STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

FAU 3778 23 OVERLAY СООК ILLINOIS CONTRACT NO. 62V61

* 99 + 1 = 100 TOTAL SHEETS

D-91-039-24



THIS IMPROVEMENT IS LOCATED IN THE VILLAGES OF OAK LAWN, ALSIP, AND THE CITY OF CHICAGO

TRAFFIC DATA:

0

0

POSTED SPEED LIMIT: 35 MPH PULASKI RD. / CRAWFORD AVE. 2023 ADT = 28,600

DESIGN DESIGNATION: MINOR ARTERIAL

PROPOSED HIGHWAY PLANS

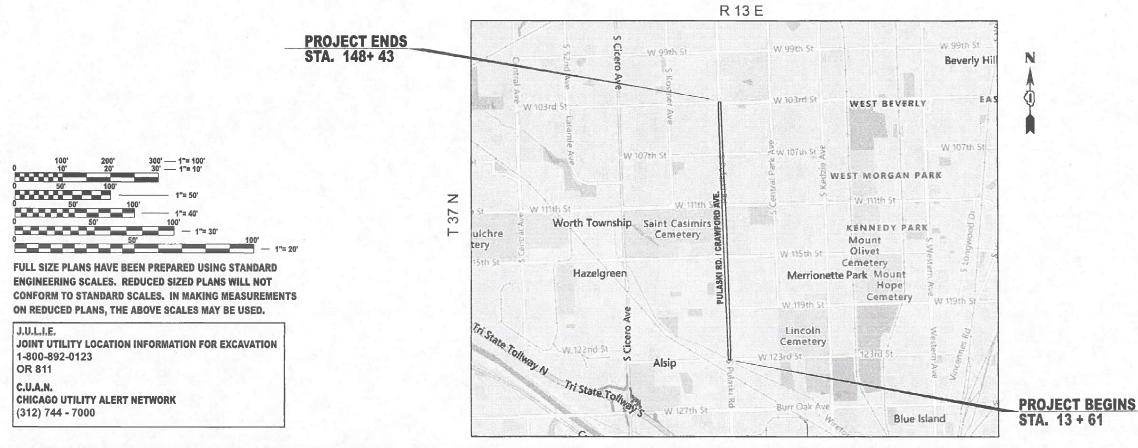
F.A.U. 3778: PULASKI RD / CRAWFORD AVE. FROM: 103RD ST. TO 123RD ST. **SECTION: FAU 3778 23 OVERLAY**

PROJECT: STP-LIPA(365)

STANDARD OVERLAY AND ADA IMPROVEMENT

COOK COUNTY

C-91-047-24



STATE OF ILLINOIS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

REV-SEP

CONTRACT NO. 62V61

PROJECT ENGINEER: LUKASZ POCIECHA (847) 705-4255

PROJECT MANAGER: VESELIN VELICHKOV

GROSS AND NET LENGTH = 13,482 FT. = 2.55 MILES

WORTH AND LAKE TOWNSHIPS

INDEX OF SHEETS

STATE STANDARDS

SHEET
NO.

DESCRIPTION

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96	PD-04: PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH TURNING SPACE
97	PD-05: PROJECT DETAIL FOR DEPRESSED CORNER CURB RAMPS
98	PD-06: PROJECT DETAIL FOR PARALLEL CURB RAMPS

99 DETAIL FOR ASPHALT CROSSWALK PAVING PATTERN

STANDARD NO. DESCRIPTION

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
424001 - 12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS TYPE 1
604091-05	FRAME AND GRATE TYPE 24
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 m) AWAY
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS $\leq 40~\mathrm{MPH}$
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES

GENERAL NOTES

- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 2. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES, ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
- 3. BUTT JOINTS SHALL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- 4. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 5. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 6. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
- 7. SIDEWALK REMOVAL AND P.C.C. SIDEWALK 5" LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
- 8. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- 10. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 11. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF ANY BURIED STRUCTURE OR STRUCTURES FOUND (I.E. ACCIDENTALLY PAVED OVER WITH ASPHALT DURING THE PREVIOUS RESURFACING) ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
- 12. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 13. FOR WORK OUTSIDE THE LIMITS OF BRIDGE APPROACH PAVEMENT, ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
- 14. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURĞA, , THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@LLLINOIS.GOV A MINIMUM OF72 HOURS IN ADVANCE OF BEGINNING WORK.
- 15. THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD ENGINEER, VIA MAIL AT PATRICE, HARRIS@ILLINOIS, GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE NOTIFICATION OF ALL EMERGENCY SERVICES, SCHOOL DISTRICTS, I.D.O.T.'S COMMUNICATIONS CENTER, SPRINGFIELD TRUCK PERMIT SECTION AND OTHER AGENCIES AFFECTED BY THE CLOSURE, THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR POSTING SIGNS THAT WILL INDICATE THE DATES THE CLOSURE WILL BE IN PLACE.
- 17. PAVEMENT MARKING TAPE, TYPE IV MAY BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 18. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.

GENERAL NOTES CONTINUE ON NEXT SHEET

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GENERAL NOTES (CONTINUED...)

- 19. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE
- 20. THE RESIDENT ENGINEER SHALL CONTACT THE VILLAGE OF ALSIP 2 WEEKS PRIOR TO START OF WORK TO COORDINATE THE REMOVAL, STORAGE, AND / OR RELOCATION OF EXISTING BENCHES AND TRASH BINS ALONG PULASKI ROAD THAT MAY BE IN THE IN THE WAY OF THE THE PROPOSED WORK.
- 21. EXISTING BRICK AND / OR CONCRETE CROSSWALKS THROUGHOUT THE PROJECT SHALL REMAIN AND BE PROTECTED, BOTH FROM PHYSICAL CHIPPING/DAMAGE AS WELL AS FROM TRACKING HMA/PRIME MATERIAL THAT CAN BE TRACKED ACROSS EACH.

GENERAL NOTES (CITY OF CHICAGO)

- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO AND OBTAIN ALL NECESSARY PERMITS.
- 2. THE CITY OF CHICAGO IS TO MAKE ADJUSTMENTS TO THEIR STREET LIGHTING AND/OR TRAFFIC SIGNAL FACILITIES. THE CONTRACTOR SHALL COORDINATE THE NECESSARY WORK AND COOPERATE WITH THE CITY OF CHICAGO IN THESE ADJUSTMENTS. THIS COORDINATION AND COOPERATION BY THE CONTRACTOR WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COSTS OF THE CONTRACT.
- ALL CATCH BASINS IN THE CITY OF CHICAGO SHALL MEET THE DEPARTMENT OF SEWERS' STANDARDS.
- BENCH MONUMENT LOCATIONS WITHIN THE LIMITS OF THE IMPROVEMENT CAN BE OBTAINED IN SUITE 410 - 333 SOUTH STATE STREET, CHICAGO, IL 60604.
- ALL BROKEN, CRACKED, WORN OR OTHERWISE DAMAGED OR BICYCLE UNSAFE FRAMES AND LIDS ON SEWER STRUCTURES, SHALL BE REPLACED WITH NEW DEPARTMENT OF SEWERS' STANDARD FRAMES AND LIDS.
- OPEN LID DRAINAGE STRUCTURES SHALL NOT BE CLOSED, COVERED OR OTHERWISE OBSTRUCTED DURING CONSTRUCTION OF THIS ROADWAY WITHOUT THE WRITTEN PERMISSION FROM THE CITY OF CHICAGO.
- 7. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY OF CHICAGO AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

GENERAL NOTES (LANDSCAPING)

- THE CONTRACTOR SHALL TAKE CARE IN GRADING AND EXAVATING NEAR TREES
 WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE
 ROOT SYSTEM OF TRUNKS. ANY DAMAGE DONE TO EXISTING ITEM BY THE
 CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S
 EXPENSE.
- EXISTING VEGETATED AREAS (TREE, SHRUBS, VEGETATIVE BUFFERS, TURF AREAS, ETC.) WHERE DISTURBANCE IS NOT OCCURRING (INCLUDING AREAS OUTSIDE THE PROJECT LIMITS) SHALL NOT BE DISTURBED TO ENSURE THAT EXISTING VEGETATION IS PRESERVED HEALTHY TO MINIMIZE SOIL EROSION AND ELIMINATE SOIL COMPACTION. NO MATERIALS ARE TO BE STORED OR VEHICLES DRIVEN OR PARKED WITHIN THESE UNDISTURBED AREAS AT ANY TIME.
- 3. THE CONTRACTOR SHALL OBSERVE AND COMPLY WITH ALL SECTIONS OF THE ILLINOIS CUSTOM SPRAY LAW, INCLUDING LICENSING. CONTRACTOR PERSONNEL APPLYING HERBICIDES SHALL HAVE A VALID PESTICIDE APPLICATOR LICENSE ISSUED BY THE ILLINOIS DEPARTMENT OF AGRICULTURE. THE LICENSED PESTICIDE APPLICATOR SHALL SUBMIT THEIR CURRENT LICENSE TO THE ENGINEER. THE LICENSED PESTICIDE APPLICATOR SHALL BE QUALIFIED AT A MINIMUM IN RIGHT-OF-WAY AND AQUATICS. THE LICENSED APPLICATOR SHALL WORK ON-SITE.
- 4. VILLAGE WATER AND SEWER MAINS MAY BE LOCATED IN THE LANDSCAPE AREA.
- THE CONTRACTOR WILL NOT BE ALLOWED TO PROCEED WITH ANY PLANTING WORK UNTIL ALL UTILITY OWNERS FIELD LOCATE THEIR FACILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS.
- 6. THE ACTUAL LOCATION OF PROPOSED LANDSCAPING WILL BE ADJUSTED IN THE FIELD TO AVOID UTILITIES.
- 7. UNDERBRUSH OR DEBRIS AT PLANTING LOCATIONS SHALL BE REMOVED AND DISPOSED OF ACCORDING TO SECTION 201 OF THE STANDARD SPECIFICATIONS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT THE COSTS SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICES FOR THE CONSTRUCTION ITEMS INVOLVED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED
- 8. THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171, AT LEAST 7 DAYS PRIOR TO DOING FORESTRY AND HERBICIDE WORK FOR LAYOUT.
- THE CONTRACTOR WILL CONTACT THE ROADSIDE DEVELOPMENT UNIT AT 847.705.4171, AT LEAST 7 DAYS PRIOR TO ASSIST WITH PERENNIAL PLANT LAYOUT.

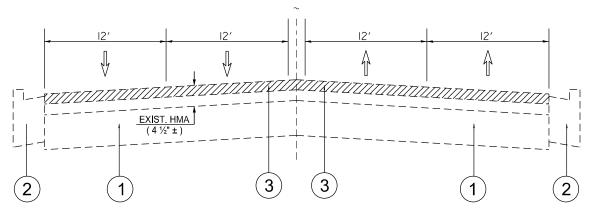
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Part	20200100 EARTH EXCAVATION					160							44000200	DRIVEWAY PAVEMENT RE	EMOVAL		SQYD		258					
Marie	20100110 TREE REMOVAL (6 TO	15 UNITS DIAMETER)		UNIT	25	25																		
Part	21101615 TOPSOIL FURNISH AND	PLACE, 4"		SQ YD	1795	1795							44000600	SIDEWALK REMOVAL			SQFT	12588	12588					
March Marc																								
March Marc	25200110 SODDING, SALT TOLERA	NT		SQ YD	1795	1795							44002218	HOT-MIX ASPHALT REMO	OVAL OVER PATCHES, 4 1/2"		SQYD	3511	3511				\rightarrow	
Section Sect															<u> </u>									
Section Sect	25200200 SUPPLEMENTAL WATER	ING		UNIT	23	23							44201761	CLASS D PATCHES, TYPE	E I. 10 INCH		SQ YD	4	4					
March Marc																								
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March Marc	25504246 LIOT MIX ACRUAL T RACE	COLIDER OF		SOAD	20	20						-	44201760	CLASS D DATCHES TYPE	E III 10 INICH		SO VD	157	157				\longrightarrow	
March Marc	33301316 HOT-MIX ASPHALT BASE	COURSE, 8		SQTD	39	39							44201769	CLASS D PATCHES, TYPE	E III, 10 INCH		50 10	157	157				\longrightarrow	
March Marc	4000000	C (TACK COAT)		DOI:115	50000	F0000						$ \mid \downarrow \downarrow$	44004==:	OLAGO D DATO:::-	F.B. 40 INCL			1400	4400					
March Marc	40600290 BITUMINOUS MATERIALS	S (TACK COAT)		POUND	59920	59920												1136					\longrightarrow	
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Common C	40600370 LONGITUDINAL JOINT SE	EALANT		FOOT	49185	49185							60266600	VALVE BOXES TO BE ADJ	JUSTED		EACH	1	1					<u> </u>
Common C																								
Marie Mari	40600400 MIXTURE FOR CRACKS,	JOINTS, AND FLANGEWAYS		TON	267	267							60300105	FRAMES AND GRATES TO	O BE ADJUSTED		EACH	25	25					
Marie Mari																								
Compact Part	40600982 HOT-MIX ASPHALT SURF	ACE REMOVAL - BUTT JOINT		SQ YD	1287	1287							60300305	FRAMES AND LIDS TO BE	E ADJUSTED		EACH	4	4					
Compact Part																								-
## 15/10/10/10/10/10/10/10/10/10/10/10/10/10/	40601005 HOT-MIX ASPHALT REPL	ACEMENT OVER PATCHES		TON	714	714							60404950	FRAMES AND GRATES, T	TYPE 24		EACH	1	1					—
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## SECONOMINA CONTROL CONTROL SECONOMINA SEC	40603200 POLYMERIZED HOT-MIX	ASPHALT BINDER COURSE, IL-4.75, N50		TON	2978	2978							60406000	FRAMES AND LIDS, TYPE	E 1, OPEN LID		EACH	3	3					
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#200000 PROTECTIVE COAT	40604060 HOT-MIX ASPHALT SURF	FACE COURSE, IL-9.5, MIX "D", N50		TON	9	9						*	66900200	NON-SPECIAL WASTE DI	SPOSAL		CUYD	160	160					———
#200000 PROTECTIVE COAT																								1
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Code No.	<u> </u>			Unit	Quantity	0005	0021	0005				Code			Unit	Quantity	0005	0021	0005		
70102635	TRAFFIC CONTROL AND	D PROTECTION, STANDARD 701701		LSUM	1	1						* 81400	200 HI	EAVY-DUTY HANDHOLE	EACH	8		8			
70102640	TRAFFIC CONTROL AND	PROTECTION, STANDARD 701801		LSUM	1	1						* 81400	300 D	OUBLE HANDHOLE	EACH	2		2			
70300100	SHORT TERM PAVEMEN	IT MARKING		FOOT	71379	71379						* 85000	200 M	AINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	7		7			
70300150	SHORT TERM PAVEMEN	IT MARKING REMOVAL		SQ FT	29741	29741						* 87301:	215 EI	LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	4271		4271			
70300211	TEMPORARY PAVEMEN	T MARKING LETTERS AND SYMBOLS - PAII	INT	SQ FT	1977	1977						* 87301	225 FI	LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	3577		3577			
75555211	TEM STORY TAVELNESS	THE UNITED STATES OF THE OF TH			1017	1017						. 0,001		ELECTION OF BELLIN CONDUIT, CICIANE NO. 11 CO	1001	0077		3011			
70300221	IEMPORARY PAVEMEN	T MARKING - LINE 4"- PAINT		FOOT	163782	163782			-			* 87301:	245 EI	LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	3142		3142			
<u> </u>	1																				
70300241	TEMPORARY PAVEMEN	T MARKING - LINE 6"- PAINT		FOOT	17928	17928						* 87301	255 EI	LECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	2571		2571			
70300261	TEMPORARY PAVEMENT	T MARKING - LINE 12"- PAINT		FOOT	8649	8649						* 87301	305 EI	LECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	9558		9558			
70300281	TEMPORARY PAVEMEN	T MARKING - LINE 24"- PAINT		FOOT	3450	3450						* 87301	305 EI	LECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	569		569			
70307120	TEMPORARY PAVEMEN	T MARKING - LINE 4"-TYPE IV TAPE		FOOT	17845	17845															
	SIGN PANEL - TYPE 1			SQFT	54	11010	54					87301	200 EI	LECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	2311		2311			
72000100	GIOINT ANEE-THE I			3011			34					* 0/301	-	ELECTRIC CADEL IN CONDUIT, EQUIT MILITY CROSHEDING CONDUCTOR, NO. 0 10	1001	2311		2011			
				-																	
* 78000100	THERMOPLASTIC PAVE	MENT MARKING - LETTERS AND SYMBOLS	5	SQ FT	659	659						* 87501	200 TF	RAFFIC SIGNAL POST, 16 FT.	EACH	7		7			
* 78000200	THERMOPLASTIC PAVE	MENT MARKING - LINE 4"		FOOT	54594	54594						* 87700	180 S	TEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1		1			
* 78000400	THERMOPLASTIC PAVE	MENT MARKING - LINE 6"		FOOT	5976	5976						* 87700	190 S	TEEL MÂST ARM ASSEMBLY AND POLE, 30 FT.	EACH	2		2			
* 78000600	THERMOPLASTIC PAVE	MENT MARKING - LINE 12"		FOOT	2883	2883						* 87700	230 S	TEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	2		2			
* 78000650	THERMOPI ASTIC PAVE	MENT MARKING - LINE 24"		FOOT	1150	1150						★ 87700:	240 5	TEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1		1			
1 1000000				+ + +		1.00						1 01100	- 10								
* 78100100	RAISED REFLECTIVE PA	AVEMENI MAKKEK		EACH	565	565					+	* 87700	Σου S	TEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1		1			
78300200	RAISED REFLECTIVE PA	AVEMENT MARKER REMOVAL		EACH	1120	1120					1	* 87700	280 S	TEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1		1			
78300202	PAVEMENT MARKING R	EMOVAL - WATER BLASTING		SQ FT	27028	27028						* 87800	100 C	ONCRETE FOUNDATION, TYPE A	FOOT	48		48			
t-soc																					
* 81028200	UNDERGROUND COND	UIT, GALVANIZED STEEL, 2" DIA.		FOOT	609		609					* 87800	100 C	ONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	64		64			
1039	İ																				
81028220	UNDERGROUND COND	UIT, GALVANIZED STEEL, 3" DIA.		FOOT	182		182		-			* 87800	115 C	ONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	39		39			
16000	- I I I I I I I I I I I I I I I I I I I	, 5, 5 500										- 0,000						"			
Jeon	LINDEDGE CONT. 22:12:	LUT CANNANIZED OTES: 45 5 1		F00=	005		205						200	DILL EVICTING HANDING F	F.C.:			45			
£ 81028240 € 81028240	UNDERGROUND COND	UIT, GALVĀNIZED STEEL, 4" DIA.		FOOT	665		665				+	* 87900	2UU DI	RILL EXISTING HANDHOLE	EACH	49		49			
D D D D D D D D D D D D D D D D D D D	<u> </u>																				
work	* SPECIALTY ITEMS											* SPECIAL	TYITEMS								
wd\:																					
ME		USER NAME = Alan.Parayno		REVISED REVISED	-					et.	ATE OF II	I I INOIG		PULASKI ROAD / CRAWFORD AVENUE (123RD ST - 103I	RD ST)		A.U	SECTION		COUNT	SILLIS NO.
FILE NAME: c:\text{bw work}				REVISED					DEF			RANSPORT	ATION	SUMMARY OF QUANTITIES		3	778 FA	AU 3778 23 (OVERLAY	CONTR	C 99 5 RACT NO. 62V61
ш		PLOT DATE = 2/3/2025	DATE -	REVISED	-									SCALE: SHEET 5 OF 3 SHEETS STA. TO S	TA.			ļıı	LINOIS FED. A		
																					REV/_SED

						TYPE	CODE											TYPE	CODE		
				UR	RBAN URBAN	URBAN		URBAN URE	BAN							URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
	SUMMARY OF QUANTI	ITIES		ROAD	DWAY TRAFFIC SIGNALS	ROADWAY						SUMMARY OF QUAN	TITIES			ROADWAY	TRAFFIC SIGNALS	ROADWAY			
				FE	10% EED 10% 80% FED FATE 20% STATE	100% STATE										80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	U	it Total Quantity	00	005 0021	0005				Code No.		Item		Unit	Total Quantity	0005	0021	0005			
* 88030020 SIGNAL HEAD, LED, 1-FA	ACE, 3-SECTION, MAST-ARM MOUNTED	EA		,	12				*	X1400367	PEDESTRIAN SIGNAL P	OST, 10 FT.		EACH	12		12				-
										X0325896	WEED CONTROL TOTAL	L VEGETATION		GALLON	0.25	0. 25					
* 88030050 SIGNAL HEAD, LED. 1-FA	ACE, 3-SECTION, BRACKET MOUNTED	EA	CH 8		8						PEDESTRIAN SIGNAL P			EACH	10		10				
												OVER 10 INCHES DIAMETER)		EACH	1	1					
+ 88030100 SIGNAL HEAD LED 1-FA	ACE, 5-SECTION, BRACKET MOUNTED	FA	CH 8		8							DNCRETE SIDEWALK 8 INCH (SPECIAL)		SQFT	80	80					-
1 0000100 010101211212,122,117	102,000,01010,010101110011120		5							71.2.0.00		("	-					
# 88030110 SIGNAL HEAD LED 1-EA	ACE, 5-SECTION, MAST-ARM MOUNTED	EA	CH 8		8					Y4240800	DETECTABLE WARNING	29 (SPECIAL)		SQ FT	530	530					
SIGNAL HEAD, EED, 14 A	NOE, S-OLOTTON, MINOT-ANNIMINOUNTED		511							X4240000	DETECTABLE WARNING	(OI LOIAL)		3011	330	330					
DEDECTRUM CICHALUS	EARLIER A FACE REACKET MOUNTER WITH O				- 40						DODE AND SEVENT OF		2711)	20.1/2	470	470					
* 88102/17 PEDESTRIAN SIGNAL HE	EAD, LED, 1-FACE, BRACKET MOUNTED WITH C	COUNTDOWN TIMER EA	CH 16		16					X4400100	PORTLAND CEMENT CC	ONCRETE SURFACE REMOVAL (VARIABLE DE	этн)	SQ YD	170	170					
* 88200410 TRAFFIC SIGNAL BACKP	PLATE, LOUVERED, FORMED PLASTIC	EA	CH 20		20				\dashv	X4400501	COMBINATION CURB AN	ND GUTTER REMOVAL AND REPLACEMENT LE	ESS THAN OR EQUAL TO 10 FEET	FOOT	469	469					
* 88500100 INDUCTIVE LOOP DETEC	CTOR	EA	CH 33		33				$\perp \mid \mid \mid$	X4400503	COMBINATION CURB AN	ND GUTTER REMOVALAND REPLACEMENT G	REATER THAN 10 FEET	FOOT	4794	4794					
* 88600100 DETECTOR LOOP, TYPE	I I	FO	OT 6064		6064					X4401198	HOT-MIX ASPHALT SUR	FACE REMOVAL, VARIABLE DEPTH		SQ YD	17227	17227					
* 89500200 RELOCATE EXISTING PE	EDESTRIAN SIGNAL HEAD	EA	CH 7		7					X5537800	STORM SEWERS TO BE	E CLEANED 12"		FOOT	495			495			
★ 89501250 RELOCATE EXISTING TR	RAFFIC SIGNAL EQUIPMENT	EA	СН 3		3					X6030310	FRAMES AND LIDS TO B	BE ADJUSTED (SPECIAL)		EACH	21	21					
* 89502200 MODIFY EXISTING CONT	TROLLER	EA	CH 5		5					X6700407	ENGINEER'S FIELD OFF	FICE, TYPEA (D1)		CAL MO	12	12					
* 89502300 REMOVE ELECTRIC CAR	BLE FROM CONDUIT	FO	OT 10086		10086					X7200061	TEMPORARY INFORMAT		SQ FT	803	803						
* 89502350 REMOVE AND REINSTAL	LL ELECTRIC CABLE FROM CONDUIT	FO	OT 154		154				*	X8140238	REBUILD EXISTING DOL	UBLE HANDHOLE		EACH	4		4				
* 89502375 REMOVE EXISTING TRAI	AFFIC SIGNAL EQUIPMENT	EA	CH 7		7				*	X8570226	FULL-ACTUATED CONTI	ROLLER AND TYPE IV CABINET (SPECIAL)		EACH	2		2				-
* 89502376 REBUILD EXISTING HAN	NDHOLE	EA	CH 8		8				*	X8620250	UNINTERRUPTABLE PO	WER SUPPLY AND CABINET (SPECIAL)		EACH	2		2				
* 89502380 REMOVE EXISTING HAN	NDHOLE	EA	CH 11		11				*	X8760200	ACCESSIBLE PEDESTR	IAN SIGNALS		EACH	48		48				
									$\dashv \vdash$												
* 89502385 REMOVE EXISTING CON	NCRETE FOUNDATION	EA	CH 14		14				*	X8780012	CONCRETE FOUNDATION	DN, TYPE A 12-INCH DIAMETER		FOOT	88		88				
	RNAMENTAL TYPE, GALLON POT	UN			2.5			+ +	$\dashv \vdash$												
_	PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20				507				*	X8809005	LED SIGNAL FACE, LEN	S COVER		EACH	36		36				
K0026850 PERENNIAL PLANT CAR			YD 300		300		-				. = .					+					
븅	S INTERCONNECT, COMPLETE	LS	JM 1		1					X8891009	VIDEO VEHICLE DETEC	TION SYSTEM, SINGLE APPROACH		EACH	2		2				
K0036120 MULCH PLACEMENT 4"		so		25	255			+ +	\dashv \vdash												
X0327611 REMOVE AND REINSTAL		SQ		-	344		-	+ +	$\dashv \vdash$	Z0018500	DRAINAGE STRUCTURE	ES TO BE CLEANED		EACH	33	-		33			
X0320050 CONSTRUCTION LAYOU		LS		1	1				- $-$					2,017							
* X1400150 SERVICE INSTALLATION		EA		+ '	7			+ +					EACH	7		7					
THE TANGET OF THE PARTY OF THE	, C. COND MODITIES, METERED		/		'			+ +	X0328634 STAMPED ASPHALT CROSSWALK					SQFT	20		20				
Khpwid									\dashv	AU320034	O'NINI ED MOFFIALT UN	OGGITALIN		JUFI			20				
* SPECIALTY ITEMS											* SPECIALT	YITEMS									
* SPECIALTY ITEMS	USER NAME = Alan.Parayno	DESIGNED - REVIS	ED -								<u> </u>	DIU AGUI DAAD / ADAM	IFARR AVENUE (400RD 07	103BB C=,	F.	A.U RTE.	SECTIO	N	COUNTY	, TOTAL	L SHEET
NAME		DRAWN - REVIS	ED -						OF ILLIN				/FORD AVENUE (123RD ST - 1 Mary of Quantities	IU3KD ST)			SECTIO AU 3778 23 O		COOK		rs no.
FILE NAM	PLOT DATE = 2/3/2025	CHECKED - REVIS					DEI	PARTMENT O	F TRANS	SPORTATIO	N į						INOIS FED. A		ACT NO. 6		
L		, nevi			I							SCALE: SHEET 6 C	- 14 - 11				I ICC			D.F.	:V-SED

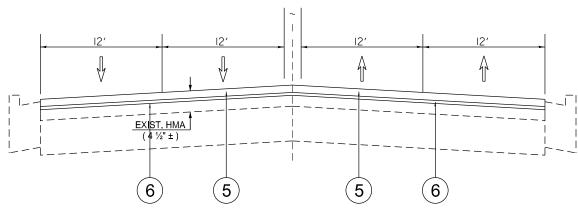
PULASKI RD. / CRAWFORD AVE.



EXIST. TYPICAL SECTION

STA. 13+59 TO STA. 16+01 STA. 141+08 TO STA. 148+43

PULASKI RD. / CRAWFORD AVE.



PROP. TYPICAL SECTION

STA. 13+59 TO STA. 16+01 STA. 141+08 TO STA. 148+43

NOTES:

- I. THE CONTRACTOR SHALL DO PAVEMENT PATCHING FIRST, THEN MILL THE ROADWAY PER BD-22 DETAIL.
- 2. THE PROPOSED LOGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY. HMA BINDER COURSE, IL-4.75, N50

LEGEND

- 1) EXIST. P.C.C. PAVEMENT, ±10"
- (2) EXIST. CURB AND GUTTER
- (3) PROP. HMA SURF REM 2 ½"
- 4 PROP. HMA SURF REM VAR DP, 2 ½" 1 ¾"
- (5) PROP. P SC SMA 9.5 F N80, 1 ¾"

 NOTE: PROP. THICKNESS VARIES FROM EOP TO 6' DISTANCE FROM EOP

 PER BD-33, IN HMA-COVERED PCC SECTION (STA. 16+01 TO STA. 141+08)
- (6) PROP. P HMA BC IL-4.75 N50, 3/4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ N _{DES}	QMP	MATERIAL TRANSFER DEVICE REQUIRED?
ROADWAY HMA RESURFACING - STANDARD OVERLAY			
P SC SMA 9.5 F N80, 1 ¾ " & VARIES	4% AT 70 GYR.	PFP	YES
P HMA BC IL-4.75 N50, ¾ "	3.5% AT 50 GYR.	QCP	NO
HOT-MIX ASPHALT PATCHING:			
CLASS D PATCHES (HMA BINDER IL-19.0), 10"	4% AT 70 GYR.	QC/QA	NO
HMA REPL OVER PATCH (HMA BINDER IL-19.0), 4 ½ "	4% AT 70 GYR.	QC/QA	NO
COMMERCIAL AND PRIVATE HMA DRIVEWAY FOR CURE	3 & GUTTER RESTORATION	ON	,

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

4% AT 50 GYR.

4% AT 50 GYR.

QC/QA

QC/QA

NO

NO

NOTES:

HMA BASE CSE, 6", AND 8" (HMA BINDER IL-19.0)

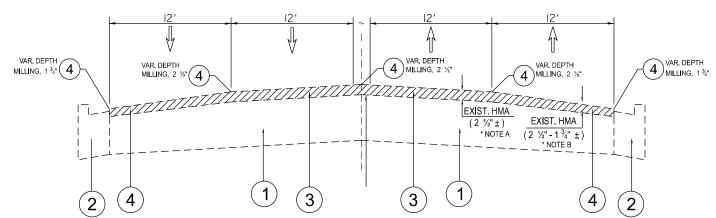
HMA SC IL-9.5 D N50, 2"

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

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

USER NAME = Alan.Parayno	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/10/2025	DATE -	REVISED -

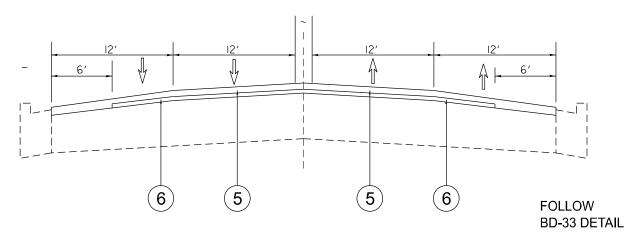
PULASKI RD. / CRAWFORD AVE.



PROP. TYPICAL SECTION

STA. 16+01 TO STA. 141+08

PULASKI RD. / CRAWFORD AVE.



PROP. TYPICAL SECTION

STA. 16+01 TO STA. 141+08

NOTES:

- 1. THE CONTRACTOR SHALL DO PAVEMENT PATCHING FIRST, THEN MILL THE ROADWAY PER BD-22 DETAIL.
- 2. THE PROPOSED LOGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY. HMA BINDER COURSE, IL-4.75, N50

LEGEND

- 1) EXIST. P.C.C. PAVEMENT, ±10"
- (2) EXIST. CURB AND GUTTER
- (3) PROP. HMA SURF REM 2 ½"
- (4) PROP. HMA SURF REM VAR DP, 2 ½" 1 ¾"
- 5 PROP. P SC SMA 9.5 F N80, 1 ¾"

 NOTE: PROP. THICKNESS VARIES FROM EOP TO 6' DISTANCE FROM EOP

 PER BD-33, IN HMA-COVERED PCC SECTION (STA. 16+01 TO STA. 141+08)
- (6) PROP. P HMA BC IL-4.75 N50, 3/4"

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

*EXIST, TYP, SECTION NOTES (STA, 16+01 TO STA, 141+08 ONLY):

A. SEE SPECIAL PROVISION FOR HMA SURF REM-VAR. DEPTH.

B. PREVIOUS WORK DONE PER D1 DETAIL BD-33 ON THIS SECTION OF THE ROADWAY THAT WAS PREVIOUSLY BARE PCC SURFACE.

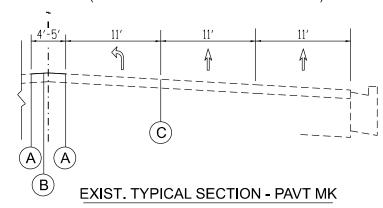
TYPICAL SECTIONS

PULASKI ROAD / CRAWFORD AVENUE (123RD ST - 103RD ST)

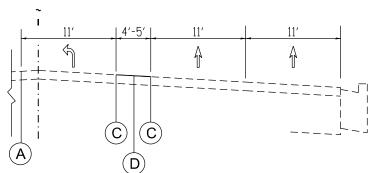
SHEET OF 2 SHEETS STA. TO STA.

LEFT TURN BAY: PROPOSED POSITIVE OFFSET SCHEDULE

PULASKI RD. / CRAWFORD AVE. (FACING DIRECTION OF TRAFFIC FLOW)



PULASKI RD. / CRAWFORD AVE. (FACING DIRECTION OF TRAFFIC FLOW)



PROP. TYPICAL SECTION - PAVT MK

INTERSECTION	EXIST. PAINTED MEDIAN WIDTH UPSTREAM OF / BEFORE LEFT-TURN BAY AND LEFT-TURN TAPER.	EXIST. LEFT-TURN BAY WIDTH = PROP. SHIFTED LEFT-TURN BAY WIDTH	EXIST. PAINTED MEDIAN WIDTH ADJACENT TO EXIST. LEFT-TURN BAY	PROP. POSITIVE OFFSET	PROP. LEFT-TURN CHANNELIZATION GORE, WIDTH WITH WHITE CHEVRONS
	(FT)	(FT)	(FT)	(FT)	(FT)
PULASKI RD. & 107TH ST, N. LEG	16	11	5	5	5
PULASKI RD. & 107TH ST, S. LEG	16	12	4	4	4
PULASKI RD. & 111TH ST, N. LEG	15	11	4	4	4
PULASKI RD. & 111TH ST, S. LEG	15	11	4	4	4
PULASKI RD. & 115TH ST, N. LEG	15	11	4	4	4
PULASKI RD. & 115TH ST, S. LEG	15	11	4	4	4
PULASKI RD. & 119TH ST, N. LEG	15	11	4	4	4
PULASKI RD. & 119TH ST, S. LEG	14	11	3	3	3
PULASKI RD. & ALDI, JEWEL-OSCO C.E., N. LEG	NA	NA	NA NA	NA	NA
PULASKI RD. & ALDI, JEWEL-OSCO C.E., S. LEG	15	11	4	4	4
PULASKI RD. & 122ND ST, N. LEG	15	11	4	4	4
PULASKI RD. & 122ND ST, S. LEG	15	11	4	4	4

LEGEND

- (A) THPL PVT MK LINE 4", DBL YEL @ 11" C-C (TYP.)
- (B) EXIST. PAINTED MEDIAN, 4'-5' WIDTH (TYP.)
- (C) THPL PVT MK LINE 6", TURN LANE, WHITE (TYP.)
- (D) THPL PVT MK LINE 12", CHEVRON, WHITE (TYP.)

OTE:

TO BETTER SEE THE CURRENT EXISTING PAVEMENT MARKING LINEWORK IN PREVIOUS PROPOSED VERSION, PLEASE REFERENCE PUBLISHED CONTRACT 60G88 (5CY09 LETTING)

USER NAME = Alan.Parayno	DESIGNED -	REVISED -							F.A.U RTE	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED -	STATE OF ILLINOIS						3778	FAU 3778 23 OVERLAY	соок	99	9
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION								CONTRA	CT NO. 62	2V61
PLOT DATE = 2/3/2025	DATE -	REVISED -		SCALE:	SHEET	OF 1	SHEETS STA.	TO STA.		ILLINOIS FED. AI			

FILE NAME: c:\pw work\pwidot\paraynoal\d0918373\D103924-shi

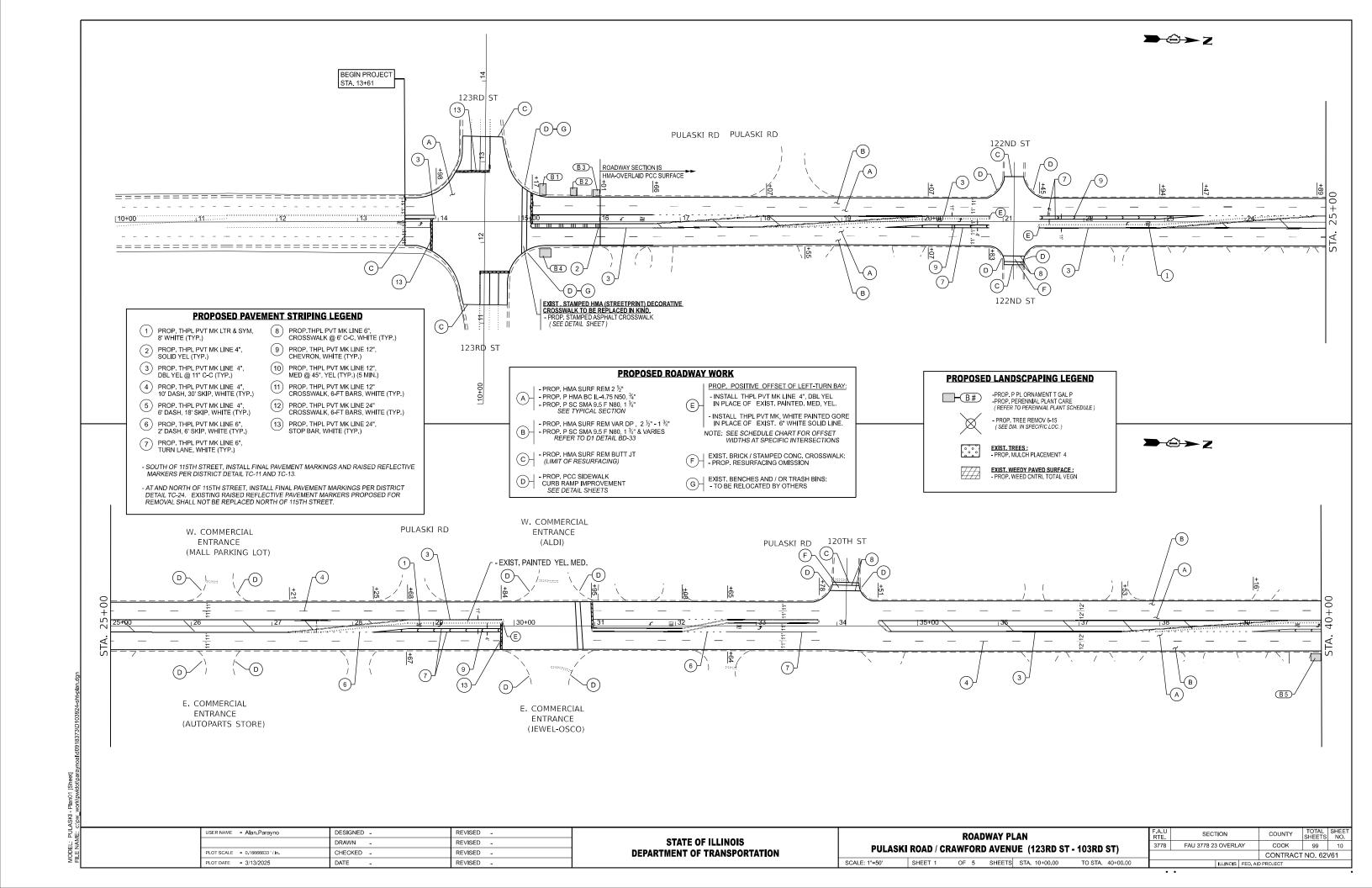
PERENNIAL PLANT SCHEDULE

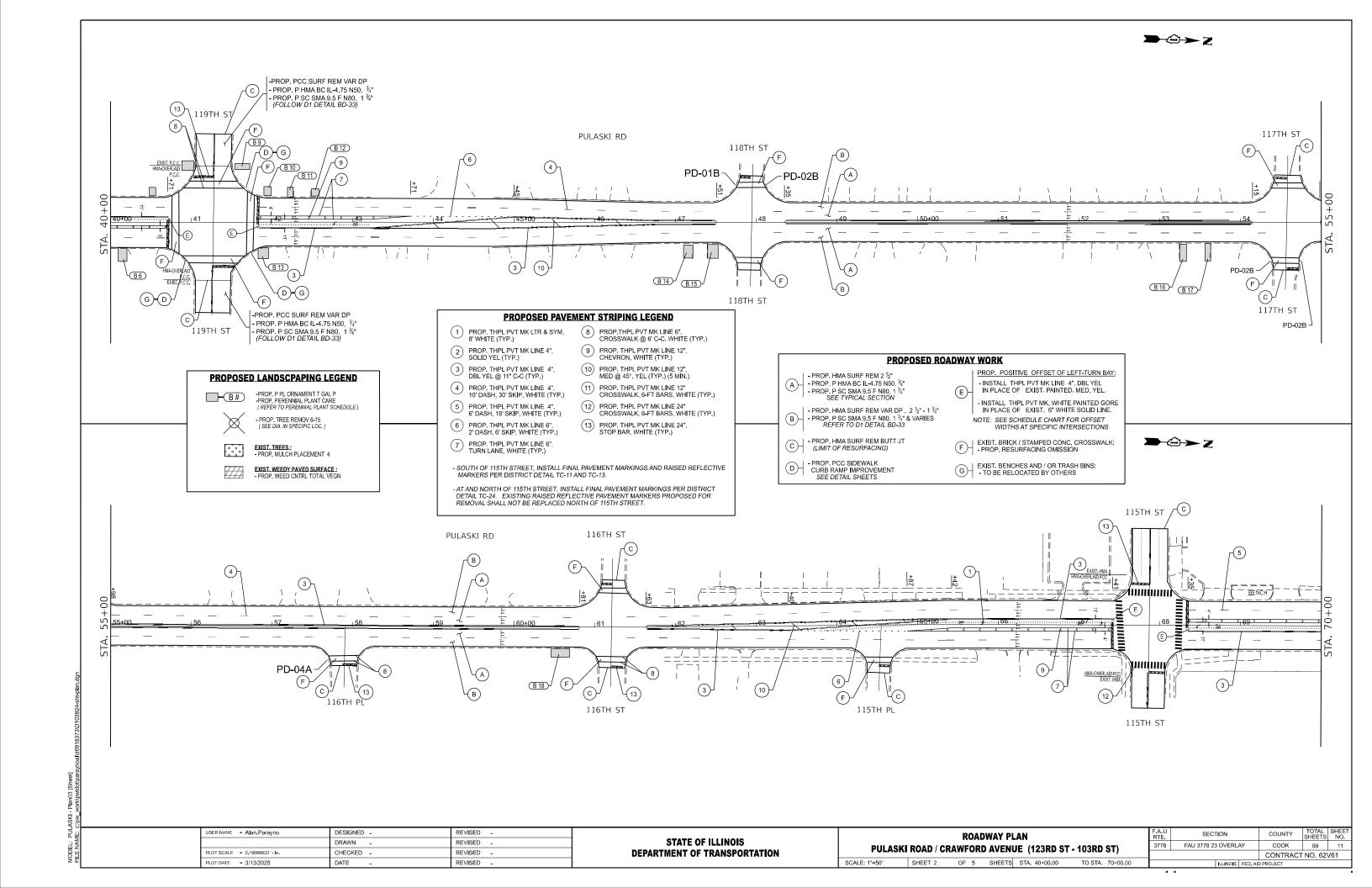
SCIENTIFIC NAME	COMMON NAME	TOTAL QUANTITY	BED 1	BED 2	BED 3	BED 4	BED 5	BED 6	BED 7	BED 8	BED 9	BED 10	BED 11	BED 12	BED 13	BED 14	BED 15	BED 16	BED 17	BED 18
ALLIUM 'MILLENIUM'	MILLENIUM ORNAMENTAL ONION	102	6	10	12	12	3				7	8			9	7	0	12	7	9
ASCLEPIAS TUBEROSA	BUTTERFLY MILKWEED	13				5	3				3		2							
HEMEROCALLIS ' HAPPY RETURNS'	HAPPY RETURNS DAYLILY	49	5	6	8	4	6	2					2	12	3				1	
NEPETA FAASSENII 'CAT'S MEOW'	CAT'S MEOW FASSEN'S CATMINT	12									5							4	3	
SALVIA NEMOROSA 'CARADONNA'	CARADONNA SALVIA	4							3	1										
SCHIZACHYRIUM SCOPARIUM 'THE BLUES'	THE BLUES LITTLE BLUESTEM	22		3				6			5	3			5					
SPOROBOLUS HETEROLEPIS 'TARA'	TARA PRAIRIE DROPSEED	3								2								1		
SYMPHYOTRICHUM OBLONGIFOLIUM 'OCTOBER SKIES'	OCTOBER SKIES AROMATIC ASTER	12	2			4		3			3									
	TOTAL UNITS	2.17																		

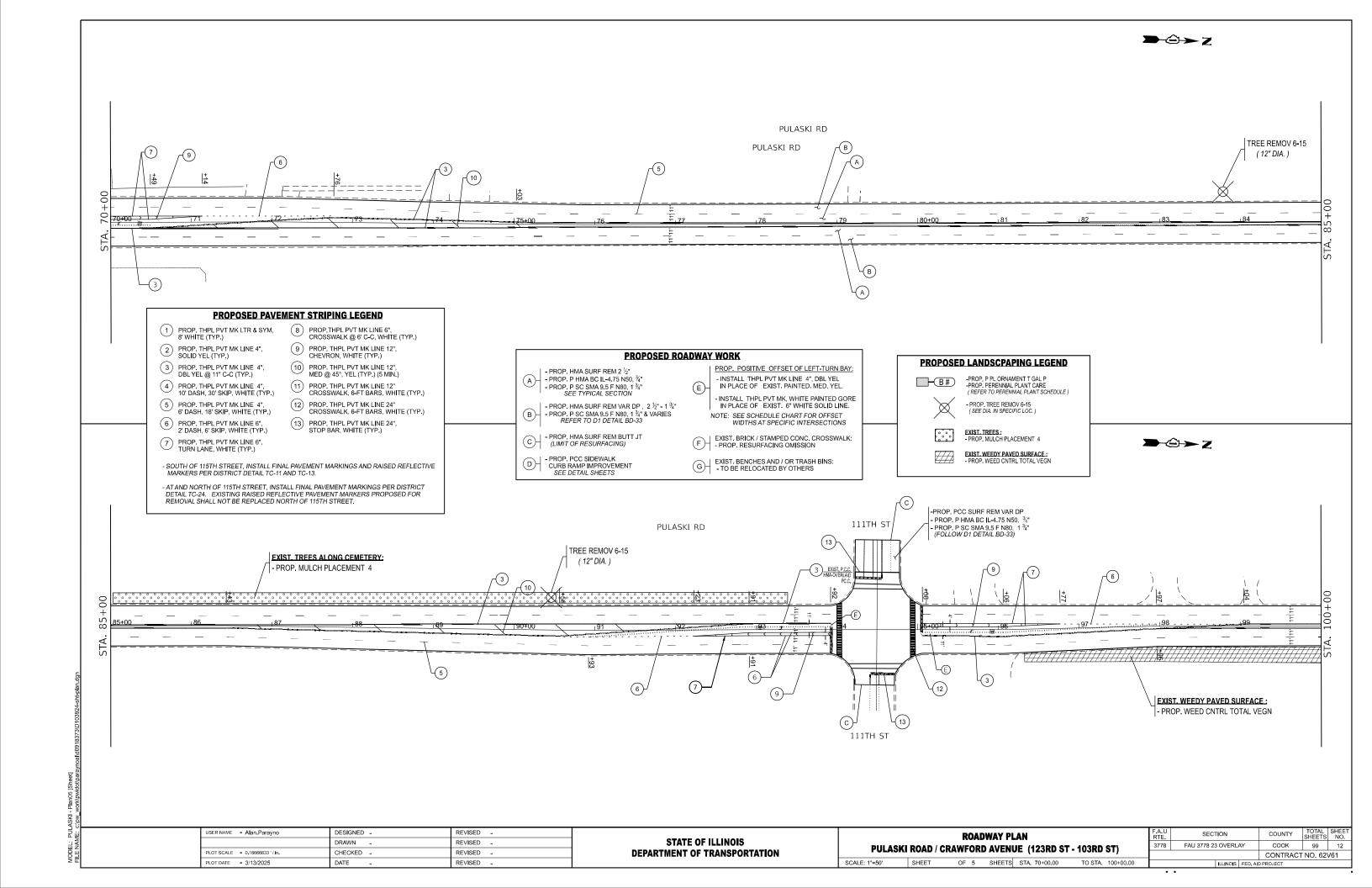
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

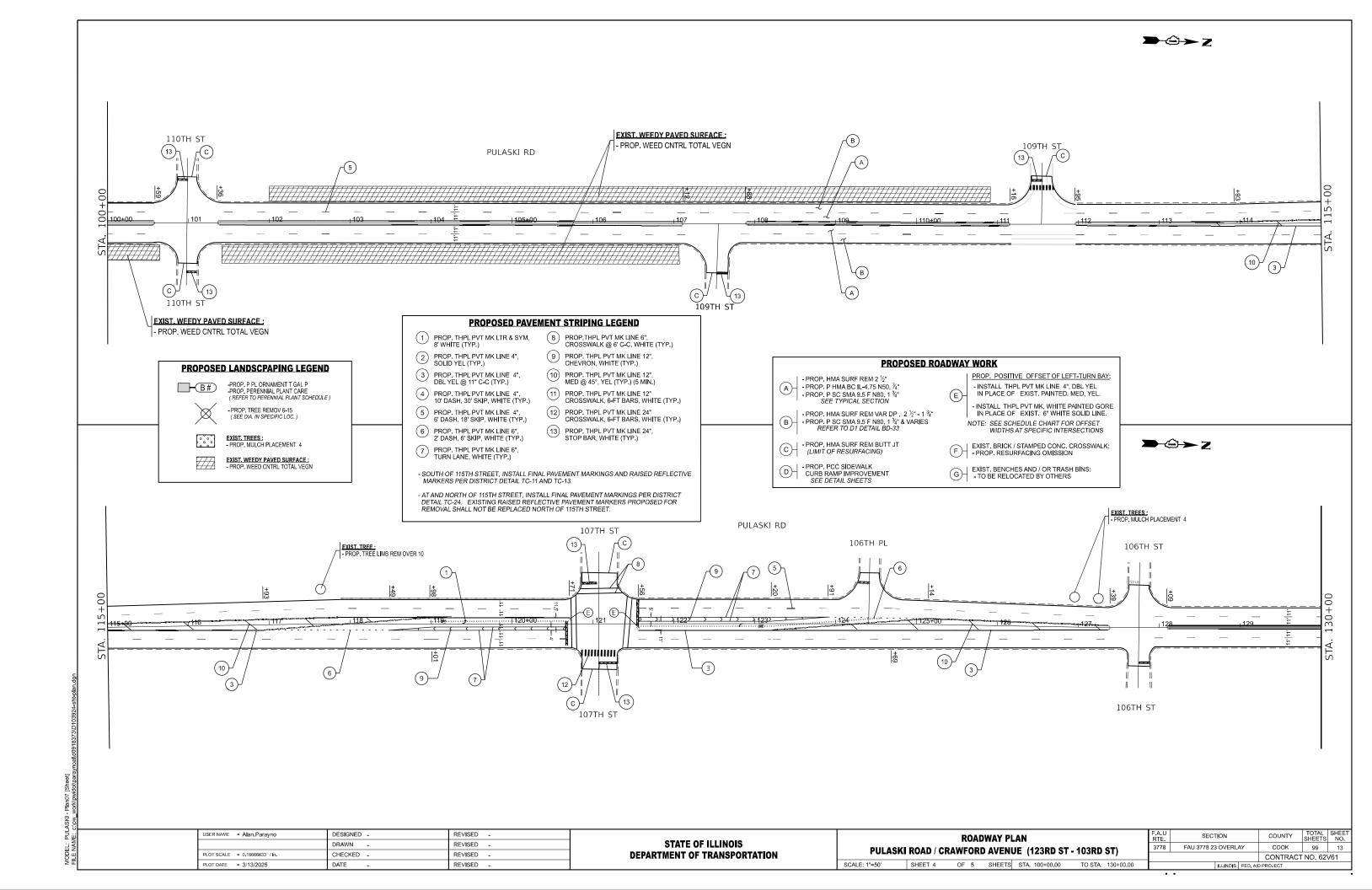
PERENNIAL PLANT SCHEDULE
PULASKI ROAD / CRAWFORD AVENUE (123RD ST - 103RD ST)

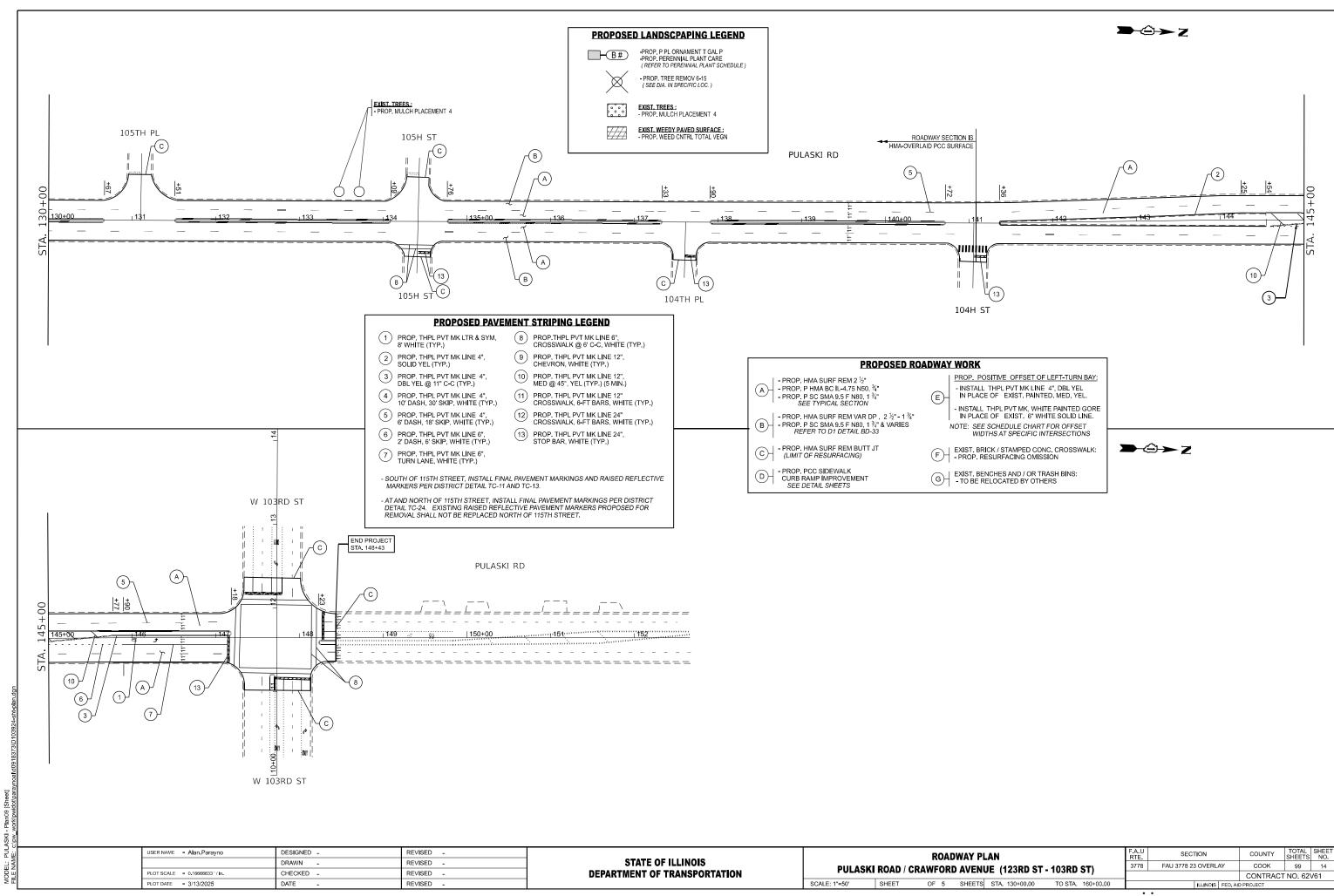
E: SHEET 1 OF 1 SHEETS STA. TO STA.

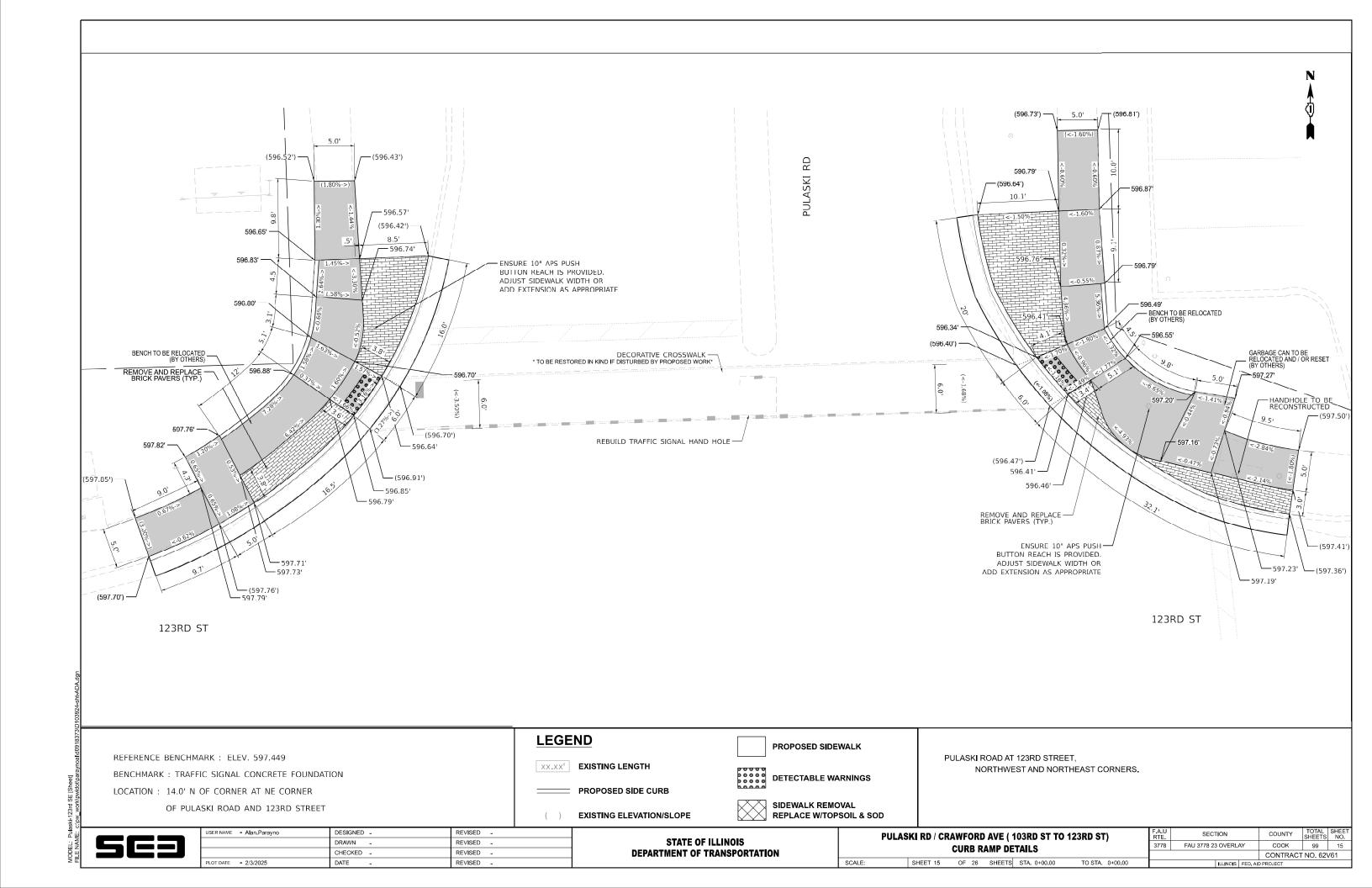


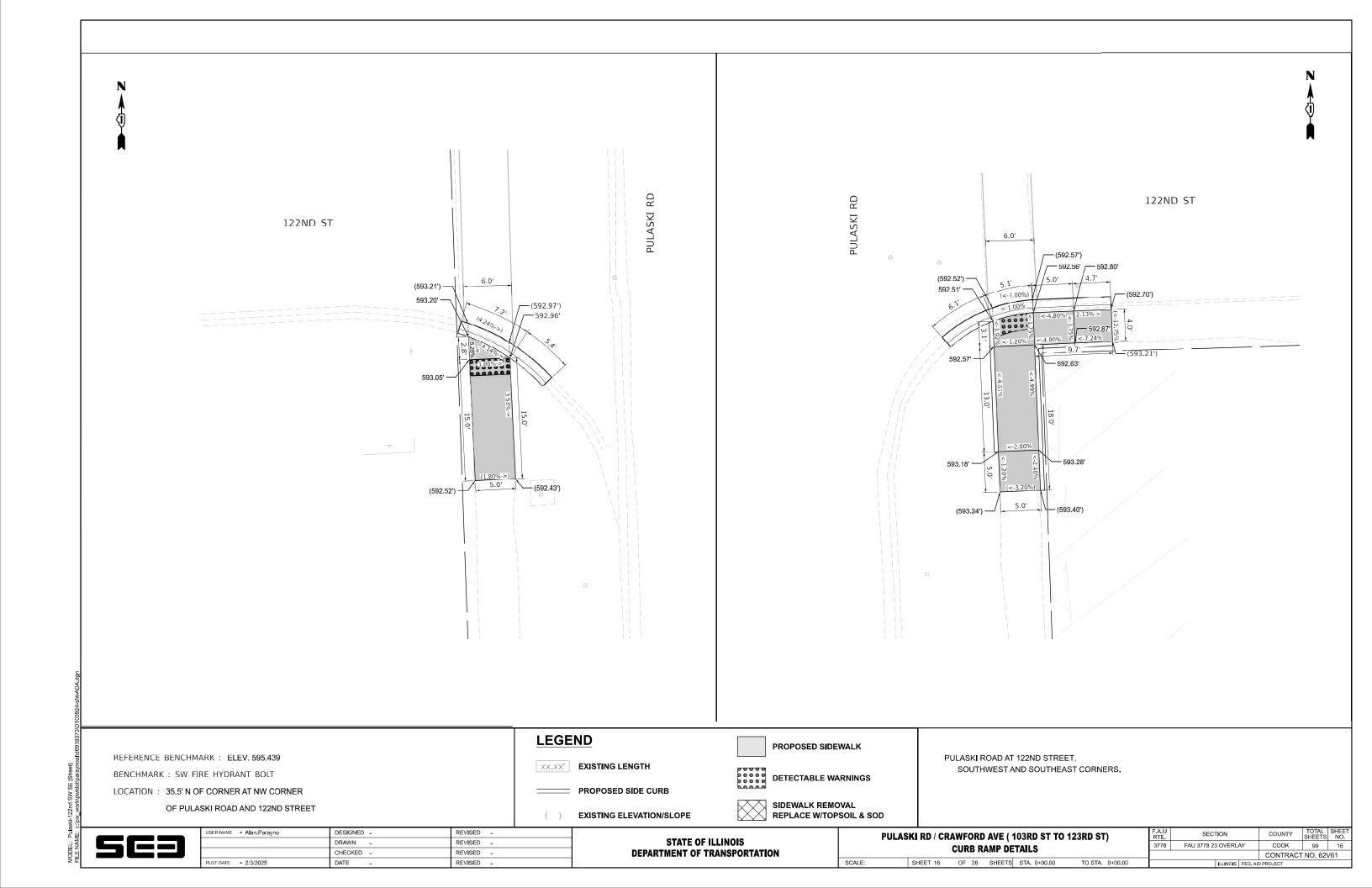


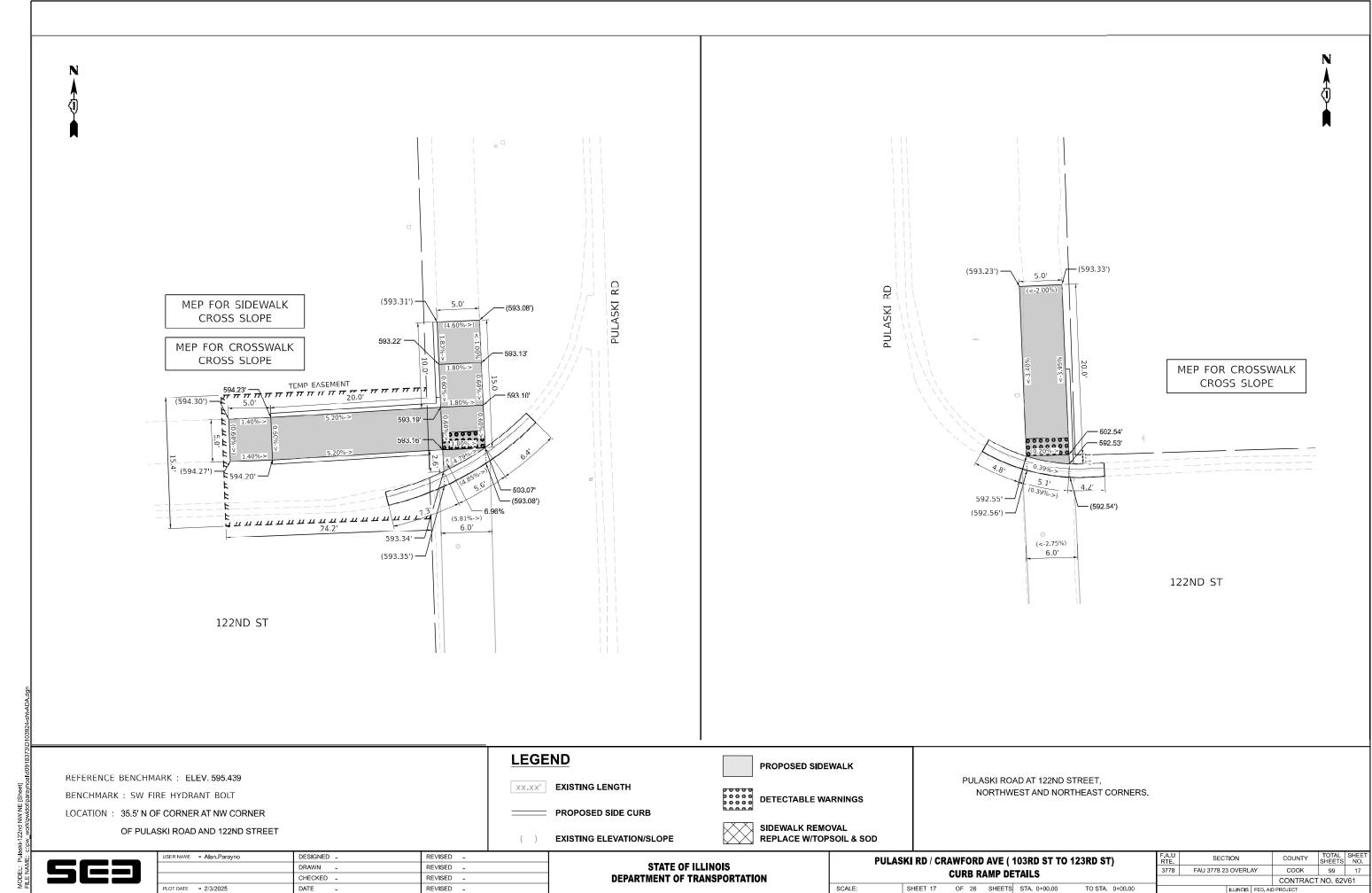


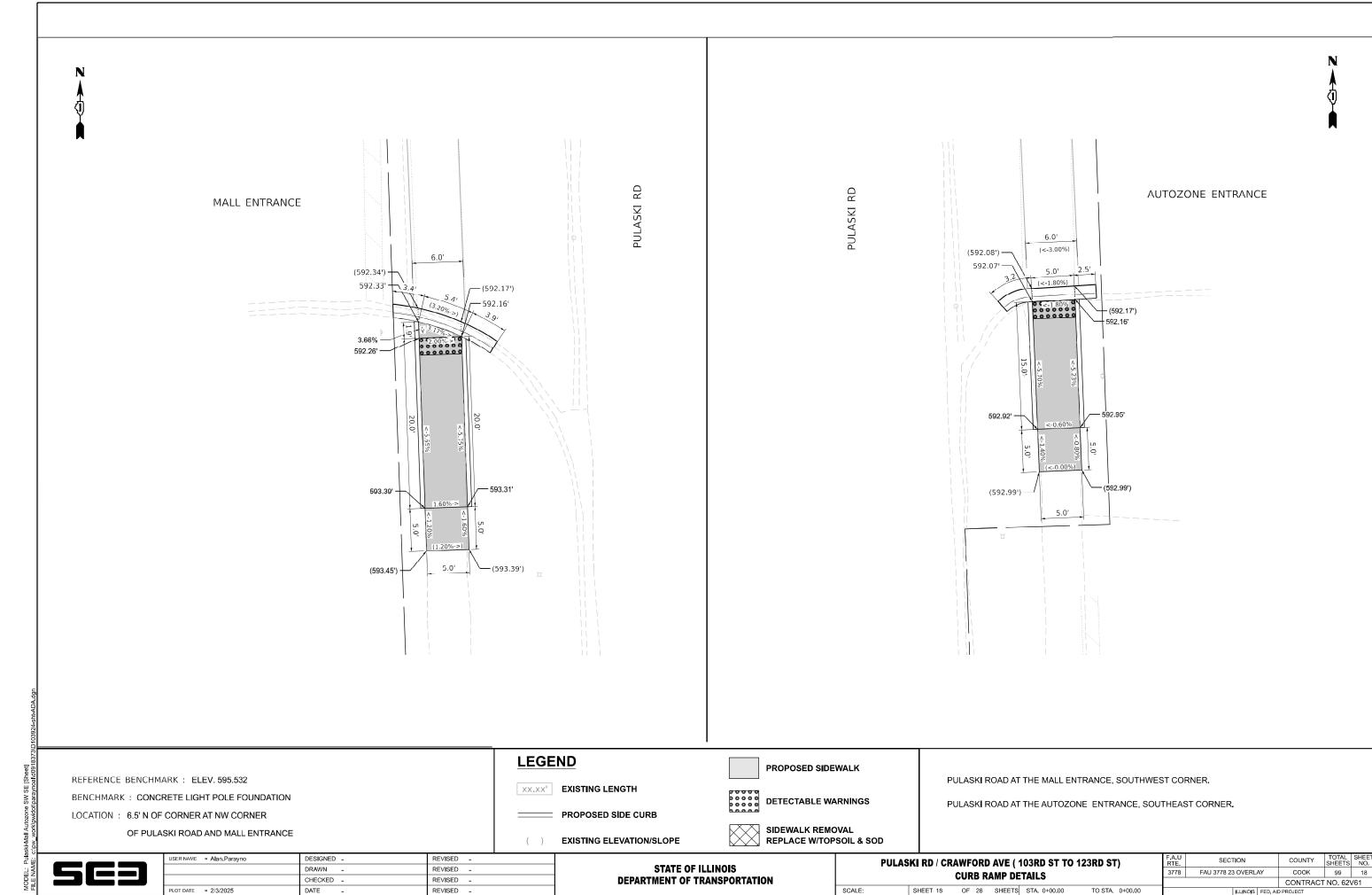


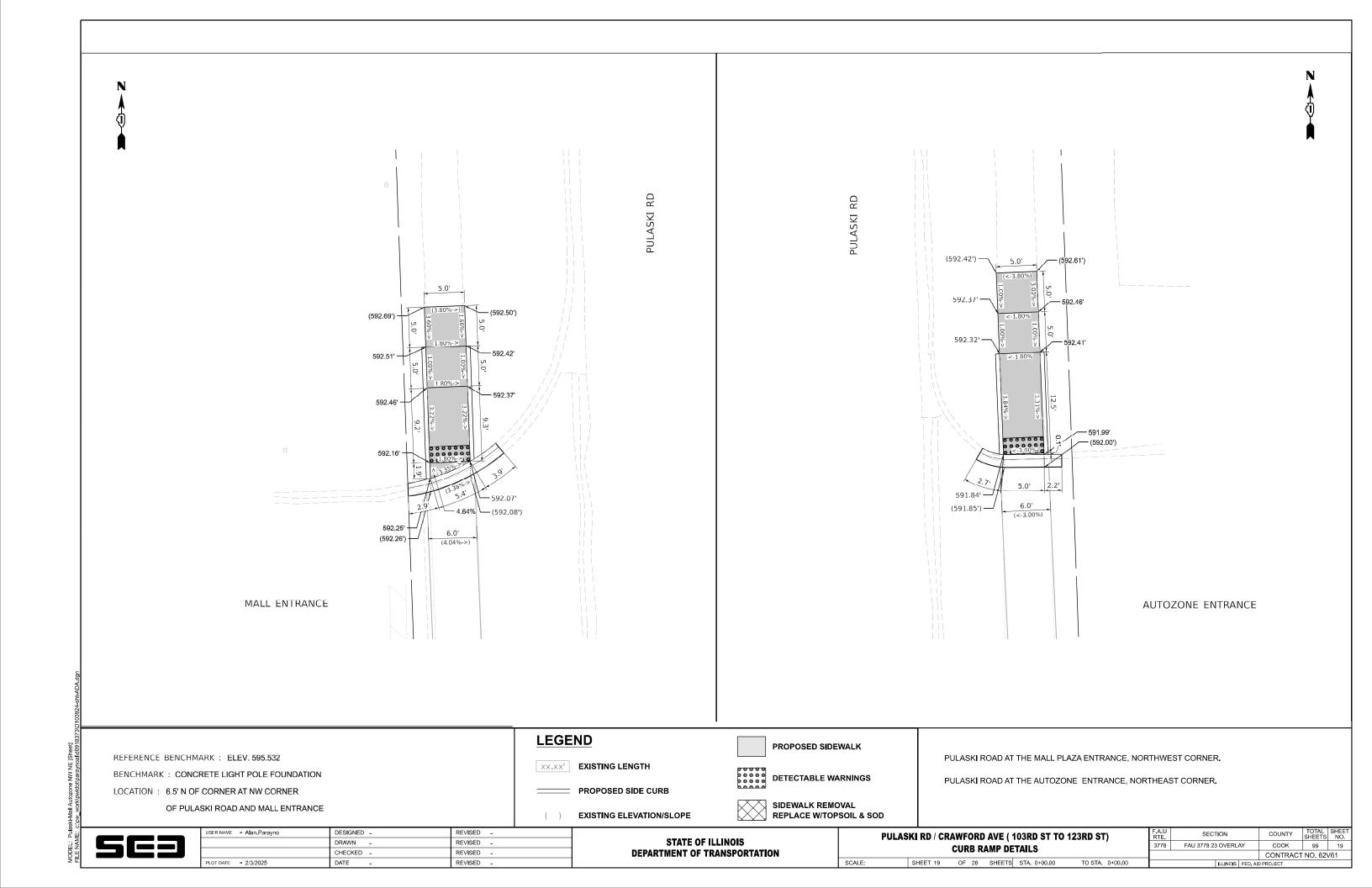


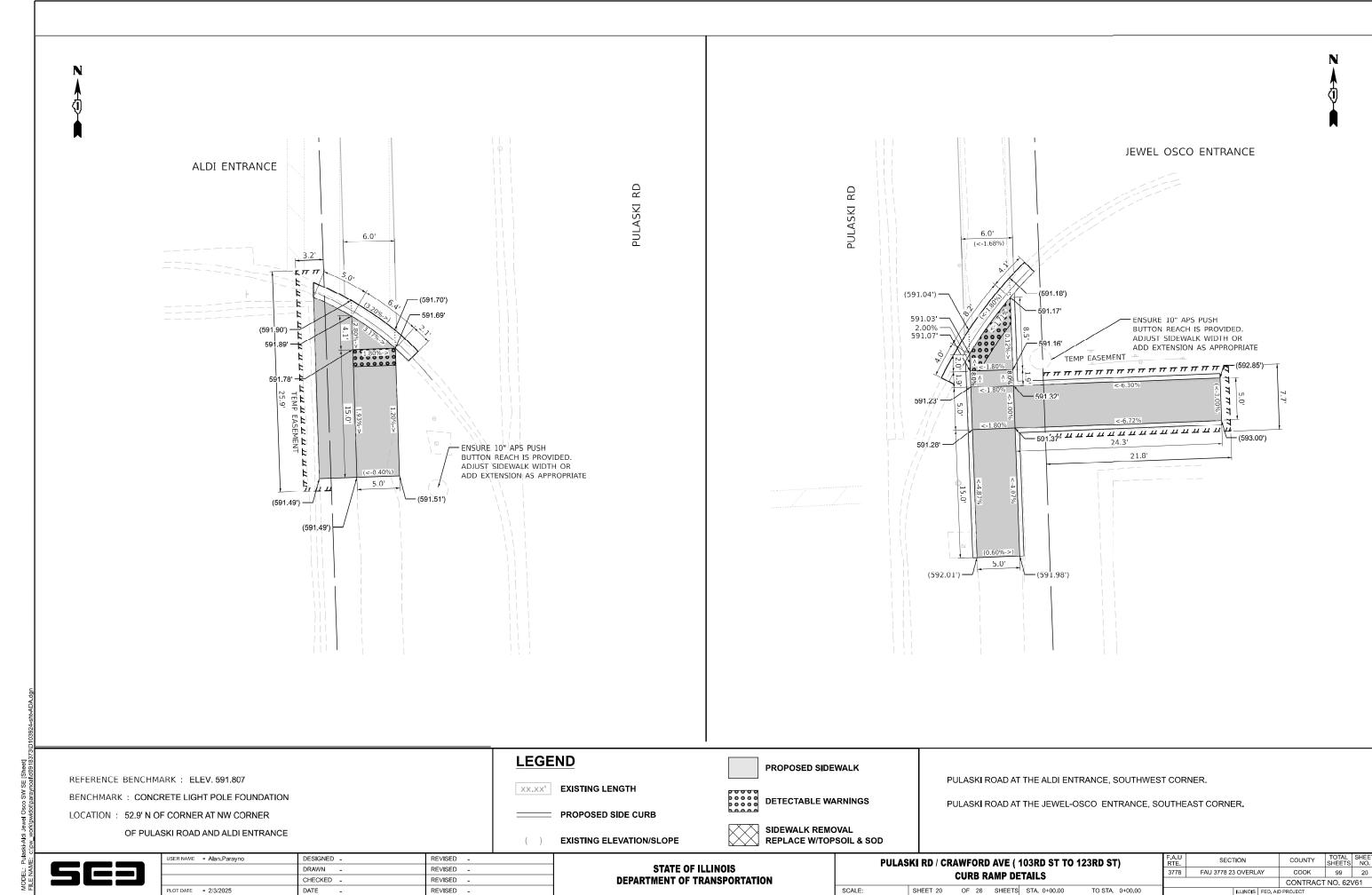


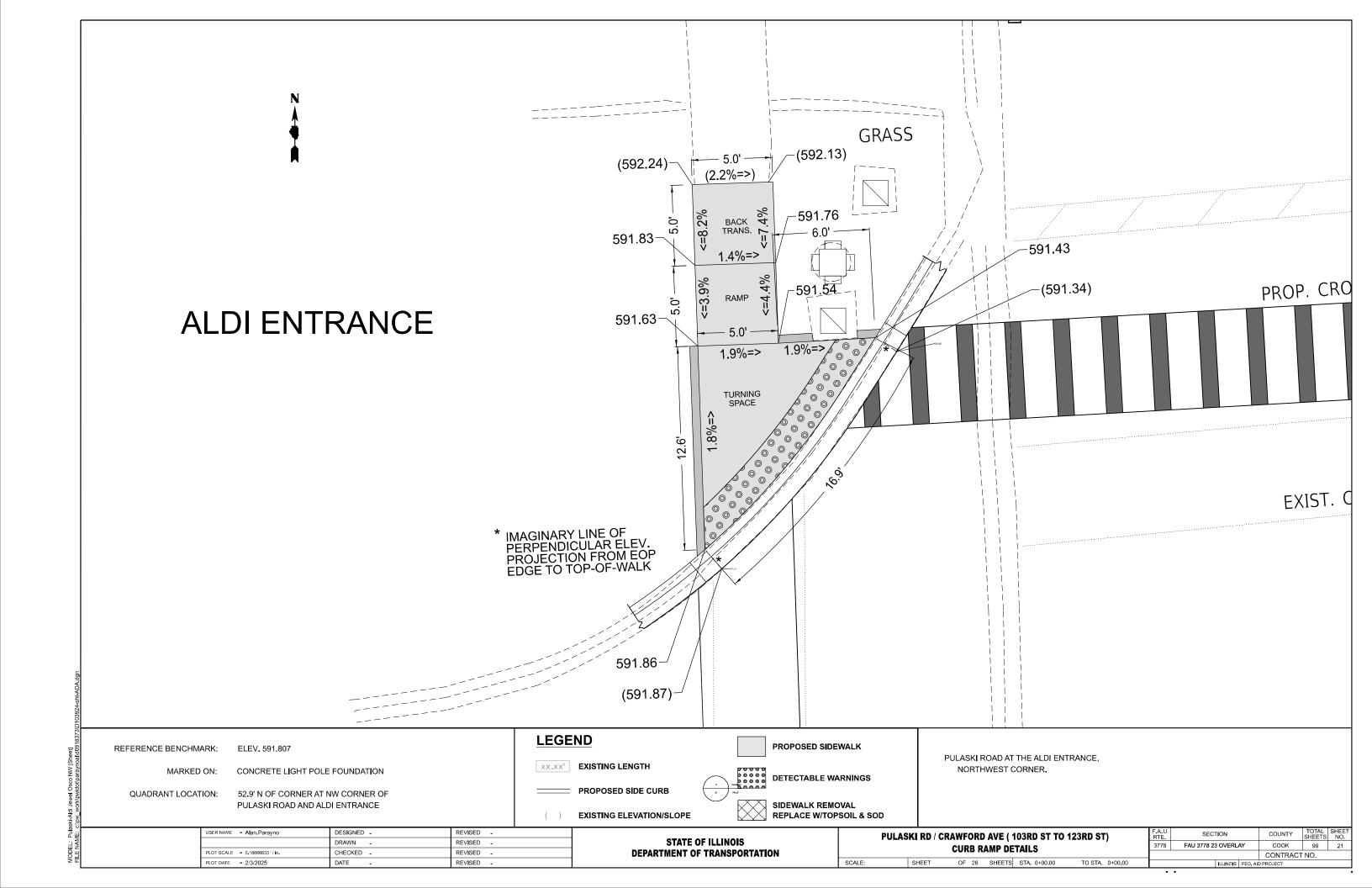


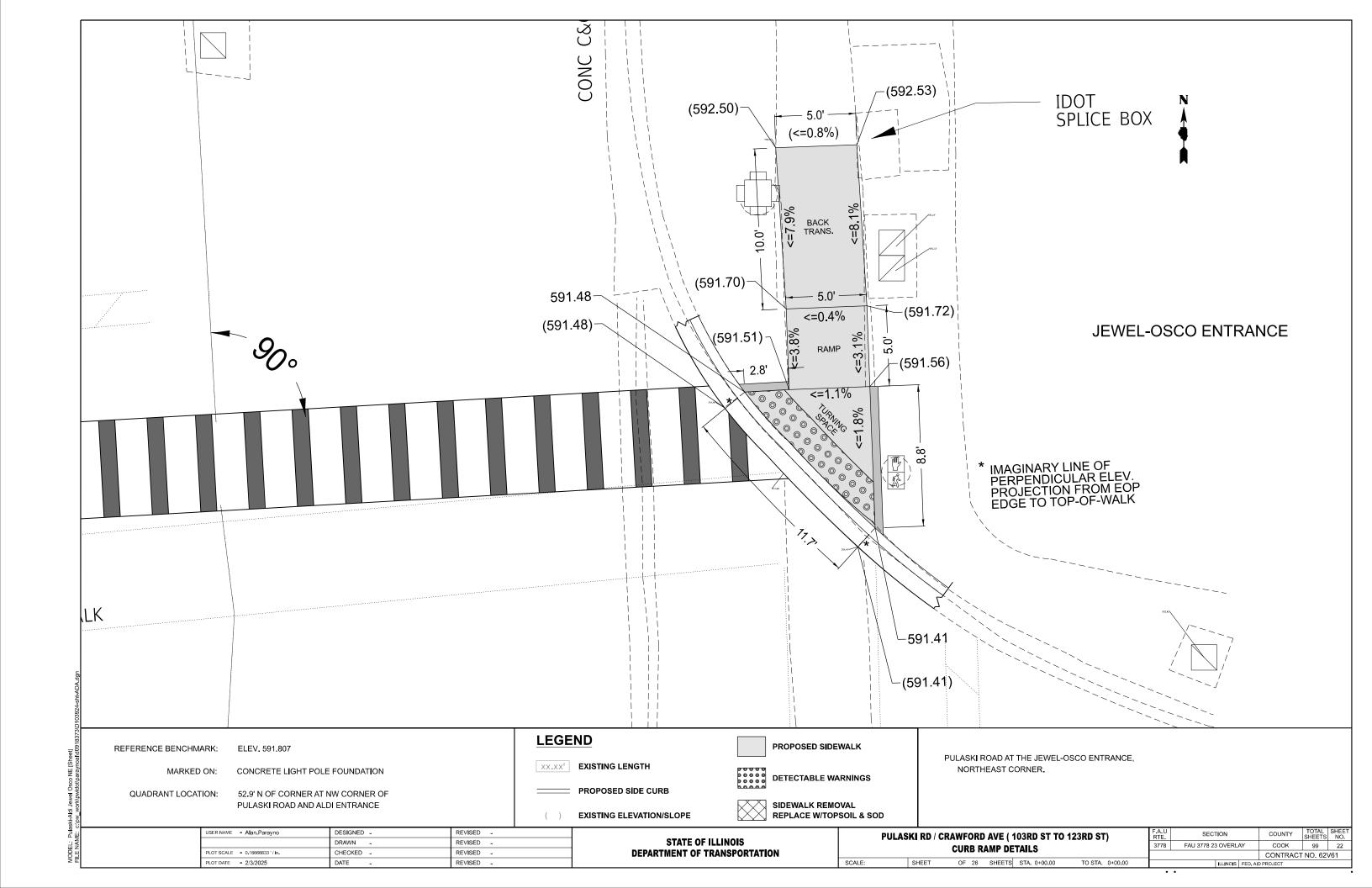


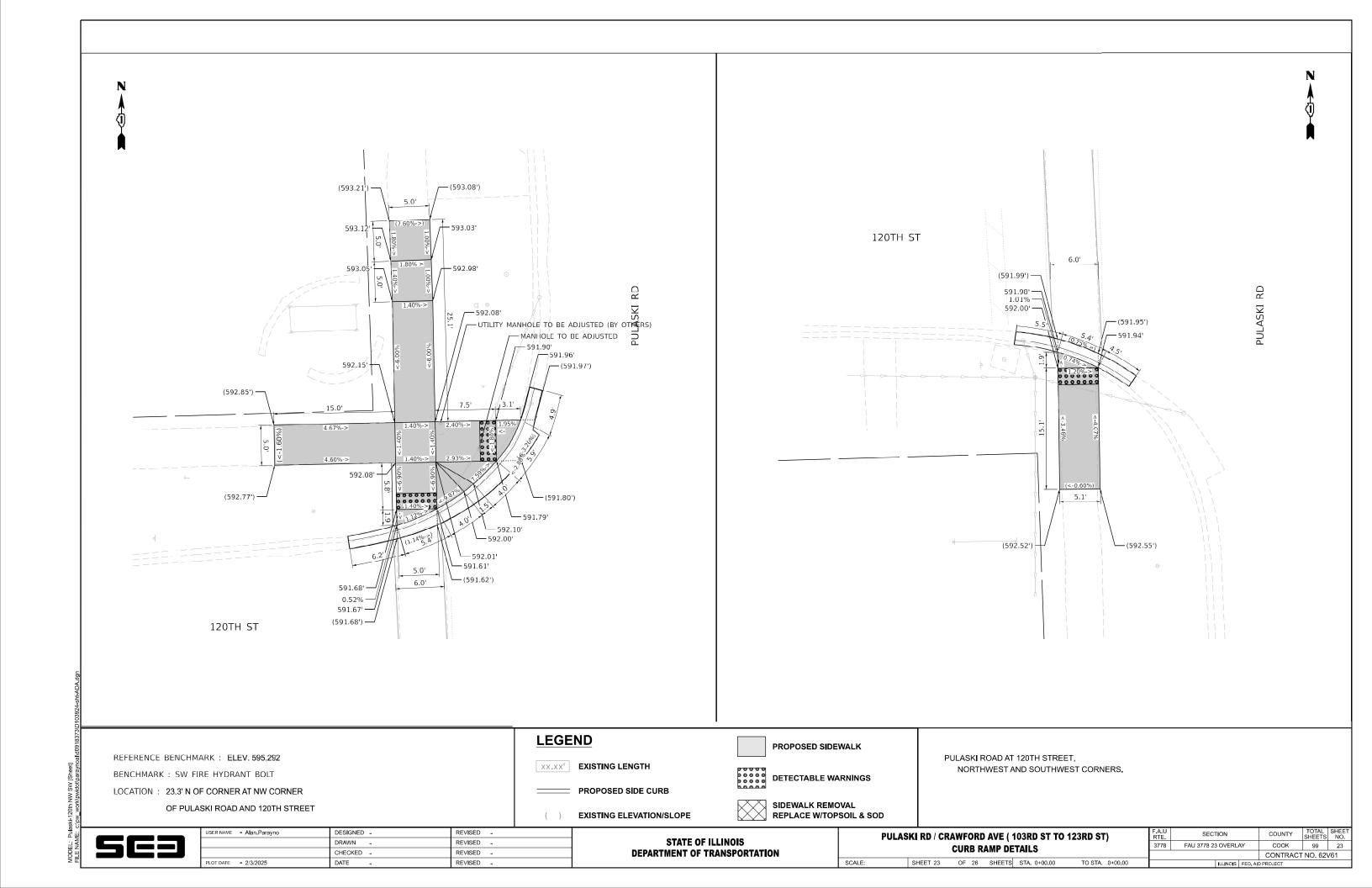


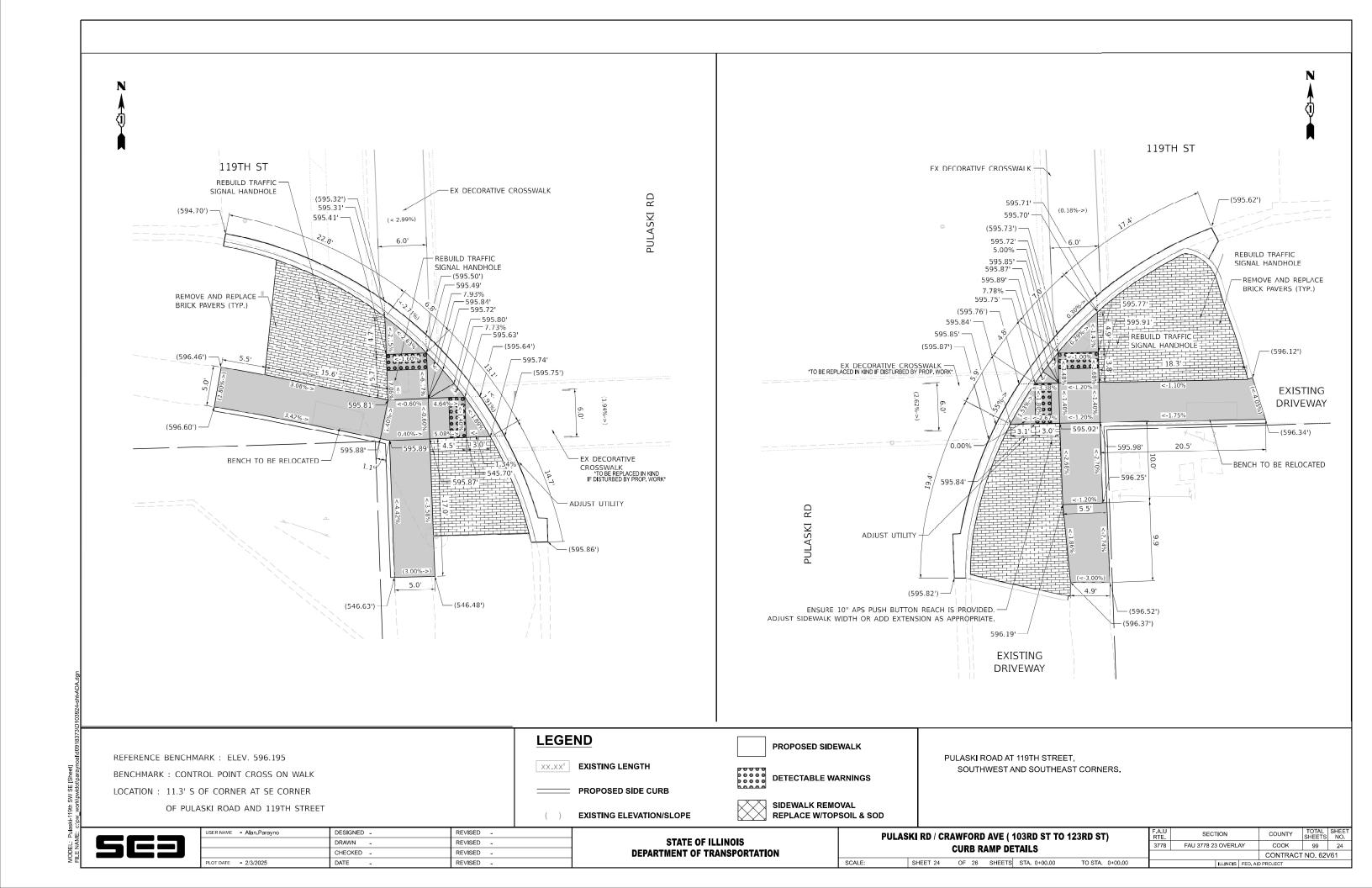


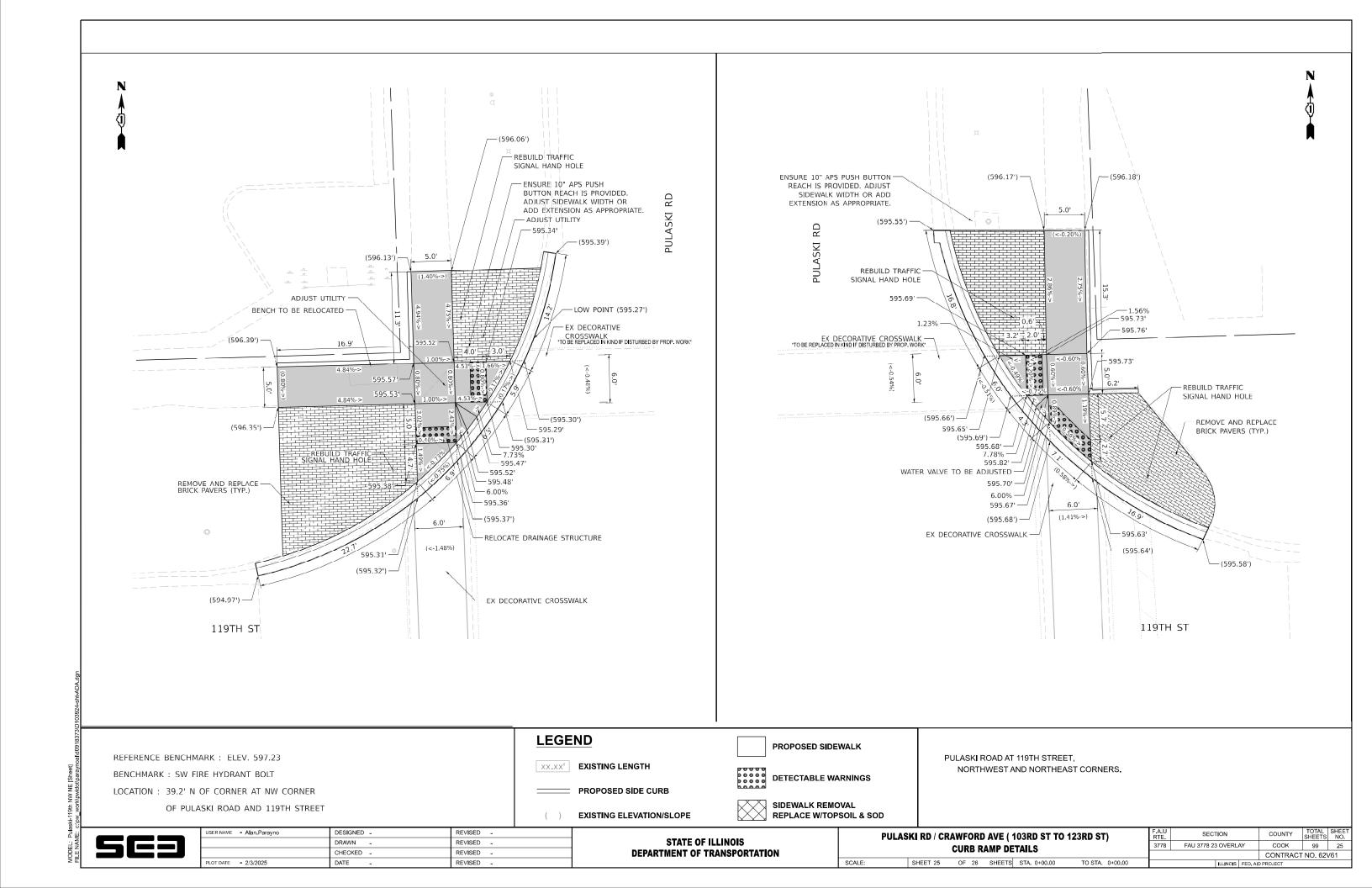


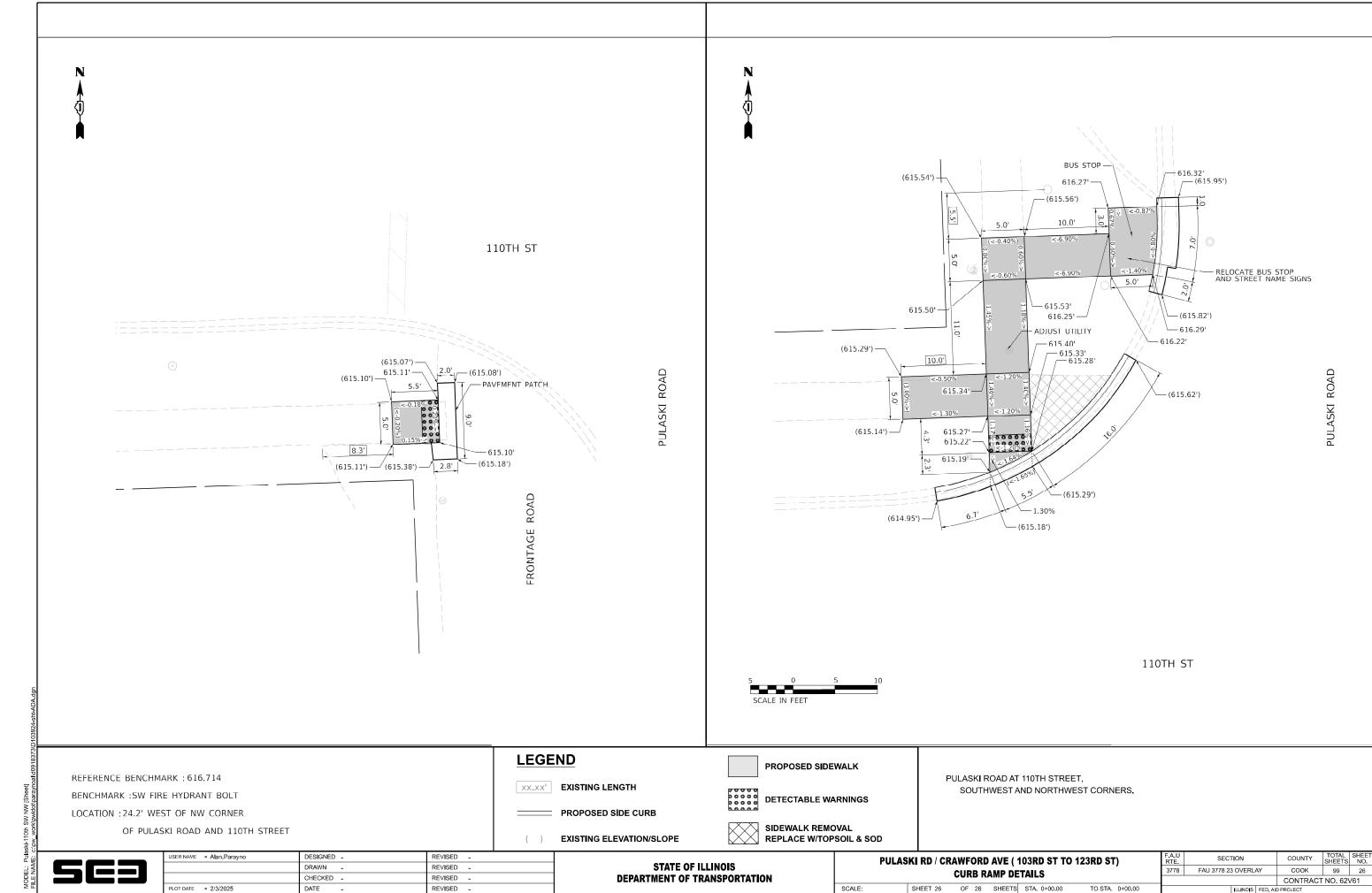


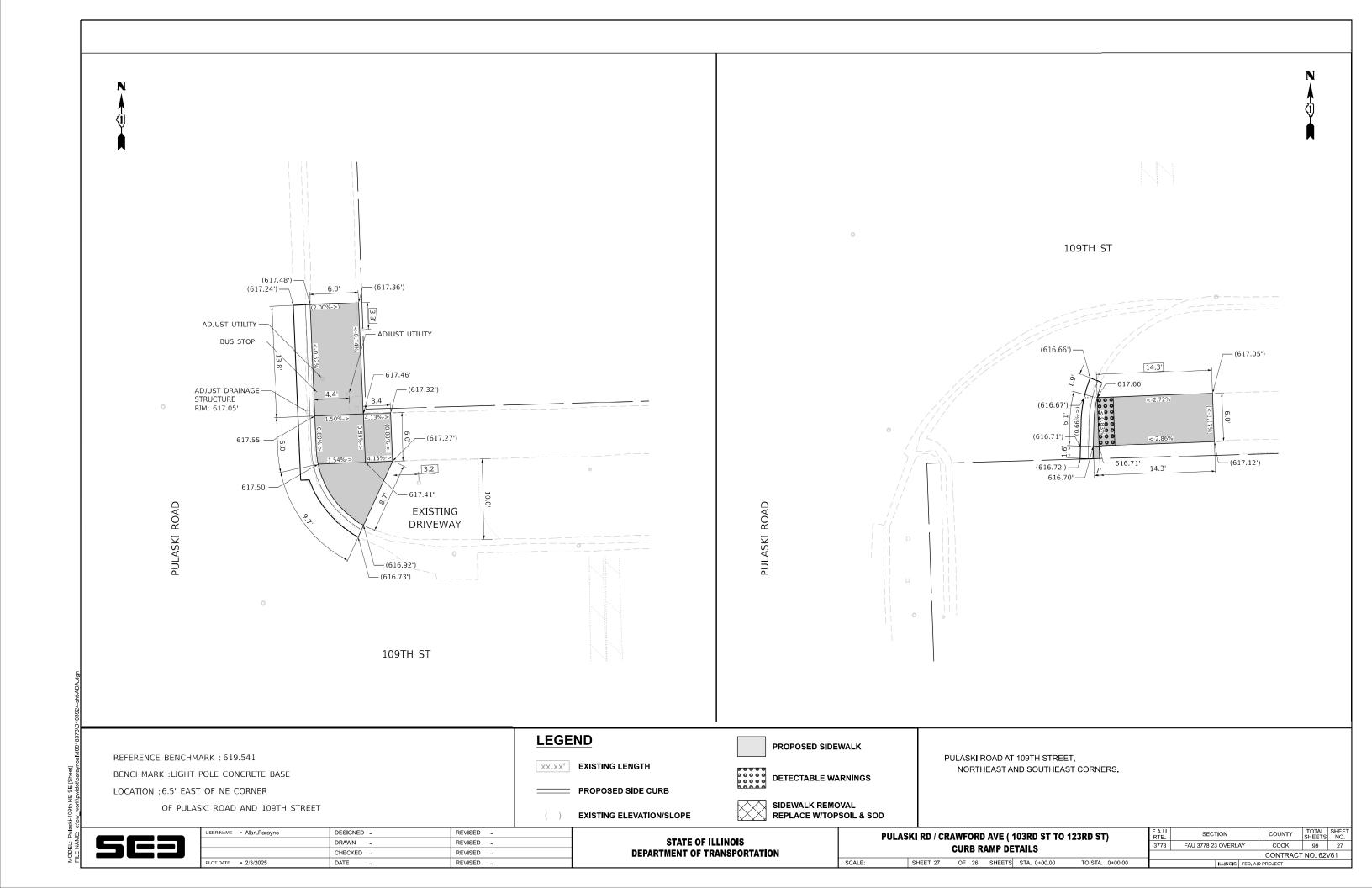


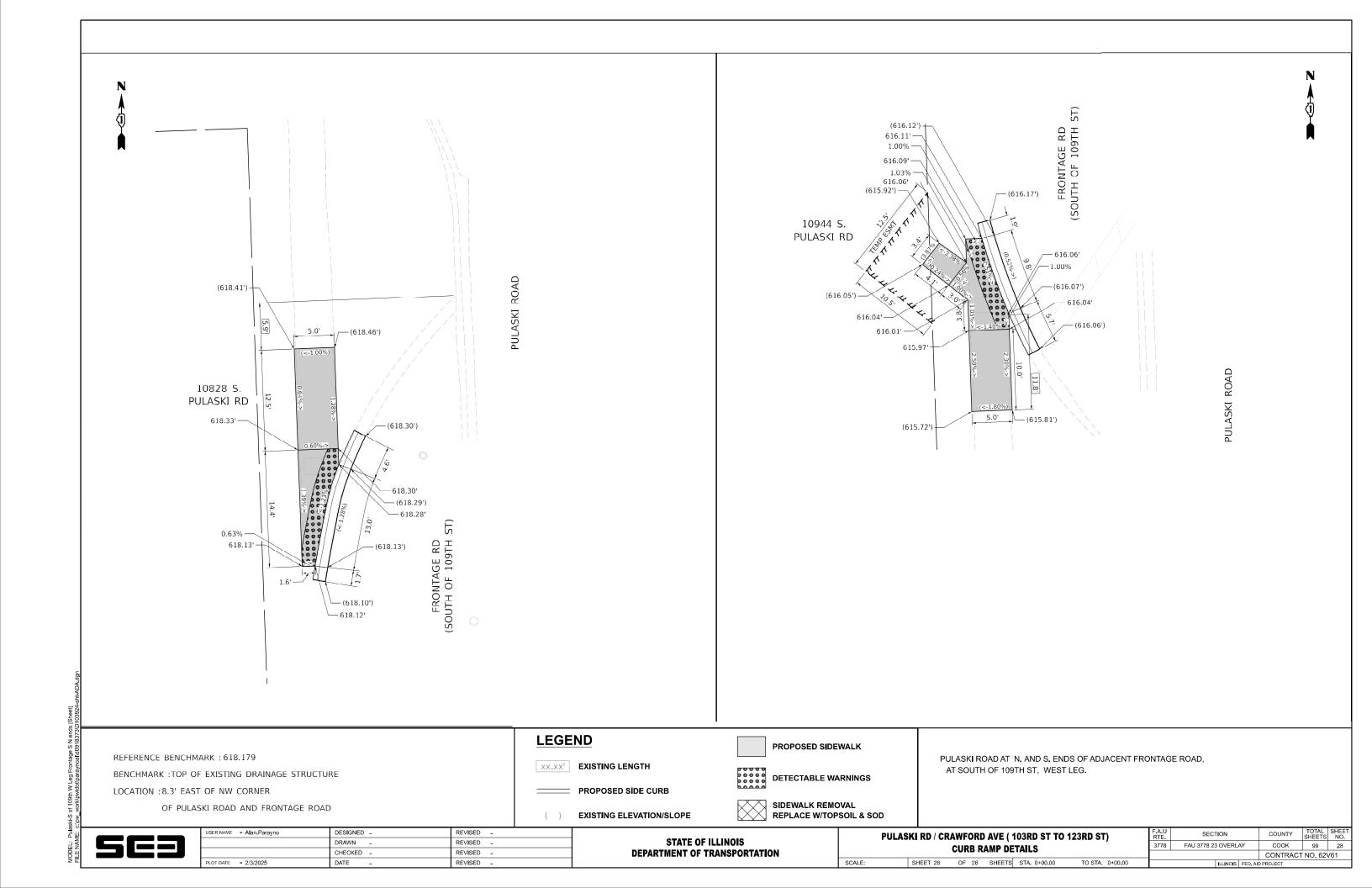


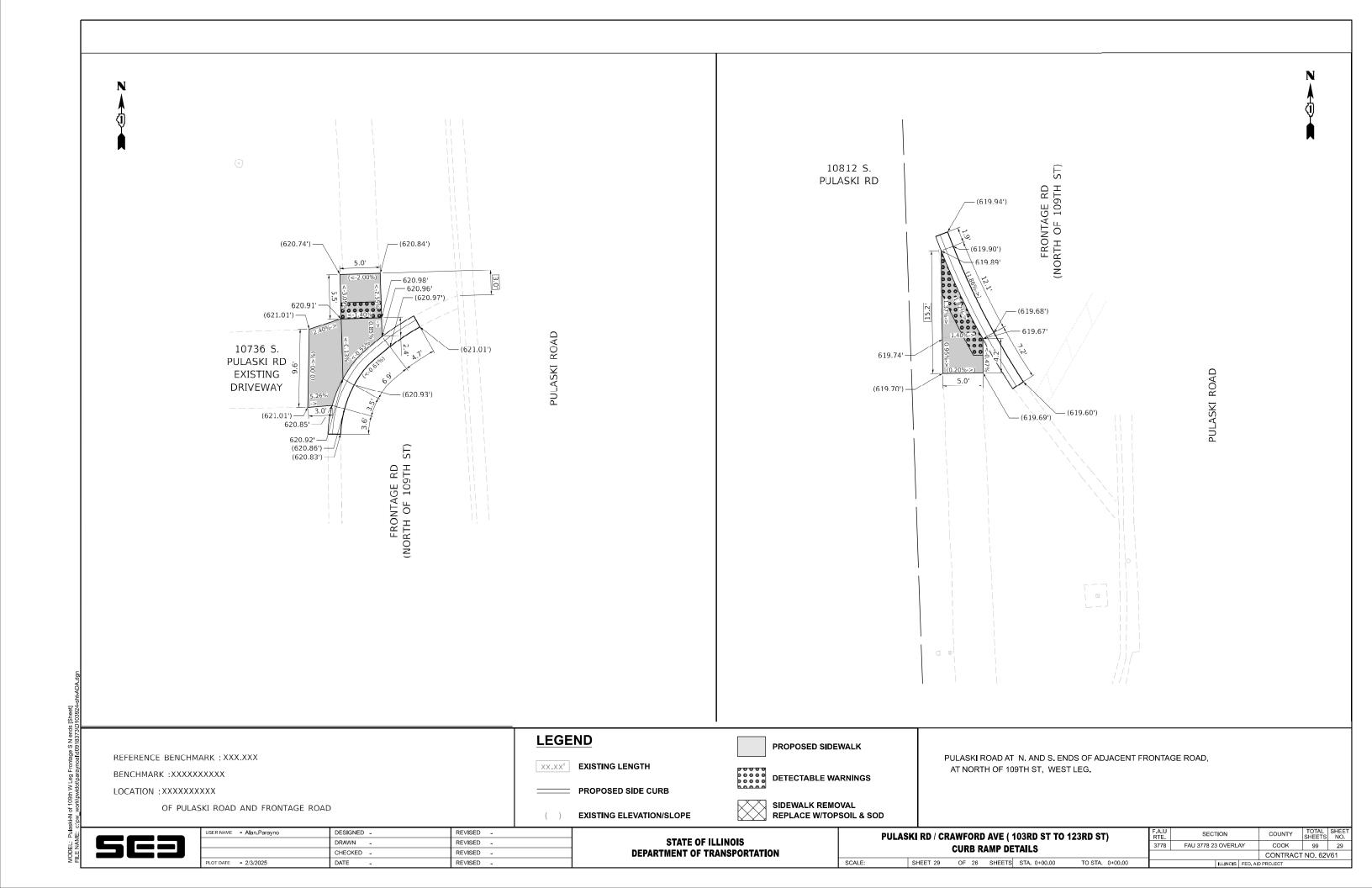


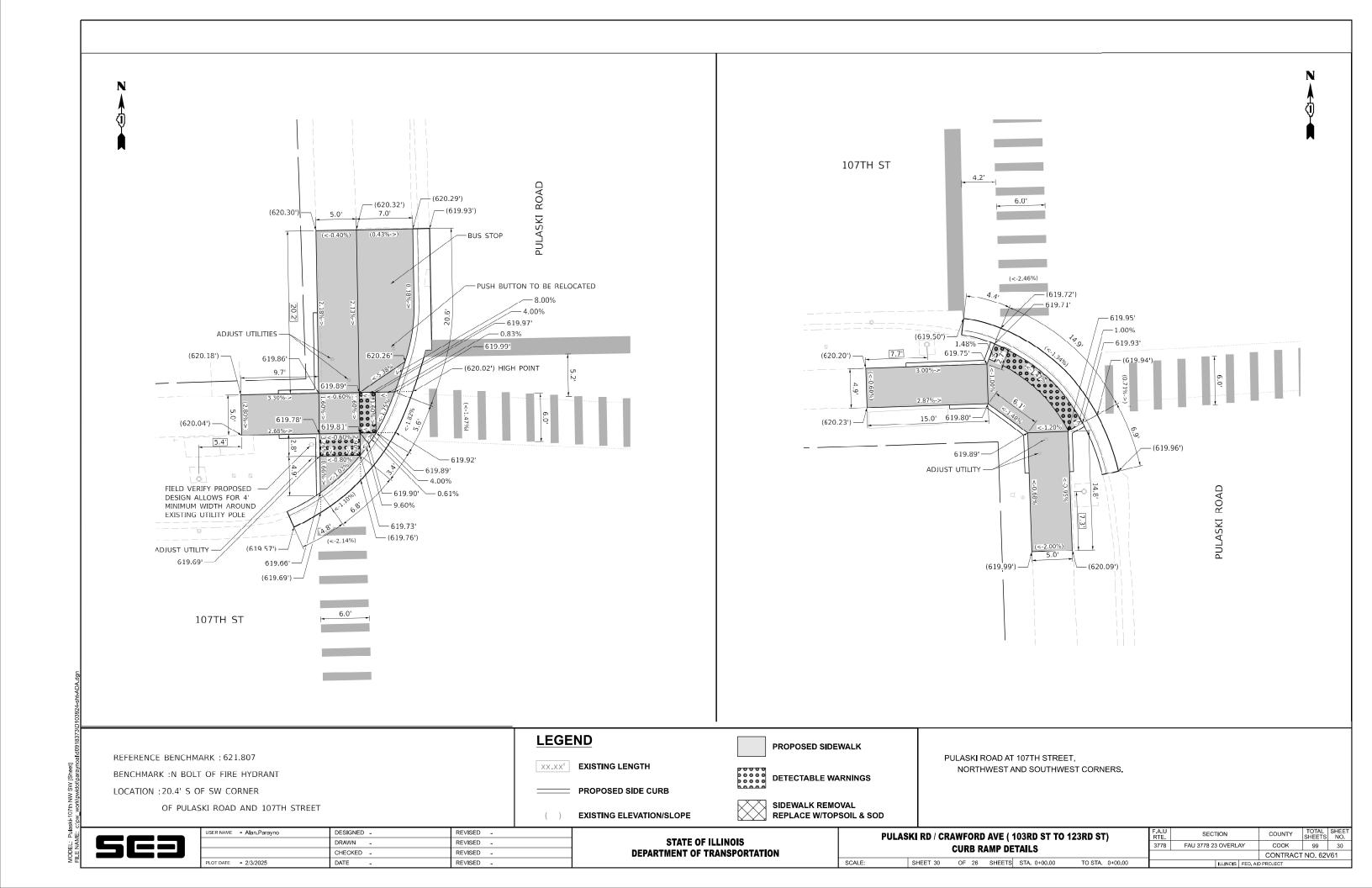


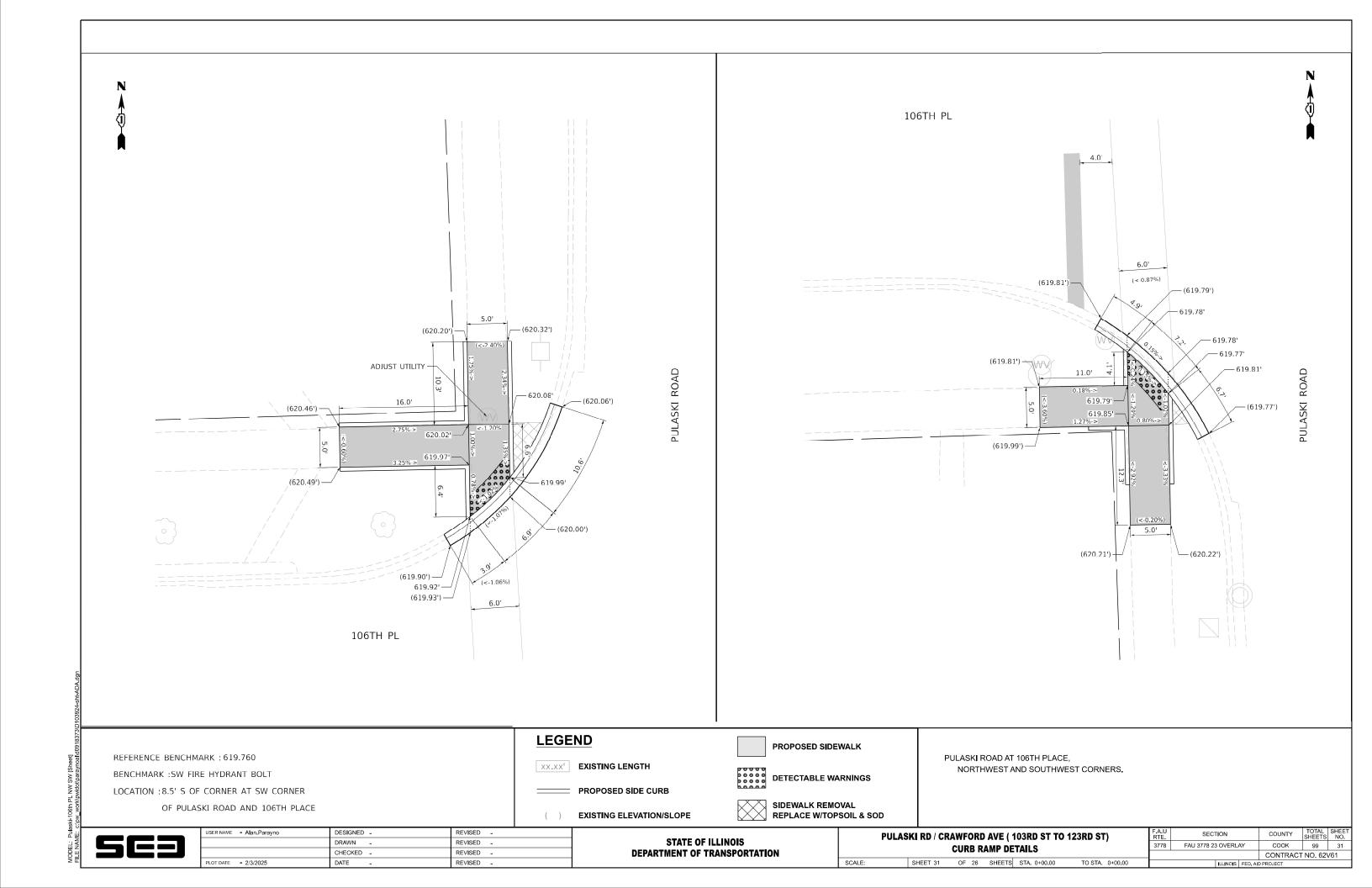


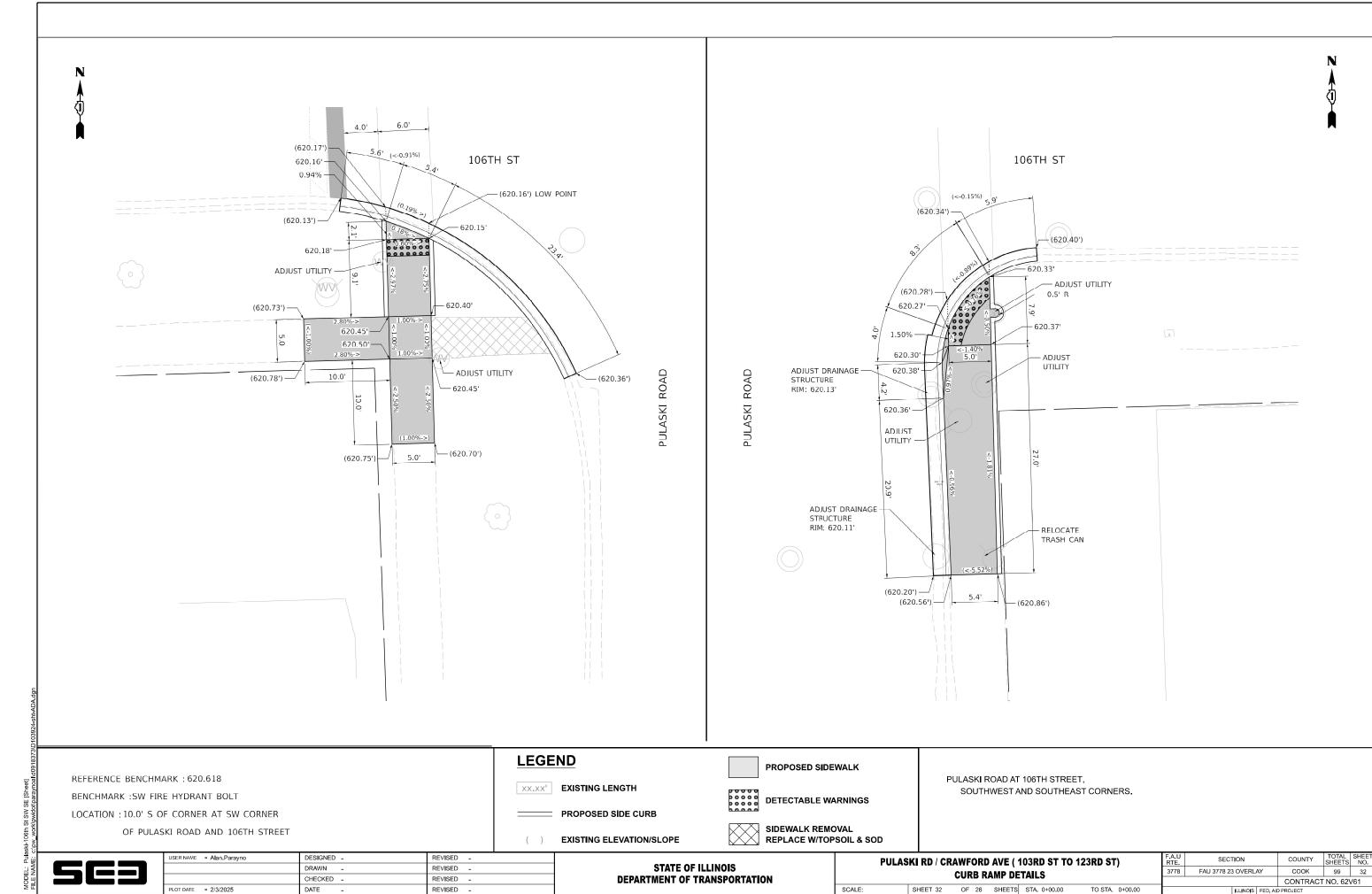


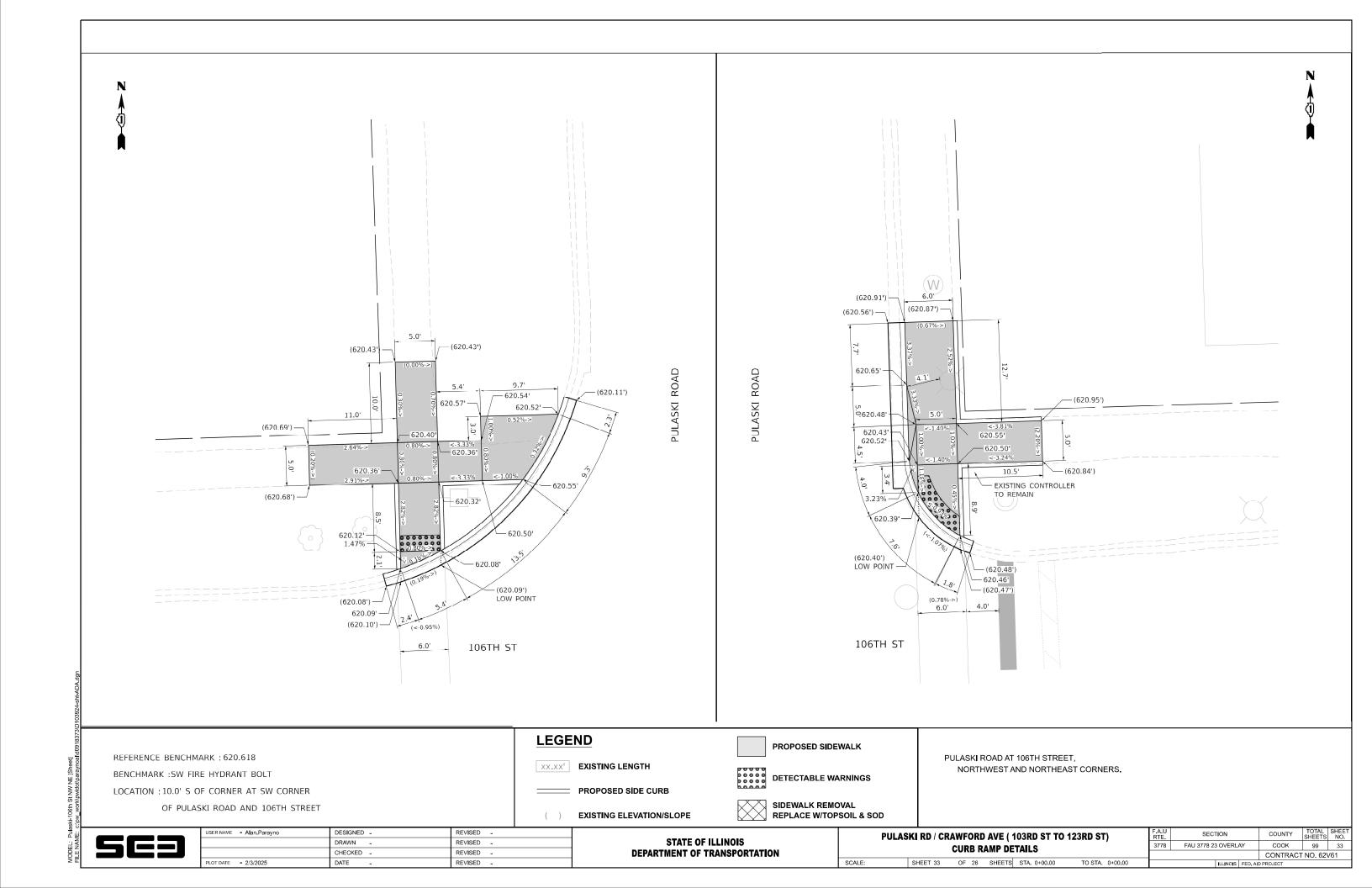


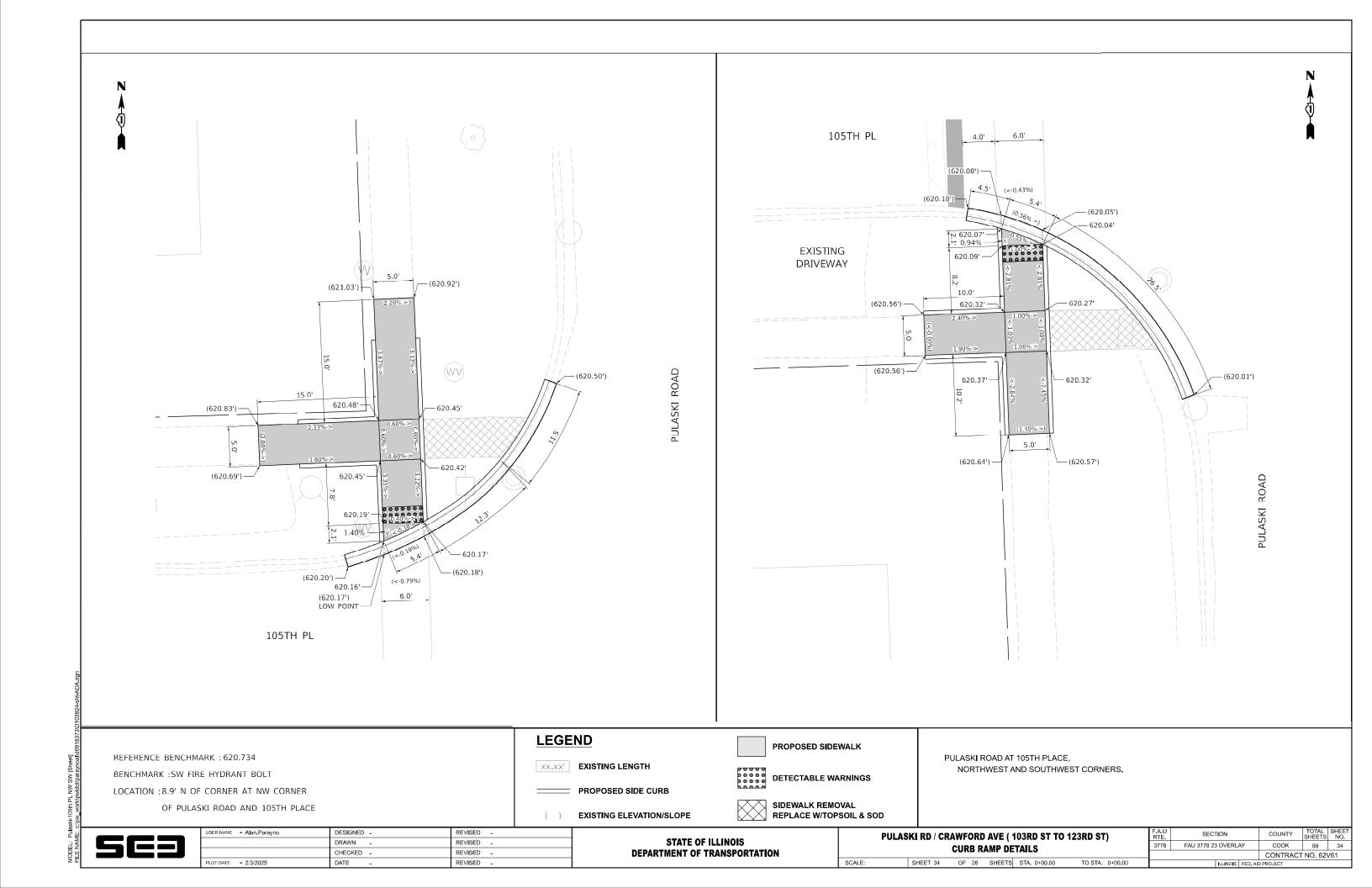


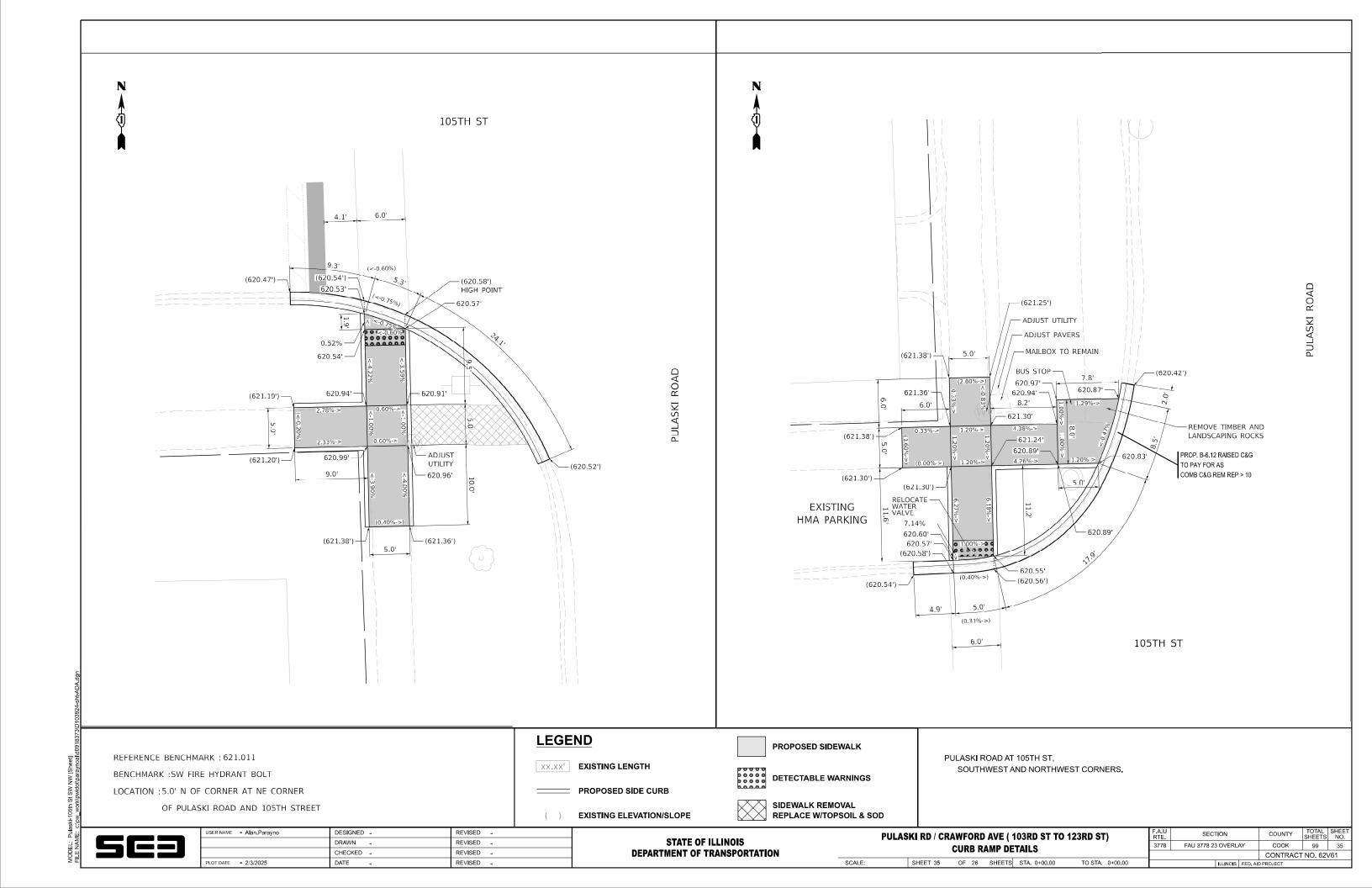


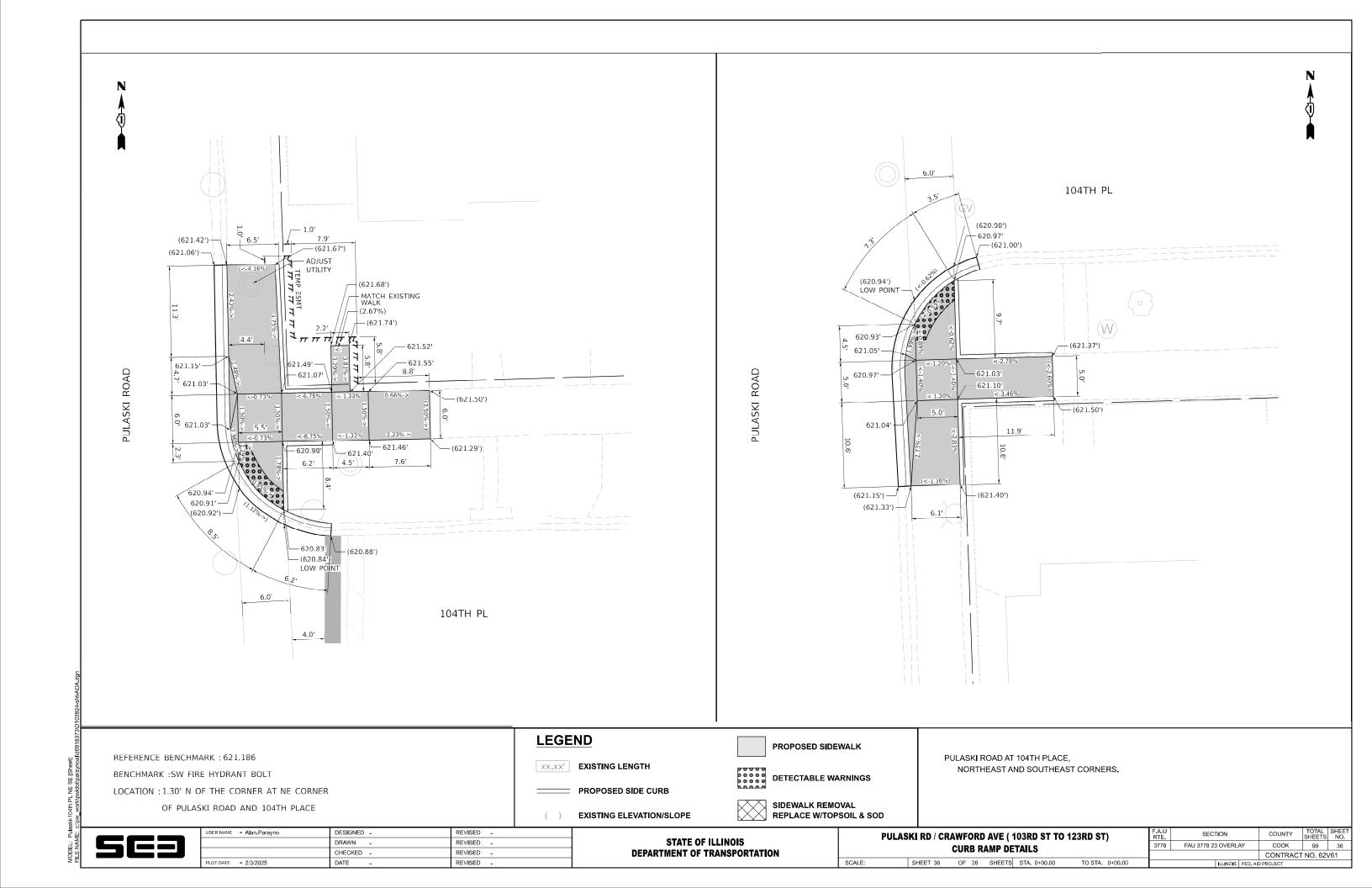


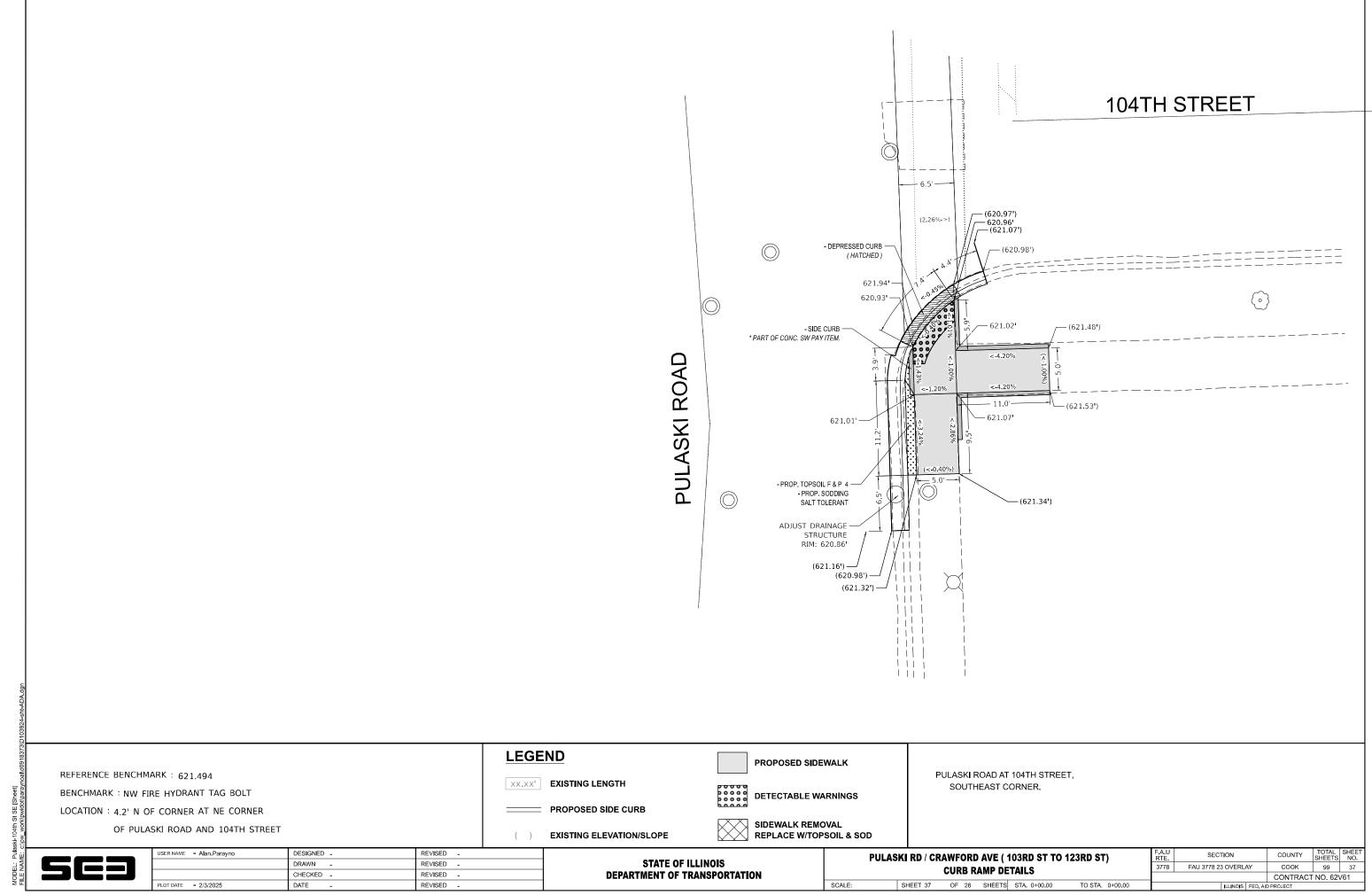


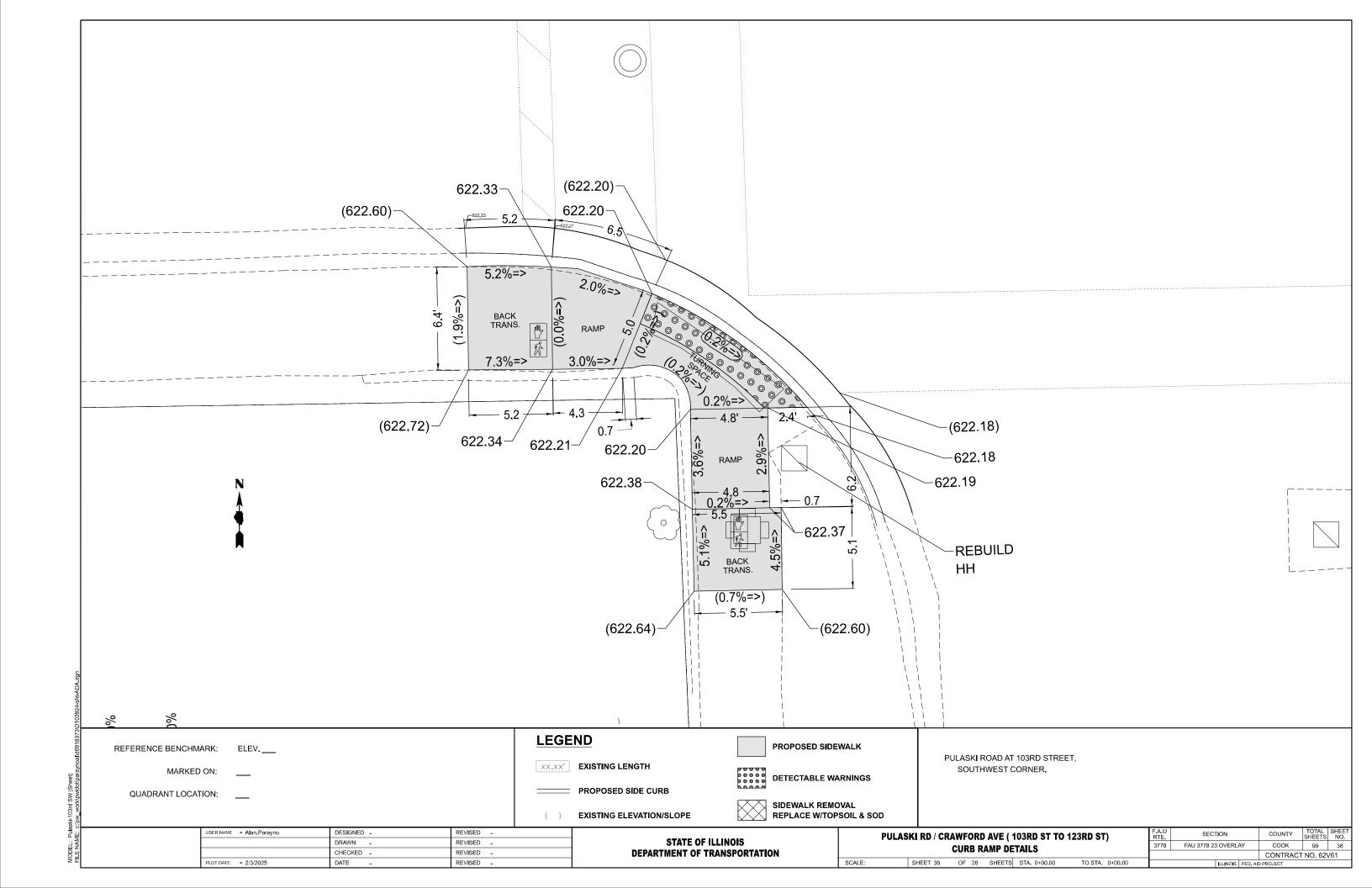


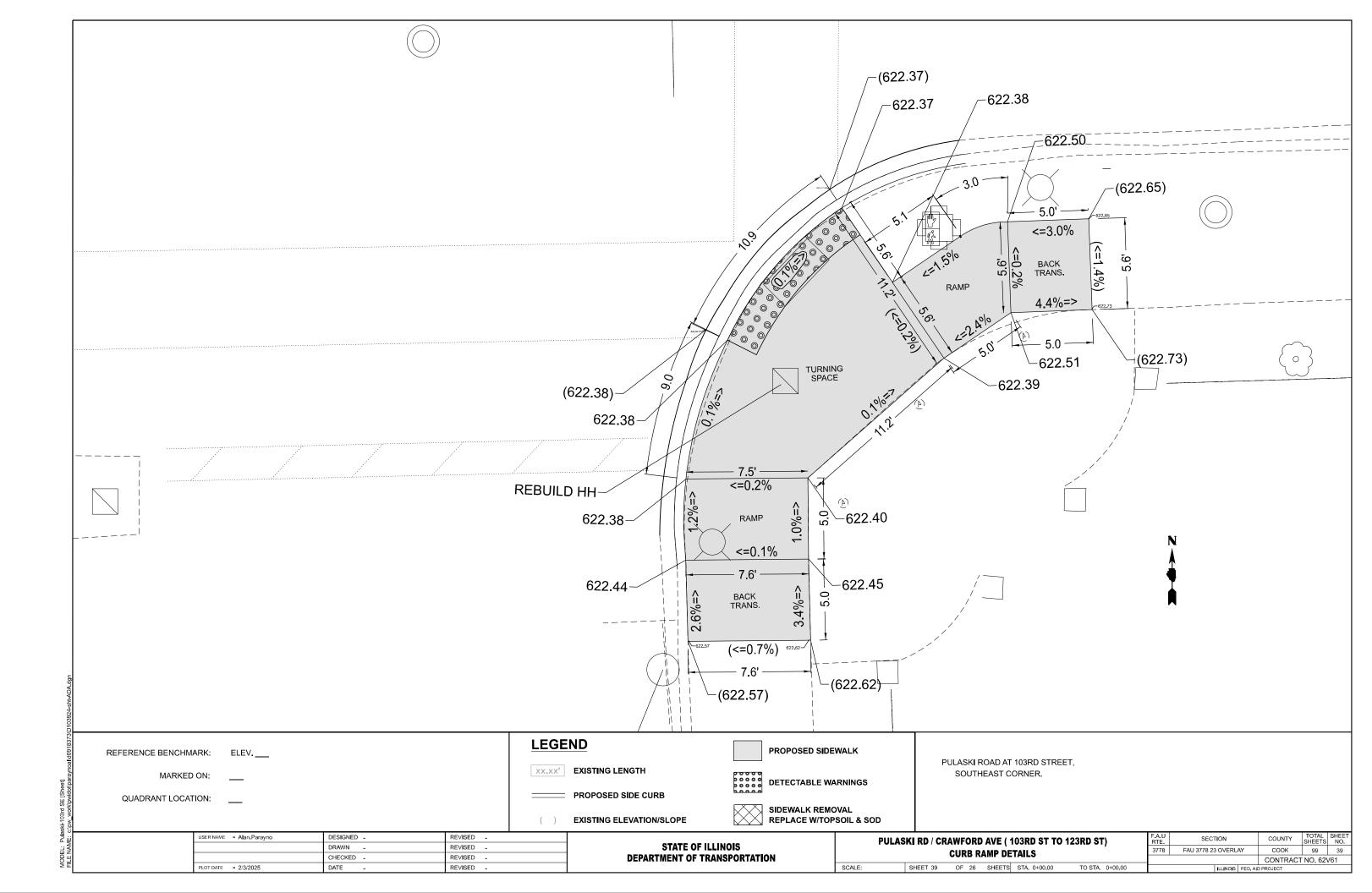


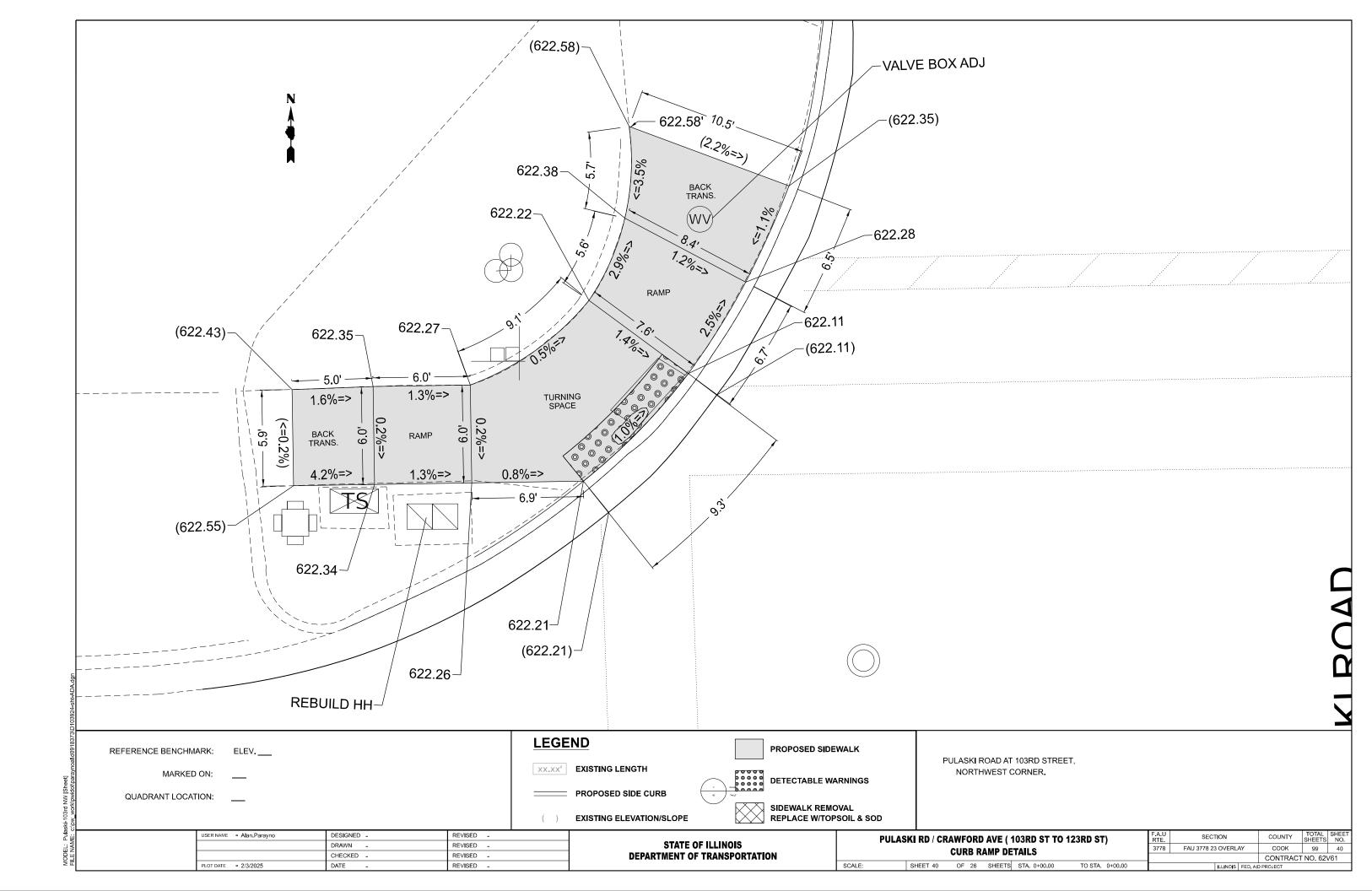


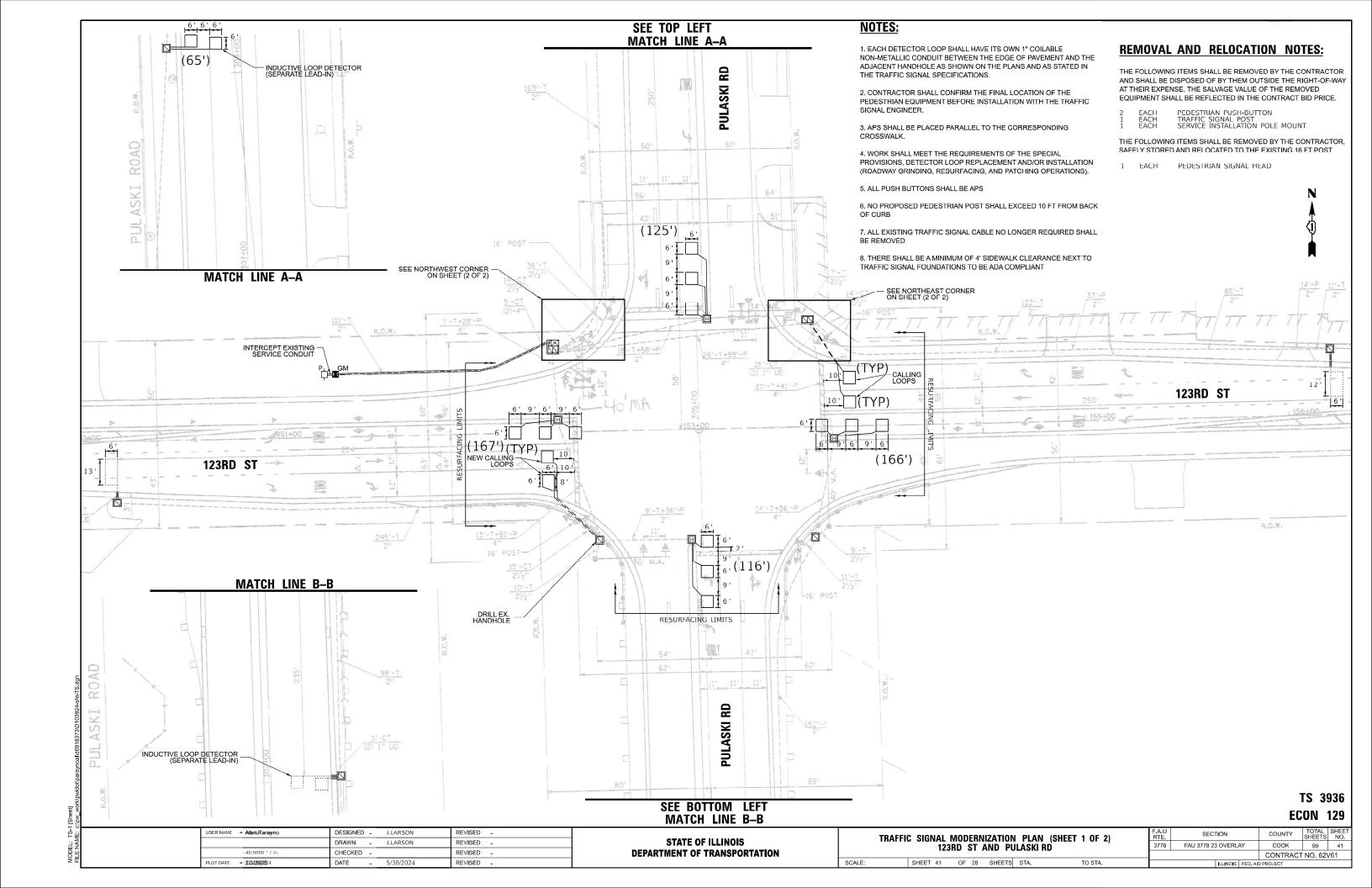


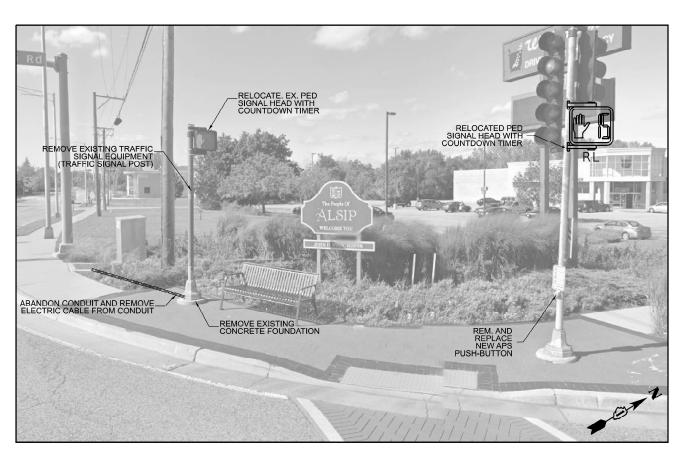




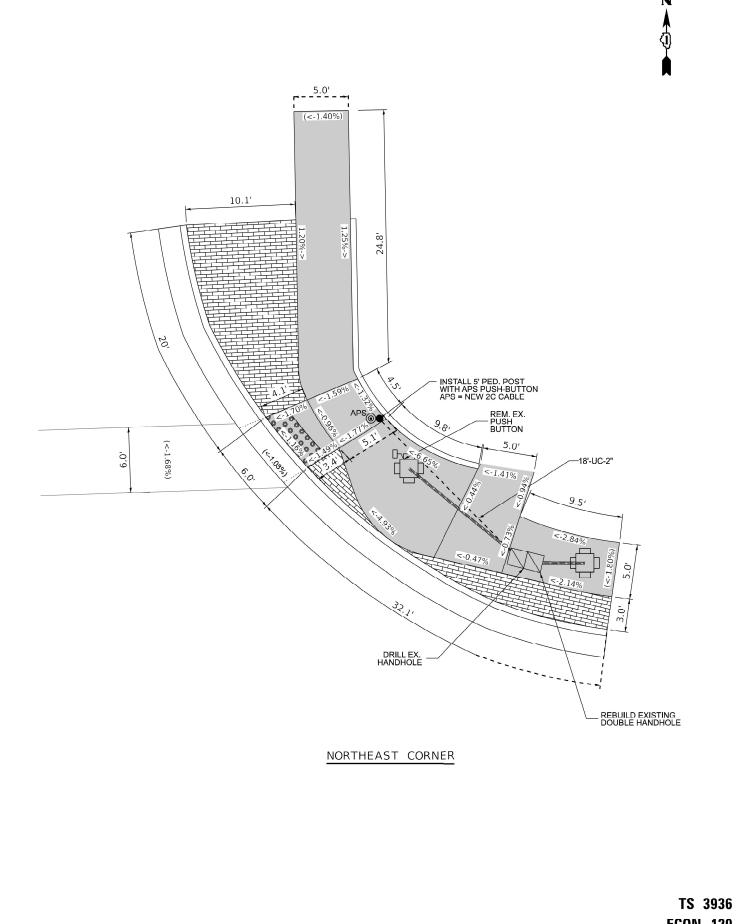






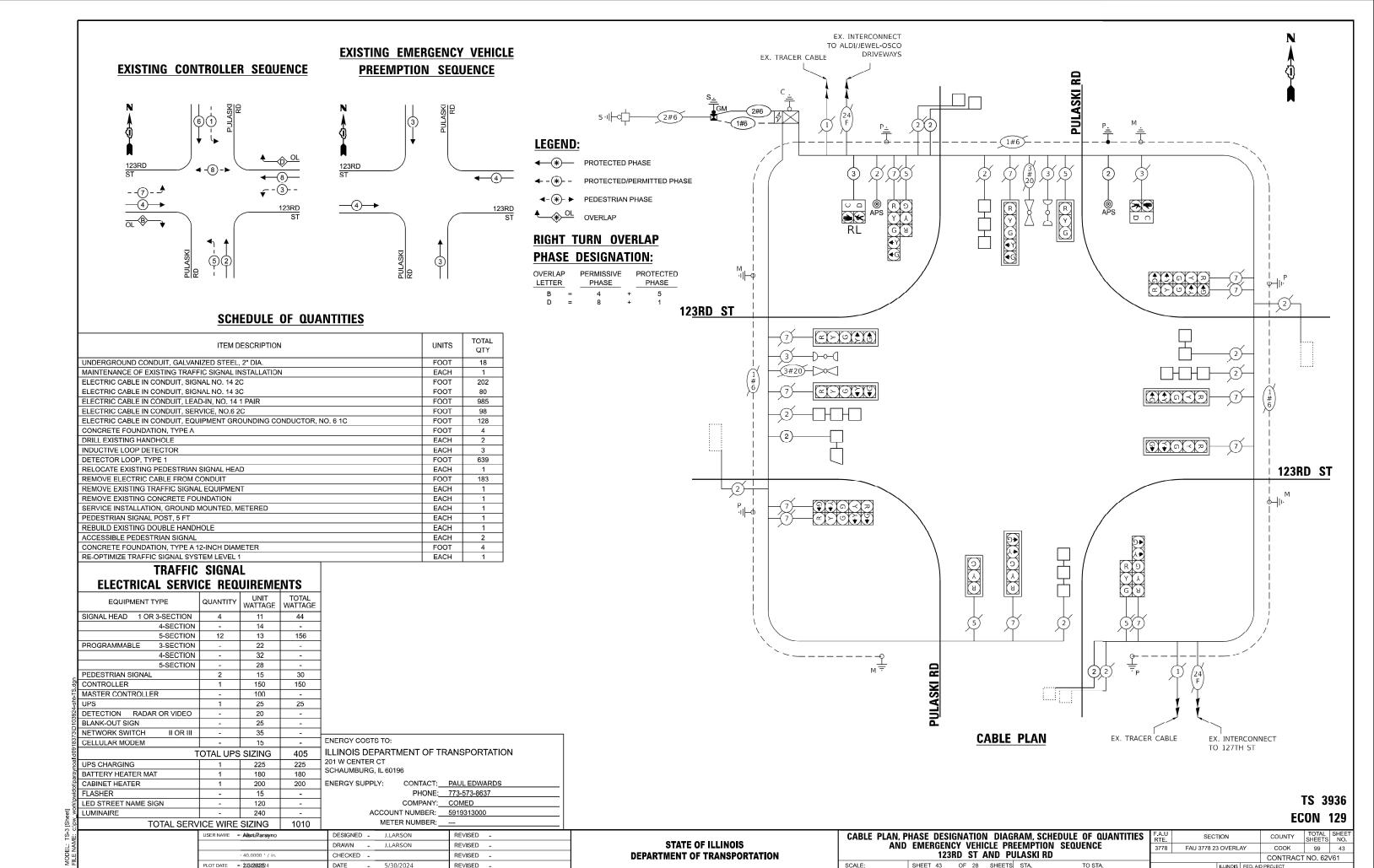


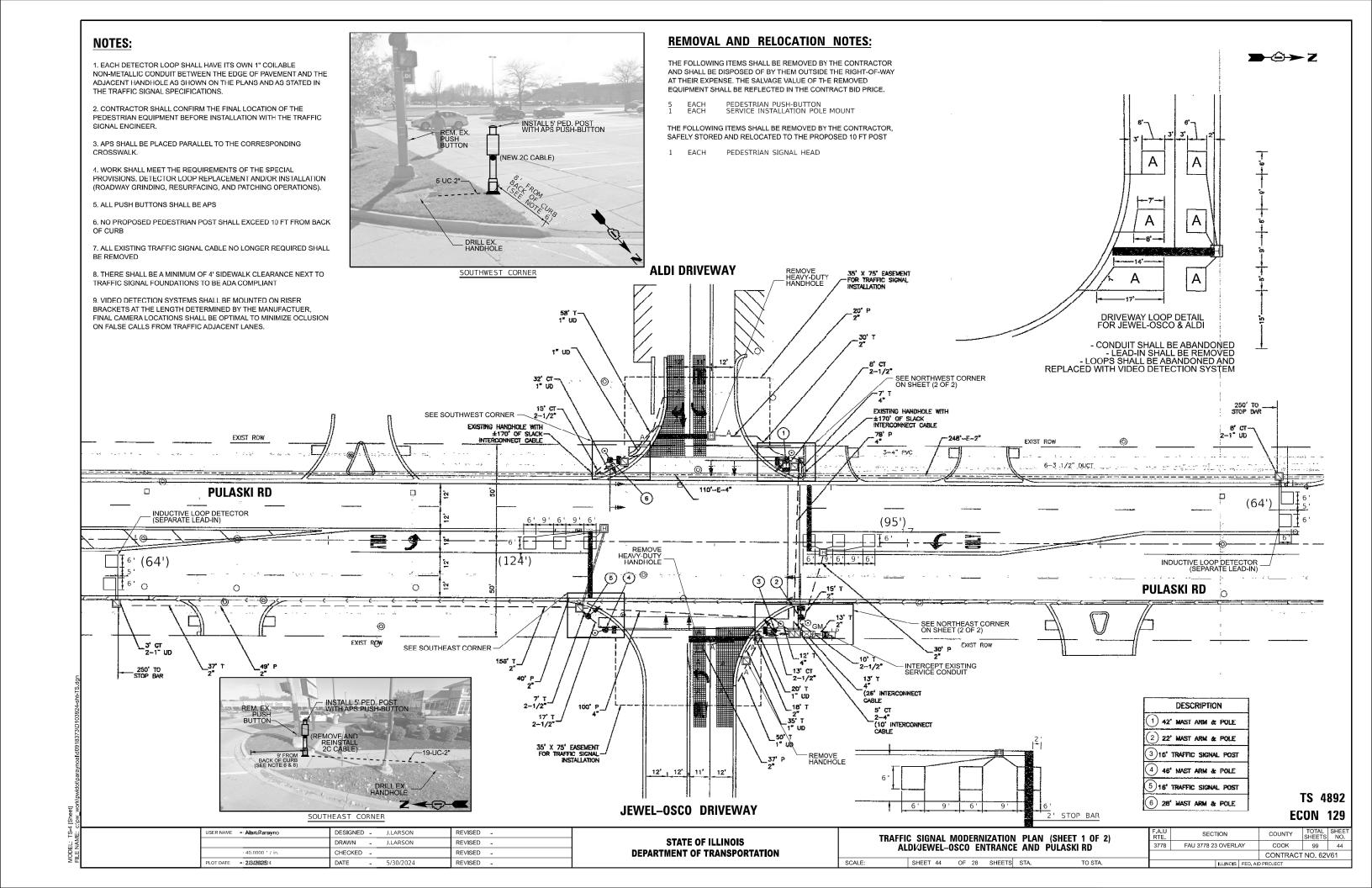
NORTHWEST CORNER

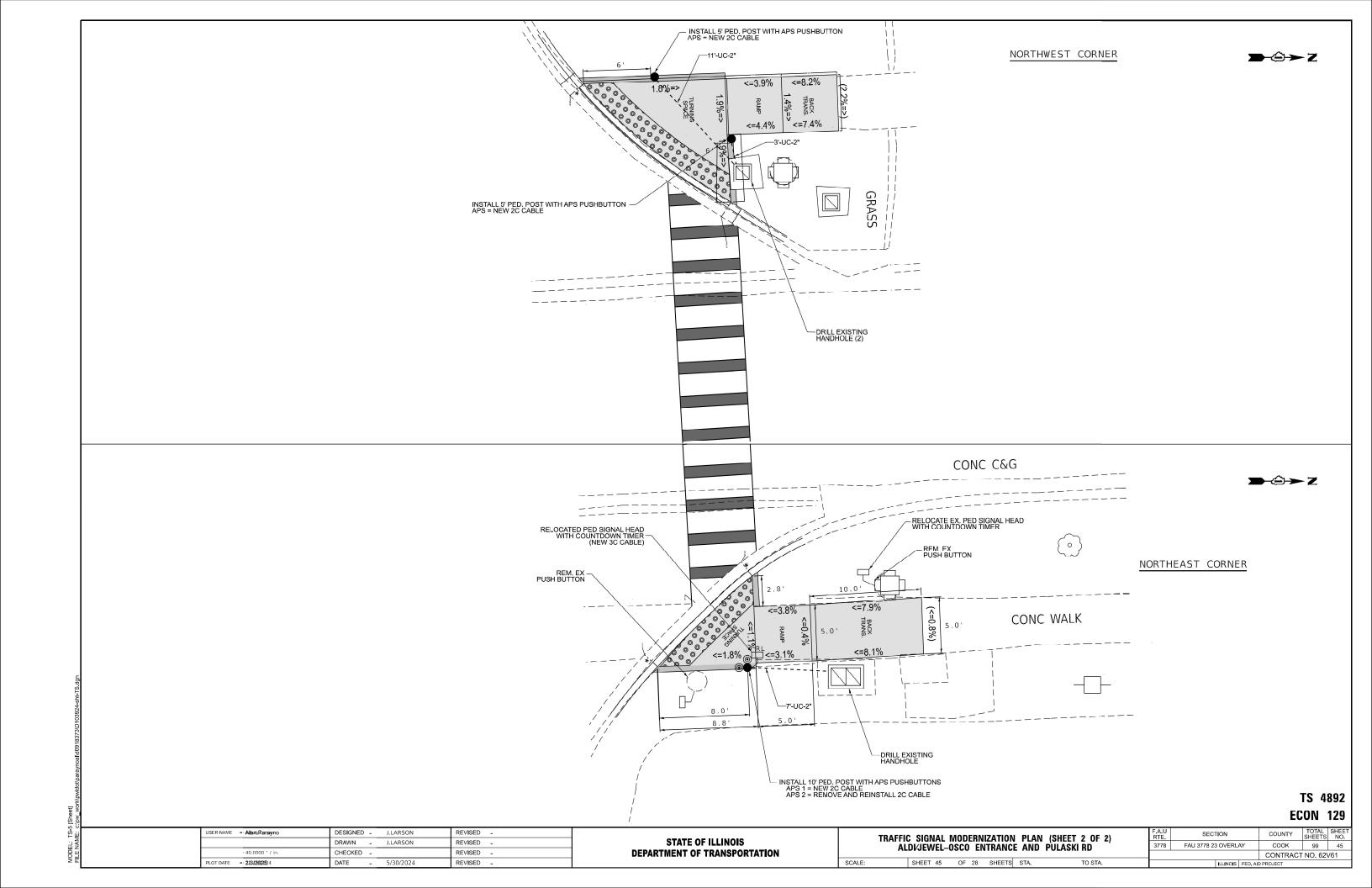


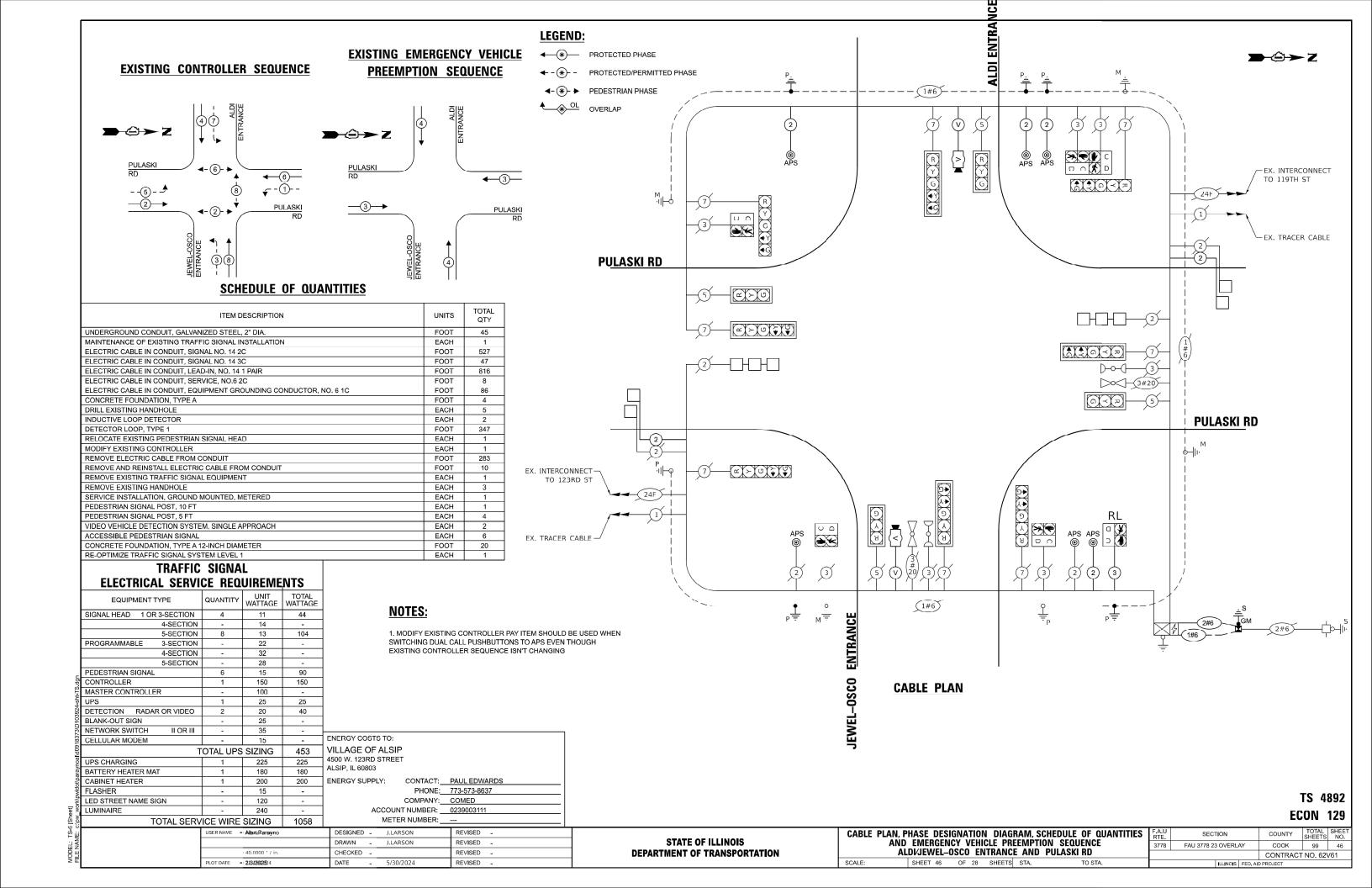
ECON 129

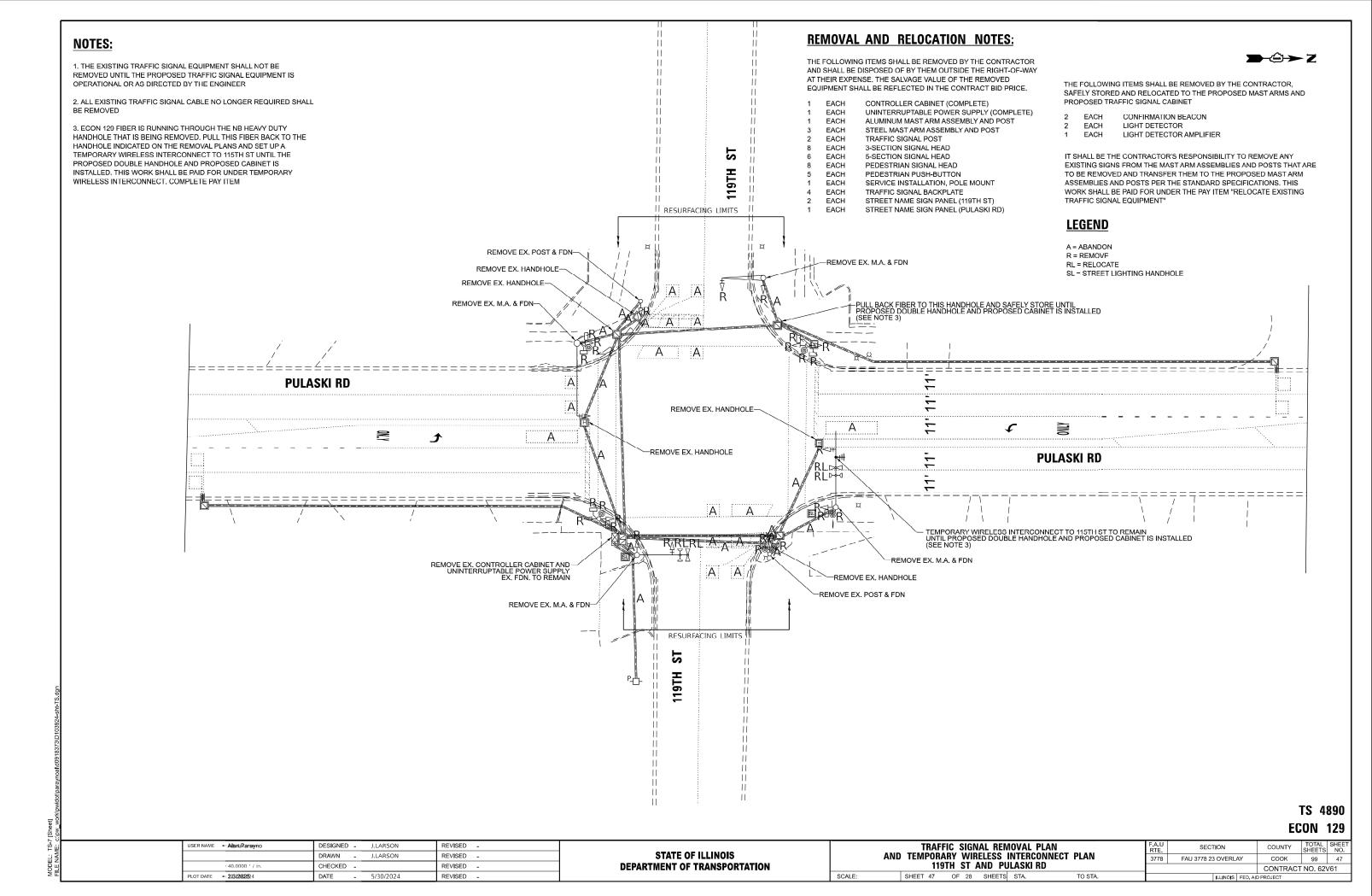
USER NAME	=: Allam Parayno	DESIGNED -	J.LARSON	REVISED -		TRAFFIC	C SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2)	F.A.U RTF	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
		DRAWN -	J.LARSON	REVISED -	STATE OF ILLINOIS	INALLI	123RD ST AND PULASKI RD	3778	FAU 3778 23 OVERLAY	соок	99 42
	: 40,0000 ¹ / in.	CHECKED -		REVISED -	DEPARTMENT OF TRANSPORTATION		1231D OT AND TOLACKIND			CONTRAC	T NO. 62V61
PLOT DATE	=: 223/202524	DATE -	5/30/2024	REVISED -		SCALE:	SHEET 42 OF 28 SHEETS STA. TO STA.		ILLINOIS FED. AID	D PROJECT	

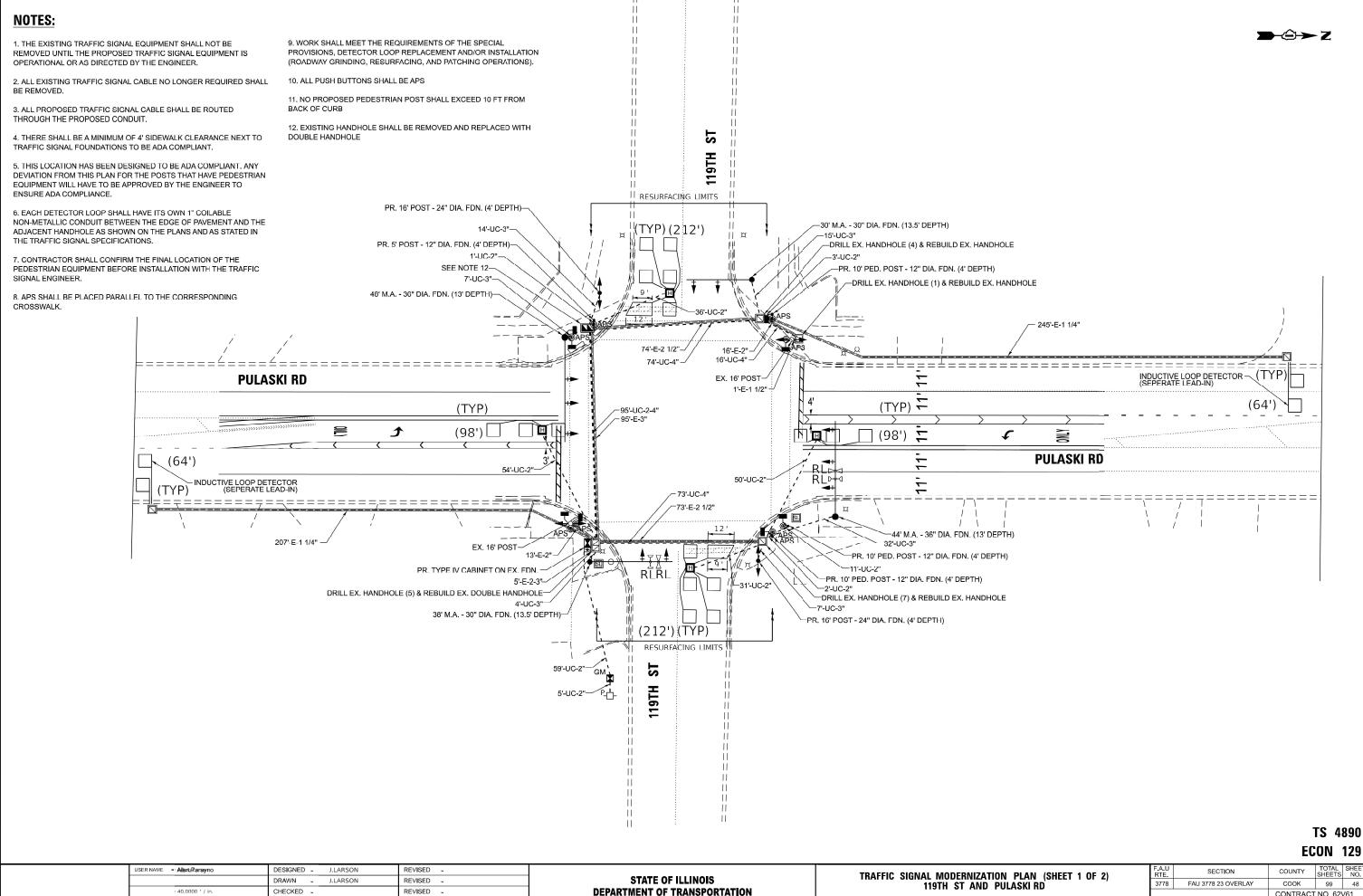












PLOT DATE =: 2/23/28/02/52/4

DATE

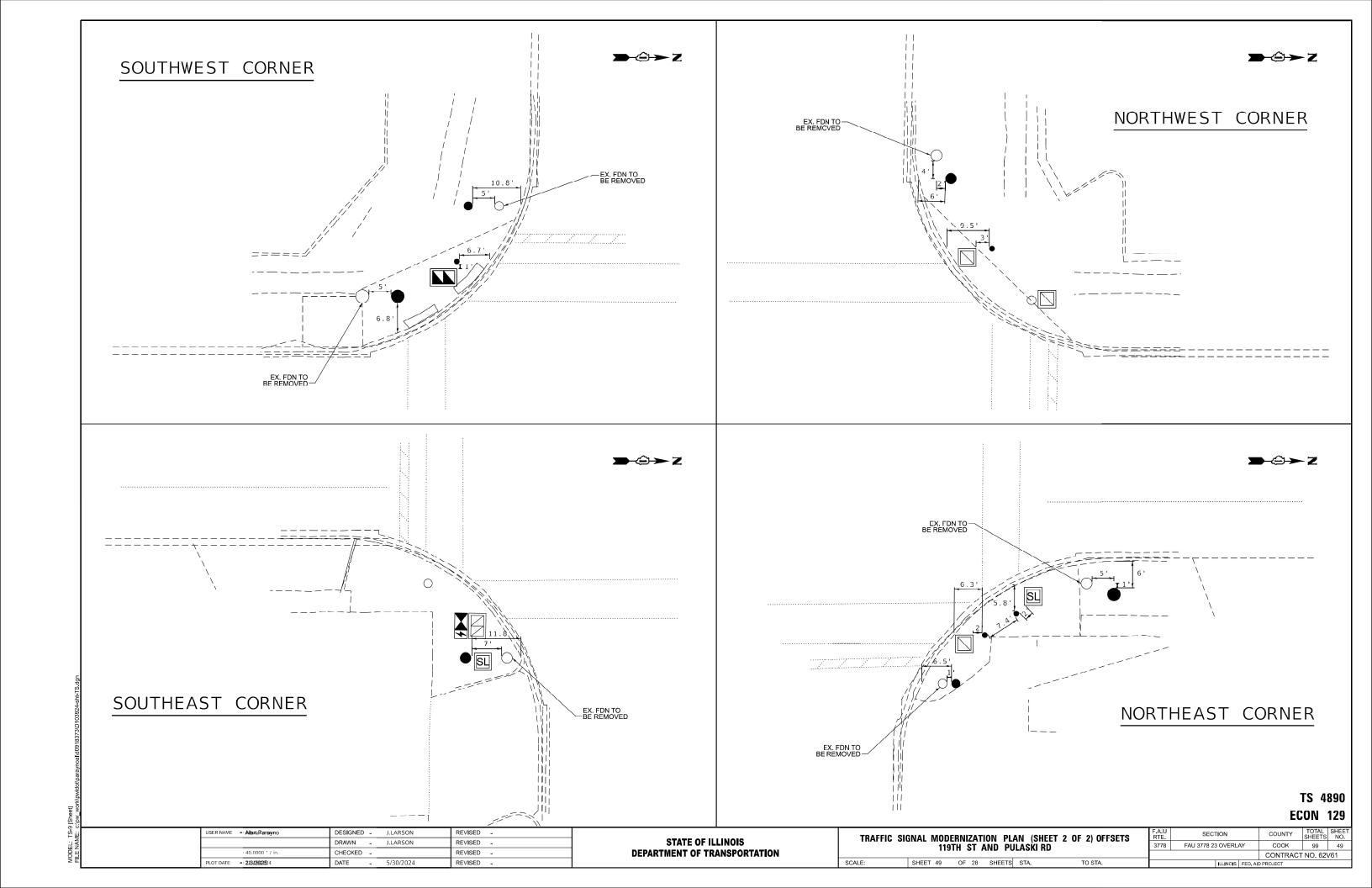
REVISED

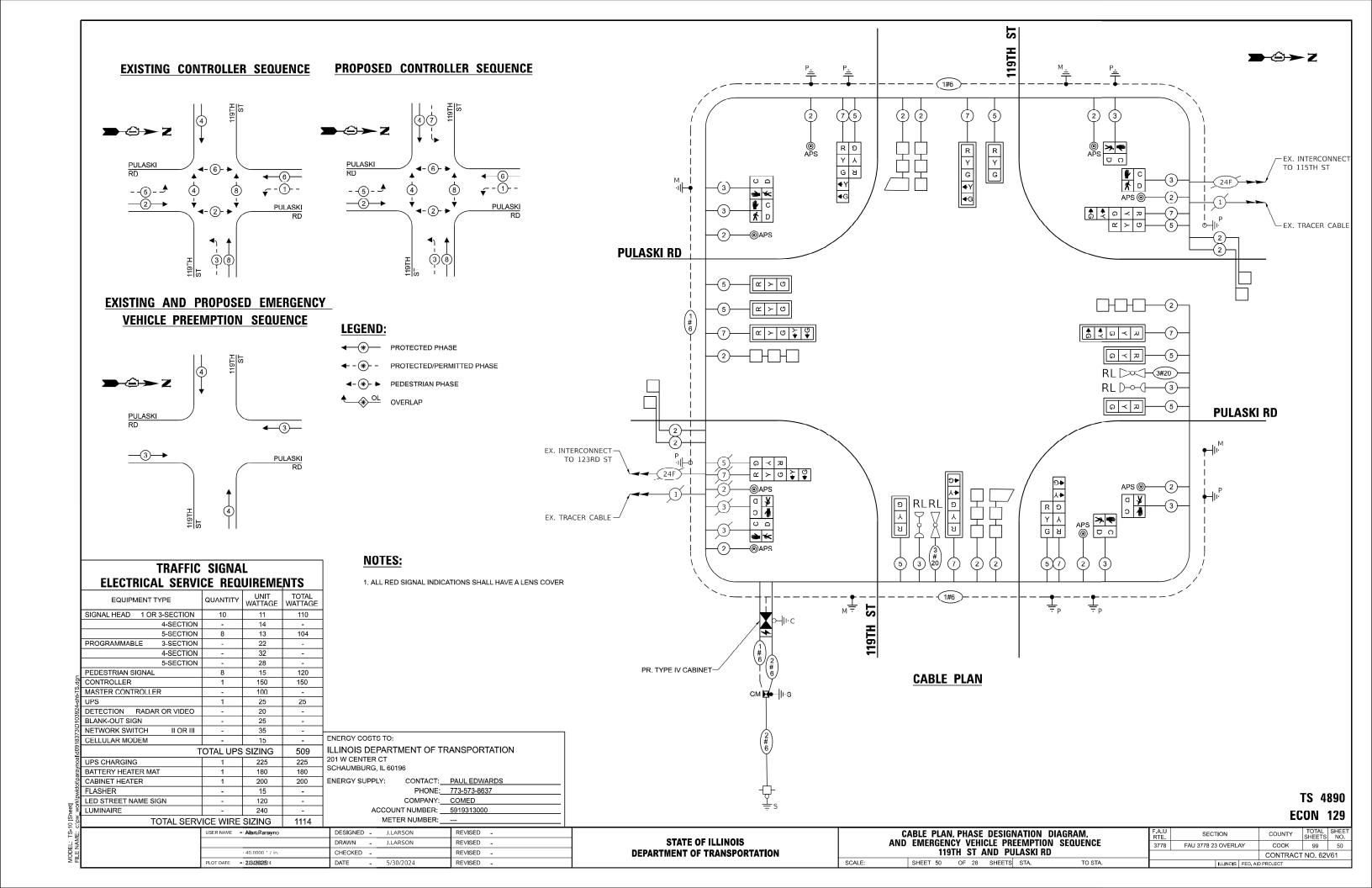
DEPARTMENT OF TRANSPORTATION

SCALE:

119TH ST AND PULASKI RD SHEET 48 OF 28 SHEETS STA. TO STA.

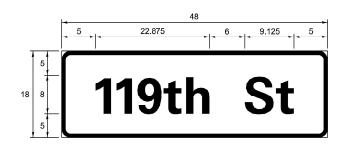
99 48 CONTRACT NO. 62V61



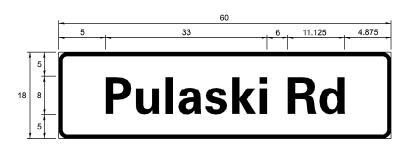


SIGN PANEL - TYPE 1

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SERIES	(SQ FT)	TYPE	TYPE	REQUIRED
D	6.0	1	ZZ	



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SFRIFS	(SQ FT)	TYPF	TYPF	REQUIRED
D	7.5	1	ZZ	2

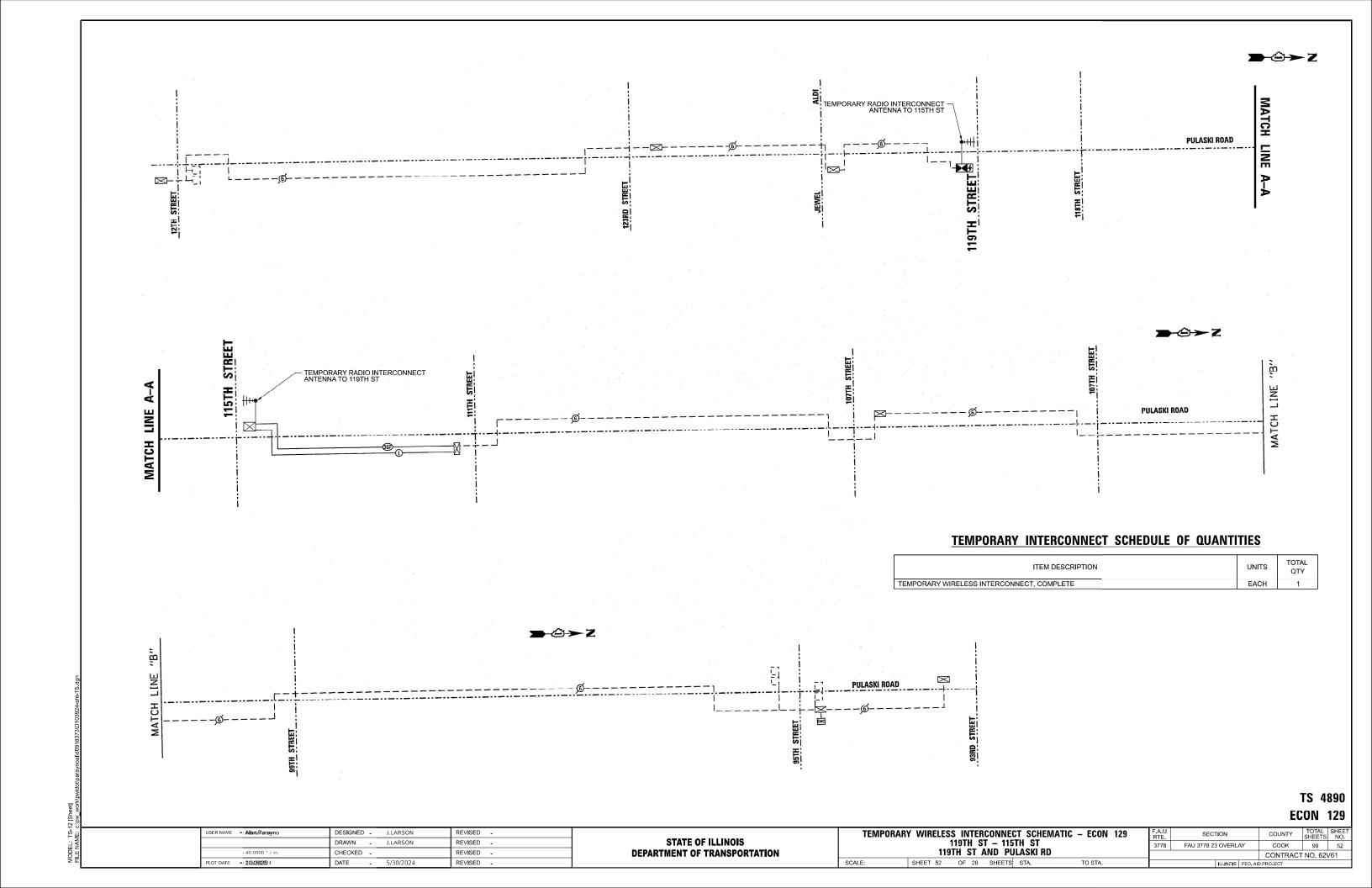
NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
SIGN PANEL - TYPE 1	SQ FT	27
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	252
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	79
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	353
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1065
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1307
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1637
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1330
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2301
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	75
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	780
TRAFFIC SIGNAL POST, 16 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 44 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 48 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	27
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	26
DRILL EXISTING HANDHOLE	EACH	17
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	10
DETECTOR LOOP, TYPE I	FOOT	748
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	4960
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	3
REMOVE EXISTING HANDHOLE	EACH	5
REMOVE EXISTING CONCRETE FOUNDATION	EACH	6
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	269
SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT	EACH	3
PEDESTRIAN SIGNAL POST, 5 FT	EACH	1
REBUILD EXISTING DOUBLE HANDHOLE	EACH	1
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
LED SIGNAL FACE, LENS COVER	EACH	18
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

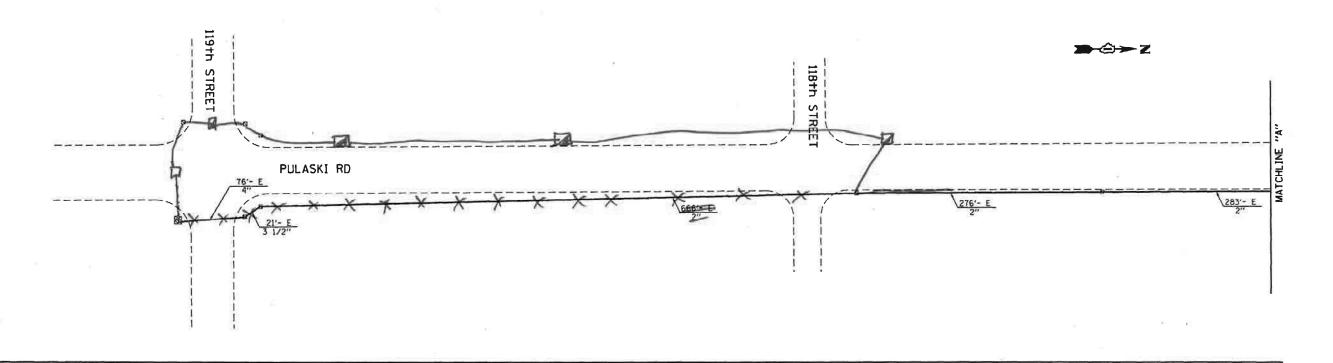
TS 4890 ECON 129

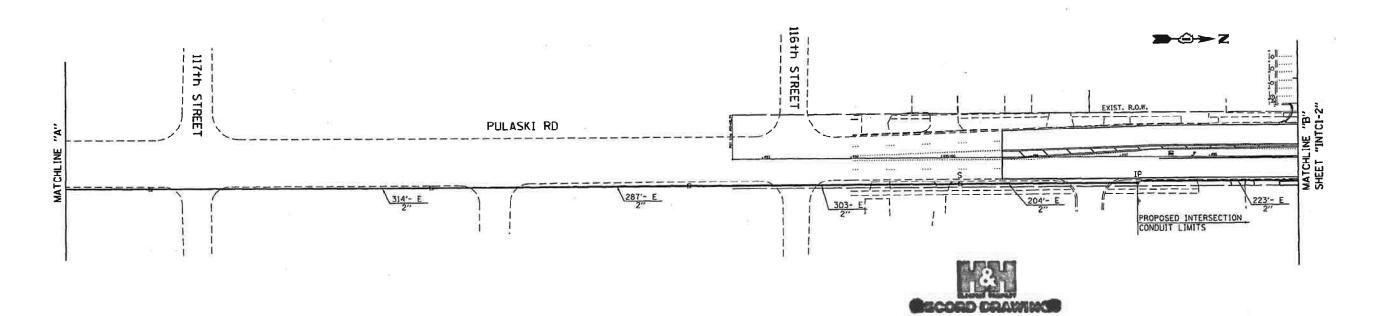
USER NAME =: Adismb Paraymo	DESIGNED - J.LARSON	REVISED -
	DRAWN - J.LARSON	REVISED -
: 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE =: 2/3/2012/F04	DATE - 5/30/2024	REVISED -





FOR INFORMATION ONLY





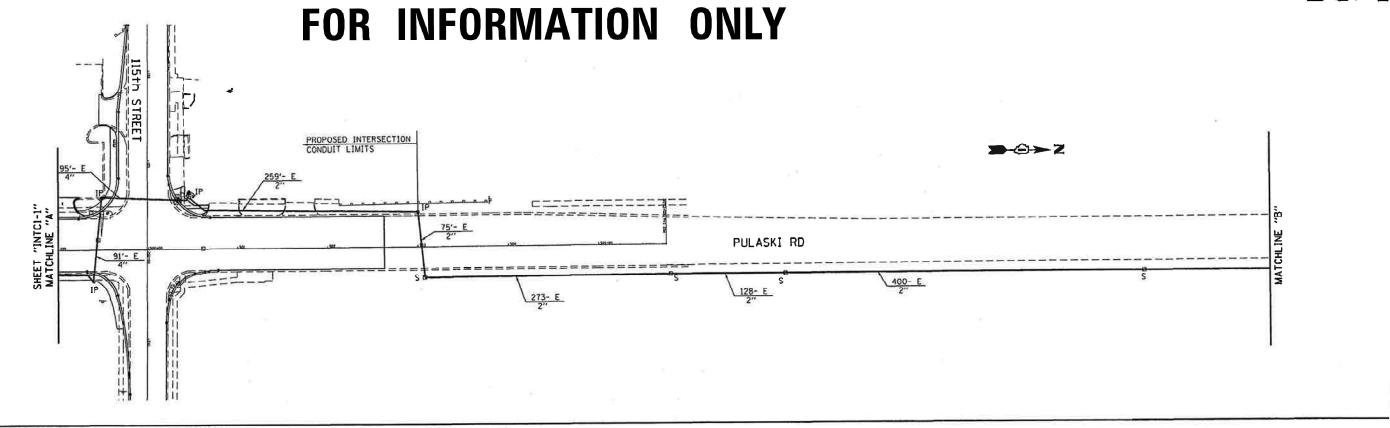
FOR INFORMATION ONLY

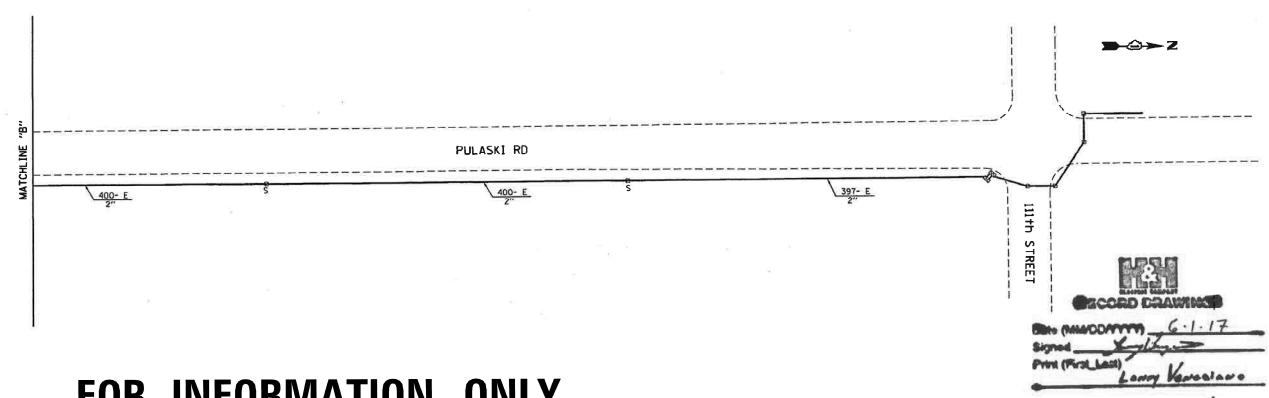
TS 4890 ECON 129

USER NAME =	=: Allanti Parayno	DESIGNED -	J.LARSON	REVISED -		ECON	l 129 FOR	INIEOD	MATION	ONLY (SH	EET 1 OE 2)	F.A.U RTF	SECTION	COUNTY	TOTAL	SHEET
		DRAWN -	J.LARSON	REVISED -	STATE OF ILLINOIS	EGUIV				ULASKI RD	EET TOF 3)	3778	FAU 3778 23 OVERLAY	соок	99	53
	: 40.0000 ' / in.	CHECKED -		REVISED -	DEPARTMENT OF TRANSPORTATION		113	, iii 31	AND F	OLMONI ND				CONTRACT	NO. 62\	/61
PLOT DATE =	=: 223/2025 24	DATE -	5/30/2024	REVISED -		SCALE:	SHEET 53	OF 28	SHEET	S STA.	TO STA.		ILLINOIS FED. AID	PROJECT		

MODEL: TS-13 [Sheet]



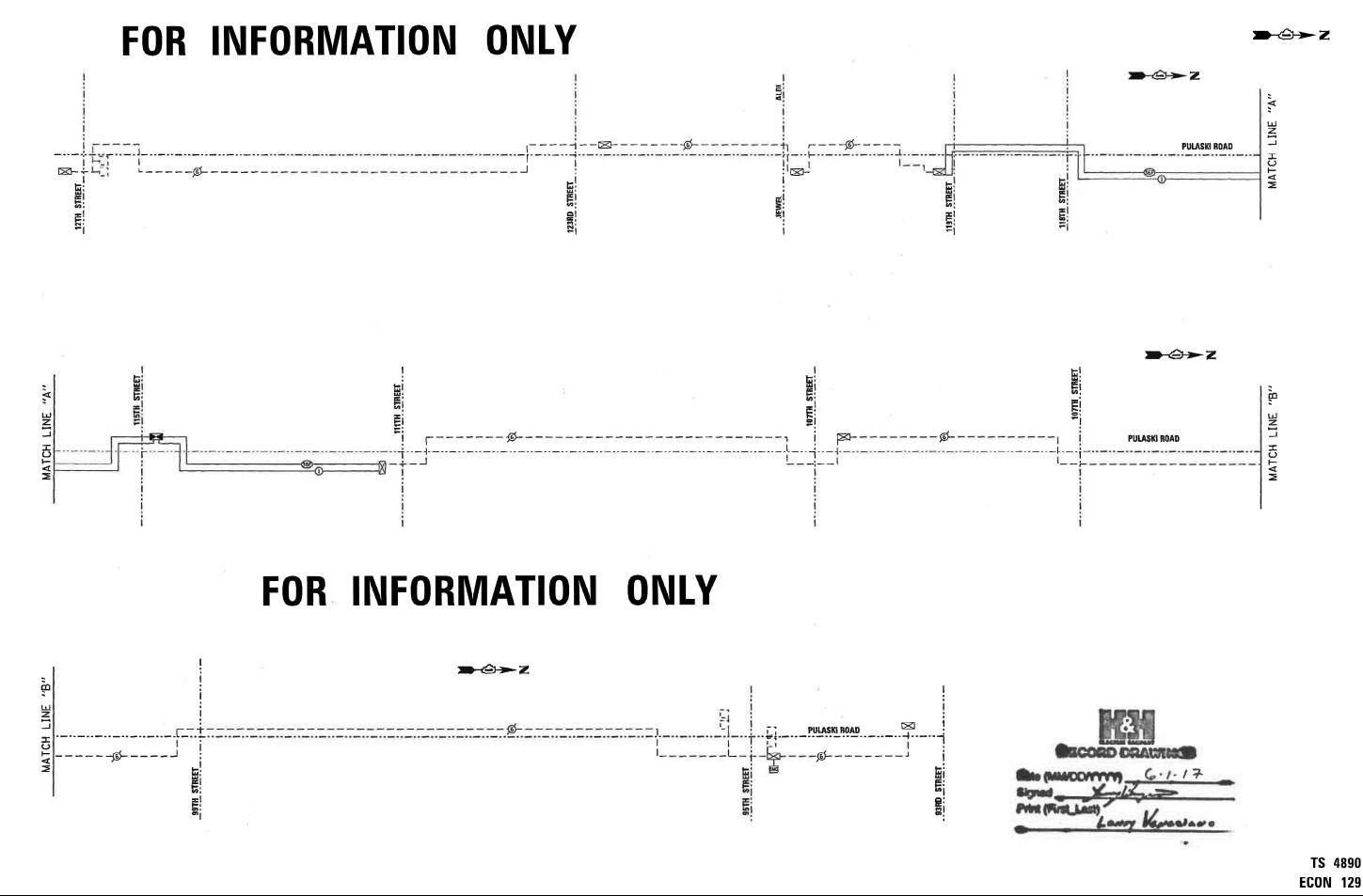




FOR INFORMATION ONLY

TS 4890 **ECON 129**

USER NAME :	=: Allant Parayno	DESIGNED -	J.LARSON	REVISED -		ECON	I 120 EOD	INIEODI	MATION	ONLY (SH	IFFT 2 OF 3\	F.A.U RTF	SECTION	COUNTY	TOTAL	SHEET
		DRAWN -	J.LARSON	REVISED -	STATE OF ILLINOIS	ECON				ULASKI RD		3778	FAU 3778 23 OVERLA	′ соок	99	54
	: 40,0000 ¹ / in.	CHECKED -		REVISED -	DEPARTMENT OF TRANSPORTATION		113	,,,,	AND I	OLASKI ND				CONTRA	CT NO. 62'	2V61
PLOT DATE :	=: 2/3/2025:4	DATE -	5/30/2024	REVISED -		SCALE:	SHEET 54	OF 28	SHEETS	STA.	TO STA.		ILLINOIS	ED. AID PROJECT		



MODEL: TS-15 [Sheet]

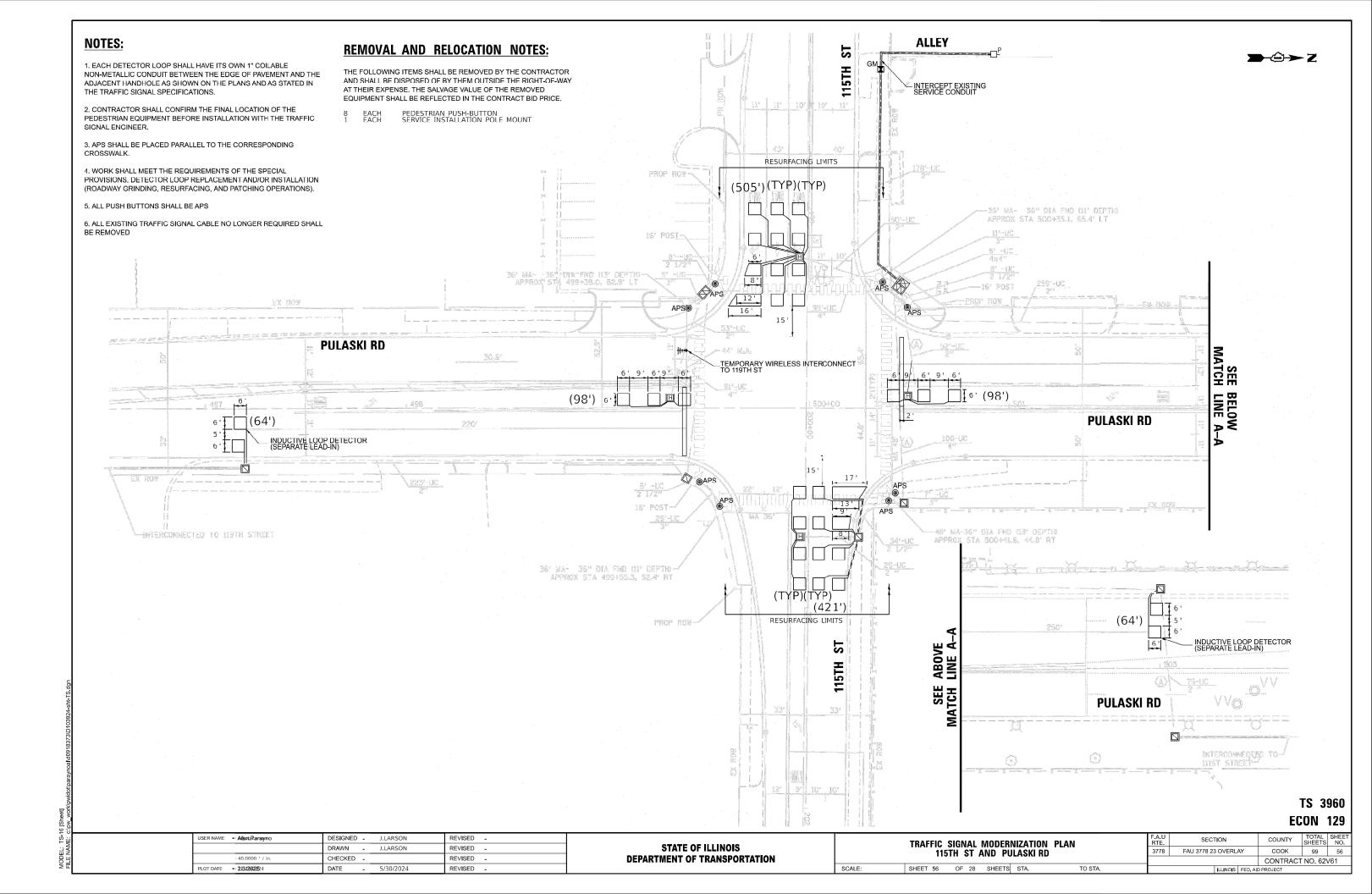
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

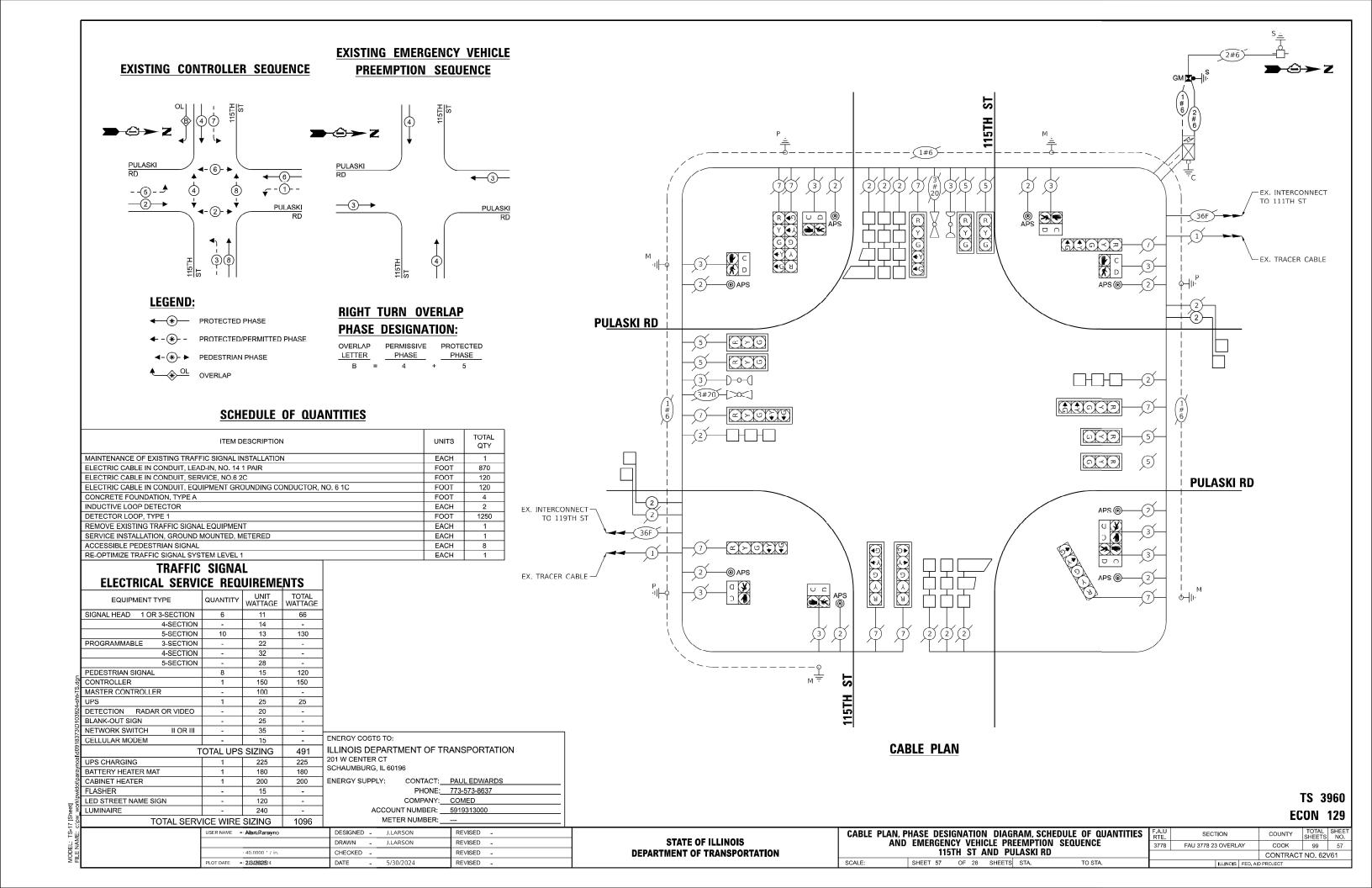
REVISED -

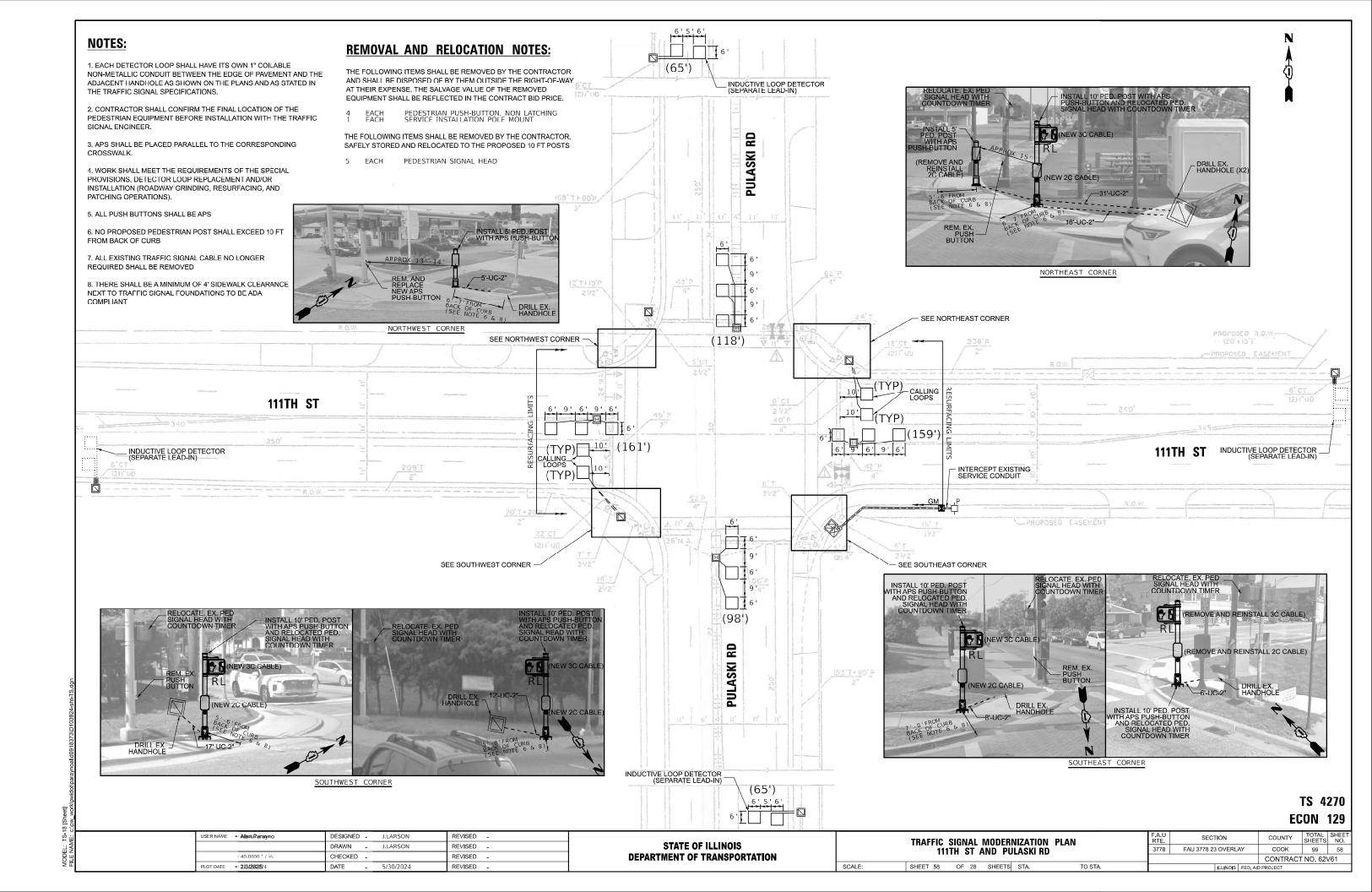
ECON 129 FOR INFORMATION ONLY (SHEET 3 OF 3) 119TH ST AND PULASKI RD

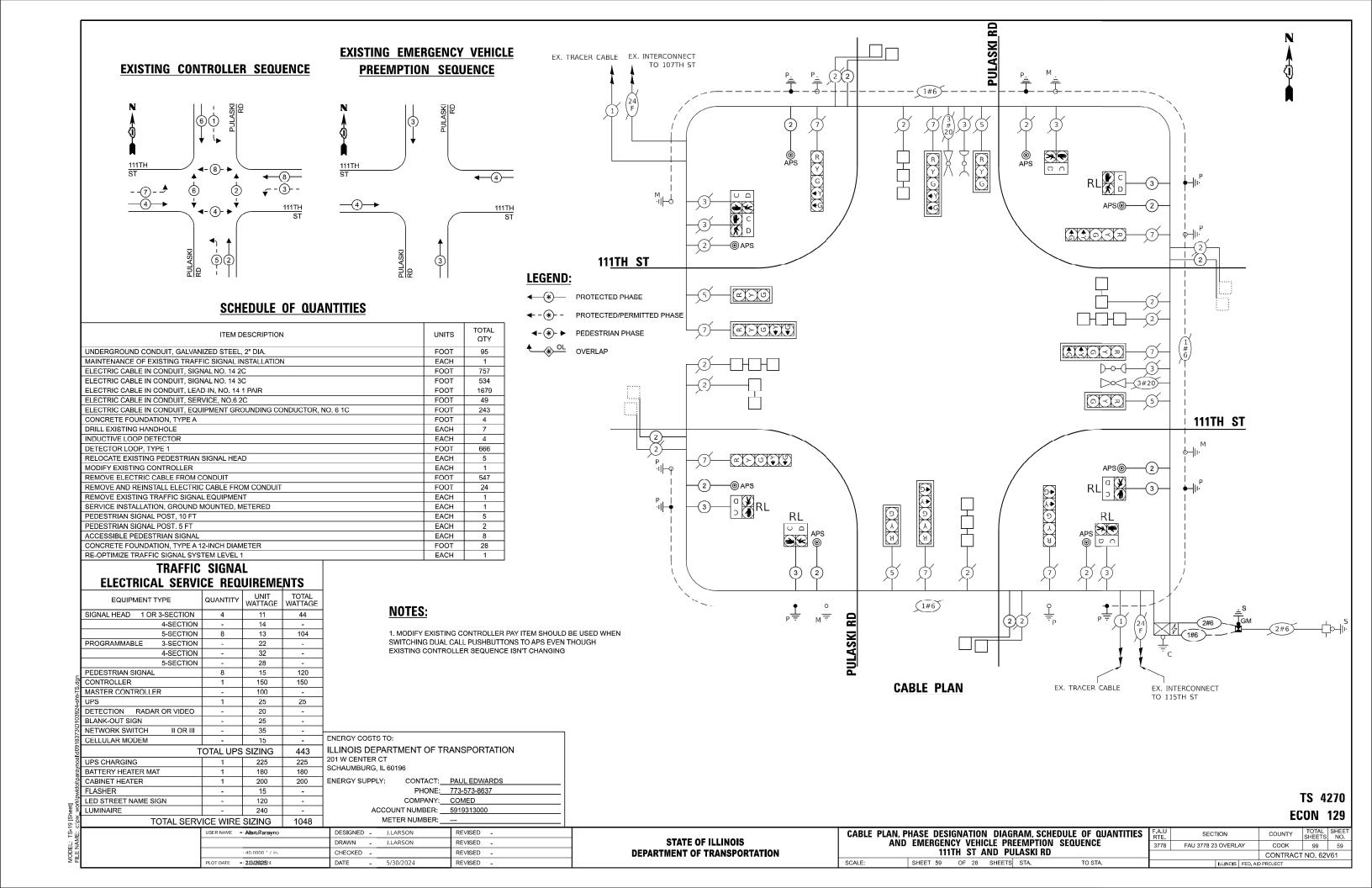
A.U SECTION COUNTY TOTAL SHEETS NO.
778 FAU 3778 23 OVERLAY COOK 99 5.

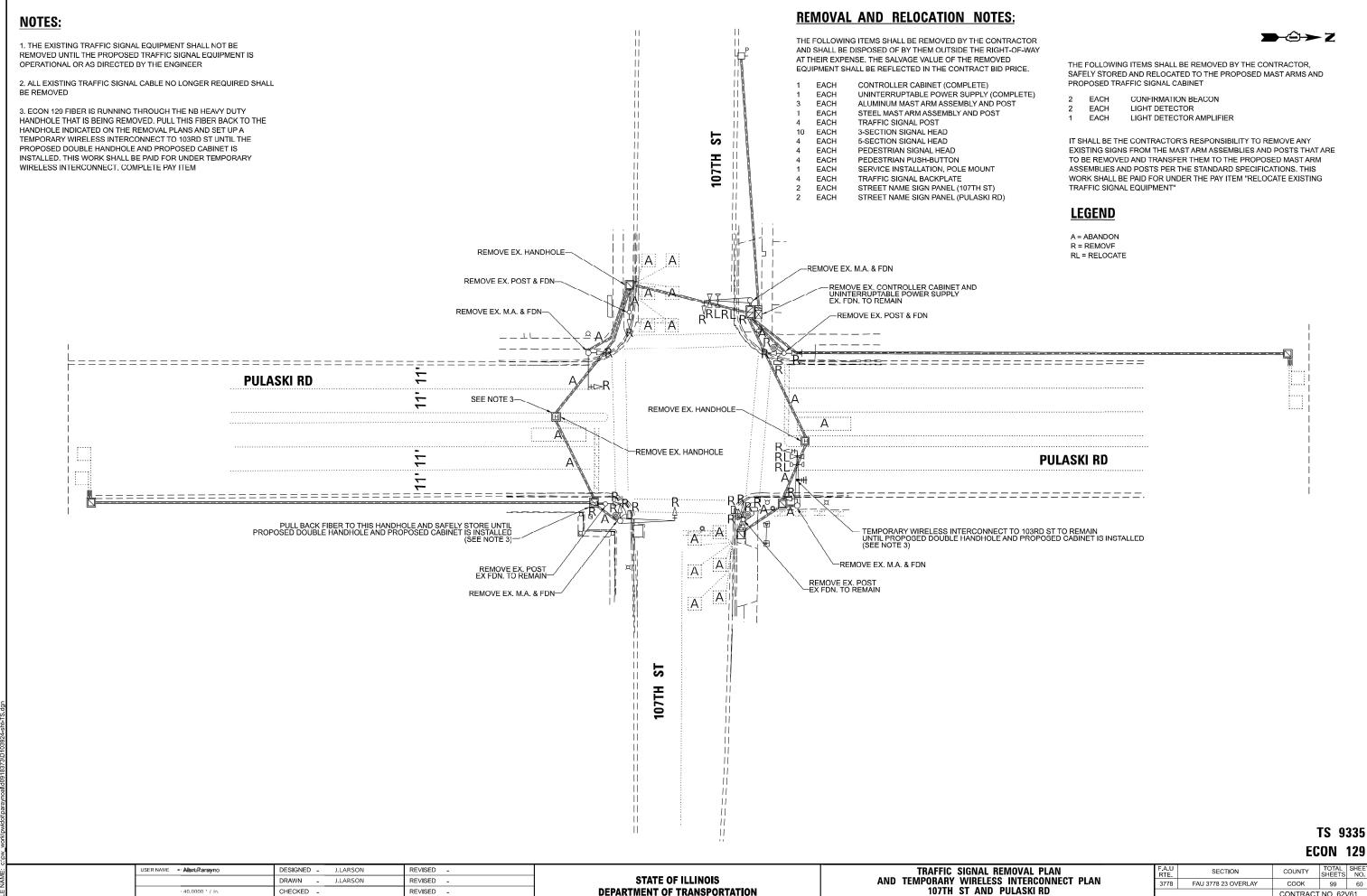
CONTRACT NO. 62V61











PLOT DATE =: 2/23/28/02/52/4

DATE

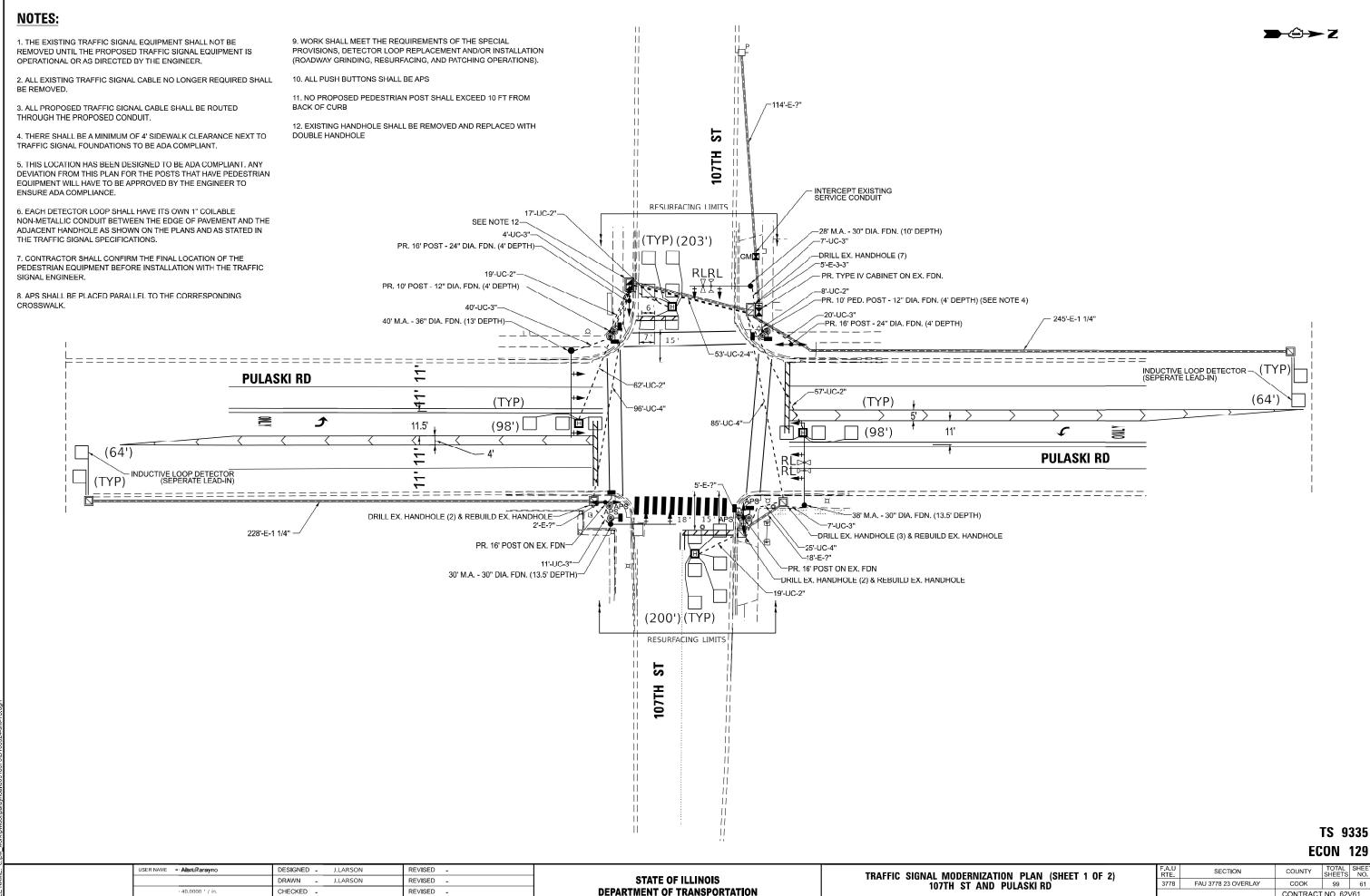
REVISED

DEPARTMENT OF TRANSPORTATION

SCALE:

107TH ST AND PULASKIRD SHEET 60 OF 28 SHEETS STA.

99 60 CONTRACT NO. 62V61



PLOT DATE =: 2/23/28/02/52/4

DATE

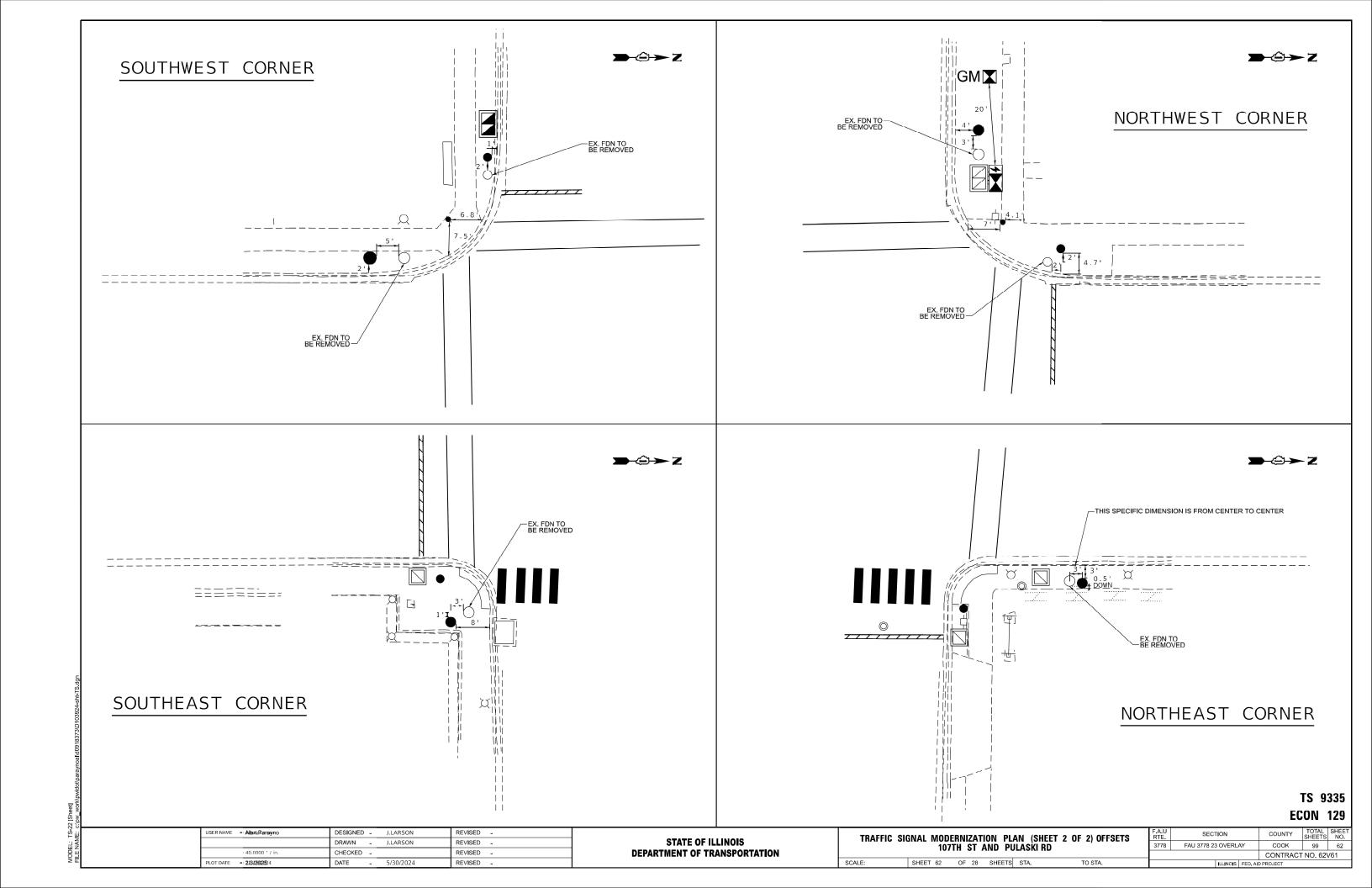
REVISED

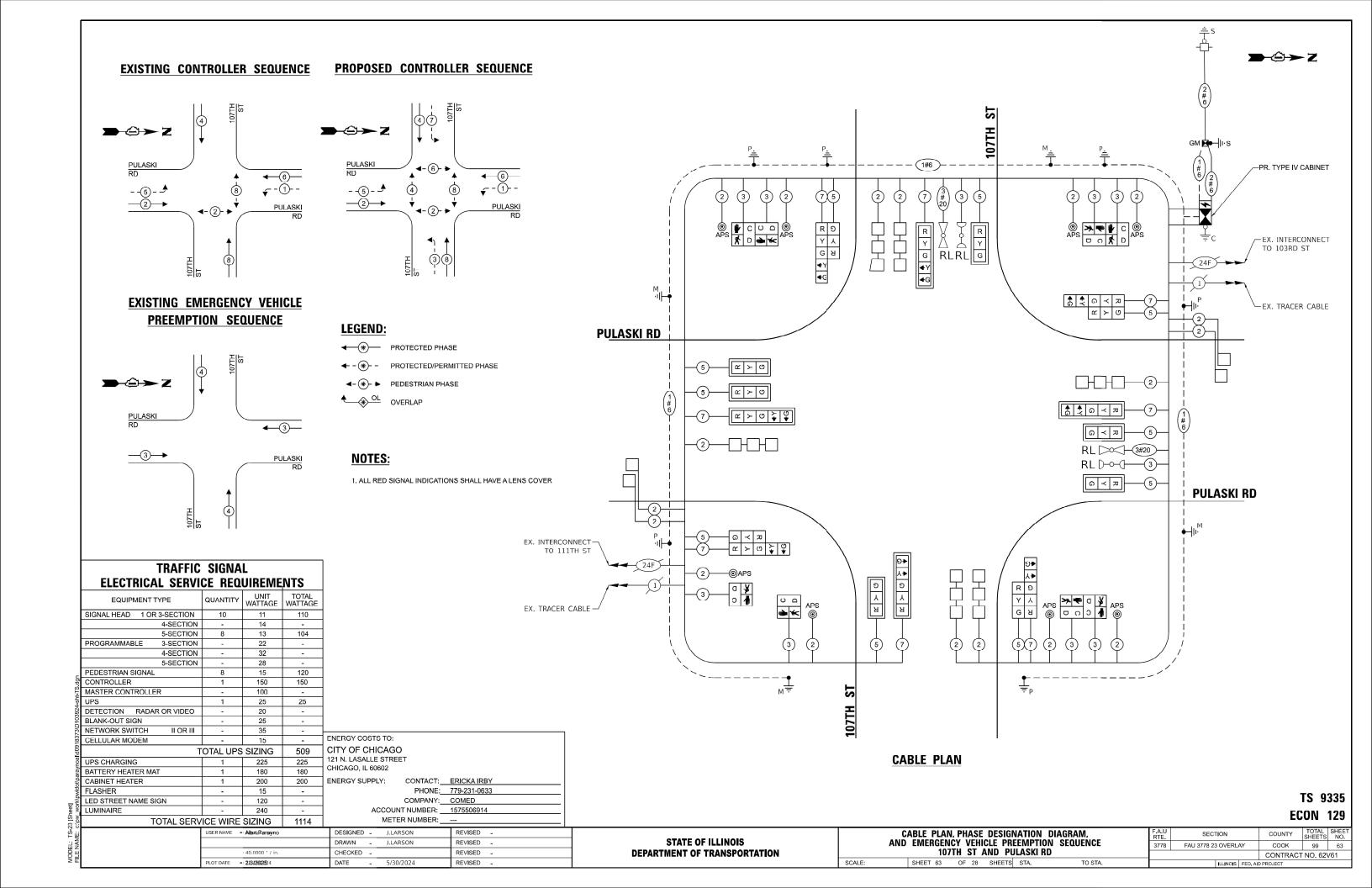
DEPARTMENT OF TRANSPORTATION

SCALE:

107TH ST AND PULASKI RD SHEET 61 OF 28 SHEETS STA.

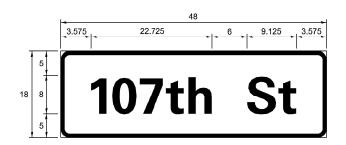
99 61 CONTRACT NO. 62V61



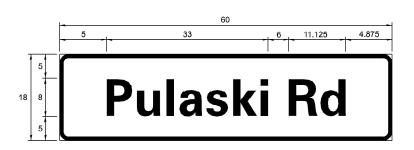


SIGN PANEL - TYPE 1

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SERIES	(SQ FT)	TYPE	TYPE	REQUIRED
D	6.0	1	ZZ	



DESIGN	AREA	SIGN PANEL	SHEETING	QTY
SFRIFS	(SQ FT)	TYPF	TYPF	RFQUIRFD
D	7.5	1	ZZ	

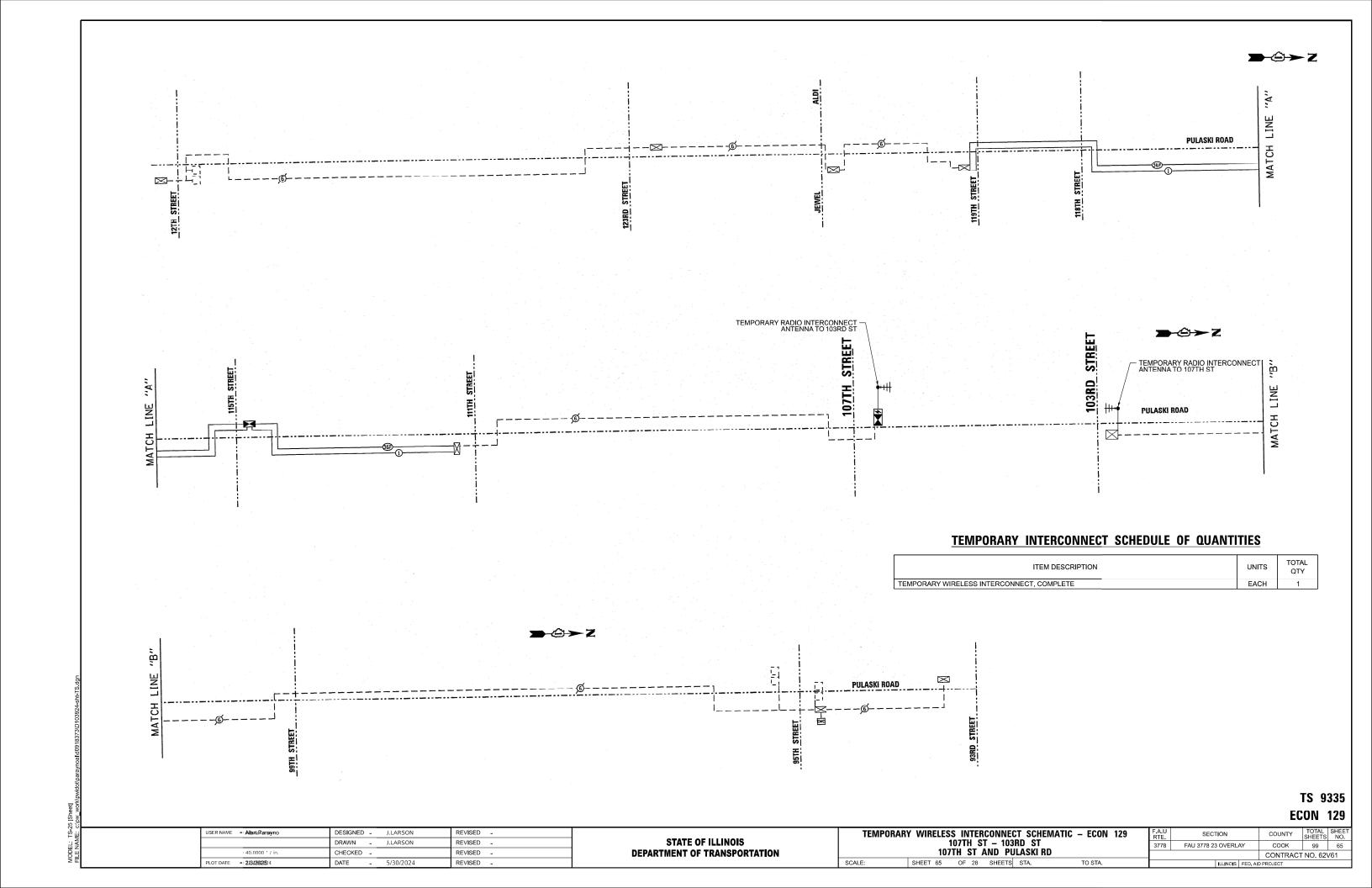
NOTE: FOR ADDITIONAL DESIGN AND INSTALLATION INFORMATION PLEASE SEE DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS DETAIL.

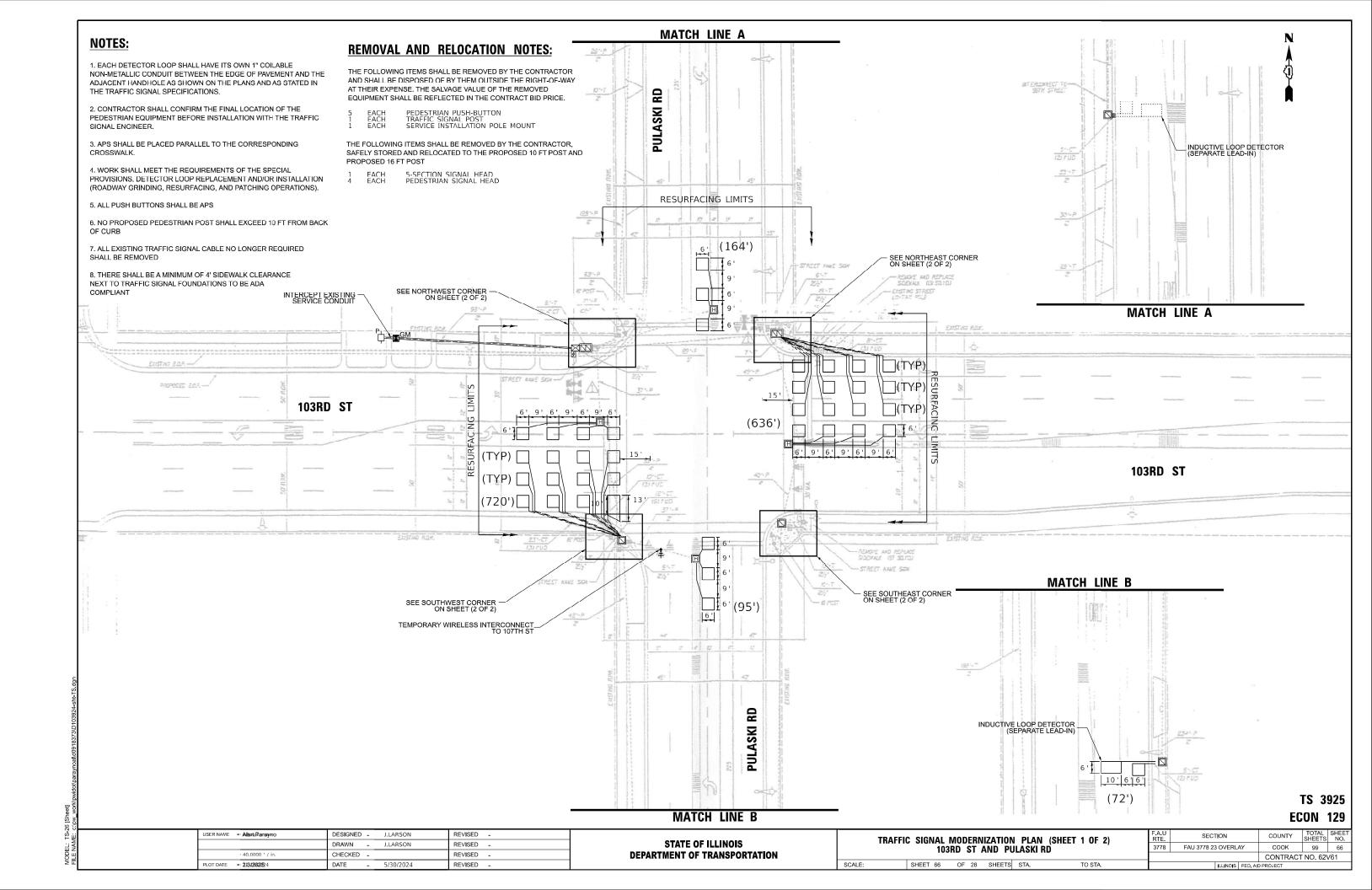
SCHEDULE OF QUANTITIES

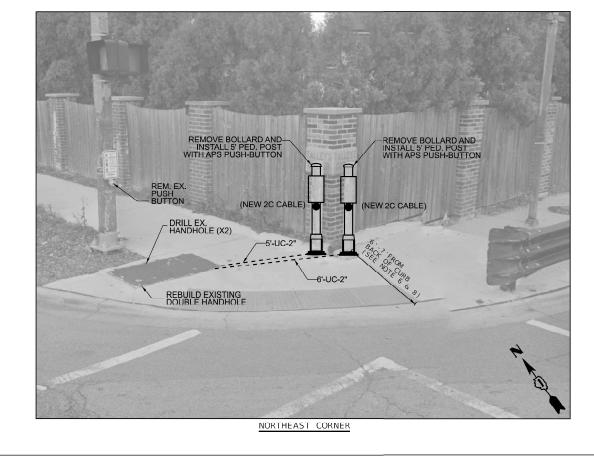
ITEM DESCRIPTION	UNITS	TOTAL QTY
SIGN PANEL - TYPE 1	SQ FT	27
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	182
UNDERGROUND CONDUIT, GALVANIZED STEEL, 3" DIA.	FOOT	89
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	312
HEAVY-DUTY HANDHOLE	EACH	4
DOUBLE HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1037
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1292
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1505
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	1241
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	2183
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	123
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	708
TRAFFIC SIGNAL POST, 16 FT.	EACH	4
STEEL MAST ARM ASSEMBLY AND POLE, 28 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 30 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 38 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 40 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	12
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	37
CONCRETE FOUNDATION, TYPE E 36-INCH DIAMETER	FOOT	13
DRILL EXISTING HANDHOLE	EACH	14
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, MAST-ARM MOUNTED	EACH	6
SIGNAL HEAD, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, BRACKET MOUNTED	EACH	4
SIGNAL HEAD, LED, 1-FACE, 5-SECTION, MAST-ARM MOUNTED	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	8
TRAFFIC SIGNAL BACKPLATE, LOUVERED, FORMED PLASTIC	EACH	10
INDUCTIVE LOOP DETECTOR	EACH	10
DETECTOR LOOP, TYPE I	FOOT	727
RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	3825
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	3
REMOVE EXISTING HANDHOLE	EACH	3
REMOVE EXISTING CONCRETE FOUNDATION	EACH	6
EMERGENCY VEHICLE PRIORITY SYSTEM LINE SENSOR CABLE, NO. 20 3/C	FOOT	238
SERVICE INSTALLATION - GROUND MOUNTED, METERED	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT	EACH	2
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET, SPECIAL	EACH	1
UNINTERRUPTABLE POWER SUPPLY AND CABINET (SPECIAL)	EACH	1
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
LED SIGNAL FACE, LENS COVER	EACH	18
LED SIGNAL FACE, LENS COVER		

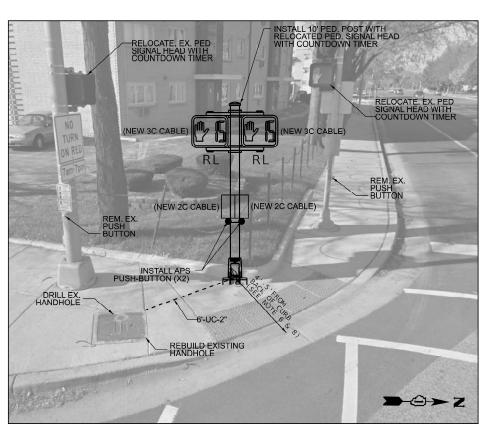
TS 9335 ECON 129

USER NAME =: Allanti Parayino	DESIGNED - J.LARSON	REVISED -			MAST ARN	1 MOL	JNTEI	D STF	EET NAME	E SIGNS		F.A.U RTF	SECTION	COUNTY	TOTAL	SHEET NO
	DRAWN - J.LARSON	REVISED -	STATE OF ILLINOIS						DUANTITIES	S		3778	FAU 3778 23 OVERLAY	соок	99	64
: 40,0000 * / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		10	7TH S	T AN	<u>ID PU</u>	LASKI RD					CONTRAC	CT NO. 62	2V61
PLOT DATE =: 2/23/2502/52/4	DATE - 5/30/2024	REVISED -		SCALE:	SHEET 64	OF :	28 5	SHEETS	STA.	TO	STA.		ILLINOIS FED. A	AID PROJECT		

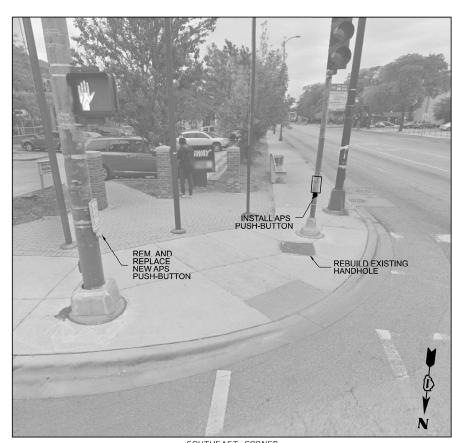








SOUTHWEST CORNER

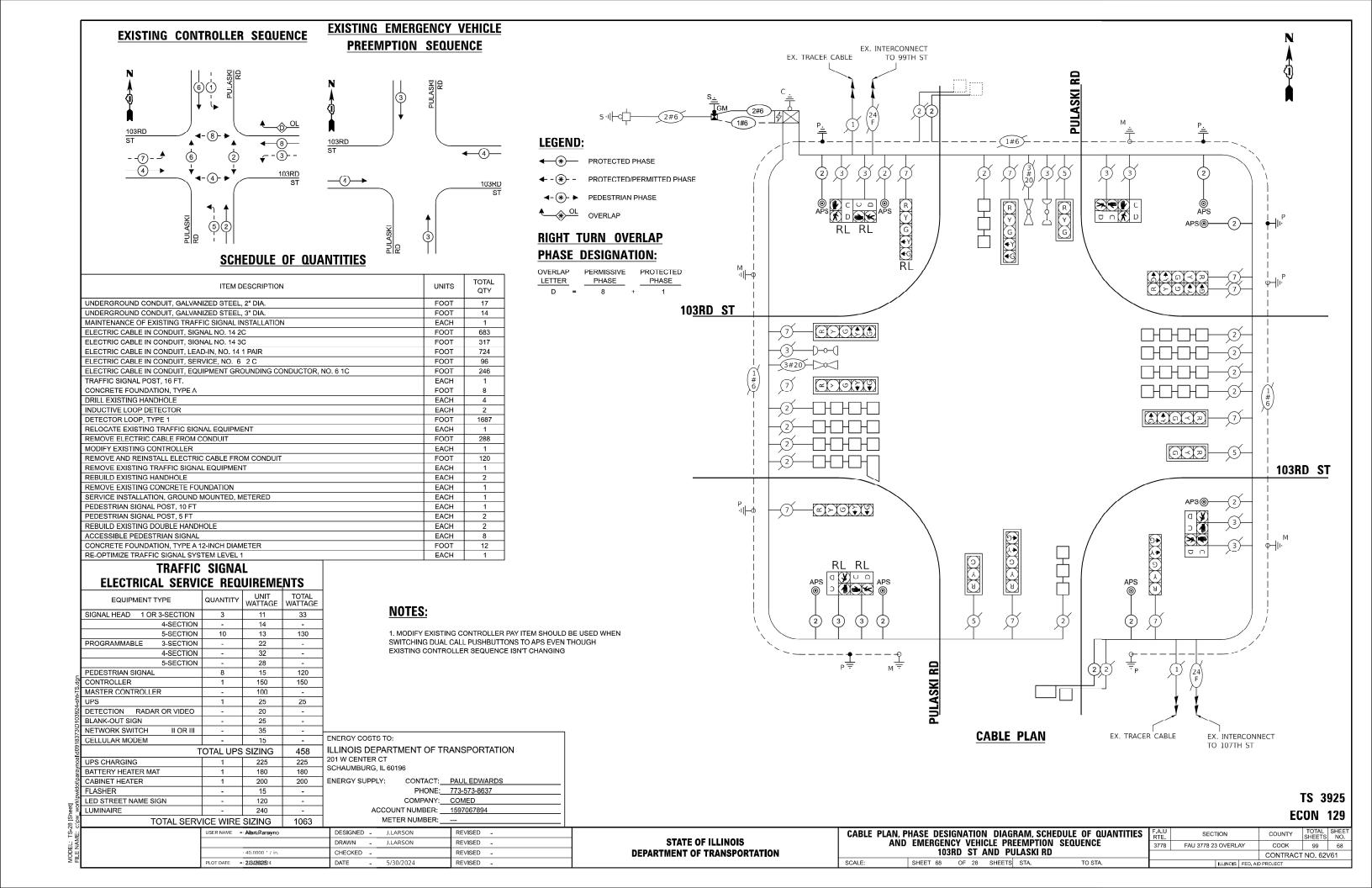


SOUTHEAST CORNER

TS 3925 ECON 129

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

							F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS					
ı	103RD ST AND PULASKI RD							FAU 3778 23 OVERLAY	соок	99	67				
I								CONTRACT NO. 62							
I	SCALE:	SHEET 67	OF :	28 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT							

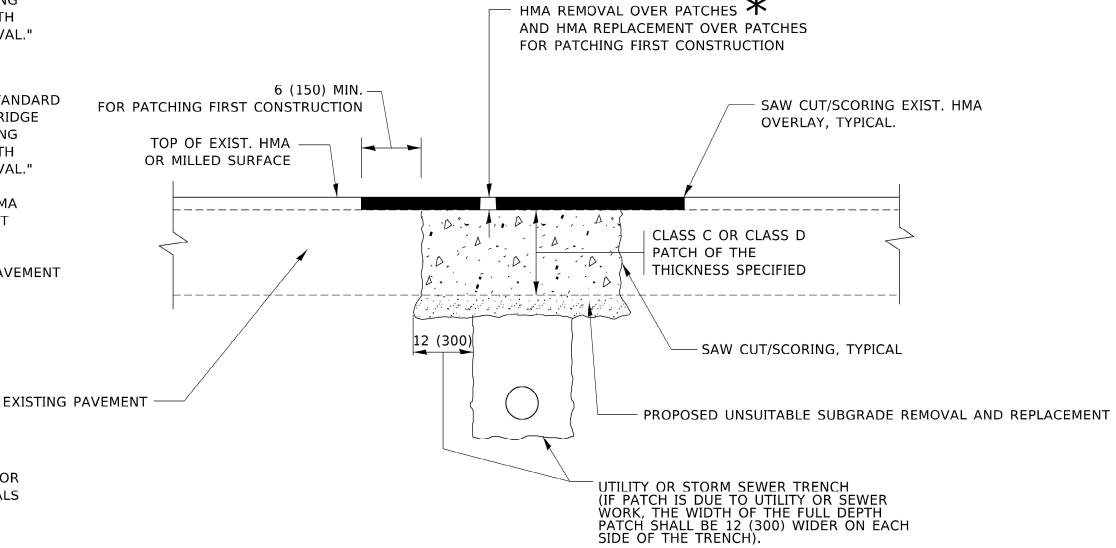


METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

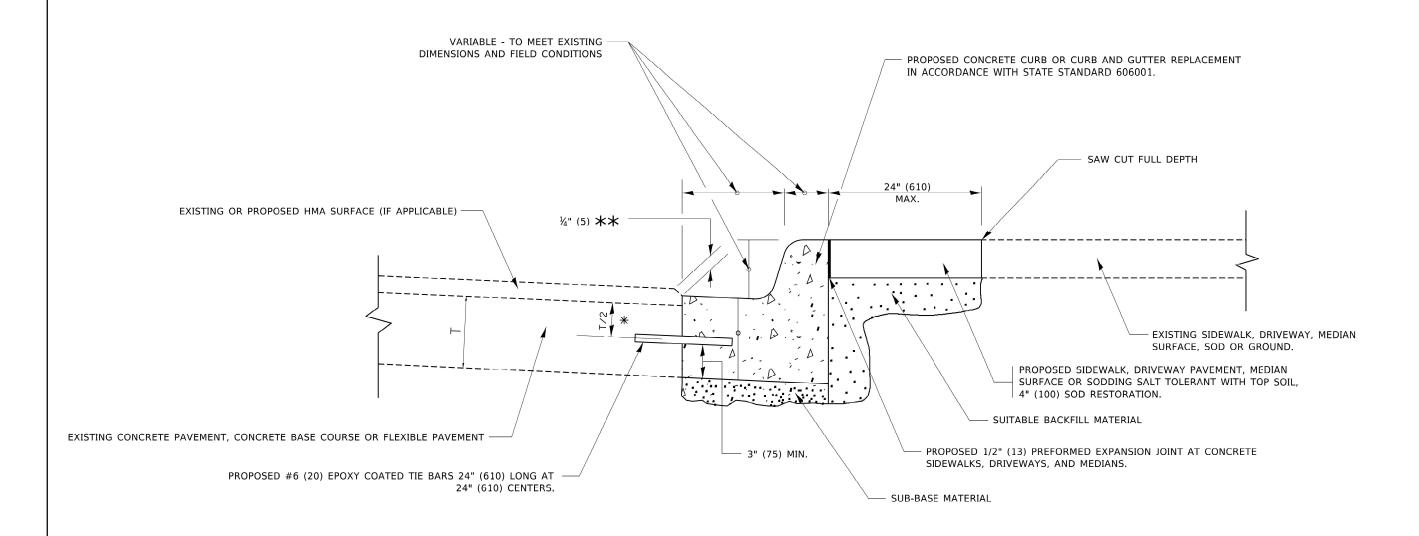
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07		PAVEMENT PATCHING FOR				F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS		UMAA CUDI	ACED DAVENSENT		3778	FAU 3778 23 OVERLAY	соок	99	69
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION	HMA SURFACED PAVEMENT					BD400-04 (BD-22)	CONTRACT	NO.62V	ô1
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1 OF 1	SHEETS STA.	TO STA.		ILLINOIS FED.	AID PROJECT		

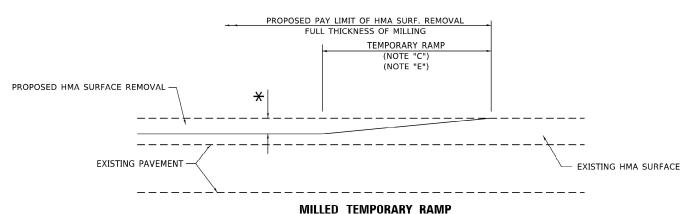


- X 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- $\star\star$ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

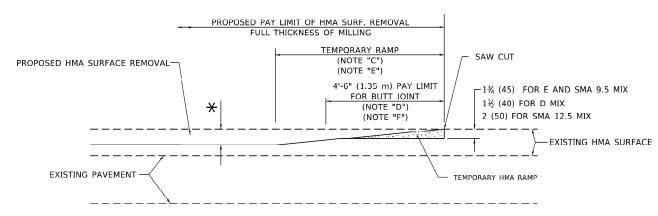
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

	USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97		CURB OR CURB AND GUTTER	F.A.U RTE.	SECTION	COUNTY	TOTAL S	HEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS	REMOVAL AND REPLACEMENT	3778	FAU 3778 23 OVERLAY	соок	99	70
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION	NEIVIOVAL AIND NEFLAGEIVIEIVI		BD600-06 (BD-24)	CONTRACT	T NO.62V6	<u>1</u>
	PLOT DATE = 7/11/2019	DATF - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		LILLINOIS FED.	AID PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

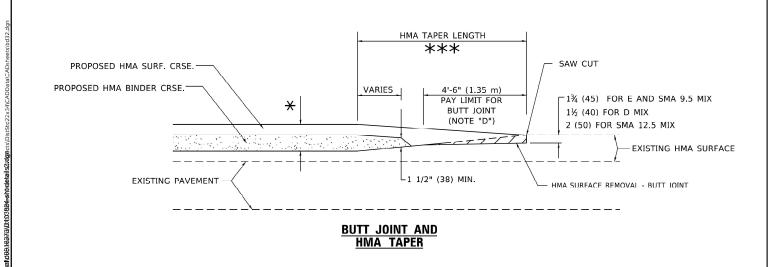


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



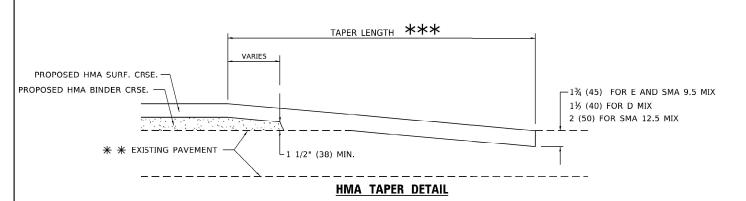
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED HMA OR PCC
SURFACE REMOVAL - BUTT JOINT
30'-0" (9.0 m) (NOTE "A")
15'-0" (4.5 m) (NOTE "B")
(NOTE "D")
40'-0" (12.0M) (NOTE "A1")

** * EXISTING PAVEMENT

BUTT JOINT DETAIL



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE TEMP. RAMP AT A RATE OF 3' 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- *** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

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

SCALE: NONE

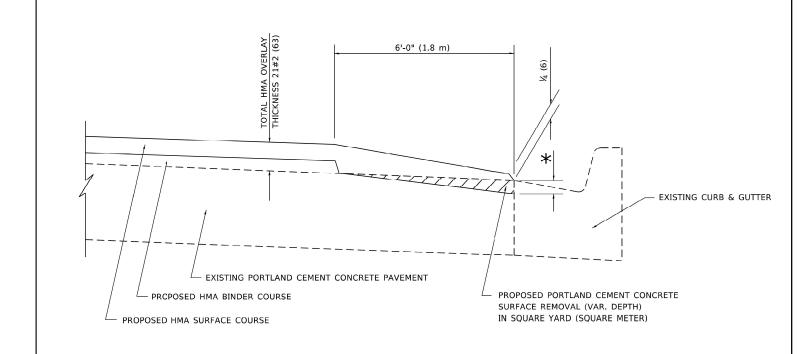
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

COUNTY

COOK

CONTRACT NO.62V61

99



HMA TAPER AT EDGE OF PCC PAVEMENT

HMA SURFACE COURSE		HMA BINDER COURSE		
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG	
D	1½ (38)	1 (25)	1¼ (33)	
E OR SMA 9.5	1¾ (44)	³¼ (19)	1½ (38)	

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

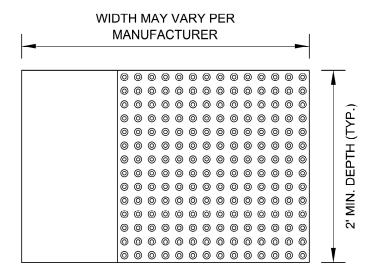
USER NAME = Lawrence.DeManche	DESIGNED	-	R. SHAH	REVISED	-	E. GOMEZ 12-21-00
	DRAWN	-	JIS	REVISED	-	R. BORO 01-01-07
PLOT SCALE = 100,0000 ' / in.	CHECKED	-	A. ABBAS	REVISED	-	JP CHANG 07-08-16
PLOT DATE = 11/18/2022	DATE	_	09-10-94	REVISED	-	K. SMITH 11-18-22

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

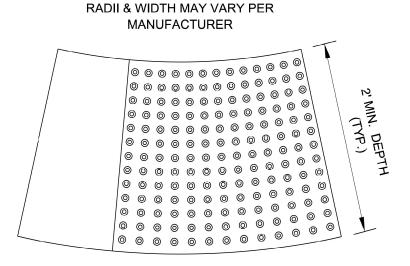
			H	M	A TAPER	AT
		EDO	GE ()F	P.C.C. PA	VEMENT
COLE, NONE	СПССТ	1	ΩE	1	CHEETC	CTA

F.A.U RTE. SECTION				COUNTY	TOTAL SHEETS	SHE
3778	FAU 3778	3 23 OVERL	соок	99	72	
В	D400-06	BD-33	CONTRACT	NO.62	V 61	
		ILLINOIS	FED. A	ID PROJECT		

STRAIGHT DETECTABLE WARNING UNITS



RADIAL DETECTABLE WARNING UNITS

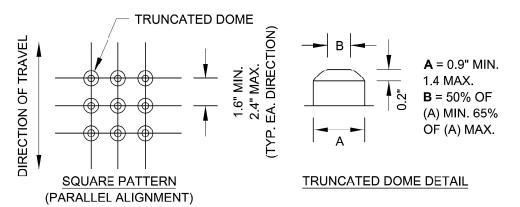


DETECTABLE WARNING UNIT SIZES

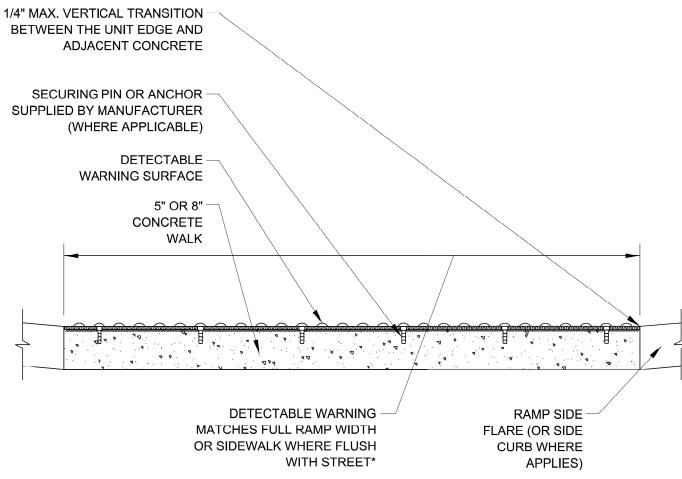
- VERIFY ALL DIMENSIONS WITH THE PRODUCT MANUFACTURER.
- IF USING RADIAL UNITS, VERIFY THAT THE CURB RADIUS MATCHES AVAILABLE UNIT RADII WITH THE PRODUCT MANUFACTURER.

GENERAL NOTE:

THE ROWS OF DOMES IN THE DETECTABLE WARNING MATERIAL MUST BE ALIGNED WITH THE PATH OF WHEELCHAIR TRAVEL WHICH IS REQUIRED TO BE PERPENDICULAR TO THE GRADE BREAK AT THE BOTTOM OF THE RAMP TO PERMIT TRACKING BETWEEN DOME ROWS. ON BLENDED TRANSITIONS OR FLUSH TRANSITIONS, WHERE RADIAL UNITS ARE SITUATED ABOUT THE CURB RADIUS, DOME ORIENTATION IS NOT SIGNIFICANT.



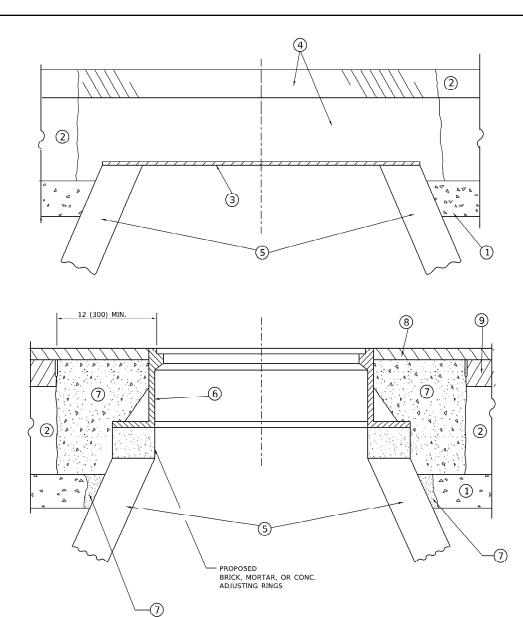
UNIT PATTERN & DOME DETAIL



*A BORDER OF 2 INCHES OR LESS AROUND THE DETECTABLE WARNING SURFACE IS
ACCEPTABLE IF REQUIRED FOR PROPER INSTALLATION OF THE DETECTABLE WARNING SURFACE PRODUCT

DETECTABLE WARNING UNIT SECTION

USER NAME = footemj	DESIGNED -	REVISED -	OTATE OF HUMOIO		CITY OF CHICAGO		F.A.U RTE.	SECTION	COUNTY	TOTAL SHEET NO.
	DRAWN -	REVISED -	STATE OF ILLINOIS	DETECTABLE WARNINGS			3778	FAU 3778 23 OVERLAY	соок	99 73
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		DETECTABLE WARNINGS			BD 58	CONTRACT	T NO.62V61
PLOT DATE = 10/8/2019	DATE - 06-20-2017	REVISED -		SCALE: NONE	SHEET 1 OF 1 SHEETS STA.	TO STA.		ILLINOIS FED. A	ID PROJECT	



DETAILS FOR FRAMES AND LIDS ADJUSTMENT

NOTES

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

STAGE 1 (BEFORE PAVEMENT MILLING)

CONSTRUCTION PROCEDURES

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

① SUB-BASE GRANULAR MATERIAL

(6) FRAME AND LID (SEE NOTES)

(2) EXISTING PAVEMENT

(7) CLASS PP-2* CONCRETE

(3) 36 (900) DIAMETER METAL PLATE

(8) PROPOSED HMA SURFACE COURSE

(4) PROPOSED CRUSHED STONE AND HMA SURFACE MIX

(9) PROPOSED HMA BINDER COURSE

(5) EXISTING STRUCTURE

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

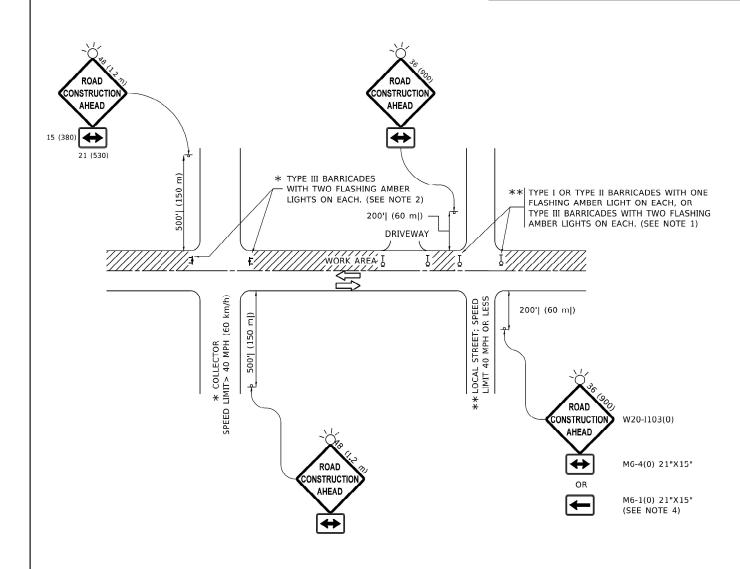
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

REVISED - R. BORO 03-09-11 JSER NAME = Lawrence.DeManche DESIGNED -R. SHAH DRAWN REVISED - R. BORO 12-06-11 HECKED REVISED - K. SMITH 11-18-22 10-25-94 DATE REVISED - K. SMITH 09-15-23 PLOT DATE = 9/15/2023

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING SCALE: NONE SHEET 1 OF 1 SHEETS STA.

3778 FAU 3778 23 OVERLAY COOK 99 BD600-03 (BD-08) CONTRACT NO.62V61



NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTICN 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) IN HEIGHT
- 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).

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

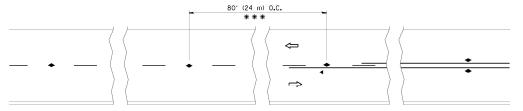
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = Lawrence.DeManche	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 5/3/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

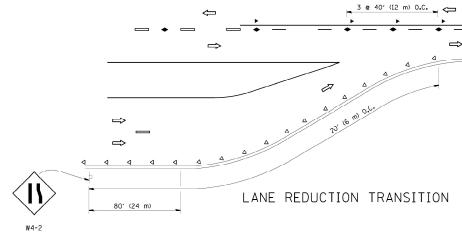
							TION FOR DRIVEWAYS
SCALE: NONE	SHEET	1	OF	1	SHEETS	STA.	TO STA.

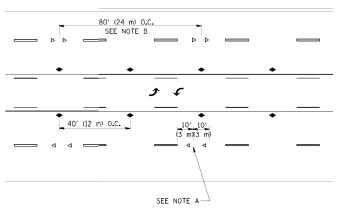
	TC-10		CONTRACT	NO.62\	/61	
3778 FAU 3778 23 OVERLAY				соок	99	75
F.A.U RTE.	SECT	ION	COUNTY	TOTAL SHEETS	SHEE NO.	



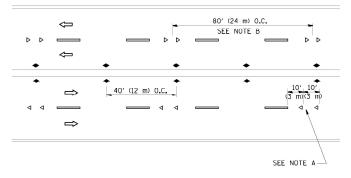
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

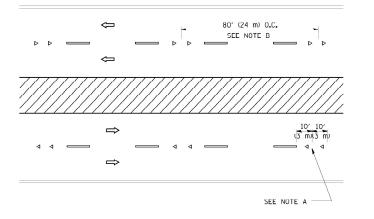




TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

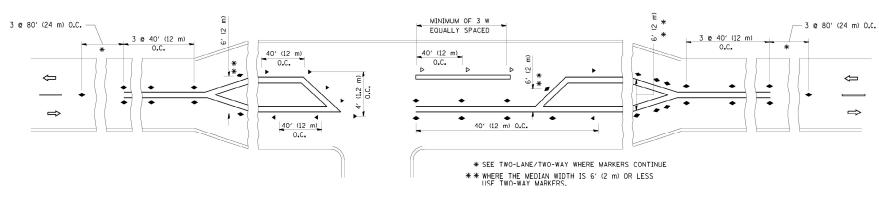
---- YELLOW STRIPE

----- WHITE STRIPE

- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER (₩/O)
- ◆ TWO-WAY AMBER MARKER

DESIGN NOTES

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



LEFT TURN

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

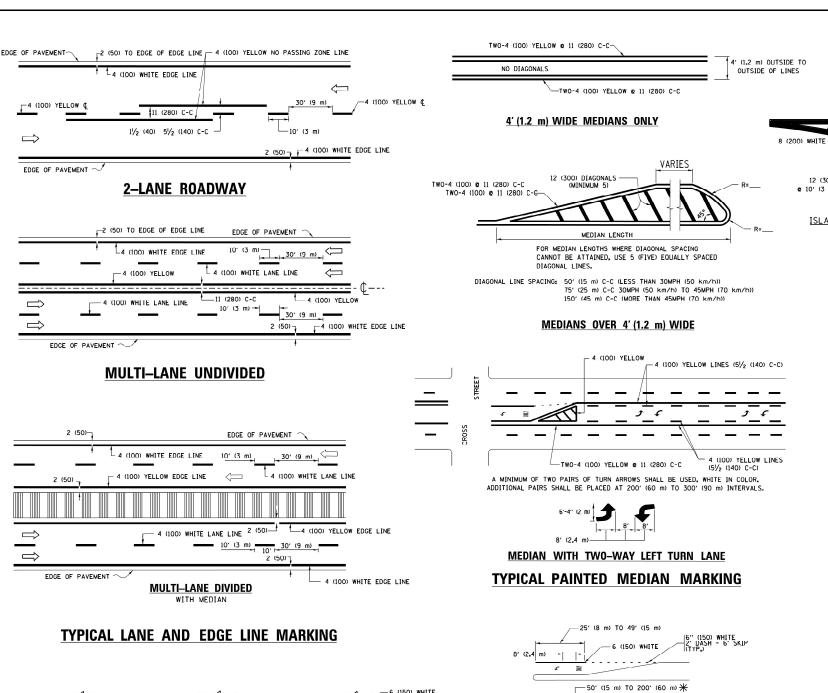
FILE NAME -	USER NAME - leysa	DESIGNED -	REVISED	T. RAMMACHER 09-19-94
c:\pw_work\pwidot\leysa\d0108315\tc11.dgn		DRAWN -	REVISED	-T. RAMMACHER 03-12-99
	PLOT SCALE = 50.000 '/ IN.	CHECKED -	REVISED	-T. RAMMACHER 01-06-00
	PLOT DATE = 3/2/2011	DATE -	REVISED	- C. JUCTUS 09-09-0

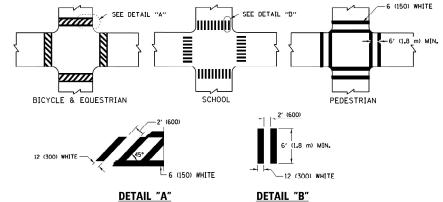
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS	F.A.U. RTE.
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)	3778
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. R

work (pwidot) paraynoalidus 1837 31D 103924-snt-details.

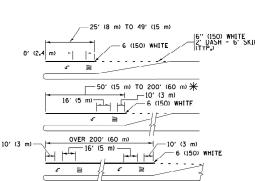
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TYPICAL CROSSWALK MARKING

* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF

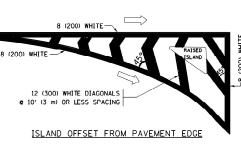


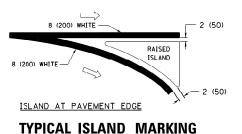
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. ↑ AREA = 15.6 SO. FT. (1.5 m²) () AREA = 20.8 SO. FT. (1.9 m²)

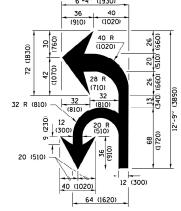
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF

TYPICAL LEFT (OR RIGHT) TURN LANE

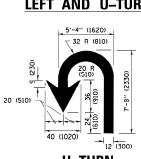
TYPICAL TURN LANE MARKING

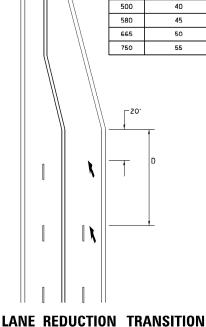






COMBINATION LEFT AND U-TURN





D(FT)

345

425

SPEED LIMIT

30

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH, 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EOUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 e 6 (150) 12 (300) e 45° 12 (300) e 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1,8 m) APART 2' (600) APART 2' (600) APART 5EE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1,2 m) IN ADVANCE OF AND PARALLEL TO CROSSMALK, IF PRESENT. OTHERWISE, PLACE AT DESIFIED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE. WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS & 45°	SOLID	WHITE	DIACONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 ARFA OF: "R"=3.6 SO. FT. (0.33 m²) EACH "X"=54.0 SO. FT. (5.0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) ø 45°	SOLID	WHITE - RICHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

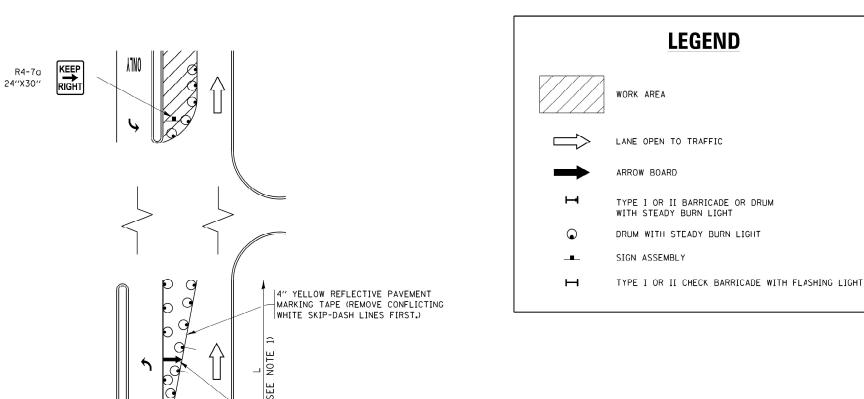
SCALE: NONE

DESIGNED - EVERS REVISED C. JUCIUS 09-09-09 FILE NAME = USER NAME = footemj :\\ILØ84EBIDINTEG.:11 enta\IDOT Offices\District 1\Projects\I taRAWN\CADData\CADaheeta\tc13.dor REVISED C. JUCIUS 07-01-13 CHECKED REVISED C. JUCIUS 12-21-15 DATE C. JUCTUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SECTION COUNTY DISTRICT ONE 3778 FAU 3778 23 OVERLAY COOK 99 77 TYPICAL PAVEMENT MARKINGS CONTRACT NO.62V61 SHEET 1 OF 1 SHEETS STA. TO STA.

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

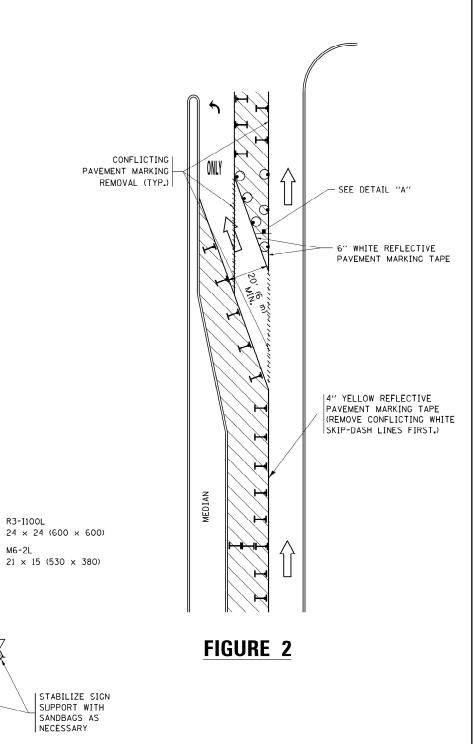


ARROW BOARD



- 1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
 - B) WHEN "L" IS \gt THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- 2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

TURN LANE

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

REVISED -T. RAMMACHER 09-08-94 REVISED - R. BORO 09-14-09 FILE NAME = USER NAME = footemj :\\ILØ84EBIDINTEG.111:n enta\IDOT_Offices\District_1\Projects\D SHREWISED - A. SCHUETZE 07-01-13 REVISED A. HOUSEH 10-12-96 REVISED - A. SCHUETZE 09-15-16 REVISED -T. RAMMACHER 01-06-00 REVISED PLOT DATE = 9/15/2016

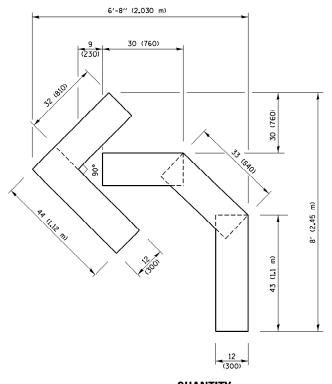
FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SCALE: NONE SHEET 1 OF 1 SHEETS STA.

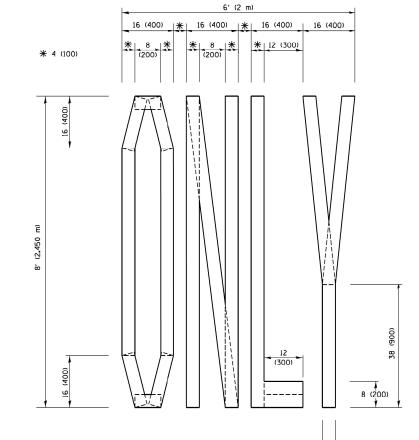
TOTAL SHEE SHEETS NO. SECTION COUNTY FAU 3778 23 OVERLAY COOK 99 78 3778 CONTRACT NO.62V61

SEE DETAIL "A"

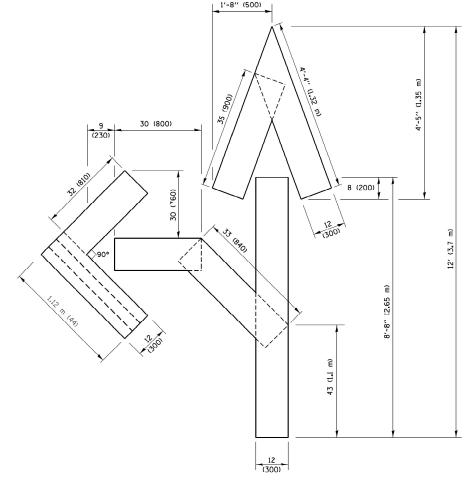


QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m) 15.2 sq. ft. (1.41 sq. m)



4 (100) LINE = 64.1 ft. (19.5 m) 21.4 sq. ft. (1.99 sq. m)

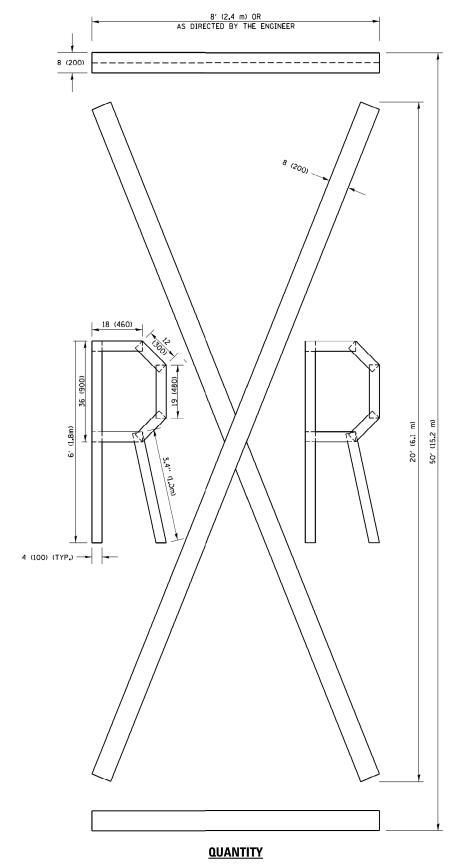


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m) 27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 4" LINES TO MATCH THE 4" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



4 (100) LINE = 225.9 ft. (68.9 m) 75.3 sq. ft. (6.99 sq. m)

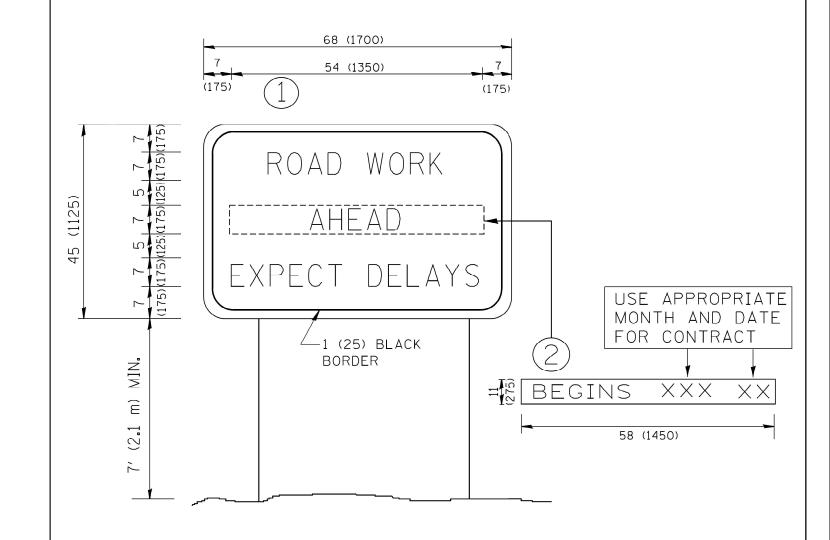
All dimensions are in inches (millimeters) unless otherwise shown.

ш̈	FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED	-T. RAMMACHER 03-02-9
AAN	pw:\\ILØ84EBIDINTEG.:1l1:no13.gov:PWIDOT\Do	USER NAME = footemj cuments/IDOT Offices/District 1/Projects/Dist	G ORAWN \CADData\CADsheets\tc16.dgn	REVISED	-E. GOMEZ 08-28-00
FILE		PLOT SCALE = 50.0000 '/ in.	CHECKED -	REVISED	-E. GOMEZ 08-28-00
Ш		PLOT DATE = 9/15/2016	DATE - 09-18-94	REVISED	- A. SCHUFTZF 09-15-16

QUANTITY

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

				F.A.U. RTE.	SECTION	COUNTY	TOT SHEE	
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			3778	FAU 3778 23 OVERLAY	COOK	99		
	1					TC-16	CONTRACT	NO.
SCALE: NONE	SHEET NO. 1 OF 1	SHEETS	STA.	TO STA.	FFD. R	OAD DIST, NO. 1 ILLINOIS FED. AL	D PROJECT	



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.

SHEET NO. 1

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

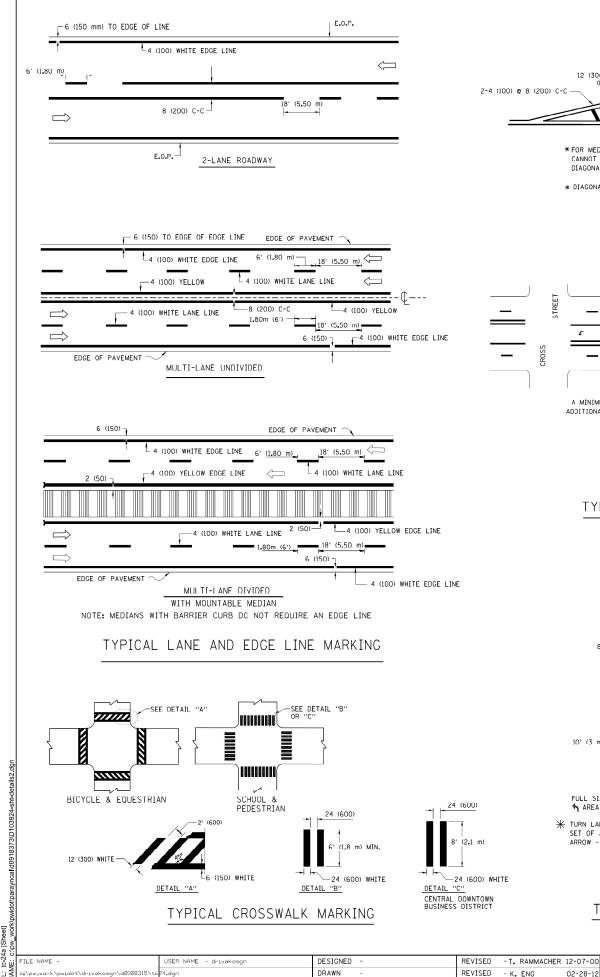
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

;;					
ш̈	FILE NAME =	USER NAME = gaglianobt	DESIGNED -	REVISED	- R. MIRS 09-15-97
₹	W:\diststd\22x34\tc22.dgn		DRAWN -	REVISED	- R. MIRS 12-11-97
Ē		PLOT SCALE = 50.000 '/ [N.	CHECKED -	REVISED	-T. RAMMACHER 02-02-99
正		PLOT DATE = 1/4/2008	DATE -	REVISED	- C. JUCIUS 01-31-07

STATE OF ILLINOIS					
DEPARTMENT OF	TRANSPORTATION				

SCALE: NONE

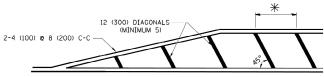
ARTE	ERIAL RO	AD		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEI NO
INEOD	MATION	CICN		3778	FAU 3778 23 OVERLAY	соок	99	80
INFORMATION SIGN				TC-22 CONTRACT N				/61
OF 1	SHEETS	STA.	TO STA.	FED. RO	DAD DIST. NO. 1 ILLINOIS FED. AI	D PROJECT		



CHECKED

DATE

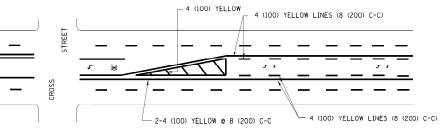
PLOT DATE = 3/1/2012



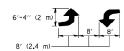
*FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

* DIAGONAL LINE SPACING: 20' (6.1 m) C-C

PAINTED MEDIANS

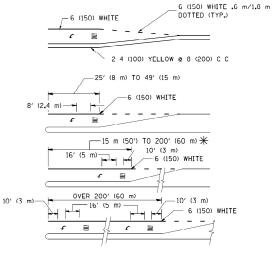


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR, ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

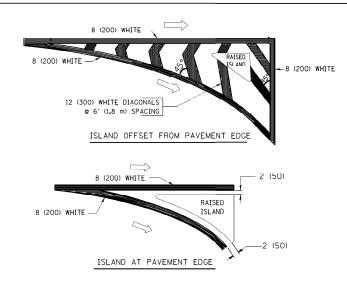


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. \P AREA = 15.8 SO. FT. (1.47 m²) ONLY AREA = 22.9 SO. FT. (2.13 m²)

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

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING



TYPICAL ISLAND MARKING

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACINC / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	8 (200) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	8 (200) C-C
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	6' (1.80 m) LINE WITH 18' (5.50 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MOUNTABLE MEDIANS IN YELLOW: EDGE LINES ARE NOT USED NEXT TO BARRIER CURB
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4 m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 Ø 4 (100) EACH DIRECTION	SKIP-DASH AND SOLID	YELLOW	6' (1.8 m) LINE WITH 18' (5.50 m) SPACE FOR SKIP-DASH; 8 (200) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE
	8' (2.4 m) LEFT ARROW	IN PAIRS	WHITE	SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL & PEDESTRIAN)	12 (300) © 45° 24 (600) © 90°	SOLID SOLID	WHITE WHITE	2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1,2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, UNITEMINE, PLACE AT IDESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	8 (200) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 20' (6.1 m) (LESS THAN 30 MPH (50 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R":3.6 SO. FT. (0.33m ²) EACH "X":54.0 SO. FT. (5.0 m ²)

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STREET MARKING STANDARDS, PRINTED BY CITY OF CHICAGO, DEPARTMENT OF TRANSPORTATION, BUREAU OF TRAFFIC.

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

02-28-12 **D**

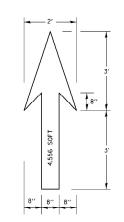
REVISED

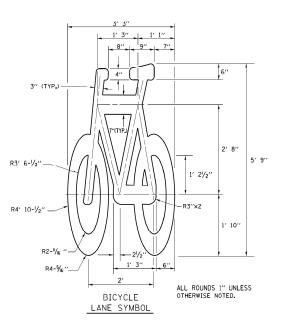
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	CIT	Y OF CHIC	AGO		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TYDICAL	AVENIENT	MARKINGS		3778	FAU 3778 23 OVERLAY	COOK	99	81
TYPICAL PAVEMENT MARKINGS						TC-24 CONTRACT NO.62		/61	
SCALE: NONE	SHEET NO. 1 OF 3	SHEETS	STA.	TO STA.	FED. RO	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			

te24 day 3/1/2012 7:47:44 AA4 House



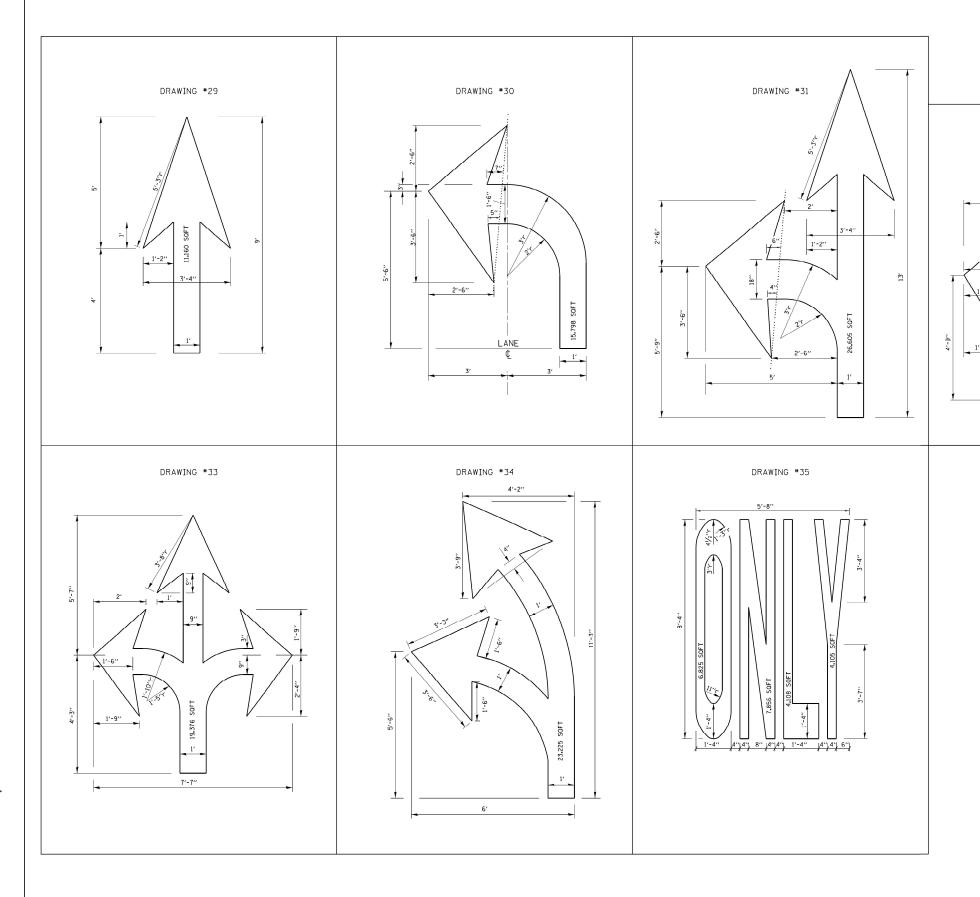


- NOTE:

 1.) FOR BIKE LANE SYMBOLS ONLY,

 USE PRE-FORMED THERMOPLASTIC WITH A MINIMUM THICKNESS OF 90 MILS, MINIMUM SKID RESISTANCE VALUE OF 60 BPN. & A MINIMUM INDEX OF REFRACTION OF 1.50.
- 2.) THE RESIDENT ENGINEER SHALL CONTACT MR. BEN GOMBERG AT 312-744-8093 AT LEAST ONE CALENDAR WEEK PRIOR TO INSTALLING BIKE LANE SYMBOLS.

TYPICAL BIKE LANE SYMBOLS DRAWING #28



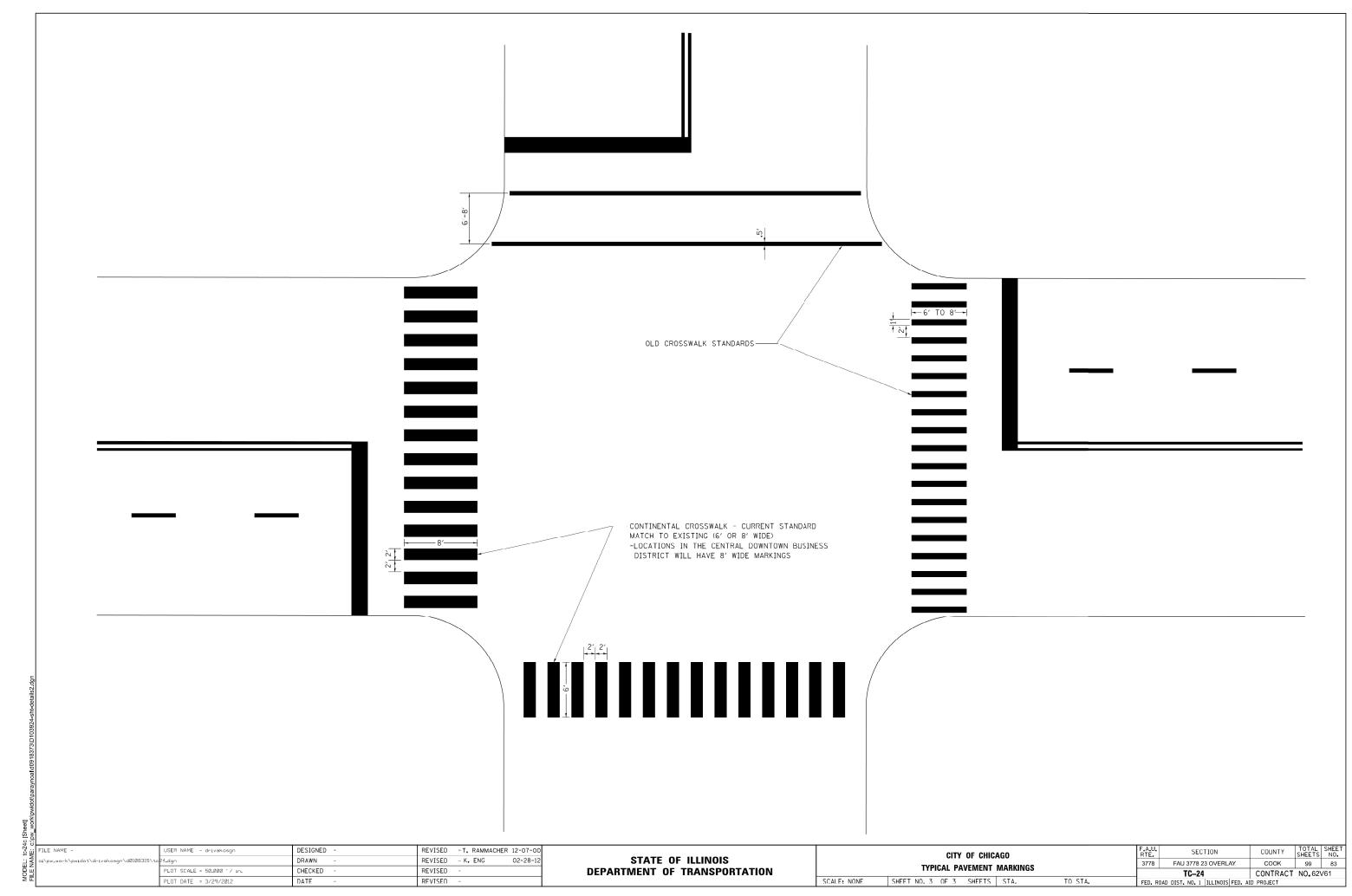
DESIGNED REVISED -T. RAMMACHER 12-07-00 FILE NAME -USER NAME - drivakosgn DRAWN REVISED - K. ENG 02-28-12 CHECKED REVISED DATE REVISED

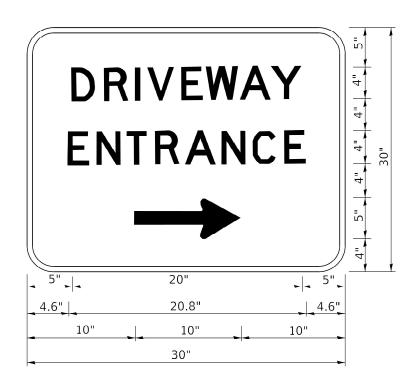
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

COUNTY TOTAL SHEET NO. COOK 99 82 SECTION CITY OF CHICAGO 3778 FAU 3778 23 OVERLAY TYPICAL PAVEMENT MARKINGS CONTRACT NO.62V61 TC-24 SCALE: NONE SHEET NO. 2 OF 3 SHEETS STA. TO STA. FED. ROAD DIST. NO. 1 | ILLINOIS | FED. AID PROJECT

DRAWING #32

ALL MARKINGS SHALL BE SOLID WHITE UNLESS OTHERWISE NOTED IN THE PLANS





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

NOTES:

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

 USER NAME
 = leysa
 DESIGNED
 REVISED
 C. JUCIUS 02-15-07

 DRAWN
 REVISED

 PLOT SCALE
 = 50.0000 */ in.
 CHECKED
 REVISED

 PLOT DATE
 = 8/6/2021
 DATE
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

TRAFFIC SIGNAL LEGEND

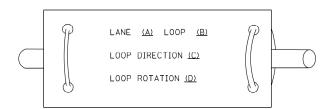
(NOT TO SCALE)

				(NOT TO SCALL)				
ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	LTEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	R	RR
COMMUNICATION CABINET	ECC	СС	-ROUND			WATER STORAGE TEAD		Y Y G
MASTER CONTROLLER	EMC	MC	HEAVY DUTY HANDHOLE -SQUARE -ROUND	\mathbb{H}	H O			R R Y G G G G G G G G G G G G G G G G G
MASTER MASTER CONTROLLER	ЕММС	ммс	DOUBLE HANDHOLE				F	•
UNINTERRUPTABLE POWER SUPPLY	3	7	JUNCTION BOX		0	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	RRRY	R R Y
SERVICE INSTALLATION	-D- ^P	- ■ -P	RAILROAD CANTILEVER MAST ARM	X = X = X	X eX X	ND NETWORL ELECTIVE BASIN EATE		G G G 4Y 4G 4G
-(P) POLE MOUNTED SERVICE INSTALLATION			RAILROAD FLASHING SIGNAL	$X \ominus X$	¥•¥		P RB	P RB
-(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^{G} \boxtimes^{GM}$	™ ^G ™ ^{GM}	RAILROAD CROSSING GATE	202	X+X-	PEDESTRIAN SIGNAL HEAD	()	•
TELEPHONE CONNECTION	ET	T	RAILROAD CROSSBUCK	★	*	AT RAILROAD INTERSECTIONS		<u>*</u>
STEEL MAST ARM ASSEMBLY AND POLE	O	•——	RAILROAD CONTROLLER CABINET		≯ ∢	PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	(₽) C (X) D	₽ C ★ D
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			ILLUMINATED SIGN		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE	o-¤—	•*	TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			"NO LEFT TURN"/"NO RIGHT TURN"		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY	0	 ● BM 	SYSTEM ITEM	S	SP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE.		
WOOD POLE	\otimes	Θ	INTERSECTION ITEM	I	IP	ALL DETECTOR LOOP CABLE TO BE SHIELDED GROUND CABLE IN CONDUIT,		_
GUY WIRE	> -	> -	REMOVE ITEM RELOCATE ITEM		R RL	NO. 6 SOLID COPPER (GREEN)	- <u>1</u> #6	(1#6)
SIGNAL HEAD	→ >	-	ABANDON ITEM		A	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		_1
SIGNAL HEAD WITH BACKPLATE	+>	+	CONTROLLER CABINET AND		RCF	COAXIAL CABLE	<u> </u>	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAMMED	-> ⁺ +>	- > ^P + > ^P	FOUNDATION TO BE REMOVED		NO.	VENDOR CABLE	—(v)—	_(v)_
FLASHER INSTALLATION -(FS) SOLAR POWERED	or or	•► ^F •► ^{FS}	MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF	COPPER INTERCONNECT CABLE,	<i>'</i>	
	□F □FS	F FS FS	SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	NO. 18, 3 PAIR TWISTED, SHIELDED		— (6*18)—
PEDESTRIAN SIGNAL HEAD	-0	-	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	⊚ ⊗ APS		PREFORMED DETECTOR LOOP	[P] (P)	P P	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	<u>24F</u>	—(24F)—
RADAR DETECTION SENSOR	R	R	SAMPLING (SYSTEM) DETECTOR	[5] (9)	5 5		— <u>36F</u>	—(36F)—
VIDEO DETECTION CAMERA	V	V	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	$\left[\underline{\tilde{1}}\underline{\tilde{s}}\right]$ $\left(\hat{1}\underline{\tilde{s}}\right)$	IS (S)			
RADAR/VIDEO DETECTION ZONE			QUEUE AND SAMPLING (SYSTEM) DETECTOR	[<u>as]</u> (<u>á</u> s)	os os	GROUND ROD -(C) CONTROLLER -(M) MAST ARM		i C i M i P i S
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ)	PTZ ¶	WIRELESS DETECTOR SENSOR	(W)	®	-(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	\bowtie	~	WIRELESS ACCESS POINT					
CONFIMATION BEACON	o-()	⊷ (
WIRELESS INTERCONNECT	o + }	•-+ 						
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR						
E NAME = USER NAME = leyso 5.dgn PLOT SCALE = 50.0000 '/ 1 PLOT DATE = 9/29/2016		IP REVISED -	DEPARTMEI	ATE OF ILLINOIS NT OF TRANSPORTATION		DISTRICT ONE ANDARD TRAFFIC SIGNAL DESIGN DETAILS SHFET 1 OF 7 SHFETS STA. TO STA.	F,A,U SECTION 3778 FAU 3778 TS-05	SHEETS

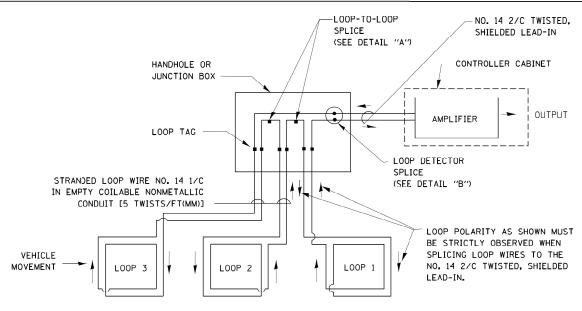
LOOP DETECTOR NOTES

- 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

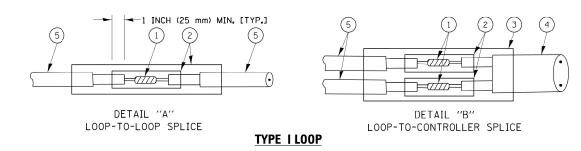


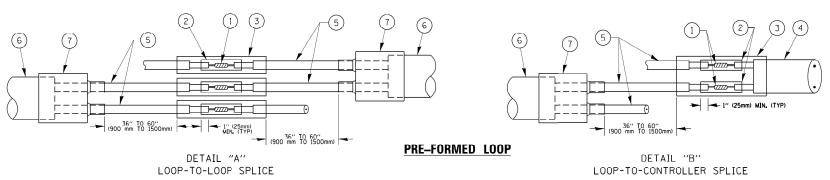
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP *1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



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.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

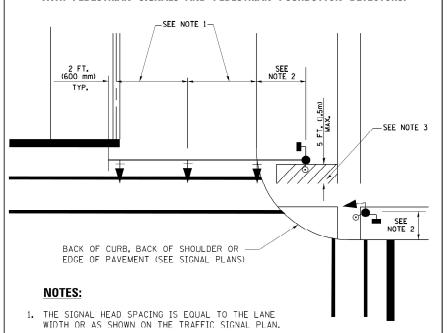
SCALE: NONE

(4) NO. 14 2/C TWISTED, SHIELDED CABLE.

- (5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.
- 6 PRE-FORMED LOOP
- 7 STATE OF THE STA

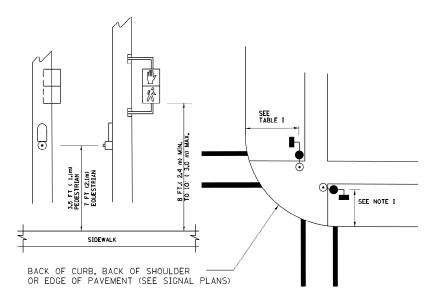
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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.



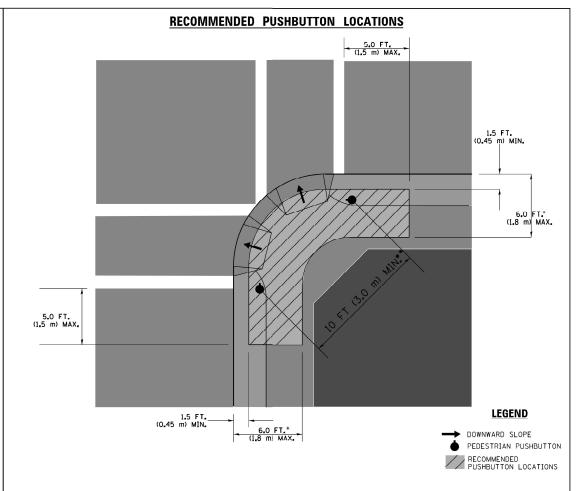
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO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

PEDESTRIAN SIGNAL POST PEDESTRIAN PUSH BUTTON POST



NOTES:

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



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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)				
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)				
TRAFFIC SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)				
PEDESTRIAN SIGNAL POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)				
PEDESTRIAN PUSHBUTTON POST	4 FT (1.2m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10 FT (3.0m)				
TEMPORARY WOOD POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0,6m), MINIMUM 10 FT (3.0m)				
CONTROLLER CABINET	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.				
SERVICE INSTALLATION, GROUND MOUNT	6 FT (1.8m) MINIMUM DISTANCE SEE NOTE 2	SHOULDER WIDTH + 6 FT (1.8m), MINIMUM 16 FT (4.9m) SEE NOTE 3.				

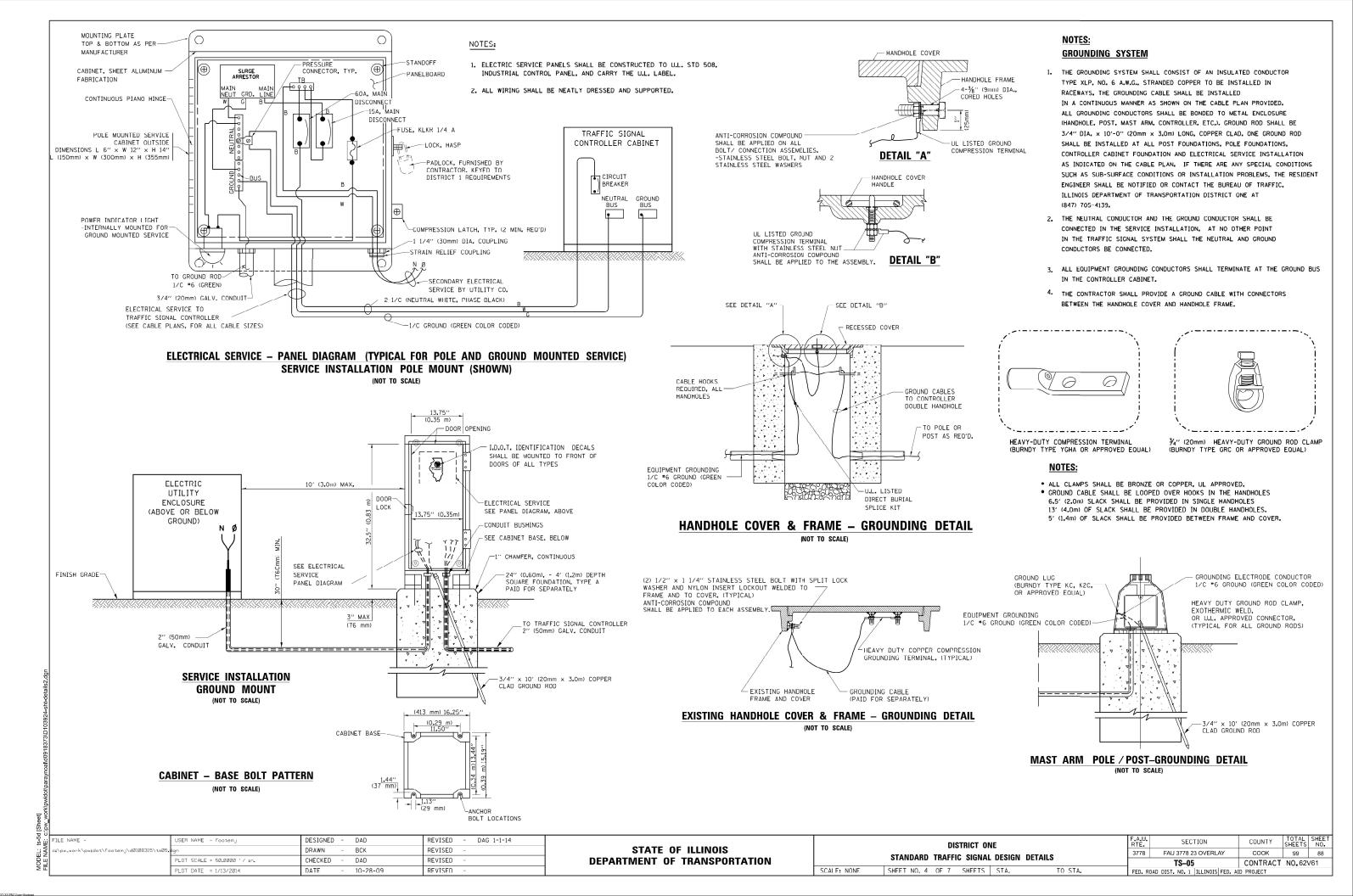
NOTES:

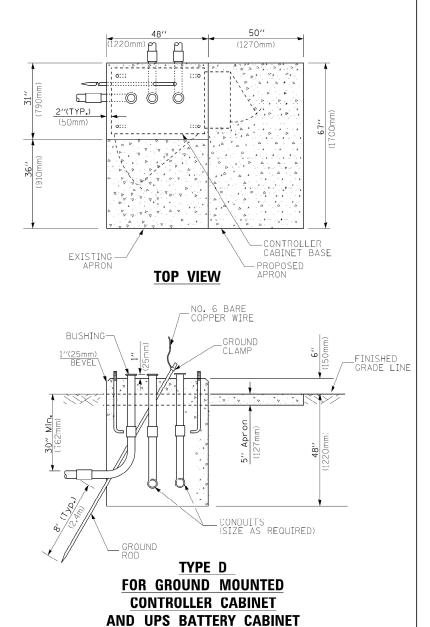
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
- 3. MINIMUM DISTANCE FROM THE EDGE OF PAVEMENT TOTHE ROADWAY SIDE OF THE FOUNDATION.
- 4. ANY CHANGES TO THE OFFSETS OF THE FOUNDATIONS, FROM THE MINIMUM DISTANCES LISTED IN THE "TRAFFIC SIGNAL EQUIPMENT OFFSFT" 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.

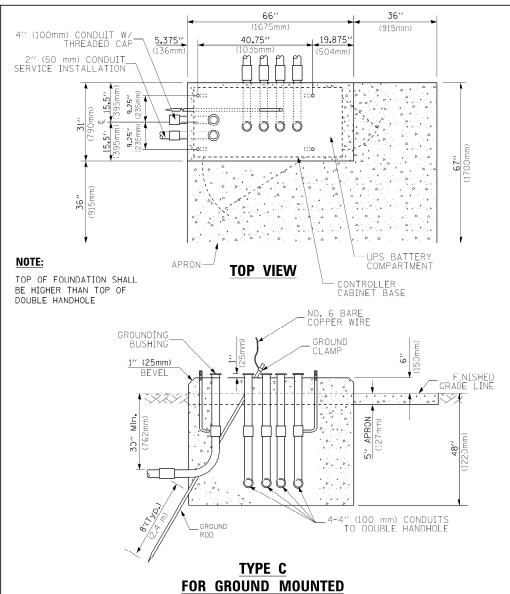
% ய FILE NAME DESIGNED -DAD REVISED DAG 1-1-14 USER NAME - footem. RAWN BCK REVISED CHECKED DAD REVISED DATE 10-28-09 REVISED

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION COUNTY SHEETS DISTRICT ONE 3778 FAU 3778 23 OVERLAY COOK 99 87 STANDARD TRAFFIC SIGNAL DESIGN DETAILS CONTRACT NO. 62V61 TS-05 SHEET NO. 3 OF 7 SHEETS STA. SCALE: NONE TO STA.







SUPER P (TYPE IV) AND SUPER R (TYPE V)

CONTROLLER CABINETS

TRAFFIC SIGNAL — CONTROLLER CABINET - UPS CABINET 3/4" (19mm) TREATED PHYWOOD DECK 6" x 6" (152mm x 152mm) TREATED WOOD POSTS 1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" \times 25" (406mm \times 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.

SEE NOTE 5-

- 3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
- 4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
- 5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
- 6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

TEMPORARY SIGNAL CONTROLLER WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

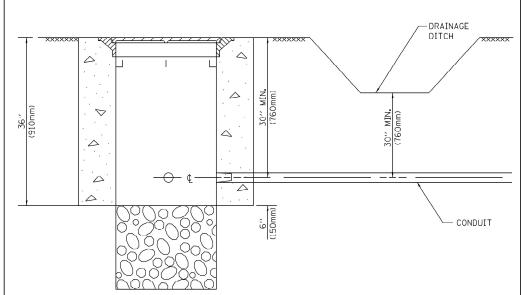
Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30′ (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to	13'-6" (4.1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0'' (3.4 m)	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:

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

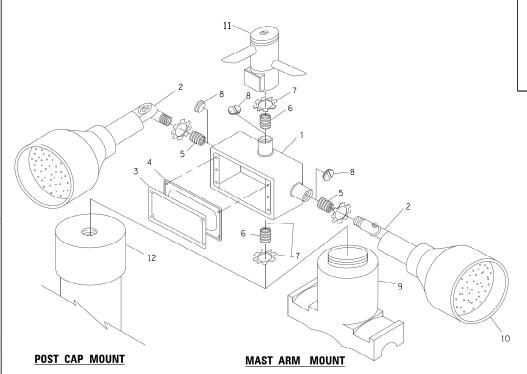
DEPTH OF MAST ARM FOUNDATIONS, TYPE E

. 2e	FILE NAME -	USER NAME - footemj	DESIGNED - DAG	REVISED - DAG 1-1-14			F.A.U.	SECTION	COUNTY	TOTAL	SHEET
L: AME	c:\pw_work\pwidot\footemj\d0108315\ts05.	dgn	DRAWN - BCK	REVISED -	STATE OF ILLINOIS	DISTRICT ONE	3778	FALL 3778 23 OVERLAY	COOK	SHEETS	NO.
DE LEN		PLOT SCALE = 50.0000 '/ in.	CHECKED - DAD	REVISED -	DEPARTMENT OF TRANSPORTATION	STANDARD TRAFFIC SIGNAL DESIGN DETAILS	0.70	TS-05	CONTRACT	NO.62\	V61
≥ □	PLOT DATE = 1/13/2014 DATE	DATE - 10-28-09	REVISED -		SCALE: NONE SHEET NO. 5 OF 7 SHEETS STA. TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. A		PROJECT			



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

HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)



(1675mm) 19.875" 5.375" 40.75" (136mm (504mm 0::: $\overline{}$ 0 PROPOSED APRON CONTROLLER CABINET BASE **TOP VIEW** COPPER WIRE _NO. 3 DOWEL 18" (450mm) LONG (8 REQ.), BUSHING -GROUND ANCHOR BOLTS FINISHED GRADE LINE BEVEL

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

-EXISTING CONDUITS

EXISTING GROUND ROD

В-В (75mm) 0.25 1.18"— (30mm) -0.25" (6mm PORT 0.25"-0.23"(5mm **MATERIAL:** ___ 0.31"(8mm) -0.20"(5mm) - ASTM A36 STEEL - ASTM A-123 HOT DIPPED GALVANIZED HEIGHT WEIGHT 7" (178mm) - 12" (300mm 53 lbs (24kg) VARIES 9.5"(241mm) 19"(483mm VARIES 68 lbs (31 kg) 10.75"(273mm 21-5"(546mm) (178mm) - 12" (300mm VARIES 81 lbs (37 kg) 13.0"(330m 26"(660mr

SHROUD

7" (178mm) - 12" (300mr

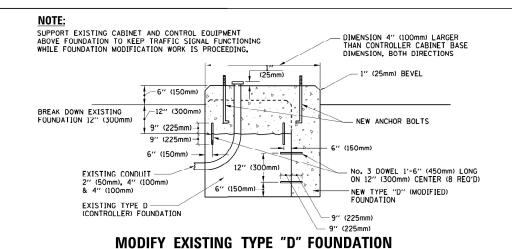
VARIES

18.5"(470mm)

- 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.

37"(940mm)

3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.



IDENTIFICATION 1 OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M) 2 LAMP HOLDER AND COVER 3 OUTLET BOX COVER RUBBER COVER GASKET REDUCING BUSHING 3/4"(19 mm) CLOSE NIPPLE √4''(19 mm) LOCKNUT 74"(19 mm) HOLE PLUG SADDLE BRACKET - GALV. 6 WATT PAR 38 LED FLOOD LAMF DETECTOR UNIT POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

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

GALVANIZED EXISTING CONDUIT TO BE REMOVED CONDUIT EXISTING CONDUIT TO REMAIN PLAN ELEVATION

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

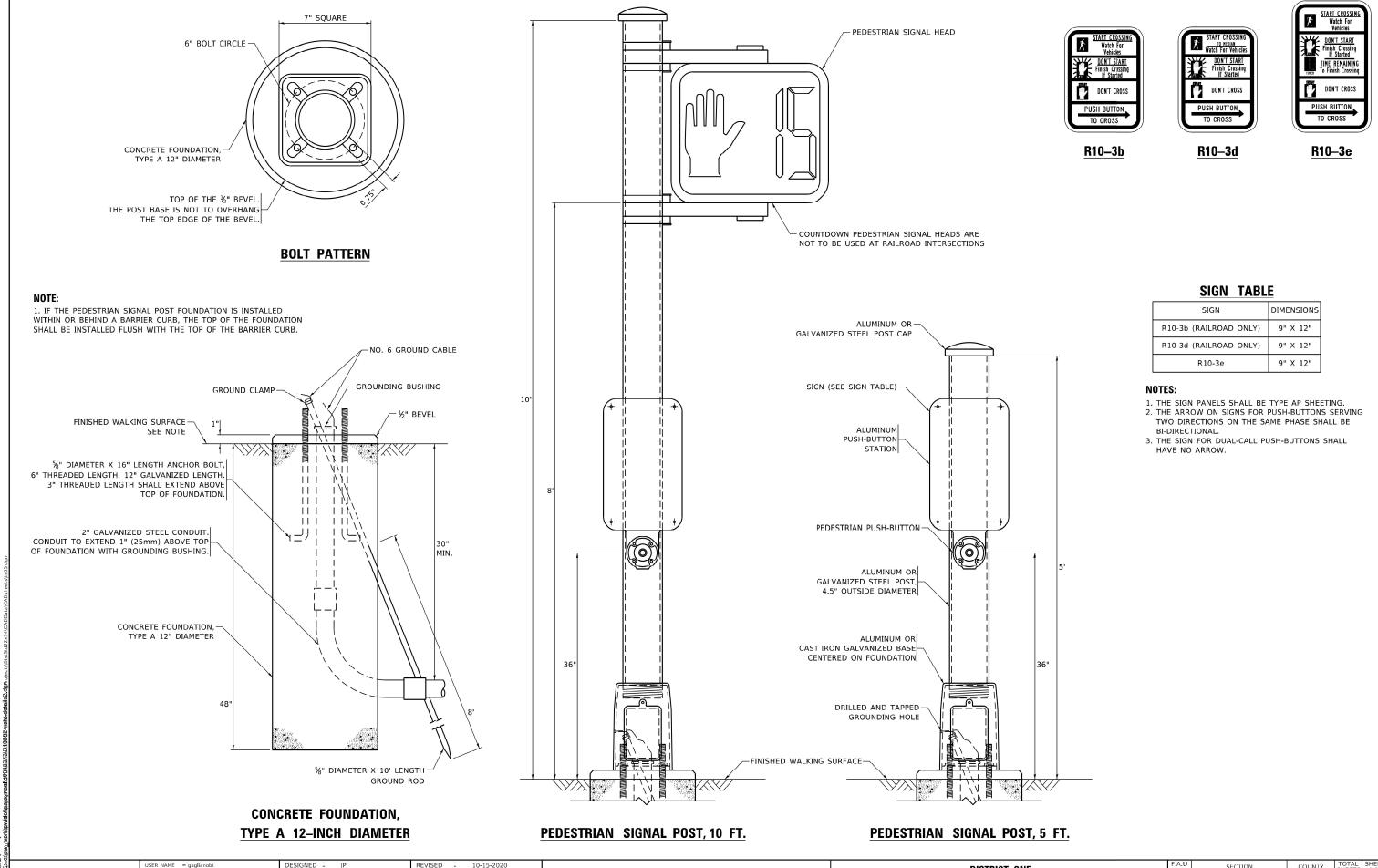
DAG 1-1-14 DESIGNED REVISED RAWN BCK REVISED CHECKED REVISED 10-28-09 REVISED

STATE OF ILLINOIS

STANDARD TRAFFIC SIGNAL DESIGN DETAILS SCALE: NONE SHEET NO. 6 OF 7 SHEETS STA.

COUNTY SHEETS 3778 FAU 3778 23 OVERLAY COOK 99 90 CONTRACT NO.62V61

DEPARTMENT OF TRANSPORTATION



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DISTRICT ONE

STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SHEET 7 OF 7 SHEETS STA.

3778 FAU 3778 23 OVERLAY

соок

CONTRACT NO.62V61

99 91

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DRAWN -

REVISED

LOOPS NEXT TO SHOULDERS PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3 VERY SHOULDER. PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULD EQUAL 3 VERY SHOULDER. PROVIDE A PAVEMENT REPLACEMENT NOTE WHICH SHOULDER SHOULDER. PROVIDE A PAVEMENT REPLACEMENT NOTE OF THE NOTE O

LEFT TURN LANES WITH MEDIANS VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH (PROTECTED / PERMITTED LEFT TURN PHASING) HANDHOLE LOCATION MAY VARY DEPENDING ON GEOMETRICS AND DESIGN OF TRAFFIC SIGNALS. HEAVY-DUTY HANDHOLES TO BE USED WHEN THE MEDIAN IS MOUNTABLE. REFER TO STANDARD 814001 TO ENSURE THAT HANDHOLE FITS IN MEDIAN. TRENCHED 1" (25 mm) WEDIAN (TVP.) ** (600 mm) ** (12.8 mm) ** WINIT DUCT (3) ** ** WINIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS. NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

VOLUME DENSITY ("FAR OUT" DETECTION)

ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

* = (600 mm)

* = (700 mm)

STRAIGHT SAW CUT TO HEAVY DUTY HANDHOLE (TYP.) PLACE HEAVY DUTY HANDHOLE BETWEEN FIRST AND SECOND LOOP AS SHOWN.

ARTERIAL DO NOT INSTALL CALLING LOOP IN RIGHT TURN LANE * - (1.8m) ** = (1.5m) CROSS STREET 6' 2' (600mm) DEPENDING ON DRIVE-WAY LOCATION. CALLING LOOPS (600mm [TYP.-12' (3.6m) LANES] LOOPS ARE SAW-CUT TO THE EDGE OF 250'(75m) [TYP.-ALL LEGS-VOLUME DENSITY ("FAR OUT" DETECTION)] PAVEMENT. 1" (25 mm) UNIT DUCT IS RUN BETWEEN STRAIGHT SAW EDGE OF PAVEMENT DRIVEWAY CUTS TO HEAVY AND HANDHOLE. DUTY HANDHOLF -(TYP. FOR LOOPS IOFF SET LOOPS BY IN PAVEMENT THAT TERMINATE 1' (300mm) FOR STRAIGHT SAW CUTS. (TYP.) IN HANDHOLES

DETAIL 1

N.T.S.

USER NAME = gaglianobt

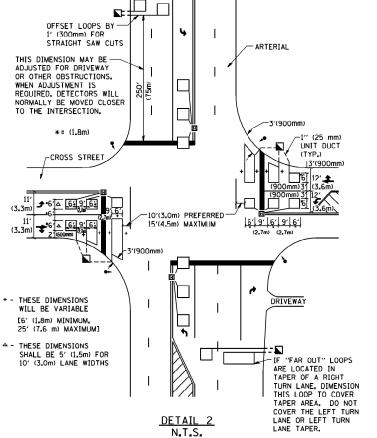
PLOT DATE = 1/4/2008

FILE NAME =

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

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



SCALE: NONE

NOTE

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

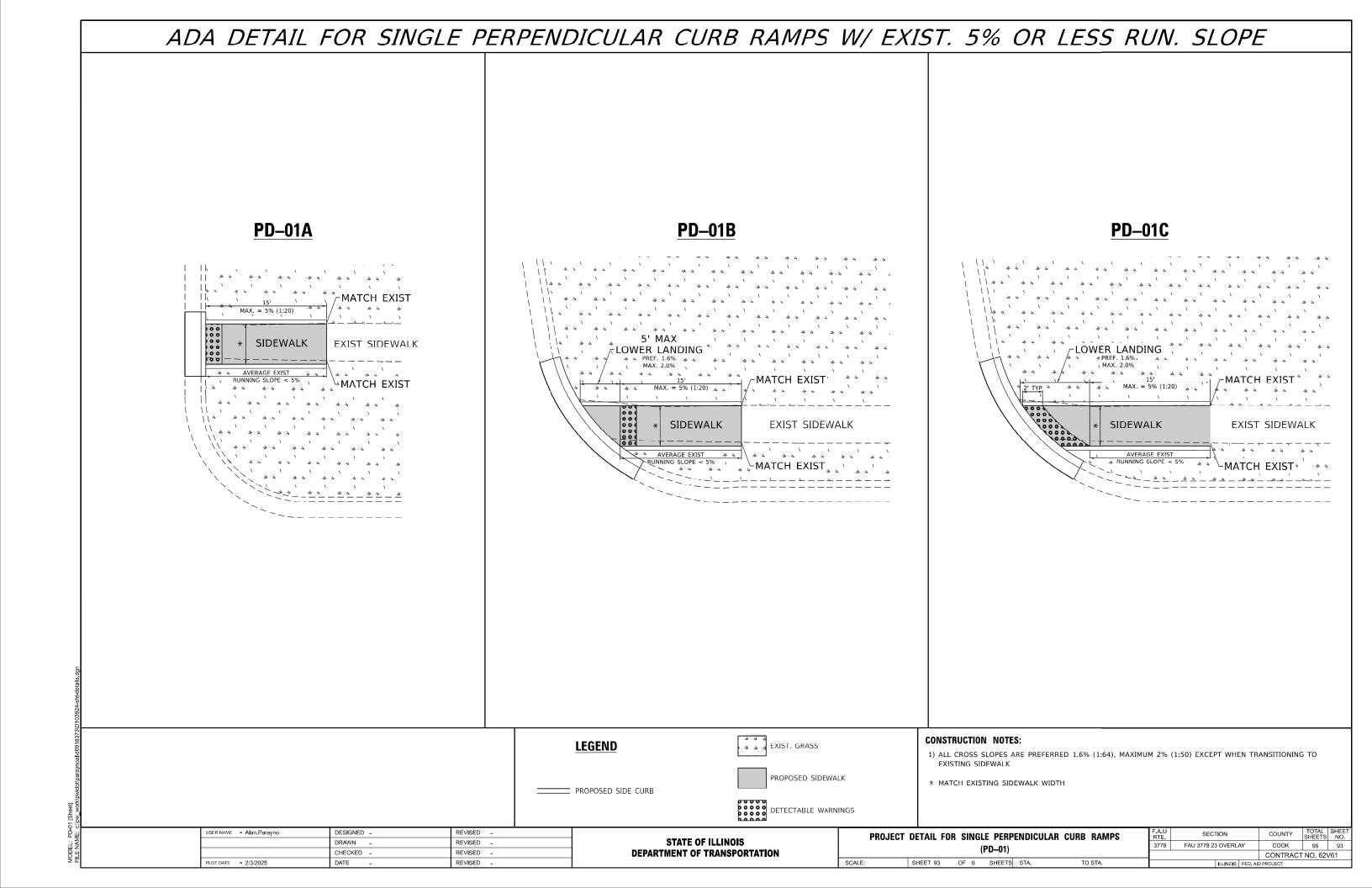
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS, "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

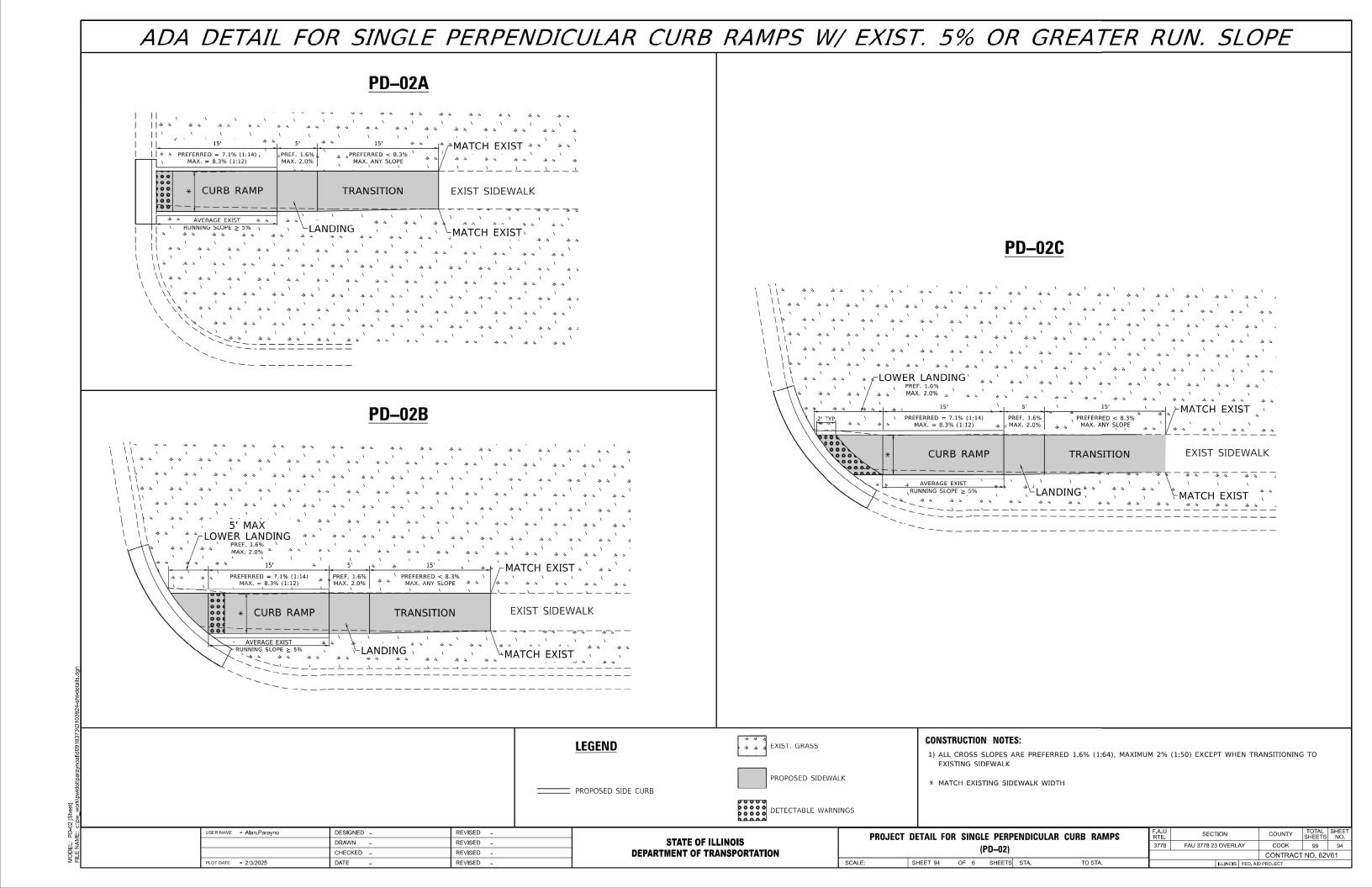
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ALL DETAILS AND NOTES SHOWN ARE FROM THE I.D.O.T. DISTRICT 1
TRAFFIC SIGNAL DESIGN GUIDFLINES DATED JANUARY 1995

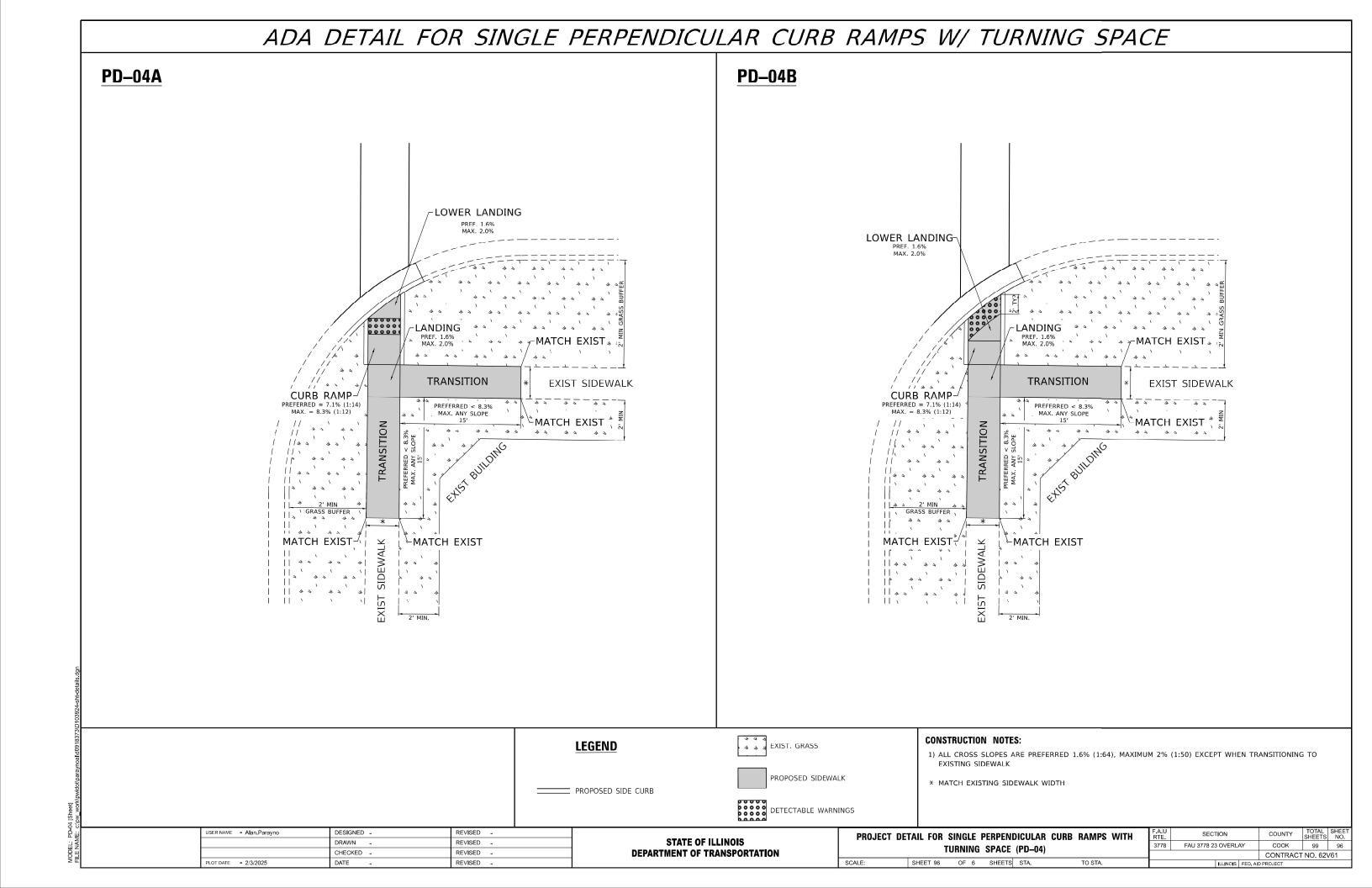
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

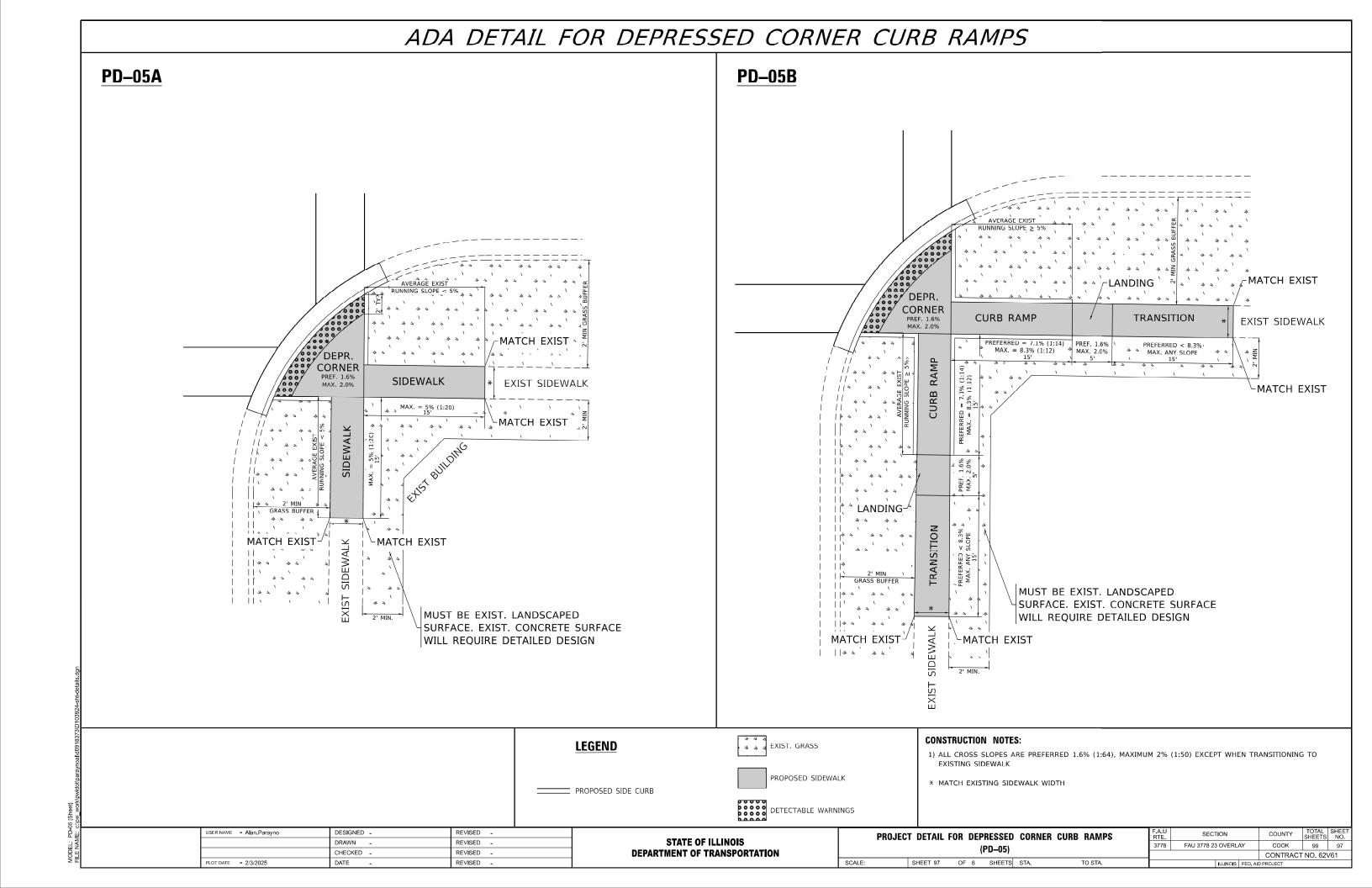
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

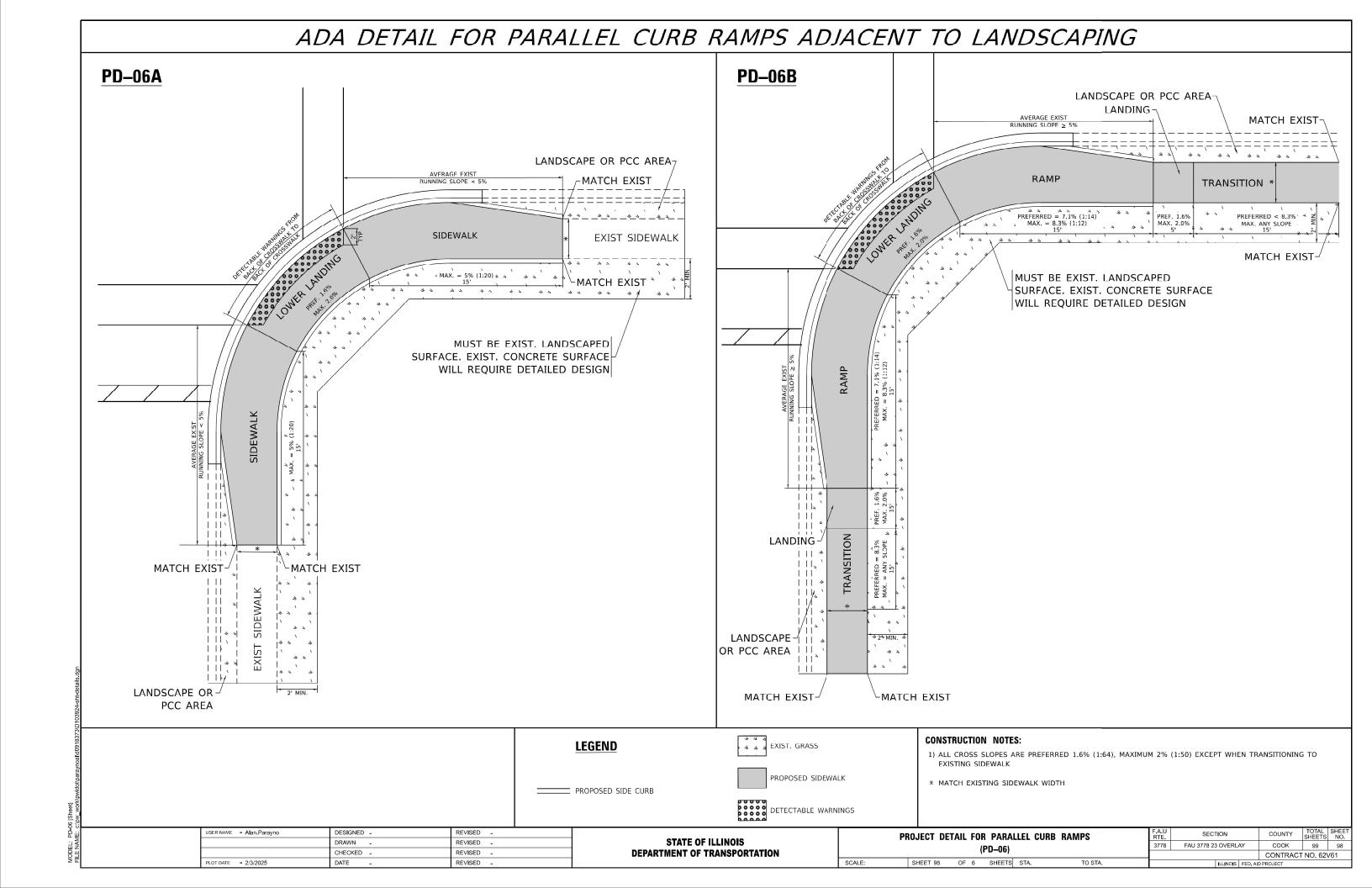




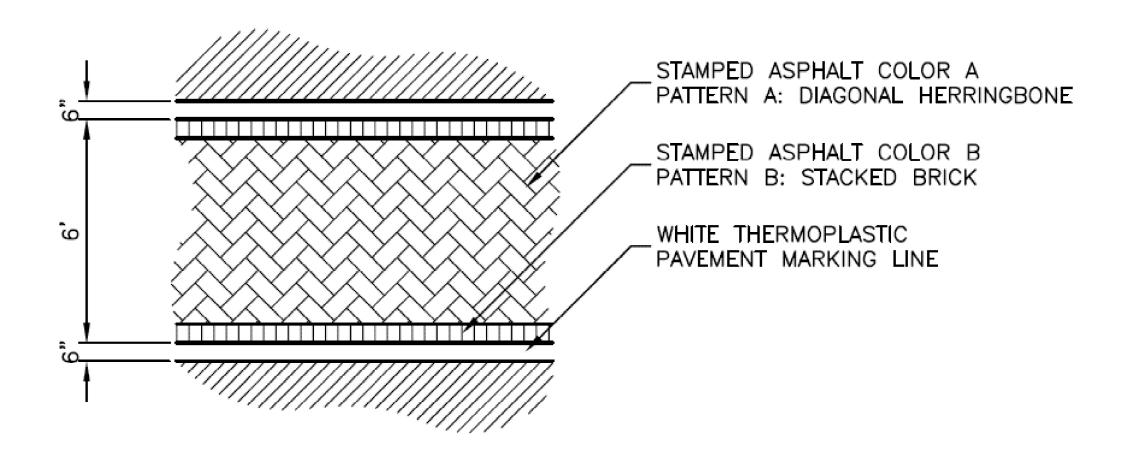
ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS PD-03A **PD-03B** -LOWER LANDING LOWER LANDING CURB RAMP PREFERRED = 7.1% (1:14)LANDSCAPE OR PCC AREA -LANDSCAPE OR PCC AREA-_LANDING ➤ ر LANDING 🔌 🔌 🕹 LOWER LANDING-LOWER LANDING MAX. 2.0% **TRANSITION TRANSITION** EXIST SIDEWALK EXIST SIDEWALK PREFERRED < 8.3% PREFERRED < 8.3% MAX. ANY SLOPE MAX. ANY SLOPE ^たMATCH EXIST 🔭 🗒 $^{ t L}$ MATCH EXIST $\mathring{\ \ }$ CURB RAMP PREFERRED = 7.1% (1:14) MAX. = 8.3% (1:12) CURB RAMP J PREFERRED = 7.1% (1:14) MAX. = 8.3% (1:12) 2' MIN GRASS BUFFER & GRASS BUFFER MATCH EXIST ✓ ¼ MATCH EXIST- ackslash MATCH EXIST ⊱MATCH EXIST SIDEWALK SIDEWALK EXIST MUST BE EXIST. LANDSCAPED MUST BE EXIST. LANDSCAPED SURFACE. EXIST. CONCRETE SURFACE SURFACE. EXIST. CONCRETE SURFACE WILL REQUIRE DETAILED DESIGN WILL REQUIRE DETAILED DESIGN **CONSTRUCTION NOTES:** * * * * EXIST. GRASS **LEGEND** 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50) EXCEPT WHEN TRANSITIONING TO EXISTING SIDEWALK PROPOSED SIDEWALK * MATCH EXISTING SIDEWALK WIDTH ─ PROPOSED SIDE CURB DETECTABLE WARNINGS JSER NAME = Alan.Parayno DESIGNED -REVISED -SECTION COUNTY PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS **STATE OF ILLINOIS** DRAWN REVISED -FAU 3778 23 OVERLAY 3778 COOK 99 95 CHECKED -REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62V61 SHEET 95 OF 6 SHEETS STA. PLOT DATE = 2/3/2025 DATE







CONCRETE CROSSWALK PAVING PATTERN



ASPHALT CROSSWALK PAVING PATTERN

USER NAME = Alan.Parayno	DESIGNED -	REVISED -	STATE OF ILLINOIS	DETAIL FOR ASPHALT CROSSWALK PAVING PATTERN						F.A.U RTE.	SECTION	COUNTY	TO	
	DRAWN -	REVISED -		PULASKI ROAD / CRAWFORD AVENUE (123RD ST - 103RD ST							3778	FAU 3778 23 OVERLAY	соок	1
PLOT SCALE = 100,000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	PULASM	KI KUAD / CI	KAWI	FUKD	AVEN	IUE (123KD	31 - 103KD 31)			CONTRACT	TNO
PLOT DATE = 3/10/2025	DATE -	REVISED -		SCALE:	SHEET 1	OF	1	SHEETS	S STA.	TO STA.		ILLINOIS FED. A	ID PROJECT	