09-20-2024 LETTING ITEM 015

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	1
	ILLINOIS	CONTRACT NO. 62W88		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
HIGHWAY PLANS

FAP ROUTE: 348 IL 43 (HARLEM AVENUE)
AT 143RD STREET
SECTION: 2024-963-N
PROJECT: HSIP-I8L4(637)
INTERSECTION IMPROVEMENT
COOK COUNTY

C-91-235-24

R12E | R13E

FOR INDEX OF SHEETS, SEE SHEET NO. 2

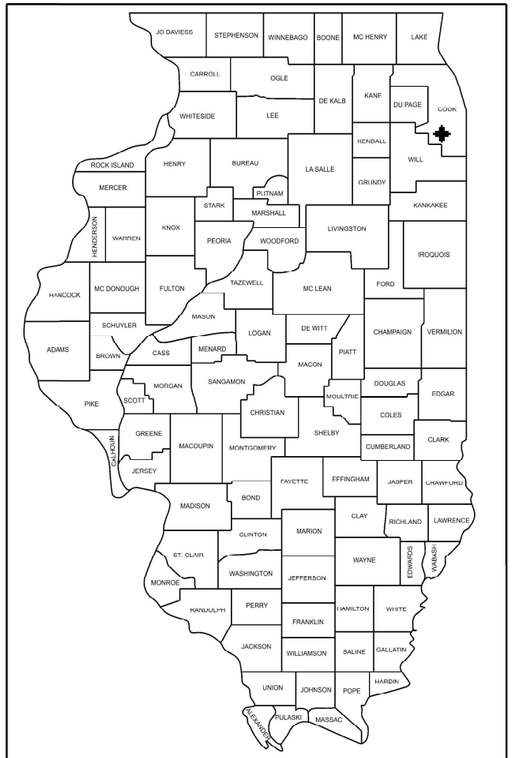
THE IMPROVEMENT IS LOCATED IN UNINCORPORATED COOK COUNTY, VILLAGE OF ORLAND PARK, CITIES OF OAK FOREST & PALOS HEIGHTS.

TRAFFIC DATA

IL 43 (HARLEM AVENUE)
ADT: 30,200 (2021)
POSTED SPEED LIMIT: 45 MPH

143RD STREET
ADT: 20,300 (2022)
POSTED SPEED LIMIT: 45 MPH

D-91-194-24



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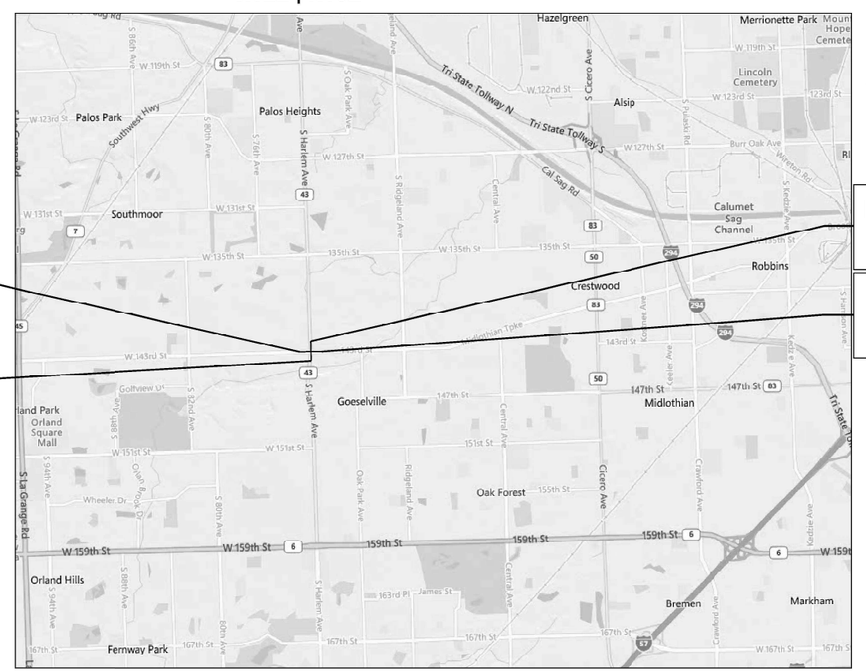

143RD STREET PROJECT BEGINS: STATION 11+37

IL 43 (HARLEM AVE.) PROJECT BEGINS: STATION 24+41

T36N

IL 43 (HARLEM AVE.) PROJECT ENDS: STATION 34+07

143RD STREET PROJECT ENDS: STATION 23+74

N

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

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

PROJECT ENGINEER: RODRIGO LEDEZMA (847) 705-4580
PROJECT MANAGER: J. ALAIN MIDY (847) 221-3056

CONTRACT NO. 62W88

ORLAND & BREMEN TOWNSHIPS

GROSS & NET LENGTH = 2,203 FT. = 0.417 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED June 20 2024
REGIONAL ENGINEER

August 16, 2024
ENGINEER OF DESIGN AND ENVIRONMENT

August 16, 2024
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442101-09	CLASS B PATCHES
442201-03	CLASS C AND D PATCHES
604001-05	FRAME AND LIDS, TYPE 1
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY
701422-10	LANE CLOSURE, MULTILANE, FOR SPEEDS >= 45 MPH TO 55 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-09	TRAFFIC CONTROL DEVICES
728001-01	TELESCOPING STEEL SUPPORT
729001-01	APPLICATIONS OF TYPE A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-05	TYPICAL PAVEMENT MARKINGS
814001-03	HANDHOLES
814006-03	DOUBLE HANDHOLES
886001-01	DETECTOR LOOP INSTALLATIONS

GENERAL NOTES

1. 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.

2. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

3. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

4. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

5. ALL PAVEMENT PATCHING LIMITS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

6. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

7. THE RESIDENT ENGINEER SHALL CONTACT FADI SULTAN, ARTERIAL TRAFFIC FIELD ENGINEER VIA E-MAIL AT FADI.SULTAN@ILLINOIS.GOV, A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

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

9. 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

10. FRAMES AND LIDS/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. 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

12. 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.

13. WHEN THE MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40mm) WHERE THE SPEED LIMIT IS 40 MPH (80 km/h) OR LESS AND 1 INCH (25 mm) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 km/h). WITH WRITTEN APPROVAL OF THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 mm) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

14. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

15. 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.

16. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION.

17. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK FOR LAYOUT.

18. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER LIFT SHALL BE CS 1 or RR 1.

19. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDINACE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.

20. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.

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PLOT DATE = 6/28/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS & GENERAL NOTES
IL 43 AT 143RD STREET

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	2
		CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

REV-SEP

SUMMARY OF QUANTITIES

Code No.	Item	Unit	Total Quantity	ROADWAY 0005 90% FEDERAL 10% STATE	DETECTOR LOOPS 0021 90% FEDERAL 10% STATE	ROADWAY 0005 100% STATE			
20200100	EARTH EXCAVATION	CU YD	538	538	0	0			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	200	200	0	0			
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5400	5400	0	0			
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	30	30	0	0			
25000210	SEEDING, CLASS 2A	ACRE	0.1	0.1	0	0			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	2	2	0	0			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2	2	0	0			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2	2	0	0			
25200200	SUPPLEMENTAL WATERING	UNIT	2	2	0	0			
28000500	INLET AND PIPE PROTECTION	EACH	10	10	0	0			
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	200	200	0	0			
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	800	800	0	0			
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	50	50	0	0			
35501336	HOT-MIX ASPHALT BASE COURSE, 13"	SQ YD	182	182	0	0			
35600728	HOT-MIX ASPHALT BASE COURSE WIDENING, 13"	SQ YD	143	143	0	0			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	5382	5382	0	0			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	912	912	0	0			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	3	3	0	0			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	23	23	0	0			
40604062	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N70	TON	227	227	0	0			
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	20	20	0	0			
42000500	PORTLAND CEMENT CONCRETE PAVEMENT 10"	SQ YD	324	324	0	0			

SUMMARY OF QUANTITIES

	Code No.	Item	Unit	Total Quantity	ROADWAY 0005 90% FEDERAL 10% STATE	DETECTOR LOOPS 0021 90% FEDERAL 10% STATE	ROADWAY 0005 100% STATE			
	42001300	PROTECTIVE COAT	SQ YD	1132	1132	0	0			
	44000157	HOT-MIX ASPHALT SURFACE REMOVAL, 2"	SQ YD	2026	2026	0	0			
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1361	1361	0	0			
	44003100	MEDIAN REMOVAL	SQ FT	11216	11216	0	0			
	44200050	WELDED WIRE REINFORCEMENT	SQ YD	40	40	0	0			
	44200974	CLASS B PATCHES, TYPE III, 10 INCH	SQ YD	40	40	0	0			
	44201298	DOWEL BARS 1 1/4"	EACH	40	40	0	0			
	44201809	CLASS D PATCHES, TYPE IV, 13 INCH	SQ YD	179	179	0	0			
	44213200	SAW CUTS	FOOT	126	126	0	0			
	60250200	CATCH BASINS TO BE ADJUSTED	EACH	1	1	0	0			
	60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2	0	0			
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2	0	0			
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	417	417	0	0			
	60609200	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12	FOOT	382	382	0	0			
	60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SQ FT	1727	1727	0	0			
	60619600	CONCRETE MEDIAN, TYPE SB-6.12	SQ FT	1338	1338	0	0			
	60622800	CONCRETE MEDIAN, TYPE SM-6.12	SQ FT	2162	2162	0	0			
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	540	540	0	0			
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2	0	0			
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	0	0			
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	0	0			
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	4	4	0	0			

*SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 43 AT 143RD STREET

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	3
		CONTRACT NO. 62W88		
	ILLINOIS	FED. AID PROJECT		

REV-SEP

SUMMARY OF QUANTITIES

Code No.	Item	Unit	Total Quantity	ROADWAY 0005 90% FEDERAL 10% STATE	DETECTOR LOOPS 0021 90% FEDERAL 10% STATE	ROADWAY 0005 100% STATE			
67100100	MOBILIZATION	L SUM	1	1	0	0			
70100320	TRAFFIC CONTROL AND PROTECTION, STANDARD 701422	L SUM	1	1	0	0			
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	1	0	0			
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	0	0			
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	0	0			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1758	1758	0	0			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	782	782	0	0			
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	323	323	0	0			
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	2198	2198	0	0			
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	1764	1764	0	0			
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	820	820	0	0			
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	240	240	0	0			
72400205	REMOVE AND RELOCATE SIGN PANEL ASSEMBLY - TYPE A	EACH	4	4	0	0			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	271	271	0	0			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1978	1978	0	0			
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1689	1689	0	0			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	720	720	0	0			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	190	190	0	0			
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	52	52	0	0			
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	220	220	0	0			
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	75	75	0	0			
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	100	100	0	0			

SUMMARY OF QUANTITIES

Code No.	Item	Unit	Total Quantity	ROADWAY 0005 90% FEDERAL 10% STATE	DETECTOR LOOPS 0021 90% FEDERAL 10% STATE	ROADWAY 0005 100% STATE			
* 78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	50	50	0	0			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	35	35	0	0			
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	35	35	0	0			
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	3238	3238	0	0			
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	67	0	67	0			
* 81400200	HEAVY-DUTY HANDHOLE	EACH	1	0	1	0			
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	0	1	0			
* 87900200	DRILL EXISTING HANDHOLE	EACH	4	0	4	0			
* 88600100	DETECTOR LOOP, TYPE I	FOOT	441	0	441	0			
* 89502380	REMOVE EXISTING HANDHOLE	EACH	1	0	1	0			
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	50	50	0	0			
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	300	0	0	300			
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	6	6	0	0			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	0	0			
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	4	0	0	4			
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	102.8	102.8	0	0			
X2010516	SELECTIVE CLEARING	UNIT	9	9	0	0			

* SPECIALTY ITEMS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

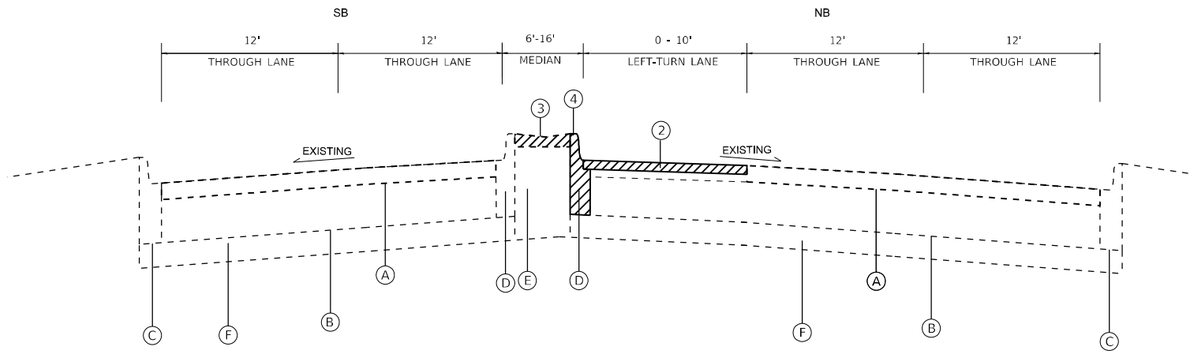
SUMMARY OF QUANTITIES
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	4
		CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

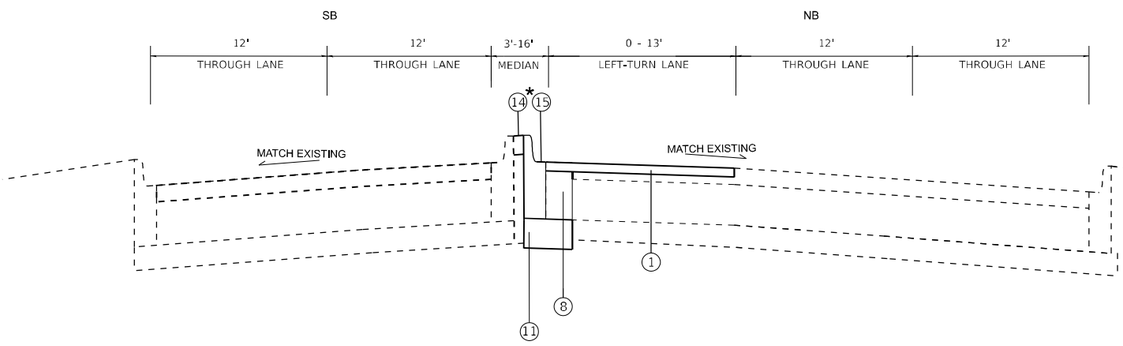
REV-SEP

IL -43 (HARLEM AVE.)



EXISTING TYPICAL SECTION
STA. 24+41 TO 26+95

IL -43 (HARLEM AVE.)



PROPOSED TYPICAL SECTION
STA. 24+41 TO 26+95

* PROPOSED CONCRETE MEDIAN, TYPE SB-6.12 FROM APPROXIMATELY STATION 26+41 TO 28+00 (PCC RAISED MEDIAN NOSE SECTION).

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
- (9) PROP. HOT-MIX ASPHALT BASE COURSE, 13" (NOTE 1 & 2)
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

NOTE:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN.
2. 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 SPECFICATIONS.

MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE USES	PERSECNT AIR VOIDS @ Ndes	
LEFT TURN LANE RESURFACING & WIDENING		
HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"	4.0% AT 70 GYR.	QC/QA
HMA BASE COURSE (HMA BINDER COURSE, IL-19.0), 11"	4.0% AT 70 GYR.	QC/QA
HMA BASE COURSE WIDENING (HMA BINDER COURSE, IL-19.0), 11"	4.0% AT 70 GYR.	QC/QA
CLASS D PATCHING		
CLASS D PATCHES (HMA BINDER, IL-19.0), 13"	4.0% AT 70 GYR.	QC/QA
INCIDENTAL HOT-MIX ASPHALT SURFACING		
HMA SURFACE COURSE, MIX D, IL-9.5, N70	4.0% AT 70 GYR.	QC/QA
QMP Designation: Pay for Performance (PFP); Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP)		

MODEL: TYPICAL SECTION [Sheet]
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USER NAME = ivan.diaz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

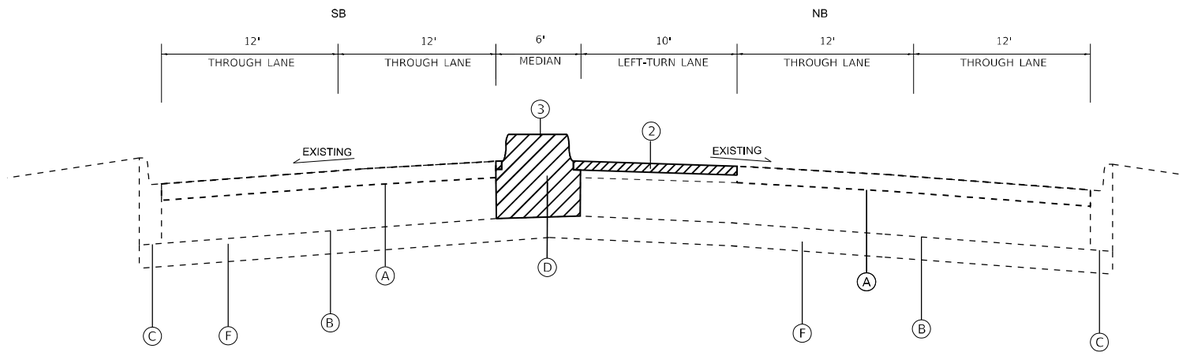
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	5
		CONTRACT NO. 62W88		
		ILLINOIS FED. AID PROJECT		

IL -43 (HARLEM AVE.)



EXISTING TYPICAL SECTION
STA. 26+95 TO 28+00

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

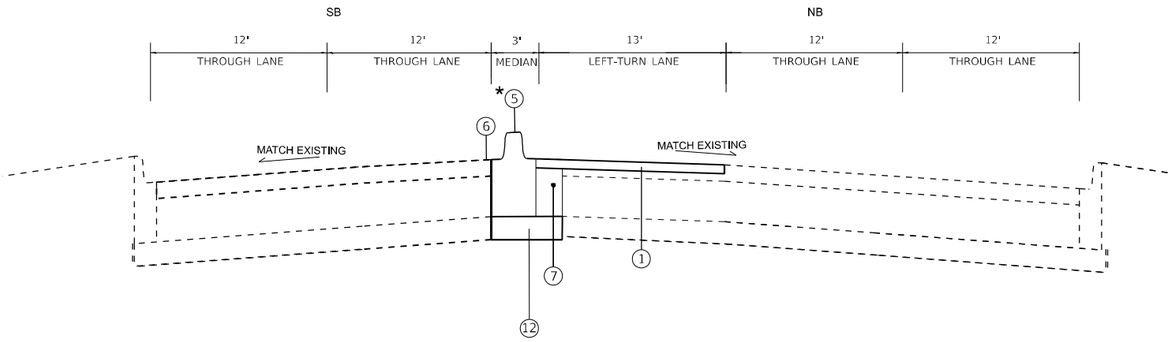
LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
- (9) PROP. HOT-MIX ASPHALT BASE COURSE, 13" (NOTE 1 & 2)
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

IL -43 (HARLEM AVE.)



PROPOSED TYPICAL SECTION
STA. 26+95 TO 28+00

* PROPOSED CONCRETE MEDIAN, TYPE SB-6.12 FROM APPROXIMATELY STATION 26+41 TO 28+00 (PCC RAISED MEDIAN NOSE SECTION).

MODEL: TYP SECTION-3 [Sheet]
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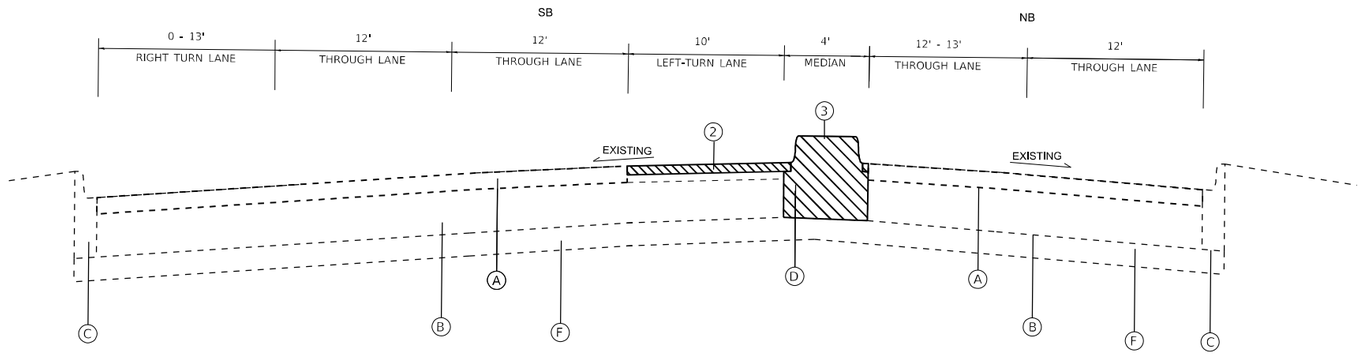
USER NAME = ivan.diaz	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

TYPICAL SECTIONS
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	6
		CONTRACT NO. 62W88		
	ILLINOIS	FED. AID PROJECT		

IL -43 (HARLEM AVE.)



EXISTING TYPICAL SECTION
STA. 29+20 TO 32+22

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

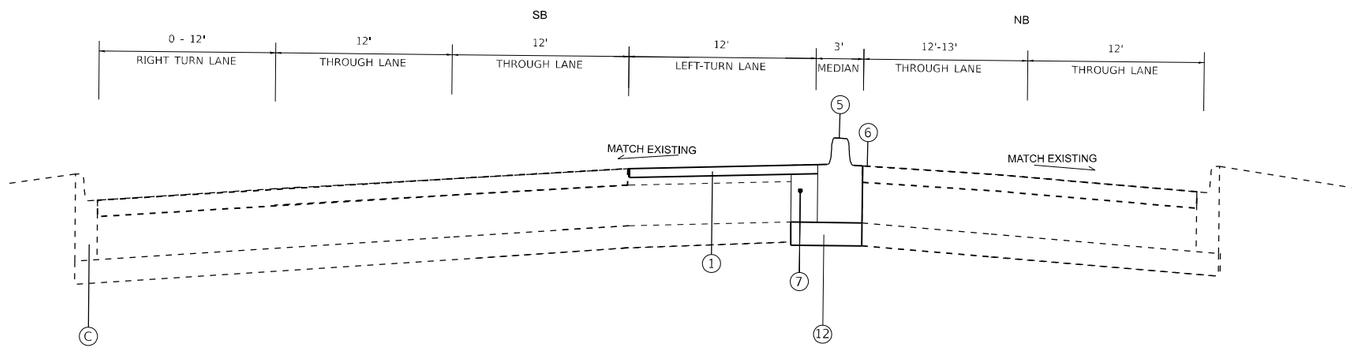
LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
- (9) PROP. HOT-MIX ASPHALT BASE COURSE, 13" (NOTE 1 & 2)
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

IL -43 (HARLEM AVE.)



PROPOSED TYPICAL SECTION
STA. 29+20 TO 32+22

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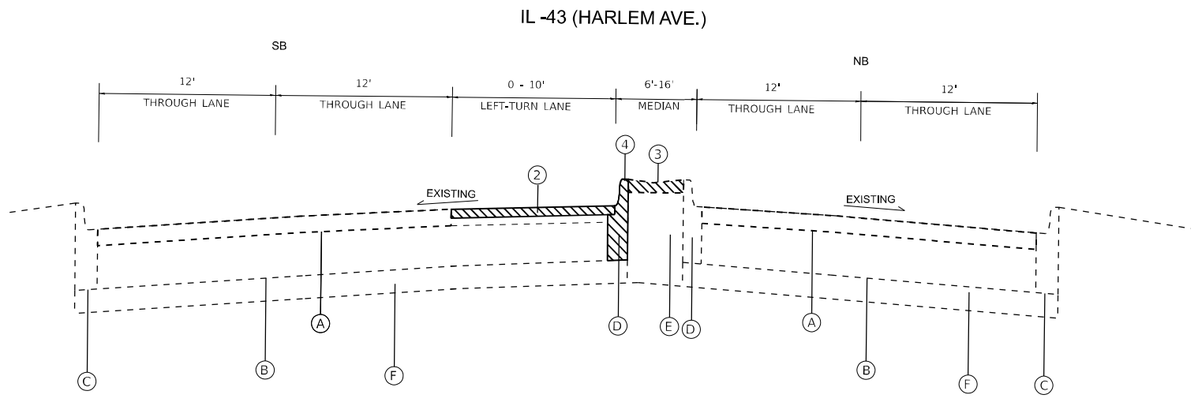
USER NAME = ivan.diaz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	7
		CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



EXISTING TYPICAL SECTION
STA. 32+22 TO 34+07

LEGEND - EXISTING:

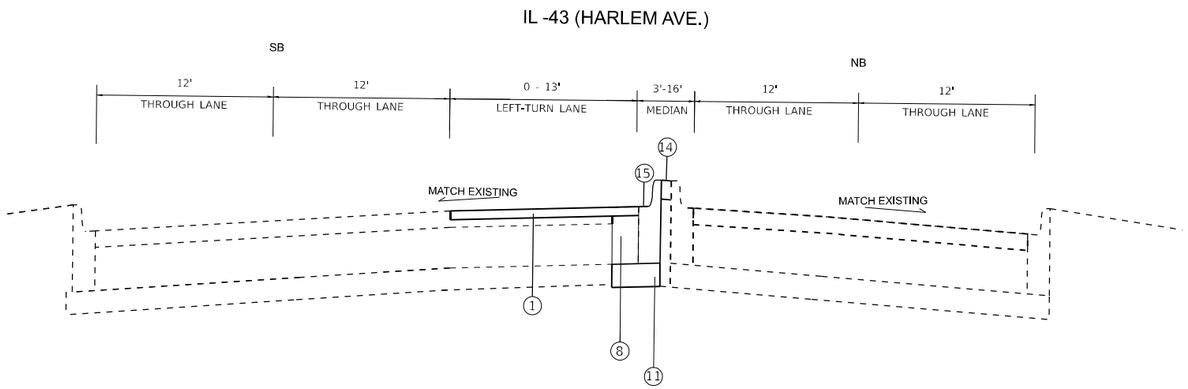
- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
- (9) PROP. HOT-MIX ASPHALT BASE COURSE, 13" (NOTE 1 & 2)
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.



PROPOSED TYPICAL SECTION
STA. 32+22 TO 34+07

MODEL: Typical Section-2 [Sheet]
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	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

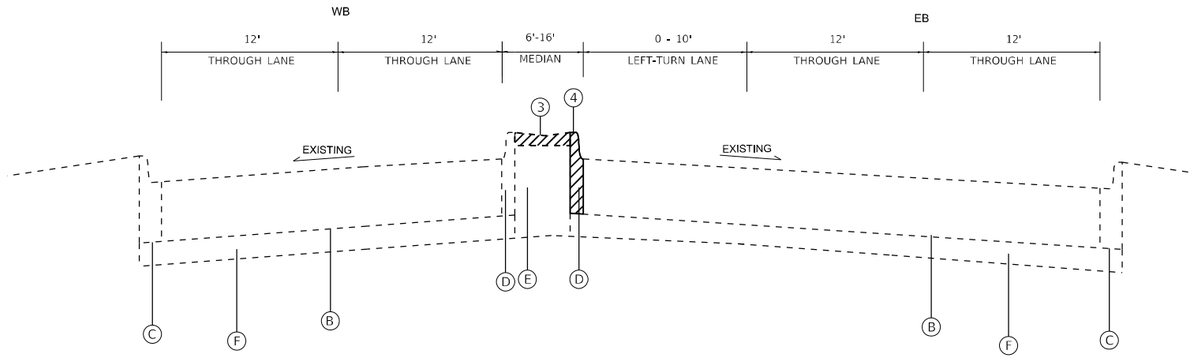
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	8
		CONTRACT NO. 62W88		
		ILLINOIS FED. AID PROJECT		

143RD STREET



EXISTING TYPICAL SECTION
STA. 11+37 TO 13+08

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

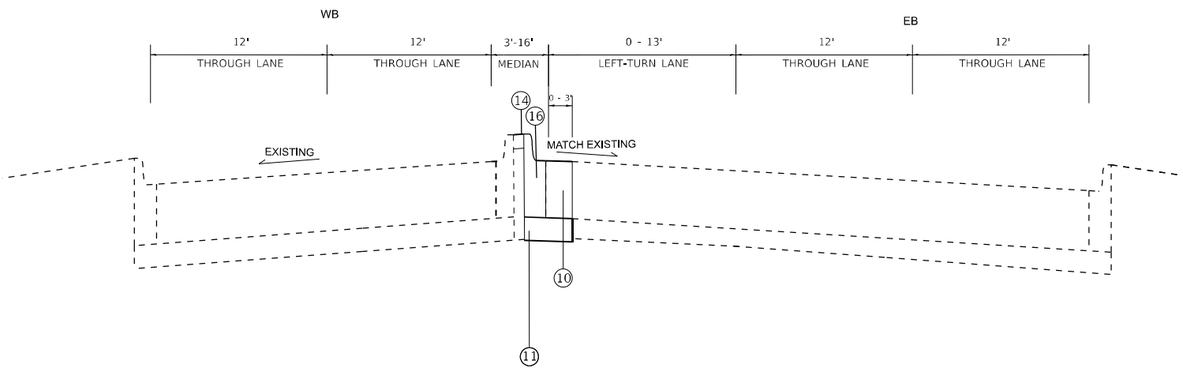
LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
- (9) PROP. HOT-MIX ASPHALT BASE COURSE, 13" (NOTE 1 & 2)
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

143RD STREET



PROPOSED TYPICAL SECTION
STA. 11+37 TO 13+08

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	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

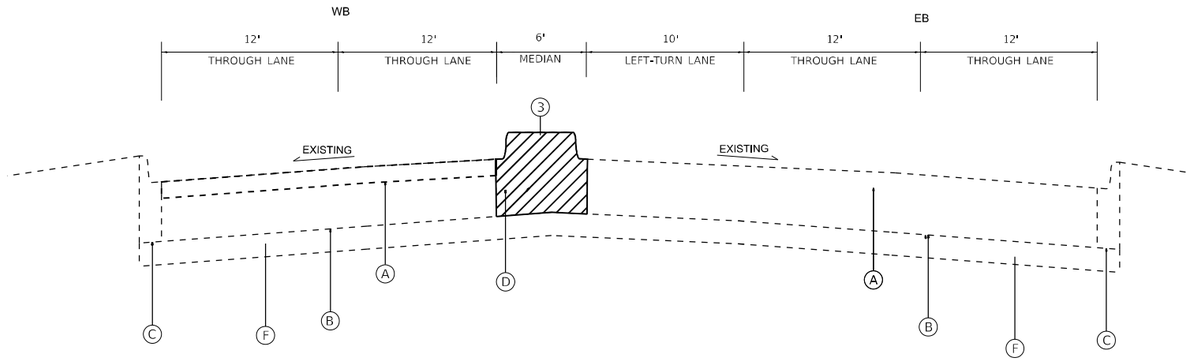
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	9
		CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

143RD STREET



EXISTING TYPICAL SECTION
STA. 13+08 to 16+47

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
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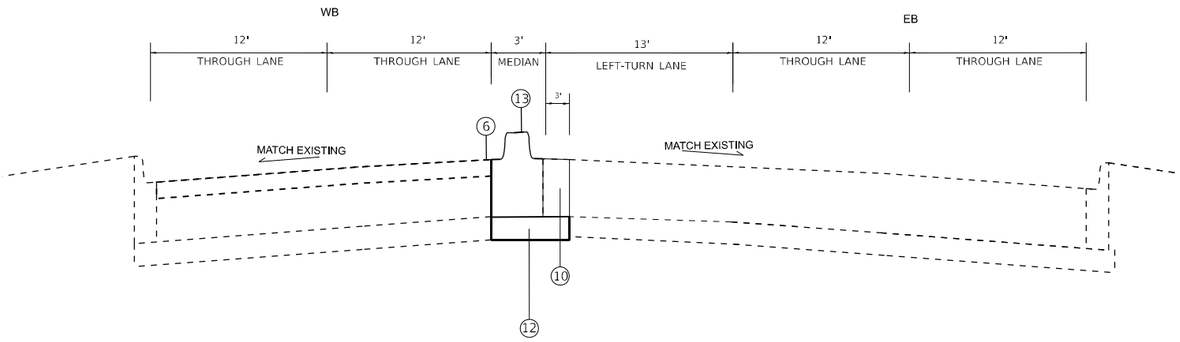
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

143RD STREET



PROPOSED TYPICAL SECTION
STA. 13+08 to 16+47

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	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

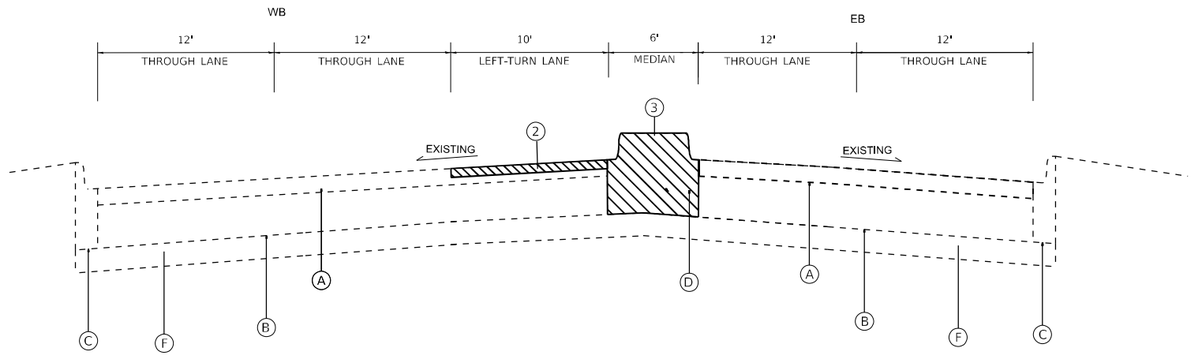
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL 43 AT 143RD STREET

SCALE: | SHEET 2 OF 9 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	10
		CONTRACT NO. 62W88		
	ILLINOIS	FED. AID PROJECT		

143RD STREET



EXISTING TYPICAL SECTION
STA. 17+50 TO 18+95

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
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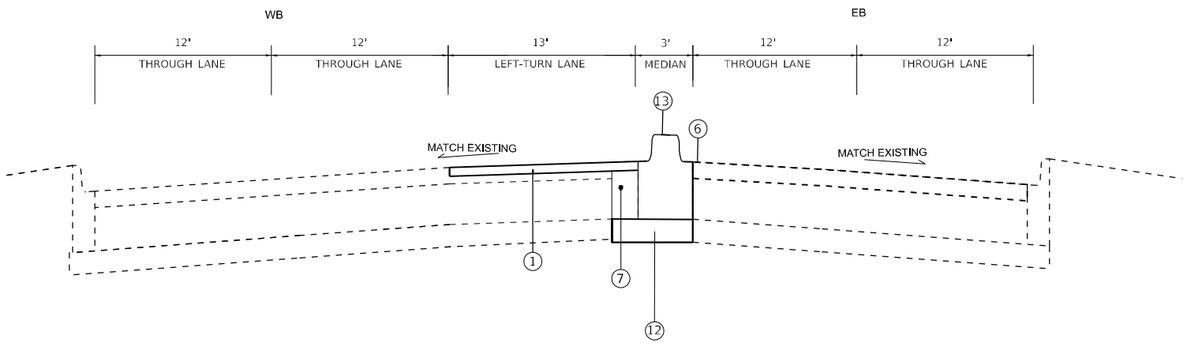
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

143RD STREET



PROPOSED TYPICAL SECTION
STA. 17+50 TO 18+95

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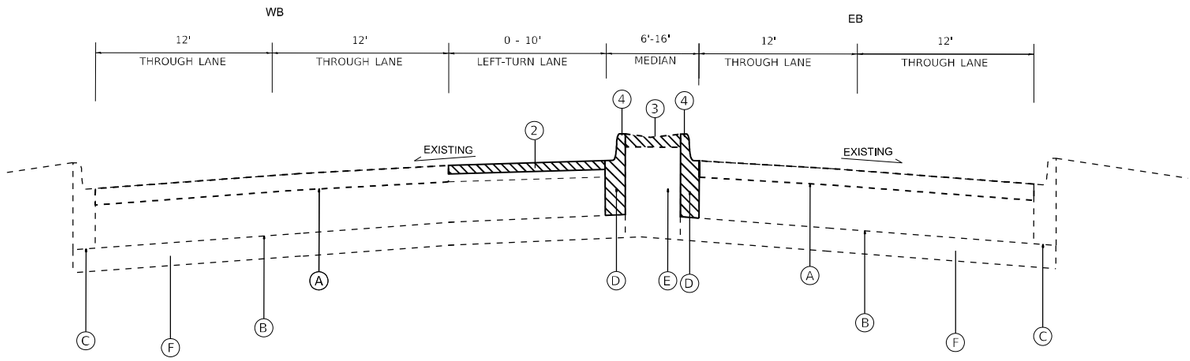
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

TYPICAL SECTION
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	11
		CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

143RD STREET



EXISTING TYPICAL SECTION
STA. 18+95 TO 21+37

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

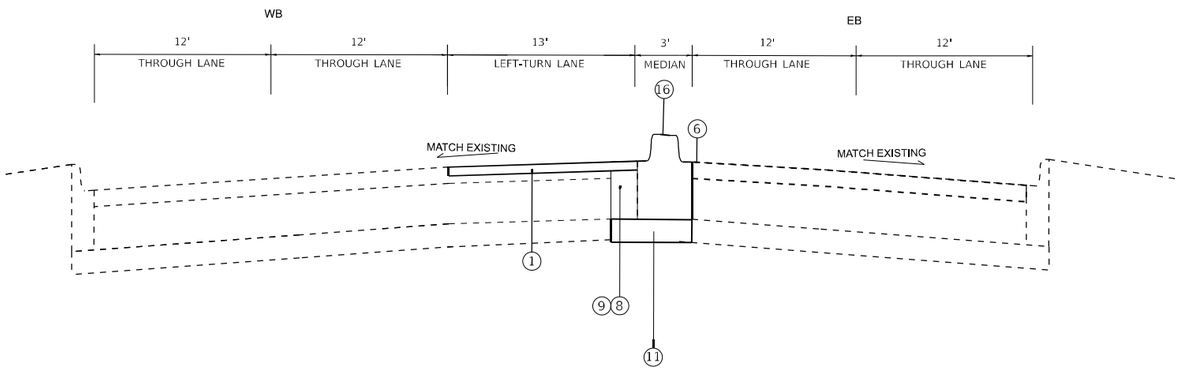
LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
- (9) PROP. HOT-MIX ASPHALT BASE COURSE, 13" (NOTE 1 & 2)
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

143RD STREET



PROPOSED TYPICAL SECTION
STA. 18+95 TO 21+37

MODEL: TYPICAL SECTION-2 [Sheet]
FILE NAME: c:\pw_work\pwdot\diaza\d0993576\D119424-sht-typical.dgn

USER NAME = ivan.diaz	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
	CHECKED -	REVISED -	
PLOT DATE = 6/27/2024	DATE -	REVISED -	

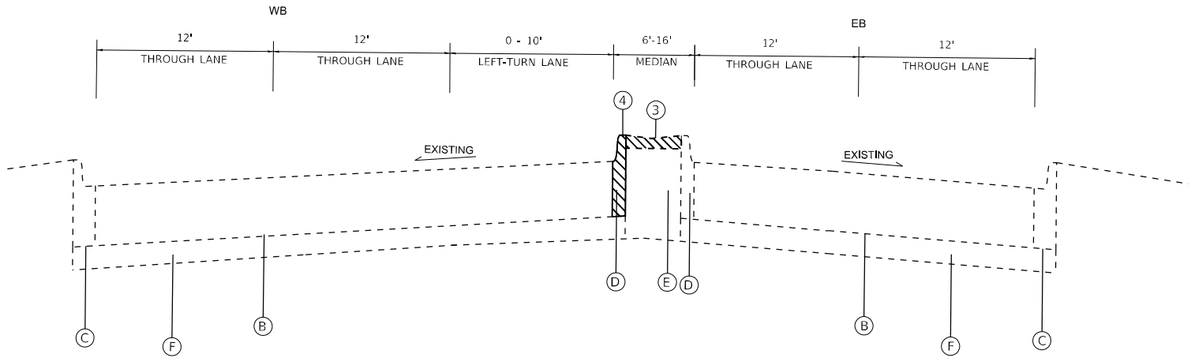
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	12
		CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

143RD STREET



EXISTING TYPICAL SECTION
STA. 21+37 TO 23+74

LEGEND - EXISTING:

- (A) EX. HOT-MIX ASPHALT PAVEMENT, 3.0" +/-
- (B) EX. PORTLAND-CEMENT CONCRETE PAVEMENT, 10" +/-
- (C) EX. COMBINATION CONCRETE CURB & GUTTER, VARIES
- (D) EX. CONC. MEDIAN W/ COMBINATION CONCRETE CURB & GUTTER
- (E) EX. SAND FILL
- (F) EX. SUBBASE

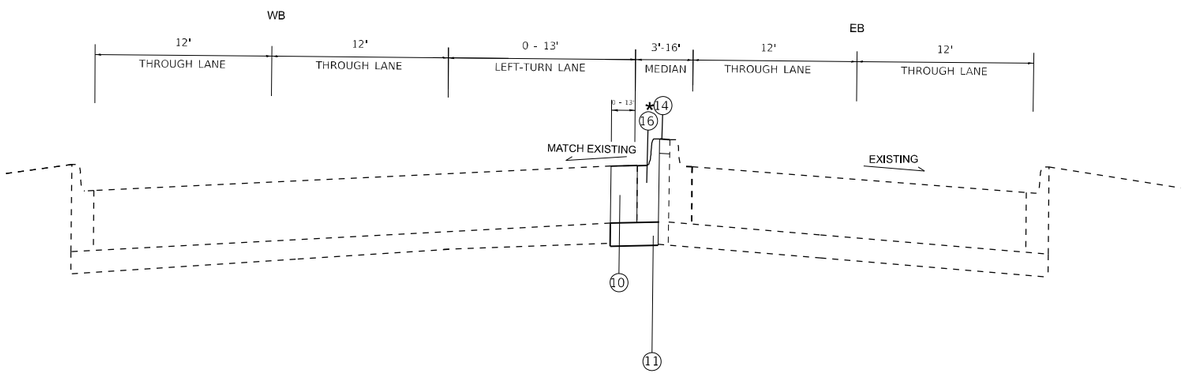
LEGEND - PROPOSED

- (1) PROP. HMA SURFACE COURSE, MIX D, IL-9.5, N70, 2"
- (2) PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2"
- (3) PROP. MEDIAN REMOVAL
- (4) PROP. COMBINATION CURB AND GUTTER REMOVAL
- (5) PROP. CONCRETE MEDIAN, TYPE SB-6.12
- (6) PROP. INCIDENTAL HOT-MIX ASPHALT SURFACING
- (7) PROP. CLASS D PATCHES, TYPE IV, 13 INCH (NOTE 2)
- (8) PROP. HOT-MIX ASPHALT BASE COURSE WIDENING, 13" (NOTE 1 & 2)
- (9) PROP. HOT-MIX ASPHALT BASE COURSE, 13" (NOTE 1 & 2)
- (10) PROP. PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (11) PROP. AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (12) PROP. SUBBASE GRANULAR MATERIAL, TYPE B (AS DETERMINED BY ENGINEER)
- (13) PROP. CONCRETE MEDIAN, TYPE SM-6.12
- (14) PROP. CONCRETE MEDIAN SURFACE, 4 INCH
- (15) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (16) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.12

ROADWAY NOTE:

1. PROPOSED HMA BASE COURSE WIDENING SHALL CONSIST OF WIDENING AREAS NOT EXCEEDING 6 FEET. PROPOSED HOT-MIX ASPHALT BASE COURSE FOR WIDENING AREAS EXCEEDING 6 FEET.
2. CLASS D PATCH, HMA BC 13 and HMA BC WID 13 SHALL MATCH EXISTING ELEVATION PRIOR TO MILLING OPERATIONS. THICKNESS OF THESE ITEMS TO BE REDUCED TO 11" (FOR 2" MILLING) WHEN MILLED PRIOR TO RESRUFACING.
3. CONTRACTOR SHALL PATCH FIRST BEFORE MILLING.

143RD STREET



PROPOSED TYPICAL SECTION
STA. 21+37 TO 23+74

* PROPOSED CONCRETE MEDIAN, TYPE SM-6.12 FROM APPROXIMATELY STATION 21+37 TO 21+54 (PCC RAISED MEDIAN NOSE SECTION).

MODEL: Typical Section-1 [Sheet]
FILE NAME: c:\pw_work\pwidot\diazia\d0993576\D1119424-sht-typical.dgn

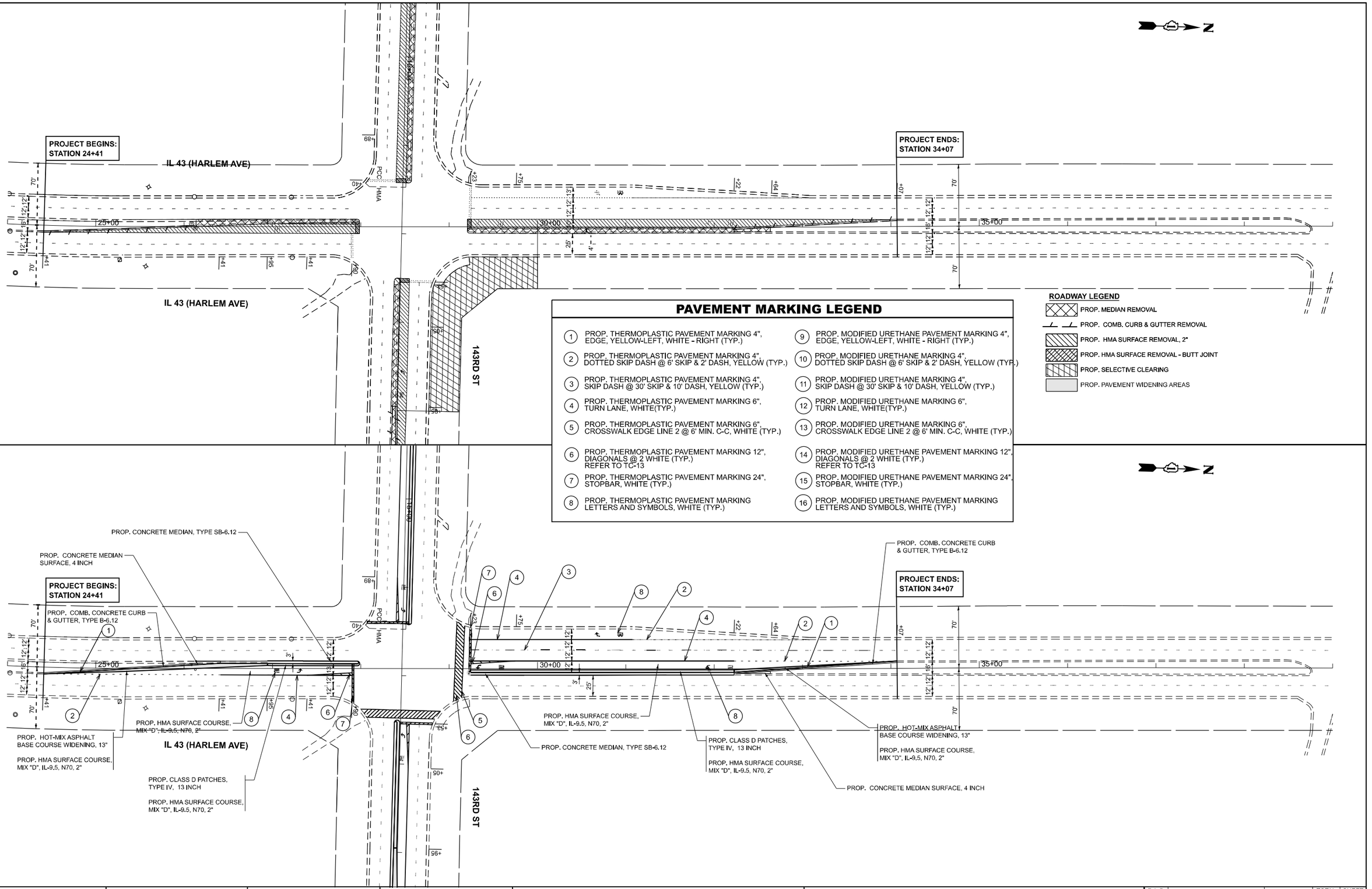
USER NAME = ivan.diaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/27/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION
IL 43 AT 143RD STREET

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	13
		CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PAVEMENT MARKING 4", EDGE, YELLOW-LEFT, WHITE - RIGHT (TYP.)
2. PROP. THERMOPLASTIC PAVEMENT MARKING 4", DOTTED SKIP DASH @ 6' SKIP & 2' DASH, YELLOW (TYP.)
3. PROP. THERMOPLASTIC PAVEMENT MARKING 4", SKIP DASH @ 30' SKIP & 10' DASH, YELLOW (TYP.)
4. PROP. THERMOPLASTIC PAVEMENT MARKING 6", TURN LANE, WHITE(TYP.)
5. PROP. THERMOPLASTIC PAVEMENT MARKING 6", CROSSWALK EDGE LINE 2 @ 6' MIN. C-C, WHITE (TYP.)
6. PROP. THERMOPLASTIC PAVEMENT MARKING 12", DIAGONALS @ 2 WHITE (TYP.) REFER TO TC-13
7. PROP. THERMOPLASTIC PAVEMENT MARKING 24", STOPBAR, WHITE (TYP.)
8. PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
9. PROP. MODIFIED URETHANE PAVEMENT MARKING 4", EDGE, YELLOW-LEFT, WHITE - RIGHT (TYP.)
10. PROP. MODIFIED URETHANE MARKING 4", DOTTED SKIP DASH @ 6' SKIP & 2' DASH, YELLOW (TYP.)
11. PROP. MODIFIED URETHANE MARKING 4", SKIP DASH @ 30' SKIP & 10' DASH, YELLOW (TYP.)
12. PROP. MODIFIED URETHANE MARKING 6", TURN LANE, WHITE(TYP.)
13. PROP. MODIFIED URETHANE MARKING 6", CROSSWALK EDGE LINE 2 @ 6' MIN. C-C, WHITE (TYP.)
14. PROP. MODIFIED URETHANE PAVEMENT MARKING 12", DIAGONALS @ 2 WHITE (TYP.) REFER TO TC-13
15. PROP. MODIFIED URETHANE PAVEMENT MARKING 24", STOPBAR, WHITE (TYP.)
16. PROP. MODIFIED URETHANE PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)

ROADWAY LEGEND

- PROP. MEDIAN REMOVAL
- PROP. COMB. CURB & GUTTER REMOVAL
- PROP. HMA SURFACE REMOVAL, 2"
- PROP. HMA SURFACE REMOVAL - BUTT JOINT
- PROP. SELECTIVE CLEARING
- PROP. PAVEMENT WIDENING AREAS

USER NAME = Ivan.diaz	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/28/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL 43 AT 143RD STREET

SCALE: 1"=50' | SHEET 1 OF 2 SHEETS | STA. 25+00.00 | TO STA. 40+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	14
		CONTRACT NO. 62W88		
		ILLINOIS	FED. AID PROJECT	

MODEL: IL43 - ExPlan02 [Sheet]
FILE NAME: c:\pw_work\pwidot\diazia\d0993576\D119424-sht-plan.dgn

PAVEMENT MARKING LEGEND

1. PROP. THERMOPLASTIC PAVEMENT MARKING 4", EDGE, YELLOW-LEFT, WHITE - RIGHT (TYP.)
2. PROP. THERMOPLASTIC PAVEMENT MARKING 4", DOTTED SKIP DASH @ 6' SKIP & 2' DASH, YELLOW (TYP.)
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4. PROP. THERMOPLASTIC PAVEMENT MARKING 6", TURN LANE, WHITE(TYP.)
5. PROP. THERMOPLASTIC PAVEMENT MARKING 6", CROSSWALK EDGE LINE 2 @ 6' MIN. C-C, WHITE (TYP.)
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11. PROP. MODIFIED URETHANE MARKING 4", SKIP DASH @ 30' SKIP & 10' DASH, YELLOW (TYP.)
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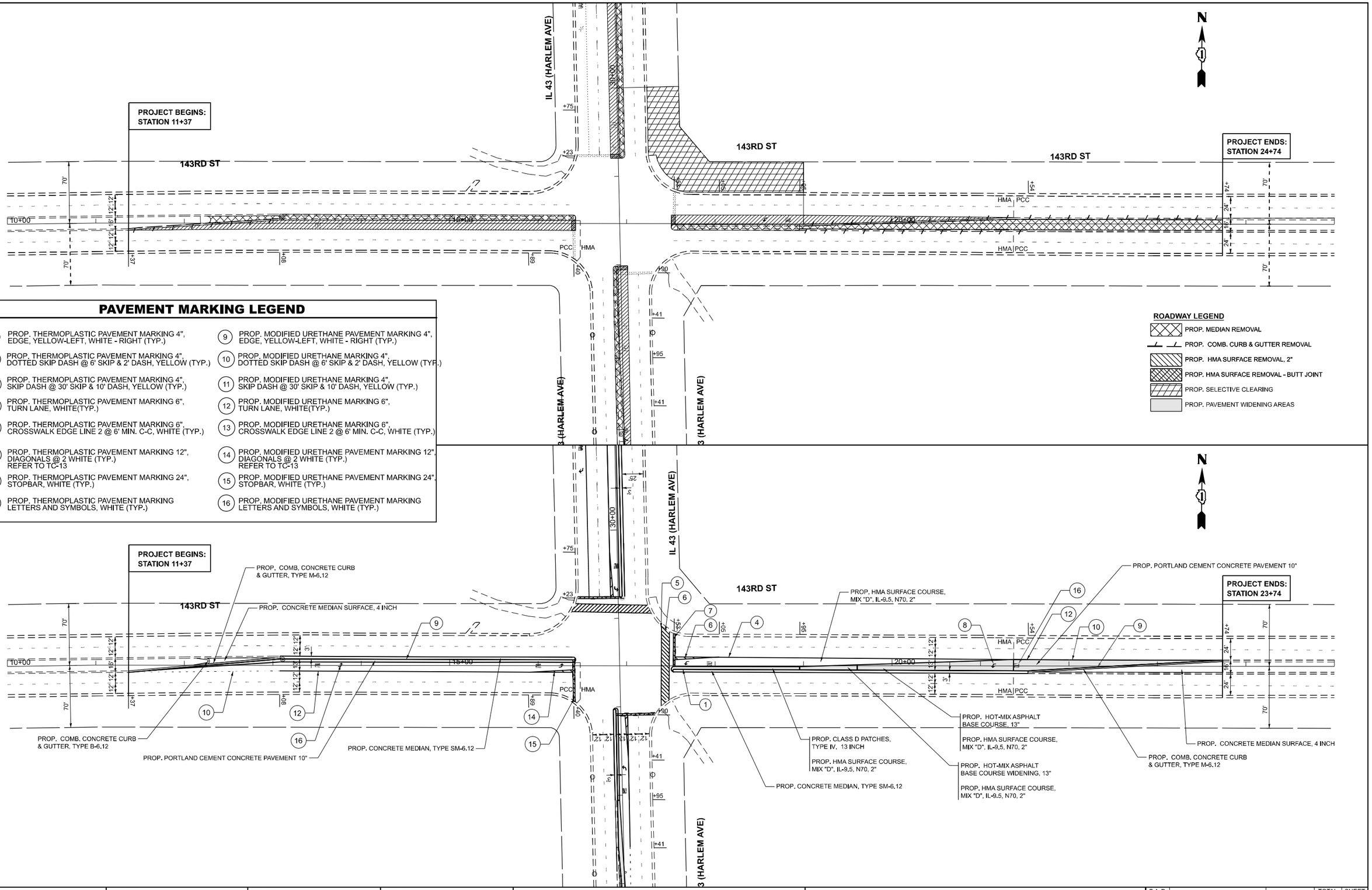

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	CHECKED -	REVISED -	
PLOT DATE = 6/28/2024	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY PLAN
IL 43 AT 143RD STREET

SCALE: 1"=50' | SHEET 2 OF 2 SHEETS | STA. 10+00.00 | TO STA. 25+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	15
		CONTRACT NO. 62W88		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		
COMMUNICATION CABINET	CC	CC
MASTER CONTROLLER	MC	MC
MASTER MASTER CONTROLLER	MMC	MMC
UNINTERRUPTABLE POWER SUPPLY		
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
TELEPHONE CONNECTION	ET	T
STEEL MAST ARM ASSEMBLY AND POLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD OPTICALLY PROGRAMMED	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
HEAVY DUTY HANDHOLE -SQUARE -ROUND	H	H
DOUBLE HANDHOLE		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER CABINET		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVE ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P P	P P
SAMPLING (SYSTEM) DETECTOR	S S	S S
INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS IS	IS IS
QUEUE AND SAMPLING (SYSTEM) DETECTOR	QS QS	QS QS
WIRELESS DETECTOR SENSOR	W	W
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	P	P
SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE	P RB	P RB
PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	C D	C D
ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED	5	5
GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)	1#6	1#6
ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	1
COAXIAL CABLE	C	C
VENDOR CABLE	V	V
COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED	6*18	6*18
FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	12F 24F 36F	12F 24F 36F
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

TS SHT NO. 1

FILE NAME = St\WP\Design\Iovan\SamplePlans-DO_NOT_USE\DGNFiles\Legend_06-08-16.dgn	USER NAME = plascencia1	DESIGNED - IP	REVISED -
		DRAWN - IP	REVISED -
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Default	PLOT DATE = 6/10/2016	DATE - 6/8/2016	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	16
	TS-05	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.

2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.

3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.

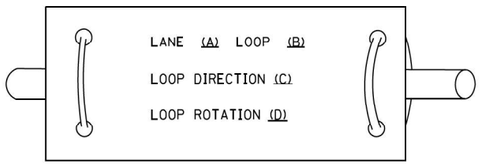
4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.

5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND 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

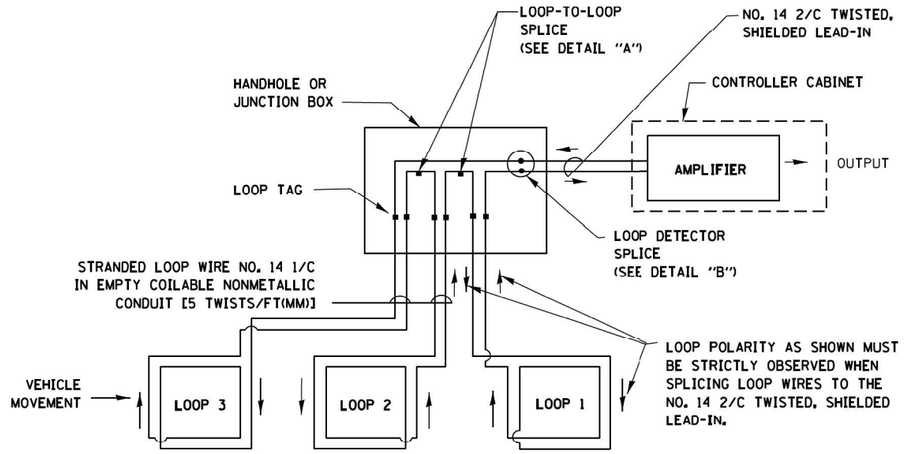


A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY

B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.

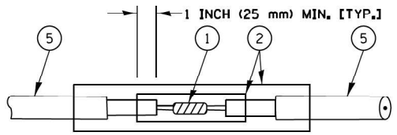
C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".

D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

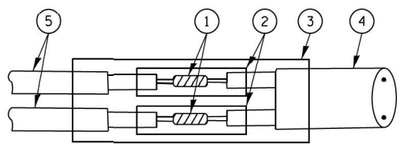


DETECTOR LOOP WIRING SCHEMATIC

- 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.

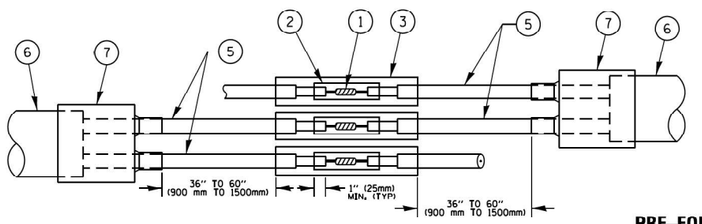


DETAIL "A"
LOOP-TO-LOOP SPLICE



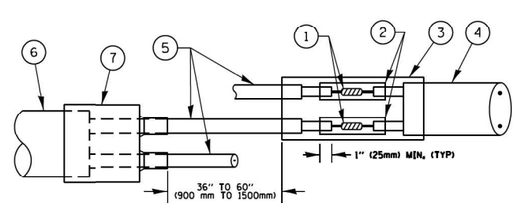
DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE

PRE-FORMED LOOP



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

LOOP DETECTOR SPLICE

(1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.

(2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.

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

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

(5) LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE.

(6) PRE-FORMED LOOP

(7) XL POLYOLEFIN 2 CONDUCTOR BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL

TS SHT NO. 2

FILE NAME = St\WP\Design\Iovan\SamplePlans\DGNFiles\TSExample01-sht-ts.dgn	USER NAME = plascencia1	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 5/17/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

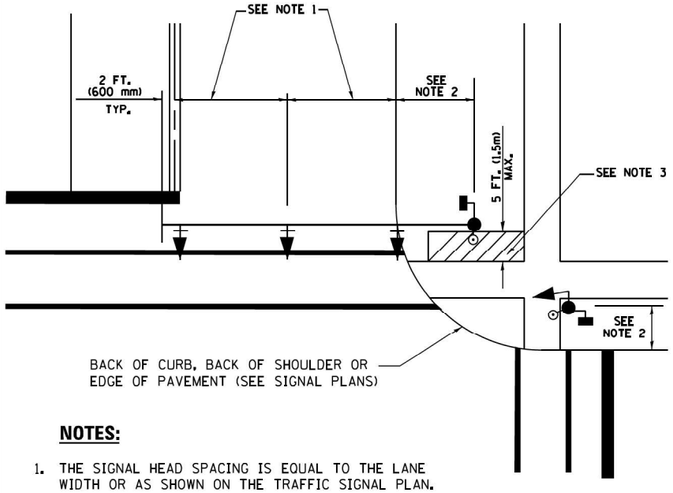
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	17
	TS-05	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

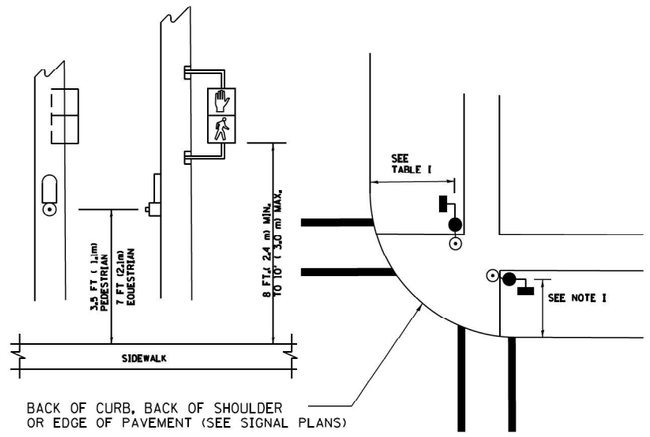
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

1. THE SIGNAL HEAD SPACING IS EQUAL TO THE LANE WIDTH OR AS SHOWN ON THE TRAFFIC SIGNAL PLAN.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO BE USED.
5. THE LOCATIONS AND INSTALLATION OF PEDESTRIAN SIGNAL HEADS AND PEDESTRIAN PUSHBUTTONS SHALL MEET THE REQUIREMENTS OF THE MUTCD AND INFORMATION FOUND IN THE "AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES FOR BUILDINGS AND FACILITIES."

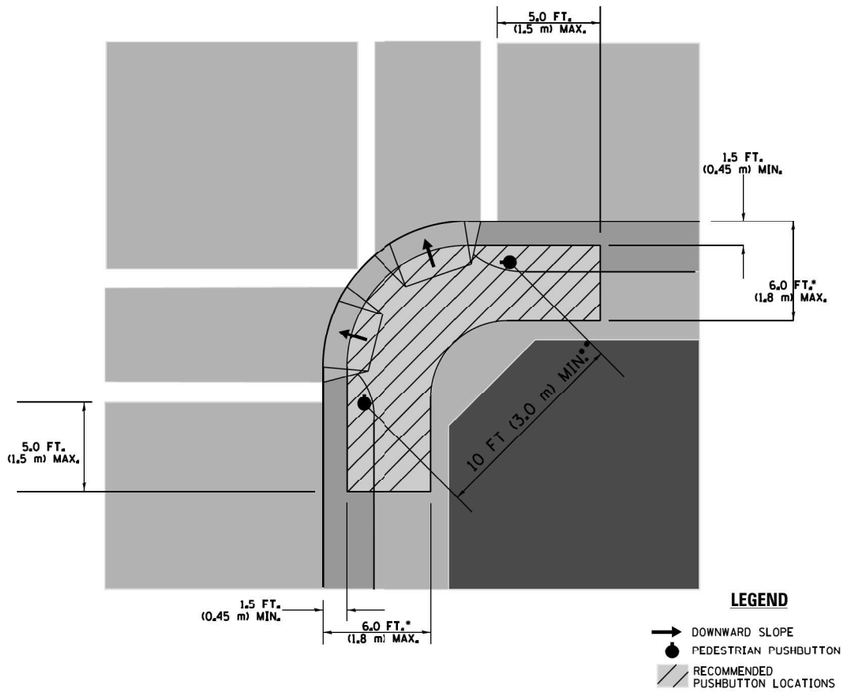
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



- WHERE THERE ARE CONSTRAINTS THAT MAKE IT IMPRACTICAL TO PLACE THE PEDESTRIAN PUSHBUTTON BETWEEN 1.5 FT (0.45 m) AND 6 FT (1.8 m) FROM THE EDGE OF THE CURB, SHOULDER, OR PAVEMENT, IT SHOULD NOT BE FURTHER THAN 10 FT (3 m) FROM THE EDGE OF CURB, SHOULDER, OR PAVEMENT.

** WHERE THERE ARE CONSTRAINTS ON A PARTICULAR CORNER THAT MAKE IT IMPRACTICAL TO PROVIDE THE 10 FT (3 m) SEPERATION BETWEEN THE TWO PEDESTRIAN PUSHBUTTONS, THE PUSHBUTTONS MAY BE PLACED CLOSER TOGETHER OR ON THE SAME POLE.

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

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

TS SHT NO. 3

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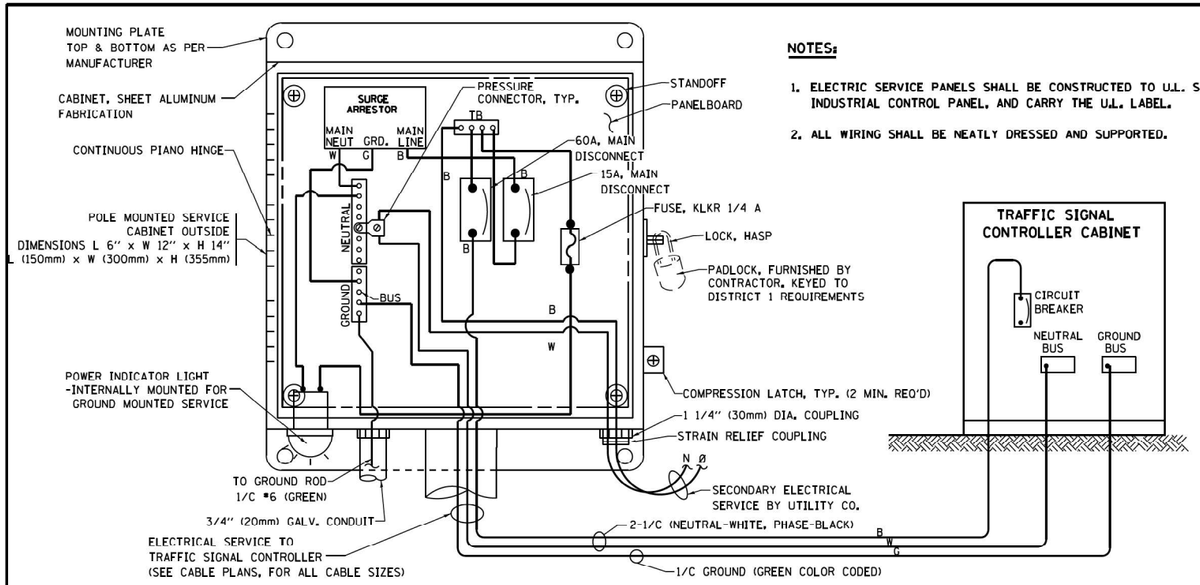
Default	PLOT DATE = 5/17/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	18
	TS-05	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



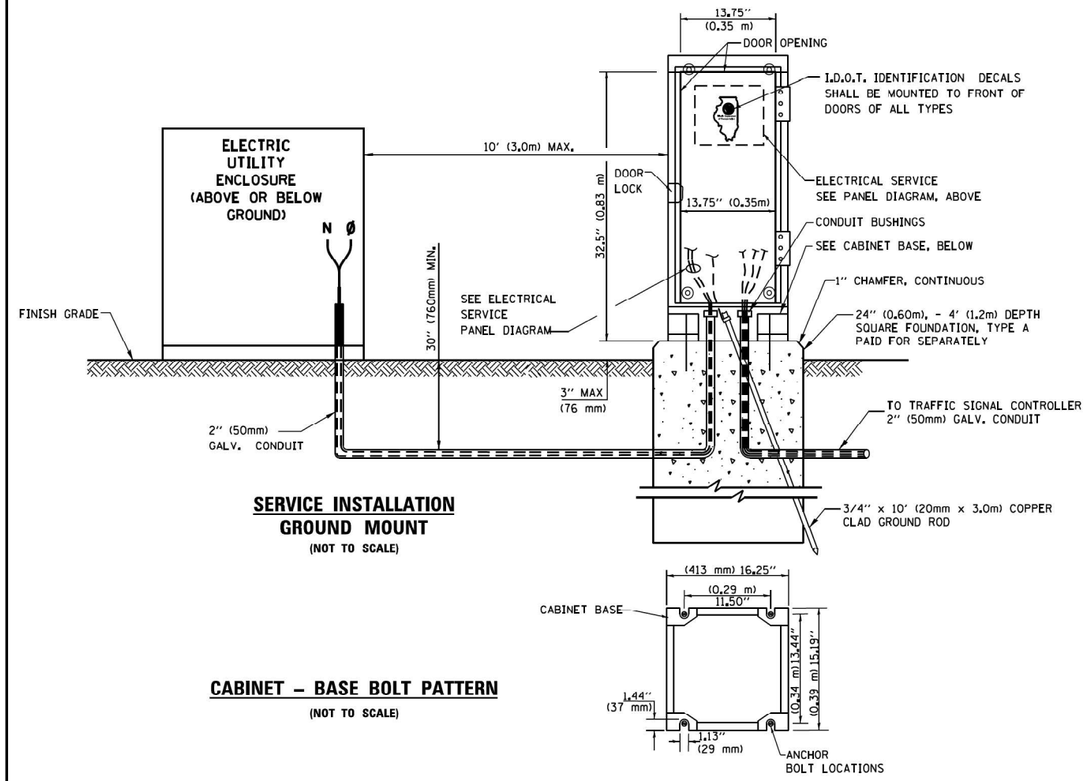
NOTES:

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

ELECTRICAL SERVICE – PANEL DIAGRAM (TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)

SERVICE INSTALLATION POLE MOUNT (SHOWN)

(NOT TO SCALE)

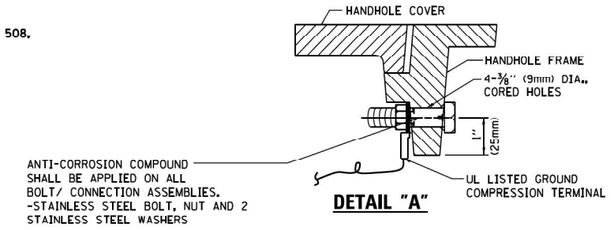


SERVICE INSTALLATION GROUND MOUNT

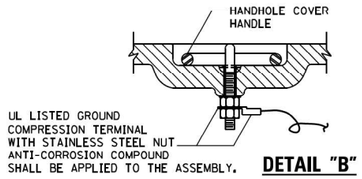
(NOT TO SCALE)

CABINET – BASE BOLT PATTERN

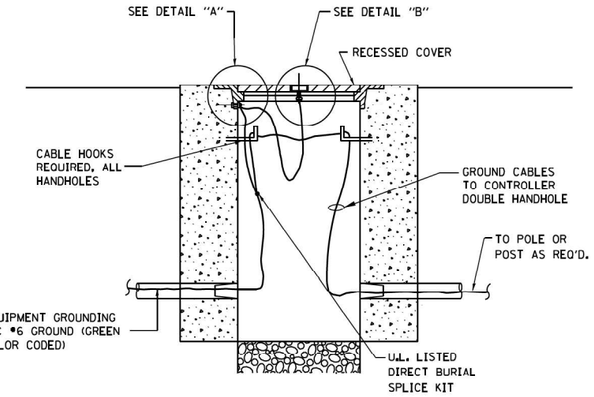
(NOT TO SCALE)



DETAIL "A"

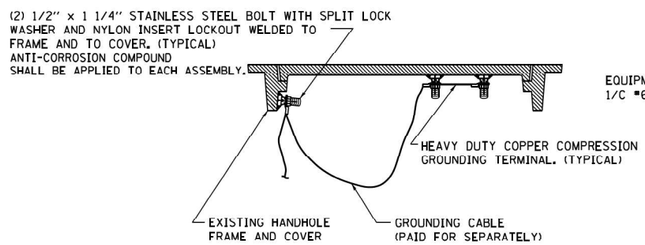


DETAIL "B"



HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)



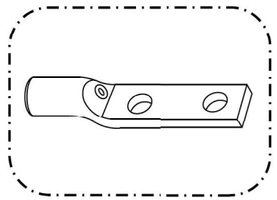
EXISTING HANDHOLE COVER & FRAME – GROUNDING DETAIL

(NOT TO SCALE)

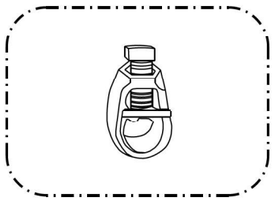
NOTES:

GROUNDING SYSTEM

1. THE GROUNDING SYSTEM SHALL CONSIST OF AN INSULATED CONDUCTOR TYPE XLP, NO. 6 A.W.G., STRANDED COPPER TO BE INSTALLED IN RACEWAYS. THE GROUNDING CABLE SHALL BE INSTALLED IN A CONTINUOUS MANNER AS SHOWN ON THE CABLE PLAN PROVIDED. ALL GROUNDING CONDUCTORS SHALL BE BONDED TO METAL ENCLOSURE (HANDHOLE, POST, MAST ARM, CONTROLLER, ETC.). GROUND ROD SHALL BE 3/4" DIA. x 10'-0" (20mm x 3.0m) LONG, COPPER CLAD. ONE GROUND ROD SHALL BE INSTALLED AT ALL POST FOUNDATIONS, POLE FOUNDATIONS, CONTROLLER CABINET FOUNDATION AND ELECTRICAL SERVICE INSTALLATION AS INDICATED ON THE CABLE PLAN. IF THERE ARE ANY SPECIAL CONDITIONS SUCH AS SUB-SURFACE CONDITIONS OR INSTALLATION PROBLEMS, THE RESIDENT ENGINEER SHALL BE NOTIFIED OR CONTACT THE BUREAU OF TRAFFIC, ILLINOIS DEPARTMENT OF TRANSPORTATION DISTRICT ONE AT (847) 705-4139.
2. THE NEUTRAL CONDUCTOR AND THE GROUND CONDUCTOR SHALL BE CONNECTED IN THE SERVICE INSTALLATION. AT NO OTHER POINT IN THE TRAFFIC SIGNAL SYSTEM SHALL THE NEUTRAL AND GROUND CONDUCTORS BE CONNECTED.
3. ALL EQUIPMENT GROUNDING CONDUCTORS SHALL TERMINATE AT THE GROUND BUS IN THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL PROVIDE A GROUND CABLE WITH CONNECTORS BETWEEN THE HANDHOLE COVER AND HANDHOLE FRAME.



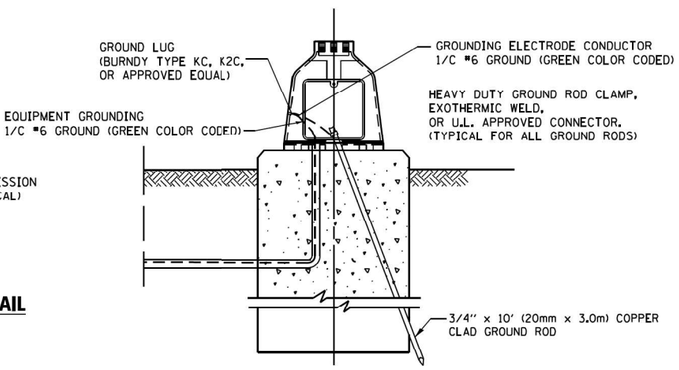
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" (20mm) HEAVY-DUTY GROUND ROD CLAMP (BURNDY TYPE GRC OR APPROVED EQUAL)

NOTES:

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



MAST ARM POLE / POST–GROUNDING DETAIL

(NOT TO SCALE)

TS SHT NO. 4

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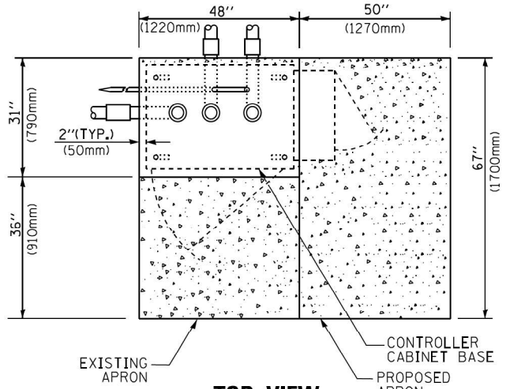
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

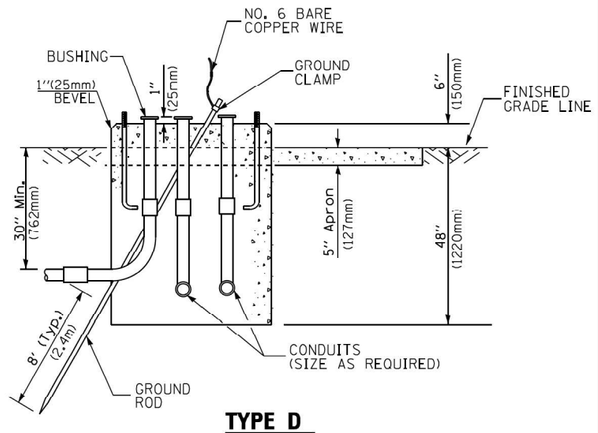
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

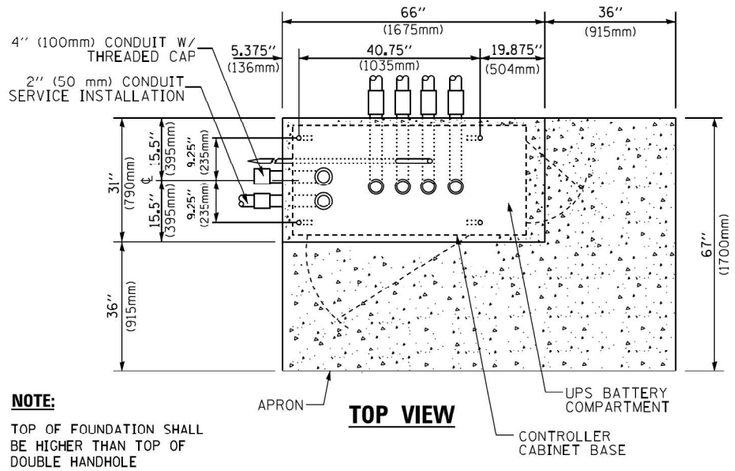
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	19
	TS-05	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



TOP VIEW



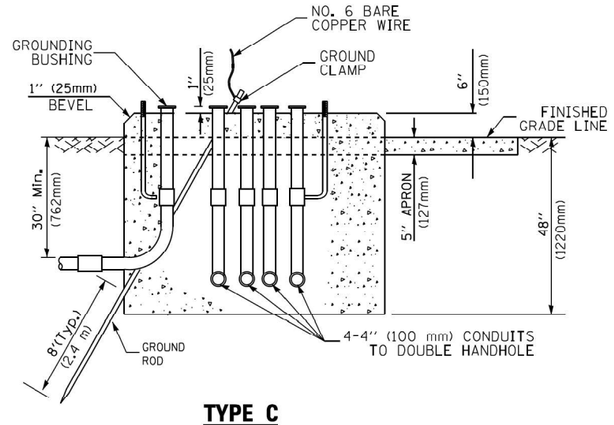
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



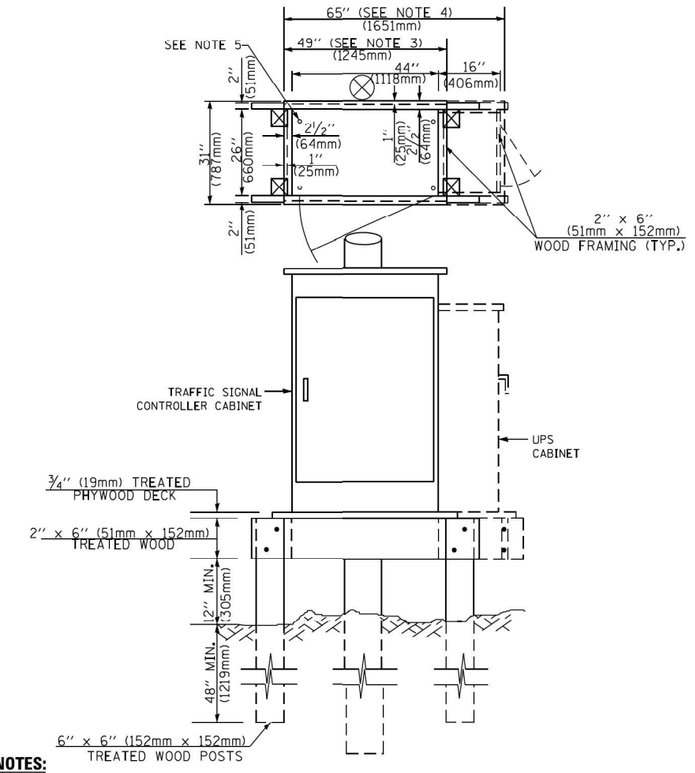
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



TYPE C
FOR GROUND MOUNTED
SUPER P (TYPE IV) AND SUPER R (TYPE V)
CONTROLLER CABINETS



NOTES:

1. BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26'' x 44'' (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16'' x 25'' (406mm x 635mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED.
3. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV.
4. PLATFORM SIZE FOR CONTROLLER CABINET TYPE IV AND UNINTERRUPTIBLE POWER SUPPLY CABINET.
5. DRILLED HOLES THROUGH THE PLATFORM BASE TO MATCH THE CONTROLLER CABINET BOLT TEMPLATE. FASTEN THE CONTROLLER CABINET TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS AND NUTS.
6. FASTEN ALL SUPPORT WOOD FRAMING TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION..

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30' (9.1 m)	10'-0'' (3.0 m)	30'' (750mm)	24'' (600mm)	8	6(19)
Greater than or equal to 30' (9.1 m) and less than 40' (12.2 m)	13'-6'' (4.1 m)	30'' (750mm)	24'' (600mm)	8	6(19)
	11'-0'' (3.4 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0'' (4.0 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 50' (15.2 m) and up to 55' (16.8 m)	15'-0'' (4.6 m)	36'' (900mm)	30'' (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0'' (6.4 m)	42'' (1060mm)	36'' (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0'' (7.6 m)	42'' (1060mm)	36'' (900mm)	16	8(25)

NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

TS SHT NO. 5

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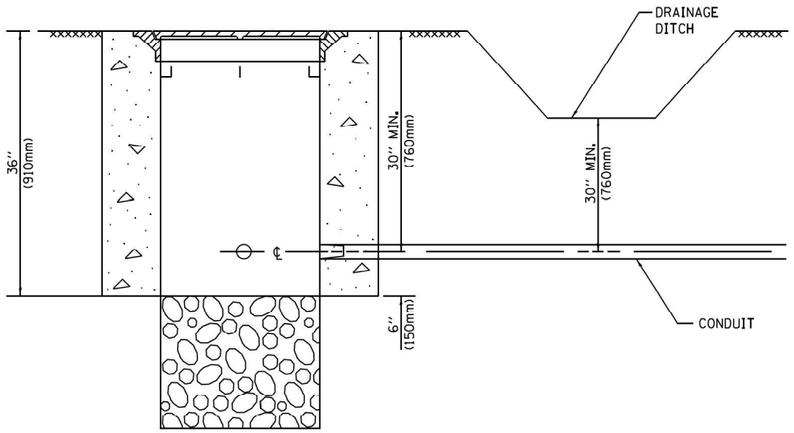
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	20
	TS-05	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

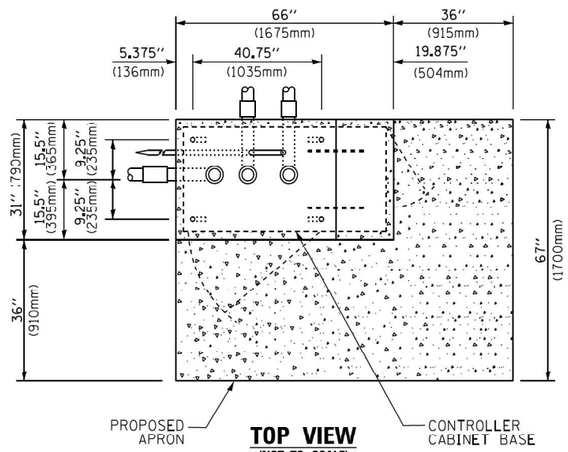


NOTES:

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

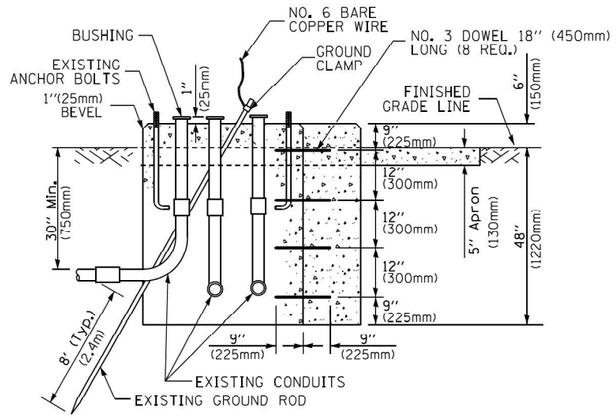
HANDHOLE WITH MINIMUM CONDUIT DEPTH

(NOT TO SCALE)



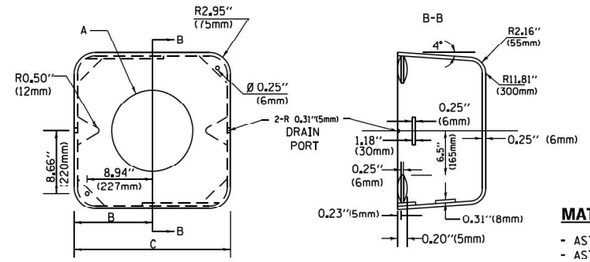
TOP VIEW

(NOT TO SCALE)



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

(NOT TO SCALE)



MATERIAL:

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

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

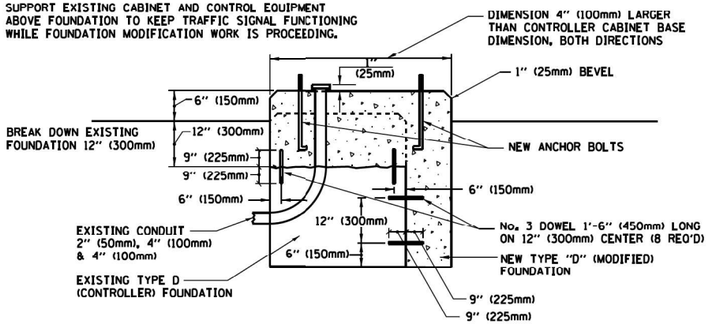
SHROUD

NOTES:

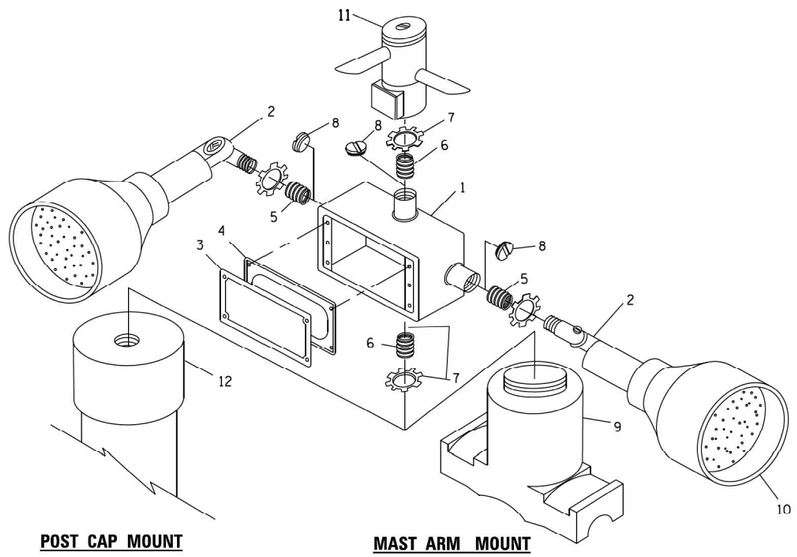
1. DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
2. THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
3. THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE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

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



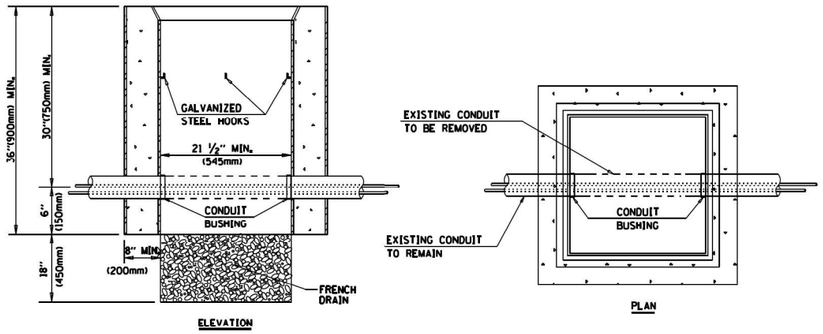
POST CAP MOUNT **MAST ARM MOUNT**

ITEM NO.	IDENTIFICATION
1	OUTLET BOX- GALV. 21 CU.IN. (0.000344 CU-M)
2	LAMP HOLDER AND COVER
3	OUTLET BOX COVER
4	RUBBER COVER GASKET
5	REDUCING BUSHING
6	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

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

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



NOTES:

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

HANDHOLE TO INTERCEPT EXISTING CONDUIT

TS SHT NO. 6

FILE NAME = St\WP\Design\Iovan\SamplePlans\DGNFiles\TSExample01-sht-ts.dgn	USER NAME = plescencia1	DESIGNED -	REVISED -
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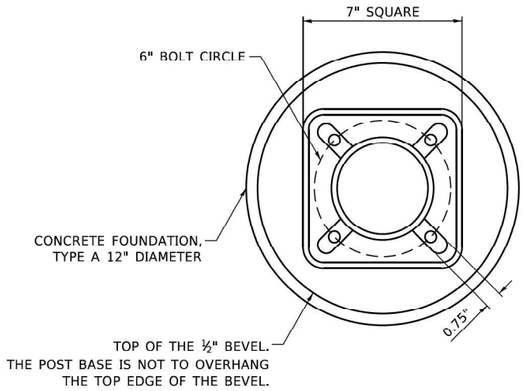
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

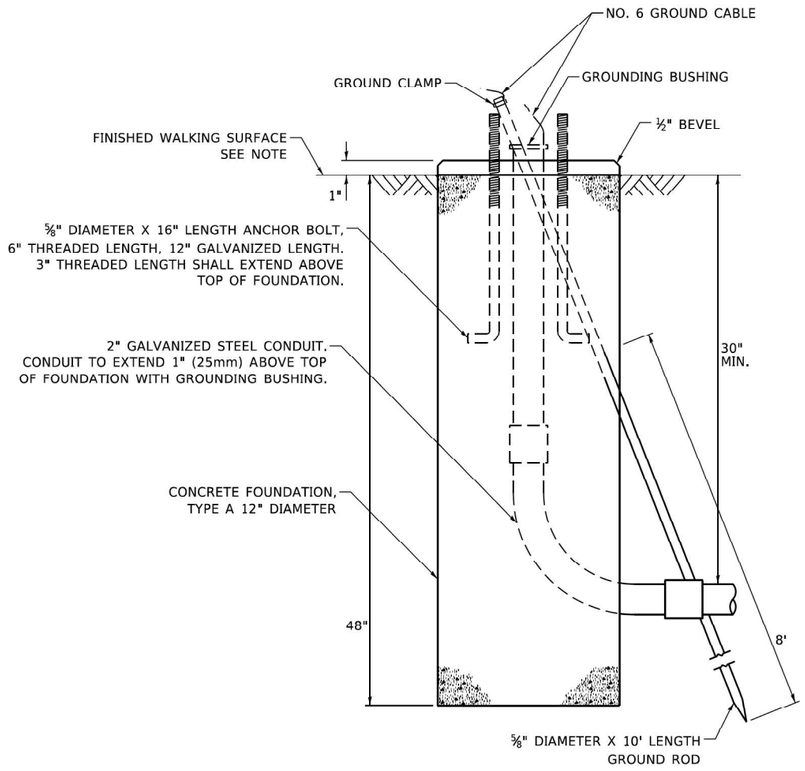
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	21
	TS-05	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



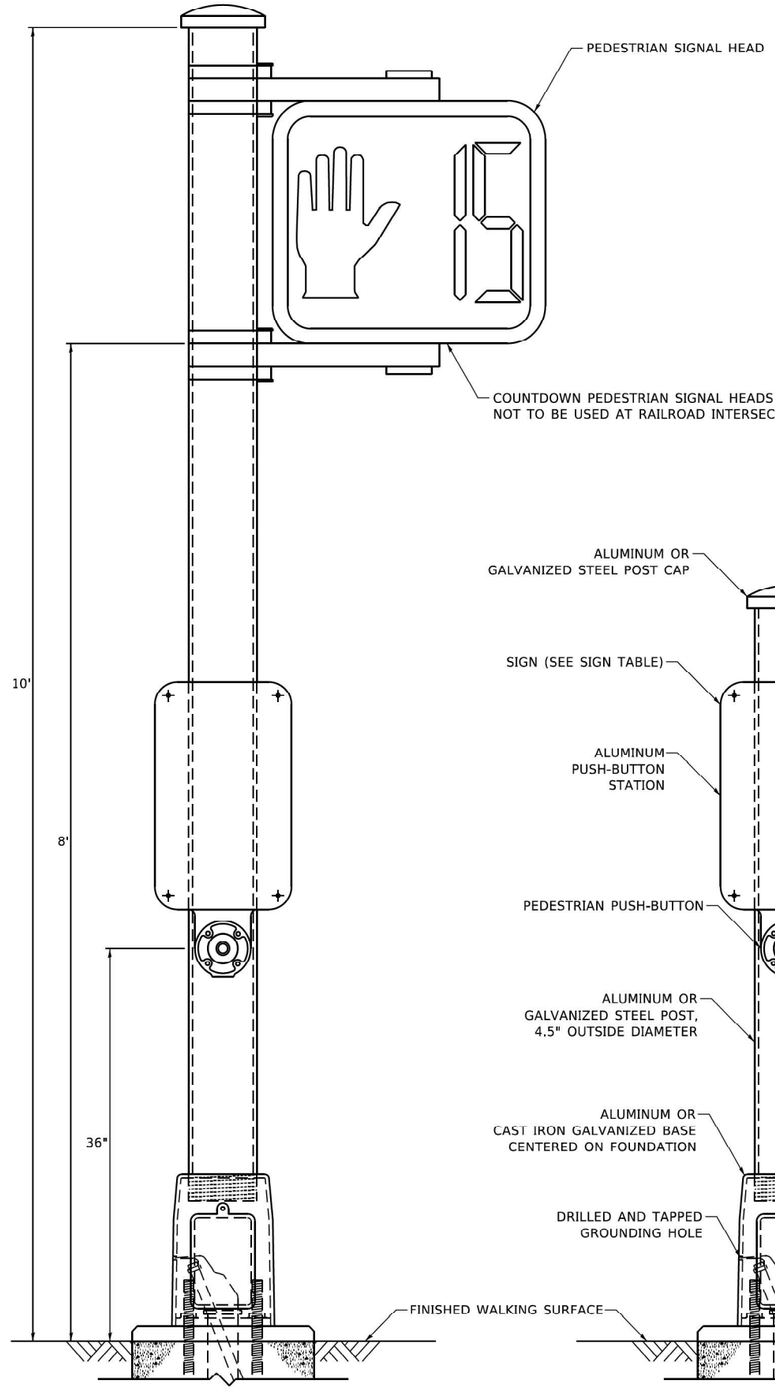
BOLT PATTERN

NOTE:

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



CONCRETE FOUNDATION, TYPE A 12–INCH DIAMETER

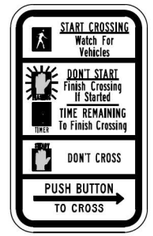


PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.

R10-3b

R10-3d



R10-3e

SIGN TABLE

SIGN	DIMENSIONS
R10-3b (RAILROAD ONLY)	9" X 12"
R10-3d (RAILROAD ONLY)	9" X 12"
R10-3e	9" X 15"

NOTES:

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

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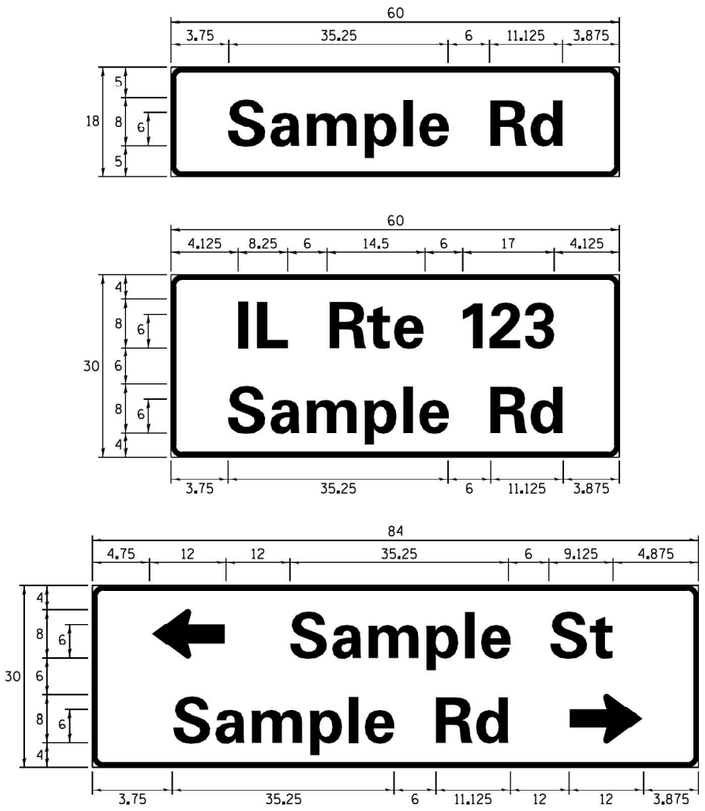
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS | SHEET NO. 7 OF 7 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	22
	TS–05	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

SIGN PANEL – TYPE 1 OR TYPE 2



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

ALL DIMENSIONS ARE IN INCHES EXCEPT NOTED OTHERWISE

COMMON STREET NAME ABBREVIATIONS AND WIDTHS

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

GENERAL NOTES

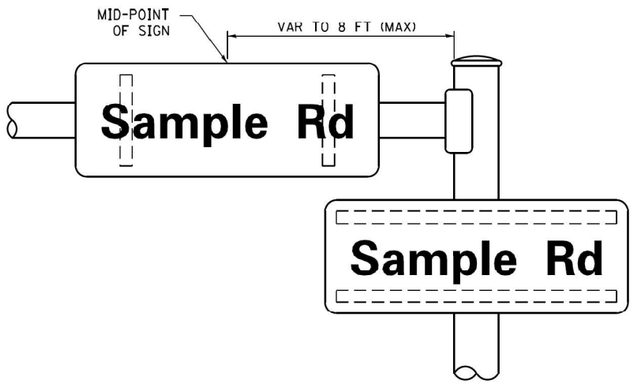
1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ON STANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO (2) SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE ¾" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6". IF POSSIBLE, BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. A PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE SERIES "D" LETTER ON A ONE-LINE SIGN 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8"-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A 8'-0" SIGN, A 30" HIGH TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION AS TO STREET, AVENUE, ETC. SHOULD BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENT AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:	PARTS LISTING:	
- J.O. HERBERT COMPANY, INC MIDLOTHIAN, VA	SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
	SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
- WESTERN REMAC, INC. WOODRIDGE, IL	BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

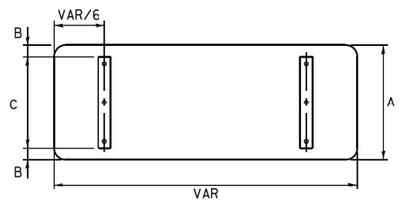
OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATION

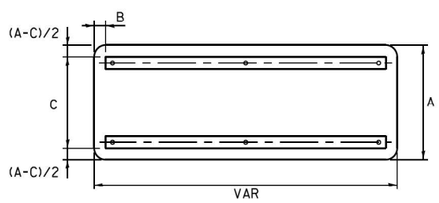
ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
18"	2"	14"
30"	2"	24"



A	B	C
18"	2"	12"
30"	2"	22"

STANDARD ALPHABETS SPACING CHART

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

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.234	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

TS SHT NO. 8

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		DRAWN - LP	REVISED -			348	2024-963-N	COOK	34	23
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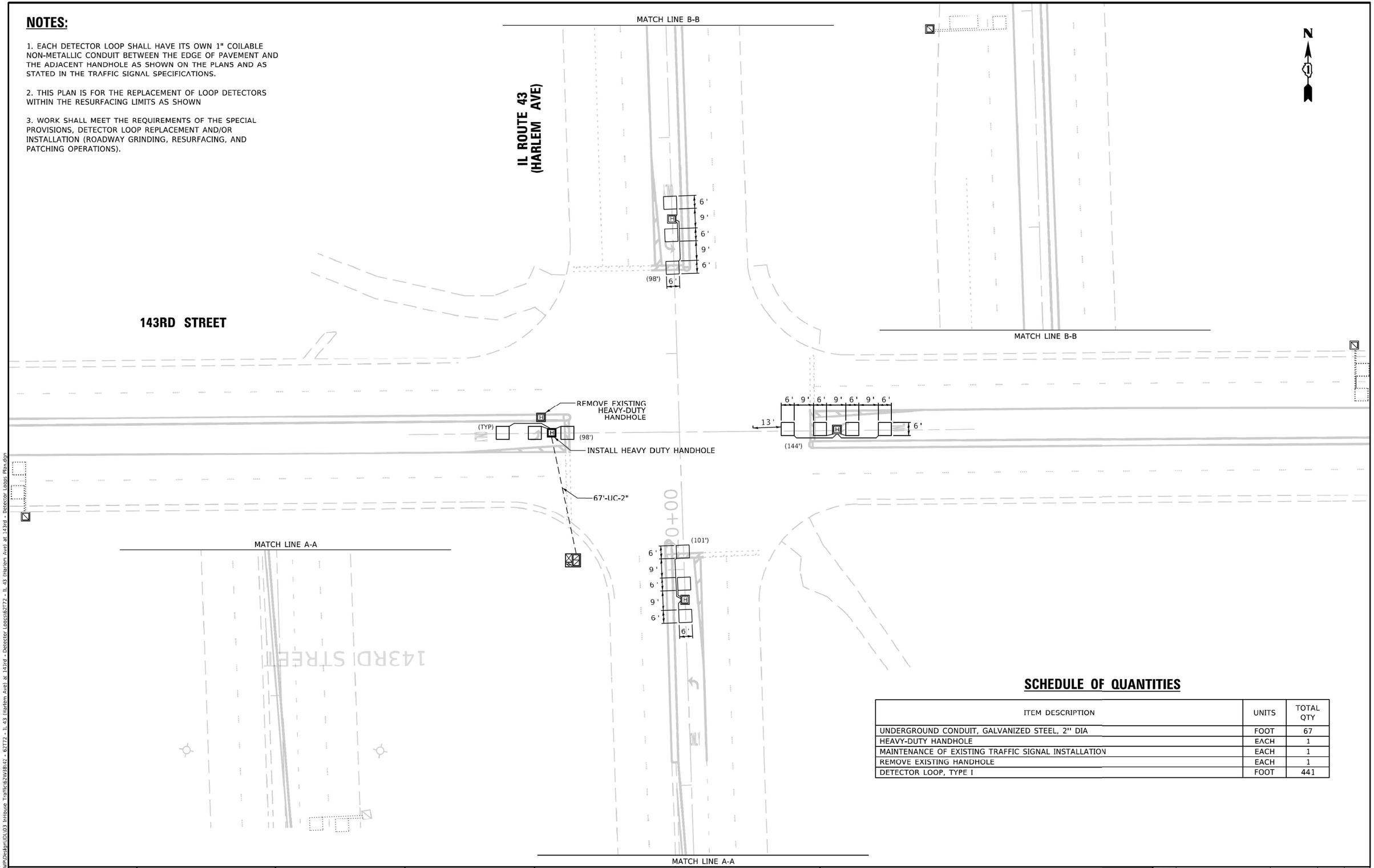
	PLOT DATE = 5/17/2016	DATE - 10/01/2014	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

NOTES:

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

2. THIS PLAN IS FOR THE REPLACEMENT OF LOOP DETECTORS WITHIN THE RESURFACING LIMITS AS SHOWN

3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA	FOOT	67
HEAVY-DUTY HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
REMOVE EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE I	FOOT	441

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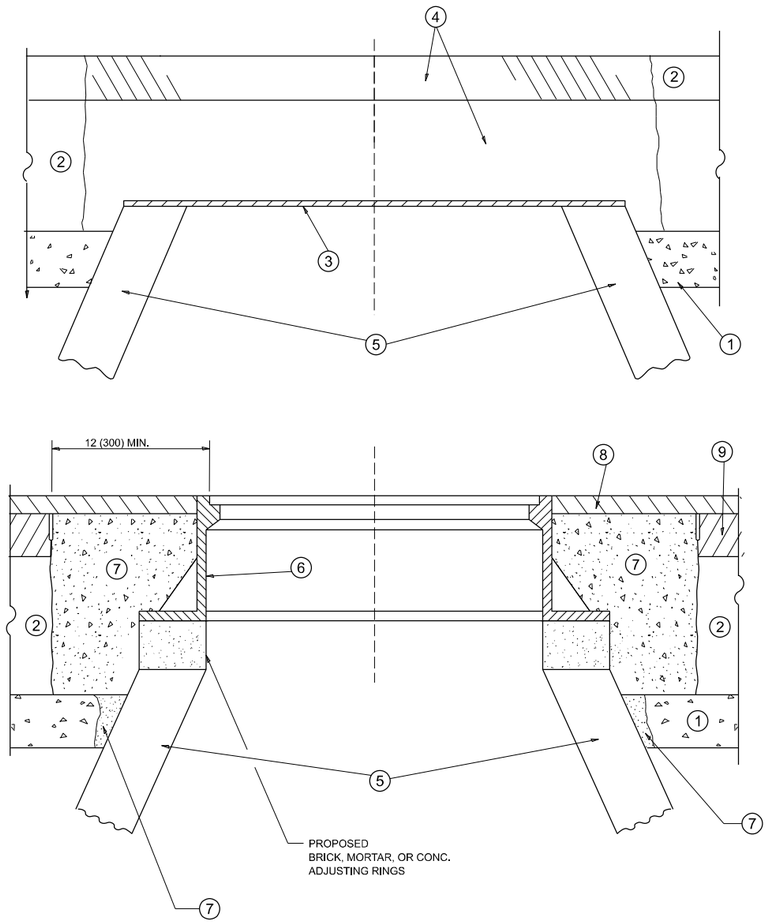
PLOT DATE = 6/3/2024	DATE - 12/29/2023	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETECTOR LOOP REPLACEMENT PLAN
IL ROUTE 43 (HARLEM AVE) AND 143RD ST

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	24
		CONTRACT NO. 62W88		
	ILLINOIS	FED. AID PROJECT		



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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 AFTER MILLING).

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

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

MODEL: BD-08 [Sheet]
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USER NAME = Ivan.diaz	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11	
	DRAWN -	REVISED - R. BORO 12-06-11	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED - K. SMITH 11-18-22	
PLOT DATE = 6/27/2024	DATE - 10-25-94	REVISED - K. SMITH 09-15-23	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

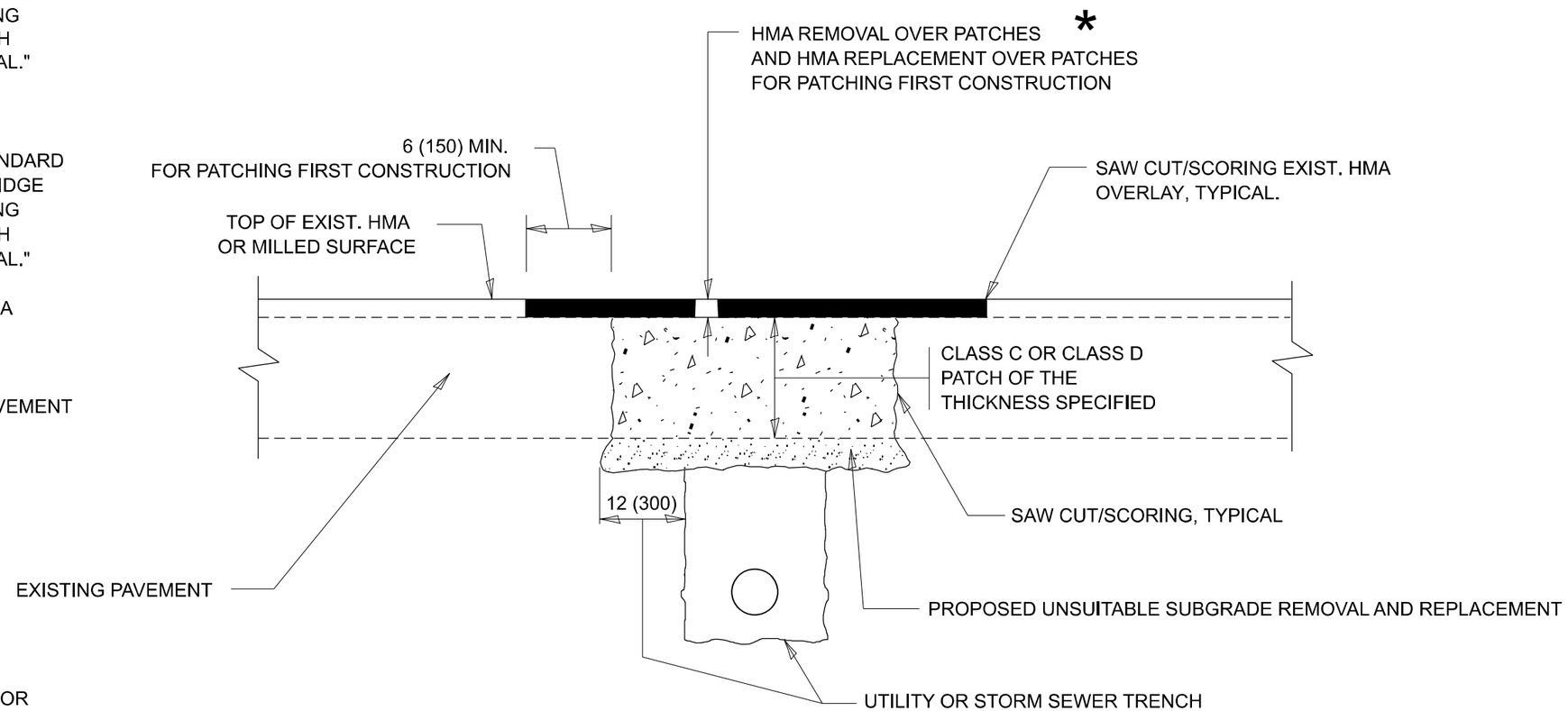
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	25
	BD600-03 (BD-08)	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 ½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

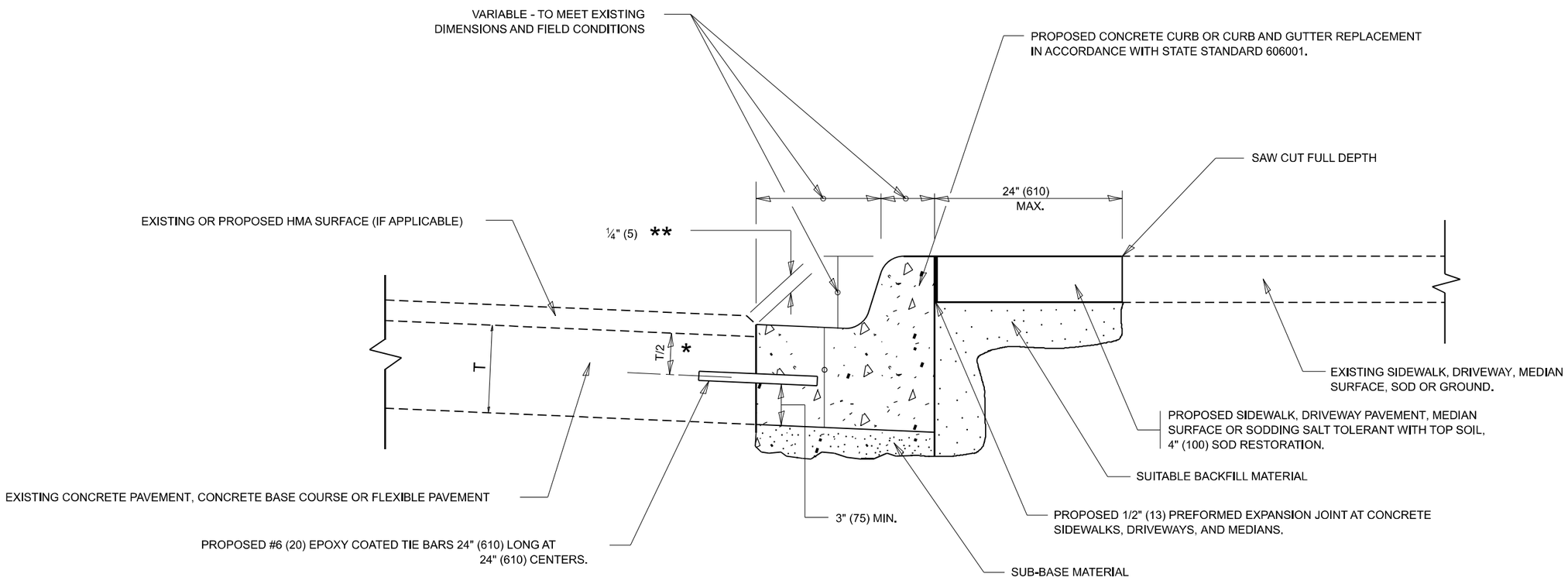
MODEL: BD-22 [Sheet]
FILE NAME: c:\pw_work\pwidot\diazia\d0993576\D119424-sht-DistStds.dgn

USER NAME = ivan.diaz	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	**STATE OF ILLINOIS**
	DRAWN -	REVISED - R. BORO 09-04-07	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08	
PLOT DATE = 6/27/2024	DATE - 10-25-94	REVISED - K. SMITH 11-18-22	

PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	26
	BD400-04 (BD-22)	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

MODEL: BD-24 [Sheet]
FILE NAME: c:\dw_work\pwdot\diazad\d0935776\D1192424-sht-DistStds.dgn

USER NAME = ivan.diaz	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 01-22-01	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	
PLOT DATE = 6/27/2024	DATE - 03-11-94	REVISED - K. SMITH 07-11-19	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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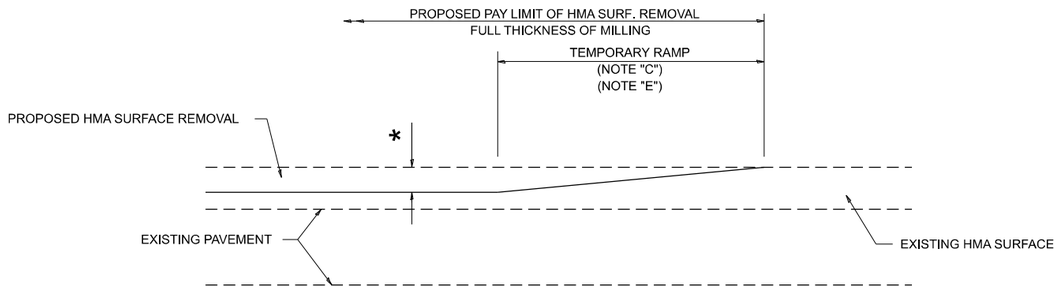
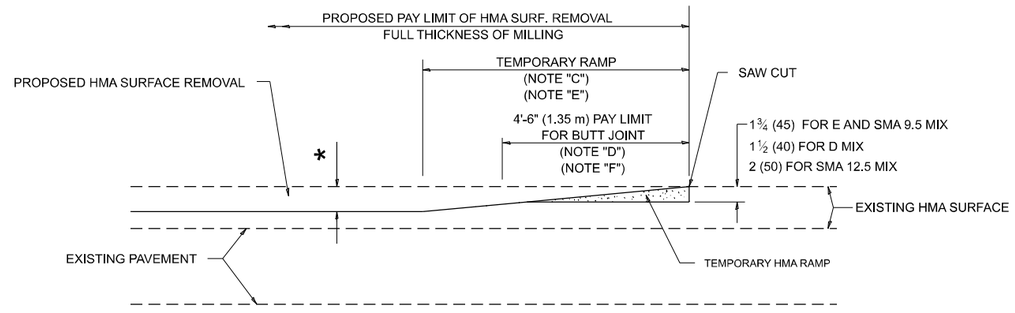
	BD600-06 (BD-24)	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

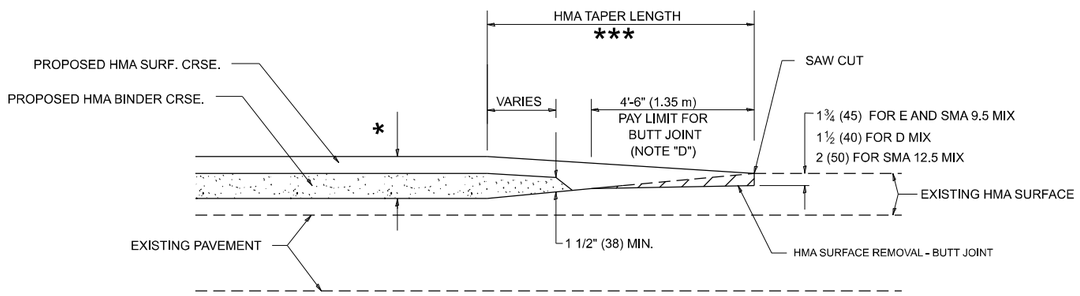


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

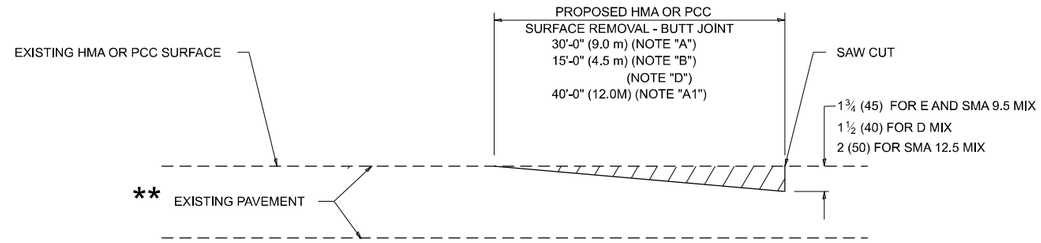
OPTION 2

TYPICAL TEMPORARY RAMP

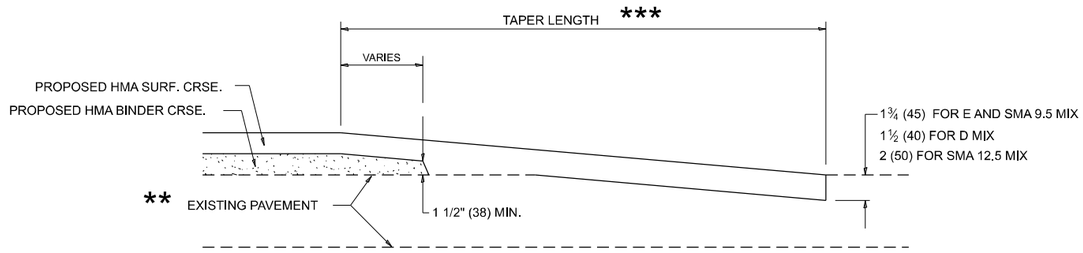


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

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

BASIS OF PAYMENT

1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

MODEL: BD-32 [Sheet]
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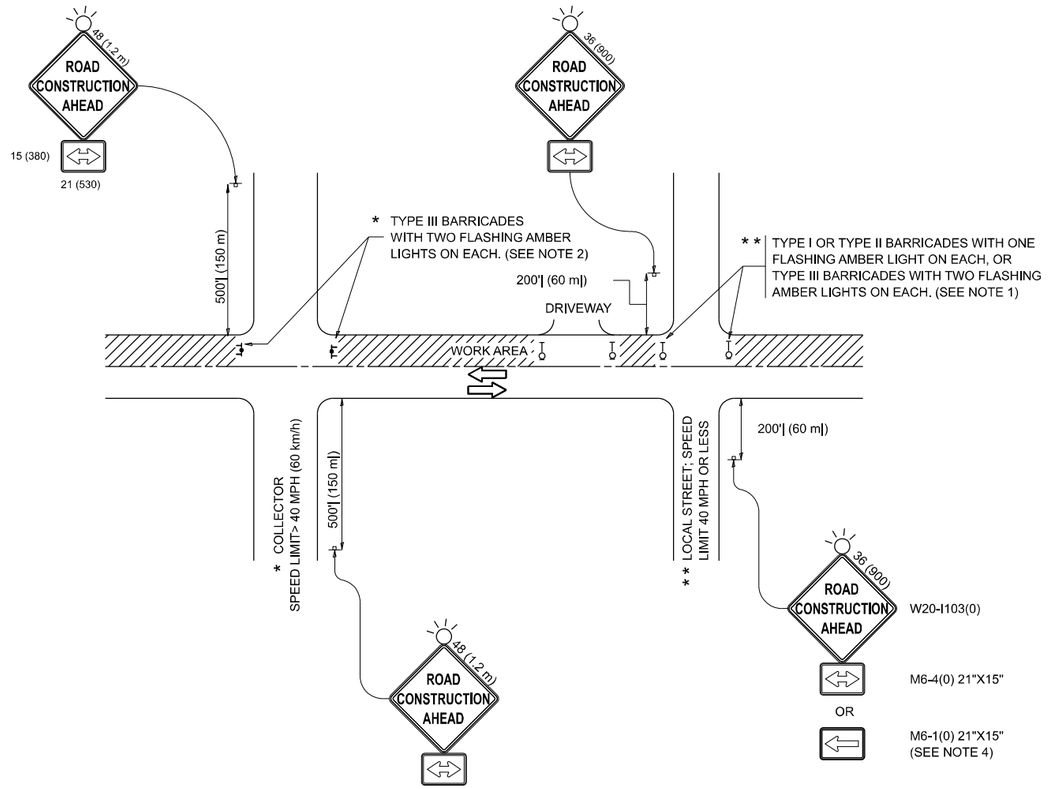
USER NAME = ivan.diaz	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BUTT JOINT AND HMA TAPER DETAILS	
	DRAWN -	REVISED - M. GOMEZ 04-06-01			
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED - R. BORO 01-01-07		SCALE: NONE	SHEET 1 OF 1 SHEETS STA. TO STA.
PLOT DATE = 6/27/2024	DATE - 06-13-90	REVISED - K. SMITH 11-18-22			

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	28
	BD400-05 BD-32	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

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FILE NAME: c:\pw_work\pwidot\diazaid\d0935776\D119424-sht-DistStds.dgn

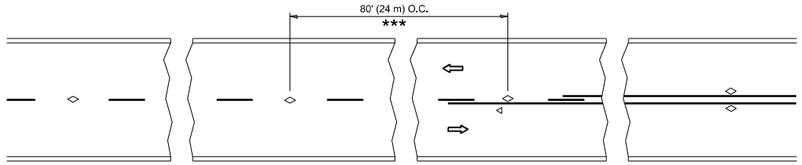
USER NAME = ivan.diaz	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	
	DRAWN -	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-06	
PLOT DATE = 6/27/2024	DATE - 06-89	REVISED - D. SENDERAK 05-03-24	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

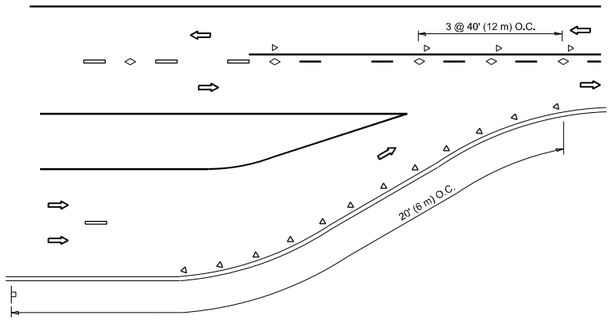
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	29
	TC-10	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



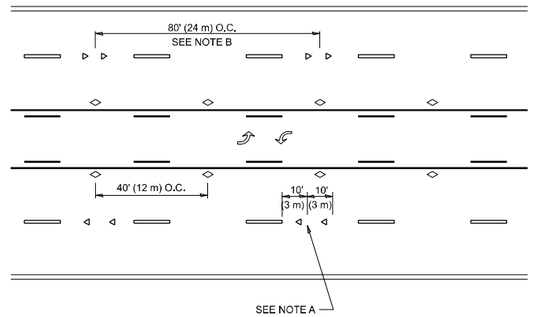
*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

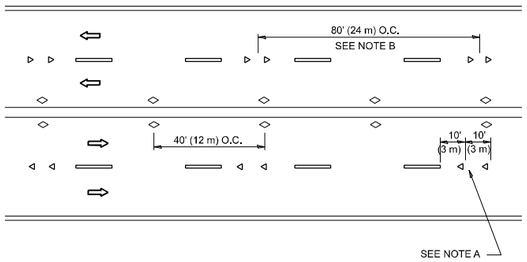
SEE FIGURE 3B-14 MUTCD



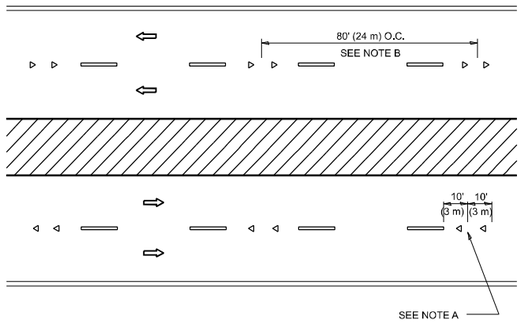
LANE REDUCTION TRANSITION



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.
4. MARKERS ARE TO BE USED ADJACENT TO BOTH SOLID WHITE LINES IN DUAL LEFT TURN LANES

SYMBOLS

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

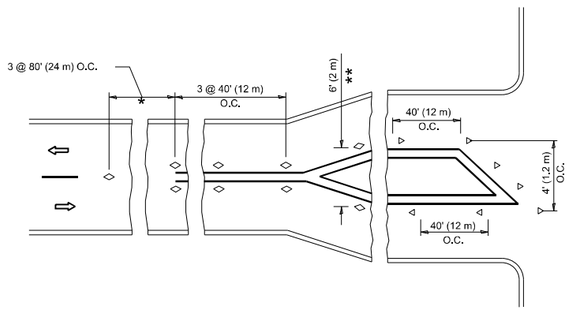
LANE MARKER NOTES

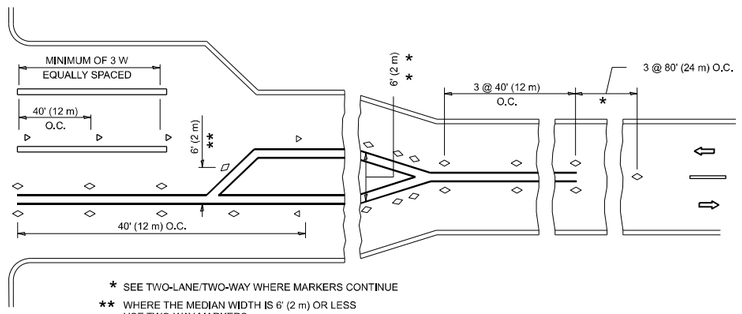
A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.

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.

DESIGN NOTES

1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
2. EXCEPT 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.





* SEE TWO-LANE/TWO-WAY WHERE MARKERS CONTINUE

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

TURN LANES

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

MODEL: TC-11 [Sheet]
FILE NAME: c:\pw_work\pwdot\diazia\d0993576\D1119424-sht-DistStds.dgn

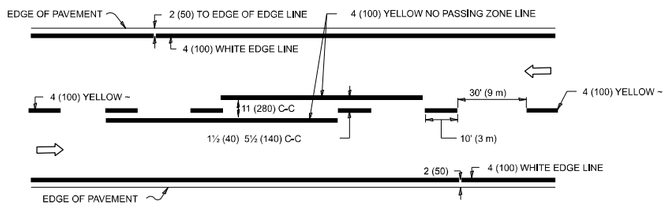
USER NAME = ivan.diaz	DESIGNED -	REVISED - T. RAMMACHER 03-12-99	
	DRAWN -	REVISED - T. RAMMACHER 01-06-00	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED - C. JUCIUS 09-09-09	
PLOT DATE = 6/27/2024	DATE -	REVISED - C. JUCIUS 07-01-13	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

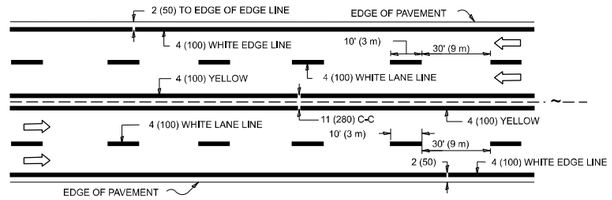
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

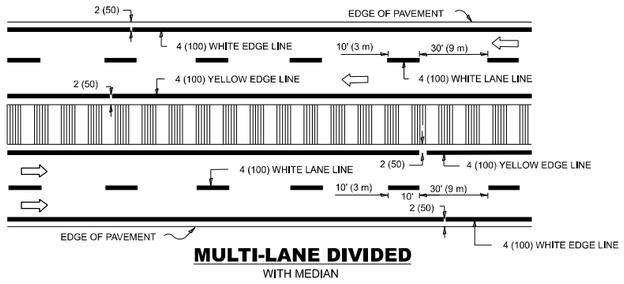
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	30
	TC-11	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY

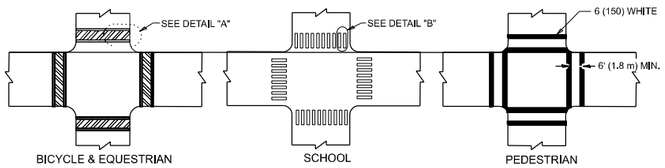


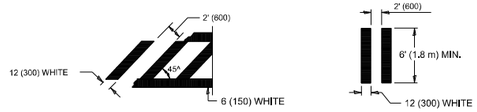
MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

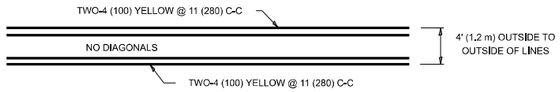




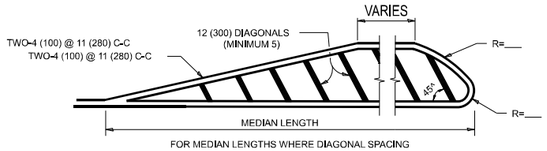
DETAIL "A" **DETAIL "B"**

TYPICAL CROSSWALK MARKING

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



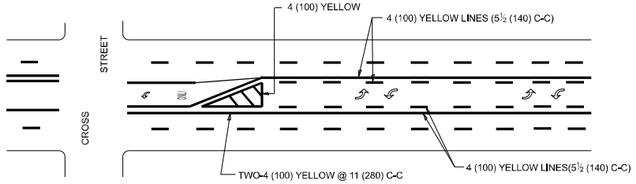
4' (1.2 m) WIDE MEDIANS ONLY



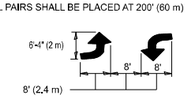
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

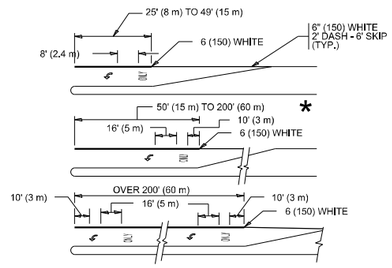


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

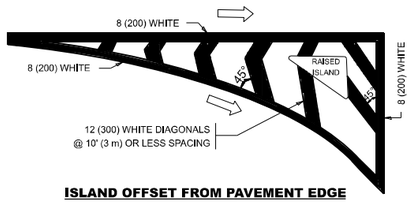


FULL SIZE LETTERS 8' (2,4 m) AND ARROWS SHALL BE USED.
AREA = 15,6 SQ. FT. (1,5 m²) ONLY AREA = 20,8 SQ. FT. (1,9 m²)

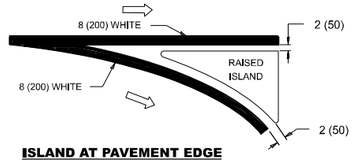
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

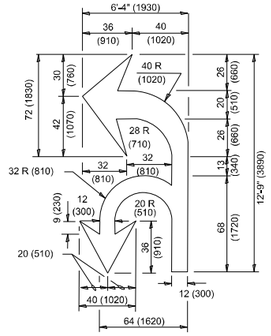


ISLAND OFFSET FROM PAVEMENT EDGE

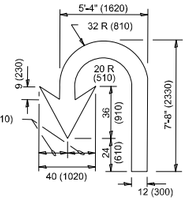


ISLAND AT PAVEMENT EDGE

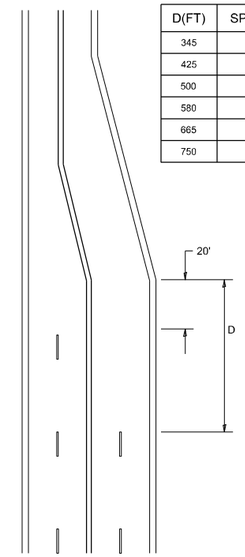
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2,4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2,4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1,2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1,2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES: "RR" IS 6' (1,8 m) LETTERS: 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SQ. FT. (0,33 m²) EACH "X"=54,0 SQ. FT. (5,0 m²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16,3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30,4 SF

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

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

MODEL: TC-13 [Sheet]
FILE NAME: c:\pw_work\pwdot\diazia\d0993576\D1119424-sht-DistStds.dgn

USER NAME = ivan.diaz	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09	
	DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED - C. JUCIUS 12-21-15	
PLOT DATE = 6/27/2024	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	31
	TC-13	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

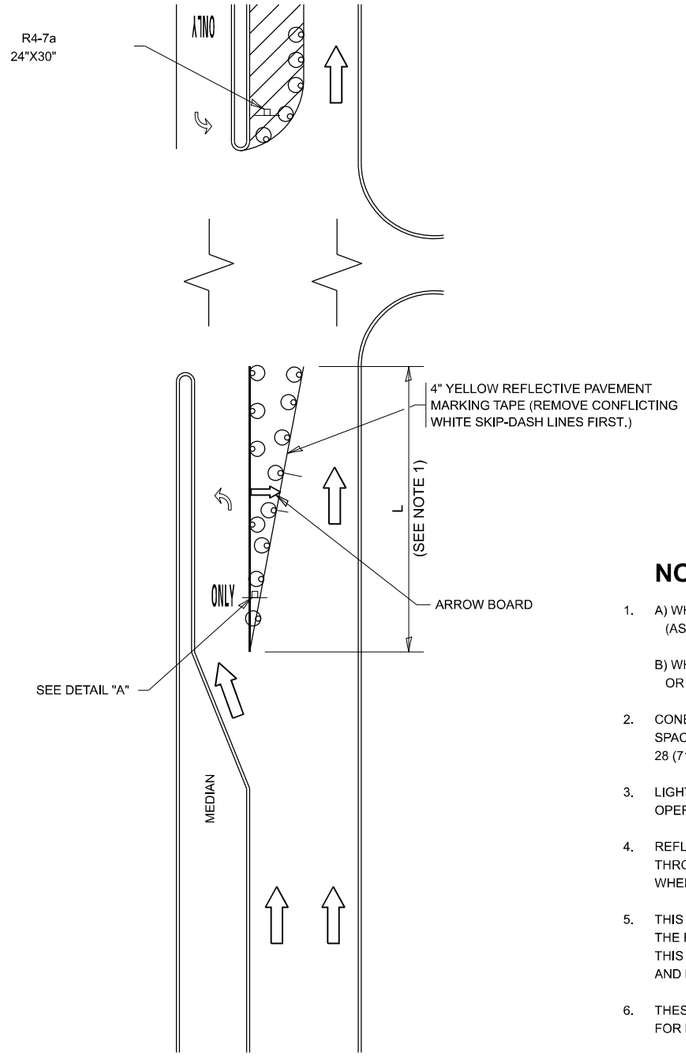


FIGURE 1

LEGEND

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

NOTES:

1. A) WHEN "L" IS ≤ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.

   B) WHEN "L" IS > THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-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

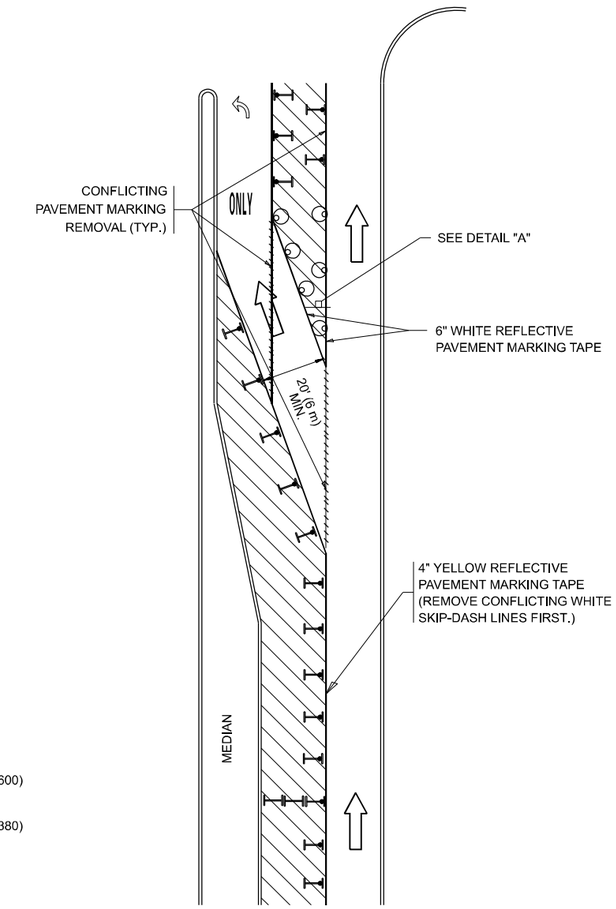
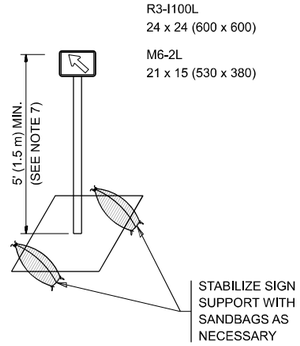


FIGURE 2



DETAIL A

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

MODEL: TC-14 [Sheet]
FILE NAME: c:\pw_work\pwidot\diazia\d0993576\D119424-sht-DistStds.dgn

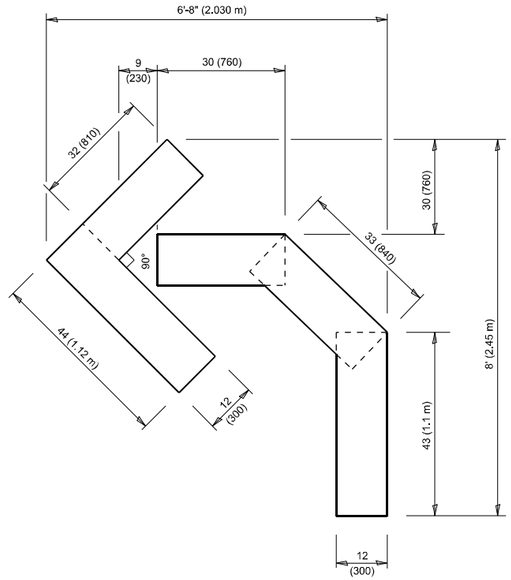
USER NAME = ivan.diaz	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	
PLOT SCALE = 0.16666633 ' / in.	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16	
PLOT DATE = 6/27/2024	DATE - T. RAMMACHER 01-06-00	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

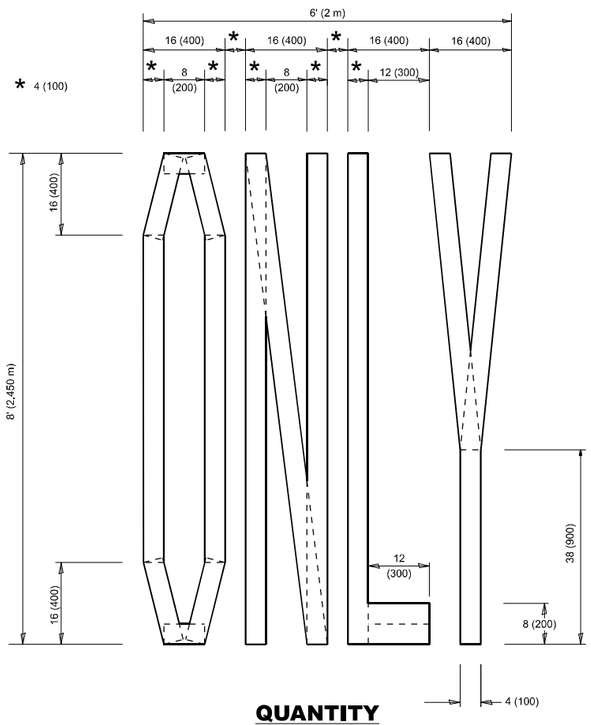
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	32
	TC-14	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			



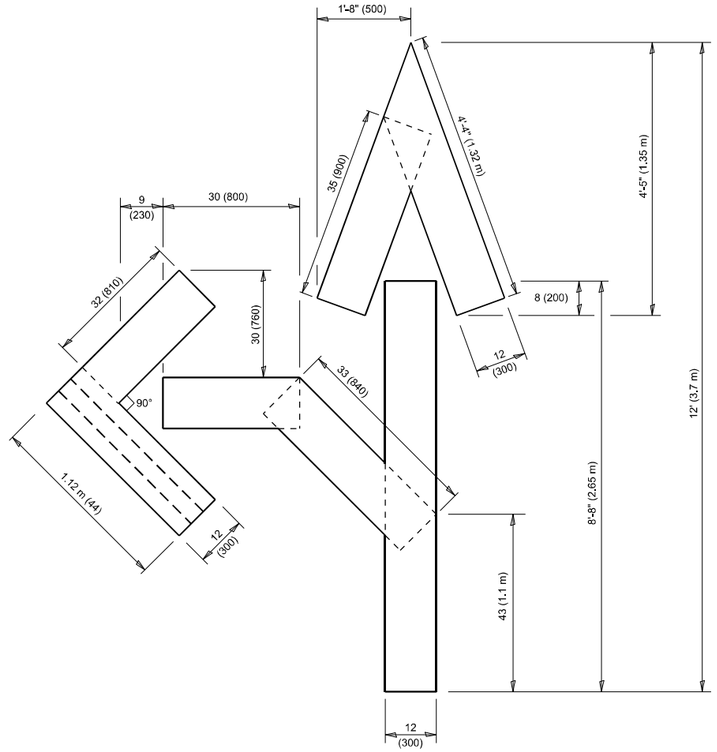
QUANTITY

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



QUANTITY

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

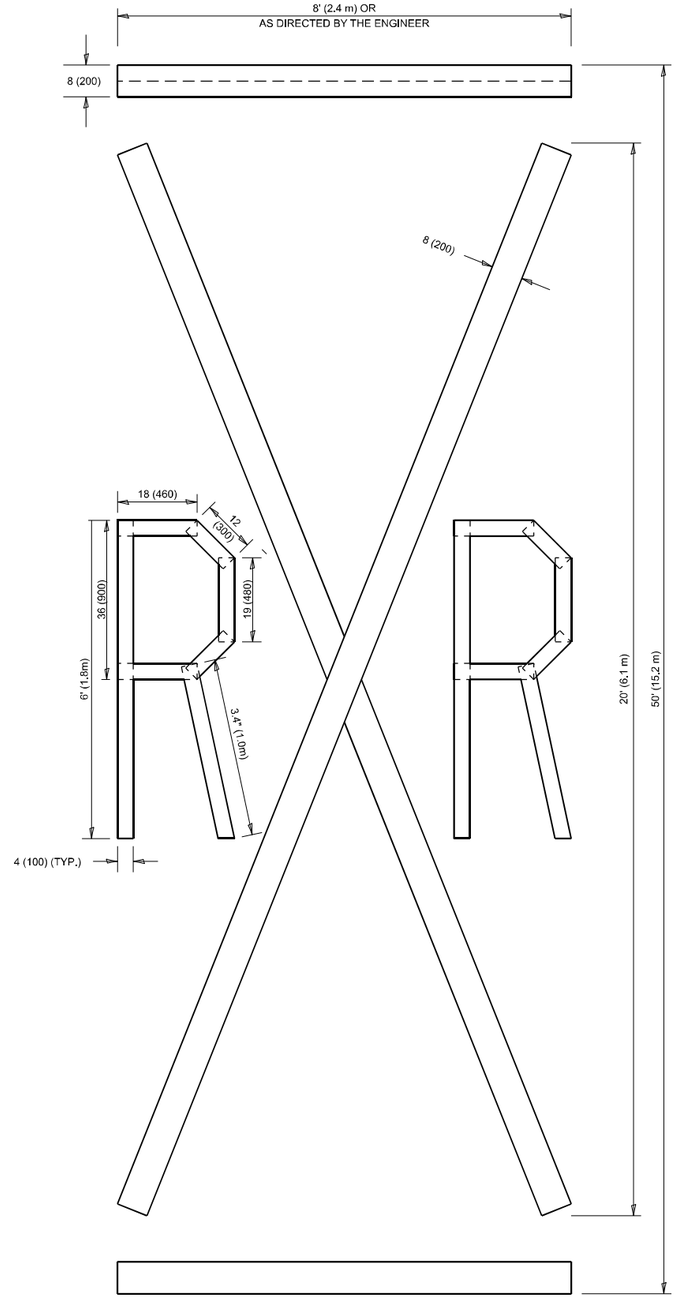


QUANTITY

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

NOTE:

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



QUANTITY

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

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

USER NAME = Ivan.diaz	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	
	DRAWN -	REVISED - E. GOMEZ 08-28-00	
PLOT SCALE = 0.16666633 ' / In.	CHECKED -	REVISED - E. GOMEZ 08-28-00	
PLOT DATE = 6/27/2024	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	33
	TC-16	CONTRACT NO. 62W88		
		ILLINOIS FED. AID PROJECT		

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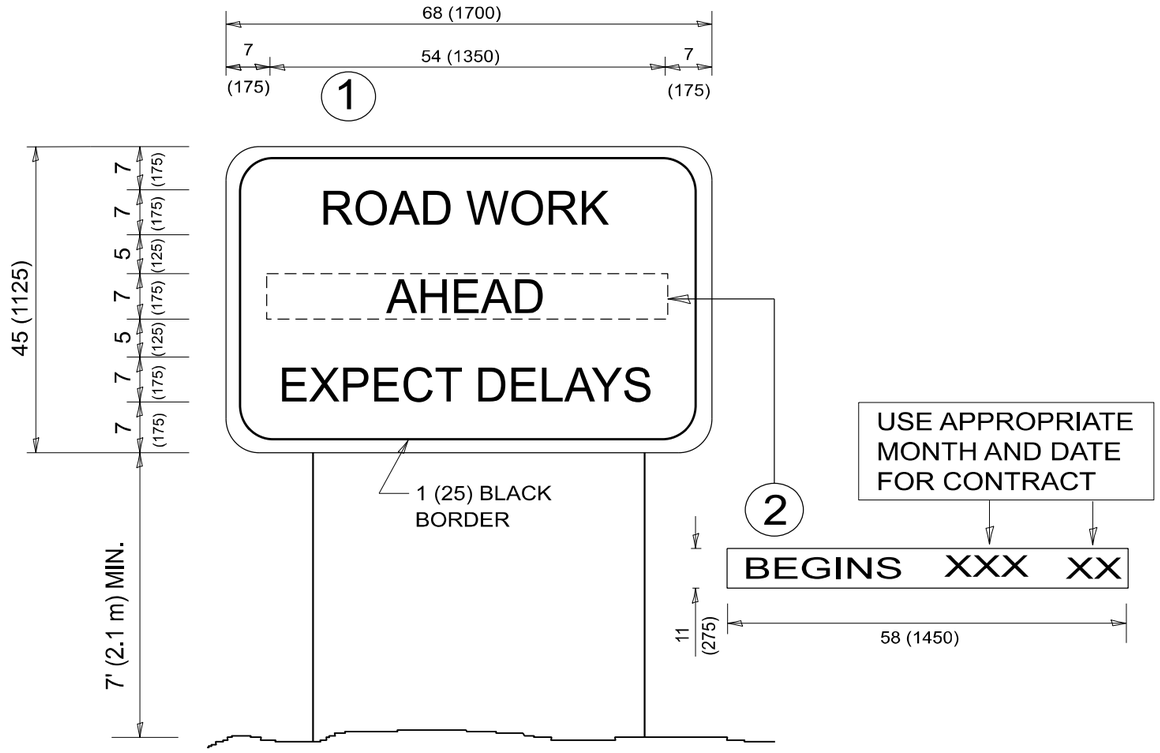

NOTES:

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

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

USER NAME = ivan.diaz	DESIGNED -	REVISED -	R. MIRS 09-15-97
	DRAWN -	REVISED -	R. MIRS 12-11-97
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -	T. RAMMACHER 02-02-99
PLOT DATE = 6/25/2024	DATE -	REVISED -	C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
348	2024-963-N	COOK	34	34
	TC-22	CONTRACT NO. 62W88		
	ILLINOIS FED. AID PROJECT			