

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 62X71	

D-91-062-25



LOCATION OF SECTION INDICATED THUS: —■—

FOR INDEX OF SHEETS, SEE SHEET NO. 2

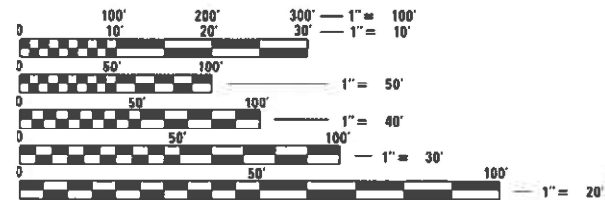
THE PROJECT IS LOCATED WITHIN:
VILLAGE OF STICKNEY & THE TOWN OF CICERO

TRAFFIC DATA: PERSHING ROAD

2023 ADT – 14,094 VPD
POSTED SPEED LIMIT – 30-35 MPH

**PROPOSED
HIGHWAY PLANS**
ROUTE F.A.U. 1477: PERSHING ROAD
56TH COURT TO ILL 50 (CICERO AVENUE)
STANDARD OVERLAY & ADA IMPROVEMENTS
SECTION: 2024-1027-RS

COOK COUNTY
C-91-082-25

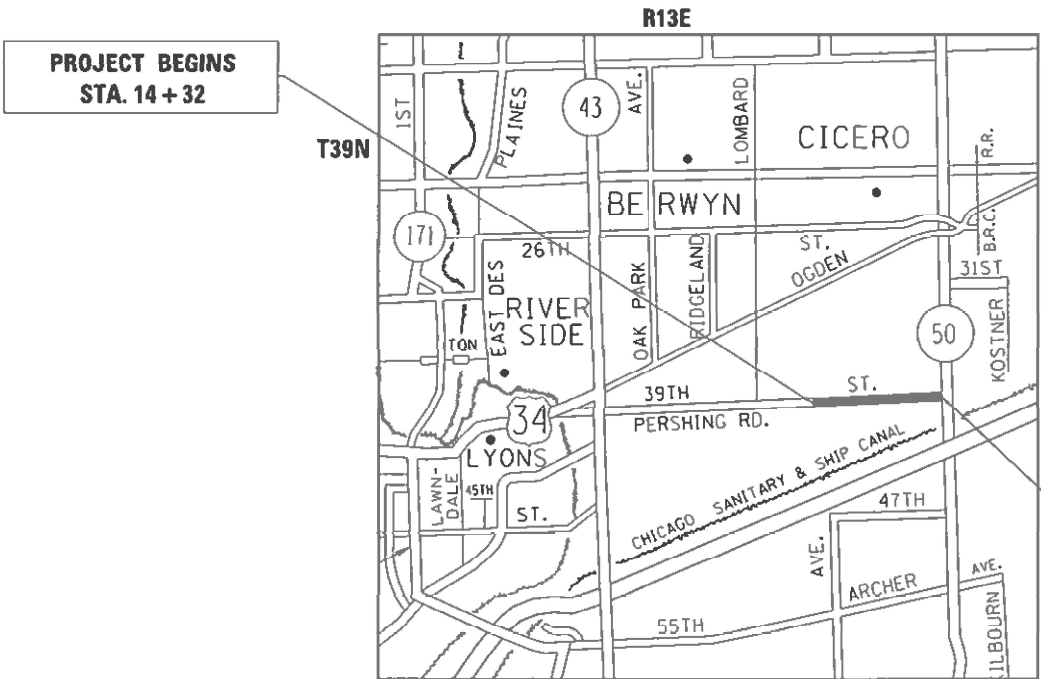


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

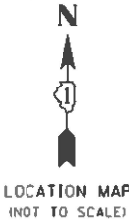
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62X71



STICKNEY, CICERO & CHICAGO CITY TOWNSHIPS



PROJECT ENDS
STA. 71+24

GROSS & NET LENGTH = 5,692 FT = 1.08 MI.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 19th 2025
John Doe IR
REGIONAL ENGINEER

May 9 2025
Scott A. Etk
ENGINEER OF DESIGN AND ENVIRONMENT

May 9 2025
John Doe
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS			
SHEET NO.	DESCRIPTION		
1	COVER SHEET		
2	INDEX OF SHEETS, STANDARDS, AND GENERAL NOTES		
3-6	SUMMARY OF QUANTITIES		
7-9	EXISTING & PROPOSED TYPICAL SECTIONS		
10-12	ROADWAY & PAVEMENT MARKINGS PLANS		
13-14	PEDESTRIAN RAMP DETAILS		
15-20	PROJECT DETAILS FOR CURB RAMPS		
21-27	TRAFFIC SIGNAL IMPROVEMENT PLANS (APS AND DETECTOR LOOPS)		
28	BD-8: DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING		
29	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT		
30	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT		
31	BD-32: BUTT JOINT AND HMA TAPER DETAILS		
32	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		
33	TC-11: TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)		
34	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS		
35	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)		
36	TC-16: SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS		
37	TC-22: ARTERIAL ROAD INFORMATION SIGN		
38	TC-26: DRIVEWAY ENTRANCE SIGNING		
39	TS-07: DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING		

LIST OF STATE STANDARDS			
STANDARD NO.	DESCRIPTION		
000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS		
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS		
424006-05	DIAGONAL CURB RAMPS FOR SIDEWALKS		
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS		
424016-05	MID-BLOCK CURB RAMPS FOR SIDEWALKS		
424021-06	DEPRESSED CORNER FOR SIDEWALKS		
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		

LIST OF STATE STANDARDS - CONTINUED			
STANDARD NO.	DESCRIPTION		
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 2' FROM PAVEMENT EDGE		
701106-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 15' AWAY		
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY		
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS < 45 MPH		
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED		
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN		
701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE		
701606-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN		
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION		
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE		
701901-10	TRAFFIC CONTROL DEVICES		
780001-05	TYPICAL PAVEMENT MARKINGS		
781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS		
814001-03	HANDHOLES		
857001-01	STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES		
873001-02	TRAFFIC SIGNAL GROUNDING & BONDING		
878001-11	CONCRETE FOUNDATION DETAILS		
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS		
886001-01	DETECTOR LOOP INSTALLATIONS		
886006-01	TYPICAL LAYOUT FOR DETECTOR LOOPS		

GENERAL NOTES			
1)	BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT 800-892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES. (48 HOUR NOTIFICATION IS REQUIRED).		
2)	THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF STICKNEY AND THE TOWN OF CICERO.		
3)	THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.		
4)	DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.		
5)	TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSISTIONS SHALL BE PAID FOR AT THE CONTRAT UNIT PRICE FOR THE PROPOSED ITEM OF WORK SPECIFIED.		
6)	ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.		
7)	THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT DURING THE CONSTRUCTION OF THIS PROJECT.		

GENERAL NOTES - CONTINUED			
8)	BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT), IN ACCORDANCE WITH THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.		
9)	THE RESIDENT ENGINEER SHALL CONTACT THE AREA TRAFFIC FIELD ENGINEER, WALTER CZARNY AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.		
10)	PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.		
11)	ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.		
12)	IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.		
13)	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.		
14)	FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.		
15)	ALL MILLED SURFACES SHALL BE AT A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.		
16)	THE CONTRACTOR SHALL USE CARE IN GRADING OR EXCAVATING NEAR ANY OR ALL EXISTING ITEMS THAT WILL NOT BE REMOVED INCLUDING PREVIOUSLY SEEDED AREAS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S OWN EXPENSE TO THE SATISFACTION OF THE ENGINEER.		
17)	ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.		
18)	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 SO THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.		
19)	DOUBLE LANE MARKERS ARE TO BE USED AS SHOWN ON THE DISTRICT ONE DETAIL "TYPICAL APPLICATIONS - RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" SHOWN IN THE PLANS.		
20)	LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.		
21)	DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.		
22)	WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1 1/2 INCHES (40 MM) WHERE THE SPEED LIMIT IS 45 MPH (85 KM/H) OR LESS AND 1 INCH WHERE THE SPEED LIMIT IS GREATER THAN 45 MPH (85 KM/H). WITH WRITTEN APPROVAL FROM THE ENGINEER A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H).		
23)	IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.		
24)	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.		
25)	ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF CURB OR DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCIDENTAL.		
26)	THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.		

FILE NAME =	USER NAME = yeseen.queeshi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERSHING ROAD FROM 56TH COURT TO ILL 50 INDEX OF SHEETS, STANDARDS & GENERAL NOTES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
p:\ildot-pw\entley.com\PI\DOT\Documents\DOT Offices\District 1\Projects\DI23822\C400\Design\DI23822-shr-plan.dgn		DRAWN -	REVISED -			1477	2024-1027-R5	COOK	39	2	
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -			CONTRACT NO. 62X71					
	PLOT DATE = 3/8/2025	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
						SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
CODE NO	ITEM	UNIT		0005 ROADWAY 100% STATE	0005 ROADWAY 100% STATE				
20200100	EARTH EXCAVATION	CU YD	10	10					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	70	70					
25200110	SODDING, SALT TOLERANT	SQ YD	70	70					
25200200	SUPPLEMENTAL WATERING	UNIT	2	2					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	27720	27720					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	21409	21409					
40600400	MIXTURE FOR CRACKS, JOINTS, AND	TON	62	62					
	FLANGEWAYS								
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT	SQ YD	250	250					
	JOINT								
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	686	686					
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER	TON	1694	1694					*
	COURSE, 1L-4.75, N50								
									*
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE,	TON	4024	4024					
	STONE MATRIX ASPHALT, 9.5, MIX "F", N80								*
42001300	PROTECTIVE COAT	SQ YD	360	360					
									*
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	1165	1165					
42400800	DETECTABLE WARNINGS	SQ FT	100	100					*

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	0005 ROADWAY 100% STATE	0005 ROADWAY 100% STATE				
CODE NO	ITEM	UNIT							
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	41057	41057					
44000600	SIDEWALK REMOVAL	SQ FT	1445	1445					
44002216	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 4"	SQ YD	408	408					
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	292	292					
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	48	48					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	8	8					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	1	1					
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	1	1					
60266600	VALVE BOXES TO BE ADJUSTED	EACH	3	3					
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	2	2					
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	10	10					
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1					
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION	L SUM	1	1					
	PLAN								
66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION	L SUM	1	1					
	REPORT								
66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10				* SPECIALTY ITEM	

FILE NAME =		USER NAME = yosenuresh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERSHING ROAD FROM 56TH COURT TO ILL 50 SUMMARY OF QUANTITIES			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pw:\V\dof-pw.bentley.com\PW001\Documents\DOT - Office\District 1\Projects\0123822\CADD\as\Design\0123822-sh-1.dgn		DRAWN -	REVISED -			SCALE: NONE	SHEET NO. 1 OF 4 SHEETS	STA.	TO STA.	1477	2024-1027-R5	COOK	39	3
PLOT SCALE = 100,0000' / 1in.		CHECKED -	REVISED -			CONTRACT NO. 62X71								
PLOT DATE = 3/21/2025		DATE -	REVISED -			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT								

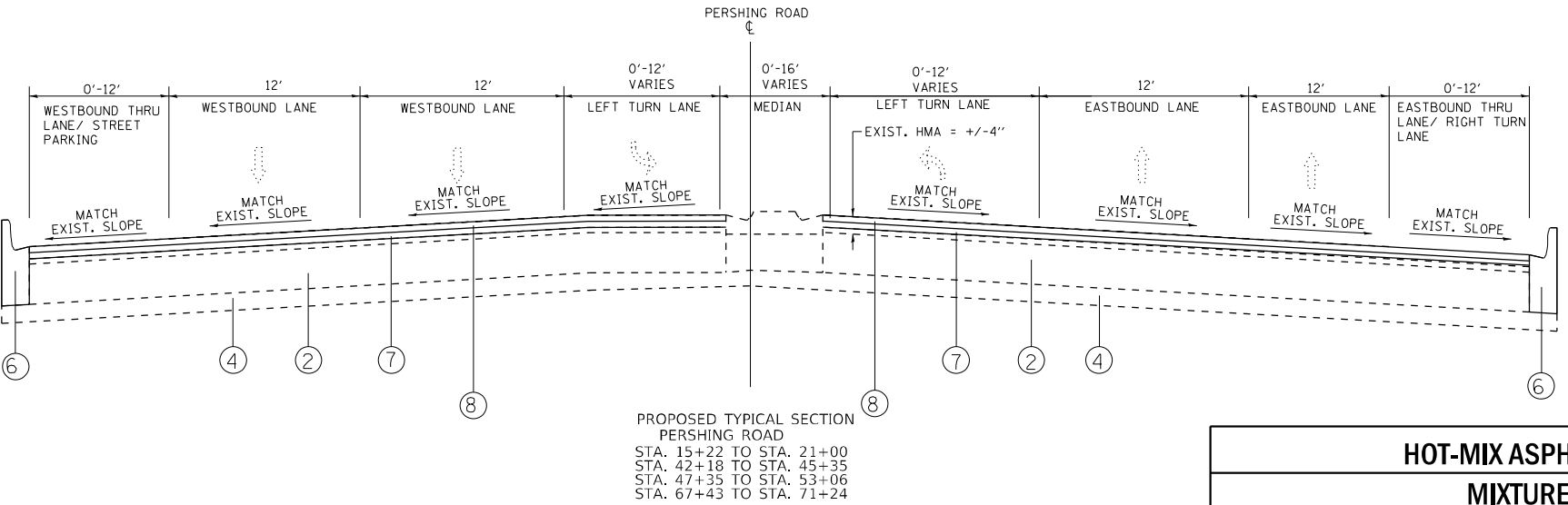
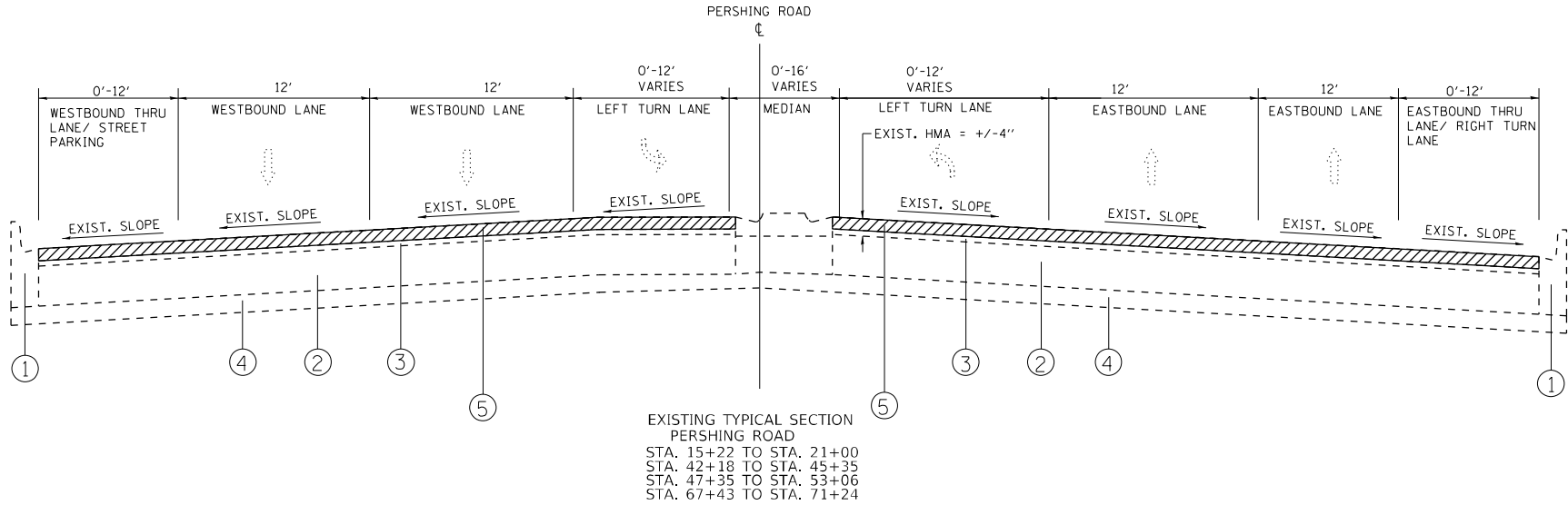
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE																			
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 ROADWAY 100% STATE	0005 ROADWAY 100% STATE					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 ROADWAY 100% STATE	0005 ROADWAY 100% STATE																		
67100100	MOBILIZATION	L SUM	1	1						70300241	TEMPORARY PAVEMENT MARKING - LINE 6''-	FOOT	2476	2476																			
											PAINT																						
70102620	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						70300251	TEMPORARY PAVEMENT MARKING - LINE 8''-	FOOT	50	50																			
	STANDARD 701501										PAINT																						
70102625	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						70300261	TEMPORARY PAVEMENT MARKING - LINE 12''-	FOOT	15	15																			
	STANDARD 701606										PAINT																						
70102630	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						70300281	TEMPORARY PAVEMENT MARKING - LINE 24''-	FOOT	265	265																			
	STANDARD 701601										PAINT																						
70102632	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						70307120	TEMPORARY PAVEMENT MARKING - LINE 4''-	FOOT	1877	1877																			
	STANDARD 701602										TYPE IV TAPE																						
70102635	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						* 78000100	THERMOPLASTIC PAVEMENT MARKING -	SO FT	765	765																			
	STANDARD 701701										LETTERS AND SYMBOLS																						
70102640	TRAFFIC CONTROL AND PROTECTION,	L SUM	1	1						* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4''	FOOT	14508	14508																			
	STANDARD 701801																																
70300100	SHORT TERM PAVEMENT MARKING	FOOT	5629	5629						* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6''	FOOT	2476	2476																			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	5629	5629						* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8''	FOOT	50	50																			
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND	SO FT	765	765						* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12''	FOOT	15	15																			
	SYMBOLS - PAINT																																
										* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24''	FOOT	265	265																			
70300221	TEMPORARY PAVEMENT MARKING - LINE 4''-	FOOT	14508	14508																													
	PAINT									* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	460	460																			
																		* SPECIALTY ITEM															
										78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	434	434				# NON PARTICIPATING ITEM															
FILE NAME =		USER NAME = yassenqureshi		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PERSHING ROAD FROM 56TH COURT TO ILL 50 SUMMARY OF QUANTITIES				F.A.U. RTE.		SECTION		COUNTY		TOTAL SHEETS		SHEET NO.									
pw\N1dd-pw\benfley.com\PW\DOT\Documents\UDOT - Office\District\N\Projects\DI23822\CADD\td\Design\DI23822-sh-		DRAWN -		CHECKED -		REVISED -										1477		2024-1027-RS		COOK		39		4									
PLOT SCALE = 100.0000 ' / 1in.		PLOT DATE = 3/8/2025		DATE -		REVISED -										SCALE: NONE		SHEET NO. 2 OF 4 SHEETS		STA.		TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT									

SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE						SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE										
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 ROADWAY 100% STATE	0005 ROADWAY 100% STATE					CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 ROADWAY 100% STATE	0005 ROADWAY 100% STATE									
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL,	FOOT	79	79						* 88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE,	EACH	4	4										
	2" DIA.										BRACKET MOUNTED WITH COUNTDOWN TIMER													
81028240	UNDERGROUND CONDUIT, GALVANIZED STEEL,	FOOT	117	117						* 88500100	INDUCTIVE LOOP DETECTOR	EACH	6	6										
	4" DIA.																							
										* 88600100	DETECTOR LOOP, TYPE I	FOOT	1669	1669										
81400200	HEAVY-DUTY HANDHOLE	EACH	1	1																				
										* 89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1	1										
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL	EACH	3	3																				
	INSTALLATION									* 89502200	MODIFY EXISTING CONTROLLER	EACH	1	1										
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.	FOOT	598	598						* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	444	444										
	14 2C																							
										* 89502375	REMOVE EXISTING TRAFFIC SIGNAL	EACH	3	3										
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO.	FOOT	833	833							EQUIPMENT													
	14 3C																							
										* 89502376	REBUILD EXISTING HANDHOLE	EACH	4	4										
87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.	FOOT	2547	2547																				
	14 1 PAIR									X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1										
87301805	ELECTRIC CABLE IN CONDUIT, SERVICE, NO.	FOOT	53	53						* X1400150	SERVICE INSTALLATION, GROUND MOUNTED,	EACH	2	2										
	6 2 C										METERED													
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT	FOOT	150	150						* X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	3	3										
	GROUNDING CONDUCTOR, NO. 6 1C																							
										X4400501	COMBINATION CURB AND GUTTER REMOVAL AND	FOOT	10	10										
87800100	CONCRETE FOUNDATION, TYPE A	FOOT	8	8							REPLACEMENT LESS THAN OR EQUAL TO 10 FEET													
87900200	DRILL EXISTING HANDHOLE	EACH	6	6						X4400503	COMBINATION CURB AND GUTTER REMOVAL AND	FOOT	677	677										
											REPLACEMENT GREATER THAN 10 FEET							* SPECIALTY ITEM						
																		# NON PARTICIPATING ITEM						
FILE NAME =				USER NAME = yassenqureshi		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				PERSHING ROAD FROM 56TH COURT TO ILL 50 SUMMARY OF QUANTITIES				F.A.U. RTE.		SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
pws\N1dd-pw\entlley.com\PM\DOT\Documents\DOT - Office\District\N\Projects\DI23822\CADD\Drawn\Design\DI23822-entlley.dgn				DRAWN -		REVISED -		1477										2024-1027-RS		COOK	39	5		
PLOT SCALE = 100.0000' / 1in.				CHECKED -		REVISED -														CONTRACT NO. 62X71				
PLOT DATE = 3/8/2025				DATE -		REVISED -		SCALE: NONE										SHEET NO. 3 OF 4 SHEETS		STA. TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

[illegible]

LEGEND

- 1. EXISTING COMBINATION CONCRETE CURB AND GUTTER
- 2. EXISTING P.C. CONCRETE PAVEMENT, 10"
- 3. EXISTING HMA SURFACE COURSE, 4" (BEFORE MILLING)
- 4. EXISTING SUB-BASE, 4"
- 5. PROPOSED HMA SURFACE REMOVAL, 2½"
- 6. PROPOSED COMBINATION CONCRETE CURB AND GUTTER (LOCATIONS TO BE DETERMINED BY THE RE IN THE FIELD)
- 7. PROPOSED POLY. HMA BINDER COURSE, IL-4.75, N50, ¾"
- 8. PROPOSED POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 1¾"



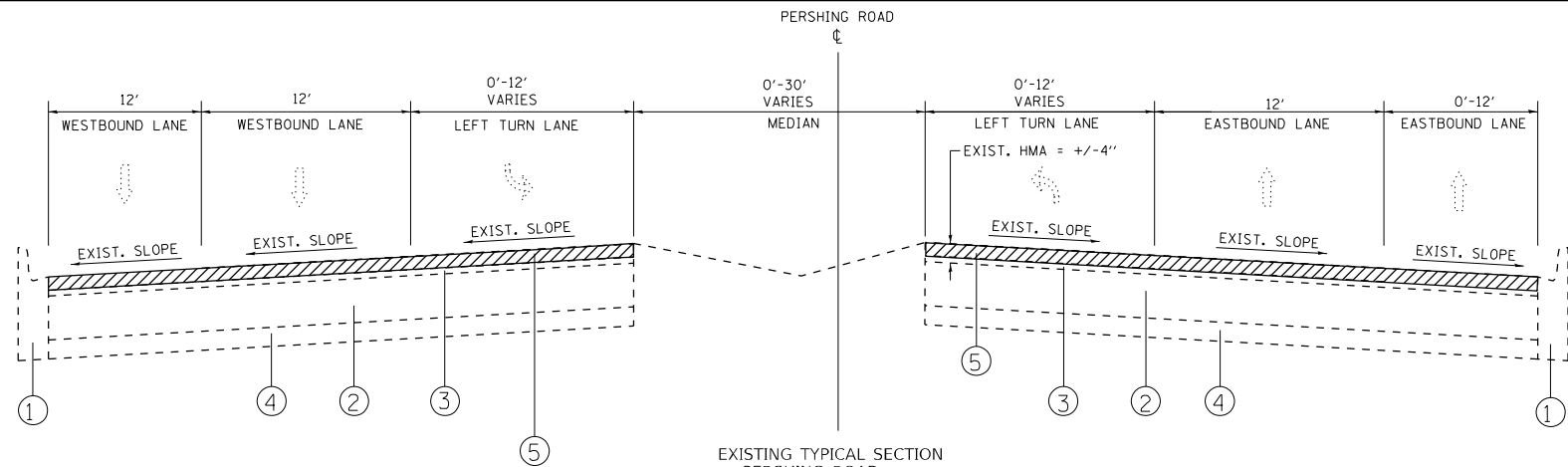
- NOTES:
- 1. THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING
 - 2. LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY. HMA BINDER COURSE, IL-4.75, N50.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS(%) @ Ndes	
PAVEMENT RESURFACING		
POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80; 1 3/4"	3.5% @ 80 GYR.	QCP
POLY. HMA SURFACE BINDER COURSE, IL-4.75, N50; 3/4"	3.5% @ 50 GYR.	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR.	QC/QA
HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.

NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIAL SPECIFICATIONS.

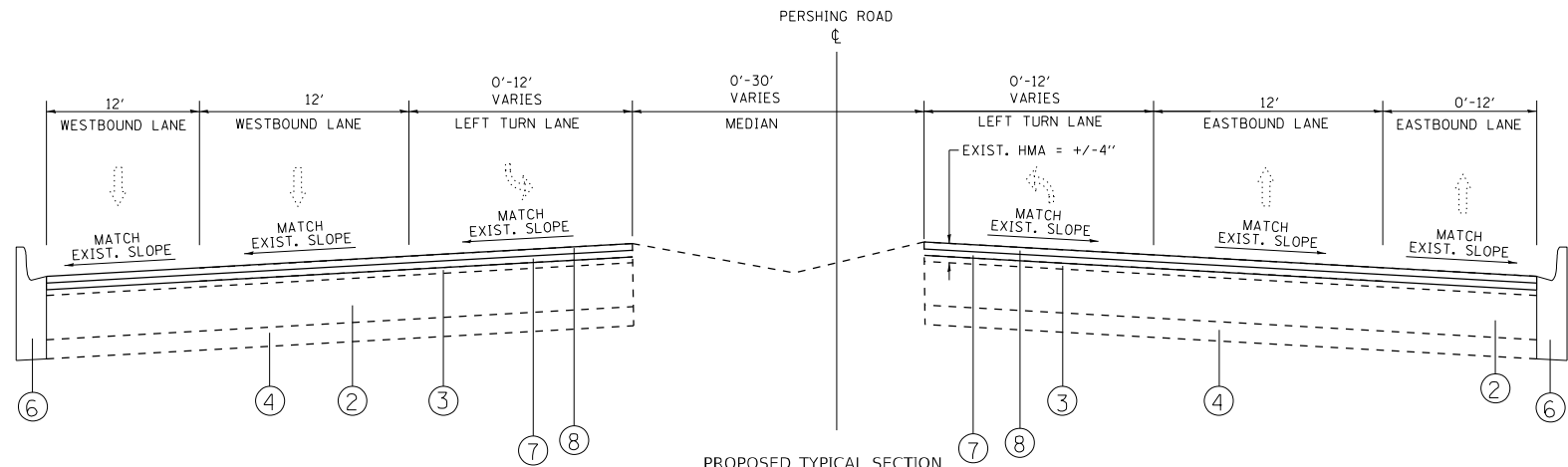
FILE NAME : pww\ldot-pw.bentley.com\PIDOT\Documents\PIDOT Offices\District 1\Projects\DI23822\CD\Drawings\DI23822-shr-pln.dgn	USER NAME = yaseen.queeshi	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERSHING ROAD FROM 56TH COURT TO ILL 50 EXISTING & PROPOSED TYPICAL SECTIONS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -				1477	2024-1027-RS	COOK	39	7
	PLOT DATE = 3/21/2025	DATE -	REVISED -				CONTRACT NO. 62X71				
							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
						SHEET NO. 1 OF 3 SHEETS	STA.	TO STA.			



EXISTING TYPICAL SECTION
PERSHING ROAD
STA. 21+00 TO STA. 42+18
STA. 45+35 TO STA. 47+35

LEGEND

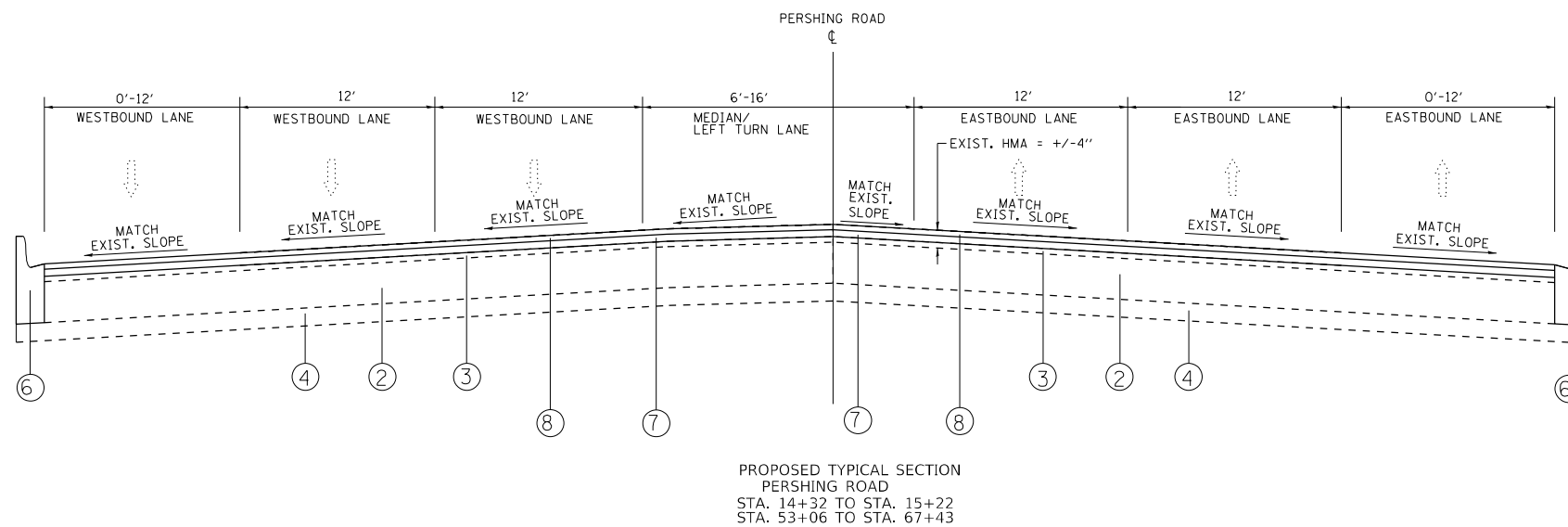
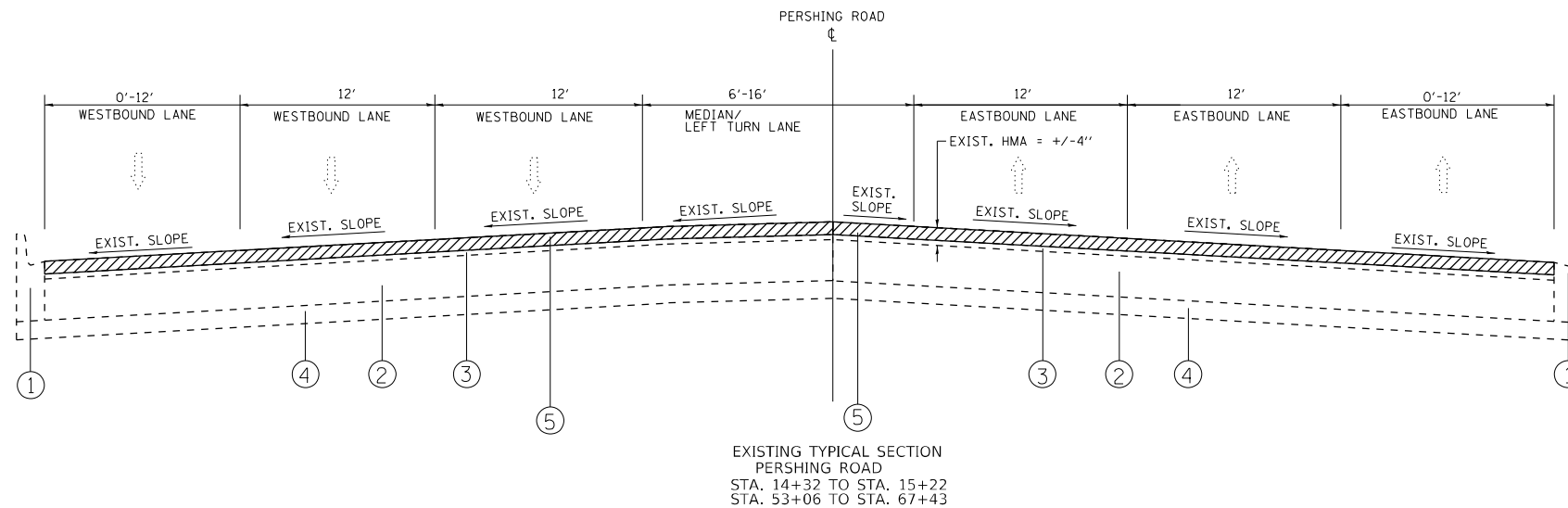
1. EXISTING COMBINATION CONCRETE CURB AND GUTTER
2. EXISTING P.C. CONCRETE PAVEMENT, 10"
3. EXISTING HMA SURFACE COURSE, 4" (BEFORE MILLING)
4. EXISTING SUB-BASE, 4"
5. PROPOSED HMA SURFACE REMOVAL, 2½"
6. PROPOSED COMBINATION CONCRETE CURB AND GUTTER (LOCATIONS TO BE DETERMINED BY THE RE IN THE FIELD)
7. PROPOSED POLY. HMA BINDER COURSE, IL-4.75, N50, ¾"
8. PROPOSED POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 1¾"



PROPOSED TYPICAL SECTION
PERSHING ROAD
STA. 21+00 TO STA. 42+18
STA. 45+35 TO STA. 47+35

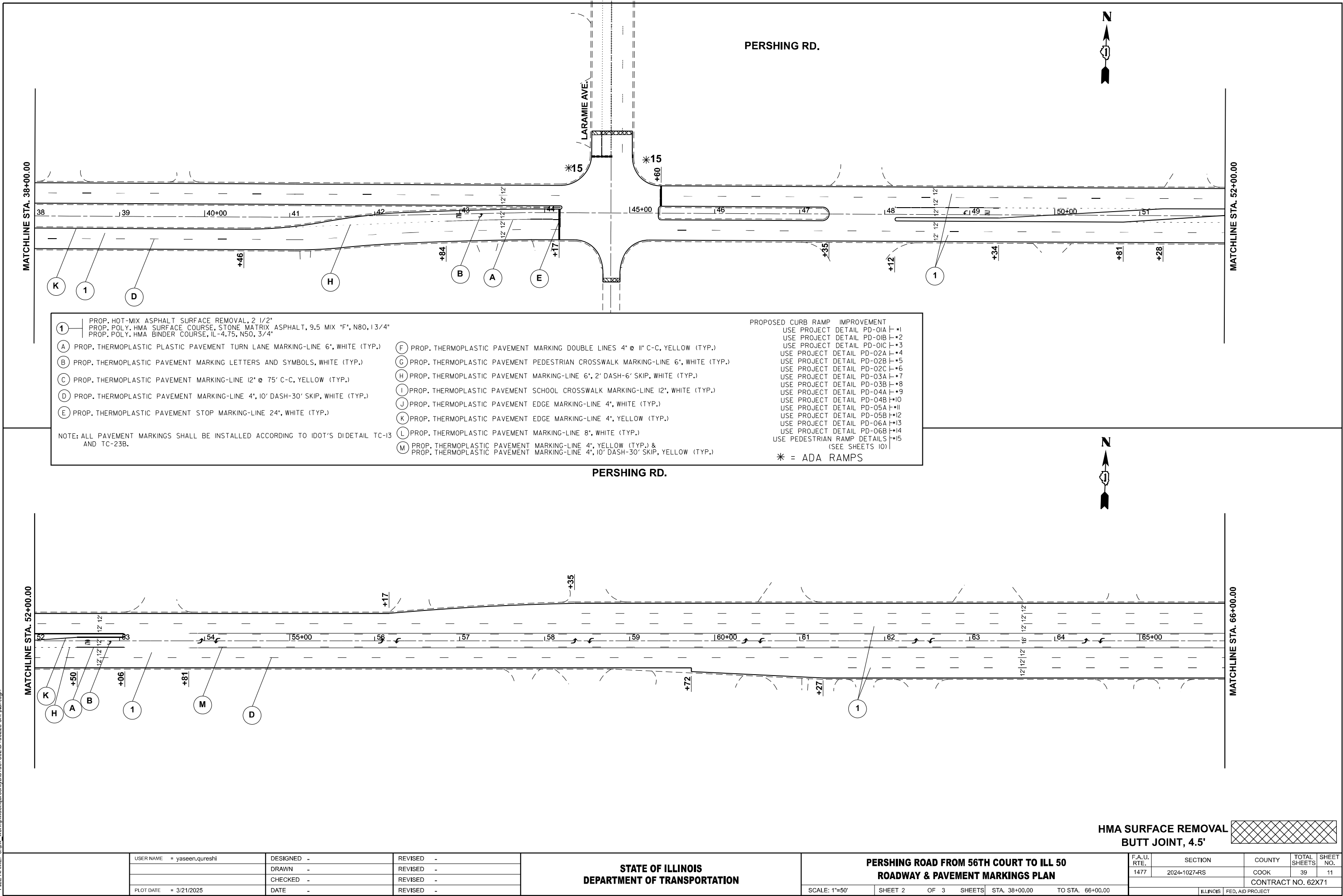
LEGEND

1. EXISTING COMBINATION CONCRETE CURB AND GUTTER
2. EXISTING P.C. CONCRETE PAVEMENT, 10"
3. EXISTING HMA SURFACE COURSE, 4" (BEFORE MILLING)
4. EXISTING SUB-BASE, 4"
5. PROPOSED HMA SURFACE REMOVAL, 2½"
6. PROPOSED COMBINATION CONCRETE CURB AND GUTTER (LOCATIONS TO BE DETERMINED BY THE RE IN THE FIELD)
7. PROPOSED POLY. HMA BINDER COURSE, IL-4.75, N50, ¾"
8. PROPOSED POLY. HMA SURFACE COURSE, SMA, 9.5, MIX "F", N80, 1¾"



FILE NAME =	USER NAME = yaseen.queshi	DESIGNED -	REVISED -	<div>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</div>	PERSHING ROAD FROM 56TH COURT TO ILL 50 EXISTING & PROPOSED TYPICAL SECTIONS				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\ildot\pw.bentley.com\PIDOT\Documents\DOT Offices\District 1\Projects\DI23822\CDRAWING\DI23822-sht\plan.dgn	DOT Office\District 1\Projects\DI23822\CDRAWING\DI23822-sht\plan.dgn	CHECKED -	REVISED -		1477	2024-1027-RS	COOK	40	9				
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -	DATE = 3/21/2025		CONTRACT NO. 62X71								
					SHEET NO. 3 OF 3 SHEETS		STA.	TO STA.					
						FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT					

MODEL: EXCL - Plan 3 (Sheet)
FILE NAME: c:\pwworking\qureshi\dwg\1037302\106225-sh-plan.dgn



- 1 PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
PROP. POLY. HMA SURFACE COURSE, STONE MATRIX ASPHALT, 9.5 MIX "F", N80, 1 3/4"
PROP. POLY. HMA BINDER COURSE, IL-4.75, N50, 3/4"

A PROP. THERMOPLASTIC PLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)

B PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)

C PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12' @ 75' C-C, YELLOW (TYP.)

D PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30' SKIP, WHITE (TYP.)

E PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)
- F PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4' @ 11" C-C, YELLOW (TYP.)

G PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)

H PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2' DASH-6' SKIP, WHITE (TYP.)

I PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)

J PROP. THERMOPLASTIC PAVEMENT EDGE MARKING-LINE 4", WHITE (TYP.)

K PROP. THERMOPLASTIC PAVEMENT EDGE MARKING-LINE 4", YELLOW (TYP.)

L PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)

M PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.) &
PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30' SKIP, YELLOW (TYP.)
- PROPOSED CURB RAMP IMPROVEMENT
USE PROJECT DETAIL PD-01A 1
USE PROJECT DETAIL PD-01B 2
USE PROJECT DETAIL PD-01C 3
USE PROJECT DETAIL PD-02A 4
USE PROJECT DETAIL PD-02B 5
USE PROJECT DETAIL PD-02C 6
USE PROJECT DETAIL PD-03A 7
USE PROJECT DETAIL PD-03B 8
USE PROJECT DETAIL PD-04A 9
USE PROJECT DETAIL PD-04B 10
USE PROJECT DETAIL PD-05A 11
USE PROJECT DETAIL PD-05B 12
USE PROJECT DETAIL PD-06A 13
USE PROJECT DETAIL PD-06B 14
USE PEDESTRIAN RAMP DETAILS 15
(SEE SHEETS 10)

* = ADA RAMPS
- NOTE: ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT'S D1DETAIL TC-13 AND TC-23B.

HMA SURFACE REMOVAL
BUTT JOINT, 4.5'

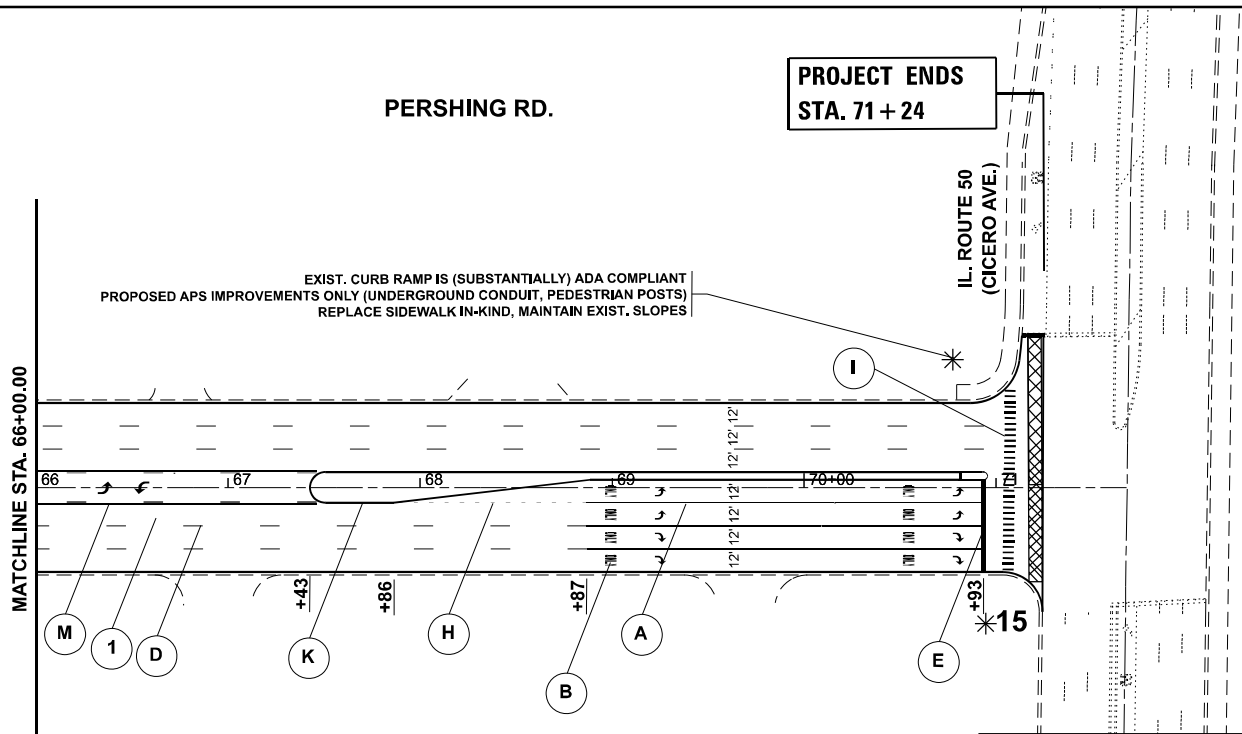
USER NAME = yaseen.qureshi	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/21/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERSHING ROAD FROM 56TH COURT TO ILL 50 ROADWAY & PAVEMENT MARKINGS PLAN			
SCALE: 1"=50'	SHEET 2	OF 3 SHEETS	STA. 38+00.00 TO STA. 66+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	11
CONTRACT NO. 62X71				
ILLINOIS FED. AID PROJECT				

MODEL: EXCL - Plan 5 (Sheet)
FILE NAME: c:\p\work\p\work\qureshiyald1037302\106225-sh-plan.dgn



- 1** PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
PROP. POLY. HMA SURFACE COURSE, STONE MATRIX ASPHALT, 9.5 MIX "F", N80, 1 3/4"
PROP. POLY. HMA BINDER COURSE, IL-4.75, N50, 3/4"
- A** PROP. THERMOPLASTIC PLASTIC PAVEMENT TURN LANE MARKING-LINE 6", WHITE (TYP.)
- B** PROP. THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS, WHITE (TYP.)
- C** PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 12" @ 75' C-C, YELLOW (TYP.)
- D** PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30' SKIP, WHITE (TYP.)
- E** PROP. THERMOPLASTIC PAVEMENT STOP MARKING-LINE 24", WHITE (TYP.)

NOTE: ALL PAVEMENT MARKINGS SHALL BE INSTALLED ACCORDING TO IDOT'S DIDEAL TC-13 AND TC-23B.

- F** PROP. THERMOPLASTIC PAVEMENT MARKING DOUBLE LINES 4" @ 11" C-C, YELLOW (TYP.)
- G** PROP. THERMOPLASTIC PAVEMENT PEDESTRIAN CROSSWALK MARKING-LINE 6", WHITE (TYP.)
- H** PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 6", 2' DASH-6' SKIP, WHITE (TYP.)
- I** PROP. THERMOPLASTIC PAVEMENT SCHOOL CROSSWALK MARKING-LINE 12", WHITE (TYP.)
- J** PROP. THERMOPLASTIC PAVEMENT EDGE MARKING-LINE 4", WHITE (TYP.)
- K** PROP. THERMOPLASTIC PAVEMENT EDGE MARKING-LINE 4", YELLOW (TYP.)
- L** PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 8", WHITE (TYP.)
- M** PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", YELLOW (TYP.) &
PROP. THERMOPLASTIC PAVEMENT MARKING-LINE 4", 10' DASH-30' SKIP, YELLOW (TYP.)

- PROPOSED CURB RAMP IMPROVEMENT
- USE PROJECT DETAIL PD-01A 1-1
 - USE PROJECT DETAIL PD-01B 1-2
 - USE PROJECT DETAIL PD-01C 1-3
 - USE PROJECT DETAIL PD-02A 1-4
 - USE PROJECT DETAIL PD-02B 1-5
 - USE PROJECT DETAIL PD-02C 1-6
 - USE PROJECT DETAIL PD-03A 1-7
 - USE PROJECT DETAIL PD-03B 1-8
 - USE PROJECT DETAIL PD-04A 1-9
 - USE PROJECT DETAIL PD-04B 1-10
 - USE PROJECT DETAIL PD-05A 1-11
 - USE PROJECT DETAIL PD-05B 1-12
 - USE PROJECT DETAIL PD-06A 1-13
 - USE PROJECT DETAIL PD-06B 1-14
 - USE PEDESTRIAN RAMP DETAILS 1-15 (SEE SHEETS 10)

* = ADA RAMPS

HMA SURFACE REMOVAL
BUTT JOINT, 4.5'



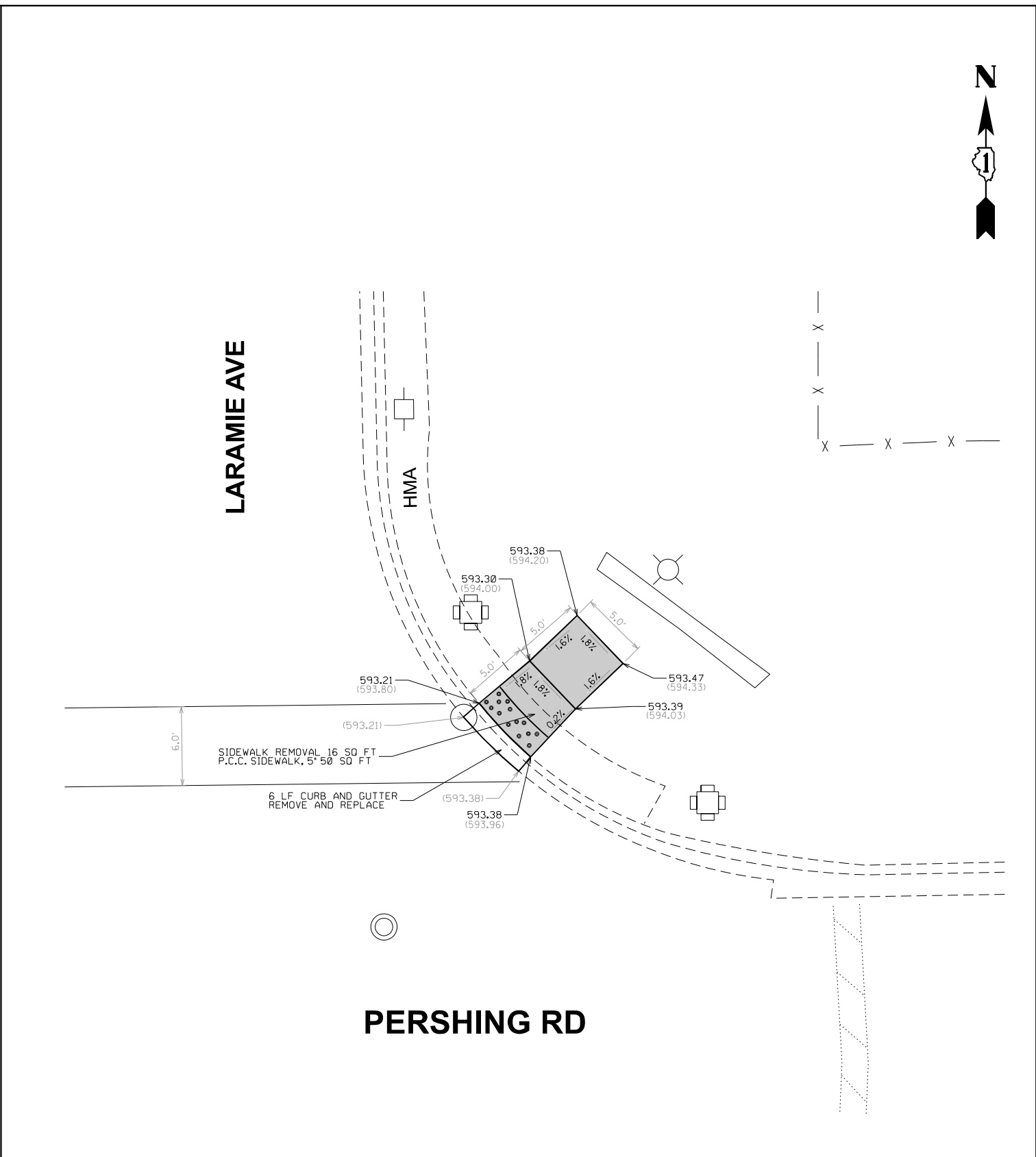
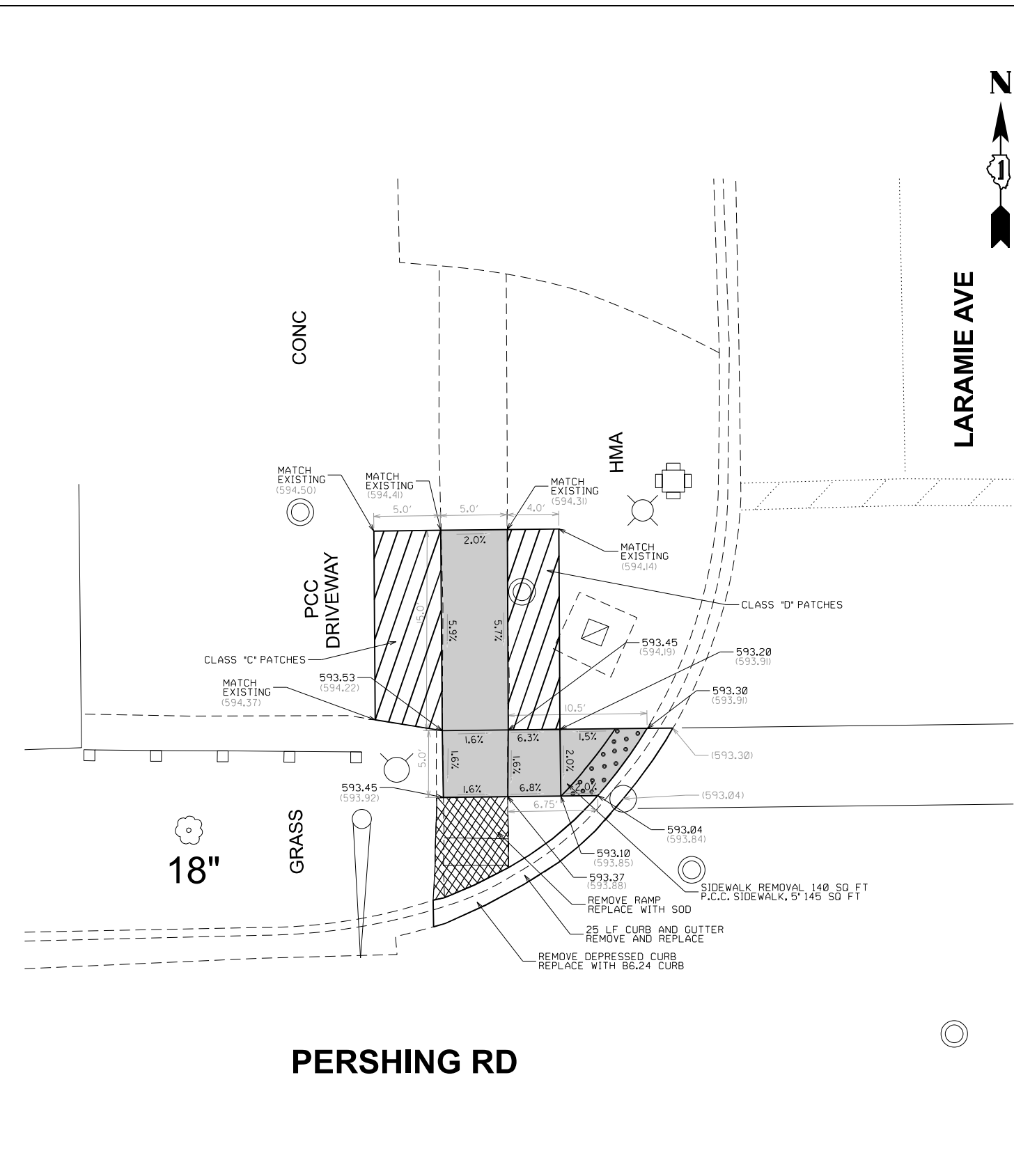
	USER NAME = yaseen.qureshi	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 3/21/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PERSHING ROAD FROM 56TH COURT TO ILL 50
ROADWAY & PAVEMENT MARKINGS PLAN

SCALE: 1"=50' SHEET 3 OF 3 SHEETS STA. 66+00.00 TO STA. 80+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	12
CONTRACT NO. 62X71				
ILLINOIS FED. AID PROJECT				

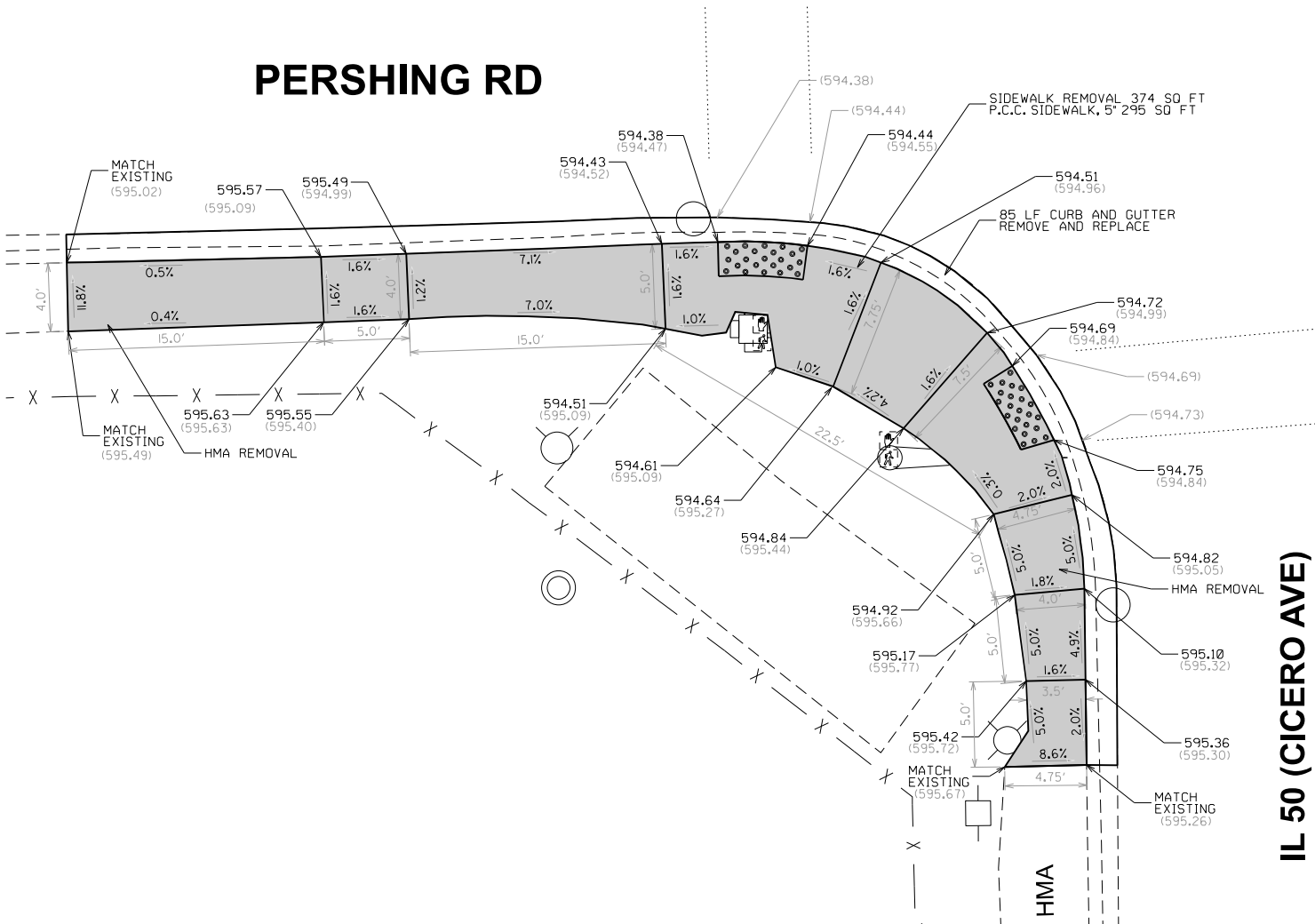


REFERENCE BENCH MARK ELEV 594.23				<div>LEGEND</div> <div><div>xx.xx'</div>EXISTING LENGTH</div> <div><div></div>PROPOSED SIDE CURB</div> <div><div>()</div>EXISTING ELEVATION/SLOPE</div> <div><div></div>PROPOSED SIDEWALK</div> <div><div></div>DETECTABLE WARNINGS</div> <div><div></div>SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD</div> <td colspan="4">REFERENCE BENCH MARK ELEV 594.23</td>		REFERENCE BENCH MARK ELEV 594.23			
BENCHMARK : CUT SQUARE IN NORTHWEST CORNER OF TRAFFIC SIGNAL BASE						BENCHMARK : CUT SQUARE IN NORTHWEST CORNER OF TRAFFIC SIGNAL BASE			
LOCATION : NORTHEAST CORNER OF PERSHING ROAD AND LARAMIE AVENUE						LOCATION : NORTHEAST CORNER OF PERSHING ROAD AND LARAMIE AVENUE			

FILE NAME =	USER NAME = yaseen.queeshi	DESIGNED =	REVISED =	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION			ADA RAMP DETAILS (PERSHING RD. AT LARAMIE AVE.) NE & NW CORNERS			F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw://1dot.pw.bentley.com/PWIDOT/Documents/IDOT Offices/District 1/ORD Projects/D106225-ADA-Design.dgn	DESIGNED BY =	REVISED BY =	REVISED =							1477	2024-1027-RS	COOK	39	13
	PLOT SCALE = 10.003 ' / in.	CHECKED =	REVISED =				CONTRACT NO. 62X71							
Default	PLOT DATE = 3/14/2025	DATE =	REVISED =				ILLINOIS FED. AID PROJECT							
				SCALE:			SHEET	OF	SHEETS	STA.	TO STA.			



PERSHING RD



IL 50 (CICERO AVE)

LEGEND

xx.xx'

EXISTING LENGTH

==

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

REFERENCE BENCH MARK ELEV 597.75

BENCHMARK : NORTHWEST BOLT ON HYDRANT

LOCATION : SOUTHWEST CORNER OF PERSHING ROAD AND ILL 50

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (PERSHING RD. AT ILL 50)
SW CORNER

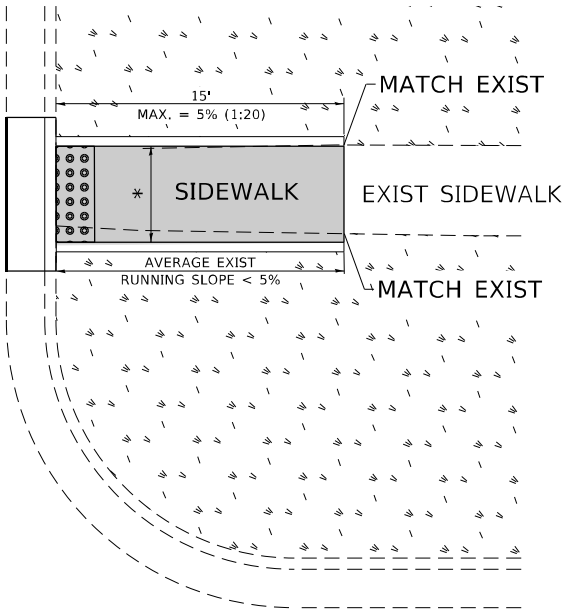
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I477	2024-I027-RS	COOK	39	14
CONTRACT NO. 62X7I				
ILLINOIS FED. AID PROJECT				

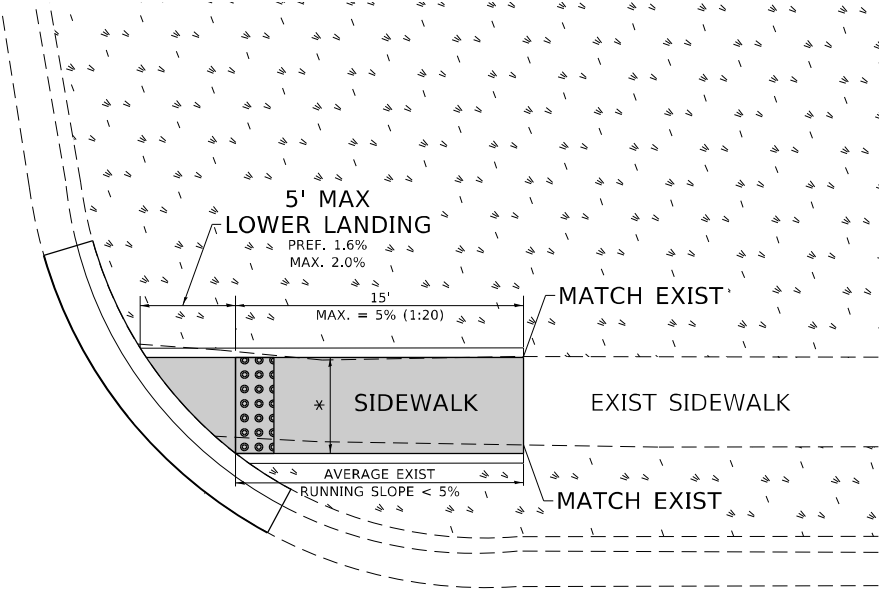
FILE NAME =	USER NAME = yoseen.queesh	DESIGNED -	REVISED -
pwt//ildot/pw.bentley.com/PWIDOT/Documents/IDOT Offices/District 1/ORD Projects/D10625-ADA-Design.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 10.001' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/14/2025	DATE -	REVISED -

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

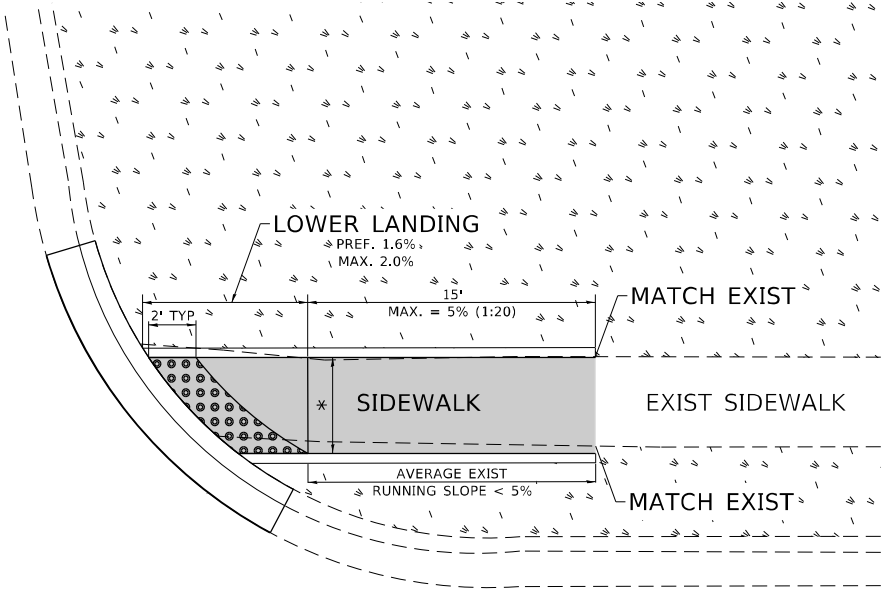
PD-01A



PD-01B



PD-01C



LEGEND

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

CONSTRUCTION NOTES:

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

Model: Default
File: \\na11c-arvuldet-cw.bentley.com\\P\\DOT Documents\\DOT Office\\District 1\\Projects\\D112421\\CADD\\Data\\Design\\DET\\Std.dgn

USER NAME = yaseen.ureshi	DESIGNED -	REVISED -
DRAWN - R. LEDEZMA	REVISED -	
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/8/2025	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

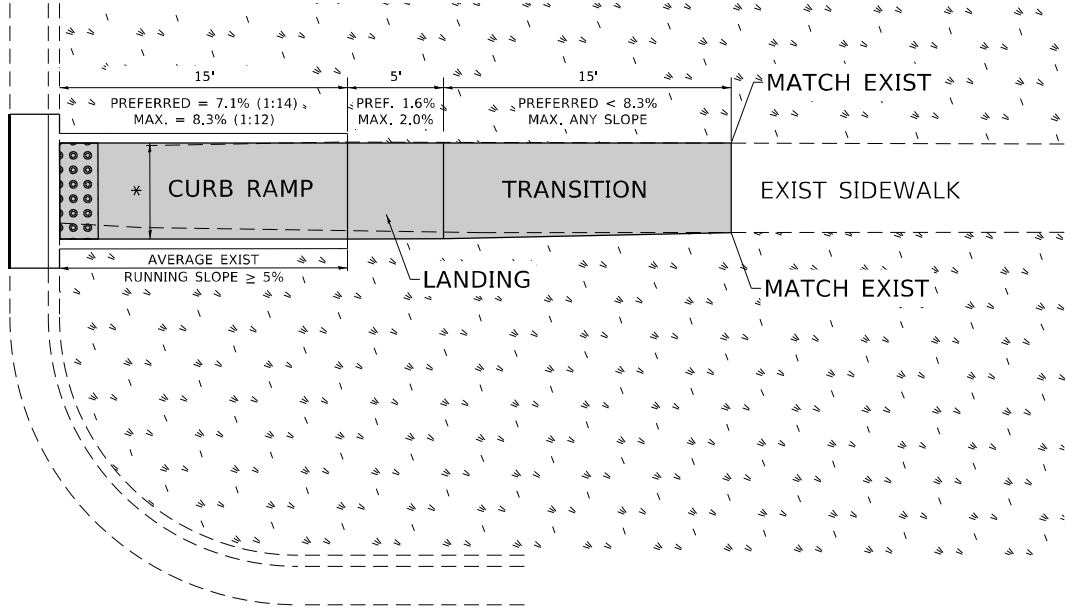
PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS
(PD-01)

SCALE: NONE SHEET OF SHEETS STA. TO STA.

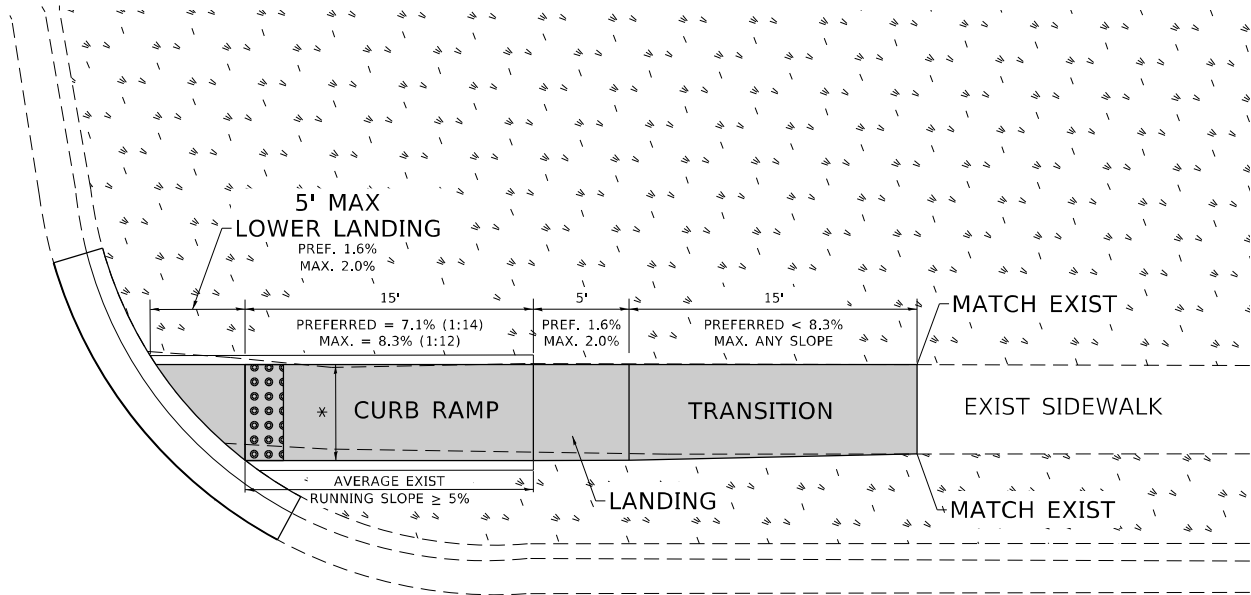
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	15
PD-01		CONTRACT NO. 62X71		
		ILLINOIS	FED. AID PROJECT	

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

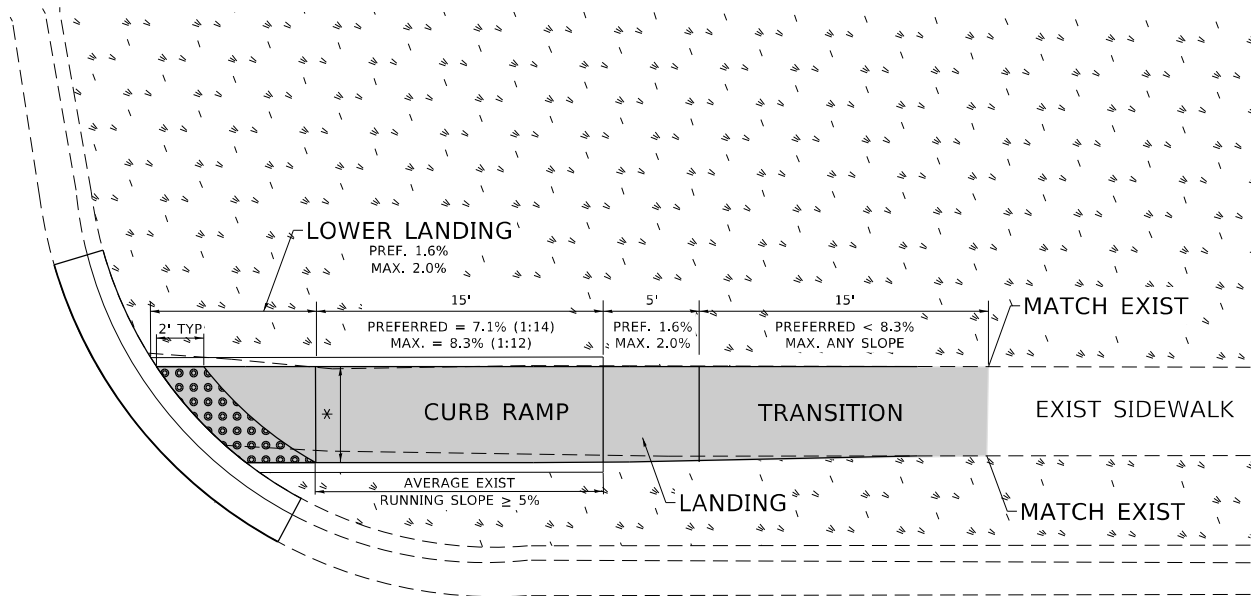
PD-02A



PD-02B



PD-02C



LEGEND

PROPOSED SIDE CURB



EXIST. GRASS



PROPOSED SIDEWALK



DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME	= yaseen.ureshi
PLOT SCALE	= 100,0000 ' / in.
PLOT DATE	= 3/8/2025

DESIGNED	-
DRAWN	- R. LEDEZMA
CHECKED	-
DATE	- 10/02/2019

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE SHEET OF SHEETS STA. TO STA.

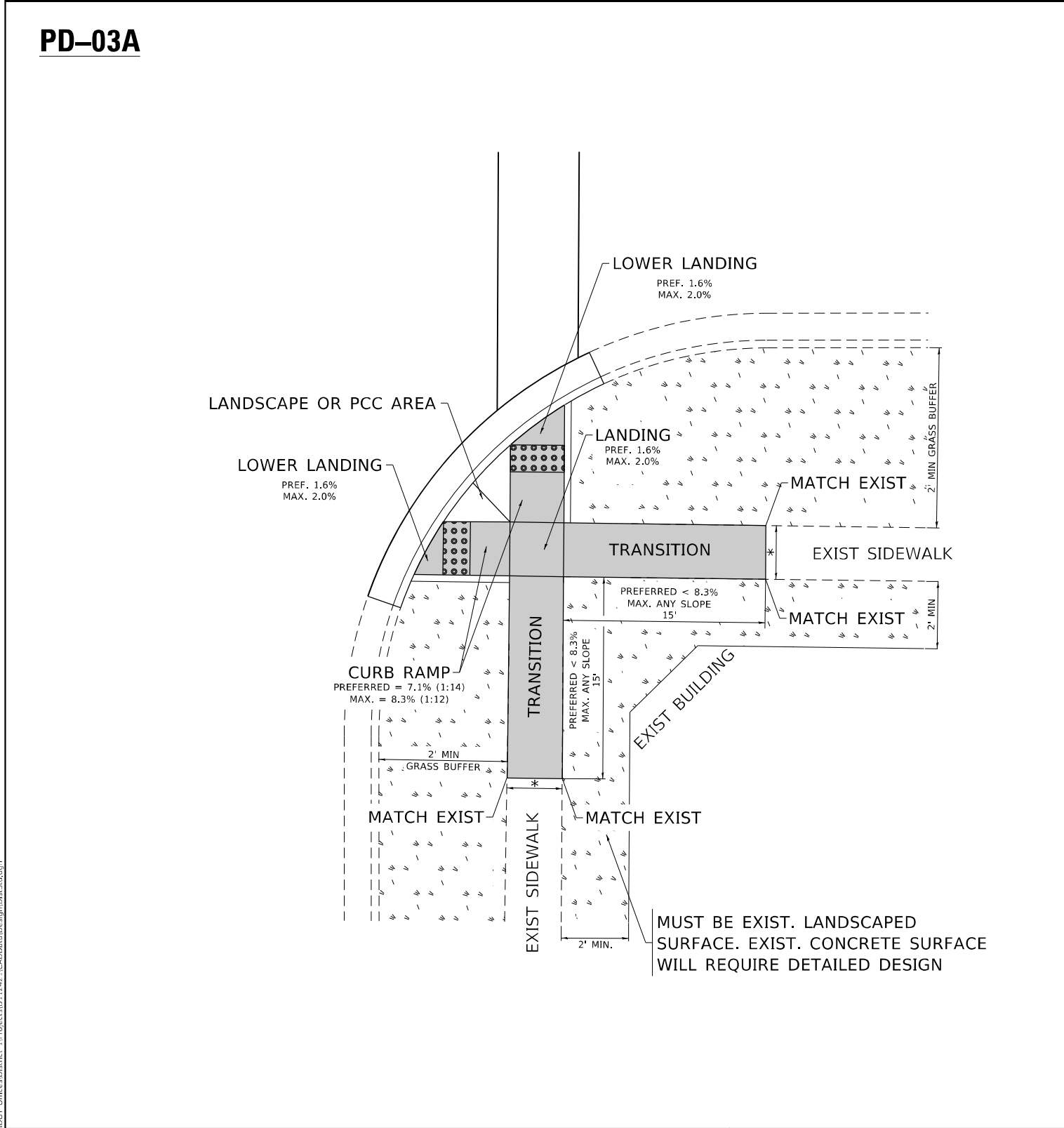
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	16
PD-02		CONTRACT NO. 62X71		
		ILLINOIS	FED. AID PROJECT	

ADA DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS

PD-03A

The diagram illustrates a curb ramp and landing area with the following components and specifications:

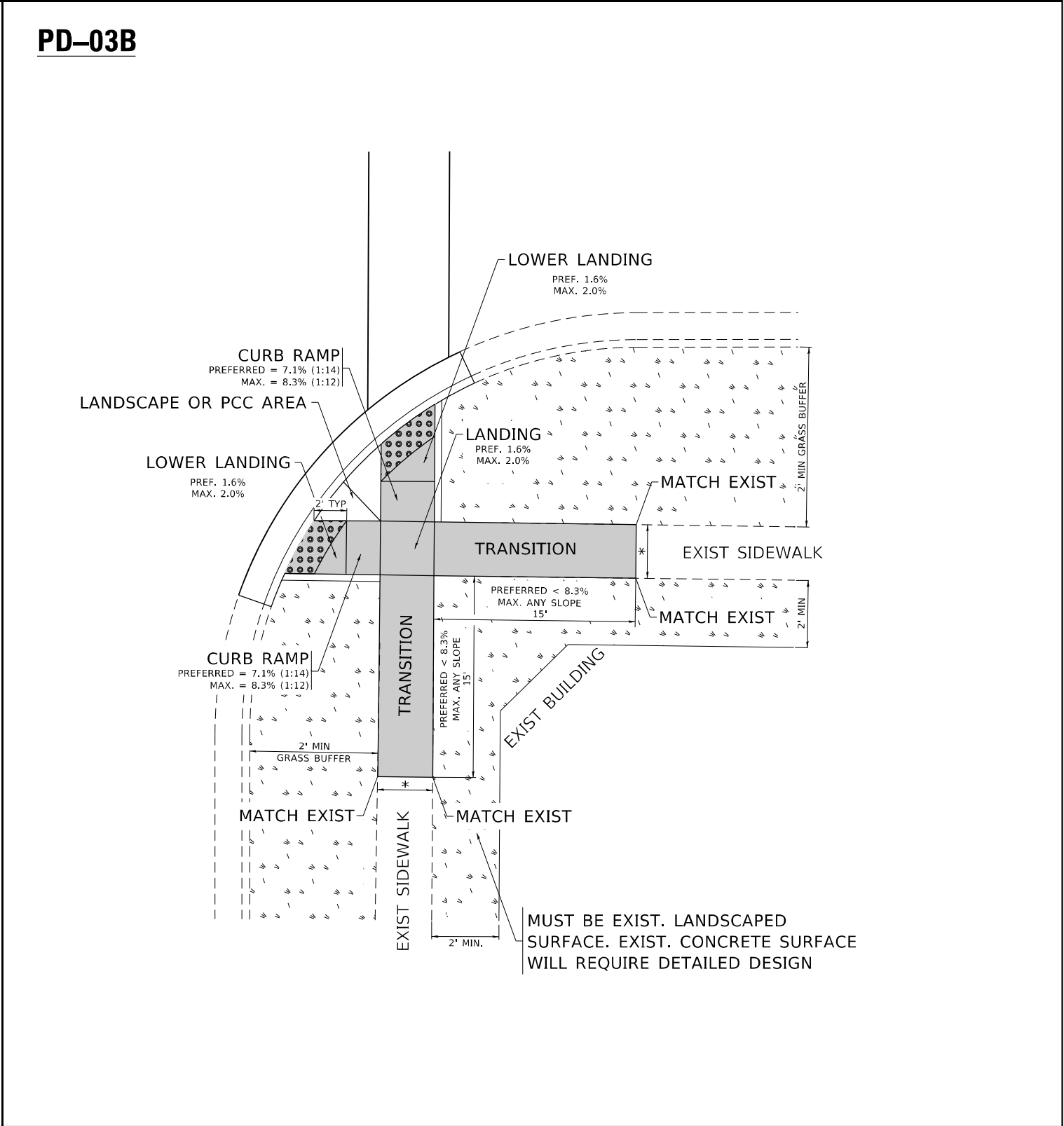
- LANDSCAPE OR PCC AREA**: Located at the top left of the diagram.
- LOWER LANDING**: Two areas, one on the left and one on the right, both with a preferred slope of 1.6% and a maximum of 2.0%.
- LANDING**: A central area with a preferred slope of 1.6% and a maximum of 2.0%.
- TRANSITION**: Two rectangular areas, one on the left and one on the right, both with a preferred slope of less than 8.3% and a maximum of any slope.
- CURB RAMP**: A rectangular area with a preferred slope of 7.1% (1:14) and a maximum of 8.3% (1:12).
- EXIST SIDEWALK**: Two areas, one on the left and one on the right, both with a preferred slope of less than 8.3% and a maximum of any slope.
- EXIST BUILDING**: A rectangular area with a preferred slope of less than 8.3% and a maximum of any slope.
- MATCH EXIST**: Four areas, one on the left, one on the right, one at the bottom left, and one at the bottom right, all with a preferred slope of less than 8.3% and a maximum of any slope.
- 2' MIN GRASS BUFFER**: A buffer area on the left side.
- 2' MIN**: Minimum dimensions for the transition and landing areas.
- MUST BE EXIST. LANDSCAPED SURFACE. EXIST. CONCRETE SURFACE WILL REQUIRE DETAILED DESIGN**: A note at the bottom right.



PD-03B

The diagram illustrates a curb ramp and transition area for a building entrance. It shows a cross-section of the ramp, transition, and landing areas, along with the existing sidewalk and building. Key components and labels include:

- CURB RAMP**: Labeled with preferred and maximum slopes: PREFERRED = 7.1% (1:14), MAX. = 8.3% (1:12).
- LANDSCAPE OR PCC AREA**: The area adjacent to the curb ramp.
- LOWER LANDING**: Labeled with preferred and maximum slopes: PREFERRED = 1.6%, MAX. = 2.0%.
- LANDING**: Labeled with preferred and maximum slopes: PREFERRED = 1.6%, MAX. = 2.0%.
- TRANSITION**: The area between the ramp and the landing.
- EXIST. SIDEWALK**: The existing sidewalk area.
- EXIST. BUILDING**: The existing building structure.
- MATCH EXIST**: Indicated at the boundaries of the ramp, transition, and landing areas.
- 2' MIN GRASS BUFFER**: A minimum 2-foot grass buffer is shown adjacent to the ramp and transition areas.
- 2' TYP**: A typical 2-foot dimension is shown for the ramp area.
- PREFERRED < 8.3% MAX. ANY SLOPE 15'**: A dimension of 15 feet is shown for the transition area, with a preferred slope of less than 8.3% and a maximum of any slope.
- MUST BE EXIST. LANDSCAPED SURFACE. EXIST. CONCRETE SURFACE WILL REQUIRE DETAILED DESIGN**: A note indicating that the existing landscaped surface must be maintained, and any existing concrete surface will require detailed design.



LEGEND

EXIST. GRASS

PROPOSED SIDEWALK

PROPOSED SIDE CURB

DETECTABLE WARNINGS

 EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

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

* MATCH EXISTING SIDEWALK WIDTH

* MATCH EXISTING SIDEWALK WIDTH

	USER NAME = yaseen.qureshi	DESIGNED -	REVISED -
		DRAWN - R. LEDEZMA	REVISED -
	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 3/8/2025	DATE - 10/02/2019	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

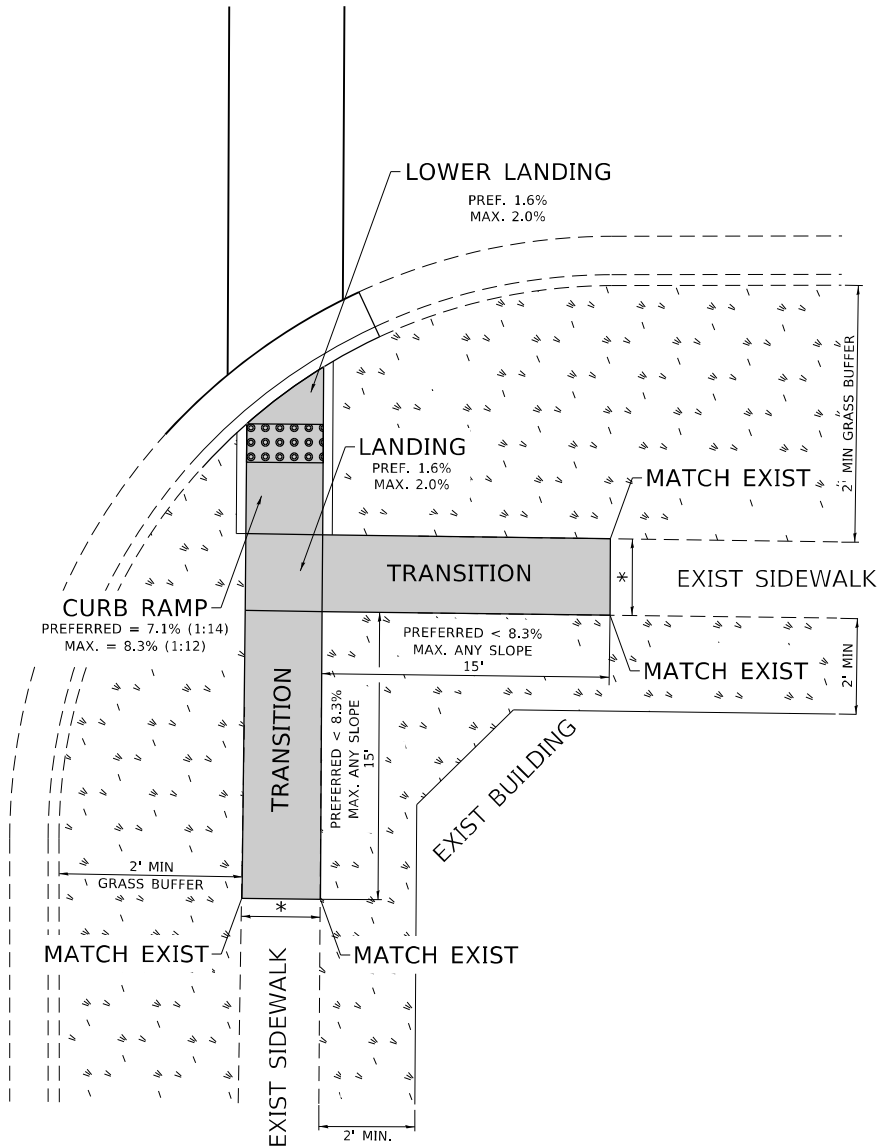
PROJECT DETAIL FOR DOUBLE PERPENDICULAR CURB RAMPS (PD-03)					
SCALE: NONE	SHEET	OF	SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	17
PD-03		CONTRACT NO. 62X71		
ILLINOIS		FED. AID PROJECT		

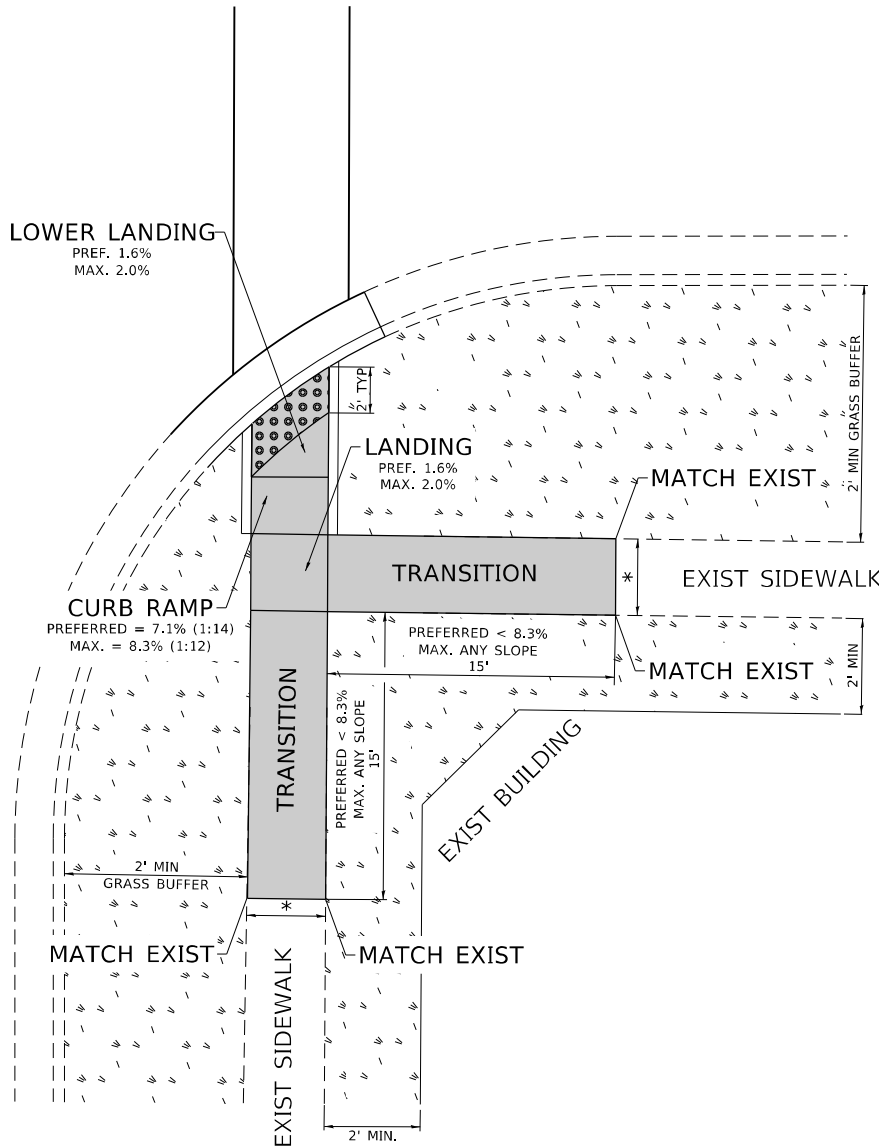
THE UNIVERSITY OF CHICAGO

ADA DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS W/ TURNING SPACE

PD-04A



PD-04B



LEGEND

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

CONSTRUCTION NOTES:

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

USER NAME = yaseen,qureshi	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 3/8/2025	DATE - 10/02/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

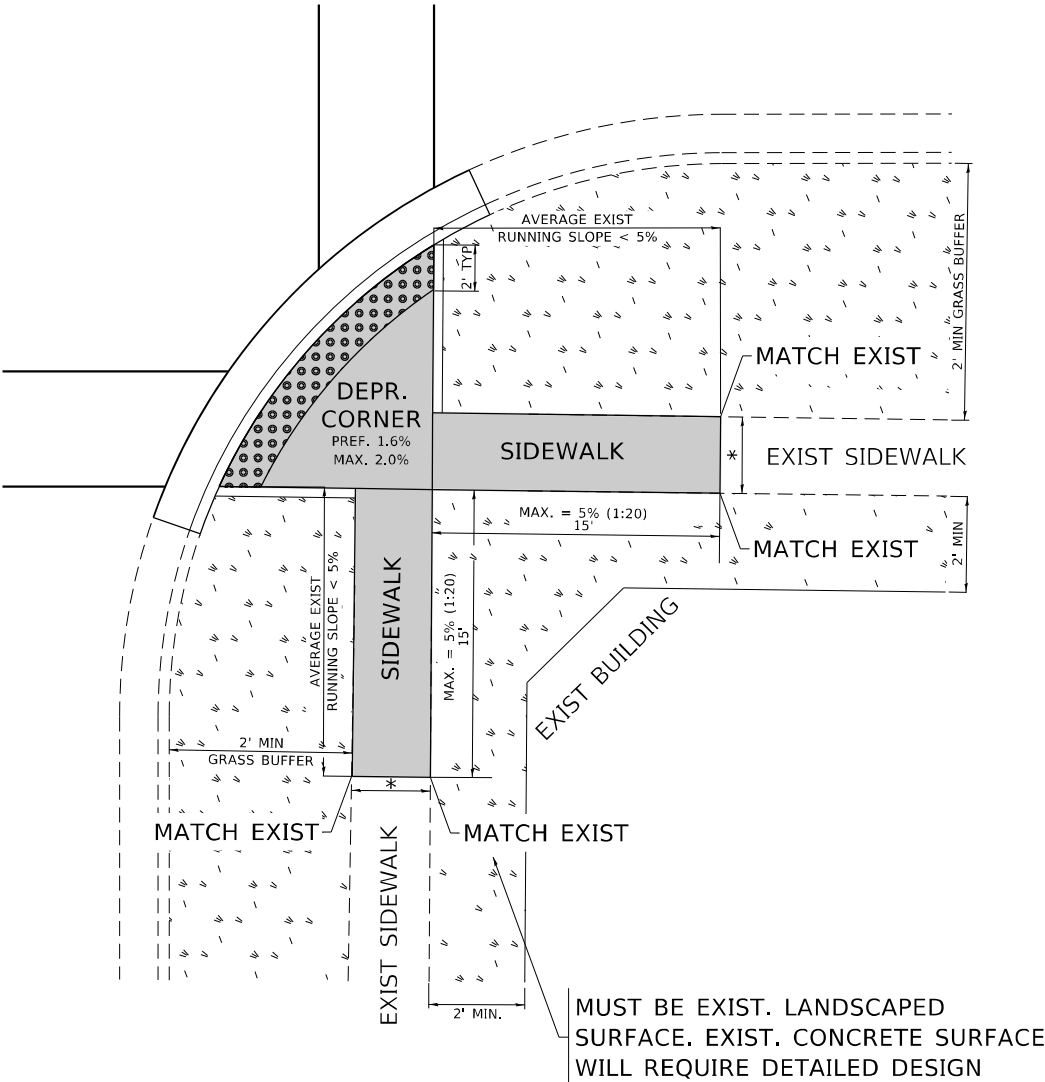
PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS WITH
TURNING SPACE (PD-04)

SCALE: NONE SHEET OF SHEETS STA. TO STA.

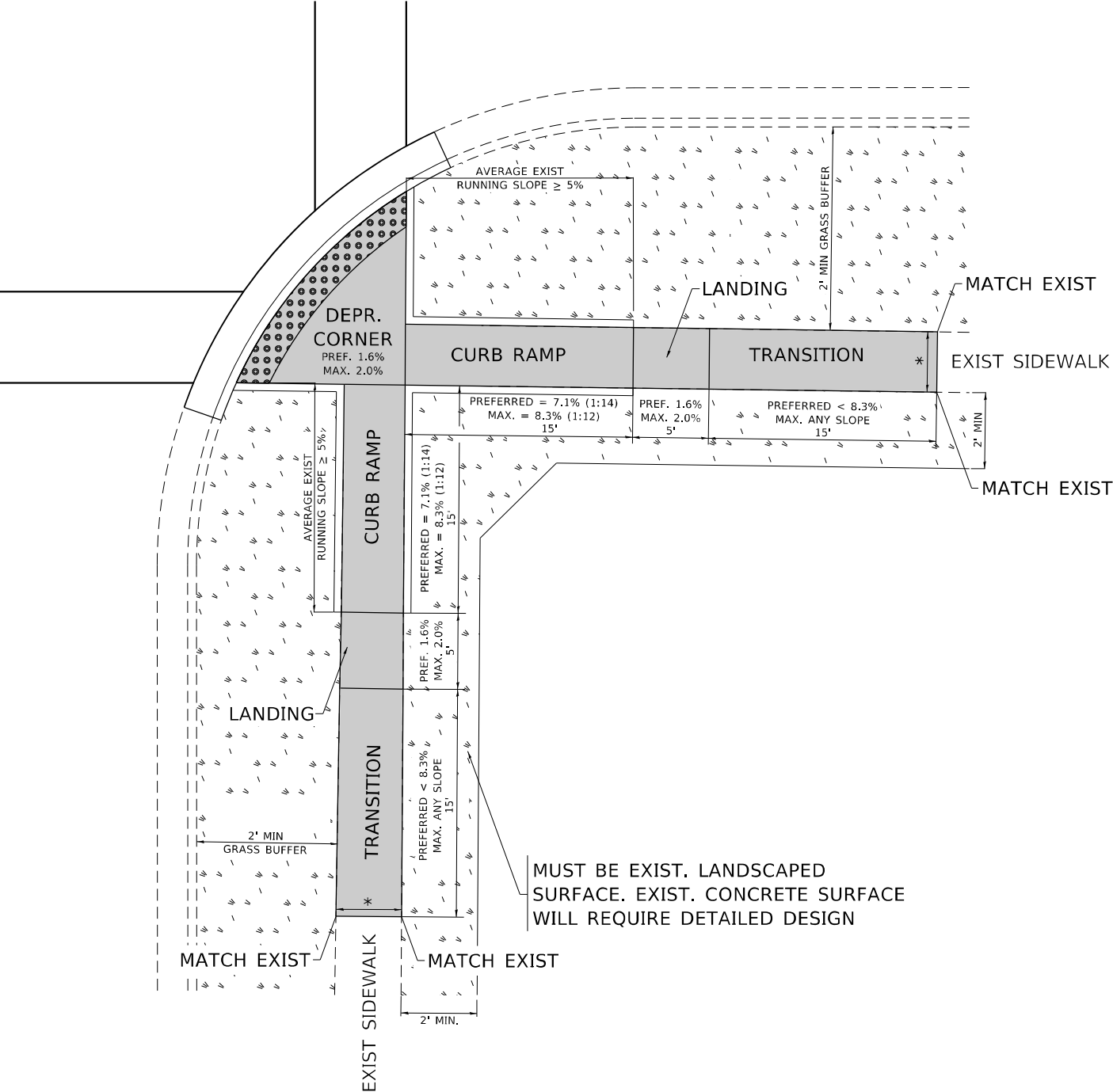
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	18
PD-04		CONTRACT NO. 62X71		
		ILLINOIS	FED. AID PROJECT	

ADA DETAIL FOR DEPRESSED CORNER CURB RAMPS

PD-05A



PD-05B



LEGEND

PROPOSED SIDE CURB

EXIST. GRASS

PROPOSED SIDEWALK

DETECTABLE WARNINGS

CONSTRUCTION NOTES:

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

* MATCH EXISTING SIDEWALK WIDTH

USER NAME	= yaseen.ureshi
DESIGNED	-
DRAWN	- R. LEDEZMA
CHECKED	-
DATE	- 10/02/2019

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	19
PD-05		CONTRACT NO. 62X71		
		ILLINOIS FED. AID PROJECT		

FILE NAME: pw:\ldot-pw.bentley.com:PW\DOT\Documents\DOT Offices\District 1\Projects\B112421\CADData\Design\DistStd.dgn

Technical drawing showing a sidewalk and lower landing detail at a street corner. The drawing includes the following elements and annotations:

- LANDSCAPE OR PCC AREA**: Indicated at the top and bottom of the drawing.
- AVERAGE EXIST RUNNING SLOPE < 5%**: Dimensioned along the top and left edges of the existing sidewalk.
- MATCH EXIST**: Indicated at the top, bottom, and left edges of the existing sidewalk.
- EXIST SIDEWALK**: Labeled on the right and bottom edges of the existing sidewalk.
- 2' MIN.**: Dimensioned for the width of the lower landing area.
- LOWER LANDING**: Labeled on the lower landing area.
- PREF. 1.6% MAX. 2.0%**: Dimensioned for the slope of the lower landing.
- 2' TYP.**: Dimensioned for the width of the lower landing area.
- SIDEWALK**: Labeled on the new sidewalk area.
- MAX. = 5% (1:20) 15'**: Dimensioned for the slope of the new sidewalk.
- MUST BE EXIST. LANDSCAPED SURFACE. EXIST. CONCRETE SURFACE WILL REQUIRE DETAILED DESIGN**: Note indicating requirements for the existing landscape surface.

[illegible]

EXIST. GRASS

PROPOSED SIDEWALK

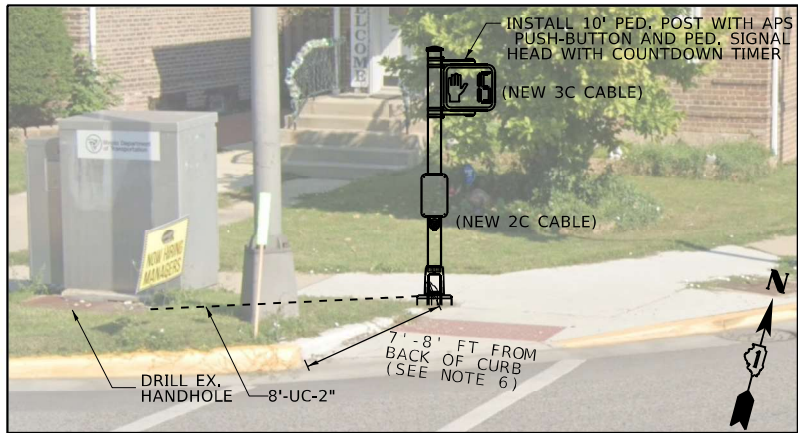
DETECTABLE WARNINGS

* MATCH EXISTING SIDEWALK WIDTH

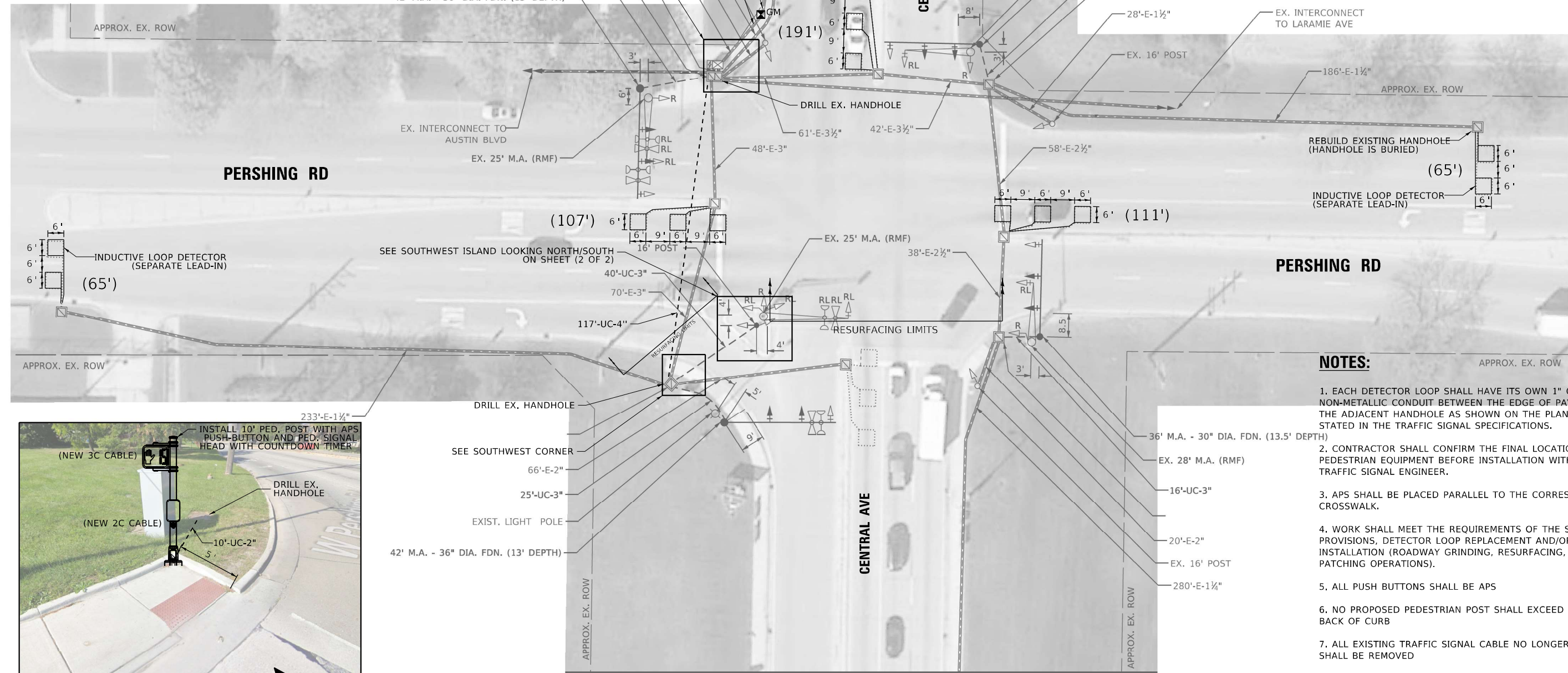
USER NAME = yaseen,qureshi	DESIGNED -	REVISED -
	DRAWN - R. LEDEZMA	REVISED -
PLOT SCALE = 100,0000' / in.	CHECKED -	REVISED -
PLOT DATE = 3/8/2025	DATE - 10/02/2019	REVISED -

SCALE: NONE	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	20
PD-06		CONTRACT NO. 62X71		
ILLINOIS		FED. AID PROJECT		



NORTHWEST CORNER



MATCH LINE B-B

REMOVAL AND RELOCATION NOTES:

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

- 1 EACH SERVICE INSTALLATION POLE MOUNT



NOTES:

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

TS 3780
EAGLE 8I

USER NAME	= Jakob.Larson	DESIGNED	- J.LARSON	REVISED	-
DRAWN	- J.LARSON	REVISION	-	REVISION	-
PLOT SCALE	= 40,0000 * / in.	CHECKED	-	REVISION	-
PLOT DATE	= 10/29/2024	DATE	- 10/23/2024	REVISION	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2)
PERSHING RD AND CENTRAL AVE

SCALE: SHEET OF SHEETS STA. TO STA.

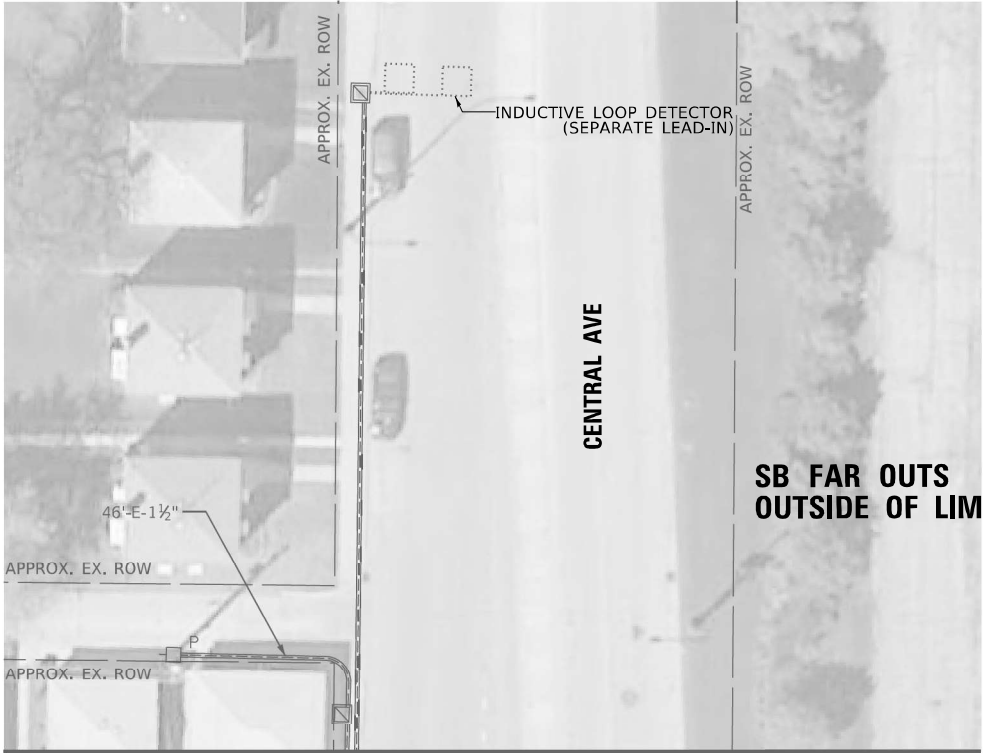
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	21
CONTRACT NO. 62X71				
ILLINOIS FED. AID PROJECT				



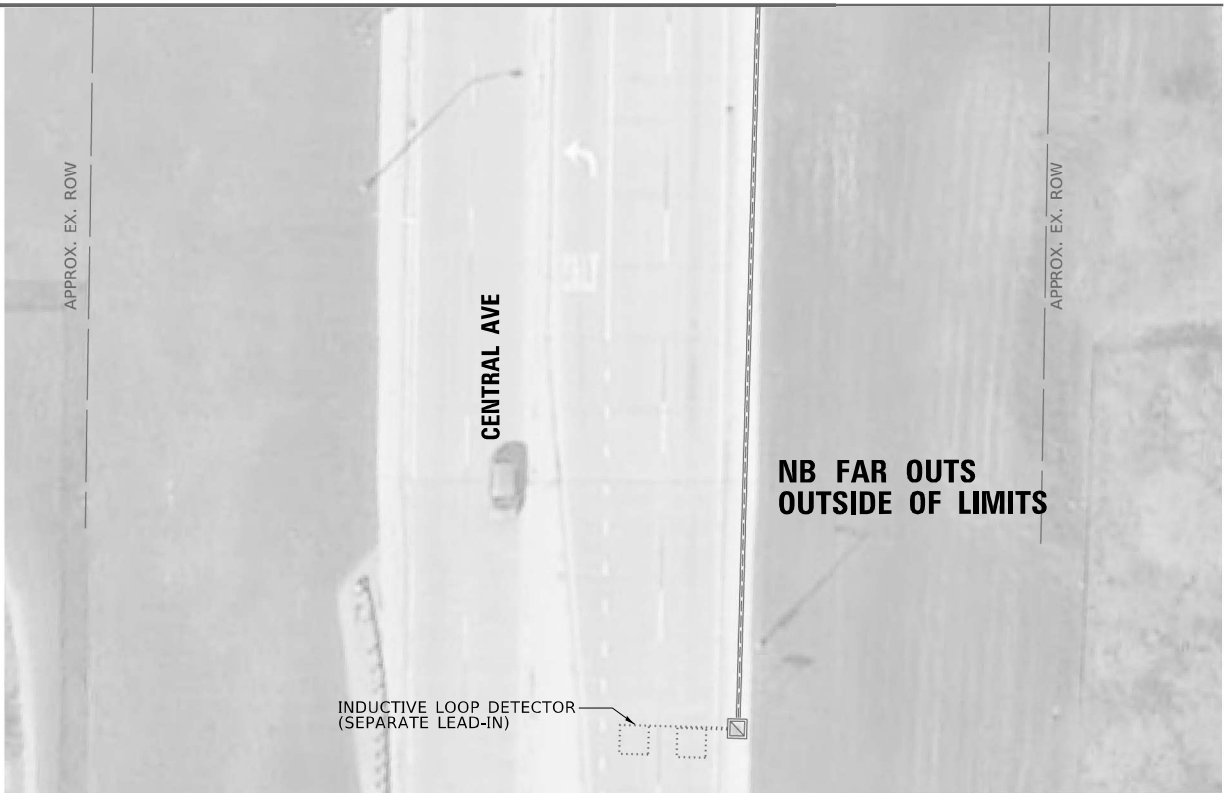
SOUTHWEST ISLAND LOOKING NORTH



SOUTHWEST ISLAND LOOKING SOUTH



MATCH LINE A-A



MATCH LINE B-B



TS 3780
EAGLE 8I

MODEL: Default
FILE NAME: S:\P\Design\UDL\03 Inhouse Design\62X71\62X71.dgn

USER NAME = Jakob.Larson	DESIGNED - J.LARSON	REVISED -
	DRAWN - J.LARSON	REVISED -
PLOT SCALE = 40,0000 * / in.	CHECKED -	REVISED -
PLOT DATE = 10/29/2024	DATE - 10/23/2024	REVISED -

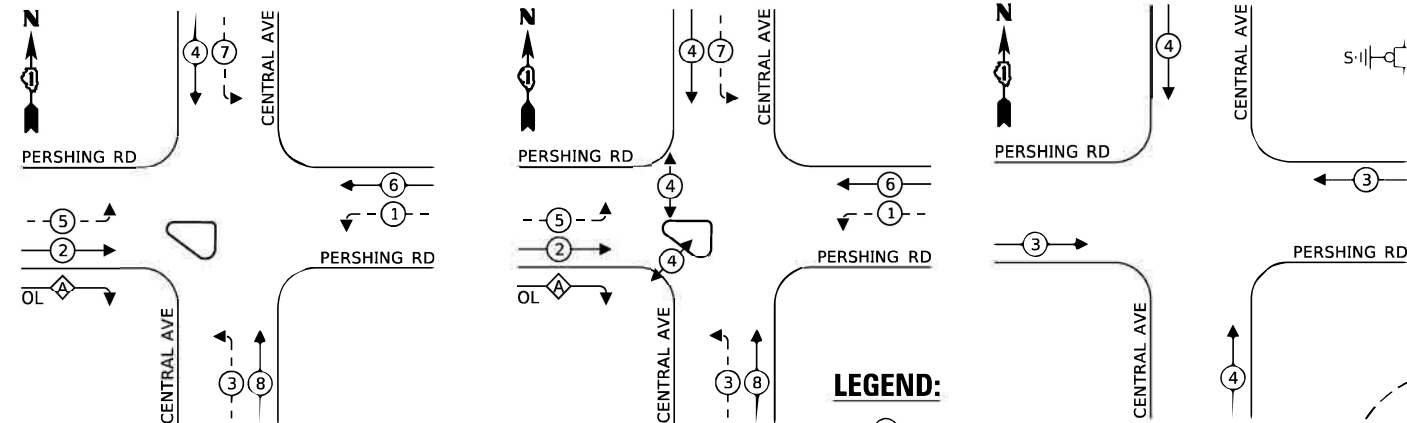
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2)
PERSHING RD AND CENTRAL AVE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	22
CONTRACT NO. 62X71				
ILLINOIS FED. AID PROJECT				

EXISTING CONTROLLER SEQUENCE PROPOSED CONTROLLER SEQUENCE EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE



SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	18
UNDERGROUND CONDUIT, GALVANIZED STEEL, 4" DIA.	FOOT	117
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	422
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	653
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	1559
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	34
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	99
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING HANDHOLE	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	4
INDUCTIVE LOOP DETECTOR	EACH	4
DETECTOR LOOP, TYPE 1	FOOT	539
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT	EACH	2
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	4
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	7	11	77
4-SECTION	-	14	-
5-SECTION	10	13	130
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING		442	
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING		1047	

ENERGY COSTS TO:
TOWN OF CICERO
4949 W. CERMAK RD
CICERO, IL 60804

ENERGY SUPPLY: CONTACT: NICK TELUJA
PHONE: 440-796-8979
COMPANY: COMED
ACCOUNT NUMBER: 4570319000
METER NUMBER: ---

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
PERSHING RD AND CENTRAL AVE

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	23
CONTRACT NO. 62X71				
ILLINOIS FED. AID PROJECT				

TS 3780
EAGLE 81

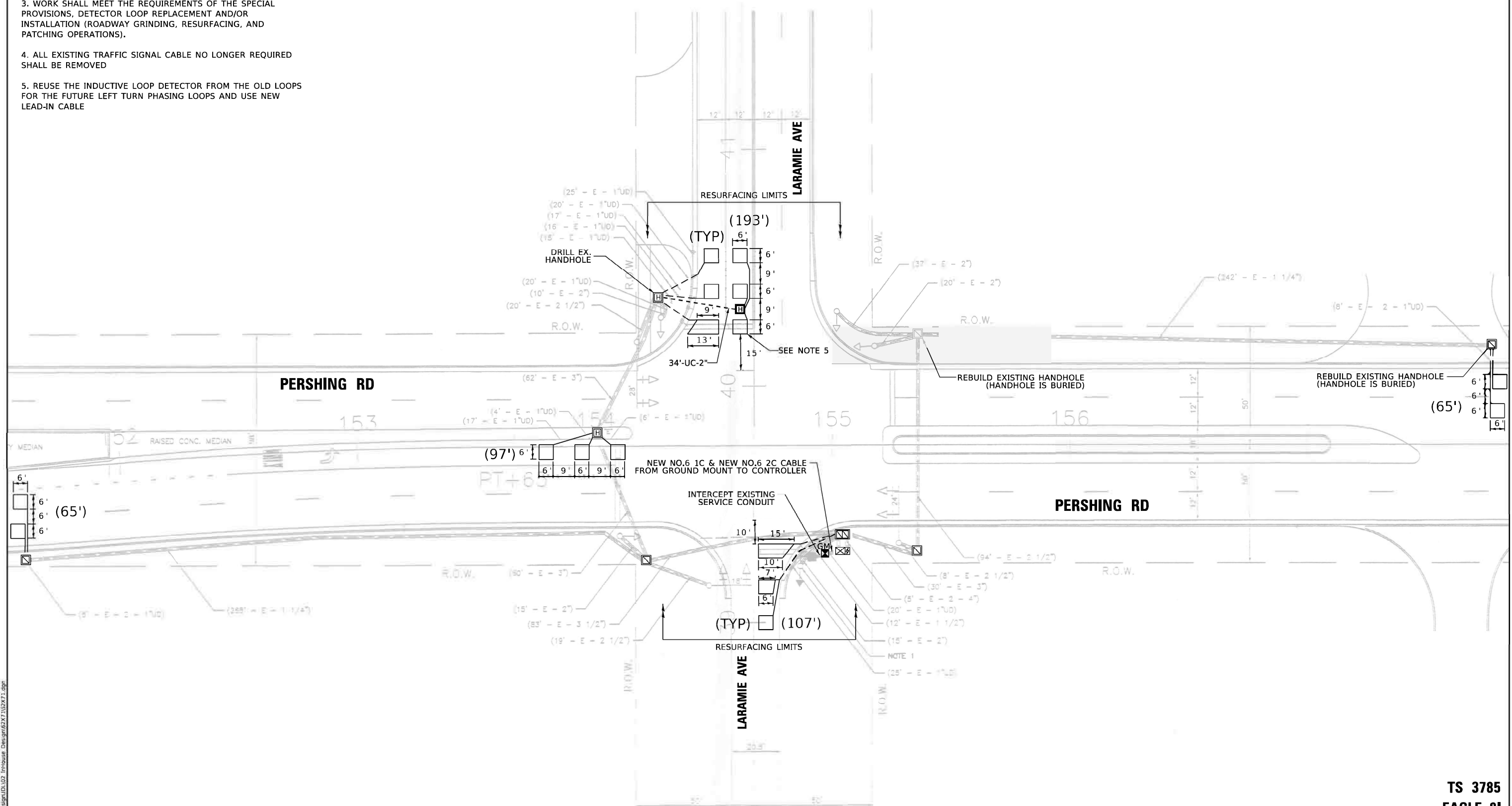
NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. THIS PLAN IS FOR REPLACEMENT OF LOOP DETECTORS AND INSTALLATION OF WITHIN THE RESURFACING LIMITS AS SHOWN.
3. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
4. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
5. REUSE THE INDUCTIVE LOOP DETECTOR FROM THE OLD LOOPS FOR THE FUTURE LEFT TURN PHASING LOOPS AND USE NEW LEAD-IN CABLE

REMOVAL AND RELOCATION NOTES:

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

- 1 EACH SERVICE INSTALLATION POLE MOUNT

TS 3785
EAGLE 81

USER NAME = Jakob.Larson	DESIGNED = J.LARSON	REVISED =
	DRAWN = J.LARSON	REVISED =
PLOT SCALE = 40.0000 ' / in.	CHECKED =	REVISED =
PLOT DATE = 10/29/2024	DATE = 10/23/2024	REVISED =

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

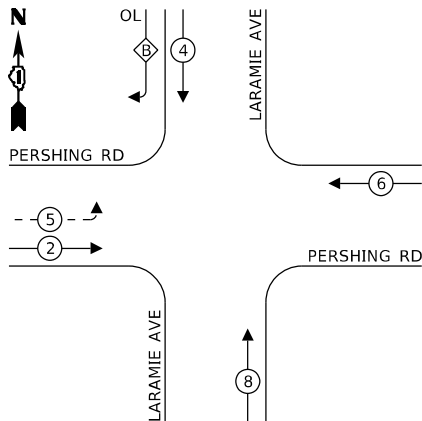
**TRAFFIC SIGNAL MODERNIZATION PLAN
PERSHING RD AND LARAMIE AVE**

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
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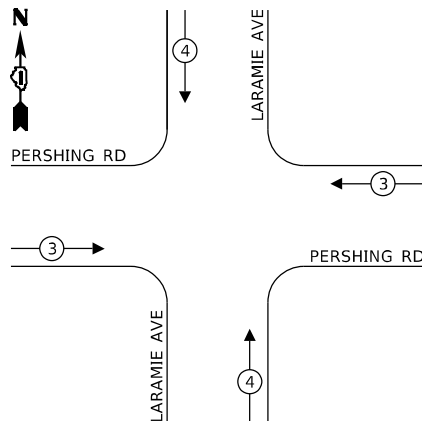
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FILE NAME: S:\WP\Design\DI\102 forHouse Des\00162X71162X71.dgn

EXISTING CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE



LEGEND:

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

RIGHT TURN OVERLAP

PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	34
HEAVY DUTY HANDHOLE	EACH	1
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	294
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	19
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	19
CONCRETE FOUNDATION, TYPE A	FOOT	4
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE 1	FOOT	527
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	218
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
SERVICE INSTALLATION, GROUND MOUNTED, METERED	EACH	1

TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	9	11	99
4-SECTION	-	14	-
5-SECTION	4	13	52
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	-	15	-
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING			326
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING			931

ENERGY COSTS TO:

VILLAGE OF STICKNEY
6533 PERSHING RD
STICKNEY, IL 60402

ENERGY SUPPLY:

CONTACT: NICK TELUJA

PHONE: 440-796-8979

COMPANY: COMED

ACCOUNT NUMBER: ---

METER NUMBER: ---

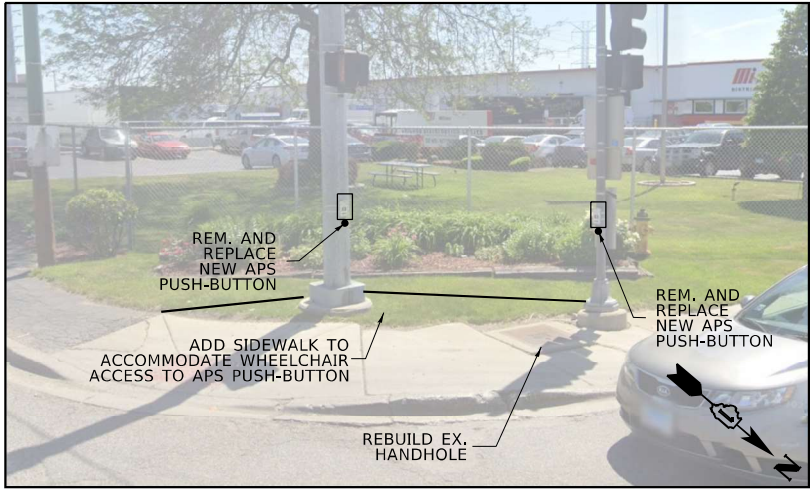
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
PERSHING RD AND LARAMIE AVE

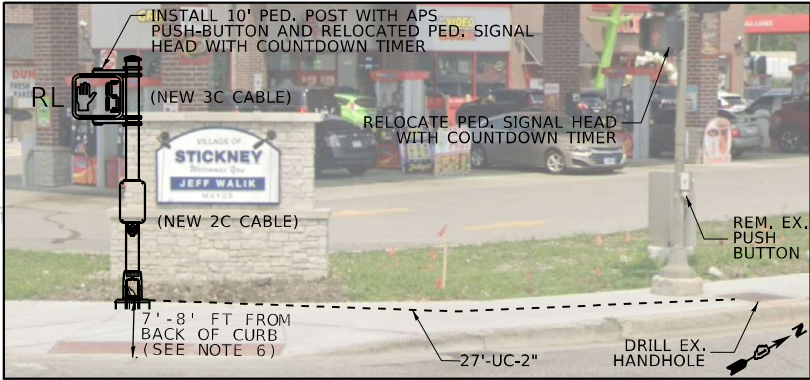
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	25
CONTRACT NO. 62X71				
ILLINOIS FED. AID PROJECT				

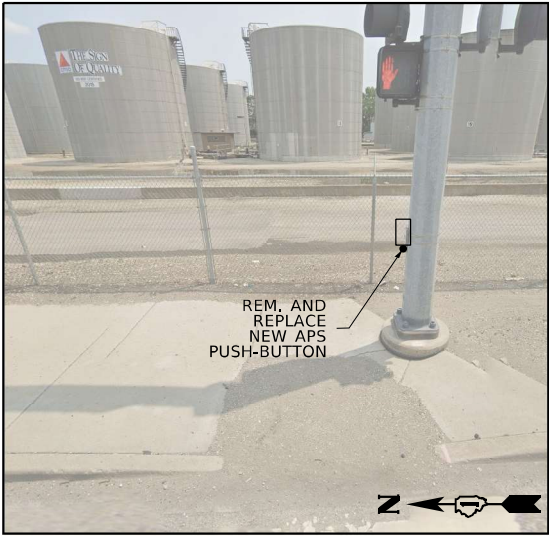
TS 3785
EAGLE 81



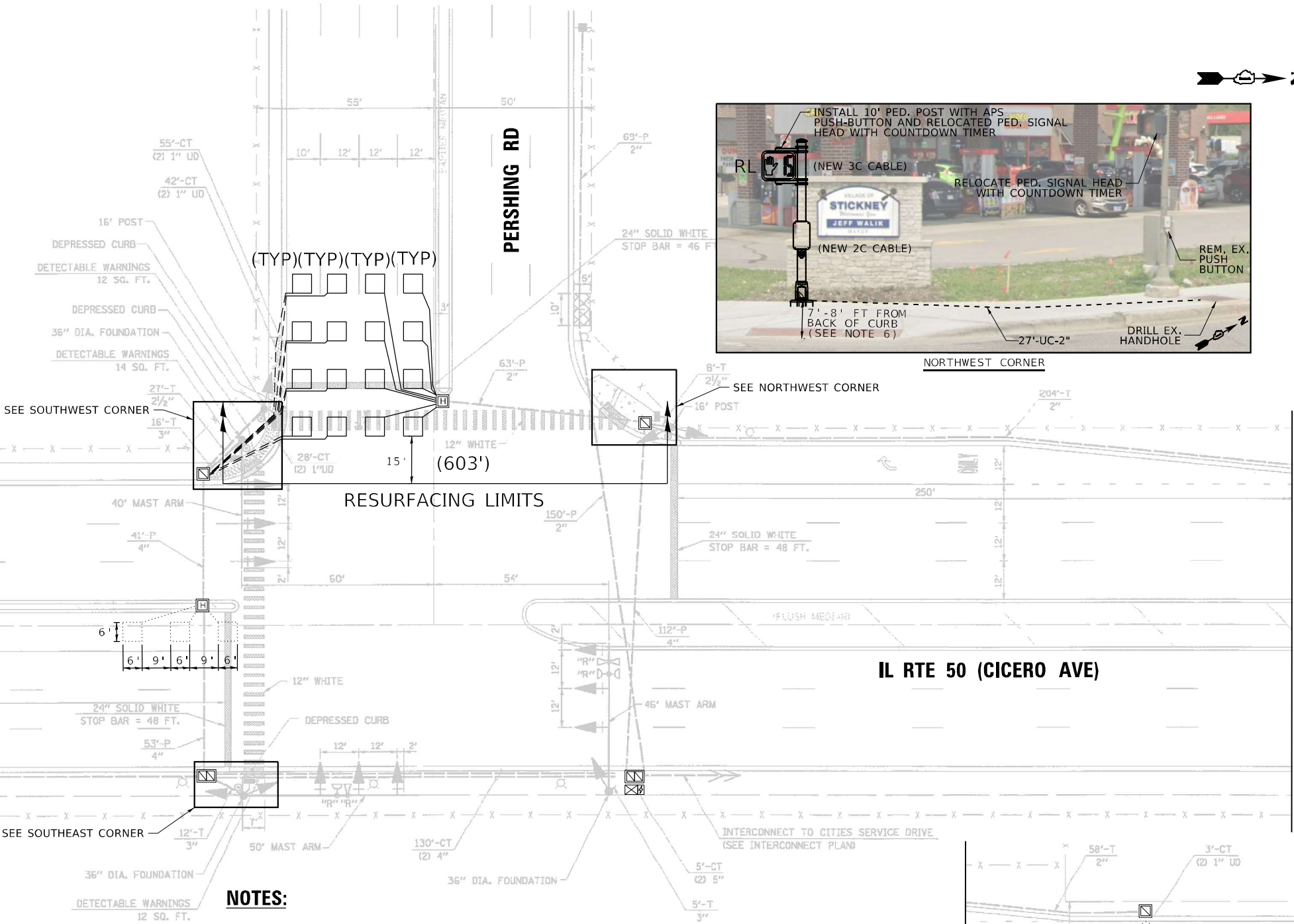
SOUTHWEST CORNER



NORTHWEST CORNER



SOUTHEAST CORNER



NOTES:

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

REMOVAL AND RELOCATION NOTES:

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

4 EACH PEDESTRIAN PUSH-BUTTON

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED 10 FT POST

1 EACH PEDESTRIAN SIGNAL HEAD

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
PERSHING RD AND IL RTE 50 (CICERO AVE)

SCALE: SHEET OF SHEETS STA. TO STA.

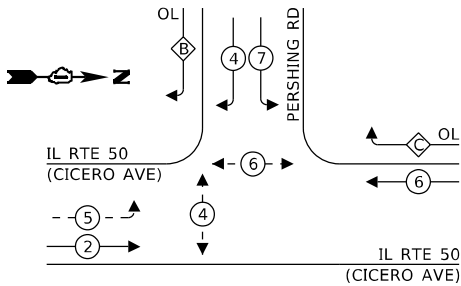
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	26
CONTRACT NO. 62X71				
ILLINOIS FED. AID PROJECT				

TS 2450
ECON 108

MODEL: Default
FILE NAME: S:\Projects\Design\UD\02 InHouse_Design\62X71\62X71.dgn

EXISTING CONTROLLER SEQUENCE

LEADING PEDESTRIAN INTERVAL ON PHASE 6 AND PHASE 4

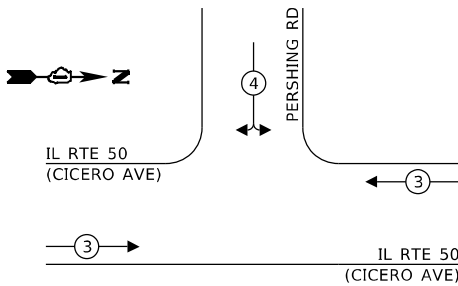


LEGEND:

- Protected Phase
- Protected/Permitted Phase
- Pedestrian Phase
- Overlap

EXISTING EMERGENCY VEHICLE

PREEMPTION SEQUENCE



RIGHT TURN OVERLAP

PHASE DESIGNATION:

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
B	= 4	+ 5
C	= 6	+ 7

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	27
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	176
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	180
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	694
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	32
DRILL EXISTING HANDHOLE	EACH	1
INDUCTIVE LOOP DETECTOR	EACH	2
DETECTOR LOOP, TYPE 1	FOOT	603
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	226
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT	EACH	1
ACCESSIBLE PEDESTRIAN SIGNAL	EACH	4
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	9	11	99
4-SECTION	-	14	-
5-SECTION	6	13	78
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	4	15	60
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING		412	
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINET HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING		1017	

NOTES:

1. TIMING CONSULTANT SHALL PROGRAM LEADING PEDESTRIAN INTERVAL AT THIS INTERSECTION. THIS WORK SHALL BE PAID FOR UNDER RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1

ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION
201 W CENTER CT
SCHAUMBURG, IL 60196

ENERGY SUPPLY: CONTACT: NICK TELUJA

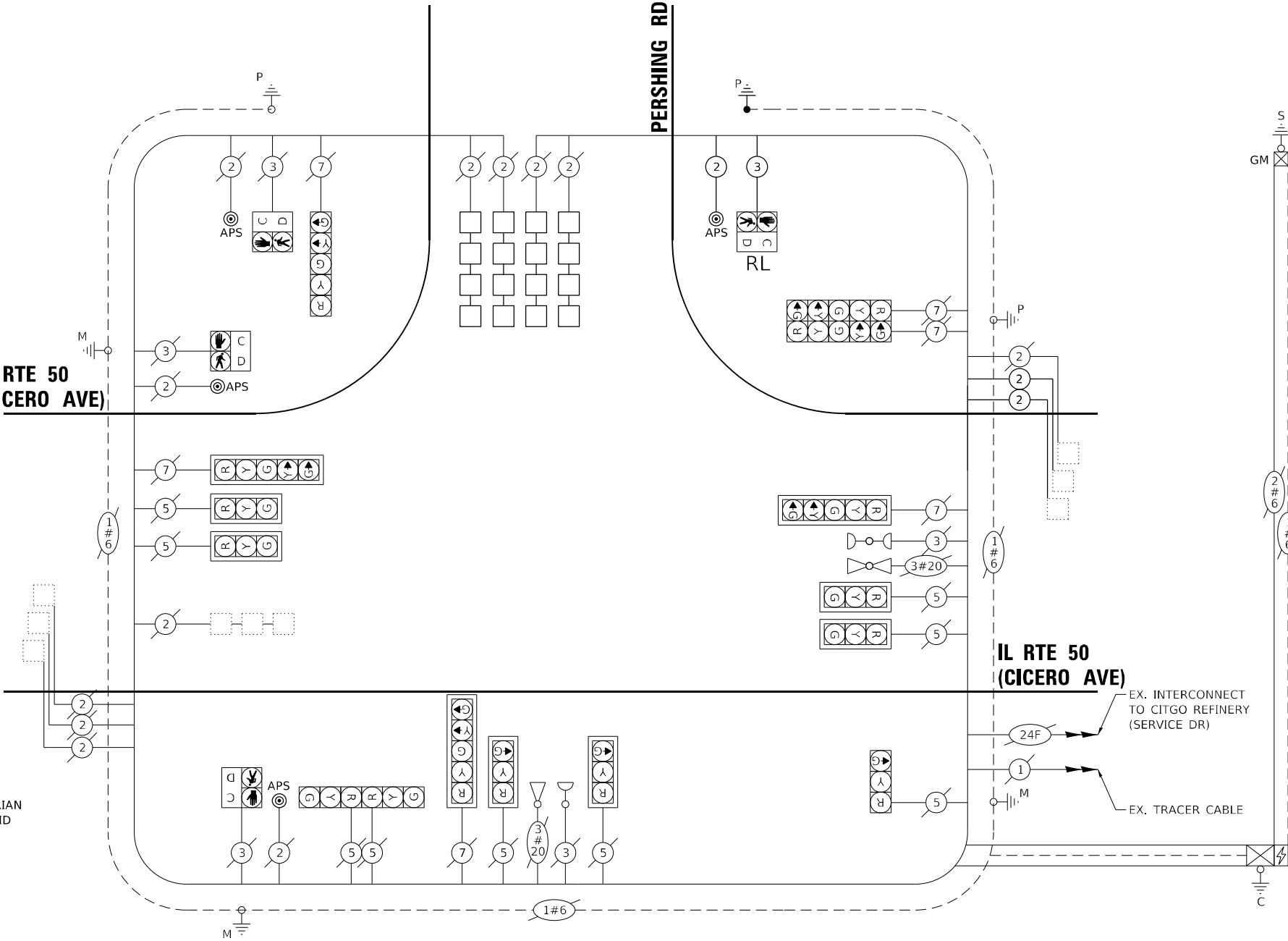
PHONE: 440-796-8979

COMPANY: COMED

ACCOUNT NUMBER: ---

METER NUMBER: ---

IL RTE 50
(CICERO AVE)



CABLE PLAN
(NOT TO SCALE)

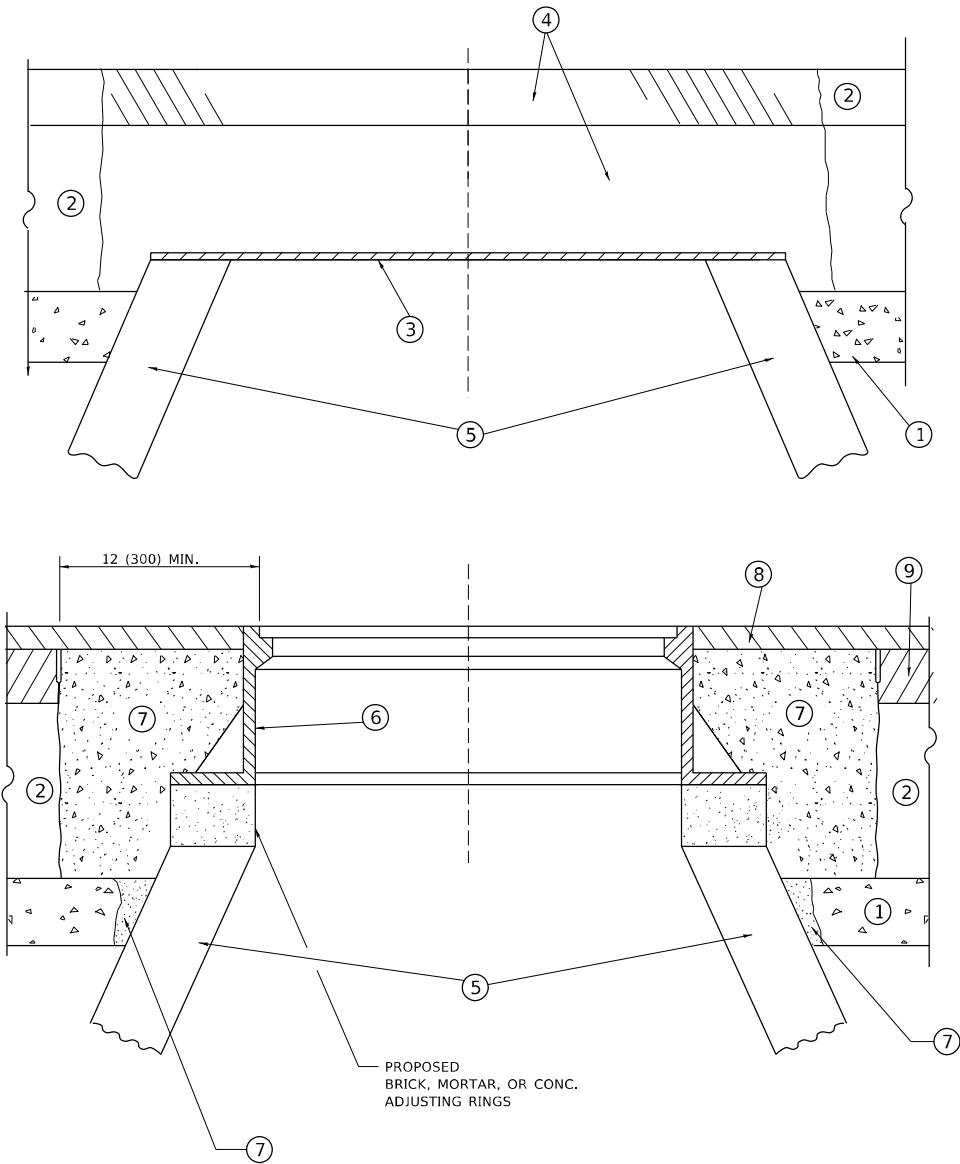
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
PERSHING RD AND CICERO AVE

SCALE: SHEET OF SHEETS STA. TO STA.

TS 2450
ECON 108

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	27
CONTRACT NO. 62X71				
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 | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-2* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: Default
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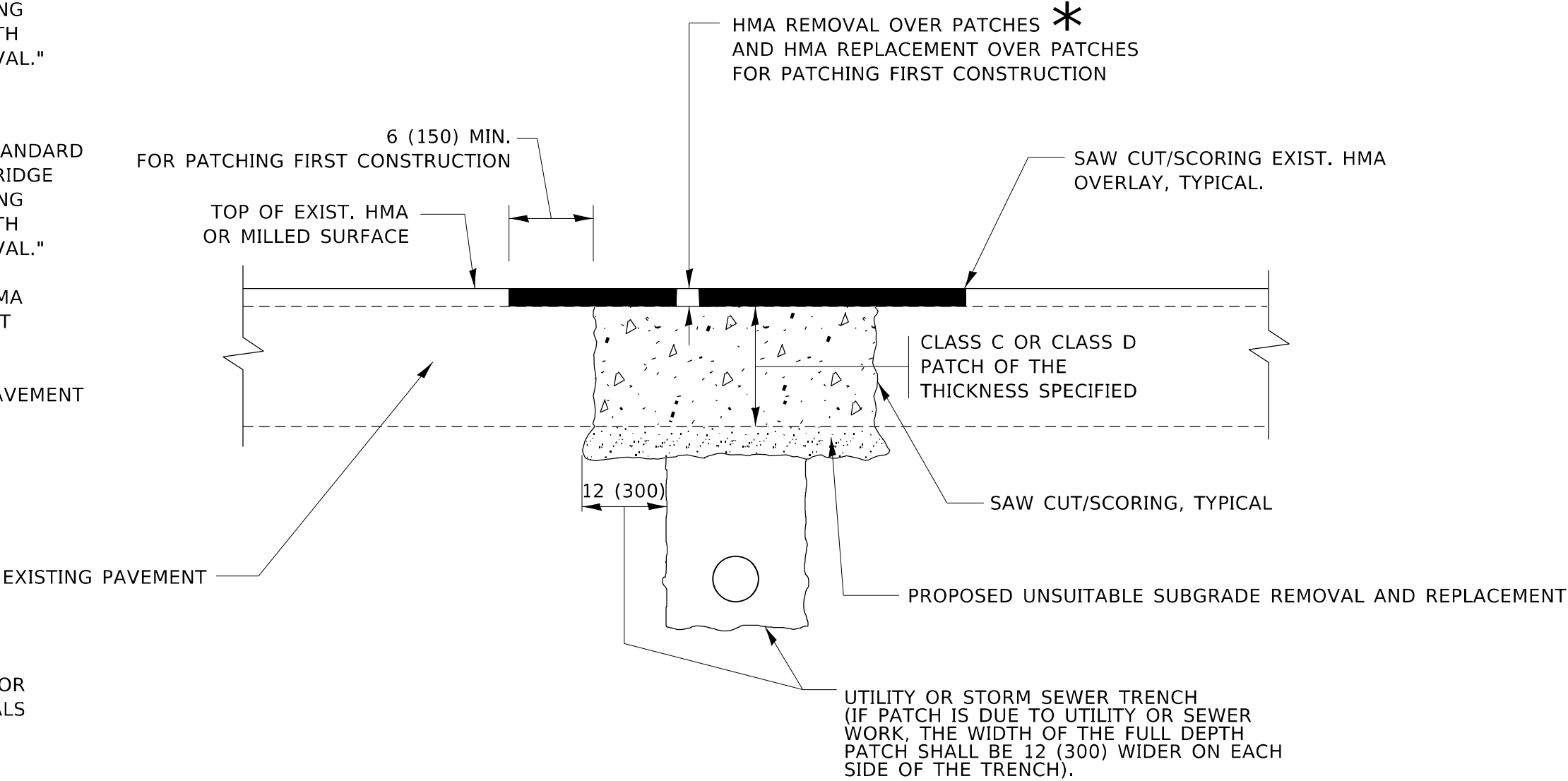
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		DRAWN -	REVISED - R. BORO 12-06-11					1477	2024-1027-R5	COOK	39	28
	PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22					BD600-03 (BD-08)		CONTRACT NO. 62X71		
	PLOT DATE = 3/8/2025	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

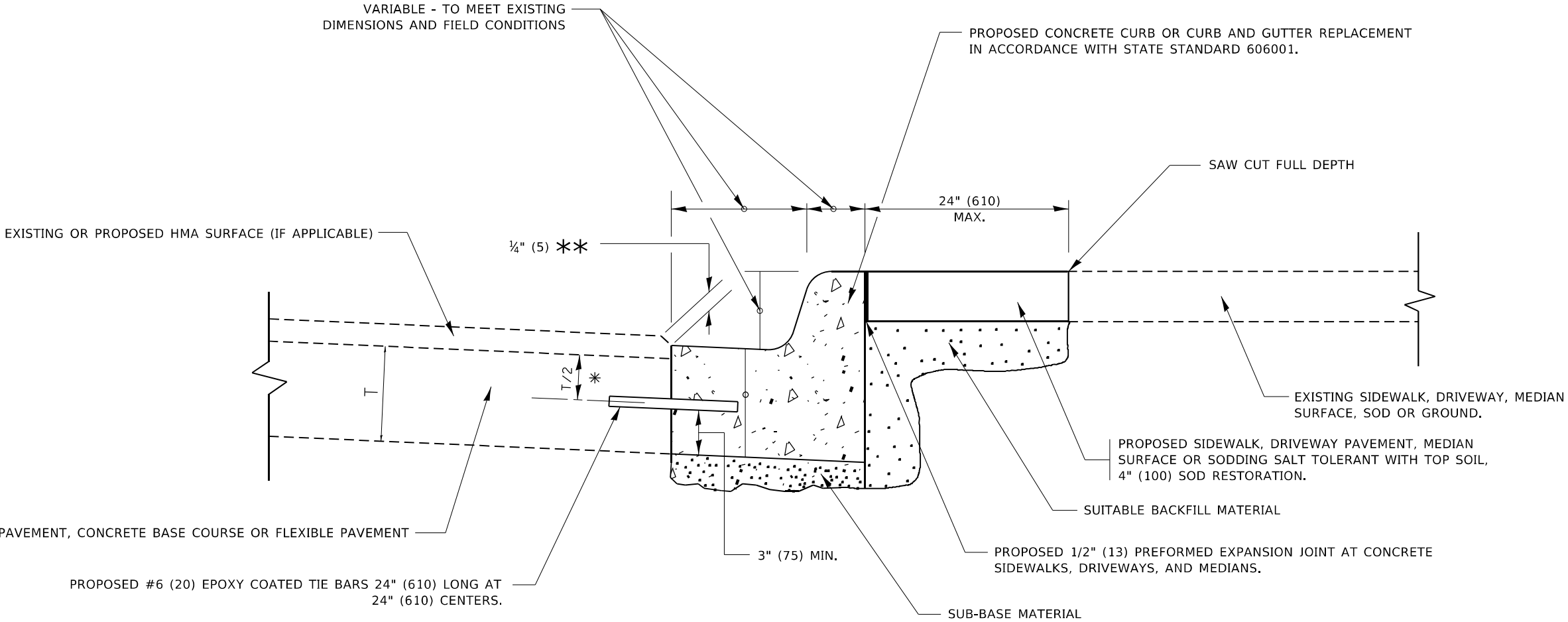
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
- 2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

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		DRAWN -	REVISED - R. BORO 09-04-07						1477	2024-1027-RS	COOK	39	29
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	PLOT DATE = 3/8/2025	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		ILLINOIS FED. AID PROJECT								
					SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.				



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

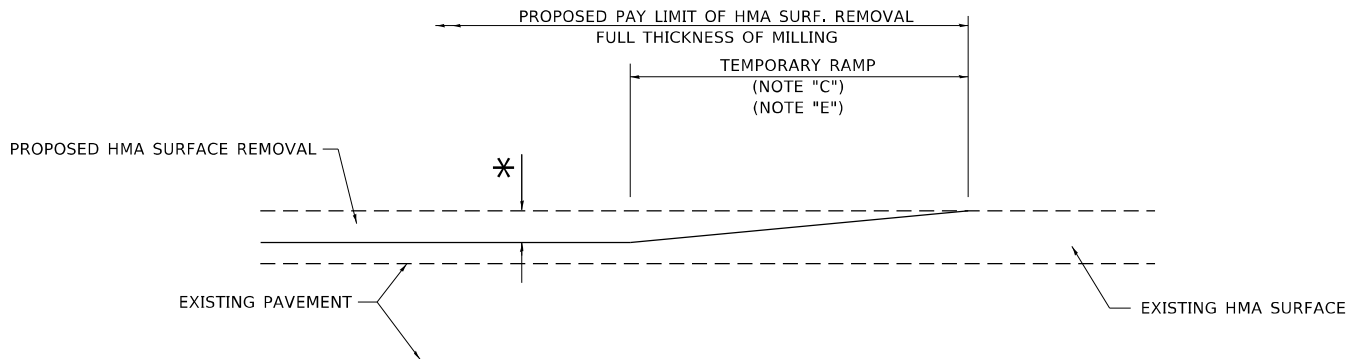
✱✱ IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

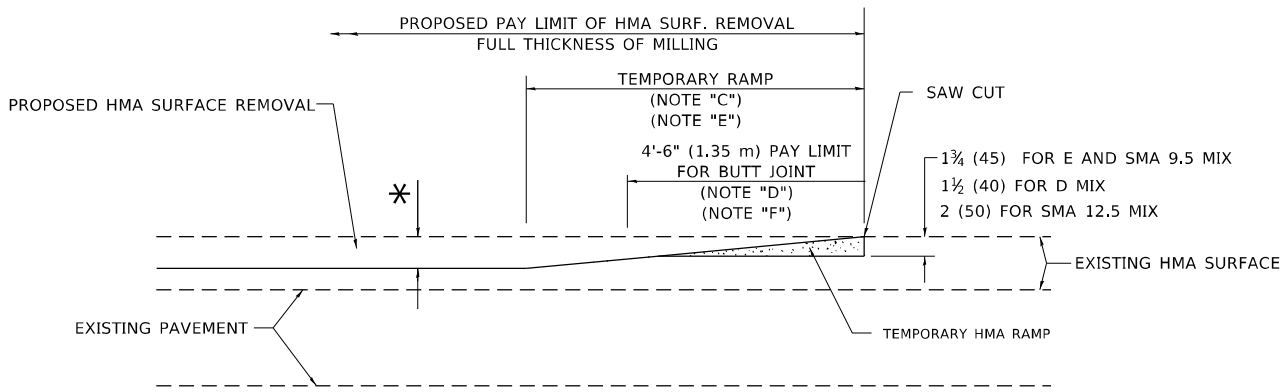
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	PLOT DATE = 3/8/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT	



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

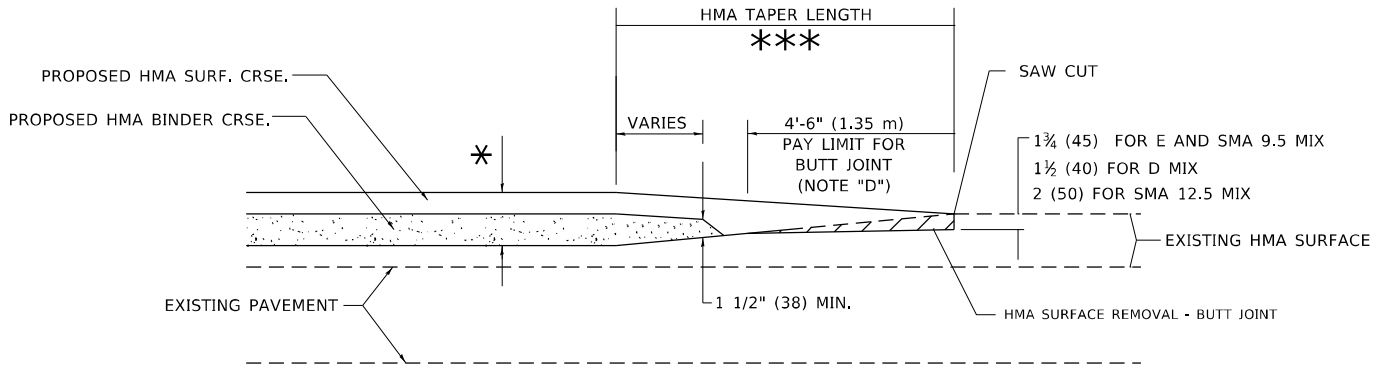
OPTION 1



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

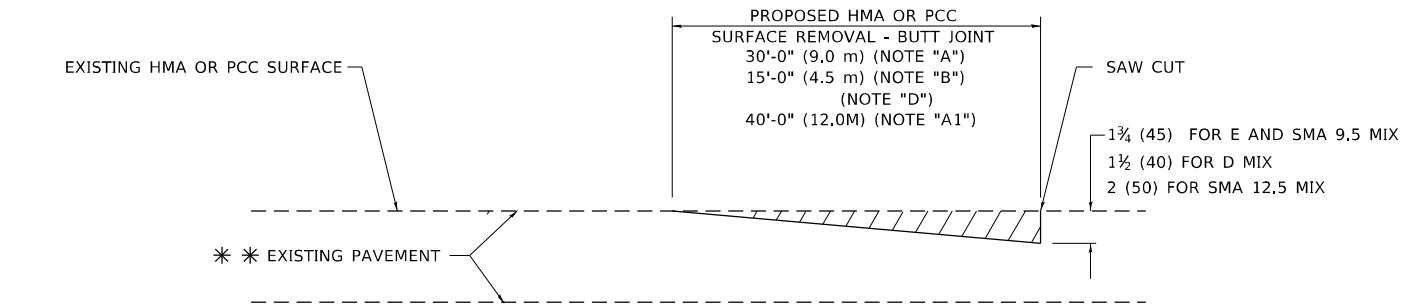
OPTION 2

TYPICAL TEMPORARY RAMP

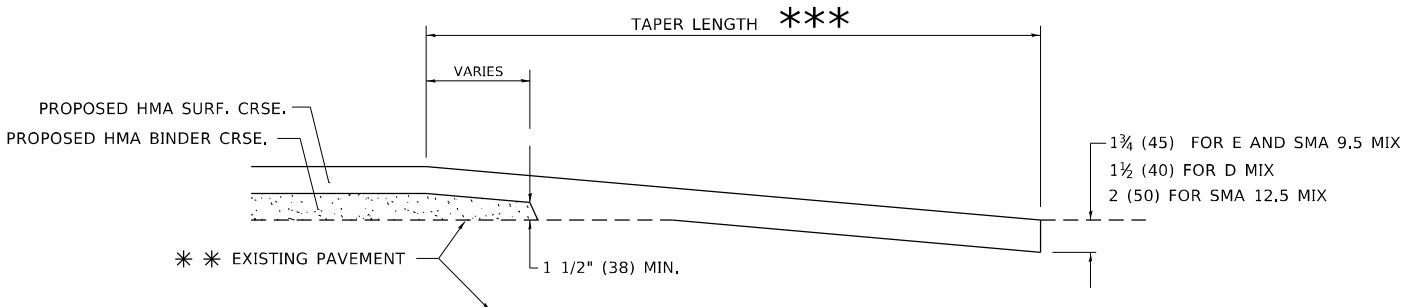


**BUTT JOINT AND
HMA TAPER**

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

BASIS OF PAYMENT

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

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

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USER NAME = yaseen.ureshi	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - R. BORO 01-01-07
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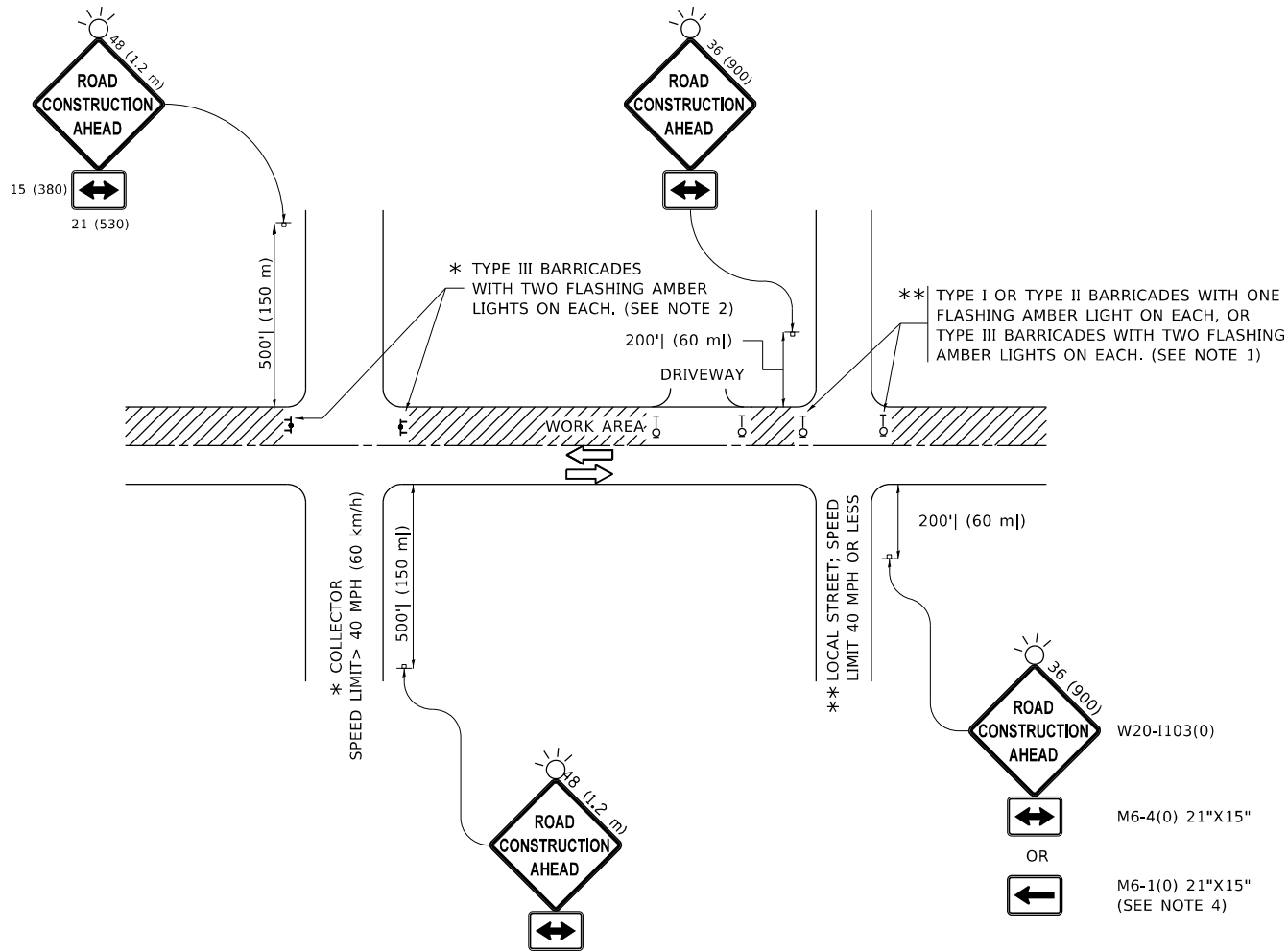
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	31
BD400-05 BD-32		CONTRACT NO. 62X71		
		ILLINOIS	FED. AID PROJECT	

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NOTES:

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

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

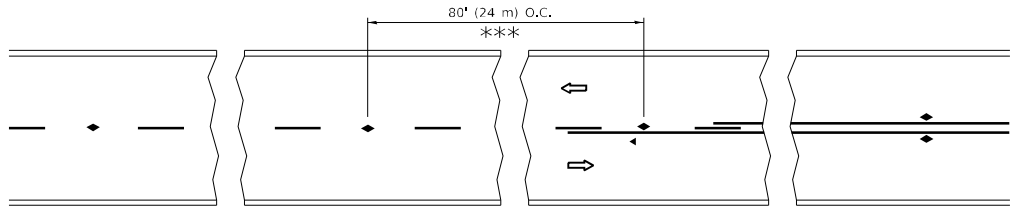
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	DRAWN -	REVISED - A. SCHUETZE 07-01-13
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/8/2025	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

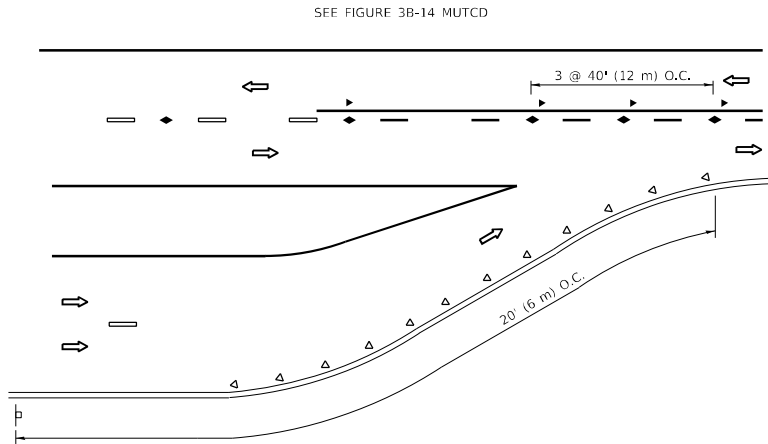
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO. 62X71		
		ILLINOIS	FED. AID PROJECT	

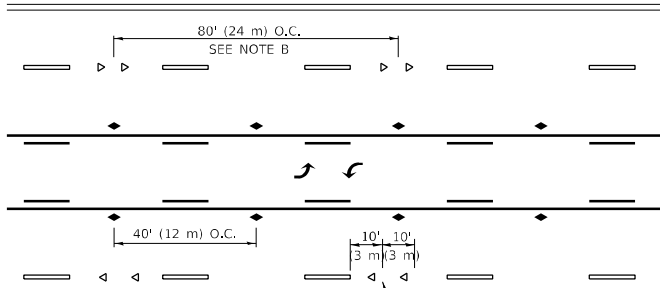


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

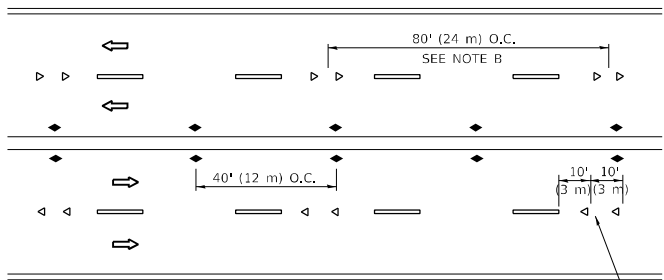


LANE REDUCTION TRANSITION



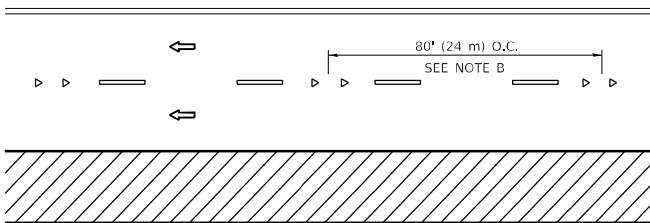
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

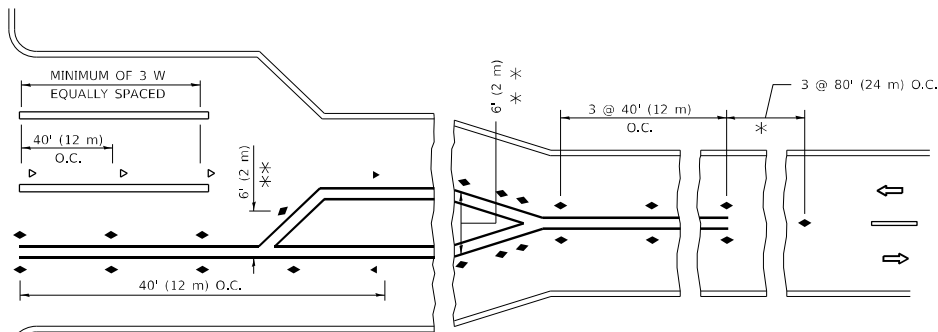
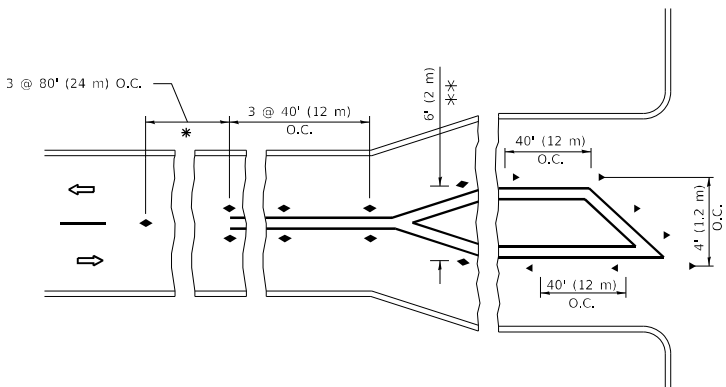
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



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

TURN LANES

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	33
TC-11		CONTRACT NO. 62X71		
		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

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.

* 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

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

LANE REDUCTION TRANSITION

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

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

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

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

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

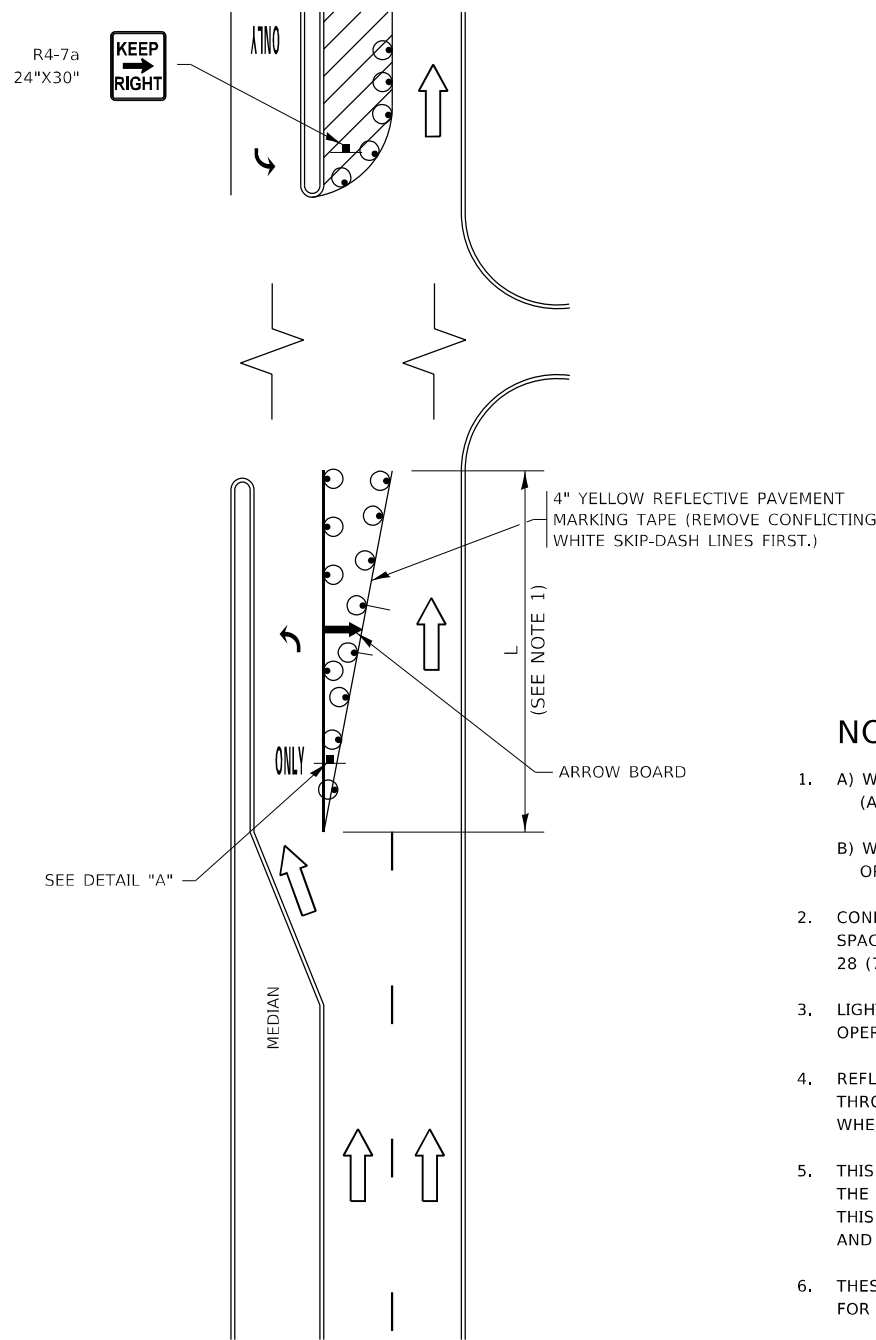


FIGURE 1

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:

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

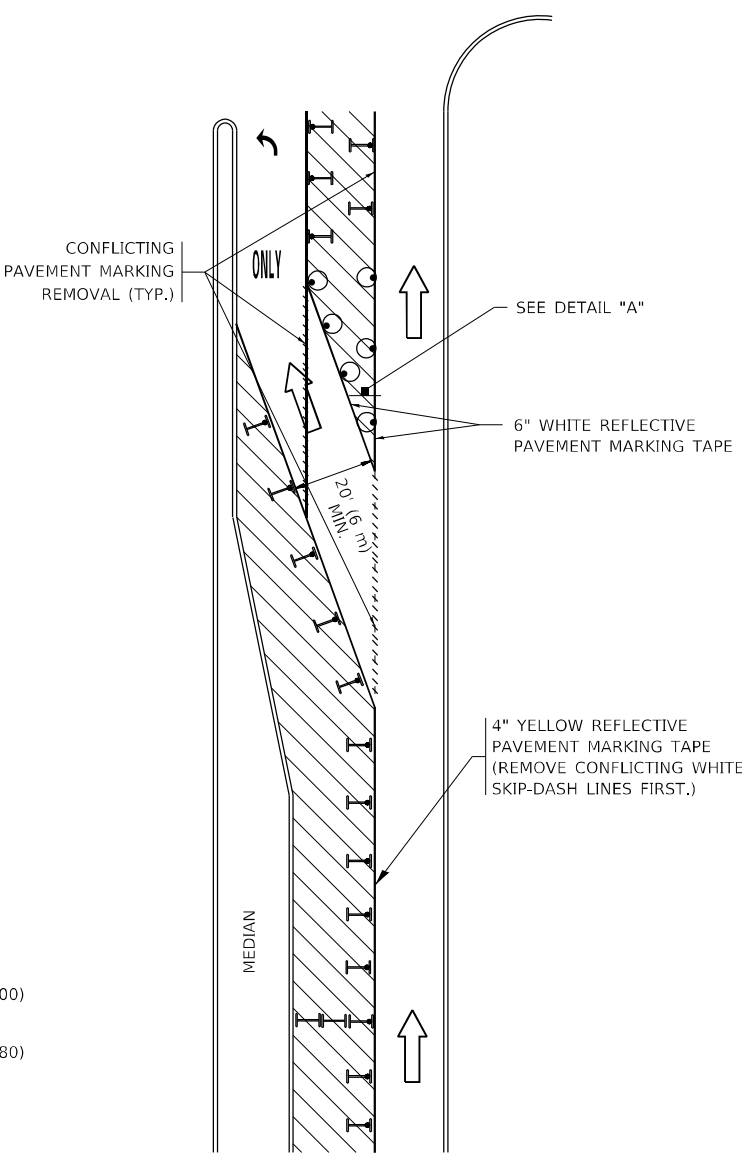
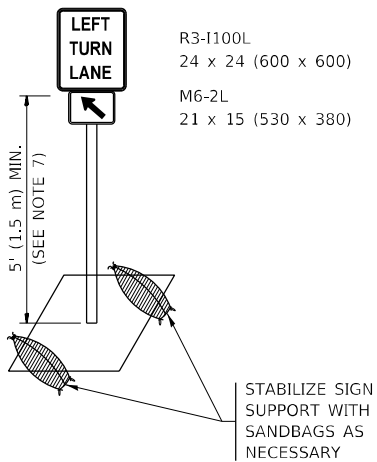


FIGURE 2



DETAIL A

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

USER NAME = yaseen.ureshi	DESIGNED - T. RAMMACHER 09-08-94
	DRAWN - A. HOUSEH 11-07-95
PLOT SCALE = 100,0000 ' / in.	CHECKED - A. HOUSEH 10-12-96
PLOT DATE = 3/8/2025	DATE - T. RAMMACHER 01-06-00

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	35
TC-14		CONTRACT NO. 62X71		
		ILLINOIS FED. AID PROJECT		



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



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



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

NOTE:

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



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

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

USER NAME = yaseen,qureshi	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 100,000 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/8/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

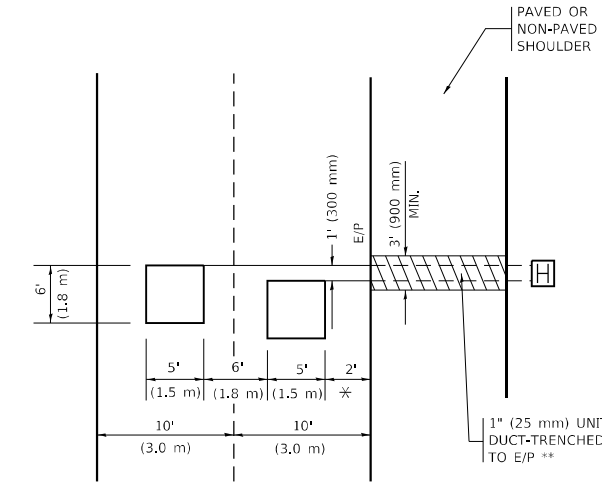
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-RS	COOK	39	36
TC-16		CONTRACT NO. 62X71		
ILLINOIS		FED. AID PROJECT		

MODEL Default
FILE Name: p:\w\dot\Documents\DOT Office\District 1\Projects\0112421\CAD\data\Design\DETStd.dgn

LOOPS NEXT TO SHOULDERS

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

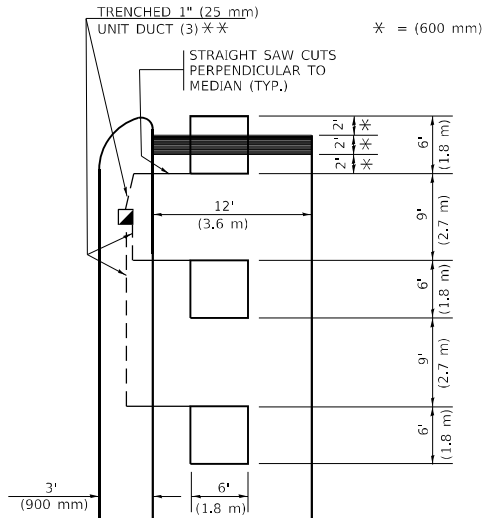


* = (600 mm)

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

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

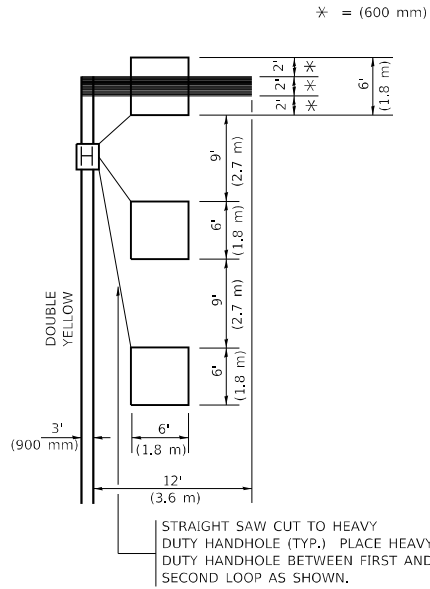
HANDHOLE LOCATION MAY
VARY DEPENDING ON GEOMETRICS
AND DESIGN OF TRAFFIC SIGNALS.
HEAVY-DUTY HANDHOLES TO BE
USED WHEN THE MEDIAN IS
MOUNTABLE. REFER TO STANDARD
814001 TO ENSURE THAT HANDHOLE
FITS IN MEDIAN.



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

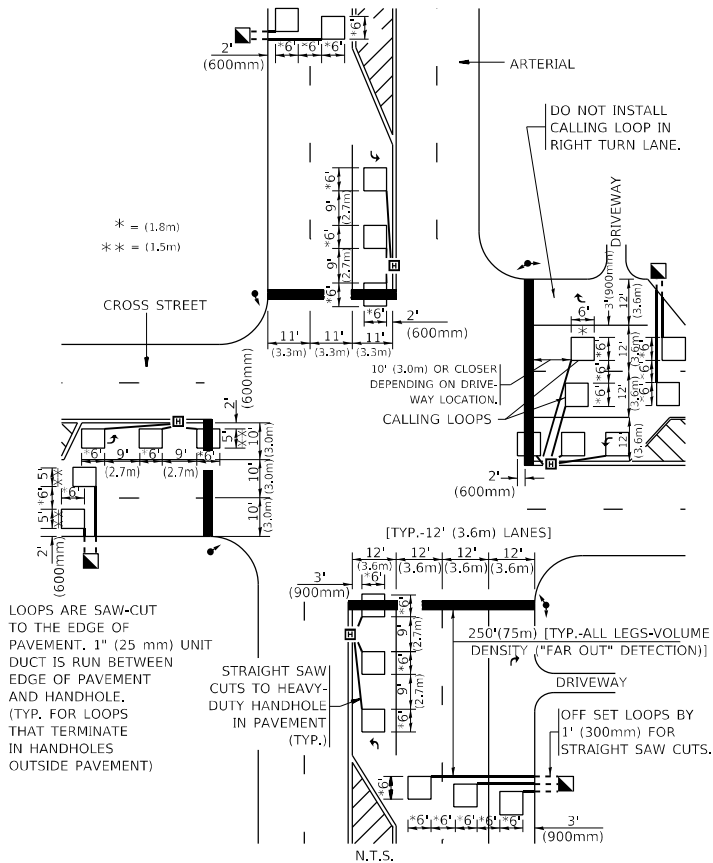
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



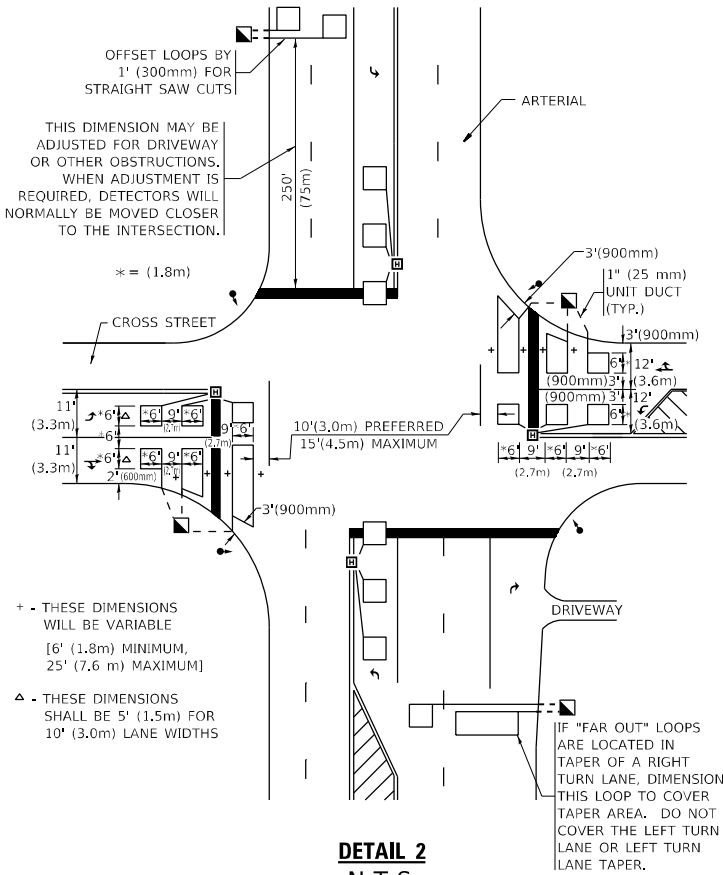
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO
PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

USER NAME = yaseen.ureshl	DESIGNED -	REVISED -
PLOT SCALE = 100,0010 ' / in.	DRAWN -	REVISED -
PLOT DATE = 3/8/2025	CHECKED - R.K.F.	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1477	2024-1027-R5	COOK	39	39
TS-07		CONTRACT NO. 62X71		
		ILLINOIS	FED. AID PROJECT	