06-13-2025 LETTING ITEM 200

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	1
	ILLINOIS	CONTRACT NO. 62V52		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAP ROUTE 335: IL-176 (STATE RD.)
FROM 0.1 MILE N.E. OF NISH RD. TO JANET DR.
SECTION F.A.P. 0335 23 SMART
SMART AND STANDARD OVERLAY, SHOULDER REPAIR, AND ADA IMPROVEMENTS
MCHENRY COUNTY

C-91-035-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE THE VILLAGE OF ISLAND LAKE

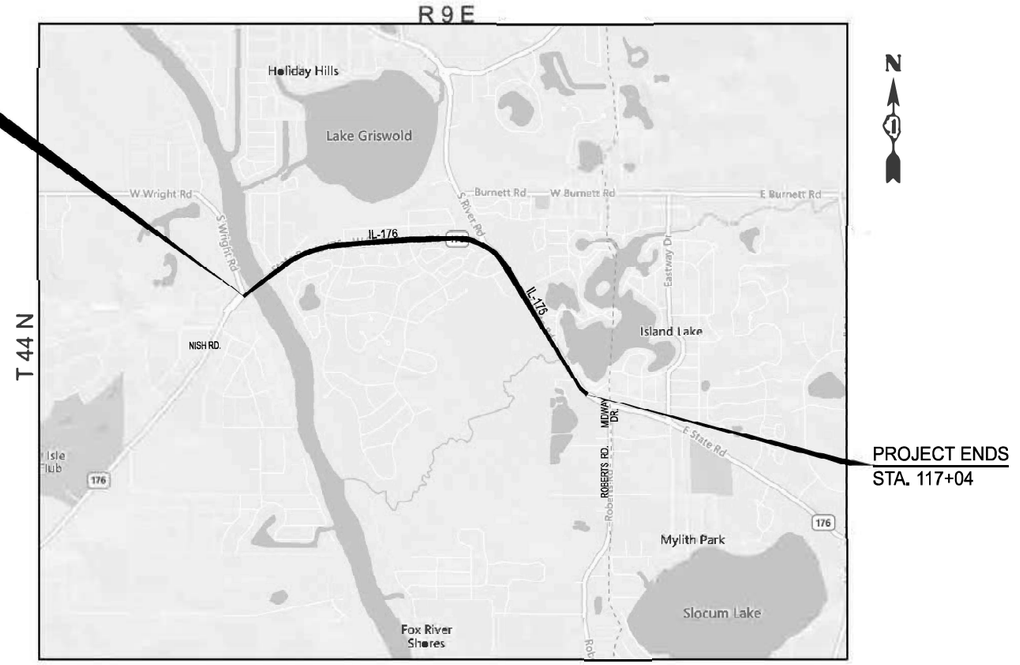
RESURFACING OMISSION:
STA. 23+21 TO STA. 27+31

TRAFFIC DATA:
2023 ADT = 19,200
POSTED SPEED LIMIT = 35-45 MPH

DESIGN DESIGNATION:
OTHER PRINCIPAL ARTERIAL

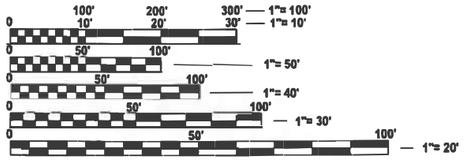
D-91-030-24

LOCATION OF SECTION INDICATED THUS: -



NUNDA TOWNSHIP

GROSS LENGTH = 9,601 FT. = 1.82 MILES
NET LENGTH = 9,191 FT. = 1.74 MILES



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

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

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

CONTRACT NO. 62V52

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 14 20 25

REGIONAL ENGINEER

May 9 20 25

ENGINEER OF DESIGN AND ENVIRONMENT

May 9 20 25

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
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2-3	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
4-6	SUMMARY OF QUANTITIES
7-8	EXISTING AND PROPOSED TYPICAL SECTIONS
9-12	ROADWAY AND PAVEMENT MARKING PLANS
13-16	TRAFFIC SIGNAL DETAILS AND PLANS
17	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
18	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
19	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
20	BD-32: BUTT JOINT AND HMA TAPER DETAILS (BD-32)
21	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
22	TC-11: TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
23	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS
24	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
25	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
26	TC-22: ARTERIAL ROAD INFORMATION SIGN
27	TC-26: DRIVEWAY ENTRANCE SIGNING
28-34	TS-05: DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL, SHEET 1 TO 7
35	TS-07: DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
36	PD-01: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
37	PD-02: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
38	PD-03: PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS
39	PD-04: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH TURNING SPACE
40	PD-05: PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS
41	PD-06: PROJECT DETAIL FOR PARALLEL CURB RAMPS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS TYPE 1
604091-05	FRAME AND GRATE TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006--05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS 2L,2W, DAY ONLY
701201-05	LANE CLOSURE, 2L 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701206-05	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS ≥ 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306--04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPEIRATIONS DAY ONLY, FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701311--03	LANE CLOSURE, 2L, 2W, MOVING OPEIRATIONS DAY ONLY
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES FOR SPEEDS GREATER THAN OR EQUAL TO 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES

GENERAL NOTES

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
3. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
4. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
6. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
7. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
8. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
10. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
11. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF ANY BURIED STRUCTURE OR STRUCTURES FOUND (I.E. ACCIDENTALLY PAVED OVER WITH ASPHALT DURING THE PREVIOUS RESURFACING) ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
12. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
13. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
14. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, , THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF72 HOURS IN ADVANCE OF BEGINNING WORK.
15. THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, VIA MAIL AT PATRICE.HARRIS@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
17. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

GENERAL NOTES CONTINUE ON NEXT SHEET

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	DRAWN -	REVISED -	
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PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.
GENERAL NOTES AND INDEX SHEET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	2
		CONTRACT NO. 62V52		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES (CONTINUED...)

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

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

20. DROP-OFFS ADJACENT TO THE TRAVEL LANE 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 OR EQUAL TO 12' WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROPOFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE TRAVEL LANE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES AT THE END OF EACH WORKDAY. THIS MAY REQUIRE THE CONTRACTOR TO REPLACE OR PLACE SUFFICIENT MATERIAL IN THE EXCAVATION TO REDUCE THE DROP-OFF TO BE COMPLIANT WITH THE EQUIREMENTS FOR USE OF BARRICADES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT.

21. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE 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.

22. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 OR RR 1.

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

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PLOT DATE = 4/24/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.
GENERAL NOTES AND INDEX SHEET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	3
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

SUMMARY OF QUANTITIES

					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY	TRAFFIC SIGNALS	ROADWAY			
					100% STATE	100% STATE	100% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0021	0005			
	20200100	EARTH EXCAVATION	CU YD	3315	3315					
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	325	325					
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	70	70					
	21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	975	975					
	25200110	SODDING, SALT TOLERANT	SQ YD	70	70					
	25200200	SUPPLEMENTAL WATERING	UNIT	0.4	0.4					
	30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	325	325					
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	4872	4872					
	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	12	12					
	35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	4872	4872					
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2195	2195					
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	26287	26287					
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	19277	19277					
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	147	147					
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	364	364					
	40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	794	794					
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	2	2					
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	4098	4098					
	42001300	PROTECTIVE COAT	SQ YD	249	249					
	42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	9	9					
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	900	900					
	42400800	DETECTABLE WARNINGS	SQ FT	74	74					
	44000100	PAVEMENT REMOVAL	SQ YD	4872	4872					

SUMMARY OF QUANTITIES

					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY	TRAFFIC SIGNALS	ROADWAY			
					100% STATE	100% STATE	100% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0021	0005			
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	29544	29544					
	44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	19347	19347					
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	20	20					
	44000600	SIDEWALK REMOVAL	SQ FT	350	350					
	44201823	CLASS D PATCHES, TYPE I, 15 INCH	SQ YD	85	85					
	44201827	CLASS D PATCHES, TYPE II, 15 INCH	SQ YD	512	512					
	44201831	CLASS D PATCHES, TYPE III, 15 INCH	SQ YD	598	598					
	44201833	CLASS D PATCHES, TYPE IV, 15 INCH	SQ YD	512	512					
	44213200	SAW CUTS	FOOT	12361	12361					
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	274	274					
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2					
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	2	2					
	60920012	PIPE CULVERTS TO BE CLEANED 12"	FOOT	150			150			
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	3315	3315					
*	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					

* *SPECIALTY ITEMS*

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PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.
SUMMARY OF QUANTITIES

SCALE: | SHEET 4 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	4
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

REV-SEP

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE: URBAN ROADWAY 100% STATE 0005	URBAN 100% STATE 0021	URBAN ROADWAY 100% STATE 0005	URBAN	URBAN	URBAN
	70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1	1					
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1					
	70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	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					
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	38078	38078					
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	12693	12693					
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	1977	1977					
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	125745	125745					
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	9849	9849					
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	750	750					
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	1746	1746					
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	765	765					
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	25131	25131					
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	659	659					
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	41915	41915					
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3283	3283					
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	250	250					
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	582	582					

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE: URBAN ROADWAY 100% STATE 0005	URBAN TRAFFIC SIGNALS 100% STATE 0021	URBAN ROADWAY 100% STATE 0005	URBAN	URBAN	URBAN
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	255	255					
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	655	655					
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	524	524					
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	52593	52593					
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	72		72				
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1		1				
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	418		418				
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	33		33				
*	87900200	DRILL EXISTING HANDHOLE	EACH	3		3				
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	434		434				
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1		1				
*	89502376	REBUILD EXISTING HANDHOLE	EACH	1		1				
*	89502380	REMOVE EXISTING HANDHOLE	EACH	1		1				
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
*	X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2		2				
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	162	162					
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	75	75					
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	385	385					
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	9	9					

* *SPECIALTY ITEMS*

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.
SUMMARY OF QUANTITIES

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	5
		CONTRACT NO. 62V52		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	TYPE CODE URBAN ROADWAY 100% STATE 0005	URBAN TRAFFIC SIGNALS 100% STATE	URBAN 100% STATE	URBAN	URBAN	URBAN
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12					
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4					
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4		4				
*	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8		8				
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	961		961				
*	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1		1				

SUMMARY OF QUANTITIES

Code No.	Item	Unit	Total Quantity	TYPE CODE URBAN ROADWAY 100% STATE 0005	URBAN TRAFFIC SIGNALS 100% STATE	URBAN 100% STATE	URBAN	URBAN	URBAN

* *SPECIALTY ITEMS*

USER NAME = Alan.Parayno	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
	CHECKED -	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.
SUMMARY OF QUANTITIES

SCALE: | SHEET 6 OF 3 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	6
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

REV-SEP

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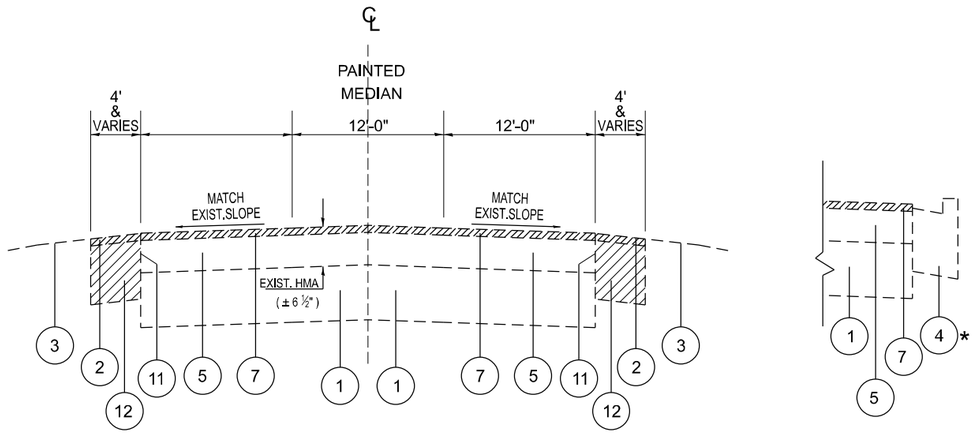
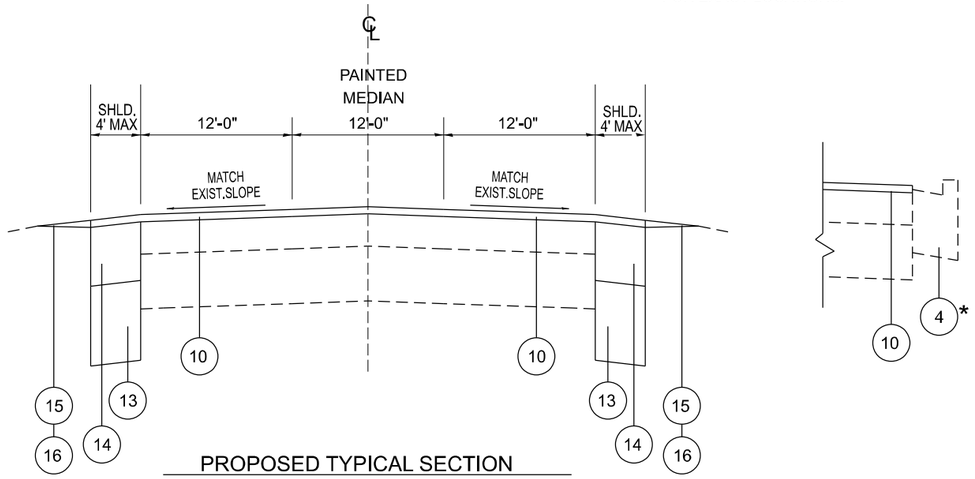


EXISTING TYPICAL SECTION
IL-176 / STATE RD.
STA. 21+03 TO STA. 79+49
SMART OVERLAY
(EXCEPT LISTED OMISSIONS)

RESURFACING OMISSIONS:

STA. 23+21 TO STA. 27+31

* SHORT SECTIONS OF THE ROADWAY HAVE EXIST. CURB & GUTTER ON BOTH SIDES OR EITHER THE LEFT OR RIGHT SIDE ONLY. SEE ROADWAY PLANS FOR EXACT LOCATIONS.



PROPOSED TYPICAL SECTION
IL-176 / STATE RD.
STA. 21+03 TO STA. 79+49
SMART OVERLAY
(EXCEPT LISTED OMISSIONS)

LEGEND

1. EXIST. PCC PAVT, ±10"
2. EXIST. HMA SHLD
3. EXIST. AGG SHLD
4. EXIST. COMB C&G
5. EXIST. HMA AFTER MILLING, ± 5"
6. EXIST. HMA AFTER MILLING, ± 4"
7. PROP. HMA SURF REM 1 ½"
8. PROP. HMA SURF REM 2 ¼"
9. PROP. P HMA BC IL-4.75 N50, ¾"
10. PROP. HMA SC IL-9.5 D N70, 1 ½"

LEGEND (CONTINUED...)

PROP. SHOULDER WORK:

11. PROP. SAW CUTS
12. PROP. PAVEMENT REM
13. PROP. AGG SUBGRADE IMPR 12"
14. PROP. HMA BC WID 8"
15. PROP. GRADING & SHAP SHLDRS
16. PROP. AGG WEDGE SHLD TYPE B

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ N DES	QUALITY MANAGEMENT PROGRAM (QMP)
IL-176 PROP. SMART OVERLAY (0.1 MILE N.E. OF NISH AVE. TO AUBURN DR.)		
HMA SC IL-9.5 D N70, 1 ½"	4% AT 70 GYR.	QC/QA
IL-176 PROP. STANDARD OVERLAY (AUBURN DR. TO MIDWAY DR. / ROBERTS RD.)		
HMA SC IL-9.5 D N70, 1 ½"	4% AT 70 GYR.	QC/QA
P HMA BC IL-4.75 N50, ¾"	3.5% AT 50 GYR.	QC/QA
HMA SHLD. WIDENING (PROP. BASE CRSE. MIX UNDER PROP. SMART AND STD. OVERLAY)		
HMA BC WID 8" (HMA BINDER IL-19.0)	4% AT 70 GYR.	QC/QA
COMMERCIAL AND PRIVATE HMA DRIVEWAY FOR CURB & GUTTER RESTORATION		
HMA SC IL-9.5 D N50, 2"	4% AT 50 GYR.	QC/QA
HMA BASE CSE, 8" (HMA BINDER IL-19.0)	4% AT 50 GYR.	QC/QA
HOT-MIX ASPHALT PATCHING, FULL DEPTH		
CLASS D PATCHES (HMA BINDER IL-19.0)	4% AT 70 GYR.	QC/QA

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

MIXTURE NOTES:

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

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

GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE ROADWAY MILLED SURFACE FROM STA. 21 + 03 TO STA. 79 + 49 AND ON THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 79+49 TO STA. 117+04.

MODEL: typical section one [Sheet]
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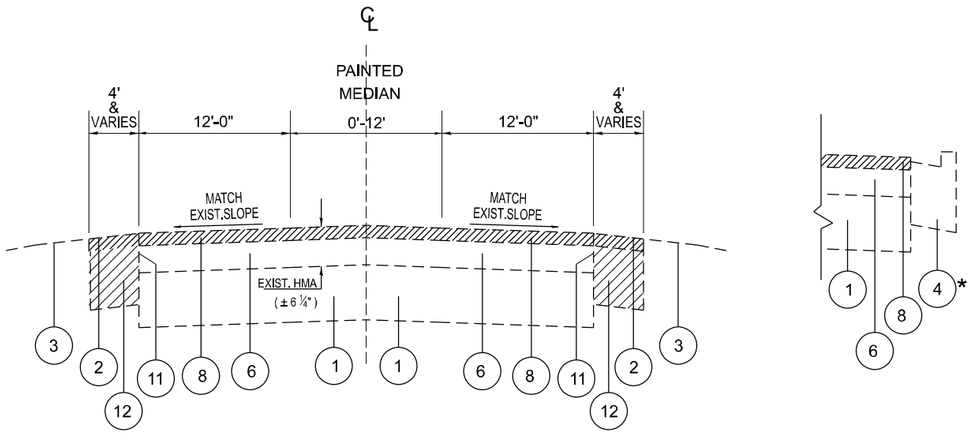
USER NAME = Alan.Parayno	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.

SCALE: | SHEET 7 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	7
		CONTRACT NO. 62V52		
	ILLINOIS	FED. AID PROJECT		

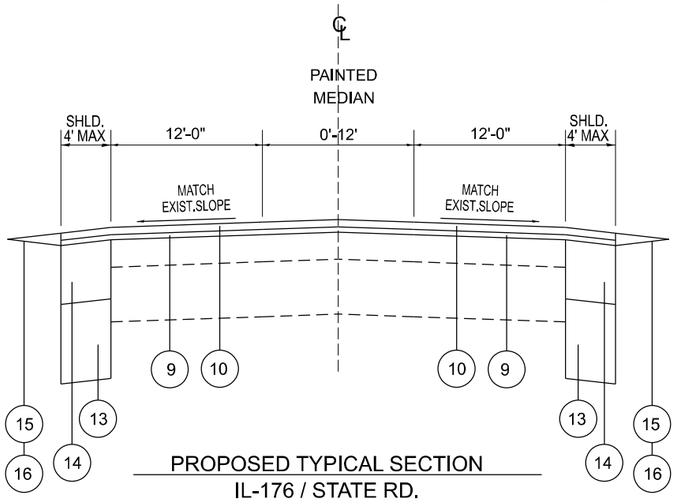


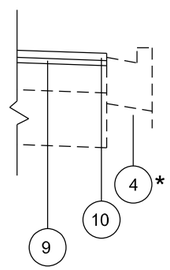
EXISTING TYPICAL SECTION
IL-176 / STATE RD.
STA. 79+49 TO STA. 117+04
STANDARD OVERLAY
(EXCEPT LISTED OMISSIONS)

RESURFACING OMISSIONS:

STA. 23+21 TO STA. 27+31

* SHORT SECTIONS OF THE ROADWAY HAVE EXIST. CURB & GUTTER ON BOTH SIDES OR EITHER THE LEFT OR RIGHT SIDE ONLY. SEE ROADWAY PLANS FOR EXACT LOCATIONS.





PROPOSED TYPICAL SECTION
IL-176 / STATE RD.
STA. 79+49 TO STA. 117+04
STANDARD OVERLAY
(EXCEPT LISTED OMISSIONS)

LEGEND

1. EXIST. PCC PAVT, ±10"
2. EXIST. HMA SHLD
3. EXIST. AGG SHLD
4. EXIST. COMB C&G
5. EXIST. HMA AFTER MILLING, ± 5"
6. EXIST. HMA AFTER MILLING, ± 4"
7. PROP. HMA SURF REM 1 ½"
8. PROP. HMA SURF REM 2 ¼"
9. PROP. P HMA BC IL-4.75 N50, ¾"
10. PROP. HMA SC IL-9.5 D N70, 1 ½"

LEGEND (CONTINUED...)

PROP. SHOULDER WORK:

11. PROP. SAW CUTS
12. PROP. PAVEMENT REM
13. PROP. AGG SUBGRADE IMPR 12"
14. PROP. HMA BC WID 8"
15. PROP. GRADING & SHAP SHLDRS
16. PROP. AGG WEDGE SHLD TYPE B

GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE ROADWAY MILLED SURFACE FROM STA. 21 + 03 TO STA. 79 + 49 AND ON THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 79+49 TO STA. 117+04.

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	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.

SCALE: | SHEET 8 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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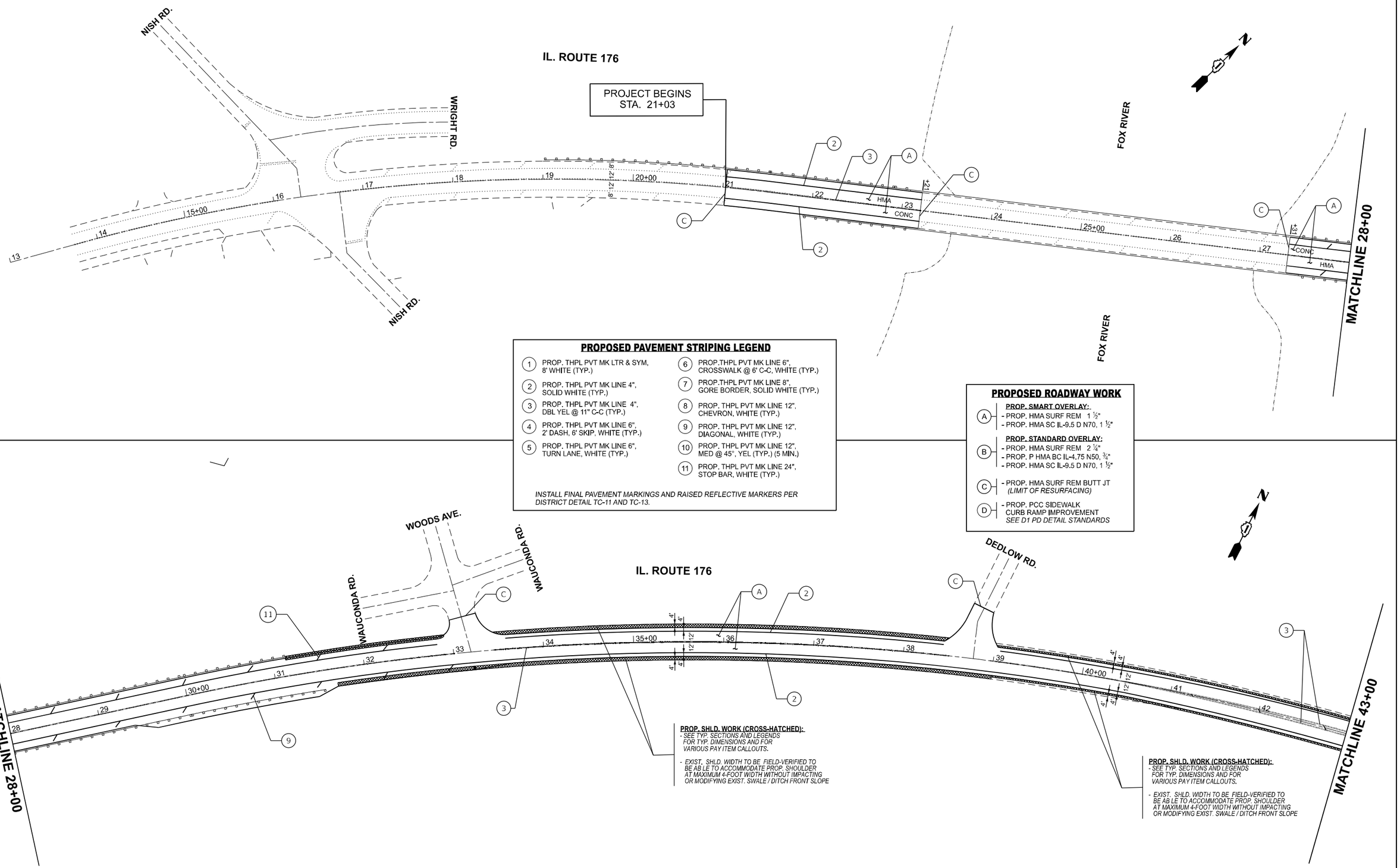
		CONTRACT NO. 62V52		
	ILLINOIS	FED. AID PROJECT		



PROPOSED PAVEMENT STRIPING LEGEND

1. PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)
2. PROP. THPL PVT MK LINE 4", SOLID WHITE (TYP.)
3. PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
4. PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)
5. PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
6. PROP.THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)
7. PROP.THPL PVT MK LINE 8", GORE BORDER, SOLID WHITE (TYP.)
8. PROP. THPL PVT MK LINE 12", CHEVRON, WHITE (TYP.)
9. PROP. THPL PVT MK LINE 12", DIAGONAL, WHITE (TYP.)
10. PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
11. PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)

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

PROPOSED ROADWAY WORK

A — **PROP. SMART OVERLAY:**
- PROP. HMA SURF REM 1 ½"
- PROP. HMA SC IL-9.5 D N70, 1 ½"

B — **PROP. STANDARD OVERLAY:**
- PROP. HMA SURF REM 2 ¼"
- PROP. P HMA BC IL-4.75 N50, ¾"
- PROP. HMA SC IL-9.5 D N70, 1 ½"

C — - PROP. HMA SURF REM BUTT JT *(LIMIT OF RESURFACING)*

D — - PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT *SEE D1 PD DETAIL STANDARDS*

PROP. SHLD. WORK (CROSS-HATCHED):
- *SEE TYP. SECTIONS AND LEGENDS FOR TYP. DIMENSIONS AND FOR VARIOUS PAY ITEM CALLOUTS.*
- *EXIST. SHLD. WIDTH TO BE FIELD-VERIFIED TO BE AB LE TO ACCOMMODATE PROP. SHOULDER AT MAXIMUM 4-FOOT WIDTH WITHOUT IMPACTING OR MODIFYING EXIST. SWALE / DITCH FRONT SLOPE*

PROP. SHLD. WORK (CROSS-HATCHED):
- *SEE TYP. SECTIONS AND LEGENDS FOR TYP. DIMENSIONS AND FOR VARIOUS PAY ITEM CALLOUTS.*
- *EXIST. SHLD. WIDTH TO BE FIELD-VERIFIED TO BE AB LE TO ACCOMMODATE PROP. SHOULDER AT MAXIMUM 4-FOOT WIDTH WITHOUT IMPACTING OR MODIFYING EXIST. SWALE / DITCH FRONT SLOPE*

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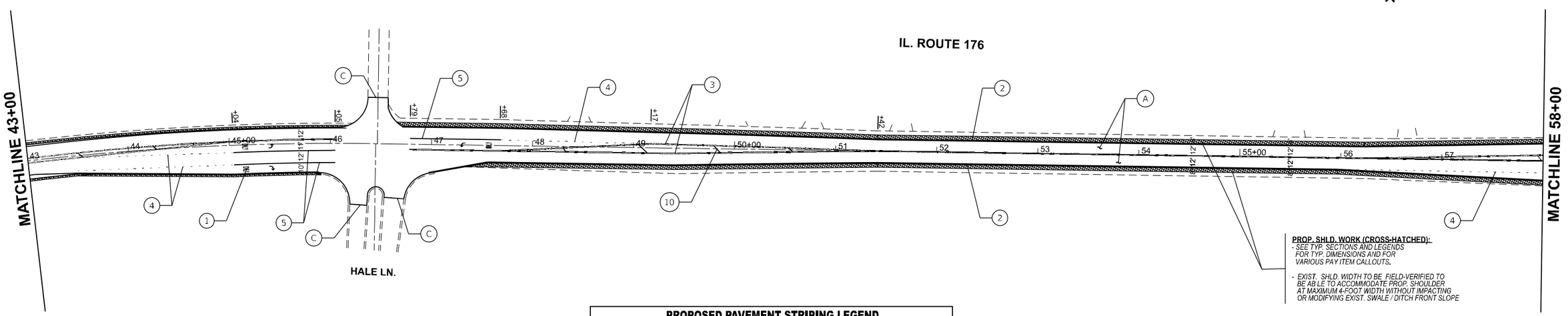
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.

SCALE: 1"=50' | SHEET OF 4 SHEETS | STA. 13+00.00 | TO STA. 43+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	9
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			



PROPOSED PAVEMENT STRIPING LEGEND

1. PROP. THPL PVT MK LTR & SYM, 8" WHITE (TYP.)
2. PROP. THPL PVT MK LINE 4", SOLID WHITE (TYP.)
3. PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
4. PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)
5. PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
6. PROP.THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)
7. PROP.THPL PVT MK LINE 8", GORE BORDER, SOLID WHITE (TYP.)
8. PROP. THPL PVT MK LINE 12", CHEVRON, WHITE (TYP.)
9. PROP. THPL PVT MK LINE 12", DIAGONAL, WHITE (TYP.)
10. PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
11. PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)

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

PROPOSED ROADWAY WORK

- A — **PROP. SMART OVERLAY:**
  - PROP. HMA SURF REM 1 ½"
  - PROP. HMA SC IL-9.5 D N70, 1 ½"
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  - PROP. HMA SURF REM 2 ¼"
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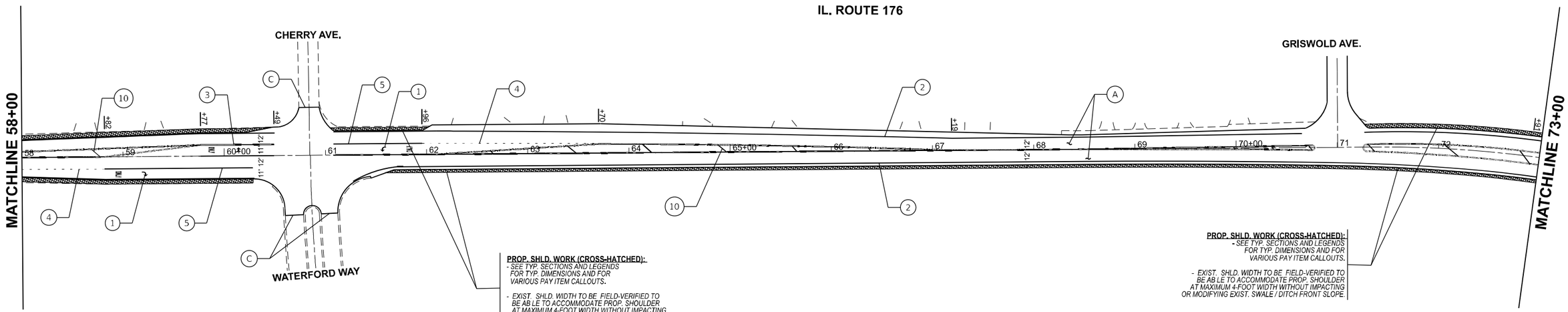
  - PROP. HMA SC IL-9.5 D N70, 1 ½"
- C — PROP. HMA SURF REM BUTT JT *(LIMIT OF RESURFACING)*
- D — PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT *SEE D1 PD DETAIL STANDARDS*



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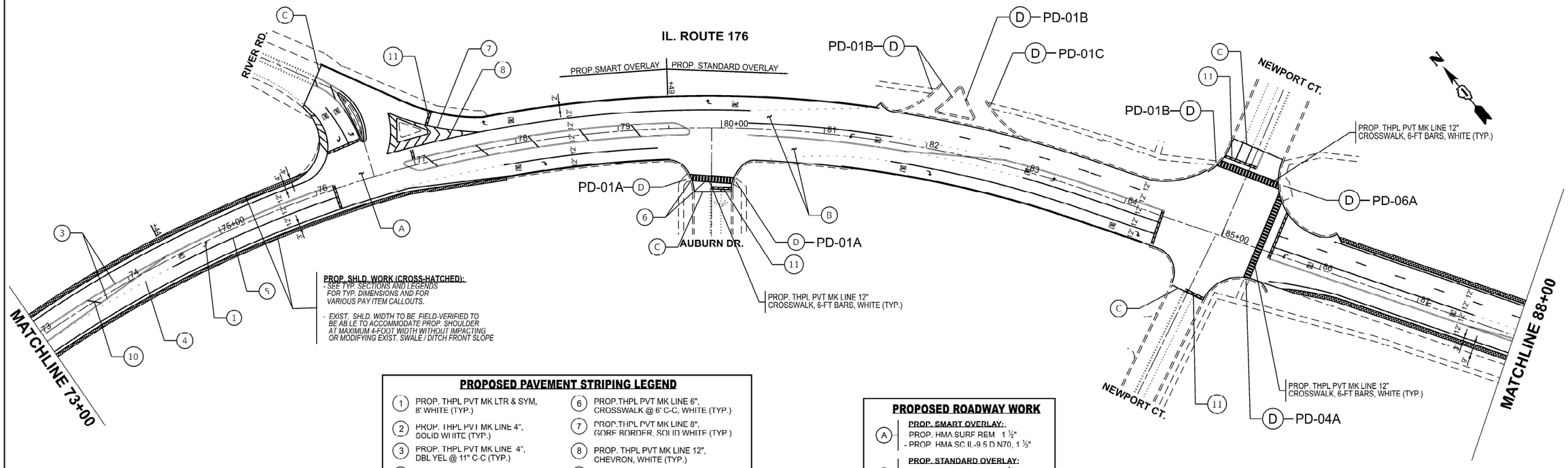
	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.

SCALE: 1"=50' | SHEET OF 4 SHEETS | STA. 43+00.00 | TO STA. 73+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	10
		CONTRACT NO. 62V52		
		ILLINOIS	FED. AID PROJECT	



PROPOSED PAVEMENT STRIPING LEGEND

1. PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)
2. PROP. THPL PVT MK LINE 4", SOLID WHITE (TYP.)
3. PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
4. PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)
5. PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
6. PROP.THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)
7. PROP.THPL PVT MK LINE 8", GORE BORDER, SOLID WHITE (TYP.)
8. PROP. THPL PVT MK LINE 12", CHEVRON, WHITE (TYP.)
9. PROP. THPL PVT MK LINE 12", DIAGONAL, WHITE (TYP.)
10. PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
11. PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)

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

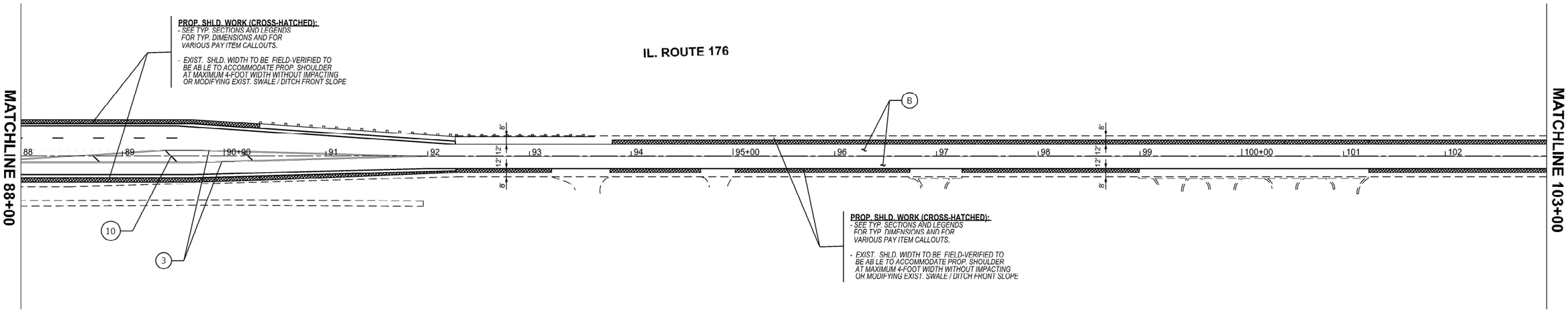
PROPOSED ROADWAY WORK

A **PROP. SMART OVERLAY:**
- PROP. HMA SURF REM 1 ½"
- PROP. HMA SC IL-9.5 D N70, 1 ½"

B **PROP. STANDARD OVERLAY:**
- PROP. HMA SURF REM 2 ¼"
- PROP. P HMA BC IL-4.75 N50, ¾"
- PROP. HMA SC IL-9.5 D N70, 1 ½"

C - PROP. HMA SURF REM BUTT JT *(LIMIT OF RESURFACING)*

D - PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT *SEE D1 PD DETAIL STANDARDS*



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PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 4/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.

SCALE: 1"=50' | SHEET OF 4 SHEETS | STA. 73+00.00 | TO STA. 103+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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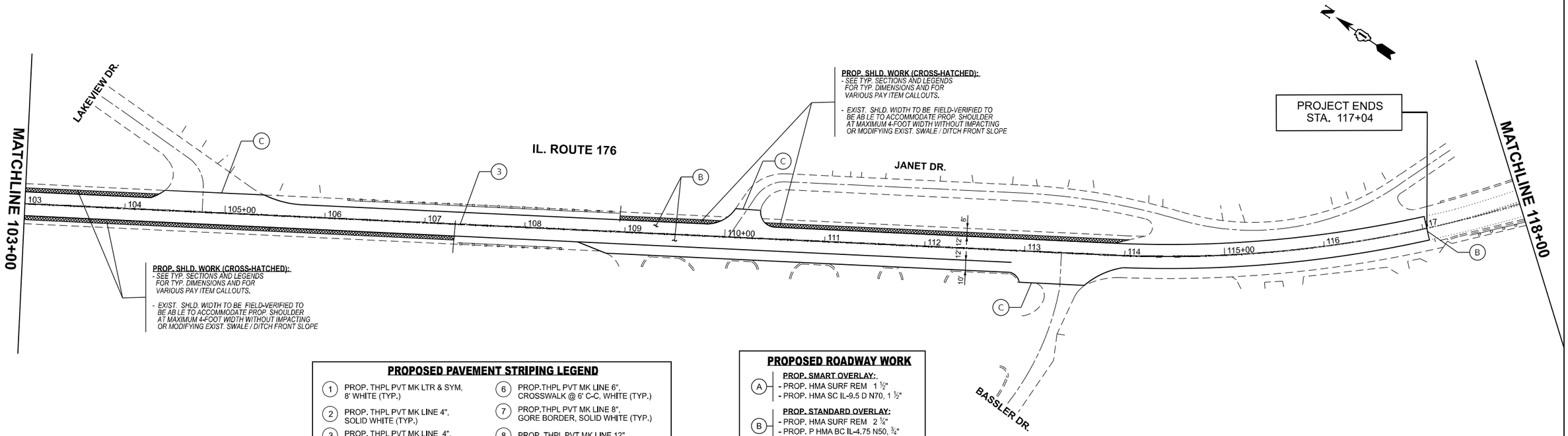
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			



PROPOSED PAVEMENT STRIPING LEGEND

1. PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)
2. PROP. THPL PVT MK LINE 4", SOLID WHITE (TYP.)
3. PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
4. PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)
5. PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
6. PROP.THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)
7. PROP.THPL PVT MK LINE 8", GORE BORDER, SOLID WHITE (TYP.)
8. PROP. THPL PVT MK LINE 12", CHEVRON, WHITE (TYP.)
9. PROP. THPL PVT MK LINE 12", DIAGONAL, WHITE (TYP.)
10. PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
11. PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)

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

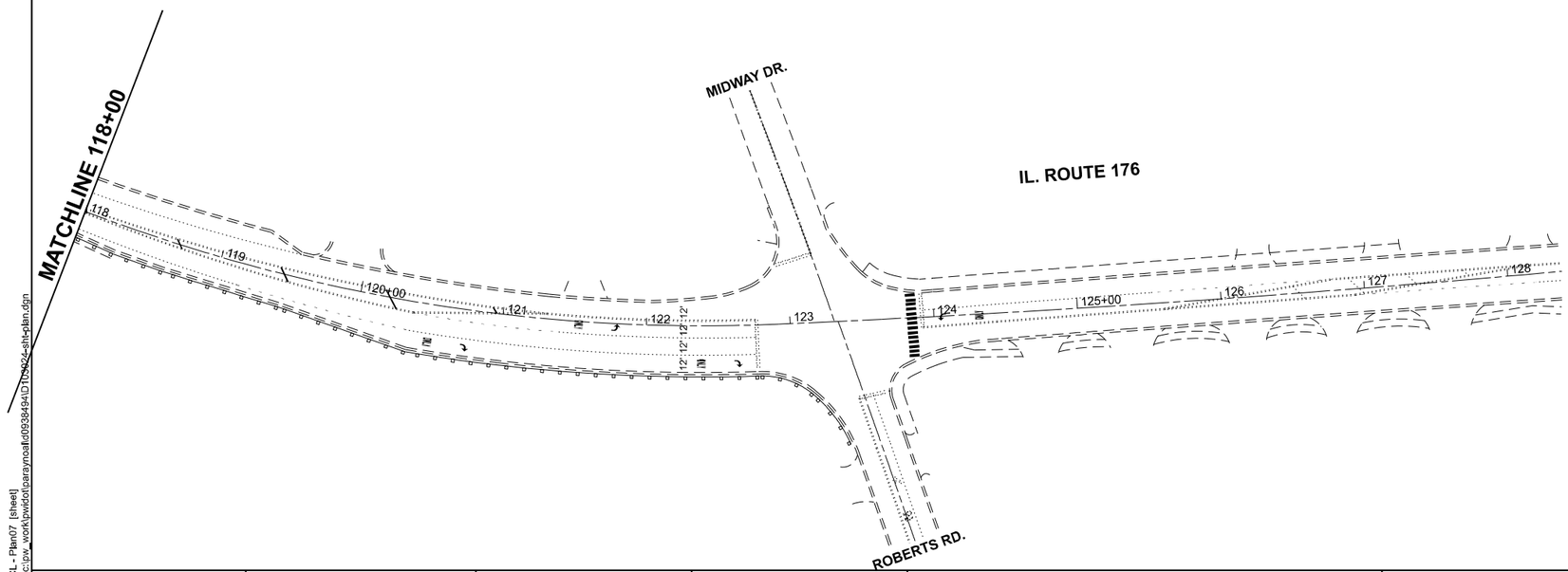
PROPOSED ROADWAY WORK

A — **PROP. SMART OVERLAY:**
- PROP. HMA SURF REM 1 ½"
- PROP. HMA SC IL-9.5 D N70, 1 ½"

B — **PROP. STANDARD OVERLAY:**
- PROP. HMA SURF REM 2 ¼"
- PROP. P HMA BC IL-4.75 N50, ¾"
- PROP. HMA SC IL-9.5 D N70, 1 ½"

C — PROP. HMA SURF REM BUTT JT *(LIMIT OF RESURFACING)*

D — PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT *SEE D1 PD DETAIL STANDARDS*



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	DRAWN -	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL-176: 0.1 MI N.E. OF NISH RD. TO JANET DR.

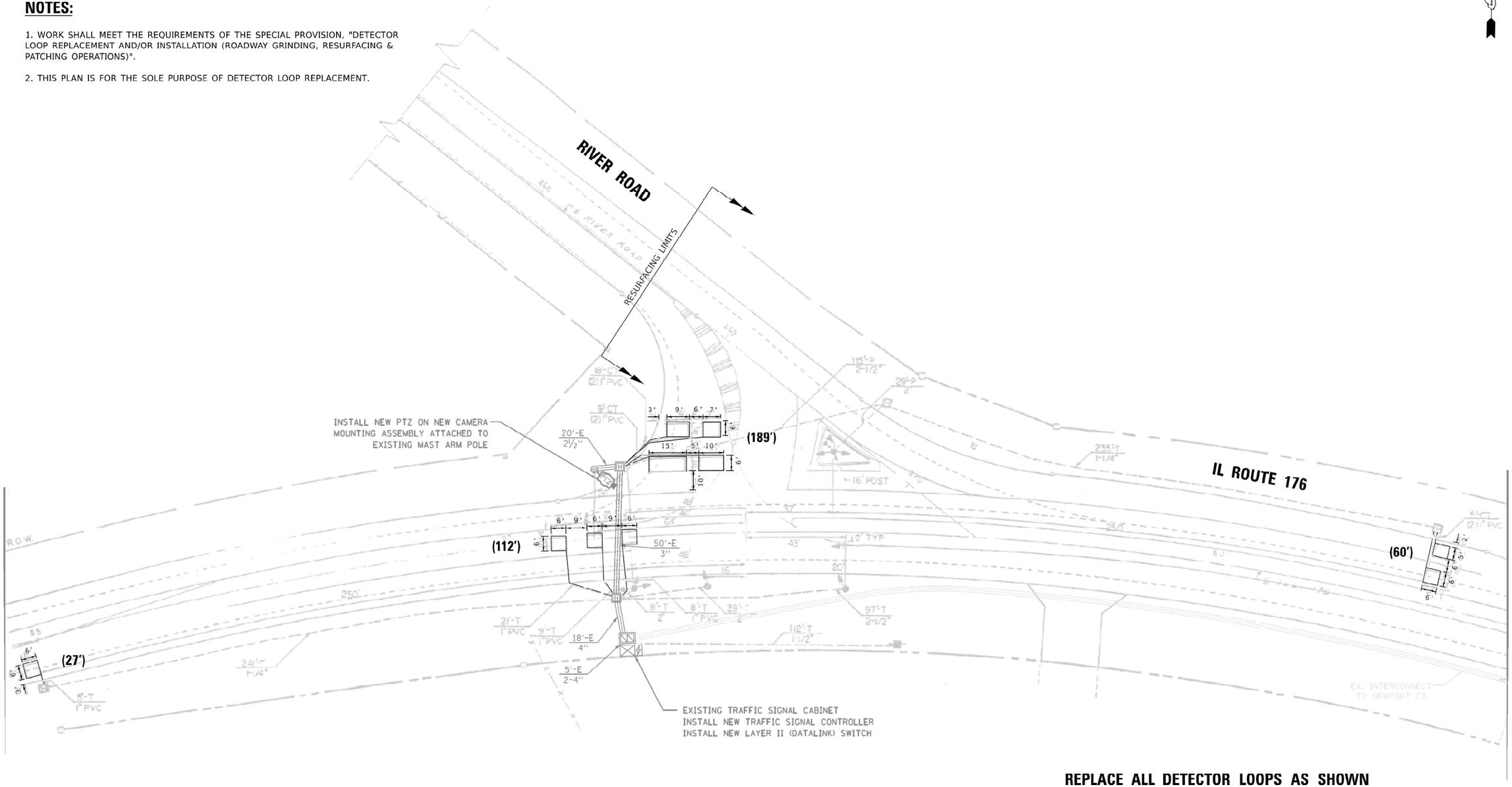
SCALE: 1"=50' | SHEET OF 4 SHEETS | STA. 103+00.00 TO STA. 133+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	12
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

NOTES:

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

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



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

CODE	ITEM	QUANTITY	UNIT
X8860105	DETECTOR LOOP REPLACEMENT	388	FOOT

TS 7740
EAGLE 4F

MODEL: TS-1 [Sheet]
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	CHECKED - KJS	REVISED -	
PLOT DATE = 3/14/2025	DATE - 03/17/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL RTE 176 AND RIVER ROAD

SCALE: | SHEET 13 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	13
		CONTRACT NO. 62V52		
	ILLINOIS	FED. AID PROJECT		

NOTES:

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

2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.

3. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.

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

5. ALL PUSH BUTTONS SHALL BE APS.

6. NO PROPOSED PEDESTRAIN POST SHALL EXCEED 10 FT FROM EDGE OF PAVEMENT.

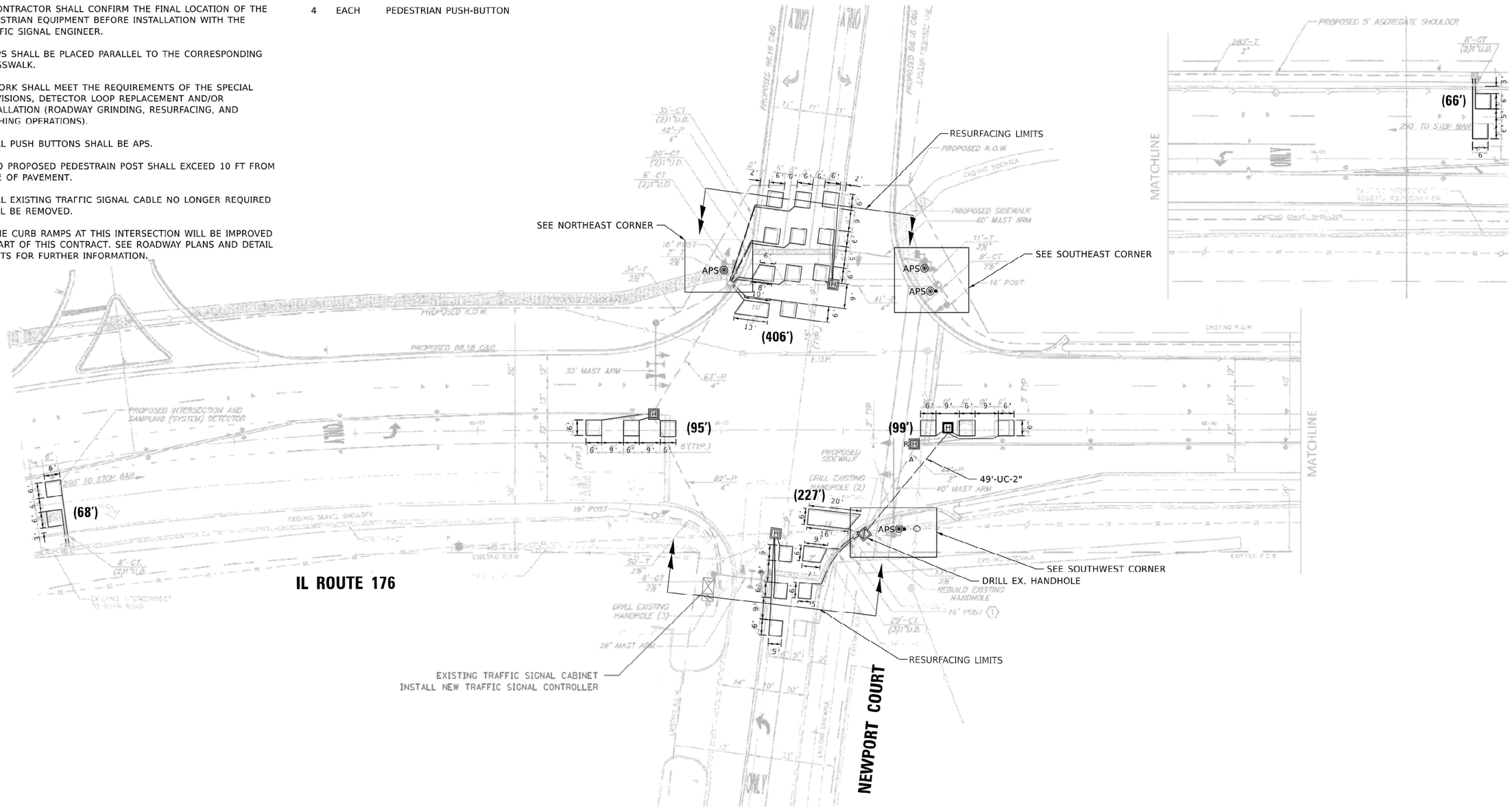
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.

8. THE CURB RAMPS AT THIS INTERSECTION WILL BE IMPROVED AS PART OF THIS CONTRACT. SEE ROADWAY PLANS AND DETAIL SHEETS FOR FURTHER INFORMATION.

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



TS 7741
EAGLE 4F

USER NAME = JHiedeman	DESIGNED - KJS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**IL RTE 176 AND NEWPORT COURT IL RTE 176 AND RIVER ROAD**	
	DRAWN - JMH	REVISED -			
	CHECKED - KJS	REVISED -			
PLOT DATE = 3/14/2025	DATE - 03/17/2025	REVISED - TRAFFIC SIGNAL MODERNIZATION PLAN		SCALE: SHEET 14 OF 4 SHEETS STA. TO STA.	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	14
		CONTRACT NO. 62V52		
		ILLINOIS	FED. AID PROJECT	

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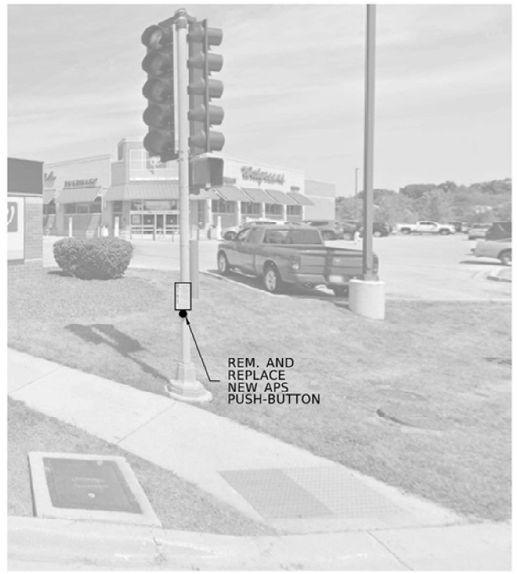
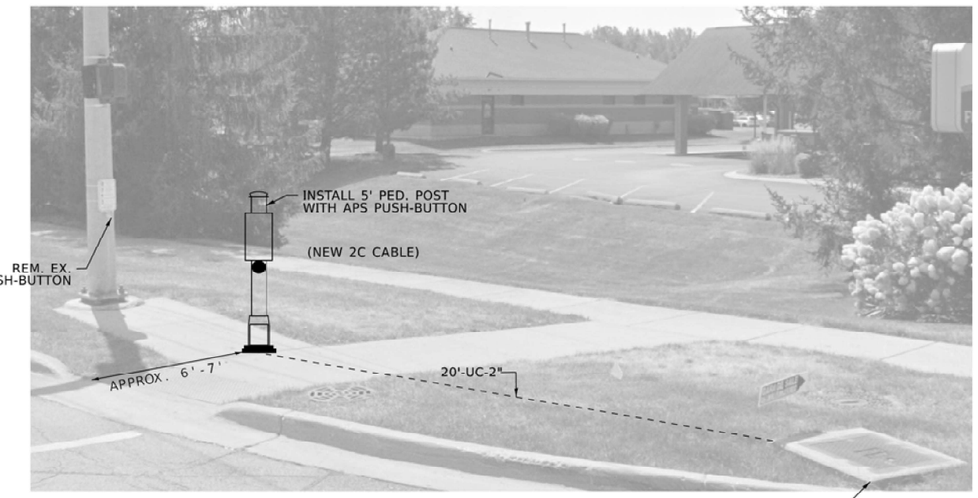
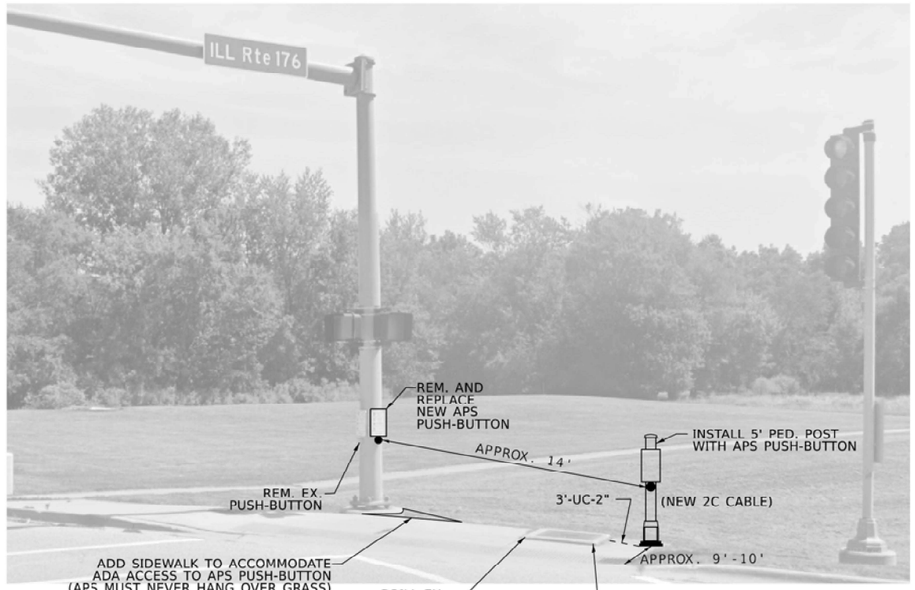


NORTHEAST CORNER



SOUTHWEST CORNER



SOUTHEAST CORNER

TS 7741
EAGLE 4F

MODEL: TS-3 [Sheet]
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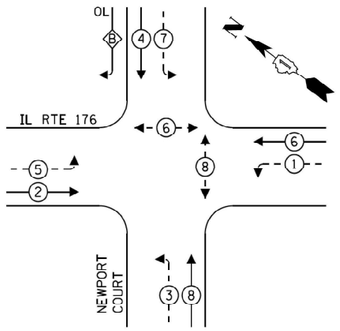
USER NAME = JHiedeman	DESIGNED - KJS	REVISED -	**STATE OF ILLINOIS**	**TRAFFIC SIGNAL MODERNIZATION PLAN**	
	DRAWN - JMH	REVISED -	**DEPARTMENT OF TRANSPORTATION**	**IL RTE 176 AND NEWPORT COURT**	
	CHECKED - KJS	REVISED -			
PLOT DATE = 3/14/2025	DATE - 03/17/2025	REVISED - TRAFFIC SIGNAL MODERNIZATION PLAN		SCALE: SHEET 15 OF 4 SHEETS STA. TO STA.	

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	15
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

EXISTING AND PROPOSED CONTROLLER SEQUENCE



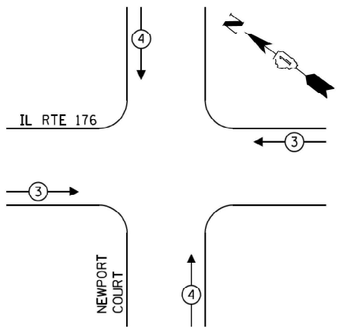
LEGEND:

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OL OVERLAP

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER		PERMISSIVE PHASE		PROTECTED PHASE
B	=	4	+	5

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE

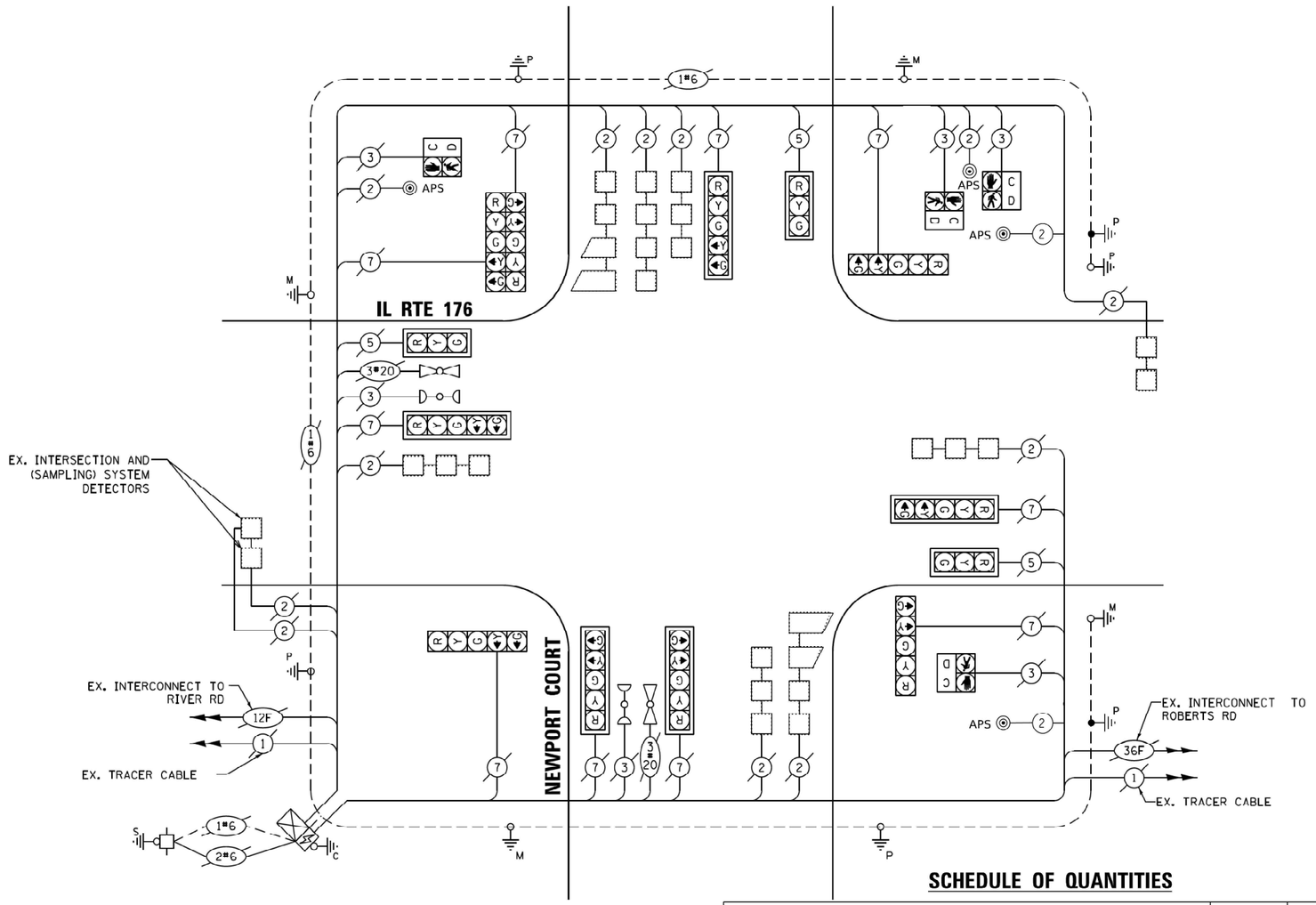


TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	3	11	33
4-SECTION	-	14	-
5-SECTION	10	13	130
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			398
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			1,003

ENERGY COSTS TO:
VILLAGE OF ISLAND LAKE
3720 GREENLEAF AVENUE
ISLAND LAKE, ILLINOIS 60042

ENERGY SUPPLY:
CONTACT: ADAM SADKOWSKI
PHONE: (815) 263-3123
COMPANY: COMED
ACCOUNT NUMBER: ---
METER NUMBER: ---



CABLE PLAN

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	72
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	418
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	33
DRILL EXISTING HANDHOLE	EACH	3
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	434
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	4
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
DETECTOR LOOP REPLACEMENT	FOOT	961
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TS 7741
EAGLE 4F

MODEL: TS-4 [Sheet]
FILE NAME: c:\pw_work\pwidot\paraynoalt\d0938494\D1103024-sht-TS.dgn

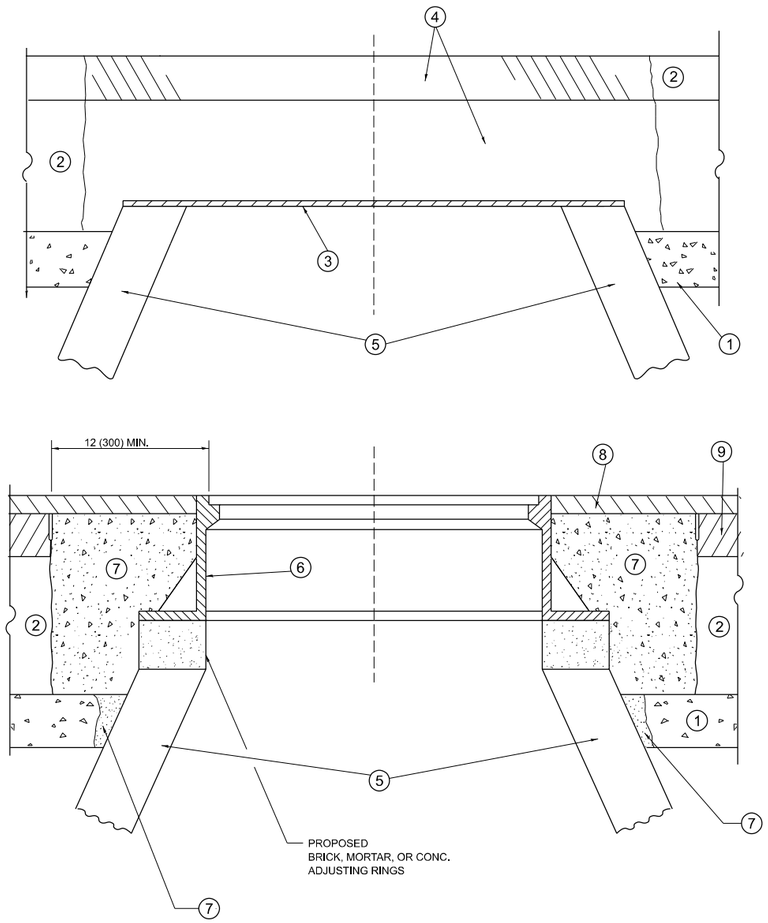
USER NAME = JHiedeman	DESIGNED - KJS	REVISED -	
	DRAWN - JMH	REVISED -	
	CHECKED - KJS	REVISED -	
PLOT DATE = 3/14/2025	DATE - 03/17/2025	REVISED -	TRAFFIC SIGNAL MODERNIZATION PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, EVP SEQ, & SOQ
IL RTE 176 AND NEWPORT COURT

SCALE: | SHEET 16 OF 4 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	16
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.

B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.

C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.

D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

A) REMOVE THE HMA SURFACE MIX AND CRUSHED STONE.

B) INSTALL THE FRAME AND LID; ADJUST THE FRAME TO ITS FINAL SURFACE ELEVATION.

C) THE SURROUNDING SPACE SHALL BE FILLED WITH CLASS PP-2* CONCRETE TO THE ELEVATION OF THE SURFACE OF THE EXISTING BASE COURSE OR THE BINDER COURSE.

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

1. REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

2. THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

3. NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

4. WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

MODEL: BD-08 [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\d0938494\D1103024-sht-DistStds.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -	
	DRAWN - R. SHAH	REVISED - R. BORO 03-09-11	
	CHECKED -	REVISED - R. BORO 12-06-11	
PLOT DATE = 3/21/2025	DATE -	REVISED - K. SMITH 11-18-22	
	10-25-94	K. SMITH 09-15-23	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | ESTIMATED QUANTITIES

ALL RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	17
		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

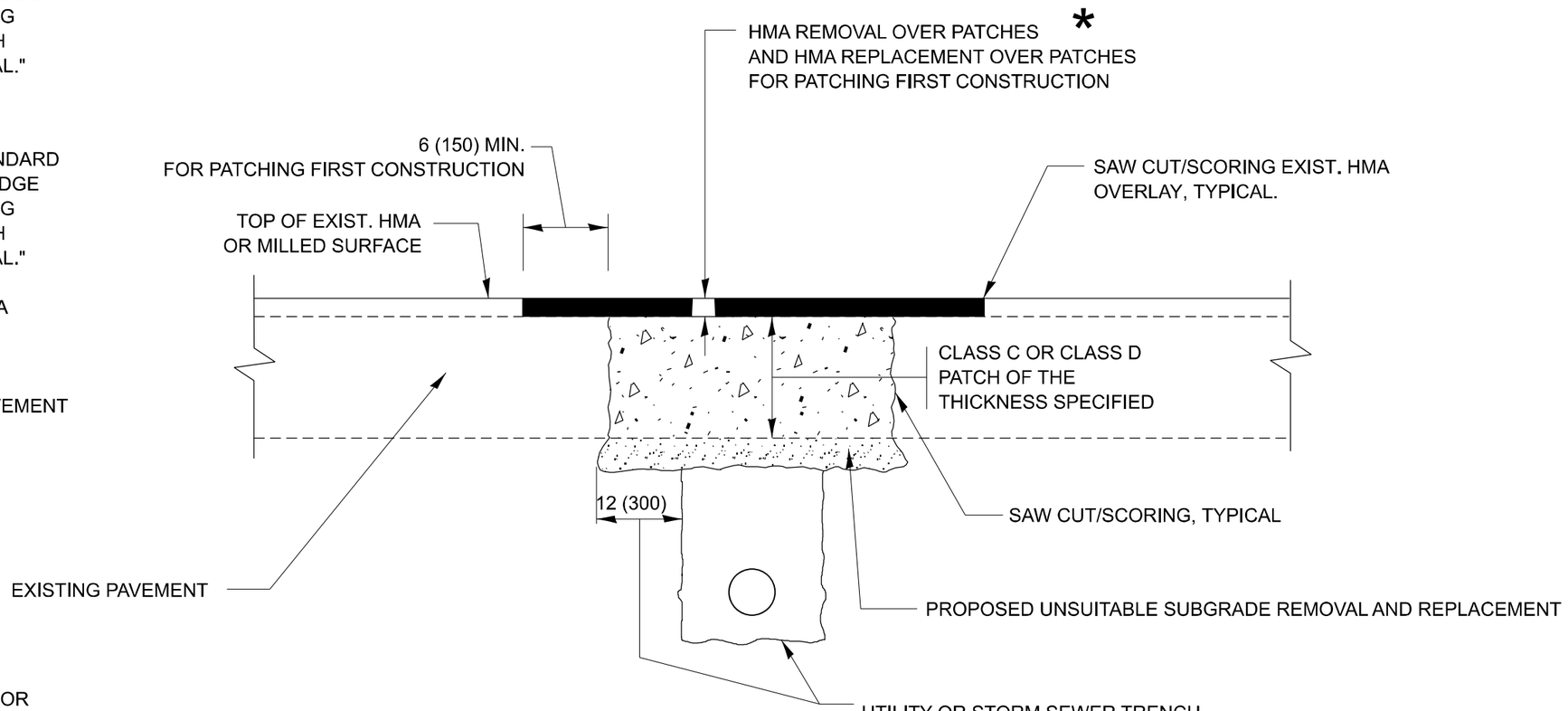
~~BD600-03 (BD-08)~~

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.



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

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.

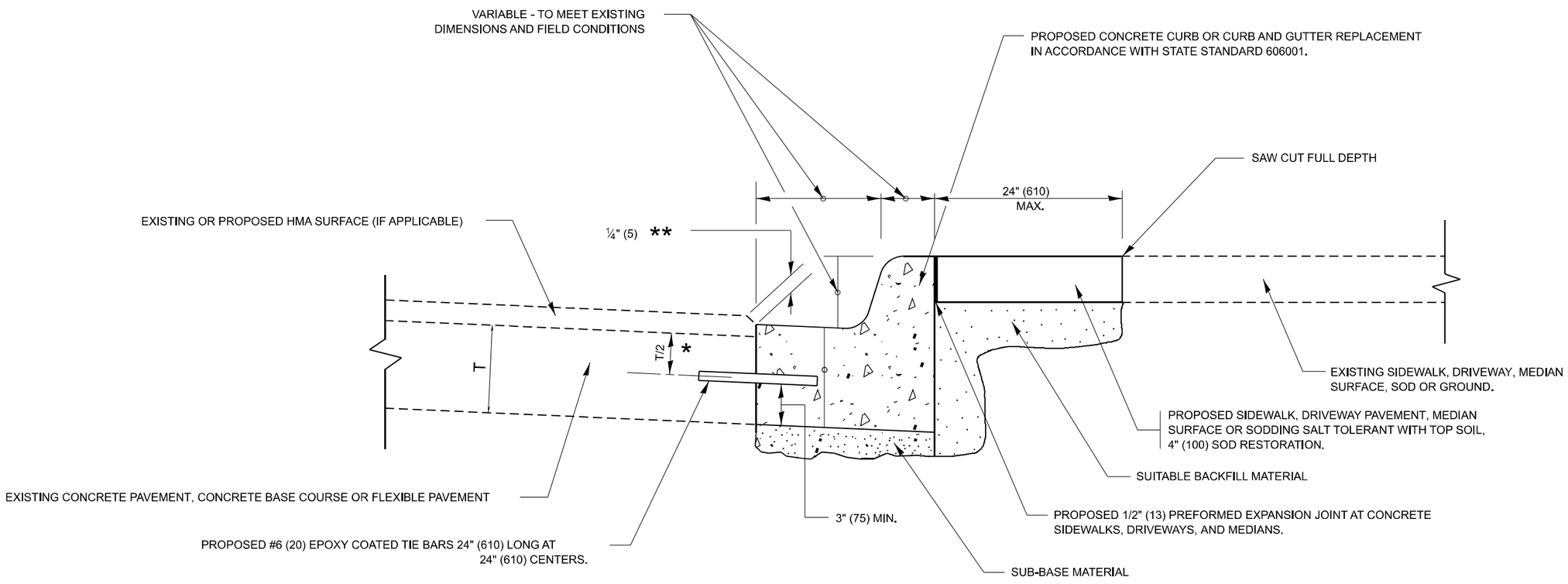
MODEL: BD-22 [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\d0939494\D103024-sht-DistStds.dgn

USER NAME = Alan.Parayno	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED - R. BORO 09-04-07	
	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 3/21/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	18
	BD400-04 (BD-22)	CONTRACT NO. 62V52		
	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]
FILE NAME: c:\dw_work\pwidot\parayno\atf\d0938494\ID103024-sht-DistStds.dgn

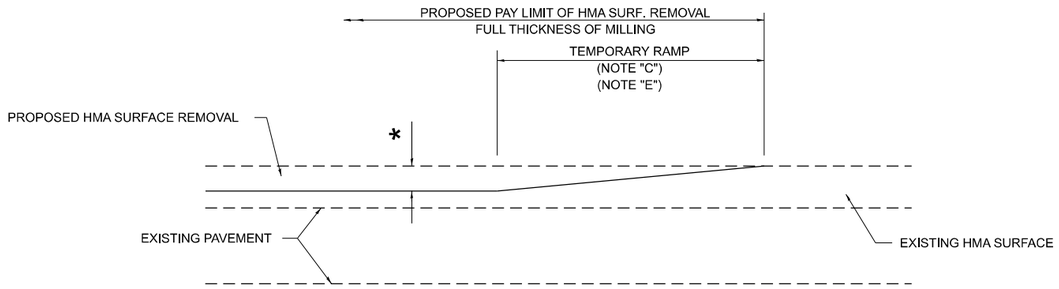
USER NAME = Alan.Parayno	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 01-22-01	
	CHECKED -	REVISED - R. BORO 12-15-09	
PLOT DATE = 3/21/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

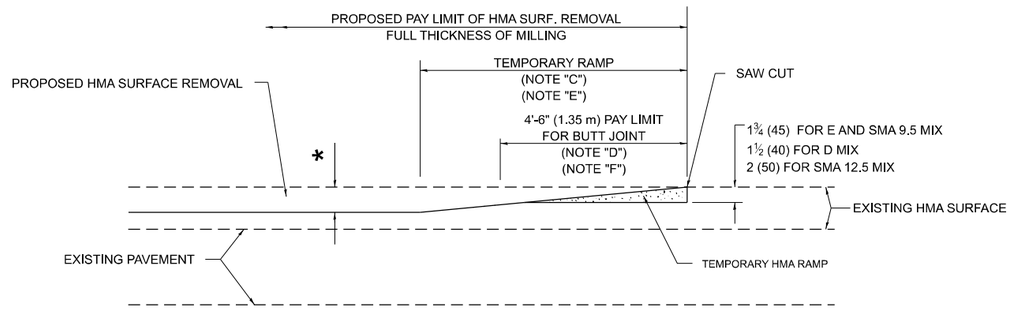
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	19
	BD600-06 (BD-24)	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

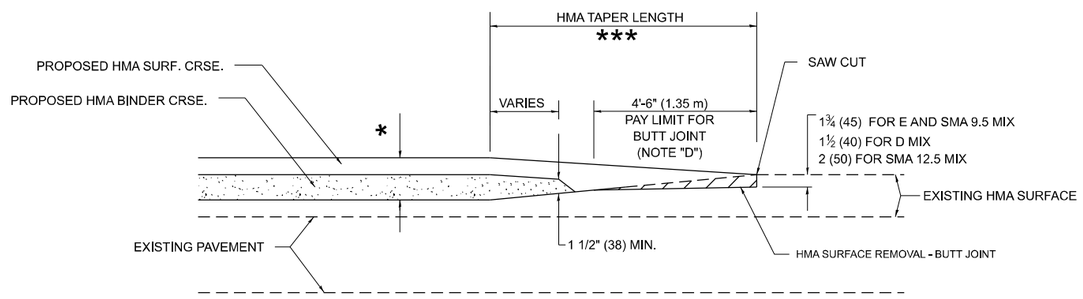


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

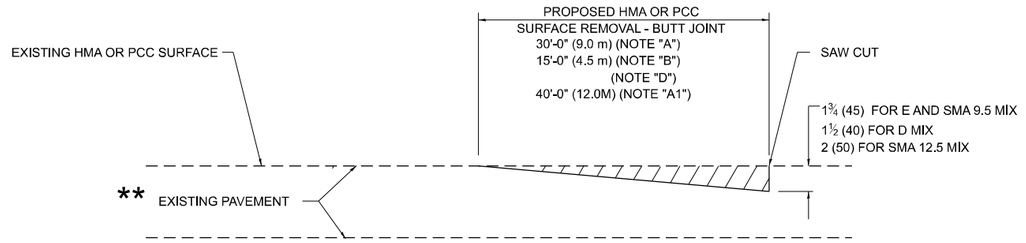
OPTION 2

TYPICAL TEMPORARY RAMP

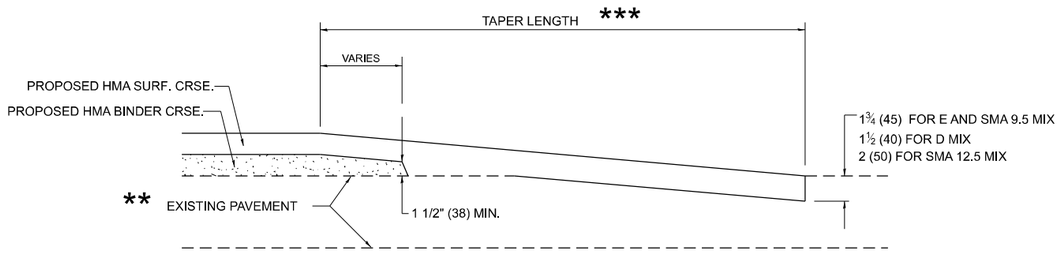


BUTT JOINT AND HMA TAPER

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 = Alan.Parayno	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**BUTT JOINT AND HMA TAPER DETAILS**	
	DRAWN -	REVISED - M. GOMEZ 04-06-01			
	CHECKED -	REVISED - R. BORO 01-01-07			
PLOT DATE = 3/21/2025	DATE - 06-13-90	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	20
	BD400-05 BD-32	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

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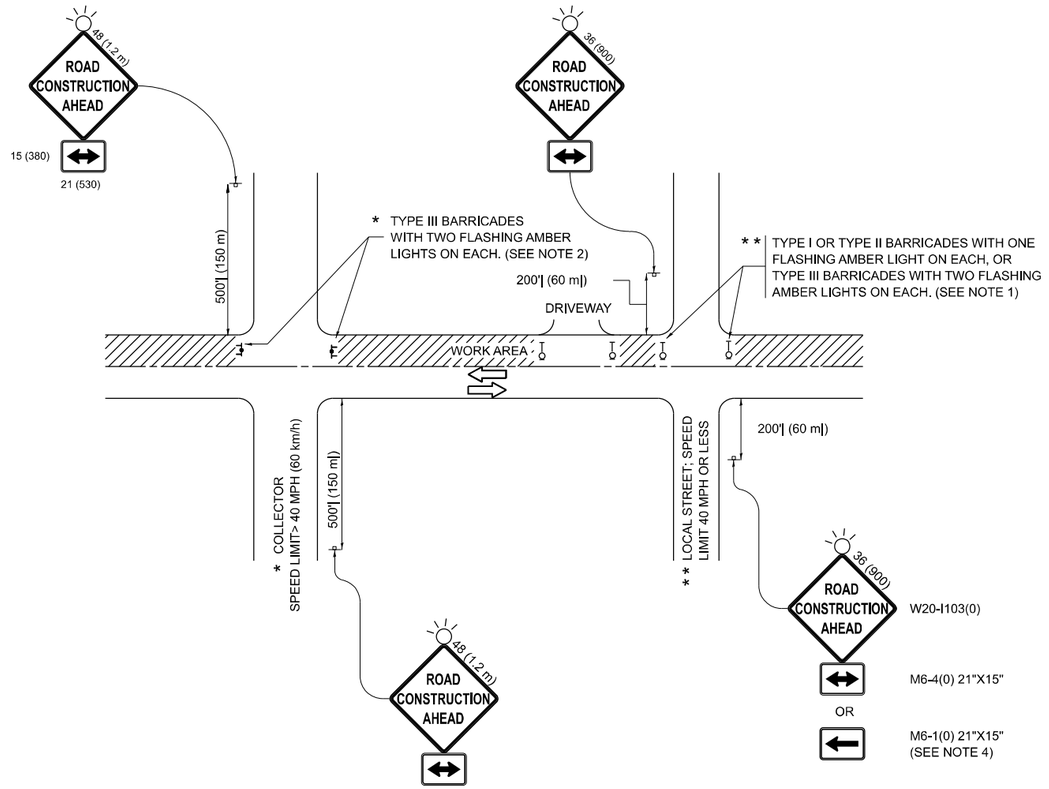

NOTES:

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

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

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USER NAME = Alan.Parayno	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	
	DRAWN -	REVISED - A. SCHUETZE 07-01-13	
	CHECKED -	REVISED - A. SCHUETZE 09-15-06	
PLOT DATE = 3/21/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-24	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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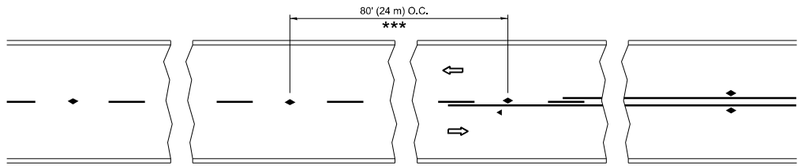
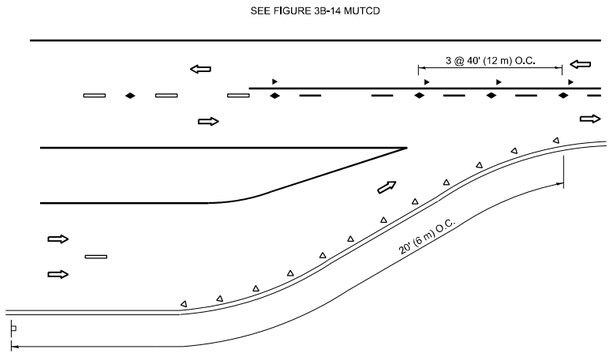
	TC-10	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

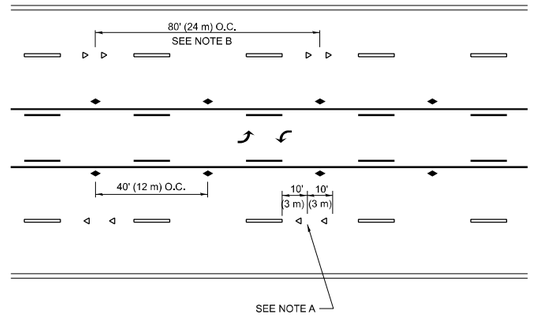


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

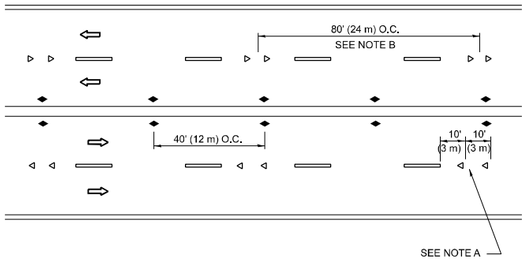
TWO-LANE/TWO-WAY



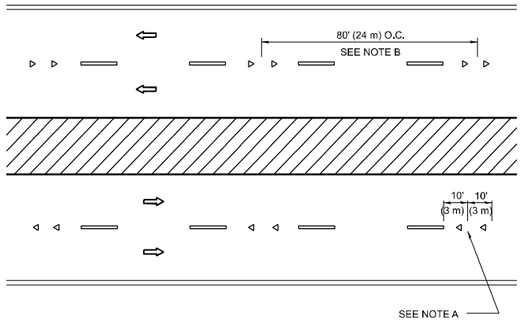
LANE REDUCTION TRANSITION



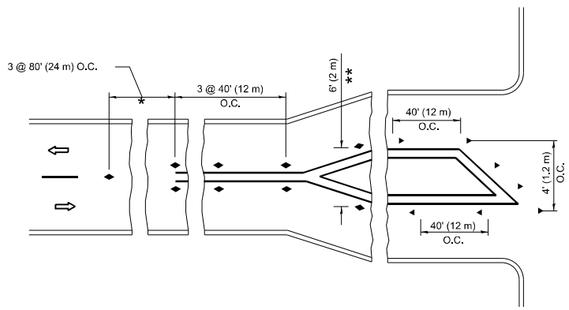
TWO-WAY LEFT TURN

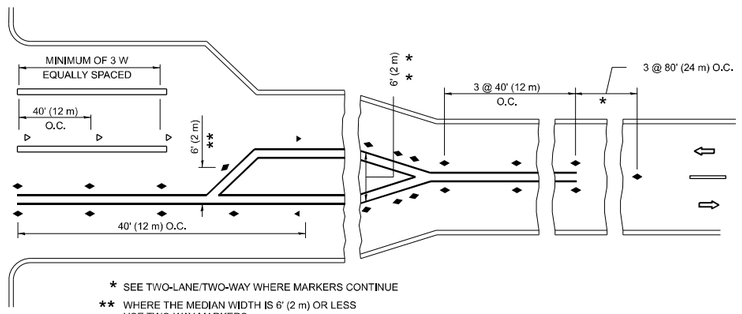


MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

TURN LANES

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

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USER NAME = Alan.Parayno	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 3/21/2025	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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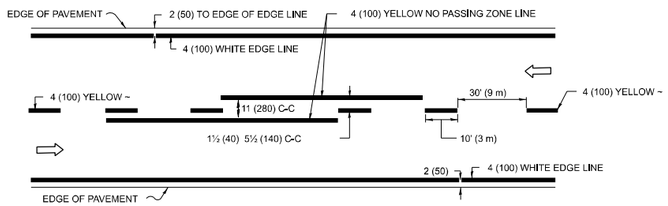
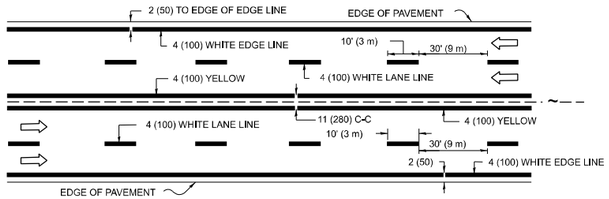
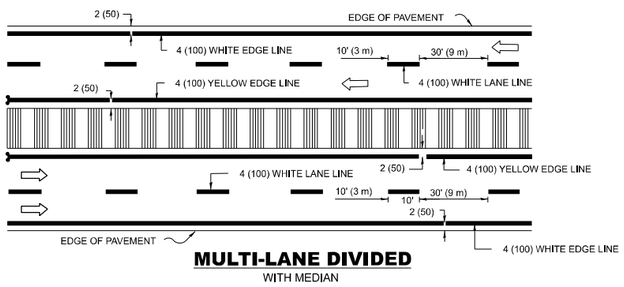
	TC-11	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY

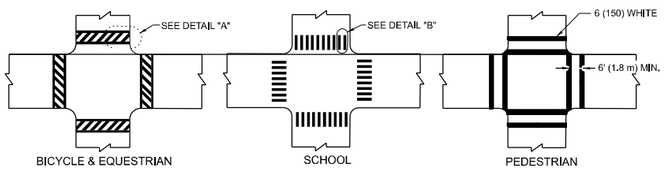


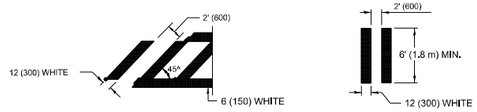
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

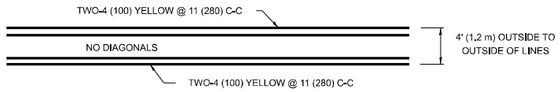




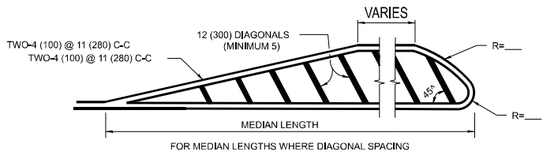
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



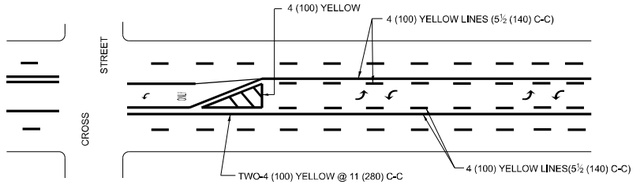
4' (1.2 m) WIDE MEDIANS ONLY



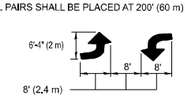
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

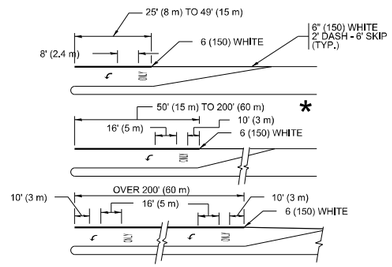


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

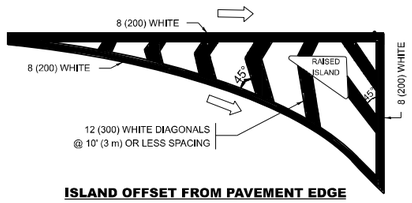


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
AREA = 15,6 SQ. FT. (1,5 m²) ONLY AREA = 20,8 SQ. FT. (1,9 m²)

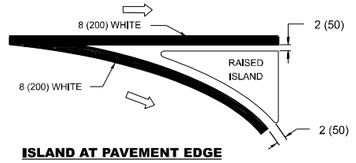
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

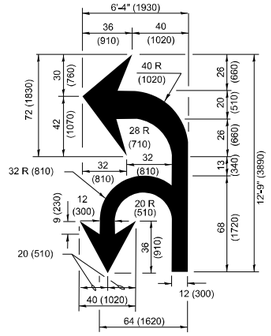


ISLAND OFFSET FROM PAVEMENT EDGE

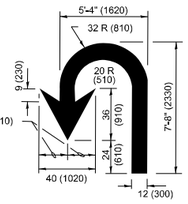


ISLAND AT PAVEMENT EDGE

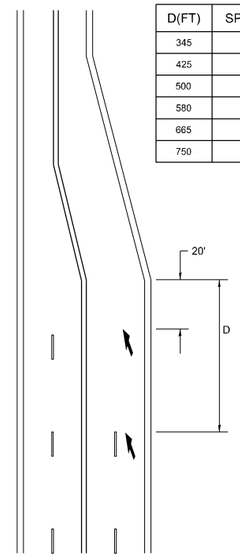
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



LANE REDUCTION TRANSITION

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

* 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	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2,4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2,4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SQ. FT. (0.33 m²) EACH "X"=54,0 SQ. FT. (5,0 m²)
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.

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	DRAWN -	REVISED - C. JUCIUS 07-01-13	
	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 3/21/2025	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.
335	F.A.P. 0335 23 SMART	MCHENRY	41	23
	TC-13	CONTRACT NO. 62V52		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

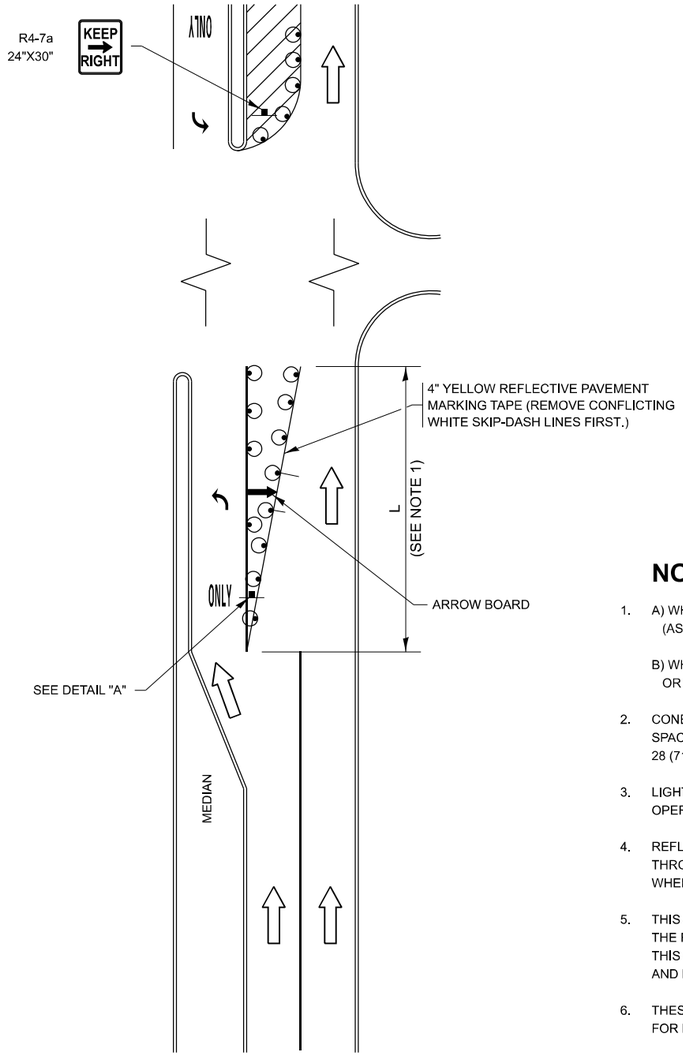


FIGURE 1

LEGEND

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

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

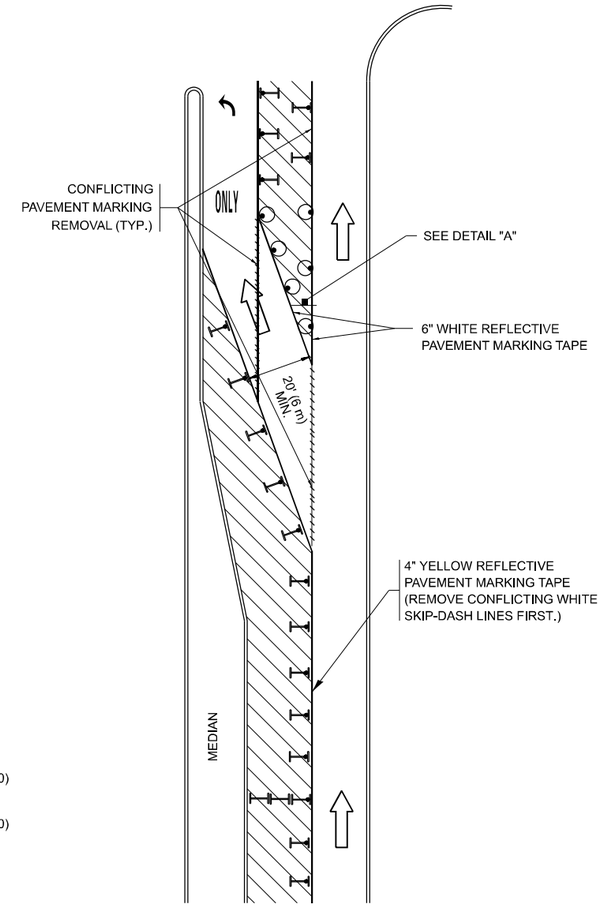
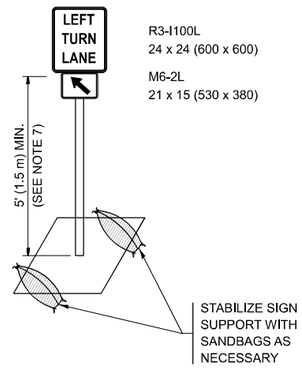


FIGURE 2



DETAIL A

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

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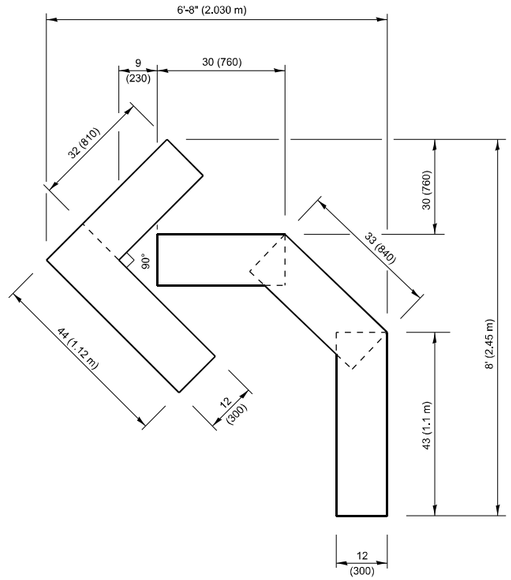
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 3/21/2025	DATE - T. RAMMACHER 01-06-00	REVISED -	

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

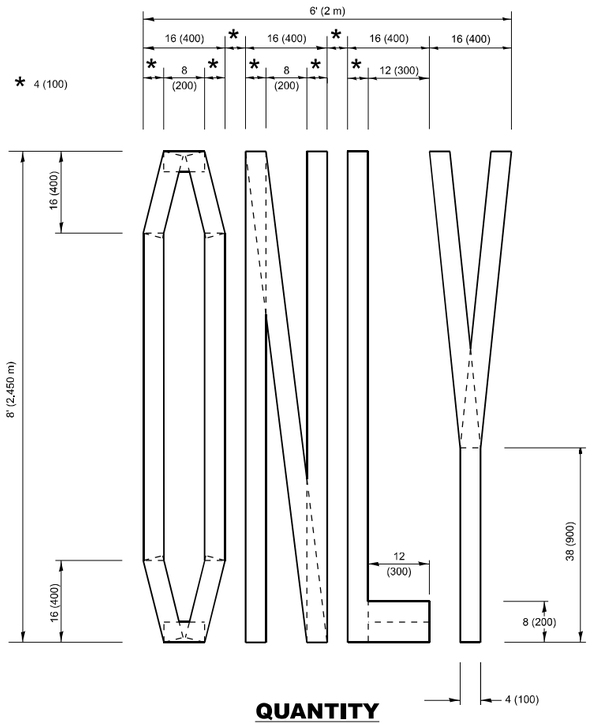
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	24
	TC-14	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			



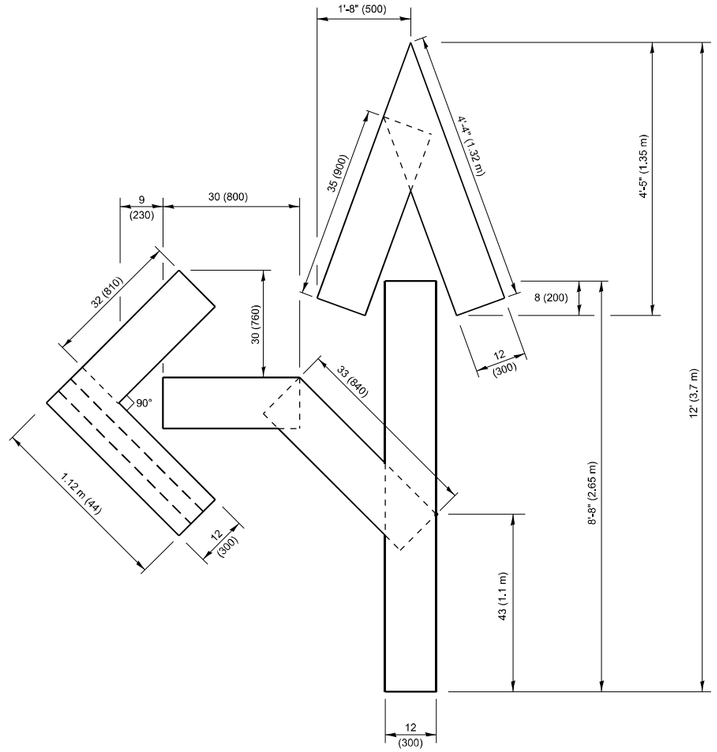
QUANTITY

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)

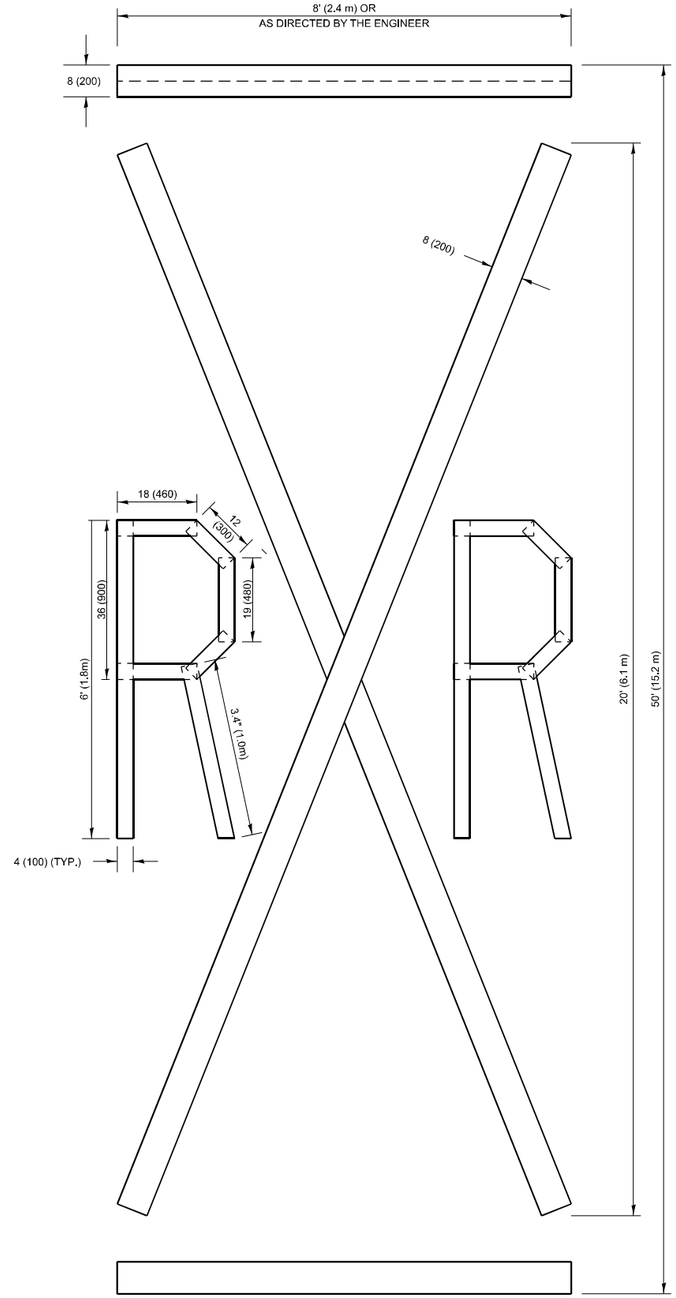


QUANTITY

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.

MODEL: TC-16 [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\d0938494\D103024-sht-DistStds.dgn

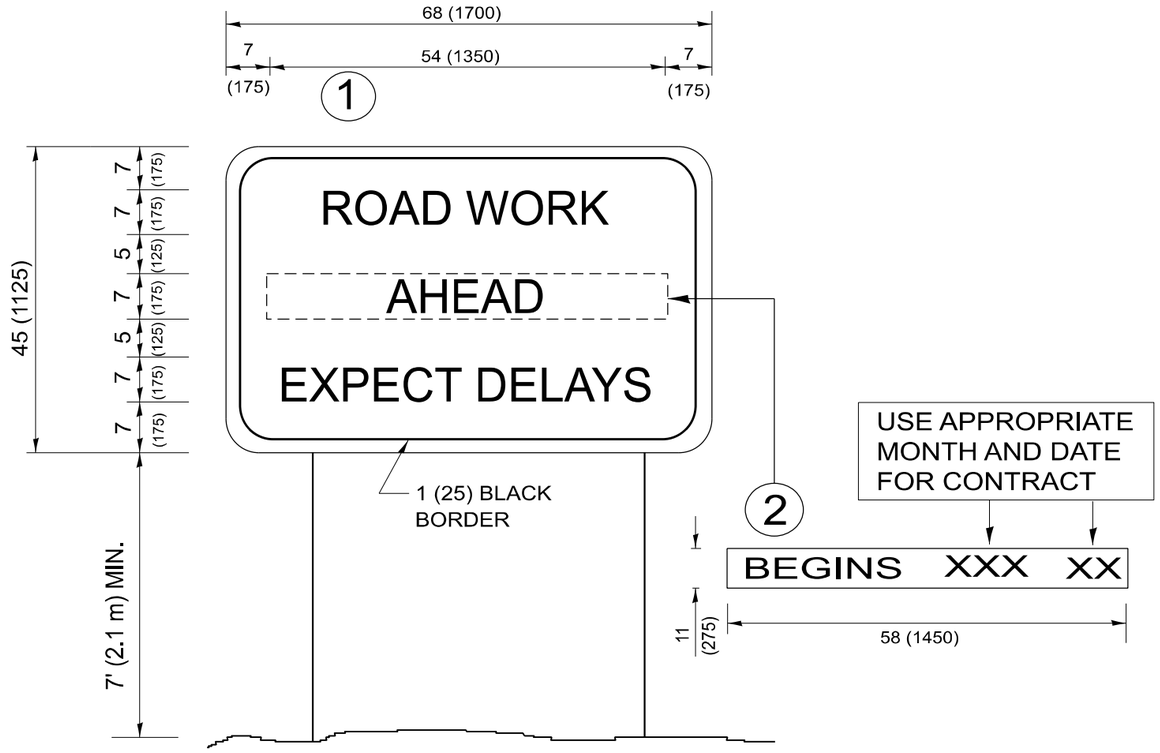
USER NAME = Alan.Parayno	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 3/21/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	25
	TC-16	CONTRACT NO. 62V52		
		ILLINOIS FED. AID PROJECT		



NOTES:

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

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

MODEL: TC-22 [Sheet]
FILE NAME: c:\dw_work\pwidot\paraymoa#d0938494\D10302-sh\DistStds.dgn

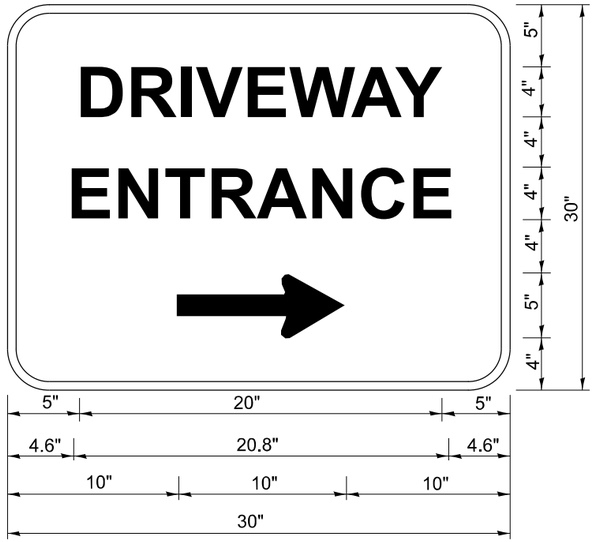
USER NAME = Alan.Parayno	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 3/21/2025	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	26
	TC-22	CONTRACT NO. 62V52		
	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:\pw_work\pwidot\parayno\d0938494\D103024-sht-DistStds.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED - C. JUCIUS 02-15-07	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	27
	TC-26	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	ECC	CC
MASTER CONTROLLER	EMC	MC
MASTER MASTER CONTROLLER	EMMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX	J	J
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET	RR	RR
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P	P
SAMPLING (SYSTEM) DETECTOR	S	S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS	IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS	QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R Y G ◄Y ◄G (P)	R Y G ◄Y ◄G (P)
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	R Y G ◄Y ◄G (P) (RB)	R Y G ◄Y ◄G (P) (RB)
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	6#18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

MODEL: TS-05a [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\atld0938494\D103024-sht-DistStds.dgn

USER NAME = Alan.Parayno	DESIGNED - IP	REVISED -	
	DRAWN - IP	REVISED -	
	CHECKED - LP	REVISED -	
PLOT DATE = 3/21/2025	DATE - 9/29/2016	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 1 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	28
	TS-05	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

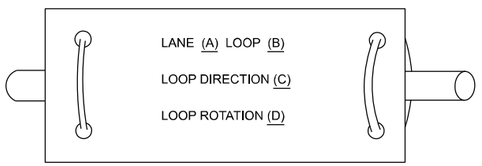
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.

6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.

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

LOOP LEAD-IN CABLE TAG

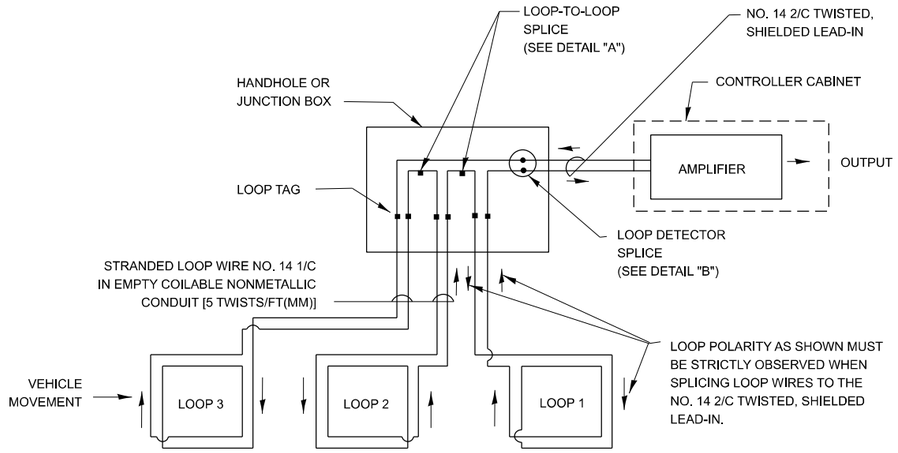


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

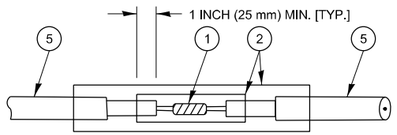
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

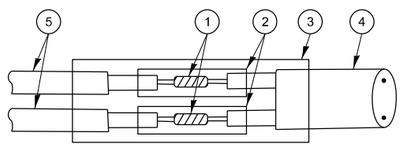


DETECTOR LOOP WIRING SCHEMATIC

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

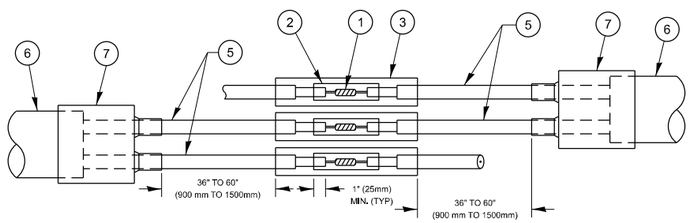


DETAIL "A"
LOOP-TO-LOOP SPLICE



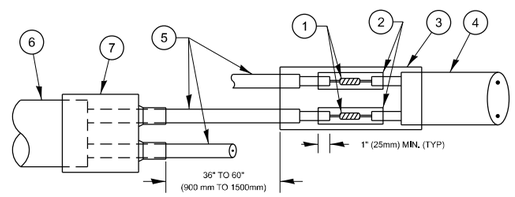
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

(3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP

(6) XL POLYOLEFIN 2 CONDUCTOR

(7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

MODEL: TS-05b [Sheet]
FILE NAME: c:\dw_work\pwidot\parayno\alt\d0938494\D103024-sht-DistStds.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

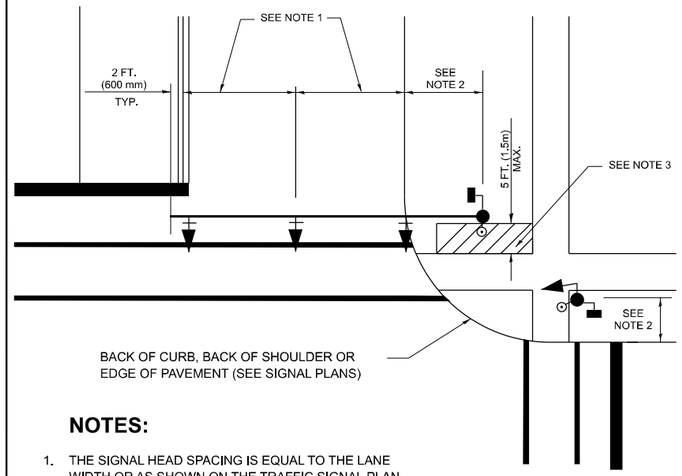
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	29
	TS-05	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

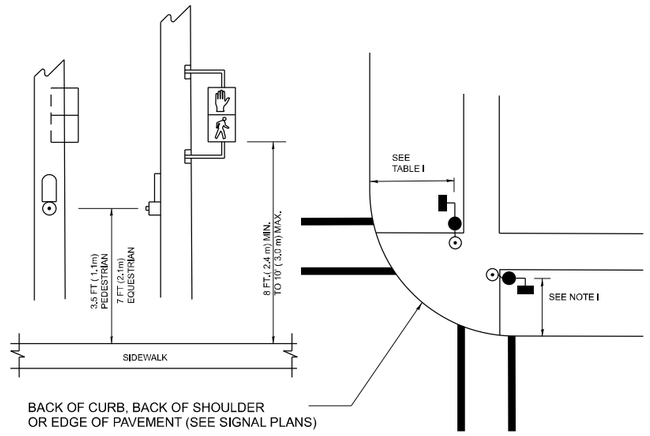
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

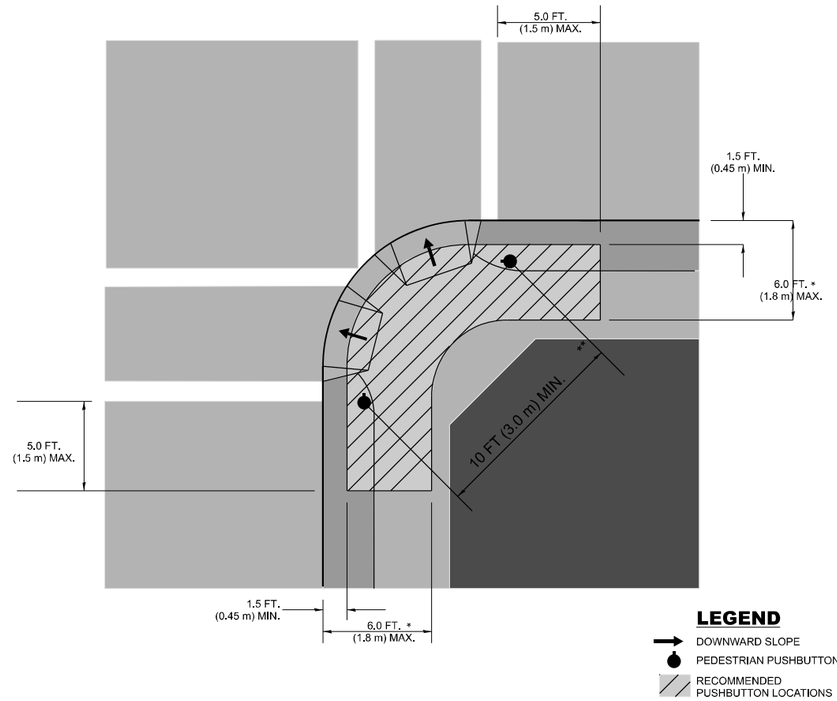
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



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

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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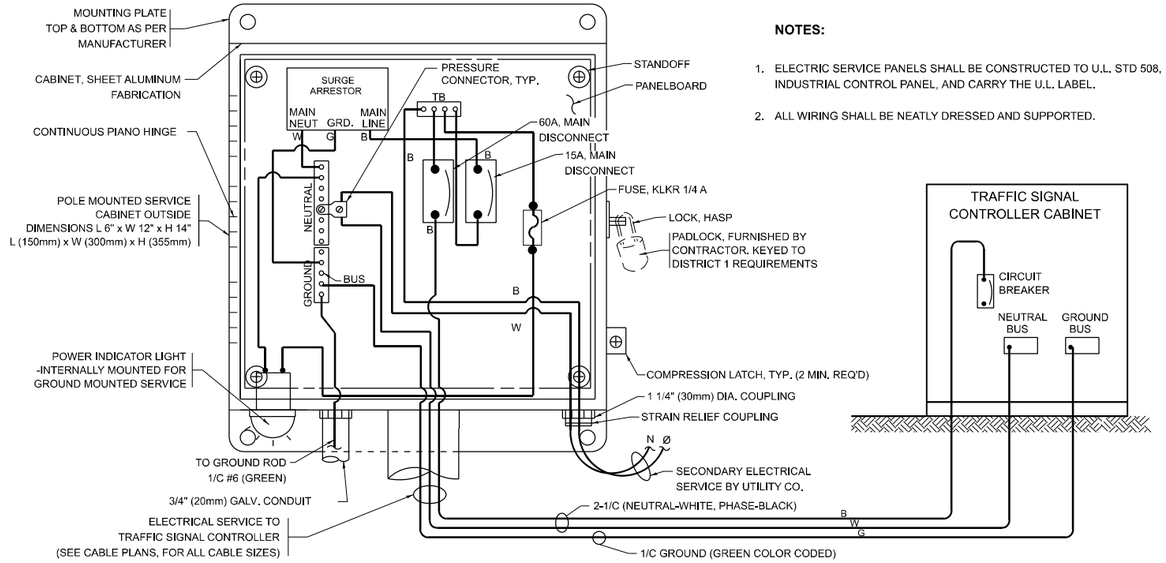
	TS-05	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

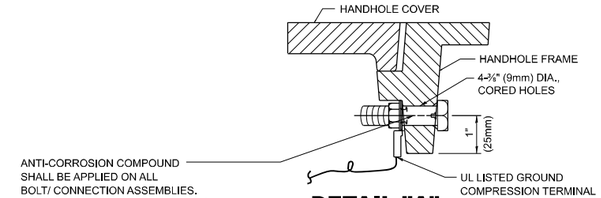


NOTES:

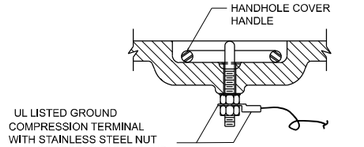
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.

ELECTRICAL SERVICE - PANEL DIAGRAM
(TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)



DETAIL "A"

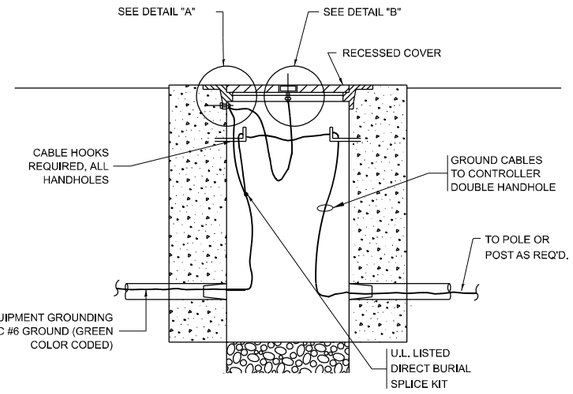


DETAIL "B"

NOTES:

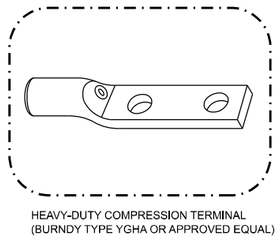
GROUNDING SYSTEM

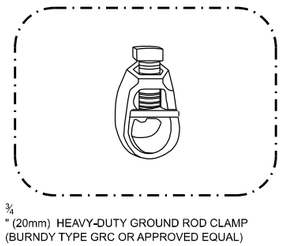
1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, 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.
2. 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.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



HANDHOLE COVER & FRAME - GROUNDING DETAIL

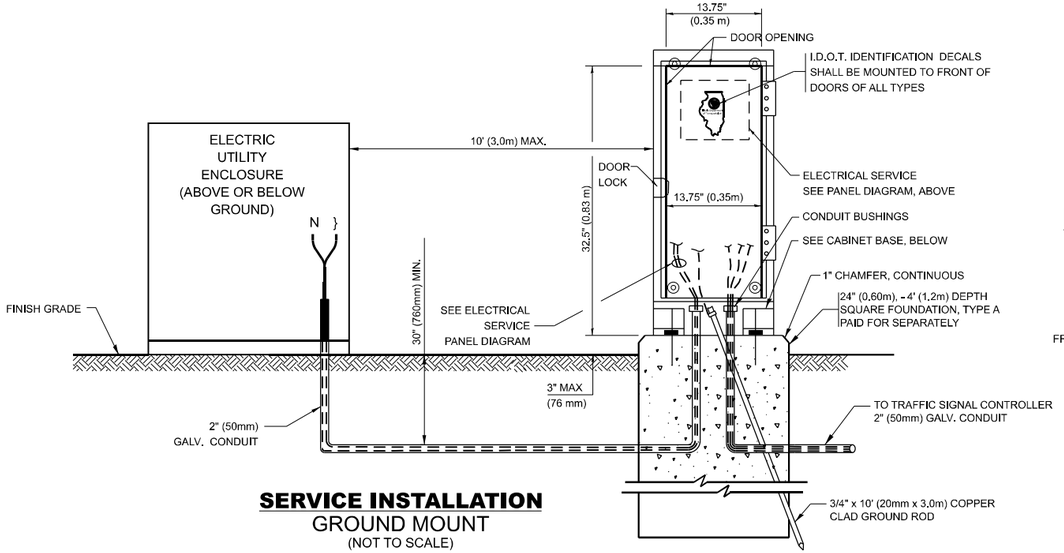
(NOT TO SCALE)



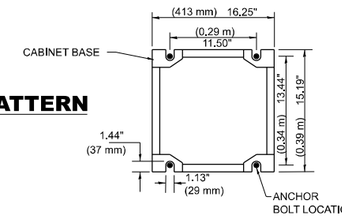


NOTES:

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

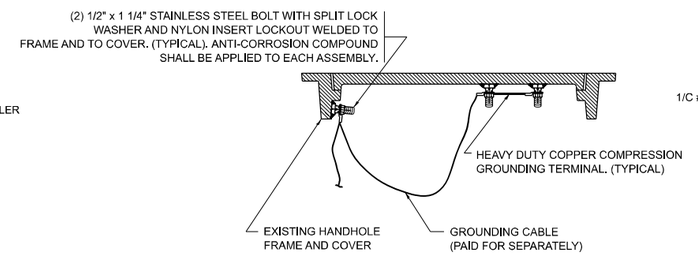


SERVICE INSTALLATION
GROUND MOUNT
(NOT TO SCALE)



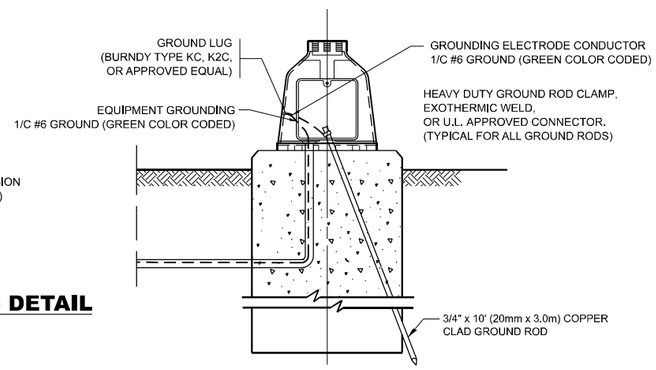
CABINET - BASE BOLT PATTERN

(NOT TO SCALE)



EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL

(NOT TO SCALE)



MAST ARM POLE / POST-GROUNDING DETAIL

(NOT TO SCALE)

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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.
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	TS-05	CONTRACT NO. 62V52		
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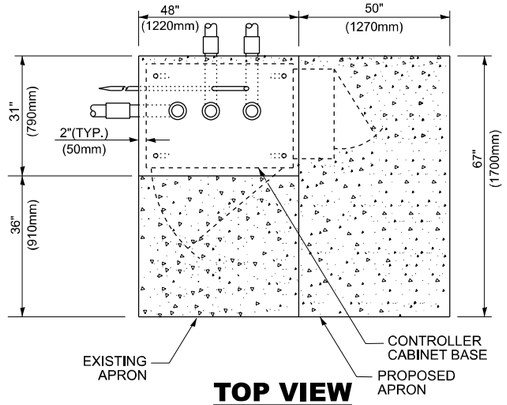
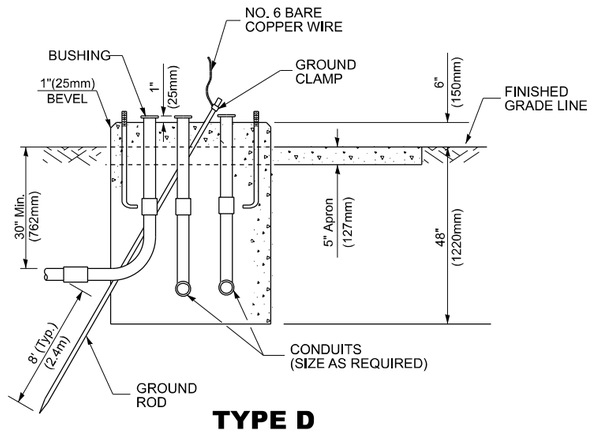
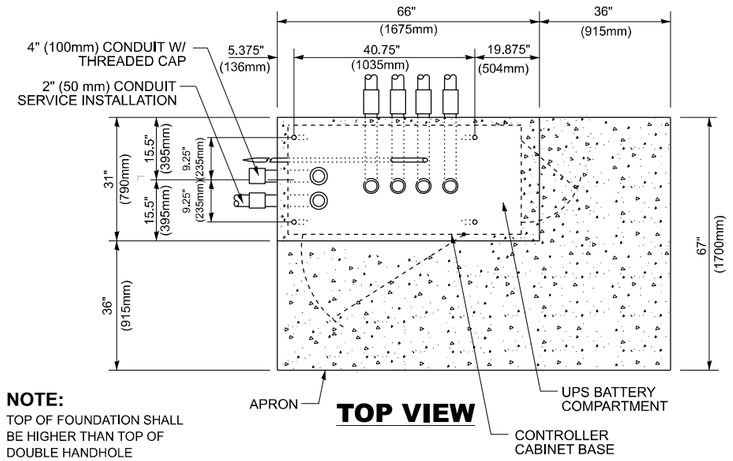


TOP VIEW

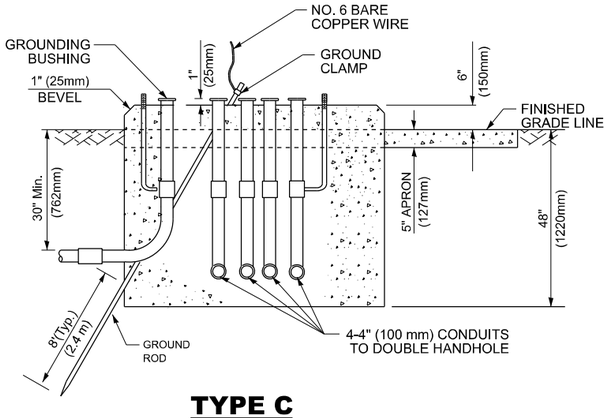


TYPE D
FOR GROUND MOUNTED CONTROLLER CABINET AND UPS BATTERY CABINET

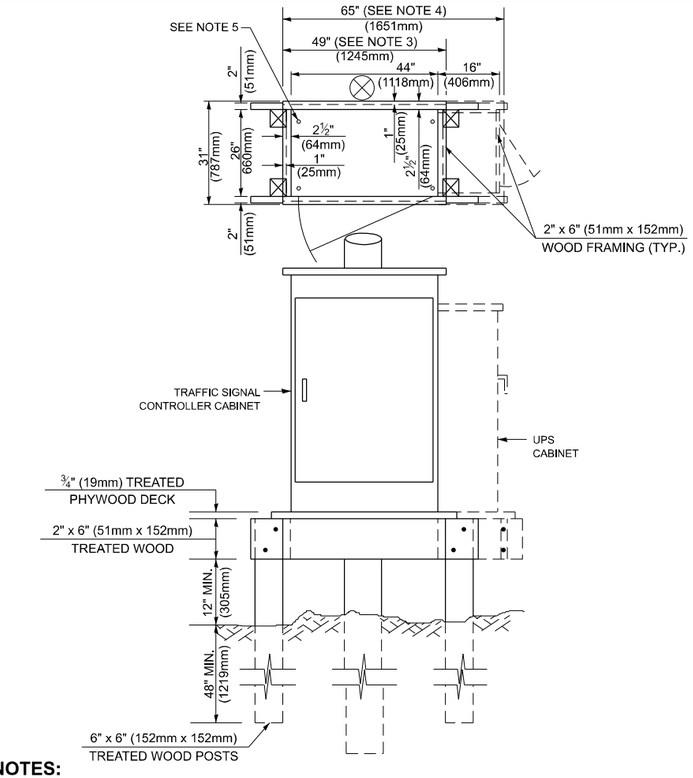


NOTE:
TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE

TOP VIEW



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
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SCALE: NONE | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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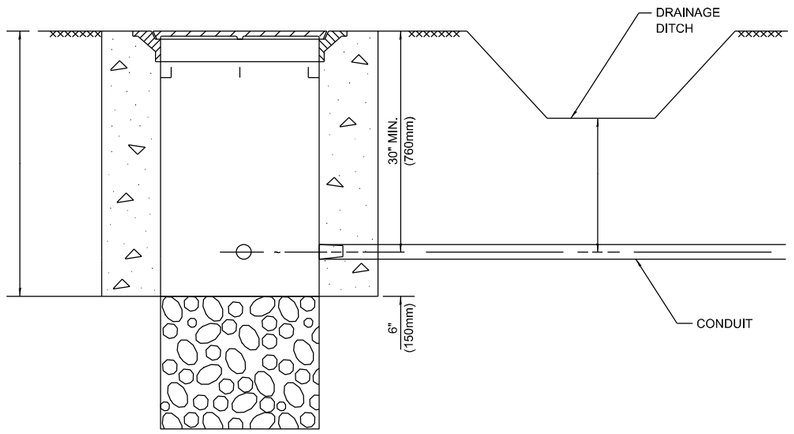
	ILLINOIS FED. AID PROJECT			

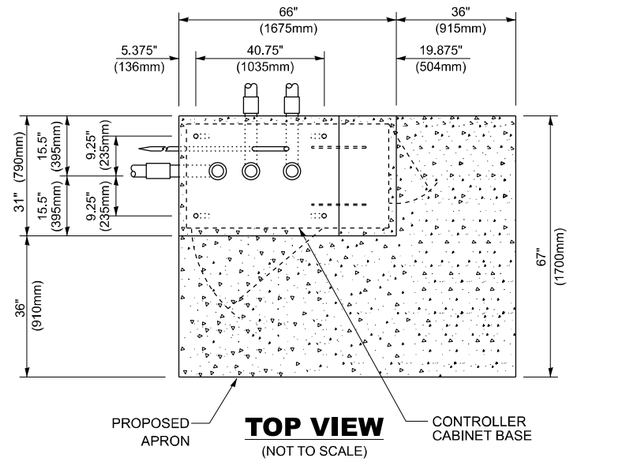


NOTES:

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

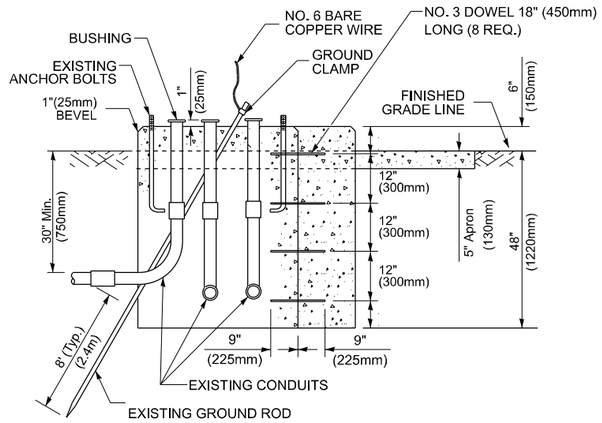
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



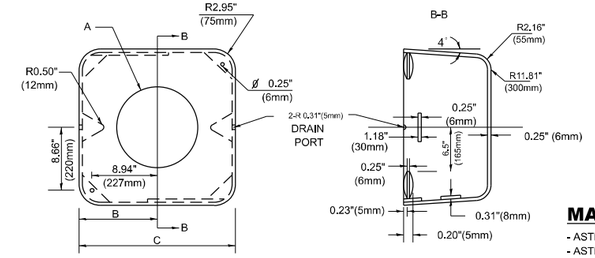
TOP VIEW

(NOT TO SCALE)



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

(NOT TO SCALE)



MATERIAL

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

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

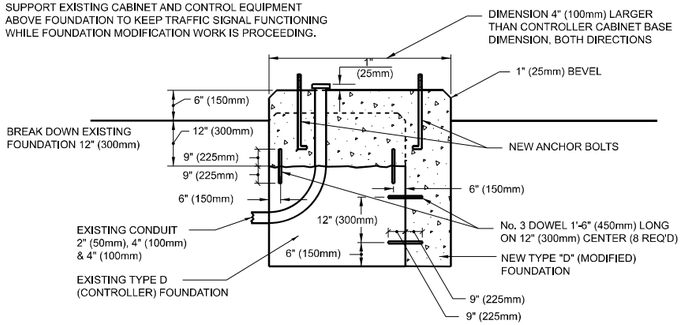
SHROUD

NOTES:

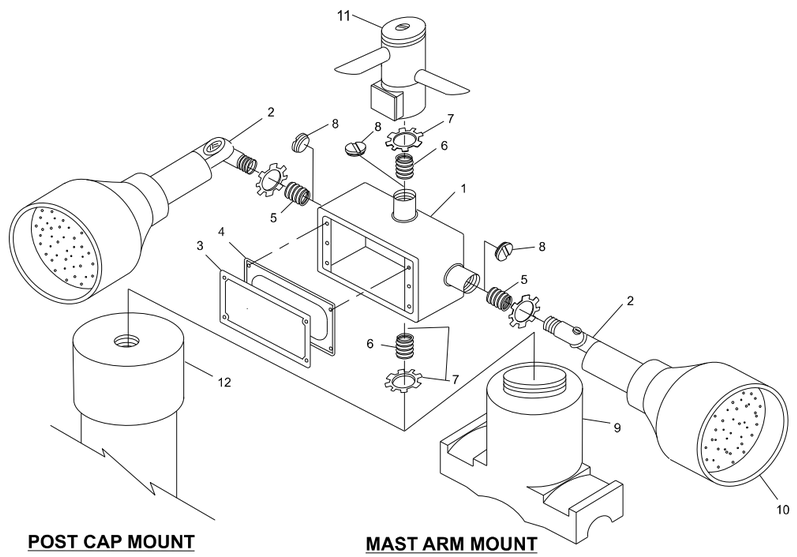
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



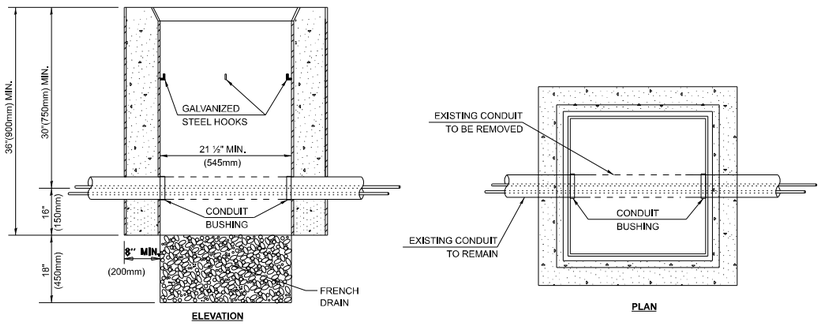
POST CAP MOUNT **MAST ARM MOUNT**

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾" (19 mm) CLOSE NIPPLE
7	¾" (19 mm) LOCKNUT
8	¾" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

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



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

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STATE OF ILLINOIS
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SCALE: NONE | SHEET 6 OF 7 SHEETS | STA. | TO STA.

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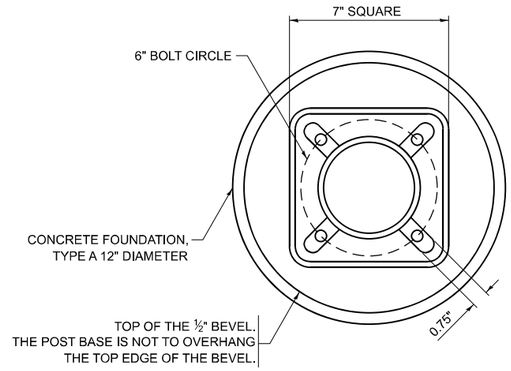
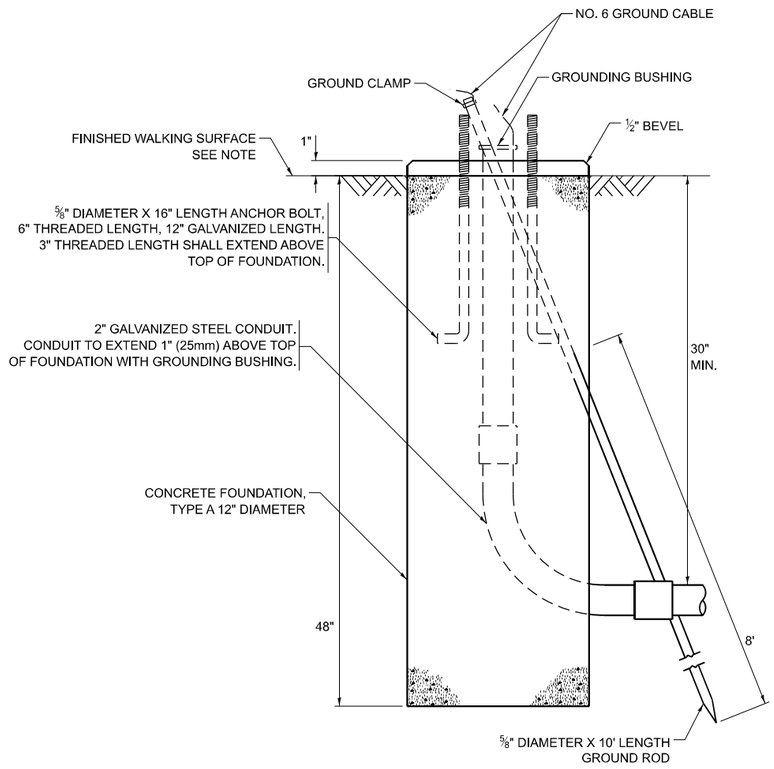


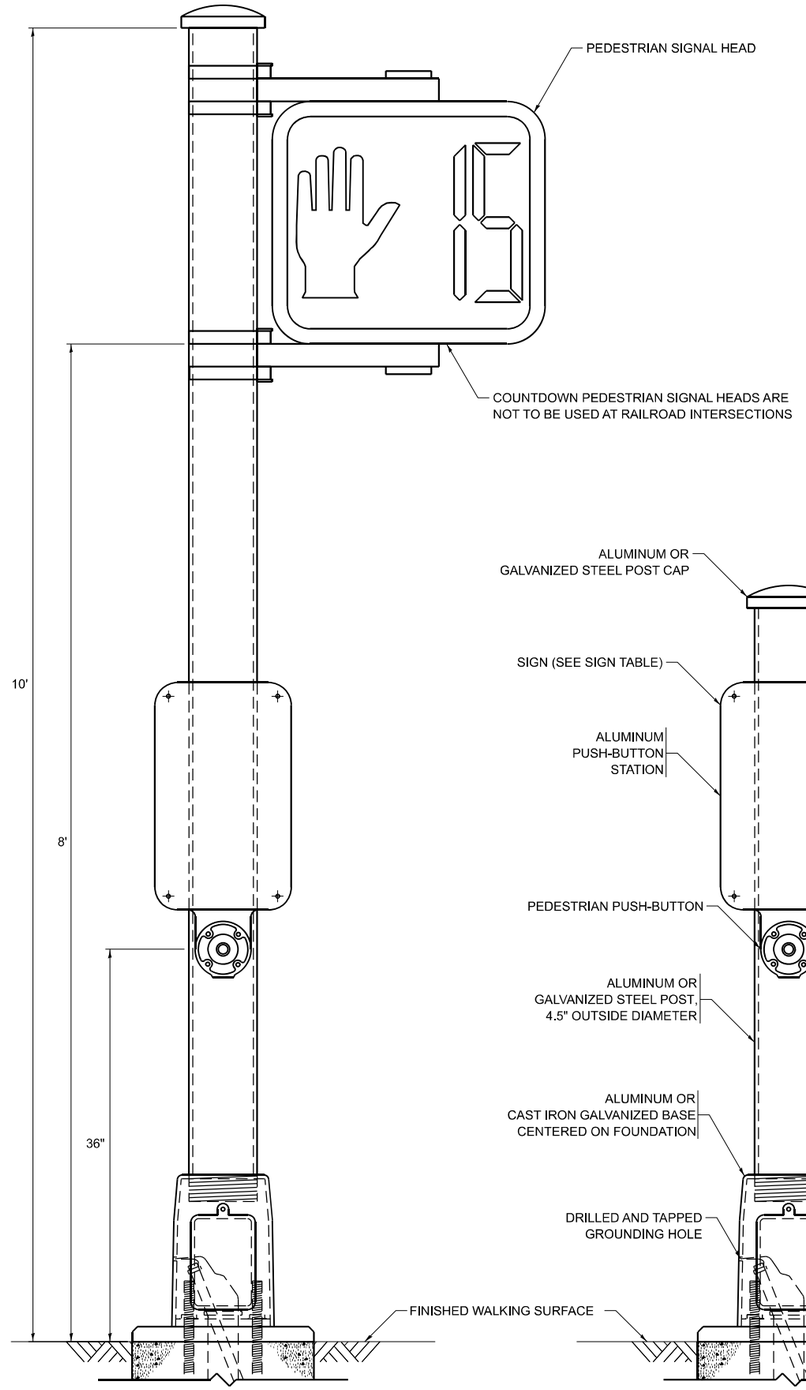
BOLT PATTERN

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.

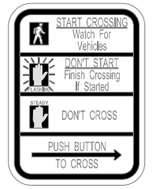


CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



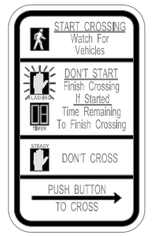
PEDESTRIAN SIGNAL POST, 10 FT.

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:\pw_work\pwidot\parayno\d0093894\D103024-sht-DistStds.dgn

USER NAME = Alan.Parayno	DESIGNED - IP	REVISED - 10-15-2020	
	DRAWN - IP	REVISED -	
	CHECKED - LP	REVISED -	
PLOT DATE = 3/21/2025	DATE - 10-15-2018	REVISED -	

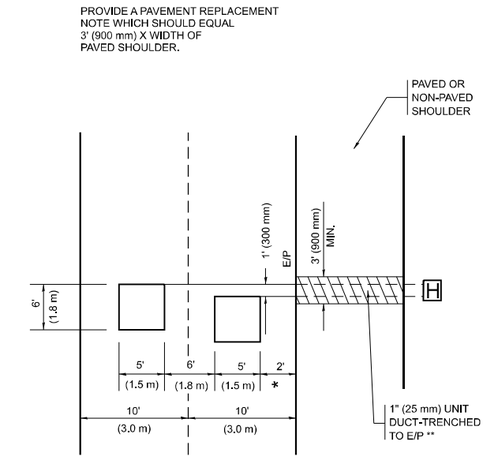
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	34
	TS-05	CONTRACT NO. 62V52		
		ILLINOIS FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

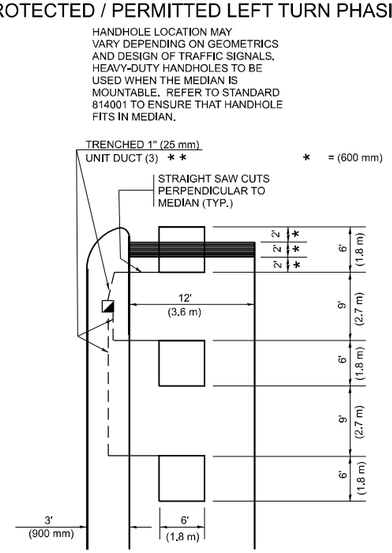


* = (600 mm)

* * 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)

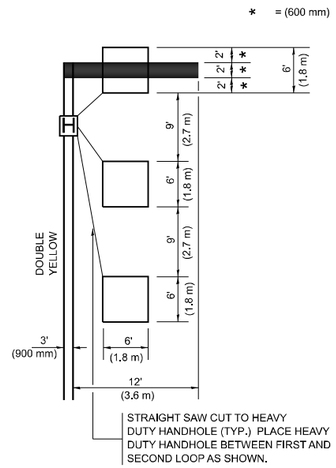


* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

LEFT TURN LANES WITHOUT MEDIANS

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



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

NOTES:

VEHICLES LOOP DETECTORS

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

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

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

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

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

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

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

PLACEMENT OF DETECTORS

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

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

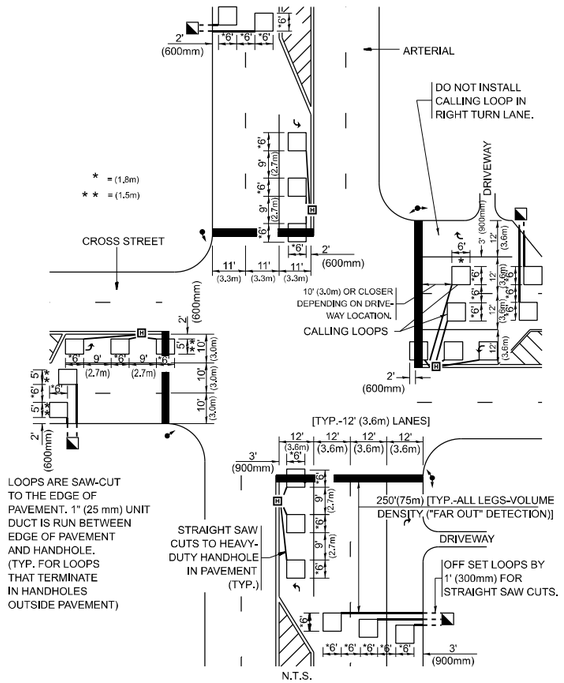
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

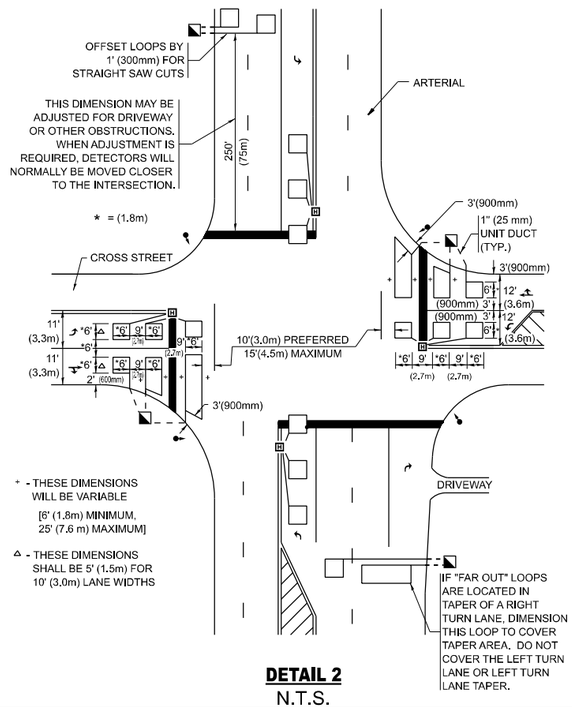
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED - R.K.F.	REVISED -	
PLOT DATE = 3/21/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

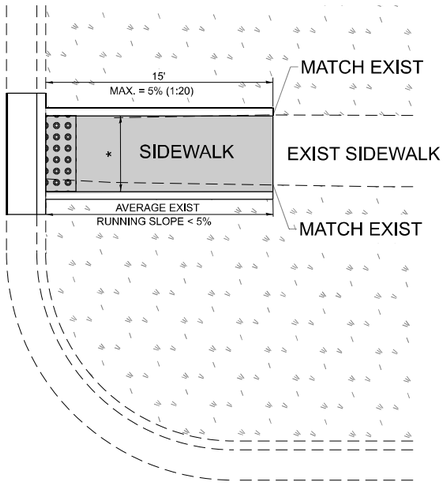
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	35
	TS-07	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

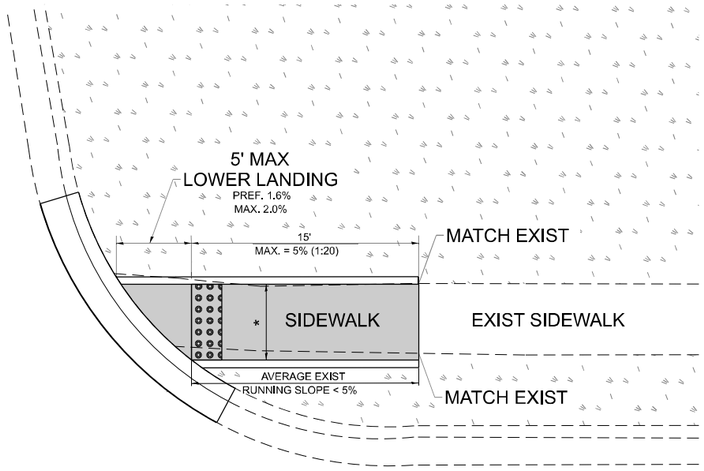
MODEL: TS-07 [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\d0938494\D1032024-sht-DistStds.dgn

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

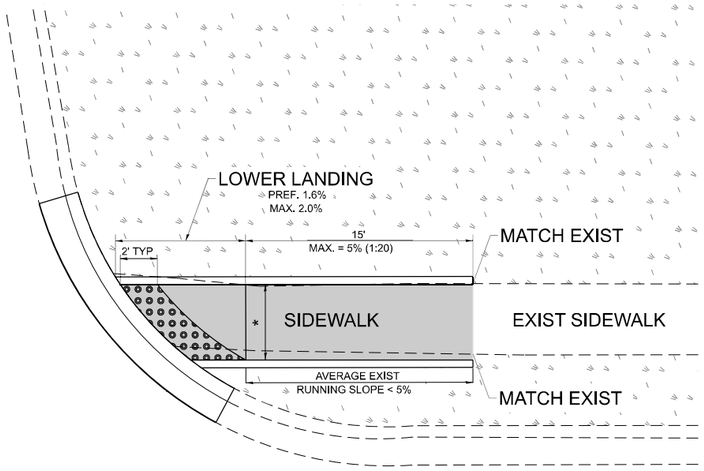
PD-01A



PD-01B



PD-01C



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-01 [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\d0939494\D1103024-sht-DistStds.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

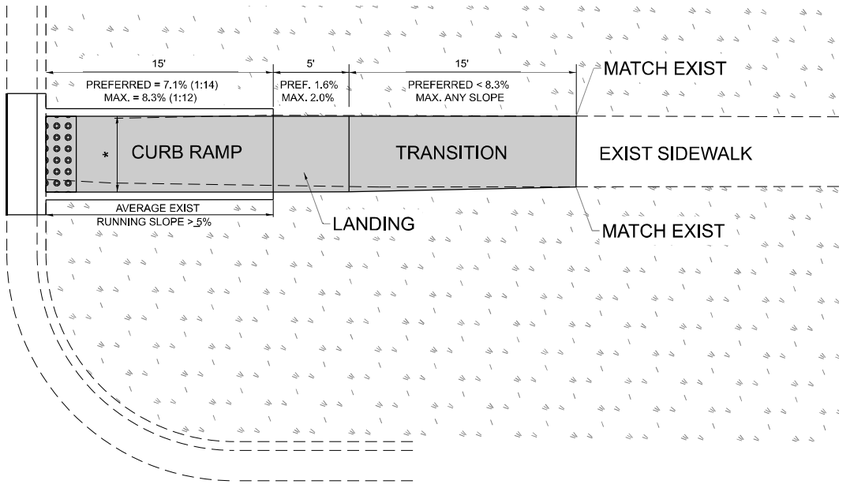
PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS (PD-01)

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

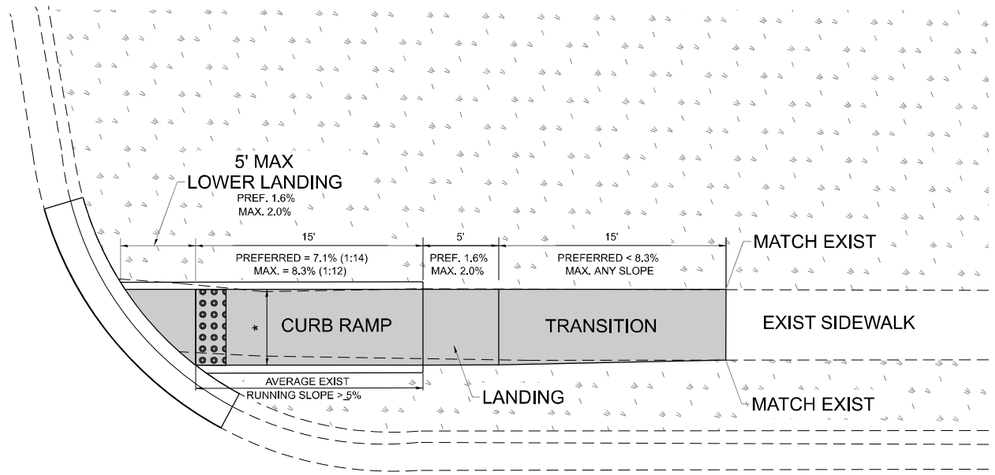
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	36
	PD-01	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

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

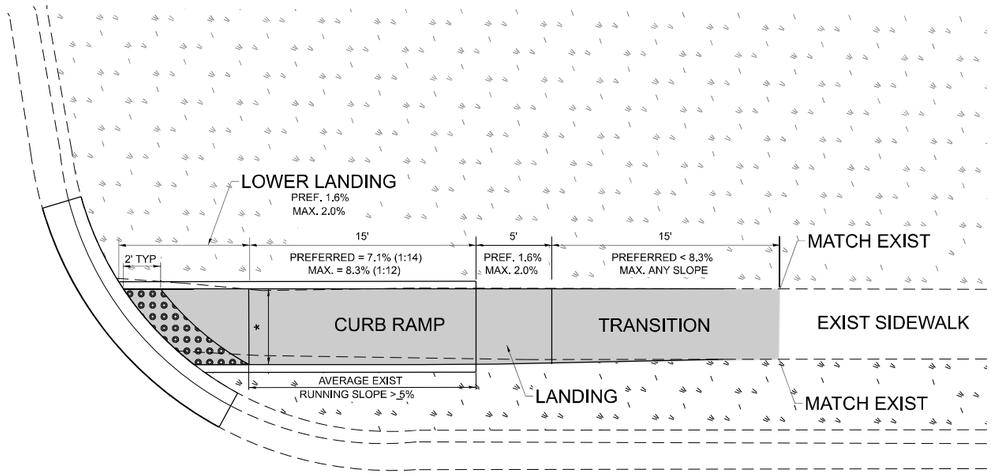
PD-02A



PD-02B



PD-02C



LEGEND

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

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

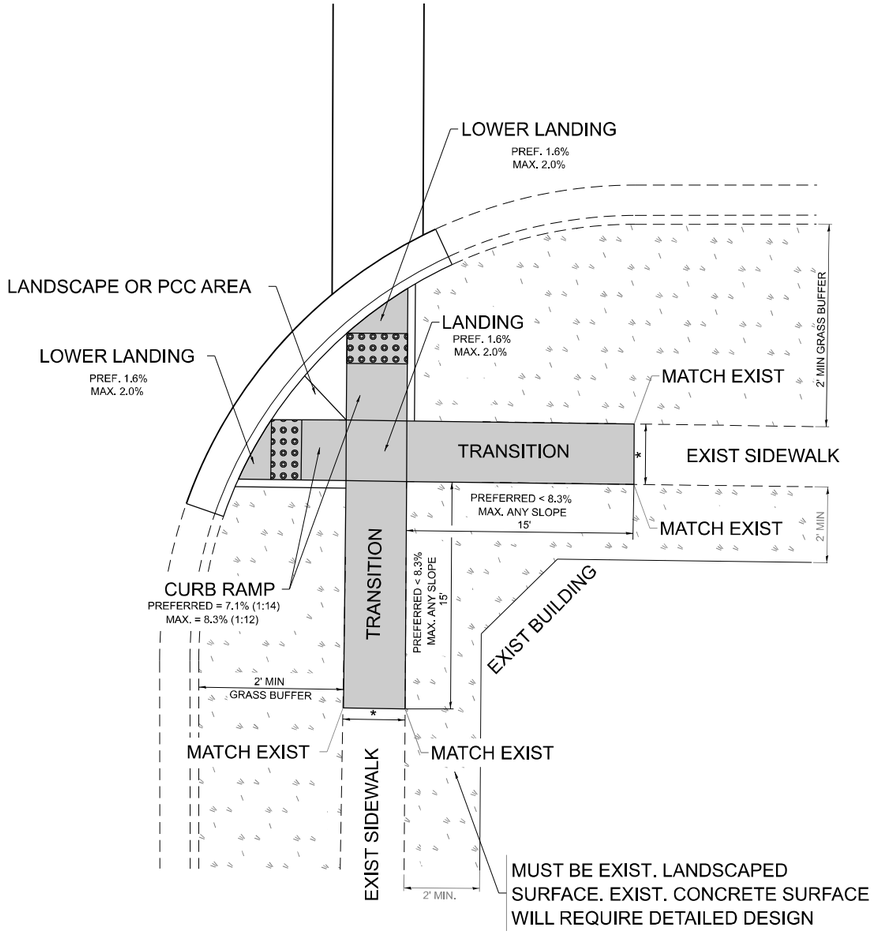
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	37
PD-02		CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

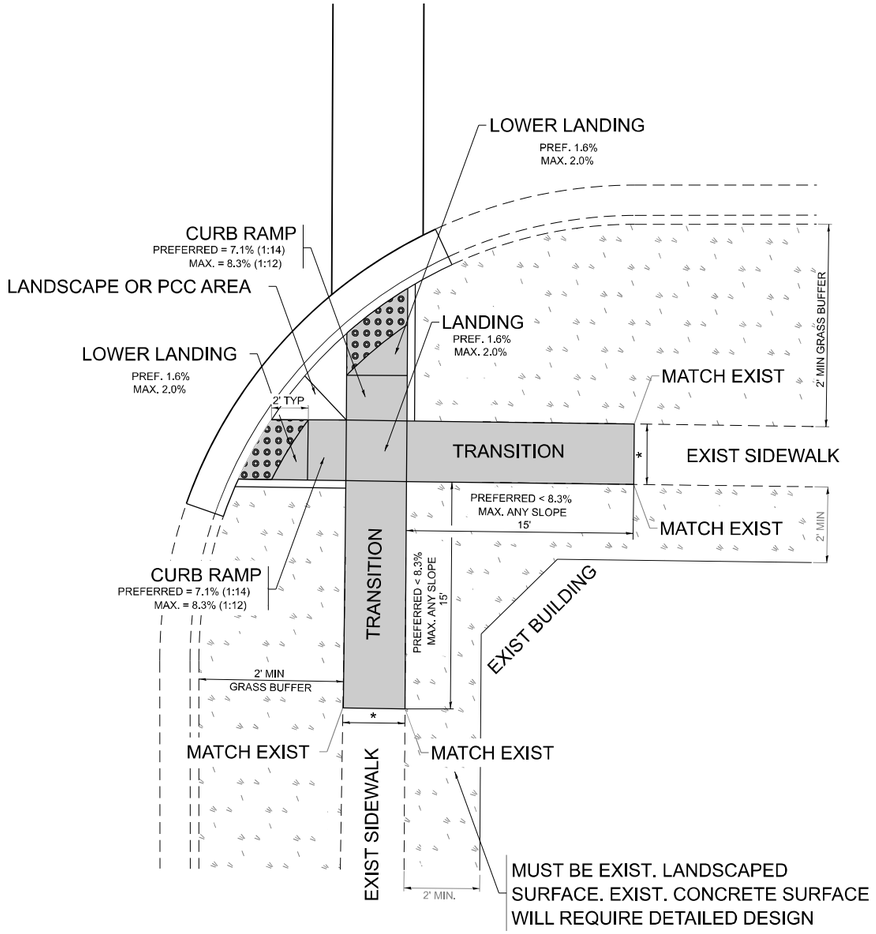
MODEL: PD-02 [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\d0938494\D103022-sht-DistStds.dgn

ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD-03A



PD-03B



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-03 [Sheet]
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

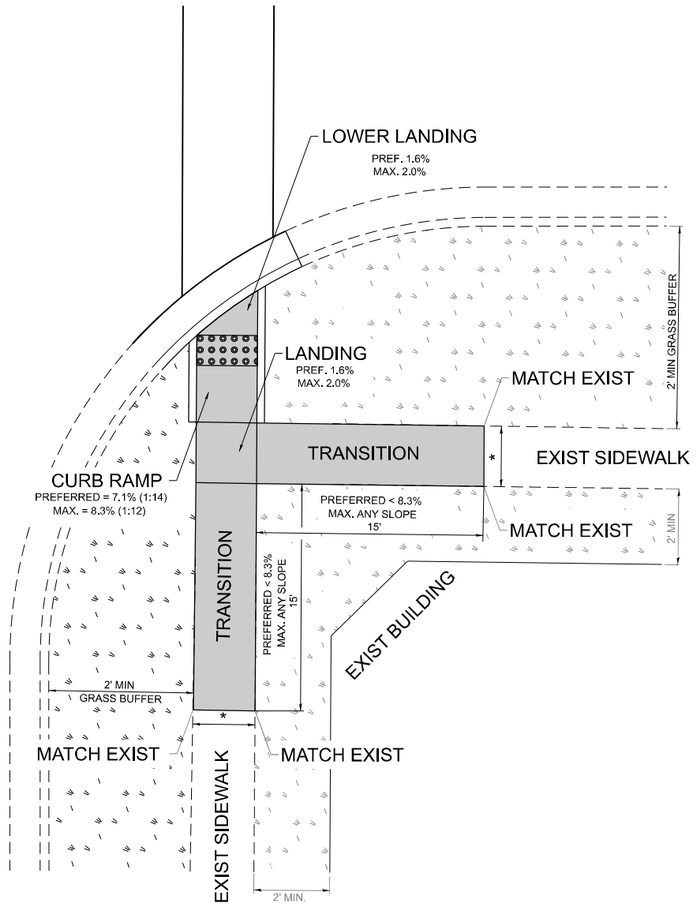
PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS (PD-03)

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

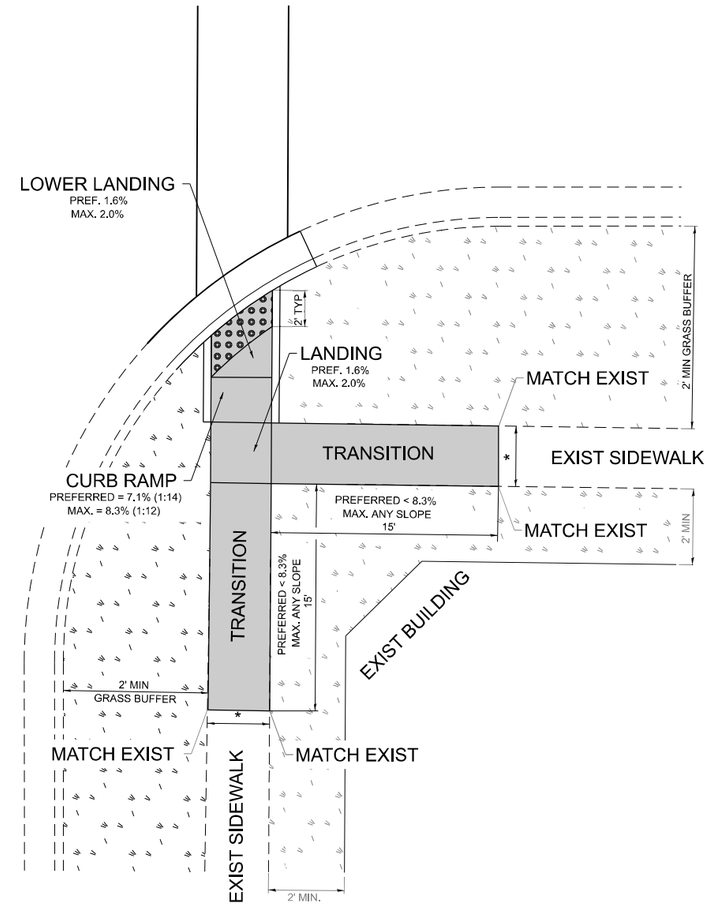
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	38
	PD-03	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD-04A



PD-04B



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

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	39
	PD-04	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

MODEL: PD-04 [Sheet]
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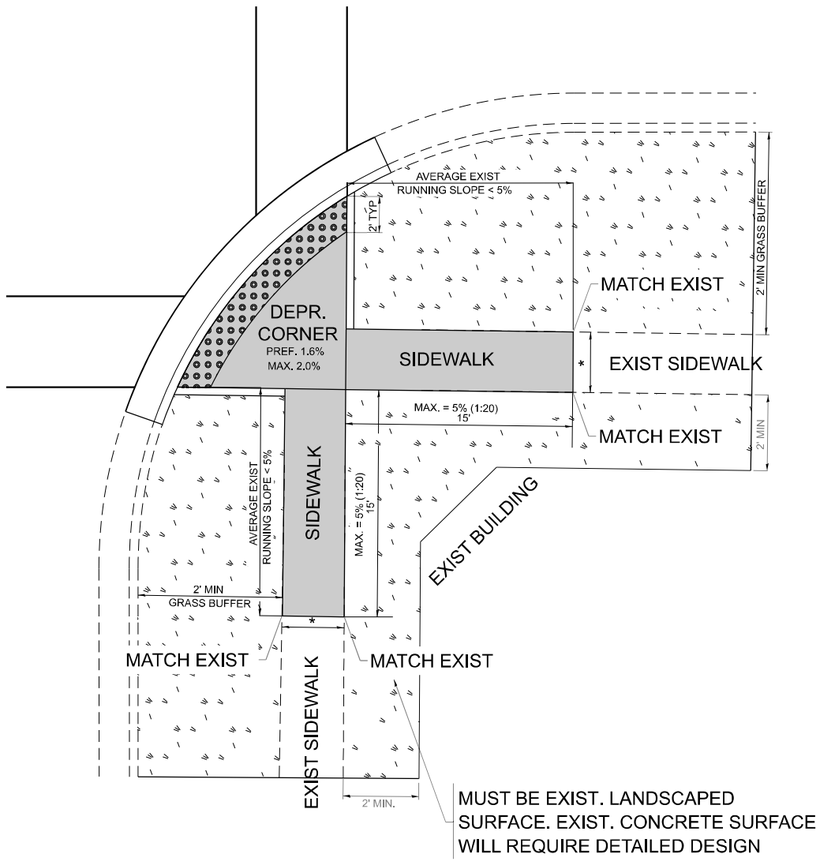
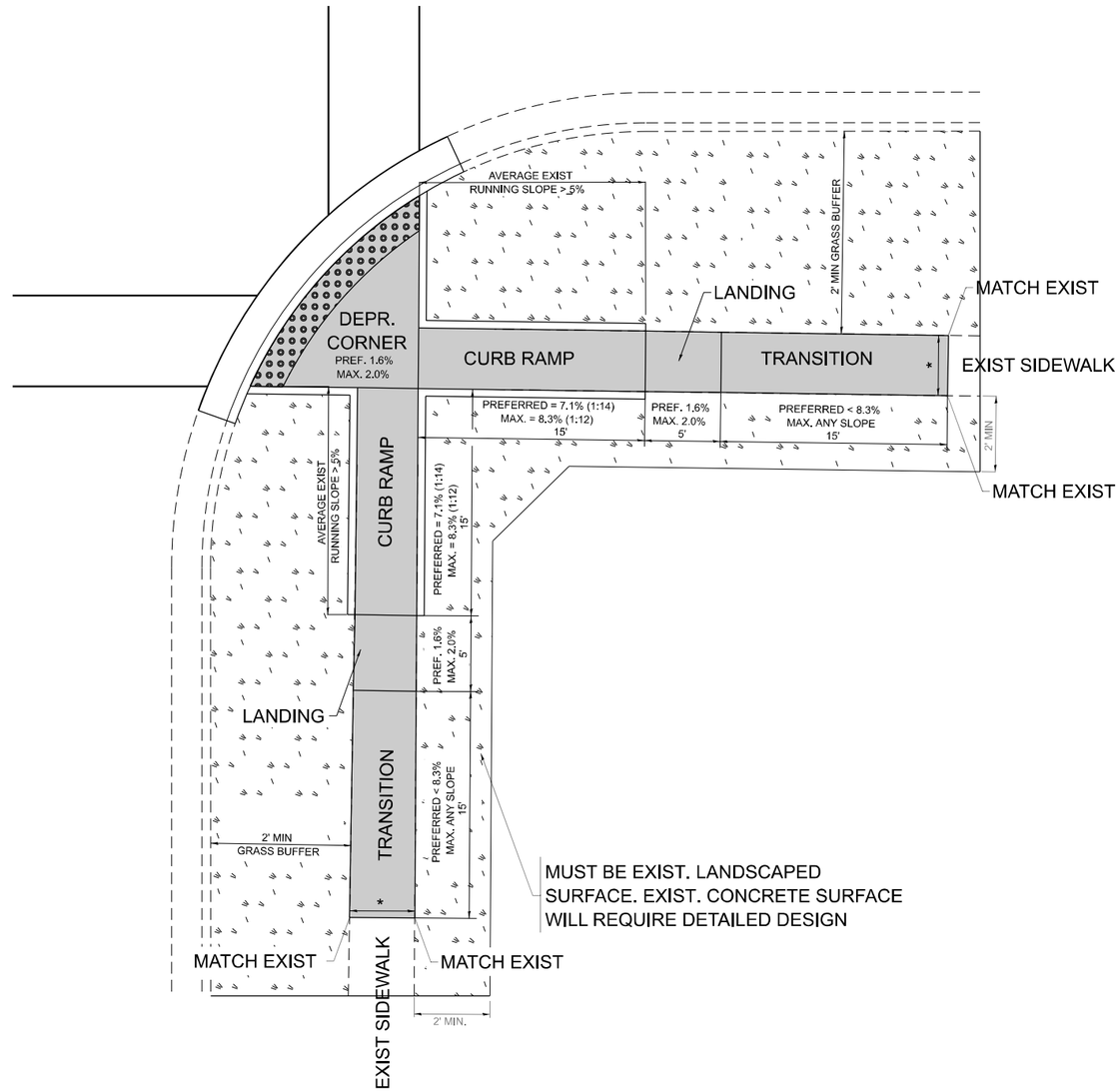
ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



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 = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

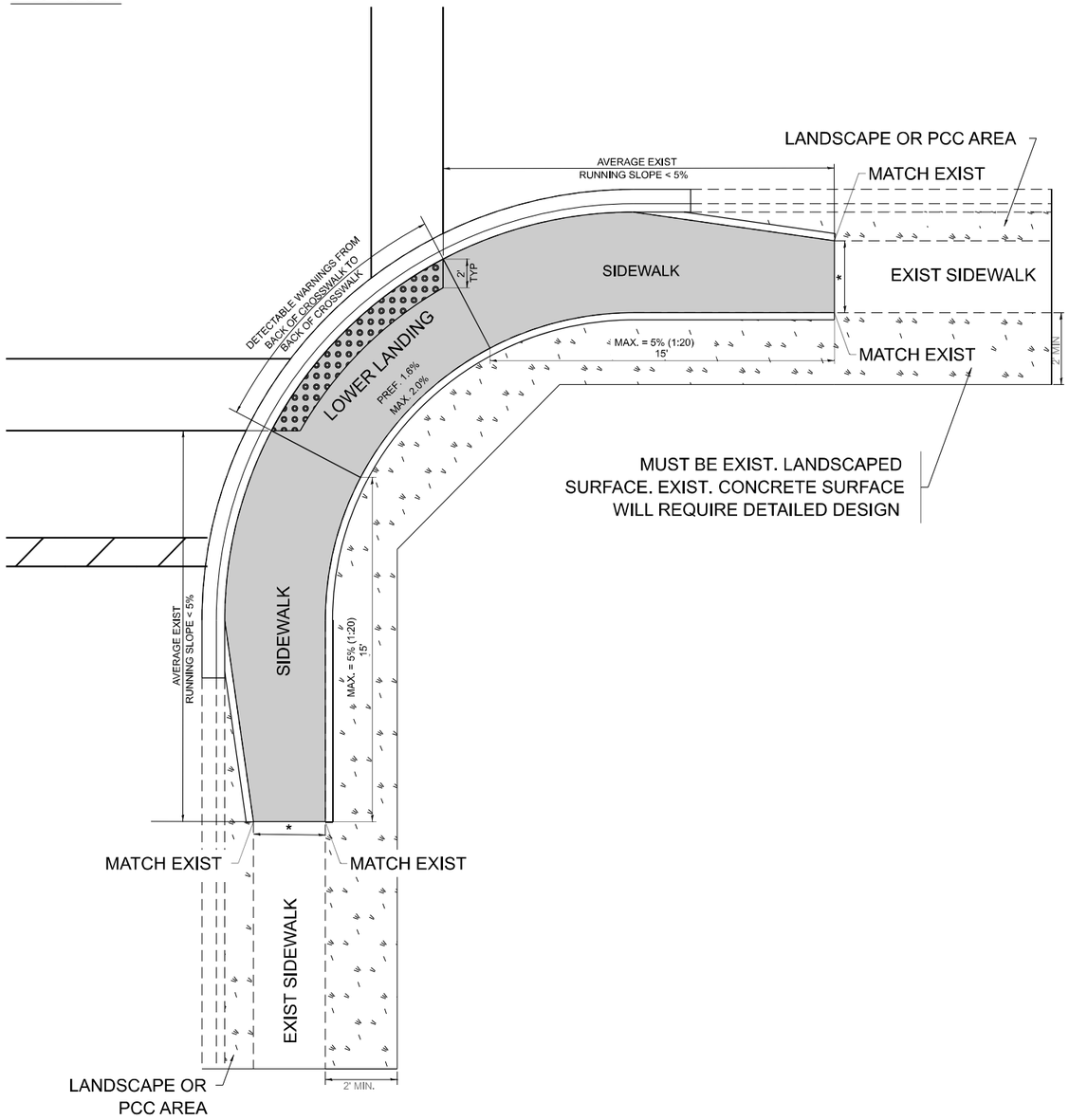
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	40
	PD-05	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

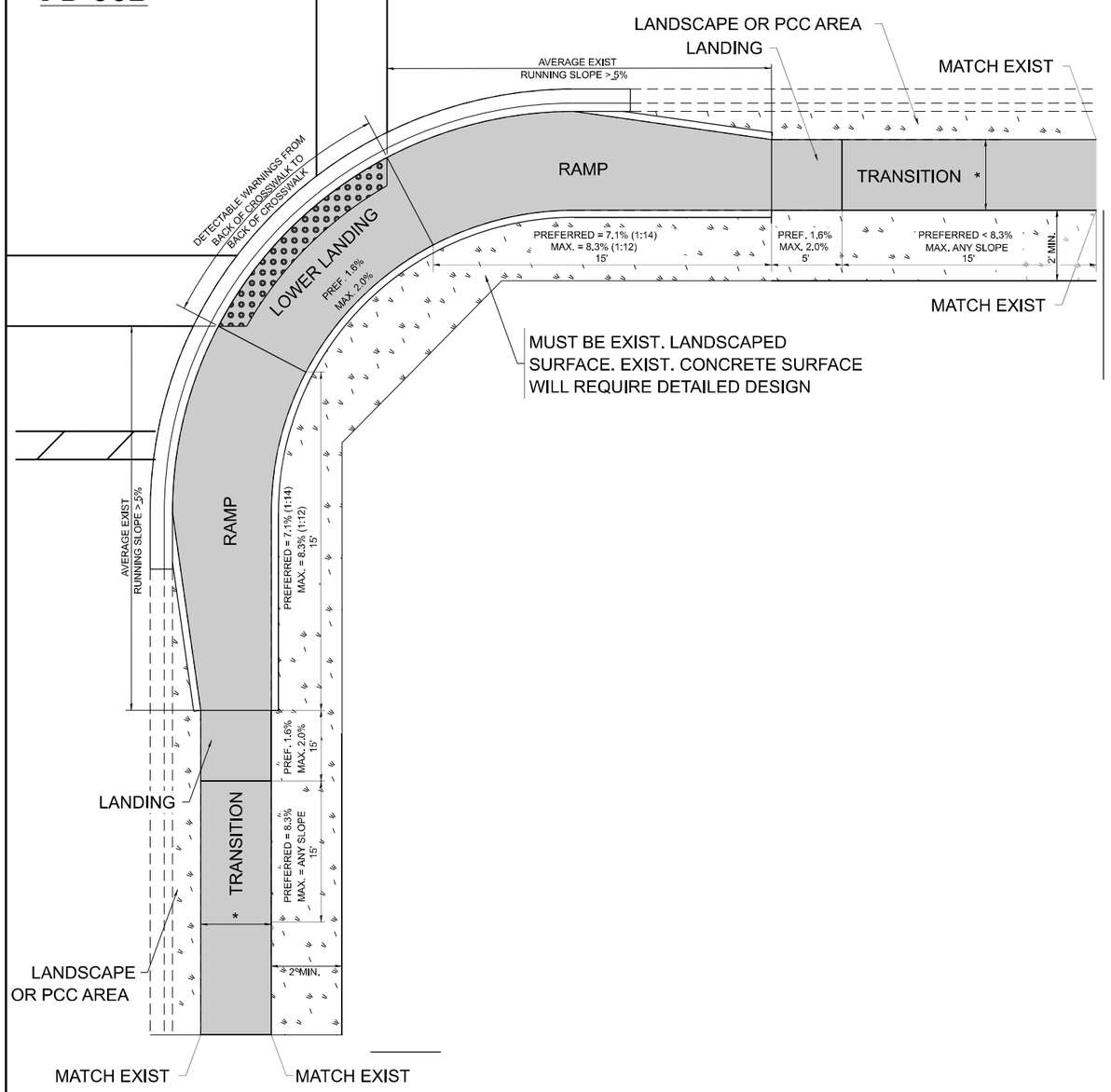
MODEL: PD-05 [Sheet]
FILE NAME: c:\dw_work\pwidot\parayno\d0938494\D103024-sht-DistStds.dgn

ADA DETAIL FOR PARALLEL CURB RAMPS ADJACENT TO LANDSCAPING

PD-06A



PD-06B



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

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAIL FOR PARALLEL CURB RAMPS
(PD-06)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	F.A.P. 0335 23 SMART	MCHENRY	41	41
	PD-06	CONTRACT NO. 62V52		
	ILLINOIS FED. AID PROJECT			

MODEL: PD-06 [Sheet]
FILE NAME: c:\pw_work\pwidot\parayno\d0938494\D103022-sht-DistStds.dgn