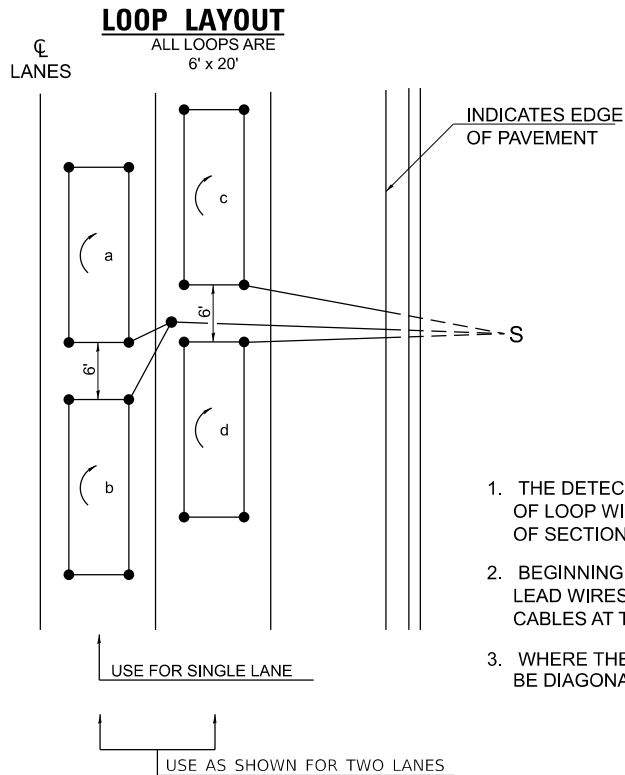


DETAIL OF DETECTOR LOOPS



LOOP LEGEND

- CLOCKWISE ROTATION FOR LOOP WIRES
- S INDICATES SPLICE POINT FOR DETECTOR LOOP LEAD
- INDICATES 2" CORE-DRILL

NOTES

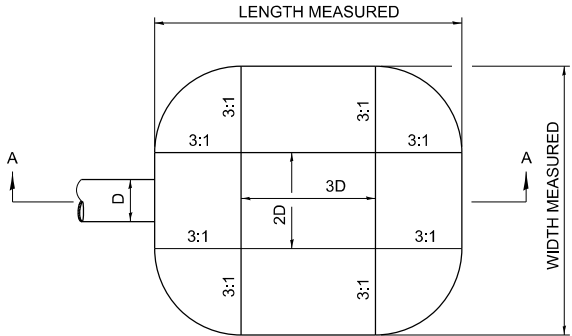
- THE DETECTOR LOOPS SHALL BE TYPE I. EACH DETECTOR LOOP SHALL HAVE 3 TURNS OF LOOP WIRE AND BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 886.
- BEGINNING LEAD WIRES SHALL BE CONNECTED TO THE BLACK LEAD AND THE ENDING LEAD WIRES SHALL BE CONNECTED TO THE WHITE LEAD OF THE TWIN TWISTED FEED CABLES AT THE SPLICE POINT.
- WHERE THE LOOPS ARE INSTALLED PRIOR TO RESURFACING, THE LOOP CORNERS SHALL BE DIAGONALLY CUT.

DETAIL 6' x 20' DETECTOR LOOPS

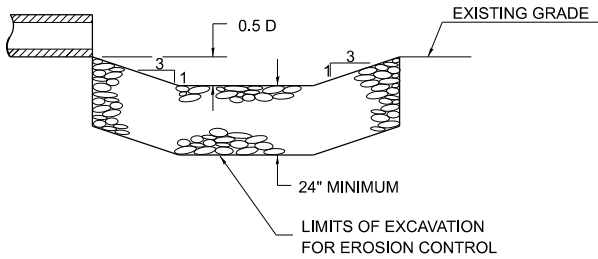
DRAWN	05-13-02
REVISED	03-26-08
REVISED	10-21-21
REVISED	05-03-22

STD. 9-05

ENERGY DISSIPATOR



PLAN



SECTION A-A

EARTH EXCAVATION FOR ENERGY DISSIPATOR

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE LENGTH, WIDTH, AND DEPTH AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER. THE EXCAVATION SHALL BE PERFORMED AT THE SAME TIME AS THE CULVERT OR DITCH IS CONSTRUCTED TO SERVE AS A TEMPORARY SEDIMENT TRAP.

EARTHWORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE RIPRAP.

ENERGY DISSIPATOR IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN AND PROFILE SHEETS.

RIPRAP FOR ENERGY DISSIPATOR

RIPRAP FOR ENERGY DISSIPATOR SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 EXCEPT AS REVISED HEREIN.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT SHALL BE AS SPECIFIED IN THESE DETAILS UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE OUTSIDE CORNERS CAN BE ROUNDED OR SQUARED.

THE RIPRAP FOR THE ENERGY DISSIPATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR **STONE DUMPED RIPRAP**.

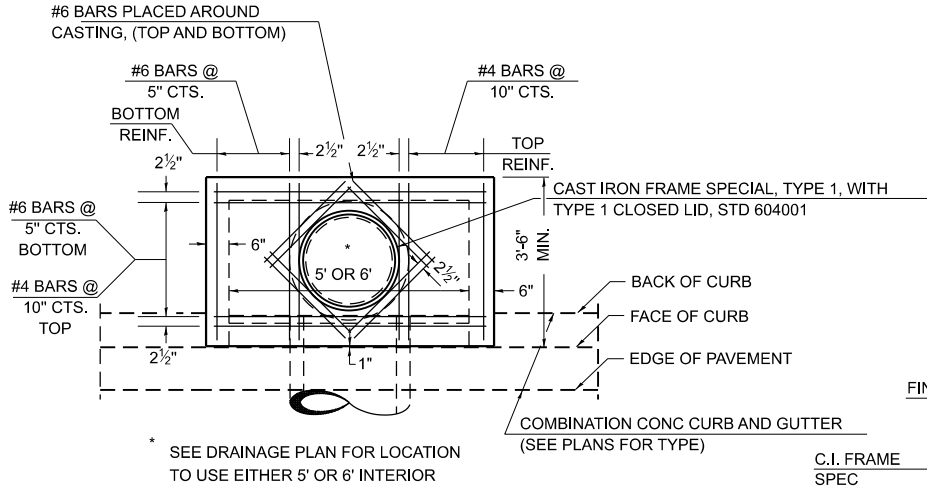
THE STONE DUMPED RIPRAP SHALL CONFORM TO THE QUALITY AND GRADATION REQUIREMENTS OF STONE RIPRAP, CLASS A4.

FILTER FABRIC AND BEDDING MATERIAL AS SPECIFIED IN SECTION 281 WILL NOT BE REQUIRED.

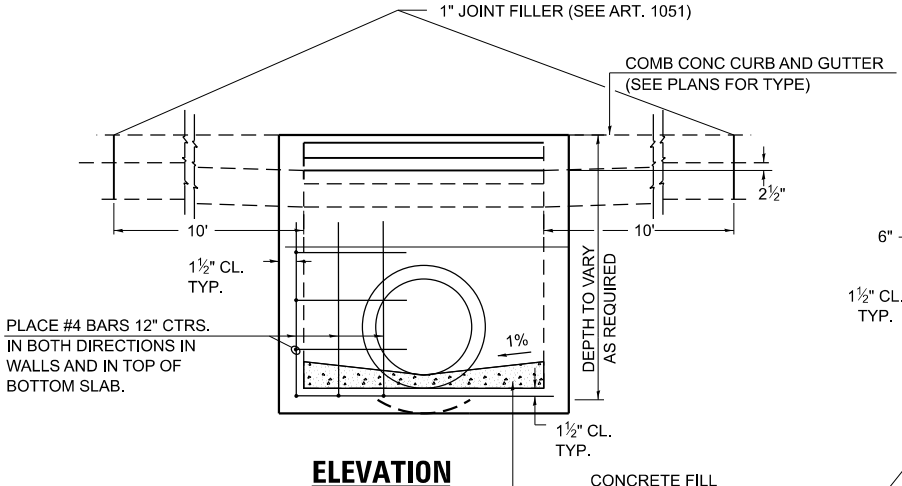
DRAWN	02-15-89
REVISED	03-26-08
REVISED	10-21-22
REVISED	05-03-22

STD. 9-06

INLETS, SPECIAL



PLAN



ELEVATION

NOTES:

PROVIDE 1 1/2" CLEARANCE TYP. ALL REINFORCEMENT UNLESS OTHERWISE SPECIFIED.

GUTTER FLOWLINE AT INLET 2 1/2" BELOW NORMAL GUTTER FLOWLINE. CONSTRUCT TRANSITION IN FLOWLINE IN 10 FEET EACH SIDE OF INLET. PIPES TO BE CONNECTED TO INLET AS SHOWN ON STORM SEWER LAYOUT.

INLETS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR **INLETS, SPECIAL** WHICH PRICE SHALL INCLUDE THE CAST IRON FRAME, SPECIAL, TYPE 1 WITH TYPE 1 CLOSED LID, THE REINFORCEMENT BARS, METAL STEPS AND JOINT FILLER.

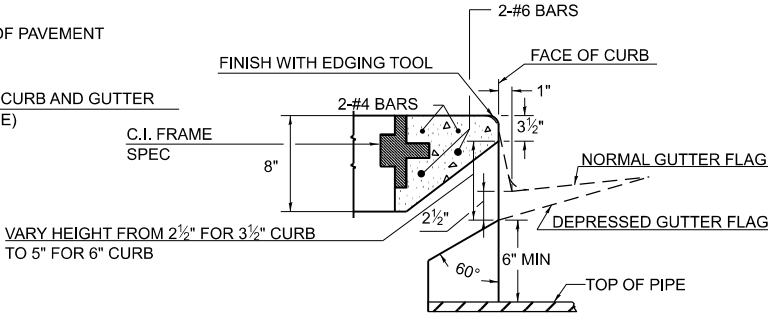
IF THE INLET IS NOT CAST IN PLACE THEN THE INLET SHALL BE PRODUCED ACCORDING SECTIONS 602 AND 1042.

** STEPS WILL BE REQUIRED AT 12" SPACING WHEN INLET IS OVER 4' DEEP. SEE ARTICLE 602.08 AND DETAILS

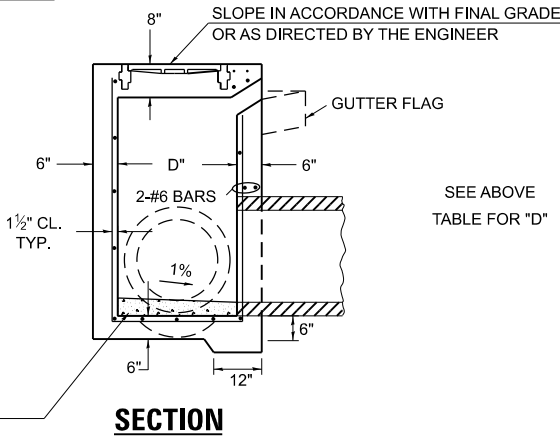
CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14

"D" TABLE

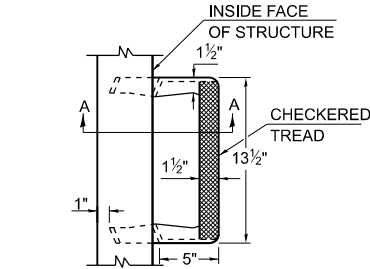
DESIGN	PIPE DIA	"D"
A	18" & LESS	2'-6"
B	21" & 24"	3'-0"
C	27" & 30"	3'-7"
D	33" & 36"	4'-2"
E	42"	4'-9"
F	48"	5'-0"
G	54"	6'-1"



SECTION AT WEIR

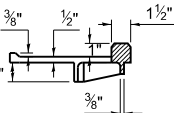


SECTION



** CAST IRON STEPS

TREAD DIMENSION DETAILS SEE HWY STD 602701



SEC. A-A

** GALVANIZED IRON STEPS

1" ROUND GALVANIZED IRON STEPS 12" O.C. (OPTIONAL STEPS)

DRAWN	02-15-89
REVISED	03-26-08
REVISED	10-21-21
REVISED	05-03-22

STD. 9-07

MODEL: D9-Office Srs-2 (Sheet)
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USER NAME	= Alicia.fowler-steves	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 7/2/2026	DATE	-	REVISED	-

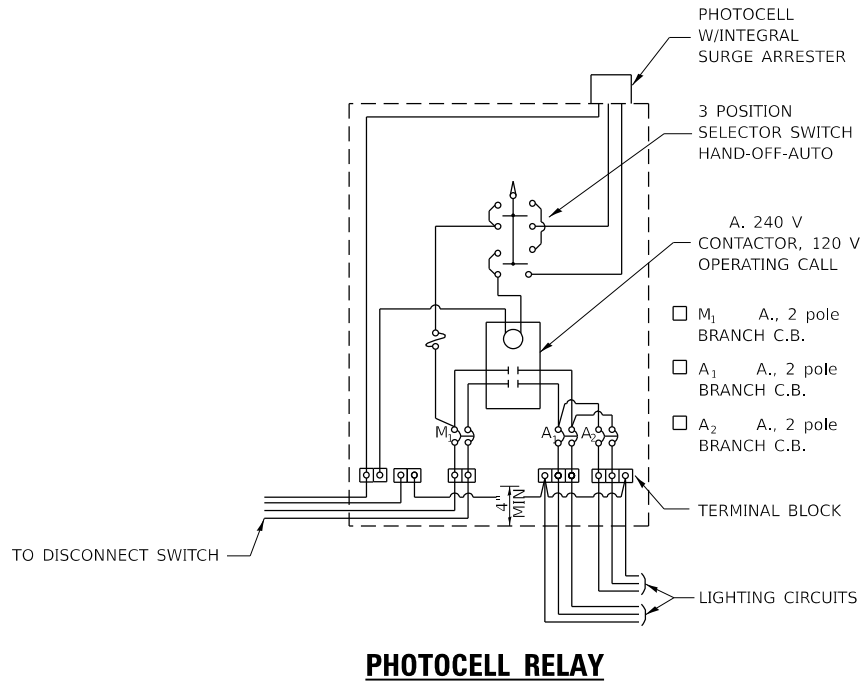
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9
OFFICE STANDARDS

SCALE: SHEET 2 OF 17 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	2
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

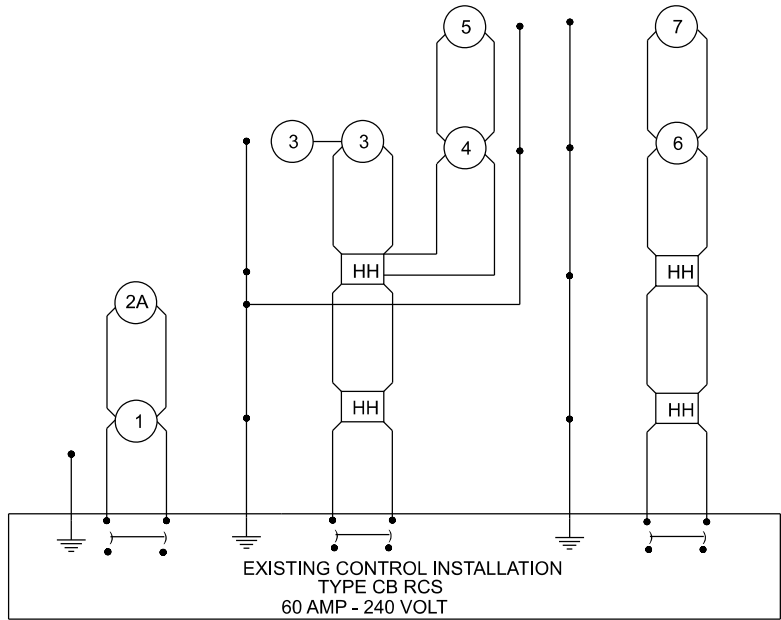
OUTDOOR LIGHTING CONTROL CABINET
(GROUND MOUNT CABINET ONLY)



DRAWN	05-18-90
REVISED	03-26-08
REVISED	10-21-21
REVISED	05-03-22

STD. 9-08

WIRING DIAGRAM FOR LIGHTING



NOTES:

- FOR SIZE AND TYPE OF CABLE USED FOR LIGHTING INSTALLATION SEE CABLE DIAGRAM SHEET NO. .
- POWER TO CONTROL INSTALLATION SHALL REMAIN AS IS.

LEGEND FOR WIRING DIAGRAM

- HH INDICATES PROPOSED TRAFFIC SIGNAL HANDHOLE.
NOTE: THE SIGNAL CONDUIT SYSTEM SHALL BE UTILIZED TO INSTALL WIRING FOR ALL THE PROPOSED LIGHTING SYSTEM, EXCEPT FOR LIGHT POLES NO. .
- 1 NUMBER INDICATES POSITION OF POLE IN WIRING DIAGRAM.
- INDICATES PROPOSED GROUND AT LIGHT POLE AND CONTROL INSTALLATION.
- ⏏ INDICATES CONTINUOUS GROUND FROM CONTROL INSTALLATION.

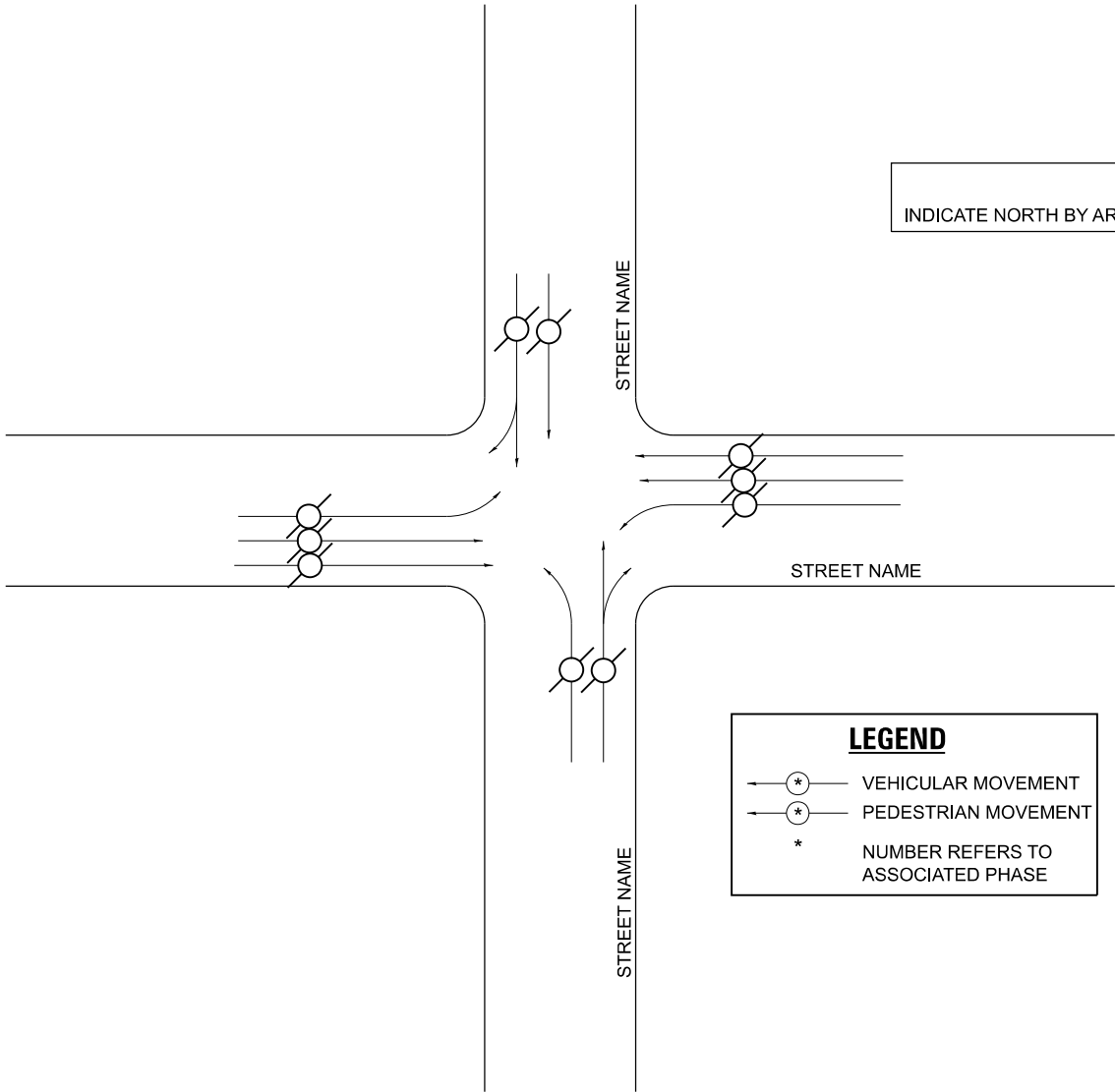
DRAWN	07-27-93
REVISED	05-17-13
REVISED	10-21-21
REVISED	05-04-22

STD. 9-10

PHASE DESIGNATION DIAGRAM

NAME OF INTERSECTION
CONTROLLER SPECIFIED

REFERRING TO STANDARD 857001, THE
VEHICULAR AND PEDESTRIAN PHASES
USED ARE DESIGNATED AS SHOWN.



LEGEND

- ← * → VEHICULAR MOVEMENT
← * → PEDESTRIAN MOVEMENT
* NUMBER REFERS TO ASSOCIATED PHASE

DRAWN	01-31-90
REVISED	03-27-08
REVISED	10-21-21
REVISED	05-04-22

STD. 9-11

MODEL: D9-Office Sigs-3 [Sheet]
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USER NAME	= Alicia.fowler-steves	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 7/2/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9
OFFICE STANDARDS

SCALE: SHEET 3 OF 17 SHEETS STA. TO STA.

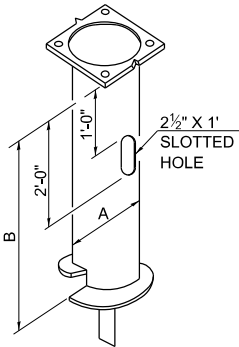
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	3
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

LIGHT POLE FOUNDATION

DATA, STEEL ** FOUNDATION TABLE				
BOLT CIRCLE	A	B	MOUNTING HEIGHT	
1'-3"	10"	6'-0"	45'-0" OR 50'-0"	*
1'-3"	8"	6'-0"	45'-0"	
11"	8"	6'-0"	40'-0" OR LESS	

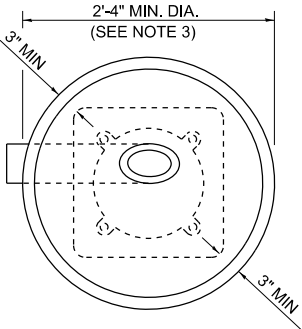
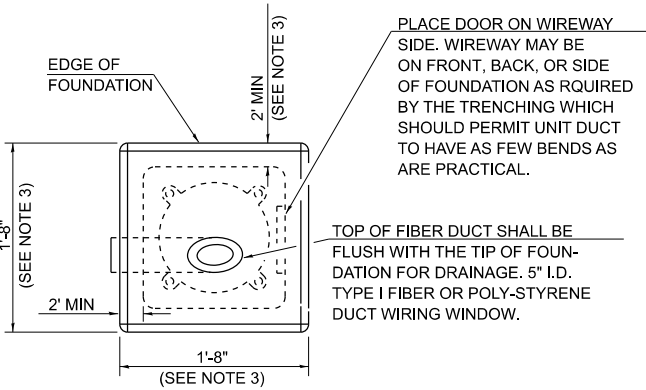
FOR USE ON POLES
W/TWIN TENON

** MINIMUM TORQUE
REQ'D TO INSTALL
FOUNDATIONS SHALL
BE 5,000 LBS

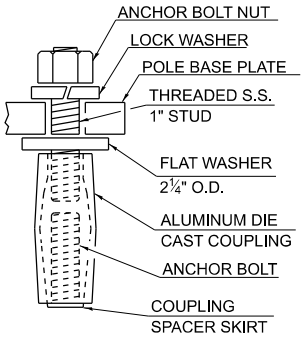


STEEL POLE FOUNDATION

LOW MOUNTING FOUNDATION TABLE		
HEIGHT	DEPTH	BOLT CIRCLE
30'-0"	5'-0"	11"
31'-0" - 35'-0"	6'-0"	11"
36'-0" - 40'-0"	7'-0"	1'-3"
41'-0" - 45'-0"	7'-6"	1'-3"
46'-0" - 50'-0"	8'-0"	1'-3"



ALT. FOUNDATION



TYP. COUPLING

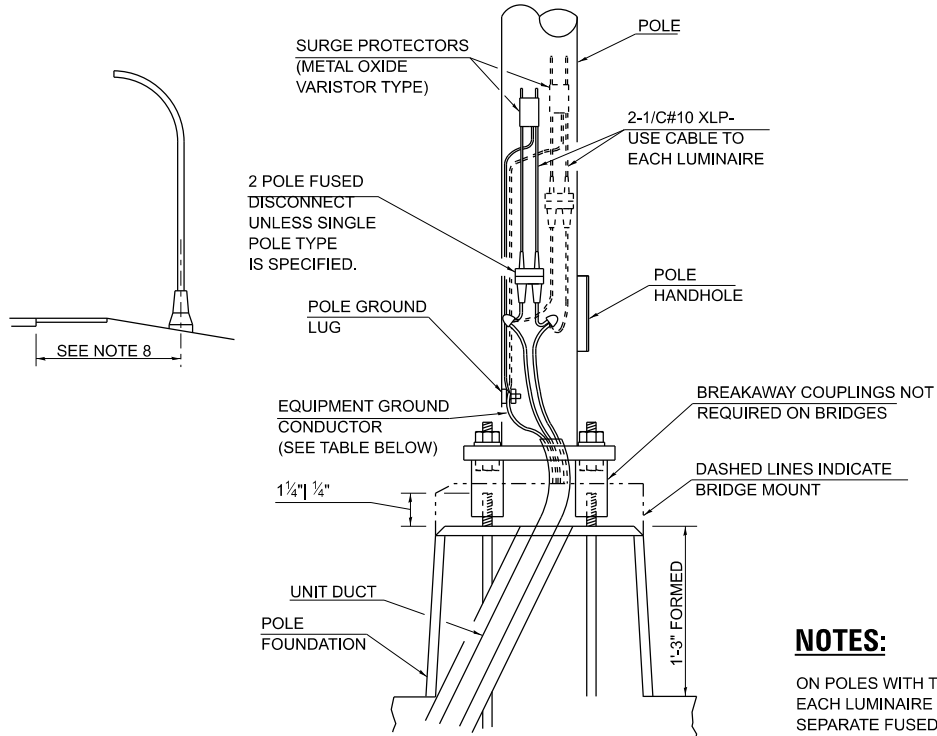
GENERAL NOTES

- AFTER POURING CONCRETE, THE FORM SHALL REMAIN UNDISTURBED OVERNIGHT.
- THE TOP 15" ONLY SHALL BE FORMED. CONCRETE BOUNDED BY UNDISTURBED EARTH ONLY SHALL FILL THE REMAINDER OF THE HOLE.
- MINIMUM CLEARANCE FROM THE OUTSIDE EDGE OF FOUNDATION TO ANY PART OF THE POLE BASEPLATE SHALL BE 3".
- THE DEPTH OF THE FOUNDATION MAY BE REDUCED 6" FOR EVERY 12" OF ROCK ENCOUNTERED WITH A MINIMUM DEPTH OF 4'-6". WHEN THE DEPTH OF THE FOUNDATION IS DECREASED TO LESS THAN 6' THE ANCHOR BOLTS SHALL BE CUT, THREADED, AND A STEEL PLATE 20" X 20" X 1/4" SHALL BE INSTALLED ON THE ANCHOR BOLTS 6" ABOVE THE BOTTOM OF THE EXCAVATION. THE COST SHALL BE INCIDENTAL THE FOUNDATION.
- ON PARAPET WALLS USE 1 1/4" DIA. ANCHOR BOLTS. USE SELF-LOCKING NUT AND FLAT WASHER. DO NOT USE LOCKWASHER. (FOR DETAILS SEE STANDARD III/2.35 OF BRIDGE DESIGN MANUAL.
- BEND RADIUS SHALL BE FOUR TIMES BOLT DIAMETER.
- CONNECT GROUND WIRES TO POLE BASE GROUND LUG, NOT ANCHOR BOLTS OR TRANSFORMER BASE.
- LOW MOUNT POLE FOUNDATION SETBACK: FOR HORIZONTAL MOUNTED LUMINAIRES, SETBACK SHALL BE A MINIMUM OF 20' FROM EDGE OF PAVEMENT.

FOR VERTICAL MOUNT LUMINAIRES, SETBACK SHALL BE A MINIMUM OF 30' FROM EDGE OF PAVEMENT. POLES SHALL BE LOCATED 5' BEHIND GUARDRAIL OR OTHER PROTECTIVE BARRIERS, OR AS DIRECTED BY THE ENGINEER.

DRAWN	02-09-01
REVISED	05-06-08
REVISED	10-21-21
REVISED	05-03-22

STD. 9-09



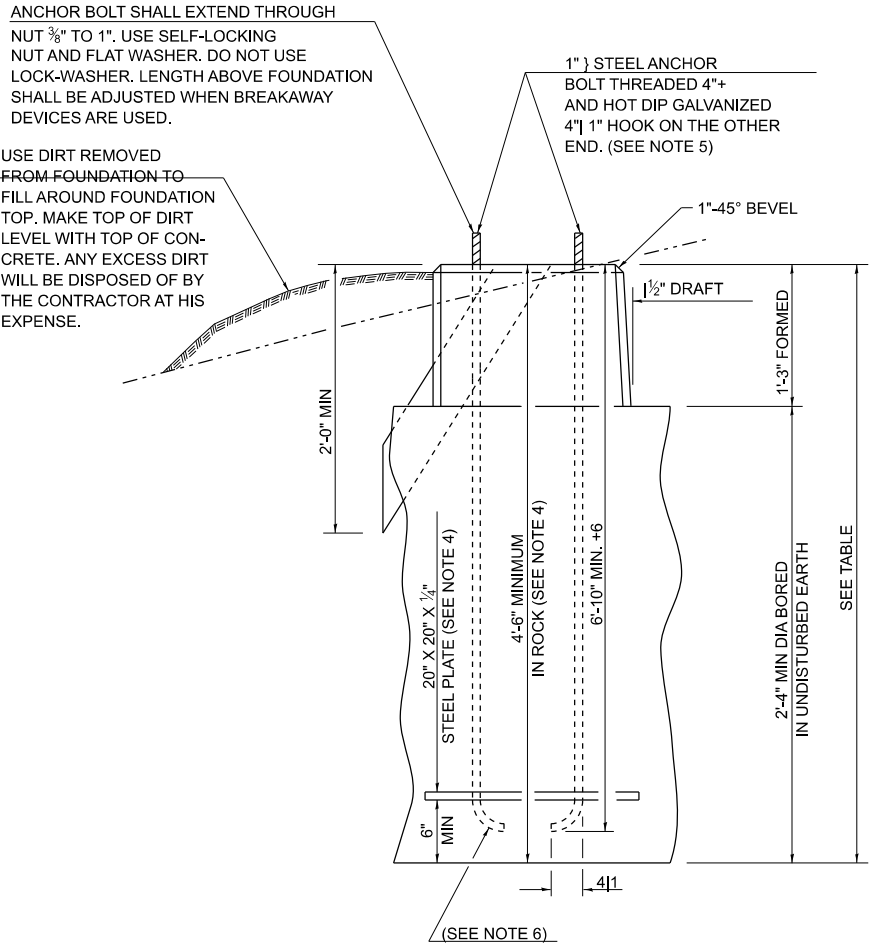
EQUIPMENT GROUND TABLE	
BREAKER SIZE	CONDUCTOR SIZE
30 AMP.	#10 COPPER
40 AMP.	#10 COPPER
60 AMP.	#10 COPPER
100 AMP.	#8 COPPER

NOTES:

ON POLES WITH TWO LUMINAIRES, EACH LUMINAIRE SHALL HAVE A SEPARATE FUSED DISCONNECT.

INSTALLATION INSTRUCTIONS:

SCREW COUPLINGS ON TO ANCHOR BOLTS TO END OF THREADS, LEVEL COUPLINGS VERY IMPORTANT. AS COUPLINGS WILL BECOME OVER-STRESSED AND EITHER CRACK OR STRIP THREADS INSIDE COUPLING.



METAL

OR

CONCRETE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9
OFFICE STANDARDS

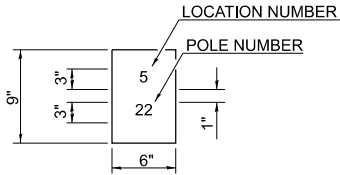
SCALE: SHEET 4 OF 17 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	4
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

POLE STANDARDS

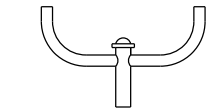
"INSTALL AND ORIENT ARM BRACKET OVER POLE TENON AND FIRMLY HAND TIGHTEN THE TWO SET SCREWS. USE THIRD HOLE IN ARM BRACKET AS A GUIDE TO DRILL A 2 1/64 DIAMETER HOLE THROUGH TENON. INSTALL AND TIGHTEN SELF-TAPPING SCREW. TIGHTEN SET SCREWS AN ADDITIONAL 1/4 TO 3/8 TURN WITH HEX KEY (NOT PROVIDED). INSTALL LOCKNUTS ON SET SCREWS IF THREADED PROJECTION ALLOWS."

POLE SHALL MEET AASHTO STANDARD SPECIFICATIONS FOR 80 MPH WIND LOADING AND 90 LB, 4.0 SQ. FT E.P.A. LUMINAIRE.

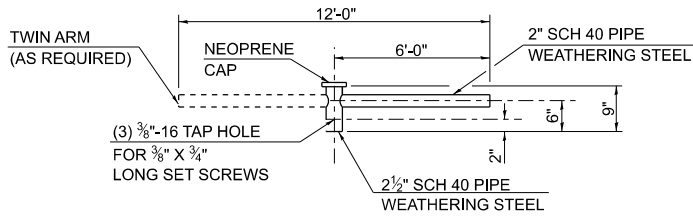


THE CONTRACTOR SHALL FURNISH AND INSTALL A LIGHT POLE IDENTIFICATION OF EACH NEW LIGHT POLE, AS SHOWN ABOVE, INCIDENTAL TO THE RESPECTIVE LIGHT POLE PAY ITEM IN ACCORDANCE WITH ART, 1069.06

THE LIGHT POLE IDENTIFICATION SHALL BE APPLIED TO SIGN BASE MATERIAL AS SPECIFIED IN ART. 1069.06, APPROXIMATELY 7" ABOVE THE ADJACENT PAVEMENT GRADE VISIBLE TO APPROACHING TRAFFIC IN ACCORDANCE WITH HIGHWAY STANDARD 720001.

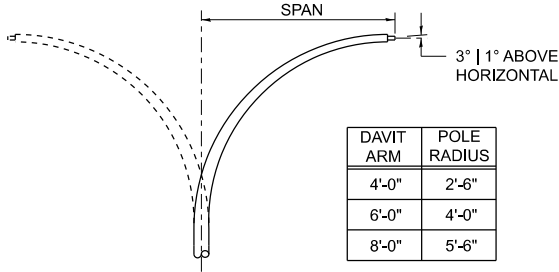


TWIN TENON



TENON MOUNT BRACKET ARM

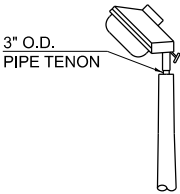
NOTE: SINGLE OR TWIN ARM ASSEMBLY SHALL BE TILTED 3° ABOVE HORIZONTAL.



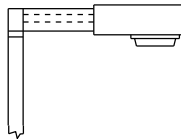
DAVIT ARM	POLE RADIUS
4'-0"	2'-6"
6'-0"	4'-0"
8'-0"	5'-6"

DAVIT ARM (AND OR)

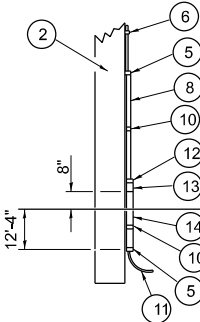
DAVIT ARM-TWIN



TENON



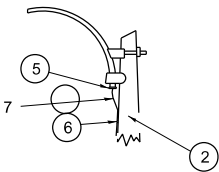
SHORT BRACKET



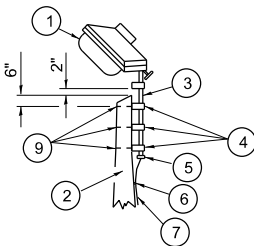
DETAILS FOR UNDERGROUND DISTRIBUTION IF REQUIRED

POLE, WOOD

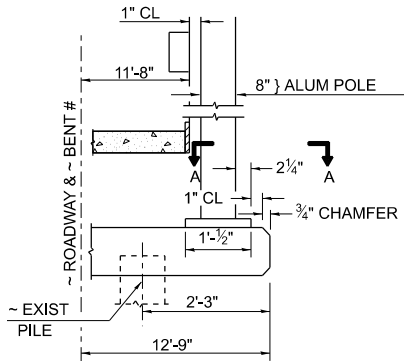
POLE LENGTH	DEPTH IN GROUND
65'-0"	12'-0"
60'-0"	10'-0"
55'-0"	9'-0"
50'-0"	8'-0"
45'-0"	7'-0"
40'-0"	6'-6"
35'-0"	6'-0"
30'-0"	5'-6"



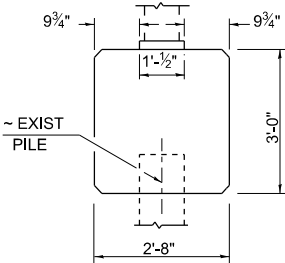
MAST ARM



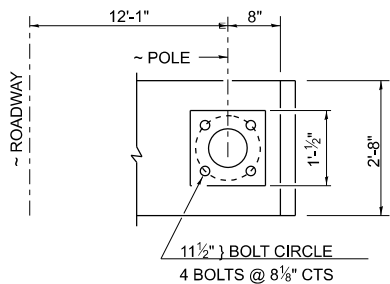
TENON



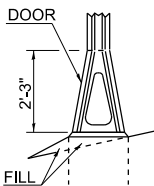
BENT # (LOOKING)



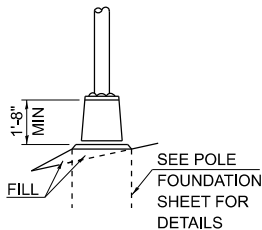
BRIDGE PIER MOUNT



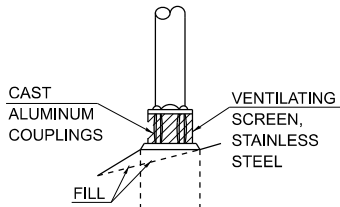
SECTION A-A



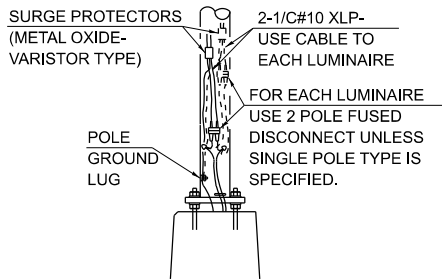
STAINLESS STEEL FLAIR BASE



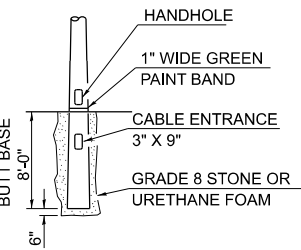
TRANSFORMER BASE FRANGIBLE



BREAKAWAY COUPLING



ANCHOR



BUTT BASE

- 1 LUMINAIRE
- 2 WOOD POLE, CLASS 3 OR BETTER
- 3 2 1/2" GALV. STEEL CONDUIT
- 4 SINGLE OFFSET POLE BAND
- 5 CONDUIT BUSHING
- 6 CABLE CLAMPS ON 2' CENTERS
- 7 2/C #12 TYPE USE CABLE
- 8 1" GALV. STEEL CONDUIT 10' IN LENGTH
- 9 5/8" Ø HOT DIPPED GALVANIZED BOLT WITH FLAT WASHER & LOCKNUT (3 REQ'D)
- 10 CONDUIT CLAMPS ON 3' CENTERS
- 11 UNIT DUCT
- 12 THREADED REDUCER
- 13 "C" CONDULET, THREADED
- 14 1 1/2" GALV. STEEL CONDUIT FOR 1 UNIT DUCT OR 3" GALV. STEEL CONDUIT FOR 2 OR 3 UNIT DUCTS.

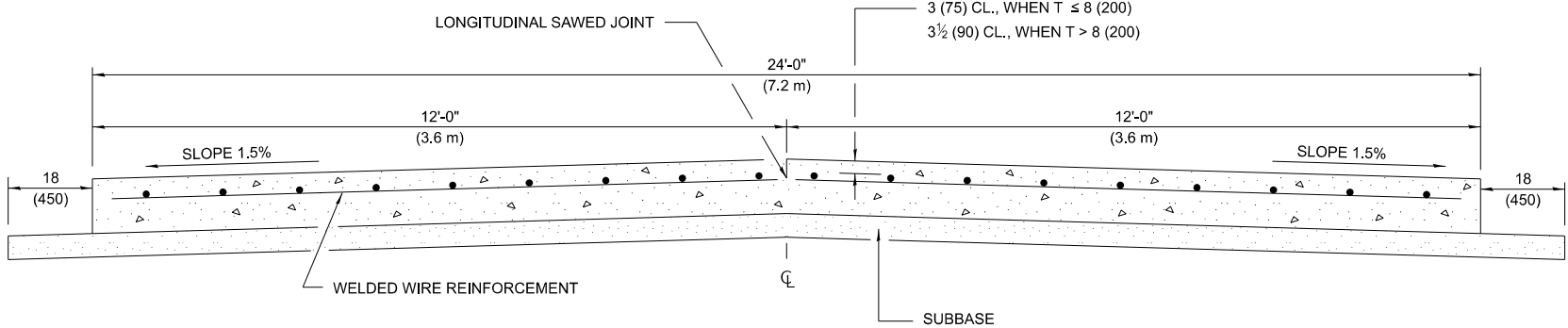
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	USER NAME = Alicia.fowler-steves	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 9 OFFICE STANDARDS				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -							D9-Office Standards		17	5
		CHECKED -	REVISED -						CONTRACT NO.				
	PLOT DATE = 7/2/2026	DATE -	REVISED -						SCALE:	SHEET 5	OF 17 SHEETS	STA.	TO STA.
									ILLINOIS FED. AID PROJECT				

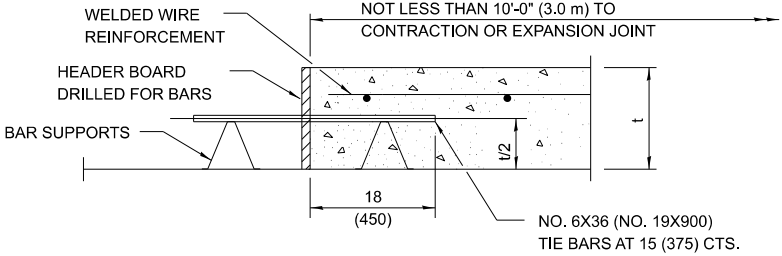
STD. 9-12

DRAWN	02-09-01
REVISED	05-06-08
REVISED	10-21-21
REVISED	05-04-22

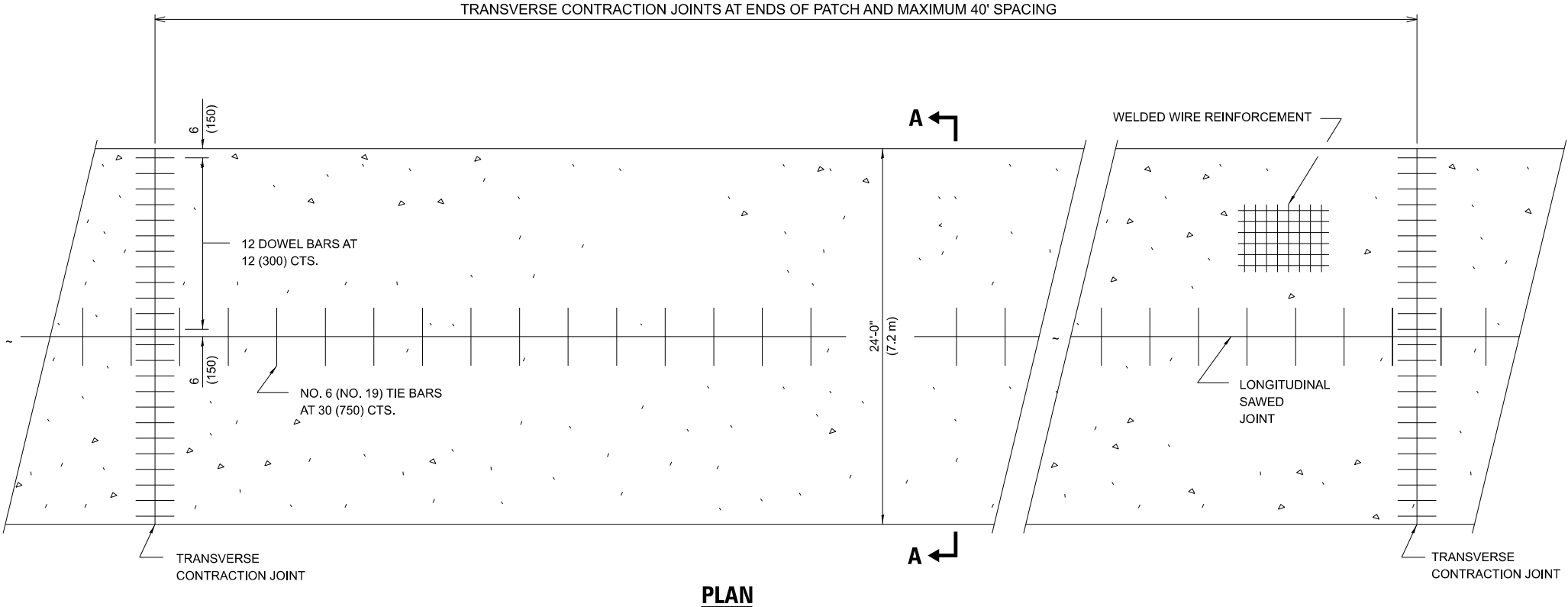
**24' (7.2 m) PCC PAVEMENT
OVER BOX CULVERT**



SECTION A-A



TRANSVERSE CONSTRUCTION JOINT



GENERAL NOTES

SEE STANDARD 420001 FOR DETAILS NOT SHOWN.

SEE STANDARD 420701 FOR WELDED WIRE REINFORCEMENT DETAILS.

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

ACTUAL DIMENSIONS TO MATCH FIELD CONDITIONS
AND CONSTRUCTION METHODS.

DRAWN	11-09-17
REVISED	07-23-18
REVISED	10-21-21
REVISED	05-04-22

STD. 9-13

USER NAME = Alicia.fowler-steves	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9 OFFICE STANDARDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	6
		CONTRACT NO.		
		JULIUS ROBERTS		

MODEL: D9-Office Stds-6 [Sheet]
FILE NAME: c:\pw_work\pwwidott\fwlwer\d0827013\ZA-StandardSheets.dgn

The drawing consists of two parts: a plan view (top) and a cross-section view (bottom).

Plan View: Shows a rectangular area representing the shoulder. The top edge is labeled "EDGE OF SHLD". The bottom edge is divided into two sections: "HOT-MIX ASPHALT SHLD" and "AGG SHLD". A vertical dashed line labeled "A" indicates a cross-section line. On the left, a vertical dimension line labeled "EXIST PVMT" indicates the existing pavement edge. A small circle at the intersection of the "EXIST PVMT" line and the "HOT-MIX ASPHALT SHLD" section is connected by a line to the cross-section view.

Cross-section View: Shows the vertical profile of the shoulder. The top surface is labeled "HMA SURFACE". Below it is the "HMA BINDER COURSE, ____\" and then the "HOT-MIX ASPHALT SURF CSE, ____\". The bottom of the shoulder is labeled "1 1/2\" MIN". The left side shows the "EXIST PVMT" and a "HMA SURFACE REMOVAL - BUTT JOINT". A horizontal dimension line labeled "TRANSITION" indicates the length of the transition area. On the far left, a note reads "DED IN THE COST OF REMOVAL-BUTT JOINT)".

STD. 9-14	DRAWN	03-09-17
	REVISED	02-18-20
	REVISED	10-21-21
	REVISED	05-26-22

STD. 9-14

CROSSOVER

VARIES - 24' MIN

10:1

10:1

3/16" /FT

3/16" /FT

HOT-MIX ASPHALT MIXTURE COMPLETE, 8"

SUB-BASE GRANULAR MATERIAL, TYPE A, 4"

PROFILE A-A

FORESLOPE

FORESLOPE

MAINTAIN 18" MIN ABOVE FLOW LINE OF NORMAL DITCH

* RADIUS IS ONE-HALF MEDIAN WIDTH, OR 35' MAXIMUM

A

EDGE PAV'T

EDGE EXIST STAB SHLD

EDGE EXIST EARTH SHLD

24'

10:1

10:1

10:1

10:1

R*

~ MEDIAN

2-R3-4-3636 & 2-R3-1101-2436 SIGNS PLACED AS DIRECTED BY THE ENGINEER (SEE NOTE BELOW)

EDGE EXIST EARTH SHLD

EDGE EXIST STAB SHLD

EDGE EXIST PAV'T

A

NOTE:

OVER SURFACE SHALL BE

NOTE:

THE PROPOSED CROSSOVER SURFACE SHALL BE BUTTED TO THE EDGE OF THE EXISTING STABILIZED SHOULDER.

EARTHWORK SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER.

NOTE:

THE SIGN ASSEMBLY FOR EACH LOCATION SHALL
BE PAID FOR AT THE CONTRACT UNIT PRICE
EACH FOR "RELOCATION SIGN PANEL ASSEMBLY
TYPE B"

BIBLY STD. 9-16	DRAWN	08-30-89
	REVISED	03-26-08
	REVISED	10-21-21
	REVISED	07-18-23

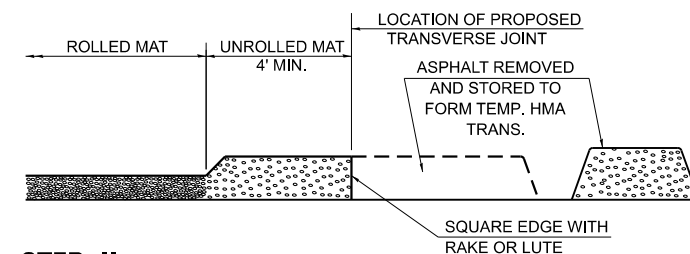
STD. 9-16

STD. 9-15	DRAWN	10-17-90
	REVISED	03-25-08
	REVISED	10-21-21
	REVISED	05-26-22

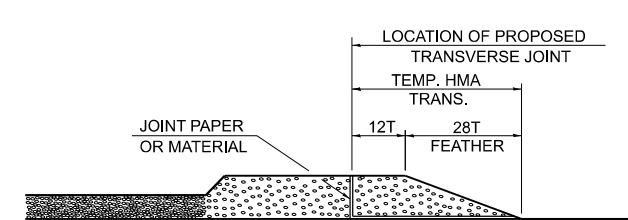
STD. 9-15

The diagram illustrates a cross-section of a pavement structure with a proposed transverse joint. The structure consists of three main layers: a base layer (bottom), a binder layer (middle), and a surface layer (top). The surface layer is divided into two sections: a 'ROLLED MAT' section on the left and an 'UNROLLED MAT' section on the right. The 'UNROLLED MAT' section is labeled '4' MIN.' indicating a minimum thickness. A 'TEMP. HMA TRANS.' joint is shown at the boundary between the rolled and unrolled mat sections. A vertical line marks the 'LOCATION OF PROPOSED TRANSVERSE JOINT' at the end of the unrolled mat section. A horizontal dimension line above the joint indicates a distance of '40 T' from the joint to the end of the unrolled mat section.

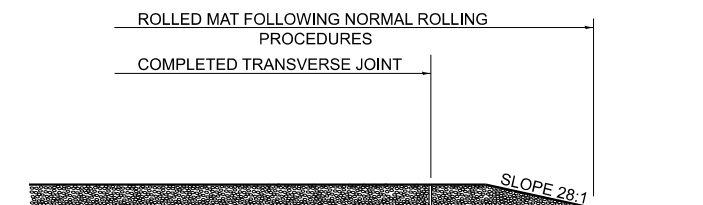
1. PLACE HOT-MIX ASPHALT MAT, LENGTH 40 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

STD. 9-18

DRAWN	02-15-89
REVISED	01-09-07
REVISED	10-21-21
REVISED	05-26-22

STD. 9-18

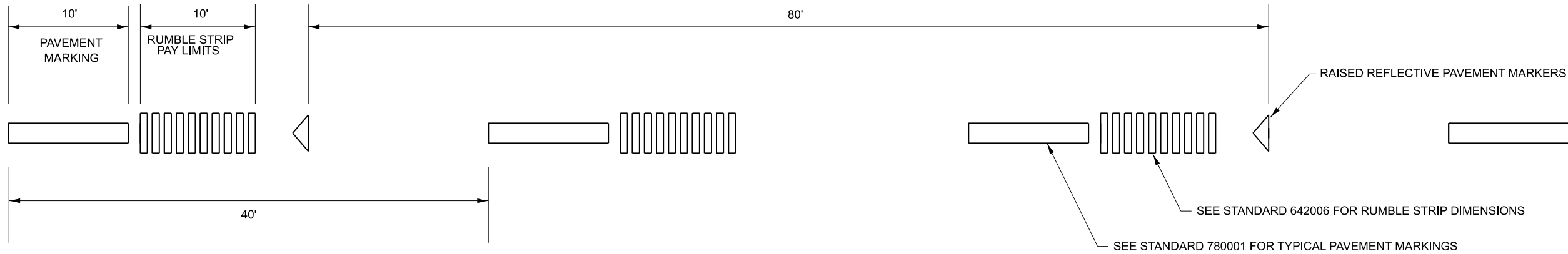
DISTRICT 9 OFFICE STANDARDS

SCALE:	SHEET 7	OF 17	SHEETS	STA.	TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	7
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	

MODEL: D9-Office Stds-7 [Sheet]
FILE NAME: c:\pw work\pwidth\owlera\d0827013\ZA-StandardSheets.dgn

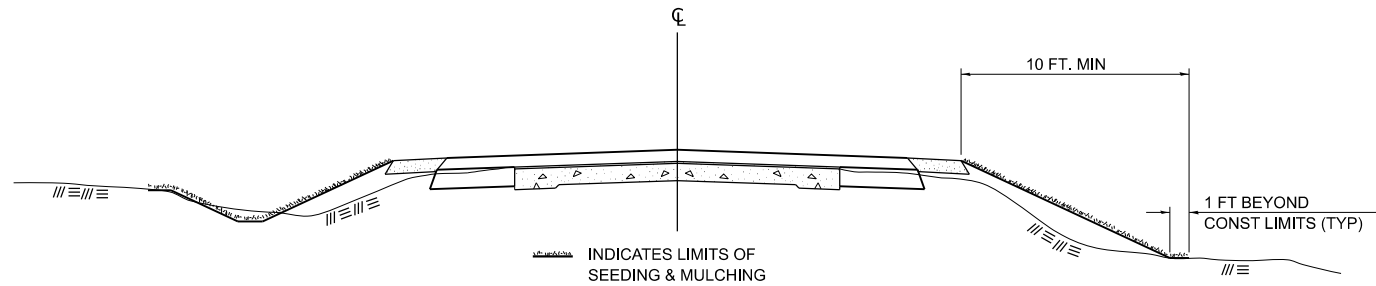
CENTERLINE RUMBLE STRIP DETAIL



RAWN	01-08-19
EVISED	10-21-21
EVISED	05-26-22
EVISED	06-30-23

STD. 9-17

SEEDING & MULCHING



GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

ON DETOUR ROADS, SLOPES SHALL BE SEEDED IMMEDIATELY UPON COMPLETION OF ANY GIVEN STAGE GRADING. TEMPORARY SEEDING SHALL BE CLASS 7.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL SEEDED AREAS.
LIMESTONE SHALL BE APPLIED TO ALL AREAS OF FINAL SEEDING.

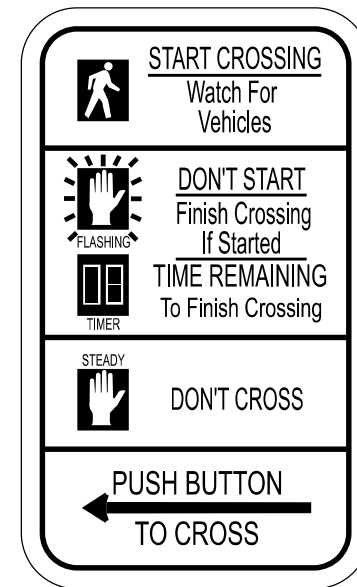
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

SECTIONS 250 AND 251 SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN
OR AS NOTED IN THE SPECIAL PROVISIONS.

DRAWN	02-15-89
REVISED	03-27-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-19

R10-3e
PEDESTRIAN SIGNAL INFORMATION (COUNTDOWN)



-ACCESSIBLE PEDESTRIAN PUSH-BUTTON SIGNS SHALL BE MOUNTED ABOVE THE ACCESSIBLE PEDESTRIAN PUSH-BUTTON, THE SIGN SHALL BE BOLTED TO THE POSTS.

RAWN	03-03-22
EVISED	05-27-22
EVISED	
EVISED	

STD. 9-22

USER NAME = Alicia.fowler-steves	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

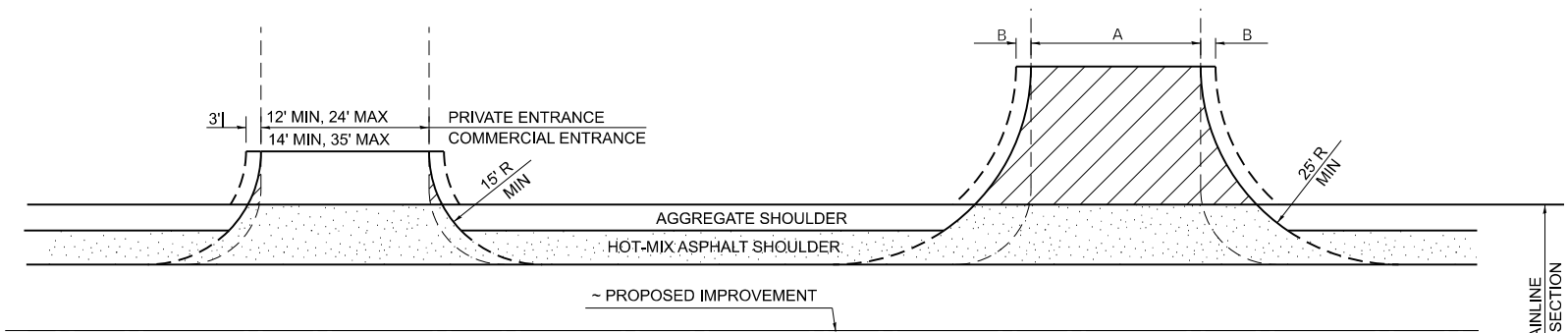
DISTRICT 9 OFFICE STANDARDS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	8
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

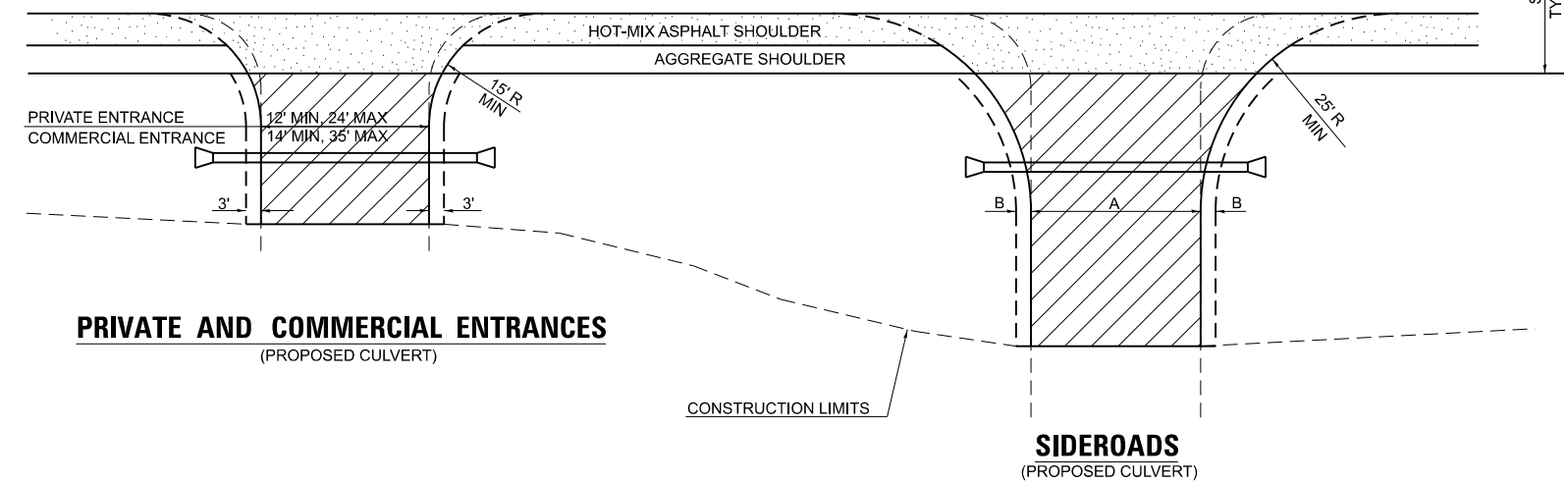
MODEL: D9-Office Stds-8 [Sheet]
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RURAL SIDE APPROACH DETAILS

PRIVATE AND COMMERCIAL ENTRANCES



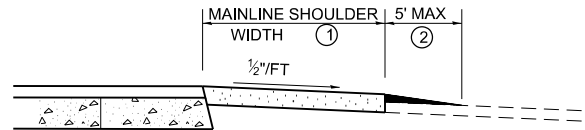
SIDEROADS



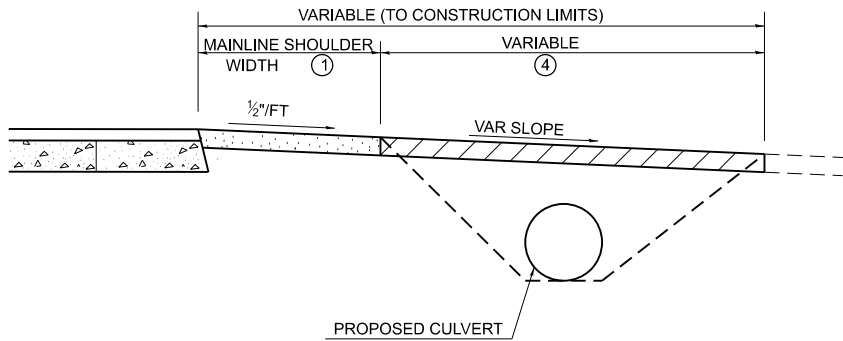
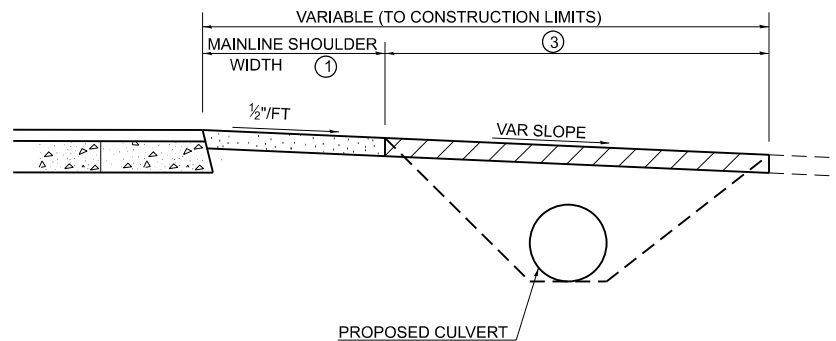
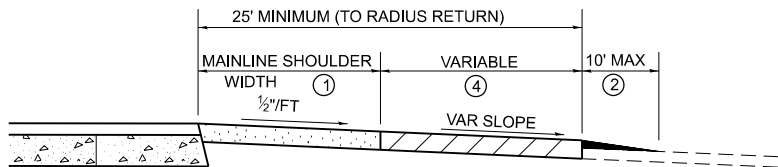
PRIVATE AND COMMERCIAL ENTRANCES
(PROPOSED CULVERT)

SIDEROADS
(PROPOSED CULVERT)

PRIVATE AND COMMERCIAL ENTRANCES



SIDEROADS



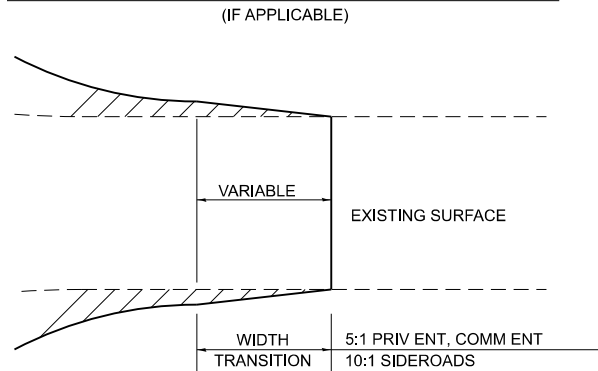
SIDEROAD DIMENSIONS (MIN.)

ADT	A (FT)	B (FT)
0 TO 250	18'	2'
250 TO 400	20'	2'
GREATER THAN 400	22'	4'

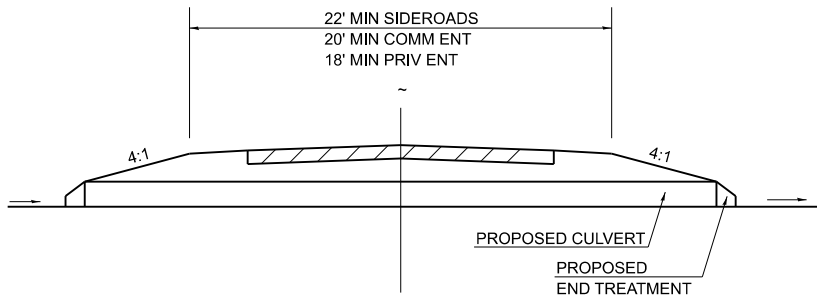
FIELD ENTRANCE TREATMENT

CONSTRUCT MAINLINE HOT-MIX ASPHALT AND AGGREGATE SHOULDERS THROUGH FIELD ENTRANCES.
IF A PIPE IS REQUIRED, PROVIDE A 22' WIDE EARTH EMBANKMENT WITH 15' RADII AT THE INTERSECTION.

WIDTH TRANSITION DETAIL TO EXISTING



DETAIL FOR CALCULATING CULVERT LENGTH



LEGEND

- CONSTRUCT HOT-MIX ASPHALT SHOULDER "FULL SHOULDER WIDTH" THROUGH ENTRANCE/INTERSECTION UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- IF REQUIRED, AGGREGATE TAPER FOR EXISTING GRAVEL SURFACE; HOT-MIX ASPHALT TAPER FOR EXISTING HIGHER TYPE SURFACES.
- 6" AGGREGATE SURFACE COURSE FOR EXISTING GRAVEL SURFACE; 2" HOT-MIX ASPHALT RESURFACING ON 4" AGGREGATE BASE COURSE FOR EXISTING HOT-MIX ASPHALT SURFACE; PCC DRIVEWAY PAVEMENT (6" - PE; 7" - CE) FOR EXISTING CONCRETE SURFACE.
- 3" MINIMUM HOT-MIX ASPHALT RESURFACING ON 8" MINIMUM AGGREGATE BASE COURSE FOR EXISTING GRAVEL SURFACE OR OIL & CHIP SURFACE; MATCH EXISTING FOR EXISTING HIGHER TYPE SURFACES.

GENERAL NOTES

- ENTRANCE LOCATIONS ARE TO COMPLY WITH IDOT'S POLICY "ACCESS TO STATE HIGHWAYS".
- IN GENERAL, RELOCATED PRIVATE ENTRANCES ARE TO HAVE A 16' WIDE SURFACE WITH 3' WIDE SHOULDERS (22' WIDE EMBANKMENT).
- SEE PLANS FOR PROPOSED PROFILE GRADES AT ENTRANCES/SIDEROADS. THE DESIRABLE MAXIMUM PROFILE GRADE FOR ENTRANCES ARE 12% FOR PE; 10% FOR CE.
- ENTRANCE PIPE CULVERTS ARE TO BE A MINIMUM 15" DIAMETER AND NORMALLY REPLACED IN KIND; SIDEROAD PIPE CULVERTS ARE GENERALLY TO BE CONCRETE (18" MINIMUM DIAMETER).
- THE INTERSECTION RADII OF SIDEROADS SHALL BE AS SHOWN ON THE PLANS.

MODEL: D9-Office Sigs-9 (Sheet)
FILE NAME: c:\paw_work\paw\idot\lowleral\0827013\2A-StandardSheets.dgn

USER NAME	= Alicia.fowler-steves	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 7/2/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9
OFFICE STANDARDS

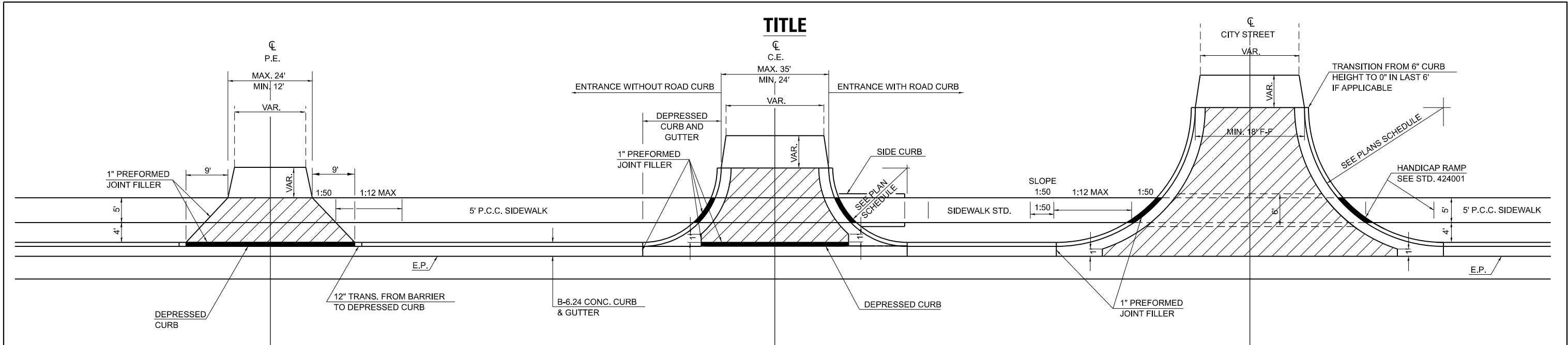
SCALE: SHEET 9 OF 17 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	9
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

STD. 9-

DRAWN	03-05-91
REVISED	01-20-00
REVISED	10-21-21
REVISED	05-27-22

MODEL: D9-Office Sigs-10 (Sheet)
FILE NAME: c:\paw_work\dwg\tdr\tdr0827013\2A-StandardSheets.dgn



DETAILS PRIVATE ENTRANCE

DETAILS COMMERCIAL ENTRANCE

DETAILS CITY STREETS

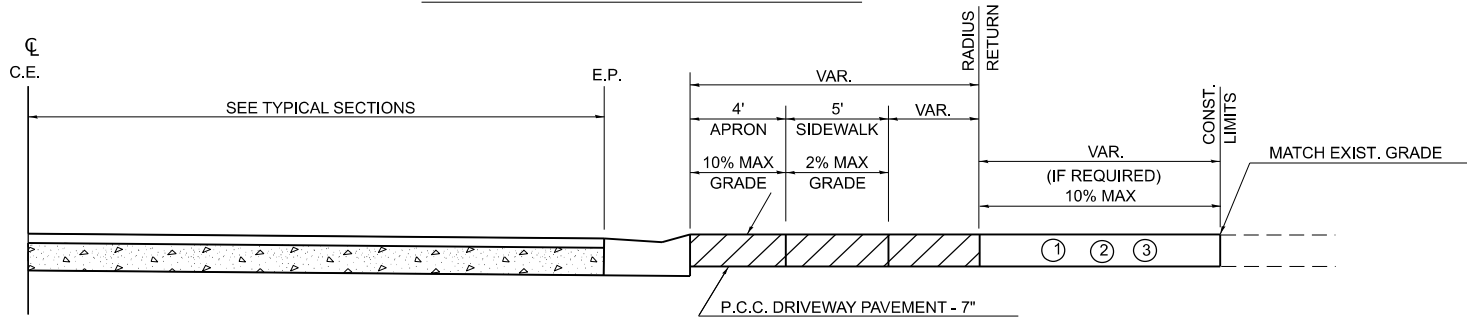
GENERAL NOTES

1. SEE PLAN SCHEDULES FOR DIMENSIONS AND QUANTITIES.
2. SEE CROSS SECTIONS FOR PROPOSED PROFILE OF SIDEROAD AND ENTRANCES.
3. IN GENERAL, WIDTH TRANSITION TAPER RATES ARE TO BE 5:1 FOR ENTRANCES, AND 10:1 FOR CITY STREETS.
4. THE SAWING OF ALL JOINTS IN PCC DRIVEWAY PAVEMENT AT ALL LOCATIONS DESIGNATED BY THE ENGINEER, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PCC DRIVEWAY PAVEMENT.
5. THE SIDEWALK AREA OF THE DRIVEWAY PAVEMENT SHALL BE CONSTRUCTED AS A SEPARATE POUR.

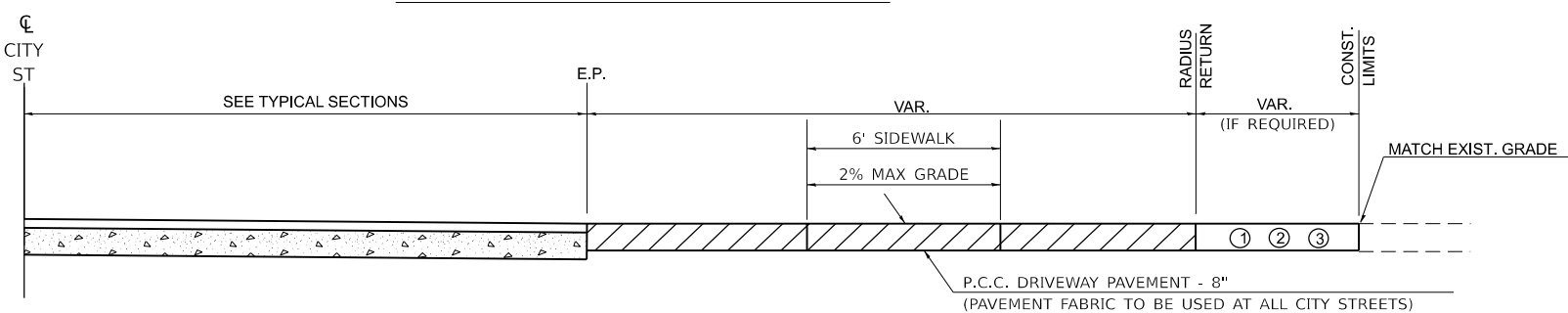
LEGEND

- ① EXISTING AGGREGATE SURFACE:
CONSTRUCT AGGREGATE SURFACE CSE, TYPE A WEDGE TO MATCH EXISTING GRADE.
USE 6" MIN. (8" MIN. FOR CITY STREETS) THICKNESS FOR ANY REQUIRED WIDENING.
- ② EXISTING BITUMINOUS SURFACE:
USE 2" MIN. BITUMINOUS RESURFACING ON 4" MIN. AGGREGATE BASE COURSE.
- ③ EXISTING CONCRETE SURFACE:
P.C.C. DRIVEWAY PAVEMENT 6" P.E.'S (6" MIN. FOR CITY STREETS)
P.C.C. DRIVEWAY PAVEMENT 7" C.E.'S
P.C.C. DRIVEWAY PAVEMENT 8" CITY STREETS

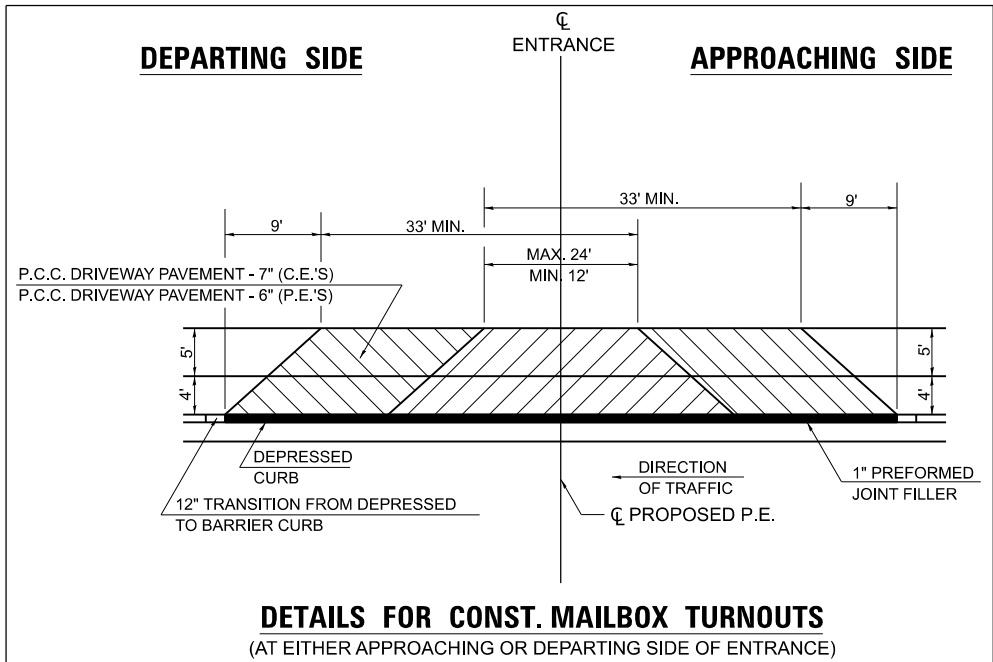
PROFILE OF PRIVATE ENTRANCES



PROFILE OF COMMERCIAL ENTRANCES



PROFILE OF CITY STREETS



STD. 9-

DRAWN	
REVISED	
REVISED	
REVISED	

USER NAME	= Alicia.fowler-steves	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 7/2/2026	DATE	-	REVISED	-

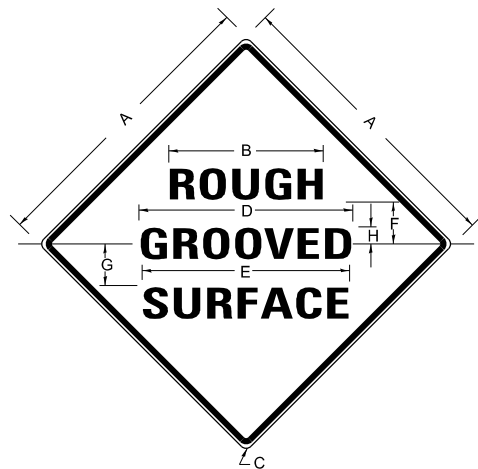
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT 9
OFFICE STANDARDS**

SCALE: SHEET 10 OF 17 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	10
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

ILLINOIS STANDARD
ROUGH GROOVED SURFACE SIGN



COLORS

LEGEND AND BORDER-
BACKGROUND- BLACK NON-REFLECTORIZED
ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES			MAR- GIN	BOR- DER	BLANK STD.
	LINES					
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48L

ALL DIMENSIONS IN INCHES

NOTES

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

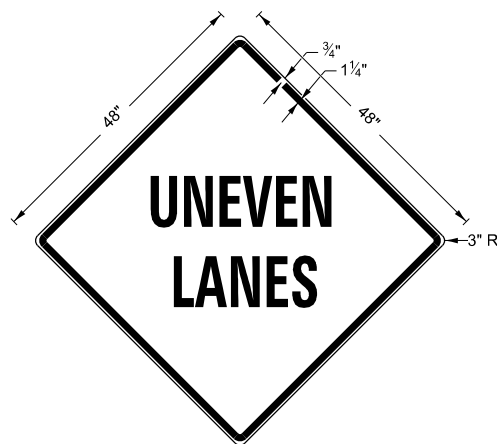
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE
TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

DRAWN	02-15-89
REVISED	03-27-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-23

UNEVEN LANES SIGN
W8-11 (48" X 48")



COLORS:

LEGEND AND BORDER - BLACK NON-REFLECTORIZED
BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLD MILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

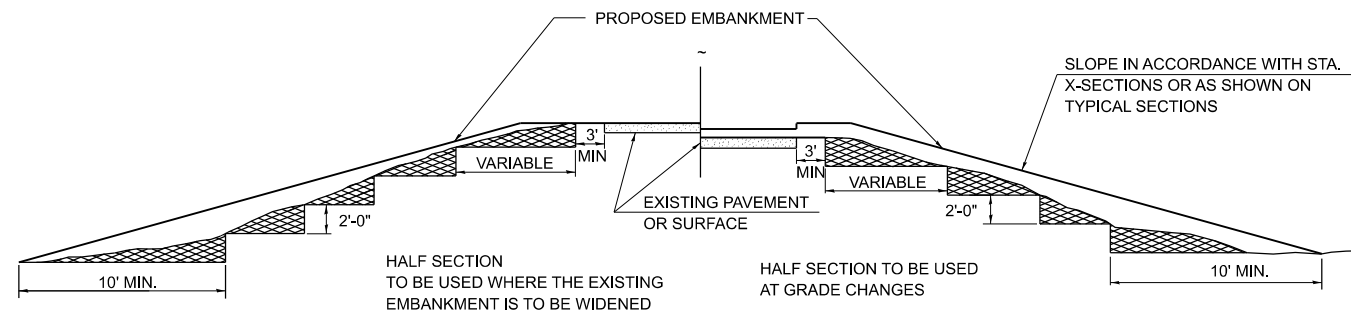
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

DRAWN	02-15-89
REVISED	05-08-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-24

TYPICAL CROSS SECTION SHOWING
STEP CONSTRUCTION ON EXISTING FILL

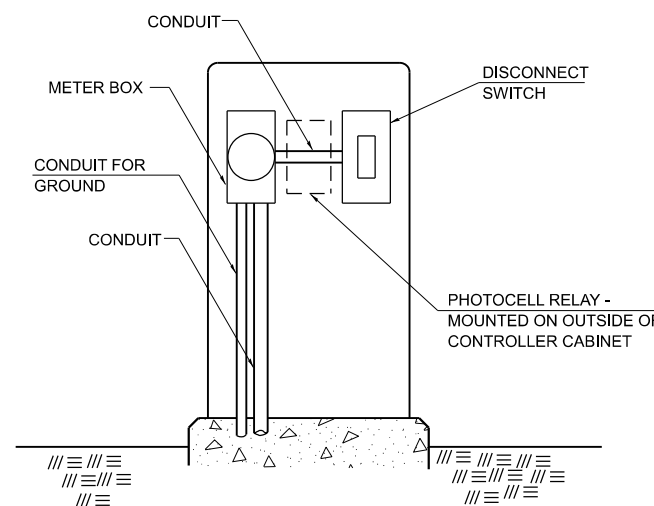


STEPS SHALL BE CUT IN THE EXISTING SLOPE IN ACCORDANCE WITH ART. 205.03 EXCEPT THAT THE REQUIREMENT THAT STEPS SHALL BE CUT INTO THE EXISTING SLOPE BEFORE THE CONSTRUCTION OF THE EXISTING EMBANKMENT IS STARTED SHALL NOT APPLY. MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

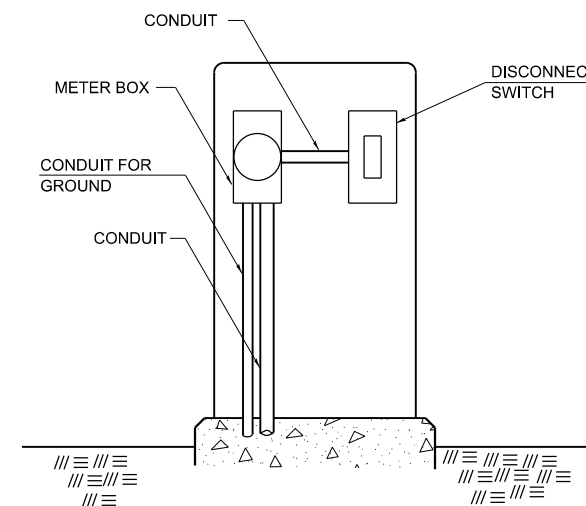
DRAWN	02-15-89
REVISED	05-07-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-2

SERVICE INSTALLATION DETAILS



SERVICE INSTALLATION (SPECIAL



SERVICE INSTALLATION (SPECIAL)

NOTES

MATERIAL AND SIZE OF CONDUIT
AND CABLE AS REQUIRED BY
UTILITY COMPANY

DRAWN	01-31-90
REVISED	05-07-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-2

USER NAME = Alicia.fowler-steves	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

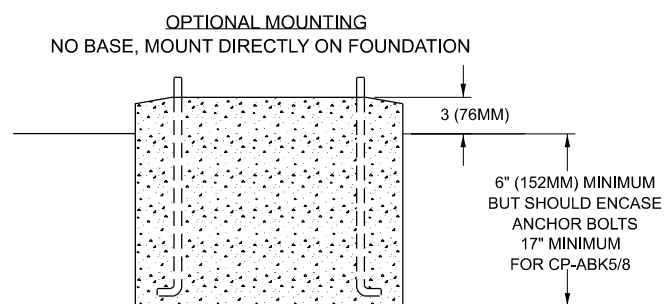
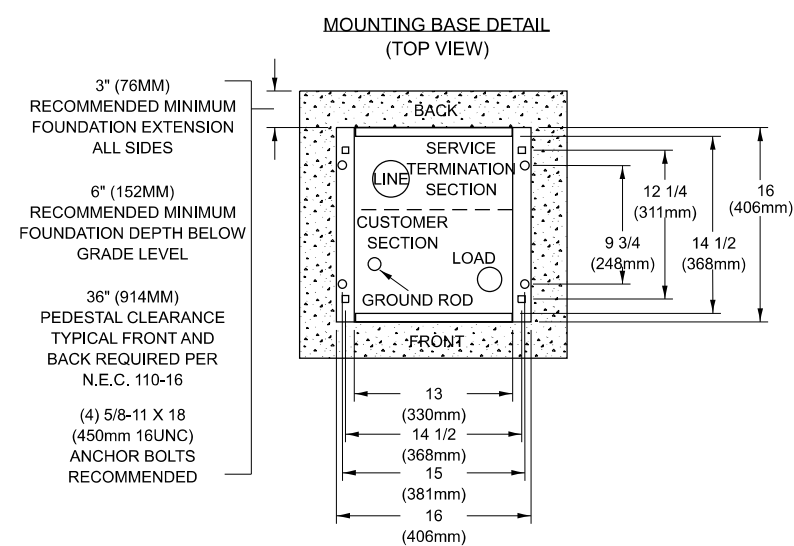
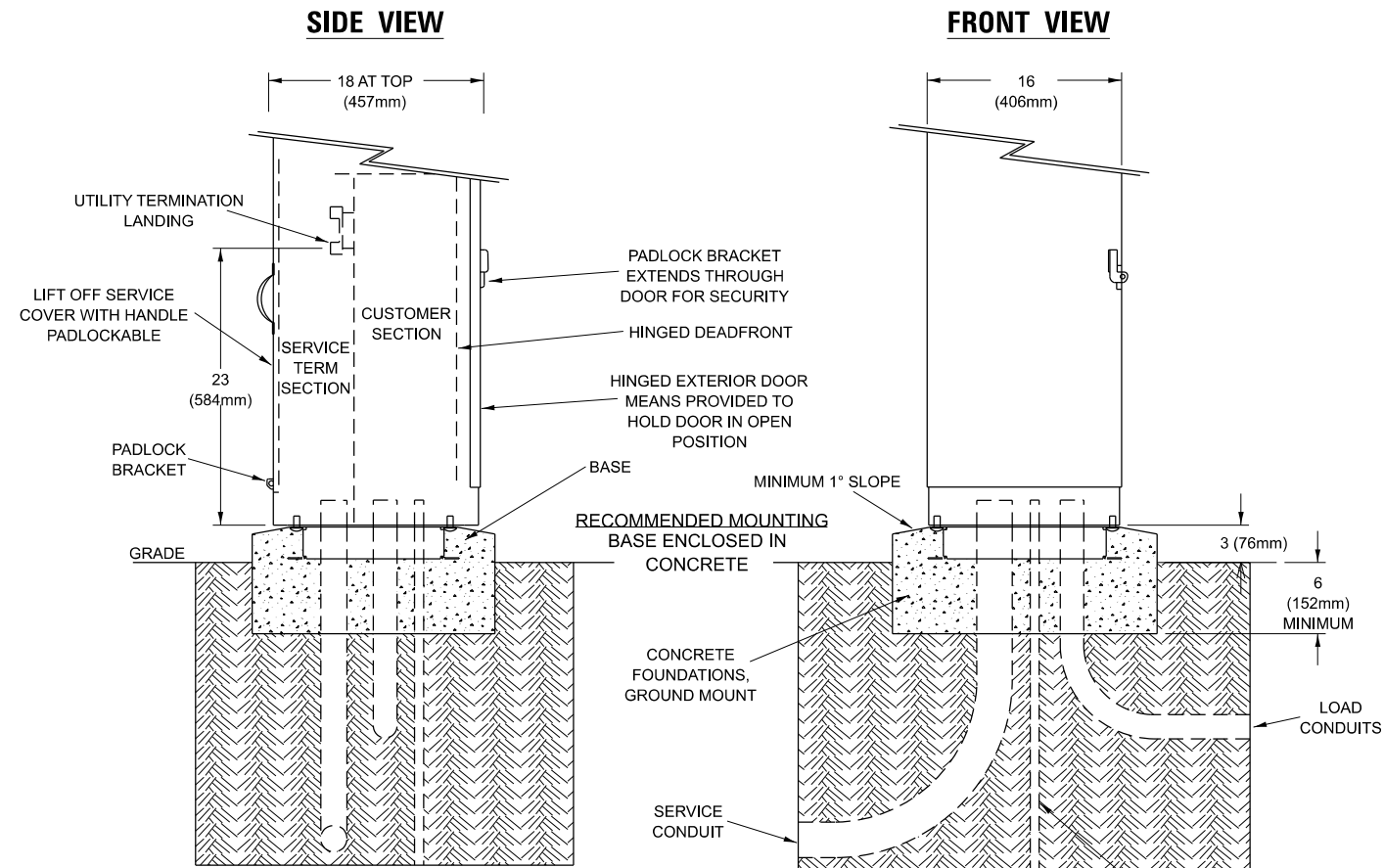
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT 9 OFFICE STANDARDS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE NO.
	D9-Office Standards		17	11
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

MODEL: D9-Office Stds-11 [Sheet]
FILE NAME: c:\pw work\pwidott\lowlera\d0827013\ZA-StandardSheets.dgn

**CABINET FOR SERVICE INSTALLATION GROUND MOUNT
AND CONCRETE FOUNDATIONS, GROUND MOUNT**



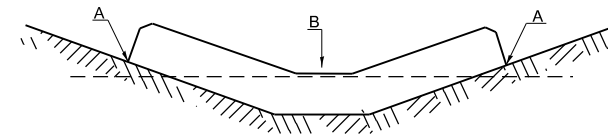
- PEDESTAL MOUNTING HOLES
- ANCHOR BOLT MOUNTING HOLES

STD. 9-27

DRAWN	03-02-22
REVISED	05-27-22
REVISED	
REVISED	

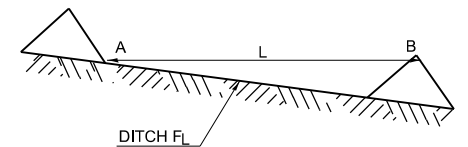
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



L = THE DISTANCE SUCH THAT POINTS
A AND B ARE OF EQUAL ELEVATION

B = THE LOW POINT
IN CENTER OF CHECK

STD. 9-28

R

DRAWN	09-01-99
REVISED	05-08-08
REVISED	10-21-21
REVISED	05-27-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

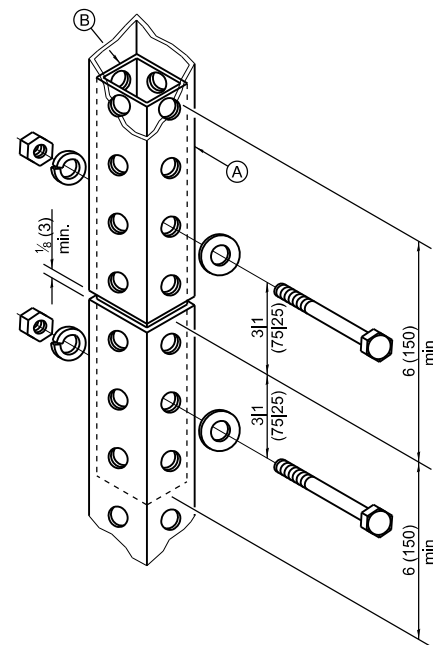
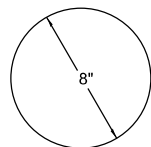
DISTRICT 9 OFFICE STANDARDS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	12
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

MODEL: D9-Office Stds-12 [Sheet]
FILE NAME: c:\pw_work\pwwidott\fw\era\d0827013\ZA-StandardSheets.dgn

Figure 10.10 is a cross-sectional diagram of a column base. The column is shown with a sleeve (D) and a base plate (E). The sleeve is secured with bolts. The base plate is secured with bolts. The sleeve is labeled 'Sleeve' and the base plate is labeled 'Base'. The sleeve height is 450 mm (18 inches). The base plate thickness is 8 mm (200 mm). The sleeve diameter is 8 mm (200 mm). The sleeve is secured with bolts. The base plate is secured with bolts. The sleeve is labeled 'Sleeve' and the base plate is labeled 'Base'.

Core
Diameter / Depth



(A)	$2 \times 2 \times \text{var.}$ ($51 \times 51 \text{ var.}$)
(B)	$1\frac{3}{4} \times 1\frac{3}{4} \times 12$ ($44 \times 44 \times 300$)
(C)	$2\frac{1}{4} \times 2\frac{1}{4} \times 60$ ($57 \times 57 \times 1500$)
(D)	$2\frac{1}{2} \times 2\frac{1}{2} \times 18$ ($64 \times 64 \times 450$)
(E)	$2\frac{1}{4} \times 2\frac{1}{4} \times 36$ ($57 \times 57 \times 900$)

DRAWN	11/22/2022
REVISED	
REVISED	
9 REVISED	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Diagram illustrating the connection of a P-TYPE 1 R.C.C.P. 24" pipe to a flush type inlet. The inlet is labeled "FLUSH TYPE INLET STD. 542546". The connection is made using a standard labeled "STD. 542101". The diagram shows the inlet is flush with the pipe, and the connection is made using a standard labeled "STD. 542101". A dimension of "2' MIN." is indicated for the inlet. The pipe is labeled "P-TYPE 1 R.C.C.P. 24\"".

FLUSH TYPE INLET
STD. 2240

P-TYPE I.R.C.C.P. 18"

CONC. TEE CONNECTION

CONC. PIPE

INSTALLATION DETAILS WHERE INLETS OCCUR DIRECTLY OVER PROPOSED PIPE CULVERT AND WHERE SUFFICIENT SPACE EXISTS BETWEEN BOTTOM OF INLET AND TOP OF CULVERT TO ALLOW THE USE OF ONE OR MORE JOINTS OF PIPE.

DRAWN	08-17-89
REVISED	03-26-08
REVISED	01-02-24
REVISED	

	COUNTY	SHEETS	NO.
Standards		17	13
	CONTRACT NO.		

FLUSH TYPE INLET
STD. 2240

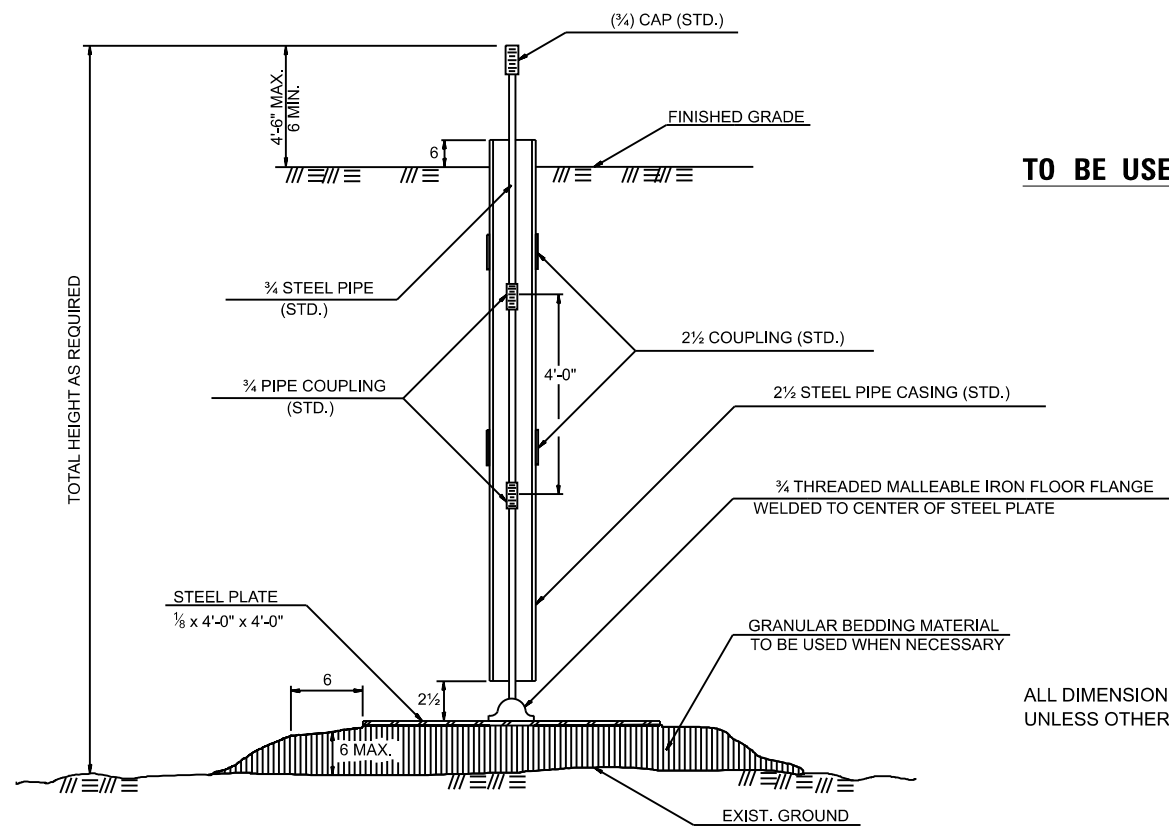
VAR.
MIN. 6"

18" } HOLE TO BE CUT ON
JOB BY CONTRACTOR

CONC. PIPE
CULVERT

INSTALLATION DETAILS WHERE INLETS OCCUR
DIRECTLY OVER PROPOSED PIPE CULVERT AND
WHERE SUFFICIENT SPACE DOES NOT EXIST
BETWEEN BOTTOM OF INLET AND TOP OF CULVERT
TO ALLOW THE USE OF A FULL JOINT OF PIPE.

SETTLEMENT PLATFORM DETAIL



TO BE USED:

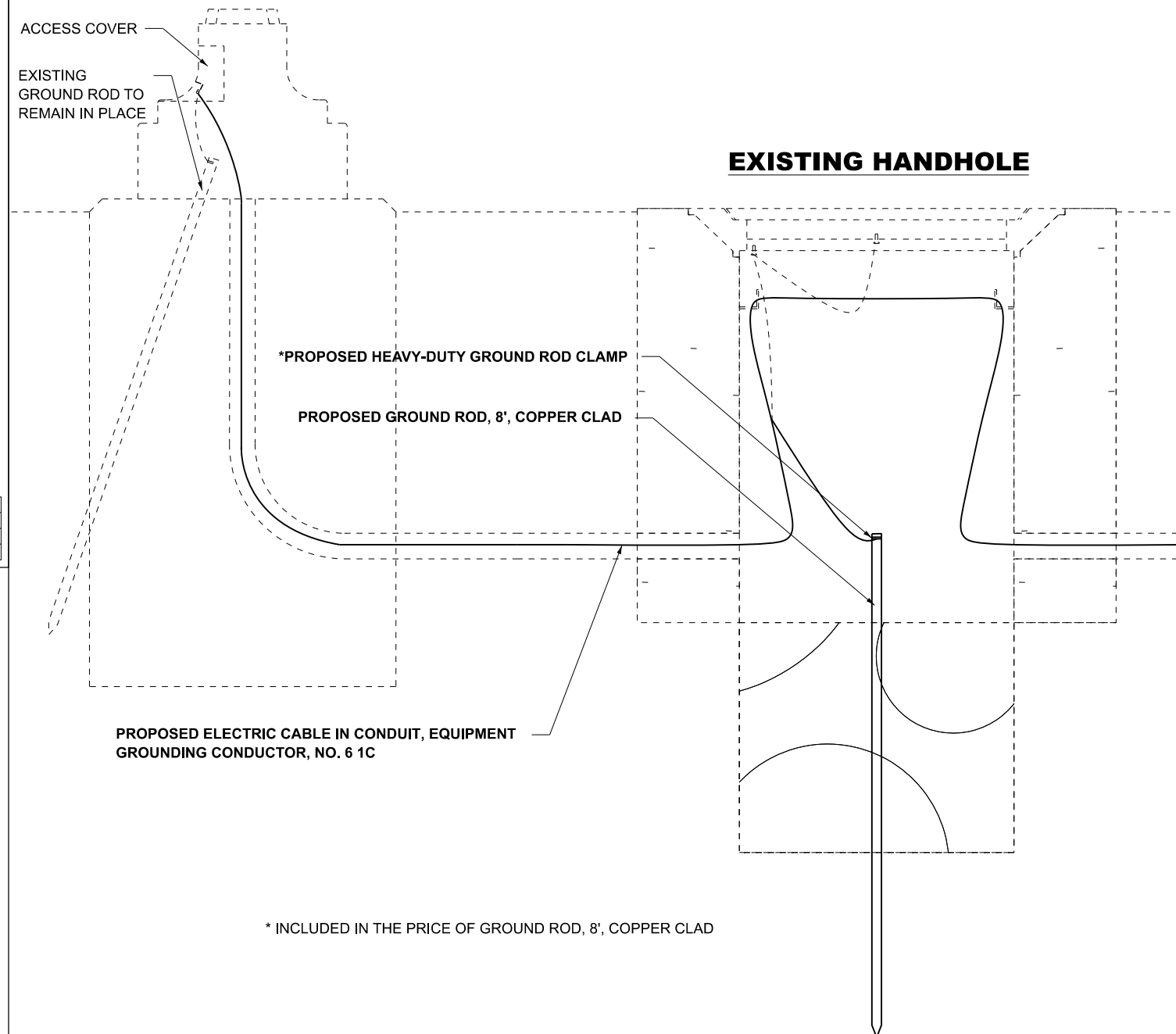
ALL DIMENSIONS ARE IN INCHES
UNLESS OTHERWISE NOTED.

DRAWN	07-20-92
REVISED	10-30-25
REVISED	
REVISED	

STD. 9-31

HANDHOLE AND MAST ARM GROUNDING

EXISTING MAST ARM



* INCLUDED IN THE PRICE OF GROUND ROD, 8', COPPER CLAD

DRAWN	02-08-24
REVISED	06-24-24
REVISED	
REVISED	

STD. 9-32

USER NAME = Alicia.fowler-steves	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9 OFFICE STANDARDS

SCALE:	SHEET 14	OF 17	SHEETS	STA.	TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	14
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

MODEL: D9-Office Stds-14 [Sheet]
FILE NAME: c:\pw_work\pwwidott\fw\era\d0827013\ZA-StandardSheets.dgn

SHORT TERM PAVEMENT MARKING DETAIL

STOP BARS & RAILROAD STOP BARS	3 - 4" LINES (LANE WIDTH)	
 RAILROAD "R" RAILROAD "X"	1 - 4" (14' TOTAL) 2 - 4" (40' PER "X")	
 CROSSWALKS	2 - 4" LINES (ONE EACH SIDE OF CROSSWALK)	CROSSWALK WIDTH
 TURN LANE ARROWS	3 - 4" LINES FOR EACH SEGMENT (36' PER ARROW)	

DRAWN	05-06-25
REVISED	
REVISED	
REVISED	

STD. 9-33

DRAWN	05-06-25
REVISED	
REVISED	
REVISED	

**ENTRANCE SIGN FOR USE
WITH TEMPORARY SIGNALS**

②

The diagram shows a rectangular sign with a black border. The text is arranged in four lines: "CAUTION", "ONE LANE ROAD", "FOLLOW TRAFFIC", and "FLOW". Dimensions are provided for the text and the sign itself.

Text Line	Left Margin	Text Width	Right Margin
CAUTION	22.31	27.38	22.31
ONE LANE ROAD	8.23	16.06	8.23
FOLLOW TRAFFIC	7.43	25.46	7.43
FLOW	27.6	16.8	27.6

Overall dimensions: 72 (width) x 42 (height).

Legend:

- COLOR
- LEGEND AND BORDER BACKGROUND
- BLACK ORANGE
- NON-REFLECTORIZED REFLECTORIZED

2.25" Radius, 0.88" Border, 0.50" Indent;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

2.25" Radius, 0.88" Border, 0.50" Indent;
 [CAUTION] D; [ONE LANE ROAD] D;
 [FOLLOW TRAFFIC] D; [FLOW] D

2 This sign shall be installed at entrances located between the temporary signals as shown in the staging plans.

Table Of Widths And Spaces

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31
-------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	-------

8.23	O 3.51	1.17	N 3.36	1.18	E 3.04
------	-----------	------	-----------	------	-----------

5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05
------	-----------	------	-----------	------	-----------	------	-----------

5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23
------	-----------	------	-----------	------	-----------	------	-----------	------

7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37
------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------

5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43
------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------

27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60
-------	-----------	------	-----------	------	-----------	------	-----------	-------

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

Sign not to scale

STD. 9-34

DRAWN	3-2-16 D2
REVISED	03-12-24
REVISED	
REVISED	

22.31	C 3.36	0.62	A 4.18	0.94	U 3.36	0.94	T 3.04	0.94	I 0.78	1.17	O 3.52	1.17	N 3.36	22.31
-------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	-------

8.23	O 3.51	1.17	N 3.36	1.18	E 3.04
------	-----------	------	-----------	------	-----------

5.00	L 3.05	0.31	A 4.18	0.94	N 3.36	1.17	E 3.05
------	-----------	------	-----------	------	-----------	------	-----------

5.00	R 3.36	0.93	O 3.52	0.94	A 4.18	0.93	D 3.36	8.23
------	-----------	------	-----------	------	-----------	------	-----------	------

7.43	F 3.04	0.94	O 3.52	1.17	L 3.04	0.94	L 3.05	0.94	O 3.51	0.94	W 4.37
------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------

5.00	T 3.05	0.94	R 3.36	0.94	A 4.18	0.93	F 3.05	0.94	F 3.04	0.94	I 0.78	1.18	C 3.35	7.43
------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------	-----------	------

27.60	F 3.05	0.94	L 3.04	0.94	O 3.52	0.93	W 4.38	27.60
-------	-----------	------	-----------	------	-----------	------	-----------	-------

STD. 9-34

DRAWN	3-2-16 D2
REVISED	03-12-24
REVISED	
REVISED	

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

All dimensions are in inches unless otherwise noted.

USER NAME = Alicia.fowler-steves	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 7/2/2026	DATE -	REVISED -

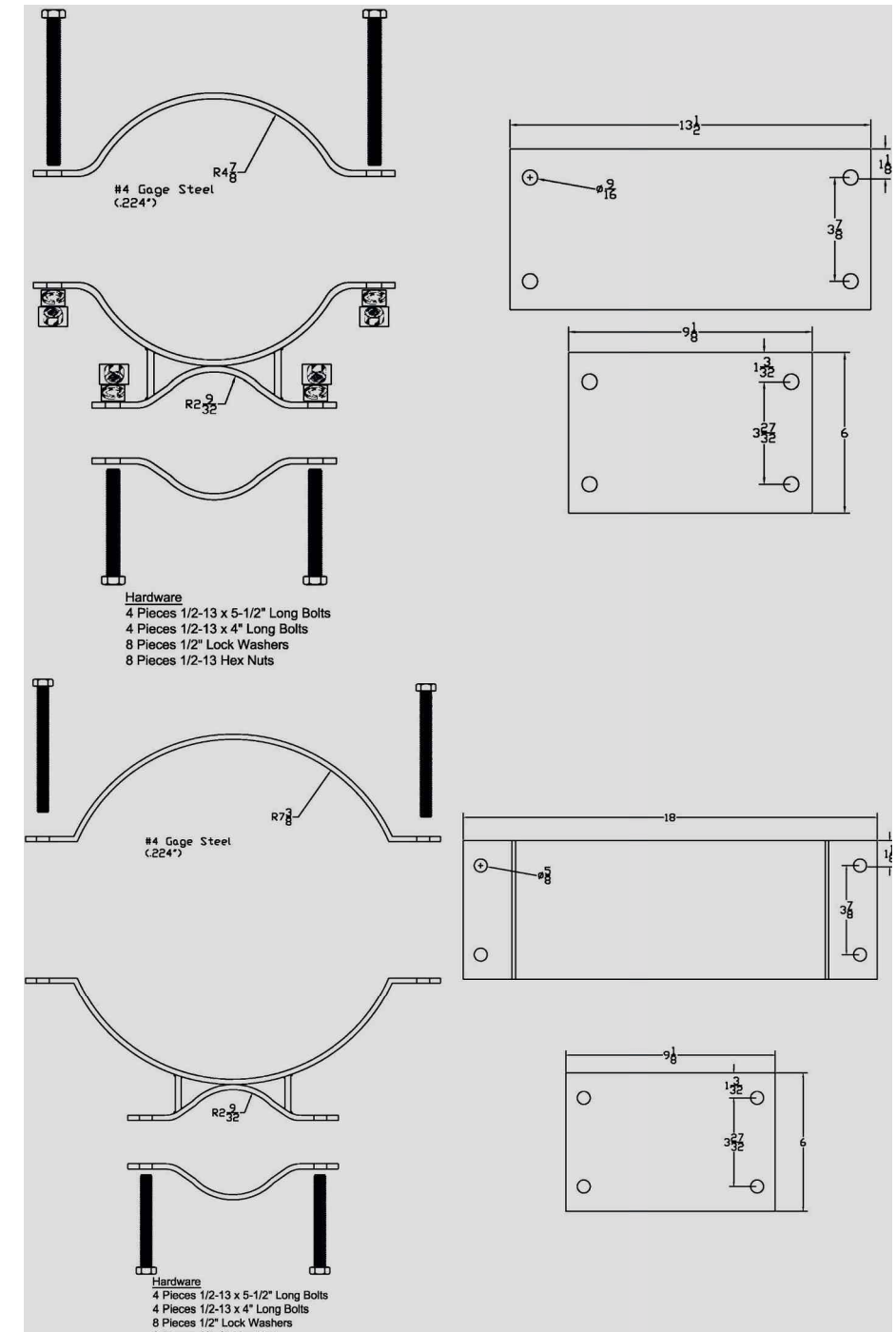
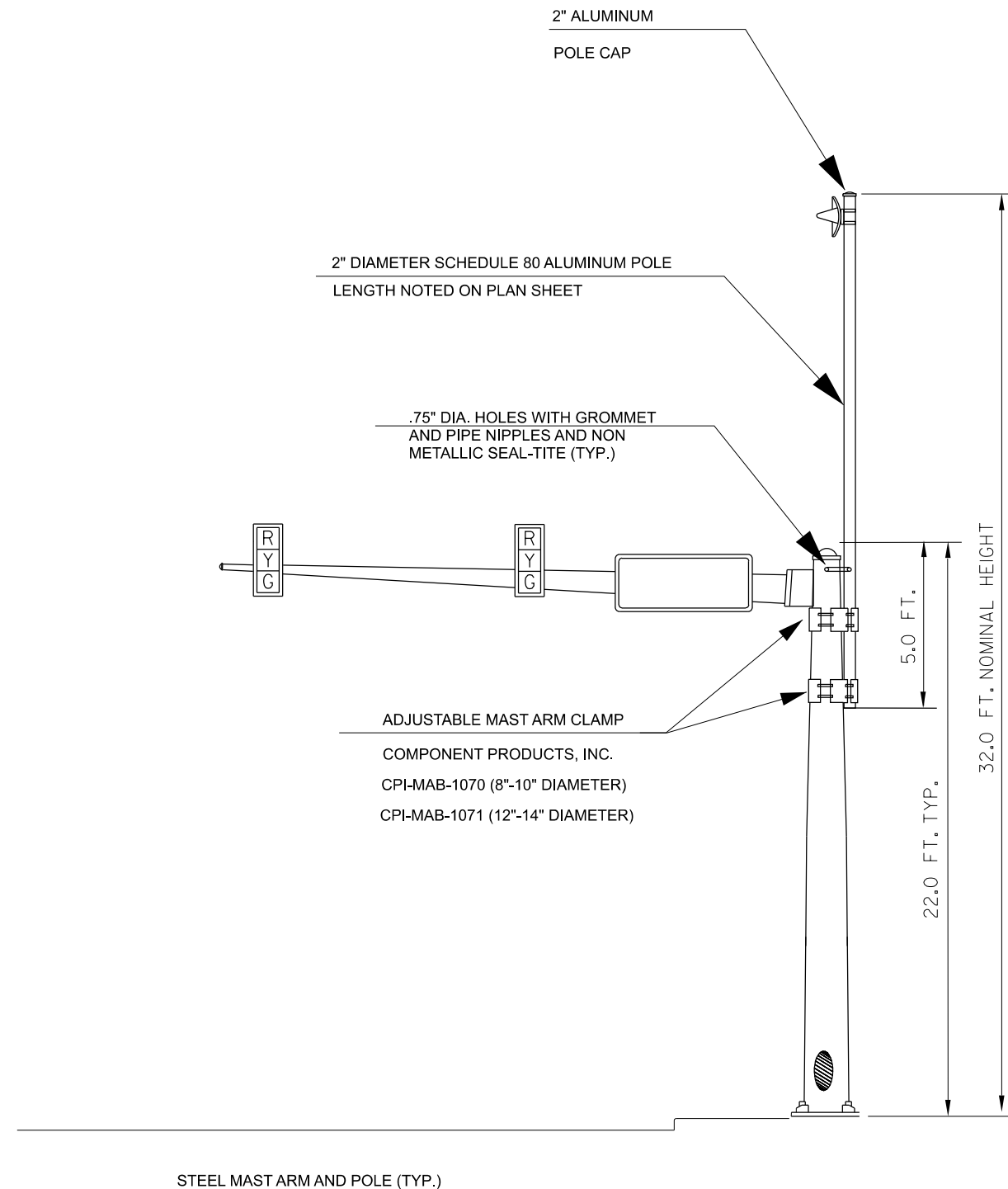
DISTRICT 9 OFFICE STANDARDS

SCALE:	SHEET 15	OF 17	SHEETS	STA.	TO STA.
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	15
		CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

MODEL: D9-Office Stds-15 [Sheet]
FILE NAME: c:\pw_work\pwidot\fwl\era\d0827013\ZA-StandardSheets.dgn

MASTARM EXTENSION POLE



NOTE: ALL WORK ASSOCIATED WITH MAST ARM EXTENSION SHALL BE INCLUDED IN THE COST OF WIRELESS THERNET RADIO.

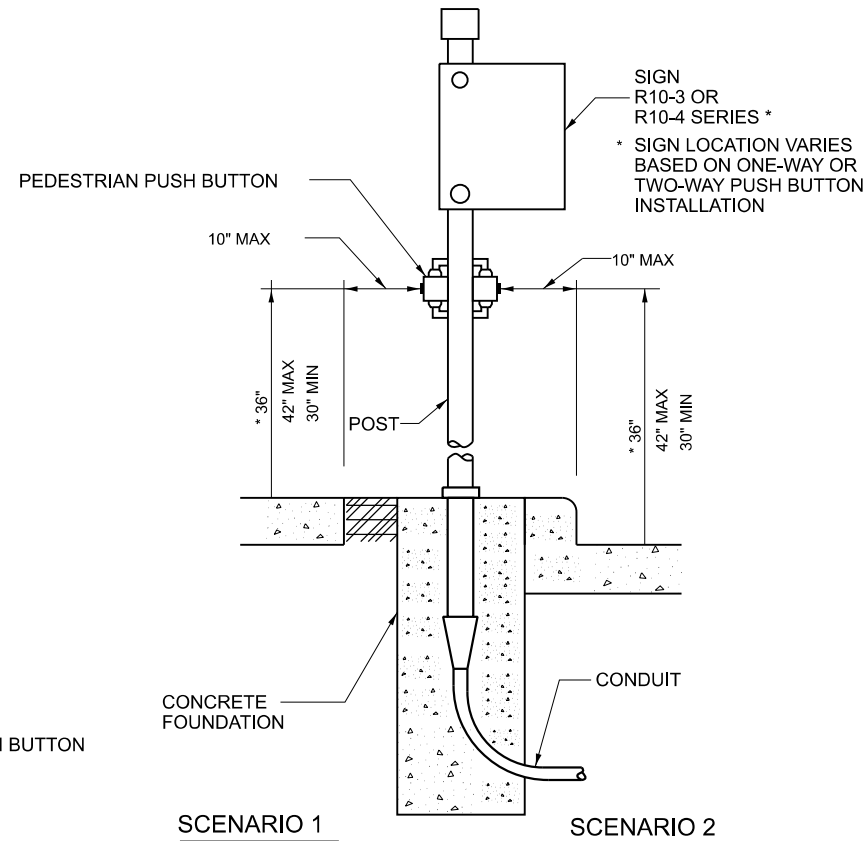
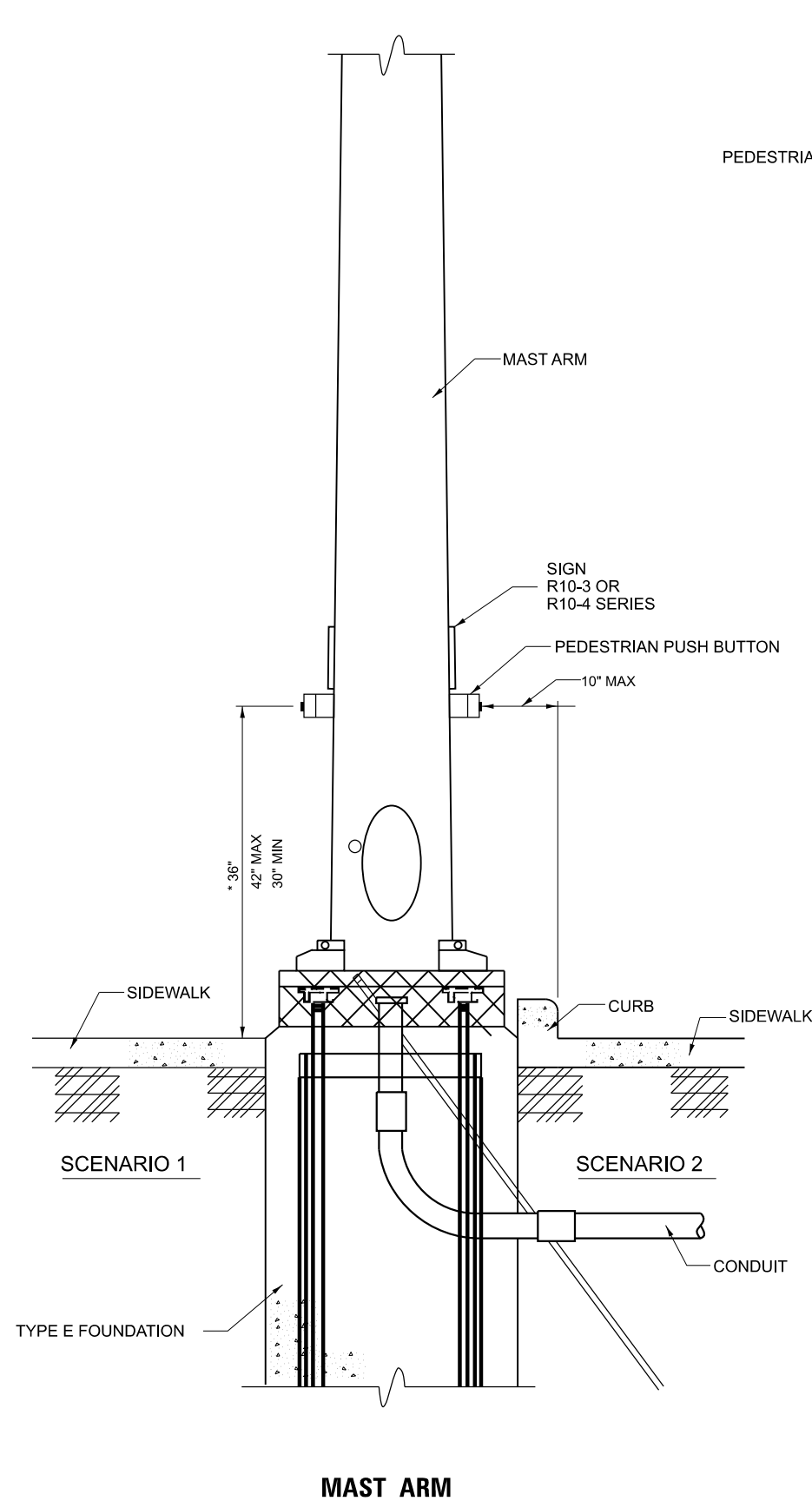
DRAWN	03-20-26
REVISED	
REVISED	
REVISED	

STD. 9-35	RE
	RE

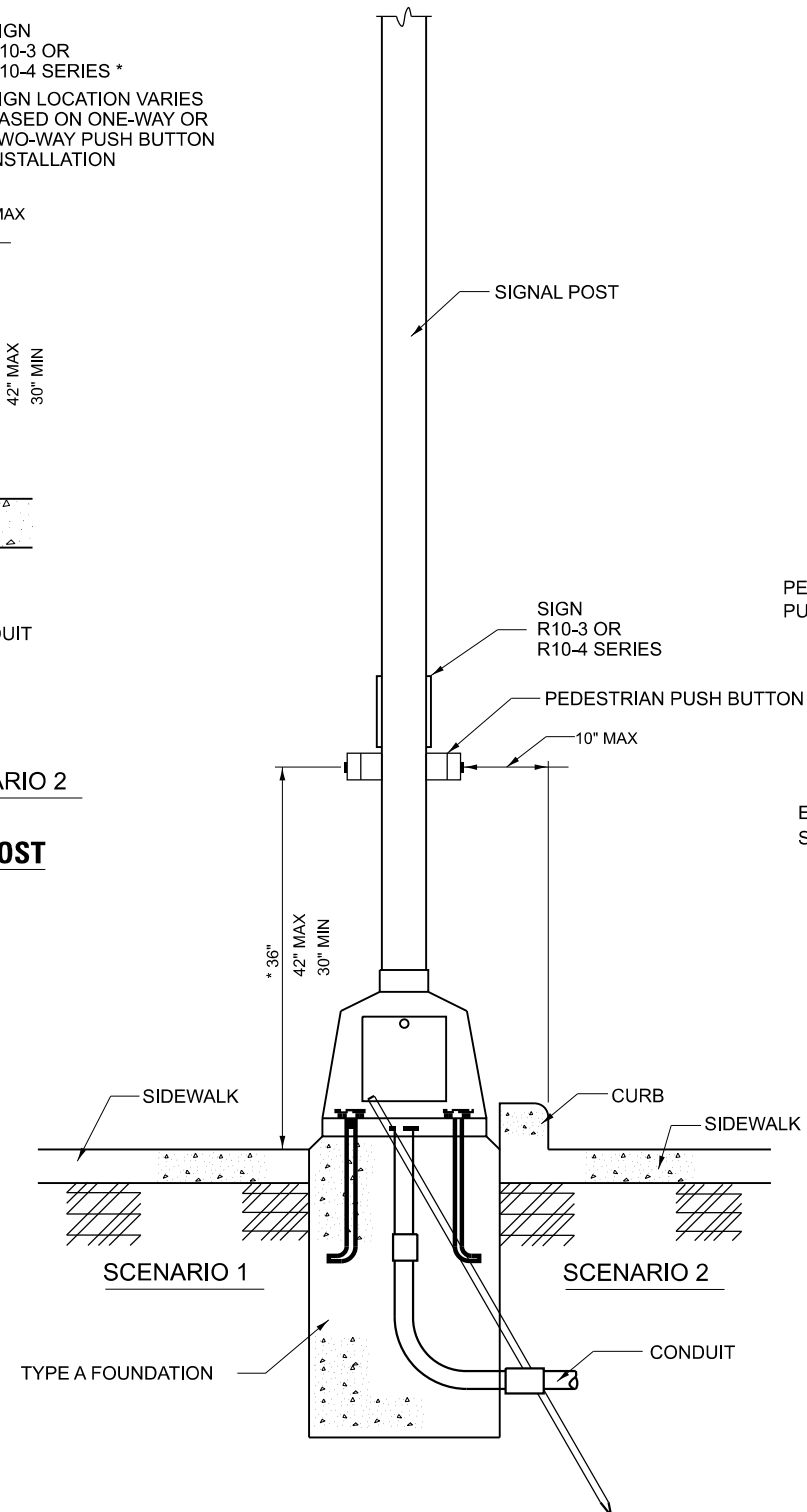
FILE NAME:

USER NAME = Alicia.fowler-steves	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 9 OFFICE STANDARDS				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -							D9-Office Standards		17	16
	CHECKED -	REVISED -						CONTRACT NO.				
PLOT DATE = 7/2/2026	DATE -	REVISED -		SCALE:	SHEET 16	OF 17 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

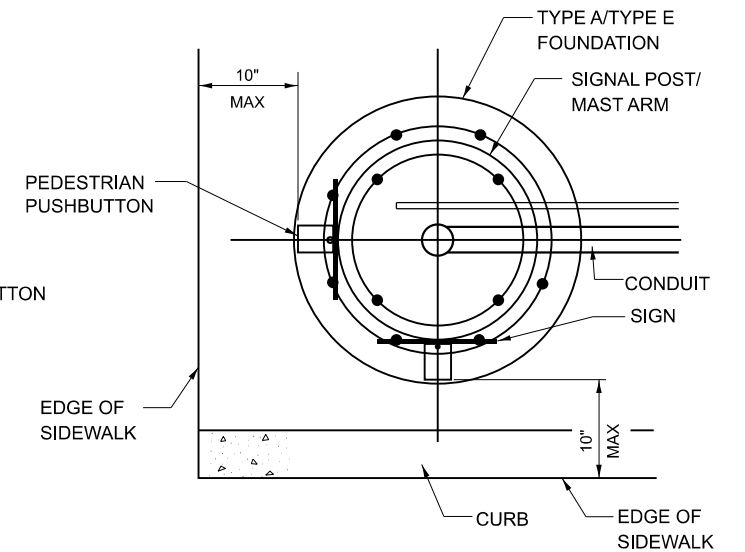
PEDESTRIAN PUSH BUTTON INSTALLATION



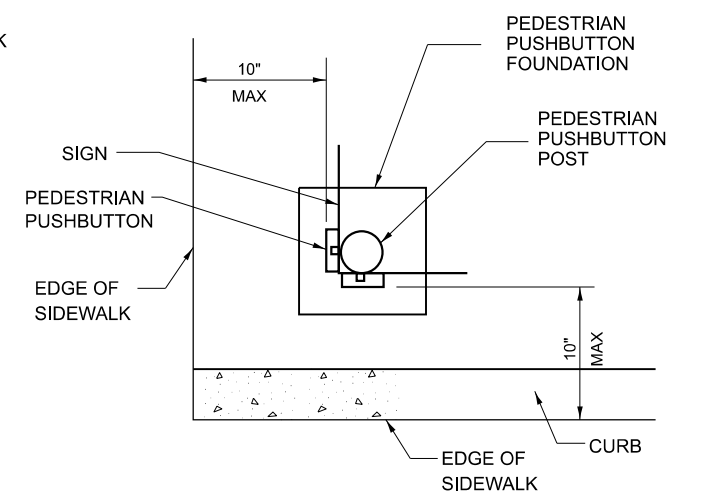
PEDESTRIAN PUSH BUTTON POST



SIGNAL POST



TOP VIEW



PEDESTRIAN PUSH BUTTON POST TOP VIEW

- ### GENERAL NOTES
1. PREFERRED MOUNTING HEIGHT OF THE PUSHBUTTON SHALL BE APPROXIMATELY 3 FEET, THE HEIGHT SHALL BE MAXIMUM OF 3.5 FEET AND MINIMUM OF 2.5 FEET ABOVE SIDEWALK.
 2. REACH OF THE PUSHBUTTON SHALL BE A MAXIMUM OF 10 INCHES FROM THE EDGE OF SIDEWALK.
 3. PUSHBUTTON SHALL BE UNOBSTRUCTED AND ADJACENT TO ALL-WEATHER SURFACE TO PROVIDE ACCESS FROM A WHEELCHAIR.
 4. IN ANY CASE THE 10 INCH MAXIMUM DISTANCE IS NOT ACHIEVED, MODULAR EXTENSION BRACKETS SHALL BE INSTALLED. THE COST AND LABOR OF INSTALLING EXTENSION BRACKET SHALL BE INCLUDED IN THE COST OF "PEDESTRIAN PUSHBUTTON". THE LENGTH OF THE MODULAR EXTENSION BRACKET IS NOT TO EXCEED 1'-6".
 5. THE PUSHBUTTON FACE SHOULD BE PARALLEL TO THE CROSSWALK IT CONTROLS.

* 36" PREFERRED
NOT TO SCALE

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PLOT DATE = 7/2/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 9 OFFICE STANDARDS

SCALE:	SHEET 17	OF 17	SHEETS	STA.	TO STA.
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STD. 9-36			DRAWN	03-20-26
			REVISED	
			REVISED	
			REVISED	
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		17	17
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

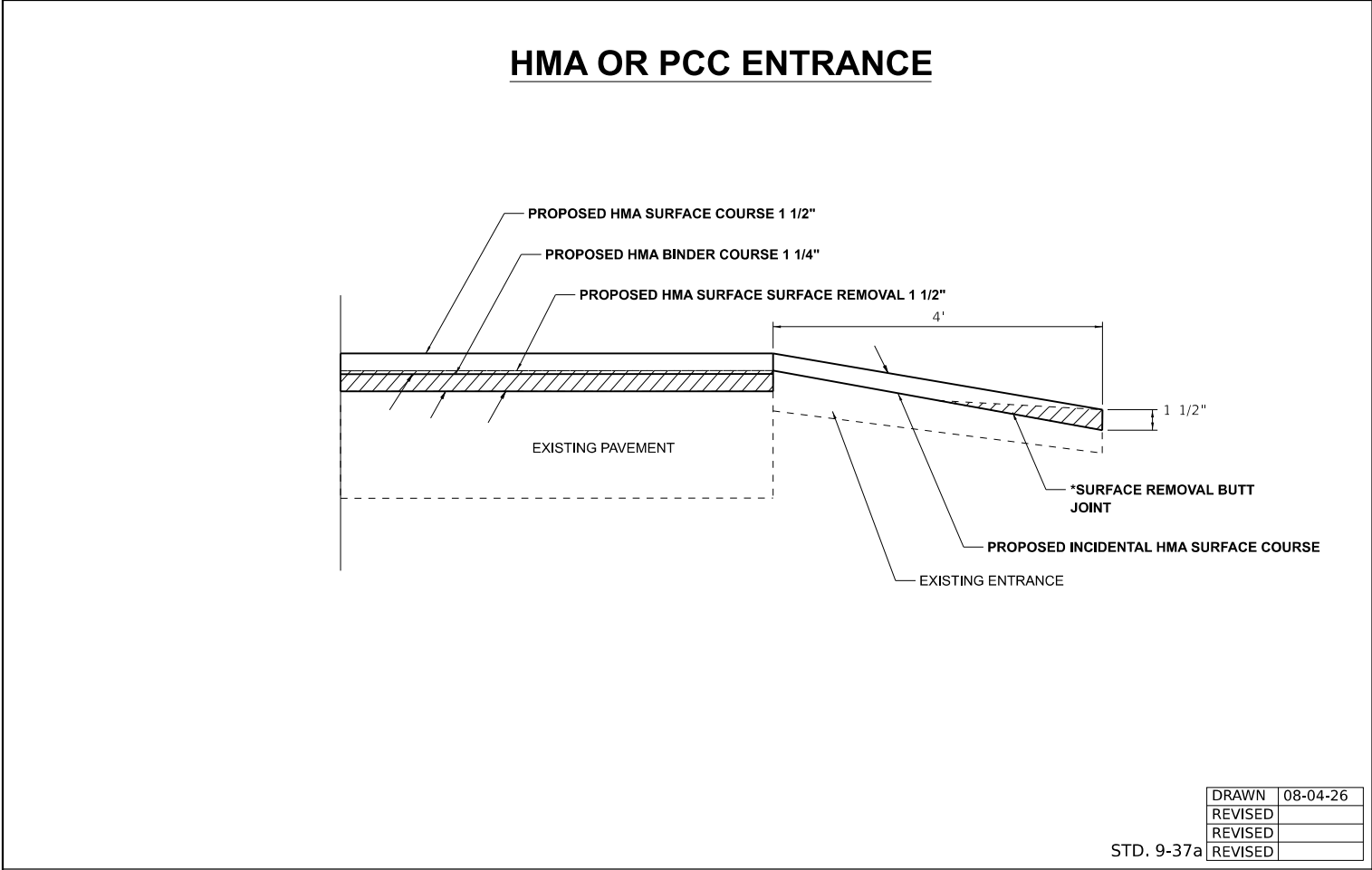
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FILE NAME: c:\pw_work\pwwidott\fw\tera\d0827013\ZA-StandardSheets.dgn

HMA OR PCC ENTRANCE

The diagram illustrates a cross-section of a pavement entrance. On the left, a vertical line represents the existing pavement edge. To its right, a horizontal section shows the existing pavement structure, which includes a hatched layer labeled "EXISTING PAVEMENT". Above this, three proposed HMA layers are shown: "PROPOSED HMA SURFACE COURSE 1 1/2\"", "PROPOSED HMA BINDER COURSE 1 1/4\"", and "PROPOSED HMA SURFACE SURFACE REMOVAL 1 1/2\"". A horizontal dimension line indicates a length of 4' for the proposed surface removal section. To the right of this section, a sloped layer labeled "PROPOSED INCIDENTAL HMA SURFACE COURSE" leads to a vertical drop of 1 1/2". A dashed line labeled "EXISTING ENTRANCE" shows the original ground profile. A label "*SURFACE REMOVAL BUTT JOINT" points to the vertical interface between the proposed surface removal and the incidental HMA surface course.

DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37a



HMA OR PCC ENTRANCE

The diagram illustrates a cross-section of a pavement entrance. On the left, a vertical line represents the existing pavement edge. To its right, a horizontal section represents the existing pavement, labeled "EXISTING PAVEMENT". Above this, three proposed HMA layers are shown: "PROPOSED HMA SURFACE COURSE 1 1/2\"", "PROPOSED HMA BINDER COURSE 1 1/4\"", and "PROPOSED HMA SURFACE SURFACE REMOVAL 1 1/2\"". A horizontal dimension line indicates a length of 4' for the proposed surface removal section. To the right of this section, a sloped line represents the "PROPOSED INCIDENTAL HMA SURFACE COURSE". A vertical dimension line indicates a height of 1 1/2" for this sloped section. A dashed line represents the "EXISTING ENTRANCE". A label "*SURFACE REMOVAL BUTT JOINT" points to the vertical line separating the horizontal and sloped sections.

DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37a

HMA OR PCC ENTRANCE

The diagram illustrates a cross-section of a pavement entrance. On the left, a vertical line represents the existing pavement edge. To its right, a horizontal section shows the existing pavement structure, which includes a hatched layer labeled "EXISTING PAVEMENT". Above this, three proposed HMA layers are shown: "PROPOSED HMA SURFACE COURSE 1 1/2\"", "PROPOSED HMA BINDER COURSE 1 1/4\"", and "PROPOSED HMA SURFACE SURFACE REMOVAL 1 1/2\"". A horizontal dimension line indicates a length of 4' for the proposed surface removal section. To the right of this section, a sloped layer labeled "PROPOSED INCIDENTAL HMA SURFACE COURSE" leads to a vertical drop of 1 1/2". A dashed line labeled "EXISTING ENTRANCE" shows the original ground profile. A label "*SURFACE REMOVAL BUTT JOINT" points to the vertical interface between the proposed surface removal and the incidental HMA surface course.

DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

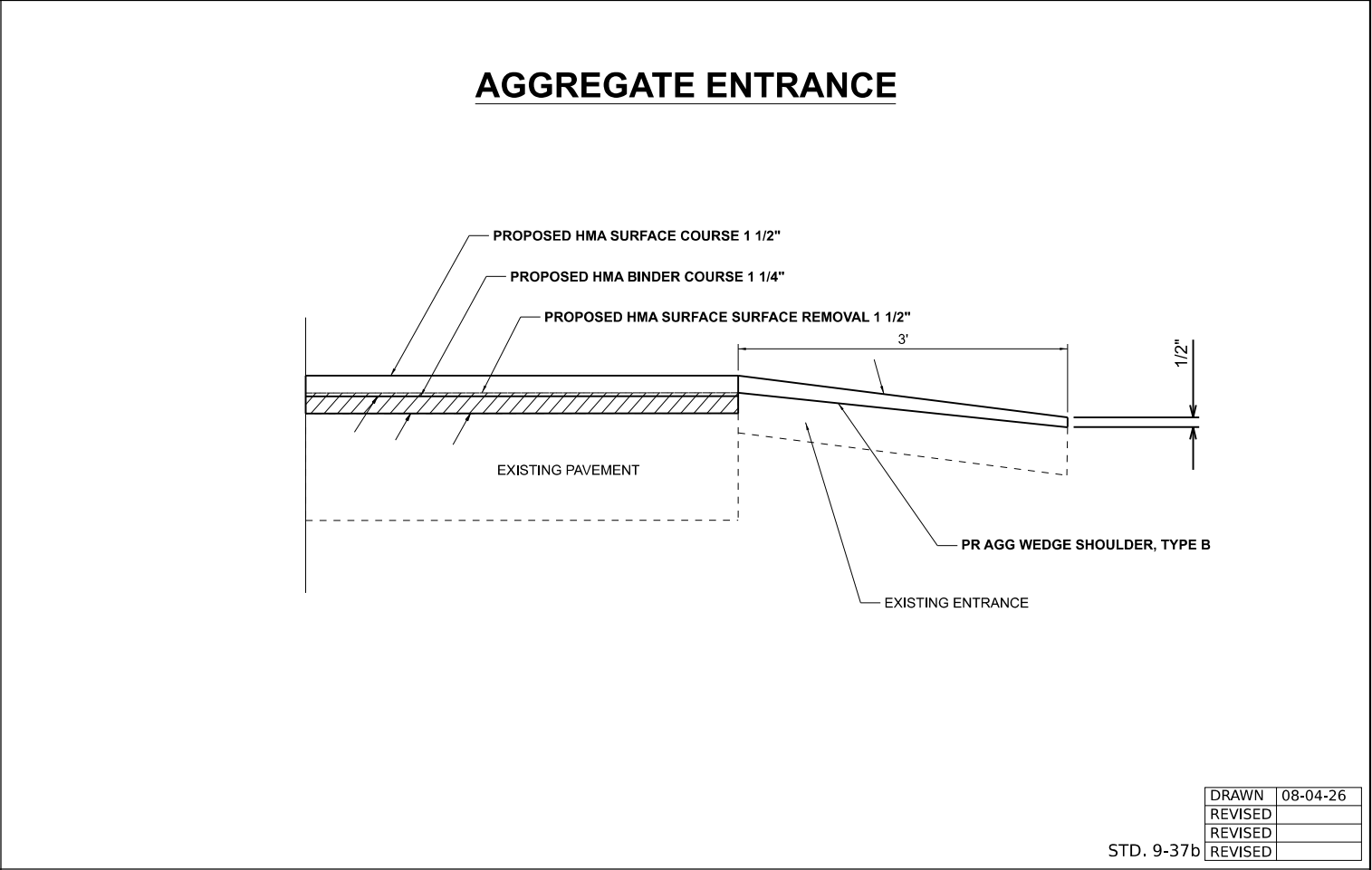
STD. 9-37a

AGGREGATE ENTRANCE

The diagram illustrates a cross-section of a road surface at an aggregate entrance. On the left, a vertical line represents the edge of the existing pavement. To its right, a hatched area represents the 'EXISTING PAVEMENT'. Above this, three layers are shown: 'PROPOSED HMA SURFACE COURSE 1 1/2"', 'PROPOSED HMA BINDER COURSE 1 1/4"', and 'PROPOSED HMA SURFACE SURFACE REMOVAL 1 1/2"'. A horizontal dimension line indicates a 3' distance from the edge of the existing pavement to the start of the shoulder. The shoulder is labeled 'PR AGG WEDGE SHOULDER, TYPE B'. Below the shoulder, a dashed line represents the 'EXISTING ENTRANCE'. A vertical dimension line on the right indicates a 1/2" height for the shoulder.

DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37b



AGGREGATE ENTRANCE

The diagram illustrates a cross-section of a road surface at an aggregate entrance. On the left, a vertical line represents the edge of the existing pavement. To its right, a hatched area represents the 'EXISTING PAVEMENT'. Above this, three layers are shown: 'PROPOSED HMA SURFACE COURSE 1 1/2"', 'PROPOSED HMA BINDER COURSE 1 1/4"', and 'PROPOSED HMA SURFACE SURFACE REMOVAL 1 1/2"'. A horizontal dimension line indicates a 3' distance from the edge of the existing pavement to the start of the shoulder. The shoulder is labeled 'PR AGG WEDGE SHOULDER, TYPE B'. Below the shoulder, a dashed line represents the 'EXISTING ENTRANCE'. A vertical dimension line on the right indicates a 1/2" height for the shoulder.

DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37b

AGGREGATE ENTRANCE

The diagram illustrates a cross-section of a road surface at an aggregate entrance. On the left, a vertical line represents the edge of the existing pavement. To its right, a hatched area represents the 'EXISTING PAVEMENT'. Above this, three layers are shown: 'PROPOSED HMA SURFACE COURSE 1 1/2"', 'PROPOSED HMA BINDER COURSE 1 1/4"', and 'PROPOSED HMA SURFACE SURFACE REMOVAL 1 1/2"'. A horizontal dimension line indicates a 3' distance from the edge of the existing pavement to the start of the shoulder. The shoulder is labeled 'PR AGG WEDGE SHOULDER, TYPE B'. Below the shoulder, a dashed line represents the 'EXISTING ENTRANCE'. A vertical dimension line on the right indicates a 1/2" height for the shoulder.

DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37b

1. IF THE EXISTING SUBBASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDE ROADS SHALL BE CORED OUT AND AGGREGATE SUBBASE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD AND ANY AGGREGATE BASE COURSE SHALL BE PAID FOR AS SPECIFIED IN ART. 109.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. IF EXISTING SUBBASE IS DETERMINED TO BE ADEQUATE, THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.
2. VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.
3. *SURFACE REMOVAL BUTT JOINT ON ENTRANCES IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

	USER NAME = <i>Alicia.fowler-steves</i>	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 10/14/2026	DATE -	REVISED -

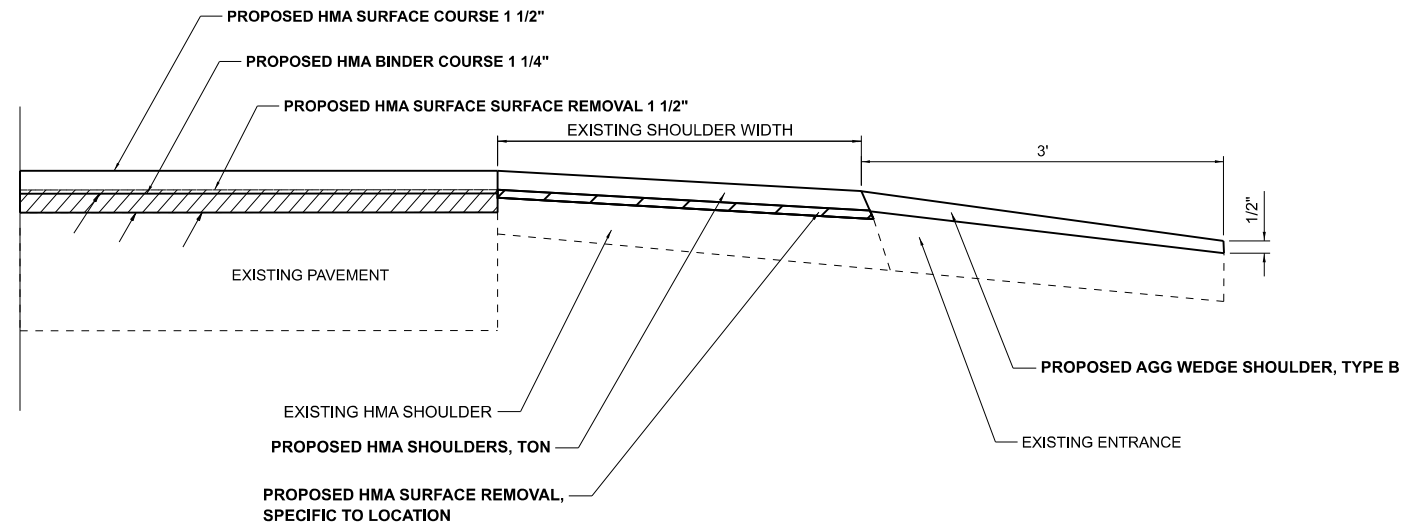
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE:	SHEET 18	OF 23	SHEETS	STA.	TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		23	18
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

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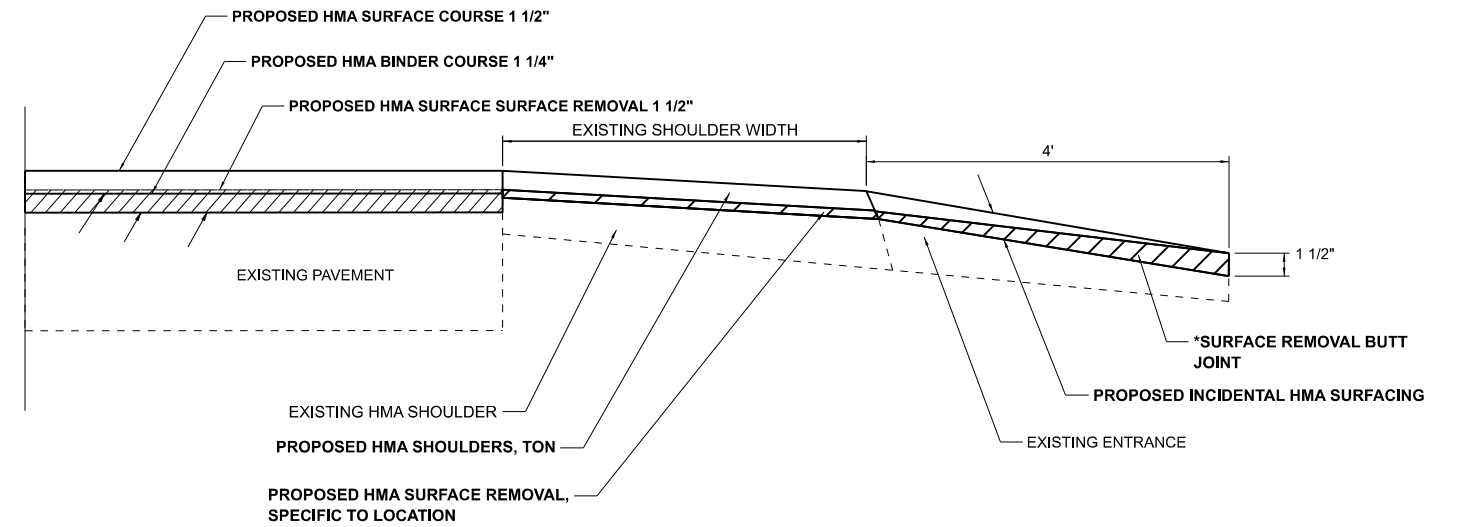
AGGREGATE ENTRANCE WITH PAVED SHOULDER



DRAWN	08-04-26
REVISED	
REVISED	
C REVISED	

STD. 9-37c

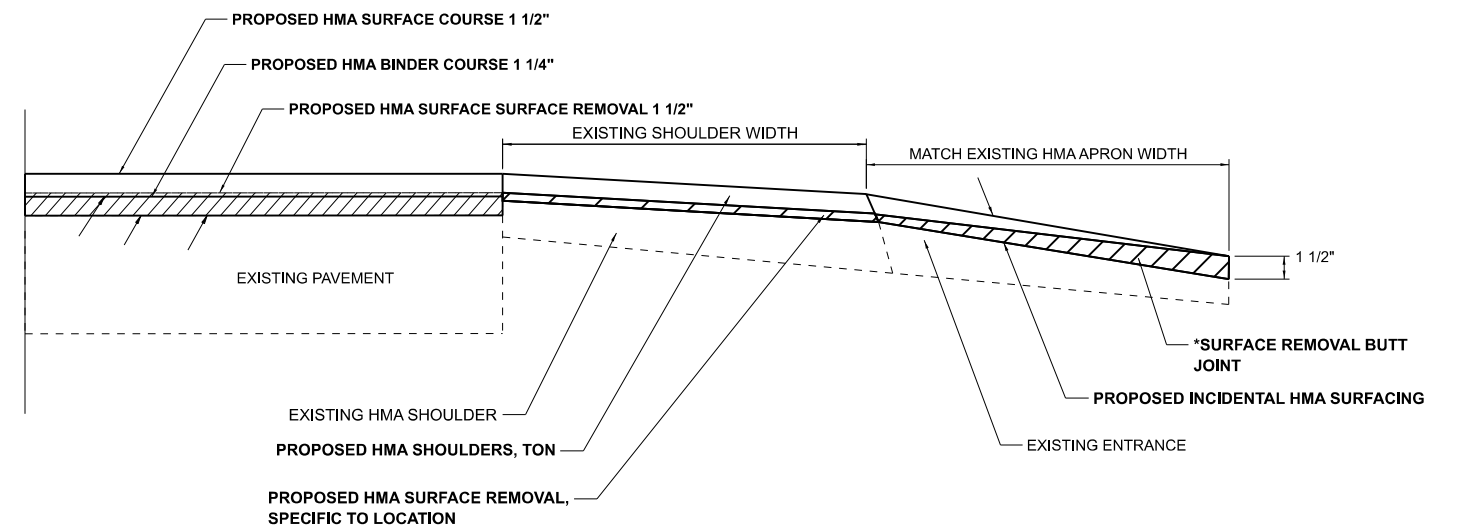
HMA, PCC, OR OIL AND CHIP ENTRANCE WITH PAVED SHOULDER



DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37d

AGGREGATE ENTRANCE WITH PAVED SHOULDER AND HMA APRON



DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37e

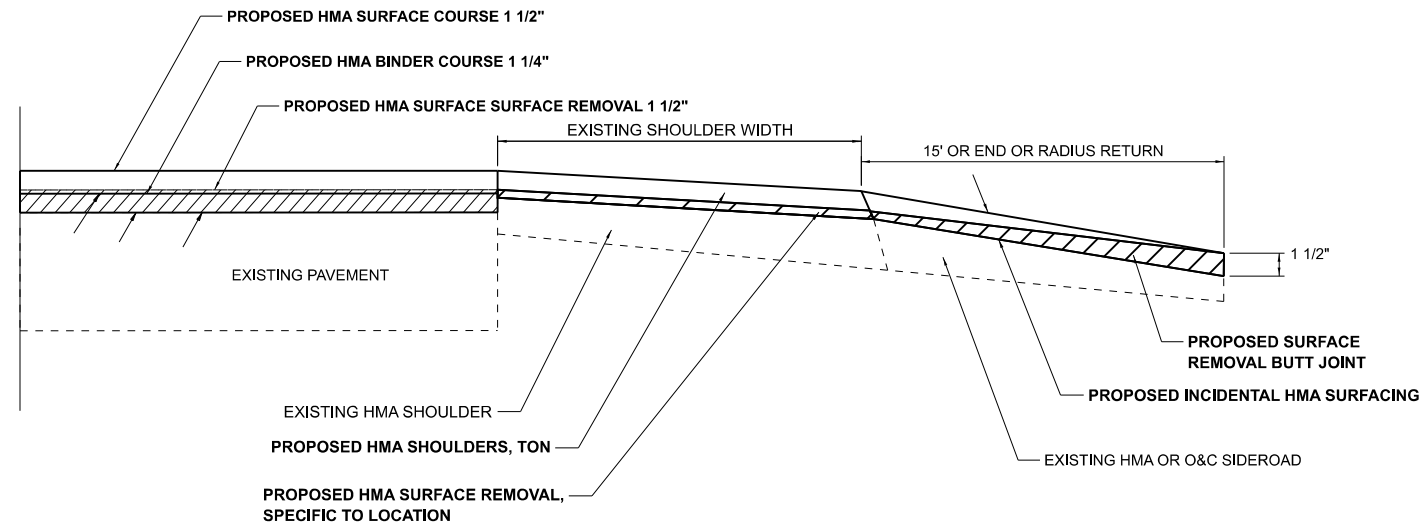
USER NAME = Alica.fowler-steves	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 10/14/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

					F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
					D9-Office Standards			23	19	
					CONTRACT NO.					
SCALE:	SHEET 19	OF 23	SHEETS	STA.	TO STA.					

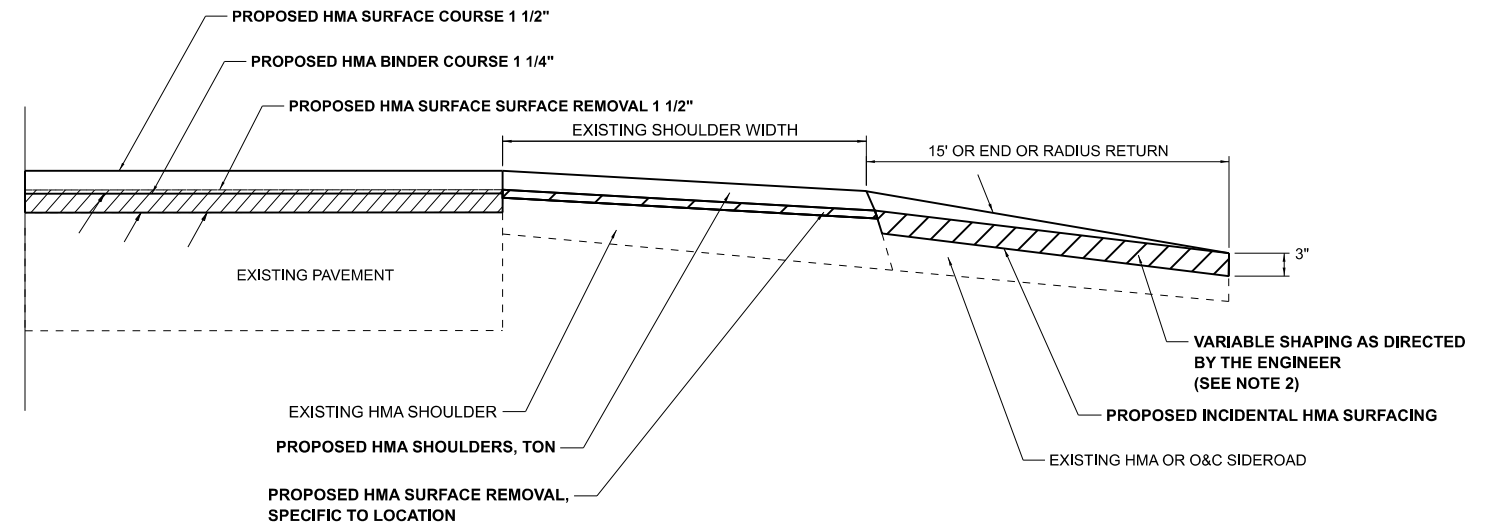
MODEL: D9-Office Stds-19 [Sheet]
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HMA,PCC, OR OIL AND CHIP SIDEROADS WITH PAVED SHOULDER



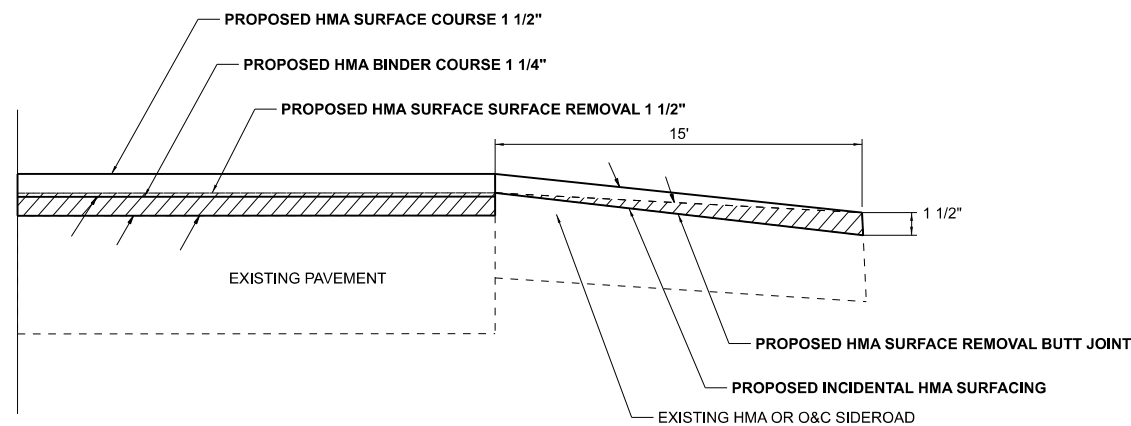
STD. 9-37f

AGGREGATE SIDEROADS WITH PAVED SHOULDER



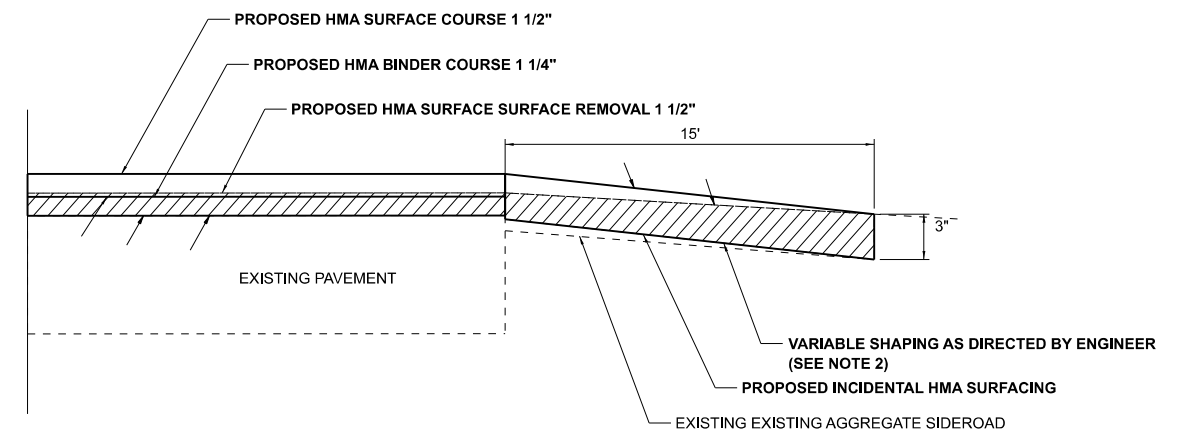
STD. 9-37g

HMA, PCC, OR OIL AND CHIP SIDEROADS WITH BUTT JOINT



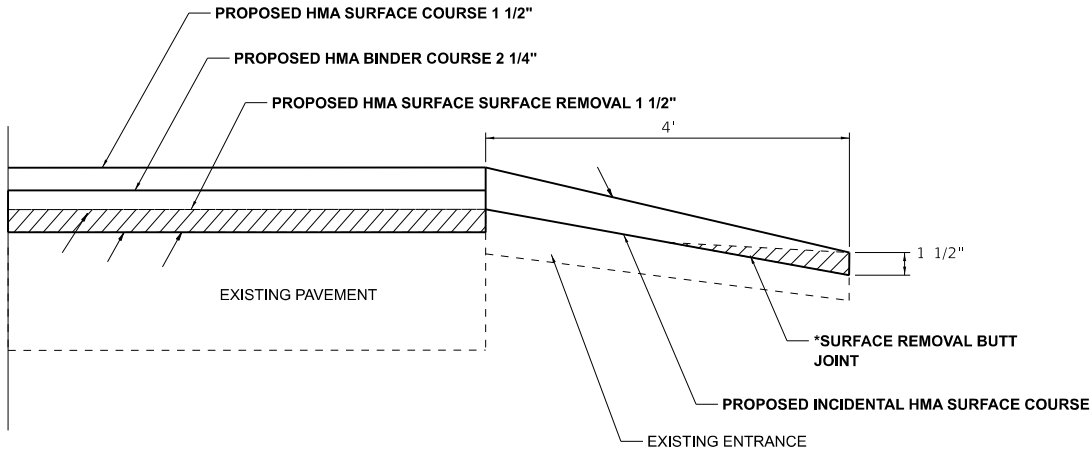
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AGGREGATE SIDEROADS



STD. 9-37i RE

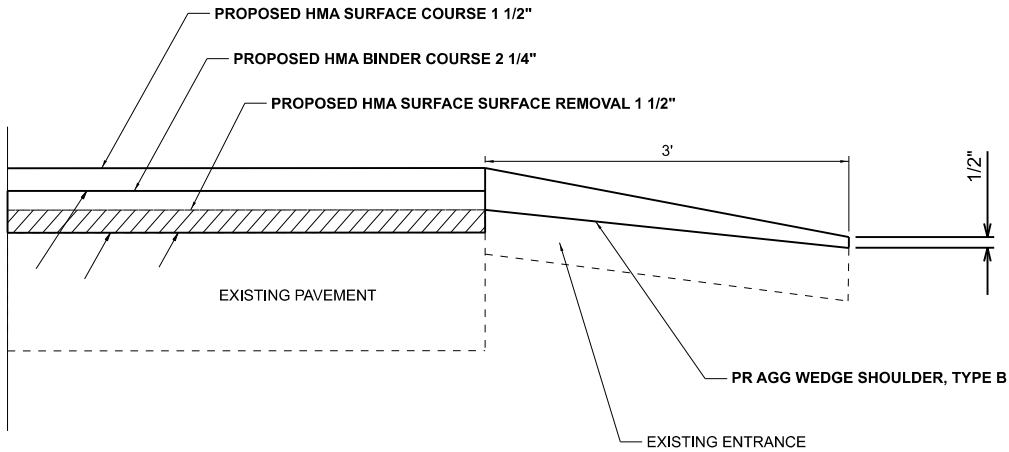
HMA OR PCC ENTRANCE



DRAWN	08-04-26
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STD. 9-37j

AGGREGATE ENTRANCE



DRAWN	08-04-26
REVISED	
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REVISED	

STD. 9-37k

1. IF THE EXISTING SUBBASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDE ROADS SHALL BE CORED OUT AND AGGREGATE SUBBASE, TYPE B SHALL BE PLACED FOR BASE. THE COST OF CORING OUT THE SIDEROAD AND ANY AGGREGATE BASE COURSE SHALL BE PAID FOR AS SPECIFIED IN ART. 109.04 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. IF EXISTING SUBBASE IS DETERMINED TO BE ADEQUATE, THE PREPARTION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.09.
2. VARIABLE SHAPING IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.
3. *SURFACE REMOVAL BUTT JOINT ON ENTRANCES IS INCLUDED IN THE COST OF INCIDENTAL HOT-MIX ASPHALT SURFACING.

MODEL: D9-Office Sds-21 [Sheet]
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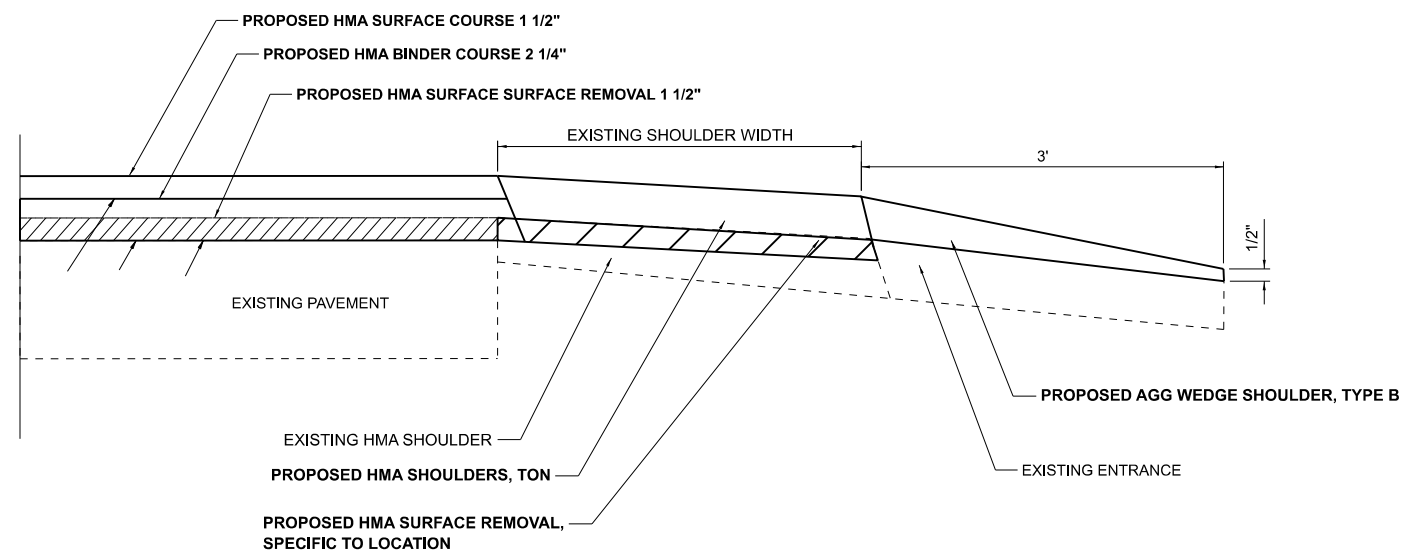
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		DRAWN	-	REVISED	-
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PLOT DATE	= 10/14/2026	DATE	-	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 21 OF 23 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		23	21
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

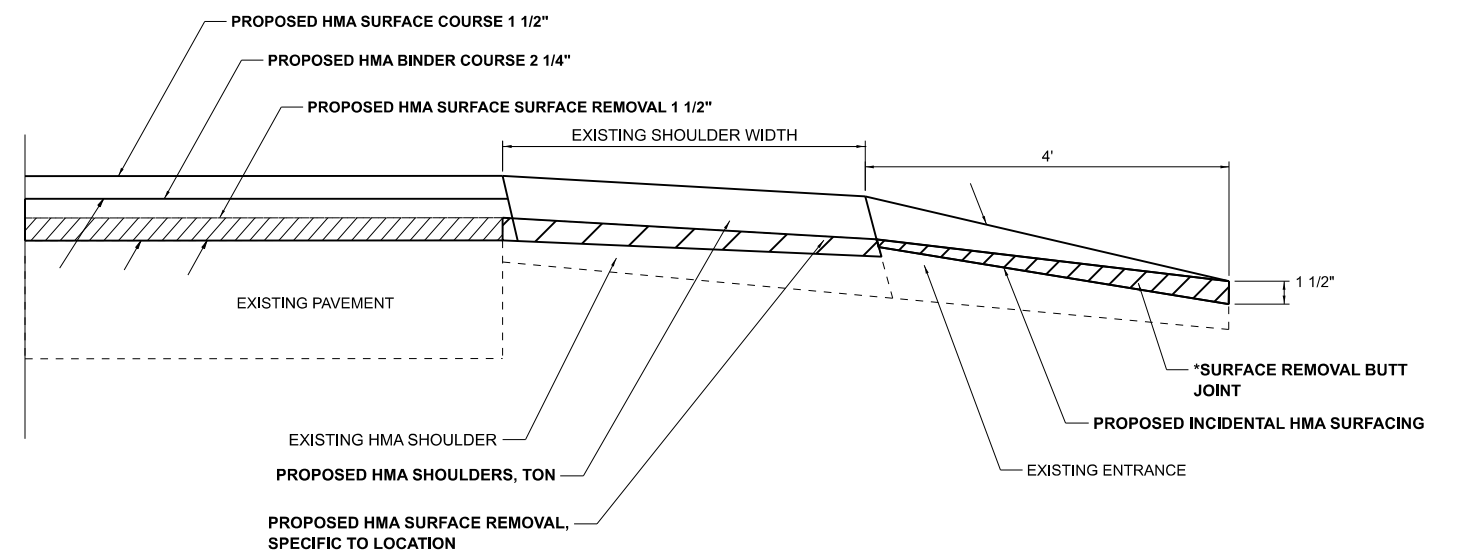
AGGREGATE ENTRANCE WITH PAVED SHOULDER



DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-371

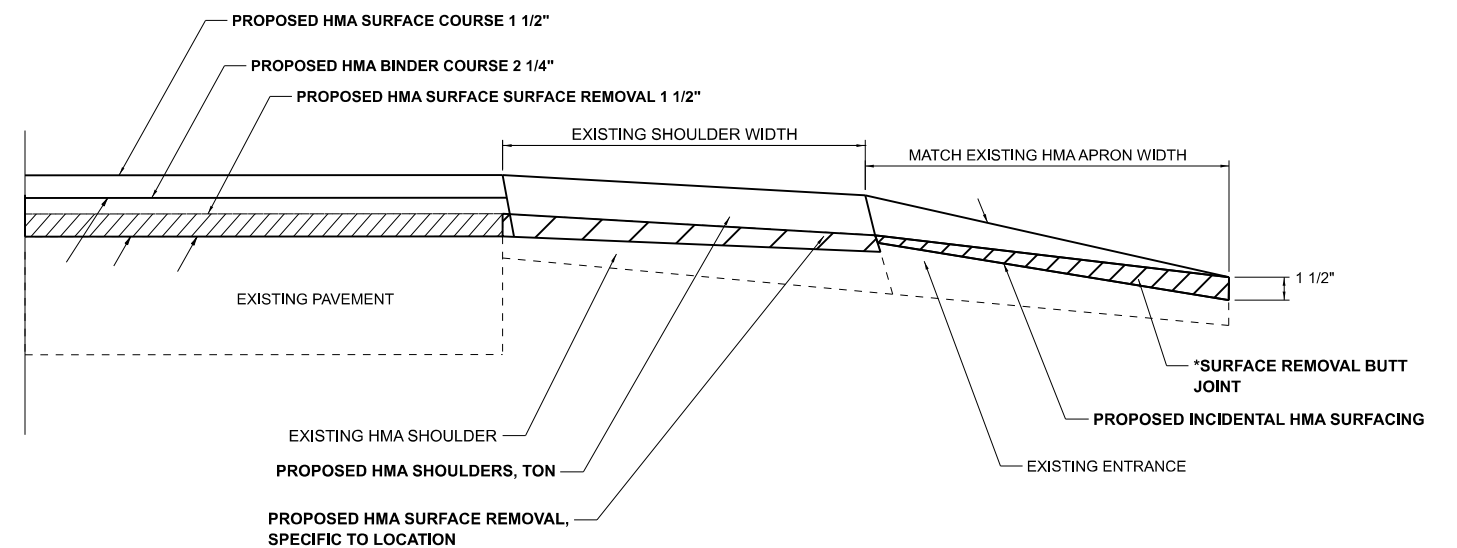
HMA, PCC, OR OIL AND CHIP ENTRANCE WITH PAVED SHOULDER



DRAWN	08-04-26
REVISED	
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AGGREGATE ENTRANCE WITH PAVED SHOULDER AND HMA APRON



DRAWN	08-04-26
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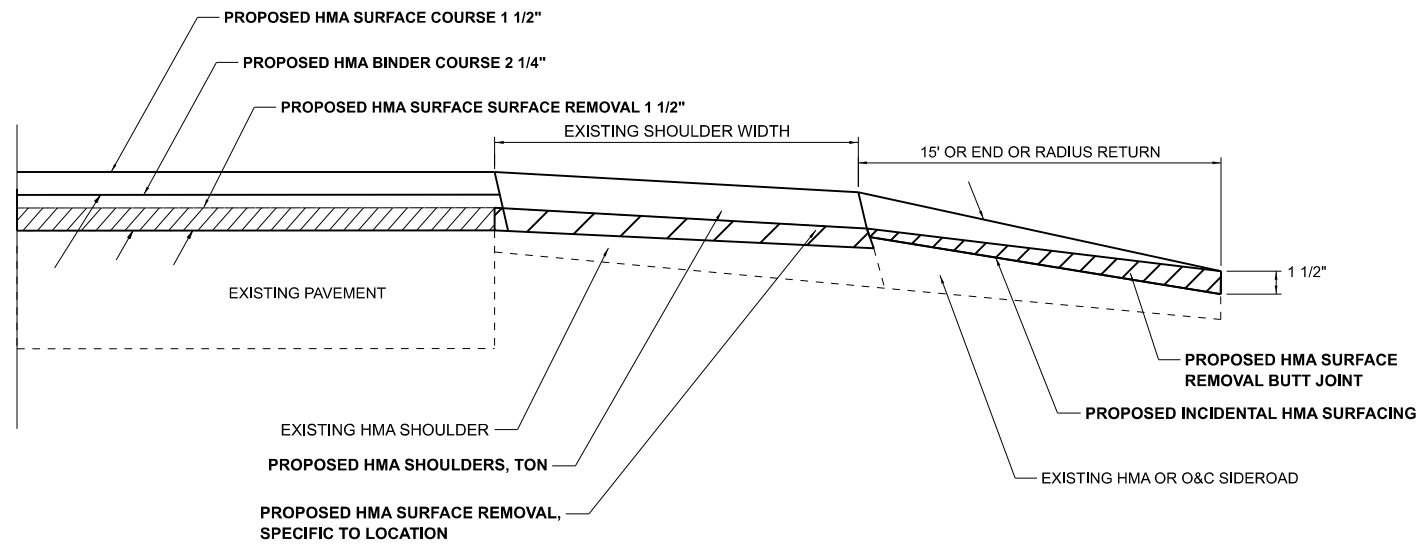
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PLOT DATE = 10/14/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

					F.A.P RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
						D9-Office Standards			23	22
					CONTRACT NO.					
SCALE:	SHEET 22	OF 23	SHEETS	STA.	TO STA.					
					ILLINOIS FED. AID PROJECT					

MODEL: D9-Office Stds-22 [Sheet]
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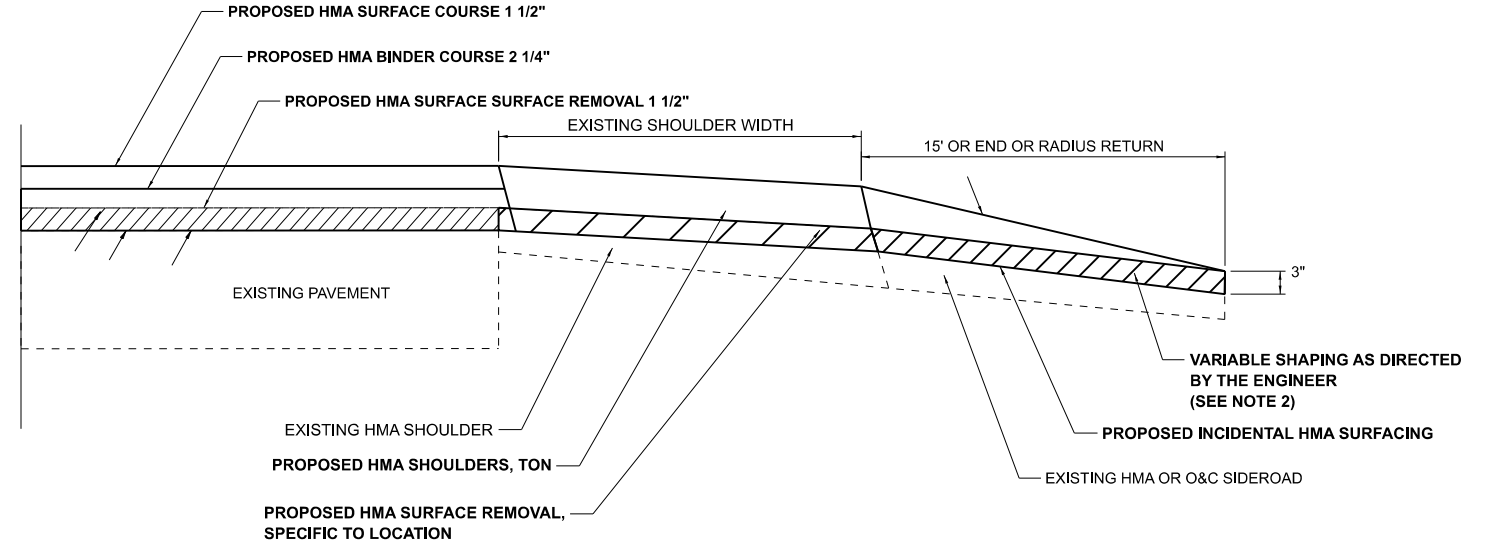
HMA, PCC, OR OIL & CHIP SIDEROADS WITH PAVED SHOULDER



STD. 9-370	DRAWN	08-04-26
	REVISED	
	REVISED	
	REVISED	

STD. 9-37o

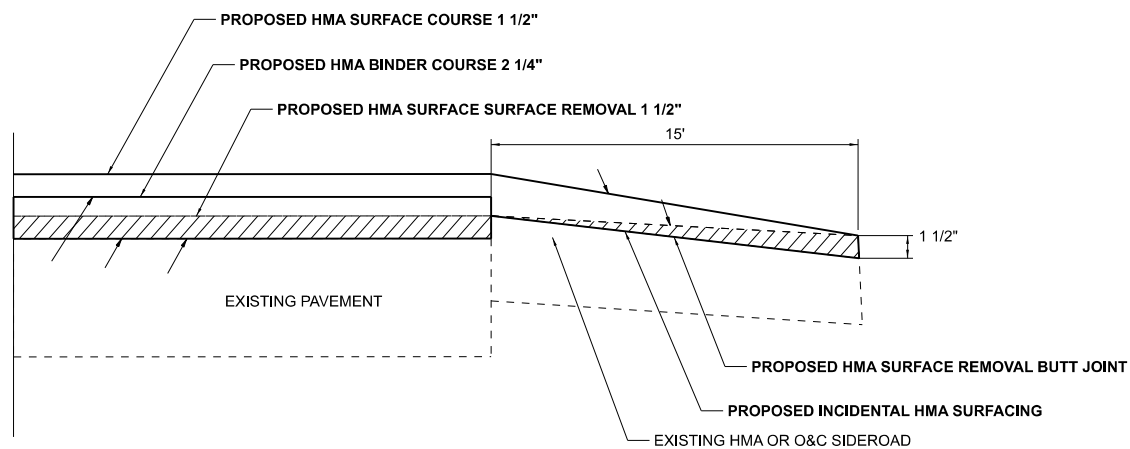
AGGREGATE SIDEROADS WITH PAVED SHOULDER



DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37p

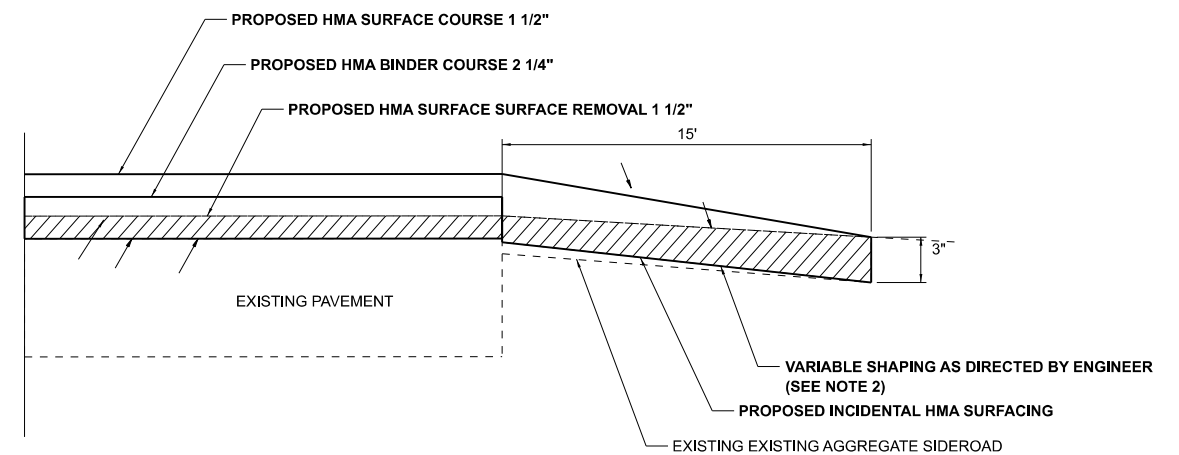
HMA, PCC OR OIL & CHIP SIDEROADS WITH BUTT JOINT



STD. 9-37q	DRAWN	08-04-26
	REVISED	
	REVISED	
	REVISED	

STD. 9-37q

AGGREGATE SIDEROADS



DRAWN	08-04-26
REVISED	
REVISED	
REVISED	

STD. 9-37r

MODEL: D9-Office Stds-23 [Sheet]
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	DRAWN -	REVISED -
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PLOT DATE = 10/14/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET 23	OF 23	SHEETS	STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	D9-Office Standards		23	23
		CONTRACT NO.		
		ILLINOIS	FED. AID PROJECT	