

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

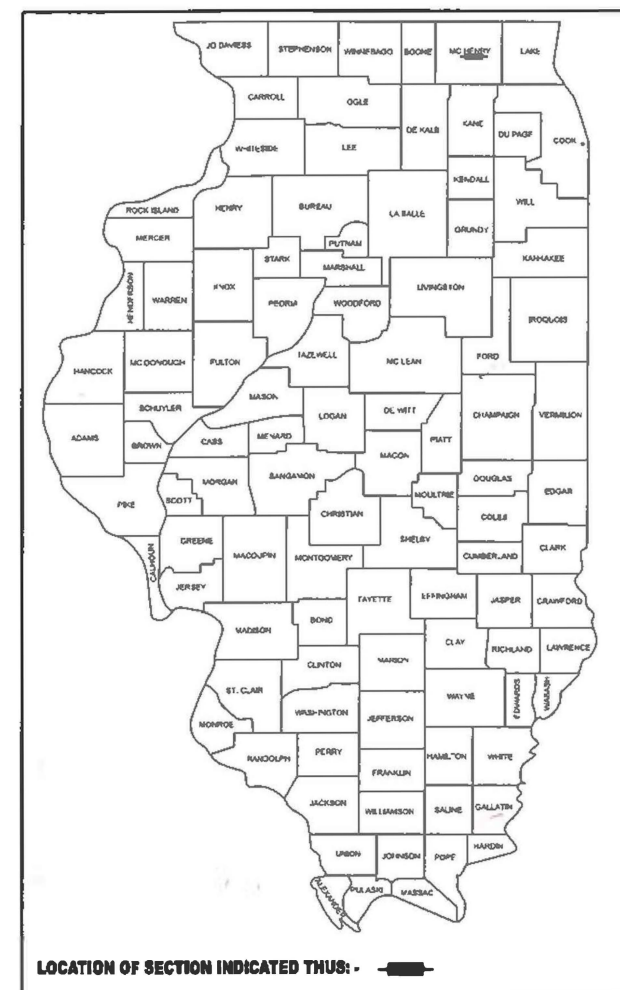
FAP R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	1
ILLINOIS CONTRACT NO. 80C45				

\* 32 + 6 = 38 TOTAL SHEETS

# PROPOSED HIGHWAY PLANS

FAP ROUTE 305: US 14  
EAST OF IL 47 (EASTWOOD DRIVE) TO WEST LAKE SHORE DRIVE  
STANDARD OVERLAY  
FAP ROUTE 305: US 14 - SOUTH FRONTAGE ROAD  
US 14 TO END  
SMART OVERLAY  
PROJECT: NHPP-9LNU(280)  
SECTION 2025-2102-RS  
MCHENRY COUNTY

D-91-110-26



LOCATION OF SECTION INDICATED THUS: -

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS IMPROVEMENT IS LOCATED  
WITHIN THE CITY OF WOODSTOCK

TRAFFIC DATA:

LOCATION 1:

US 14: E. OF IL 47 (EASTWOOD DR.) TO W. LAKE SHORE DR.  
ADT (2025) = 12200 VPD  
SPEED LIMIT = 55 MPH

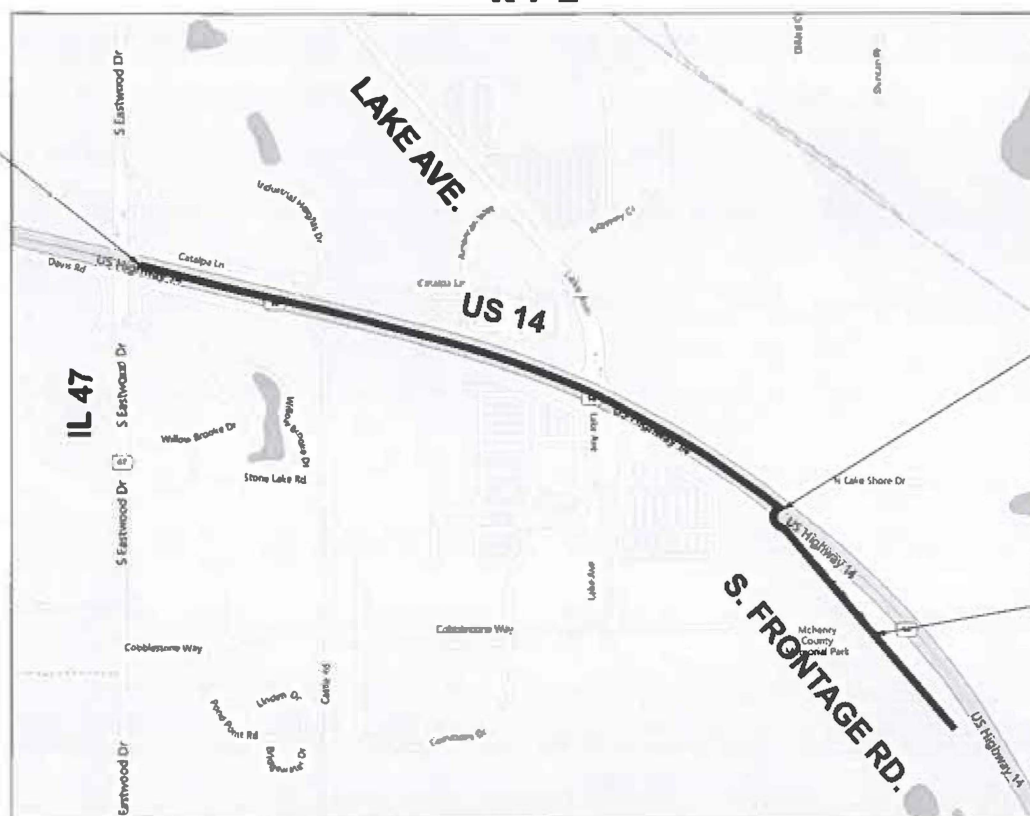
LOCATION 2:

US 14 - S. FRONTAGE RD.: US 14 TO END  
ADT (2025) = 15 VPD  
SPEED LIMIT = 25 MPH

LOCATION 1:  
PROJECT  
BEGINS  
STA 104+67.87

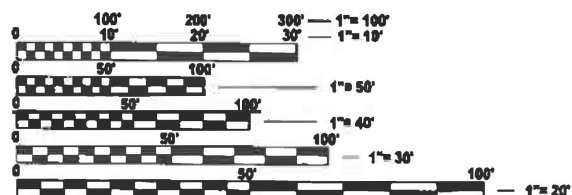
LOCATION 1:  
PROJECT  
ENDS  
STA 150+07.41

LOCATION 2:  
STA 303+20  
TO  
STA 321+12



DORR TOWNSHIP

GROSS LENGTH = NET LENGTH = 6332 FT. = 1.2 MILES



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

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

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

CONTRACT NO. 80C45

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 16, 2026

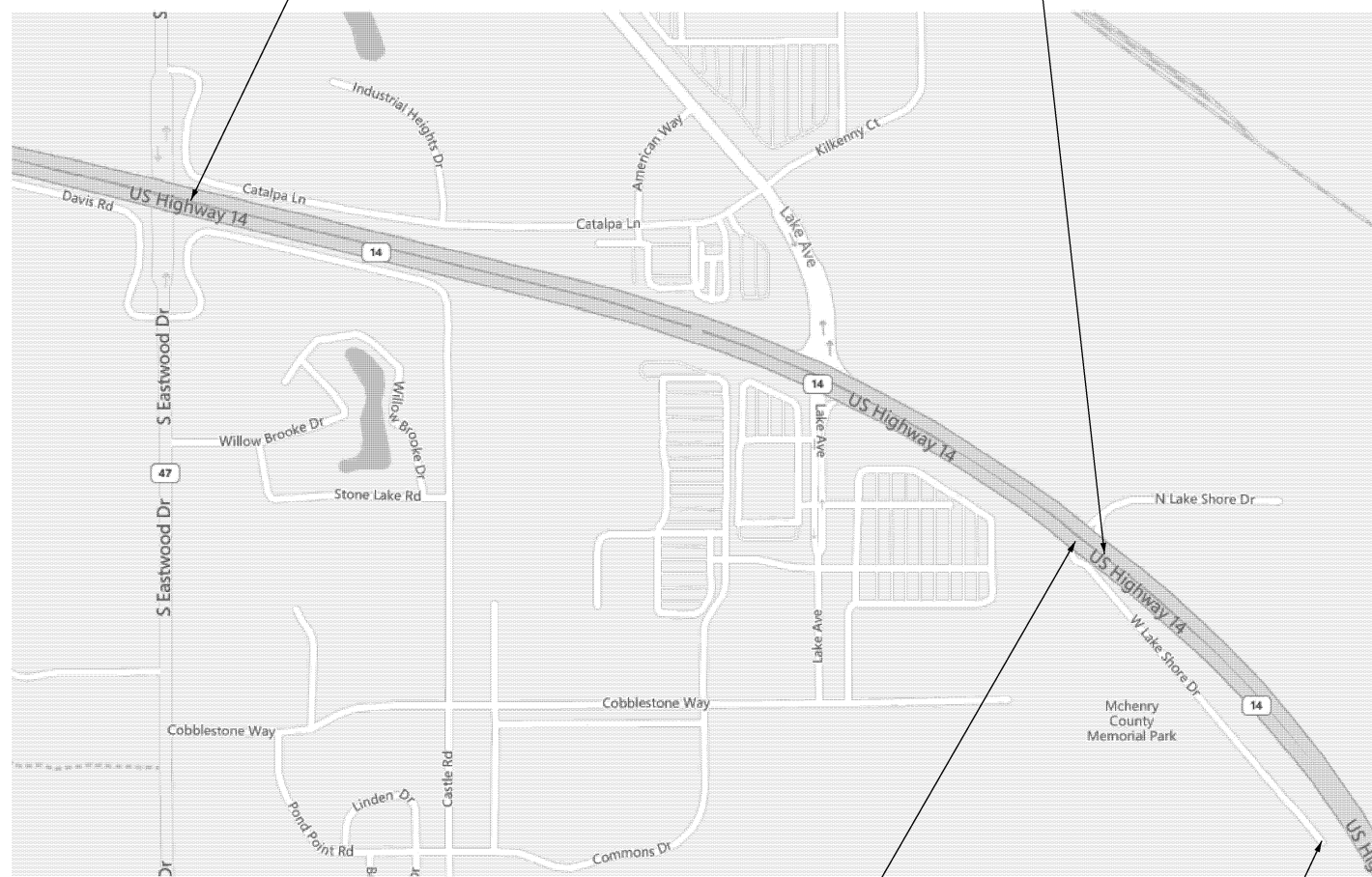
[Signature] REGIONAL ENGINEER

May 8, 2026  
[Signature] ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2026  
[Signature] DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

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**LOCATION 1:  
PROJECT BEGINS  
STA 104+67.87**

**LOCATION 1:  
PROJECT ENDS  
STA 150+07.41**

**LOCATION 3:  
PROJECT ENDS  
STA 553+00**

**LOCATION 2:  
PROJECT BEGINS  
STA 303+20**

**LOCATION 2:  
PROJECT ENDS  
STA 321+12**

**LOCATION 3:  
PROJECT BEGINS  
STA 498+61.62**

USER NAME = sergio.sema	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/20/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**VARIOUS LOCATIONS - LOCATION MAPS  
US 14, US 14 - S. FRONTAGE RD., AND IL 23**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	1A
CONTRACT NO. 80C45				
ILLINOIS FED. AID PROJECT				

**INDEX OF SHEETS**

SHEET NO.	DESCRIPTION
1	COVER SHEET
1A	VARIOUS LOCATIONS - LOCATION MAPS
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-7A	EXISTING AND PROPOSED TYPICAL SECTIONS
8-10B	ROADWAY AND PAVEMENT MARKING PLAN
10C	US 14 AND IL 47: DETECTOR LOOP REPLACEMENT PLAN
11	US 14 AND LAKE AVE.: DETECTOR LOOP REPLACEMENT PLAN
12	US 14 AND LAKE AVE.: CABLE PLAN, CONTROLLER PHASE DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM
13	US 14 AND LAKE SHORE DR.: TRAFFIC SIGNAL MODERNIZATION PLAN
14	US 14 AND LAKE SHORE DR.: CABLE PLAN, CONTROLLER PHASE DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM
15	BD-08: FRAMES AND LIDS ADJUSTMENT WITH MILLING
16	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
17	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
18	BD-32: BUTT JOINT AND HMA TAPER DETAILS
18A	BD-55: RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY
19	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
20	TC-11: TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
21	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKING
22	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
23	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
24	TC-22: ARTERIAL ROAD INFORMATION SIGN
25	TC-26: DRIVEWAY ENTRANCE SIGNING
26-32	TS-01: STANDARD TRAFFIC SIGNAL DESIGN DETAILS

**STATE STANDARDS**

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-04	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS TYPE 1
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
642006-01	SHOULDER RUMBLE STRIPS, 8 IN.
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS ≥ 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

**GENERAL NOTES (CONTINUED)**

- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.
- PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
- THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY OR ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.
- DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.
- 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.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED UNLESS DIRECTED BY THE ENGINEER.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES THAT OBSTRUCTS THE NATURAL FLOW OF WATER SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.
- THE ROAD CONSTRUCTION AHEAD SIGNS SHALL REMAIN INSTALLED UNTIL COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.

**GENERAL NOTES**

- 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).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND CITY OF WOODSTOCK.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 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.
- 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.
- THE RESIDENT ENGINEER SHALL CONTACT BRANDY KENNEDY, AREA TRAFFIC FIELD TECHNICIAN, AT BRANDY.KENNEDY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.

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PLOT DATE = 4/23/2026	CHECKED -	REVISED -			CONTRACT NO. 80C45				
	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
					SCALE:	SHEET	OF 1 SHEETS	STA.	TO STA.

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	
				US 14 ROADWAY	US 14 TS	FRON. RD. ROADWAY	US 14 ROADWAY	IL 23 TS	
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% STATE	80% FED 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0021	0005	0005	0021	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	8	8					
25200110	SODDING, SALT TOLERANT	SQ YD	8	8					
25200200	SUPPLEMENTAL WATERING	UNIT	1	1					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	29755	27780		1975			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	10892	9080		1812			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	69	62		7			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	191	191					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	2264	2264					
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	369			369			
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	3458	3458					
42001300	PROTECTIVE COAT	SQ YD	35	35					
44000151	HOT-MIX ASPHALT SURFACE REMOVAL, 1/2"	SQ YD	4388			4388			
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	41155	41155					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	27			27			
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	40			40			
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	66			66			
44201875	CLASS D PATCHES, TYPE II, 19 INCH	SQ YD	247	247					
44201879	CLASS D PATCHES, TYPE III, 19 INCH	SQ YD	371	371					
44201781	CLASS D PATCHES, TYPE IV, 19 INCH	SQ YD	618	618					
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	313	241		72			

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	
				US 14 ROADWAY	US 14 TS	FRON. RD. ROADWAY	US 14 ROADWAY	IL 23 TS	
				80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	100% STATE	80% FED 20% STATE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0021	0005	0005	0021	
60250200	CATCH BASINS TO BE ADJUSTED	EACH	5	5					
60618320	CONCRETE MEDIAN SURFACE, 6 INCH	SQ FT	70	70					
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	13135	13135					
67100100	MOBILIZATION	L SUM	1	0.8		0.2			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	8223	7496		727			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	371	317		54			
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	874	874					
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	44546	35916		8630			
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	6676	6676					
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	3946	3946					
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	3088	3088					
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	742	742					
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	112	959		163			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	437	437					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	22273	17958		4315			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	3338	3338					
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1973	1973					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1544	1544					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	371	371					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	227	227					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	227	227					
78004630	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 6"	FOOT	2157	2157					
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2			2			

\* = SPECIALTY ITEM

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PLOT DATE = 3/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
US 14 AND US 14 - FRONTAGE RD.**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	3
CONTRACT NO. 80C45			ILLINOIS FED. AID PROJECT	

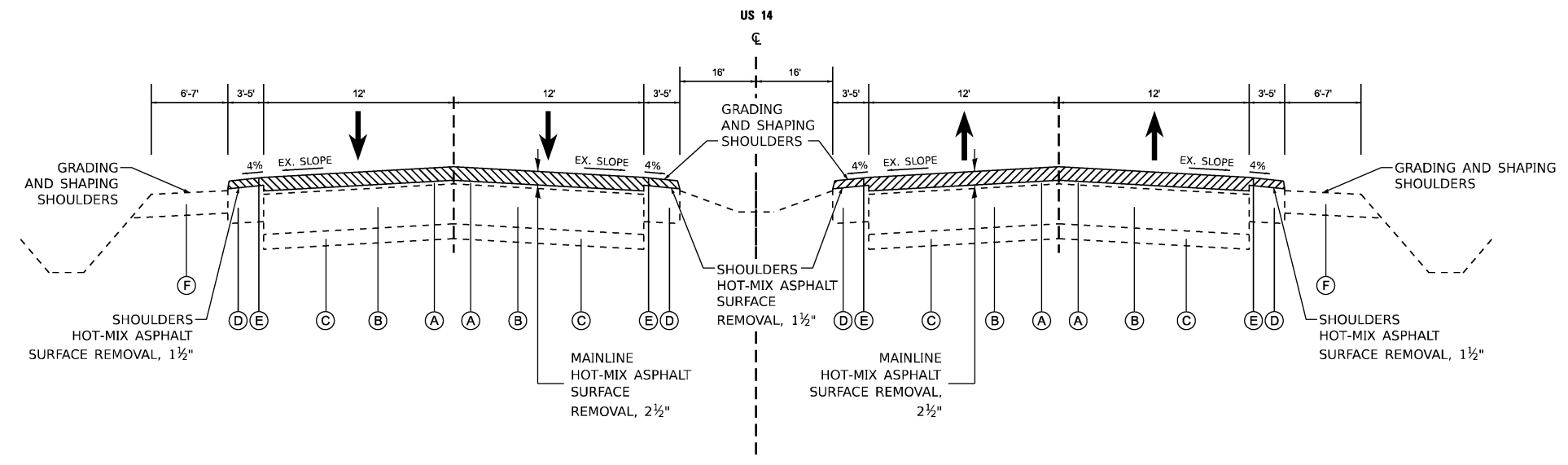


**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT PAVEMENT - 3"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT - 10"
- (C) AGGREGATE SUBBASE
- (D) HOT-MIX ASPHALT SHOULDER - 8"
- (E) EXIST. RUMBLE STRIPS
- (F) AGGREGATE SHOULDER

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 1½"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75 - 1"
- (3) PROP. RUMBLE STRIPS
- (4) AGGREGATE WEDGE SHOULDER, TYPE B

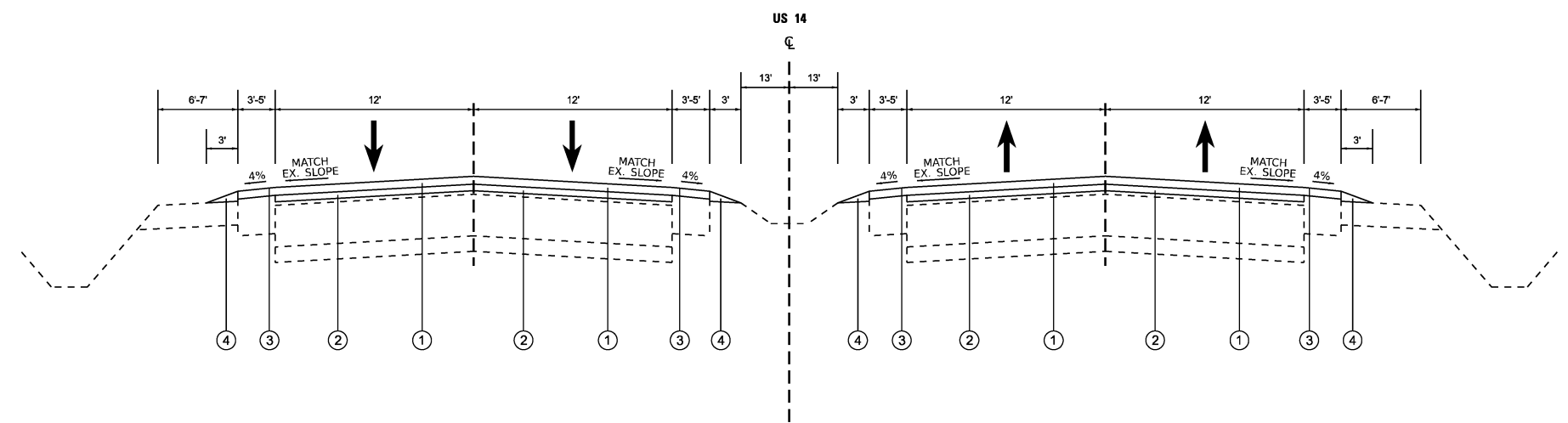


**EXISTING TYPICAL**

STA 104+67.87 TO STA 136+32, STA 138+19 TO STA 150+07.41

NOTES:

- (1) THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- (2) LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE POLYMERIZED HMA BINDER COURSE, IL-4.75, N50.



**PROPOSED TYPICAL**

STA 104+67.87 TO STA 136+32, STA 138+19 TO STA 150+07.41

HOT-MIX ASPHALT MIXTURE REQUIREMENTS			QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE		AIR VOIDS @ N des	
<b>US 14</b>			
<b>PAVEMENT RESURFACING</b>			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 1½"	4.0% AT 70 GYR.		QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - 1"	3.5% AT 50 GYR.		QCP
<b>HMA SHOULDER RESURFACING</b>			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 1½"	4.0% AT 70 GYR.		QC/QA
<b>PATCHING</b>			
CLASS D PATCHES (HOT-MIX ASPHALT BINDER IL-19.0)	4.0% AT 70 GYR.		QC/QA
<b>US 14 - FRONTAGE RD.</b>			
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 - 1½"	4.0% AT 50 GYR.		QC/QA

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURES QUANTITIES IS 112 LBS/SQ YD/IN. THE ONLY EXCEPTION IS POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, WHOSE UNIT WEIGHT IS 110 LBS/SQ YD/IN.

NOTE 2: 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.

NOTE 3: 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 THE SHOULDER.

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS  
US 14: E. OF IL 47 (EASTWOOD DR.) TO W. LAKE SHORE DR.**

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

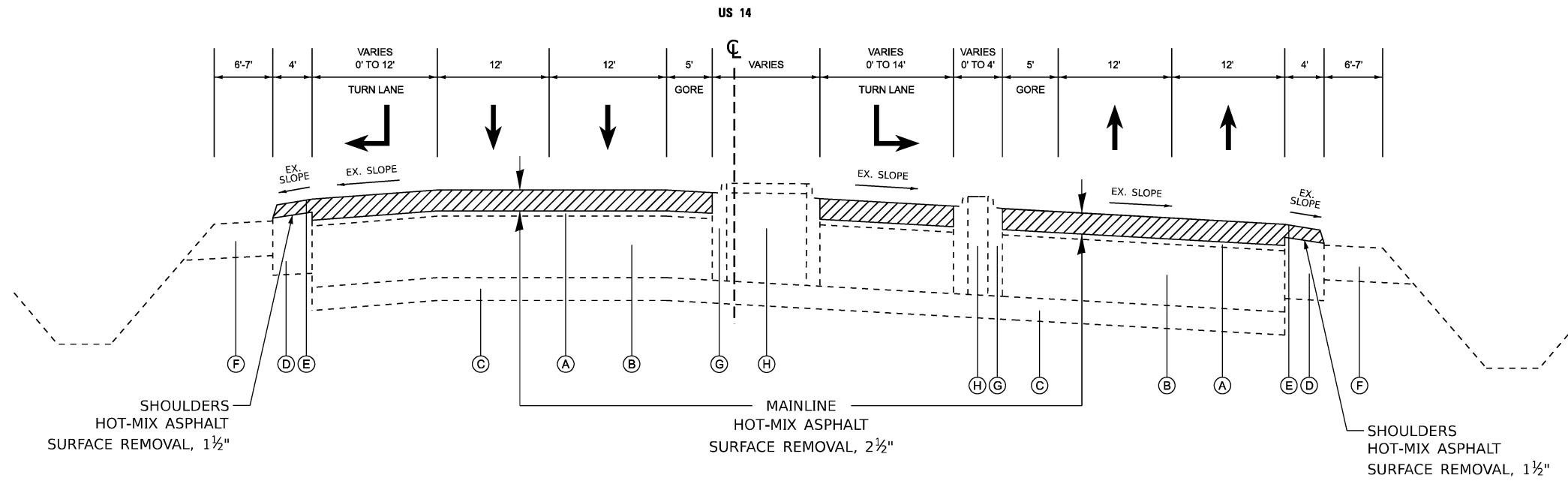
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	5
			CONTRACT NO. 80C45	
		ILLINOIS FED. AID PROJECT		

**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT PAVEMENT - 3"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT - 10"
- (C) AGGREGATE SUBBASE
- (D) HOT-MIX ASPHALT SHOULDER - 8"
- (E) EXIST. RUMBLE STRIPS
- (F) AGGREGATE SHOULDER
- (G) COMBINATION CURB AND GUTTER
- (H) BARRIER MEDIAN

**PROPOSED LEGEND**

- (1) HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70 - 1½"
- (2) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75 - 1"
- (3) PROP. RUMBLE STRIPS
- (4) AGGREGATE WEDGE SHOULDER, TYPE B
- (5) PORTLAND CEMENT CONCRETE COMBINATION CURB AND GUTTER
- (6) PCC MEDIAN SURFACE, 6"

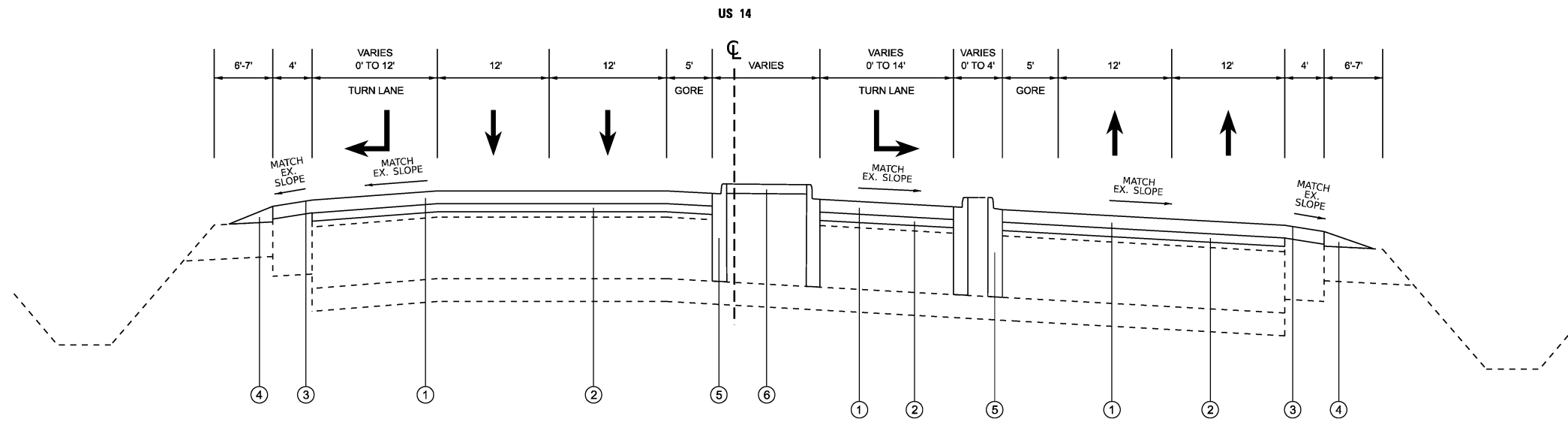


**EXISTING TYPICAL**

STA 136+32 TO STA 142+10

**NOTES:**

- (1) THE LOCATION OF REMOVAL/REPLACEMENT OF MEDIAN SURFACE WILL BE DETERMINED BY THE RESIDENT ENGINEER/TECHNICIAN IN THE FIELD.
- (2) LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE POLYMERIZED HMA BINDER COURSE, IL-4.75, N50.



**PROPOSED TYPICAL**

STA 136+32 TO STA 142+10

MODEL: Typical 2 (Sheet)  
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	DRAWN -	REVISED -
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PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS  
US 14: E. OF IL 47 (EASTWOOD DR.) TO W. LAKE SHORE DR.**

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 80C45	

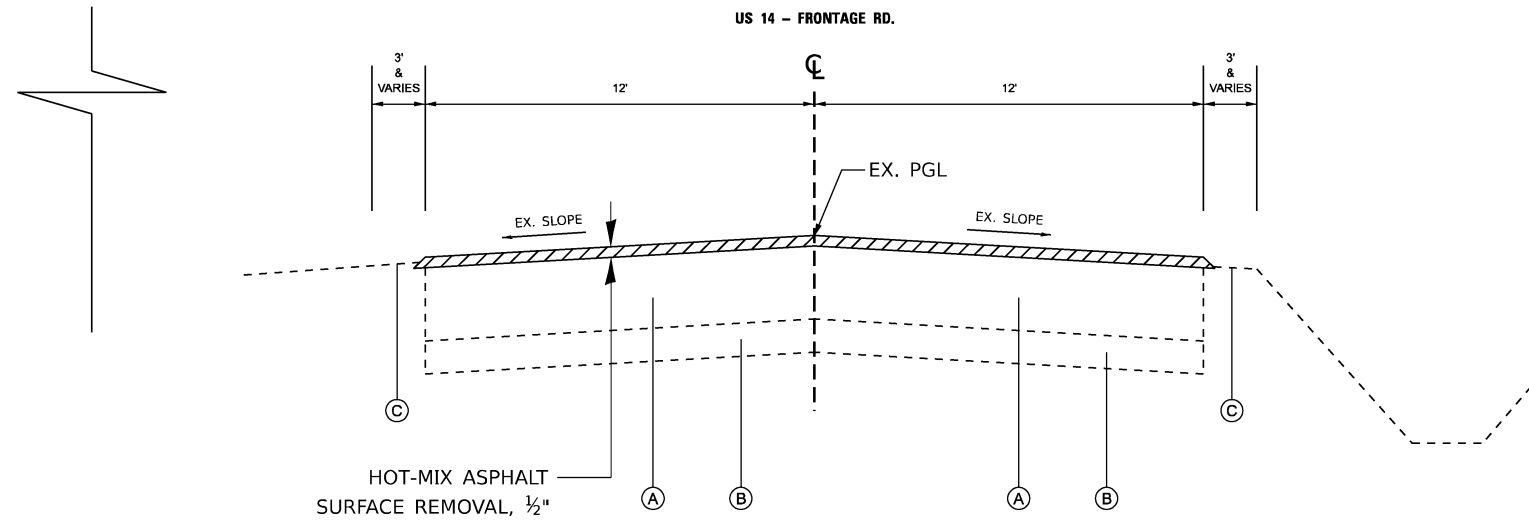
**EXISTING LEGEND**

- Ⓐ HOT-MIX ASPHALT PAVEMENT - 8"
- Ⓑ AGGREGATE SUBBASE
- Ⓒ AGGREGATE SHOULDER

**PROPOSED LEGEND**

- ① HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 - 1½"
- ② AGGREGATE WEDGE SHOULDER, TYPE B

US 14



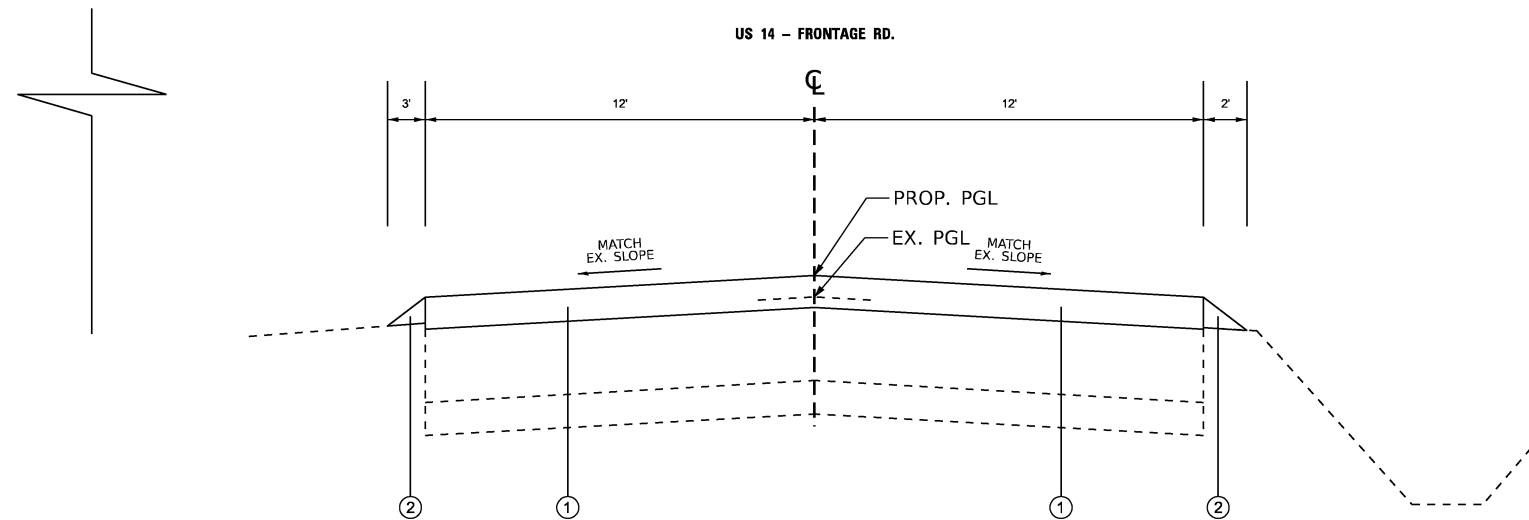
**EXISTING TYPICAL**

STA 303+20 TO STA 321+12

NOTES:

- (1) THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
- (2) LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE.
- (3) ENTRANCES TO BE ADJUSTED TO PGL AS PER BD-32.

US 14



**PROPOSED TYPICAL**

STA 303+20 TO STA 321+12

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS  
US 14 - FRONTAGE RD: US 14 TO END

USER NAME = ssergio.sema	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 3/19/2026	DATE -	REVISED -

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	7
CONTRACT NO. 80C45				
ILLINOIS FED. AID PROJECT				

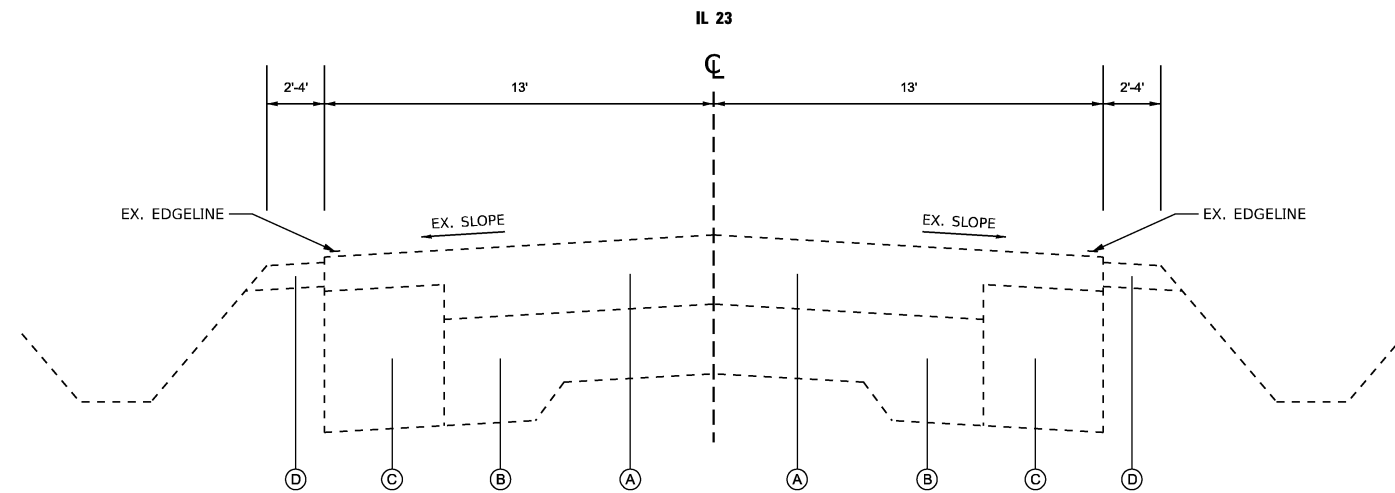
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**EXISTING LEGEND**

- (A) HOT-MIX ASPHALT PAVEMENT - 6"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT, 9"-6"-9"
- (C) EXIST BSE CSW W, 3" HMA, 9" BAM
- (D) AGGREGATE SHOULDER

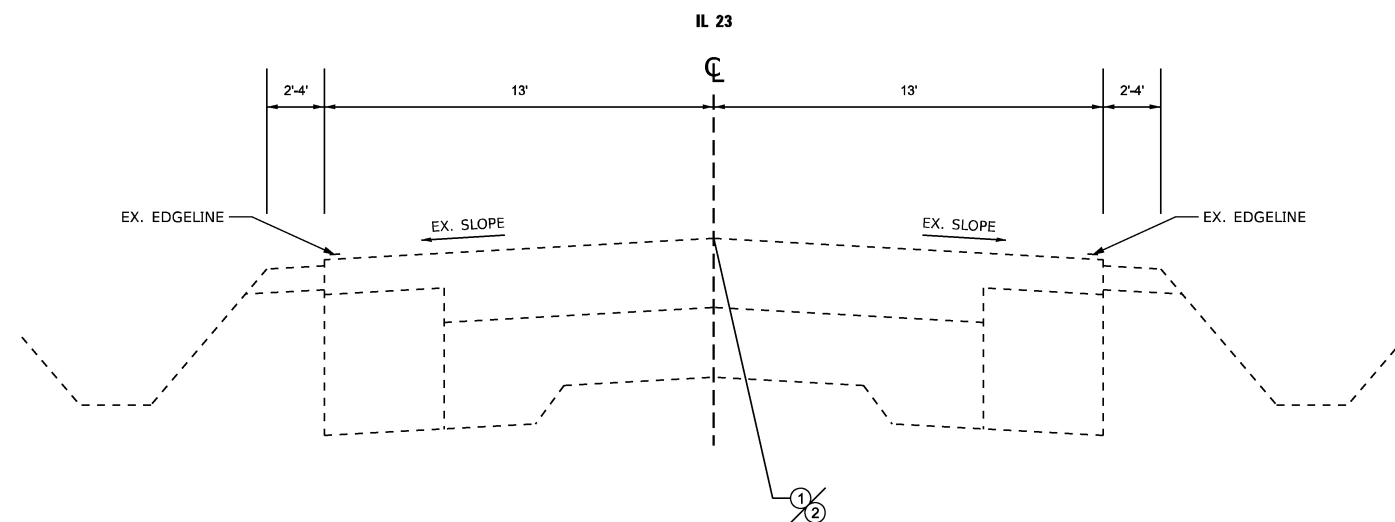
**PROPOSED LEGEND**

- ① CENTERLINE RUMBLE STRIPS, 16"
- ② HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING



**EXISTING TYPICAL**

STA 498+61.62 TO STA 553+00



**PROPOSED TYPICAL**

STA 498+61.62 TO STA 553+00

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PLOT DATE = 4/28/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS  
IL 23 - BUSSE RD. TO OLBRICH RD.**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	7A
CONTRACT NO. 80C45				
ILLINOIS FED. AID PROJECT				



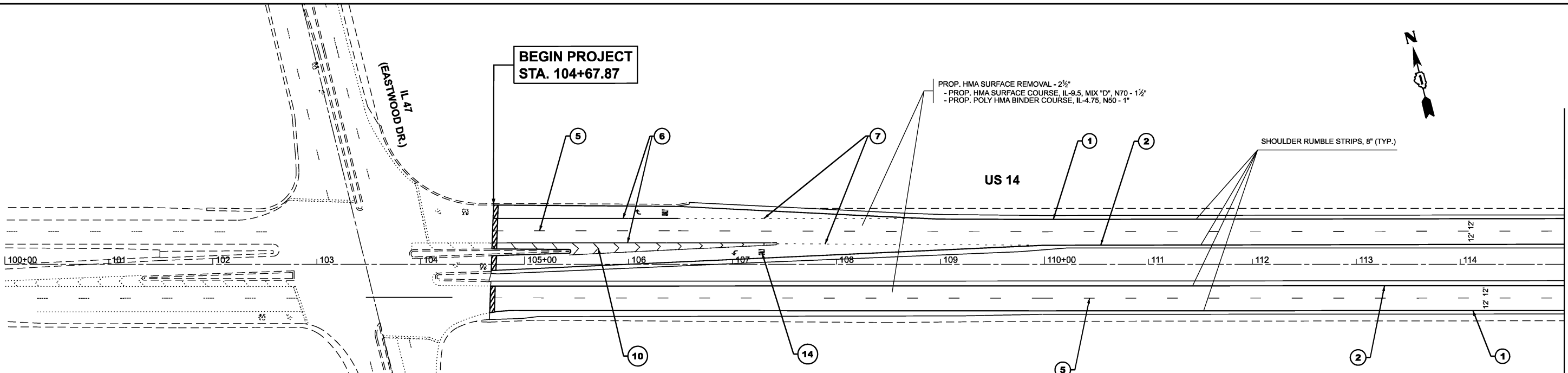
**BEGIN PROJECT  
STA. 104+67.87**

PROP. HMA SURFACE REMOVAL - 2½"  
- PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70 - 1½"  
- PROP. POLY HMA BINDER COURSE, IL-4.75, N50 - 1"

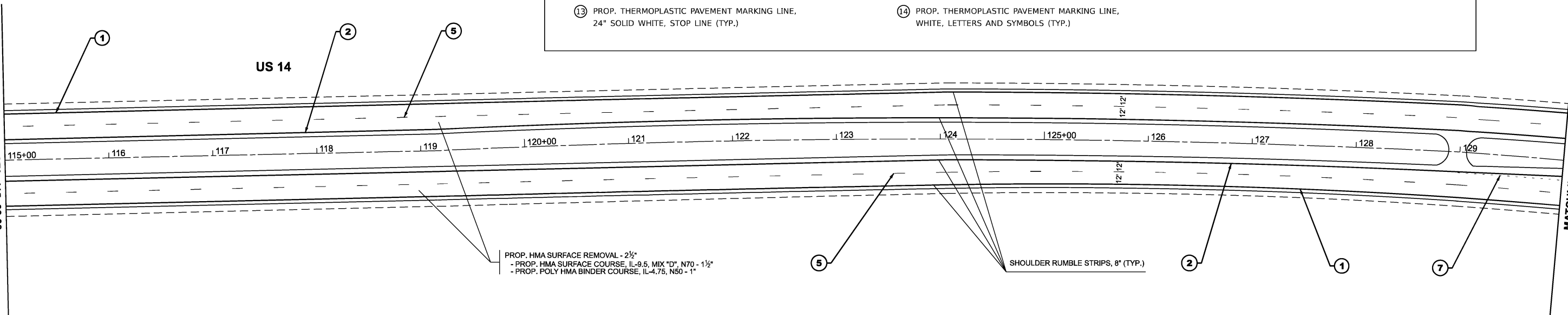
SHOULDER RUMBLE STRIPS, 8" (TYP.)

**US 14**

MATCHLINE STA. 115+00.00



PAVEMENT MARKING LEGEND		
① PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE, EDGE LINE (TYP.)	② PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW, EDGE LINE (TYP.)	③ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" YELLOW SKIP DASH, LANE LINE @ 30' SKIP & 10' DASH (TYP.)
④ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID DOUBLE YELLOW, CENTERLINE, 2 @ 11" C-C (TYP.)	⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, TYPE D - STANDARD - LINE 6" SOLID WHITE, LANE LINE @ 30' SKIP & 10' DASH WITH GROOVING FOR RECESSED PAVEMENT MARKING 7" (TYP.)	⑥ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID WHITE, TURN LANE (TYP.)
⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" WHITE DOTTED LINE, TURN LANE @ 6' SKIP AND 2' DASH (TYP.)	⑧ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" SOLID WHITE, CHANNELIZING LINES (TYP.)	⑨ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" SOLID YELLOW, CHANNELIZING LINES (TYP.)
⑩ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" SOLID WHITE, CHANNELIZING LINES (TYP.)	⑪ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" SOLID YELLOW, CHANNELIZING LINES (TYP.)	⑫ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 2 @ 6" SOLID WHITE, CROSSWALK LINES (TYP.) 12" SOLID WHITE, CROSSWALK LINES (TYP.)
⑬ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 24" SOLID WHITE, STOP LINE (TYP.)	⑭ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, WHITE, LETTERS AND SYMBOLS (TYP.)	



PROP. HMA SURFACE REMOVAL - 2½"  
- PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70 - 1½"  
- PROP. POLY HMA BINDER COURSE, IL-4.75, N50 - 1"

SHOULDER RUMBLE STRIPS, 8" (TYP.)

 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT, 4.5'

**NOTES:**

- 1) LIMIT OF RESURFACING ON THE SIDE- STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.
- 2) ALL FINAL PAVEMENT MARKINGS WITHIN RESURFACING LIMITS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).
- 3) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- 4) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

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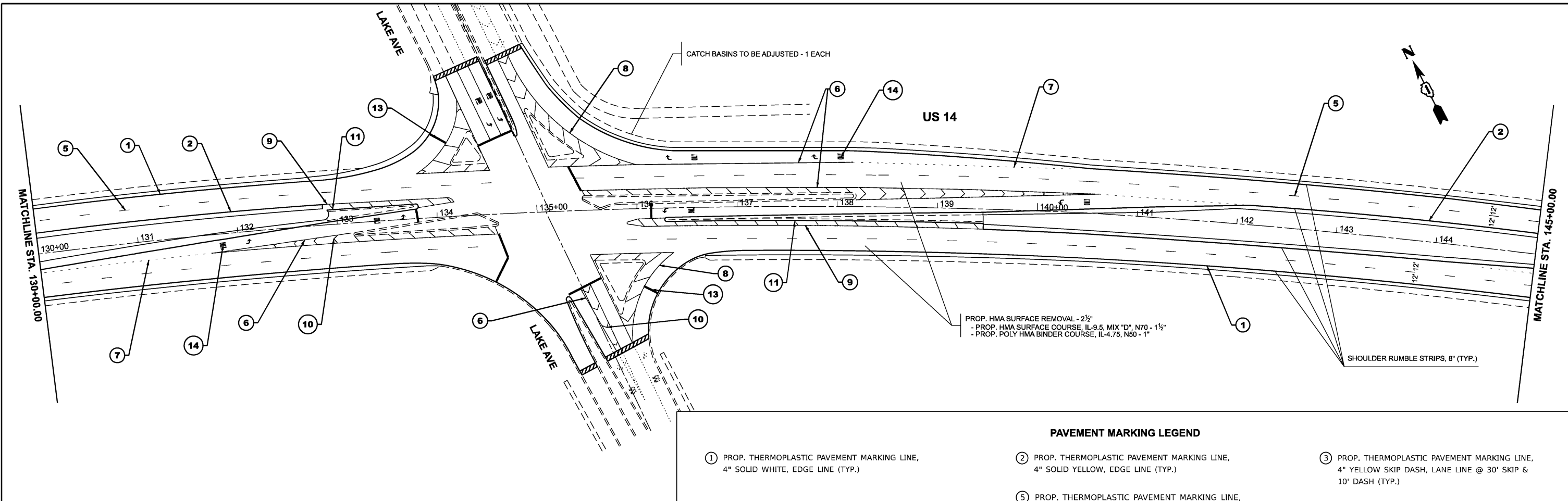
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN  
US 14: E. OF IL 47 (EASTWOOD DR.) TO W. LAKE SHORE DR.**

SCALE: 1"=50' SHEET 1 OF 5 SHEETS STA. 100+00.00 TO STA. 130+00.00

F.A.P. RTE. 305	SECTION 2025-2102-RS	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 8
CONTRACT NO. 80C45			ILLINOIS FED. AID PROJECT	



PROP. HMA SURFACE REMOVAL - 2 1/2"  
 - PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70 - 1 1/2"  
 - PROP. POLY HMA BINDER COURSE, IL-4.75, N50 - 1"

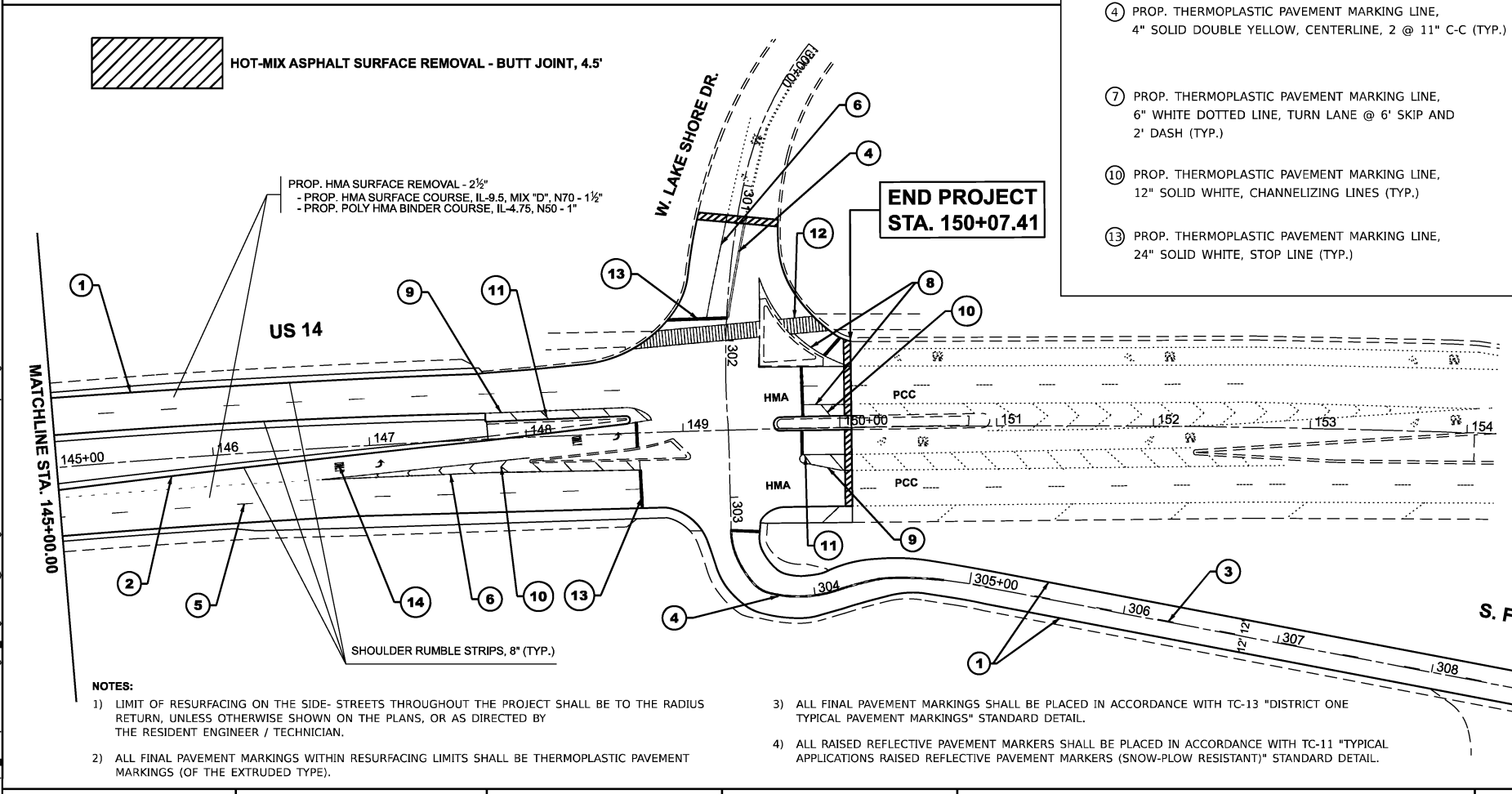
SHOULDER RUMBLE STRIPS, 8" (TYP.)

PAVEMENT MARKING LEGEND			
1	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE, EDGE LINE (TYP.)	3	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" YELLOW SKIP DASH, LANE LINE @ 30' SKIP & 10' DASH (TYP.)
2	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW, EDGE LINE (TYP.)	4	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID DOUBLE YELLOW, CENTERLINE, 2 @ 11" C-C (TYP.)
5	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, TYPE D - STANDARD - LINE 6" SOLID WHITE, LANE LINE @ 30' SKIP & 10' DASH WITH GROOVING FOR RECESSED PAVEMENT MARKING 7" (TYP.)	6	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID WHITE, TURN LANE (TYP.)
7	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" WHITE DOTTED LINE, TURN LANE @ 6' SKIP AND 2' DASH (TYP.)	8	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" SOLID WHITE, CHANNELIZING LINES (TYP.)
10	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" SOLID WHITE, CHANNELIZING LINES (TYP.)	9	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" SOLID YELLOW, CHANNELIZING LINES (TYP.)
13	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 24" SOLID WHITE, STOP LINE (TYP.)	11	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" SOLID YELLOW, CHANNELIZING LINES (TYP.)
		12	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 2 @ 6" SOLID WHITE, CROSSWALK LINES (TYP.) 12" SOLID WHITE, CROSSWALK LINES (TYP.)
		14	PROP. THERMOPLASTIC PAVEMENT MARKING LINE, WHITE, LETTERS AND SYMBOLS (TYP.)

 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT, 4.5'

PROP. HMA SURFACE REMOVAL - 2 1/2"  
 - PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70 - 1 1/2"  
 - PROP. POLY HMA BINDER COURSE, IL-4.75, N50 - 1"

**END PROJECT  
 STA. 150+07.41**



PROP. HMA SURFACE REMOVAL - 1/2"  
 - PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N50 - 1 1/2"

**NOTES:**

- 1) LIMIT OF RESURFACING ON THE SIDE- STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.
- 2) ALL FINAL PAVEMENT MARKINGS WITHIN RESURFACING LIMITS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).

- 3) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- 4) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

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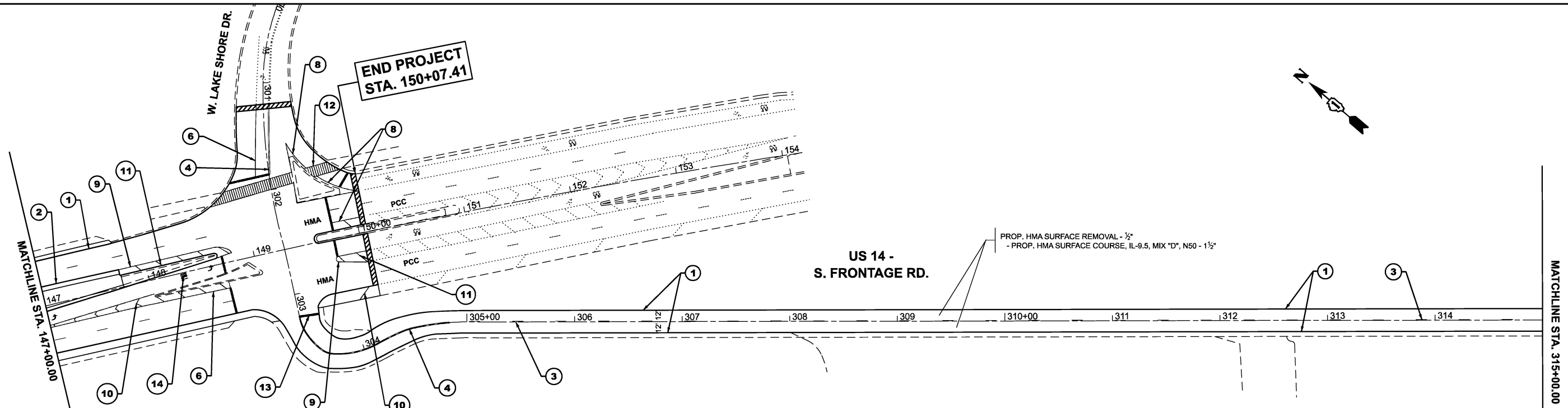
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN  
 US 14: E. OF IL 47 (EASTWOOD DR.) TO W. LAKE SHORE DR.**

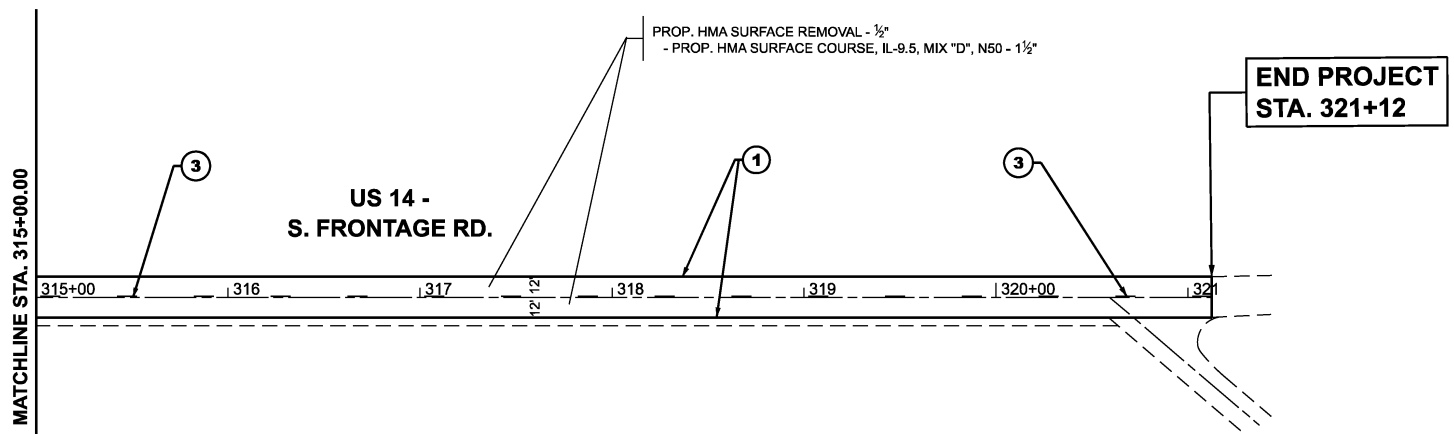
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	9
CONTRACT NO. 80C45			ILLINOIS FED. AID PROJECT	



**PAVEMENT MARKING LEGEND**

<p>① PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID WHITE, EDGE LINE (TYP.)</p> <p>④ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID DOUBLE YELLOW, CENTERLINE, 2 @ 11" C-C (TYP.)</p> <p>⑦ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" WHITE DOTTED LINE, TURN LANE @ 6' SKIP AND 2' DASH (TYP.)</p> <p>⑩ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" SOLID WHITE, CHANNELIZING LINES (TYP.)</p> <p>⑬ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 24" SOLID WHITE, STOP LINE (TYP.)</p>	<p>② PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID YELLOW, EDGE LINE (TYP.)</p> <p>⑤ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, TYPE D - STANDARD - LINE 6" SOLID WHITE, LANE LINE @ 30' SKIP &amp; 10' DASH WITH GROOVING FOR RECESSED PAVEMENT MARKING 7" (TYP.)</p> <p>⑧ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" SOLID WHITE, CHANNELIZING LINES (TYP.)</p> <p>⑪ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 12" SOLID YELLOW, CHANNELIZING LINES (TYP.)</p> <p>⑭ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, WHITE, LETTERS AND SYMBOLS (TYP.)</p>	<p>③ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" YELLOW SKIP DASH, LANE LINE @ 30' SKIP &amp; 10' DASH (TYP.)</p> <p>⑥ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID WHITE, TURN LANE (TYP.)</p> <p>⑨ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 8" SOLID YELLOW, CHANNELIZING LINES (TYP.)</p> <p>⑫ PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 2 @ 6" SOLID WHITE, CROSSWALK LINES (TYP.) 12" SOLID WHITE, CROSSWALK LINES (TYP.)</p>
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- NOTES:**
- LIMIT OF RESURFACING ON THE SIDE- STREETS THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER / TECHNICIAN.
  - ALL FINAL PAVEMENT MARKINGS WITHIN RESURFACING LIMITS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE).
  - ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
  - ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.



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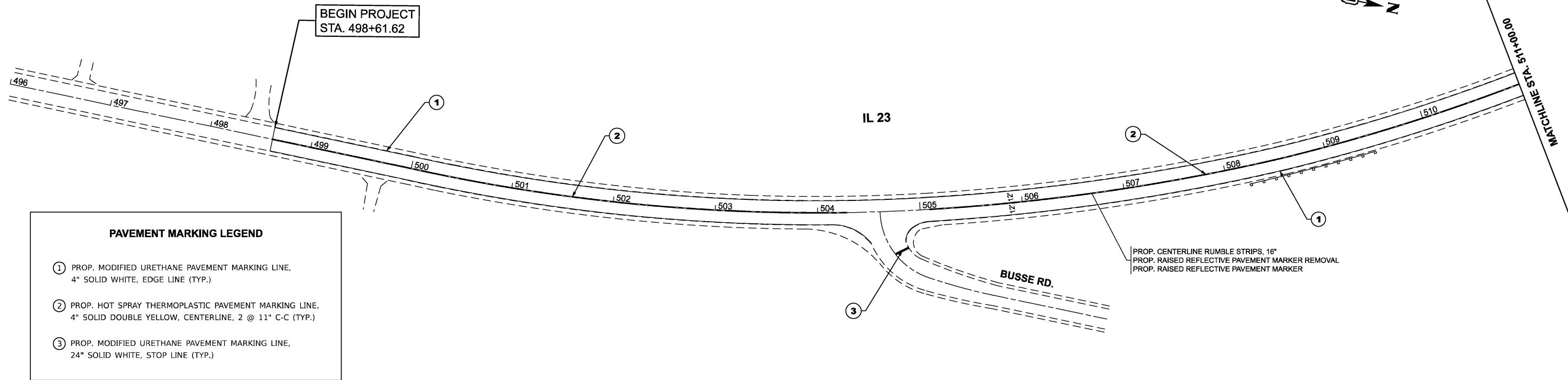
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN  
US 14 - S. FRONTAGE RD.: US 14 TO END**

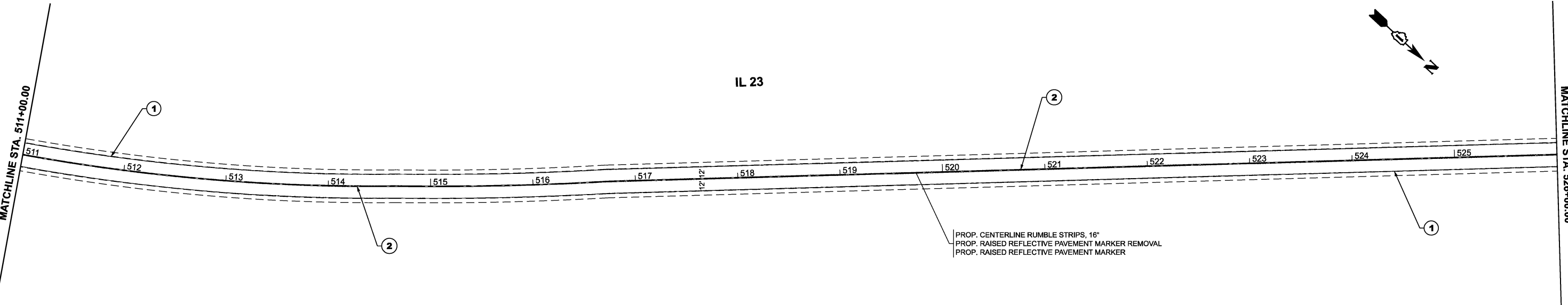
SCALE: 1"=50'    SHEET 3 OF 5 SHEETS    STA. 300+00.00 TO STA. 330+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	10
CONTRACT NO. 80C45				
ILLINOIS FED. AID PROJECT				

NO RESURFACING FOR THIS SECTION. ONLY RUMBLE STRIPS WORK.



NO RESURFACING FOR THIS SECTION. ONLY RUMBLE STRIPS WORK.



- NOTES:**
- 1) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
  - 2) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

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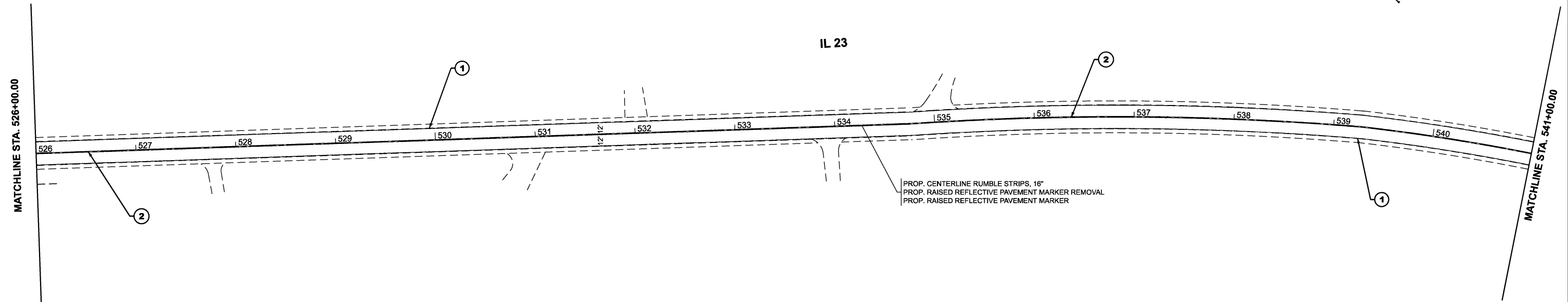
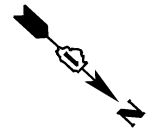
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN  
IL 23 - BUSSE RD. TO OLBRICH RD.**

SCALE: 1"=50' SHEET 4 OF 5 SHEETS STA. 496+00.00 TO STA. 526+00.00

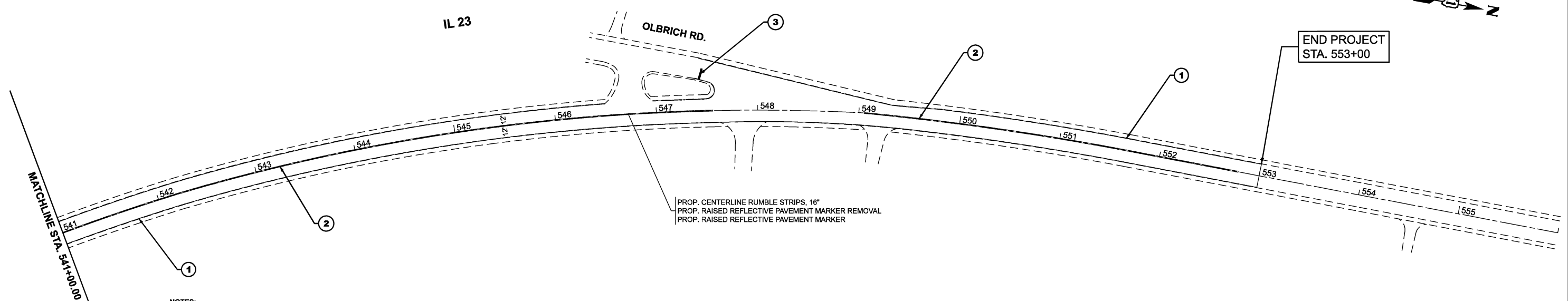
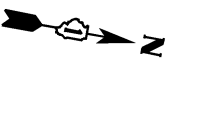
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	10A
CONTRACT NO. 80C45			ILLINOIS FED. AID PROJECT	

NO RESURFACING FOR THIS SECTION. ONLY RUMBLE STRIPS WORK.



PAVEMENT MARKING LEGEND	
①	PROP. MODIFIED URETHANE PAVEMENT MARKING LINE, 4" SOLID WHITE, EDGE LINE (TYP.)
②	PROP. HOT SPRAY THERMOPLASTIC PAVEMENT MARKING LINE, 4" SOLID DOUBLE YELLOW, CENTERLINE, 2 @ 11" C-C (TYP.)
③	PROP. MODIFIED URETHANE PAVEMENT MARKING LINE, 24" SOLID WHITE, STOP LINE (TYP.)

NO RESURFACING FOR THIS SECTION. ONLY RUMBLE STRIPS WORK.



- NOTES:**
- 1) ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
  - 2) ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

MODEL: IL 23 - Plan 9 (Sheet)  
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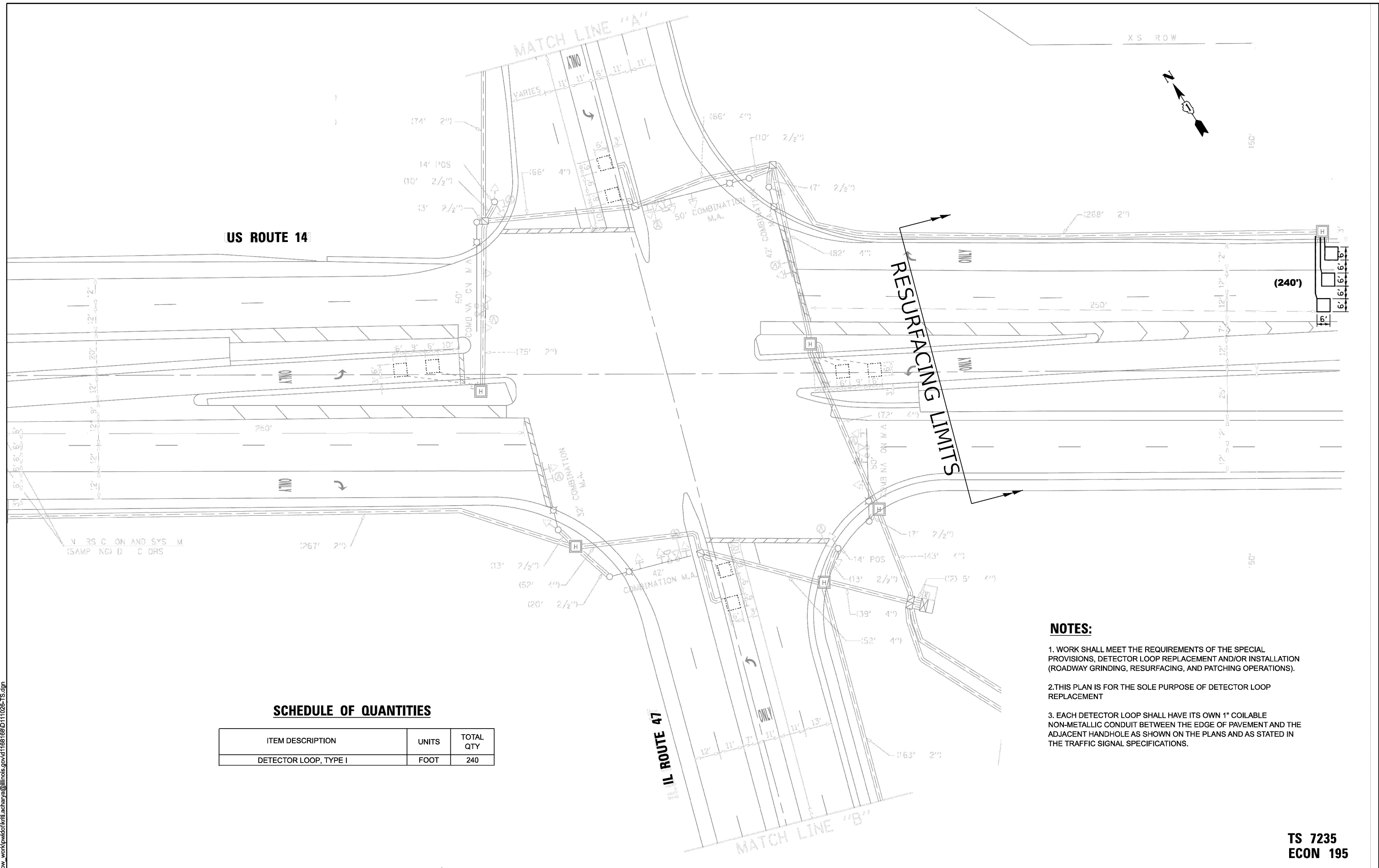
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**ROADWAY AND PAVEMENT MARKING PLAN**  
**IL 23 - BUSSE RD. TO OLBRICH RD.**

SCALE: 1"=50'      SHEET 5 OF 5 SHEETS      STA. 526+00.00 TO STA. 556+00.00

F.A.P. RTE. 305	SECTION 2025-2102-RS	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 10B
CONTRACT NO. 80C45			ILLINOIS FED. AID PROJECT	

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US ROUTE 14

IL ROUTE 47

RESURFACING LIMITS

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNITS	TOTAL QTY
DETECTOR LOOP, TYPE I	FOOT	240

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

TS 7235  
 ECON 195

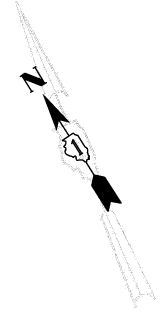
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PLOT DATE = 4/3/2026	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

**DETECTOR LOOP REPLACEMENT PLAN  
 US ROUTE 14 AT IL ROUTE 47**

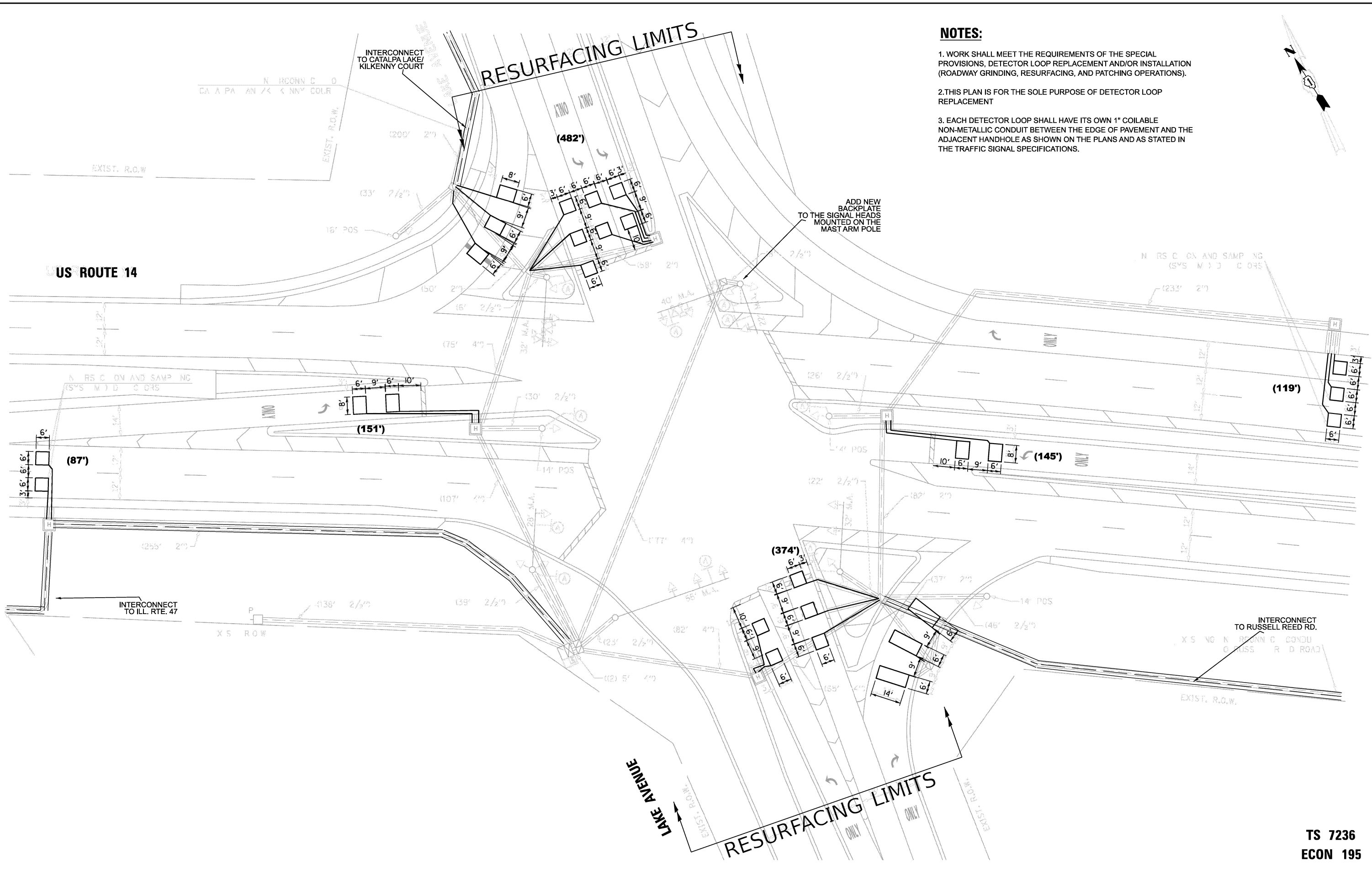
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 305	SECTION 2025-2102-RS	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 10C
CONTRACT NO. 80C45			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 PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



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USER NAME = krti.acharya	DESIGNED - KA	REVISED -
	DRAWN - KA	REVISED -
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PLOT DATE = 4/3/2026	DATE -	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

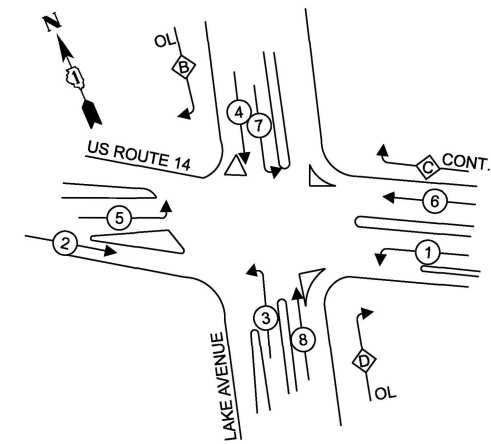
**DETECTOR LOOP REPLACEMENT PLAN**  
**US ROUTE 14 AT LAKE AVENUE**

SCALE: SHEET OF SHEETS STA. TO STA.

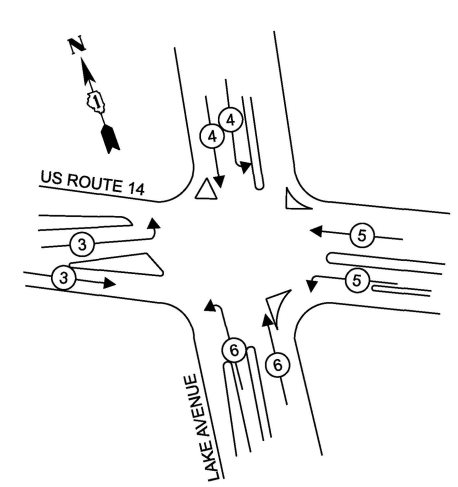
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	11
CONTRACT NO. 80C45			ILLINOIS FED. AID PROJECT	

**TS 7236**  
**ECON 195**

**EXISTING AND PROPOSED CONTROLLER SEQUENCE**



**EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**RIGHT TURN OVERLAP PHASE DESIGNATION:**

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5
D	= 8	+ 1

**LEGEND:**

- ← \* → PROTECTED PHASE
- ← - \* - → PROTECTED/PERMITTED PHASE
- ← \* → PEDESTRIAN PHASE
- ← \* OL → OVERLAP

**SCHEDULE OF QUANTITIES (US 14 @ LAKE AVE.)**

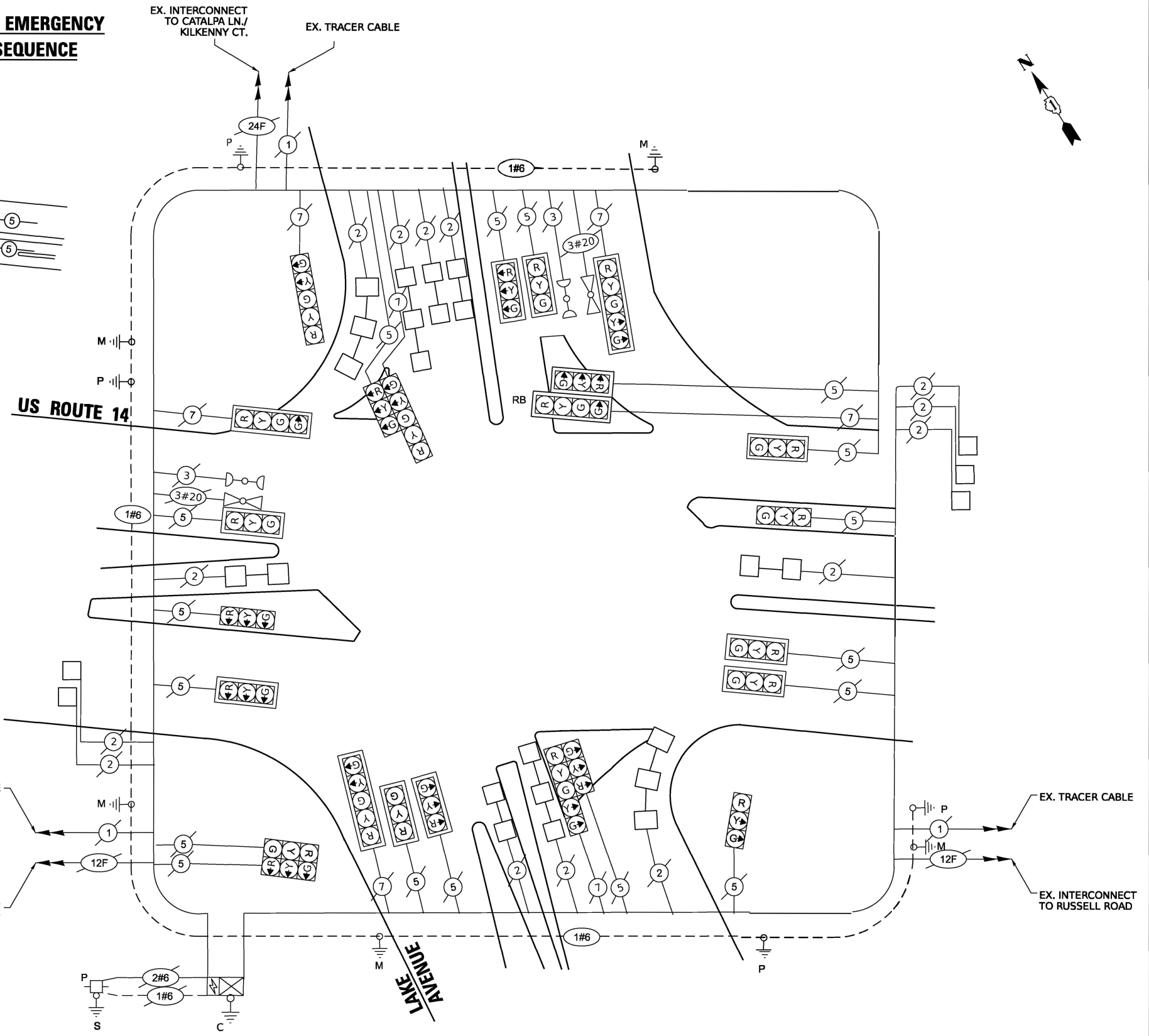
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MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
TRAFFIC SIGNAL BACKPLATE	EACH	1
TRAFFIC SIGNAL BACKPLATE, LOUVERED, RETROREFLECTIVE	EACH	1
DETECTOR LOOP, TYPE I	FOOT	1,358
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1

**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	17	11	187
4-SECTION	2	14	28
5-SECTION	5	13	65
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	-	15	-
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
PTZ CAMERA	-	75	-
<b>TOTAL UPS SIZING</b>		<b>455</b>	
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
<b>TOTAL SERVICE WIRE SIZING</b>		<b>1060</b>	

ENERGY COSTS TO:  
 CITY OF WOODSTOCK  
 121 W. CALHOUN STREET  
 WOODSTOCK, IL 60098

ENERGY SUPPLY: CONTACT: NEW BUSINESS DEPT.  
 PHONE: 866-639-3532  
 COMPANY: COMED  
 ACCOUNT NUMBER: 78821-67000  
 METER NUMBER: --



**CABLE PLAN (US 14 @ LAKE AVE.)**

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	DRAWN - KA	REVISED -
	CHECKED -	REVISED -
PLOT DATE =	DATE - 11/08/2025	REVISED -

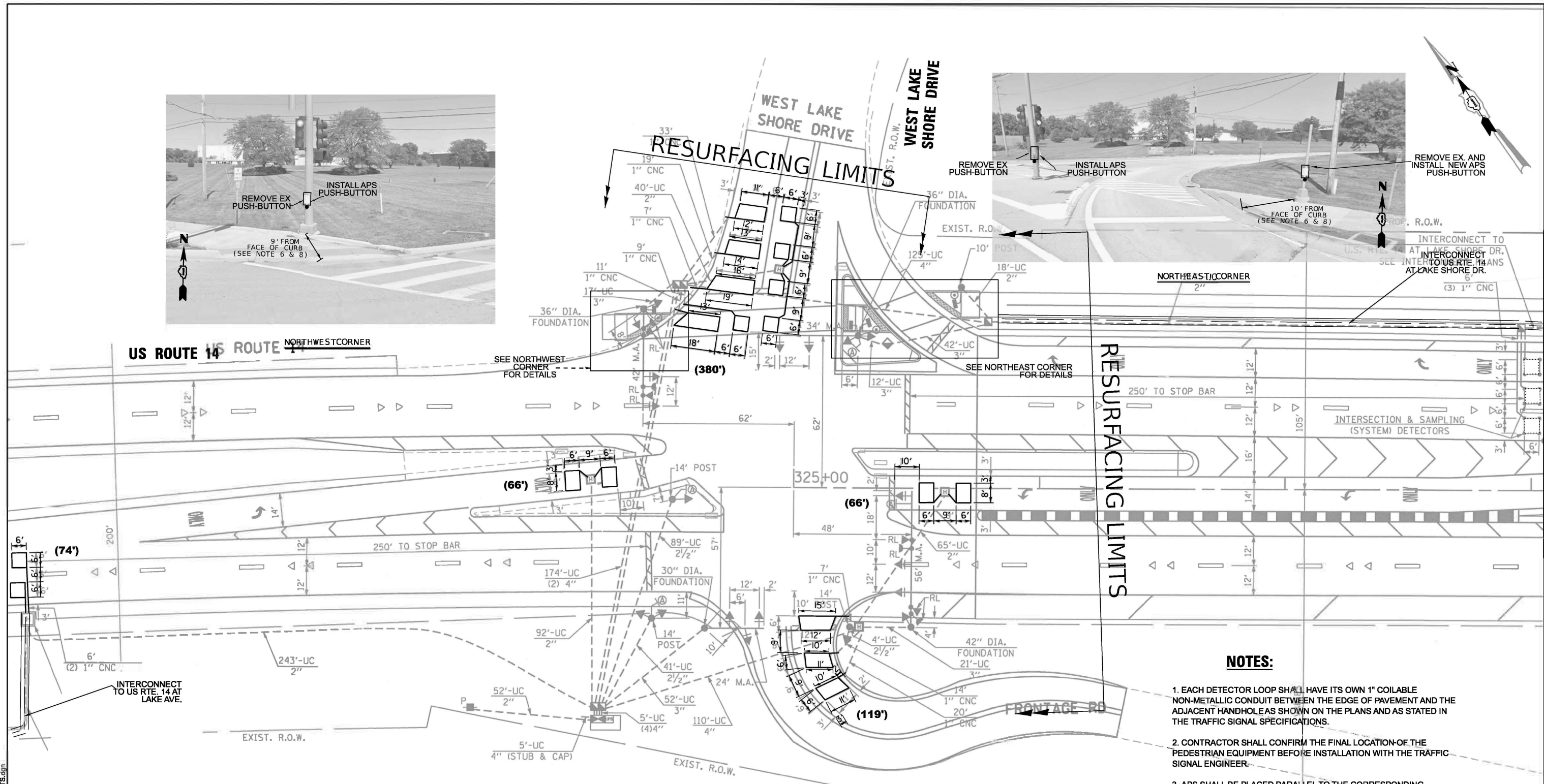
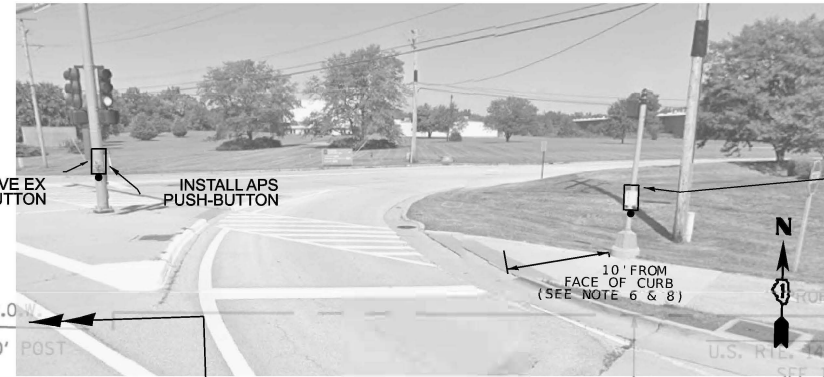
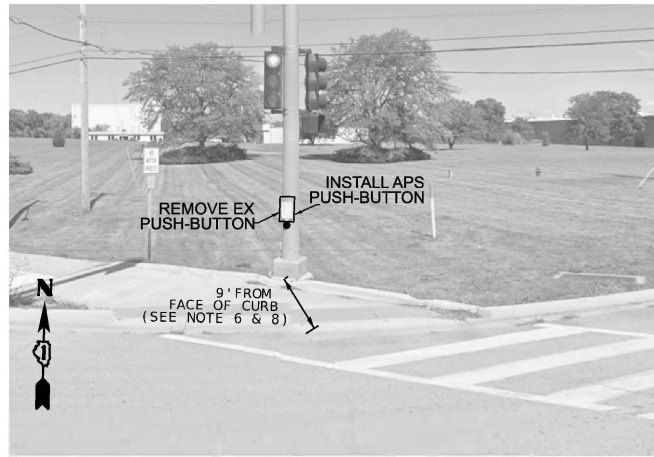
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, CONTROLLER PHASE DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM US ROUTE 14 AT LAKE AVENUE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	12
ILLINOIS FED. AID PROJECT			CONTRACT NO. 80C45	

**TS 7236 ECON 195**



**NOTES:**

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

**REMOVAL AND RELOCATION NOTES:**

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE DISPOSED OF BY THEM OUTSIDE THE RIGHT-OF-WAY AT THEIR EXPENSE. THE SALVAGE VALUE OF THE REMOVED EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.

3 EACH PEDESTRIAN PUSH-BUTTON

**TS 7237  
ECON 195**

MODEL: Default  
FILE NAME: c:\pwworking\karti.acharya@illinois.gov\d1168D11026-TS.dgn

USER NAME = krti.acharya	DESIGNED - KA	REVISED -
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	CHECKED -	REVISED -
PLOT DATE = 4/3/2026	DATE -	REVISED -

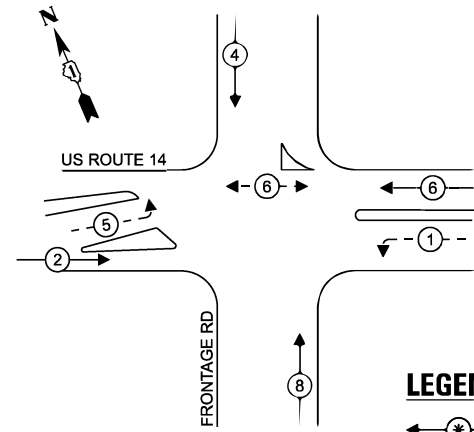
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN  
US ROUTE 14 AT LAKE SHORE DRIVE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	13
CONTRACT NO. 80C45			ILLINOIS FED. AID PROJECT	

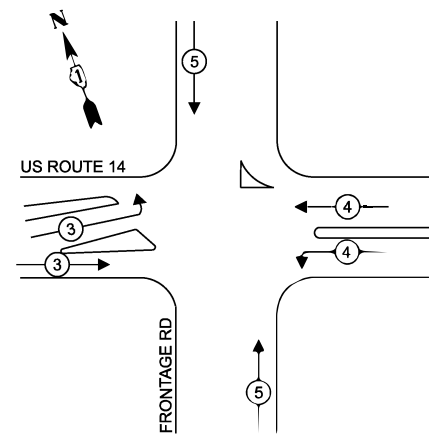
**EXISTING AND PROPOSED CONTROLLER SEQUENCE**



**LEGEND:**

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

**EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



**SCHEDULE OF QUANTITIES (US 14 @ S. FRONTAGE RD.)**

ITEM DESCRIPTION	UNITS	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	1
DETECTOR LOOP, TYPE I	FOOT	705
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	3
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

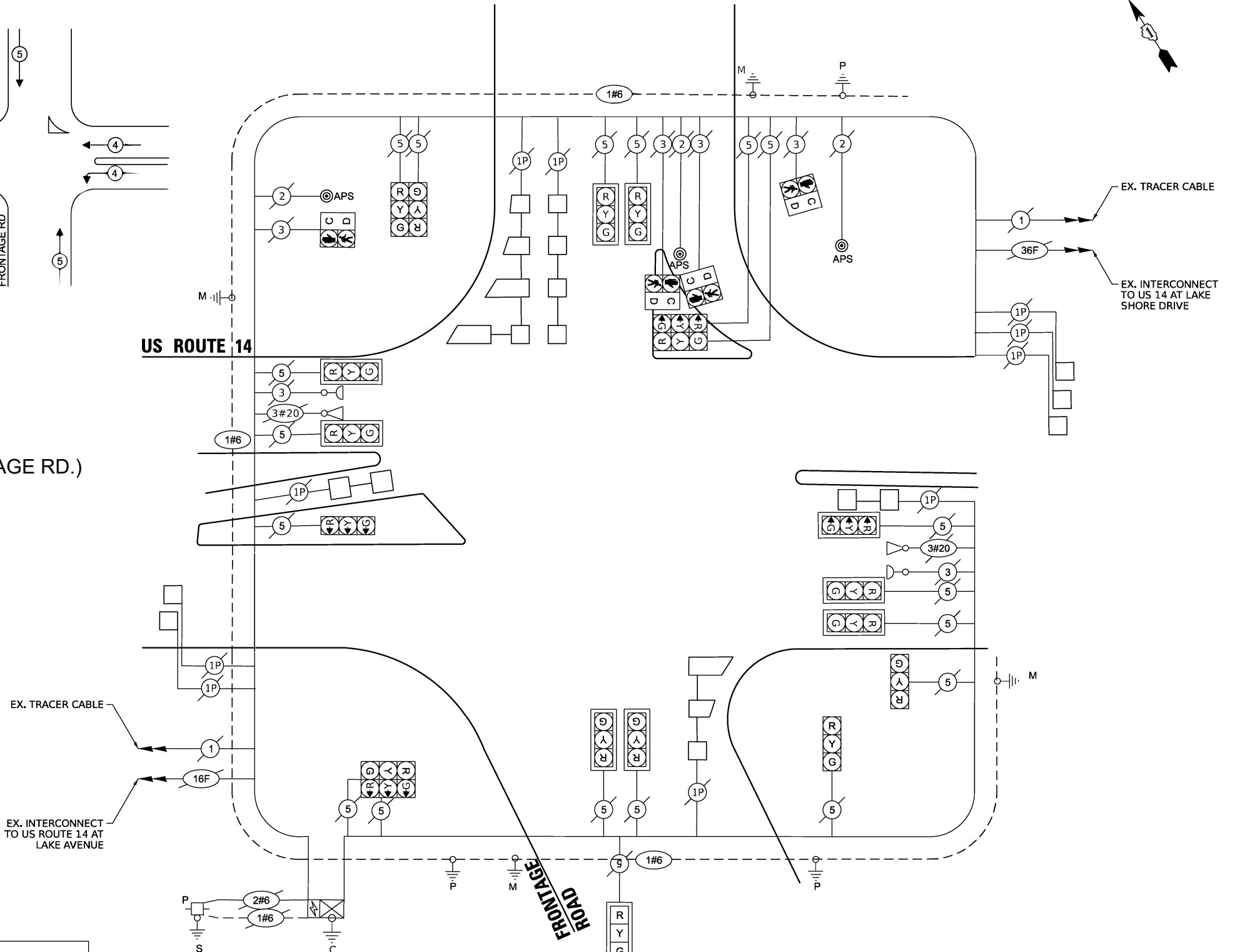
**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	18	11	198
4-SECTION	-	14	-
5-SECTION	-	13	-
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
PTZ CAMERA	-	75	-
<b>TOTAL UPS SIZING</b>		<b>433</b>	
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
<b>TOTAL SERVICE WIRE SIZING</b>		<b>838</b>	

ENERGY COSTS TO:  
 CITY OF WOODSTOCK  
 121 W. CALHOUN STREET  
 WOODSTOCK, IL 60098

ENERGY SUPPLY: CONTACT: NEW BUSINESS DEPT.  
 PHONE: 866-639-3532  
 COMPANY: COMED  
 ACCOUNT NUMBER: 78821-67000  
 METER NUMBER: --

**US ROUTE 14**



**CABLE PLAN**

(US 14 @ S. FRONTAGE RD.)

**TS 7237  
 ECON 195**

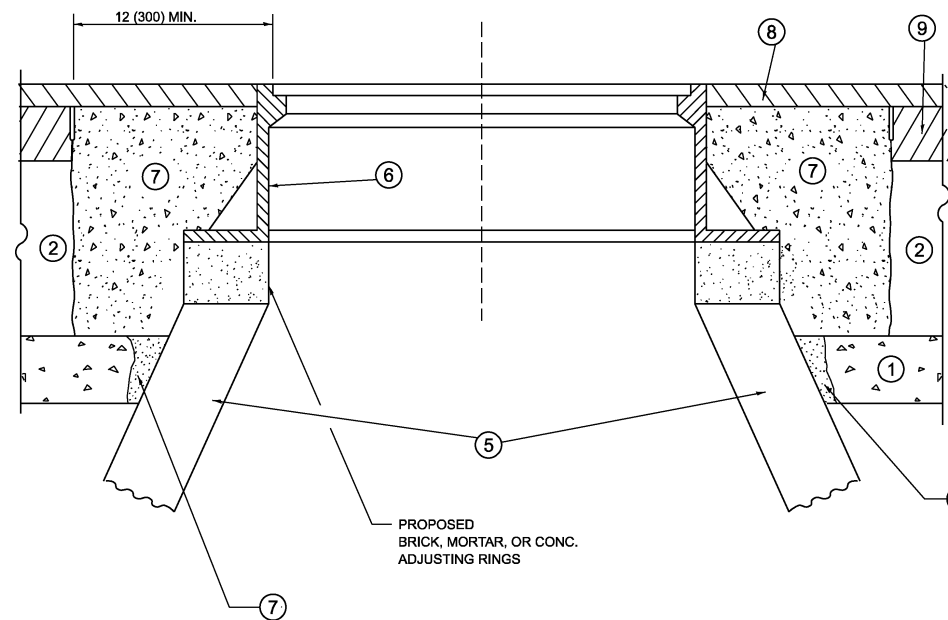
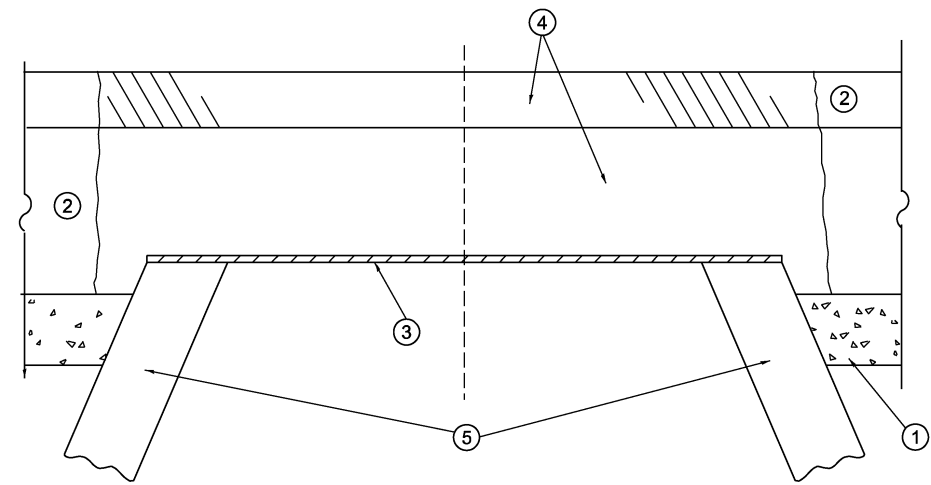
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	DRAWN - KA	REVISED -
	CHECKED -	REVISED -
PLOT DATE =	DATE - 11/19/2025	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, CONTROLLER PHASE DIAGRAM, AND  
 EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM  
 US ROUTE 14 AT LAKE SHORE DRIVE**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	14
			CONTRACT NO. 80C45	
ILLINOIS FED. AID PROJECT				



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

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES**

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

**BASIS OF PAYMENT**

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

**NOTES**

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

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

USER NAME = srgio.sema	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 3/17/2026	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	15
<b>BD600-03 (BD-08)</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				

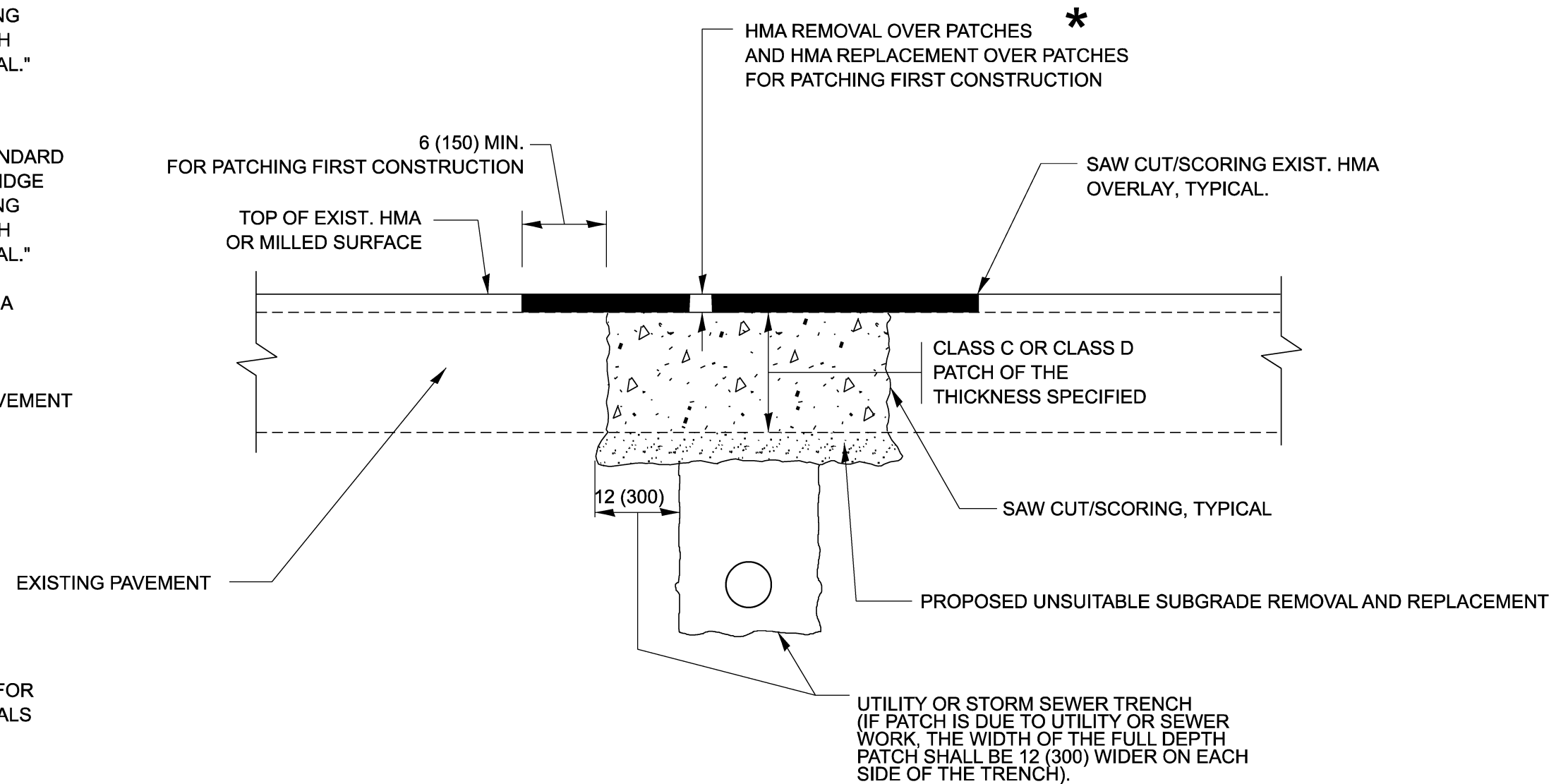
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## METHOD OF MEASUREMENT

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

## BASIS OF PAYMENT

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



## SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

## SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 ½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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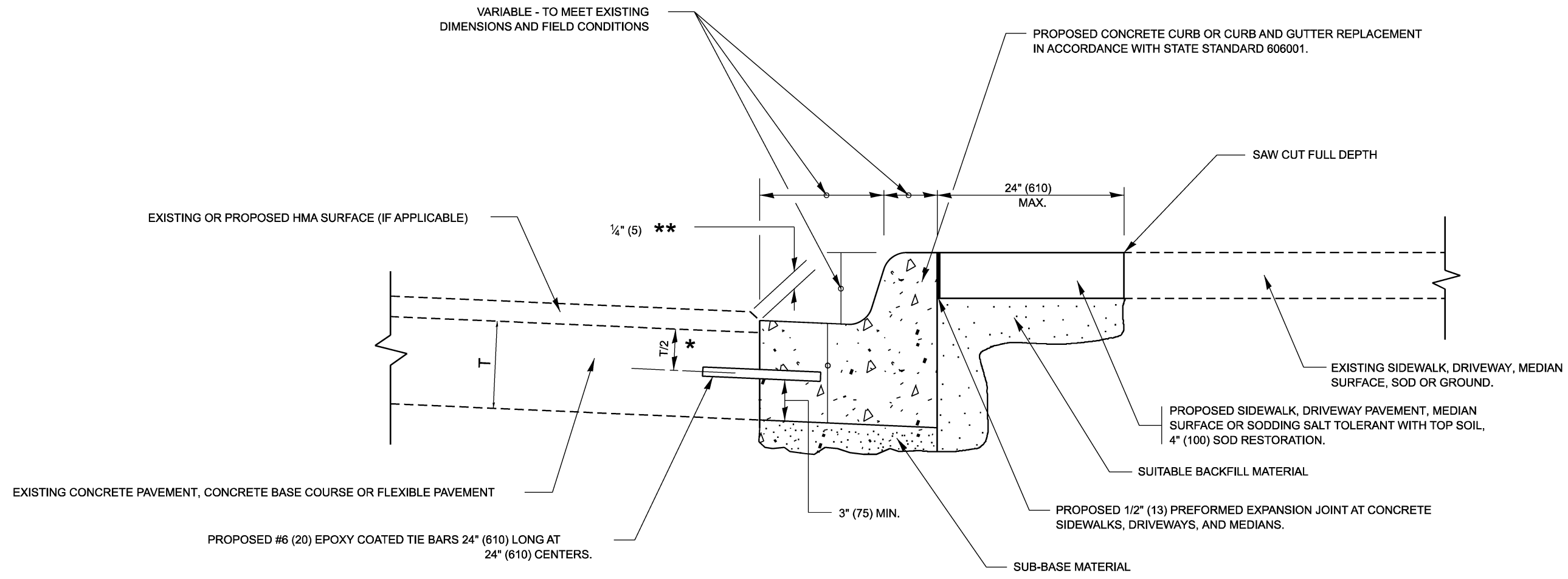
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	DRAWN -	REVISED - R. BORO 09-04-07
	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 3/19/2026	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR  
HMA SURFACED PAVEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	16
<b>BD400-04 (BD-22)</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				



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

# CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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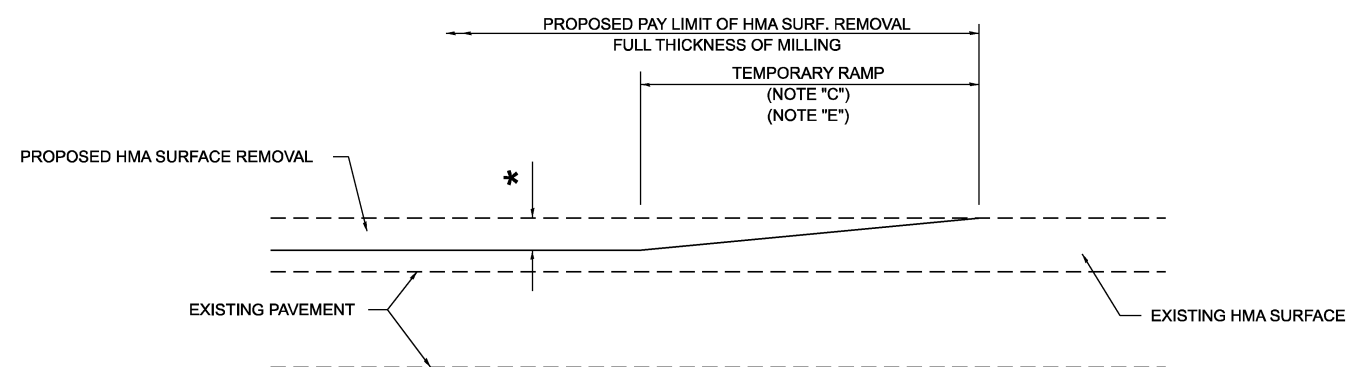
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	DRAWN -	REVISED - M. GOMEZ 01-22-01
	CHECKED -	REVISED - R. BORO 12-15-09
PLOT DATE = 3/19/2026	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**CURB OR CURB AND GUTTER  
REMOVAL AND REPLACEMENT**

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

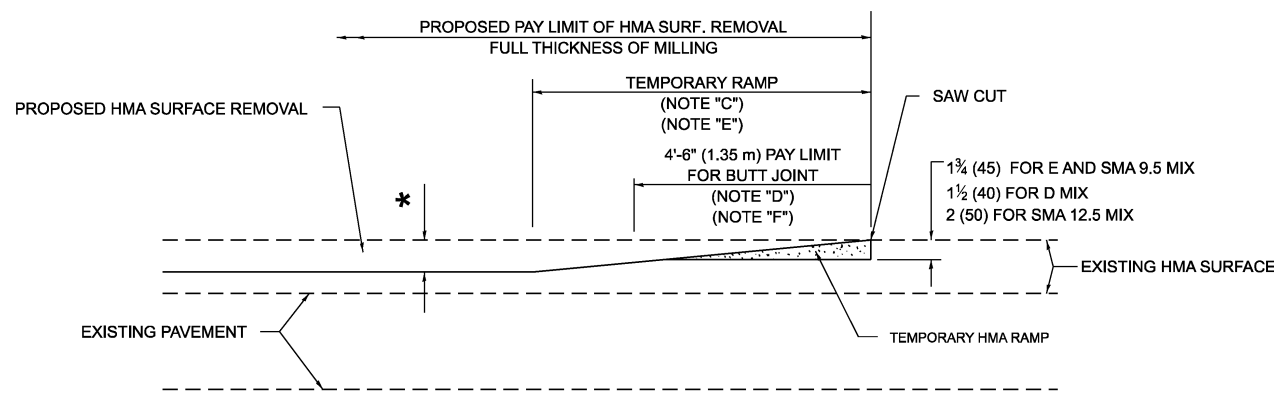
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	17
<b>BD600-06 (BD-24)</b>		CONTRACT NO. 80C45		
ILLINOIS   FED. AID PROJECT				



**MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

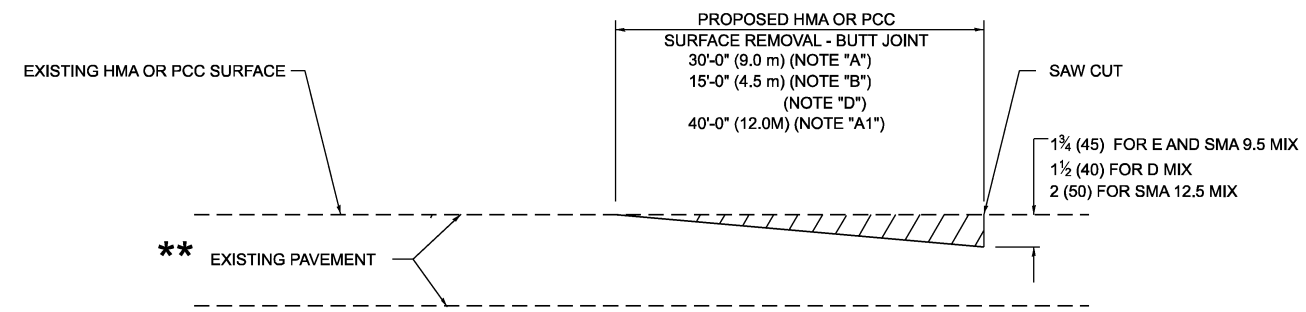


**HMA CONSTRUCTED TEMPORARY RAMP**

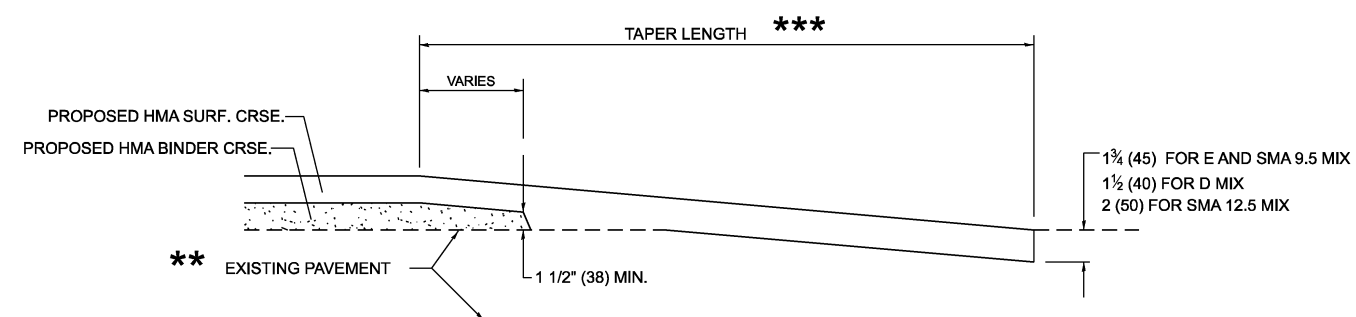
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



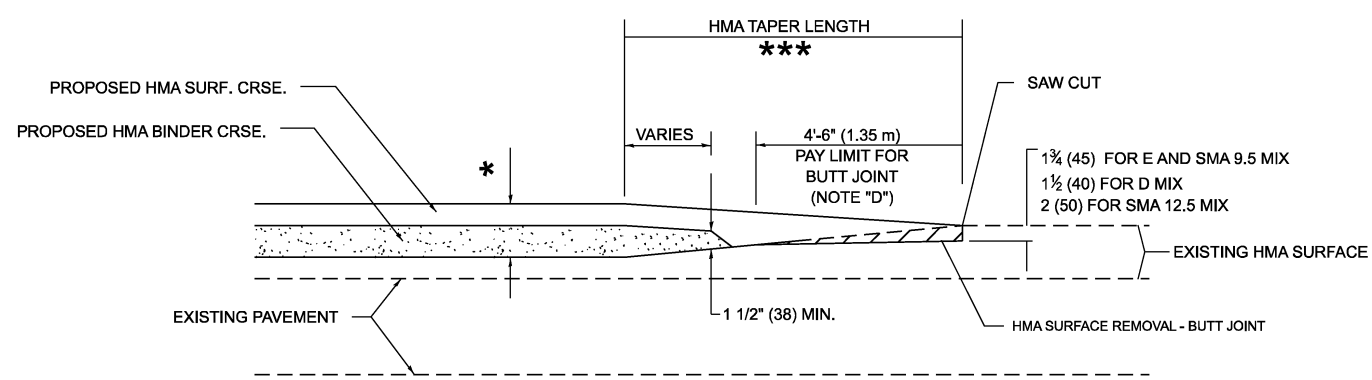
**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.



**BUTT JOINT AND HMA TAPER**

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

**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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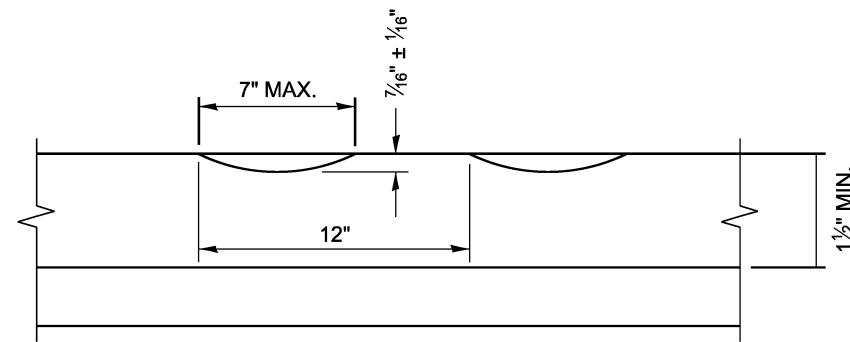
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PLOT DATE = 3/19/2026	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

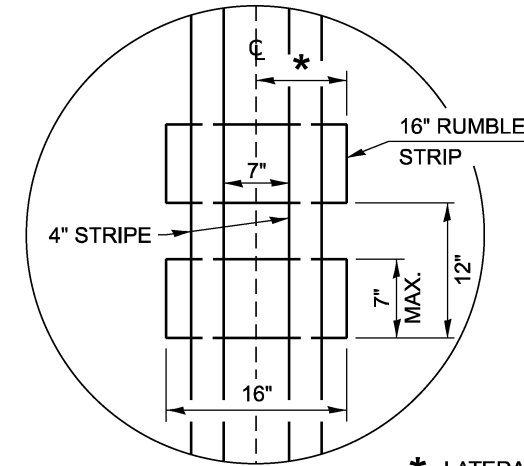
**BUTT JOINT AND HMA TAPER DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	18
<b>BD400-05 BD-32</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				



**SECTION A-A**



\* LATERAL DEVIATION SHALL NOT EXCEED ONE INCH IN 100 FEET.

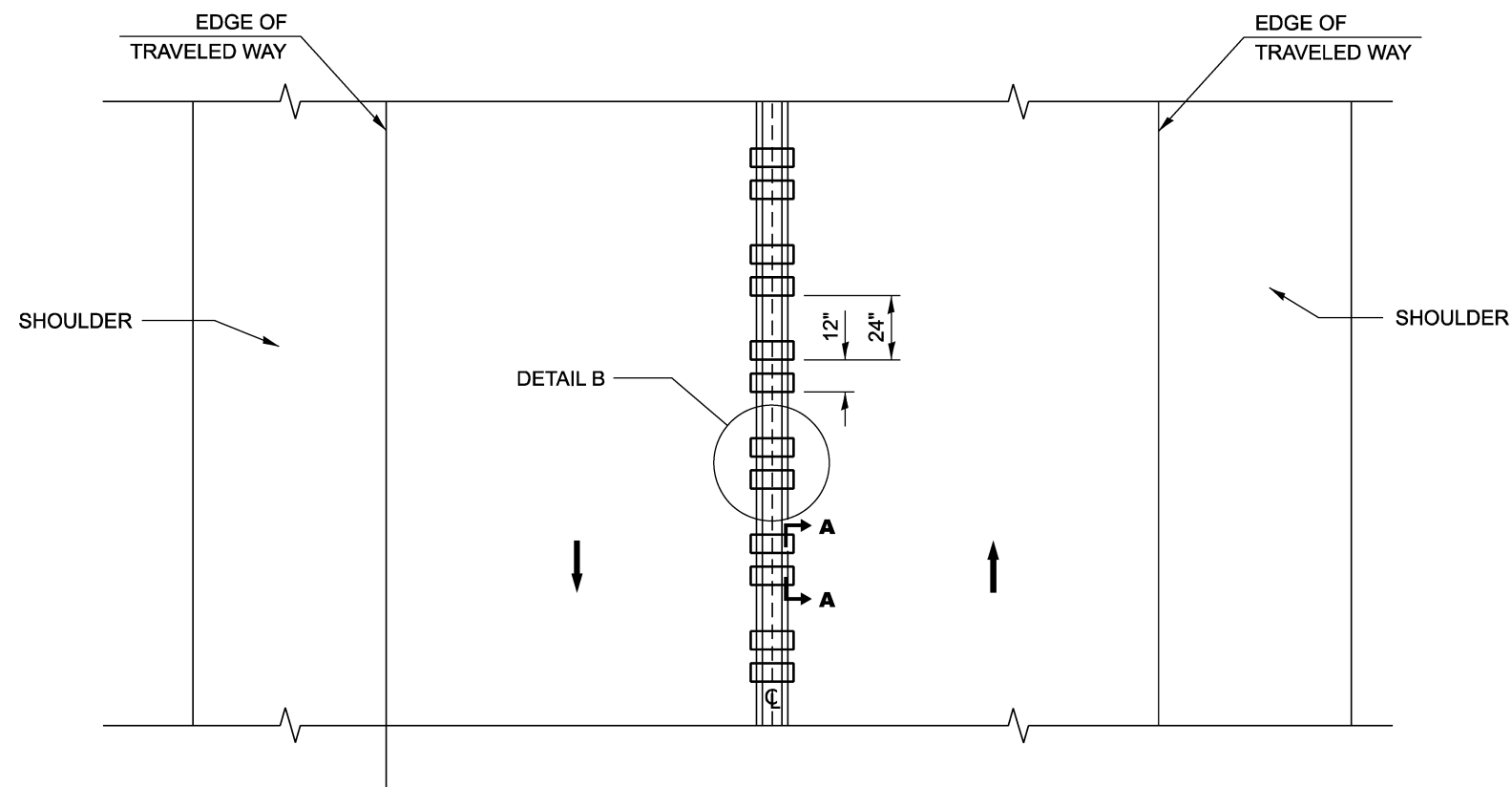
**DETAIL B**

**GENERAL NOTES**

1. CENTERLINE RUMBLE STRIPS SHALL BE CONSTRUCTED ACCORDING TO SECTION 642 ALONG THE CENTERLINE OF PAVEMENT.
2. SEE STANDARD 780001 FOR OTHER STRIPING LAYOUTS.
3. RUMBLE STRIPS SHALL NOT BE PLACED ON BRIDGES.
4. ALL RUMBLE STRIPS SHALL BE MILLED.
5. CENTERLINE RUMBLE STRIPS SHALL BE CONTINUOUS THROUGH CONNECTIONS OF SIDEROADS WITH NO LEFT TURN LANES.
6. DISCONTINUE CENTERLINE RUMBLE STRIPS THROUGH THE LIMITS OF ALL LEFT TURN LANES, INCLUDING ANY LANE TAPER SECTIONS.
7. AFTER RUMBLE STRIPS ARE INSTALLED, THE PAVEMENT SURFACE SHALL BE SWEEPED CLEAN PRIOR TO THE PLACEMENT OF THE NEW PAVEMENT MARKINGS.
8. WHERE USED, ADJUST SPACING OF RAISED REFLECTIVE PAVEMENT MARKERS TO FALL IN WIDER GAP BETWEEN RUMBLE STRIPS.

**BASIS OF PAYMENT**

1. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR CENTERLINE-RUMBLE STRIP OF THE WIDTH SPECIFIED.
2. HOT-SPRAY THERMOPLASTIC PAVEMENT MARKING WILL BE USED OVER THE RUMBLE STRIPS, AND WILL BE PAID FOR SEPARATELY.



**TWO-WAY ROAD**

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/18/2026	DATE - 08-06-2012	REVISED -

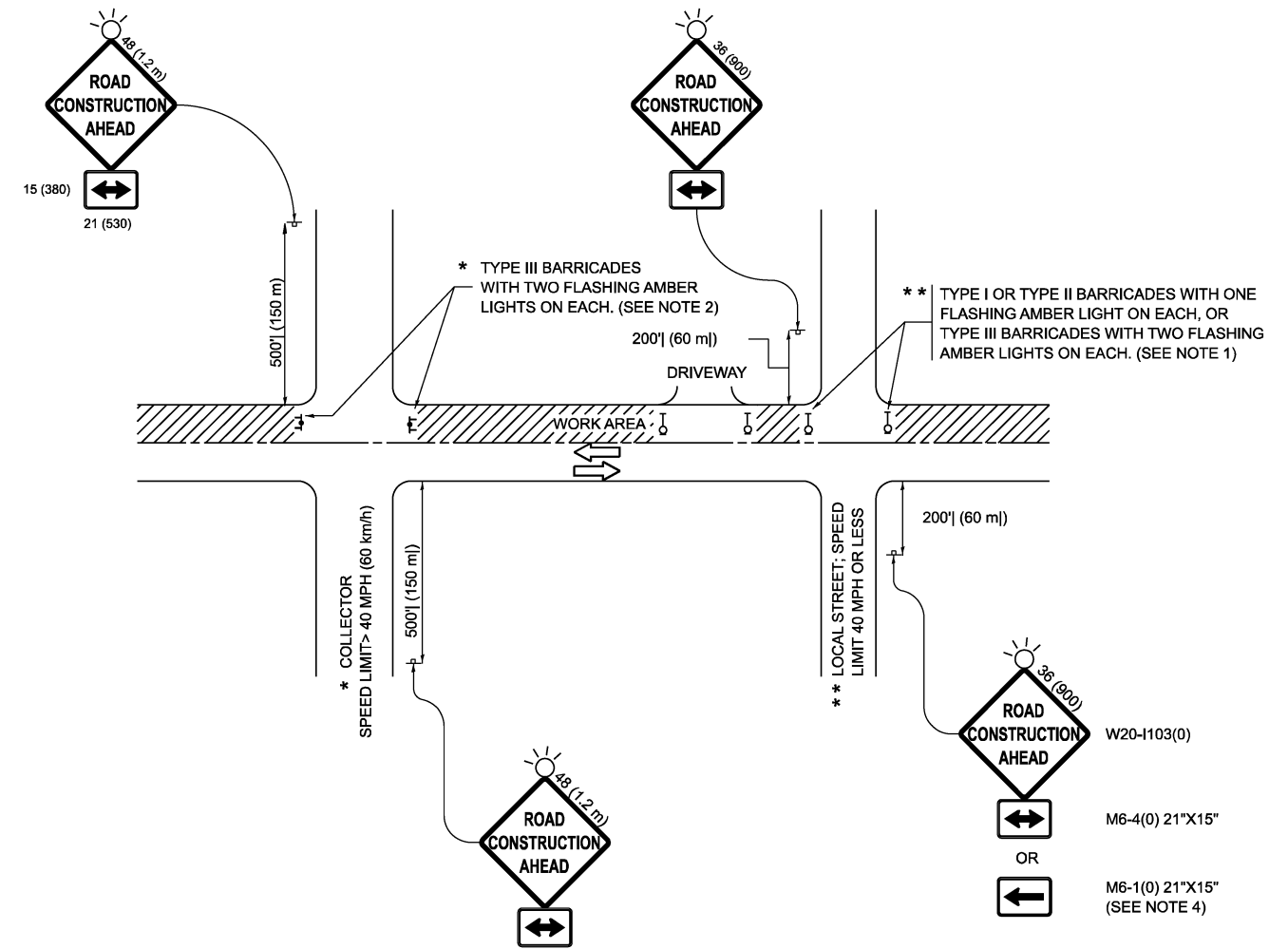
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RUMBLE STRIPS FOR CENTERLINE, NON-FREEWAY**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>BD 55</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				

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**NOTES:**

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

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

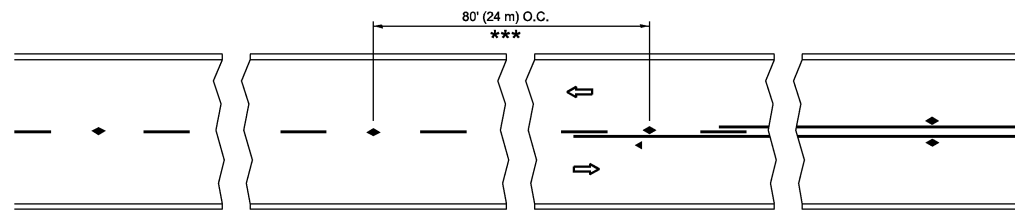
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	CHECKED -	REVISED - A. SCHUETZE 09-15-06
PLOT DATE = 3/19/2026	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

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

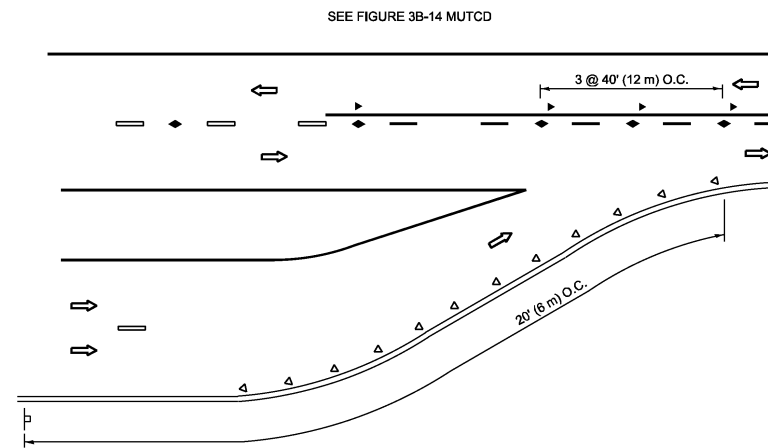
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>			CONTRACT NO. 80C45	
ILLINOIS FED. AID PROJECT				

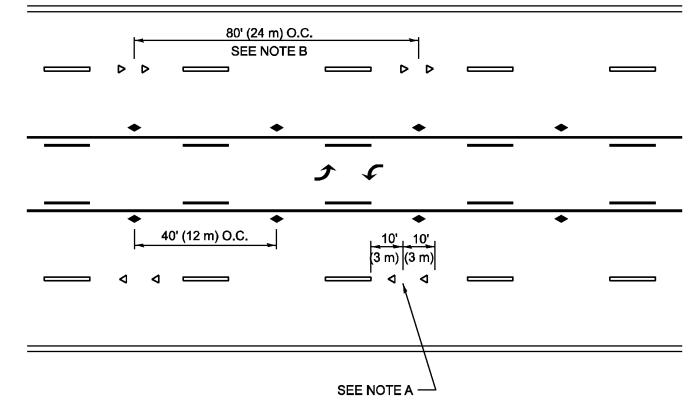


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

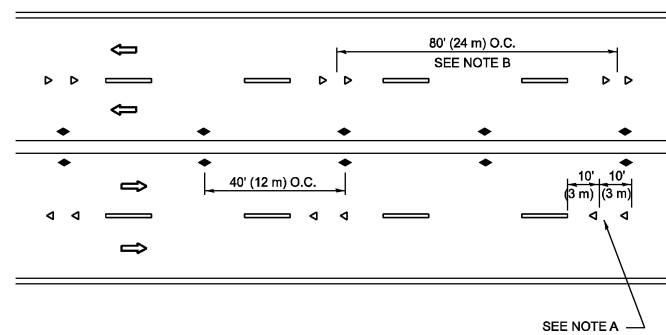
**TWO-LANE/TWO-WAY**



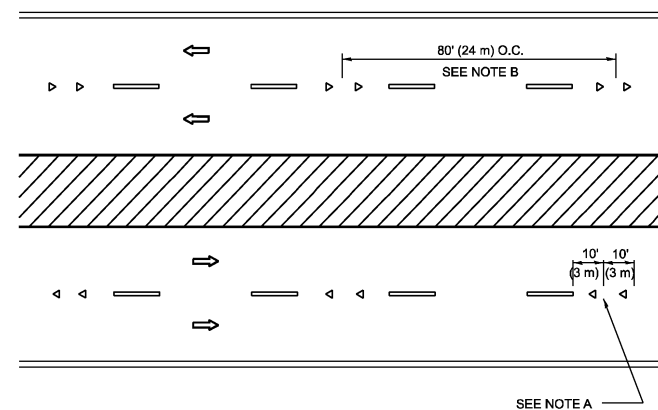
**LANE REDUCTION TRANSITION**



**TWO-WAY LEFT TURN**



**MULTI-LANE/UNDIVIDED**



**MULTI-LANE/DIVIDED**

**GENERAL NOTES**

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

**SYMBOLS**

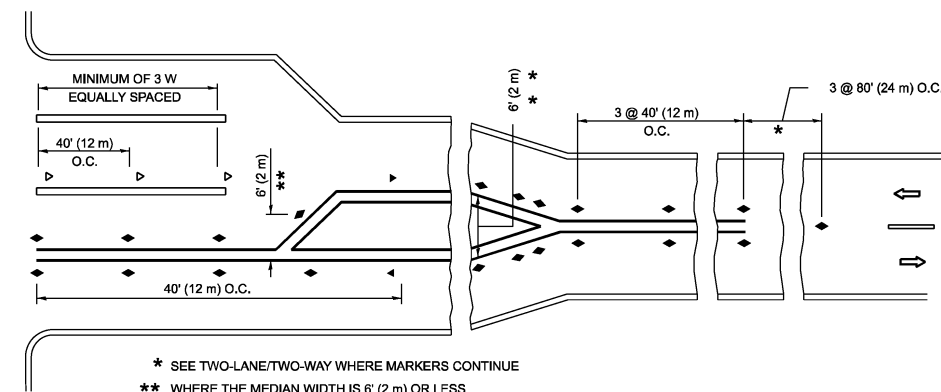
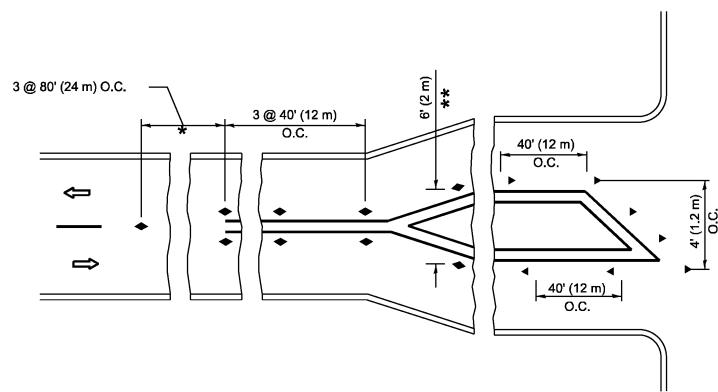
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

**LANE MARKER NOTES**

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

**DESIGN NOTES**

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



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

**TURN LANES**

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

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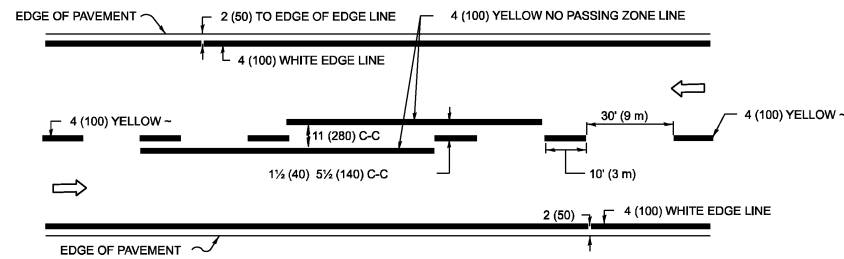
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PLOT DATE = 3/19/2026	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

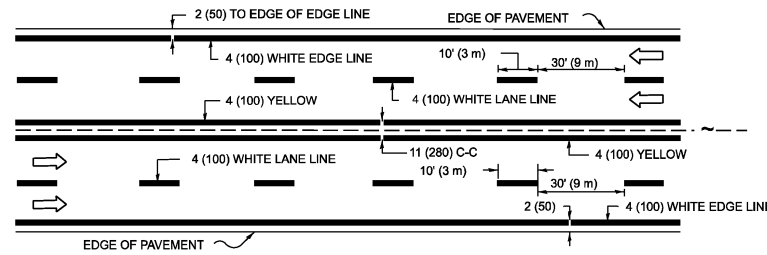
TYPICAL APPLICATIONS  
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

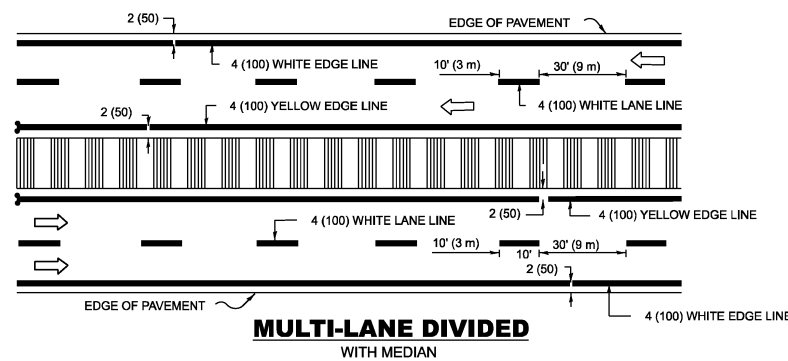
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ILLINOIS FED. AID PROJECT				



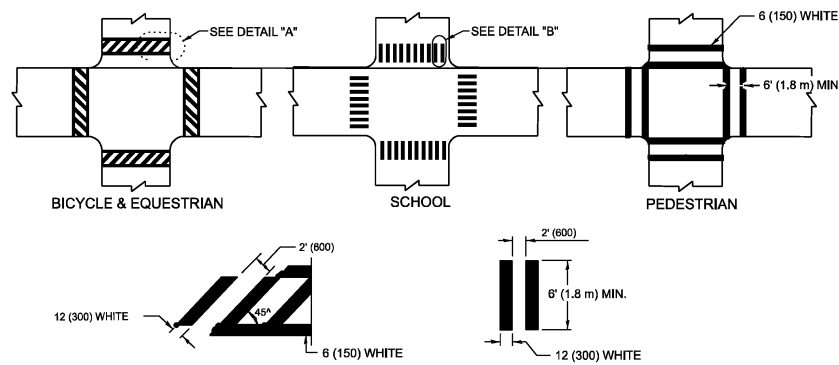
**2-LANE ROADWAY**



**MULTI-LANE UNDIVIDED**



**TYPICAL LANE AND EDGE LINE MARKING**

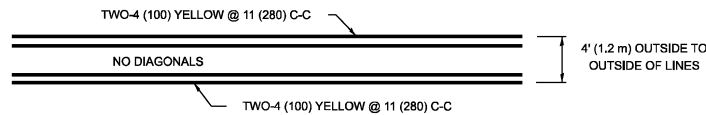


**DETAIL "A"**

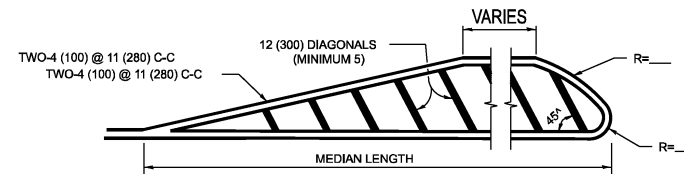
**DETAIL "B"**

**TYPICAL CROSSWALK MARKING**

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



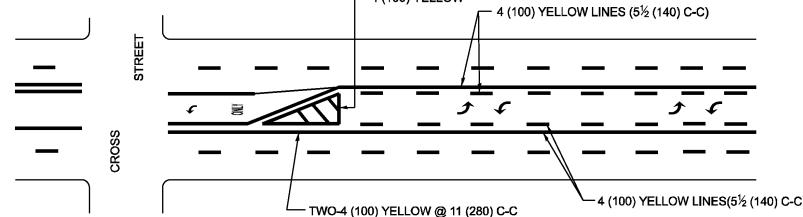
**4' (1.2 m) WIDE MEDIANS ONLY**



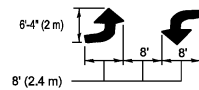
**MEDIANS OVER 4' (1.2 m) WIDE**

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

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

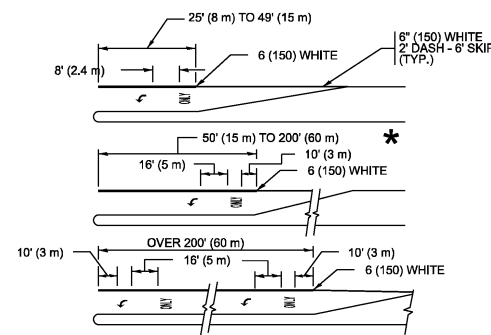


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



**MEDIAN WITH TWO-WAY LEFT TURN LANE**

**TYPICAL PAINTED MEDIAN MARKING**

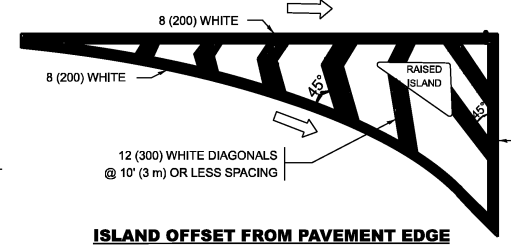


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

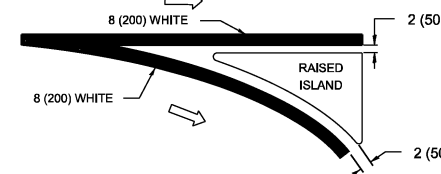
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

**TYPICAL LEFT (OR RIGHT) TURN LANE**

**TYPICAL TURN LANE MARKING**

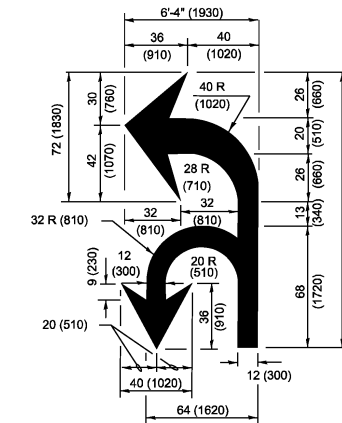


**ISLAND OFFSET FROM PAVEMENT EDGE**

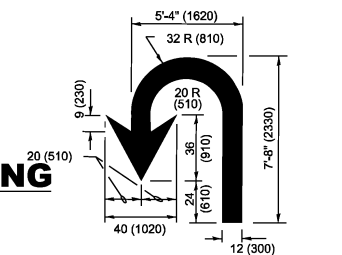


**ISLAND AT PAVEMENT EDGE**

**TYPICAL ISLAND MARKING**



**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

\* 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	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 8' (1.8 m) LETTERS: 15 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.8 SQ. FT. (0.33 m <sup>2</sup> ) EACH "X"=54.0 SQ. FT. (5.0 m <sup>2</sup> )
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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	DRAWN -	REVISED - C. JUCIUS 07-01-13
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PLOT DATE = 3/19/2026	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

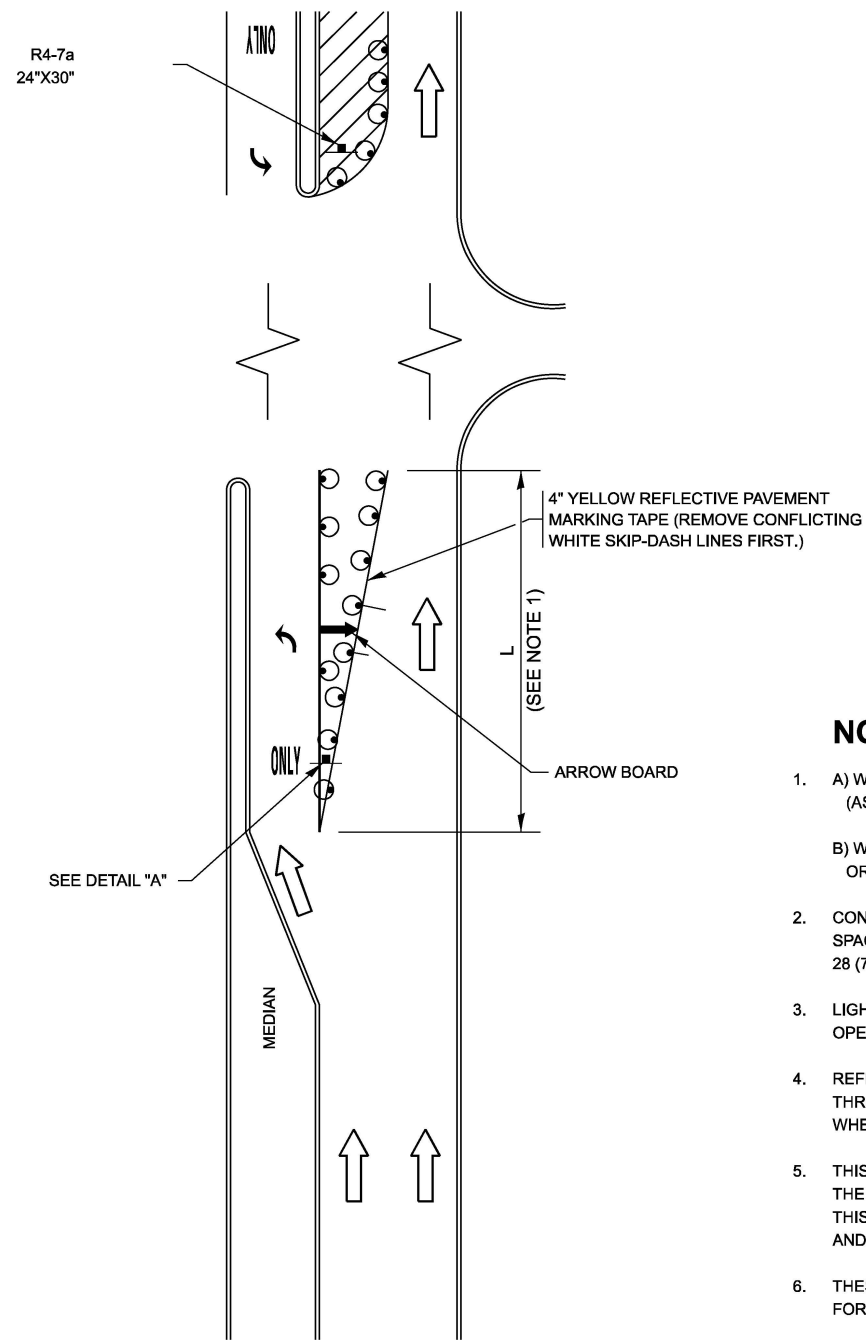
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
TYPICAL PAVEMENT MARKINGS**

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

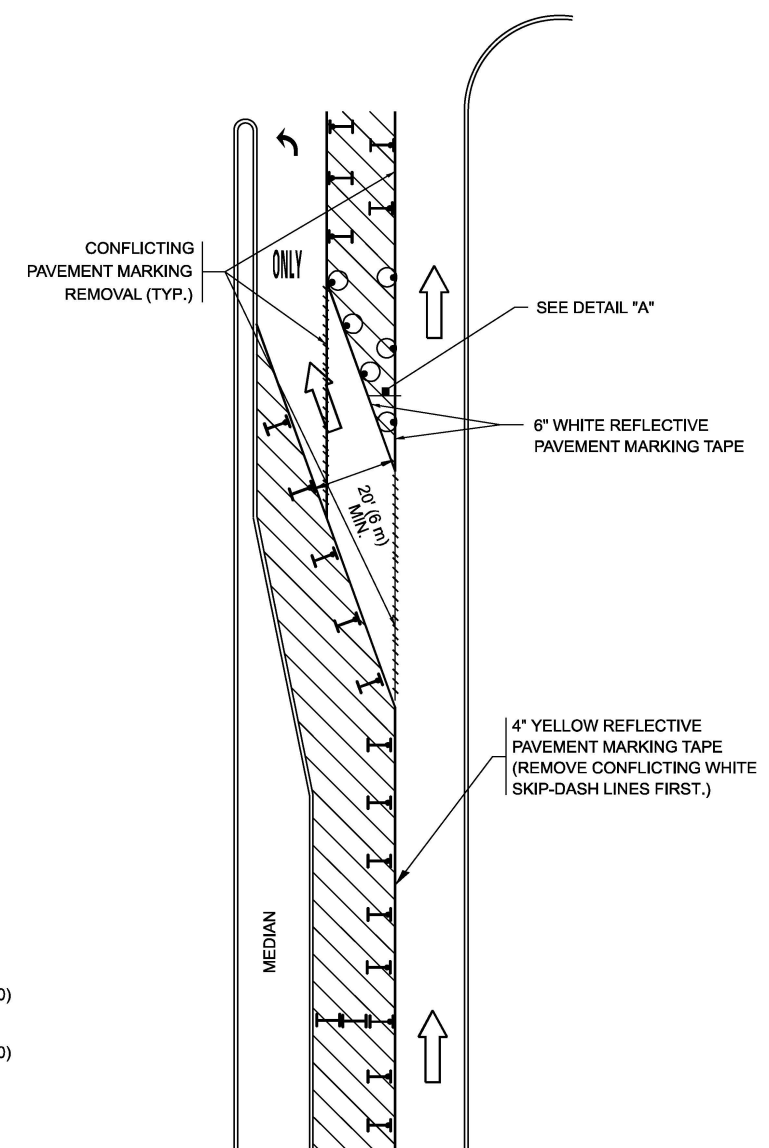
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	21
<b>TC-13</b>		CONTRACT NO. 80C45		
ILLINOIS		FED. AID PROJECT		

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



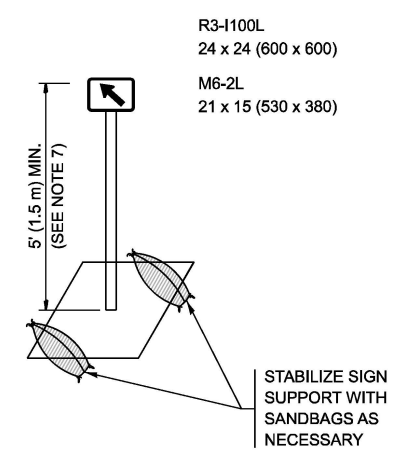
**FIGURE 2**

### LEGEND

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

### NOTES:

1. A) WHEN "L" IS  $\leq$  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.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



**DETAIL A**

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

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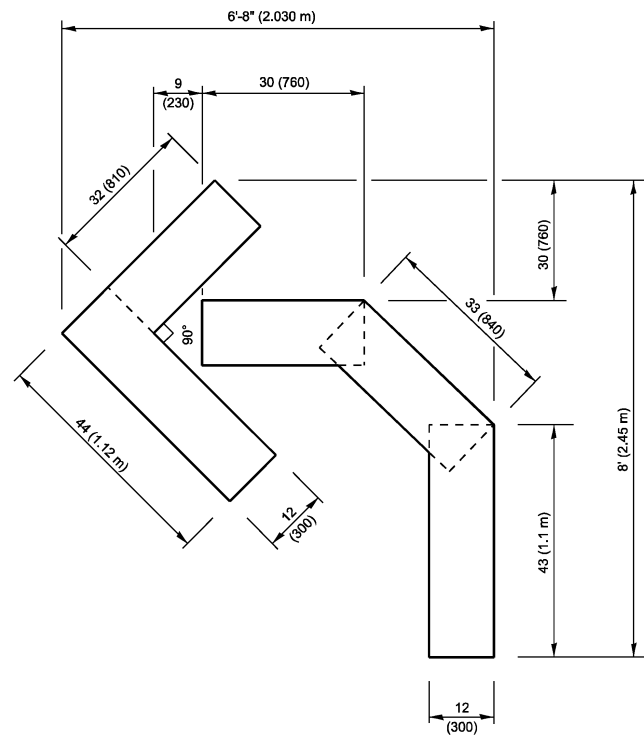
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	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/19/2026	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

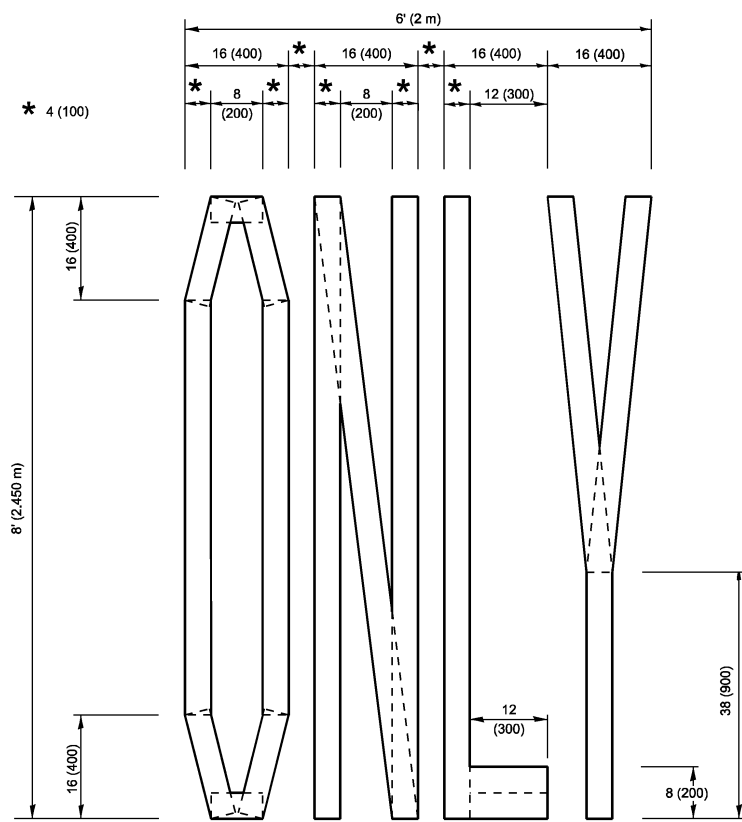
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	22
<b>TC-14</b>			CONTRACT NO. 80C45	
ILLINOIS FED. AID PROJECT				



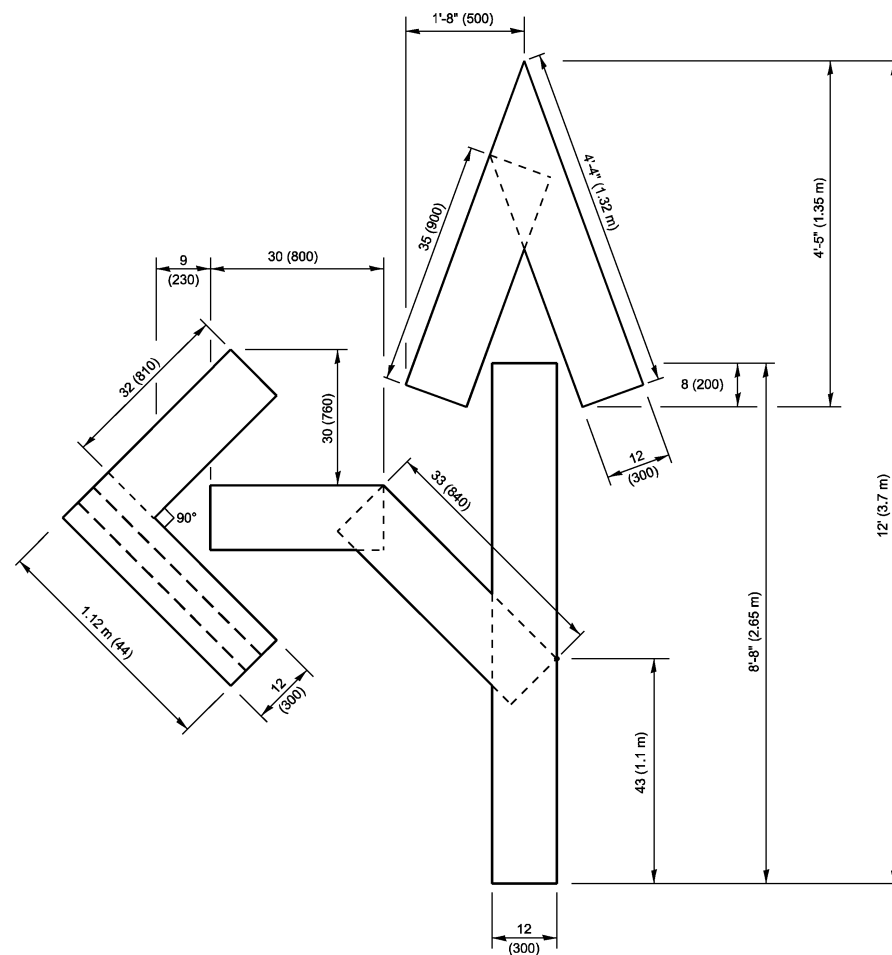
**QUANTITY**

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



**QUANTITY**

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

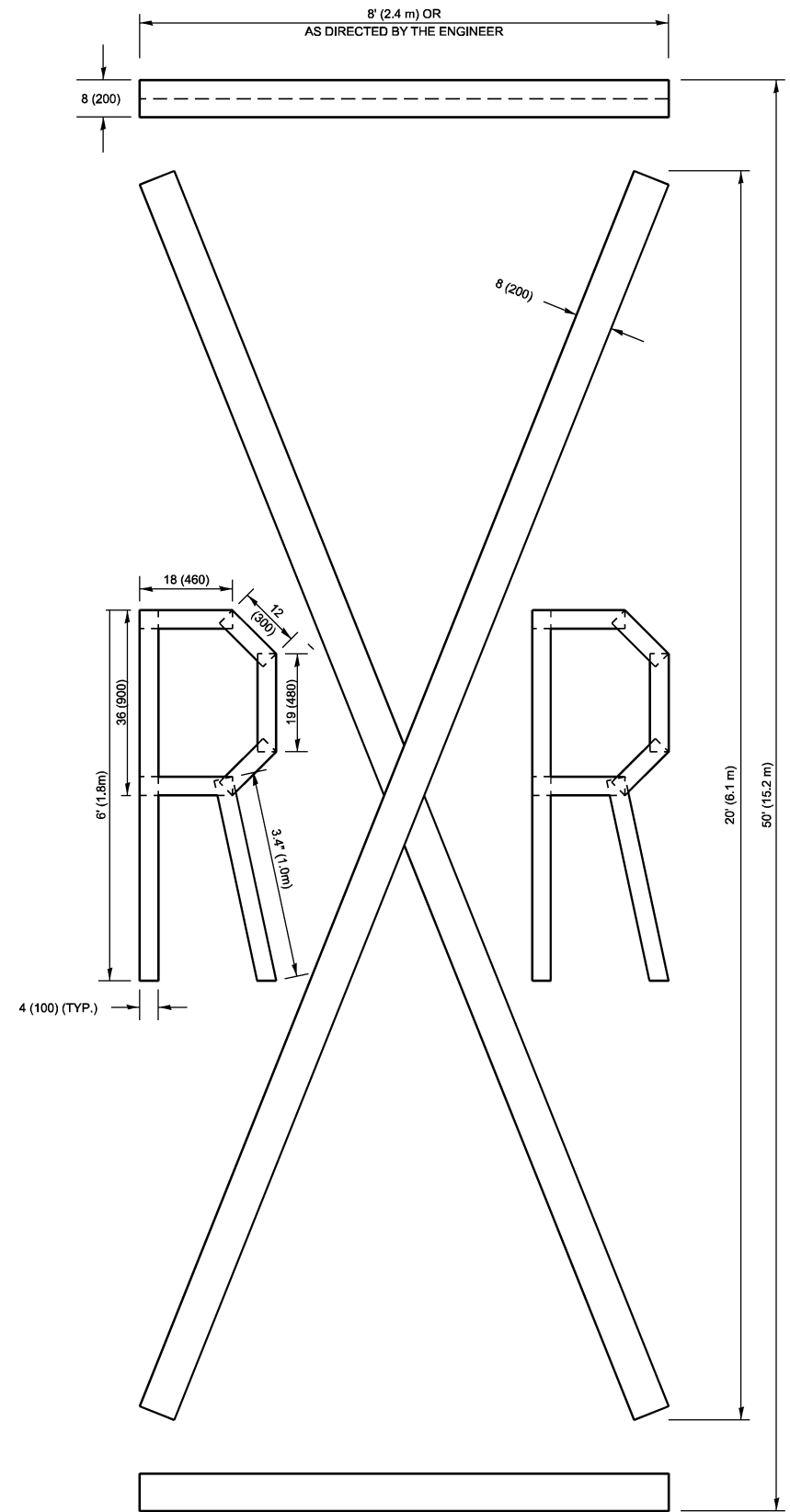


**QUANTITY**

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

**NOTE:**

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



**QUANTITY**

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

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

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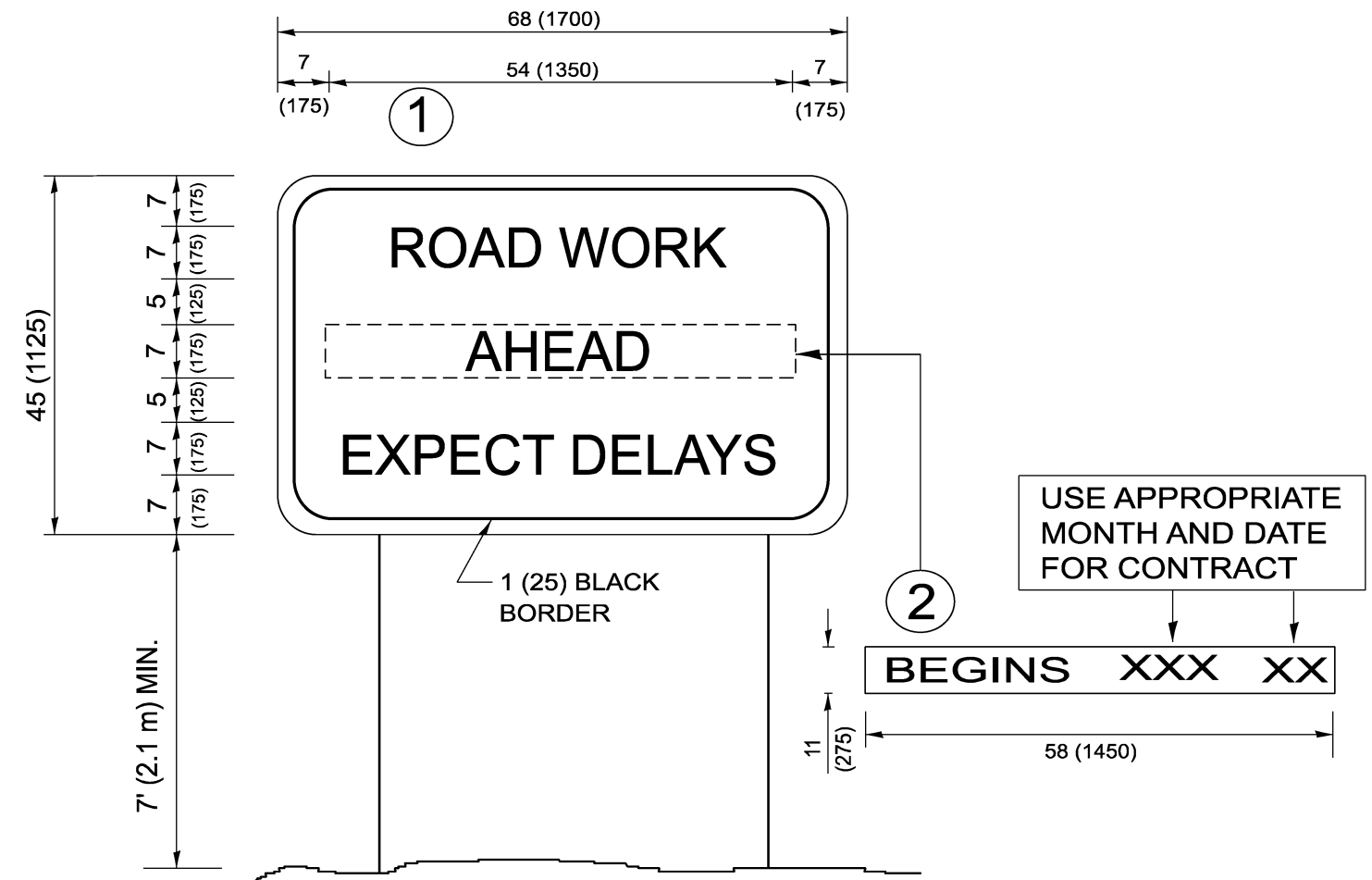
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	DRAWN -	REVISED - E. GOMEZ 08-28-00
	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/19/2026	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	23
<b>TC-16</b>			CONTRACT NO. 80C45	
ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

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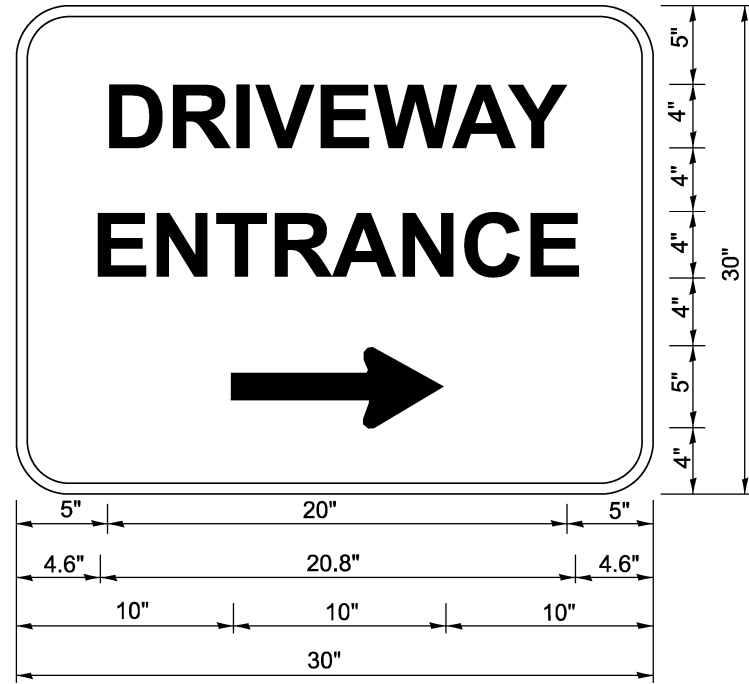
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	DRAWN -	REVISED - R. MIRS 12-11-97
	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/19/2026	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD  
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	24
<b>TC-22</b>			CONTRACT NO. 80C45	
ILLINOIS FED. AID PROJECT				



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

**NOTES:**

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN) SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

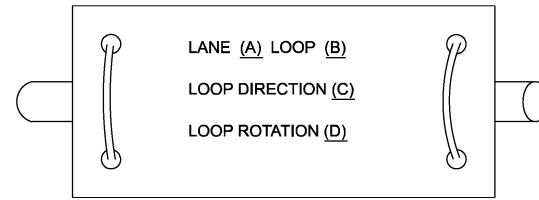
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-26</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				



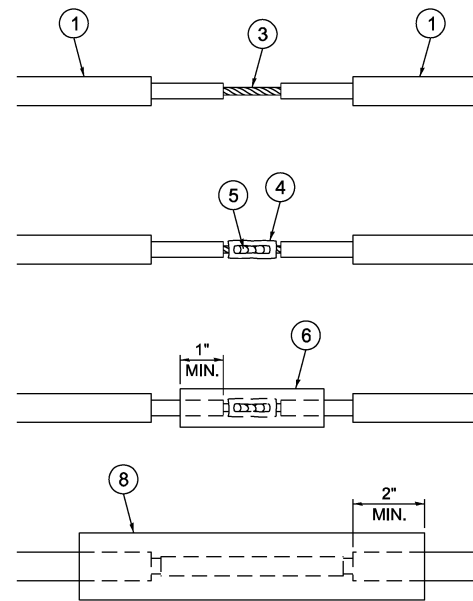
**DETECTOR LOOP NOTES:**

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.



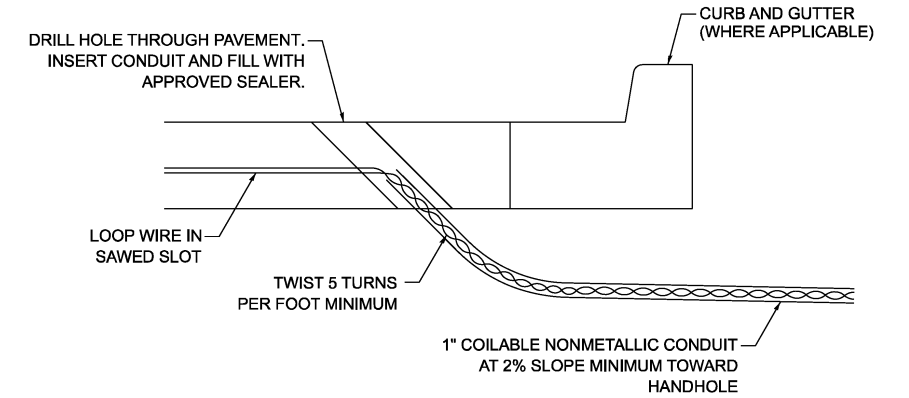
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

**DETECTOR LOOP LEAD-IN CABLE TAG**

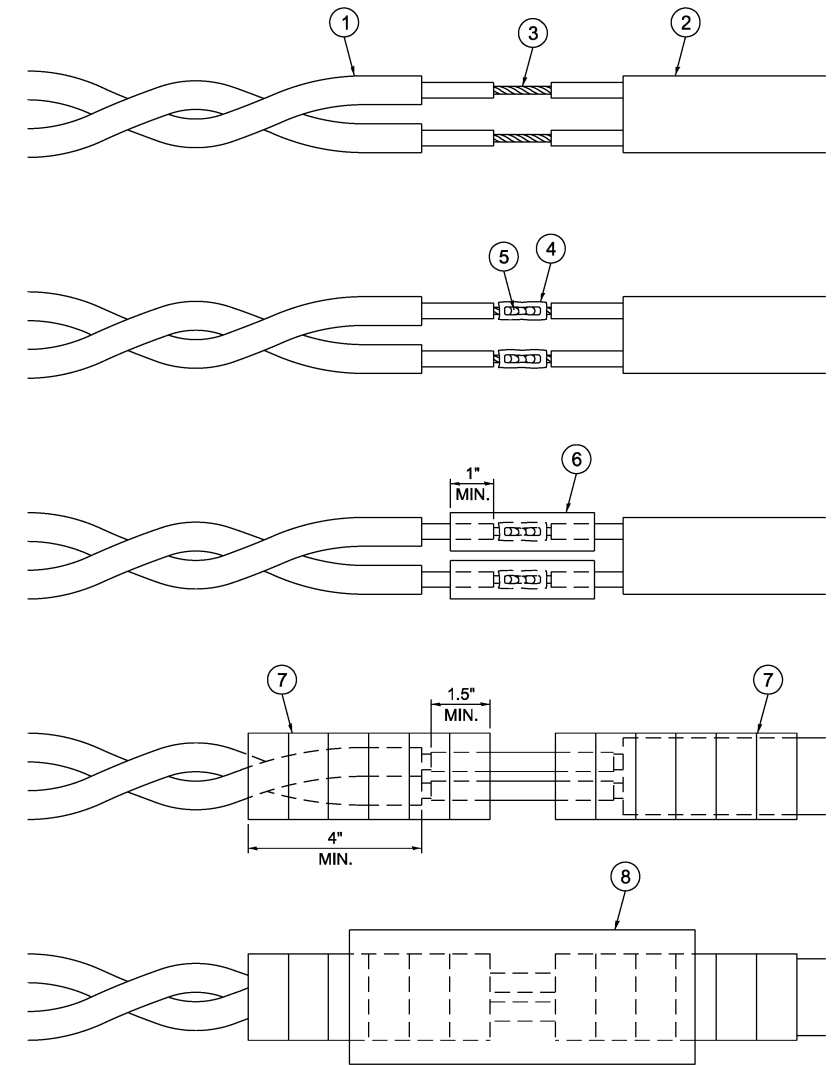


**LOOP-TO-LOOP SPLICE DETAIL**

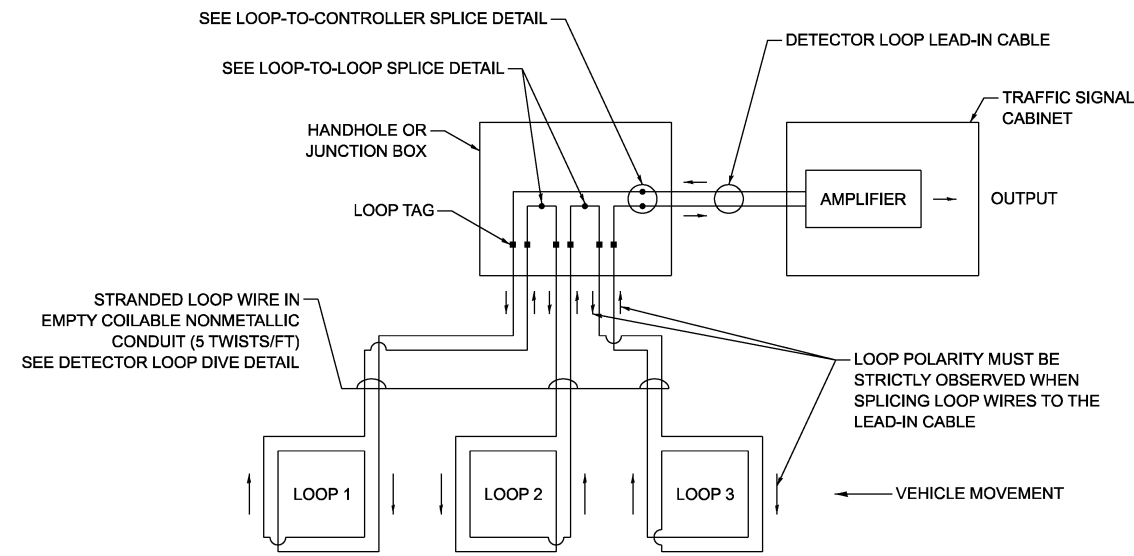
- 1 DETECTOR LOOP CABLE.
- 2 DETECTOR LOOP LEAD-IN CABLE
- 3 BARE CONDUCTORS TWISTED TOGETHER.
- 4 BUTT SPLICE CRIMP CONNECTOR.
- 5 SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPLICES SHALL BE STAGGERED.
- 6 WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, 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**



**DETECTOR LOOP WIRING SCHEMATIC**

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	CHECKED - NBKK	REVISED -
PLOT DATE = 3/19/2026	DATE - 10/15/2025	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

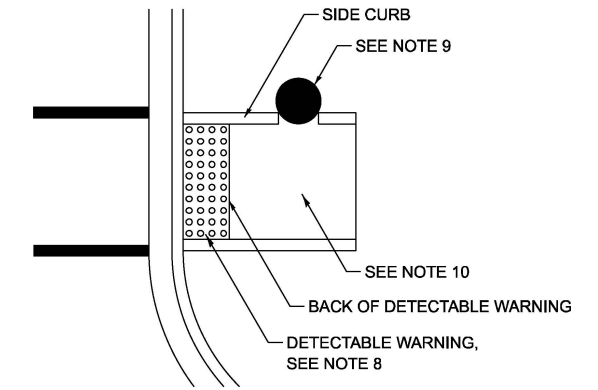
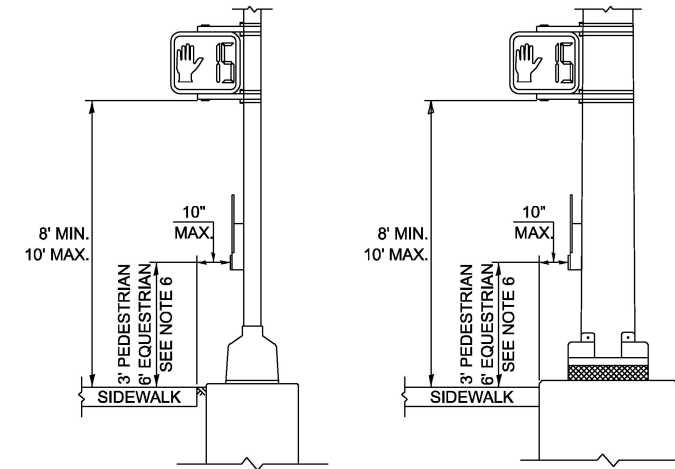
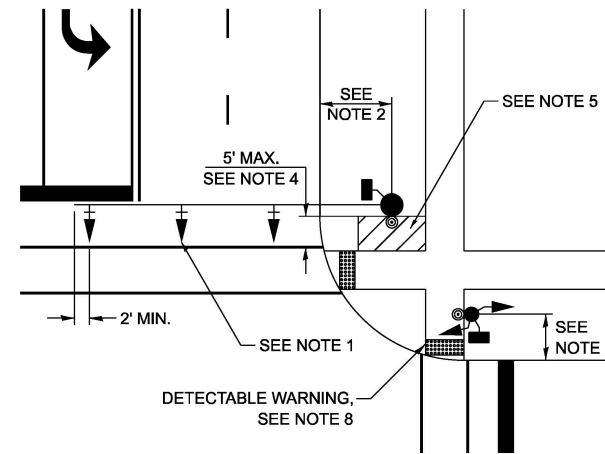
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F.A.P. RTE. 305	SECTION 2025-2102-RS	COUNTY MCHENRY	TOTAL SHEETS 32	SHEET NO. 27
<b>TS-01</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				

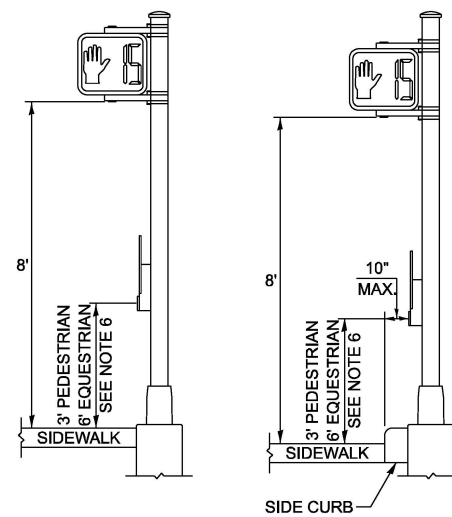
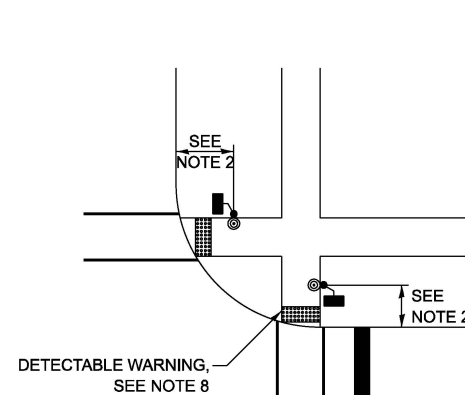
**NOTES:**

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 SHALL 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.

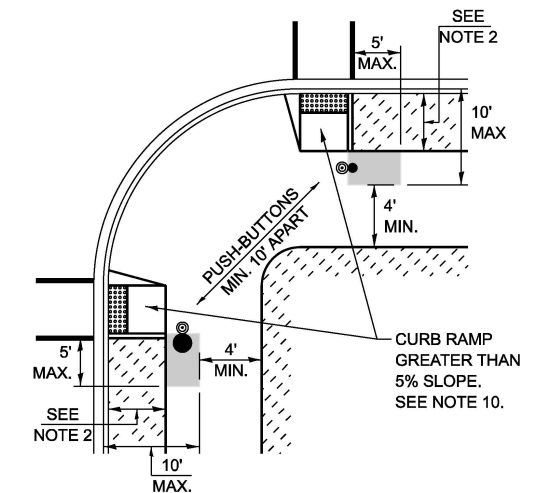
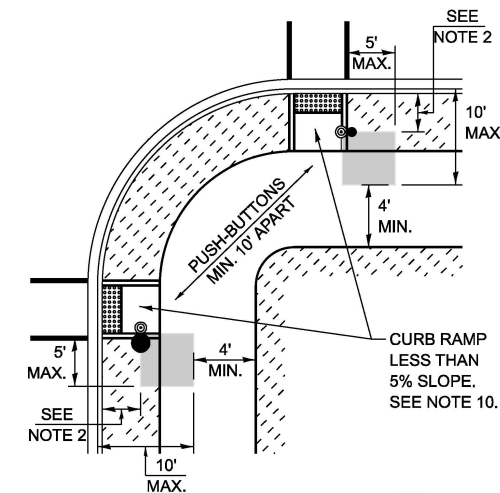
**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**



**PEDESTRIAN SIGNAL POST**



**PUSH-BUTTON LOCATIONS**



■ 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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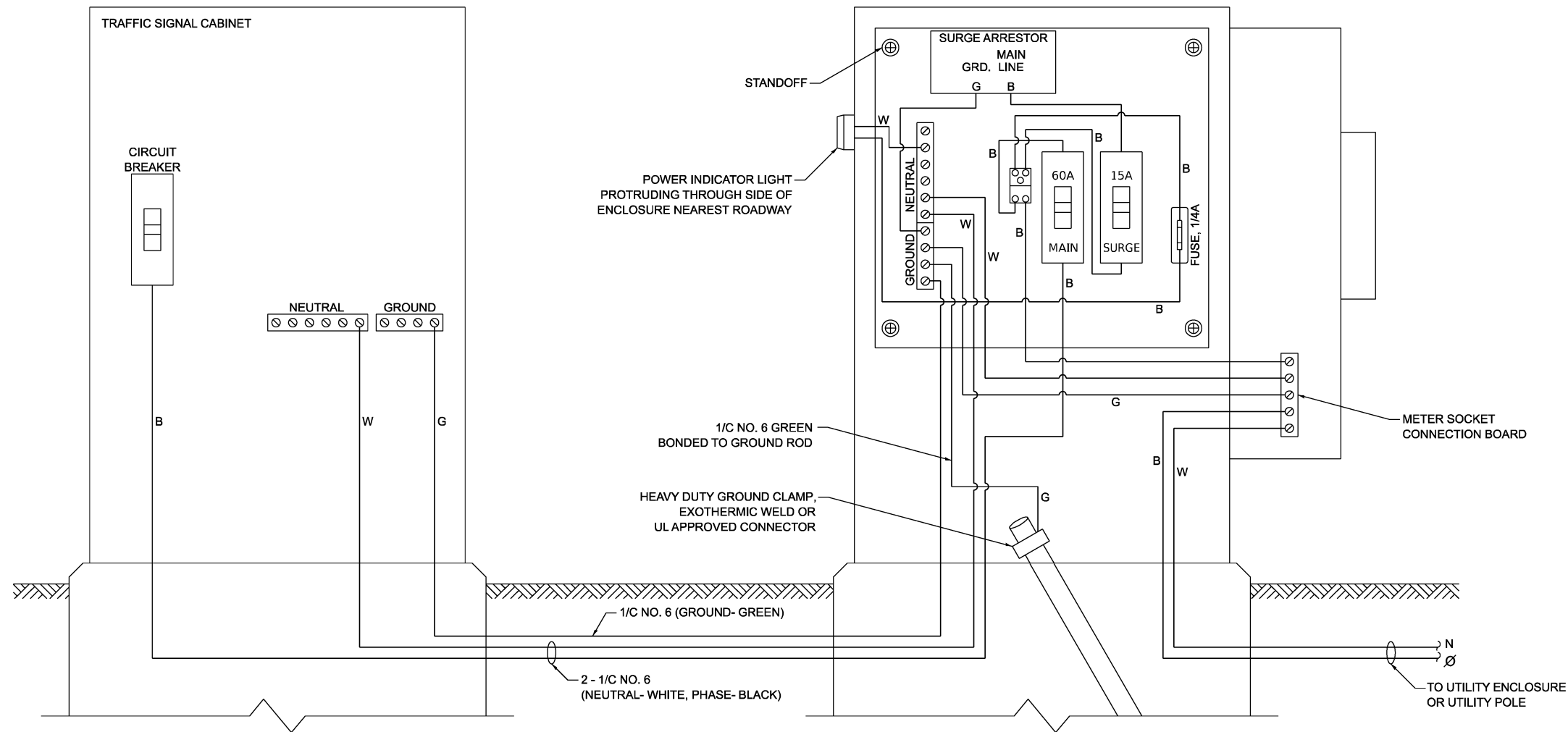
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	CHECKED - NBKK	REVISED -
PLOT DATE = 3/19/2026	DATE - 10/15/2025	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

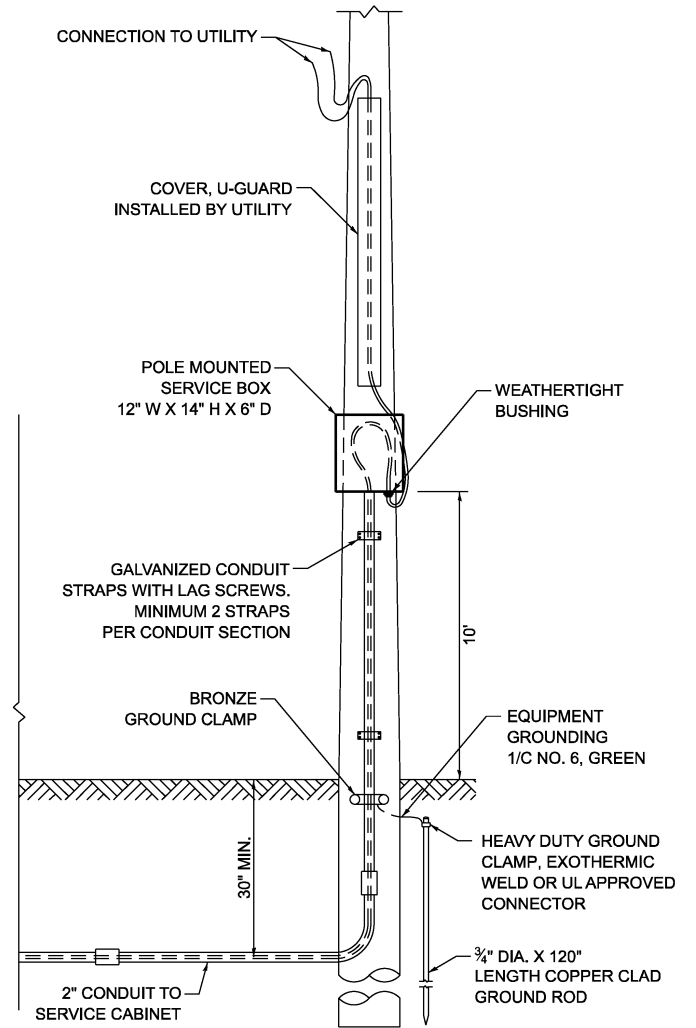
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
305	2025-2102-RS	MCHENRY	32	28
<b>TS-01</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				



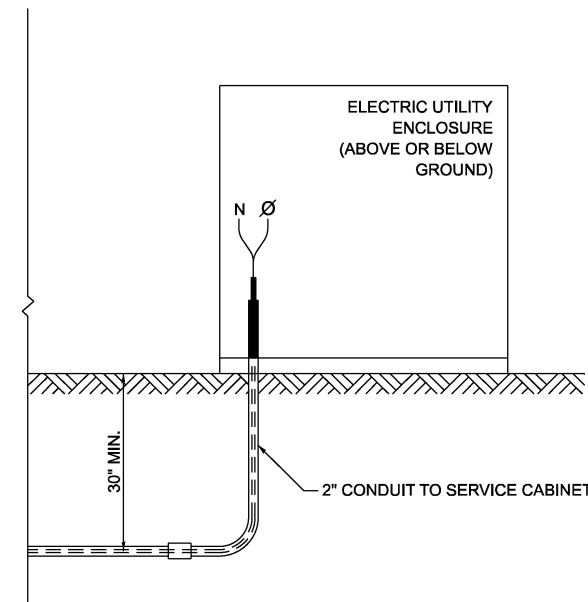
**ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET**

**NOTES:**

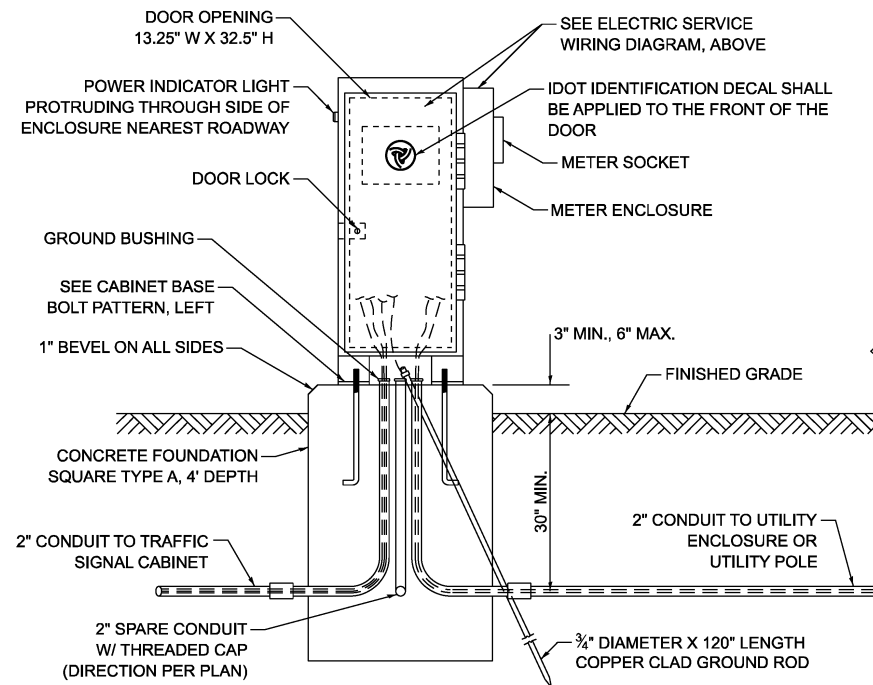
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3.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



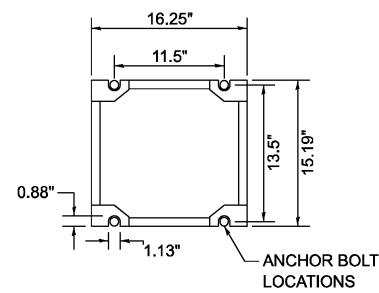
**CONNECTION TO UTILITY POLE**



**CONNECTION TO UTILITY ENCLOSURE**



**SERVICE INSTALLATION - GROUND MOUNTED WITH METER**



**CABINET BASE BOLT PATTERN**

MODEL: TS-01d (Sheet)  
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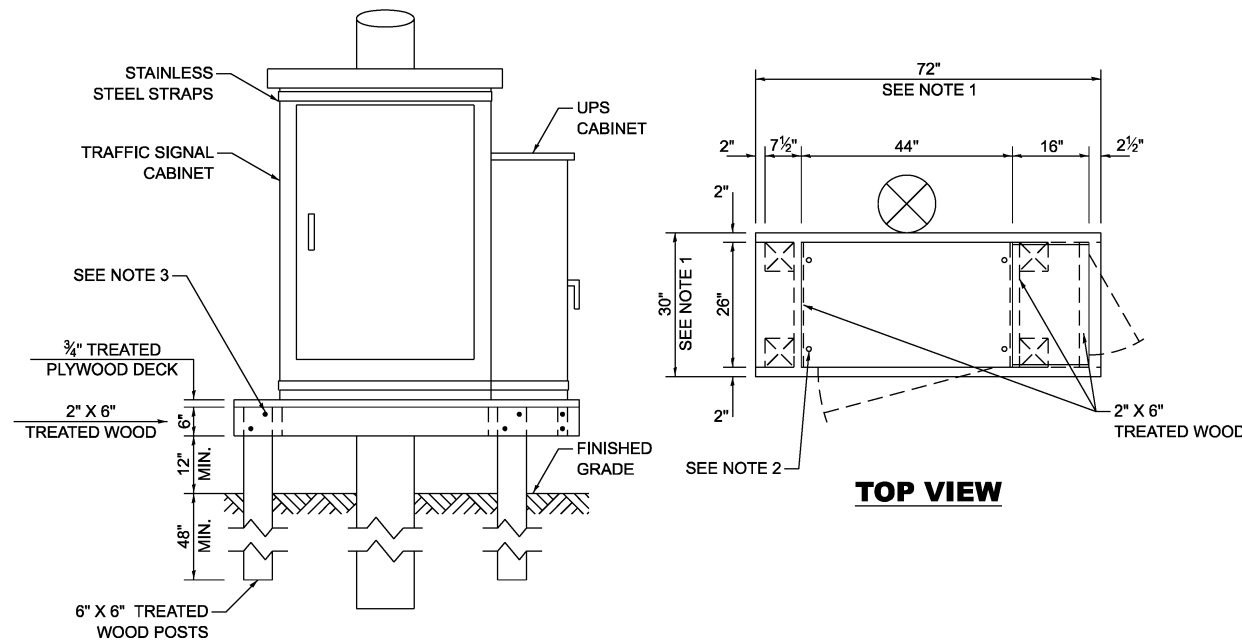
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PLOT DATE = 3/19/2026	DATE - 10/15/2025	REVISED -

**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.
305	2025-2102-RS	MCHENRY	32	29
<b>TS-01</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				



**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.

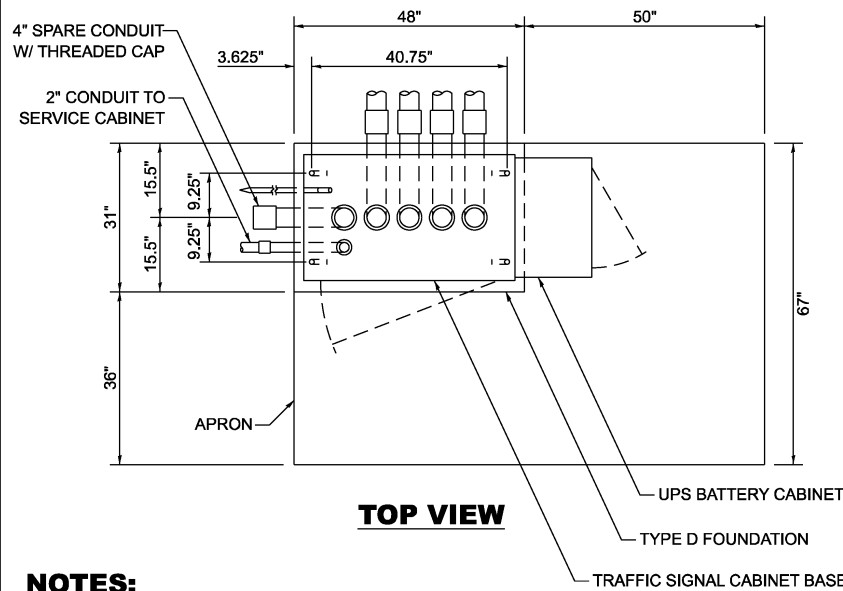
**TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM**

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**

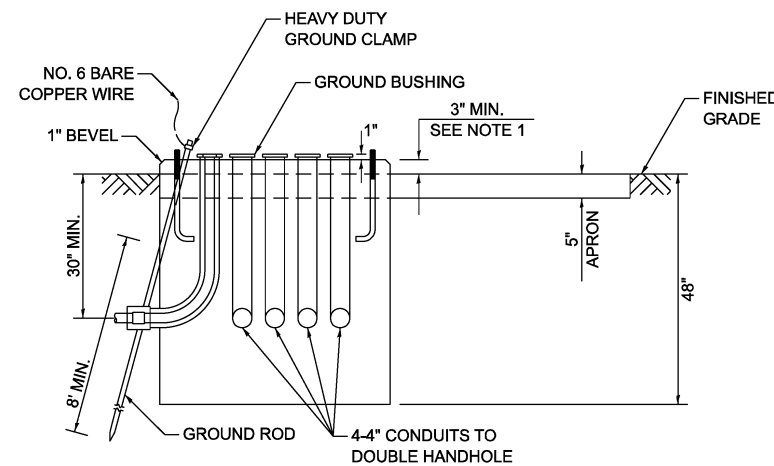
**TYPE E FOUNDATION NOTES:**

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.

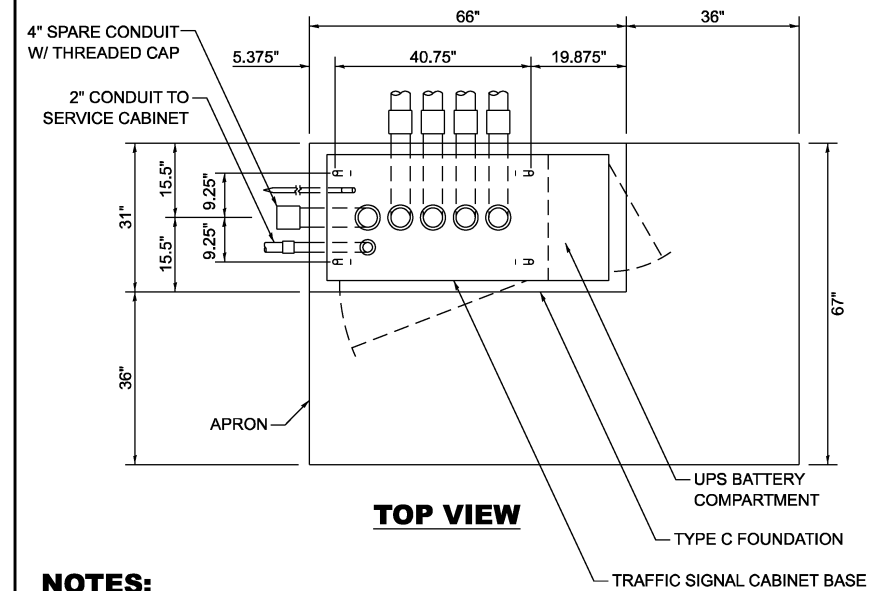


**NOTES:**

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

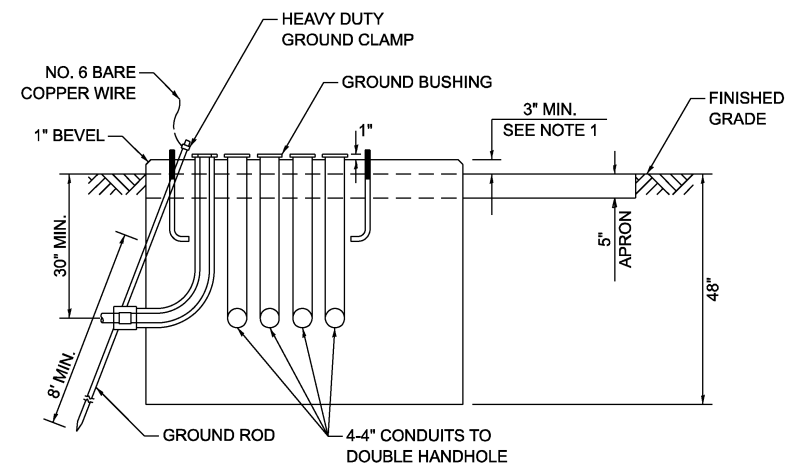


**TYPE D FOUNDATION TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET**



**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**

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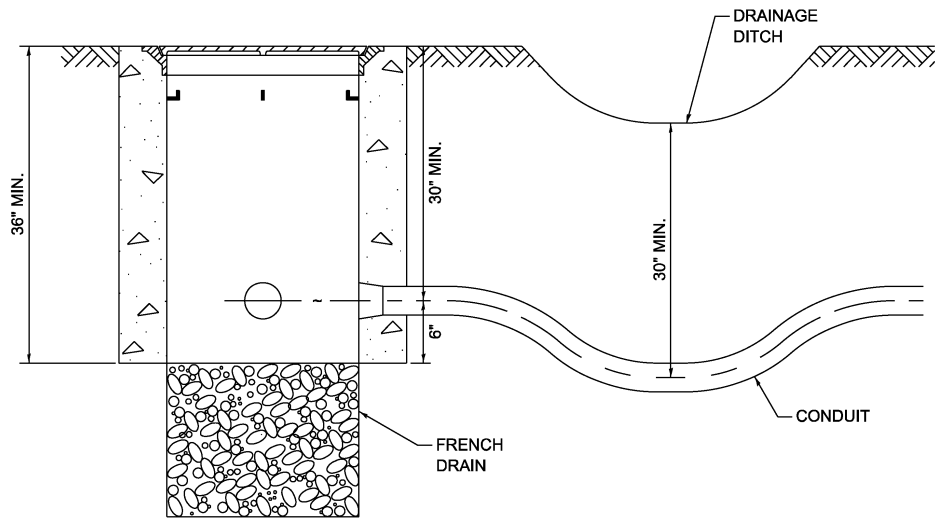
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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 5 OF 7 SHEETS STA. TO STA.

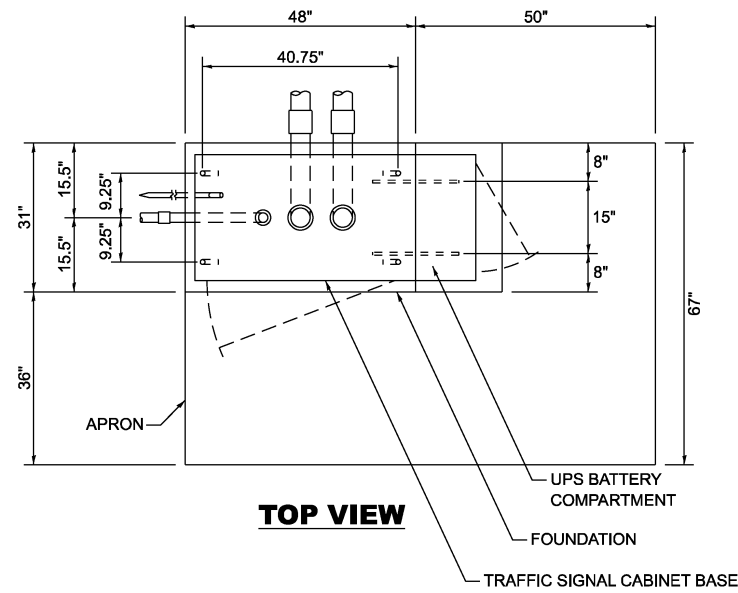
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TS-01		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				



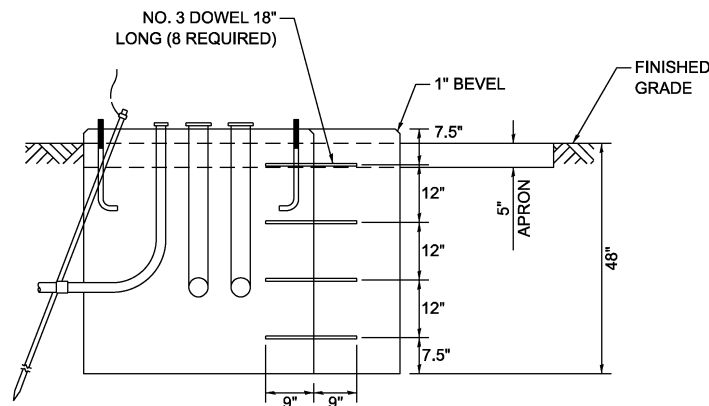
**NOTES:**

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.

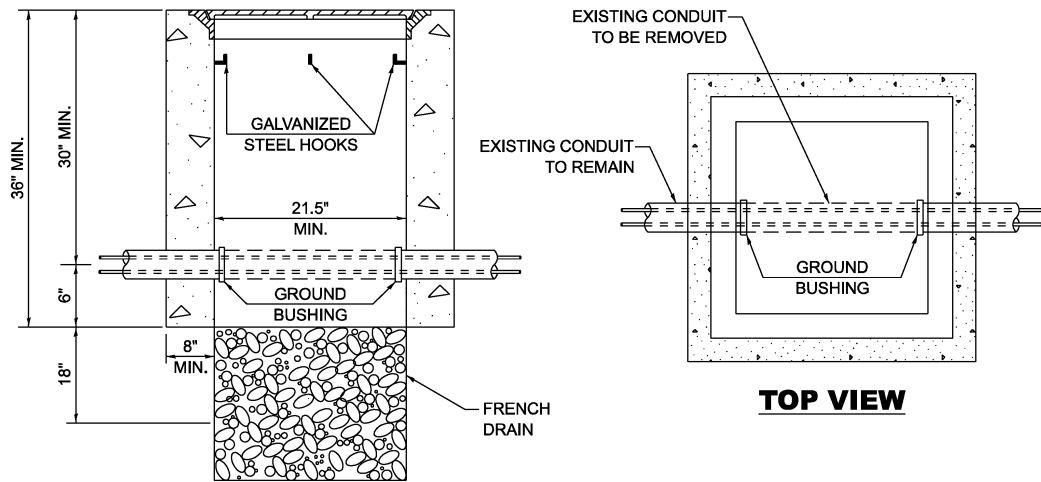
**HANDHOLE WITH MINIMUM CONDUIT DEPTH**



**TOP VIEW**



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

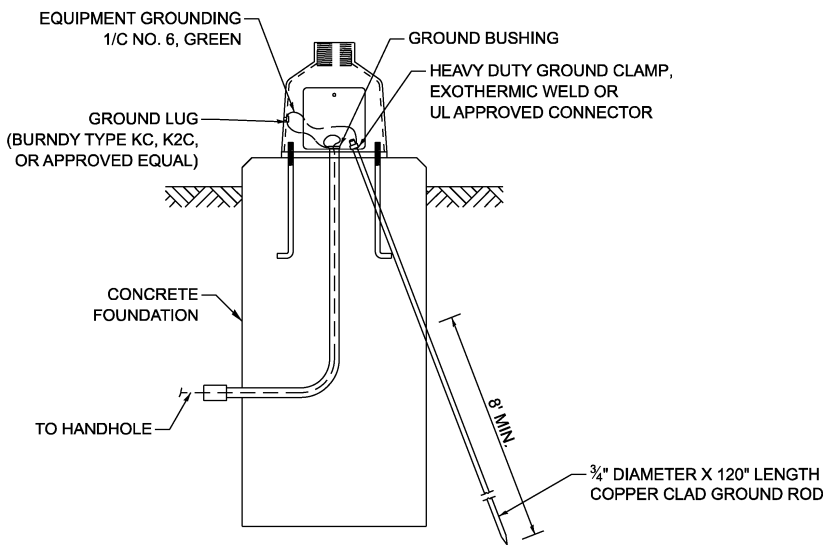


**TOP VIEW**

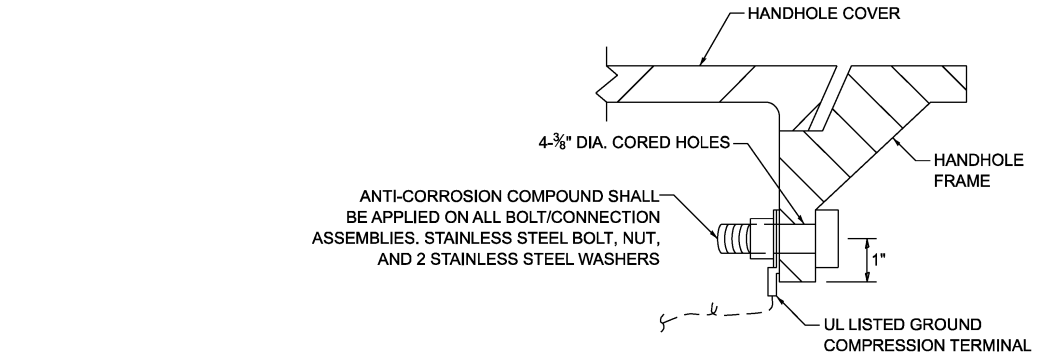
**NOTES:**

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.

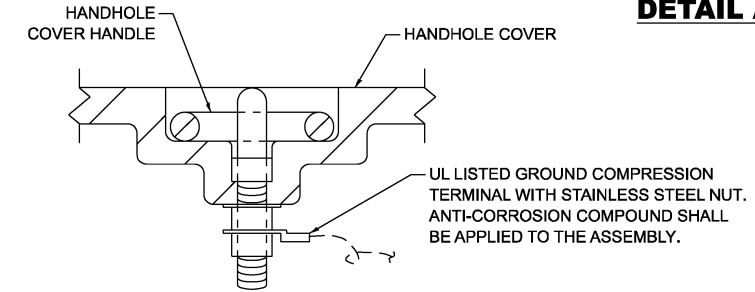
**HANDHOLE TO INTERCEPT EXISTING CONDUIT**



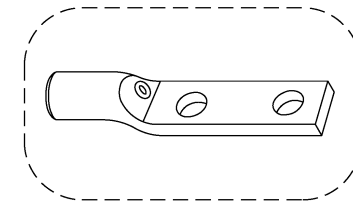
**MAST ARM / POST GROUNDING DETAIL**



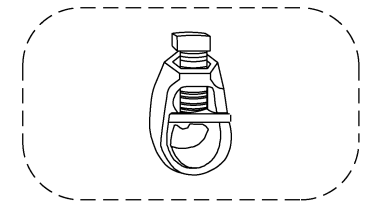
**DETAIL A**



**DETAIL B**



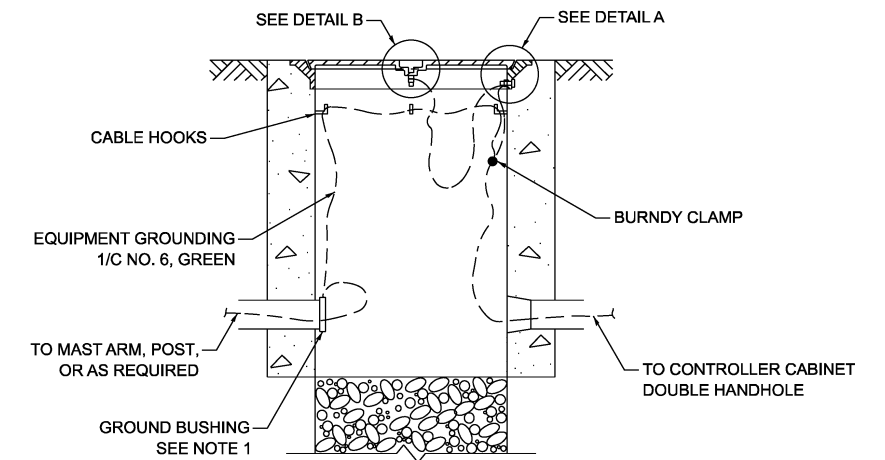
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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**

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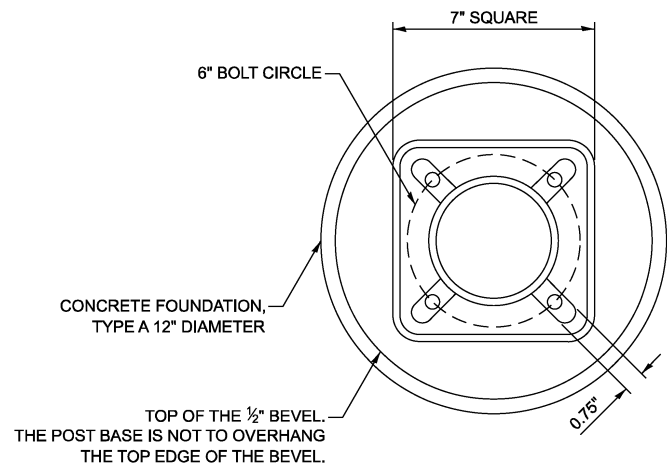
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

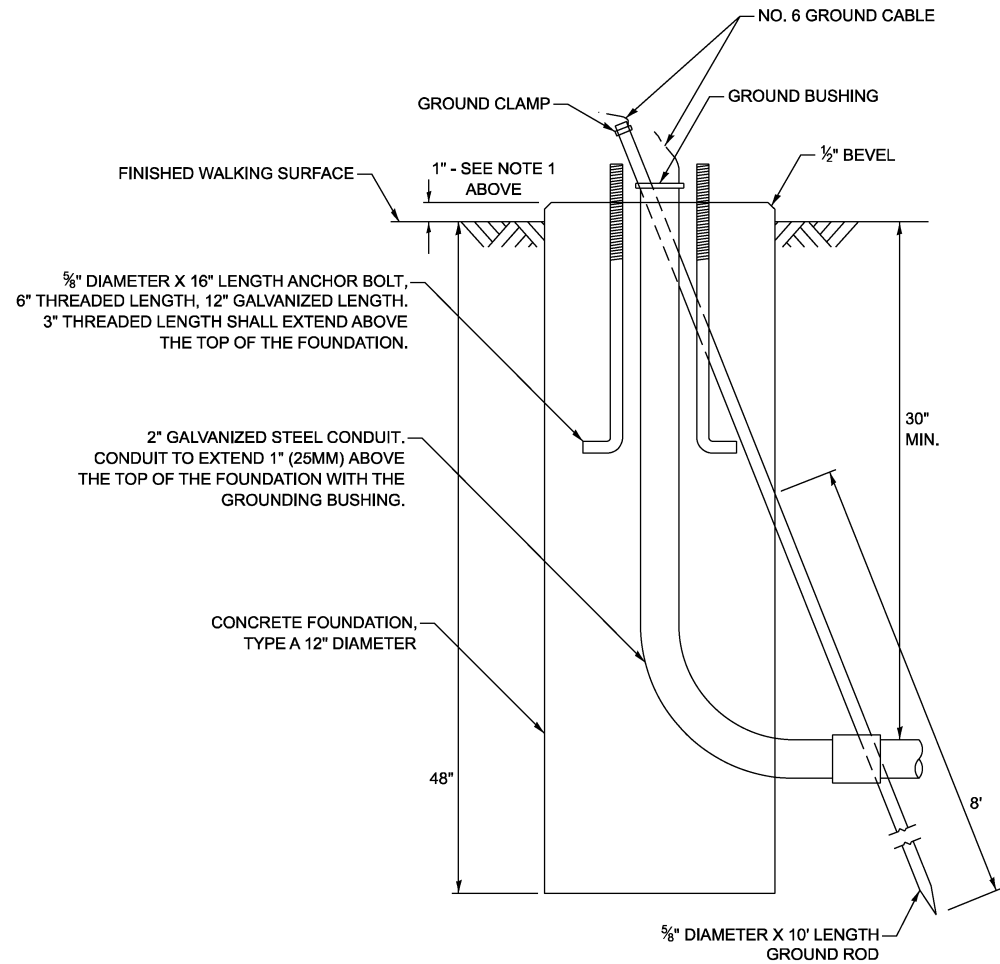
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<b>TS-01</b>		CONTRACT NO. 80C45		
ILLINOIS FED. AID PROJECT				



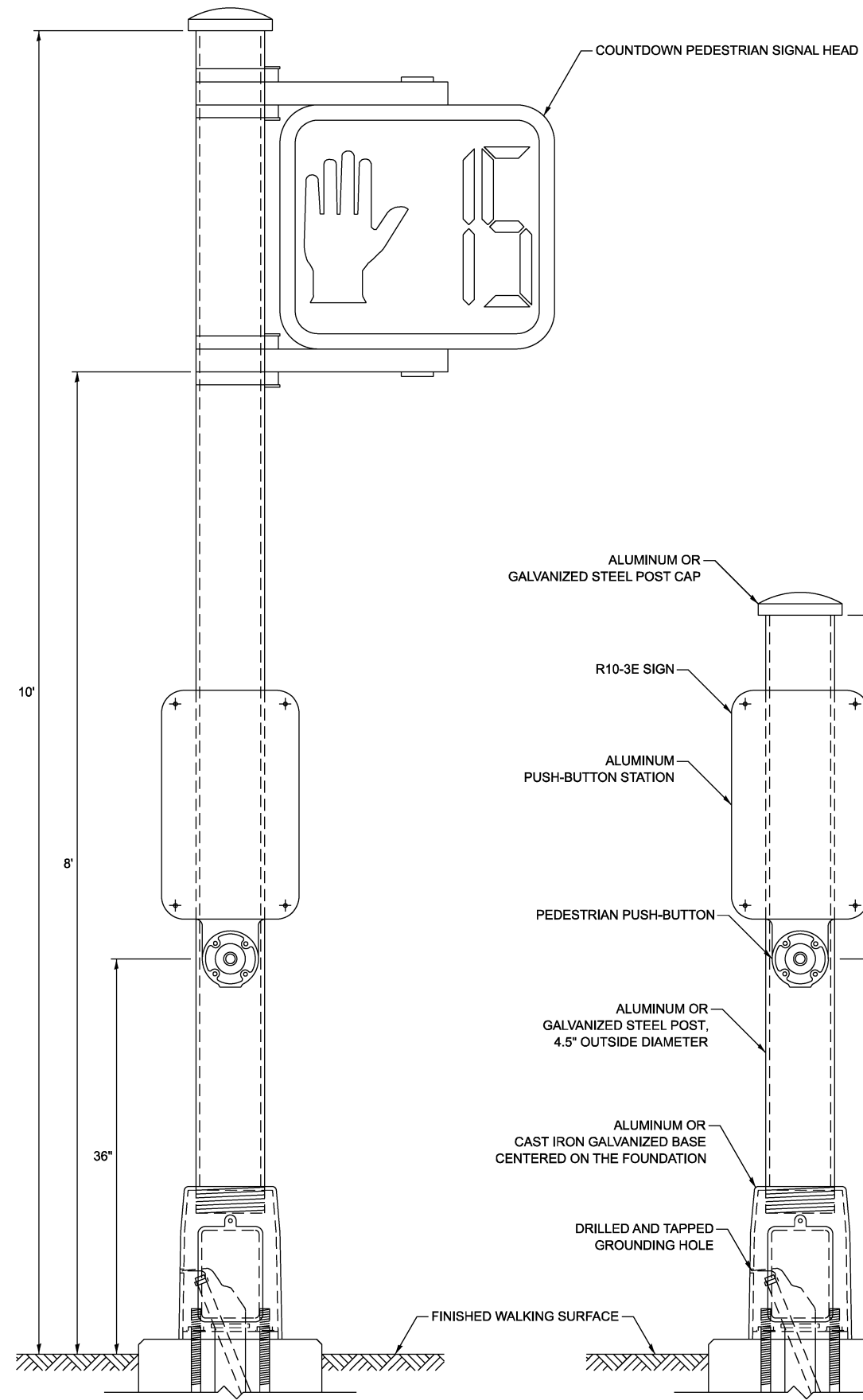
**BOLT PATTERN**

**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.

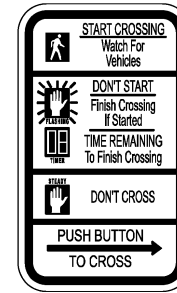


**CONCRETE FOUNDATION,  
TYPE A 12-INCH DIAMETER**



**PEDESTRIAN SIGNAL POST, 10 FT.**

**PEDESTRIAN SIGNAL POST, 5 FT.**



R10-3E  
9" X 15"



W10-101  
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 W10-101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

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**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.
305	2025-2102-RS	MCHENRY	32	32
<b>TS-01</b>			CONTRACT NO. 80C45	
ILLINOIS   FED. AID PROJECT				