

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	1
		ILLINOIS	CONTRACT NO. 62V07	

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THE PROJECT IS LOCATED WITHIN:  
CITY OF CRYSTAL LAKE

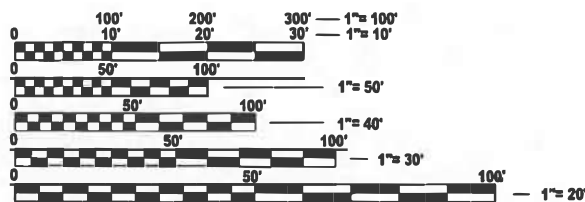
TRAFFIC DATA

2023 ADT - 12,800 - 15,100  
POSTED SPEED LIMIT - 35 MPH  
OTHER PRINCIPAL ARTERIAL

PROPOSED  
HIGHWAY PLANS

F.A.P. ROUTE 335: IL 176 (TERRA COTTA AVE)  
HICKORY DRIVE TO MISTWOOD LANE  
SECTION FAP 335 23 OVERLAY  
PROJECT NHPP-LAA9(599)  
DESIGNED OVERLAY, ADA IMPROVEMENTS  
MCHENRY COUNTY

C-91-208-23



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

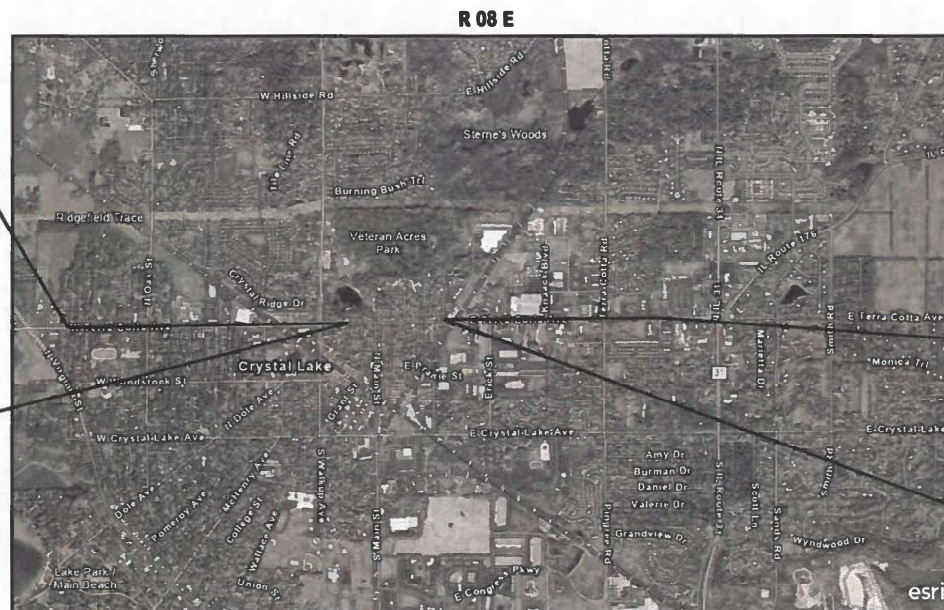
J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123  
OR 811

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

CONTRACT NO. 62V07

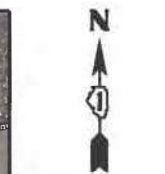
PROJECT BEGINS  
STA 23+52

RESURFACING  
OMISSION START  
STA 88+16



NUNDA TOWNSHIP

GROSS LENGTH = 13787.0 FT. = 2.61 MILE  
NET LENGTH = 11465.0 FT. = 2.17 MILE



LOCATION MAP  
(NOT TO SCALE)

PROJECT ENDS  
STA 161+39

RESURFACING  
OMISSION END  
STA 111+38

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 18, 2024  
*[Signature]* REGIONAL ENGINEER

May 10, 2024 *[Signature]*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 10, 2024 *[Signature]*  
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY  
OF THE STATE OF ILLINOIS

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**STATE STANDARDS**

**GENERAL NOTES**

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STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHOULDER STRIPS WITH RESURFACING OR WIDENING & RESURFACING PROJECTS
604001-05	FRAME AND LIDS, TYPE 1
604091-05	FRAME AND GRATE, TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
880006-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUT FOR DETECTOR LOOPS

- TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
- 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 RESIDENT ENGINEER.
- DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT 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.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER VIA EMAIL AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
- 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.
- PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT 1 TYPICAL PAVEMENT MARKINGS.
- ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT 1 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
- 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 SHOWN ON THE PLANS OR 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.
- OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- THE PROPOSED EXCAVATION, ANY NECESSARY SOIL TESTING, AS WELL AS THE PROPOSED INSTALLATION OF THE AGGREGATE AND/OR BASE COURSE FOR THE PAVEMENT WIDENING SHALL BE IMPLEMENTED IN A TIMELY MANNER SUCH THAT THE RESULTING DROP-OFF DEPTH AT THE END OF EACH DAY IS EQUAL TO OR LESS THAN ONE FOOT.

**RAILROAD COORDINATION NOTES**

- THE CONTRACTOR MUST SECURE RAILROAD FLAGGING SERVICES WHEN WORKING IN THE VICINITY OF THE UNION PACIFIC AT-GRADE CROSSING. THE FOLLOWING IS AN APPROVED LIST OF THIRD-PARTY FLAGGING COMPANIES AT LEAST 45 DAYS IN ADVANCE OF WORK NEAR THE CROSSING:  
  
RAILPROS:  
EMAIL: UP.INFO@RAILPROS.COM  
PHONE: 877-315-0513, EXT. 116  
  
NATIONAL RAILROAD SAFETY SERVICES:  
EMAIL: UP.REQUEST@NRSSINC.NET  
PHONE: 877-984-6777  
HTTPS://WWW.NRSSINC.NET/CONTACTS
- THE CONTRACTOR SHALL REFERENCE THE UNION PACIFIC FOLDER NUMBER 794241 IN ALL CORRESPONDENCE WITH THE UNION PACIFIC RAILROAD, ESPECIALLY WHEN SUBMITTING THE CONTRACTOR'S RIGHT-OF-WAY APPLICATION.
- THE CONTRACTOR SHALL COMPLETE THE E-RAIL SAFE TRAINING PRIOR TO STARTING WORK ON THE UNION PACIFIC RIGHT-OF-WAY. INFORMATION ABOUT THE E-RAIL SAFE TRAINING CAN BE ACCESSED BY USING THE FOLLOWING LINK:  
  
HTTPS://WWW.UP.COM/ABOUTUP/COMMUNITY/SAFETY/ERAILSAFE/UP-PAT/INDEX.HTM
- THE CONTRACTOR SHALL REFERENCE THE FOLLOWING INFORMATION WHEN APPLYING FOR THE RIGHT-OF-ENTRY (ROE) PERMIT FROM THE UPRR:  
  
UP AT IL 176 E/O PARK BLVD IN CRYSTAL LAKE:  
CROSSING NUMBER: DOT/AAR #: 178 803B  
CROSSING MILE POST: 58.85  
RR SUBDIVISION: MCHENRY SUB  
REMS PROJECT #: 794241  
  
UP OVER IL 176 W/O WALKUP ROAD IN CRYSTAL LAKE:  
CROSSING NUMBER: DOT/AAR #: 176 977R  
CROSSING MILE POST: 43.36  
RR SUBDIVISION: HARVARD SUB  
REMS PROJECT #: 794241
- OTHER UNION PACIFIC RAILROAD REQUIREMENTS CAN BE ACCESSED BY VISITING WWW.UP.COM

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	2
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE ROADWAY	0021 80% FED 20% STATE TRAFFIC SIGNALS	0005 100% STATE
20200100	EARTH EXCAVATION	CU YD	1870	1870		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	685	685		
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	123	123		
21400100	GRADING AND SHAPING DITCHES	FOOT	50	50		
25200110	SODDING, SALT TOLERANT	SQ YD	123	123		
25200200	SUPPLEMENTAL WATERING	UNIT	1.9	1.9		
28000400	PERIMETER EROSION BARRIER	FOOT	786	786		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	229	229		
30300112	AGGREGATE SUBGRADE IMPROVEMENT, 12"	SQ YD	2738	2738		
35600709	HOT-MIX ASPHALT BASE COURSE WIDENING, 8 1/4"	SQ YD	2738	2738		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	6159	6159		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	38611	38611		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	28862	28862		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	81	81		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	475	475		
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	6305	6305		
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	5517	5517		
42001300	PROTECTIVE COAT	SQ YD	348	348		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1888	1888		
42400800	DETECTABLE WARNINGS	SQ FT	208	208		
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	53552	53552		
44000600	SIDEWALK REMOVAL	SQ FT	1777	1777		
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	40	40		
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	825	825		
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	550	550		
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	300	300		

\* = SPECIALTY ITEMS

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	3
			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE ROADWAY	0021 80% FED 20% STATE TRAFFIC SIGNALS	0005 100% STATE
44213200	SAW CUTS	FOOT	6839	6839		
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	519	519		
60250200	CATCH BASINS TO BE ADJUSTED	EACH	6	6		
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2		
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2		
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1	1		
60404950	FRAMES AND GRATES, TYPE 24	EACH	2	2		
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2		
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1	1		
60920012	PIPE CULVERTS TO BE CLEANED 12"	FOOT	150	150		
60920015	PIPE CULVERTS TO BE CLEANED 15"	FOOT	160	160		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1115	1115		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	8	8		
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	6	6		
67100100	MOBILIZATION	L SUM	1	1		
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1		
70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1		
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	26150	26150		

\* = SPECIALTY ITEMS

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	4
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				



CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE ROADWAY	0021 80% FED 20% STATE TRAFFIC SIGNALS	0005 100% STATE
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4211	4211		
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	1516	1516		
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	65166	65166		
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	2070	2070		
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	212	212		
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	2601	2601		
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	622	622		
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	13075	13075		
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1516	1516		
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	65166	65166		
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	2070	2070		
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	212	212		
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2601	2601		
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	622	622		
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	12	12		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	624	624		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	623	623		
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	120		120	
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3		3	
* 87900200	DRILL EXISTING HANDHOLE	EACH	7		7	
* 88600100	DETECTOR LOOP, TYPE 1	FOOT	3140		3140	
* 89502210	MODIFY EXISTING CONTROLLER CABINET	EACH	3		3	

\* = SPECIALTY ITEMS

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	5
			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

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CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE ROADWAY	0021 80% FED 20% STATE TRAFFIC SIGNALS	0005 100% STATE
* 89502350	REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	165		165	
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3		3	
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1		
* X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	5		5	
X2020110	GRADING AND SHAPING SHOULDERS	UNIT	47	47		
X4060995	TEMPORARY RAMP (SPECIAL)	SQ YD	703	703		
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	33	33		
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	563	563		
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	41	41		
X6350120	DELINEATOR REMOVAL	EACH	3	3		
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6		
* X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	12		12	
* X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	20		20	
* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	3		3	
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	54			54
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	463	463		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		

\* = SPECIALTY ITEMS

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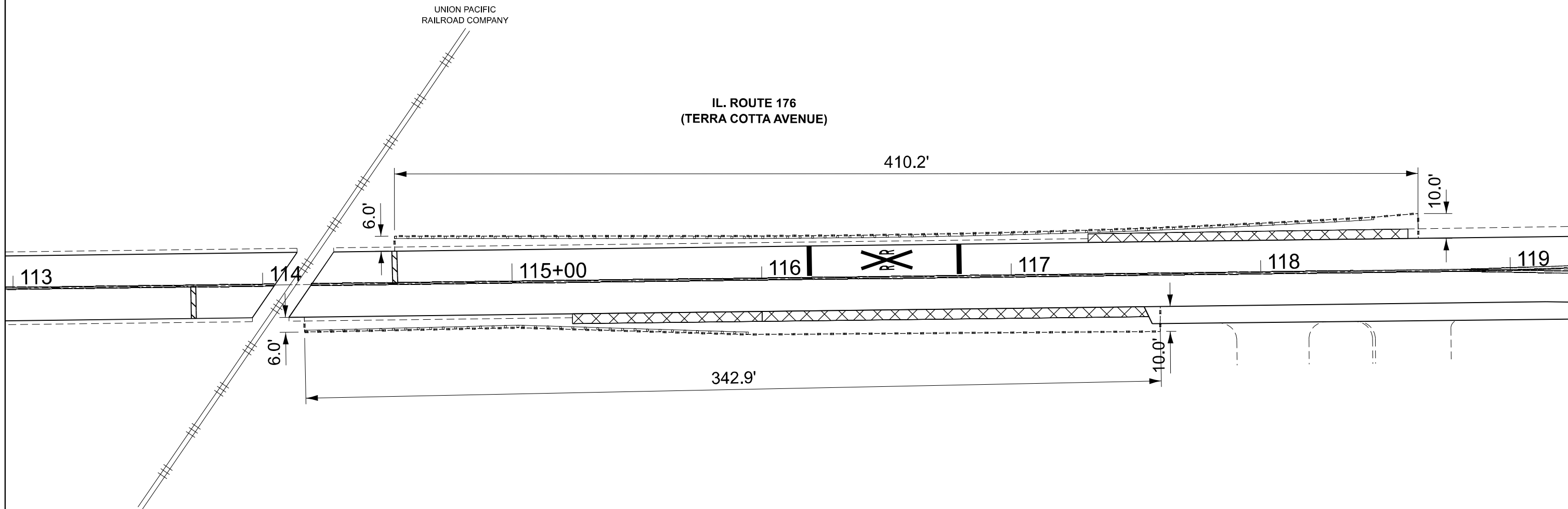
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	6



LEGEND		
SYMBOLS	EXISTING	PROPOSED
HOT-MIX ASPHALT SHOULDER, 4 FT		
PERIMETER EROSION BARRIER		
GUARDRAIL		



**NOTES:**

- 1) THE EROSION CONTROL MEASURES SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE STATE STANDARDS FOR THE ENTIRE DURATION OF THE CONTRACT OR UNTIL SUCH A TIME AS DIRECTED BY THE ENGINEER.
- 2) ALL EROSION CONTROL MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES.
- 3) THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION.
- 4) THE CONTRACTOR SHALL CHECK ALL EROSION CONTROL MEASURES WEEKLY AND AFTER EACH RAINFALL 0.5 INCHES OR GREATER IN A 24 HOUR PERIOD, OR EQUIVALENT SNOWFALL. ADDITIONALLY, DURING THE WINTER MONTHS ALL MEASURES SHOULD BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.

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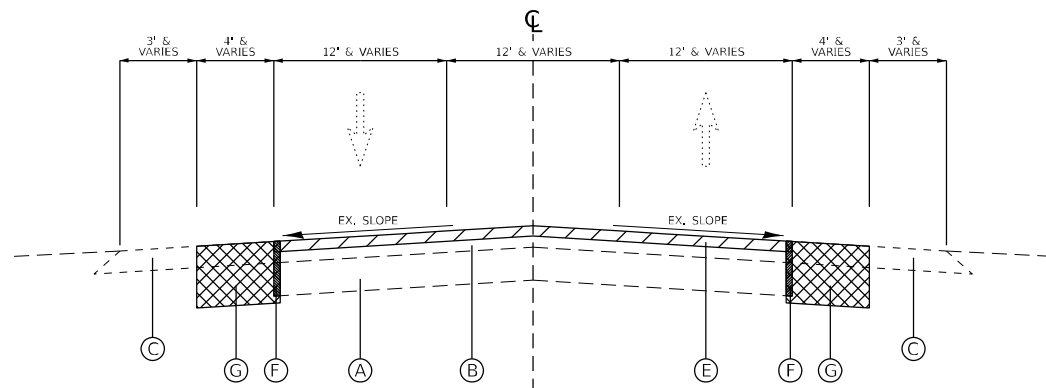
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EROSION CONTROL PLAN**  
**IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	7
			CONTRACT NO. 62V07	
		ILLINOIS FED. AID PROJECT		

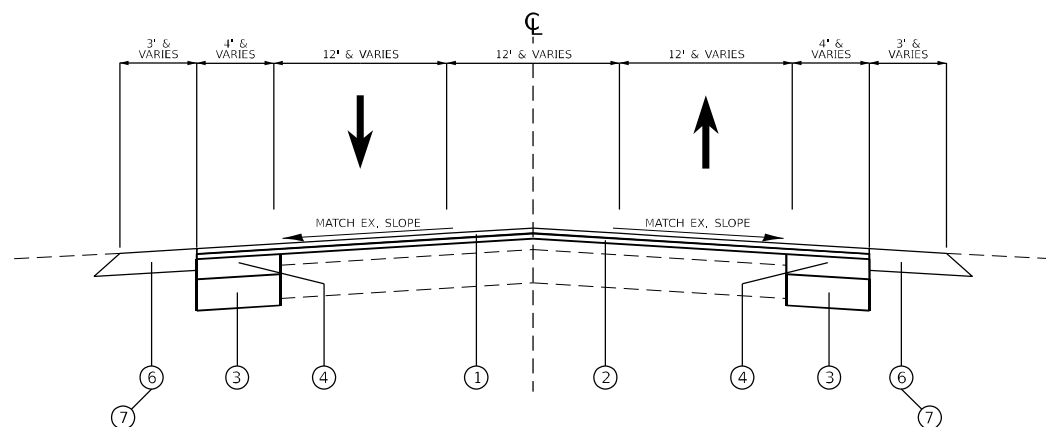
IL 176 (TERRA COTTA AVENUE)



EXISTING TYPICAL SECTION

STA. 23+52 TO STA. 42+50  
 STA. 49+50 TO STA. 65+50  
 STA. 115+25 TO STA. 144+25  
 STA. 151+50 TO STA. 161+39

IL 176 (TERRA COTTA AVENUE)



PROPOSED TYPICAL SECTION

STA. 23+52 TO STA. 42+50  
 STA. 49+50 TO STA. 65+50  
 STA. 115+25 TO STA. 144+25  
 STA. 151+50 TO STA. 161+39

LEGEND - EXISTING:

- (A) CONCRETE PAVEMENT ±9"
- (B) HOT MIX ASPHALT SURFACE BEFORE MILLING, ±6"
- (C) EXISTING AGGREGATE SHOULDER, 6"
- (D) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (E) HOT MIX ASPHALT SURFACE REMOVAL 3-3/4"
- (F) FULL DEPTH PAVEMENT REMOVAL, SAW CUT ±6" INTO PAVEMENT TO ESTABLISH EDGE FOR WIDENING
- (G) EARTH EXCAVATION, 24" LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER

LEGEND - PROPOSED:

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- ③ AGGREGATE SUBBASE IMPROVEMENT, 12"
- ④ HOT-MIX ASPHALT BASE COURSE WIDENING, 8 1/4"
- ⑤ COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT, LOCATIONS DETERMINED BY THE ENGINEER
- ⑥ AGGREGATE WEDGE SHOULDER, TYPE B
- ⑦ GRADING AND SHAPING SHOULDERS

NOTES:

1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.
2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER COURSE IL-9.5.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS(%) @ Ndes	
<b>PAVEMENT RESURFACING</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"	3.5% @ 70 GYR.	QCP
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% @ 70 GYR.	QCP
<b>HMA SHOULDER</b>		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"	3.5% @ 70 GYR.	QCP
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% @ 70 GYR.	QCP
HMA BASE COURSE WIDENING (HMA BINDER IL-19.0), 8 1/4"	4% @ 70 GYR.	QC/QA
<b>PATCHING</b>		
CLASS D PATCHES (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/QA
<b>TEMPORARY RAMP (SPECIAL)</b>		
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 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.

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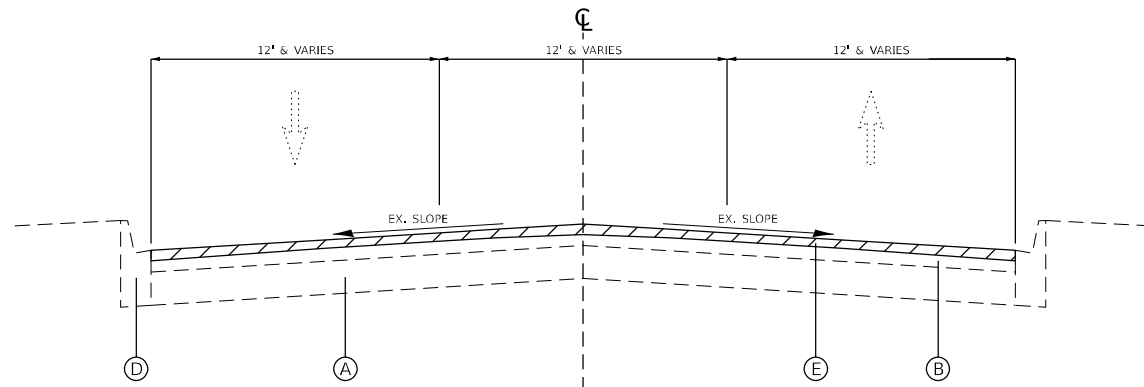
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	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS  
 IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)  
 SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	8
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				

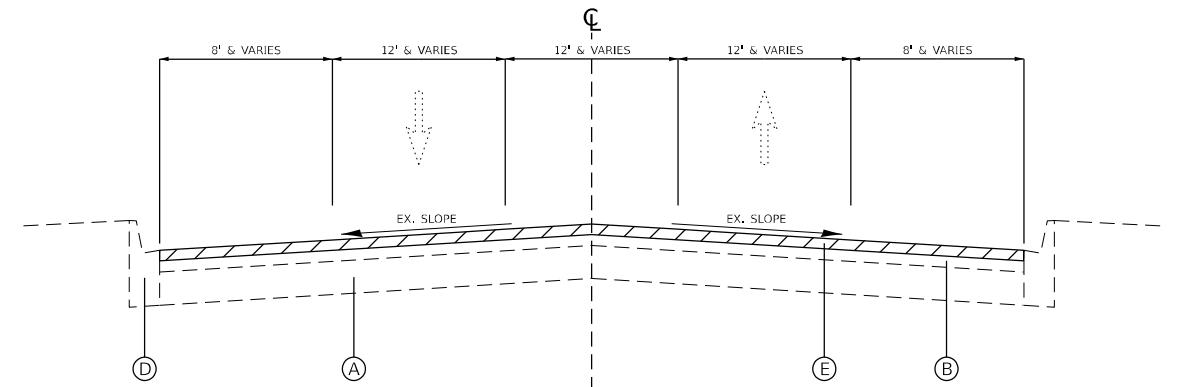
IL 176 (TERRA COTTA AVENUE)



EXISTING TYPICAL SECTION

STA. 111+38 TO STA. 115+25  
STA. 144+25 TO STA. 151+50

IL 176 (TERRA COTTA AVENUE)



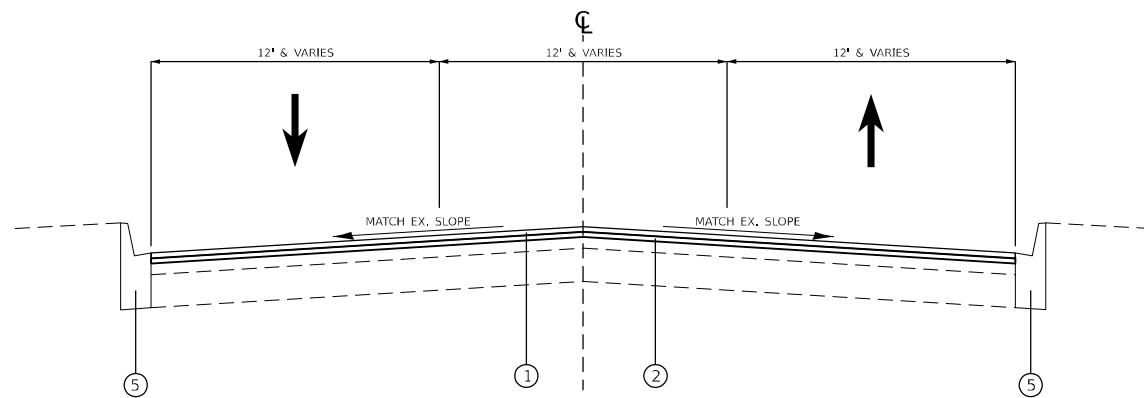
EXISTING TYPICAL SECTION

STA. 42+50 TO STA. 49+50  
STA. 65+50 TO STA. 88+16

NOTES:

1. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING
2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE

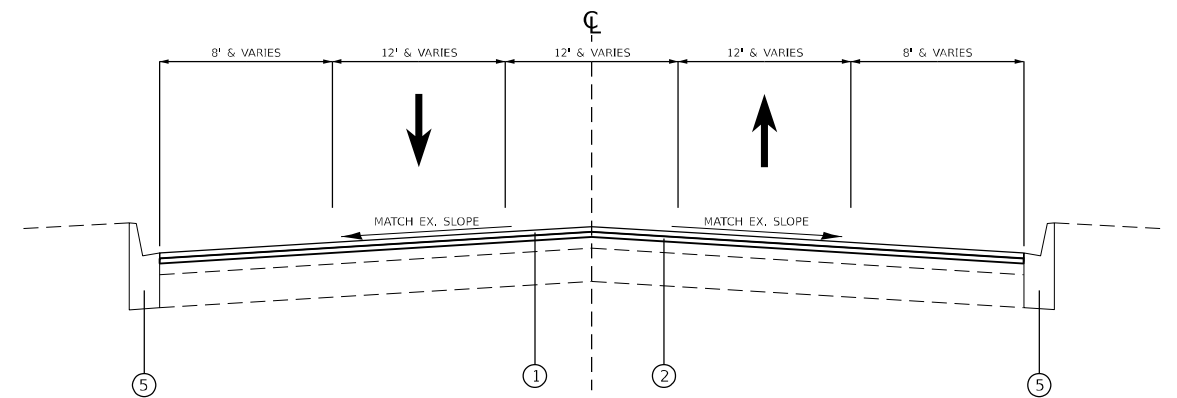
IL 176 (TERRA COTTA AVENUE)



PROPOSED TYPICAL SECTION

STA. 111+38 TO STA. 115+25  
STA. 144+25 TO STA. 151+50

IL 176 (TERRA COTTA AVENUE)



PROPOSED TYPICAL SECTION

STA. 42+50 TO STA. 49+50  
STA. 65+50 TO STA. 88+16

LEGEND - EXISTING:

- (A) CONCRETE PAVEMENT ±9"
- (B) HOT MIX ASPHALT SURFACE BEFORE MILLING, ±6"
- (C) EXISTING AGGREGATE SHOULDER, 6"
- (D) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (E) HOT MIX ASPHALT SURFACE REMOVAL 3-3/4"
- (F) FULL DEPTH PAVEMENT REMOVAL, SAW CUT ±6" INTO PAVEMENT TO ESTABLISH EDGE FOR WIDENING
- (G) EARTH EXCAVATION, 24" LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER

LEGEND - PROPOSED:

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- (3) AGGREGATE SUBBASE IMPROVEMENT, 12"
- (4) HOT-MIX ASPHALT BASE COURSE WIDENING, 8 1/4"
- (5) COMBINATION CONCRETE CURB & GUTTER REMOVAL AND REPLACEMENT, LOCATIONS DETERMINED BY THE ENGINEER
- (6) AGGREGATE WEDGE SHOULDER, TYPE B
- (7) GRADING AND SHAPING SHOULDERS

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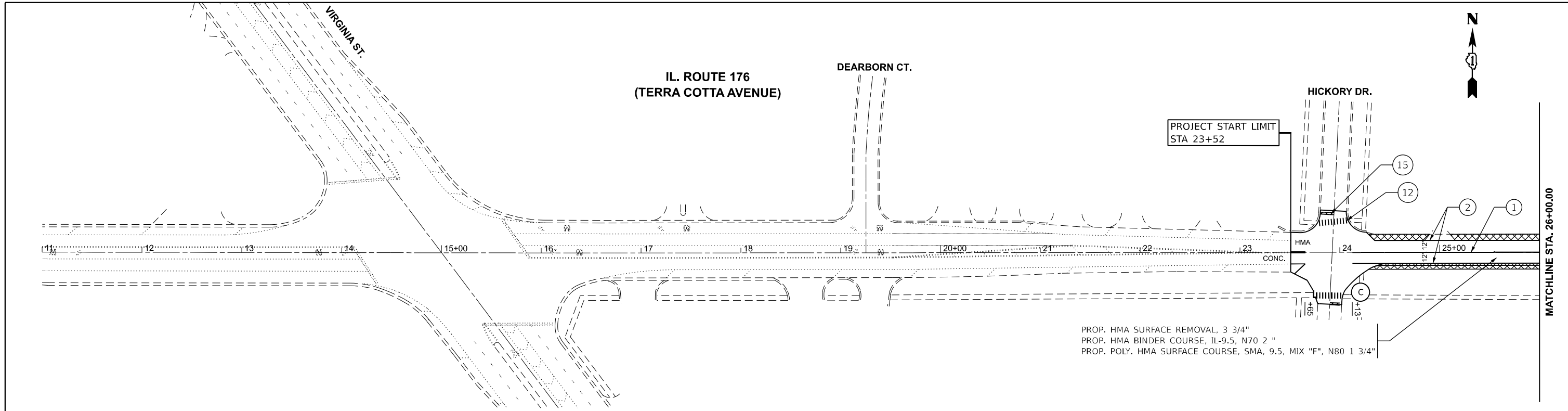
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)

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

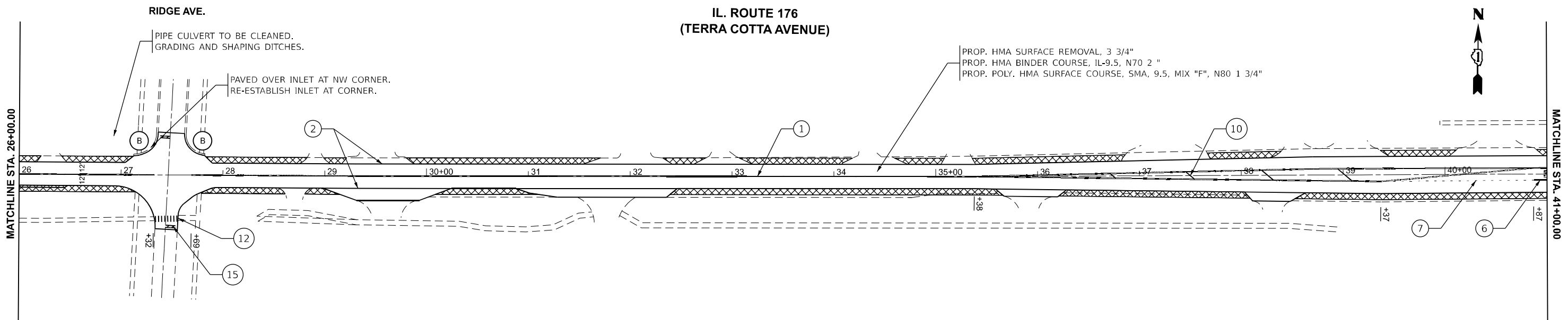
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	9
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				





PROP. HMA SURFACE REMOVAL, 3 3/4"  
 PROP. HMA BINDER COURSE, IL-9.5, N70 2 "  
 PROP. POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80 1 3/4"

PAVEMENT MARKING LEGEND			ROADWAY LEGEND
1	THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)	6	THERMOPLASTIC PAVEMENT MARKING, 6" SINGLE SOLID WHITE TURN LANE (TYP.)
2	THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID WHITE EDGE LINE (TYP.)	7	THERMOPLASTIC PAVEMENT MARKING, 6" SKIP DASH WHITE TURN LANE, 2' DASH - 6' SKIP (TYP.)
3	THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)	8	THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE BICYCLE CROSSWALK (TYP.)
4	THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID YELLOW LINE, 5 1/2" C-C FROM SKIP DASH (TYP.)	9	THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE ISLAND (TYP.)
5	THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)	10	THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID YELLOW LINE @ 75' C-C (5 MINIMUM) (TYP.)
11	THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.)	16	THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, SOLID WHITE (TYP.)
12	THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SCHOOL CROSSWALK (TYP.)	17	MODIFIED URETHANE PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)
13	THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE BICYCLE CROSSWALK (TYP.)		
14	THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.)		
15	THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)		
		A	PROPOSED PEDESTRIAN RAMP IMPROVEMENT SEE ADA DETAILS
		B	PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-02A
		C	PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-03A
		D	PROPOSED PEDESTRIAN RAMP IMPROVEMENT REPLACE FULL WIDTH DETECTABLE WARNING ONLY
		X	PROPOSED HMA SHOULDER, 4' & AGG. WEDGE SHOULDER, TY. B, 2' (UNLESS OTHERWISE SPECIFIED)



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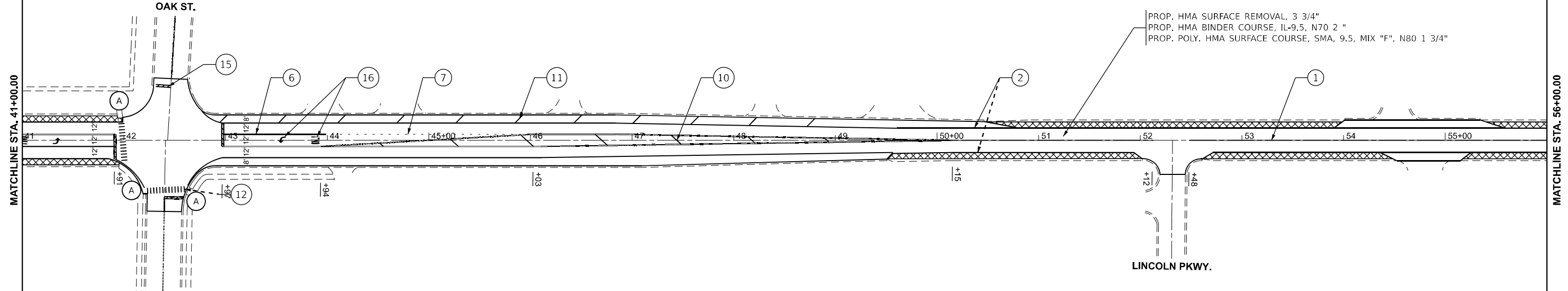
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PLAN**  
**IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: 1"=50'      SHEET 1 OF 6 SHEETS      STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	10
CONTRACT NO. 62V07			ILLINOIS FED. AID PROJECT	

IL. ROUTE 176  
(TERRA COTTA AVENUE)



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID WHITE EDGE LINE (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID YELLOW LINE, 5 1/2" C-C FROM SKIP DASH (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)

- ⑥ THERMOPLASTIC PAVEMENT MARKING, 6" SINGLE SOLID WHITE TURN LANE (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING, 6" SKIP DASH WHITE TURN LANE, 2' DASH - 6' SKIP (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE BICYCLE CROSSWALK (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE ISLAND (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID YELLOW LINE @ 75' C-C (5 MINIMUM) (TYP.)

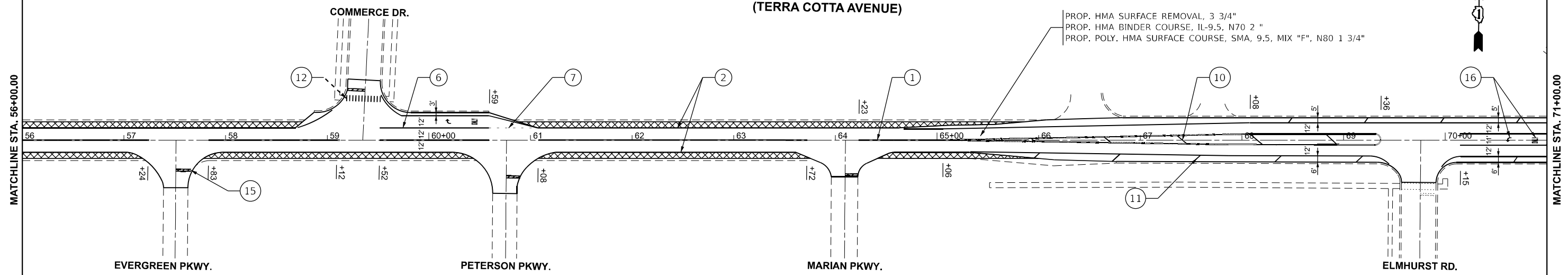
- ⑪ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.)
- ⑫ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SCHOOL CROSSWALK (TYP.)
- ⑬ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE BICYCLE CROSSWALK (TYP.)
- ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.)
- ⑮ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)

- ⑯ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, SOLID WHITE (TYP.)
- ⑰ MODIFIED URETHANE PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)

ROADWAY LEGEND

- Ⓐ PROPOSED PEDESTRIAN RAMP IMPROVEMENT SEE ADA DETAILS
- Ⓑ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-02A
- Ⓒ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-03A
- Ⓓ PROPOSED PEDESTRIAN RAMP IMPROVEMENT REPLACE FULL WIDTH DETECTABLE WARNING ONLY
- ⊠ PROPOSED HMA SHOULDER, 4' & AGG. WEDGE SHOULDER, TY. B, 2' (UNLESS OTHERWISE SPECIFIED)

IL. ROUTE 176  
(TERRA COTTA AVENUE)



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 SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- 3) 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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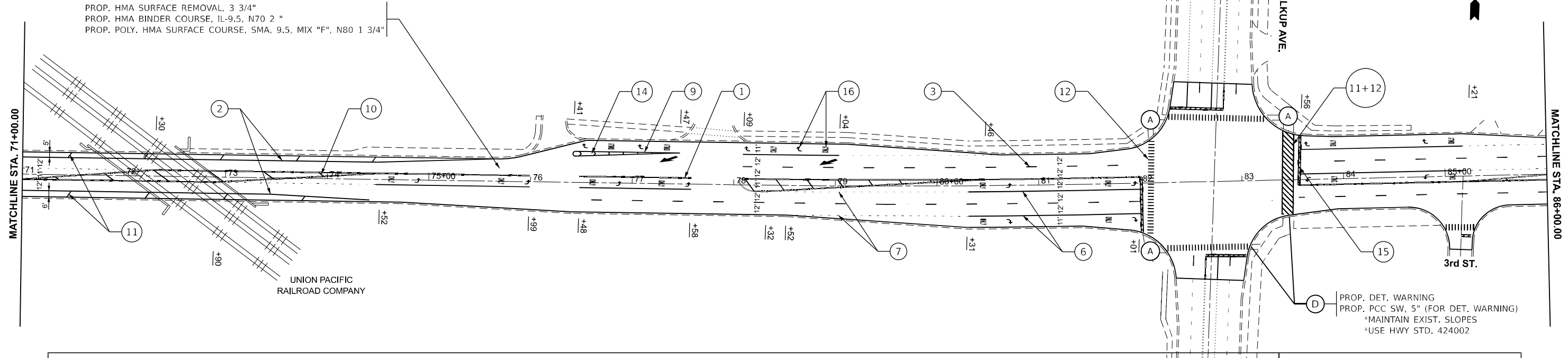
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED ROADWAY PLAN  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)

SCALE: 1"=50' SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.P. RTE. 335	SECTION FAP 335 23 OVERLAY	COUNTY MCHENRY	TOTAL SHEETS 49	SHEET NO. 11
			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

IL. ROUTE 176  
(TERRA COTTA AVENUE)



PROP. HMA SURFACE REMOVAL, 3 3/4"  
PROP. HMA BINDER COURSE, IL-9.5, N70 2 "  
PROP. POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80 1 3/4"

UNION PACIFIC  
RAILROAD COMPANY

PROP. DET. WARNING  
PROP. PCC SW, 5" (FOR DET. WARNING)  
\*MAINTAIN EXIST. SLOPES  
\*USE HWY STD. 424002

PAVEMENT MARKING LEGEND

- 1 THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)
- 2 THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID WHITE EDGE LINE (TYP.)
- 3 THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)
- 4 THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID YELLOW LINE, 5 1/2" C-C FROM SKIP DASH (TYP.)
- 5 THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)

- 6 THERMOPLASTIC PAVEMENT MARKING, 6" SINGLE SOLID WHITE TURN LANE (TYP.)
- 7 THERMOPLASTIC PAVEMENT MARKING, 6" SKIP DASH WHITE TURN LANE, 2' DASH - 6' SKIP (TYP.)
- 8 THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE BICYCLE CROSSWALK (TYP.)
- 9 THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE ISLAND (TYP.)
- 10 THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID YELLOW LINE @ 75' C-C (5 MINIMUM) (TYP.)

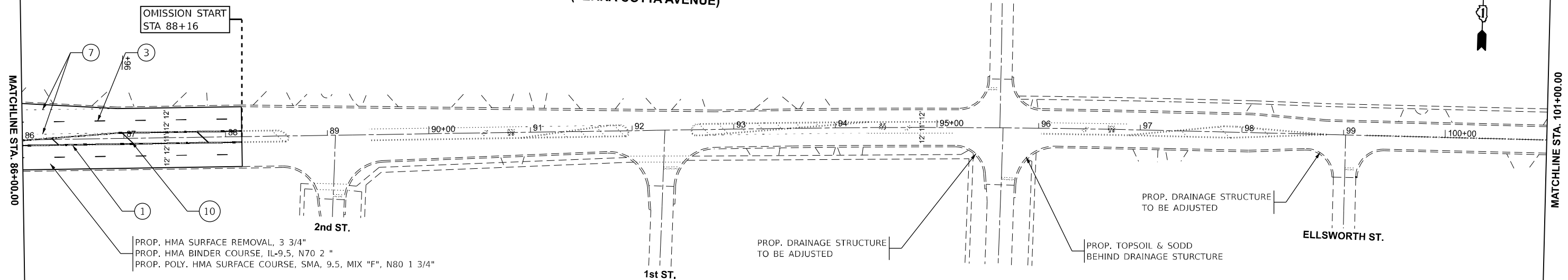
- 11 THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.)
- 12 THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SCHOOL CROSSWALK (TYP.)
- 13 THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE BICYCLE CROSSWALK (TYP.)
- 14 THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.)
- 15 THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)

- 16 THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, SOLID WHITE (TYP.)
- 17 MODIFIED URETHANE PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)

ROADWAY LEGEND

- A PROPOSED PEDESTRIAN RAMP IMPROVEMENT SEE ADA DETAILS
- B PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-02A
- C PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-03A
- D PROPOSED PEDESTRIAN RAMP IMPROVEMENT REPLACE FULL WIDTH DETECTABLE WARNING ONLY
- PROPOSED HMA SHOULDER, 4' & AGG. WEDGE SHOULDER, TY. B, 2' (UNLESS OTHERWISE SPECIFIED)

IL. ROUTE 176  
(TERRA COTTA AVENUE)



OMISSION START  
STA 88+16

PROP. HMA SURFACE REMOVAL, 3 3/4"  
PROP. HMA BINDER COURSE, IL-9.5, N70 2 "  
PROP. POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80 1 3/4"

PROP. DRAINAGE STRUCTURE  
TO BE ADJUSTED

PROP. DRAINAGE STRUCTURE  
TO BE ADJUSTED

PROP. TOPSOIL & SODD  
BEHIND DRAINAGE STRUCTURE

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 SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- 3) 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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	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

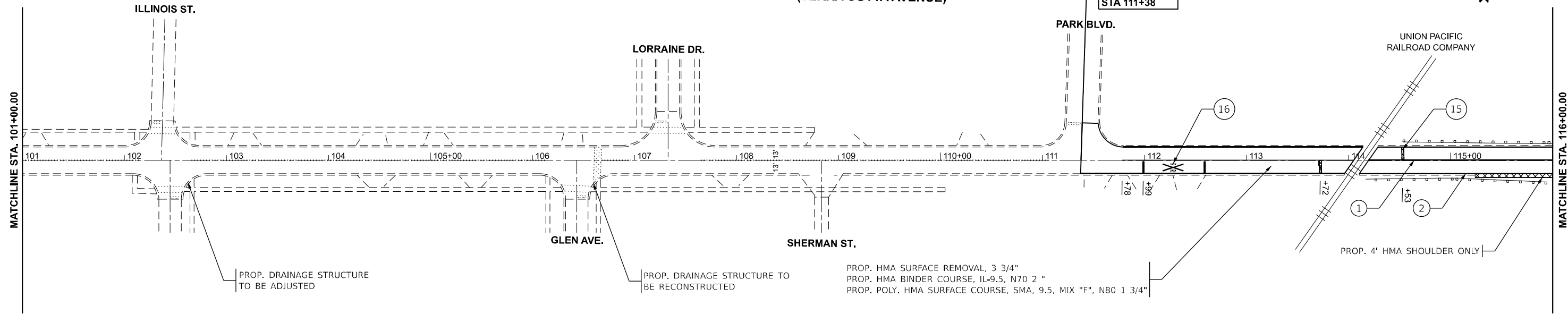
EXISTING AND PROPOSED ROADWAY PLAN  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)

SCALE: 1"=50' SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.P. RTE. 335	SECTION FAP 335 23 OVERLAY	COUNTY MCHENRY	TOTAL SHEETS 49	SHEET NO. 12
			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				



IL. ROUTE 176  
(TERRA COTTA AVENUE)



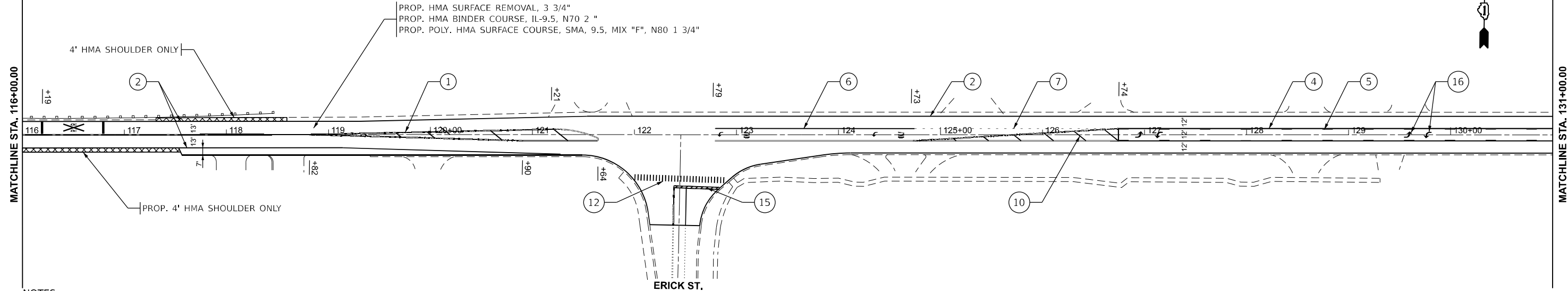
PAVEMENT MARKING LEGEND

- |   |  |  |   |
|---|--|--|---|
| ① THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)         | ⑥ THERMOPLASTIC PAVEMENT MARKING, 6" SINGLE SOLID WHITE TURN LANE (TYP.)                               | ⑪ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG. SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.) | ⑯ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG. SOLID YELLOW LINE @ 75' C-C (5 MINIMUM) (TYP.) |
| ② THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID WHITE EDGE LINE (TYP.)                        | ⑦ THERMOPLASTIC PAVEMENT MARKING, 6" SKIP DASH WHITE TURN LANE, 2' DASH - 6' SKIP (TYP.)               | ⑫ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SCHOOL CROSSWALK (TYP.)                              | ⑰ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)                                       |
| ③ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)           | ⑧ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE BICYCLE CROSSWALK (TYP.)                              | ⑬ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE BICYCLE CROSSWALK (TYP.)                             |   |
| ④ THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID YELLOW LINE, 5 1/2" C-C FROM SKIP DASH (TYP.) | ⑨ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE ISLAND (TYP.)                                    | ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.)            |   |
| ⑤ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)          | ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG. SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.) | ⑮ THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.)            |   |
|   |  | ⑯ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG. SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.) |   |
|   |  | ⑰ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)                                      |   |

ROADWAY LEGEND

- |   |
|---|
| Ⓐ PROPOSED PEDESTRIAN RAMP IMPROVEMENT SEE ADA DETAILS                                    |
| Ⓑ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-02A                                  |
| Ⓒ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-03A                                  |
| Ⓓ PROPOSED PEDESTRIAN RAMP IMPROVEMENT REPLACE FULL WIDTH DETECTABLE WARNING ONLY         |
| ⓧ PROPOSED HMA SHOULDER, 4' & AGG. WEDGE SHOULDER, TY. B. 2' (UNLESS OTHERWISE SPECIFIED) |

IL. ROUTE 176  
(TERRA COTTA AVENUE)



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 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.

MODEL: IL 176 - Existing Plan (Sheet)  
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PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 4/24/2024	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

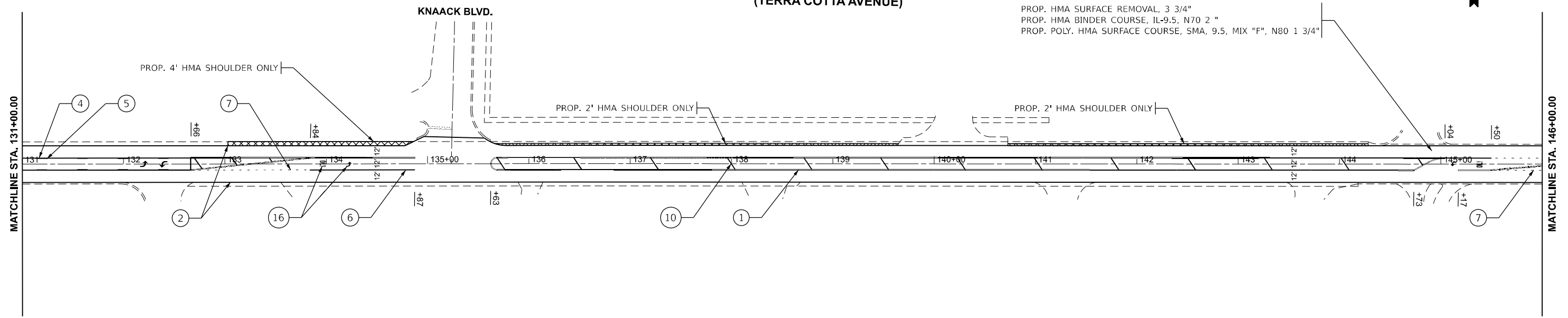
EXISTING AND PROPOSED ROADWAY PLAN  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)

SCALE: 1"=50' SHEET 4 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	13
			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

IL. ROUTE 176  
(TERRA COTTA AVENUE)

PROP. HMA SURFACE REMOVAL, 3 3/4"  
PROP. HMA BINDER COURSE, IL-9.5, N70 2 "  
PROP. POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80 1 3/4"



PAVEMENT MARKING LEGEND

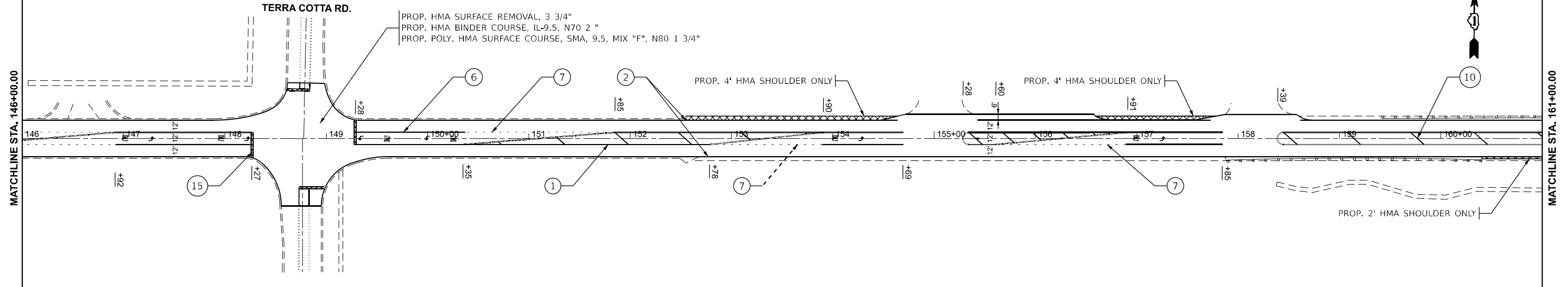
- |   |   |  |   |
|---|---|--|---|
| ① THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)         | ⑥ THERMOPLASTIC PAVEMENT MARKING, 6" SINGLE SOLID WHITE TURN LANE (TYP.)                                | ⑪ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG. SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.) | ⑬ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE BICYCLE CROSSWALK (TYP.)                  |
| ② THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID WHITE EDGE LINE (TYP.)                        | ⑦ THERMOPLASTIC PAVEMENT MARKING, 6" SKIP DASH WHITE TURN LANE, 2' DASH - 6' SKIP (TYP.)                | ⑫ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SCHOOL CROSSWALK (TYP.)                              | ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.) |
| ③ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)           | ⑧ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE BICYCLE CROSSWALK (TYP.)                               | ⑬ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE BICYCLE CROSSWALK (TYP.)                             | ⑮ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)                           |
| ④ THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID YELLOW LINE, 5 1/2" C-C FROM SKIP DASH (TYP.) | ⑨ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE ISLAND (TYP.)                                     | ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.)            |   |
| ⑤ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)          | ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG. SOLID YELLOW LINE @ 75' C-C (5 MINIMUM) (TYP.) | ⑮ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)                                      |   |
|   |   | ⑯ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG. SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.) | ⑰ THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)     |

ROADWAY LEGEND

- |   |
|---|
| Ⓐ PROPOSED PEDESTRIAN RAMP IMPROVEMENT SEE ADA DETAILS                                    |
| Ⓑ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-02A                                  |
| Ⓒ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-03A                                  |
| Ⓓ PROPOSED PEDESTRIAN RAMP IMPROVEMENT REPLACE FULL WIDTH DETECTABLE WARNING ONLY         |
| ⊠ PROPOSED HMA SHOULDER, 4' & AGG. WEDGE SHOULDER, TY. B. 2' (UNLESS OTHERWISE SPECIFIED) |

IL. ROUTE 176  
(TERRA COTTA AVENUE)

PROP. HMA SURFACE REMOVAL, 3 3/4"  
PROP. HMA BINDER COURSE, IL-9.5, N70 2 "  
PROP. POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80 1 3/4"



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 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.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED ROADWAY PLAN  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)

SCALE: 1"=50' SHEET 5 OF 6 SHEETS STA. TO STA.

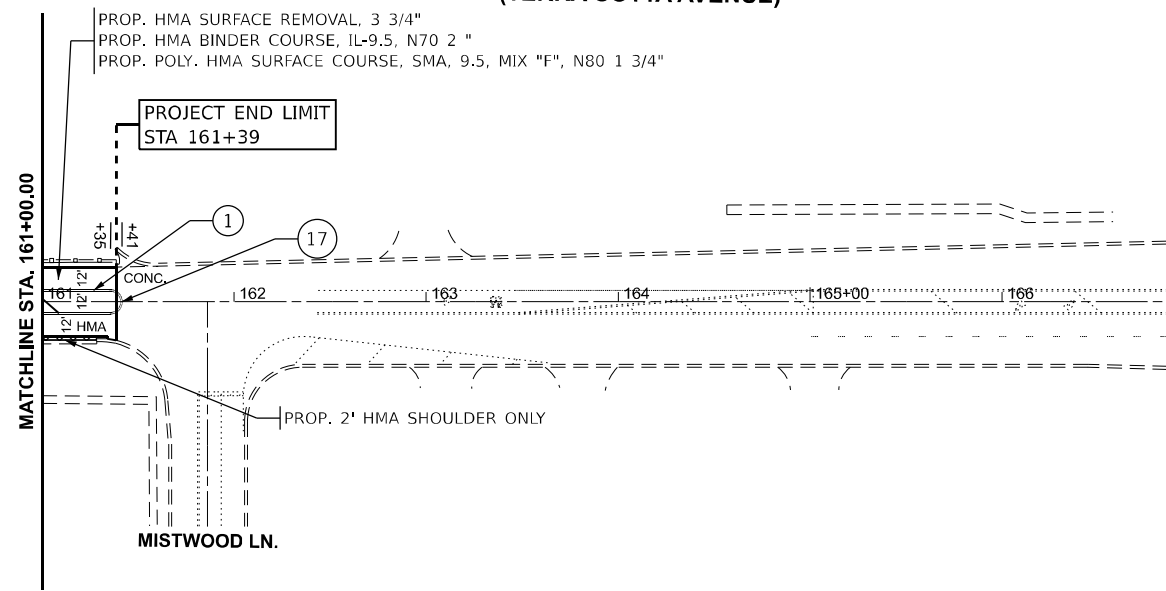
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	14
CONTRACT NO. 62V07			ILLINOIS FED. AID PROJECT	

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IL. ROUTE 176  
(TERRA COTTA AVENUE)



PAVEMENT MARKING LEGEND

- ① THERMOPLASTIC PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)
- ② THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID WHITE EDGE LINE (TYP.)
- ③ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH WHITE LINE, 10' DASH - 30' SKIP (TYP.)
- ④ THERMOPLASTIC PAVEMENT MARKING, 4" SINGLE SOLID YELLOW LINE, 5 1/2" C-C FROM SKIP DASH (TYP.)
- ⑤ THERMOPLASTIC PAVEMENT MARKING, 4" SKIP DASH YELLOW LINE, 10' DASH - 30' SKIP (TYP.)

- ⑥ THERMOPLASTIC PAVEMENT MARKING, 6" SINGLE SOLID WHITE TURN LANE (TYP.)
- ⑦ THERMOPLASTIC PAVEMENT MARKING, 6" SKIP DASH WHITE TURN LANE, 2' DASH - 6' SKIP (TYP.)
- ⑧ THERMOPLASTIC PAVEMENT MARKING, 6" SOLID WHITE BICYCLE CROSSWALK (TYP.)
- ⑨ THERMOPLASTIC PAVEMENT MARKING, 8" SOLID WHITE GORE ISLAND (TYP.)
- ⑩ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID YELLOW LINE @ 75' C-C (5 MINIMUM) (TYP.)

- ⑪ THERMOPLASTIC PAVEMENT MARKING, 12" DIAGONAL @ 45 DEG, SOLID WHITE LINE @ 75' C-C (5 MINIMUM) (TYP.)
- ⑫ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE SCHOOL CROSSWALK (TYP.)
- ⑬ THERMOPLASTIC PAVEMENT MARKING, 12" SOLID WHITE BICYCLE CROSSWALK (TYP.)
- ⑭ THERMOPLASTIC PAVEMENT MARKING, 12" CHEVRON SOLID WHITE LINE @ 20' C-C (5 MINIMUM) (TYP.)
- ⑮ THERMOPLASTIC PAVEMENT MARKING, 24" SOLID WHITE STOP BAR (TYP.)

- ⑯ THERMOPLASTIC PAVEMENT MARKING, LETTERS AND SYMBOLS, SOLID WHITE (TYP.)
- ⑰ MODIFIED URETHANE PAVEMENT MARKING, 4" DOUBLE SOLID YELLOW CENTERLINE, 2 @ 11" C-C (TYP.)

ROADWAY LEGEND

- Ⓐ PROPOSED PEDESTRIAN RAMP IMPROVEMENT SEE ADA DETAILS
- Ⓑ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-02A
- Ⓒ PROPOSED PEDESTRIAN RAMP IMPROVEMENT ADA DETAIL PD-03A
- Ⓓ PROPOSED PEDESTRIAN RAMP IMPROVEMENT REPLACE FULL WIDTH DETECTABLE WARNING ONLY
- ⊠ PROPOSED HMA SHOULDER, 4' & AGG. WEDGE SHOULDER, TY. B, 2' (UNLESS OTHERWISE SPECIFIED)

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.
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	DRAWN -	REVISED -
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PLOT DATE = 4/24/2024	DATE -	REVISED -

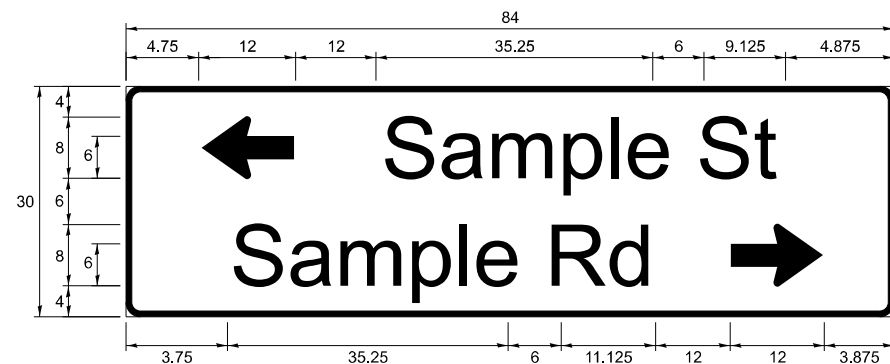
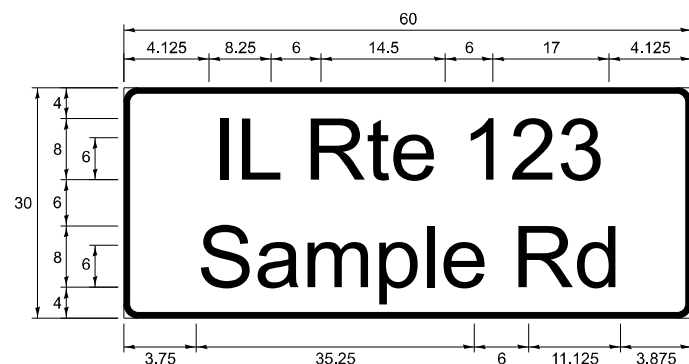
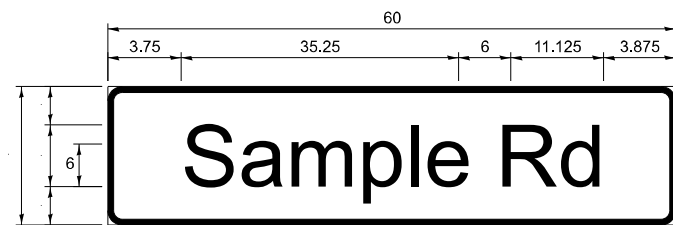
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED ROADWAY PLAN  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)

SCALE: 1"=50' SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	15
CONTRACT NO. 62V07			ILLINOIS FED. AID PROJECT	

**SIGN PANEL - TYPE 1 OR TYPE 2**



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

**COMMON STREET NAME ABBREVIATIONS AND WIDTHS**

NAME	ABBREVIATION	WIDTH (INCH)	
		SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20.000
CIRCLE	Cir	11.125	13.000
COURT	Ct	8.250	9.625
DRIVE	Dr	8.625	10.125
HIGHWAY	Hwy	18.375	22.000
ILLINOIS	IL	7.000	8.250
LANE	Ln	9.125	10.750
PARKWAY	Pkwy	23.375	27.375
PLACE	Pl	7.125	7.750
ROAD	Rd	9.625	11.125
ROUTE	Rte	12.625	14.500
STREET	St	8.000	9.125
TERRACE	Ter	12.625	14.625
TRAIL	Tr	7.750	9.125
UNITED STATES	US	10.375	12.250

**GENERAL NOTES**

- WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
- ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
- THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
- A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
- LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
- SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

**LOCAL SUPPLIERS:**

- J.O. HERBERT COMPANY, INC  
MIDLOTHIAN, VA

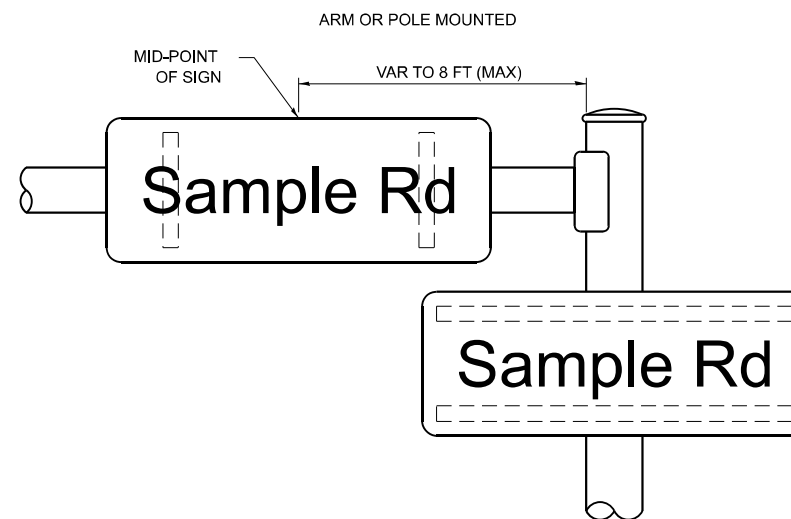
- WESTERN REMAC, INC.  
WOODRIDGE, IL

**PARTS LISTING:**

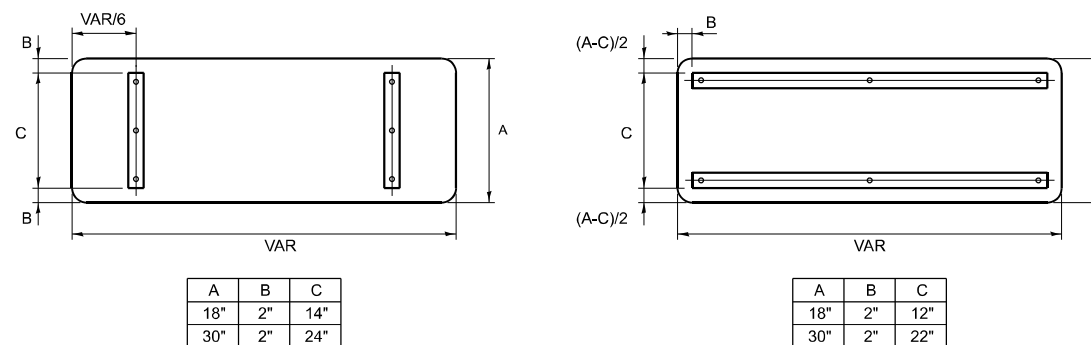
SIGN CHANNEL PART #HPN053 (MED. CHANNEL)  
SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3  
SELF TAPPING WITH NEOPRENE WASHER  
PART #HPN034 (UNIVERSAL)  
CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BACKET OF THE ABOVE PRODUCT.

**MOUNTING LOCATION**



**SUPPORTING CHANNELS**



**STANDARD ALPHABETS SPACING CHART**

(8") UPPER CASE AND (6") LOWER CASE

CHARACTER	FHWA SERIES "C"			CHARACTER	FHWA SERIES "D"		
	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)		LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
MAST ARM MOUNTED STREET NAME SIGNS**

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

F.A.P. RTE. 335	SECTION FAP 335 23 OVERLAY	COUNTY MCHENRY	TOTAL SHEETS 49	SHEET NO. 16
<b>TS-02</b>		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				

# TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND	 	 	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	 	 	RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM			GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE		
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED	 	 	MAST ARM POLE AND FOUNDATION TO BE REMOVED					
PEDESTRIAN SIGNAL HEAD			SIGNAL POST AND FOUNDATION TO BE REMOVED					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			DETECTOR LOOP, TYPE I					
RADAR DETECTION SENSOR			PERFORMED DETECTOR LOOP					
VIDEO DETECTION CAMERA			SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS DETECTOR SENSOR					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

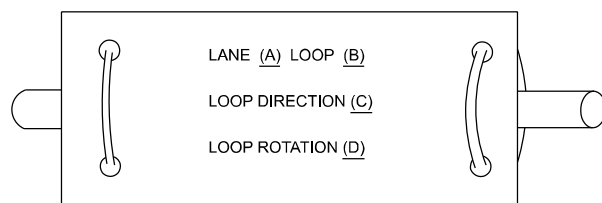
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	17
TS-05			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

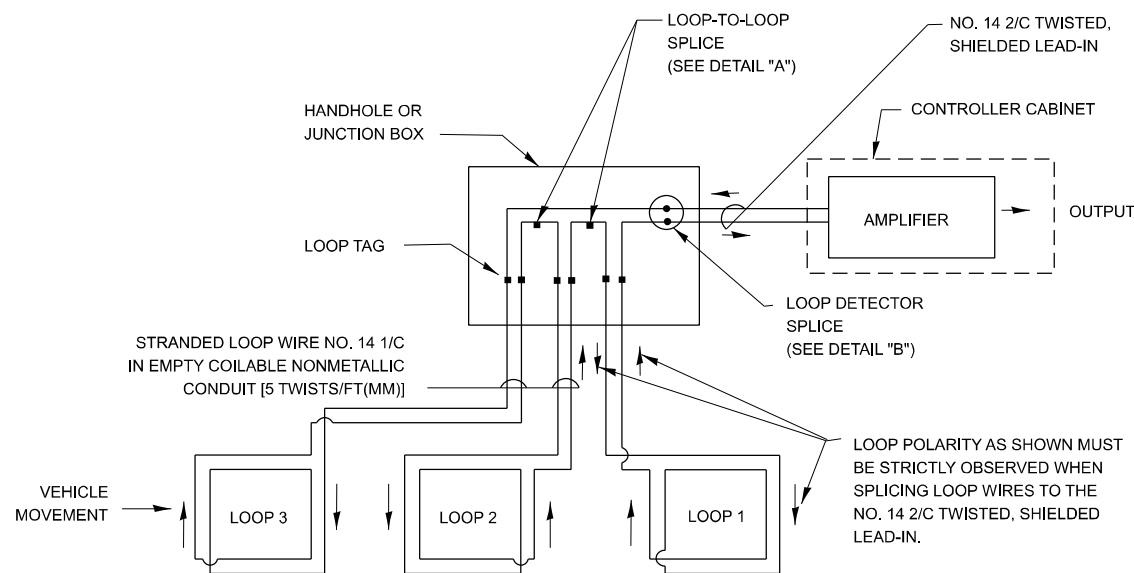
**LOOP DETECTOR NOTES**

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

**LOOP LEAD-IN CABLE TAG**

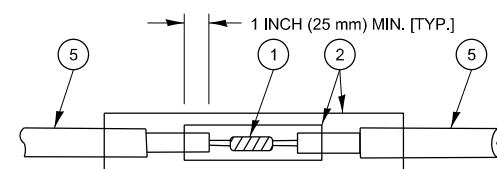


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

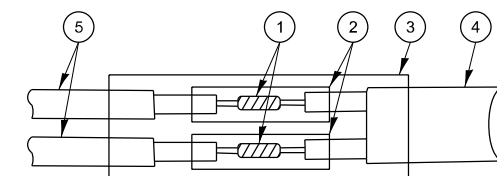


**DETECTOR LOOP WIRING SCHEMATIC**

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

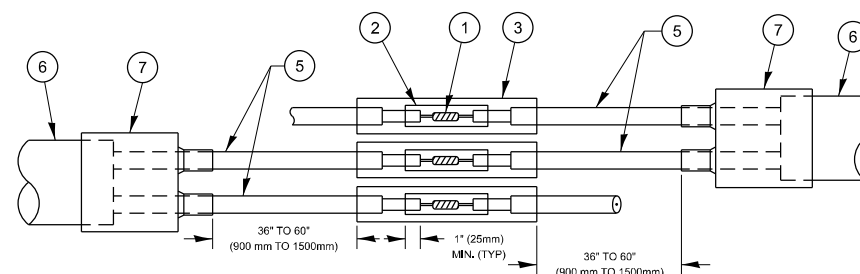


**DETAIL "A"  
LOOP-TO-LOOP SPLICE**

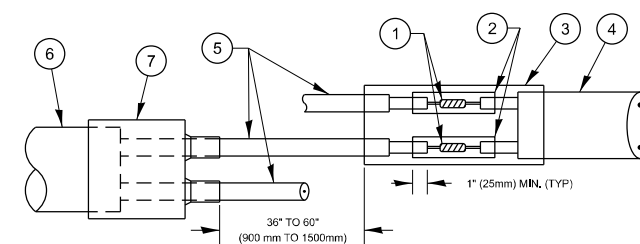


**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**TYPE I LOOP**



**DETAIL "A"  
LOOP-TO-LOOP SPLICE**



**DETAIL "B"  
LOOP-TO-CONTROLLER SPLICE**

**PRE-FORMED LOOP**

**LOOP DETECTOR SPLICE**

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

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

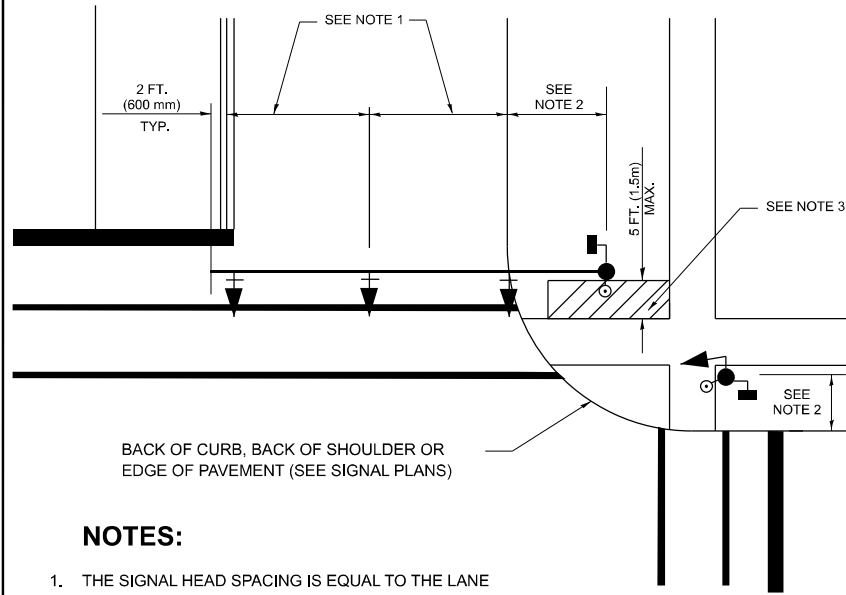
**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	18
<b>TS-05</b>			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

**TRAFFIC SIGNAL MAST ARM AND SIGNAL POST**

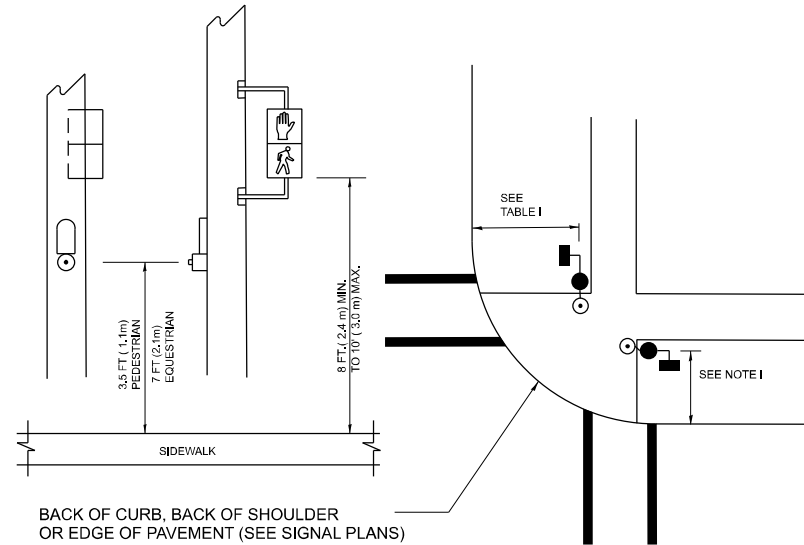
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



**NOTES:**

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

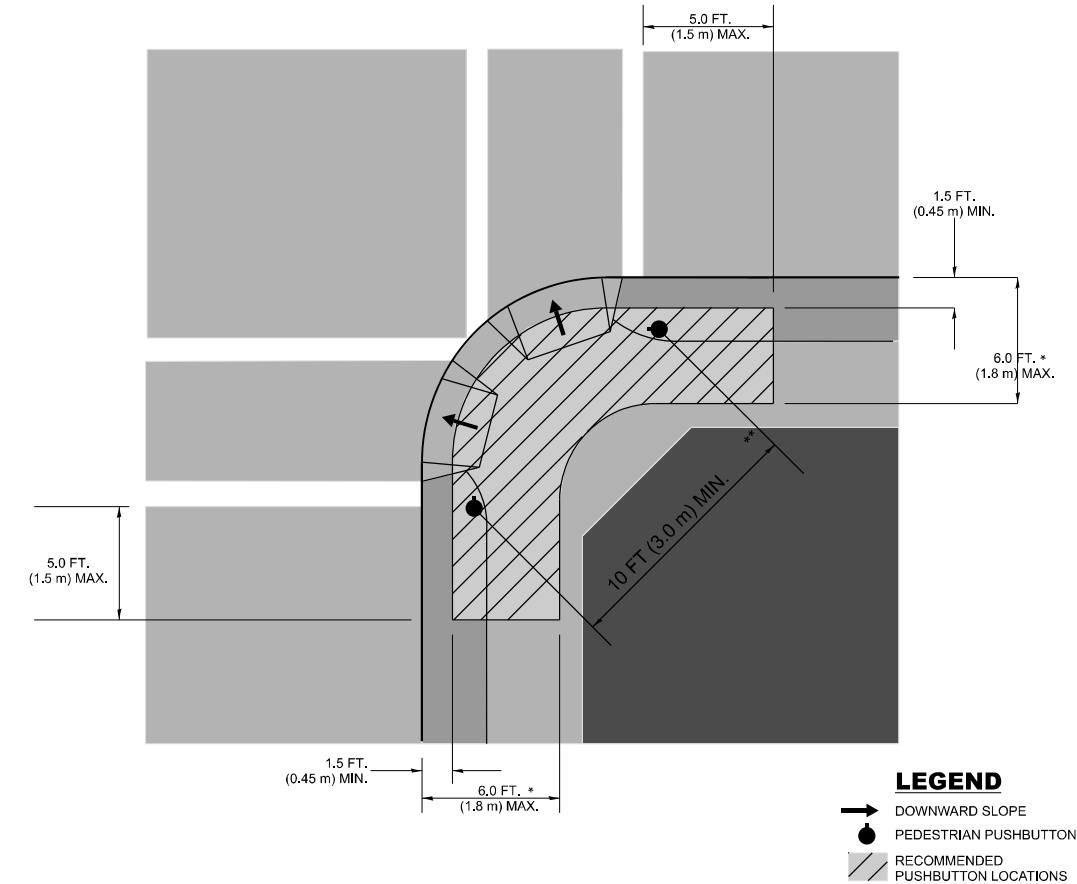
**PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST**



**NOTES:**

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

**RECOMMENDED PUSHBUTTON LOCATIONS**



**LEGEND**

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- ▨ RECOMMENDED PUSHBUTTON LOCATIONS

- \* WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT ( 1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.
- \*\* WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

**NOTES:**

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

**TRAFFIC SIGNAL EQUIPMENT OFFSET**

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

**NOTES:**

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

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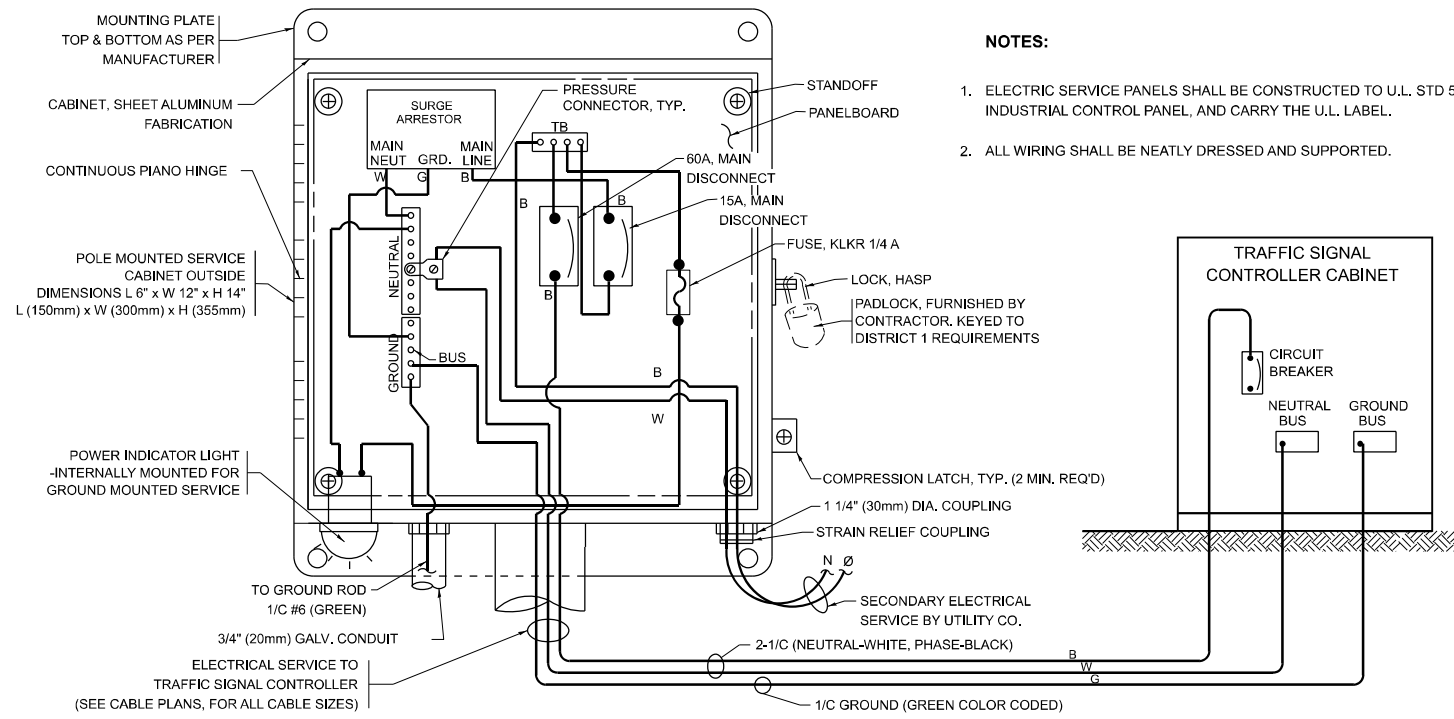
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TS-05</b>		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				

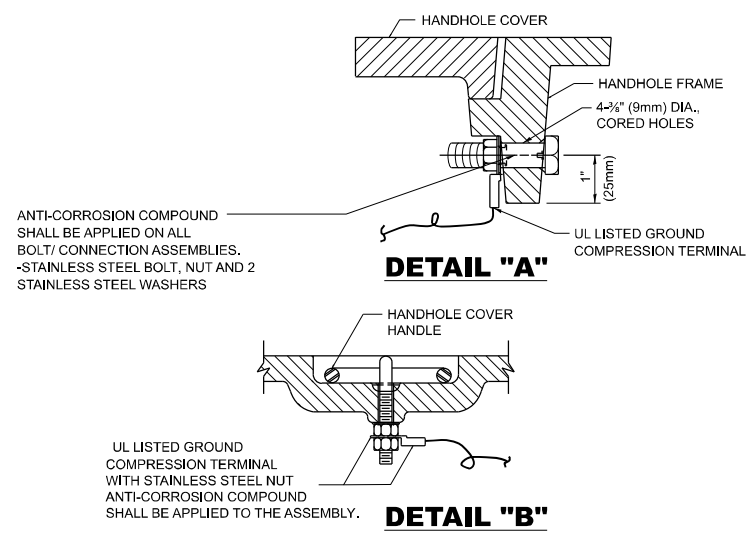




**ELECTRICAL SERVICE - PANEL DIAGRAM**  
**(TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)**  
 SERVICE INSTALLATION POLE MOUNT (SHOWN)  
 (NOT TO SCALE)

**NOTES:**

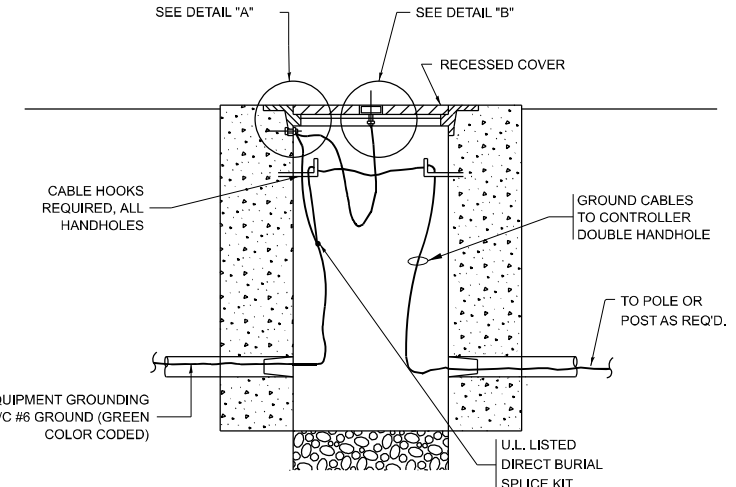
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



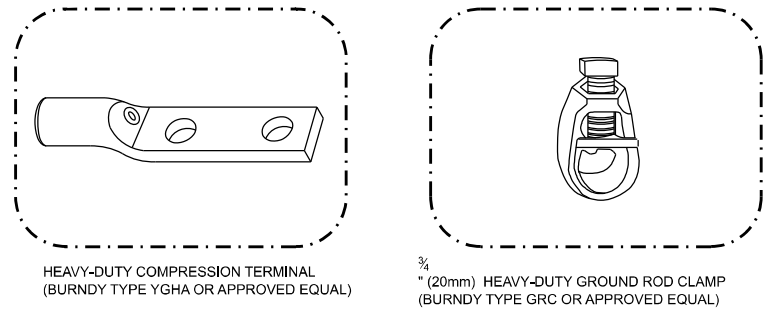
**HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)

**NOTES:**  
**GROUNDING SYSTEM**

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4\"/>

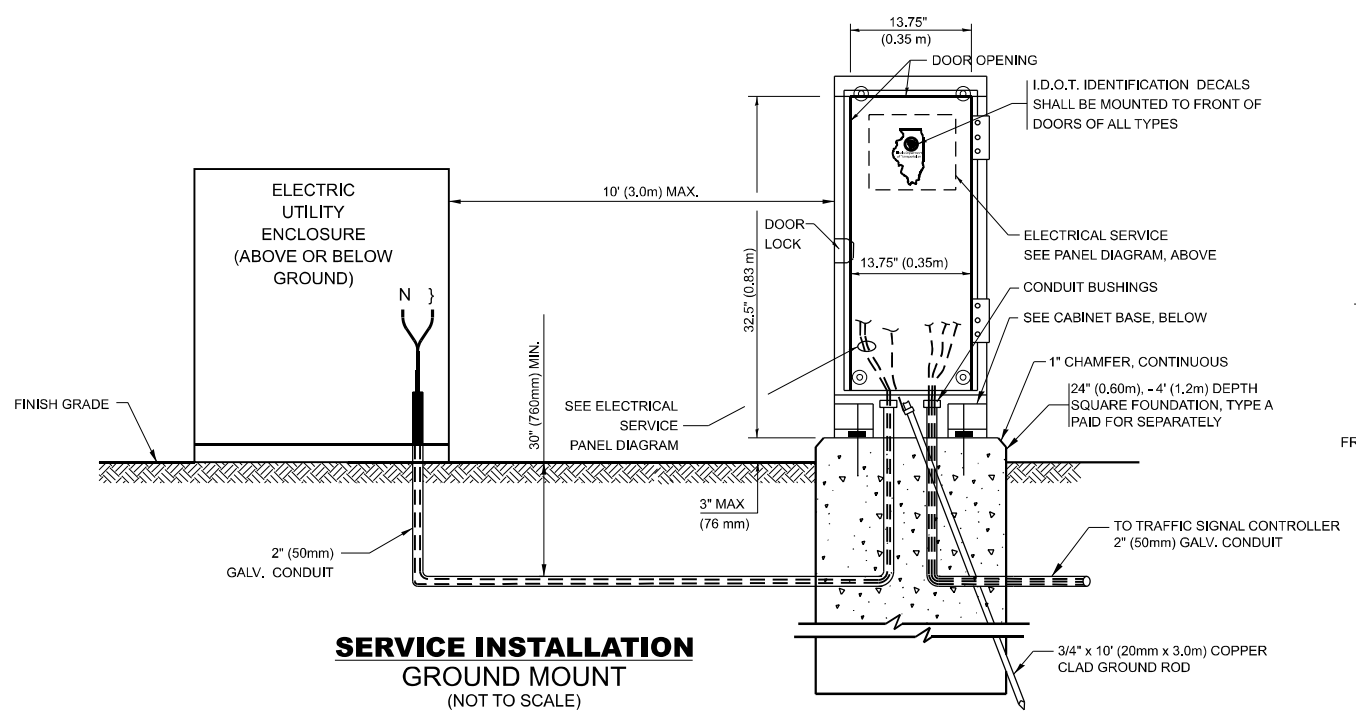


**EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL**  
 (NOT TO SCALE)



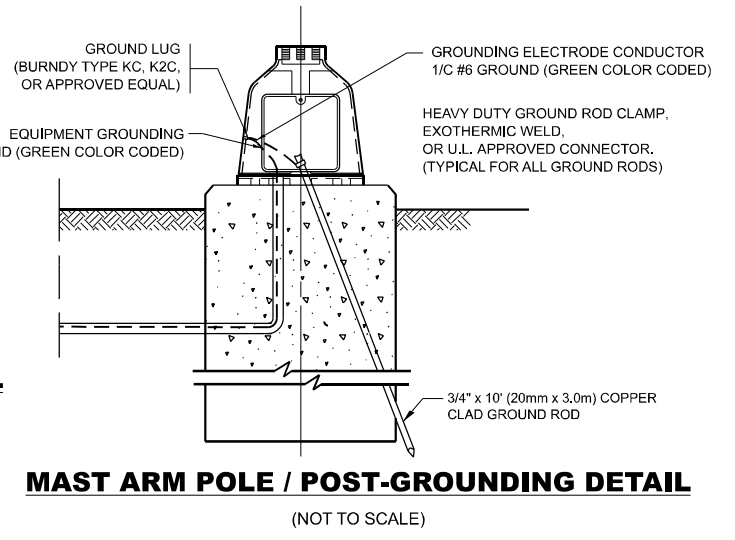
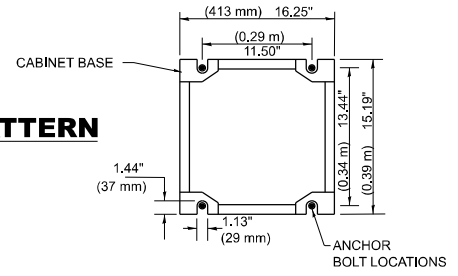
**NOTES:**

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



**SERVICE INSTALLATION**  
**GROUND MOUNT**  
 (NOT TO SCALE)

**CABINET - BASE BOLT PATTERN**  
 (NOT TO SCALE)



**MAST ARM POLE / POST-GROUNDING DETAIL**  
 (NOT TO SCALE)

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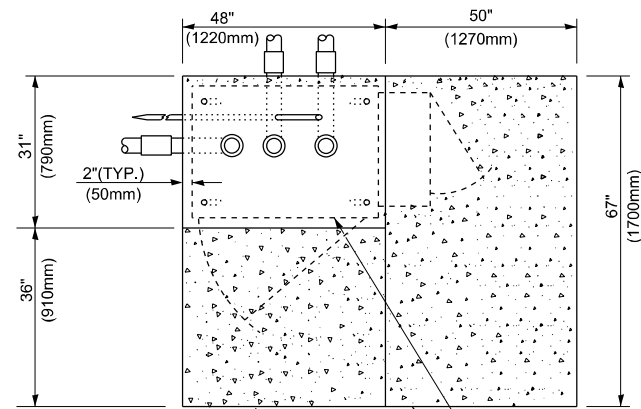
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	DATE -	REVISED -

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

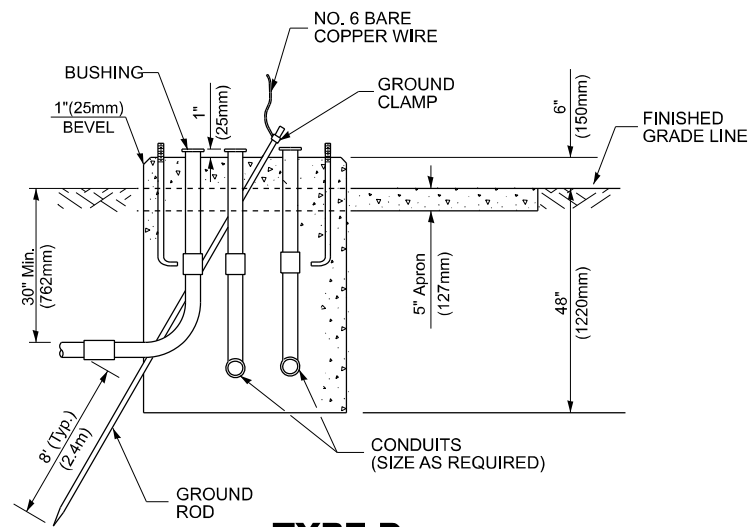
**DISTRICT ONE**  
**STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

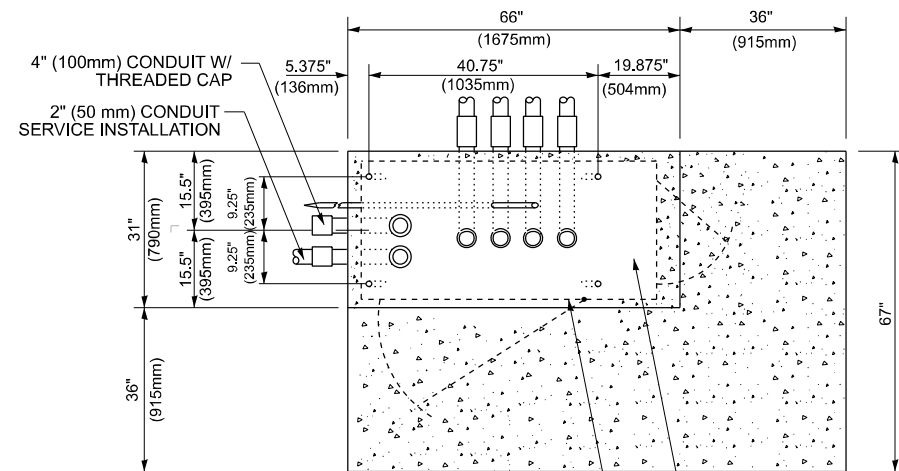
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	20
<b>TS-05</b>		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				



**TOP VIEW**

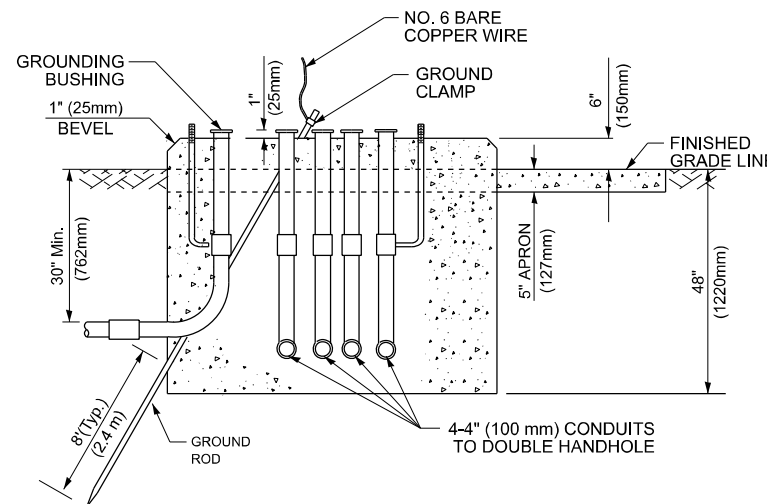


**TYPE D  
FOR GROUND MOUNTED  
CONTROLLER CABINET  
AND UPS BATTERY CABINET**

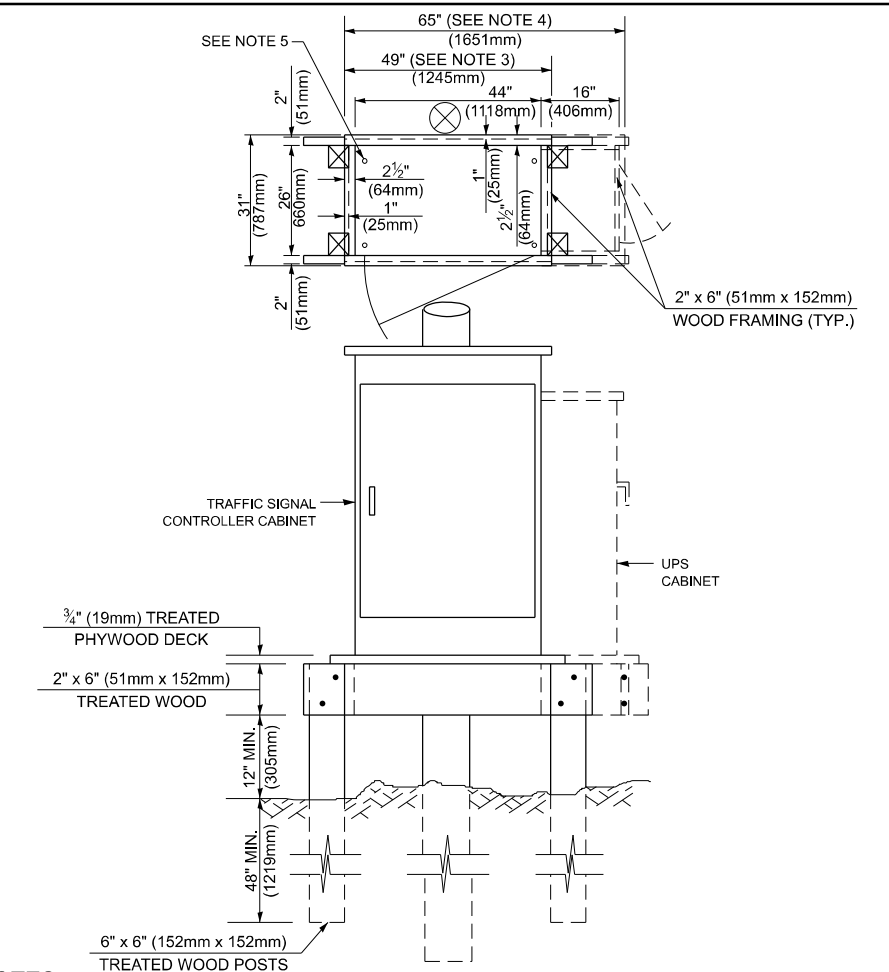


**TOP VIEW**

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



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



**NOTES:**

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

**TEMPORARY SIGNAL CONTROLLER  
WOOD SUPPORT PLATFORM**

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

**CABLE SLACK**

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

**VERTICAL CABLE LENGTH**

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

**DEPTH OF FOUNDATION**

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

**NOTES:**

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

**DEPTH OF MAST ARM FOUNDATIONS, TYPE E**

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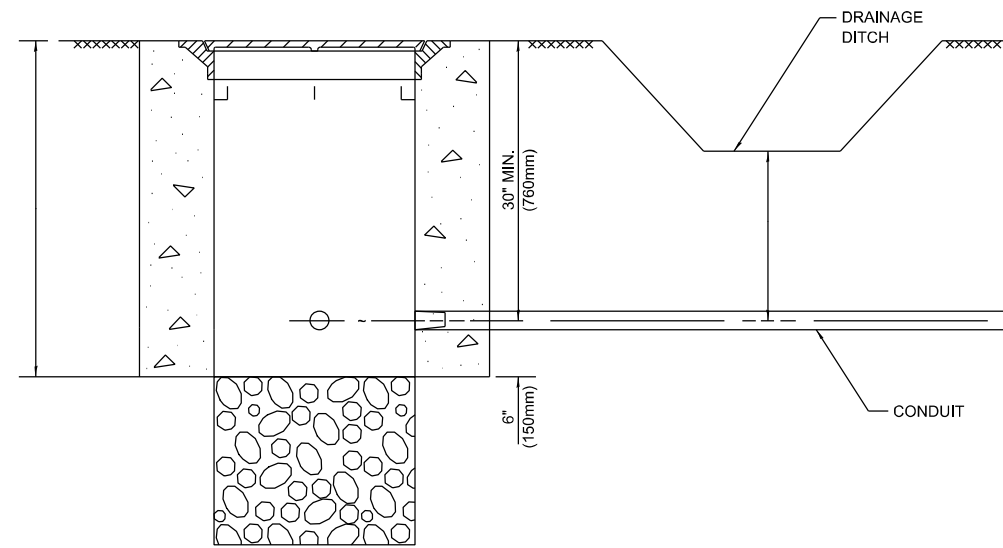
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	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	21
<b>TS-05</b>			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

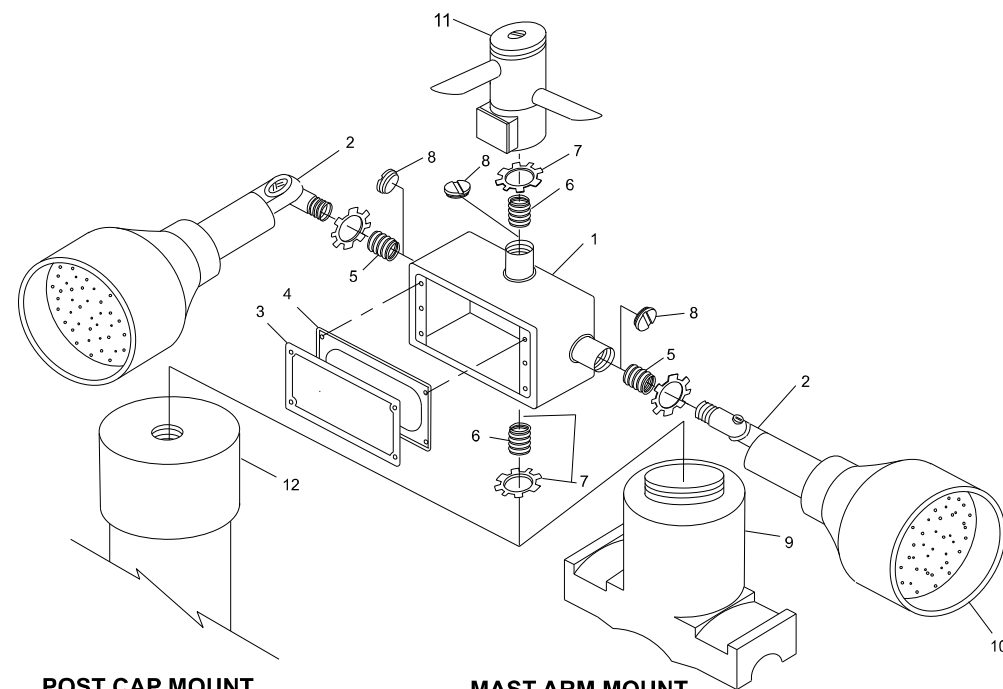


**NOTES:**

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

**HANDHOLE WITH MINIMUM CONDUIT DEPTH**

(NOT TO SCALE)

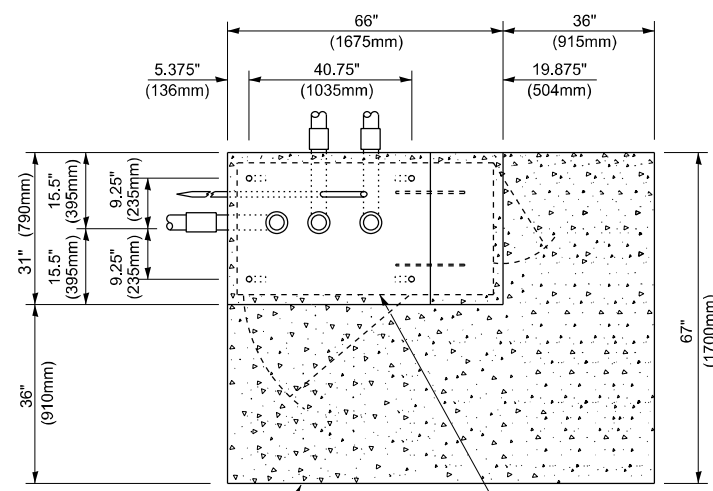


POST CAP MOUNT

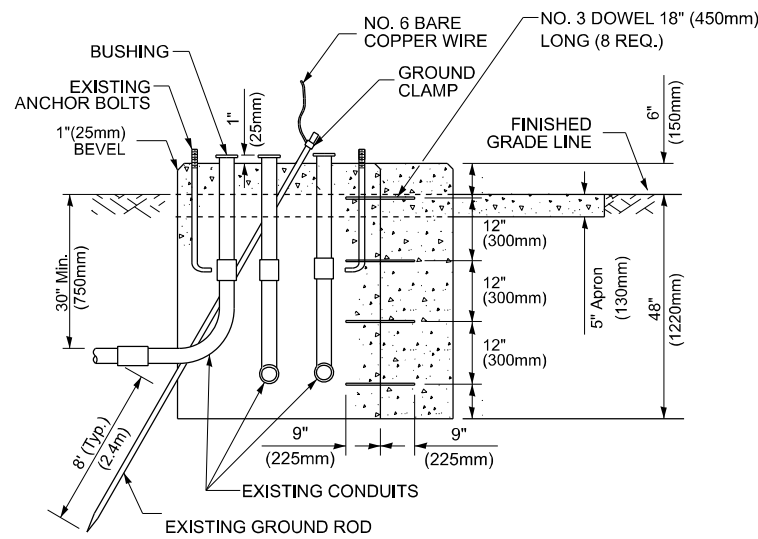
MAST ARM MOUNT

**EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION**

**BEACON MOUNTING DETAIL**



PROPOSED APRON **TOP VIEW** (NOT TO SCALE) CONTROLLER CABINET BASE



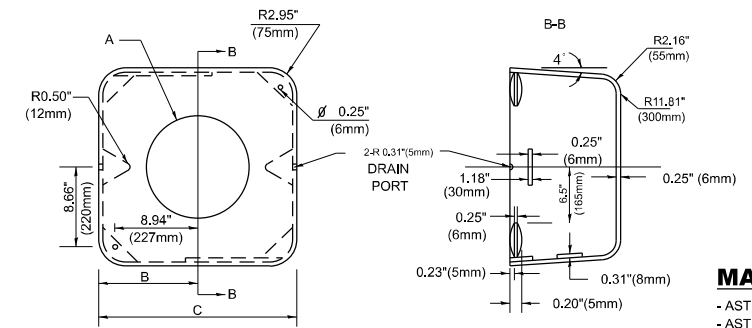
**MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION**

(NOT TO SCALE)

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

**NOTES:**

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



**MATERIAL**

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

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

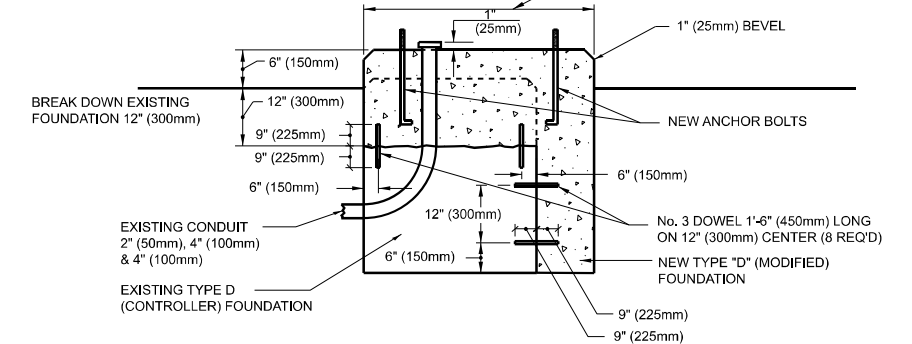
**SHROUD**

**NOTES:**

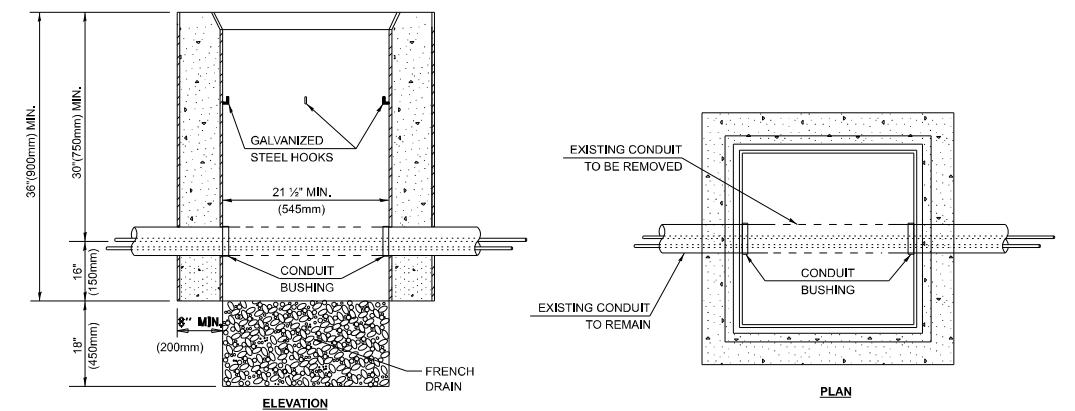
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

**NOTE:**

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



**MODIFY EXISTING TYPE "D" FOUNDATION**



**NOTES:**

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

**HANDHOLE TO INTERCEPT EXISTING CONDUIT**

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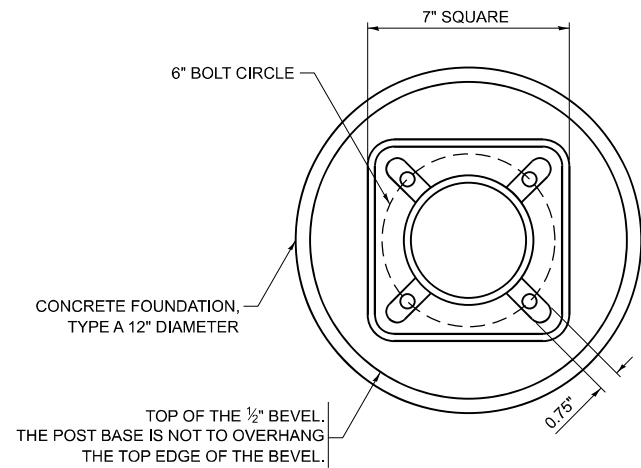
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE  
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

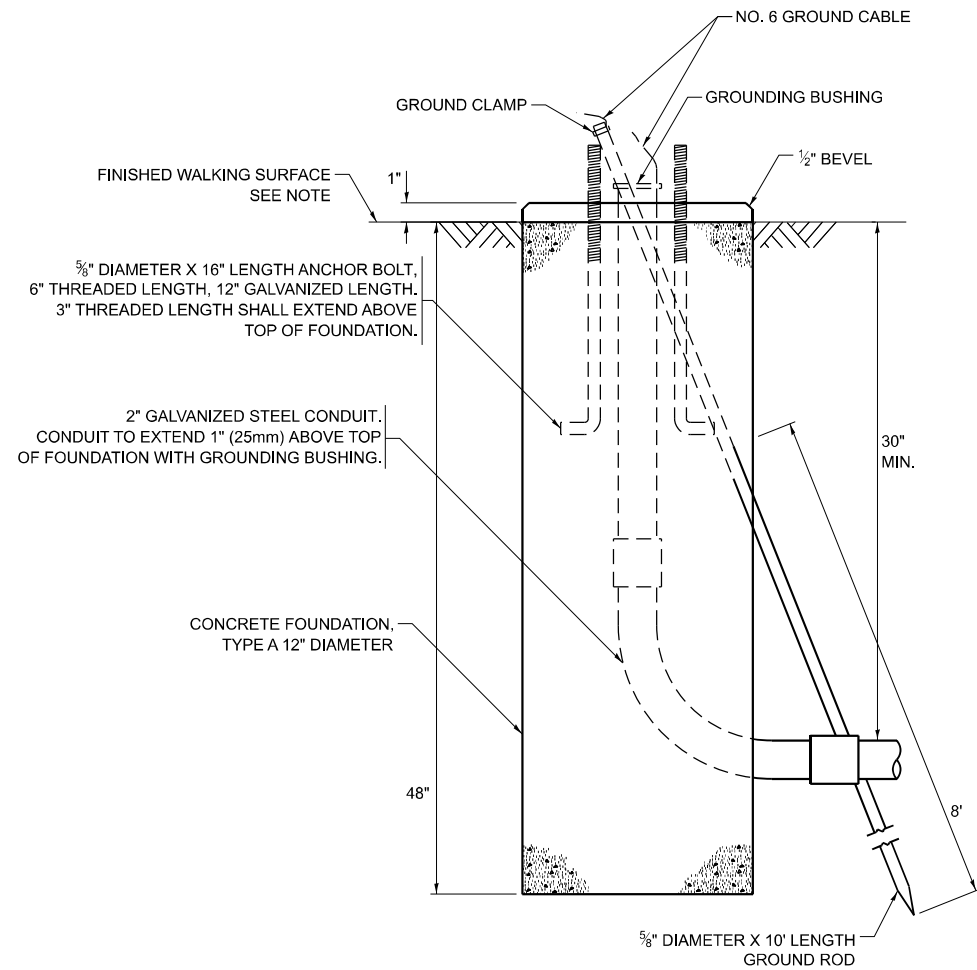
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	22
<b>TS-05</b>		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				

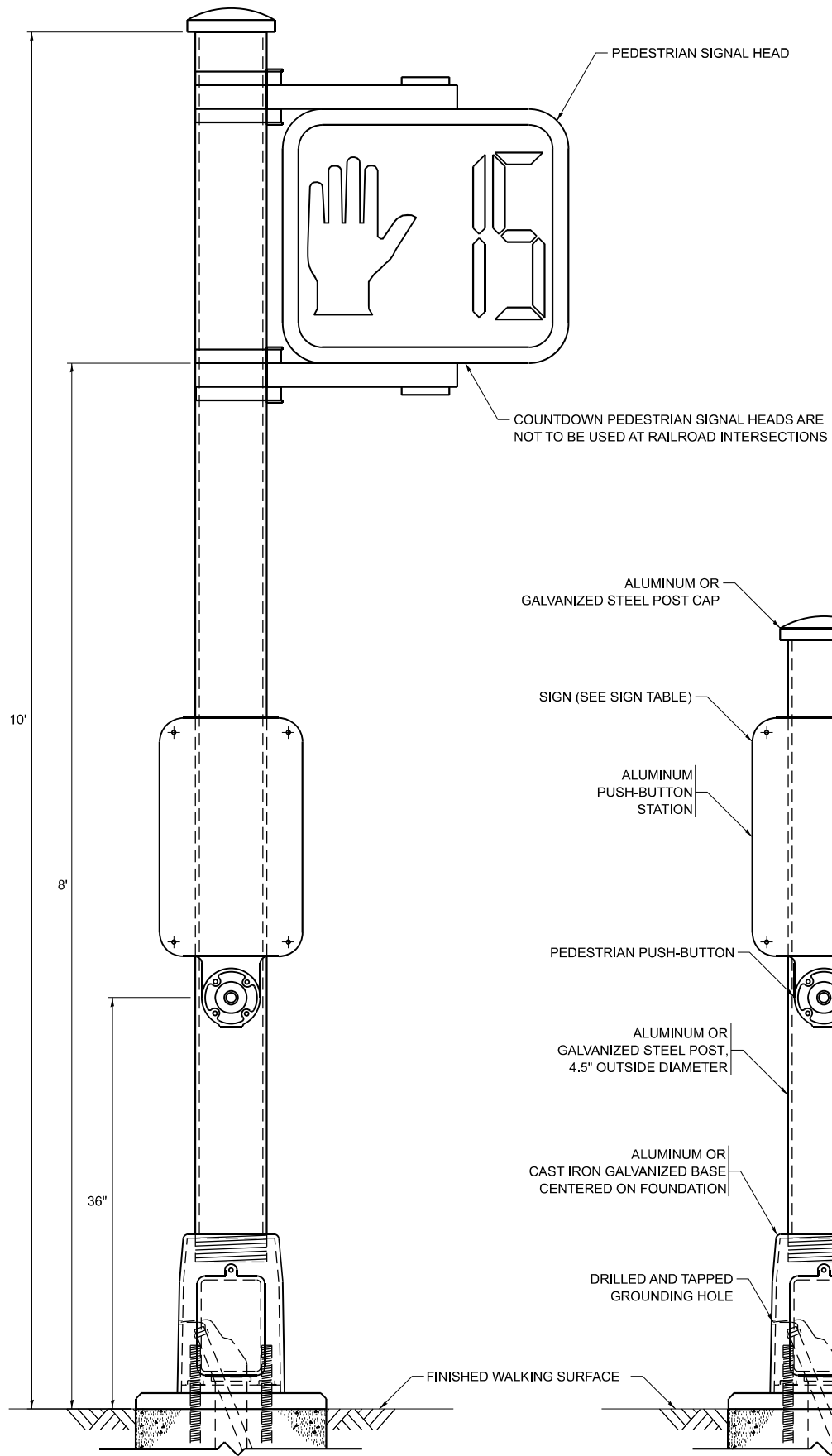


**BOLT PATTERN**

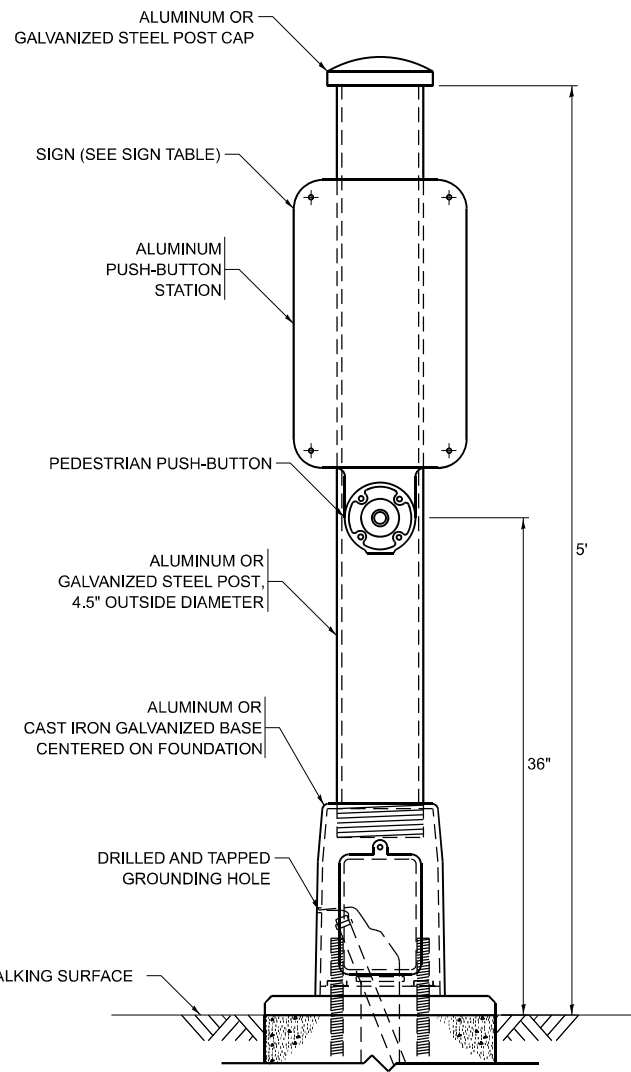
**NOTE:**  
 1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



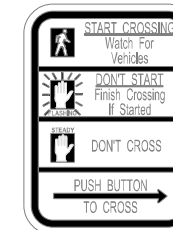
**CONCRETE FOUNDATION,  
 TYPE A 12-INCH DIAMETER**



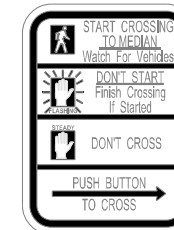
**PEDESTRIAN SIGNAL POST, 10 FT.**



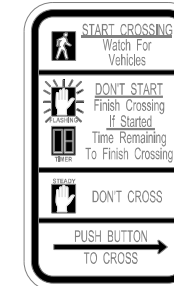
**PEDESTRIAN SIGNAL POST, 5 FT.**



**R10-3b**



**R10-3d**



**R10-3e**

**SIGN TABLE**

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

**NOTES:**

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

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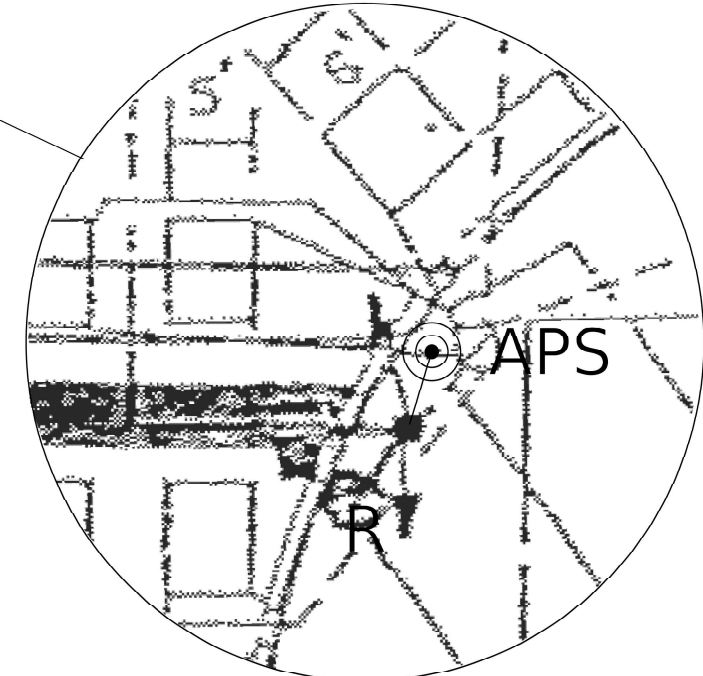
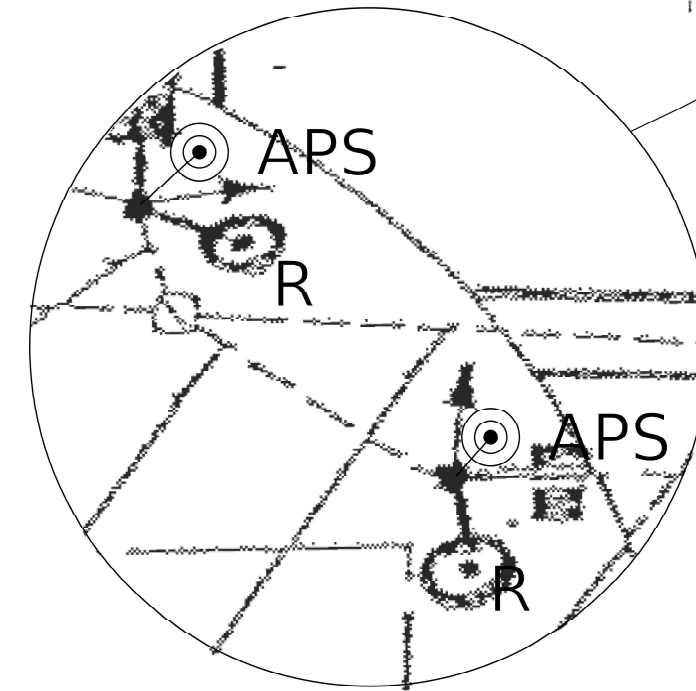
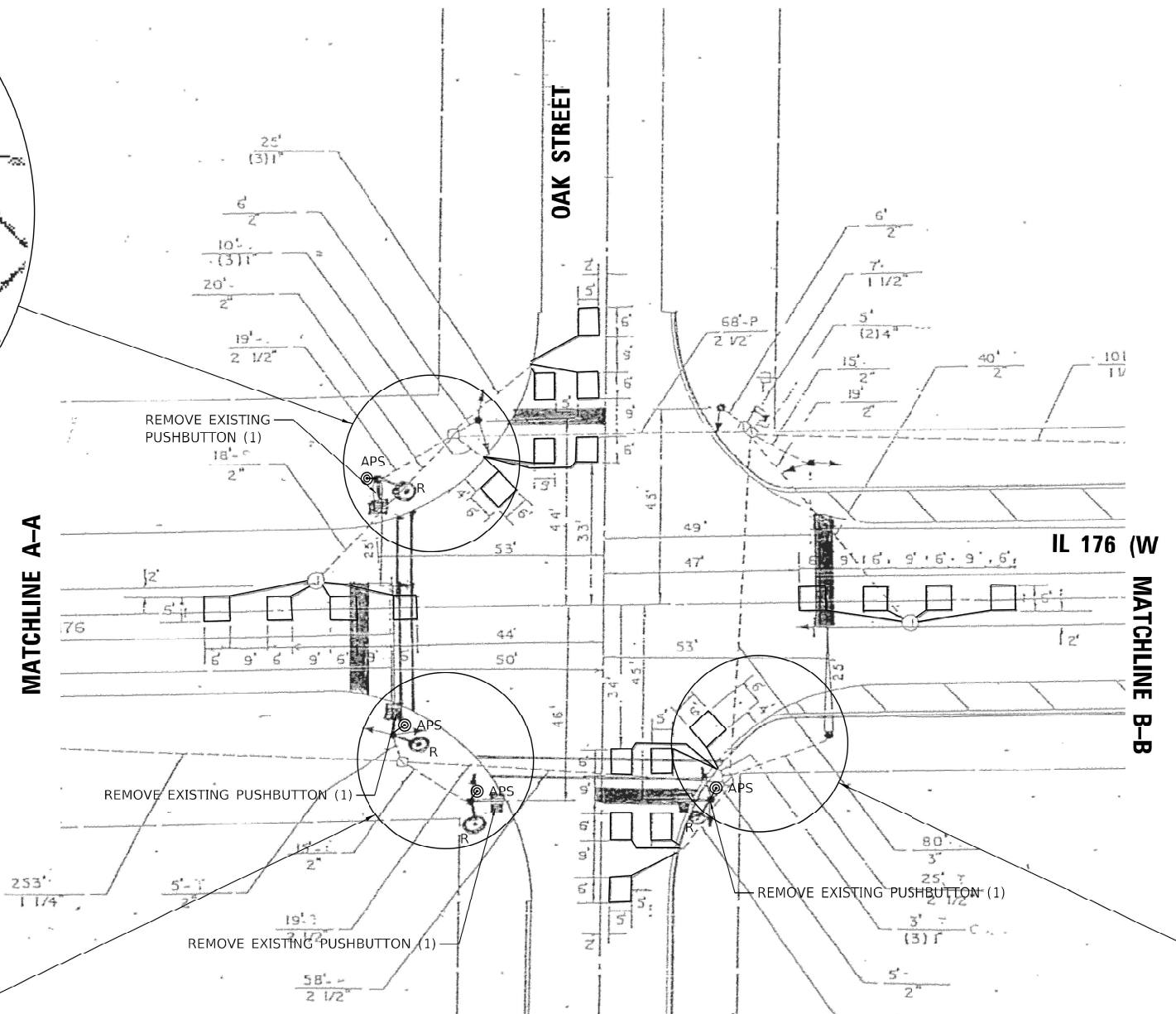
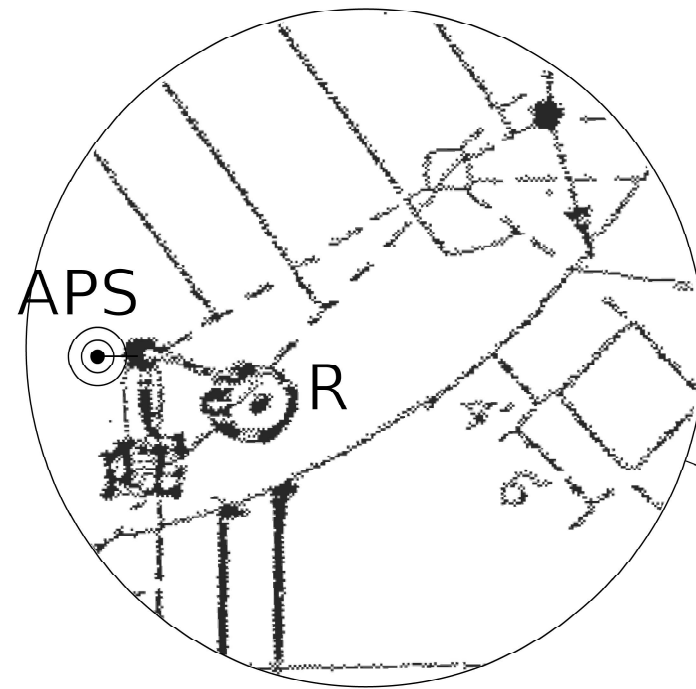
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**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.
335	FAP 335 23 OVERLAY	MCHENRY	49	23
<b>TS-05</b>			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				



**NOTES:**

1. 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 REMOVAL EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
- 4 EACH PEDESTRIAN PUSH-BUTTON
2. ALL EXISTING PEDESTRIAN PUSH-BUTTONS SHALL BE REMOVED.
3. CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE EXISTING PEDESTRIAN EQUIPMENT IS INOPERATIONAL.
4. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
5. DIMENSIONS SHOWN ARE FROM CENTER OF POST TO BACK OF CURB AND ARE APPROXIMATE AND PLACEMENT OF THE POST SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO THE START OF WORK.
6. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSS WALK.
7. STATIONING SHOWN ON THE TRAFFIC SIGNAL PLAN ARE FROM RECORD DRAWINGS AND MAY NOT MATCH OTHER PLANS.
8. WHERE TRAFFIC SIGNAL EQUIPMENT WAS REMOVED AND THE EXISTING CABLE IS NOT BEING REUSED, THE EXISTING ELECTRICAL CABLE SHALL BE REMOVED FROM CONDUIT.
9. THE CONTRACTOR SHALL UTILIZE THE EXISTING UNIDUCT FOR THE PROPOSED LOOP DETECTORS.
10. PUSH-BUTTON EXTENSIONS ARE REQUIRED WHERE PEDESTRIAN PUSH-BUTTON LOCATIONS/INSTALLATIONS DO NOT MEET THE REQUIREMENTS OF THE MUTCD OR THE INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILD AND FACILITIES". THE PUSH-BUTTON EXTENSIONS SHALL BE INCLUDED IN THE COST OF THE ACCESSIBLE PEDESTRIAN SIGNALS.

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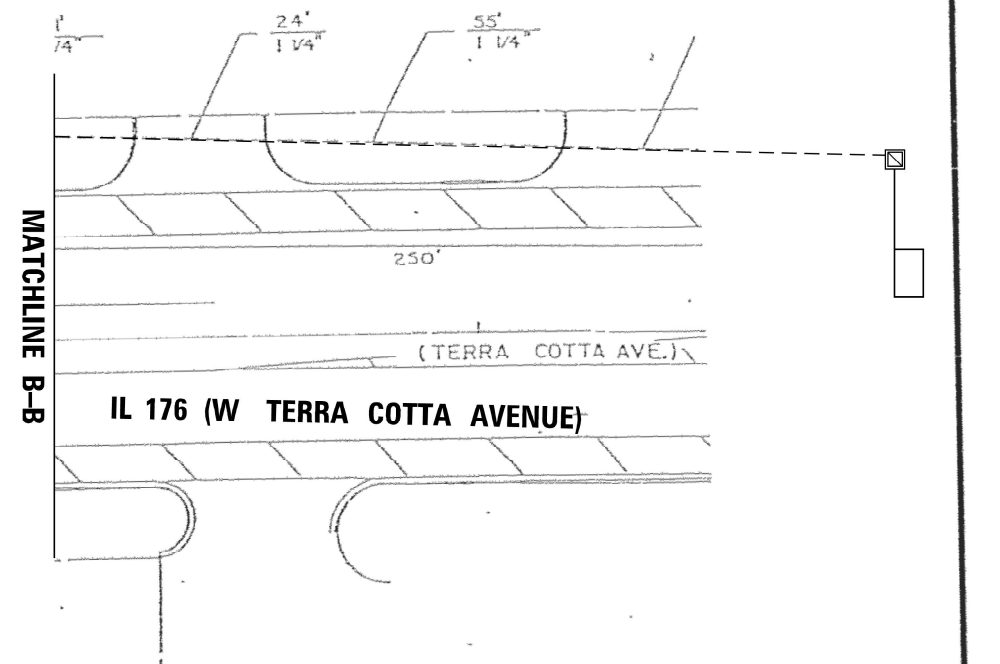
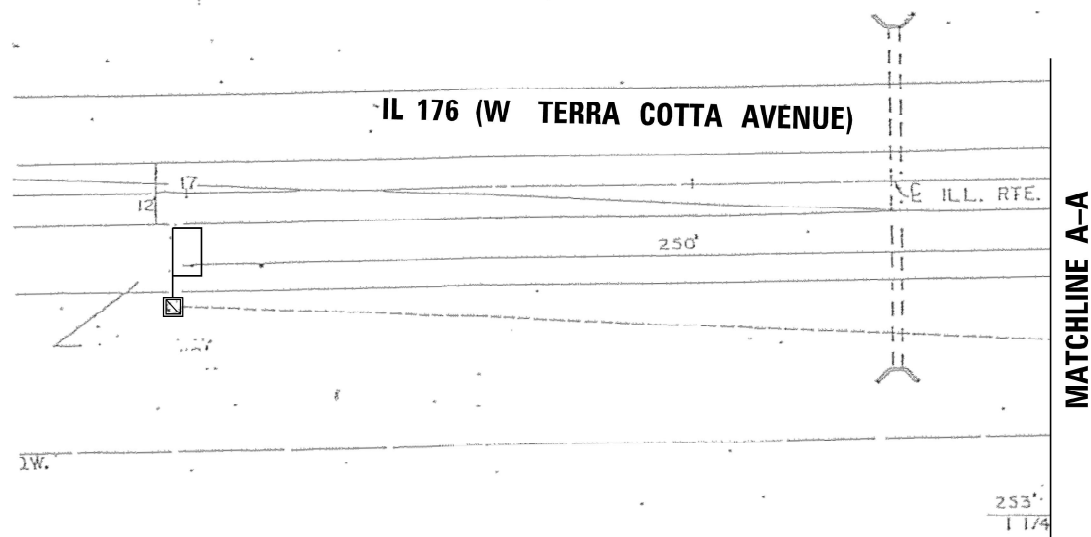
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL DESIGN DETAILS AND PLANS - OAK ST.  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	24
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				





**NOTES:**

1. CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE EXISTING PEDESTRIAN EQUIPMENT IS INOPERATIONAL.
2. STATIONING SHOWN ON THE TRAFFIC SIGNAL PLAN ARE FROM RECORD DRAWINGS AND MAY NOT MATCH OTHER PLANS.
3. THE CONTRACTOR SHALL UTILIZE THE EXISTING UNIDUCT FOR THE PROPOSED LOOP DETECTORS.

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PLOT DATE = 3/1/2024 8:59:41 AM	DATE - 12/26/2023	REVISED -

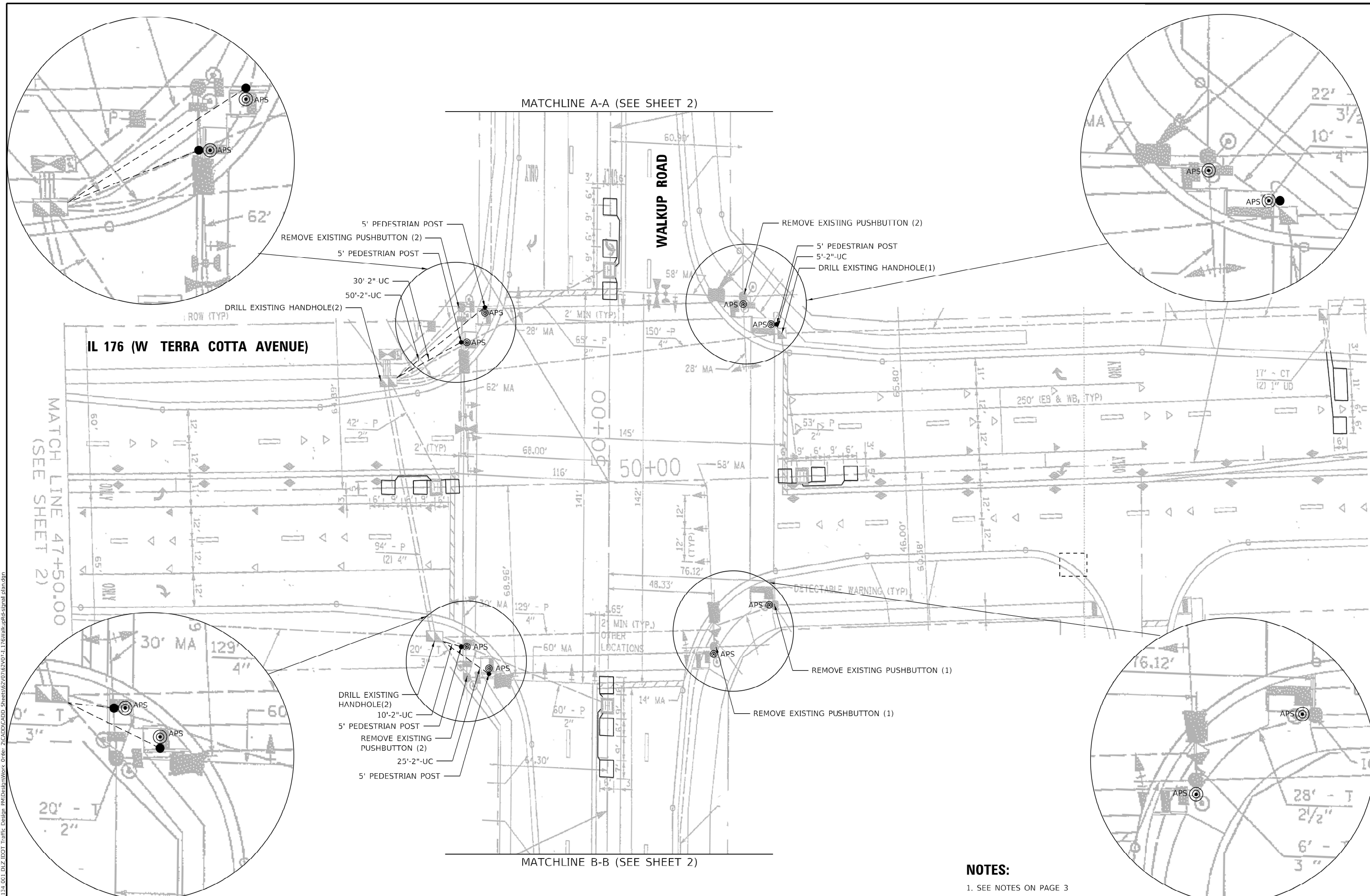
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL DESIGN DETAILS AND PLANS - OAK ST.**  
**IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	25
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				





MATCHLINE A-A (SEE SHEET 2)

MATCHLINE B-B (SEE SHEET 2)

IL 176 (W TERRA COTTA AVENUE)

MATCH LINE 47+50.00  
(SEE SHEET 2)

**NOTES:**

1. SEE NOTES ON PAGE 3

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL DESIGN DETAILS AND PLANS - WALKUP AVE.  
 IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

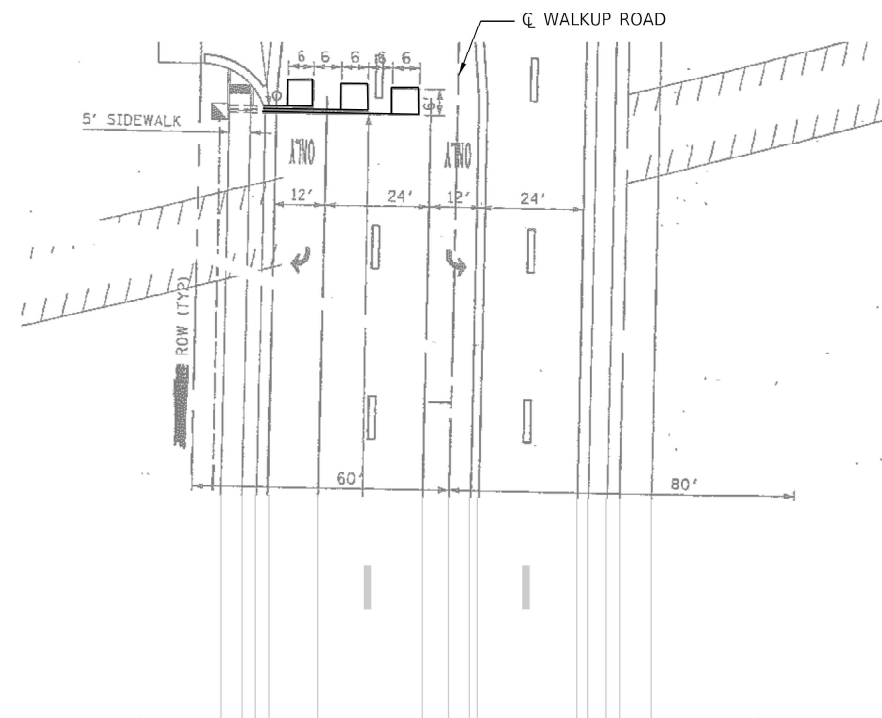
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CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				

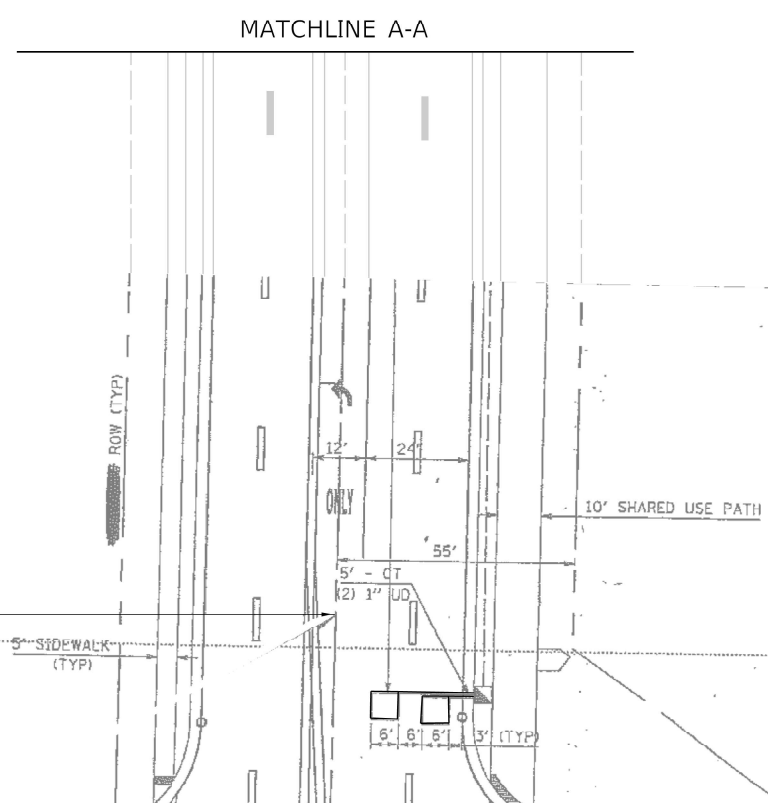
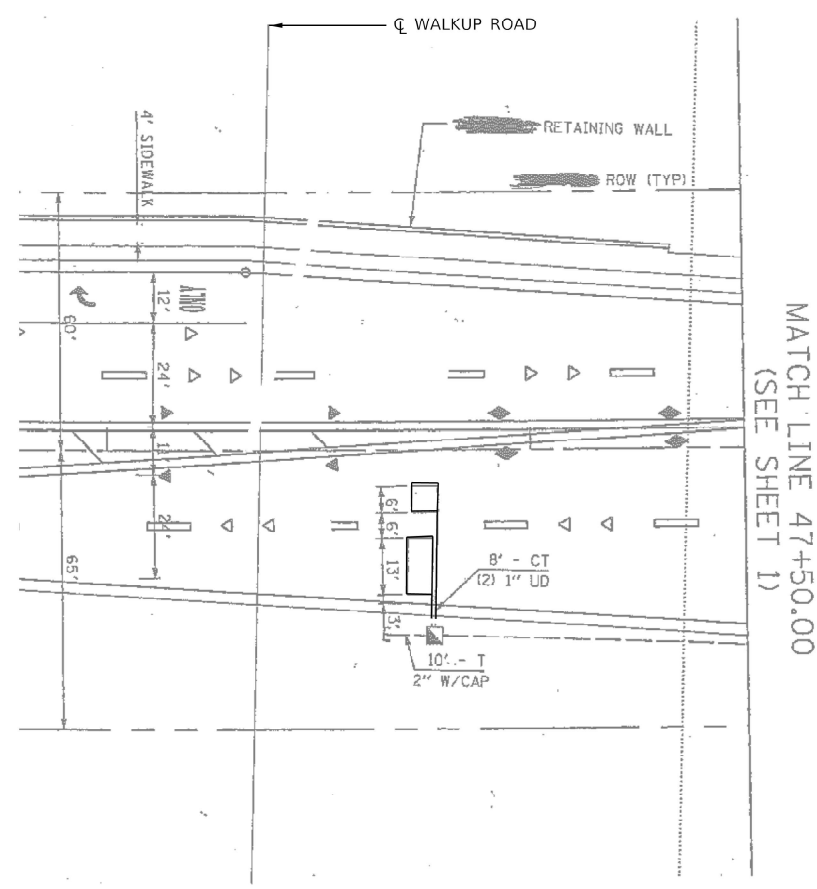


**NOTES:**

1. 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 REMOVAL EQUIPMENT SHALL BE REFLECTED IN THE CONTRACT BID PRICE.
  - 7 EACH PEDESTRIAN PUSH-BUTTON
2. ALL EXISTING PEDESTRIAN PUSH-BUTTONS SHALL BE REMOVED.
3. CONTRACTOR SHALL PERFORM SIGNAL WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE EXISTING PEDESTRIAN EQUIPMENT IS INOPERATIONAL.
4. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
5. DIMENSIONS SHOWN ARE FROM CENTER OF POST TO BACK OF CURB AND ARE APPROXIMATE AND PLACEMENT OF THE POST SHALL BE VERIFIED WITH THE ENGINEER PRIOR TO THE START OF WORK
6. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSS WALK.
7. STATIONING SHOWN ON THE TRAFFIC SIGNAL PLAN ARE FROM RECORD DRAWINGS AND MAY NOT MATCH OTHER PLANS.
8. WHERE TRAFFIC SIGNAL EQUIPMENT WAS REMOVED AND THE EXISTING CABLE IS NOT BEING REUSED, THE EXISTING ELECTRICAL CABLE SHALL BE REMOVED FROM CONDUIT.
9. THE CONTRACTOR SHALL UTILIZE THE EXISTING UNIDUCT FOR THE PROPOSED LOOP DETECTORS.
10. PUSH-BUTTON EXTENSIONS ARE REQUIRED WHERE PEDESTRIAN PUSH-BUTTON LOCATIONS/INSTALLATIONS DO NOT MEET THE REQUIREMENTS OF THE MUTCD OR THE INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILD AND FACILITIES". THE PUSH-BUTTON EXTENSIONS SHALL BE INCLUDED IN THE COST OF THE ACCESSIBLE PEDESTRIAN SIGNALS.



MATCHLINE B-B



MATCHLINE A-A

USER: wldiron  
 FILE: 001\_DUZ\_IDOT\_Traffic\_Design\_RMDDesignWork\_Order\_21CADD\CADD\_Sheets\62V07\01-176\WalkupSignal\_2.dgn



PLOT DRIVER = SPLTRVSS	DESIGNED - WBL	REVISED -
PEN TABLE = SPENBLS5	DRAWN - MMC	REVISED -
PLOT SCALE = 40.0000" / in.	CHECKED - BKS	REVISED -
PLOT DATE = 3/1/2024 9:01:54 AM	DATE - 12/26/2023	REVISED -

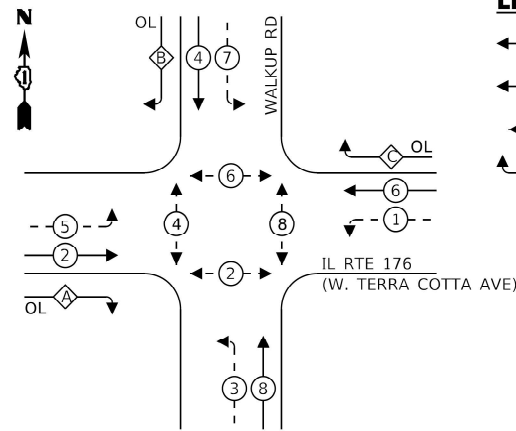
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL DESIGN DETAILS AND PLANS - WALKUP AVE.**  
**IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	28
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				

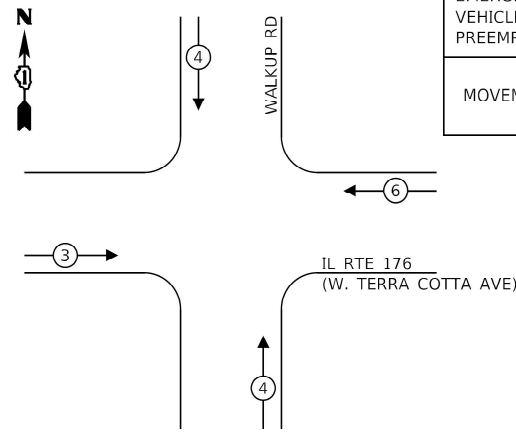
**PROPOSED CONTROLLER SEQUENCE**



**LEGEND:**

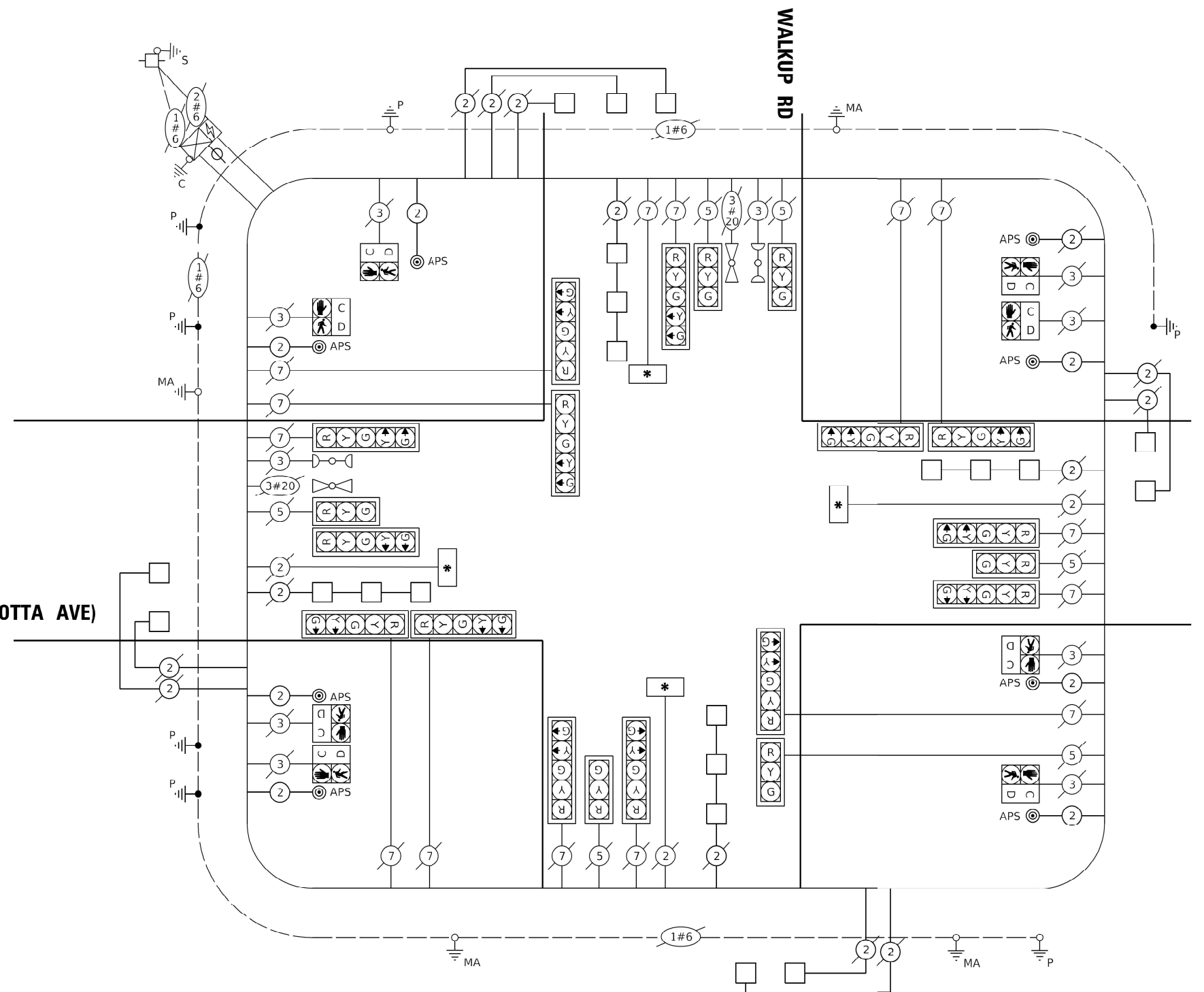
- ← \* → PROTECTED PHASE
- ← \* - - \* → PROTECTED/PERMITTED PHASE
- ← \* → PEDESTRIAN PHASE
- ← \* OL → OVERLAP

**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	3	4
MOVEMENT	← →	↑ ↓

**IL RTE 176 (TERRA COTTA AVE)**



**CABLE PLAN**  
(NOT TO SCALE)

**LEGEND**

- \* ILLUMINATED STREET NAME SIGN

**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	20	11	50	110
(YELLOW)	20	20	5	20
(GREEN)	20	12	45	12
PERMISSIVE ARROW	26	10	10	26
PED. SIGNAL	8	20	100	160
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	4	120	50	240
LUMINAIRE	-	-	-	-
<b>TOTAL =</b>				<b>693</b>

ENERGY COSTS TO:

**CITY OF CRYSTAL LAKE**  
100 W WOODSTOCK STREET  
CRYSTAL LAKE, IL 60014

ENERGY SUPPLY: CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON  
ACCOUNT NUMBER: ---

ITEM DESCRIPTION	UNIT	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	120
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	642
DRILL EXISTING HANDHOLE	EACH	5
DETECTOR LOOP, TYPE I	FOOT	1075
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	20
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

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

**TRAFFIC SIGNAL DESIGN DETAILS AND PLANS - WALKUP AVE.**  
**IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	29

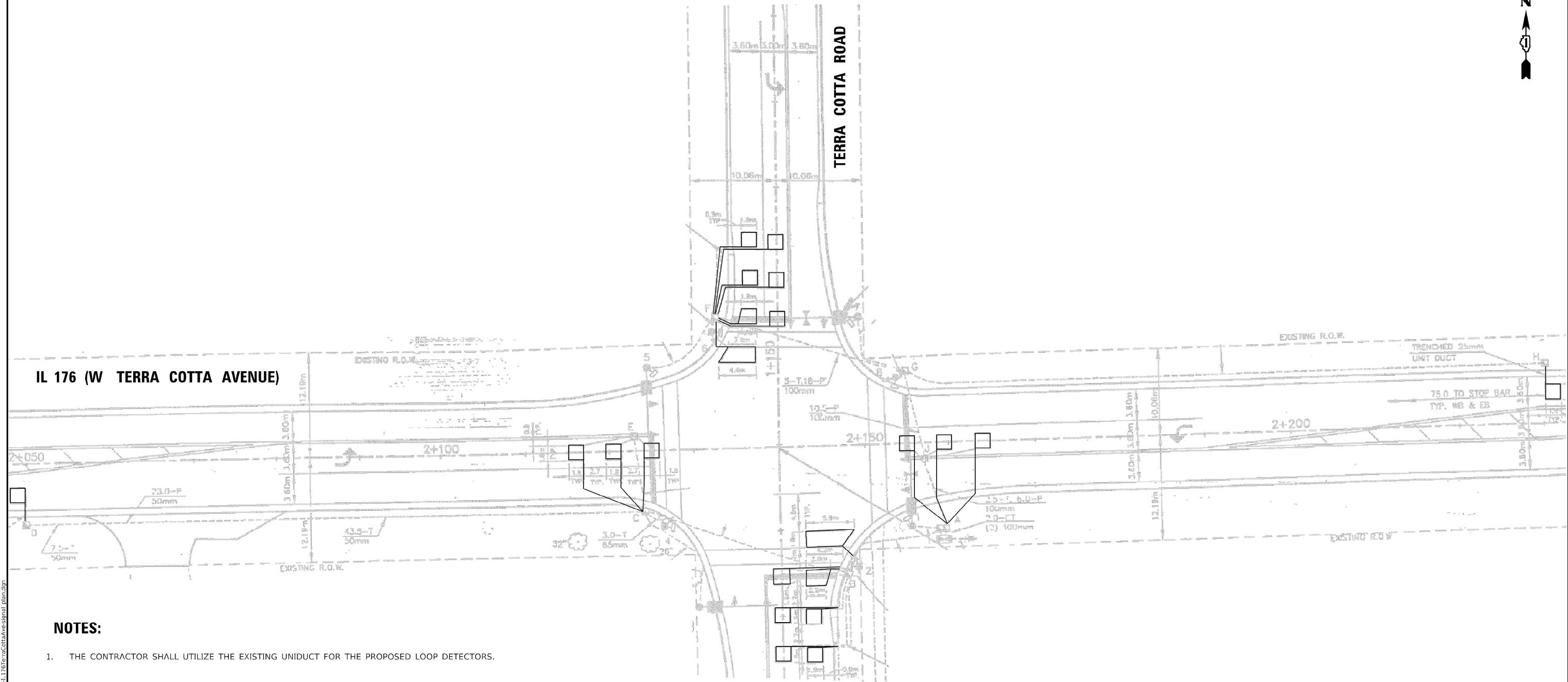
CONTRACT NO. 62V07

USER: wldrion  
 PLOT DRIVER = SPLTRVSS  
 PEN TABLE = SPENBLS5  
 PLOT SCALE = 40.0000" / in.  
 PLOT DATE = 3/1/2024 9:02:09 AM



DESIGNED - WBL	REVISED -
DRAWN - MMC	REVISED -
CHECKED - BKS	REVISED -
DATE - 12/26/2023	REVISED -

ILLINOIS FED. AID PROJECT



**IL 176 (W TERRA COTTA AVENUE)**

**TERRA COTTA ROAD**

**NOTES:**

1. THE CONTRACTOR SHALL UTILIZE THE EXISTING UNIDUCT FOR THE PROPOSED LOOP DETECTORS.

USER: wldron  
 TITLE: Design  
 FILE NAME: P:\C\_134\_001\_DUZ\_IDOT\_Traffic\_Design\_RMIDesign\Work\_Order\_2\CADD\CADD\_Sheets\207062V07-IL176TerraCottaAveSignal\_plan.dwg



PLOT DRIVER = SPLTRVSS	DESIGNED - WBL	REVISED -
PEN TABLE = SPENBLSS	DRAWN - MMC	REVISED -
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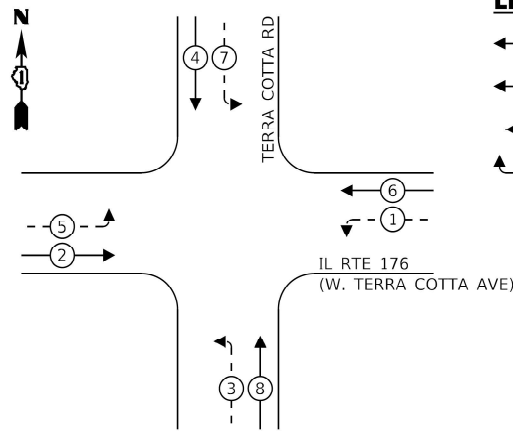
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL DESIGN DETAILS AND PLANS - TERRA COTTA RD.**  
**IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	30
				CONTRACT NO. 62V07
ILLINOIS FED. AID PROJECT				

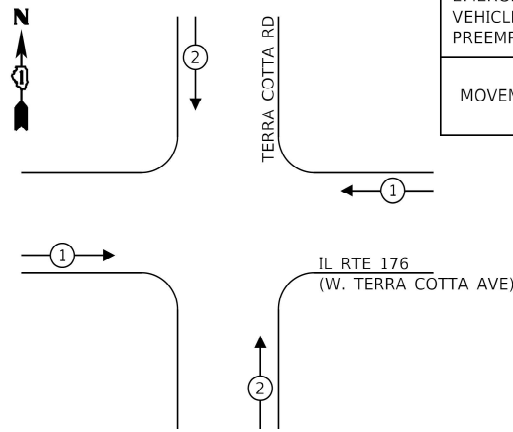
**PROPOSED CONTROLLER SEQUENCE**



**LEGEND:**

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

**PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE**



EMERGENCY VEHICLE PREEMPTORS		
EMERGENCY VEHICLE PREEMPTOR	1	2
MOVEMENT	← →	↑ ↓

**TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS**

TYPE	NO. OF LAMPS	LED WATTAGE	% OPERATION	TOTAL WATTAGE
SIGNAL (RED)	12	11	50	66
(YELLOW)	12	20	5	12
(GREEN)	12	12	45	64.8
PERMISSIVE ARROW	8	10	10	8
PED. SIGNAL	-	20	100	-
CONTROLLER	1	100	100	100
UPS	1	25	100	25
VIDEO SYSTEM	-	150	100	-
BLANK-OUT SIGN	-	25	5	-
FLASHER	-	-	50	-
STREET NAME SIGN	4	120	50	240
LUMINAIRE	-	-	-	-
TOTAL =				515.5

ENERGY COSTS TO:

CITY OF CRYSTAL LAKE  
100 W WOODSTOCK STREET  
CRYSTAL LAKE, IL 60014

ENERGY SUPPLY: CONTACT: JOE STACHO  
PHONE: (630) 424-5704  
COMPANY: COMMONWEALTH EDISON  
ACCOUNT NUMBER: ---

**LEGEND**

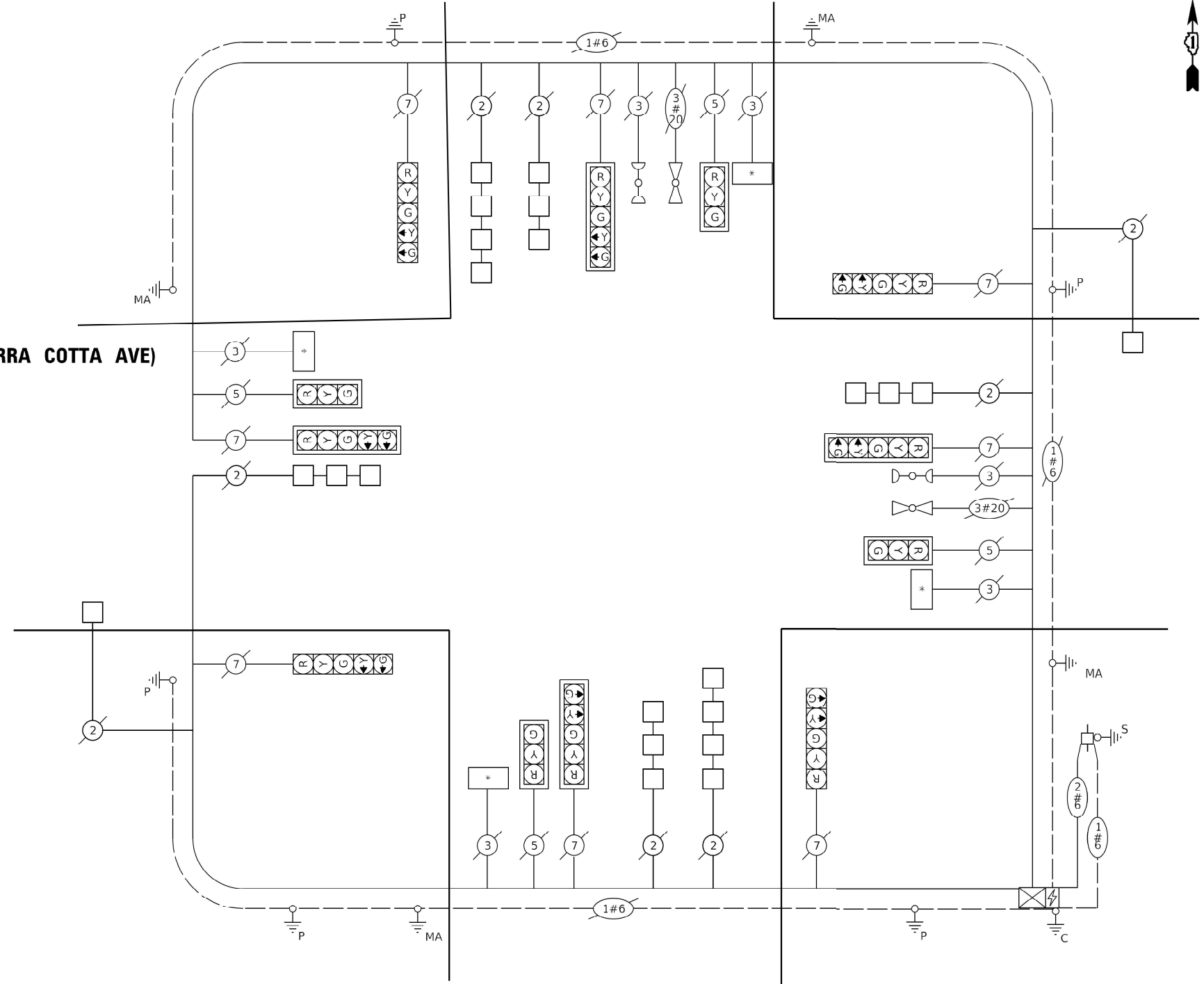
- \* ILLUMINATED STREET SIGN

**SCHEDULE OF QUANTITIES**

ITEM DESCRIPTION	UNIT	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
DETECTOR LOOP, TYPE I	FOOT	1000
MODIFY EXISTING CONTROLLER CABINET	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	0
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**TERRA COTTA RD**



**CABLE PLAN**  
(NOT TO SCALE)

USER: wldiron  
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PEN TABLE = SPENBLS5	DRAWN - MMC	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - BKS	REVISED -
PLOT DATE = 3/1/2024 9:01:17 AM	DATE - 12/26/2023	REVISED -

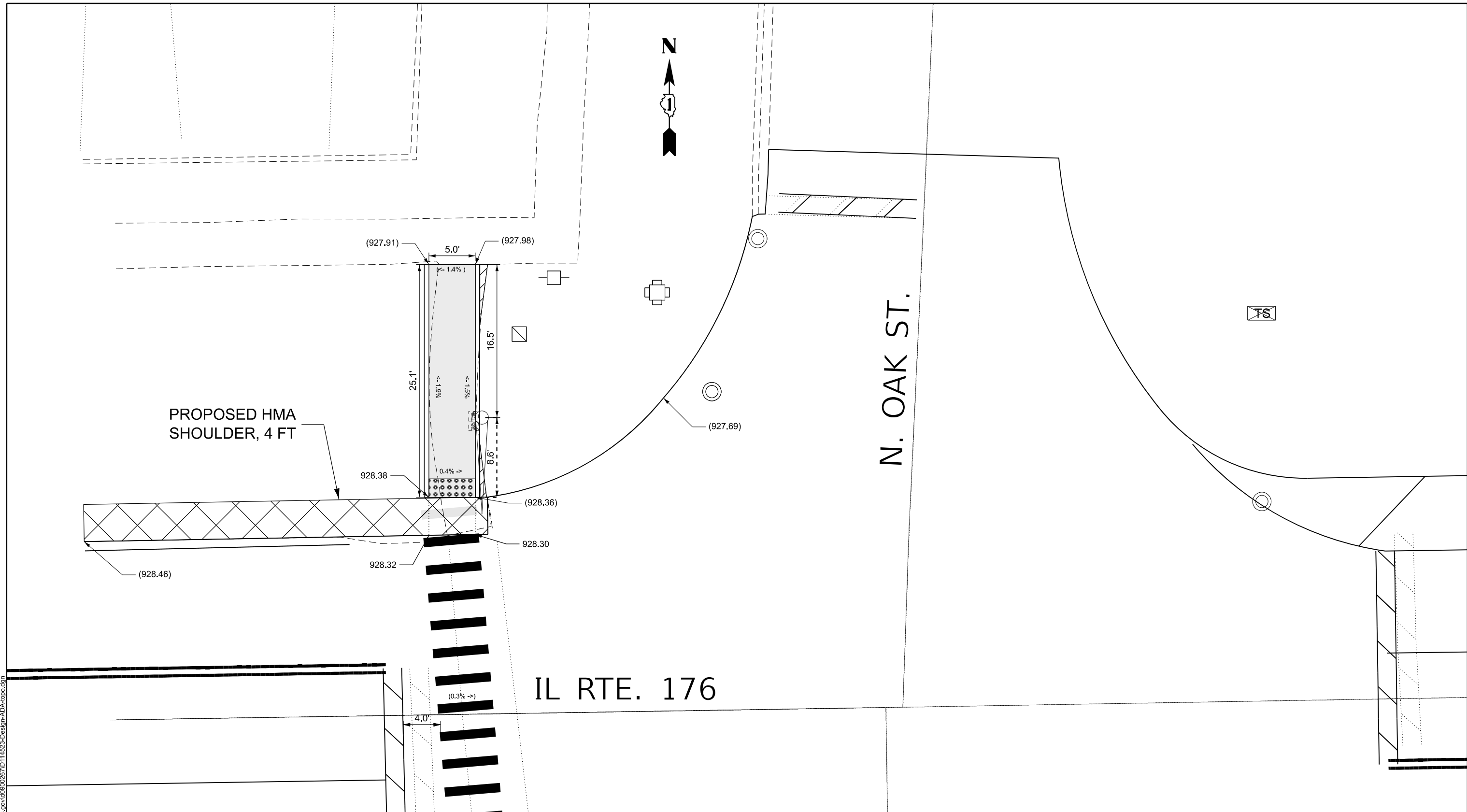
TRAFFIC SIGNAL DESIGN DETAILS AND PLANS - TERRA COTTA RD.  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	31

CONTRACT NO. 62V07  
ILLINOIS FED. AID PROJECT

MODEL: Oak St MW (Sheet)  
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REFERENCE BENCHMARK ELEV 927.887  
  
 BENCHMARK :  
 SQUARE @ SOUTHWEST CORNER @ TCB  
  
 LOCATION :  
 NORTHEAST CORNER @ TERRA COTTA AVE. & N. OAK ST.

**LEGEND**

<p>xx.xx'    EXISTING LENGTH</p> <p>====    PROPOSED SIDE CURB</p> <p>(    )    EXISTING ELEVATION/SLOPE</p>	<p>    PROPOSED SIDEWALK</p> <p>    DETECTABLE WARNINGS</p>	<p>    SIDEWALK REMOVAL REPLACE W/TOPSOIL &amp; SOD</p>
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REFERENCE BENCHMARK ELEV 927.887  
  
 BENCHMARK :  
 SQUARE @ SOUTHWEST CORNER @ TCB  
  
 LOCATION :  
 NORTHEAST CORNER @ TERRA COTTA AVE. & N. OAK ST.

USER NAME = nicholas.babul	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
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PLOT DATE = 3/22/2024	DATE -	REVISED -	

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

**PEDESTRIAN RAMP DESIGN DETAILS AND PLANS - N. OAK ST.**  
**IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

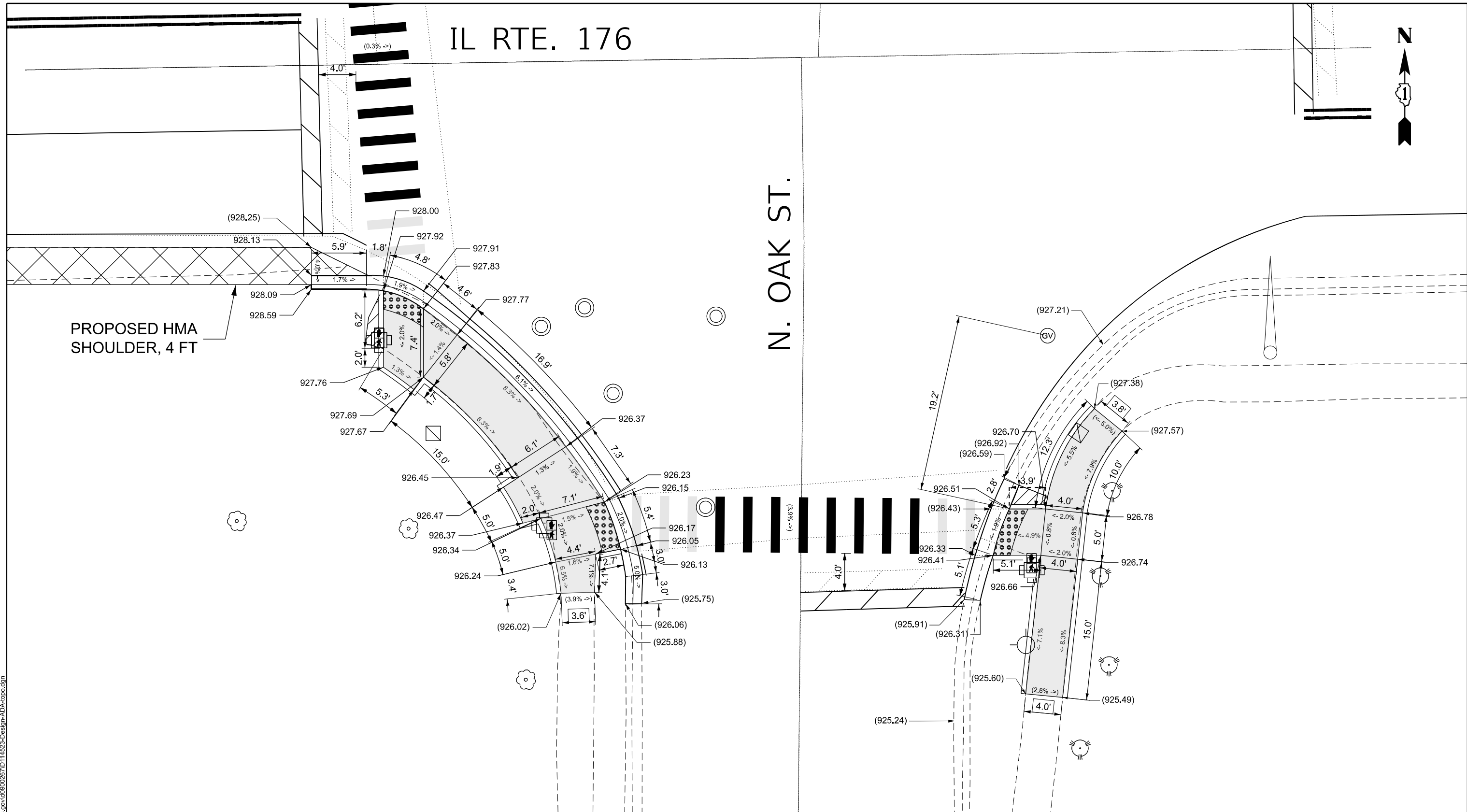
SCALE: 1" = 10'    SHEET 1    OF 2    SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	32
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				



IL RTE. 176

N. OAK ST.



PROPOSED HMA SHOULDER, 4 FT

REFERENCE BENCHMARK ELEV 927.887  
 BENCHMARK :  
 SQUARE @ SOUTHWEST CORNER @ TCB  
 LOCATION :  
 NORTHEAST CORNER @ TERRA COTTA AVE. & N. OAK ST.

**LEGEND**

	EXISTING LENGTH		PROPOSED SIDEWALK		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD
	PROPOSED SIDE CURB		DETECTABLE WARNINGS		
	EXISTING ELEVATION/SLOPE				

REFERENCE BENCHMARK ELEV 927.887  
 BENCHMARK :  
 SQUARE @ SOUTHWEST CORNER @ TCB  
 LOCATION :  
 NORTHEAST CORNER @ TERRA COTTA AVE. & N. OAK ST.

MODEL: Oak St SW-SE (Sheet)  
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PLOT DATE = 3/22/2024	DATE -	REVISOR -

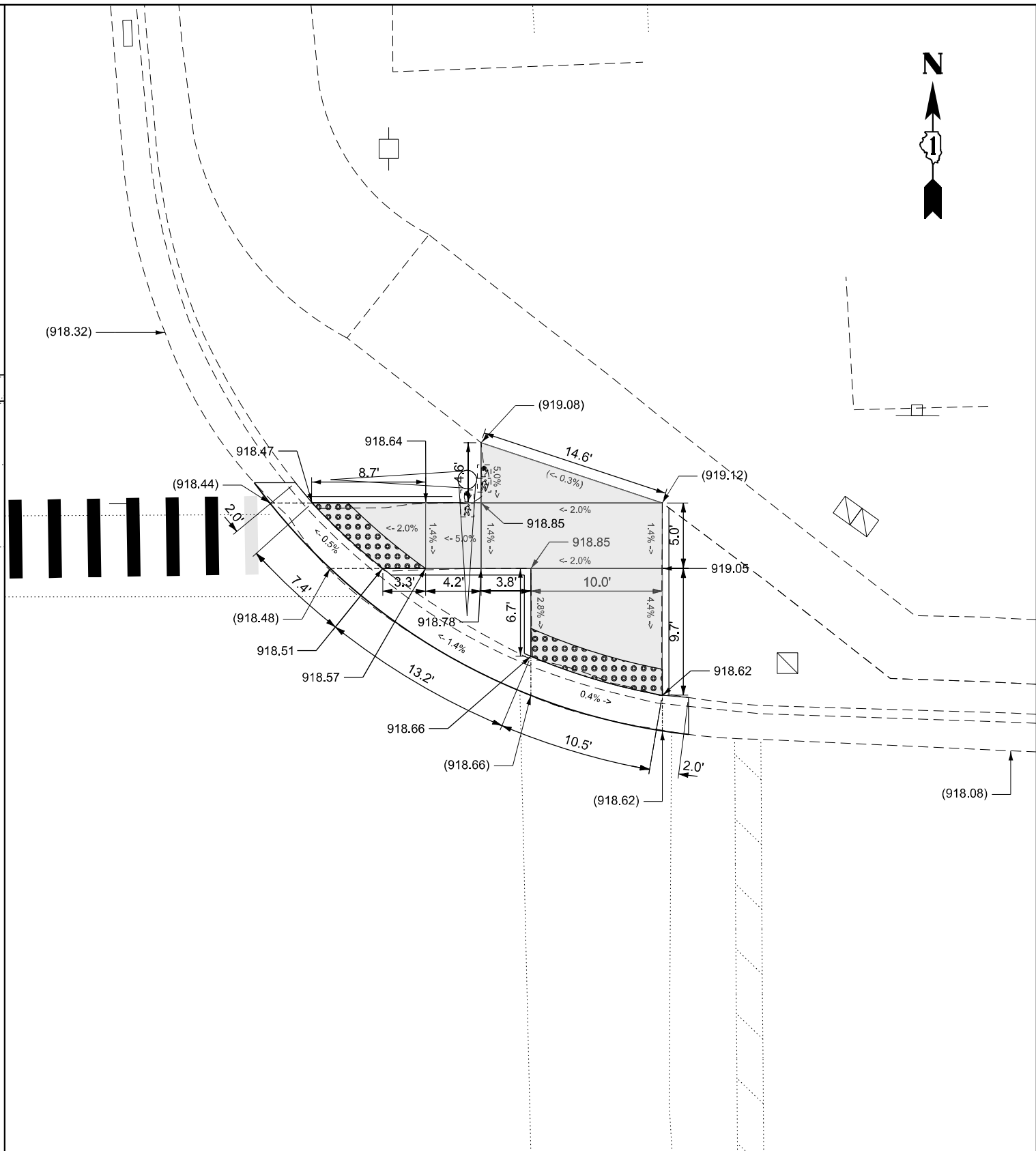
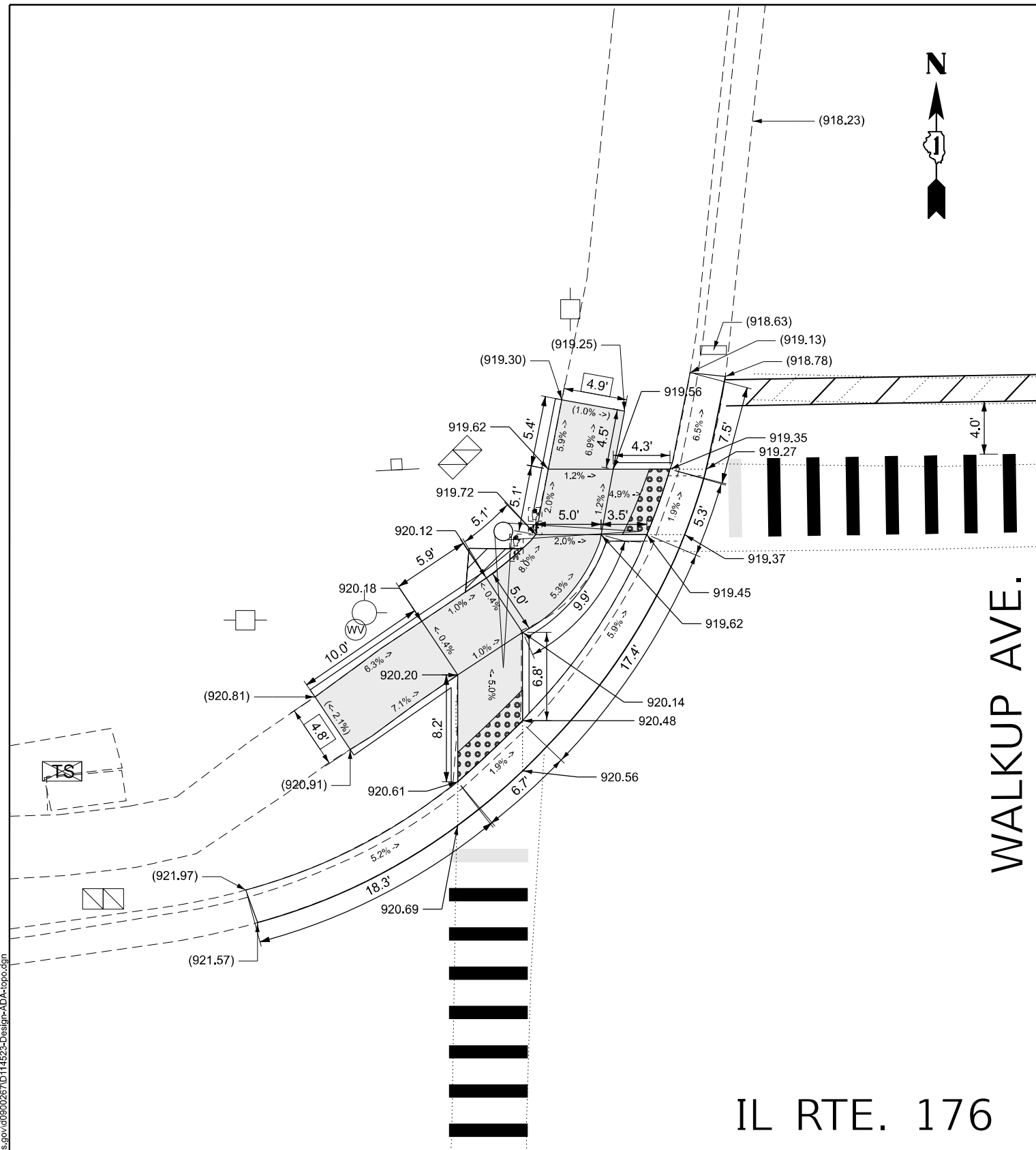
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PEDESTRIAN RAMP DESIGN DETAILS AND PLANS - N. OAK ST.  
 IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: 1" = 10'    SHEET 2 OF 2 SHEETS    STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	33
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCHMARK ELEV 921.307

BENCHMARK :  
SQUARE @ BASE POLE MASTARM

LOCATION :  
SOUTHWEST CORNER @ TERRA COTTA AVE. & WALKUP AVE.

**LEGEND**

<span style="border: 1px solid black; padding: 2px;">xx.xx'</span>	EXISTING LENGTH		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
( )	EXISTING ELEVATION/SLOPE		

REFERENCE BENCHMARK ELEV 921.307

BENCHMARK :  
SQUARE @ BASE POLE MASTARM

LOCATION :  
SOUTHWEST CORNER @ TERRA COTTA AVE. & WALKUP AVE.

USER NAME = nicholas.babul	DESIGNED -	REVISED -
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PLOT DATE = 3/22/2024	CHECKED -	REVISED -
	DATE -	REVISED -

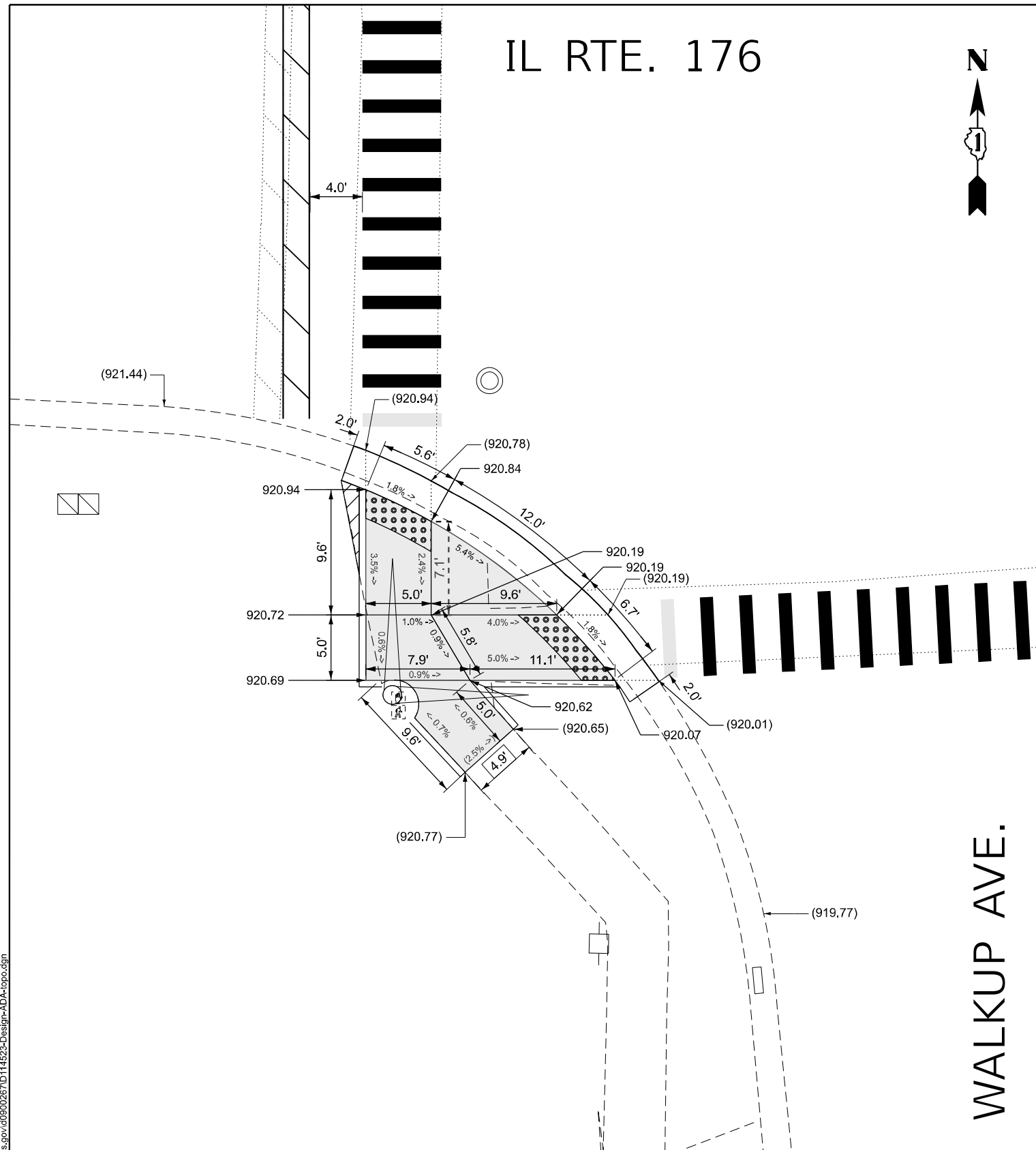
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PEDESTRIAN RAMP DESIGN DETAILS AND PLANS - WALKUP AVE.  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: 1" = 10'    SHEET 1 OF 2 SHEETS    STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	34
CONTRACT NO. 62V07			ILLINOIS FED. AID PROJECT	

IL RTE. 176



WALKUP AVE.

REFERENCE BENCHMARK ELEV 921.307

BENCHMARK :  
SQUARE @ BASE POLE MASTARM

LOCATION :  
SOUTHWEST CORNER @ TERRA COTTA AVE. & WALKUP AVE.

**LEGEND**

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL  
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV 921.307

BENCHMARK :  
SQUARE @ BASE POLE MASTARM

LOCATION :  
SOUTHWEST CORNER @ TERRA COTTA AVE. & WALKUP AVE.

MODEL: Walkup Ave SW (Sheet)  
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PLOT DATE = 3/22/2024	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

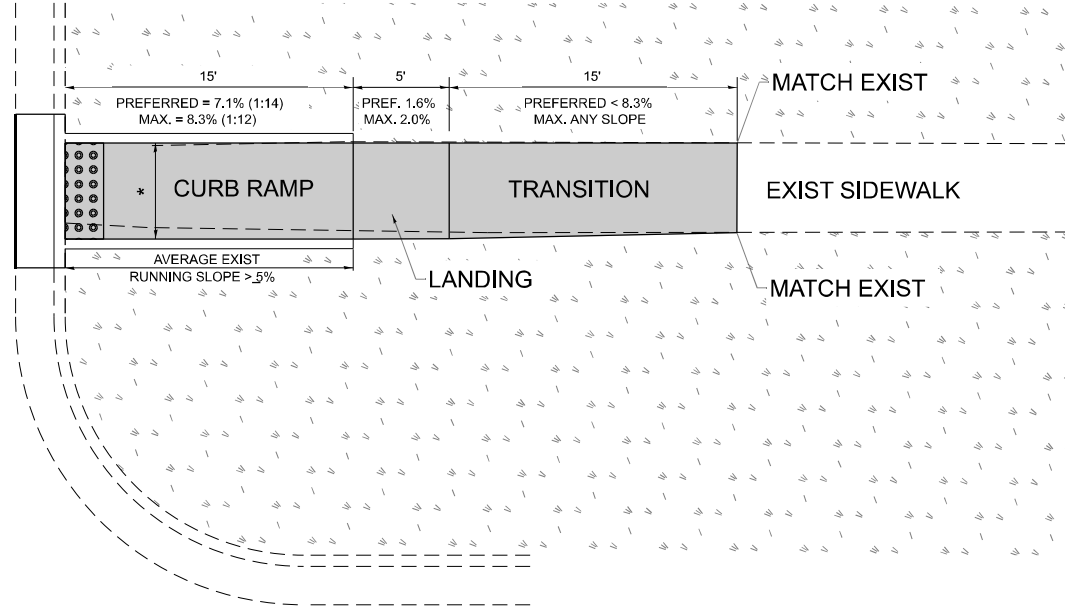
**PEDESTRIAN RAMP DESIGN DETAILS AND PLANS - WALKUP AVE.  
IL ROUTE 176 (HICKORY DRIVE TO MISTWOOD LANE)**

SCALE: 1" = 10'    SHEET 2 OF 2 SHEETS    STA.    TO STA.

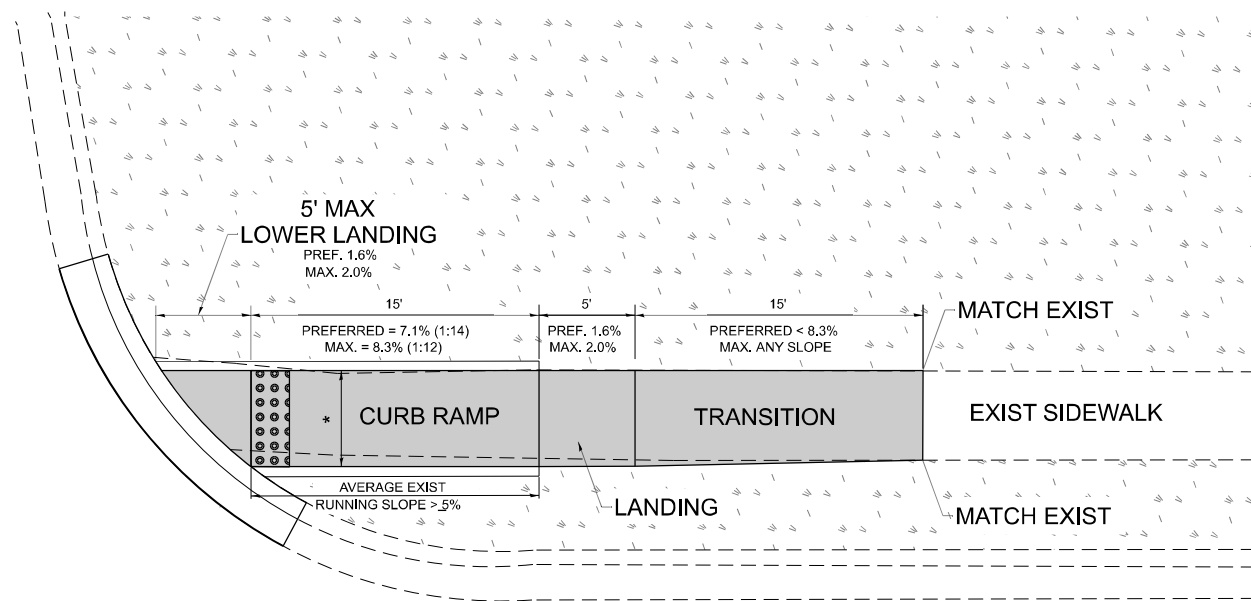
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335	FAP 335 23 OVERLAY	MCHENRY	49	35
CONTRACT NO. 62V07				
ILLINOIS FED. AID PROJECT				

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

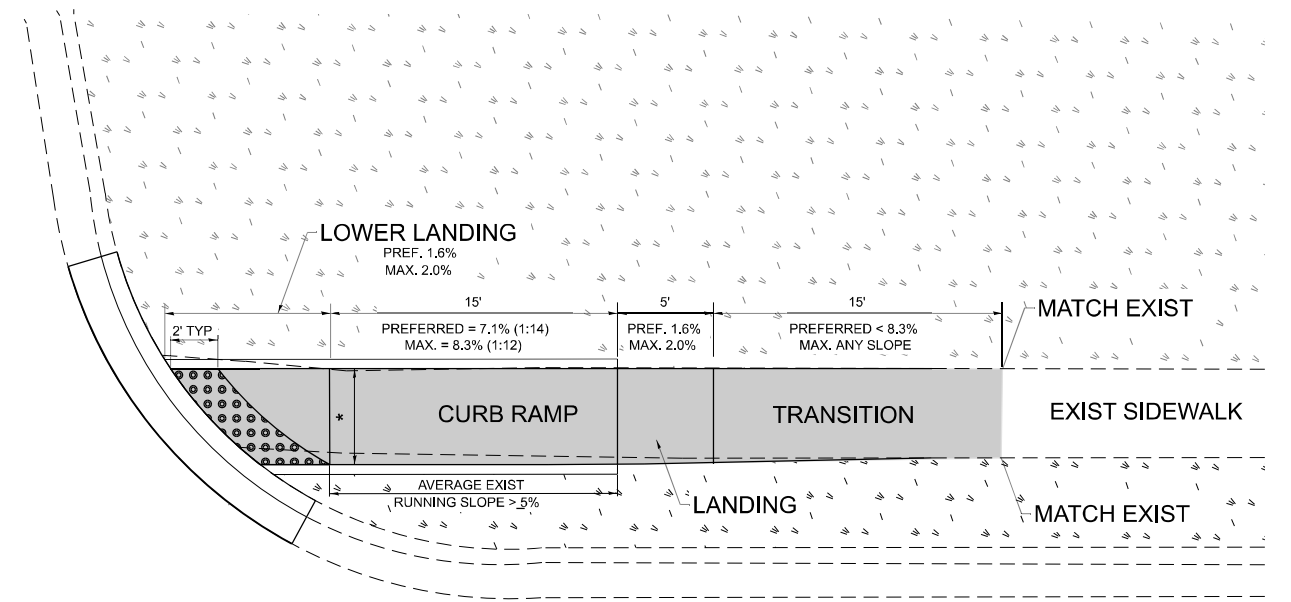
**PD-02A**






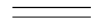
**PD-02B**



**PD-02C**



**LEGEND**

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

**CONSTRUCTION NOTES:**

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

MODEL: PD-02 (Sheet)  
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PLOT DATE = 3/22/2024	CHECKED -	REVISED -
	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

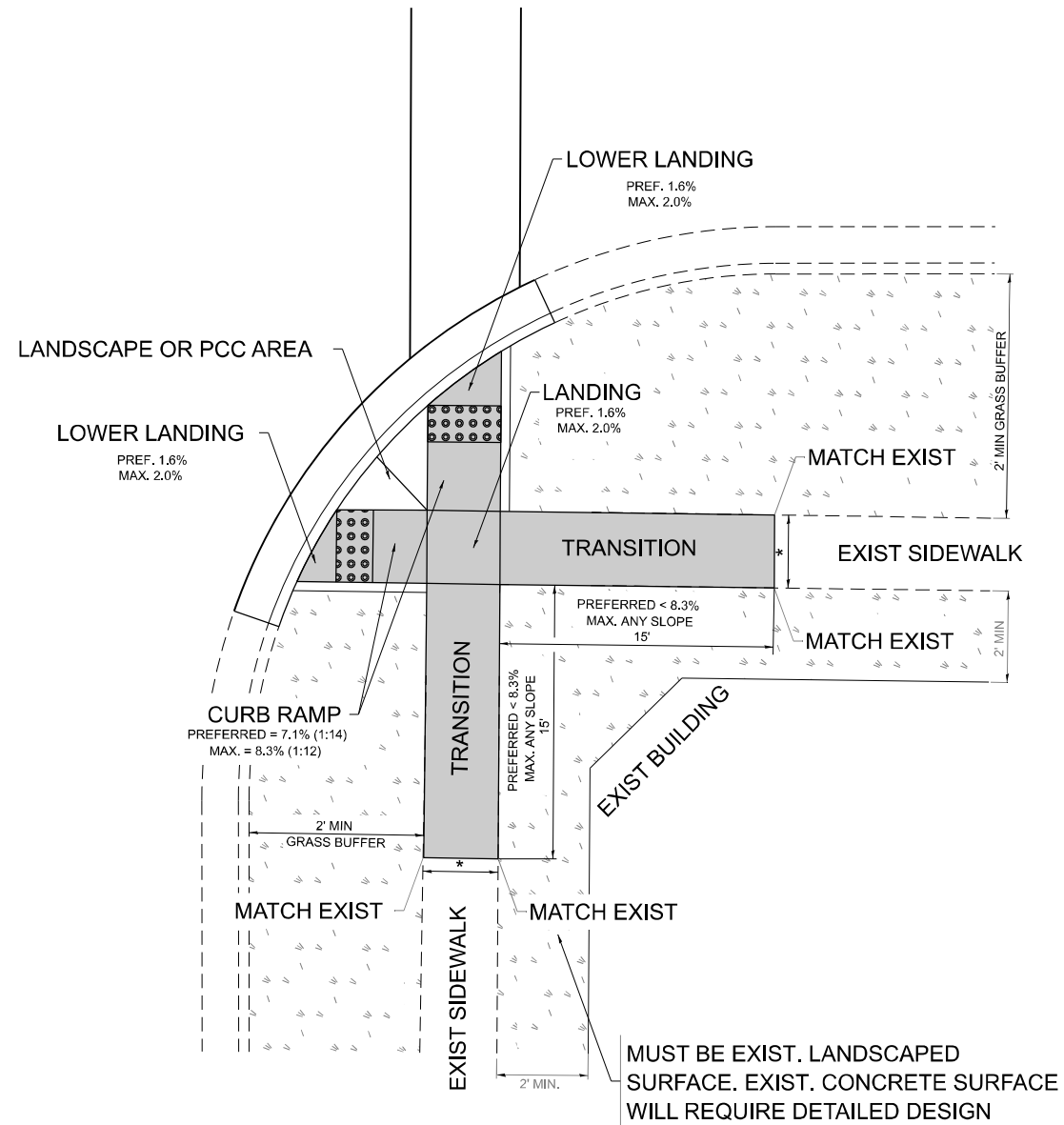
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS  
(PD-02)**

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

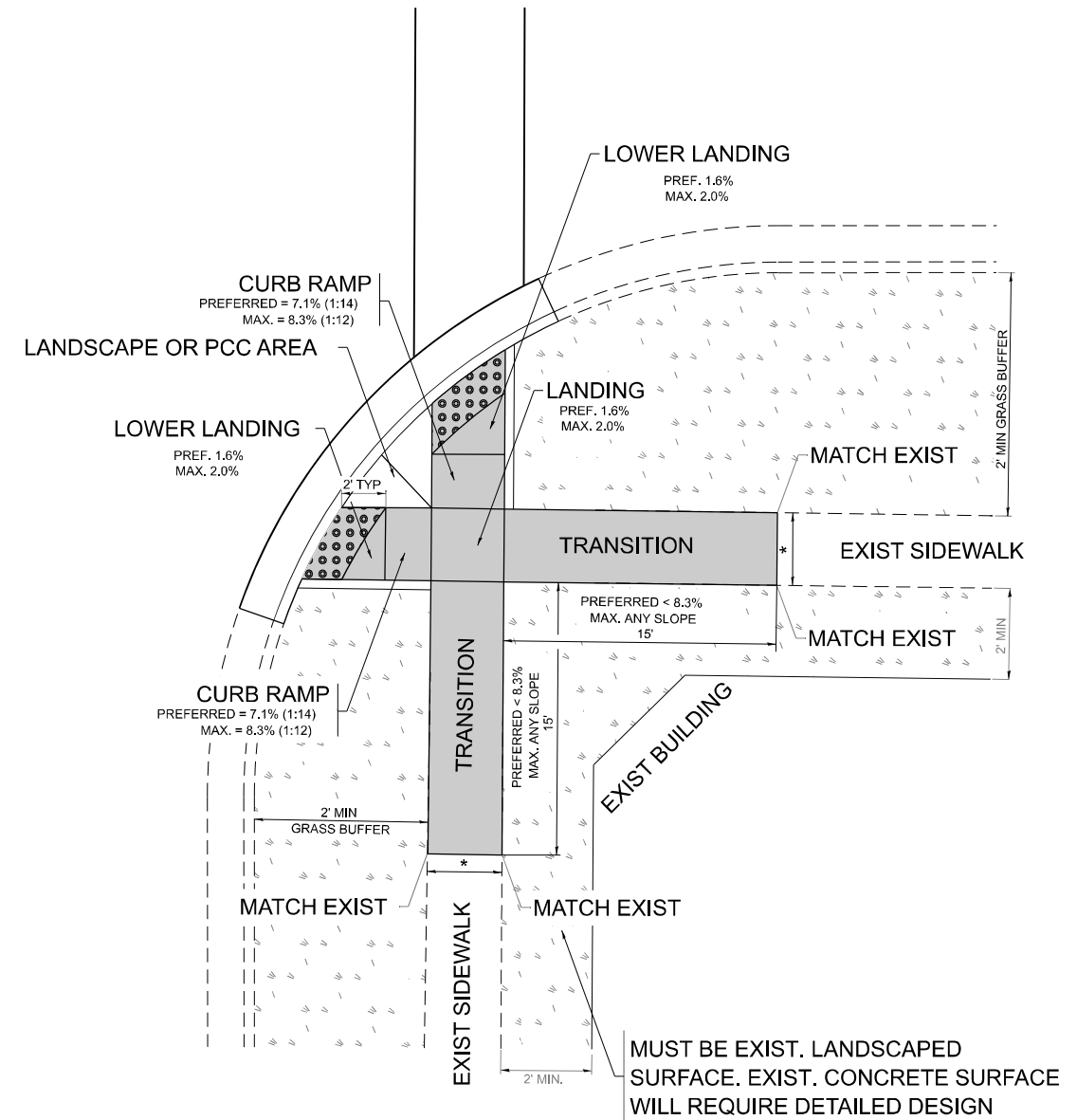
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335	FAP 335 23 OVERLAY	MCHENRY	49	36
<b>PD-02</b>			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

# ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

**PD-03A**



**PD-03B**



**LEGEND**

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

**CONSTRUCTION NOTES:**

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

MODEL: PD-03 (Sheet)  
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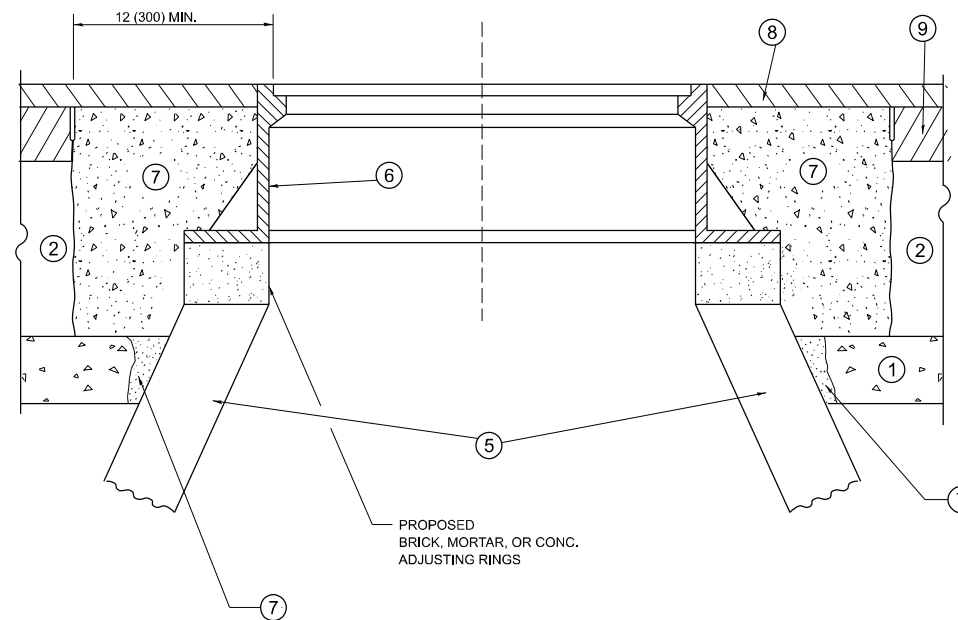
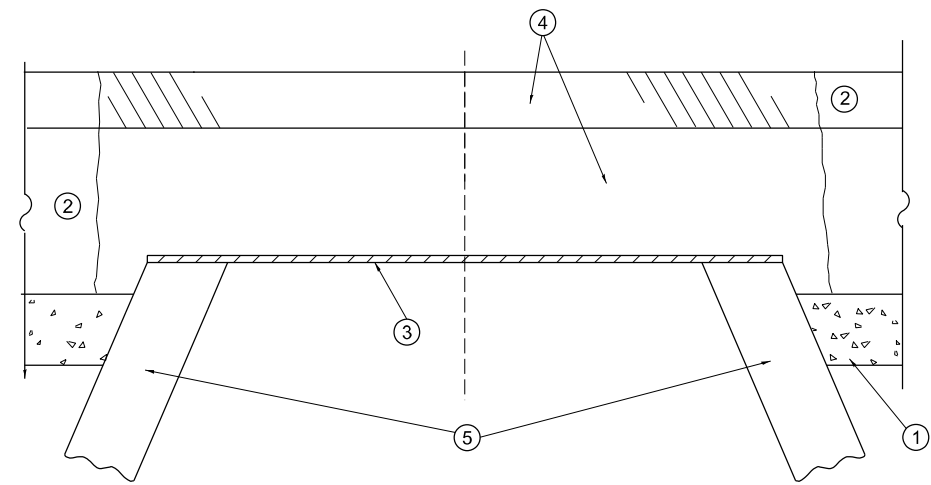
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PLOT DATE = 3/22/2024	CHECKED -	REVISED -
	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	37
<b>PD-03</b>			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				



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

**NOTES**

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

**CONSTRUCTION PROCEDURES**

**STAGE 1 (BEFORE PAVEMENT MILLING)**

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

**STAGE 2 (AFTER PAVEMENT MILLING)**

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

\* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

**LEGEND**

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

**LOCATION OF STRUCTURES**

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

**BASIS OF PAYMENT**

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

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PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED - R. BORO 12-06-11
PLOT DATE = 3/22/2024	CHECKED -	REVISED - K. SMITH 11-18-22
	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

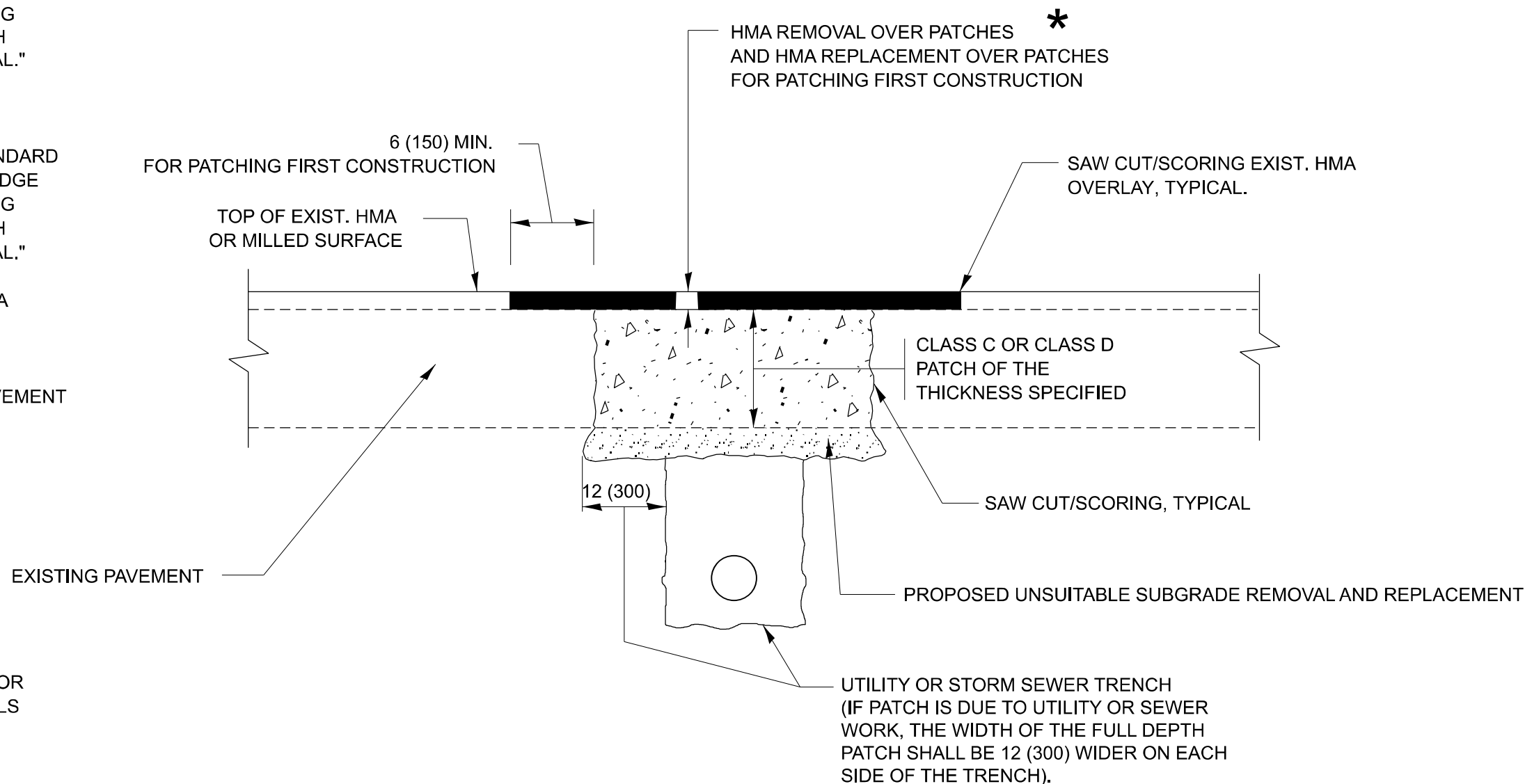
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	38
BD600-03 (BD-08)			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

**METHOD OF MEASUREMENT**

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

**BASIS OF PAYMENT**

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



\* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

**SEQUENCE OF CONSTRUCTION (PATCHING FIRST)**

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

**SEQUENCE OF CONSTRUCTION (MILLING FIRST)**

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

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

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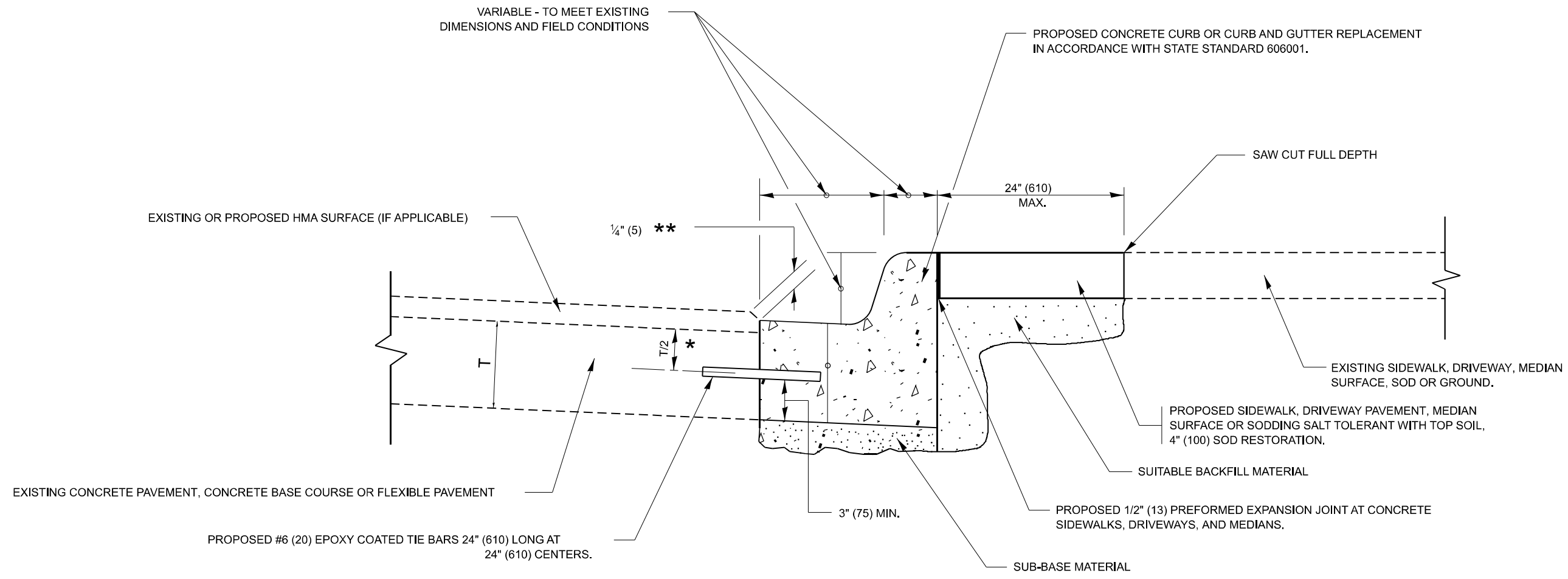
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PLOT DATE = 3/22/2024	DATE - 10-25-94	REVISED - K. ENG 10-27-08
		REVISED - K. SMITH 02-01-22

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.
335	FAP 335 23 OVERLAY	MCHENRY	49	39
BD400-04 (BD-22)			CONTRACT NO. 62V07	
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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PLOT SCALE = 0.16666833' / in.	DRAWN -	REVISED - M. GOMEZ 01-22-01
PLOT DATE = 3/22/2024	CHECKED -	REVISED - R. BORO 12-15-09
	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

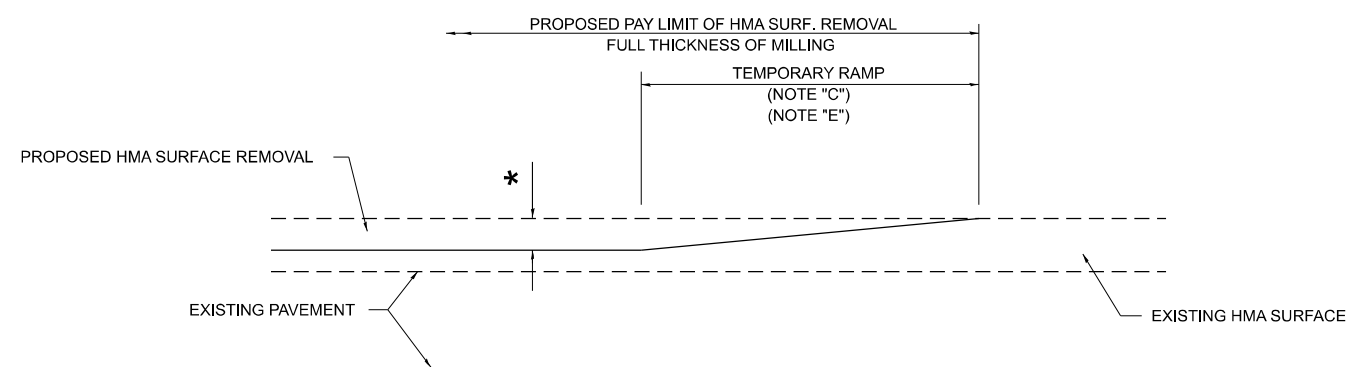
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	40
<b>BD600-06 (BD-24)</b>		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				

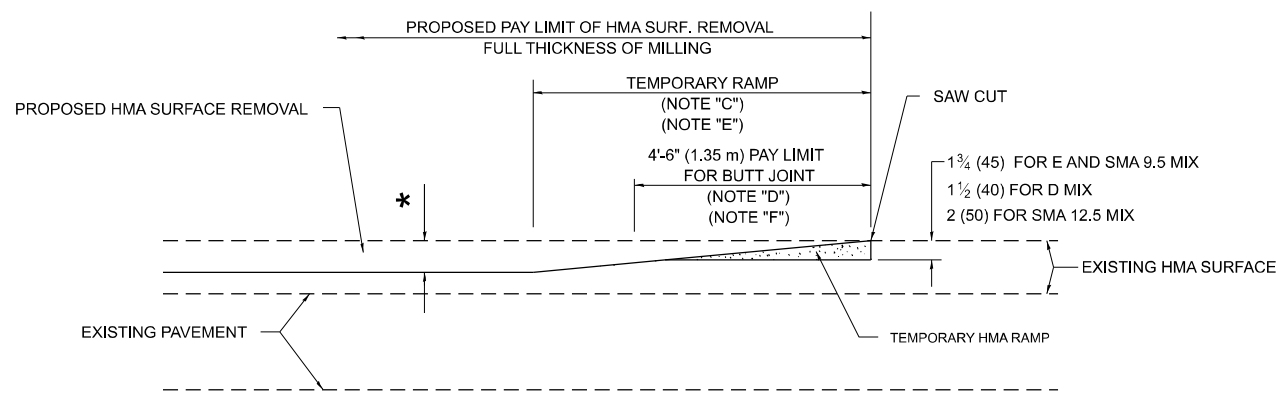




**MILLED TEMPORARY RAMP**

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 1**

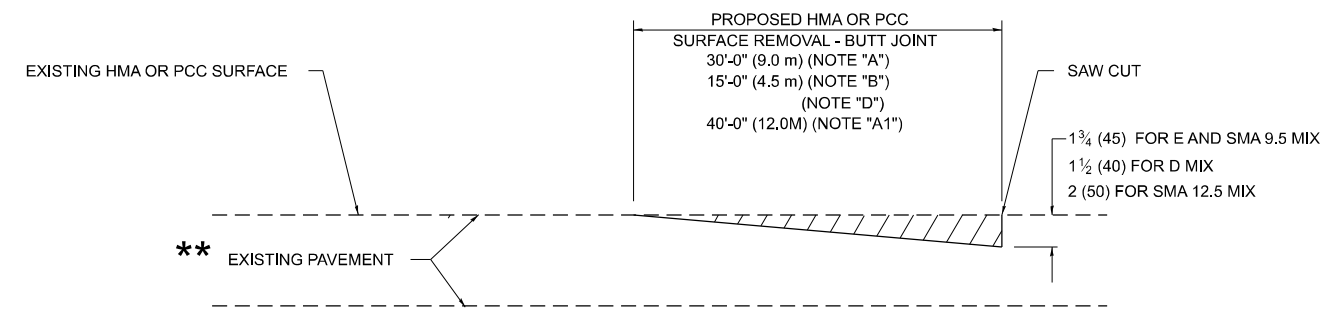


**HMA CONSTRUCTED TEMPORARY RAMP**

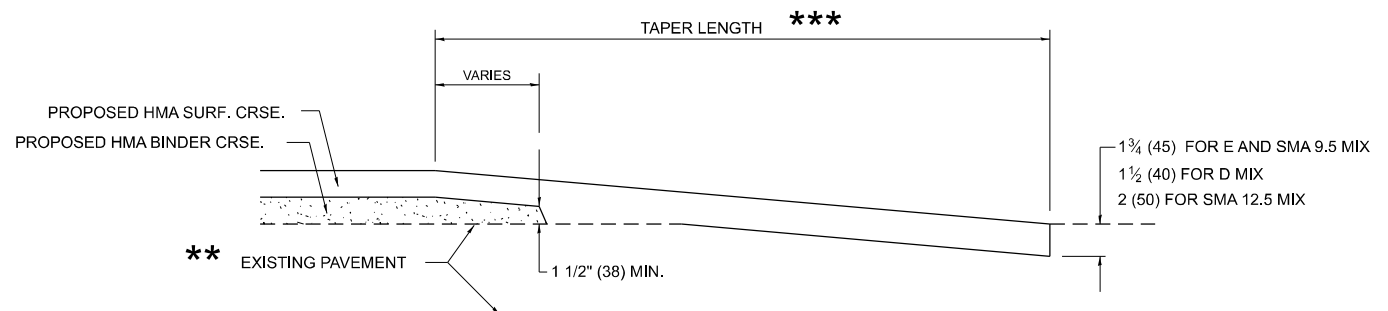
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

**OPTION 2**

**TYPICAL TEMPORARY RAMP**



**BUTT JOINT DETAIL**



**HMA TAPER DETAIL**

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

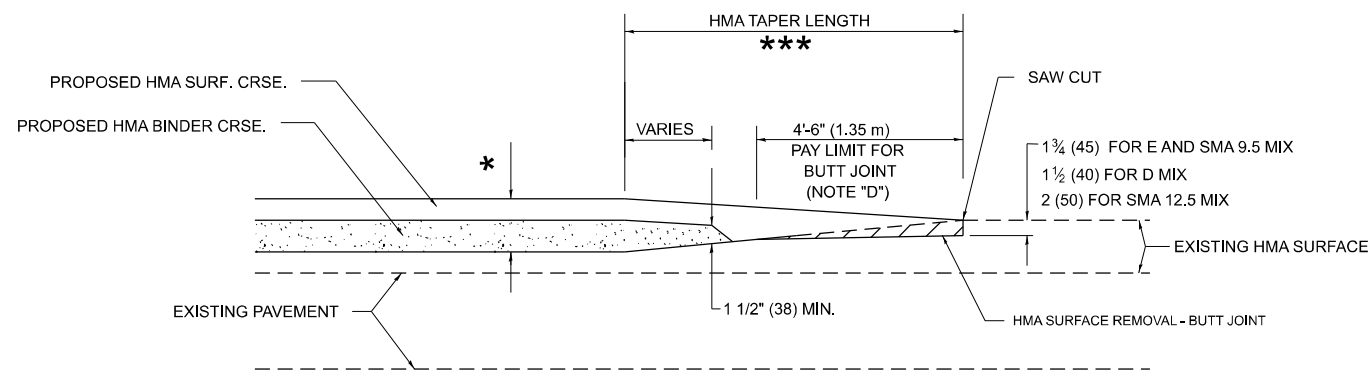
\*\*\* PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

**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.



**BUTT JOINT AND HMA TAPER**

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

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

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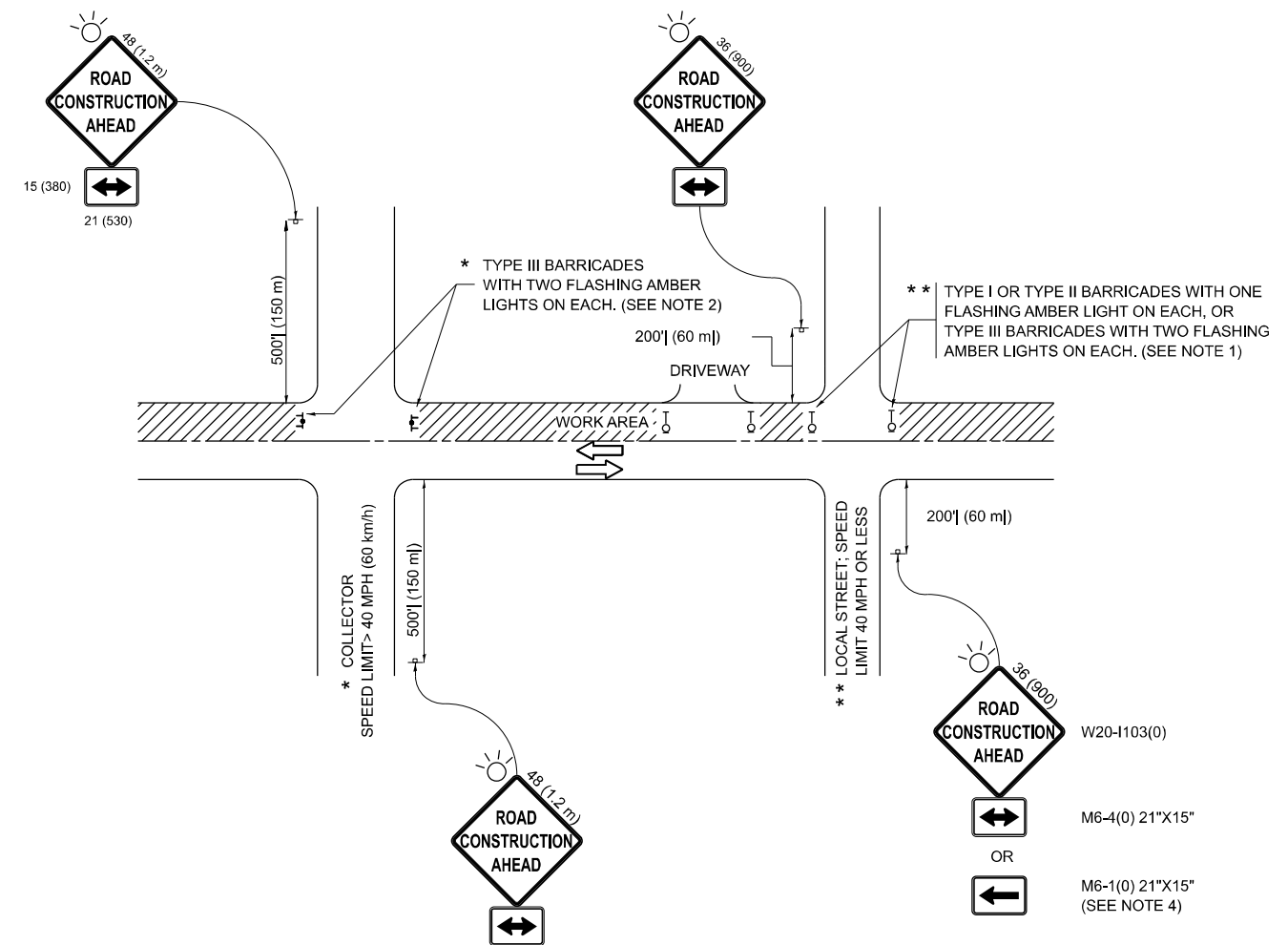
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DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 3/22/2024	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

**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.
335	FAP 335 23 OVERLAY	MCHENRY	49	41
<b>BD400-05 BD-32</b>		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				



**NOTES:**

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

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

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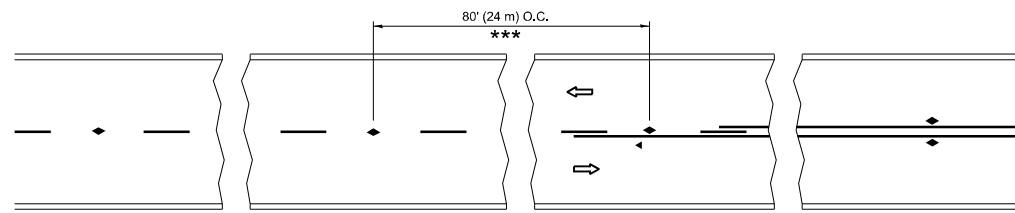
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PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED - T. RAMMACHER 01-06-00
PLOT DATE = 3/22/2024	DATE - 06-89	REVISED - A. SCHUETZE 07-01-13
		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

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

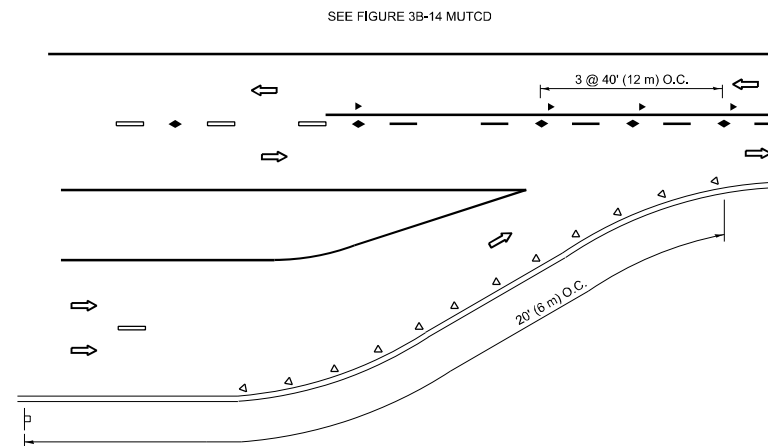
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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<b>TC-10</b>			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				

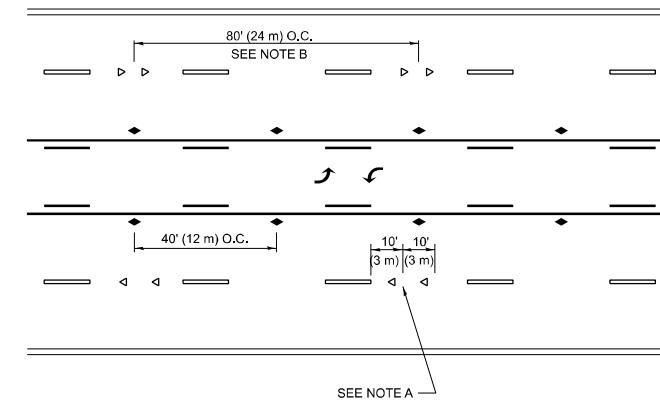


\*\*\* REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

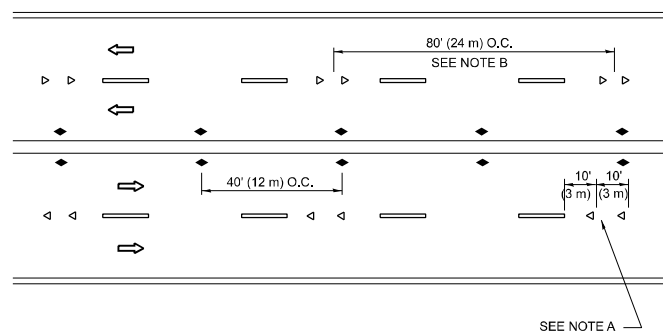
### TWO-LANE/TWO-WAY



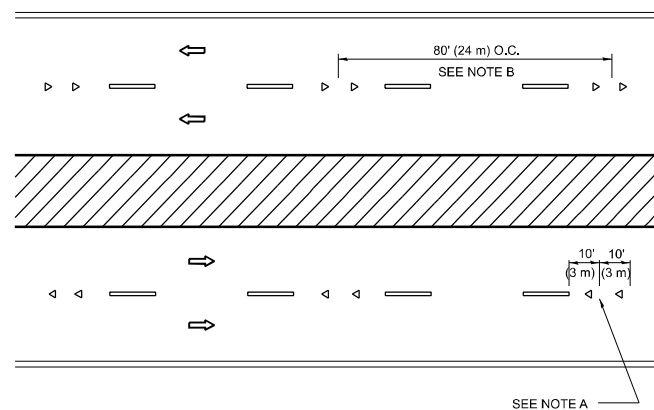
### LANE REDUCTION TRANSITION



### TWO-WAY LEFT TURN



### MULTI-LANE/UNDIVIDED



### MULTI-LANE/DIVIDED

### GENERAL NOTES

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

### SYMBOLS

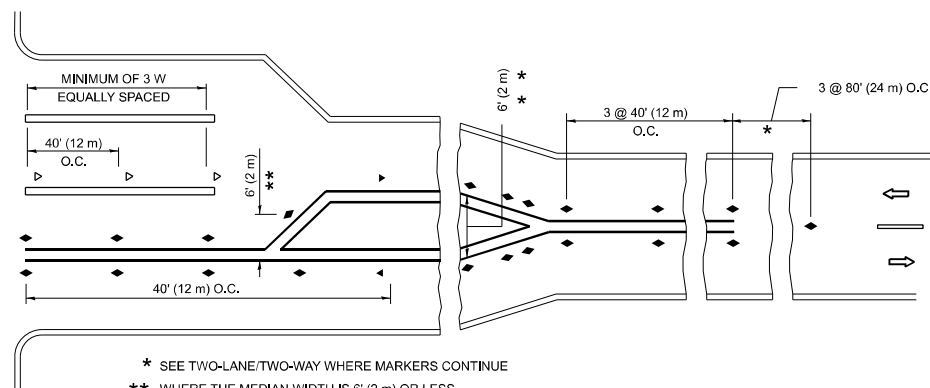
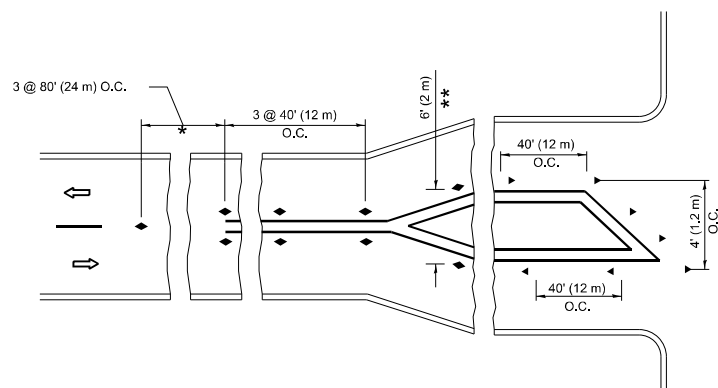
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

### LANE MARKER NOTES

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

### DESIGN NOTES

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



### TURN LANES

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

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

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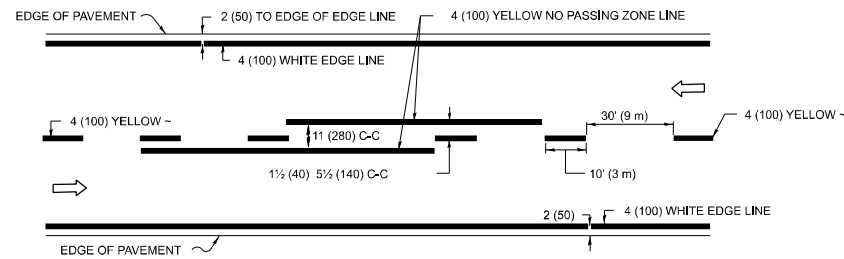
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PLOT DATE = 3/22/2024	CHECKED -	REVISED - C. JUCIUS 09-09-09
	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

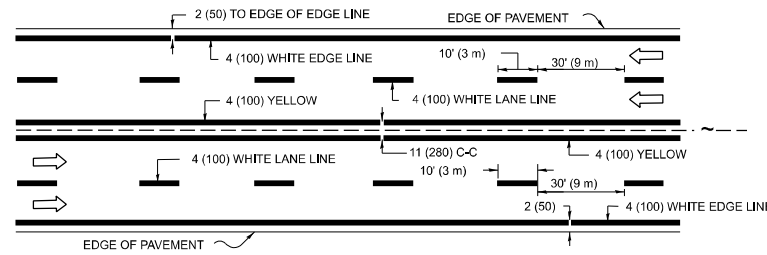
TYPICAL APPLICATIONS  
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

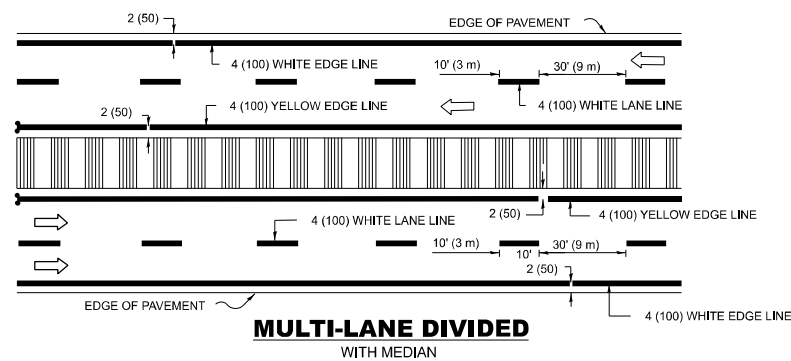
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	43
TC-11		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				



**2-LANE ROADWAY**

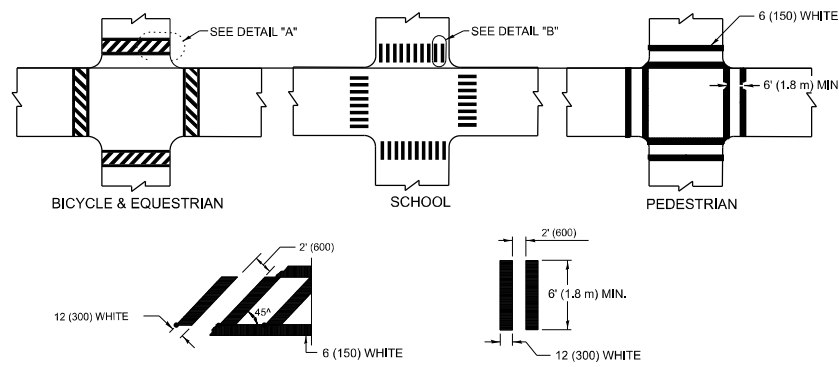


**MULTI-LANE UNDIVIDED**



**MULTI-LANE DIVIDED WITH MEDIAN**

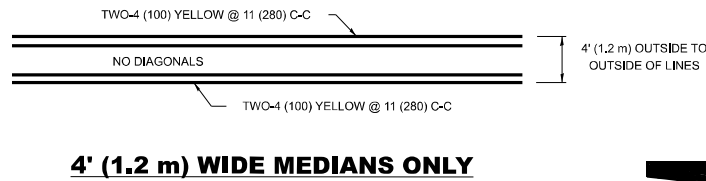
**TYPICAL LANE AND EDGE LINE MARKING**



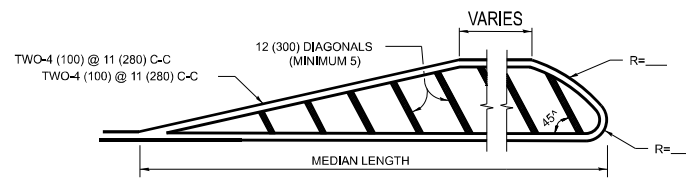
**DETAIL "A"      DETAIL "B"**

**TYPICAL CROSSWALK MARKING**

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

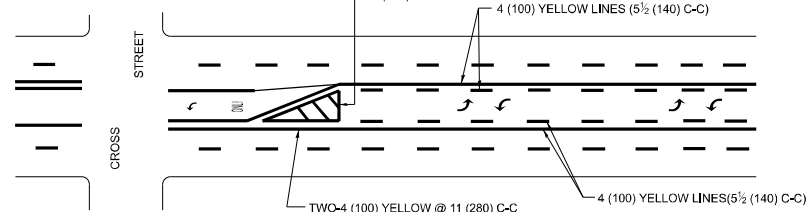


**4' (1.2 m) WIDE MEDIANS ONLY**



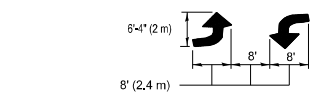
**MEDIANS OVER 4' (1.2 m) WIDE**

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))



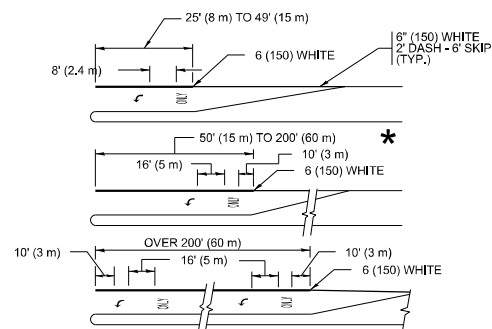
**MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING**

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**

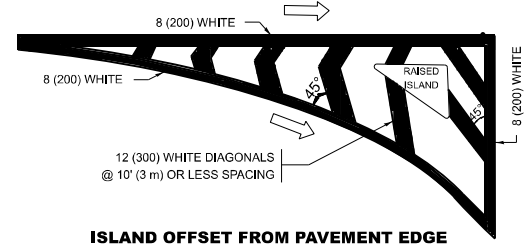


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m<sup>2</sup>) ONLY AREA = 20.8 SQ. FT. (1.9 m<sup>2</sup>)

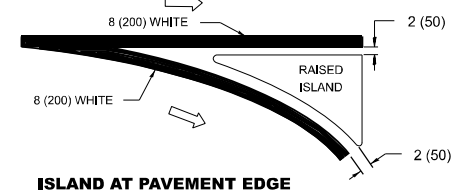
\* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

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

**TYPICAL TURN LANE MARKING**



**ISLAND OFFSET FROM PAVEMENT EDGE**

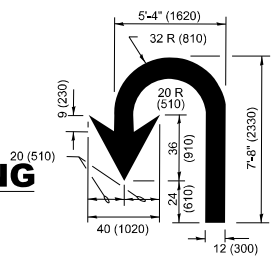


**ISLAND AT PAVEMENT EDGE**

**TYPICAL ISLAND MARKING**

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

**COMBINATION LEFT AND U-TURN**



**U-TURN**

**LANE REDUCTION TRANSITION**

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE-FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK. IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 15 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 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.

MODEL: TC-13 (Sheet)  
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USER NAME = nicholas.babu	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
DRAWN -	DRAWN - C. JUCIUS 07-01-13	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 0.16666833 / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/22/2024	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

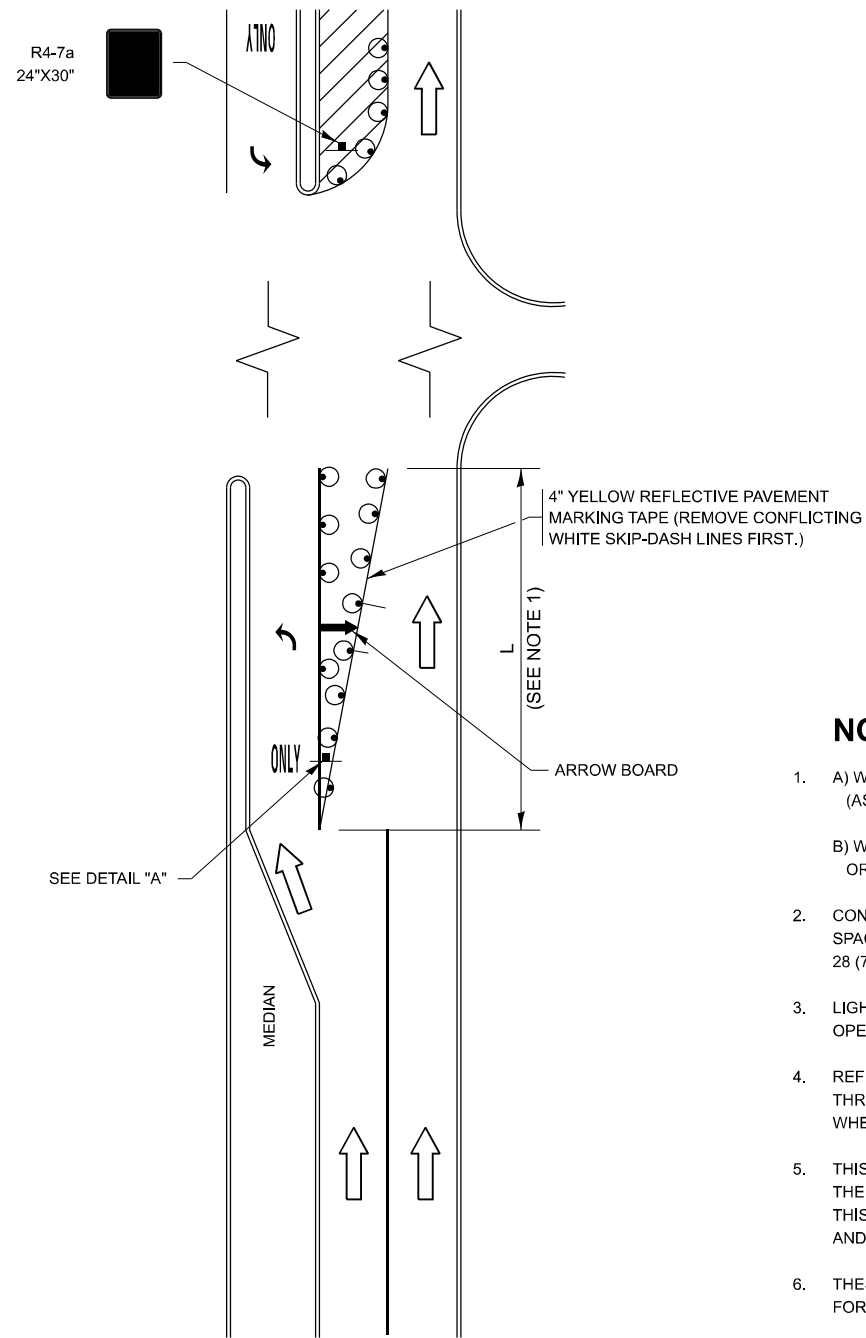
**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE TYPICAL PAVEMENT MARKINGS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	44
<b>TC-13</b>		CONTRACT NO. 62V07		
ILLINOIS		FED. AID PROJECT		

# TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



**FIGURE 1**

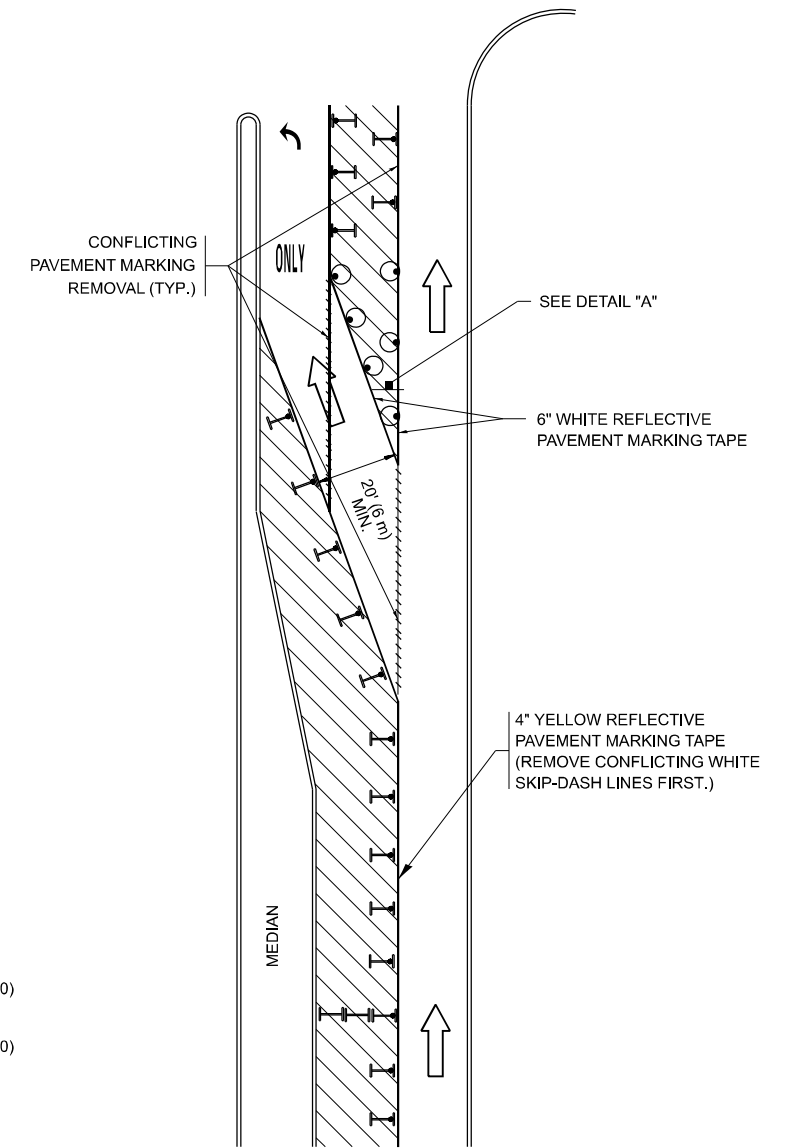
## LEGEND

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

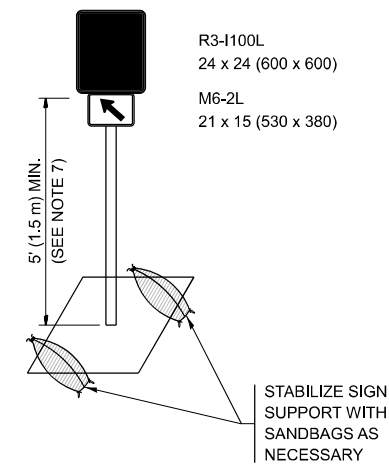
### NOTES:

1. A) WHEN "L" IS  $\leq$  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" R3-1100R 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.

# TURN BAY ENTRANCE WITHIN A LANE CLOSURE



**FIGURE 2**



**DETAIL A**

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

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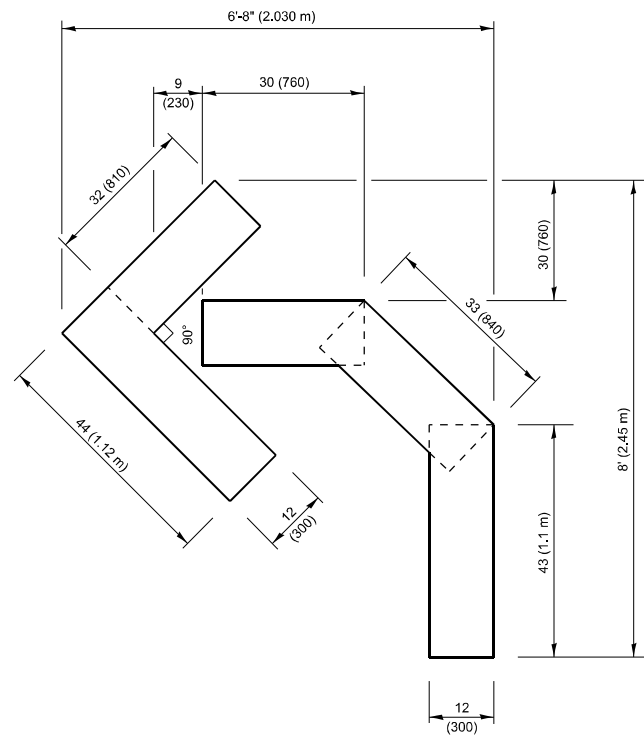
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DRAWN - A. HOUSEH 11-07-95	REVISOR - A. SCHUETZE 07-01-13	
PLOT SCALE = 0.16666633' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/22/2024	DATE - T. RAMMACHER 01-06-00	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

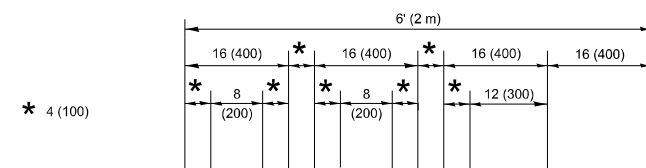
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE. 335	SECTION FAP 335 23 OVERLAY	COUNTY MCHENRY	TOTAL SHEETS 49	SHEET NO. 45
TC-14			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				



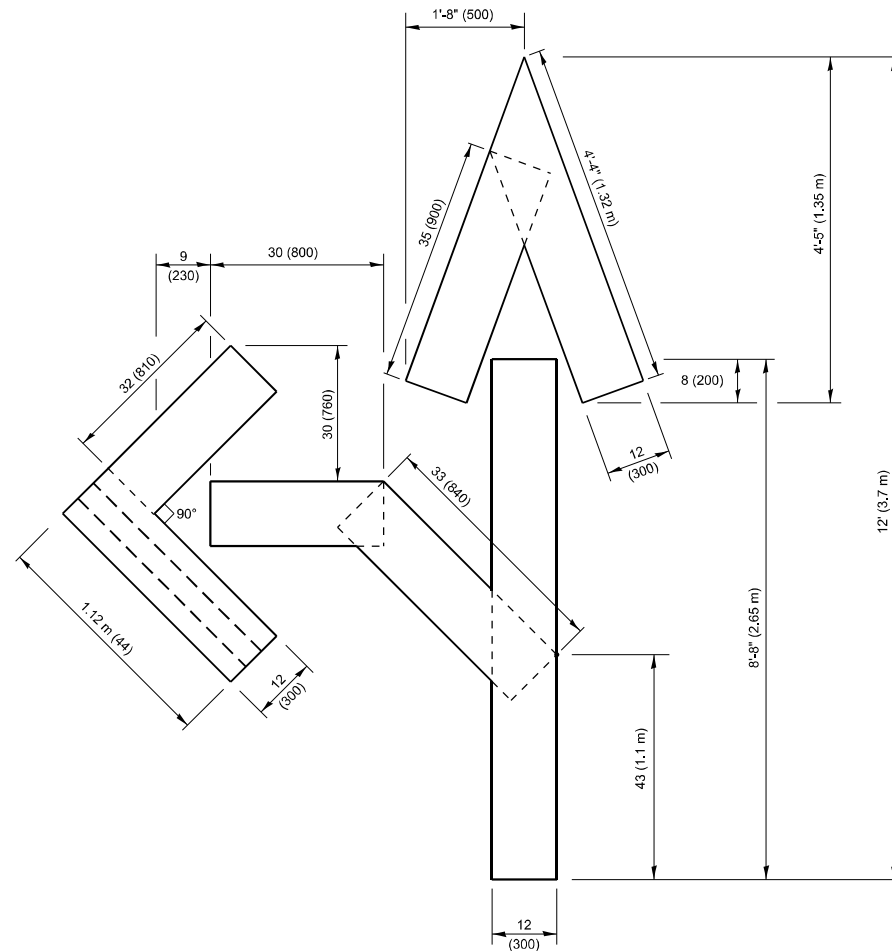
**QUANTITY**

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)

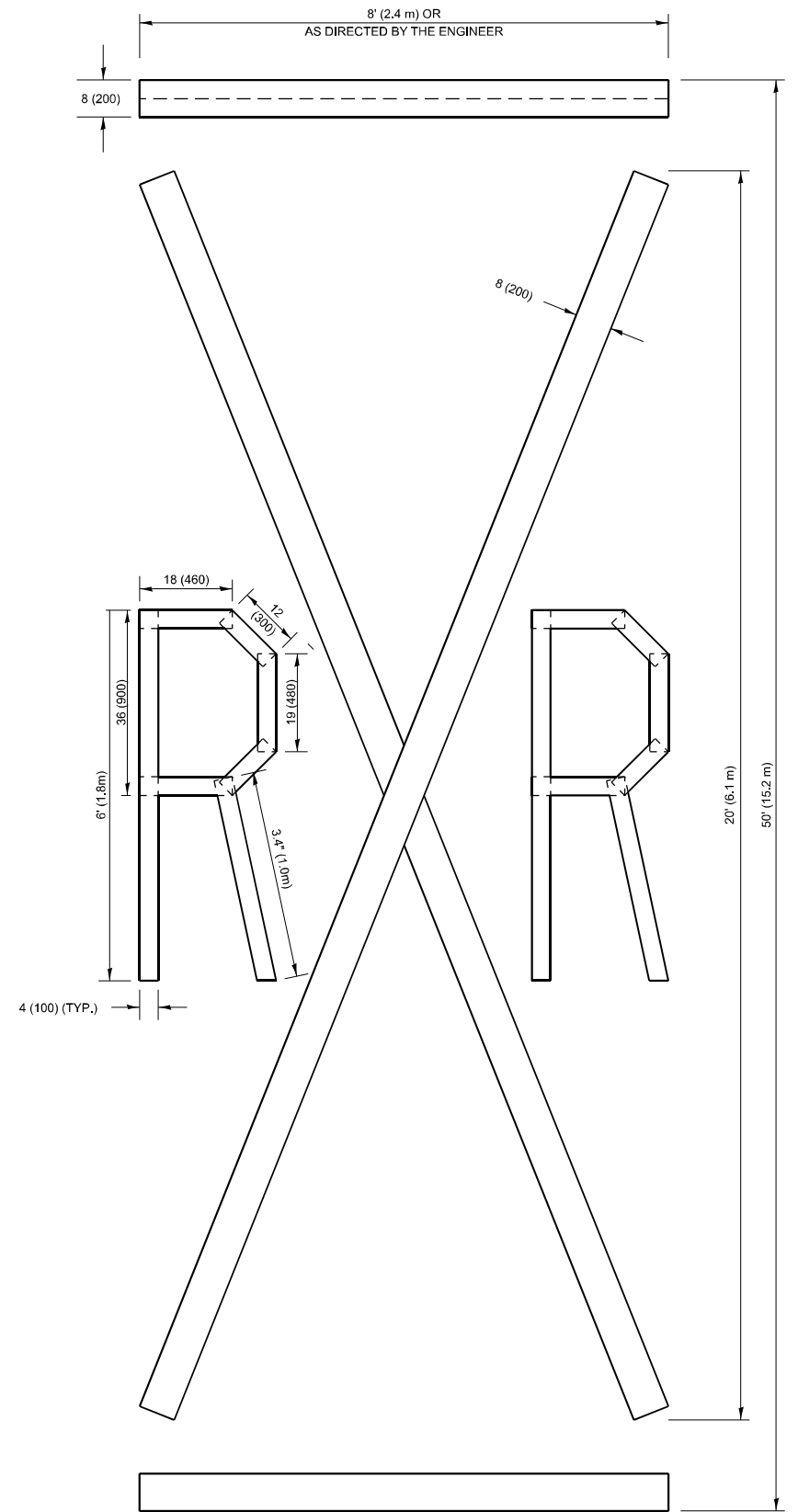


**QUANTITY**

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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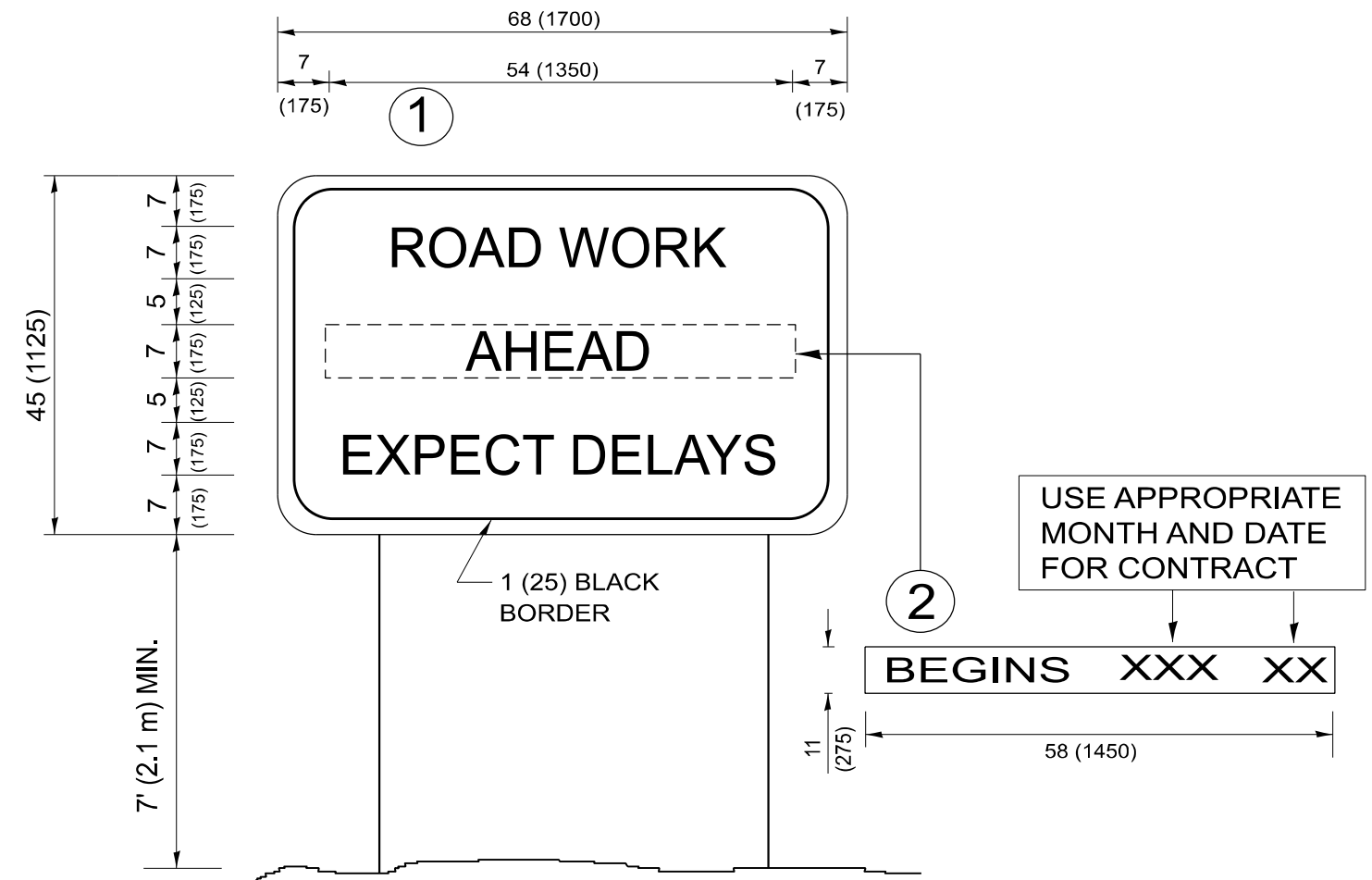
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PLOT SCALE = 0.16666833 / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/22/2024	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	46
<b>TC-16</b>			CONTRACT NO. 62V07	
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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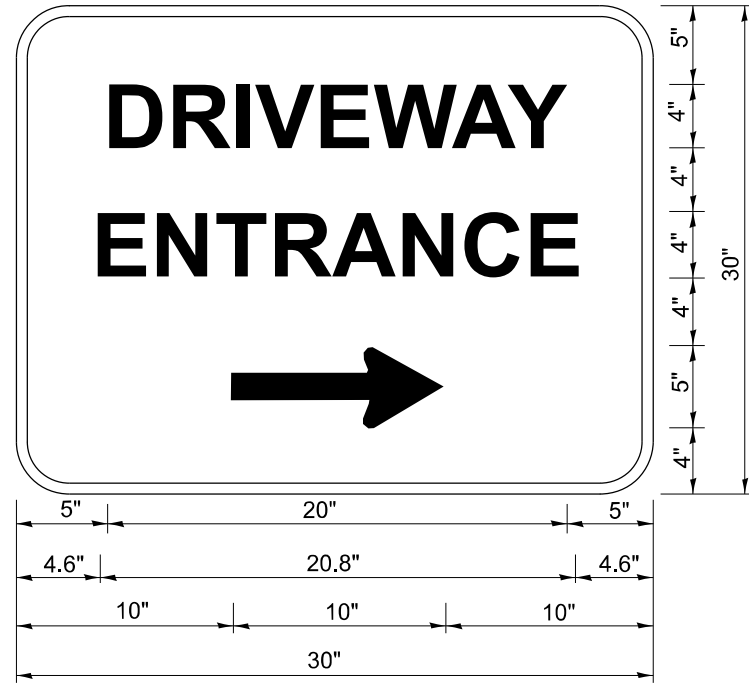
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	DRAWN -	REVISED - R. MIRS 12-11-97
PLOT SCALE = 0.16666833 1/ in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/22/2024	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD  
INFORMATION SIGN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	47
<b>TC-22</b>			CONTRACT NO. 62V07	
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 -
PLOT SCALE = 0.16666833' / in.	CHECKED -	REVISED -
PLOT DATE = 3/22/2024	DATE -	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY ENTRANCE SIGNING**

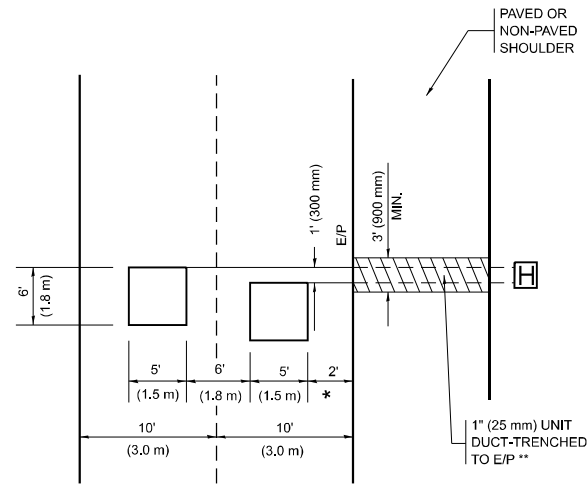
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	48
<b>TC-26</b>			CONTRACT NO. 62V07	
ILLINOIS FED. AID PROJECT				



**LOOPS NEXT TO SHOULDERS**

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



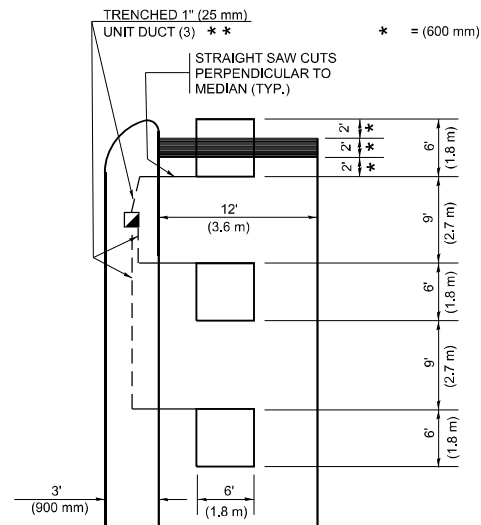
\* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS**

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

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



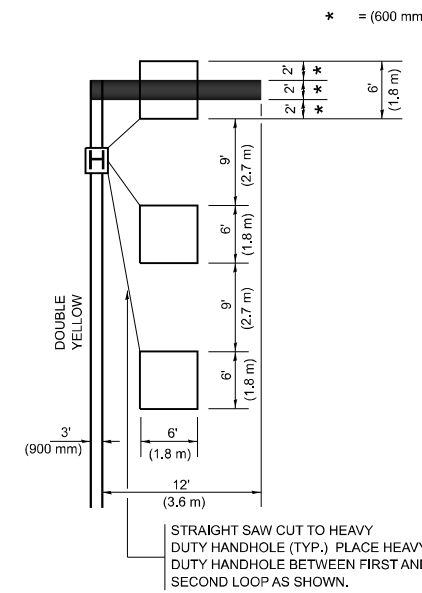
\* = (600 mm)

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

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

**LEFT TURN LANES WITHOUT MEDIANS**

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



\* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

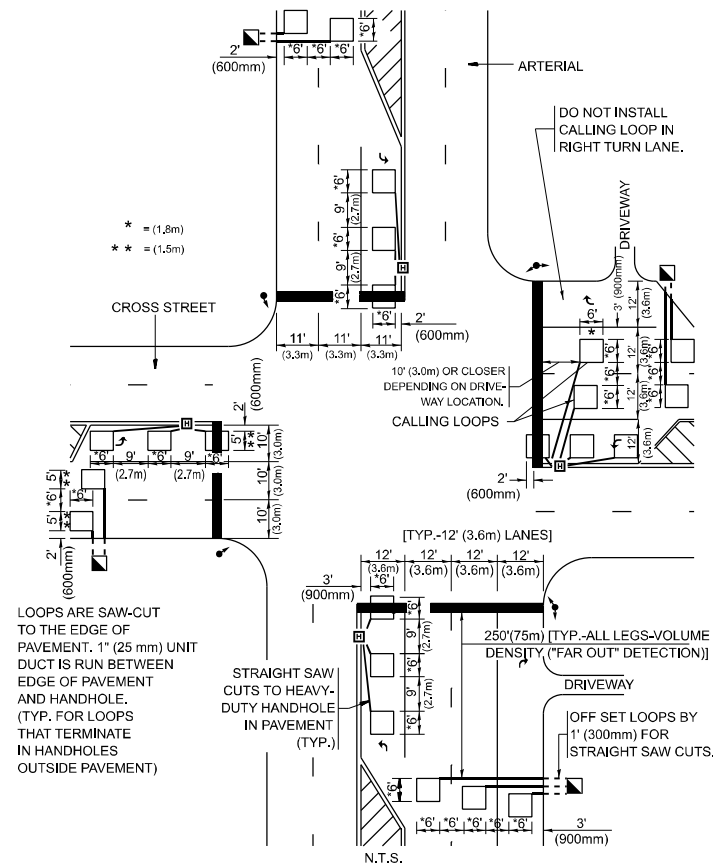
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



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

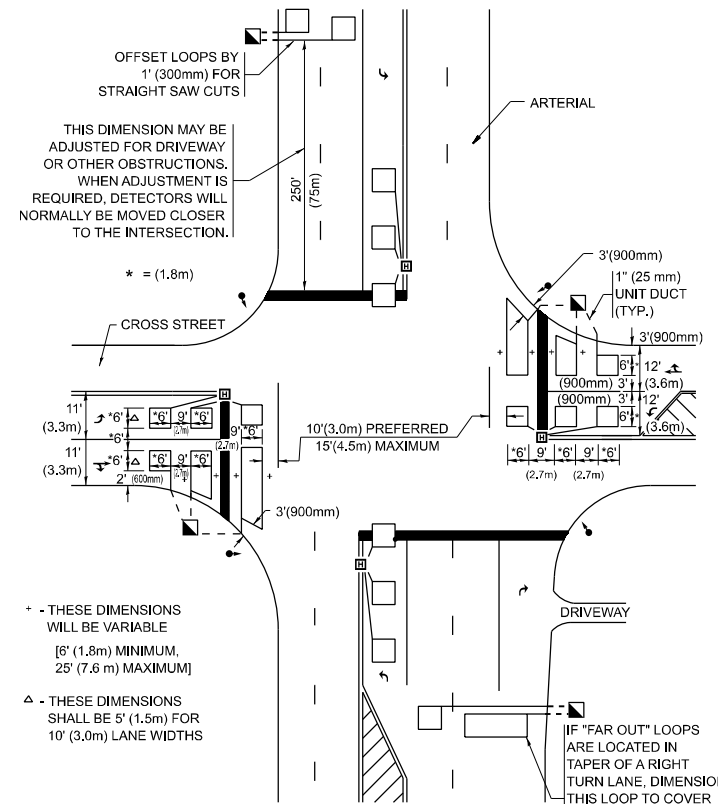
LOOPS ARE SAW-CUT TO THE EDGE OF PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN EDGE OF PAVEMENT AND HANDHOLE. (TYP. FOR LOOPS THAT TERMINATE IN HANDHOLES OUTSIDE PAVEMENT)

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

OFF SET LOOPS BY 1' (300mm) FOR STRAIGHT SAW CUTS.

**DETAIL 1**  
N.T.S.

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



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

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

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

**DETAIL 2**  
N.T.S.

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 1 - DETECTOR LOOP INSTALLATION  
DETAILS FOR ROADWAY RESURFACING**

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

USER NAME = nicholas.babul	DESIGNED -	REVISED -
PLOT SCALE = 0.16666633' / in.	DRAWN -	REVISED -
PLOT DATE = 3/22/2024	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
335	FAP 335 23 OVERLAY	MCHENRY	49	49
<b>TS-07</b>		CONTRACT NO. 62V07		
ILLINOIS FED. AID PROJECT				