

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	1
		ILLINOIS	CONTRACT NO. 62X88	

**THIS IMPROVEMENT IS LOCATED
IN THE VILLAGES OF GLENVIEW
AND MORTON GROVE**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

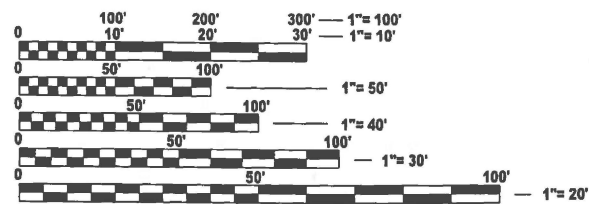
TRAFFIC DATA:
POSTED SPEED LIMIT: 30-35 MPH
IL-43 (WAUKEGAN RD.)
2023 ADT = 24,300

DESIGN DESIGNATION:
OTHER PRINCIPAL ARTERIAL

**PROPOSED
HIGHWAY PLANS**

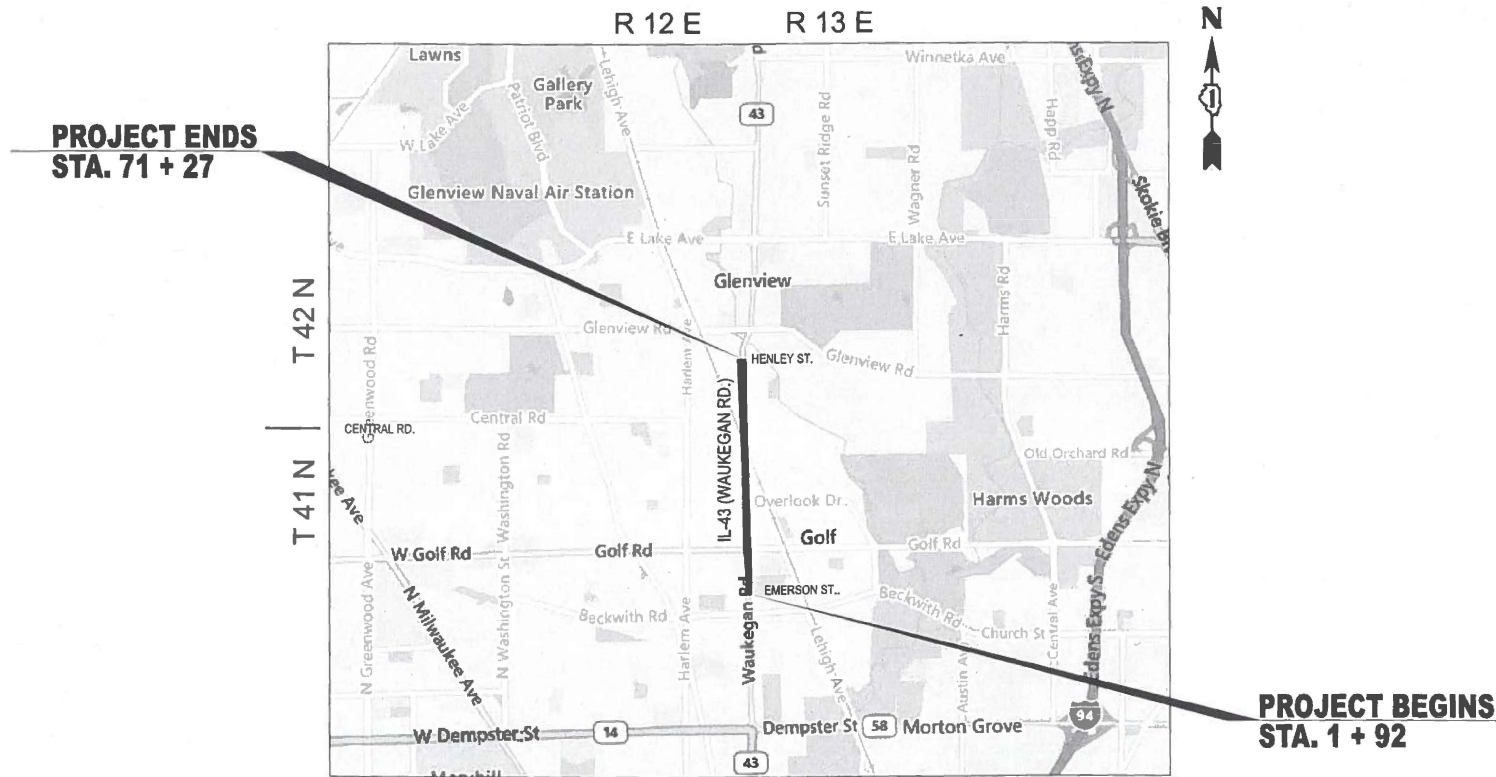
**FAP ROUTE 348: IL-43 (WAUKEGAN RD)
FROM HENLEY ST. TO EMERSON ST.
SECTION 2024-1049-RS
PROJECT: NHPP-XQ53(404)
DESIGNED OVERLAY, STANDARD OVERLAY
AND ADA IMPROVEMENTS
COOK COUNTY**

C-91-114-25



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

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



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

CONTRACT NO. 62X88

NILES AND NORTHFIELD TOWNSHIPS

GROSS AND NET LENGTH = 6,935 FT. = 1.31 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Dec 5th 2025
Tomasz Rios REGIONAL ENGINEER

January 23, 2026
Scott A. [Signature] ENGINEER OF DESIGN AND ENVIRONMENT

January 23, 2026
[Signature] DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.

DESCRIPTION

STANDARD NO.

DESCRIPTION

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
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. BUTT JOINTS SHALL 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.
4. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
5. 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.
6. 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.
7. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5' LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
8. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
9. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
10. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
11. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF ANY BURIED STRUCTURE OR STRUCTURES FOUND (I.E. ACCIDENTALLY PAVED OVER WITH ASPHALT DURING THE PREVIOUS RESURFACING) ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
12. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
13. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
14. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, , THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
15. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, AREA TRAFFIC FIELD ENGINEER, VIA MAIL AT FADI.SULTAN@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
17. PAVEMENT MARKING TAPE, TYPE IV MAY BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
18. 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.

GENERAL NOTES CONTINUE ON NEXT SHEET

1	TITLE SHEET	000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
2-3	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
4-6	SUMMARY OF QUANTITIES	424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
7-10	EXISTING AND PROPOSED TYPICAL SECTIONS	424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
11	SCHEDULE OF PROPOSED LEFT-TURN OFFSETS	424021-07	DEPRESSED CORNER FOR SIDEWALKS
12-15	ROADWAY AND PAVEMENT MARKING PLANS	442201-03	CLASS C AND D PATCHES
16- 36	PROPOSED SIDEWALK RAMP DETAILS	604001-05	FRAME AND LIDS TYPE 1
37 - 53	TRAFFIC SIGNAL DETAILS AND PLANS	604086-05	FRAME AND GRATE TYPE 23
54	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING	604091-05	FRAME AND GRATE TYPE 24
55	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
56	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT	701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24' (600 mm) FROM PAVEMENT EDGE
57	BD-32: BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
58	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
59	TC-11: TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-FLOW RESISTANT)	701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
60	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS	701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
61	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
62	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS	701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
63	TC-22: ARTERIAL ROAD INFORMATION SIGN	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
64	TC-26: DRIVEWAY ENTRANCE SIGNING	701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
65 - 71	TS-05: DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAIL, SHEET 1 TO 7	701901-11	TRAFFIC CONTROL DEVICES
72	TS-07: DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING	780001-05	TYPICAL PAVEMENT MARKINGS
73	PD-01: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS		
74	PD-02: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS		
75	PD-03: PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS		
76	PD-04: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH TURNING SPACE		
77	PD-05: PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS		
78	PD-06: PROJECT DETAIL FOR PARALLEL CURB RAMPS		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
GENERAL NOTES AND INDEX SHEET**

SCALE: SHEET OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	75	2
CONTRACT NO. 62X88			ILLINOIS FED. AID PROJECT	

GENERAL NOTES (CONTINUED...)

- 19. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE
- 20. EXISTING BRICK AND / OR CONCRETE CROSSWALKS THROUGHOUT THE PROJECT SHALL REMAIN AND BE PROTECTED, BOTH FROM PHYSICAL CHIPPING/DAMAGE AS WELL AS FROM TRACKING HMA / TACK MATERIAL THAT CAN BE TRACKED ACROSS EACH.
- 21. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 22. THE RESIDENT ENGINEER SHALL CONTACT THE VILLAGE OF MORTON GROVE AND / OR GLENVIEW 2 WEEKS PRIOR TO START OF WORK TO COORDINATE THE RMOVAL, STORAGE, AND / OR RELOCATION OF EXISTING BENCHES AND / OR TRASH BINS ALONG WAUKEGAN ROAD THAT MAY BE IN THE WAY OF THE PROPOSED WORK.
- 23. THE 6-INCH PAVEMENT STRIPING FOR BRICK CROSSWALKS SHALL BE APPLIED ACCORDING TO SECTION 3H.03 OF THE MUTCD, IN ADDITION TO DISTRICT DETAIL TC-13.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
GENERAL NOTES AND INDEX SHEET

SCALE: SHEET OF 2 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	75	3
CONTRACT NO. 62X88				
		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY					
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
20200100	EARTH EXCAVATION	CY YD	75	75					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	290	290					
25200110	SODDING, SALT TOLERANT	SQ YD	290	290					
26200200	SUPPLEMENTAL WATERING	UNIT	2	2					
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	24	24					
35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	62	62					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10771	10771					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	28905	28905					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	159	159					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	383	383					
40602985	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70	TON	1788	1788					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	1523	1523					
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	155	155					
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	5180	5180					
42001300	PROTECTIVE COAT	SQ YD	1871	1871					
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	6	6					
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	63	63					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6868	6868					
42400800	DETECTABLE WARNINGS	SQ FT	384	384					
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	36901	36901					
44000184	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	15956	15956					
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	155	155					

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY					
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
44000600	SIDEWALK REMOVAL	SQ FT	7347	7347					
44003100	MEDIAN REMOVAL	SQ FT	2990	2990					
44201383	CLASS C PATCHES, TYPE IV, 12 INCH	SQ YD	140	140					
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	133	133					
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	793	793					
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	925	925					
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	793	793					
44213200	SAW CUTS	FOOT	970	970					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2					
44213204	TIE BARS 3/4"	EACH	195	195					
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1					
60262700	INLETS TO BE RECONSTRUCTED	EACH	1	1					
60266600	VALVE BOXES TO BE ADJUSTED	EACH	5	5					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	3	3					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	10	10					
60404940	FRAMES AND GRATES, TYPE 23	EACH	1	1					
60404950	FRAMES AND GRATES, TYPE 24	EACH	1	1					
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	3	3					
60406001	FRAMES AND LIDS, TYPE 1, ADA COMPLIANT, OPEN LID	EACH	1	1					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	18	18					
60619200	CONCRETE MEDIAN, TYPE SB-6.06	SQ FT	1896	1896					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	75	75					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2					
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					

* SPECIALTY ITEMS

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PLOT DATE = 12/5/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
IL-43 (WAUKEGAN RD): HENLEY ST • EMERSON ST**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	4
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY					
					80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005				
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	20	20						
67100100	MOBILIZATION	L SUM	1	1						
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1						
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1						
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1						
70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1						
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1						
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1						
70300100	SHORT TERM PAVEMENT MARKING	FOOT	56993	56993						
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	4750	4750						
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	2736	2736						
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	43362	43362						
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	12537	12537						
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	4899	4899						
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	1319	1319						
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	14202	14202						
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	1368	1368						
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	18160	18160						
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	6269	6269						
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	2450	2450						
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	660	660						
* 78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 4"	FOOT	3521	3521						
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	167	167						

SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY					
					80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005				
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	3521	3521						
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	674	674						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	539	539						
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	190		190					
* 81400200	HEAVY-DUTY HANDHOLE	EACH	1		1					
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4		4					
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1883		1883					
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1464		1464					
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2765		2765					
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	277		277					
* 87900200	DRILL EXISTING HANDHOLE	EACH	9		9					
* 88500100	INDUCTIVE LOOP DETECTOR	EACH	7		7					
* 88600100	DETECTOR LOOP, TYPE I	FOOT	2146		2146					
* 89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	6		6					
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1148		1148					
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3		3					
* 89502376	REBUILD EXISTING HANDHOLE	EACH	1	1						
* 89502380	REMOVE EXISTING HANDHOLE	EACH	1		1					
* 89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1		1					
* X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1						
* X0324599	ROD AND CLEAN EXISTING CONDUIT	FOOT	1000		1000					

* SPECIALTY ITEMS

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PLOT DATE = 12/5/2025	DATE -	REVISED -

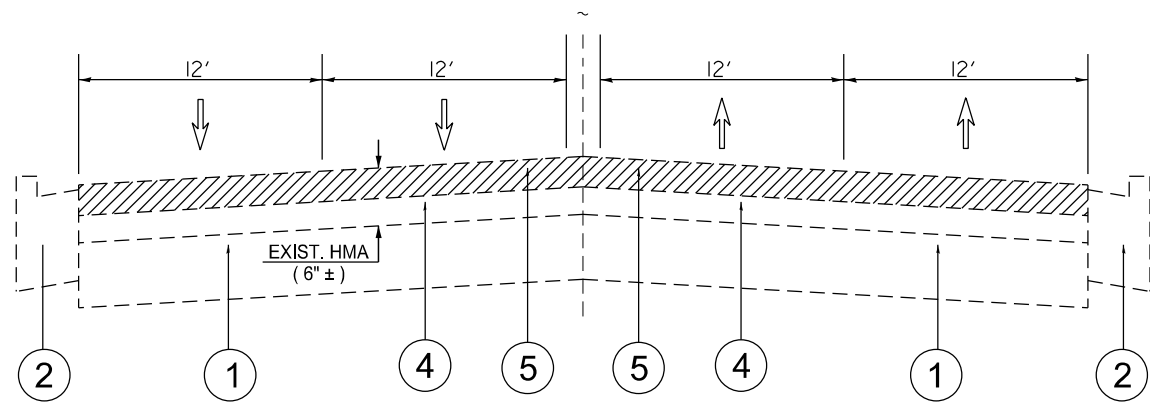
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
IL-43 (WAUKEGAN RD): HENLEY ST • EMERSON ST**

SCALE: SHEET 5 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	5
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

IL-43 (WAUKEGAN RD.)

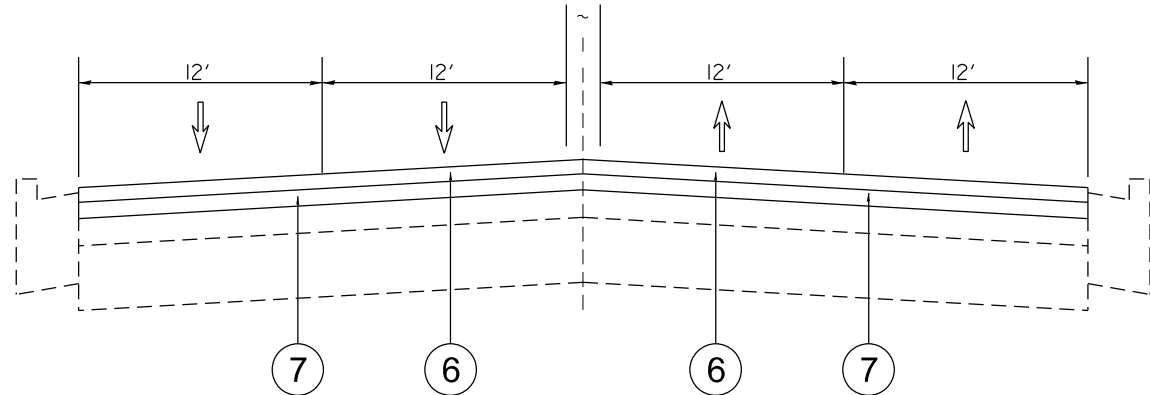


EXIST. TYPICAL SECTION:
(NO RAISED MEDIAN SHOWN)

STA. 1+92 TO STA. 16+75

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE STATION RANGE SHOWN, REFER TO ROADWAY PLANS.

IL-43 (WAUKEGAN RD.)



PROP. TYPICAL SECTION:
(NO RAISED MEDIAN SHOWN)

STA. 1+92 TO STA. 16+75

LEGEND

- ① EXIST. PCC PAVT. ± 9"
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN
- DESIGNED OVERLAY:
 - ④ EXIST. HMA AFTER MILLING, ± 2"
 - ⑤ PROP. HMA SURF REM 3 ¾"
 - ⑥ PROP. P SC SMA 9.5 F N80, 1 ¾"
 - ⑦ PROP. HMA BC IL-9.5 N70, 2"
- STANDARD OVERLAY:
 - ⑧ EXIST. HMA AFTER MILLING, ± 3"
 - ⑨ PROP. HMA SURF REM 2 ½"
 - ⑩ PROP. P SC SMA 9.5 F N80, 1 ¾"
 - ⑪ PROP. P HMA BC IL-4.75 N50, ¾"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ N _{DES}	QUALITY MANAGEMENT PROGRAM (QMP)
<i>IL-43 PROP. DESIGNED OVERLAY (EMERSON ST TO GOLF RD.)</i>		
P SC SMA 9.5 F N80, 1 ¾"	3.5% AT 80 GYR.	QCP
HMA BC IL-9.5 N70, 2"	4% AT 70 GYR.	QCP
<i>IL-43 PROP. STANDARD OVERLAY (GOLF RD. TO HENLEY ST.)</i>		
P SC SMA 9.5 F N80, 1 ¾"	3.5% AT 80 GYR.	QCP
P HMA BC IL-4.75 N50, ¾"	3.5% AT 50 GYR.	QCP
<i>TEMPORARY RAMP, SPECIAL (EMERSON ST TO GOLF RD.)</i>		
HMA BC IL-9.5 N70 (VARIABLE DEPTH)	4% AT 70 GYR.	QC/QA
<i>PATCHING</i>		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% AT 70 GYR.	QC/QA
<i>COMMERCIAL AND PRIVATE HMA DRIVEWAY FOR CURB & GUTTER RESTORATION</i>		
HMA SC IL-9.5 D N50, 2"	4% AT 50 GYR.	QC/QA
HMA BASE CSE (HMA BINDER IL-19.0), 6" & 8"	4% AT 50 GYR.	QC/QA

QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); Pay for Performance (PFP)

GENERAL ROADWORK NOTES:

- THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
- THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

NOTES:

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.

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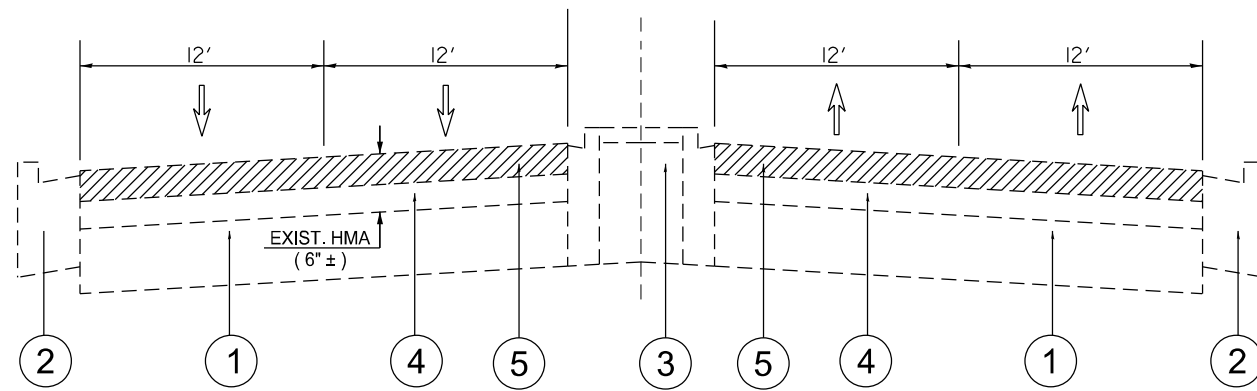
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST

SCALE: SHEET 7 OF 4 SHEETS STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	7
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

IL-43 (WAUKEGAN RD.)



EXIST. TYPICAL SECTION:
(RAISED MEDIAN SHOWN)

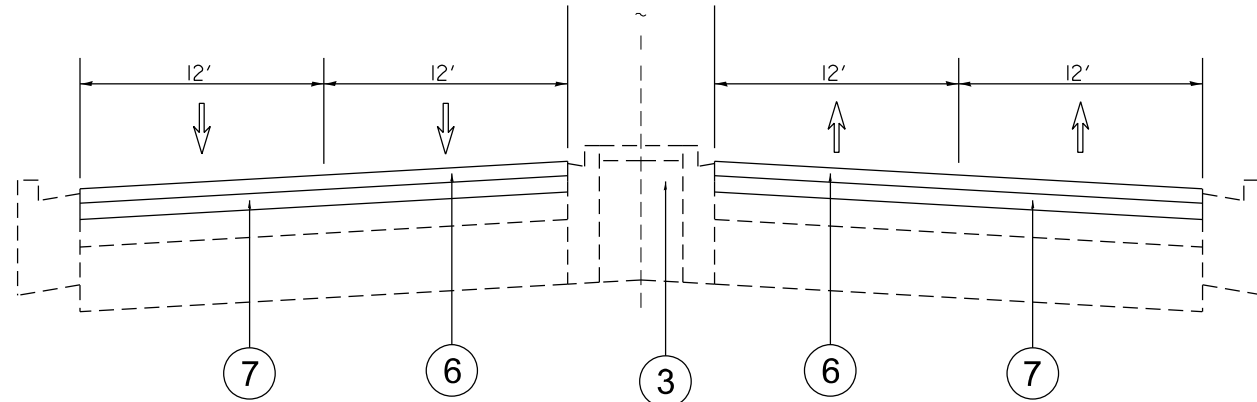
STA. 1+92 TO STA. 16+75

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE STATION RANGE SHOWN, REFER TO ROADWAY PLANS.

LEGEND

- ① EXIST. PCC PAVT. ± 9"
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN
- DESIGNED OVERLAY:
- ④ EXIST. HMA AFTER MILLING, ± 2"
- ⑤ PROP. HMA SURF REM 3 ¾"
- ⑥ PROP. P SC SMA 9.5 F N80, 1 ¾"
- ⑦ PROP. HMA BC IL-9.5 N70, 2"
- STANDARD OVERLAY:
- ⑧ EXIST. HMA AFTER MILLING, ± 3"
- ⑨ PROP. HMA SURF REM 2 ½"
- ⑩ PROP. P SC SMA 9.5 F N80, 1 ¾"
- ⑪ PROP. P HMA BC IL-4.75 N50, ¾"

IL-43 (WAUKEGAN RD.)



PROP. TYPICAL SECTION:
(RAISED MEDIAN SHOWN)

STA. 1+92 TO STA. 16+75

GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

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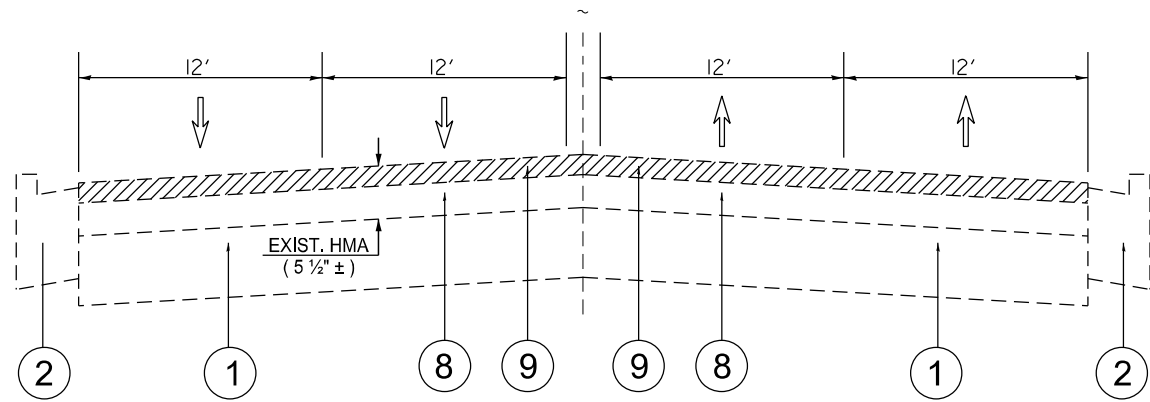
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST

SCALE: SHEET 8 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	8
CONTRACT NO. 62X88			ILLINOIS FED. AID PROJECT	

IL-43 (WAUKEGAN RD.)

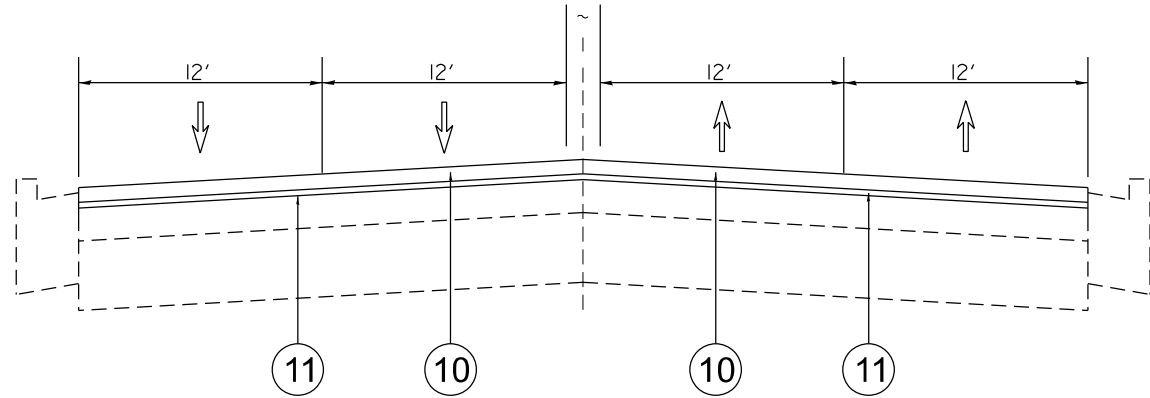


EXIST. TYPICAL SECTION:
(NO RAISED MEDIAN SHOWN)

STA. 16+75 TO STA. 71+27

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE STATION RANGE SHOWN, REFER TO ROADWAY PLANS.

IL-43 (WAUKEGAN RD.)



PROP. TYPICAL SECTION:
(NO RAISED MEDIAN SHOWN)

STA. 16+75 TO STA. 71+27

LEGEND

- ① EXIST. PCC PAVT. ± 9"
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN
- DESIGNED OVERLAY:
- ④ EXIST. HMA AFTER MILLING, ± 2"
- ⑤ PROP. HMA SURF REM 3 3/4"
- ⑥ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑦ PROP. HMA BC IL-9.5 N70, 2"
- STANDARD OVERLAY:
- ⑧ EXIST. HMA AFTER MILLING, ± 3"
- ⑨ PROP. HMA SURF REM 2 1/2"
- ⑩ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑪ PROP. P HMA BC IL-4.75 N50, 3/4"

GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

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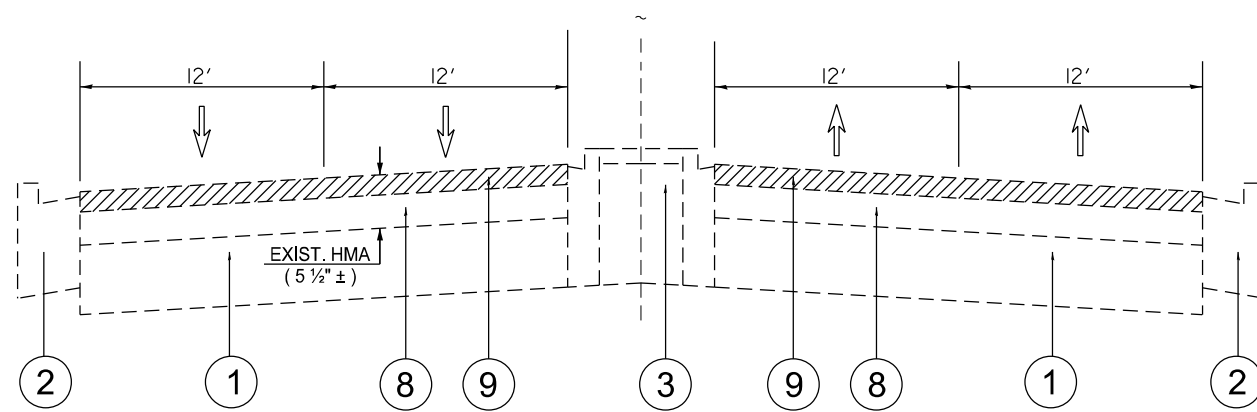
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST

SCALE: SHEET 9 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	9
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62X88	

IL-43 (WAUKEGAN RD.)



EXIST. TYPICAL SECTION:
(RAISED MEDIAN SHOWN)

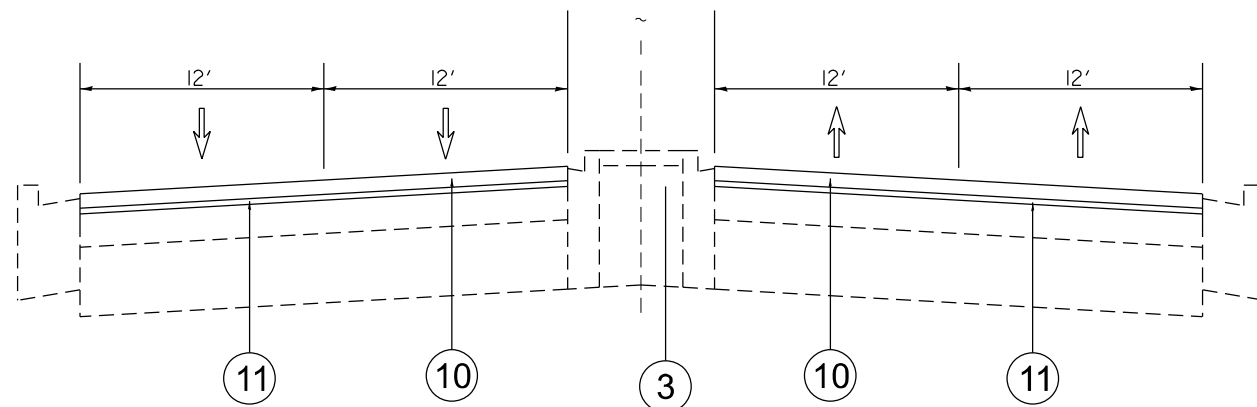
STA. 16+75 TO STA. 71+27

FOR SPECIFIC LOCATIONS OF SECTIONS WITH NO PCC MEDIAN AND WITH PCC MEDIAN WITHIN THE STATION RANGE SHOWN, REFER TO ROADWAY PLANS.

LEGEND

- ① EXIST. PCC PAVT. ± 9"
- ② EXIST. COMB C&G
- ③ EXIST. P.C.C. MEDIAN
- DESIGNED OVERLAY:
- ④ EXIST. HMA AFTER MILLING, ± 2"
- ⑤ PROP. HMA SURF REM 3 3/4"
- ⑥ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑦ PROP. HMA BC IL-9.5 N70, 2"
- STANDARD OVERLAY:
- ⑧ EXIST. HMA AFTER MILLING, ± 3"
- ⑨ PROP. HMA SURF REM 2 1/2"
- ⑩ PROP. P SC SMA 9.5 F N80, 1 3/4"
- ⑪ PROP. P HMA BC IL-4.75 N50, 3/4"

IL-43 (WAUKEGAN RD.)



PROP. TYPICAL SECTION:
(RAISED MEDIAN SHOWN)

STA. 16+75 TO STA. 71+27

GENERAL ROADWORK NOTES:

1. THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.
2. THE PROPOSED LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HOT-MIX ASPHALT BINDER COURSE, IL-9.5 N70 FROM STA. 1+92 TO STA. 16+75, AND OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 FROM STA. 16+75 TO STA. 71+27 WITH THE EXCEPTION OF THE RESURFACING OMISSION.

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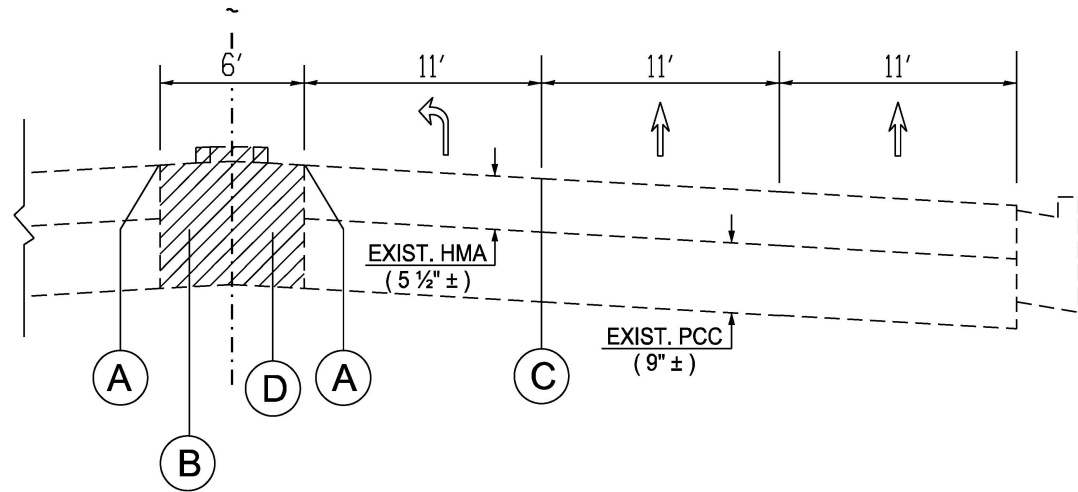
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST

SCALE: SHEET 10 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	10
CONTRACT NO. 62X88			ILLINOIS FED. AID PROJECT	

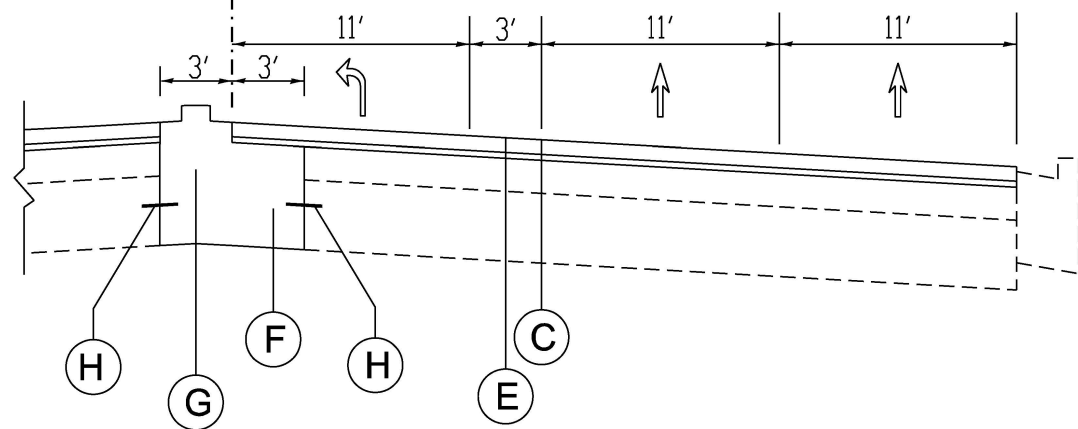
IL-43 (WAUKEGAN RD.)
(FACING DIRECTION OF TRAFFIC FLOW)



EXIST. TYPICAL SECTION
- PAVT. MARK. AND MEDIAN WORK
(AT KRAFT CT. / OVERLOOK DR.)
N. LEG: STA. 29+40 TO STA. 30+85
S. LEG: STA. 24+98 TO STA. 28+27

* FOR RESURFACING LAYERS
AT THIS LOCATION, SEE TYPICAL
SECTIONS FOR PROPOSED
STANDARD OVERLAY.

IL-43 (WAUKEGAN RD.)
(FACING DIRECTION OF TRAFFIC FLOW)



PROP. TYPICAL SECTION
- PAVT. MARK. AND MEDIAN WORK
(AT KRAFT CT. / OVERLOOK DR.)
N. LEG: STA. 29+40 TO STA. 30+85
S. LEG: STA. 24+98 TO STA. 28+27

SCHEDULE FOR PROPOSED LEFT-TURN BAY POSITIVE OFFSETS

INTERSECTION	EXIST. PCC MEDIAN WIDTH ADJACENT TO EXIST. 10-FT WIDE LEFT-TURN BAY WITH EXIST. 6" SOLID WHITE STRIPING (FT)	PROP. POSITIVE OFFSET (FT)	PROP. LEFT-TURN CHANNELIZATION GORE, WIDTH WITH WHITE CHEVRONS (FT)	PROP. PCC MEDIAN WIDTH (FT)
IL-43. & KRAFT CT / OVERLOOK DR, N. LEG	6	3	3	3
PULASKI RD. & KRAFT CT / OVERLOOK DR, S. LEG	6	3	3	3

LEGEND

- (A) - THPL PVT MK LINE 4", SOLID YEL (TYP.)
- PROP. SAW CUTS (AT THE EXIST. HMA-PCC JT.)
 - (B) EXIST. PCC MEDIAN, 6' WIDTH (TYP.)
 - (C) THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
 - (D) PROP. MEDIAN REMOVAL
 - (E) THPL PVT MK LINE 12", CHEVRON, WHITE (TYP.)
 - (F) PROP. CLASS C PATCHES, TYPE IV, 12"
 - (G) PROP. CONCRETE MEDIAN, TYPE SB-6.06
(GUTTERS SHALL PITCH TOWARD PAVT. SURFACE AT 2%)
 - (H) PROP. TIE BARS, 3/4"
NOTE: SPACED @ 30" C-C AND TIED TO EXIST. P.C.C. PAVEMENT
- NOTE: BOTH TO BE POURED
MONOLITHICALLY TOGETHER.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

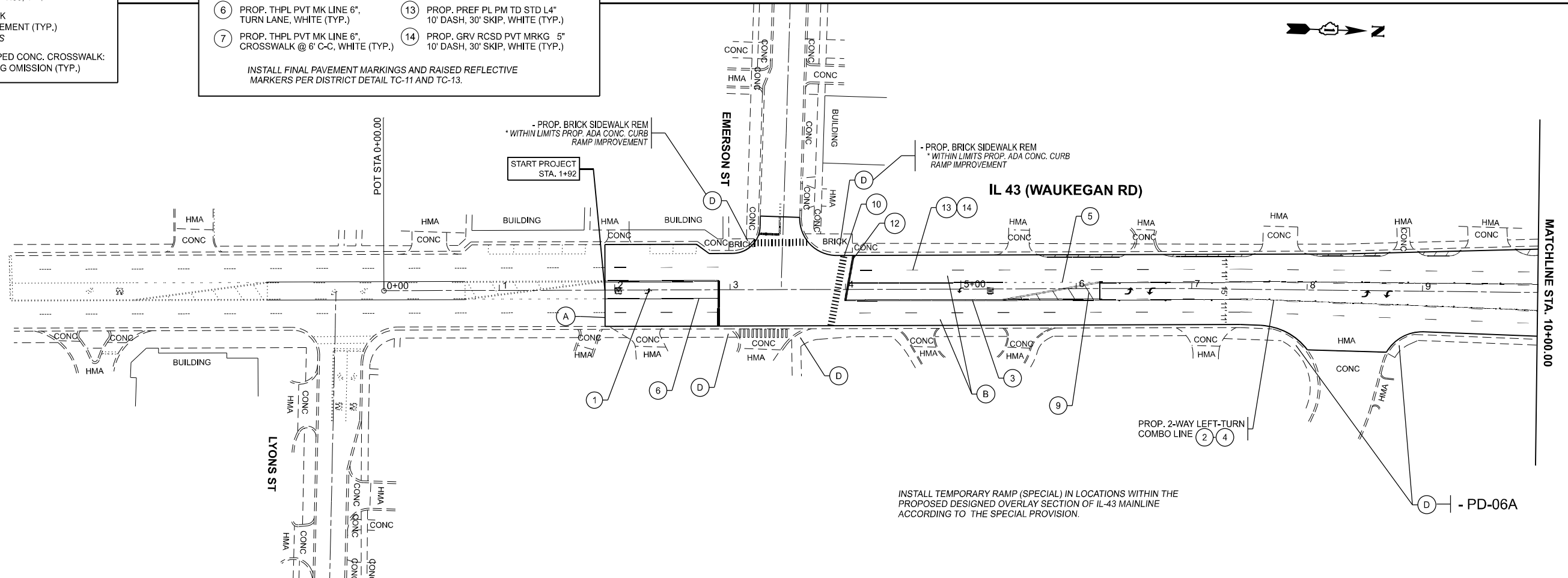
SCHEDULE OF PROPOSED LEFT-TURN POSITIVE OFFSETS
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST

SCALE: SHEET OF 1 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	75	11
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

- PROPOSED ROADWAY WORK**
- (A) - PROP. HMA SURF REM BUTT JT (TYP.)
(LIMIT OF RESURFACING)
 - (B) **PROP. DESIGNED OVERLAY:**
 - PROP. HMA SURF REM. 3 3/4"
 - PROP. HMA BC IL-9.5 N70, 2"
 - PROP. P SC SMA 9.5 F N80, 1 3/4"
 - (C) **PROP. STANDARD OVERLAY:**
 - PROP. HMA SURF REM. 2 1/2"
 - PROP. P HMA BC IL-4.75 N50, 3/4"
 - PROP. P SC SMA 9.5 F N80, 1 3/4"
 - (D) - PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT (TYP.)
SEE DETAIL SHEETS
 - (E) EXIST. BRICK / STAMPED CONC. CROSSWALK:
- PROP. RESURFACING OMISSION (TYP.)

- PROPOSED PAVEMENT STRIPING LEGEND**
- (1) PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)
 - (2) PROP. THPL PVT MK LINE 4", SOLID YEL (TYP.)
 - (3) PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
 - (4) PROP. THPL PVT MK LINE 4", 10' DASH, 30' SKIP, YELLOW (TYP.)
 - (5) PROP. THPL PVT MK LINE 6", 2 DASH, 6' SKIP, WHITE (TYP.)
 - (6) PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
 - (7) PROP. THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)
 - (8) PROP. THPL PVT MK LINE 6", DIAGONAL @ 4' C-C, WHITE (TYP.)
 - (9) PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
 - (10) PROP. THPL PVT MK LINE 12" CROSSWALK, 6-FT BARS, WHITE (TYP.)
 - (11) PROP. THPL PVT MK LINE 12" SOLID LINE, WHITE (TYP.)
 - (12) PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)
 - (13) PROP. PREF PL PM TD STD L4" 10' DASH, 30' SKIP, WHITE (TYP.)
 - (14) PROP. GRV RCSD PVT MRKG 5" 10' DASH, 30' SKIP, WHITE (TYP.)
- INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.



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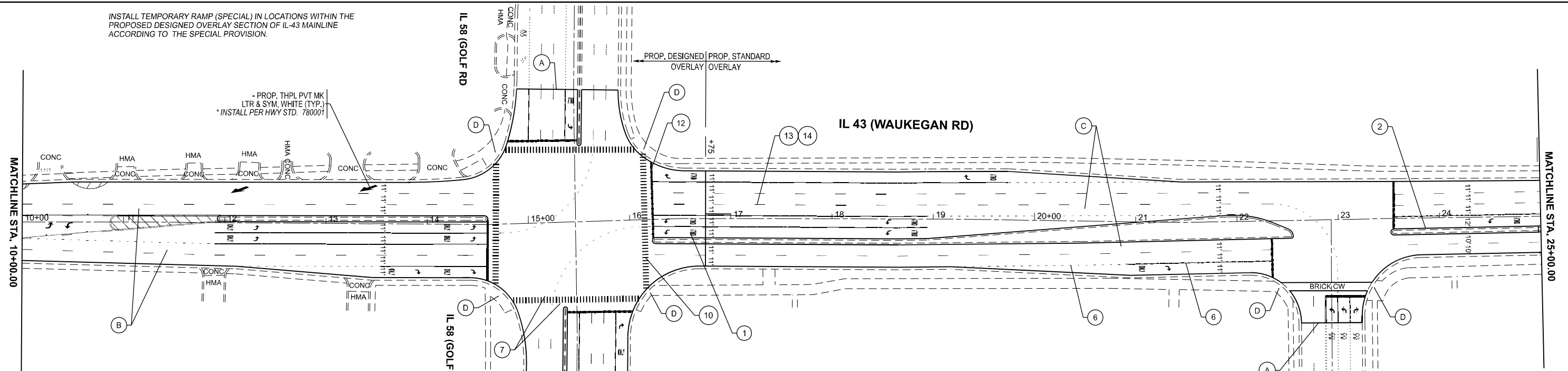
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST**

SCALE: 1"=50' SHEET 12 OF 4 SHEETS STA. -5+00.00 TO STA. 10+00.00

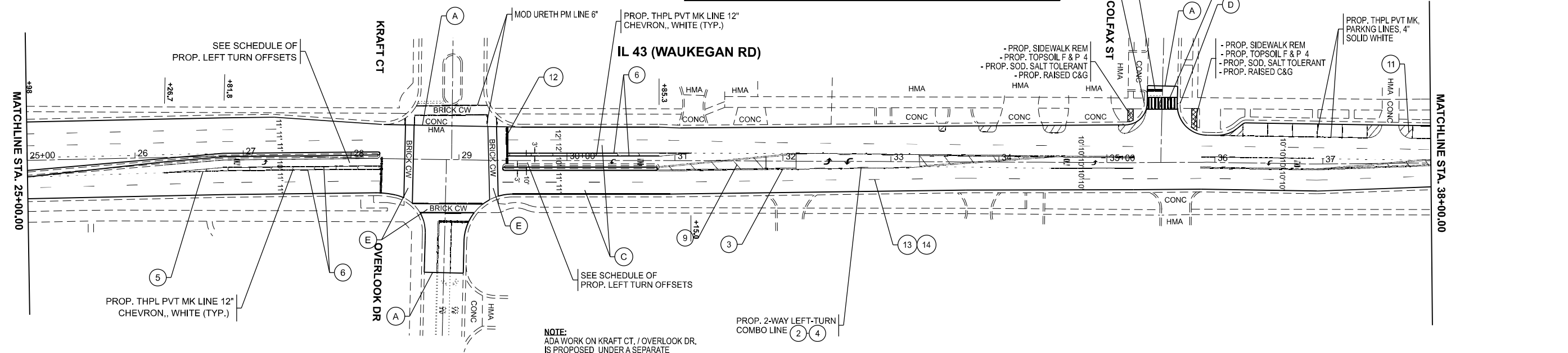
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	12
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

INSTALL TEMPORARY RAMP (SPECIAL) IN LOCATIONS WITHIN THE PROPOSED OVERLAY SECTION OF IL-43 MAINLINE ACCORDING TO THE SPECIAL PROVISION.



- PROPOSED ROADWAY WORK**
- (A) - PROP. HMA SURF REM BUTT JT (TYP.) (LIMIT OF RESURFACING)
 - (B) **PROP. DESIGNED OVERLAY:**
 - PROP. HMA SURF REM, 3 3/4"
 - PROP. HMA BC IL-9.5 N70, 2"
 - PROP. P SC SMA 9.5 F N80, 1 3/4"
 - (C) **PROP. STANDARD OVERLAY:**
 - PROP. HMA SURF REM, 2 1/2"
 - PROP. P HMA BC IL-4.75 N50, 3/4"
 - PROP. P SC SMA 9.5 F N80, 1 3/4"
 - (D) - PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT (TYP.) SEE DETAIL SHEETS
 - (E) - EXIST. BRICK / STAMPED CONC. CROSSWALK: - PROP. RESURFACING OMISSION (TYP.)

- PROPOSED PAVEMENT STRIPING LEGEND**
- (1) PROP. THPL PVT MK LTR & SYM, 8" WHITE (TYP.)
 - (2) PROP. THPL PVT MK LINE 4", SOLID YEL (TYP.)
 - (3) PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
 - (4) PROP. THPL PVT MK LINE 4", 10' DASH, 30' SKIP, YELLOW (TYP.)
 - (5) PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)
 - (6) PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
 - (7) PROP. THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)
 - (8) PROP. THPL PVT MK LINE 6", DIAGONAL @ 4' C-C, WHITE (TYP.)
 - (9) PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
 - (10) PROP. THPL PVT MK LINE 12" CROSSWALK, 6-FT BARS, WHITE (TYP.)
 - (11) PROP. THPL PVT MK LINE 12" SOLID LINE, WHITE (TYP.)
 - (12) PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)
 - (13) PROP. PREF PL PM TD STD L4" 10' DASH, 30' SKIP, WHITE (TYP.)
 - (14) PROP. GRV RCSD PVT MRKG 5" 10' DASH, 30' SKIP, WHITE (TYP.)
- INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.



NOTE:
ADA WORK ON KRAFT CT, / OVERLOOK DR. IS PROPOSED UNDER A SEPARATE CONTRACT, 62R02

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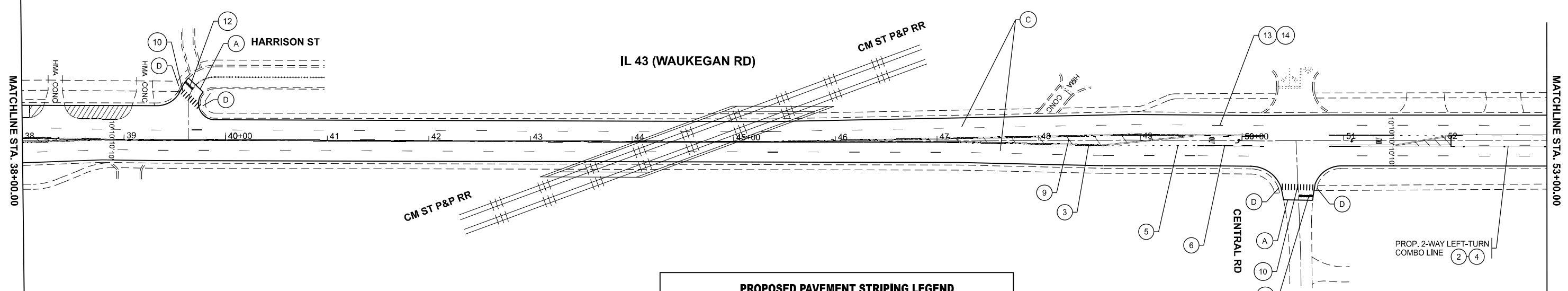
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST

SCALE: 1"=50' SHEET 13 OF 4 SHEETS STA. 10+00.00 TO STA. 38+00.00

F.A.P. RTE. 348	SECTION 2024-1049-RS	COUNTY COOK	TOTAL SHEETS 78	SHEET NO. 13
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



PROPOSED ROADWAY WORK

A - PROP. HMA SURF REM BUTT JT (TYP.)
(LIMIT OF RESURFACING)

B **PROP. DESIGNED OVERLAY:**
- PROP. HMA SURF REM, 3 3/4"
- PROP. HMA BC IL-9.5 N70, 2"
- PROP. P SC SMA 9.5 F N80, 1 3/4"

C **PROP. STANDARD OVERLAY:**
- PROP. HMA SURF REM, 2 1/2"
- PROP. P HMA BC IL-4.75 N50, 3/4"
- PROP. P SC SMA 9.5 F N80, 1 3/4"

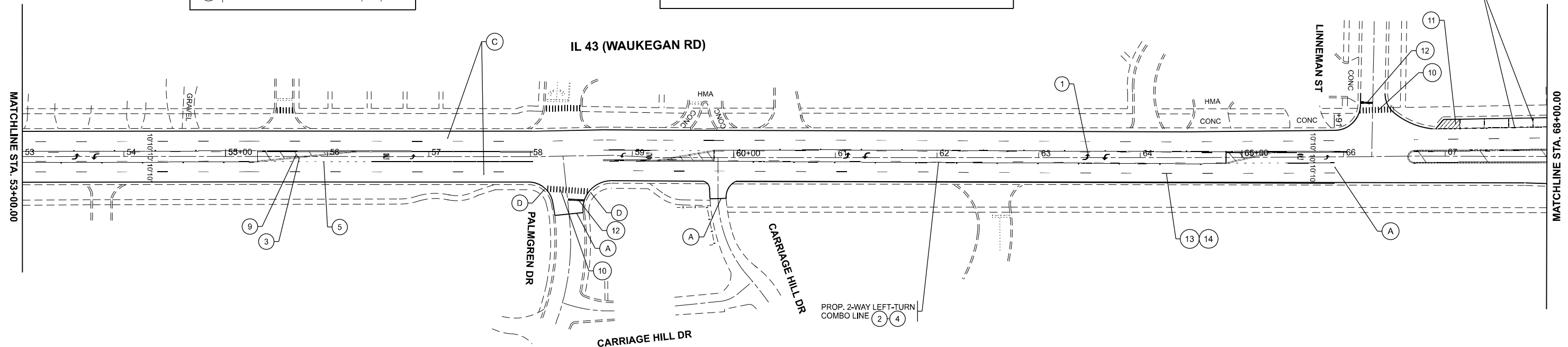
D - PROP. PCC SIDEWALK
CURB RAMP IMPROVEMENT (TYP.)
SEE DETAIL SHEETS

E - EXIST. BRICK / STAMPED CONC. CROSSWALK:
- PROP. RESURFACING OMISSION (TYP.)

PROPOSED PAVEMENT STRIPING LEGEND

1 PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)	8 PROP. THPL PVT MK LINE 6", DIAGONAL @ 4' C-C, WHITE (TYP.)
2 PROP. THPL PVT MK LINE 4", SOLID YEL (TYP.)	9 PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
3 PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)	10 PROP. THPL PVT MK LINE 12" CROSSWALK, 6-FT BARS, WHITE (TYP.)
4 PROP. THPL PVT MK LINE 4", 10' DASH, 30' SKIP, YELLOW (TYP.)	11 PROP. THPL PVT MK LINE 12" SOLID LINE, WHITE (TYP.)
5 PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)	12 PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)
6 PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)	13 PROP. PREF PL PM TD STD L4" 10' DASH, 30' SKIP, WHITE (TYP.)
7 PROP. THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)	14 PROP. GRV RCSD PVT MRKG 5" 10' DASH, 30' SKIP, WHITE (TYP.)

INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.



MODEL: IL43_E-Rdwy Plan_3 (Sheet)
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/8/2025	DATE -	REVISED -

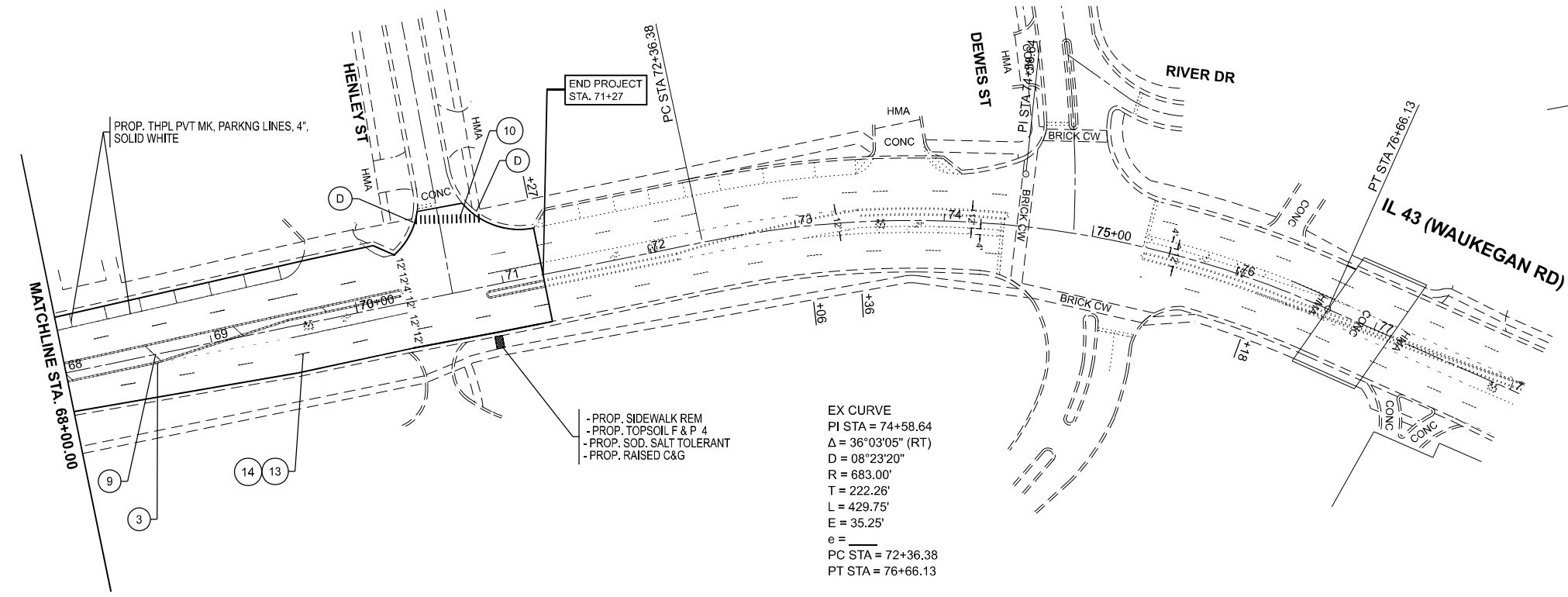
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY PLAN
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST

SCALE: 1"=50' SHEET 14 OF 4 SHEETS STA. 38+00.00 TO STA. 68+00.00

F.A.P. RTE. 348	SECTION 2024-1049-RS	COUNTY COOK	TOTAL SHEETS 78	SHEET NO. 14
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

MODEL: IL43_E-Rdwy Plan 5 (Sheet)
 FILE NAME: c:\pwwork\parayno\1039263\107925-sh-plan.dgn



- PROP. SIDEWALK REM
- PROP. TOPSOIL F & P 4
- PROP. SOD. SALT TOLERANT
- PROP. RAISED C&G

PROPOSED ROADWAY WORK	
(A)	-PROP. HMA SURF REM BUTT JT (TYP.) (LIMIT OF RESURFACING)
(B)	PROP. DESIGNED OVERLAY: -PROP. HMA SURF REM, 3 3/4" -PROP. HMA BC IL-9.5 N70, 2" -PROP. P SC SMA 9.5 F N80, 1 3/4"
(C)	PROP. STANDARD OVERLAY: -PROP. HMA SURF REM, 2 1/2" -PROP. P HMA BC IL-4.75 N50, 3/4" -PROP. P SC SMA 9.5 F N80, 1 3/4"
(D)	-PROP. PCC SIDEWALK CURB RAMP IMPROVEMENT (TYP.) SEE DETAIL SHEETS
(E)	EXIST. BRICK / STAMPED CONC. CROSSWALK: -PROP. RESURFACING OMISSION (TYP.)

PROPOSED PAVEMENT STRIPING LEGEND			
(1)	PROP. THPL PVT MK LTR & SYM, 8' WHITE (TYP.)	(8)	PROP. THPL PVT MK LINE 6", DIAGONAL @ 4' C-C, WHITE (TYP.)
(2)	PROP. THPL PVT MK LINE 4", SOLID YEL (TYP.)	(9)	PROP. THPL PVT MK LINE 12", MED @ 45°, YEL (TYP.) (5 MIN.)
(3)	PROP. THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)	(10)	PROP. THPL PVT MK LINE 12" CROSSWALK, 6-FT BARS, WHITE (TYP.)
(4)	PROP. THPL PVT MK LINE 4", 10' DASH, 30' SKIP, YELLOW (TYP.)	(11)	PROP. THPL PVT MK LINE 12" SOLID LINE, WHITE (TYP.)
(5)	PROP. THPL PVT MK LINE 6", 2' DASH, 6' SKIP, WHITE (TYP.)	(12)	PROP. THPL PVT MK LINE 24", STOP BAR, WHITE (TYP.)
(6)	PROP. THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)	(13)	PROP. PREF PL PM TD STD L4" 10' DASH, 30' SKIP, WHITE (TYP.)
(7)	PROP. THPL PVT MK LINE 6", CROSSWALK @ 6' C-C, WHITE (TYP.)	(14)	PROP. GRV RCSD PVT MRKG 5" 10' DASH, 30' SKIP, WHITE (TYP.)

INSTALL FINAL PAVEMENT MARKINGS AND RAISED REFLECTIVE MARKERS PER DISTRICT DETAIL TC-11 AND TC-13.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/8/2025	DATE -	REVISED -

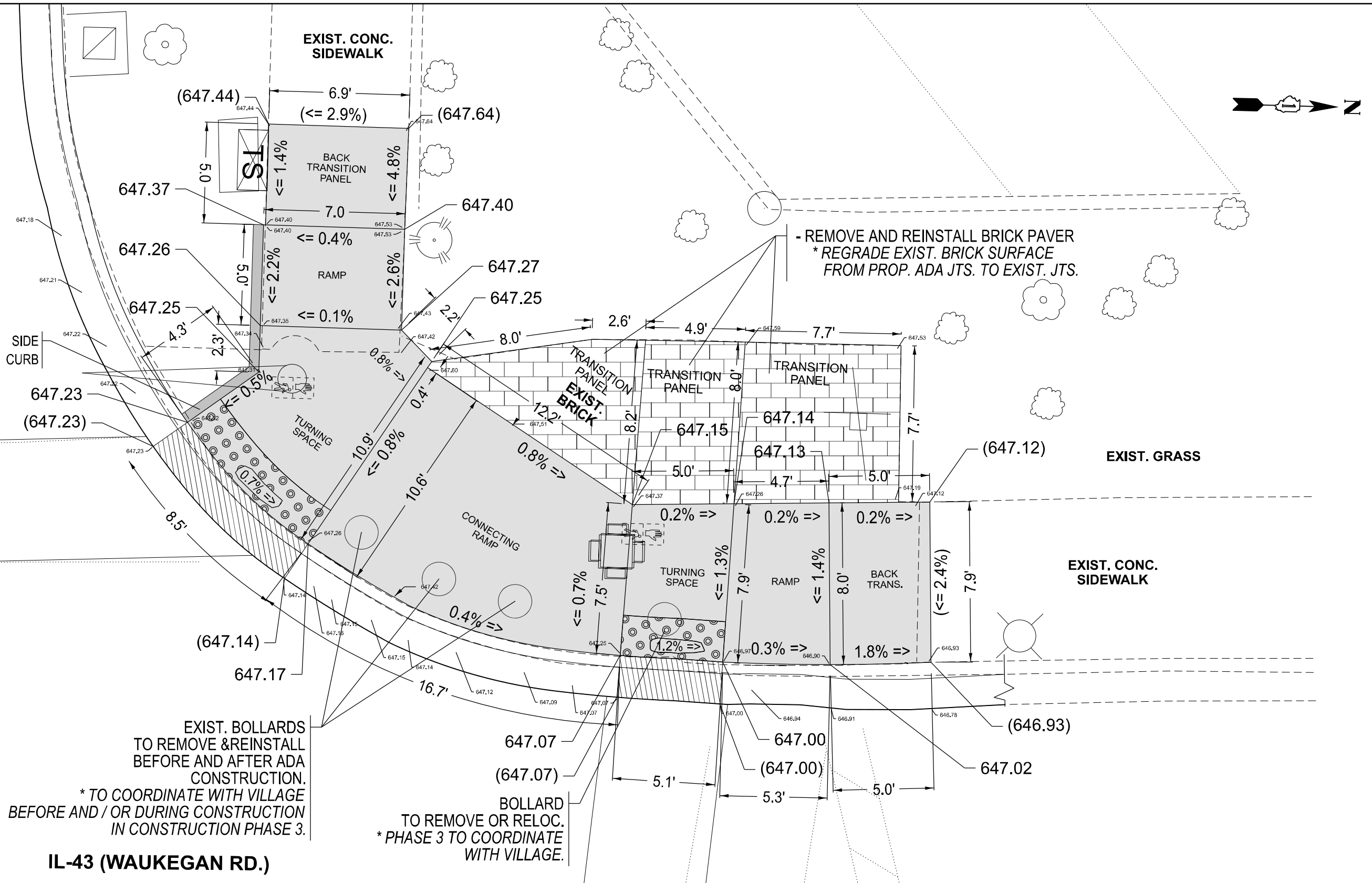
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN			
IL-43 (WAUKEGAN RD); HENLEY ST - EMERSON ST			
SCALE: 1"=50'	SHEET 15	OF 4 SHEETS	STA. 68+00.00 TO STA. 98+00.00

F.A.P. RTE. 348	SECTION 2024-1049-RS	COUNTY COOK	TOTAL SHEETS 78	SHEET NO. 15
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

MODEL: EMERSON NW (Sheet)
 FILE NAME: c:\p\work\wv\101039263\101039263-shr-ada.dgn

EMERSON ST.



EXIST. BOLLARDS TO REMOVE & REINSTALL BEFORE AND AFTER ADA CONSTRUCTION.
 * TO COORDINATE WITH VILLAGE BEFORE AND / OR DURING CONSTRUCTION IN CONSTRUCTION PHASE 3.

BOLLARD TO REMOVE OR RELOC. * PHASE 3 TO COORDINATE WITH VILLAGE.

IL-43 (WAUKEGAN RD.)

REFERENCE BENCHMARK ELEV: 648.226
 BENCHMARK DESCRIPTION: SQUARE, NORTHEAST CORNER OF TCB (TRAFFIC CONTROL BOX).
 BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND EMERSON STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT EMERSON STREET: NORTHWEST ADA CORNER.

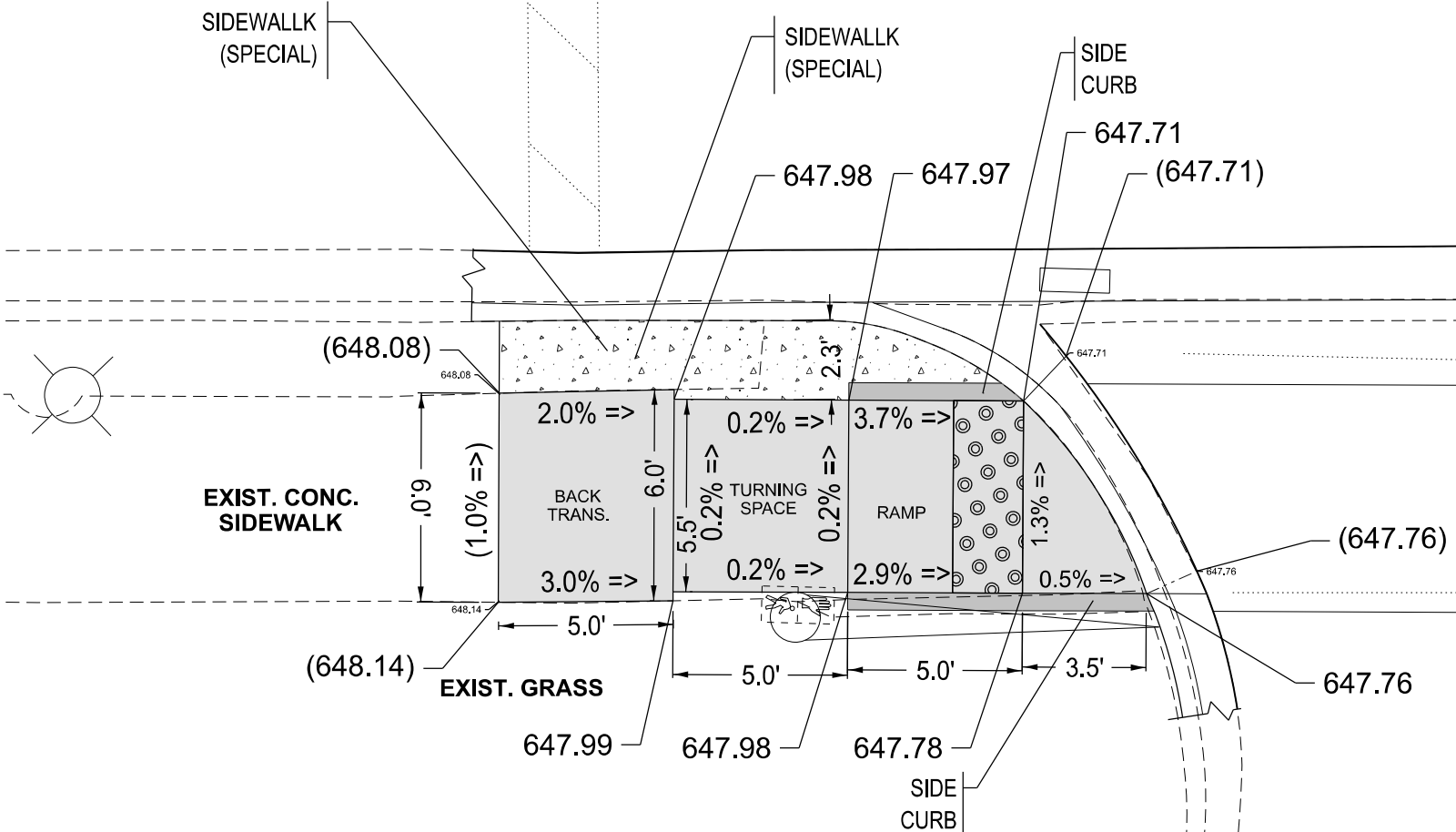
USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
 PROPOSED ADA CURB RAMP DETAILS**

SCALE: SHEET 17 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	16
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



MODEL: EMERSON SE (Sheet)
FILE NAME: c:\p\work\parayno\1039263\0107925-shit-ADA.dgn

REFERENCE BENCHMARK ELEV: 648.226
 BENCHMARK DESCRIPTION: SQUARE, NORTHEAST CORNER OF TCB (TRAFFIC CONTROL BOX).
 BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND EMERSON STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT EMERSON STREET:
SOUTHEAST ADA CORNER.

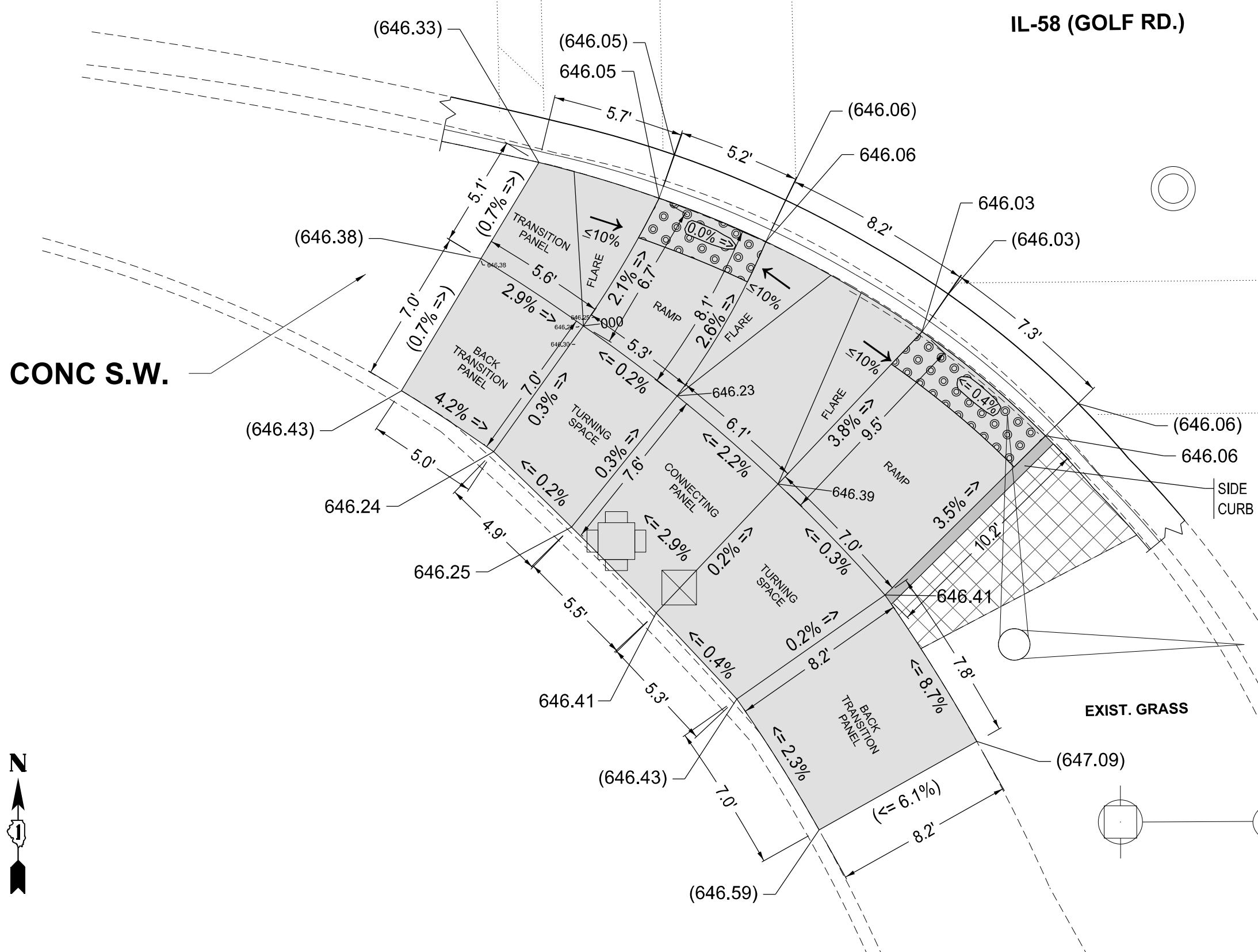
USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 20 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	19
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



IL-58 (GOLF RD.)

CONC S.W.

IL-43 (WAUKEGAN RD.)

EXIST. GRASS

SIDE CURB



REFERENCE BENCHMARK ELEV: 647.41
 BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHWEST CAP BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT SOUTHEAST CORNER OF IL-43 (WAUKEGAN ROAD) AND IL-58 (GOLF ROAD) INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT IL-58 (GOLF ROAD): SOUTHWEST ADA CORNER.

MODEL: GOLF SW (Sheet) FILE NAME: c:\p\work\parayno\1039263\1017925-shr-ADA.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

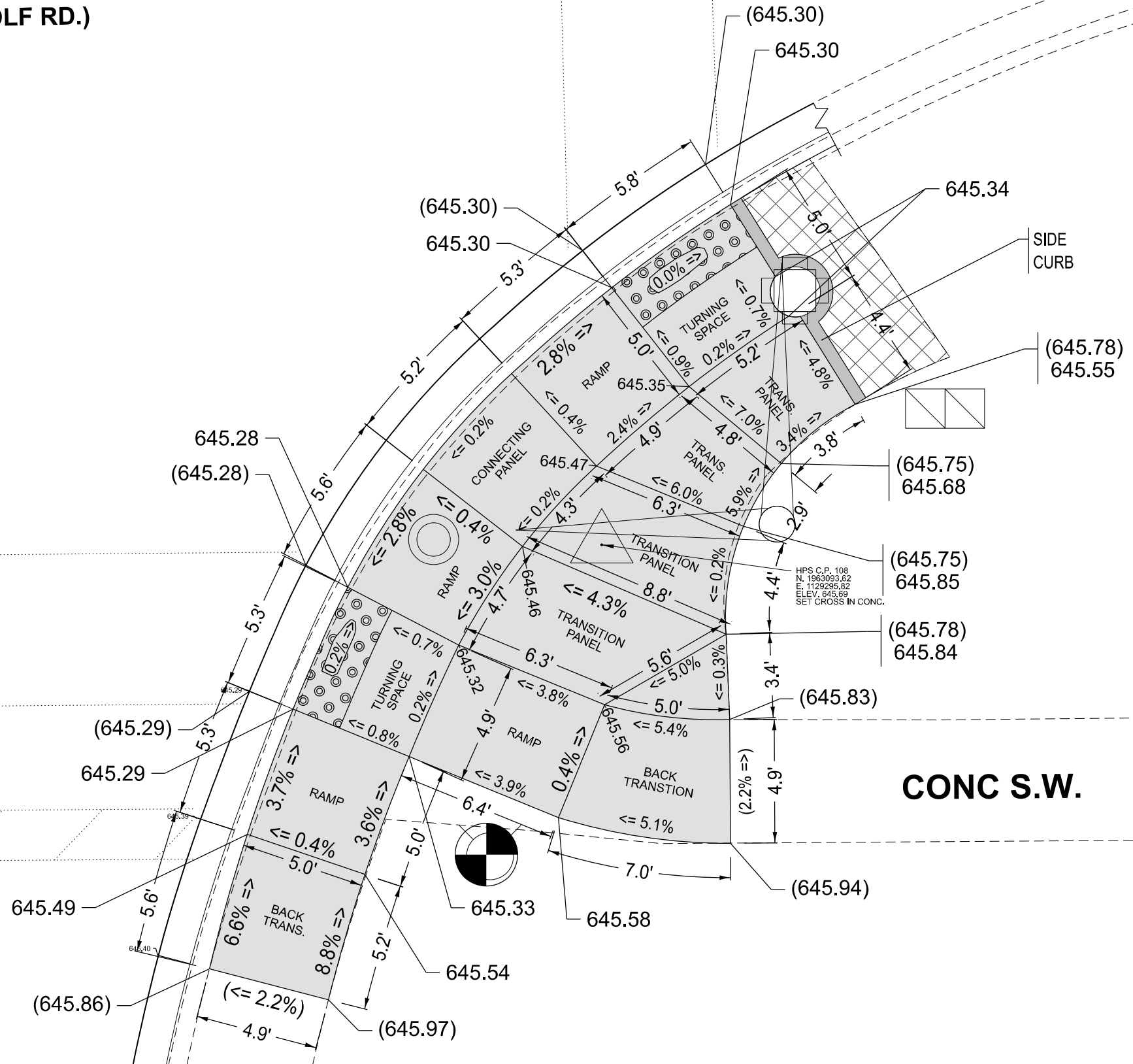
SCALE: SHEET 22 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	21
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



IL-58 (GOLF RD.)

IL-43 (WAUKEGAN RD.)



CONC S.W.

REFERENCE BENCHMARK ELEV: 647.41
 BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHWEST CAP BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT SOUTHEAST CORNER OF IL-43 (WAUKEGAN ROAD) AND IL-58 (GOLF ROAD) INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT IL-58 (GOLF ROAD): SOUTHEAST ADA CORNER.

MODEL: GOLF_SE (Sheet)
FILE NAME: c:\p\work\waukegan\parayno\1039283\1017925-shr-ADA.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

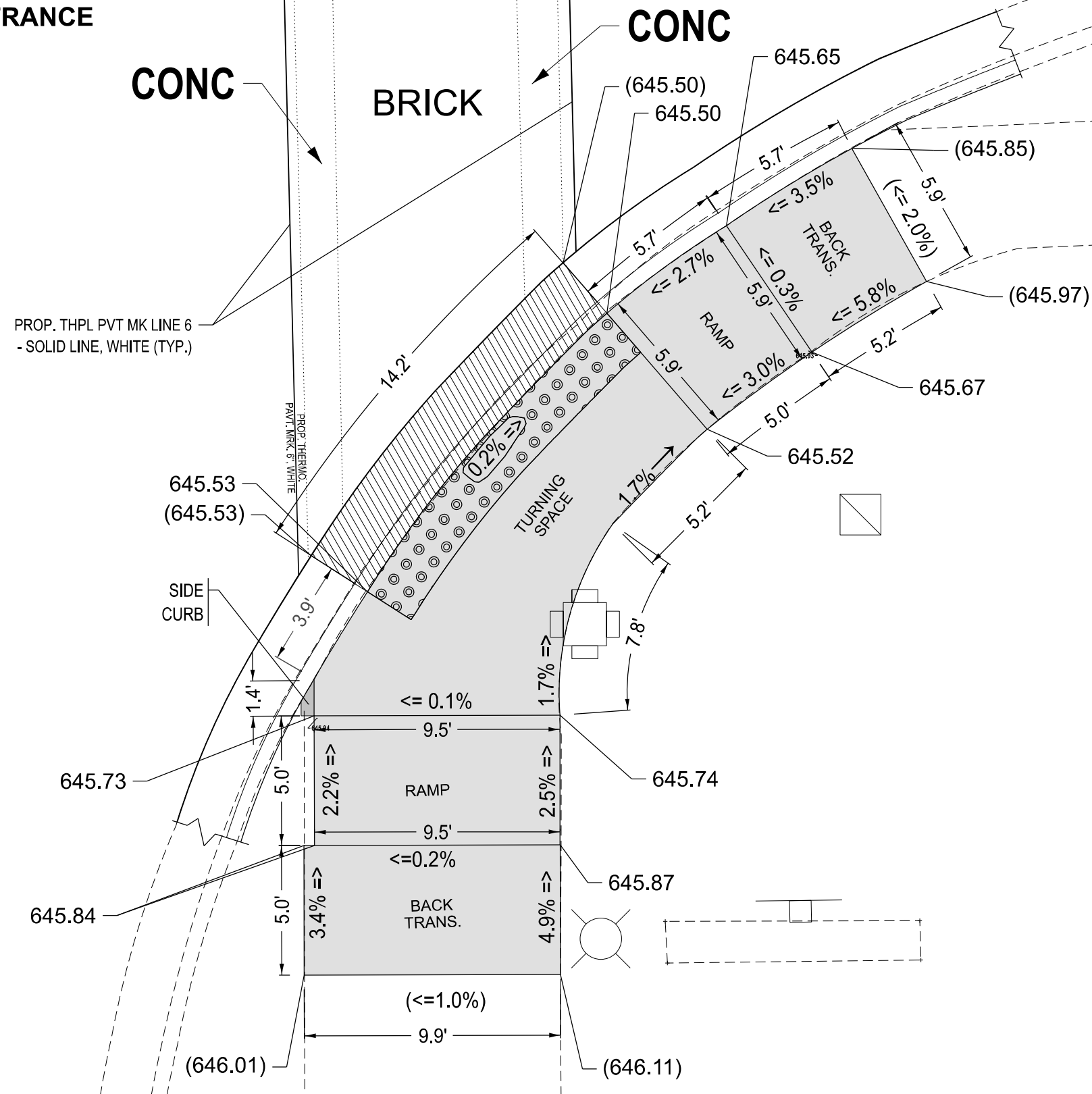
IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 24 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	23
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

**GLENGATE / KYOTO GARDEN
ENTRANCE**

IL-43 (WAUKEGAN RD.)



PROP. THPL PVT MK LINE 6
- SOLID LINE, WHITE (TYP.)

PROP. THERMO
PAV'T. MK'G. WHITE

SIDE
CURB

TURNING
SPACE

645.52

645.74

645.87

(646.11)

645.53
(645.53)

645.73

645.84

(646.01)

$\leq 0.1\%$

$\leq 0.1\%$

$\leq 0.2\%$

$\leq 1.0\%$

1.7%

1.7%

4.9%

9.9'

9.5'

9.5'

9.9'

5.0'

5.0'

5.0'

5.0'

5.0'

5.0'

5.0'

5.0'

5.0'

5.0'

5.0'

5.0'

LEGEND

xx.xx' EXISTING LENGTH

PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCHMARK ELEV: 645.83

BENCHMARK DESCRIPTION : "SQUARE" AT SOUTHEAST CORNER OF TRAFFIC CONTROL BOX.

BENCHMARK LOCATION : AT NORTHEAST CORNER OF IL-43 AND GLENGATE / KYOTO GARDEN ACCESS DRIVE INTERSECTION.

IL-43 (WAUKEGAN ROAD) AT GLENGATE ACCESS / KYOTO GARDEN ACCESS DRIVE:
SOUTHEAST ADA CORNER.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

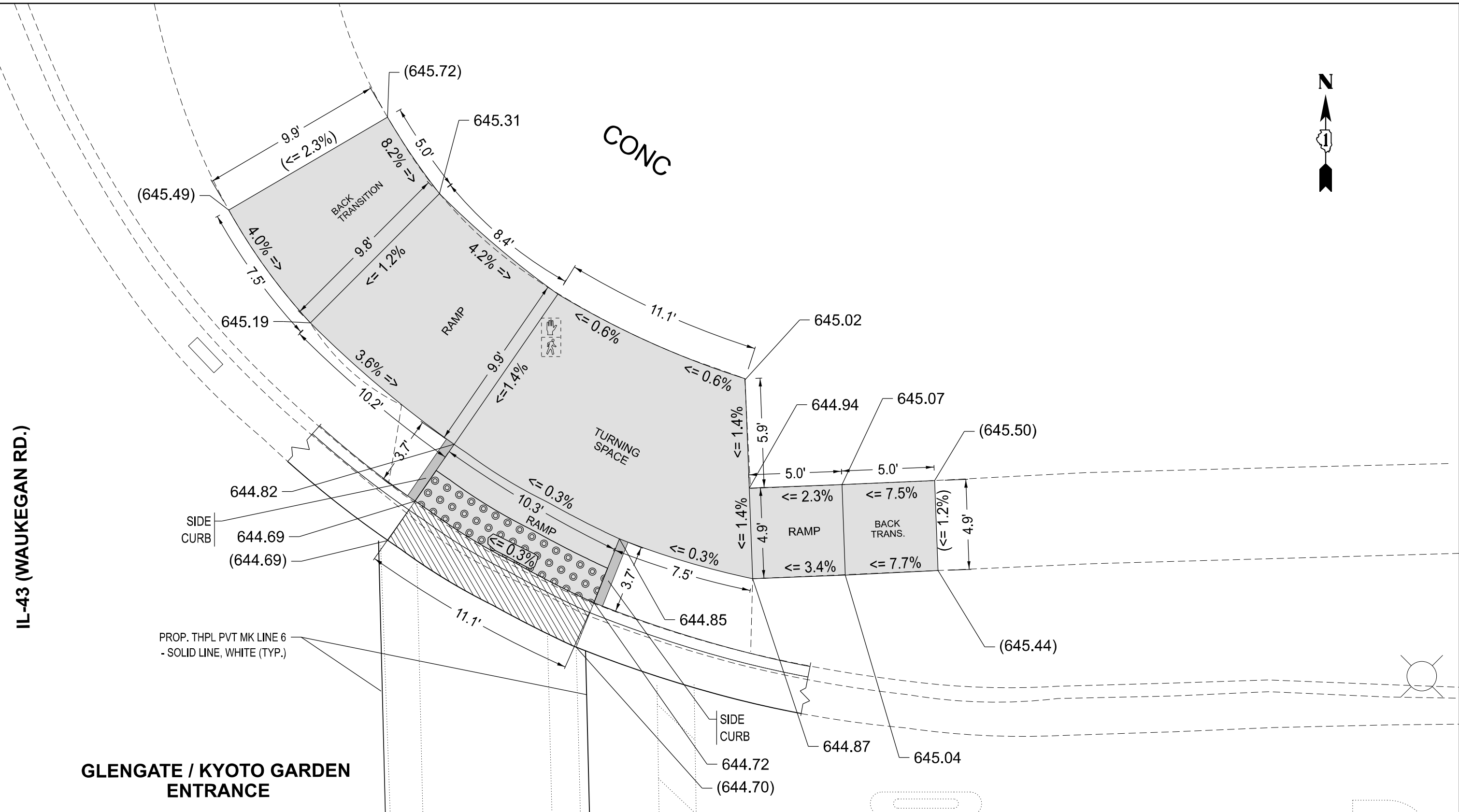
IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 25 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	24
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

MODEL: Kyoto Garden SE (Sheet)
FILE NAME: c:\p\work\wrt\p\parayno\1039263\1017925-shr-ADA.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -



IL-43 (WAUKEGAN RD.)

GLENGATE / KYOTO GARDEN ENTRANCE

REFERENCE BENCHMARK ELEV: 645.83
 BENCHMARK DESCRIPTION: "SQUARE" AT SOUTHEAST CORNER OF TRAFFIC CONTROL BOX.
 BENCHMARK LOCATION: AT NORTHEAST CORNER OF IL-43 AND GLENGATE / KYOTO GARDEN ACCESS DRIVE INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT GLENGATE ACCESS / KYOTO GARDEN ACCESS DRIVE: NORTHEAST ADA CORNER.

MODEL: Kyoto Garden NE (Sheet)
FILE NAME: c:\p\work\wrt\p\parayno\id1039263\0107925-shh-ADA.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS**

SCALE: SHEET 26 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	25
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

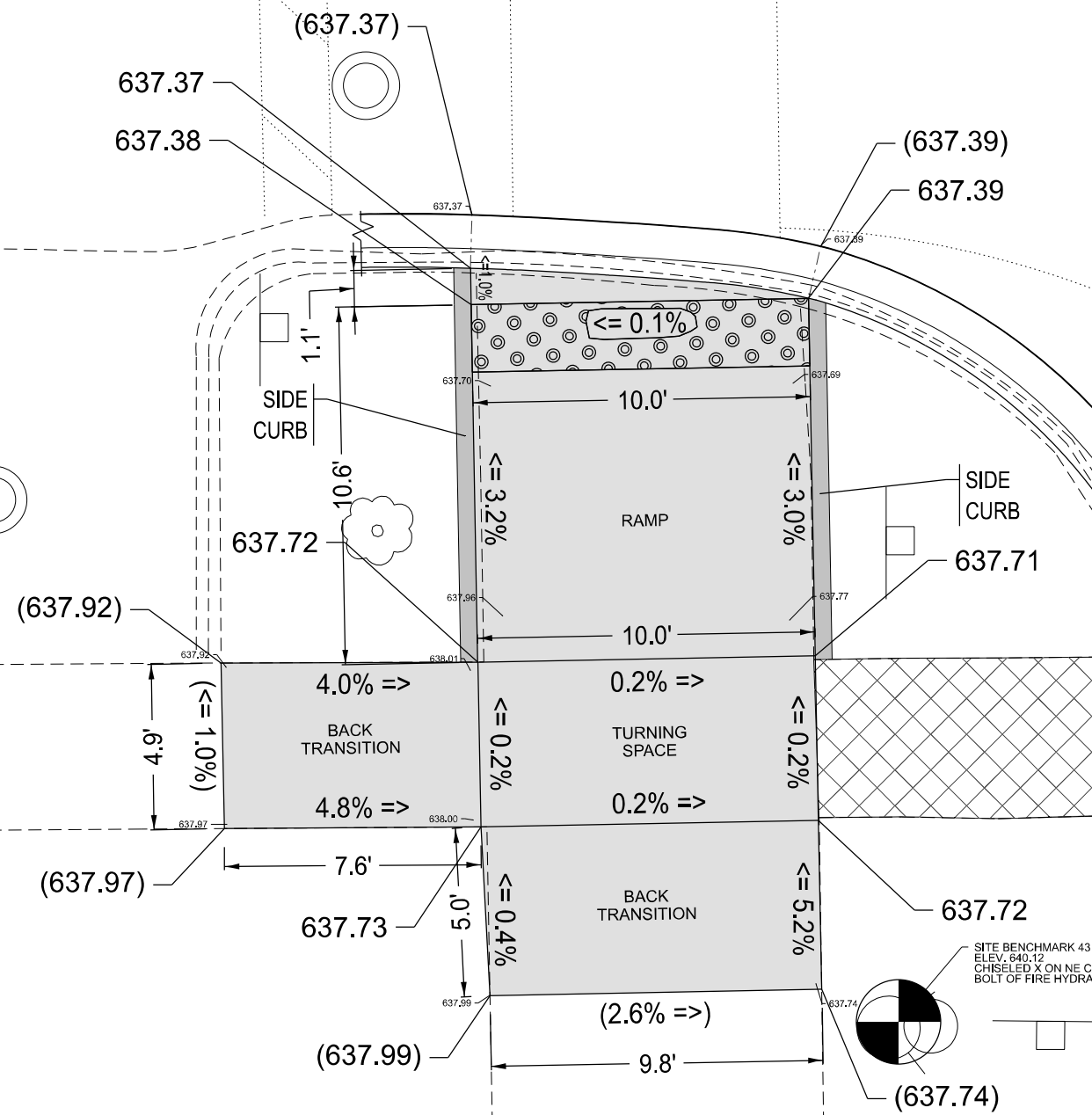
COLFAX ST.

HMA



ALK

IL-43 (WAUKEGAN RD.)



LEGEND

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

IL-43 (WAUKEGAN ROAD) AT COLFAX STREET
SOUTHWEST ADA CORNER.

REFERENCE BENCHMARK ELEV: 640.12
 BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHEAST CAP BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND COLFAX STREET INTERSECTION.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

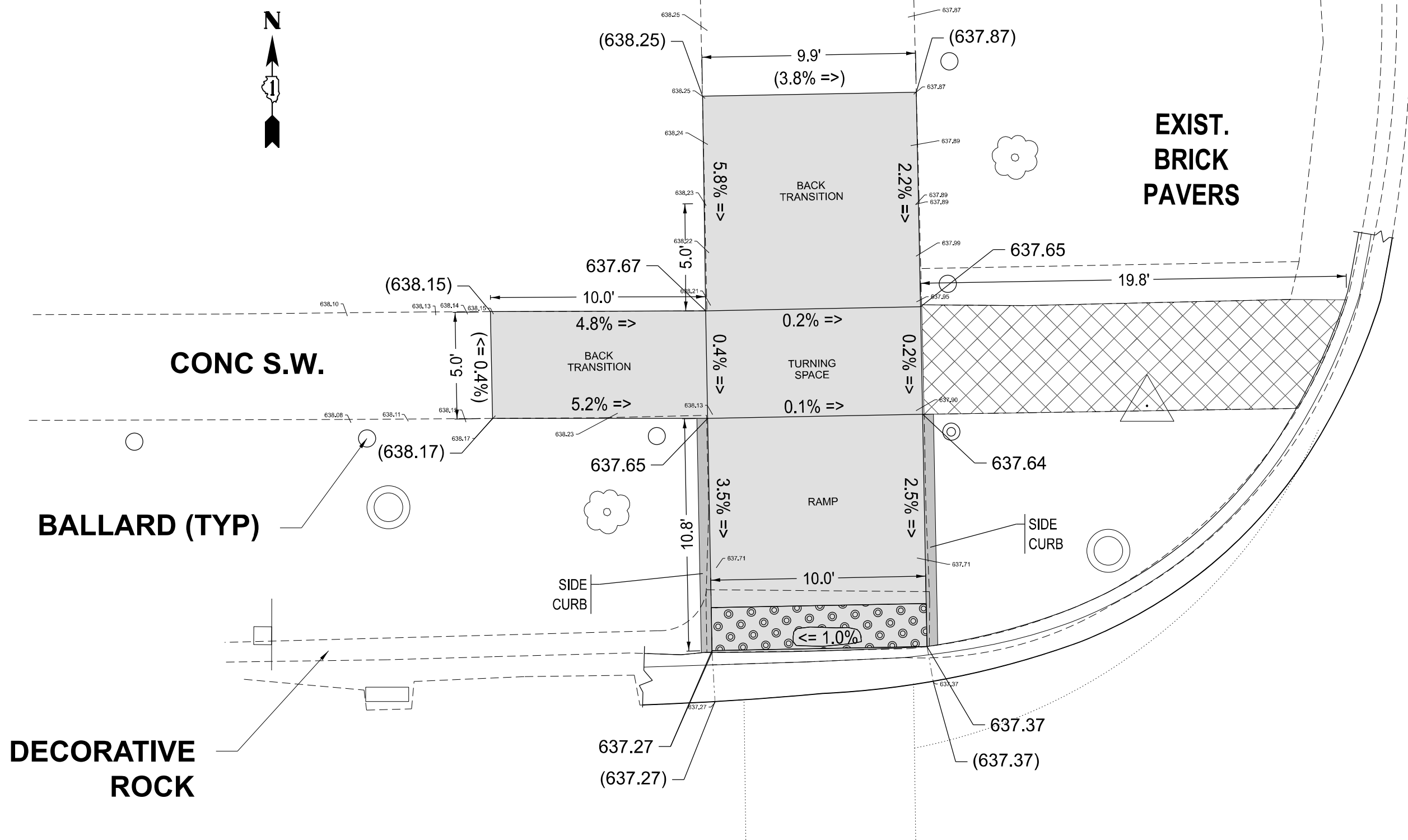
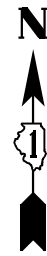
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 27 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	26
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

MODEL: COLFAX SW (Sheet)
FILE NAME: c:\p\work\waukegan\parayno\1039263\0107925-shl-ADA.dgn



IL-43 (WAUKEGAN RD.)

REFERENCE BENCHMARK ELEV: 640.12
 BENCHMARK DESCRIPTION: CHISELED "X" ON NORTHEAST CAP BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND COLFAX STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT COLFAX STREET
 NORTHWEST ADA CORNER.

MODEL: COLFAX NW (Sheet)
 FILE NAME: c:\p\work\colfaxnw\parayno\1039263\0107925-shit-ADA.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

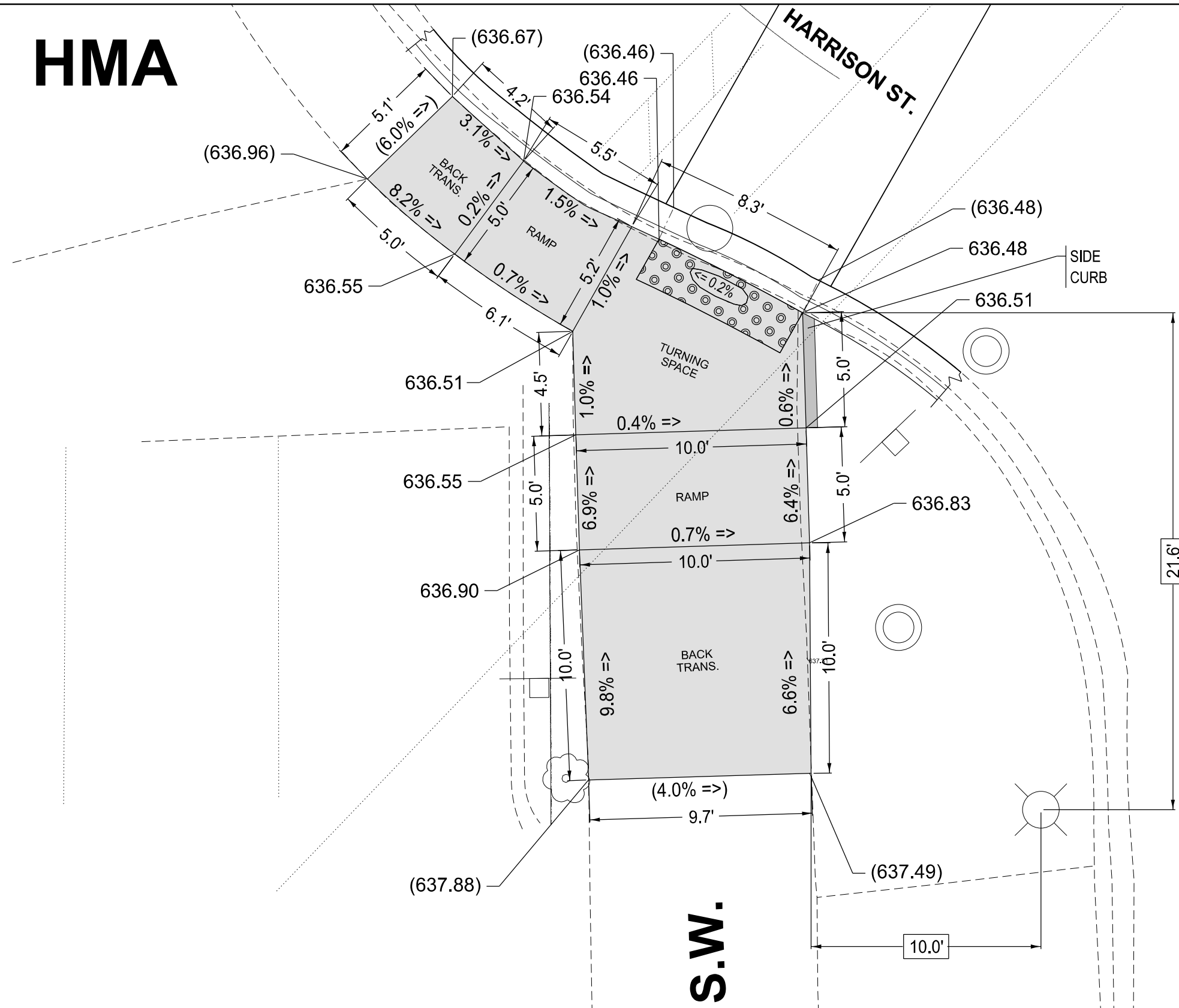
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 28 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	27
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

HMA



IL-43 (WAUKEGAN RD.)

MODEL: Harrison SW (Sheet)
FILE NAME: c:\p\work\harrison\parayno\1039263\0107925-shr-ADA.dgn

REFERENCE BENCHMARK ELEV: 639.979
 BENCHMARK DESCRIPTION: NORTH AREA, BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HARRISON STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT HARRISON STREET: SOUTHWEST ADA CORNER.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 12/5/2025	DATE -	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

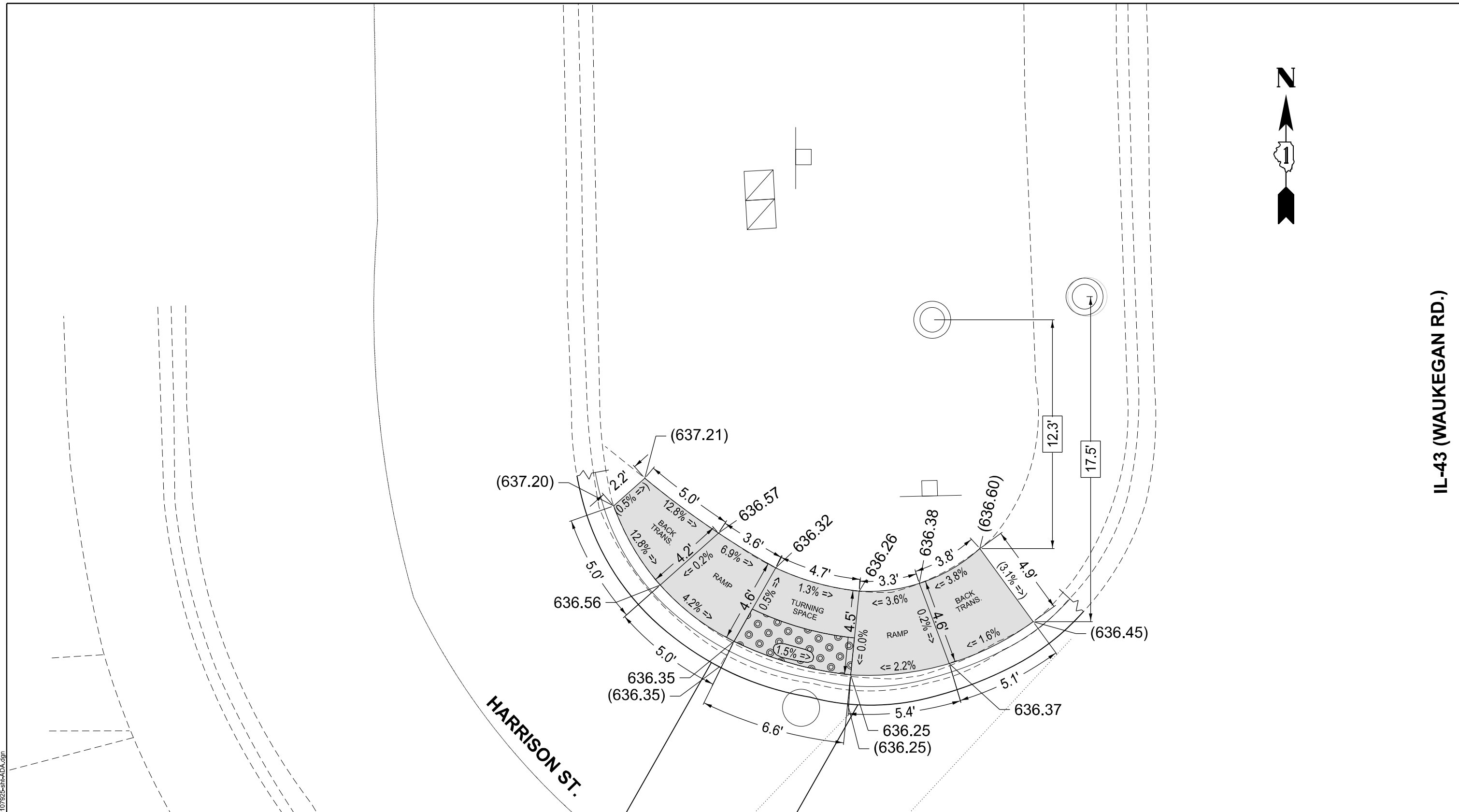
**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS**

SCALE: SHEET 29 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	28
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



IL-43 (WAUKEGAN RD.)



REFERENCE BENCHMARK ELEV: 639.979
 BENCHMARK DESCRIPTION : NORTH AREA, BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION : AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HARRISON STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT HARRISON STREET: SOUTHWEST ADA CORNER.

MODEL: Harrison NW (Sheet) FILE NAME: c:\p\work\harrison\parayno\1039263\1017925-shr-ADA.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

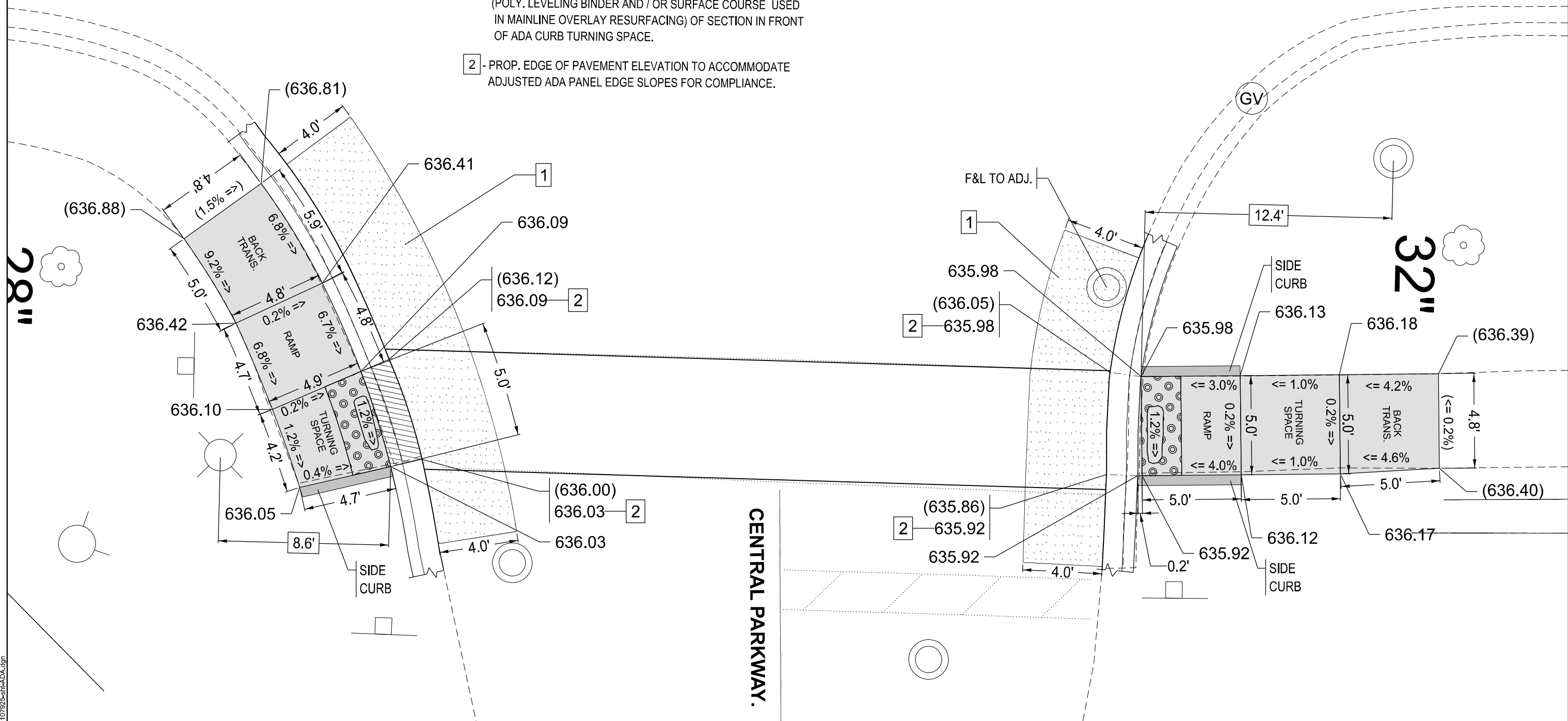
SCALE: SHEET 30 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	29
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62X88	

IL-43 (WAUKEGAN RD.)



- 1 - VARIABLE DEPTH MILLING AND VARIABLE THICKNESS PAVING (POLY. LEVELING BINDER AND / OR SURFACE COURSE USED IN MAINLINE OVERLAY RESURFACING) OF SECTION IN FRONT OF ADA CURB TURNING SPACE.
- 2 - PROP. EDGE OF PAVEMENT ELEVATION TO ACCOMMODATE ADJUSTED ADA PANEL EDGE SLOPES FOR COMPLIANCE.



REFERENCE BENCHMARK ELEV: 637.247
 BENCHMARK DESCRIPTION: "X" CUT AT WEST AREA MANHOLE LID.
 BENCHMARK LOCATION: AT THE NORTH AREA CORNER OF IL-43 (WAUKEGAN ROAD) AND CENTRAL PARKWAY INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT IL-43 AND CENTRAL PARKWAY:
 NORTHEAST AND SOUTHEAST CORNERS

MODEL: Central SE NE (Sheet)
 FILE NAME: c:\p\work\pav\ada\il43\1017925-shr-ada.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

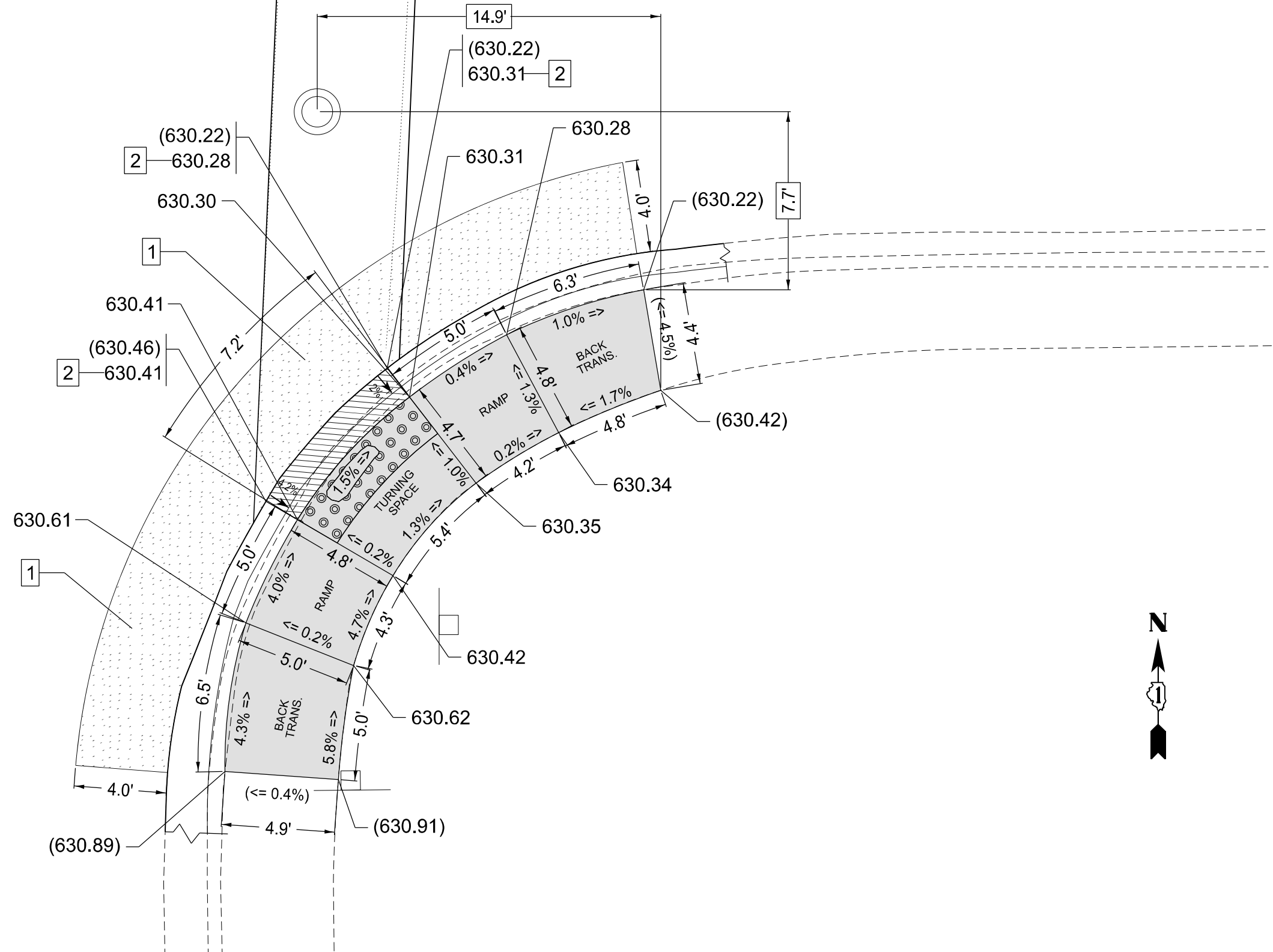
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
 PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 31 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	30
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

- 1 - VARIABLE DEPTH MILLING AND VARIABLE THICKNESS PAVING (POLY. LEVELING BINDER AND / OR SURFACE COURSE USED IN MAINLINE OVERLAY RESURFACING) OF SECTION IN FRONT OF ADA CURB TURNING SPACE.
- 2 - PROP. EDGE OF PAVEMENT ELEVATION TO ACCOMMODATE ADJUSTED ADA PANEL EDGE SLOPES FOR COMPLIANCE.



REFERENCE BENCHMARK ELEV: 633.724
 BENCHMARK DESCRIPTION: NORTH BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT THE NORTHWEST CORNER OF IL-43 AND PALMGREN DRIVE INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN RD.) AT IL-43 (WAUKEGAN ROAD) AND PALMGREN DRIVE: SOUTHEAST CORNER

MODEL: Palmgren SE (Sheet)
FILE NAME: c:\p\work\pdm\parayno\1039263\10107925-shit-ADA.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

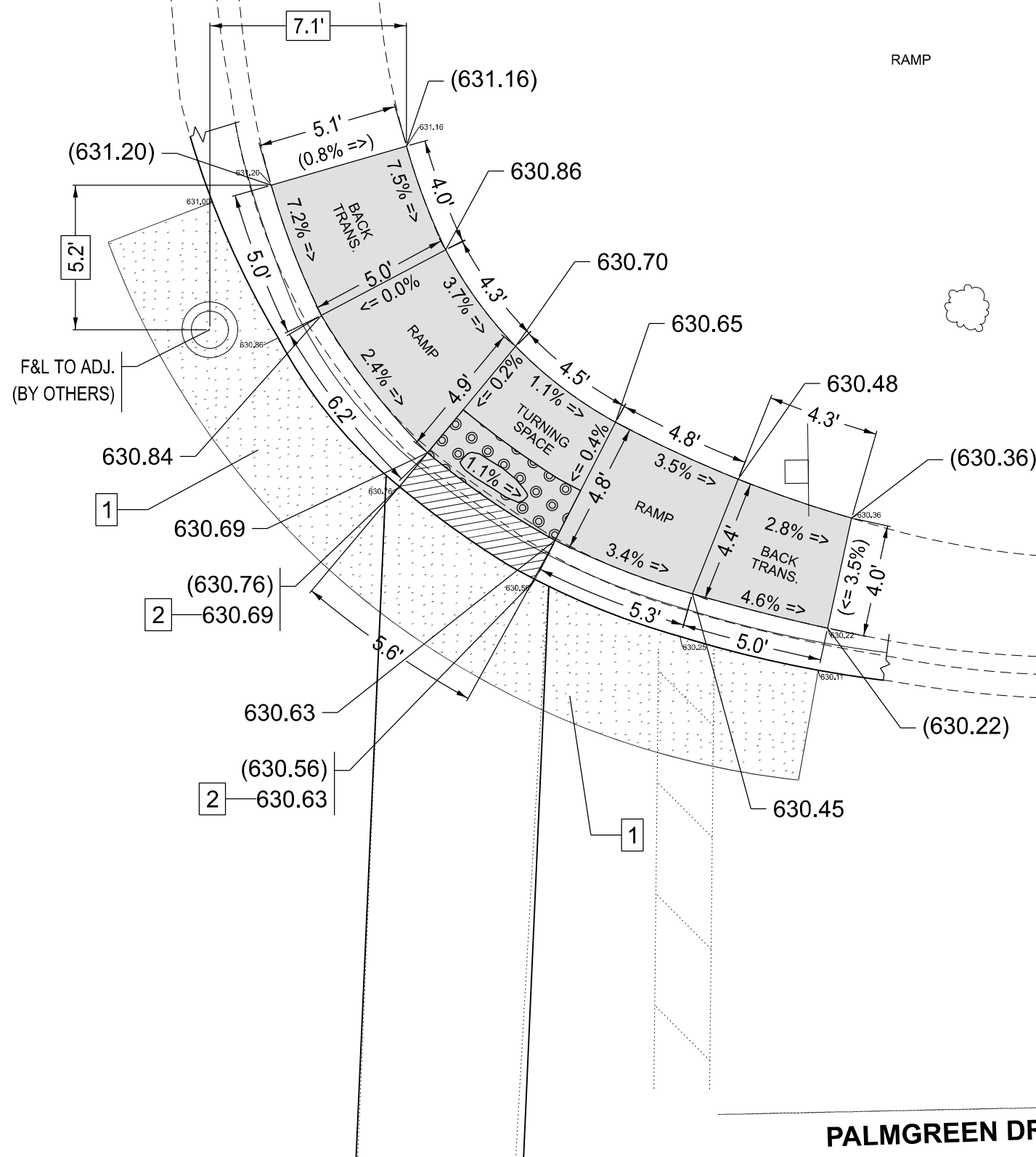
SCALE: SHEET 32 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	31
CONTRACT NO. 62X88			ILLINOIS FED. AID PROJECT	

IL-43 (WAUKEGAN RD.)



32



- 1 - VARIABLE DEPTH MILLING AND VARIABLE THICKNESS PAVING (POLY. LEVELING BINDER AND / OR SURFACE COURSE USED IN MAINLINE OVERLAY RESURFACING) OF SECTION IN FRONT OF ADA CURB TURNING SPACE.
- 2 - PROP. EDGE OF PAVEMENT ELEVATION TO ACCOMMODATE ADJUSTED ADA PANEL EDGE SLOPES FOR COMPLIANCE.

REFERENCE BENCHMARK ELEV: 633.724
 BENCHMARK DESCRIPTION : NORTH BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION : AT THE NORTHWEST CORNER OF IL-43 AND PALMGREN DRIVE INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT IL-43 AND PALMGREN DRIVE:
 NORTHEAST CORNER

MODEL: Palmgreen NE (Sheet)
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

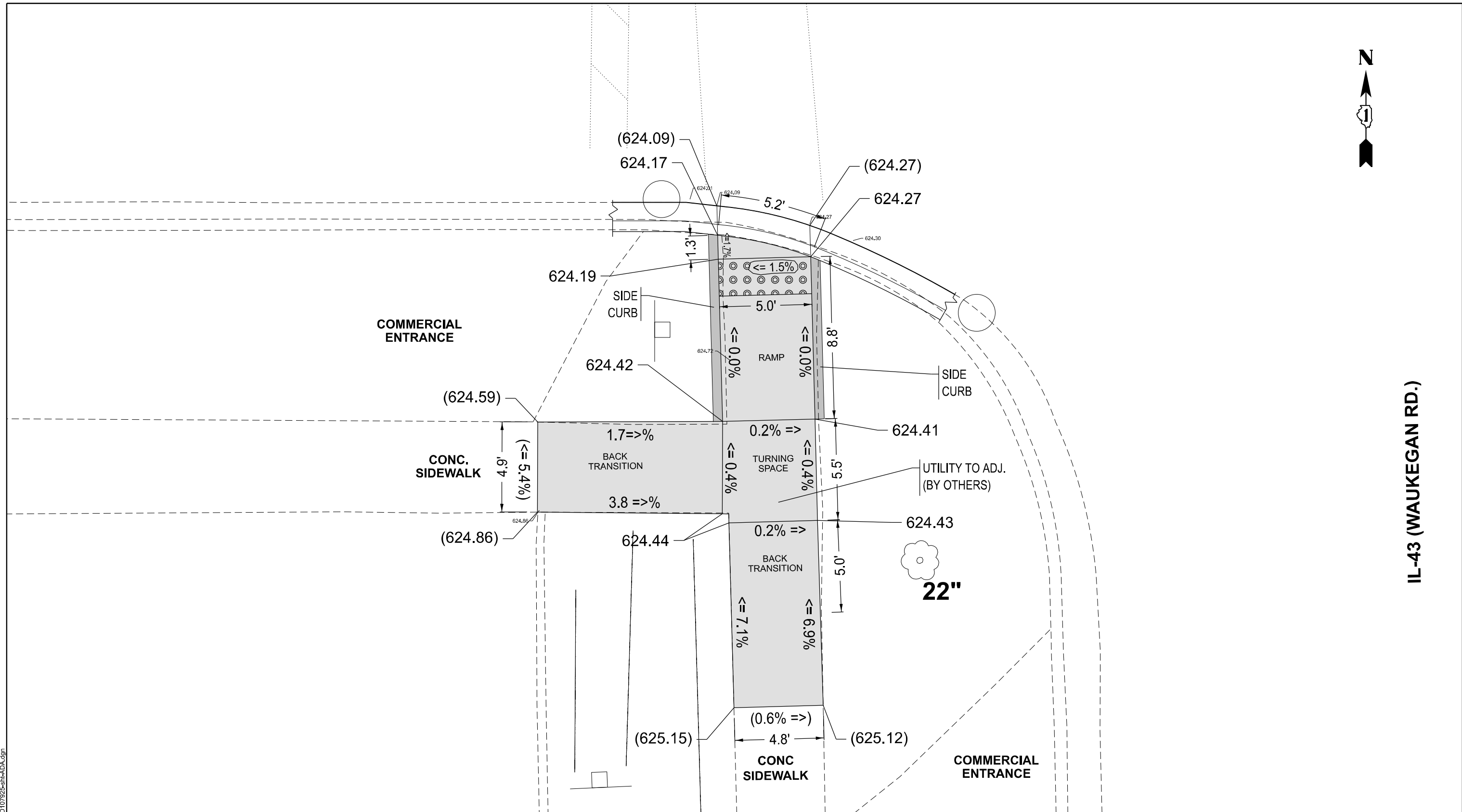
**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
 PROPOSED ADA CURB RAMP DETAILS**

SCALE: SHEET 33 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	32
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



IL-43 (WAUKEGAN RD.)



MODEL: Linneman SW (Sheet)
FILE NAME: c:\p\work\l\l\parayno\l\l\039263\0107925-shr-ADA.dgn

REFERENCE BENCHMARK ELEV: 625.521
 BENCHMARK DESCRIPTION: NORTH BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT NORTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND LINNEMAN STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT LINNEMAN STREET: SOUTHWEST ADA CORNER.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

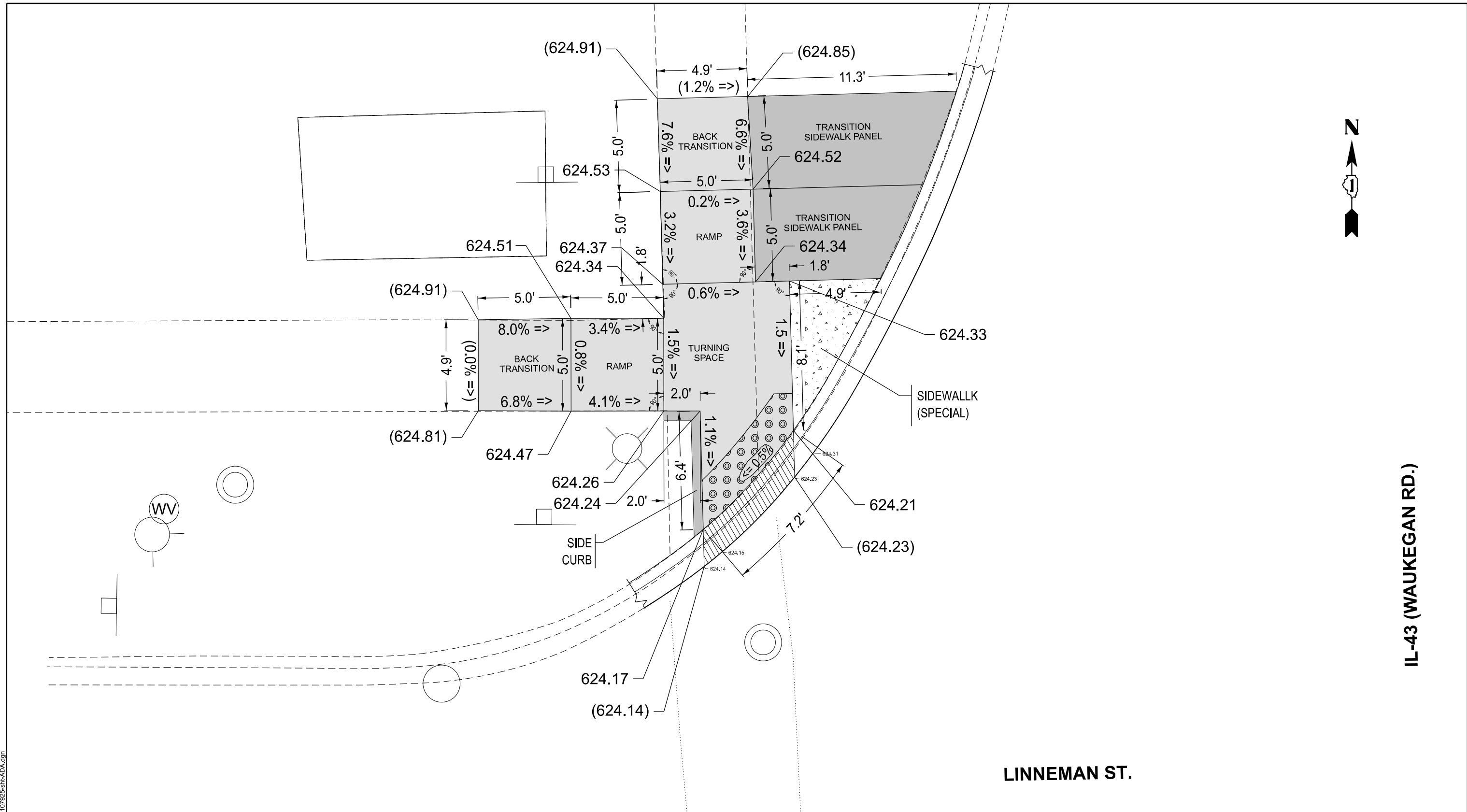
**IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS**

SCALE: SHEET 34 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	33
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



IL-43 (WAUKEGAN RD.)



LINNEMAN ST.

REFERENCE BENCHMARK ELEV: 625.521
 BENCHMARK DESCRIPTION: NORTH BOLT OF FIRE HYDRANT.
 BENCHMARK LOCATION: AT NORTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND LINNEMAN STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT LINNEMAN STREET:
 NORTHWEST ADA CORNER.

MODEL: Linneman NW (Sheet)
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
 PROPOSED ADA CURB RAMP DETAILS

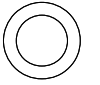
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	34
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



W

IL-43 (WAUKEGAN RD.)



HENLEY ST.

(625.36)
625.36

(625.38)

625.38

F&L TO ADJ.

EXIST. GRASS
SIDE CURB
625.37

EXIST. GRASS

C.E.

GAS VALVE TO ADJ. (BY OTHERS)

(625.73) 625.74

CONC. SIDEWALK

CONC. SIDEWALK

EXIST. GRAVEL
(625.68) 625.55

(625.70)

(625.66)

LEGEND

xx.xx'

EXISTING LENGTH

PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

DETECTABLE WARNINGS

SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

IL-43 (WAUKEGAN ROAD) AT HENLEY STREET:
SOUTHWEST ADA CORNER.

REFERENCE BENCHMARK ELEV: XXXXXX
BENCHMARK DESCRIPTION: "XXX" AT XXXXST CORNER OF XXXX.
BENCHMARK LOCATION: AT SOUTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HENLEY STREET INTERSECTION.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

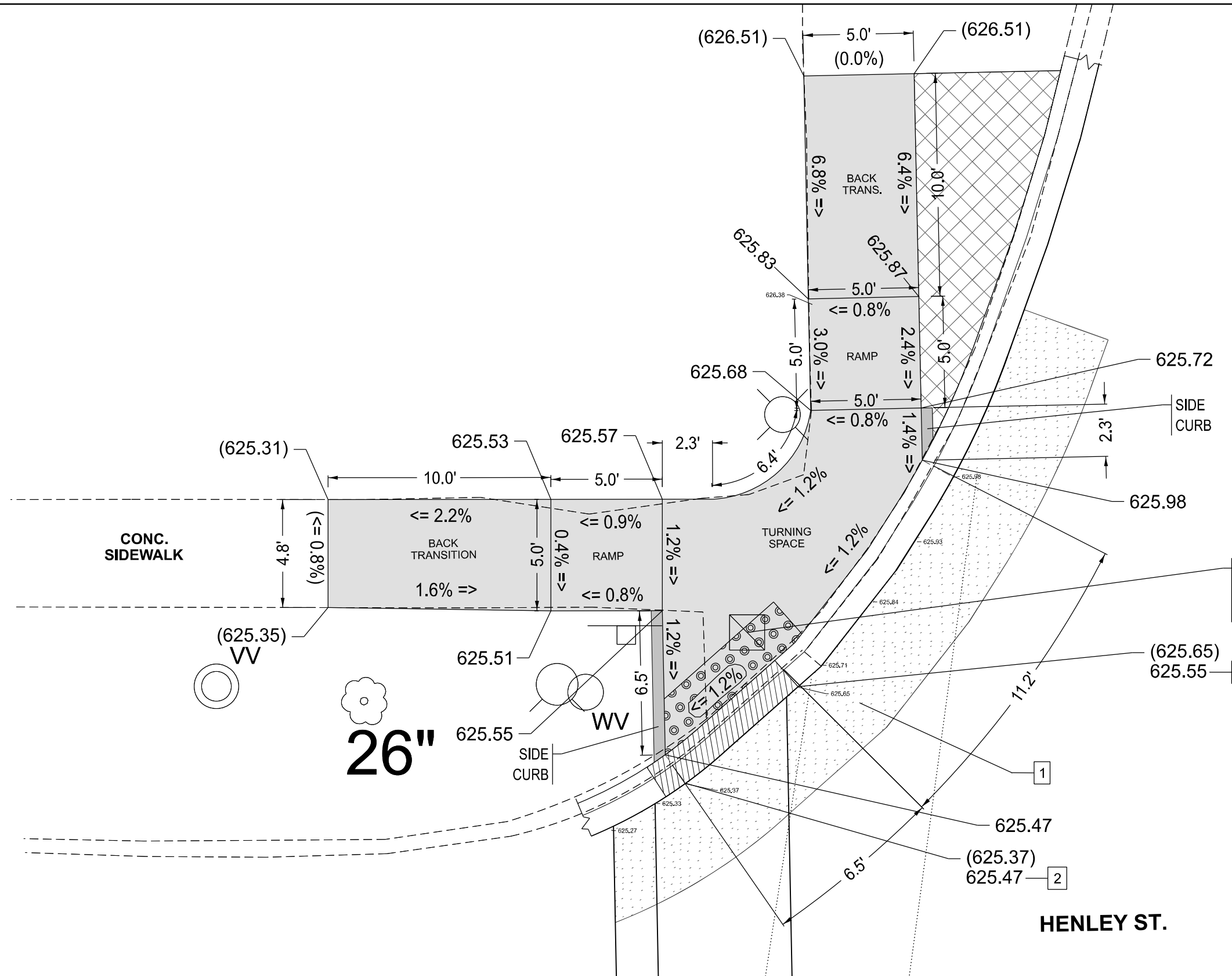
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	35
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

MODEL: Henley SW (Sheet)
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IL-43 (WAUKEGAN RD.)



- 1 - VARIABLE DEPTH MILLING AND VARIABLE THICKNESS PAVING (POLY. LEVELING BINDER AND / OR SURFACE COURSE USED IN MAINLINE OVERLAY RESURFACING) OF SECTION IN FRONT OF ADA CURB TURNING SPACE.
- 2 - PROP. EDGE OF PAVEMENT ELEVATION TO ACCOMMODATE ADJUSTED ADA PANEL EDGE SLOPES FOR COMPLIANCE.

MODEL: Henley NW (Sheet)
FILE NAME: c:\pwworking\parayno\1039263\1017925-shr-ADA.dgn

REFERENCE BENCHMARK ELEV: XXXXXX
 BENCHMARK DESCRIPTION: "XXX" AT XXXXST CORNER OF XXXX.
 BENCHMARK LOCATION: AT NORTHWEST CORNER OF IL-43 (WAUKEGAN ROAD) AND HENLEY STREET INTERSECTION.

LEGEND

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

IL-43 (WAUKEGAN ROAD) AT HENLEY STREET:
NORTHWEST ADA CORNER.

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL-43 (WAUKEGAN RD): HENLEY ST - EMERSON ST
PROPOSED ADA CURB RAMP DETAILS

SCALE: SHEET 37 OF 21 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	36
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

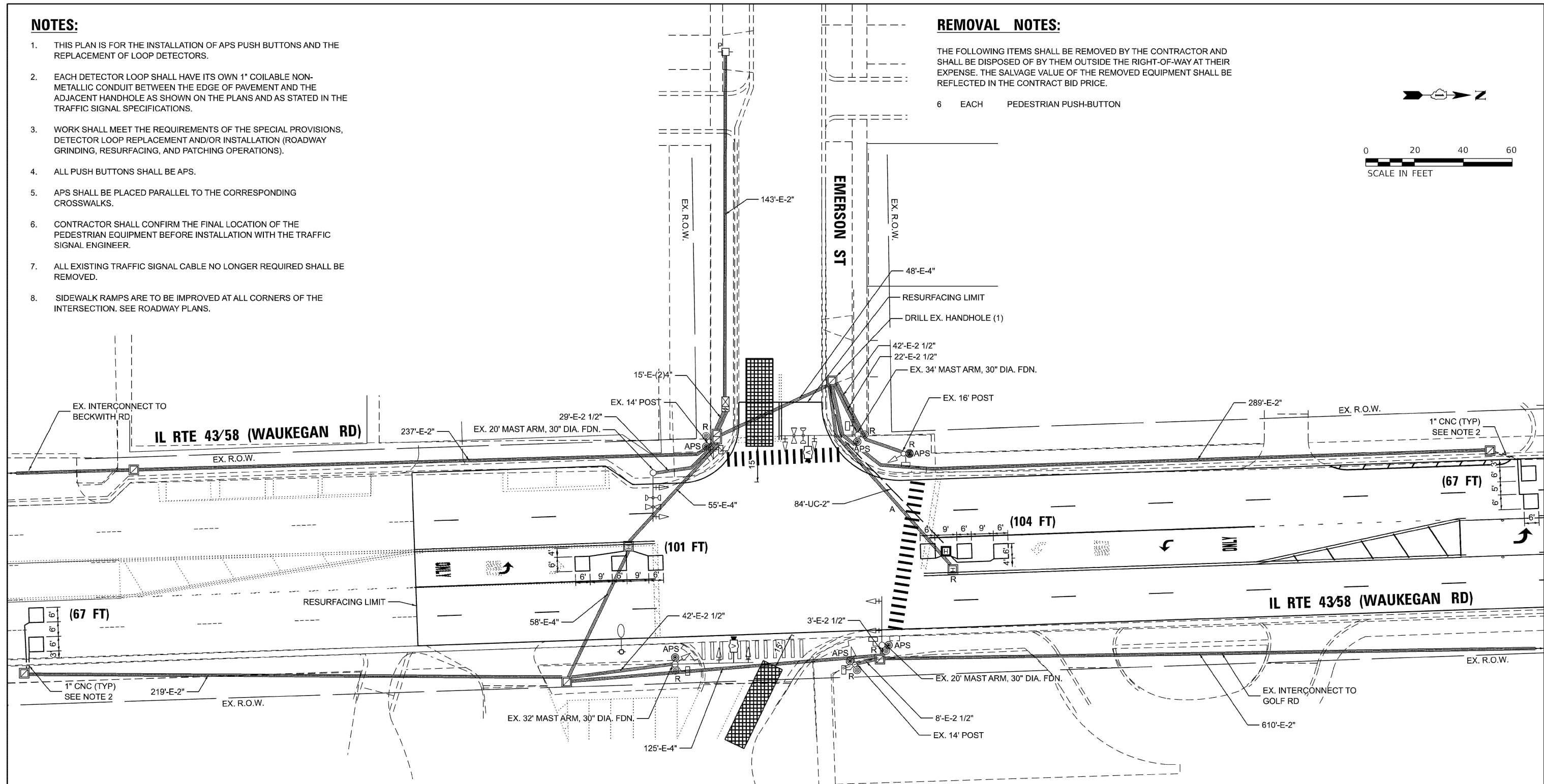
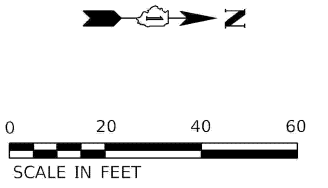
NOTES:

1. THIS PLAN IS FOR THE INSTALLATION OF APS PUSH BUTTONS AND THE REPLACEMENT OF LOOP DETECTORS.
2. 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. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. ALL PUSH BUTTONS SHALL BE APS.
5. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALKS.
6. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
8. SIDEWALK RAMPS ARE TO BE IMPROVED AT ALL CORNERS OF THE INTERSECTION. SEE ROADWAY PLANS.

REMOVAL 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



MODEL: TS-1 (Sheet)
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**TS 14275
ECON 8**

USER NAME	ksponce	DESIGNED	-	REVISED	-
DRAWN	-	REVISION	-	REVISION	-
PLOT SCALE	= \$SCALE\$	CHECKED	-	REVISION	-
PLOT DATE	= 12/4/2025	DATE	-	REVISION	-

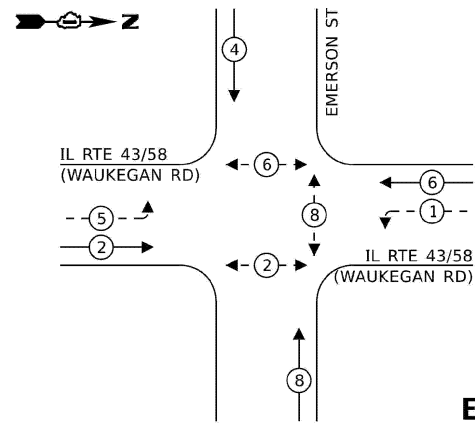
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN
IL RTE 43/58 (WAUKEGAN RD) AND EMERSON ST**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	37
CONTRACT NO. 62X88			ILLINOIS FED. AID PROJECT	

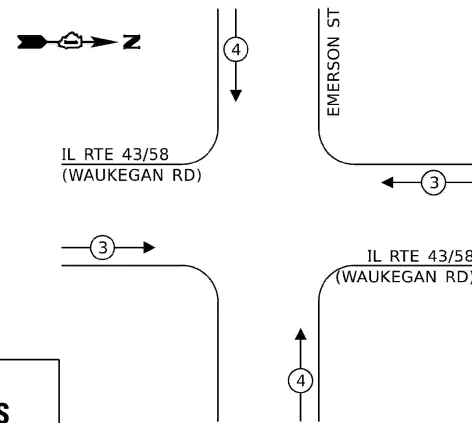
EXISTING AND PROPOSED CONTROLLER SEQUENCE



LEGEND:

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

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

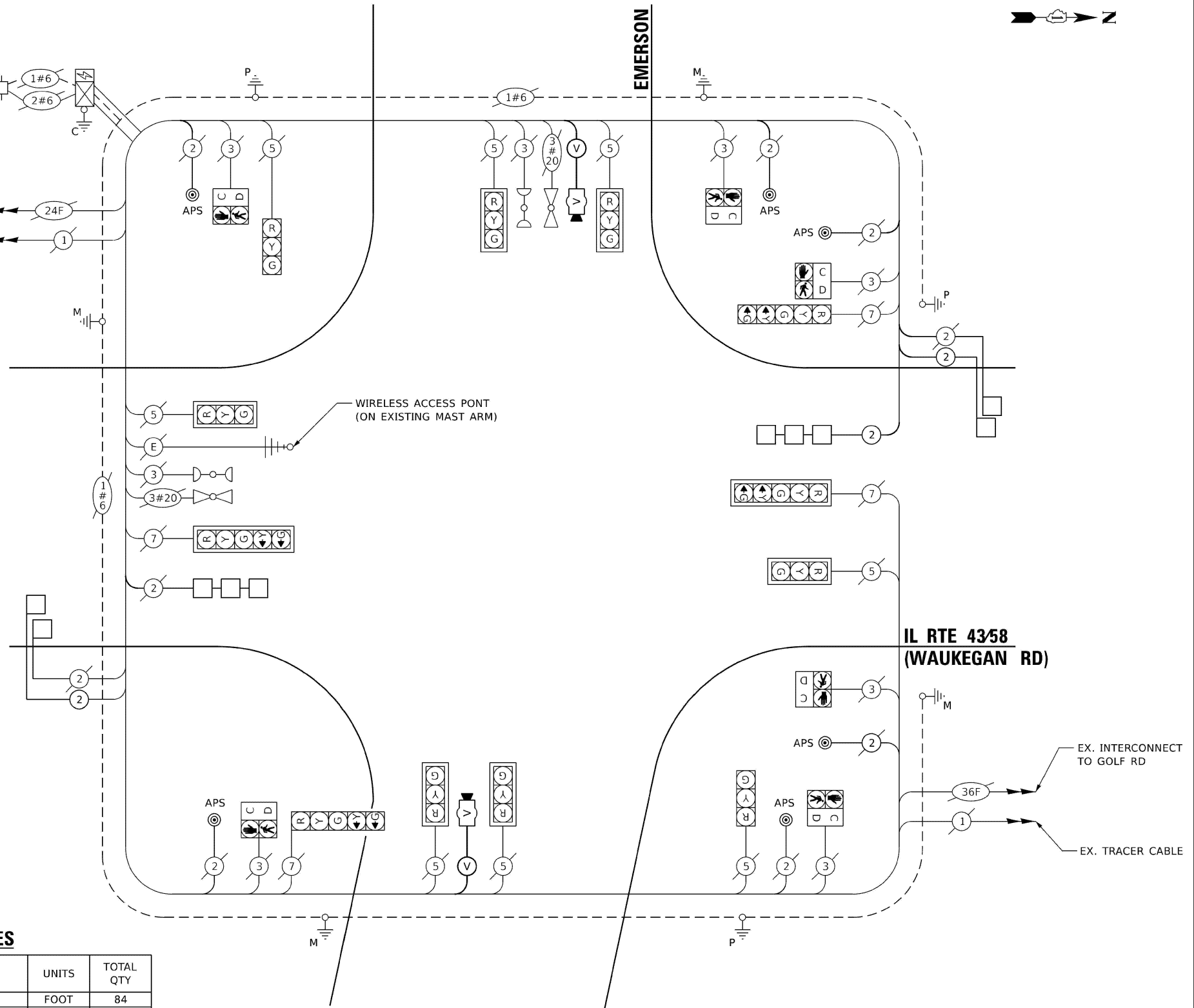
TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 3 - SECTION	8	11	88.0
4 - SECTION	-	14	-
5 - SECTION	4	13	52.0
PROGRAMMABLE SIGNALS			
3 - SECTION	-	-	-
4 - SECTION	-	-	-
5 - SECTION	-	-	-
PED. SIGNAL			
CONTROLLER	6	15	90.0
MASTER CONTROLLER	1	150	150.0
UPS	-	100	-
DETECTION RADAR	1	25	25.0
VIDEO	-	20	-
BLANK-OUT SIGN	2	20	40.0
NETWORK SWITCH II OR III	-	25	-
CELLULAR MODEM	-	35	-
LUMINAIRE	-	15	-
TOTAL UPS SIZING =			445.0
UPS CHARGING	1	225	225.0
BATTERY HEATER MAT	1	180	180.0
CABINET HEATER	1	200	200.0
TOTAL SERVICE WIRE SIZING =			1050.0

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	84
HEAVY-DUTY HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FOOT	855
INDUCTIVE LOOP DETECTOR	EACH	2
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE 1	FOOT	339
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: COMED NEW BUSINESS
PHONE: 630-424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: -



CABLE PLAN
(NOT TO SCALE)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES
IL RTE 43/58 (WAUKEGAN RD) AND EMERSON ST

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	38
CONTRACT NO. 62X88				

TS 14275
ECON 8

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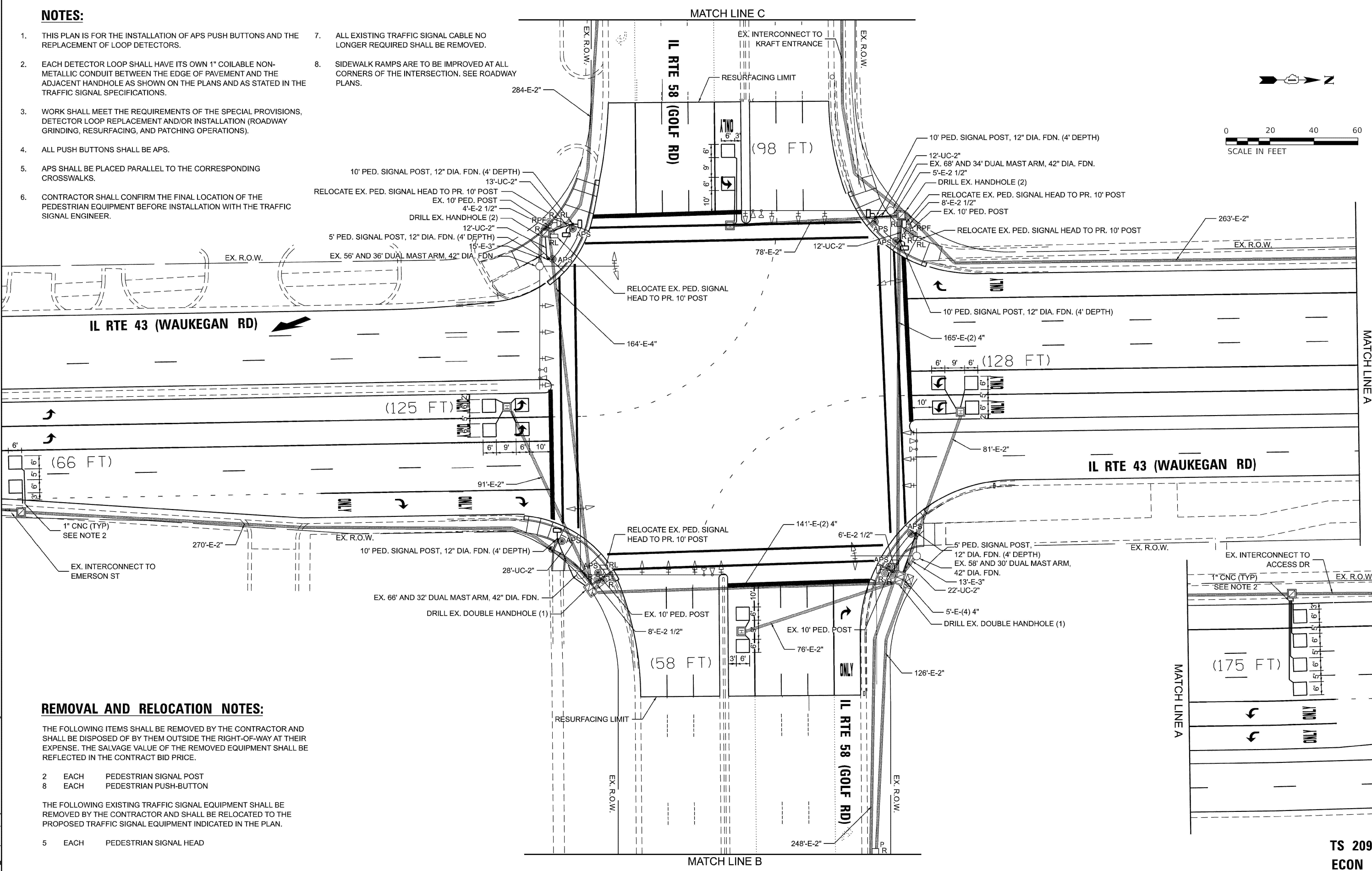
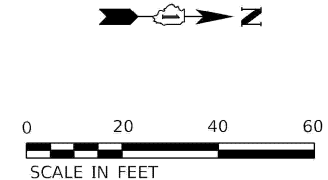
USER NAME	DESIGNED	REVISD
ksponce	-	-
PLOT SCALE	CHECKED	REVISD
= SCALES	-	-
PLOT DATE	DATE	REVISD
= 12/4/2025	-	-

SCALE: SHEET OF SHEETS STA. TO STA.

ILLINOIS FED. AID PROJECT

NOTES:

- THIS PLAN IS FOR THE INSTALLATION OF APS PUSH BUTTONS AND THE REPLACEMENT OF LOOP DETECTORS.
- 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.
- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- ALL PUSH BUTTONS SHALL BE APS.
- APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALKS.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
- SIDEWALK RAMPS ARE TO BE IMPROVED AT ALL CORNERS OF THE INTERSECTION. SEE ROADWAY PLANS.



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 PEDESTRIAN SIGNAL POST
- 8 EACH PEDESTRIAN PUSH-BUTTON

THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE RELOCATED TO THE PROPOSED TRAFFIC SIGNAL EQUIPMENT INDICATED IN THE PLAN.

- 5 EACH PEDESTRIAN SIGNAL HEAD

MODEL: TS-3 (Sheet) FILE NAME: c:\pwwork\ts\ts\paran\ts\1039263\107925-shr-TS.dgn

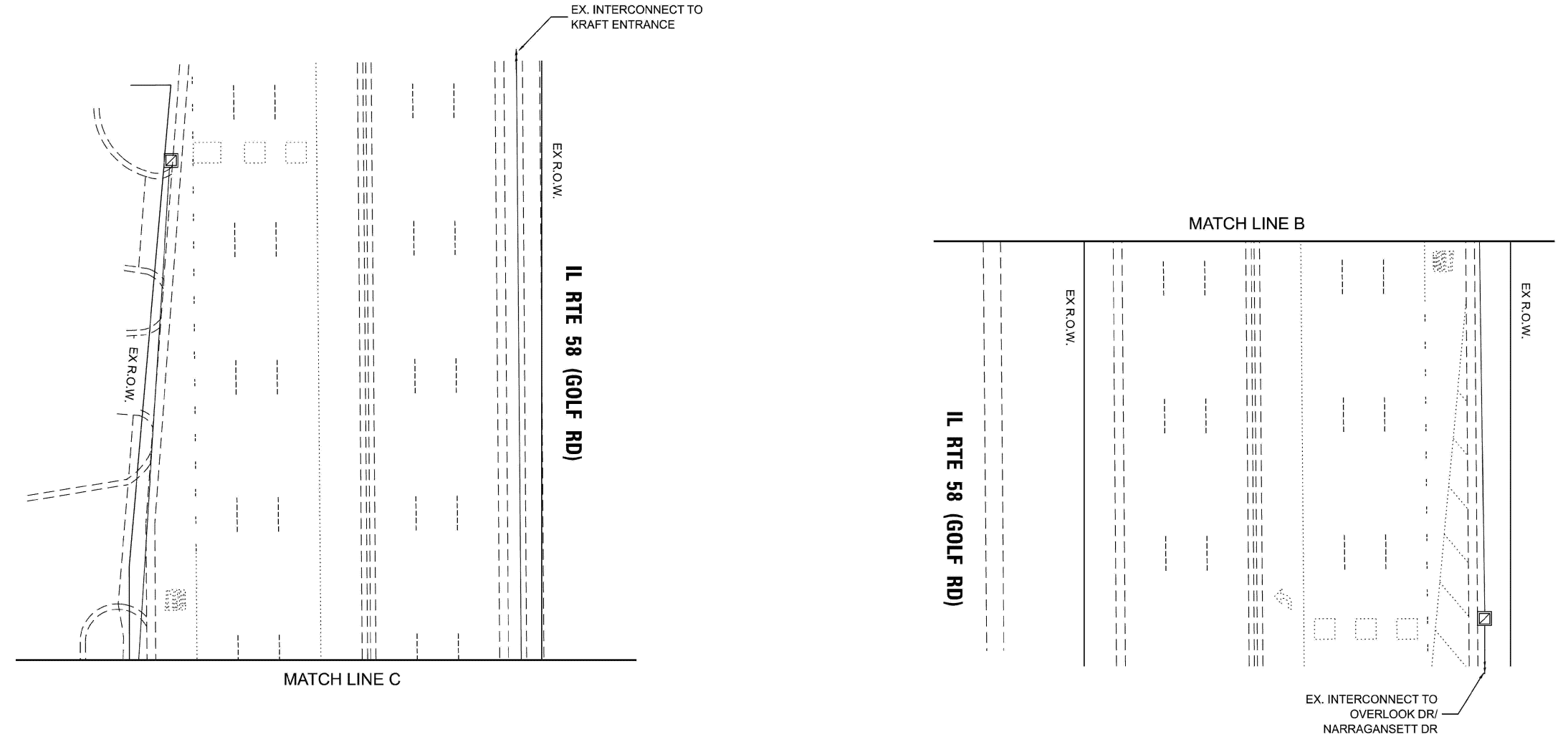
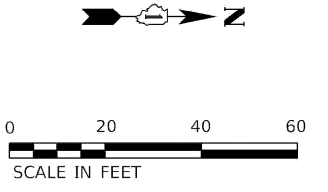
USER NAME	ksponce	DESIGNED	-	REVISED	-
DRAWN	-	REVISION	-	REVISION	-
PLOT SCALE	= SCALES	CHECKED	-	REVISION	-
PLOT DATE	= 12/4/2025	DATE	-	REVISION	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN
IL RTE 43 (WAUKEGAN RD) AND IL RTE 58 (GOLF RD)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	39
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

**TS 2090
ECON 8**

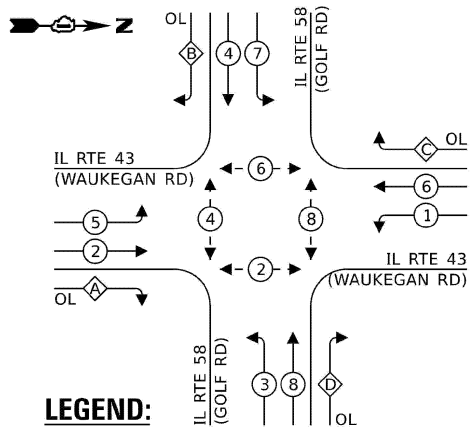


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TS 2090
ECON 8

USER NAME	★ kspence	DESIGNED	-	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN IL RTE 43 (WAUKEGAN RD) AND IL RTE 58 (GOLF RD)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
PLOT SCALE	= \$SCALE\$	DRAWN	-	REVISED	-		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	348	2024-1049-RS	COOK	78	40
PLOT DATE	★ 12/4/2025	CHECKED	-	REVISED	-		CONTRACT NO. 62X88										
		DATE	-	REVISED	-		ILLINOIS FED. AID PROJECT										

EXISTING AND PROPOSED CONTROLLER SEQUENCE



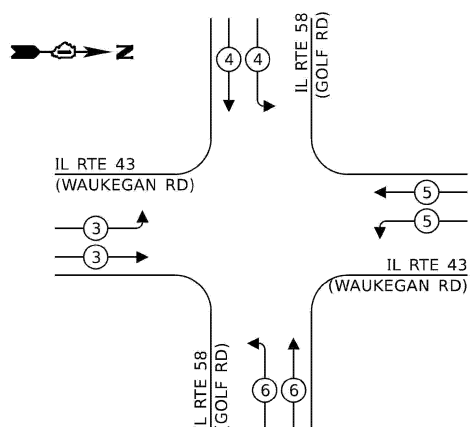
LEGEND:

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

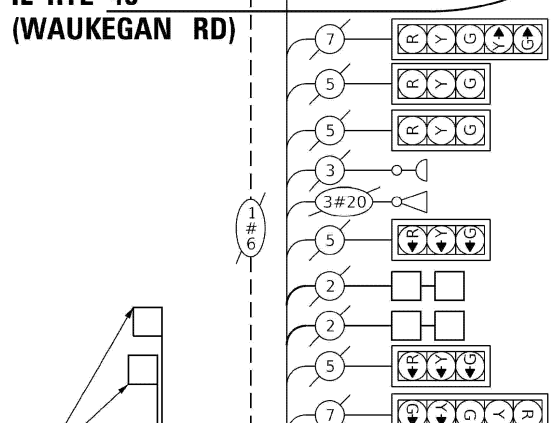
RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A =	2 +	3
B =	4 +	5
C =	6 +	7
D =	8 +	1

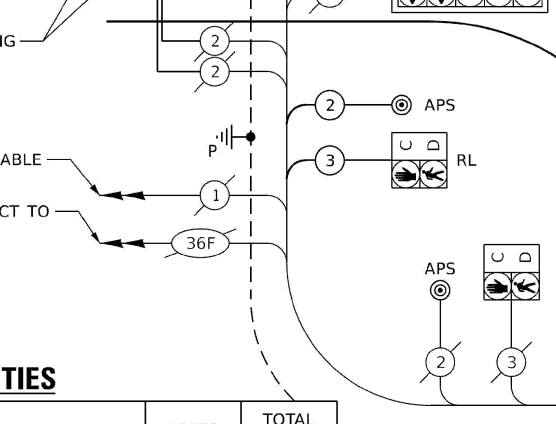
EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



IL RTE 43 (WAUKEGAN RD)



IL RTE 58 (GOLF RD)



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	86
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1681
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1412
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	198
DRILL EXISTING HANDHOLE	EACH	6
DETECTOR LOOP, TYPE 1	FOOT	650
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	5
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	785
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING CONCRETE FOUNDATION	EACH	2
ROD AND CLEAN EXISTING CONDUIT *	FOOT	500
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	4
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	24
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 3 - SECTION	15	11	165.0
4 - SECTION	-	14	-
5 - SECTION	8	13	104.0
PROGRAMMABLE SIGNALS			
3 - SECTION	-	22	-
4 - SECTION	-	32	-
5 - SECTION	-	28	-
PED. SIGNAL CONTROLLER	8	15	120.0
MASTER CONTROLLER	1	150	150.0
UPS	-	100	-
DETECTION RADAR	1	25	25.0
VIDEO	-	20	-
BLANK-OUT SIGN	-	20	-
NETWORK SWITCH II OR III	-	25	-
CELLULAR MODEM	-	35	-
LUMINAIRE	-	15	-
TOTAL UPS SIZING =		564.0	
UPS CHARGING	1	225	225.0
BATTERY HEATER MAT	1	180	180.0
CABINET HEATER	1	200	200.0
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING =		1169.0	

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: COMED NEW BUSINESS
PHONE: 630-424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: -

MODEL: TS-5 (Sheet)
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	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

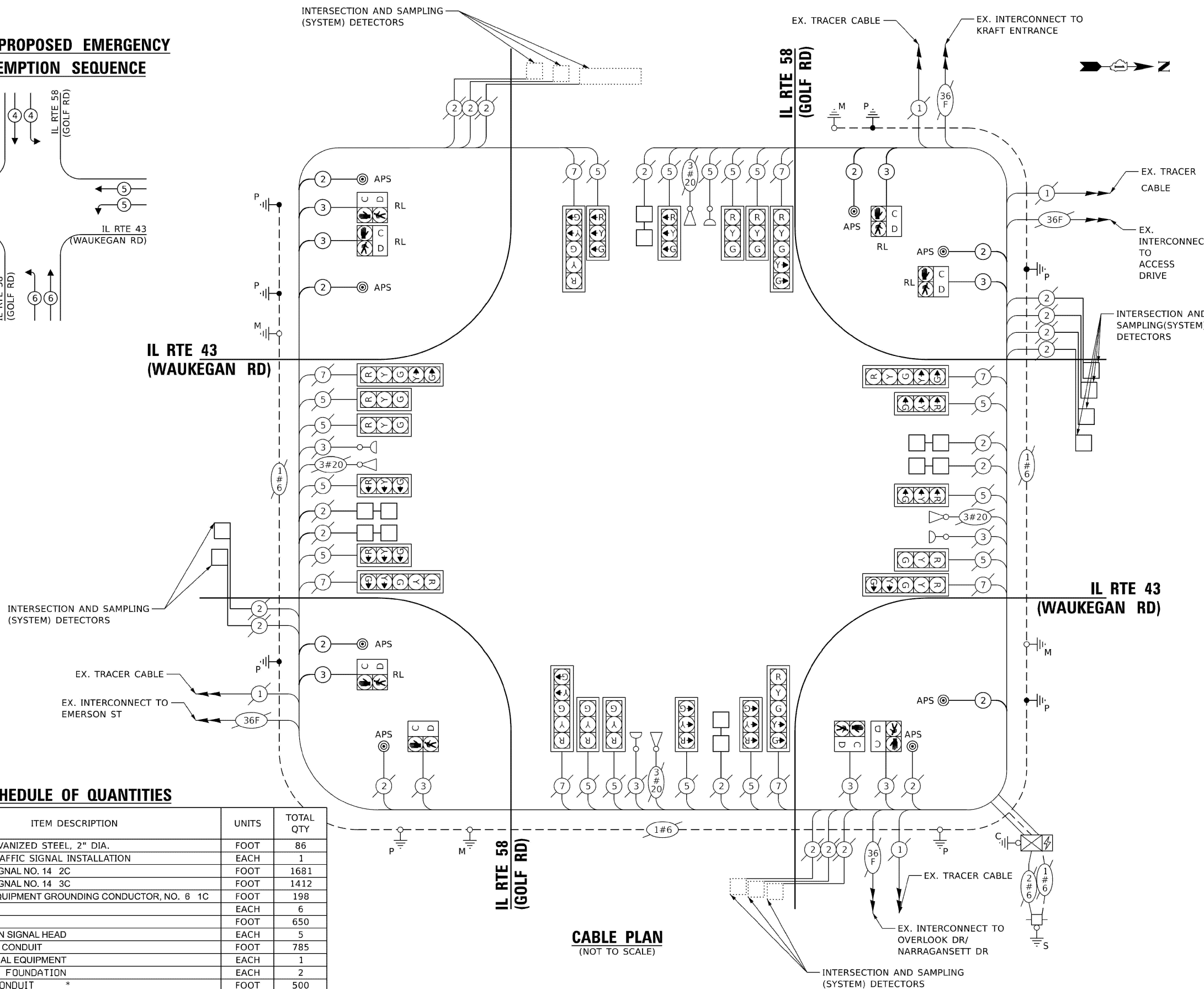
PROPOSED CABLE PLAN, PHASE DESIGNATION, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES IL RTE 43 (WAUKEGAN RD) AND IL RTE 58 (GOLF RD)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 348	SECTION 2024-1049-RS	COUNTY COOK	TOTAL SHEETS 78	SHEET NO. 41
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

* NOMINAL QUANTITY TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER

CABLE PLAN (NOT TO SCALE)



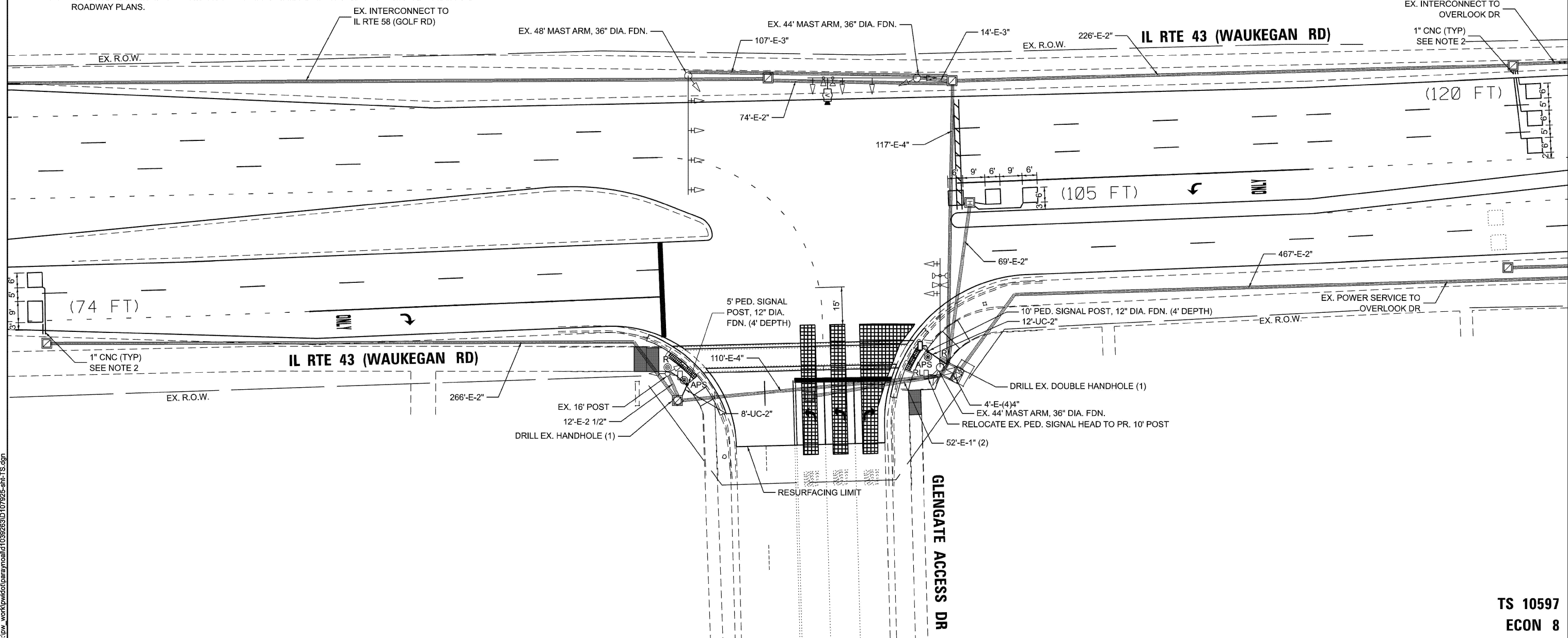
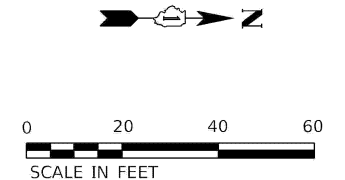
TS 2090 ECON 8

NOTES:

- THIS PLAN IS FOR THE INSTALLATION OF APS PUSH BUTTONS AND THE REPLACEMENT OF LOOP DETECTORS.
- 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.
- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- ALL PUSH BUTTONS SHALL BE APS.
- APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALKS.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
- EXISTING LOOPS ON GLENGATE ACCESS DR SHALL BE MILLED AND REPLACED WITH VIDEO DETECTION AND LEAD-IN CABLE SHALL BE REMOVED.
- 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 BASED FALSE CALLS FROM TRAFFIC IN ADJACENT LANES.
- SIDEWALK RAMPS ARE TO BE IMPROVED AT THE NE AND SE CORNERS OF THE INTERSECTION. SEE ROADWAY PLANS.

REMOVAL 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 PEDESTRIAN PUSH-BUTTON
- THE FOLLOWING EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED BY THE CONTRACTOR AND SHALL BE RELOCATED TO THE PROPOSED TRAFFIC SIGNAL EQUIPMENT INDICATED IN THE PLAN.
- 1 EACH PEDESTRIAN SIGNAL HEAD



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**TS 10597
ECON 8**

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DRAWN	-	REVISIONS	-	DATE	-
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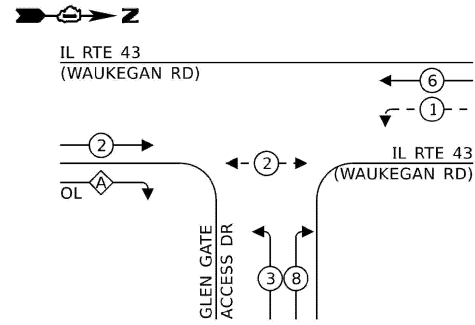
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN
IL RTE 43 (WAUKEGAN RD) AND GLENGATE ACCESS DR**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	42
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

EXISTING AND PROPOSED CONTROLLER SEQUENCE



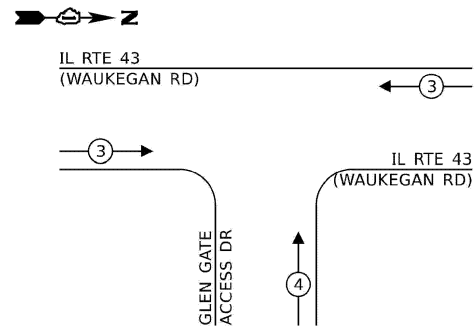
LEGEND:

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

RIGHT TURN OVERLAP PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	= 2	+ 3

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 3 - SECTION	11	11	121.0
4 - SECTION	-	14	-
5 - SECTION	4	13	52.0
PROGRAMMABLE SIGNALS			
3 - SECTION	-	22	-
4 - SECTION	-	32	-
5 - SECTION	-	28	-
PED. SIGNAL CONTROLLER	2	15	30.0
MASTER CONTROLLER	1	150	150.0
UPS	-	100	-
DETECTION RADAR	1	25	25.0
VIDEO	-	20	-
BLANK-OUT SIGN	1	20	20.0
NETWORK SWITCH II OR III	-	25	-
CELLULAR MODEM	-	35	-
	-	15	-
TOTAL UPS SIZING = 398.0			
UPS CHARGING	1	225	225.0
BATTERY HEATER MAT	1	180	180.0
CABINET HEATER	1	200	200.0
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING = 1003.0			

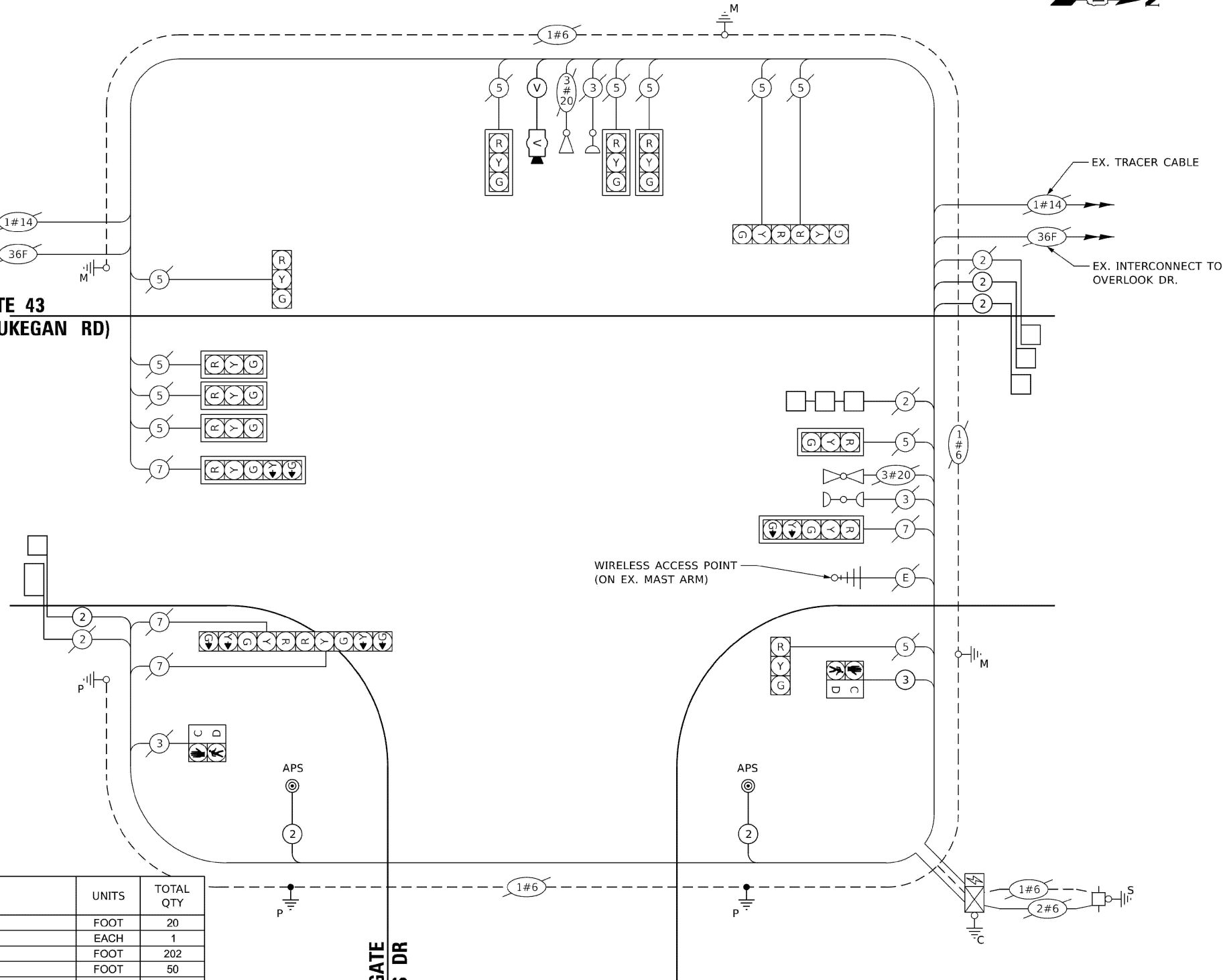
ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: COMED NEW BUSINESS
PHONE: 630-424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: -

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	20
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	202
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	50
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1170
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	79
DRILL EXISTING HANDHOLE	EACH	2
INDUCTIVE LOOP DETECTOR	EACH	3
DETECTOR LOOP, TYPE I	FOOT	299
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	363
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
ROD AND CLEAN EXISTING CONDUIT *	FOOT	500
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
VIDEO VEHICLE DETECTION SYSTEM, SINGLE APPROACH	EACH	1
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

* NOMINAL QUANTITY TO BE USED AS NEEDED AND AS APPROVED BY THE ENGINEER



CABLE PLAN (NOT TO SCALE)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES IL RTE 43 (WAUKEGAN RD) AND GLEN GATE ACCESS DR

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	43
CONTRACT NO. 62X88				

TS 10597
ECON 8

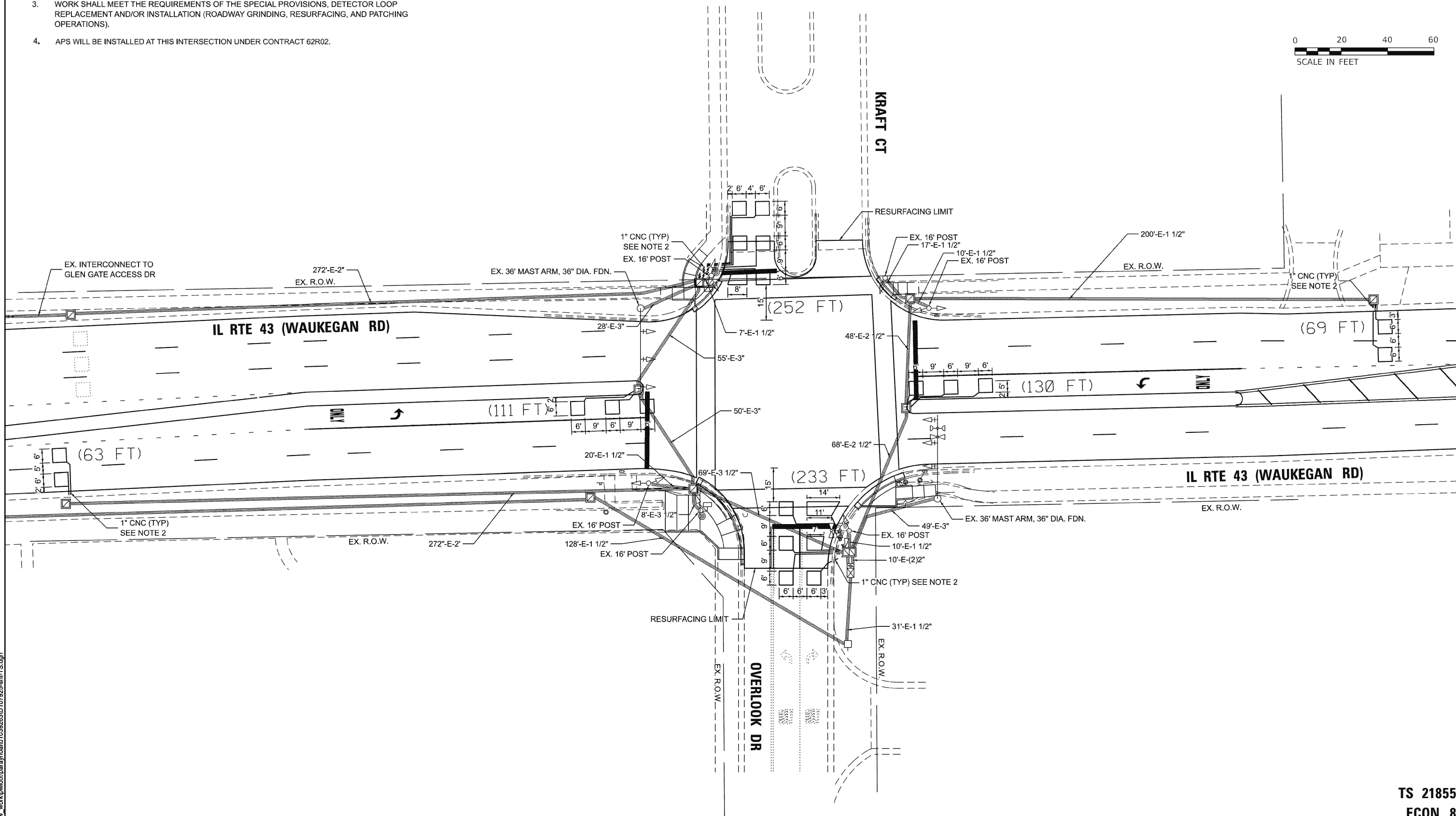
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PLOT DATE	= 12/4/2025	CHECKED	-	REVISED	-
		DATE	-	REVISED	-

ILLINOIS FED. AID PROJECT

NOTES:

1. THIS PLAN IS FOR THE REPLACEMENT OF LOOP DETECTORS.
2. 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. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. APS WILL BE INSTALLED AT THIS INTERSECTION UNDER CONTRACT 62R02.



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**TS 21855
ECON 8**

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DRAWN	-	REVISION	-	REVISION	-
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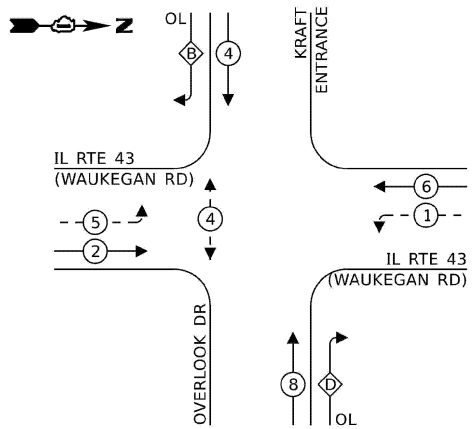
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETECTOR LOOP REPLACEMENT PLAN
IL RTE 43 (WAUKEGAN RD) AND OVERLOOK DR**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	44
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

EXISTING AND PROPOSED CONTROLLER SEQUENCE



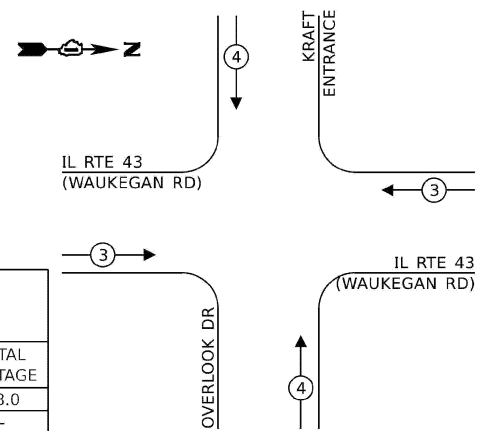
LEGEND:

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

RIGHT TURN OVERLAP PHASE DESIGNATION:

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

EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE



TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 3 - SECTION	8	11	88.0
4 - SECTION	-	14	-
5 - SECTION	8	13	104.0
PROGRAMMABLE SIGNALS			
3 - SECTION	-	22	-
4 - SECTION	-	32	-
5 - SECTION	-	28	-
PED. SIGNAL			
CONTROLLER	2	15	30.0
MASTER CONTROLLER	1	150	150.0
UPS	-	100	-
DETECTION RADAR	1	25	25.0
VIDEO	-	20	-
BLANK-OUT SIGN	-	20	-
NETWORK SWITCH II OR III	-	25	-
CELLULAR MODEM	-	35	-
LUMINAIRE	-	15	-
TOTAL UPS SIZING =			397.0
UPS CHARGING	1	225	225.0
BATTERY HEATER MAT	1	180	180.0
CABINET HEATER	1	200	200.0
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING =			1002.0

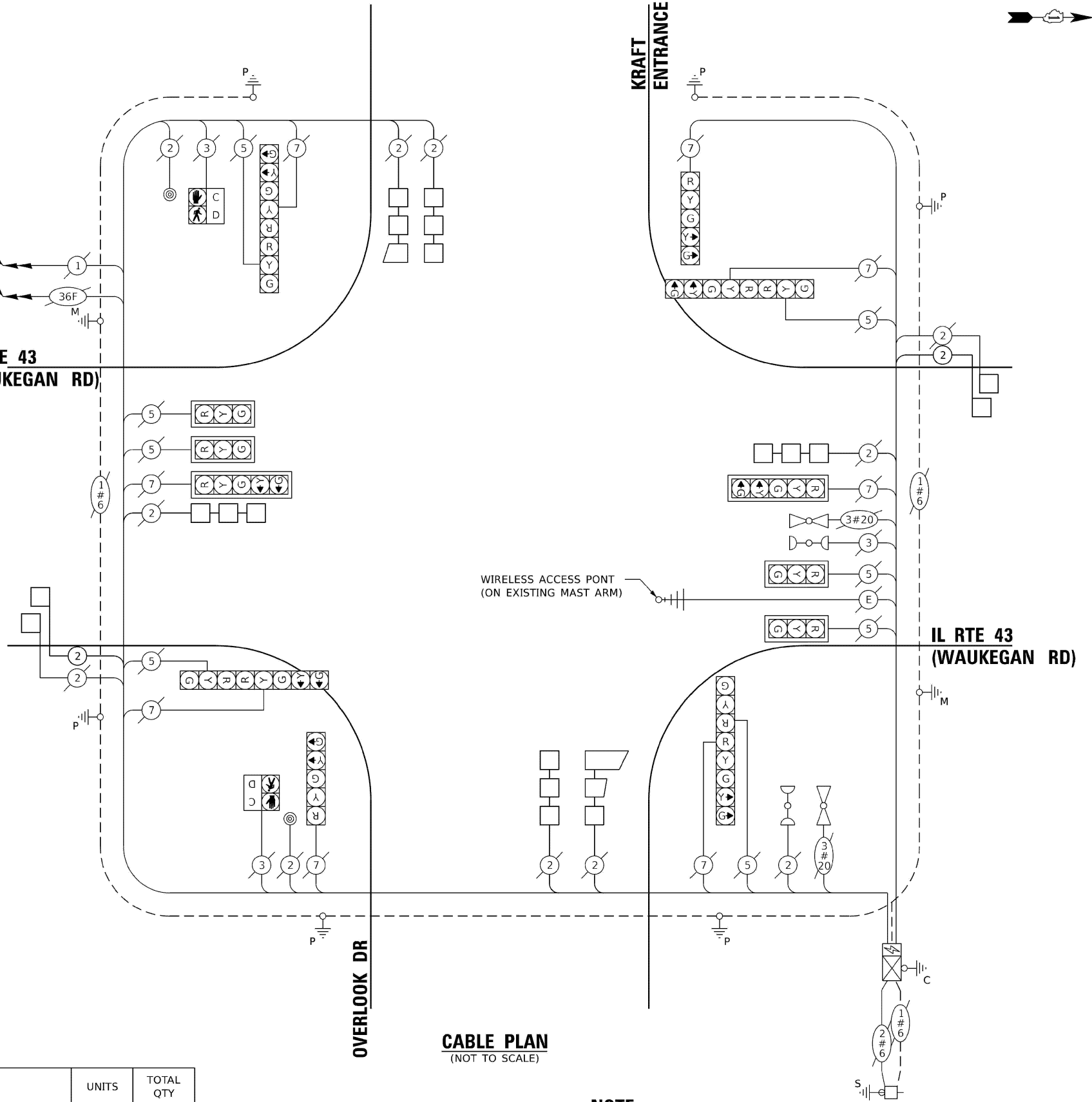
ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W CENTER COURT
SCHAUMBURG, IL 60196-1096

ENERGY SUPPLY: CONTACT: COMED NEW BUSINESS
PHONE: 630-424-5704
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER: -

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN NO. 14 1 PAIR	FOOT	740
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE 1	FOOT	858

IL RTE 43 (WAUKEGAN RD)



CABLE PLAN (NOT TO SCALE)

NOTE:

APS WILL BE INSTALLED AT THIS INTERSECTION UNDER CONTRACT 62R02.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED CABLE PLAN, PHASE DESIGNATION DIAGRAM, EMERGENCY VEHICLE PREEMPTION SEQUENCE, AND SCHEDULE OF QUANTITIES
IL RTE 43 (WAUKEGAN RD) AND OVERLOOK DR

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	45
CONTRACT NO. 62X88				

TS 21855
ECON 8

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CHECKED	-
REVIS	-
PLOT DATE	= 12/4/2025
DATE	-
REVIS	-

SCALE: SHEET OF 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					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

TS SHT NO. 1

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

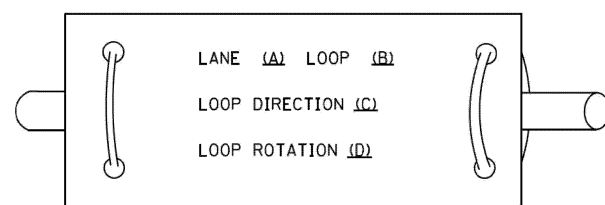
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	46
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

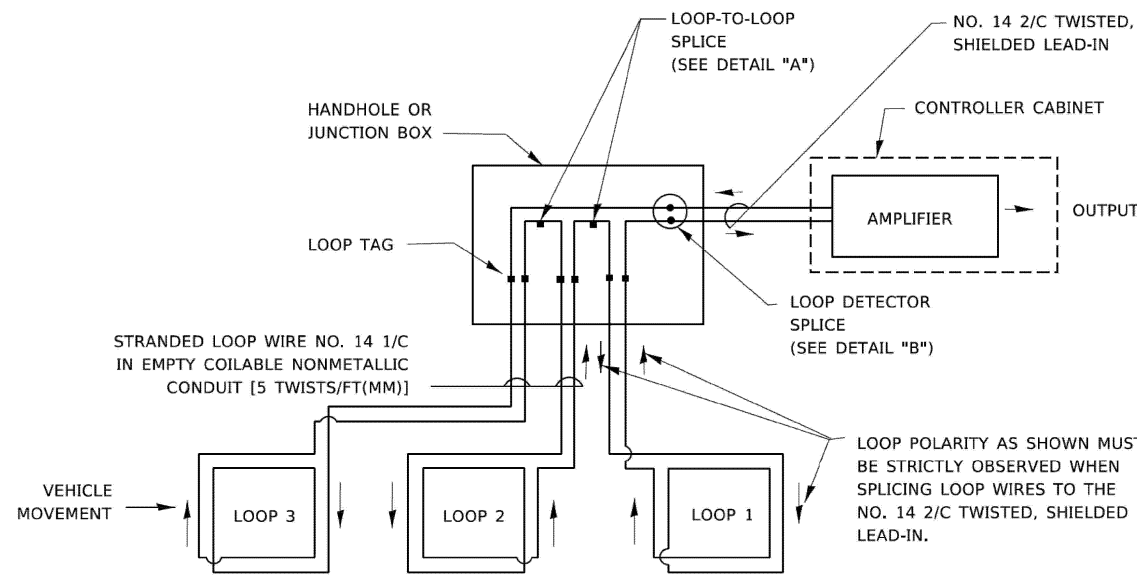
LOOP DETECTOR NOTES

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 DIVESHOLES 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.
7. PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

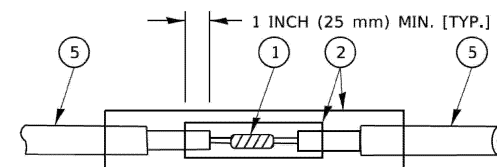


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

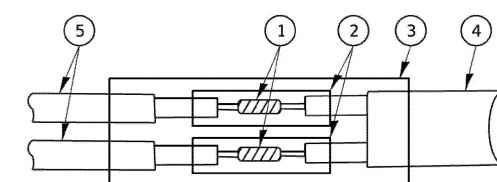


DETECTOR LOOP WIRING SCHEMATIC

- 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.

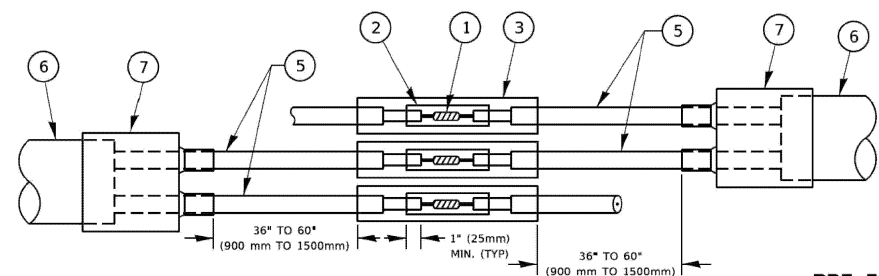


DETAIL "A"
LOOP-TO-LOOP SPLICE

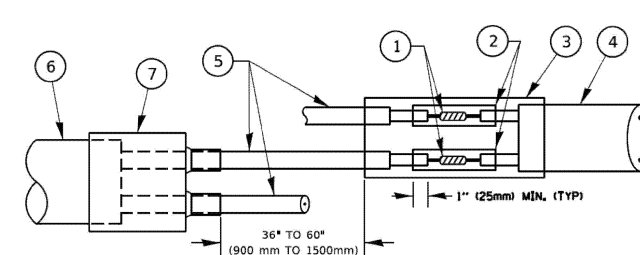


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PREFORMED 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 LENGTH 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.
- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PREFORMED LOOP
- 6 XL POLYOLEFIN 2 CONDUCTOR
- 7 BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

TS SHT NO. 2

MODEL: TS-21 (Sheet)
FILE NAME: c:\p\work\wisc\paraym\alid1039263\0107925-sht-TS.dgn



USER NAME	nsalehian	DESIGNED	NS	REVISED	-
DRAWN	JK	REVISIONS		REVISED	-
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PLOT DATE	= 6/11/2025	DATE	5/15/2025	REVISED	-

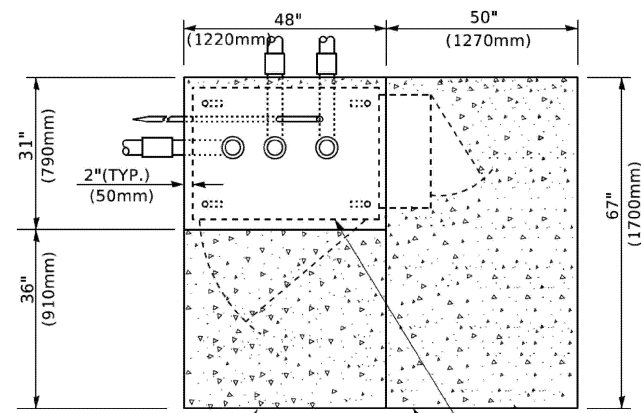
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

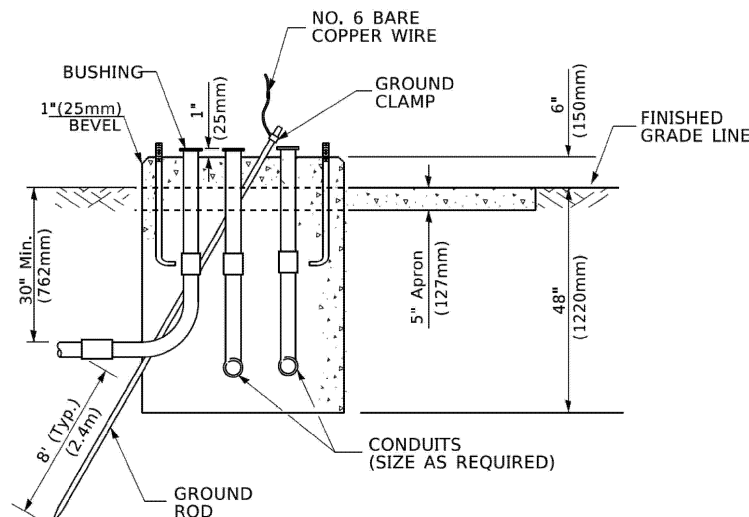
SCALE: NONE SHEET 2 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	47
CONTRACT NO. 62X88				

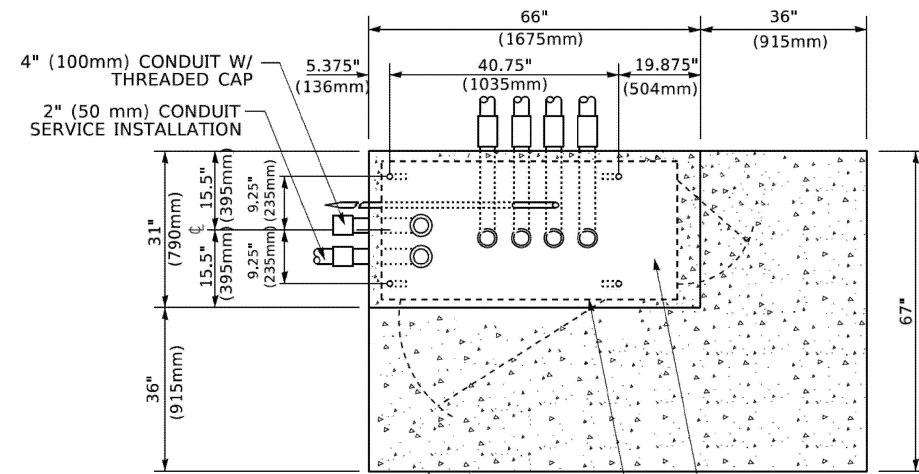
ILLINOIS FED. AID PROJECT



TOP VIEW

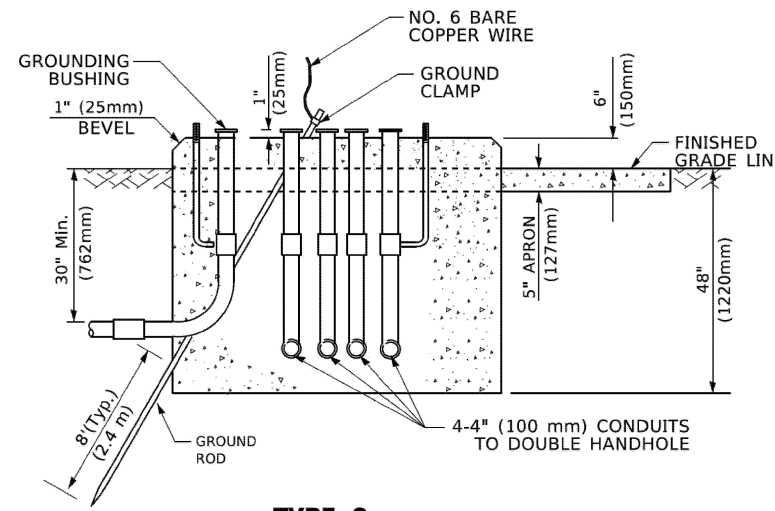


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

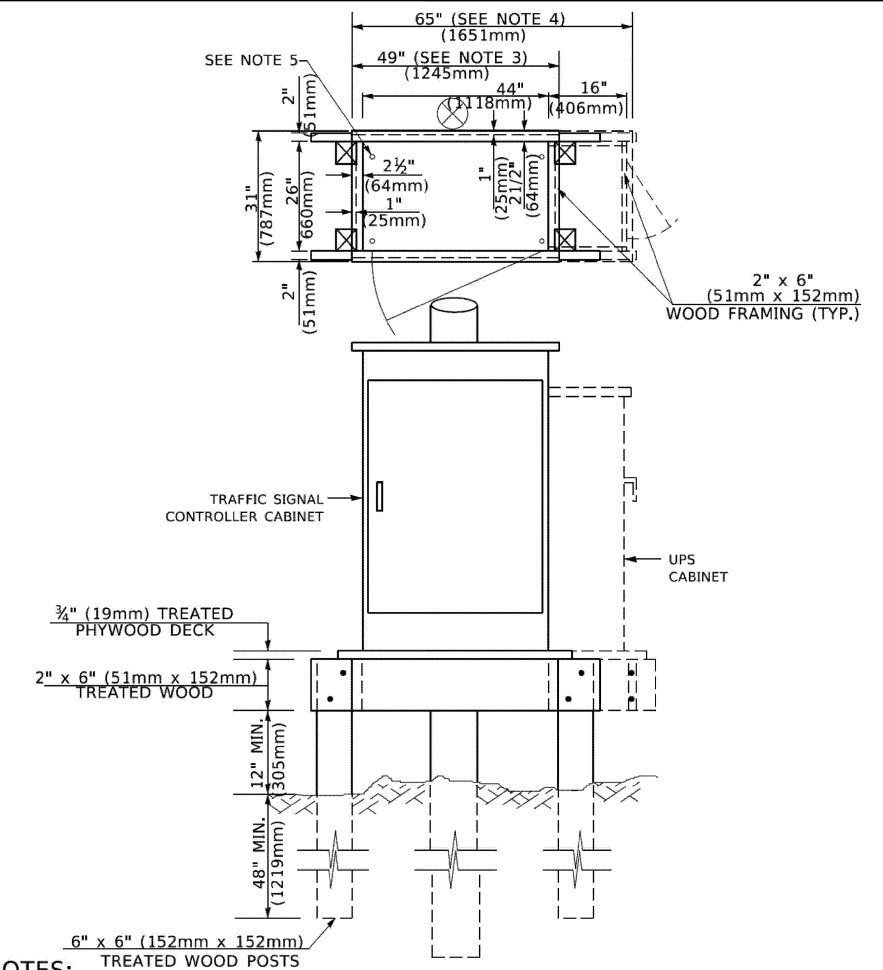


TOP VIEW

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)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
	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

TS SHT NO. 5

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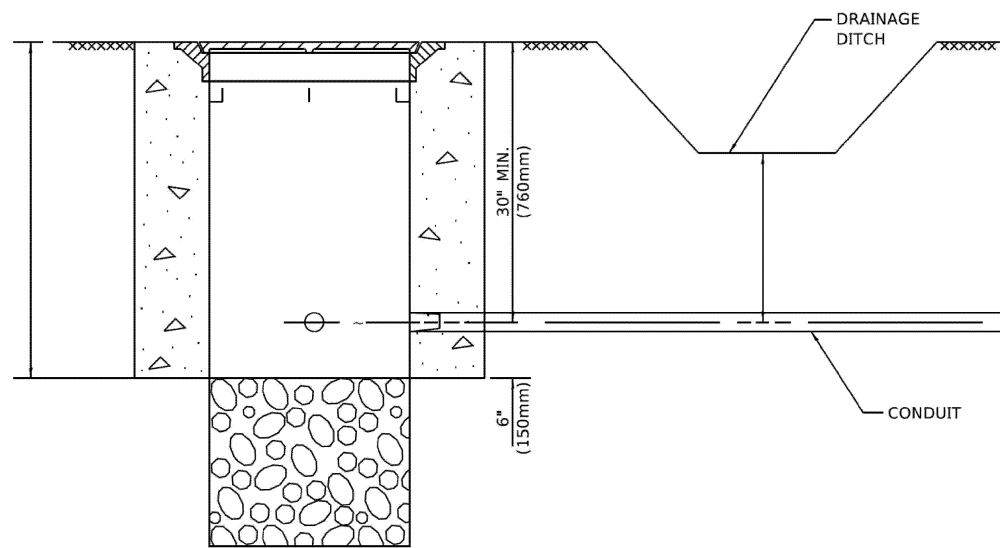
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PLOT DATE	= 6/11/2025	CHECKED	EEC	REVISED	-
		DATE	5/15/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 5 OF 8 SHEETS STA. TO STA.

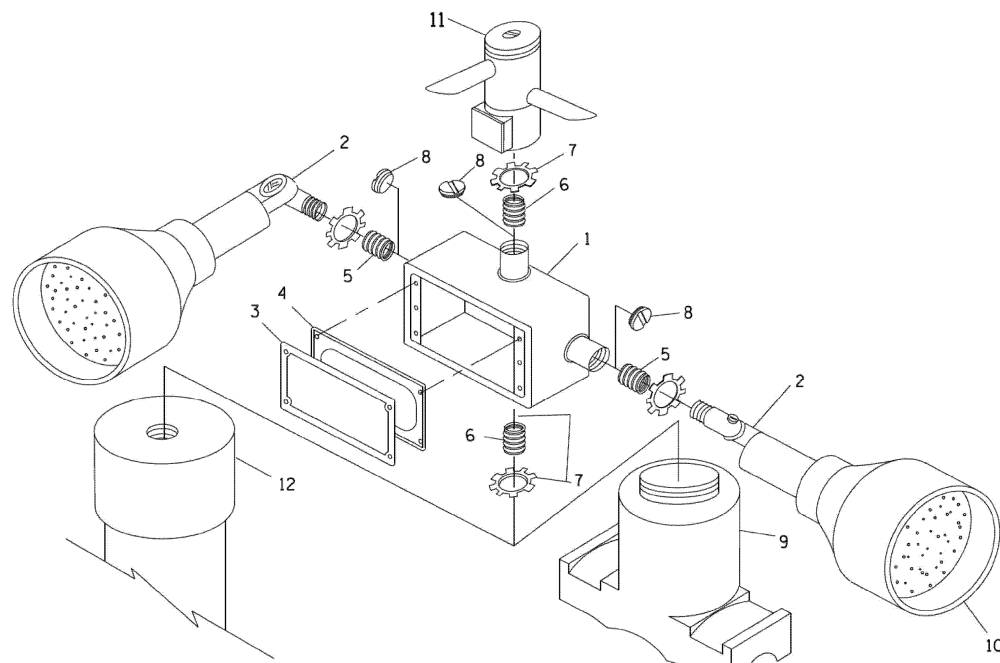
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	50
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)

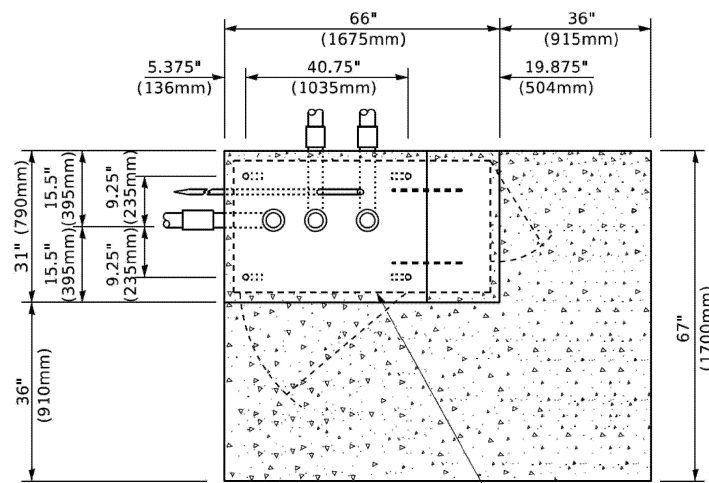


POST CAP MOUNT **MAST ARM MOUNT**
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

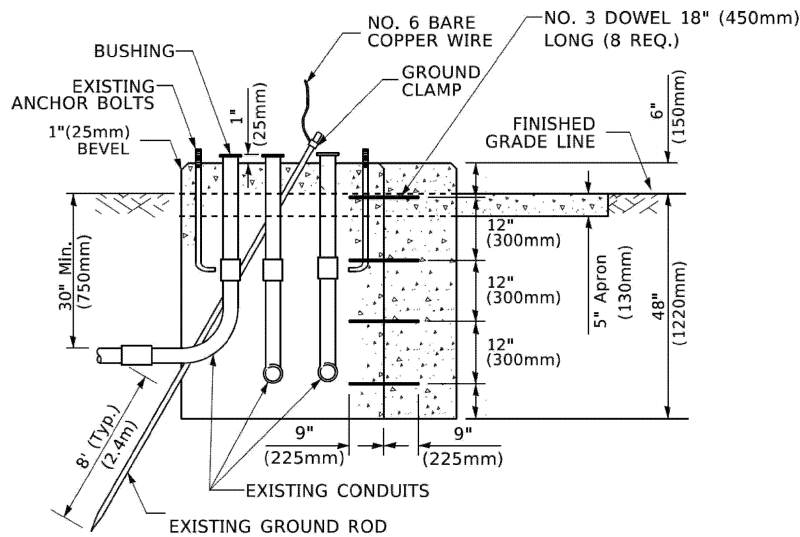
ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	3/4" (19 mm) CLOSE NIPPLE
7	3/4" (19 mm) LOCKNUT
8	3/4" (19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT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

NOTES:

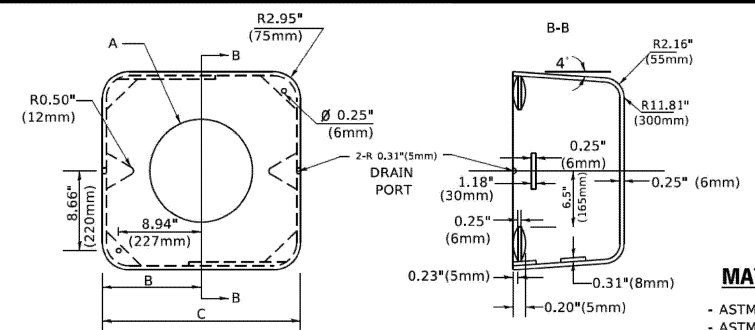
1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT
ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT
ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE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



TOP VIEW
(NOT TO SCALE)



MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)



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

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

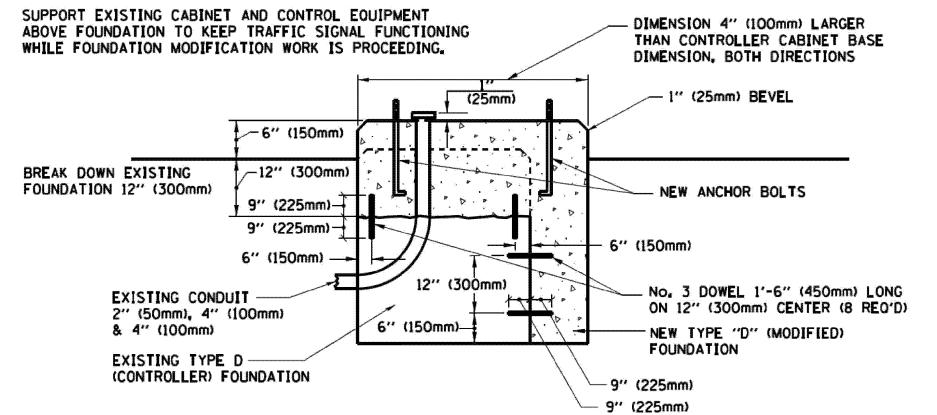
SHROUD

NOTES:

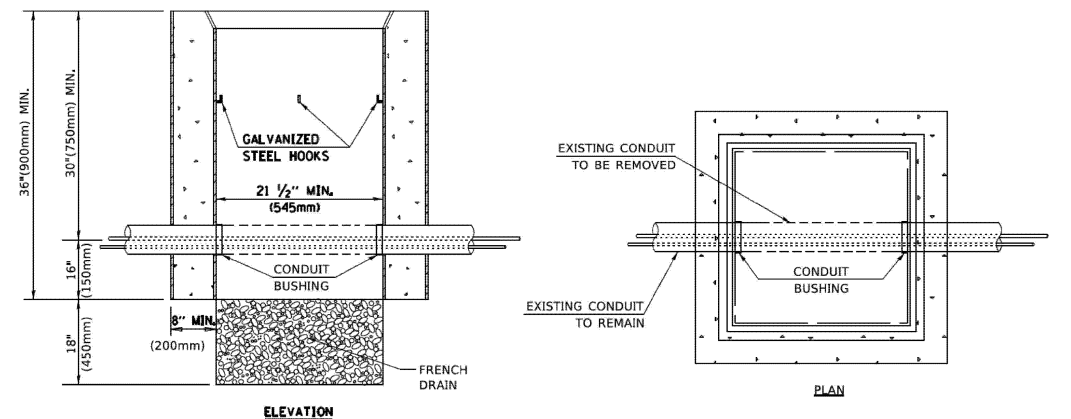
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

TS SHT NO. 6

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ATLAS
ATLAS TECHNICAL CONSULTANTS, LLC
100 S. WACKER DRIVE, SUITE 400
CHICAGO, IL 60606

USER NAME	DESIGNED	REVISIONS
nsalehian	NS	REVISED -
	JK	REVISED -
	EEC	REVISED -
		REVISED -

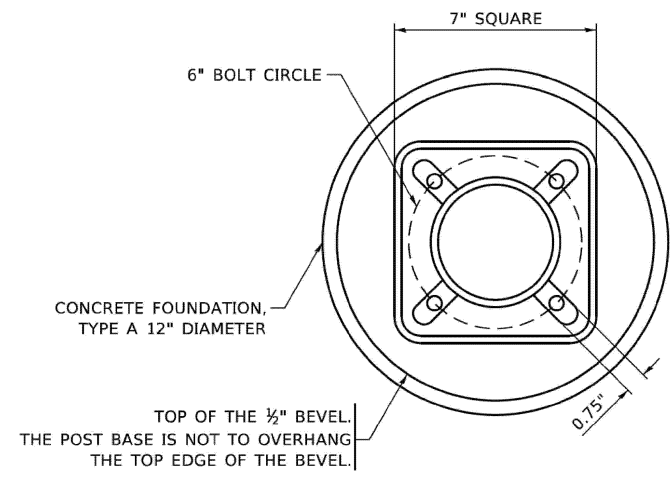
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 6 OF 8 SHEETS STA. TO STA.

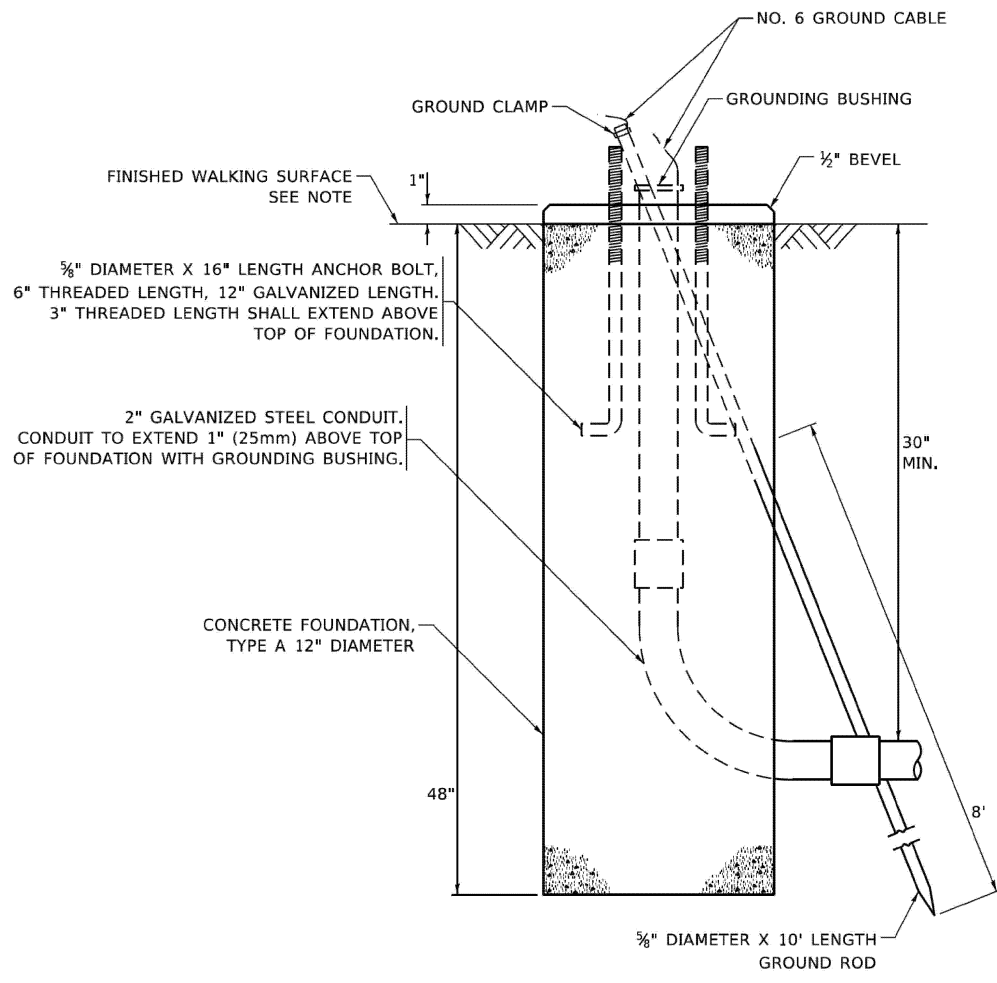
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	51

CONTRACT NO. 62X88
ILLINOIS FED. AID PROJECT

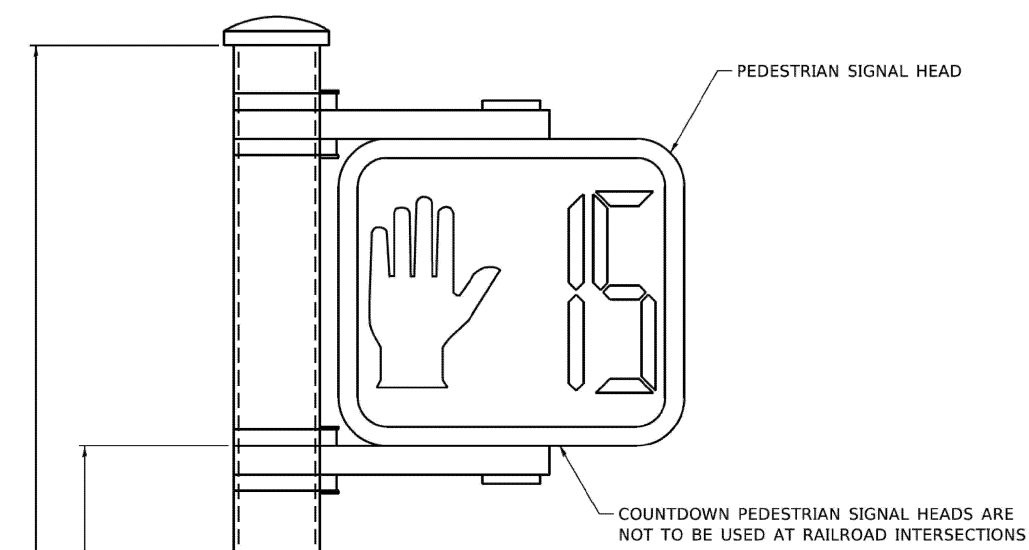


BOLT PATTERN

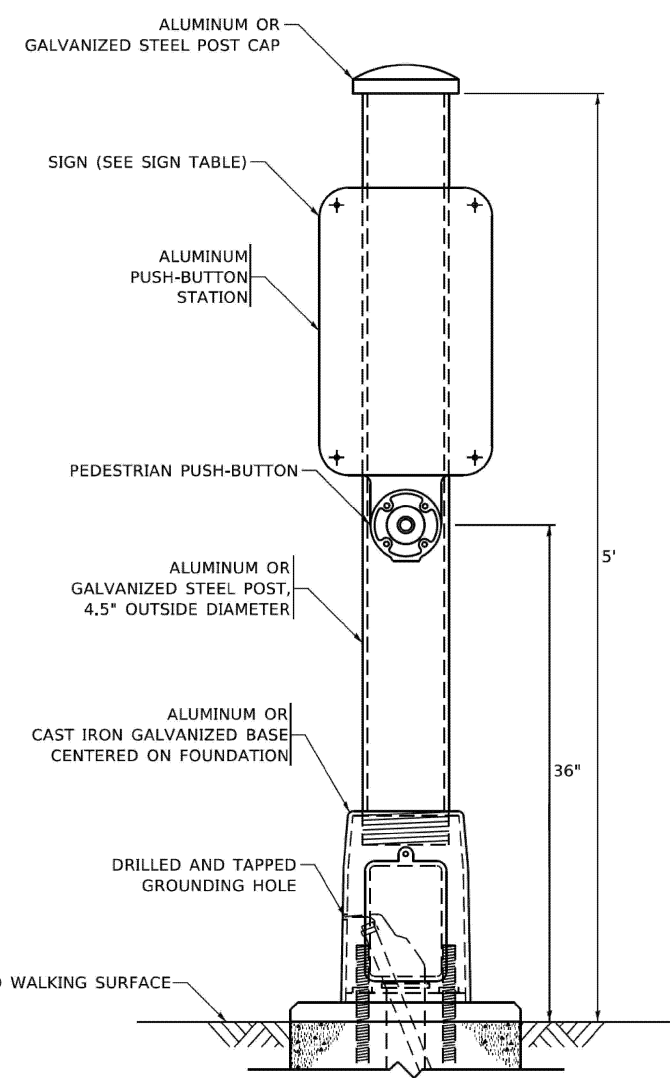
NOTE:
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



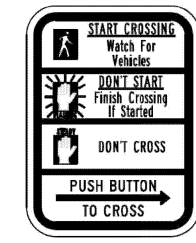
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER



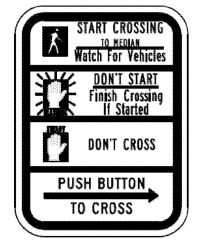
PEDESTRIAN SIGNAL POST, 10 FT.



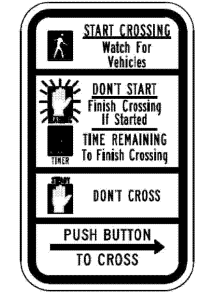
PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b



R10-3d



R10-3e

SIGN TABLE

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

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

TS SHT NO. 7

MODEL: TS-26 (Sheet)
FILE NAME: c:\p\work\wisc\paran\mca\1039263\107925-sht-TS.dgn

ATLAS
ATLAS TECHNICAL CONSULTANTS, LLC
100 S. WACKER DRIVE, SUITE 400
CHICAGO, IL 60606

USER NAME	nsalehian	DESIGNED	NS	REVISED	-
DRAWN	JK	REVISIONS		REVISED	-
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PLOT DATE	= 6/11/2025	DATE	5/15/2025	REVISED	-

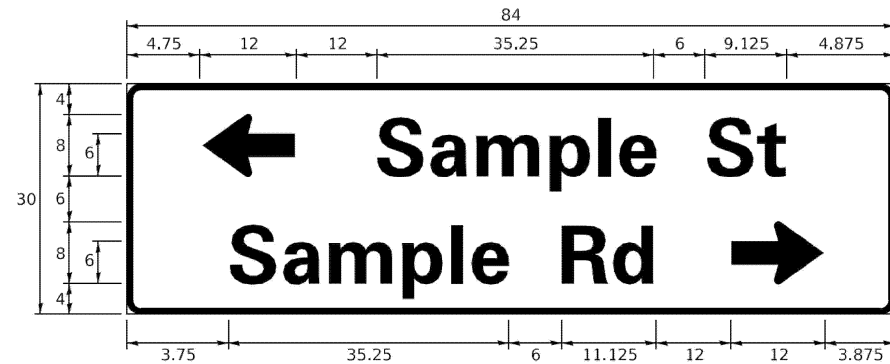
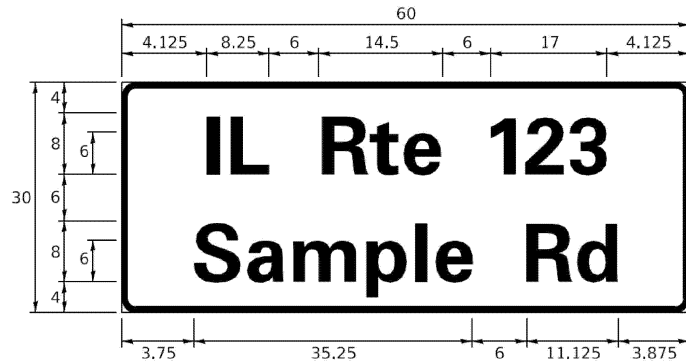
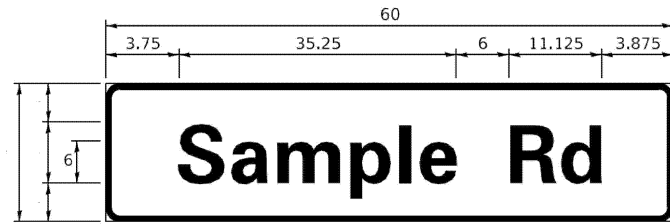
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NONE SHEET 7 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	52
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				

SIGN PANEL – TYPE 1 OR TYPE 2



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

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

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

LOCAL SUPPLIERS:

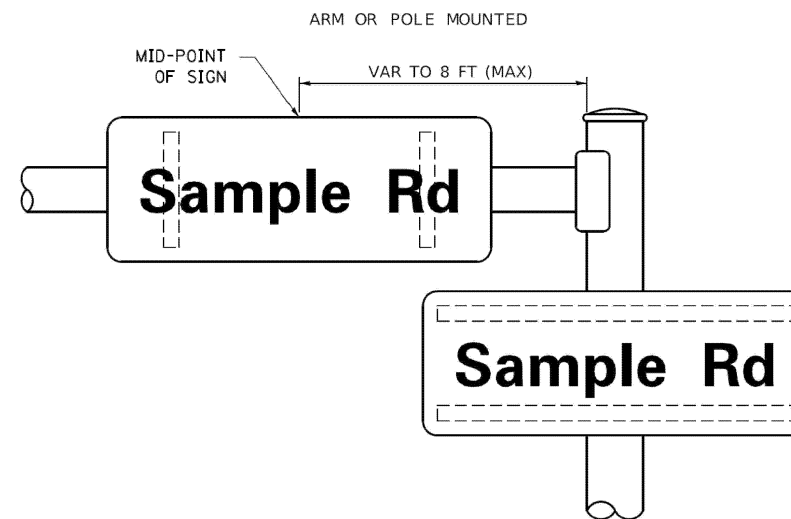
- J.O. HERBERT COMPANY, INC
MIDLOTHIAN, VA
- WESTERN REMAC, INC.
WOODRIDGE, IL

PARTS LISTING:

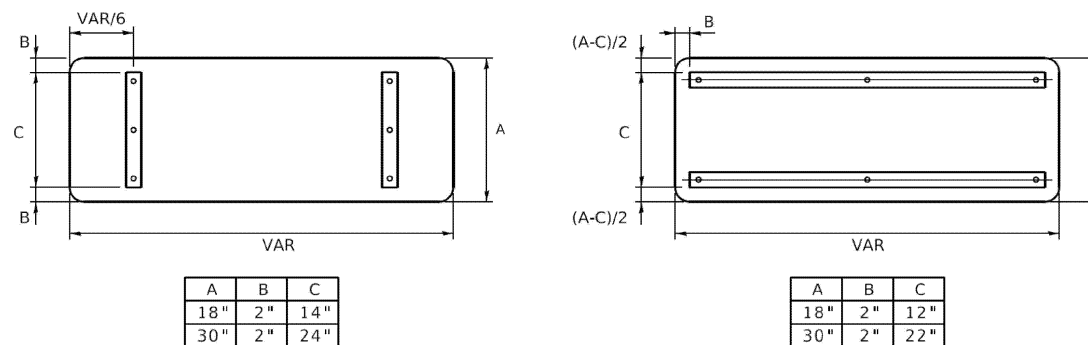
- SIGN CHANNEL PART #HPN053 (MED. CHANNEL)
- SIGN SCREWS 1/4" x 14 x 1" H.W.H. #3
- BRACKETS PART #HPN034 (UNIVERSAL)
- CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING SELF TAPPING WITH NEOPRENE WASHER

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

MOUNTING LOCATION



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

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

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

TS SHT NO. 8

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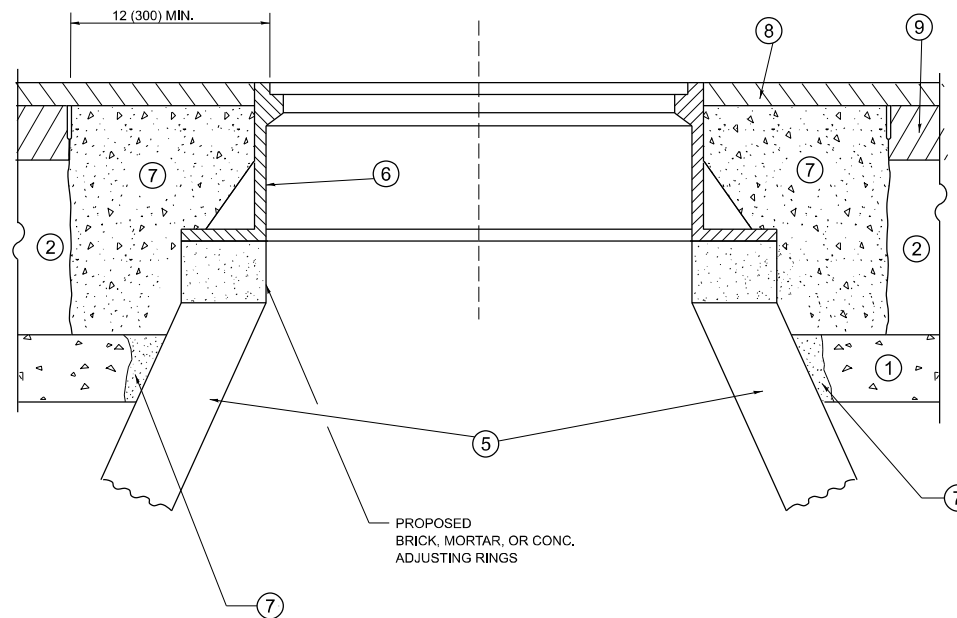
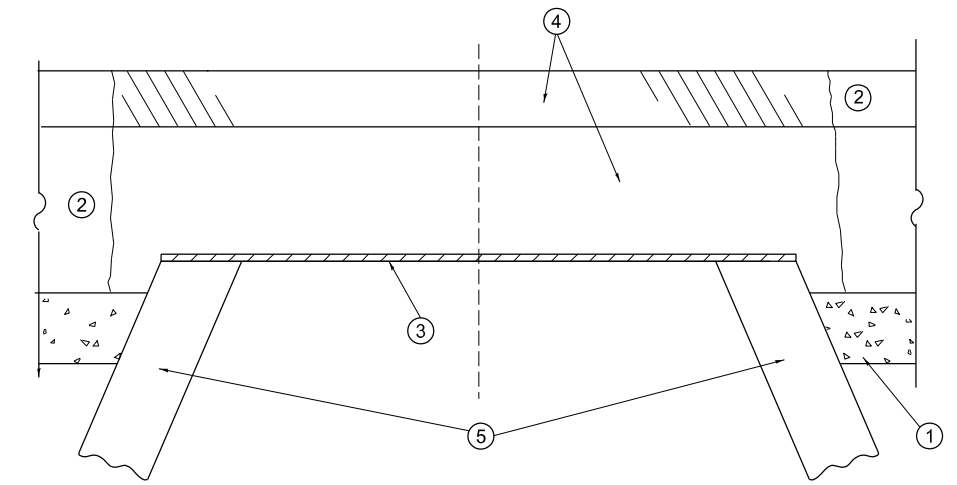
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PLOT SCALE = 40.0000' / in.	DRAWN - JK	REVISED -
PLOT DATE = 6/11/2025	CHECKED - EEC	REVISED -
	DATE - 5/15/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 8 OF 8 SHEETS STA. TO STA.

F.A.P. RTE. 348	SECTION 2024-1049-RS	COUNTY COOK	TOTAL SHEETS 78	SHEET NO. 53
CONTRACT NO. 62X88				
ILLINOIS FED. AID PROJECT				



**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

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	DRAWN -	REVISED - R. BORO 12-06-11
	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 12/5/2025	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

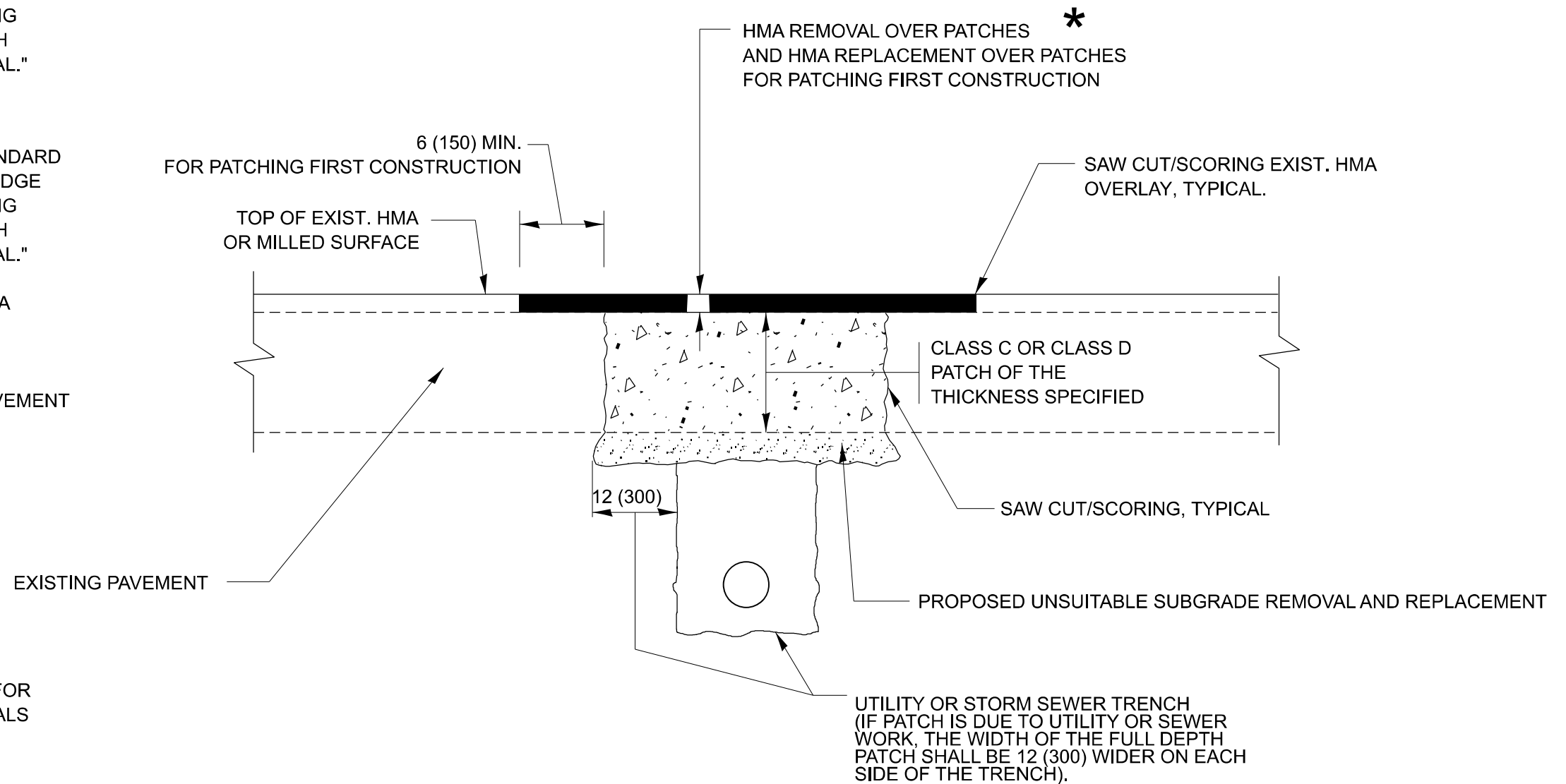
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	54
BD600-03 (BD-08)			CONTRACT NO. 62X88	
ILLINOIS FED. AID PROJECT				

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

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

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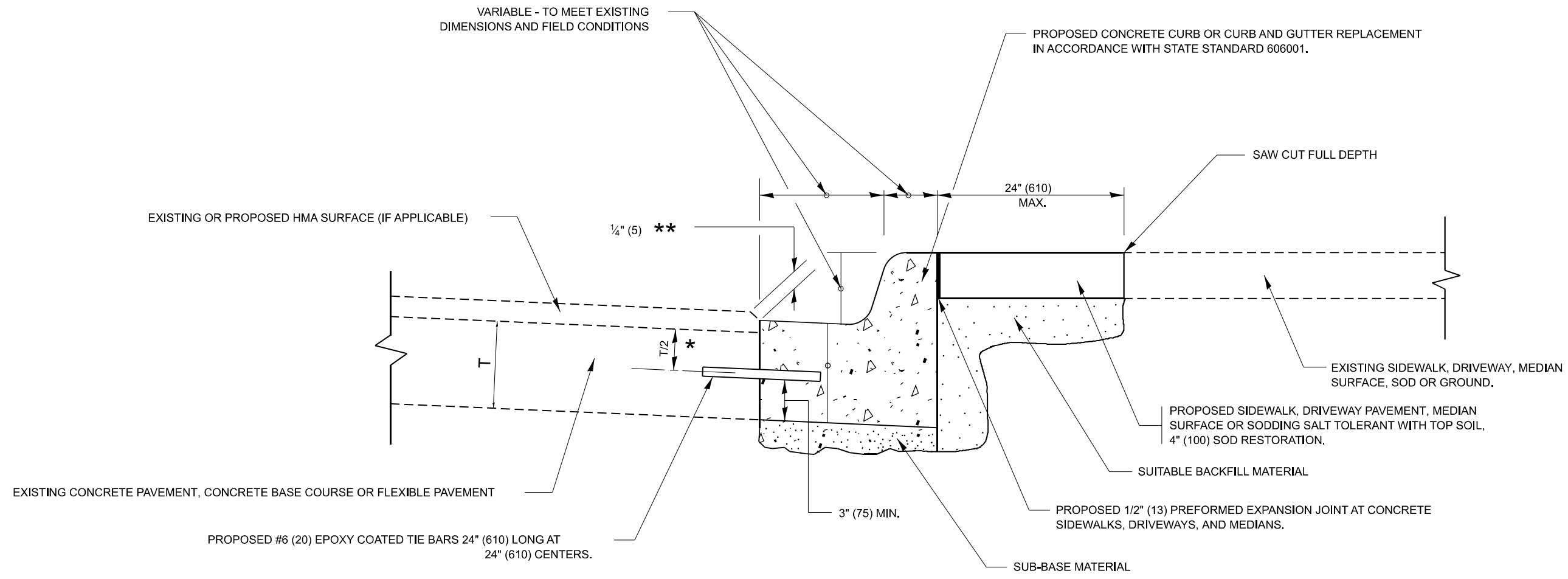
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	DRAWN -	REVISED - R. BORO 09-04-07
	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 12/5/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	55
BD400-04 (BD-22)			CONTRACT NO. 62X88	
ILLINOIS FED. AID PROJECT				



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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

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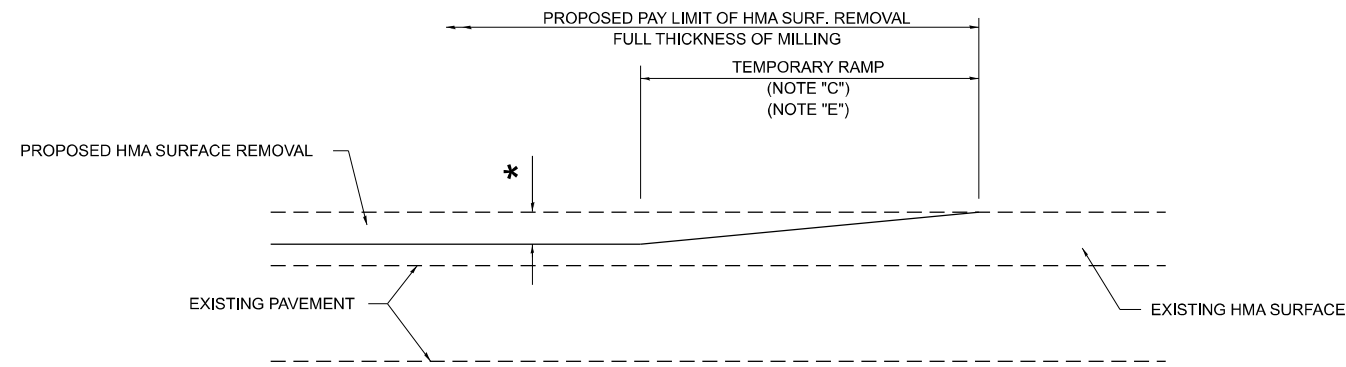
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	DRAWN -	REVISED - M. GOMEZ 01-22-01
	CHECKED -	REVISED - R. BORO 12-15-09
PLOT DATE = 12/5/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

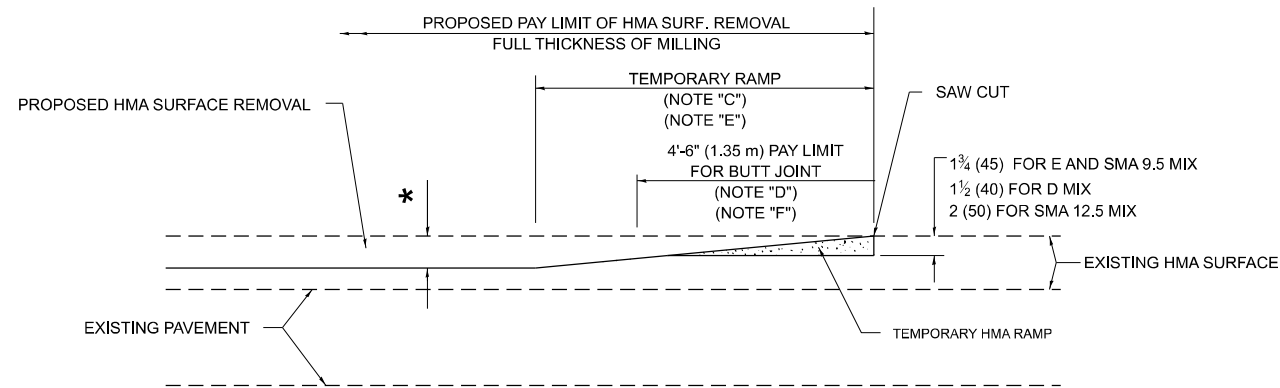
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348	2024-1049-RS	COOK	78	56
BD600-06 (BD-24)			CONTRACT NO. 62X88	
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

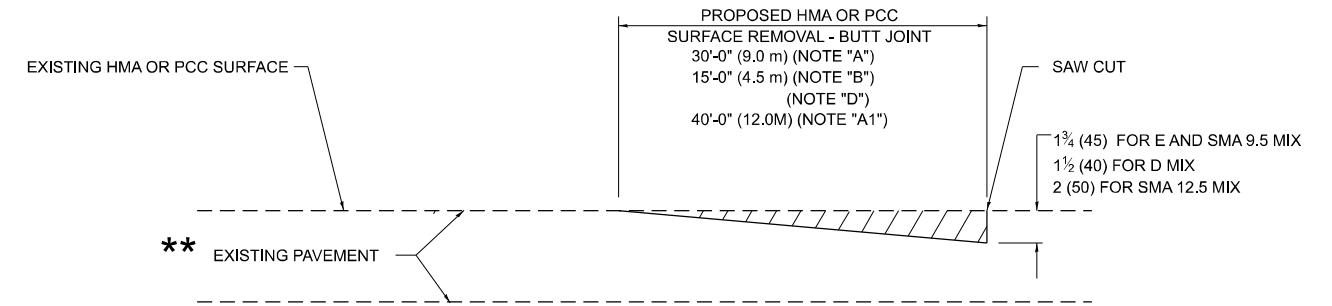


HMA CONSTRUCTED TEMPORARY RAMP

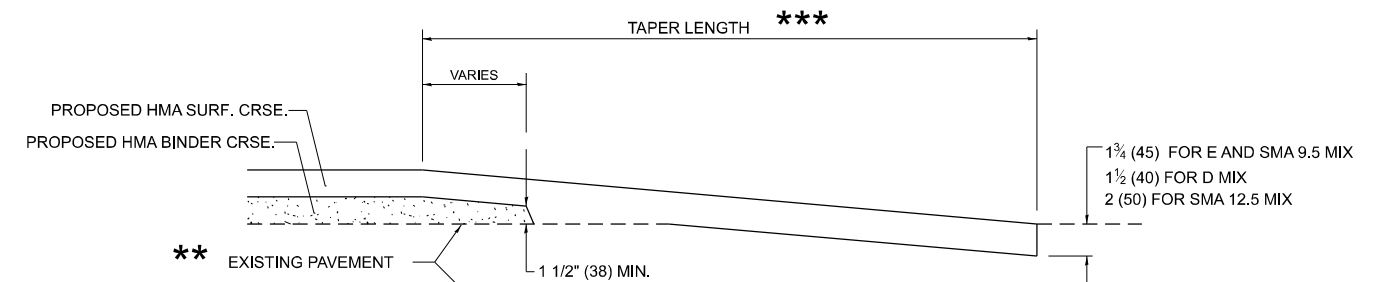
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

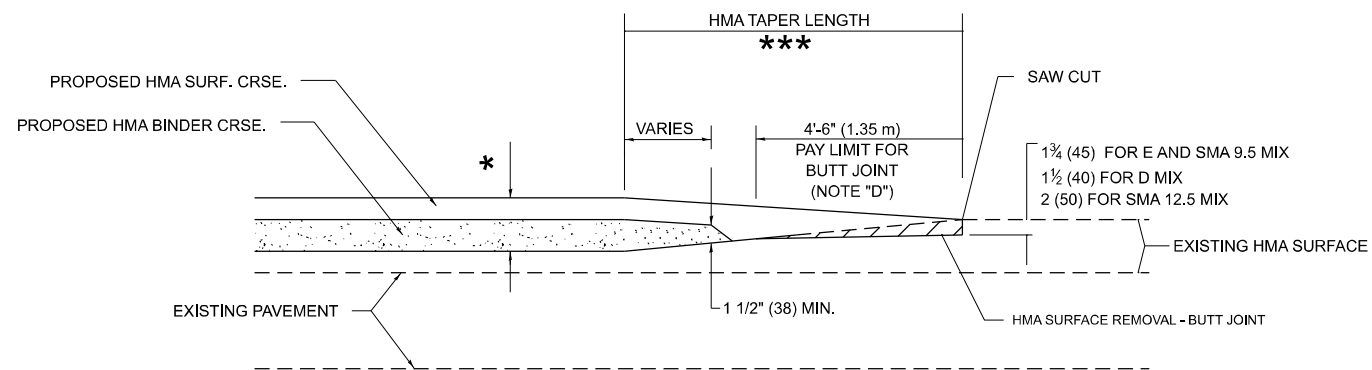
- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE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

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

BASIS OF PAYMENT

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

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



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

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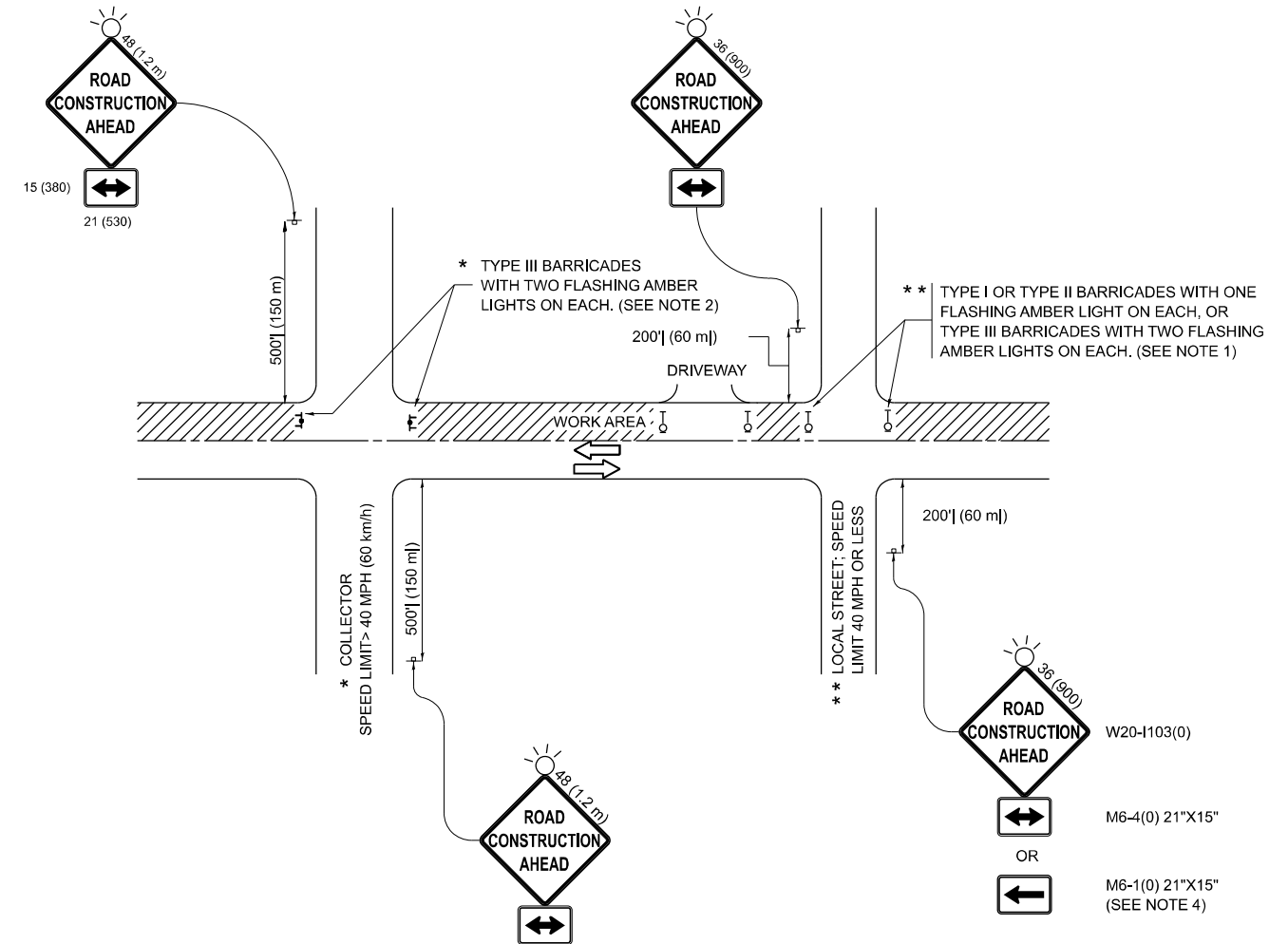
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	DRAWN -	REVISED - M. GOMEZ 04-06-01
	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 12/5/2025	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	57
BD400-05 BD-32		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

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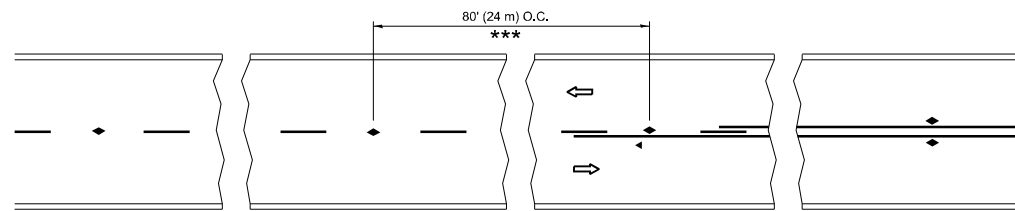
USER NAME = Alan.Parayno	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
	CHECKED -	REVISED - A. SCHUETZE 09-15-06
PLOT DATE = 12/5/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-25

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

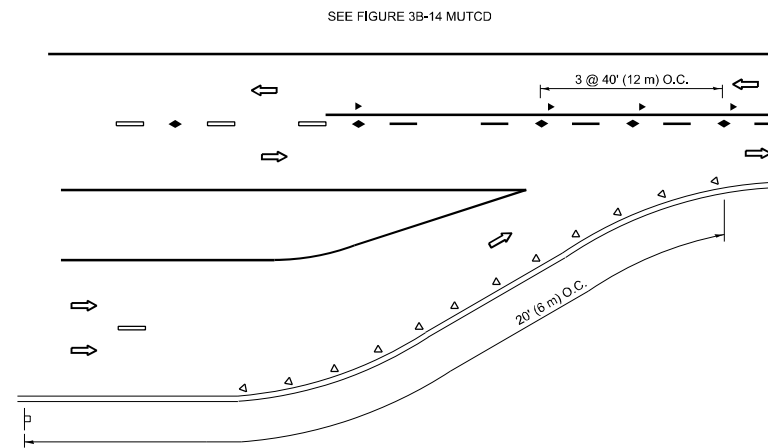
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	58
TC-10			CONTRACT NO. 62X88	
ILLINOIS FED. AID PROJECT				

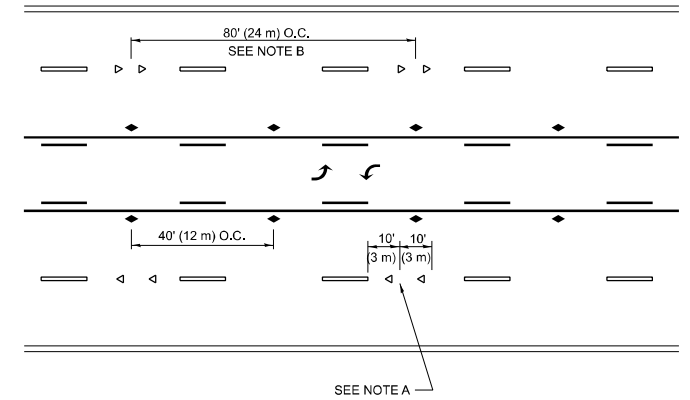


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

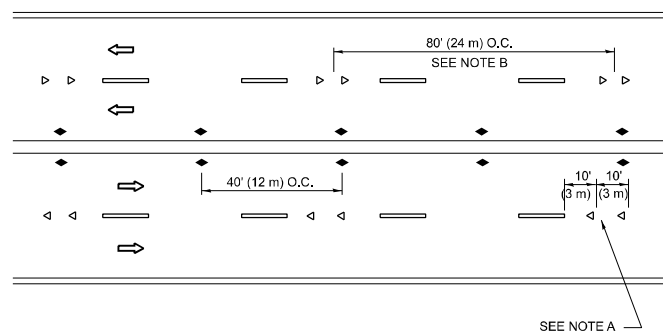
TWO-LANE/TWO-WAY



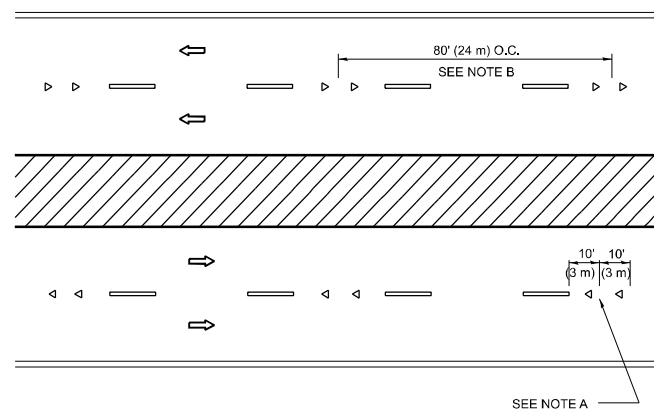
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

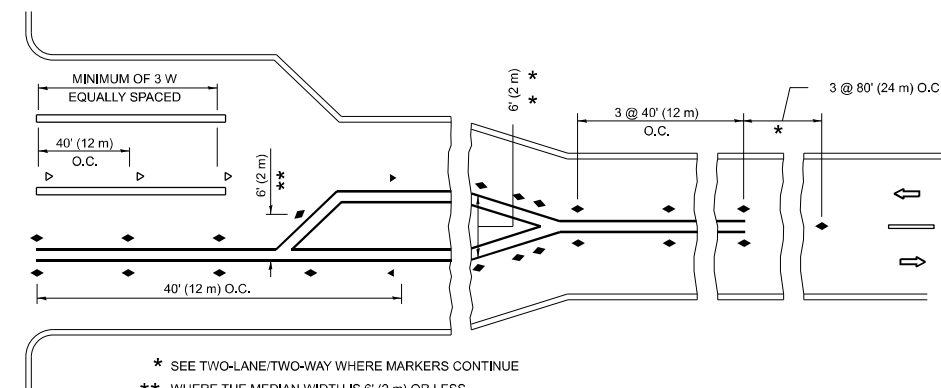
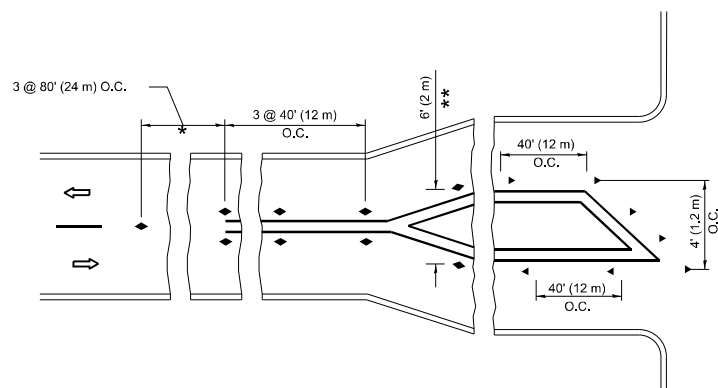
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



* 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.

MODEL: TC-11 (Sheet)
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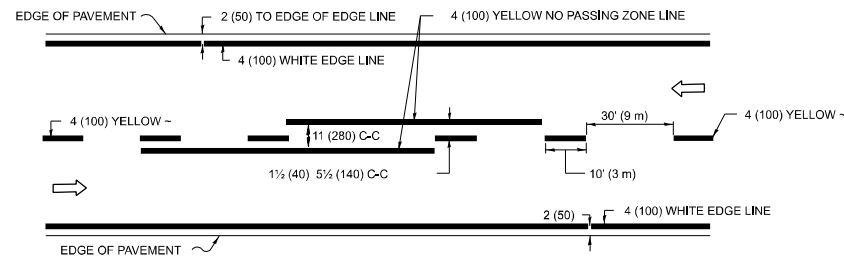
USER NAME = Alan.Parayno	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 12/5/2025	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

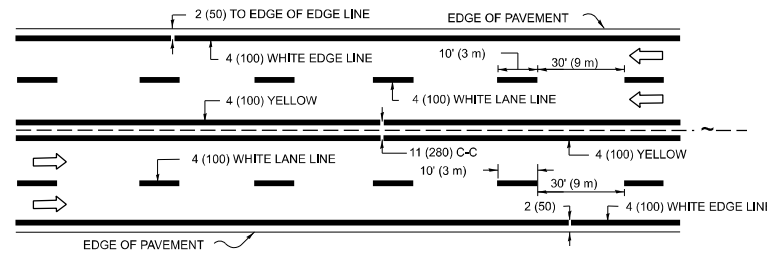
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

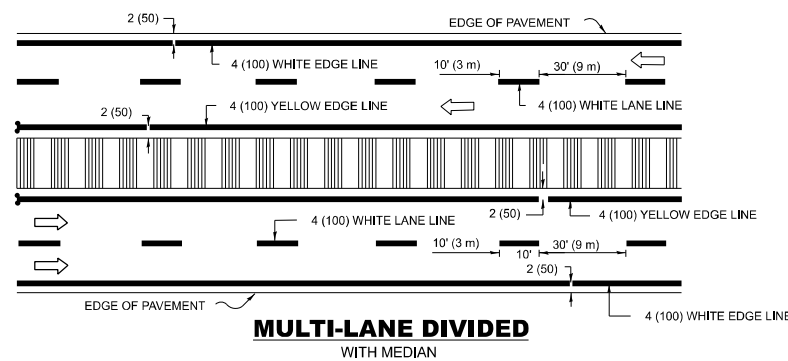
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	59
TC-11			CONTRACT NO. 62X88	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

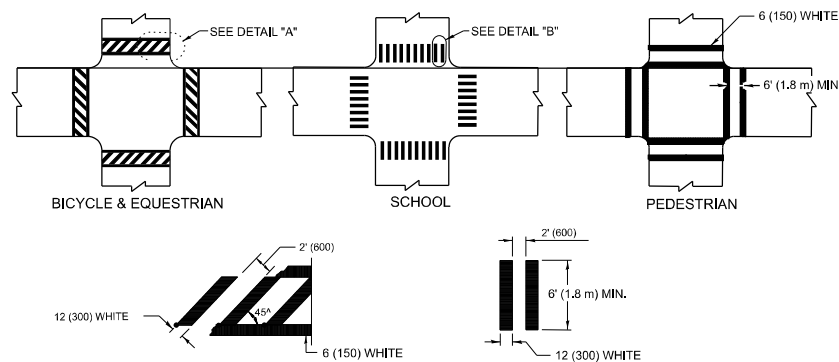


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

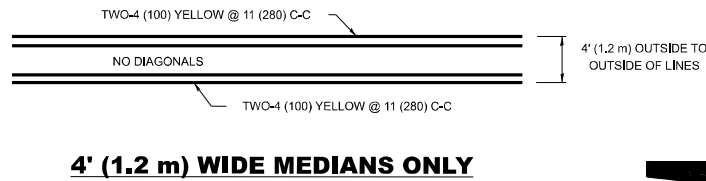


DETAIL "A"

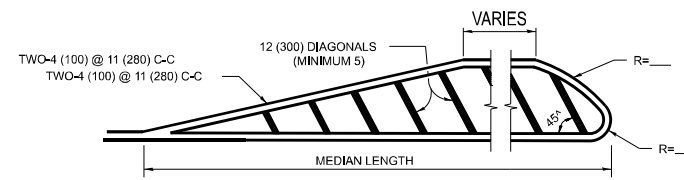
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

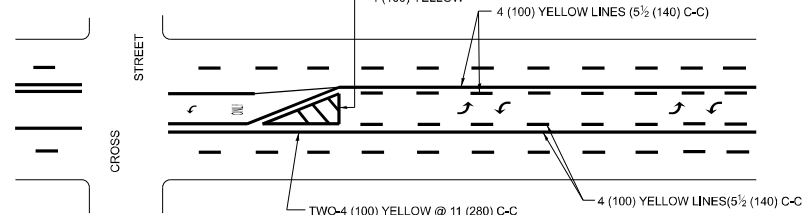


4' (1.2 m) WIDE MEDIANS ONLY



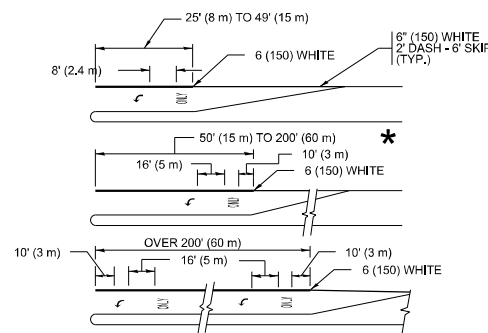
MEDIANS OVER 4' (1.2 m) WIDE

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



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

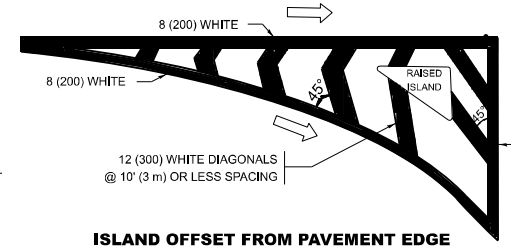
A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



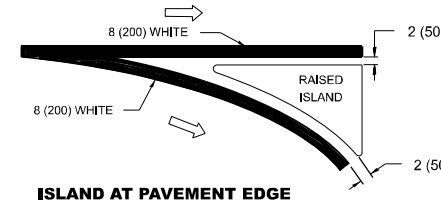
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE 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".



ISLAND OFFSET FROM PAVEMENT EDGE

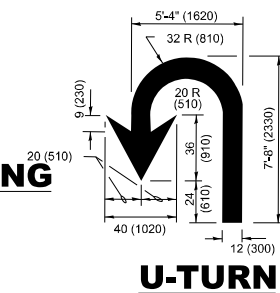


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

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

COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE-FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL.
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE.
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1.8 m) LETTERS: 15 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m 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 780001.

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

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USER NAME = Alan.Parayno	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN - C. JUCIUS 07-01-13	REVISED - C. JUCIUS 07-01-13
	CHECKED - C. JUCIUS 12-21-15	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 12/5/2025	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	60
TC-13		CONTRACT NO. 62X88		
		ILLINOIS FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

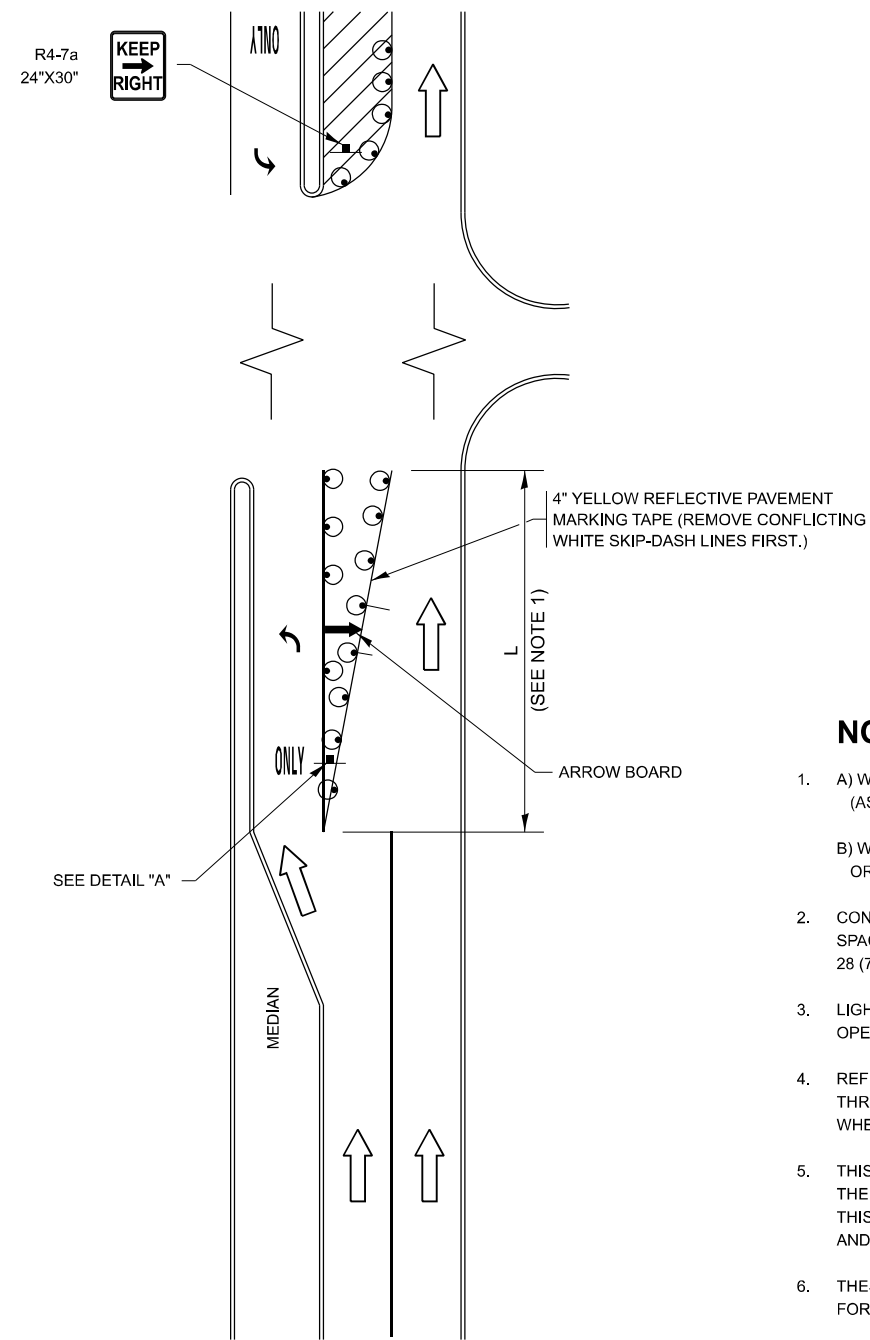


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

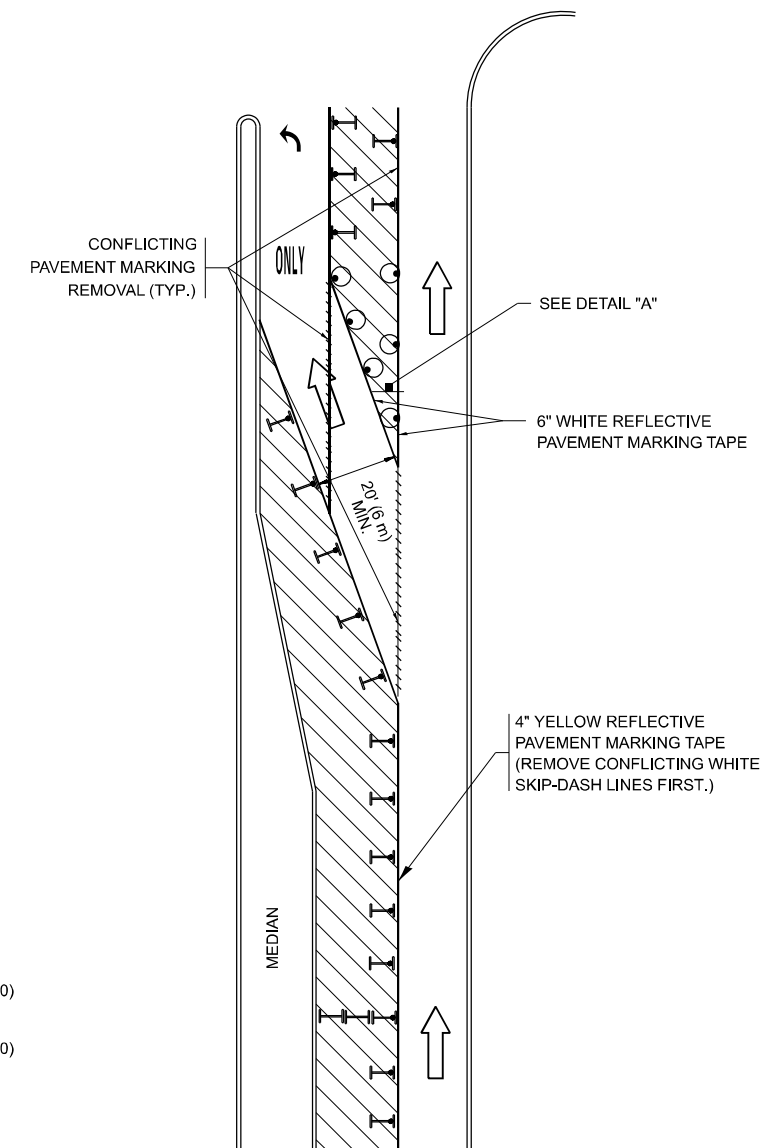


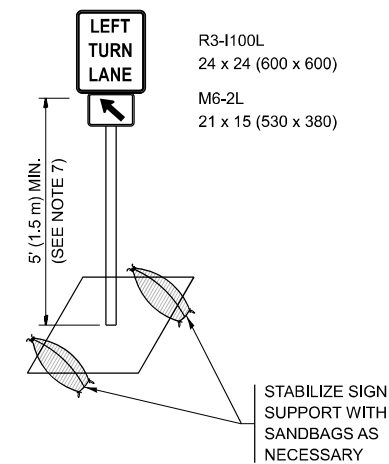
FIGURE 2

LEGEND

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

NOTES:

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



DETAIL A

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

MODEL: TC-14 (Sheet)
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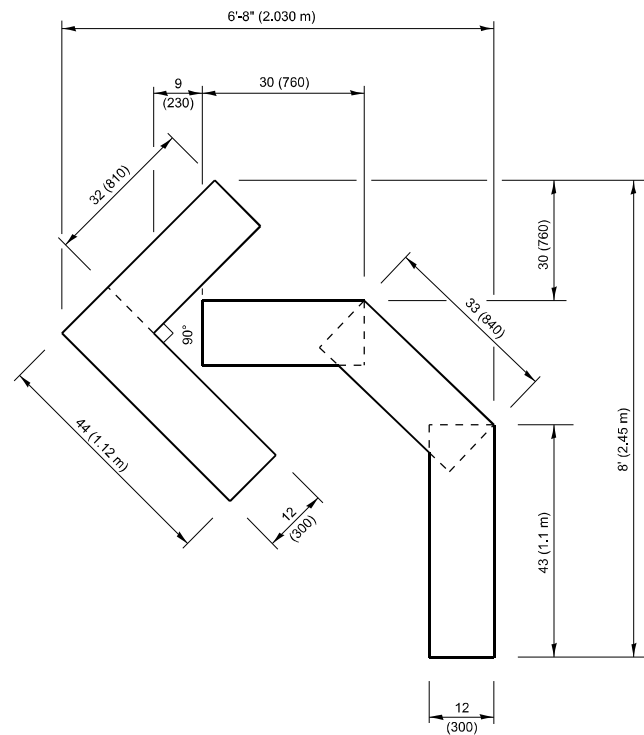
USER NAME = Alan.Parayno	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 12/5/2025	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

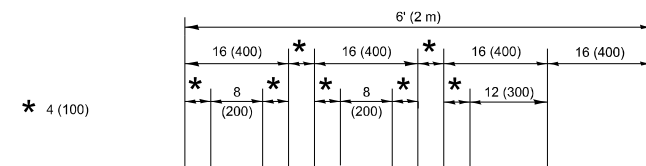
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	61
TC-14		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				



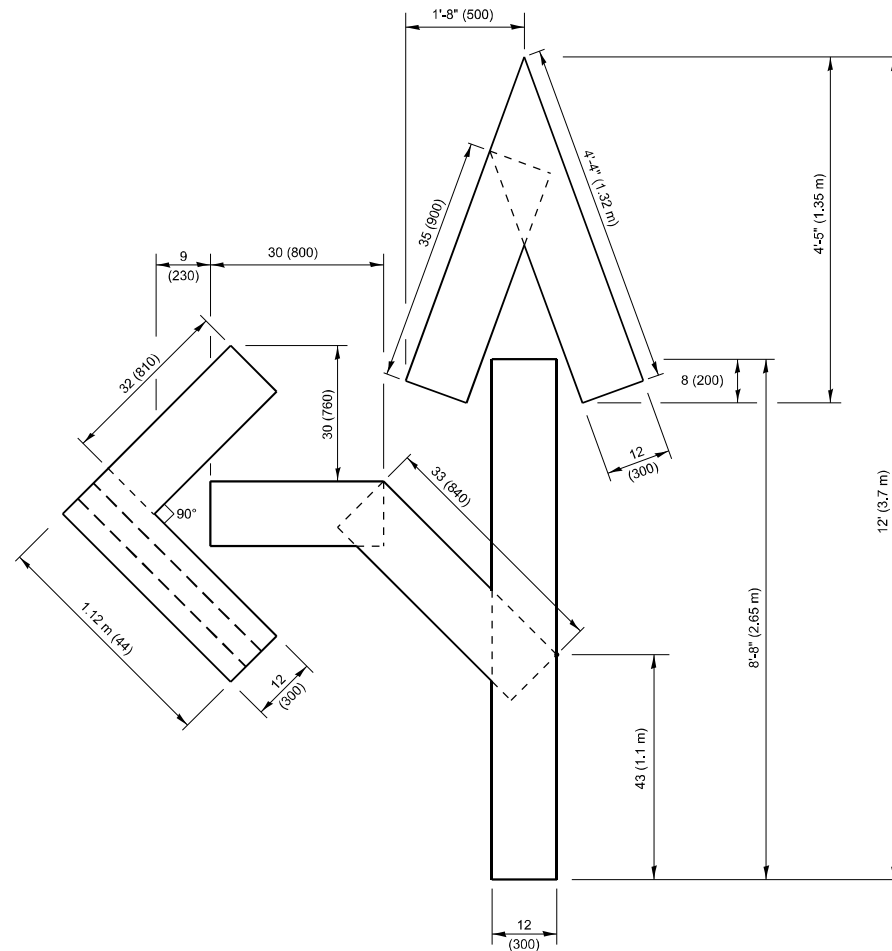
QUANTITY

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)

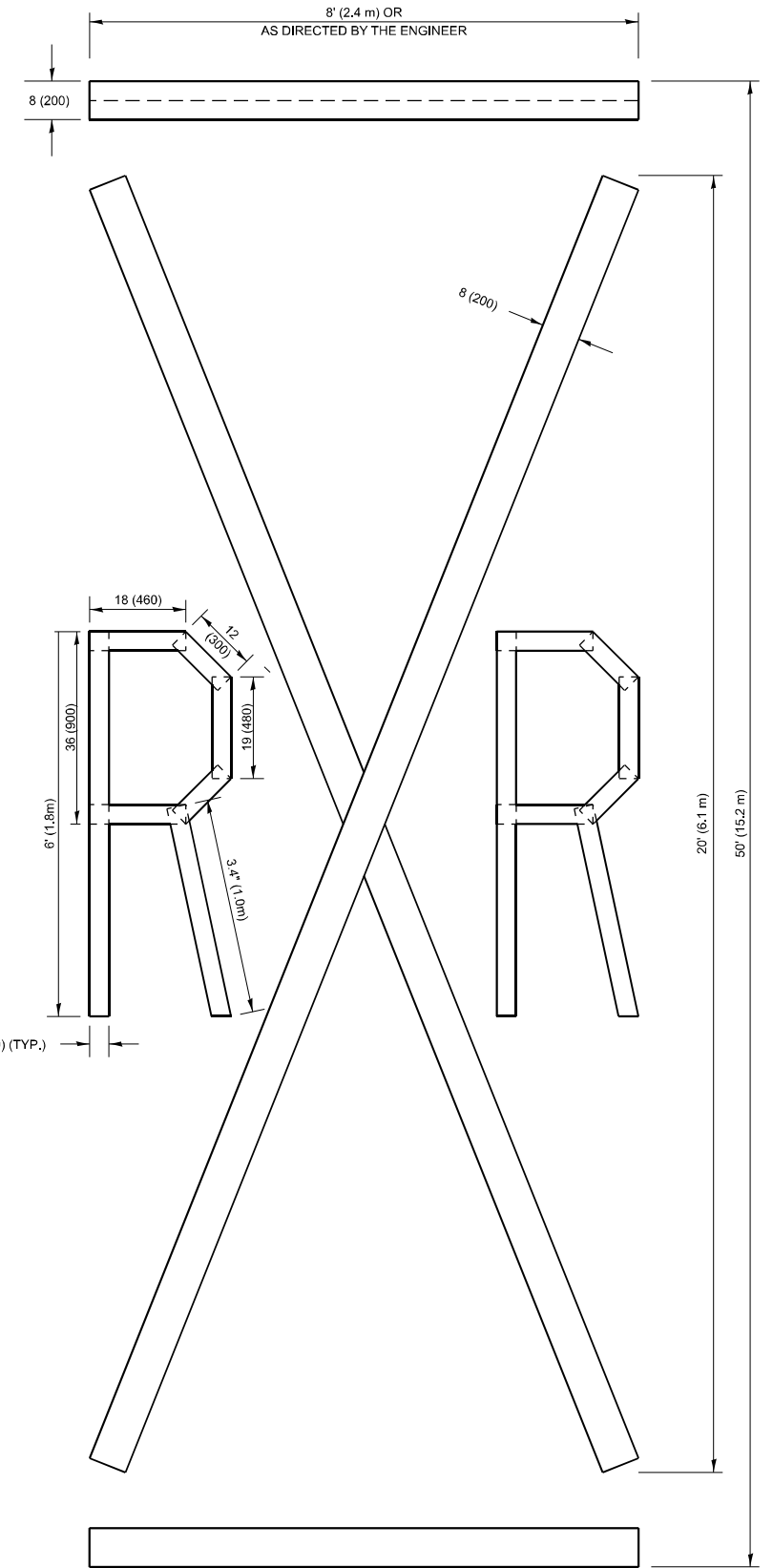


QUANTITY

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 (Sheet)
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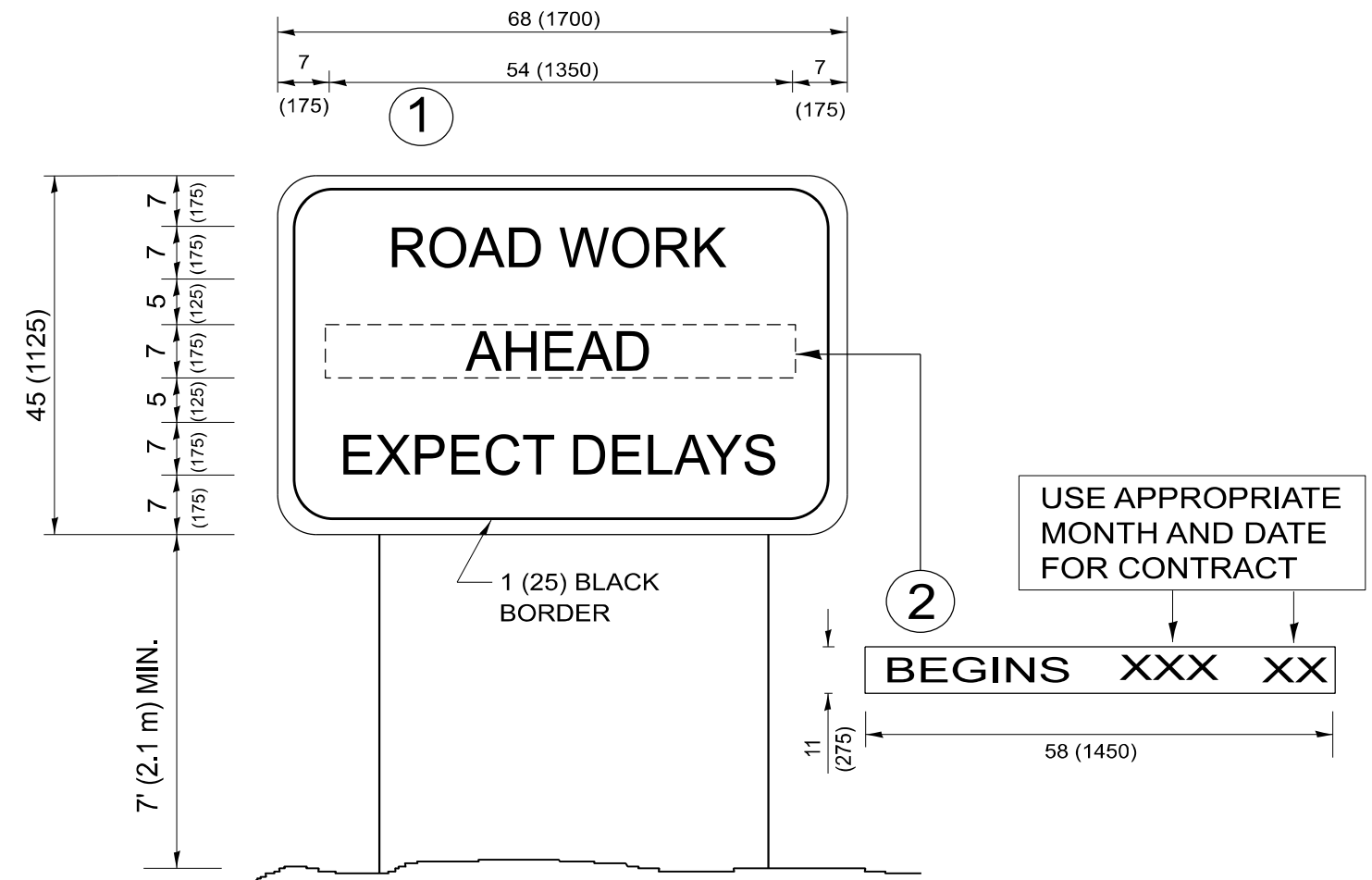
USER NAME = Alan.Parayno	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 12/5/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	62
TC-16		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

MODEL: TC-22 (Sheet)
FILE NAME: c:\p\work\work\parayno\1039263\107925-sh-Dis\Dis.dgn

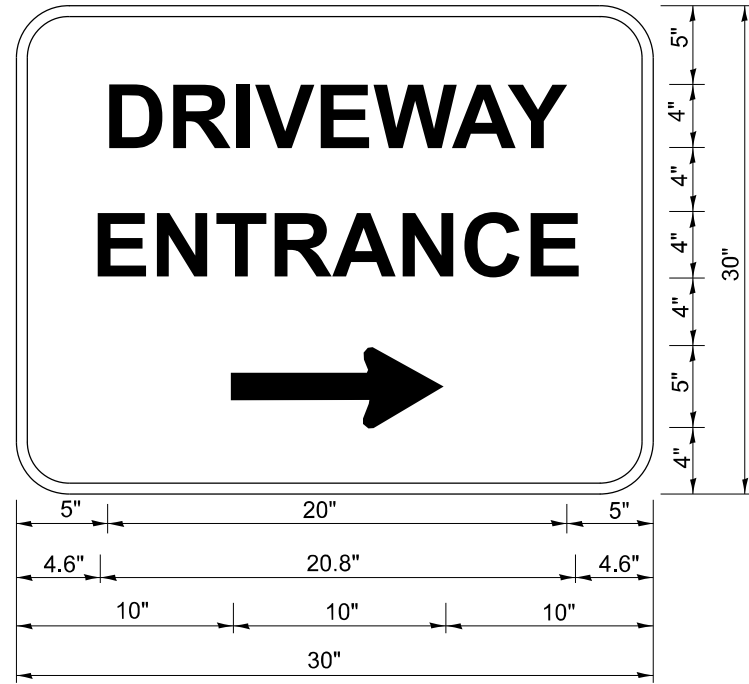
USER NAME = Alan.Parayno	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 12/5/2025	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	63
TC-22			CONTRACT NO. 62X88	
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

MODEL: TC-26 (Sheet)
 FILE NAME: c:\p\work\pwork\parayno\1039263\107925-sh-Dis\Dis.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	64
TC-26			CONTRACT NO. 62X88	
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					
CONFIRMATION BEACON			WIRELESS ACCESS POINT					
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

MODEL: TS-05A (Sheet)
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USER NAME = Alan.Parayno	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - LP	REVISED -
PLOT DATE = 12/5/2025	DATE - 9/29/2016	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

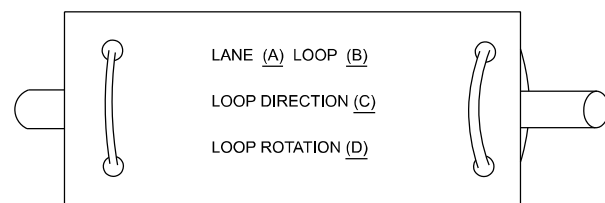
SCALE: NONE SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	65
TS-05		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

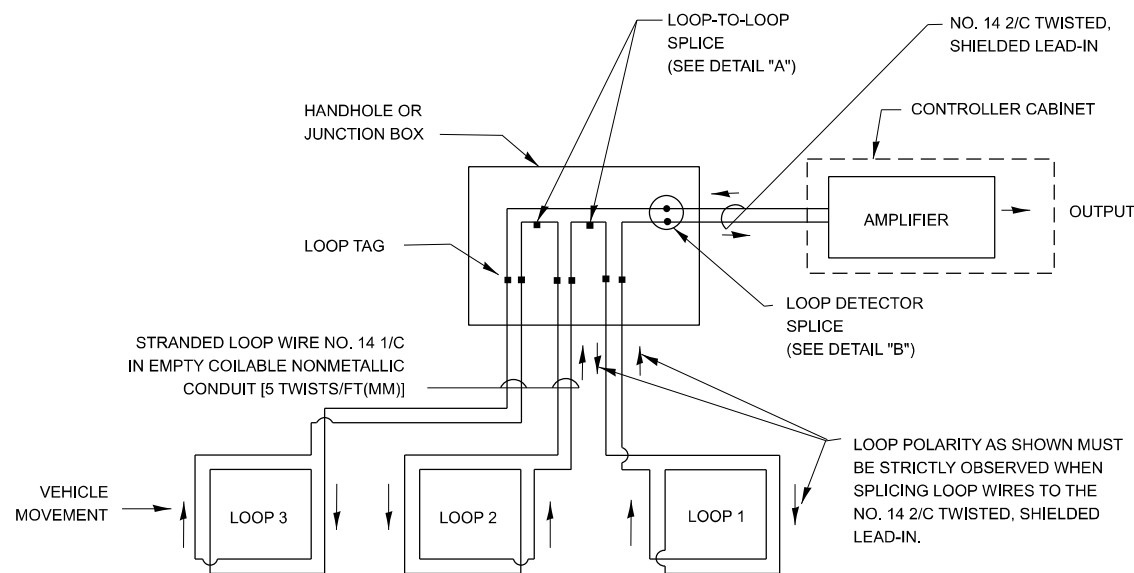
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

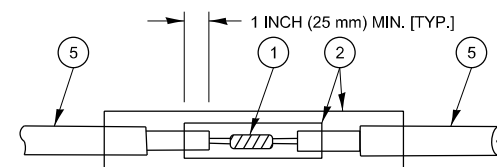


- LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

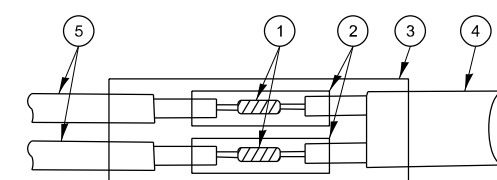


DETECTOR LOOP WIRING SCHEMATIC

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

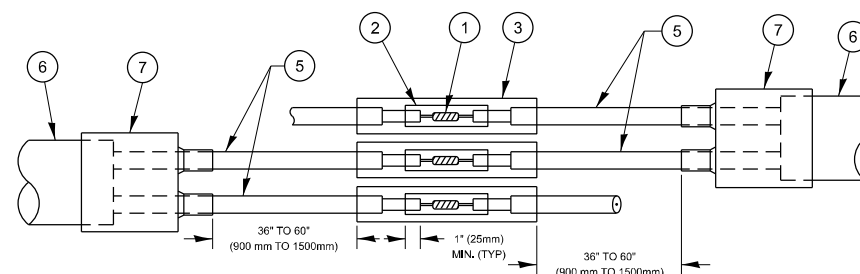


DETAIL "A"
LOOP-TO-LOOP SPLICE

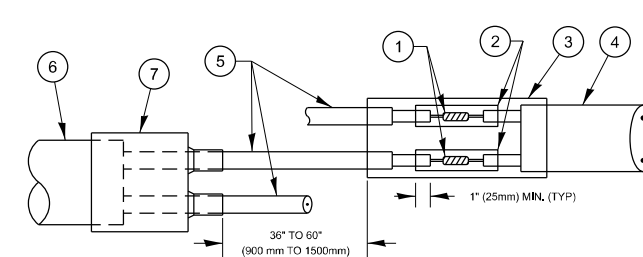


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

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

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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
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PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

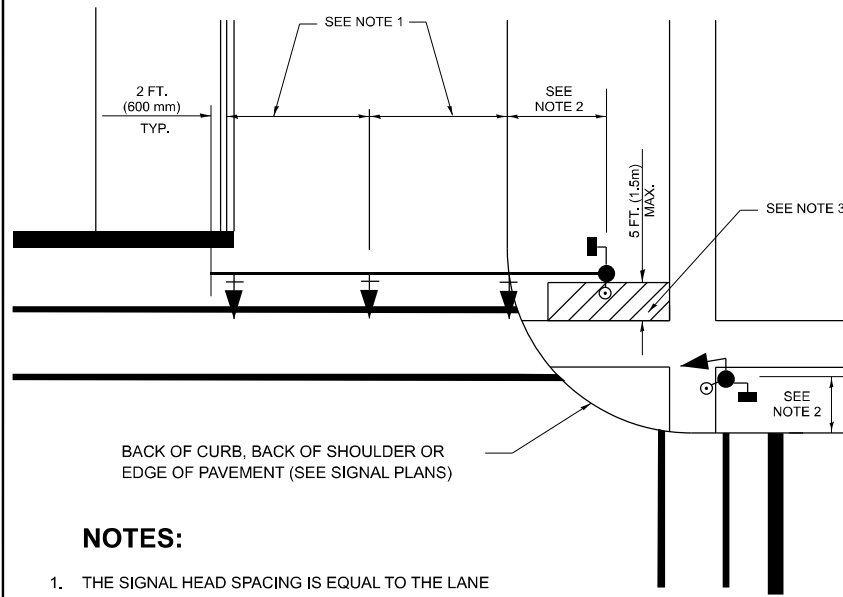
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	66
TS-05			CONTRACT NO. 62X88	
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

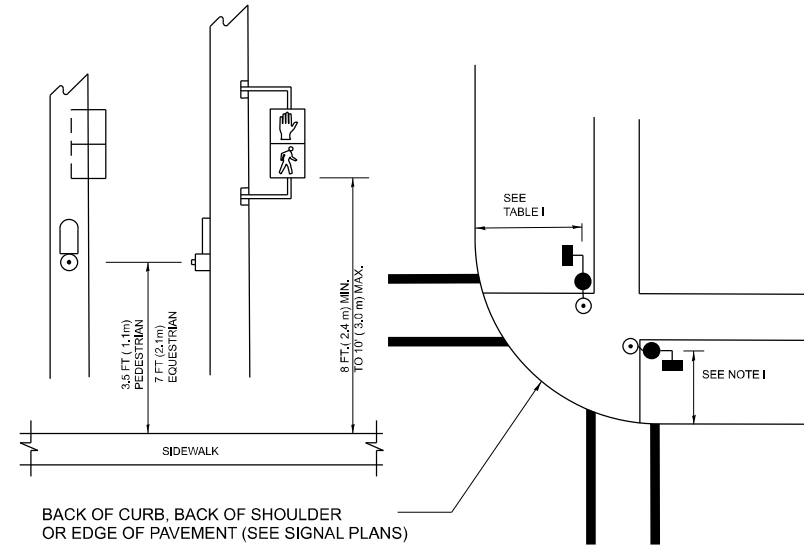
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



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."

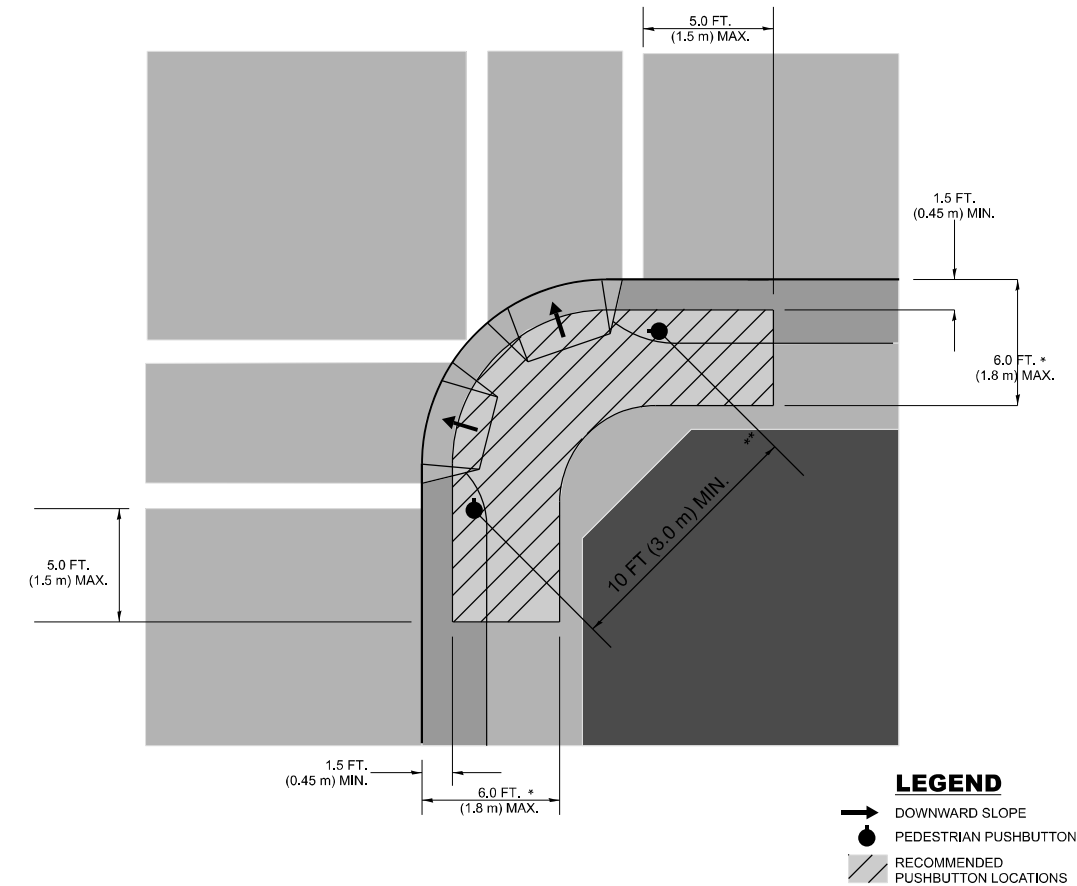
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



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



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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

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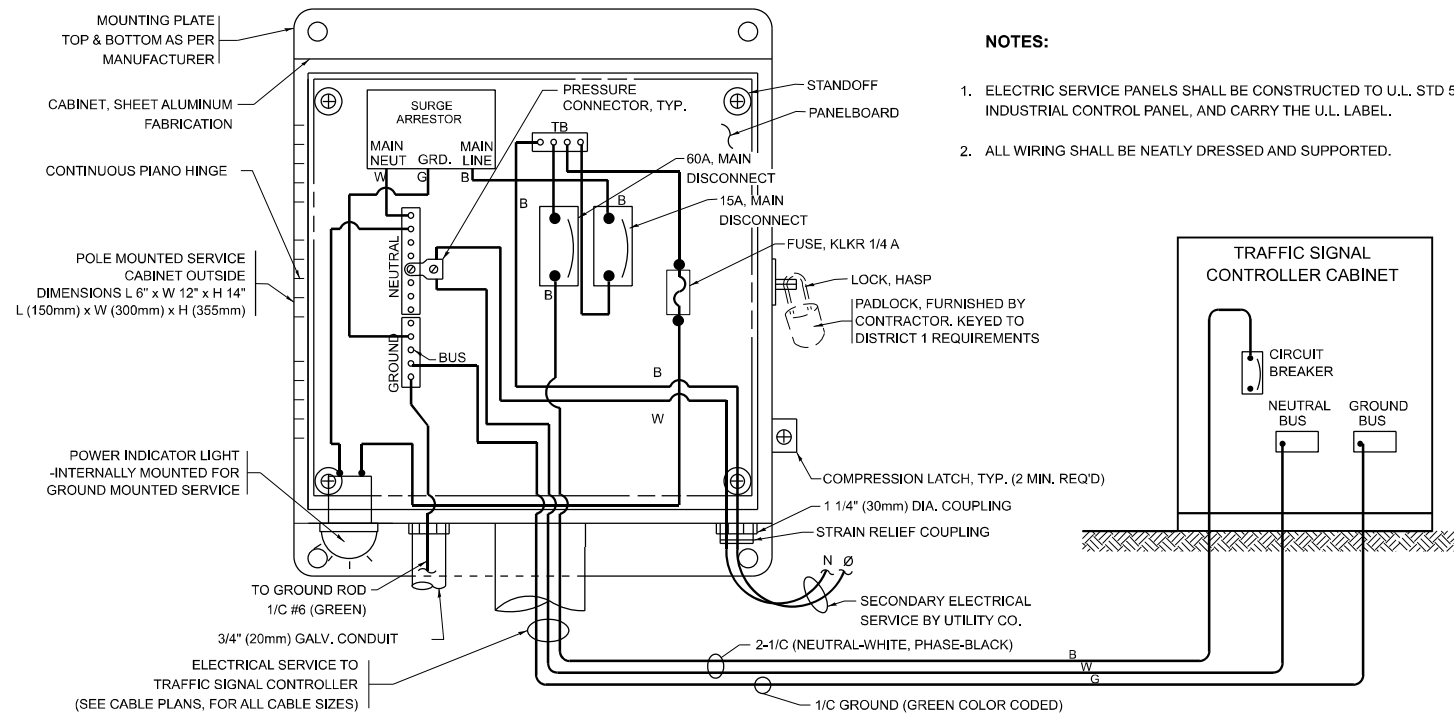
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

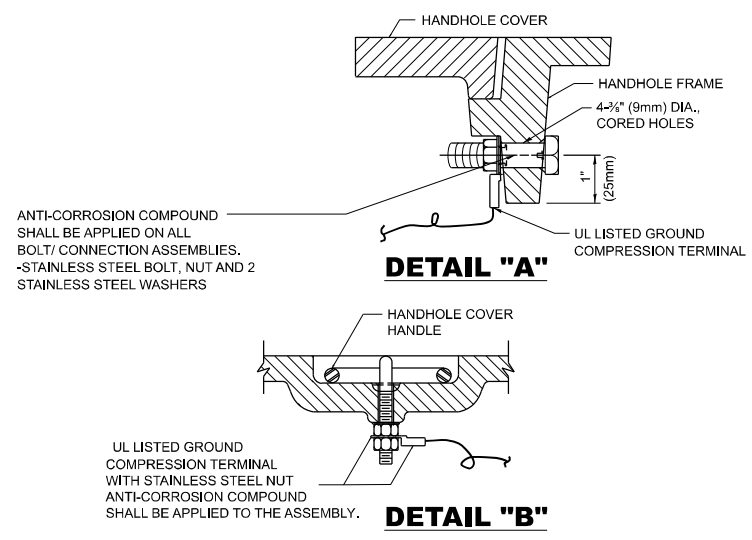
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	67
TS-05		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				



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

NOTES:

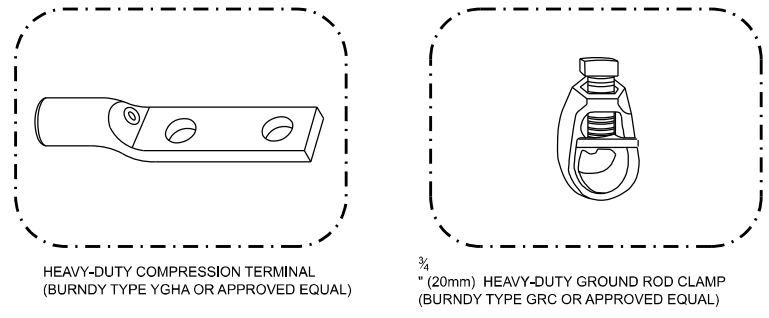
1. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO U.L. STD 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE U.L. LABEL.
2. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.



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

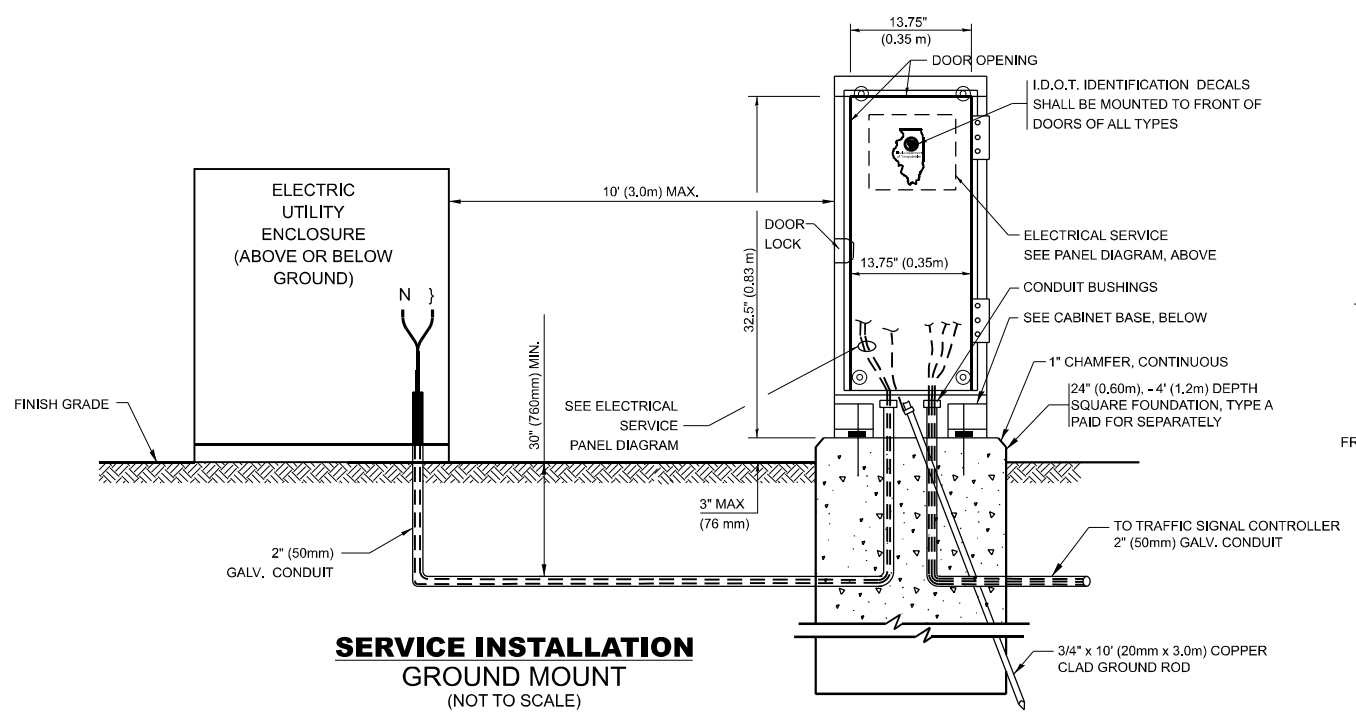
NOTES:
GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" 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.
2. 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.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.

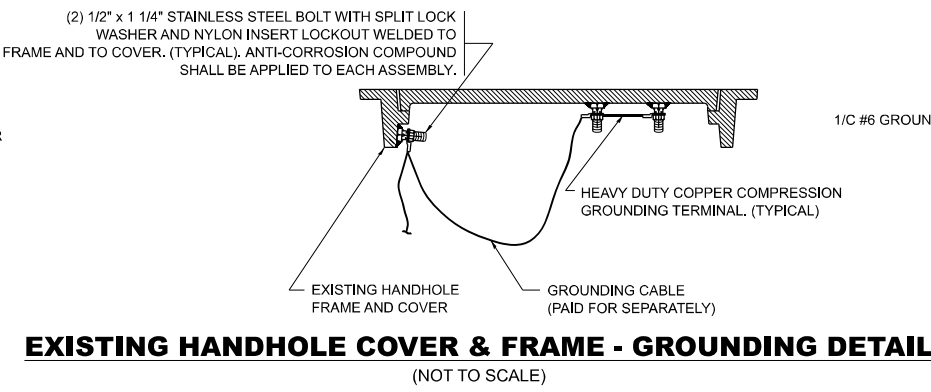


NOTES:

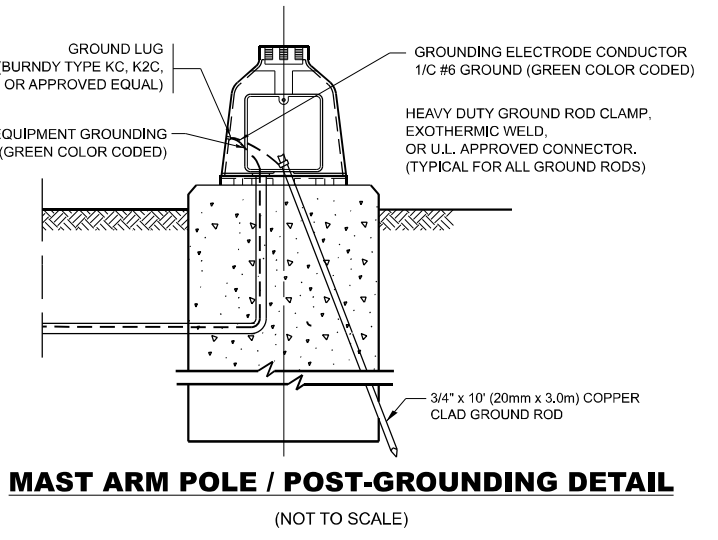
- ALL CLAMPS SHALL BE BRONZE OR COPPER, UL APPROVED.
- GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' (2.0m) SLACK SHALL BE PROVIDED IN SINGLE HANDHOLES. 13' (4.0m) OF SLACK SHALL BE PROVIDED IN DOUBLE HANDHOLES. 5' (1.4m) OF SLACK SHALL BE PROVIDED BETWEEN FRAME AND COVER.



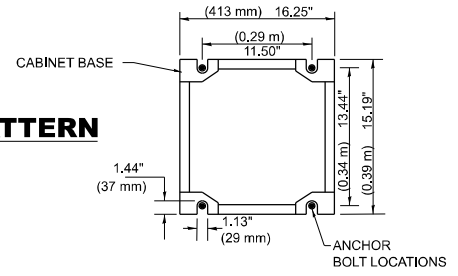
SERVICE INSTALLATION
GROUND MOUNT
 (NOT TO SCALE)



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



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



CABINET - BASE BOLT PATTERN
 (NOT TO SCALE)

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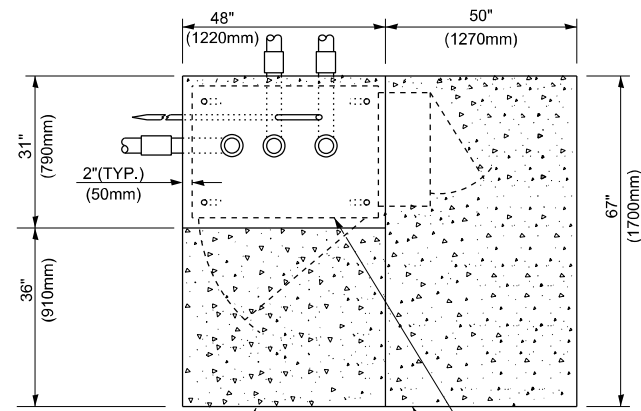
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PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

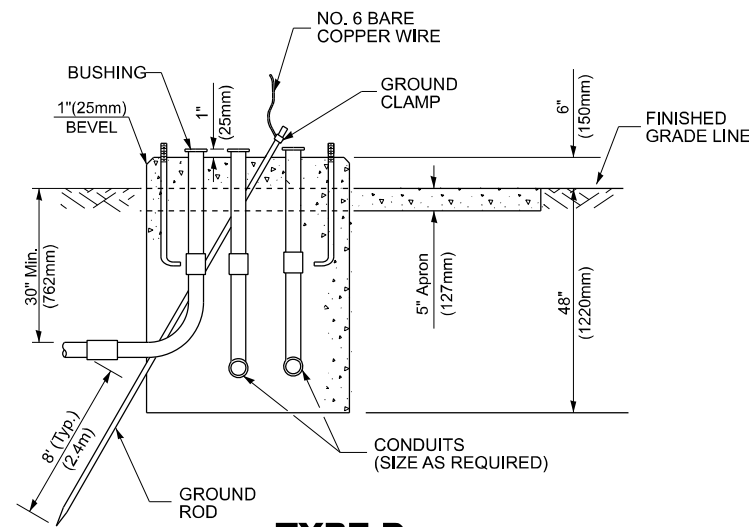
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

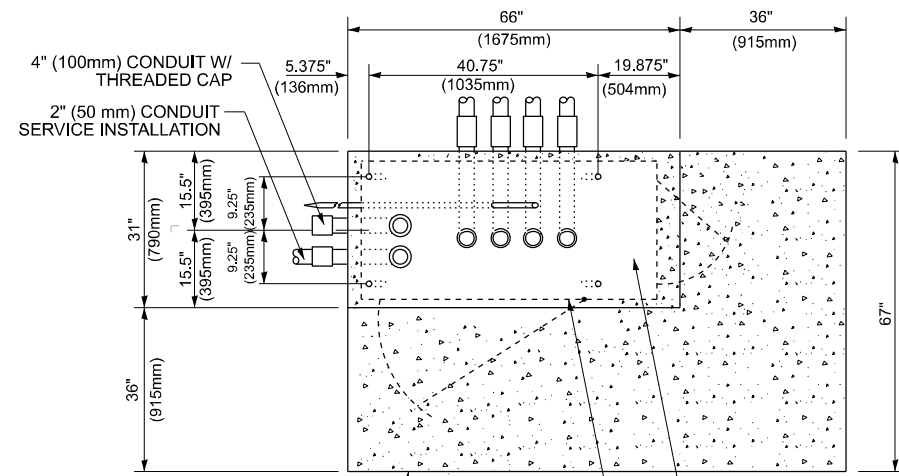
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	68
TS-05		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				



TOP VIEW

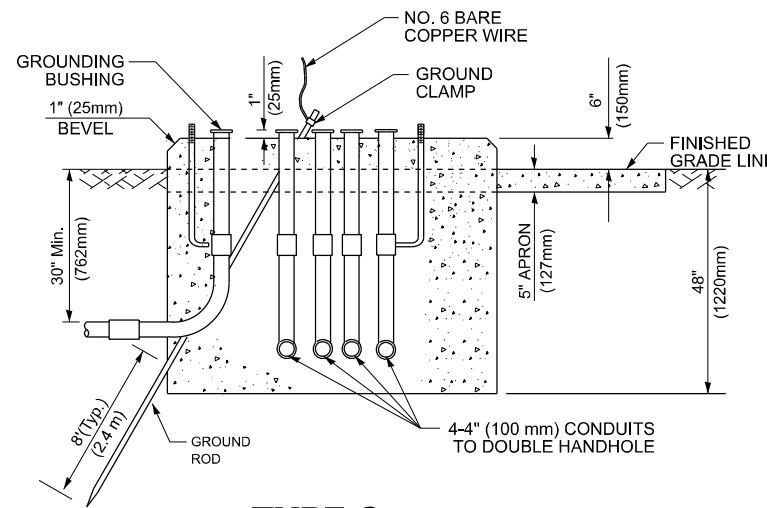


**TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET**

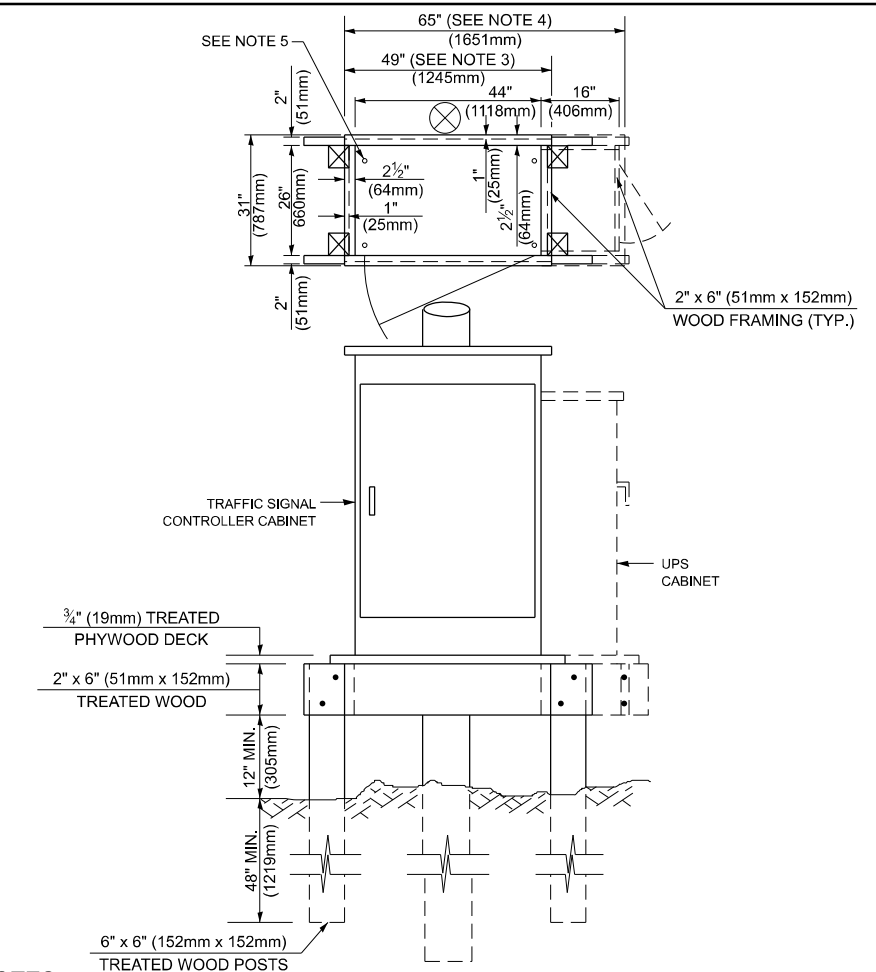


TOP VIEW

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)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	13'-0" (4.0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 55' (16.8 m) and up to 56' (16.8 m) and less than 65' (19.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 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

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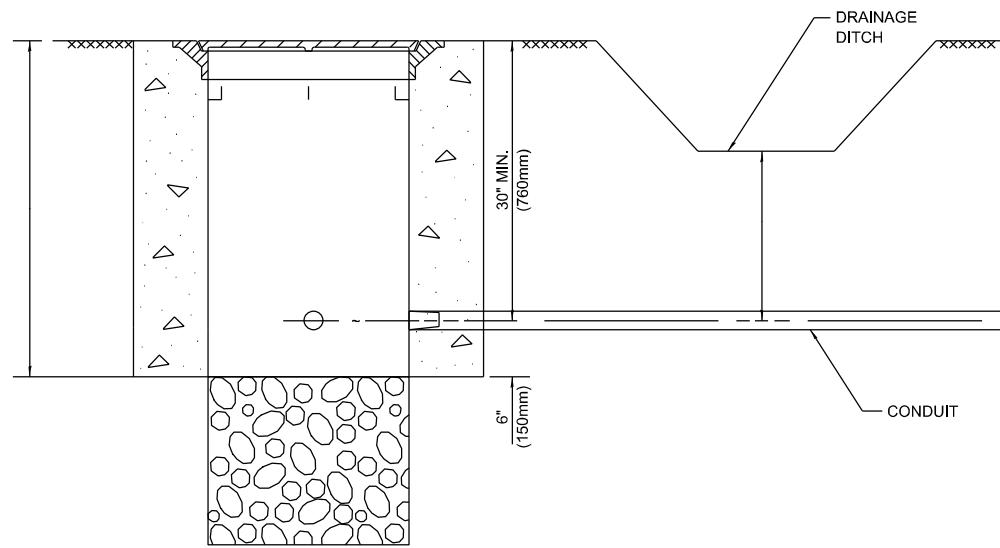
USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

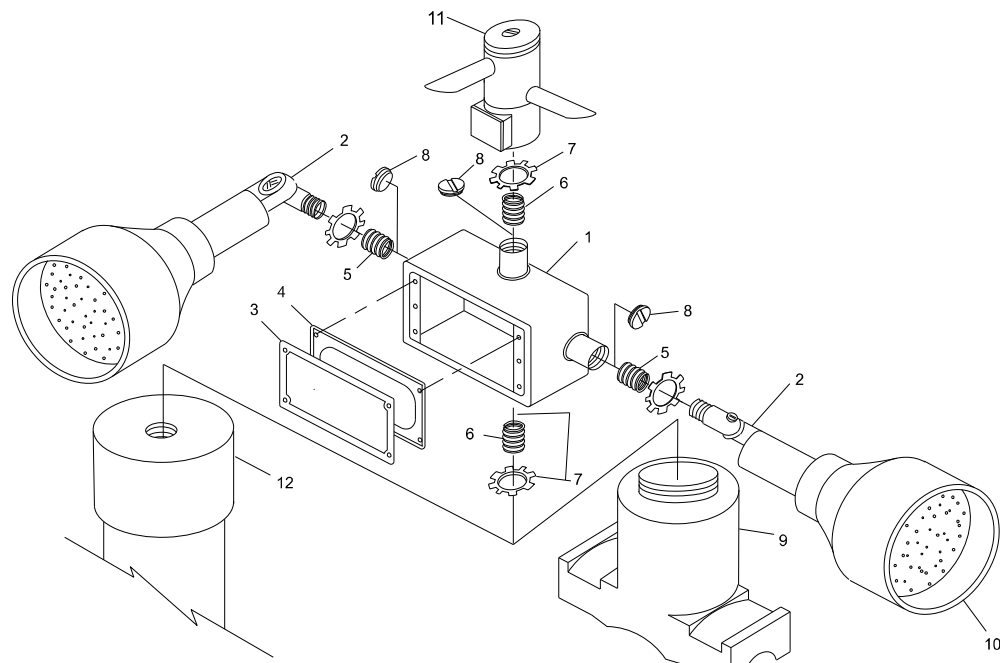
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	69
TS-05		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				



NOTES:

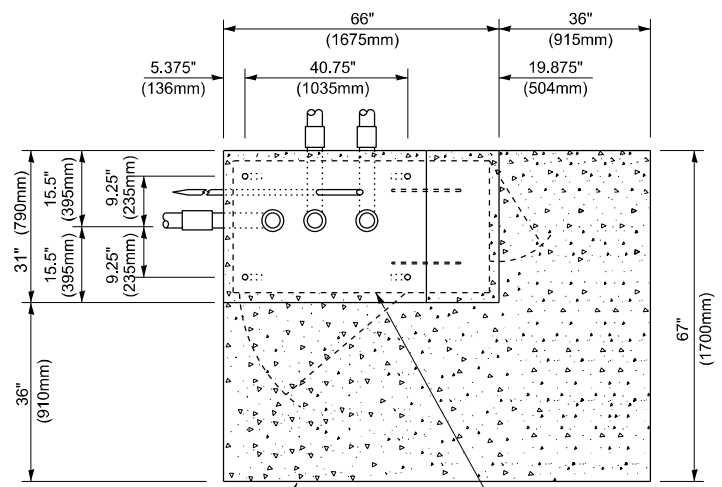
1. CONDUIT DEPTH SHALL BE A MINIMUM OF 30" (760mm) BELOW THE BOTTOM OF THE DRAINAGE DITCH OR ANY SLOPING GROUND
2. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL CONDUIT PLACED UNDER ROADWAY PAVEMENT, MULTI-USE PATHS, SIDEWALKS AND SOIL SURFACES.
3. THE MINIMUM CONDUIT DEPTH APPLIES TO ALL HANDHOLES, HEAVY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

HANDHOLE WITH MINIMUM CONDUIT DEPTH
(NOT TO SCALE)

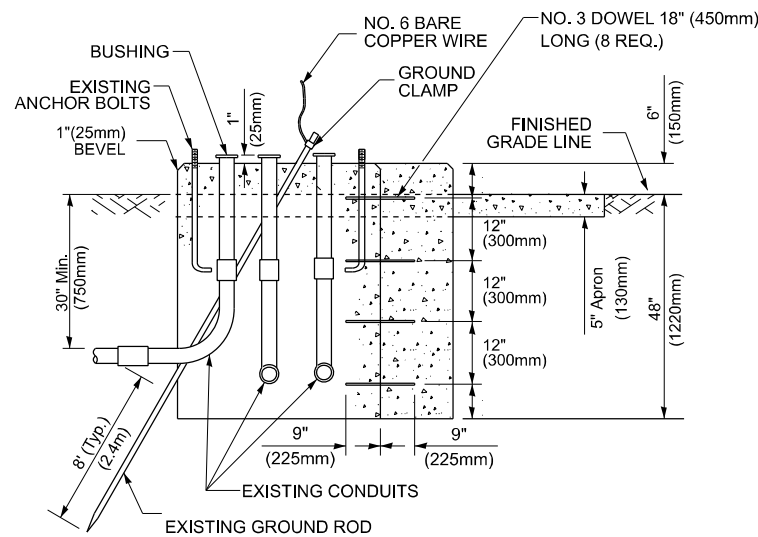


POST CAP MOUNT **MAST ARM MOUNT**
EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

MODEL: TS-05F (Sheet)
FILE NAME: c:\p\work\traffic\parayno\1039263\101025-shd-Dist\Std.dgn



TOP VIEW
(NOT TO SCALE)

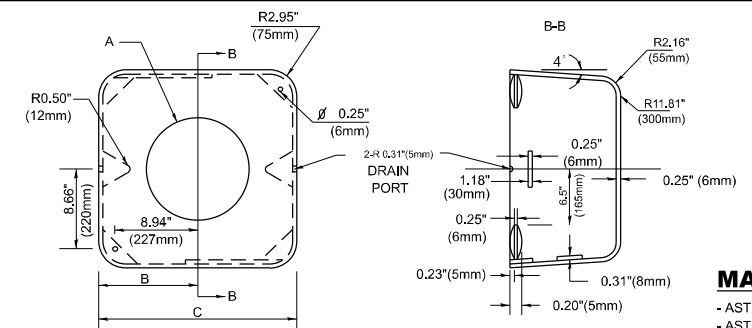


MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION
(NOT TO SCALE)

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

NOTES:

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



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

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

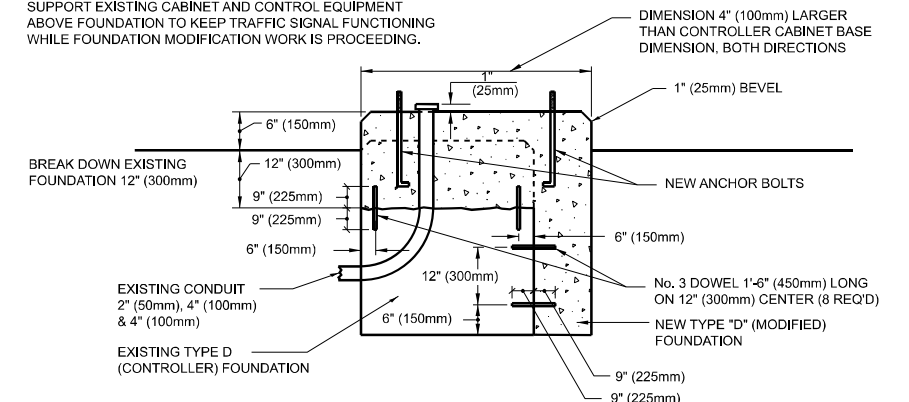
SHROUD

NOTES:

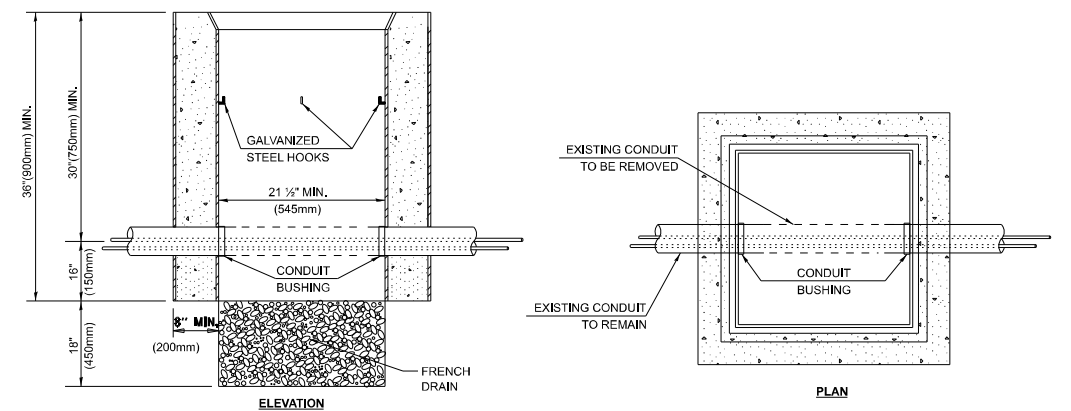
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFY THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

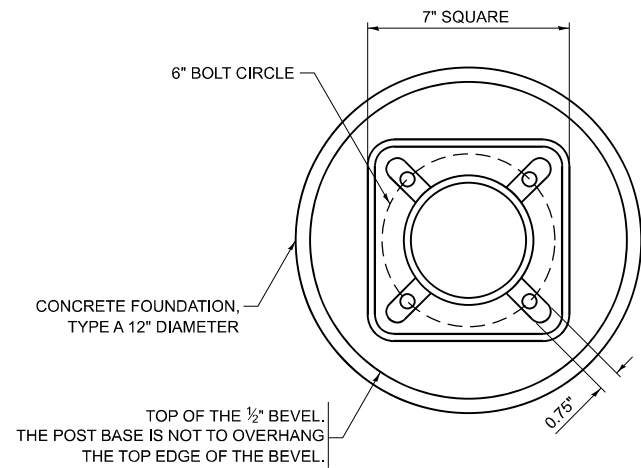
USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

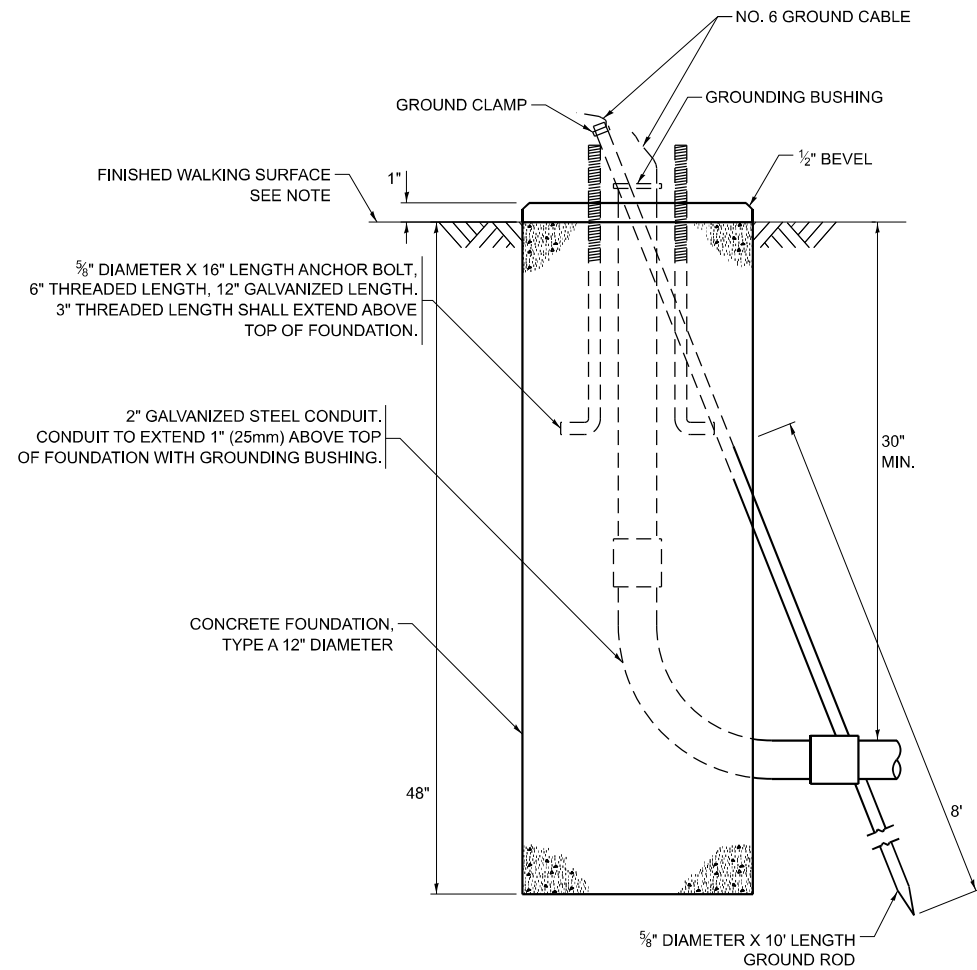
SCALE: NONE SHEET 6 OF 7 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	70
TS-05		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

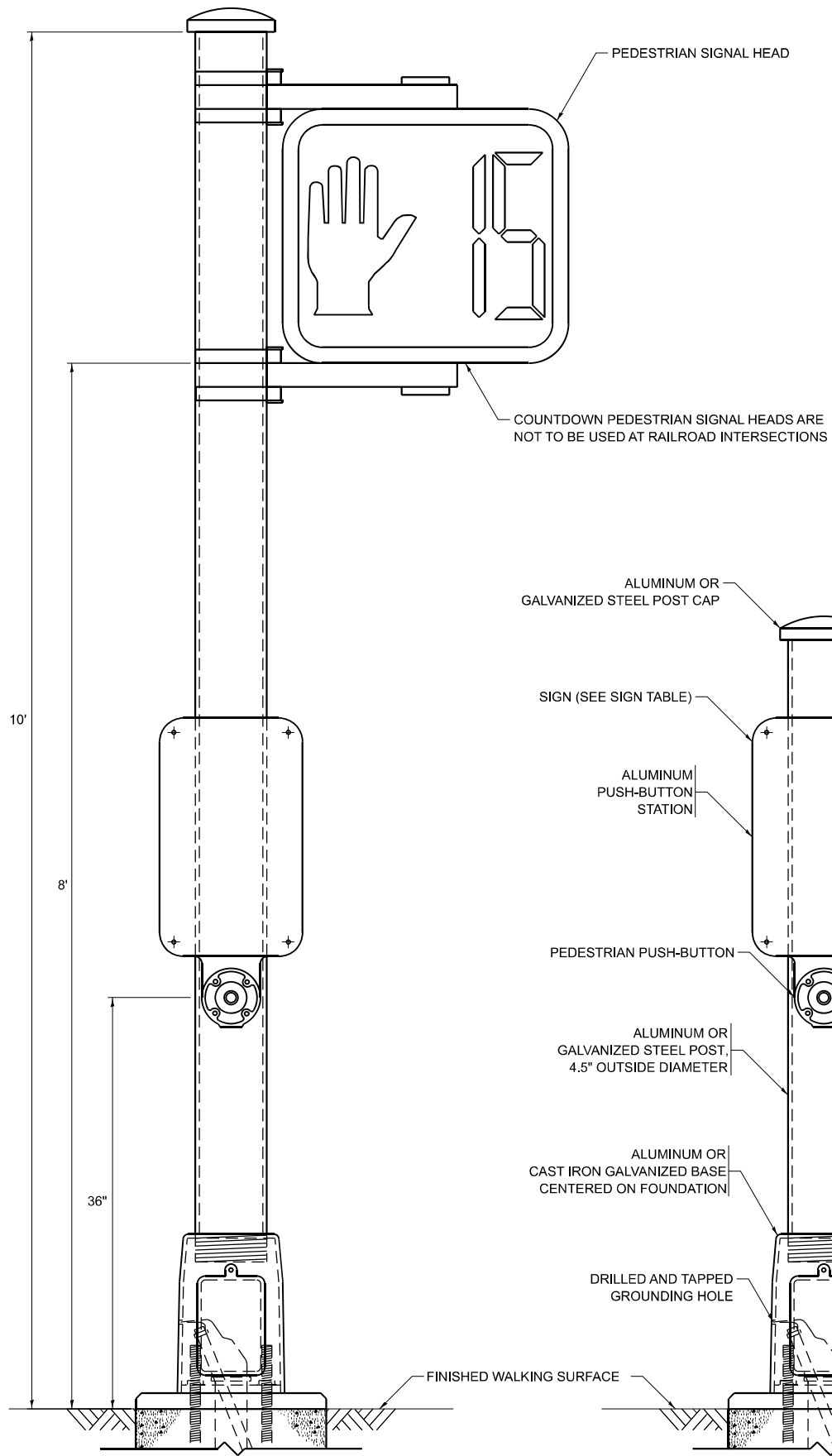


BOLT PATTERN

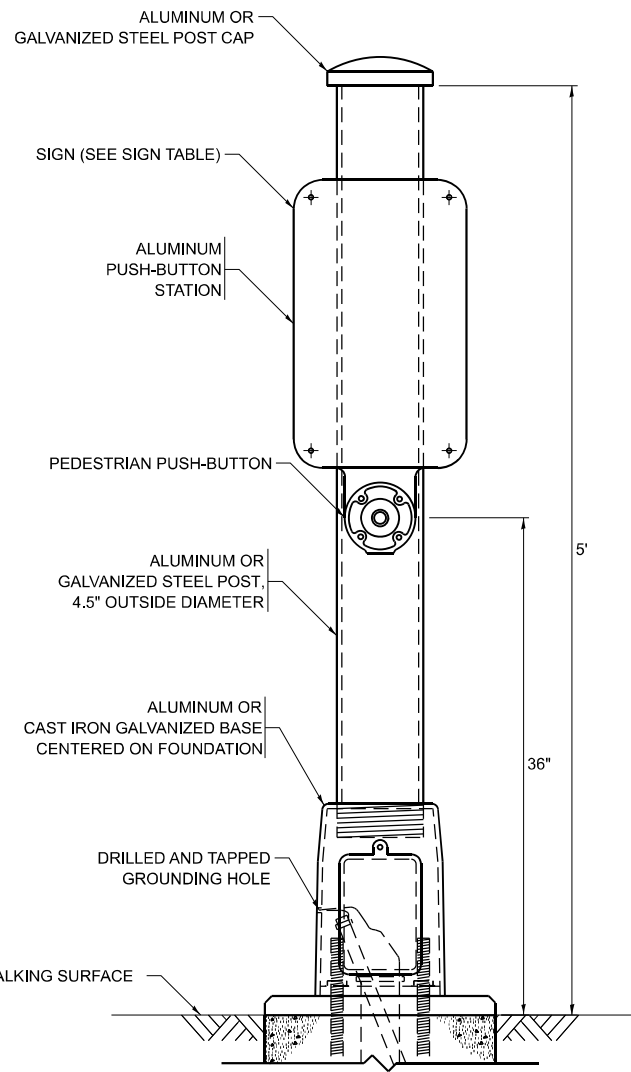
NOTE:
 1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



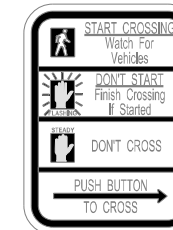
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



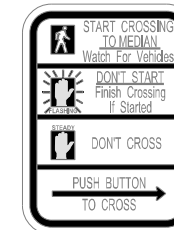
PEDESTRIAN SIGNAL POST, 10 FT.



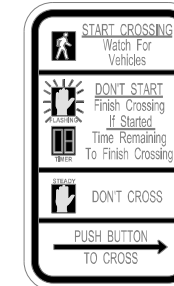
PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b



R10-3d



R10-3e

SIGN TABLE

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

NOTES:

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

MODEL: TS-05G (Sheet)
 FILE NAME: c:\p\work\pav\parayno\1039263\107925-shd-Dist-Sigs.dgn

USER NAME = Alan.Parayno	DESIGNED - IP	REVISED - 10-15-2020
	DRAWN - IP	REVISED -
	CHECKED - LP	REVISED -
PLOT DATE = 12/5/2025	DATE - 10-15-2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

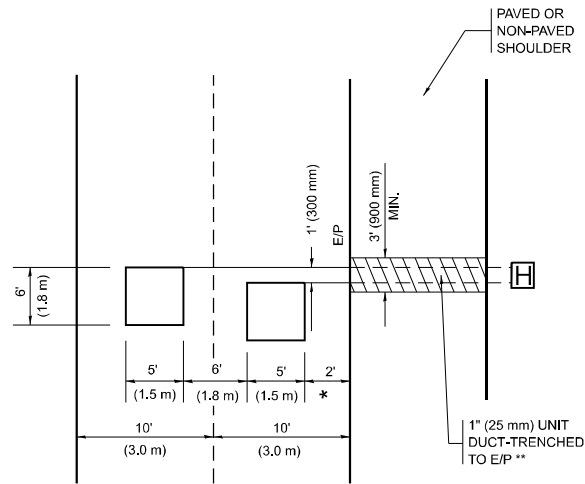
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	71
TS-05		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



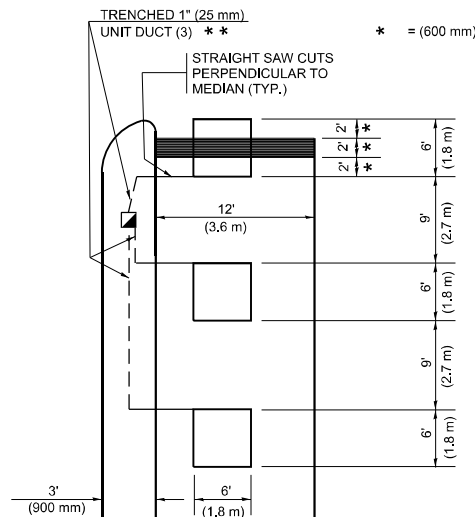
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

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

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



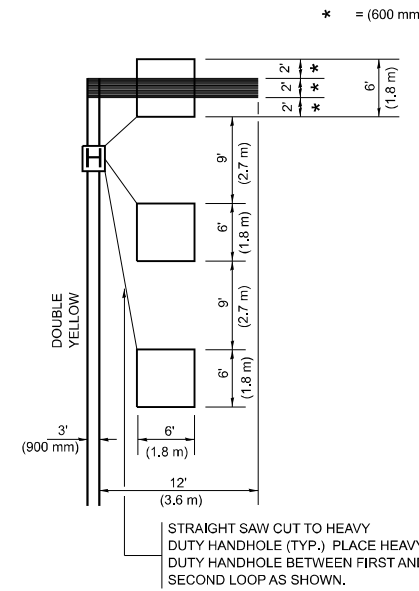
* = (600 mm)

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

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

LEFT TURN LANES WITHOUT MEDIANS

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



* = (600 mm)

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

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

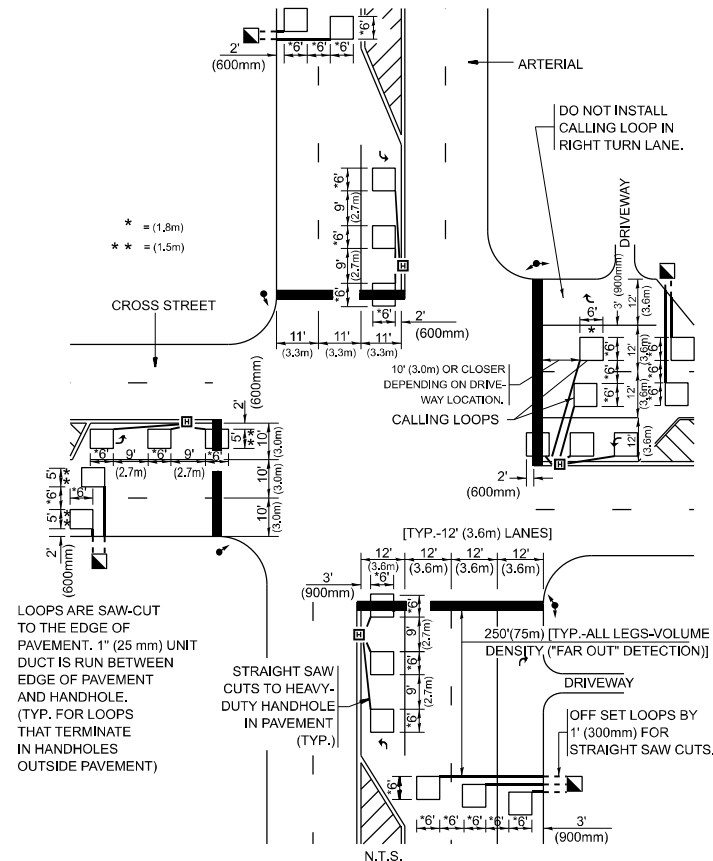
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

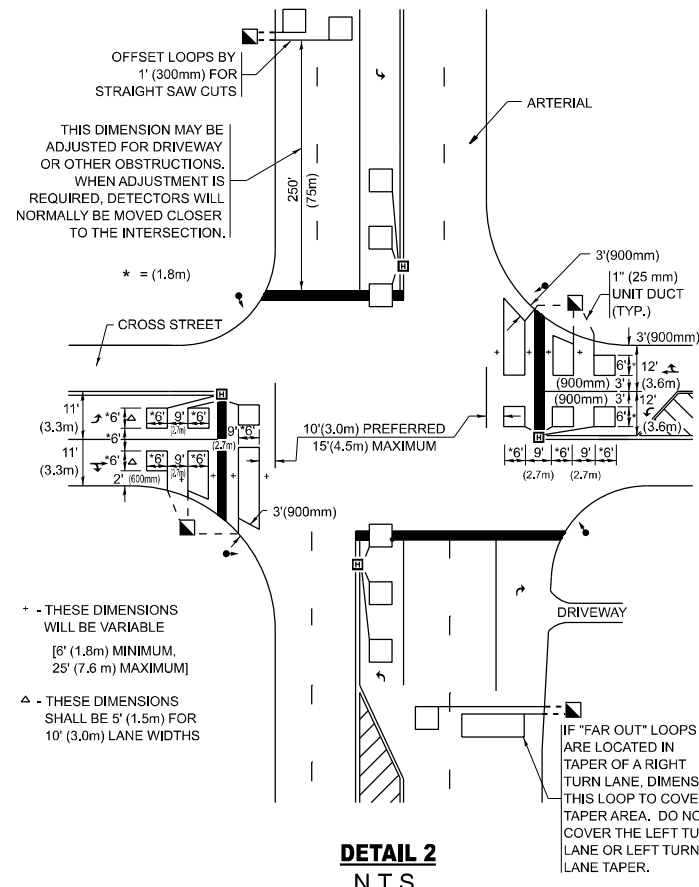
**ARTERIAL-VOLUME DENSITY ("FAR OUT" DETECTION)
CROSS STREET-NON VOLUME DENSITY ("FAR OUT" DETECTION)**



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

DETAIL 1
N.T.S.

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



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

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

DETAIL 2
N.T.S.

MODEL: TS-07 (Sheet)
FILE NAME: c:\p\work\parayno\1039263\107925-shd-DistSigs.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED - R.K.F.	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

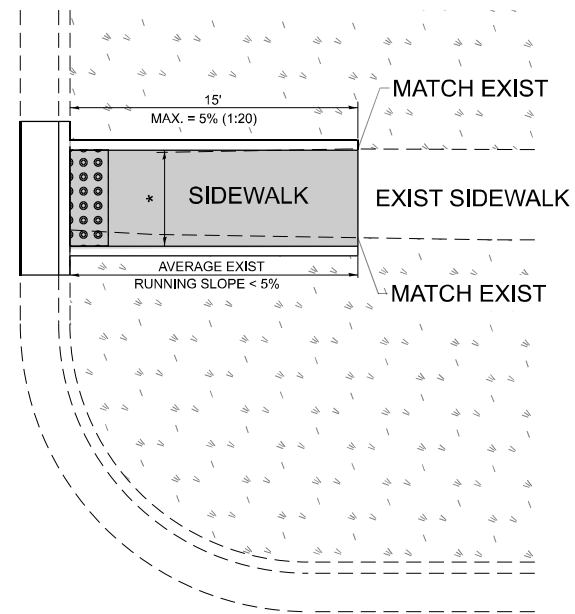
**DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING**

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

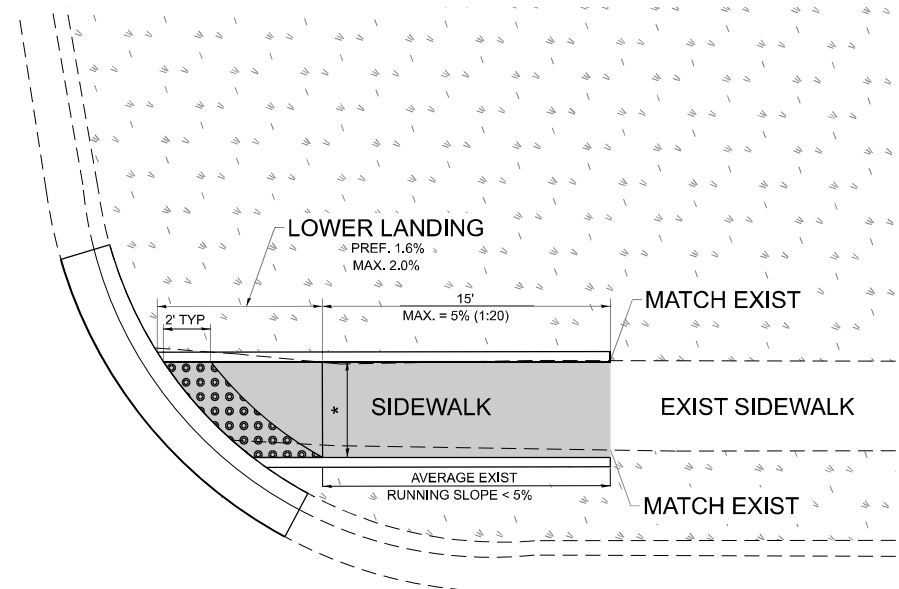
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	72
TS-07		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

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

PD-01A



PD-01B



LEGEND

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

CONSTRUCTION NOTES:

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

MODEL: PD-1 (Sheet)
FILE NAME: c:\p\work\w\w\w\parayno\1039263\0107925-sh1-01 PDdetails.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE - 12/03/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

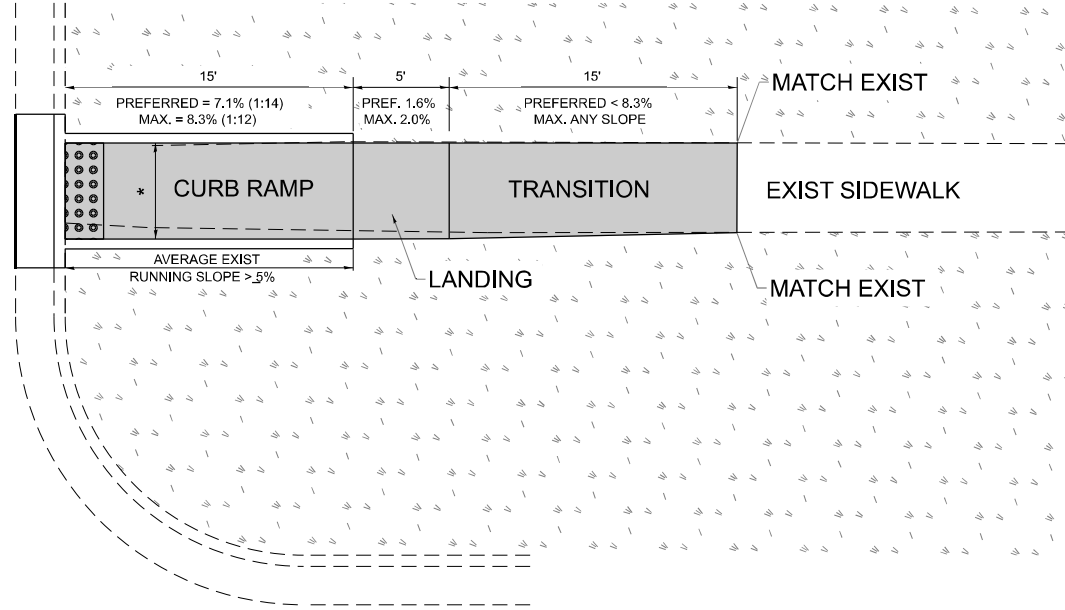
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-01)**

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

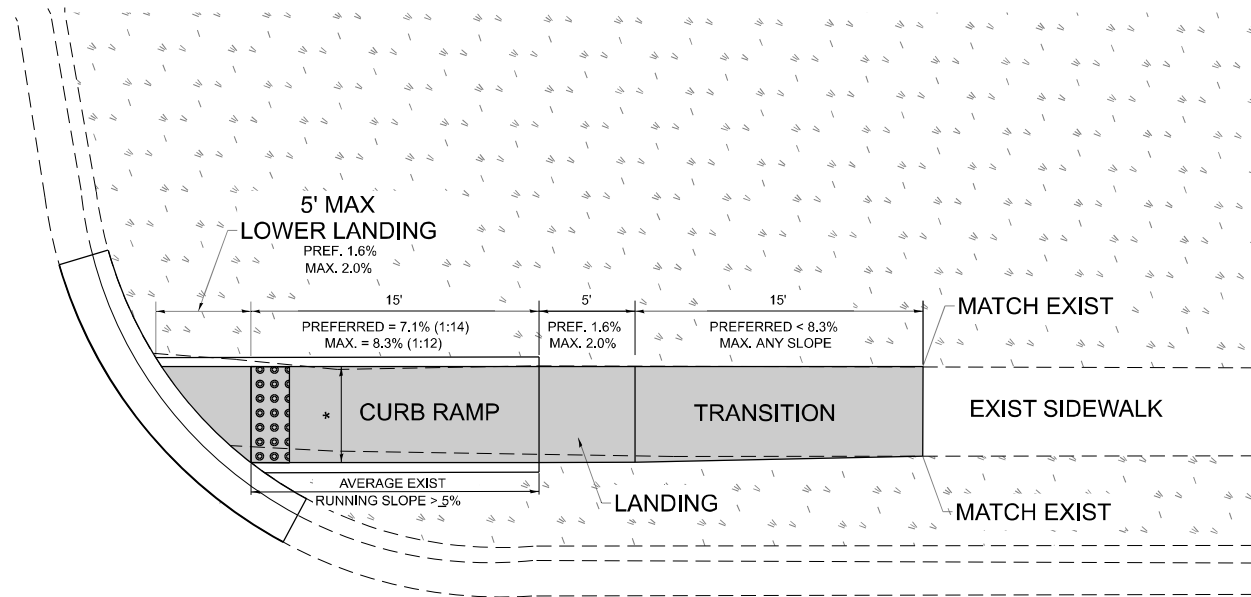
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348	2024-1049-RS	COOK	78	73
PD-01		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

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

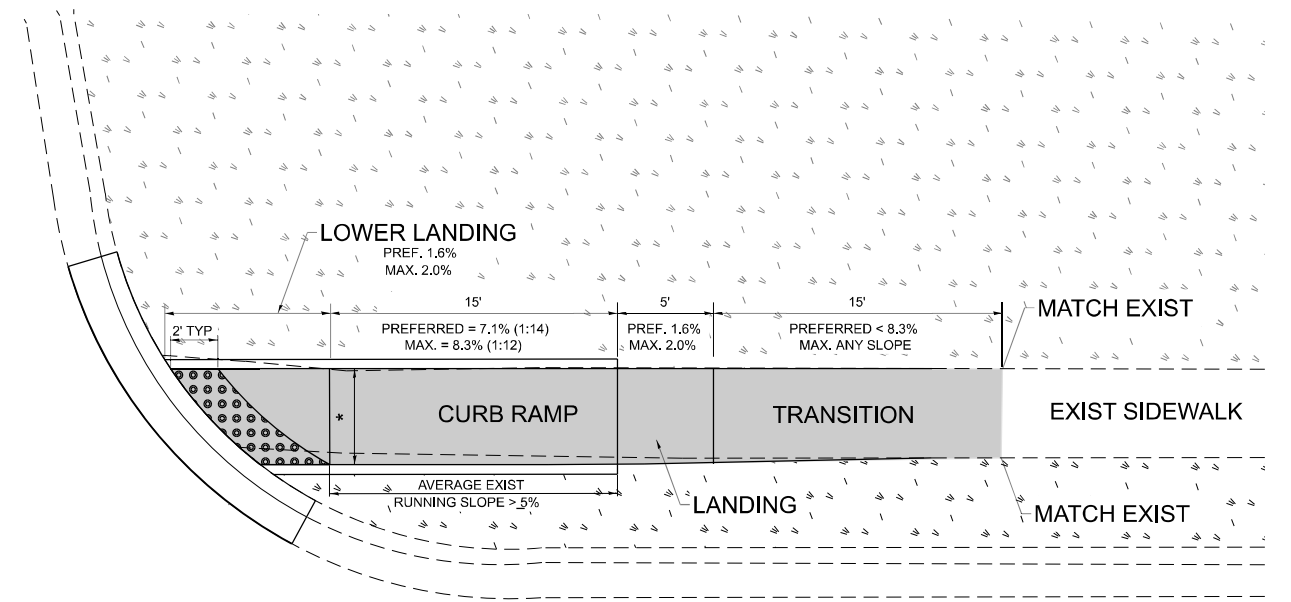
PD-02A






PD-02B



PD-02C



LEGEND

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

CONSTRUCTION NOTES:

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

MODEL: PD-2 (Sheet)
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

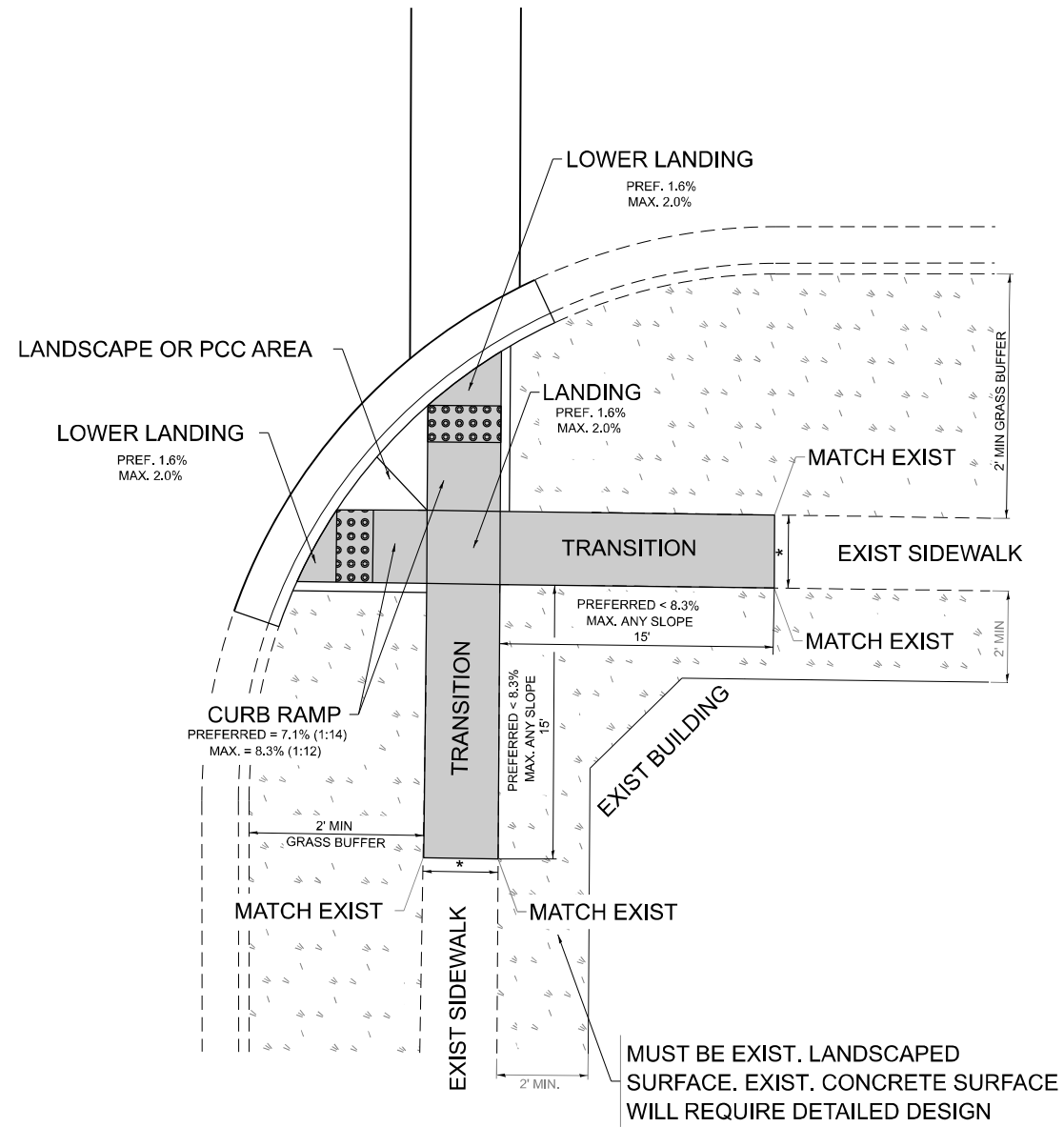
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-02)**

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

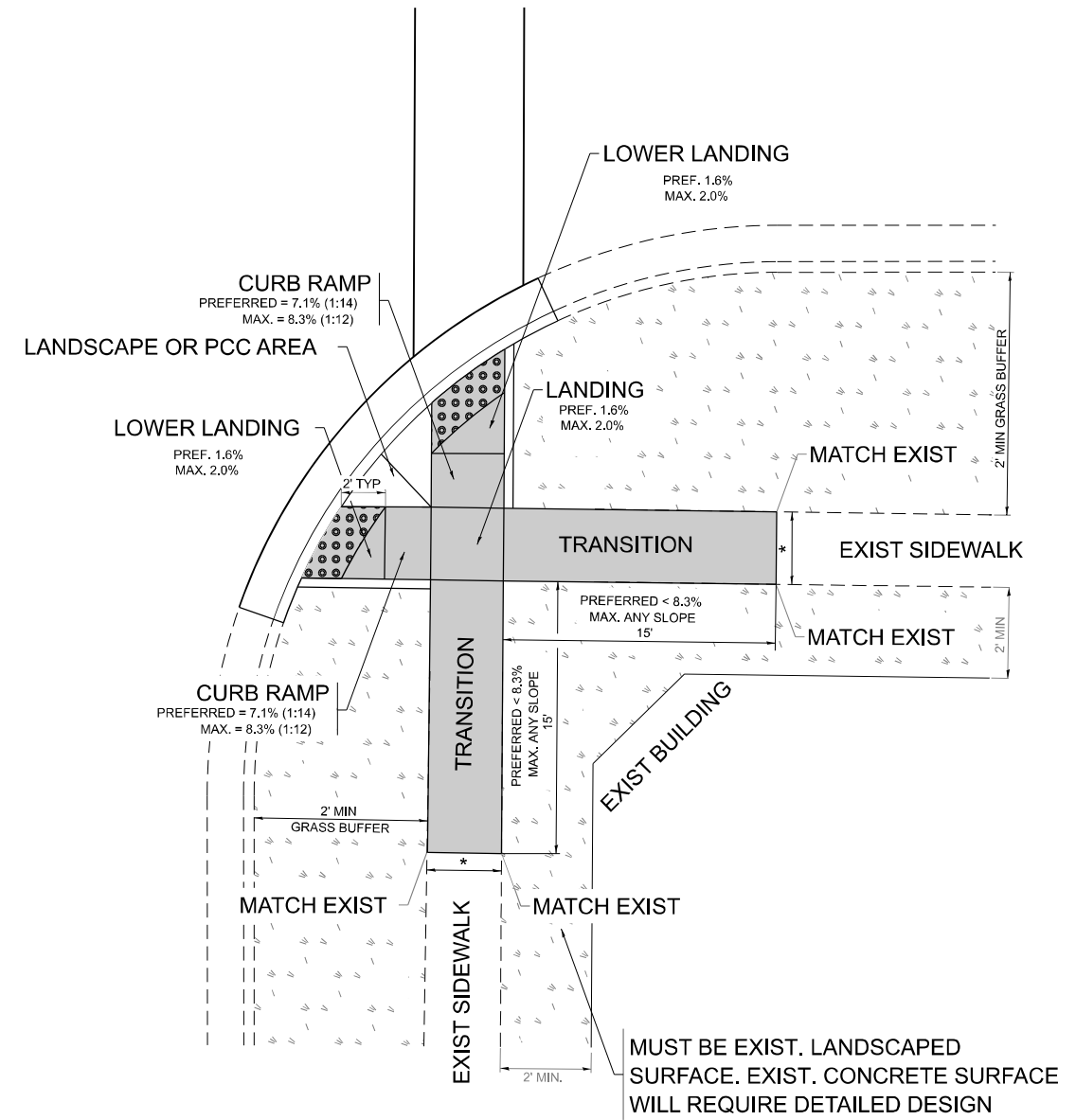
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348	2024-1049-RS	COOK	78	74
PD-02		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD-03A



PD-03B



LEGEND

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

CONSTRUCTION NOTES:

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

MODEL: PD-3 (Sheet)
FILE NAME: c:\p\work\wv\wv\parayno\al1039263\0107925-sh1-01 PDdetails.dgn

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

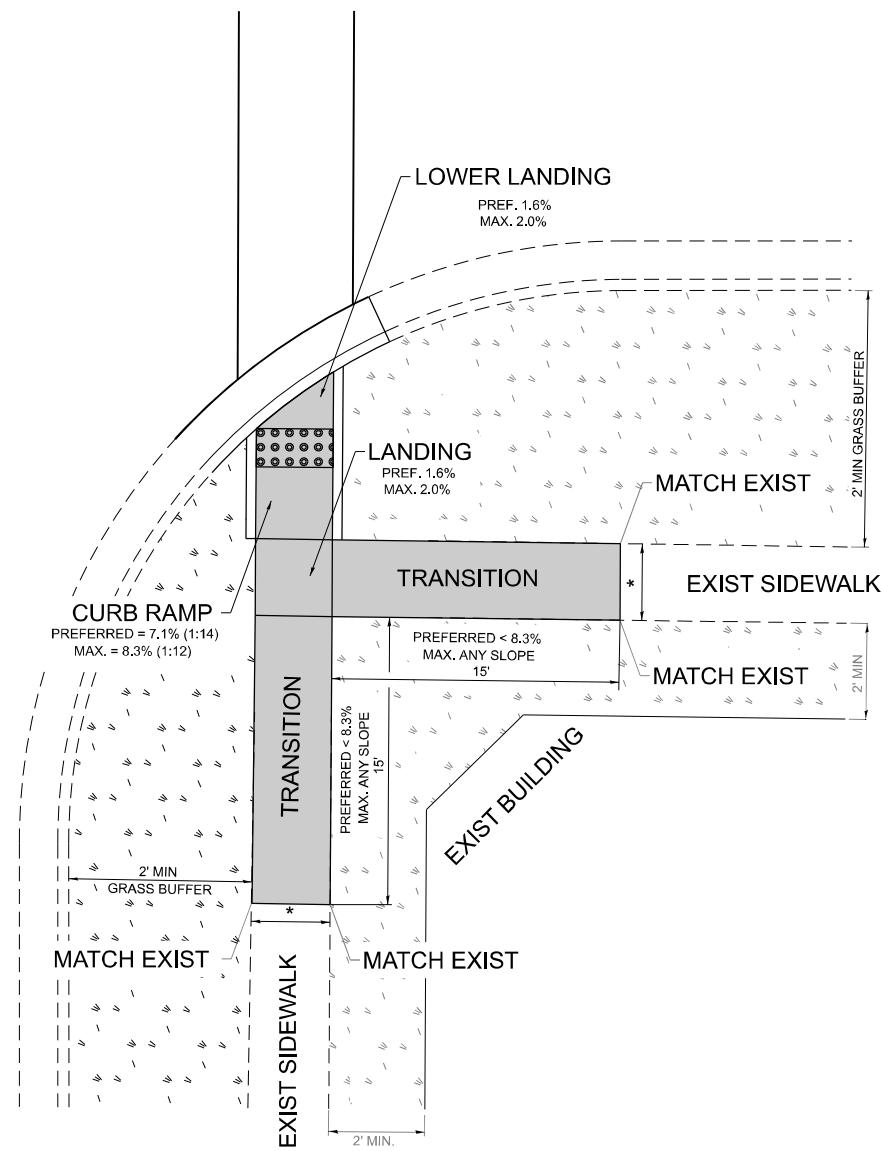
**PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS
(PD-03)**

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

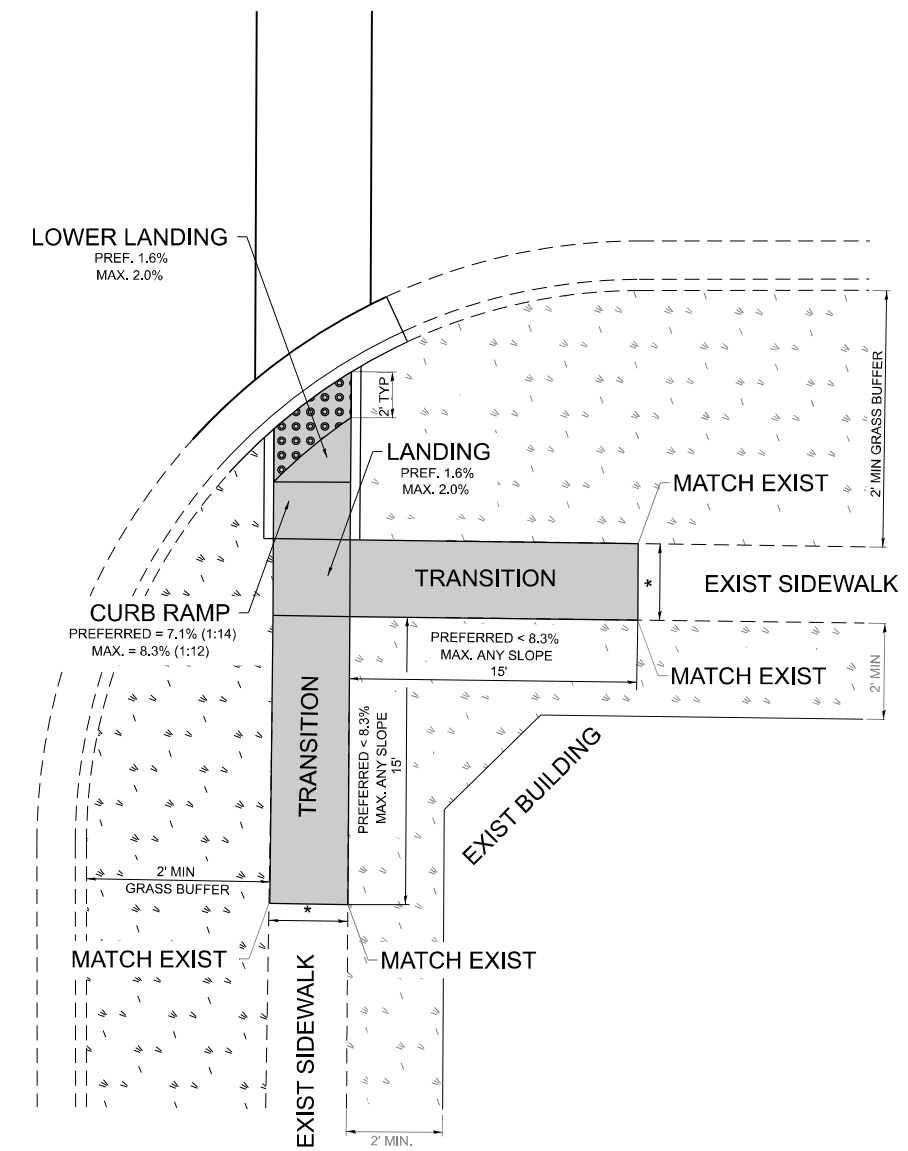
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348	2024-1049-RS	COOK	78	75
PD-03		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD-04A



PD-04B



LEGEND

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

CONSTRUCTION NOTES:

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

MODEL: PD-4 (Sheet)
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

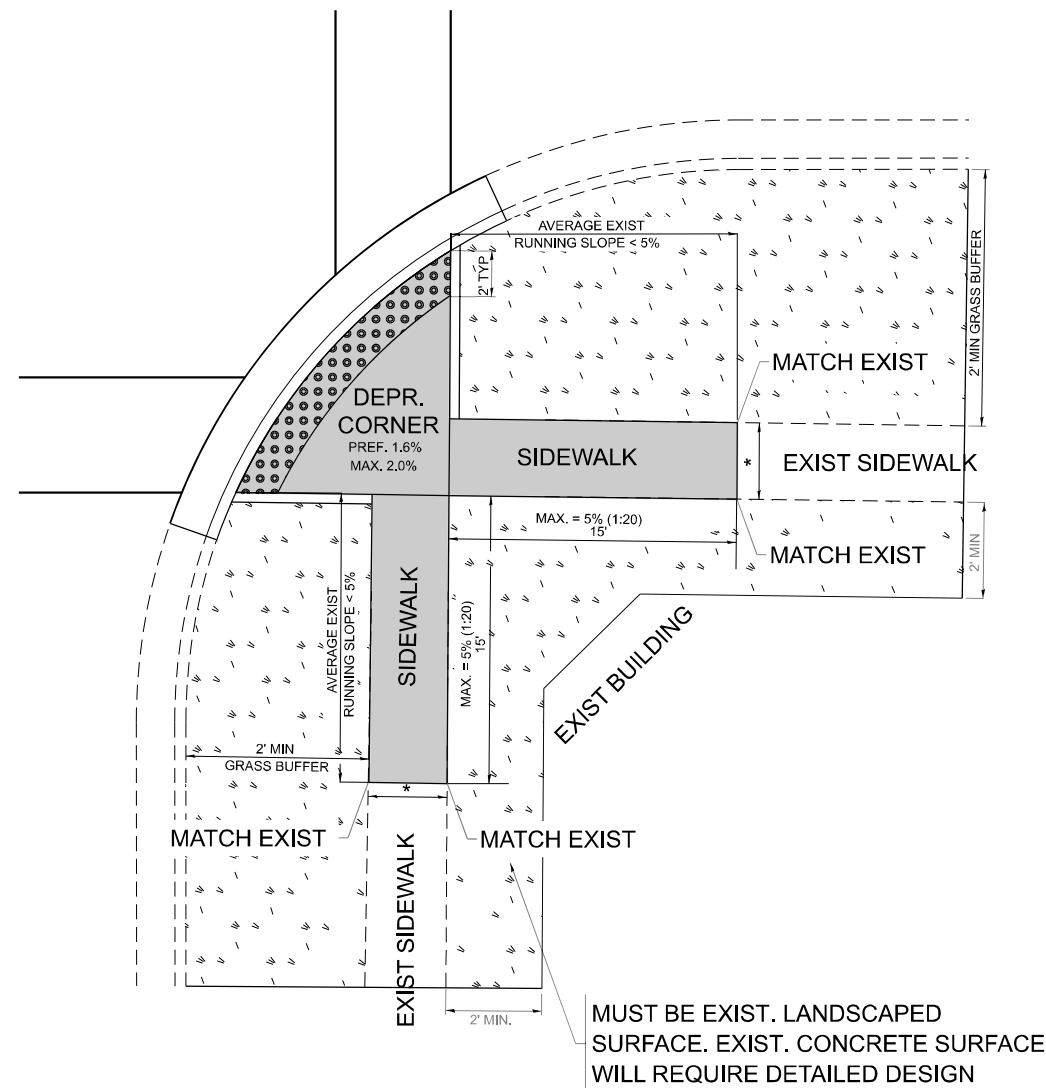
**PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH
TURNING SPACE (PD-04)**

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

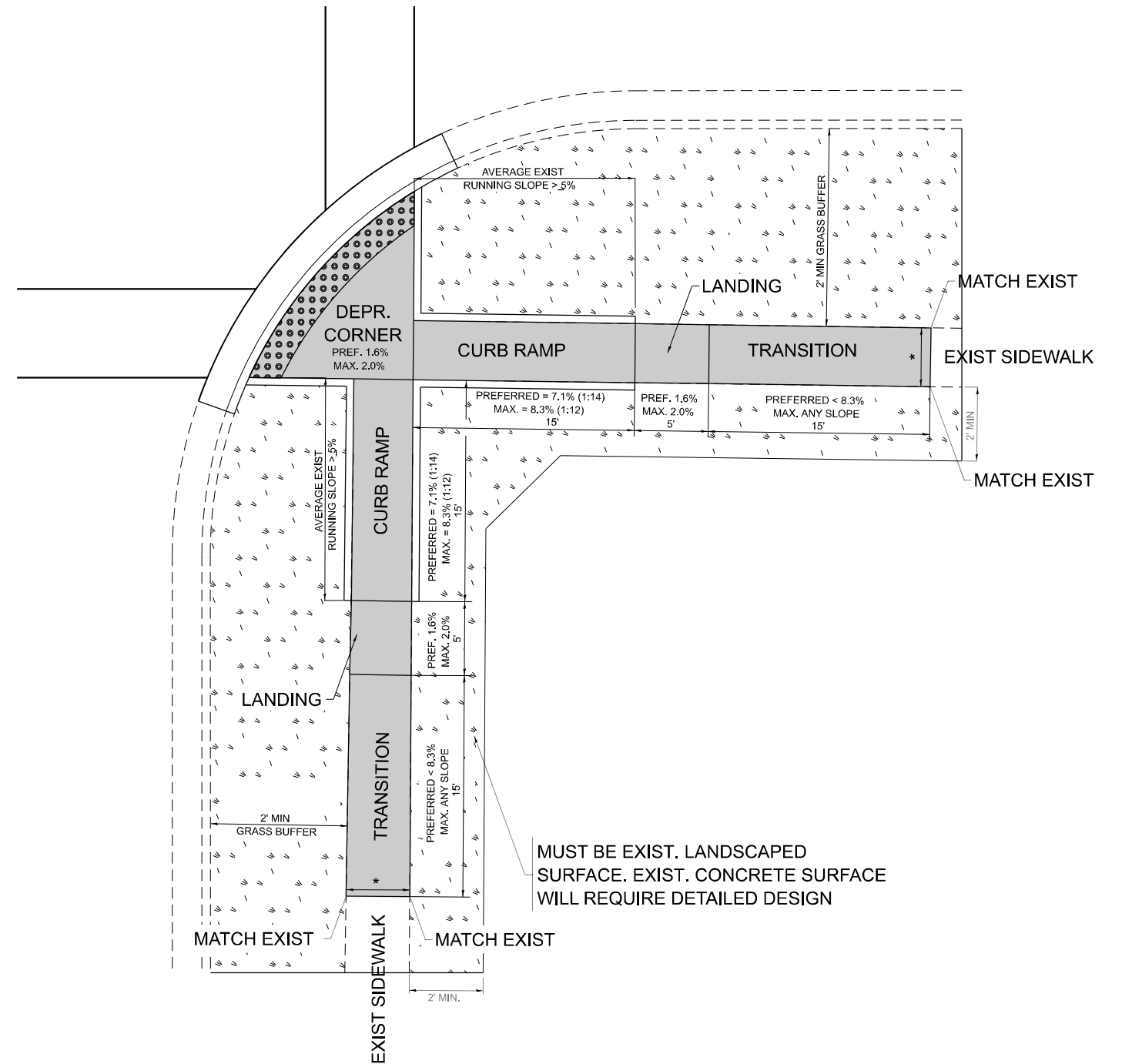
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	76
PD-04		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



LEGEND

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

CONSTRUCTION NOTES:

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

MODEL: PD-5 (Sheet)
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

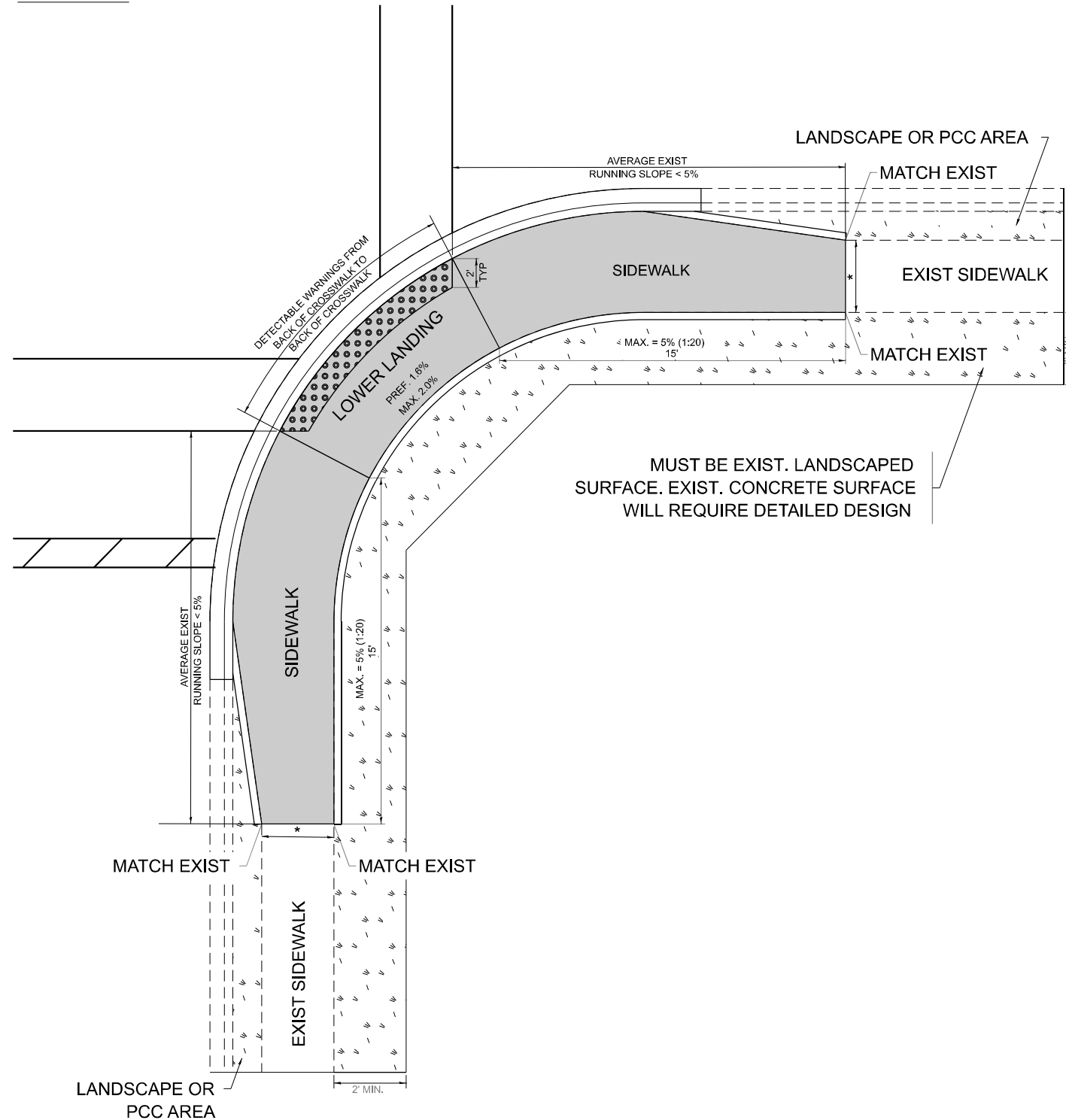
**PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS
(PD-05)**

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

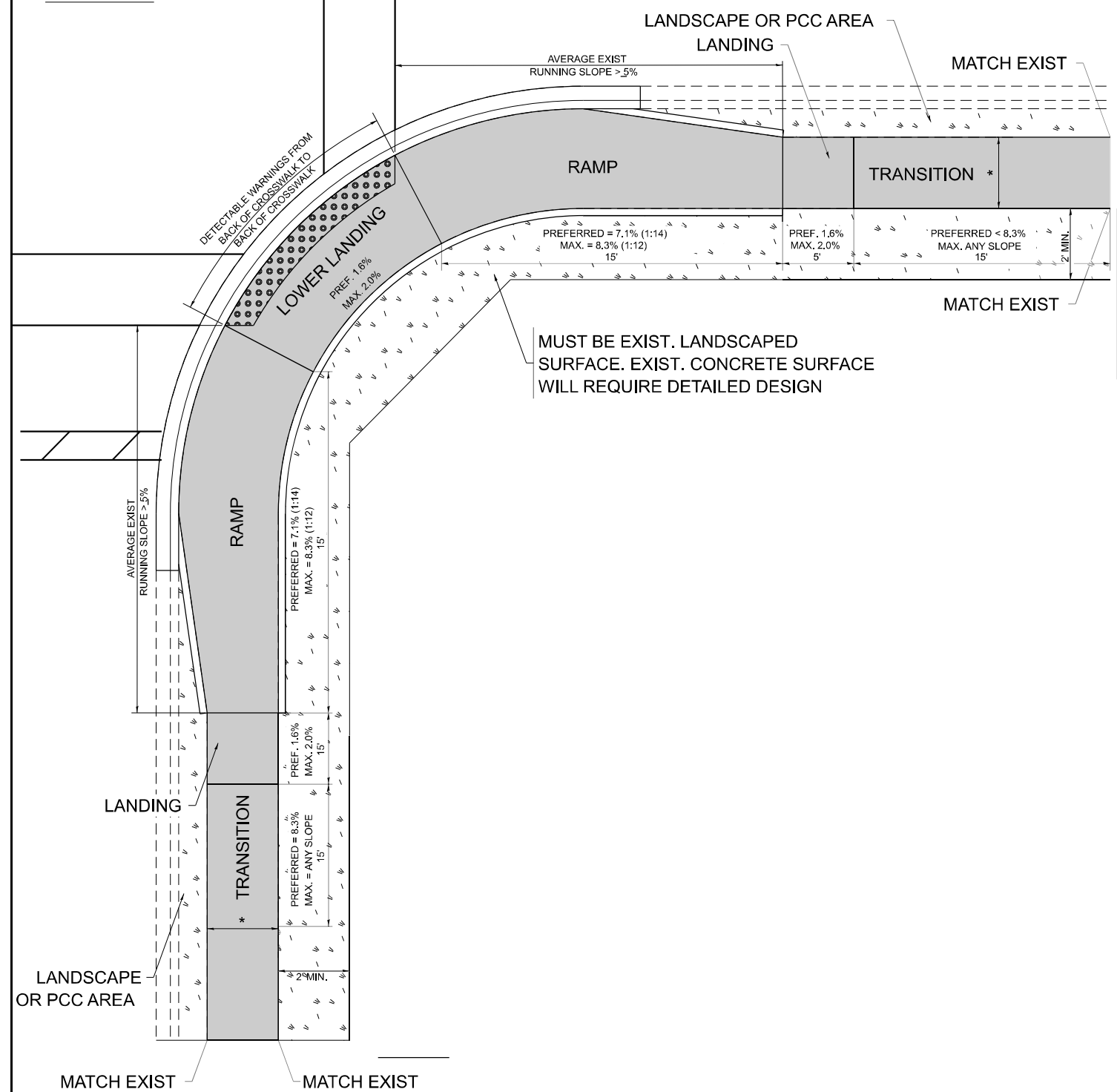
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	77
PD-05		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				

ADA DETAIL FOR PARALLEL CURB RAMPS ADJACENT TO LANDSCAPING

PD-06A



PD-06B



LEGEND

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

CONSTRUCTION NOTES:

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

MODEL: PD-6 (Sheet)
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USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 12/5/2025	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROJECT DETAIL FOR PARALLEL CURB RAMPS
(PD-06)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-1049-RS	COOK	78	78
PD-06		CONTRACT NO. 62X88		
ILLINOIS FED. AID PROJECT				