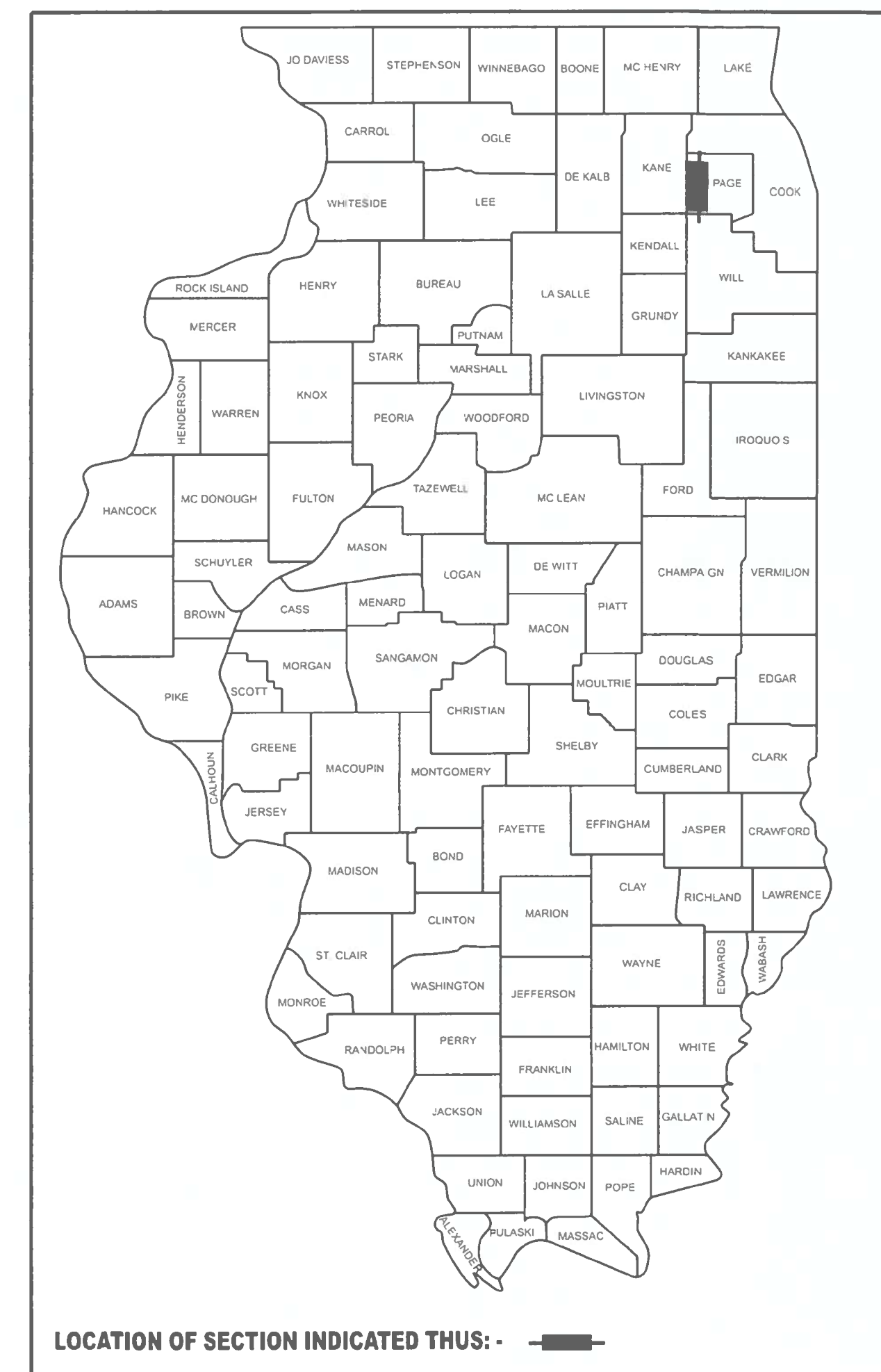


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	1
		ILLINOIS	CONTRACT NO. 62V65	

D-91-043-24



LOCATION OF SECTION INDICATED THUS: - ■ -

11-06-2026 LETTING ITEM 007

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAP ROUTE 0338 (IL. ROUTE 59)
N OF FERRY RD TO N OF COUNTRY RIDGE DR
SECTION FAP 0338 23 C&J
CRACK AND JOINT SEALING
DUPAGE COUNTY

C-91-051-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE
MUNICIPALITY OF WARRENVILLE.

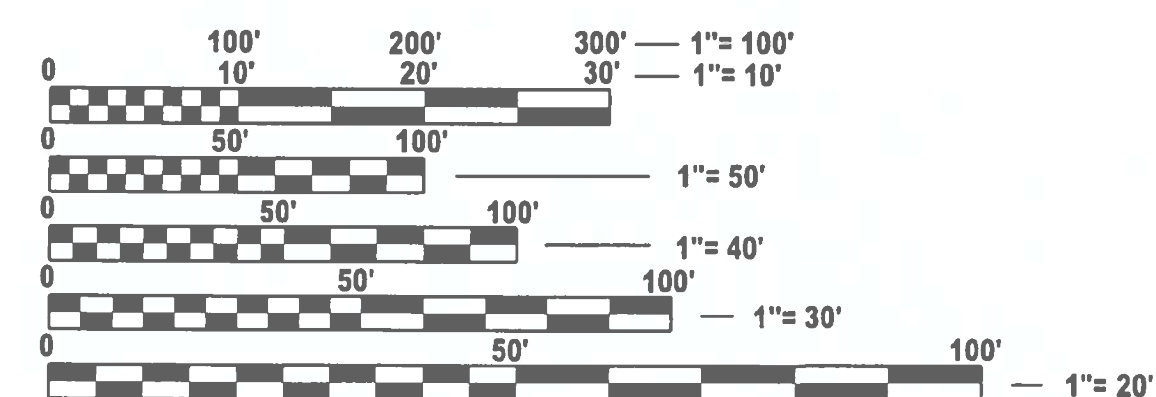
TRAFFIC DATA:

IL-59

ADT 2025: 32,600
SPEED LIMIT: 45 MPH

PROJECT ENDS
STA 101+79.18

PROJECT BEGINS
STA 14+56.18



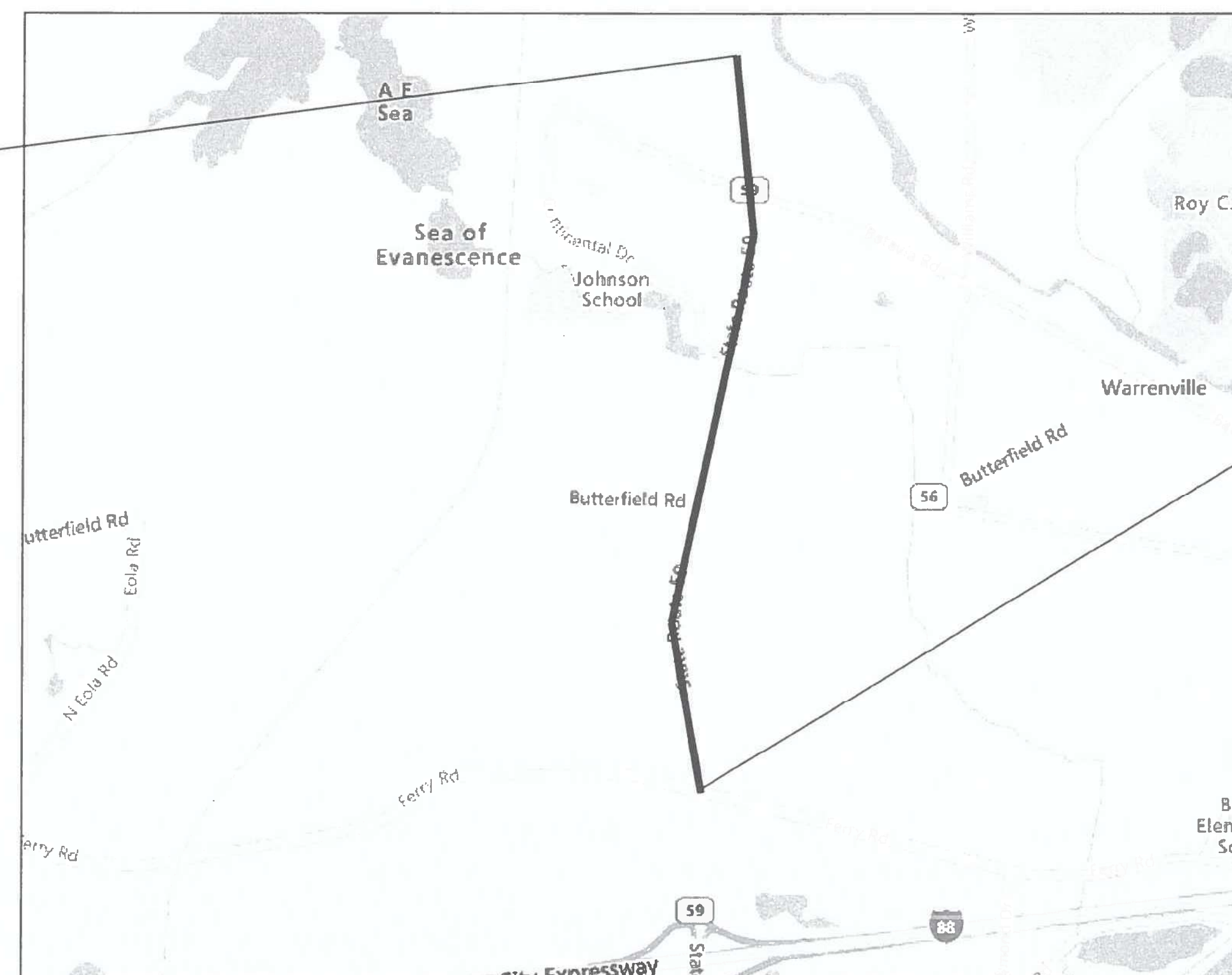
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: DAN WILGREEN, P.E (847) 705-4240
PROJECT MANAGER: J. ALAIN MIDY, P.E (847) 221-3056

CONTRACT NO. 62V65

T 38 N
T 39 N



WARRENVILLE TOWNSHIP

GROSS LENGTH = 8,723 FT. = 1.65 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 12 2026
Joe Rios REGIONAL ENGINEER
October 2 2026
Scott A. Etk ENGINEER OF DESIGN AND ENVIRONMENT
October 2 2026
Harry 5
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

SHEET NO.

DESCRIPTION

1	TITLE SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-7	ROADWAY AND PAVEMENT MARKING PLANS
8	CRACK AND JOINT SEALING DETAILS (PD-11)
9	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTION, AND DRIVEWAYS (TC-10)
10-11	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)
12	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TC-14)
13	ARTERIAL ROAD INFORMATION SIGN (TC-22)
14	DRIVEWAY ENTRANCE SIGNING (TC-26)
15-21	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-01)

GENERAL NOTES

1	BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).	19	THE CONTRACTOR SHALL PROTECT EXISTING DETECTOR LOOP AND LEAD-IN CABLES. ANY LOOPS OR LEAD-CABLES DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPLACED AND TESTED TO VERIFY PROPER OPERATION AT THE CONTRACTOR'S EXPENSE, IN ACCORDANCE WITH DISTRICT DETAIL TS-01.
2	THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF WARRENVILLE AND DUPAGE COUNTY.	20	ALL RAISED REFLECTIVE PAVEMENT MARKERS THAT ARE MISSING WITHIN THE PROJECT LIMITS SHALL BE REPLACED ACCORDING TO THE DISTRICT STANDARD DETAIL TC-11.
3	THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.	21	THERMOPLASTIC PAVEMENT MARKING SHALL BE PLACED IMMEDIATELY AFTER C&J SEALER TEMPERATURE HAS COOLED DOWN AND WILL NOT AFFECT THE APPLICATION OF THE HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING.
4	BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.		
5	THE RESIDENT ENGINEER SHALL CONTACT EMAD ALHUSSEINI AREA TRAFFIC FIELD ENGINEER, AT EMAD.ALHUSSEINI@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.		
6	THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC SIGNAL ENGINEER AT SAM.LUPA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.		
7	THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.		
8	IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM AND FOUNDATIONS AND VERIFYING THE MAST ARM LENGHTS.		
9	THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.		
10	DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.		
11	ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.		
12	CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.		
13	ALL DIRT AND DEBRIS CREATED BY THE ROUTING OPERATION SHALL BE CLEANED FROM THE PAVEMENT AND PAVED SHOULDERS AT THE END OF THE DAY'S OPERATION ACCORDING TO ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS.		
14	ALL CRACK ROUTING & JOINT RESEALING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. CRACK ROUTING SHALL BE OMITTED WHERE VEHICLE DETECTOR LOOPS & RAISED REFLECTIVE PAVEMENT MARKERS ARE PRESENT IN THE PAVEMENT.		
15	ALL MODIFIED URETHANE PAVEMENT MARKING SHALL BE PLACED IMMEDIATLY AFTER CRACK AND JOINT SEALER TEMPERATURE HAS COOLED DOWN AND DOES NOT AFFECT THE APPLICATION OF THE MODIFIED URETHANE PAVEMENT MARKING.		
16	MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN THE EXISTING PAVEMENT MAYBE PLACED, SHAPED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER ALONG EXISTING AGGREGATE SHOULDERS ADJACENT TO THE PAVEMENT. ALL MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENT WITHOUT AGGREGATE SHOULDERS AND SURPLUS MATERIALS RESULTING FROM THE ROUTING OF CRACKS IN PAVEMENT WITH AGGREGATE SHOULDERS SHALL BE DISPOSED OF AS SPECIFIED IN ARTICLE 202.03. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COST SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CONSTRUCTION ITEMS INVOLVED AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.		
17	THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.		
18	DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATION, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPERATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.		

STATE STANDARDS

STANDARD NO.

DESCRIPTION

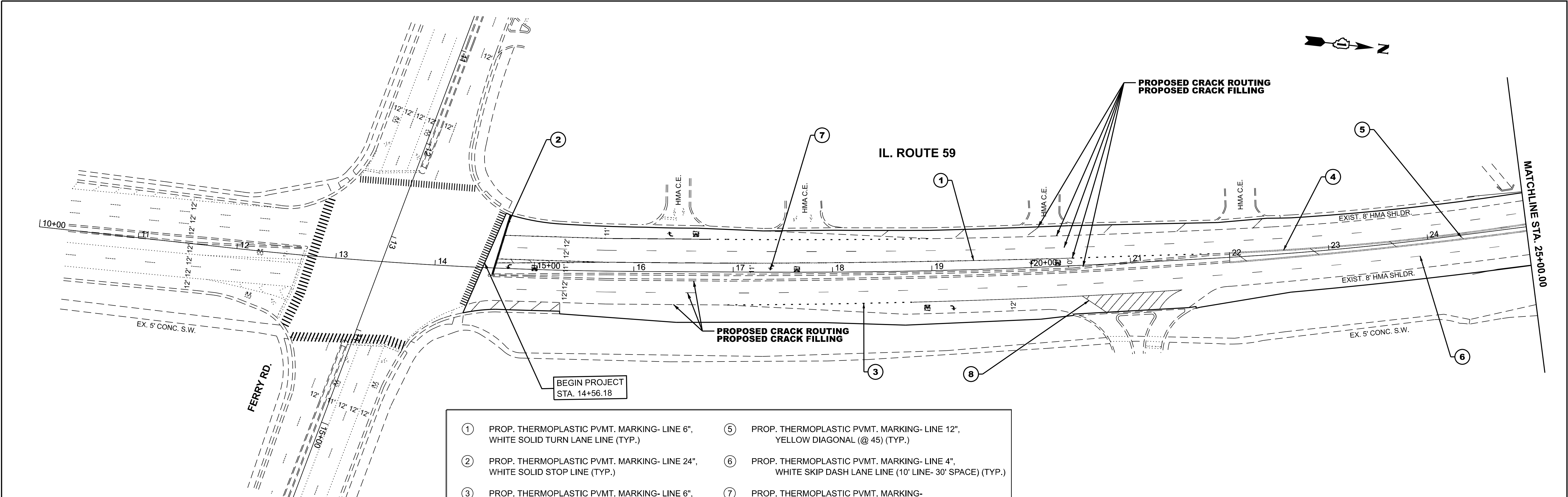
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, ≥ 45 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-11	TRAFFIC CONTOL DEVICES

MODEL: C:\nNotes\Shd01 [Sheet]
FILE NAME: C:\n work\pwwd\abdullah.satti@illinois.gov\dt163136D104324_sht-ge-note.dgn

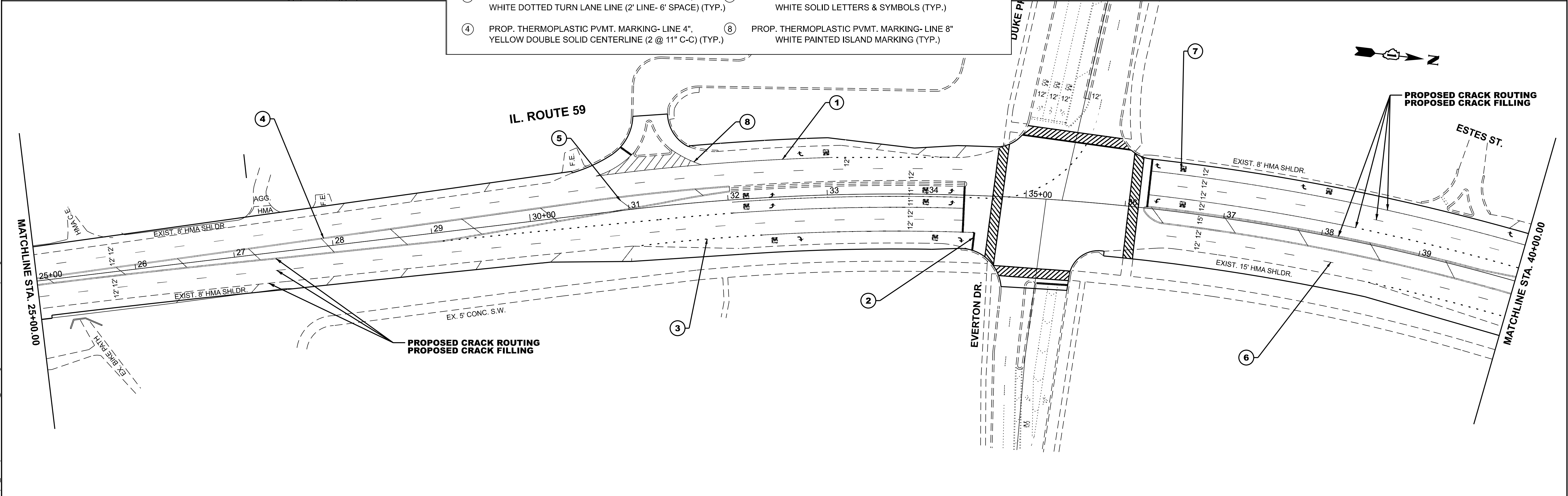
	USER NAME = abdullah.satti	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES IL-59 (FERRY RD. TO N OF COUNTRY RIDGE DR.)	F A P RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			0338	FAP 0338 23 C&J	DUPAGE	21	2
	PLOT SCALE = 0 16666633 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 62V65				
	PLOT DATE = 8/18/2026	DATE -	REVISED -			SCALE: NONE	SHEET 1	OF 1	SHEETS	STA. TO STA.

SUMMARY OF QUANTITIES					TYPE		CODE			
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY					
					100% STATE					
Code No.	Item	Unit	Total Quantity	0005						
45100100	CRACK ROUTING (PAVEMENT)	FOOT	66391	66391						
45100200	CRACK FILLING	POUND	20865	20865						
67100100	MOBILIZATION	L SUM	1	1						
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1						
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1						
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1						
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1						
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	2385	2385						
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	13641	13641						
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	10054	10054						
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	542	542						
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2206	2206						
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	766	766						
* 78100100	RAISED REFLECTIVE PAVEMENT MARKERS	EACH	117	117						
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6						
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	257	257						
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	34	34						
* = SPECIAL PROVISION										
USER NAME = abdullah.satti		DESIGNED -	REVISED -	STATE OF TEXAS DEPARTMENT OF TRANSPORTATION						
		DRAWN -	REVISED -							
		CHECKED -	REVISED -							
PLOT DATE = 8/12/2026		DATE -	REVISED -							

[illegible]



- | | | | |
|---|--|---|--|
| ① | PROP. THERMOPLASTIC PVMT. MARKING- LINE 6", WHITE SOLID TURN LANE LINE (TYP.) | ⑤ | PROP. THERMOPLASTIC PVMT. MARKING- LINE 12", YELLOW DIAGONAL (@ 45) (TYP.) |
| ② | PROP. THERMOPLASTIC PVMT. MARKING- LINE 24", WHITE SOLID STOP LINE (TYP.) | ⑥ | PROP. THERMOPLASTIC PVMT. MARKING- LINE 4", WHITE SKIP DASH LANE LINE (10' LINE- 30' SPACE) (TYP.) |
| ③ | PROP. THERMOPLASTIC PVMT. MARKING- LINE 6", WHITE DOTTED TURN LANE LINE (2' LINE- 6' SPACE) (TYP.) | ⑦ | PROP. THERMOPLASTIC PVMT. MARKING- WHITE SOLID LETTERS & SYMBOLS (TYP.) |
| ④ | PROP. THERMOPLASTIC PVMT. MARKING- LINE 4", YELLOW DOUBLE SOLID CENTERLINE (2 @ 11" C-C) (TYP.) | ⑧ | PROP. THERMOPLASTIC PVMT. MARKING- LINE 8" WHITE PAINTED ISLAND MARKING (TYP.) |



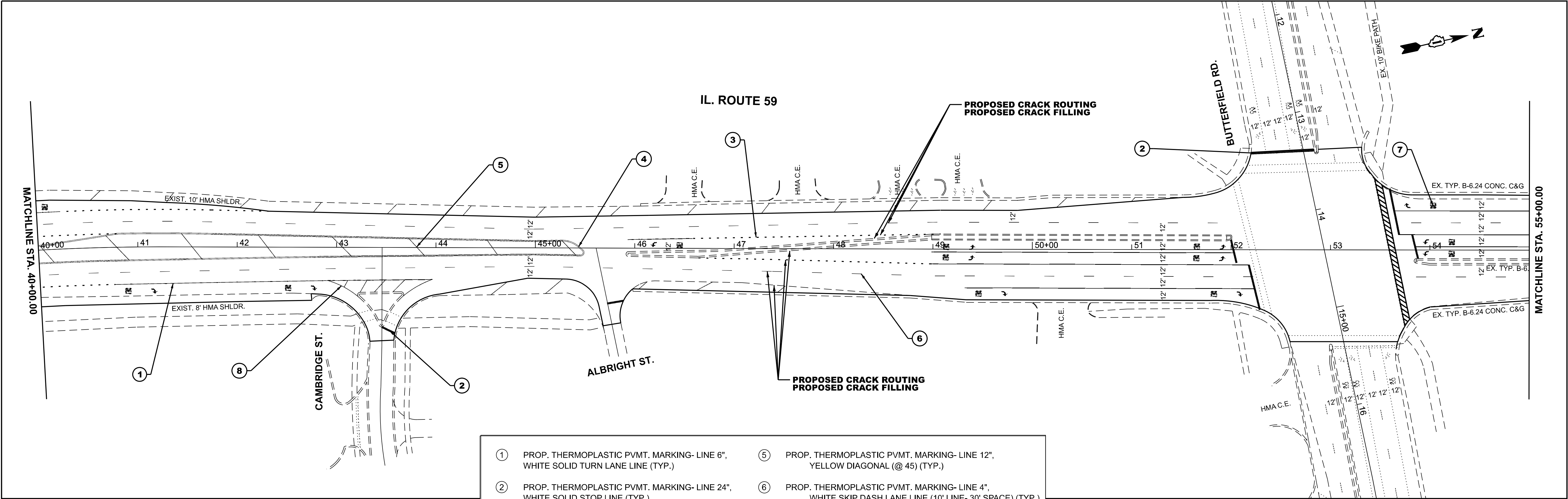
MODEL: IL59_Plan01 [Sheet]
FILE NAME: c:\pawork\pawork\abdullah.satti@illinois.gov\1163136\104324-shr-plan.dgn

USER NAME	= abdullah.satti	DESIGNED	-	REVISED	-
DRAWN	-	REVIS	-	REVISED	-
PLOT SCALE	= 0.16666633' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 8/19/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
IL. ROUTE 59 (COUNTRY RIDGE DR. TO FERRY RD.)			
SCALE: 1"=50'	SHEET	OF 4 SHEETS	STA. 10+00.00 TO STA. 40+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	4
CONTRACT NO. 62V65				
ILLINOIS FED. AID PROJECT				



- 1

PROP. THERMOPLASTIC PVMT. MARKING- LINE 6", WHITE SOLID TURN LANE LINE (TYP.)
- 2

PROP. THERMOPLASTIC PVMT. MARKING- LINE 24", WHITE SOLID STOP LINE (TYP.)
- 3

PROP. THERMOPLASTIC PVMT. MARKING- LINE 6", WHITE DOTTED TURN LANE LINE (2' LINE- 6' SPACE) (TYP.)
- 4

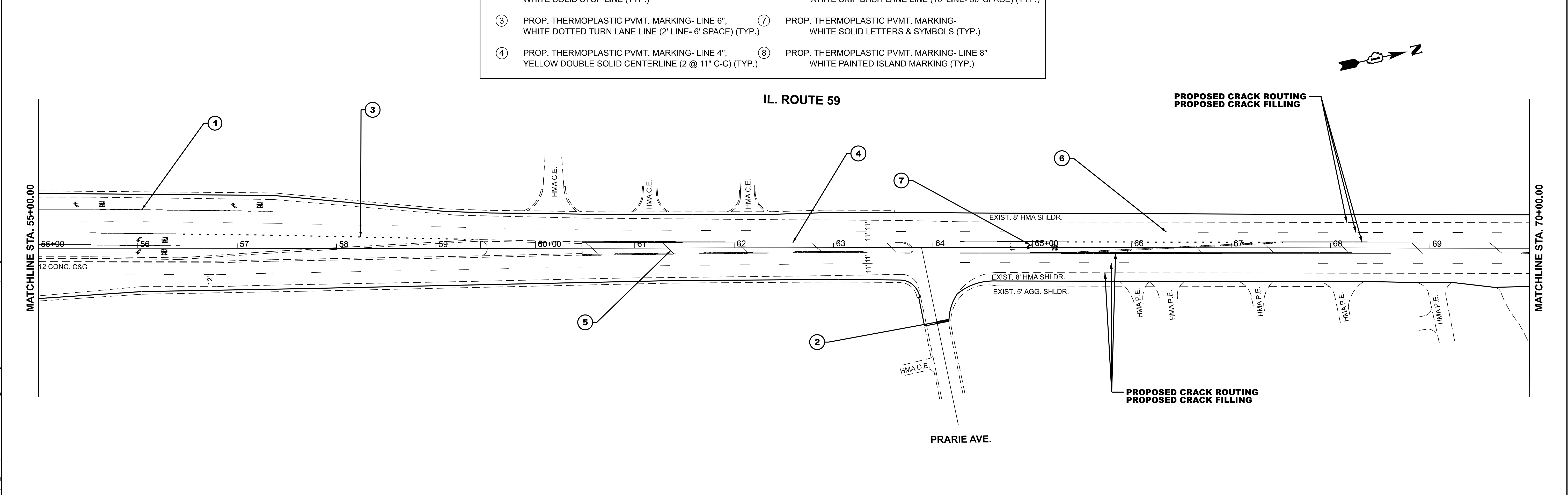
PROP. THERMOPLASTIC PVMT. MARKING- LINE 4", YELLOW DOUBLE SOLID CENTERLINE (2 @ 11" C-C) (TYP.)
- 5

PROP. THERMOPLASTIC PVMT. MARKING- LINE 12", YELLOW DIAGONAL (@ 45) (TYP.)
- 6

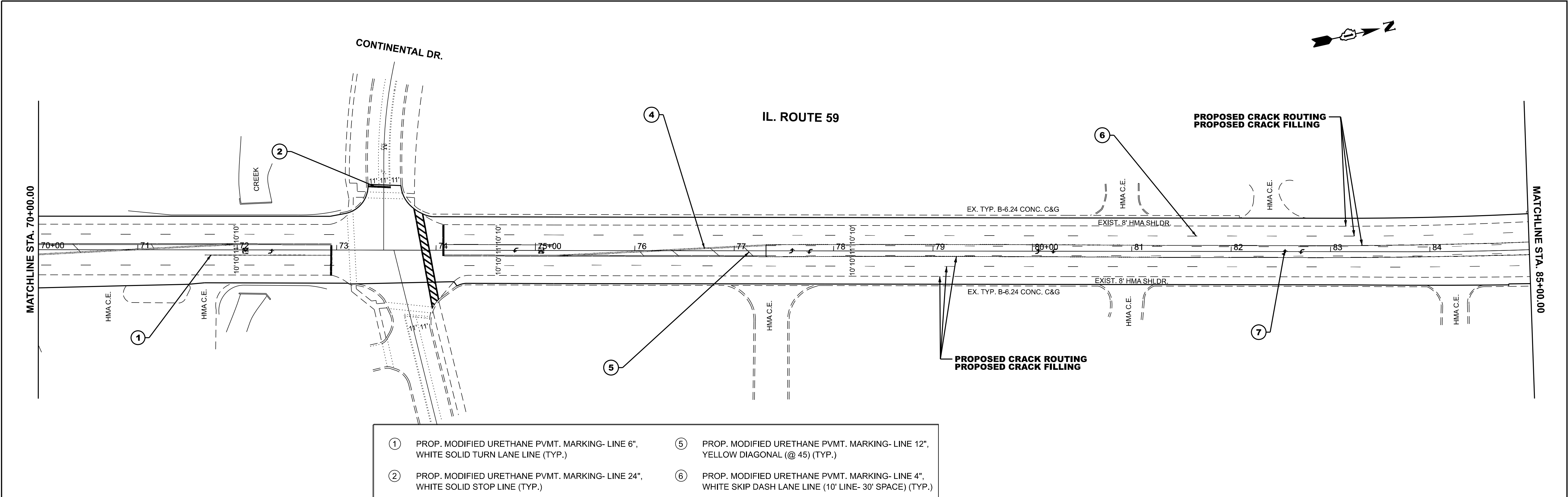
PROP. THERMOPLASTIC PVMT. MARKING- LINE 4", WHITE SKIP DASH LANE LINE (10' LINE- 30' SPACE) (TYP.)
- 7

PROP. THERMOPLASTIC PVMT. MARKING- WHITE SOLID LETTERS & SYMBOLS (TYP.)
- 8

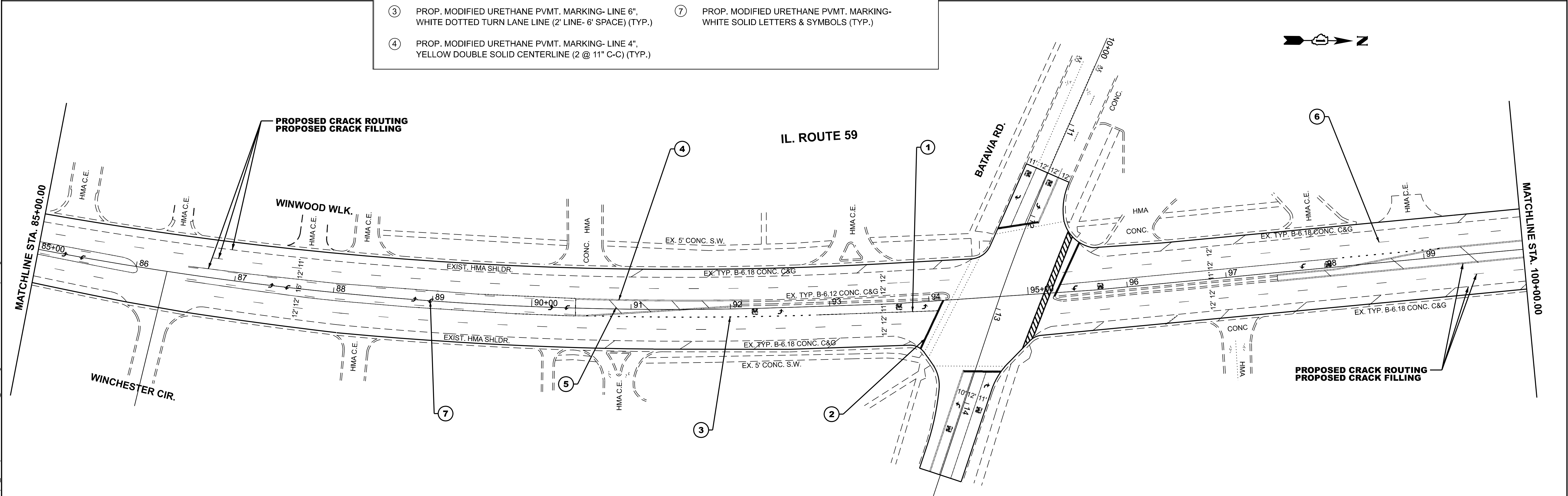
PROP. THERMOPLASTIC PVMT. MARKING- LINE 8" WHITE PAINTED ISLAND MARKING (TYP.)



	USER NAME = abdullah.satti	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -		IL. ROUTE 59 (COUNTRY RIDGE DR. TO FERRY RD.)				0338	FAP 0338 23 C&J	DUPAGE	21	5
	PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -		SCALE: 1"=50'				CONTRACT NO. 62V65				
	PLOT DATE = 8/19/2026	DATE -	REVISED -		SHEET OF 4 SHEETS				ILLINOIS FED. AID PROJECT				
					STA. 40+00.00 TO STA. 70+00.00								



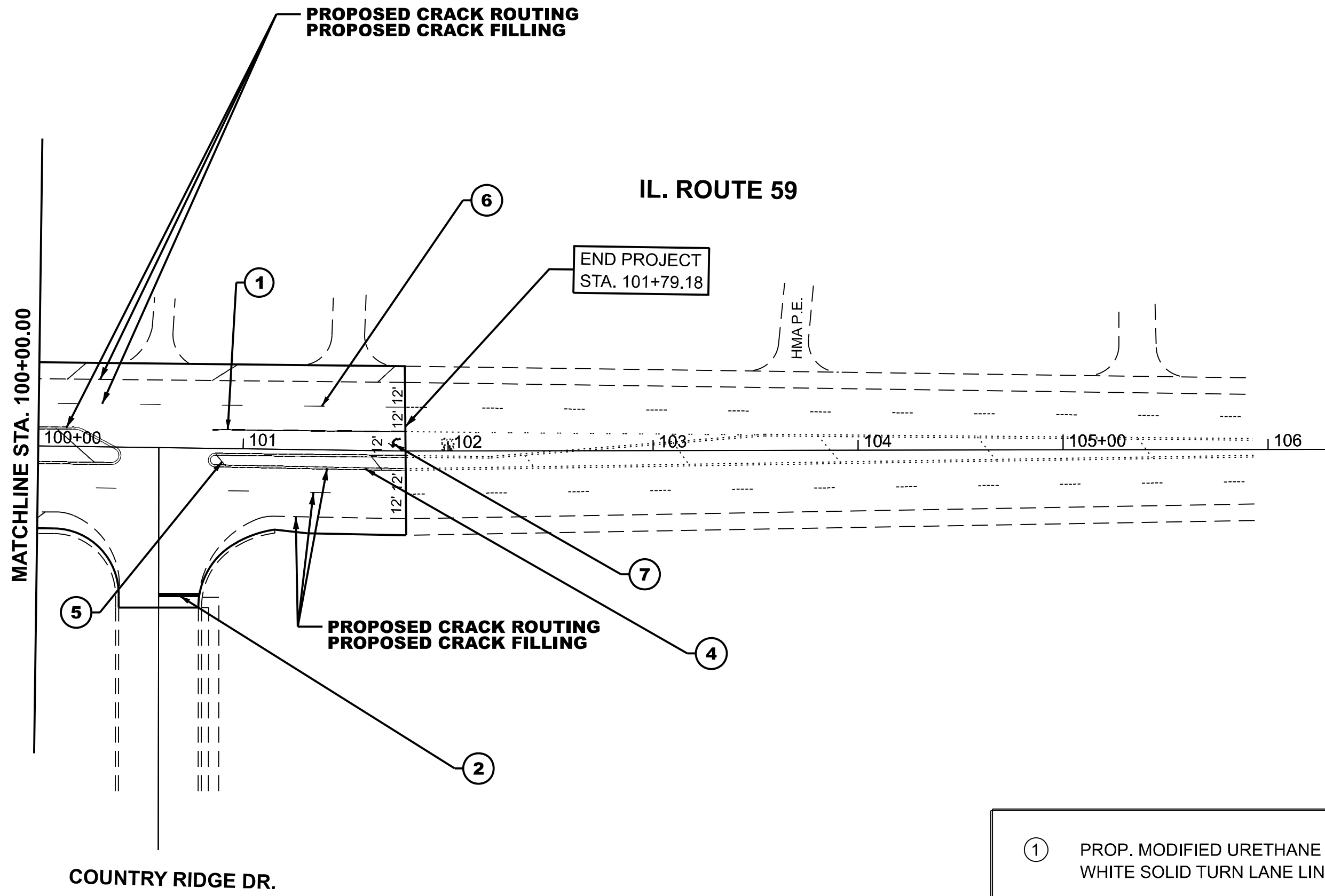
- | | | | |
|---|--|---|--|
| ① | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 6", WHITE SOLID TURN LANE LINE (TYP.) | ⑤ | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 12", YELLOW DIAGONAL (@ 45) (TYP.) |
| ② | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 24", WHITE SOLID STOP LINE (TYP.) | ⑥ | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 4", WHITE SKIP DASH LANE LINE (10' LINE- 30' SPACE) (TYP.) |
| ③ | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 6", WHITE DOTTED TURN LANE LINE (2' LINE- 6' SPACE) (TYP.) | ⑦ | PROP. MODIFIED URETHANE PVMT. MARKING- WHITE SOLID LETTERS & SYMBOLS (TYP.) |
| ④ | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 4", YELLOW DOUBLE SOLID CENTERLINE (2 @ 11" C-C) (TYP.) | | |



MODEL: IL59_Plan05 [Sheet]
FILE NAME: c:\pwr_work\pwr\id\abdullah.satti@illinois.gov\id1163136\ID1043224-shr-plan.dgn

	USER NAME = abdullah.satti	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY PLAN IL. ROUTE 59 (COUNTRY RIDGE DR. TO FERRY RD.)				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						0338	FAP 0338 23 C&J	DUPAGE	21	6
	PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED -						CONTRACT NO. 62V65				
	PLOT DATE = 8/19/2026	DATE -	REVISED -		SCALE: 1"=50'	SHEET	OF 4 SHEETS	STA. 70+00.00	TO STA. 100+00.00		ILLINOIS FED. AID PROJECT		

MODEL: IL59_Plan07 [Sheet]
FILE NAME: c:\pw_work\wtd\abdullah.satti@illinois.gov\1163136\104324-shr-plan.dgn



- | | | | |
|---|---|---|--|
| ① | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 6", WHITE SOLID TURN LANE LINE (TYP.) | ⑤ | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 12", YELLOW DIAGONAL (@ 45) (TYP.) |
| ② | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 24", WHITE SOLID STOP LINE (TYP.) | ⑥ | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 4", WHITE SKIP DASH LANE LINE (10' LINE- 30' SPACE) (TYP.) |
| ④ | PROP. MODIFIED URETHANE PVMT. MARKING- LINE 4", YELLOW DOUBLE SOLID CENTERLINE (2 @ 11" C-C) (TYP.) | ⑦ | PROP. MODIFIED URETHANE PVMT. MARKING- WHITE SOLID LETTERS & SYMBOLS (TYP.) |

USER NAME	= abdullah.satti	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
PLOT SCALE	= 0.16666633' / in.	CHECKED	-	REVISED	-
PLOT DATE	= 8/19/2026	DATE	-	REVISED	-

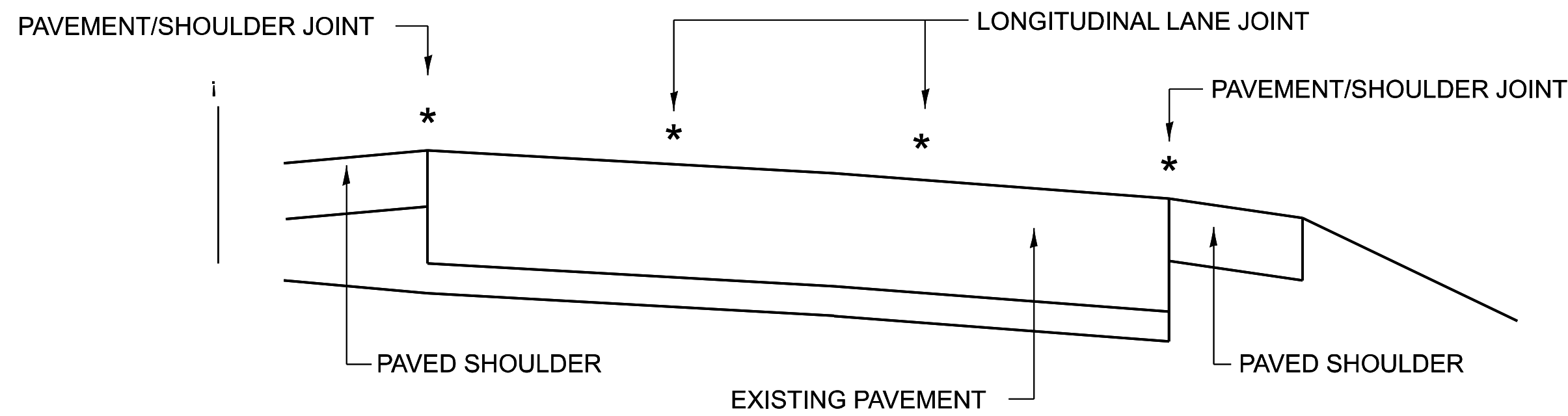
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL. ROUTE 59 (COUNTRY RIDGE DR. TO FERRY RD.)

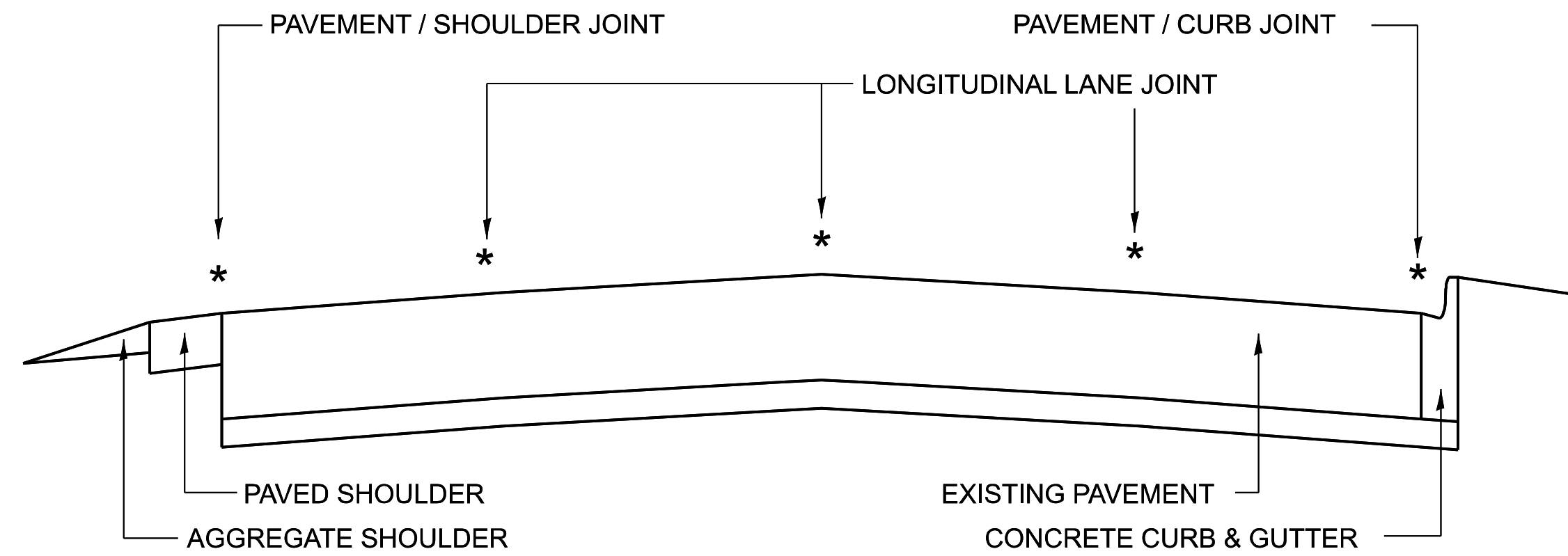
SCALE: 1"=50' SHEET OF 4 SHEETS STA. 100+00.00 TO STA. 115+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	7
CONTRACT NO. 62V65				
ILLINOIS FED. AID PROJECT				

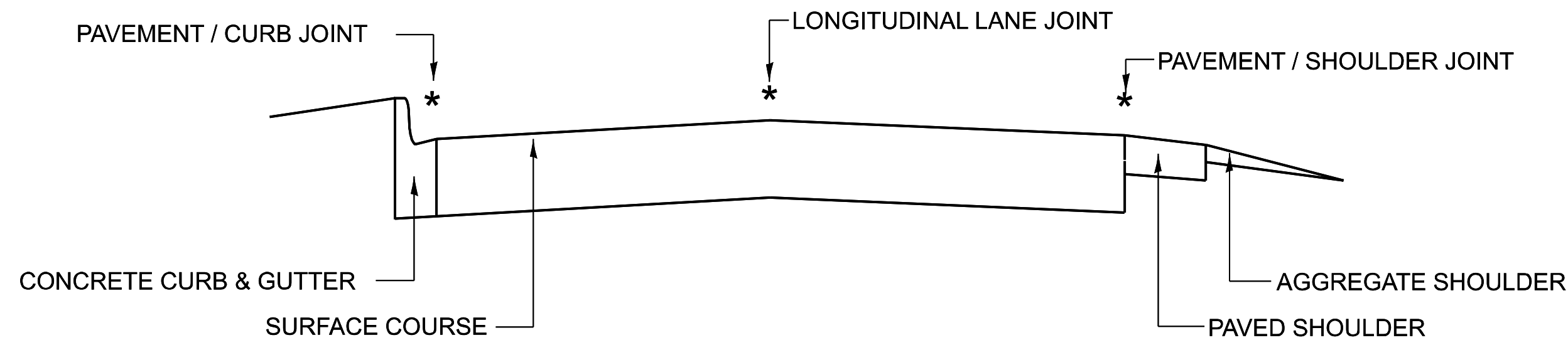
MODEL: PD-11 [Sheet]
FILE NAME: c:\pwr\work\pwr\ahabullah.satti@illinois.gov\d1163136\ID104324-shr-Disc\Std.dgn



MULTI-LANE DIVIDED PAVEMENT



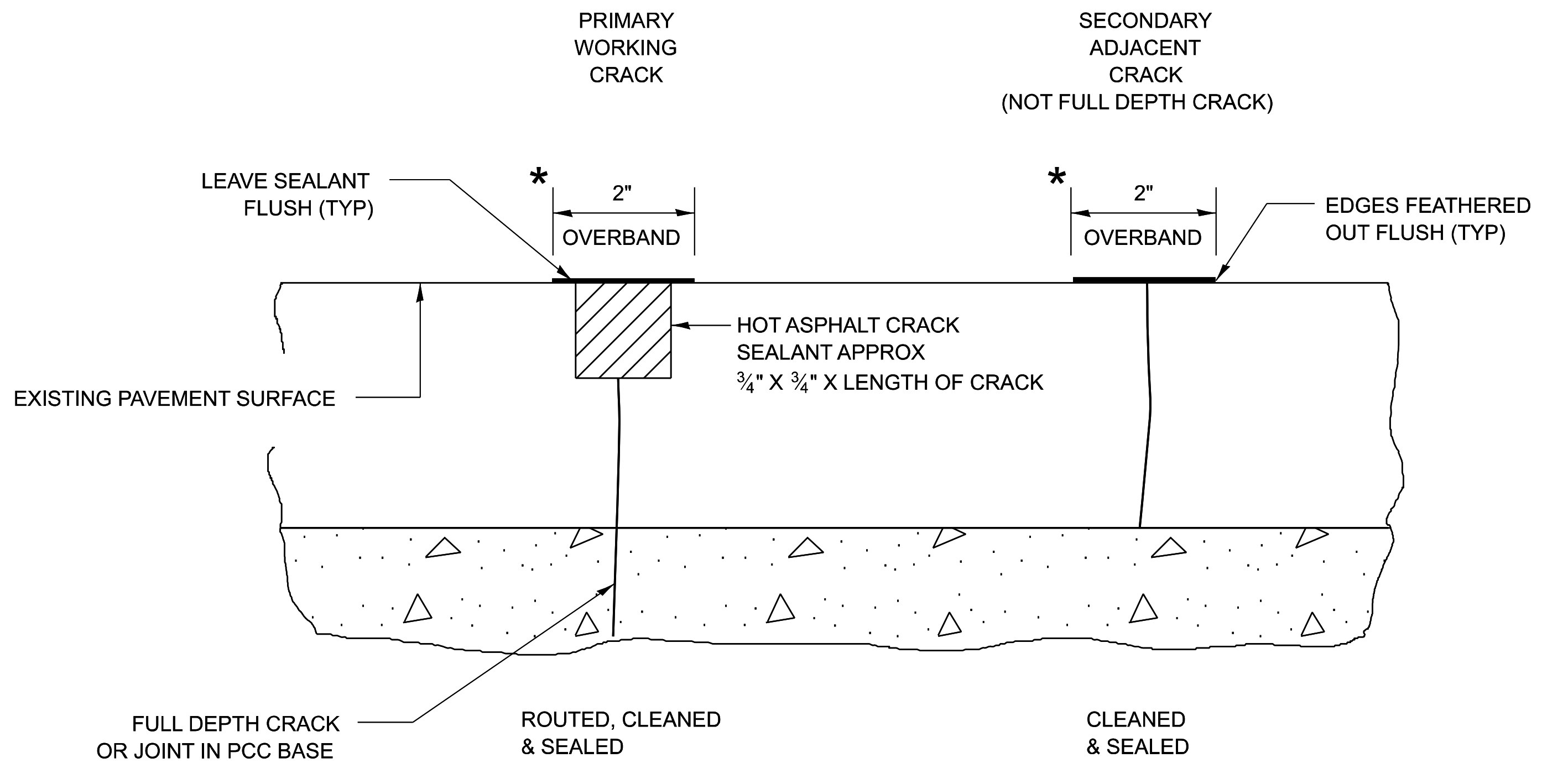
MULTI-LANE UNDIVIDED PAVEMENT



TWO-LANE PAVEMENT

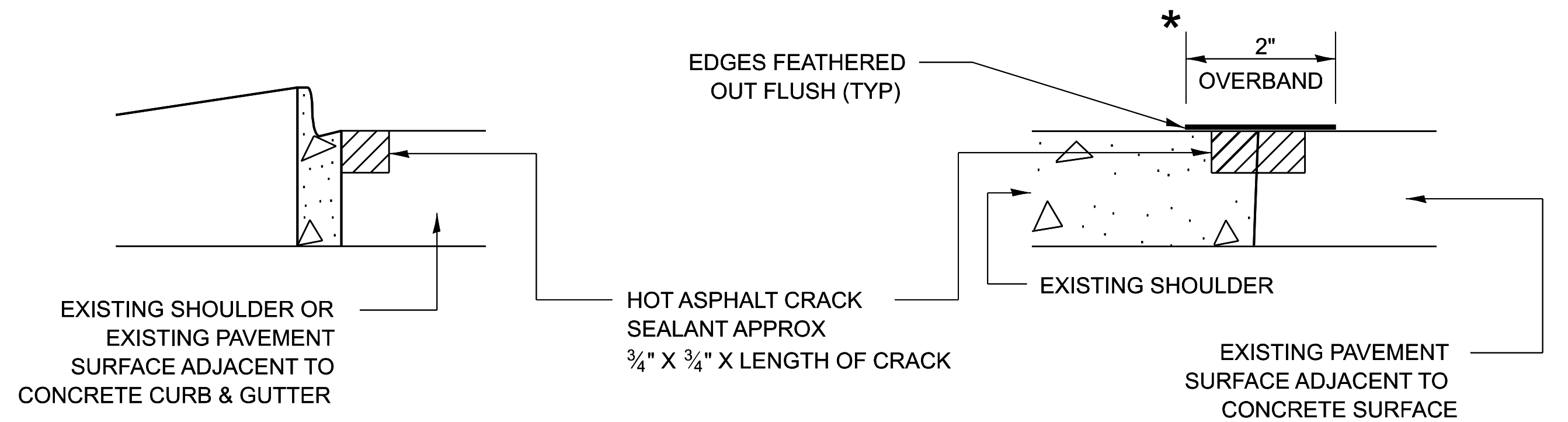
* PROPOSED LONGITUDINAL CRACK ROUTING (PAVEMENT) & CRACK FILLING LOCATIONS

GENERAL EXISTING TYPICAL SECTIONS
(APPLIES TO HMA AND PCC PAVEMENTS)



* IN ALL LOCATIONS WHERE THE LONGITUDINAL CRACK CONFLICTS WITH EXISTING PAVEMENT MARKINGS (EITHER EDGE LINE OR LANE LINE) THE CRACK SHALL BE ROUTED & THE RESULTING RESERVOIR FILLED WITH SEALANT. ALL DAMAGES TO EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR. ALL EXISTING PAVEMENT MARKINGS WITHIN THE PROJECT LIMITS SHALL BE RESTORED WITH MODIFIED URETHANE PAVEMENT MARKINGS.

LONGITUDINAL JOINT



CRACK & JOINT SEALING DETAIL

USER NAME	= abdullah.satti	DESIGNED	- F. Aqueel / A. Midy	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 7/31/2026	DATE	- 10/08/2020	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CRACK & JOINT SEALING DETAIL (PD-11)

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	8
PD-11 CONTRACT NO. 62V65				
ILLINOIS FED. AID PROJECT				

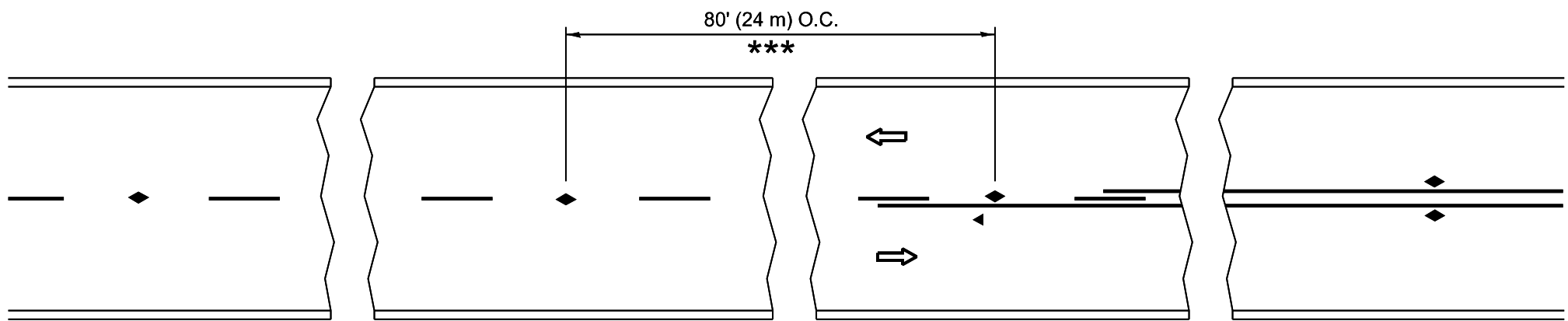


2. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
3. 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.
4. 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.
5. 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).
6. 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.
7. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE ENGINEER.
8. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

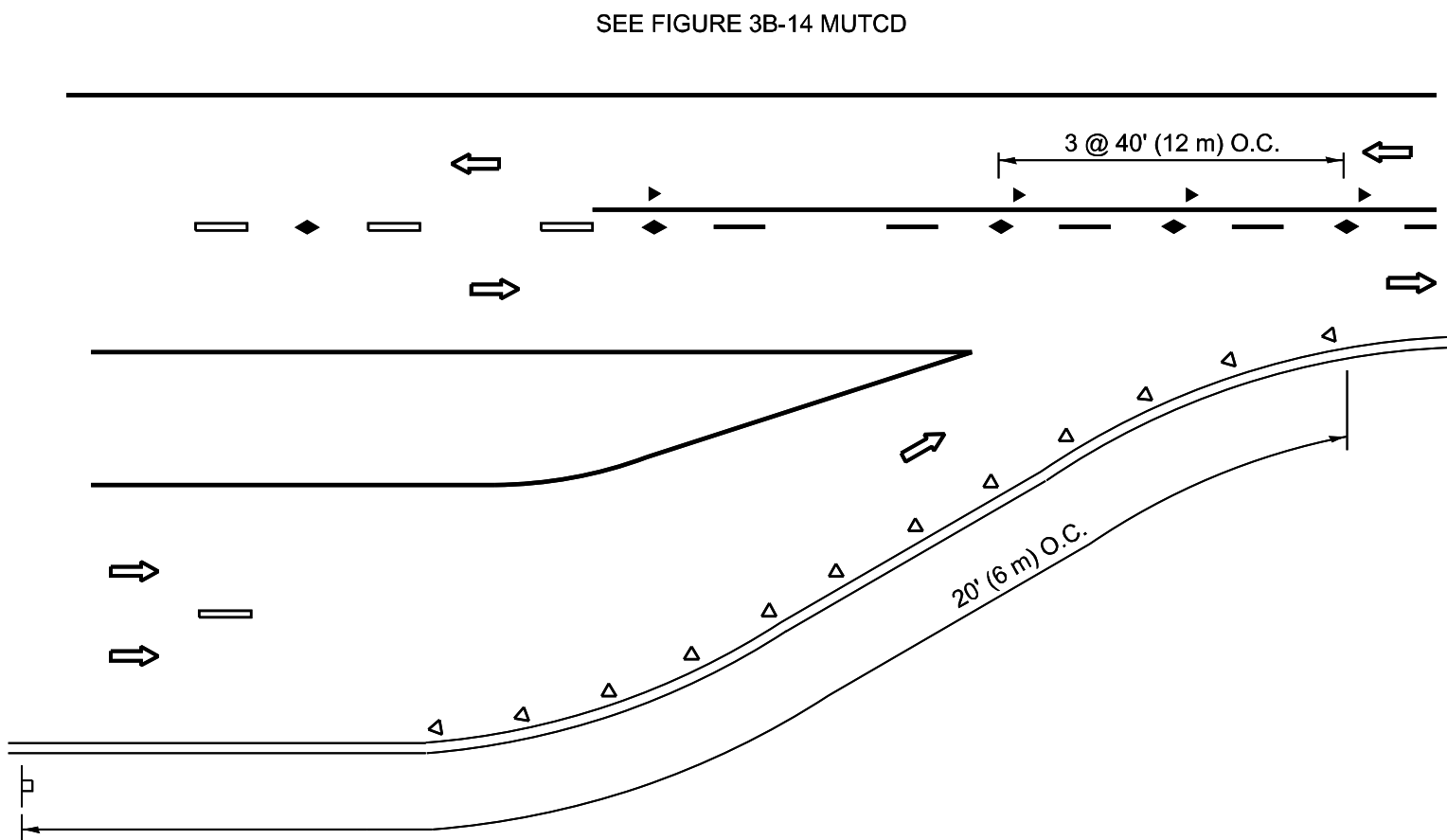
	USER NAME = abdullah.satti	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. SCHUETZE 07-01-13						0338	FAP 0338 23 C&J	DUPAGE	21	9
		CHECKED -	REVISED - A. SCHUETZE 09-15-06		TC-10				CONTRACT NO. 62V65				
	PLOT DATE = 7/31/2026	DATE - 06-89	REVISED - D. SENDERAK 05-03-25		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.			
				ILLINOIS FED. AID PROJECT									

MODEL: TC-10 [Sheet]
FILE NAME: c:\pw work\pwwdot\abdullah.satti@illinois.gov\d1163136\ID104324-sht-DistStds.dgn

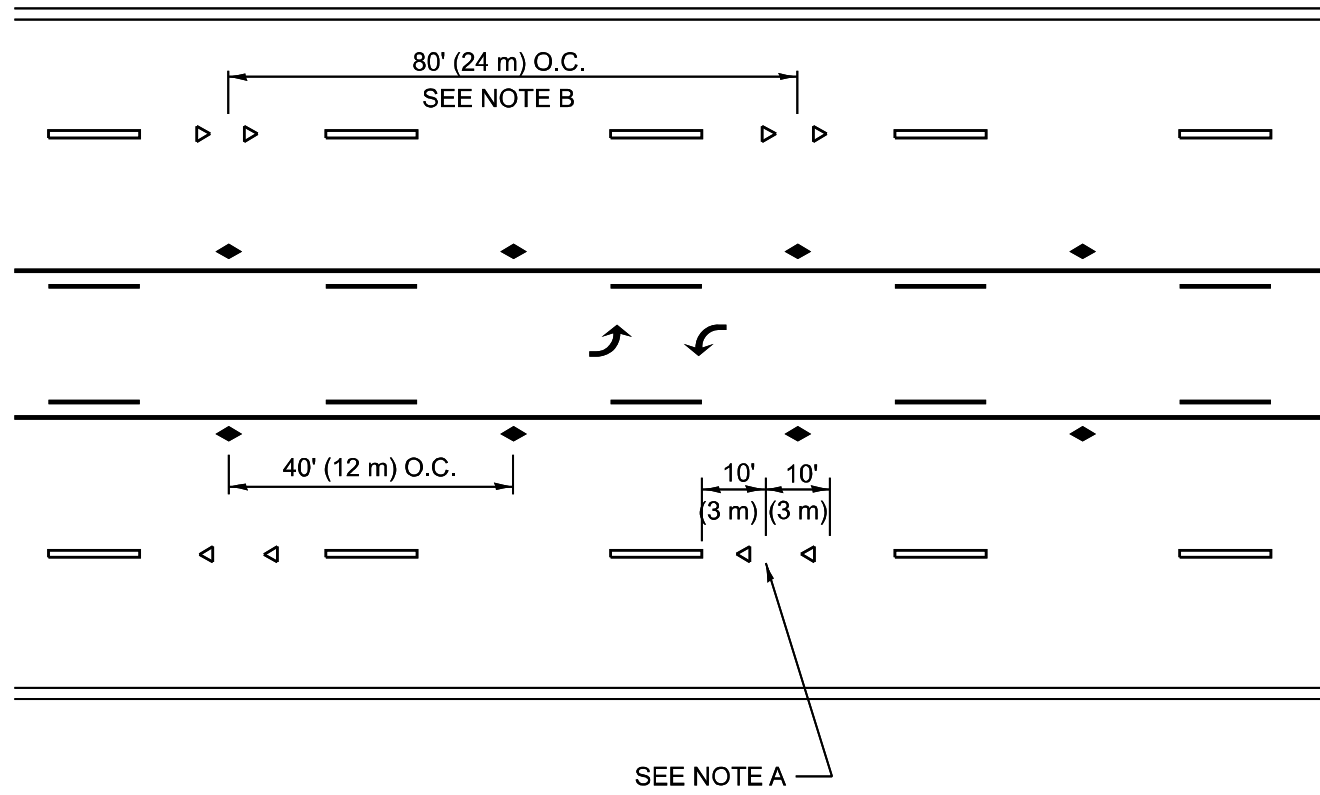


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

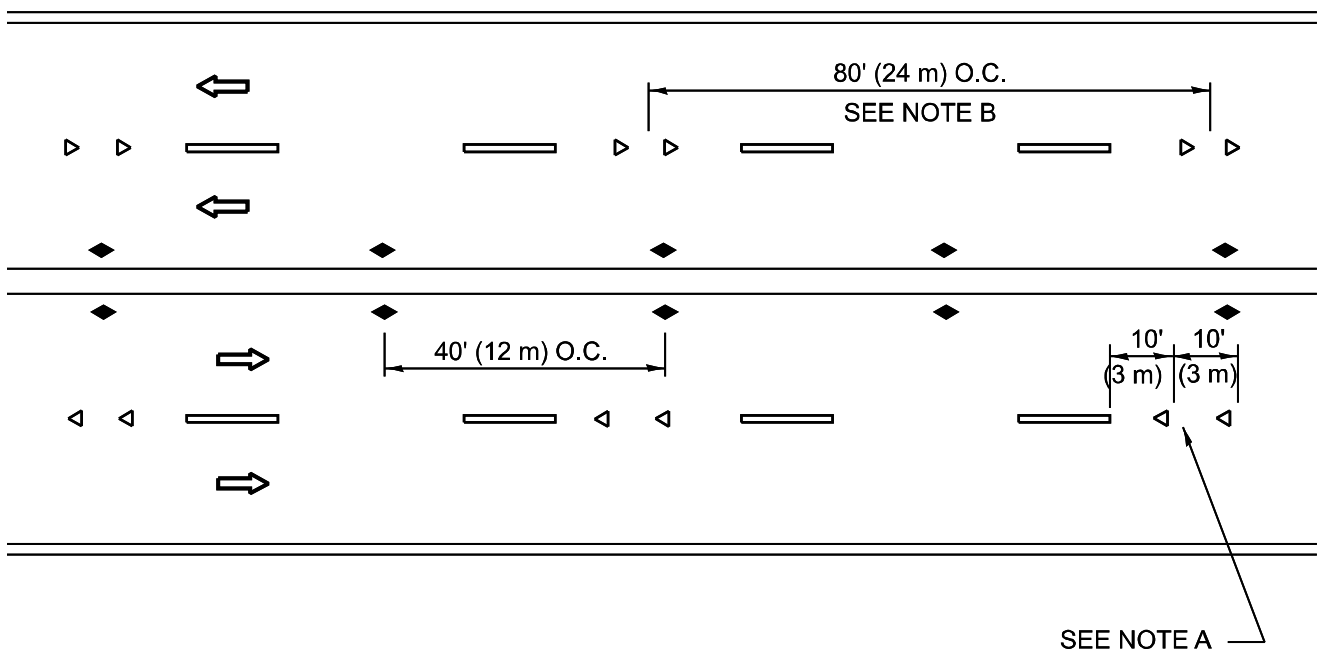
TWO-LANE/TWO-WAY



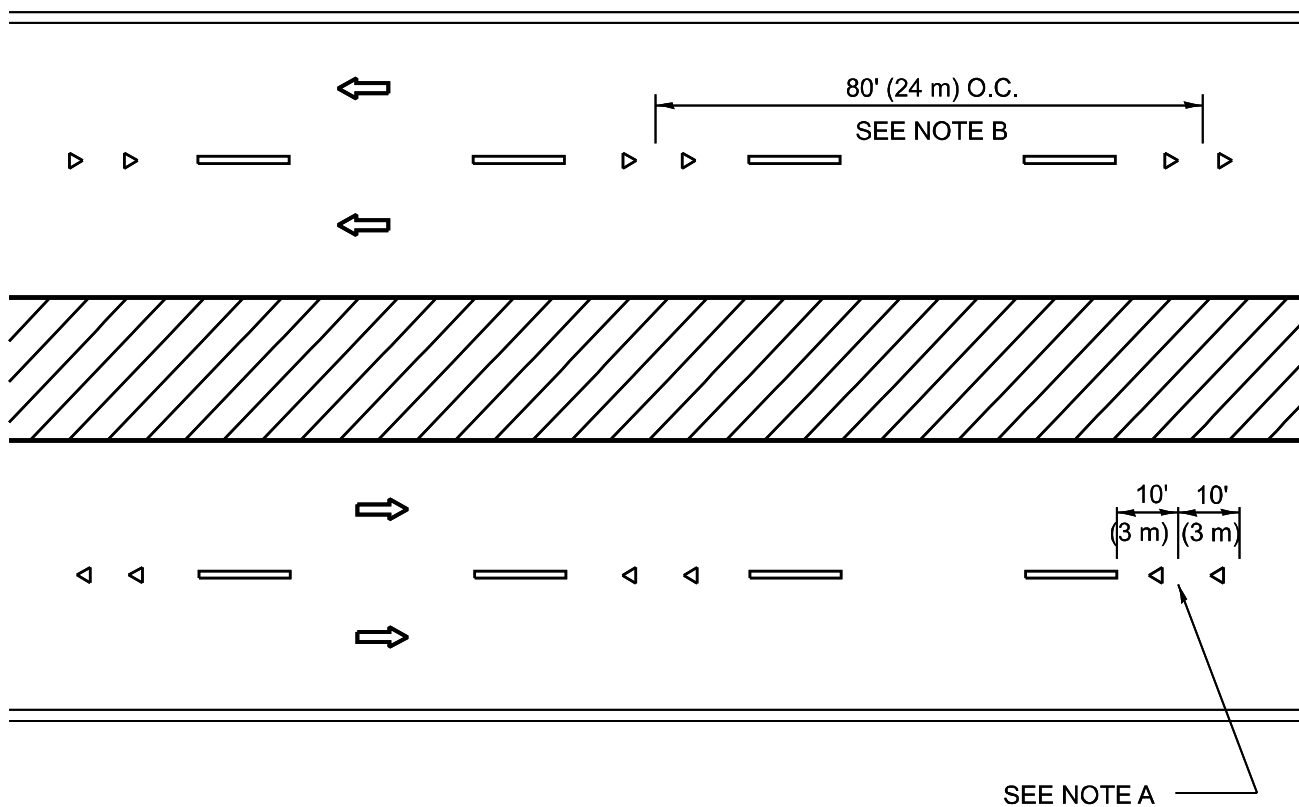
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

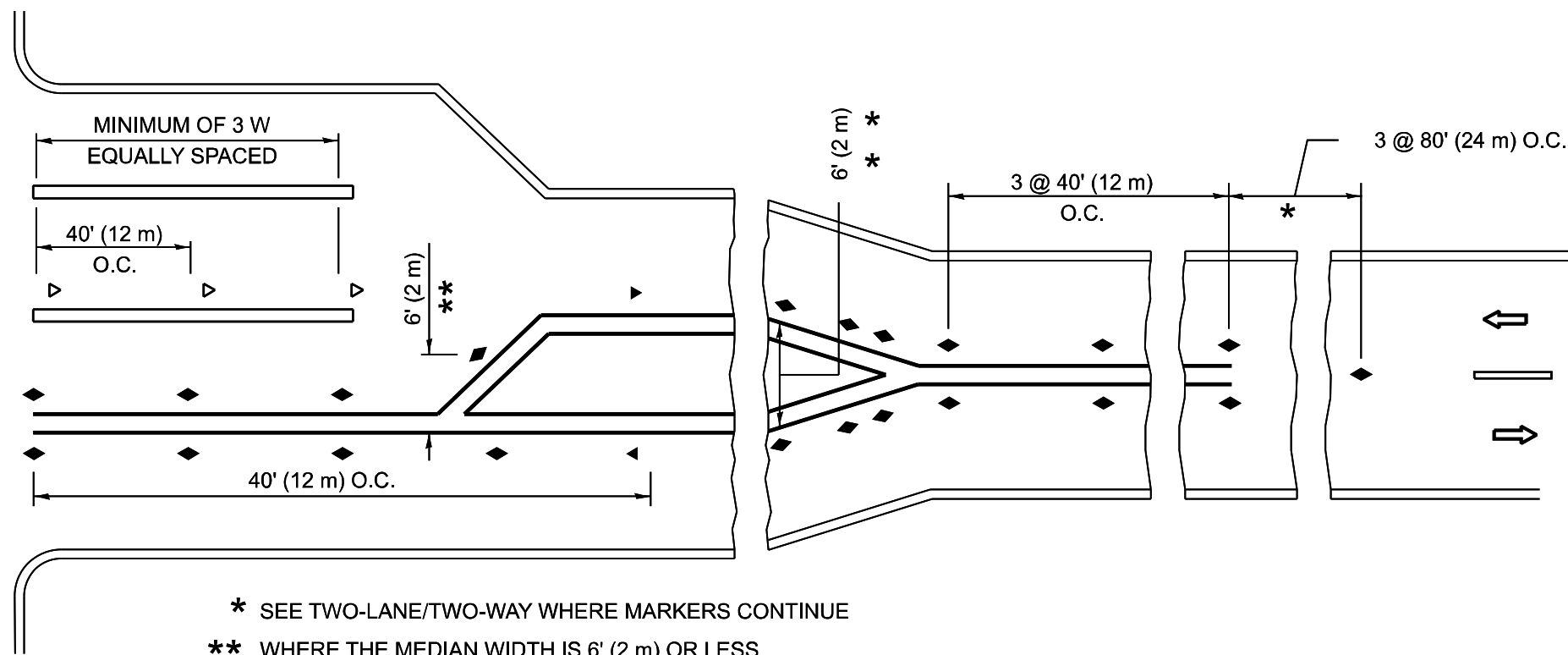
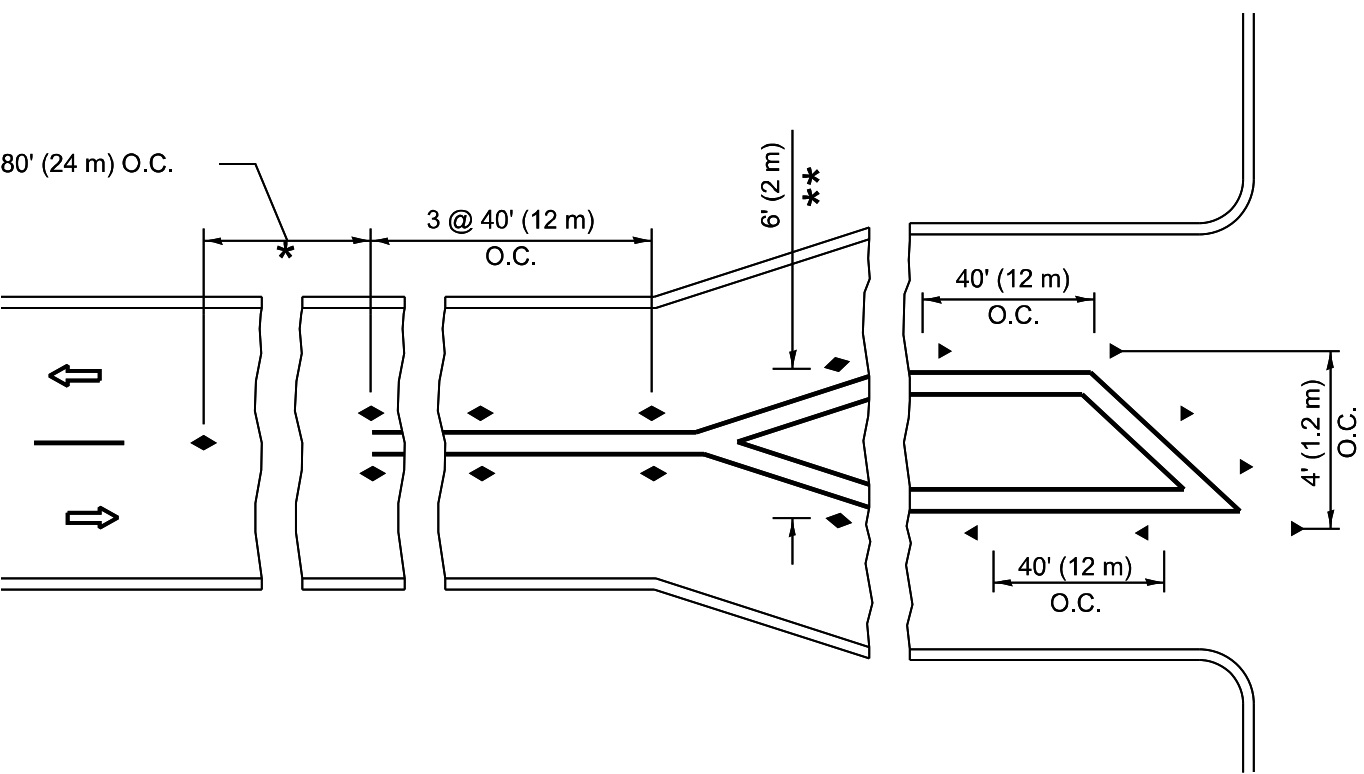
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

- 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

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



TURN LANES

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

MODEL: TC-11 [Sheet]
FILE NAME: c:\p\p_work\pwork\abdullah.satti@illinois.gov\d1163136\ID1043224-shit-Dies\Std.dgn

USER NAME	= abdullah.satti	DESIGNED	-	REVISED	- T. RAMMACHER 03-12-99
		DRAWN	-	REVISED	- T. RAMMACHER 01-06-00
		CHECKED	-	REVISED	- C. JUCIUS 09-09-09
PLOT DATE	= 7/31/2026	DATE	-	REVISED	- C. JUCIUS 07-01-13

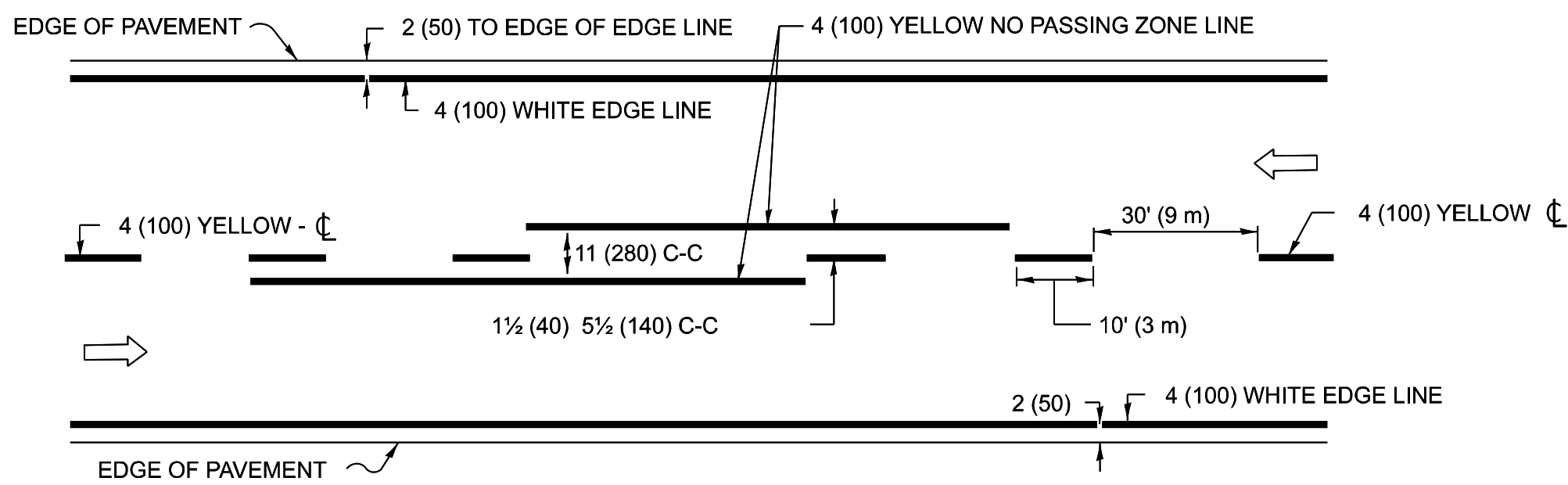
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

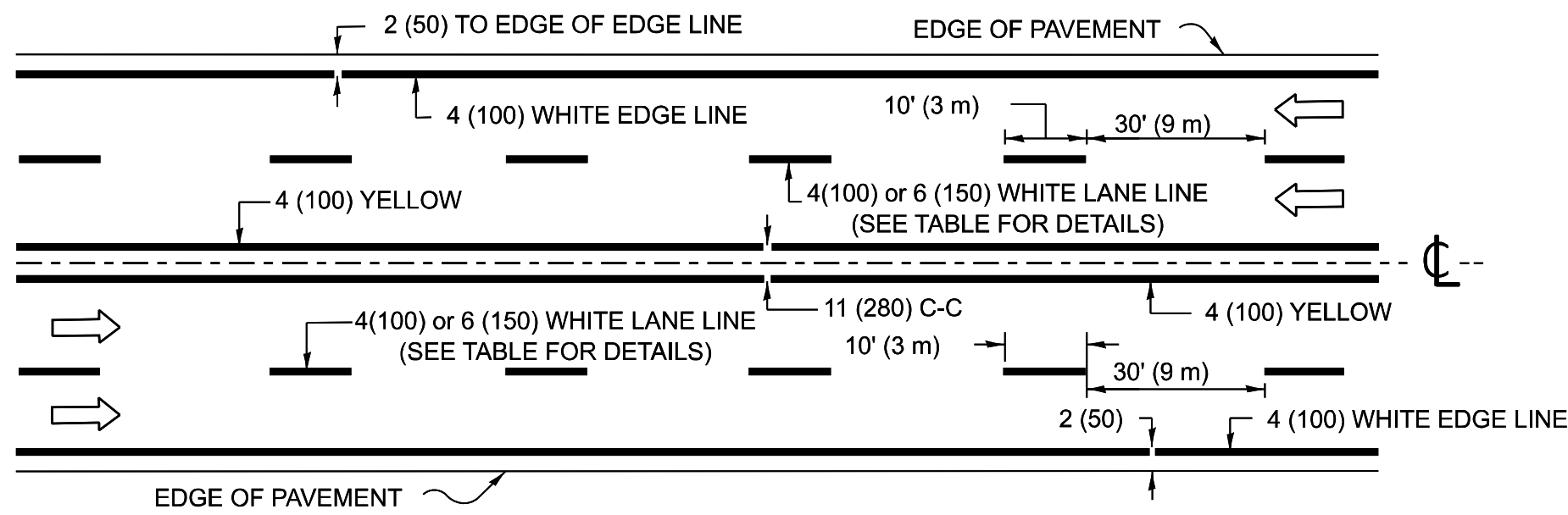
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	10
TC-11		CONTRACT NO. 62V65		
		ILLINOIS	FED. AID PROJECT	

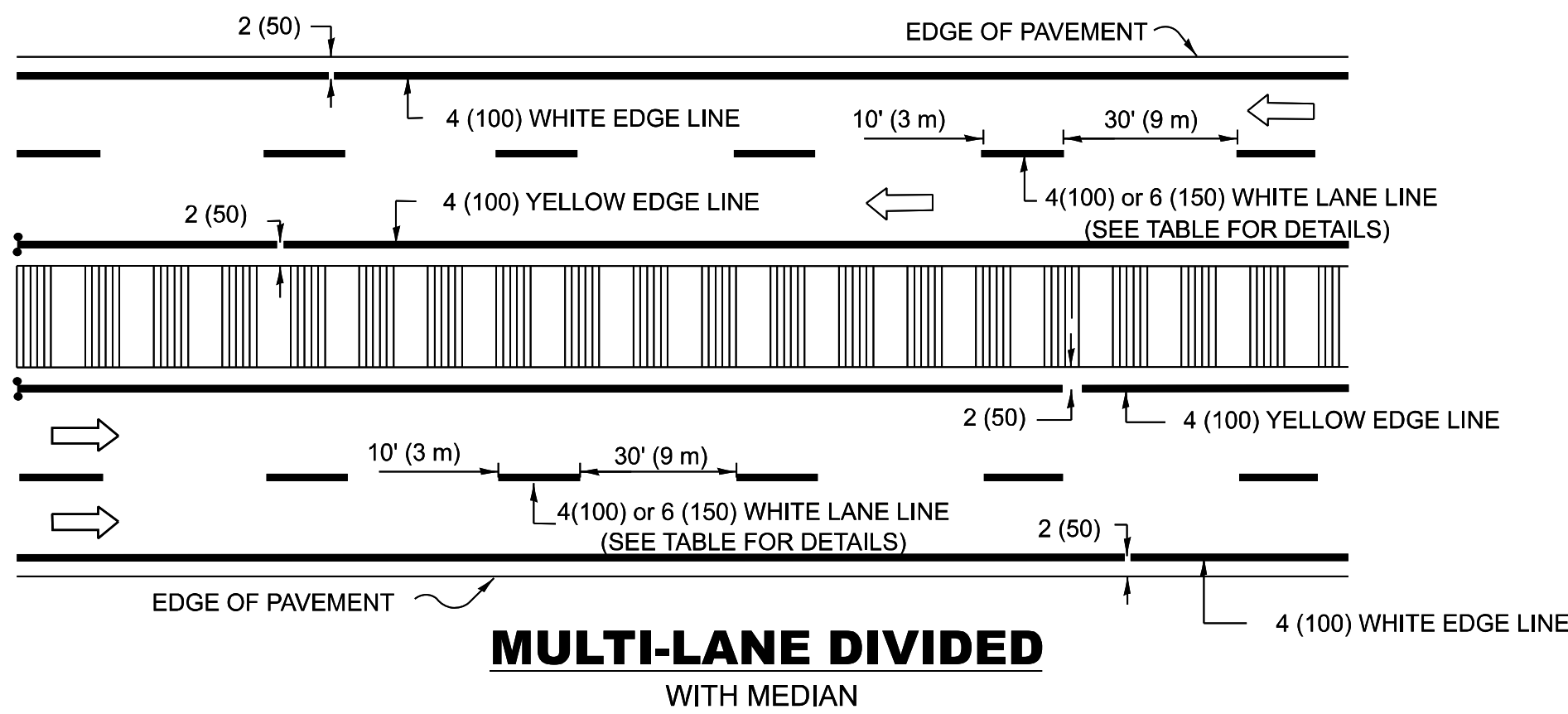
MODEL: TC-13a [Sheet]
FILE NAME: c:\p\work\jwidi\abdullah.satti@illinois.gov\d1163136\104324-shi-DistSids.dgn



2-LANE ROADWAY

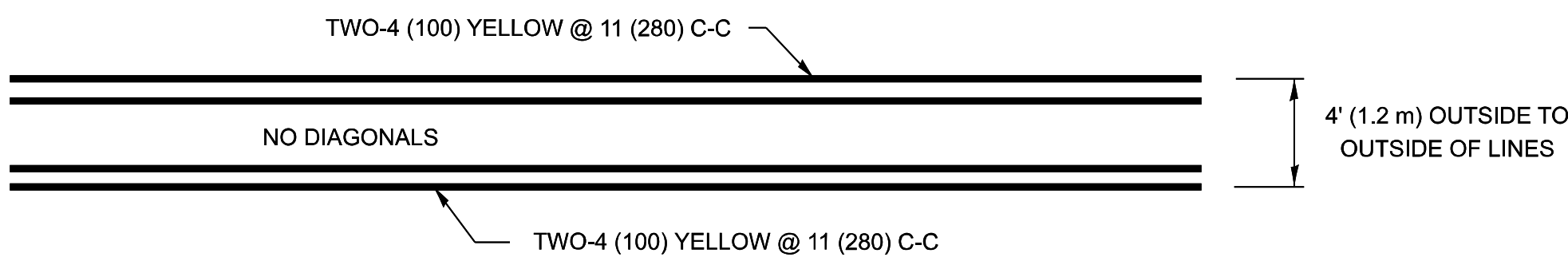


MULTI-LANE UNDIVIDED

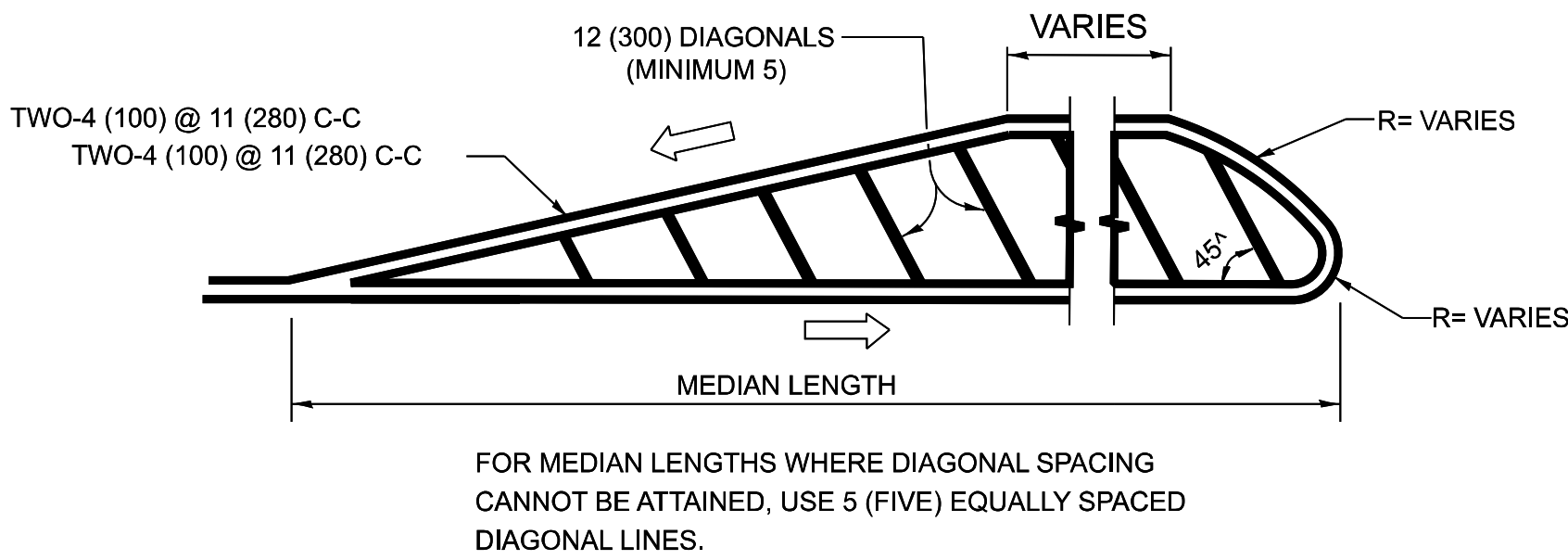


MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

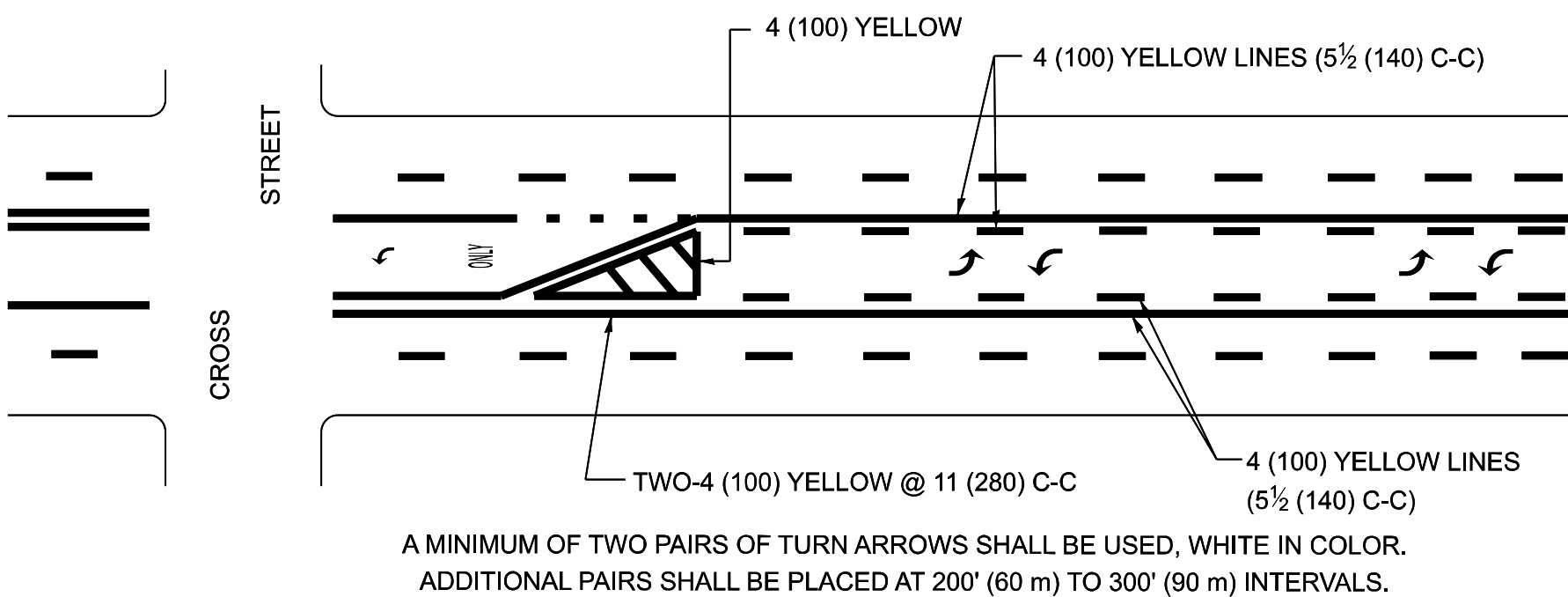


4' (1.2 m) WIDE MEDIANS ONLY



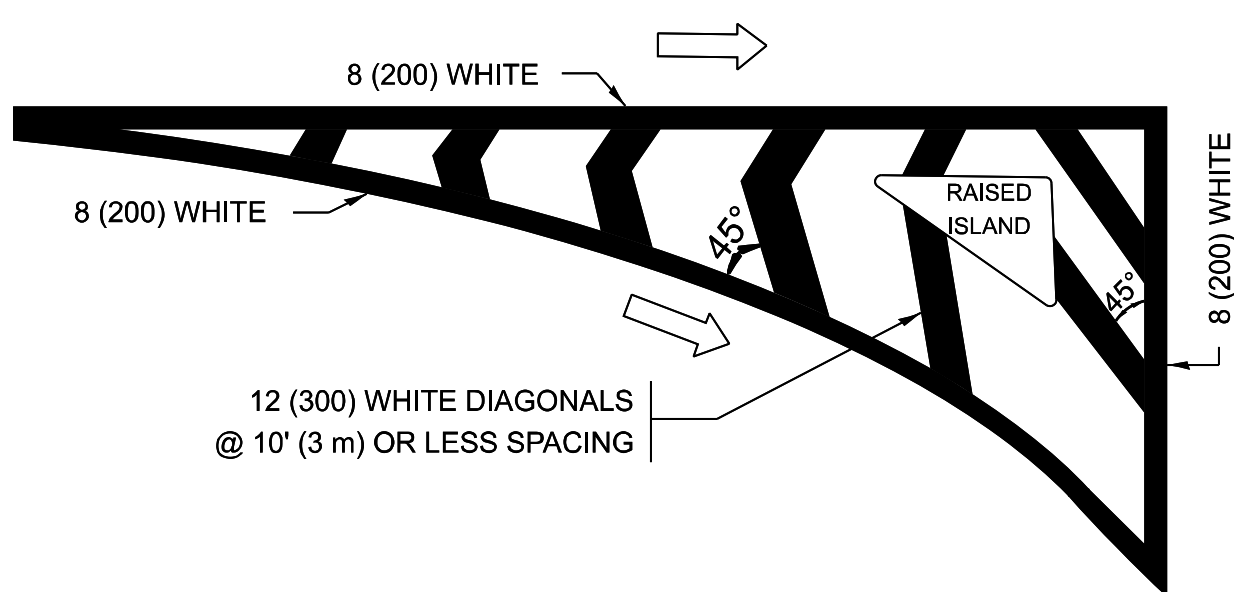
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

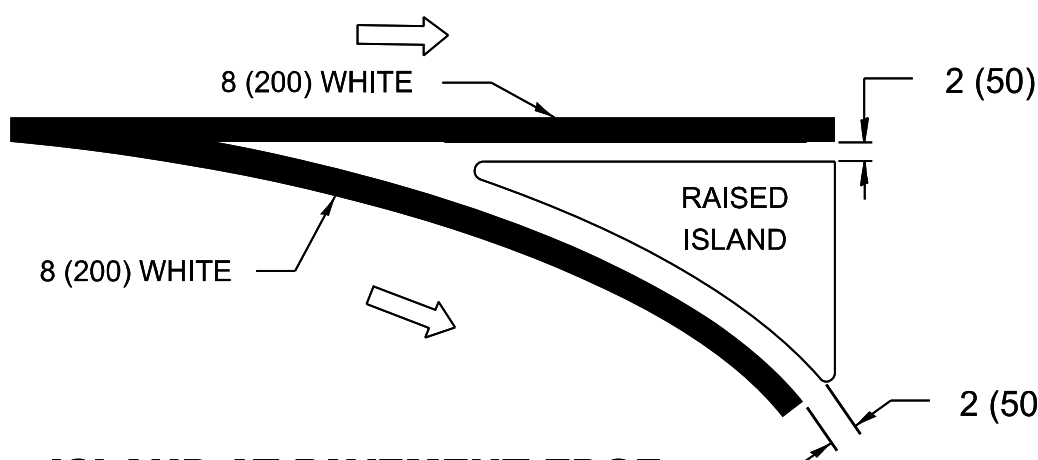


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

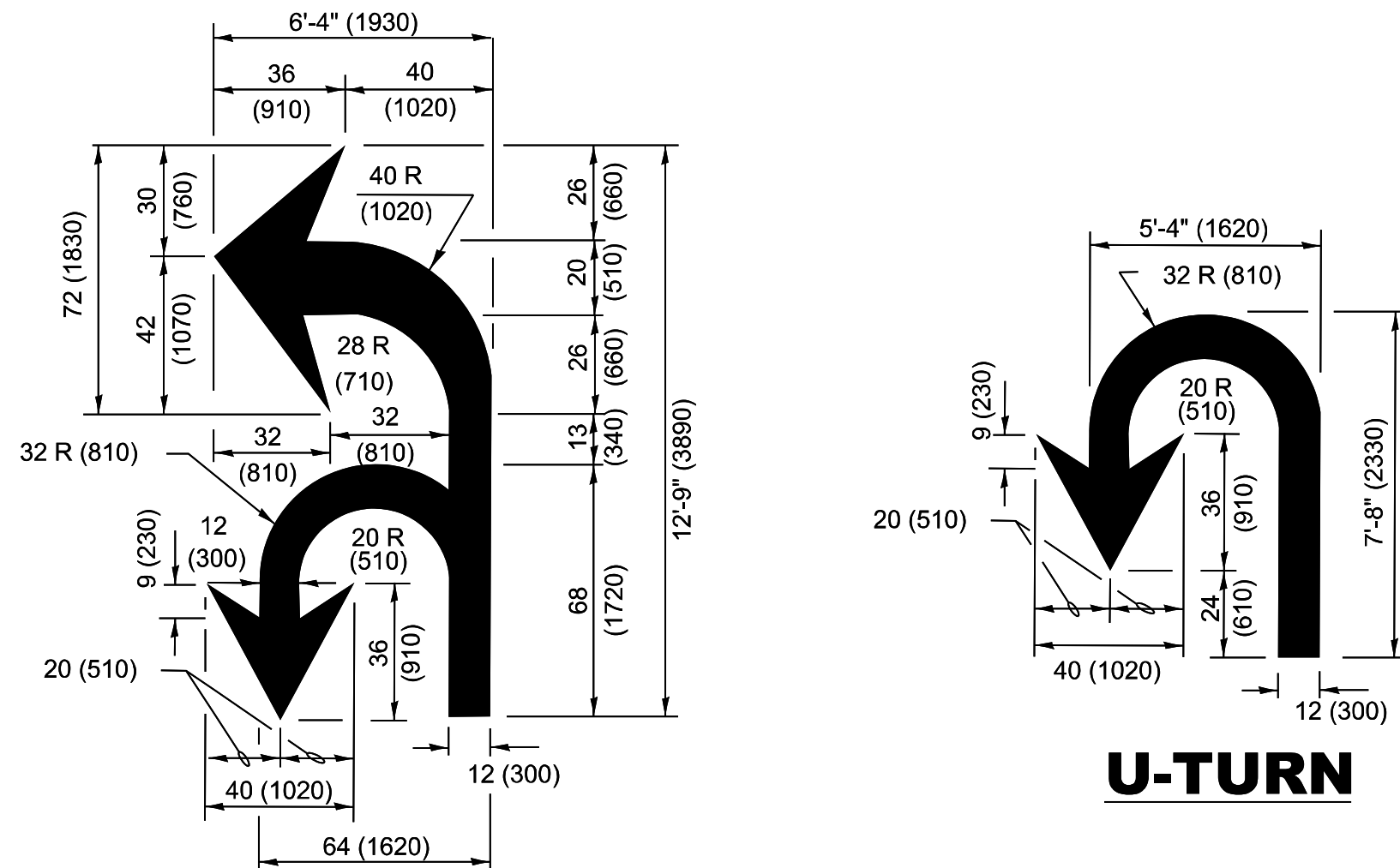


ISLAND OFFSET FROM PAVEMENT EDGE

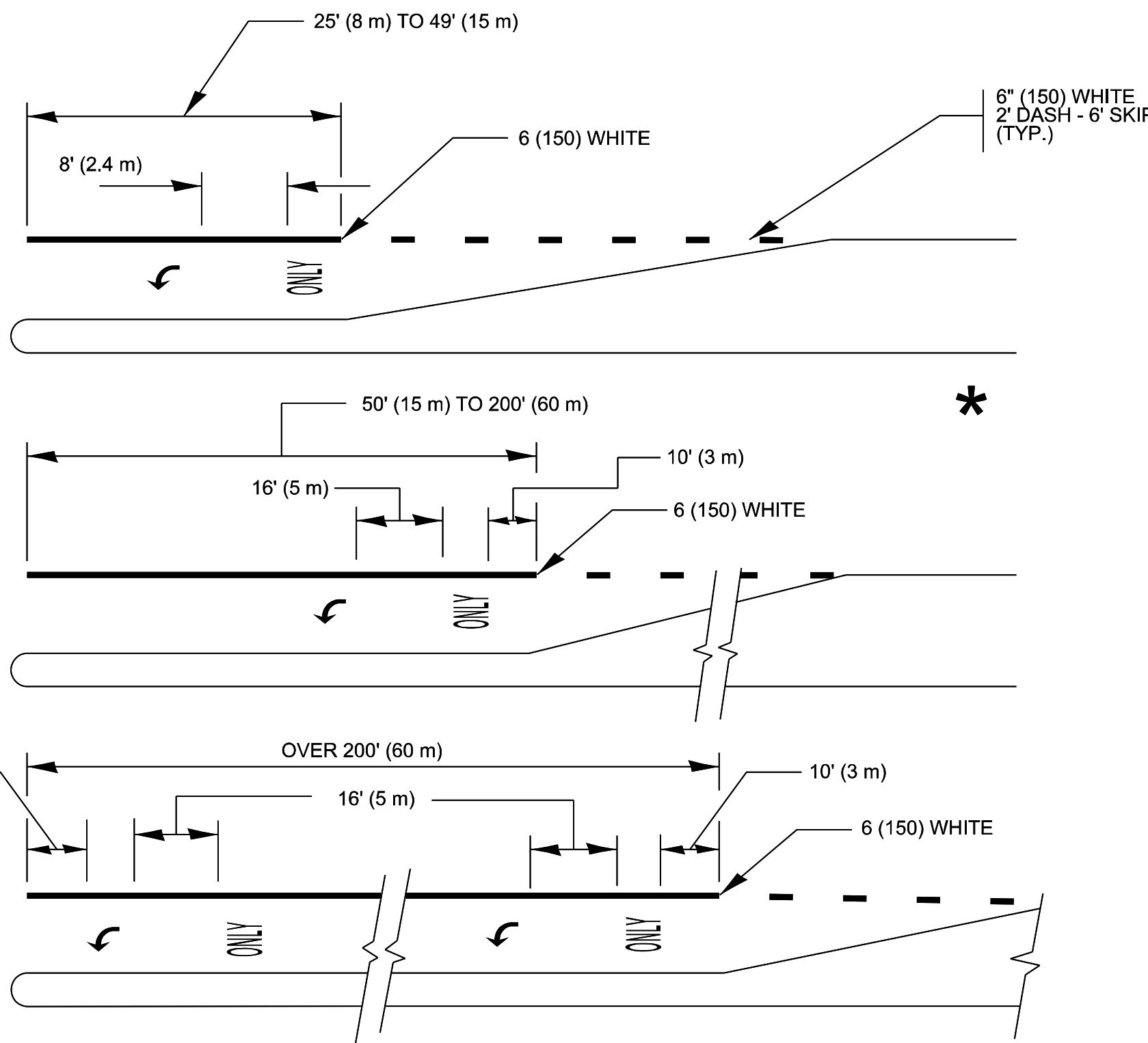


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



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 MARKING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

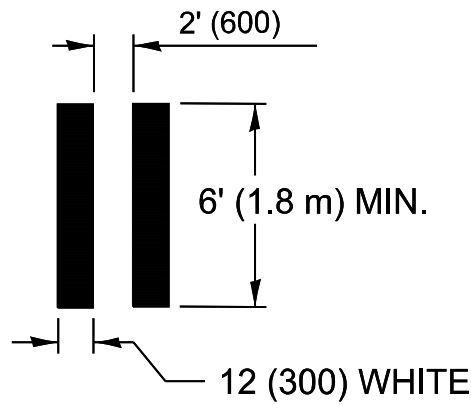
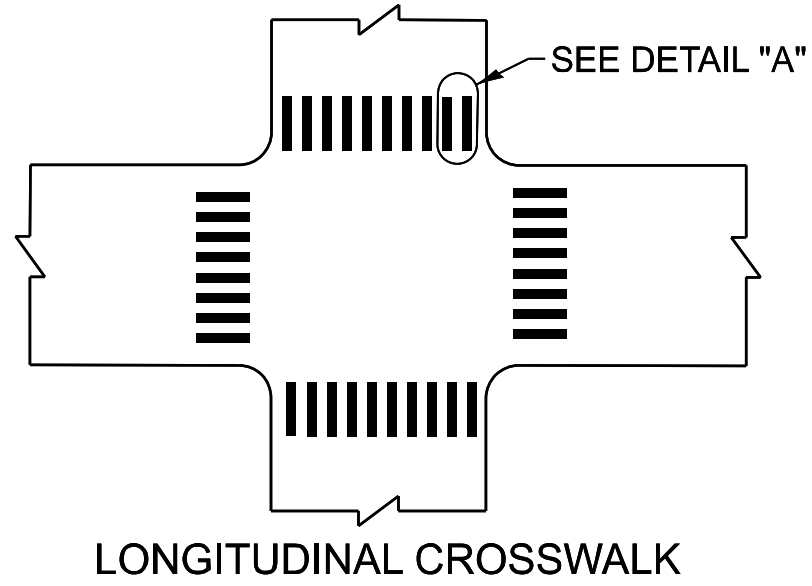
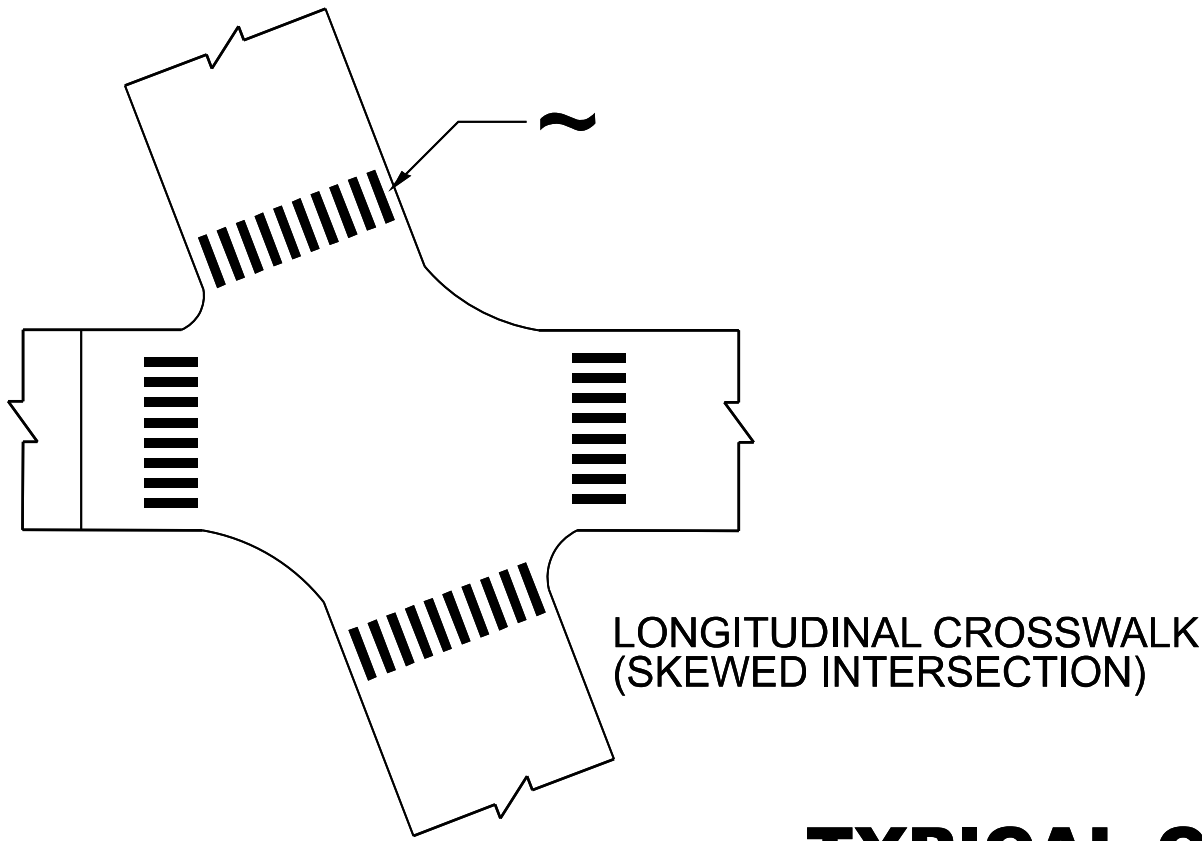
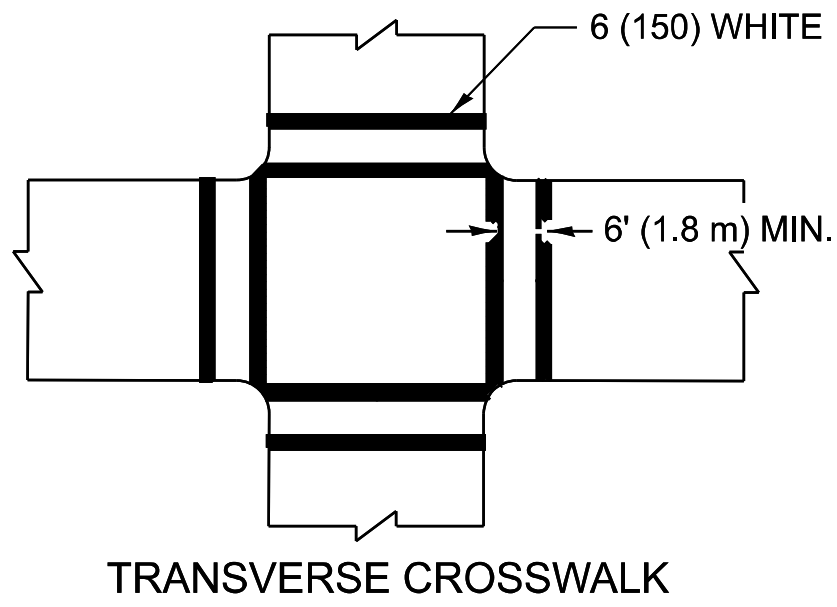
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	11
TC-13A				
ILLINOIS FED. AID PROJECT				

DESIGNED - EVERS
DRAWN -
CHECKED -
DATE - 03-19-90

REVISD - C. JUCIUS 07-01-13
REVISD - C. JUCIUS 12-21-15
REVISD - C. JUCIUS 04-12-16
REVISD - K. KANNAN-HOSADURGA 06-29-26

MODEL: TC-13b [Sheet]
FILE NAME: c:\pav_work\pavdetailabduallah.satti@illinois.gov\d1163136\104324-shit-DistStd.dgn

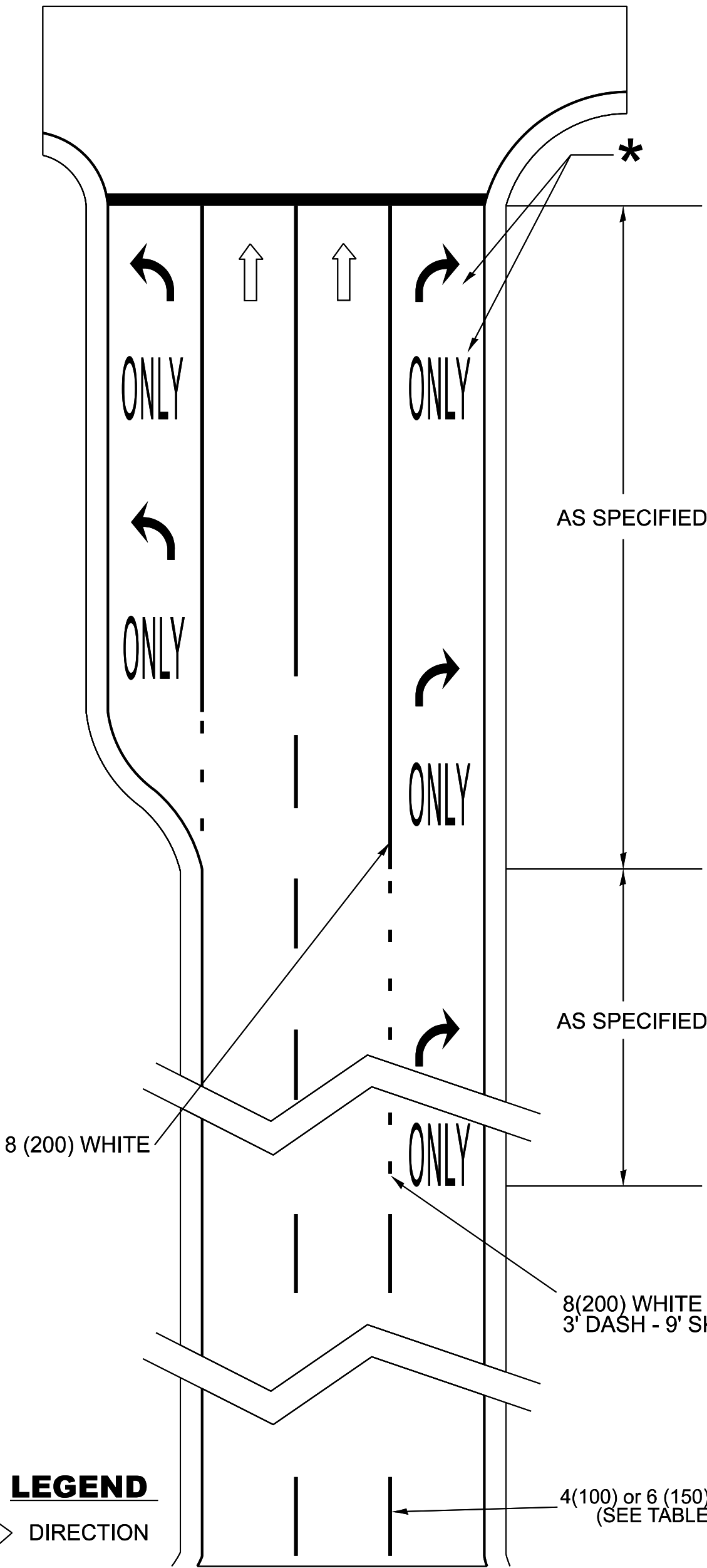


DETAIL "A"

TYPICAL CROSSWALK MARKING

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

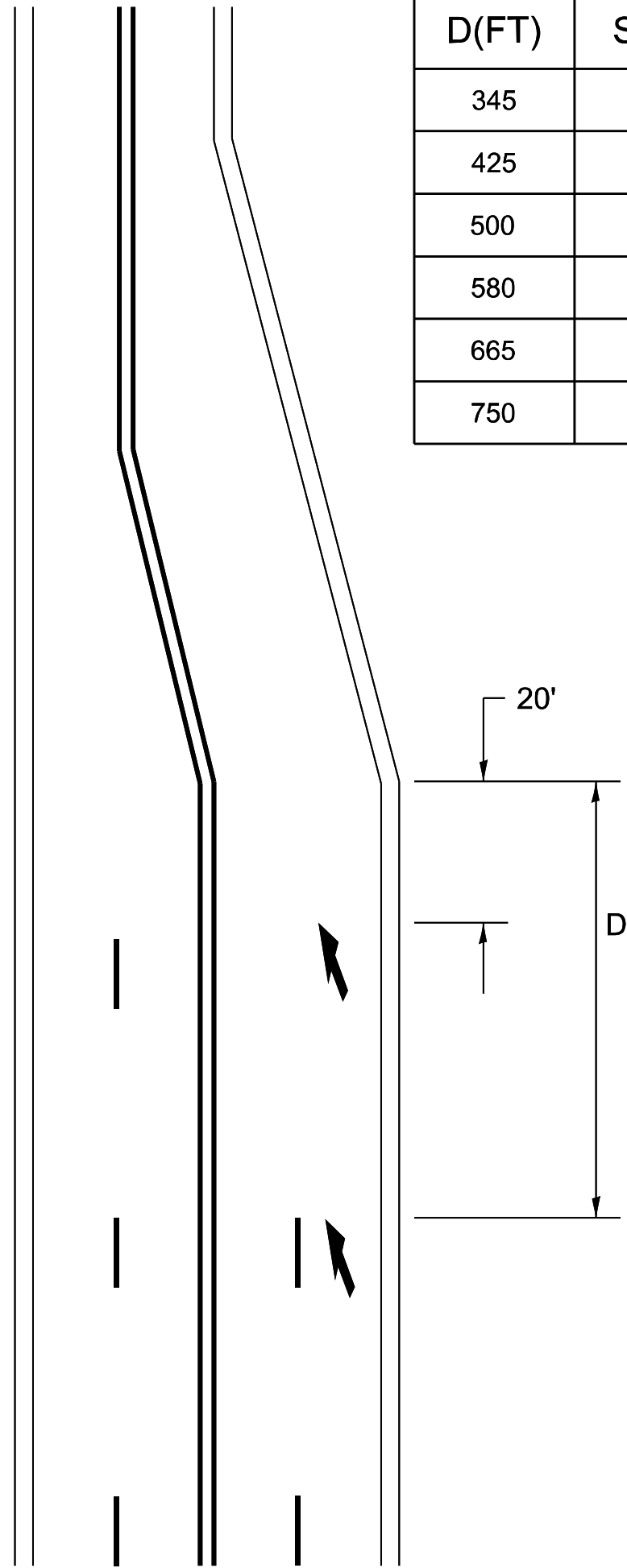
~ THE INDIVIDUAL LONGITUDINAL ELEMENTS OF A LONGITUDINAL BAR CROSSWALK SHOULD BE ANGLED SUCH THAT THEY ARE PARALLEL TO THE TRAVEL PATH OF APPROACHING TRAFFIC



LEGEND

➡ DIRECTION

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



LANE REDUCTION TRANSITION

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

ARTERIAL ROAD LANE-DROP MARKINGS

* FOLLOW TYPICAL TURN LANE MARKINGS FOR PLACEMENT AND SIZE DETAILS OF 'ARROW' AND 'ONLY' MARKINGS IN THE TURN LANE.

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 FOR SPEED LIMIT <= 45 MPH LANE LINES FOR SPEED LIMIT > 45 MPH	4 (100) 6 (150)	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (TYPICAL FOR EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS, EXCEPT AT LANE-DROP MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (0.60m) 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
TRANSVERSE CROSSWALK LONGITUDINAL BARS CROSSWALK	2 @ 6 (150) 12 (300) @ 90°	SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART AND PARALLEL TO TRAFFIC FLOW SEE TYPICAL CROSSWALK MARKING DETAIL 'A'.
STOP LINES	24 (600)	SOLID	WHITE	PLACE MINIMUM 4' (1.2 m) IN ADVANCE OF CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. NO MORE THAN 30' (9.1 m) OR LESS THAN 4' (1.2 m) FROM NEAREST EDGE OF INTERSECTING TRAVELED WAY.
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, TC 23 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF
ARTERIAL LANE-DROP MARKINGS DOTTED LINES FOR LANE-DROP TURN LANE MARKINGS	8 (200) 8 (200)	SKIP - DASH SOLID	WHITE WHITE	3' (0.91 m) LINE WITH 9' (2.74 m) SPACE

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

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

USER NAME	= abdullah.satti	DESIGNED	- EVERS	REVISED	- C. JUCIUS 07-01-13
DRAWN	-	REVISIED	- C. JUCIUS 12-21-15		
CHECKED	-	REVISED	- C. JUCIUS 04-12-16		
PLOT DATE	= 7/31/2026	DATE	- 03-19-90	REVISED	- K. KANNAN-HOSADURGA 06-29-26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	12
TC-13B		CONTRACT NO. 62V65		
		ILLINOIS	FED. AID PROJECT	

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

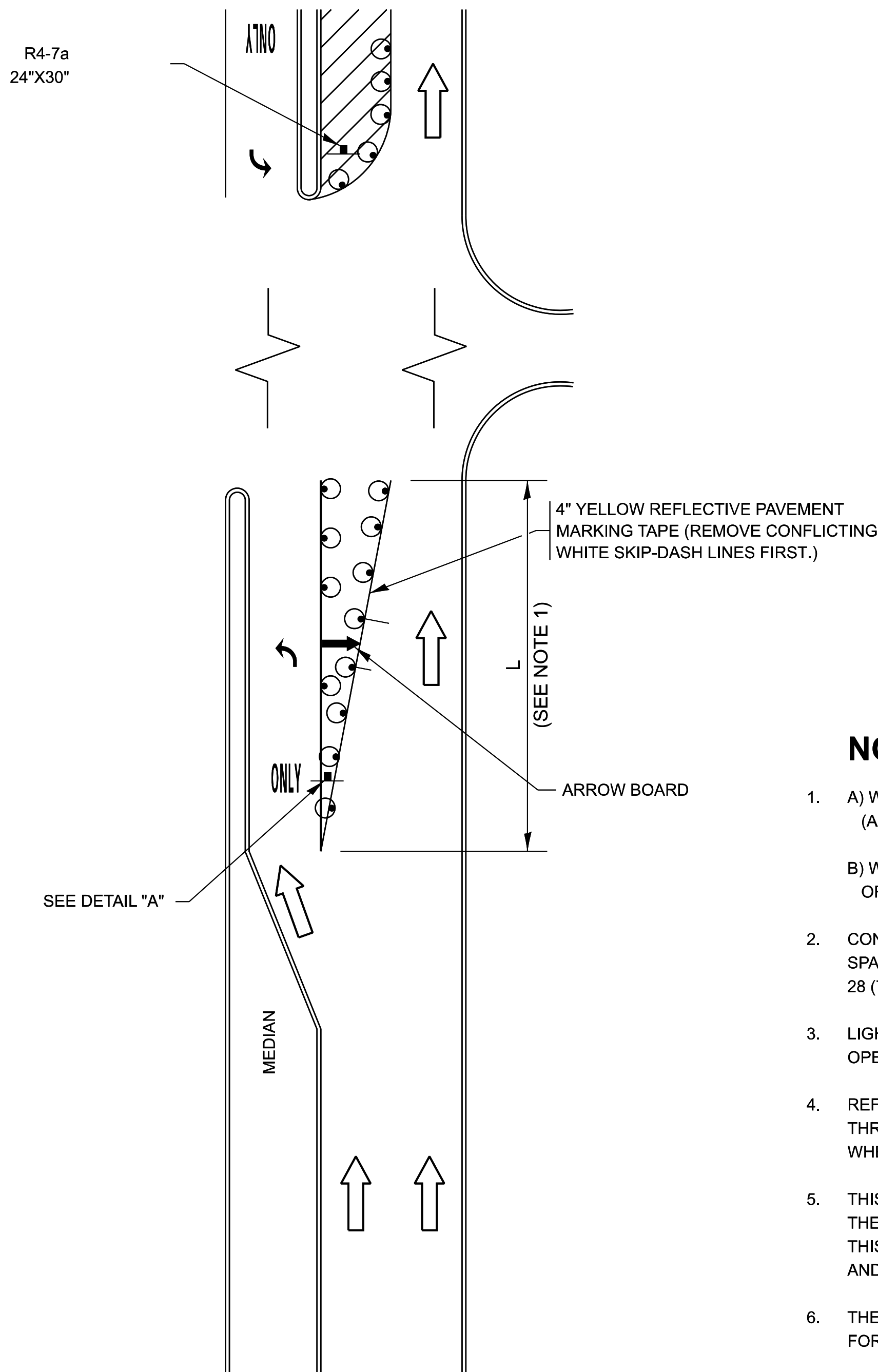
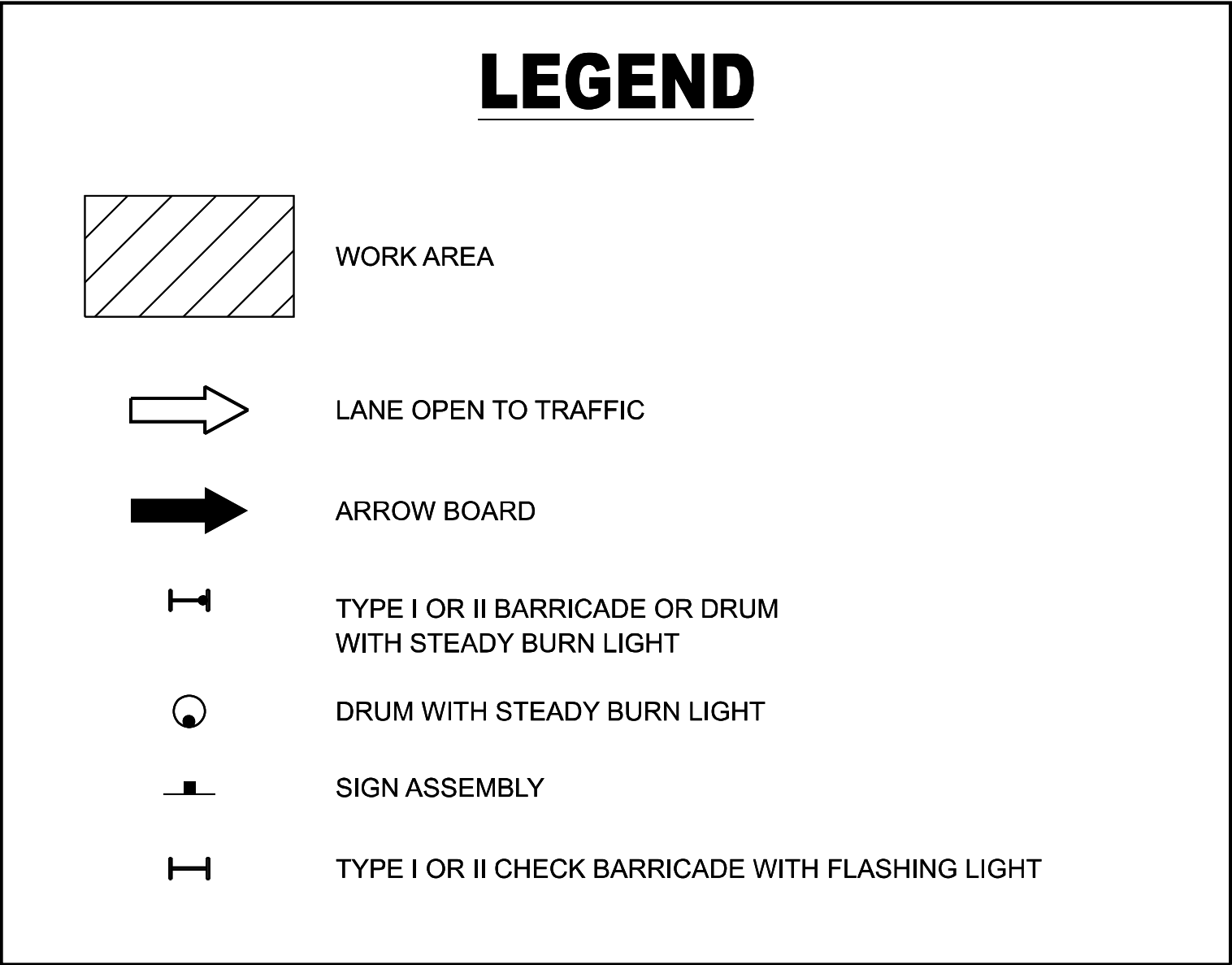


FIGURE 1

LEGEND



NOTES:

- A) WHEN "L" IS $\leq$ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

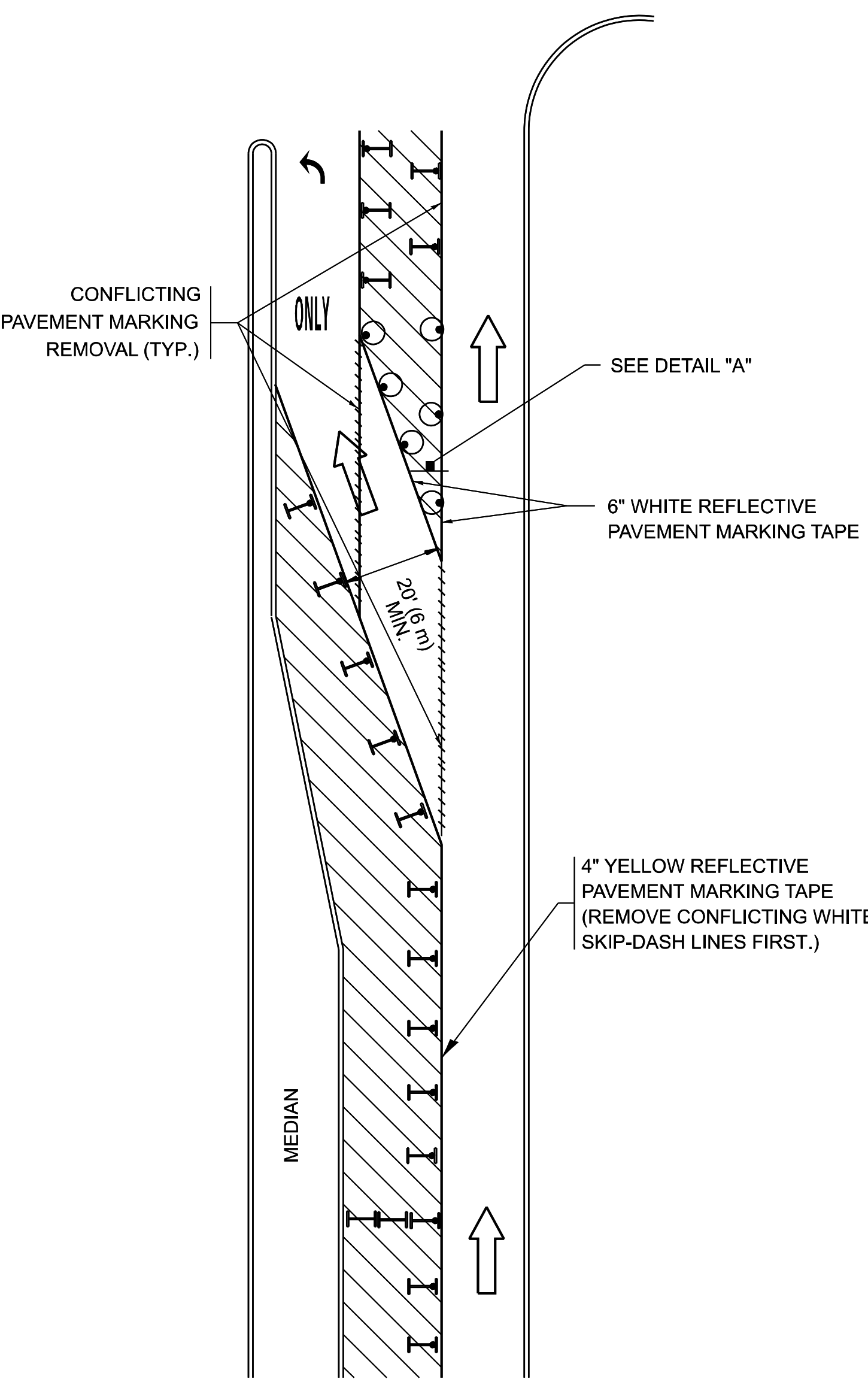
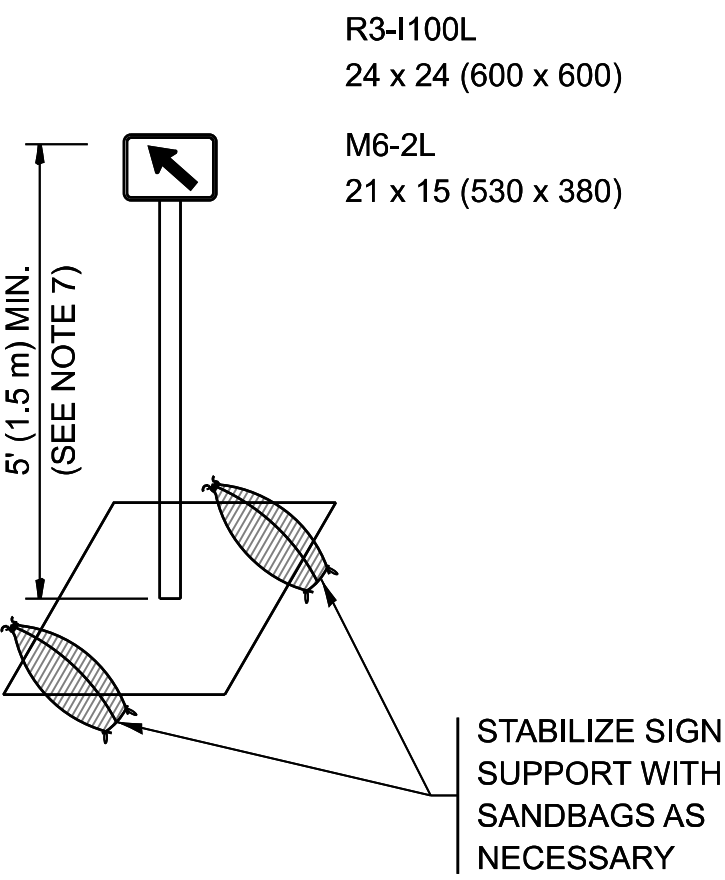


FIGURE 2



DETAIL A

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

MODEL: TC-14 [Sheet]
FILE NAME: c:\p\work\p\work\abdullah.satti@illinois.gov\d1163136\104324-shi-Dies\tds.dgn

USER NAME	= abdullah.satti
DESIGNED	- T. RAMMACHER 09-08-94
DRAWN	- A. HOUSEH 11-07-95
CHECKED	- A. HOUSEH 10-12-96
PLOT DATE	= 7/31/2026
DATE	- T. RAMMACHER 01-06-00

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

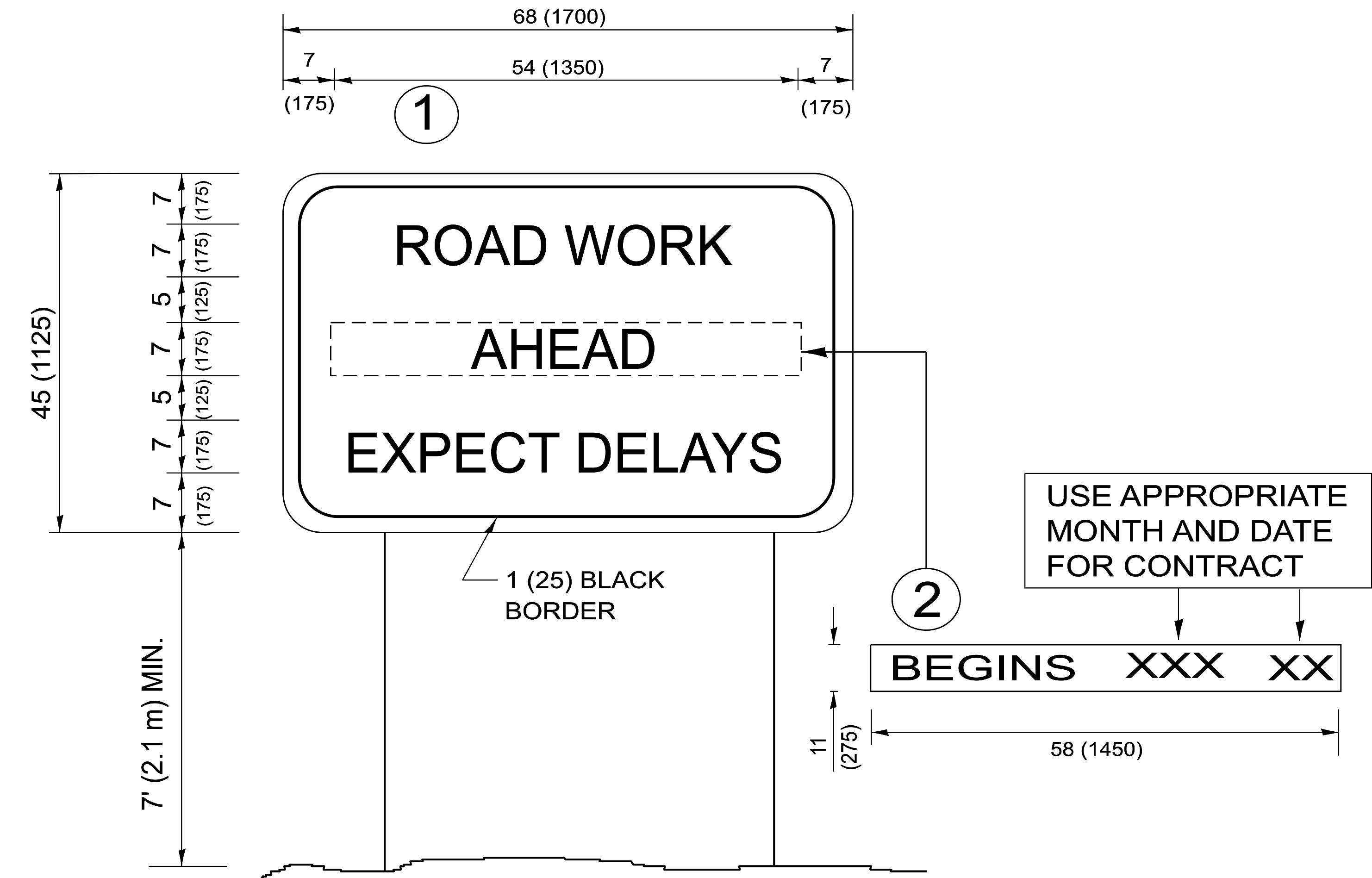
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	13
TC-14		CONTRACT NO. 62V65		
		ILLINOIS	FED. AID PROJECT	

MODEL: TC-22 [Sheet]
FILE NAME: c:\p\p_work\pwork\abdullah.satti@illinois.gov\d1163136\ID104324-shi-DiesSide.dgn



NOTES:

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

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

	USER NAME	= abdullah.satti	DESIGNED	-		REVISED	-	R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN					F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.					
			DRAWN	-		REVISED	-	R. MIRS 12-11-97							0338	FAP 0338 23 C&J		DUPAGE	21	14					
			CHECKED	-		REVISED	-	T. RAMMACHER 02-02-99							TC-22		CONTRACT NO. 62V65								
	PLOT DATE	= 7/31/2026	DATE	-		REVISED	-	C. JUCIUS 01-31-07							SCALE: NONE		SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM				ITEM				ITEM			
EXISTING		PROPOSED		EXISTING		PROPOSED		EXISTING		PROPOSED	
TRAFFIC SIGNAL CABINET				HANDHOLE				SIGNAL HEAD			
UNINTERRUPTABLE POWER SUPPLY				-SQUARE				-(P) PROGRAMMABLE SIGNAL HEAD			
COMMUNICATION CABINET				-ROUND				-(EV) ELONGATED VISORS			
MASTER CONTROLLER				DOUBLE HANDHOLE				SIGNAL HEAD WITH BACKPLATE			
MASTER MASTER CONTROLLER				HEAVY DUTY HANDHOLE				-(RB) RETROREFLECTIVE BACKPLATE			
SERVICE INSTALLATION				-SQUARE				-(P) PROGRAMMABLE SIGNAL HEAD			
-(P) POLE MOUNTED				-ROUND				-(EV) ELONGATED VISORS			
SERVICE INSTALLATION				JUNCTION BOX				PEDESTRIAN SIGNAL HEAD			
-(G) GROUND MOUNTED				RAILROAD CANTILEVER MAST ARM				WITH COUNTDOWN TIMER			
-(GM) GROUND MOUNTED METERED				RAILROAD FLASHING SIGNAL				ILLUMINATED LED SIGN			
CELLULAR MODEM				RAILROAD CROSSING GATE				"NO LEFT TURN"/"NO RIGHT TURN"			
TELEPHONE CONNECTION				RAILROAD CROSSBUCK				ELECTRIC CABLE, SIGNAL, NO. 14 -			
STEEL MAST ARM ASSEMBLY AND POLE				RAILROAD CONTROLLER BUNGALOW				2/C, 3/C, 5/C, 7/C			
ALUMINUM MAST ARM ASSEMBLY AND POLE				UNDERGROUND CONDUIT (UC),				ELECTRIC CABLE, LEAD-IN, NO. 14, 1 PAIR			
STEEL COMBINATION MAST ARM ASSEMBLY				GALVANIZED STEEL				SERVICE CABLE, 2/C -			
AND POLE WITH LUMINAIRE				TEMPORARY SPAN WIRE,				NO. 2, NO. 4, NO. 6			
SIGNAL POST				TETHER WIRE, AND CABLE				GROUND CABLE			
-(BM) BARREL MOUNTED - TEMPORARY				SYSTEM ITEM				NO. 6 SOLID COPPER (GREEN), 1/C			
WOOD POLE				INTERSECTION ITEM				ELECTRIC CABLE, TRACER, NO. 14, 1/C			
GUY WIRE				REMOVAL ITEM				RAILROAD NO. 14 3/C			
SIGNAL HEAD				RELOCATE ITEM				ELECTRIC CABLE, STREET NAME SIGN			
SIGNAL HEAD WITH BACKPLATE				ABANDON ITEM				NO. 14, 3/C, TYPE SOOW			
SIGNAL HEAD - PROGRAMMABLE				CONTROLLER CABINET AND				VENDOR CABLE			
FLASHER INSTALLATION				FOUNDATION TO BE REMOVED				EMERGENCY VEHICLE PRIORITY LINE			
-(FS) SOLAR POWERED				MAST ARM POLE AND				SENSOR CABLE, NO. 20, 3/C			
PEDESTRIAN SIGNAL HEAD				FOUNDATION TO BE REMOVED				OUTDOOR RATED NETWORK CABLE			
PEDESTRIAN PUSH BUTTON				SIGNAL POST AND				FIBER OPTIC CABLE			
-(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON				DETECTOR LOOP, TYPE I				-12F: 12 MULTIMODE			
RADAR DETECTION SENSOR				PREFORMED DETECTOR LOOP				-24F: 12 MULTIMODE / 12 SINGLE MODE			
VIDEO DETECTION CAMERA				WIRELESS DETECTOR SENSOR				-36F: 12 MULTIMODE / 24 SINGLE MODE			
RADAR/VIDEO DETECTION ZONE								-24SM: 24 SINGLE MODE			
PAN, TILT, ZOOM (PTZ) CAMERA								-48SM: 48 SINGLE MODE			
EMERGENCY VEHICLE LIGHT DETECTOR								GROUND ROD			
CONFIRMATION BEACON								-(C) CONTROLLER			
WIRELESS INTERCONNECT								-(M) MAST ARM			
WIRELESS INTERCONNECT RADIO REPEATER								-(P) POST			
WIRELESS ACCESS POINT								-(S) SERVICE			

MODEL: TS-01a [Sheet]
FILE NAME: c:\p\p_work\pwork\abduallah.satti@illinois.gov\d1163136\ID104324-sh1-DisSlds.dgn

	USER NAME	* abduallah.satti		DESIGNED	-	IP	REVISED	-
				DRAWN	-	IP	REVISED	-
				CHECKED	-	NB/KK	REVISED	-
	PLOT DATE	= 7/31/2026		DATE	-	10/15/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

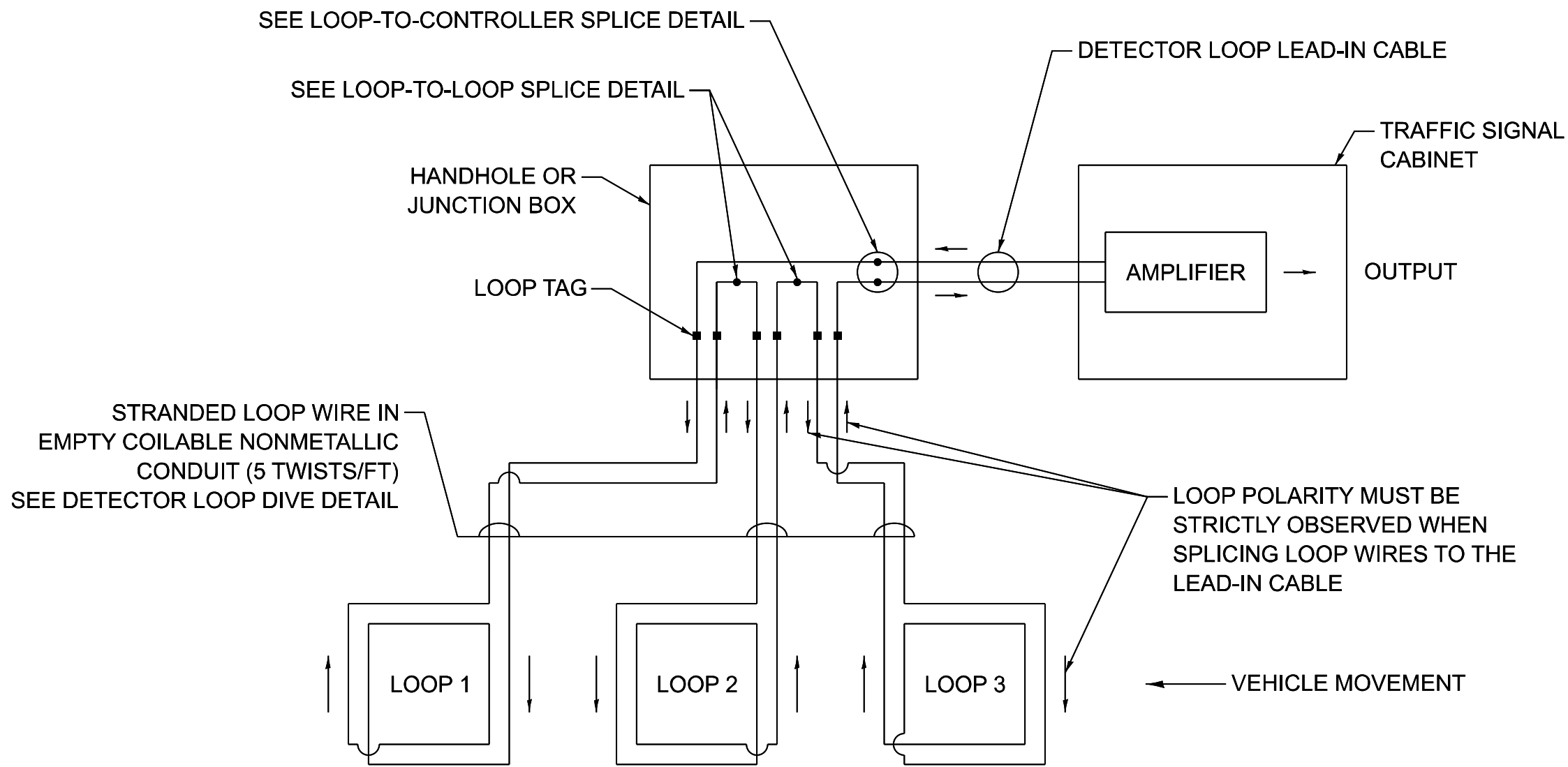
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

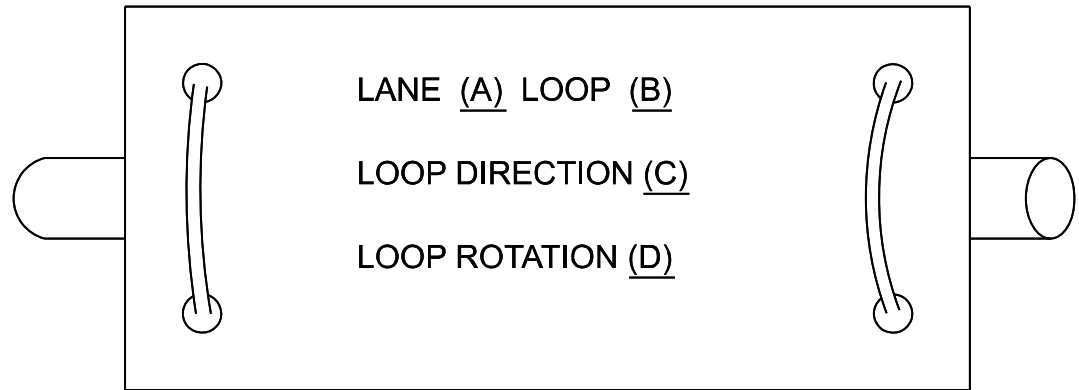
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	15
TS-01		CONTRACT NO. 62V65		
		ILLINOIS	FED. AID PROJECT	

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. 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.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES 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" APART.
9. 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.
10. PREFORMED DETECTOR LOOPS SHALL BE USED 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.

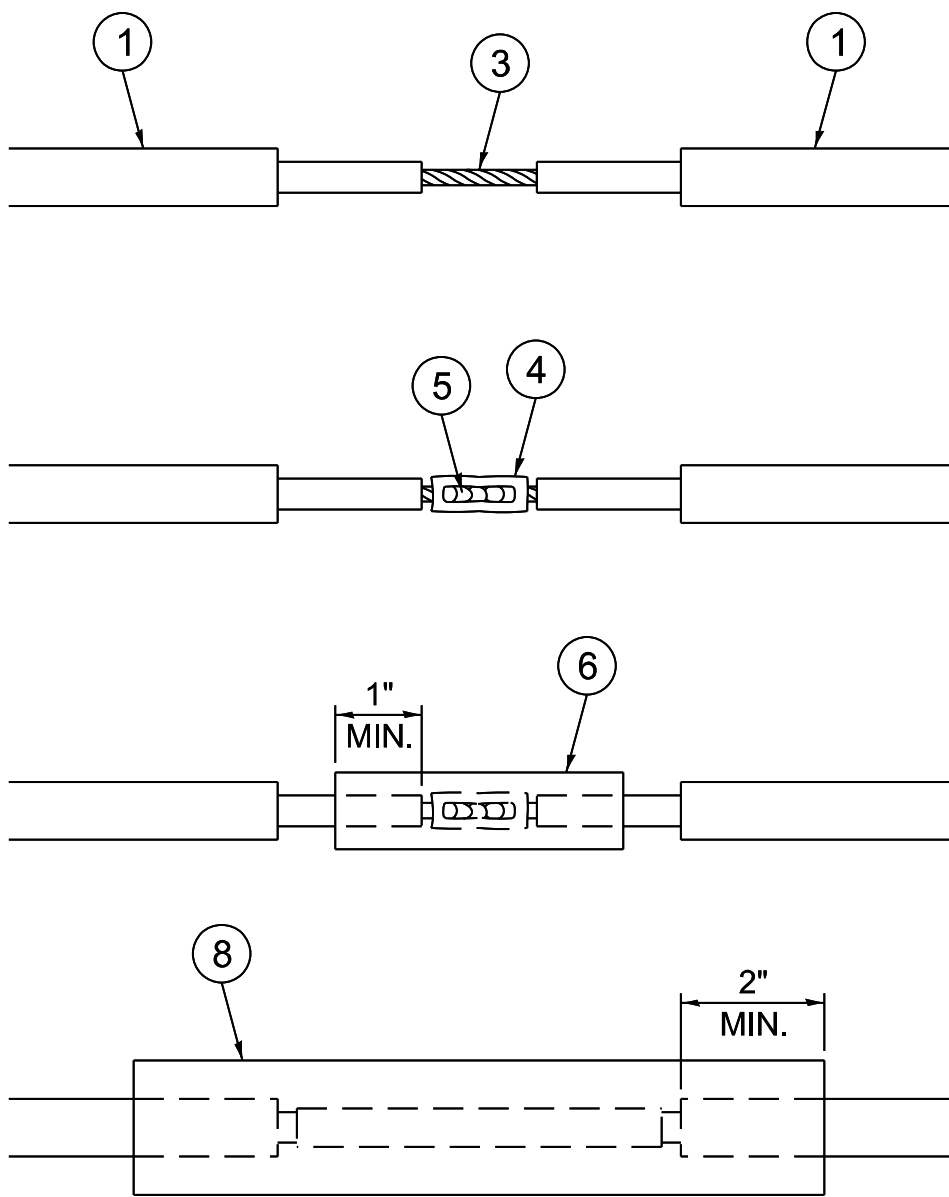


DETECTOR LOOP WIRING SCHEMATIC



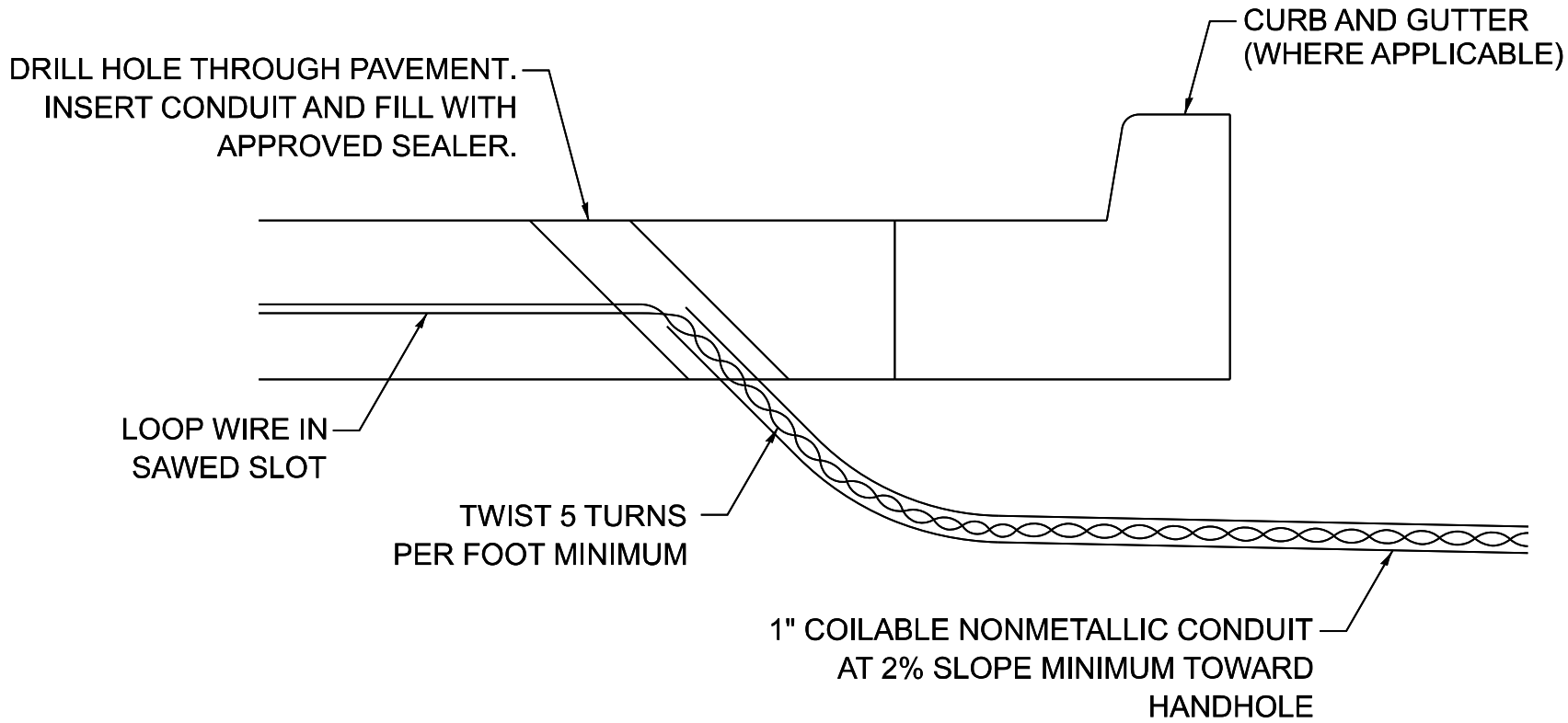
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

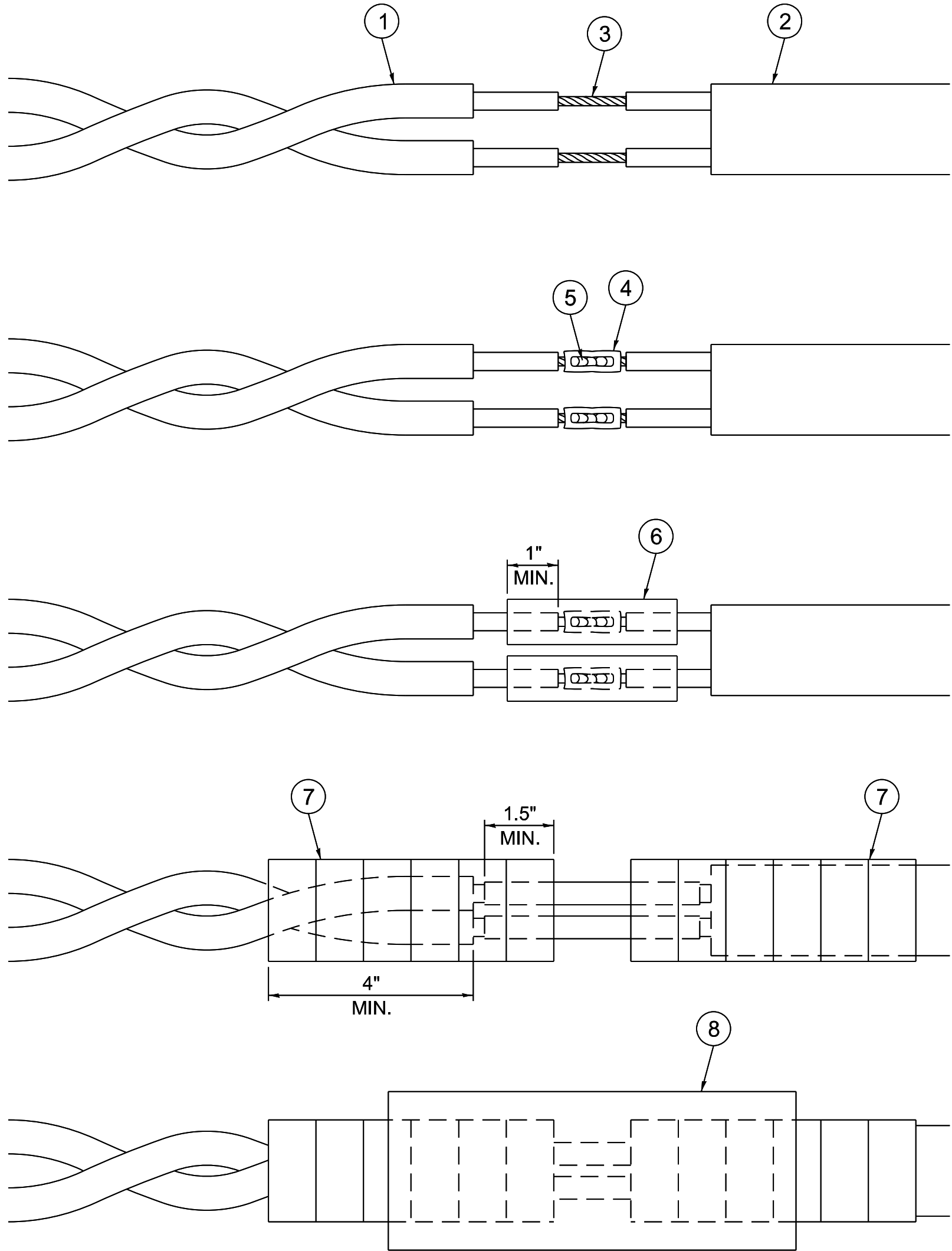


LOOP-TO-LOOP SPLICE DETAIL

- 1 DETECTOR LOOP CABLE.
- 2 DETECTOR LOOP LEAD-IN CABLE
- 3 BARE CONDUCTORS TWISTED TOGETHER.
- 4 BUTT SPLICE CRIMP CONNECTOR.
- 5 SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPLICES SHALL BE STAGGERED.
- 6 WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, UNDERWATER GRADE.
- 7 SELF-INFUSED, SILICONE ELECTRICAL TAPE TIGHTLY WRAPPED AROUND CABLES.
- 8 WCS 200/750 HEAT SHRINK TUBE, 8" MINIMUM LENGTH, UNDERWATER GRADE.



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

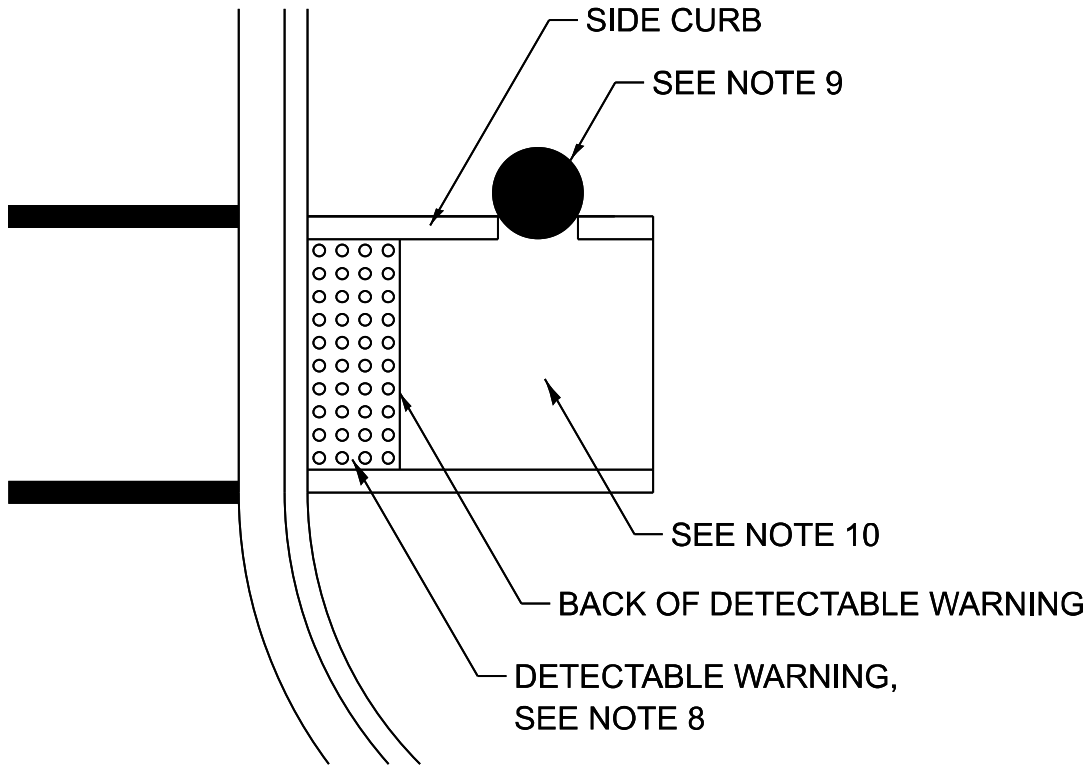
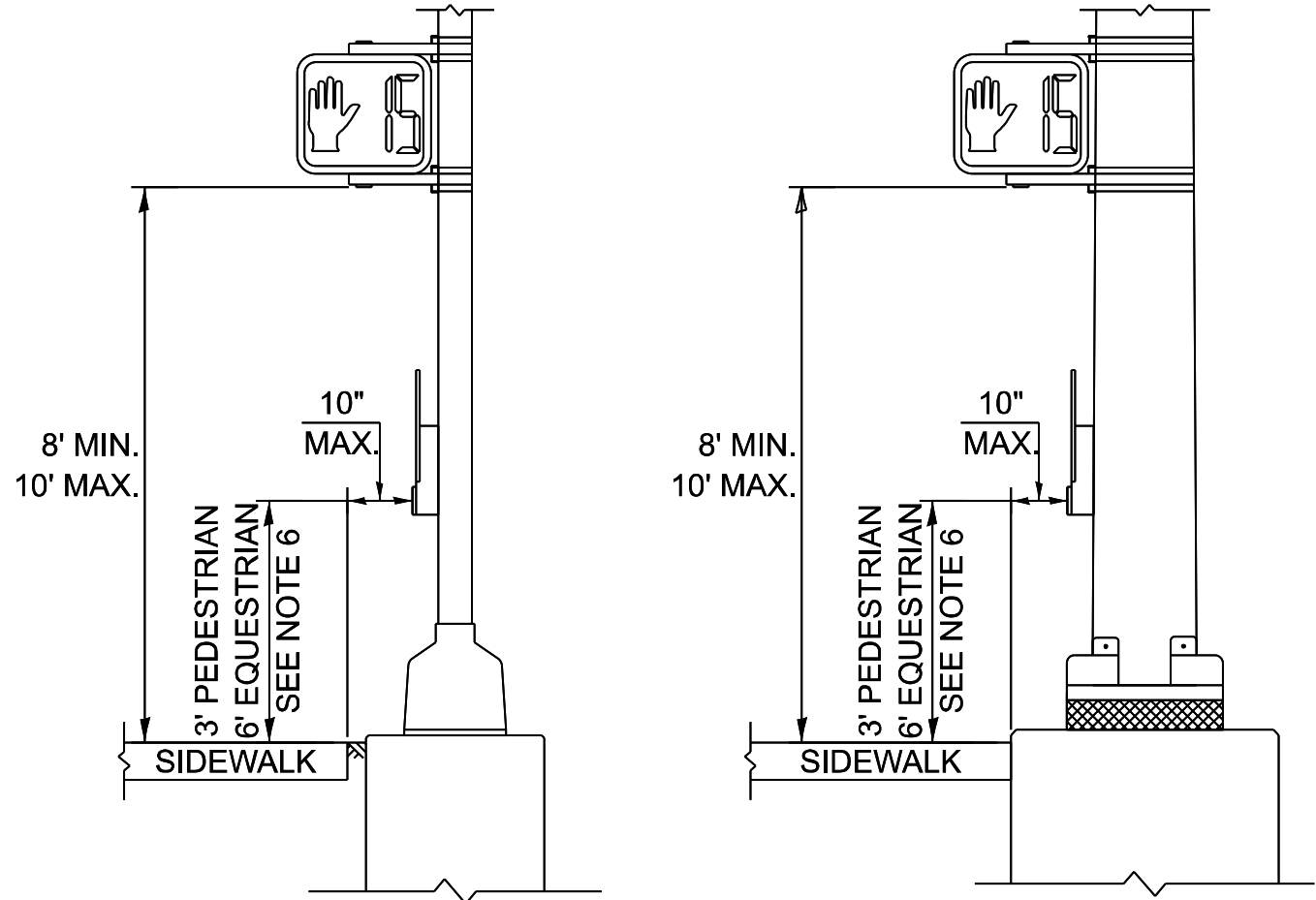
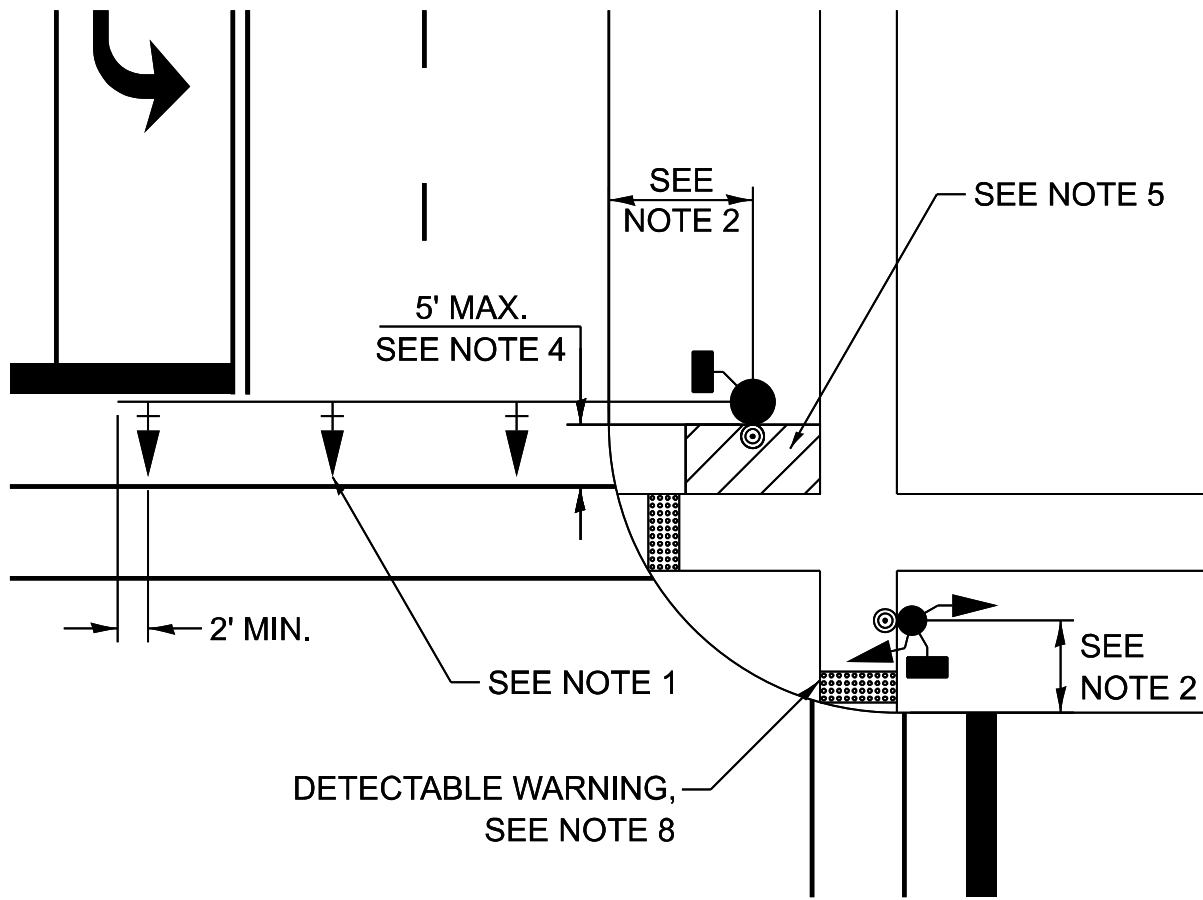
MODEL: TS-01b [Sheet]
FILE NAME: c:\p\work\p\work\abduallah.satti@illinois.gov\d1163136\104324-shi-DistSids.dgn

	USER NAME = abdullah.satti		DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN - IP	REVISED -						0338	FAP 0338 23 C&J	DUPAGE	21	16
			CHECKED - NB/KK	REVISED -						TS-01		CONTRACT NO. 62V65		
	PLOT DATE = 7/31/2026		DATE - 10/15/2025	REVISED -		SCALE: NONE	SHEET 2	OF 7	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

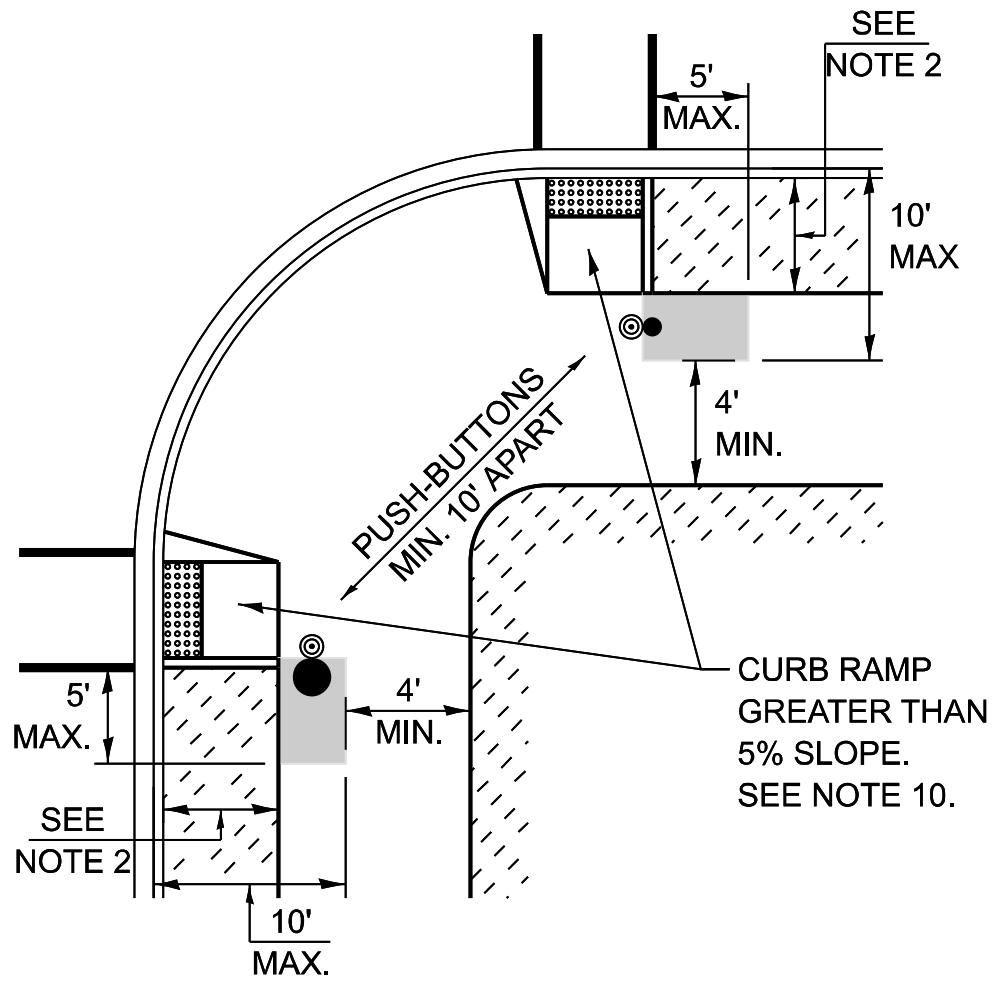
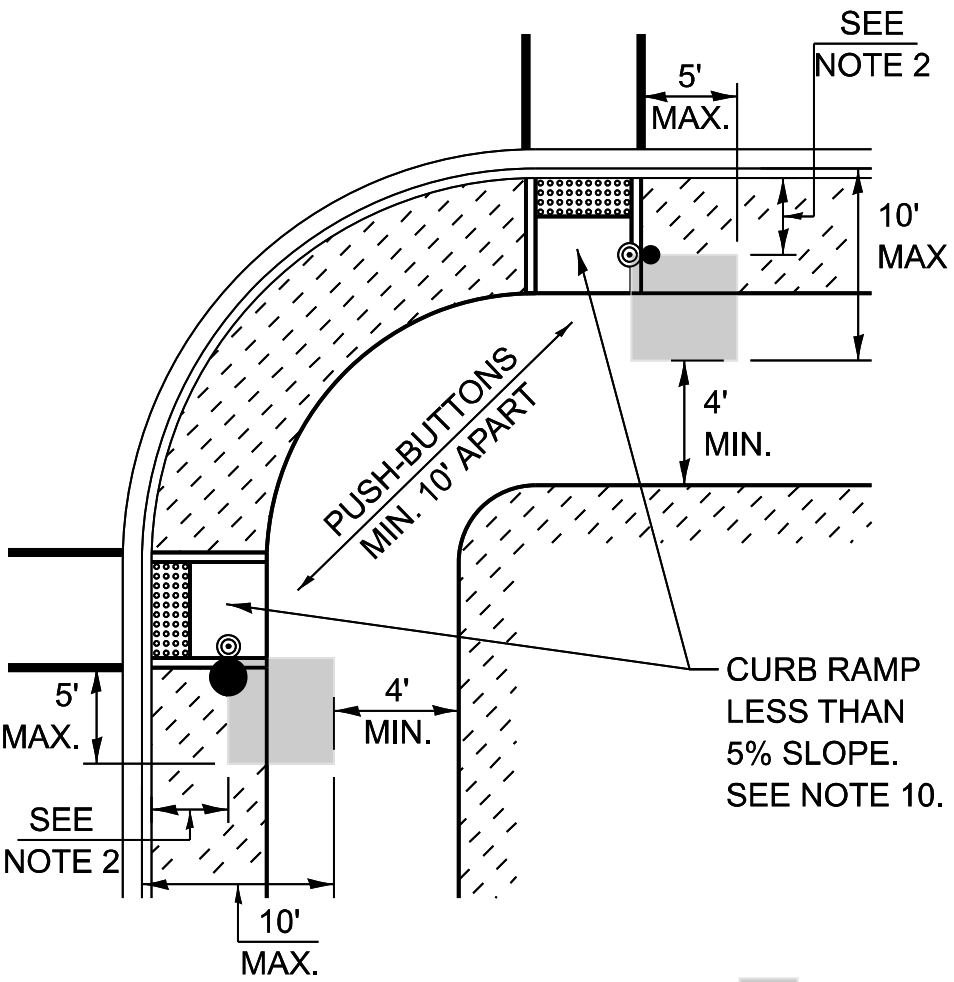
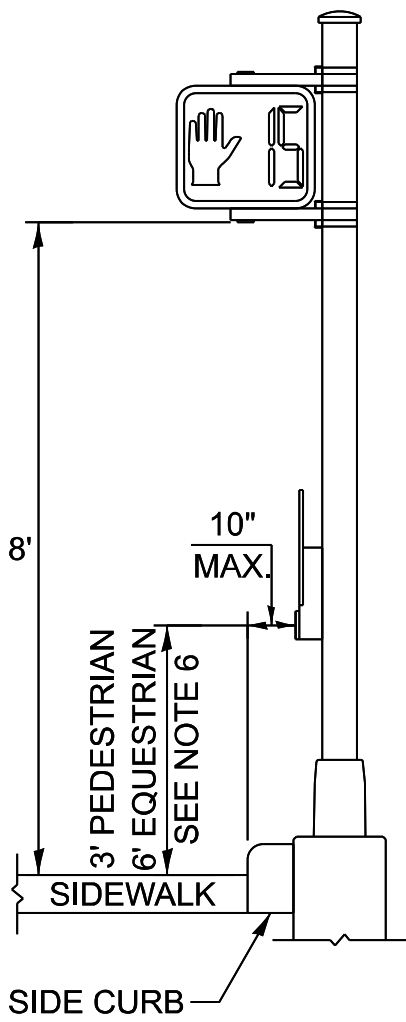
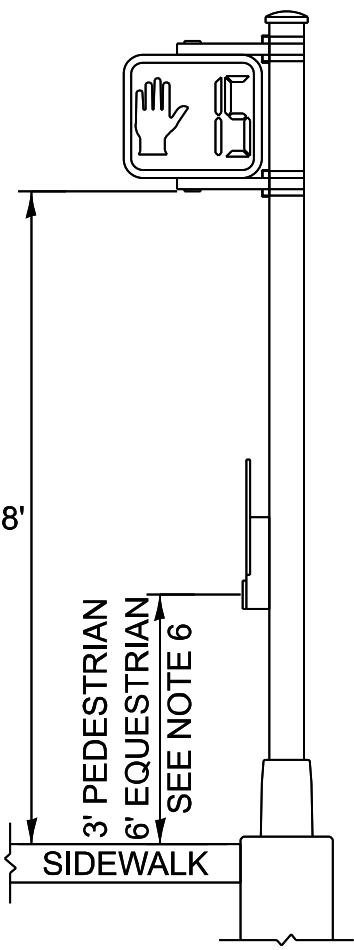
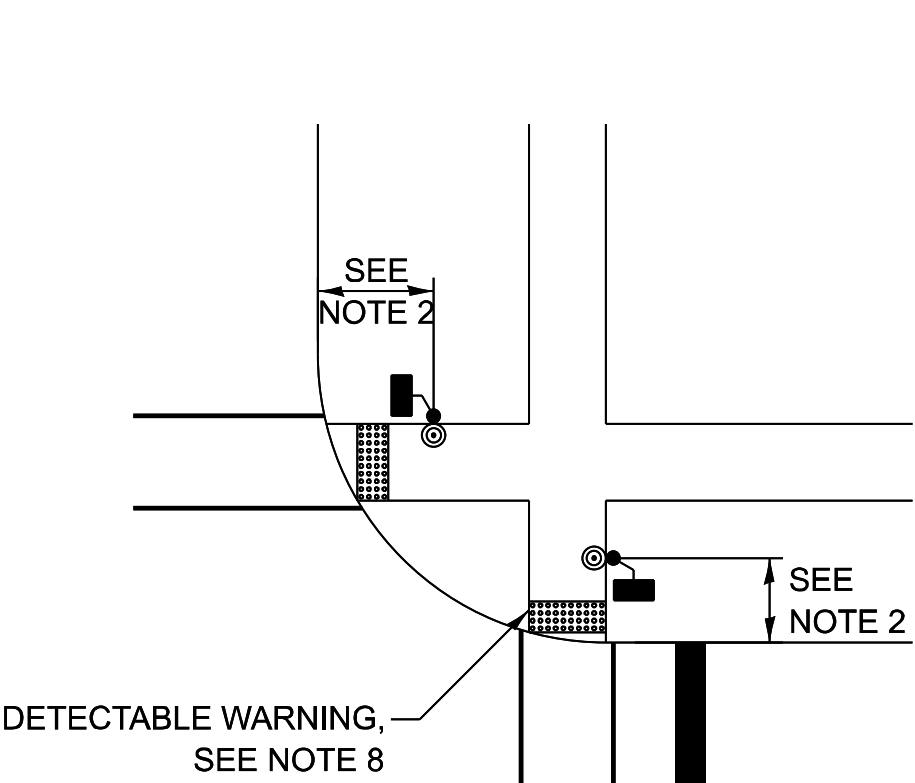
NOTES:

1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36". IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHAL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10" REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PREFERRED PUSH-BUTTON LOCATION

TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
MAST ARM ASSEMBLY AND POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
SIGNAL POST	4'	SHOULDER WIDTH + 2', MINIMUM 10'
PEDESTRIAN SIGNAL POST	4'	4' - SEE NOTE 2
TEMPORARY WOOD POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
TRAFFIC SIGNAL CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3
SERVICE CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3

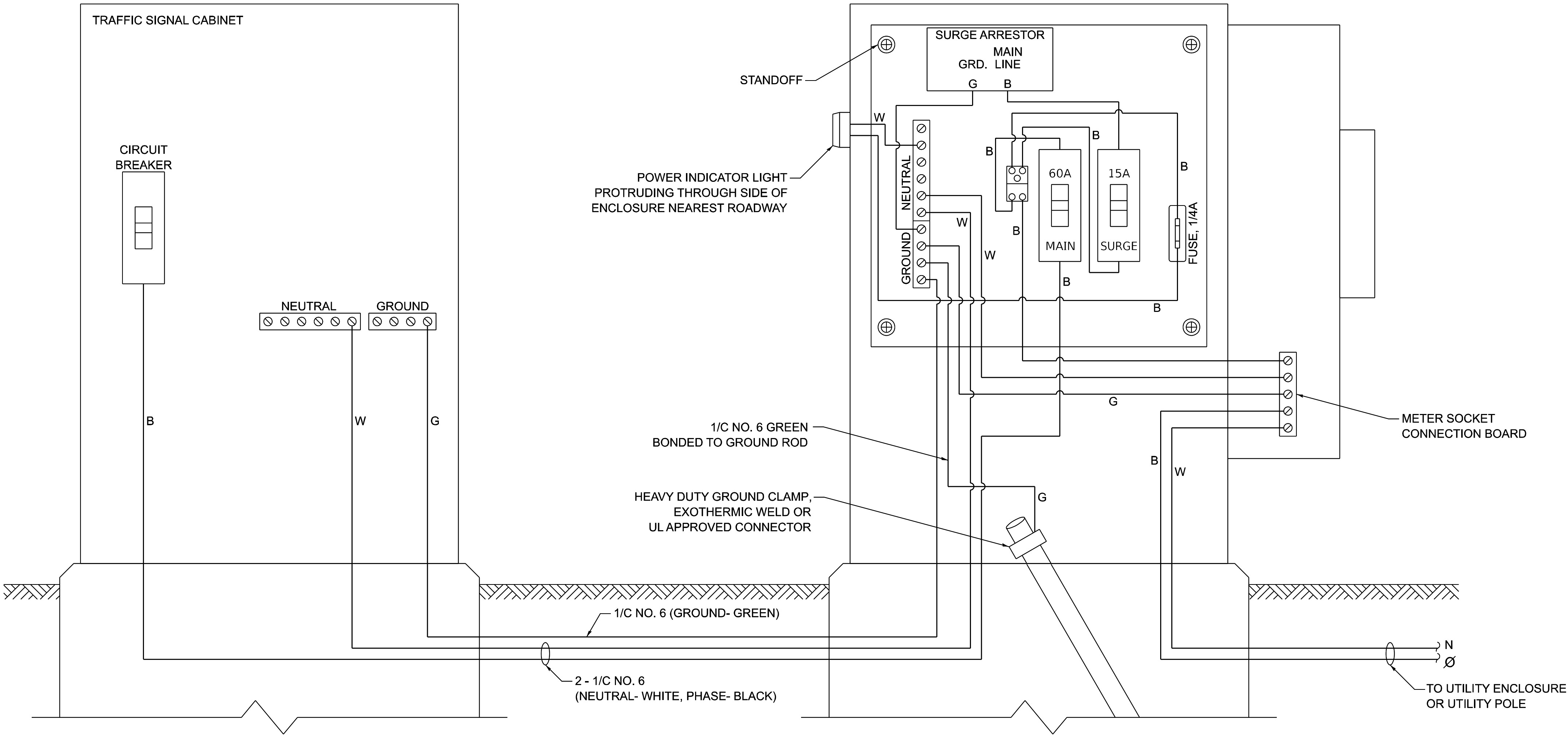
TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE TO THE ROADWAY SIDE OF THE FOUNDATION.
4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSET" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

MODEL: TS-01c [Sheet]
FILE NAME: c:\p\p_work\p\work\abdullah.satti@illinois.gov\d1163136\ID104324-sh1-DistSigs.dgn

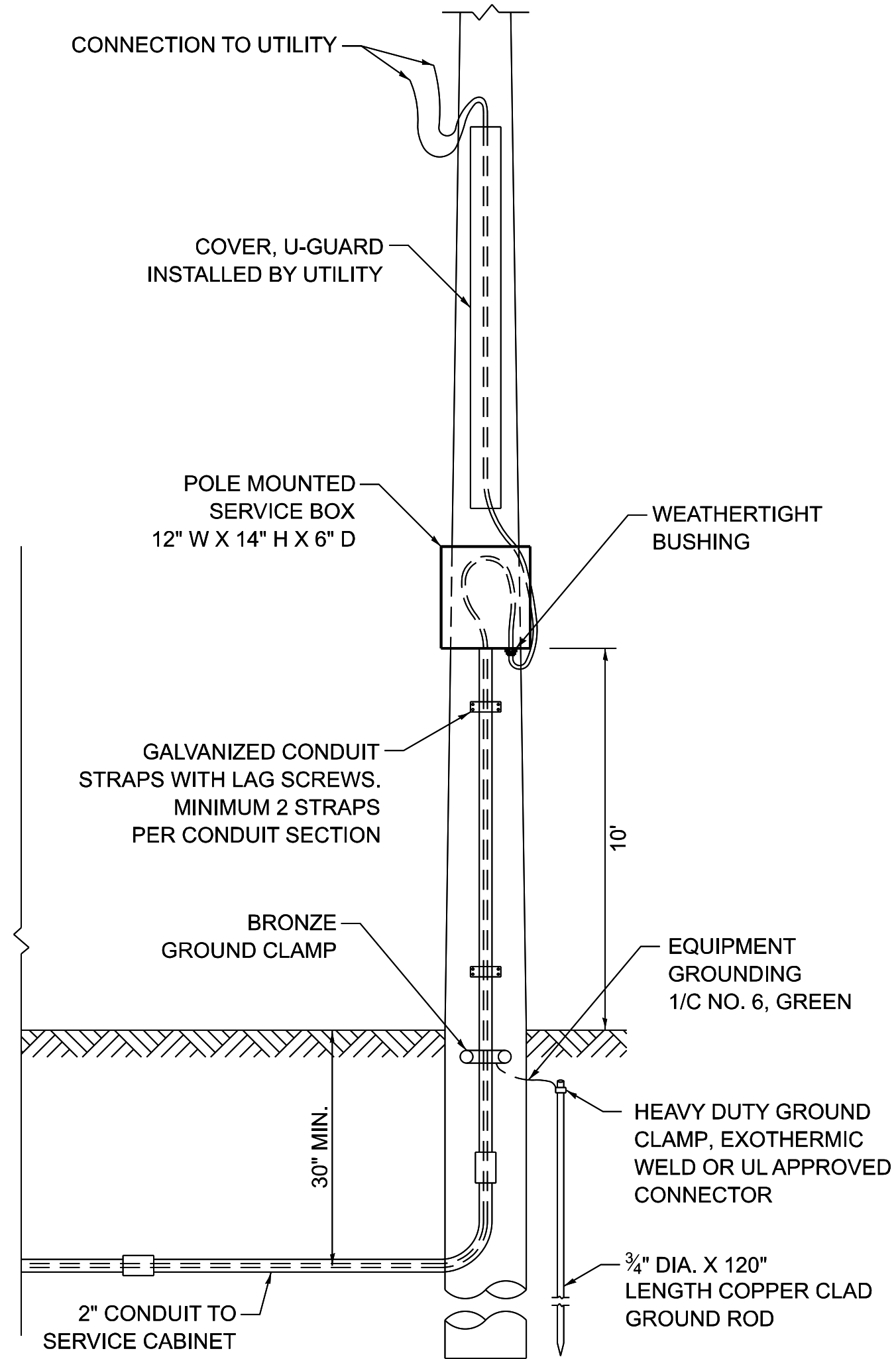
	USER NAME = abdullah.satti	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - IP	REVISED -		0338	FAP 0338 23 C&J	DUPAGE	21	17				
		CHECKED - NB/KK	REVISED -		TS-01		CONTRACT NO. 62V65						
	PLOT DATE = 7/31/2026	DATE - 10/15/2025	REVISED -		SCALE: NONE	SHEET 3	OF 7 SHEETS	STA.	TO STA.				



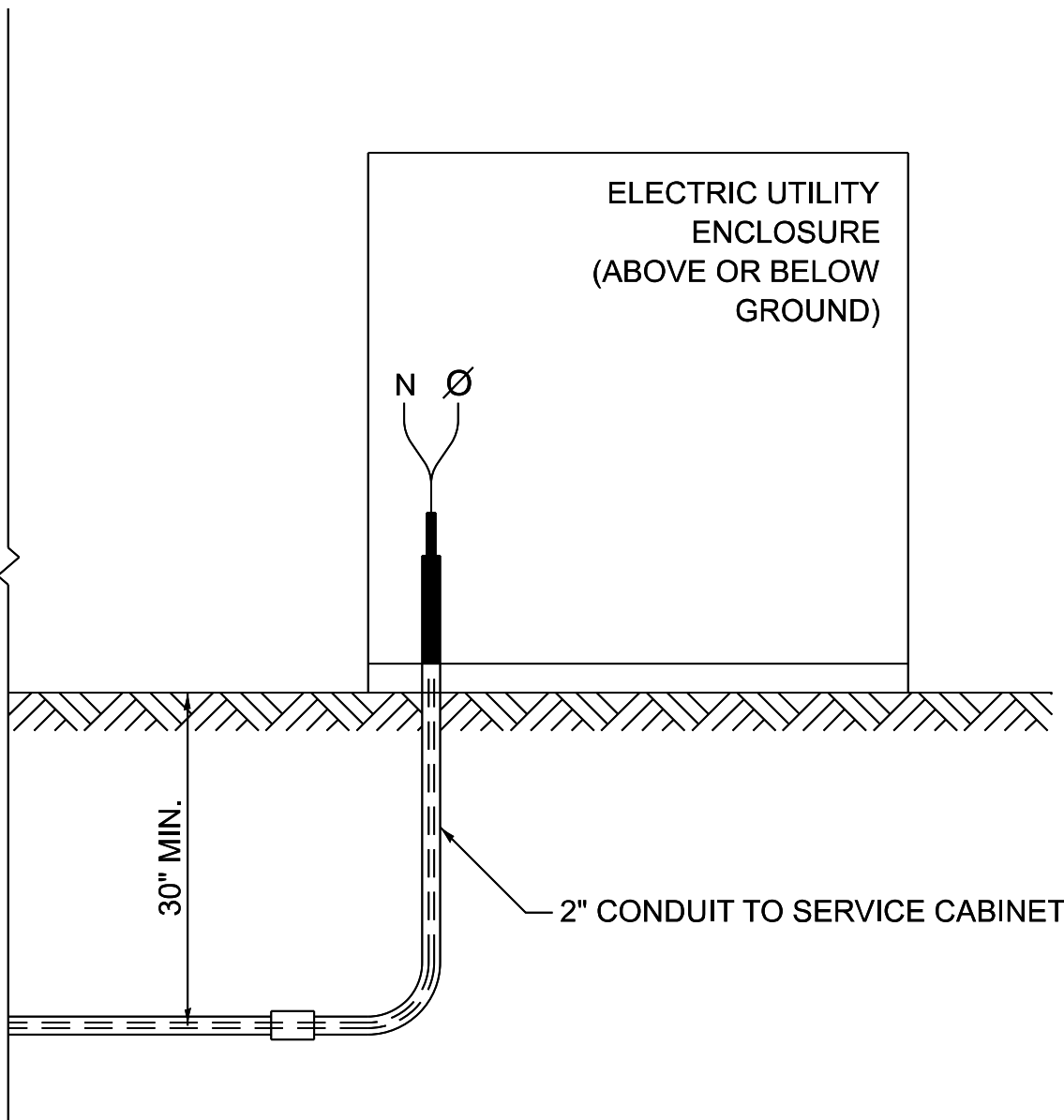
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

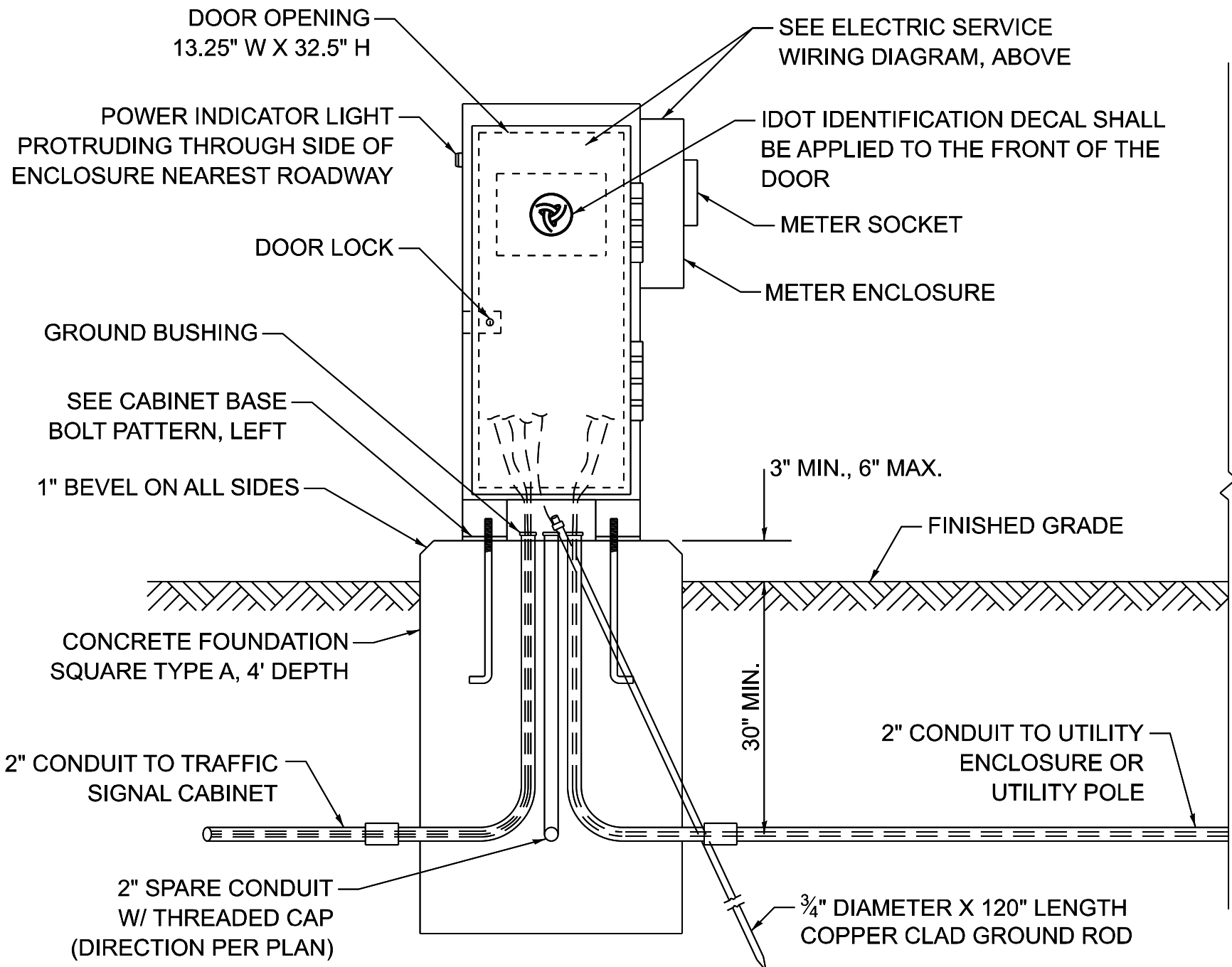
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
4. THE METER SOCKET IS TO BE PROVIDED BY THE CONTRACTOR. THE METER IS TO BE PROVIDED BY THE UTILITY COMPANY.



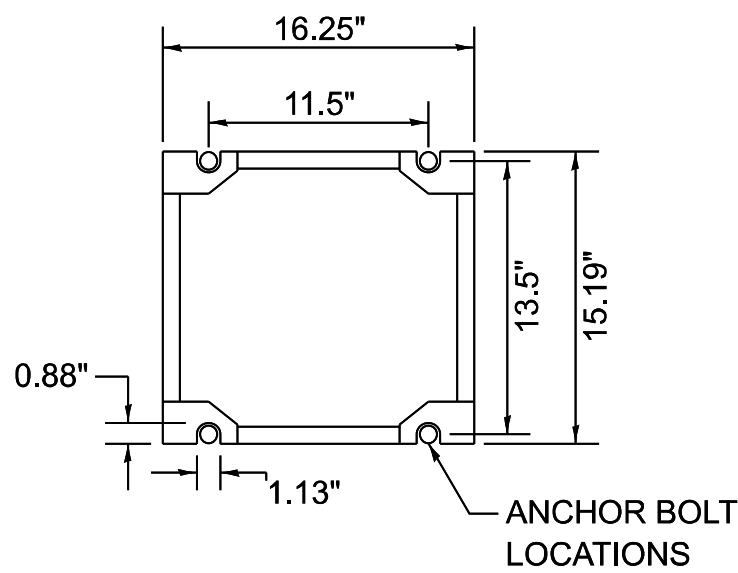
CONNECTION TO UTILITY POLE



CONNECTION TO UTILITY ENCLOSURE



SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CABINET BASE BOLT PATTERN

MODEL: TS-01d [Sheet]
FILE NAME: c:\p\work\1\163136\104324-shi-DieSide.dgn

USER NAME	= abdullah.satti	DESIGNED	- IP	REVISED	-
		DRAWN	- IP	REVISED	-
		CHECKED	- NB/KK	REVISED	-
PLOT DATE	= 7/31/2026	DATE	- 10/15/2025	REVISED	-

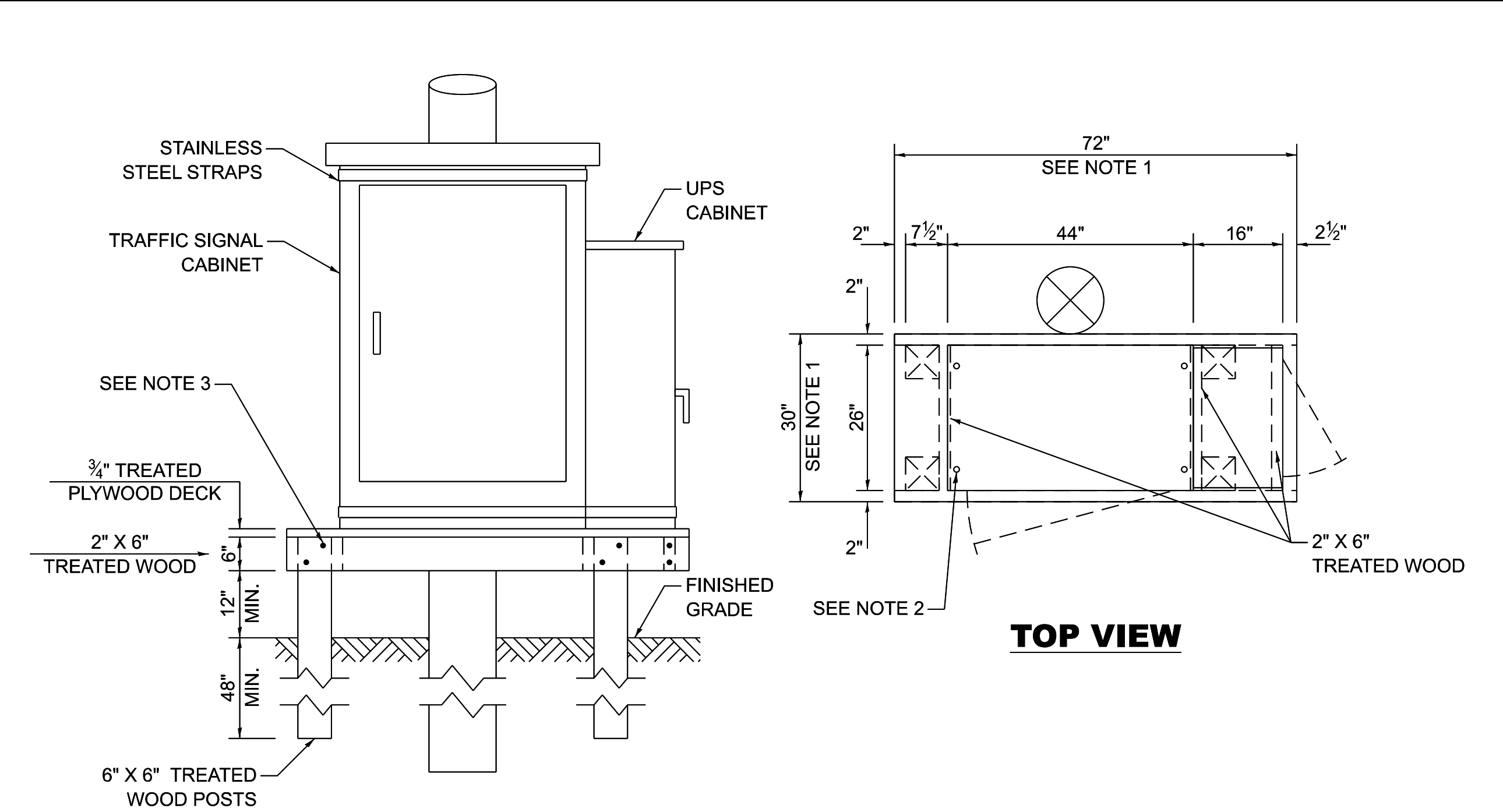
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J		DUPAGE	21	18
TS-01			CONTRACT NO. 62V65		
		ILLINOIS	FED. AID PROJECT		

MODEL: TS-01e (Sheet)
FILE NAME: c:\pwy_work\pwydatabadullah.satti@illinois.gov\d1163136\ID104324-sh1-DisSids.dgn



NOTES:

1. THE PLATFORM SIZE IS BASED ON A TRAFFIC SIGNAL CABINET TYPE IV WITH BASE DIMENSIONS OF 26" X 44" AND UNINTERRUPTABLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" X 25". ADJUST THE PLATFORM SIZE TO FIT THE BASE DIMENSIONS OF THE CABINET SUPPLIED.
2. DRILLED HOLES THROUGH THE PLATFORM ARE TO MATCH THE TRAFFIC SIGNAL CABINET BOLT TEMPLATE. THE CABINET SHALL BE FASTENED TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS, AND NUTS.
3. ALL WOOD SUPPORT FRAMING SHALL BE FASTENED TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

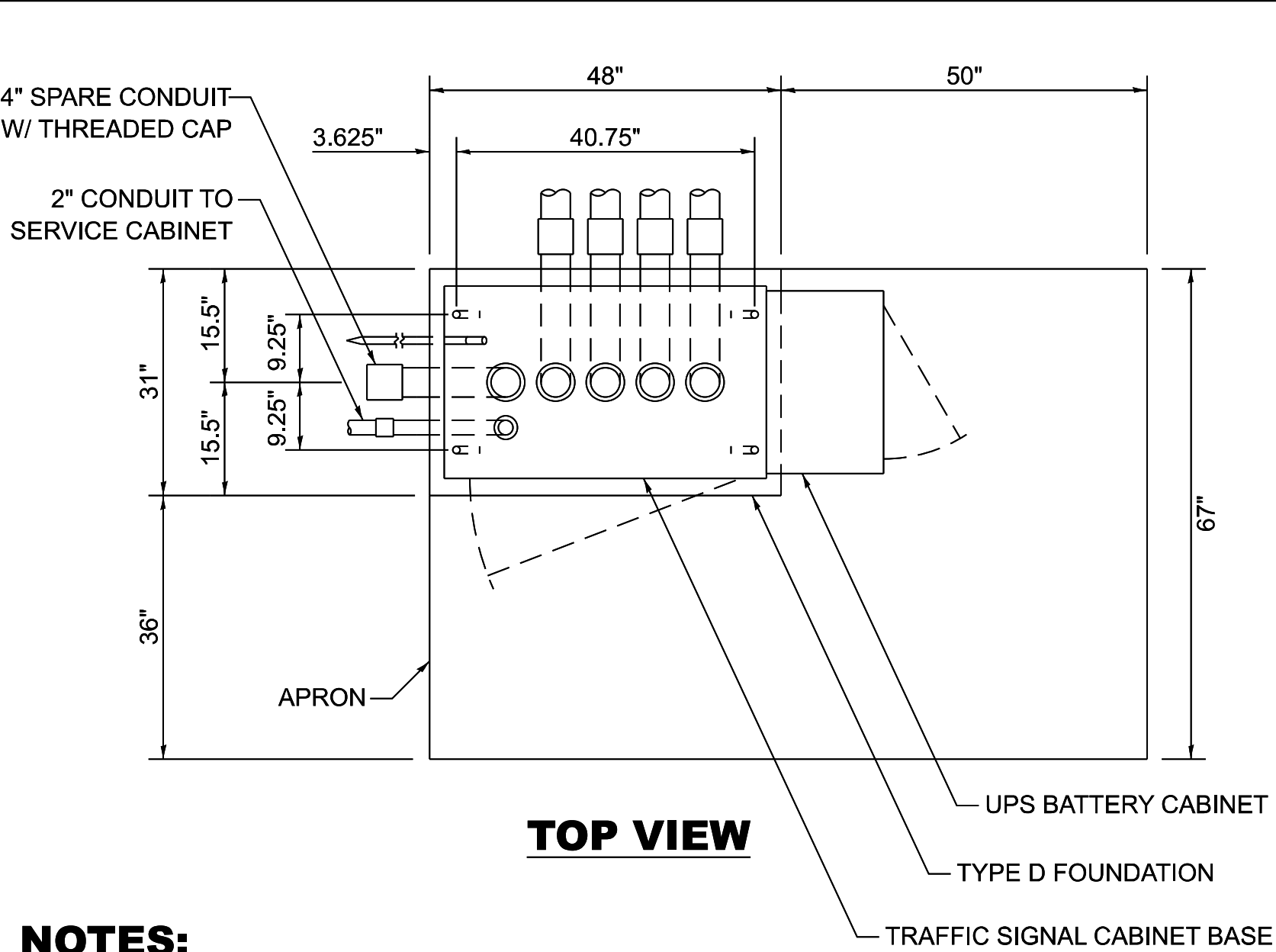
TEMPORARY TRAFFIC SIGNAL
CABINET WOOD SUPPORT PLATFORM

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
LESS THAN 30'	10'	30"	24"	8	#6
GREATER THAN OR EQUAL TO 30' AND LESS THAN 40'	13.5'	30"	24"	8	#6
	11'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 40' AND LESS THAN 50'	13'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 50' AND UP TO 55'	15'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 56' AND LESS THAN 65'	21'	42"	36"	16	#8
GREATER THAN OR EQUAL TO 65' AND UP TO 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

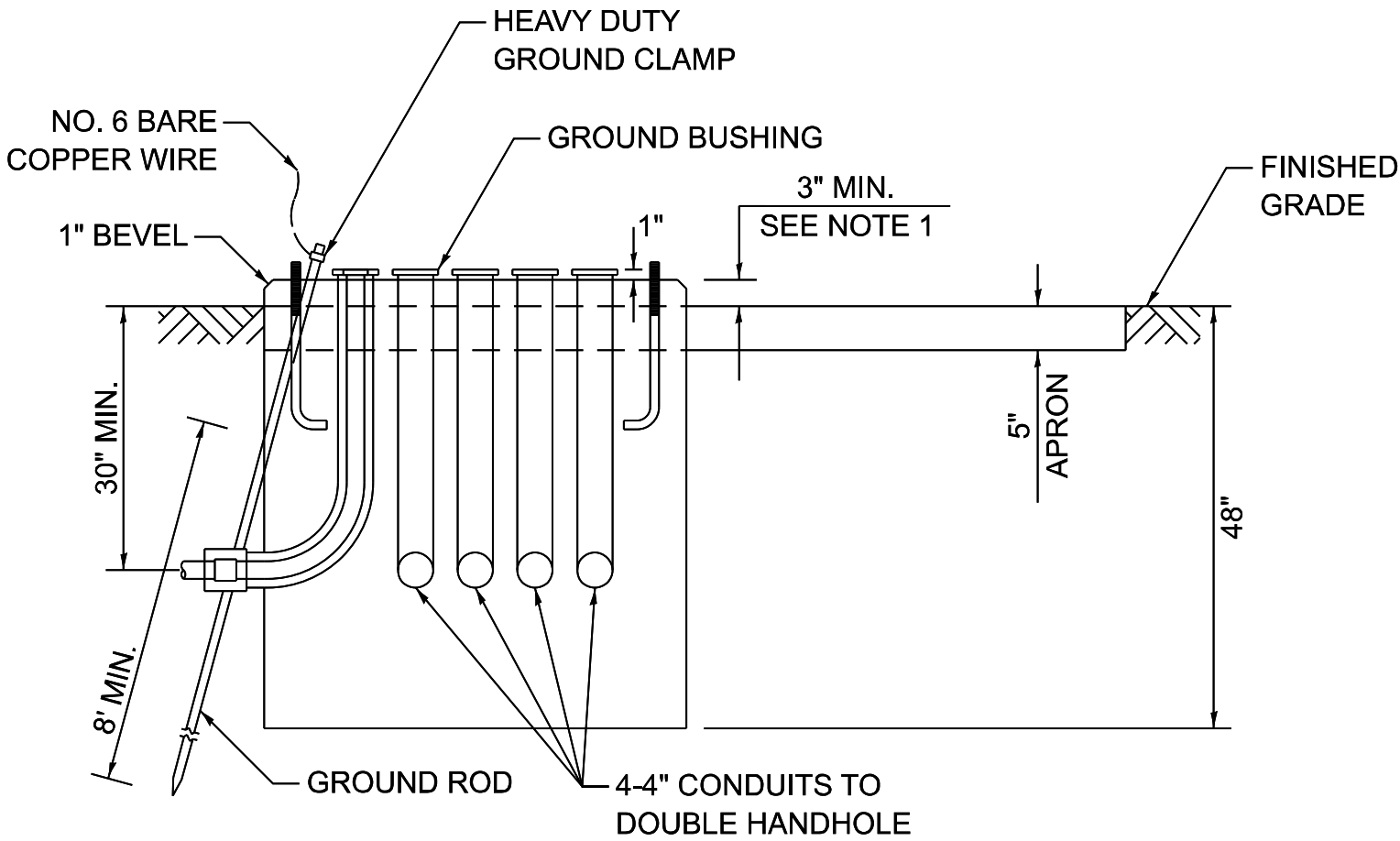
TYPE E FOUNDATION NOTES:

1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASE BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.

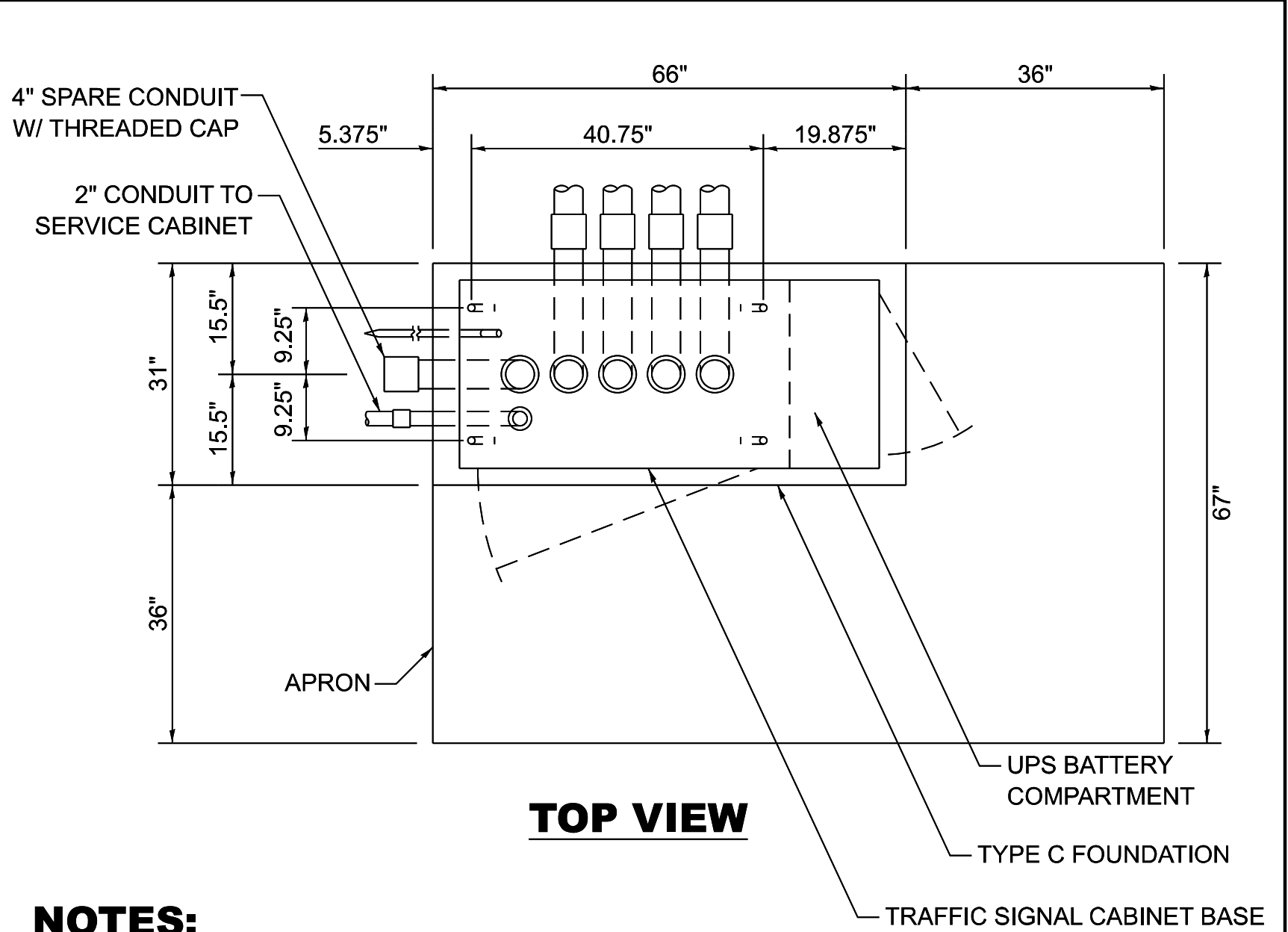


NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.

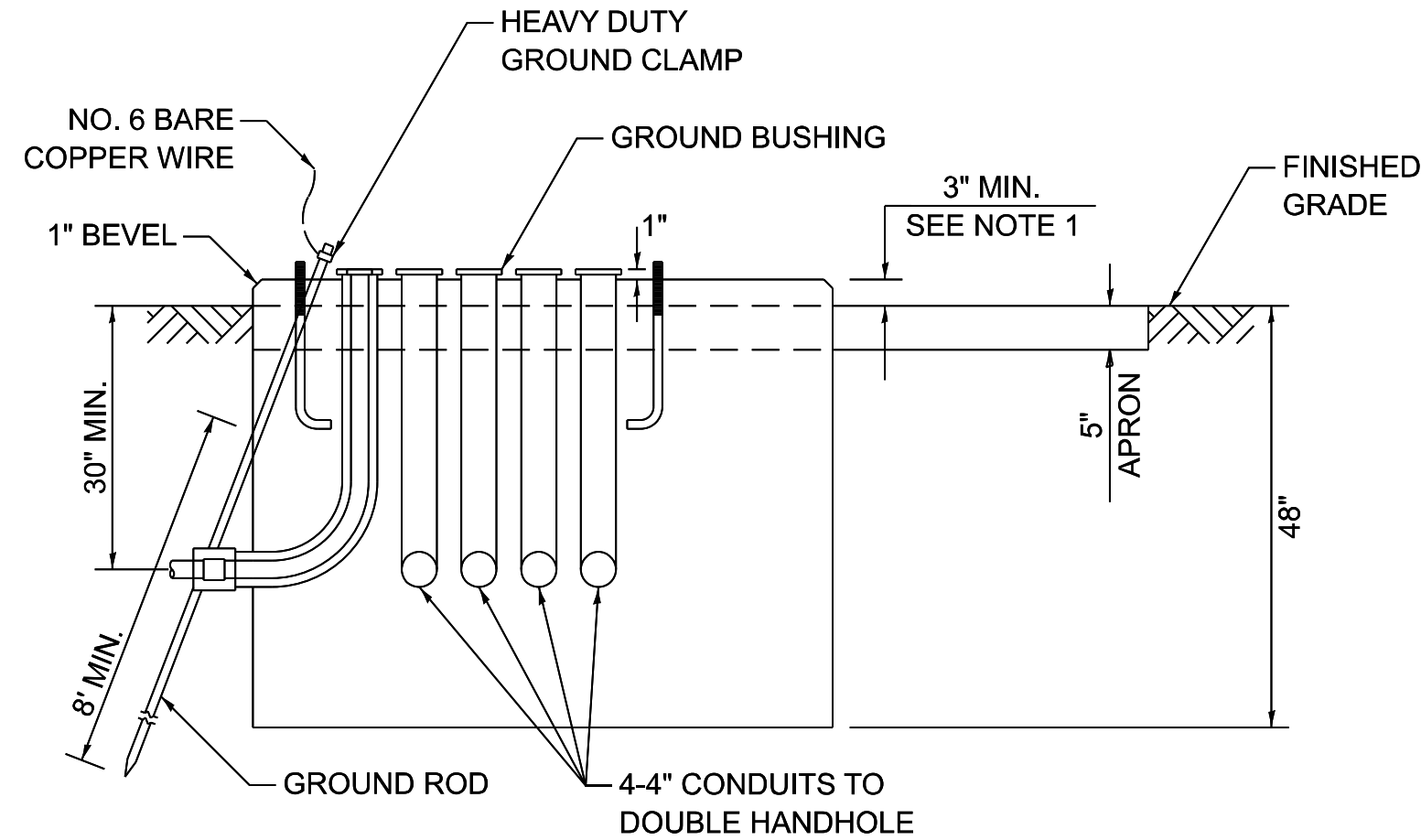


TYPE D FOUNDATION
TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET
AND UPS BATTERY CABINET



NOTES:

1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



TYPE C FOUNDATION
SUPER P AND SUPER R
TRAFFIC SIGNAL CABINETS

FOUNDATION	DEPTH
TYPE A - SIGNAL POST, SERVICE CABINET	4'
TYPE C - TRAFFIC SIGNAL CABINET WITH UPS	4'
TYPE D - TRAFFIC SIGNAL CABINET	4'

DEPTH OF FOUNDATIONS
TYPES A, C & D

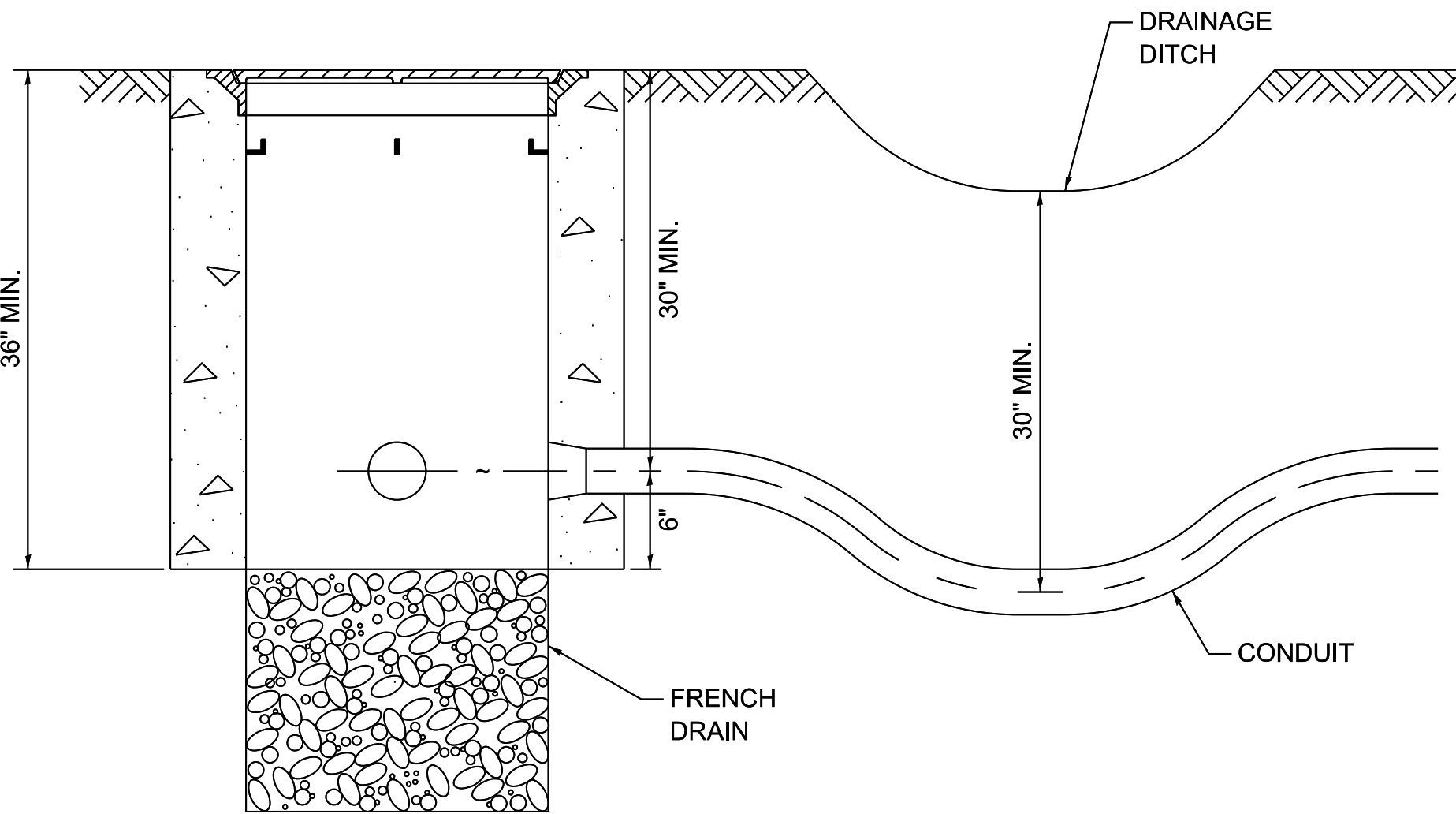
VERTICAL CABLE	LENGTH
MAST ARM MOUNTED SIGNAL HEAD (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20'+L
BRACKET MOUNTED SIGNAL HEAD (MAST ARM POLE OR SIGNAL POLE)	13'
PEDESTRIAN SIGNAL HEAD	10'
PEDESTRIAN PUSH BUTTON	6'
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5'
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5'
SERVICE INSTALLATION GROUND MOUNT	6'
FOUNDATION (SIGNAL POST, MAST ARM, TRAFFIC SIGNAL CABINET, SERVICE CABINET)	3'

VERTICAL CABLE LENGTH

CABLE SLACK	LENGTH
HANDHOLE	6.5'
DOUBLE HANDHOLE	13'
SIGNAL POST	2'
MAST ARM	2'
TRAFFIC SIGNAL CABINET OR SERVICE CABINET	1.5'
FIBER OPTIC CABLE AT TRAFFIC SIGNAL CABINET	13'
GROUND CABLE AT SIGNAL POST, MAST ARM, OR CABINET	1.5'
GROUND CABLE AT HANDHOLE OR DOUBLE HANDHOLE	6.5'
GROUND CABLE BETWEEN HANDHOLE FRAME AND COVER	5'

CABLE SLACK LENGTH

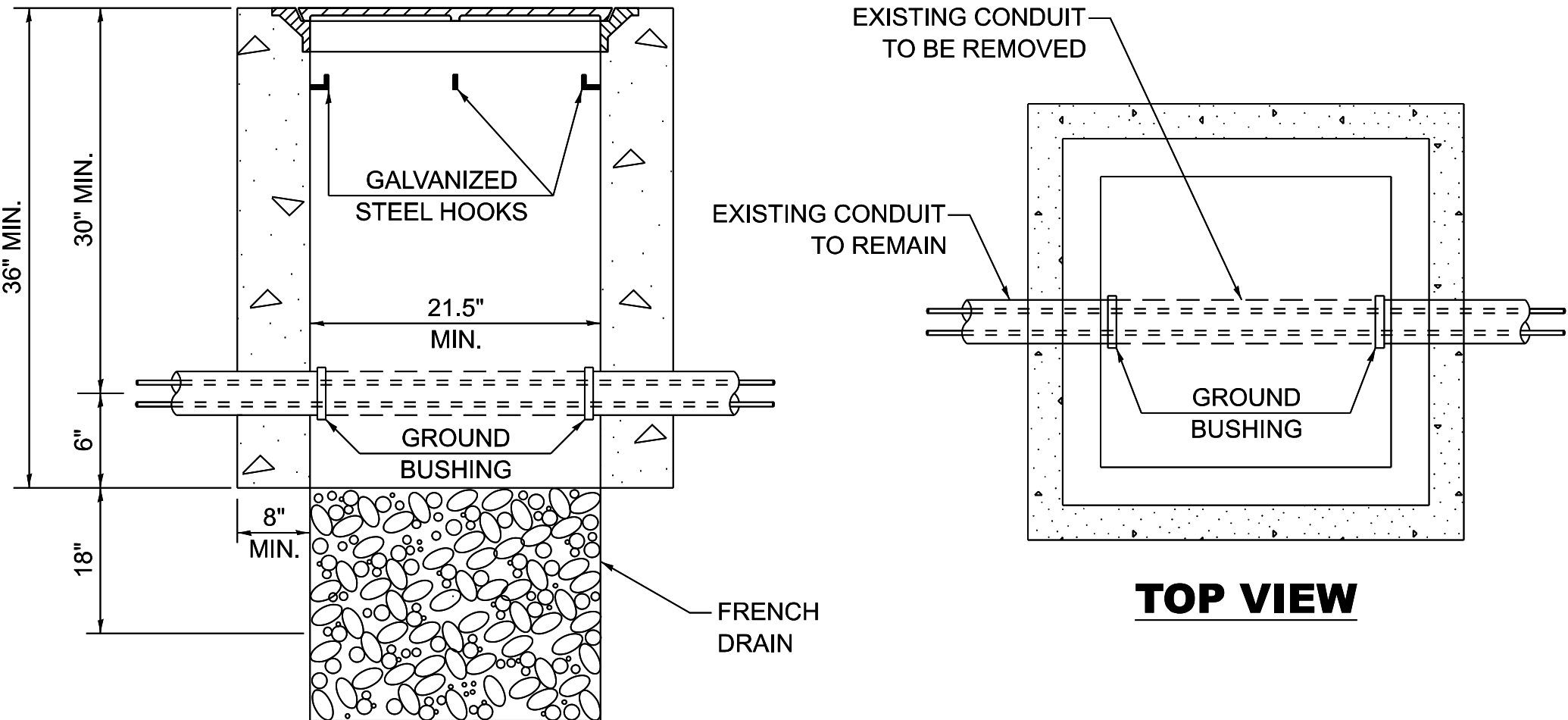
	USER NAME = abdullah.satti	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - IP	REVISED -						0338	FAP 0338 23 C&J	DUPAGE	21	19
		CHECKED - NB/KK	REVISED -		TS-01		CONTRACT NO. 62V65						
	PLOT DATE = 7/31/2026	DATE - 10/15/2025	REVISED -		SCALE: NONE		SHEET 5 OF 7 SHEETS	STA.	TO STA.				



NOTES:

1. THE CONDUIT DEPTH SHALL BE A MINIMUM OF 30" 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.

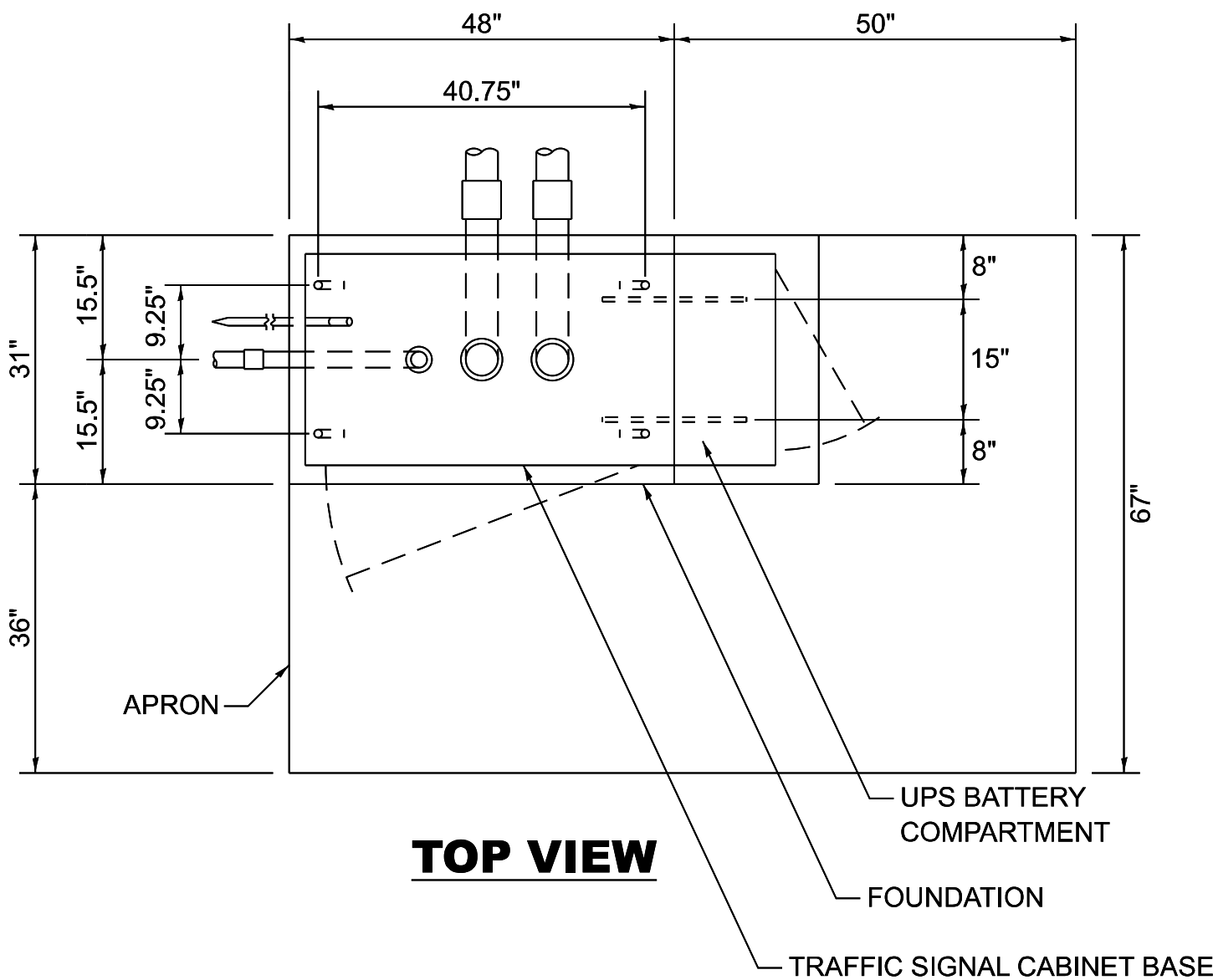
HANDHOLE WITH MINIMUM CONDUIT DEPTH



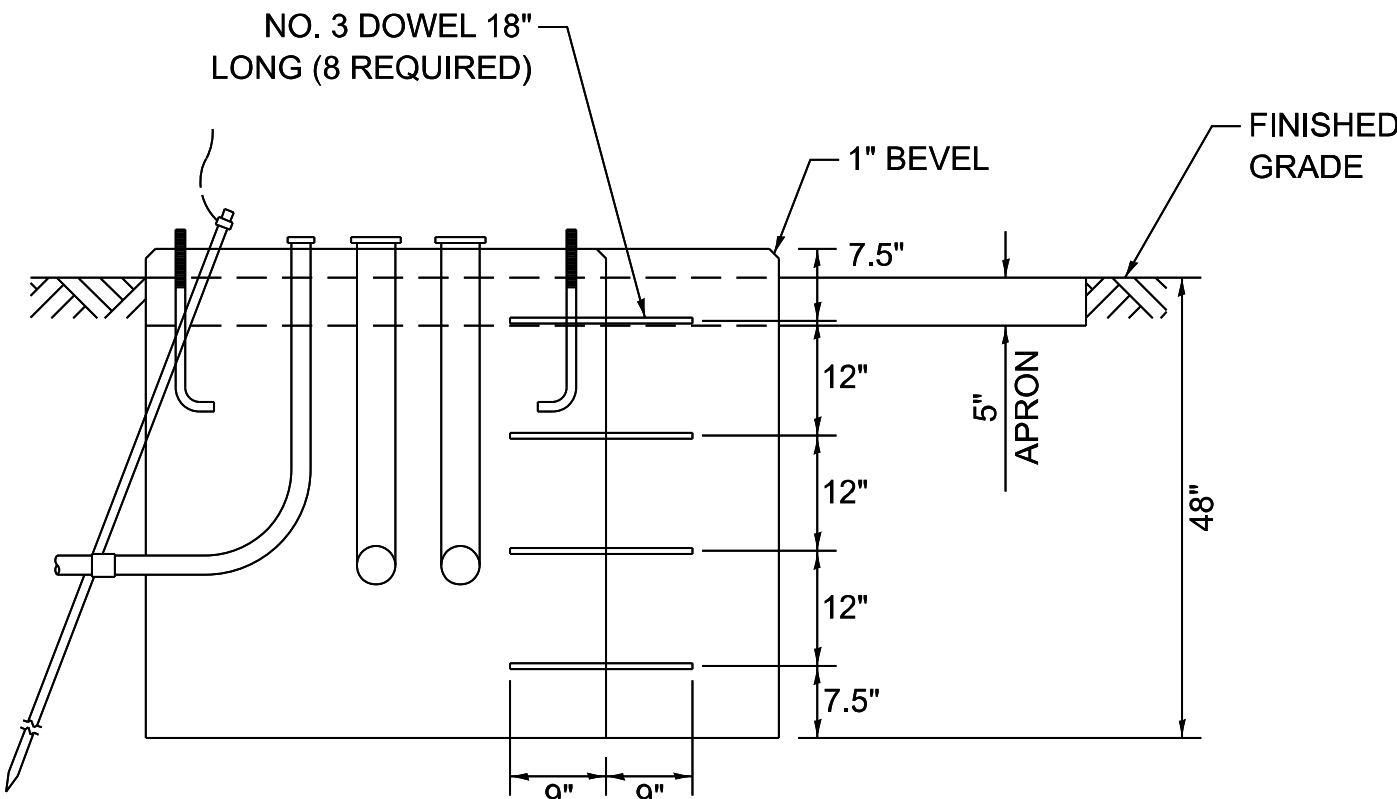
NOTES:

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.

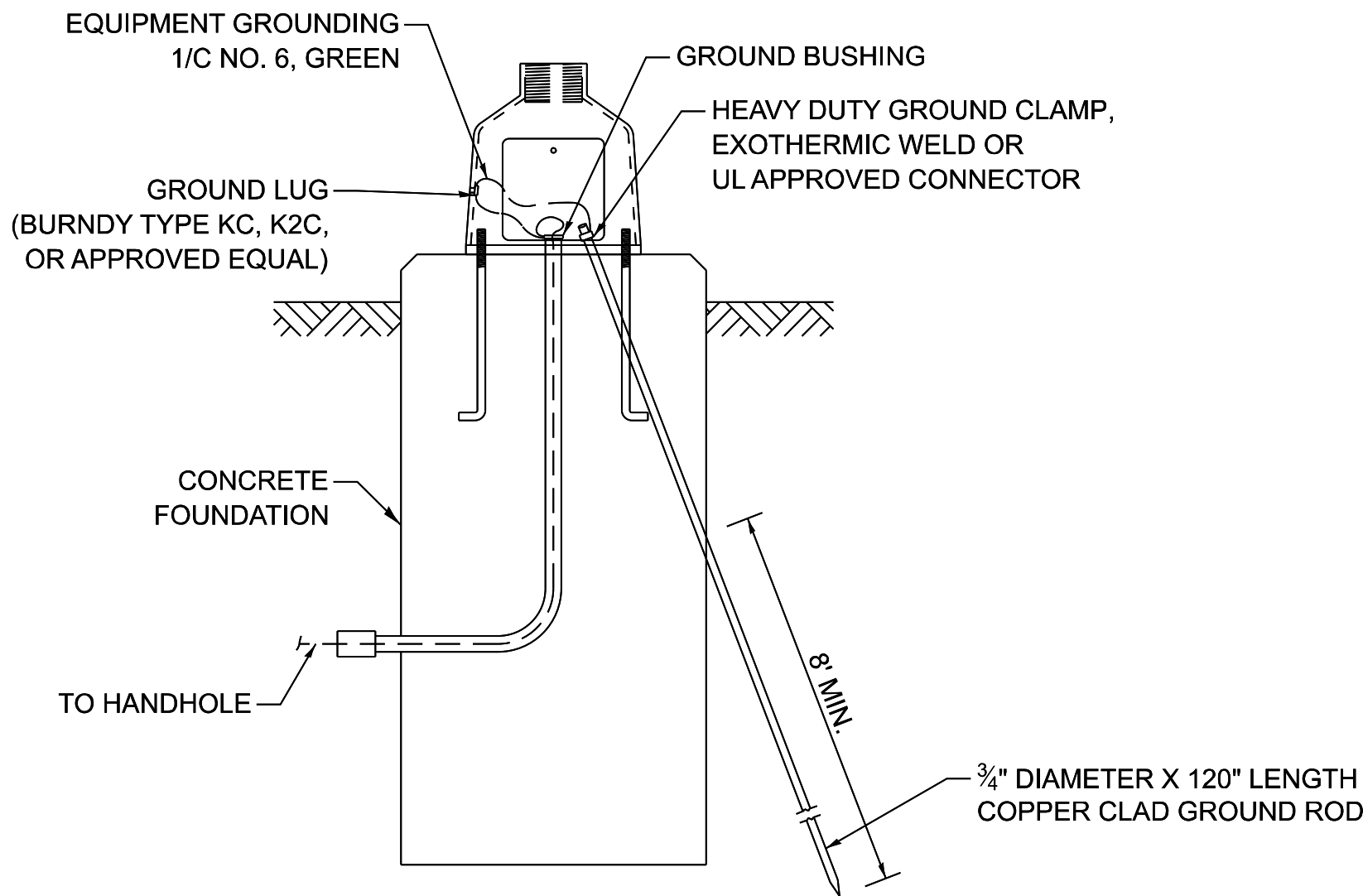
HANDHOLE TO INTERCEPT EXISTING CONDUIT



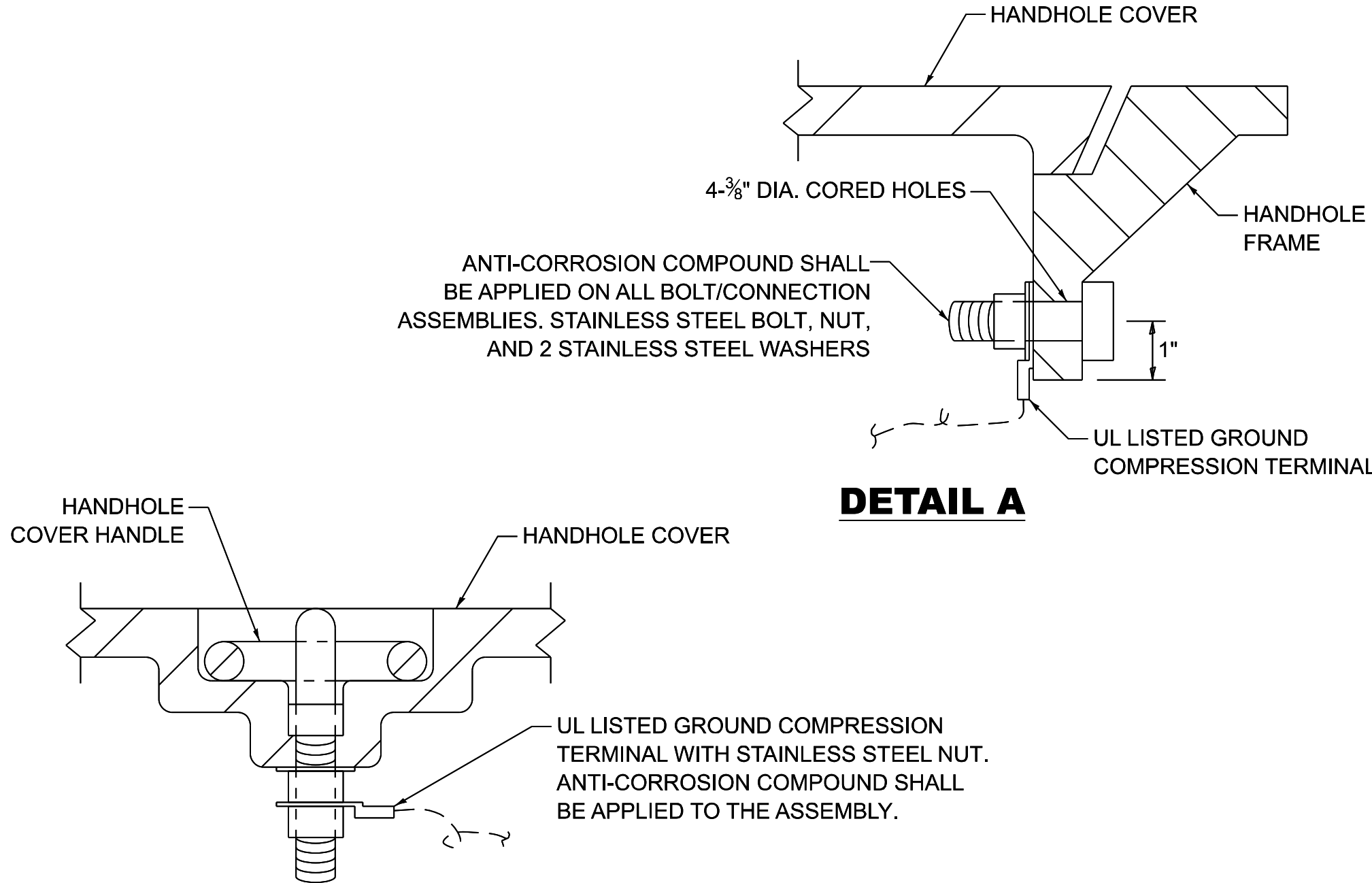
TOP VIEW



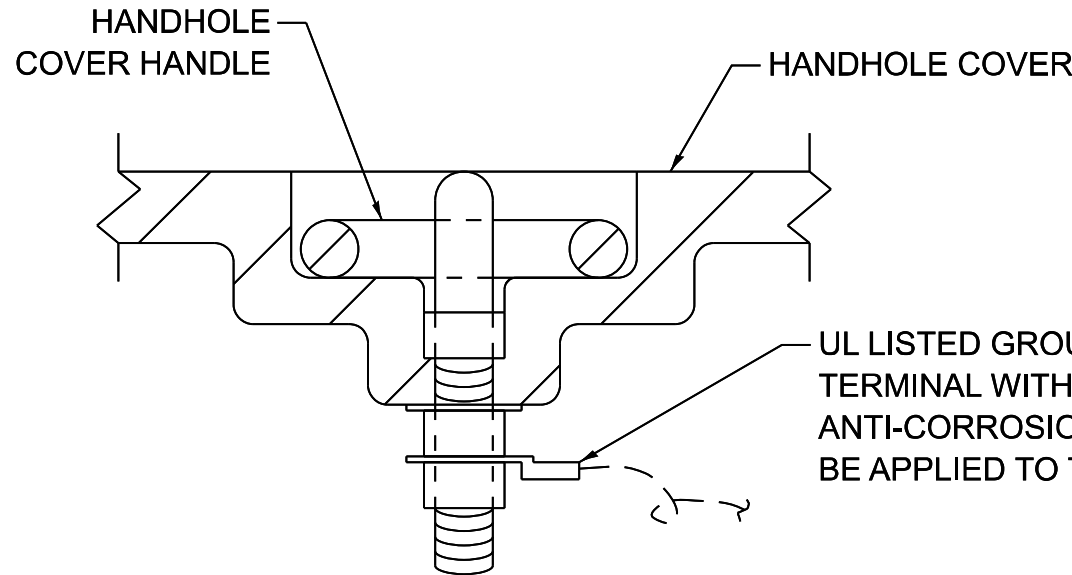
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



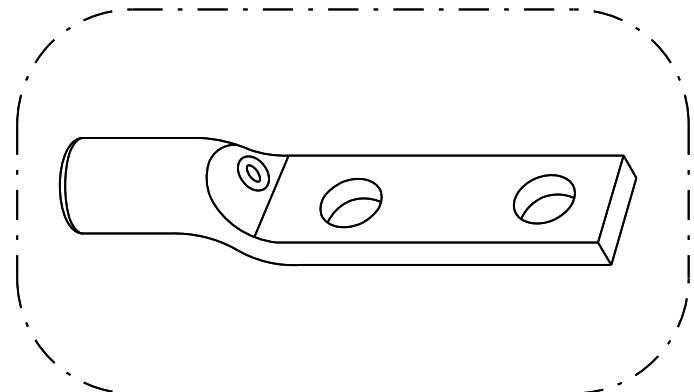
MAST ARM / POST GROUNDING DETAIL



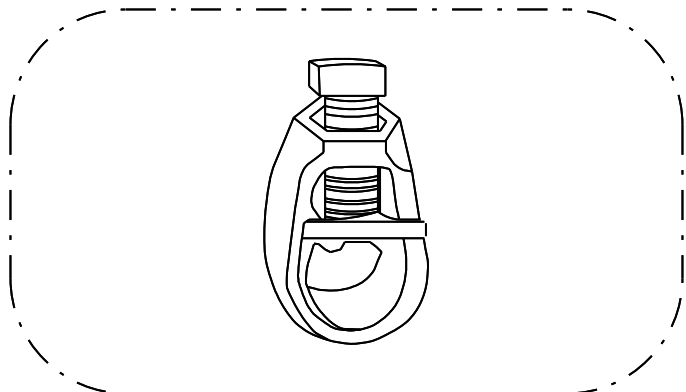
DETAIL A



DETAIL B



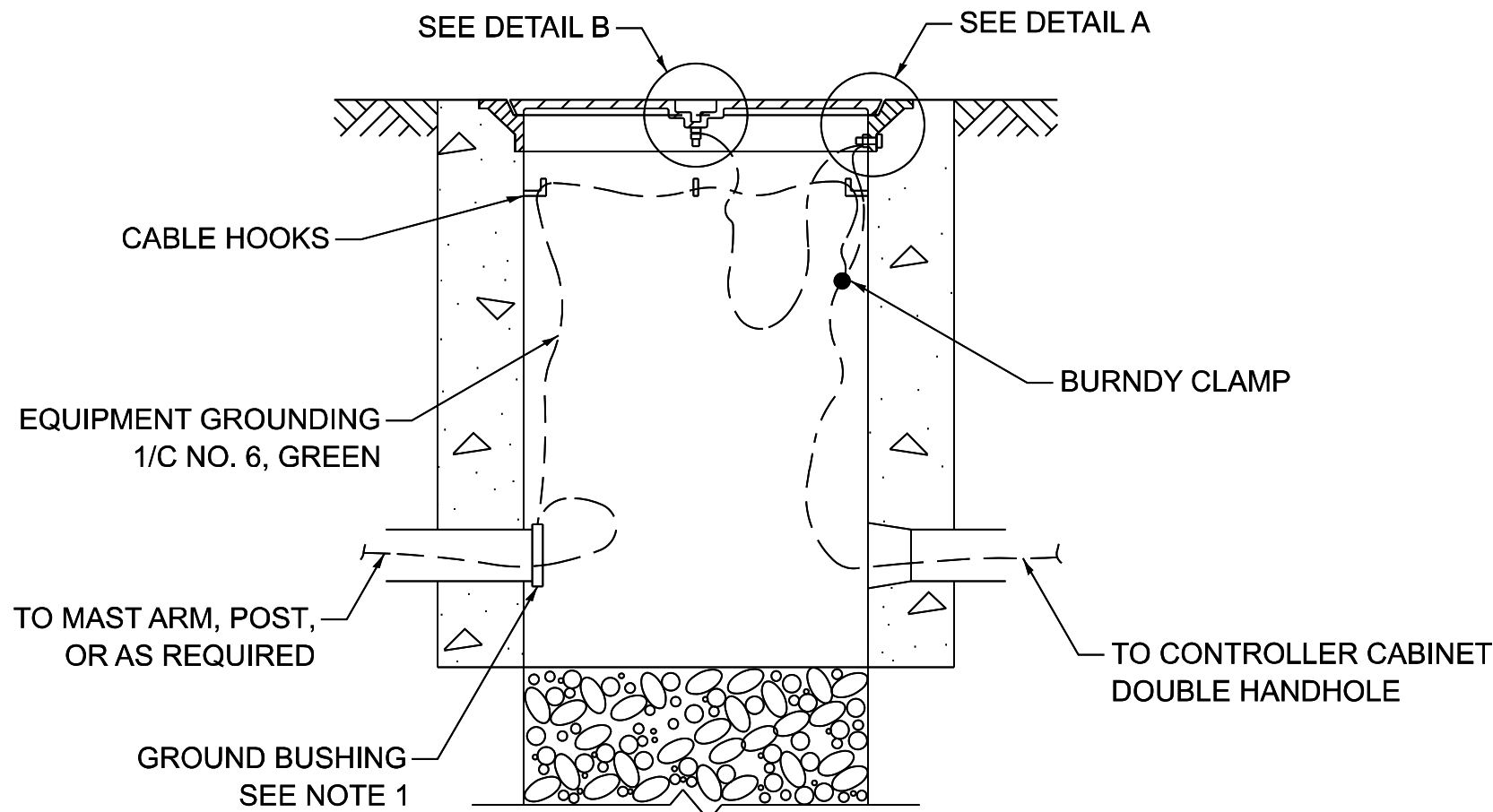
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" HEAVY-DUTY GROUND ROD CLAMP BRONZE OR COPPER, UL APPROVED (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDING.
2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES. 5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.



HANDHOLE GROUNDING DETAIL

MODEL: TS-01f [Sheet]
FILE NAME: c:\p\work\p\work\abdullah.satti@illinois.gov\d1163136\ID104324-shd-DistSds.dgn

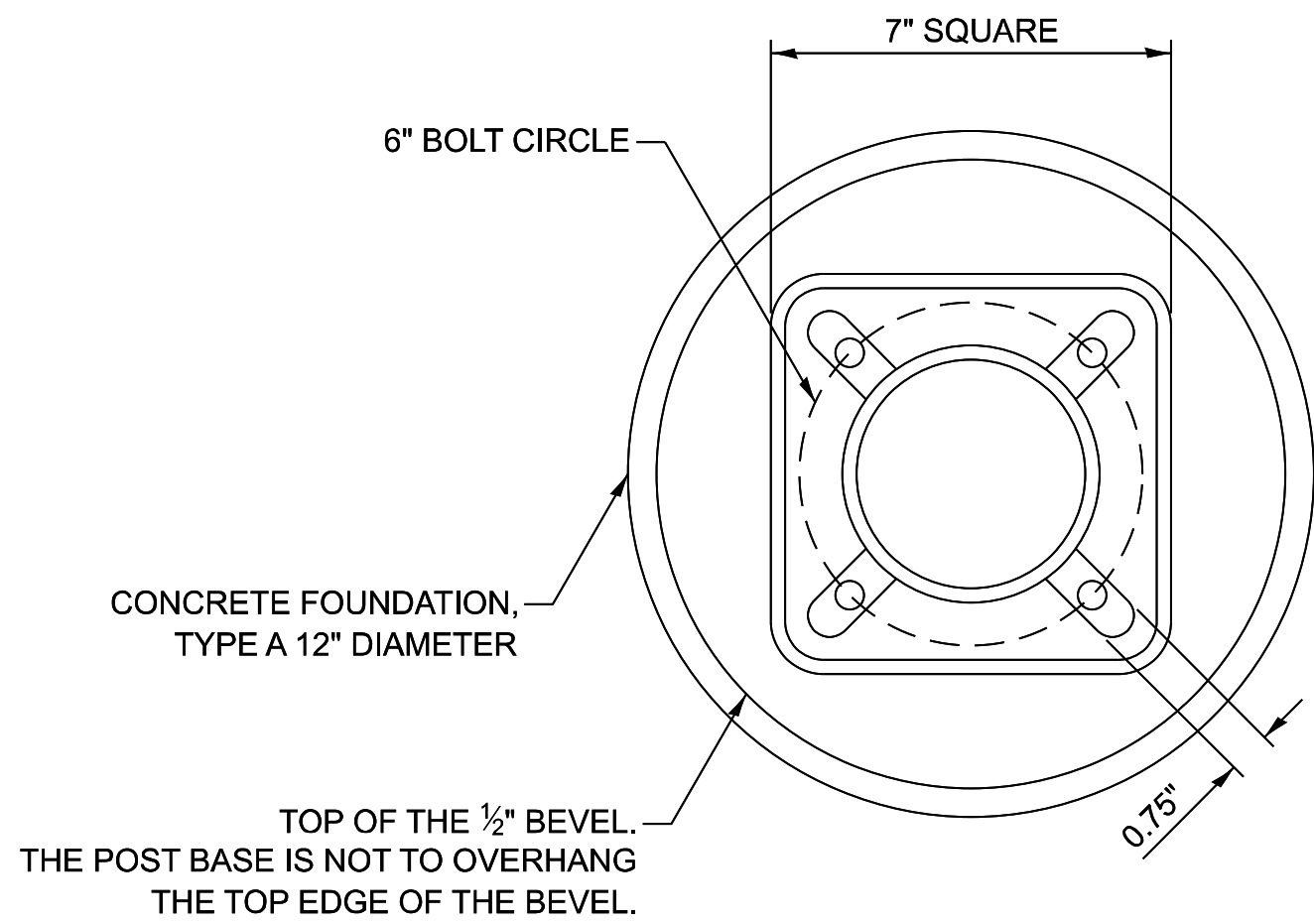
USER NAME	= abdullah.satti	DESIGNED	- IP	REVISED	-
		DRAWN	- IP	REVISED	-
		CHECKED	- NB/KK	REVISED	-
PLOT DATE	= 7/31/2026	DATE	- 10/15/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

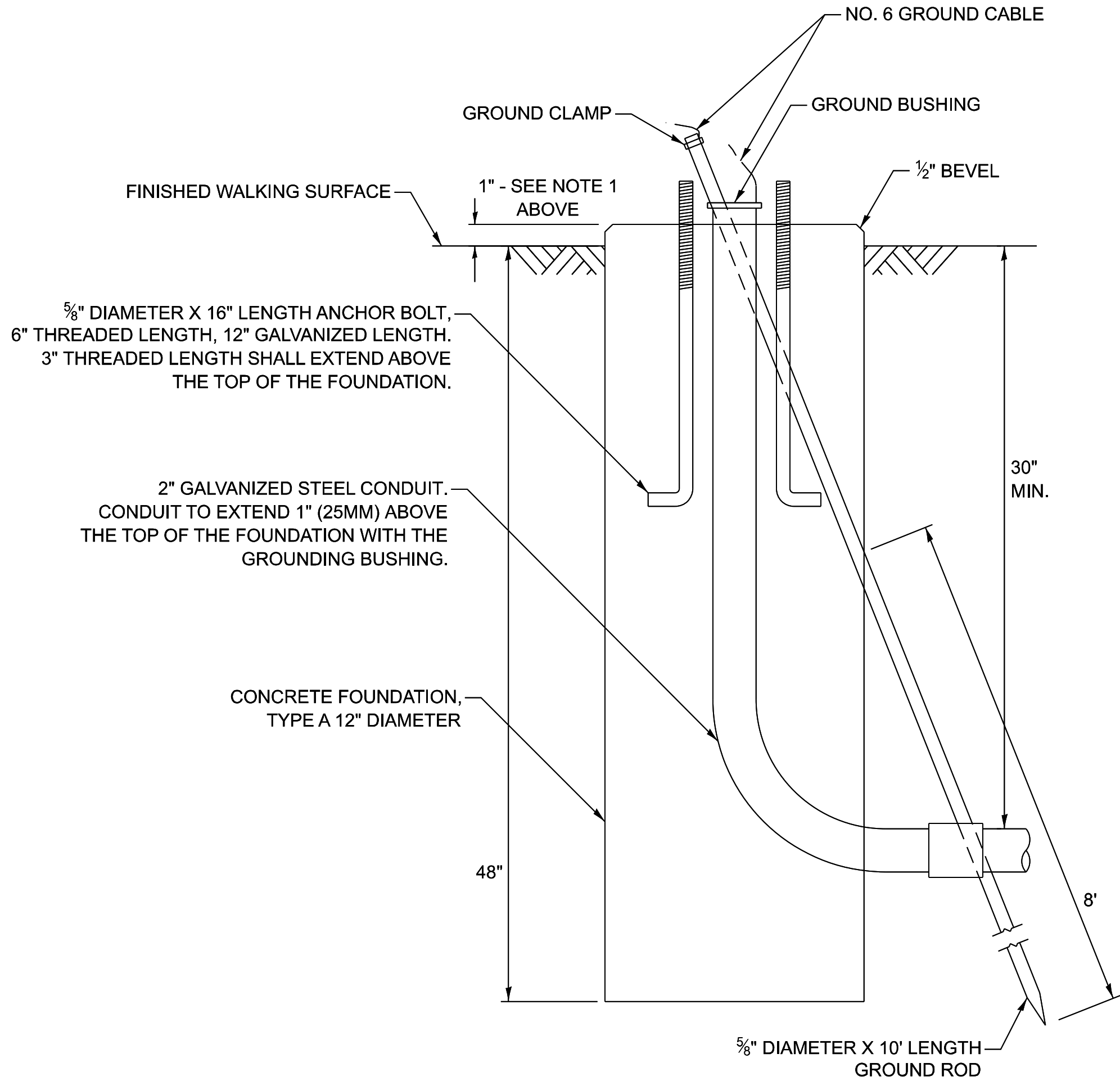
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0338	FAP 0338 23 C&J	DUPAGE	21	20
TS-01		CONTRACT NO. 62V65		
		ILLINOIS FED. AID PROJECT		



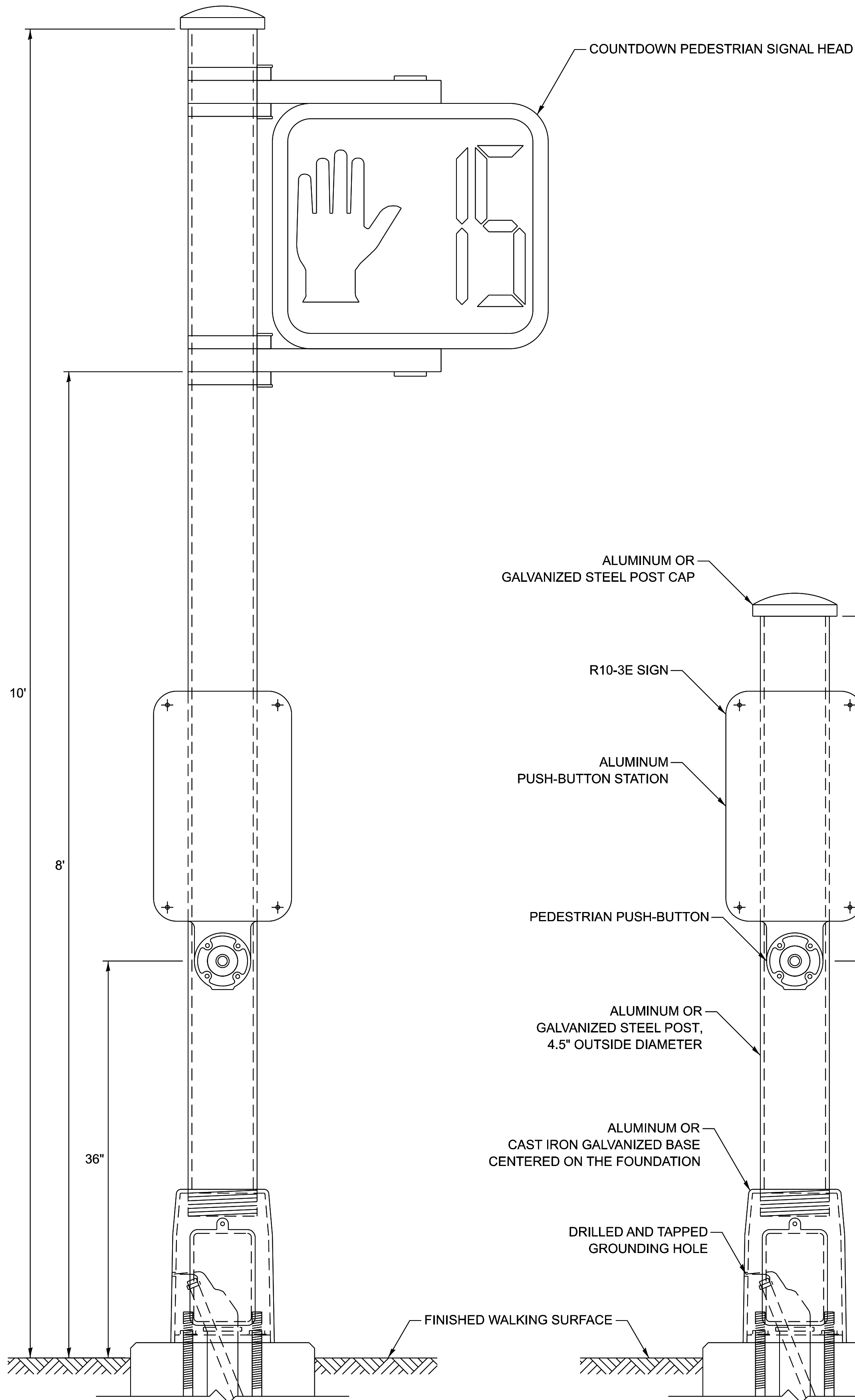
BOLT PATTERN

NOTES:

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

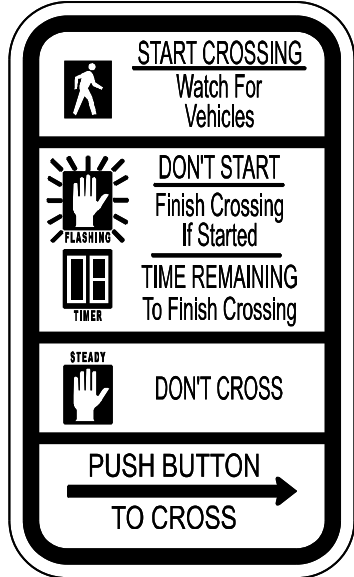


**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



W10-1101
18" X 24"

SIGN NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3E IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-1101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

MODEL: TS-01g (Sheet)
FILE NAME: c:\p\work\p\work\abduallah.satti@illinois.gov\d1163136\104324-shi-DistSigs.dgn

USER NAME	= abdullah.satti	DESIGNED	- IP	REVISED	-
		DRAWN	- IP	REVISED	-
		CHECKED	- NB/KK	REVISED	-
PLOT DATE	= 7/31/2026	DATE	- 10/15/2025	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.
0338	FAP 0338 23 C&J	DUPAGE	21	21
TS-01		CONTRACT NO. 62V65		
		ILLINOIS	FED. AID PROJECT	