

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION								
1	COVER SHEET	000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS	1. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.							
2	INDEX OF SHEETS. STATE STANDARDS,AND GENERAL NOTES	424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS	2. 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.							
3 - 4	SUMMARY OF QUANTITIES	442201-03	CLASS C AND D PATCHES	3. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.							
5	TYPICAL SECTIONS	606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER	4. 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.							
6 - 12	ROADWAY PLANS	701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) to 24" (600 mm) FROM PAVEMENT EDGE	5. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.							
13 - 23	DETECTOR LOOP REPLACEMENT PLANS	701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY	6. 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.							
24 - 27	ADA RAMP DESIGNS	701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS	7. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.							
28	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEED ≥ 45MPH	8. 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.							
29	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS- DAY ONLY	9. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.							
30	DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED	10. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.							
31	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION	11. 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.							
32	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	701801-06	SIDWALK, CORNER OR CROSSWALK CLOSURE	12. THE RESIDENT ENGINEER SHALL CONTACT MR. ERIC CAMPOS AREA TRAFFIC FIELD ENGINEER, AT ERIC.CAMPOS@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.							
33	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701901-10	TRAFFIC CONTROL DEVICES	13. ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.							
34	DRIVEWAY ENTRANCE SIGNING (TC-26)	780001-05	TYPICAL PAVEMENT MARKINGS	14. ALL PAVEMENT MARKINGS ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING DETAIL TC-13.							
35-41	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-05)	781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS	15. THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.							
42	DETECTOR LOOP INSTALLATION DETAIL FOR ROADWAY RESURFACING (TS-07)	886001-01	DETECTOR LOOP INSTALLATIONS	16. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.							
43	FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)			17. RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO THE DISTRICT STANDARDS AS NOTED IN THE DETAIL.							
44	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)			18. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED ACCORDING TO IDOT D1 RRPM DETAIL TC-11.							
45	CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)			19. CONTRACTOR MUST NOT ENCROACH, PERFORM ANY CONSTRUCTION ACTIVITIES, OR PARK ANY CONSTRUCTION EQUIPMENT OR VEHICLES IN THE AREA WITHIN 30' FROM THE CENTERLINE OF THE NEAREST TRACK.							
46	BUTT JOINT AND HMA TAPER DETAILS (BD-32)			20. THE CONTRACTOR SHALL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT (847) 705-4171 AT AT LEAST 1 WEEK IN ADVANCE OF BEGINNING FORESTRY WORK, WEED SPRAYING AND SEEDING.							
GENERAL NOTES CONTINUE ON NEXT SHEET											
	USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -				381	2024-1000-RS,SW	WILL	46	2
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	PLOT DATE = 3/22/2025	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
					SCALE:	SHEET OF 1 SHEETS	STA.	TO STA.			

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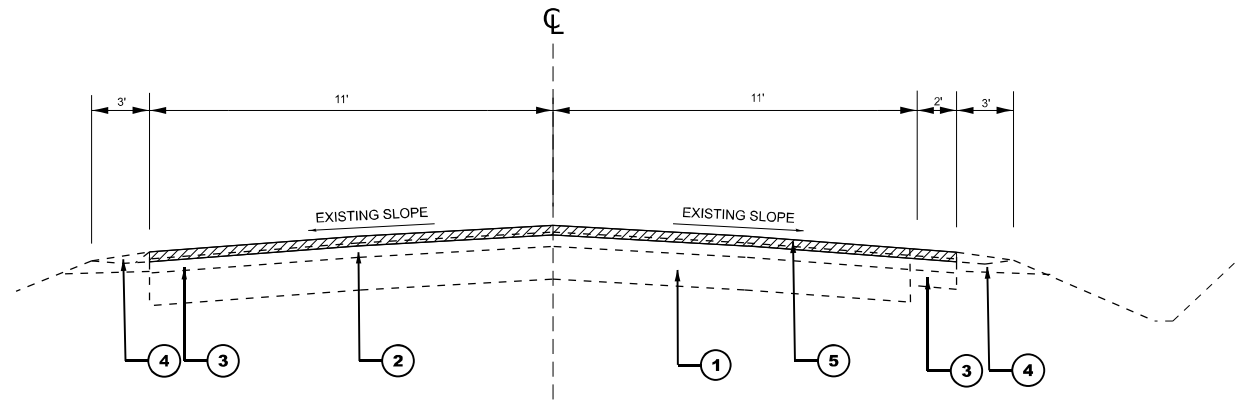
SUMMARY OF QUANTITIES					TYPE CODE					
					IL-129 WILL	IL-129 WILL	IL-129 WILL			
					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
					100% STATE	100% STATE	100% STATE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0005	0021				
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5						
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	10	10						
20200100	EARTH EXCAVATION	CU YD	25	25						
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	124	124						
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1.5	1.5						
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1.5	1.5						
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1.5	1.5						
25003210	INTERSEEDING, CLASS 2A	ACRE	1	1						
25200110	SODDING, SALT TOLERANT	SQ YD	124	124						
25200200	SUPPLEMENTAL WATERING	UNIT	1.2	1.2						
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	27449	27449						
40600370	LONGITUDINAL JOINT SEALANT	FOOT	13256	13256						
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	61	61						
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	261	261						
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	4526	4526						
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	3960	3960						
42001300	PROTECTIVE COAT	SQ YD	207	207						
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1865	1865						
42400800	DETECTABLE WARNINGS	SQ FT	275	275						
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	40403	40403						
44000600	SIDEWALK REMOVAL	SQ FT	1865	1865						
* = SPECIALTY ITEM										
USER NAME = mohammad.hamwi		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION						
		DRAWN -	REVISED -							
		CHECKED -	REVISED -							
PLOT DATE = 3/22/2025		DATE -	REVISED -							

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					IL-129 WILL	IL-129 WILL	IL-129 WILL			
					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
					100% STATE	100% STATE	100% STATE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0005	0021				
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	120	120						
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	320	320						
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	620	620						
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	755	755						
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2						
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	2	2						
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	25	25						
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1						
* 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	5	5						
67100100	MOBILIZATION	L SUM	1	1						
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1						
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1						
70102635	TRAFFIC CONTROLAND PROTECTION, STANDARD 701701	L SUM	1	1						
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1						
70300100	SHORT TERM PAVEMENT MARKING	FOOT	11300	11300						
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4475	4475						
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	132	132						
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	39174	39174						
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	720	720						
* = SPECIALTY ITEM										
INOIS NSPORTATION		SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST			381	2024-1000-RS,SW	WILL	46	3	
		SCALE:			SHEET 1 OF 2 SHEETS			CONTRACT NO. 62X34		
		STA. TO STA.			ILLINOIS FED. AID PROJECT					

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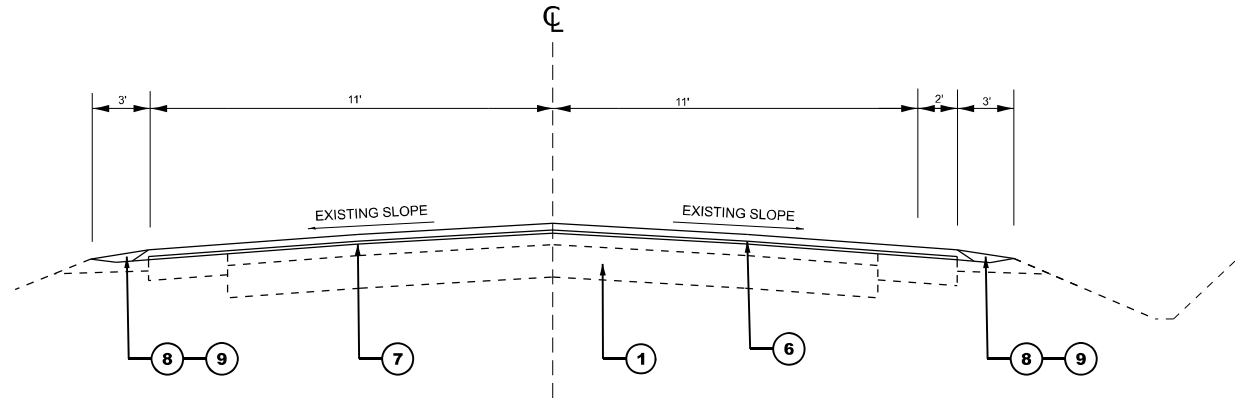
SUMMARY OF QUANTITIES					TYPE CODE					
					IL-129 WILL	IL-129 WILL	IL-129 WILL			
					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
					100% STATE	100% STATE	100% STATE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0005	0021				
70300251	TEMPORARY PAVEMENT MARKING - LINE 8"- PAINT	FOOT	30	30						
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	129	129						
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	264	264						
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	39174	39174						
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	132	132						
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	39174	39174						
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	720	720						
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	31	31						
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	130	130						
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	264	264						
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	463	463						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	463	463						
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	14118	14118						
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	53			53				
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1			1				
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	824			824				
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1232			1232				
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	68			68				
* 87900200	DRILL EXISTING HANDHOLE	EACH	3			3				
* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	12			12				
* 88600100	DETECTOR LOOP, TYPE I	FOOT	1442			1442				
* = SPECIALTY ITEM										
USER NAME = mohammad.hamwi		DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION						
		DRAWN -	REVISED -							
		CHECKED -	REVISED -							
PLOT DATE = 3/22/2025		DATE -	REVISED -							

SUMMARY OF QUANTITIES					TYPE CODE					
					IL-129 WILL	IL-129 WILL	IL-129 WILL			
					ROADWAY	ROADWAY	TRAFFIC SIGNALS			
					100% STATE	100% STATE	100% STATE			
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	0005	0005	0021				
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1707			1707			
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1			1			
*	89502376	REBUILD EXISTING HANDHOLE	EACH	1			1			
	K0026700	TREE CARE	EACH	20	20					
	K0029624	WEED CONTROL, TEASEL	GALLON	1	1					
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
	X0325222	WEED CONTROL, BASAL TREATMENT	GALLON	30	30					
*	X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3			3			
	X2020110	GRADING AND SHAPING SHOULDERS	UNIT	222	222					
	X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	15	15					
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	335	335					
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	30		30				
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12					
*	X8140238	REBUILD EXISTING DOUBLE HANDHOLE	EACH	2			2			
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	12			12			
*	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12			12			
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2		2				
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	105	105					
*	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1			1			
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
* = SPECIALTY ITEM										
SUMMARY OF QUANTITIES				F.A.U. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.	
IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST				381	2024-1000-RS.SW		WILL	46	4	
SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.				CONTRACT NO. 62X34						
				ILLINOIS FED. AID PROJECT						



EXISTING TYPICAL SECTION

STA 15+00 - STA 166+81



PROPOSED TYPICAL SECTION

STA 15+00 - STA 166+81

LEGEND

- 1. EXISTING P.C.C. BASE COURSE, 9"-7"-9"
- 2. EXISTING HMA , ±6" (BEFORE MILLING)
- 3. EXISTING BASE COURSE WIDENING 2'
- 4. EXISTING AGGREGATE SHOULDERS
- 5. PROPOSED HMA SURFACE REMOVAL, 3 ¾"
- 6. PROPOSED HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N70, 1 ¾"
- 7. PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- 8. PROPOSED AGGREGATE SHOULDER, TYPE B
- 9. PROPOSED AGGREGATE WEDGE SHOULDER

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QMP
MIXTURE TYPE	AIR VOIDS @ Ndesign	
PAVEMENT RESURFACING		
HMA SURFACE COURSE, IL 9.5, MIX "D", N70, 1 ¾"	4% @ 70 Gyr.	QCP
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4% @ 70 Gyr.	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 Gyr.	QC/QA
QMP Designations: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); Pay for Performance (PFP)		

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS

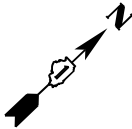
NOTE:

- 1. CONTRACTOR SHALL MILL BEFORE PATCHING
- 2. LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON THE HMA BC IL-9.5 N70.

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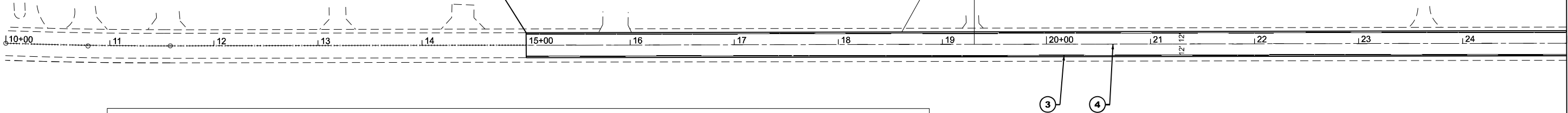
	USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					381	2024-1000-RS, SW	WILL	46	5
		CHECKED -	REVISED -					CONTRACT NO. 62X34				
	PLOT DATE = 3/22/2025	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 1	OF 1	SHEETS	STA.	TO STA.						

IL. ROUTE 129
(WASHINGTON ST.)



PROJECT BEGINS
STATION 15 + 00

PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
PROP. HMA REMOVAL SURFACE REMOVAL 3 3/4"



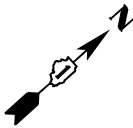
PROPOSED PAVEMENT MARKING

- | | | |
|--|---|--|
| ① PROP. THERMOPLASTIC PVMT. MARKING 4", DOUBLE CENTERLINE, YELLOW 11" C-C (TYP.) | ⑥ PROP. THERMOPLASTIC PVMT. MARKING, 6", SOLID TURN LANE LINE, WHITE (TYP.) | ⑪ PROP. THERMOPLASTIC PVMT. MARKING, 24", STOP BAR, WHITE (TYP.) |
| ② PROP. THERMOPLASTIC PVMT. MARKING, 4", CENTERLINE (NO PASSING ZONE), YELLOW (TYP.) | ⑦ PROP. THERMOPLASTIC PVMT. MARKING, 8", GORE MARKING LINE, WHITE (TYP.) | ⑫ PROP. THERMOPLASTIC PVMT. MARKING, LETTERS AND SYMBOLS, WHITE (TYP.) |
| ③ PROP. THERMOPLASTIC PVMT MARKING, 4", EDGE LINE, WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PVMT MARKING, 12", DIAGONAL @ 45° MEDIAN LINE, YELLOW (TYP.) | ⑬ PROP. THERMOPLASTIC PVMT. MARKING, 6", CROSSWALK, WHITE (TYP.) |
| ④ PROP. THERMOPLASTIC PVMT MARKING, 4", 10' DASH, 30' SKIP, YELLOW (TYP.) | ⑨ PROP. THERMOPLASTIC PVMT. MARKING 12", DIAGONAL @ 45° SHOULDER LINE, WHITE (TYP.) | |
| ⑤ PROP. THERMOPLASTIC PVMT MARKING 6", 2' DASH, 6' SKIP, WHITE (TYP.) | ⑩ PROP. THERMOPLASTIC PVMT. MARKING 12", CHEVRON SOLID GORE LINES @ 45°, WHITE (TYP.) | |

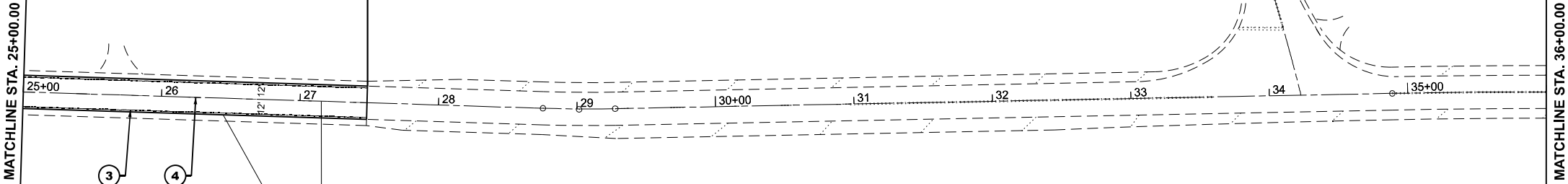
ADA IMPROVEMENT LEGEND

- ▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PD-06

IL. ROUTE 129
(WASHINGTON ST.)



OMMISION BEGINS
STATION 27 + 48



PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
PROP. HMA REMOVAL SURFACE REMOVAL 3 3/4"

NOTES

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 PM DETAIL TC-13
- ALL RRPMS SHALL BE INSTALLED ACCORDING TO D1 RRP DETAIL TC-11

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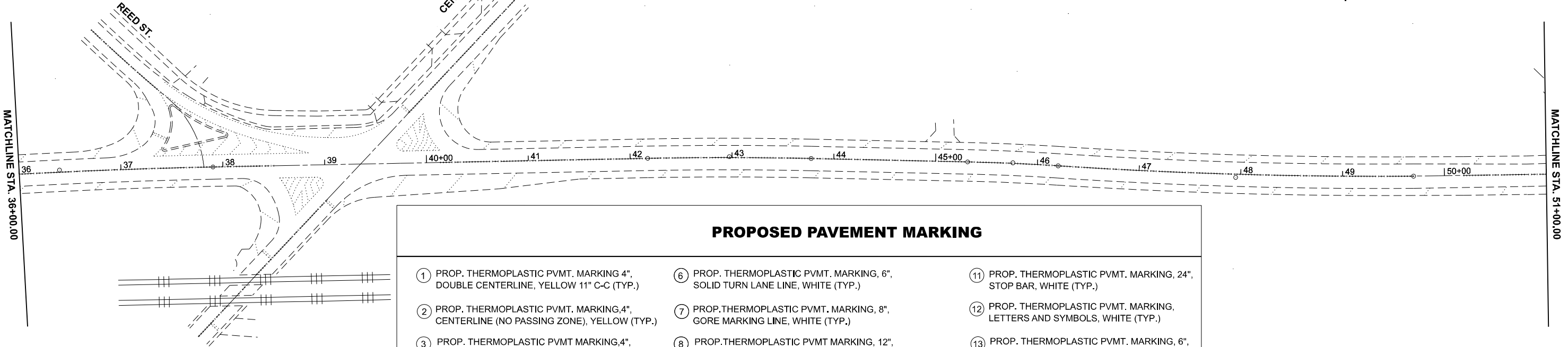
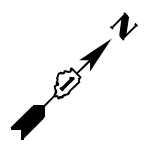
USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/22/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST			
SCALE: 1"=50'	SHEET 3	OF 8 SHEETS	STA. 10+00.00 TO STA. 36+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	6
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

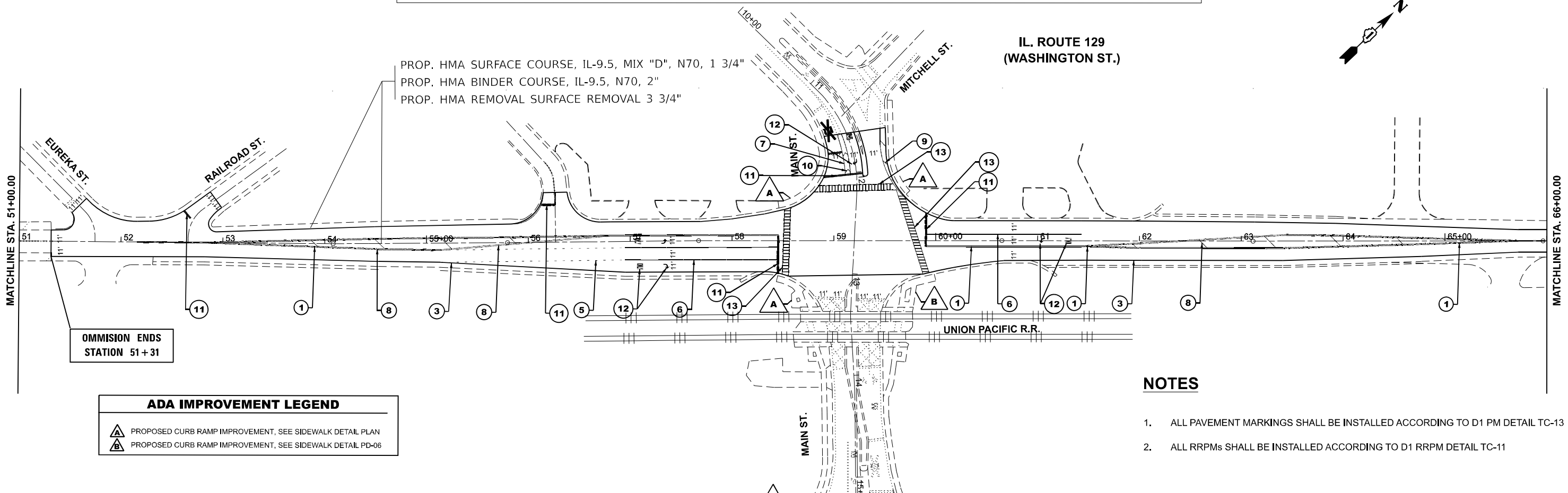
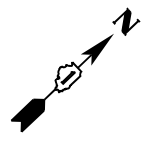
IL. ROUTE 129
(WASHINGTON ST.)



PROPOSED PAVEMENT MARKING

- | | | |
|---|--|---|
| ① PROP. THERMOPLASTIC PVMT. MARKING 4",
DOUBLE CENTERLINE, YELLOW 11" C-C (TYP.) | ⑥ PROP. THERMOPLASTIC PVMT. MARKING, 6",
SOLID TURN LANE LINE, WHITE (TYP.) | ⑪ PROP. THERMOPLASTIC PVMT. MARKING, 24",
STOP BAR, WHITE (TYP.) |
| ② PROP. THERMOPLASTIC PVMT. MARKING, 4",
CENTERLINE (NO PASSING ZONE), YELLOW (TYP.) | ⑦ PROP. THERMOPLASTIC PVMT. MARKING, 8",
GORE MARKING LINE, WHITE (TYP.) | ⑫ PROP. THERMOPLASTIC PVMT. MARKING,
LETTERS AND SYMBOLS, WHITE (TYP.) |
| ③ PROP. THERMOPLASTIC PVMT MARKING, 4",
EDGE LINE, WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PVMT MARKING, 12",
DIAGONAL @ 45° MEDIAN LINE, YELLOW (TYP.) | ⑬ PROP. THERMOPLASTIC PVMT. MARKING, 6",
CROSSWALK, WHITE (TYP.) |
| ④ PROP. THERMOPLASTIC PVMT MARKING, 4",
10' DASH, 30' SKIP, YELLOW (TYP.) | ⑨ PROP. THERMOPLASTIC PVMT. MARKING 12",
DIAGONAL @ 45° SHOULDER LINE, WHITE (TYP.) | |
| ⑤ PROP. THERMOPLASTIC PVMT MARKING 6",
2' DASH, 6' SKIP, WHITE (TYP.) | ⑩ PROP. THERMOPLASTIC PVMT. MARKING 12",
CHEVRON SOLID GORE LINES @ 45°, WHITE (TYP.) | |

IL. ROUTE 129
(WASHINGTON ST.)



OMMISION ENDS
STATION 51 + 31

ADA IMPROVEMENT LEGEND

- PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
- PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PD-06

NOTES

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 PM DETAIL TC-13
- ALL RRPMS SHALL BE INSTALLED ACCORDING TO D1 RRPM DETAIL TC-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST

SCALE: 1"=50' SHEET 4 OF 8 SHEETS STA. 36+00.00 TO STA. 66+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	7
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL - Plan 3 (Sheet)
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MODEL: EXCL - Plan 5 (Sheet)
FILE NAME: c:\p\work\p\wid\ham\wid1017083\ID101925-shh-plan.dgn

MATCHLINE STA. 66+00.00

MATCHLINE STA. 81+00.00

MATCHLINE STA. 81+00.00

MATCHLINE STA. 96+00.00

IL. ROUTE 129
(WASHINGTON ST.)

PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
PROP. HMA REMOVAL SURFACE REMOVAL 3 3/4"

PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
PROP. HMA REMOVAL SURFACE REMOVAL 3 3/4"

PROPOSED PAVEMENT MARKING

- | | | |
|---|--|---|
| ① PROP. THERMOPLASTIC PVMT. MARKING 4",
DOUBLE CENTERLINE, YELLOW 11" C-C (TYP.) | ⑥ PROP. THERMOPLASTIC PVMT. MARKING, 6",
SOLID TURN LANE LINE, WHITE (TYP.) | ⑪ PROP. THERMOPLASTIC PVMT. MARKING, 24",
STOP BAR, WHITE (TYP.) |
| ② PROP. THERMOPLASTIC PVMT. MARKING, 4",
CENTERLINE (NO PASSING ZONE), YELLOW (TYP.) | ⑦ PROP. THERMOPLASTIC PVMT. MARKING, 8",
GORE MARKING LINE, WHITE (TYP.) | ⑫ PROP. THERMOPLASTIC PVMT. MARKING,
LETTERS AND SYMBOLS, WHITE (TYP.) |
| ③ PROP. THERMOPLASTIC PVMT MARKING, 4",
EDGE LINE, WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PVMT MARKING, 12",
DIAGONAL @ 45° MEDIAN LINE, YELLOW (TYP.) | ⑬ PROP. THERMOPLASTIC PVMT. MARKING, 6",
CROSSWALK, WHITE (TYP.) |
| ④ PROP. THERMOPLASTIC PVMT MARKING, 4",
10' DASH, 30' SKIP, YELLOW (TYP.) | ⑨ PROP. THERMOPLASTIC PVMT. MARKING 12",
DIAGONAL @ 45° SHOULDER LINE, WHITE (TYP.) | |
| ⑤ PROP. THERMOPLASTIC PVMT MARKING 6",
2' DASH, 6' SKIP, WHITE (TYP.) | ⑩ PROP. THERMOPLASTIC PVMT. MARKING 12",
CHEVRON SOLID GORE LINES @ 45°, WHITE (TYP.) | |

IL. ROUTE 129
(WASHINGTON ST.)

ADA IMPROVEMENT LEGEND

- ⚠️ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
⚠️ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PD-06

NOTES

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 PM DETAIL TC-13
- ALL RRPMS SHALL BE INSTALLED ACCORDING TO D1 RRPM DETAIL TC-11

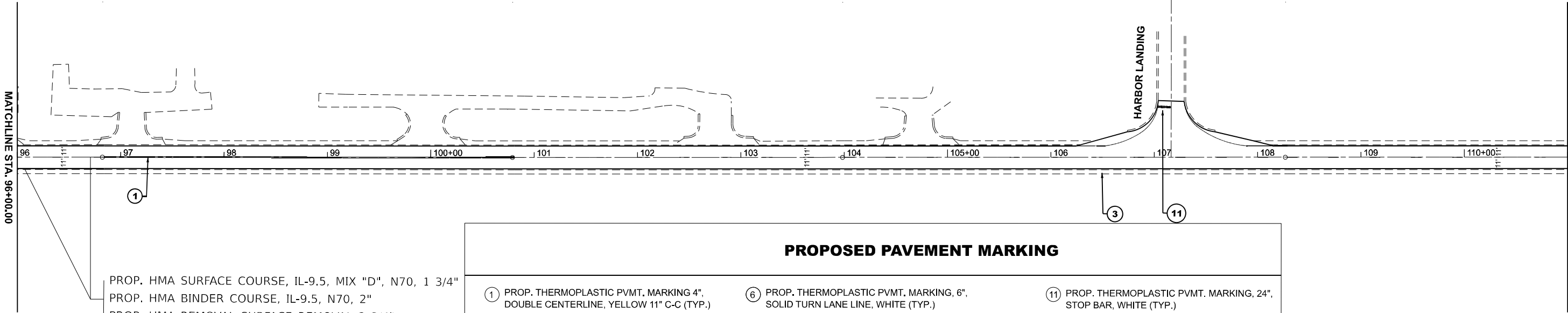
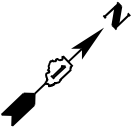
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		DRAWN	-
		CHECKED	-
PLOT DATE	= 3/22/2025	DATE	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST			
SCALE: 1"=50'	SHEET 5	OF 8 SHEETS	STA. 66+00.00 TO STA. 96+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	8
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

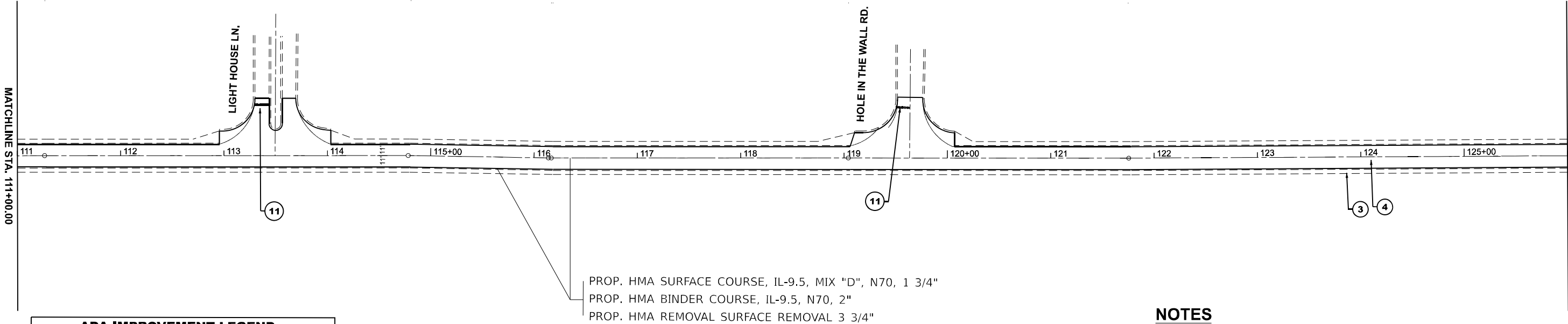
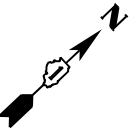
IL. ROUTE 129
(WASHINGTON ST.)



PROPOSED PAVEMENT MARKING

- | | | |
|--|---|--|
| ① PROP. THERMOPLASTIC PVMT. MARKING 4", DOUBLE CENTERLINE, YELLOW 11" C-C (TYP.) | ⑥ PROP. THERMOPLASTIC PVMT. MARKING, 6", SOLID TURN LANE LINE, WHITE (TYP.) | ⑪ PROP. THERMOPLASTIC PVMT. MARKING, 24", STOP BAR, WHITE (TYP.) |
| ② PROP. THERMOPLASTIC PVMT. MARKING, 4", CENTERLINE (NO PASSING ZONE), YELLOW (TYP.) | ⑦ PROP. THERMOPLASTIC PVMT. MARKING, 8", GORE MARKING LINE, WHITE (TYP.) | ⑫ PROP. THERMOPLASTIC PVMT. MARKING, LETTERS AND SYMBOLS, WHITE (TYP.) |
| ③ PROP. THERMOPLASTIC PVMT MARKING, 4", EDGE LINE, WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PVMT MARKING, 12", DIAGONAL @ 45° MEDIAN LINE, YELLOW (TYP.) | ⑬ PROP. THERMOPLASTIC PVMT. MARKING, 6", CROSSWALK, WHITE (TYP.) |
| ④ PROP. THERMOPLASTIC PVMT MARKING, 4", 10' DASH, 30' SKIP, YELLOW (TYP.) | ⑨ PROP. THERMOPLASTIC PVMT. MARKING 12", DIAGONAL @ 45° SHOULDER LINE, WHITE (TYP.) | |
| ⑤ PROP. THERMOPLASTIC PVMT MARKING 6", 2' DASH, 6' SKIP, WHITE (TYP.) | ⑩ PROP. THERMOPLASTIC PVMT. MARKING 12", CHEVRON SOLID GORE LINES @ 45°, WHITE (TYP.) | |

IL. ROUTE 129
(WASHINGTON ST.)



ADA IMPROVEMENT LEGEND

- ▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PD-06

NOTES

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 PM DETAIL TC-13
- ALL RRPMS SHALL BE INSTALLED ACCORDING TO D1 RRPDM DETAIL TC-11

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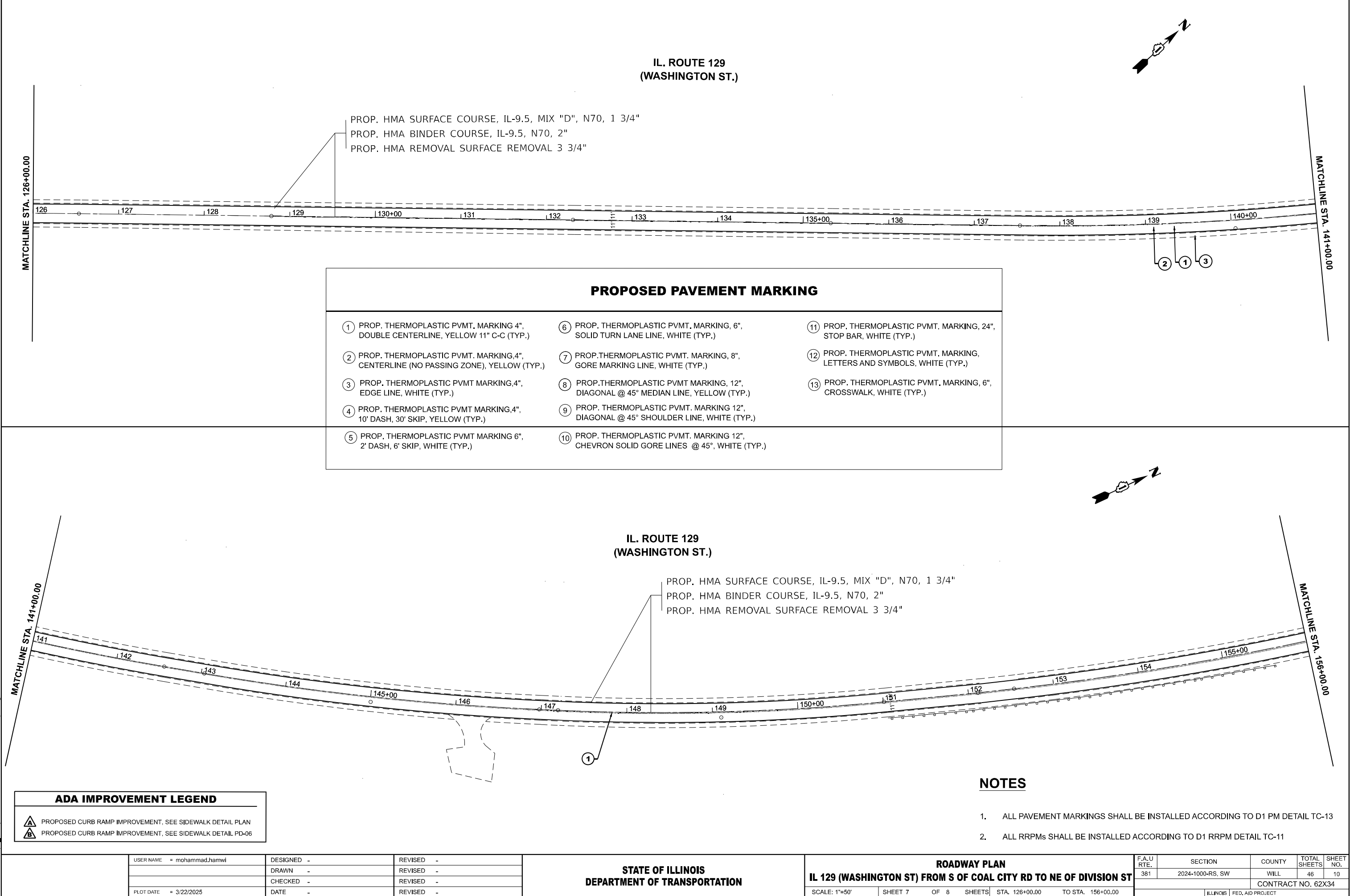
USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/22/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST			
SCALE: 1"=50'	SHEET 6	OF 8 SHEETS	STA. 96+00.00 TO STA. 126+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	9
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

MODEL: ExCL - Plan 9 (Sheet)
FILE NAME: c:\p\work\p\wid\hamw\md1077083\101925-shh-plan.dgn



IL. ROUTE 129
(WASHINGTON ST.)

PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
PROP. HMA REMOVAL SURFACE REMOVAL 3 3/4"

PROPOSED PAVEMENT MARKING

- | | | |
|---|---|--|
| ① PROP. THERMOPLASTIC PVMT. MARKING 4", DOUBLE CENTERLINE, YELLOW 11" C-C (TYP.) | ⑥ PROP. THERMOPLASTIC PVMT. MARKING 6", SOLID TURN LANE LINE, WHITE (TYP.) | ⑪ PROP. THERMOPLASTIC PVMT. MARKING 24", STOP BAR, WHITE (TYP.) |
| ② PROP. THERMOPLASTIC PVMT. MARKING 4", CENTERLINE (NO PASSING ZONE), YELLOW (TYP.) | ⑦ PROP. THERMOPLASTIC PVMT. MARKING 8", GORE MARKING LINE, WHITE (TYP.) | ⑫ PROP. THERMOPLASTIC PVMT. MARKING, LETTERS AND SYMBOLS, WHITE (TYP.) |
| ③ PROP. THERMOPLASTIC PVMT MARKING 4", EDGE LINE, WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PVMT MARKING 12", DIAGONAL @ 45° MEDIAN LINE, YELLOW (TYP.) | ⑬ PROP. THERMOPLASTIC PVMT. MARKING 6", CROSSWALK, WHITE (TYP.) |
| ④ PROP. THERMOPLASTIC PVMT MARKING 4", 10' DASH, 30' SKIP, YELLOW (TYP.) | ⑨ PROP. THERMOPLASTIC PVMT. MARKING 12", DIAGONAL @ 45° SHOULDER LINE, WHITE (TYP.) | |
| ⑤ PROP. THERMOPLASTIC PVMT MARKING 6", 2' DASH, 6' SKIP, WHITE (TYP.) | ⑩ PROP. THERMOPLASTIC PVMT. MARKING 12", CHEVRON SOLID GORE LINES @ 45°, WHITE (TYP.) | |

IL. ROUTE 129
(WASHINGTON ST.)

PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
PROP. HMA REMOVAL SURFACE REMOVAL 3 3/4"

NOTES

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 PM DETAIL TC-13
- ALL RRPMs SHALL BE INSTALLED ACCORDING TO D1 RRPM DETAIL TC-11

ADA IMPROVEMENT LEGEND

- ▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PD-06

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/22/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST			
SCALE: 1"=50'	SHEET 7	OF 8 SHEETS	STA. 126+00.00 TO STA. 156+00.00

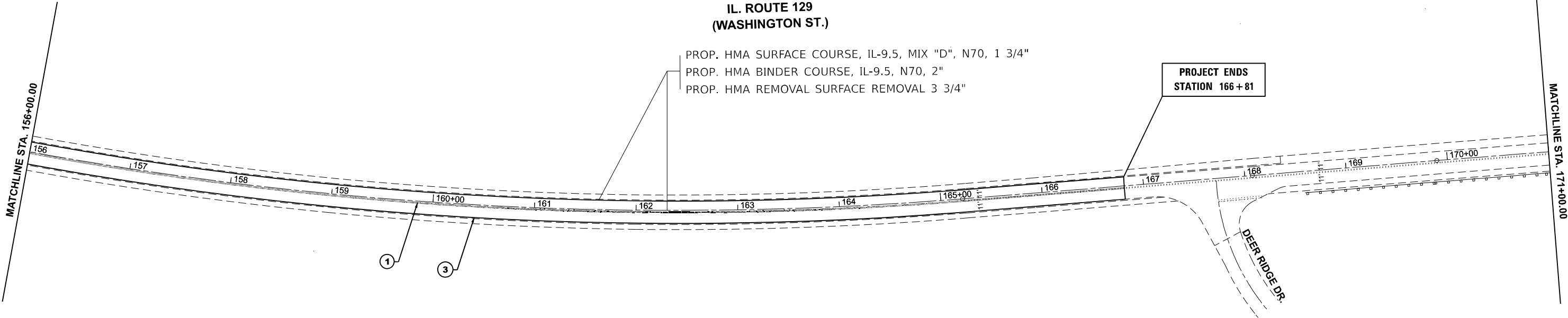
F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	10
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				



IL. ROUTE 129
(WASHINGTON ST.)

PROP. HMA SURFACE COURSE, IL-9.5, MIX "D", N70, 1 3/4"
PROP. HMA BINDER COURSE, IL-9.5, N70, 2"
PROP. HMA REMOVAL SURFACE REMOVAL 3 3/4"

PROJECT ENDS
STATION 166 + 81



IL. ROUTE 129
(WASHINGTON ST.)

ADA IMPROVEMENT LEGEND

- ▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
▲ PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PD-06

NOTES

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 PM DETAIL TC-13
- ALL RRPMS SHALL BE INSTALLED ACCORDING TO D1 RRP DETAIL TC-11

PROPOSED PAVEMENT MARKING

- | | | |
|--|---|--|
| ① PROP. THERMOPLASTIC PVMT. MARKING 4", DOUBLE CENTERLINE, YELLOW 11" C-C (TYP.) | ⑥ PROP. THERMOPLASTIC PVMT. MARKING, 6", SOLID TURN LANE LINE, WHITE (TYP.) | ⑪ PROP. THERMOPLASTIC PVMT. MARKING, 24", STOP BAR, WHITE (TYP.) |
| ② PROP. THERMOPLASTIC PVMT. MARKING, 4", CENTERLINE (NO PASSING ZONE), YELLOW (TYP.) | ⑦ PROP. THERMOPLASTIC PVMT. MARKING, 8", GORE MARKING LINE, WHITE (TYP.) | ⑫ PROP. THERMOPLASTIC PVMT. MARKING, LETTERS AND SYMBOLS, WHITE (TYP.) |
| ③ PROP. THERMOPLASTIC PVMT MARKING, 4", EDGE LINE, WHITE (TYP.) | ⑧ PROP. THERMOPLASTIC PVMT MARKING, 12", DIAGONAL @ 45° MEDIAN LINE, YELLOW (TYP.) | ⑬ PROP. THERMOPLASTIC PVMT. MARKING, 6", CROSSWALK, WHITE (TYP.) |
| ④ PROP. THERMOPLASTIC PVMT MARKING, 4", 10' DASH, 30' SKIP, YELLOW (TYP.) | ⑨ PROP. THERMOPLASTIC PVMT. MARKING 12", DIAGONAL @ 45° SHOULDER LINE, WHITE (TYP.) | |
| ⑤ PROP. THERMOPLASTIC PVMT MARKING 6", 2' DASH, 6' SKIP, WHITE (TYP.) | ⑩ PROP. THERMOPLASTIC PVMT. MARKING 12", CHEVRON SOLID GORE LINES @ 45°, WHITE (TYP.) | |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

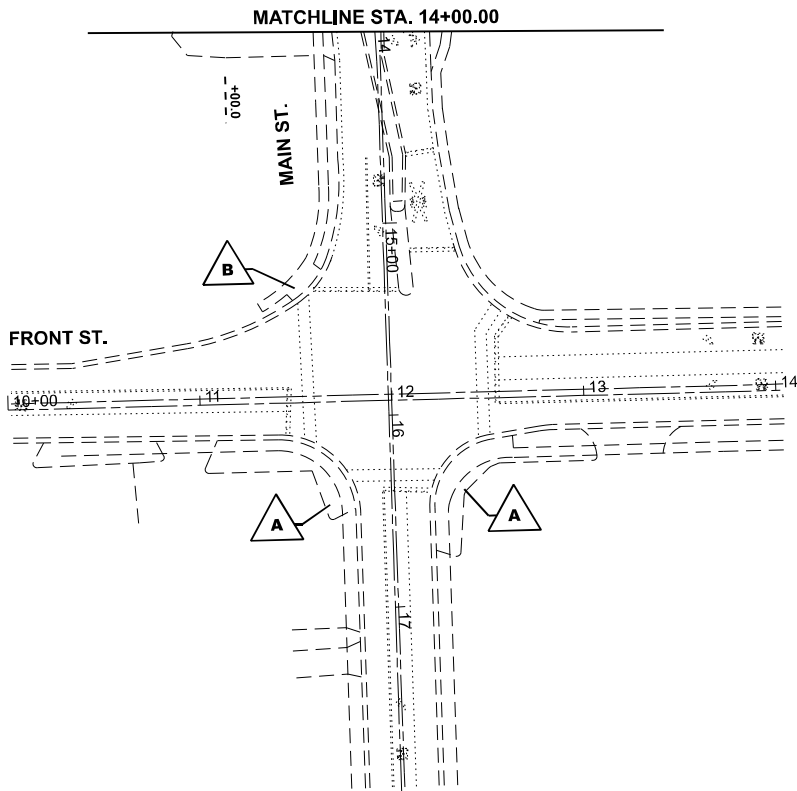
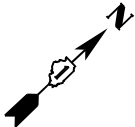
ROADWAY PLAN
IL 129 (WASHINGTON ST) FROM S OF COAL CITY RD TO NE OF DIVISION ST

SCALE: 1"=50' SHEET 8 OF 8 SHEETS STA. 156+00.00 TO STA. 186+00.00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	11
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL - Plan 11 [Sheet]
FILE NAME: c:\p\work\p\wd\ham\w\md\1077083\101925-shh-plan.dgn

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/22/2025	DATE -	REVISED -



ADA IMPROVEMENT LEGEND	
	PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PLAN
	PROPOSED CURB RAMP IMPROVEMENT, SEE SIDEWALK DETAIL PD-06

PROPOSED PAVEMENT MARKING

- | | | |
|--|--|---|
| 1 PROP. THERMOPLASTIC PVMT. MARKING 4", DOUBLE CENTERLINE, YELLOW 11" C-C (TYP.) | 6 PROP. THERMOPLASTIC PVMT. MARKING, 6", SOLID TURN LANE LINE, WHITE (TYP.) | 11 PROP. THERMOPLASTIC PVMT. MARKING, 24", STOP BAR, WHITE (TYP.) |
| 2 PROP. THERMOPLASTIC PVMT. MARKING, 4", CENTERLINE (NO PASSING ZONE), YELLOW (TYP.) | 7 PROP. THERMOPLASTIC PVMT. MARKING, 8", GORE MARKING LINE, WHITE (TYP.) | 12 PROP. THERMOPLASTIC PVMT. MARKING, LETTERS AND SYMBOLS, WHITE (TYP.) |
| 3 PROP. THERMOPLASTIC PVMT MARKING, 4", EDGE LINE, WHITE (TYP.) | 8 PROP. THERMOPLASTIC PVMT MARKING, 12", DIAGONAL @ 45° MEDIAN LINE, YELLOW (TYP.) | 13 PROP. THERMOPLASTIC PVMT. MARKING, 6", CROSSWALK, WHITE (TYP.) |
| 4 PROP. THERMOPLASTIC PVMT MARKING, 4", 10' DASH, 30' SKIP, YELLOW (TYP.) | 9 PROP. THERMOPLASTIC PVMT. MARKING 12", DIAGONAL @ 45° SHOULDER LINE, WHITE (TYP.) | |
| 5 PROP. THERMOPLASTIC PVMT MARKING 6", 2' DASH, 6' SKIP, WHITE (TYP.) | 10 PROP. THERMOPLASTIC PVMT. MARKING 12", CHEVRON SOLID GORE LINES @ 45°, WHITE (TYP.) | |

NOTES

- ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO D1 PM DETAIL TC-13
- ALL RRPMS SHALL BE INSTALLED ACCORDING TO D1 RRPDM DETAIL TC-11

MODEL: Front St Intersection [Sheet]
FILE NAME: c:\p\work\p\mohammad\1017083\101925-shh-plan-front st.dgn

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		DRAWN -	REVISED -					381	2024-1000-RS, SW	WILL	46	12
		CHECKED -	REVISED -					CONTRACT NO. 62X34				
	PLOT DATE = 3/22/2025	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:		SHEET 6	OF 6	SHEETS	STA.	TO STA.		

NOTES:

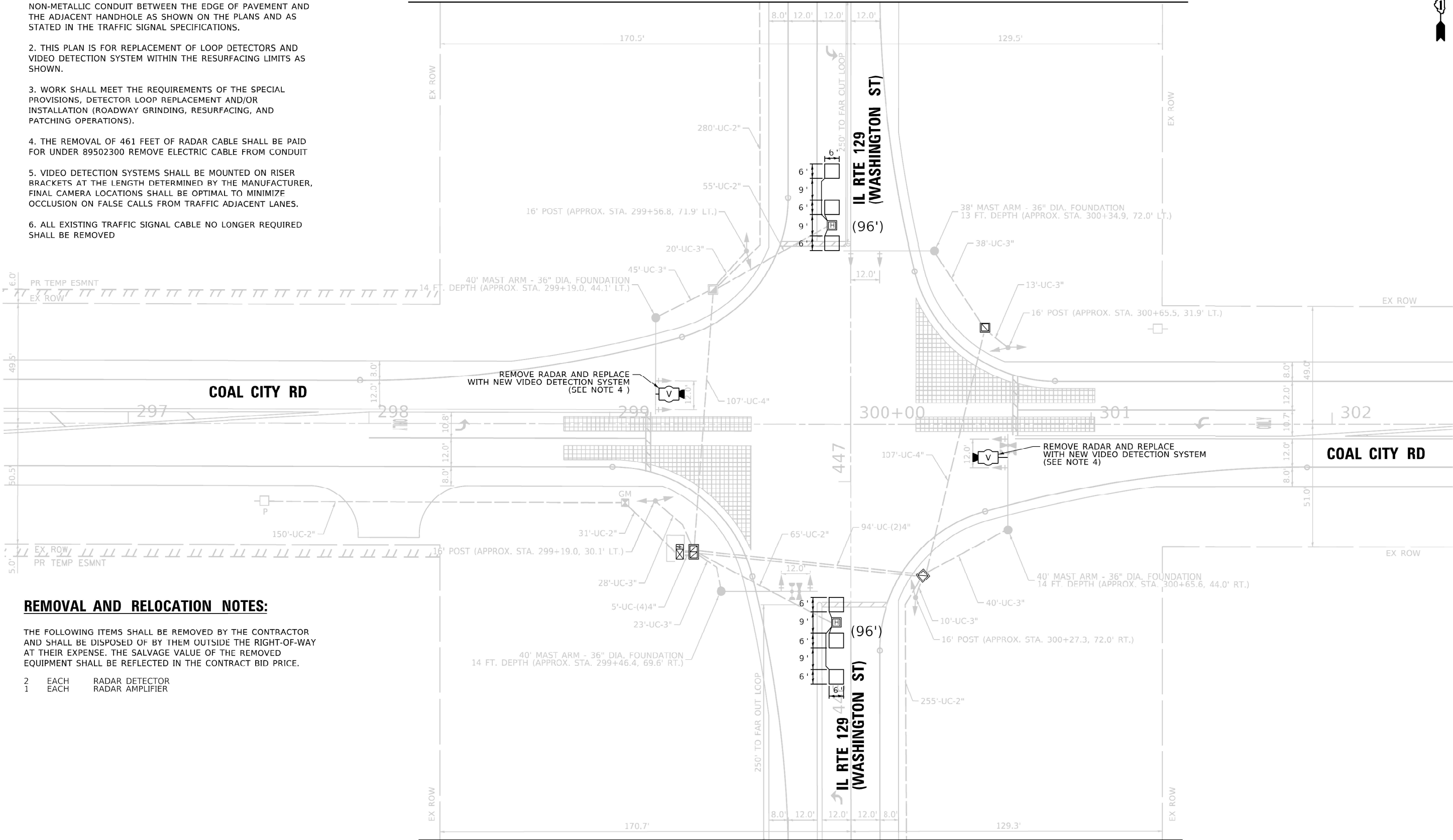
1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. THIS PLAN IS FOR REPLACEMENT OF LOOP DETECTORS AND VIDEO DETECTION SYSTEM WITHIN THE RESURFACING LIMITS AS SHOWN.
3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. THE REMOVAL OF 461 FEET OF RADAR CABLE SHALL BE PAID FOR UNDER 89502300 REMOVE ELECTRIC CABLE FROM CONDUIT
5. VIDEO DETECTION SYSTEMS SHALL BE MOUNTED ON RISER BRACKETS AT THE LENGTH DETERMINED BY THE MANUFACTURER, FINAL CAMERA LOCATIONS SHALL BE OPTIMAL TO MINIMIZE OCCLUSION ON FALSE CALLS FROM TRAFFIC ADJACENT LANES.
6. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED

REMOVAL AND RELOCATION NOTES:

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

- 2 EACH RADAR DETECTOR
1 EACH RADAR AMPLIFIER

SEE SHEET (2 OF 2)
MATCH LINE A-A



SEE SHEET (2 OF 2)
MATCH LINE B-B

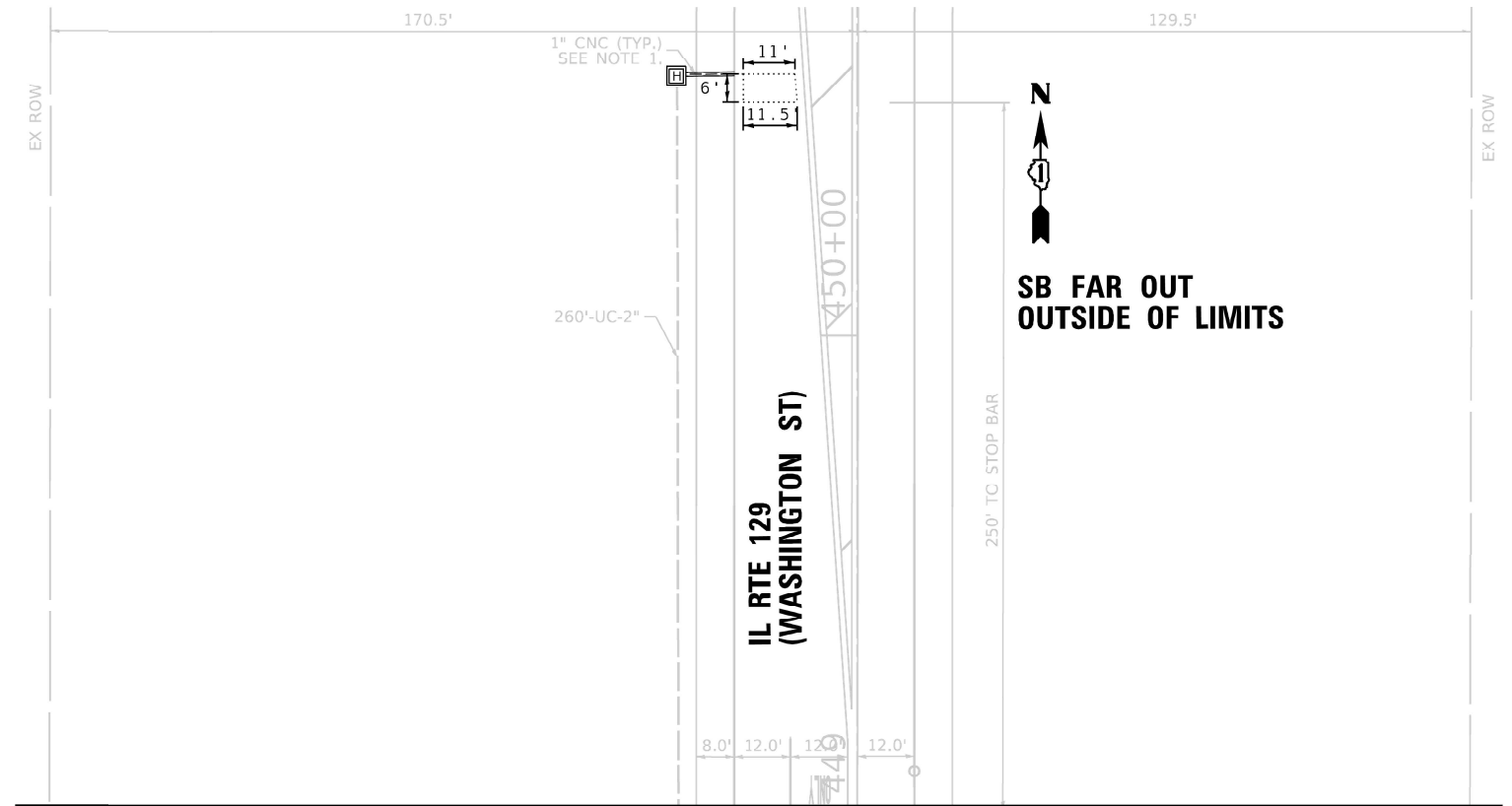


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TS 11146

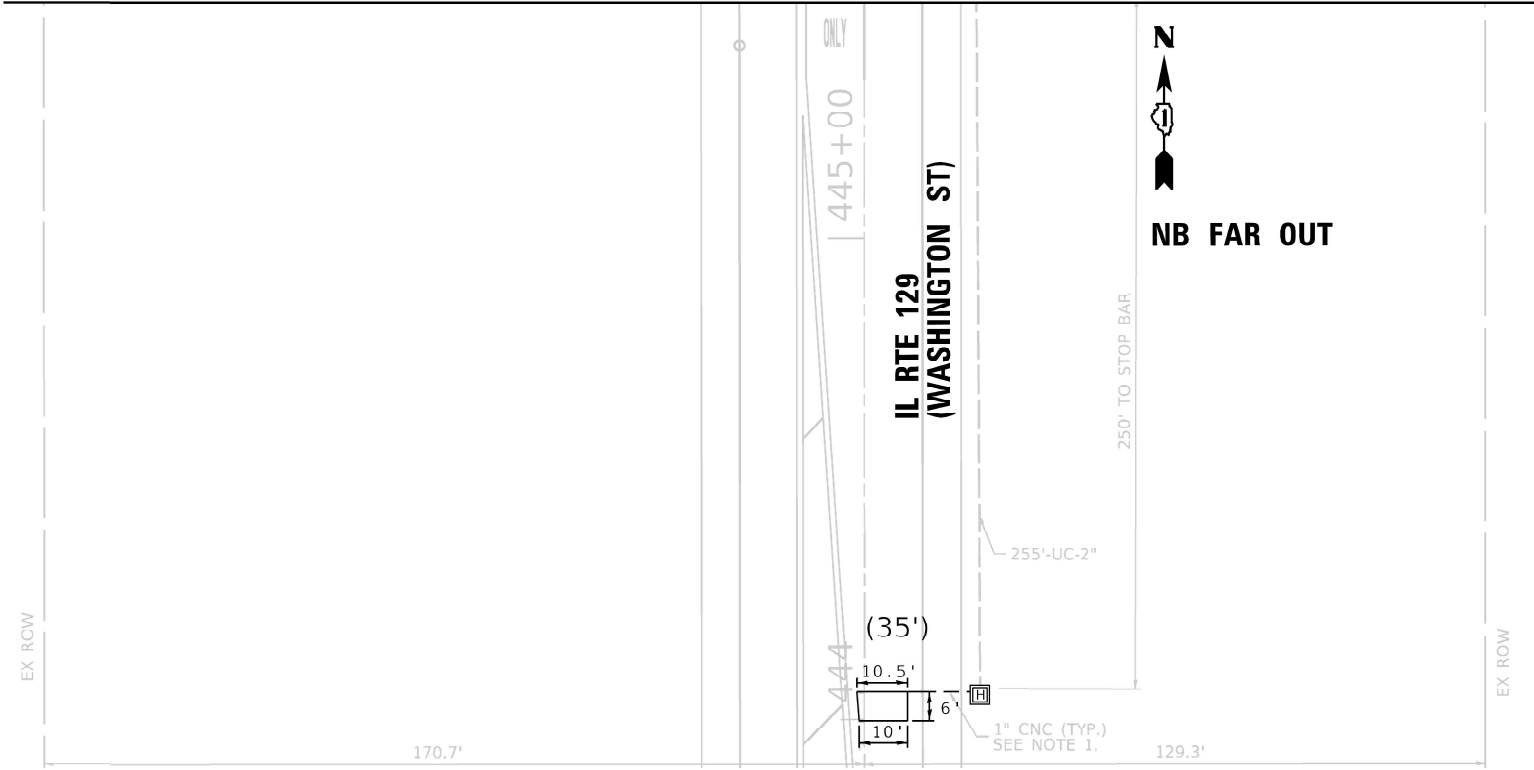
	USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2) IL ROUTE 129 (WASHINGTON STREET) AND COAL CITY ROAD				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						381	2024-1000-RS, SW	WILL	46	13
		CHECKED -	REVISED -		CONTRACT NO. 62X34								
	PLOT DATE = 3/22/2025	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
						SCALE:	SHEET	OF 11	SHEETS	STA. 0+00.00	TO STA. 0+00.00		

MODEL: DetailSh02 (Sheet)
FILE NAME: c:\p\work\p\work\hamw\md107083\101925-shh-details.dgn



SEE SHEET (1 OF 2)
MATCH LINE A-A

SEE SHEET (1 OF 2)
MATCH LINE B-B



TS 11146

USER NAME	= mohammad.hamwi	DESIGNED	-	REVISED	-
DRAWN	-	REVIS	-	REVISED	-
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PLOT DATE	= 3/24/2025	DATE	-	REVISED	-

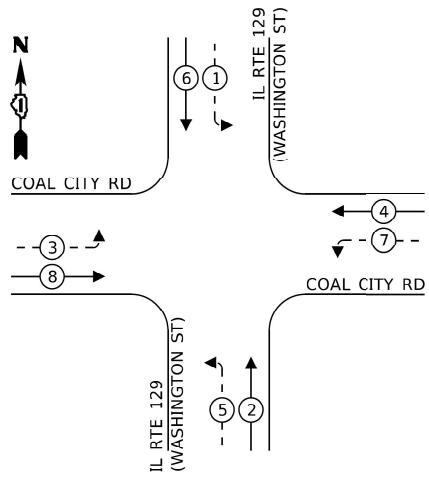
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2)
IL ROUTE 129 (WASHINGTON STREET) AND COAL CITY ROAD

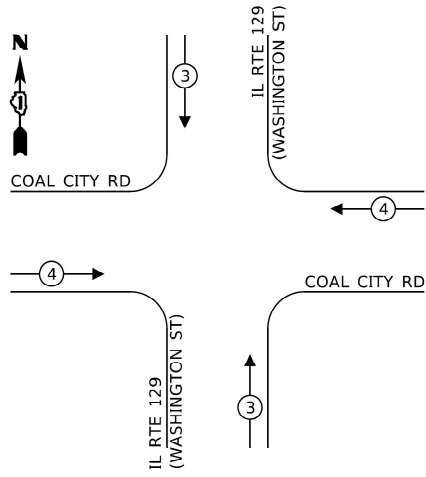
SCALE: SHEET OF 11 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	14
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

EXISTING CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE



LEGEND:

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

COAL CITY RD

IL ROUTE 29
(WASHINGTON ST)

COAL CITY RD

IL ROUTE 29
(WASHINGTON ST)

CABLE PLAN

ITEM DESCRIPTION	UNITS	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
DETECTOR LOOP, TYPE 1	FOOT	227
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	461
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2

TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	8	11	88
4-SECTION	-	14	-
5-SECTION	8	13	104
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	-	15	-
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			367
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			972

ENERGY COSTS TO:			
ILLINOIS DEPARTMENT OF TRANSPORTATION			
201 W CENTER CT,			
SCHAUMBURG, IL 60196			
ENERGY SUPPLY:	CONTACT:	RICK OSTER	
	PHONE:	779-231-0625	
	COMPANY:	COMED	
	ACCOUNT NUMBER:	---	
	METER NUMBER:	---	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE
PREEMPTION SEQUENCE IL RTE 129 (WASHINGTON ST) AND COAL CITY RD

SCALE: SHEET OF 11 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	15
CONTRACT NO. 62X34				

ILLINOIS FED. AID PROJECT

TS 11146

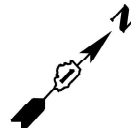
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1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

3. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.

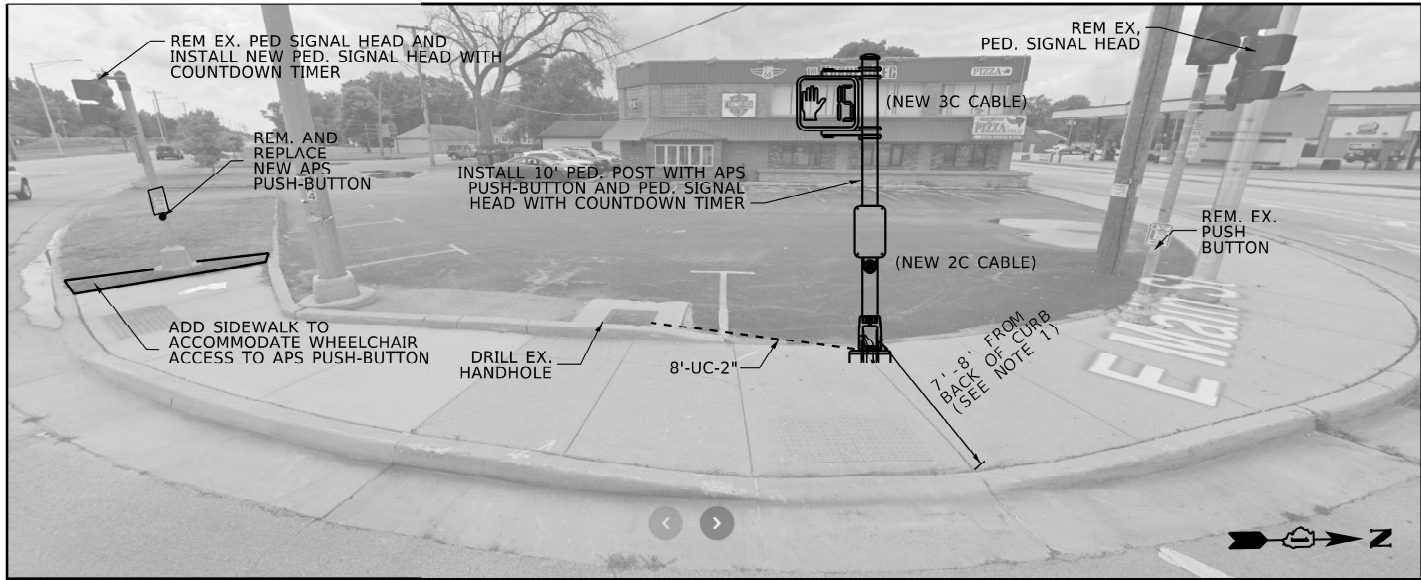
5. ALL PUSH BUTTONS SHALL BE APS

7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED



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

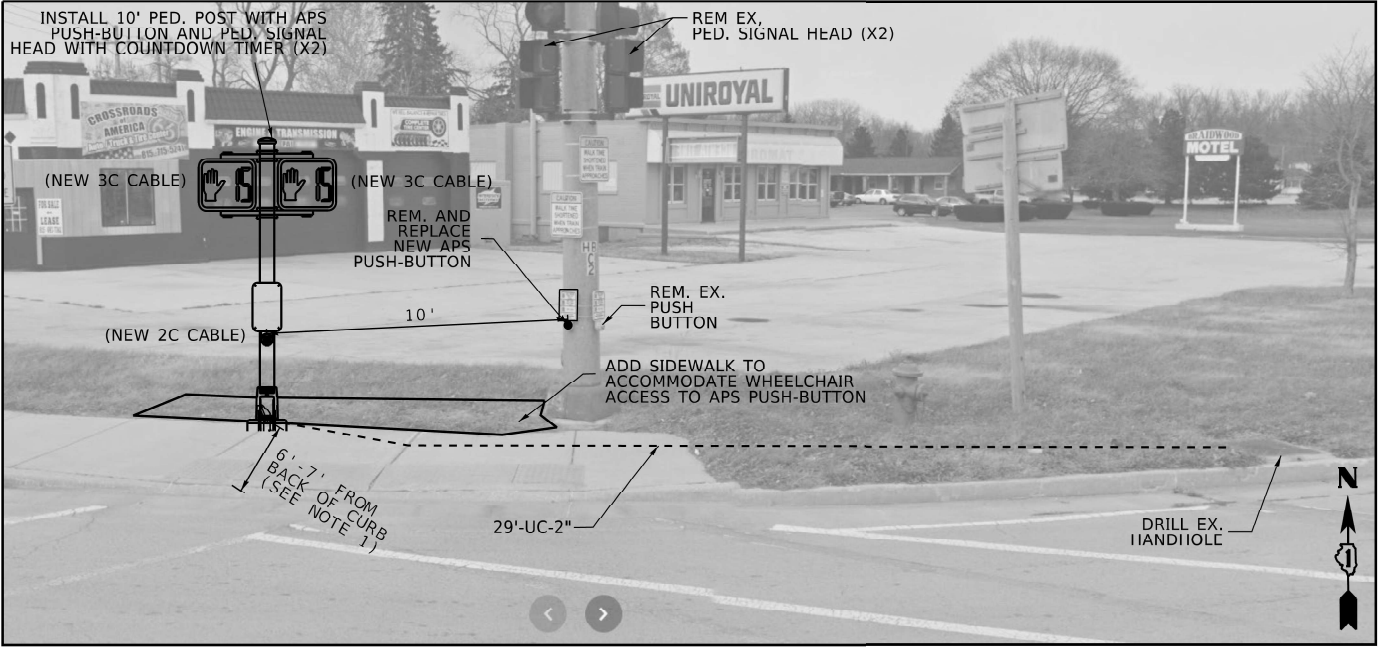
6	EACH	PEDESTRIAN PUSH-BUTTON
6	EACH	PEDESTRIAN SIGNAL HEAD



WEST CORNER

NOTES:

1. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB



NORTH CORNER

NOTES:

1. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB



SOUTH CORNER



EAST CORNER

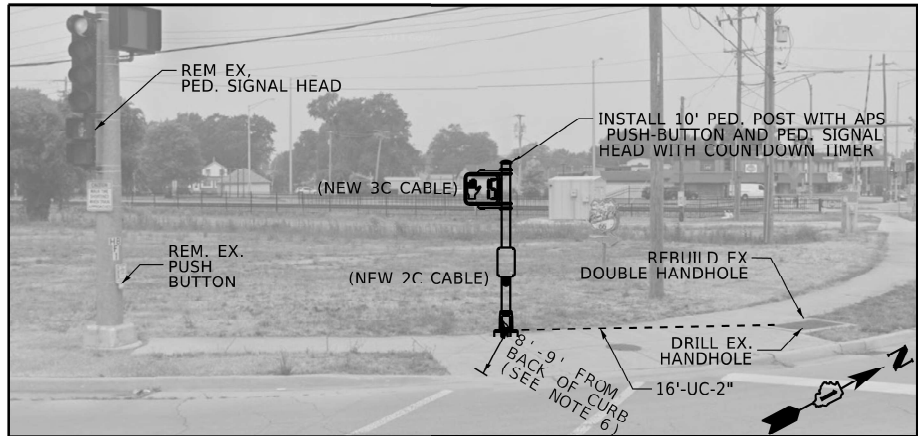
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USER NAME	= mohammad.hamwi	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
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PLOT DATE	= 3/24/2025	DATE	-	REVISED	-

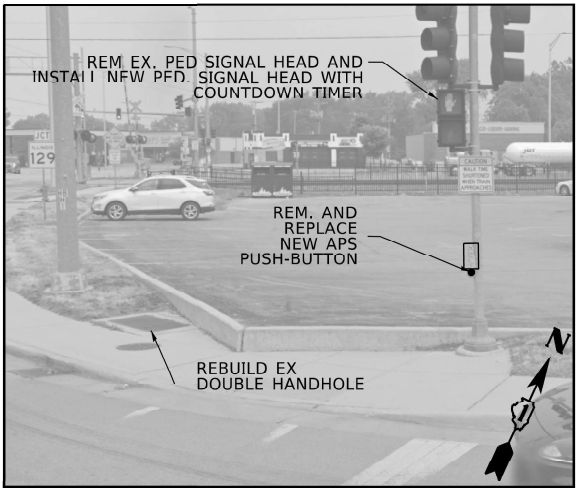
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 3)			
IL ROUTE 129 (WASHINGTON STREET) AND IL ROUTE 113 (MAIN STREET)			
SCALE:	SHEET	OF 11 SHEETS	STA. TO STA.

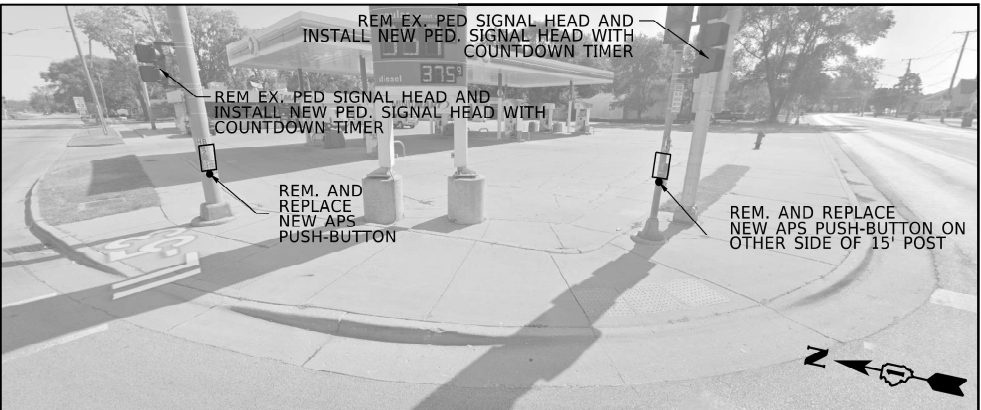
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	17
CONTRACT NO. 62X34				
ILLINOIS		FED. AID PROJECT		



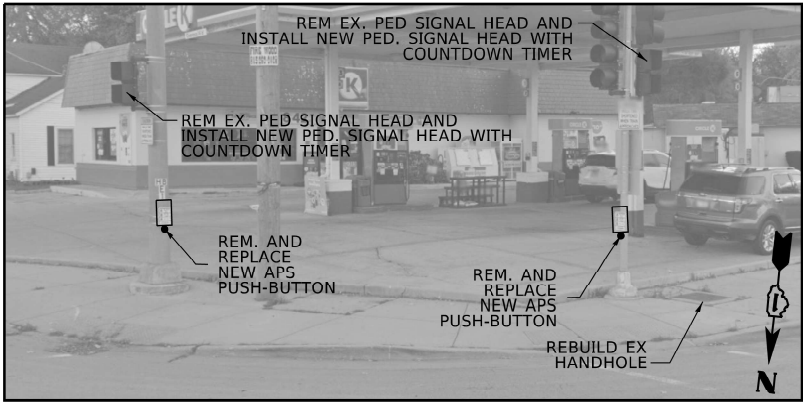
WEST CORNER



NORTH CORNER



EAST CORNER



SOUTH CORNER

RESURFACING OMISSION (APS ONLY AND LOOPS THAT LEAD-IN IS CUT DURING SIDEWALK REMOVAL

NOTES:

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

REMOVAL AND RELOCATION NOTES:

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

- | | | |
|---|------|------------------------|
| 6 | EACH | PEDESTRIAN PUSH-BUTTON |
| 6 | EACH | PEDESTRIAN SIGNAL HEAD |

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

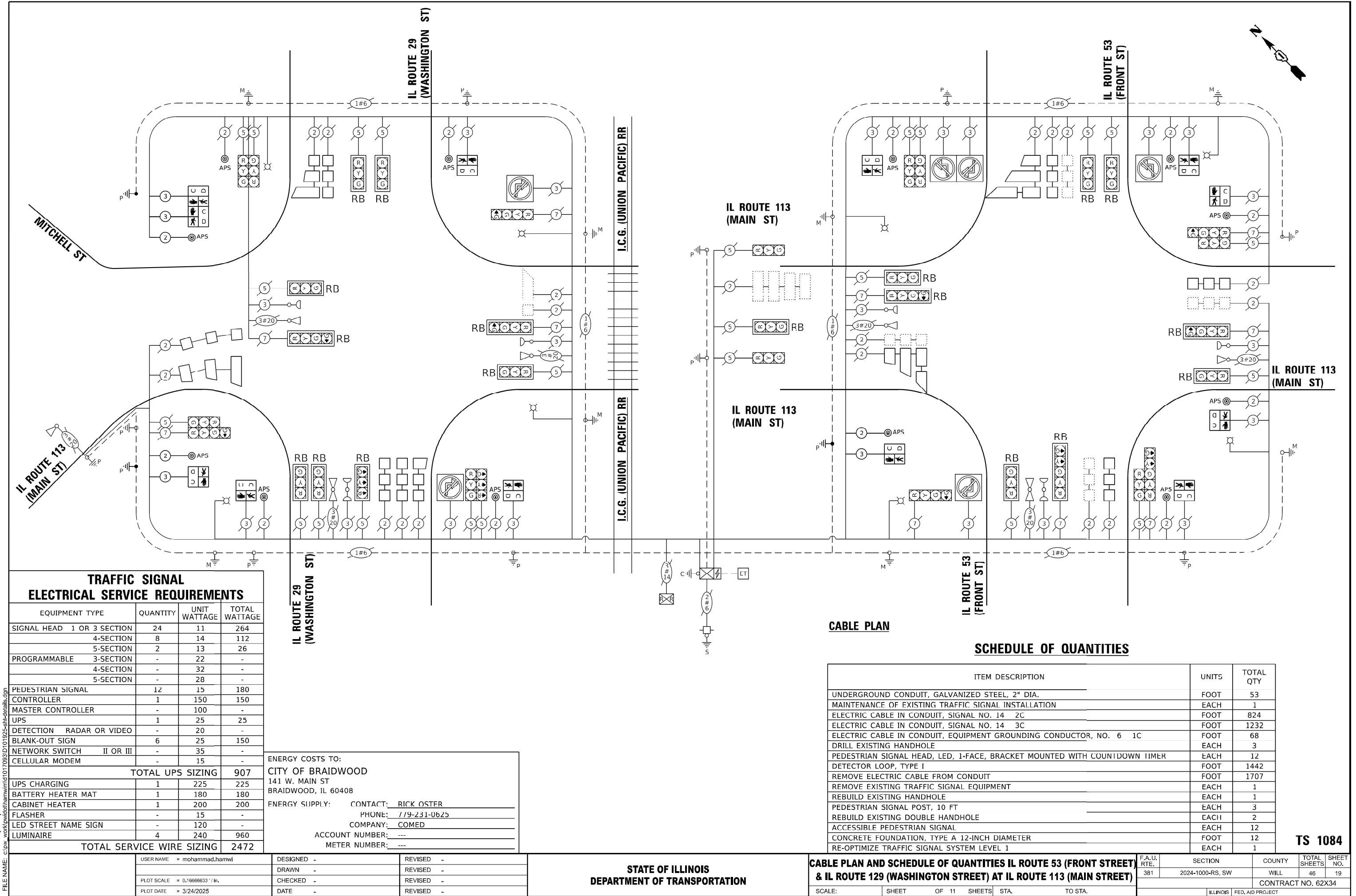
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 3 OF 3)
IL ROUTE 53 (FRONT STREET) AND IL ROUTE 113 (MAIN STREET)

SCALE: SHEET OF 11 SHEETS STA. TO STA.

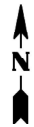
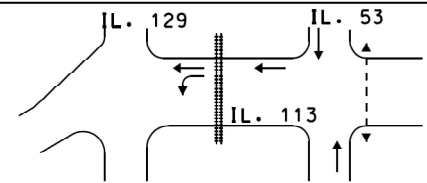
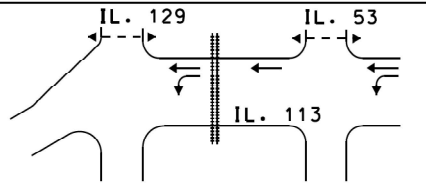
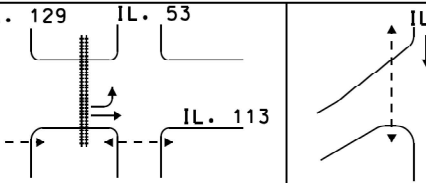
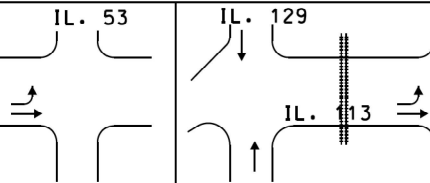
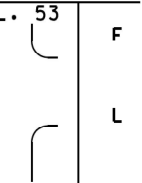


































TS 1084

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	18
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

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SEQUENCE OF OPERATION

MOVEMENT																																																				F L A S H																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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IL RTE 53 AT IL RTE 113 ALL SIGNALS	N/B	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
IL RTE 53 AT IL RTE 113 ALL SIGNALS	S/B	G	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
IL RTE 113 AT IL RTE 53 END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R					Y	R								Y	R								Y	R								Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R

NORTHBOUND AND SOUTHBOUND IL ROUTE 53
SHALL BE PLACED ON RECALL

- * TO APPEAR ONLY UPON PUSHBUTTON ACTIVATION

** FLASHING "P" IS TO TERMINATE AT THE COMPLETION OF THE
PEDESTRIAN INTERVAL CLEARANCE.

P = ILLUMINATED PERSON = WALK

FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK

H = ILLUMINATED SOLID HAND = DON'T WALK

⊕ THIS "P" OR FLASHING "FH" INTERVAL MAY FINISH TIMING IN THE
BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME
IS NOT SUFFICIENT TO COMPLETE "P" OR FLASHING "FH" INTERVALS.
"P" AND FLASHING "FH" TIMINGS TO BE SET ONLY ON PHASES WHERE
"P" AND FLASHING "FH" ARE INDICATED IN THE SEQUENCE OF
OPERATION.

FOR INFORMATION ONLY

TS 1084

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	DRAWN -	REVISED -
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PLOT DATE = 3/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORMAL SEQUENCE OF OPERATIONS IL ROUTE 53 (FRONT ST) & IL ROUTE 129 (WASHINGTON ST) AT ILLINOIS ROUTE 113 (MAIN ST)			
SCALE:	SHEET	OF 11 SHEETS	STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	20
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1							1			1	5							5	5				9	9					9			13			13					13			
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	1V	1W	1X	1Y	1Z	1AA	1BB	1CC	1DD	1EE	1FF	1GG	1HH	1JJ	1KK	1LL	1MM	1NN	1PP	1QQ	1RR	1SS	1TT		
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1B	1C	1D	1E	1F	1G	2 OR 5	1J	1K	3	4	1N	1P	1Q	1R	1S	1T	2 OR 5	3	1W	1X	4	2	1AA	1BB	1CC	1DD	3 OR 4	1FF	1GG	5	1JJ	1KK	2	1MM	1NN	1PP	1QQ	3 OR 4	1SS	1TT	5		
IL RTE 53 AT IL RTE 113 ALL SIGNALS	N/B	G	Y	R	R	R	R	G	Y	R	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 53 AT IL RTE 113 ALL SIGNALS	S/B	G	Y	R	R	R	R	G	Y	R	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 113 AT IL RTE 53 END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G←	G←	G←	G←	Y	R	G←	G←	G←	G←	G←	G←	G←	G←	G←	G←	G←	G←	G←	G←	G←
IL RTE 113 AT IL RTE 53 FAR RIGHT MAST ARM SIGNAL	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	G	G	G	G	G	G	G	G	G	G	G	G	G	G	
IL RTE 113 AT IL RTE 53 END MAST ARM AND FAR LEFT SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	G←	Y	R	R	R	R	R	R	G←	G←	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 113 AT IL RTE 53 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 113 (EAST OF TRACKS) ALL SIGNALS	W/B	G	G	G	Y	R	R	G	G	G	G	G	G	G	Y	R	R	R	G	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 113 AT IL RTE 129 END MAST ARM AND FAR LEFT SIGNALS	W/B	G←	G←	G←	G←	G←	Y	R	G←	G←	G←	G←	G←	G←	G←	G←	G←	Y	R	G←	G←	G←	G←	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 113 AT IL RTE 129 FAR RIGHT MAST ARM SIGNAL	W/B	G	G	G	G	G	Y	R	G	G	G	G	G	G	G	G	Y	R	G	G	G	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 113 AT IL RTE 129 END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G←	G←	Y	R	R	R	G←	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 113 AT IL RTE 129 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	E/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 129 AT IL RTE 113 ALL SIGNALS	N/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
IL RTE 129 AT IL RTE 113 END MAST ARM AND FAR LEFT SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R		
IL RTE 129 AT IL RTE 113 NEAR RIGHT, FAR MID AND RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	Y	R	R	R	G	G	G			
PEDESTRIAN SIGNALS CROSSING IL RTE 113 ON EAST SIDE OF IL RTE 53	FH	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	
PEDESTRIAN SIGNALS CROSSING IL RTE 53 ON NORTH SIDE OF IL RTE 113	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H		
PEDESTRIAN SIGNALS CROSSING IL RTE 53 ON SOUTH SIDE OF IL RTE 113	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	FH	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H		
PEDESTRIAN SIGNALS CROSSING IL RTE 113 ON WEST SIDE OF IL RTE 129	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	H	H	FH	H	H	H		
PEDESTRIAN SIGNALS CROSSING IL RTE 129 ON NORTH SIDE OF IL RTE 113	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H		
PEDESTRIAN SIGNALS CROSSING IL RTE 129 ON SOUTH SIDE OF IL RTE 113	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	FH	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H		

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE
INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER
CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL
AFTER EMERGENCY VEHICLE 2, 3, 4, OR 5 IS TERMINATED.

FOR INFORMATION ONLY

TS 1084

MODEL: Details009 (Sheet)
FILE NAME: c:\pwworking\hmd\1017083\101925-shh-details.dgn

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION IL RTE 53
(FRONT ST) & IL ROUTE 129 (WASHINGTON ST) AT IL ROUTE 113 (MAIN ST)

SCALE: SHEET OF 11 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	21
		CONTRACT NO. 62X34		
		ILLINOIS FED. AID PROJECT		

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION								PREEMPTOR 3	PREEMPTOR 4	PREEMPTOR 5	PREEMPTOR 6		
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	17		17				17					CLEAR TO NORMAL SEQUENCE	
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1UU	1VV	1WW	1XX	1YY	1ZZ	1AAA	2	3	4	5		
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1VV	2	1XX	1YY	1ZZ	3 OR 4	5					◇	
IL RTE 53 AT IL RTE 113 ALL SIGNALS	N/B	R	R	R	R	R	R	R	R	G	R	◇	
IL RTE 53 AT IL RTE 113 ALL SIGNALS	S/B	R	R	R	R	R	R	R	R	G	R	◇	
IL RTE 113 AT IL RTE 53 END MAST ARM AND FAR LEFT SIGNALS	E/B	G ←G	G ←G	G ←G	G ←G	Y	R	G ←G	G ←G	R	R	G ←G	◇
IL RTE 113 AT IL RTE 53 FAR RIGHT MAST ARM SIGNAL	E/B	G	G	G	G	Y	R	G	G	R	R	G	◇
IL RTE 113 AT IL RTE 53 END MAST ARM AND FAR LEFT SIGNALS	W/B	R	R	R	R	R	R	R	R	G ←G	R	R	◇
IL RTE 113 AT IL RTE 53 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	W/B	R	R	R	R	R	R	R	R	G	R	R	◇
IL RTE 113 (EAST OF TRACKS) ALL SIGNALS	W/B	R	R	R	R	R	R	R	R	G	G	R	◇
IL RTE 113 AT IL RTE 129 END MAST ARM AND FAR LEFT SIGNALS	W/B	R	R	R	R	R	R	R	R	G ←G	G ←G	R	◇
IL RTE 113 AT IL RTE 129 FAR RIGHT MAST ARM SIGNAL	W/B	R	R	R	R	R	R	R	R	G	G	R	◇
IL RTE 113 AT IL RTE 129 END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	R	G ←G	R	R	R	◇
IL RTE 113 AT IL RTE 129 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	E/B	R	R	R	R	R	R	R	G	R	R	R	◇
IL RTE 129 AT IL RTE 113 ALL SIGNALS	N/B	Y	R	Y	R	R	R	G	R	R	R	G	◇
IL RTE 129 AT IL RTE 113 END MAST ARM AND FAR LEFT SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	◇
IL RTE 129 AT IL RTE 113 NEAR RIGHT, FAR MID AND RIGHT MAST ARM SIGNALS	S/B	Y	R	Y	R	R	R	G	R	R	R	G	◇
PEDESTRIAN SIGNALS CROSSING IL RTE 113 ON EAST SIDE OF IL RTE 53		H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING IL RTE 53 ON NORTH SIDE OF IL RTE 113		H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING IL RTE 53 ON SOUTH SIDE OF IL RTE 113		H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING IL RTE 113 ON WEST SIDE OF IL RTE 129		H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING IL RTE 129 ON NORTH SIDE OF IL RTE 113		H	H	H	H	H	H	H	H	H	H	H	◇
PEDESTRIAN SIGNALS CROSSING IL RTE 129 ON SOUTH SIDE OF IL RTE 113		H	H	H	H	H	H	H	H	H	H	H	◇

◇ EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE
INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER
CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY INTERVAL
AFTER EMERGENCY VEHICLE 2, 3, 4, OR 5 IS TERMINATED.

FOR INFORMATION ONLY

TS 1084

MODEL: DetailSheet010 [Sheet]
FILE NAME: c:\pwworking\tdh\hamw\md1017083\101925-shh-details.dgn

	USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION IL RTE 53 (FRONT ST) & IL RTE 129 (WASHINGTON ST) AT IL RTE 113 (MAIN ST)	SCALE:	SHEET	OF 11	SHEETS	STA.	TO STA.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 0.16666633" / in.	DRAWN -	REVISED -									381	2024-1000-RS, SW	WILL	46	22
	PLOT DATE = 3/24/2025	CHECKED -	REVISED -									CONTRACT NO. 62X34				
		DATE -	REVISED -									ILLINOIS FED. AID PROJECT				

RAILROAD PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1		5		9		13		17																
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION NUMBER												2		3		4		5								
RAILROAD PREEMPTION INTERVAL		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	2	3	4	5	CLEAR TO NORMAL SEQUENCE		
CHANGE TO RAILROAD PREEMPTION SEQUENCE INTERVAL NUMBER		1B	2	1D	2	1F	2	1H	2	1K	2	1M	2	1P	2	1R	2	1T	2	3	4	5				
IL RTE 53 AT IL RTE 113 ALL SIGNALS	N/B	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△		
IL RTE 53 AT IL RTE 113 ALL SIGNALS	S/B	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	G	△		
IL RTE 113 AT IL RTE 53 END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	←G	←G	←G	←G	←G	←G	←G	←G	R	R	R	R	←G	←G	←G	Y	R	R	△		
IL RTE 113 AT IL RTE 53 FAR RIGHT MAST ARM SIGNAL	E/B	R	R	R	R	G	G	G	G	G	G	G	G	R	R	R	R	G	G	G	Y	R	R	△		
IL RTE 113 AT IL RTE 53 END MAST ARM AND FAR LEFT SIGNALS	W/B	R	R	Y	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△		
IL RTE 113 AT IL RTE 53 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	W/B	R	R	Y	R	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	△		
IL RTE 113 (EAST OF TRACKS) ALL SIGNALS	W/B	Y	R	Y	R	R	R	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	△		
IL RTE 113 AT IL RTE 129 END MAST ARM AND FAR LEFT SIGNALS	W/B	←G	←G	←G	←G	R	R	R	R	R	R	R	R	←G	←G	←G	←G	R	R	←G	Y	R	R	△		
IL RTE 113 AT IL RTE 129 FAR RIGHT MAST ARM SIGNAL	W/B	G	G	G	G	R	R	R	R	R	R	R	R	G	G	G	G	R	R	G	Y	R	R	△		
IL RTE 113 AT IL RTE 129 END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△		
IL RTE 113 AT IL RTE 129 FAR RIGHT MAST ARM AND NEAR RIGHT SIGNALS	E/B	R	R	R	R	Y	R	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	R	R	△		
IL RTE 129 AT IL RTE 113 ALL SIGNALS	N/B	R	R	R	R	R	R	R	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	G	△		
IL RTE 129 AT IL RTE 113 END MAST ARM AND FAR LEFT SIGNALS	S/B	←R	←R	←R	←R	←R	←R	←Y	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	←R	△			
IL RTE 129 AT IL RTE 113 NEAR RIGHT, FAR MID AND RIGHT MAST ARM SIGNALS	S/B	R	R	R	R	R	R	Y	R	Y	R	R	R	R	R	R	R	Y	R	R	R	R	G	△		
PEDESTRIAN SIGNALS CROSSING IL RTE 113 ON EAST SIDE OF IL RTE 53		FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△		
PEDESTRIAN SIGNALS CROSSING IL RTE 53 ON NORTH SIDE OF IL RTE 113		H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△		
PEDESTRIAN SIGNALS CROSSING IL RTE 53 ON SOUTH SIDE OF IL RTE 113		H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△		
PEDESTRIAN SIGNALS CROSSING IL RTE 113 ON WEST SIDE OF IL RTE 129		H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△		
PEDESTRIAN SIGNALS CROSSING IL RTE 129 ON NORTH SIDE OF IL RTE 113		H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△		
PEDESTRIAN SIGNALS CROSSING IL RTE 129 ON SOUTH SIDE OF IL RTE 113		H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	△		
INTERNALLY ILLUMINATED NRT SIGNS		NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	NRT	△		
INTERNALLY ILLUMINATED NLT SIGNS		NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	NLT	△		

△ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE
INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER
CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL
(IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

NLT = "NO LEFT TURN" OR 

NRT = "NO RIGHT TURN" OR 

FOR INFORMATION ONLY

TS 1084

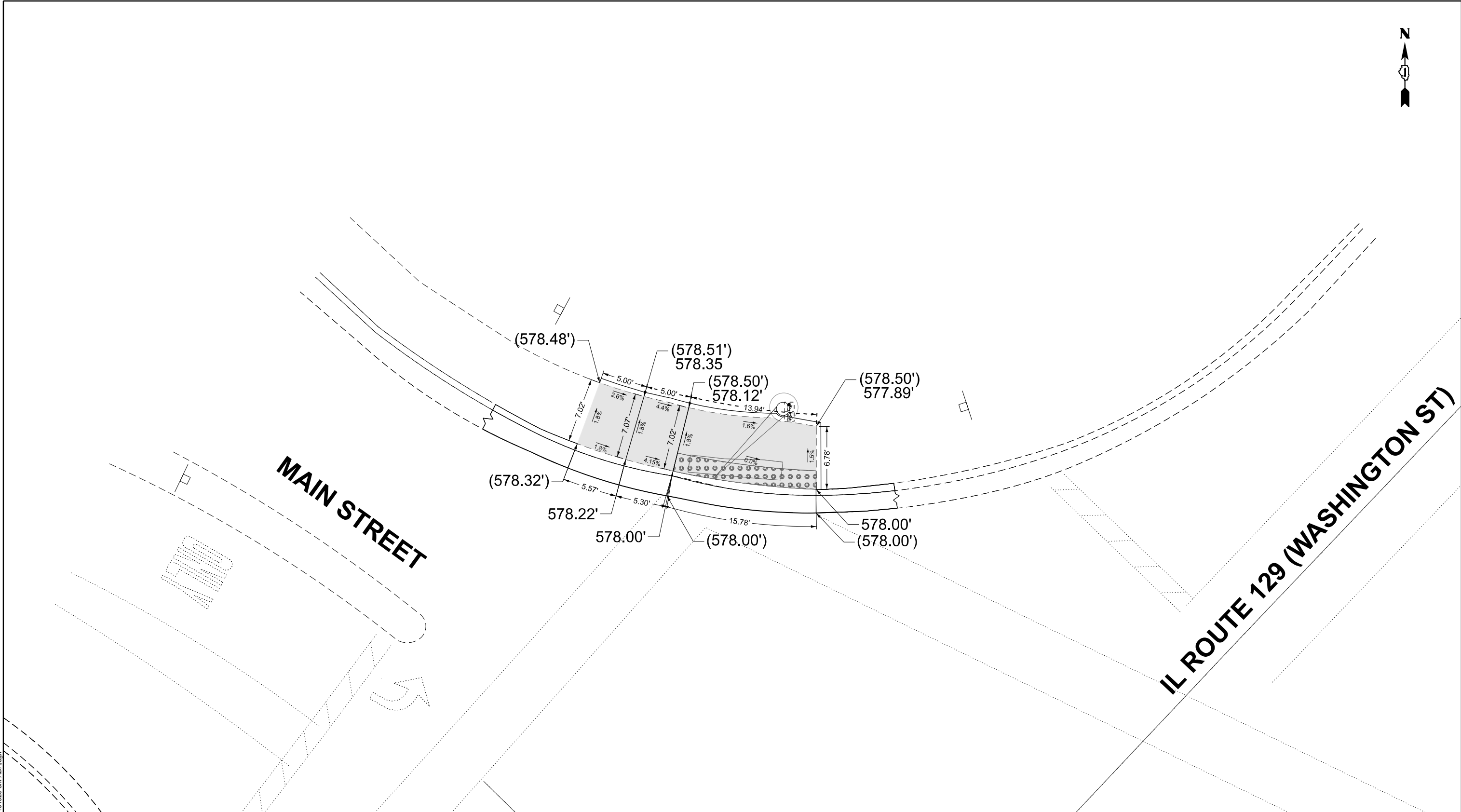
MODEL: DetailSheet011 [Sheet]
FILE NAME: c:\pwworking\dwg\hamw\md1017083\101925-shh-details.dgn

USER NAME = mohammad.hamwi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633" / 1in.	CHECKED -	REVISED -
PLOT DATE = 3/24/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILROAD PREEMPTION SEQUENCE OF OPERATION IL RTE 53 (FRONT ST) AND IL RTE 129 (WASHINGTON ST) AT IL RTE 113 (MAIN ST)									
SCALE:					SHEET OF 11 SHEETS				
					STA. TO STA.				

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	23
CONTRACT NO. 62X34				
ILLINOIS FED. AID PROJECT				



- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
- 2) SIDEWALK REALIGNMENT WILL REQUIRE DETAILED DESIGN
- 3) AREAS SURROUNDED BY PCC/ASPHALT, BUILDINGS, OR ARE NEAR DRIVEWAYS, REALIGNED SIDEWALK UTILITY AND SIGNAL POLES, OR WHEN PRIVATE SIDEWALK TIES IN, WILL REQUIRE DETAILED SURVEY AND DESIGN.
- 4) ALL BRICK CORNERS WILL REQUIRE SUPERVISOR APPROVAL BEFORE USING PROJECT DETAILS.

BENCHMARK: BOLT THAT ARROW POINTS TO ON HYDRANT 580.39

**SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD**

2) MATCH EXISTING SIDEWALK WIDTH.

	USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB RAMP IMPROVEMENT IL ROUTE 129 (WASHINGTON STREET) & MAIN STREET					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -		381	2024-1000-RS, SW		WILL	46	25					
		CHECKED -	REVISED -		CONTRACT NO. 62X34										
	PLOT DATE = 3/1/2025	DATE -	REVISED -		SCALE:	SHEET A002	OF 4 SHEETS	STA. 0+00.00	TO STA. 0+00.00						
											ILLINOIS		FED. AID PROJECT		

MODEL: TC-10
FILE NAME: c:\pwwork\pwwork\hamw\md1017083\101925-shh-DieSits.dgn

USER NAME	= mohammad.hamwi	DESIGNED	- L.H.A.	REVISED	- T. RAMMACHER 01-06-00
		DRAWN	-	REVISED	- A. SCHUETZE 07-01-13
		CHECKED	-	REVISED	- A. SCHUETZE 09-15-06
PLOT DATE	= 3/24/2025	DATE	- 06-89	REVISED	- D. SENDERAK 05-03-24

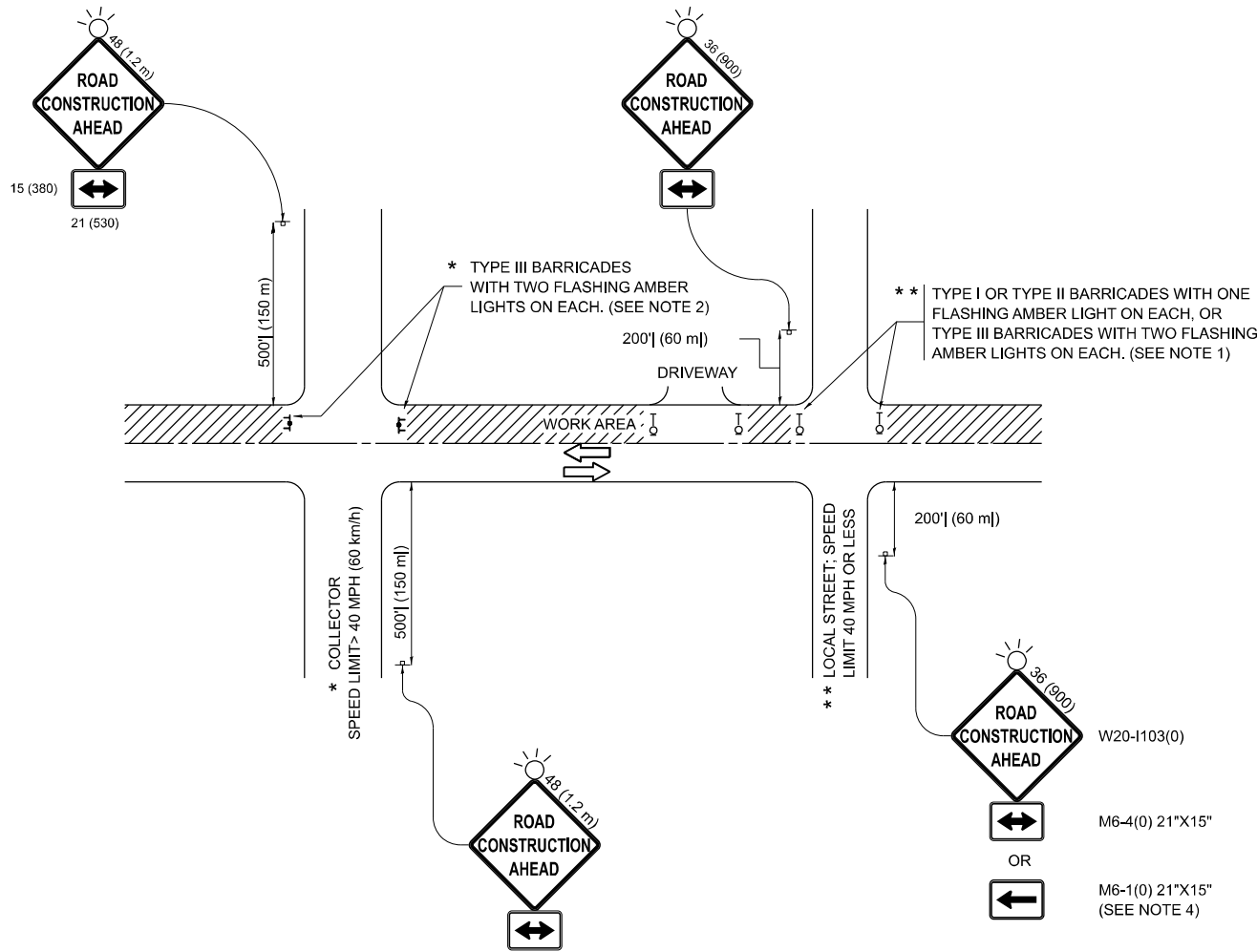
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET A001 OF 19 SHEETS STA. TO STA.

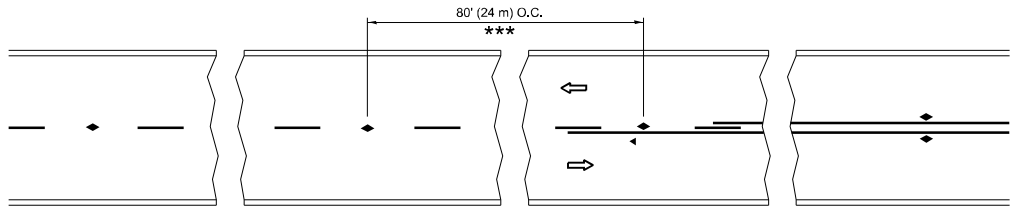
All dimensions are in inches (millimeters)
unless otherwise shown.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	28
TC-10		CONTRACT NO. 62X34		
		ILLINOIS	FED. AID PROJECT	



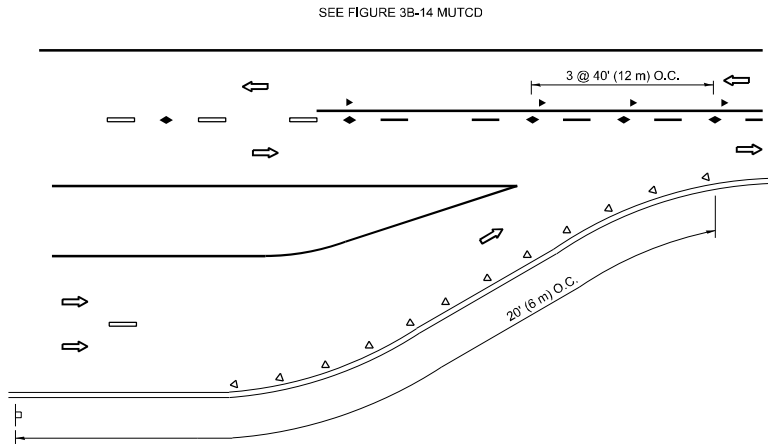
NOTES:

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

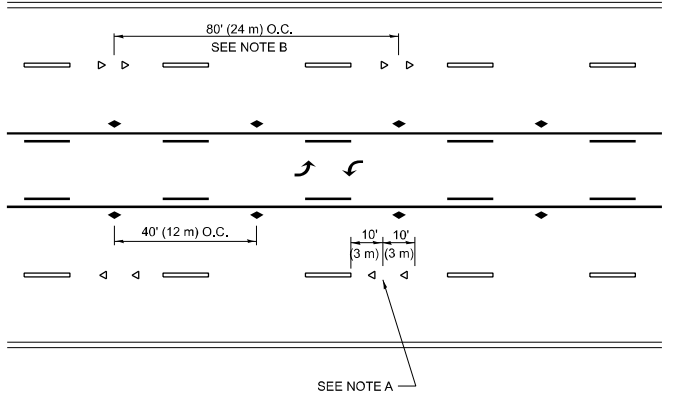


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

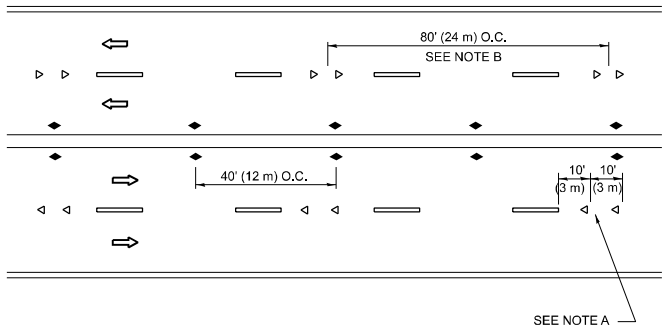


LANE REDUCTION TRANSITION



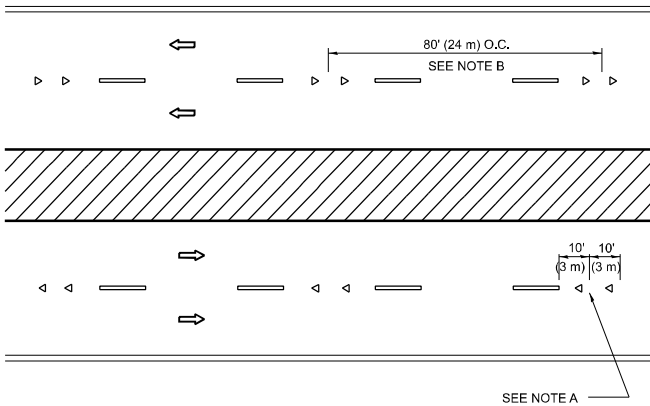
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

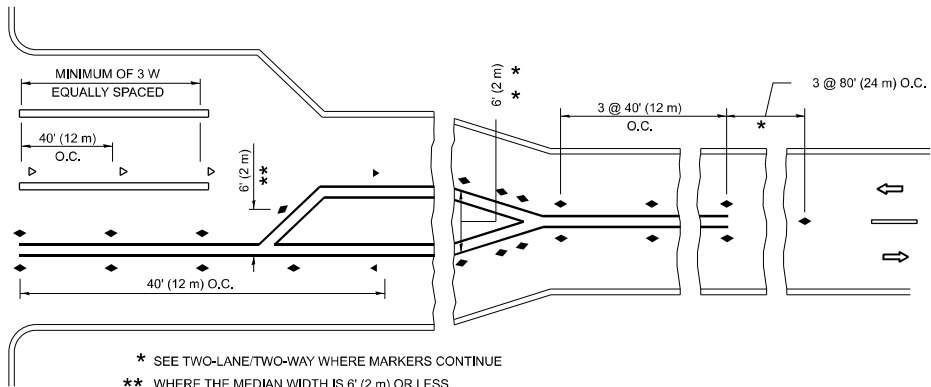
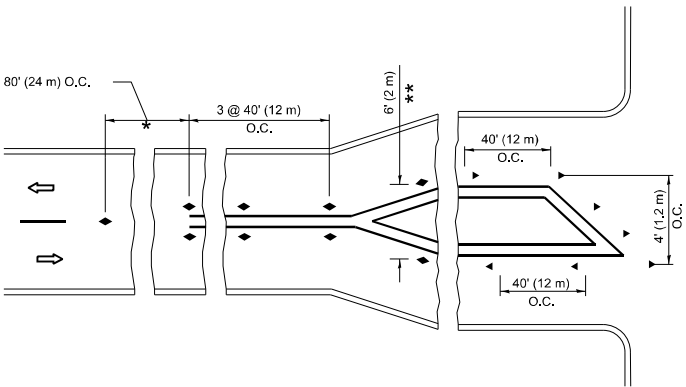
- YELLOW STRIPE
- WHITE STRIPE
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (W/O)
- TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



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

TURN LANES

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

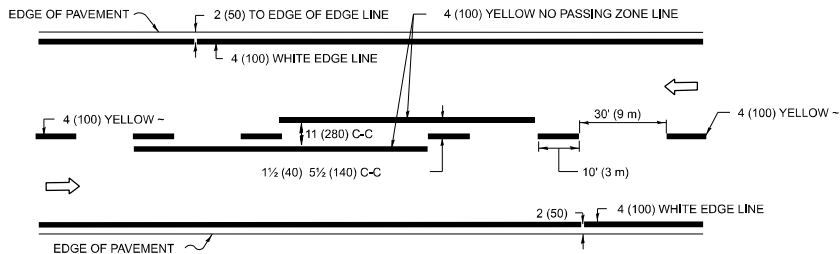
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

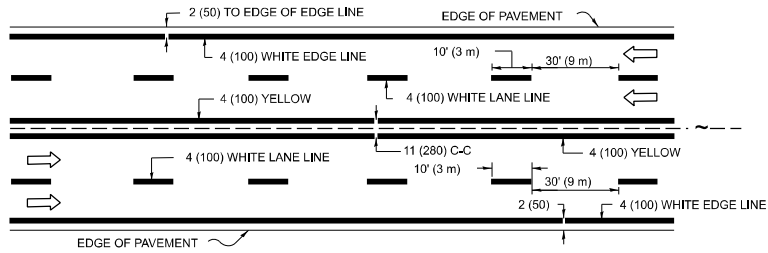
SCALE: NONE SHEET #002 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	29
TC-11		CONTRACT NO. 62X34		
ILLINOIS		FED. AID PROJECT		

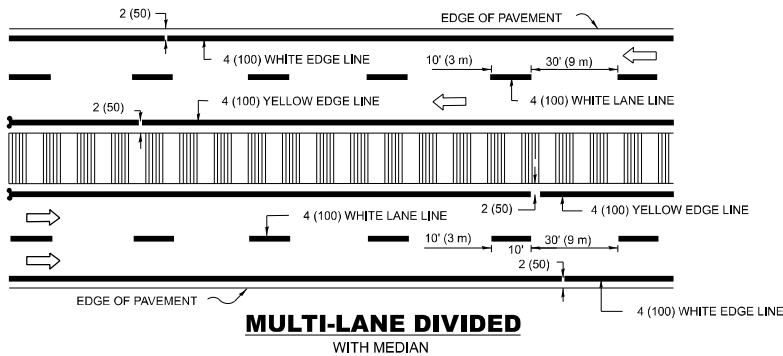
MODEL: TC-13
FILE NAME: c:\pwwork\pwwork\hamw\md1017083.D 101925-shr-DistStd.dgn



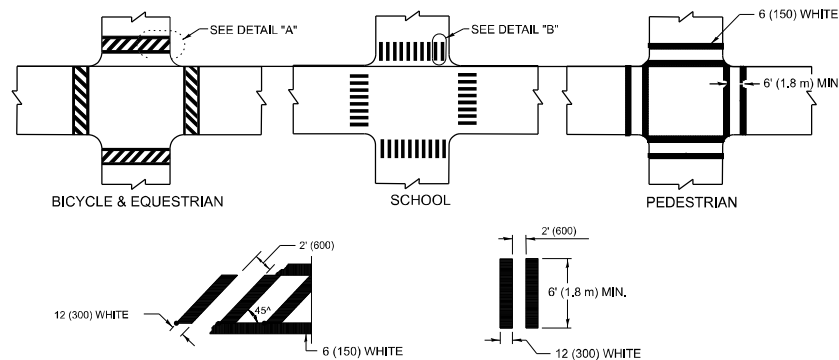
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

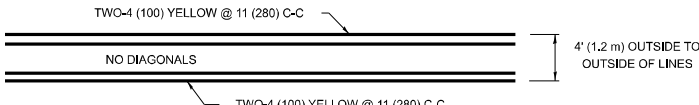


DETAIL "A"

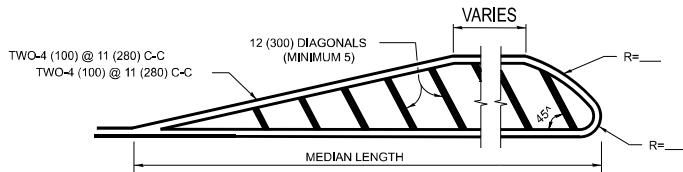
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

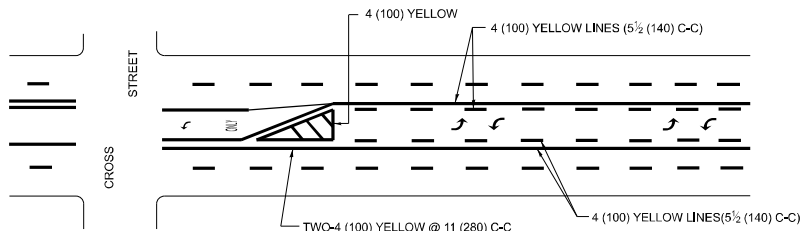


4' (1.2 m) WIDE MEDIANS ONLY



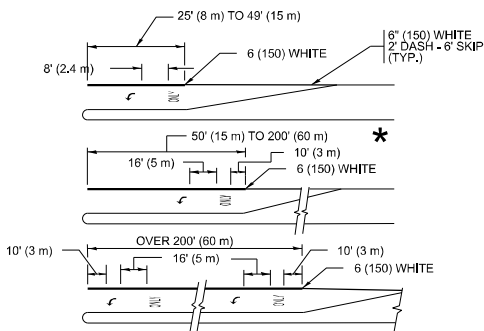
DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



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

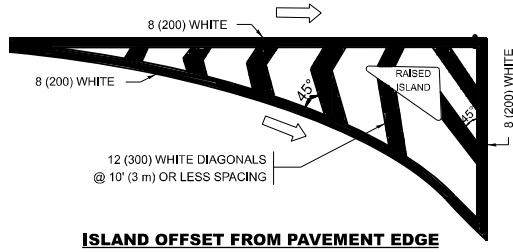


FULL SIZE LETTERS 8" (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)

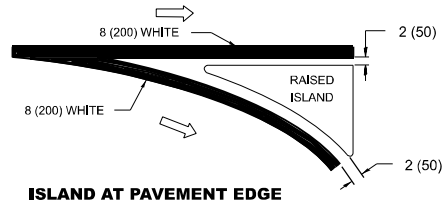
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

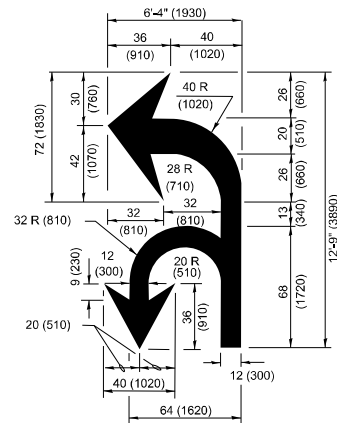


ISLAND OFFSET FROM PAVEMENT EDGE

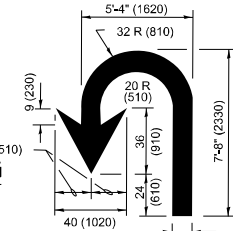


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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	5 1/2 (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; 5 1/2 (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: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO
STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE
CONSTRUCTION AND STATE STANDARD 7800001.

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

USER NAME	* mohammad.hamwi	DESIGNED	- EVERS	REVISED	- C. JUCIUS 09-09-09
		DRAWN	-	REVISED	- C. JUCIUS 07-01-13
		CHECKED	-	REVISED	- C. JUCIUS 12-21-15
PLOT DATE	* 3/24/2025	DATE	- 03-19-90	REVISED	- C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE SHEET A003 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	30
TC-13		CONTRACT NO. 62X34		
		ILLINOIS	FED. AID PROJECT	

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

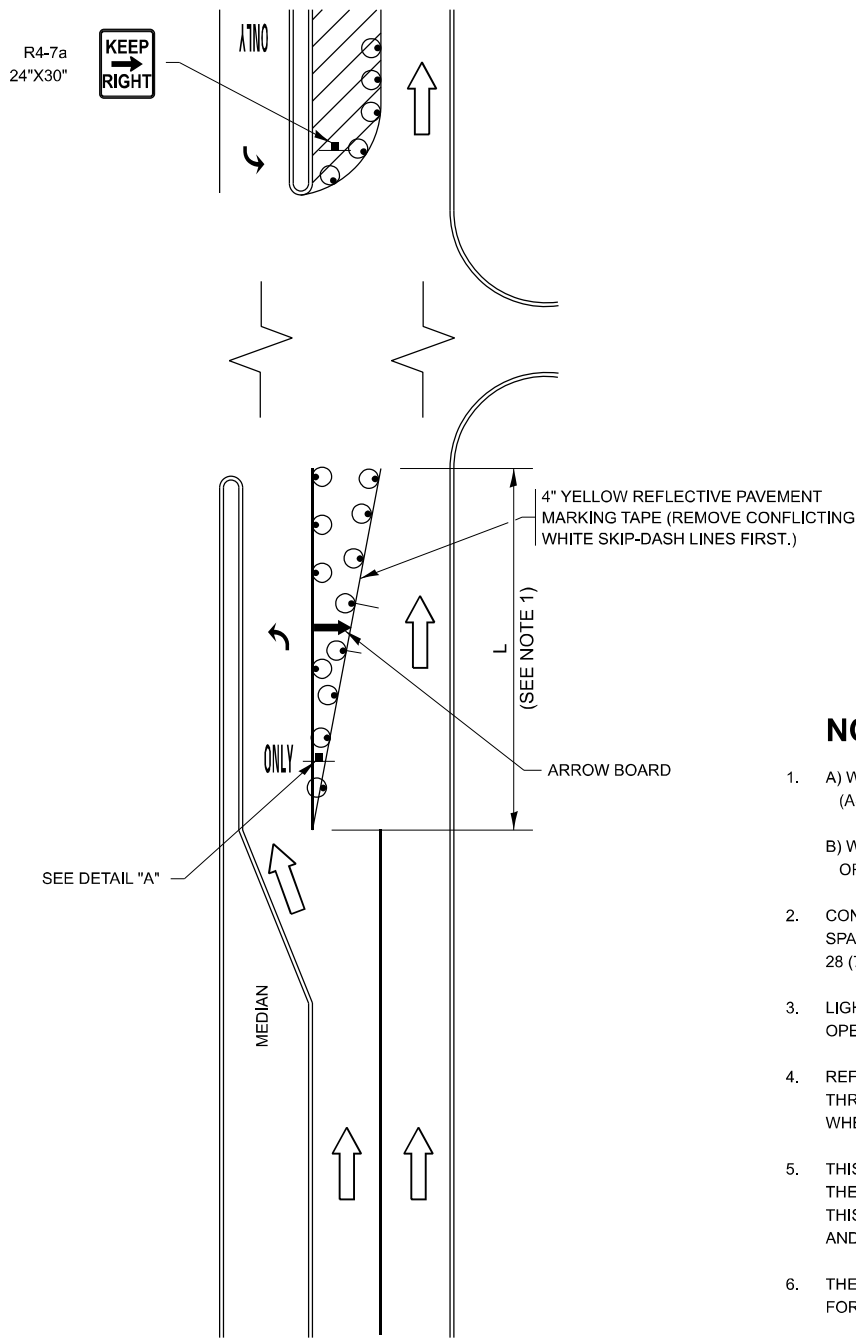
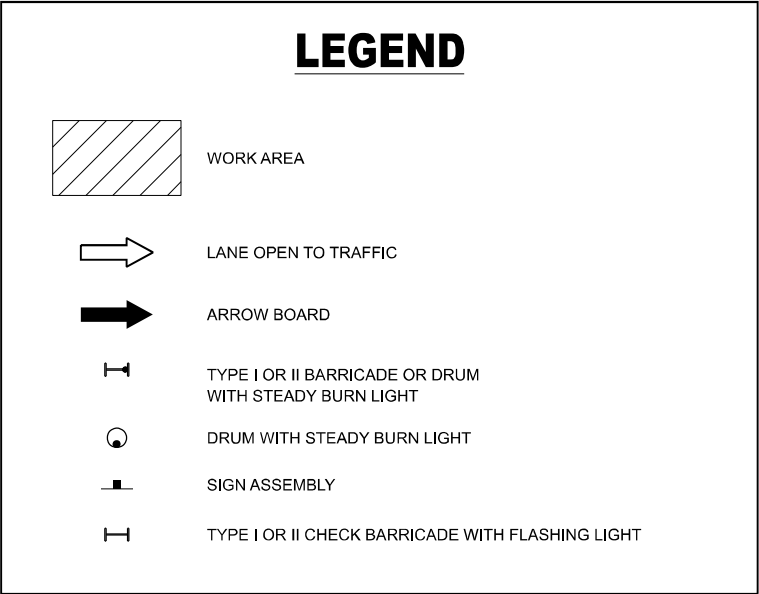


FIGURE 1

LEGEND



NOTES:

- A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH REQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

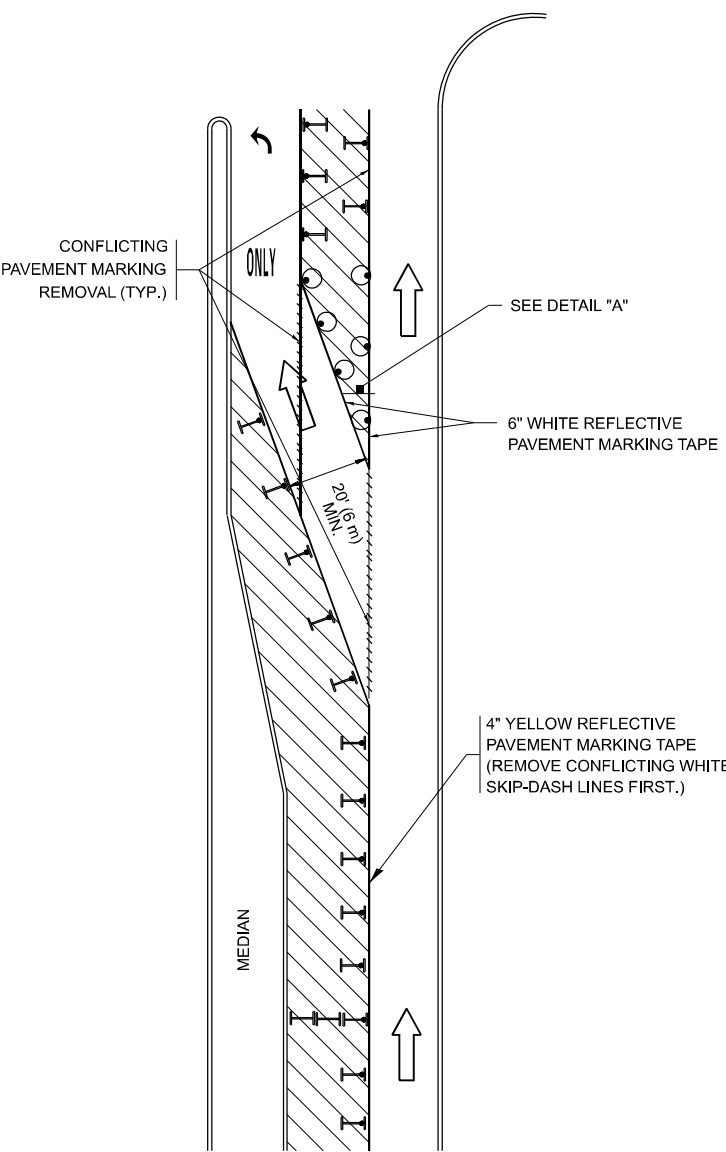
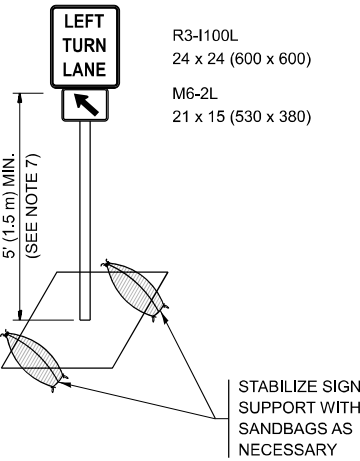


FIGURE 2



DETAIL A

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

MODEL: TC-14
FILE NAME: c:\p\work\p\work\hamw\md1017083\101925-shr-DiaSids.dgn

USER NAME	= mohammad.hamwi
DESIGNED	- T. RAMMACHER 09-08-94
DRAWN	- A. HOUSEH 11-07-95
CHECKED	- A. HOUSEH 10-12-96
PLOT DATE	= 3/24/2025
DATE	- T. RAMMACHER 01-06-00

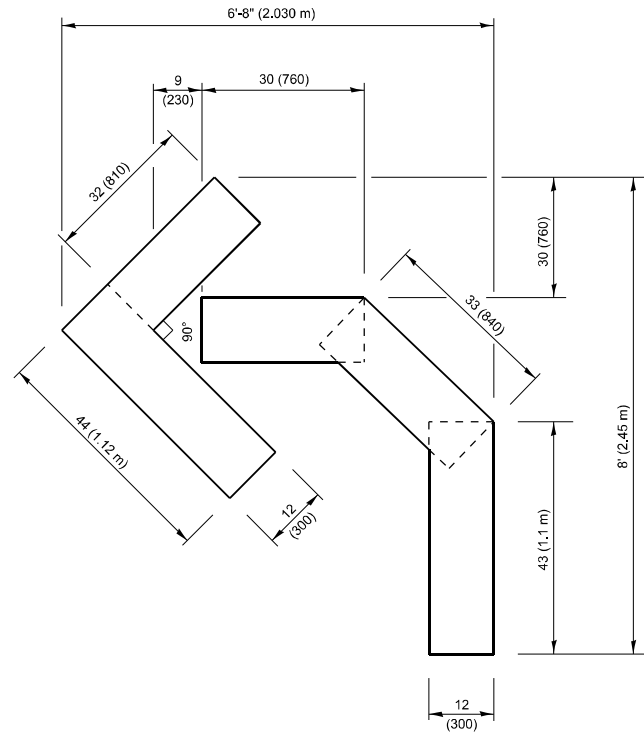
REVISED	- R. BORO 09-14-09
REVISED	- A. SCHUETZE 07-01-13
REVISED	- A. SCHUETZE 09-15-16
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

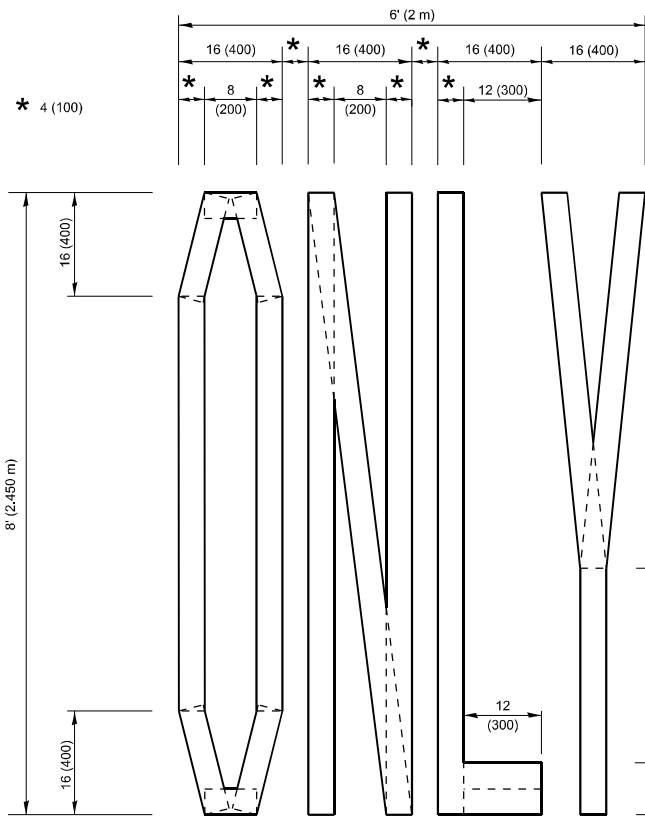
SCALE: NONE SHEET #004 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	31
TC-14		CONTRACT NO. 62X34		
ILLINOIS		FED. AID PROJECT		



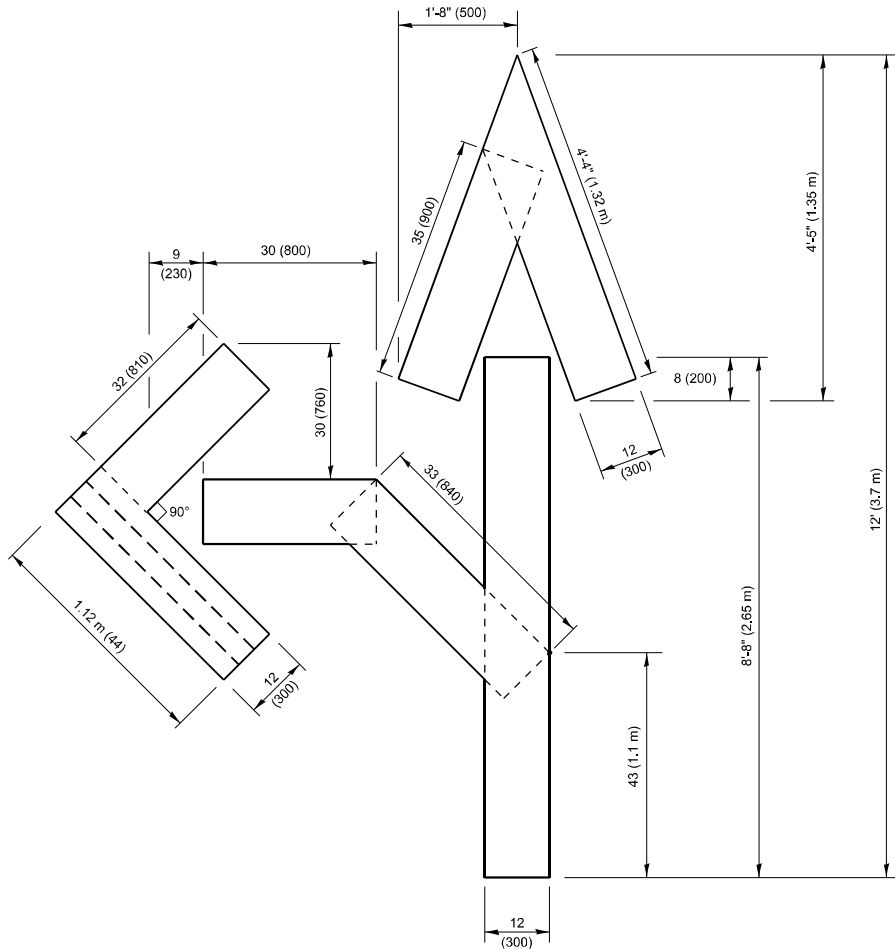
QUANTITY

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)

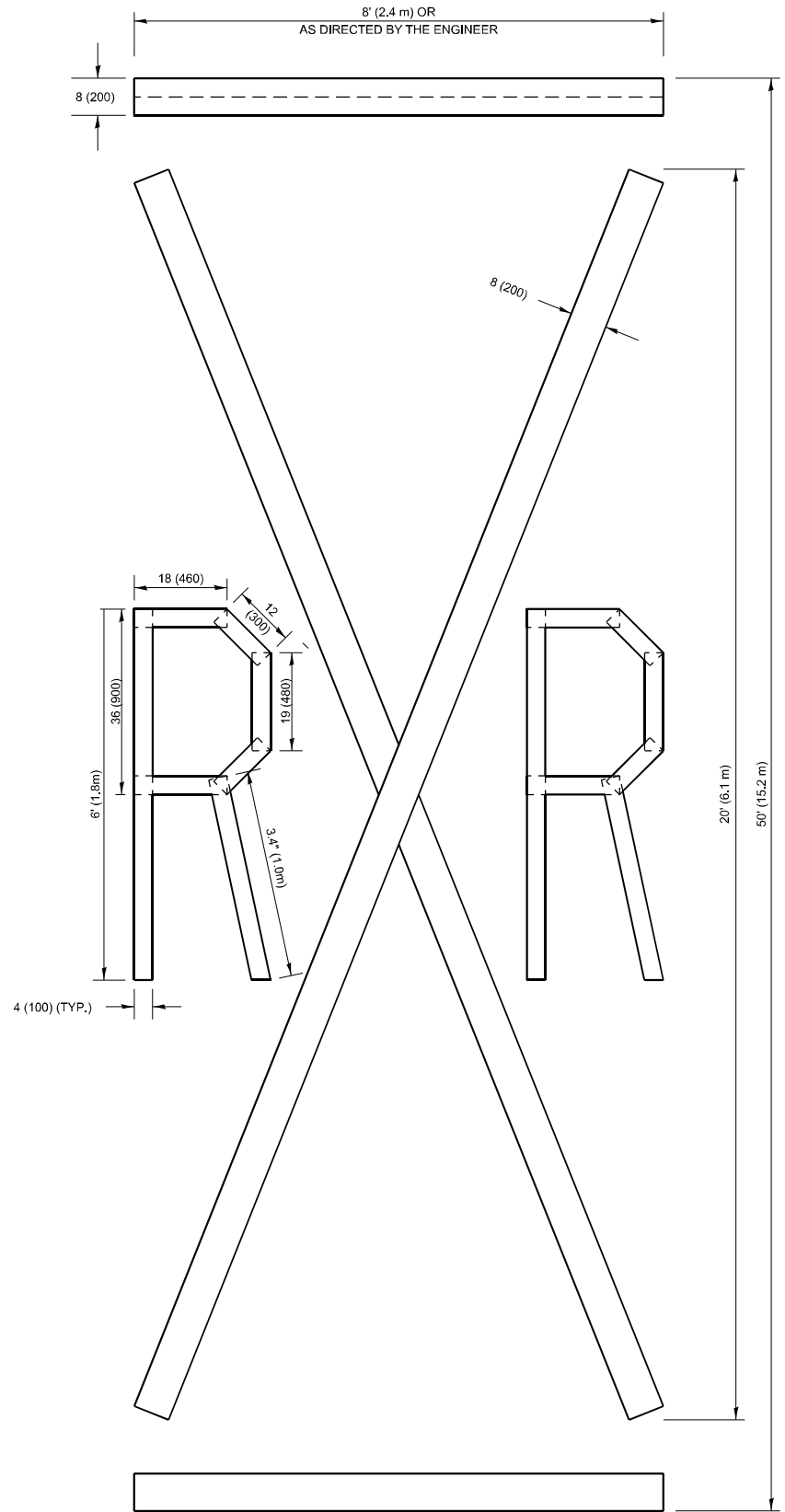


QUANTITY

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.

MODEL: TC-16
FILE NAME: c:\pwwork\pwwork\hamw\md1017083\ID101925-shr-DiaSids.dgn

USER NAME	= mohammad.hamwi	DESIGNED	-	REVISED	- T. RAMMACHER 03-02-98
		DRAWN	-	REVISED	- E. GOMEZ 08-28-00
		CHECKED	-	REVISED	- E. GOMEZ 08-28-00
PLOT DATE	= 3/24/2025	DATE	- 09-18-94	REVISED	- A. SCHUETZE 09-15-16

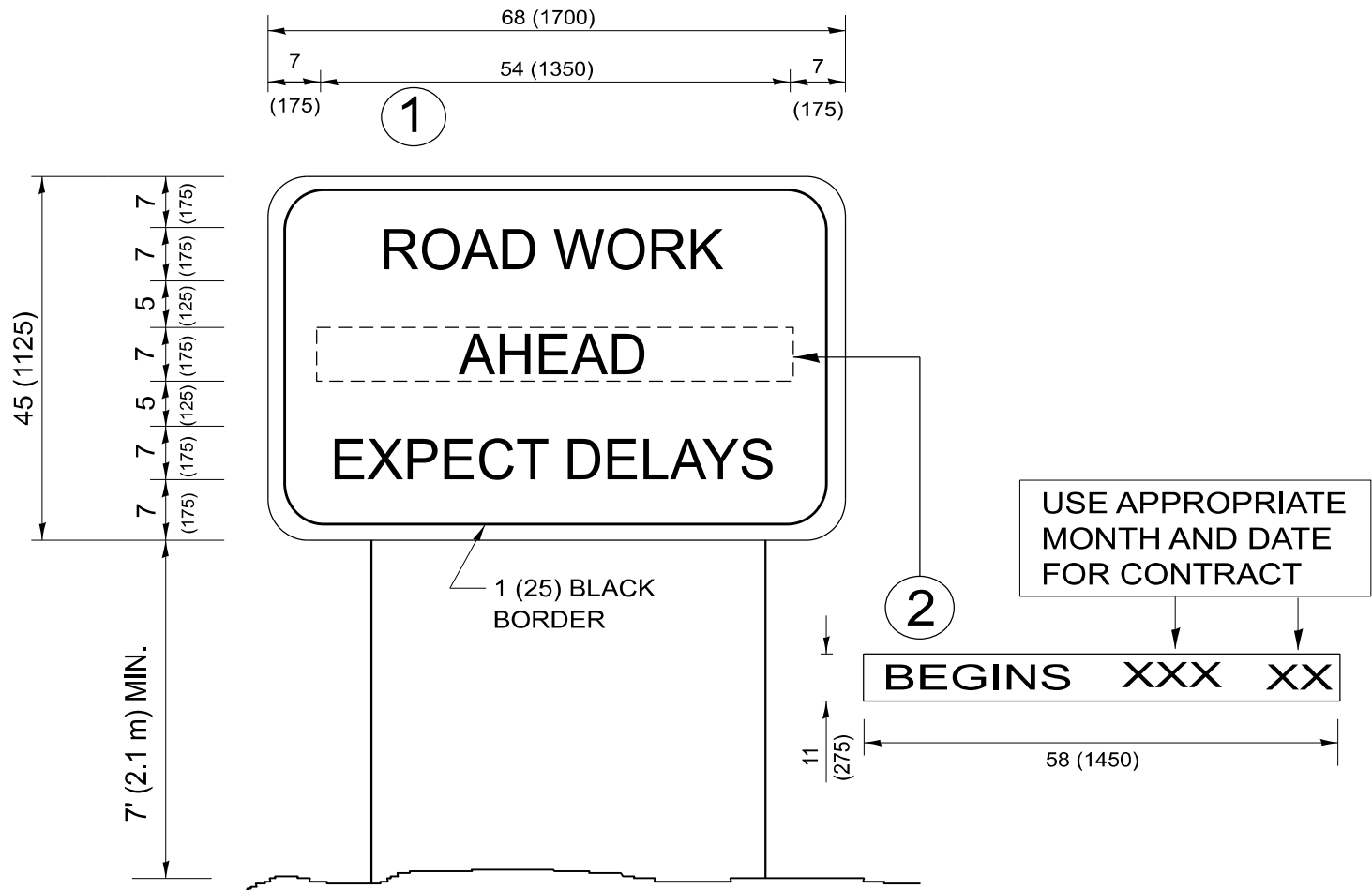
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET A005 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	32
TC-16		CONTRACT NO. 62X34		
		ILLINOIS	FED. AID PROJECT	

MODEL: TC-22
FILE NAME: c:\pwwork\pwwork\hamwim\1017083\101925-shh-DieStds.dgn

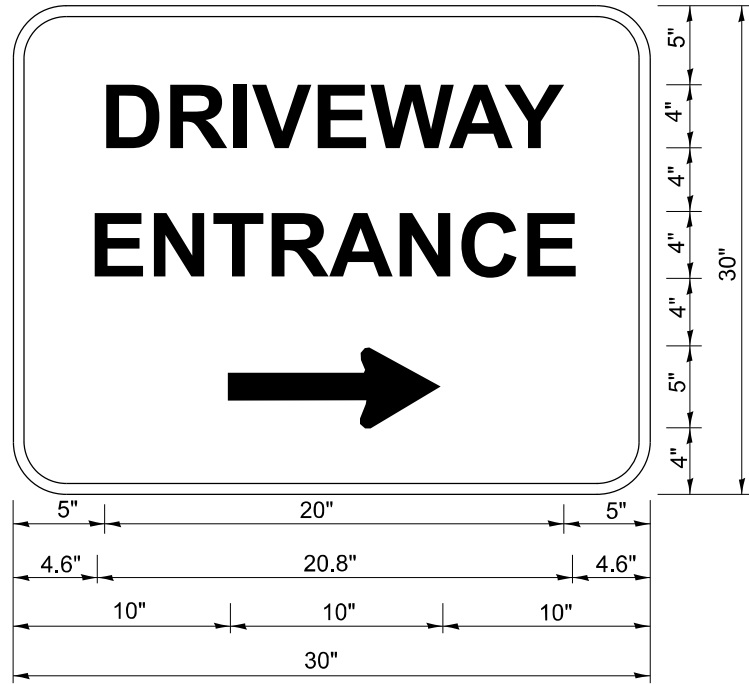


NOTES:

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

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

	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	▪ mohammad.hamwi	DRAWN	REVISED						381	2024-1000-RS, SW	WILL	46	33
		CHECKED	REVISED						TC-22				
									CONTRACT NO. 62X34				
									ILLINOIS FED. AID PROJECT				
	PLOT DATE	DATE	REVISED		SCALE: NONE	SHEET #006	OF 19 SHEETS	STA.	TO STA.				
	▪ 3/24/2025		REVISED										



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".

MODEL: TC-26
FILE NAME: c:\p\work\p\work\hamw\md107083\ID101925-shh-DieStds.dgn

	USER NAME	DESIGNED	REVISED	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	* mohammad.hamwi	-	-					381	2024-1000-RS, SW	WILL	46	34
		DRAWN	REVISED					TC-26				
		CHECKED	REVISED					CONTRACT NO. 62X34				
	PLOT DATE	DATE	REVISED		SCALE: NONE	SHEET A007	OF 19 SHEETS	STA.	TO STA.	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			PREFORMED 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					
CONFIMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

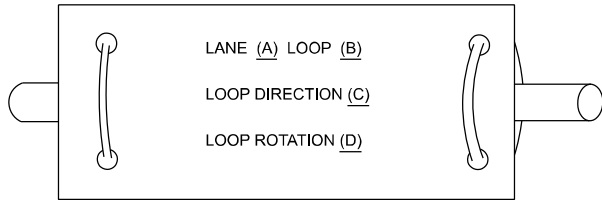
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		DRAWN - IP	REVISED -					381	2024-1000-RS, SW	WILL	46	35
		CHECKED - LP	REVISED -					TS-05		CONTRACT NO. 62X34		
	PLOT DATE = 3/6/2025	DATE - 9/29/2016	REVISED -					ILLINOIS FED. AID PROJECT				
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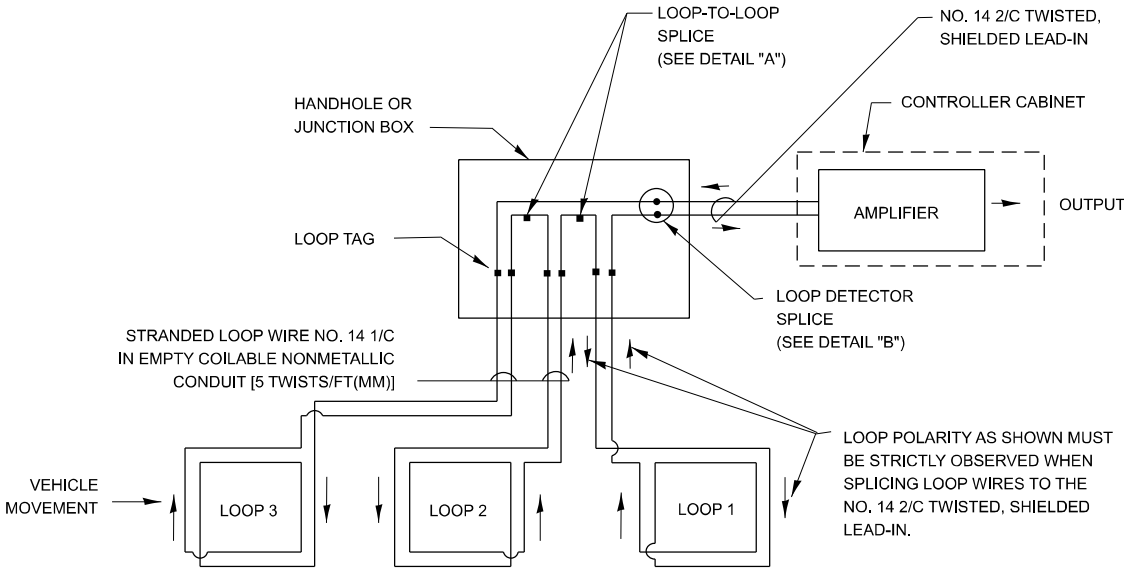
LOOP DETECTOR NOTES

1. 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.
2. 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.
3. 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.
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
5. 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.
6. 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
7. 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

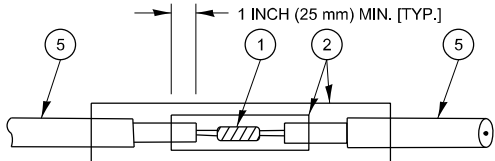


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

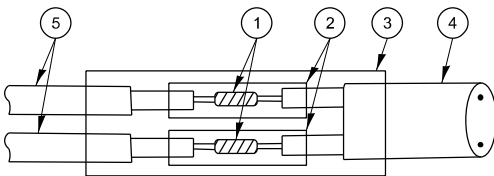


DETECTOR LOOP WIRING SCHEMATIC

- 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.

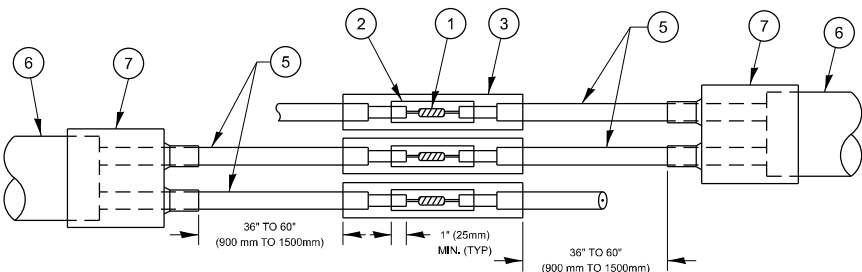


DETAIL "A"
LOOP-TO-LOOP SPLICE

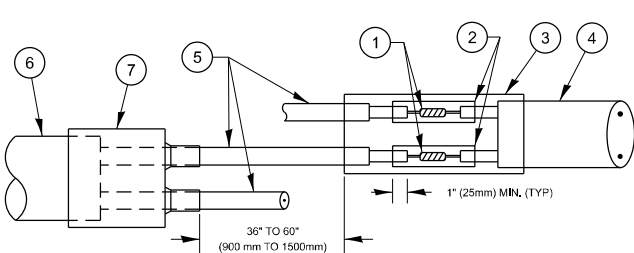


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

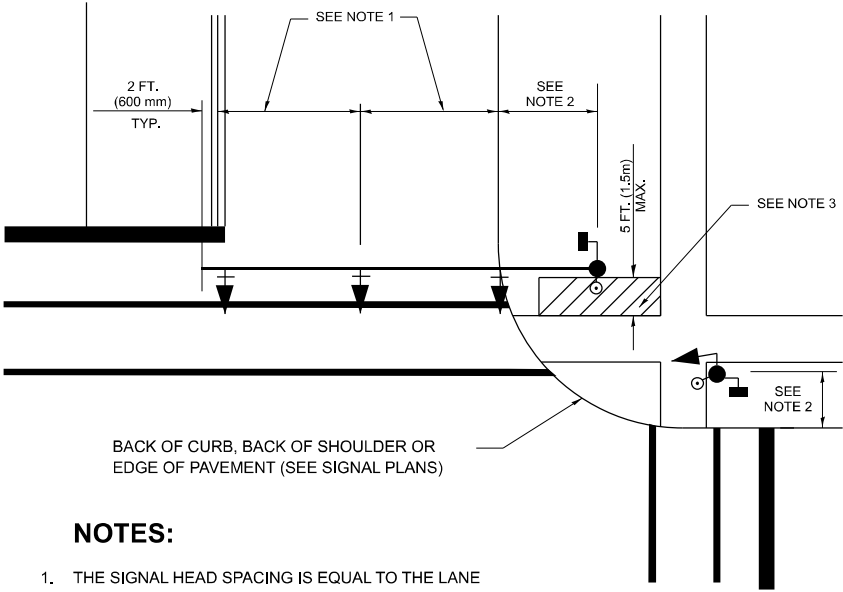
1. WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
2. WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
3. WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER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

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	PLOT DATE = 3/6/2025	DATE -	REVISED -		SCALE: NONE	SHEET 2	OF 7 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

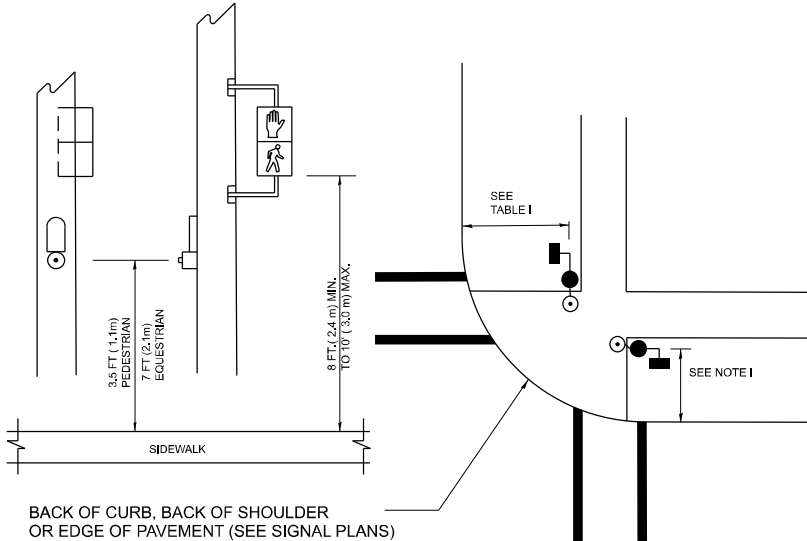
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

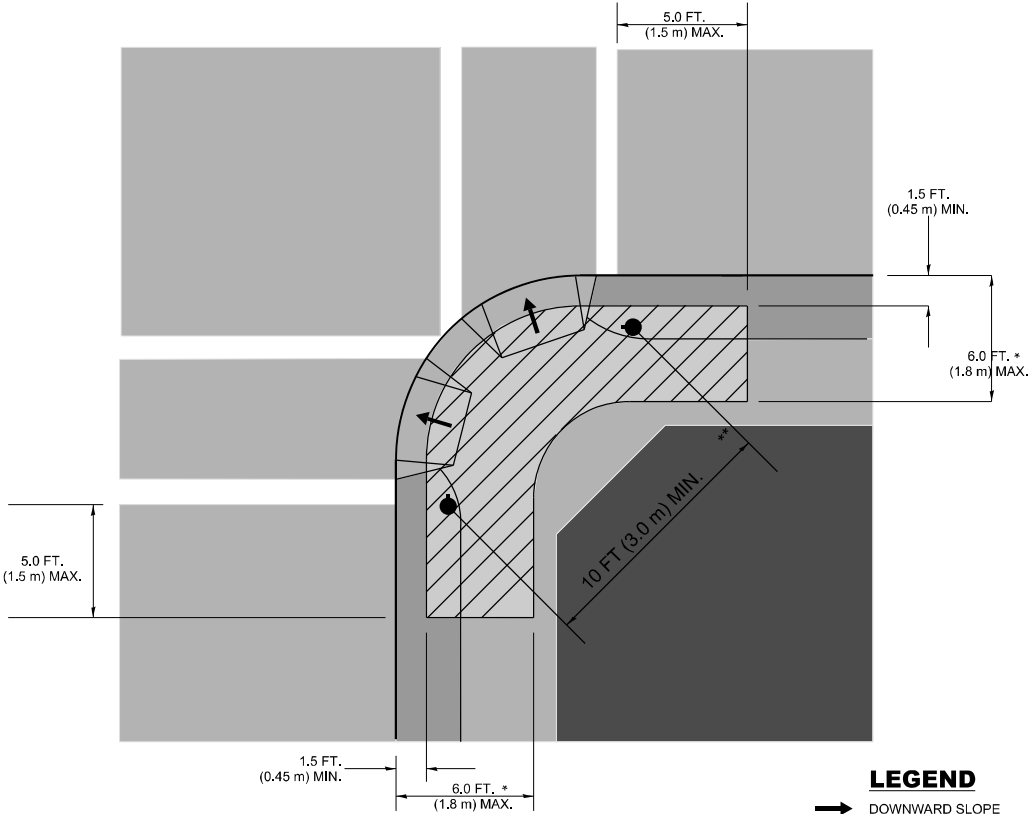
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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

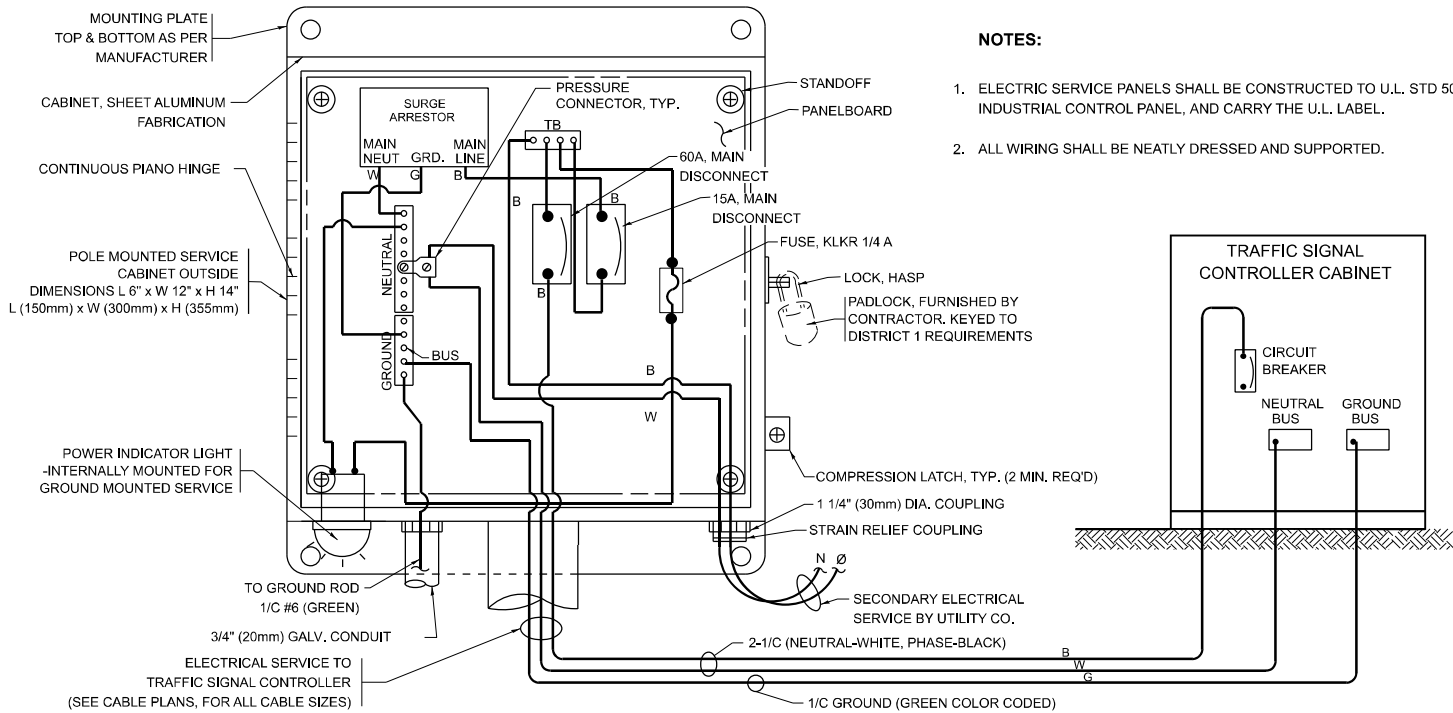
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 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:

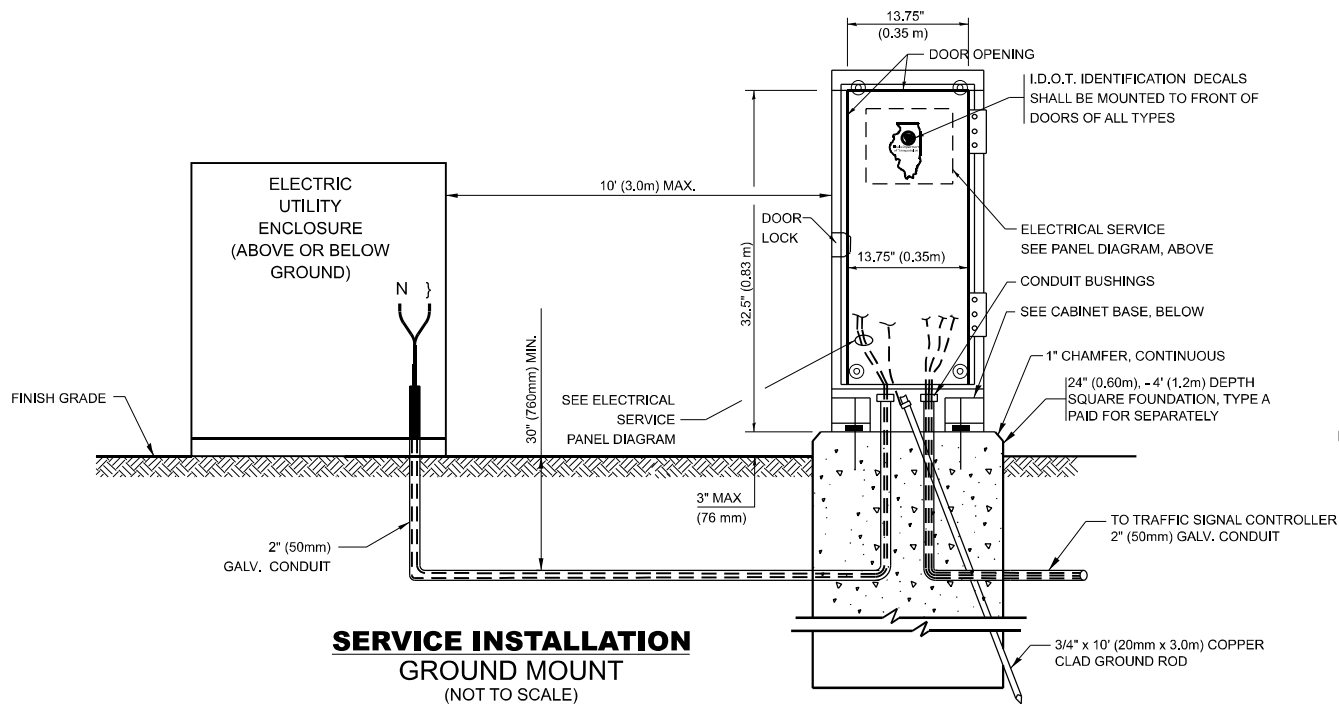
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
- 3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE 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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		DRAWN -	REVISED -		381	2024-1000-RS, SW	WILL	46	37				
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	PLOT DATE = 3/6/2025	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
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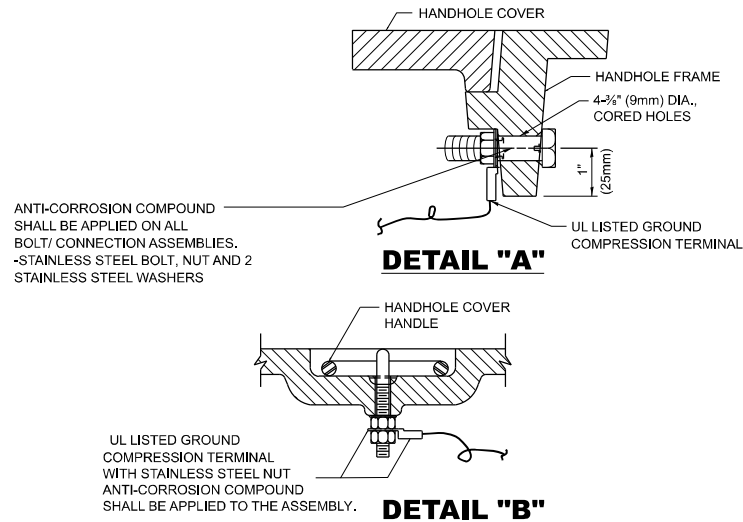
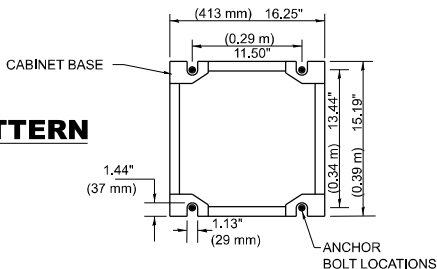


ELECTRICAL SERVICE - PANEL DIAGRAM
(TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)



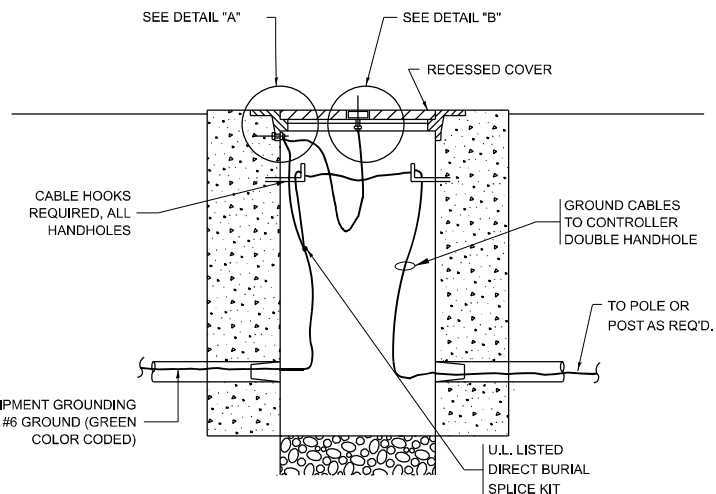
SERVICE INSTALLATION
GROUND MOUNT
(NOT TO SCALE)

CABINET - BASE BOLT PATTERN
(NOT TO SCALE)



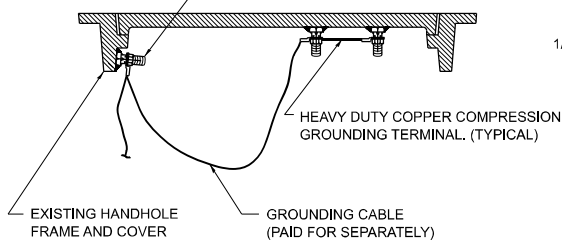
NOTES:
GROUNDING SYSTEM

- 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" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
- THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
- ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
- THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

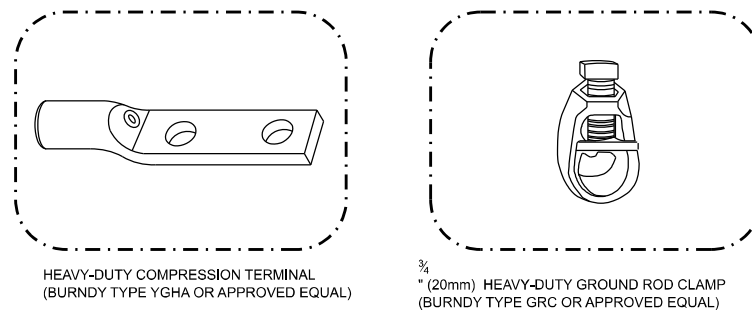


HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)

(2) 1/2" x 1 1/4" STAINLESS STEEL BOLT WITH SPLIT LOCK WASHER AND NYLON INSERT LOCKOUT WELDED TO FRAME AND TO COVER. (TYPICAL). ANTI-CORROSION COMPOUND SHALL BE APPLIED TO EACH ASSEMBLY.

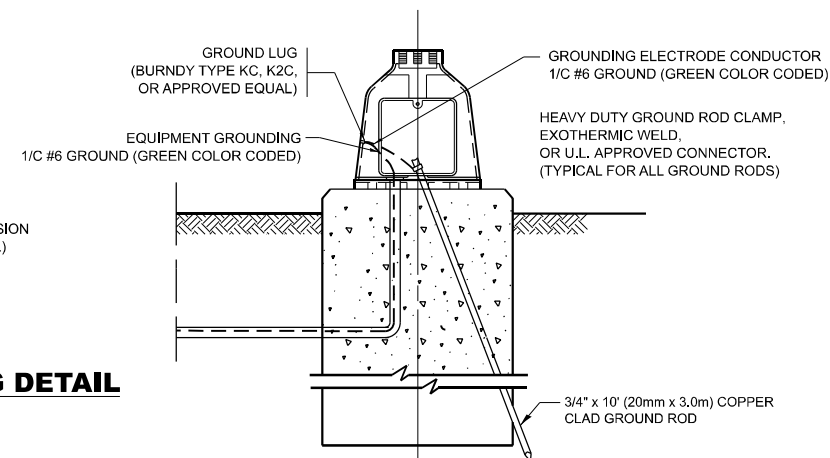


EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)



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.



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

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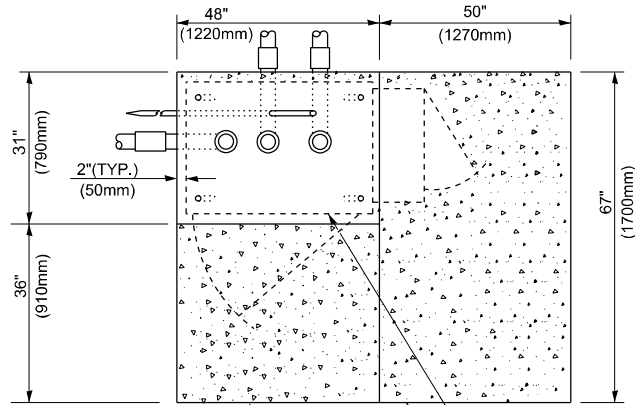
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	CHECKED -	REVISED -
PLOT DATE = 3/6/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

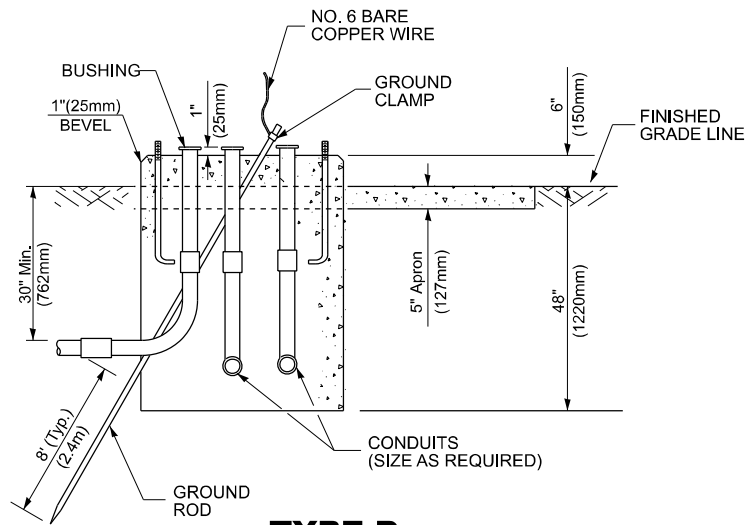
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

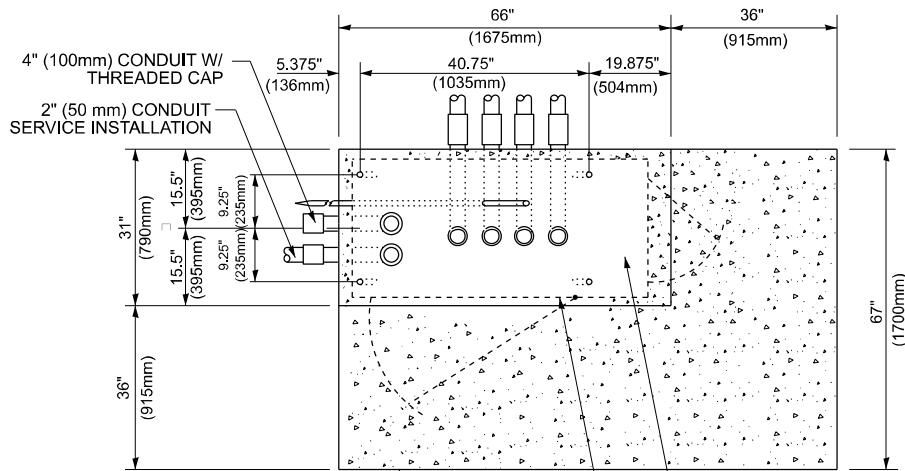
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381	2024-1000-RS, SW	WILL	46	38
TS-05		CONTRACT NO. 62X34		
ILLINOIS		FED. AID PROJECT		



TOP VIEW



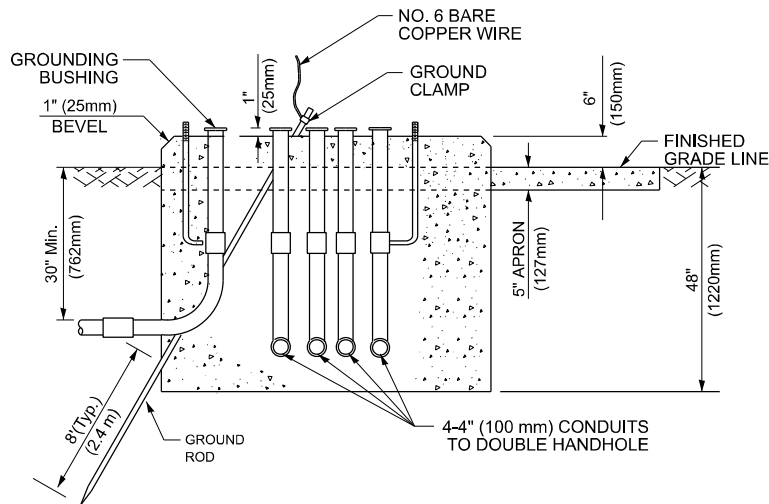
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



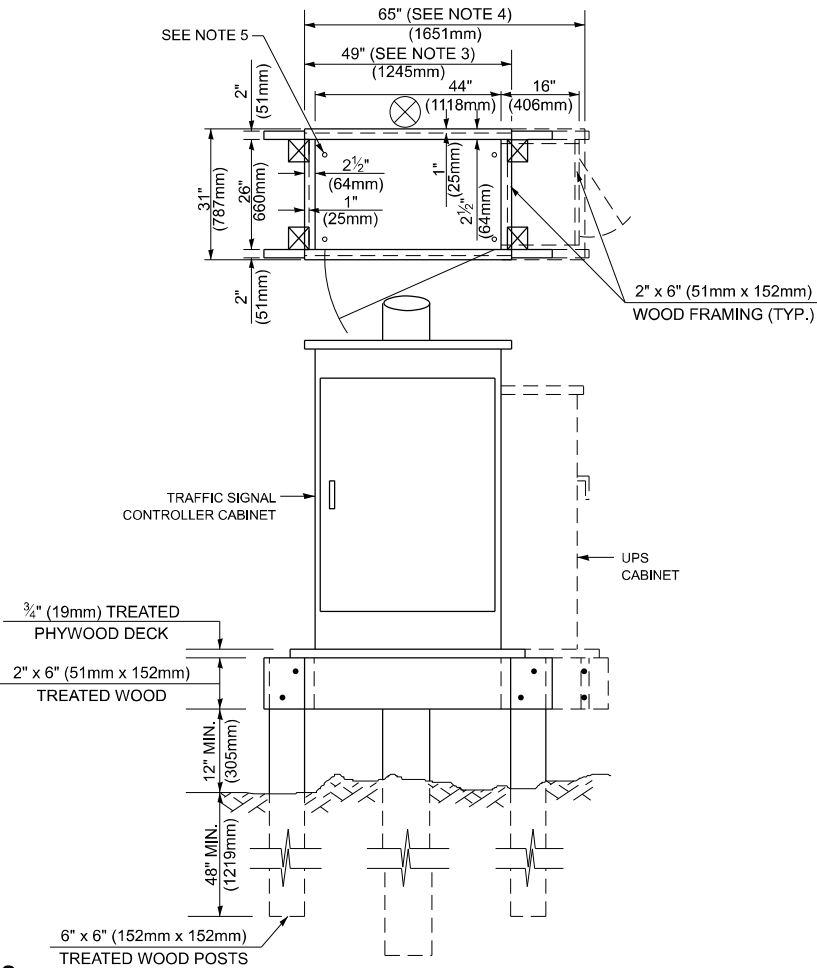
TOP VIEW

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:

1. 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.
2. 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.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. 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.
6. 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)
	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)

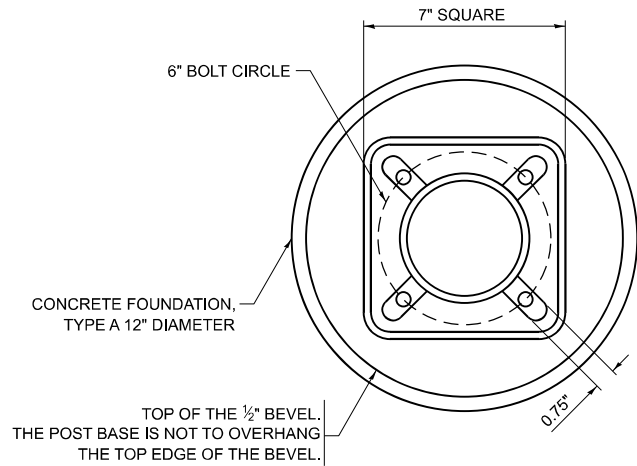
NOTES:

1. 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.
2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
3. Combination mast arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
4. For mast arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

MODEL: TS-05E [Sheet]
FILE NAME: c:\p\work\tdh\hamwi\td1077083\D101925-shd-Distatus.dgn

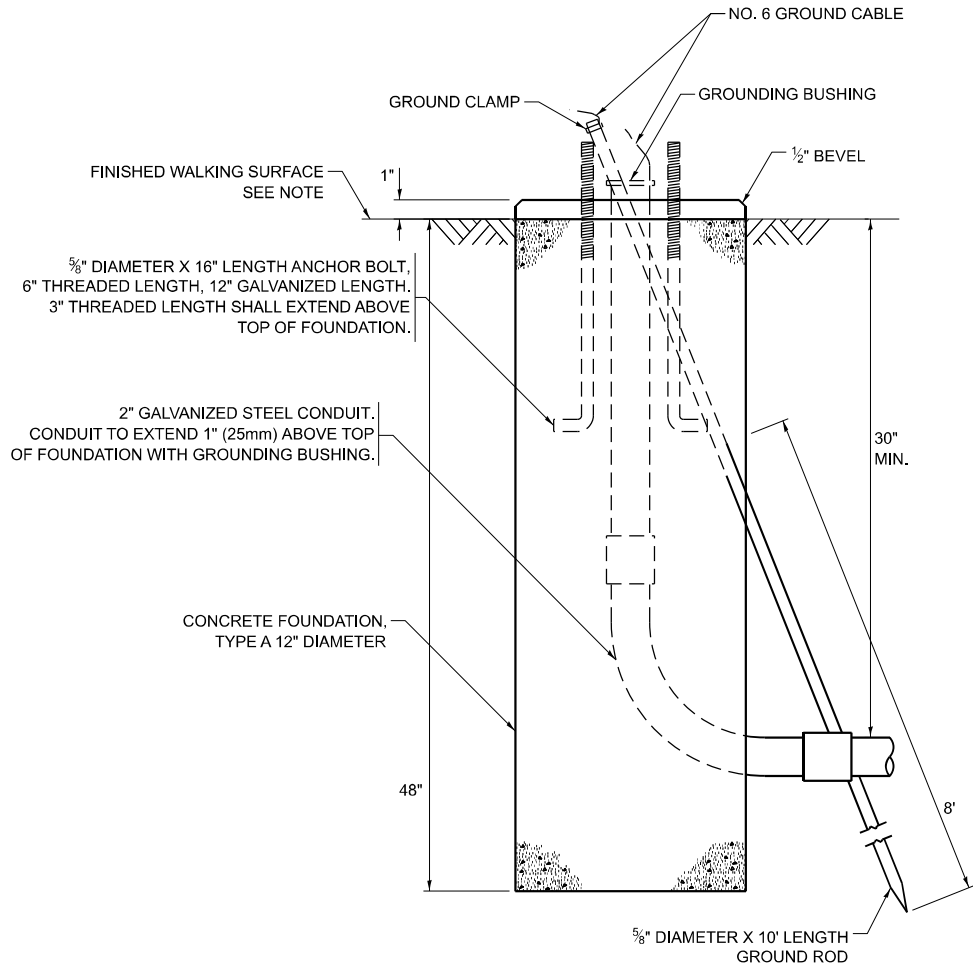
	USER NAME = mohammad.hamwi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.U. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						381	2024-1000-RS, SW		WILL	46	39
		CHECKED -	REVISED -						TS-05			CONTRACT NO. 62X34		
	PLOT DATE = 3/6/2025	DATE -	REVISED -						ILLINOIS		FED. AID PROJECT			
	SCALE: NONE		SHEET 5						OF 7 SHEETS	STA.	TO STA.			



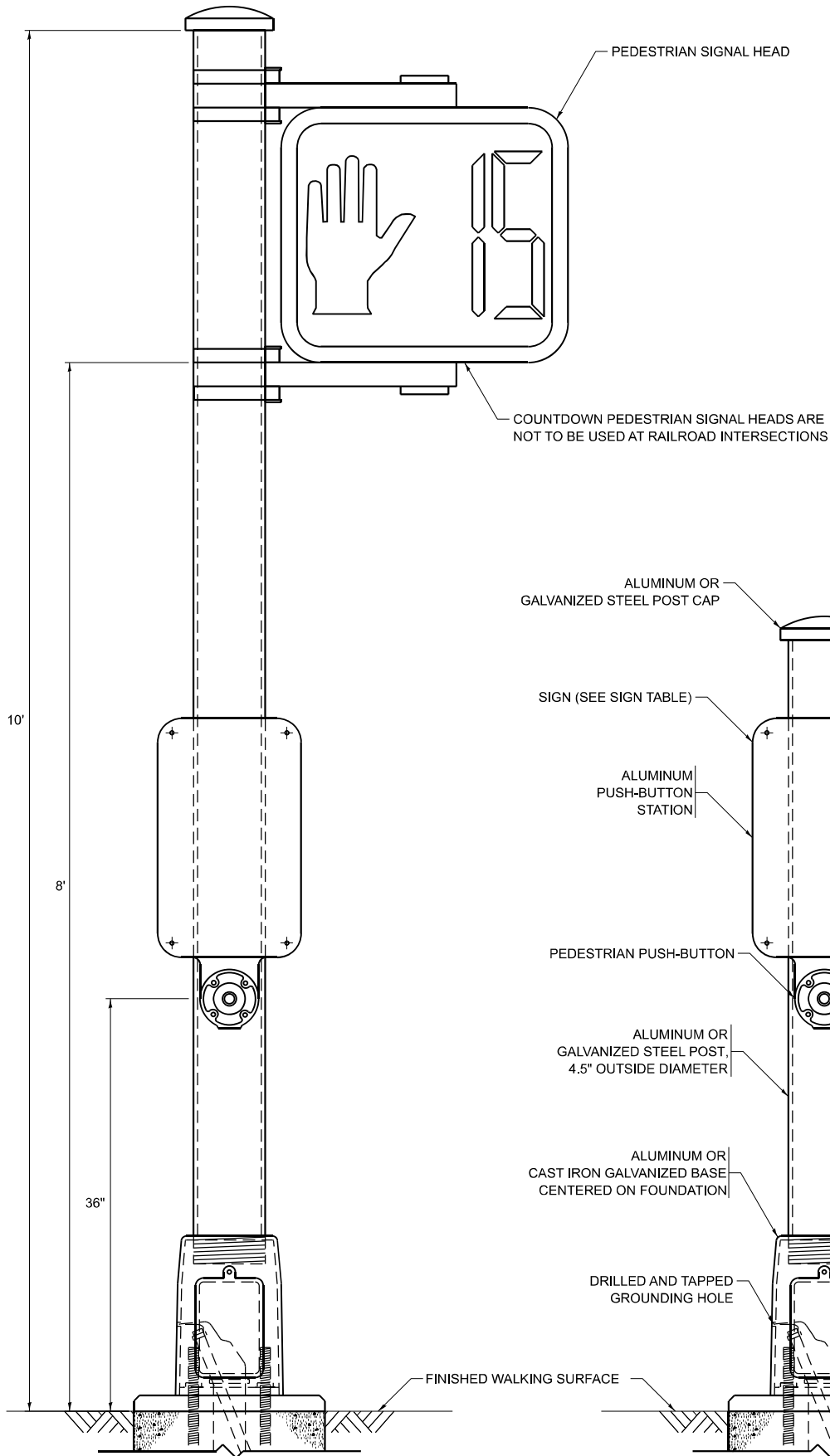
BOLT PATTERN

NOTE:

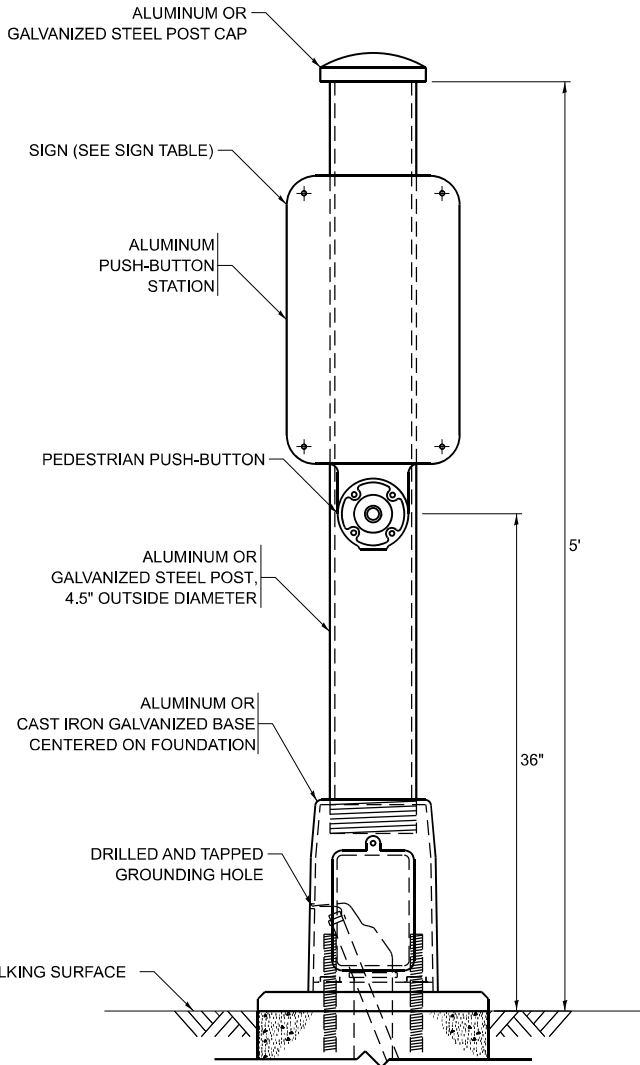
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



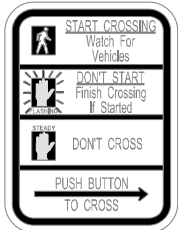
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



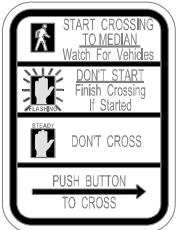
PEDESTRIAN SIGNAL POST, 10 FT.



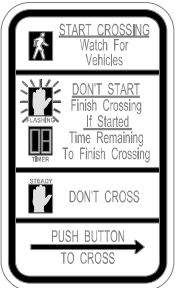
PEDESTRIAN SIGNAL POST, 5 FT.



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.

MODEL: TS-05G-2 [Sheet]
FILE NAME: c:\p\work\pwt\oham\mid1017083\101925-shh-DistSigs.dgn

PLOT DATE = 3/6/2025	USER NAME = mohammad.hamwi	DESIGNED - IP	REVISED - 10-15-2020
		DRAWN - IP	REVISED -
		CHECKED - LP	REVISED -
	DATE - 10-15-2018	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

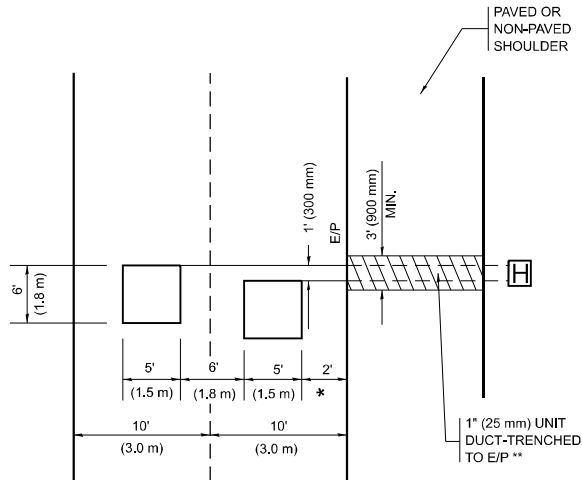
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS,SW	WILL	46	41
TS-05		CONTRACT NO. 62X34		
ILLINOIS		FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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

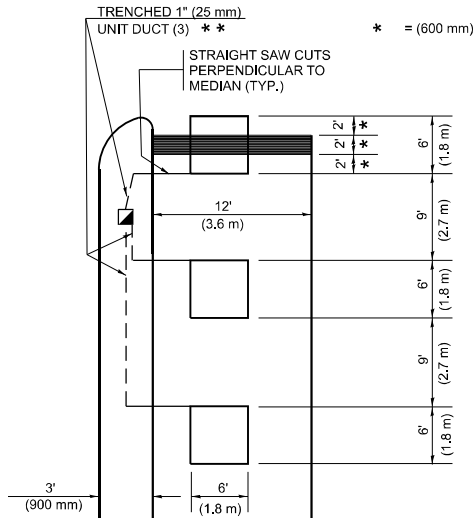


* = (600 mm)

** 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)

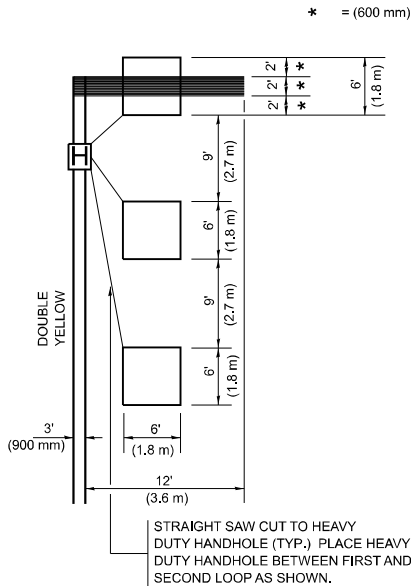
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



** 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)



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 SEPARATLY. 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.

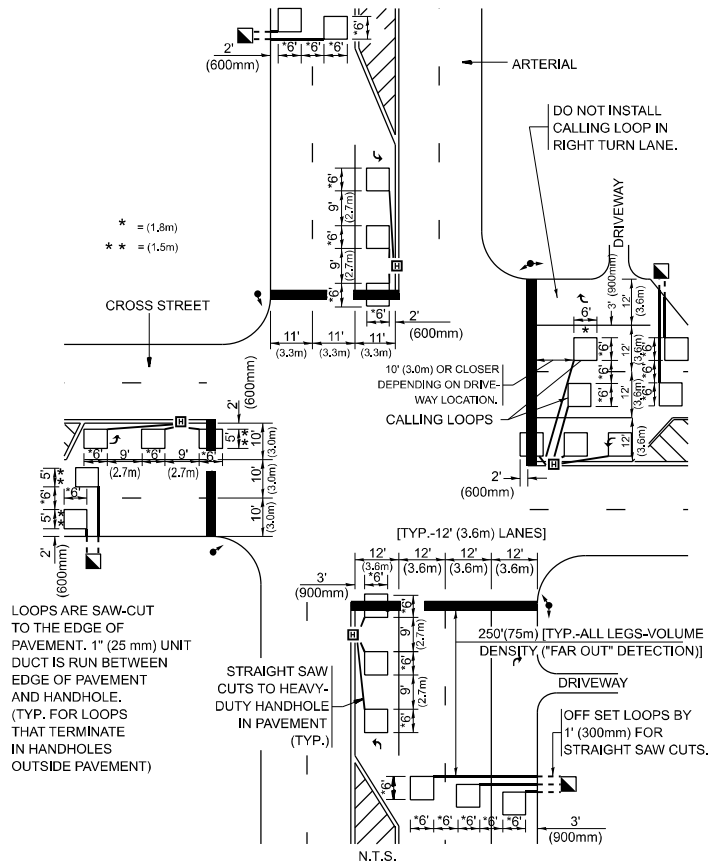
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

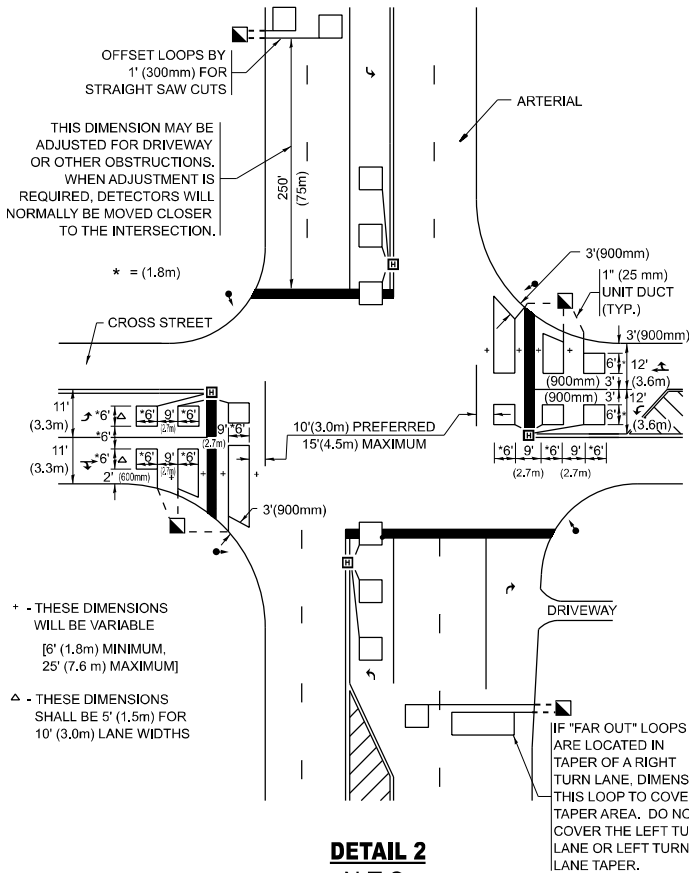
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

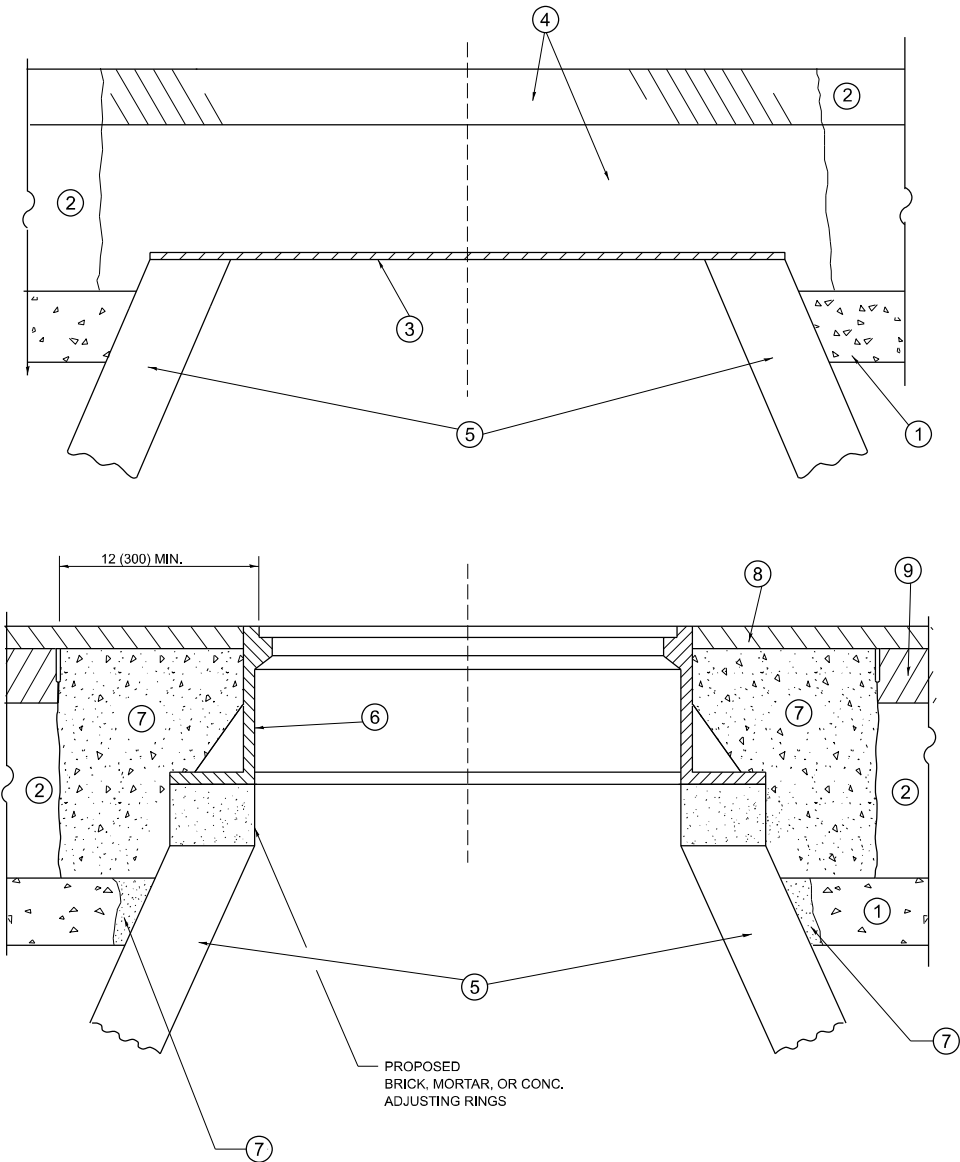
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

SCALE: NONE SHEET A015 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	42
TS-07		CONTRACT NO. 62X34		
ILLINOIS		FED. AID PROJECT		

MODEL: BD-08
FILE NAME: c:\pwworking\hamwi\dwg\107083\101925-shh-DetStds.dgn



DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

	USER NAME = mohammad.hamwi	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. BORO 12-06-11					381	2024-1000-RS, SW	WILL	46	43
		CHECKED -	REVISED - K. SMITH 11-18-22		BD600-03 (BD-08)			CONTRACT NO. 62X34				
	PLOT DATE = 3/24/2025	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET #016	OF 19 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

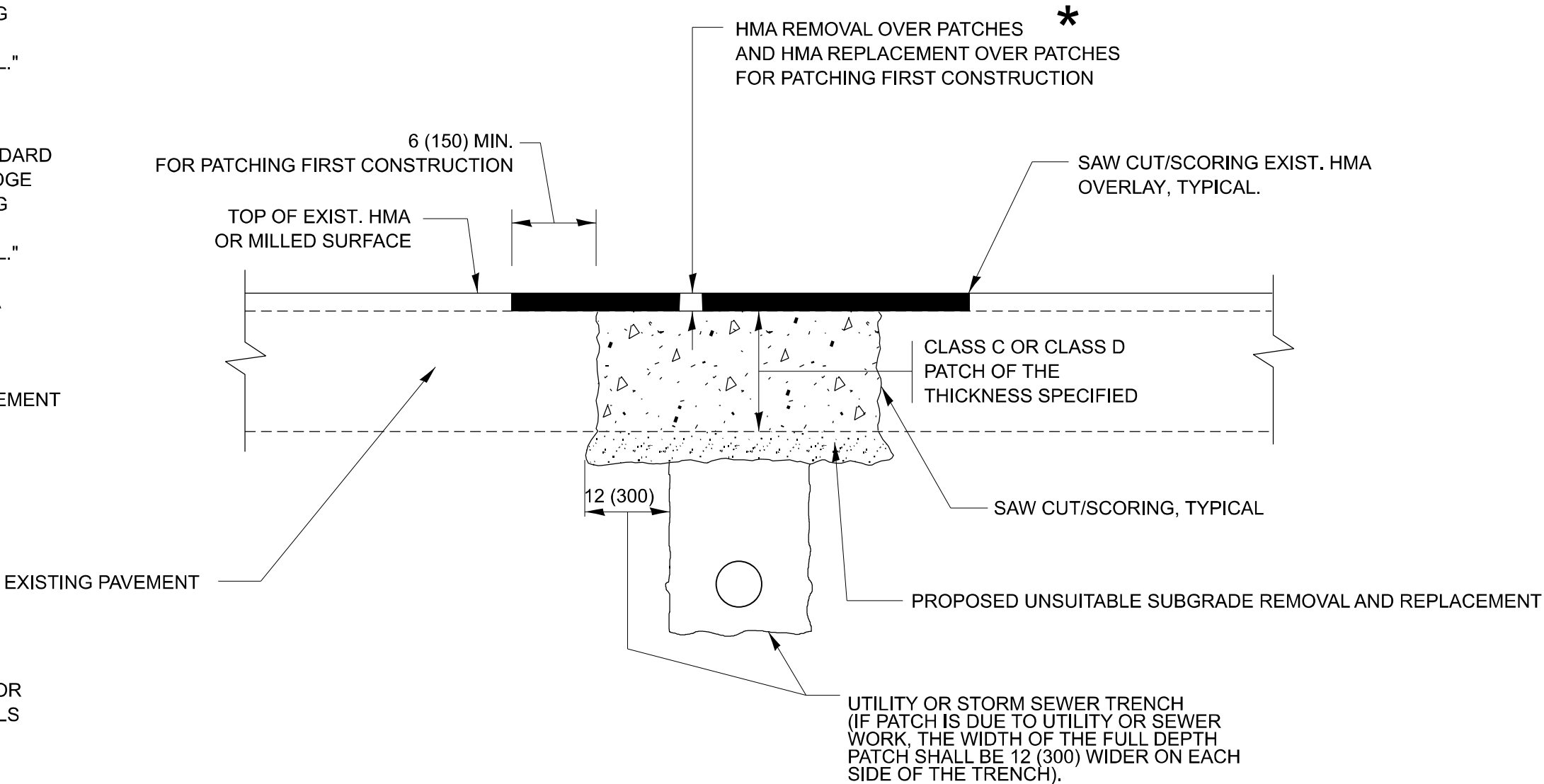
METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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

* 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.

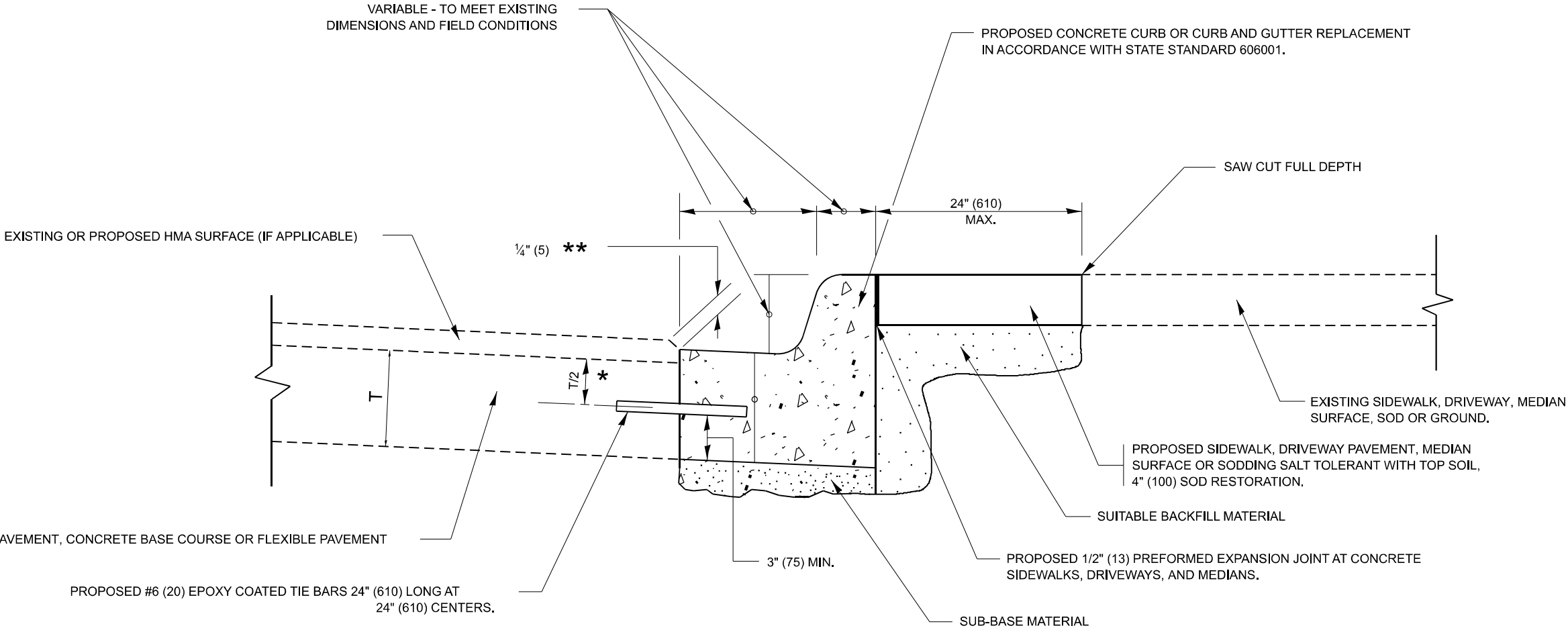
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 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.

MODEL: BD-22
FILE NAME: c:\pav_work\pav\tdh\hamw\md1077083D101925-shh-DieStds.dgn

	USER NAME = mohammad.hamwi	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
		DRAWN -	REVISED - R. BORO 09-04-07						381	2024-1000-RS, SW	WILL	46	44			
		CHECKED -	REVISED - K. ENG 10-27-08						BD400-04 (BD-22)					CONTRACT NO. 62X34		
	PLOT DATE = 3/24/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22						ILLINOIS FED. AID PROJECT							
									SCALE: NONE		SHEET A017	OF 19 SHEETS	STA.			



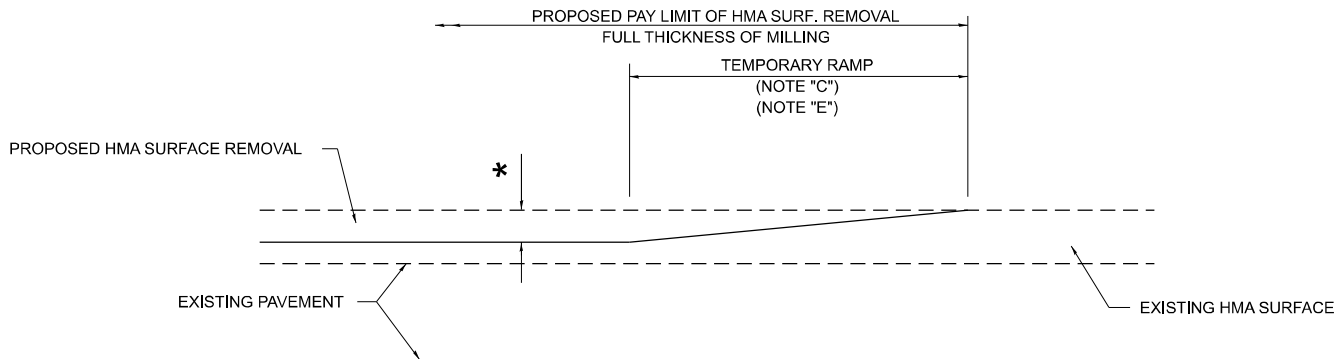
- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

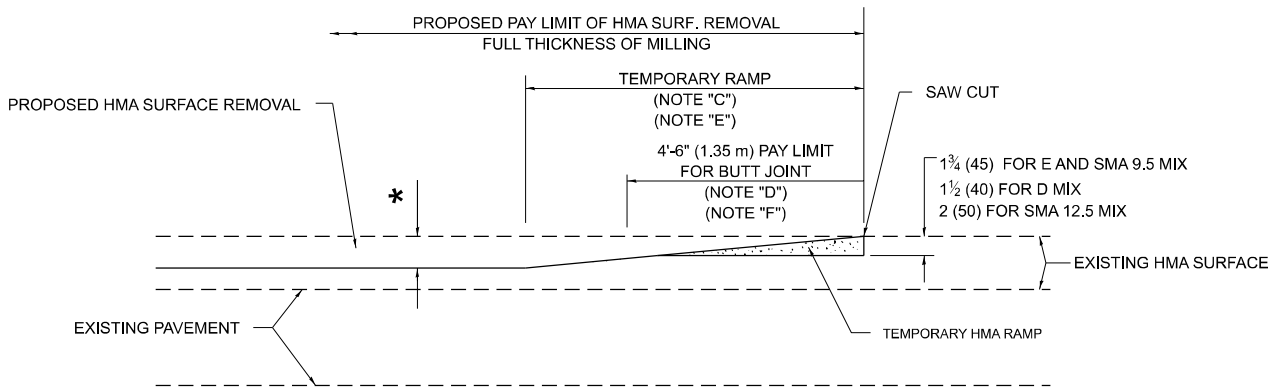
MODEL: BD-24
FILE NAME: c:\p\work\p\work\hamw\md107083\101925-shh-DieStds.dgn

	USER NAME = mohammad.hamwi	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT				F.A.U. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01						381	2024-1000-RS, SW	WILL	46	45
		CHECKED -	REVISED - R. BORO 12-15-09						BD600-06 (BD-24)		CONTRACT NO. 62X34		
	PLOT DATE = 3/24/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE		SHEET #018	OF 19	SHEETS	STA.	TO STA.		
							ILLINOIS FED. AID PROJECT						



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

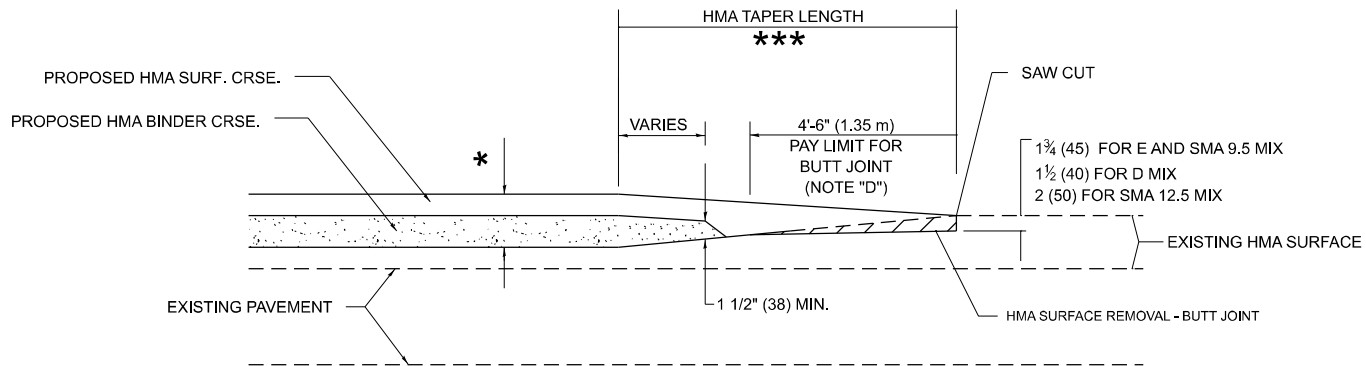
OPTION 1



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

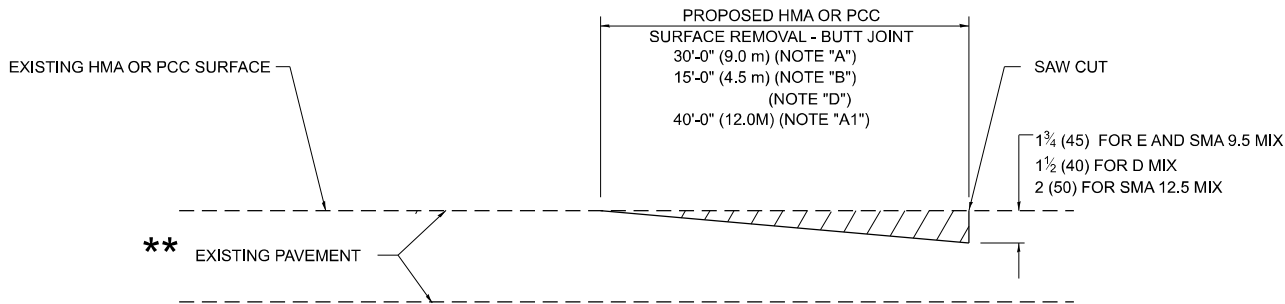
OPTION 2

TYPICAL TEMPORARY RAMP

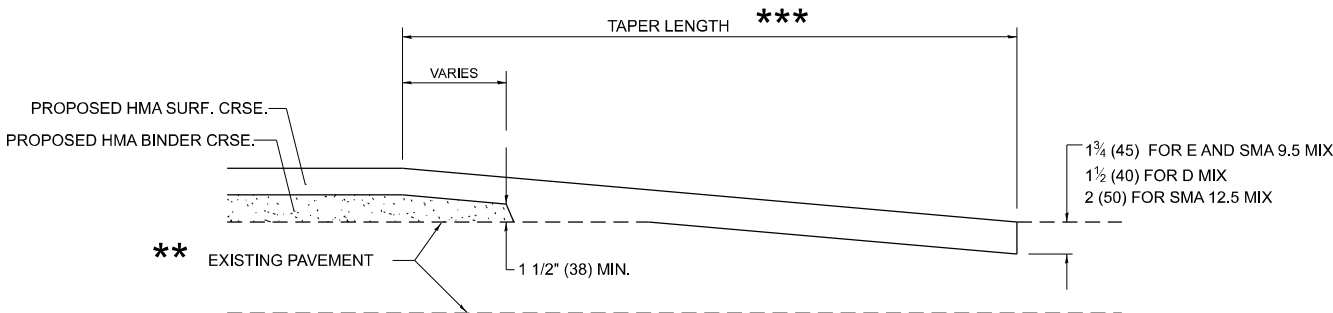


**BUTT JOINT AND
HMA TAPER**

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

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

BASIS OF PAYMENT

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

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

MODEL: BD-32
FILE NAME: c:\pwwork\pwwork\hamw\md1077083\D101925-shh-Dia\Shts.dgn

USER NAME = mohammad.hamwi	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN - M. GOMEZ 04-06-01	REVISED - R. BORO 01-01-07
	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 3/24/2025	DATE - 06-13-90	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND
HMA TAPER DETAILS**

SCALE: NONE SHEET A019 OF 19 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
381	2024-1000-RS, SW	WILL	46	46
BD400-05 BD-32		CONTRACT NO. 62X34		
ILLINOIS		FED. AID PROJECT		