

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



LOCATION OF SECTION INDICATED THUS: -

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

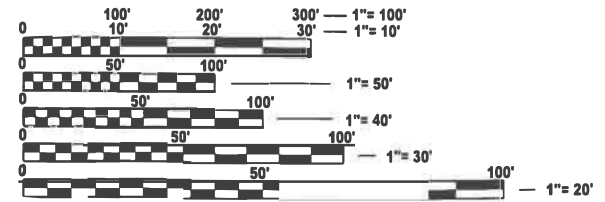
PROJECT ENDS
STA. 144+00

RESURFACING
BEGINS:
STA 12+94

RESURFACING
OMISSION:
STA 12+05
TO STA 12+94;
STA 49+22
TO STA 50+80

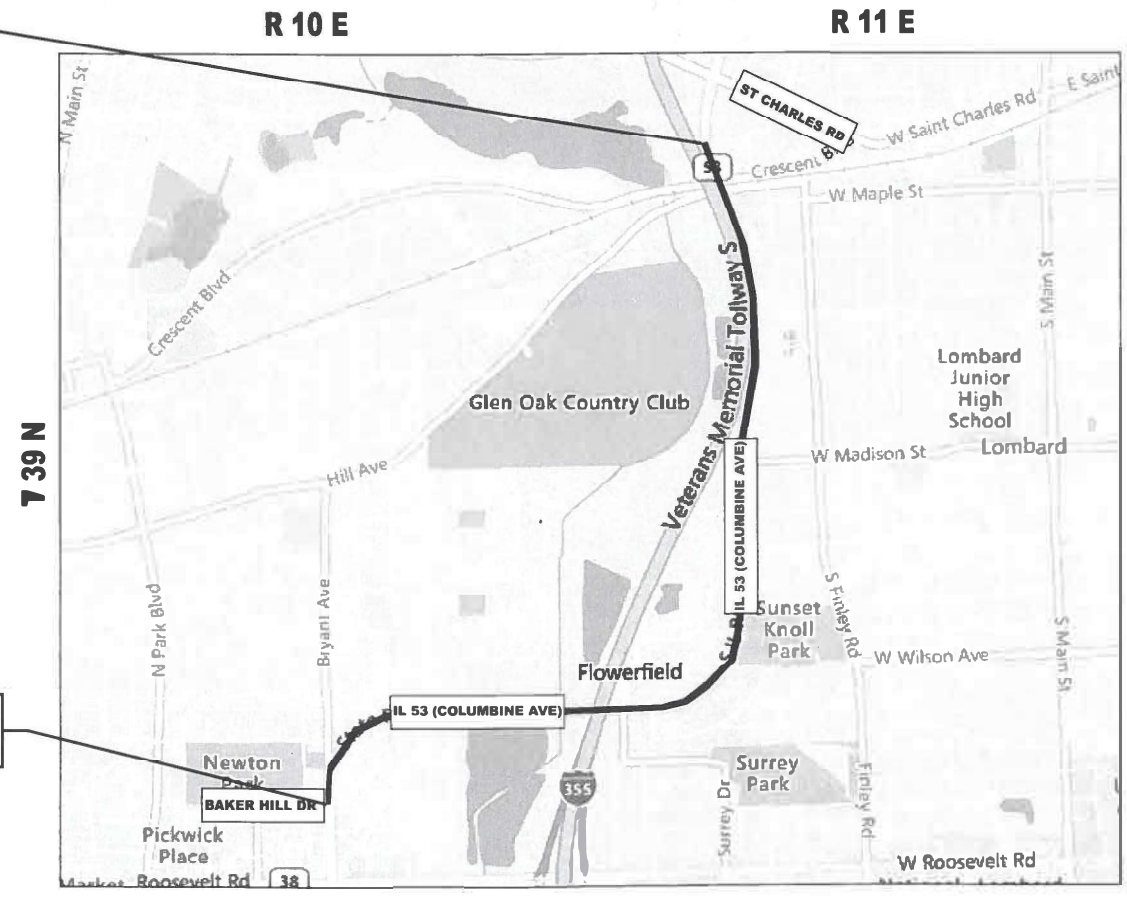
RESURFACING
ENDS:
STA 144+00

PROJECT BEGINS
STA. 12+05



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

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



PROJECT ENGINEER: VESELIN VELICHKOV (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 Bickel
REGIONAL ENGINEER

January 23, 2026
Scott A. Etkin
ENGINEER OF DESIGN AND ENVIRONMENT

January 23, 2026
Quay
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

SHEET NO.

DESCRIPTION

STANDARD NO.

DESCRIPTION

10. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

11. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

12. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.

13. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

14. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A FIELD LABORATORY FOR USE FOR ANY ON-SITE TESTING BY THE ENVIRONMENTAL FIRM. NO TESTING OF ANY KIND CONTAMINATED OR NON-CONTAMINATED, FLUID OR SOLID SHALL BE PERMITTED IN THE ENGINEER'S FIELD OFFICE.

15. ALL PAVEMENT PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, DRAINAGE ADJUSTMENT LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

16. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURB AND GUTTER AND MEDIANS IN THE FIELD. UNLESS OTHERWISE SHOWN, THE TRANSITIONS SHALL BE PAID FOR THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.

17. WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (80 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MIN. 1:3 (V:H).

18. 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 SHALL BE PAID FOR ACCORDING TO THE ARTICLE 109.04 OF THE STANDARD UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

19. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

20. ALL MILLED SURFACES SHALL BE UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.

21. TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

22. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

23. TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.

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.

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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.

GENERAL NOTES

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			
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			
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

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		DRAWN -	REVISED -					870	2025-2006-RS, 8X19(066)	DUPAGE	56	3
		CHECKED -	REVISED -					CONTRACT NO. 80B25				
	PLOT DATE = 10/20/2025	DATE -	REVISED -		SCALE:	SHEET 1	OF 2 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

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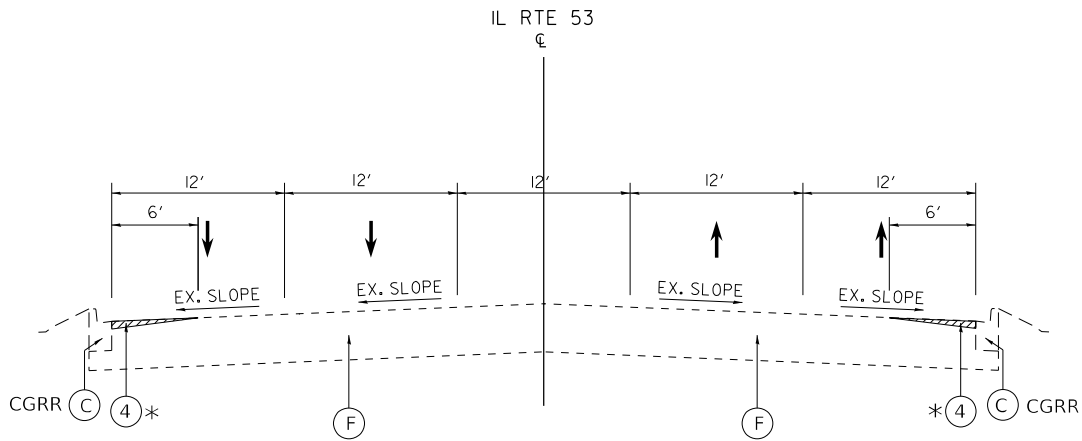
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					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
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	20200100	EARTH EXCAVATION	CU YD	4185	4185					
	20800150	TRENCH BACKFILL	CU YD	5	5					
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	320	320					
	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					
		USER NAME = Aya.Elkhathib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION					
			DRAWN -	REVISED -						
			CHECKED -	REVISED -						
		PLOT DATE = 10/17/2025	DATE -	REVISED -						

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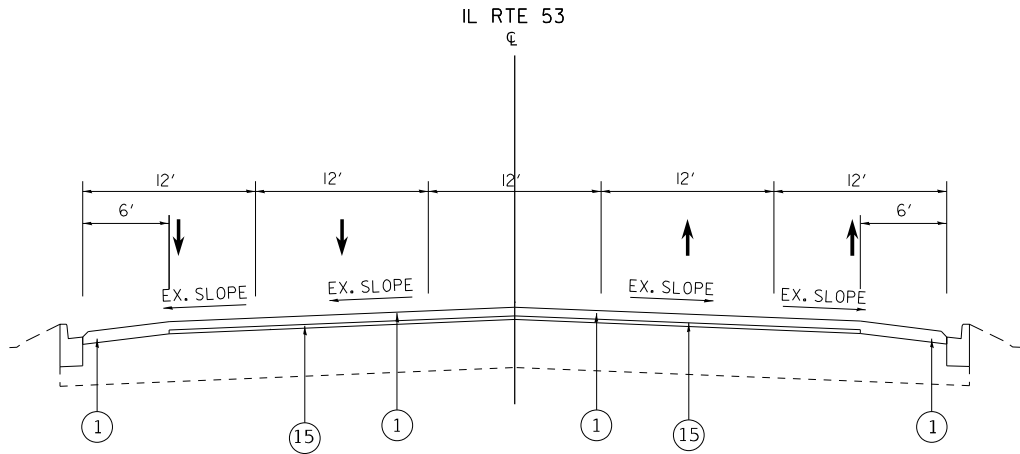
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					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
					80% FED 20% STATE	100% STATE	80% FED 20% STATE			
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	52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	565	565					
	550A0050	STORM SEWERS, CLASS A, TYPE 1 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					

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SUMMARY OF QUANTITIES					TYPE CODE					
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					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					
Ø	Z0076600	TRAINEES	HOUR	500	500					
Ø	Z0076604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500					



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 ±10.5"
- (B) HMA SHOULDERS ±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)

* MILLING AT GUTTER FLAG IS 1.5"

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

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 (QMP)
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
QMP 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.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS
IL, ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	7
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

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

LEGEND - EXISTING

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

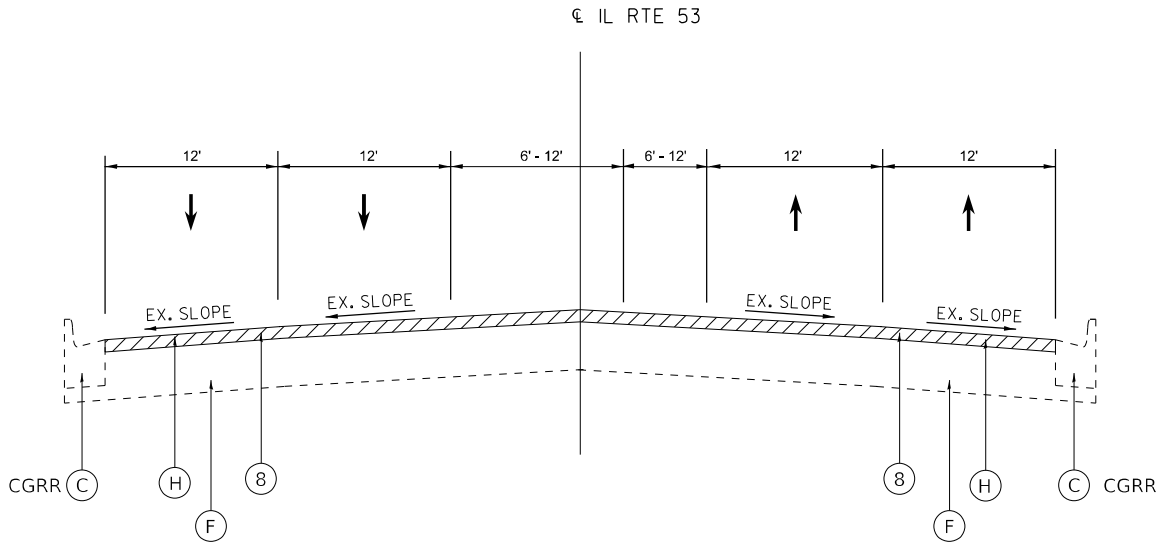
- (I) 5/8" EXPANSION TIE ANCHORS - INSTALLED ALONG THE CENTERLINE OF THE EXISTING CORRUGATED MEDIAN AT 30" C-C EACH WAY
- (J) EXISTING SOD

LEGEND - PROPOSED

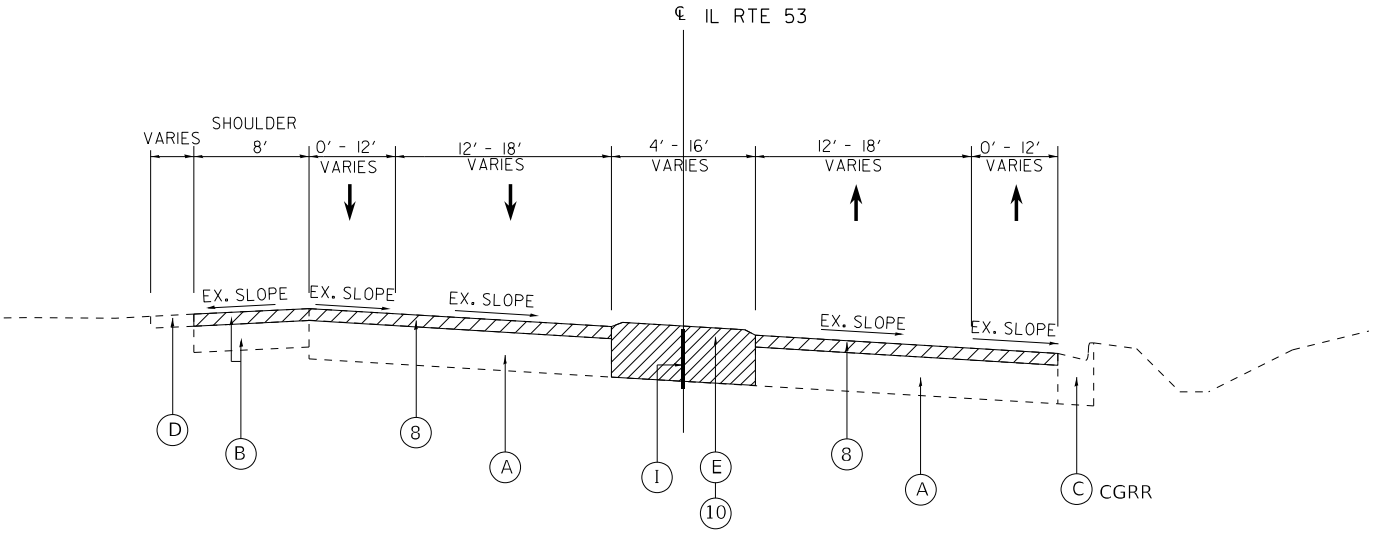
- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1.75"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 0.75"
- (3) HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
- (4) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (COLD MILLING) VARIABLE DEPTH (SEE DISTRICT DETAIL BD-33)
-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

- (8) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
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- (14) SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)

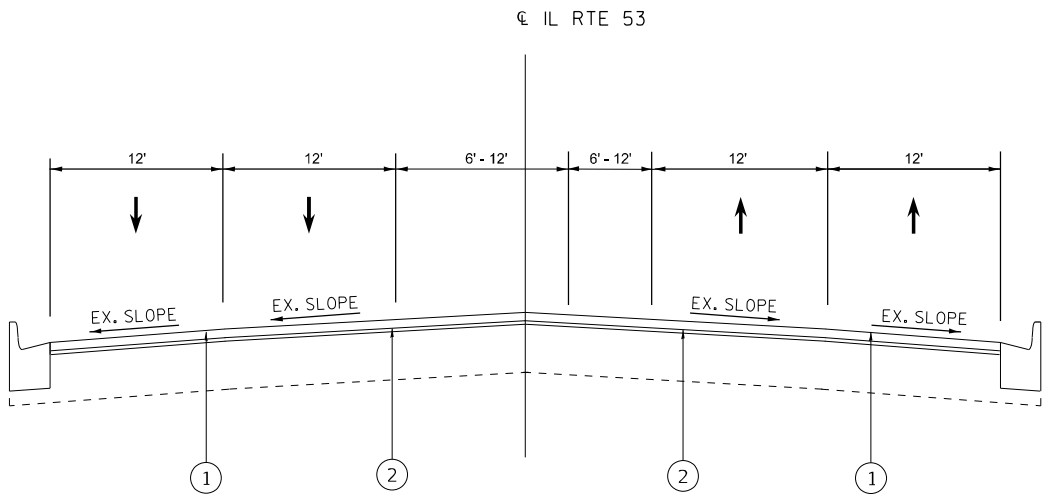
- (15) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- CGRR CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)
- ** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL



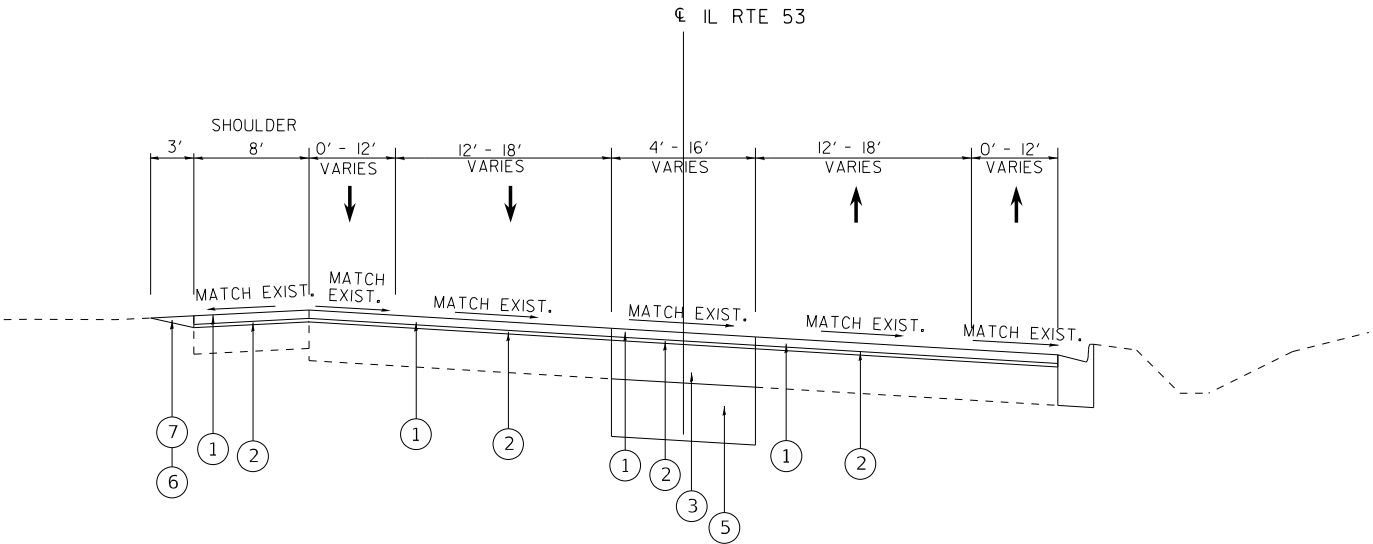
EXISTING TYPICAL SECTION
STA 12+94 TO STA 18+38



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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS
IL, ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: SHEET 2 OF 4 SHEETS STA. 0+00.00 TO STA. 0+00.00

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

LEGEND - EXISTING

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

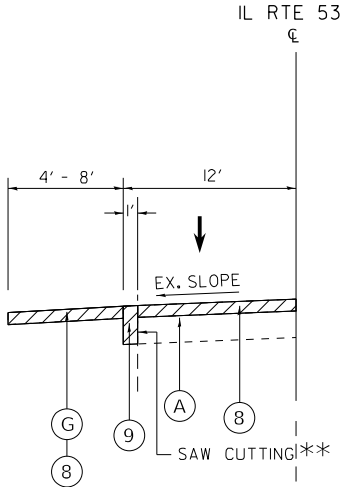
- (I) 5/8" EXPANSION TIE ANCHORS - INSTALLED ALONG THE CENTERLINE OF THE EXISTING CORRUGATED MEDIAN AT 30" C-C EACH WAY
- (J) EXISTING SOD

LEGEND - PROPOSED

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1.75"
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- (6) GRADING AND SHAPING SHOULDERS
- (7) AGGREGATE WEDGE SHOULDERS, TYPE B

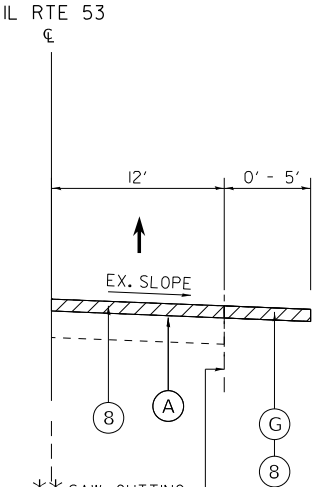
- (8) HOT-MIX ASPHALT SURFACE REMOVAL, 2.5"
- (9) PAVEMENT REMOVAL
- (10) MEDIAN REMOVAL
- (11) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (12) PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"
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- (14) SOD RESTORATION (PAID AS TOPSOIL FURNISH 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



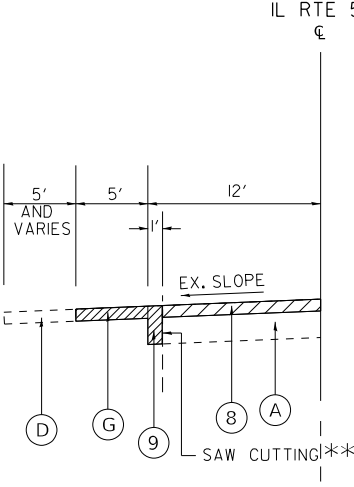
EXISTING TYPICAL SECTION

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



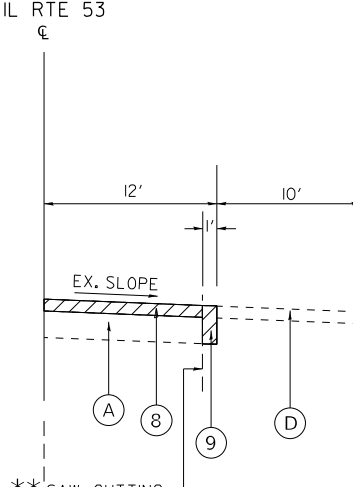
EXISTING TYPICAL SECTION

STA 27+60 TO STA 29+72



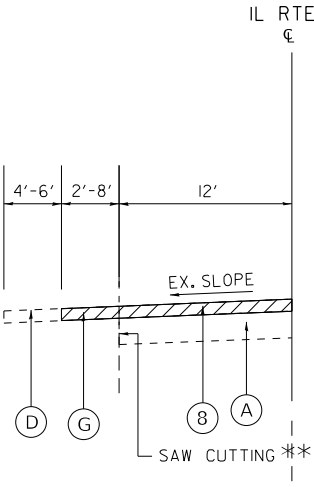
EXISTING TYPICAL SECTION

STA 65+74 TO STA 84+29



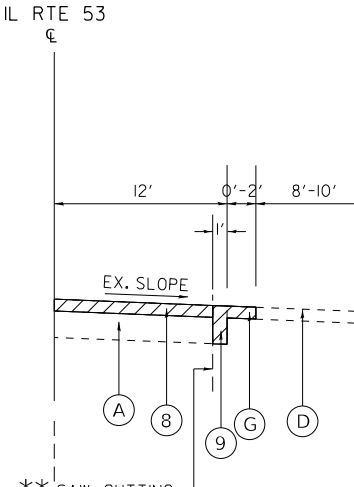
EXISTING TYPICAL SECTION

STA 38+57 TO STA 41+58
STA 42+09 TO STA 44+00



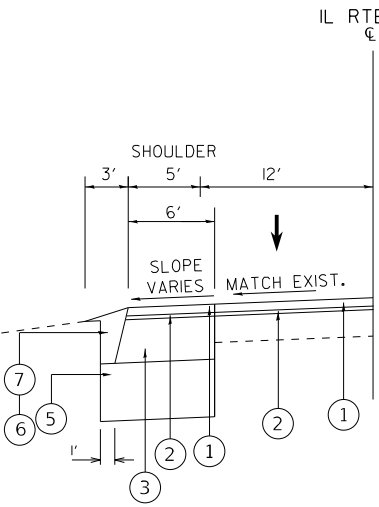
EXISTING TYPICAL SECTION

STA 91+45 TO STA 93+31



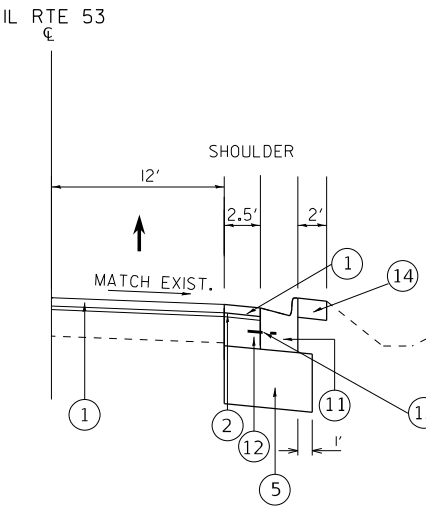
EXISTING TYPICAL SECTION

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



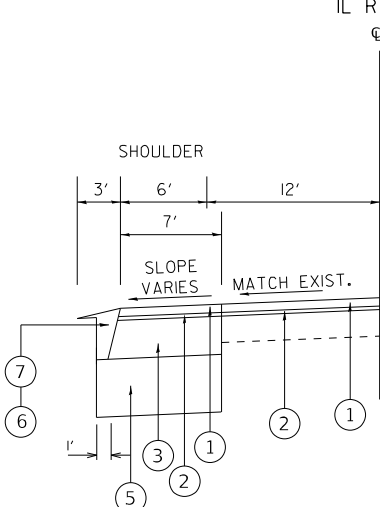
PROPOSED TYPICAL SECTION

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



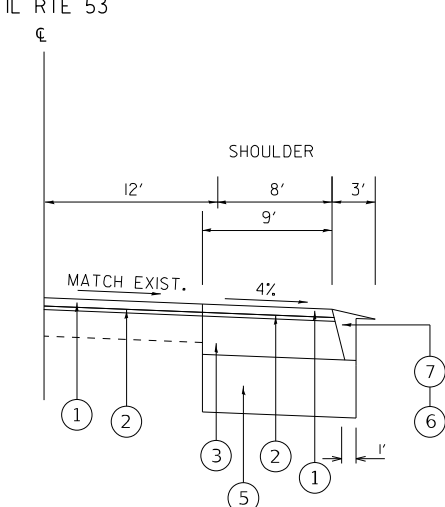
PROPOSED TYPICAL SECTION

STA 27+60 TO STA 29+72



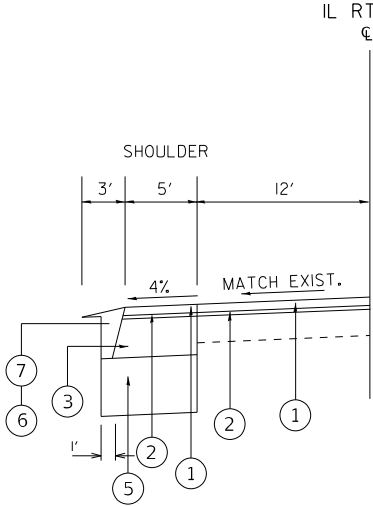
PROPOSED TYPICAL SECTION

STA 65+74 TO STA 84+29



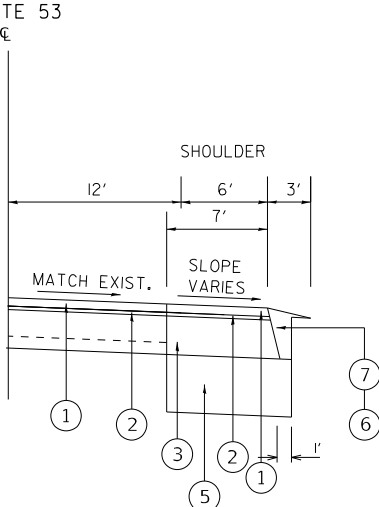
PROPOSED TYPICAL SECTION

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

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USER NAME = Aya,Elkhalib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/2/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS			
IL, ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)			
SCALE:	SHEET 3	OF 4 SHEETS	STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	9
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

LEGEND - EXISTING

- A

HMA PAVEMENT ±10.5"
- B

HMA SHOULDERS ±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

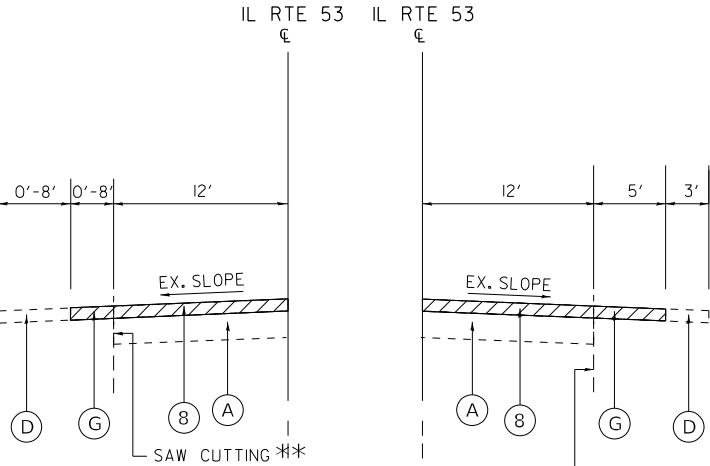
SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)

15

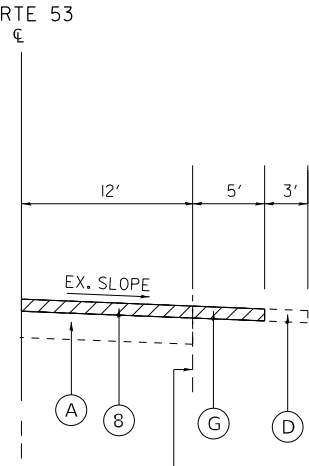
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"

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

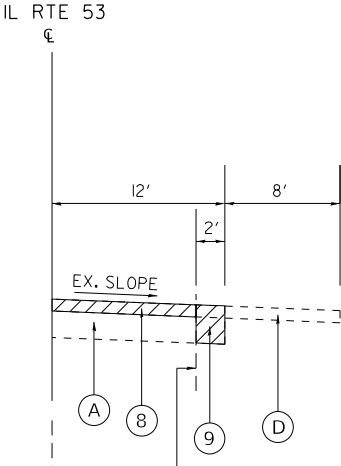
** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL



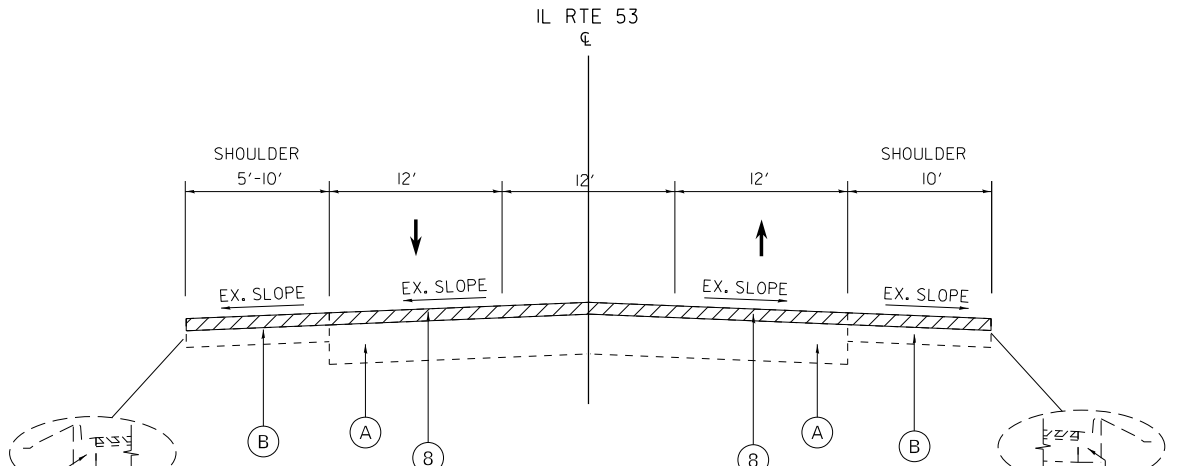
EXISTING TYPICAL SECTION
STA 86+87 TO STA 91+45
STA 93+76 TO STA 95+09



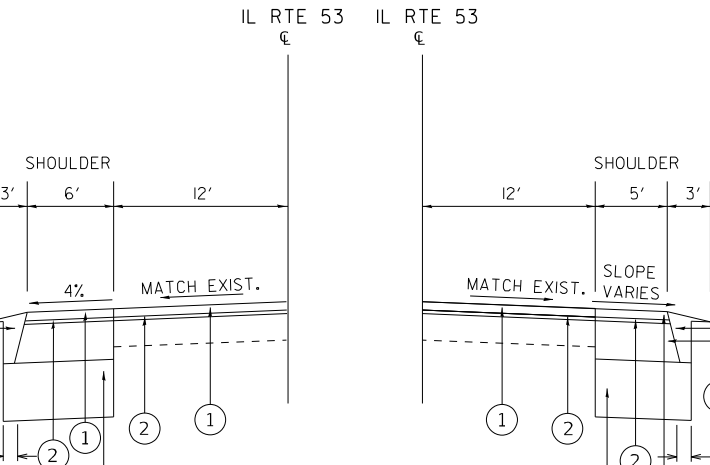
EXISTING TYPICAL SECTION
STA 62+15 TO STA 73+23
STA 73+72 TO STA 77+83



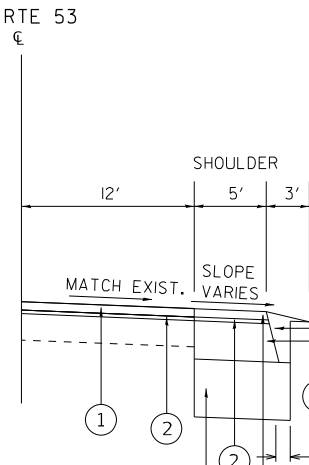
EXISTING TYPICAL SECTION
STA 58+87 TO STA 59+77
STA 59+92 TO STA 61+49



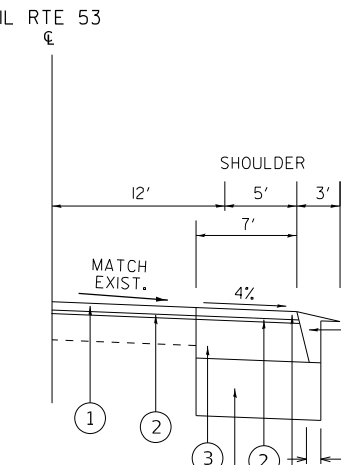
EXISTING TYPICAL SECTION
STA 29+72 TO STA 38+57
STA 44+00 TO STA 55+70
OMISSION: STA 49+22 TO STA 50+81



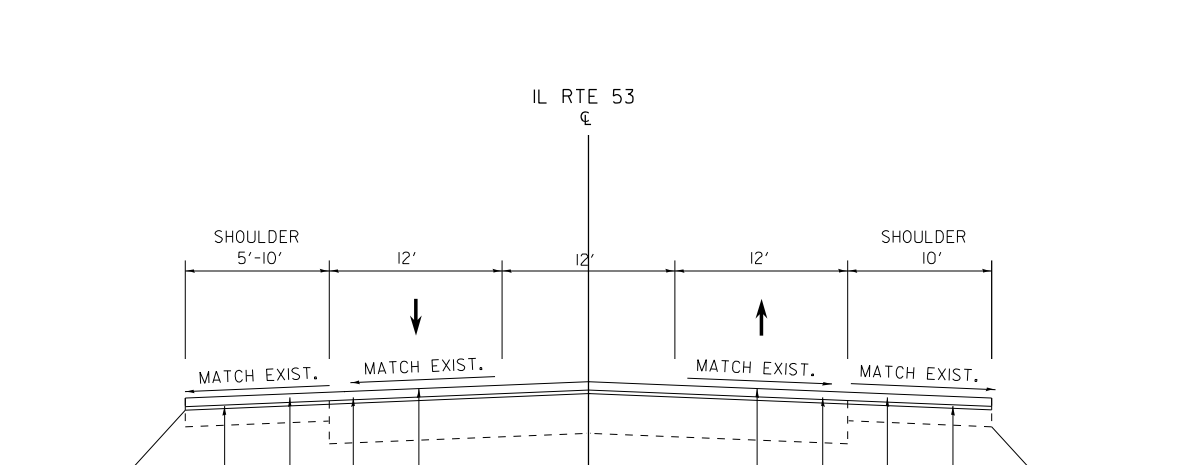
PROPOSED TYPICAL SECTION
STA 86+87 TO STA 91+45
STA 93+76 TO STA 95+09



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



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

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/2/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS IL, ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)			
SCALE:	SHEET 4	OF 4	SHEETS
STA. 0+00.00	TO STA. 0+00.00		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	10
CONTRACT NO. 80B25				
ILLINOIS				FED. AID PROJECT

LEGEND - EXISTING

- A

HMA PAVEMENT ±10.5"
- B

HMA SHOULDERS ±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

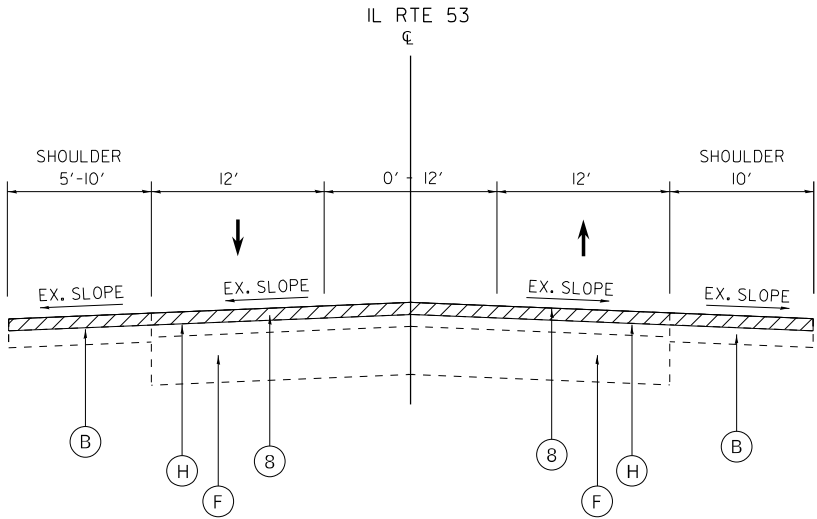
PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 6"
- 13

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

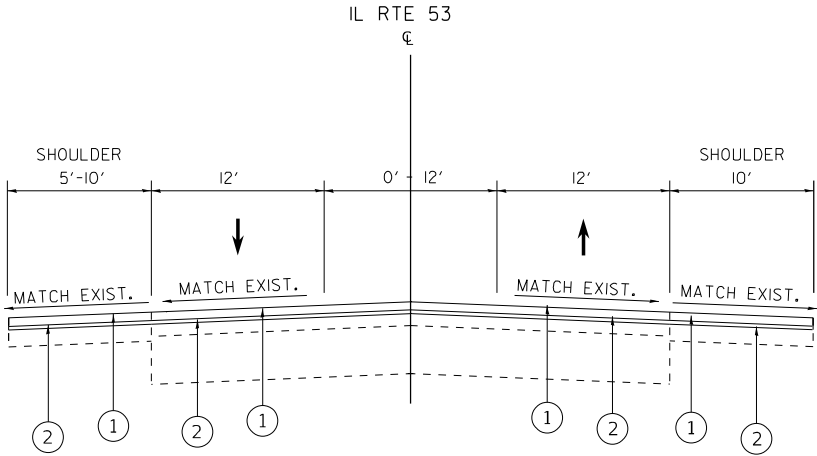
SOD RESTORATION (PAID AS TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT)

- 15

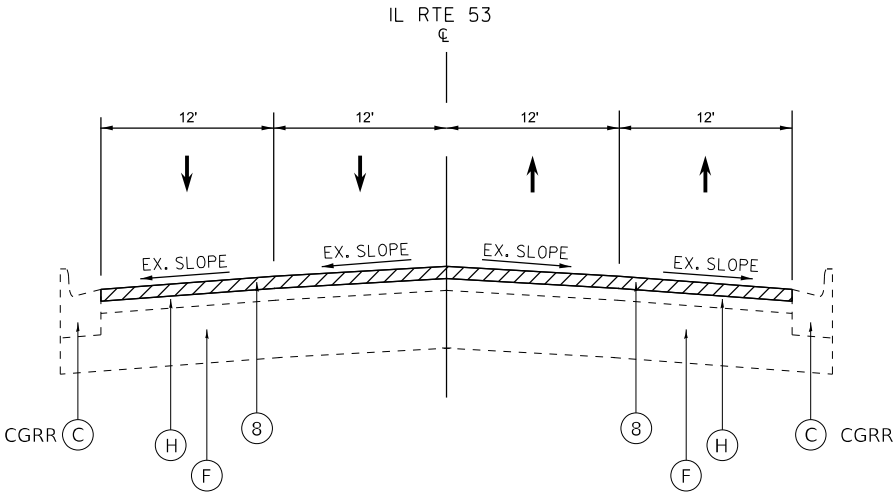
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- CGRR CURB AND GUTTER REMOVAL AND REPLACEMENT (LOCATION AS DIRECTED BY THE ENGINEER)
- ** SAW CUTTING IS INCLUDED IN THE COST OF PAVEMENT REMOVAL



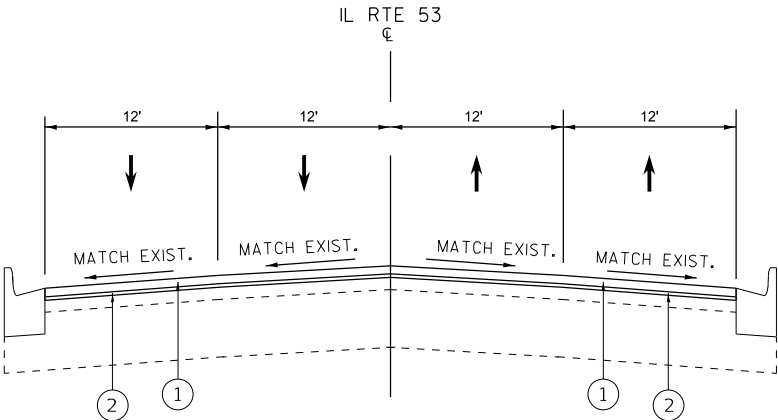
EXISTING TYPICAL SECTION
STA 95+09 TO STA 120+00



PROPOSED TYPICAL SECTION
STA 95+09 TO STA 120+00



EXISTING TYPICAL SECTION
STA 120+00 TO STA 144+00



PROPOSED TYPICAL SECTION
STA 120+00 TO STA 144+00

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS
IL, ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: SHEET Untitled-8 [Sheet] SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	10A
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

MODEL: Untitled-3-1 [Sheet]
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SCHEDULE OF QUANTITIES - ADA IMPROVEMENT															
			20200100	21101615	25200110	25200200	42001300	42400200	42400800	44000600	85000200	89502376	X1400450	X4400501	X4400503
STATE ROUTE	CROSS STREET	CORNER	EARTH EXCAVATION	TOPSOIL FURNISH AND PLACE, 4"	SODDING, SALT TOLERANT	SUPPLEMENTAL WATERING	PROTECTIVE COAT	PORTLAND CEMENT CONCRETE SIDEWALK, 5INCH	DETECTABLE WARNINGS	SIDEWALK REMOVAL	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	REBUILD EXISTING HANDHOLE	REBUILD EXISTING HEAVY-DUTY HANDHOLE	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET
IL 53 (COLUMBINE AVE)			CU YD	SQ YD	SQ YD	UNIT	SQ YD	SQ FT	SQ FT	SQ FT	EACH	EACH	EACH	FOOT	FOOT
	BAKER HILL DR	NE	2.25	8.0	8.0	0.08	38.3	225.0	30.0	225.0	1	0.0		20.0	20.0
		SE	2.25	14.0	14.0	0.14	33.0	225.0	15.0	225.0		1.0		12.0	12.0
		NW	2.25	9.0	9.0	0.09	53.0	225.0	15.0	225.0		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		10.0	10.0
		SW	2.63	10.0	10.0	0.10	42.6	263.1	34.6	263.1		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		8.0	8.0
		SE	2.10	12.0	12.0	0.12	28.7	210.0	10.0	210.0		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	2.0	0.0	0.0
		SE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00	0.00
TOTAL			20	79	79	0.80	253	1560	125	1560	3	1	2	120	120

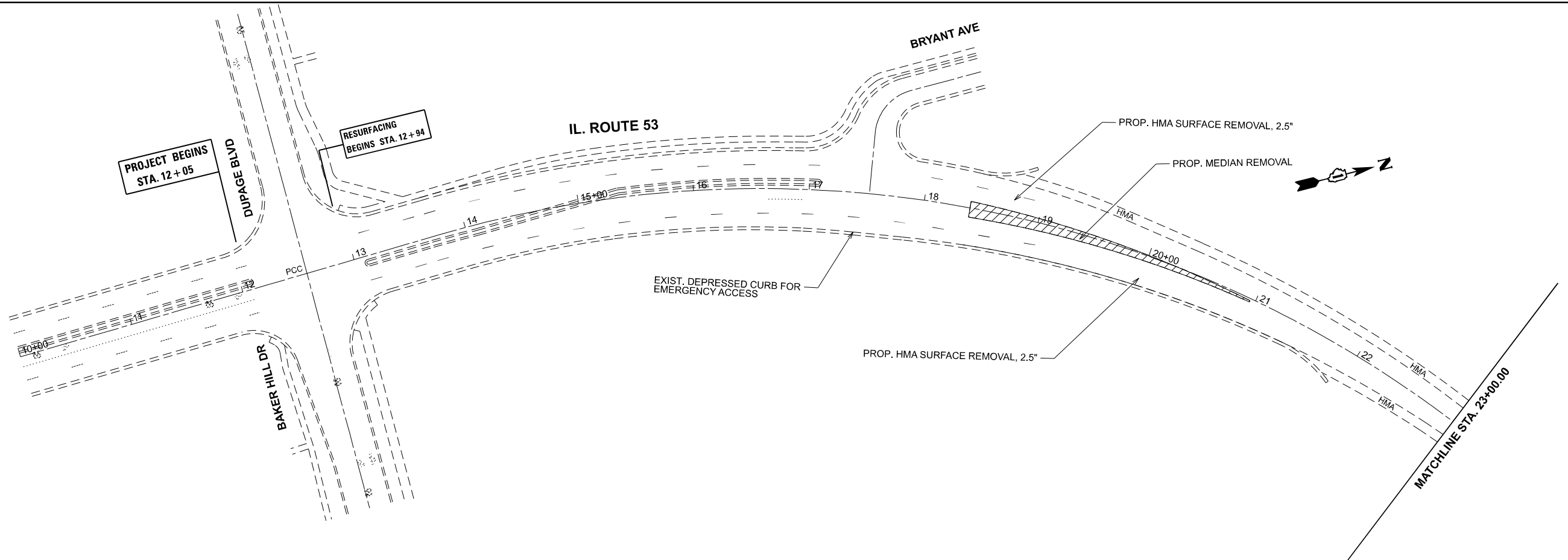
USER NAME = Aya,Elkhalib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES - ADA IMPROVEMENT
IL, ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

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

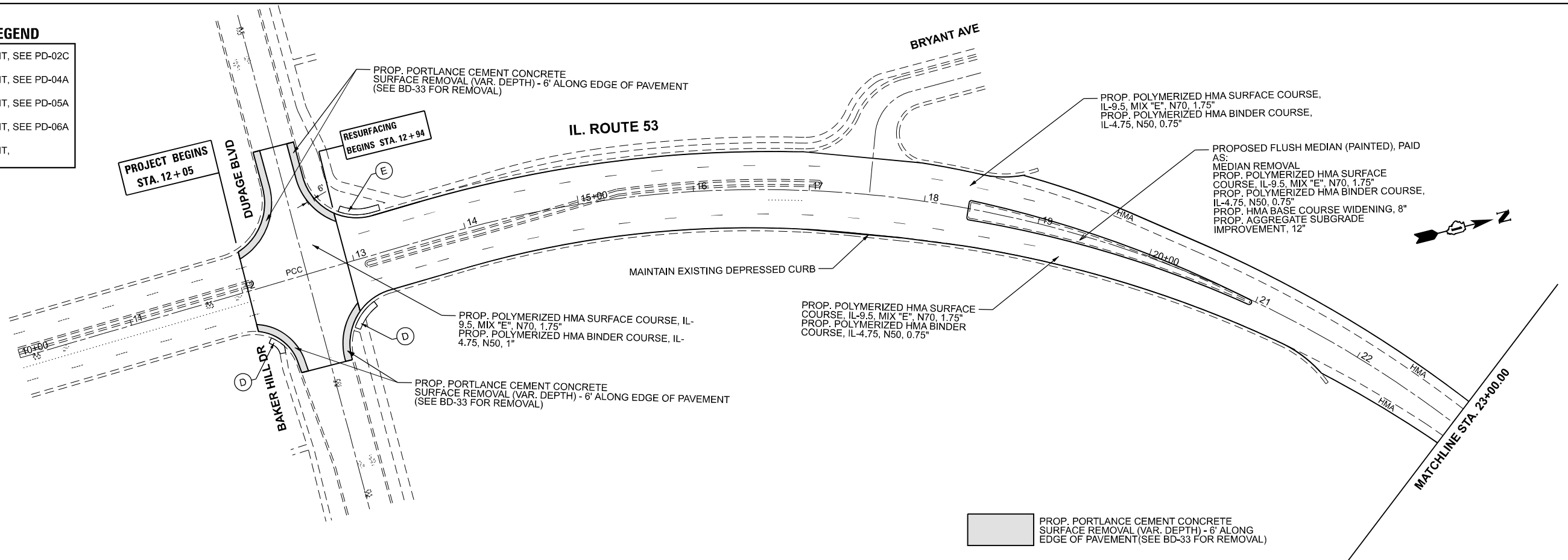
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	11
		CONTRACT NO. 80B25		
		ILLINOIS	FED. AID PROJECT	



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

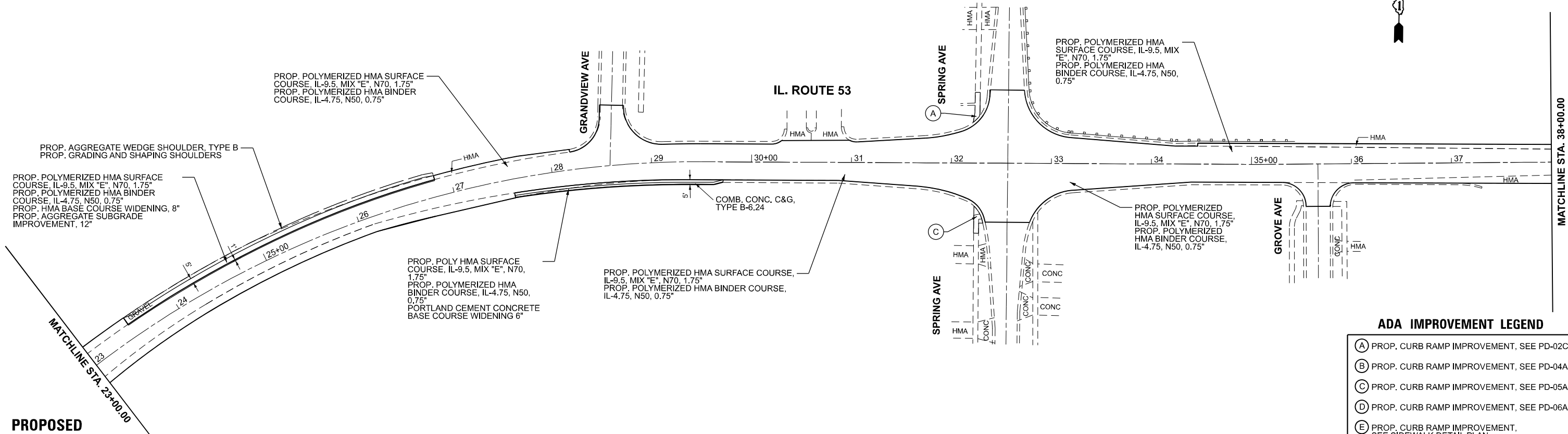
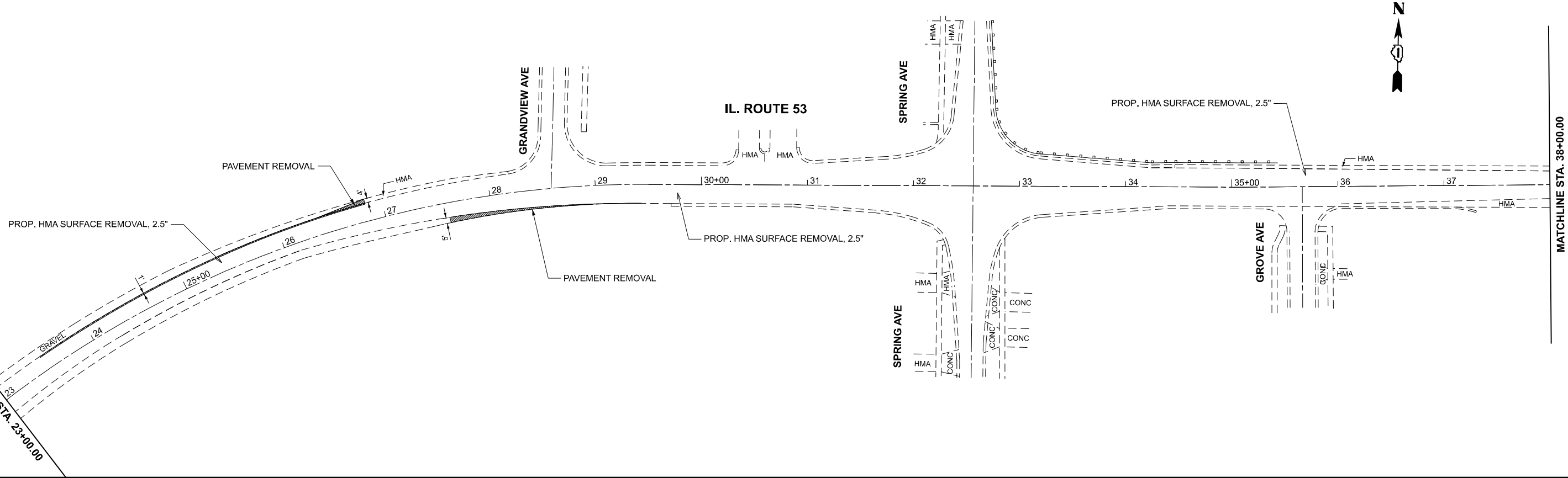
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	USER NAME = Aya.Elkhailb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE IL. ROUTE 53 (\$ OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						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				
						SCALE: 1"=50'	SHEET 1	OF 10	SHEETS	STA. 8+00.00	TO STA. 23+00.00		

MODEL: IL53_RdwyPlan2
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EXISTING

PROPOSED



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

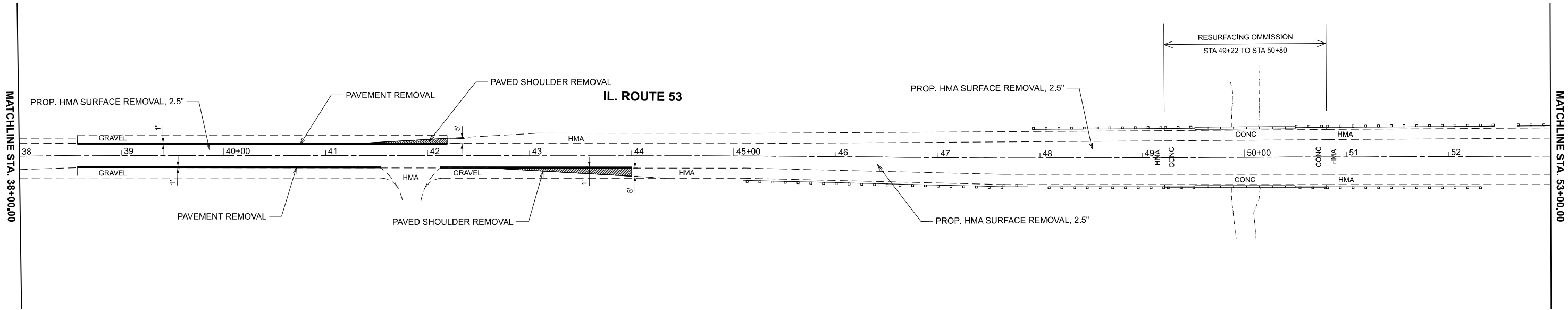
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		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 12/2/2025	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

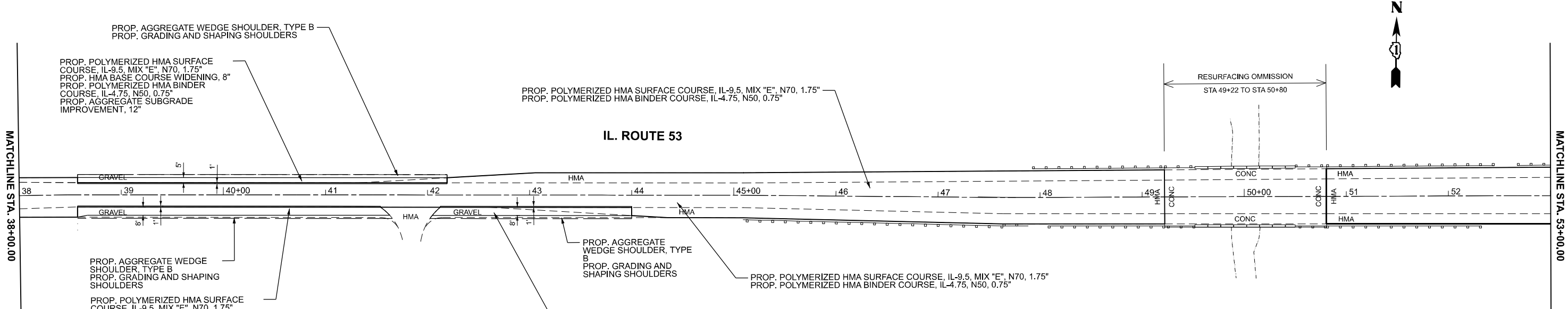
EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE
IL, ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 2 OF 10 SHEETS STA. 23+00.00 TO STA. 38+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	13
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				



EXISTING



PROPOSED

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

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

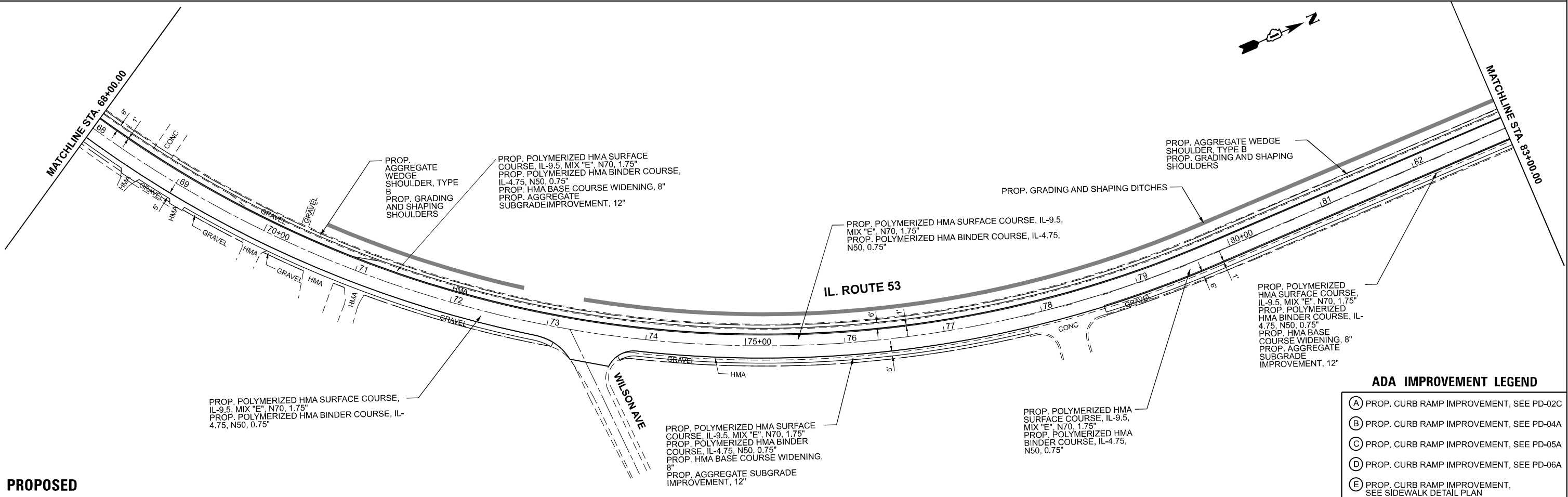
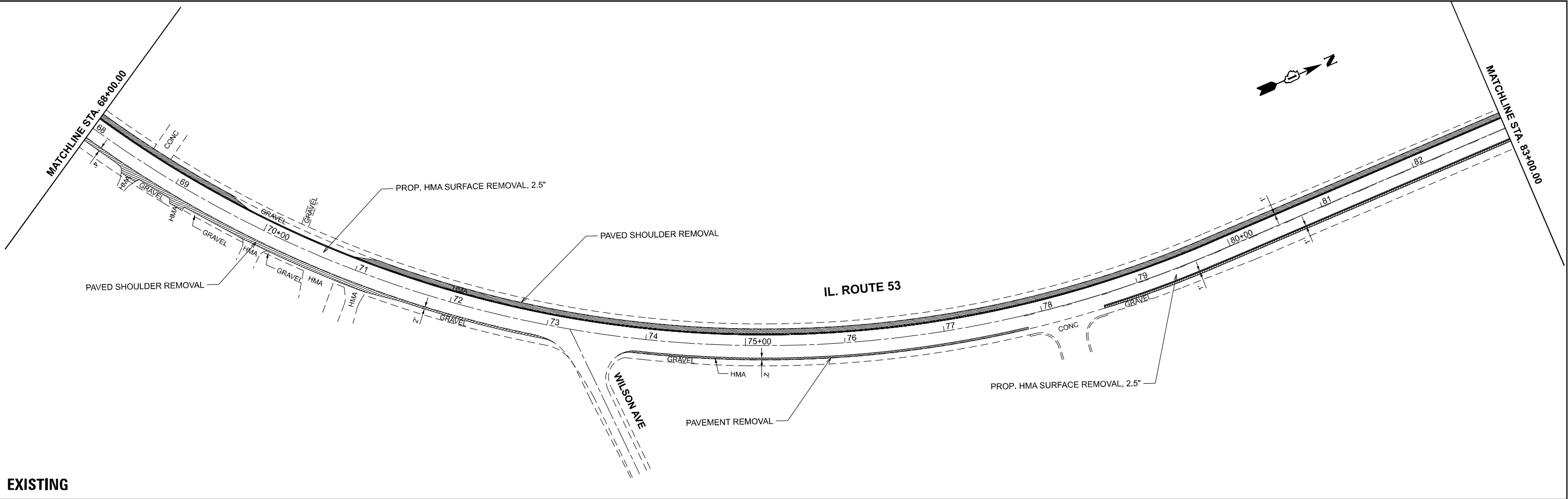
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: 1"=50' SHEET 3 OF 10 SHEETS STA. 38+00.00 TO STA. 53+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	14
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

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FILE NAME: c:\paw_work\work\elkhailbaj\1076189\118825-shit-plan.dgn



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			

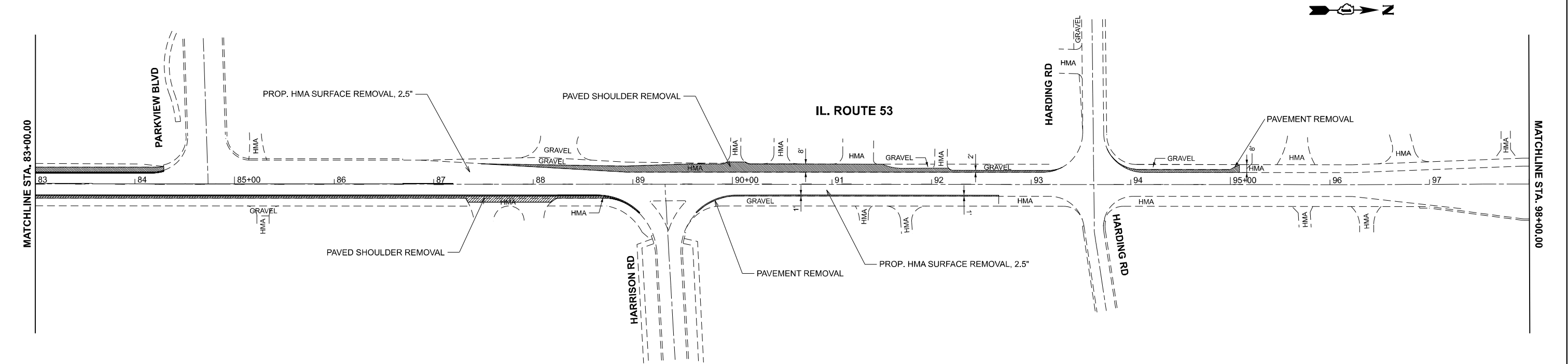
PLOT DATE = 12/2/2025	USER NAME = Aya,Elkhatib	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	
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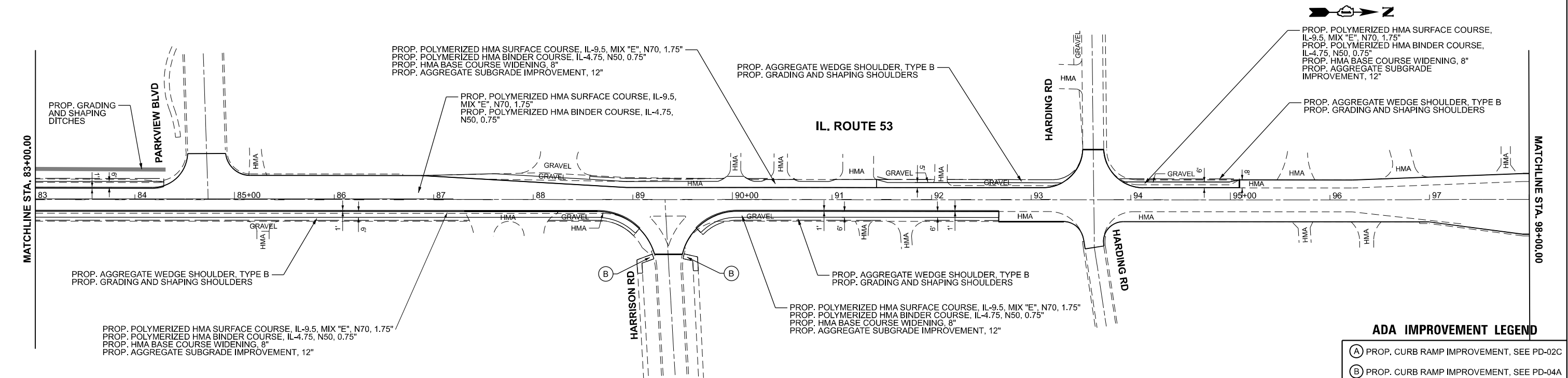
EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)			
SCALE: 1"=50'	SHEET 5	OF 10 SHEETS	STA. 68+00.00 TO STA. 83+00.00

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

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EXISTING



PROPOSED

- 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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

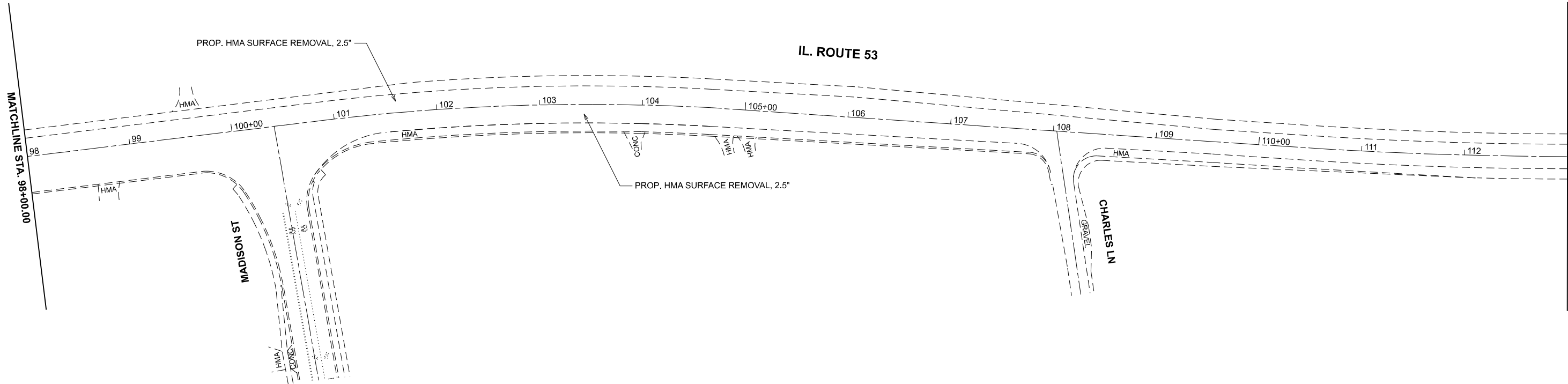
EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 6 OF 10 SHEETS STA. 83+00.00 TO STA. 98+00.00

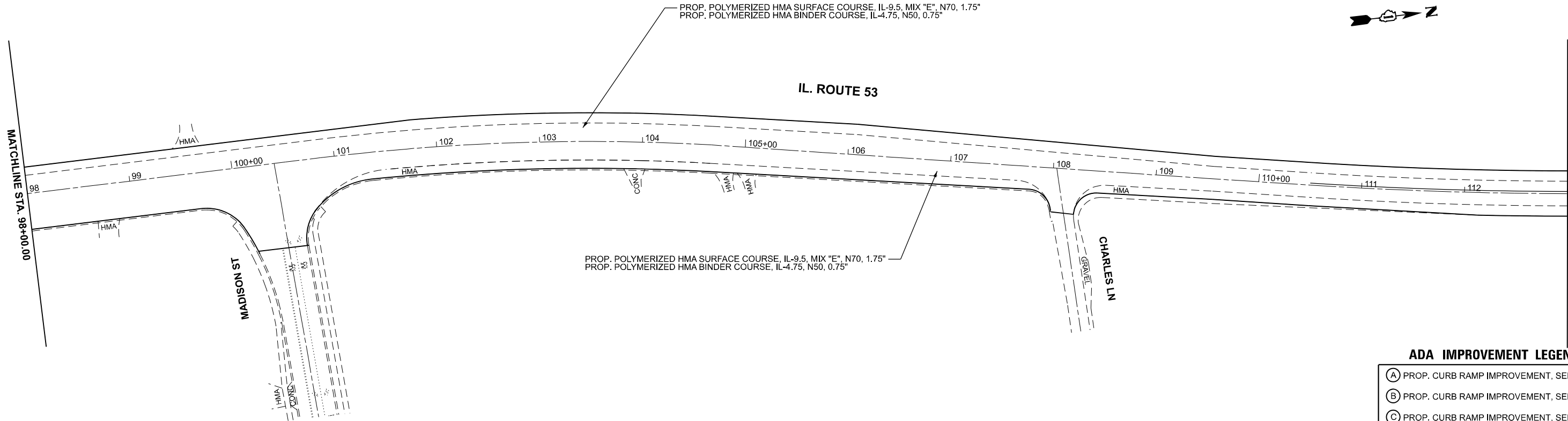
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	17
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

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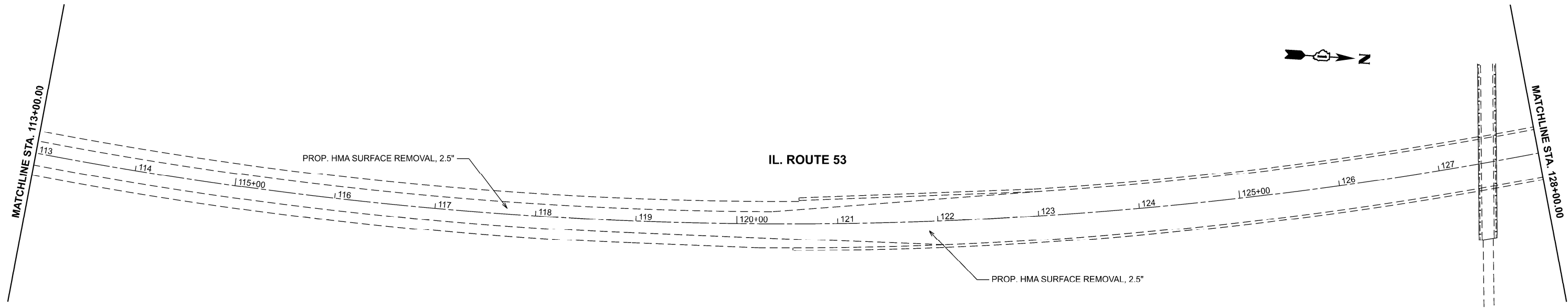


PROPOSED

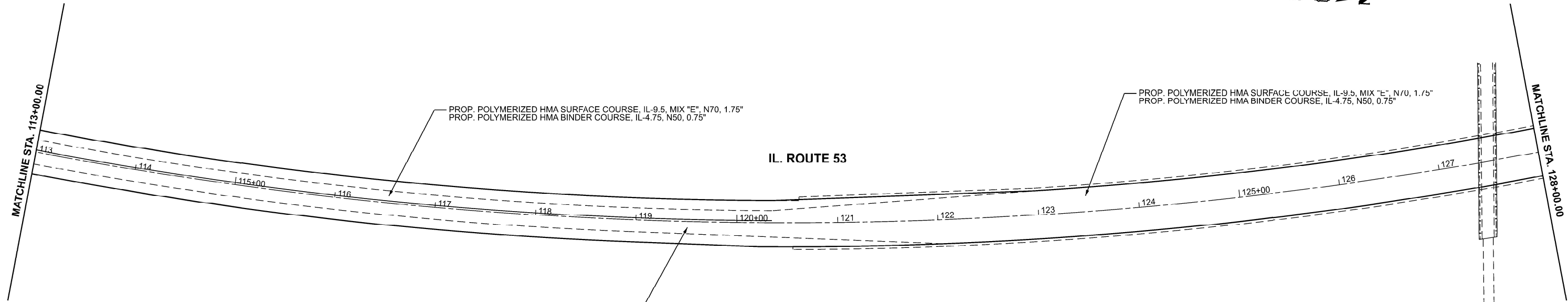
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(B)	PROP. CURB RAMP IMPROVEMENT, SEE PD-04A			
(C)	PROP. CURB RAMP IMPROVEMENT, SEE PD-05A			
(D)	PROP. CURB RAMP IMPROVEMENT, SEE PD-06A			

	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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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			CHECKED -	REVISED -						CONTRACT NO. 80B25				
	PLOT DATE = 10/17/2025		DATE -	REVISED -		SCALE: 1"=50'	SHEET 7	OF 10	SHEETS	STA. 98+00.00	TO STA. 113+00.00			
														ILLINOIS

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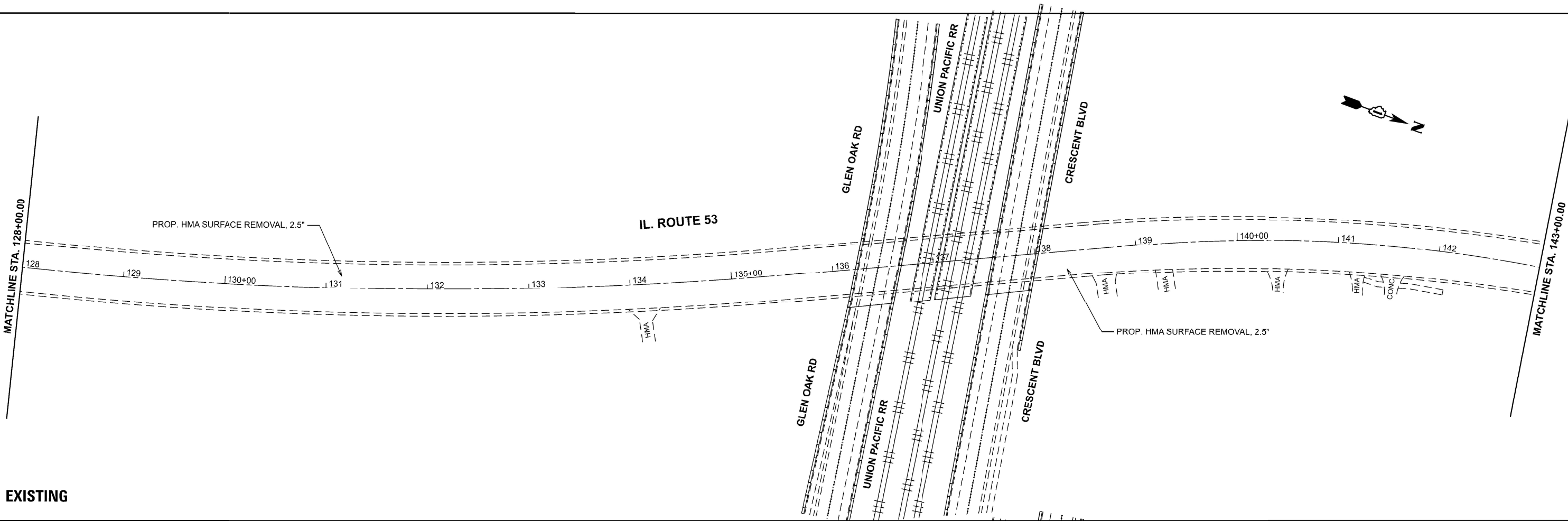
PROPOSED

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

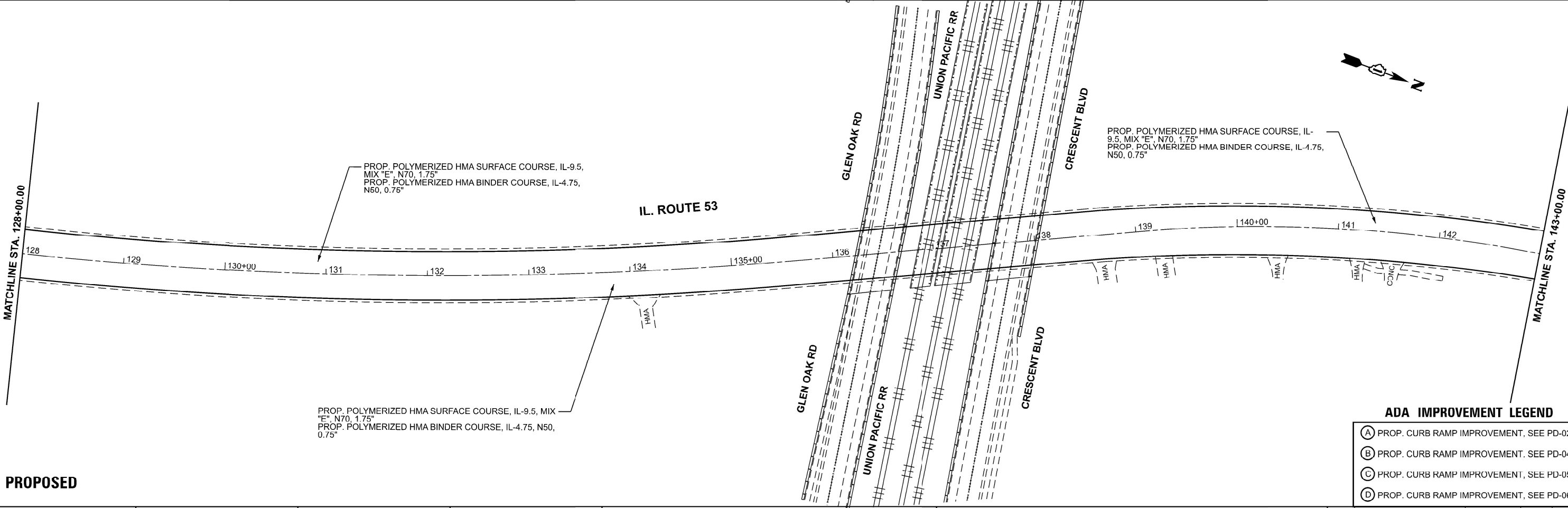
	USER NAME	= Aya.Elkhailib	DESIGNED	-	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN	-	REVISED	-						870	2025-2006-RS, 8X19(066)	DUPAGE	56	19
			CHECKED	-	REVISED	-						CONTRACT NO. 80B25				
	PLOT DATE	= 10/17/2025	DATE	-	REVISED	-		SCALE: 1"=50'	SHEET 8	OF 10	SHEETS	STA. 113+00.00	TO STA. 128+00.00	ILLINOIS FED. AID PROJECT		

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EXISTING



PROPOSED



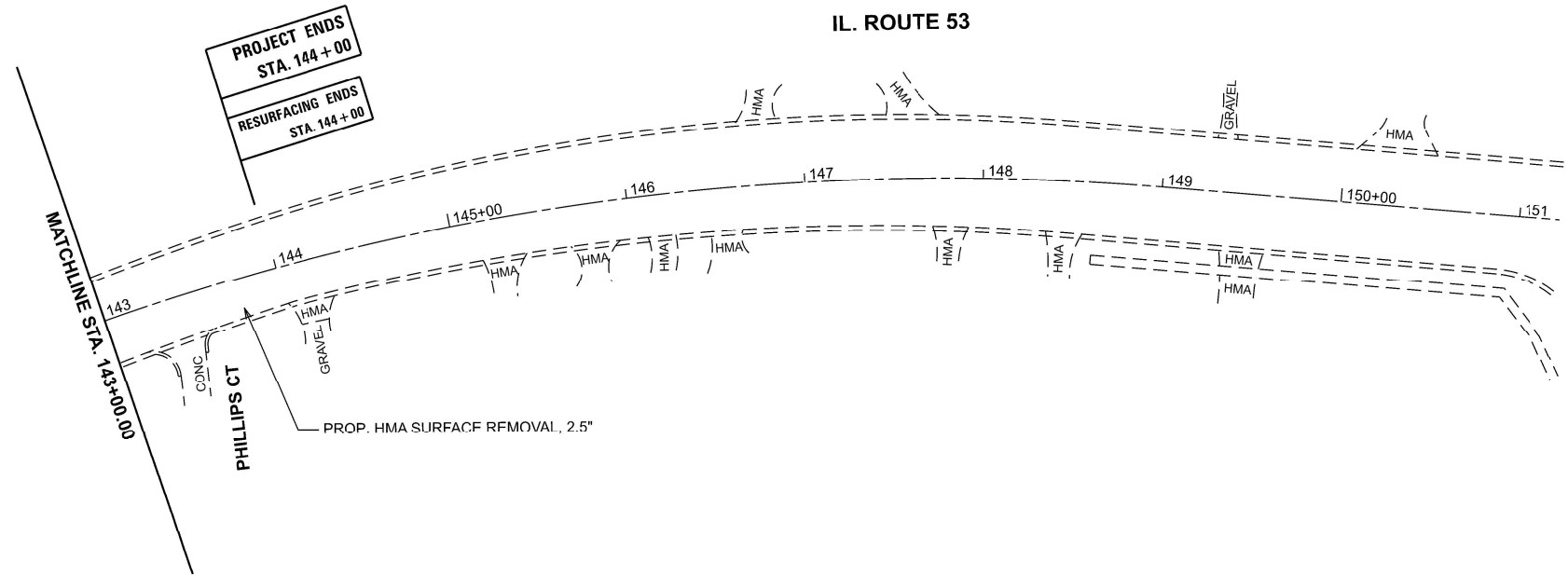
ADA IMPROVEMENT LEGEND				
(A)	PROP. CURB RAMP IMPROVEMENT, SEE PD-02C			
(B)	PROP. CURB RAMP IMPROVEMENT. SEE PD-04A			
(C)	PROP. CURB RAMP IMPROVEMENT, SEE PD-05A			
(D)	PROP. CURB RAMP IMPROVEMENT, SEE PD-06A			

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

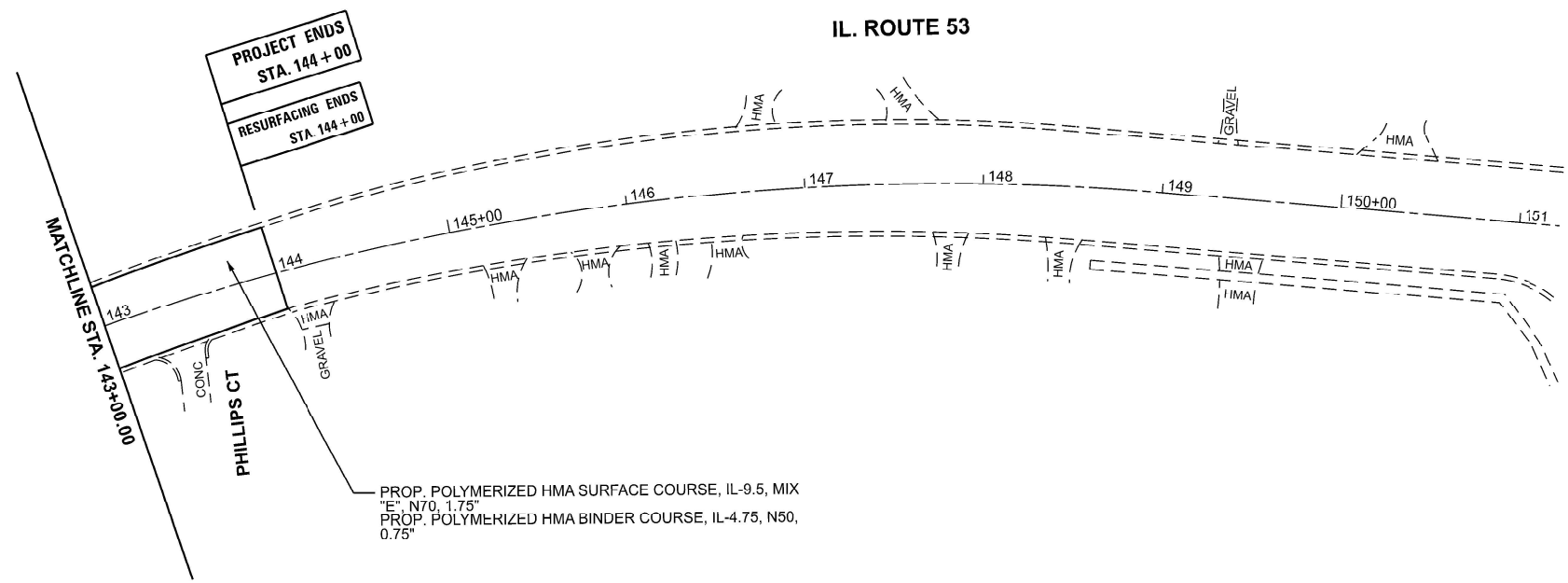
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE			
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)			
SCALE: 1"=50'	SHEET 9	OF 10 SHEETS	STA. 128+00.00 TO STA. 143+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	20
		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		



EXISTING



PROPOSED

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

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USER NAME = Aya.Eik1a1ib	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

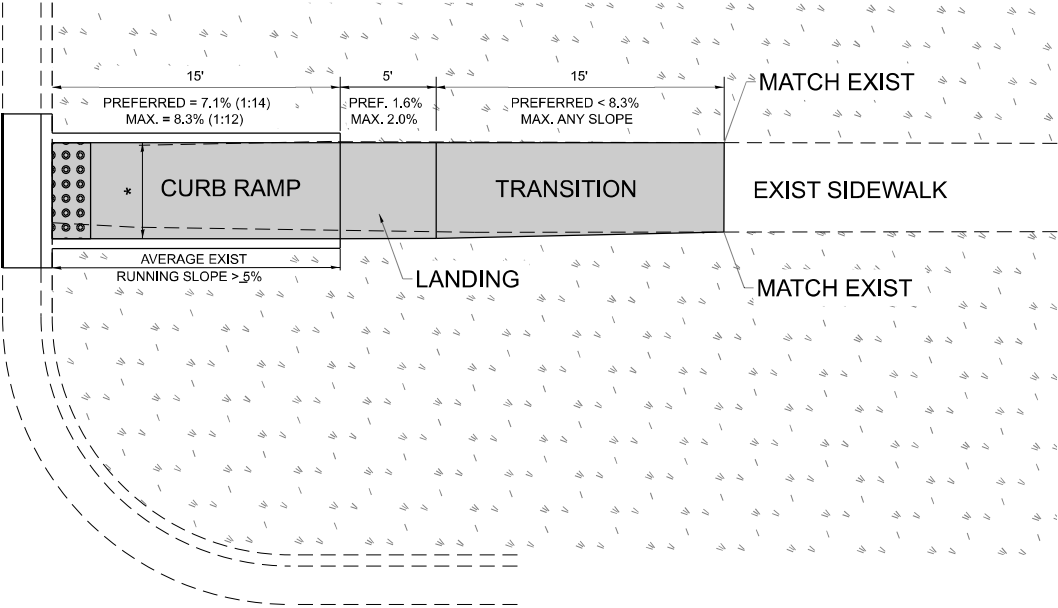
EXISTING AND PROPOSED ROADWAY PLANS AND PROFILE
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 10 OF 10 SHEETS STA. 143+00.00 TO STA. 158+00.00

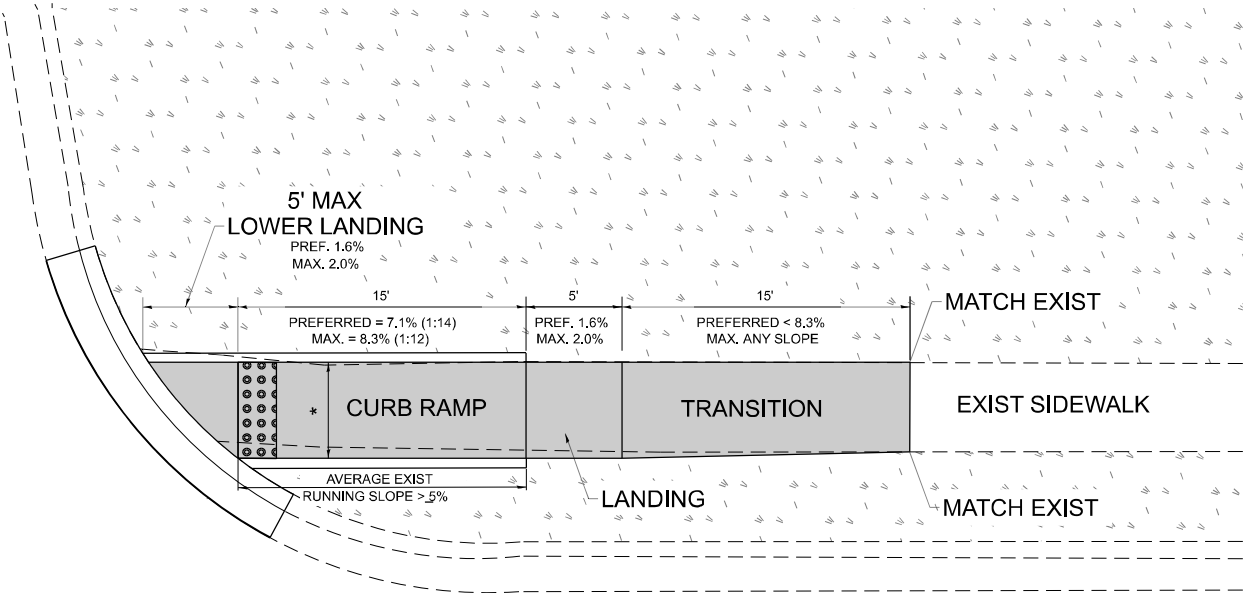
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	21
		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		

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

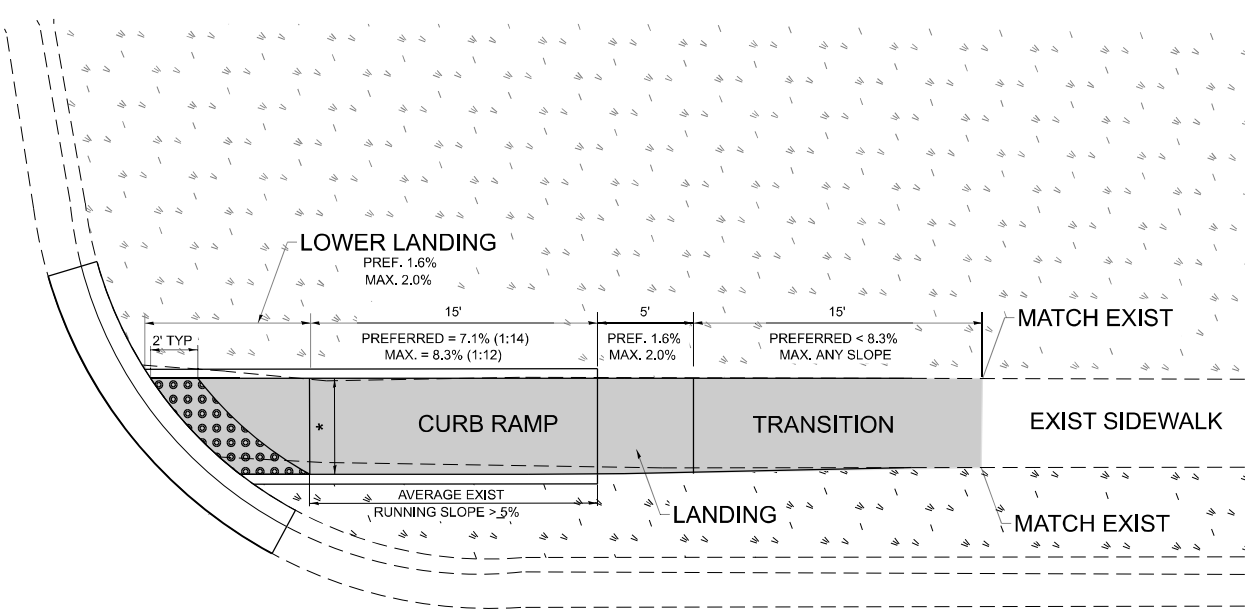
PD-02A



PD-02B



PD-02C



LEGEND

- EXIST. GRASS
- PROPOSED SIDEWALK
- PROPOSED SIDE CURB
- DETECTABLE WARNINGS

CONSTRUCTION NOTES:

- 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)

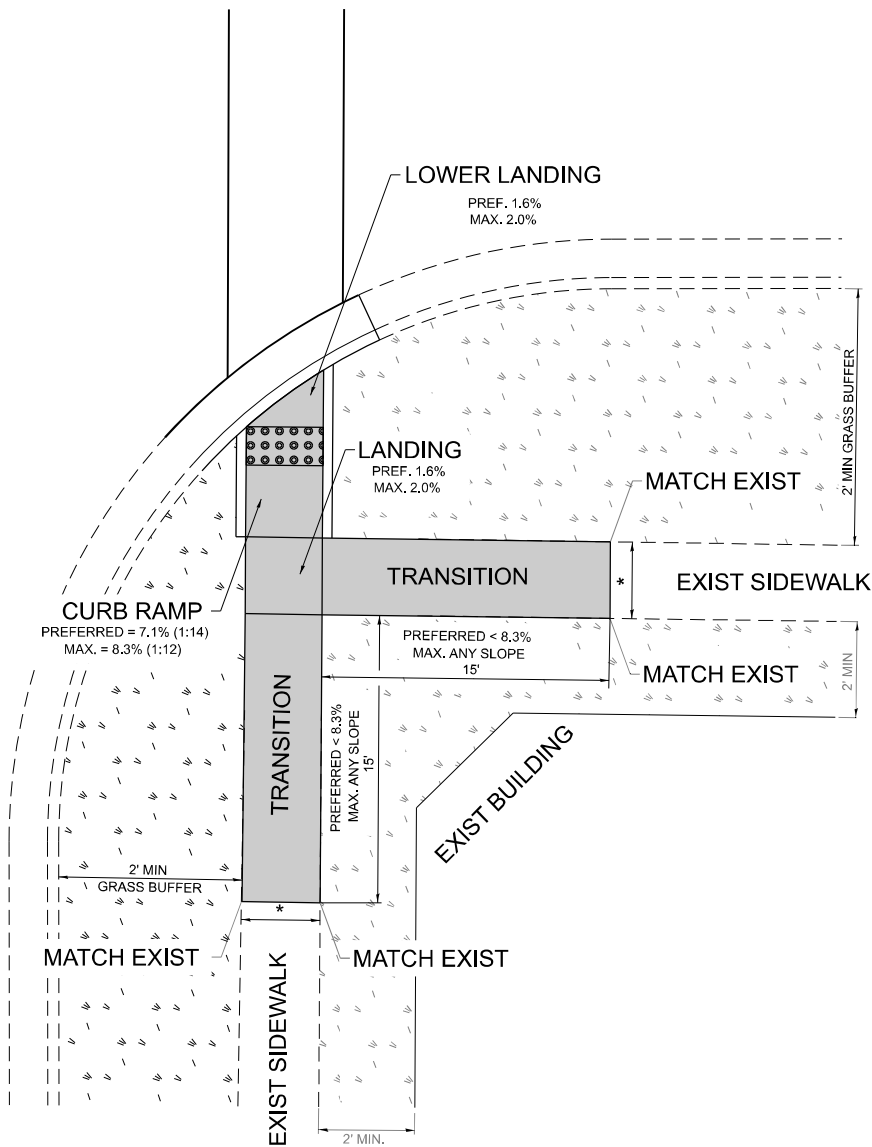
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	22
PD-02		CONTRACT NO. 80B25		
		ILLINOIS	FED. AID PROJECT	

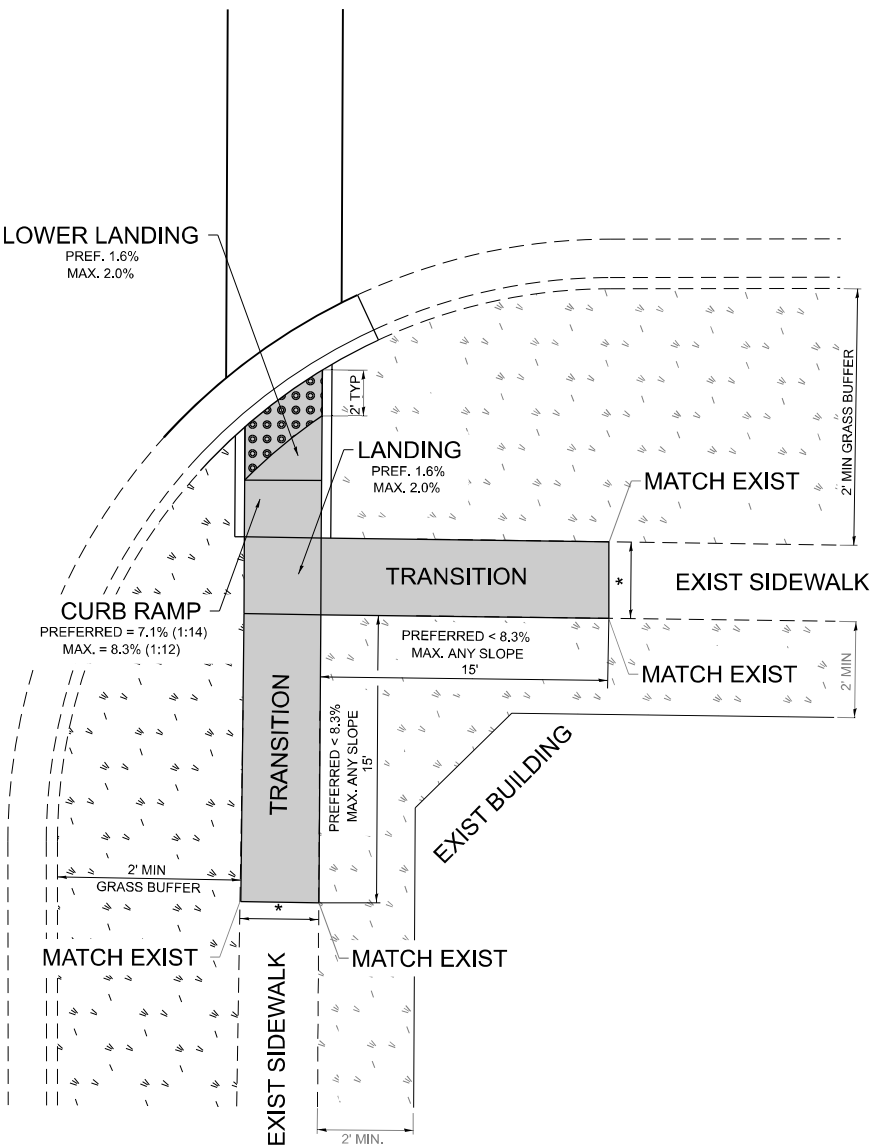
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FILE NAME: c:\p\work\pd02\elkhalibaj\dt076189\0118825-sh1-DistShts2.dgn

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE


PD-04A




PD-04B




LEGEND




EXIST. GRASS



PROPOSED SIDEWALK



DETECTABLE WARNINGS



PROPOSED SIDE CURB

CONSTRUCTION NOTES:

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

USER NAME	= Aya.Elkhalti	DESIGNED	-	REVISED	-
DRAWN	-	R. LEDEZMA		REVISED	-
CHECKED	-			REVISED	-

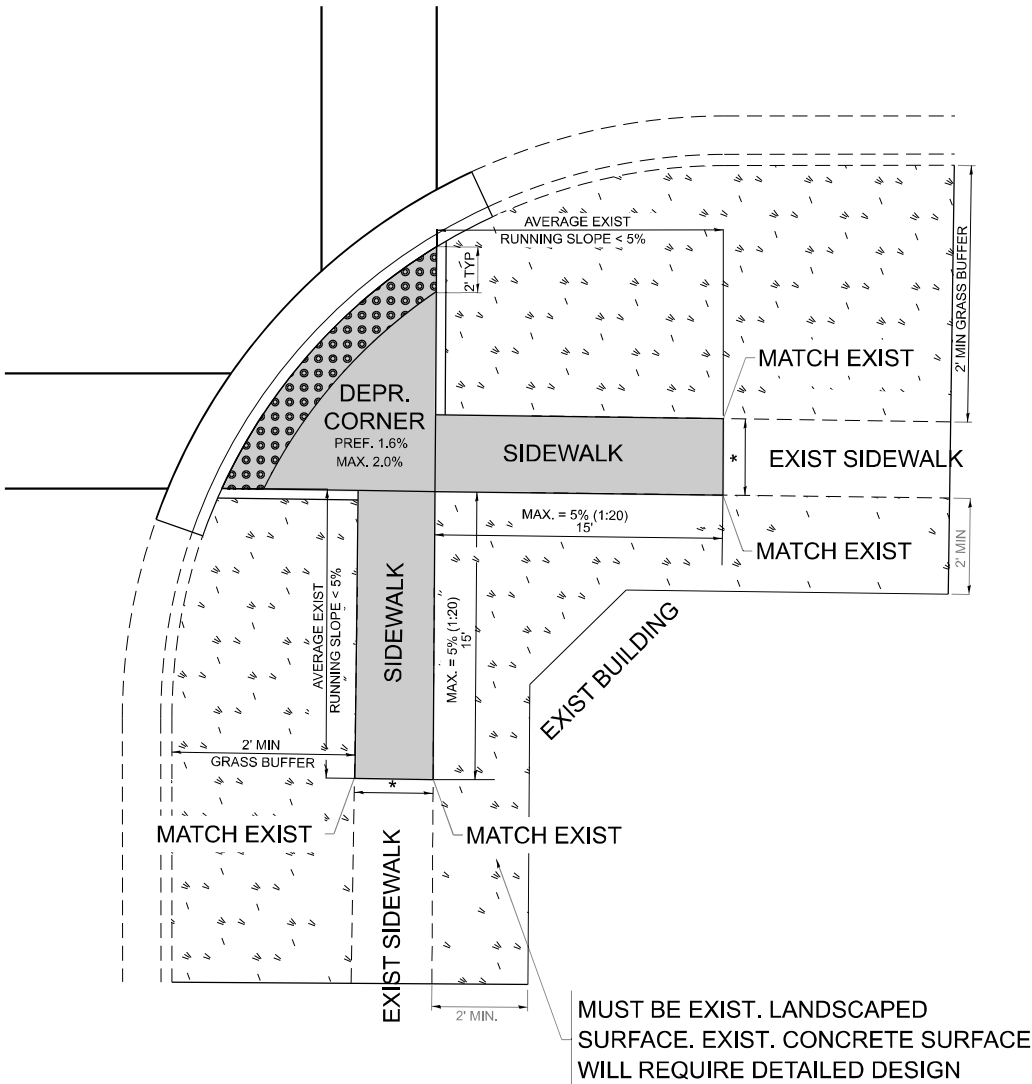
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

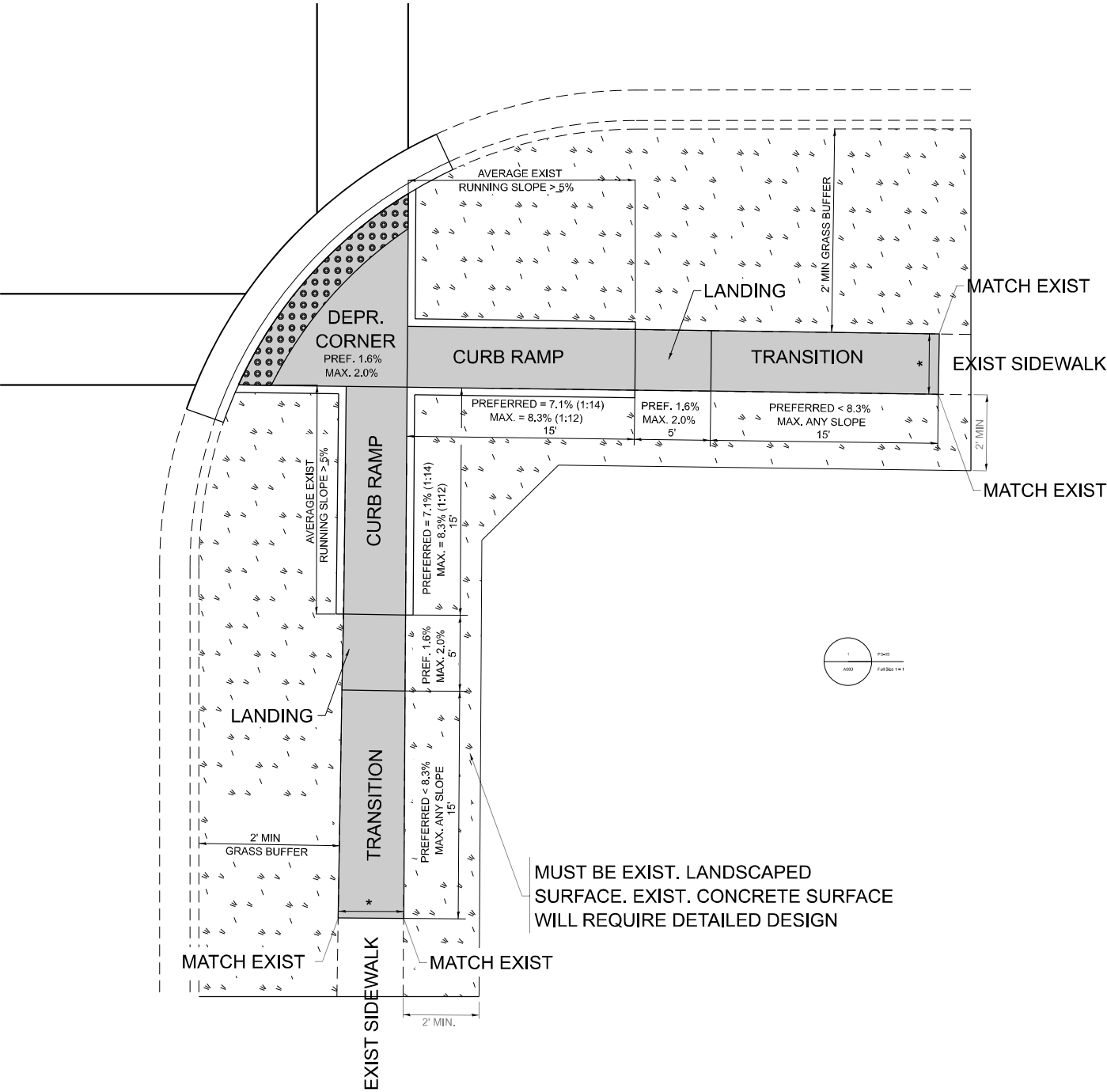
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	23
PD-04		CONTRACT NO. 80B25		

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

MODEL: PD-05 [Sheet]
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USER NAME	= Aya.Elkhailb	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		

PD-06A

 EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

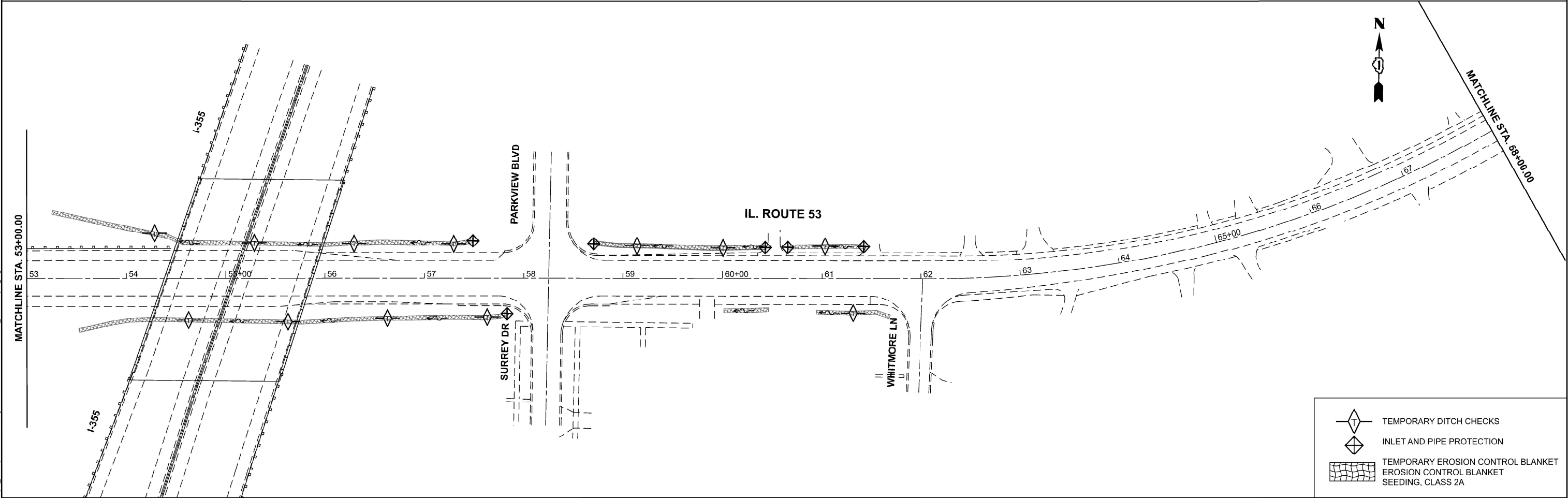
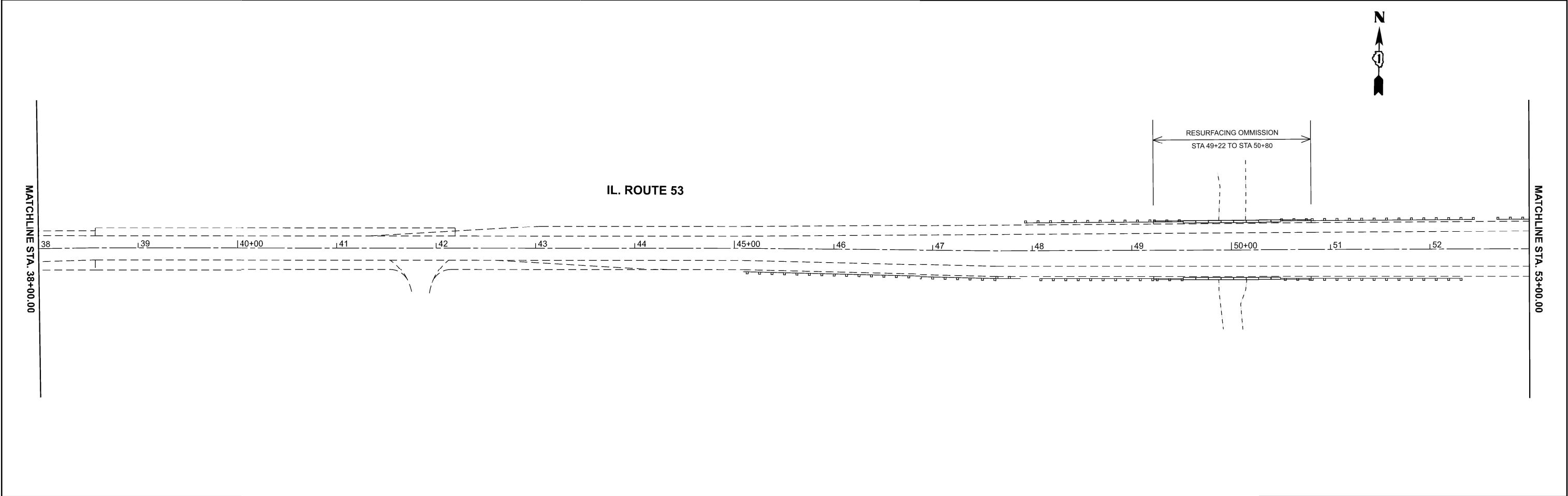
**PROJECT DETAIL FOR PARALLEL CURB RAMPS
(PD-06)**

SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	25
PD-06		CONTRACT NO. 80B25		
ILLINOIS FED. AID PROJECT				

MODEL: PD-06 [Sheet]
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MODEL: IL53_E_Rdwy_Plan_3 [Sheet]
FILE NAME: c:\pwworking\illinois\1076189\118825-Erosion_Landscaping.dgn



- TEMPORARY DITCH CHECKS
- INLET AND PIPE PROTECTION
- TEMPORARY EROSION CONTROL BLANKET
SEEDING, CLASS 2A

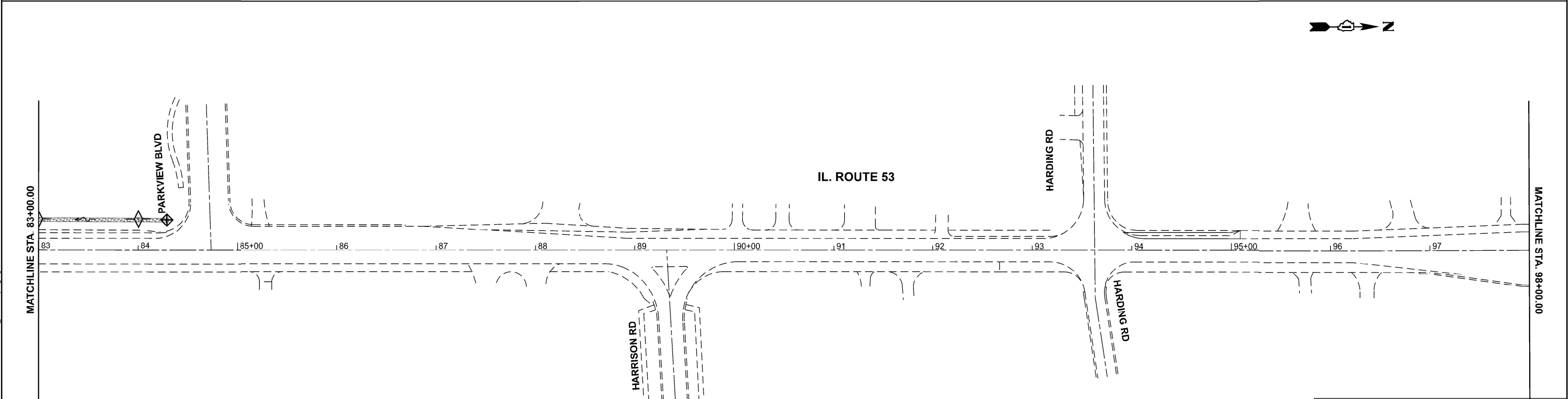
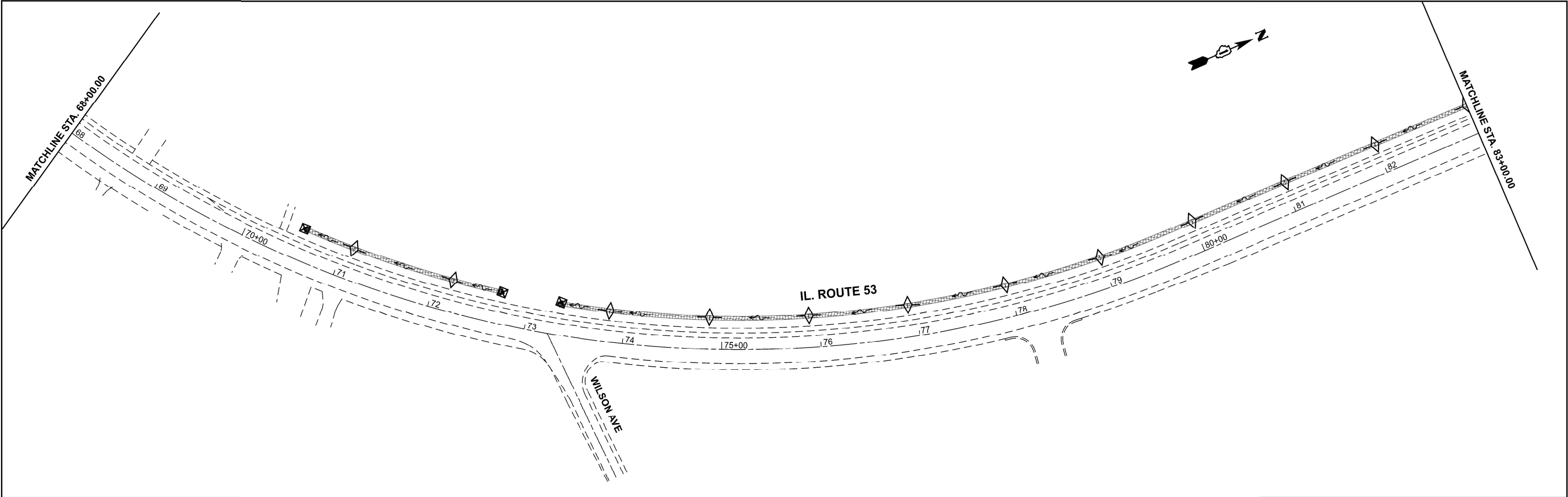
	USER NAME = Aya.ElKhatib	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
	PLOT DATE = 10/17/2025	DATE -	REVISED -



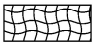

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND LANDSCAPING PLAN
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 38+00.00 TO STA. 68+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	26
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				



-  TEMPORARY DITCH CHECKS
-  INLET AND PIPE PROTECTION
-  TEMPORARY EROSION CONTROL BLANKET
-  EROSION CONTROL BLANKET SEEDING, CLASS 2A

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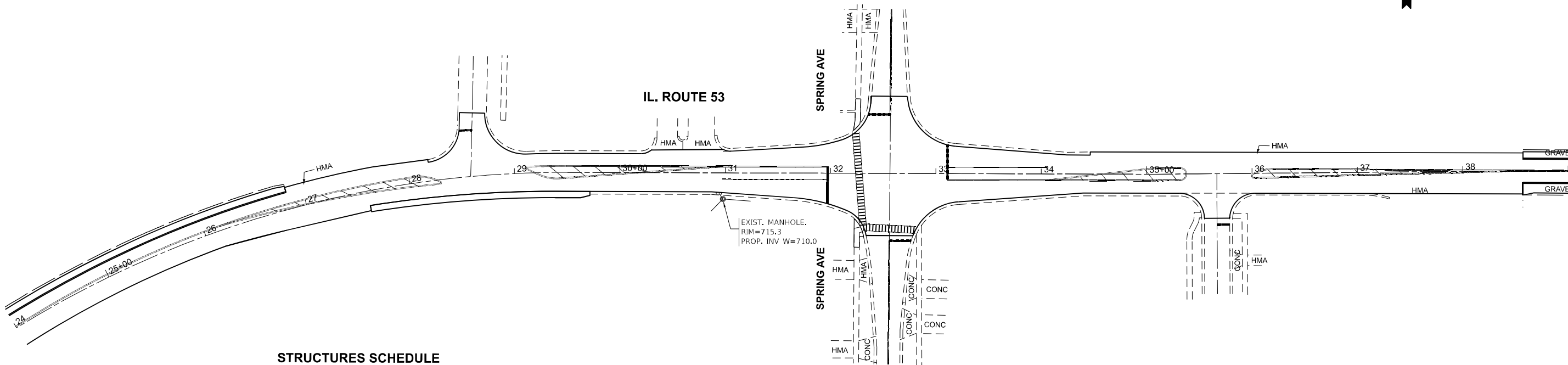
	USER NAME = Aya.Elkhalilb	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 10/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL AND LANDSCAPING PLAN
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 2 OF 2 SHEETS STA. 68+00.00 TO STA. 98+00.00

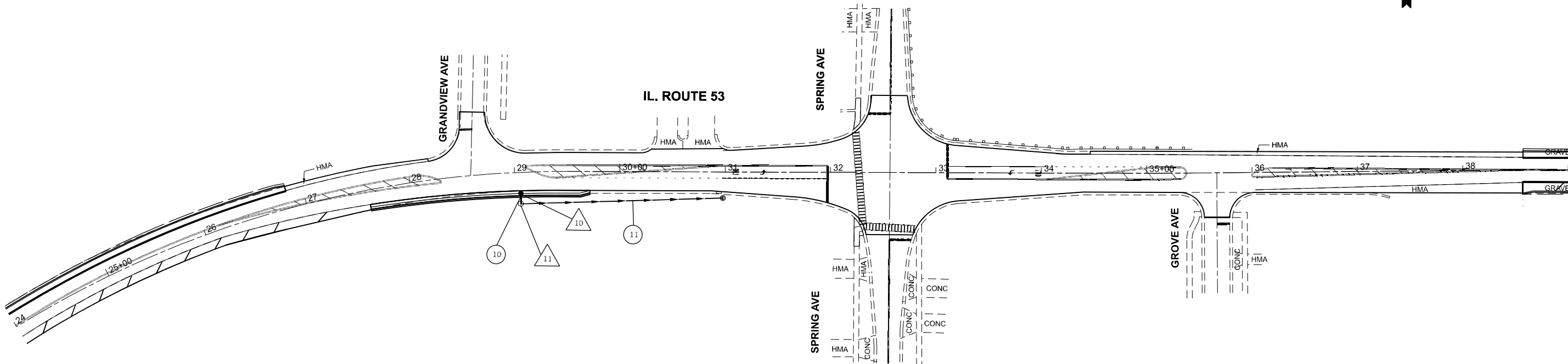
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	27
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				



STRUCTURES SCHEDULE

STORM SEWER SCHEDULE

PIPE NUMBER	PIPE TYPE	DIAMETER (IN)	LENGTH (FT)	SLOPE (%)	UPSTREAM STRUCTURE	DOWNSTREAM STRUCTURE	UPSTREAM INVERT	DOWNSTREAM INVERT
10	STORM SEWER, CLASS A, TYPE 1	12	6	0.50	10	11	719.32	719.29
11	STORM SEWER, CLASS A, TYPE 1	15	188	4.90	11	EXIST. MANHOLE	719.20	710.00



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

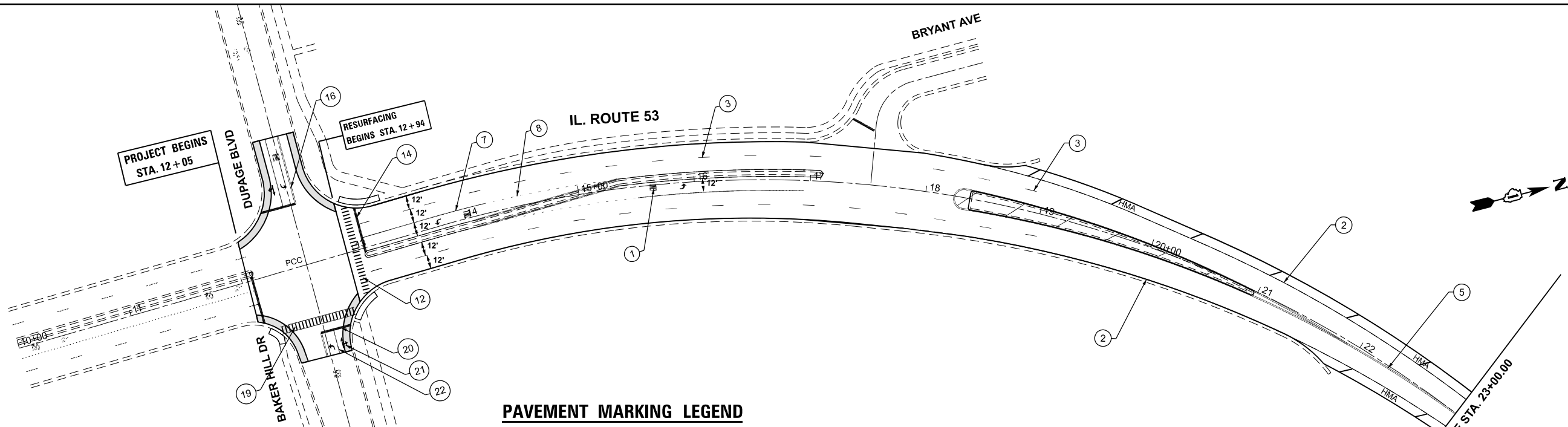
EXISTING AND PROPOSED DRAINAGE PLANS
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 1 OF 1 SHEETS STA. 24+00.00 TO STA. 39+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	28
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

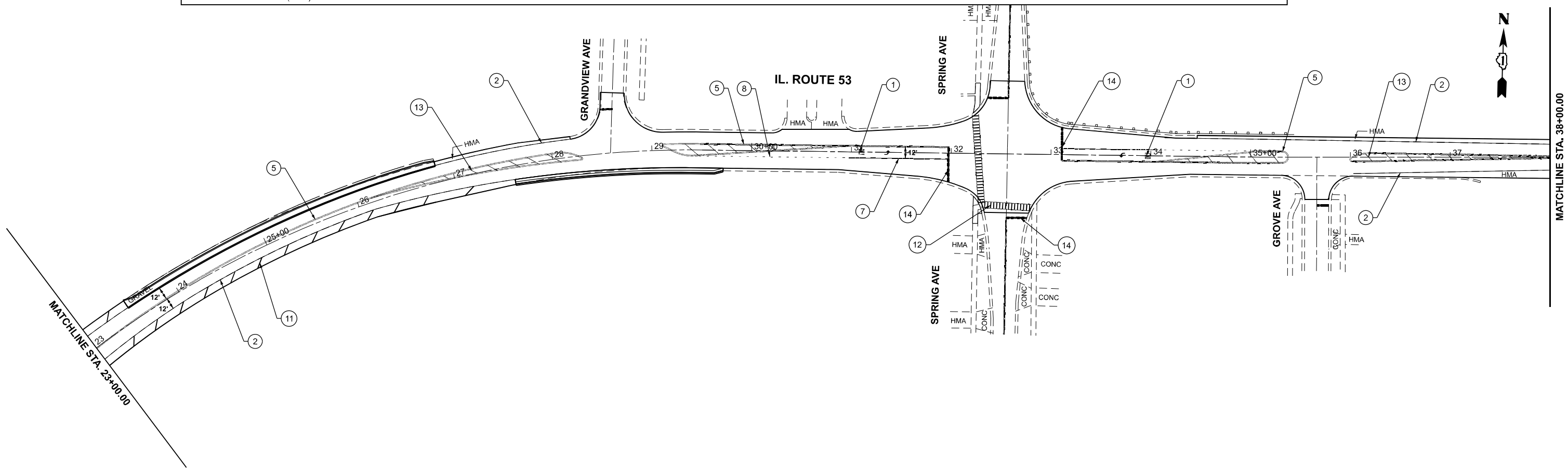
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USER NAME = Aya.Elkhailb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/2/2025	DATE -	REVISED -



PAVEMENT MARKING LEGEND

- | | | | |
|--|---|---|---|
| 1 PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, SOLID WHITE (TYP.) | 8 PROP. THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE LINE 2'-6" SPACING (TYP.) | 15 PROP. MODIFIED URETHANE PAVEMENT MARKING, 4" SOLID WHITE LINE (TYP.) | 22 PROP. MODIFIED URETHANE PAVEMENT MARKING, 4" SOLID WHITE LINE (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.) | 16 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.) | 17 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.) | 18 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.) | 19 PROP. MODIFIED URETHANE PAVEMENT MARKING, 12" SOLID WHITE CONTINENTAL CROSSWALK LINES (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.) | 20 PROP. MODIFIED URETHANE PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.) | |
| 7 PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE (TYP.) | 14 PROP. THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.) | 21 PROP. MODIFIED URETHANE PAVEMENT MARKING LETTERS & SYMBOLS, SOLID WHITE (TYP.) | |



MODEL: IL53_E-Rdwy Plan 1 (Sheet)
FILE NAME: c:\p\work\p\work\il53\il53\118825-sh1-pmk.dgn

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

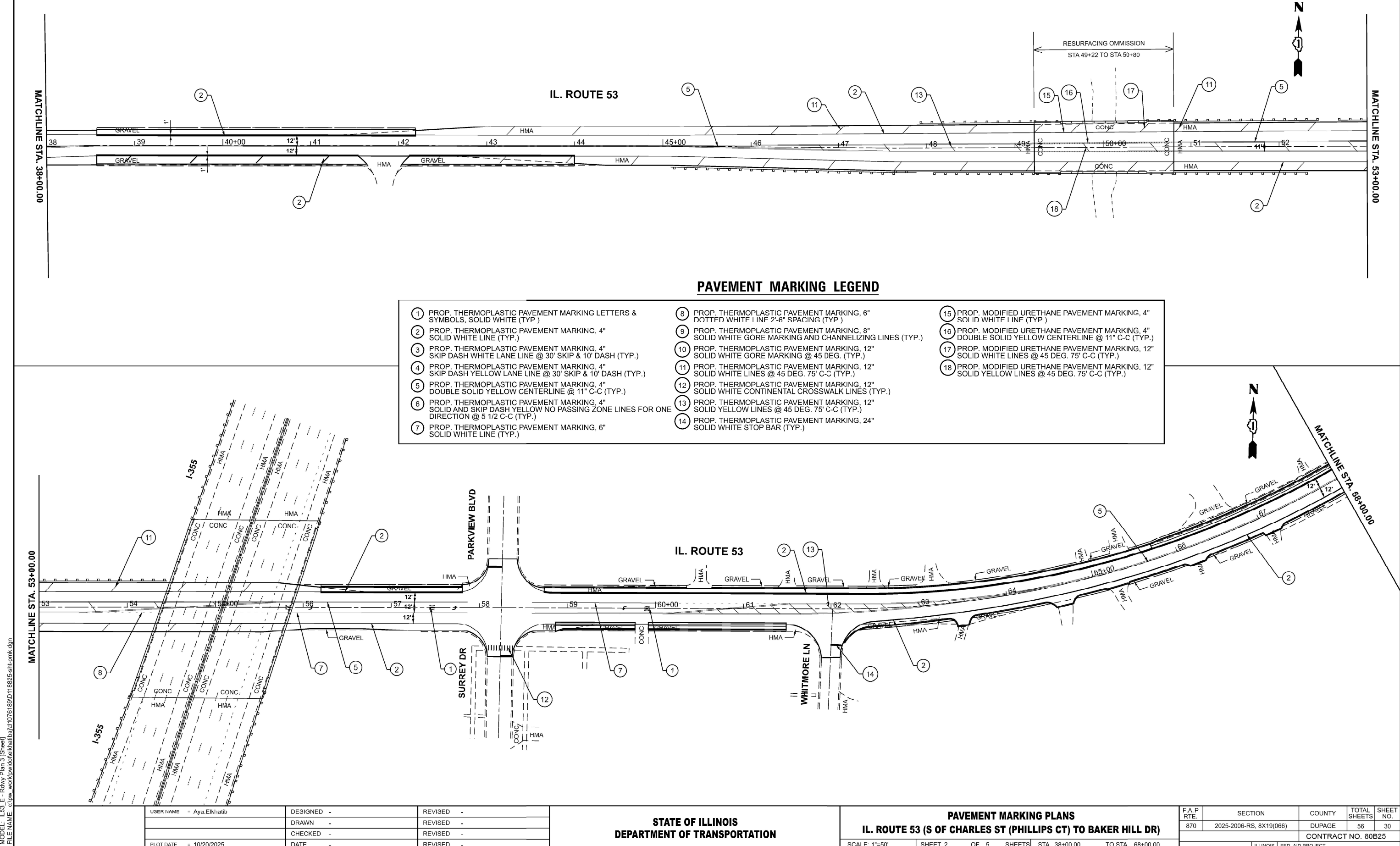
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 1 OF 5 SHEETS STA. 8+00.00 TO STA. 38+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	29
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

MODEL: IL53_E_Rdwy_Plan_3 [Sheet]
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USER NAME	= Aya.Elkatib
PLOT DATE	= 10/20/2025

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

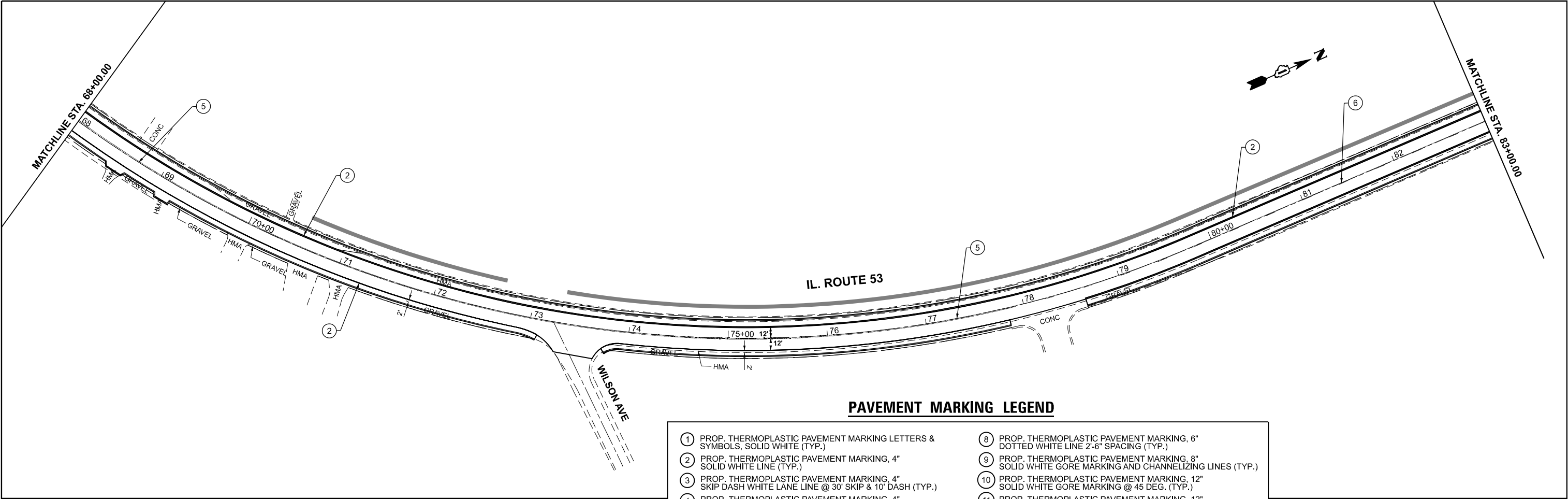
REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 2 OF 5 SHEETS STA. 38+00.00 TO STA. 68+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	30
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- 1 PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, SOLID WHITE (TYP.)

2 PROP. THERMOPLASTIC PAVEMENT MARKING, 4" SOLID WHITE LINE (TYP.)

3 PROP. THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LANE LINE @ 30' SKIP & 10' DASH (TYP.)

4 PROP. THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LANE LINE @ 30' SKIP & 10' DASH (TYP.)

5 PROP. THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE @ 11" 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.)

7 PROP. THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE LINE (TYP.)
- 8 PROP. THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE LINE 2'-6" SPACING (TYP.)

9 PROP. THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE MARKING AND CHANNELIZING LINES (TYP.)

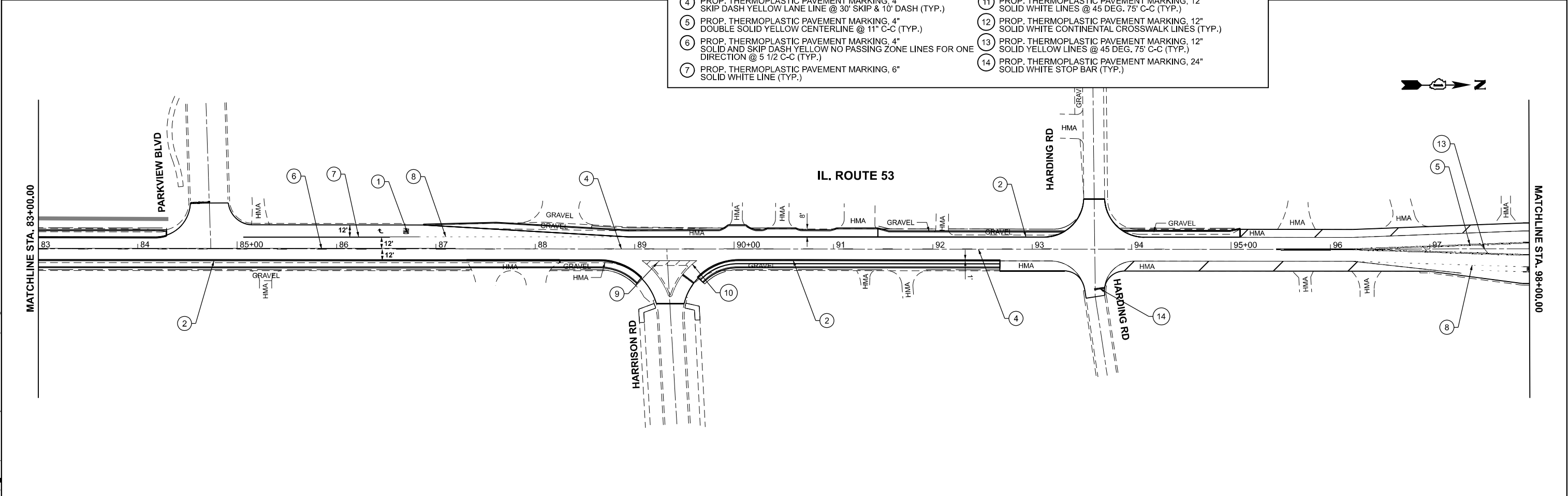
10 PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE GORE MARKING @ 45 DEG. (TYP.)

11 PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE LINES @ 45 DEG. 75' C-C (TYP.)

12 PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE CONTINENTAL CROSSWALK LINES (TYP.)

13 PROP. THERMOPLASTIC PAVEMENT MARKING, 12" SOLID YELLOW LINES @ 45 DEG. 75' C-C (TYP.)

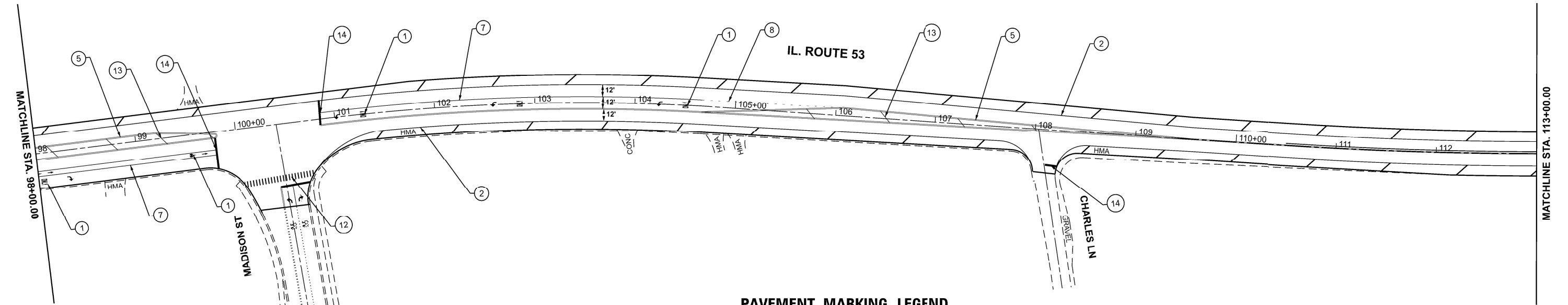
14 PROP. THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)



MODEL: IL53_E-Rdwy Plan 5 (Sheet)
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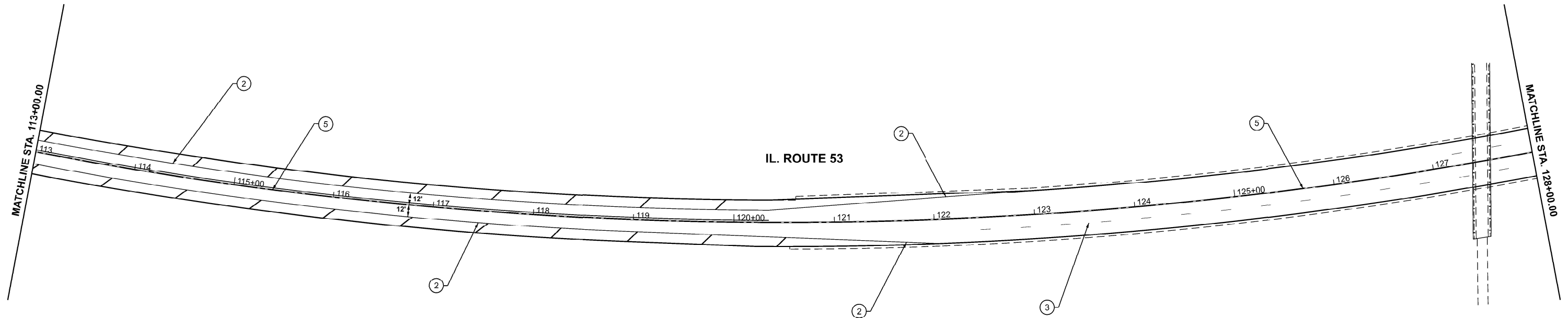
USER NAME = Aya,Elkhalilb		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PAVEMENT MARKING PLANS		F.A.P RTE.		SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)		870	2025-2006-RS, 8X19(066)		DUPAGE	56	31
		CHECKED -	REVISED -			SCALE: 1"=50'		SHEET 3 OF 5 SHEETS		STA. 68+00.00 TO STA. 98+00.00		CONTRACT NO. 80B25	
PLOT DATE = 12/2/2025		DATE -	REVISED -							ILLINOIS		FED. AID PROJECT	

MODEL: IL53_E_Rdwy_Plan 7 [Sheet]
FILE NAME: c:\pwworking\pwworking\1076189\118825-shit-cmk.dgn



PAVEMENT MARKING LEGEND

- | | |
|--|---|
| ① PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, SOLID WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE LINE 2'-6" SPACING (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.) |
| 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.) |
| 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.) |
| 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.) |
| 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.) |



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

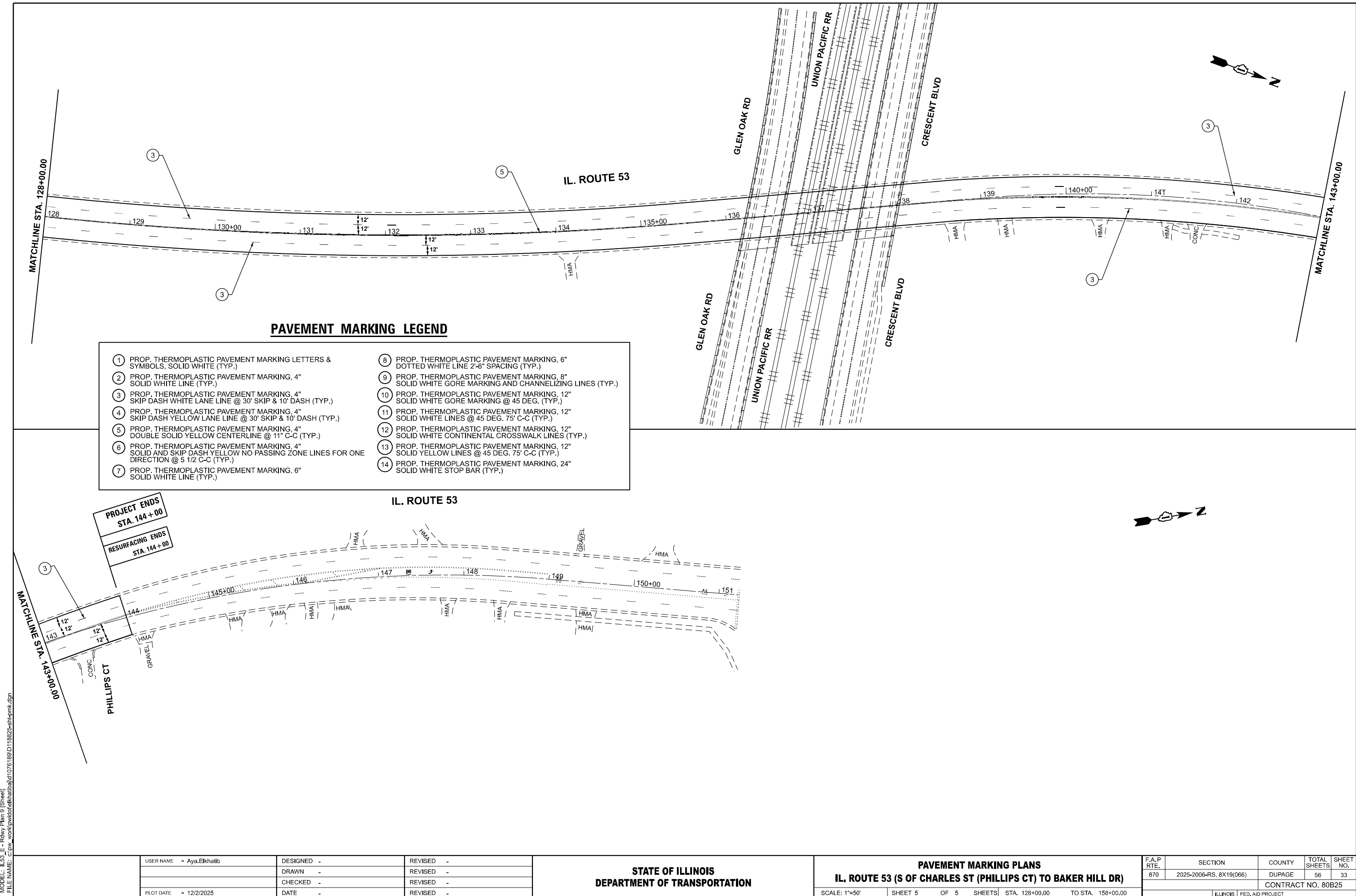
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

SCALE: 1"=50' SHEET 4 OF 5 SHEETS STA. 98+00.00 TO STA. 128+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	32
CONTRACT NO. 80B25				
ILLINOIS FED. AID PROJECT				

MODEL: IL53_E - Rdwy Plan 9 (Sheet)
FILE NAME: c:\pwworking\elkhalilba\1076189\118825-shl-pmk.dgn



- PAVEMENT MARKING LEGEND**
- | | |
|--|---|
| ① PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS & SYMBOLS, SOLID WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING, 6" DOTTED WHITE LINE 2'-6" SPACING (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.) |
| 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.) |
| 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.) |
| 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.) |
| 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.) |

PROJECT ENDS
STA. 144 + 00
RESURFACING ENDS
STA. 144 + 00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLANS
IL. ROUTE 53 (S OF CHARLES ST (PHILLIPS CT) TO BAKER HILL DR)

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

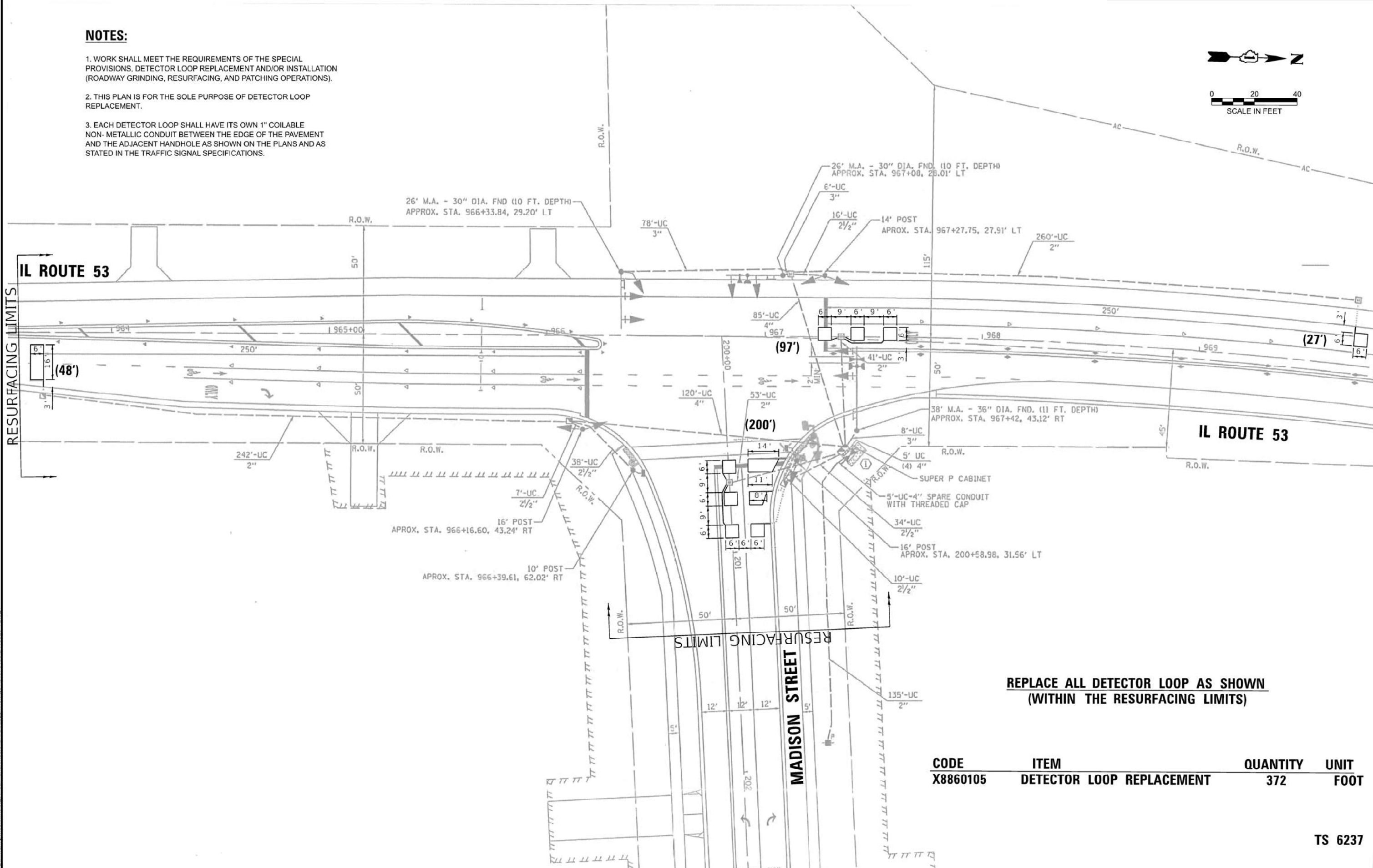
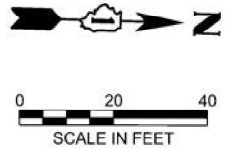
SCALE: 1"=50' SHEET 5 OF 5 SHEETS STA. 128+00.00 TO STA. 158+00.00

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 HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



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

CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	372	FOOT

TS 6237

MODEL: Default
FILE NAME: c:\pwworking\illinois.gov\salmanahmed.shahnavaz\10761950\18825-TS.dgn

USER NAME = SalmanAhmed.Shahnavaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/30/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL ROUTE 53 AT MADISON STREET

SCALE: SHEET OF SHEETS STA. TO STA.

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

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

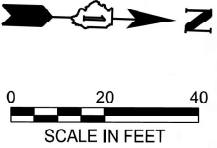


REM. EX. PUSH BUTTON

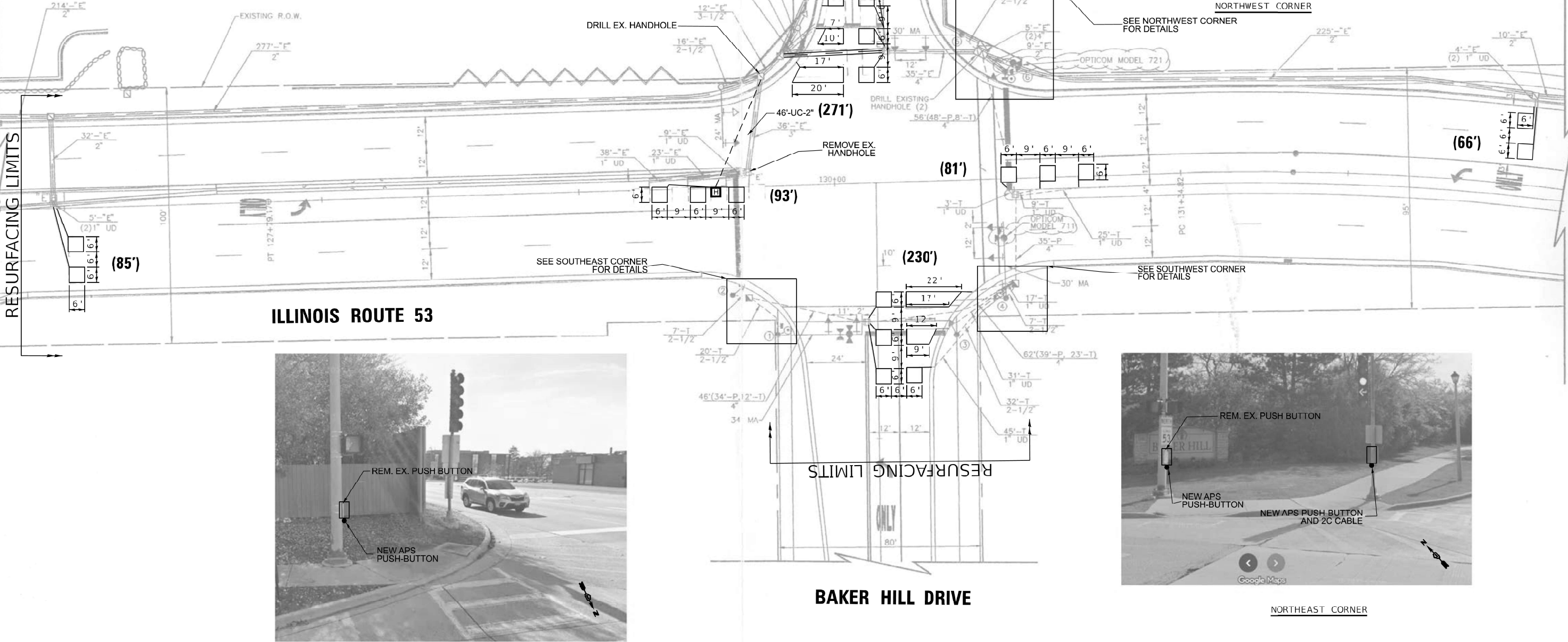
NEW APS PUSH-BUTTON

NORTHWEST CORNER

SEE NORTHWEST CORNER FOR DETAILS



0 20 40
SCALE IN FEET

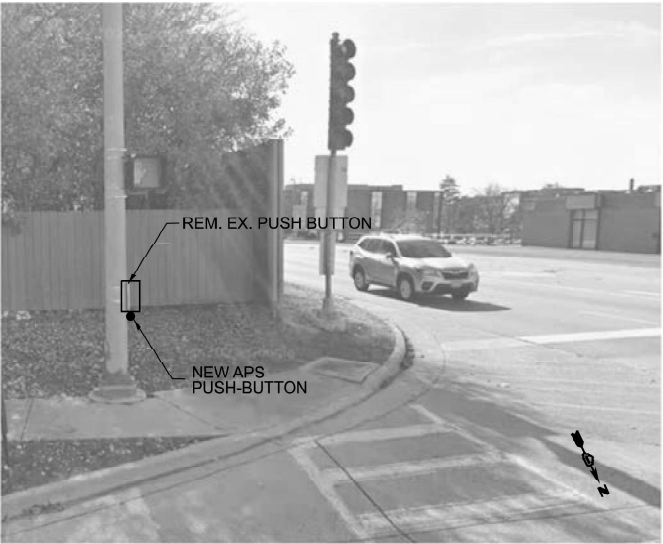


RESURFACING LIMITS

ILLINOIS ROUTE 53

RESURFACING LIMITS

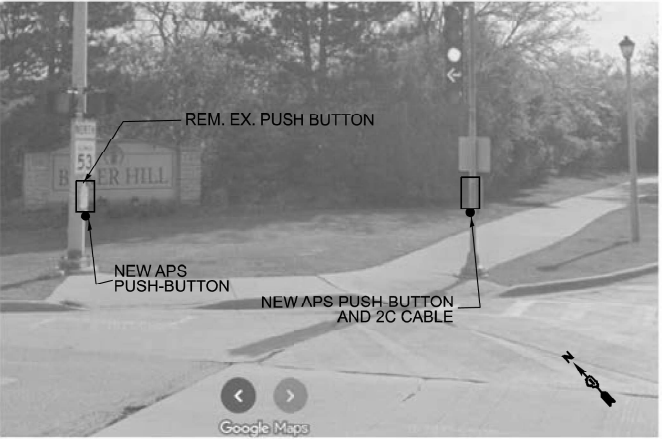
BAKER HILL DRIVE



REM. EX. PUSH BUTTON

NEW APS PUSH-BUTTON

SOUTHEAST CORNER



REM. EX. PUSH BUTTON

NEW APS PUSH-BUTTON

NEW APS PUSH BUTTON AND 2C CABLE

NORTHEAST CORNER

MODEL: Default
FILE NAME: c:\pwwork\work\illinois.gov\salmanahmed.shahrawaz\illinois.gov\1076195D118825-TS.dgn

USER NAME	= SalmanAhmed.Shahrawa	DESIGNED	-	REVISED	-
DRAWN	-	REVISION	-	REVISION	-
CHECKED	-	REVISION	-	REVISION	-
DATE	-	REVISION	-	REVISION	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
IL ROUTE 53 AT DUPAGE BLVD / BAKER HILL DR

SCALE: SHEET OF SHEETS STA. TO STA.

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

TS 20330
ECON 104

The diagram shows a T-intersection where IL RTE. 53 (a north-south road) meets DUPAGE BLVD. (an east-west road). BAKER HILL DR. is a north-south road that runs parallel to IL RTE. 53, located to the east of it. Traffic flow is indicated by arrows: IL RTE. 53 has northbound and southbound lanes; DUPAGE BLVD. has eastbound and westbound lanes; BAKER HILL DR. has northbound and southbound lanes. Signal locations are marked with circled numbers: a circle with '3' is at the intersection of IL RTE. 53 and DUPAGE BLVD. (on the IL RTE. 53 side), and a circle with '4' is at the intersection of DUPAGE BLVD. and BAKER HILL DR. (on the DUPAGE BLVD. side).

← (⊗) — PROTECTED PHASE
 ← - (⊗) - PROTECTED/PERMITTED PHASE
 ← - (⊗) → PEDESTRIAN PHASE

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

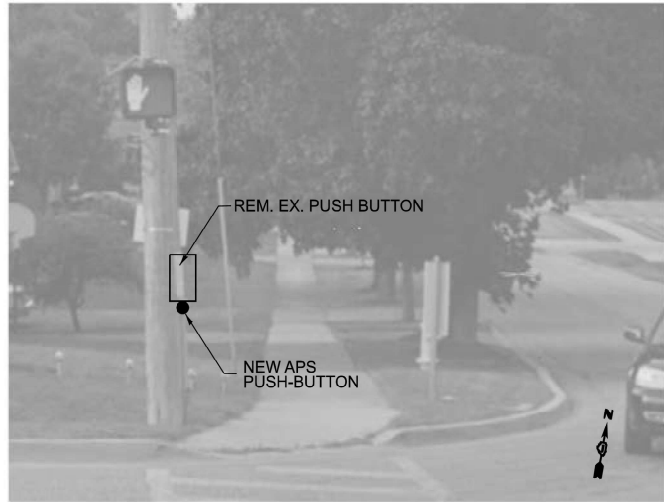
ENERGY COSTS TO:
VILLAGE OF GLEN ELLYN
535 DUANE STREET
GLEN ELLYN, IL 60137

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



**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	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	33C
		CONTRACT NO. 80B25		
		ILLINOIS	FED. AID PROJECT	



NORTHWEST CORNER

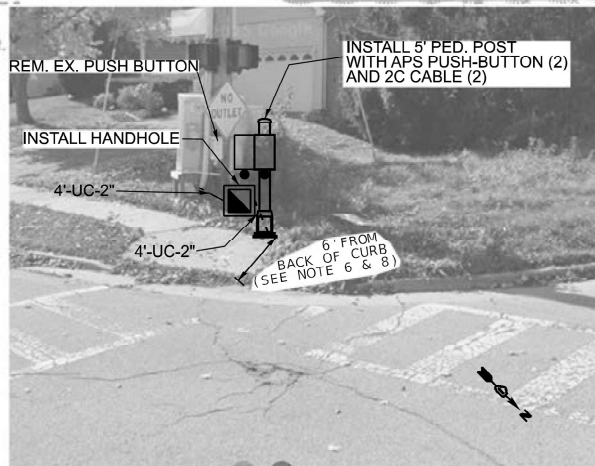
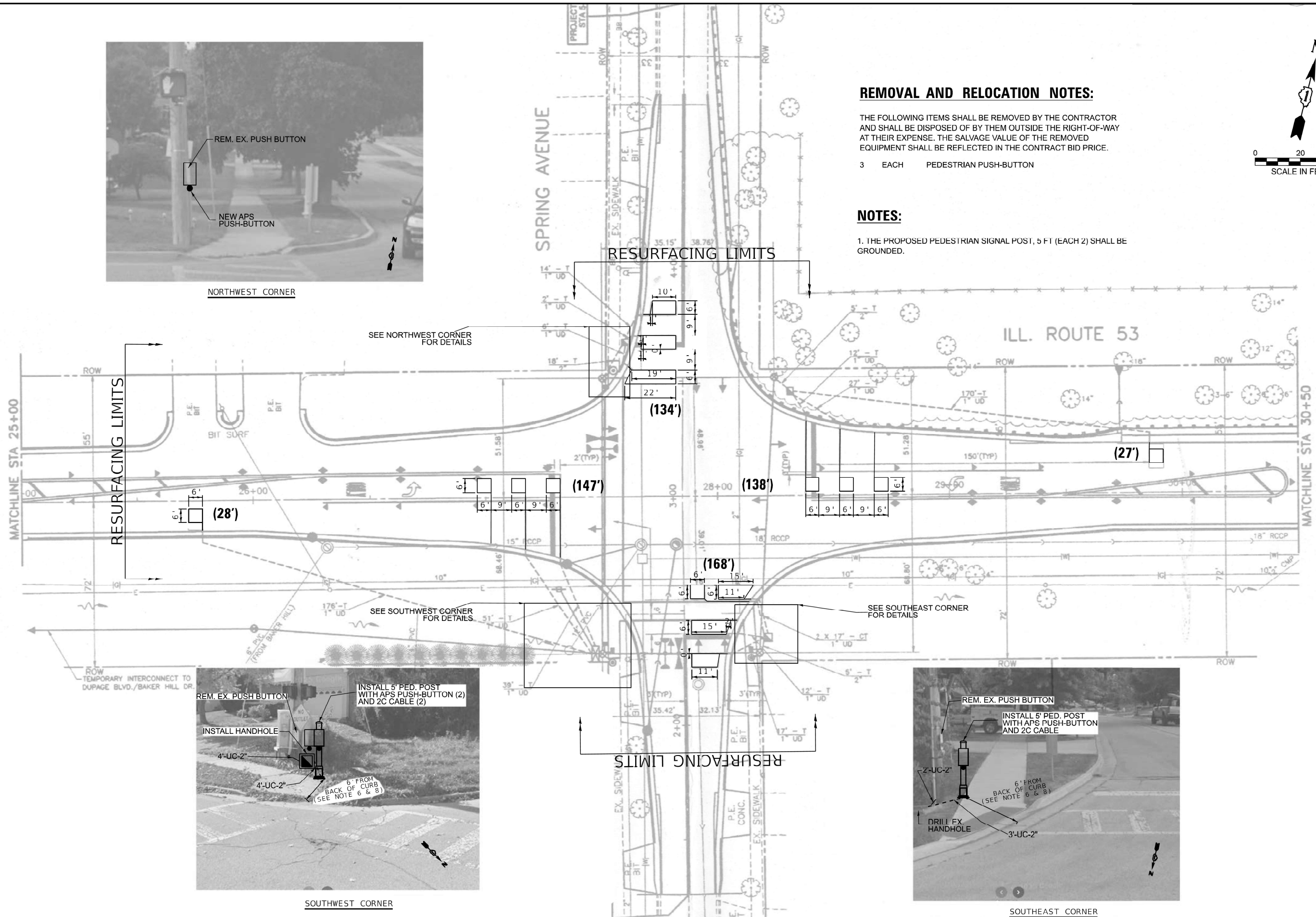
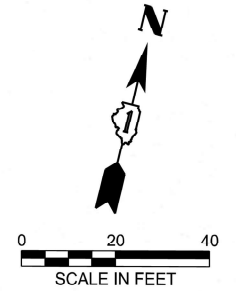
REMOVAL AND RELOCATION NOTES:

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.

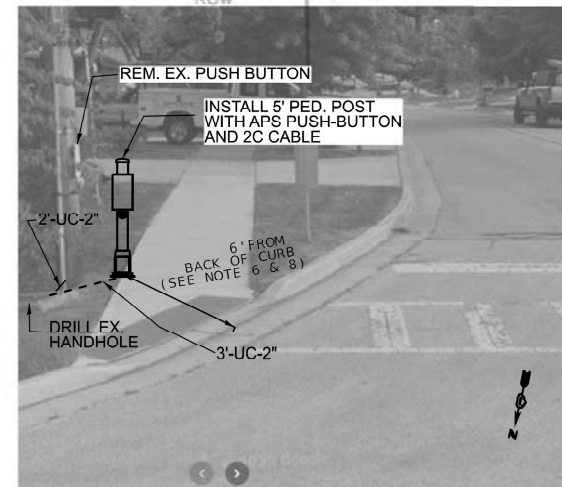
3 EACH PEDESTRIAN PUSH-BUTTON

NOTES:

1. THE PROPOSED PEDESTRIAN SIGNAL POST, 5 FT (EACH 2) SHALL BE GROUNDED.



SOUTHWEST CORNER



SOUTHEAST CORNER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET OF SHEETS STA. TO STA.

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

TS 20333
ECON 104

USER NAME = SalmanAhmed.Shahnavaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 11/25/2025	DATE -	REVISED -

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

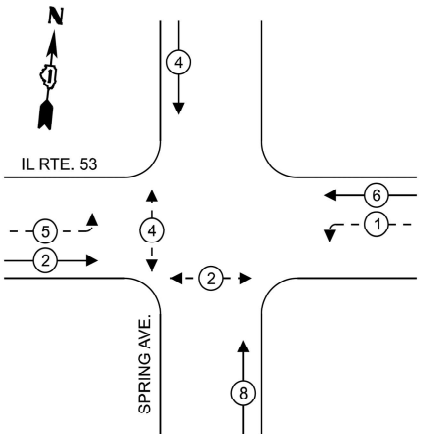
8. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT

TS 20333
ECON 104

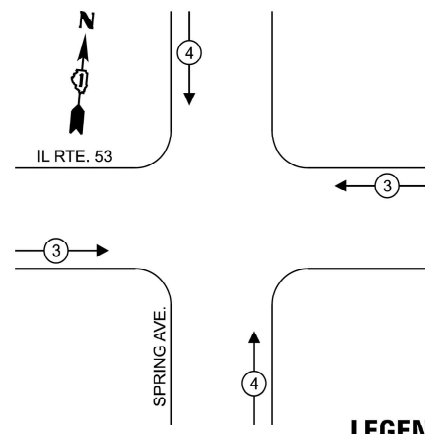
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	USER NAME = SalimanAhmed.Shahnawa	DESIGNED - SS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2) IL ROUTE 53 AT SPRING AVE.		F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - SS	REVISED -				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 -				ILLINOIS FED. AID PROJECT				
SCALE:		SHEET	OF	SHEETS	STA.	TO STA.					

EXISTING CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE



LEGEND:

- ← (⊛) — PROTECTED PHASE
- ← (⊛) - — PROTECTED/PERMITTED PHASE
- ← (⊛) → — PEDESTRIAN PHASE

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	13
HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	231
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	168
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE I	FOOT	642
REMOVE AERIAL CABLE	FOOT	143
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
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	8	11	88
4-SECTION	-	14	-
5-SECTION	4	13	52
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL CONTROLLER	4	15	60
MASTER CONTROLLER	1	150	150
UPS	-	100	-
DETECTION VIDEO	1	25	25
BLANK-OUT SIGN	-	20	-
NETWORK SWITCH II OR III	-	25	-
CELLULAR MODEM	-	35	-
PTZ CAMERA	-	15	-
PTZ CAMERA	-	75	-
TOTAL UPS SIZING			375
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			980

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

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

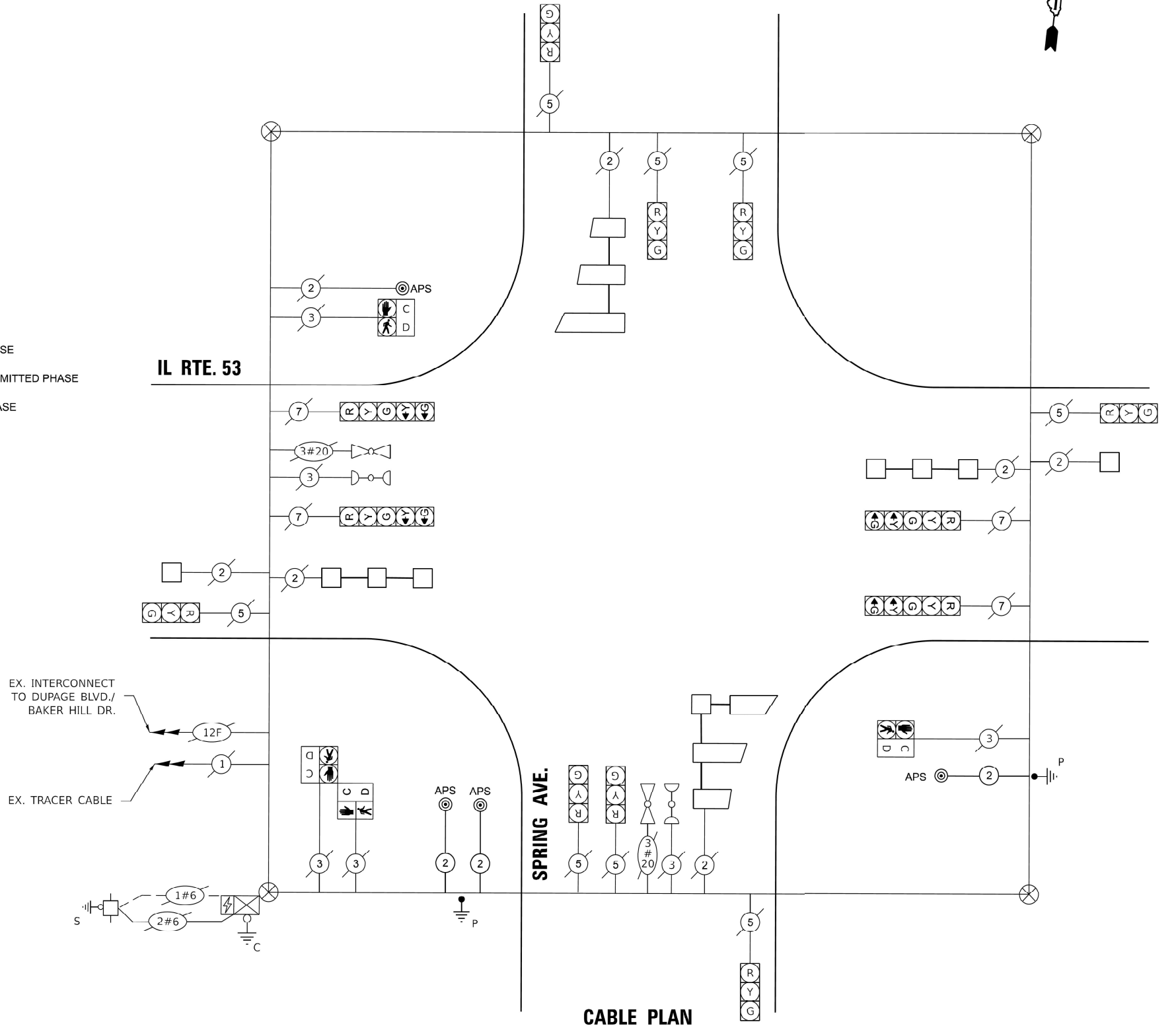
IL RTE. 53

EX. INTERCONNECT
TO DUPAGE BLVD./
BAKER HILL DR.

EX. TRACER CABLE

SPRING AVE.

CABLE PLAN



TS 20333
ECON 104

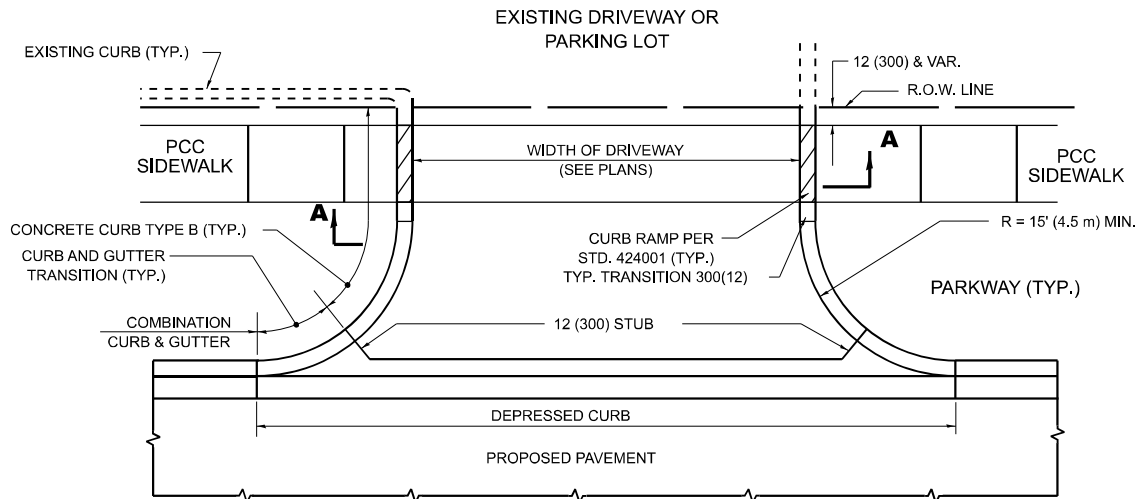
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 53 AT SPRING AVE.

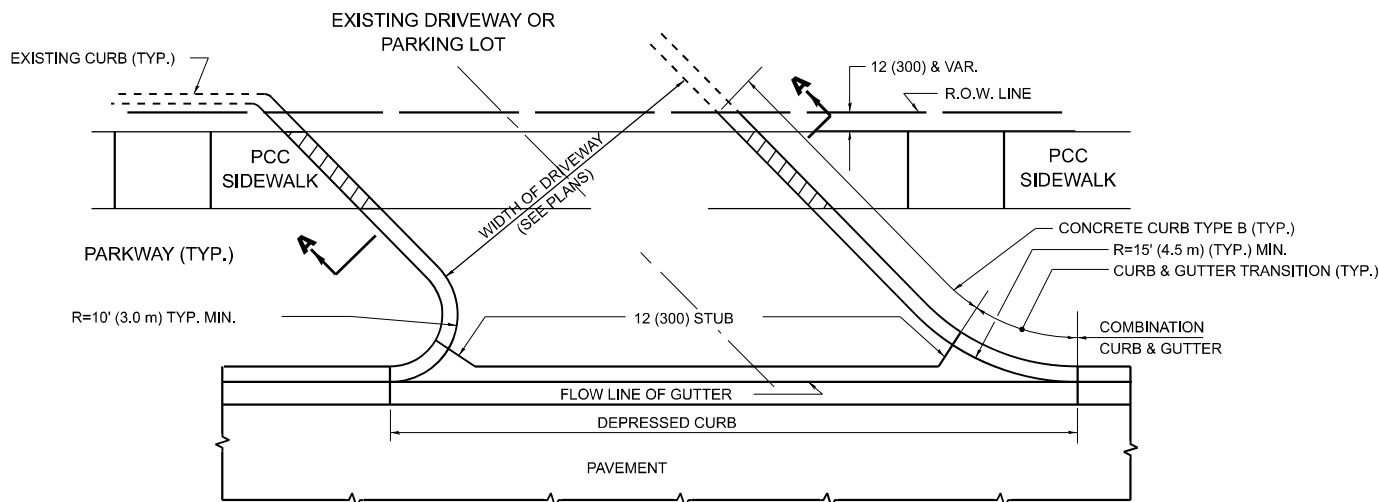
SCALE: SHEET OF SHEETS STA. TO STA.

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

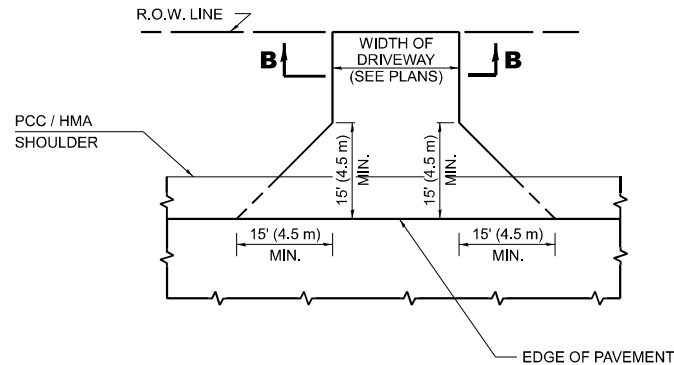
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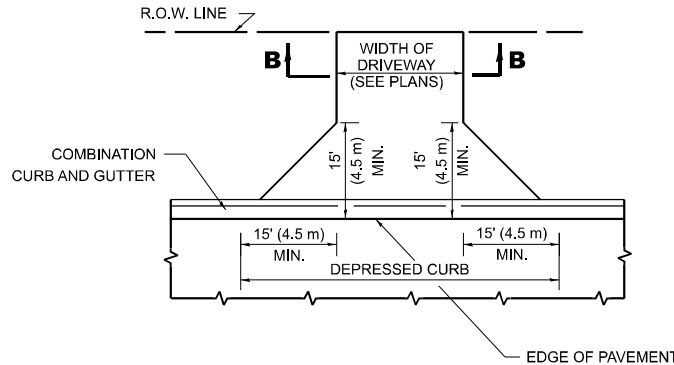
WITH CONCRETE CURB, TYPE B



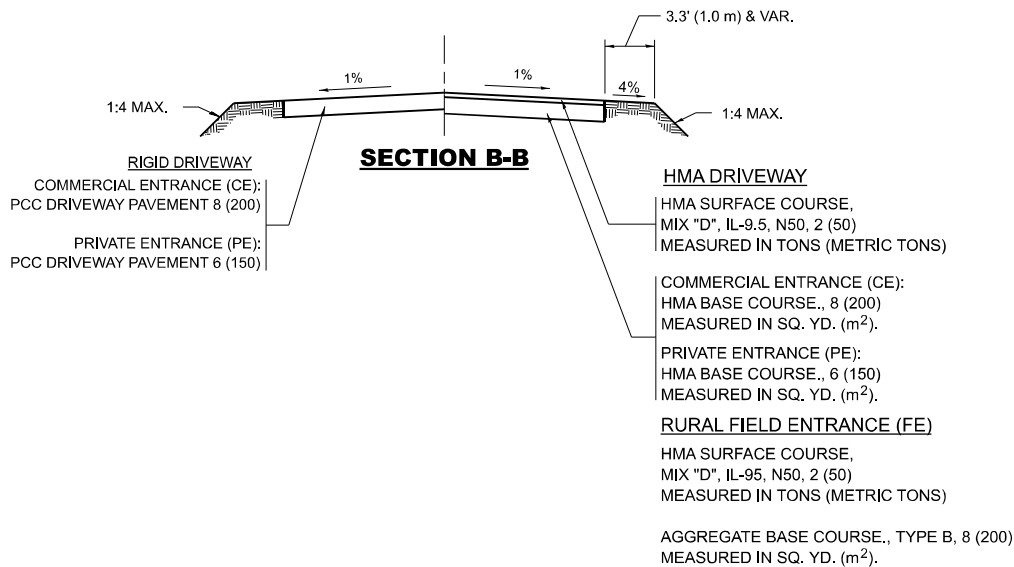
WITH CONCRETE CURB, TYPE B



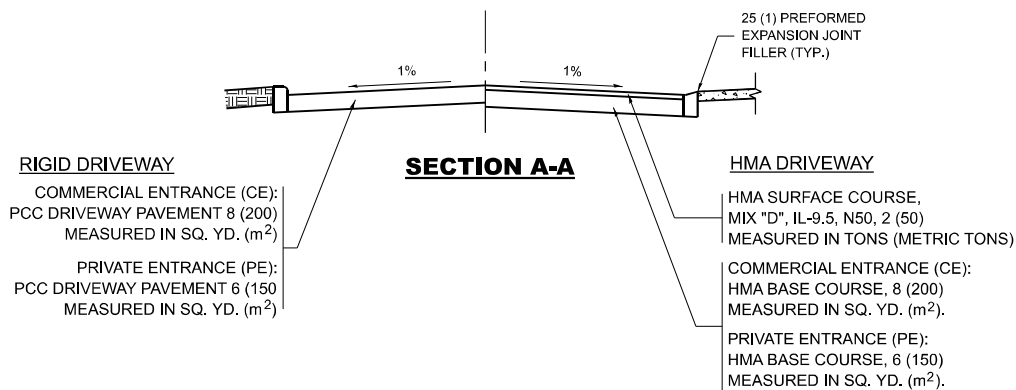
ADJACENT TO PCC / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B



SECTION A-A

GENERAL NOTES

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

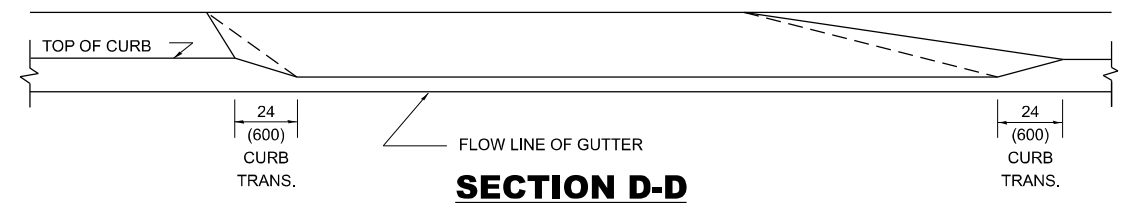
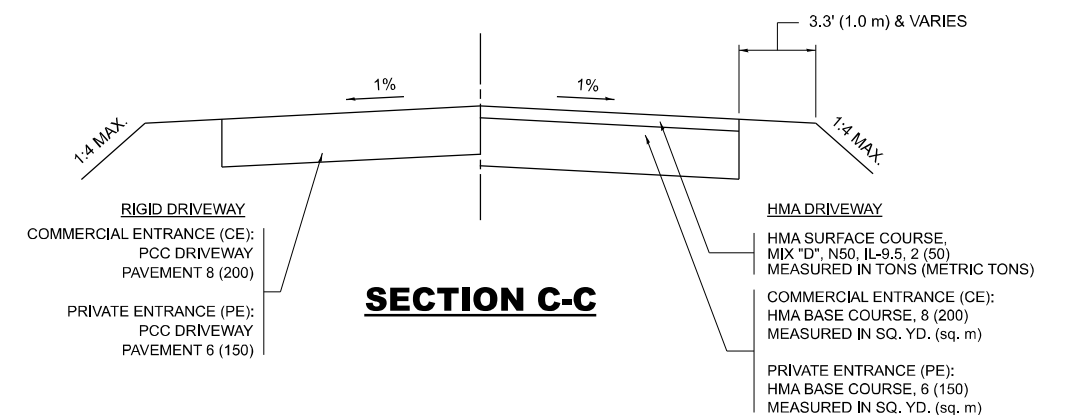
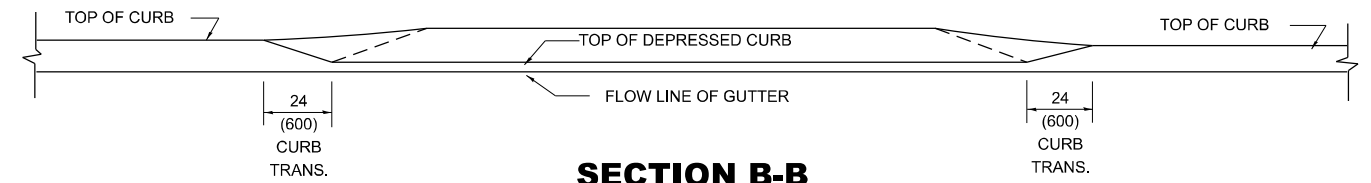
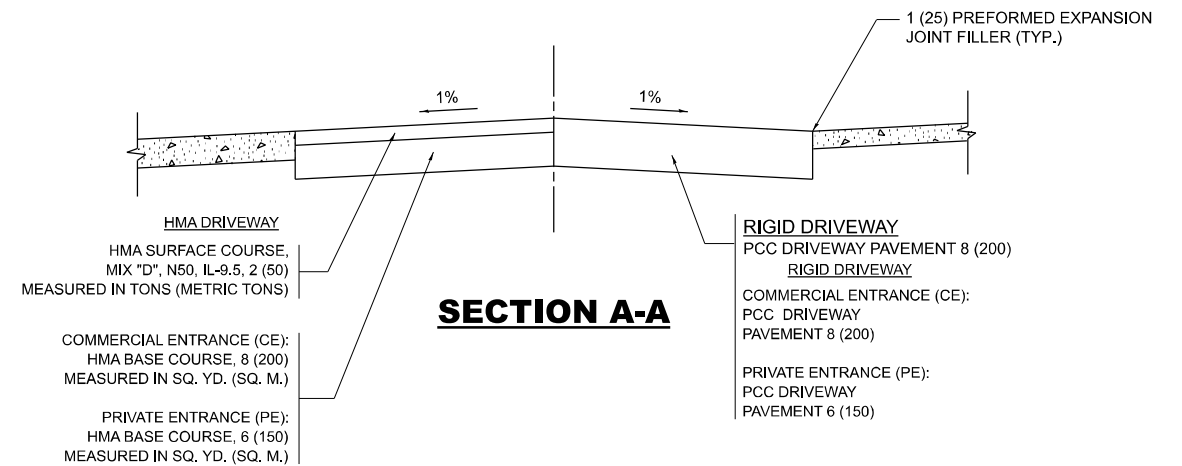
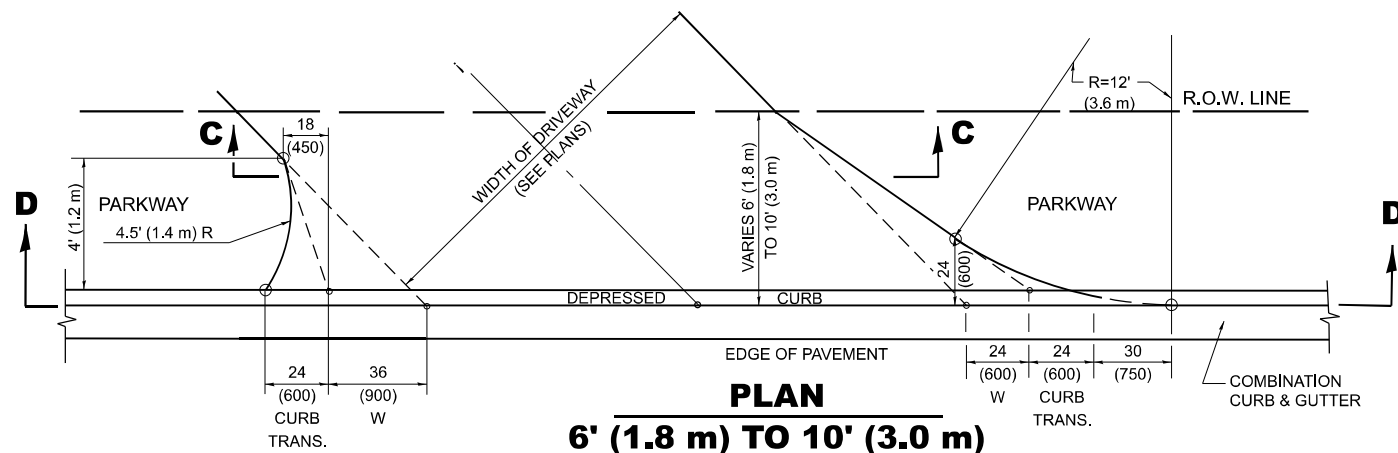
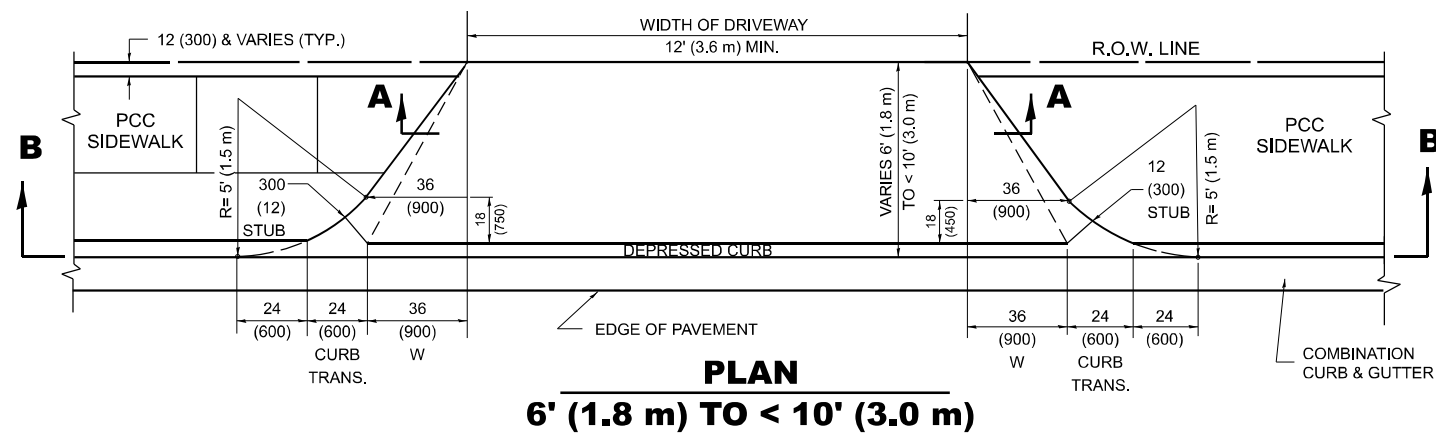
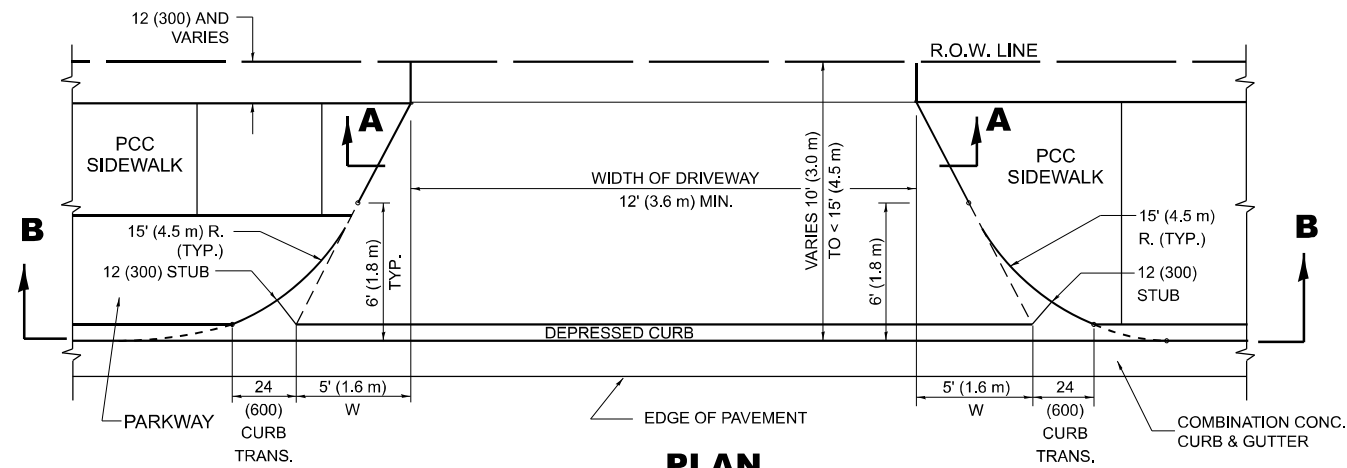
DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >15'(4.5m)

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		

MODEL: BD-01 [Sheet]
FILE NAME: c:\p\work\pilot\hathibaj\076189\0118825-sh-H-DistSds2.dgn

USER NAME = Aya.Elkhailb	DESIGNED - R. SHAH	REVISED - R. BORO 06-11-08
	DRAWN -	REVISED - R. BORO 09-06-11
	CHECKED -	REVISED - K. SMITH 08-28-19
PLOT DATE = 10/20/2025	DATE - 11-04-95	REVISED - K. SMITH 11-18-22



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

<div> <div>DRIVEWAY DETAILS</div> <div>DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5m)</div> </div>					
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	35
BD400-01 (BD-02)		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		

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

CLASS SI CONCRETE COLLAR

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

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

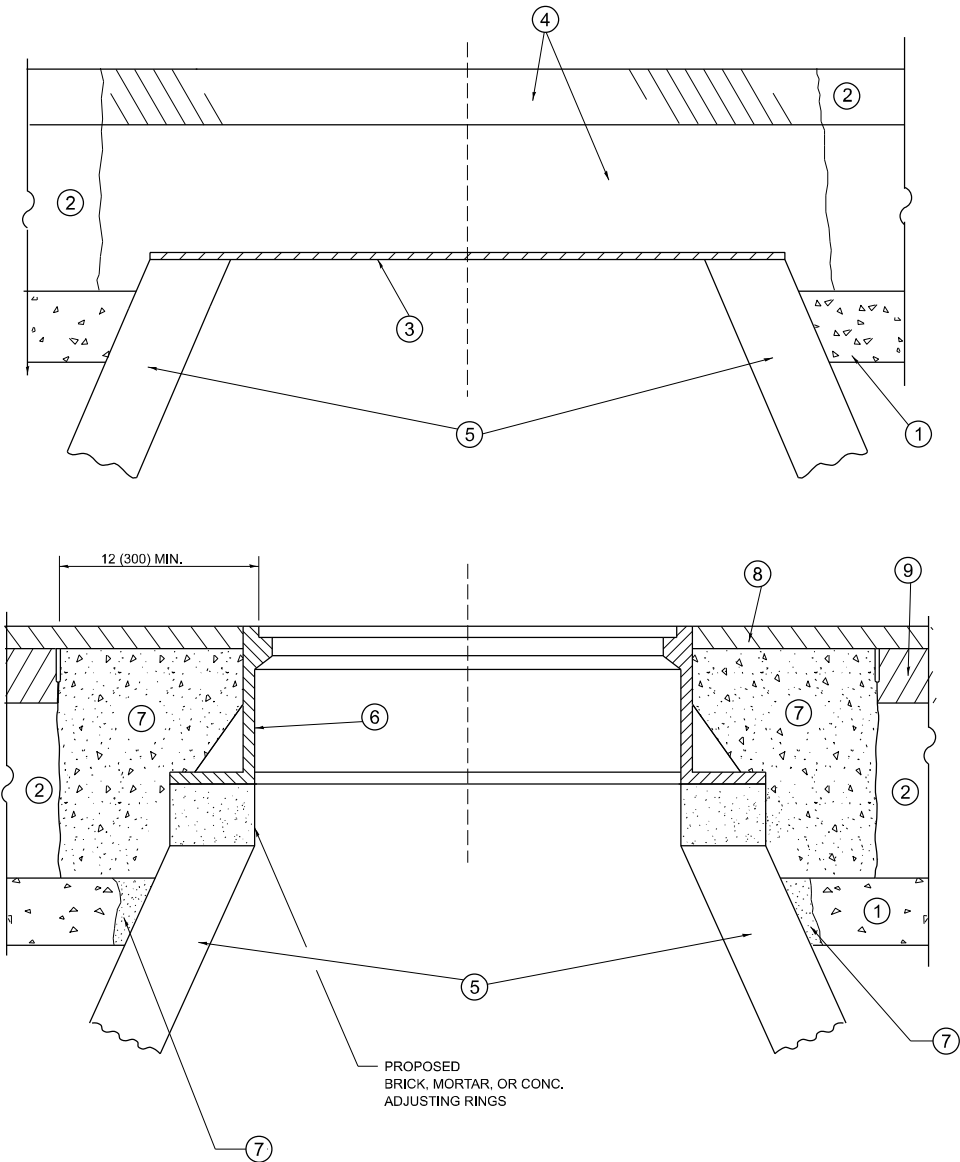
CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

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.

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	36
BD500-01 (BD-07)		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		

MODEL: BD-08 (Sheet)
FILE NAME: c:\paw\work\delthalibaj\076189\0118825-shl-Hds2.dgn



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

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

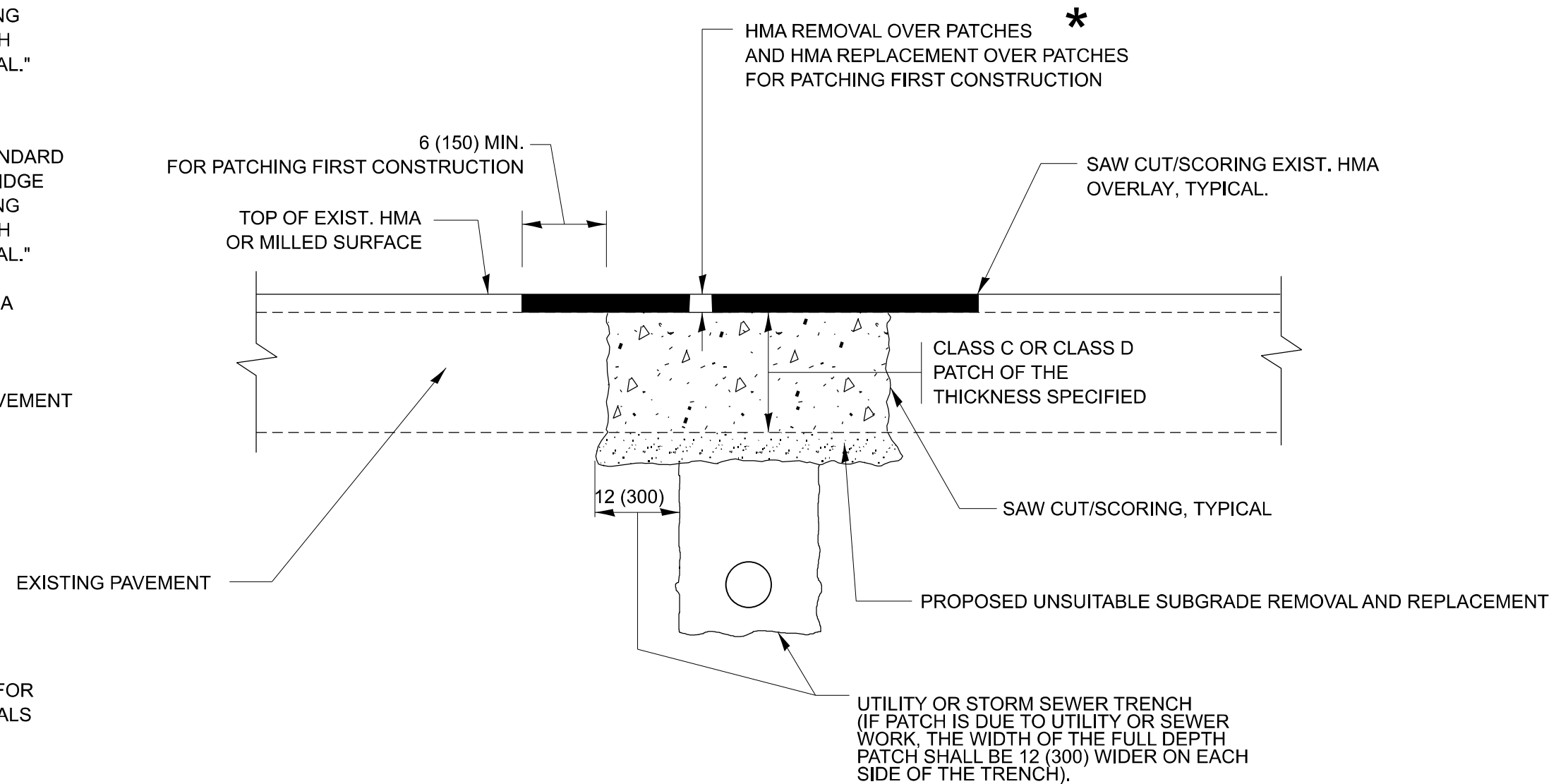
	USER NAME = Aya.Elkhailb	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 12-06-11					870	2025-2006-RS, 8X19(066)	DUPAGE	56	37
		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	SHEET 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)

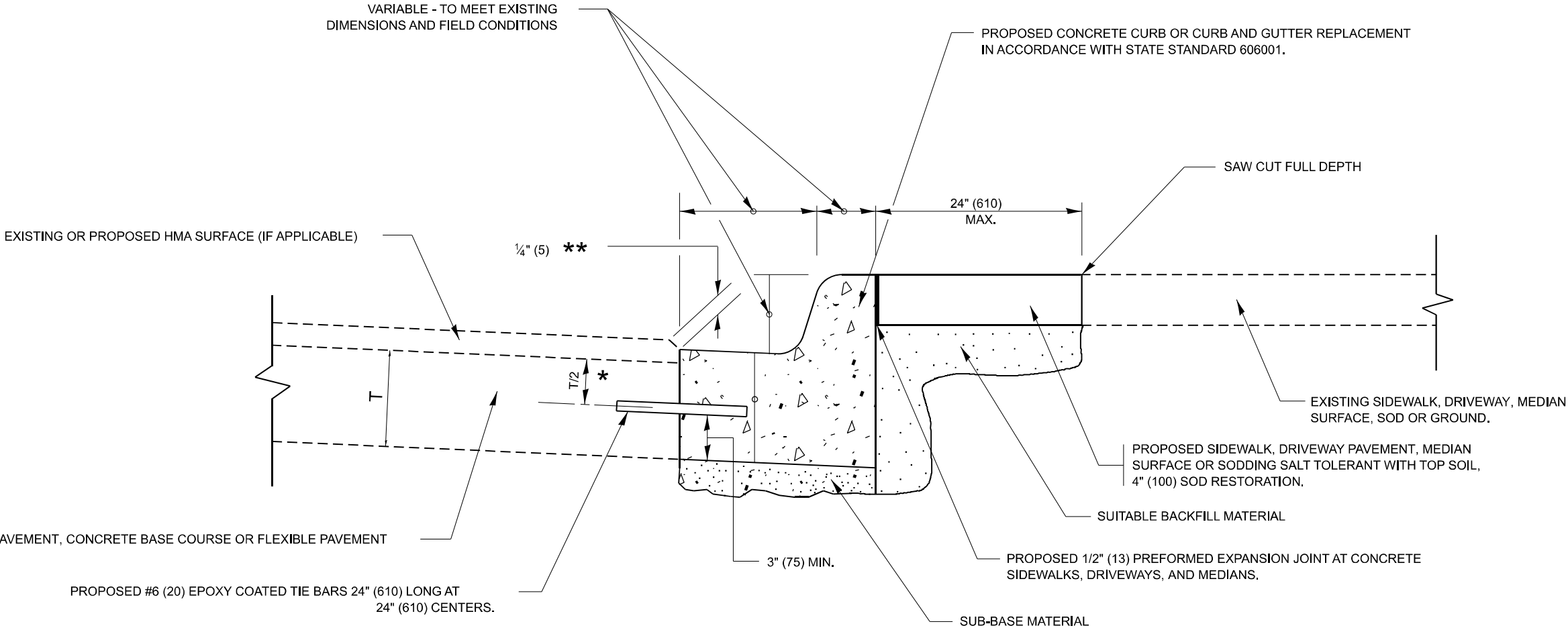
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 ½ 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,Elkhatib	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	SHEET 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)				CONTRACT NO. 80B25					
	PLOT DATE = 10/20/2025	DATE = 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.				
										ILLINOIS	FED. AID PROJECT			



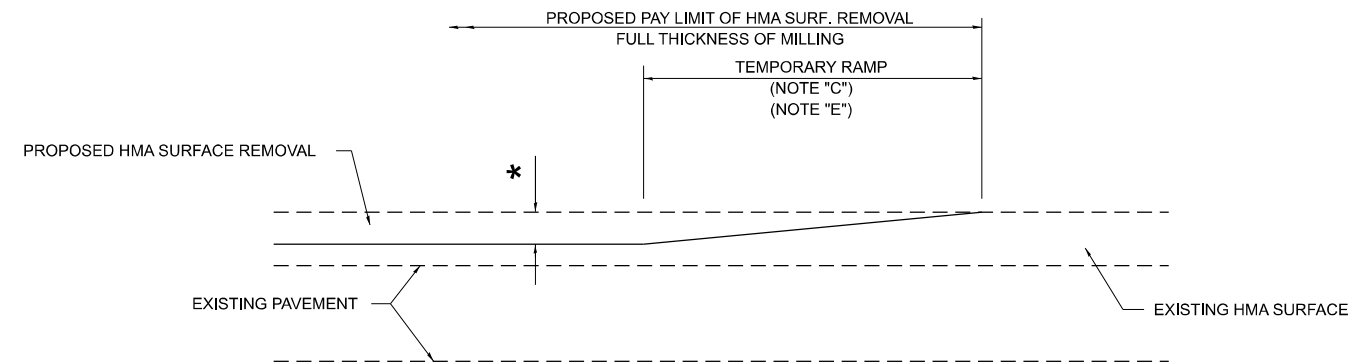
- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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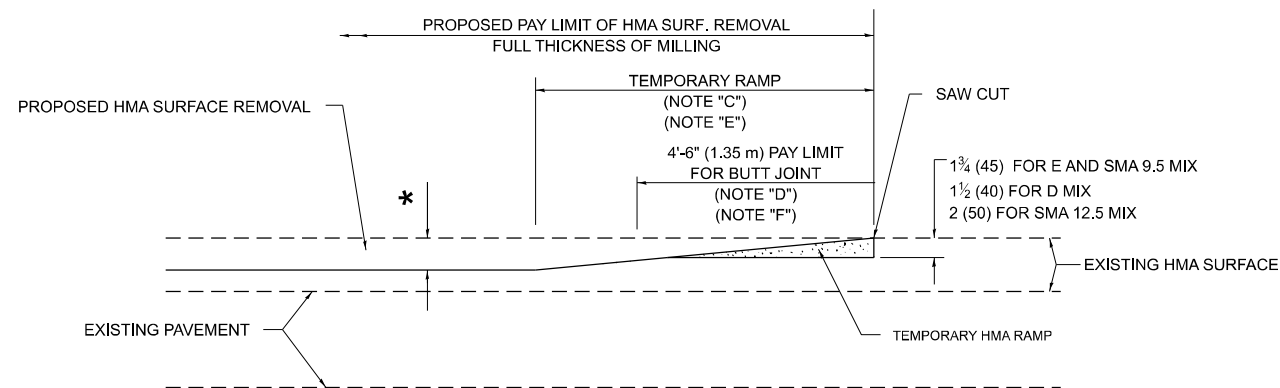
	USER NAME = Aya.Elkhalti	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED - M. GOMEZ 01-22-01						870	2025-2006-RS, 8X19(066)	DUPAGE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



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

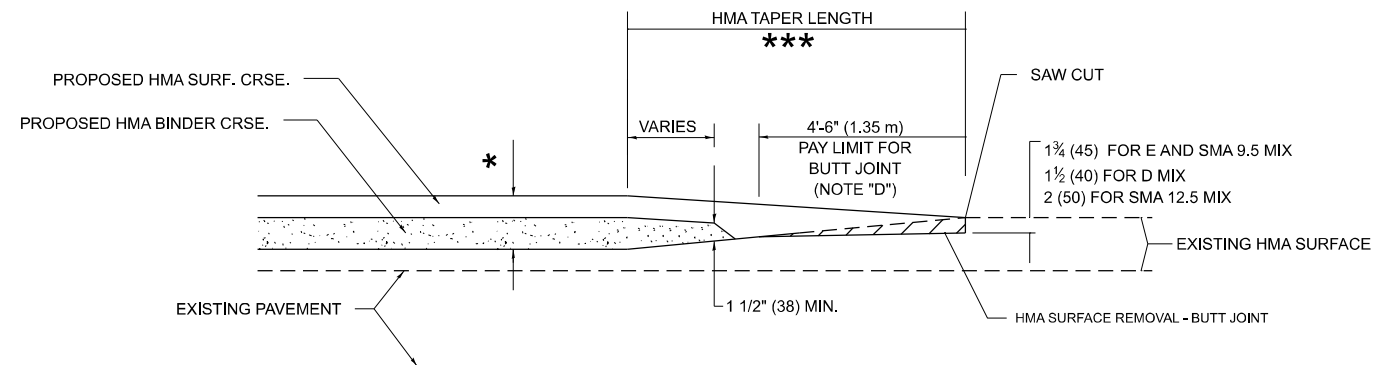


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

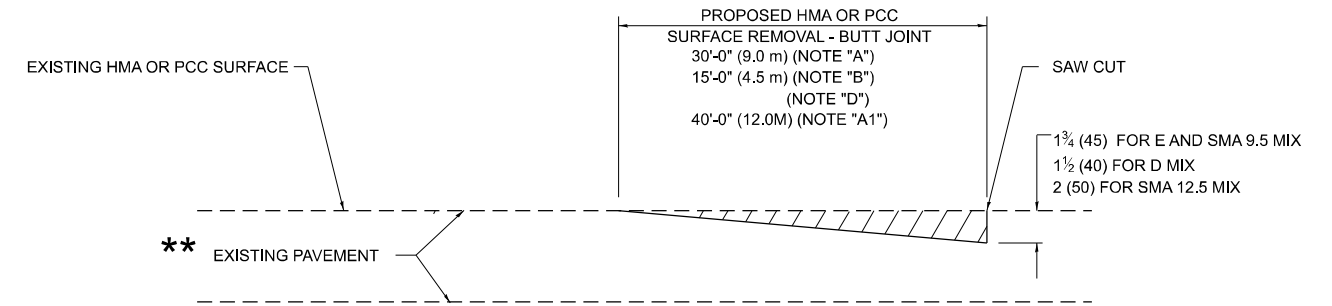
OPTION 2

TYPICAL TEMPORARY RAMP

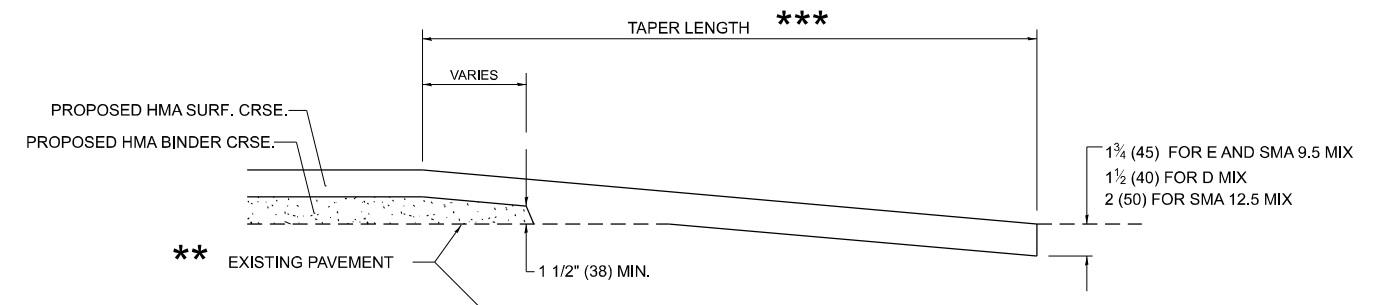


BUTT JOINT AND HMA TAPER

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

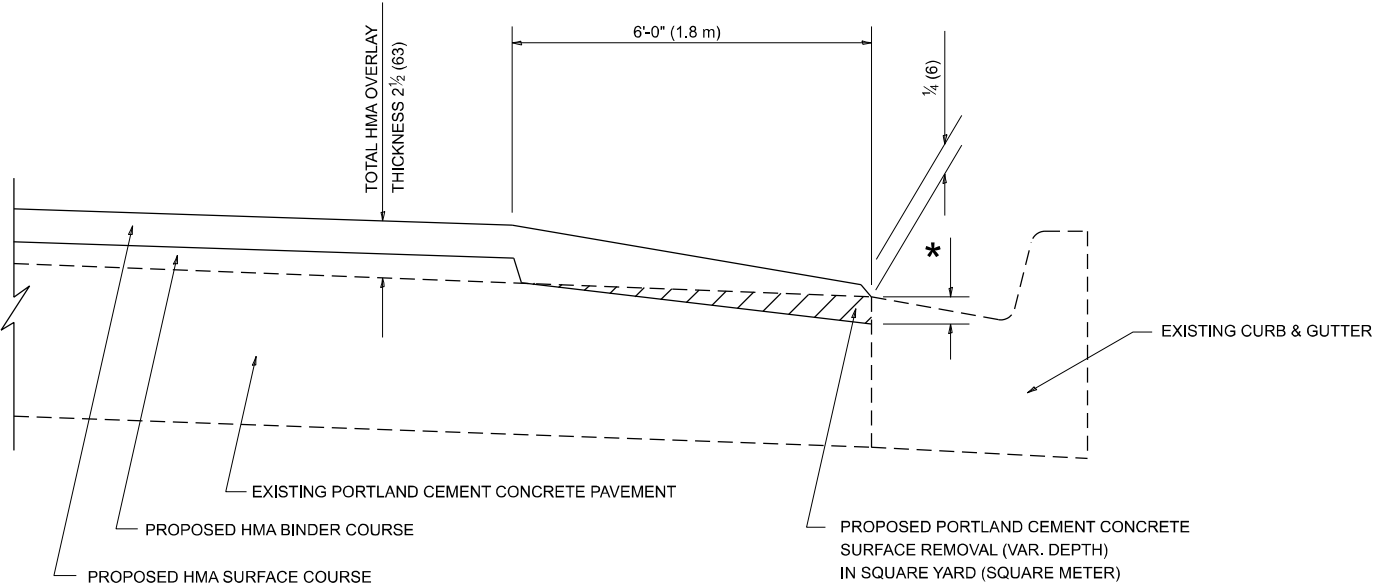
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	40
BD400-05 BD-32		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		

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**HMA TAPER AT
EDGE OF PCC PAVEMENT**

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

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

PLOT DATE = 12/2/2024	USER NAME = Eric.L.thomas	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
		DRAWN - JIS	REVISED - JP CHANG 07-08-16
		CHECKED - A. ABBAS	REVISED - K. SMITH 02-01-22
		DATE - 09-10-94	REVISED - K. SMITH 11-18-22

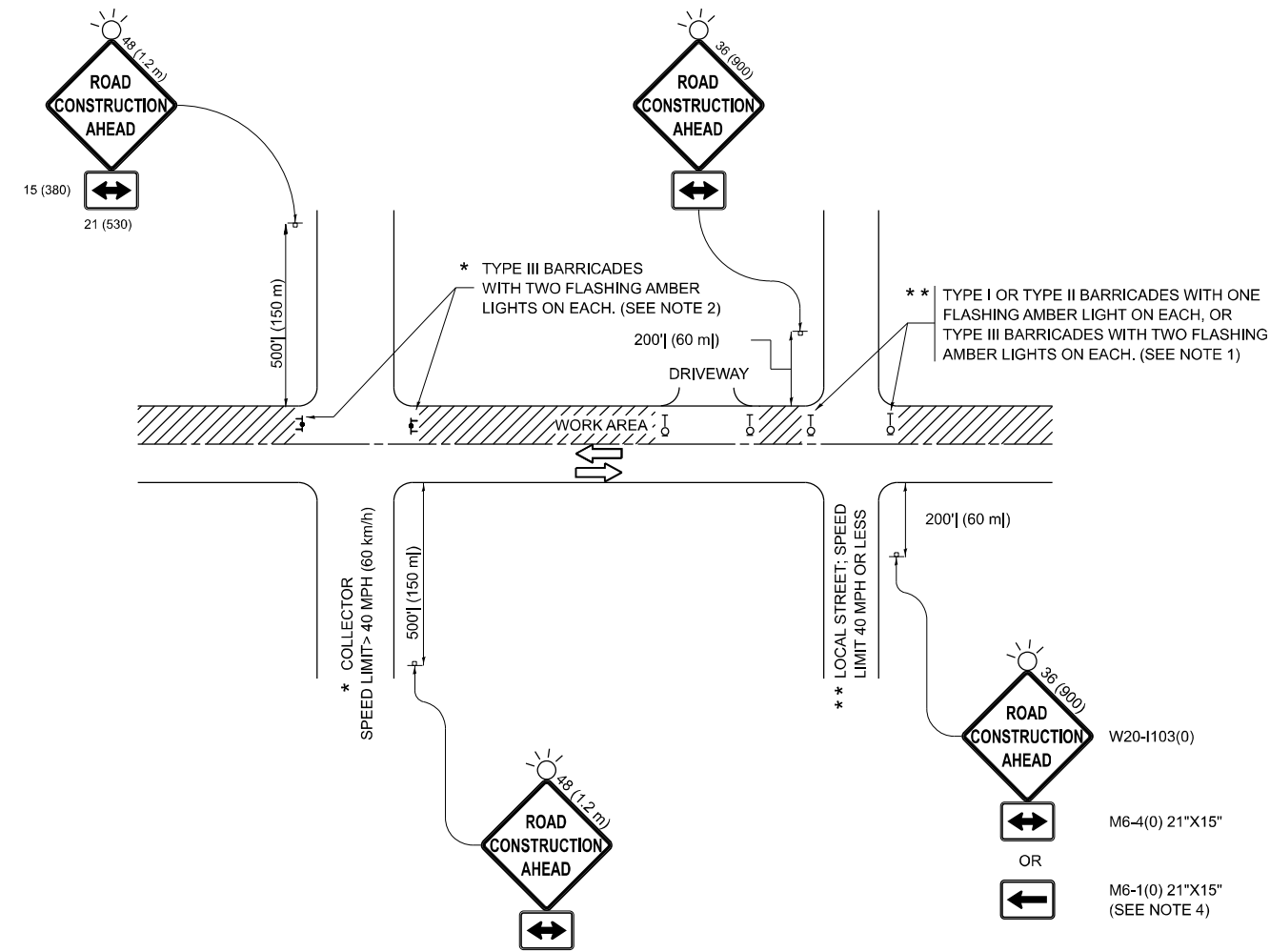
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**HMA TAPER AT
EDGE OF P.C.C. PAVEMENT**

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	40A
BD400-06 BD-33		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		

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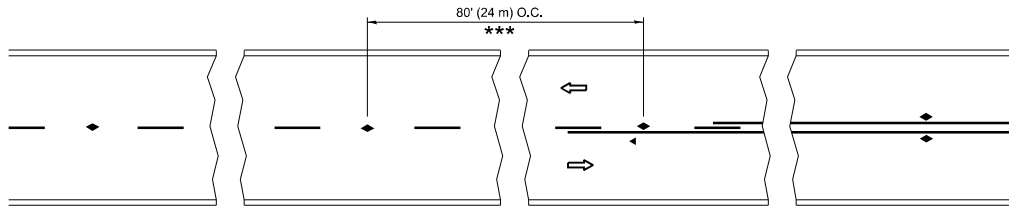


NOTES:

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

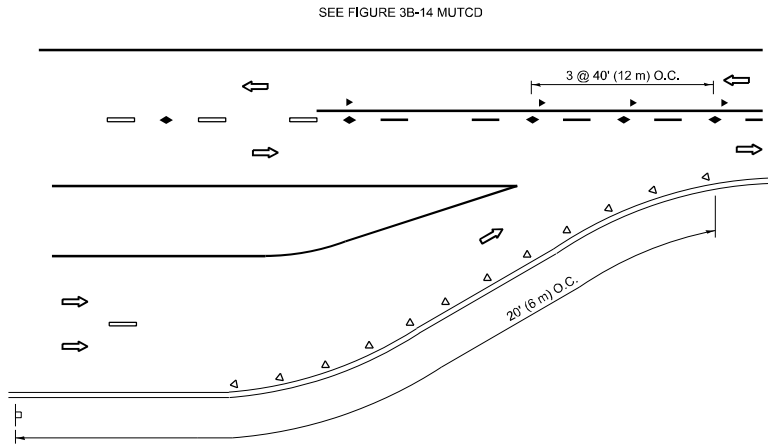
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME = Aya.Elkhaliib	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 - A. SCHUETZE 09-15-06	TC-10						CONTRACT NO. 80B25				
	PLOT DATE = 10/20/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-25						ILLINOIS FED. AID PROJECT				
				SCALE:		SHEET	OF	SHEETS	STA.	TO STA.			

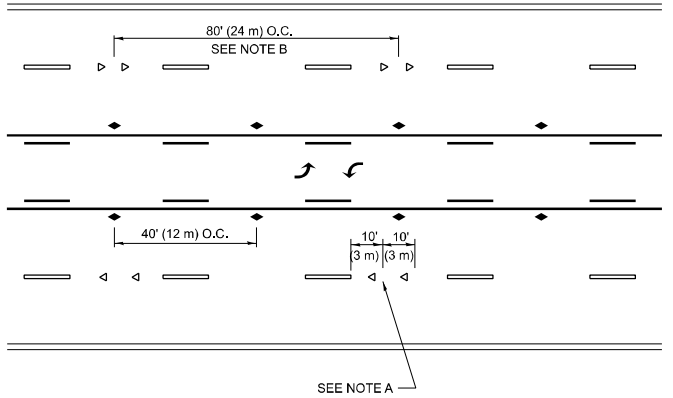


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

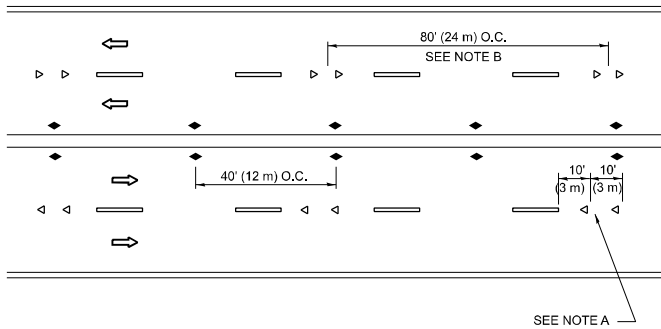
TWO-LANE/TWO-WAY



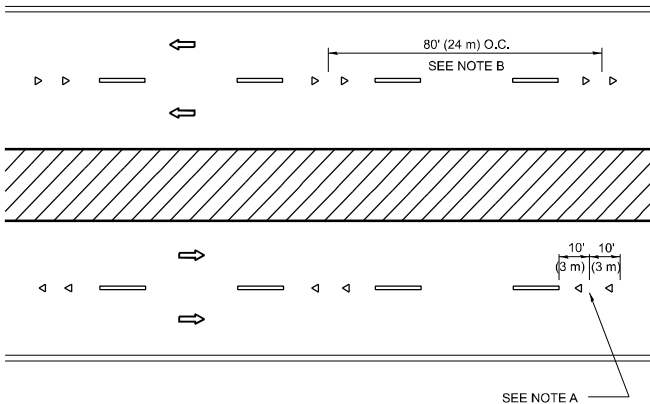
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

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

DESIGN NOTES

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

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

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	USER NAME	= Aya.Elkhailb	DESIGNED	-		REVISED	-	T. RAMMACHER 03-12-99
			DRAWN	-		REVISED	-	T. RAMMACHER 01-06-00
			CHECKED	-		REVISED	-	C. JUCIUS 09-09-09
	PLOT DATE	= 10/20/2025	DATE	-		REVISED	-	C. JUCIUS 07-01-13

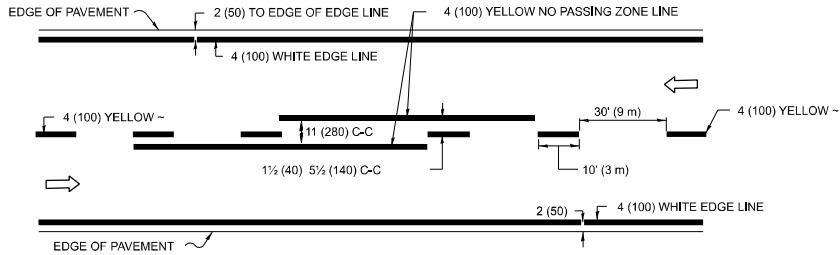
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

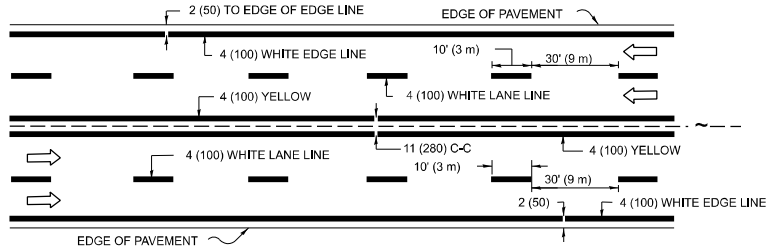
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-11		CONTRACT NO. 80B25		
		ILLINOIS	FED. AID PROJECT	

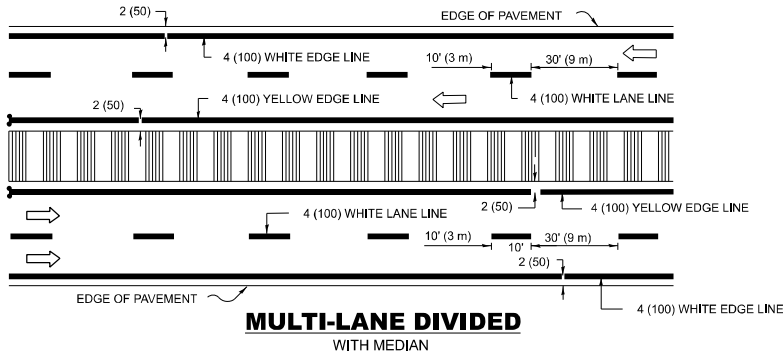
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2-LANE ROADWAY

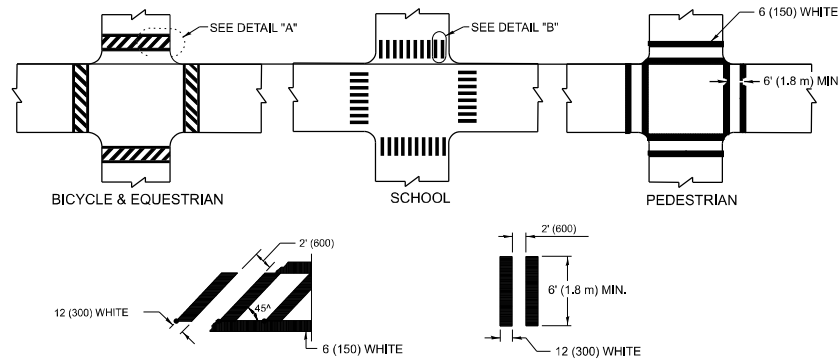


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

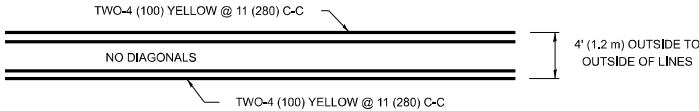


DETAIL "A"

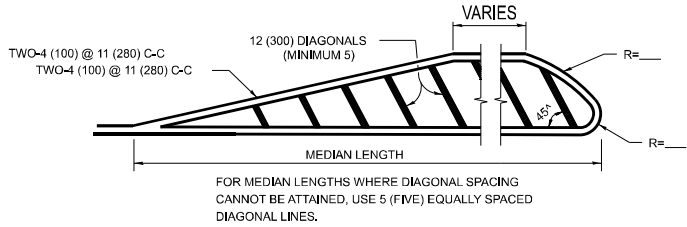
DETAIL "B"

TYPICAL CROSSWALK MARKING

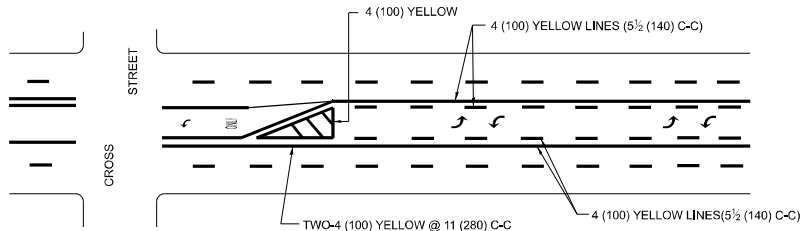
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



4' (1.2 m) WIDE MEDIANS ONLY

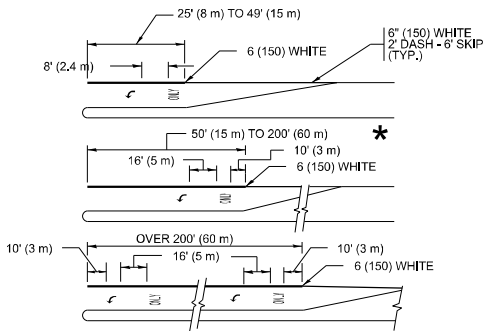


MEDIANS OVER 4' (1.2 m) WIDE



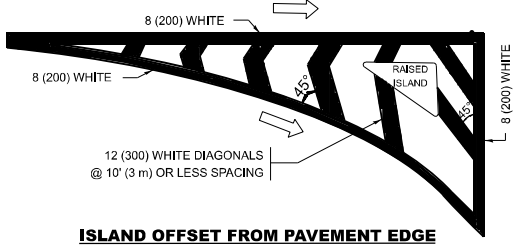
MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

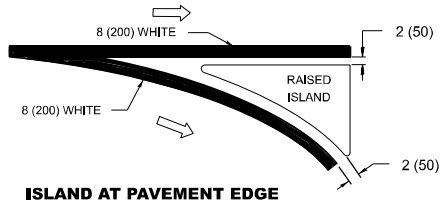


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

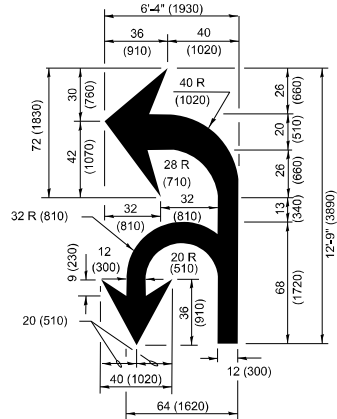


ISLAND OFFSET FROM PAVEMENT EDGE

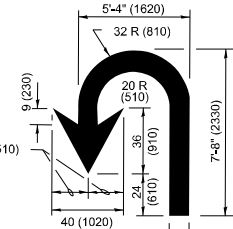


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION
LEFT AND U-TURN



U-TURN

LANE REDUCTION
TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 8' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

USER NAME = Aya.Elkhailb	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 10/20/2025	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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	43
TC-13		CONTRACT NO. 80B25		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

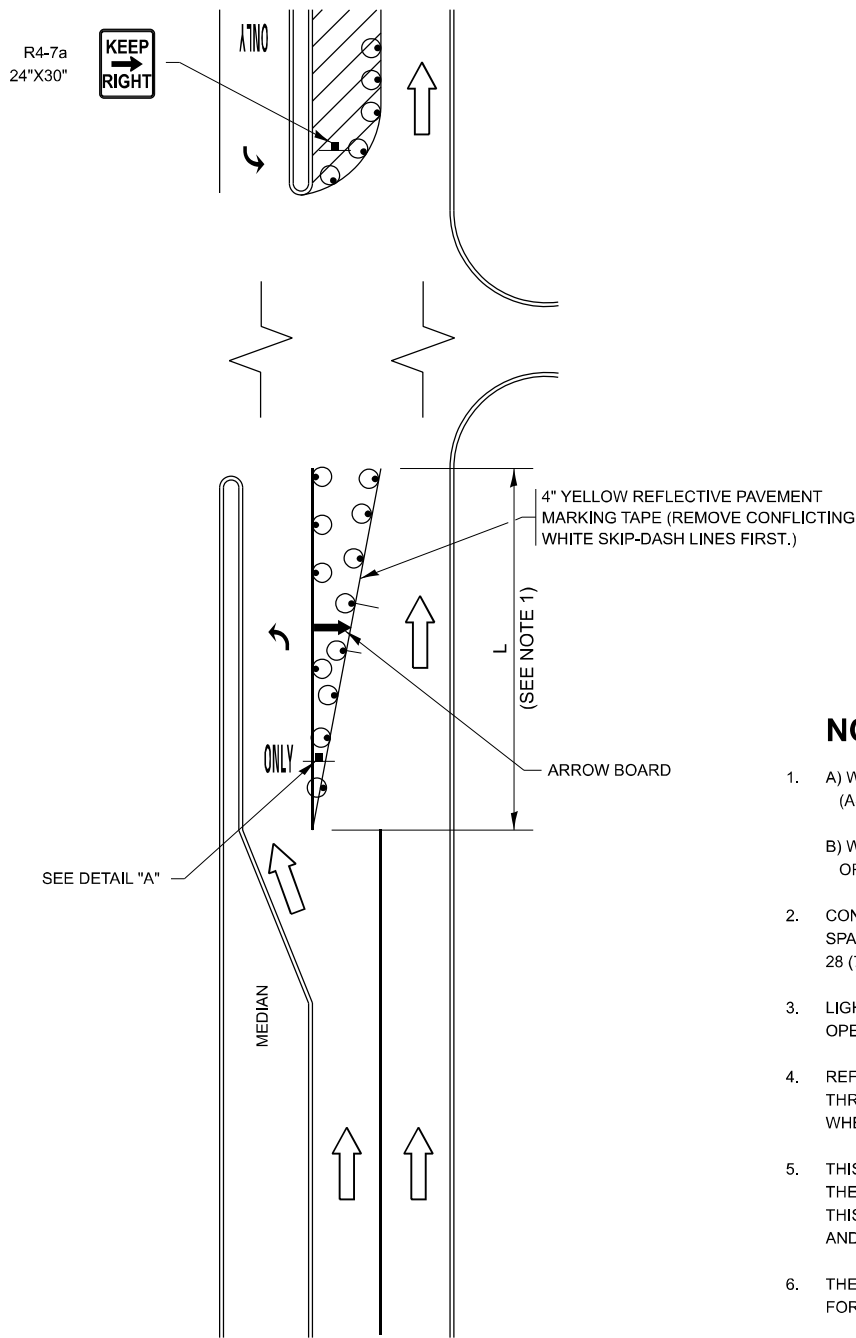
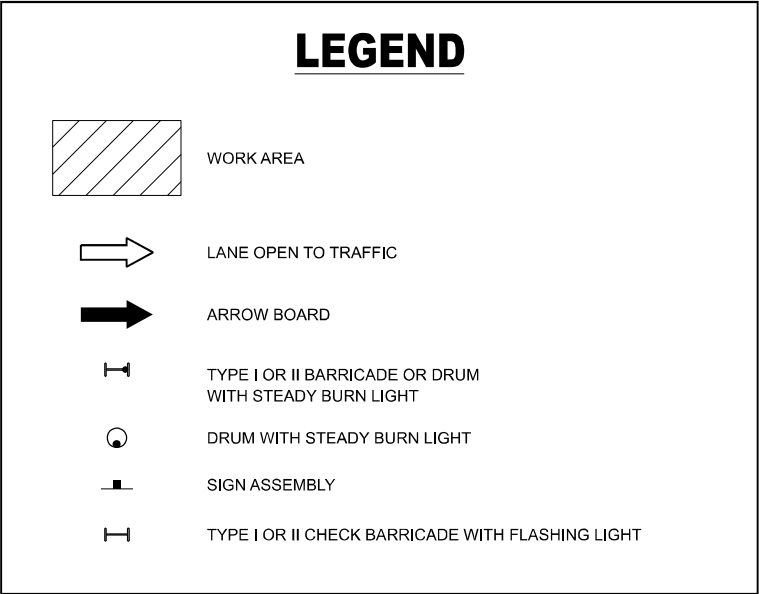


FIGURE 1

LEGEND



NOTES:

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

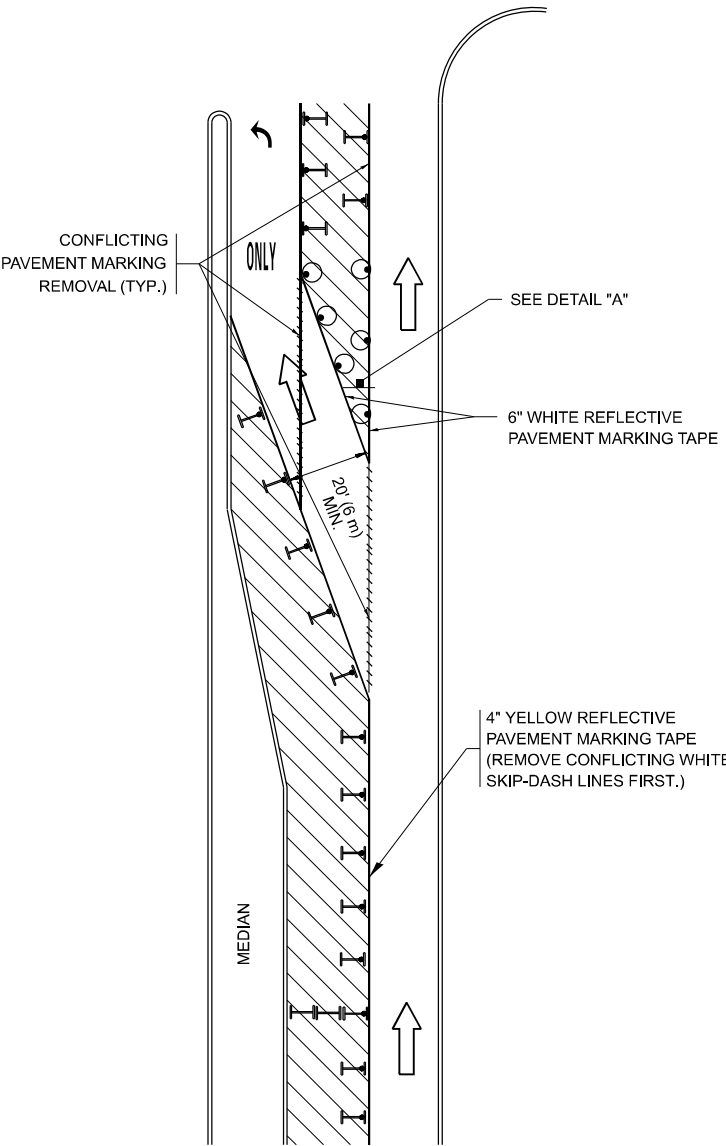
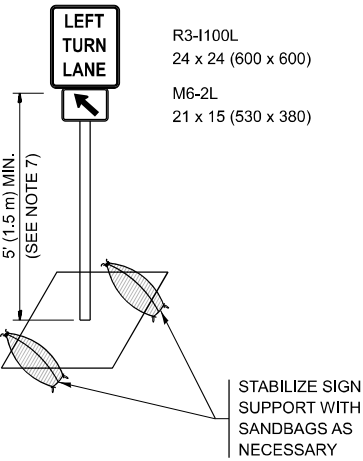


FIGURE 2



DETAIL A

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

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USER NAME	= Aya.Elkhailib
DESIGNED	- T. RAMMACHER 09-08-94
DRAWN	- A. HOUSEH 11-07-95
CHECKED	- A. HOUSEH 10-12-96
PLOT DATE	= 10/20/2025
DATE	- T. RAMMACHER 01-06-00

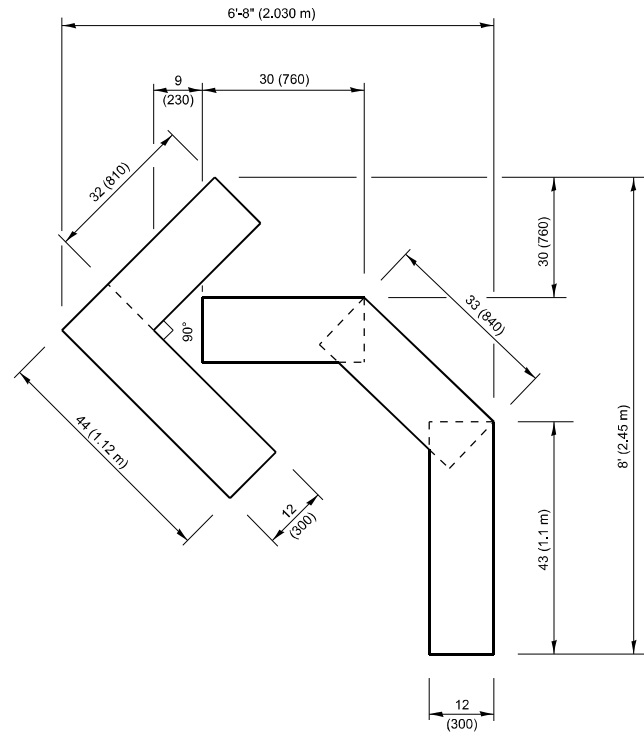
REVISED	- R. BORO 09-14-09
REVISED	- A. SCHUETZE 07-01-13
REVISED	- A. SCHUETZE 09-15-16
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
(TO REMAIN OPEN TO TRAFFIC)

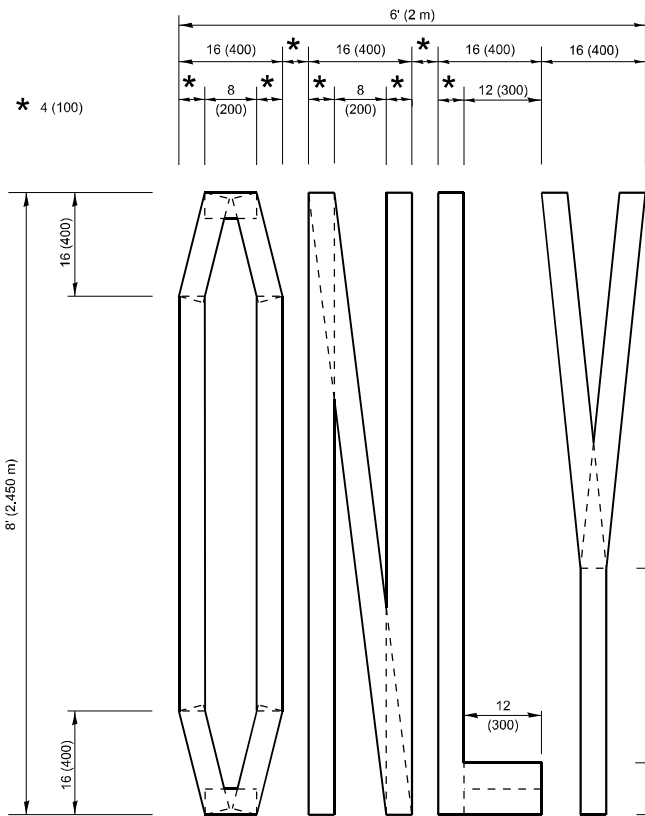
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	44
TC-14		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		



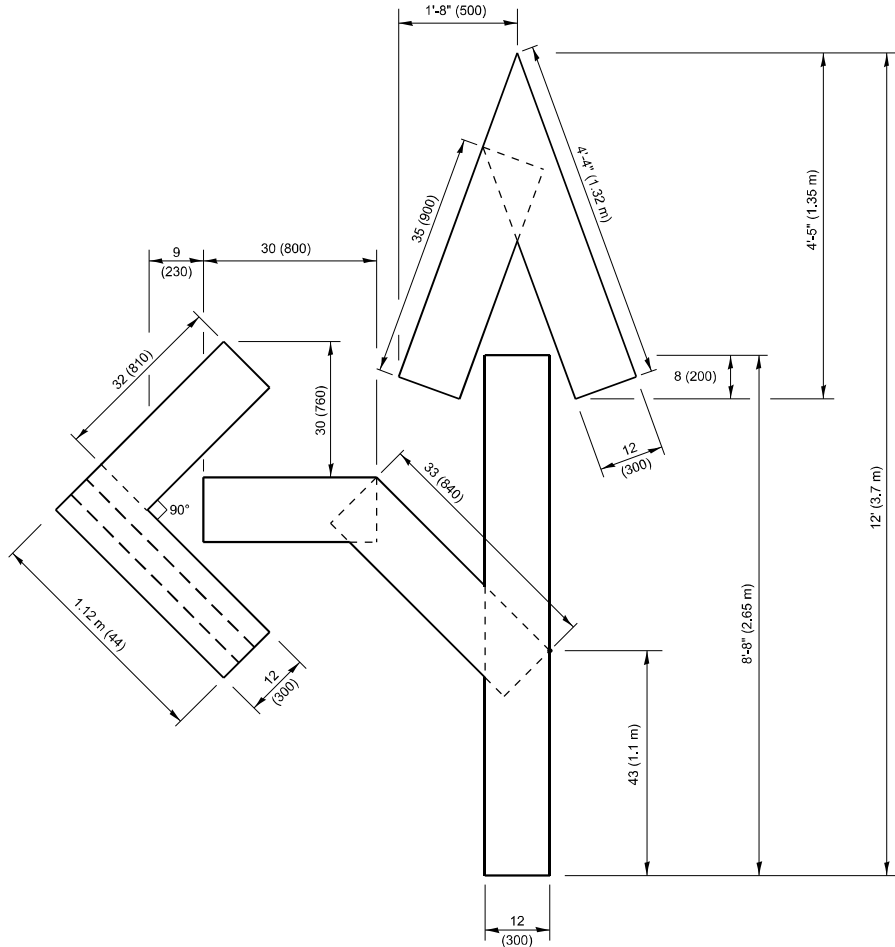
QUANTITY

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



QUANTITY

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

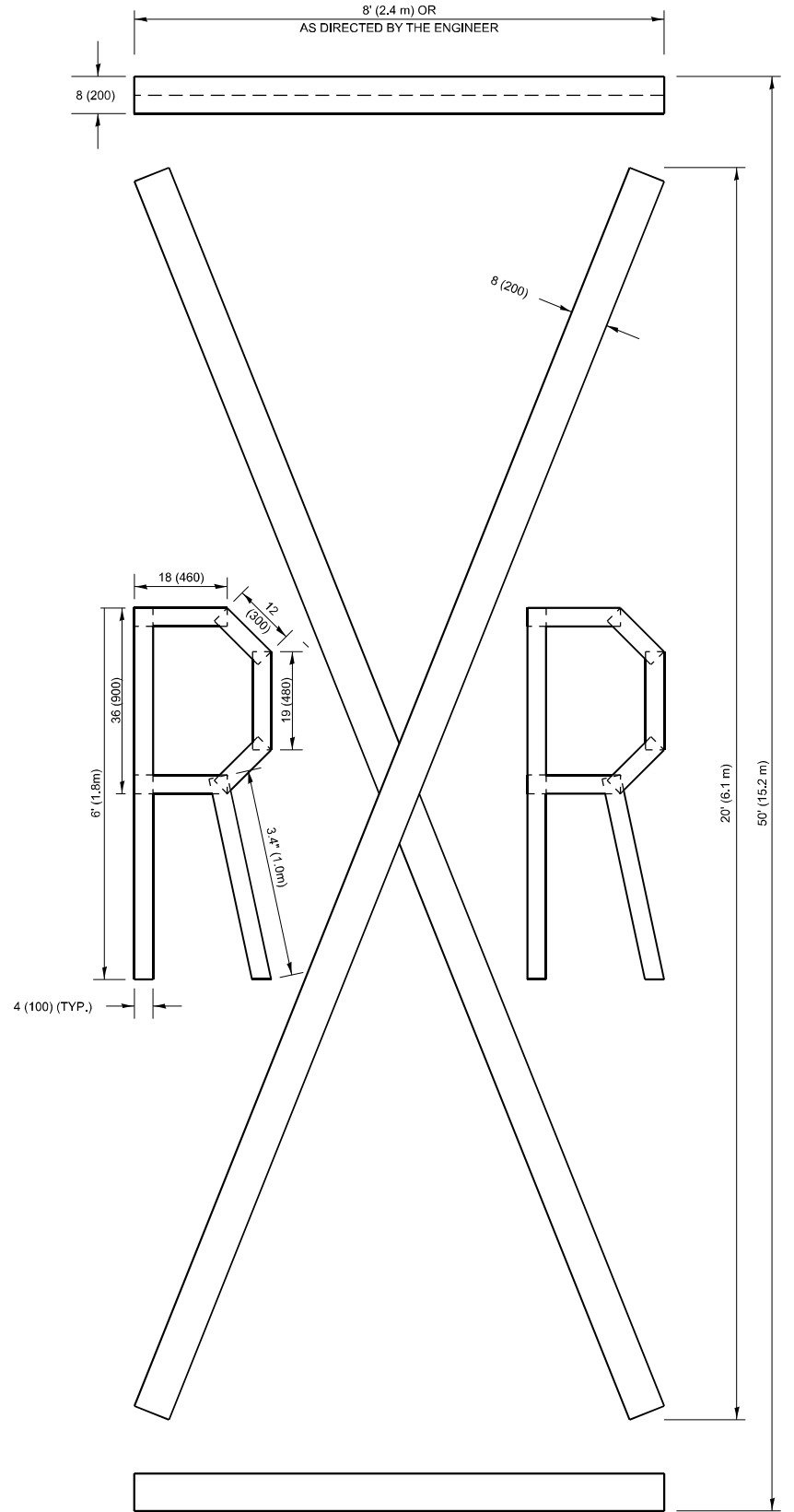


QUANTITY

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

NOTE:

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



QUANTITY

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

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

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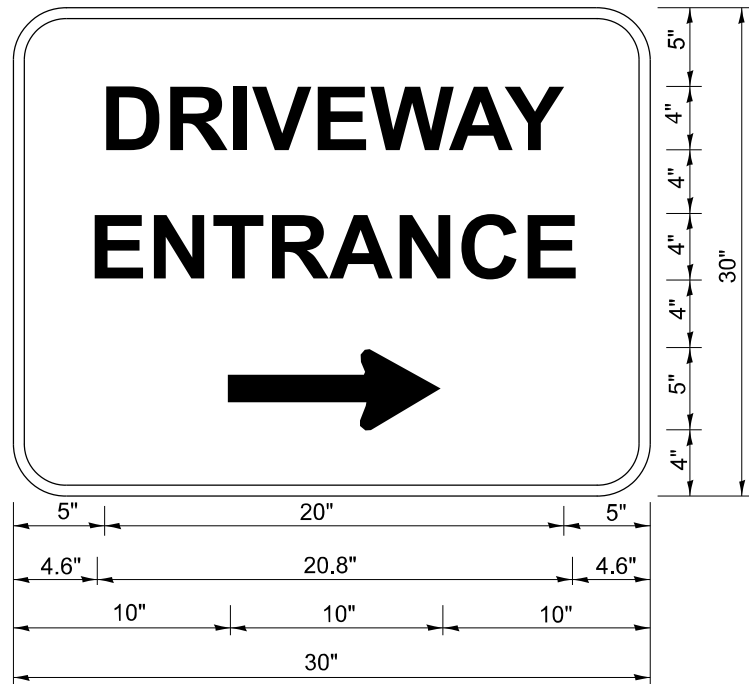
PLOT DATE = 10/20/2025	USER NAME = Aya.Elkhallib	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
		DRAWN -	REVISED - E. GOMEZ 08-28-00
		CHECKED -	REVISED - E. GOMEZ 08-28-00
	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

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		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		



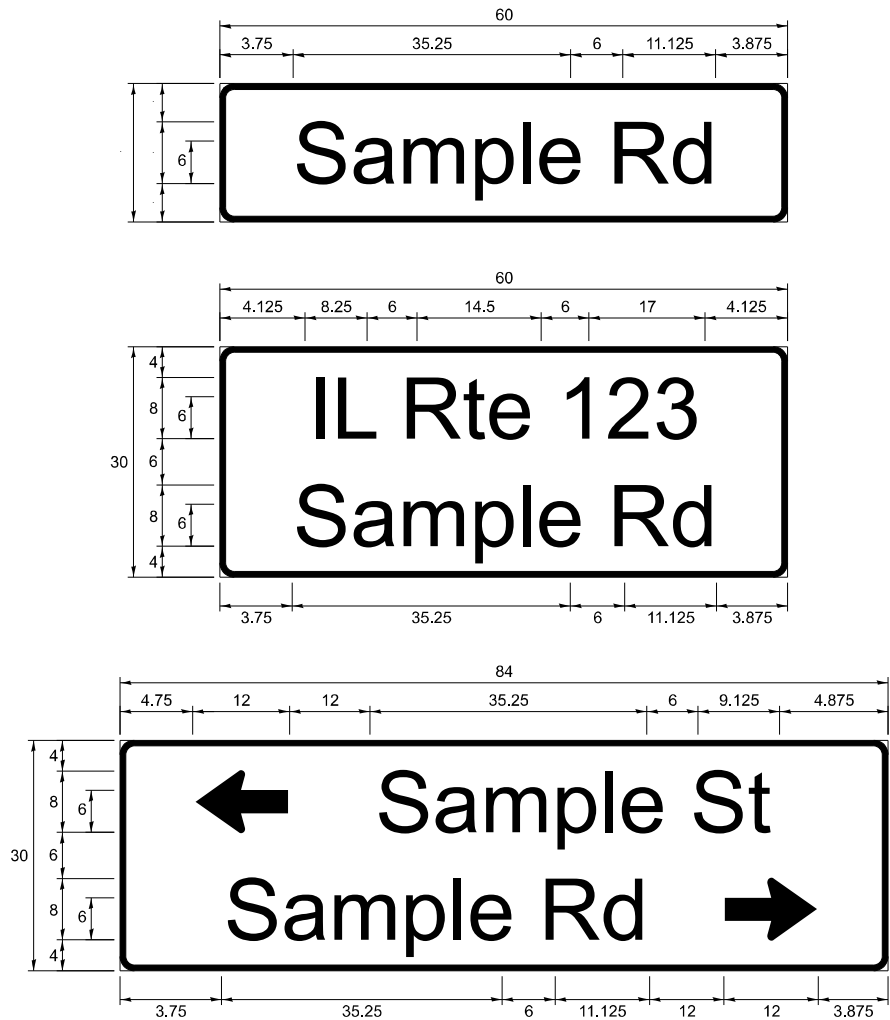
3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
"DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

- 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".

MODEL: TC-26 (Sheet)
FILE NAME: c:\p\work\elkhalibaj\076189\0118825-sh1-DistSds2.dgn

	USER NAME = Aya,Elkhalib	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					870	2025-2006-RS, 8X19(066)	DUPAGE	56	47
		CHECKED -	REVISED -		TC-26			CONTRACT NO. 80B25				
	PLOT DATE = 10/20/2025	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

SIGN PANEL - TYPE 1 OR TYPE 2



DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY. REQUIRED
D OR C	-	1 OR 2	ZZ	-

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 SYMBOLOGY 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

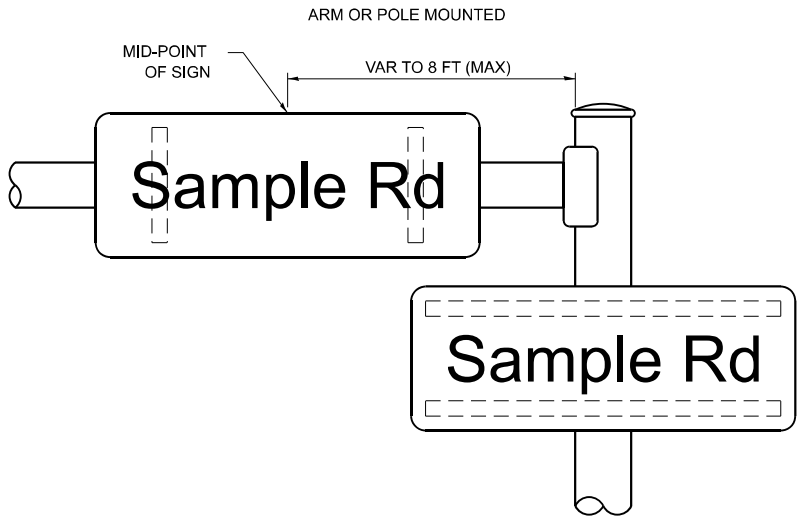
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

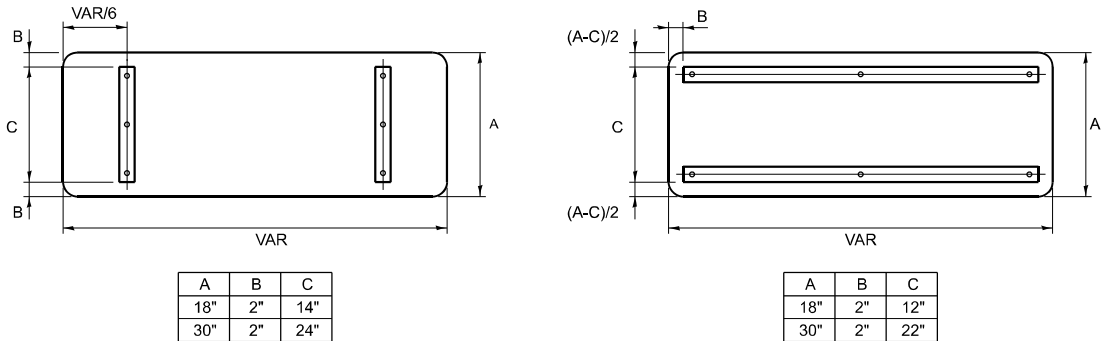
SIGN CHANNEL
SIGN SCREWS
PART #HPN053 (MED. CHANNEL)
1/4" x 14 x 1" H.W.H. #3
SELF TAPPING WITH NEOPRENE WASHER
PART #HPN034 (UNIVERSAL)
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET 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
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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PLOT DATE = 10/20/2025	USER NAME = Aya,Elkhalib	DESIGNED - LP/IP	REVISED - LP 07/01/2015
		DRAWN - LP	REVISED -
		CHECKED - IP	REVISED -
	DATE - 10/01/2014	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION





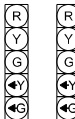
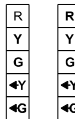




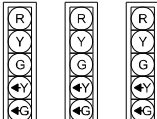
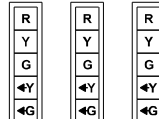






























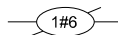
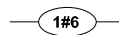






















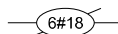
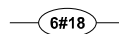




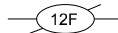





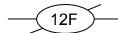




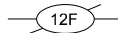




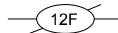




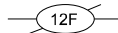




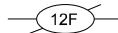




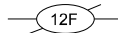

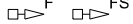


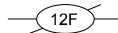





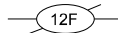







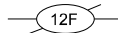





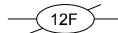





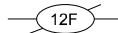





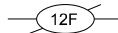





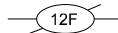





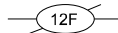



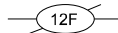



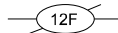



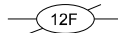

DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

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	48
TS-02		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		

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	 P	 P
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	 P RB	 P RB
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					
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED			MAST ARM POLE AND FOUNDATION TO BE REMOVED					
			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			DETECTOR LOOP, TYPE I					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	 	 	PREFORMED DETECTOR LOOP					
RADAR DETECTION SENSOR			SAMPLING (SYSTEM) DETECTOR					
VIDEO DETECTION CAMERA			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			WIRELESS DETECTOR SENSOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS ACCESS POINT					
CONFIMATION BEACON								
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

MODEL: TS-05a [Sheet]
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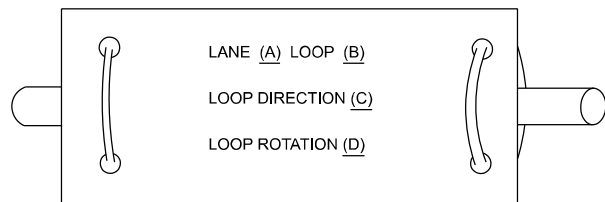
	USER NAME = Aya.Elkhailb	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - IP	REVISED -					870	2025-2006-RS, 8X19(066)	DUPAGE	56	49
		CHECKED - LP	REVISED -					TS-05		CONTRACT NO. 80B25		
	PLOT DATE = 10/20/2025	DATE - 9/29/2016	REVISED -					ILLINOIS FED. AID PROJECT				

SCALE: NONE	SHEET 1	OF 7	SHEETS	STA.	TO STA.
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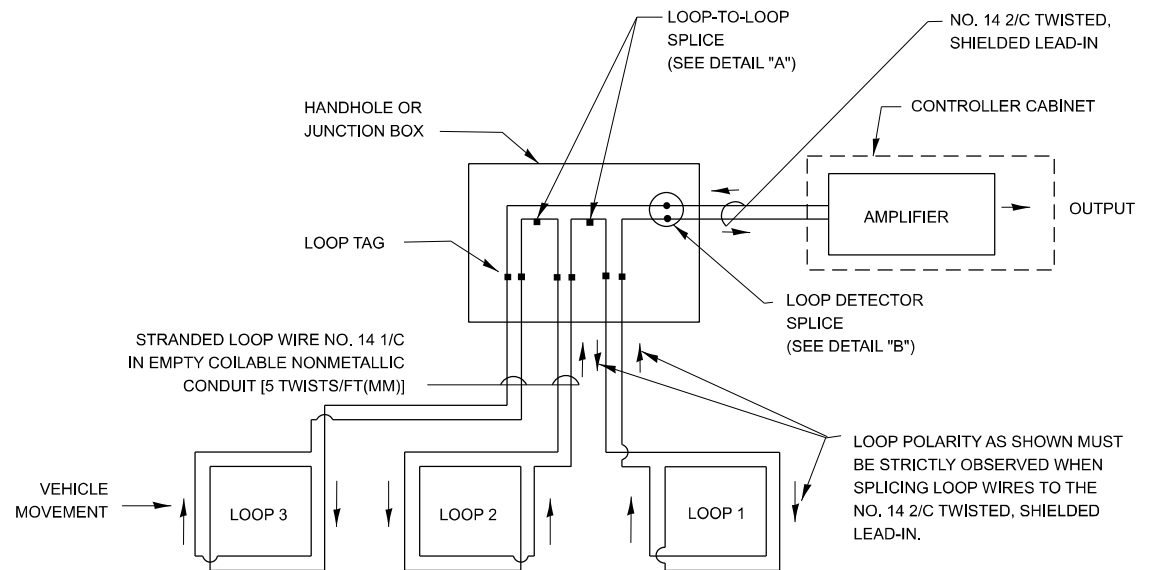
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

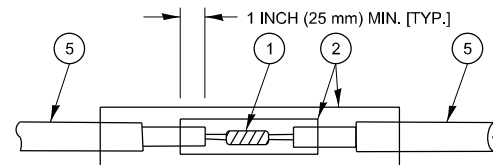


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

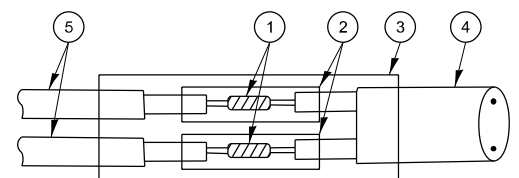


DETECTOR LOOP WIRING SCHEMATIC

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

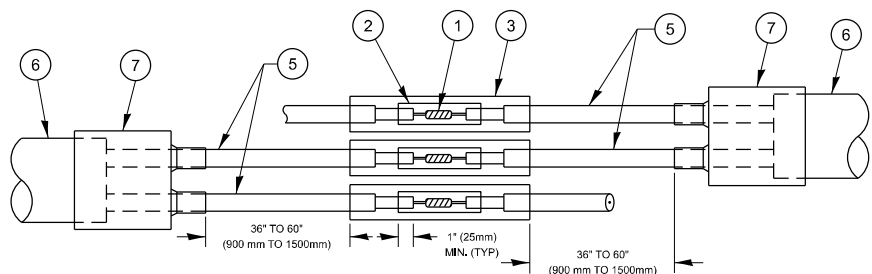


DETAIL "A"
LOOP-TO-LOOP SPLICE

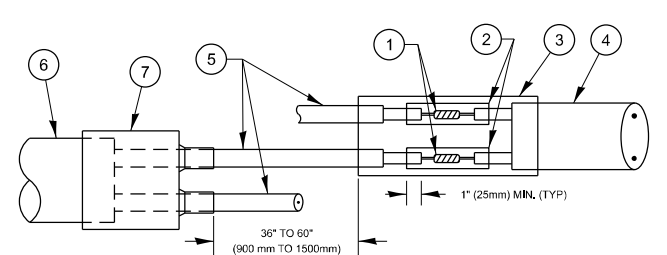


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

- | | | | |
|---|--|---|--|
| ① | WESTERN UNION SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED. | ⑤ | LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP |
| ② | WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE. | ⑥ | XL POLYOLEFIN 2 CONDUCTOR |
| ③ | WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE. | ⑦ | BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL |
| ④ | NO. 14 2/C TWISTED, SHIELDED CABLE. | | |

	USER NAME = Aya,Elkhatib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						870	2025-2006-RS, 8X19(066)	DUPAGE	56	50
		CHECKED -	REVISED -		TS-05		CONTRACT NO. 80B25						
	PLOT DATE = 10/20/2025	DATE -	REVISED -		SCALE: NONE	SHEET 2	OF 7 SHEETS	STA.	TO STA.				
					ILLINOIS FED. AID PROJECT								

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



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."

Diagram illustrating the location of a signal head relative to the curb, shoulder, and sidewalk.

Dimensions and offsets shown:

- 8 FT. (2.4 m) MIN. TO 10' (3.0 m) MAX. (Signal head height)
- 3.5 FT. (1.1m) PEDESTRIAN (Offset from curb to pedestrian signal head)
- 7 FT. (2.1m) EQUESTRIAN (Offset from curb to equestrian signal head)

Labels:




- SIDEWALK
- SEE TABLE I
- SEE NOTE I

BACK OF CURB, BACK OF SHOULDER OR EDGE OF PAVEMENT (SEE SIGNAL PLANS)

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."

LEGEND

-  DOWNWARD SLOPE
 PEDESTRIAN PUSHBUTTON
 RECOMMENDED
 PUSHBUTTON LOCATIONS

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

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

NOTES:

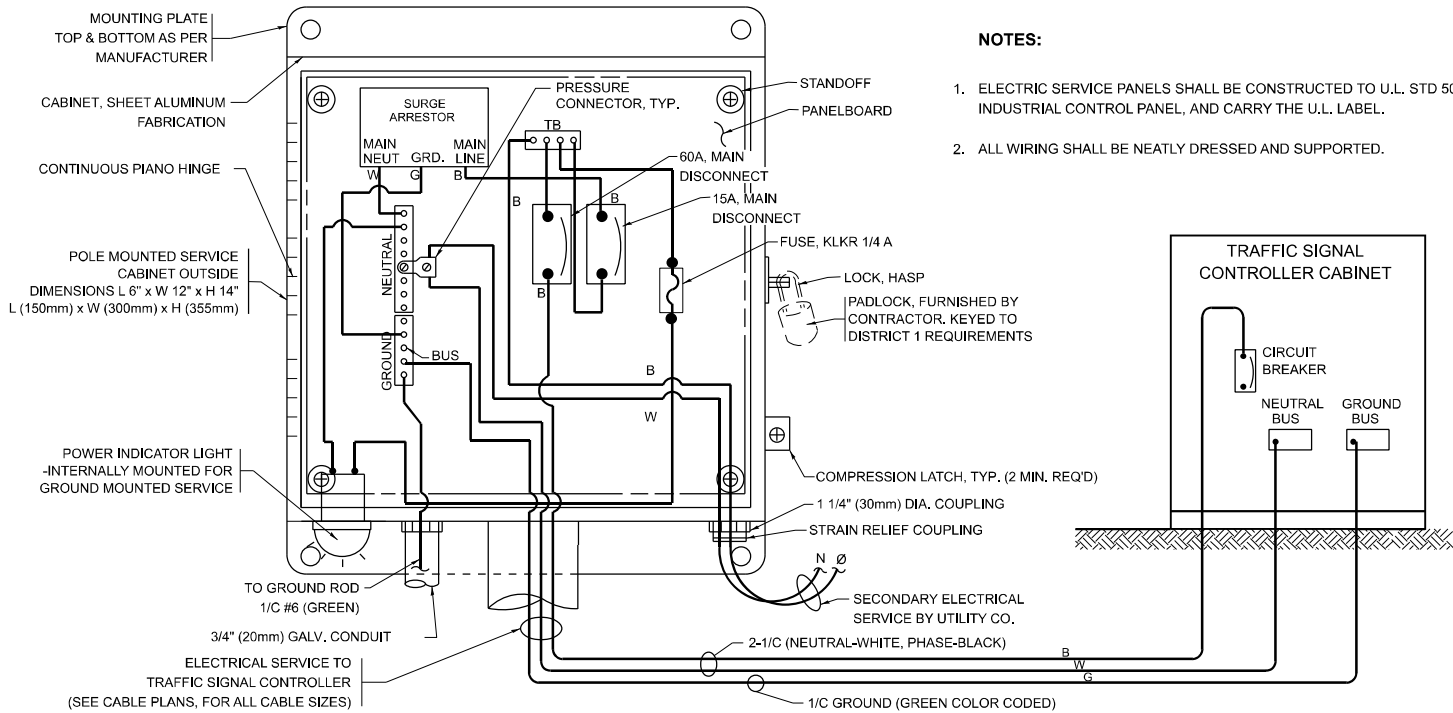
1. PEDESTRIAN SIGNAL HEADS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING INCLUDING BRACKETS NOT LESS THAN 8 FT (2.4 m) OR MORE THAN 10 FT (3 m) ABOVE SIDEWALK LEVEL, AND SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
2. THE BOTTOM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

TRAFFIC SIGNAL EQUIPMENT OFFSET

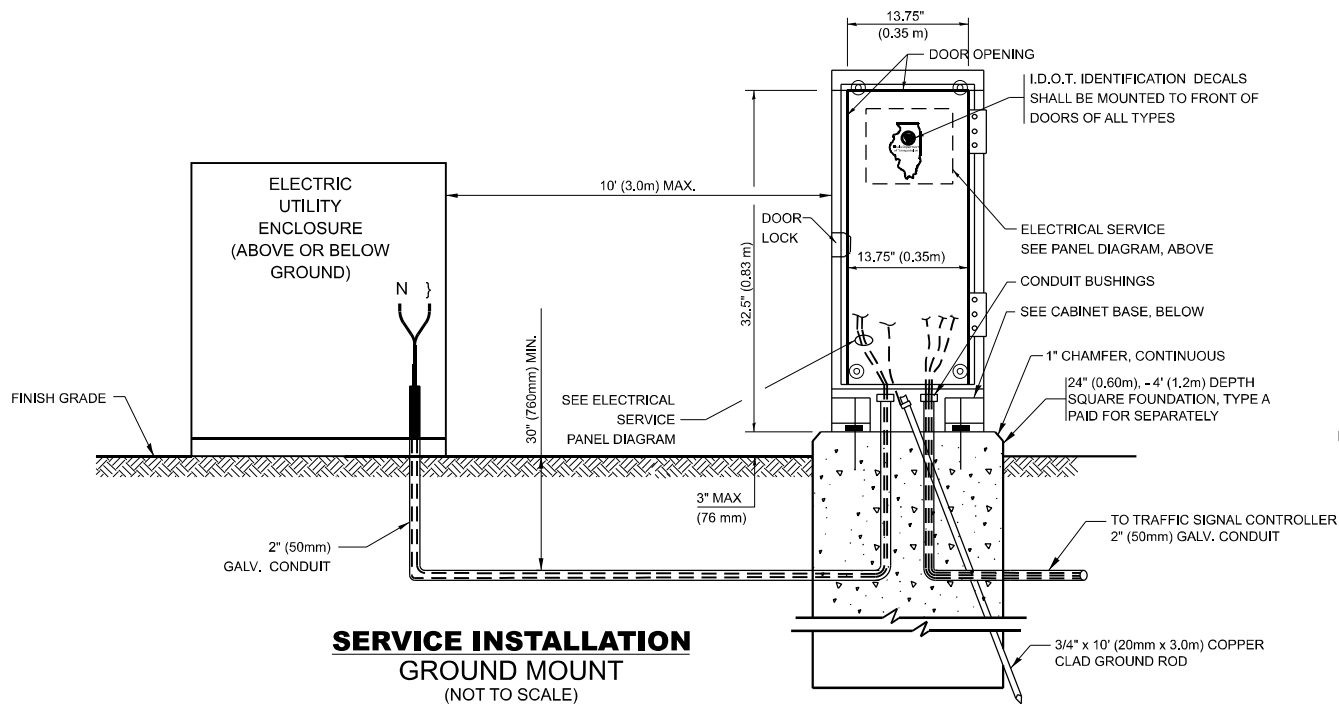
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT 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.

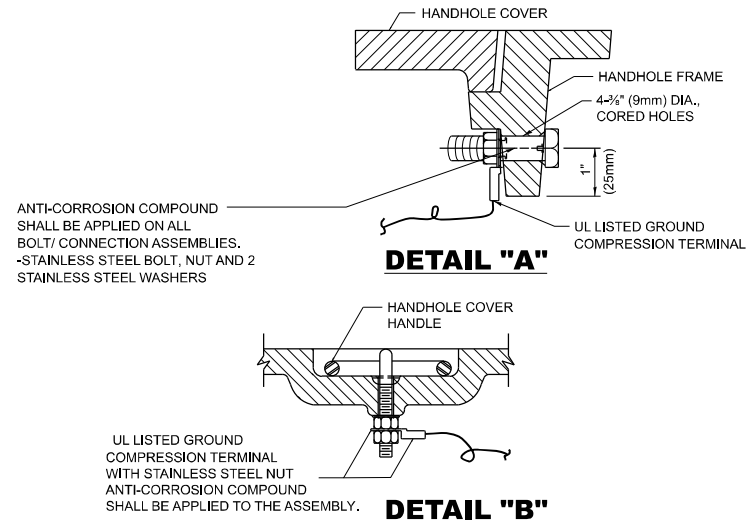
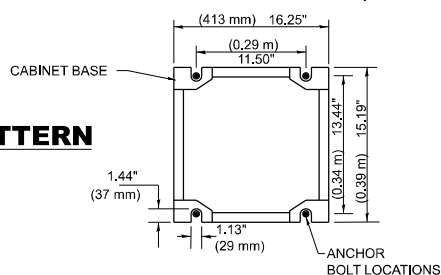


ELECTRICAL SERVICE - PANEL DIAGRAM
(TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)

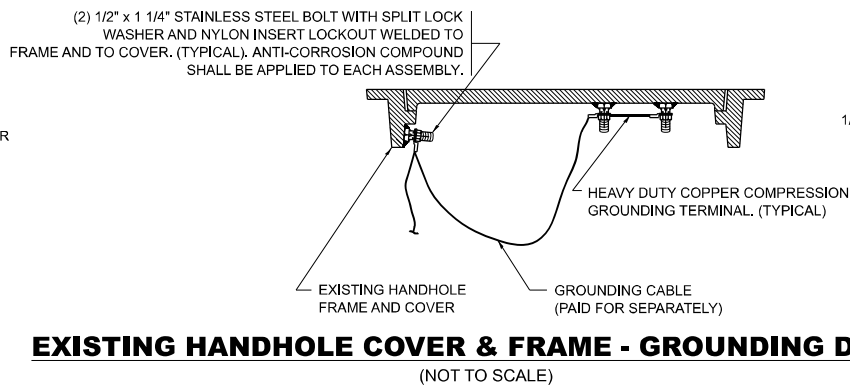


SERVICE INSTALLATION
GROUND MOUNT
(NOT TO SCALE)

CABINET - BASE BOLT PATTERN
(NOT TO SCALE)

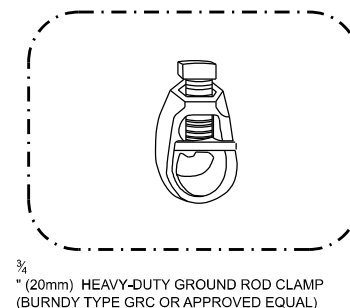
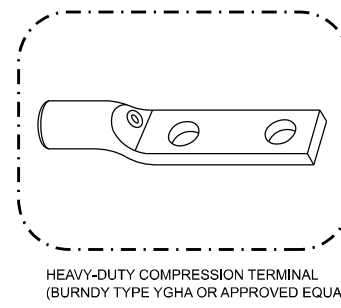


HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)

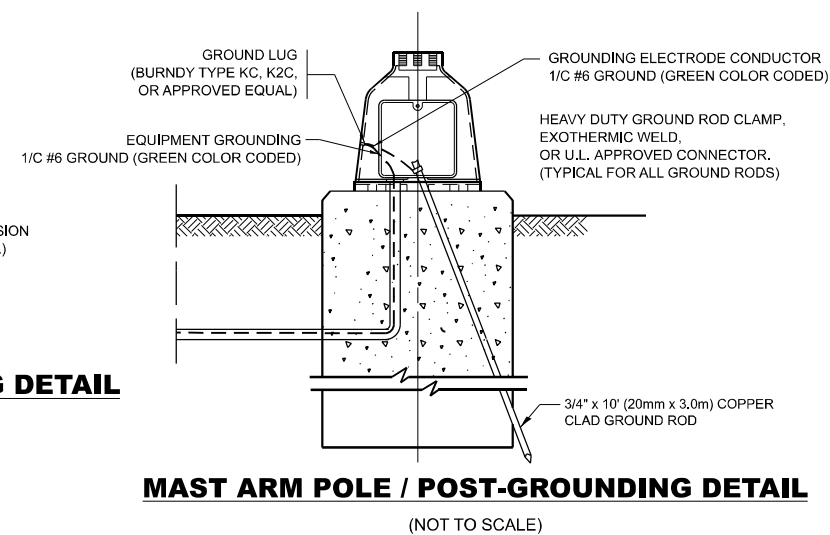


NOTES:
GROUNDING SYSTEM

- THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



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



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

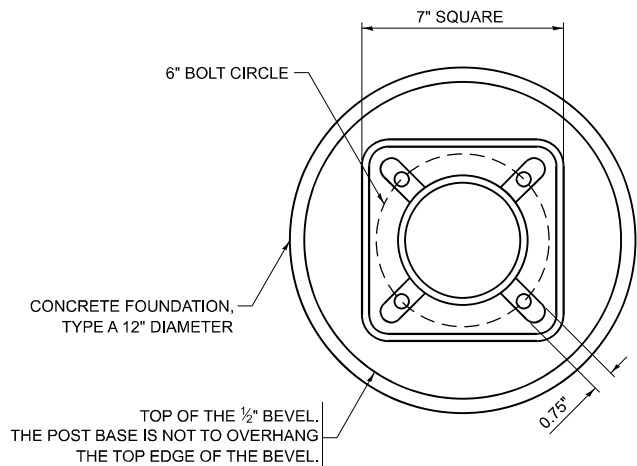
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	52
TS-05		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		

[illegible]

Diagram illustrating the components and dimensions of a ground rod assembly:

- GROUNDING BUSHING**: Located at the top of the ground rod.
- 1" (25mm) BEVEL**: The angled cut at the top of the ground rod.
- NO. 6 BARE COPPER WIRE**: The wire used for grounding.
- GROUND CLAMP**: The clamp used to secure the wire to the ground rod.
- FINISHED GRADE LINE**: The surface level of the ground.
- 5" APRON (127mm)**: The vertical distance from the finished grade line to the top of the ground rod.
- 48" (1220mm)**: The total height of the ground rod assembly.
- 4-4" (100 mm) CONDUITS TO DOUBLE HANDHOLE**: The conduits used to protect the ground rod.
- GROUND ROD**: The main vertical rod used for grounding.
- 8" (Typ.) (203 mm)**: The diameter of the ground rod.
- 30" Min. (762mm)**: The minimum height of the ground rod above the finished grade line.
- 1" (25mm)**: The diameter of the ground rod.
- 6" (150mm)**: The distance from the finished grade line to the top of the ground rod.

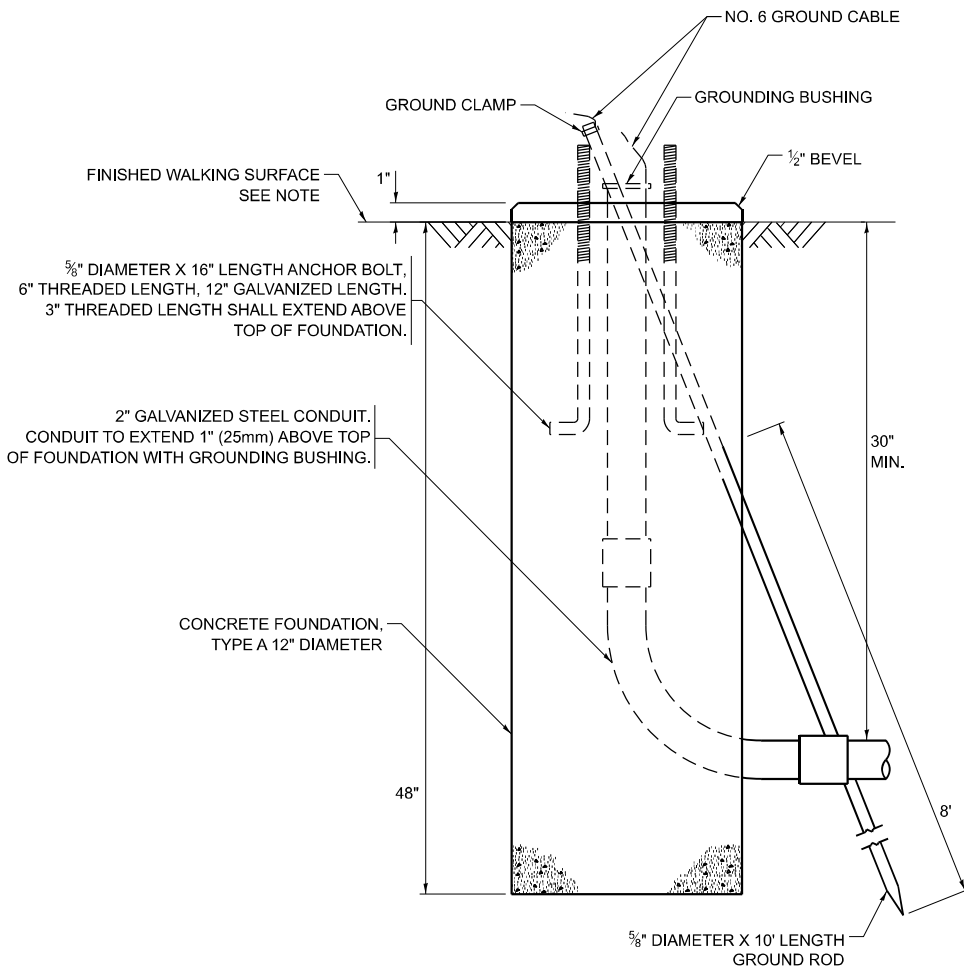
FILE NAME:	USER NAME = Aya.Elkhaitib	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						870	2025-2006-RS, 8X19(066)	DUPAGE	56	53
		CHECKED -	REVISED -		<div>TS-05</div> <div>CONTRACT NO. 80B25</div>								
	PLOT DATE = 10/20/2025	DATE -	REVISED -										
					SCALE: NONE	SHEET 5	OF 7 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				



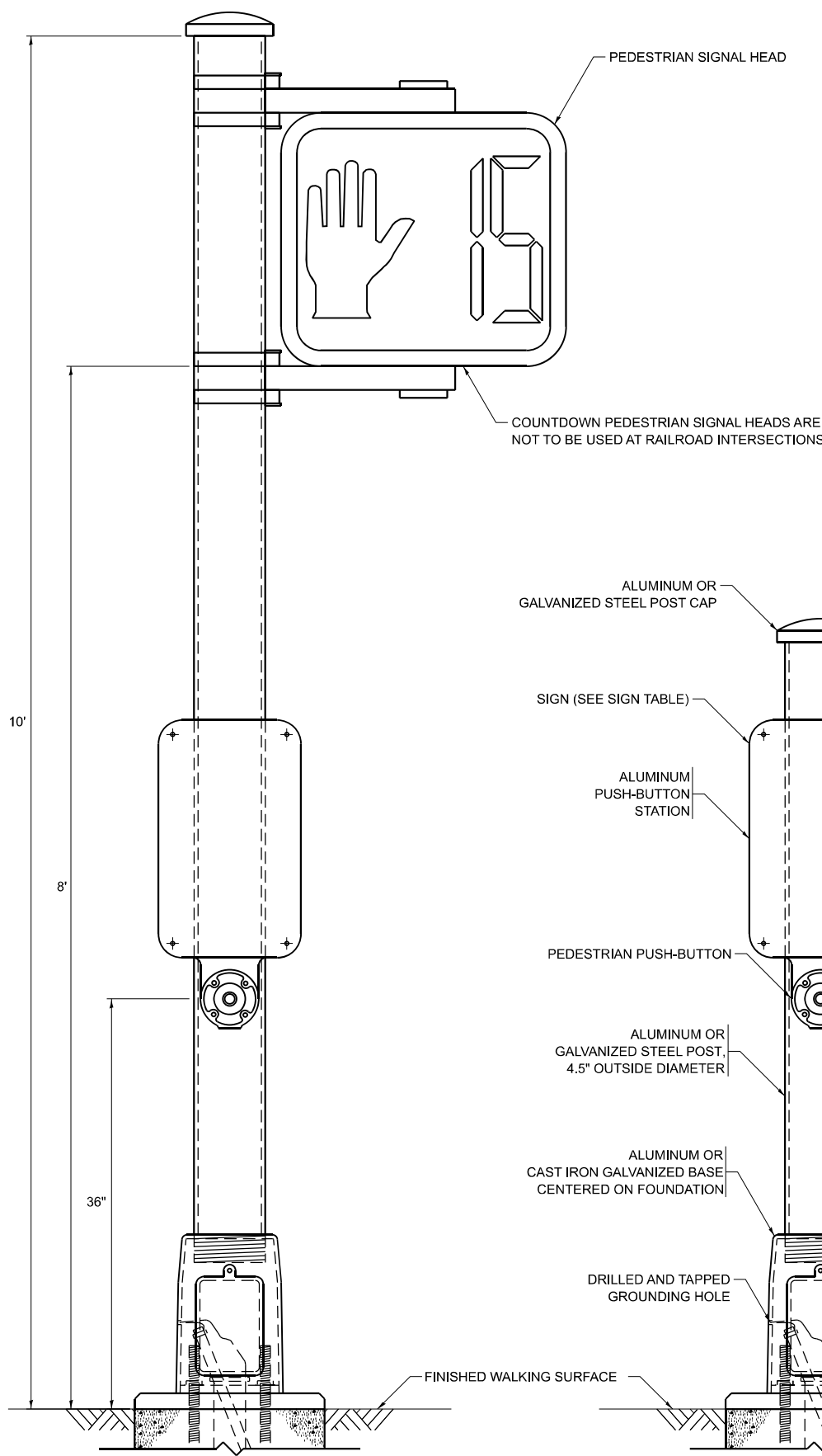
BOLT PATTERN

NOTE:

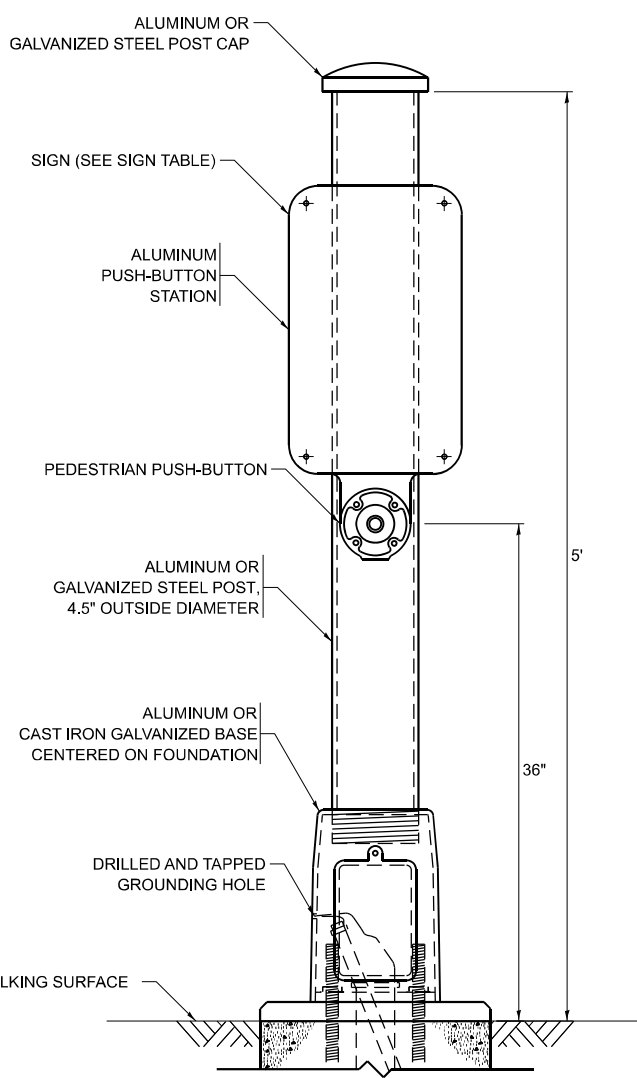
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



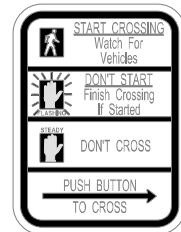
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



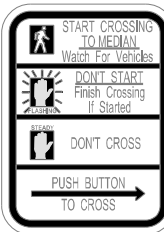
PEDESTRIAN SIGNAL POST, 10 FT.



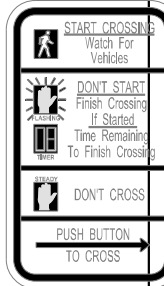
PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b



R10-3d



R10-3e

SIGN TABLE

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

NOTES:

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

MODEL: TS-05g [Sheet]
FILE NAME: c:\p\work\elkhalibaj\076189\0118825-sh\DistSigs2.dgn

USER NAME = Aya.Elkhaliib	DESIGNED - IP	REVISED - 10-15-2020
	DRAWN - IP	REVISED -
	CHECKED - LP	REVISED -
PLOT DATE = 10/20/2025	DATE - 10-15-2018	REVISED -

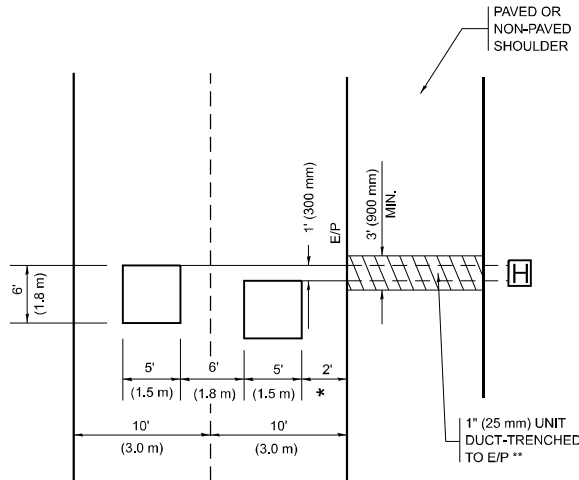
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS			
SCALE:	NONE SHEET	07 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	55
TS-05				CONTRACT NO. 80B25
ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

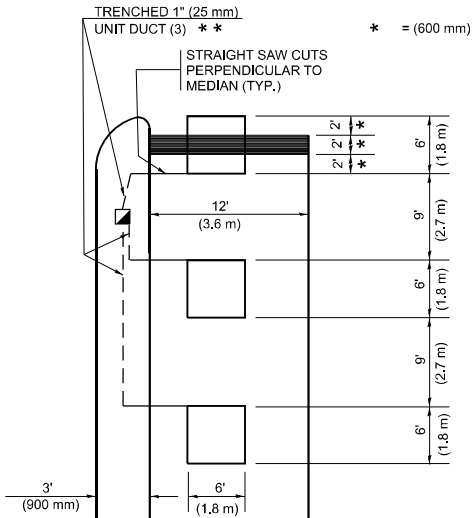


* = (600 mm)

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

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

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

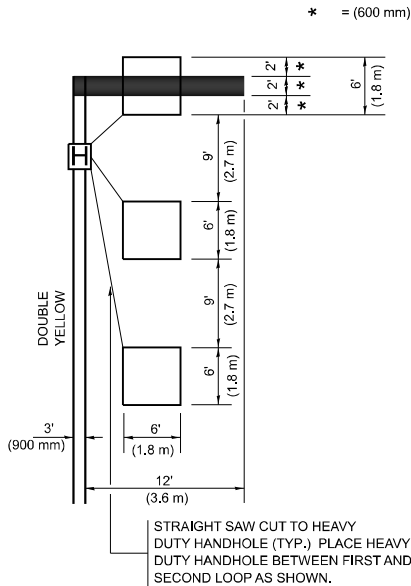


* = (600 mm)

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

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

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

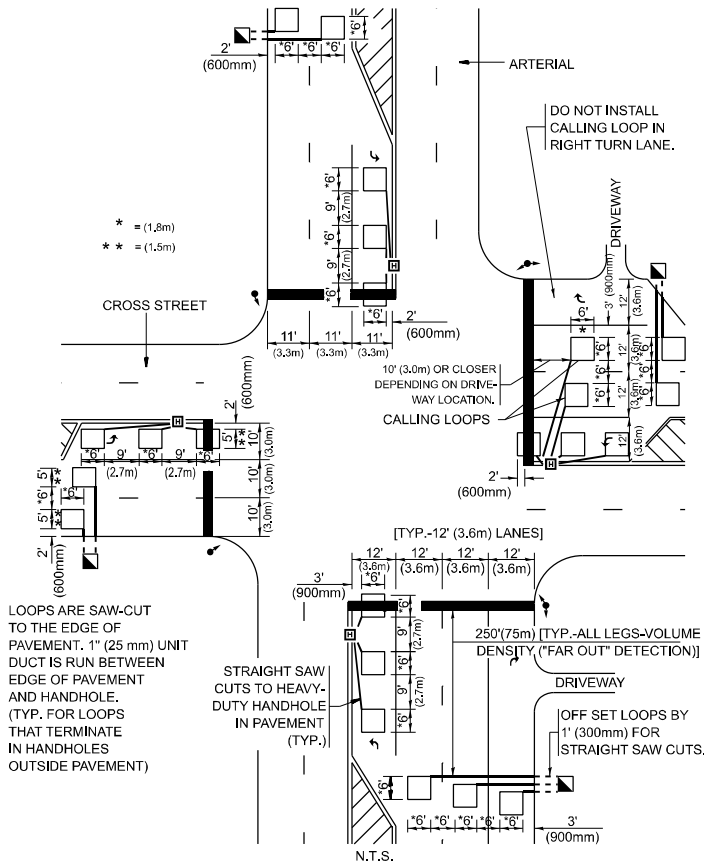
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



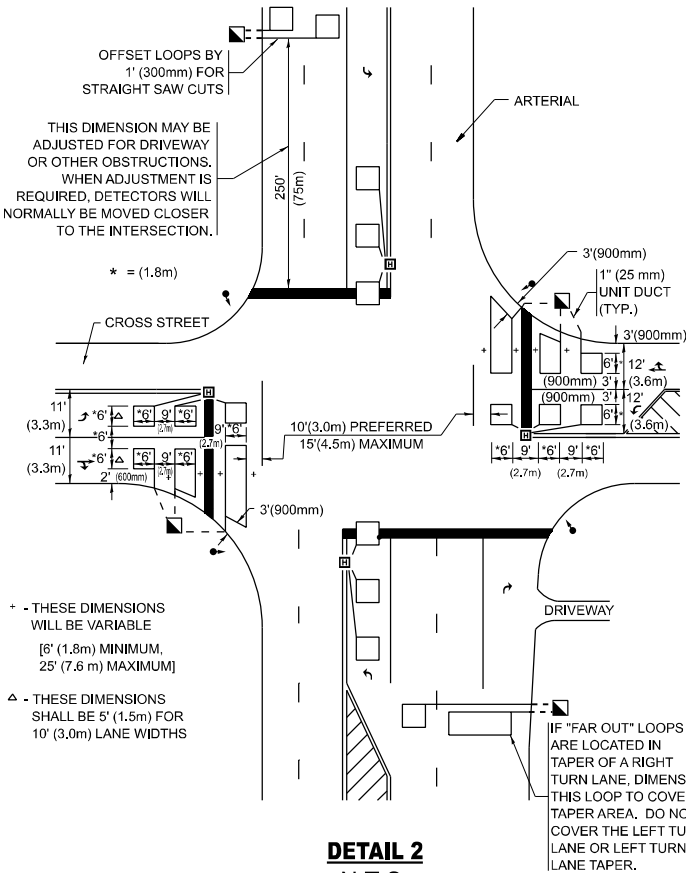
* = (1.8m)
** = (1.5m)

LOOPS ARE SAW-CUT
TO THE EDGE OF
PAVEMENT. 1" (25 mm) UNIT
DUCT IS RUN BETWEEN
EDGE OF PAVEMENT
AND HANDHOLE.
(TYP. FOR LOOPS
THAT TERMINATE
IN HANDHOLES
OUTSIDE PAVEMENT)

STRAIGHT SAW
CUTS TO HEAVY-
DUTY HANDHOLE
IN PAVEMENT
(TYP.)

DETAIL 1
N.T.S.

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



* - THESE DIMENSIONS
WILL BE VARIABLE
[6' (1.8m) MINIMUM,
25' (7.6 m) MAXIMUM]

Δ - THESE DIMENSIONS
SHALL BE 5' (1.5m) FOR
10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

USER NAME = Aya.Elkhailb	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED - R.K.F.	REVISED -
PLOT DATE = 10/20/2025	DATE -	REVISED -

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
870	2025-2006-RS, 8X19(066)	DUPAGE	56	56
TS-07		CONTRACT NO. 80B25		
ILLINOIS		FED. AID PROJECT		