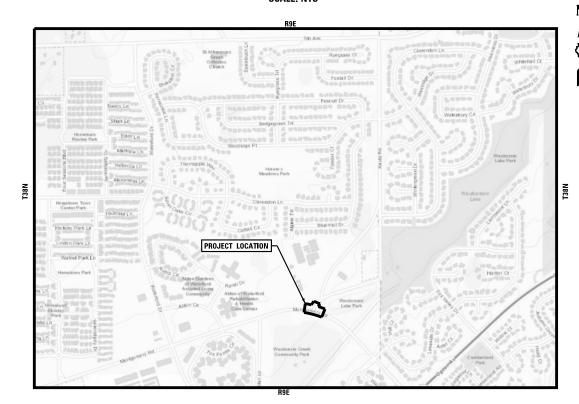
FOR INDEX OF HIGHWAY STANDARDS, SEE SHEET NO. 2

MONTGOMERY STREET & KAUTZ ROAD TRAFFIC SIGNAL INSTALLATION

CITY OF AURORA 22-00353-00-TL KANE COUNTY

> LOCATION MAP SCALE: NTS



TRAFFIC DATA

DESIGN DESIGNATION:

MONTGOMERY ROAD = MINOR ARTERIAL **KAUTZ ROAD = MAJOR COLLECTOR**

EXISTING ADT:

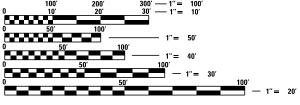
MONTGOMERY ROAD (WEST APPROACH) = 14,700 MONTGOMERY ROAD (EAST APPROACH) = 10,450 KAUTZ ROAD = 14,700

DESIGN SPEED:

MONTGOMERY ROAD = 40 MPH KAUTZ ROAD = 35 MPH

POSTED SPEED:

MONTGOMERY ROAD = 35 MPH KAUTZ ROAD = 30 MPH



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. DESIGN STAGE REQUEST DIG. No. X231021266



CONTACT JULIE AT 811 OR 800-892-0123 WITH THE FOLLOWING:

CITY-TWNSHP. = CITY OF AURORA - AURORA TOWNSHIP

SEC. & 1/4 SEC. NO. = $\frac{NE}{4}$ SEC 36 48 HOURS (2 working days) BEFORE YOU DIG



22-00353-00-TL

APPROVED August 19, 20 25 LOCAL AGENCY REPRESENTATIVE



B&W PROJECT NO.: 230279

DATE: 8/18/2025

- 3. REMOVAL OF SPECIFIED ITEMS, INCLUDING BUT NOT LIMITED TO, PAVEMENT, SIDEWALK, CURB, CURB AND GUTTER, CULVERTS, ETC. SHALL BE DISPOSED OF OFF-SITE BY THE CONTRACTOR AT THE CONTRACTORS OWN EXPENSE UNLESS DIRECTED OTHERWISE BY THE OWNER. THE CONTRACTOR IS RESPONSIBLE FOR ANY PERMITS REQUIRED FOR SUCH DISPOSAL.
- 4. BEFORE ACCEPTANCE BY THE OWNER AND FINAL PAYMENT, ALL WORK SHALL BE INSPECTED BY THE CITY OR ITS REPRESENTATIVE. FINAL PAYMENT WILL BE MADE AFTER ALL THE CONTRACTOR'S WORK HAS BEEN APPROVED AND ACCEPTED.
- . THE CONTRACTOR IS SOLELY RESPONSIBLE FOR SAFETY ON THE JOB PER OSHA REGULATIONS.
- THE CONTRACTOR SHALL COLLECT AND REMOVE ALL CONSTRUCTION DEBRIS, EXCESS MATERIALS, TRASH, OIL AND GREASE RESIDUE, MACHINERY, TOOLS AND OTHER MISCELLANEOUS ITEMS WHICH WERE NOT PRESENT PRIOR TO PROJECT COMMENCEMENT AT NO ADDITIONAL EXPENSE TO THE OWNER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ACQUIRING ANY AND ALL PERMITS NECESSARY FOR THE HAULING AND DISPOSAL REQUIRED FOR CLEAN-UP AS DIRECTED BY THE ENGINEER OR OWNER. BURNING ON THE SITE IS NOT PERMITTED.
- 7. ALL EXISTING UTILITIES OR IMPROVEMENTS, INCLUDING WALKS, CURBS, PAVEMENT AND PARKWAYS DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE PROMPTLY RESTORED TO THEIR RESPECTIVE ORIGINAL CONDITION. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- 8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT ALL ITEMS REQUIRED FOR CONSTRUCTION OF THE PROJECT, AS SHOWN ON THE PLANS ARE INCLUDED IN THE CONTRACT. ANY ITEM NOT SPECIFICALLY INCLUDED IN THE CONTRACT, BUT SHOWN ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY IN THE EVENT OF A DISCREPANCY WITH THE PLANS AND QUANTITIES.
- 9. IT IS THE CONTRACTORS RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE CONTRACT.
- 10. THE CONTRACTOR SHALL COOPERATE WITH THE CITY OF AURORA IF ANY UTILITY IMPROVEMENTS ARE REQUIRED BY THE CITY WITHIN THE DURATION OF THE CONTRACT.
- 11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
- 12. ANY EXISTING SIGNS, LIGHT STANDARDS AND UTILITY POLES WHICH INTERFERE WITH CONSTRUCTION OPERATIONS AND ARE NOT NOTED ON THE PLANS FOR DISPOSAL SHALL BE REMOVED AND RESET BY THE CONTRACTOR AT HIS OWN EXPENSE AS DIRECTED BY THE ENGINEER. ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED OR REPLACED BY THE CONTRACTOR AT HIS OWN EXPENSE TO THE SATISFACTION OF THE OWNER. ANY SIGNS NOT REQUIRED TO BE RESET, SHALL BE DELIVERED TO THE RESPECTIVE OWNERS.
- 13. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC OR PRIVATE UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR. THIS WORK SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED, INCLUDING CLAIMS BY THE CONTRACTOR FOR TIME LOST (LABOR AND EQUIPMENT) DUE TO UTILITIES LOCATIONS OR RELOCATING UTILITIES.
- 14. CHANGEABLE MESSAGE BOARD TO BE PLACED BY CONTRACTOR AS SPECIFIED ON SITE BY ENGINEER, 14 DAYS BEFORE AND AFTER TRAFFIC SIGNALS ARE ENERGIZED. RELOCATION OF CMS OR STATIC SIGNS AS NEED TO BE DEEMED BY ENGINEER AT NO ADDITIONAL COMPENSATION.

HIGHWAY STANDARDS

000001-08 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS 424001-12 PERPENDICULAR CURB RAMPS FOR SIDEWALKS 424016-06 MID-BLOCK CURB RAMPS FOR SIDEWALKS 424021-07 DEPRESSED CORNER FOR SIDEWALKS 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY 701006-05 OFF-RD OPERATIONS, 2L, 2W, 15 (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE 701011-04 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS 701501-06 URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED 701502-09 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE 701801-06 SIDEWALK, CORNER OR CROSSWALK CLOSURE 701901-10 TRAFFIC CONTROL DEVICES 720016-04 MAST ARM MOUNTED STREET NAME SIGNS 728001-01 TELESCOPING STEEL SIGN SUPPORT 729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS) 814001-03 HANDHOLES 814006-03 DOUBLE HANDHOLES 857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES 862001-01 UNINTERRUPTABLE POWER SUPPLY (UPS) 873001-02 TRAFFIC SIGNAL GROUNDING & BONDING 876001-04 PEDESTRIAN PUSH BUTTON POST 877001-08 STEEL MAST ARM ASSEMBLY AND POLE 16' THROUGH 55' 878001-11 CONCRETE FOUNDATION DETAILS

DISTRICT ONE DETAILS

TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-13 TYPICAL PAVEMENT MARKINGS
TS-02 ARTERIAL ROAD INFORAMTION SIGN

TS-05 STANDARD TRAFFIC SIGNAL DESIGN DETAILS

880006-01 TRAFFIC SIGNAL MOUNTING DETAILS

INDEX OF SHEETS

1 COVER

GENERAL NOTES, HIGHWAY STANDARDS AND INDEX OF SHEETS

3 SUMMARY OF QUANTITIES

4 ADA DETAIL MONTGOMERY ROAD

5 - 6 PAVEMENT MARKING AND SIGNING PLAN

7 - 8 TRAFFIC SIGNAL INSTALLATION

9 TRAFFIC SIGNAL CABLE DIAGRAM

10 STREET NAME SIGN DESIGN

11 - 12 AURORA DETAILS

13 - 51 IDOT HIGHWAY STANDARDS

52 - 61 DISTRICT ONE DETAILS

62 - 67 CROSS SECTIONS

STATE OF ILLINOIS - PROFESSIONAL DESIG LICENSE NO. - 184-001121 - EXPIRES 4/3C CHAELSSEN 8/19/2025 3:06 MODEL Default FILE MAMP: PARKORCY 30379-MORTORORGO KARTYSO

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BAXTER WOODMAN		DRAWN -	REVISED -		
Consulting Engineers	PLOT SCALE = 40.0000 / in.	CHECKED -	REVISED -		
•	PLOT DATE = 8/19/2025	DATE - 8/19/2025	FILE - 230279_SHT-GenNotes.dgn		

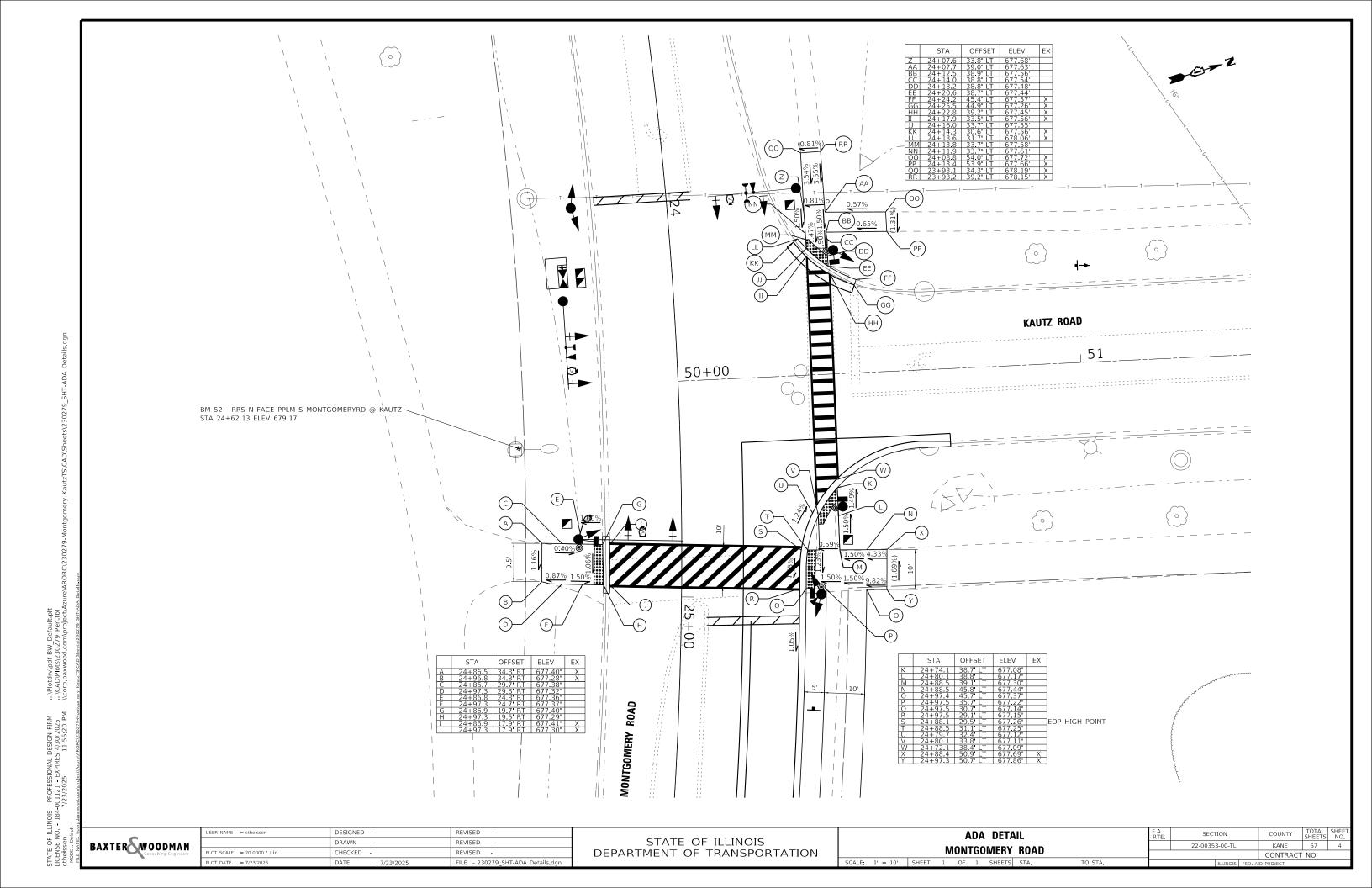
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	Consulting Engineers	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	_	PLOT DATE = 8/18/2025	DATE - 8/18/2025	FILE - 230279_SHT-SOQ.dgn

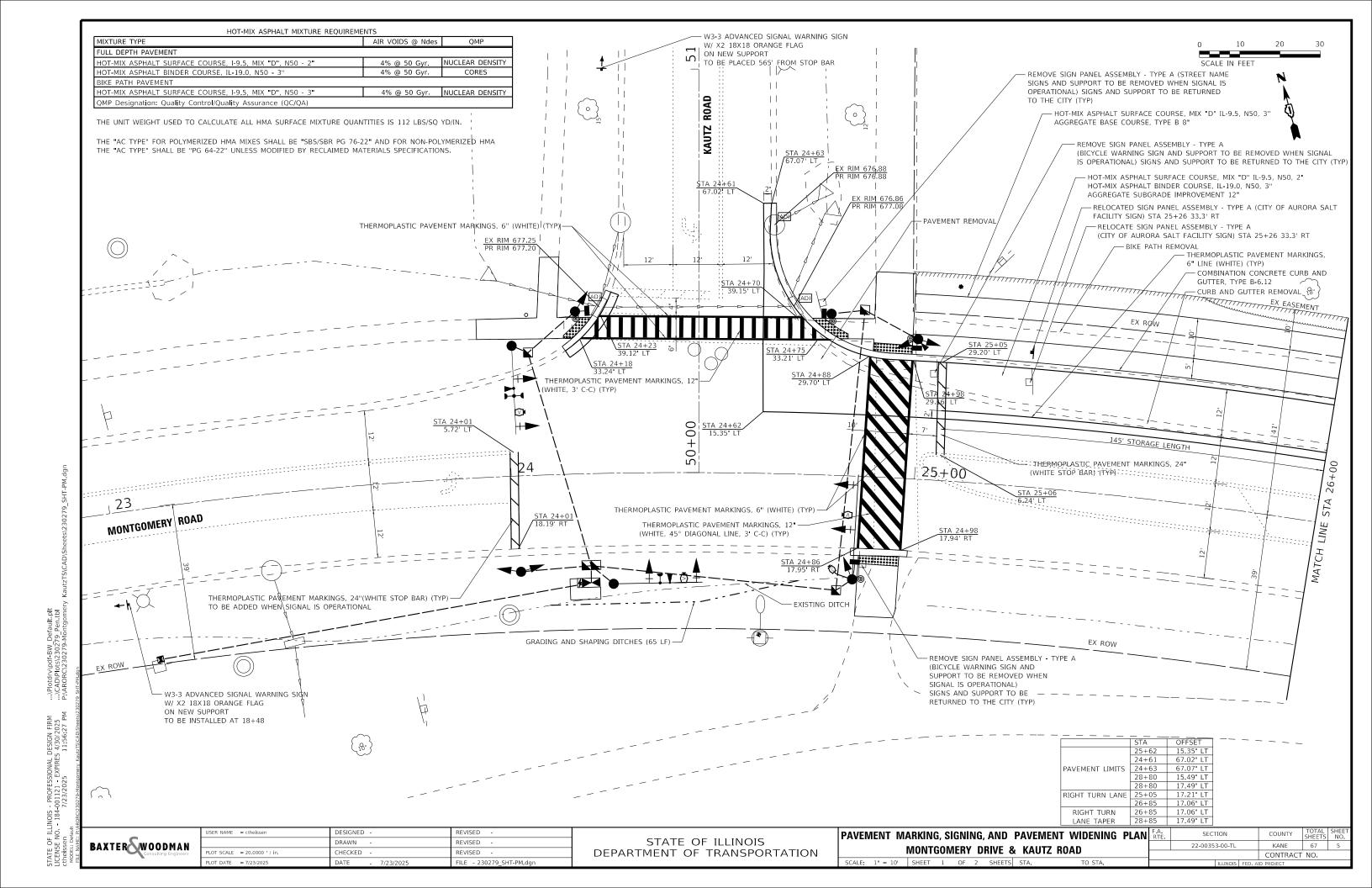
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

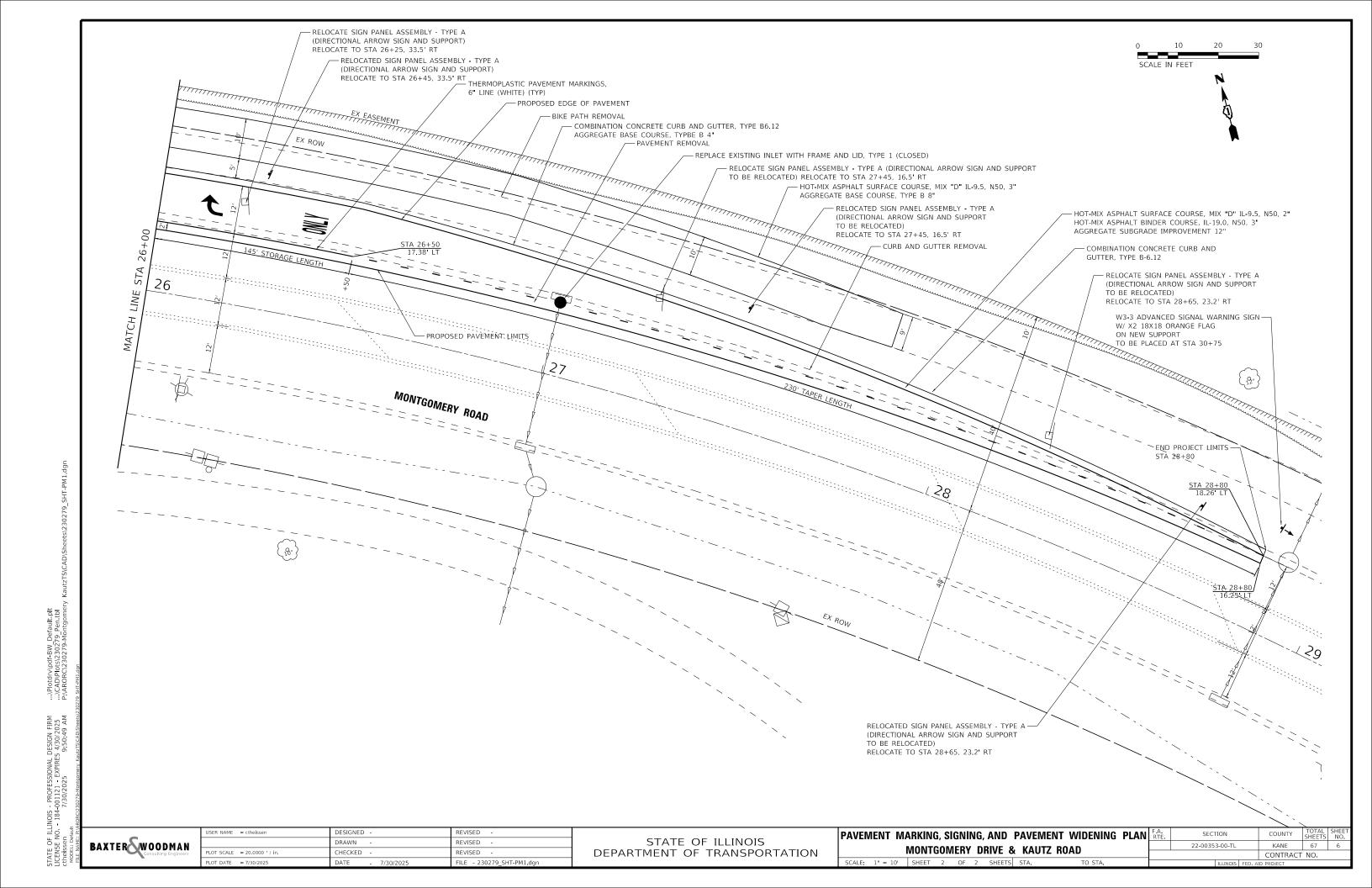
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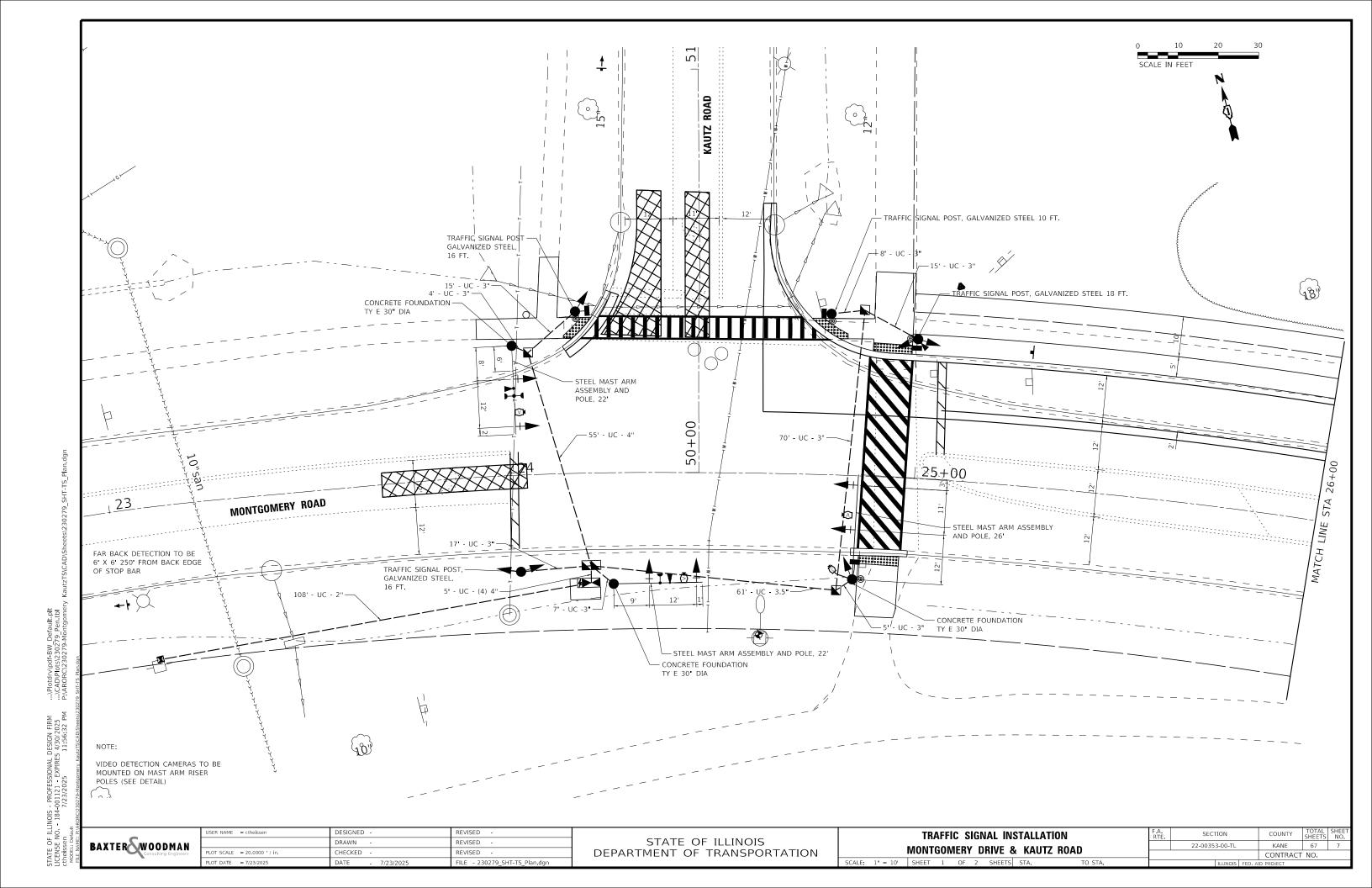
					05.01		150			F.A. RTE	SEC ⁻	TION		COUNTY	TOTAL SHEETS	SHEET NO.
SUMMARY OF QUANTITIES					22-0035	3-00-TL		KANE	67	3						
														CONTRAC	T NO.	
	SHEET	1	OF	1	SHEETS	STA.		TO STA.				ILLINOIS	EED Δ	ID PROJECT		

ITEM DESCRIPTION	UNIT	QTY
EARTH EXCAVATION	CU YD	256
REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	5
OPSOIL FURNISH AND PLACE, 4"	SQ YD	324
RADING AND SHAPING DITCHES	FOOT	65
GGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	190
GGREGATE BASE COURSE, TYPE B 4"	SQ YD	105
GGREGATE BASE COURSE, TYPE B 8"	SQ YD	350
OT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	96
OT-MIX ASPHALT SURFACE COURSE, MIX "D" IL-9.5, N50	TON	124
ORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	457
ETECTABLE WARNINGS	SQ FT	70
AVEMENT REMOVAL	SQ YD	190
OMBINATION CURB AND GUTTER REMOVAL	FOOT	451
IDEWALK REMOVAL	SQ FT	531
RAMES AND LIDS, TYPE 1, CLOSED LID	EACH	1
OMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	451
ON-SPECIAL WASTE DISPOSAL	CU YD	20
OIL DISPOSAL ANALYSIS	EACH	2
EGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1
EGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1
EGULATED SUBSTANCES MONITORING	CAL DAY	5
OBILIZATION	L SUM	1
RAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1
RAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1
HANGEABLE MESSAGE SIGN	CAL DAY	90
IGN PANEL - TYPE 1	SQ FT	21
IGN PANEL - TYPE 2	SQ FT	10
EMOVE SIGN PANEL - TYPE 1	SQ FT	9
ELOCATE SIGN PANEL - TYPE 1	SQ FT	15
ELESCOPING STEEL SIGN SUPPORT	FOOT	45
HERMOPLASTIC PAVEMENT MARKINGS, 6"	FOOT	410
HERMOPLASTIC PAVEMENT MARKINGS, 12"	FOOT	240
HERMOPLASTIC PAVEMENT MARKINGS, 24"	FOOT	48
HERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73
AVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	75
ERVICE INSTALLATION - POLE MOUNTED	EACH	1
NDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	108
NDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	142
NDERGROUND CONDUIT, GALVANIZED STEEL, 3 1/2" DIA.	FOOT	61
NDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	90
ANDHOLE	EACH	3
OUBLE HANDHOLE	EACH	1
LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	395
LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	842
LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	685
LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	734
LECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	132
LECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	570
RAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT.	EACH	1
RAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT.	EACH	2
RAFFIC SIGNAL POST, GALVANIZED STEEL 18 FT.	EACH	1
TEEL MAST ARM ASSEMBLY AND POLE, 22 FT.	EACH	2
TEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1
ONCRETE FOUNDATION, TYPE A	FOOT	20
ONCRETE FOUNDATION, TYPE D	FOOT	4
ONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	30
GNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	3
GNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	3
GNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	3
GNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	3
EDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
RAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE	EACH	6
GHT DETECTOR (INCLUDE CONFIRMATION BEACON)	EACH	3
GHT DETECTOR AMPLIFIER	EACH	1
MERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	210
DEO DETECTION SYSTEM	EACH	1
KE PATH REMOVAL	SQ YD	305
ILETS TO BE REMOVED (SPECIAL)	EACH	1
JLL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET	EACH	1
NINTERRUPTABLE POWER SUPPLY, SPECIAL	EACH	1
CCESSIBLE PEDESTRIAN SIGNALS	EACH	4
ONSTRUCTION LAYOUT	L SUM	1
RAINAGE STRUCTURES TO BE ADJUSTED	EACH	3
THERNET SWITCH	EACH	1
AT. 6 ETHERNET CABLE	FOOT	147
ITERSECTION VIDEO TRAFFIC MONITORING SYSTEM WITH PTZ CAMERA	EACH	147
ENTRALIZED SYSTEM FIELD INTEGRATION / SETUP	L SUM	1
EEDING - AURORA MIX	SQ FT	2,520









26 MATCH LINE (D) TOTAL SHEET NO. DESIGNED -TRAFFIC SIGNAL INSTALLATION SECTION COUNTY BAXTER WOODMAN Consulting Engineers STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DRAWN REVISED 22-00353-00-TL KANE MONTGOMERY DRIVE & KAUTZ ROAD LOT SCALE = 20.0000 ' / in. CHECKED -REVISED -CONTRACT NO.

SERVICE INSTALLATION - POLE MOUNTED EACH	1
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA. FOOT	108
STABLITOTA COTTO C	142
	61
0.102.100.100.100.11, 0.12.11, 1.12.22, 1. 0.12.	90
	3
DOUBLE HANDHOLE EACH	1
	395
	842
	685
	734
	132
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	570
TRAFFIC SIGNAL POST, GALVANIZED STEEL 10 FT. EACH	1
TRAFFIC SIGNAL POST, GALVANIZED STEEL 16 FT. EACH	2
	1
STEEL MAST ARM ASSEMBLY AND POLE, 22 FT. EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 26 FT. EACH	1
CONCRETE FOUNDATION, TYPE A FOOT	20
	4
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER FOOT	30
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED EACH	3
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED EACH	3
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED EACH	3
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER EACH	4
TRAFFIC SIGNAL BACKPLATE, RETROREFLECTIVE EACH	6
LIGHT DETECTOR (INCLUDE CONFIRMATION BEACON) EACH	3
LIGHT DETECTOR AMPLIFIER EACH	1
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C FOOT	210
VIDEO DETECTION SYSTEM EACH	1
FULL-ACTUATED CONTROLLER AND TYPE SUPER P CABINET EACH	1
UNINTERRUPTABLE POWER SUPPLY, SPECIAL EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS EACH	4
ETHERNET SWITCH EACH	1
CAT. 6 ETHERNET CABLE FOOT	147
INTERSECTION VIDEO TRAFFIC MONITORING SYSTEM WITH PTZ CAMERA EACH	1
CENTRALIZED SYSTEM FIELD INTEGRATION / SETUP L SUM	1

ELECTRICAL SERVICE REQUIREMENTS

TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAG
SIGNAL HEAD		•	
3-SECTION	7	11	77
4-SECTION	0	14	0
5-SECTION	5	13	65
PROGRAMMABLE SIGNALS			
3-SECTION	0	22	0
4-SECTION	0	32	0
5-SECTION	0	28	0
PED. SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	0	100	0
UPS	1	25	25
DETECTION			
RADAR	0	20	0
VIDEO	3	20	60
BLANK-OUT SIGN	0	25	0
NETWORK SWITCH II OR III	0	35	0
CELLULAR MODEM	0	15	0
			437
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180

TRAFFIC SIGNAL

ENERGY COSTS TO:

CABINET HEATER

.UMINAIRE

CITY OF AURORA 44 E. DOWNER PLACE AURORA, ILLINOIS 60507-2067

BAXTER WOODMAN

ENERGY SUPPLY: CONTACT: MARK SCHERIBEL
PHONE: (630) 723-2128
COMPANY: COMMONWEALTH EDISON

ACCOUNT NUMBER:

LEGEND:

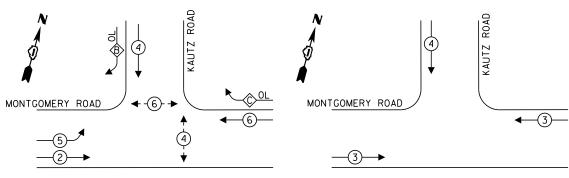
◆ * PROTECTED PHASE

◆ ◆ OL OVERLAP PHASE

← - - ** - - PROTECTED/PERMITTED PHASE

→ -(*)- → PEDESTRIAN PHASE

CONTROLLER SEQUENCE EMERGENCY VEHICLE PREEMPTION SEQUENCE



PERMISSIVE PHASE PROTECTIVE PHASE LETTER

* OMIT OVERLAP C IF PEDESTRIAN PHASE 4 IS ACTIVE

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

(C) \(\neq \mathbb{Z}\)

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE PREEMPTION SEQUENCE MONTGOMERY ROAD AND KAUTZ ROAD

SHEET OF SHEETS STA. TO STA.

1*6

CABLE PLAN

(NOT TO SCALE)

KAUTZ ROAD

≫ €

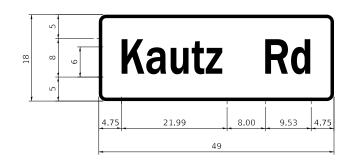
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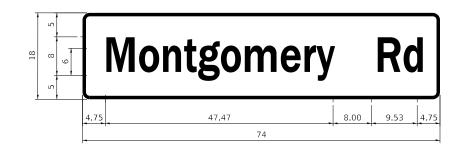
SECTION 22-00353-00-TL KANE 67 9 CONTRACT NO.

MONTGOMERY

ROAD

DESIGNED -DRAWN REVISED LOT SCALE = 40.0008 / in. CHECKED REVISED





NOTES:

- 1. ALL BRACKETS AND MOUNTING HARDWARE NECESSARY TO MOUNT SIDGN ON MAST ARMS AND POLES INCLUDED IN COST OF PAY ITEM SIGN PANEL - TYPE 1 AND 2.
- 2. THE SIGNAGE PROVIDED ON THIS DETAIL IS NOT TO SCALE. HOWEVER, DIMENSIONS PROVIDED ARE AN ACCURATE REPRESENTATION OF DESIRED SPACING AND SIZE. SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS

	USER NAME = ctheissen	DESIGNED -	REVISED -		
DODMAN		DRAWN -	REVISED -		
nsulting Engineers	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -		
	PLOT DATE = 7/23/2025	DATE - 7/23/2025	FILE - 230279_SHT-StreetNameSign.dgr		

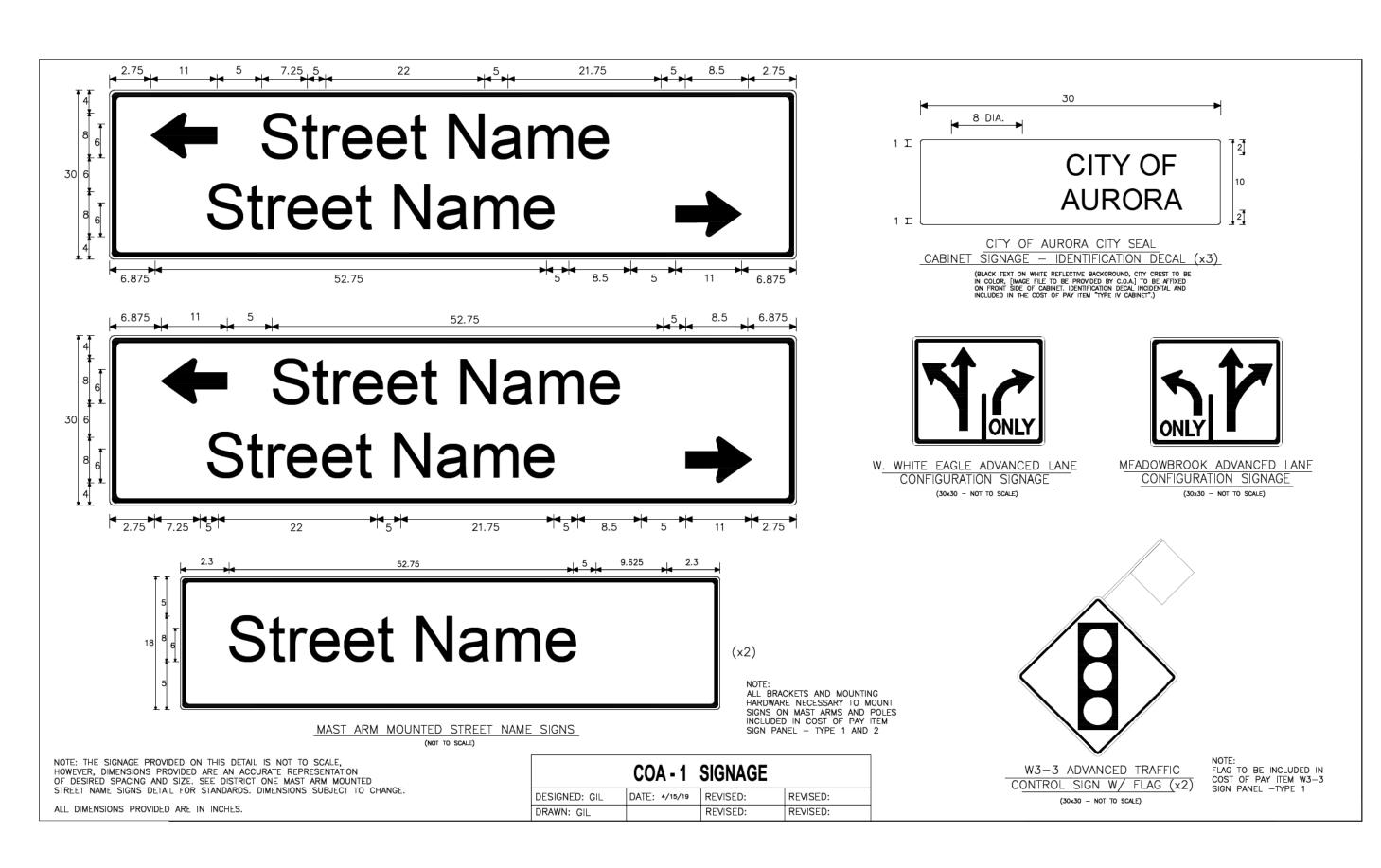
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

OTDEET NAME OLON DEGION	F.A. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
STREET NAME SIGN DESIGN		22-00353-00-TL		KANE	67	10
				CONTRACT	NO.	
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO ST	١.	ILLINOIS	FED. AID	PROJECT		

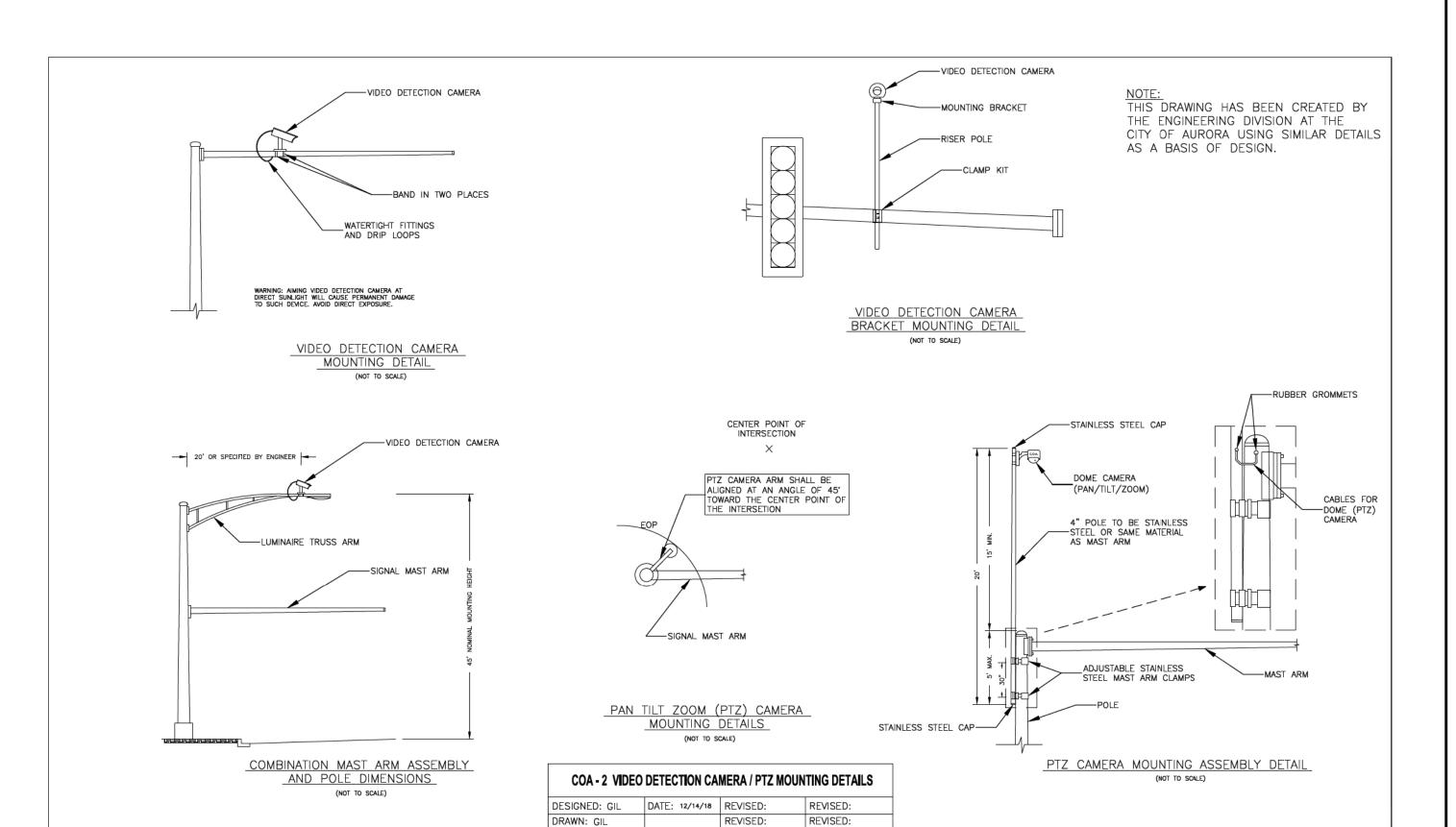








BAXTER WOODMAN Consulting Engineers	USER NAME = ctheissen	DESIGNED -	REVISED -		AURORA DETAILS STREET SIGNAGE			F.A. RTF	SECTION	COUNTY	TOTAL SHEETS	SHEET
		DRAWN -	REVISED -	STATE OF ILLINOIS				1112.	22-00353-00-TL	KANE	67	11
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION						CONTRACT	NO.	
	PLOT DATE = 7/23/2025	DATE - 7/23/2025	FILE - 230279_SHT-Aurora Details.dgn		SCALE: NTS	E: NTS SHEET 1 OF 1 SHEETS STA. TO STA.			ILLINOIS FED. A	PROJECT		



USER NAME = ctheissen	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/23/2025	DATE - 7/23/2025	FILE - 230279_SHT-Aurora Details.dgn

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	AURORA DETAILS								
	VIDEO	D	ETECT	ION	CAI	ME	RA /P	rz M	OUNTING DETAILS
ΔΙΕ-	NTS		SHEET	1	OF	1	SHEETS	SΤΔ	TO STA

ABV	ABOVE	CU YD	CUBIC YARD	HATCH	HATCHING	PM	PAVEMENT MARKING	STD	STANDARD
A/C	ACCESS CONTROL	CULV	CULVERT	HD	HEAD	PED	PEDESTAL	SBI	STATE BOND ISSUE
AC	ACRE	C&G	CURB & GUTTER	HDW	HEADWALL	PNT	POINT	SR	STATE ROUTE
ADJ	ADJUST	D	DEGREE OF CURVE	HDUTY	HEAVY DUTY	PC	POINT OF CURVATURE	STA	STATION
AS	AERIAL SURVEYS	DC	DEPRESSED CURVE	ha	HECTARE	PI	POINT OF INTERSECTION OF HORIZONTAL	SPBGR	STEEL PLATE BEAM GUARDRAIL
AGG	AGGREGATE	DET	DETECTOR	HMA	HOT MIX ASPHALT		CURVE	SS	STORM SEWER
AH	AHEAD	DIA	DIAMETER	HWY	HIGHWAY	PRC	POINT OF REVERSE CURVE	STY	STORY
APT	APARTMENT	DIST	DISTRICT	HORIZ	HORIZONTAL	PT	POINT OF TANGENCY	ST	STREET
ASPH	ASPHALT	DOM	DOMESTIC	HSE	HOUSE	POT	POINT ON TANGENT	STR	STRUCTURE
AUX	AUXILIARY	DBL	DOUBLE	IL	ILLINOIS	POLYETH	POLYETHYLENE	e	SUPERELEVATION RATE
AGS	AUXILIARY GAS VALVE (SERVICE)	DSEL	DOWNSTREAM ELEVATION	IMP	IMPROVEMENT	PCC	PORTLAND CEMENT CONCRETE		SUPERELEVATION RUNOFF LENGTH
AVE	AVENUE	DSFL	DOWNSTREAM FLOWLINE	in dia	INCH DIAMETER	PP	POWER POLE OR PRINCIPAL POINT	SURF	SURFACE
AX	AXIS OF ROTATION	DR	DRAINAGE OR DRIVE	INL	INLET	PRM	PRIME	SMK	SURVEY MARKER
BK	BACK	DI	DRAINAGE INLET OR DROP INLET	INST	INSTALLATION	PE	PRIVATE ENTRANCE	Т	TANGENT DISTANCE
B - B	BACK TO BACK	DRV	DRIVEWAY	IDS	INTERSECTION DESIGN STUDY	PROF	PROFILE	T.R.	TANGENT RUNOUT DISTANCE
BKPL	BACKPLATE	DCT	DUCT	INV	INVERT	PGL	PROFILE GRADELINE	TEL	TELEPHONE
В	BARN	EA	EACH	IP	IRON PIPE	PROJ	PROJECT	ТВ	TELEPHONE BOX
BARR	BARRICADE	EB	EASTBOUND	IR	IRON ROD	P.C.	PROPERTY CORNER	TP	TELEPHONE POLE
BL	BASELINE	EOP	EDGE OF PAVEMENT	JΤ	JOINT	PL	PROPERTY LINE	TEMP	TEMPORARY
BGN	BEGIN	E-CL	EDGE TO CENTERLINE	kg	KILOGRAM	PR	PROPOSED	TBM	TEMPORARY BENCH MARK
BM	BENCHMARK	E-E	EDGE TO EDGE	km	KILOMETER	R	RADIUS or RESIDENTUAL	TD	TILE DRAIN
BIND	BINDER	ELEC	ELECRICAL	LS	LANDSCAPING	RR	RAILROAD	TBE	TO BE EXTENDED
BIT	BITUMINOUS	EL	ELEVATION	LN	LANE	RRS	RAILROAD SPIKE	TBR	TO BE REMOVED
BTM	BOTTOM	ENTR	ENTRANCE EXCAVATION	LT	LEFT	RPS	REFERENCE POINT STAKE	TBS	TO BE SAVED
BLVD	BOULEVARD	EXC		LIDAR	LIGHT DETECTION AND RANGING	REF	REFLECTIVE	TWP	TOWNSHIP
BRK BBOX	BRICK BUFFALO BOX	EXPLAZA	EXISTING EXPRESSWAY	LP LGT	LIGHT POLE LIGHTING	RCCP REINF	REINFORCED CONCRETE CULVERT PIPE REINFORCEMENT	TR TS	TOWNSHIP ROAD TRAFFIC SIGNAL
	BUILDING	EXPWAT		LG I LF	LINEAL FEET OR LINEAR FEET	REINF	REMOVAL	TSCB	TRAFFIC SIGNAL TRAFFIC SIGNAL CONTROL BOX
BLDG CATV	CABLE	F	EXTERNAL DISTANCE OF HORIZONTAL CURVE OFFSET DISTANCE TO VERTICAL CURVE	L	LITER OR CURVE LENGTH	RC REM	REMOVEL CROWN	TSC	TRAFFIC SIGNAL CONTROL BOX TRAFFIC SYSTEMS CENTER
CIP	CAST IRON PIPE	F-F	FACE TO FACE	LC	LONG CHORD	REP	REPLACEMENT	TRVS	TRANSVERSE
CB	CATCH BASIN	FA	FEDERAL AID	LNG	LONGITUDINAL	REST	RESTAURANT	TRVL	TRAVEL
C-C	CENTER TO CENTER	FAI	FEDERAL AID INTERSTATE	L SUM	LUMP SUM	RESURF	RESURFACING	TRN	TURN
CL	CENTERLINE OR CLEARANCE	FAP	FEDERAL AID PRIMARY	MACH	MACHINE	RET	RETAINING	TY	TYPE
CL-E	CENTERLINE TO EDGE	FAS	FEDERAL AID SECONDARY	MB	MAIL BOX	RT	RIGHT	T-A	TYPE A
CL-F	CENTERLINE TO FACE	FAUS	FEDERAL AID URBAN SECONDARY	МН	MANHOLE	ROW	RIGHT-OF-WAY	TYP	TYPICAL
CTS	CENTERS	FP	FENCE POST	MATL	MATERIAL	RD	ROAD	UNDGND	UNDERGROUND
CERT	CERTIFIED	OPT	FIBER OPTIC	MED	MEDIAN	RDWY	ROADWAY	USGS	U.S. GEOLOGICAL SURVEY
CHSLD	CHISELED	FE	FIELD ENTRANCE	m	METER	RTE	ROUTE	USEL	UPSTREAM ELEVATION
CS	CITY STREET	FH	FIRE HYDRANT	METH	METHOD	SAN	SANITARY	USFL	UPSTREAM FLOWLINE
CP	CLAY PIPE	FL	FLOW LINE	М	MID-ORDINATE	SANS	SANITARY SEWER	UTIL	UTILITY
CLSD	CLOSED	FB	FOOT BRIDGE	mm	MILLIMETER	SEC	SECTION	VBOX	VALVE BOX
CLID	CLOSED LID	FDN	FOUNDATION	mm DIA	MILLIMETER DIAMETER	SEED	SEEDING	VV	VALVE VAULT
CT	COAT OR COURT	FR	FRAME	MIX	MIXTURE	SHAP	SHAPING	VLT	VAULT
COMB	COMBINATION	F&G	FRAME & GRATE	мвн	MOBILE HOME	S	SHED	VEH	VEHICLE
С	COMMERCIAL BUILDING	FRWAY	FREEWAY	MOD	MODIFIED	SH	SHEET	VP	VENT PIPE
CE	COMMERCIAL ENTRANCE	GAL	GALLON	MFT	MOTOR FUEL TAX	SHLD	SHOULDER	VERT	VERTICAL
CONC	CONCRETE	GALV	GALVANIZED		NAIL & BOTTLE CAP	SW	SIDEWALK OR SOUTHWEST	VC	VERTICAL CURVE
	CONSTRUCT	G	GARAGE		NAIL & CAP	SIG	SIGNAL	VPC	VERTICAL POINT OF CURVATURE
	CONTINUED	GM	GAS METER		NAIL & WASHER	SOD	SODDING	VPI	VERTICAL POINT OF INTERSECTION
CONT	CONTINUOUS	GV	GAS VALVE	NC	NORMAL CROWN	SM	SOLID MEDIAN	VPT	VERTICAL POINT OF TANGENCY
COR	CORNER	GIS	GEOGRAPHICAL INFORMATION SYSTEM	NB	NORTHBOUND	SB	SOUTHBOUND	WM	WATER METER
CORR	CORRUGATED	GRAN	GRANULAR	NE	NORTHEAST	SE	SOUTHEAST	WV	WATER VALVE
CMP	CORRUGATED METAL PIPE	GR GR) (1	GRATE	NW	NORTHWEST	SPL	SPECIAL SPECIAL	WMAIN	WATER MAIN
CNTY	COUNTY	GRVL	GRAVEL	O/S	OFFSET	SD	SPECIAL DITCH	WB	WESTBOUND
CH	COURSE	GND	GROUND	0&C	OIL AND CHIP	SQ FT	SQUARE FEET	WILDFL	WILDFLOWERS
CSE	COURSE	GUT	GUY POLE	OLID	OPEN LID	m ²	SQUARE METER SOUARE MILLIMETER	W WO	WITH WITHOUT
XSECT m ³	CROSS SECTION CUBIC METER	GP GW	GUY POLE GUY WIRE	PAT PVD	PATTERN PAVED	mm² SQ YD	SQUARE MILLIMETER SQUARE YARD	WO	WITHOUT
mm ³	CUBIC METER CUBIC MILLIMETER	HH	HANDHOLE	PVD	PAVEMENT	STB	STABILIZED		
111111-	CODIC PILLIPLIER	1111	HARDIOLE	F V IVI I	LOVERENT	310	JIADILIZLO		
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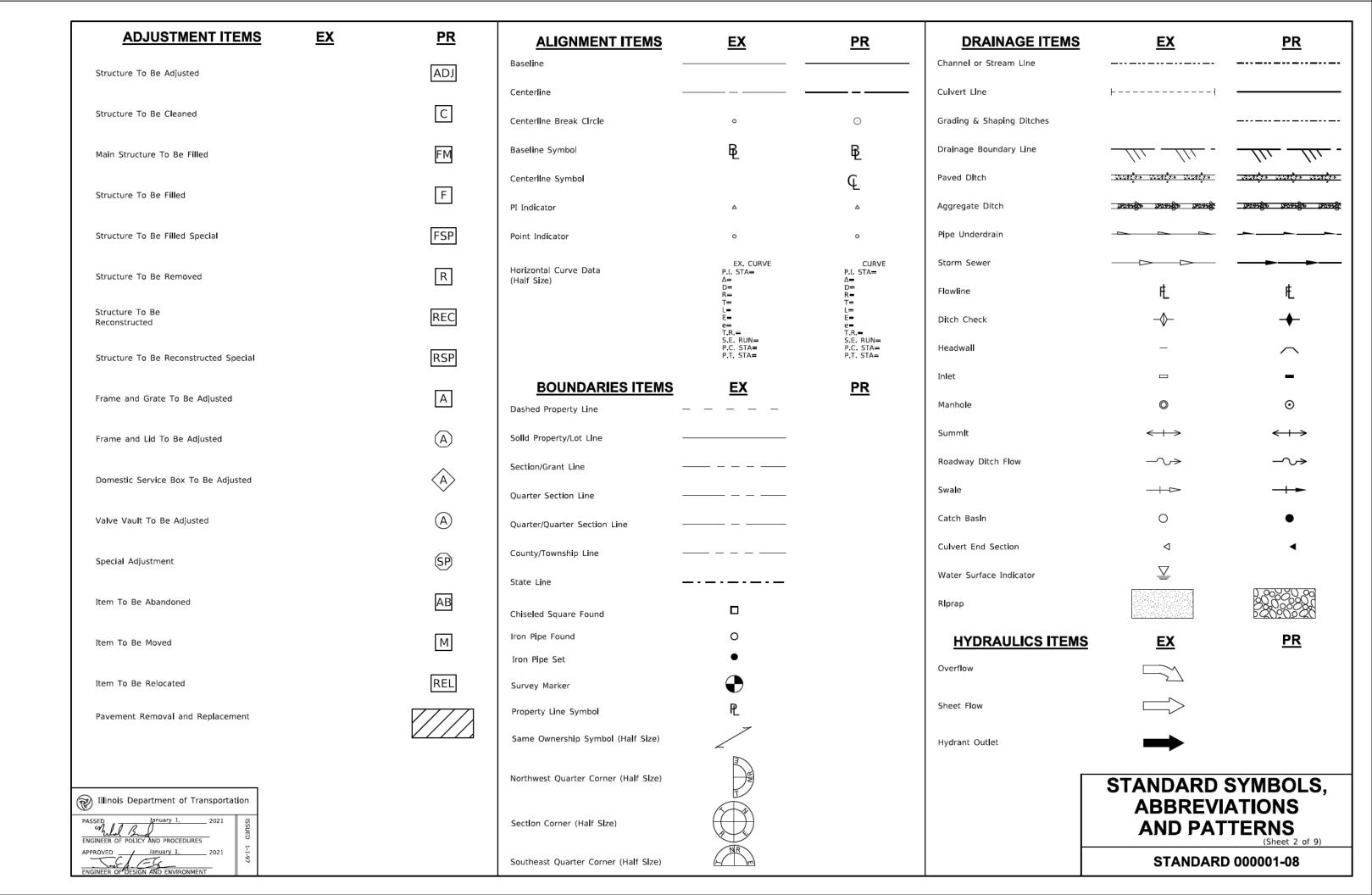
Illinois (Department of Transpo	ortation
PASSED ENGINEER OF PO	January 1, 202 DLICY AND PROCEDURES	1 ISSUED
APPROVED	January 1, 202 ESIGN AND ENVIRONMENT	1-1-97

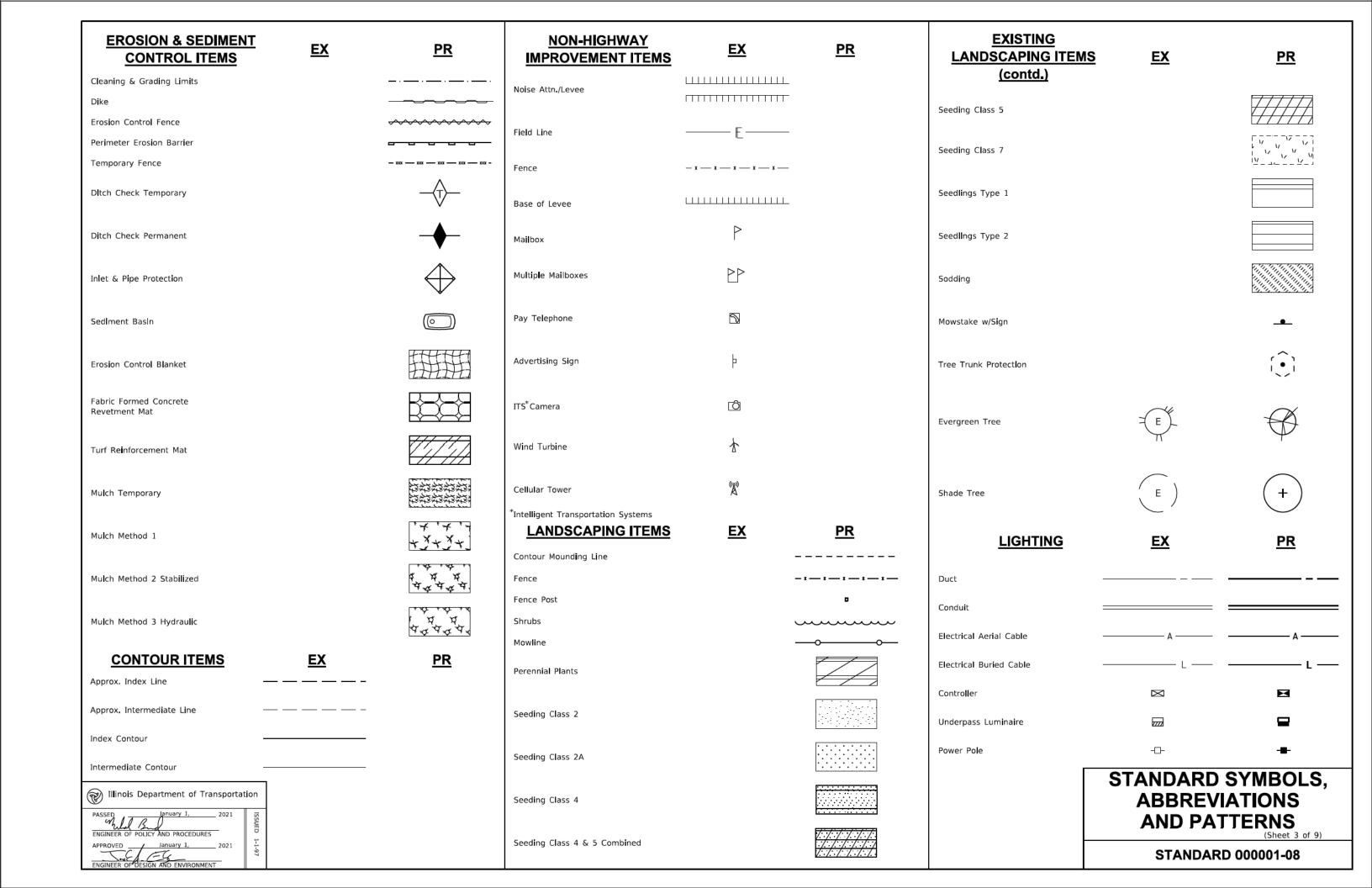
DATE	REVISIONS	
1-1-21	Updated fonts, abbreviations	
	and symbols.	
1-1-19	Added new symbols.	

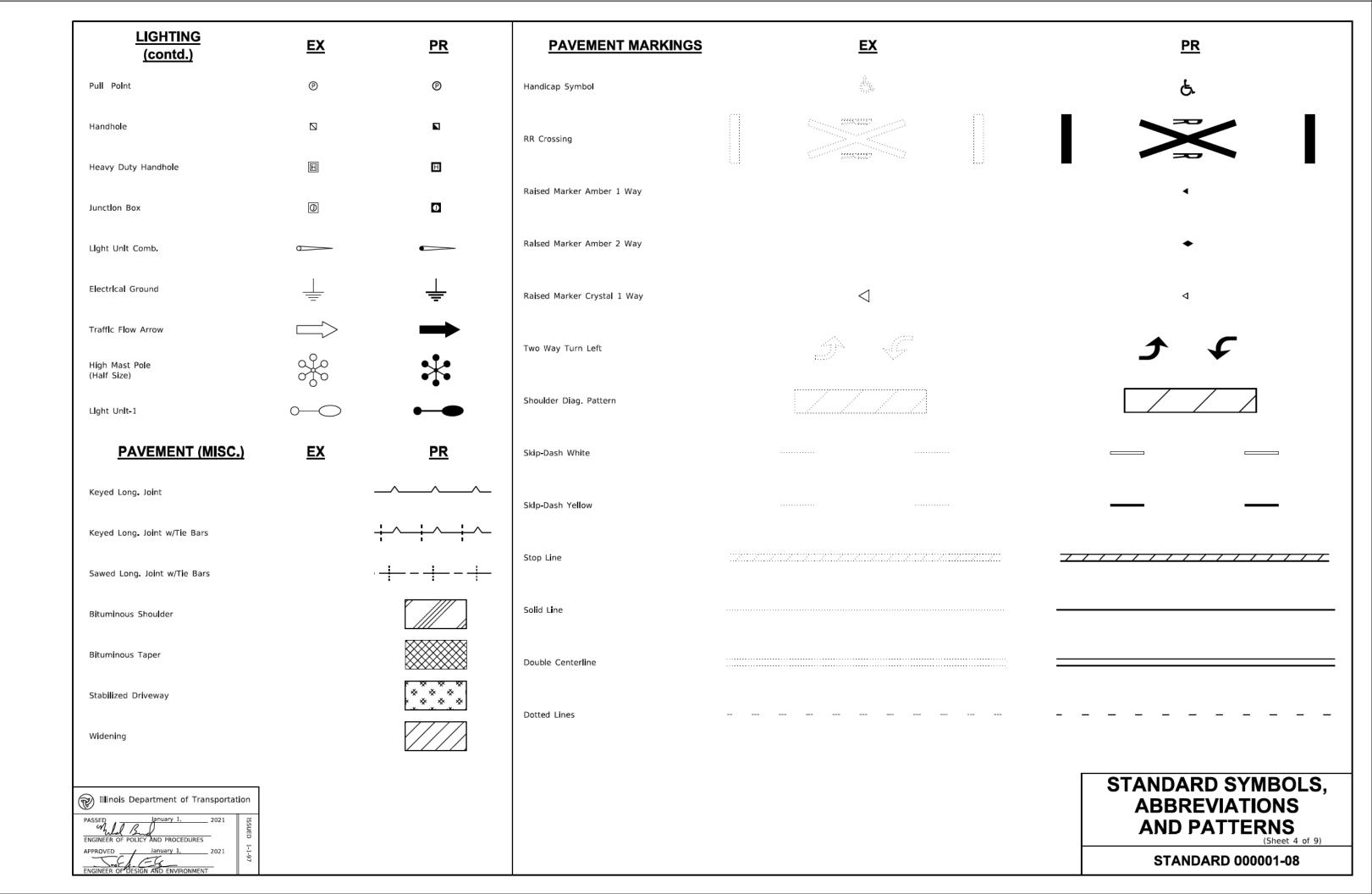
STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS (Sheet 1 of 9)

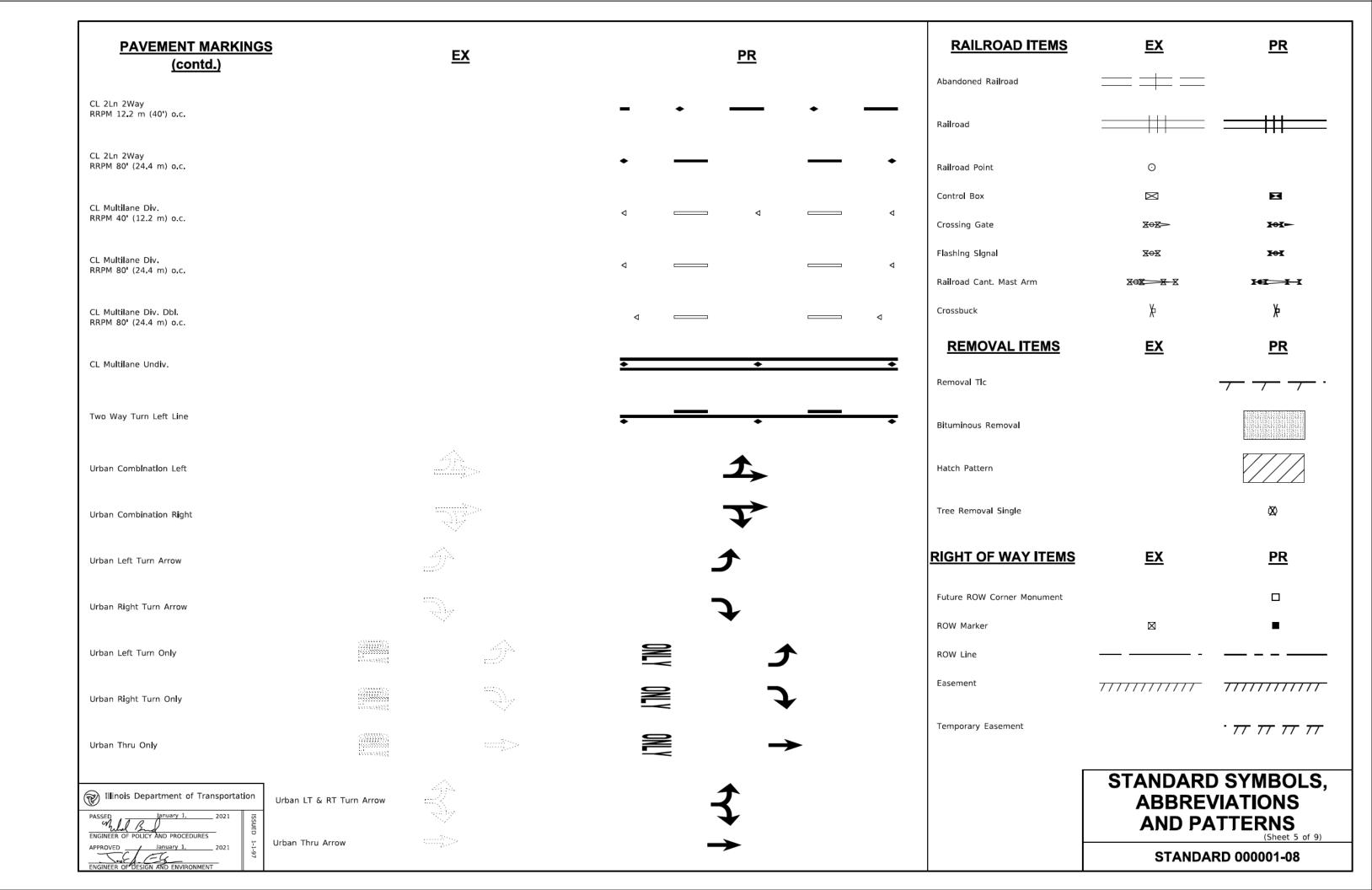
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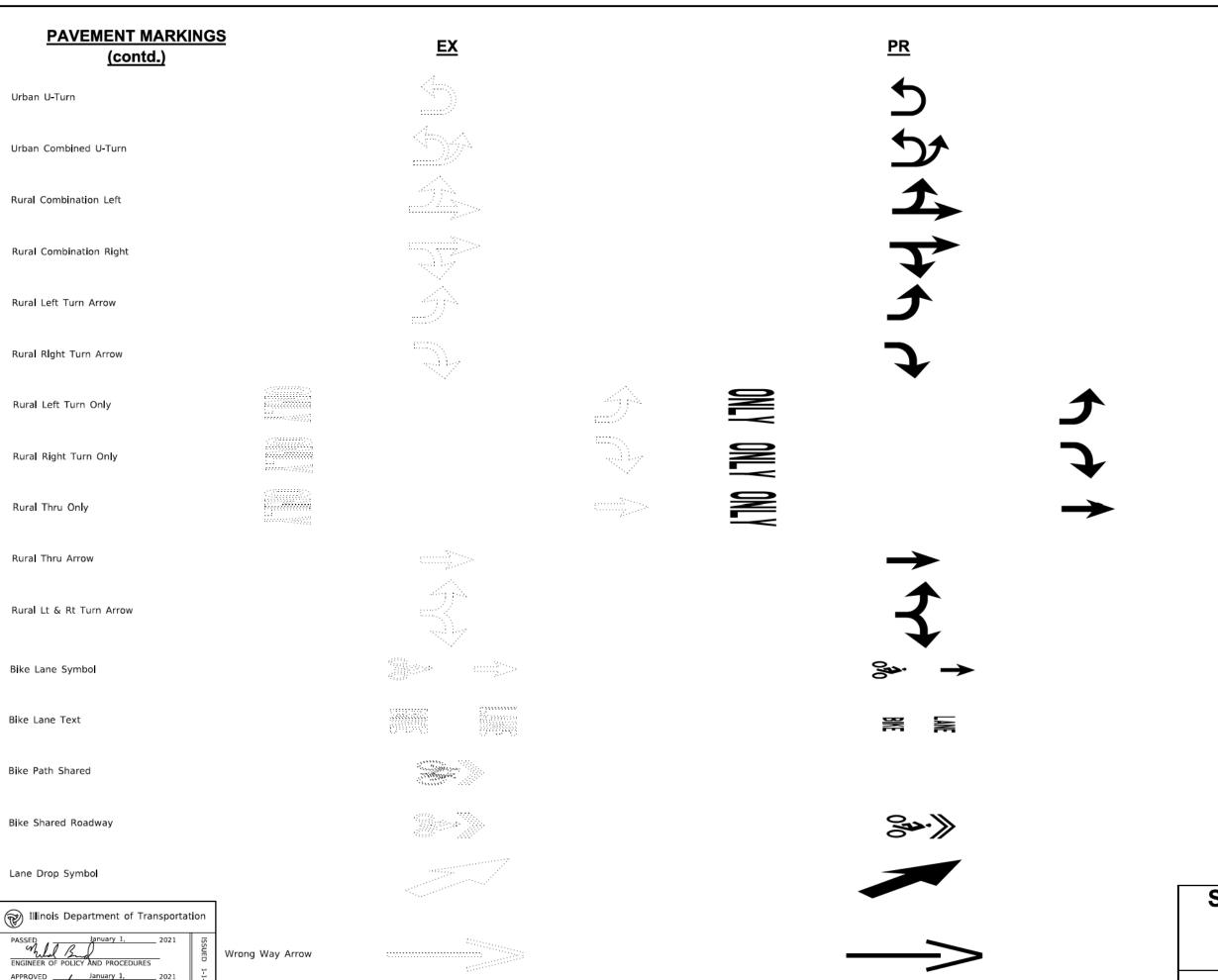
STANDARD 000001-08







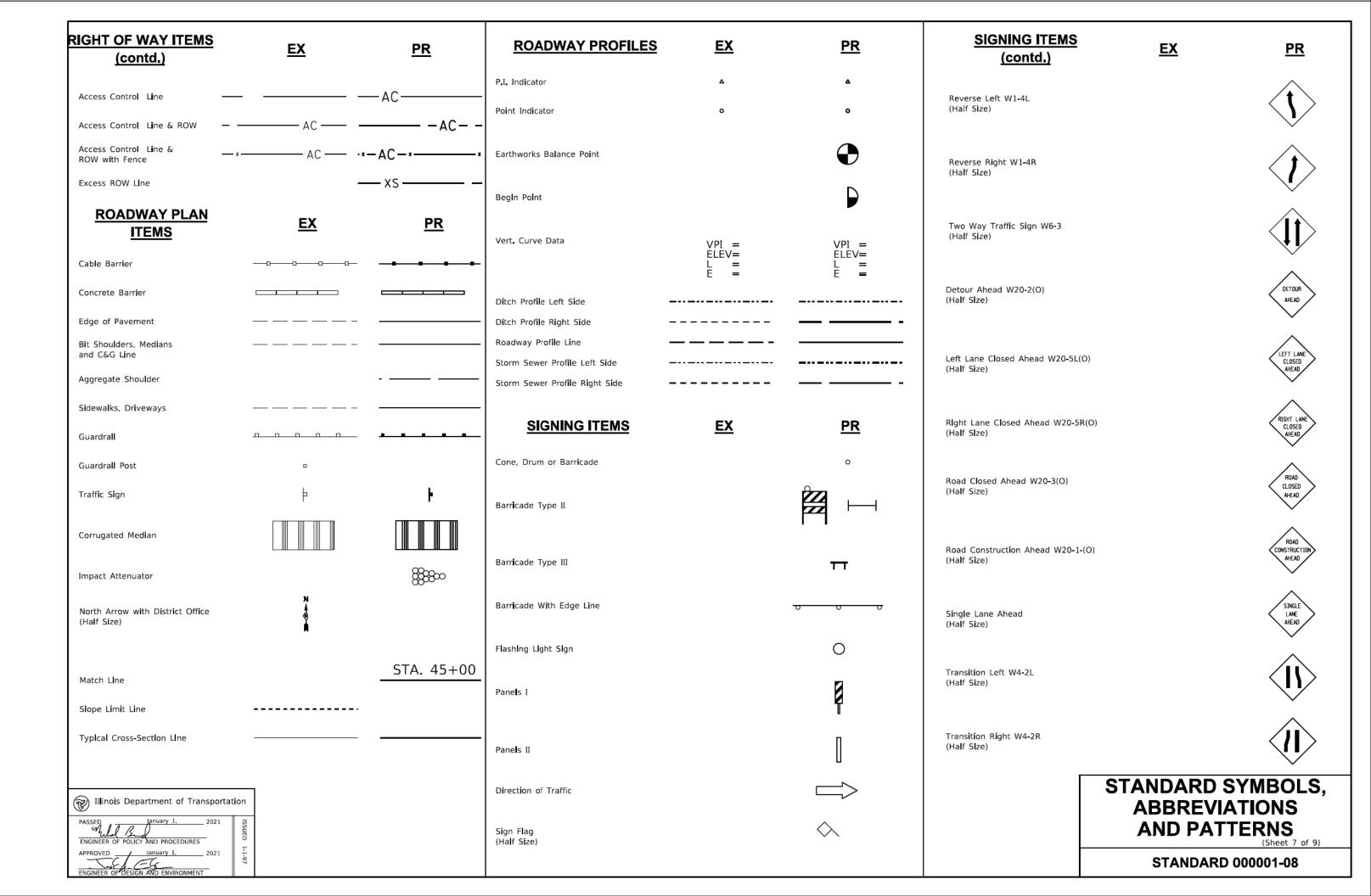


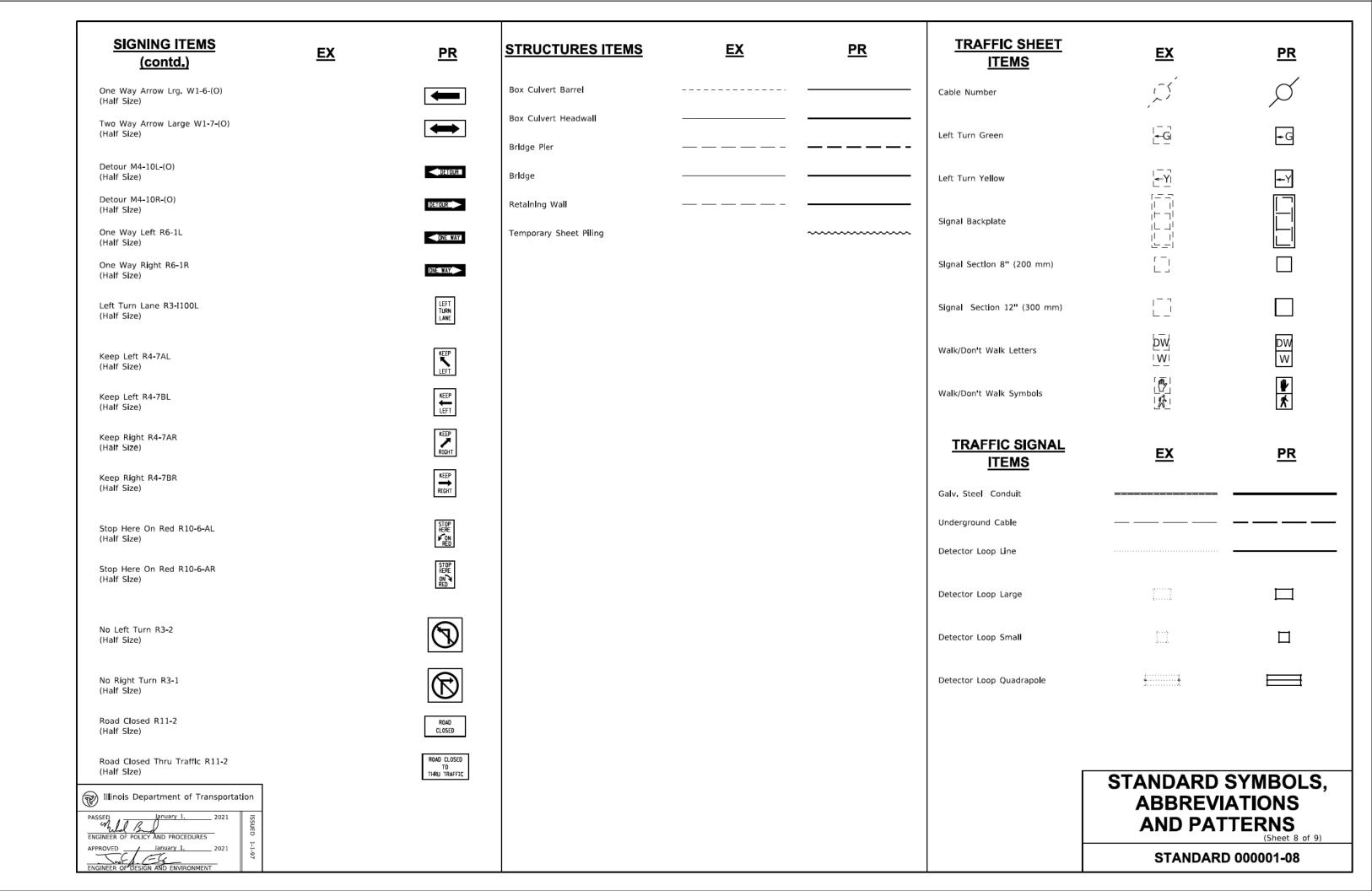


STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS

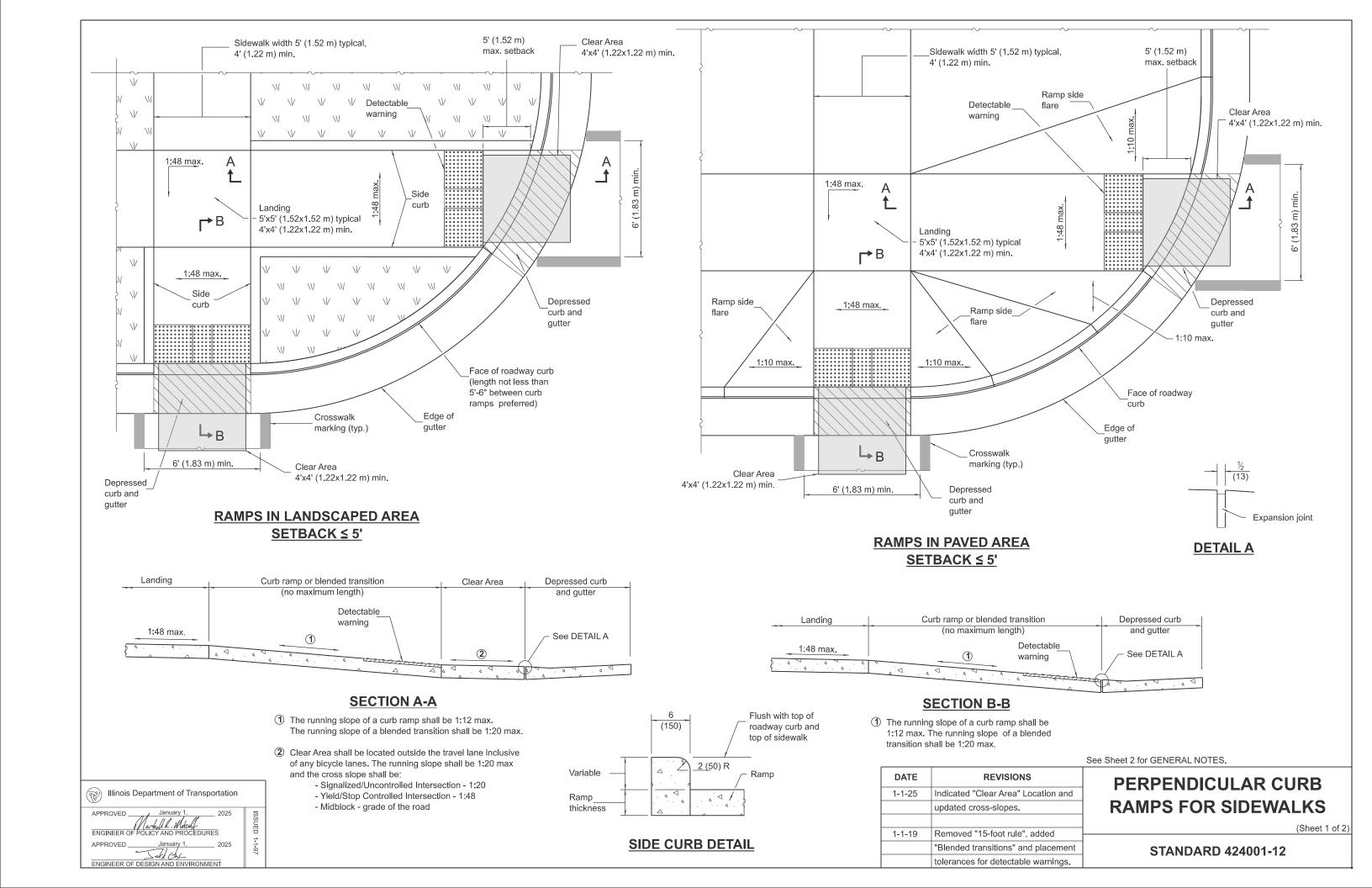
(Sheet 6 of 9

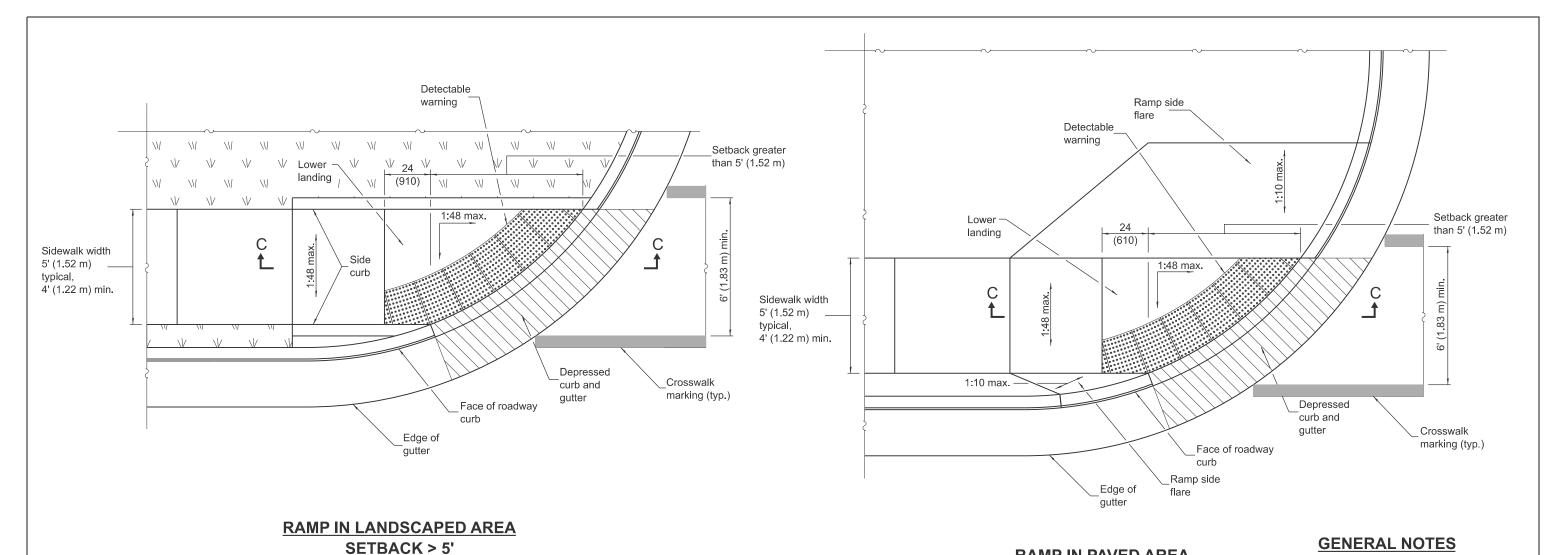
STANDARD 000001-08





TRAFFIC SIGNAL ITEMS (contd.)	<u>EX</u>	<u>PR</u>	UNDERGROUND EX	<u>PR</u>	ABANDONED	UTILITY ITEMS (contd.)	<u>EX</u>	<u>PR</u>
Detector Raceway	*E*		Cable TV ———— CTV ———	— стv —	CTV	Traffic Signal	Ф	•
			Electric Cable ————————————————————————————————————	— —Е—	- -/E/-	Traffic Signal Control Box	×	
Aluminum Mast Arm	0		Flber Optic —— F0 ——	— F 0 —		Water Meter	A	
Steel Mast Arm	0	•	Gas Pipe ————————————————————————————————————	— — G —	-	Water Meter Valve Box	0	•
			Oil Pipe — — — — — — — — — — — — — — — — — — —	— — 0 —	-	Profile Line		
Veh. Detector Magnetic	<u> </u>	=	Sanitary Sewer —)——)——	→ ->->-	>- >>	Aerial Power Line	—— А ———— А	A A
Conduit Splice	•	•	Telephone Cable — T—	— ——т—	T	VEGETATION ITE	EMS EX	PR
Controller	\bowtie	E	Water Pipe ────────────────────────────────────	— — ₩—	_ W	VEGETATIONTI	<u> </u>	<u>1 K</u>
Gulfbox Junction	0	О				Deciduous Tree	0	
Wood Pole	8	•	<u>UTILITIES ITEMS</u>	<u>EX</u>	<u>PR</u>	Bush or Shrub	0	
Temp. Signal Head		- \$≥	Controller	\boxtimes	E	Evergreen Tree	Ŷ	
Handhole		N	Double Handhole		N	Stump	<i>j</i> a.	
Double Handhole		N.	Fire Hydrant	Ø	*	Orchard/Nursery Line		
Heavy Duty Handhole	H	н	GuyWire or Deadman Anchor	\rightarrow		Vegetation Line	~~~~~	
Junction Box	0	0	Handhole		N	Woods & Bush Line		
Ped. Pushbutton Detector	•	©	Heavy Duty Handhole	H	•	<u>WATER FEATURE</u> <u>ITEMS</u>	<u>EX</u>	<u>PR</u>
Ped. Signal Head	-0	-1	Junction Box	0	O	Stream or Drainage Ditch		
Power Pole Service	-0-	-	Light Pole	¤	*	Waters Edge		
Priority Veh. Detector			Manhole	0	0	Water Surface Indicator	$\overline{\underline{\nabla}}$	
Slgnal Head	->>	→	Monitoring Well (Gasoline)	699		Water Point	·	
Signal Head w/Backplate	+⊳	+-	P i peline Warning Sign	þ		Disappearing Ditch	<	
Signal Post	0	•	Power Pole	-0-	-	Marsh	يتللاد	
Closed Circuit TV	(C)		Power Pole with Light	ф——		Marsh/Swamp Boundary		
Video Detector System	(∑t	•	Sanitary Sewer Cleanout					
	\neg		Splice Box Above Ground		•	Γ	STANDARD SY	MBOLS,
PASSED January 1, 2021	n ISSU		Telephone Splice Box Above Ground	⊞			ABBREVIAT AND PATTE	
ENGINEER OF POLICY AND PROCEDURES APPROVED	ED 1-1-9		Telephone Pole	-0-	→	-		(Sheet 9 of 9)
ENGINEER OF DESIGN AND ENVIRONMENT	37						STANDARD 000	0001-08





Lower landing Curb ramp or blended transition Depressed curb Sidewalk and gutter (no maximum length) Detectable warning See DETAIL A 1:48 max. The state of the s

SECTION C-C

1 The running slope of a curb ramp shall be 1:12 max. The running slope of a blended transition shall be 1:20 max.

Illinois Department of Transportation ENGINEER OF POLICY AND PROCEDURES John Clac

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

RAMP IN PAVED AREA

SETBACK > 5'

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

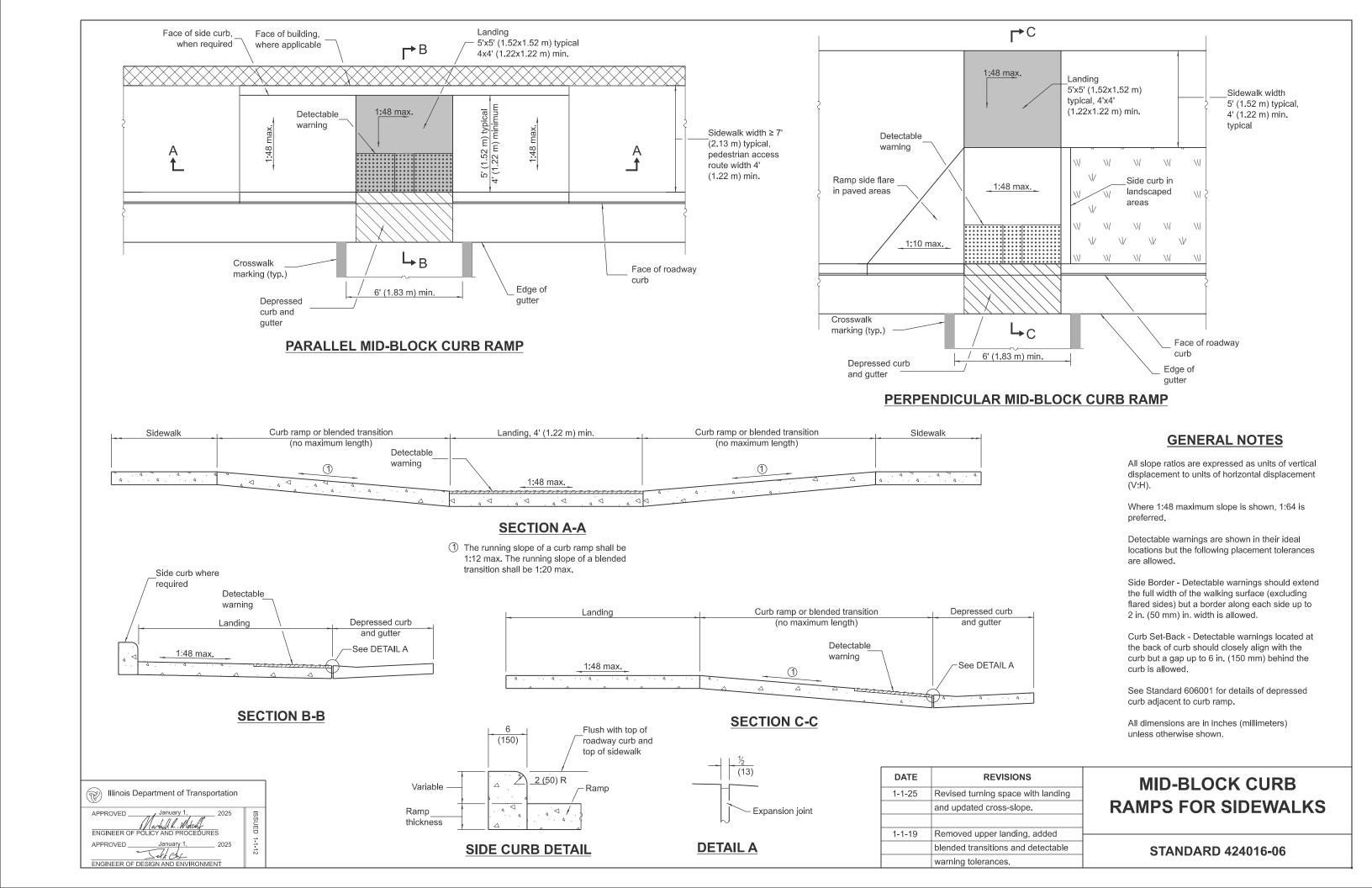
See Standard 606001 for details of depressed curb adjacent to curb ramp.

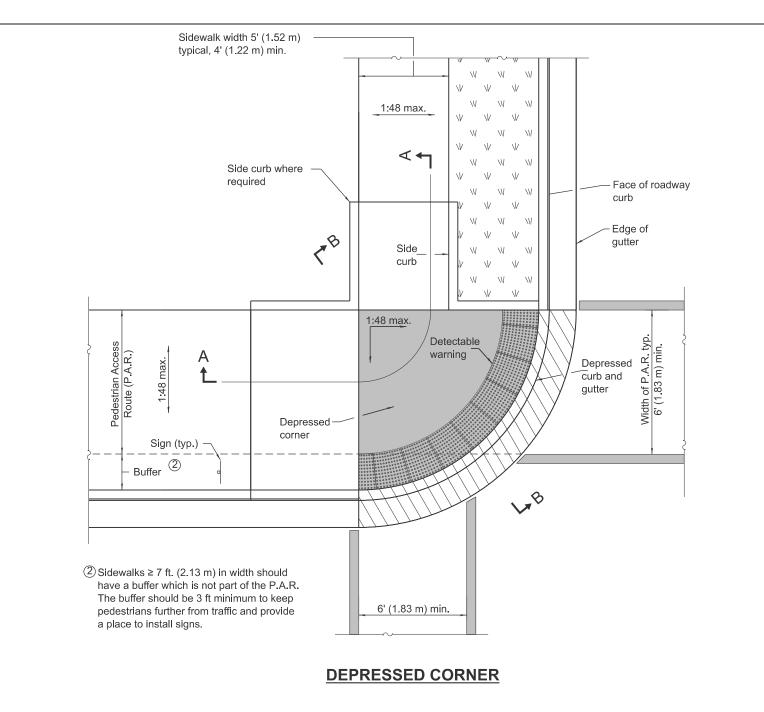
All dimensions are in inches (millimeters) unless otherwise shown.

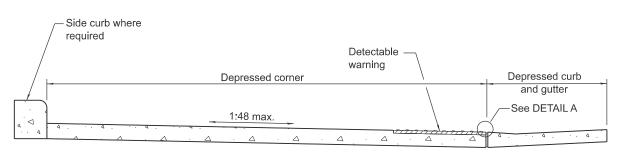
PERPENDICULAR CURB **RAMPS FOR SIDEWALKS**

(Sheet 2 of 2)

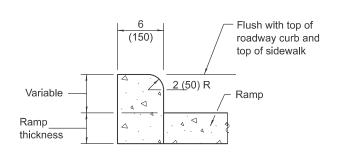
STANDARD 424001-12

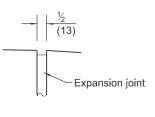






SECTION B-B





DETAIL A

SIDE CURB DETAIL

Sidewalk

GENERAL NOTES

This standard shall only be used for curb radii of 6 ft. (1.83 m) or greater.

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where 1:48 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal tolerances but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

<u>Curb Set-Back</u> - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is

See Standard 606001 for details of depressed curb adjacent to curb ramp.

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

SECTION A-A

Depressed corner

1:48 max.

Curb ramp or blended transition

(no maximum length)

	① The running slope of a curb ramp shall be 1:12 max. The running slope of a blended
Illinois Department of Transportation	transition shall be 1:20 max.
APPROVED January 1, 2025 Markell World ENGINEER OF POLICY AND PROCEDURES APPROVED January 1, 2025	
ENGINEER OF DESIGN AND ENVIRONMENT	

Curb ramp or blended transition

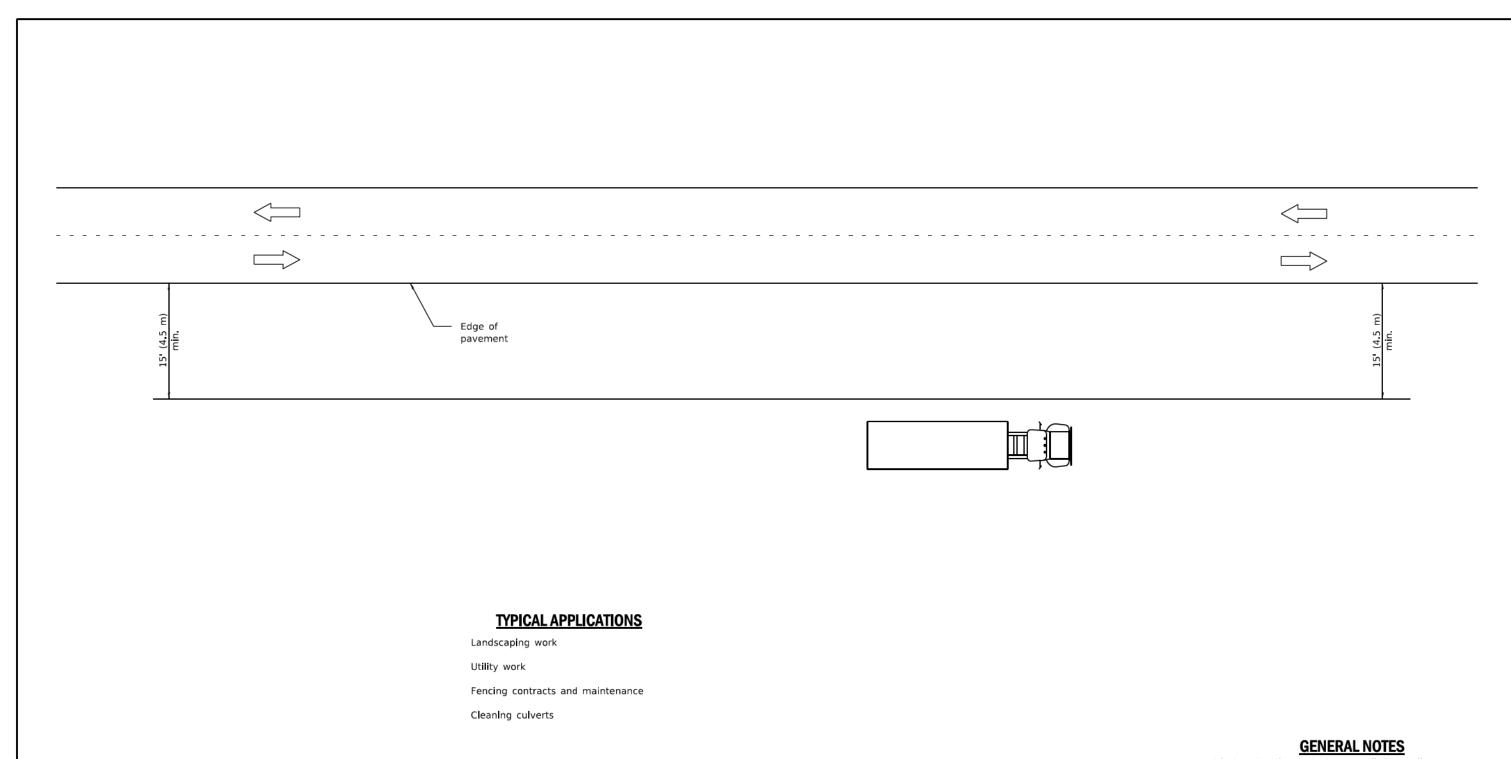
(no maximum length)

Sidewalk

DATE	REVISIONS
1-1-25	Remove min running slope from
	note 1 and updated cross-slope.
1-1-21	Added crosswalk striping and a
	"buffer" for wide sidewalks.

DEPRESSED CORNER FOR SIDEWALKS

STANDARD 424021-07



Illinois Department of Transportation

This Standard is used where at all times all vehicles, equipment, workers or their activities are more than 15' (4.5 m) from the edge of pavement.

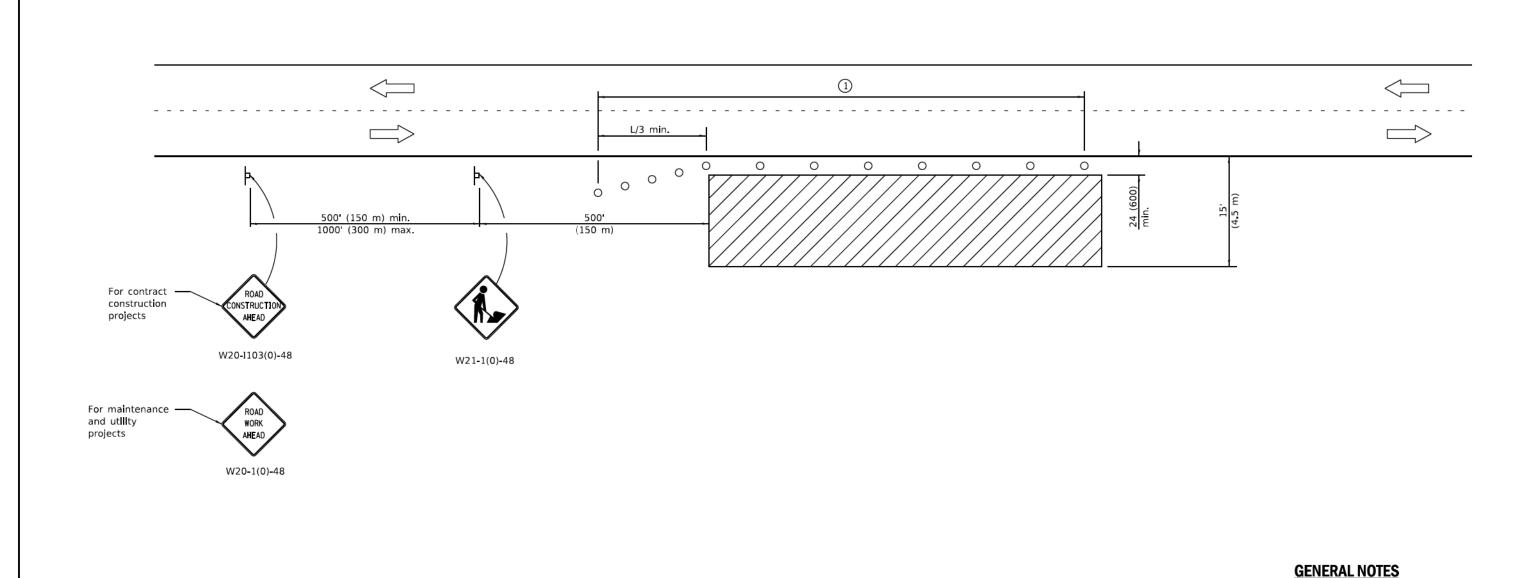
When the work operation requires that two or more work vehicles cross the 15' (4.5 m) clear zone In any one hour, traffic control shall be according to Standard 701006.

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

DATE	REVISIONS	
1-1-09	Switched units to	
	English (metric).	
1-1-05	Revised title and notes.	H
	-	

OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY

STANDARD 701001-02



TYPICAL APPLICATIONS

Utility operations Culvert extensions Slde slope changes Guardrail installation and maintenance Delineator installation Landscaping operations Shoulder repair Sign installation and maintenance

Work area

SYMBOLS

1 When the work operation exceeds one hour, cones, drums or barricades shall be placed at 25' (8 m) centers for L/3 distance, and at 50' (15 m) centers through the remainder of the work area.

This Standard is used where any vehicles, equipment, workers or their activities will encroach In the area 15' (4.5 m) to 24 (600) from the edge of pavement.

Calculate L as follows:

SPEED LIMIT **FORMULAS**

Eng**li**sh

(Metric)

40 mph (70 km/h) or less:

or greater:

45 mph (80 km/h) L=(W)(S)

L=0.65(W)(S)

 $L = \frac{WS^2}{150}$

W = Width of offset in feet (meters).

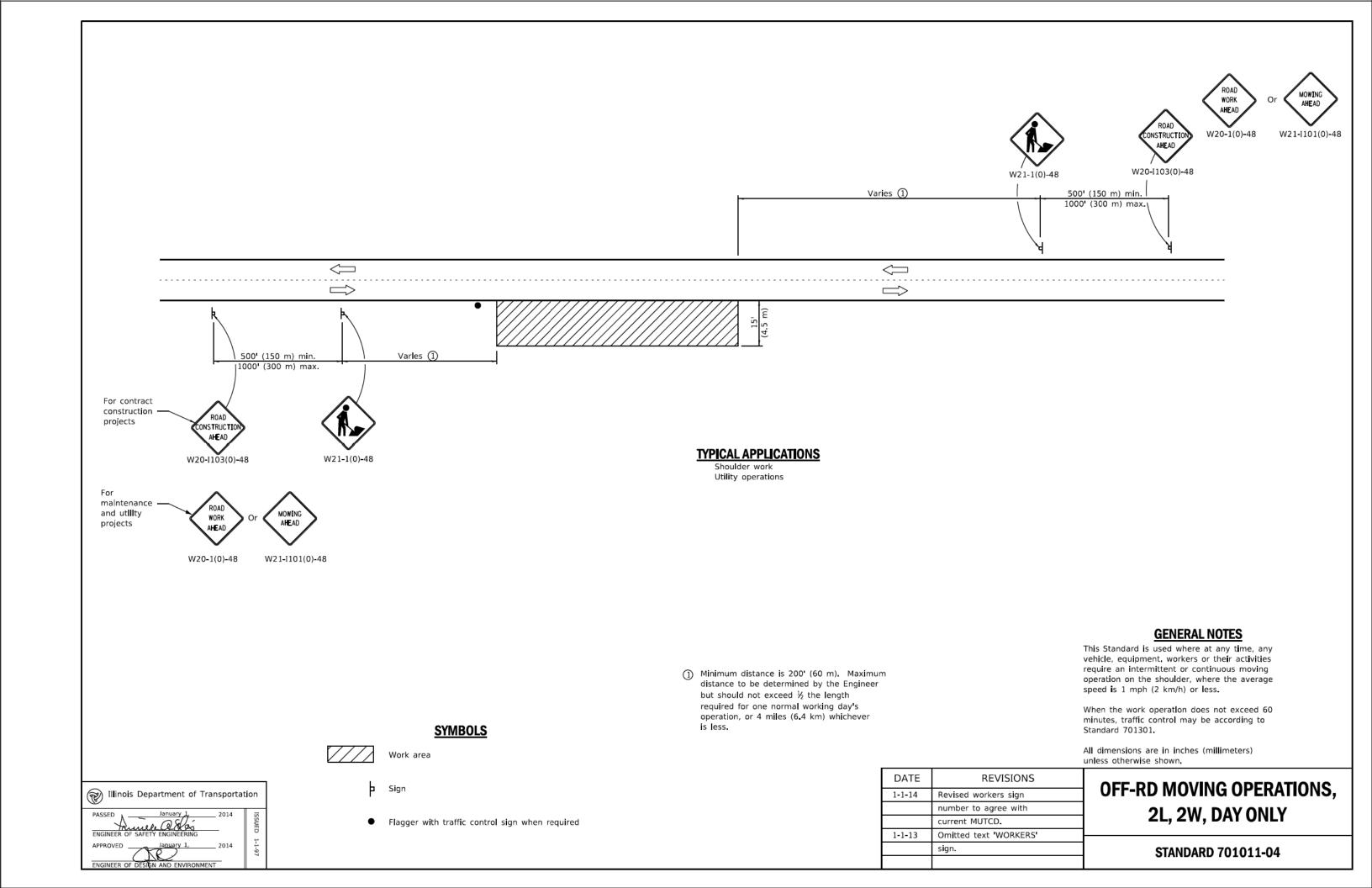
S = Normal posted speed mph (km/h).

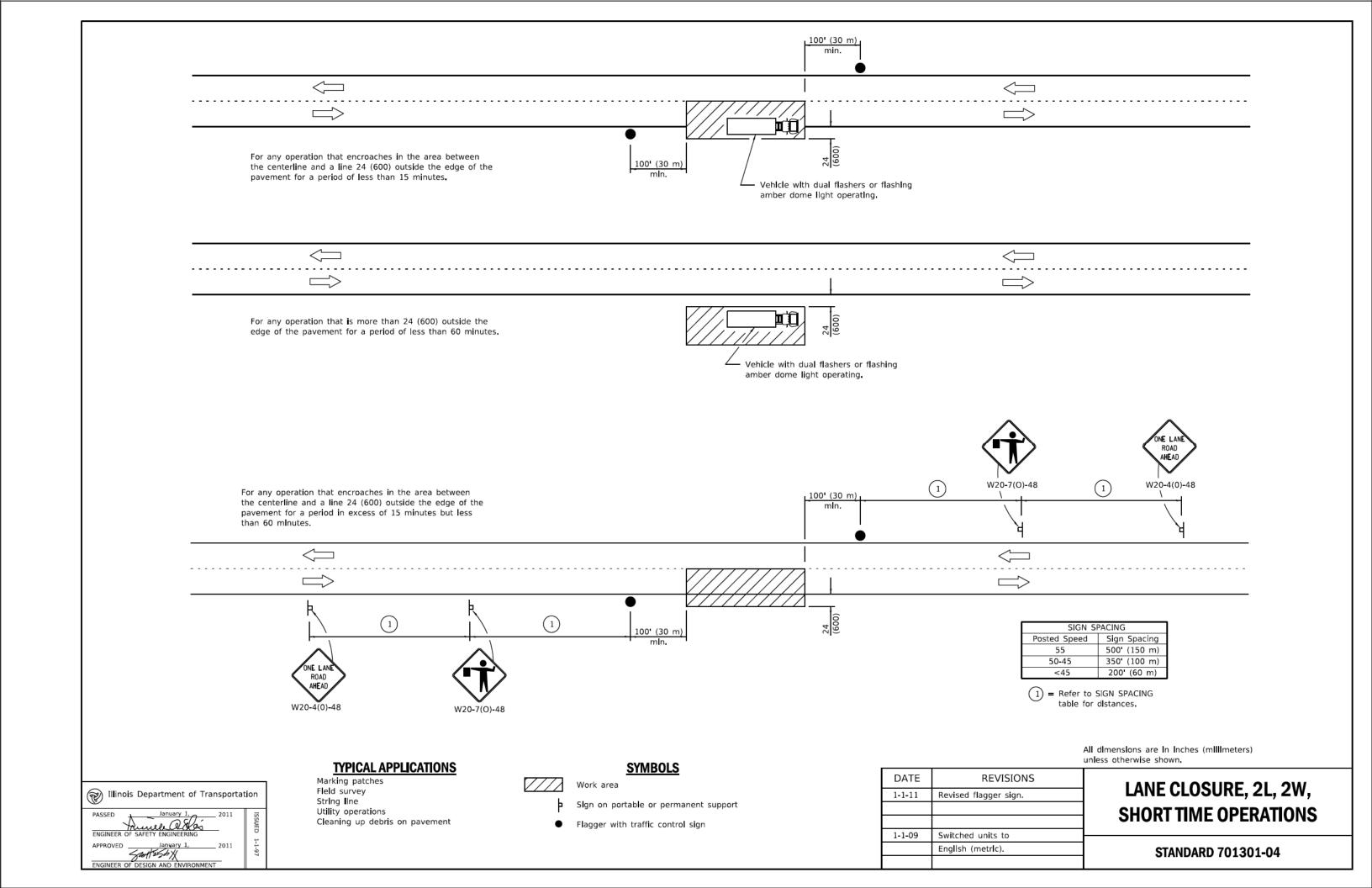
All dimensions are in inches (millimeters) unless otherwise shown

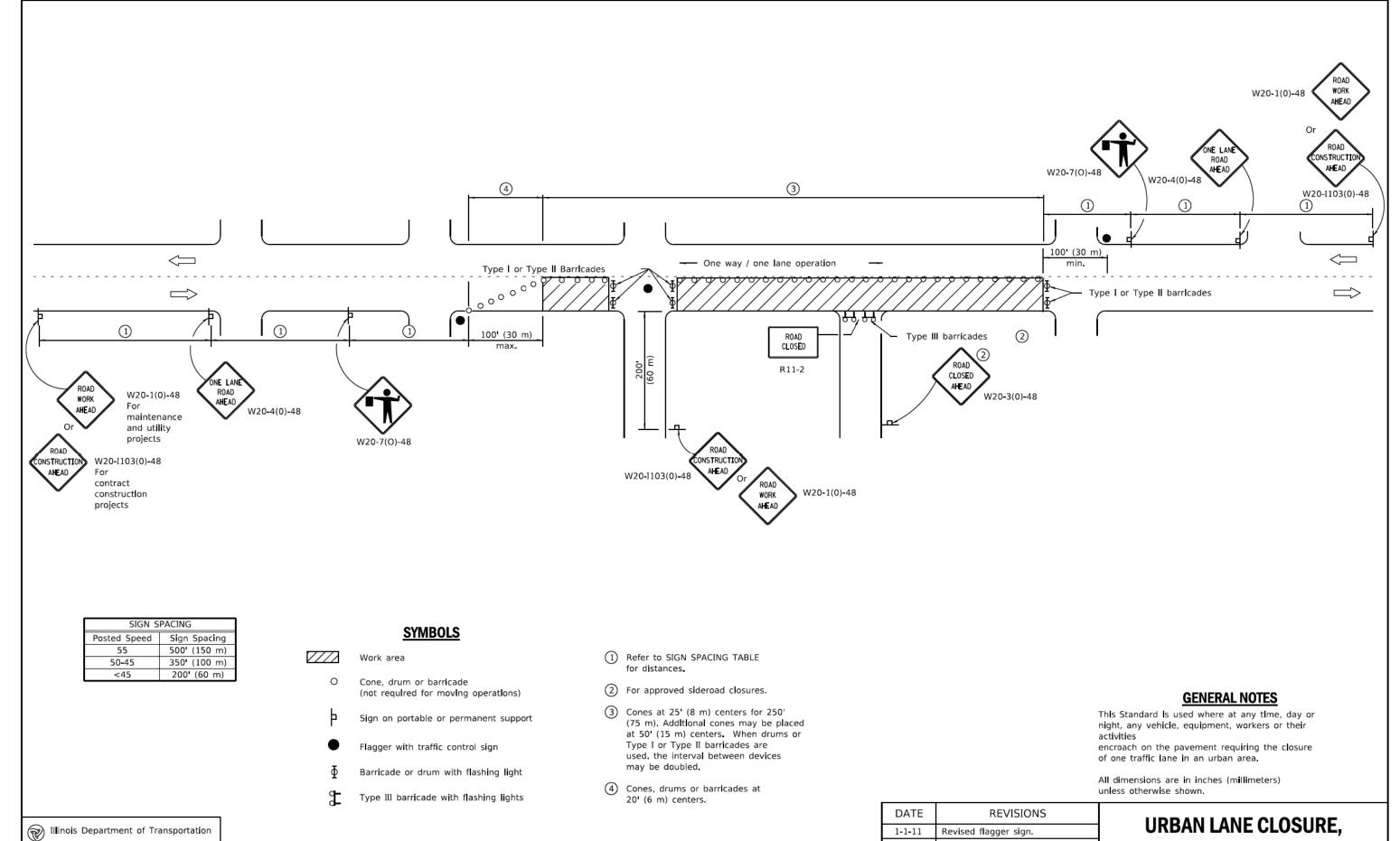
	D Sign			
	O Cone, drum or barricade	DA	ATE	REVISIONS
Illinois Department of Transportation	3 331.1, 11.11.1 3. 11.11.11.1	1-1-	1-14	Revised workers sign
PASSED January 1 2014 5				number to agree with
La San San Sen Sen Sen Sen Sen Sen Sen Sen Sen Se				current MUTCD.
ENGINEER OF SAFETY ENGINEERING		1-1-	1-13	Omltted text 'WORKERS'
APPROVED January 1, 2014				sign.
ENGINEER OF DESIGN AND ENVIRONMENT				

	diless otherwise shown.
REVISIONS	OFF-RD OPERATIONS, 2L, 2W,
Revised workers sign	15' (4.5 m) TO 24" (600 mm)
number to agree with	, , , , , , , , , , , , , , , , , , , ,
current MUTCD.	FROM PAVEMENT EDGE
Omltted text 'WORKERS'	
sian	07411D4DD 704000 0F

STANDARD 701006-05







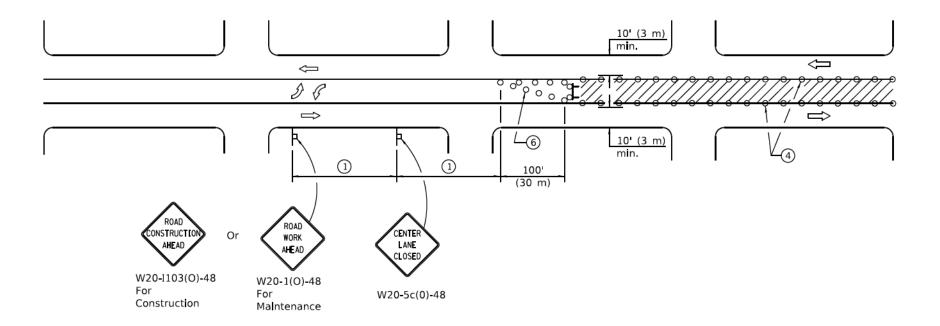
Spot 250)

1-1-11 Revised flagger sign.

1-1-09 Switched units to
English (metric).
Corrected sign No.'s.

JRBAN LANE CLOSURE, 2L, 2W, UNDIVIDED

STANDARD 701501-06



CASE I

(Signs required for both directions)

SIGN SP.	ACING
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS



Work area

- Barricade or drum with flashing light
- Flagger with traffic control sign
- O Cone, drum or barricade
- Sign on portable or permanent support
- Type III barricade with flashing lights

- Refer to SIGN SPACING TABLE for distances.
- Required for speeds > 40 mph (70 km/h).
- Required if work exceeds 500' (164 m) or 1 block.
- Cones at 25' (8 m) centers for 250' (75 m) on approach. Additional cones may be placed at 50' (15 m) centers. When drums or type I or II barricades are used, the interval between devices may be doubled.
- For approved sideroad closures.
- Cones, drums or barricades at 20' (6 m) centers in taper.
- Use flagger sign only when flagger is present.

GENERAL NOTES

This Standard is used to close one lane of an urban, two lane, two way roadway with a bidirectional turn lane.

Case I applies when no workers are present. When workers are present, two lanes shall be closed and traffic control shall be according to Standard 701501.

Calculate L as follows:

SPEED LIMIT

or less:

FORMULAS

(Metric) English

40 mph (70 km/h)

45 mph (80 km/h) or greater:

L=(W)(S) L=0.65(W)(S)

W = Width of offset in feet (meters).

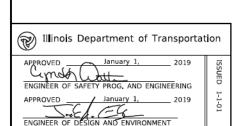
Normal posted speed mph (km/h).

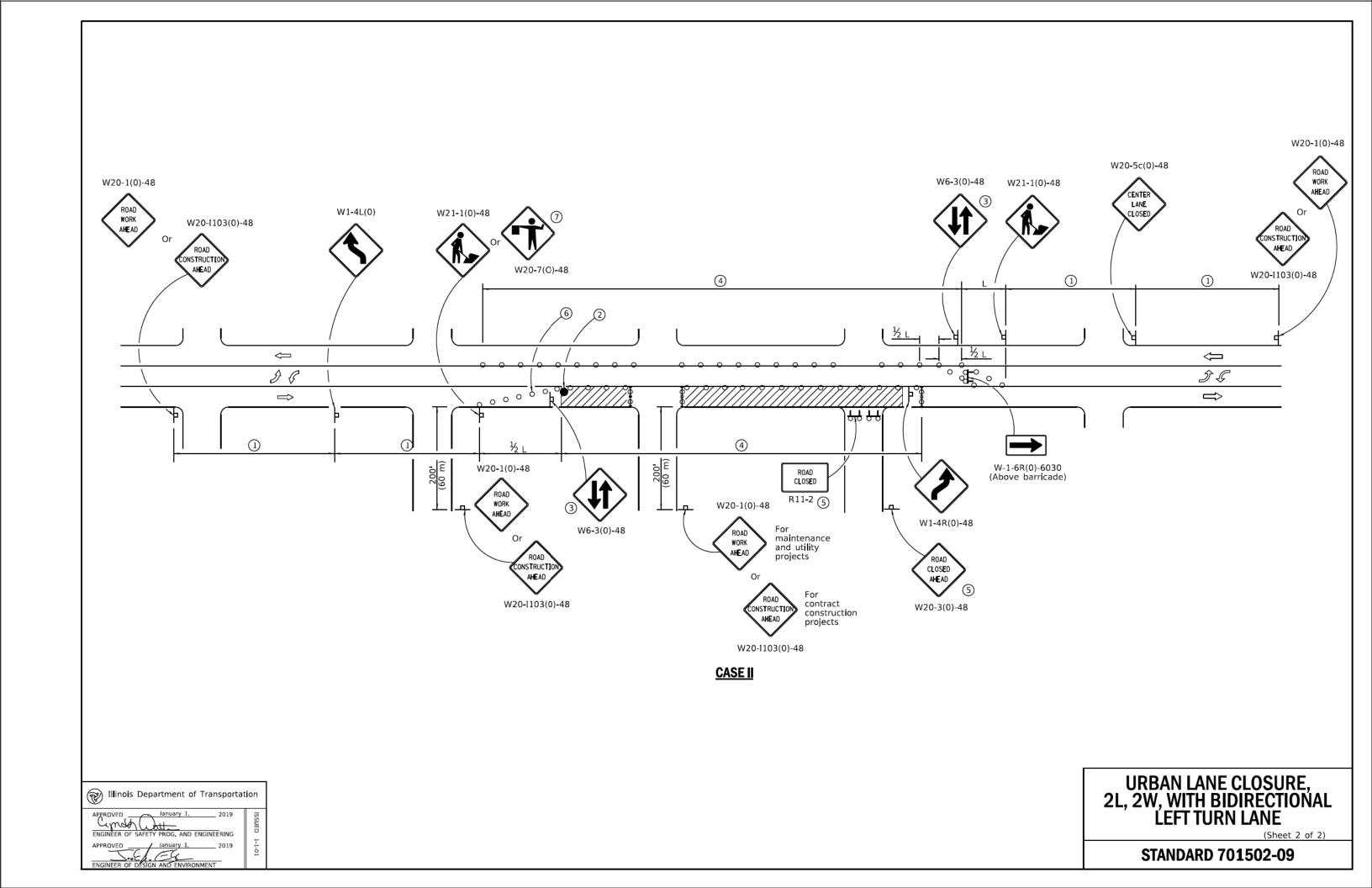
All dimensions are in inches (millimeters) unless otherwise shown.

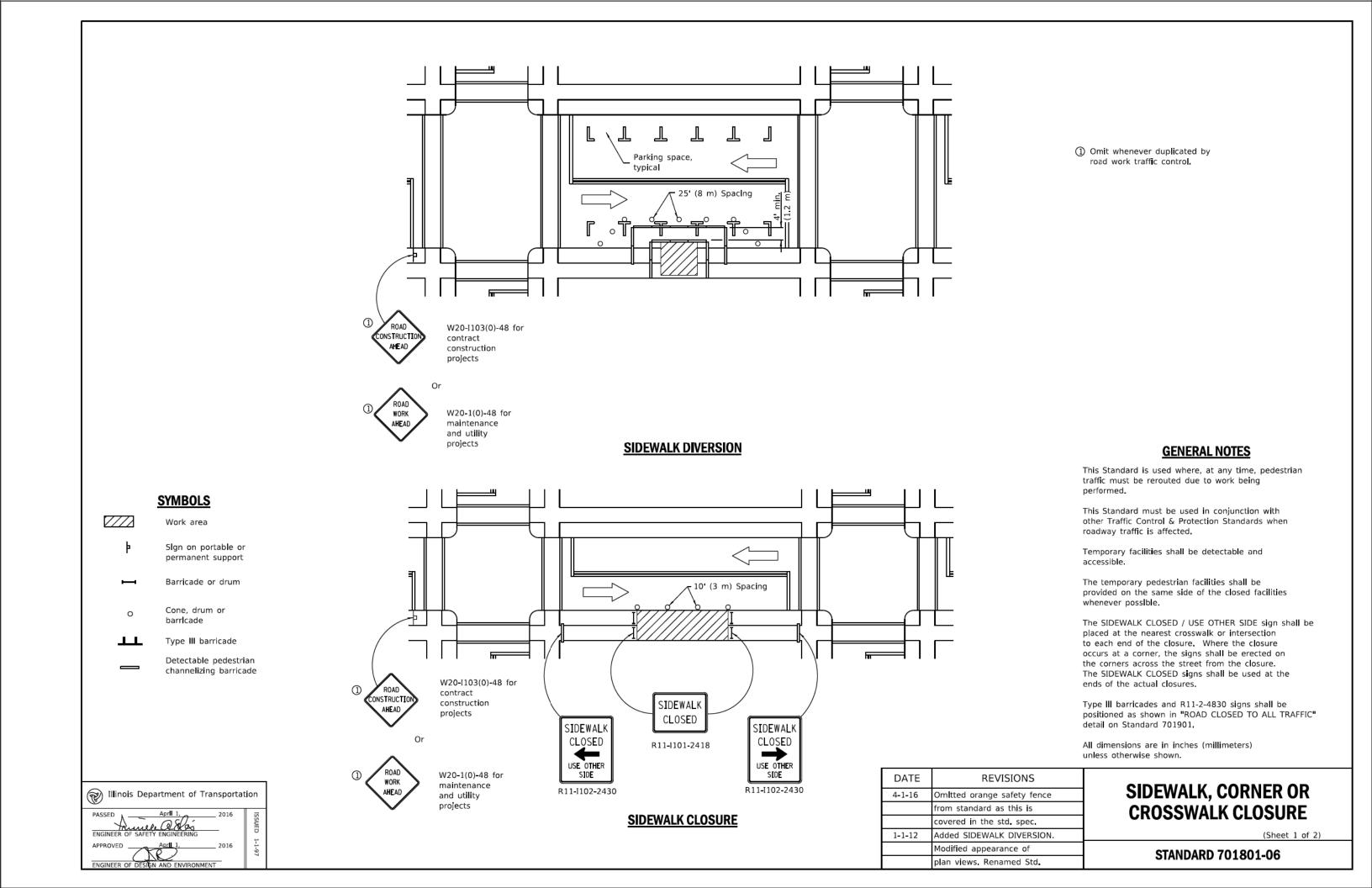
DATE	REVISIONS	
1-1-19	Revised to allow cones at night.	1
]
]
1-1-18	Corrected sign number for	L
	TWO WAY TRAFFIC slgn for]
	CASE II.	

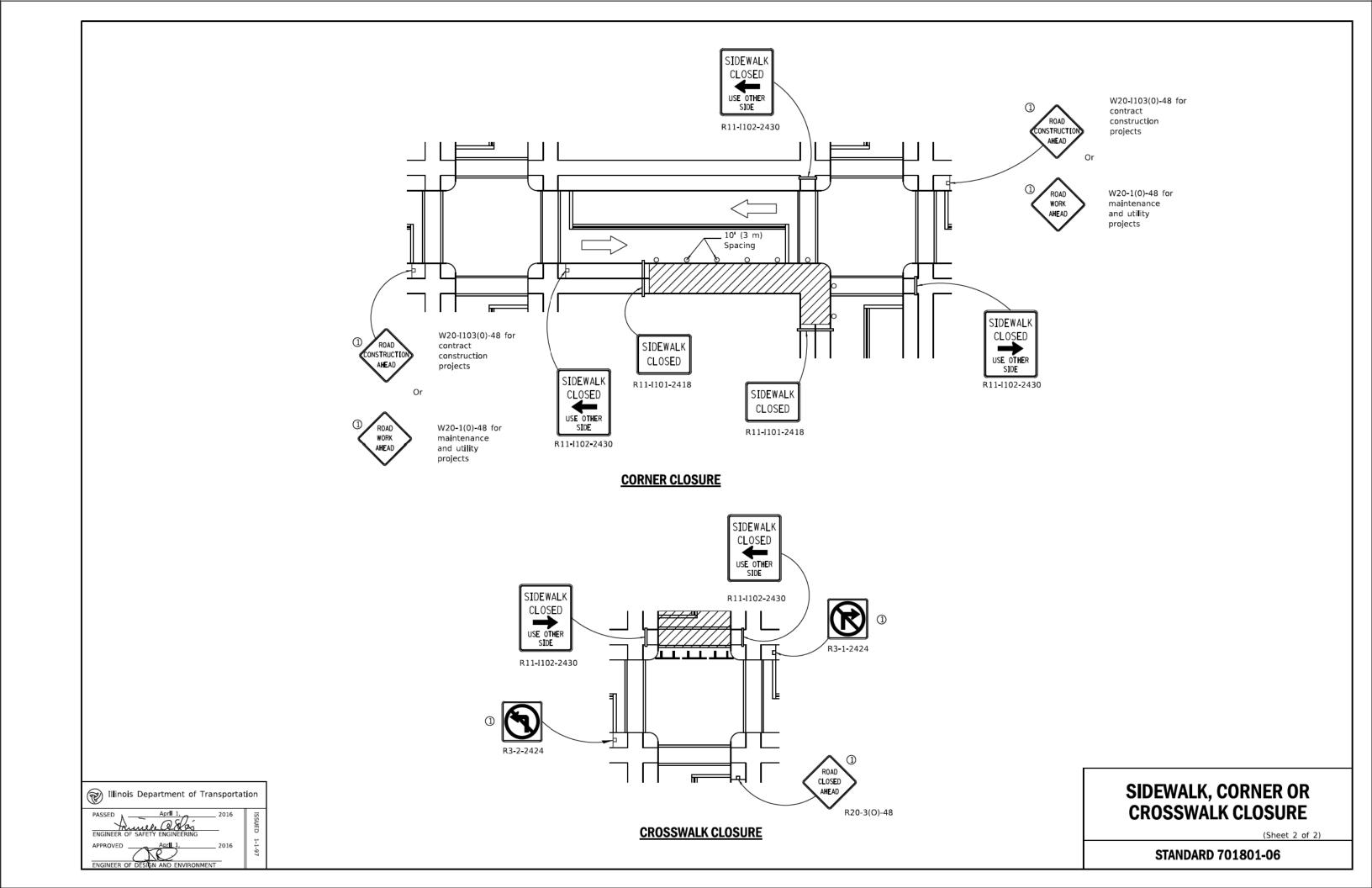
URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE

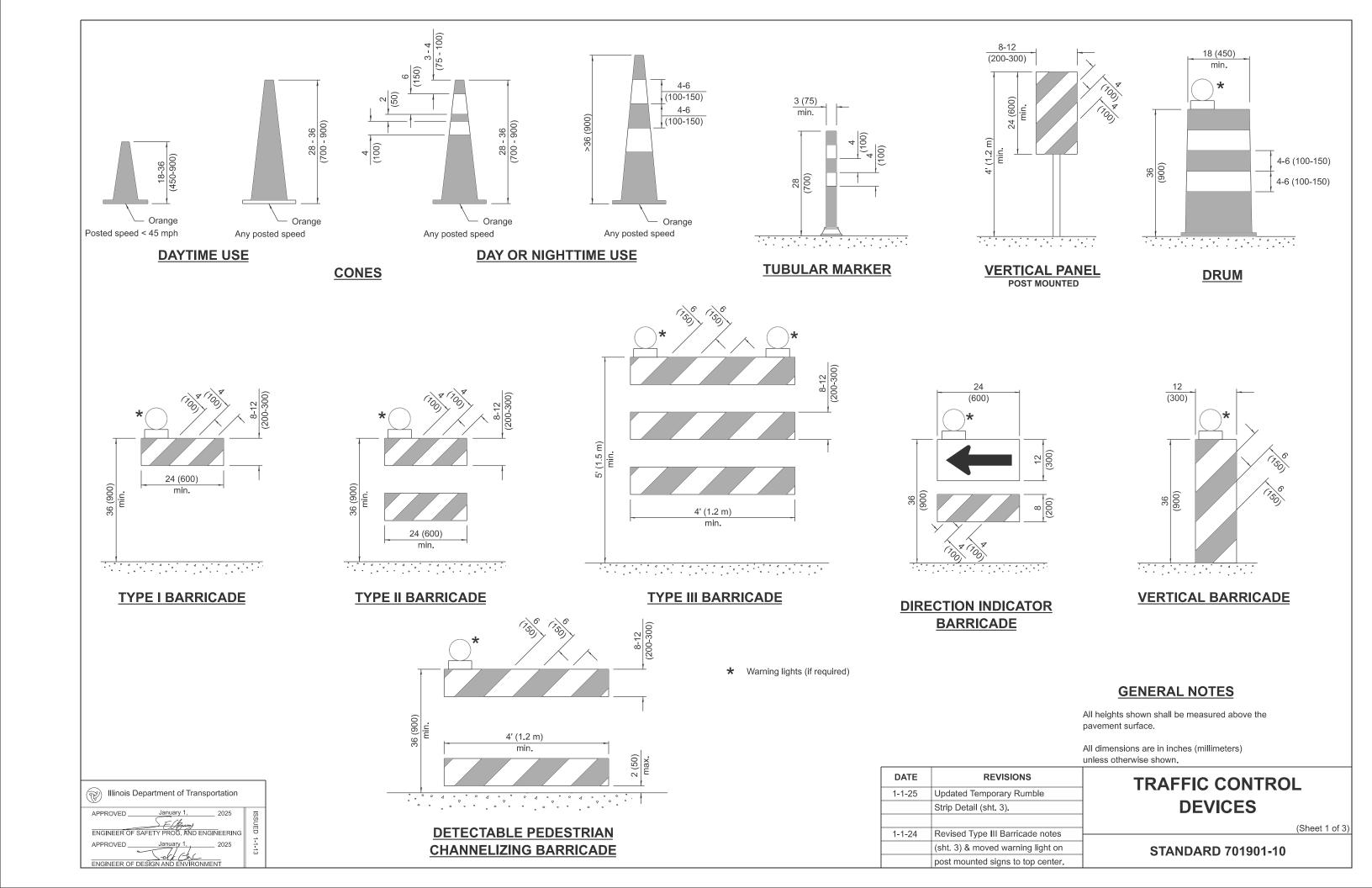
STANDARD 701502-09

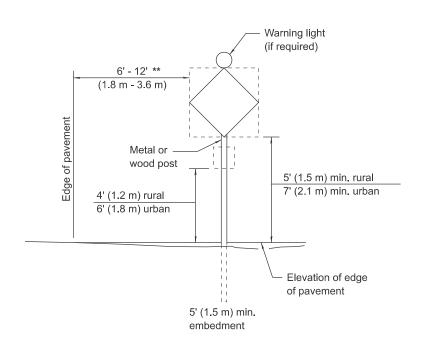






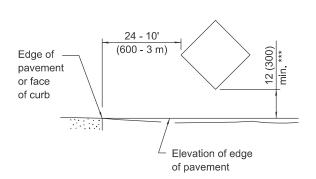






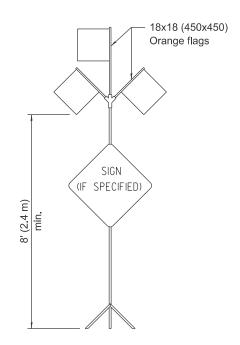
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.

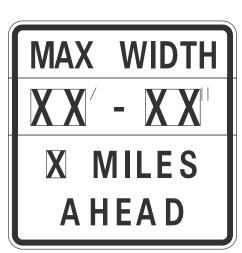


SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



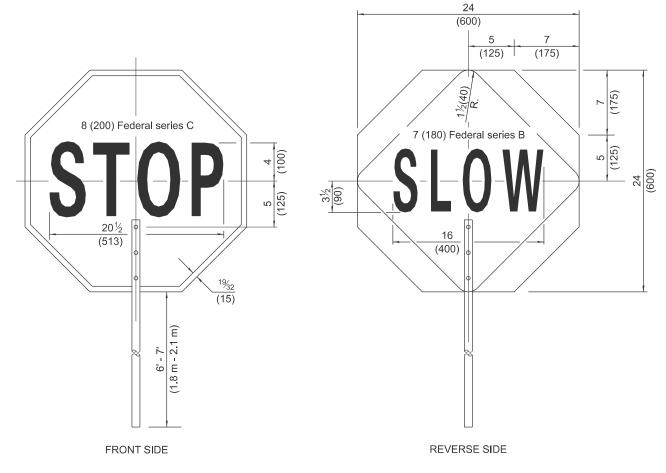
HIGH LEVEL WARNING DEVICE



W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FLAGGER TRAFFIC CONTROL SIGN

ROAD CONSTRUCTION NEXT X MILES

END CONSTRUCTION

G20-I104(0)-6036

G20-I105(0)-6024

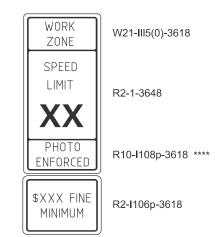
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multilane highways.

WORK LIMIT SIGNING



Sign assembly as shown on Standards or as allowed by District Operations.



This sign shall be used when the above sign assembly is used.

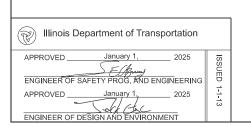
HIGHWAY CONSTRUCTION SPEED ZONE SIGNS

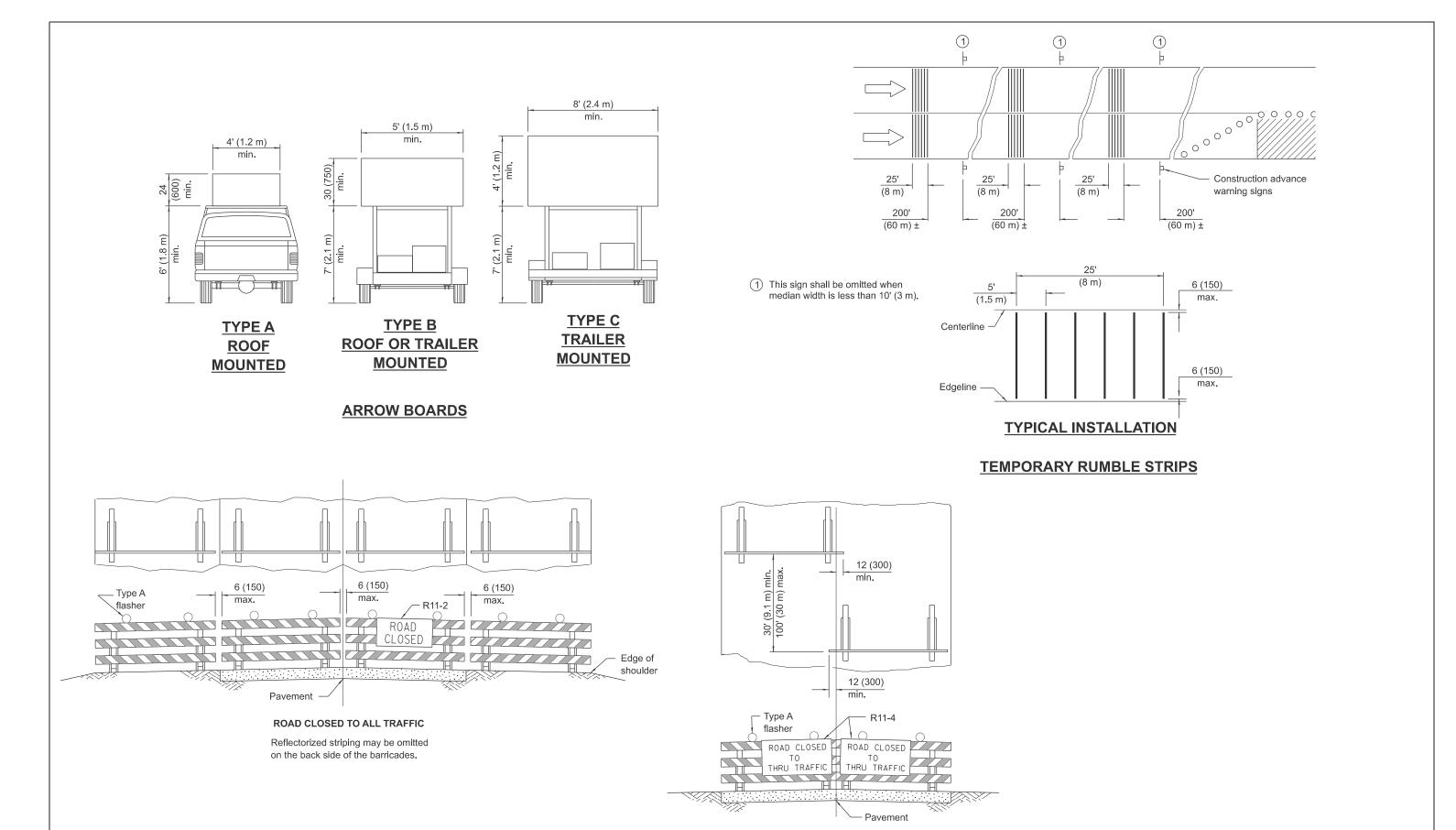
**** R10-I108p shall only be used along roadways under the juristiction of the State.

TRAFFIC CONTROL DEVICES

(Sheet 2 of 3)

STANDARD 701901-10





Illinois Department of Transportation APPROVED January 1, 2025 ENGINEER OF SAFETY PROG. AND ENGINEERING APPROVED January 1, 2025 ENGINEER OF DESIGN AND ENVIRONMENT

TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD

If a Type III barricade with an attached sign panel which meets NCHRP 350 or MASH is not available, the sign may be mounted on an NCHRP 350 or MASH temporary sign support directly in front of the barricade.

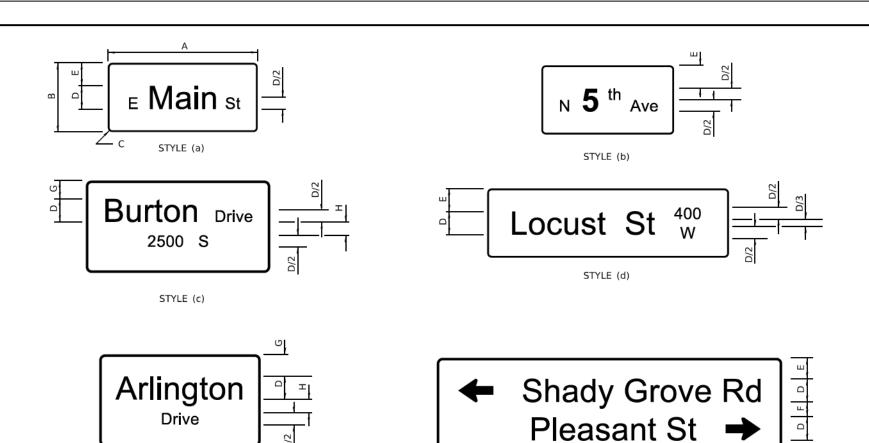
ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades.

TRAFFIC CONTROL DEVICES

(Sheet 3 of 3)

STANDARD 701901-10



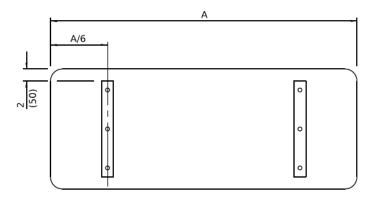
When road classification only is on the second line, it should not be abbreviated.

STYLE (e)

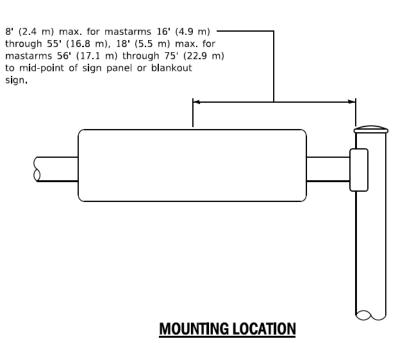
TYPICAL SIGN STYLES

SIGN STYLE	DIMENSIONS				LETTER SIZE UC/LC PRIMARY			BORDER				
	Α	В	С	D	Е	F	G	Н	1	2	*	
ام ما م	1/2=	12	1½	6	3	-	-	-	6/4½	-	-	¾
a,b,d	Var.	(300)	(40)	(150)	(75)	-	-	-	(150/115)	_	-	(10)
	Var.	18	1½	8	5	-	-	-	8/6	-	-	%
	var.	(450)	(40)	(200)	(125)	-	-	-	(200/150)	-	-	(15)
	Var.	24	1⅓	10	7	-	-	-	10/7½	-	-	%
	vai.	(600)	(40)	(250)	(175)	-	-	-	(250/190)	-	-	(15)
	Var.	30	1%	12	9	-	-	-	12/9	-	-	₹4
	vai.	(750)	(45)	(300)	(225)	-	-	-	(400/300)	-	-	(20)
c,e	Var.	24	1⅓	6	-	-	5⅓	4	6/4½	-	3	%
c,e		(600)	(40)	(150)	-	-	(140)	(100)	(150/115)	-	(75)	(15)
	Var.	30	1%	8	-	-	7	4½	8/6	-	4	₹4
	vai.	(750)	(45)	(200)	-	-	(175)	(115)	(200/150)	-	(100)	(20)
	Var.	36	21/4	10	-	-	7½	6	10/7⅓	-	5	3/4
	vai.	(900)	(60)	(250)	-	-	(190)	(150)	(250/190)	-	(125)	(20)
	Var.	42	3	12	-	-	8½	7	12/9	-	6	1
	vai.	(1050)	(75)	(300)	-	-	(215)	(175)	(400/300)	-	(150)	(25)
f	Var.	24	1⅓	6	4	4	-	-	6/4½	6/4½	-	%
'	vai.	(600)	(40)	(150)	(100)	(100)	-	-	(150/115)		-	(15)
	Var.	30	1%	8	4½	5	-	-	8/6	8/6	-	3∕4
	vai.	(750)	(45)	(200)	(115)	(125)	-	-	(200/150)	(200/150)	-	(20)
	Var.	42	3	10	7½	7	-	-	10/7½	10/7⅓	-	1
	vai.	(1050)	(75)	(250)	(190)	(175)	-	-	(250/190)	(250/190)	-	(25)
	Var.	48	3	12	7½	8	-	-	12/9	12/9	-	1
	vai.	(1200)	(75)	(300)	(190)	(200)	-	-	(400/300)	(400/300)	-	(25)

STYLE (f)



SUPPORTING CHANNELS



GENERAL NOTES

All signs shall have a white reflectorized legend and border on a green reflectorized background.

The sign panels shall be mounted as shown on Standard 720001 or as specified in the plans.

All dimensions are in inches (millimeters)

DATE	REVISIONS	
1-1-18	Revised MOUNTING LOCATION	
	deta ll .	
1-1-12	Revised table and	⊢
	lettering to upper/lower	
	case per current MUTCD.	

MAST ARM MOUNTED STREET NAME SIGNS

STANDARD 720016-04

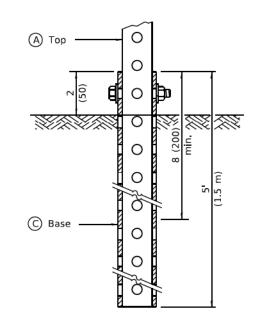
Illinois Department of Transportation

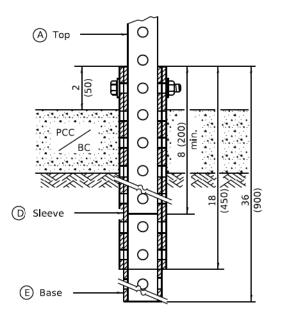
PASSED January 1, 2018
ENGINEER OF OPERATIONS

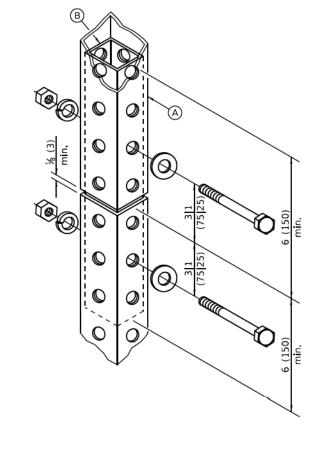
APPROVED January 1, 2018

January 1, 2018

* Supplemental Messages







GROUND MOUNT DETAIL

PAVEMENT MOUNT DETAIL

SPLICE DETAIL

\bigcirc	2 x 2 x var. (51 x 51 var.)
(B)	1¾ x 1¾ x 12 (44 x 44 x 300)
(2¼ x 2¼ x 60 (57 x 57 x 1500)
(2½ x 2½ x 18 (64 x 64 x 450)
(E)	2¼ x 2¼ x 36) (57 x 57 x 900)

GENERAL NOTES

All bolts ¾ (M10) hex head zinc or cadmium plated.

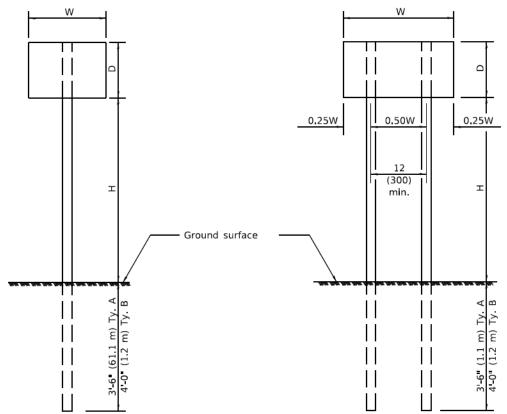
All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS	
1-1-09	Switched units to	1
	English (metric).	1
1-1-07	New Standard. Used to	⊢
	be part of Standard	
	720006.	l

TELESCOPING STEEL SIGN SUPPORT

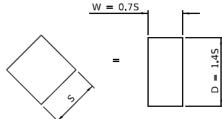
STANDARD 728001-01

Illinois Department of Transportat	ion
PASSED January 1, 2009 ENGINEER OF OPERATIONS	ISSUED
APPROVED January 1, 2009 Lee C Han ENGINEER OF DESIGN AND ENVIRONMENT	1-1-07





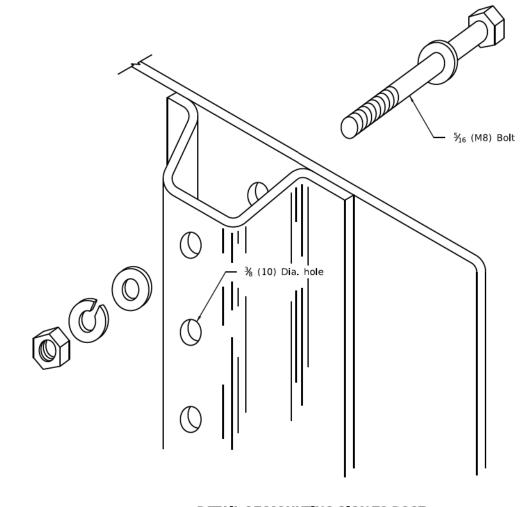
ONE POST INSTALLATION



For diamond shaped sign with side S as shown, use required post size for a sign with W = 0.7S and D = 1.4S.

	3'-6" (1.1 m) Ty. A
TWO POST IN	ISTALLATION
shown, = 0.7S	

SIGN DEPTH	н	NO. AND TYPE OF POST FOR SIGN WIDTH (W)				
(D)		12 (300)	18 (450)	24 (600)	30 (750)	36 (900)
	5'-0" (1.5 m)	Α	Α	Α	Α	Α
	5'-6" (1.7 m)	Α	Α	Α	Α	٩
	6'-0" (1.8 m)	Α	Α	Α	Α	В
10	6'-6" (2.0 m)	Α	Α	Α	Α	В
18 (450)	7'-0" (2.1 m)	Α	Α	Α	Α	В
(430)	7'-6" (2.3 m)	Α	Α	Α	Α	В
	8'-0" (2.4 m)	Α	Α	Α	Α	В
	8'-6" (2.6 m)	Α	Α	Α	В	В
	9'-0" (2.7 m)	Α	Α	Α	В	В
	5'-0" (1.5 m)	Α	Α	Α	Α	В
	5'-6" (1.7 m)	A	A	A	A	В
	6'-0" (1.8 m)	A	A	Α	В	В
	6'-6" (2.0 m)	A	A	A	В	В
24	7'-0" (2.1 m)	A	A	Α	В	В
(600)	7'-6" (2.3 m)	A	A	A	В	В
	8'-0" (2.4 m)	Α	Α	Α	В	2A
	8'-6" (2.6 m)	Α	Α	В	В	2A
	9'-0" (2.7 m)	Α	Α	В	В	2A
	5'-0" (1.5 m)	Α	Α	Α	В	В
	5'-6" (1.7 m)	Α	Α	Α	В	2A
	6'-0" (1.8 m)	Α	Α	Α	В	2A
30	6'-6" (2.0 m)	Α	Α	Α	В	2A
(750)	7'-0" (2.1 m)	Α	Α	В	В	2A
	7'-6" (2.3 m)	Α	Α	В	В	2A
	8'-0" (2.4 m)	Α	Α	В	В	2A
	8'-6" (2.6 m)	A	A	В	2A	2A
	9'-0" (2.7 m)	Α	A	В	2A	2A
	5'-0" (1.5 m)	Α	Α	В	В	2A
	5'-6" (1.7 m)	Α	Α	В	В	2A
	6'-0" (1.8 m)	Α	Α	В	В	2A
36	6'-6" (2.0 m)	Α	Α	В	2A	2A
36 (900)	7'-0" (2.1 m)	Α	Α	В	2A	2A
(550)	7'-6" (2.3 m)	Α	Α	В	2A	2A
	8'-0" (2.4 m)	Α	В	В	2A	2A
	8'-6" (2.6 m)	Α	В	В	2A	2B
	9'-0" (2.7 m)	Α	В	2A	2A	2B
	5'-0" (1.5 m)	Α	Α	В	2A	2A
	5'-6" (1.7 m)	Α	В	В	2A	2A
	6'-0" (1.8 m)	Α	В	В	2A	2A
41.0	6'-6" (2.0 m)	Α	В	2A	2A	2B
4'-0' (1.2 m)	7'-0" (2.1 m)	Α	В	2A	2A	2B
(1,2 111)	7'-6" (2.3 m)	Α	В	2A	2B	2B
	8'-0" (2.4 m)	Α	В	2A	2B	2B
	8'-6" (2.6 m)	В	В	2B	2B	2B
	9'-0" (2.7 m)	В	2A	2B	2B	2B



DETAIL OF MOUNTING SIGN TO POST

NOTE: Minimum of 2 bolts per post required.

GENERAL NOTES

DESIGN: Current AASHTO Standard Specifications for Structural Supports for Highway Signs, Luminaires and Traffic Signals.

LOADING: for 60 mph (95 km/h) wind velocity with 30% gust factor, normal to sign.

SOIL PRESSURE: Minimum allowable soil pressure 1.25 tsf (120 kPa).

See Standard 720011 for detalls of Types A and B

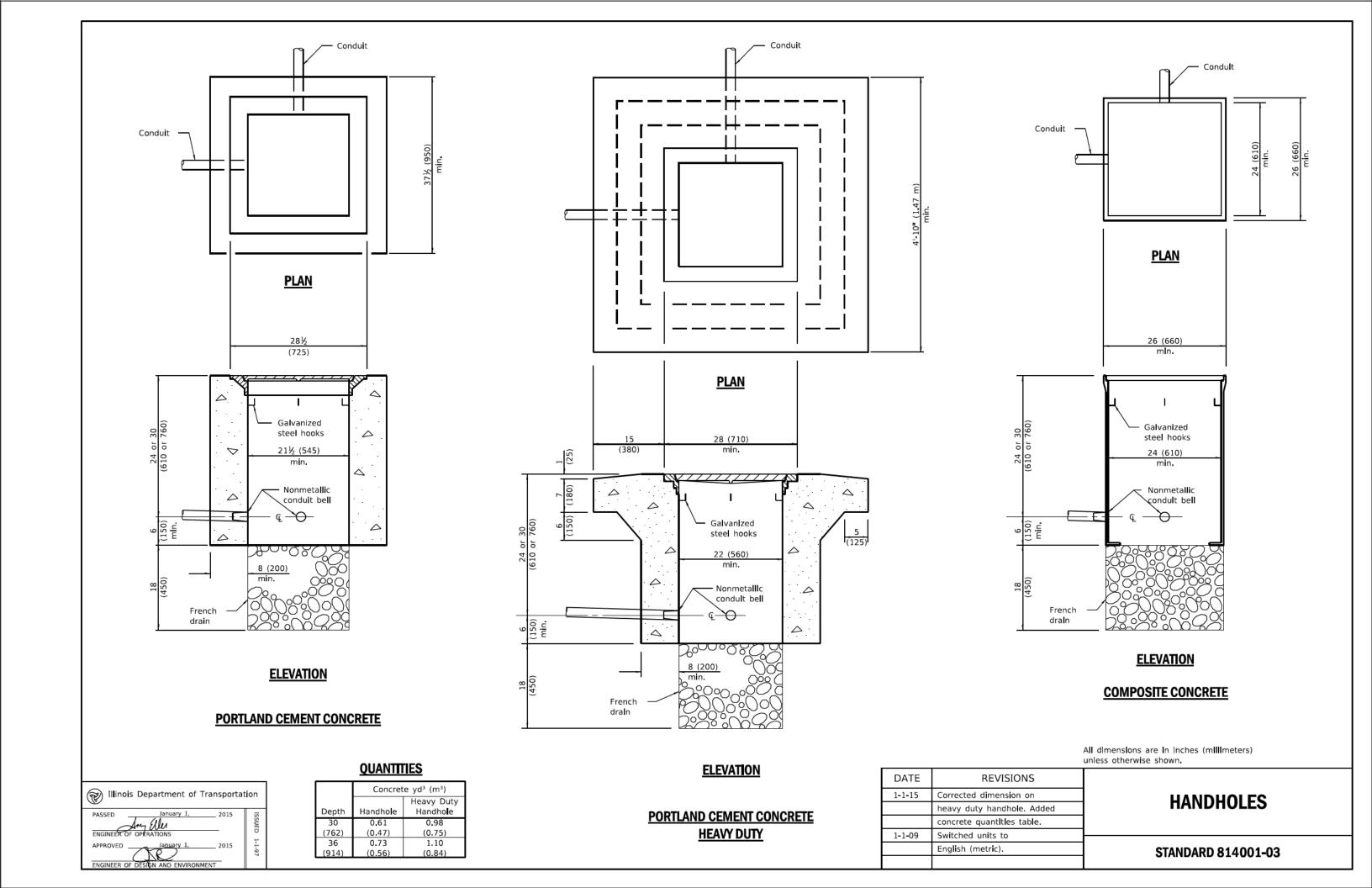
All dimensions are in inches (millimeters) unless otherwise shown.

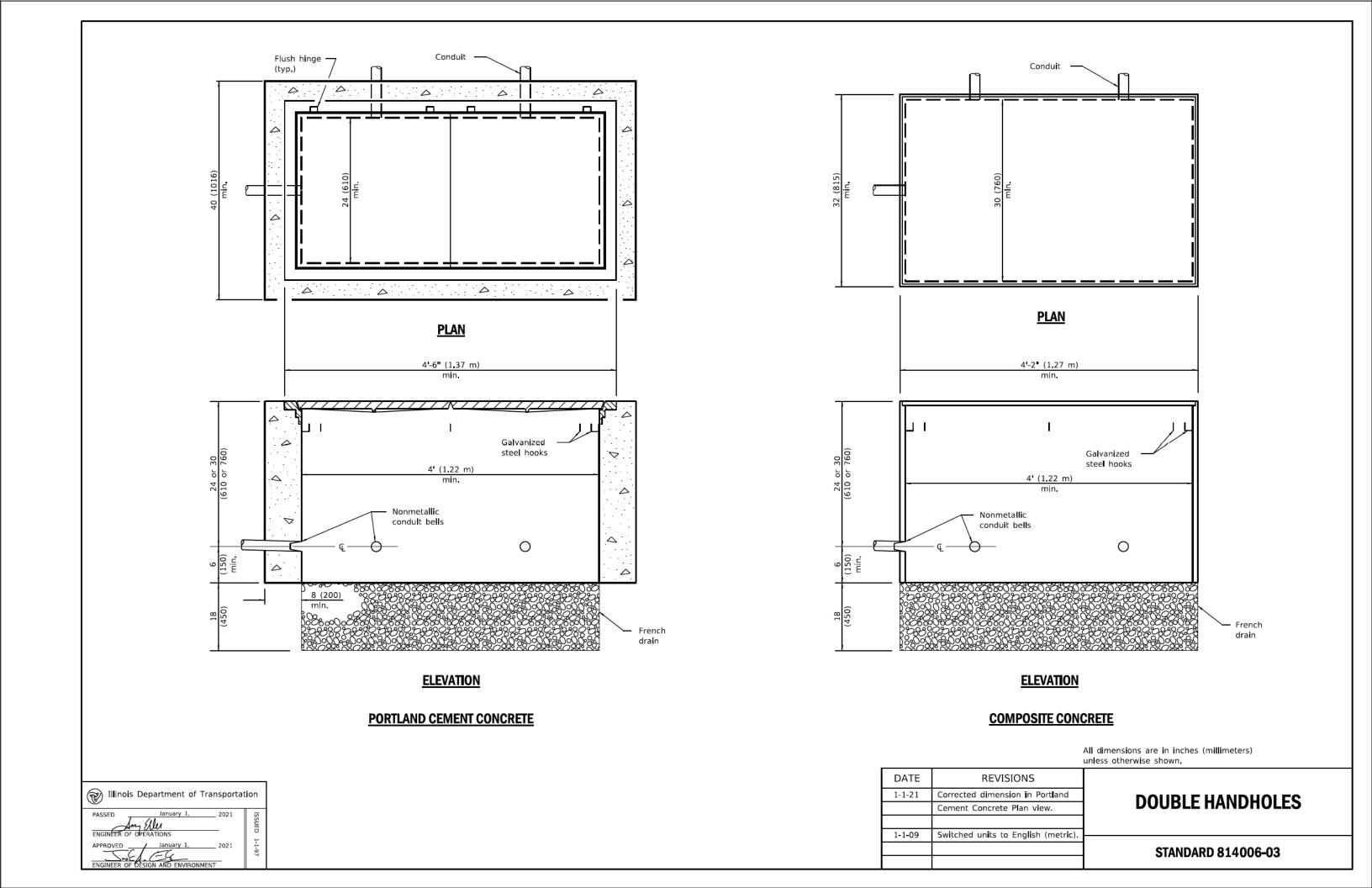
DATE	REVISIONS	
1-1-09	Switched units to	
	English (metric).	
1-1-97	Renum. Standard 2363-2.	_

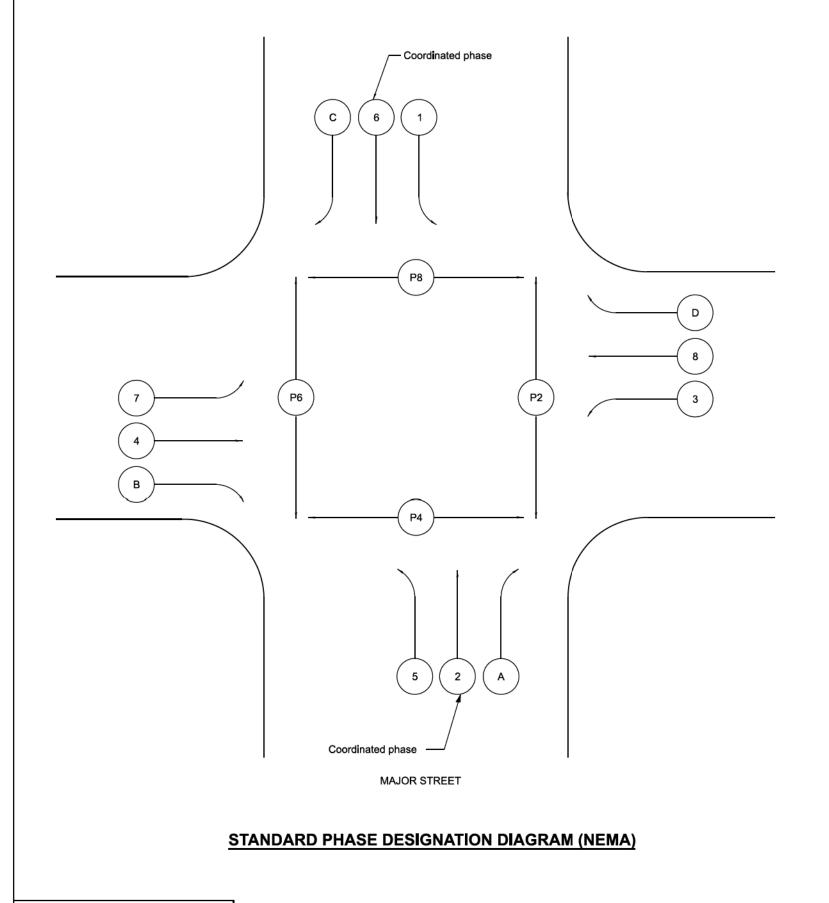
APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)

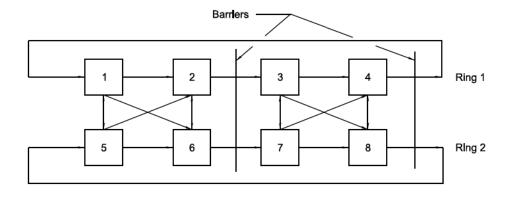
STANDARD 729001-01

s Department of Tr	ansportat	ion
January 1,	2009	IBUSSI
F POLICY AND PROCEDURE	s	JED
January 1,	2009	1-1-9
	January 1,	Saut 25 db X









NEMA EIGHT PHASE DUAL RING ACTUATED CONFIGURATION

LEGEND

(X), (X)

Vehlcular phase no. x

PX

Pedestrian phase no. x

(A), (B), (C), (D)

Right turn overlaps where:

C = 6 + 7

D = 8 + 1

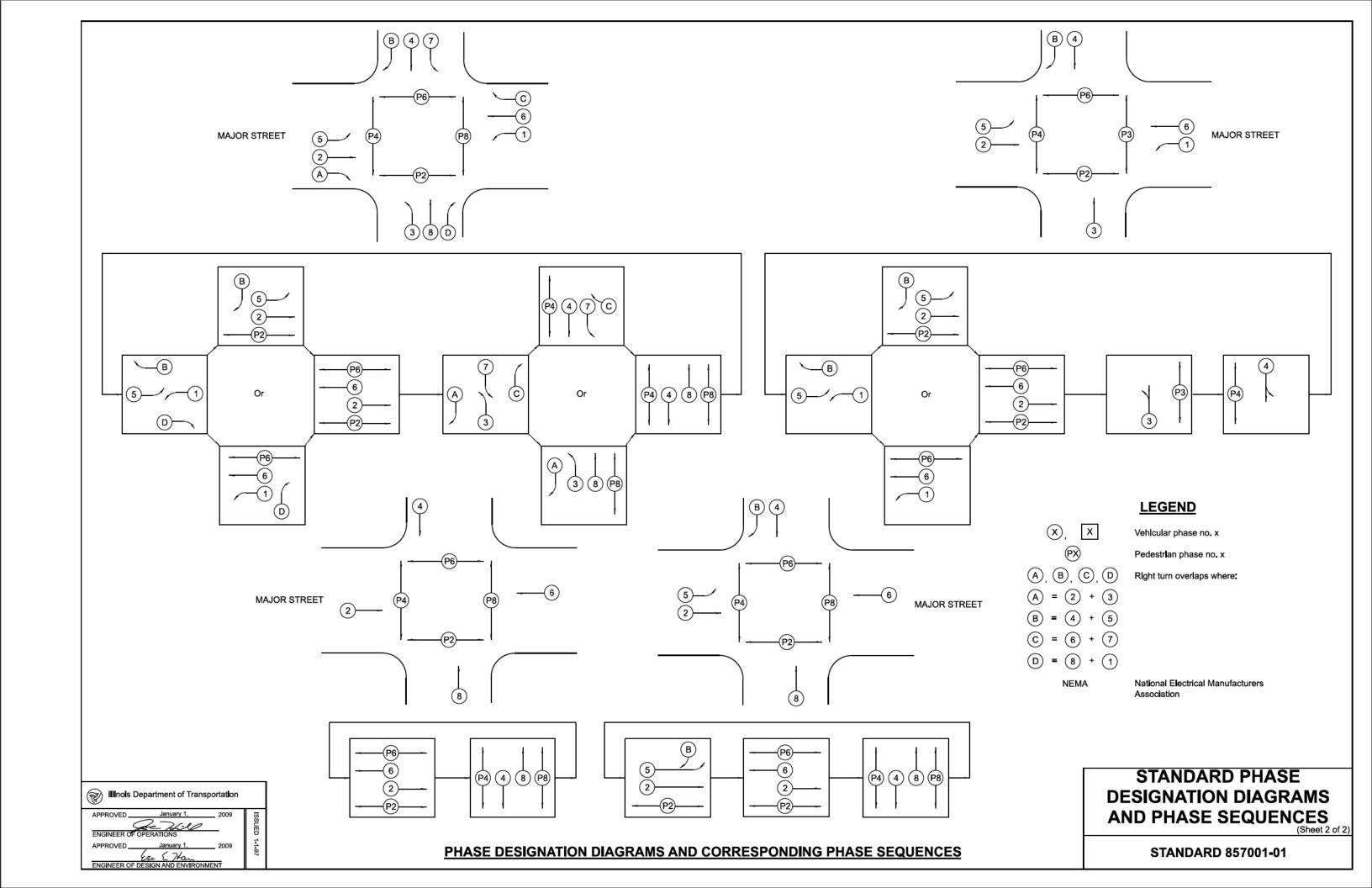
NEMA

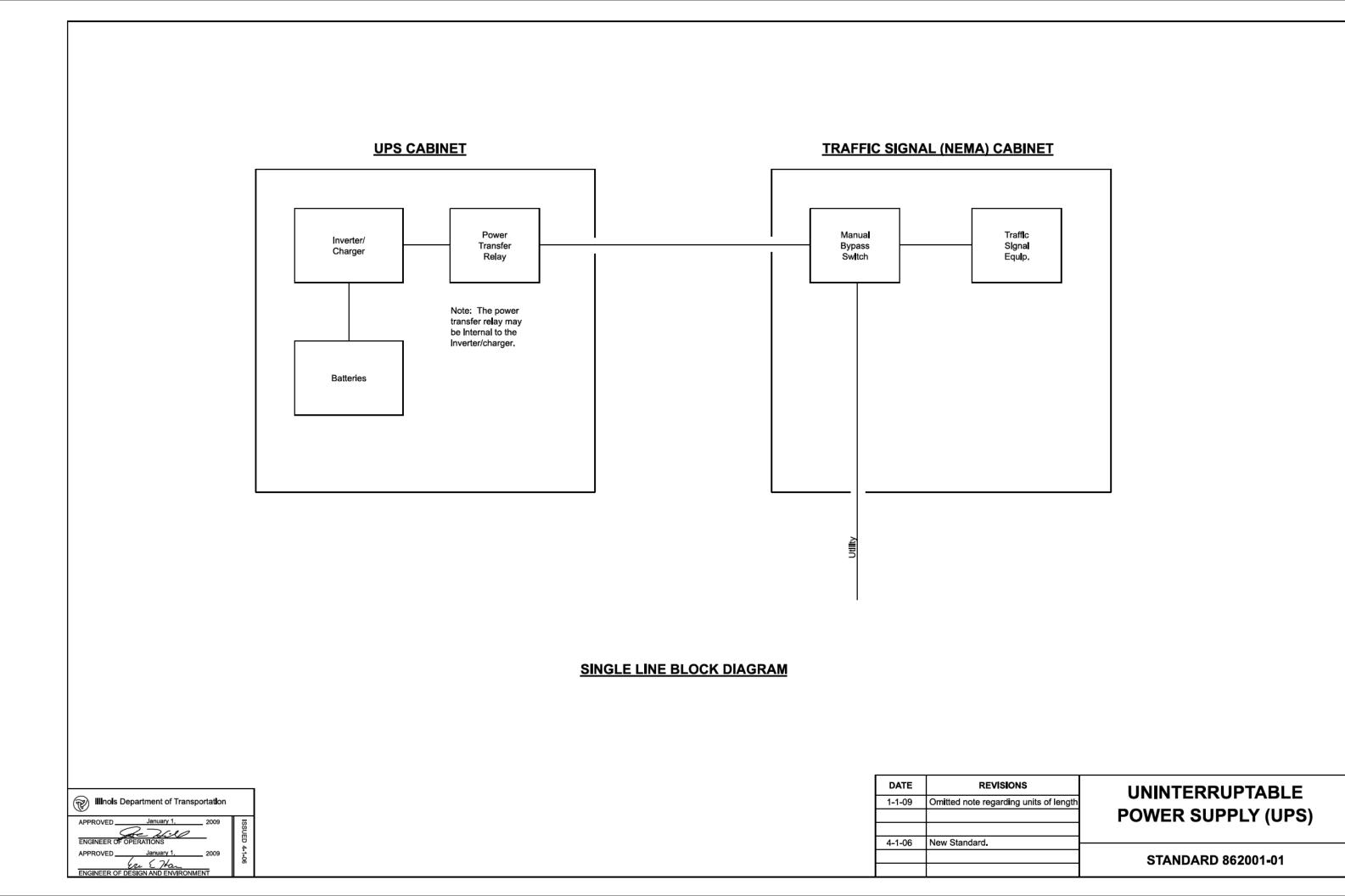
National Electrical Manufacturers Association

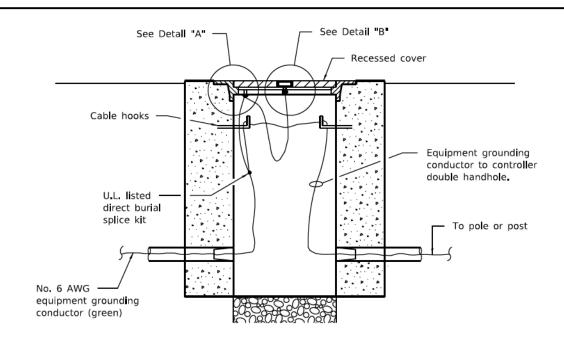
		DATE	REVISIONS
Illinois Department of Transportation		1-1-09	Omitted note regarding units of length
APPROVED January 1, 2009	$\frac{1}{2}$		
ge will			
ENGINEER OF OPERATIONS APPROVED January 1, 2009		1-1-97	Renum. Standard 2393-2.
Ere E Han			
ENGINEER OF DESIGN AND ENVIRONMENT			

DATE	REVISIONS	STANDARD PHASE
1-1-09	Omitted note regarding units of length	DESIGNATION DIAGRAMS
		AND PHASE SEQUENCES
1 1 07	Danium Standard 2202 2	(Sheet 1 of 2)
1-1-97	Renum. Standard 2393-2.	·

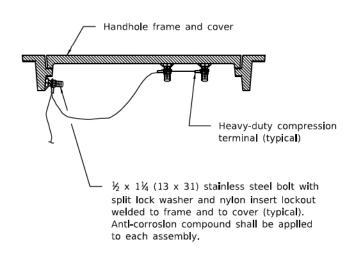
STANDARD 857001-01



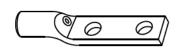




BONDING A HANDHOLE COVER & FRAME

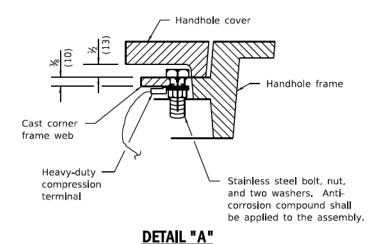


BONDING AN EXISTING HANDHOLE COVER & FRAME



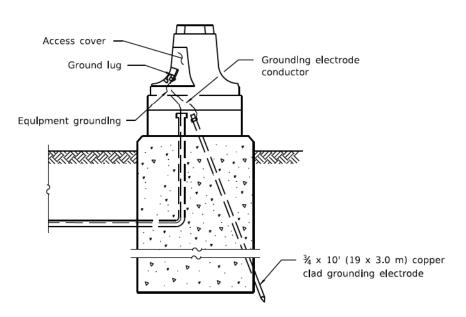
Illinois Department of Transportation

PASSED January 1, 2009 55

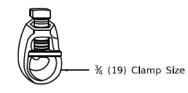


Heavy-duty compression terminal with stainless steel nut. Anti-corrosion compound shall be applied to the assembly.

DETAIL "B"



GROUNDING A MAST ARM POLE/POST



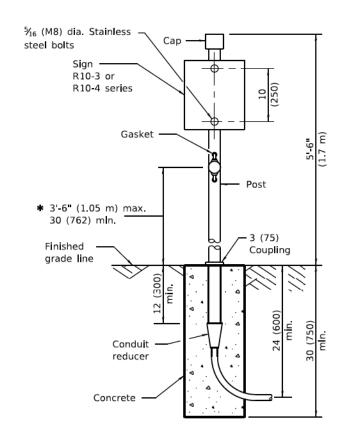
HEAVY-DUTY
GROUND ROD CLAMP

DATE	REVISIONS	
1-1-09	Switched units to	
	English (metric).	
1-1-07	Revised terminology.	H
		1

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

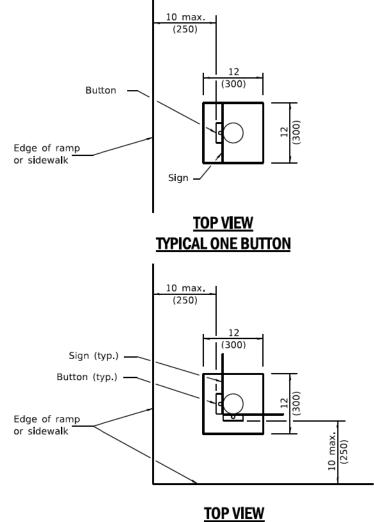
TRAFFIC SIGNAL GROUNDING & BONDING

STANDARD 873001-02



PEDESTRIAN ONE PUSH BUTTON POST

- Sign R10-3 or R10-4 serles ⅓₆ (M8) dla. Stalnless steel bolts Sign R10-3 or Edge of ramp R10-4 series or sidewalk * 3'-6" (1.05 m) max. 30 (762) min. - 3 (75) Finished Coupling grade line Conduit reducer Edge of ramp or sidewalk Concrete



PEDESTRIAN TWO PUSH BUTTON POST

* 36 (914) prefered

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

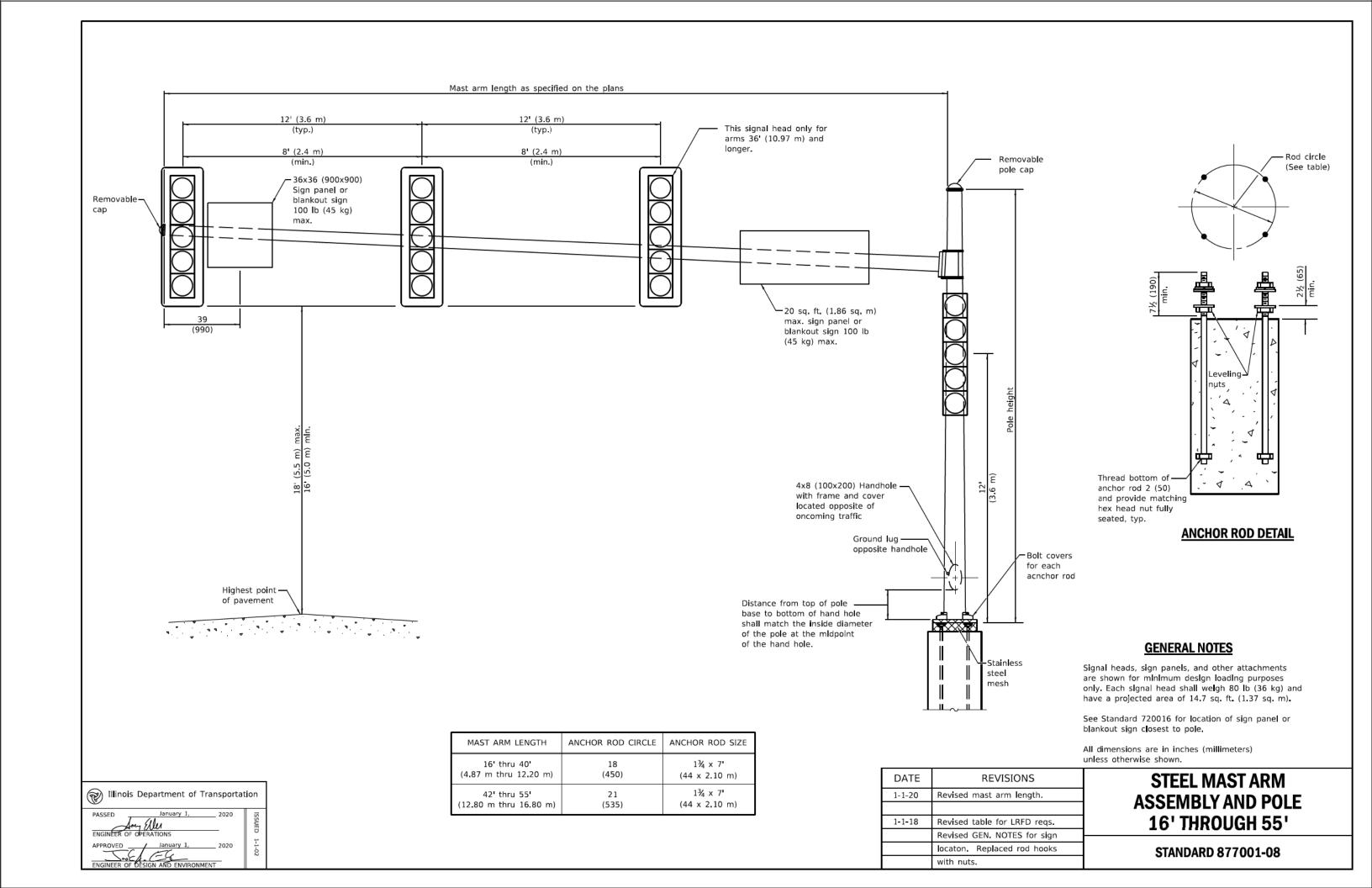
DATE	REVISIONS	Ī
4-1-16	Revised sign numbers]
	for concistency with	
	current MUTCD.	
1-1-14	Revised and added	ŀ
	dimensions for PROWAG]
	reach range requirements.	1

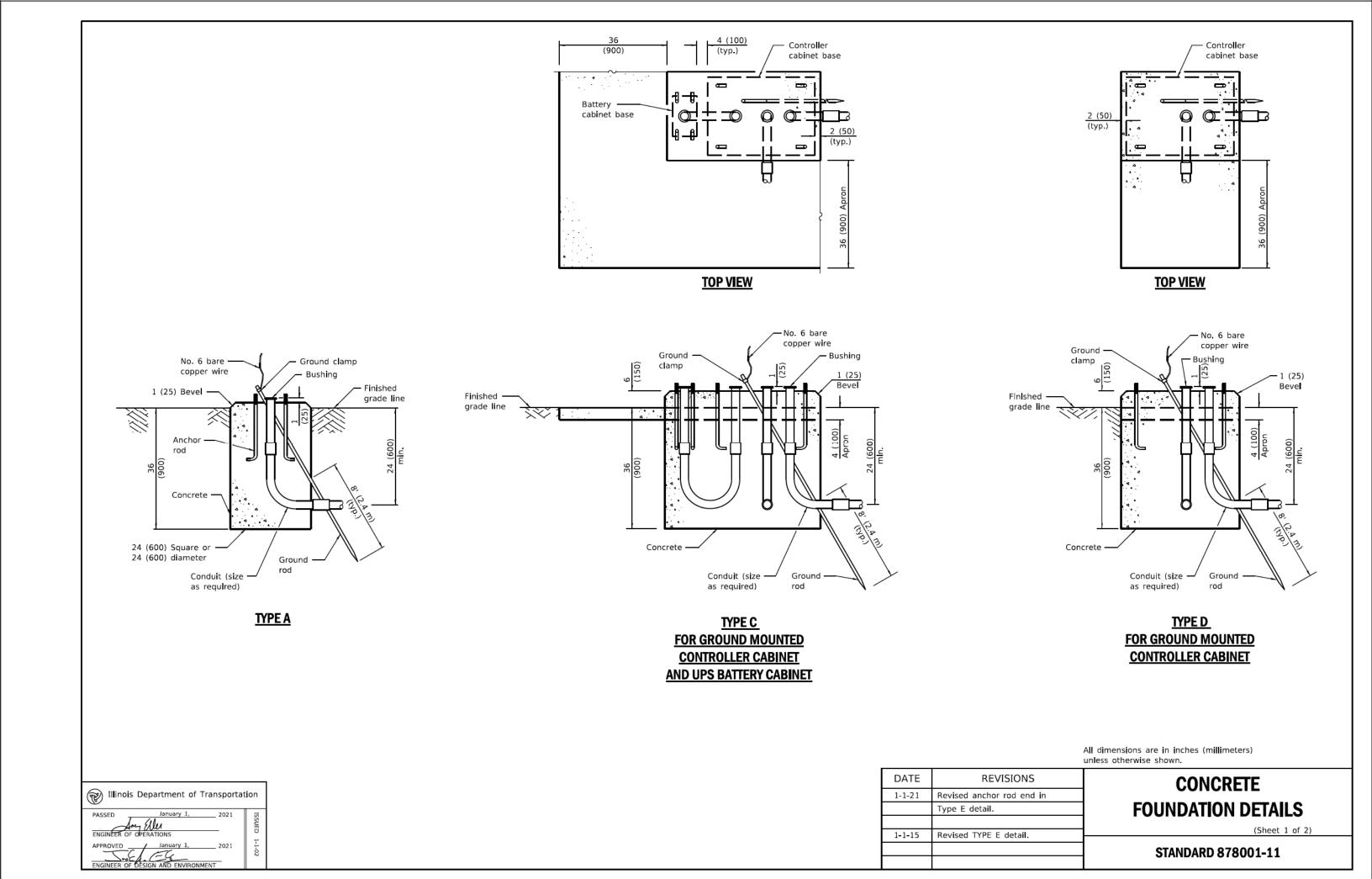
PEDESTRIAN PUSH BUTTON POST

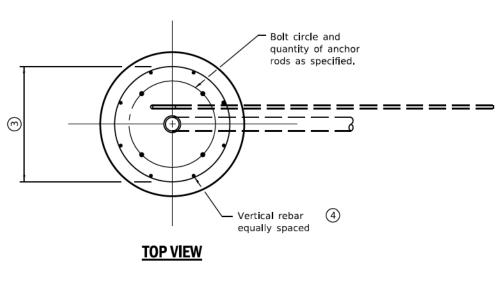
TYPICAL TWO BUTTONS

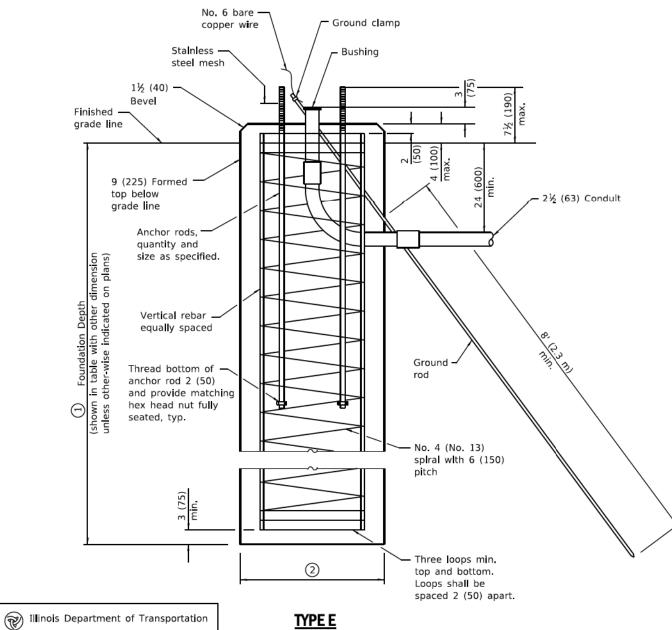
STANDARD 876001-04

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2016	1-07
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Mast Arm Length	① Foundation Depth *	② Foundation Diameter	③ Spiral Diameter	④ Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0" (3.0 m)	30 (750)	24 (600)	8	6 (19)
Greater than or equal	13'-6" (4.1 m)	30 (750)	24 (600)	8	6 (19)
to 30' (9.1 m) and less than 40' (12.2 m)	11'-0" (3.4 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0" (4.0 m)	36 (900)	30 (750)	12	7 (22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36 (900)	30 (750)	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 (1060)	36 (900)	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 (1060)	36 (900)	16	8 (25)

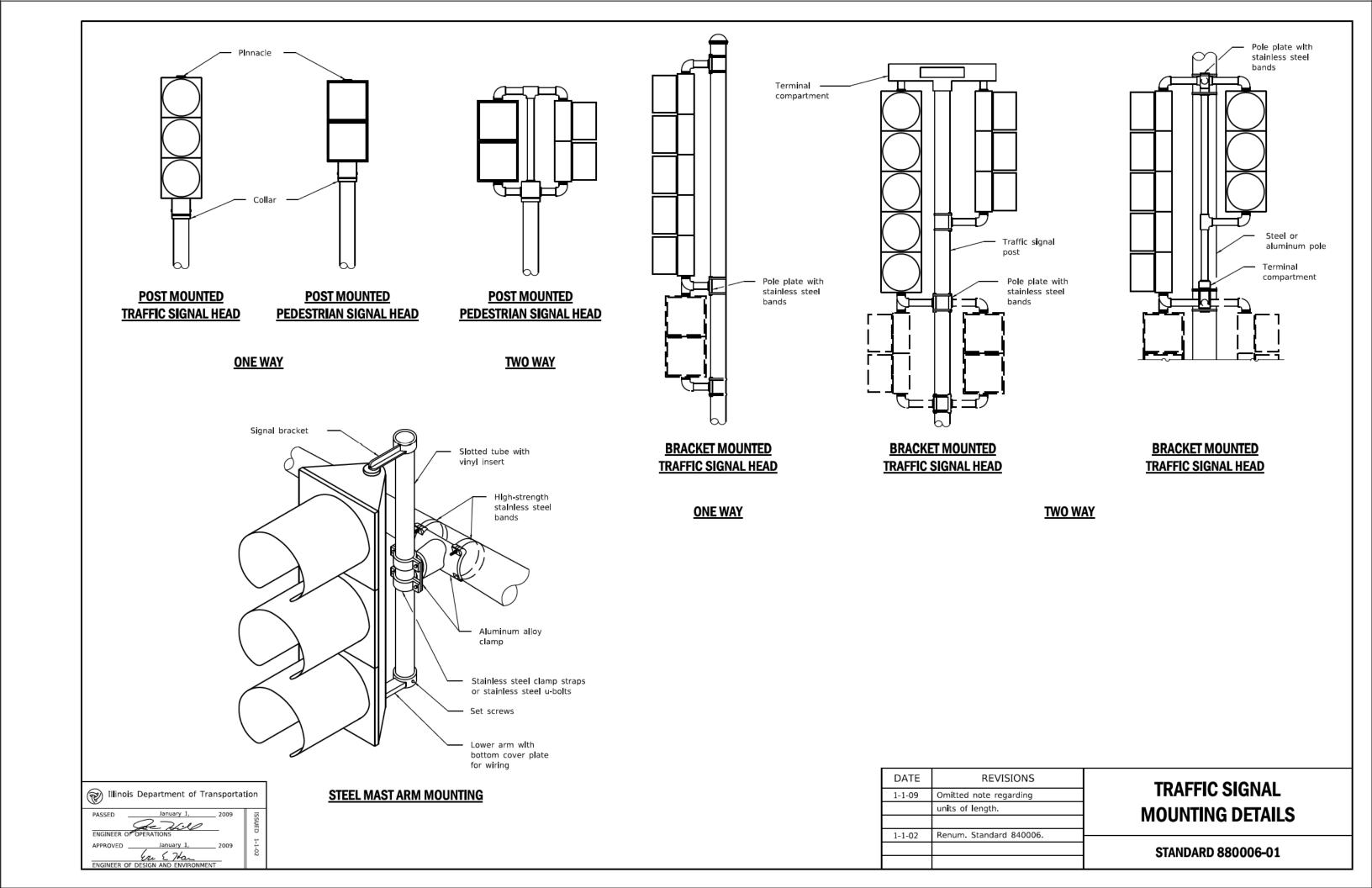
* For standard and combination mast arm assemblies. Foundation depths for standard dual mast arms with the longest arm length upto and including 55' (16.8 m) shall be increased by 1' (0.3 m) of that shown in the table, based on the longer of the two arms.

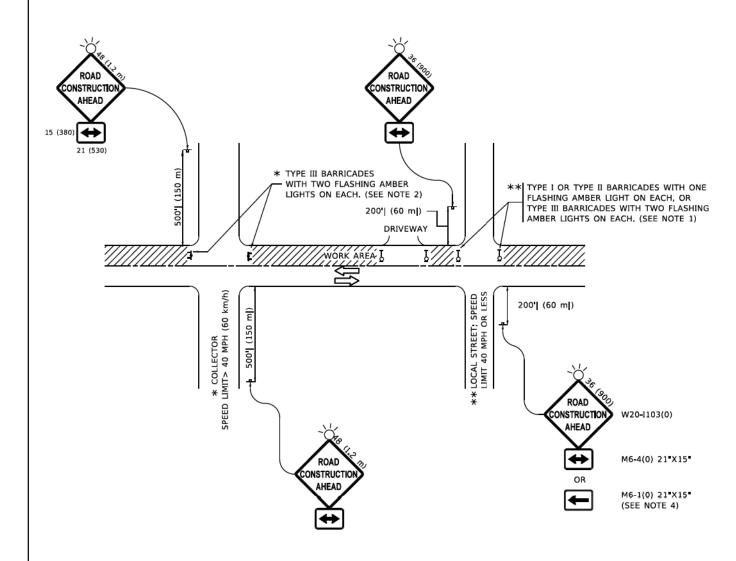
These foundation depths are for sites which have cohesive soils (clayey silt, sandy clay, etc.) along the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 tsf (100 kpa). This strength shall be verified by boring data prior to construction or with testing by the Engineer during foundation drilling. The Bureau of Bridges & Structures should be contacted for a revised design if other conditions are encountered.

CONCRETE FOUNDATION DETAILS

(Sheet 2 of 2)

STANDARD 878001-11





NOTES:

- SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- 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.
- 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.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) 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)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

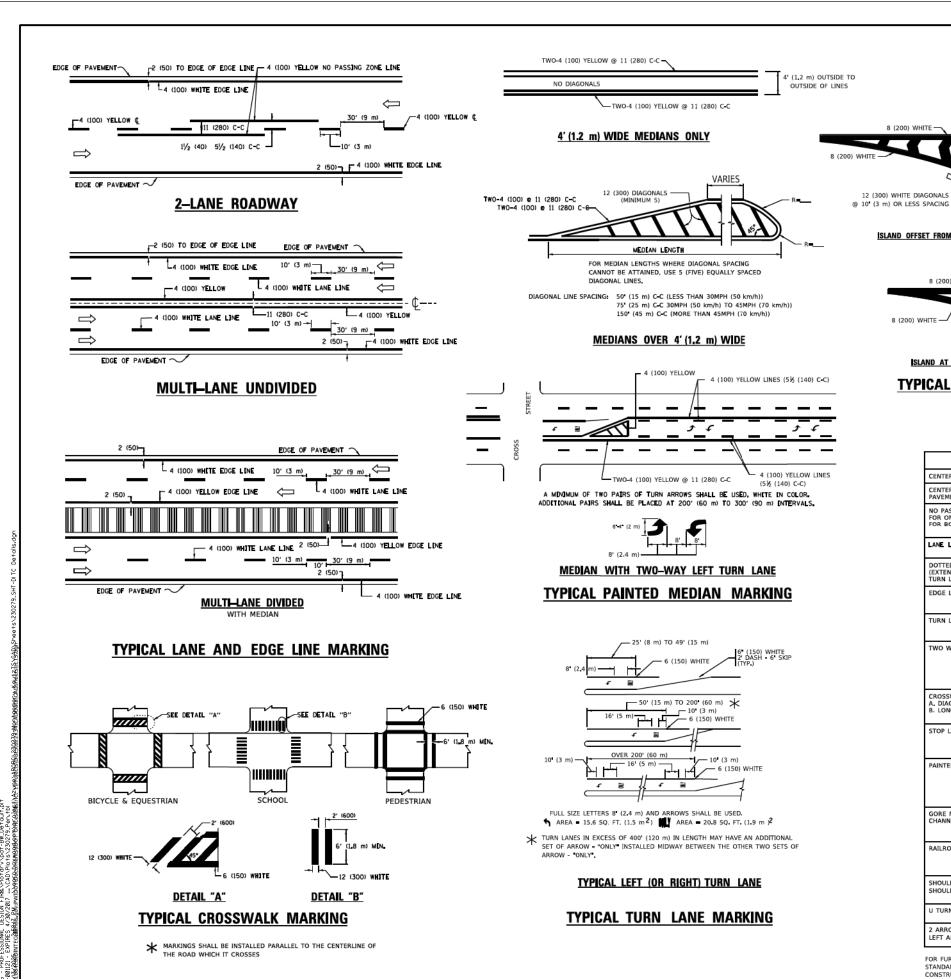
- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE
- THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

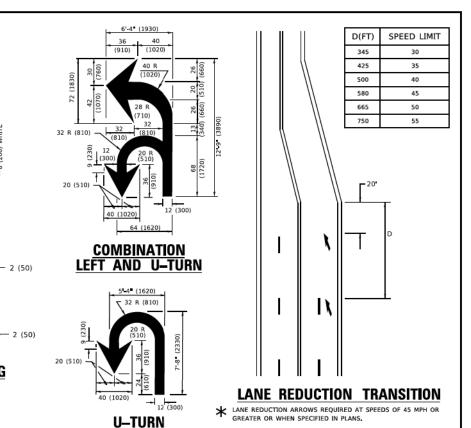
All dimensions are in inches (millimeters) unless otherwise shown.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 1 OF 1 SHEETS STA. TO STA





TYPE OF MARKING WIDTH OF LINE **PATTERN** COLOR SPACING / REMARKS CENTERLINE ON 2 LANE PAVEMENT YELLOW 101 (3 m) LINE WITH 301 (9 m) SPACE 2 @ 4 (100) YELLOW 11 (280) C-C CENTERLINE ON MULTI-LANE UNDIVIDED 5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN LANE LINES SKIP-DASH SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE (125) ON FREEWAYS DOTTED LINES SAME AS LINE BEING EXTENDED KIP-DASH SAME AS LINE BEING EXTENDED 2 (600) LINE WITH 6 (1.8 m) SPACE EXTENSIONS OF CENTER, LANE OR URN LANE MARKINGS) EDGE LINES SOLID YELLOW-LEFT WHITE-RIGHT OUTLINE MEDIANS IN YELLOW 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8 (2.4m)) URN LANE MARKINGS SOLID WHITE SEE TYPICAL TURN LANE MARKING DETAIL 10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID TWO WAY LEFT TURN MARKING YELLOW LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) NOT LESS THAN 6 (1.8 m) APART 2 (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS. 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 STOP LINES 24 (600) SOLID 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. PAINTED MEDIANS 2 @ 4 (100) WITH 12 (300) DIAGONALS SOLID YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC NO DIAGONALS USED FO 4' (1.2 m) WIDE MEDIAN GORE MARKING AND CHANNELIZING LINES 8 (200) WITH 12 (300) DIAGONALS @ 45° SOLID 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)) 24 (600) TRANSVERSE LINES; "RR" IS 6 (1.8 m) LETTERS; 16 (400) LINE FOR "X" RAILROAD CROSSING SOL1D SEE STATE STANDARD 780001 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)) SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8') 12 (300) @ 45° WHITE - RIGHT YELLOW - LEFT U TURN ARROW SEE DETAIL SOLID WH[TE 2 ARROW COMBINATION LEFT AND U TURN 30.4 SF

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

SCALE: NONE

8 (200) WHITE -

ISLAND OFFSET FROM PAVEMENT EDGE

8 (200) WHITE -

SLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

RAISED

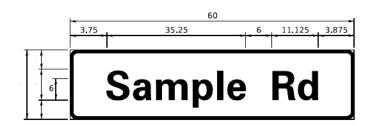
unless otherwise shown.

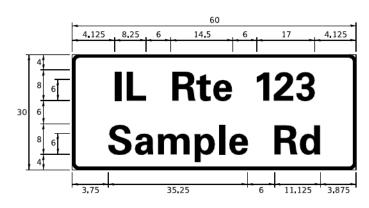
USER NAME = footemj	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

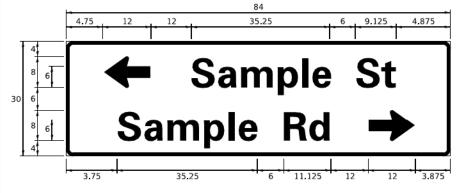
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

	DIOTRIOT ONE							SECTION			SHEET
DISTRICT ONE TYPICAL PAVEMENT MARKINGS					NE		RTE.	SECTION	COUNTY	SHEETS	NO.
					MARKIN	ice		22-00353-00-TL	KANE	67	53
		~L	- ~ •	LIVILIA	IVIAIIMI	100		TC-13	CONTRACT	NO.	
SHEET	1	OF	2	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		

SIGN PANEL - TYPE 1 OR TYPE 2







DES I GN	AREA	SIGN PANEL	SHEET ING	QTY.
SER I ES	(SQ FT)	TYPE	TYPE	REQUIRED
D OR C	-	1 OR 2	ZZ	

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

NAME	ABBREVATION	WIDTH	(INCH)
NAME	ADDREVALION	SERIES "C"	SERIES "D"
AVENUE	Ave	15.000	18.250
BOULEVARD	Blvd	17.125	20,000
C[RCLE	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	PΙ	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

- 1. 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.
- 2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ
- 3. 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.
- 4. 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.
- 5. 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.
- 6. 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

SIGN CHANNEL SIGN SCREWS

BRACKETS

PART #HPN053 (MED. CHANNEL) 1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER

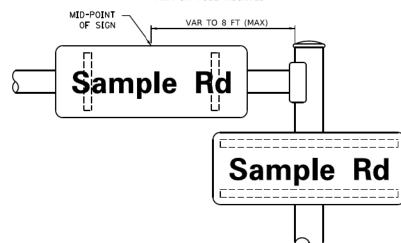
PART #HPN034 (UNIVERSAL)

CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

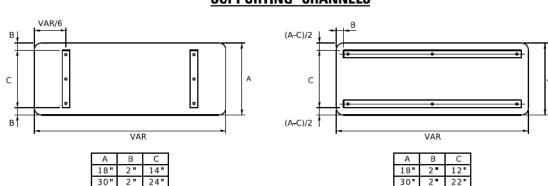
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION

ARM OR POLE MOUNTED



SUPPORTING CHANNELS



STANDARD ALPHABETS SPACING CHART

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

	FHWA SE	RIES "C"		FHWA SERIES "D"				
CHARACTER	LEFT SPACING	WIDTH	RIGHT SPACING	CHARACTER	LEFT SPACING	WIDTH	R I GHT SPAC I NG	
	(INCH)	(INCH)	(INCH)	_	(INCH)	(INCH)	(INCH)	
Α	0.240	5.122	0.240	Α	0.240	6.804	0.240	
В	0.880	4.482	0.480	В	0.960	5.446	0.400	
С	0.720	4.482	0.720	С	0.800	5.446	0.800	
D	0.880	4.482	0.720	D	0.960	5.446	0.800	
<u>E</u>	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 I	0.960	5.446	0.960	
J	0.880	1.120	0.880 0.880	J	0.960 0.240	1. 280 5. 122	0.960 0.960	
K	0.880	4. 482	0.480	K	0.960	5. 604	0.400	
Ĺ	0.880	4.082	0.240	L	0.960	4. 962	0.240	
М	0.880	5. 284	0.880	М	0.960	6. 244	0.960	
N	0.880	4. 482	0.880	N	0.960	5. 446	0.960	
0	0.720	4. 722	0.720	0	0.800	5. 684	0.800	
Р	0.880	4.482	0.720	Р	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	Т	0.240	4.962	0.240	
U	0.880	4.482	0.880	U	0.960	5.446	0.960	
٧	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 Y	0.240	4. 722	0.240	X Y	0.400 0.240	5. 446 6. 884	0.400	
Z	0.480	5. 122 4. 432	0.480	Z	0. 400	5. 446	0.240	
a .	0.320	3. 842	0.640	a	0.400	4.562	0.720	
ь	0.720	4.082	0.480	b	0.800	4. 802	0.480	
c	0.480	4.002	0.240	С	0.480	4. 722	0.240	
d	0.480	4.082	0.720	d	0.480	4.802	0.800	
е	0.480	4.082	0.320	е	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	
1	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	
	0.720	1.120	0.720	ı	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	
0	0.480	4.082	0.480	0	0.480	4.882	0.480	
Р	0.720	4.082	0.480	р	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 2. 882	0.240	s t	0.320 0.080	3. 762 3. 202	0.240	
	0.640	4.082	0.720	u	0.720	4. 722	0.800	
v	0.160	4.722	0.160	v v	0.160	5. 684	0.160	
w	0.160	7. 524	0.160	w	0.160	9.046	0.160	
×	0.000	5. 202	0.100	X	0.100	6. 244	0.100	
ý	0.160	4.962	0.160	у	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	

BAXTER WOODMAN

USER NAME - footemj	DESIGNED -	LP/IP	REVISED -	LP 07/01/2015
	DRAWN -	LP	REVISED -	
PLOT SCALE = 50,0000 ' / In.	CHECKED -	IP	REVISED -	
PLOT DATE = 3/4/2019	DATE -	10/01/2014	REVISED -	1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

	DISTRICT ONE						SECTION	COUNTY	TOTA
MAST ARM MOUNTED STREET NAME SIGNS						22-00353-00-TL	KANE	67	
MASI ANN MODITED STREET NAME SIGNS		IVANIE SIGNS		TS-02	CONTRACT	NO.			
	SHEET	OF	SHEETS	STA.	TO STA.		ILLINOIS FED. A	D PROJECT	

TRAFFIC SIGNAL LEGEND (NOT TO SCALE)

CONTROLLER CABINET	EXISTING	PROPOSED	ITEM	<u>existing</u>	PROPOSED	ITEM	EXISTING	PROPOSED
	\boxtimes		HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		R R Y
COMMUNICATION CABINET	ECC	СС	HEAVY DUTY HANDHOLE				<u> </u>	G G G G G G G G G G G G G G G G G G G
MASTER CONTROLLER	EMC	MC	-SQUARE -ROUND	H (1)	⊞ ⊕			4 G 4 G P
MASTER MASTER CONTROLLER	EMMC	ммс	DOUBLE HANDHOLE	N	N.	SIGNAL HEAD WITH BACKPLATE		
UNINTERRUPTABLE POWER SUPPLY	₹	Ø	JUNCTION BOX	0	•	-(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		G G G
SERVICE INSTALLATION -(P) POLE MOUNTED	-□- ^P	- - P	RAILROAD CANTILEVER MAST ARM	X oX X X	I CI I		(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	4Y 4Y 4Y 4G
SERVICE INSTALLATION			RAILROAD FLASHING SIGNAL	∑⊙ ∑	¥◆¥		P RB	P RB
-(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$oldsymbol{ol{ola}}}}}}}}}}}}}}}}$	G G GM GM	RAILROAD CROSSING GATE	∑⊙∑ >	X+X-	PEDESTRIAN SIGNAL HEAD	(C)	
TELEPHONE CONNECTION	ET	Т	RAILROAD CROSSBUCK	否	*	AT RAILROAD INTERSECTIONS	© &	*
STEEL MAST ARM ASSEMBLY AND POLE	O	•——	RAILROAD CONTROLLER CABINET		≯ ∢	PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	(€) C (5) D	₽ C ★ D
ALUMINUM MAST ARM ASSEMBLY AND POLE	0		UNDERGROUND CONDUIT (UC), GALVANIZED STEEL					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	ο;α—	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST	0	 ◆ BM 	SYSTEM ITEM	S	SP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE.		
-(BM) BARREL MOUNTED - TEMPORARY	_		INTERSECTION ITEM	1	IP	ALL DETECTOR LOOP CABLE TO BE SHIELDED		•
WOOD POLE	⊗ .	θ .	REMOVE ITEM		R	GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	
GUY WIRE	>	>	RELOCATE ITEM		RL	ELECTRIC CABLE IN CONDUIT, TRACER		
SIGNAL HEAD SIGNAL HEAD WITH BACKPLATE	- ⊳	+>	ABANDON ITEM		Α	NO. 14 1/C	,	
	P P	P P	CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF	COAXIAL CABLE	_ ©_	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAMMED FLASHER INSTALLATION	-t>' +t>'	- → ' + → '	MAST ARM POLE AND		RMF	VENDOR CABLE	_ Ø_	 V
-(FS) SOLAR POWERED	o-⊳ ^F o-⊳ ^{FS} □-⊳ ^F □-⊳ ^{FS}	•► ^F •► ^{FS}	FOUNDATION TO BE REMOVED SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6#18	 (6#18)
PEDESTRIAN SIGNAL HEAD	-0	-1	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125. MM12F		—(12F)—
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON			PREFORMED DETECTOR LOOP	P P	P P	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		—(24F)—
RADAR DETECTION SENSOR	R	R.¶	SAMPLING (SYSTEM) DETECTOR	<u> </u>	<u> </u>			—36F
VIDEO DETECTION CAMERA	r L	[v]•	INTERSECTION AND SAMPLING	IS (S)	IS (S)			
radar/video detection zone	=	=	(SYSTEM) DETECTOR QUEUE AND SAMPLING	© ©	© ©	GROUND ROD -(C) CONTROLLER	<u>∓</u> C <u>+</u> M −P +S	<u></u>
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ	(SYSTEM) DETECTOR			-(M) MAST ARM -(P) POST		
EMERGENCY VEHICLE LIGHT DETECTOR	8	~	WIRELESS DETECTOR SENSOR	®	®	-(S) SERVICE		
CONFINATION BEACON	8	ч	WIRELESS ACCESS POINT		-			
WIRELESS INTERCONNECT	_							
	⊶+ -	•· 						
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR	•			1		

BAXTER WOODMAN

	USER NAME = footem]	DESIGNED -	IP	REVISED -
A N		DRAWN -	IP	REVISED -
eers	PLOT SCALE = 50.0000 ' / In.	CHECKED -	LP	REVISED -
	PLOT DATE = 3/4/2019	DATE -	9/29/2016	REVISED -

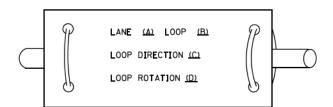
STATI	E OF	F ILL i nois
DEPARTMENT	OF	TRANSPORTATION

				-	DIST	RICT O	NE		F.A. RTE	SEC	TION		COUNTY	TOTAL SHEETS	SHE
c.	TAND/	۱RD	Т	RΔF	FIC	SIGNA	I DESIGI	N DETAILS		22-0035	53-00-TL		KANE	67	55
•	AND	1112		IIAI		JIGHA	L DEGIG	• DETAILS		TS-05			CONTRACT	NO.	
	SHEET	1		OF	7	SHEETS	STA.	TO STA.			ILLINOIS	FED. A	ID PROJECT		

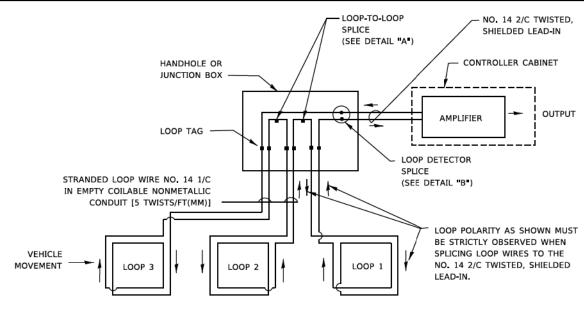
LOOP DETECTOR NOTES

- 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 DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
- 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- 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

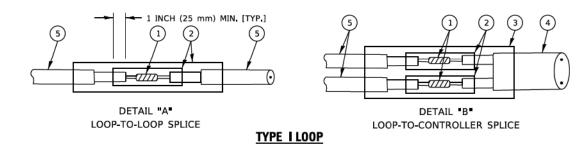


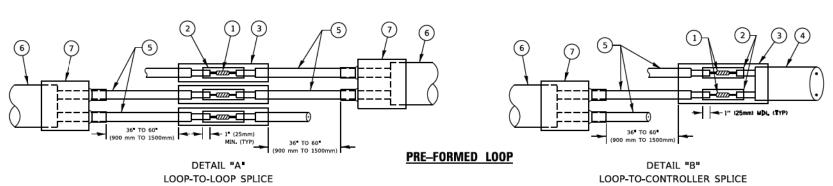
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.





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.
- WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.
- 4 NO. 14 2/C TWISTED, SHIELDED CABLE.

- 5 LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP
- (6) XL POLYOLEFIN 2 CONDUCTOR
- (7) BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

BAXTER WOODMAN

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

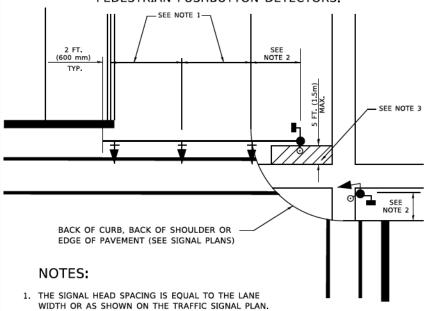
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TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

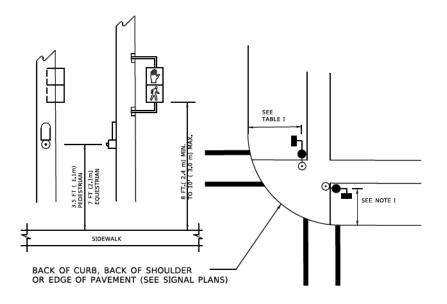
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



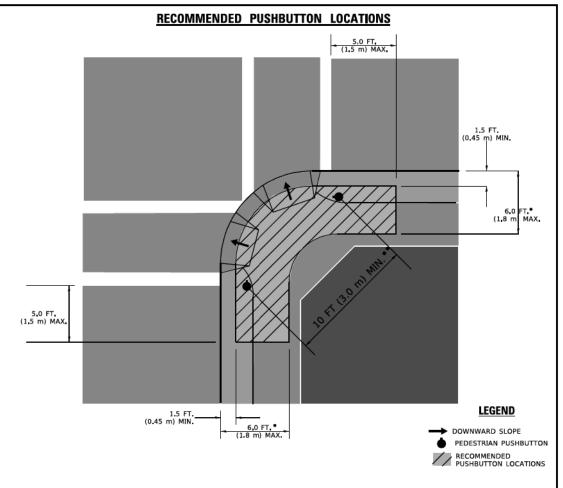
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO 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.
- 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.
- 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."



- * 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:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

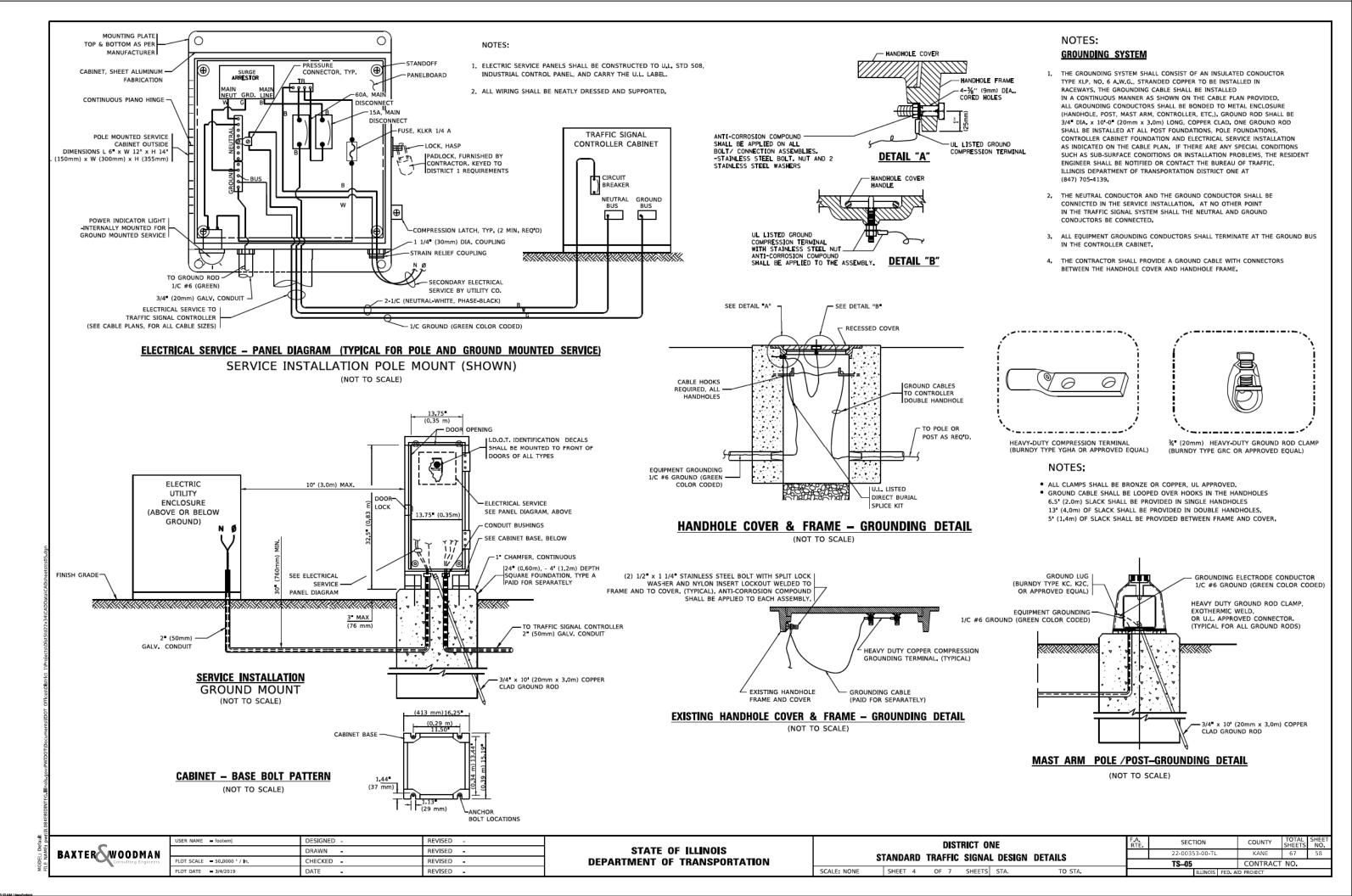
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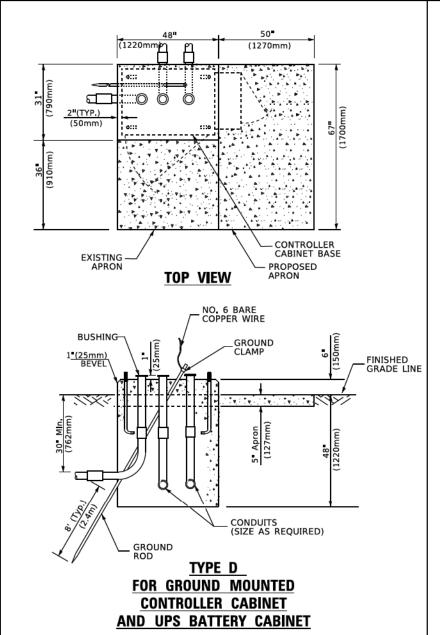
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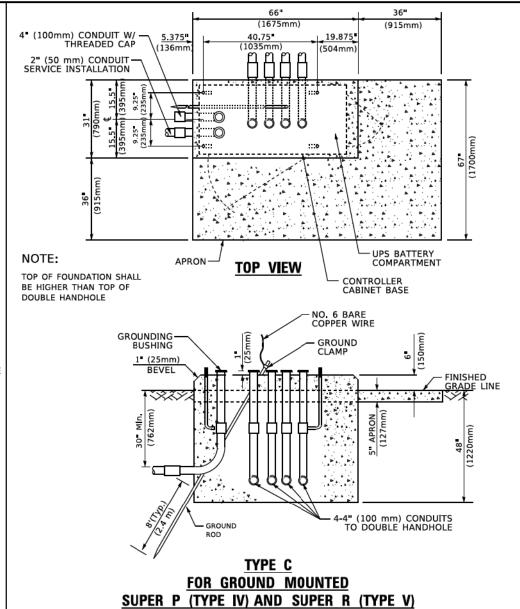
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STATE OF	ILLINOIS
DEPARTMENT OF	TRANSPORTATION

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CONTROLLER CABINETS

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

SCALE: NONE

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	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0" (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12,2 m) and less than 50' (15,2 m)	13'-0" (4 _• 0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0" (4.6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6.4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7.6 m)	42" (1060mm)	36" (900mm)	16	8(25)
NOTES					

2" x 6" (51mm x 152mm) WOOD FRAMING (TYP.)

CABINET

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 most arm assemblies under 56 feet (16.8 m) through 75 feet (22.9 m) shall use 42" (1060 mm) diameter foundations
- 4. For most arm assemblies with dual arms refer to state standard 878001

SEE NOTE 5-

TRAFFIC SIGNAL -

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

4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.

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.

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.

TEMPORARY SIGNAL CONTROLLER

WOOD SUPPORT PLATFORM

6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

CONTROLLER CABINET

¾" (19mm) TREATED PHYWOOD DECK

2<mark>" x 6" (51mm x 152mm)</mark> TREATED WOOD

6" x 6" (152mm x 152mm) NOTES: TREATED WOOD POSTS

3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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

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

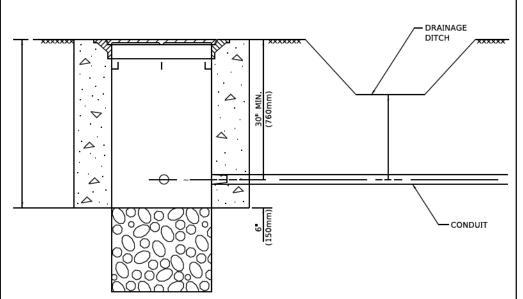
CABLE SLACK

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STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

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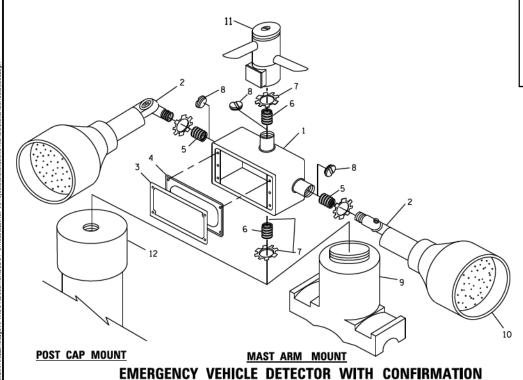
BAXTER WOODMAN Consulting Engineers



NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)

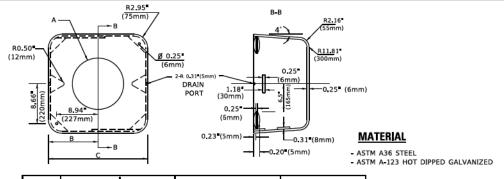


(1675mm) (915mm) 40.75" 19.875 (136mm) (1035mm) (504mm) CONTROLLER CABINET BASE PROPOSED-TOP VIEW (NOT TO SCALE) APRON -NO. 3 DOWEL 18" (450mm NO. 6 BARE COPPER WIRE LONG (8 REQ.) GROUND CLAMP EXISTING-ANCHOR BOLTS **FINISHED** GRADE LINE (300mm) (225mm) -EXISTING CONDUITS EXISTING GROUND ROD MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION (NOT TO SCALE)

ITEM	NO. IDENTIFICATION
	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	¾ (19 mm) CLOSE NIPPLE
7	¾ (19 mm) LOCKNUT
8	¾"(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:

- ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR GALVANIZED
- 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.

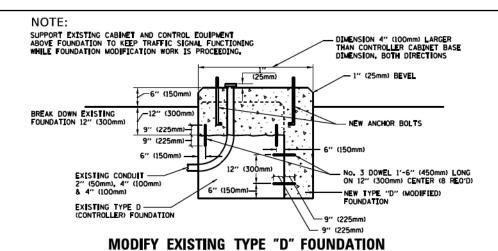


Α	В	С	HEIGHT	WEIGHT
VARIES	9.5*(241mm)	19 " (483mm)	7" (178mm) - 12" (300mm)	53 l bs (24kg)
VARIES	10.75*(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 [bs (31 kg)
VARIES	13.0°(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 i bs (37 kg)
VARIES	18.5 (470mm)	37 (940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

NOTES:

- 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 VERIFIED 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.



GALVANIZED STEEL HOOKS STEEL HOOKS 21 1/2" MIN. (545mm) CONDUIT BUSHING EXISTING CONDUIT TO BE REMOVED CONDUIT BUSHING EXISTING CONDUIT TO REMAIN EXISTING CONDUIT TO REMAIN PLAN

NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.

ELEVATION

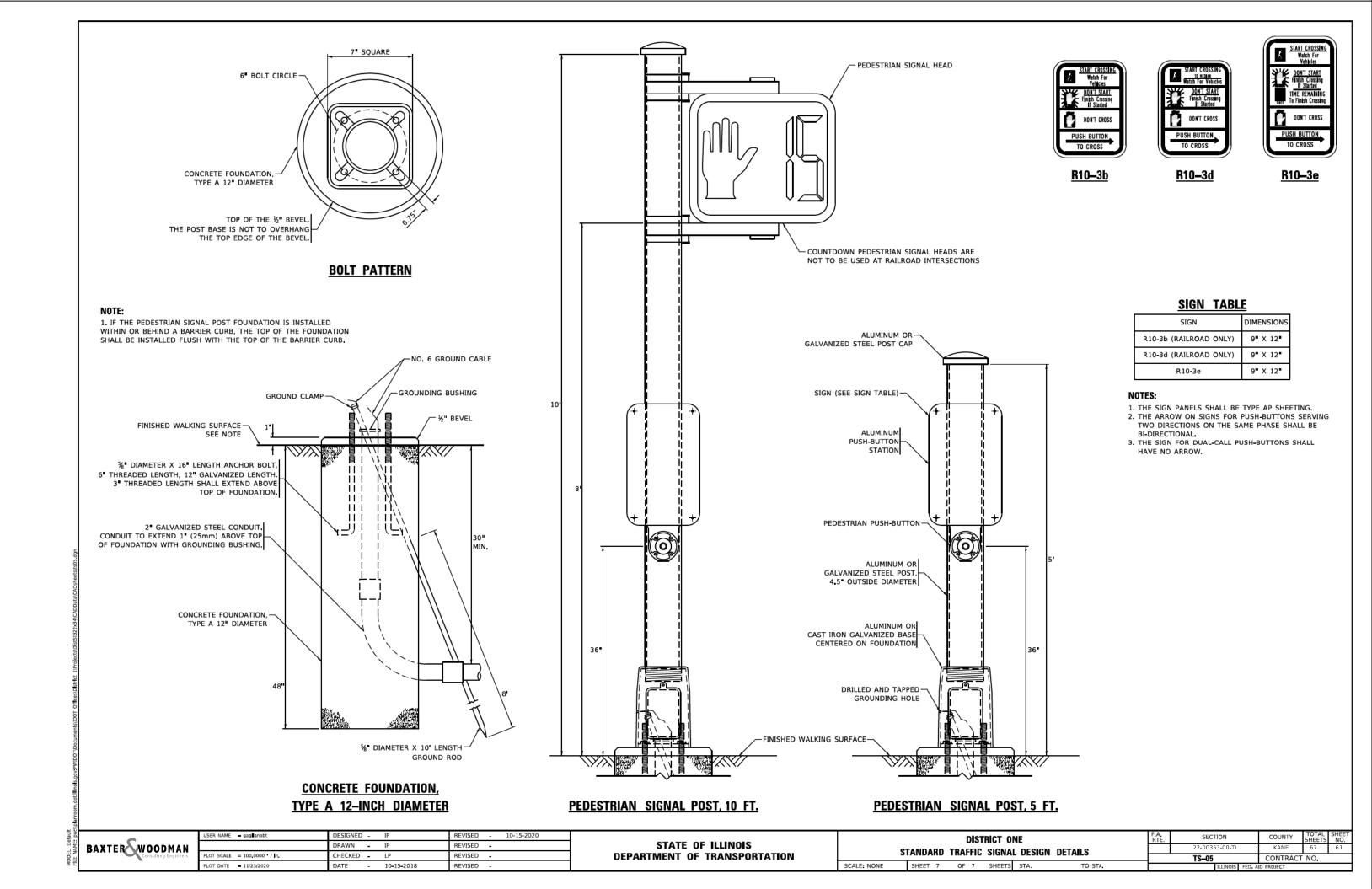
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

HANDHOLE TO INTERCEPT EXISTING CONDUIT

BEACON MOUNTING DETAIL

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

| DISTRICT ONE | FA. SECTION | COUNTY | SHEETS | N. STANDARD | TRAFFIC | SIGNAL DESIGN | DETAILS | SHEET | SHE



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Consulting Engineers STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION DRAWN -**CROSS SECTIONS** REVISED -22-00353-00-TL PLOT SCALE = 20.0000 ' / in. CHECKED -REVISED DATE FILE - 230279 SHT-XSEC.dgr SCALE: W: 1"=5" SHEET 3 OF 6 SHEETS STA. 26+25 TO STA. 26+75

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