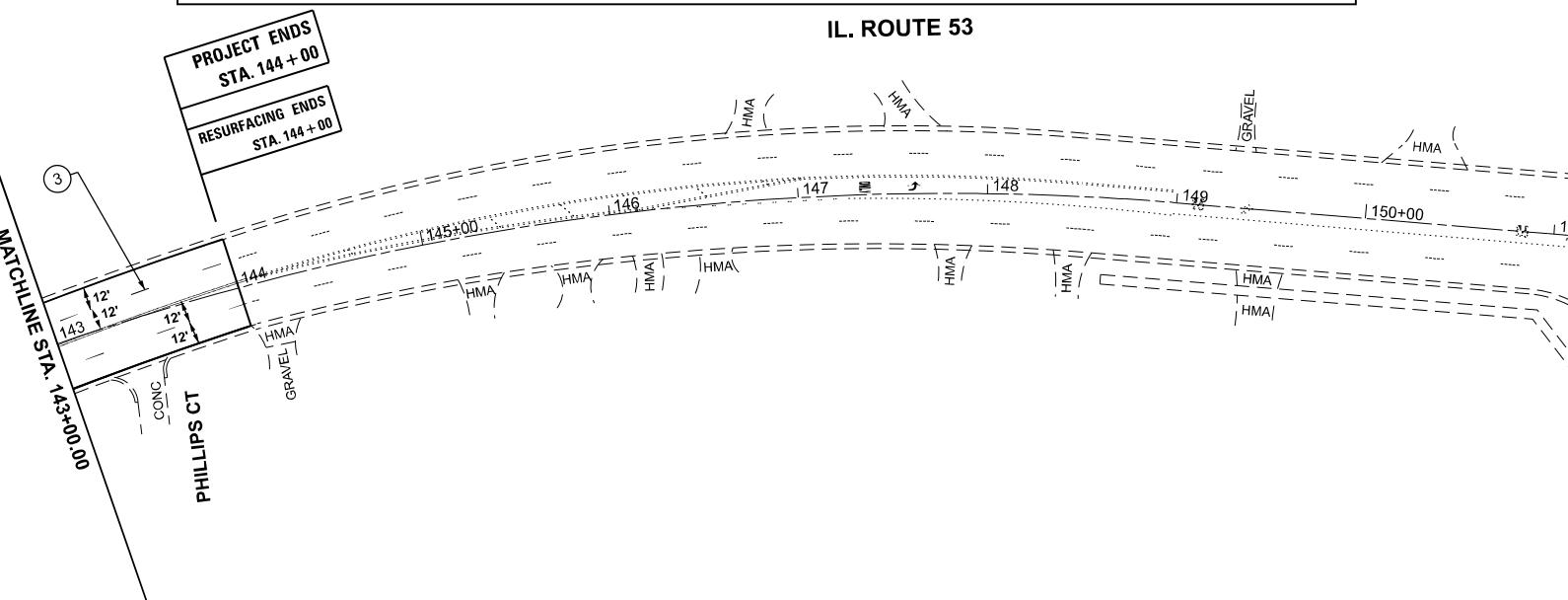
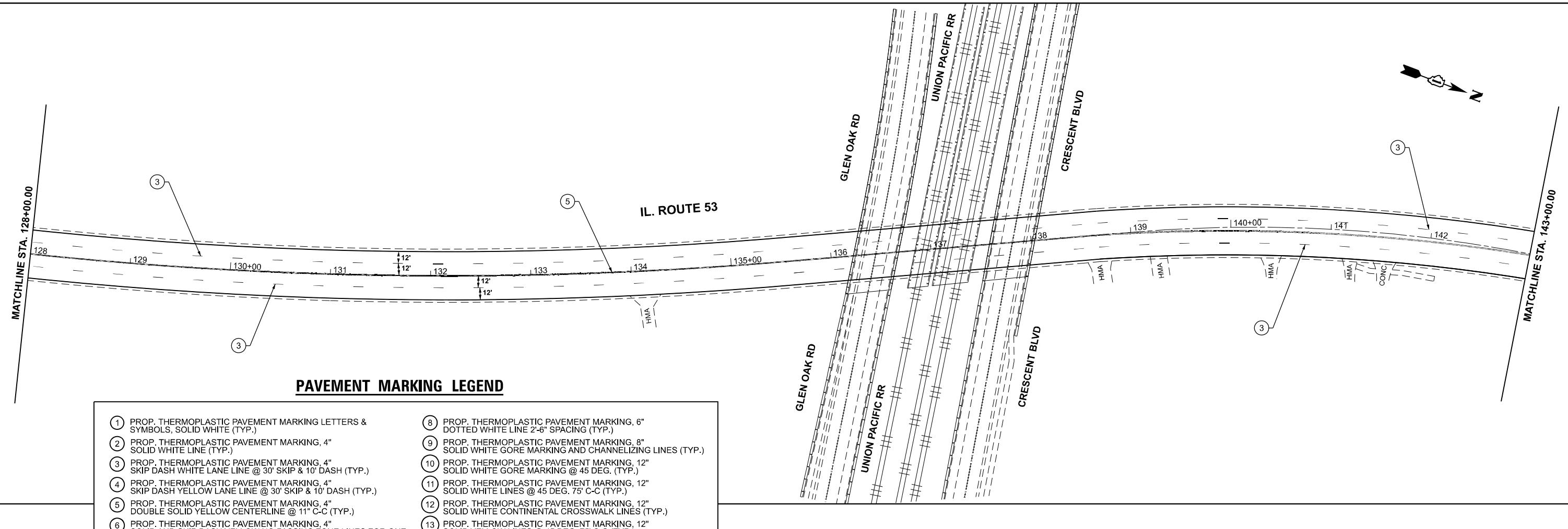
PAVEMENT MARKING LEGEND

① PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, SOLID WHITE (TYP.)	⑧ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE I INF 2'-6" SPACING (TYP.)	⑯ PROP. MODIFIED URETHANE PAVEMENT MARKING, 4" SOLID WHITE I INF (TYP.)
② PROP. THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE (TYP.)	⑨ PROP. THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE MARKING AND CHANNELIZING LINES (TYP.)	⑰ PROP. MODIFIED URETHANE PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE @ 11" C-C (TYP.)
③ PROP. THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LANE LINE @ 30' SKIP & 10' DASH (TYP.)	⑩ PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE GORE MARKING @ 45 DEG. (TYP.)	⑯ PROP. MODIFIED URETHANE PAVEMENT MARKING, 12" SOLID WHITE LINES @ 45 DEG. 75' C-C (TYP.)
④ PROP. THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LANE LINE @ 30' SKIP & 10' DASH (TYP.)	⑪ PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE LINES @ 45 DEG. 75' C-C (TYP.)	⑰ PROP. MODIFIED URETHANE PAVEMENT MARKING, 12" SOLID YELLOW LINES @ 45 DEG. 75' C-C (TYP.)
⑤ PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE @ 11" C-C (TYP.)	⑫ PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE CONTINENTAL CROSSWALK LINES (TYP.)	⑱ PROP. MODIFIED URETHANE PAVEMENT MARKING, 12" SOLID YELLOW LINES @ 45 DEG. 75' C-C (TYP.)
⑥ PROP. THERMOPLASTIC PAVEMENT MARKING, 4" SOLID AND SKIP DASH YELLOW NO PASSING ZONE LINES FOR ONE DIRECTION @ 5 1/2 C-C (TYP.)	⑬ PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW LINES @ 45 DEG. 75' C-C (TYP.)	
⑦ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE (TYP.)	⑭ PROP. THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)	







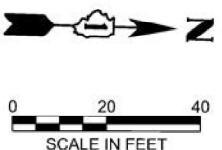


NOTES:

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

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

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



RESURFACING LIMITS

IL ROUTE 53

(48')

R.O.W.

50'

26' M.A. - 30" DIA. FND. (10 FT. DEPTH)
APPROX. STA. 966+33.84, 29.20' LT

R.O.W.

78'-UC
3"

16'-UC
2 1/2"

14' POST

APPROX. STA. 967+27.75, 27.91' LT

26' M.A. - 30" DIA. FND. (10 FT. DEPTH)
APPROX. STA. 967+08, 28.01' LT

6'-UC
3"

16'-UC
2 1/2"

14' POST

APPROX. STA. 967+27.75, 27.91' LT

260'-UC
2"

115'

250'

(97')

200'-UC

4"

120'-UC
4"

53'-UC
2"

(200')

41'-UC
3"

2"

MIN

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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.

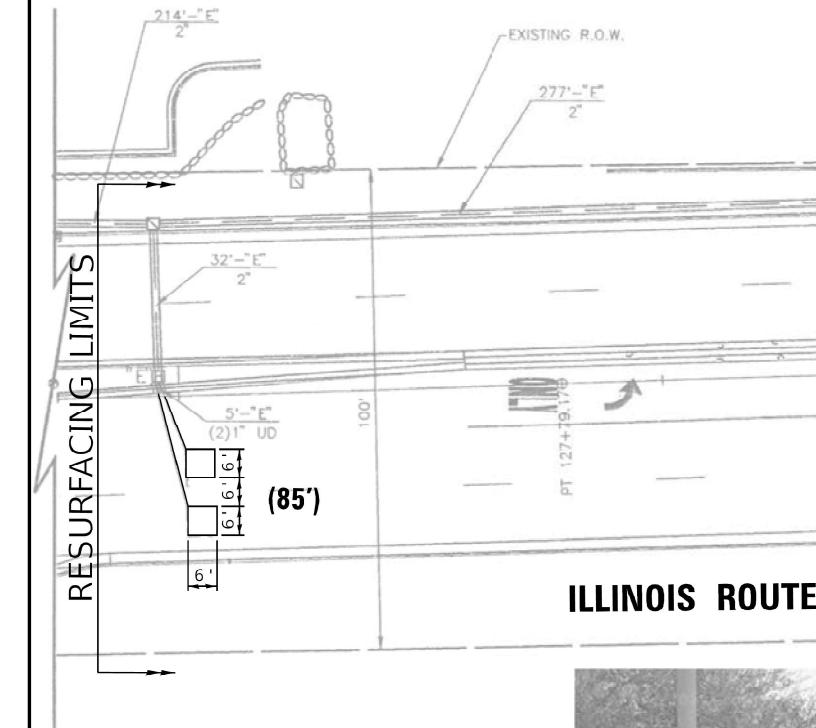
4 EACH PEDESTRIAN PUSH-BUTTON

NOTES:

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

DUPAGE BOULEVARD

RESURFACING LIMITS



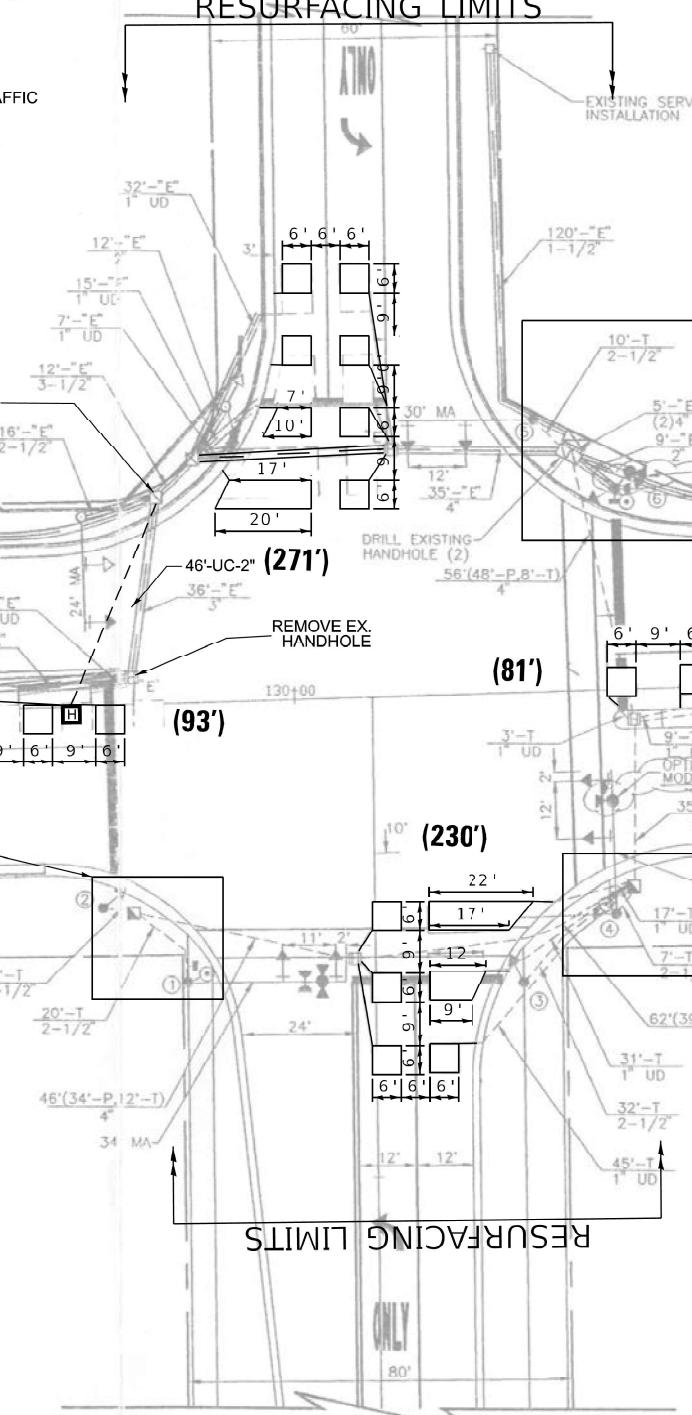
ILLINOIS ROUTE 53

SOUTHEAST CORNER

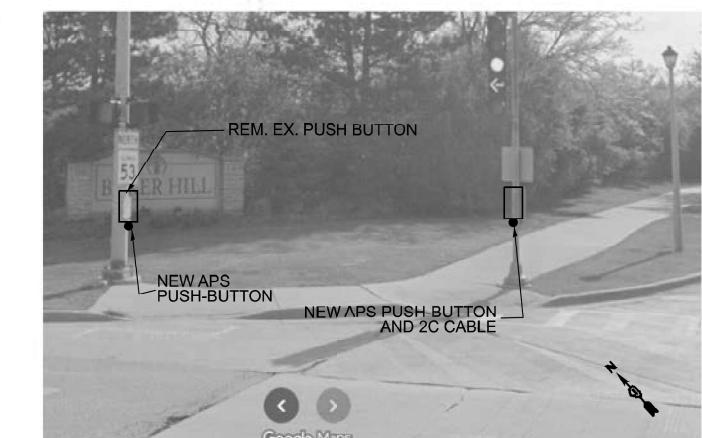
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



NORTHWEST CORNER

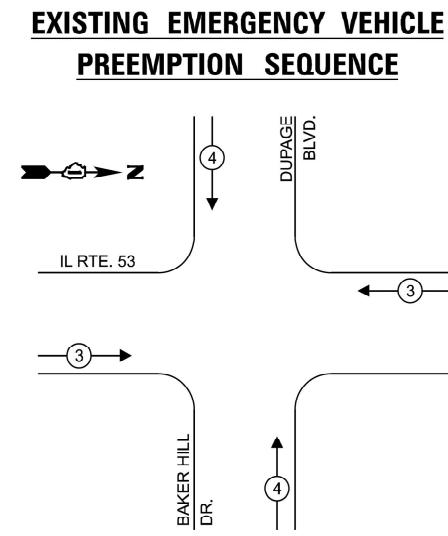
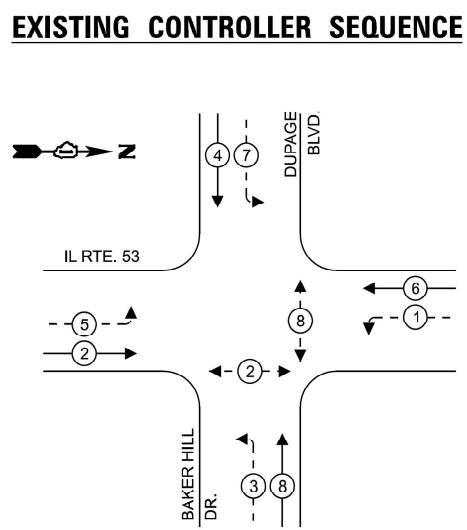


BAKER HILL DRIVE



NORTHEAST CORNER

USER NAME	DESIGNED	REVISED	TRAFFIC SIGNAL MODERNIZATION PLAN				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN	REVISED	CHECKED	REVISED					
							870	2025-2006-RS, 8X19(066)	DUPAGE	56	33B
									CONTRACT NO. 80B25		
									ILLINOIS FED. AID PROJECT		



LEGEND

- ←  → PROTECTED PHASE
- ← -  - PROTECTED/PERMITTED PHASE
- ← -  → PEDESTRIAN PHASE

SCHEDULE OF QUANTITIES

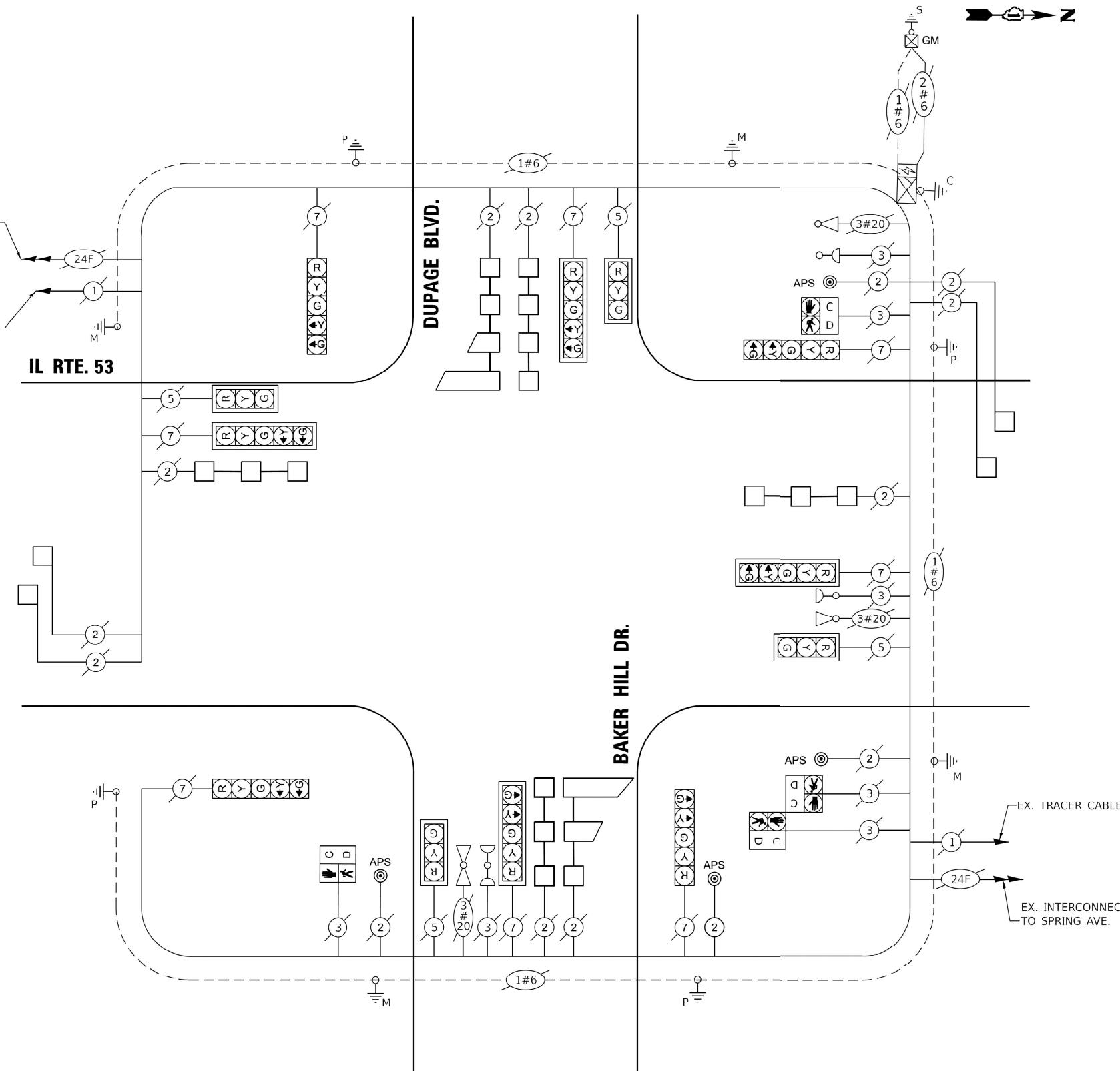
ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	42
HEAVY-DUTY HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.14 1 PAIR	FOOT	163
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE I	FOOT	826
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	1 OR 3-SECTION	4	11	44
	4-SECTION	-	14	-
	5-SECTION	8	13	104
PROGRAMMABLE	3-SECTION	-	22	-
	4-SECTION	-	32	-
	5-SECTION	-	28	-
PEDESTRIAN SIGNAL		4	15	60
CONTROLLER		1	150	150
MASTER CONTROLLER		-	100	-
UPS		1	25	25
DETECTION	VIDEO	-	20	-
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH	II OR III	-	35	-
CELLULAR MODEM		-	15	-
PTZ CAMERA		-	75	-
TOTAL UPS SIZING				383
UPS CHARGING		1	225	225
BATTERY HEATER MAT		1	180	180
CABINET HEATER		1	200	200
FLASHER		-	15	-
LED STREET NAME SIGN		-	120	-
LUMINAIRE		-	240	-
TOTAL SERVICE WIRE SIZING				988

ENERGY COSTS TO:
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, IL 60137

ENERGY SUPPLY: CONTACT: ANTONIO RIO
PHONE: 630-696-6855
COMPANY: COMED
ACCOUNT NUMBER: 32544-65000
METER NUMBER: ---

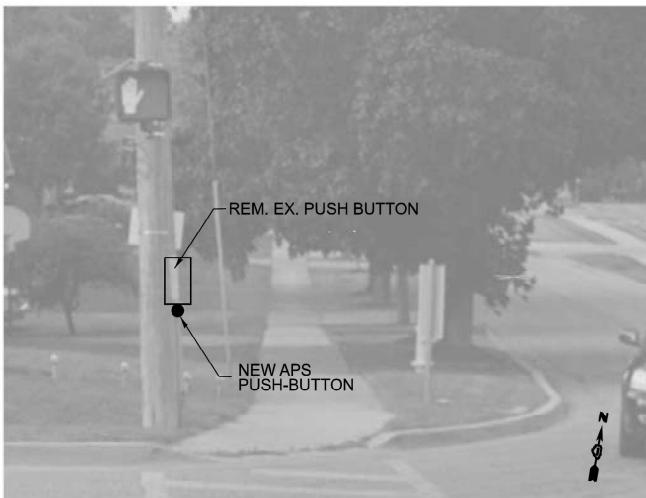


CABLE PLAN

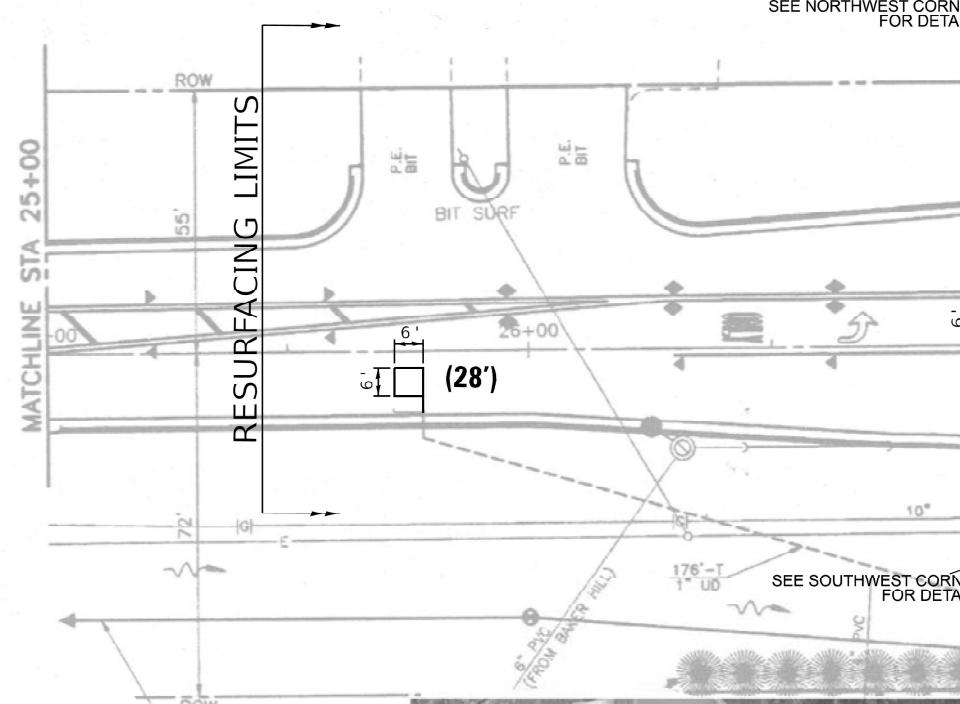
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 53 AT DUPAGE BLVD / BAKER HILL DR**

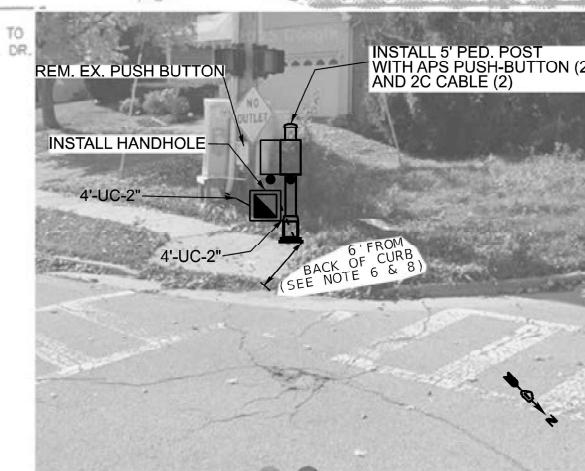
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	33C
CONTRACT NO. 80B25				
	ILLINOIS	FED, AID PROJECT		



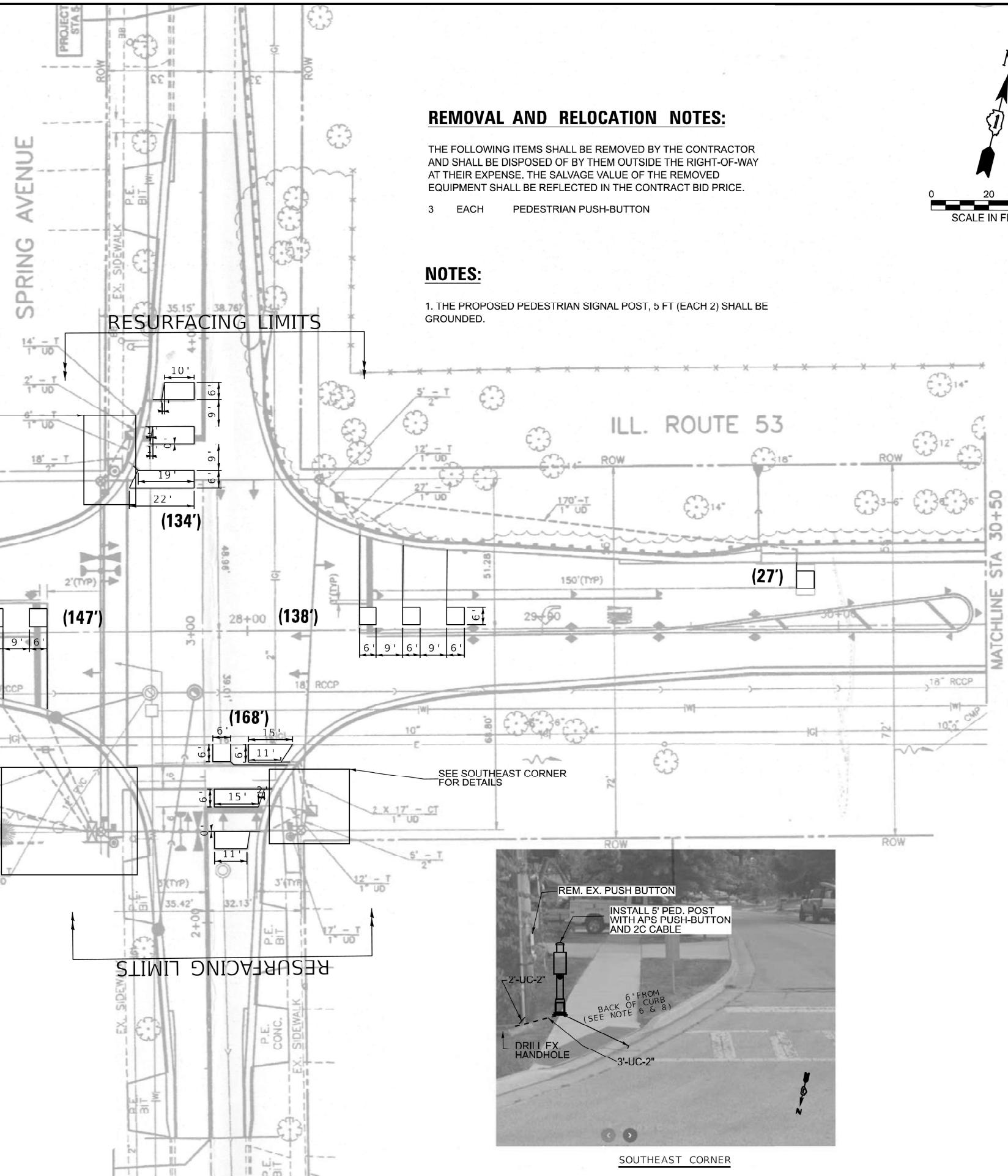
NORTHWEST CORNE



SEE NORTHWEST CORN
FOR DETA



SOUTHWEST CORNE



SOUTHEAST CORNER

MODEL: Default

MODEL: Default

FILE NAME: C:\	USER NAME = SalmanAhmed.Shahnawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
	PLOT DATE = 11/25/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2)
IL ROUTE 53 AT SPRING AVE.

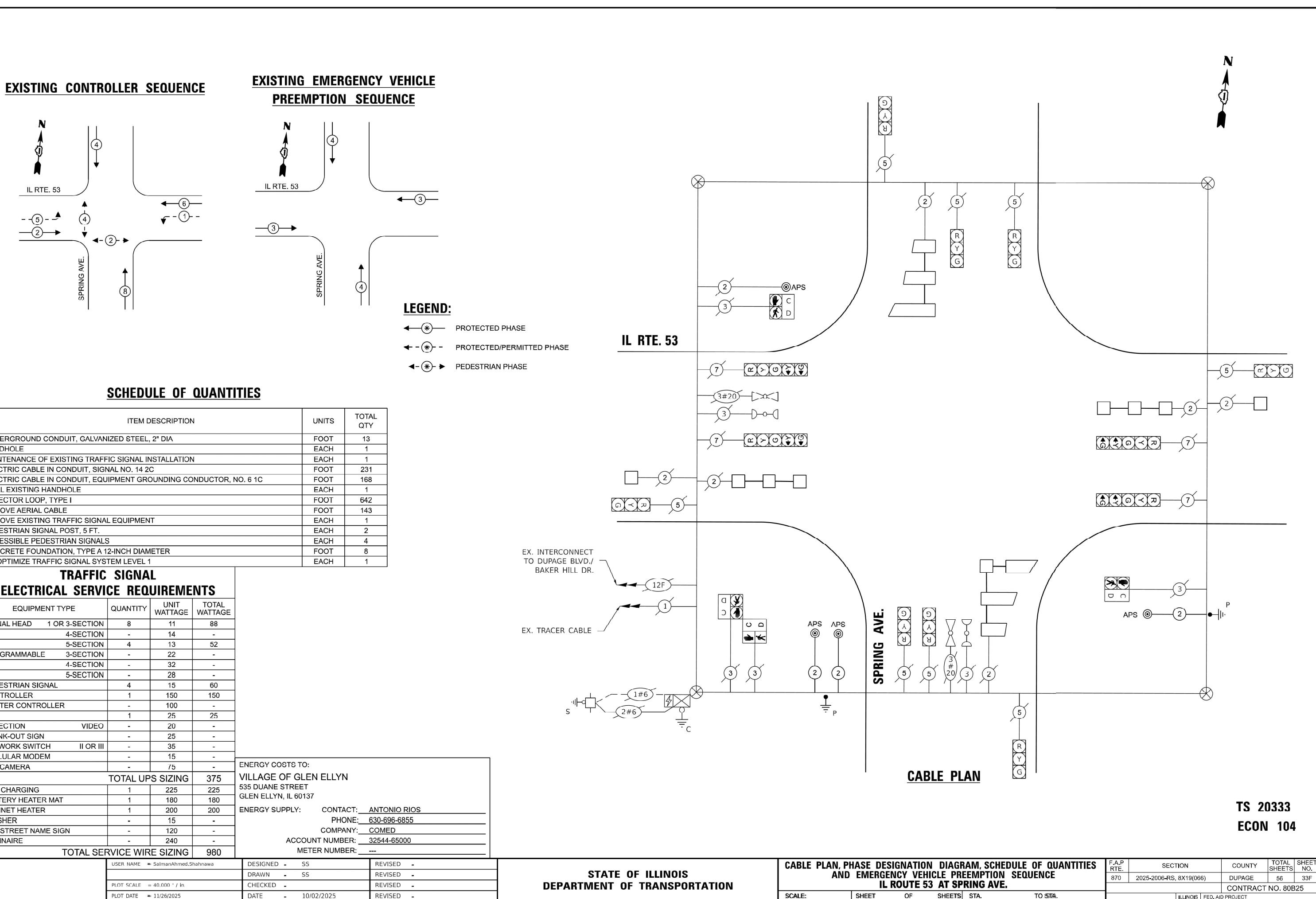
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2)						F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
						870	2025-2006-RS, 8X19(066)	DUPAGE	56	33D
SCALE:	 SHEET	OF	 SHEETS	STA.	TO STA.			CONTRACT NO. 80B25		
								ILLINOIS	FED. AID PROJECT	

NOTES:

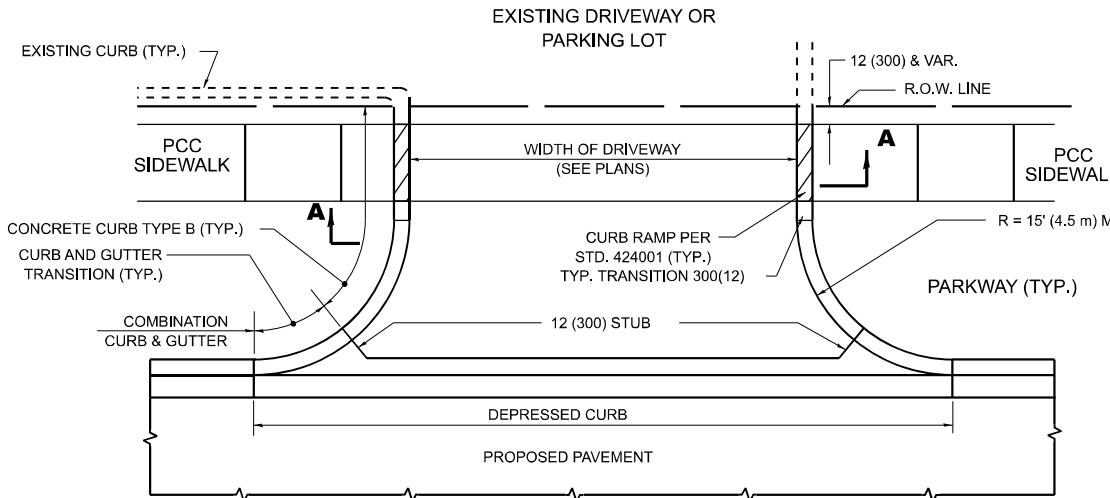
1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
3. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
4. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
5. ALL PUSH BUTTONS SHALL BE APS
6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
8. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT

TS 20333
ECON 104

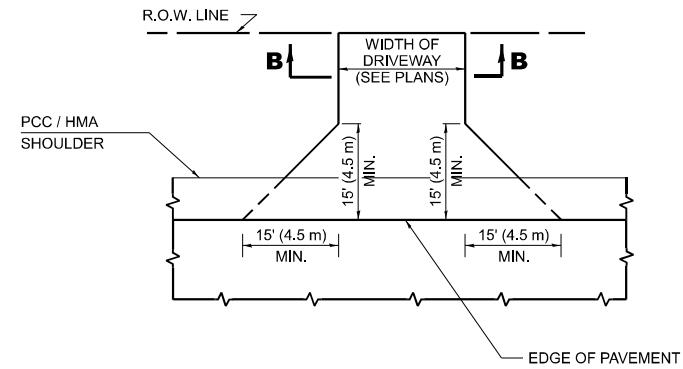
FILE NAME: C:\...\	USER NAME = SalmanAhmed.Shahnawa	DESIGNED - SS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2) IL ROUTE 53 AT SPRING AVE.					F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - SS	REVISED -	870		2025-2006-RS, 8X19(066)	DUPAGE	56	33E						
	PLOT SCALE = 40.000 ' / in.	CHECKED -	REVISED -		CONTRACT NO. 80B25									
	PLOT DATE = 11/26/2025	DATE - 10/02/2025	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			



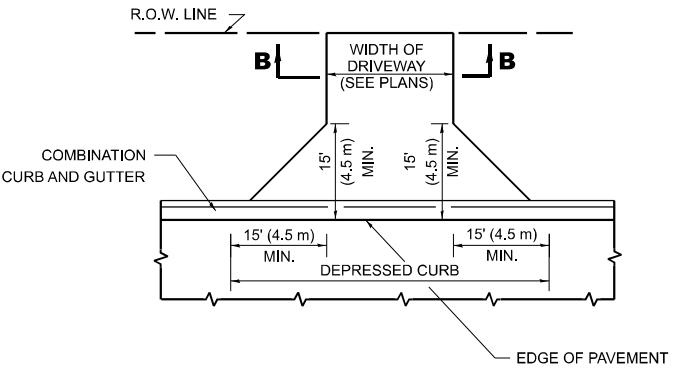
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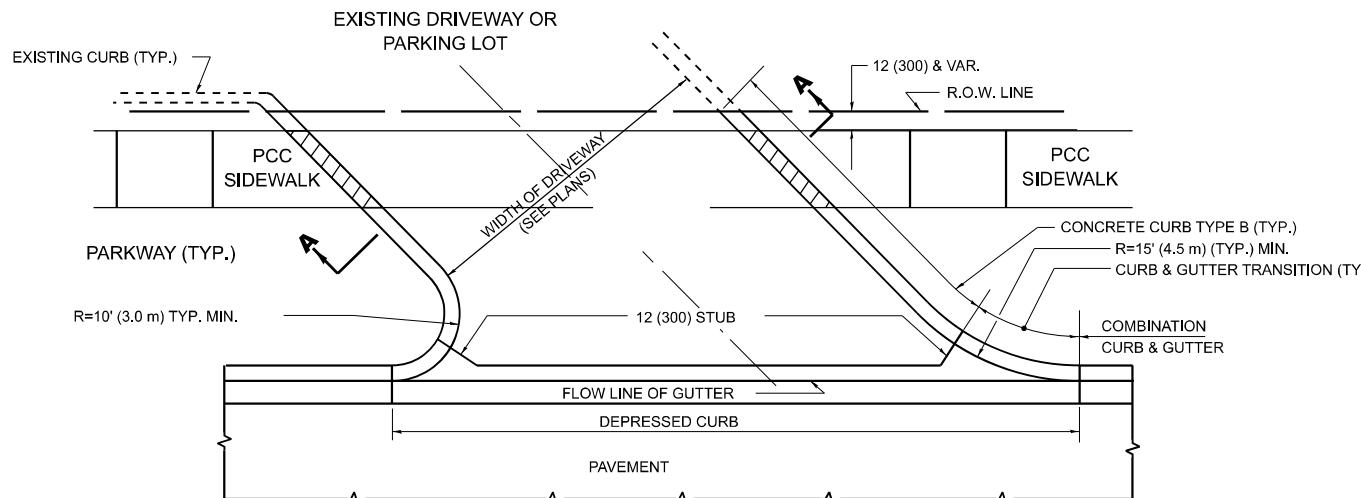
WITH CONCRETE CURB, TYPE B



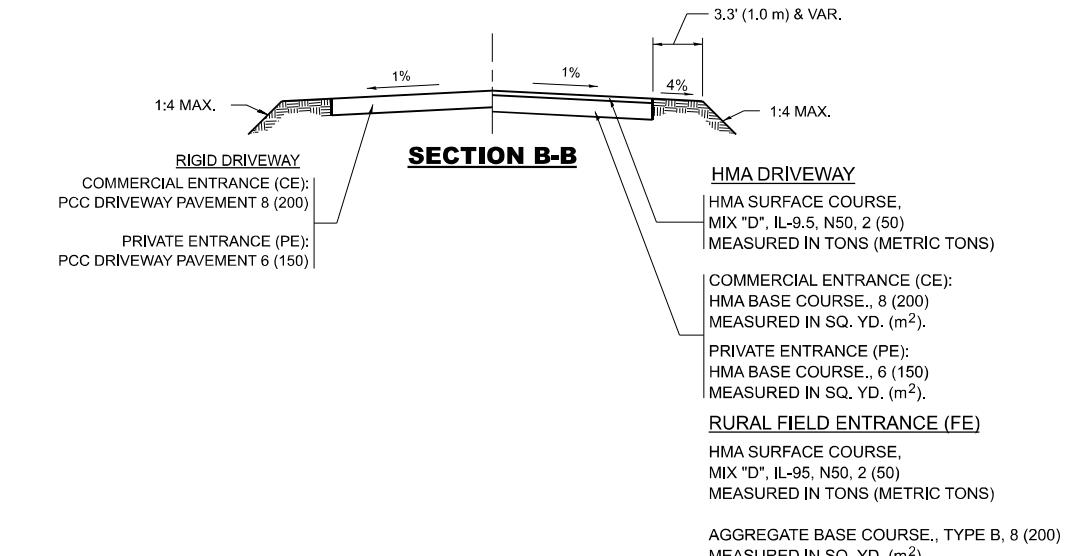
ADJACENT TO PCC / HMA SHOULDER



ADJACENT TO CURB AND GUTTER

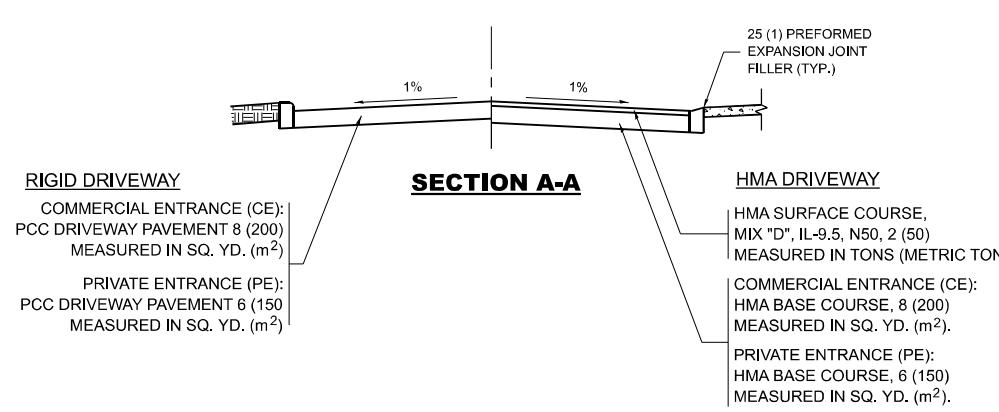


WITH CONCRETE CURB, TYPE B



GENERAL NOTES

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

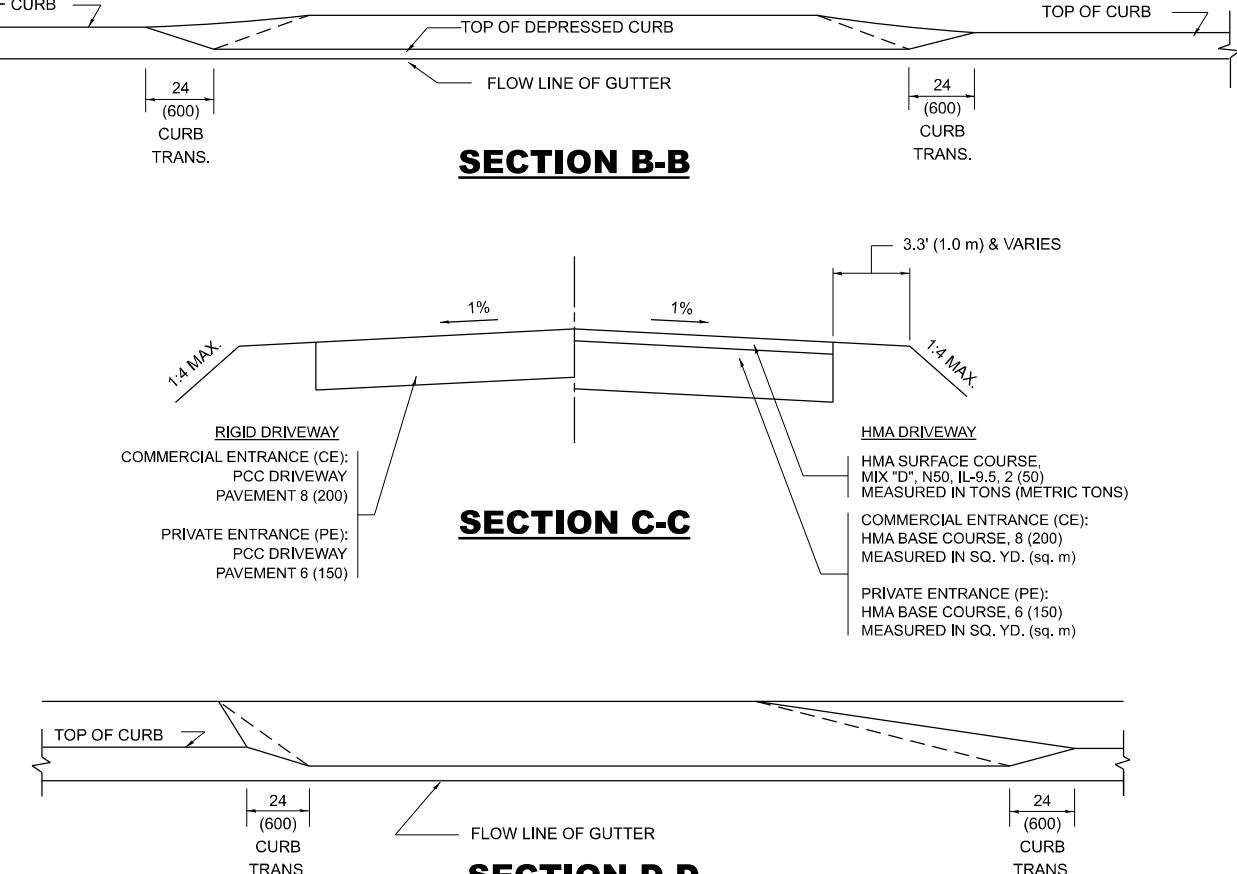
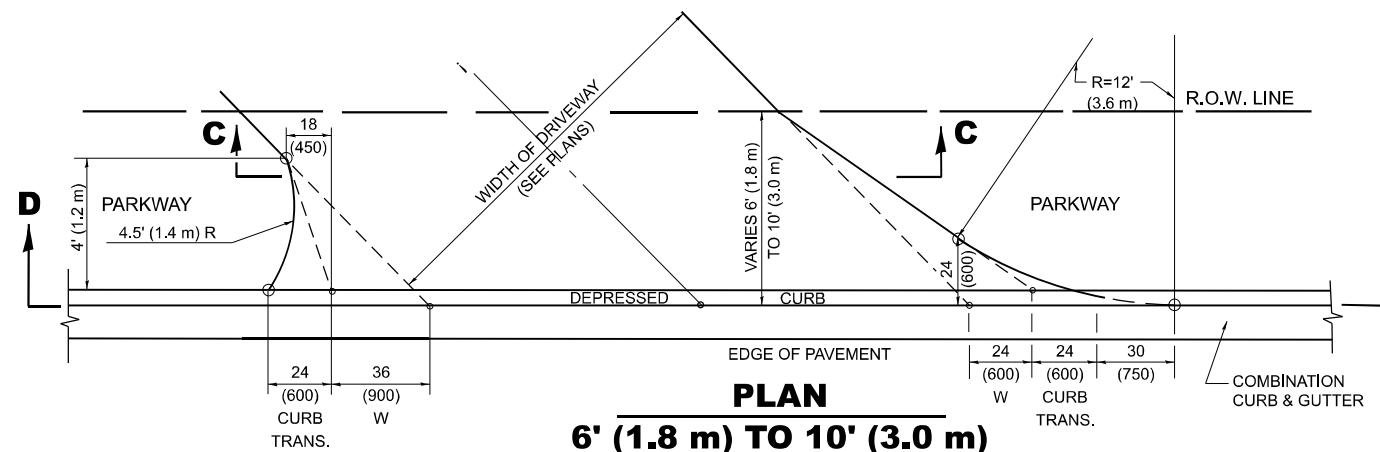
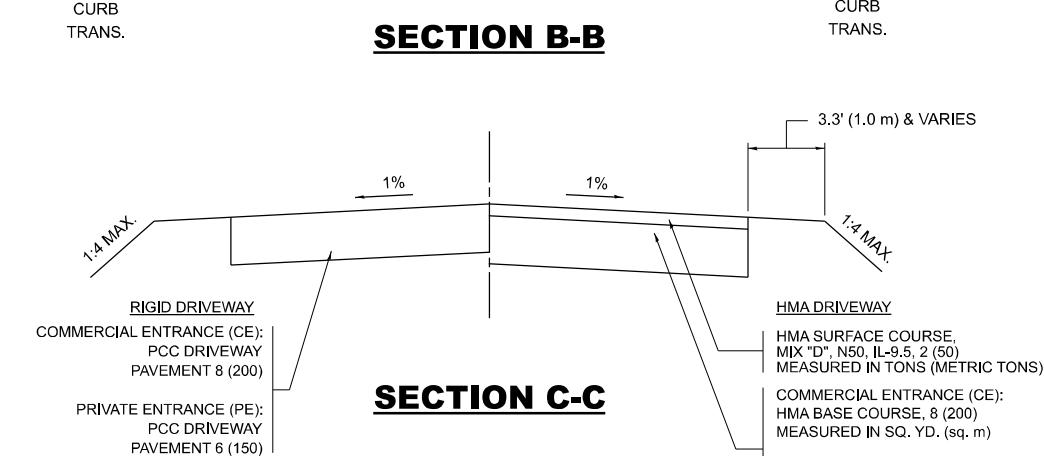
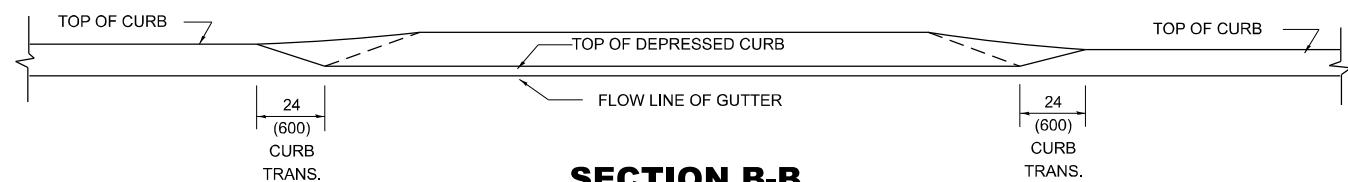
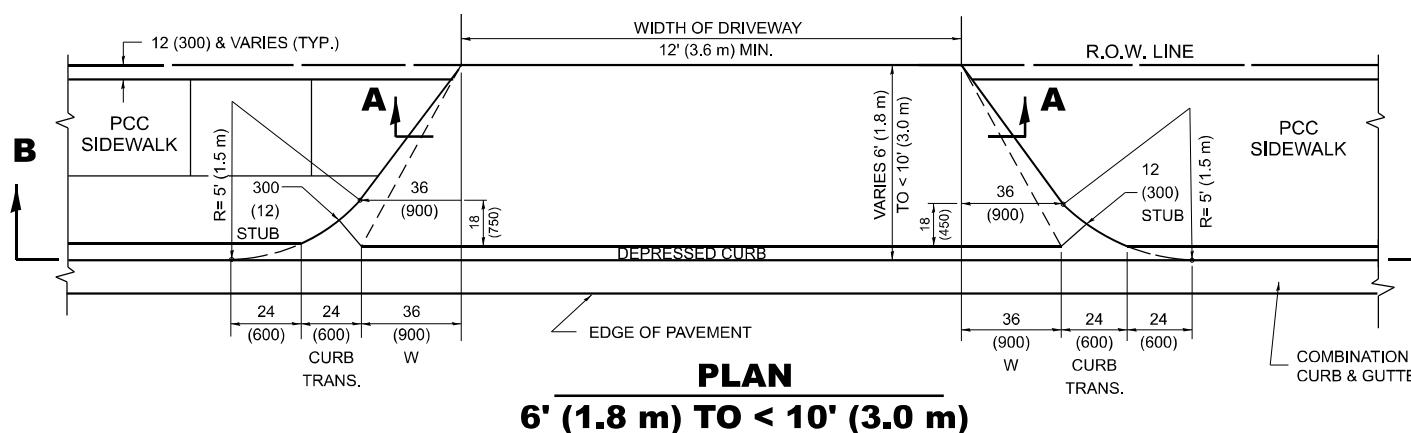
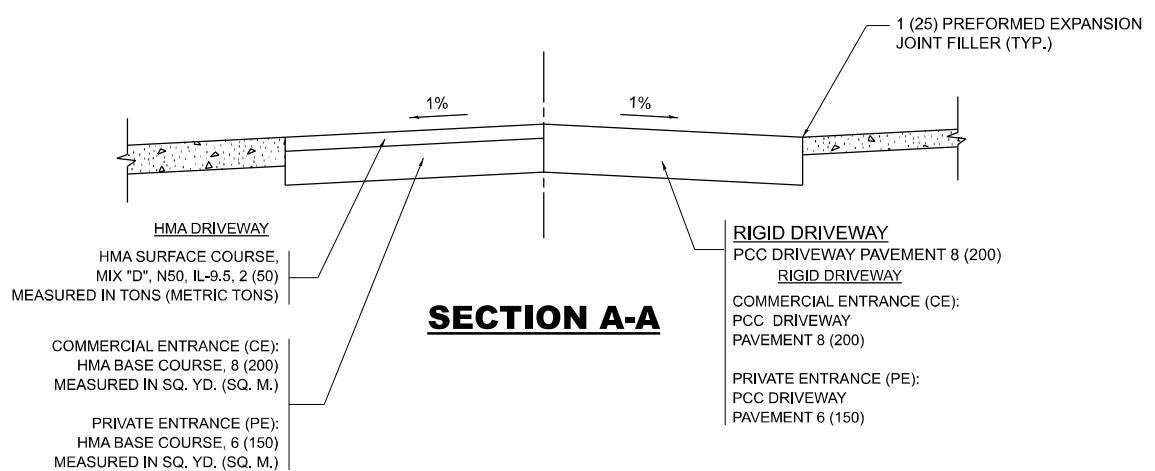
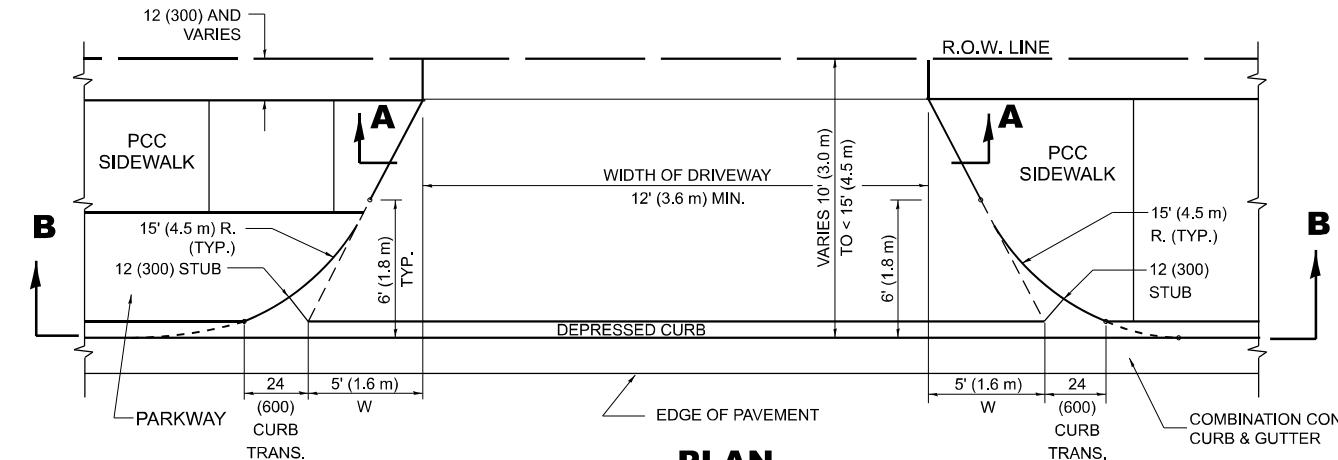


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	34
BD400-01 (BD-01)				CONTRACT NO. 80B25
ILLINOIS FED. AID PROJECT				



GENERAL NOTES

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

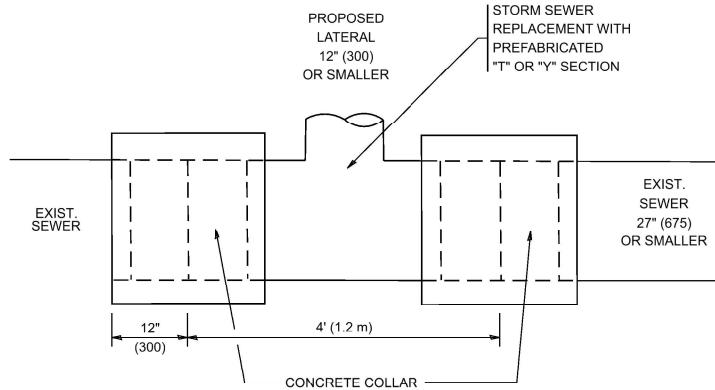
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED.

USER NAME = Aya.Elkhatib	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	
DRAWN -		REVISED - R. BORO 09-06-11	
CHECKED -		REVISED - K. SMITH 08-27-19	
PLOT DATE = 10/20/2025	DATE - 11-06-95	REVISED - K. SMITH 11-18-22	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

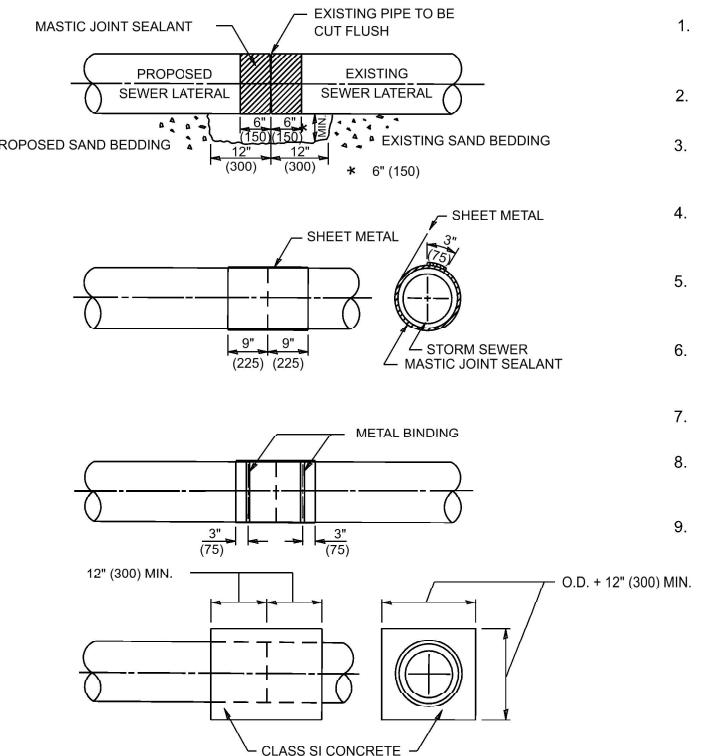
DRIVEWAY DETAILS
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	35
BD400-01 (BD-02)		ILLINOIS	CONTRACT NO. 80B25	FED. AID PROJECT



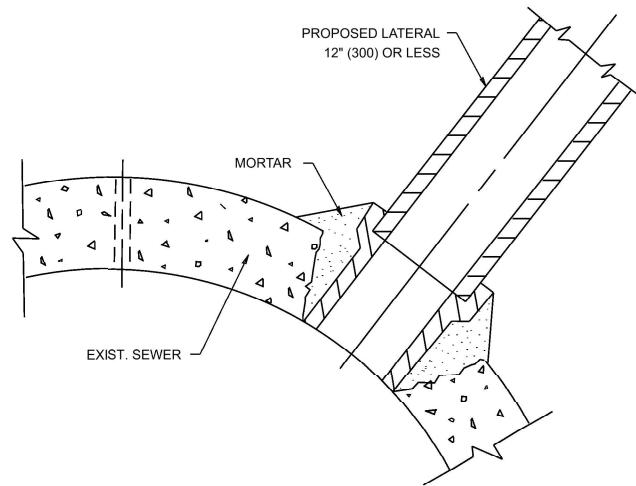
DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER
OF 27" (675) OR SMALLER



DETAIL "B"

CLASS SI CONCRETE COLLAR



DETAIL "C"

PROPOSED LATERAL
CONNECTION TO EXISTING SEWER
OF 30" (750) OR LARGER

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER

CONSTRUCTION METHODS

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTION OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

II. A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE

ii. A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
B) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

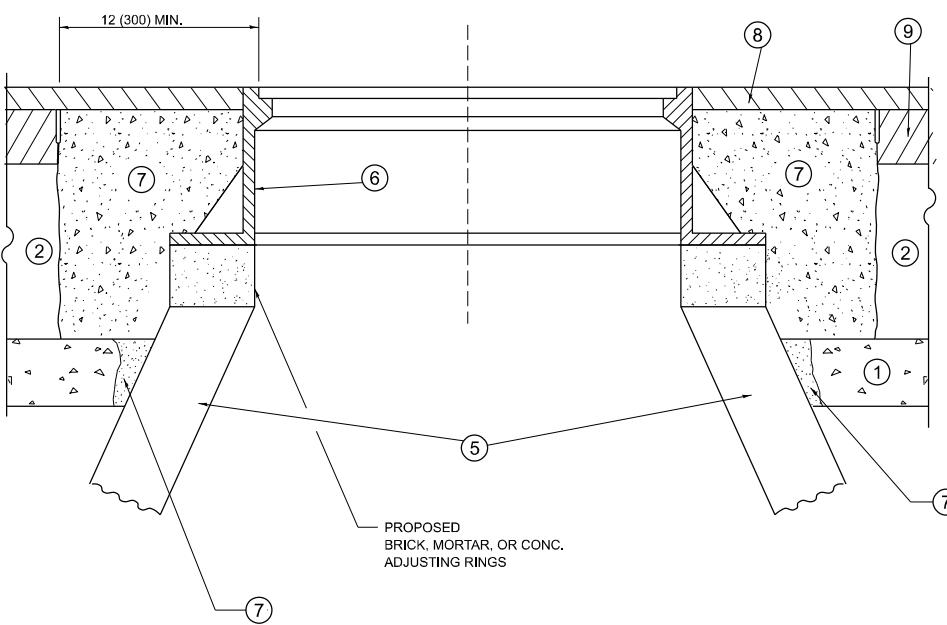
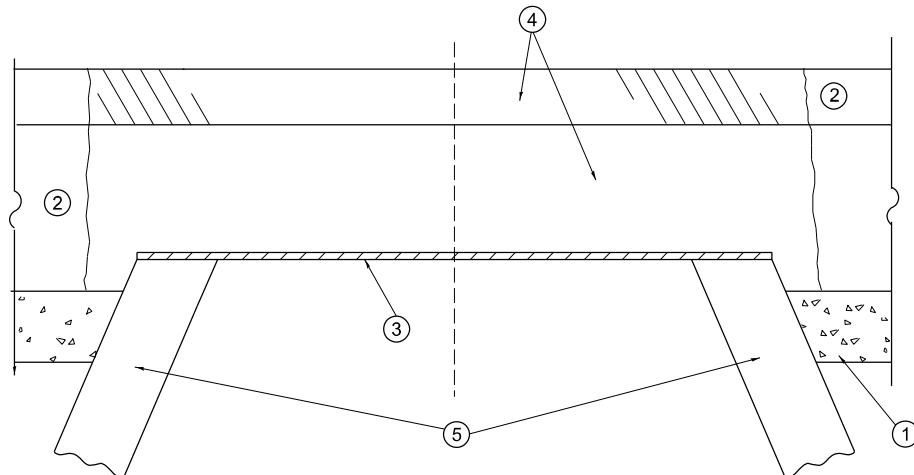
1. CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.
2. CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

1. TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS, THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.
2. REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.
3. TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.
4. CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

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

FILE NAME: C:\...\STORM.DWG	USER NAME = Aya.Elkhatib	DESIGNED - M. DE YONG	REVISED - R. SHAH 09-09-94	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -	R. SHAH 10-25-94		870	2025-2006-RS, 8X19(066)	DUPAGE	56	36					
	CHECKED -	REVISED -	R. SHAH 06-12-96		BD500-01 (BD-07)					CONTRACT NO. 80B25				
	PLOT DATE = 10/20/2025	DATE - 07-25-90	REVISED - K. SMITH 11-18-22		SCALE: NONE	1	OF 1	1	1	STA.	TO STA.			ILLINOIS FED. AID PROJECT



DETAILS FOR FRAMES AND LIDS ADJUSTMENT

WITH MILLING

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: BD-08 [Sheet] NAME: John Doe ID: 12345678901234567890 Date: 12/31/2023

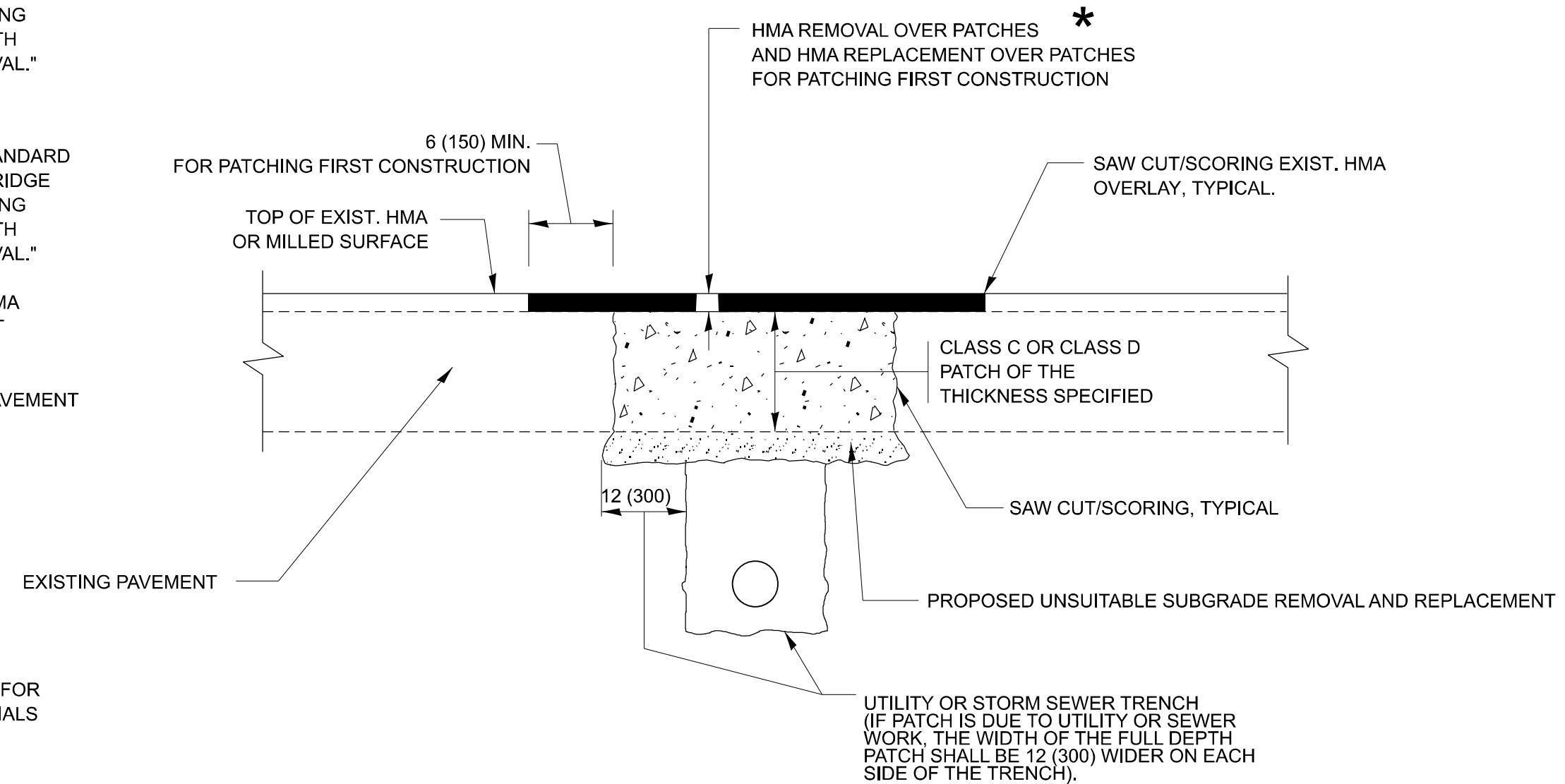
USER NAME = Aya.Elkhatib	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING					F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - R. BORO 12-06-11		870	2025-2006-RS, 8X19(066)	DUPAGE	56	37					
	CHECKED -	REVISED - K. SMITH 11-18-22		BD600-03 (BD-08)					CONTRACT NO. 80B25				
	PLOT DATE = 10/20/2025	DATE - 10-25-94		REVISED - K. SMITH 09-15-23	SCALE: NONE	1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS	FED. AID PROJECT

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

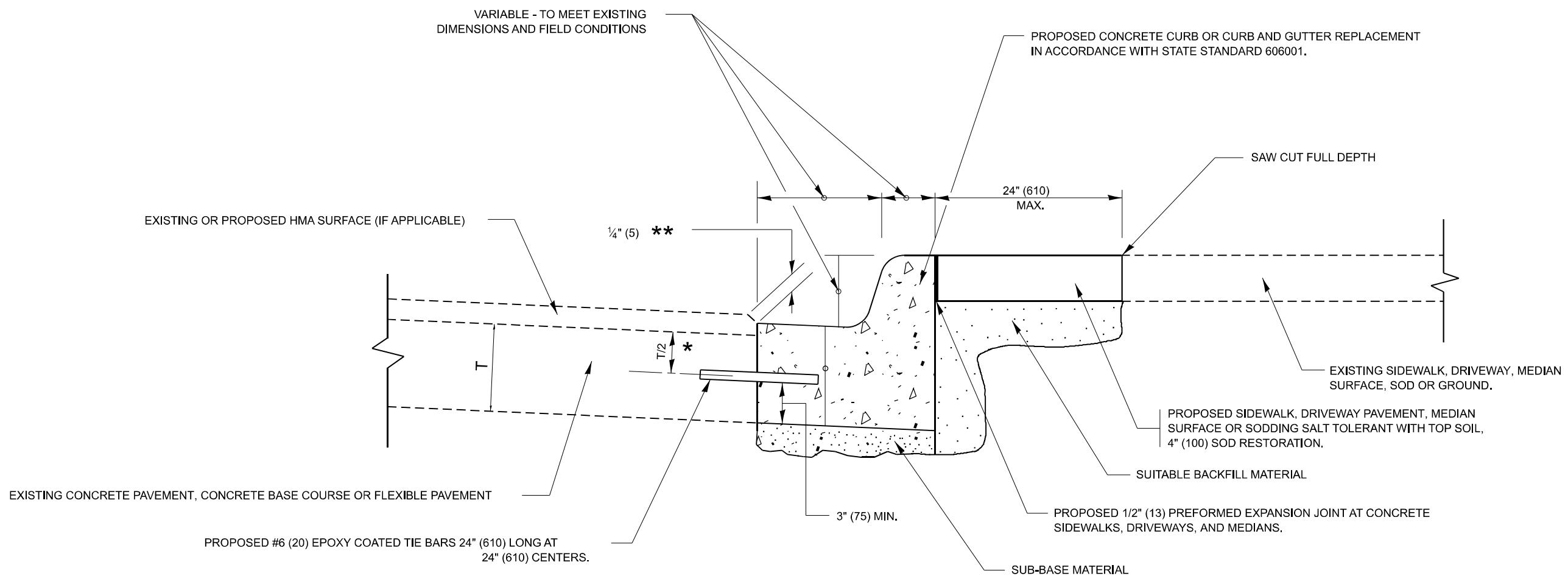
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

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 = Aya.Elkhaltib	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEE NO.
	DRAWN -	REVISED -	R. BORO 09-04-07			870	2025-2006-RS, 8X19(066)	DUPAGE	56	38
	CHECKED -	REVISED -	K. ENG 10-27-08			BD400-04 (BD-22)				
	PLOT DATE = 10/20/2025	DATE - 10-25-04	REVISED - K. SMITH 11-18-22			SCALE: NONE	1	OF 1	1	ILLINOIS LEED AID PROJECT



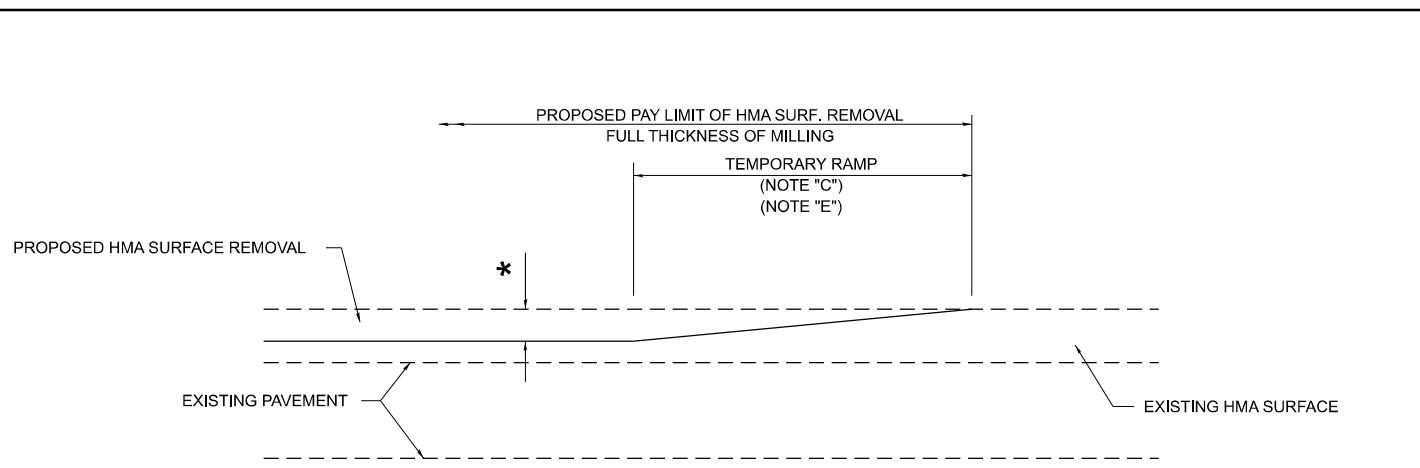
* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

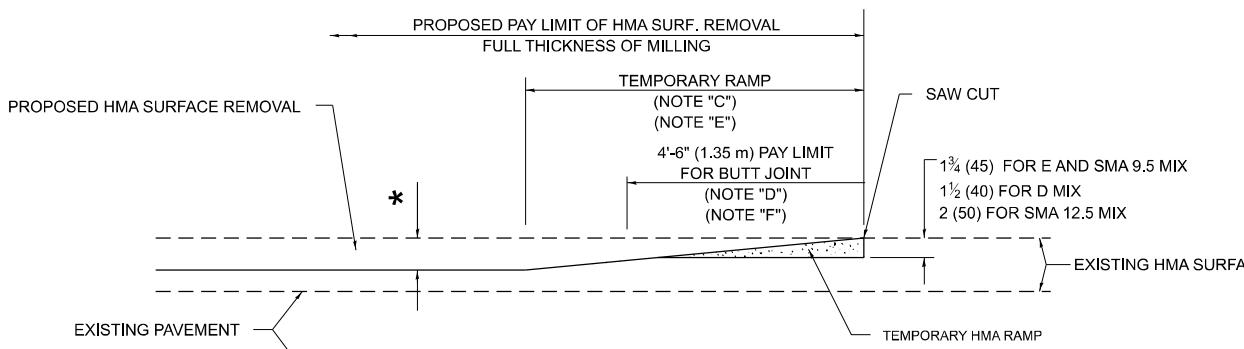
USER NAME = Aya.Elkhattib	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P RTE. 870	SECTION 2025-2006-RS, 8X19(066)	COUNTY DUPAGE	TOTAL SHEETS 56	SHEET NO. 39
	DRAWN -	REVISED - M. GOMEZ 01-22-01									
	CHECKED -	REVISED - R. BORO 12-15-09									
PLOT DATE = 10/20/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1	Sheets	STA.	TO STA.	ILLINOIS	FED. AID PROJECT
					BD600-06 (BD-24)			CONTRACT NO. 80B25			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

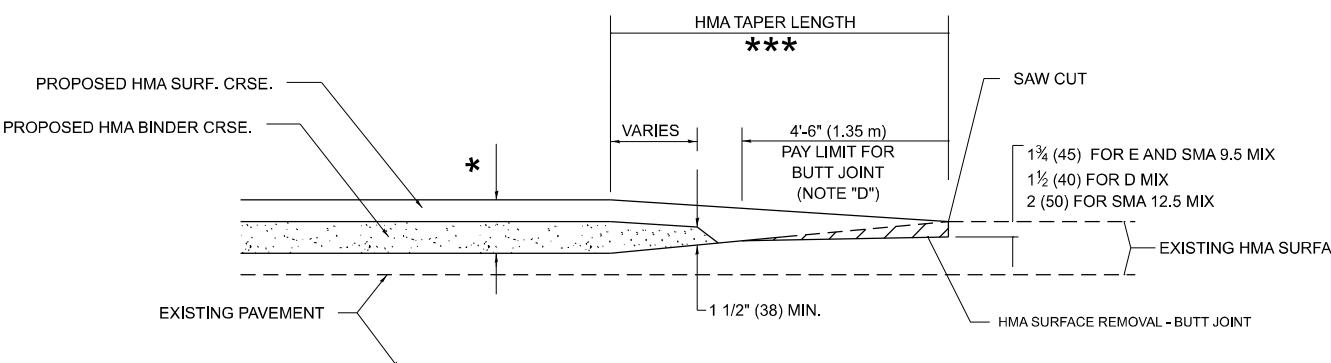


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

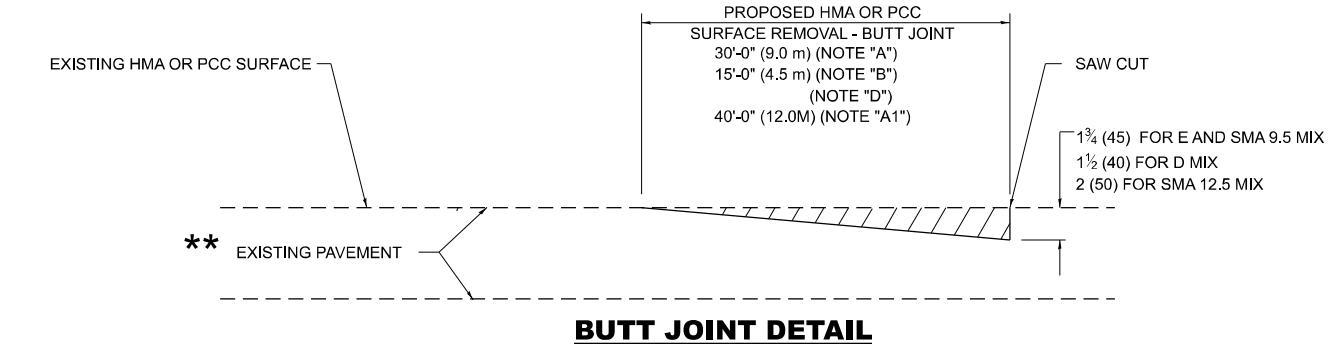
OPTION 2

TYPICAL TEMPORARY RAMP

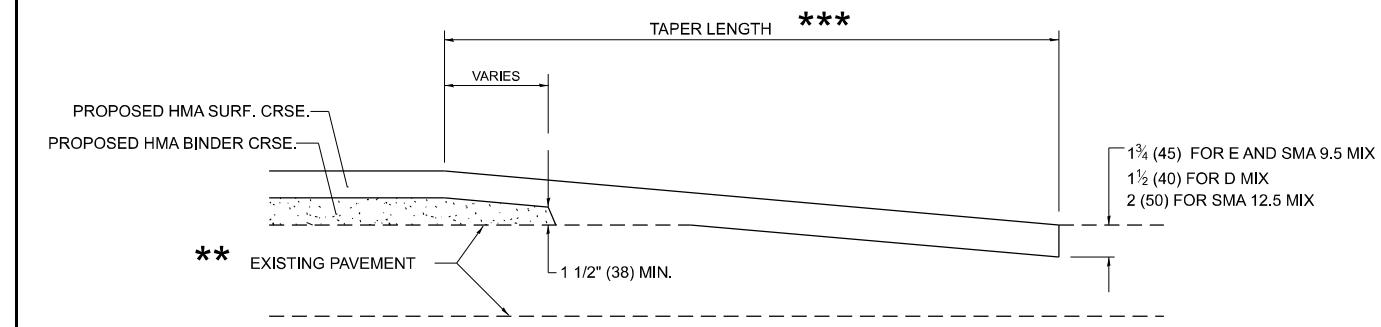


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

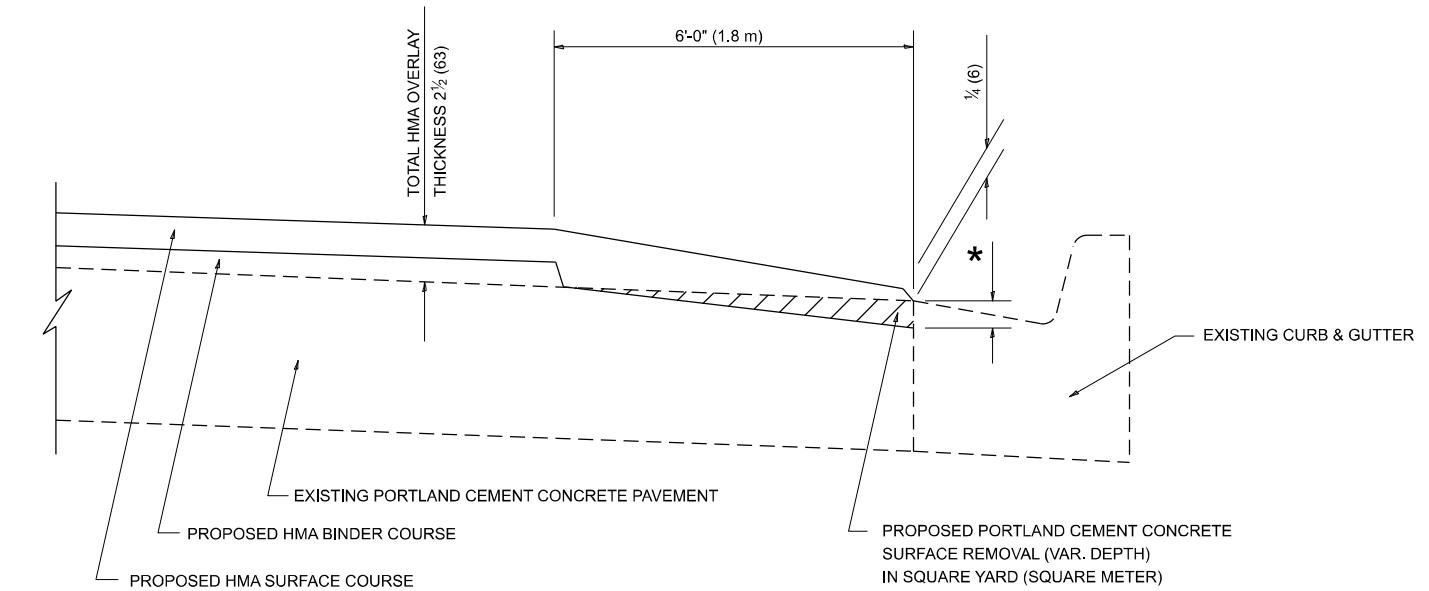
20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A")
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

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

USER NAME = Aya.Elkhatib	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
DRAWN -	REVISED - M. GOMEZ 04-06-01	
CHECKED -	REVISED - R. BORO 01-01-07	
PLOT DATE = 10/20/2025	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

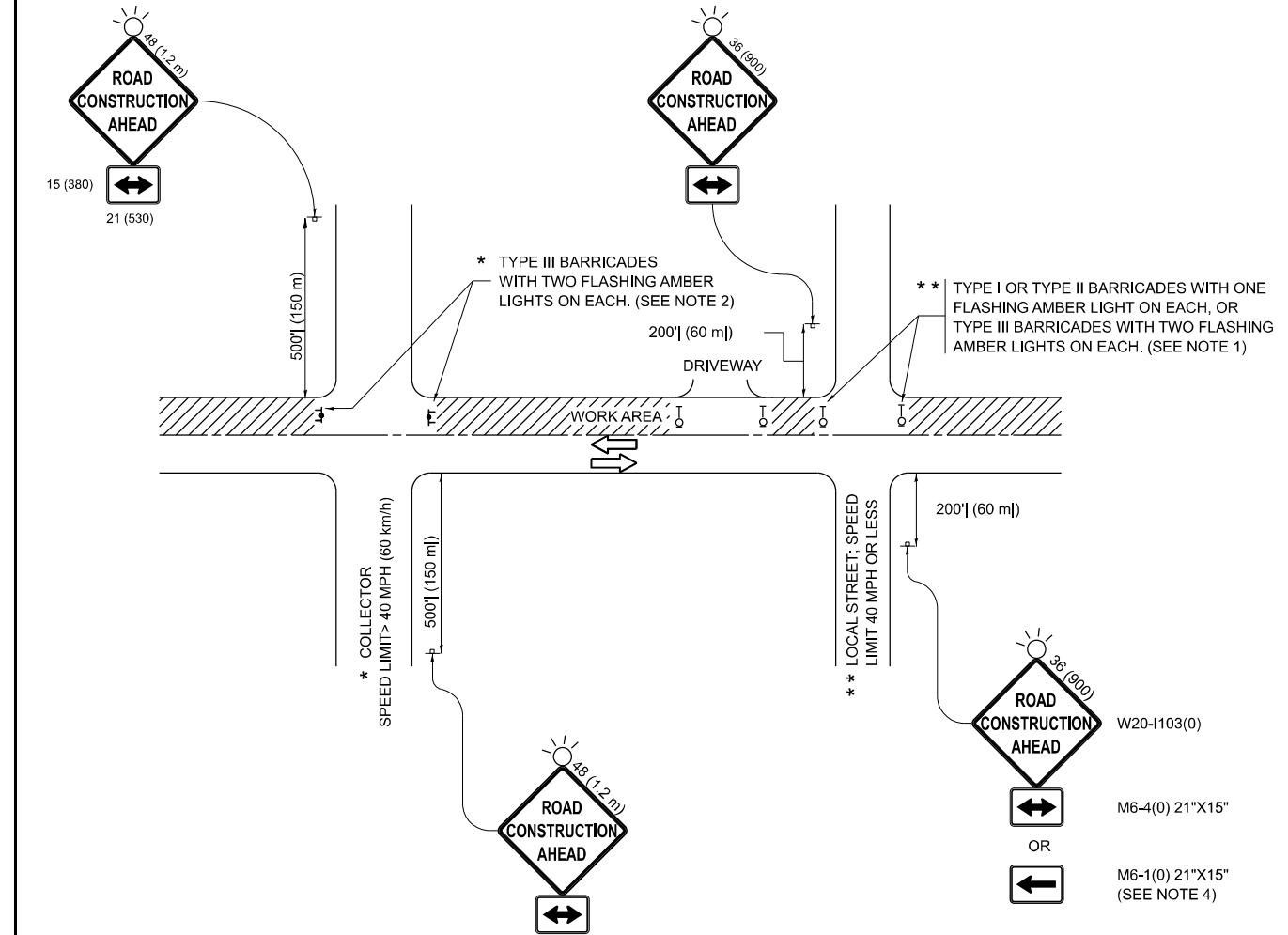


**HMA TAPER AT
EDGE OF PCC PAVEMENT**

HMA SURFACE COURSE		HMA BINDER COURSE	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
D	1 1/2 (38)	1 (25)	1 1/4 (33)
E OR SMA 9.5	1 3/4 (44)	3/4 (19)	1 1/2 (38)

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

USER NAME = Eric.L.thomas	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HMA TAPER AT EDGE OF P.C.C. PAVEMENT				F.A.P. SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN - JIS	REVISED - JP CHANG 07-08-16			SCALE: NONE	SHEET 1	OF 1	Sheets	STA.	TO STA.	870 2025-2006-RS, 8X19(066)	DUPAGE 56 40A
CHECKED - A. Abbas	REVISED - K. SMITH 02-01-22									BD400-06 BD-33	CONTRACT NO. 80B25
PLOT DATE = 12/2/2024	DATE - 09-10-94	REVISED - K. SMITH 11-18-22								ILLINOIS	FED. AID PROJECT

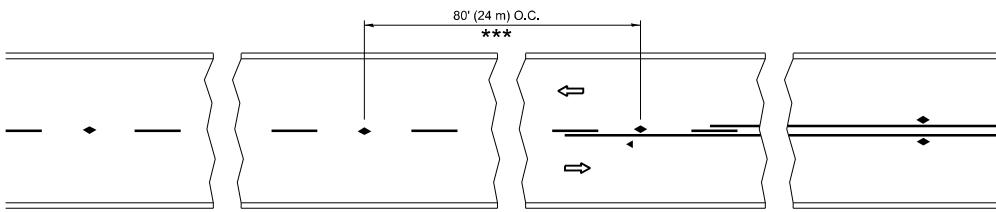


NOTES:

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.

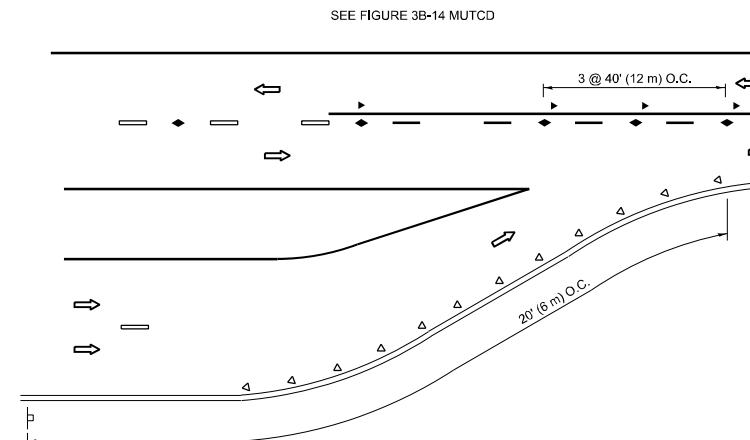
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = Aya.Elkhattib	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - A. SCHUETZE 07-01-13			870	2025-2006-RS, 8X19(066)	DUPAGE	56	41
	CHECKED -	REVISED - A. SCHUETZE 09-15-06				TC-10			CONTRACT NO. 80B25
PLOT DATE = 10/20/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-25		SCALE: _____	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

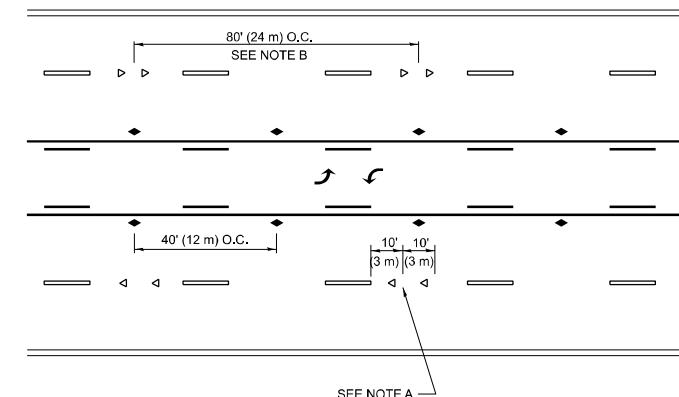


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

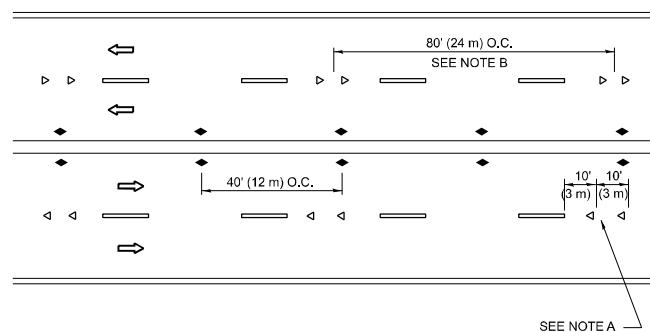
TWO-LANE/TWO-WAY



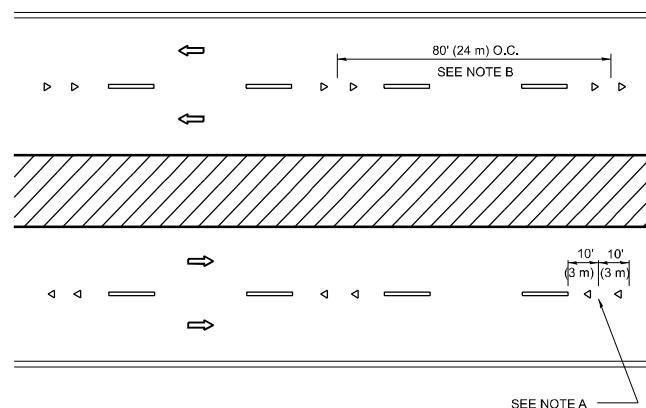
LANE REDUCTION TRANSITION



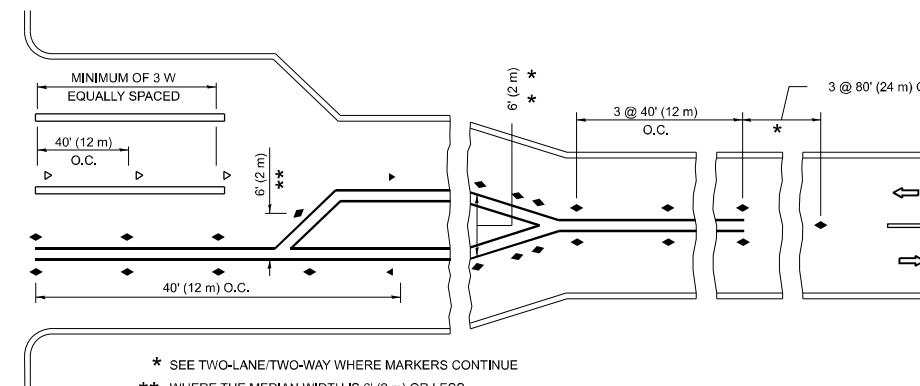
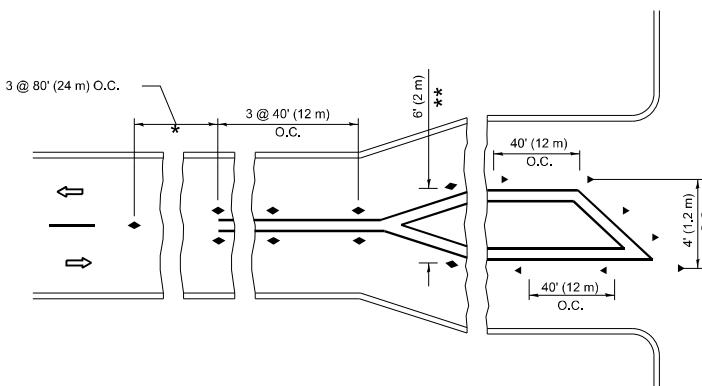
TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED

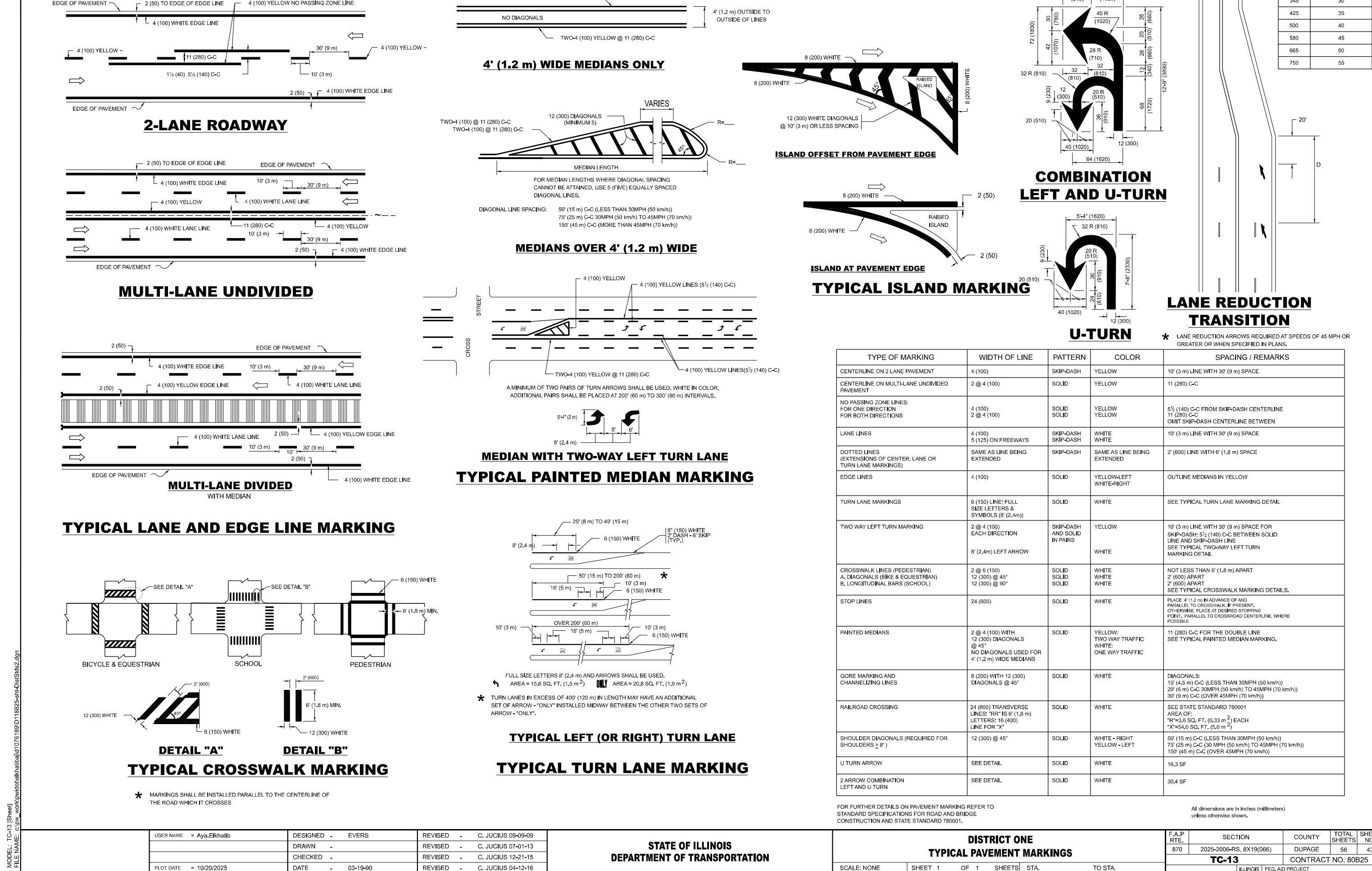


MULTI-LANE/DIVIDED



TURN LANES

USER NAME = Aya.Elkhalib	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL APPLICATIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DRAWN -		REVISED - T. RAMMACHER 01-06-00		RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			870	2025-2006-RS, 8X19(066)	DUPAGE	56	42
CHECKED -		REVISED - C. JUCIUS 09-09-09					TC-11		CONTRACT NO. 80B25		
PLOT DATE = 10/20/2025	DATE -	REVISED - C. JUCIUS 07-01-13		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		
										ILLINOIS	FED. AID PROJECT



TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

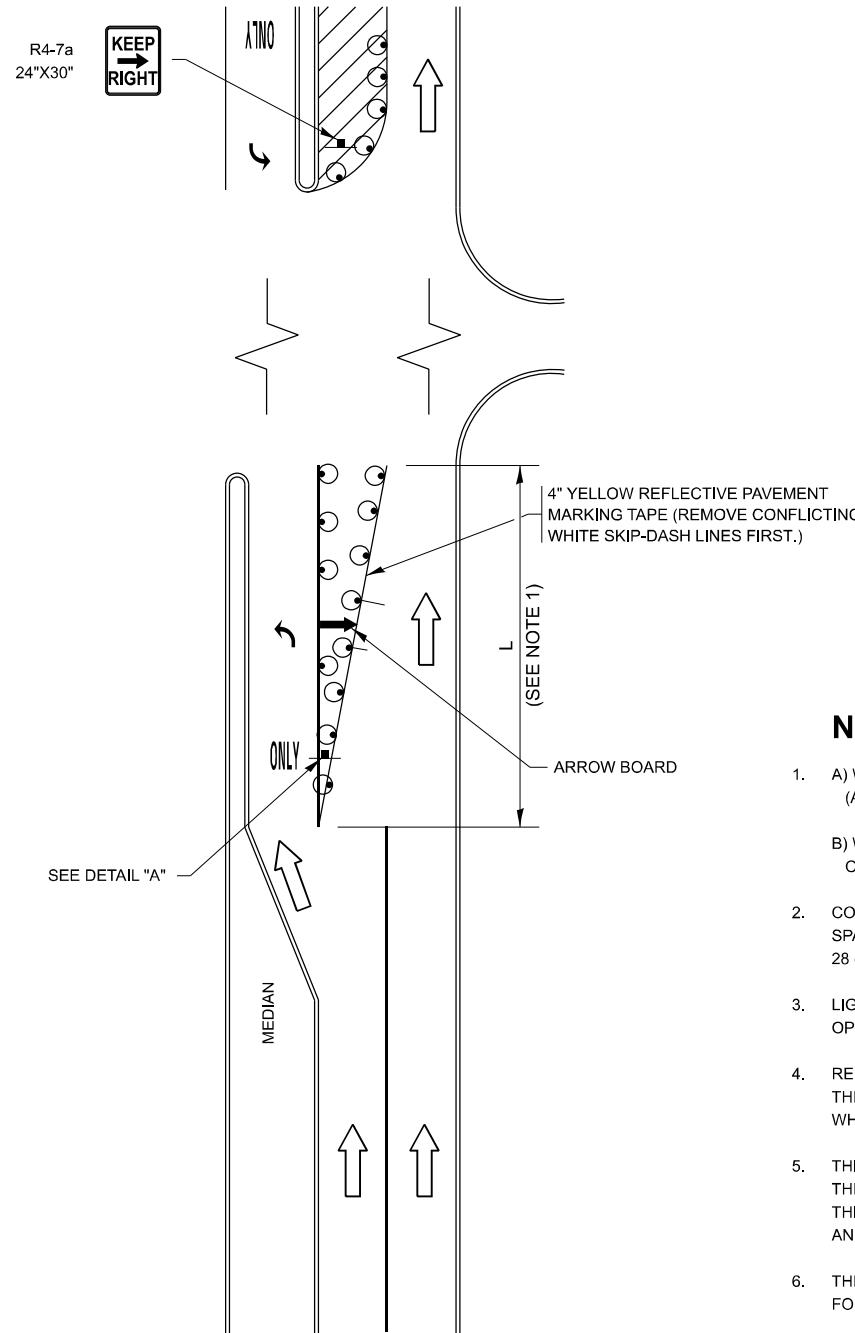
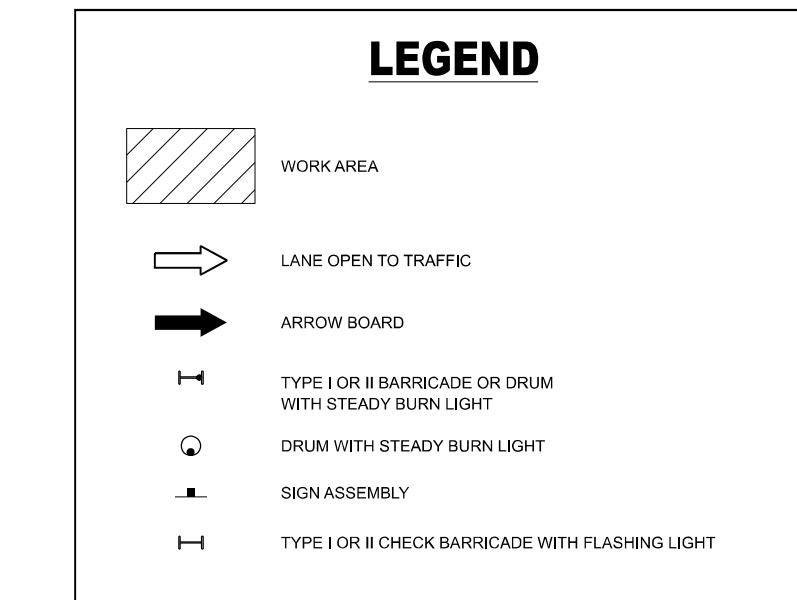


FIGURE 1



NOTES:

1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
2. B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
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. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
5. 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.
6. 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.
7. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
8. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
9. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

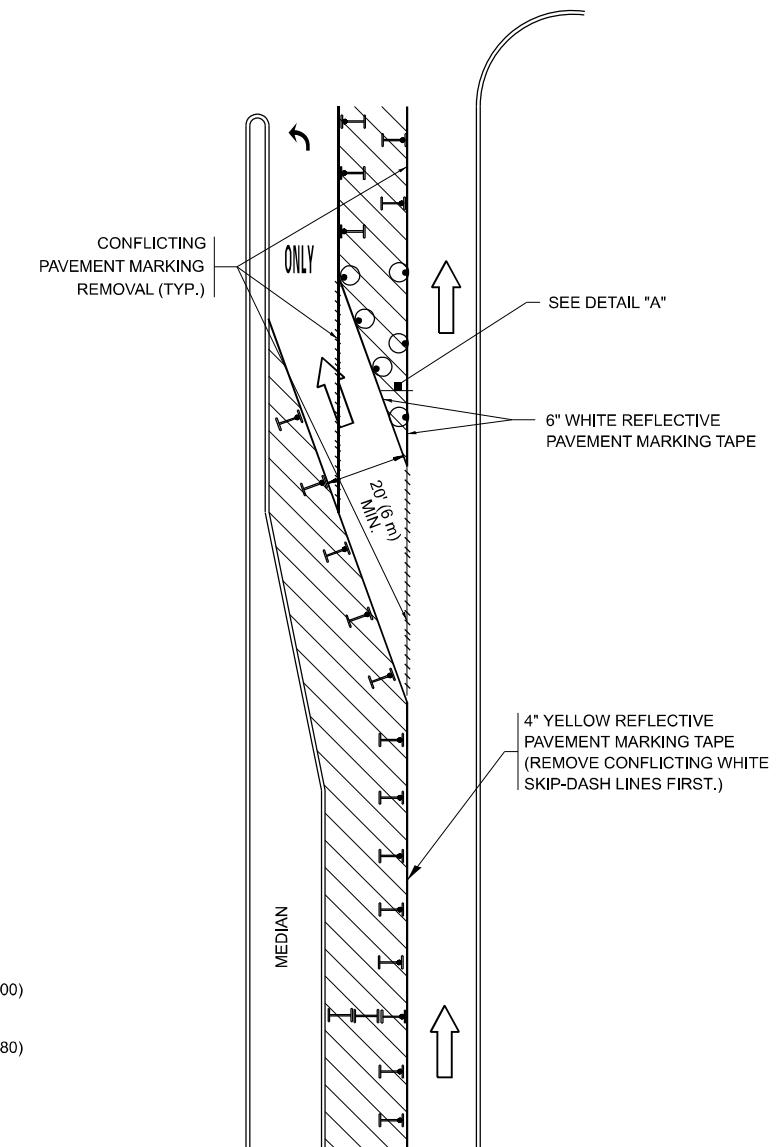
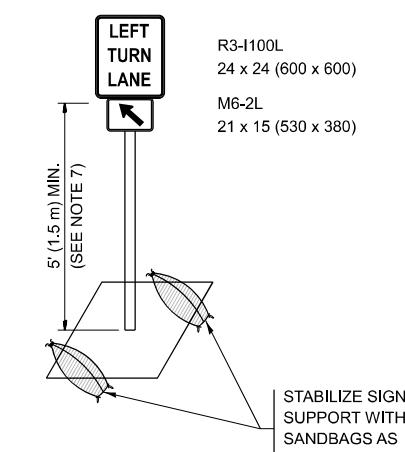
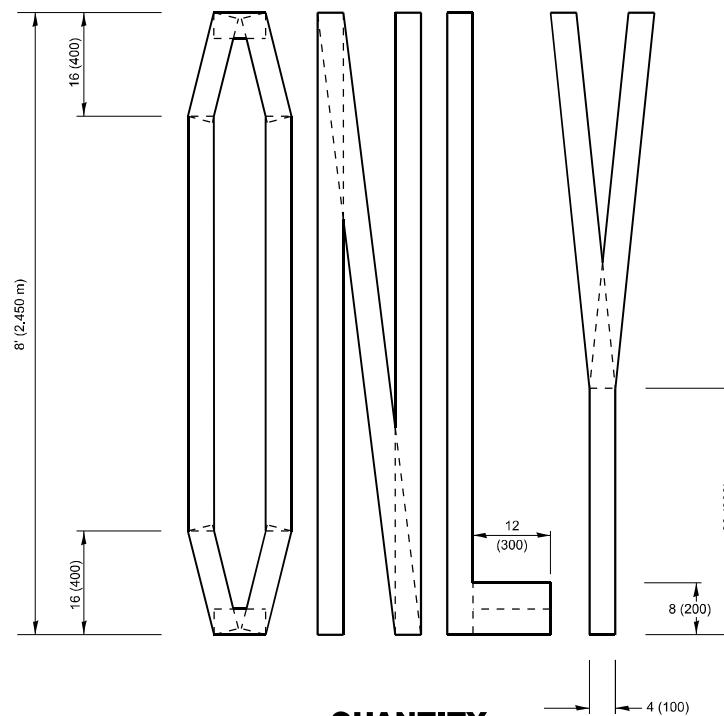
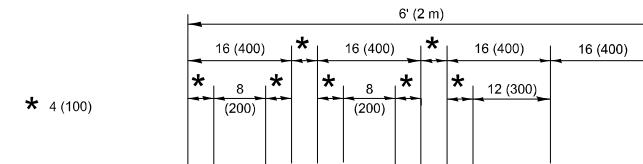
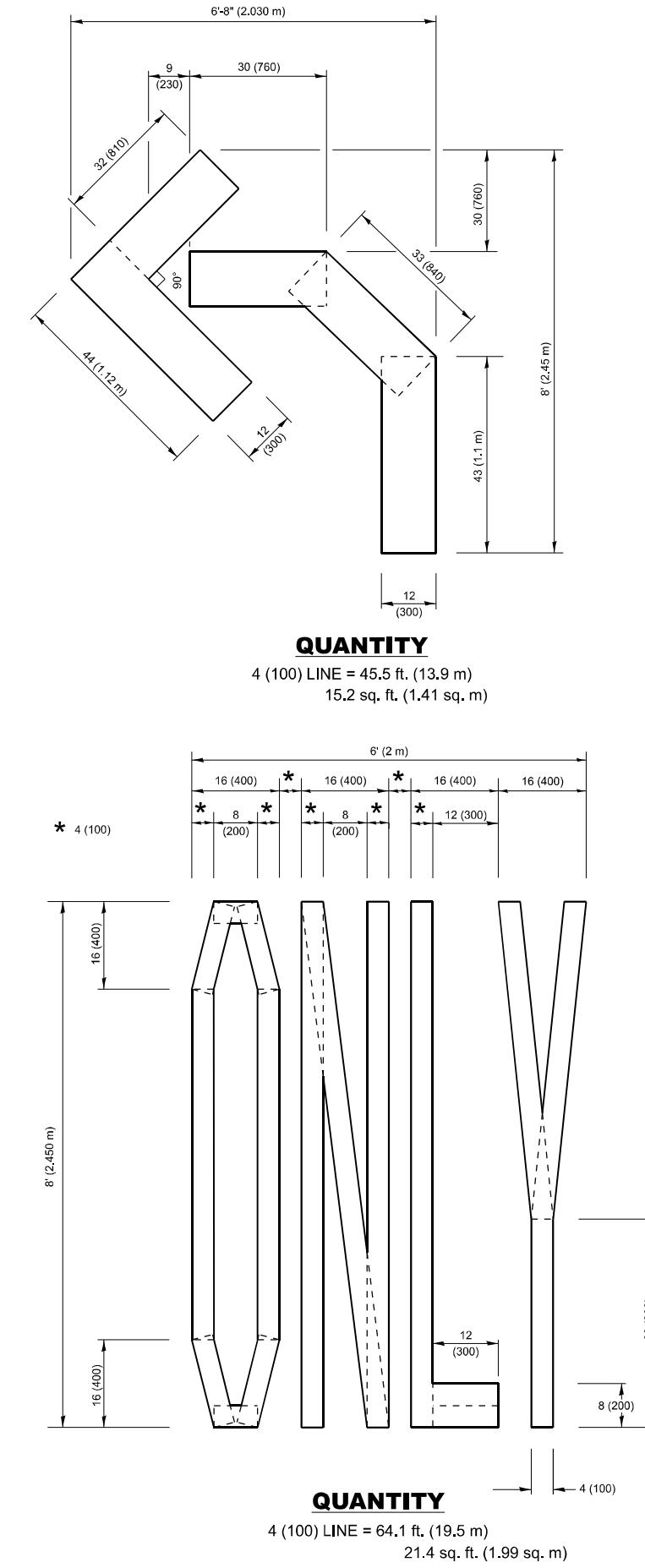


FIGURE 2



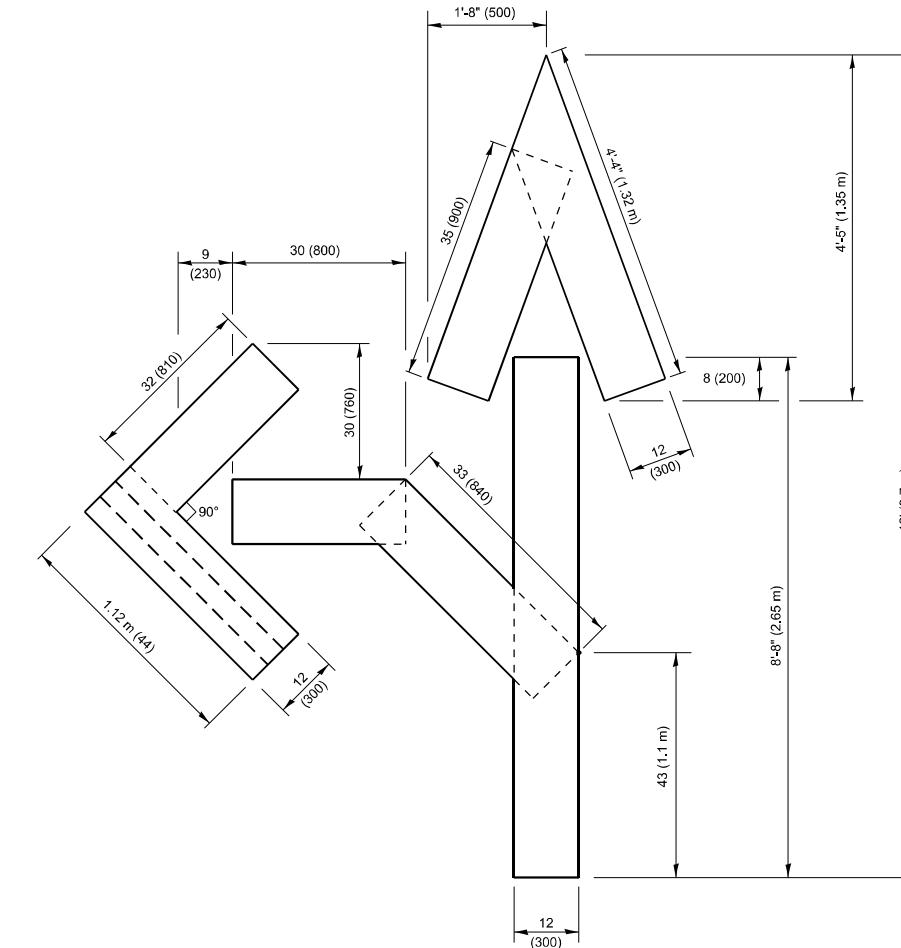
DETAIL A

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



QUANTITY

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

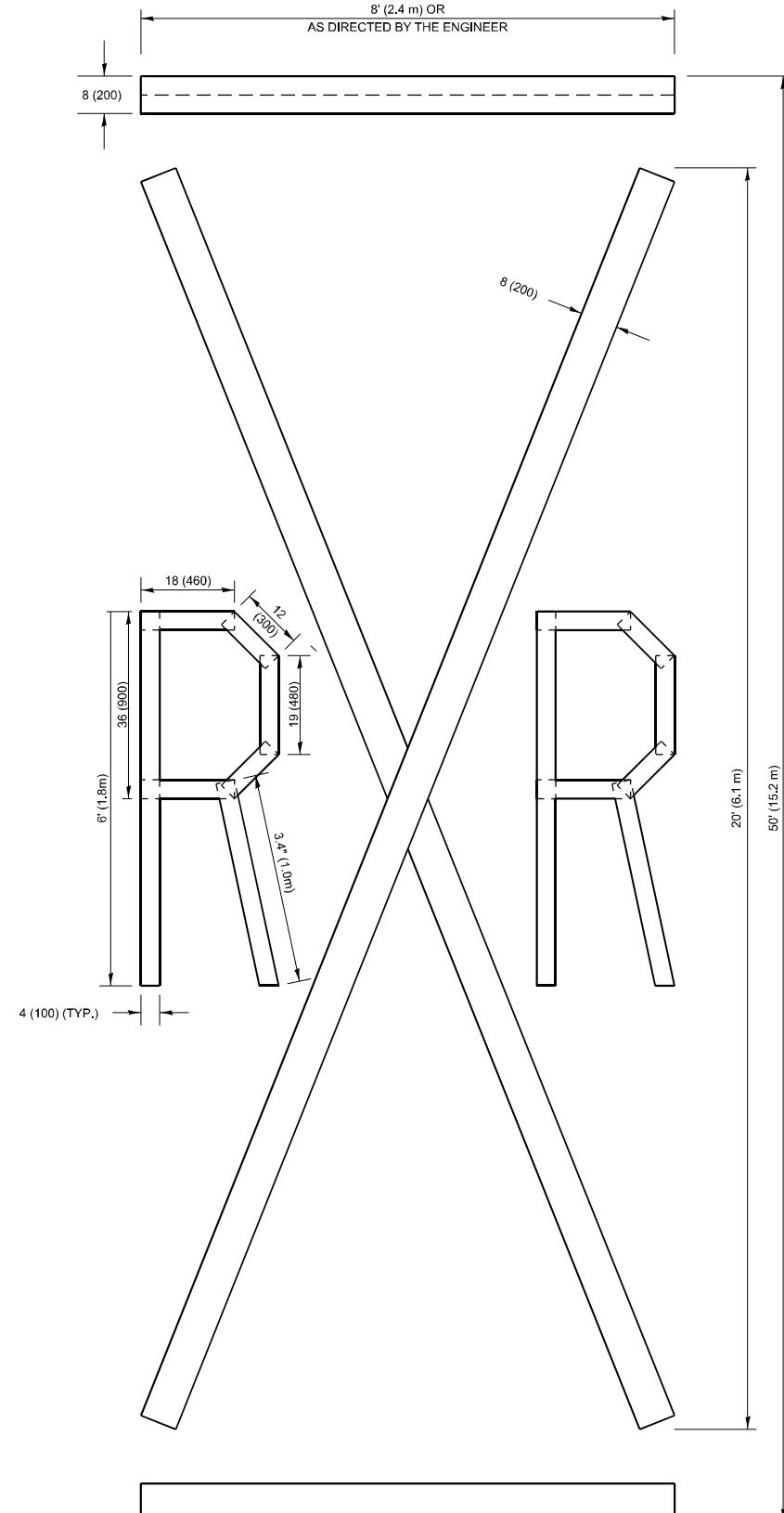


QUANTITY

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

NOTE:

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



QUANTITY

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

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

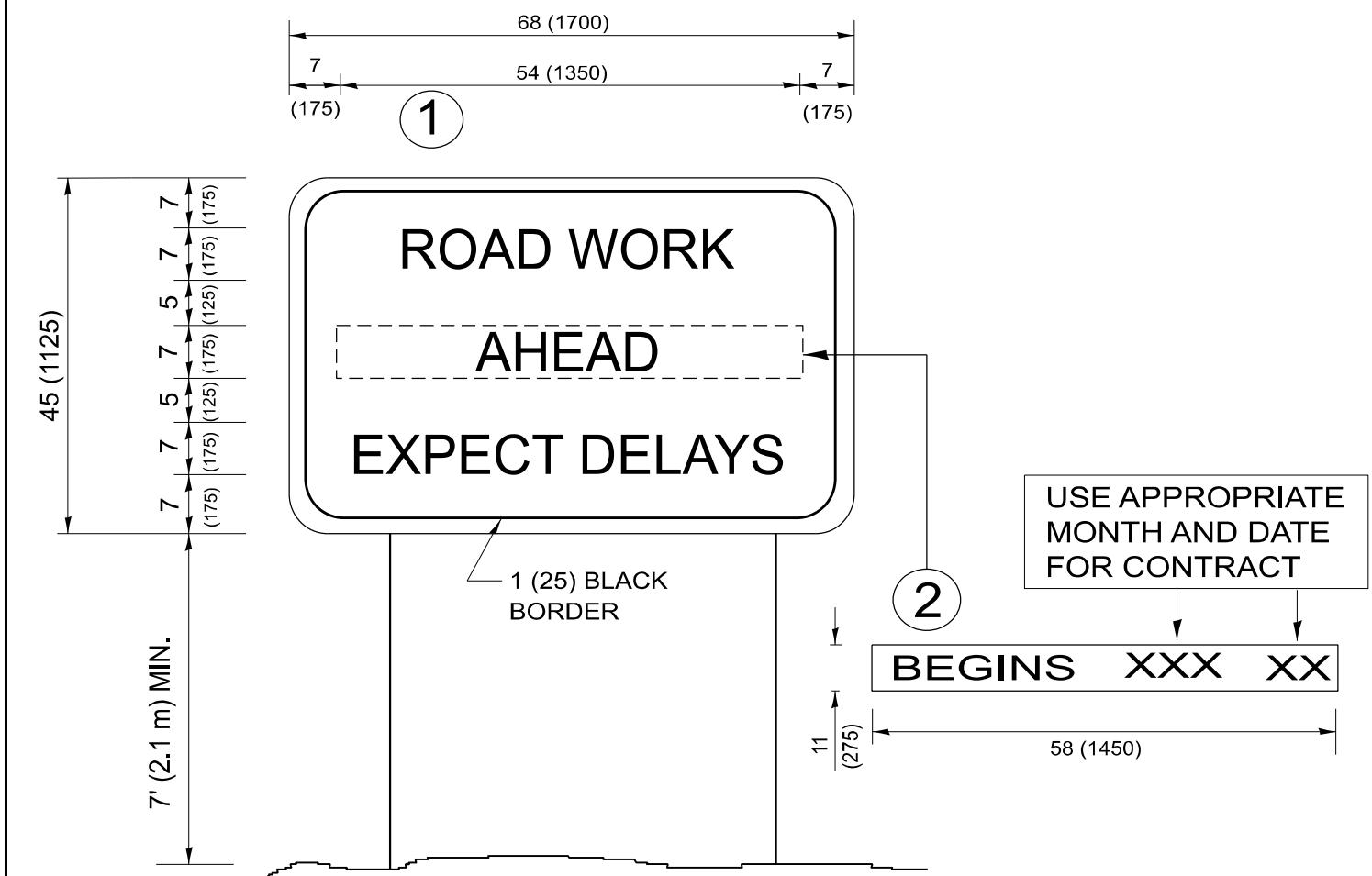
USER NAME = Aya.Elkhatib	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
DRAWN -		REVISED - E. GOMEZ 08-28-00
CHECKED -		REVISED - E. GOMEZ 08-28-00
PLOT DATE = 10/20/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	45
TC-16		ILLINOIS	FED. AID PROJECT	CONTRACT NO. 80B25

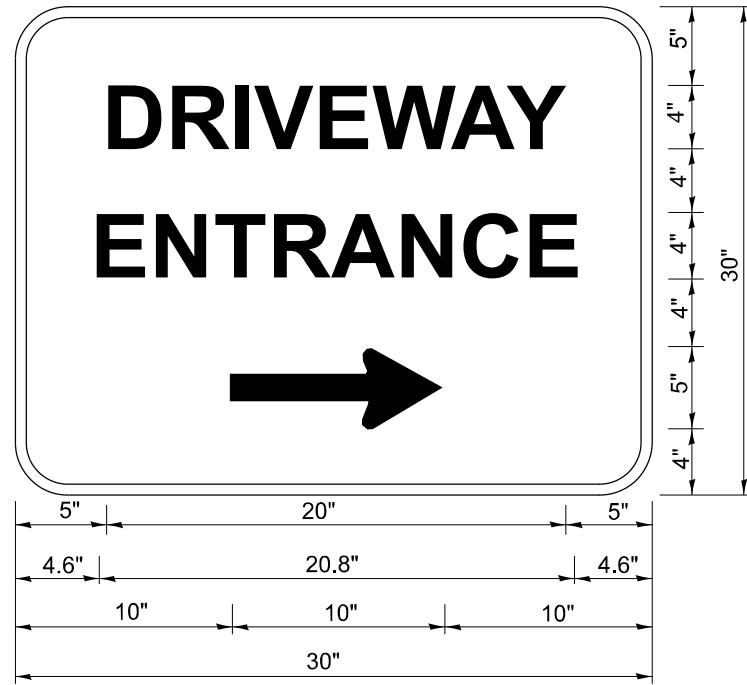


NOTES:

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 = Aya.Elkhatib	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	F.A.P	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - R. MIRS 12-11-97			870	2025-2006-RS, 8X19(066)	DUPAGE	56	46
	CHECKED -	REVISED - T. RAMMACHER 02-02-99							
PLOT DATE = 10/20/2025	DATE -	REVISED - C. JUCIUS 01-31-07			TC-22				CONTRACT NO. 80B25
					SCALE: NONE	1	OF 1	SHEETS STA.	TO STA.
									ILLINOIS FED. AID PROJECT

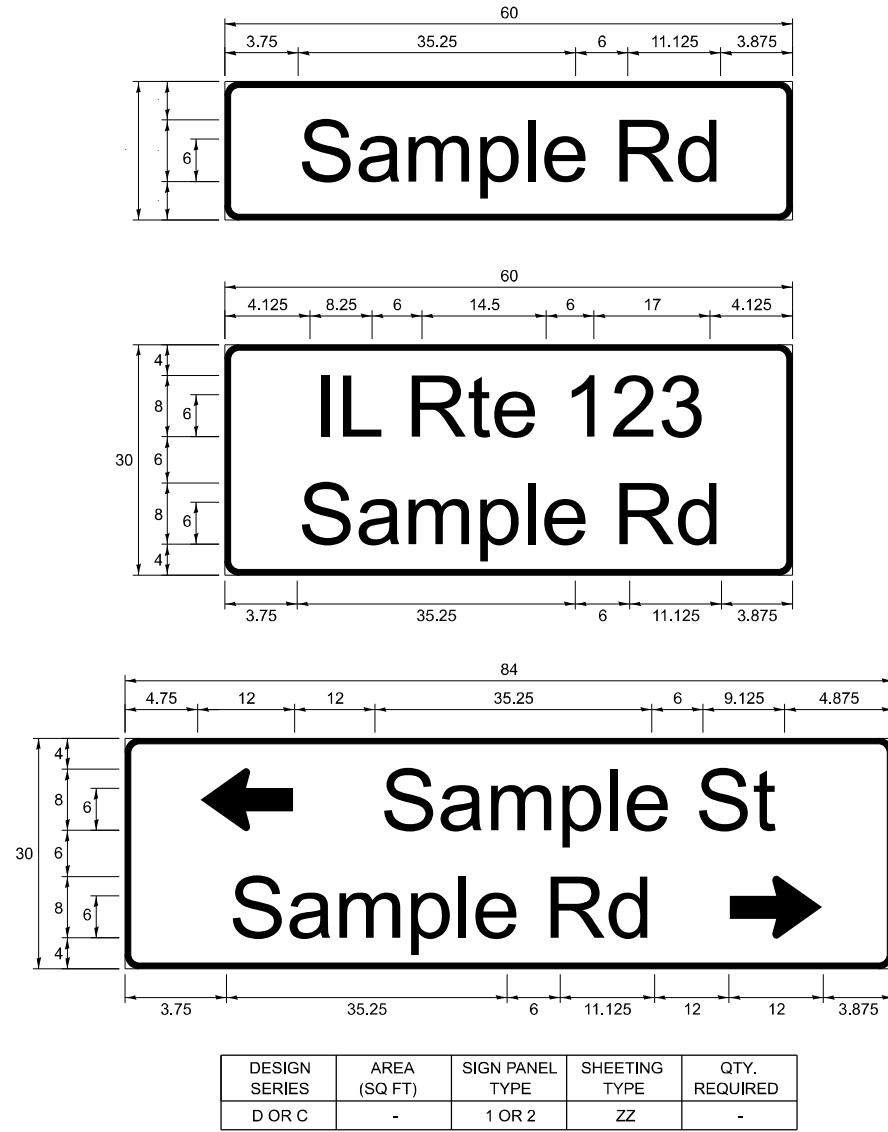


3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

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".

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:

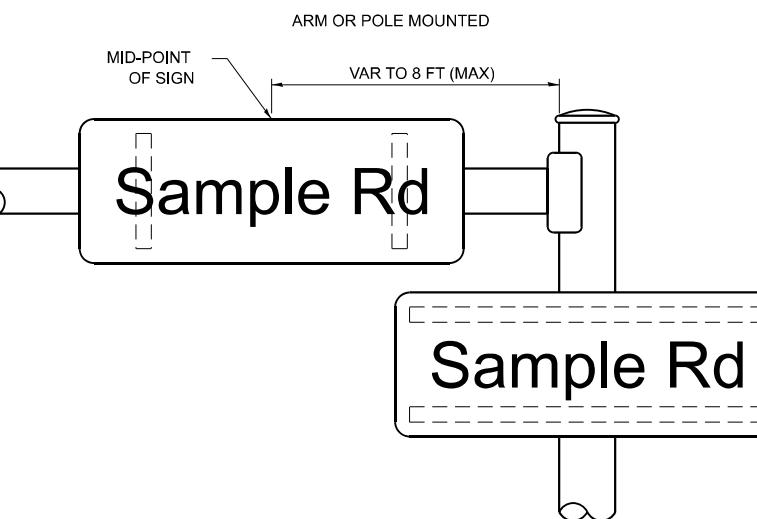
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

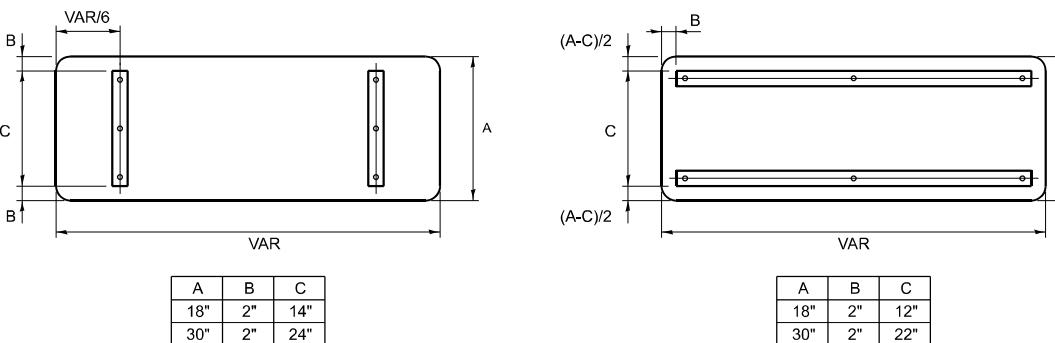
SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3
BRACKETS	SELF TAPPING WITH NEOPRENE WASHER
	PART #HPN034 (UNIVERSAL)
	CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

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



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	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800

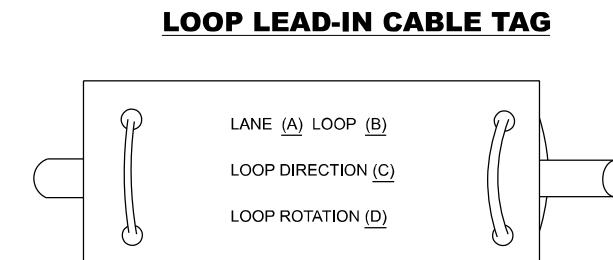
TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

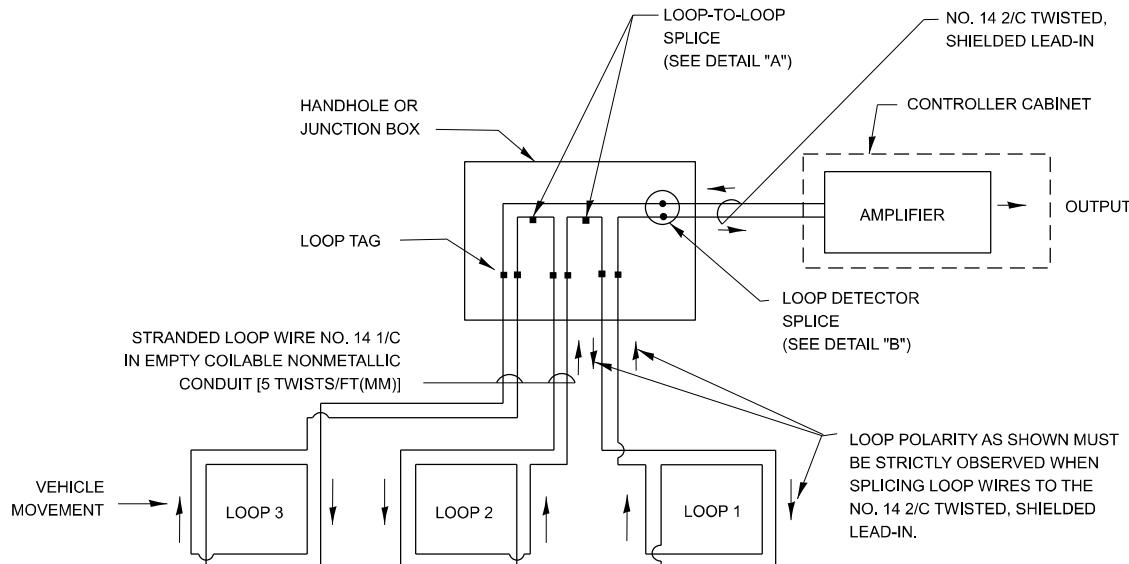
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE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

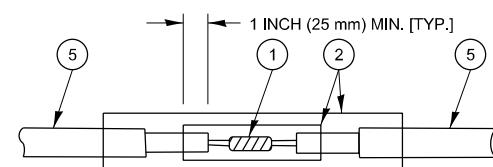


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
 B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
 C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
 D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

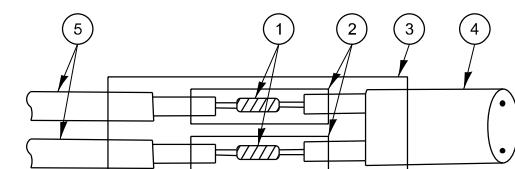


DETECTOR LOOP WIRING SCHEMATIC

- 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.

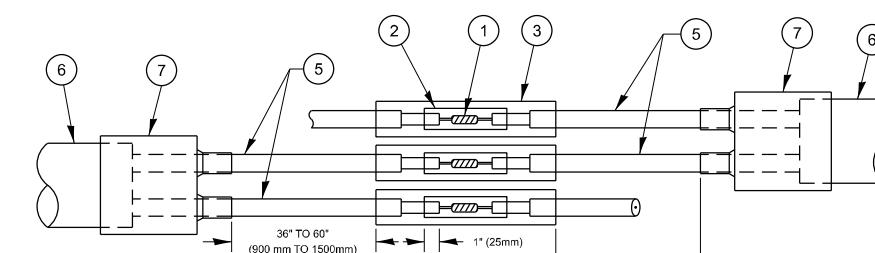


DETAIL "A"
LOOP-TO-LOOP SPLICE

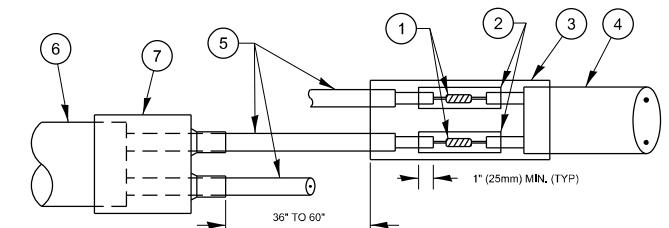


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



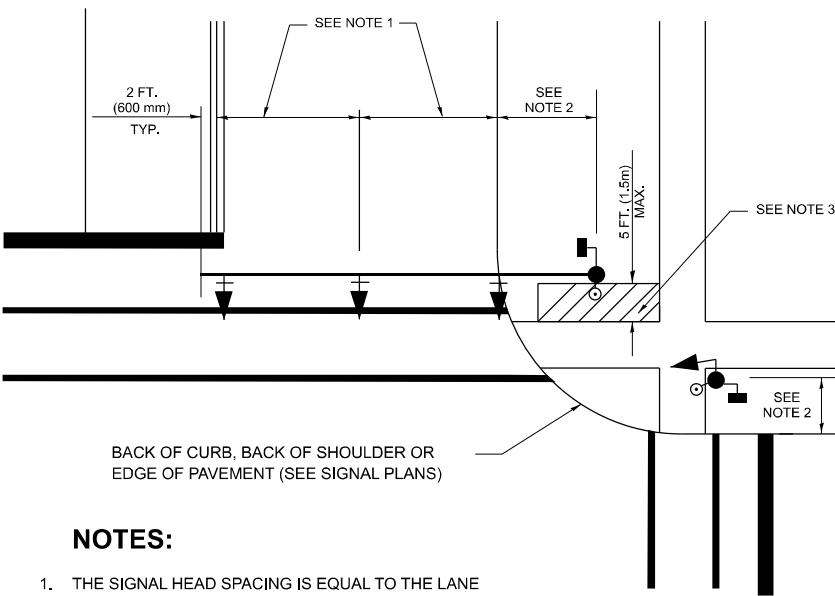
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

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 PRE-FORMED LOOP
 ⑦ XL POLYOLEFIN 2 CONDUCTOR
 ⑧ 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.

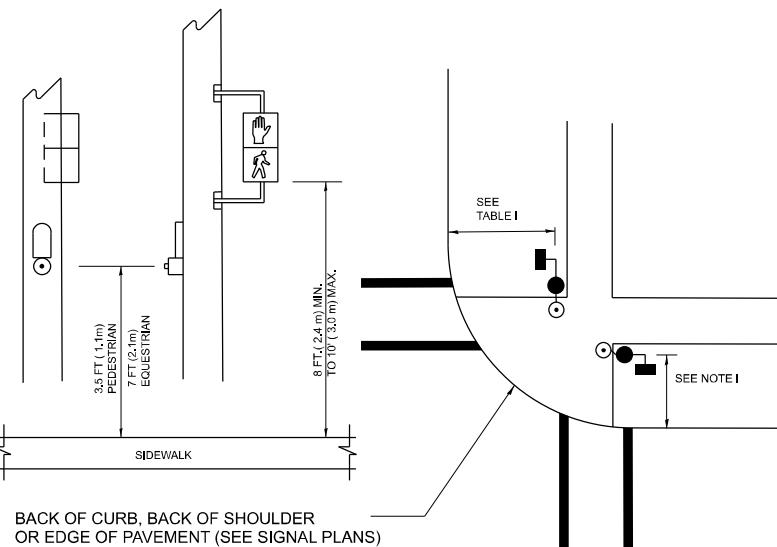


NOTES:

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

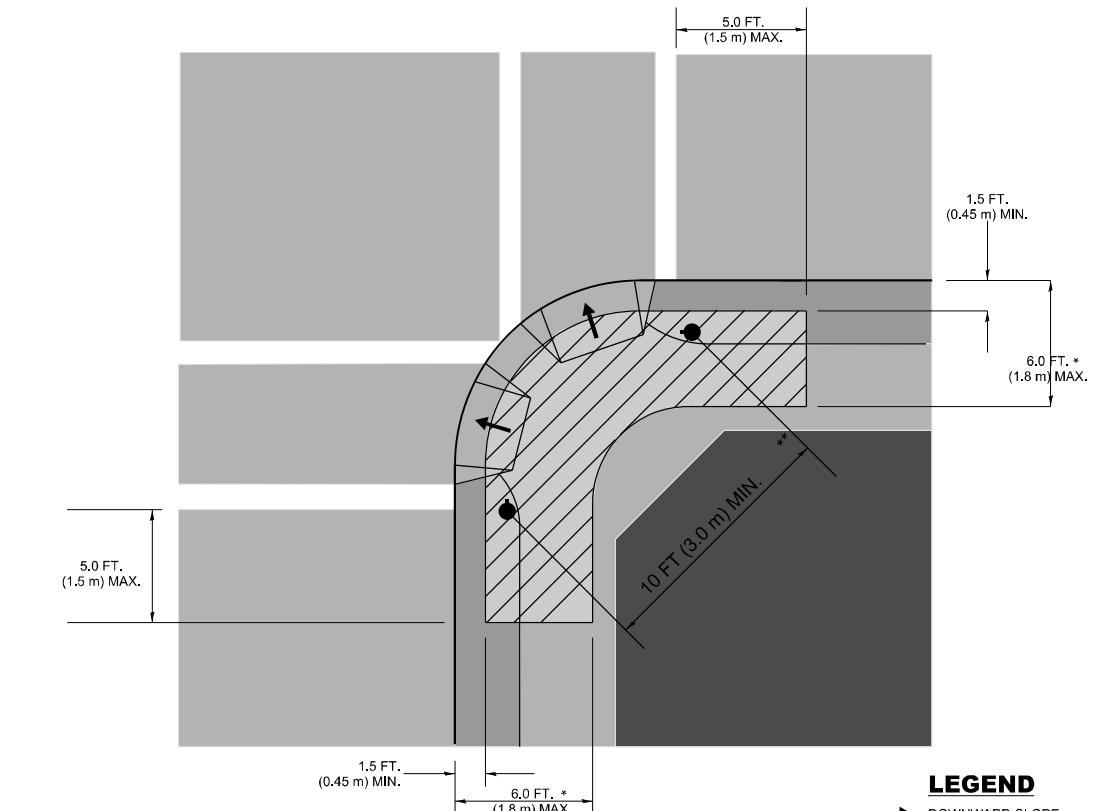
AND PEDESTRIAN PUSH BUTTON POST



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:

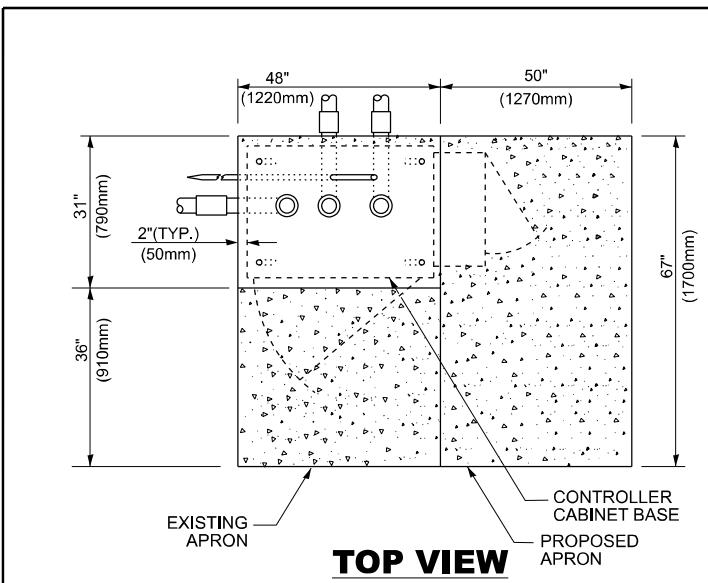
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

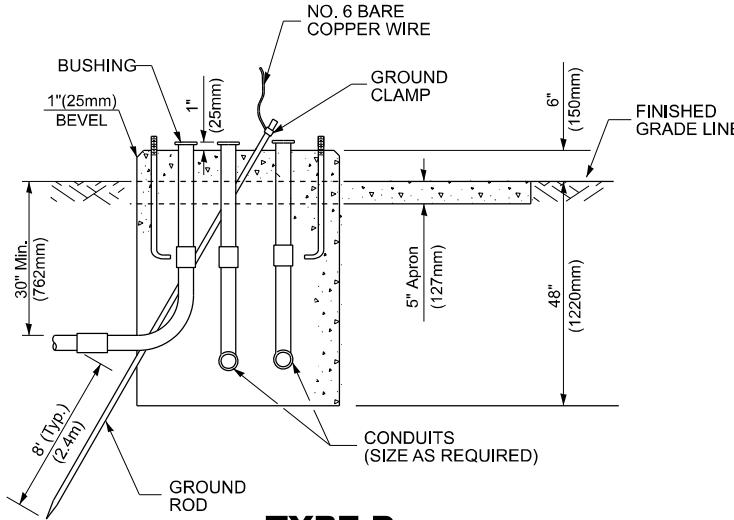
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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.

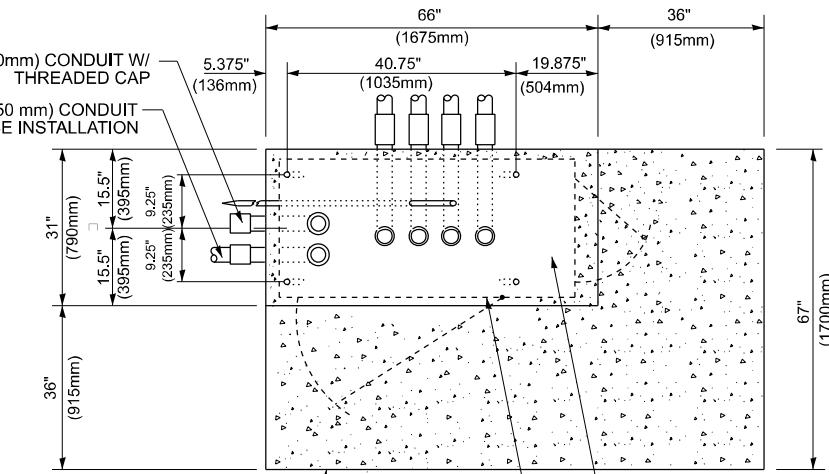


TOP VIEW

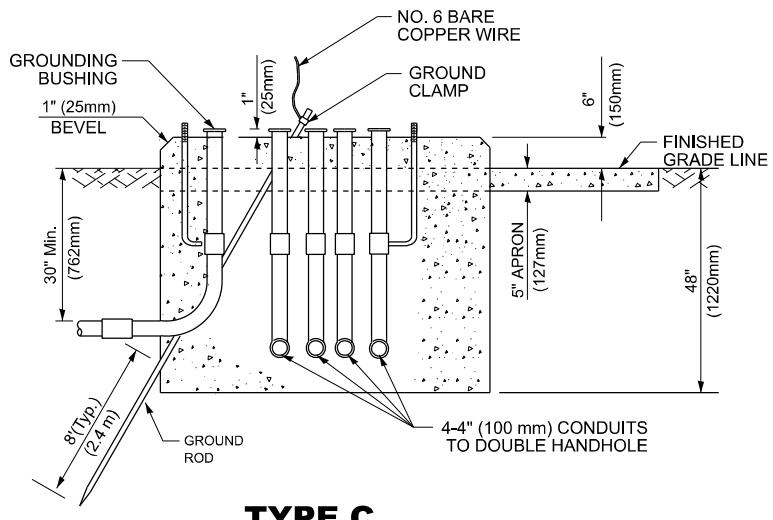


TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET

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



TOP VIEW



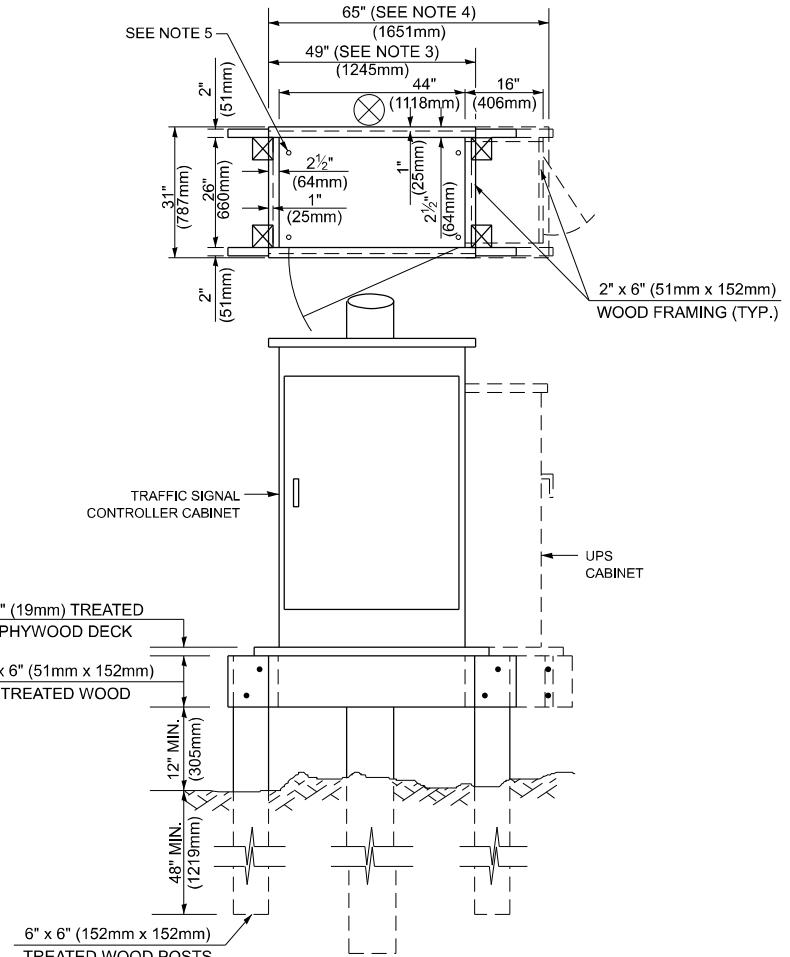
TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS

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

CABLE SLACK

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

VERTICAL CABLE LENGTH



NOTES:

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

**TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM**

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

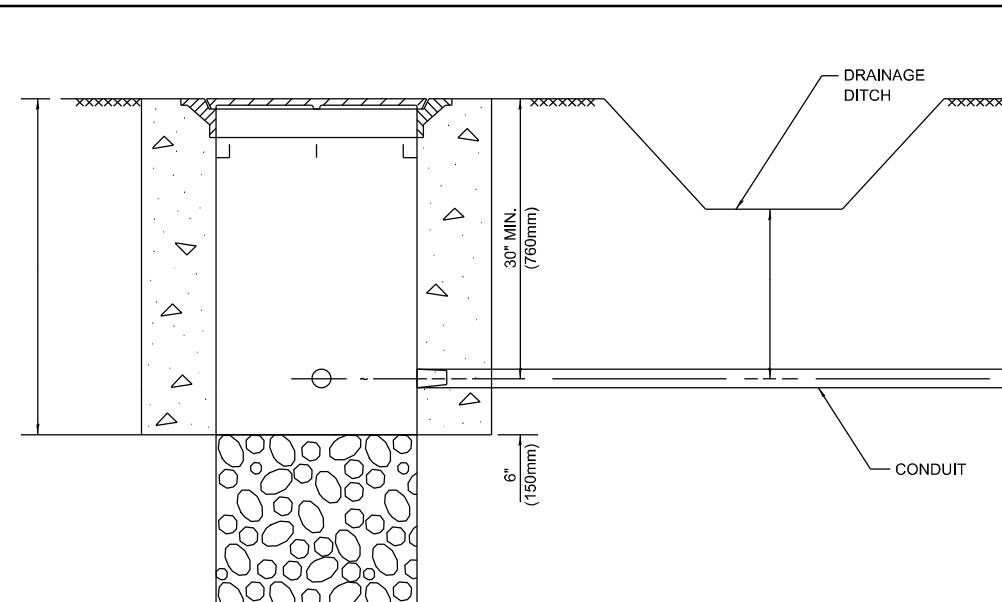
NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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

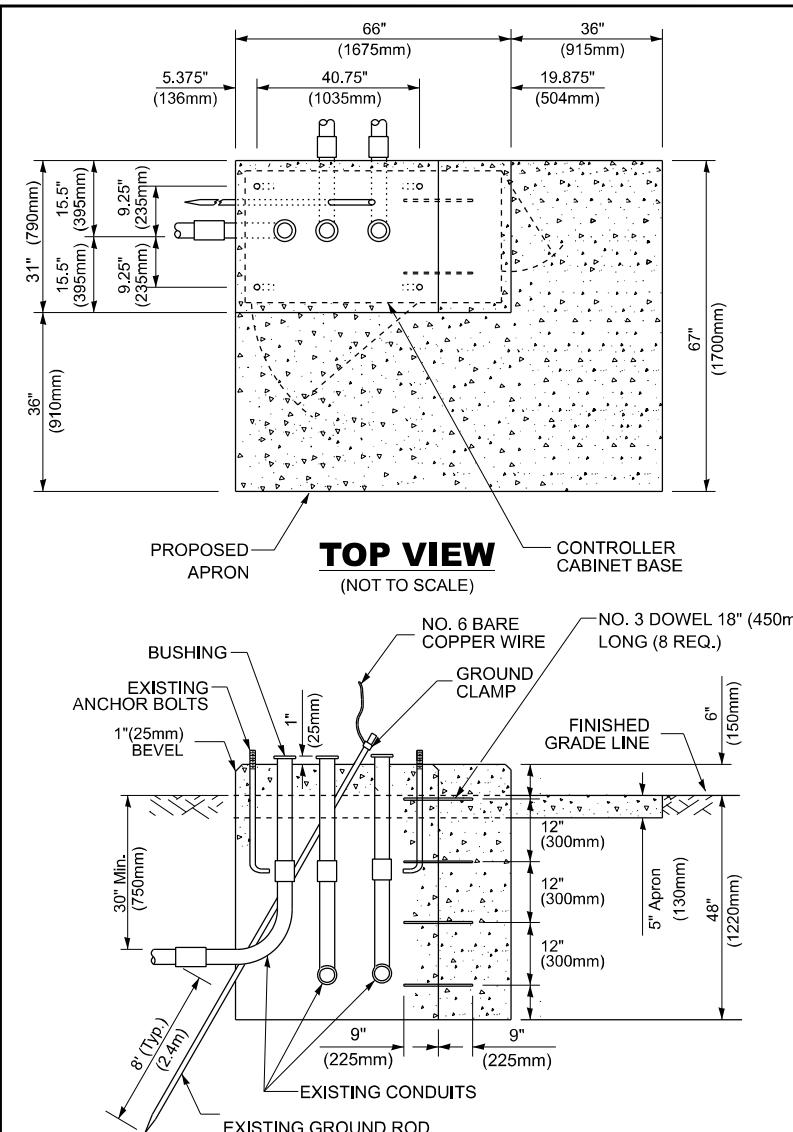


NOTES:

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.

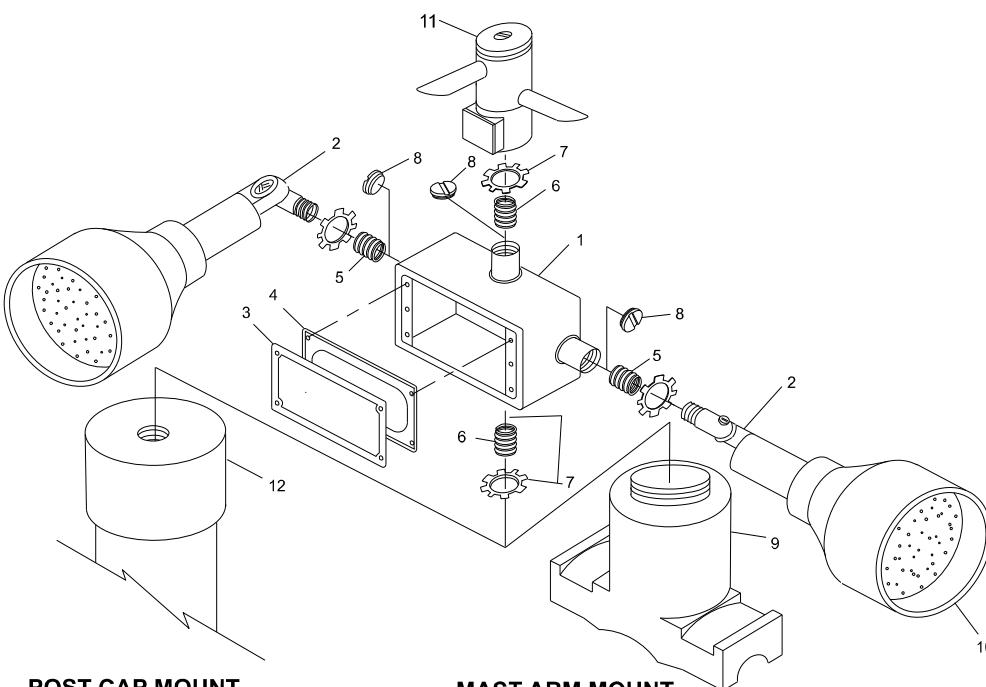
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)



POST CAP MOUNT

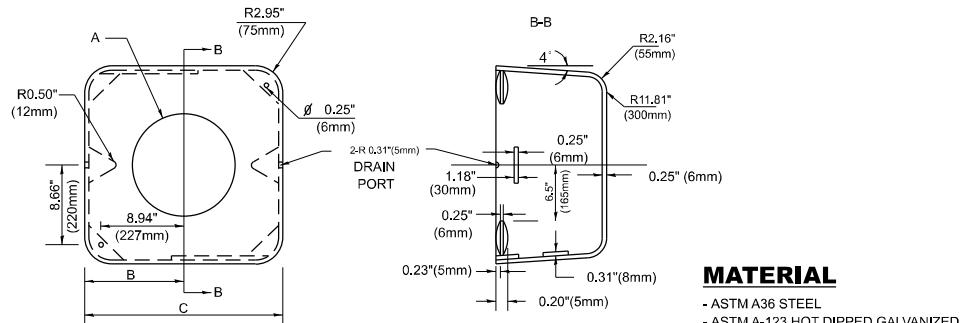
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

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.



MATERIAL
- ASTM A36 STEEL
- ASTM A-123 HOT DIPPED GALVANIZED

A	B	C	HEIGHT	WEIGHT
VARIES	9.5" (241mm)	19" (483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75" (273mm)	21.5" (546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0" (330mm)	26" (660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5" (470mm)	37" (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

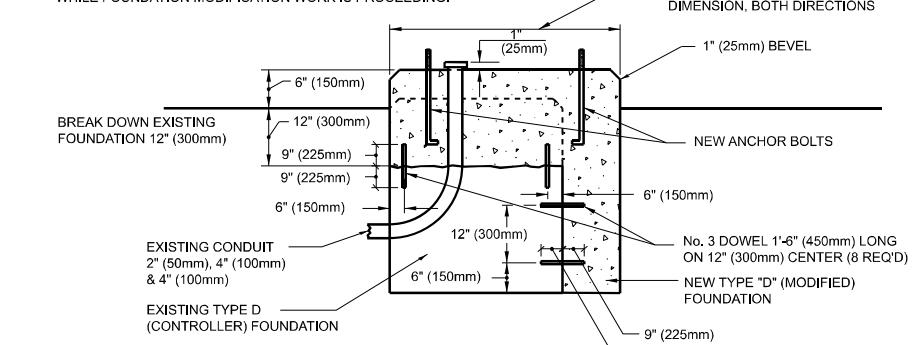
SHROUD

NOTES:

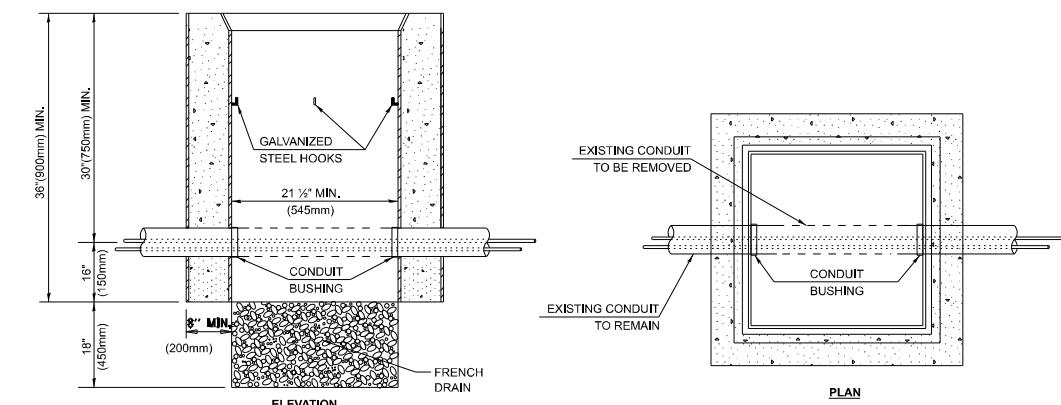
1. DIMENSION 'A' IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

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.

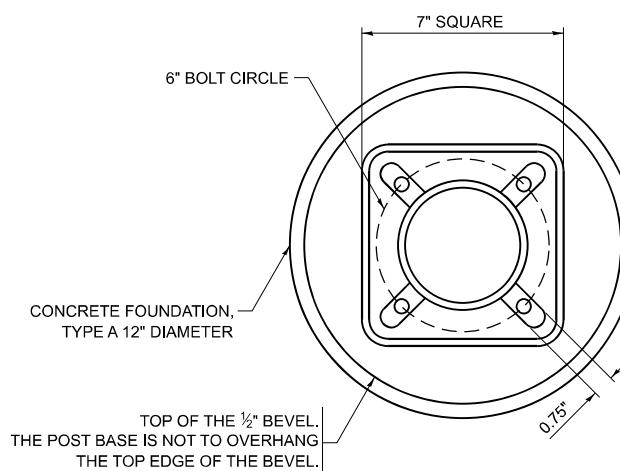
HANHOLE TO INTERCEPT EXISTING CONDUIT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

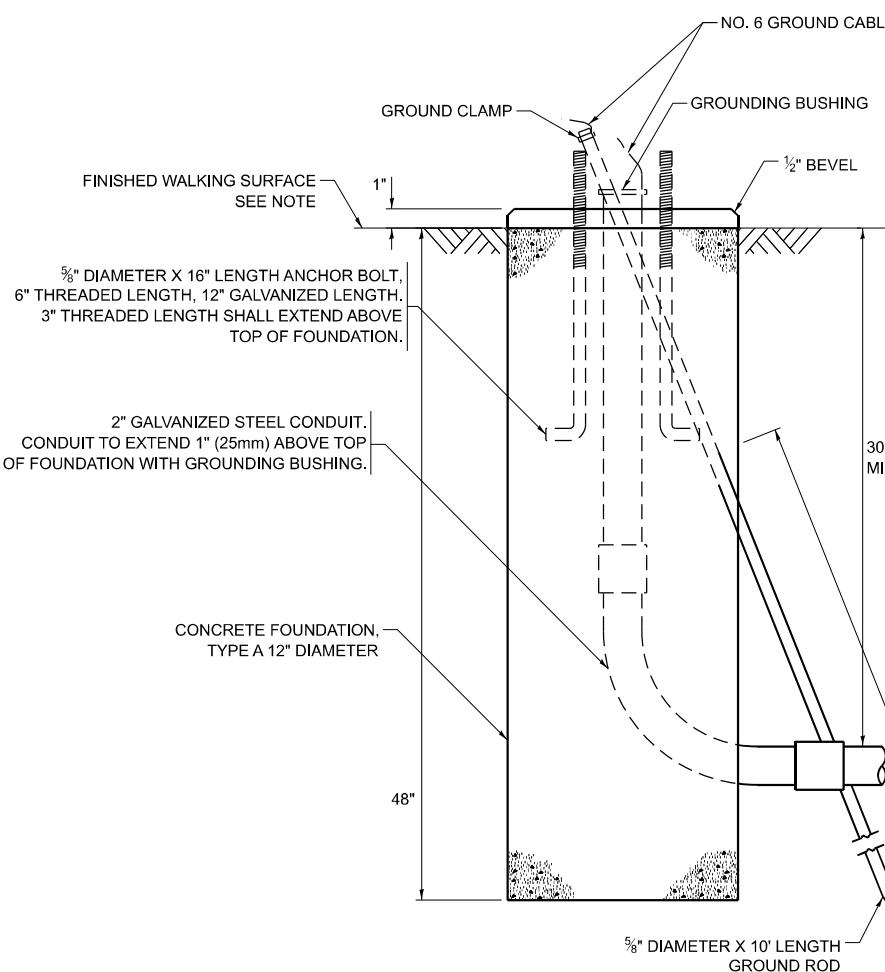
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	54
TS-05		ILLINOIS	FED. AID PROJECT	



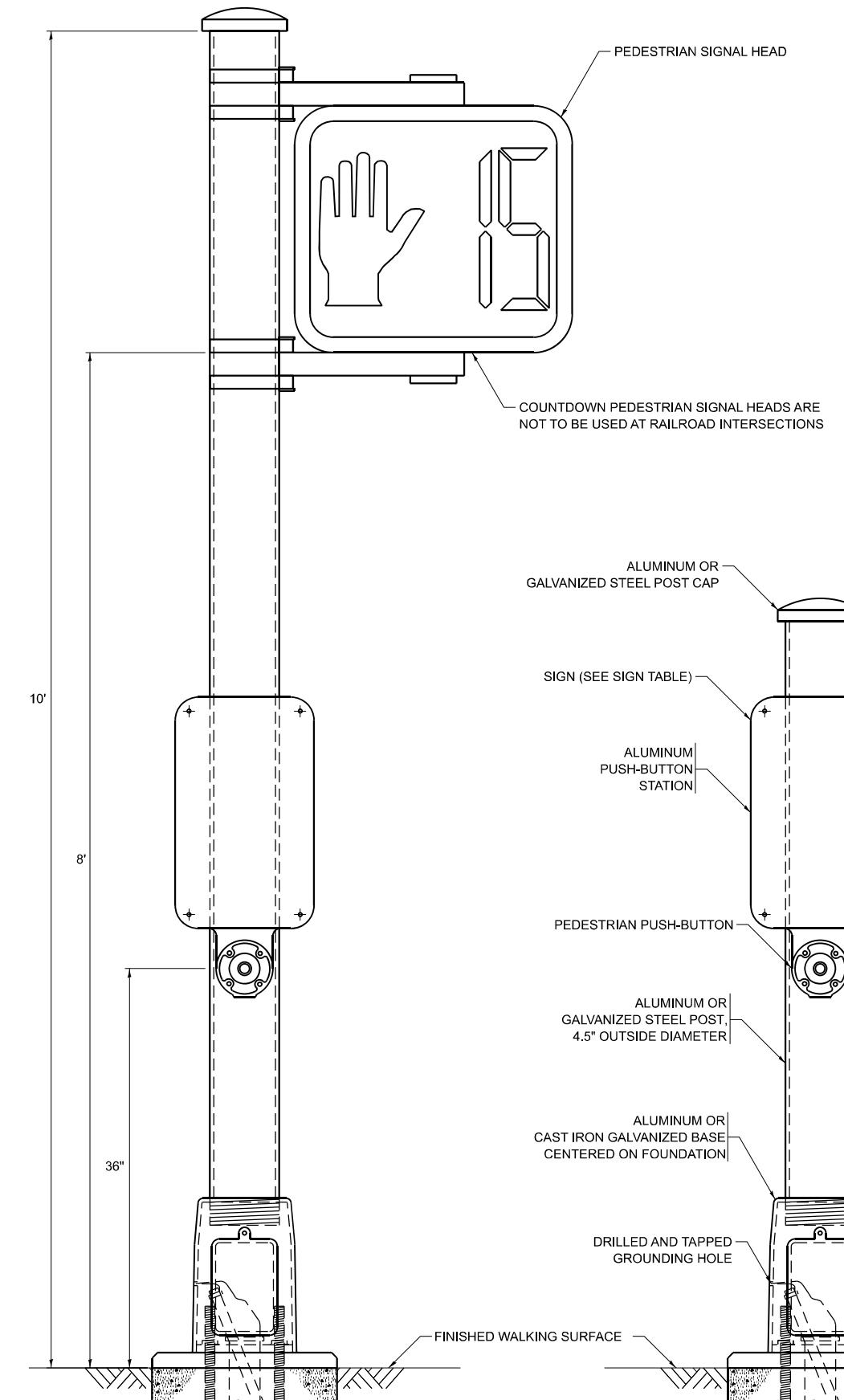
BOLT PATTERN

NOTE:

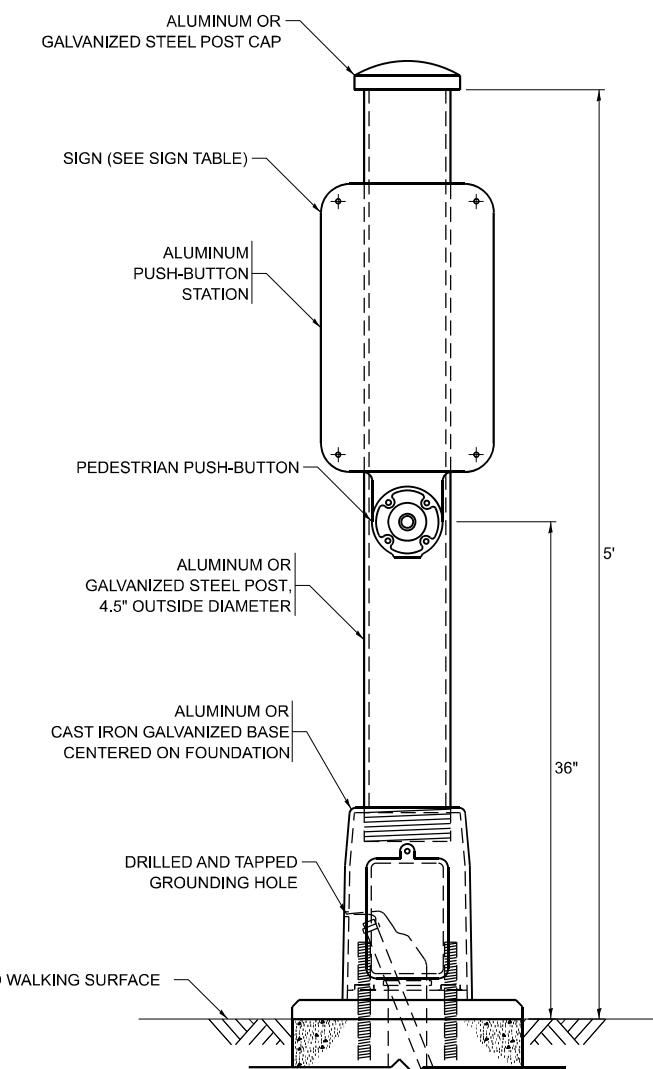
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



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



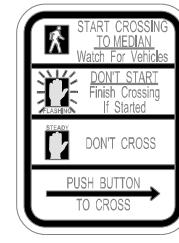
PEDESTRIAN SIGNAL POST, 10 FT.



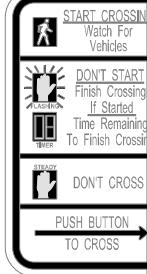
PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b



R10-3d



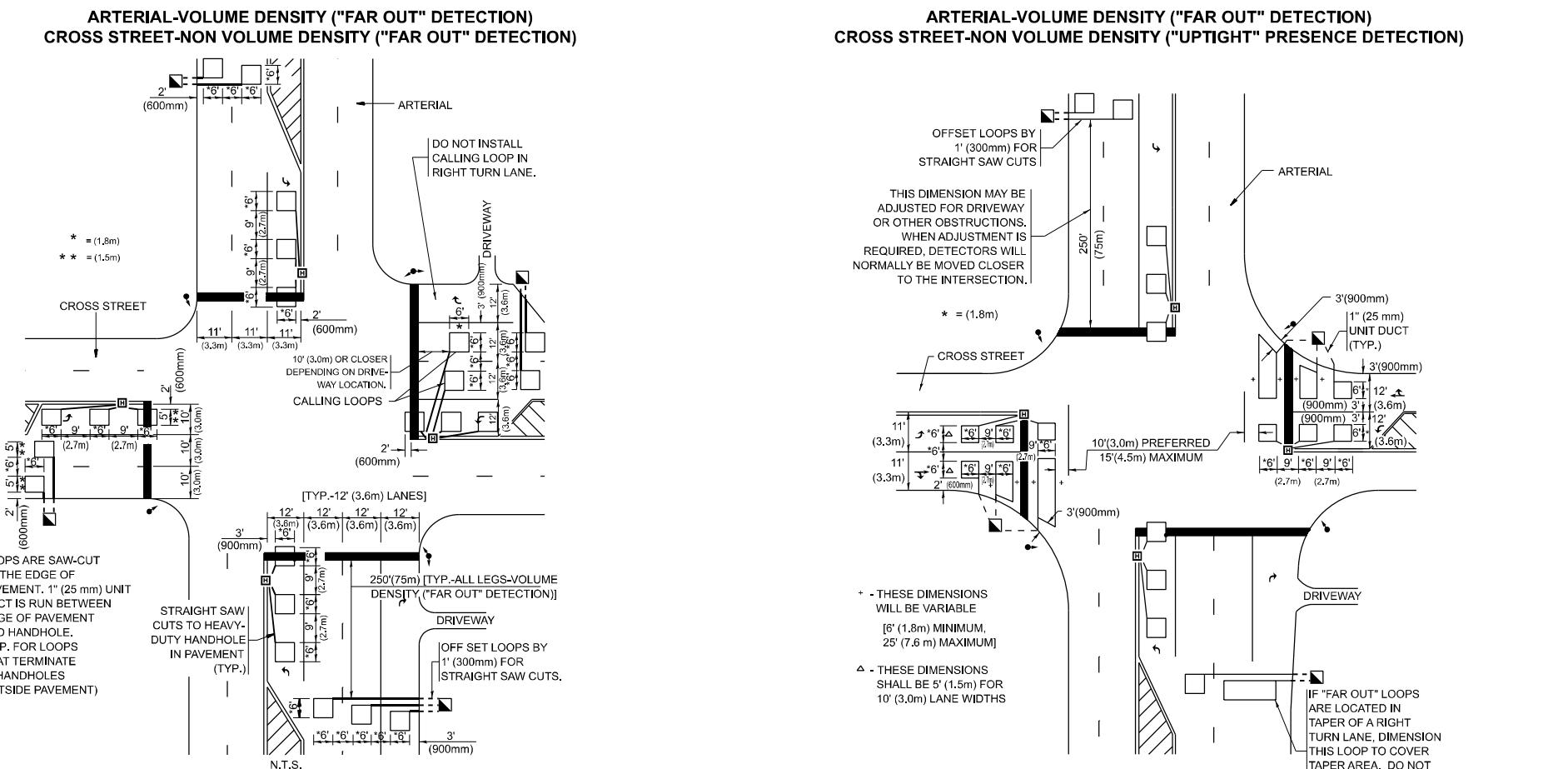
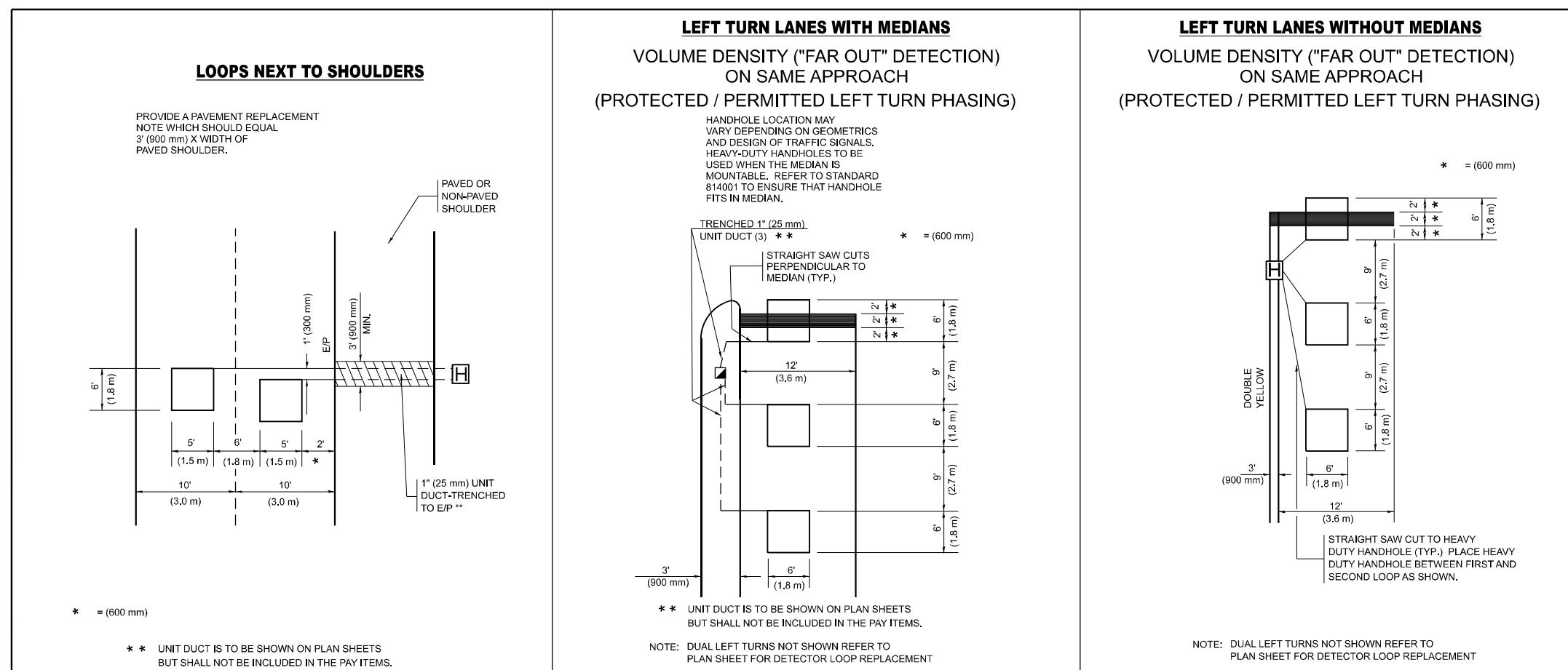
R10-3e

SIGN TABLE

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

NOTES:

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



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 DIMENSIONS 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.

DETAIL 1 N.T.S.			DETAIL 2 N.T.S.			COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.			
USER NAME = Aya.Elkhattib PLOT DATE = 10/20/2025	DESIGNED	-	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A.P RTE. 870 TS-07 CONTRACT NO. 80B25
	DRAWN	-	REVISED	-					
	CHECKED	R.K.F.	REVISED	-					
	DATE	-	REVISED	-		SCALE: NONE	1	OF 1	
								ILLINOIS	FED. AID PROJECT