

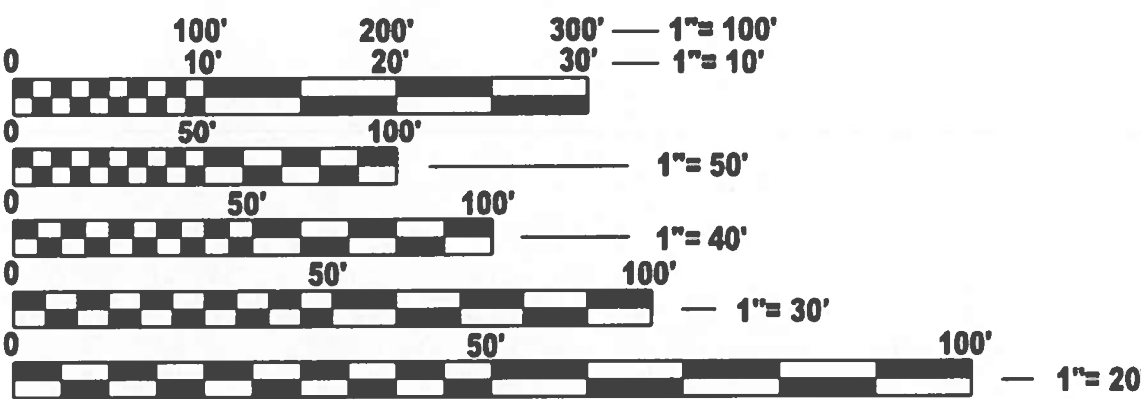
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2026-2168-RS	COOK	31	1
		ILLINOIS	CONTRACT NO. 80D34	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED IN THE
VILLAGE OF BARRINGTON HILLS

TRAFFIC DATA
ADT: 18,700 (2023)
SPEED LIMIT: 45 & 55 MPH
DESIGNATION: OTHER
PRINCIPAL ARTERIAL (PAS)



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

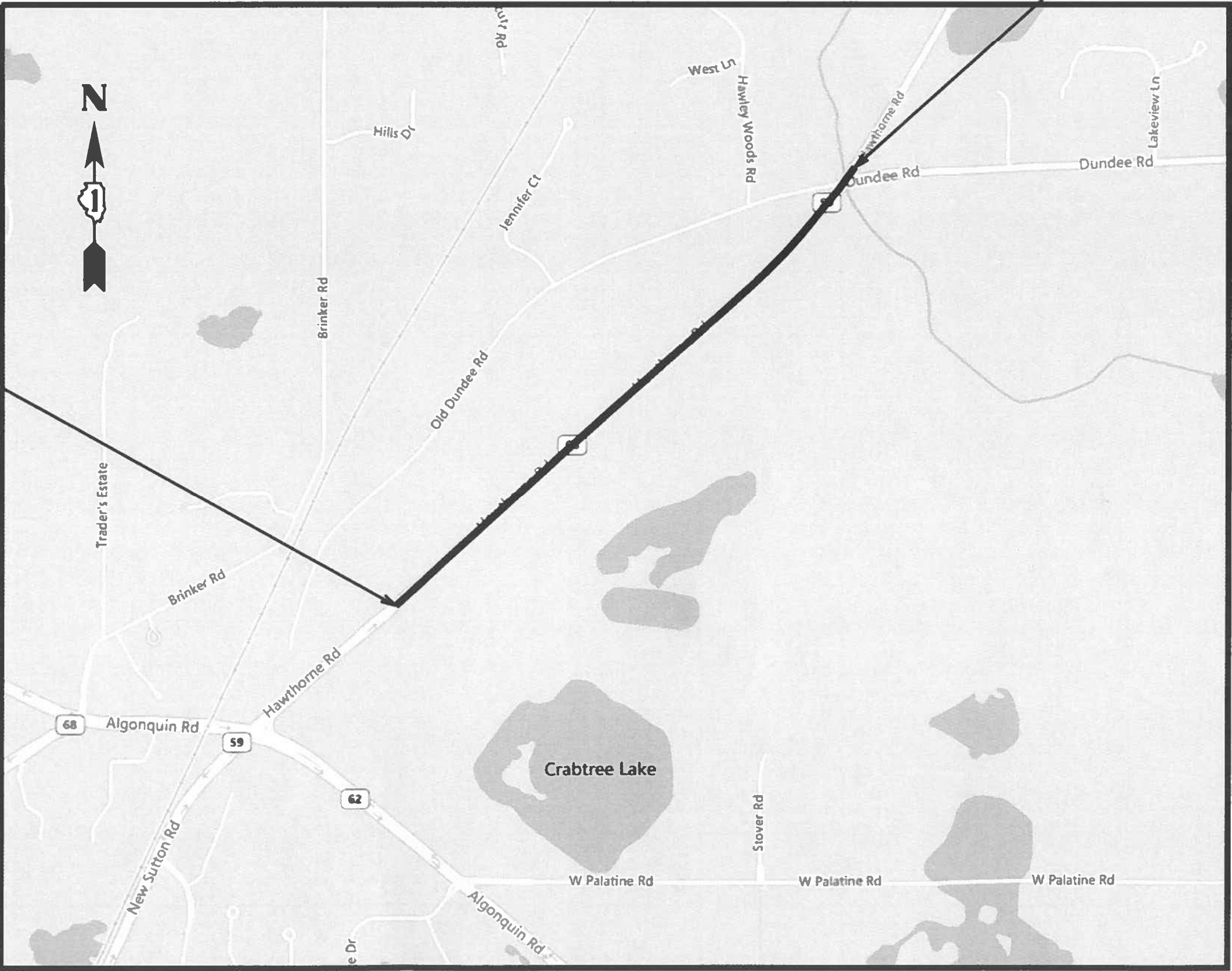
PROJECT ENGINEER: DAN WILGREEN, P.E (847) 705 - 4240
PROJECT MANAGER, J. ALAIN MIDY, P.E (847) 221 - 3056

CONTRACT NO. 80D34

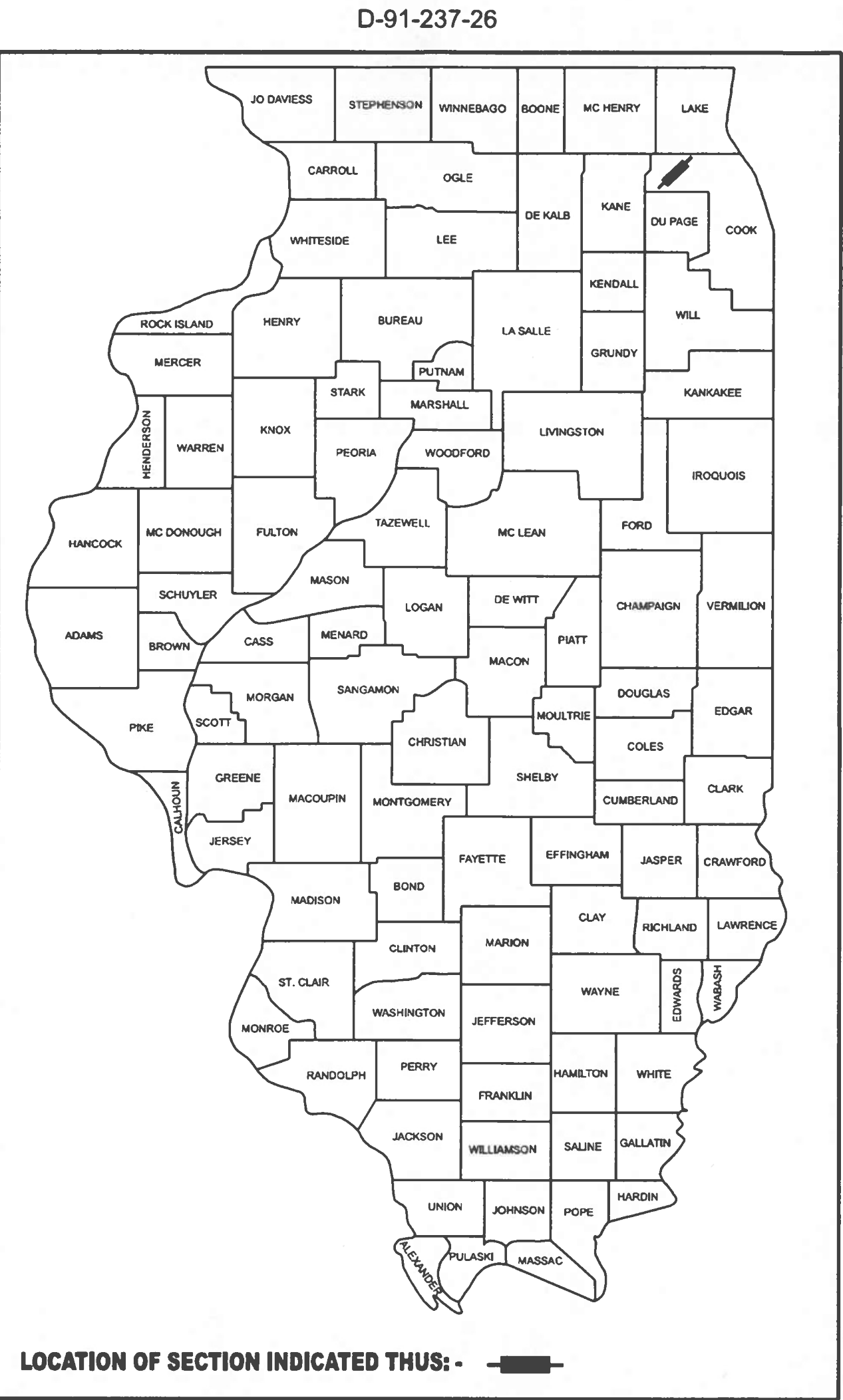
FAP ROUTE (IL 59)
SECTION 2026-2168-RS
PROJECT NHPP-8R6S(535)
SMART OVERLAY
COOK COUNTY

C-91-277-26

R 9E



BARRINGTON TOWNSHIP
GROSS LENGTH = 6,837 FT. = 1.30 MILE
NET LENGTH = 6,837 FT. = 1.30 MILE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED August 2, 2026
Joe Rios REGIONAL ENGINEER

October 2, 2026
S. E. A. ENGINEER OF DESIGN AND ENVIRONMENT

October 2, 2026
Director of Highways Project Implementation

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

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12	DRIVEWAY DETAILS: >15'(4.5m) BETWEEN R.O.W. & FACE OF CURB & EDGE OF SHOULDER (BD-01)
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19	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)
20 - 21	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13: A-B)
22	PAVEMENT MARKINGS LETTERS AND SYMBOLS FOR TRAFFIC STAGING (TC-16)
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24	DRIVEWAY ENTRANCE SIGNING (TC-26)
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STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
604001-05	FRAME AND LIDS TYPE 1
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606006-04	OUTLETS FOR CONCRETE CURB AND GUTTER TYPE B-6.24 (B-15.60)
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701006-05	OFF-RD OPERATIONS, 2L, 2W MORE THAN 15' (4.5 M) TO 24" (600 M) FROM EDGE OF PAVEMENT
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) to 24" (600 MM) FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING DAY OPERATIONS DAY ONLY, FOR SPEEDS> 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
701501-06	URBAN LANE CLOSURE 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-11	TRAFFIC CONTOL DEVICES
780001-11	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOUR NOTIFICATION IS REQUIRED.
2. 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.
3. ALL DAMAGE TO EXISITING PAVEMENT MARKERS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINESHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.
4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
5. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING CONSTRUCTION OF THIS PROJECT.
6. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
7. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF BARRINGTON HILLS
8. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC, THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 11#2 INCHES (40 mm) WHERE THE SPEED LIMIT IS 40 MPH OR LESS THAN LESS THAN 1 INCH (25 mm)WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH. WITH WRITTEN APPROVAL OF THE ENGINEER. A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).

GENERAL NOTES (CONT.)

9. THE RESIDENT ENGINEER SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, VIA EMAILAT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV. A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
10. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
11. 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.
12. BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
13. 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.
14. 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.
15. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
16. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE
17. 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.
18. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
19. THE CONTRACTOR SHALL 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 SHALL DELIVER THE RECORD TO THE ENGINEER.
20. 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.
21. 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.
22. THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF BARRINGTON HILLS
23. RIPRAP SHALL BE PLACED AT ENDS OF DRIVEWAY CULVERTS AND WING WALLS AS DIRECTED BY THE ENGINEER
24. TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.
25. PAVEMENT MARKING TAPE TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
26. FORESTRY WORK LOCATIONS ARE APPROXIMATE. PRIOR TO STARTING WORK, CONTRACTOR SHALL NOTIFY THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 ONE WEEK IN ADVANCE TO DO A FIELD REVIEW.

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		CHECKED -	REVISED -					CONTRACT NO. 80D34				
	PLOT DATE = 8/24/2026	DATE -	REVISED -		SCALE:	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FILE AID PROJECT	

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SUMMARY OF QUANTITIES					TYPE CODE					
					IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK
					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
					80% FED 20% STATE	100% STATE	80% FED 20% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0005	0021			
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	77	77					
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	8.1	8.1					
	28100105	STONE RIPRAP, CLASS A3	SQ YD	200	200					
	35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	5	5					
	35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	5	5					
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	14272	14272					
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	8490	8490					
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	48	48					
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	195	195					
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	1	1					
	40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	2664	2664					
	42001300	PROTECTIVE COAT	SQ YD	122	122					
	44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	31714	31714					
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	10	10					
	44201777	CLASS D PATCHES, TYPE II, 11 INCH	SQ YD	250	250					
	44201781	CLASS D PATCHES, TYPE III, 11 INCH	SQ YD	80	80					
	44201783	CLASS D PATCHES, TYPE IV, 11 INCH	SQ YD	100	100					
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	153	153					
	50102400	CONCRETE REMOVAL	CU YD	6.2	6.2					
	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1					
	60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1					
	60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	5	5					

* = SPECIALTY ITEM

SUMMARY OF QUANTITIES					TYPE CODE					
					IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK
					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
					80% FED 20% STATE	100% STATE	80% FED 20% STATE			
	Code No.	Item	Unit	Total Quantity	0005	0005	0021			
	60404950	FRAMES AND GRATES, TYPE 24	EACH	1	1					
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	1	1					
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1					
	60600095	CLASS SI CONCRETE (OUTLET)	CU YD	6.2	6.2					
	60920012	PIPE CULVERTS TO BE CLEANED 12"	FOOT	80		80				
	60920024	PIPE CULVERTS TO BE CLEANED 24"	FOOT	80		80				
	67100100	MOBILIZATION	L SUM	1	1					
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1					
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1					
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1					
	70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1					
	70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1					
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	35412	35412					
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5902	5902					
	70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	226	226					
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	19,552	19,552					
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	220	220					
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	374	374					
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	137	137					

* = SPECIALTY ITEM

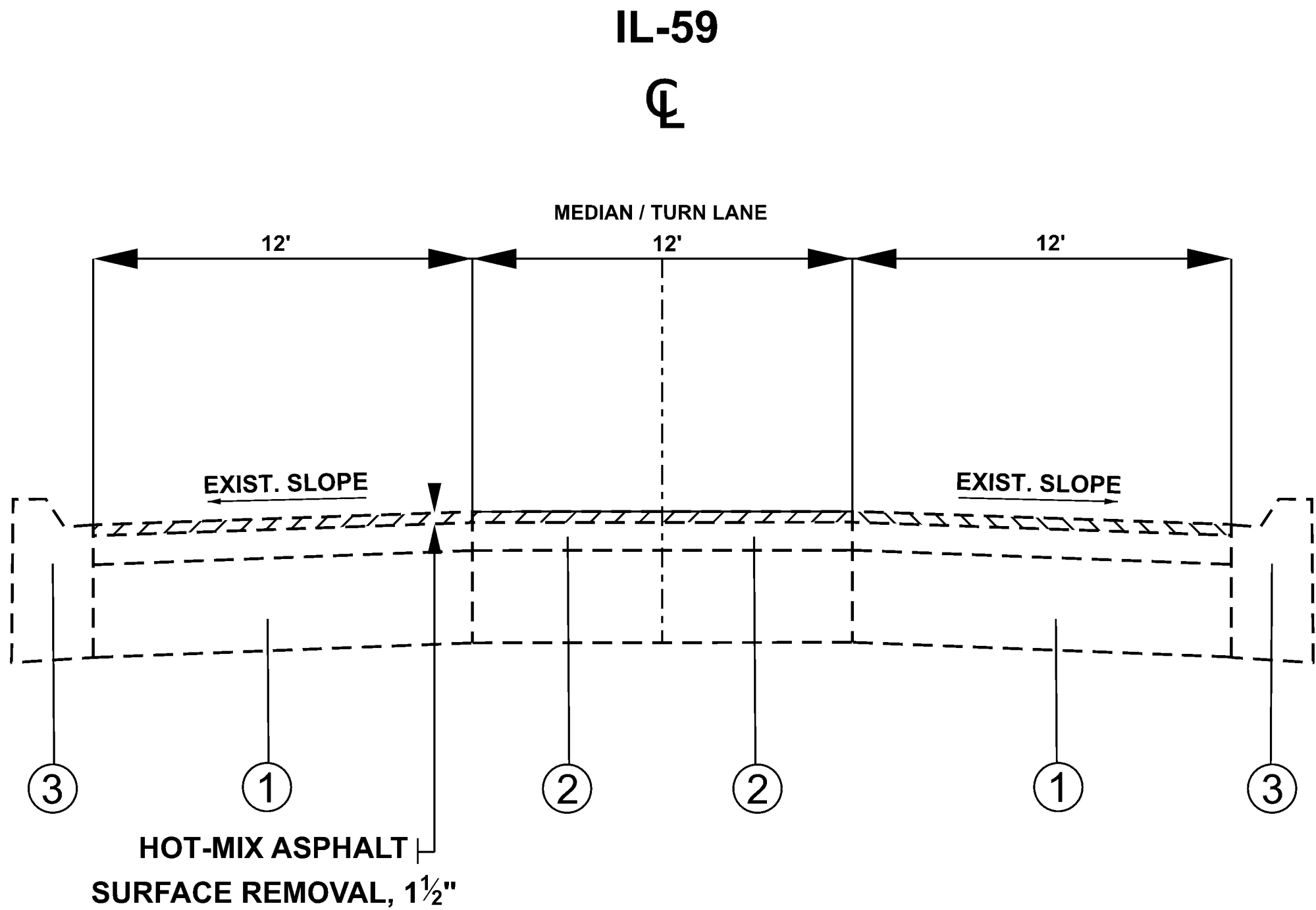
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			DRAWN -	REVISED -					338	2026-2168-RS	COOK	31	3
			CHECKED -	REVISED -					CONTRACT NO. 80D34				
	PLOT DATE = 8/13/2026		DATE -	REVISED -		SCALE:	SHEET 1	OF 2	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

SUMMARY OF QUANTITIES					TYPE						CODE	
					IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK	IL-59 COOK		
					ROADWAY	ROADWAY	TRAFFIC SIGNALS					
					80% FED 20% STATE	100% STATE	80% FED 20% STATE					
	Code No.	Item	Unit	Total Quantity	0005	0005	0021					
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	17706	17706							
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	226	226							
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	18499	18499							
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1053	1053							
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	220	220							
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	374	374							
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	137	137							
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	249	249							
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	249	249							
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	120	120							
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	40	40							
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	325	325							
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	105		105						
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	3	3							
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12							
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	51.4	51.4							
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	301			301					
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	15		15						
	X2010100	TREE LIMB REMOVAL (4 TO 10 INCHES DIAMETER)	EACH	2	2							
	X2100002	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	EACH	4.32	4.32							
* = SPECIALTY ITEM												
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			DRAWN =	REVISED =								
			CHECKED =	REVISED =								
		PLOT DATE = 8/13/2026	DATE =	REVISED =								

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LEGEND - EXISTING

- ① EXISTING PCC CONCRETE PAVEMENT ±8"
- ② EXISTING HOT MIX ASPHALT PAVEMENT ±4"
- ③ EXISTING CONCRETE CURB AND GUTTER
- ④ EXISTING AGGREGATE SHOULDER

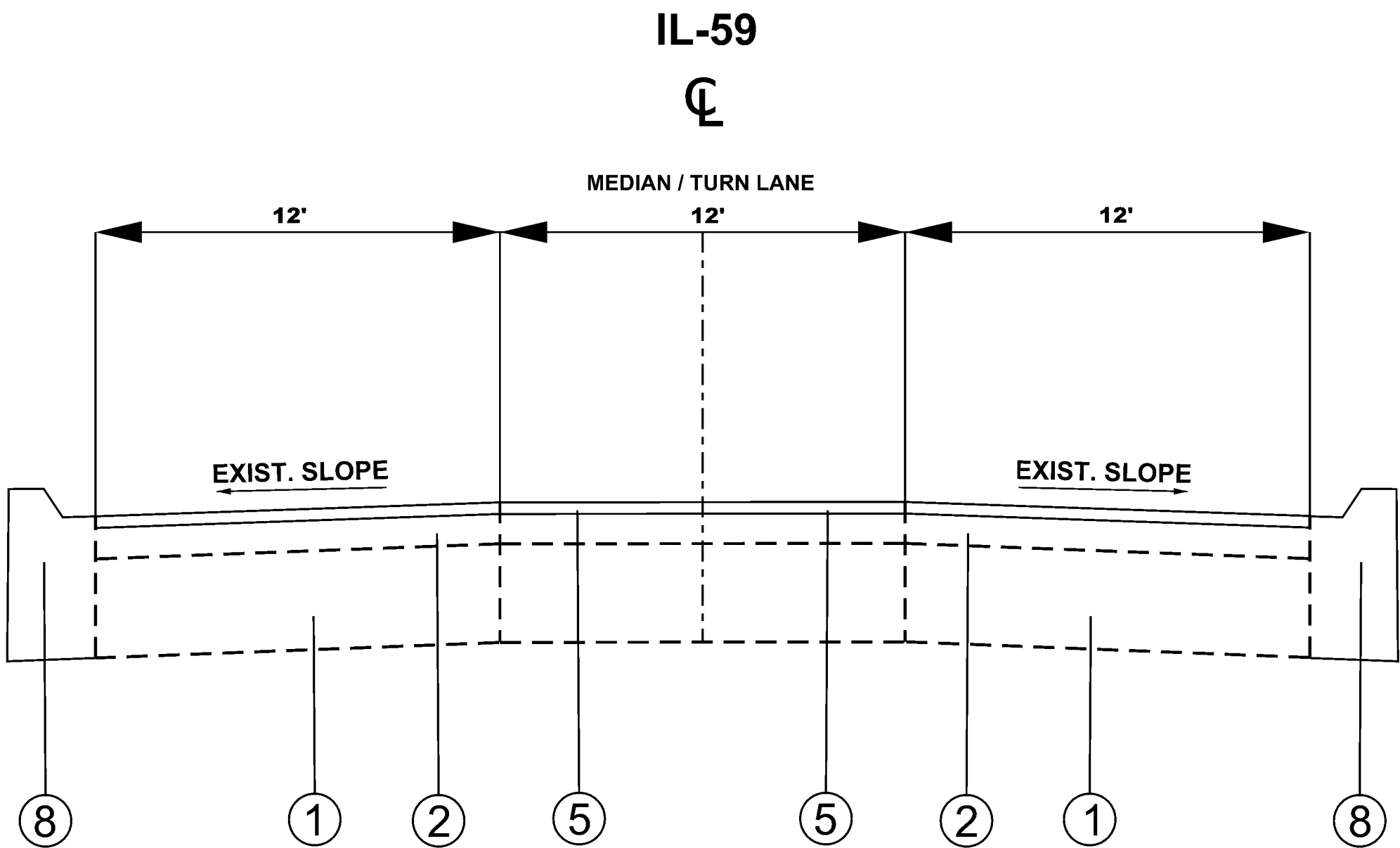


EXISTING TYPICAL SECTION
STATION: 174+54 TO 180+69

LOCATION	HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
	MIXTURE TYPE	AIR VOIDS @ Ndesign	
	PAVEMENT RESURFACING (SMART OVERLAY)		
IL-59	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1½"	4% @ 70 GYR	QCP
	PATCHING		
IL-59	CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR	QC/QA
	PRIVATE & COMMERCIAL DRIVEWAYS		
IL-59	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"	4% @ 50 GYR	QC/QA
	HMA BASE COURSE (HMA BINDER IL-19 mm); PE - 6", CE - 8"	4% @ 50 GYR	QC/QA
	QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

LEGEND - PROPOSED

- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
- ⑥ GRADING AND SHAPING SHOULDERS
- ⑦ AGGREGATE WEDGE SHOULDER, TYPE B
- ⑧ COMBINATION CURB AND GUTTER (REMOVAL AND REPLACEMENT DETERMINED BY RE)



PROPOSED TYPICAL SECTION
STATION: 174+54 TO 180+69

NOTES

- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE MILLED SURFACE
- 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
- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQYD/IN
- THE CONTRACTOR SHALL MILL HMA FIRST THEN PATCH
- WHEN SHOULDER RESURFACING OF 6 FEET OR LESS IS ALLOWED TO BE PLACED SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE, THE MAINLINE QUALITY MANAGEMENT PROGRAM WILL BE ENFORCED FOR THE MAINLINE AND SHOULDER

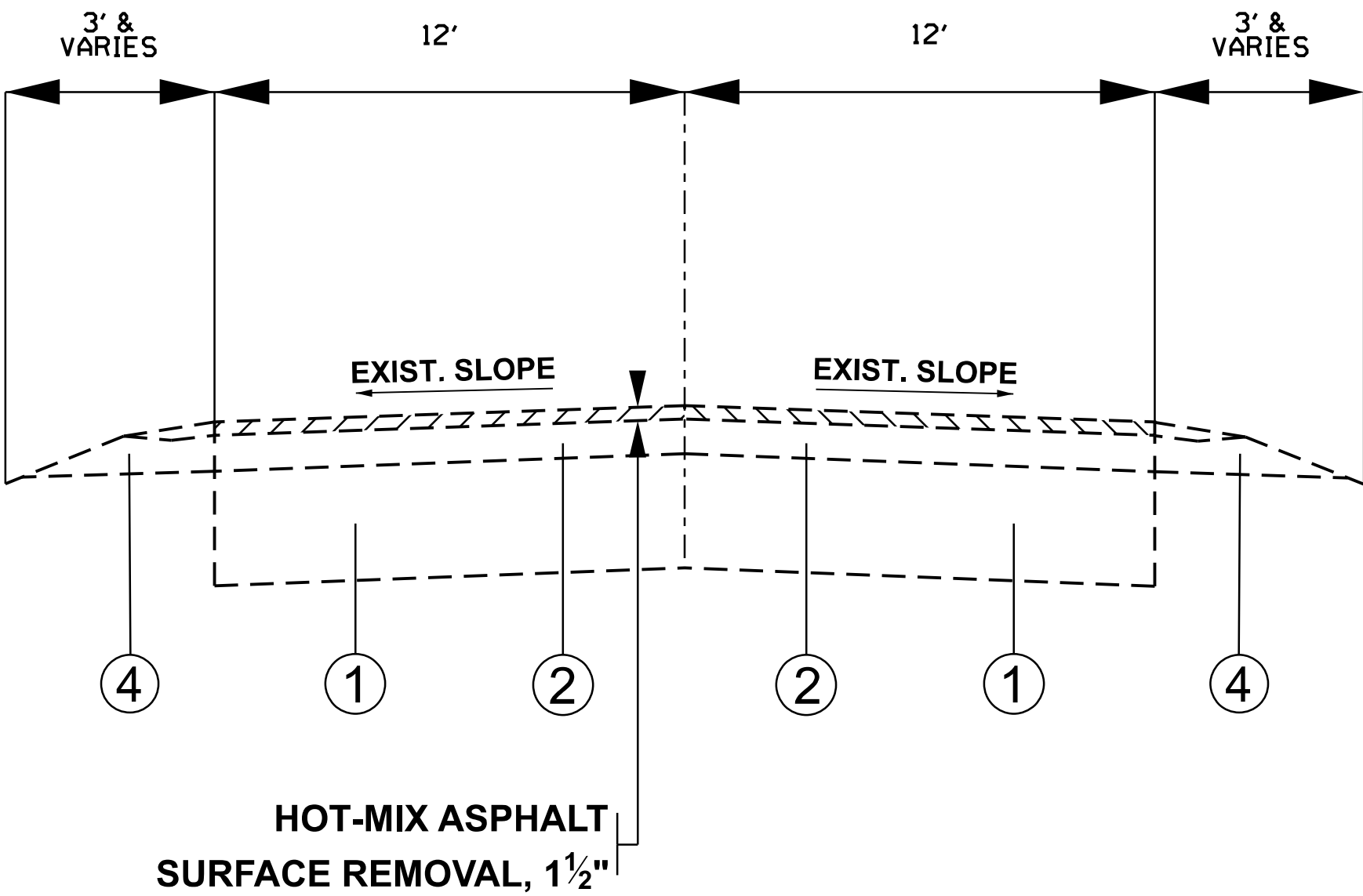
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		DRAWN -	REVISED -		338	2026-2168-RS	COOK	31	5					
		CHECKED -	REVISED -		CONTRACT NO. 80D34									
	PLOT DATE = 7/28/2026	DATE -	REVISED -		ILLINOIS FED. AID PROJECT									
					SCALE:	SHEET 1	OF 3	SHEETS	STA.	TO STA.				

LEGEND - EXISTING

- ① EXISTING PCC CONCRETE PAVEMENT ±8"
- ② EXISTING HOT MIX ASPHALT PAVEMENT ±4"
- ③ EXISTING CONCRETE CURB AND GUTTER
- ④ EXISTING AGGREGATE SHOULDER

IL-59
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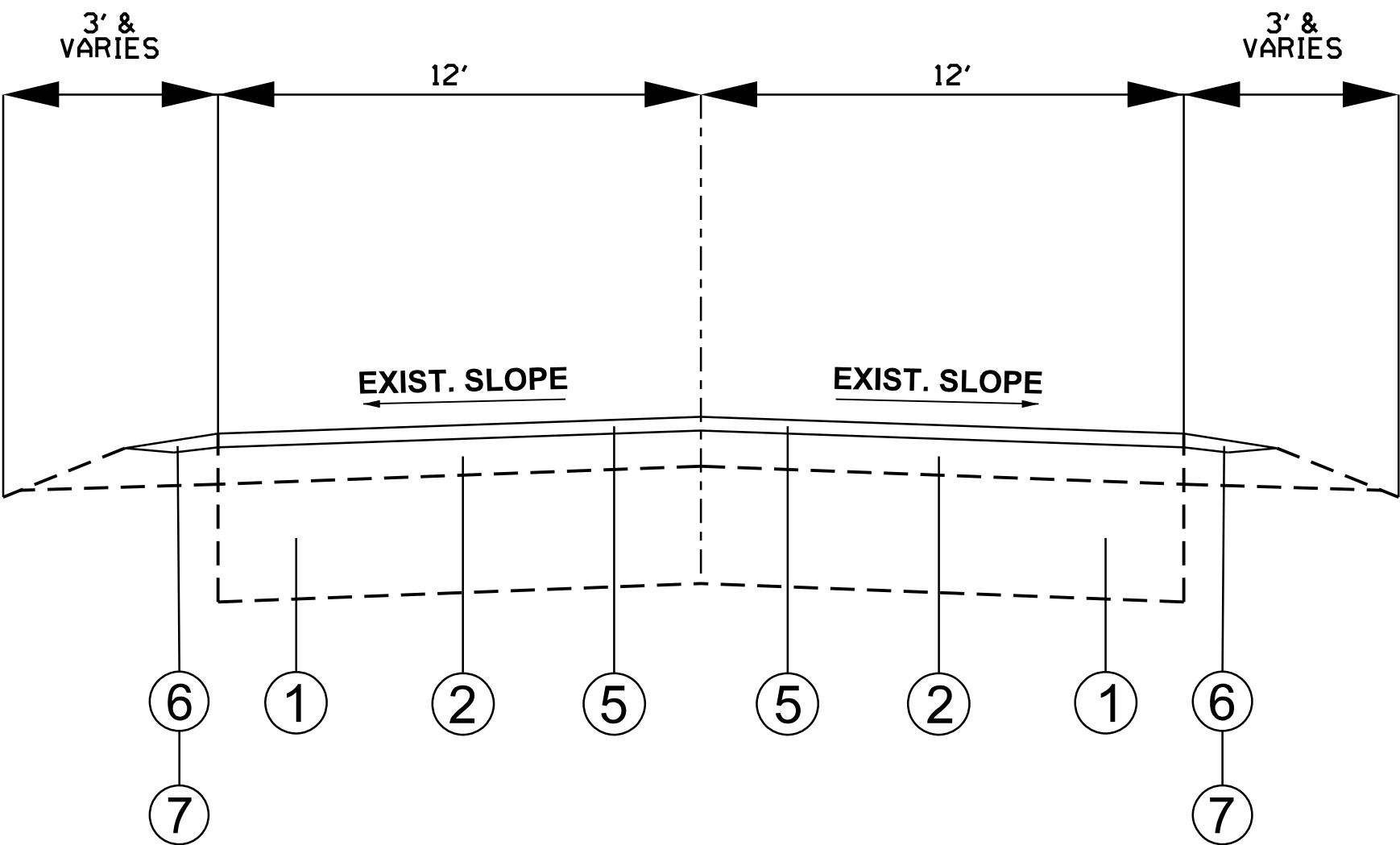
EXISTING TYPICAL SECTION

STATION:
180+69 TO 234+81

LEGEND - PROPOSED

- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
- ⑥ GRADING AND SHAPING SHOULDERS
- ⑦ AGGREGATE WEDGE SHOULDER, TYPE B
- ⑧ COMBINATION CURB AND GUTTER (REMOVAL AND REPLACEMENT DETERMINED BY RE)

IL-59
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PROPOSED TYPICAL SECTION

STATION:
180+69 TO 234+81

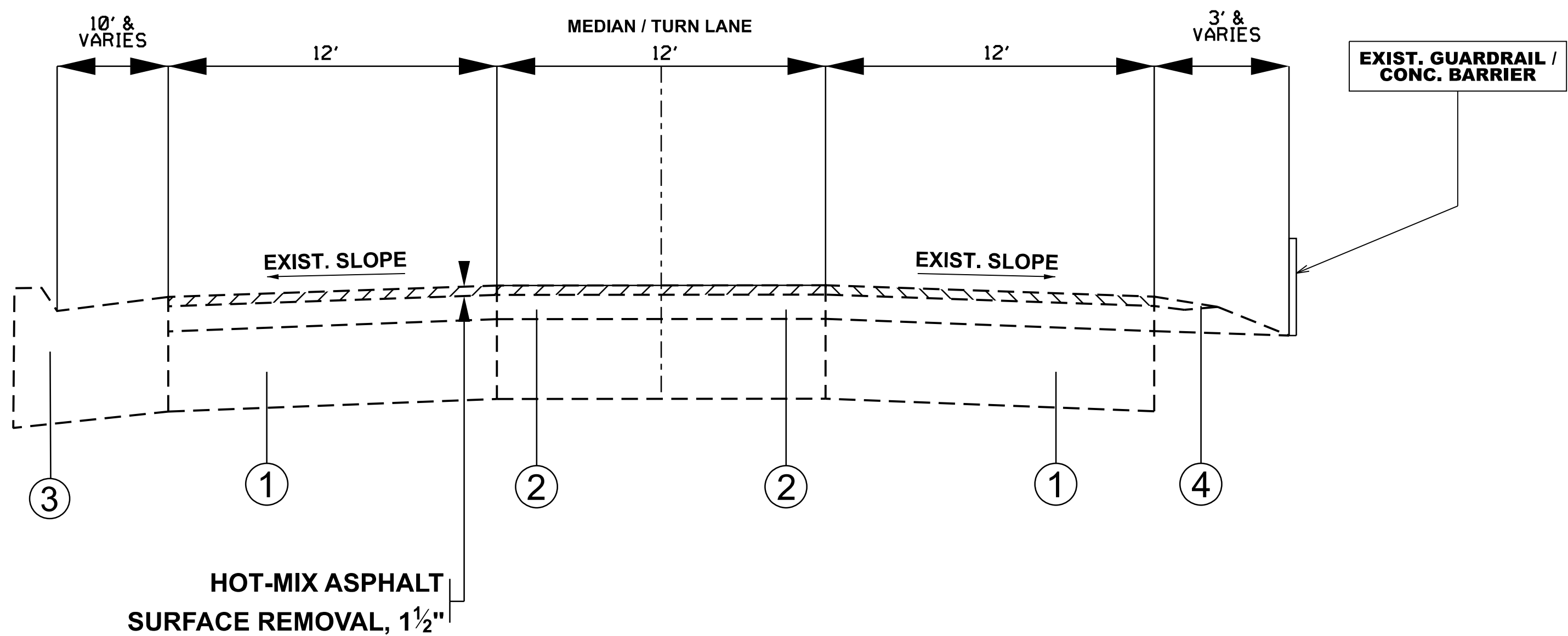
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	USER NAME	= syed.rizvi	DESIGNED	-	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICALS SECTION IL-59: IL-62 (ALGONQUIN RD) TO IL-68 (DUNDEE RD)					F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN	-	REVISED	-							338	2026-2168-RS	COOK	31	6
			CHECKED	-	REVISED	-		CONTRACT NO. 80D34									
	PLOT DATE	= 7/28/2026	DATE	-	REVISED	-		ILLINOIS FED. AID PROJECT									
SCALE:		SHEET 2		OF 3		SHEETS		STA.		TO STA.							

LEGEND - EXISTING

- ① EXISTING PCC CONCRETE PAVEMENT ±8"
- ② EXISTING HOT MIX ASPHALT PAVEMENT ±4"
- ③ EXISTING CONCRETE CURB AND GUTTER
- ④ EXISTING AGGREGATE SHOULDER

IL-59
CL



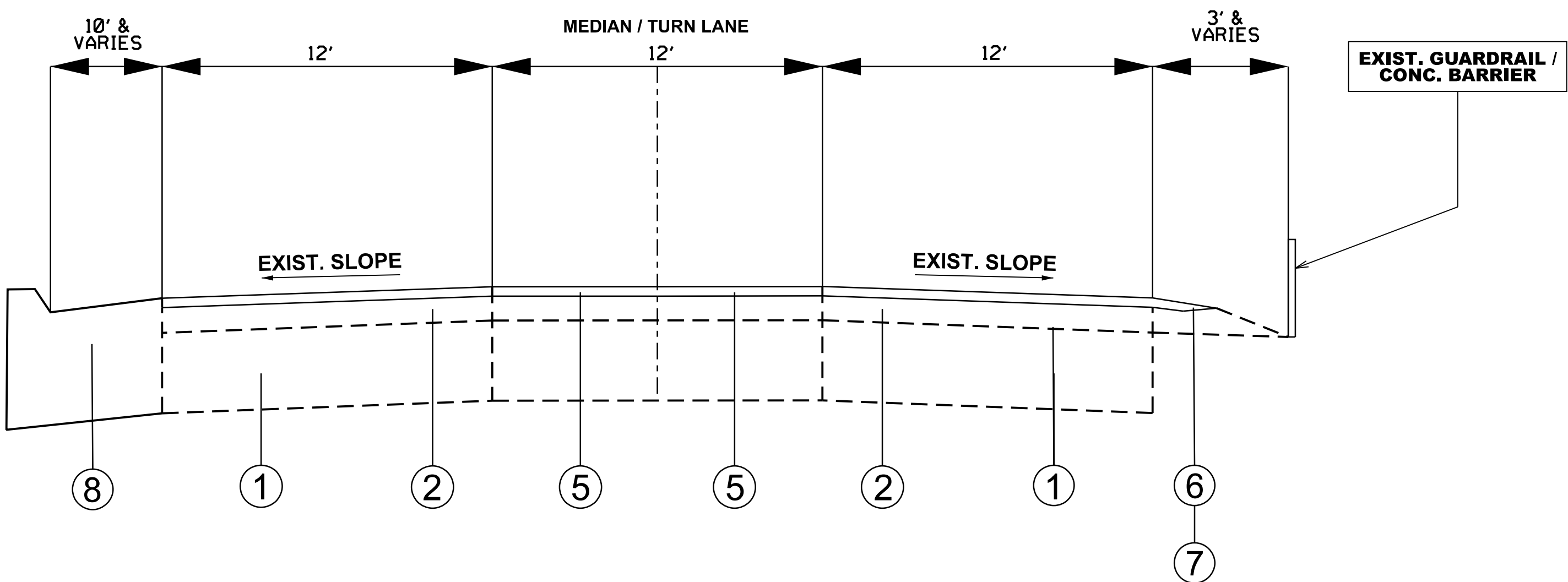
EXISTING TYPICAL SECTION

STATION:
234+81 TO 242+91

LEGEND - PROPOSED

- ⑤ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1 1/2"
- ⑥ GRADING AND SHAPING SHOULDERS
- ⑦ AGGREGATE WEDGE SHOULDER, TYPE B
- ⑧ COMBINATION CURB AND GUTTER (REMOVAL AND REPLACEMENT DETERMINED BY RE)

IL-59
CL

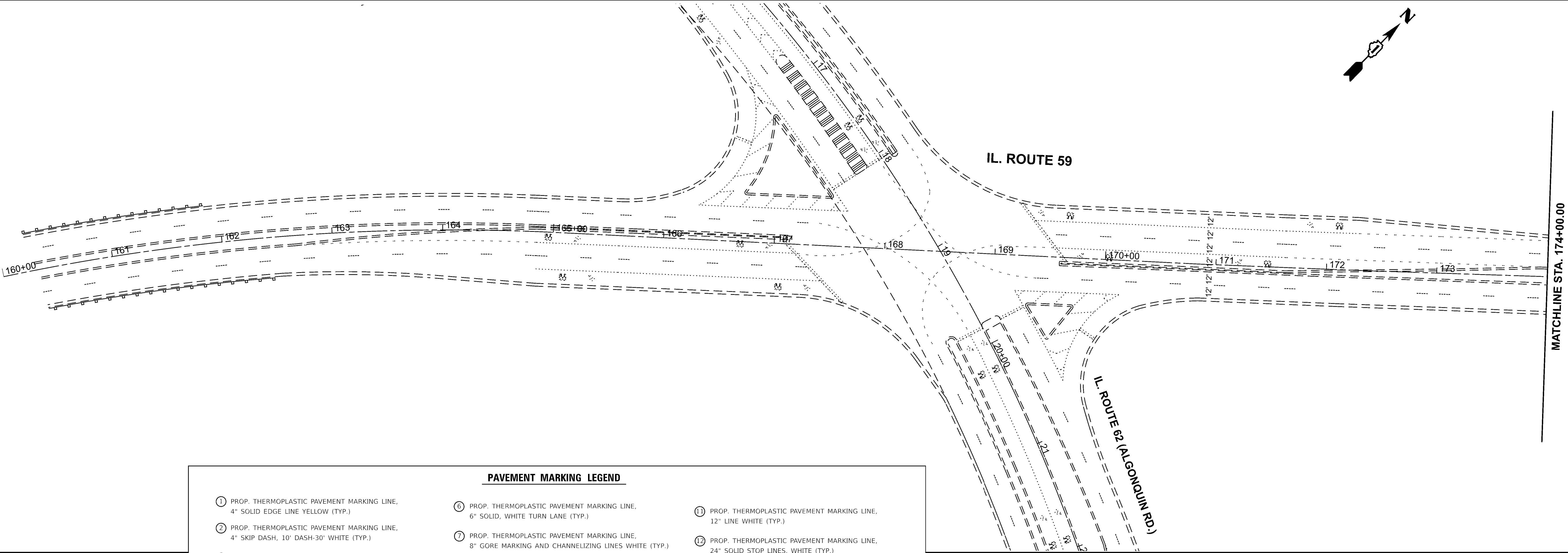


PROPOSED TYPICAL SECTION

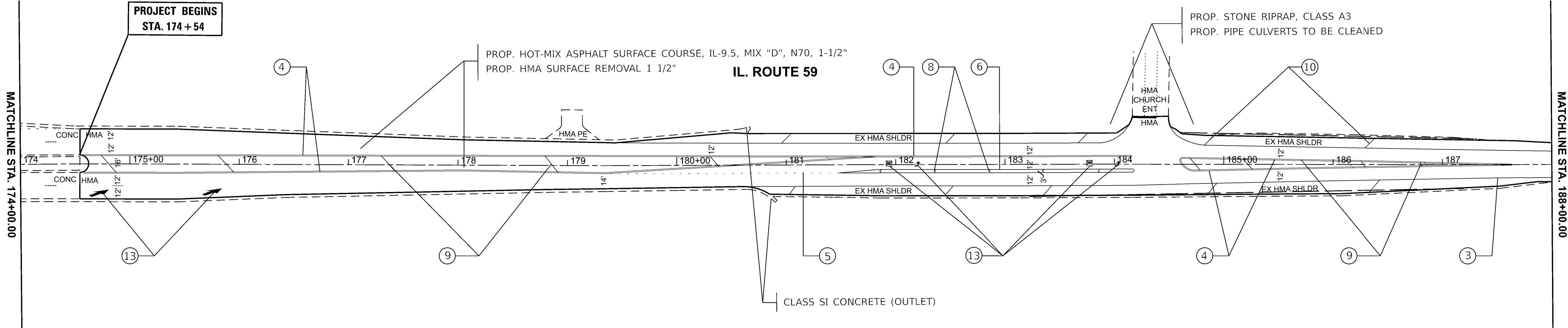
STATION:
234+81 TO 242+91

MODEL: TYP-3 [Sheet]
FILE NAME: c:\p\p\work\p\widet\syed.a.rizvi@illinois.gov\114743\114743-26-sh-typical.dgn

	USER NAME	= syed.rizvi	DESIGNED	-	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION IL-59: IL-62 (ALGONQUIN RD) TO IL-68 (DUNDEE RD)	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			DRAWN	-	REVISED	-			338	2026-2168-RS	COOK	31	7
			CHECKED	-	REVISED	-			CONTRACT NO. 80D34				
	PLOT DATE	= 7/28/2026	DATE	-	REVISED	-			SCALE:	SHEET 3	OF 3	SHEETS	STA.
									ILLINOIS FED. AID PROJECT				

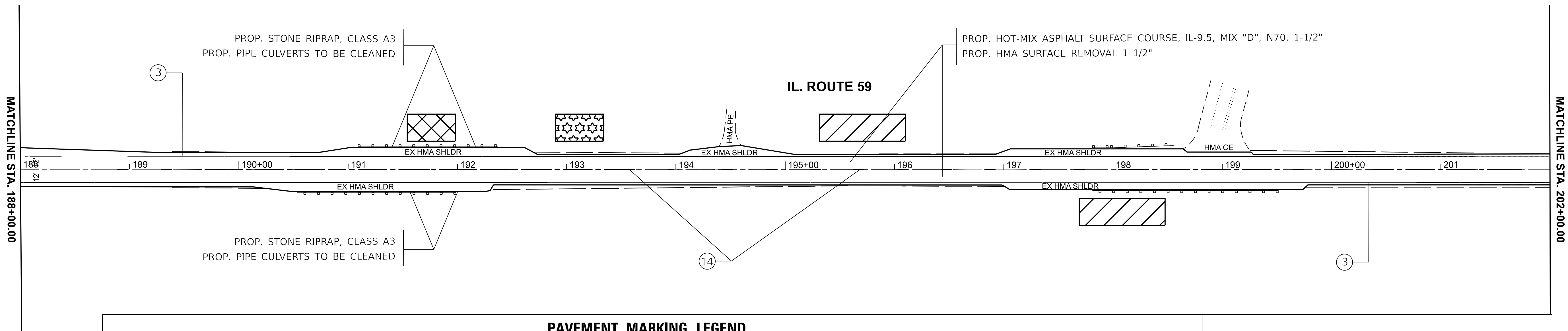


PAVEMENT MARKING LEGEND		
① PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID EDGE LINE YELLOW (TYP.)	⑥ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID, WHITE TURN LANE (TYP.)	⑪ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" LINE WHITE (TYP.)
② PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH, 10' DASH-30' WHITE (TYP.)	⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" GORE MARKING AND CHANNELIZING LINES WHITE (TYP.)	⑫ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 24" SOLID STOP LINES, WHITE (TYP.)
③ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID EDGE LINE WHITE (TYP.)	⑧ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 10' OR LESS, SOLID WHITE (TYP.)	⑬ PROP. THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS WHITE (TYP.)
④ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW LINE, 2 @ 11" C-C (TYP.)	⑨ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 150' C-C (MINIMUM 5) YELLOW (TYP.)	⑭ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH, 10' DASH-30' YELLOW (TYP.)
⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SKIP DASH, WHITE TURN LANE @ 6' SKIP & 2' DASH (TYP.)	⑩ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 150' C-C (MINIMUM 5) WHITE (TYP.)	



MODEL: IL59_RdwyPlan01 [Sheet]
FILE NAME: c:\pw_work\pav\il59syed.arzvi@illinois.gov\1141743\1141743-26-shr-plan.dgn

	USER NAME = syed.rizvi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED ROADWAY PLANS IL-59: IL-62 (ALGONQUIN RD) TO IL-68 (DUNDEE RD)			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					338	2026-2168-RS	COOK	31	8
		CHECKED -	REVISED -					CONTRACT NO. 80D34				
	PLOT DATE = 8/13/2026	DATE -	REVISED -		SCALE: 1"=50'	SHEET 1	OF 3 SHEETS	STA. 160+00.00	TO STA. 188+00.00	ILLINOIS	FED. AID PROJECT	



- ① PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
4" SOLID EDGE LINE YELLOW (TYP.)
- ② PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
4" SKIP DASH, 10' DASH-30' WHITE (TYP.)
- ③ PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
4" SOLID EDGE LINE WHITE (TYP.)
- ④ PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
4" DOUBLE SOLID YELLOW LINE, 2 @ 11" C-C (TYP.)
- ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
6" SKIP DASH, WHITE TURN LANE @ 6' SKIP & 2' DASH (TYP.)

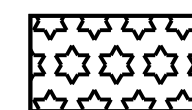
- (6) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID 12" DIAGONAL 45° @ 50' OR LESS WHITE TURN LANE (TYP.)
- (7) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" GORE MARKING AND CHANNELIZING LINES WHITE (TYP.)
- (8) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 10' OR LESS, SOLID WHITE (TYP.)
- (9) PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 150' C-C (MINIMUM 5) YELLOW (TYP.)

- ⑩ PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
12" DIAGONAL 45° @ 150' C-C (MINIMUM 5) WHITE (TYP.)
- ⑪ PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
12" LINE WHITE (TYP.)
- ⑫ PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
24" SOLID STOP LINES, WHITE (TYP.)
- ⑬ PROP. THERMOPLASTIC PAVEMENT MARKING,
LETTERS AND SYMBOLS WHITE (TYP.)
- ⑭ PROP. THERMOPLASTIC PAVEMENT MARKING LINE,
4" SKIP DASH, 10' DASH-30' YELLOW (TYP.)

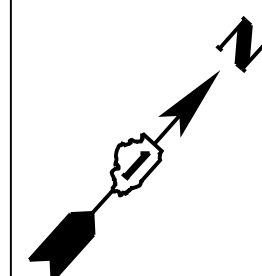
PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE



TREE LIMB REMOVAL (4 TO 10 INCHES DIAMETER)



TREE REMOVAL (6 TO 15 UNITS DIAMETER)



USER NAME = syed.rizvi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 8/28/2026	DATE -	REVISED -

PROPOSED ROADWAY PLANS
IL-59: IL-62 (ALGONQUIN RD) TO IL-68 (DUNDEE RD)

SCALE: 1"=50'	SHEET 2	OF 3	SHEETS	STA. 188+00.00	TO STA. 216+00.00
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2026-2168-RS	COOK	31	9
		CONTRACT NO.		80D34
ILLINOIS		FED. AID PROJECT		

MODEL: IL59 - RdwyPlan03 [Sheet]
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MATCHLINE STA. 216+00.00

MATCHLINE STA. 230+00.00

PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1-1/2"
PROP. HMA SURFACE REMOVAL 1 1/2"

PROP. STONE RIPRAP, CLASS A3
PROP. PIPE CULVERTS TO BE CLEANED

IL. ROUTE 59

PROP. STONE RIPRAP, CLASS A3

PROP. STONE RIPRAP, CLASS A3

PROP. STONE RIPRAP, CLASS A3

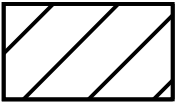
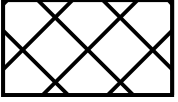
PAVEMENT MARKING LEGEND

- ① PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID EDGE LINE YELLOW (TYP.)
- ② PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH, 10' DASH-30' WHITE (TYP.)
- ③ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID EDGE LINE WHITE (TYP.)
- ④ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" DOUBLE SOLID YELLOW LINE, 2 @ 11" C-C (TYP.)
- ⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SKIP DASH, WHITE TURN LANE @ 6' SKIP & 2' DASH (TYP.)

- ⑥ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID 12" DIAGONAL 45° @ 50' OR LESS WHITE TURN LANE (TYP.)
- ⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" GORE MARKING AND CHANNELIZING LINES WHITE (TYP.)
- ⑧ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 10' OR LESS, SOLID WHITE (TYP.)
- ⑨ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 150' C-C (MINIMUM 5) YELLOW (TYP.)

- ⑩ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" DIAGONAL 45° @ 150' C-C (MINIMUM 5) WHITE (TYP.)
- ⑪ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" LINE WHITE (TYP.)
- ⑫ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 24" SOLID STOP LINES, WHITE (TYP.)
- ⑬ PROP. THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS WHITE (TYP.)
- ⑭ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH, 10' DASH-30' YELLOW (TYP.)

LANDSCAPE WORK LEGEND

-  PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE
-  TREE LIMB REMOVAL (4 TO 10 INCHES DIAMETER)
-  TREE REMOVAL (6 TO 15 UNITS DIAMETER)

MATCHLINE STA. 230+00.00

MATCHLINE STA. 244+00.00

PROP. HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70, 1-1/2"
PROP. HMA SURFACE REMOVAL 1 1/2"

IL. ROUTE 59

PROP. STONE RIPRAP, CLASS A3
OLD DUNDEE RD.

PROJECT ENDS
STA. 242+91

IL. ROUTE 68
(DUNDEE RD.)

MODEL: IL59 - RdwyPlan05 (Sheet)
FILE NAME: c:\pwworking\syed.a.rizvi@illinois.gov\1141743\0123726-sht-plan.dgn

USER NAME	= syed.rizvi	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
PLOT DATE	= 8/28/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED ROADWAY PLANS
IL-59: IL-62 (ALGONQUIN RD) TO IL-68 (DUNDEE RD)

SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 216+00.00 TO STA. 244+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2026-2168-RS	COOK	31	10
		CONTRACT NO. 80D34		
		ILLINOIS FED. AID PROJECT		

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.
3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON- METALLIC CONDUIT BETWEEN THE EDGE OF THE PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



MODEL: Default
FILE NAME: c:\pwwork\idot\illinois.gov\salmanahmed.shahnavaz@illinois.gov\1031608D\03725-TS.dgn

SUTTON RD

RESURFACING LIMITS

MATCHLINE A-A

MATCHLINE A-A

RESURFACING LIMITS

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

CODE	ITEM	QUANTITY	UNIT
X88600600	DETECTOR LOOP REPLACEMENT	301	FOOT

TS 2890

USER NAME = SalmanAhmed.Shahnavaz	DESIGNED - SS	REVISED -
	DRAWN - SS	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 9/5/2025	DATE -	REVISED -

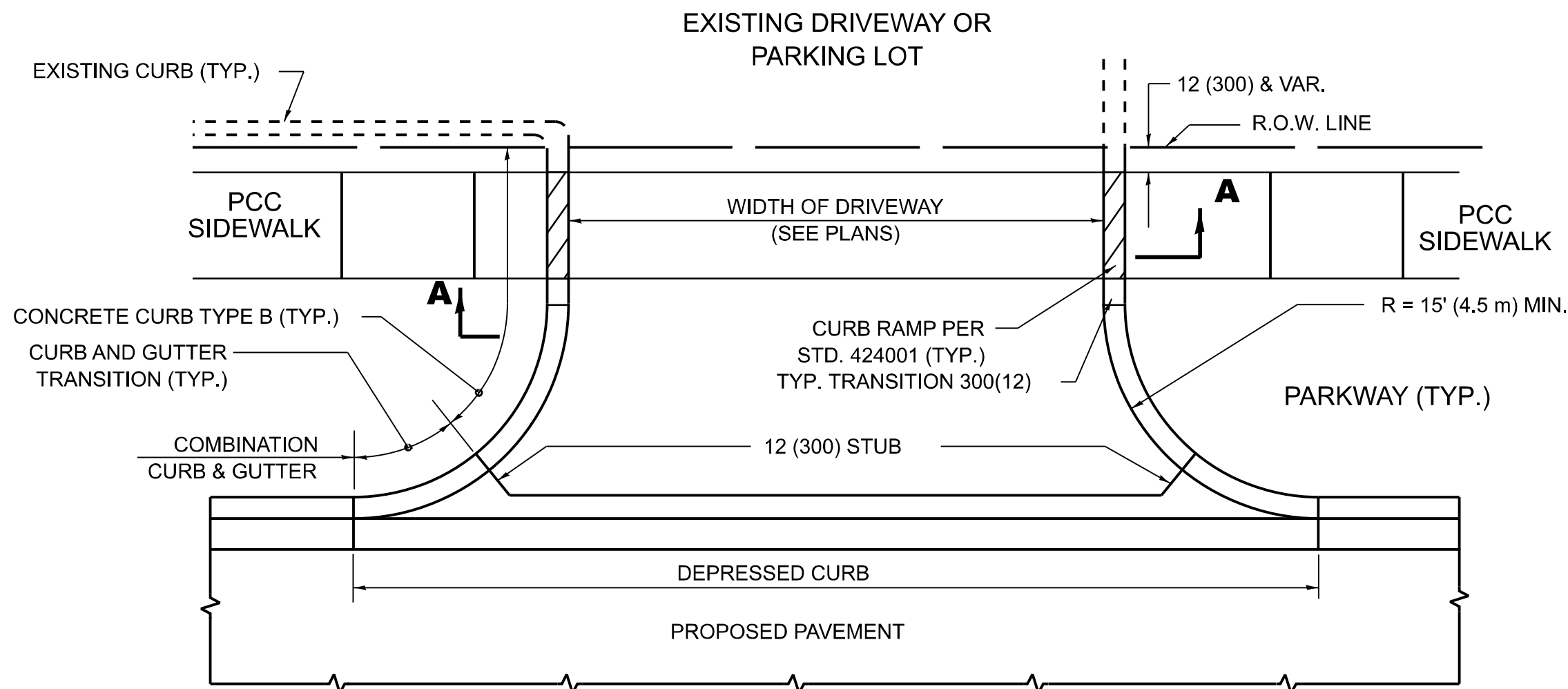
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL RTE 59 AT IL RTE 68

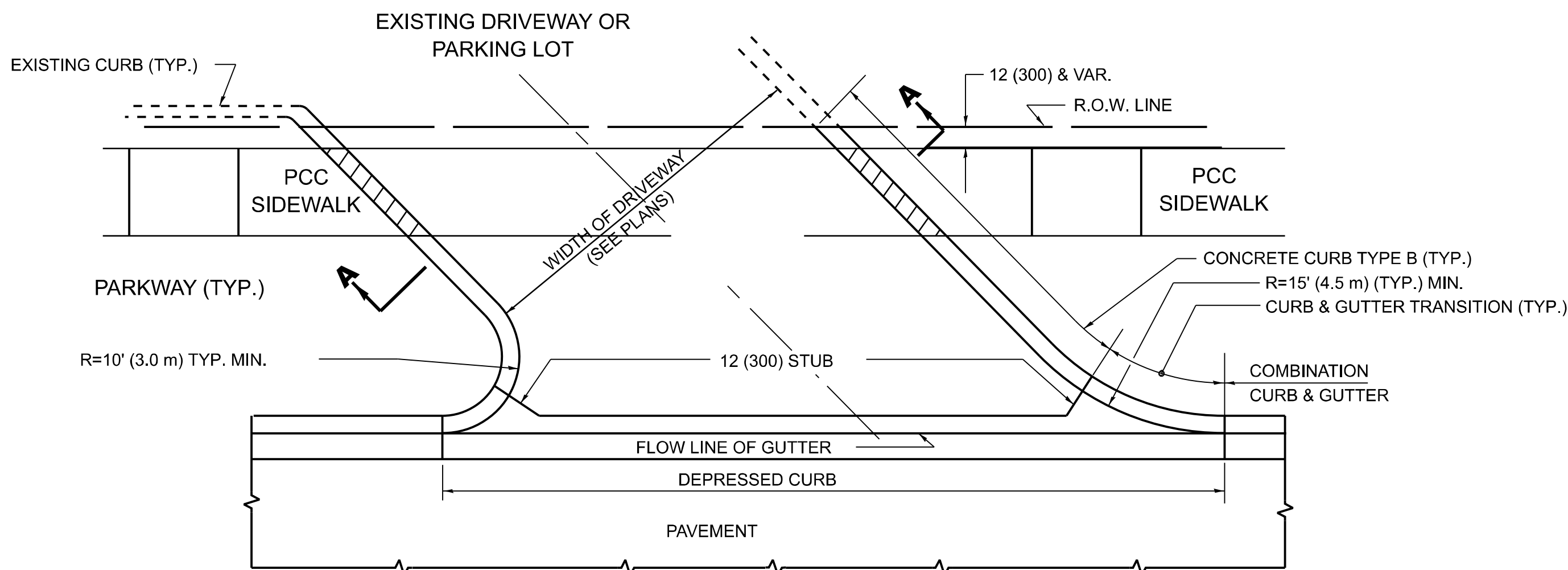
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 80D34				
ILLINOIS FED. AID PROJECT				

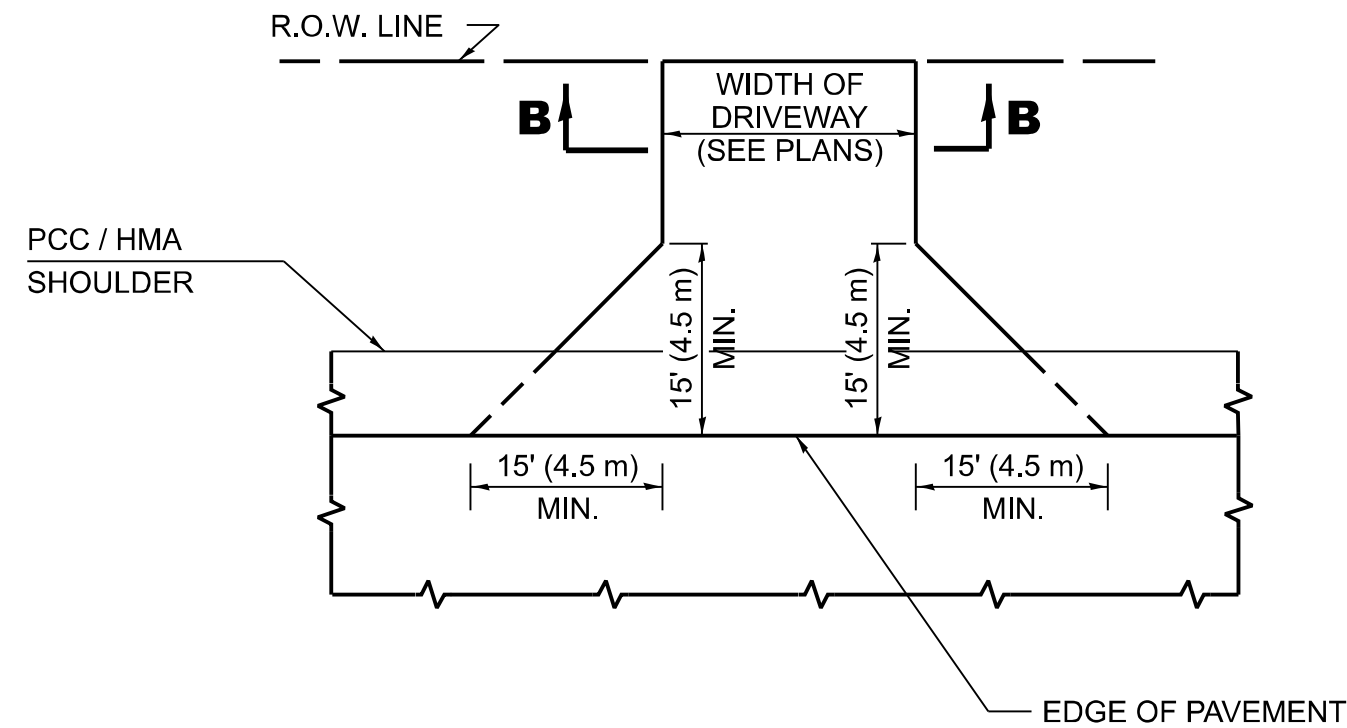
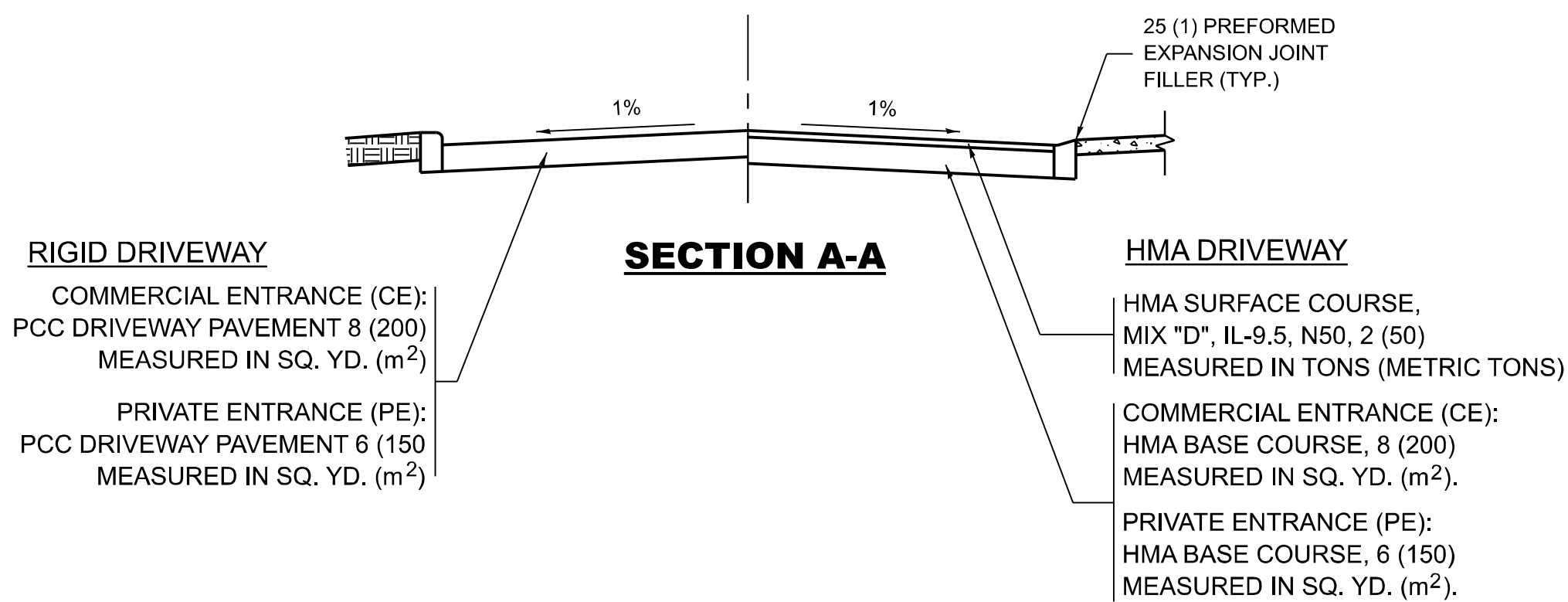
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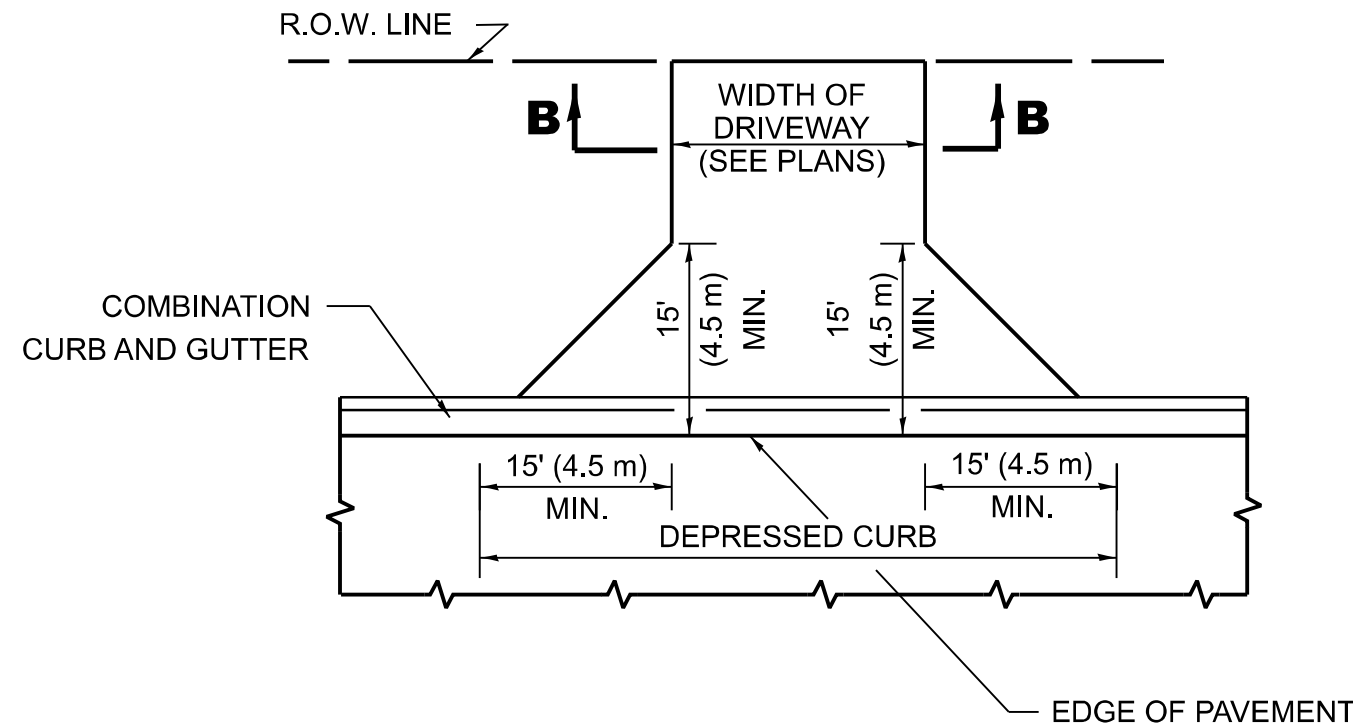
WITH CONCRETE CURB, TYPE B



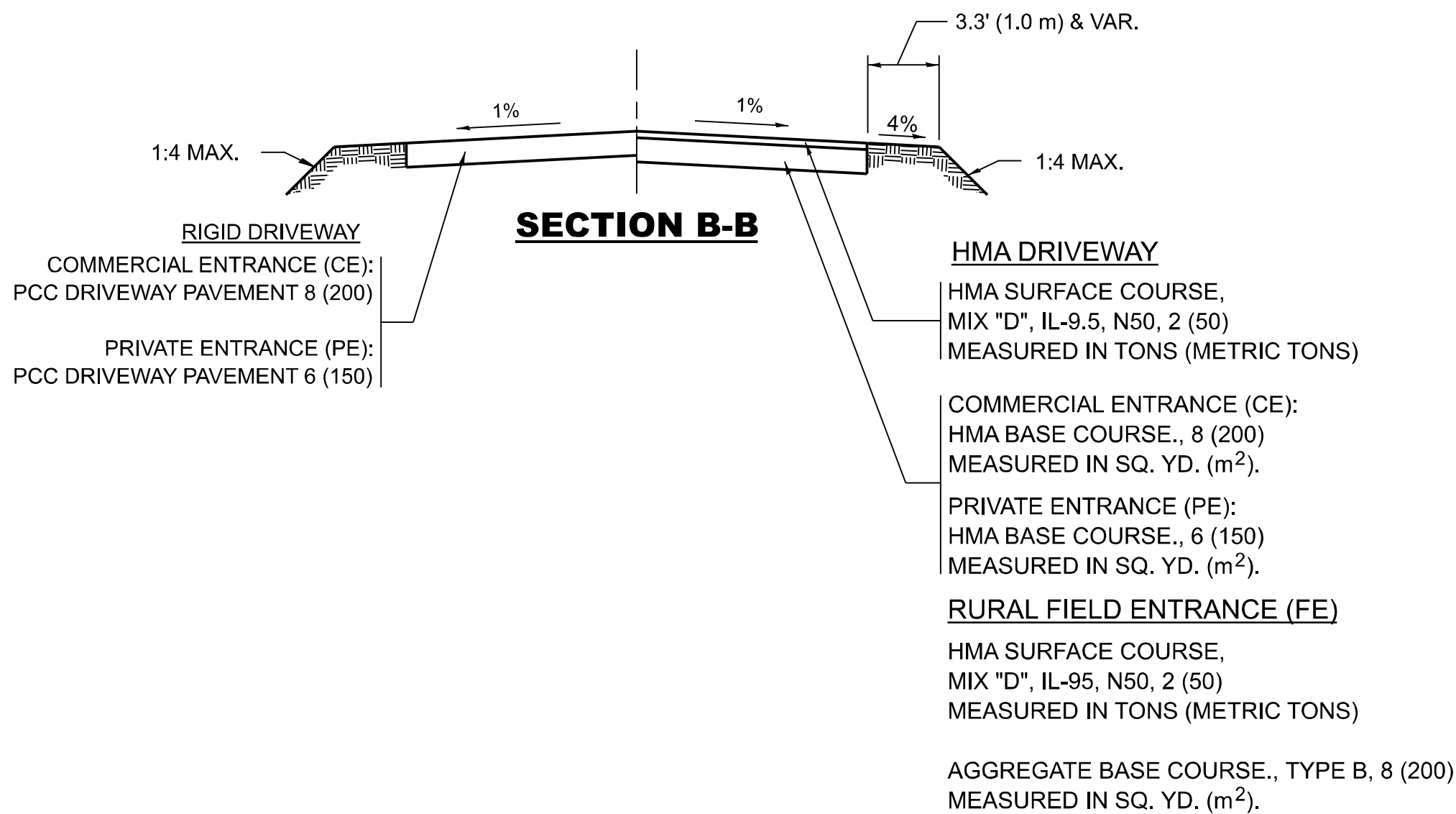
WITH CONCRETE CURB, TYPE B



ADJACENT TO PCC / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



GENERAL NOTES

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

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

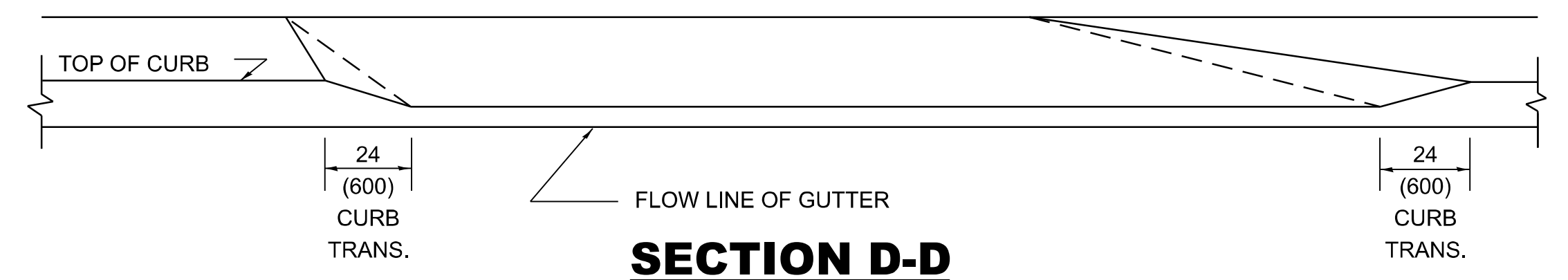
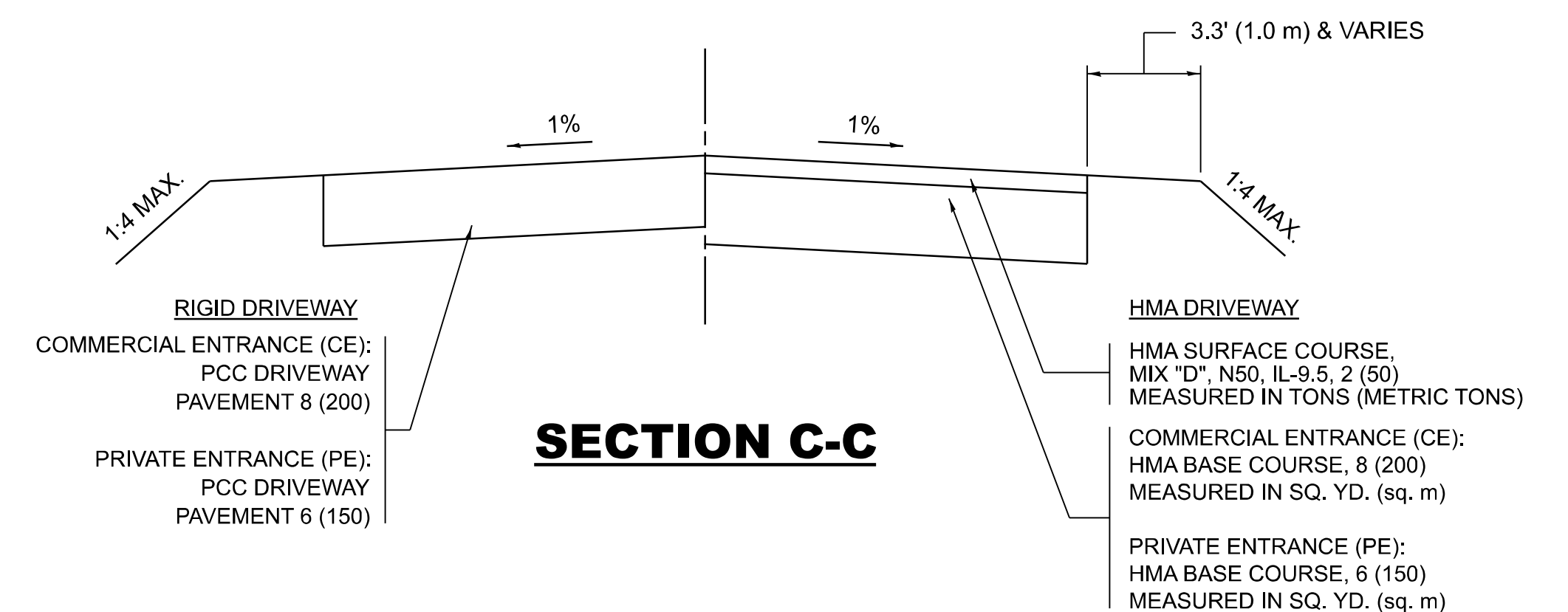
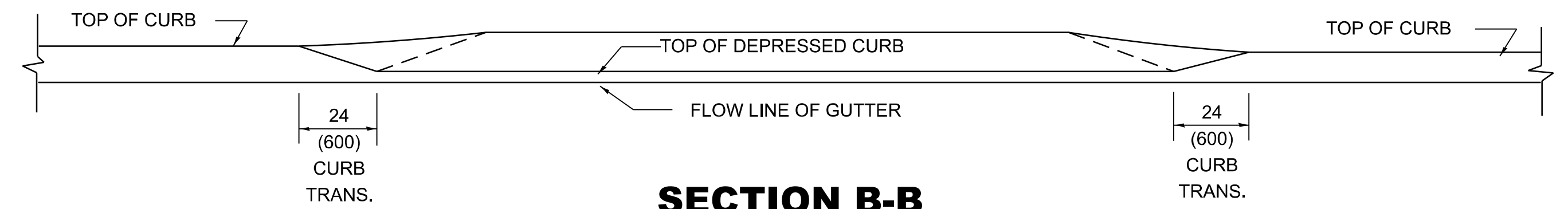
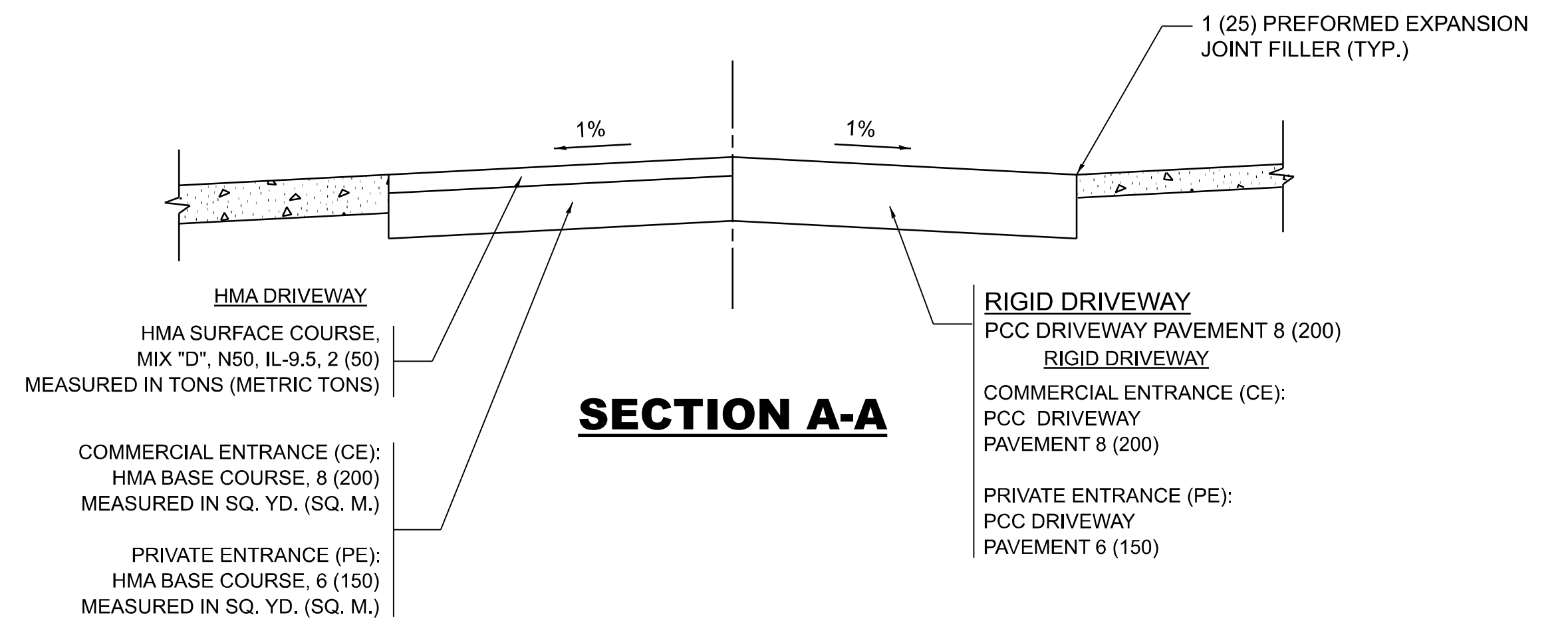
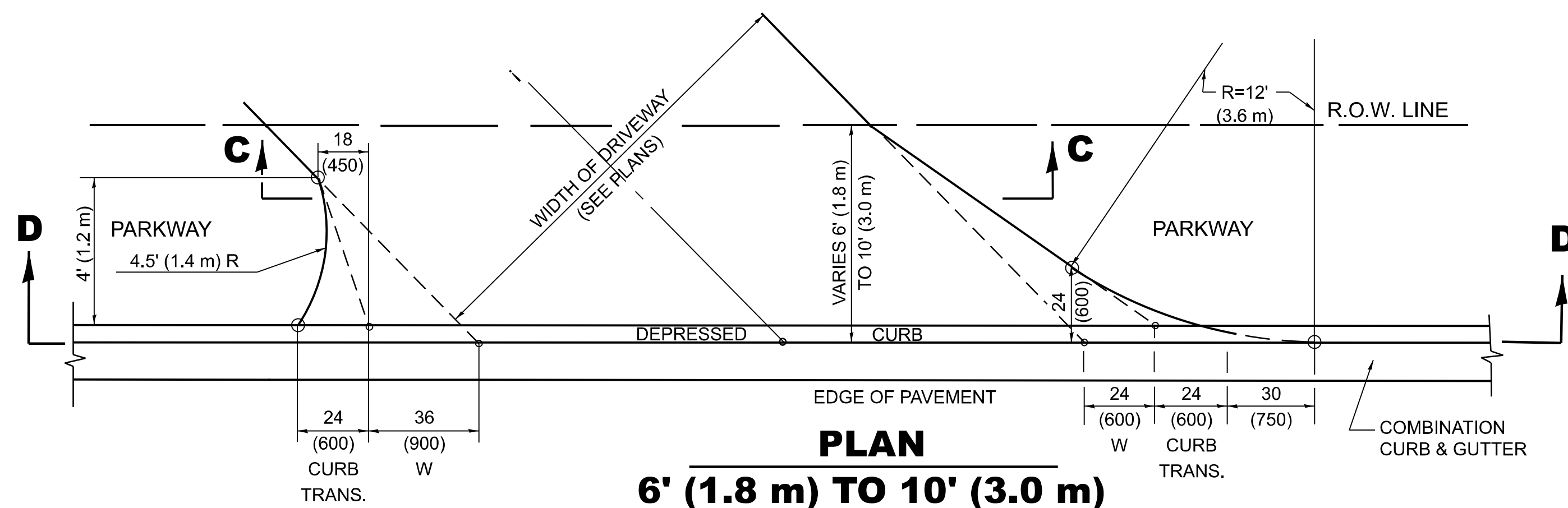
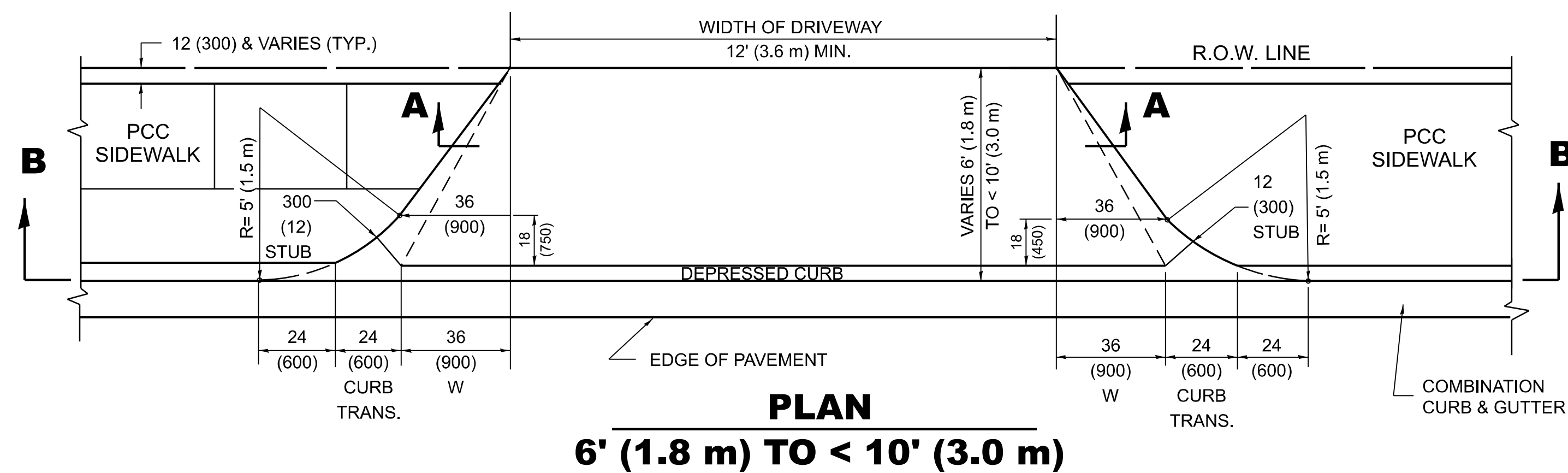
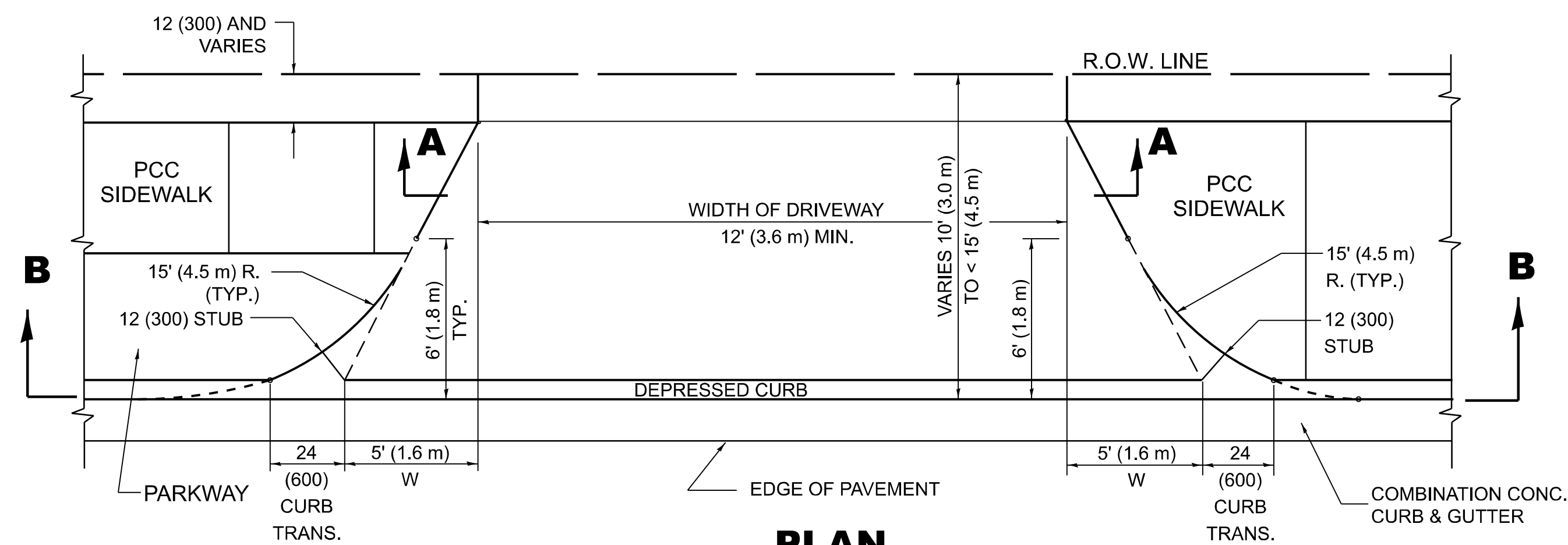
USER NAME	* syed.rizvi	DESIGNED -	R. SHAH	REVISED -	R. BORO 09-06-11
		DRAWN -		REVISED -	K. SMITH 08-28-19
		CHECKED -		REVISED -	K. SMITH 11-18-22
PLOT DATE	= 7/28/2026	DATE -	11-04-95	REVISED -	K. SMITH 03-13-26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2026-2168-RS	COOK	31	12
BD400-01 (BD-01)		CONTRACT NO. 80D34		
ILLINOIS		FED. AID PROJECT		



GENERAL NOTES

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

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

USER NAME = syed.rizvi	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-06-11
	CHECKED -	REVISED - K. SMITH 08-27-19
PLOT DATE = 7/28/2026	DATE - 11-06-95	REVISED - K. SMITH 11-18-22

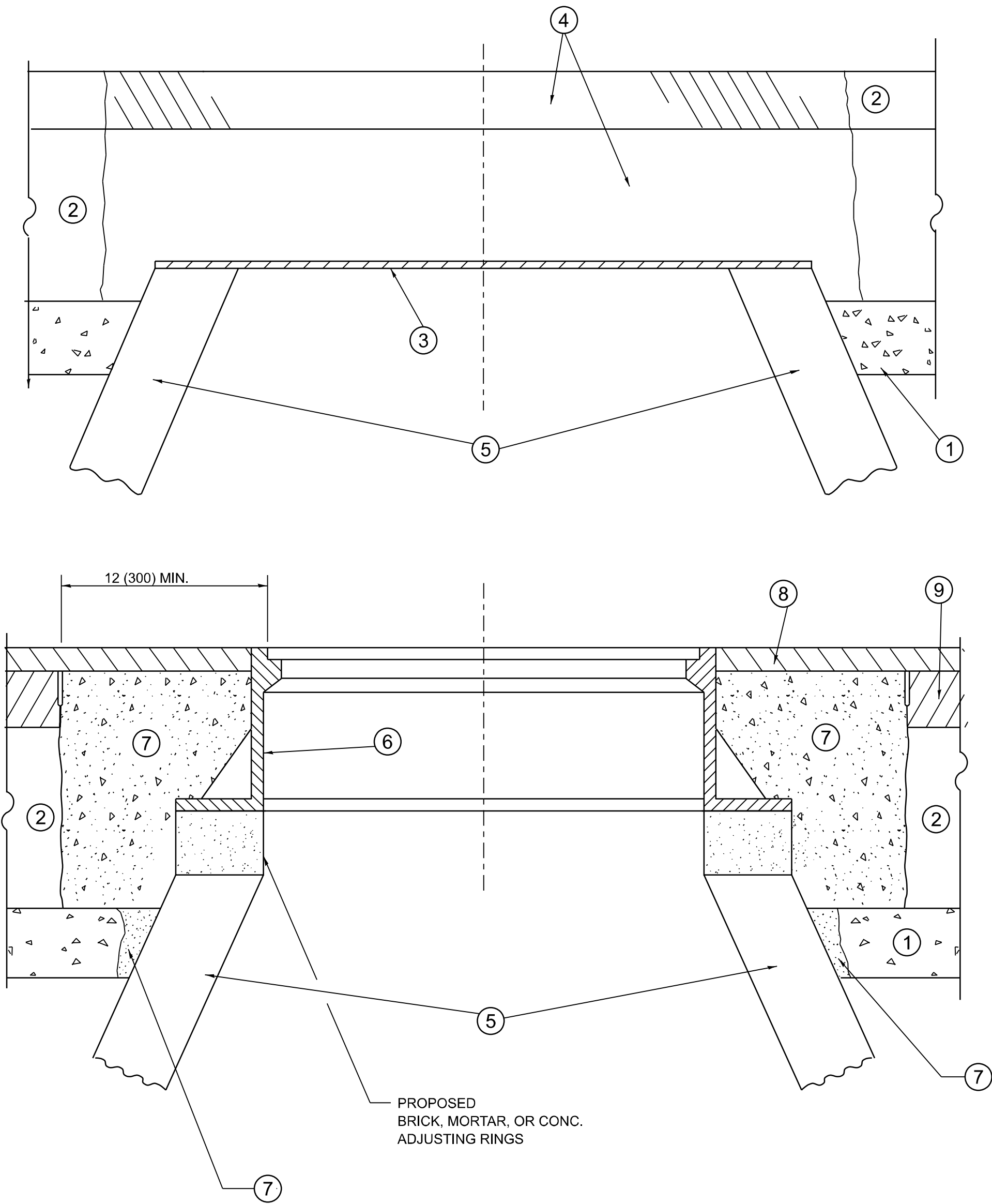
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2026-2168-RS	COOK	31	13
BD400-01 (BD-02)		CONTRACT NO. 80D34		
ILLINOIS		FED. AID PROJECT		

MODEL: BD-08 [Sheet]
FILE NAME: c:\pav_work\pav\bd08syed.a.rizvi@illinois.gov\1141743\0123726-shr+Dist&rls.dgn



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

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

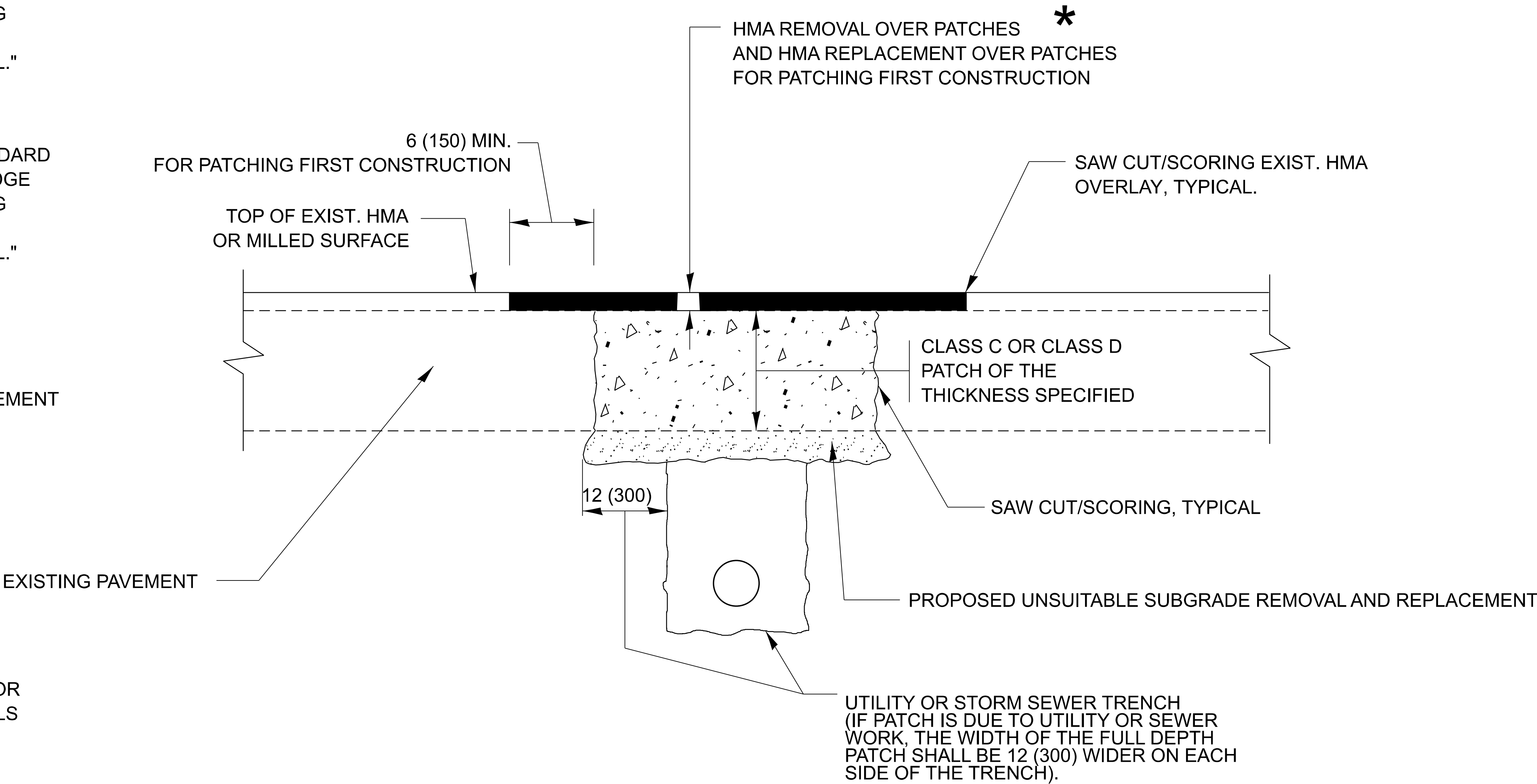
	USER NAME * syed.rizvi	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 12-06-11					338	2026-2168-RS	COOK	31	14
		CHECKED -	REVISED - K. SMITH 11-18-22		BD600-03 (BD-08)			CONTRACT NO. 80D34				
	PLOT DATE = 7/28/2026	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

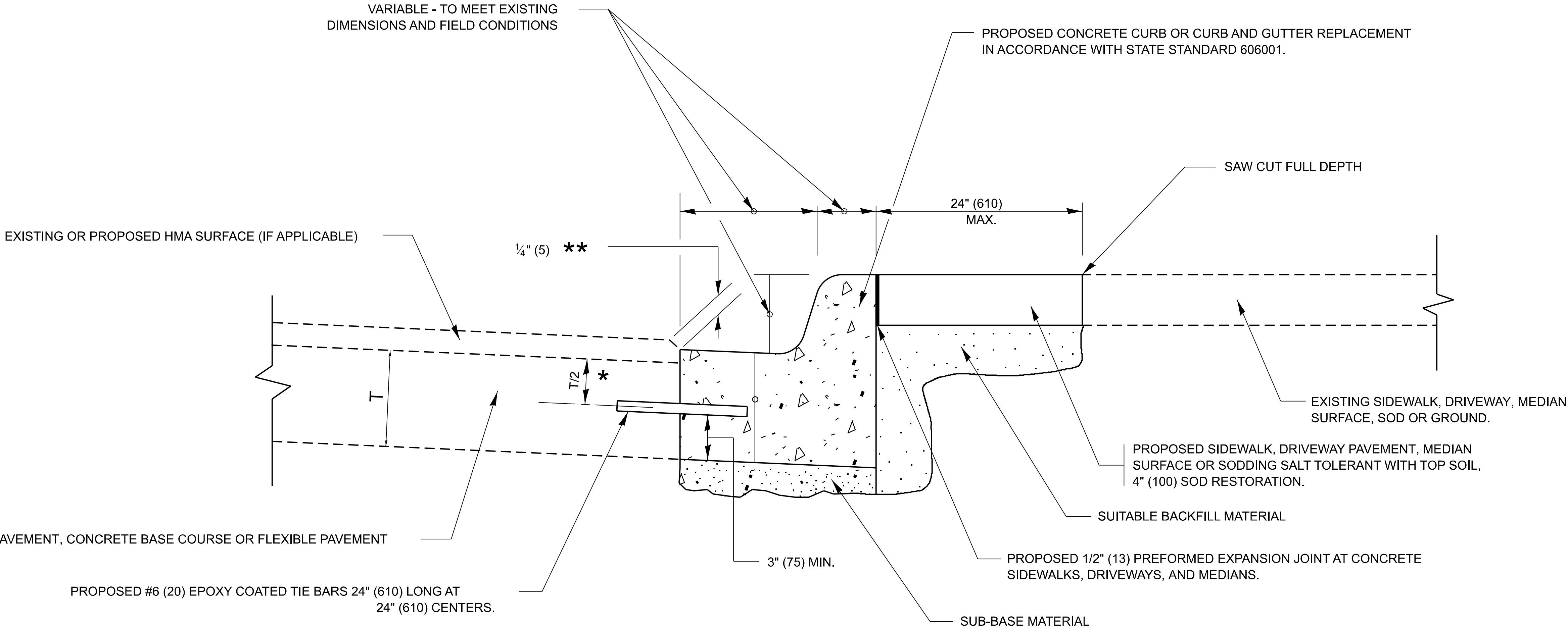
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

MODEL: BD-22 [Sheet]
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	USER NAME = syed.rizvi	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 09-04-07						338	2026-2168-RS	COOK	31	15
		CHECKED -	REVISED - K. ENG 10-27-08						BD400-04 (BD-22)		CONTRACT NO. 80D34		
	PLOT DATE = 7/28/2026	DATE - 10-25-94	REVISED - K. SMITH 11-18-22						SCALE: NONE		SHEET 1	OF 1	SHEETS



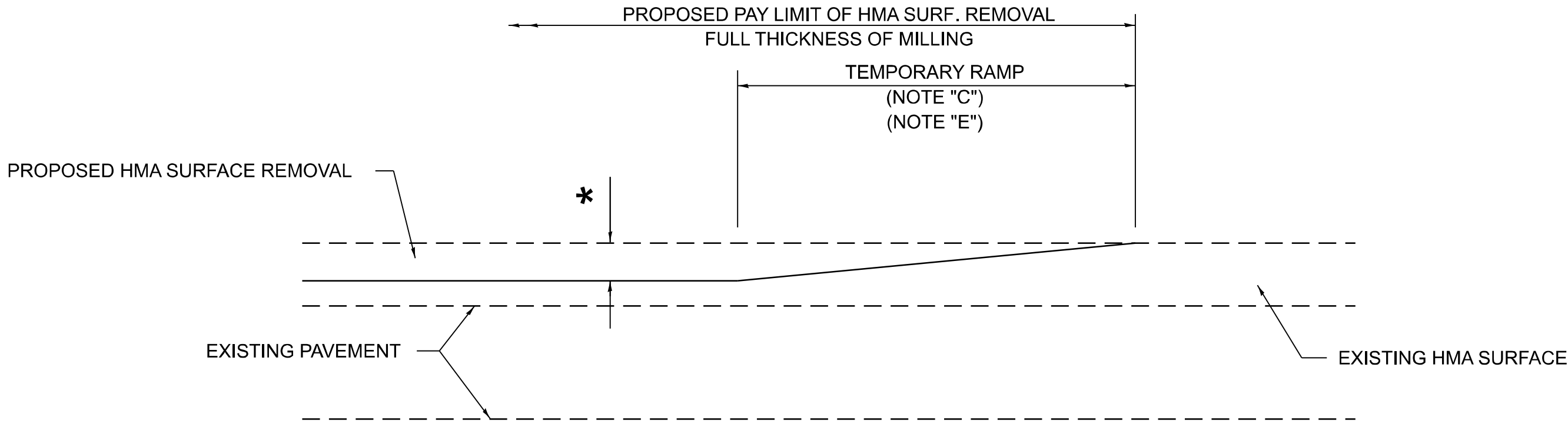
- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

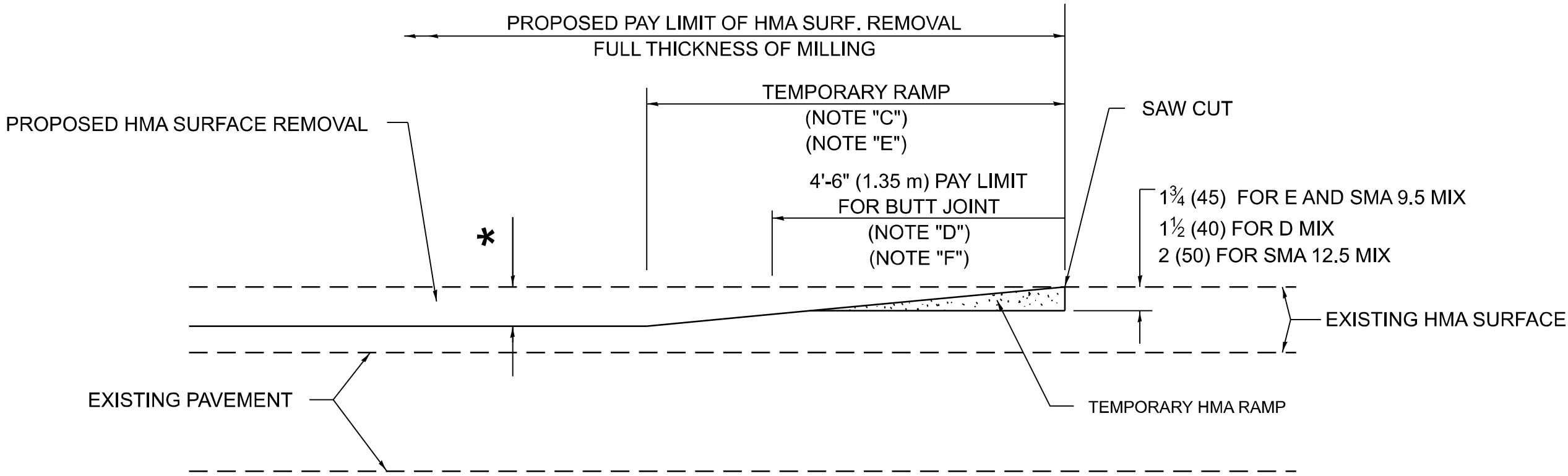
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	USER NAME = syed.rizvi	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01						338	2026-2168-RS	COOK	31	16
		CHECKED -	REVISED - R. BORO 12-15-09						BD600-06 (BD-24)		CONTRACT NO. 80D34		
	PLOT DATE = 7/28/2026	DATE - 03-11-94	REVISED - K. SMITH 07-11-19						SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

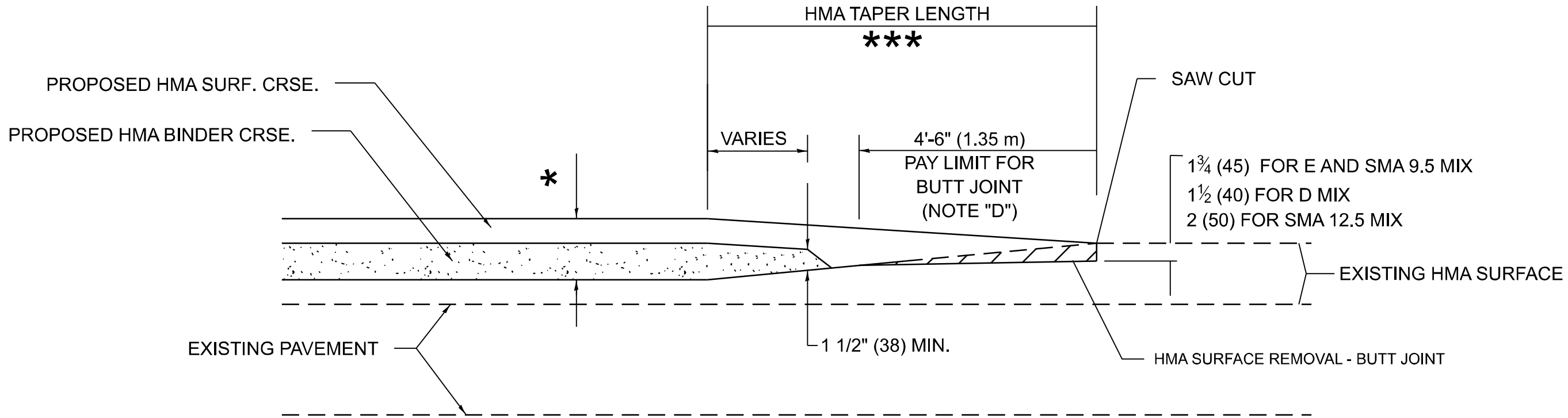
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

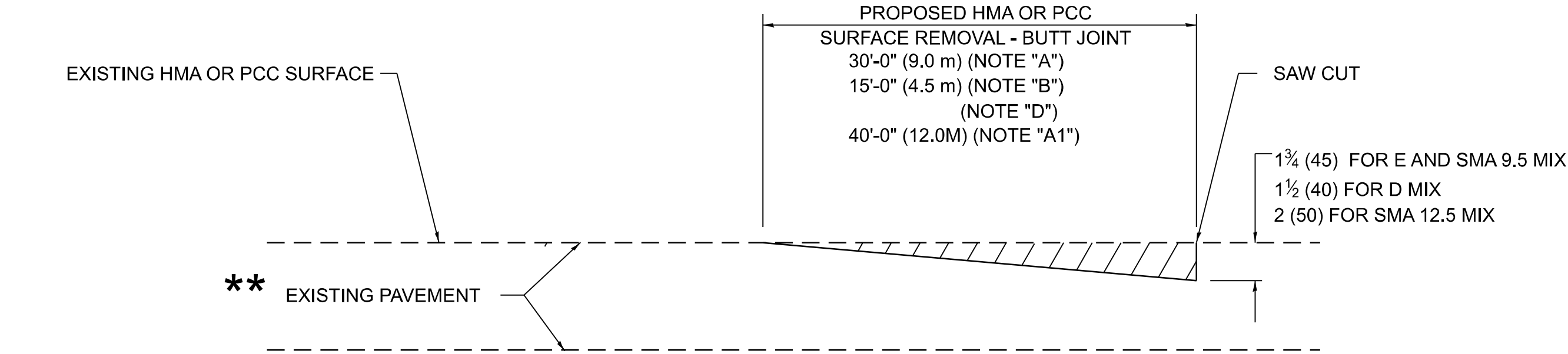
OPTION 2

TYPICAL TEMPORARY RAMP

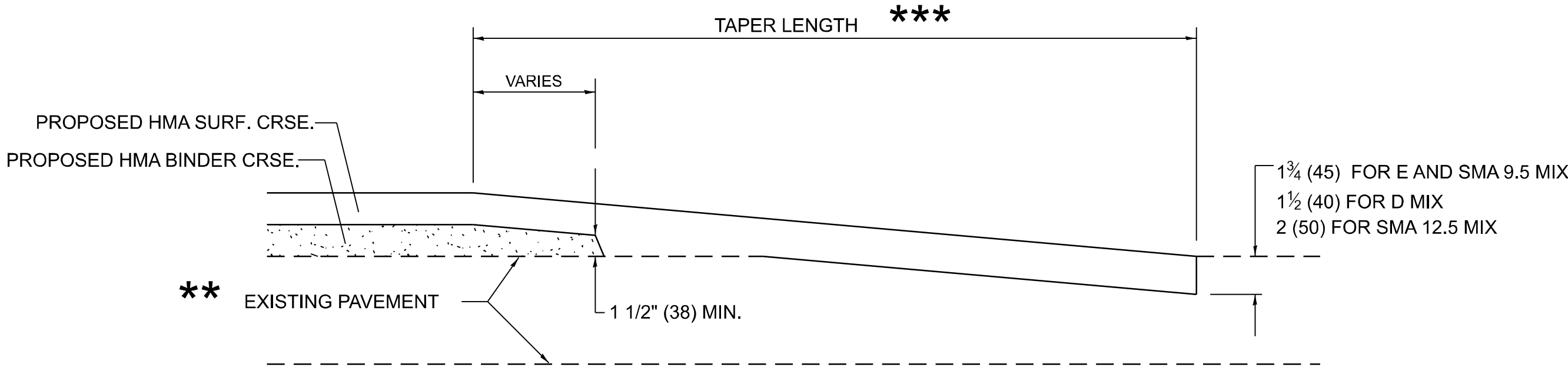


**BUTT JOINT AND
HMA TAPER**

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

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

BASIS OF PAYMENT

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

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

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USER NAME	* syed.rizvi	DESIGNED -	M. DE YONG	REVISED -	A. ABBAS 03-21-97
		DRAWN -		REVISED -	M. GOMEZ 04-06-01
		CHECKED -		REVISED -	R. BORO 01-01-07
PLOT DATE	= 7/28/2026	DATE -	06-13-90	REVISED -	K. SMITH 11-18-22

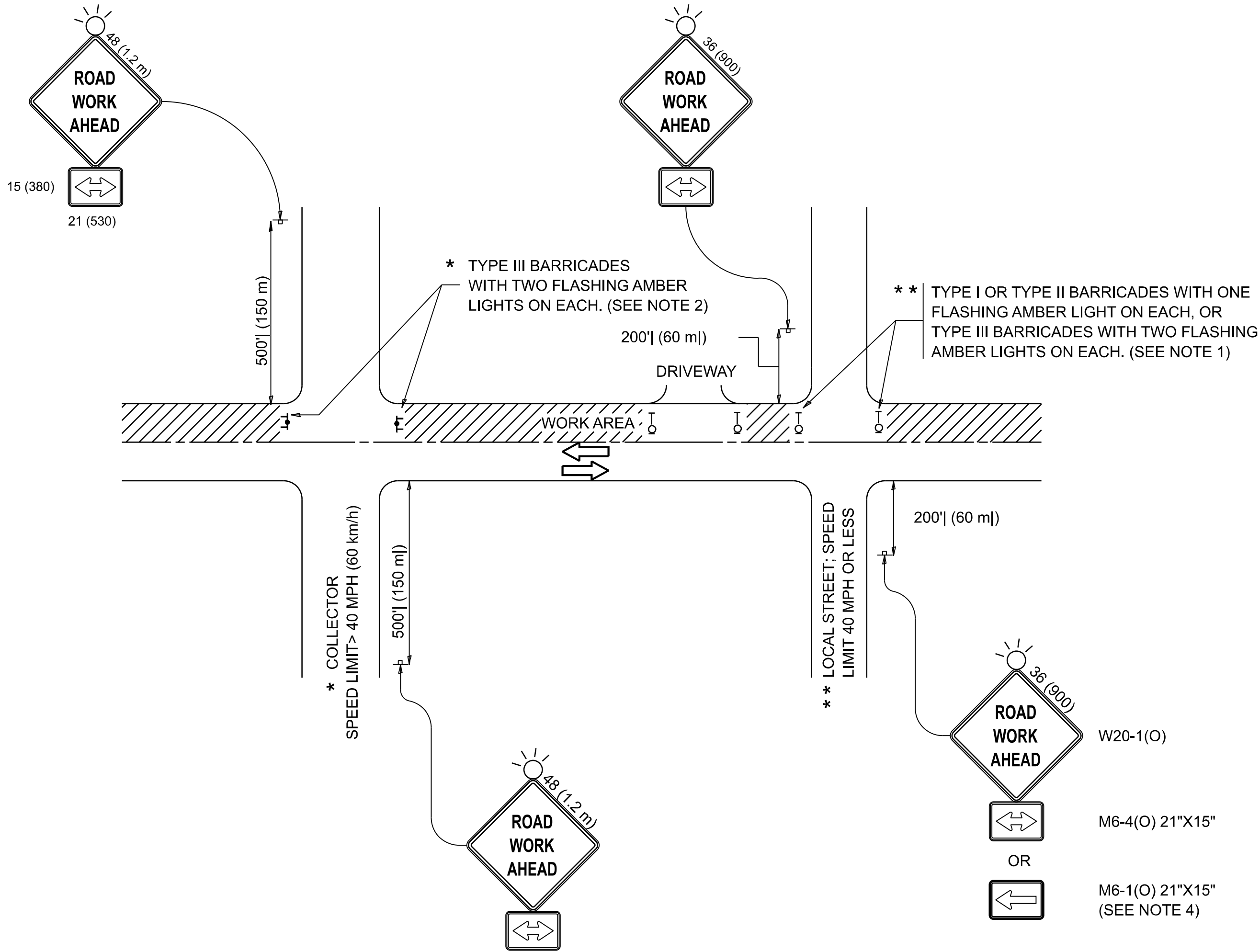
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2026-2168-RS	COOK	31	17
BD400-05 BD-32		CONTRACT NO. 80D34		
		ILLINOIS	FED. AID PROJECT	

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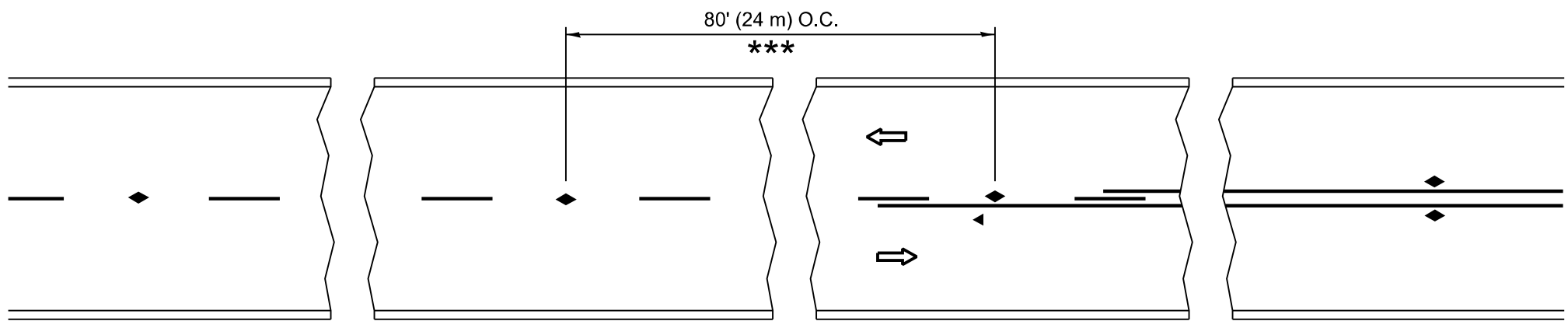


NOTES:

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

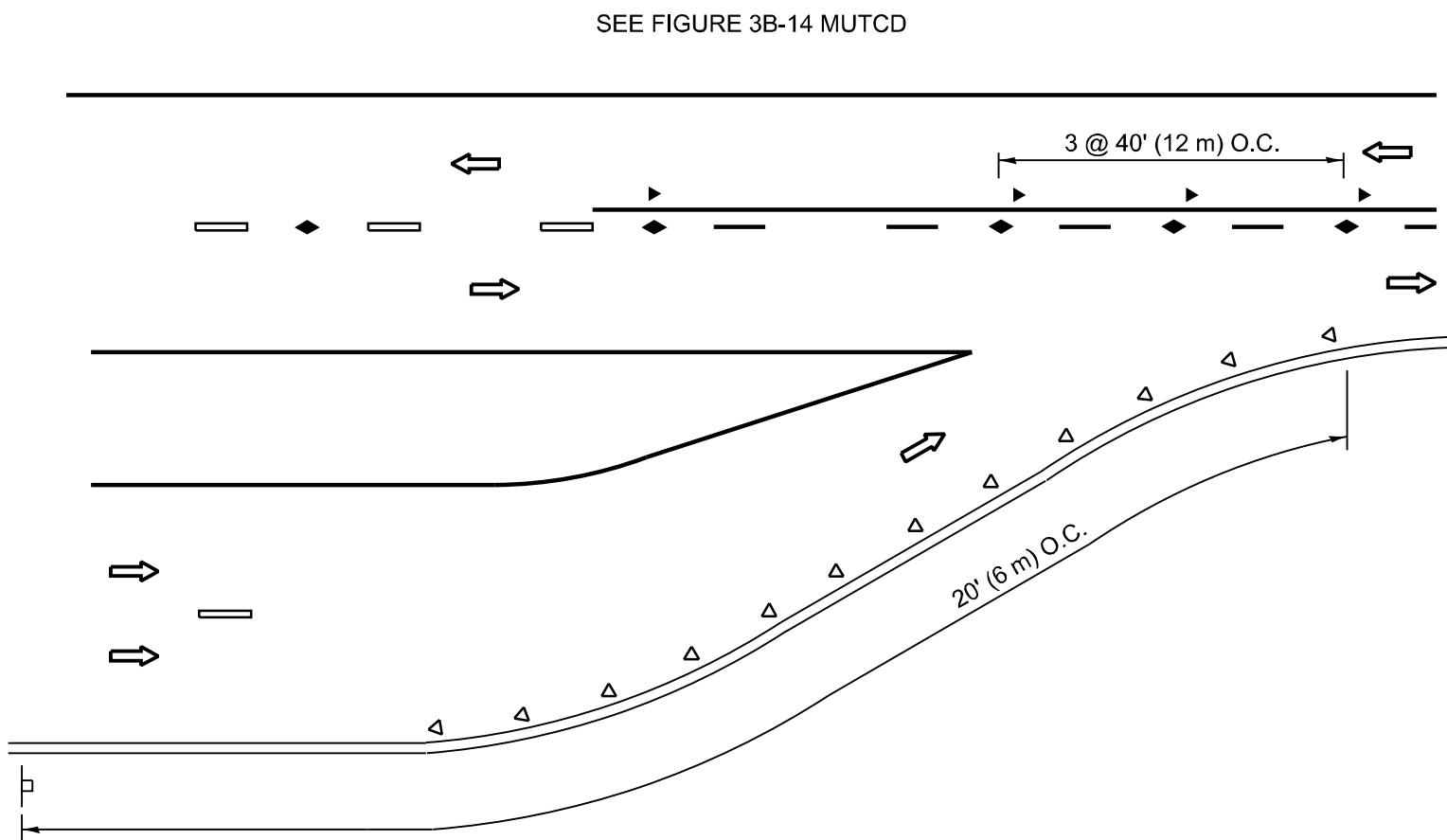
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME	= syed.rizvi	DESIGNED	-	L.H.A.	REVISED	-	A. SCHUETZE 07-01-13	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 09-15-06		338	2026-2168-RS	COOK	31	18				
			CHECKED	-		REVISED	-	D. SENDERAK 05-03-25		TC-10		CONTRACT NO. 80D34						
	PLOT DATE	= 7/28/2026	DATE	-	06-89	REVISED	-	D. SENDERAK 09-15-26		ILLINOIS FED. AID PROJECT								
	SCALE:		SHEET		OF		SHEETS			STA.		TO STA.						

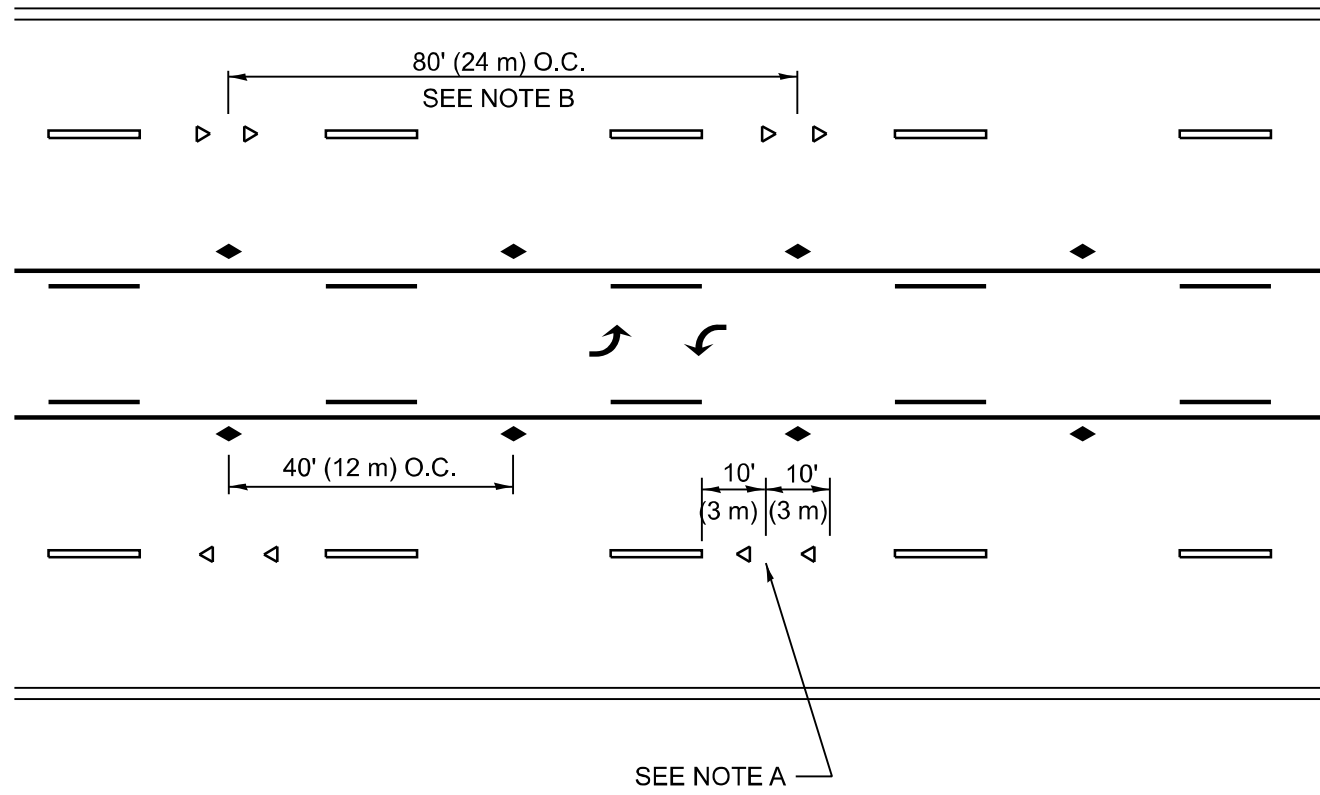


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

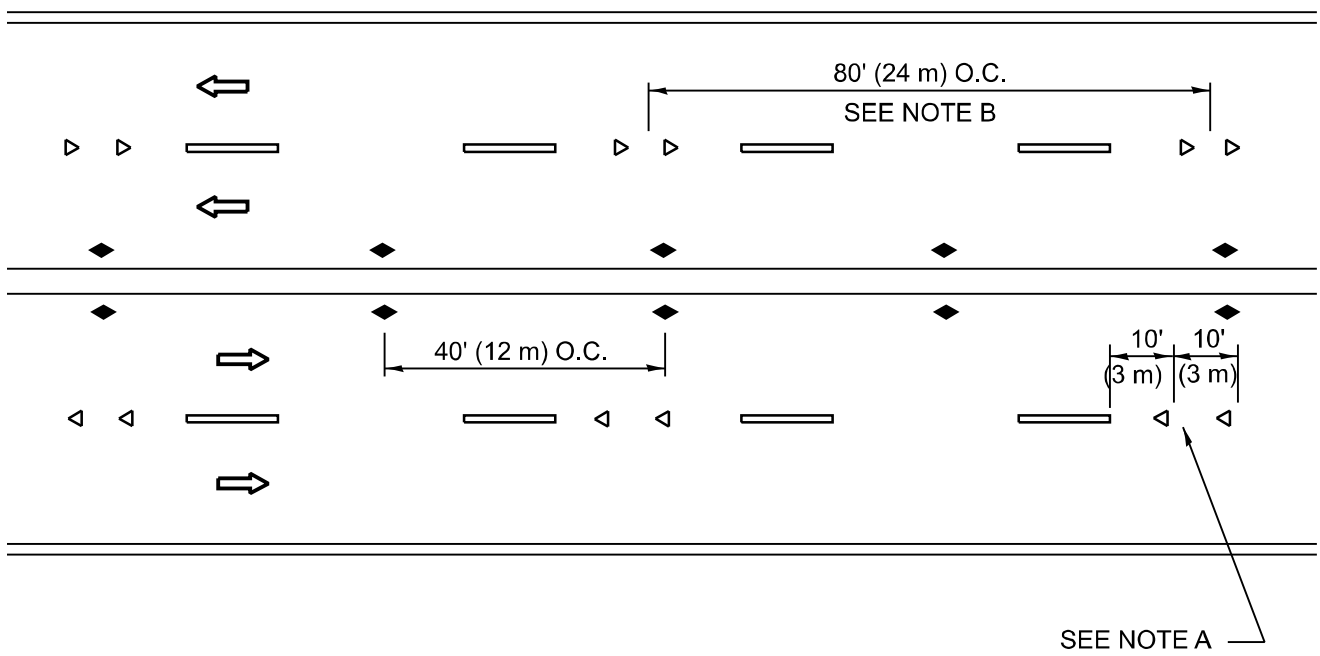


LANE REDUCTION TRANSITION



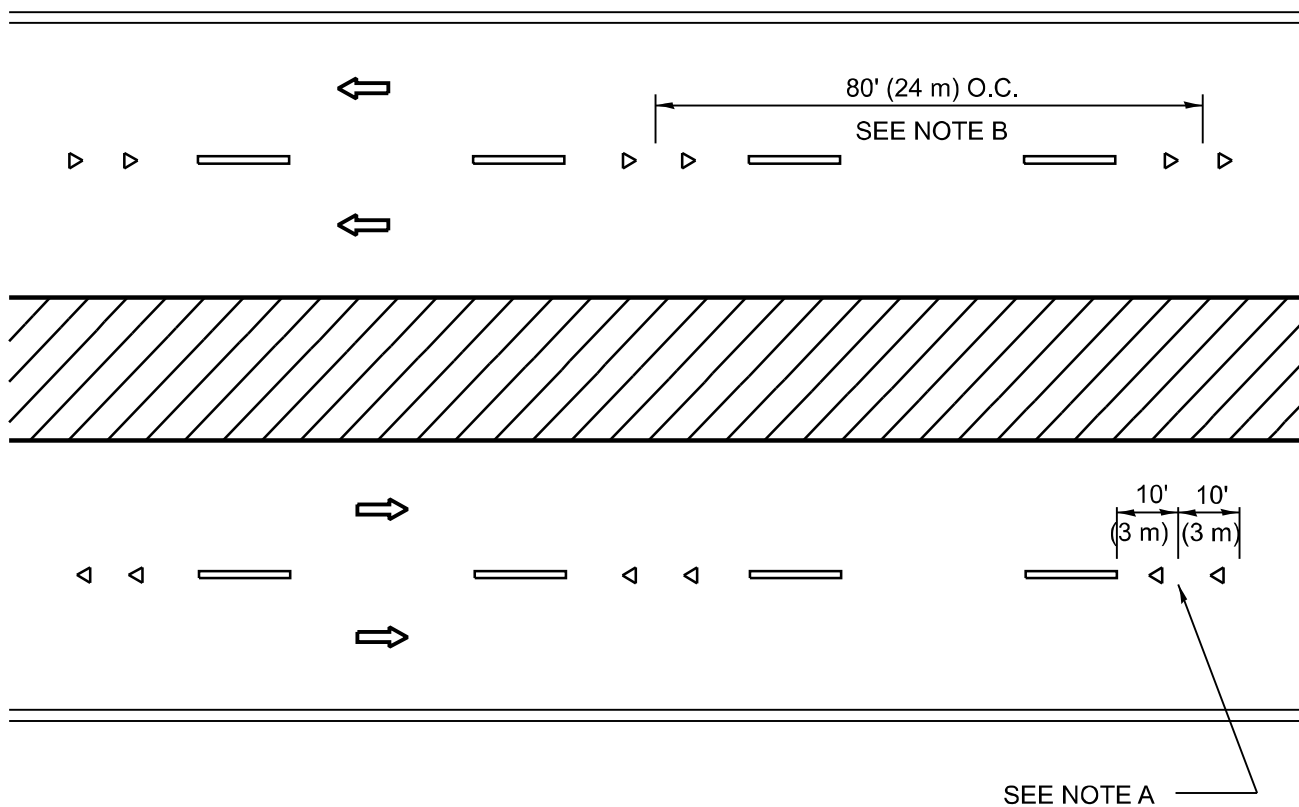
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

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

LANE MARKER NOTES

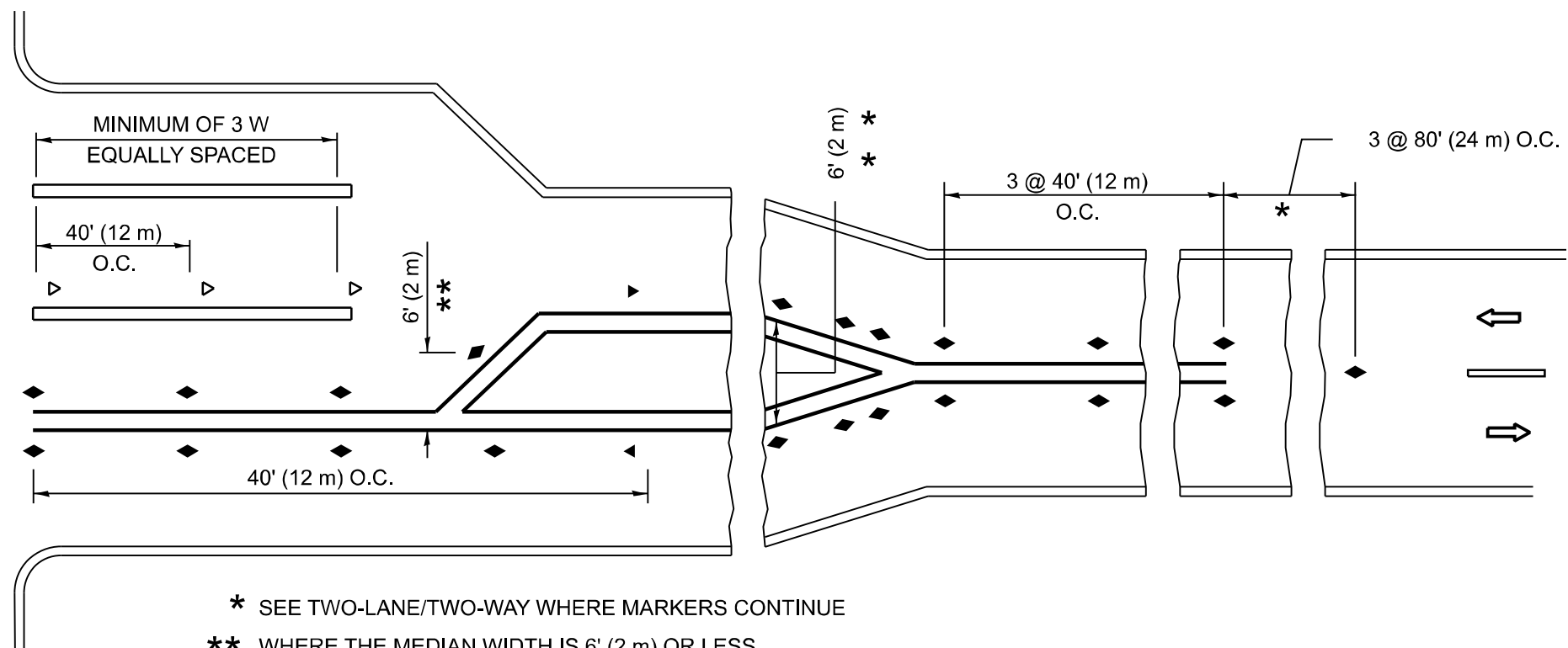
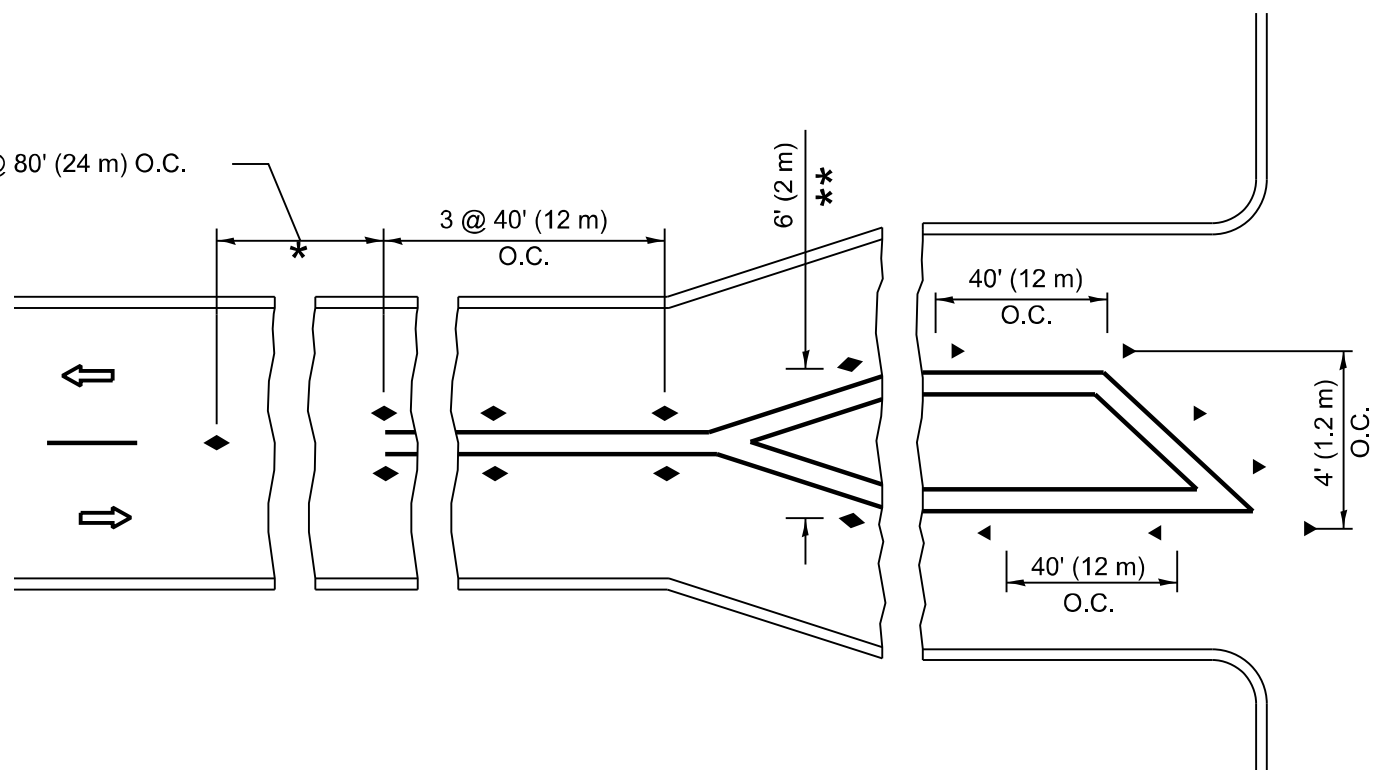
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

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

TURN LANES

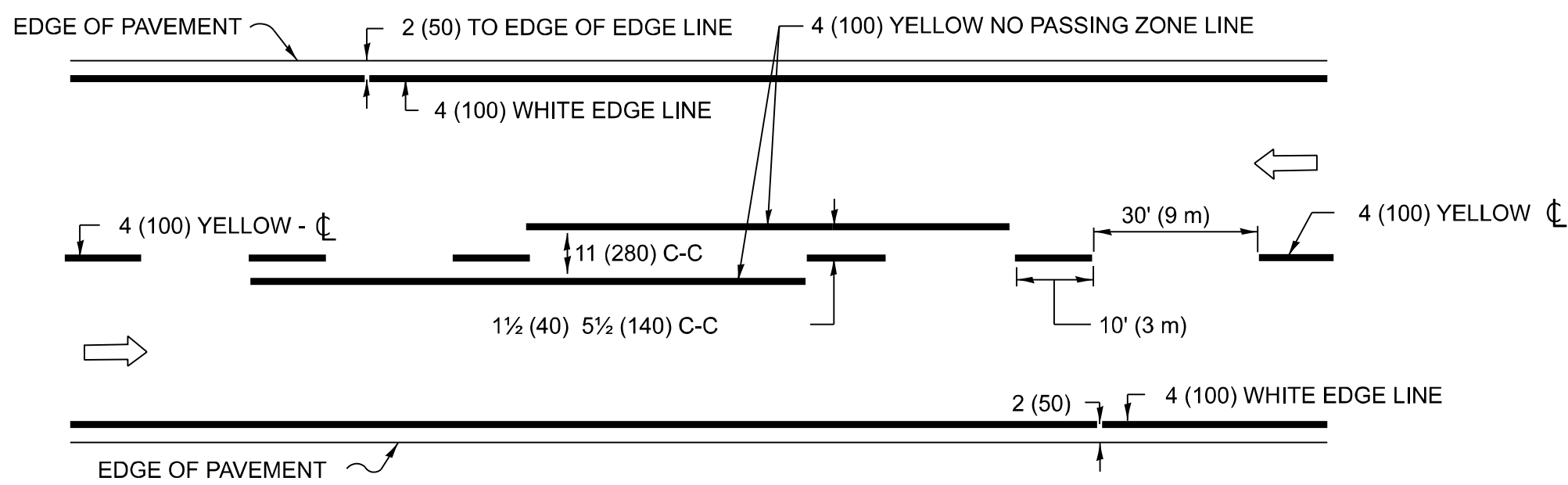
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

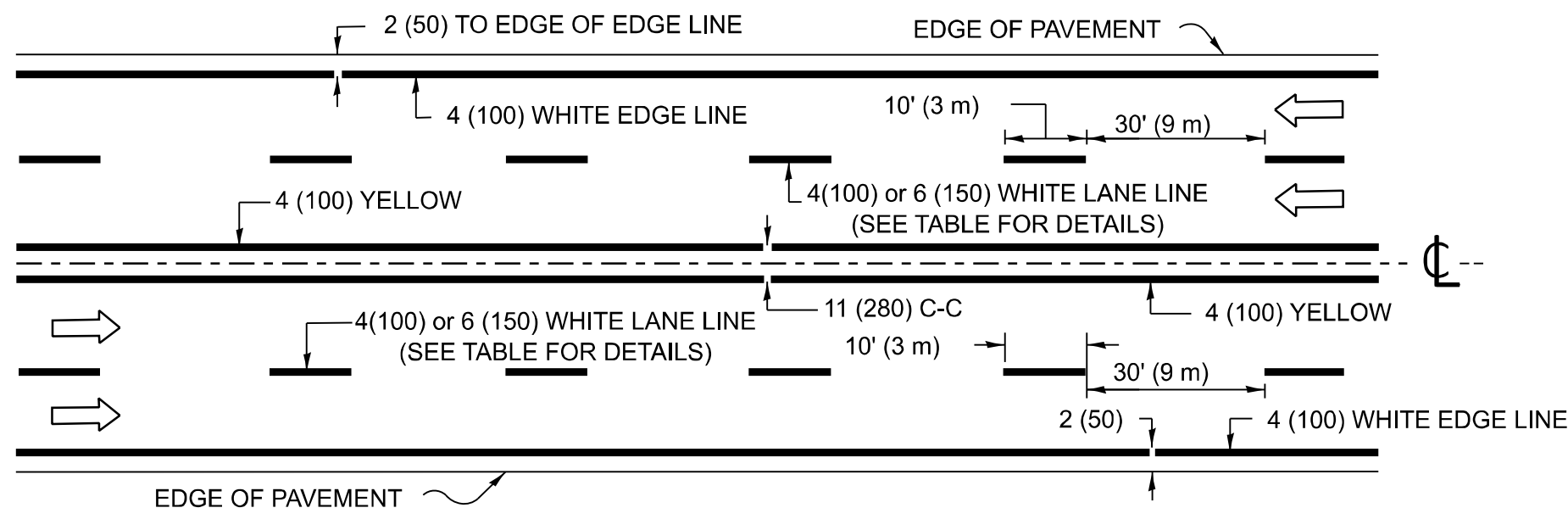
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
338	2026-2168-RS	COOK	31	19
TC-11		CONTRACT NO. 80D34		
		ILLINOIS	FED. AID PROJECT	

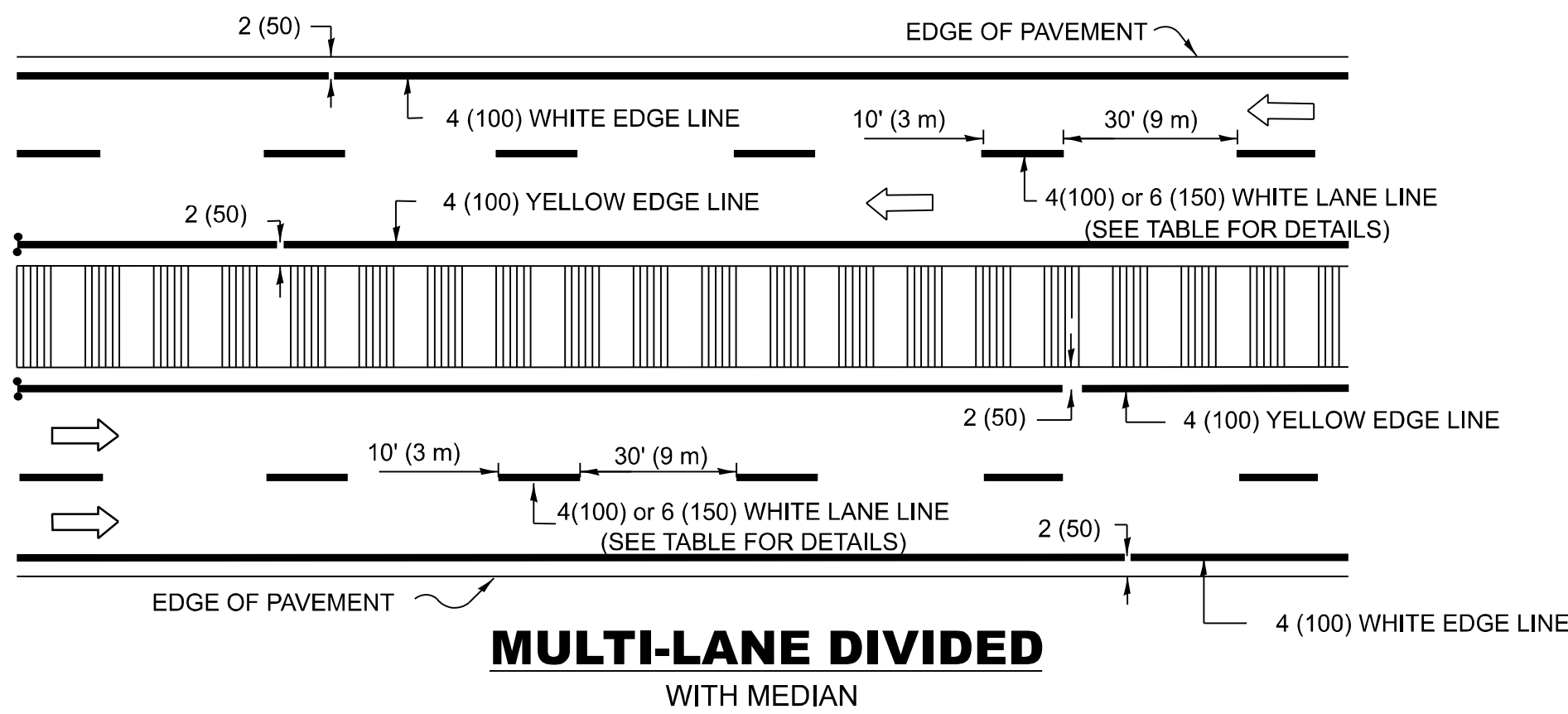
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2-LANE ROADWAY

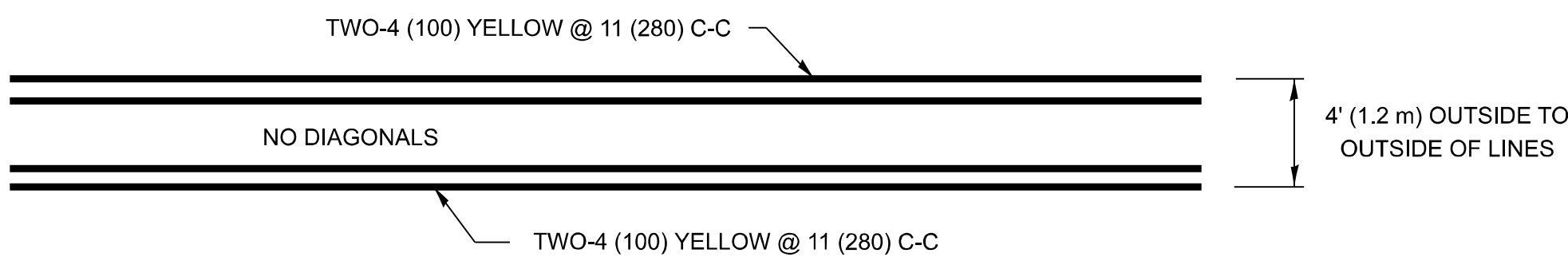


MULTI-LANE UNDIVIDED

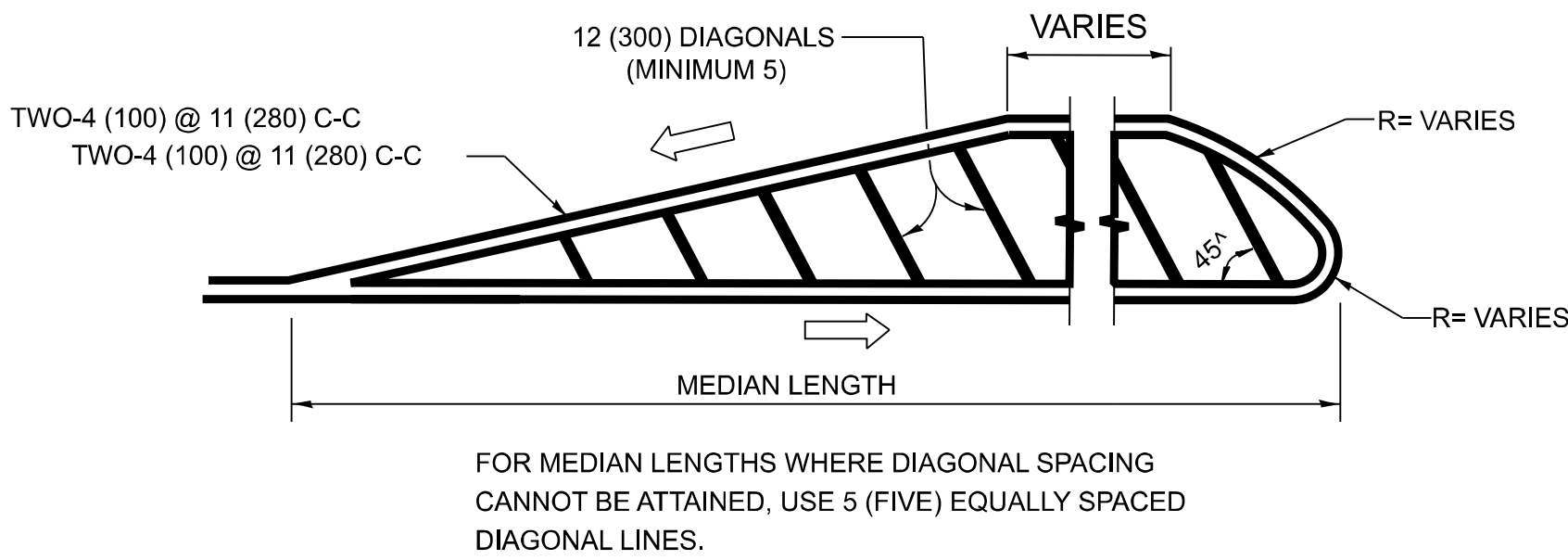


MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

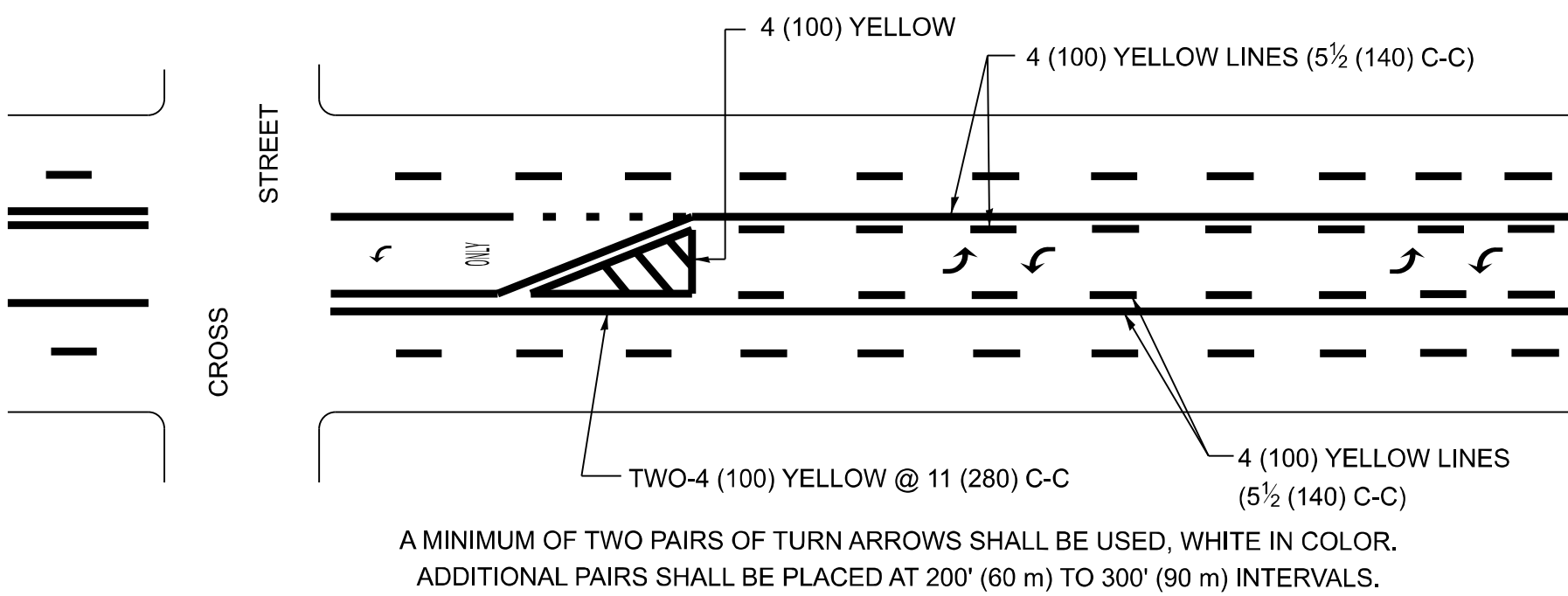


4' (1.2 m) WIDE MEDIANS ONLY



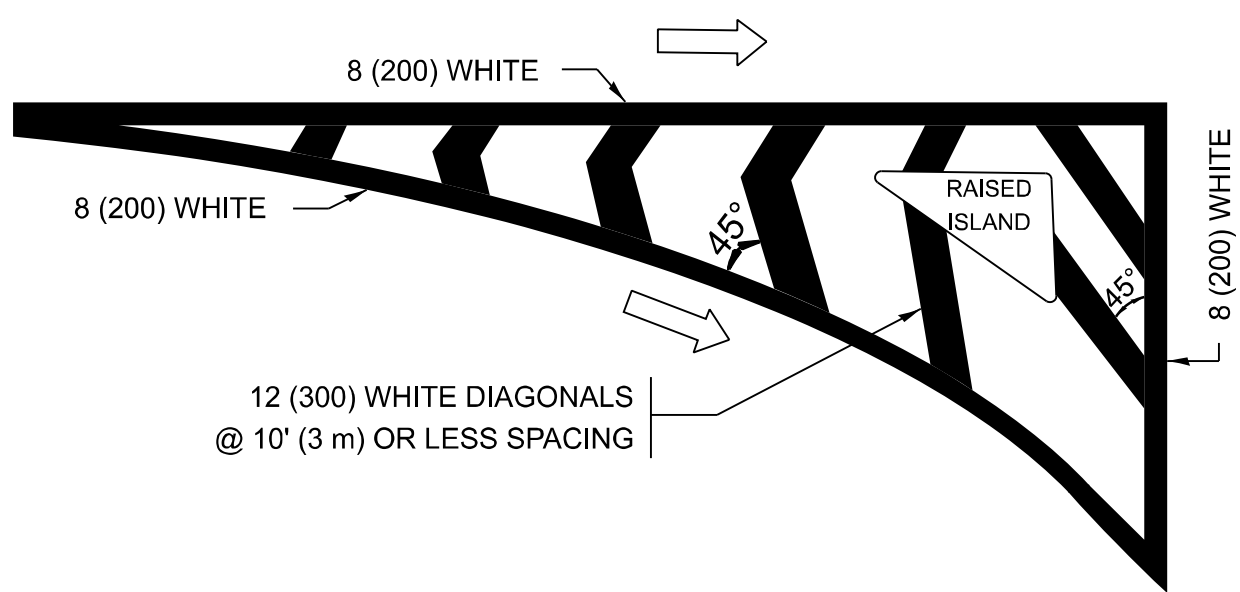
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

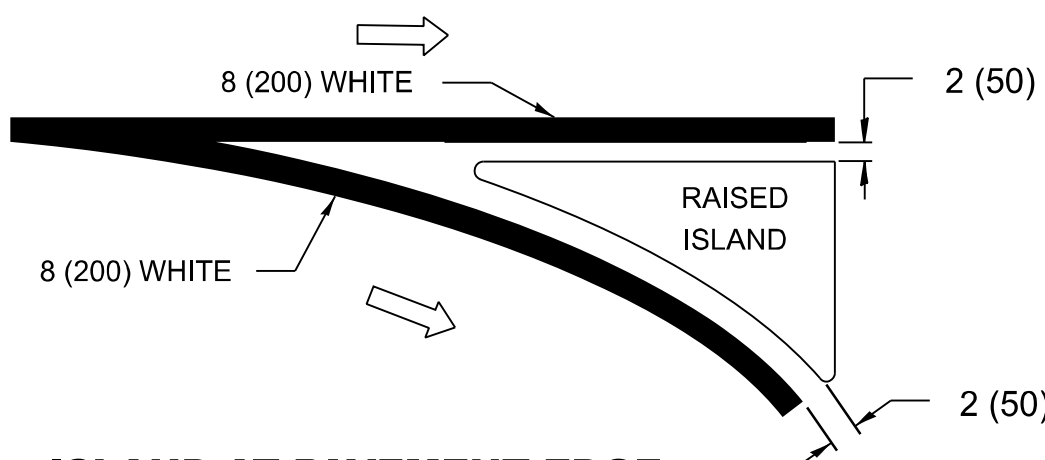


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

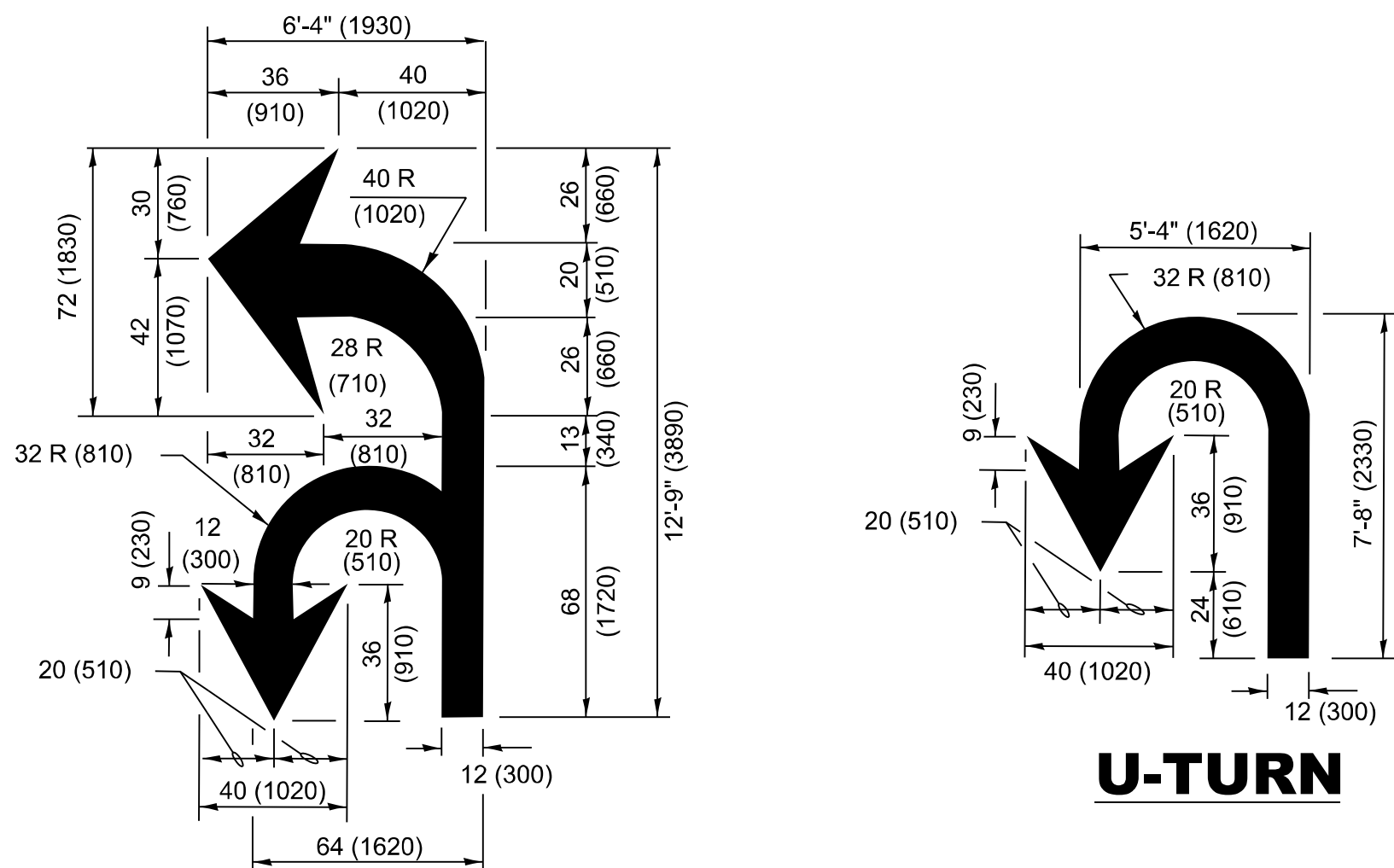


ISLAND OFFSET FROM PAVEMENT EDGE

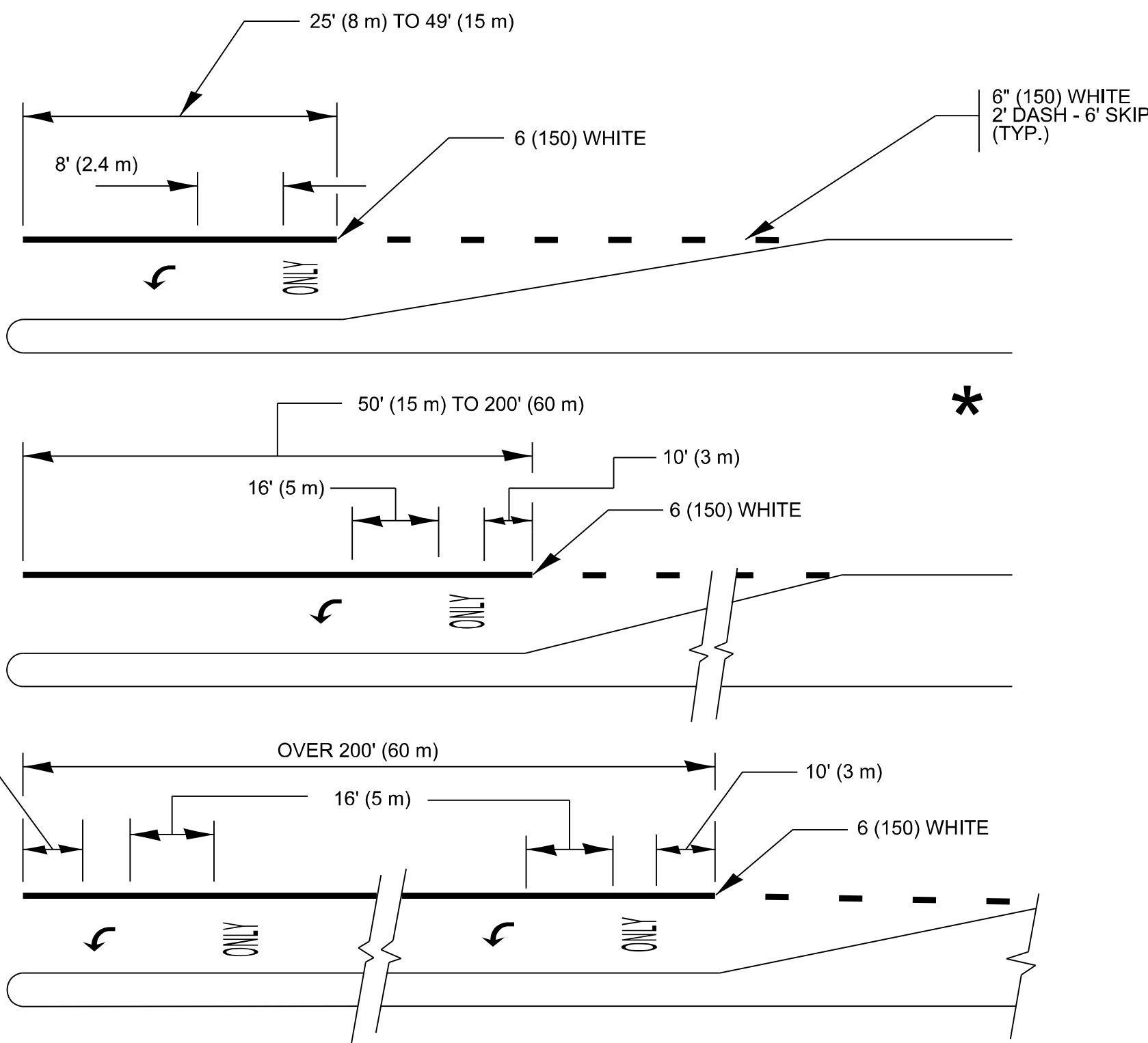


ISLAND AT PAVEMENT EDGE

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

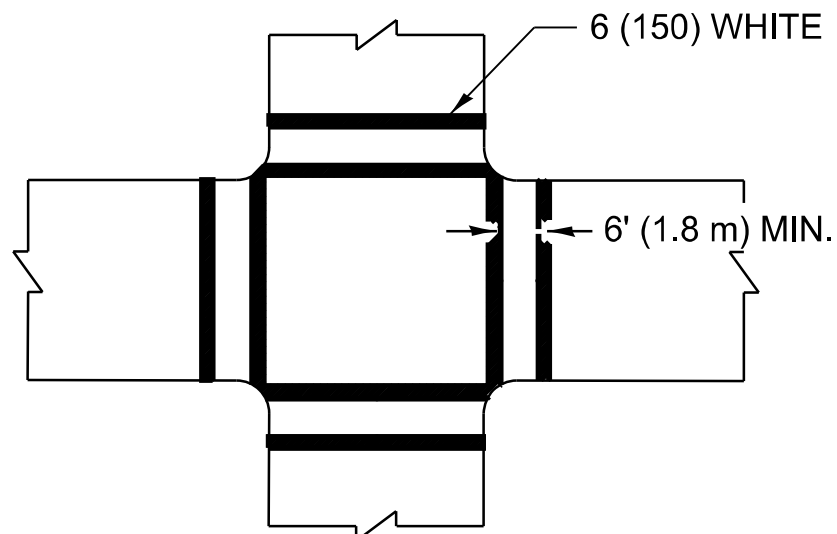
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

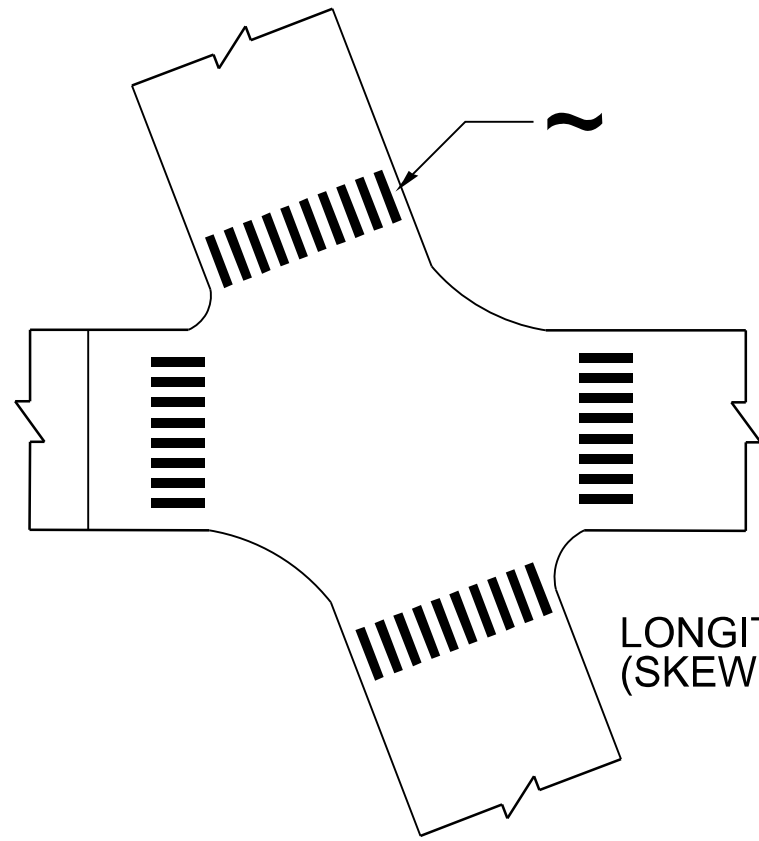
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-13A		CONTRACT NO. 80D34		
ILLINOIS		FED. AID PROJECT		

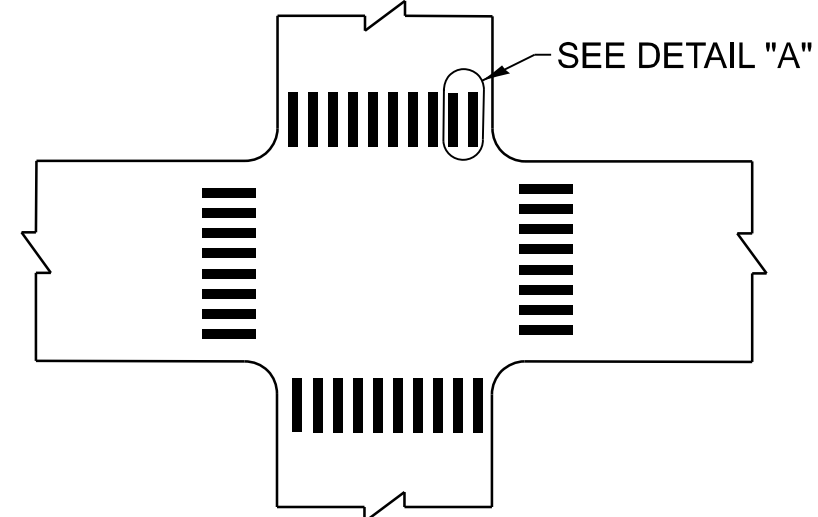
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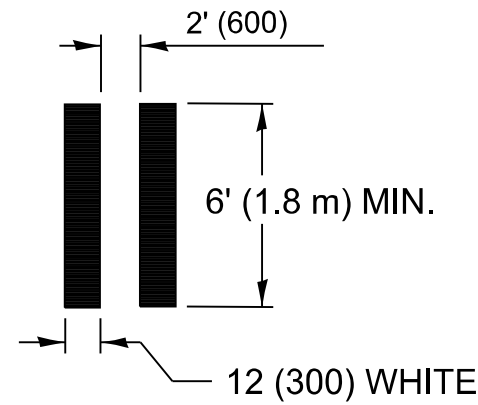
TRANSVERSE CROSSWALK



LONGITUDINAL CROSSWALK
(SKEWED INTERSECTION)



LONGITUDINAL CROSSWALK

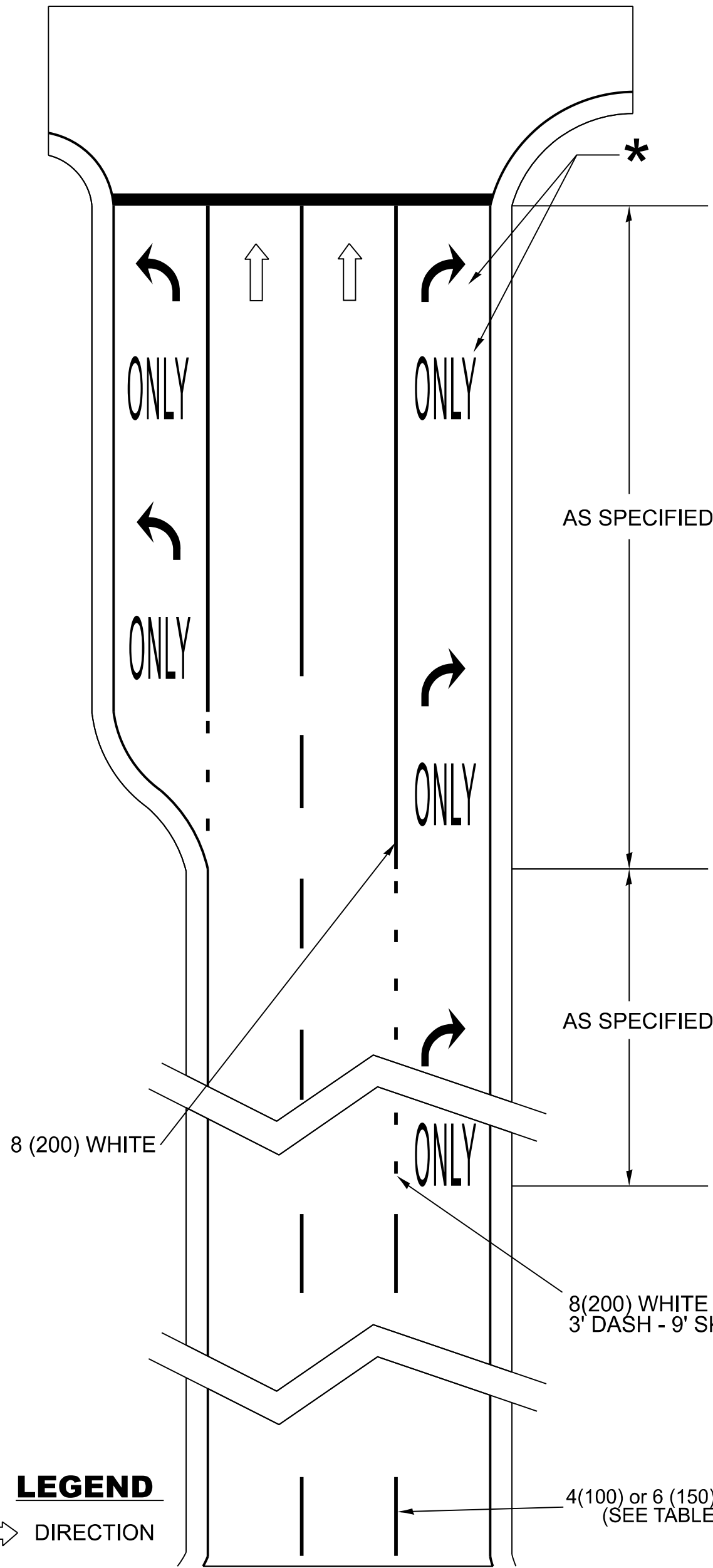


DETAIL "A"

TYPICAL CROSSWALK MARKING

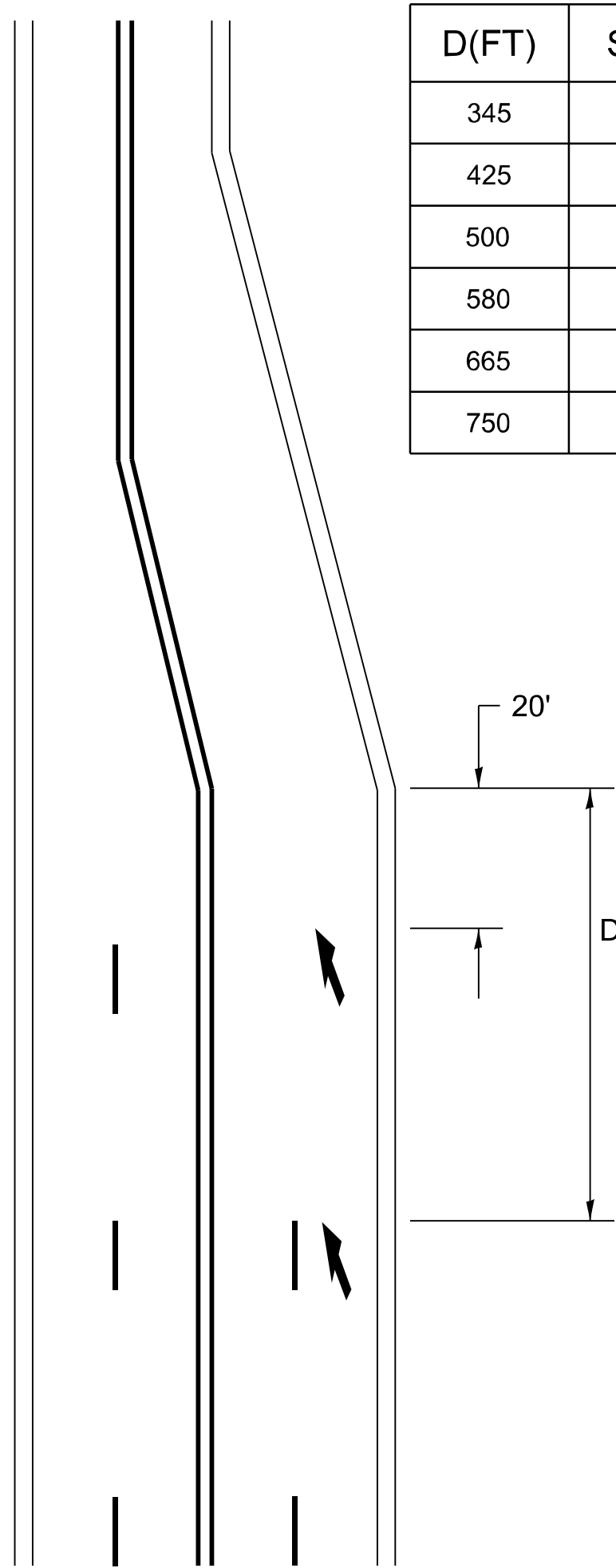
MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES

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



ARTERIAL ROAD LANE-DROP MARKINGS

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



LANE REDUCTION TRANSITION

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

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

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	* syed.rizvi	DESIGNED	- EVERS	REVISED	- C. JUCIUS 07-01-13
		DRAWN	-	REVISED	- C. JUCIUS 12-21-15
		CHECKED	-	REVISED	- C. JUCIUS 04-12-16
PLOT DATE	= 7/28/2026	DATE	- 03-19-90	REVISED	- K. KANNAN-HOSADURGA 06-29-26

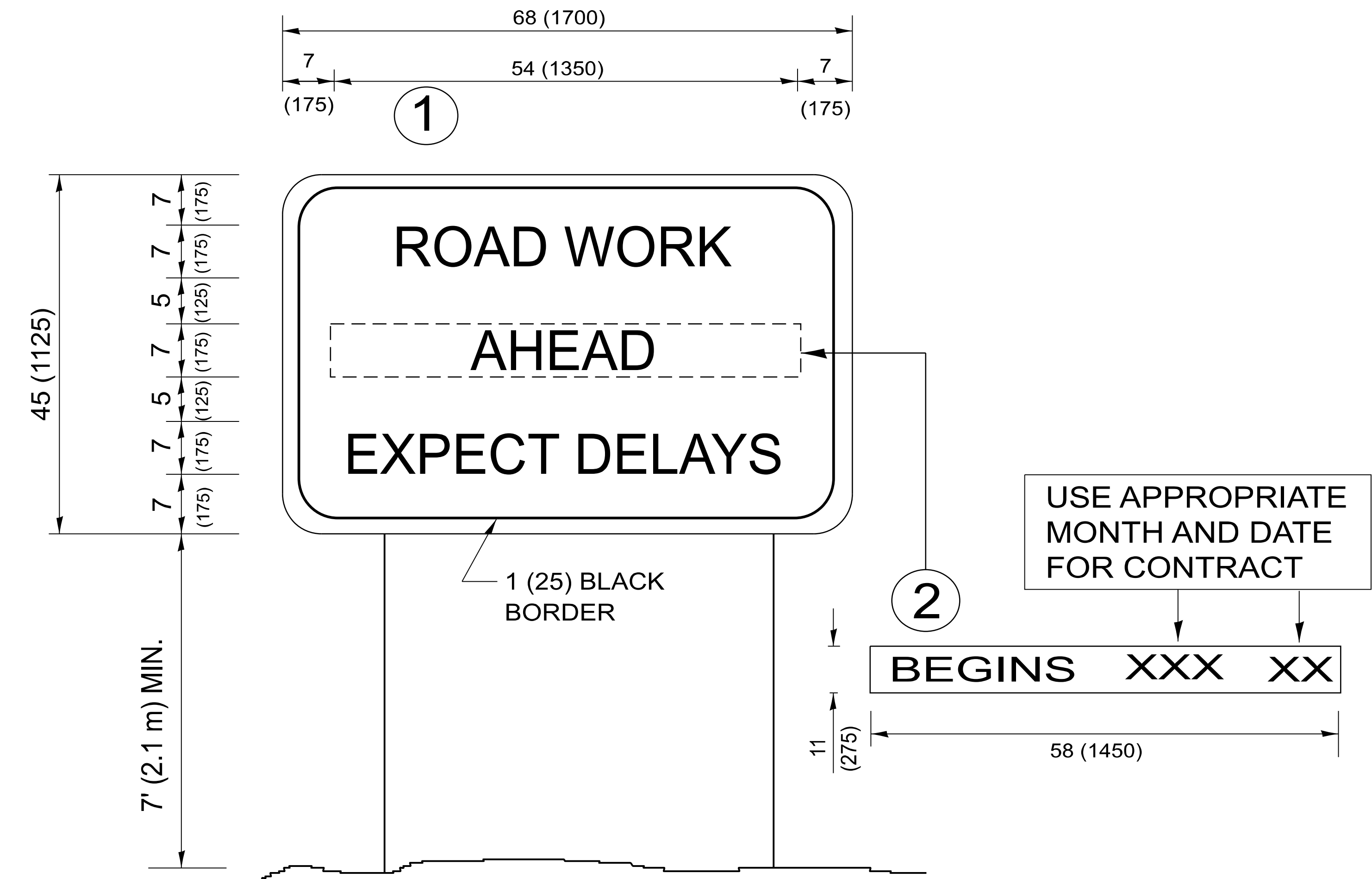
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.
338	2026-2168-RS	COOK	31	21
TC-13B		CONTRACT NO. 80D34		
		ILLINOIS	FED. AID PROJECT	

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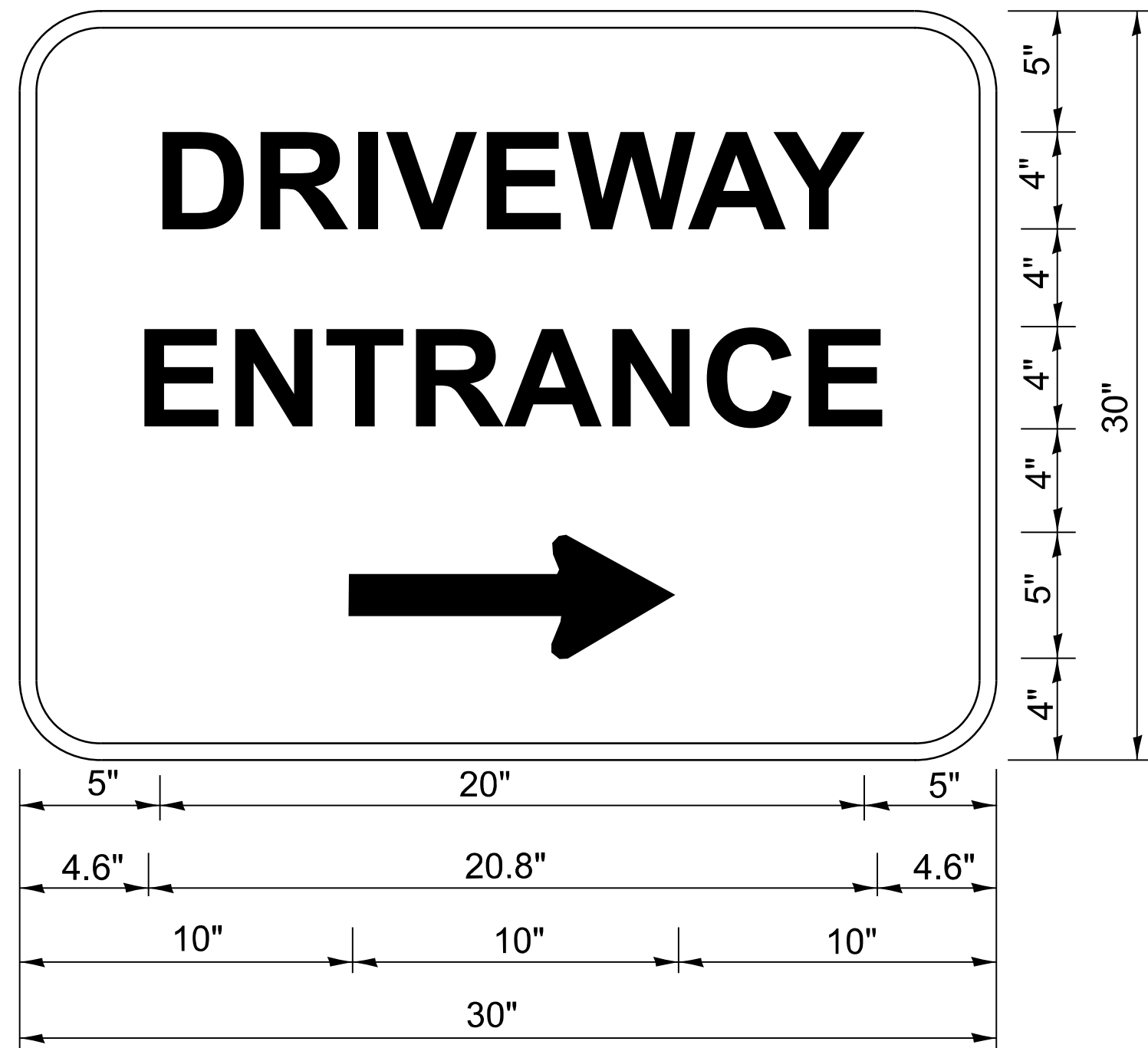


NOTES:

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	= syed.rizvi	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						338	2026-2168-RS	COOK	31	23
			CHECKED	-		REVISED	-	T. RAMMACHER 02-02-99						TC-22		CONTRACT NO. 80D34		
	PLOT DATE	= 7/28/2026	DATE	-		REVISED	-	C. JUCIUS 01-31-07						ILLINOIS FED. AID PROJECT				
	SCALE: NONE			SHEET 1			OF 1 SHEETS											



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".

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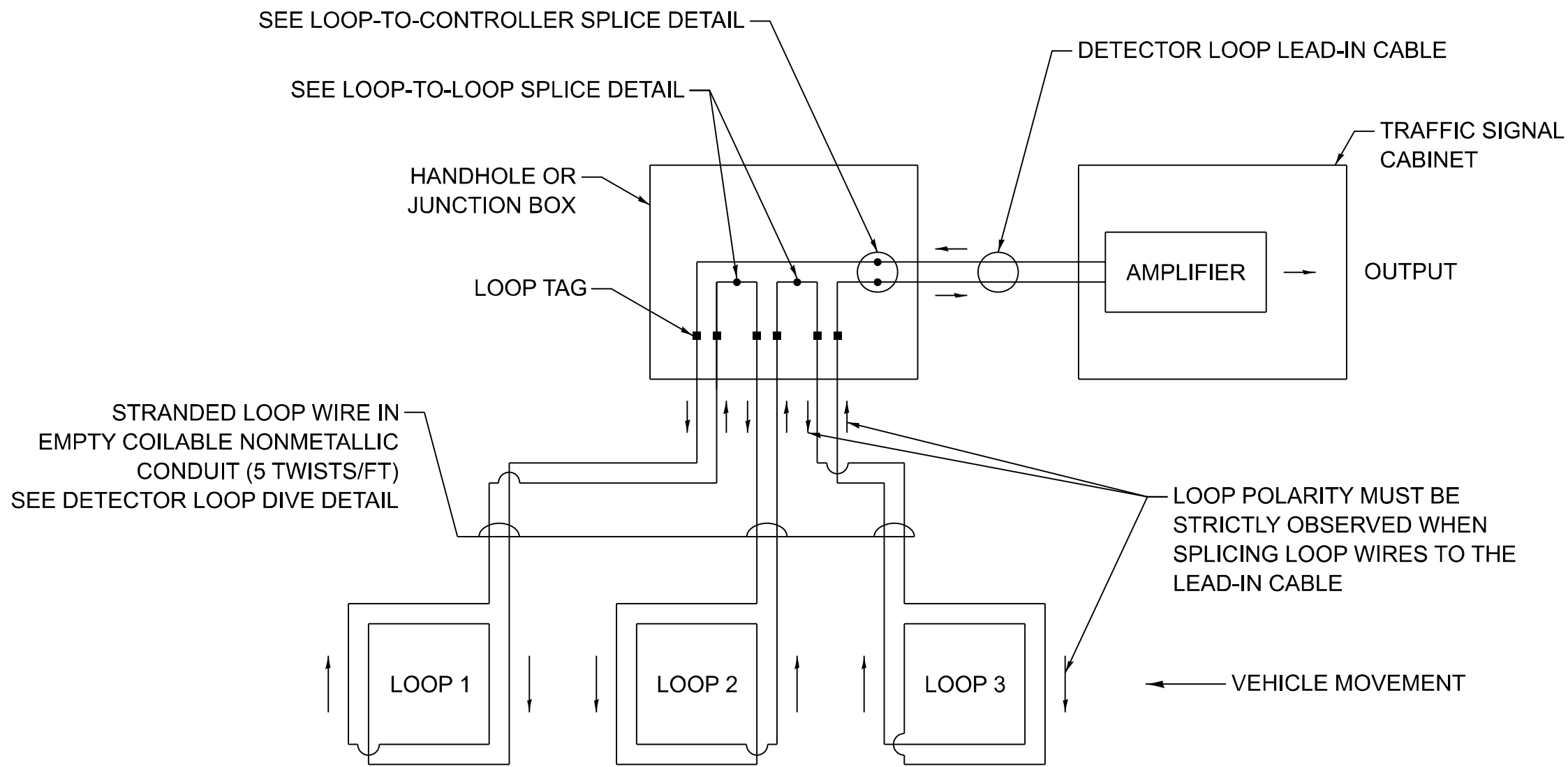
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		DRAWN -	REVISED -						338	2026-2168-RS	COOK	31	24
		CHECKED -	REVISED -		TC-26			CONTRACT NO. 80D34					
	PLOT DATE = 7/28/2026	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS	FED. AID PROJECT	

TRAFFIC SIGNAL LEGEND

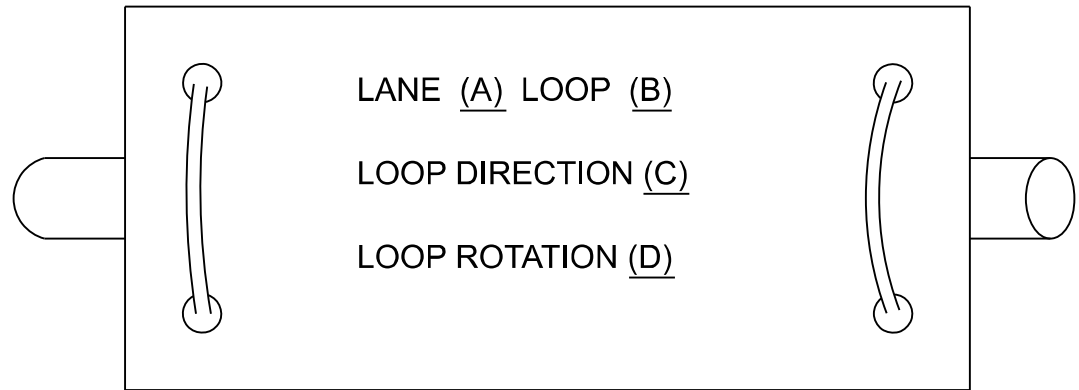
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DETECTOR LOOP NOTES:

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.

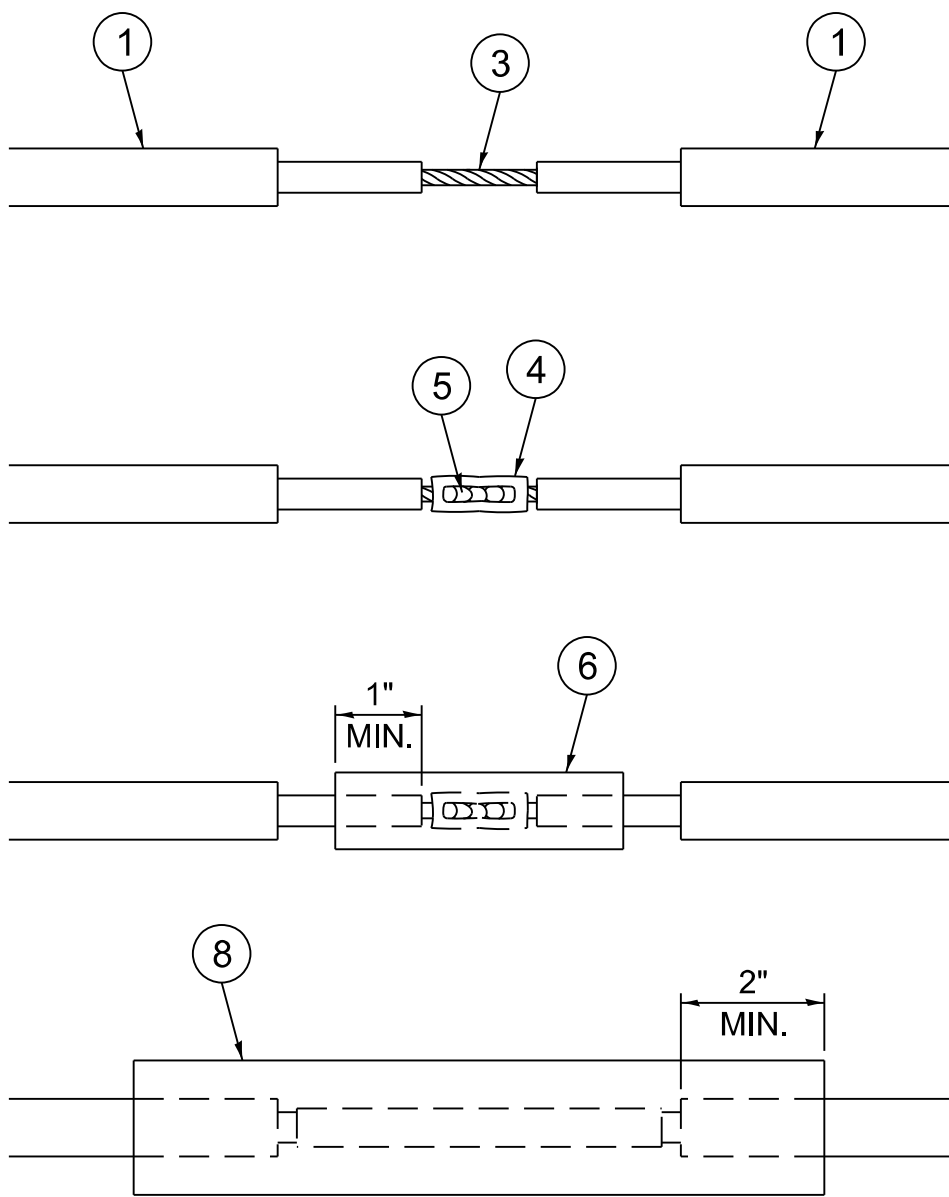


DETECTOR LOOP WIRING SCHEMATIC



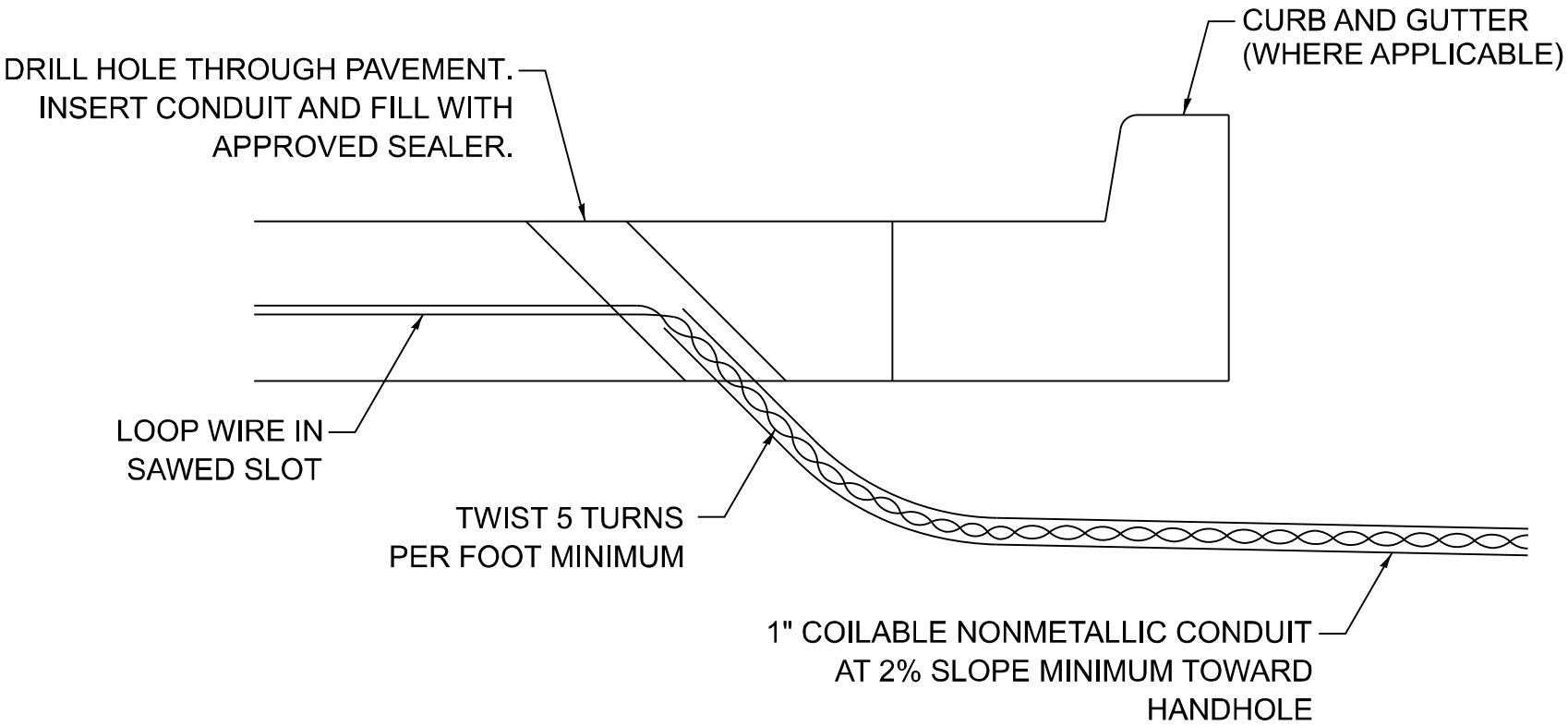
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

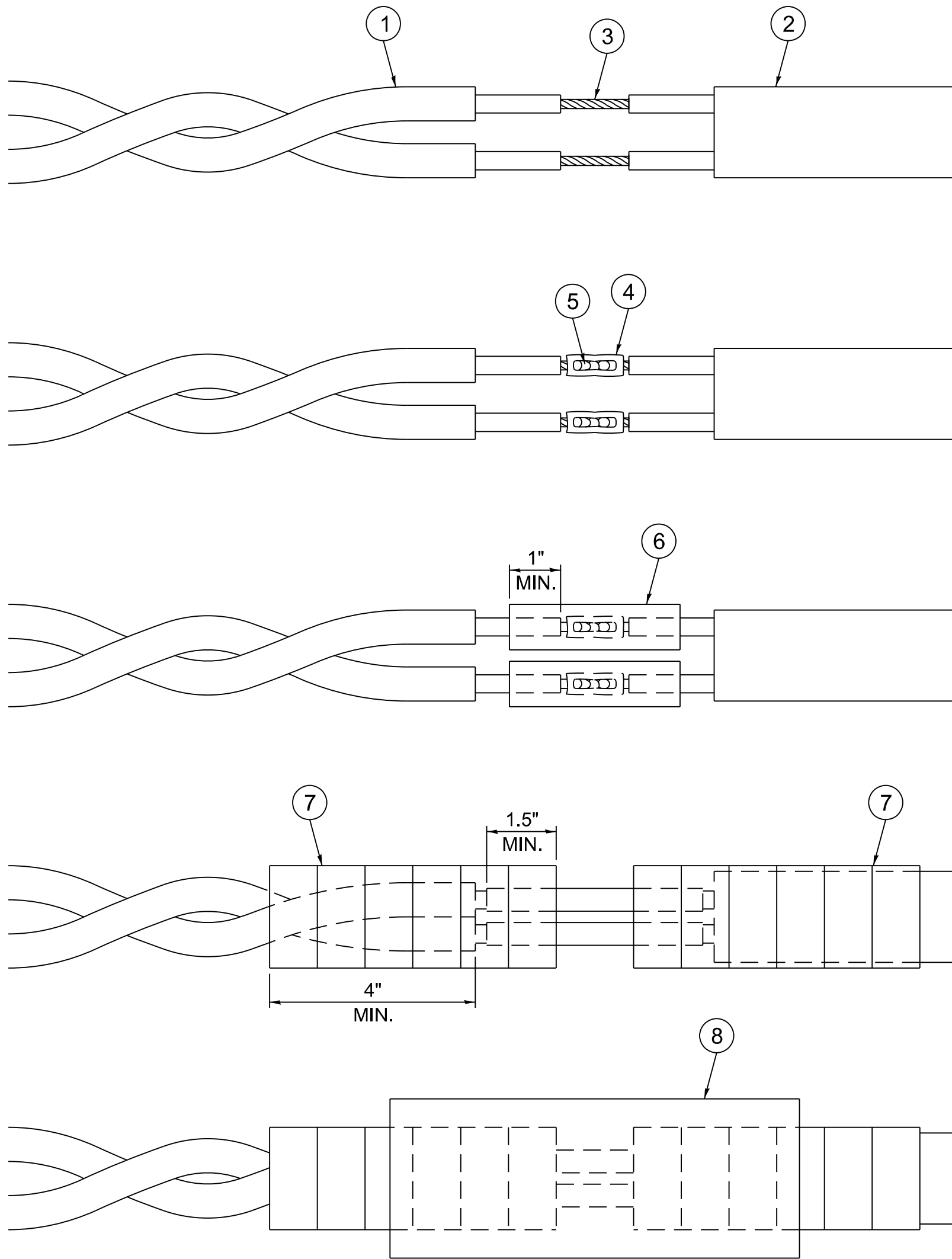


LOOP-TO-LOOP SPLICE DETAIL

- 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

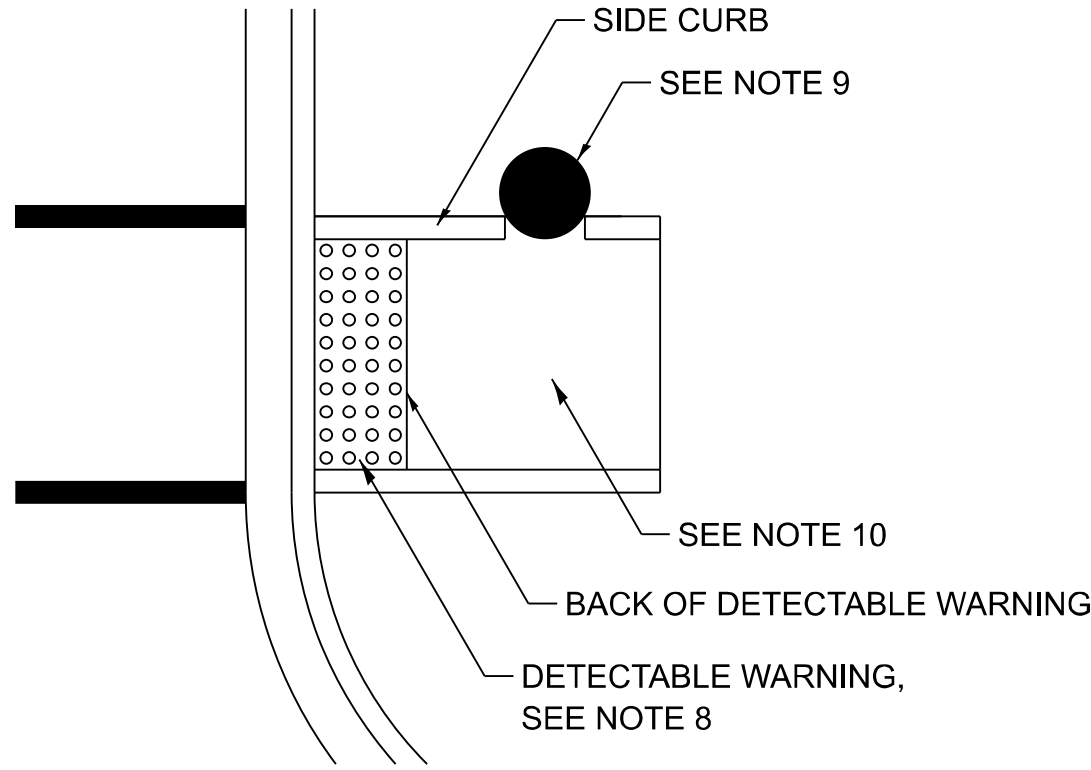
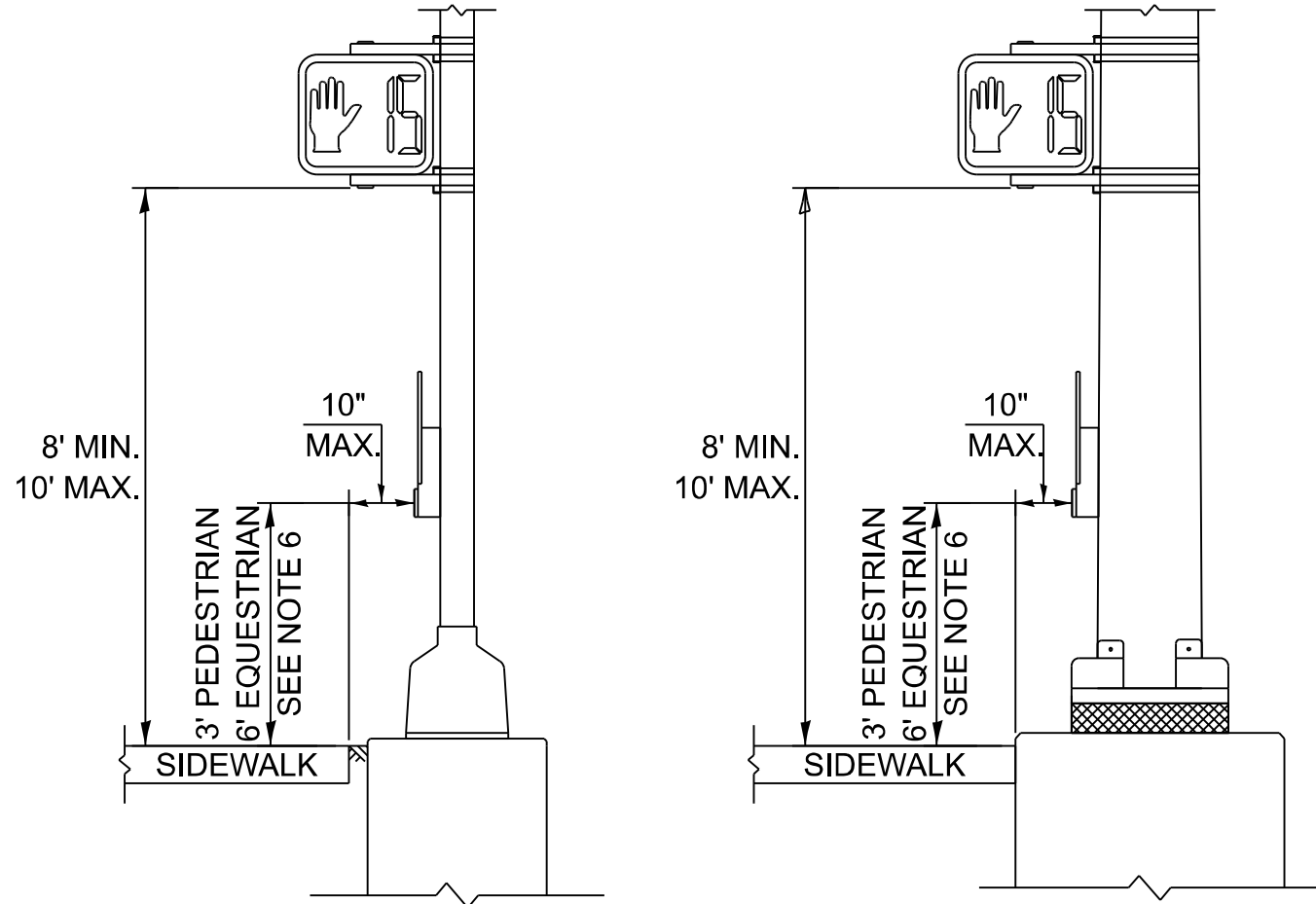
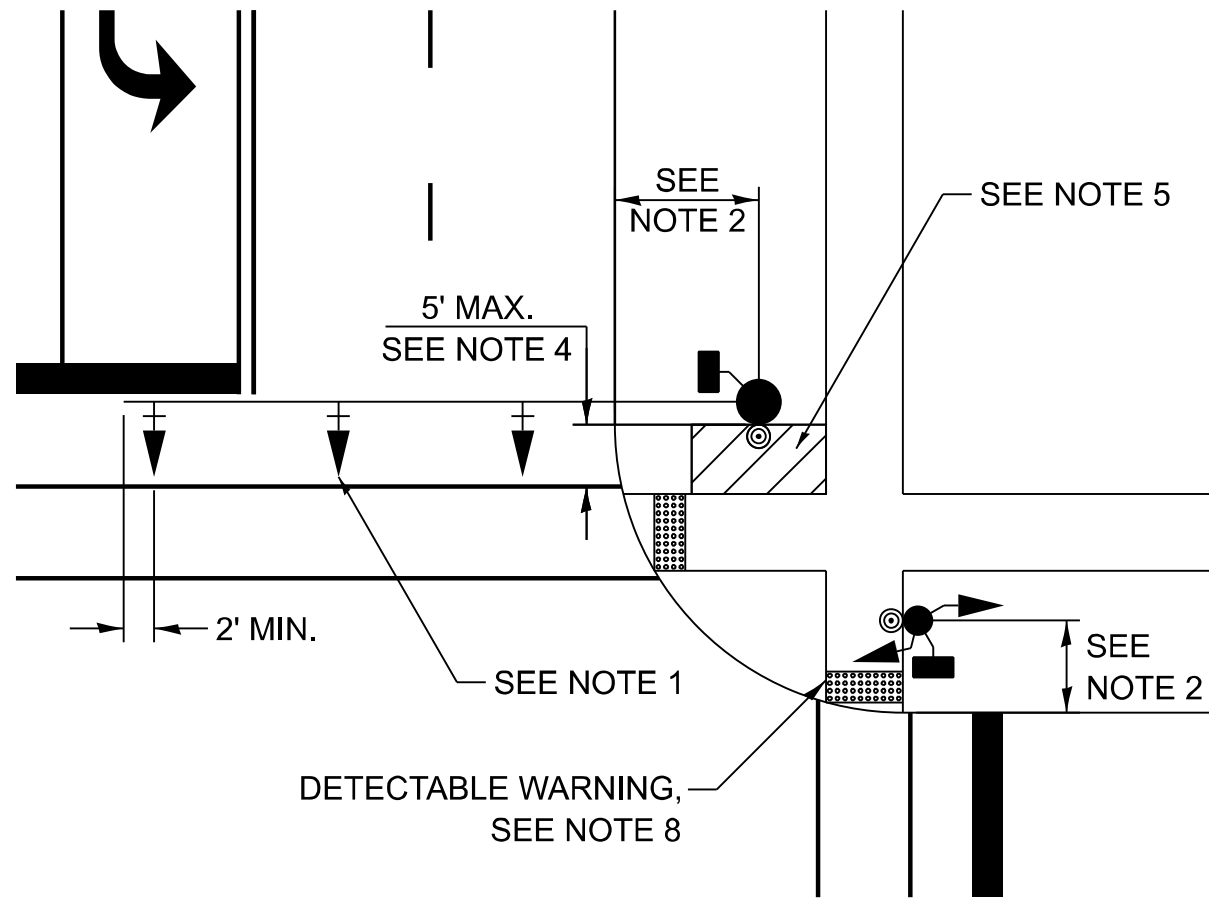
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		DRAWN - IP	REVISED -						338	2026-2168-RS	COOK	31	26
		CHECKED - NB/KK	REVISED -						TS-01		CONTRACT NO. 80D34		
	PLOT DATE = 7/28/2026	DATE - 10/15/2025	REVISED -		SCALE: NONE		SHEET 2	OF 7	SHEETS	STA.	TO STA.		
							ILLINOIS FED. AID PROJECT						

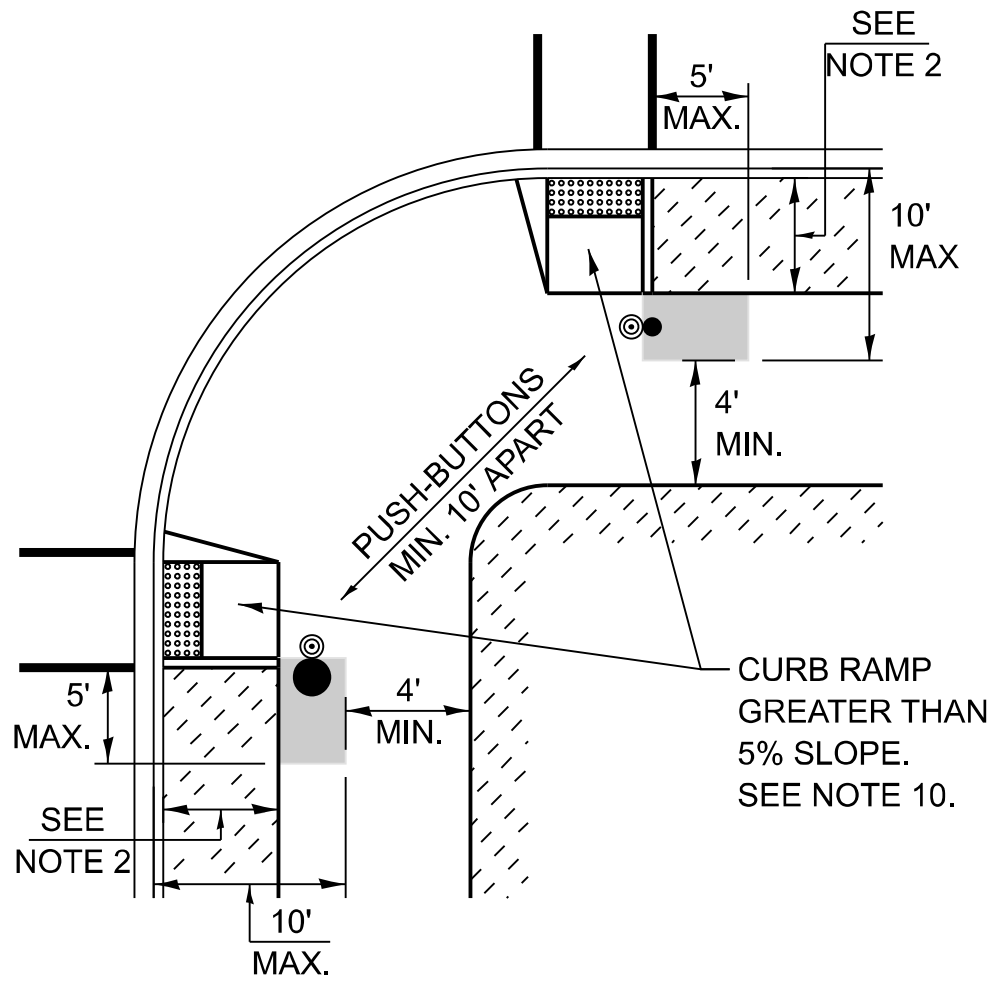
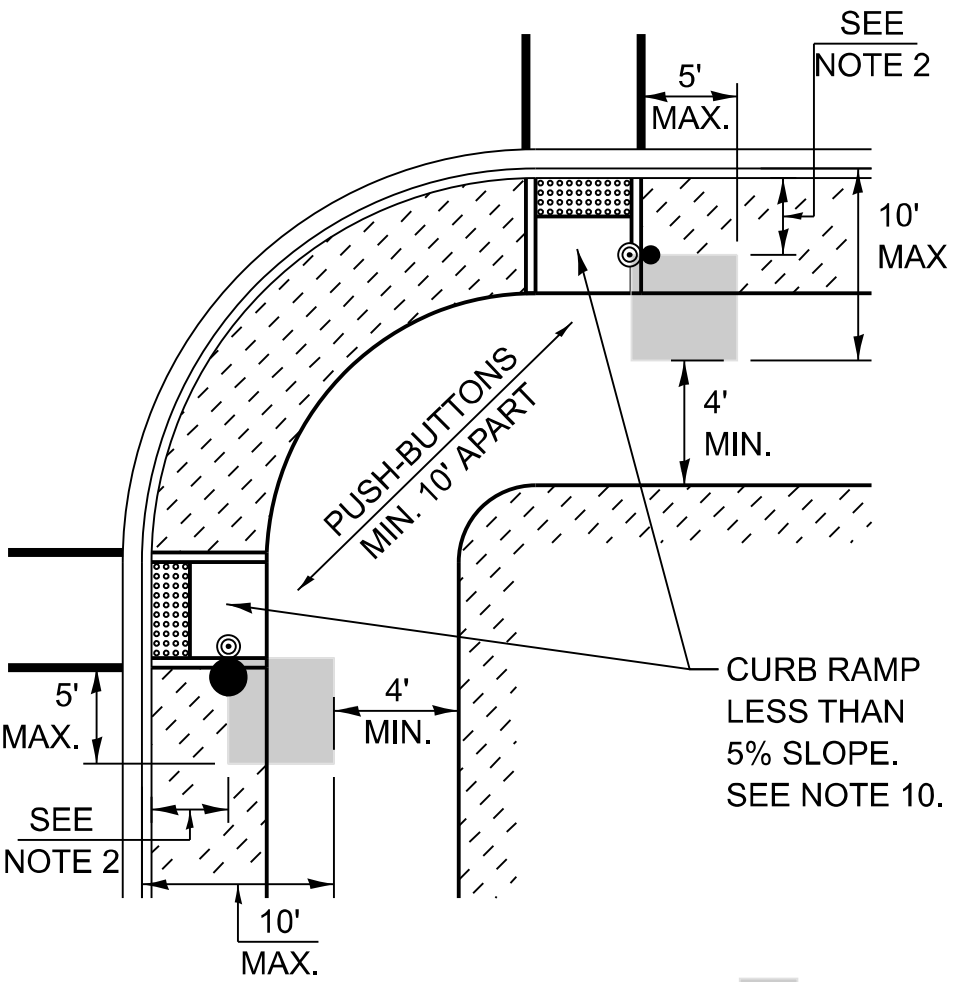
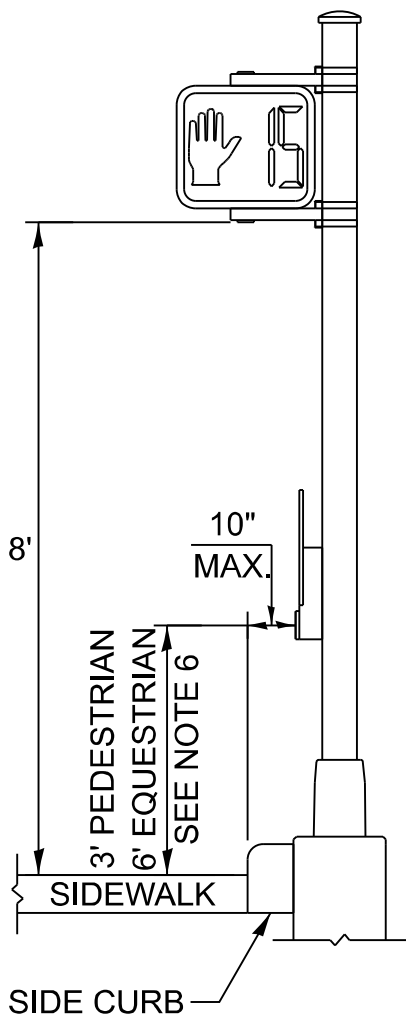
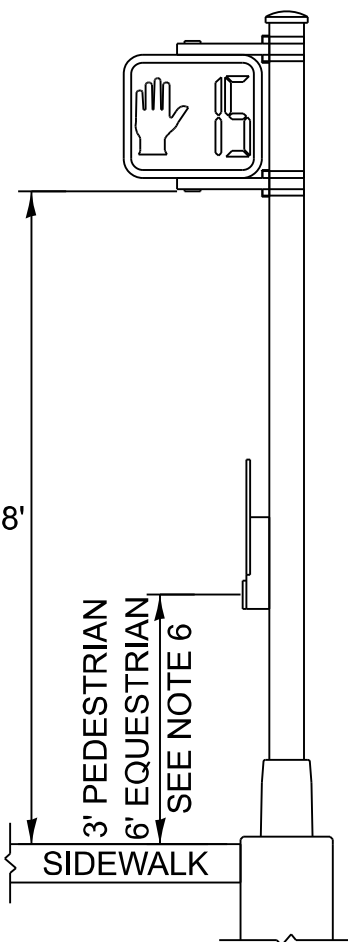
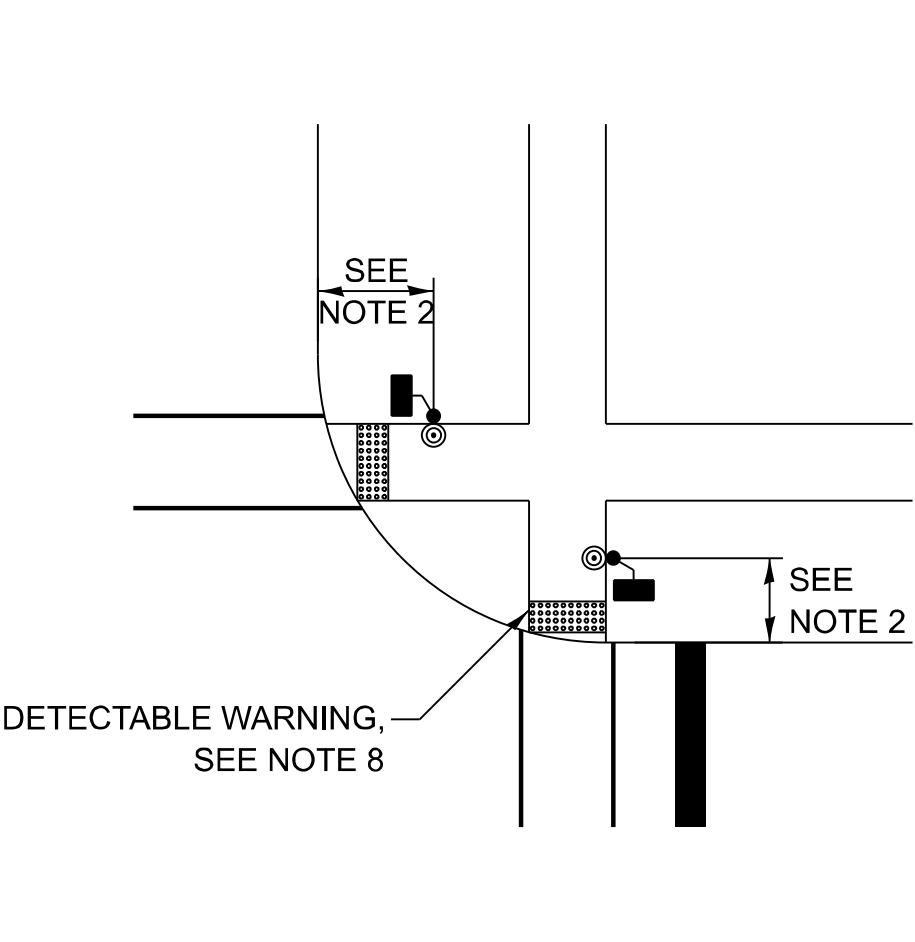
NOTES:

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

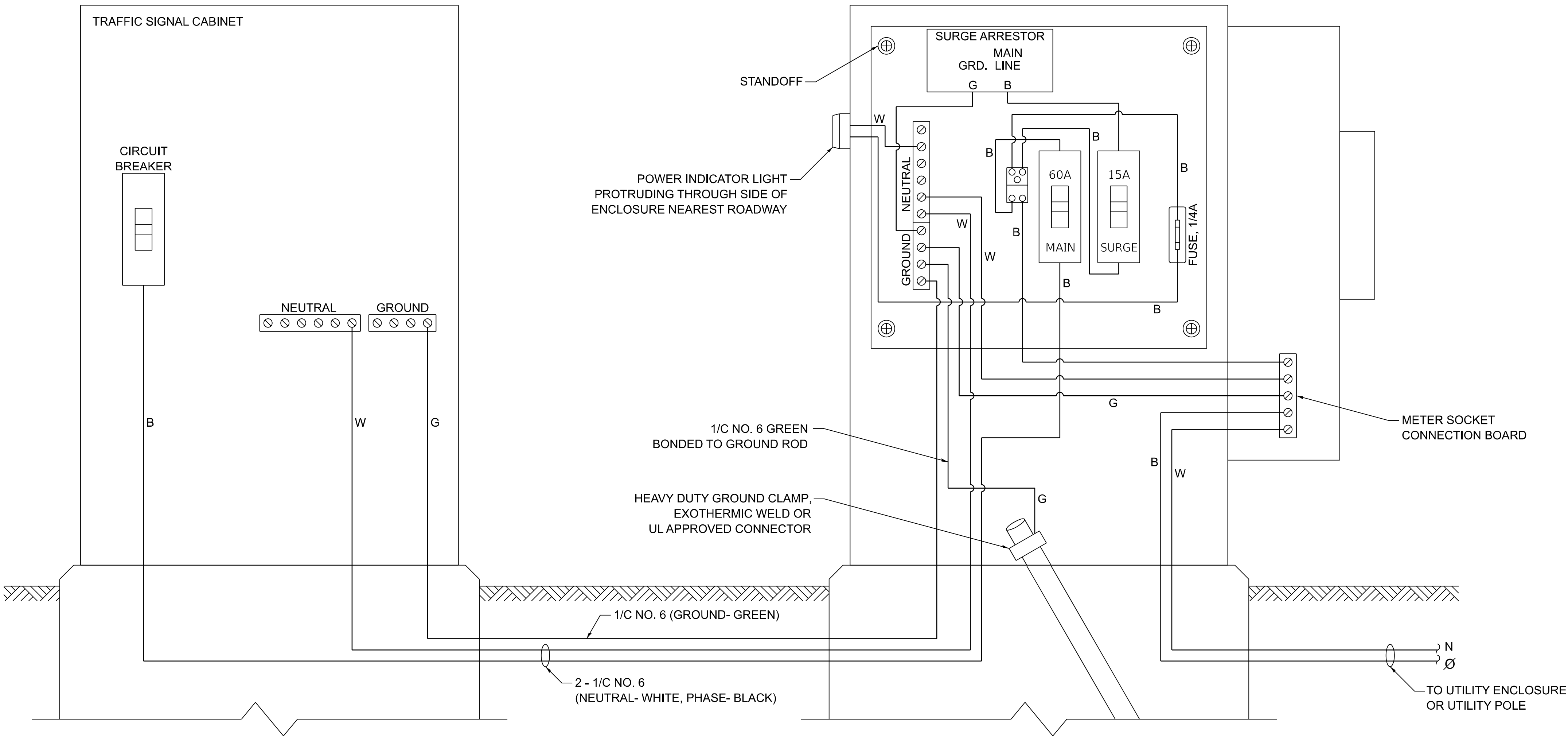
TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

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.

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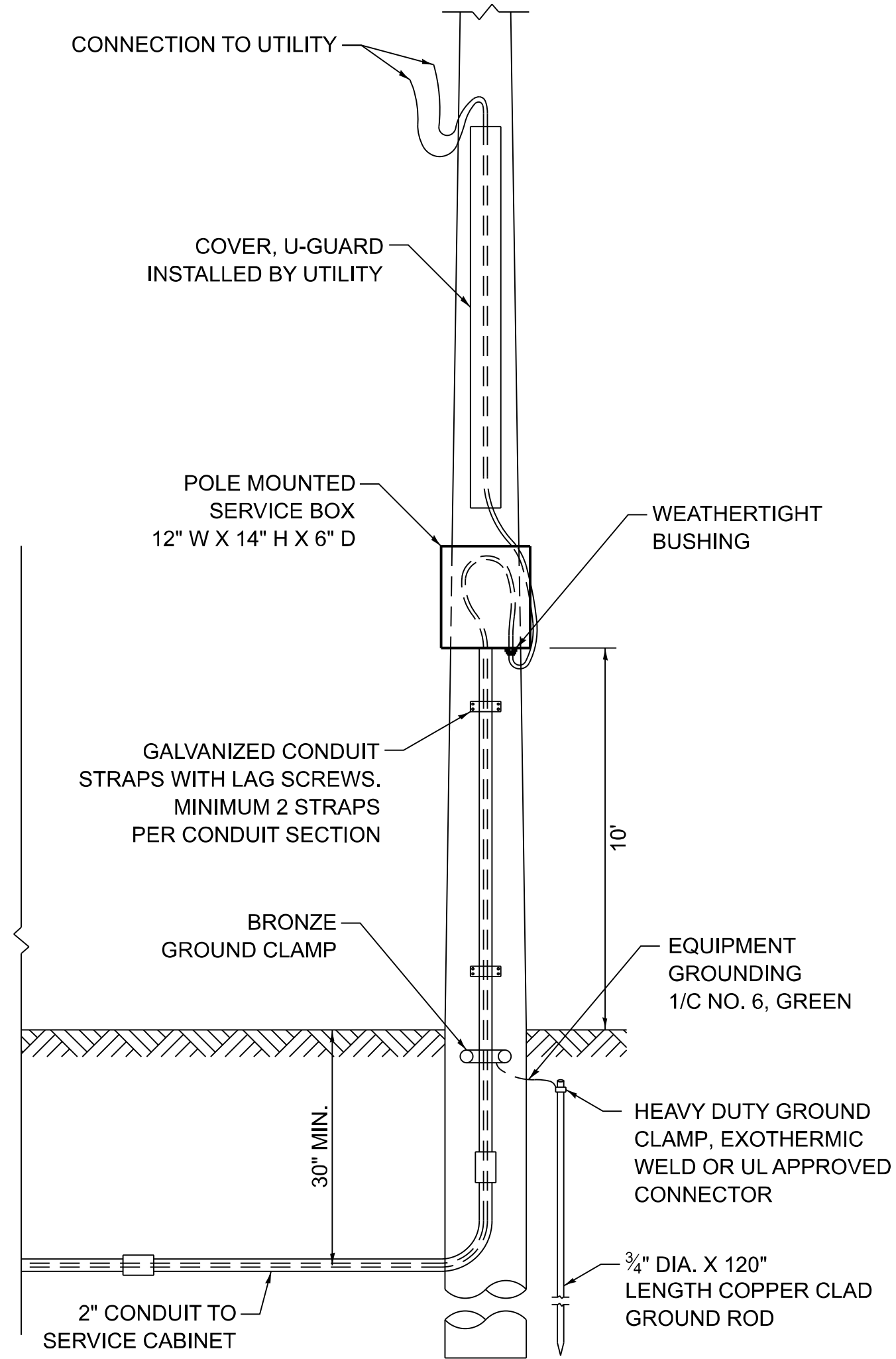
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			DRAWN	-	IP	REVISED	-		338	2026-2168-RS	COOK	31	27					
			CHECKED	-	NB/KK	REVISED	-		TS-01		CONTRACT NO. 80D34							
	PLOT DATE	= 7/28/2026	DATE	-	10/15/2025	REVISED	-		ILLINOIS FED. AID PROJECT									
	SCALE: NONE			SHEET 3			OF 7 SHEETS			STA.			TO STA.					



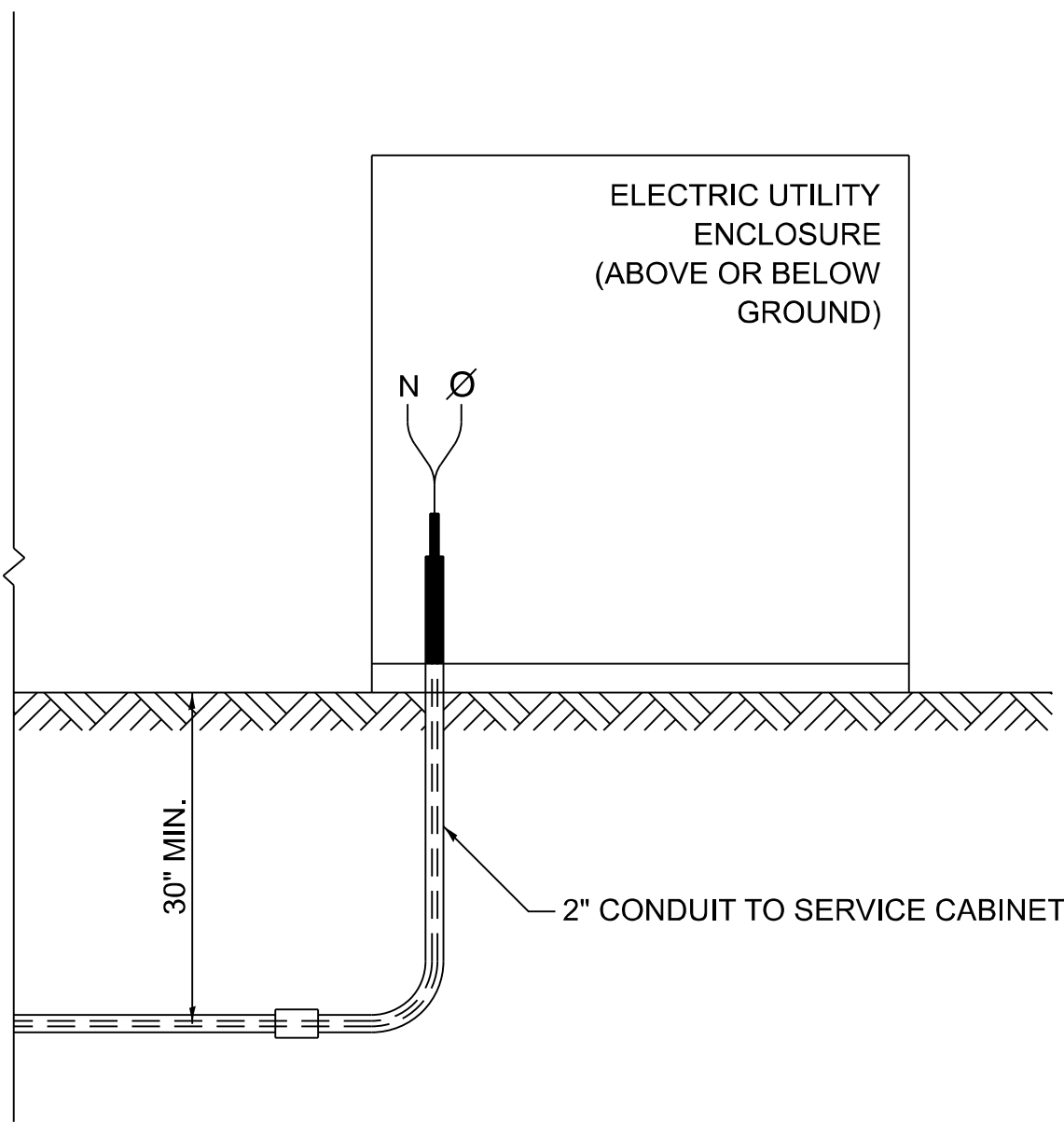
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

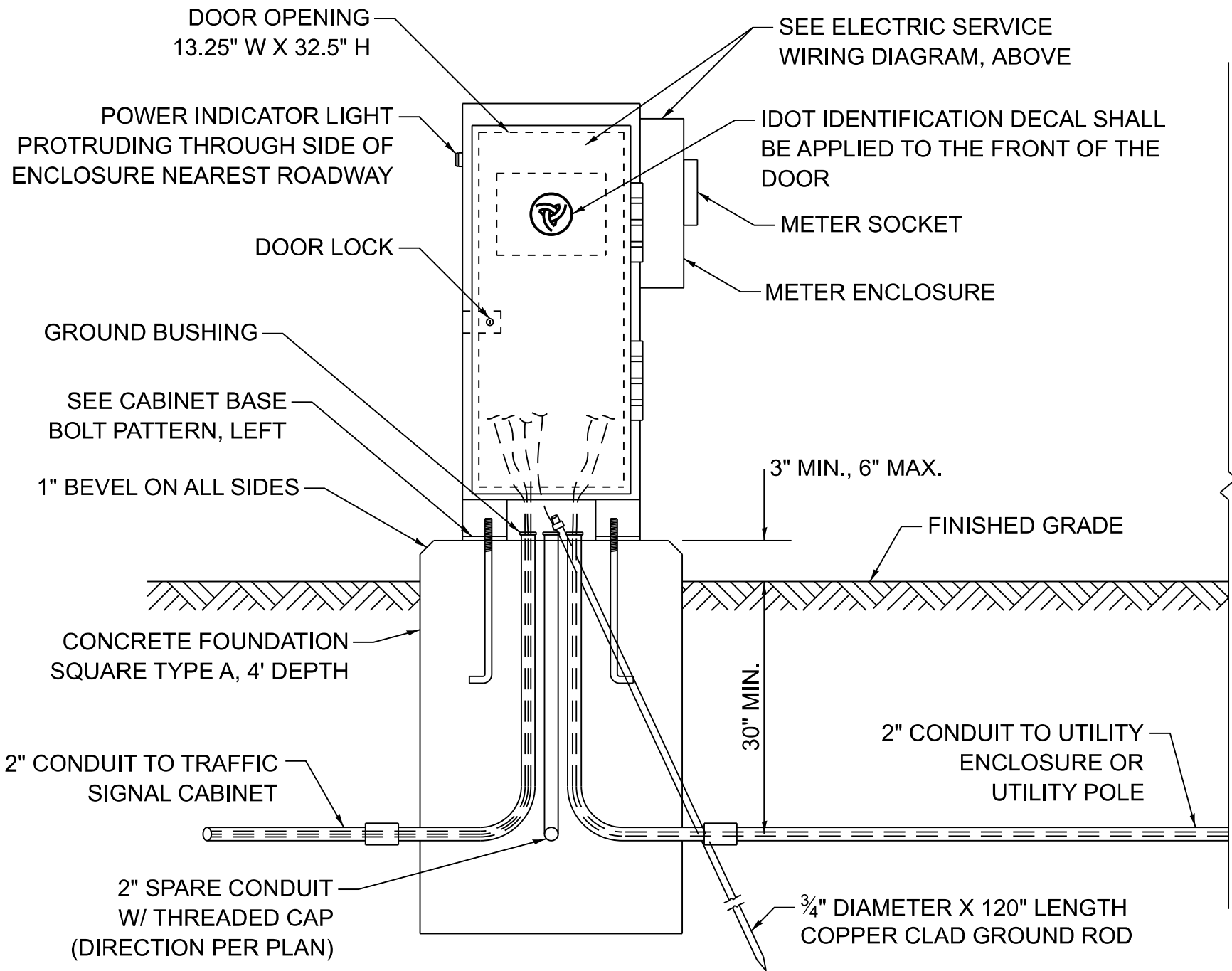
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. 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.



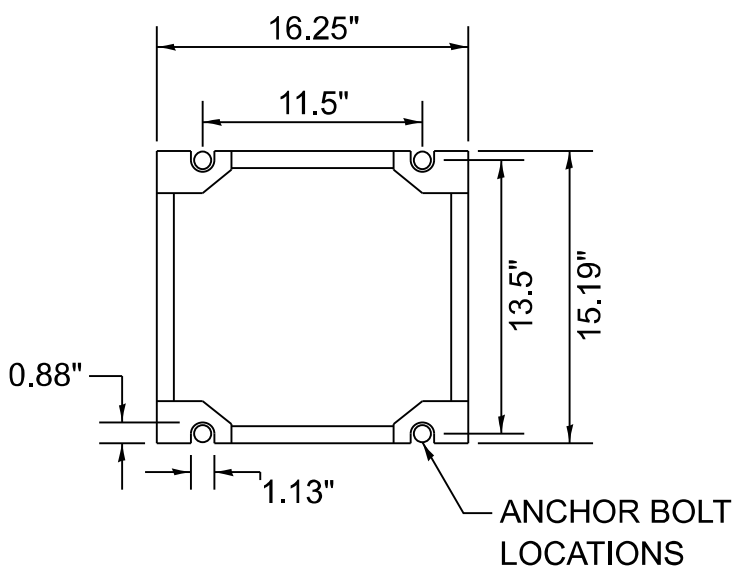
CONNECTION TO UTILITY POLE



CONNECTION TO UTILITY ENCLOSURE



SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CABINET BASE BOLT PATTERN

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FILE NAME: c:\p\p\work\ts\ts\syed.a.rizvi@illinois.gov\1141743\0123726-sh+Dist\ts\ts.dgn

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		DRAWN	- IP	REVISED	-
		CHECKED	- NB/KK	REVISED	-
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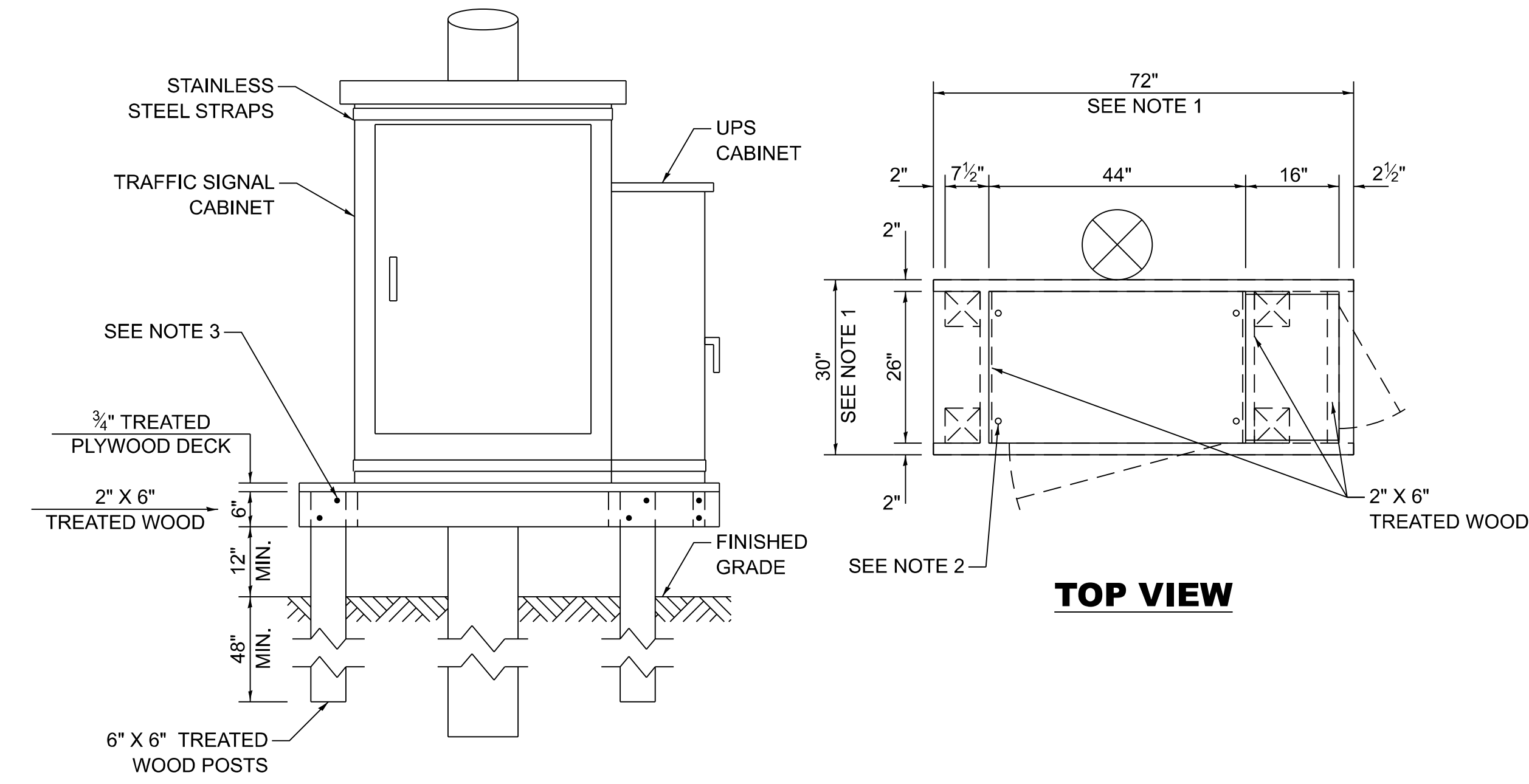
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.
338	2026-2168-RS		COOK	31	28
TS-01			CONTRACT NO. 80D34		
ILLINOIS		FED. AID PROJECT			

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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.

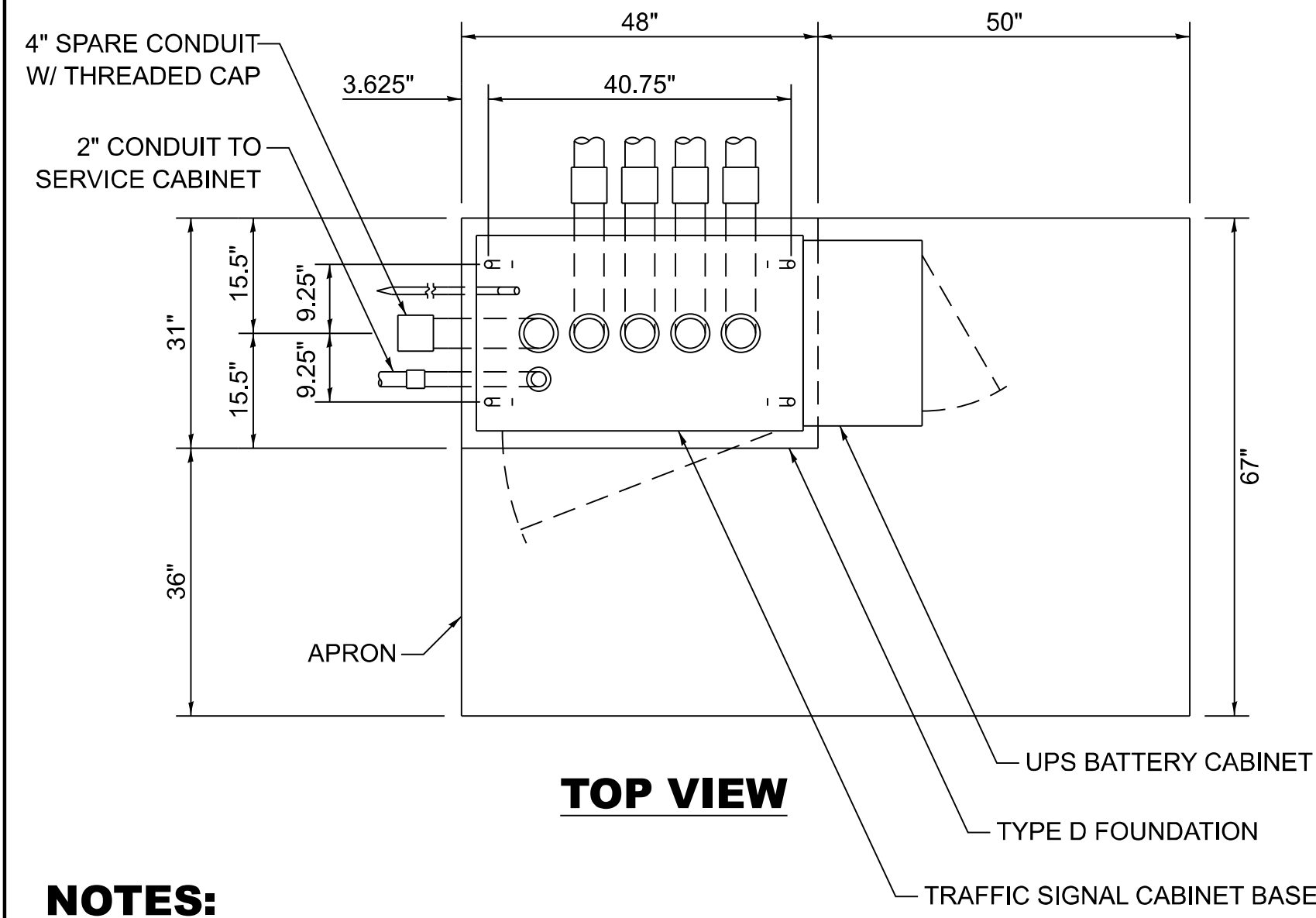
**TEMPORARY TRAFFIC SIGNAL
CABINET WOOD SUPPORT PLATFORM**

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

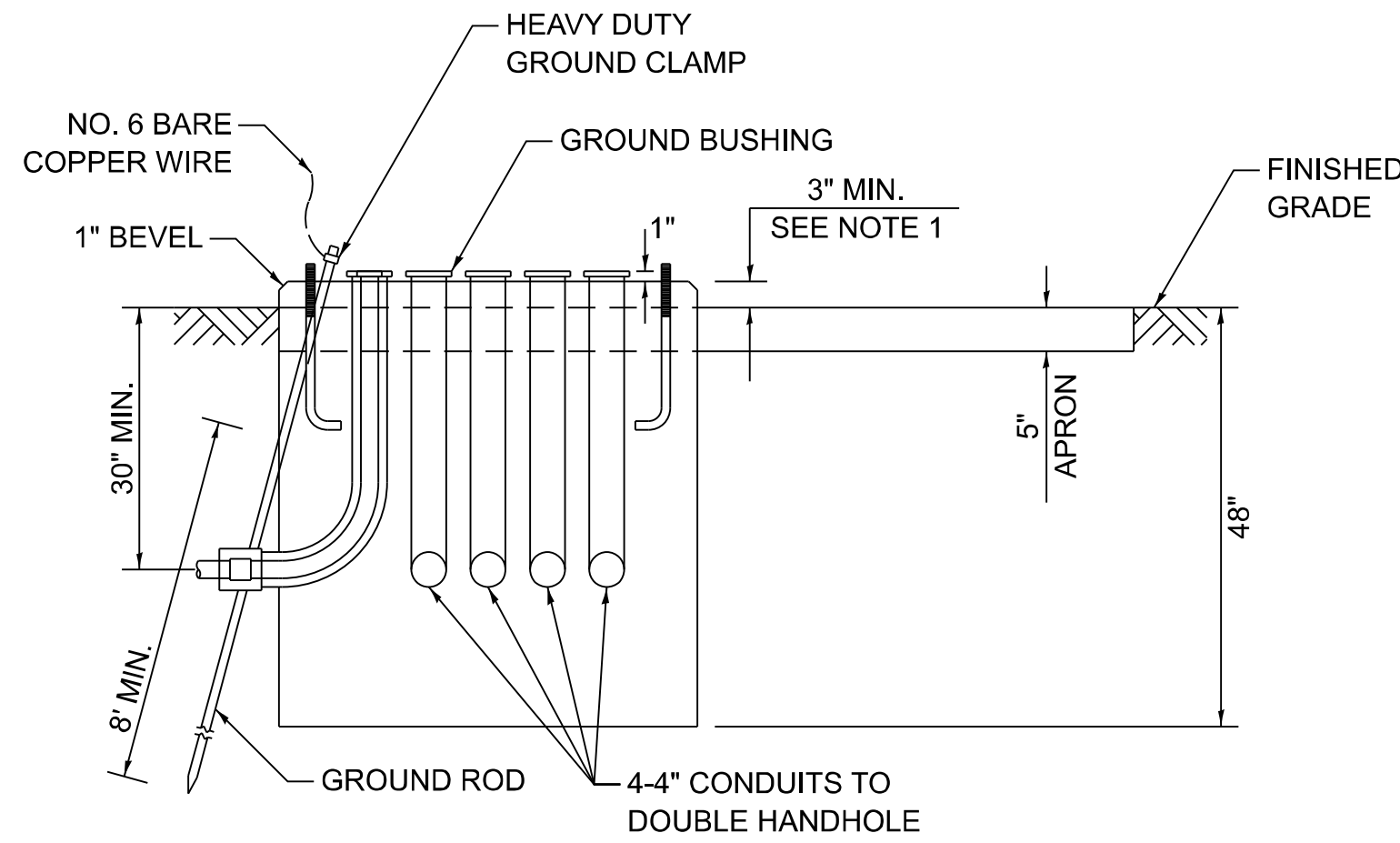
TYPE E FOUNDATION NOTES:

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.

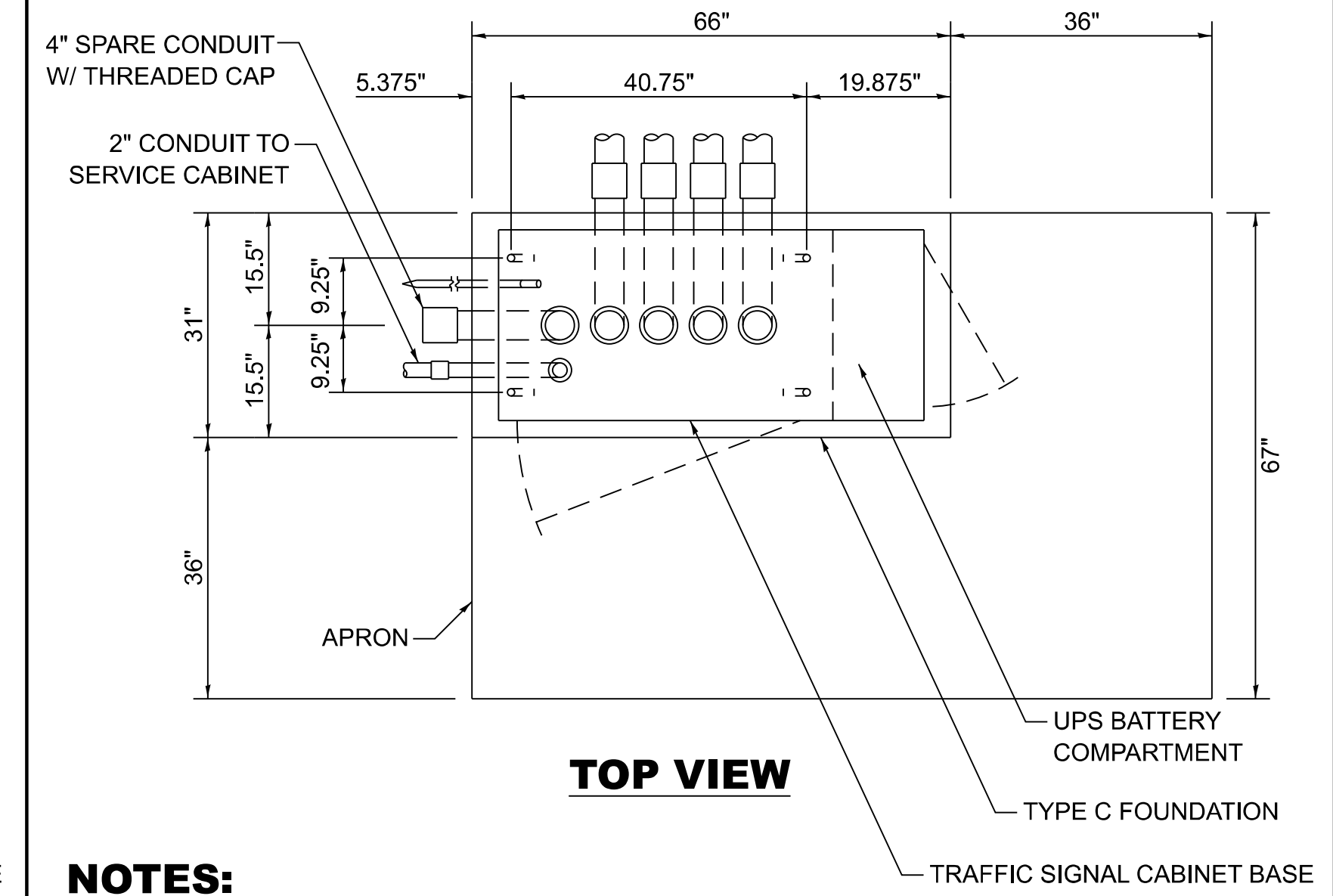


NOTES:

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

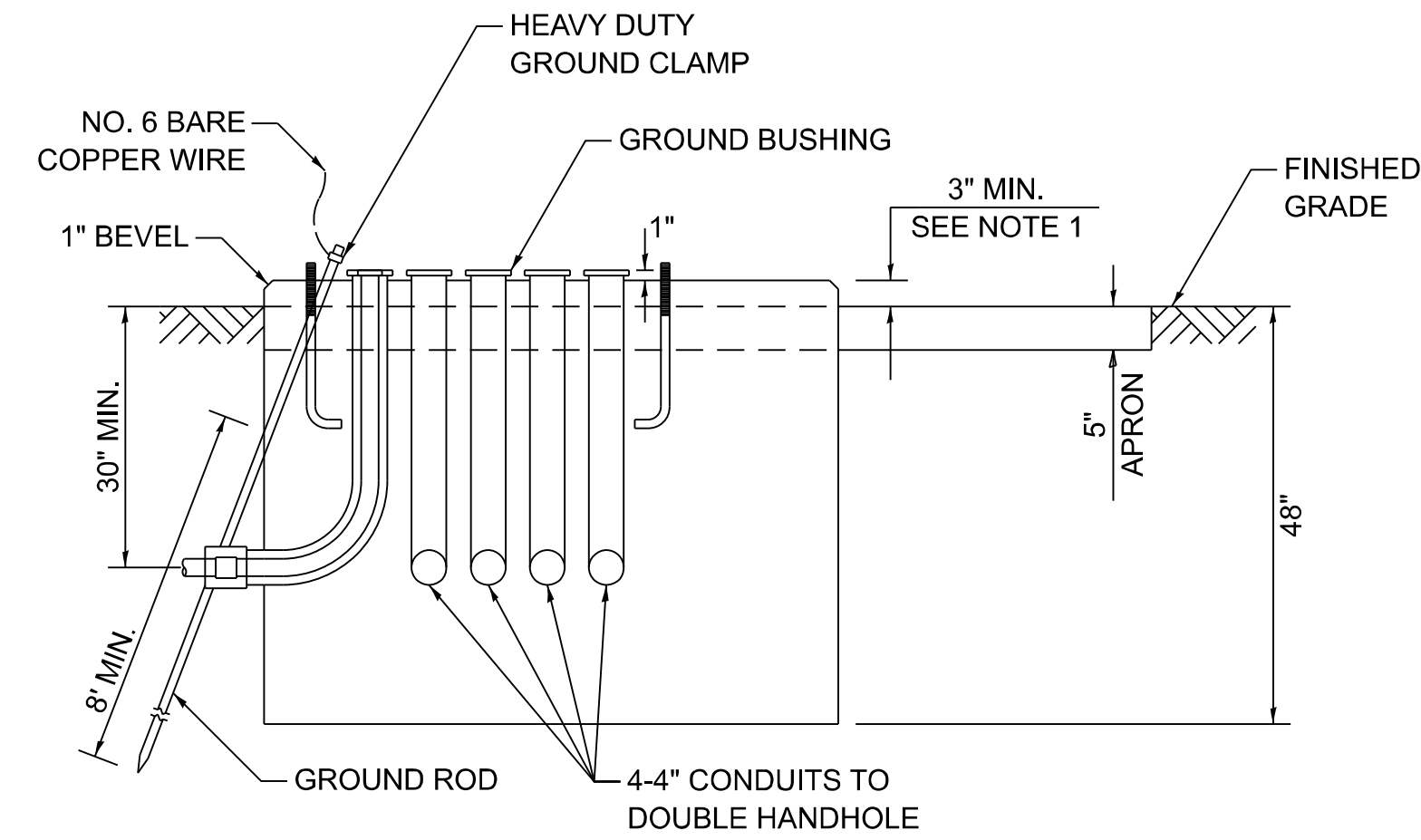


**TYPE D FOUNDATION
TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET
AND UPS BATTERY CABINET**



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'

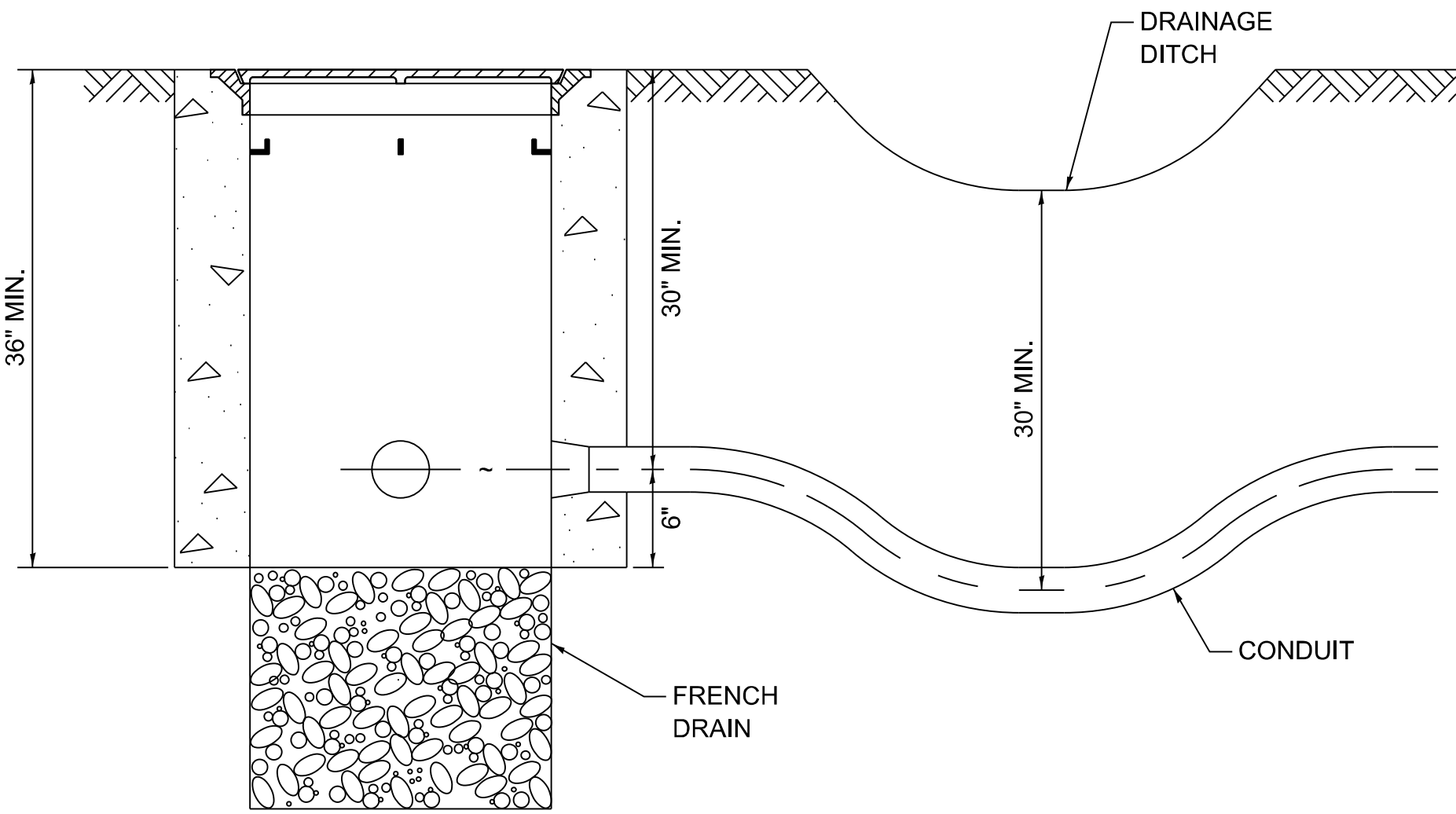
**DEPTH OF FOUNDATIONS
TYPES A, C & D**

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'

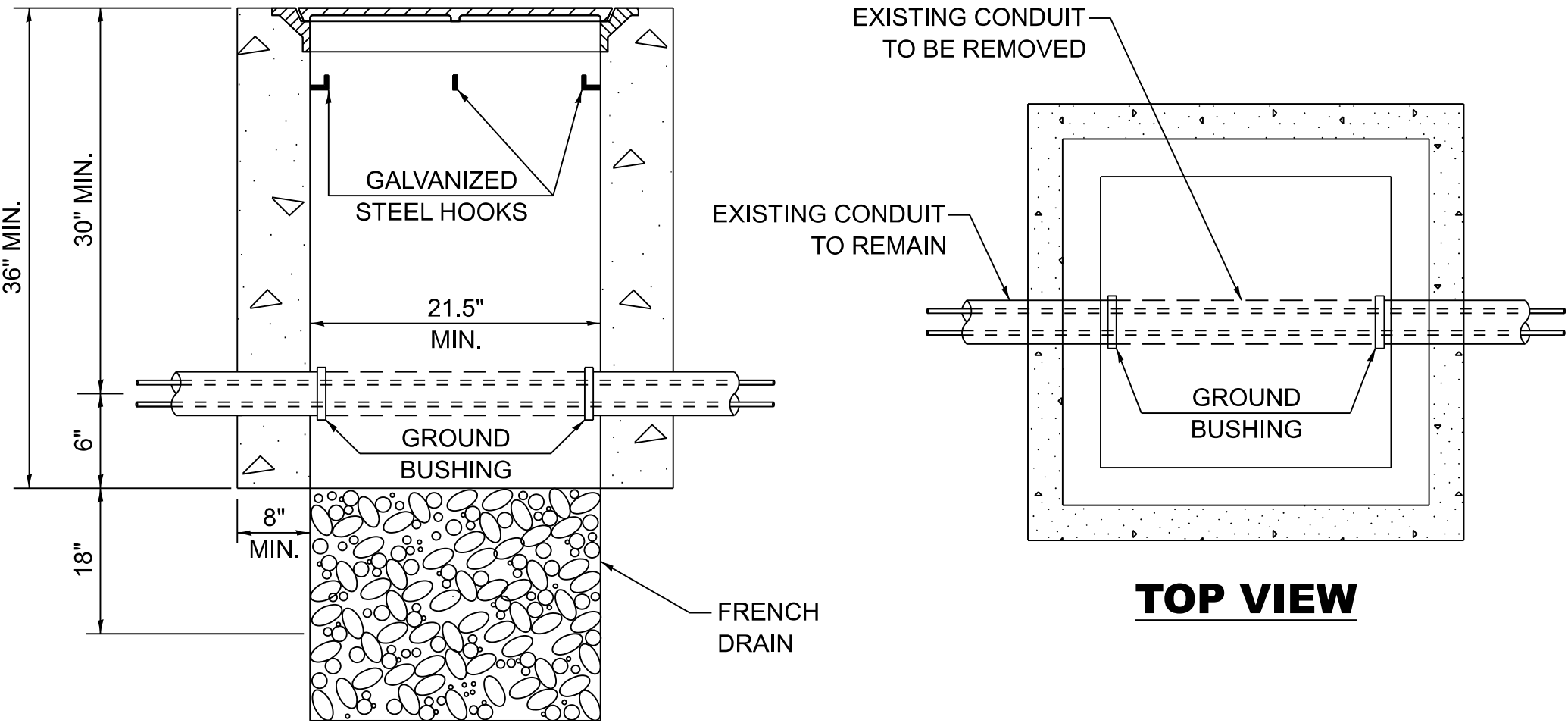
CABLE SLACK LENGTH



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.

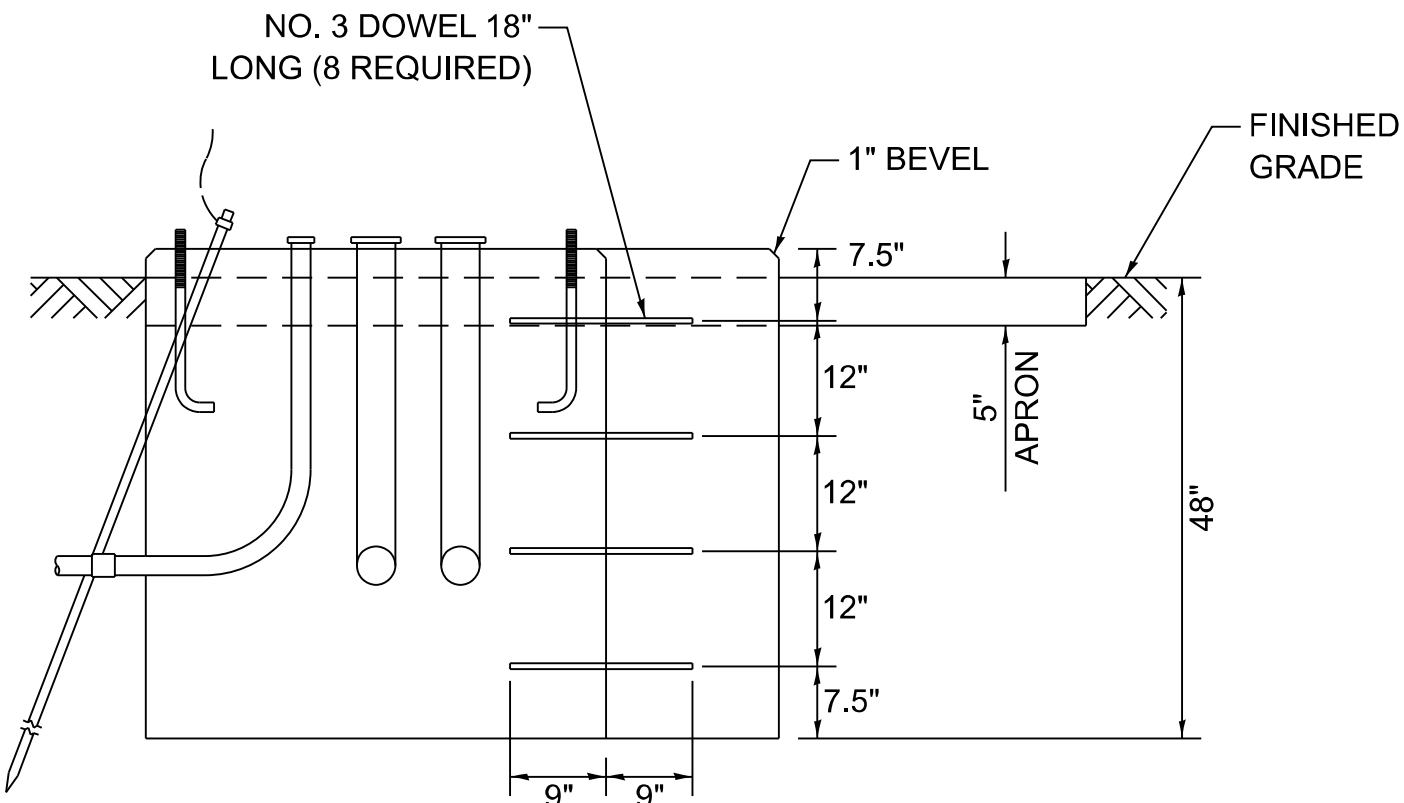
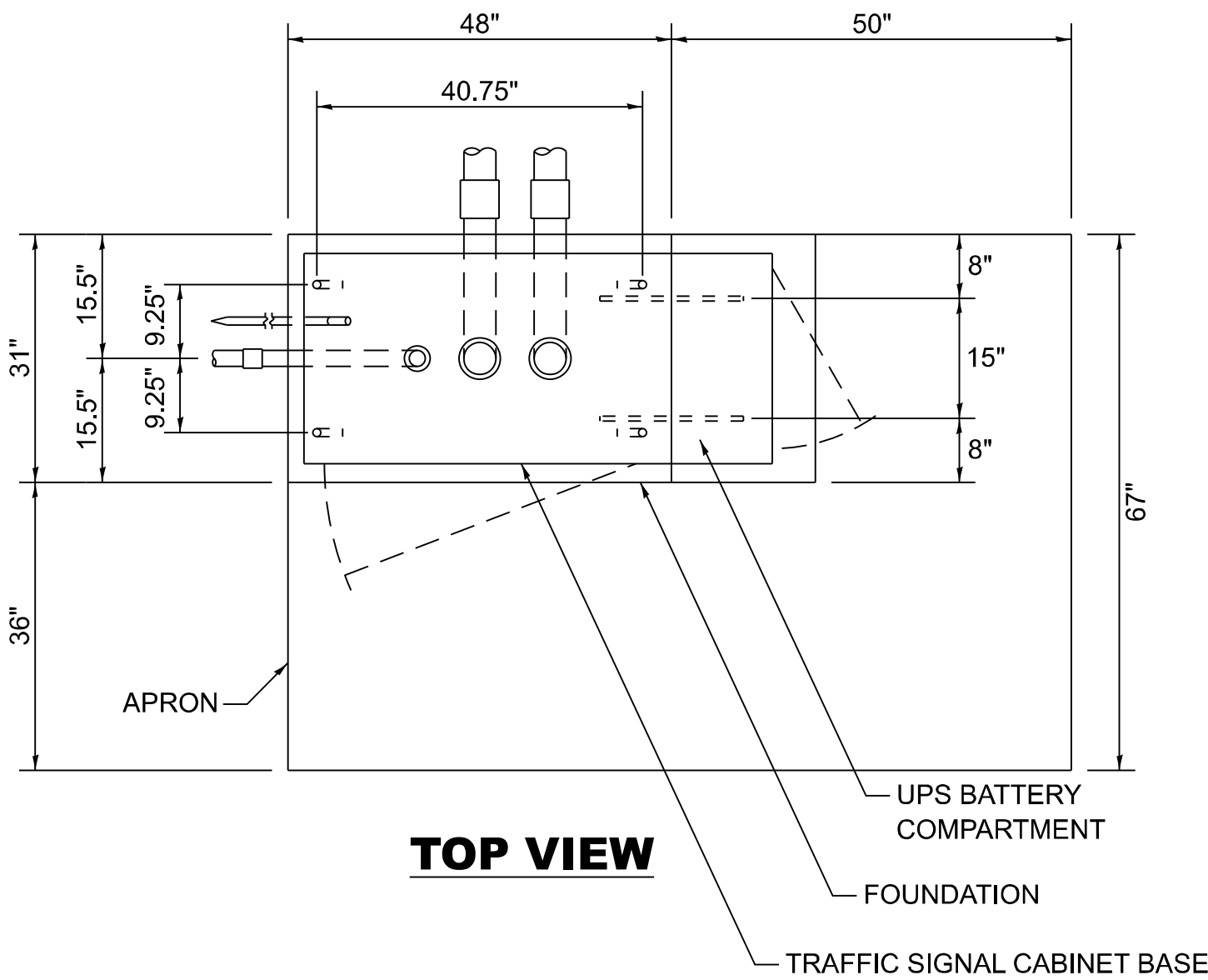
HANDHOLE WITH MINIMUM CONDUIT DEPTH



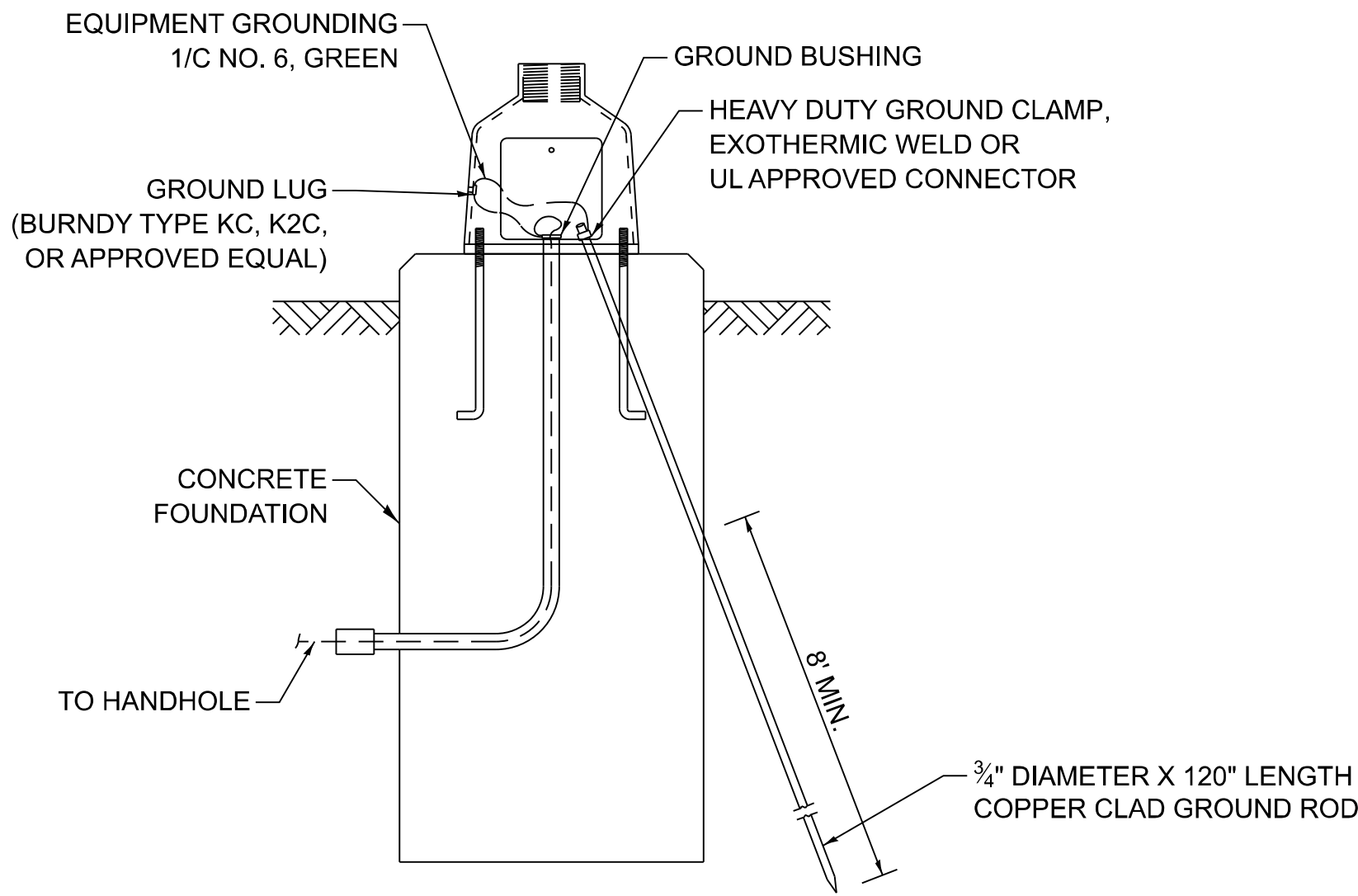
NOTES:

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.

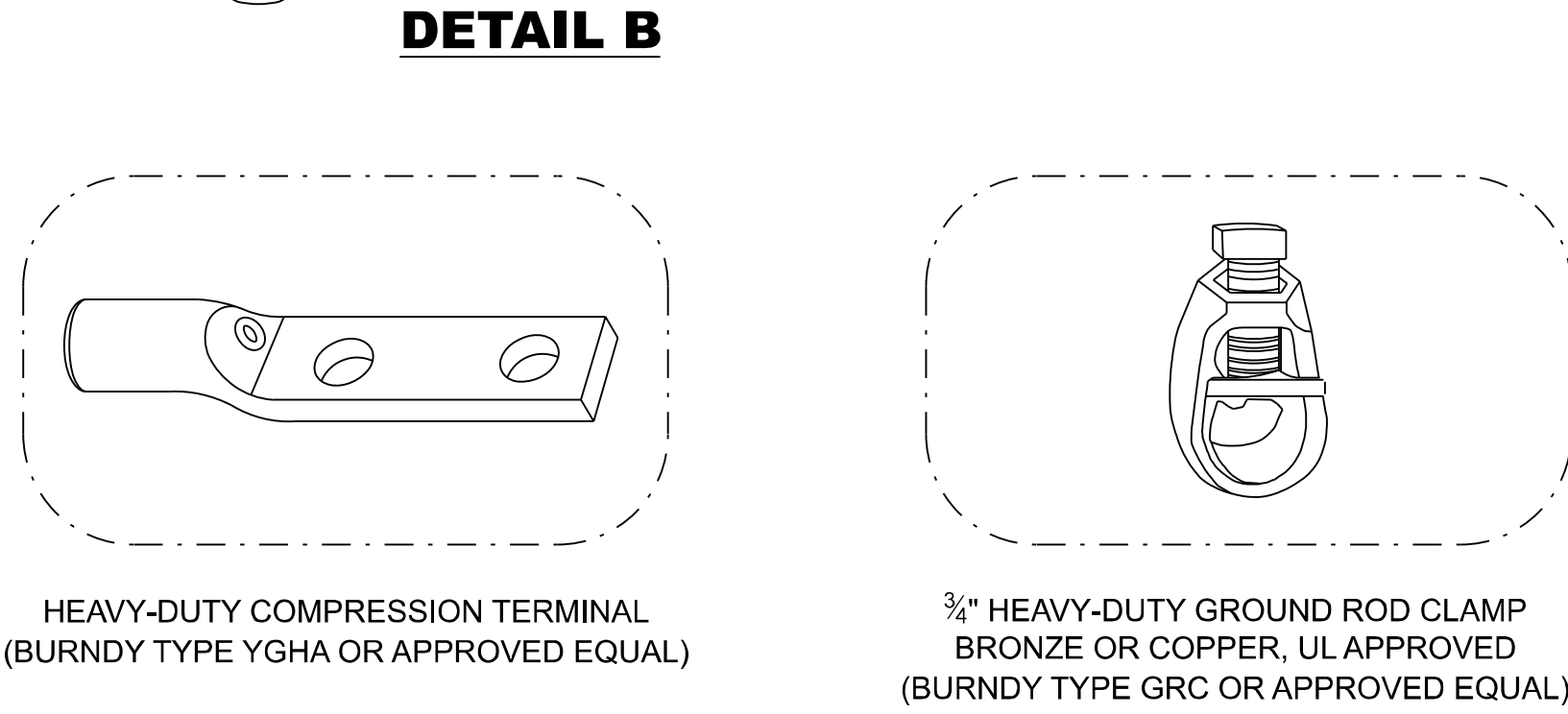
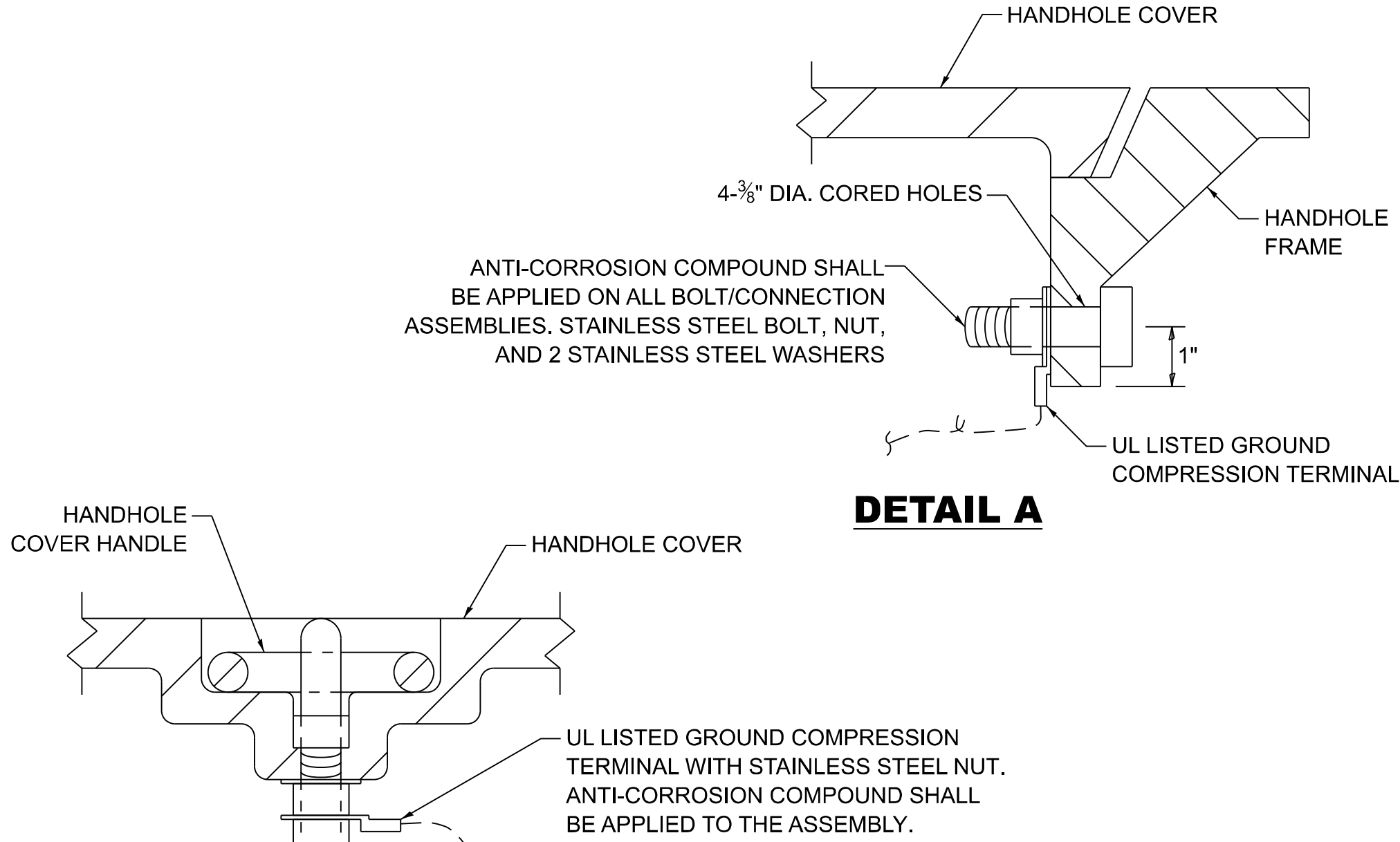
HANDHOLE TO INTERCEPT EXISTING CONDUIT



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

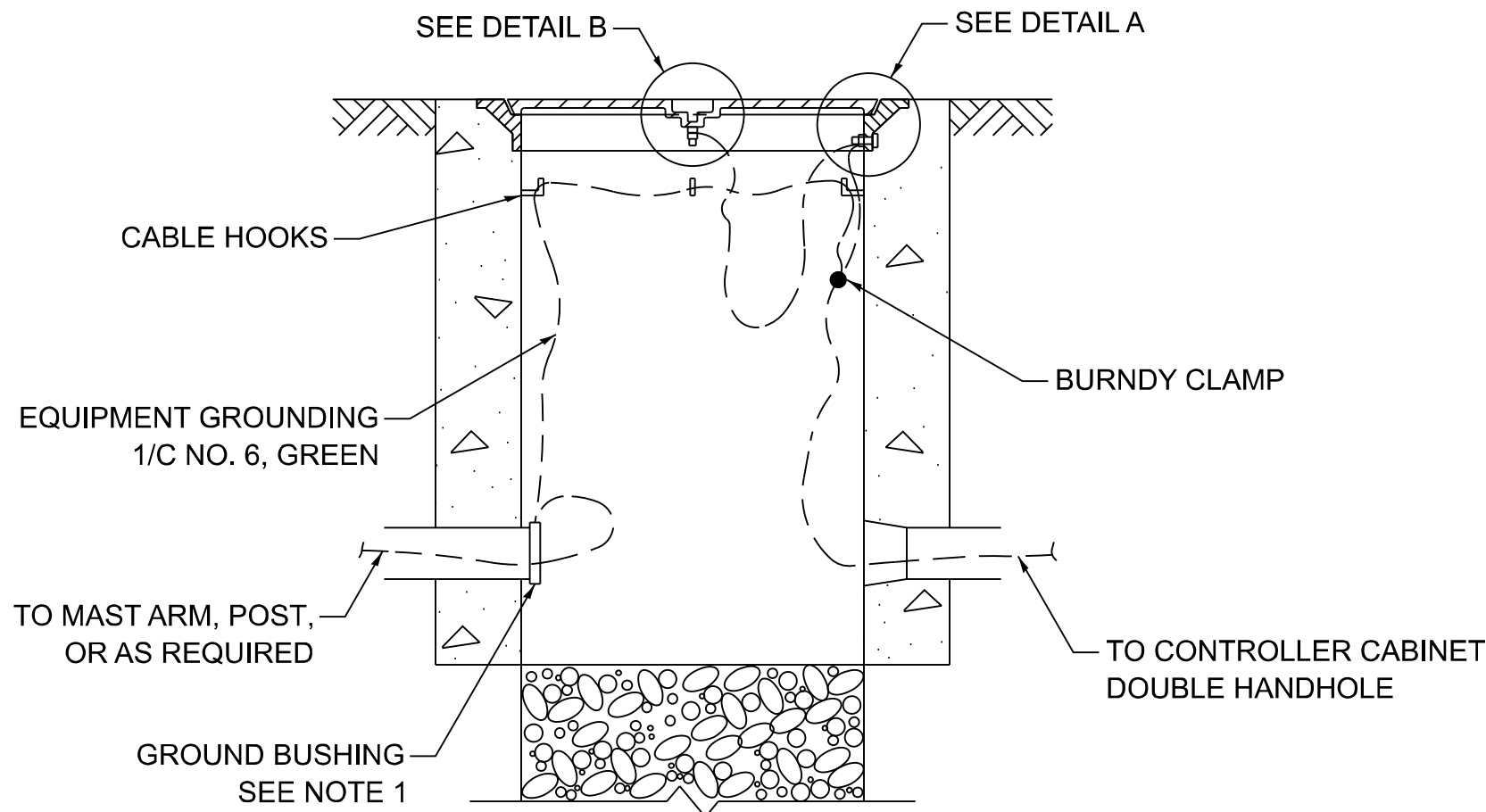


MAST ARM / POST GROUNDING DETAIL



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

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DATE	- 10/15/2025

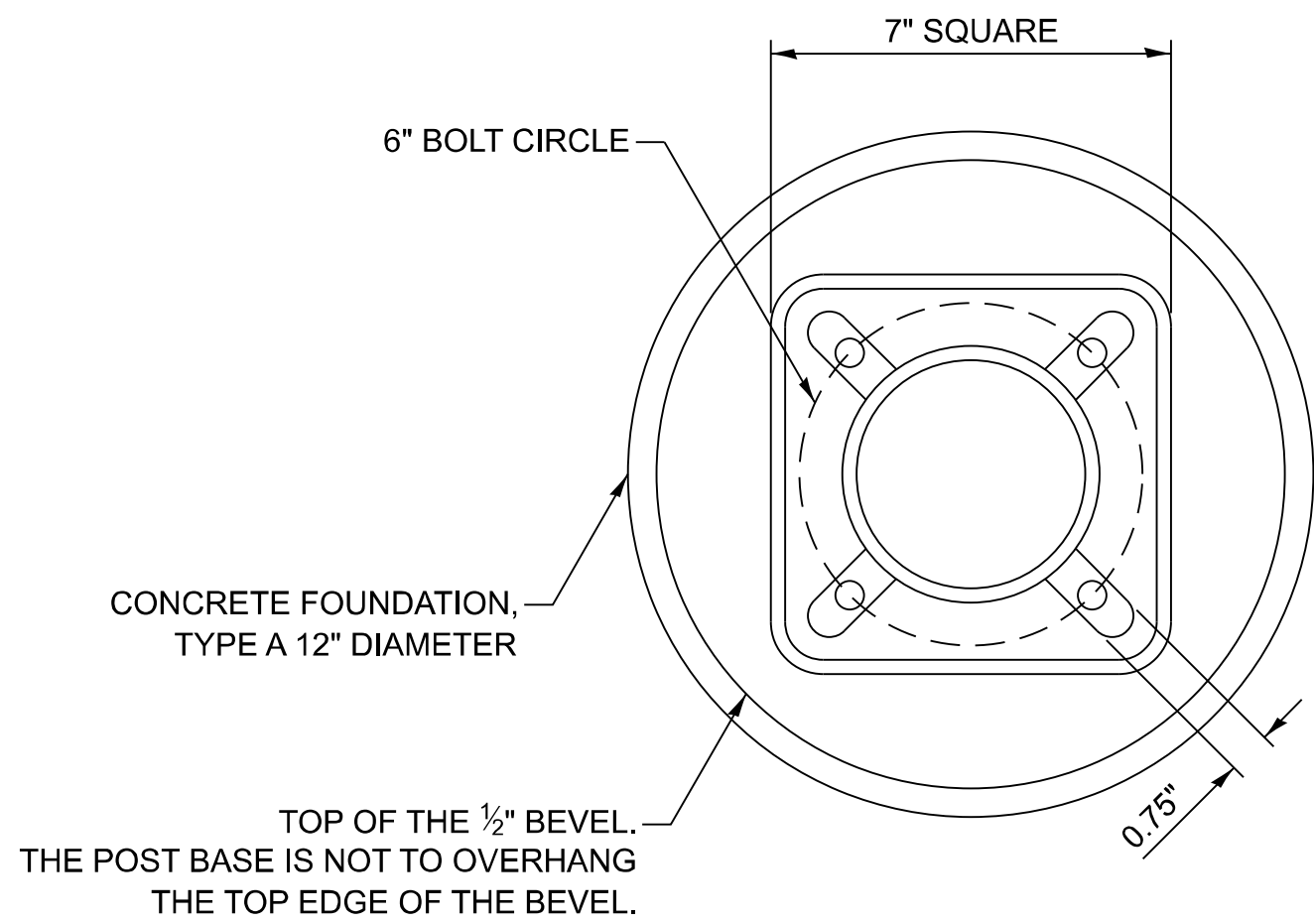
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

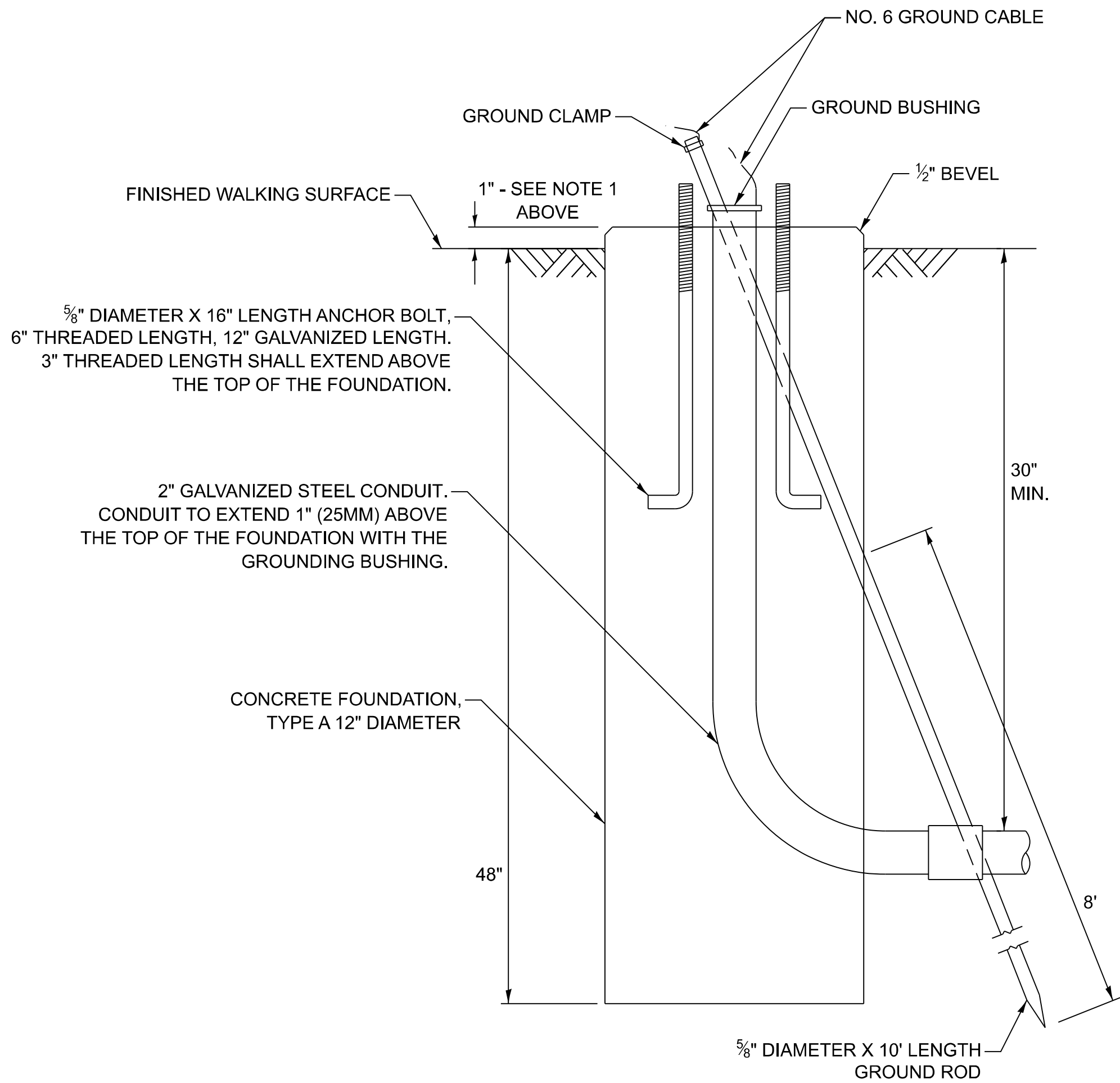
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TS-01		CONTRACT NO. 80D34		
		ILLINOIS FED. AID PROJECT		



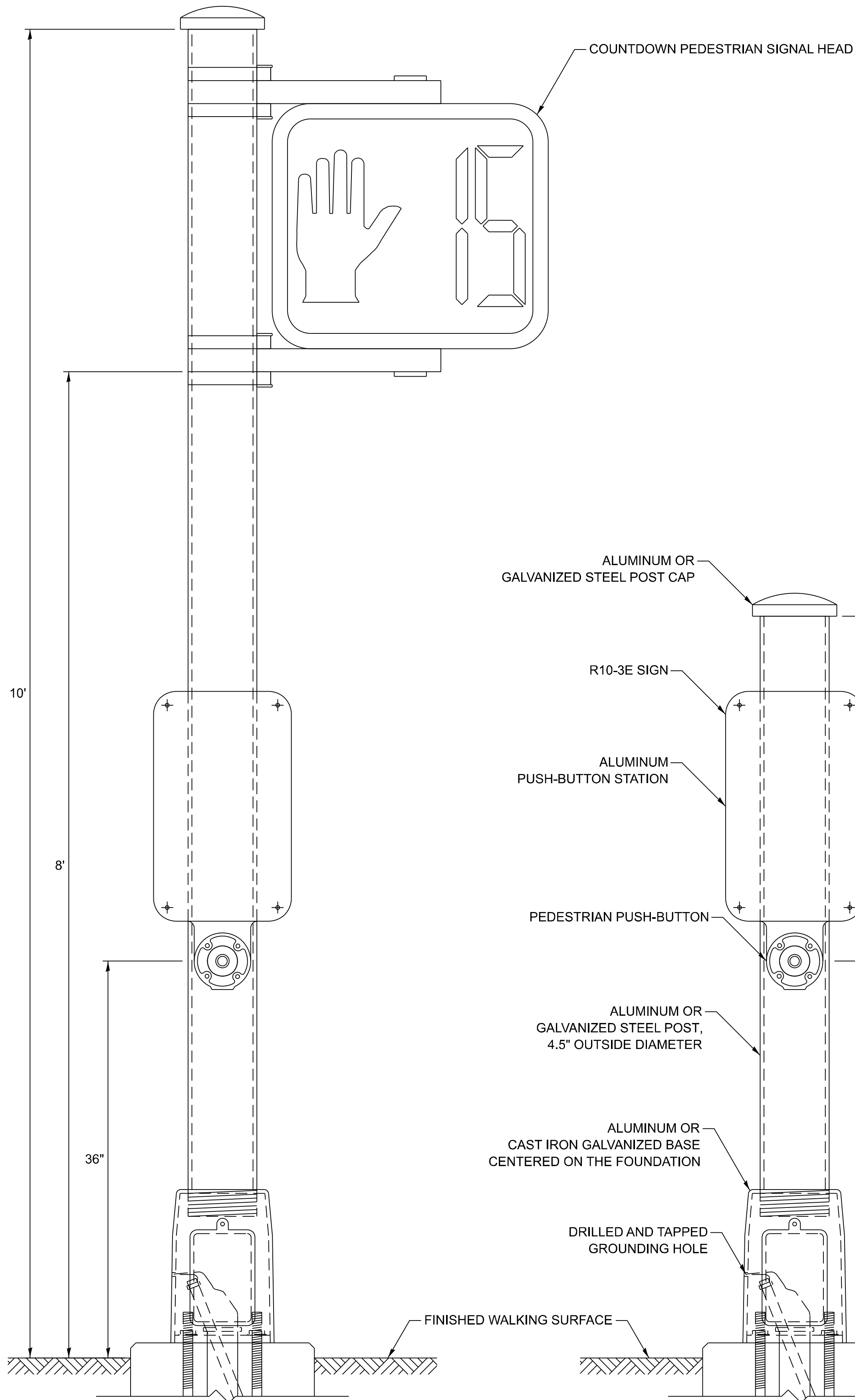
BOLT PATTERN

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.

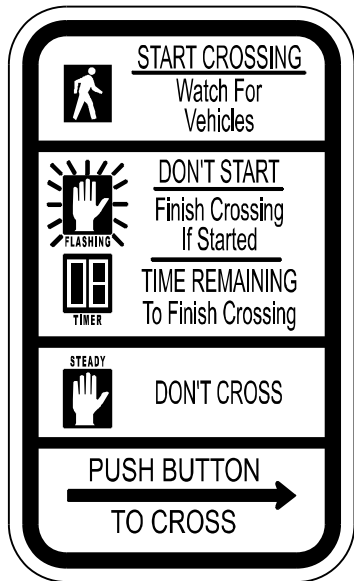


**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**

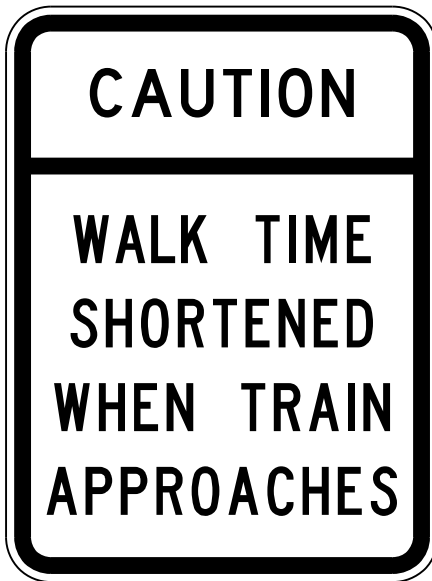


PEDESTRIAN SIGNAL POST, 10 FT.

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.

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PLOT DATE	= 7/28/2026	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.
338	2026-2168-RS	COOK	31	31
TS-01		CONTRACT NO. 80D34		
		ILLINOIS	FED. AID PROJECT	