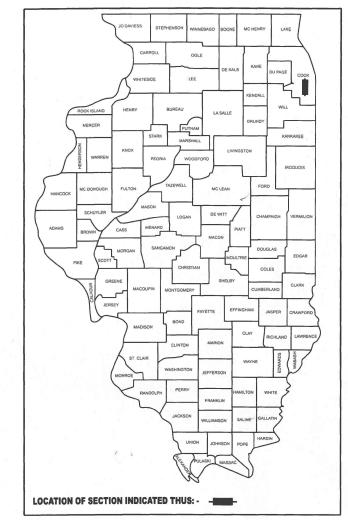
08-01-2025 LETTING ITEM 014

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

FAI 57 23 OVERLAY COOK 51 ILLINOIS CONTRACT NO. 62V91

* 51 + 1 = 52 TOTAL SHEETS

D-91-069-24



STATE OF ILLINOIS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED WITHIN THE VILLAGE OF CALUMET PARK.

PROPOSED HIGHWAY PLANS

FAI 57: PAULINA STREET VERMONT STREET TO 127TH STREET SECTION: FAI 57 23 OVERLAY STANDARD OVERLAY, PAVEMENT REPLACEMENT, DESIGNED OVERLAY, **ADA IMPROVEMENTS COOK COUNTY**

C-91-077-24

R 14 E

TRAFFIC DATA:

0

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I-57 (PAULINA ST) **VERMONT ST. TO 127TH ST.** ADT (2022) = 7,800 VPD SPEED LIMIT = 25 MPH

FUNCTIONAL CLASS: LOCAL ROAD



PROJECT ENDS STA. 28+70

ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION

PROJECT MANAGER: FAWAD AQUEEL

PROJECT ENGINEER: VESELIN VELICHKOV (847) 705-4432

PROJECT BEGINS STA. 10+40

CALUMET TOWNSHIP

GROSS AND NET LENGTH = 1,830 FT. = 0.35 MILE

CONTRACT NO. 62V91

REV-SEP

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
3-5	SUMMARY OF QUANTITIES
6	SCHEDULE OF QUANTITIES
7-9	EXISTING AND PROPOSED TYPICAL SECTIONS
10A	ALIGNMENT, TIES, AND BENCHMARKS
10	PAVEMENT REPLACEMENT PLAN & PROFILE
11	MAINTENANCE OF TRAFFIC - TYPICAL SECTIONS
12-15	MAINTENANCE OF TRAFFIC PLAN - PAULINA STREET
16	DETOUR PLAN I-57 ENTRANCE SOUTHBOUND RAMP
17	PROPOSED ROADWAY AND PAVEMENT MARKING PLANS
18-19	PROJECT DETAILS FOR CURB RAMPS (ADA)
20-29	TRAFFIC SIGNAL IMPROVEMENT PLANS (APS AND DETECTOR LOOPS)
30	BD-08: DETAILS FOR FRAMES AND LIDS ADJUSTMENTS WITH MILLING
31	BD-22: PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
32	BD-24: CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
33	BD-32: BUTT JOINT AND HMA TAPER DETAILS
34	BD-33: HMA TAPER AT EDGE OF P.C.C. PAVEMENT
35	TC-08: ENTRANCE AND EXIT RAMP CLOSURE DETAILS
36	TC-10: TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
37	TC-11: TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
38-39	TC-12: MULTI-LANE FREEWAY PAVEMENT MARKING DETAILS
40	TC-13: DISTRICT ONE TYPICAL PAVEMENT MARKINGS
41	TC-14: TRAFFIC CONTROL AND PROTECTION AT TURN BAYS
42	TC-16: SHORT TERM PAVEMENT MARKING LETTERS & SYMBOLS
43	TC-17: TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES
44	TC-21: DETOUR SIGNING FOR CLOSING STATE HIGHWAYS
45	TC-22: ARTERIAL ROAD INFORMATION SIGNING
46	TC-26: DRIVEWAY ENTRANCE SIGNING
47	TS-07: DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING
48-51	CROSS SECTIONS

STATE STANDARDS

STANDARD NO. DESCRIPTION

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
420001-10	PAVEMENT JOINTS
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442201-03	CLASS C AND D PATCHES
601001-05	PIPE UNDERDRAINS
604001-05	FRAME AND LIDS TYPE 1
604061-03	FRAME AND GRATE, TYPE 12
606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS \geq 45 MPH
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS \leq 40 MPH
701601-09	URBAN LANE CLOSURE MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701602-10	URBAN LANE CLOSURE MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTOL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS FOR RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT
 (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC,
 TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF CALUMET PARK WITHIN COOK COUNTY.
- 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) 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 FINGINFER
- 5) IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM AND FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
- S) ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 7) THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 8) THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR CARLOS MUNOZ AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 9) FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 10) ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.

GENERAL NOTES (CONTINUED)

- 11) DURING CONSTRUCTION OPERATIONS, IF ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT NATURAL FLOW OF WATER IS OBSTRUCTED, THE MATERIAL SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THECONCLUSION OF CONSTRUCTION OPERATION, ALL UTILITY STRUCTURES SHALL BE FREE FROM DUST AND DEBRIS. THE WORK SPECIFIED ABOVE WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
- 12) PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 606001-05. TOP OF THE PIPE UNDERDRAIN SHALL BE MINIMUM OF 6" BELOW THE AGGREGATE SUBGRADE LAYER. THE COST OF MAKING UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COSTS OF THE PIPE UNDERDRAINS.
- 13) THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT
- 14) PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.
- 15) DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

GEOTECHNICAL NOTES

- I. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE 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 ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- 2. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
- THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
- THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER 9" LIFT SHALL BE CS 1 OR RR 1.

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED -
PLOT DATE = 6/3/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:

| SECTION | COUNTY | TOTAL SHEETS | NO. |
| FAI 57 23 OVERLAY | COOK | 51 | 2 |
| CONTRACT NO. 62V91

PAULINA ST: VERMONT STREET TO 127TH STREET
INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES

SHEET OF 1 SHEETS STA TO STA

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200100 EARTH EXCAVATION		CU YD 587		570	17			44000100	PAVEMENT REMOVAL		SQ YD	1965		1965			
201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		CU YD 145		145				44000164	HOT-MIX ASPHALT SUR	RFACE REMOVAL, 3 3/4"	SQ YD	1320			1320		
001000 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION		SQ YD 425		425				44000600	SIDEWALK REMOVAL		SQ FT	1375			1375		
01615 TOPSOIL FURNISH AND PLACE, 4"		SQ YD 320		320				44201299	DOWEL BARS 1 1/2"		EACH	360		360			
200110 SODDING, SALT TOLERANT		SQ YD 320		320				44201761	CLASS D PATCHES, TYP	PE I, 10 INCH	SQ YD	5			5		
NOOR40 IN ET FUTEDO		FACIL			4			44204765	CLASS D DATCHES TVI	DE II. 40 INCL	SO VP	10			10		
000510 INLET FILTERS		EACH 4			4			44201765	CLASS D PATCHES, TYP	ren, ivinon	SQ YD	10			10		
00001 AGGREGATE SUBGRADE IMPROVEMENT		CU YD 145		145				44201769	CLASS D PATCHES, TYP	PE III, 10 INCH	SQ YD	15			15		
00112 AGGREGATE SUBGRADE IMPROVEMENT 12"		SQ YD 1700	,	1700				44201771	CLASS D PATCHES, TYP	PE IV, 10 INCH	SQ YD	25			25		
01400 AGGREGATE BASE COURSE, TYPE B		TON 4			4			44213200	SAW CUTS		FOOT	1980		1980			
BITUMINOUS MATERIALS (TACK COAT)		POUND 3260	2375		885			44213204	TIE BARS 3/4"		EACH	330		330			
00370 LONGITUDINAL JOINT SEALANT		FOOT 2020	1320		700			60108204	PIPE UNDERDRAINS, T	YPE 2, 4"	FOOT	780		780			
00400 MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS		TON 8	6		2			60250200	CATCH BASINS TO BE A	ADJUSTED	EACH	5	5				
00982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT		SQ YD 145	18		127			60266600	VALVE BOXES TO BE AL	DJUSTED	EACH	1			1		
602985 HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70		TON 150			150			60300105	FRAMES AND GRATES	TO BE ADJUSTED	EACH	20	18		2		
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50		TON 195	195					60603500	COMBINATION CONCRE	ETE CURB AND GUTTER, TYPE B-6.06	FOOT	760		760			
POLYMERITE LOT HIS ASSUMED AS A SECOND AS	EDIV ACQUIALT OF ANY WERE NOT	TO: :	245		420			*	NON OBSOLUTIONS	Disposa	2	50-			47		
005026 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MAT	RIX ASPHALI, 9.5, MIX "F", N80	TON 475	345		130			66900200	NON-SPECIAL WASTE D	DISPUSAL	CUYD	587		570	17		
000060 WELDED WIRE REINFORCEMENT		SQ YD 1700		1700				* 66900530	SOIL DISPOSAL ANALYS	sis	EACH	2		1	1		
100501 PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)		SQ YD 1700		1700				* 66001001	REGULATED SURSTANG	CES PRE-CONSTRUCTION PLAN	LSUM	1		0.5	0.5		
TONIEND CEMENT CONCRETE PAVEMENT TO (JOINTED)		30(TD) 1700		1700				00901001	NEGOLATED SUBSTANC	SECTIVE SONOTHORTERIN	LSUM	'		0.5	0.0		
001300 PROTECTIVE COAT		SQ YD 490	40	275	175			* 66901003	REGULATED SUBSTANC	CES FINAL CONSTRUCTION REPORT	L SUM	1		0.5	0.5		
00200 PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH		SQ FT 1375			1375			* 66901006	REGULATED SUBSTANC	CES MONITORING	CAL DA	5		4	1		
400800 DETECTABLE WARNINGS		SQ FT 90			90			67100100	MOBILIZATION		LSUM	1	0.33	0.34	0.33		
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USER NAME = Nedal.Qarut	DESIGNED -	REVISED -								PAULINA ST: VERMONT STREET TO 127T	TH STREET	1	F.A.I RTE.	SECTION	ı	COUNTY	TOTA SHEET
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70102630 TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	LSUM	1	0.5		0.5			_	78300200 RAISED REFLECTIVE PA	VEMENT MARKER REMOVAL	EACH	70	50		20			
70102632 TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	LSUM	1			1				78300202 PAVEMENT MARKING RE	EMOVAL - WATER BLASTING	SQ FT	650		325	325			
70102635 TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	LSUM	1			1				81028200 UNDERGROUND CONDU	JIT, GALVANIZED STEEL, 2" DIA.	FOOT	26				26		
70102640 TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	LSUM	1			1				85000200 MAINTENANCE OF EXIS	TING TRAFFIC SIGNAL INSTALLATION	EACH	1				1		
70103815 TRAFFIC CONTROL SURVEILLANCE	CAL DA	25		25				1 .	87301215 ELECTRIC CABLE IN CO	INDUIT, SIGNAL NO. 14 2C	FOOT	1236				1236		1
								1										+
70107025 CHANGEABLE MESSAGE SIGN	CAL DA	60		60				┨	87301225 ELECTRIC CABLE IN CO	INDUIT SIGNAL NO 14 3C	FOOT	1058				1058		+
1010/020 Grander Medical Control	- GALBA	"							STORIZES ELECTRIC GABLE III GO	instit, database in de	1 1001	1000				1000		+
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70300100 SHORT TERM PAVEMENT MARKING	FOOT	1160		1160				⊣ Ľ	87301900 ELECTRIC CABLE IN CO	INDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	10				10		+
								_									<u> </u>	
70300150 SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1750		1750				 	87900200 DRILL EXISTING HANDH	OLE	EACH	1				1		
70300211 TEMPORARY PAVEMENT MARKING-LETTERS AND SYMBOLS-PAINT	SQ FT	450		450														
70300221 TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	750			750			*	88600100 DETECTOR LOOP, TYPE	:1	FOOT	418				418		
70300241 TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	150			150			*	89502375 REMOVE EXISTING TRA	FFIC SIGNAL EQUIPMENT	EACH	1		ĺ		1		
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70300281 TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	425			425				89502376 REBUILD EXISTING HAN	IDHOLE	EACH	6				6		+
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70307120 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	3860		3860				4	X4060995 TEMPORARY RAMP (SPE	ECIAL)	SQYD	50			50			
								╛┕										
* 78000100 THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	90			90				X4400100 PORTLAND CEMENT CO	DICRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQYD	1760	1760					
78000200 THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	150			150				X4400501 COMBINATION CURB AN	ID GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	145	105		40			
78000400 THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	30			30				X4400503 COMBINATION CURB AN	ID GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	400	245		155			
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78000650 THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	85			85				X5537800 STORM SEWERS TO BE	CLEANED 12"	FOOT	150	60		90			+
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78009000 MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40		40				1 -	X6030310 FRAMES AND LIDS TO B	E ADJUSTED (SPECIAL)	EACH	14	6		8			+
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* 78009006 MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	305		305				-	X6700407 ENGINEER'S FIELD OFF	ICE, TYPEA (D1)	CAL MO	12	4	4	4			
0								4										
78009008 MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	140		140				_ *	X7010216 TRAFFIC CONTROL AND	PROTECTION, (SPECIAL)	L SUM	1		1				
80																	<u> </u>	
* 78009012 MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	25		25				*	X8760200 ACCESSIBLE PEDESTRI	AN SIGNALS	EACH	8				8		
* 78100100 RAISED REFLECTIVE PAVEMENT MARKER	EACH	70	50		20				X8780012 CONCRETE FOUNDATIO	DN, TYPE A 12-INCH DIAMETER	FOOT	8				8		
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Z0013798	CONSTRUCTION LAYOU	IT		LSUM	1		0.9 0.	.1											
Z0018500	DRAINAGE STRUCTURE	S TO BE CLEANED		EACH	10	4	6	3											
X7200061	TEMPORARY INFORMAT	ION SIGNING		SQ FT	164	26	112 26	6											+-
X/200001	TEMPORARY INFORMAT	ION SIGNING		3011	104	20	112 20	-											
* Z0033044	RE-OPTIMIZE TRAFFIC S	SIGNAL SYSTEM LEVEL 1		EACH	1				1										
X8900104	TEMPORARY TRAFFIC S	BIGNAL TIMING		EACH	1				1										
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SHE C:SPW																			
.: SO		USER NAME = Nedal.Qarut	DESIGNED - DRAWN -	REVISED					STATE OF	II I INOIS	PAULINA	IA ST: VERMONT STREET TO 127TH STRI	ET	F. R	A.I TE.	SECTION		COUNTY TO	TAL SHEET EETS NO.
MODEL: SOQSHEE			CHECKED -	REVISED REVISED					DEPARTMENT OF 1	RANSPORTATION		SUMMARY OF QUANTITIES			57 FA	I 57 23 OVERLA		COOK CONTRACT NO	51 5
XI		PLOT DATE = 5/16/2025		REVISED			Ti .		JEI ANTIMENTI VI		SCALE: SHE	EET 3 OF 3 SHEETS STA. T	O STA.			ILLINOIS	FED. AID PR	OJECT	. 02 191

CURB RAMPS IMPROVEMENT SCHEDULE

ID	MUNICIPALITY	LOCATION	QUADRANT	EARTH EXCAVATION	INLET FILTERS	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS	SIDEWALK REMOVAL	REBUILD EXISTING HANDHOLE	VALVE BOX FRAMES TO BE ADJUSTED	FRAMES AND GRATES TO BE ADJUSTED	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
				CU YD	EACH	SQ FT	SQ FT	SQ FT	EACH	EACH	EACH	FOOT
1	CALUMET PARK	PAULINA ST. & 127TH STREET	NW	4.8	1	389.0	18.0	389.0	2.0	1.0		48.0
2	CALUMET PARK	PAULINA ST. & 127TH STREET	NE	2.9	1	234.0	22.0	234.0	1.0		1.0	43.0
3	CALUMET PARK	PAULINA ST. & 127TH STREET	sw	5.6	1	450.0	26.0	450.0	2.0			46.0
4	CALUMET PARK	PAULINA ST. & 127TH STREET	SE	3.7	1	302.0	22.0	302.0	1.0		1.0	55.0
	G	RAND TOTAL		17.0	4.0	1375.0	88.0	1375.0	6.0	1.0	2.0	192.0

HOT-MIX ASPHALT SCHEDULE

ROUTE	LOCATION	SCOPE OF WORK	HOT-MIX ASPHALT SURFACE AREA	1½" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX "F", N80	1" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	2" HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70
			SQ YD	TON	TON	TON
PAULINA STREET	STA. 10+40 TO STA. 23+57	STANDARD OVERLAY	3520	345	195	
PAULINA STREET	STA. 27+35 TO STA. 28+70	DESIGNED OVERLAY	1315	130		150
GR/	AND TOTAL		4835	475	195	150

USER NAME = Nedal.Qarut DESIGNED -REVISED -REVISED -DRAWN -REVISED -CHECKED -PLOT DATE = 5/14/2025 DATE REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

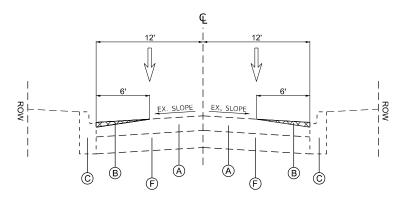
SCALE:

SECTION PAULINA ST: VERMONT STREET TO 127TH STREET FAI 57 23 OVERLAY SCHEDULE OF QUANTITIES SHEET A001 OF 1 SHEETS STA. TO STA.

COUNTY TOTAL SHEET NO.

COOK 51 6 CONTRACT NO. 62V91

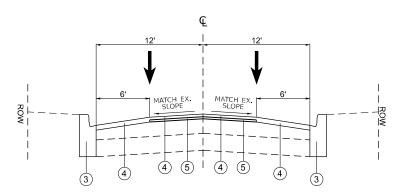
FAI 57: (PAULINA ST)



EXISTING TYPICAL SECTION

STA. 10+40 TO STA. 23+57

FAI 57: (PAULINA ST)



PROPOSED TYPICAL SECTION

STA. 10+40 TO STA. 23+57

LEGEND - EXISTING

- A PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (B) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VAR. DEPTH)
- (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- D FULL DEPTH PAVEMENT REMOVAL
- (E) PAVEMENT REMOVAL
- F SUB-BASE
- G HOT MIX ASPHALT PAVEMENT
- H HOT MIX ASPHALT SURFACE REMOVAL 3¾"
- TOPSOIL

LEGEND - PROPOSED

- 1) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- 2 AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ.YD.)
- 3 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- (4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, $1^{3}\!_{4}$ "
- 5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- 6 HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- 7 TOPSOIL FURNISH AND PLACE, 4"
- 8 SODDING, SALT TOLERANT
- 9 PIPE UNDERDRAIN, TYPE 2, 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUAL I TY MANAGEMENT
MIXTURE TYPE	AIR VOIDS @ N des	PROGRAM (QMP)
PAVEMENT RESURFACING - STANDARD OVERLAY		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, $1\frac{3}{4}$ "	3.5% @ 80 GYR.	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"	3.5% @ 50 GYR.	QC/QA
PAVEMENT RESURFACING - DESIGNED OVERLAY		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1% "	3.5% @ 80 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4.0% @ 70 GYR.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/QA
TEMPORARY RAMP (SPECIAL)		•
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70 (VARIABLE)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL PERFORMANCE (PFP)	L FOR PERFORMANCE (QCP); P.	AY FOR

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

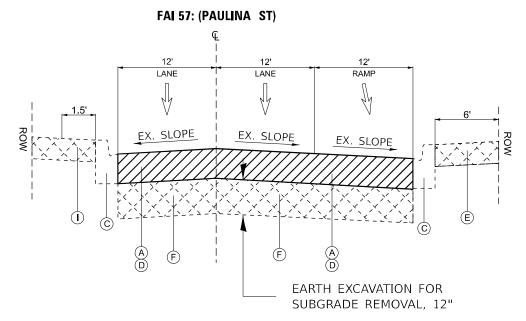
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

NOTE 3: THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

SCALE:

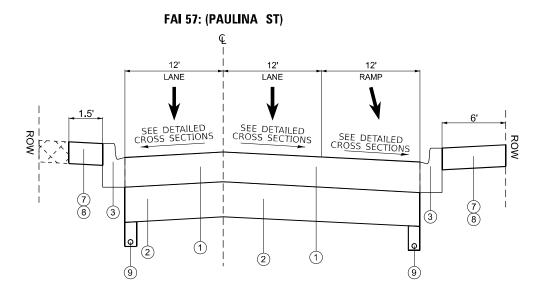
NOTE 4: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY. HMA BINDER COURSE IL-4.75 N50 FROM STA. 10+40 TO STA. 23+57. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE BINDER COURSE, IL-9.5, N70 FROM STA. 27+35 TO STA. 28+70.

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/19/2025	DATE -	REVISED -



EXISTING TYPICAL SECTION

STA. 23+57 TO STA. 27+35



PROPOSED TYPICAL SECTION

STA. 23+57 TO STA. 27+35

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

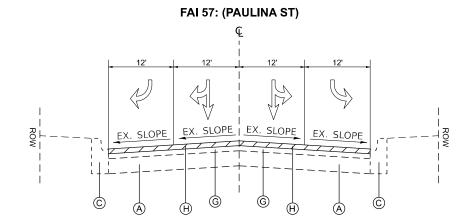
SCALE:

LEGEND - EXISTING

- A PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (B) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VAR. DEPTH)
- © COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- D FULL DEPTH PAVEMENT REMOVAL
- (E) PAVEMENT REMOVAL
- F SUB-BASE
- **(G)** HOT MIX ASPHALT PAVEMENT
- H HOT MIX ASPHALT SURFACE REMOVAL 3¾"
- TOPSOIL

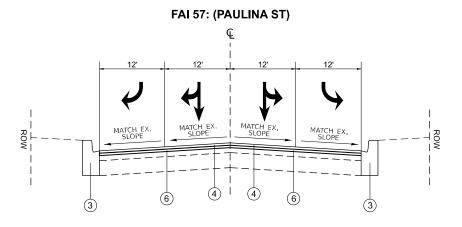
LEGEND - PROPOSED

- 1) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- 2 AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ.YD.)
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- $\begin{tabular}{ll} \begin{tabular}{ll} \beg$
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- 6 HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- (7) TOPSOIL FURNISH AND PLACE, 4"
- 8 SODDING, SALT TOLERANT
- 9 PIPE UNDERDRAIN, TYPE 2, 4"



EXISTING TYPICAL SECTION

STA. 27+35 TO STA. 28+70



PROPOSED TYPICAL SECTION

STA. 27+35 TO STA. 28+70

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE:

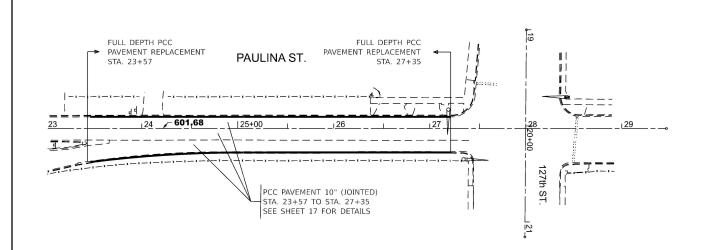
LEGEND - EXISTING

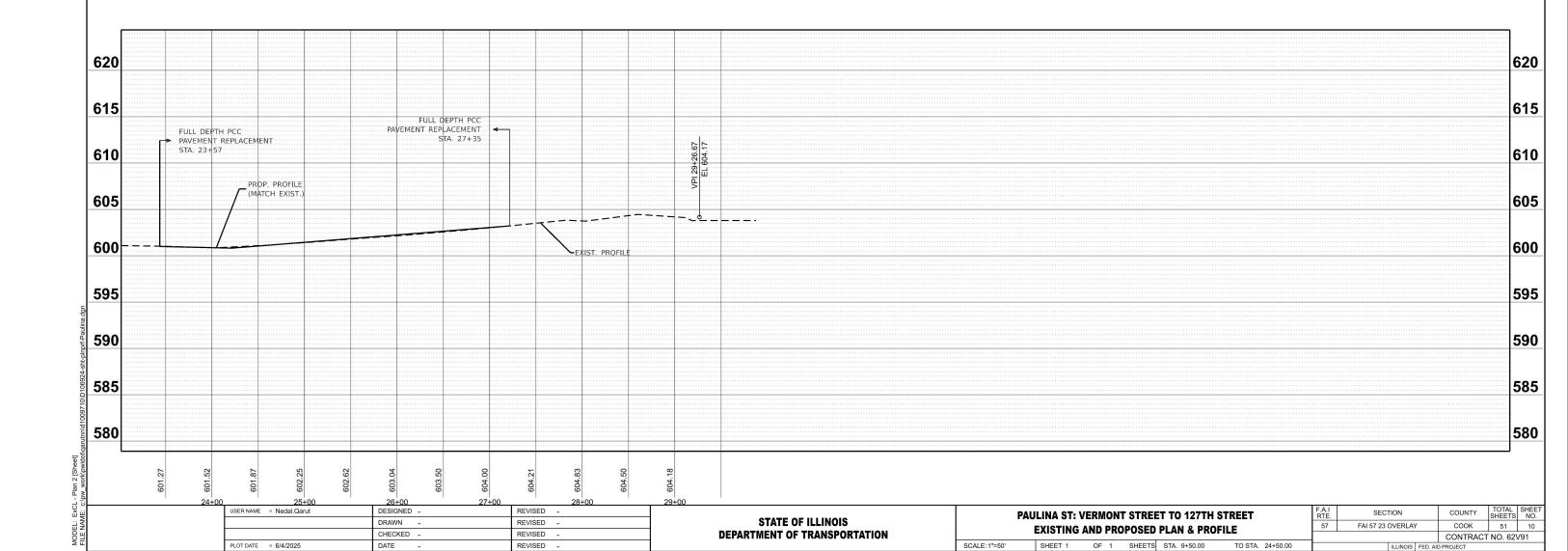
- A PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (B) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VAR. DEPTH)
- © COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- D FULL DEPTH PAVEMENT REMOVAL
- (E) PAVEMENT REMOVAL
- F SUB-BASE
- * G HOT MIX ASPHALT PAVEMENT 4"±

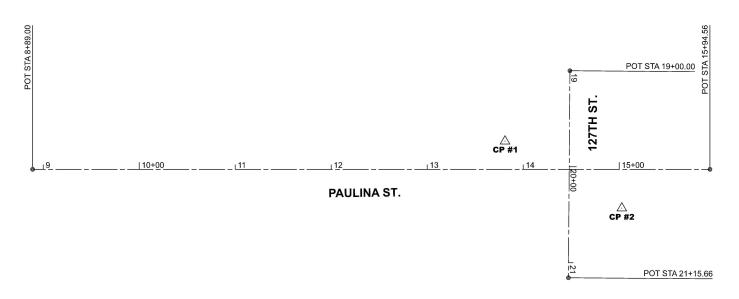
 * = EXIST. PAVEMENT SECTION IS ASSUMED.
- $\stackrel{\textstyle (}{\textstyle {\sf H}}$ HOT MIX ASPHALT SURFACE REMOVAL $3\frac{3}{4}$ "
- (I) TOPSOIL

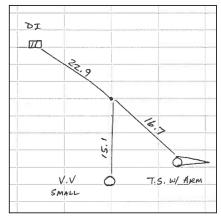
LEGEND - PROPOSED

- 1) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- 2 AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ.YD.)
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- (4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 134"
- 5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- 6 HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- 7 TOPSOIL FURNISH AND PLACE, 4"
- 8 SODDING, SALT TOLERANT
- 9 PIPE UNDERDRAIN, TYPE 2, 4"





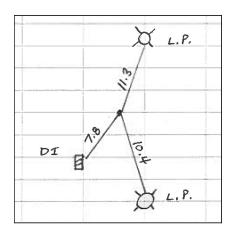




CONTROL POINT #1

"X" IN CONC S/W S.W, CORNER INT

STA. 13+81.03 N= 1820384.213 E= 1167298.031 ELEV.= 604.503



CONTROL POINT #2

"X" IN N.E CONC RIM HANDHOLE

STA. 15+02.71 N= 1820508.365 E= 1167363.230 ELEV.= 604.765

BENCHMARK

ELEV. = 604.940

☐ - CUT IN N.E CORNER CONC BASE OF T.C.B IN THE S.W CORNER OF 127TH ST & PAULINA ST.

BENCHMARK

ELEV. = 604.765

"X" - CUT IN N.E CORNER CONC RIM OF HANDHOLE IN THE N.E CORNER OF 127TH ST. & PAULINA ST.

ROUTE	POINT	NORTHING	EASTING	STATION
PAULINA ST.	POT	1819893.583	1167345.295	8+89.00
PAULINA ST.	POT	1820598.670	1167319.416	15+94.56
127TH ST.	POT	1820449.097	1167222.170	19+00.00
12/11/51.	POT	1820455.449	1167437.732	21+15.66

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/26/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

					F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.					
	ALIGNMENT. TIES AND BENCHMARKS					57	FAI 57 23 OVERLAY	соок	51	10A				
	ALIGNIERT, TIEG AND DERGTIMARKO							CONTRACT NO. 62V91						
SCALE: 1"=50'	SHEET 1	OF 5:	2 SHEETS	STA. 5+30.00	TO STA. 20+30.00		ILLINOIS FED). AID PROJECT						

MAINTENANCE OF TRAFFIC GENERAL NOTES

- 1. ALL MAINTENANCE OF TRAFFIC (MOT) LANE CLOSURES CAN BE COMPLETED WITH IDOT HIGHWAY STANDARDS. THE MOT PLANS SHALL SERVE AS A GUIDE FOR SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. HOWEVER, THE CONTRACTOR MAY IMPROVE OR MODIFY THE MOT PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE MOT PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
- 2. THE CONTRACTOR SHALL CONTACT THE IDOT DISTRICT 1 ARTERIAL TRAFFIC CONTROL SUPERVISOR AT KALPANA, KANNAN-HOSADURGA@ILLINOIS, GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK,
- 3. THE CONTRACTOR SHALL CONTACT THE IDOT EXPRESSWAY TRAFFIC CONTROL SUPERVISOR DISTRICT ONE CARLOS AT CARLOS.MUNOZ@ILLINOIS.GOV AT LEAST 72 HOURS BEFORE BEGINNING WORK.
- 4. THE PAULINA STREET WORK ZONE SPEED LIMIT SHALL BE 25 MPH.
- 5. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.
- 6. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S EXPRESSWAY TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY-FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE, RAMP AND SHOULDER CLOSURES AND SEVEN DAYS IN ADVANCE OF ALL PERMANENT AND WEEKEND CLOSURES ON ALL FREEWAYS AND/OR EXPRESSWAYS IN DISTRICT ONE. THIS ADVANCE NOTIFICATION IS CALCULATED BASED ON THE WORKWEEK OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.
- 7. IDOT EXPRESSWAYS (TRAFFIC CONTROL SUPERVISOR) REQUIRES TWO WEEKS' ADVANCE NOTICE, FOLLOWED BY SEVEN DAYS OF UPDATES AND A TWO-DAY CONFIRMATION FOR TROOPERS AND IDOT PERSONNEL BEFORE THE COMPLETE SHUTDOWN OPERATION BEGINS.
- 8. THERE IS A MAXIMUM 30 CAL DAY RESTRICTION ON THE STAGE WHERE THE RAMP IS BEING CLOSED FOR THE PAVEMENT REPLACEMENT SECTION.
- 9. CONTRACTOR MUST MAINTAN LOCAL ACCESS AT ALL TIMES TO RESIDENTS AND BUSINESSES.
- 10. DROP-OFFS ADJACENT TO THE TRAVEL LANE SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN OR EQUAL TO 36" WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE TRAVEL LANE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES AT THE END OF EACH WORKDAY. THIS MAY REQUIRE THE CONTRACTOR TO REPLACE OR PLACE SUFFICIENT MATERIAL IN THE EXCAVATION TO REDUCE THE DROP-OFF TO BE COMPLIANT WITH THE REQUIREMENT FOR USE OF BARRICADES. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.
- 11. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- 12. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR THE REHABILITATION PORTION OF THE PROJECT 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.
- 13. ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATED WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMENT MARKING TAPE USED FOR STAGING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING.

CONSTRUCTION STAGING

STAGE 1

CONSTRUCTION:

1. COMPLETE PAVEMENT REPAIRS AND OVERLAY ON THE LEFT/THRU LANE OF PAULINA STREET AND I-57 SOUTHBOUND ENTRANCE RAMP.

MAINTENANCE OF TRAFFIC:

- 1. CLOSE THE LEFT/THRU LANE OF TRAFFIC ON PAULINA STREET. 1 LANE OF TRAFFIC AND DRIVEWAY ACCESS SHALL BE MAINTAINED.
- 2. CLOSE TO TRAFFIC THE I-57 SOUTHBOUND ENTRANCE RAMP. DETOUR TO THE 119TH STREET ENTRANCE RAMP.

STAGE 2

CONSTRUCTION:

1. COMPLETE PAVEMENT REPAIRS AND OVERLAY ON THE RIGHT LANE OF PAULINA STREET.

MAINTENANCE OF TRAFFIC:

- 1. CLOSE THE RIGHT LANE OF TRAFFIC ON PAULINA STREET. 1 LANE OF TRAFFIC AND DRIVEWAY ACCESS SHALL BE MAINTAINED.
- 2. TRAFFIC ON THE I-57 SOUTHBOUND ENTRANCE RAMP SHALL BE MAINTAINED

WORK ZONE SPEED LIMIT:

EXISTING POSTED SPEED SPEED

PAULINA ST 25 MPH 25 MPH

1

WORK AREA

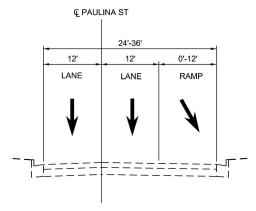
TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE

TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE)

TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)

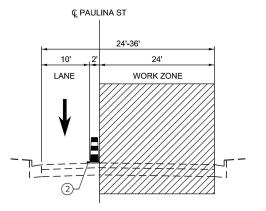
TEMPORARY PAVEMENT MARKING

DIRECTION OF TRAVEL



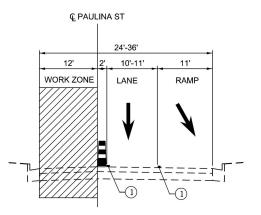
EXISTING TYPICAL SECTION

S PAULINA ST



STAGE 1 CONSTRUCTION

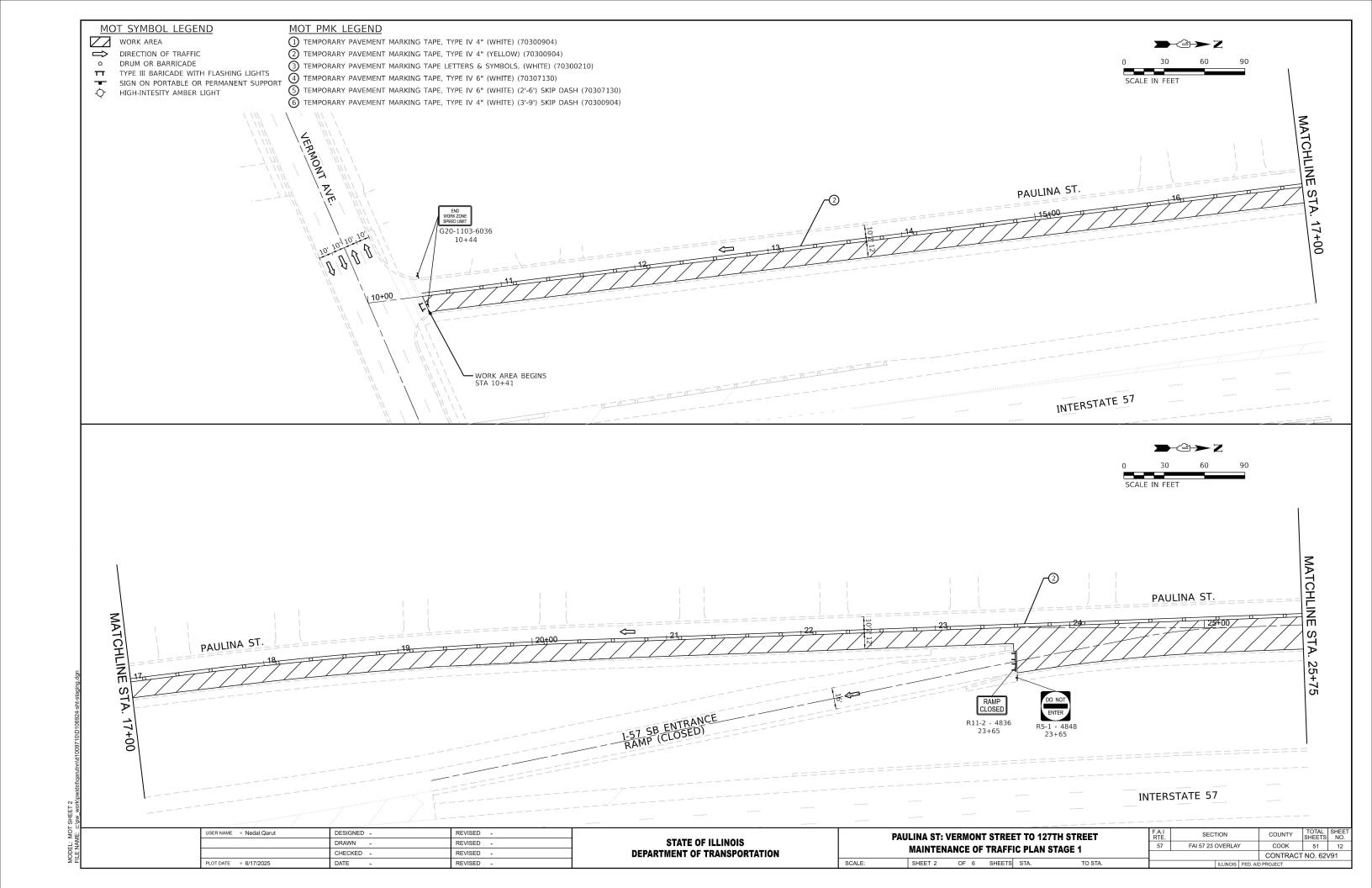
S PAULINA ST

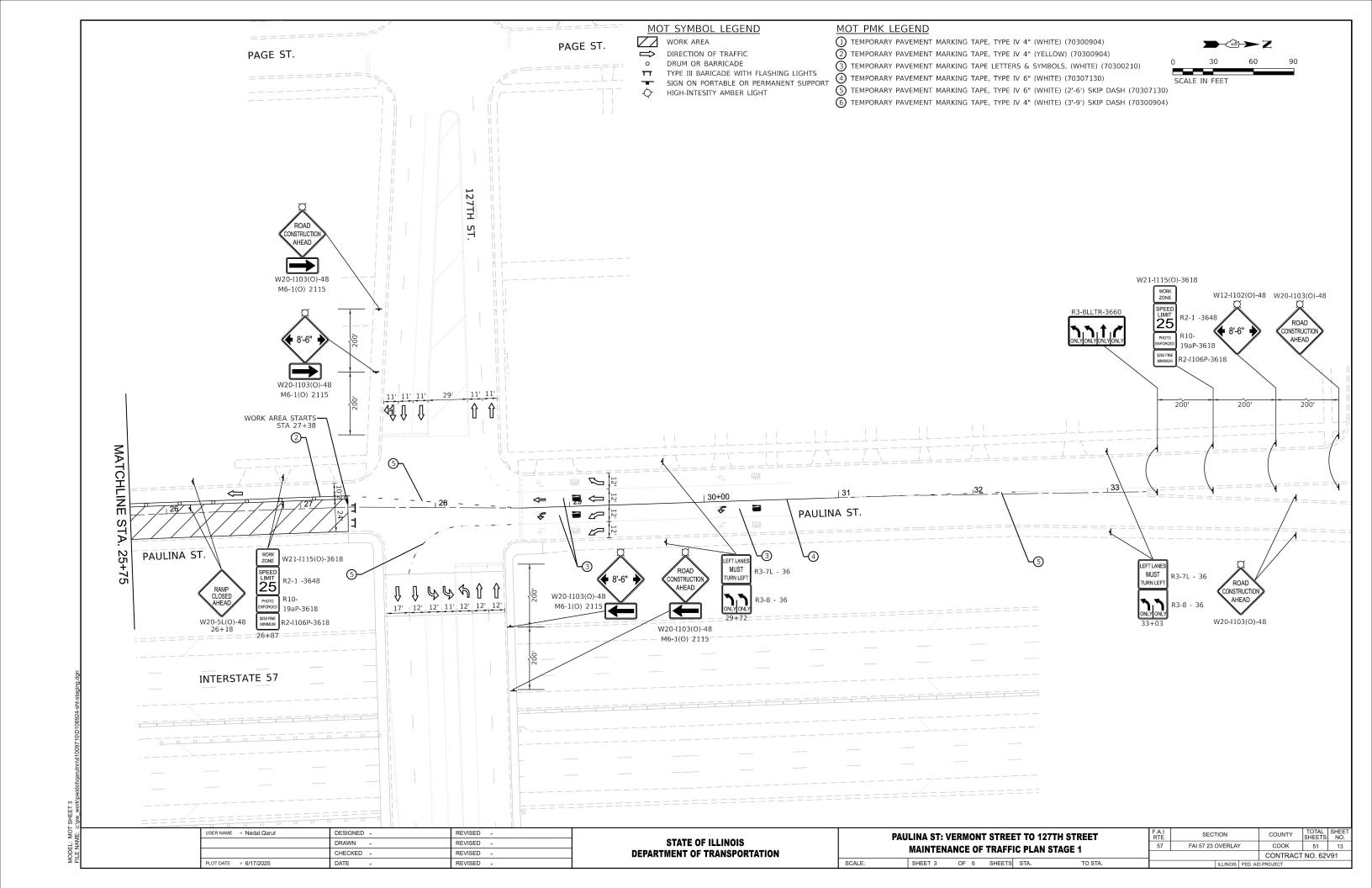


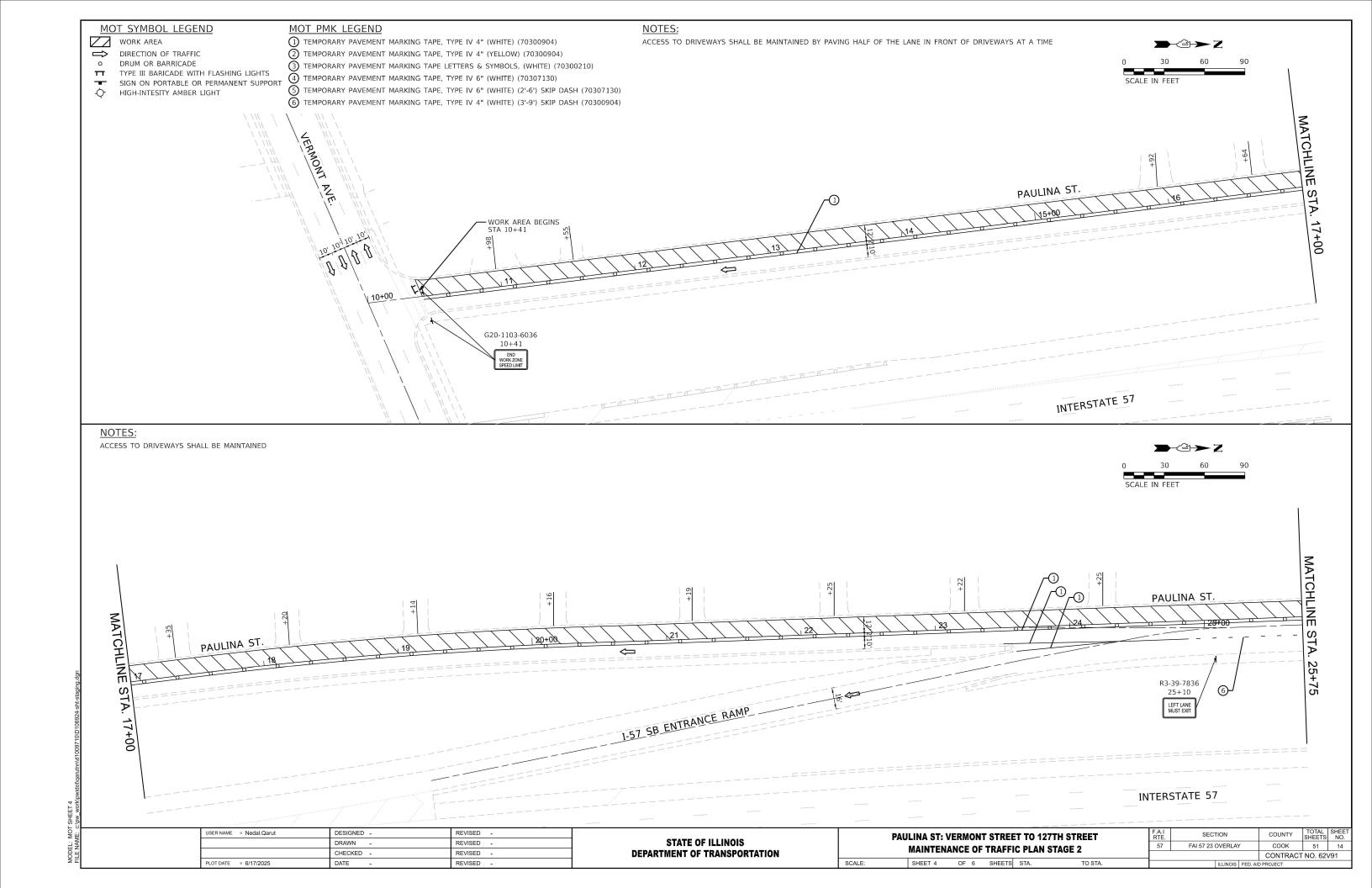
STAGE 2 CONSTRUCTION

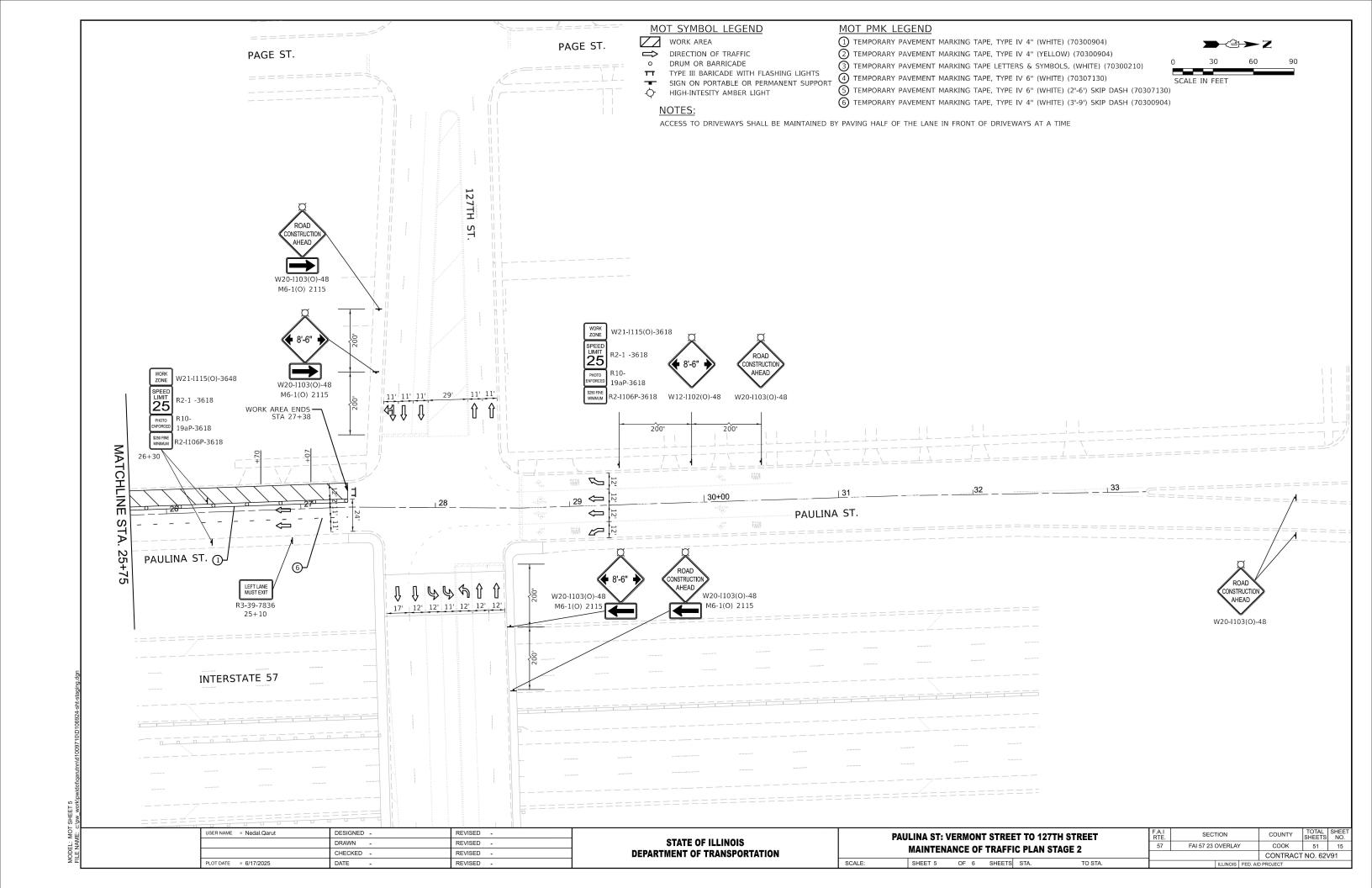
S PAULINA ST

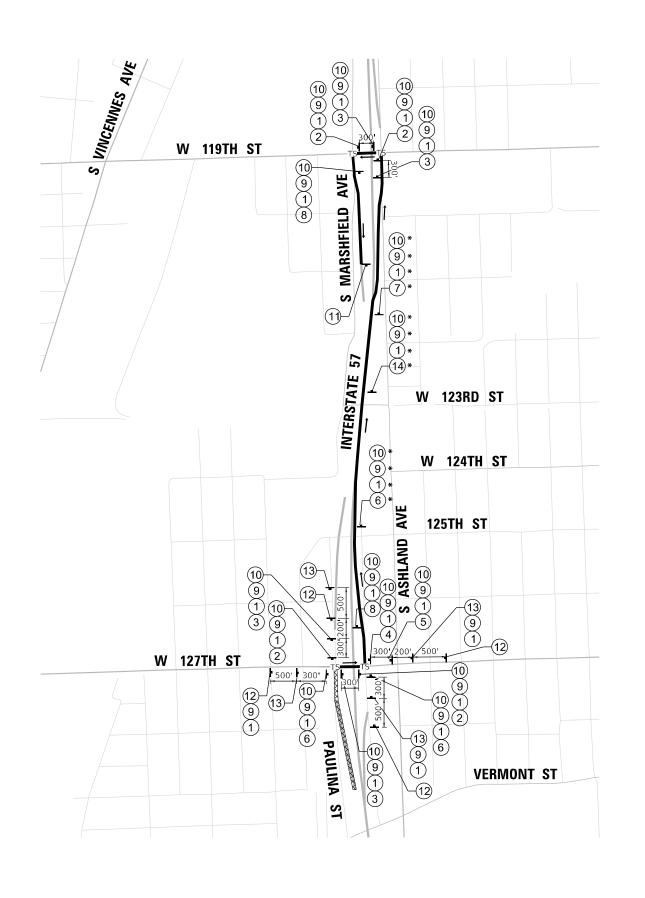
USER NAME = Nedal.Qarut	DESIGNED -	REVISED -		PΔ	PAULINA ST: VERMONT STREET TO 127TH STREET					F.A.I	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED -	STATE OF ILLINOIS	MAINTENANCE OF TRAFFIC TYPICAL SECTIONS			57 FAI 57 23 OVERLAY		соок	51	11			
	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	L IV	IAIN I ENAN	CE OF TRAFF	·IC I	TPICAL SECT	IUNS			CONTRAC	T NO. 62V	91
PLOT DATE = 5/29/2025	DATE -	REVISED -		SCALE:	SHEET 1	OF 6 SHE	FTS	STA	TO STA		ILLINOIS EED A	ID PPO IECT		











LEGEND:

- FULL CLOSURE

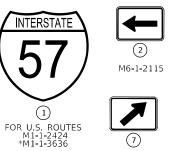
DETOUR ROUTE

TYPE III BARRICADE

DETOUR / CLOSURE SIGNAGE

TRAFFIC SIGNALIZED INTERSECTION TO BE RETIMED

DETOUR SIGNAGE LEGEND I-57 SOUTHBOUND





M5-1L-2115

8

M5-2L-2115



M6-1-2115

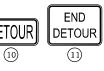
M3-4-2412 *M3-4-3015



















13

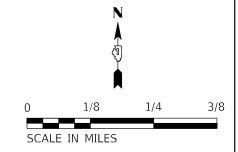
12 W20-3(O)-48

CLOSED

AHEAD

W20-2(O)-48

* USE LARGER SIGN SIZES ON I-57



DETOUR PLAN NOTES:

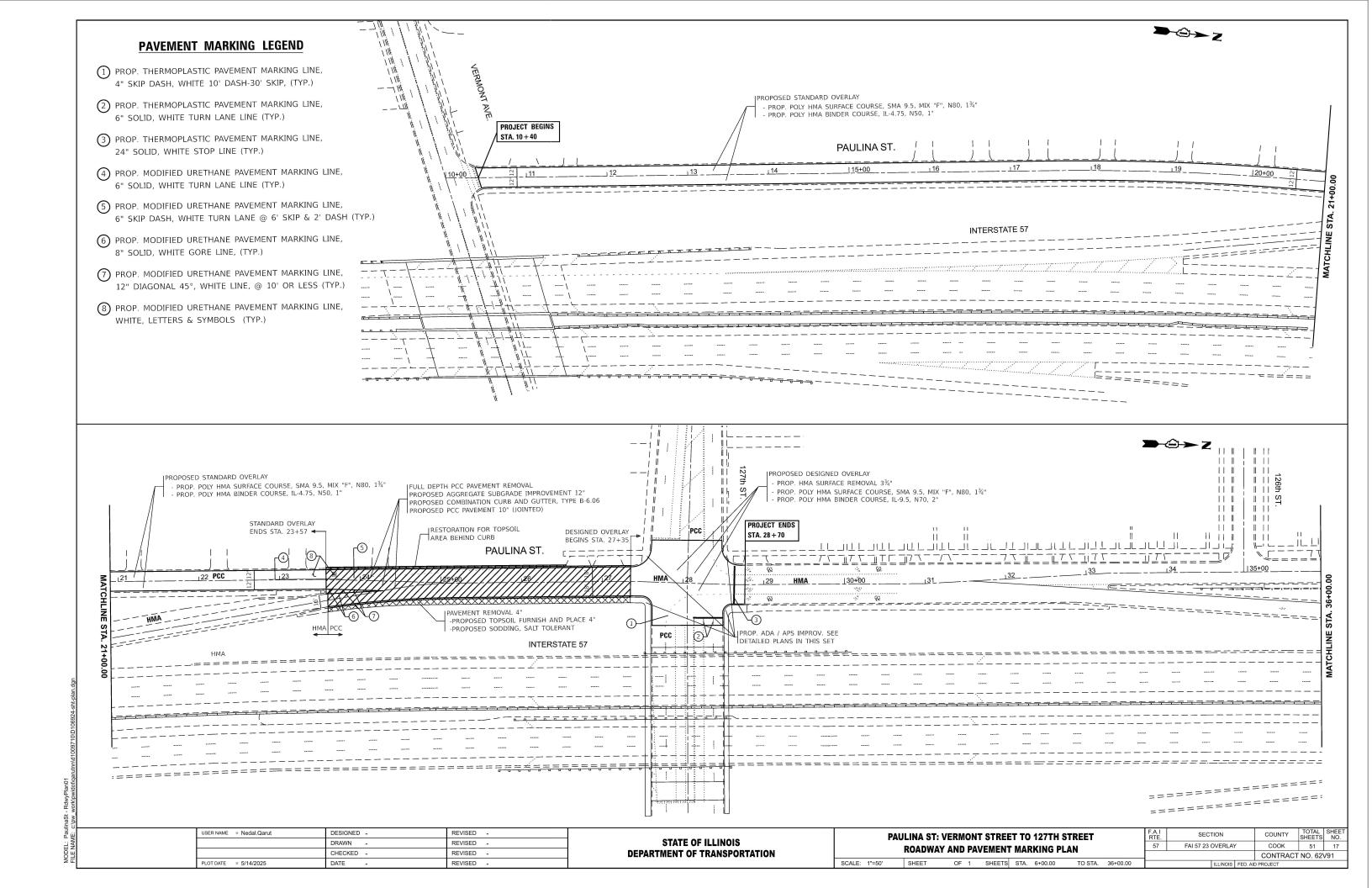
- 1. DETOUR SIGNAGE SHALL BE CONSIDERE INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
- 2. THE CONTRACTOR SHALL NOT OBSTRUCT AND EXISTING SIGN WITH THE PLACEMENT OF DETOUR
- 3. SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.
- 4. A MINIMUM OF FOURTEEN (14) DAYS IN ADVANCE OF THE RAMP CLOSURE ON W 127TH ST, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE PROJECT ALONG W 127TH ST AS DIRECTED AND AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CONSTRUCTION. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY FOR CHANGEABLE MESSAGE
- 5. LOCAL ACCESS SHALL BE PROVIDED AT ALL TIMES TO RESIDENTS AND BUSINESSES.
- 6. ALL EXISTING SIGNING THAT IS NOT APPLICABLE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED.
- 7. PROPOSED DETOUR SIGNING SHALL BE COVERED OR REMOVED WHEN NOT REQUIRED DURING CONSTRUCTION.
- 8. THE FOLLOWING TRAFFIC SIGNALS NEED TO BE
- PAULINA ST AND W 127TH ST
- S MARSHFIELD AVE AND W 127TH ST
- S MARSHFIELD AVE AND W 119TH ST - S ASHLAND AVE AND W 127TH ST
- 9. DETOUR SIGNS ON EXPRESSWAYS SHALL BE LARGER AND SIZING FOR EXPRESSWAYS.

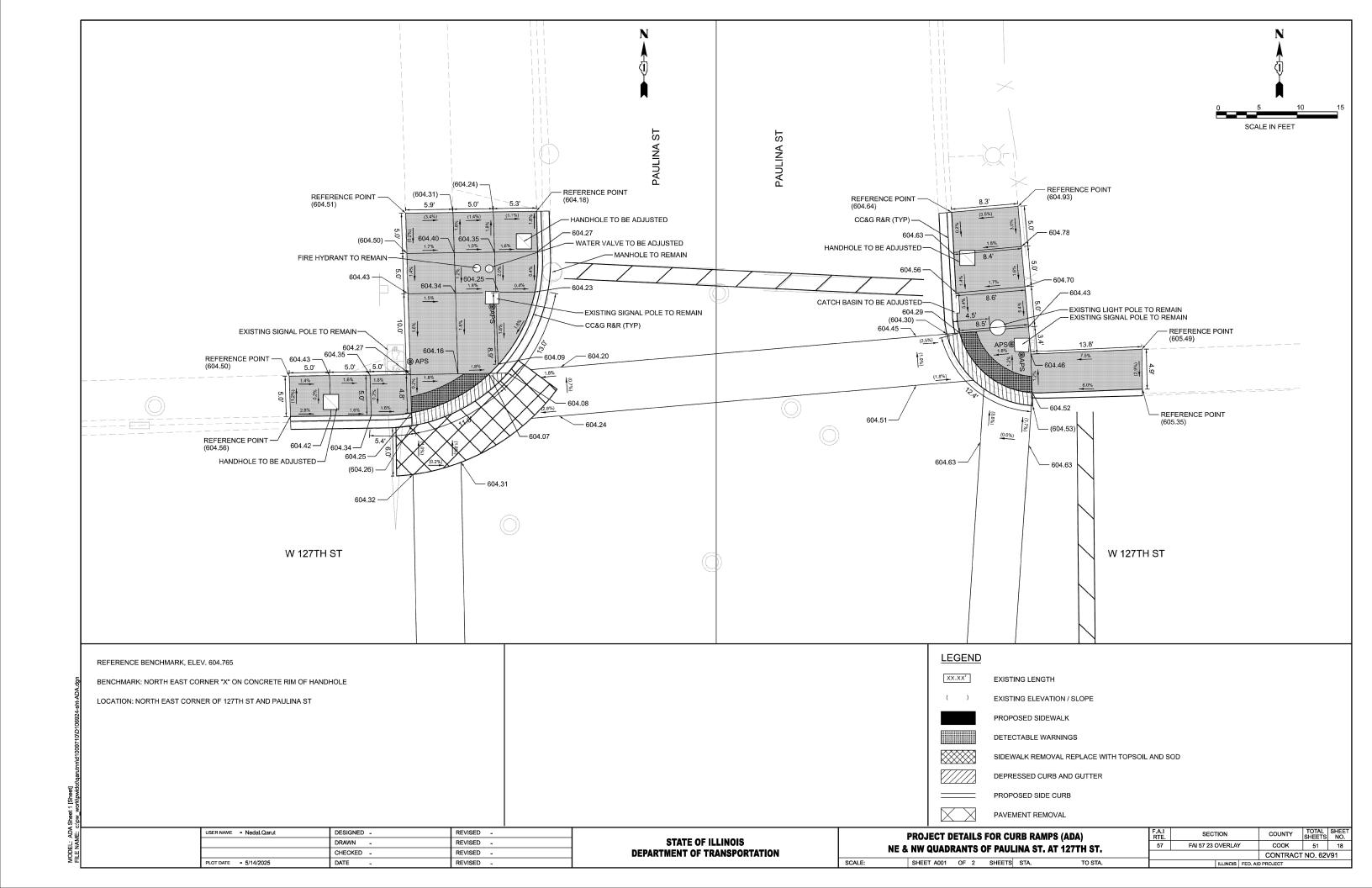
DESIGNED REVISED INFRASTRUCTURE DRAWN НА REVISED ENGINEERING LINCORP ACL REVISED 1 South Wacker | Suite 2650 | Chicago, IL 60606 REVISED

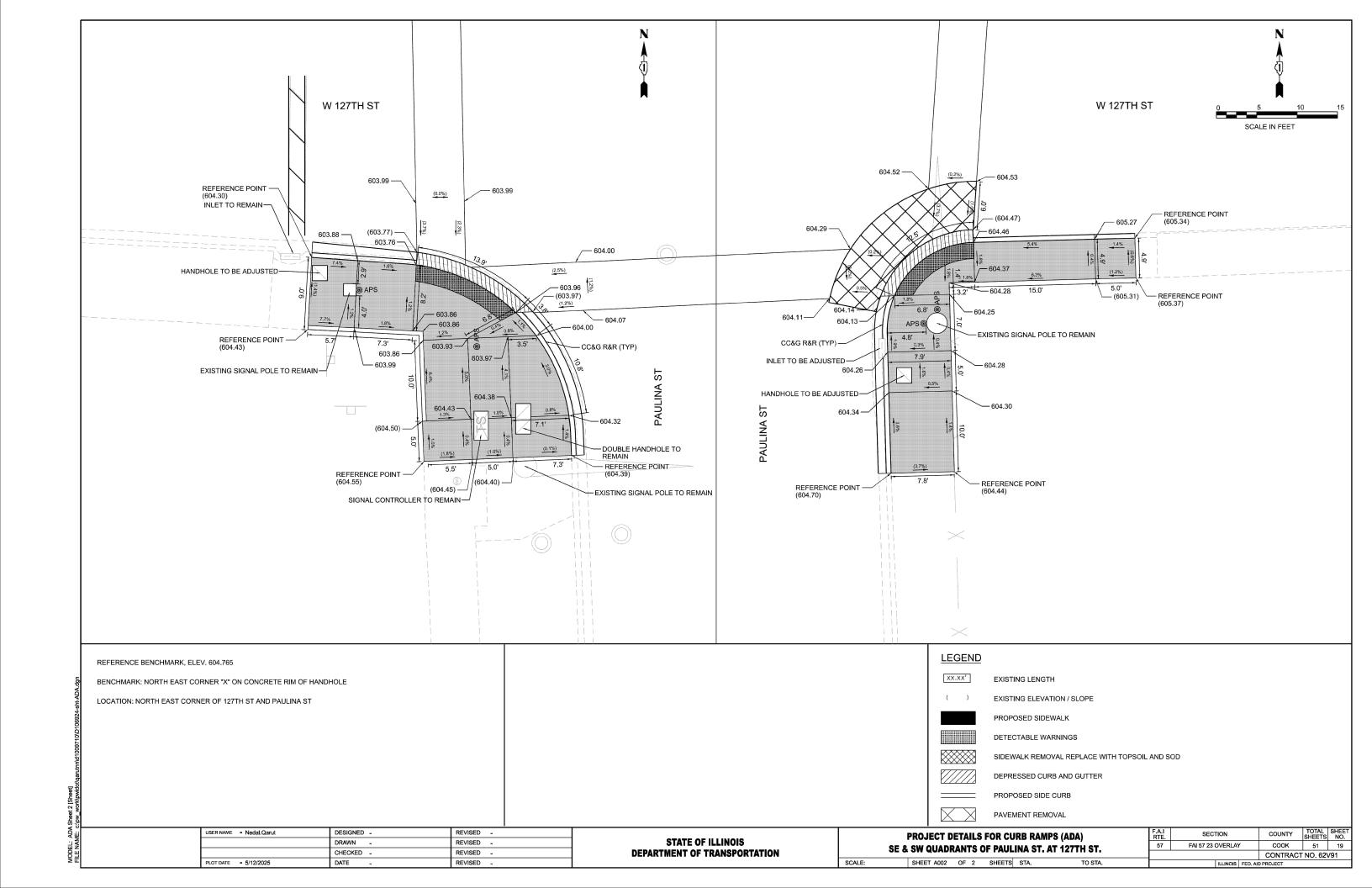
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

TRAFFIC CONTROL PLANS DETOUR I-57 ENTRANCE SOUTHBOUND RAMP

SECTION FAI 57 23 OVERLAY COOK 51 16 CONTRACT NO. 62V91







TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXIST	ING PROPO	<u>ITEM</u>		EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET		X	-SQUARE				SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD	RR	R R Y
COMMUNICATION CABINET	ECC	CC	-ROUND HEAVY DUTY H.	ANDHOLE				\$\$	G G G 4Y 4Y 4G
MASTER CONTROLLER	EMC	MC		ANDHOLE	H	H (1)			4G 4G ₽
MASTER MASTER CONTROLLER	ЕММС	ммс		HOLE					•
UNINTERRUPTABLE POWER SUPPLY	₹	Ø	JUNCTION BOX		0	0	SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		R Y G G 4Y 4G 4G
SERVICE INSTALLATION		P -	P RAILROAD CAN	TILEVER MAST ARM	$X \longrightarrow X$	X CX X X	(KB) NE MONEY ELONG BAGA BAG		G G 4Y 4Y 4G 4G
-(P) POLE MOUNTED	_	_	RAILROAD FLAS	SHING SIGNAL	$\Xi \ominus \Xi$	¥◆¥		P RB	P RB
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	$\boxtimes^{G} \boxtimes$	GM X G	GM RAILROAD CRO	SSING GATE	X 0 X>	X•¥-	PEDESTRIAN SIGNAL HEAD		
TELEPHONE CONNECTION	ET	Т	RAILROAD CRC	SSBUCK	否	*	AT RAILROAD INTERSECTIONS	*	*
STEEL MAST ARM ASSEMBLY AND PO			RAILROAD CON	TROLLER CABINET		▶ ∢	PEDESTRIAN SIGNAL HEAD	(C) C	₩ c
ALUMINUM MAST ARM ASSEMBLY AN		_	UNDERGROUNI GALVANIZED S	O CONDUIT (UC),			WITH COUNTDOWN TIMER	(F) D	₹ D
STEEL COMBINATION MAST ARM	∩ -X—		TEMPODARY				ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
ASSEMBLY AND POLE WITH LUMINAL	IRE ~~~		TETHER WIRE,	AND CABLE			NUMBER OF CONDUCTORS, ELECTRIC	,	
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORA	ARY	• •		ITC. 4	S	SP	CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
WOOD POLE	\otimes	•	INTERSECTION REMOVE ITEM	ITEM	I	IP R	GROUND CABLE IN CONDUIT,	1#6	—————————————————————————————————————
GUY WIRE	>-	>-		Λ		RL	NO. 6 SOLID COPPER (GREEN)	1#6	1#6
SIGNAL HEAD	\rightarrow	-	ABANDON ITEM			Α	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		— 1
SIGNAL HEAD WITH BACKPLATE	+1>	+	CONTROLLER			RCF	COAXIAL CABLE	<u> </u>	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAM	ımed −⊳ ^P +	P - P -					VENDOR CABLE		<u> </u>
FLASHER INSTALLATION -(FS) SOLAR POWERED	o-⊳ ^F o	-⊳ ^{FS} ••• •	FS MAST ARM POL FOUNDATION T			RMF	COPPER INTERCONNECT CABLE,		
	Dr> ^F D	FS ₽► F	FS SIGNAL POST A FOUNDATION T			RPF	NO. 18, 3 PAIR TWISTED, SHIELDED		<u>——(6#18)</u> —
PEDESTRIAN SIGNAL HEAD	-0	-1	DETECTOR LOC	P, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PU	JSH BUTTON © ©	APS © ©	APS PREFORMED D	ETECTOR LOOP	PP	P P	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		—
RADAR DETECTION SENSOR	R	Ţ	SAMPLING (SYS	TEM) DETECTOR	s s	s s			— 36F
VIDEO DETECTION CAMERA	(V)	ĵ	INTERSECTION (SYSTEM) DETE		IS (IS)	is (s)			
RADAR/VIDEO DETECTION ZONE			' '		as as	QS QS	GROUND ROD -(C) CONTROLLER	$\begin{array}{cccc} \overset{\cdot}{\overline{\bigcup}} & \overset{\cdot}{\overline{\bigcup}} & \stackrel{\cdot}{\overline{\bigcup}} & \overset{\cdot}{\overline{\bigcup}} & \overset{\cdot}{\overline{\bigcup}} & \overset{\cdot}{\overline{\bigcup}} & \\ \end{array}$	$\stackrel{C}{{\uparrow}} \stackrel{M}{{\uparrow}} \stackrel{P}{{\uparrow}} \stackrel{S}{{\uparrow}}$
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ)] PTZ	(SYSTEM) DETE				-(M) MAST ARM -(P) POST		
EMERGENCY VEHICLE LIGHT DETEC	9	_	WIRELESS DET	ECTOR SENSOR	®	<u> </u>	-(S) SERVICE		
CONFIMATION BEACON	o-()		WIRELESS ACC	ESS PUINT					
WIRELESS INTERCONNECT	<u>~+ }</u>								
WIRELESS INTERCONNECT RADIO F									
us	ser name = Nedal.Qarut	DESIGNED - IP DRAWN - IP	REVISED - REVISED -	0=	ATE OF ILLINOIS		DISTRICT ONE	F.A.I SECTION	N COUNTY TOTA

DATE - 9/29/2016

PLOT DATE = 5/14/2025

REVISED -

SHEET 1 OF 7 SHEETS STA.

SCALE: NONE

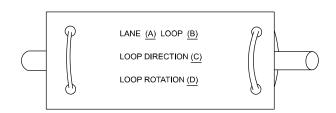
FAI 57 23 OVERLAY **TS-05**

05 CONTRACT NO. 62V91
| ILLINOIS | FED. AID PROJECT

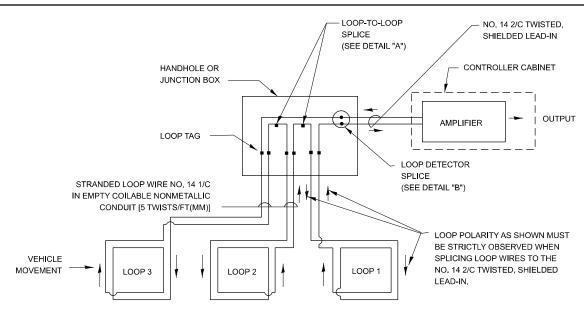
LOOP DETECTOR NOTES

- 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
- 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.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE 7. 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

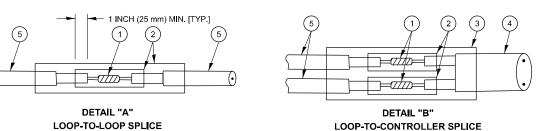


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

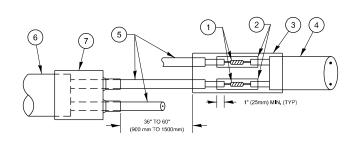


DETECTOR LOOP WIRING SCHEMATIC

- 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.



TYPE | 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.

36" TO 60"

- (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.
- NO. 14 2/C TWISTED, SHIELDED CABLE.

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

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/14/2025	DATE -	REVISED -

STATE OF ILLINOIS

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS SHEET 2 OF 7 SHEETS STA.

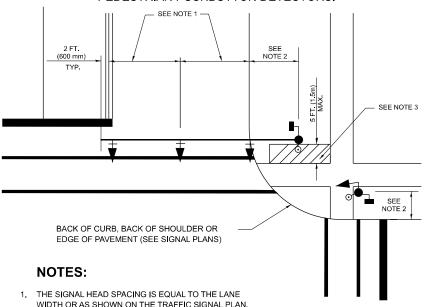
SECTION COUNTY FAI 57 23 OVERLAY COOK 51 21 CONTRACT NO. 62V91

DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

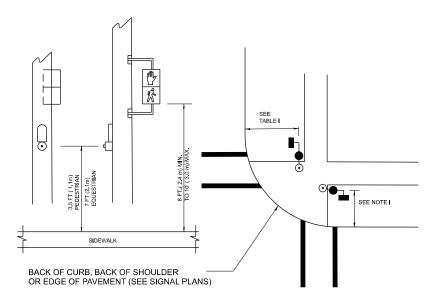
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



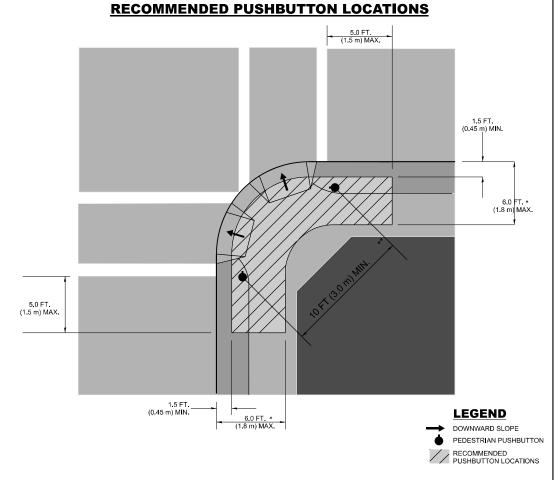
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- 3. PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE CROSSWALK TO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



- 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:

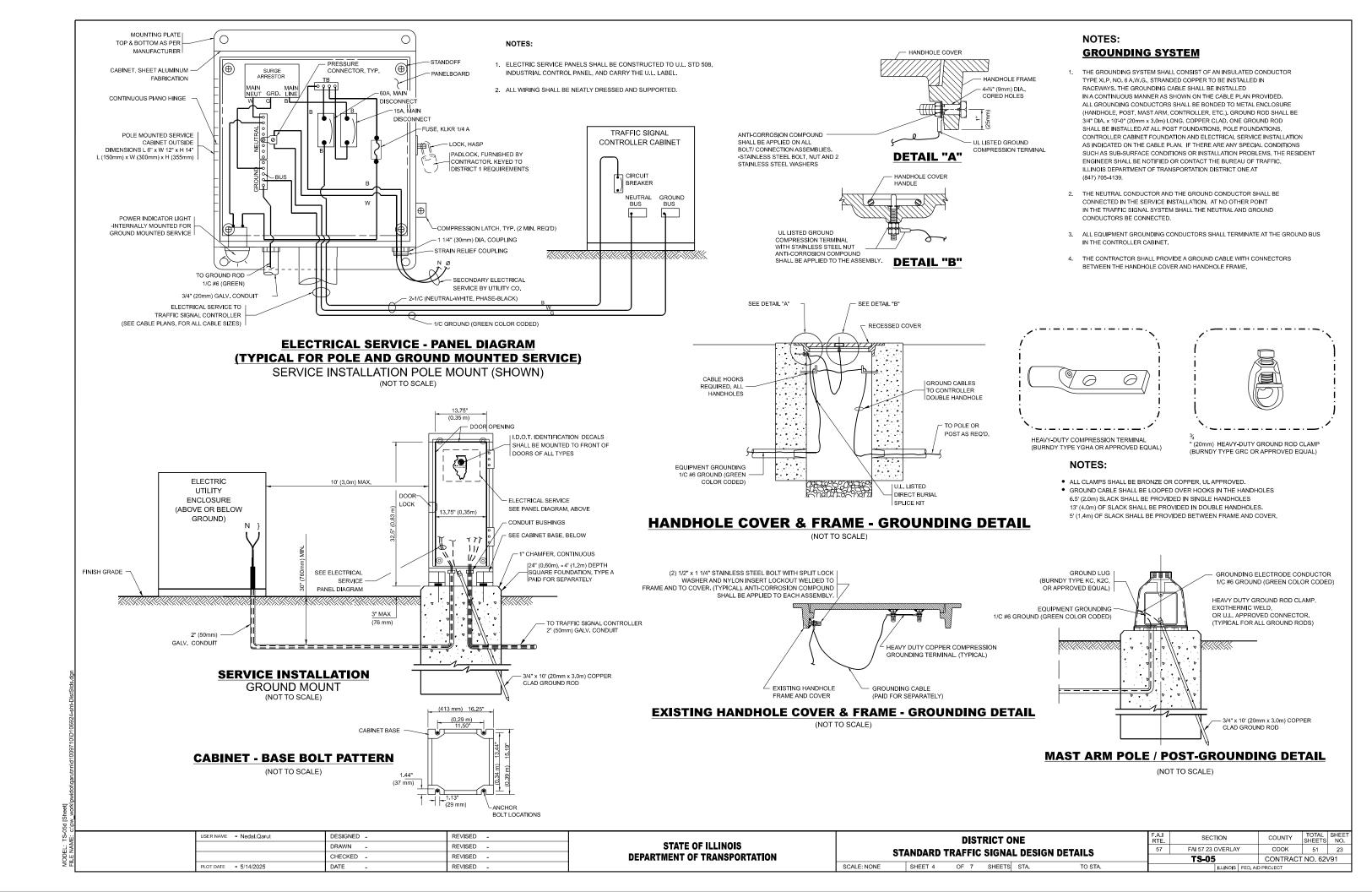
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION
- 3. 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.

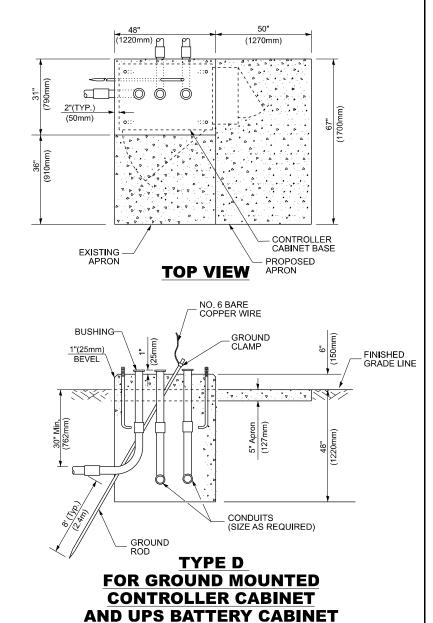
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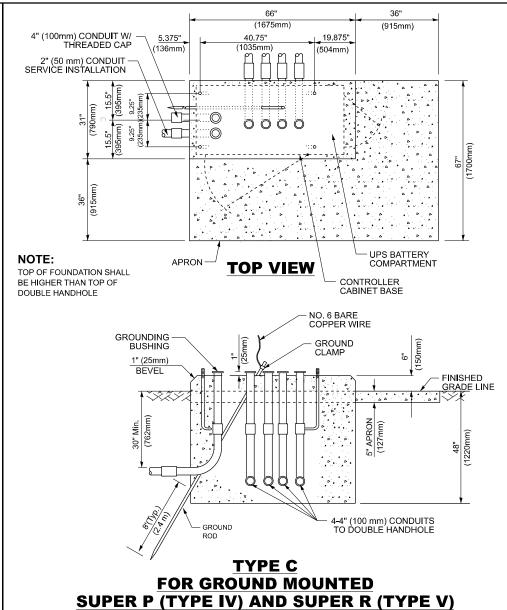
USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/14/2025	DATE -	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

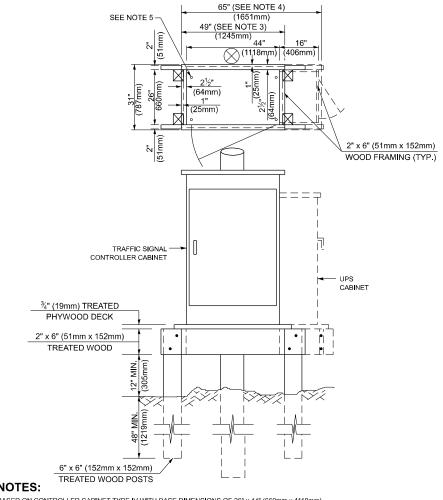
DISTRICT ONE	F.A.I RTE.	SECTION	TOTAL SHEET NO.			
STANDARD TRAFFIC SIGNAL DESIGN DETAILS	57	FAI 57 23 OVERLAY	51	22		
STANDARD TRAIT IS SIGNAL DESIGN DETAILS	TS-05 CONTRACT NO. 6					
SHEET 3 OF 7 SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT					







CONTROLLER CABINETS



- BASED ON CONTROLLER CABINET TYPE IV WITH BASE DIMENSIONS OF 26" x 44" (660mm x 1118mm). ADJUST PLATFORM SIZE TO FIT CABINET BASE DIMENSIONS BEING SUPPLIED
- 2. BASED ON UNINTERRUPTIBLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF $16" \times 25"$ ($406 mm \times 635 mm$). 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
MASTARM	2.0	0.6
CONTROLLER CABINET	1.5	0.5
FIBER OPTIC AT CABINET	13.0	4.0
ELECTRIC SERVICE AT (CABINET OR SERVICE LOCATION)	1.5	0.5
GROUND CABLE (SIGNAL POST, MAST ARM, CABINET)	1.5	0.5
GROUND CABLE (BETWEEN FRAME AND COVER)	5.0	1.6

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

VERTICAL CABLE LENGTH

CABLE SLACK

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

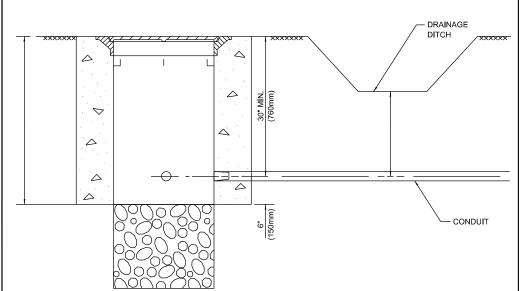
NOTES

- These foundation depths are for sites which have cohesive soils (dayey sitt, sandy day, etc.) along
 the length of the shaft, with an average Unconfined Compressive Strength (Qu) > 1.0 ts (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
- 2. Combination mast arm assemblies under 55 feet (16.8 m) shall use 36" (900 mm) diameter foundations.
- 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

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -	CTATE OF ILLINOIS			n	STRICT	ONE			F.A.I RTF	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED -	STATE OF ILLINOIS	STATE OF ILLINOIS		PAULC	57	FAI 57 23 OVERLAY	соок	51	24				
	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	31	STANDARD TRAFFIC SIGNAL DESIGN DETAILS			AIL5		TS-05	CONTRAC	T NO. 62\	V91		
PLOT DATE = 5/14/2025	DATE -	REVISED -		SCALE: NONE	SHEET 5	OF	7 SHEE	TS STA	٨.	TO STA.		ILLINOIS FED. A	D PROJECT		

MODEL: TS-05e [Sheet] FILE NAME: c:\pw work\pwidot\aarutnn\d100971

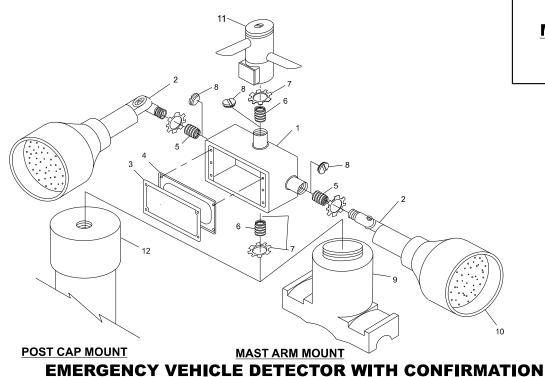


NOTES:

- 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)



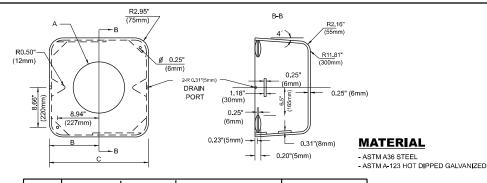
(1675mm) (915mm) 19.875" (136mm) (1035mm) **~**□ CONTROLLER PROPOSED-**TOP VIEW** APRON -NO. 3 DOWEL 18" (450mm) NO. 6 BARE COPPER WIRE LONG (8 REQ.) BUSHING-GROUND CLAMP EXISTING-ANCHOR BOLTS FINISHED GRADE L**I**NE 1"(25mm) BEVEL (300mm) (300mm) (300mm) -EXISTING CONDUITS EXISTING GROUND ROD **MODIFY EXISTING TYPE "D" FOUNDATION**

TO TYPE "C" FOUNDATION

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

NOTES:

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



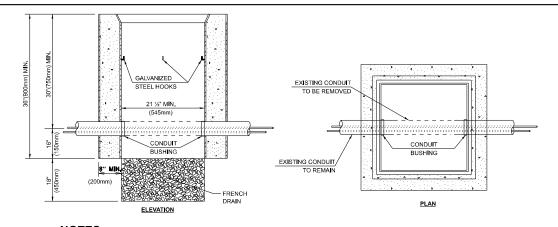
А	В	WEIGHT		
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57 kg)

SHROUD

- 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.

SUPPORT EXISTING CABINET AND CONTROL EQUIPMENT ABOVE FOUNDATION TO KEEP TRAFFIC SIGNAL FUNCTIONING DIMENSION 4" (100mm) LARGER THAN CONTROLLER CABINET BASE WHILE FOUNDATION MODIFICATION WORK IS PROCEEDING. DIMENSION, BOTH DIRECTIONS (25mm) " (25mm) BEVEL BREAK DOWN EXISTING FOUNDATION 12" (300mm) 9" (225mm) No. 3 DOWEL 1'-6" (450mm) LONG ON 12" (300mm) CENTER (8 REQ'D) 2" (50mm), 4" (100mm & 4" (100mm) NEW TYPE "D" (MODIFIED) FOUNDATION EXISTING TYPE D (CONTROLLER) FOUNDATION

MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

SCALE: NONE

- 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.

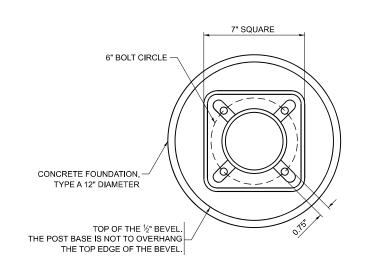
HANDHOLE TO INTERCEPT EXISTING CONDUIT

DESIGNED -JSER NAME = Nedal.Qarut REVISED DRAWN REVISED CHECKED REVISED PLOT DATE = 5/14/2025 DATE REVISED

BEACON MOUNTING DETAIL

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

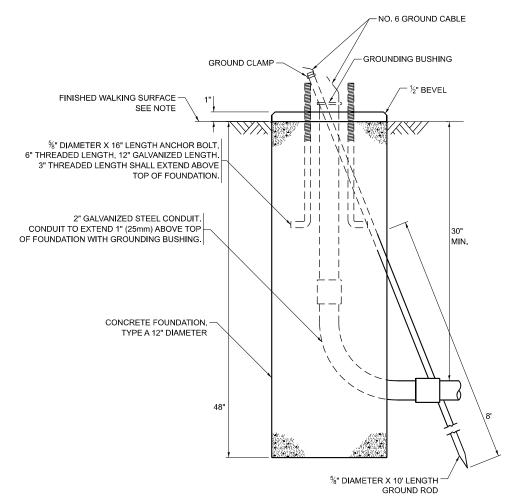
	DISTRICT ONE					F.A.I RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
T	ANDARD TRAFFIC SIGNAL DESIGN DETAILS				57	FAI 57 23 OVERLAY	•	COOK	25		
-	ANDARD TRAFFIC SIGNAL DESIGN DETAILS				·	TS-05		CONTRACT	NO. 62\	/91	
	SHEET 6	OF 7	SHEETS	STA	TO STA		III INOIE	EED AL	DROJECT		



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.



JSER NAME = Nedal.Qarut

CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER

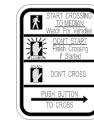
DESIGNED - IP

PEDESTRIAN SIGNAL POST, 10

		,		
FT.	PEDESTRIAN SIGNAL	POST.	5	FT.

– PEDESTRIAN SIGNAL HEAD

- COUNTDOWN PEDESTRIAN SIGNAL HEADS ARE NOT TO BE USED AT RAILROAD INTERSECTIONS





R10-3b

R10-3d

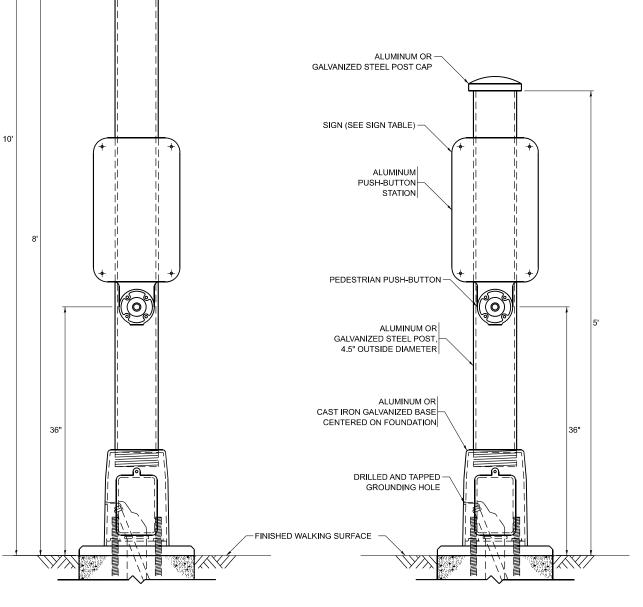
R10-3e

SIGN TABLE

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

NOTES:

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



STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

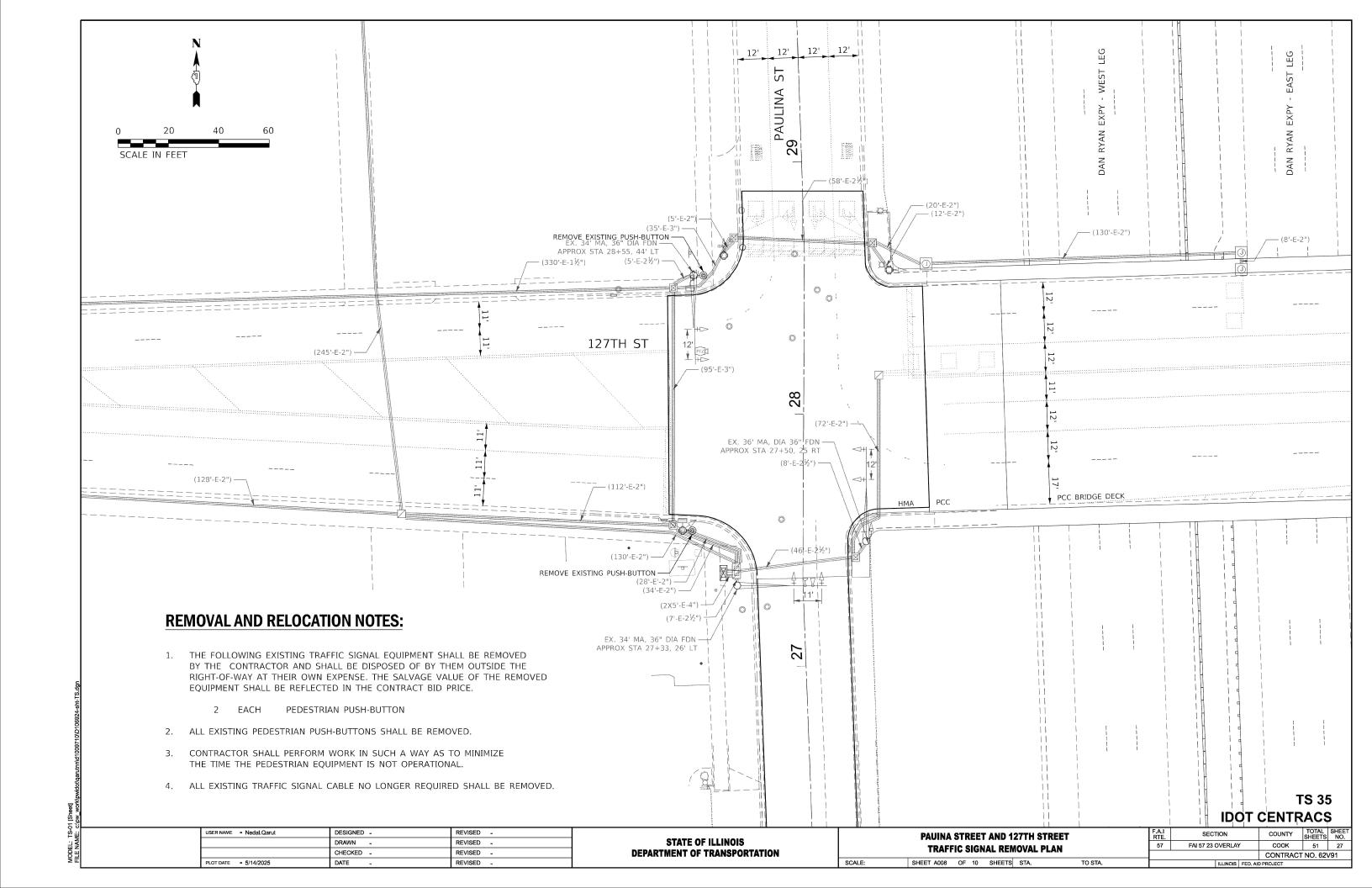
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS SCALE: NONE

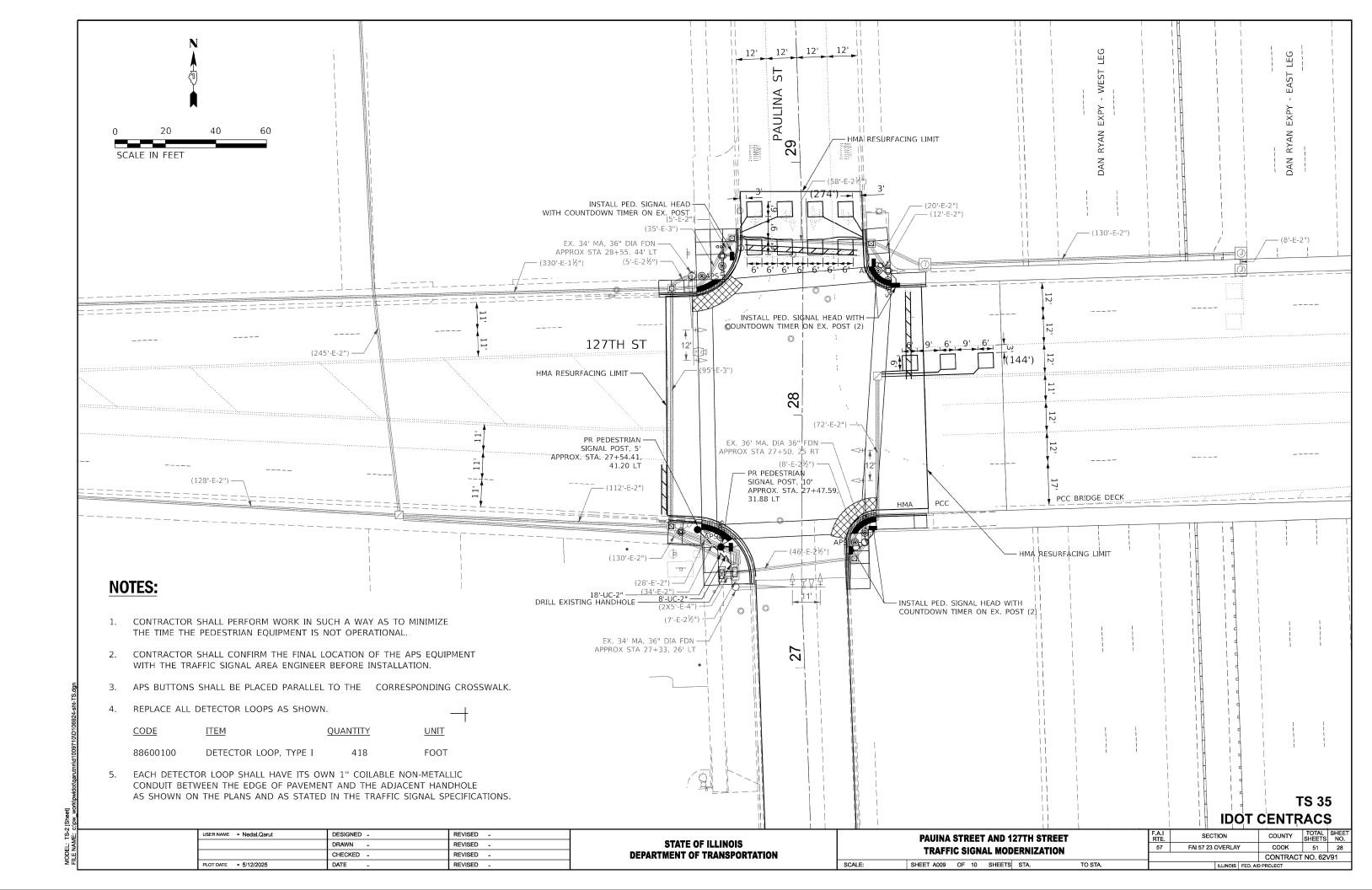
FAI 57 23 OVERLAY COOK 51 26 CONTRACT NO. 62V91

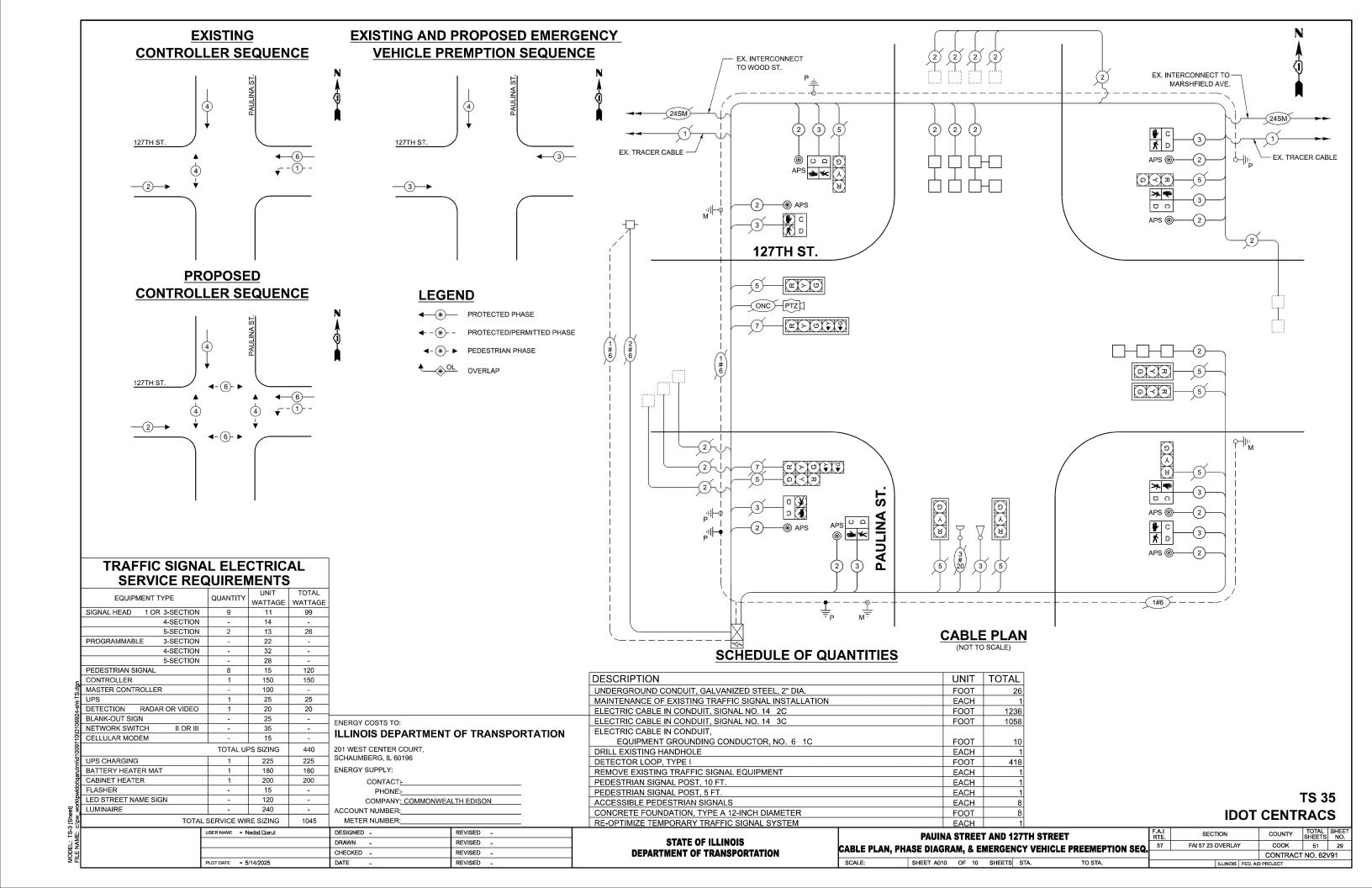
DRAWN - IP REVISED CHECKED - LP REVISED PLOT DATE = 5/14/2025 DATE - 10-15-2018 REVISED .

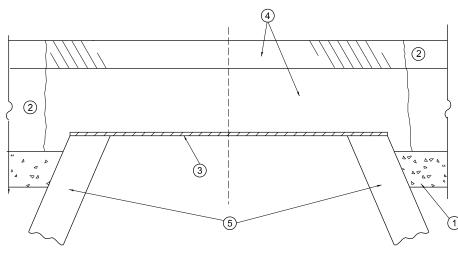
REVISED - 10-15-2020

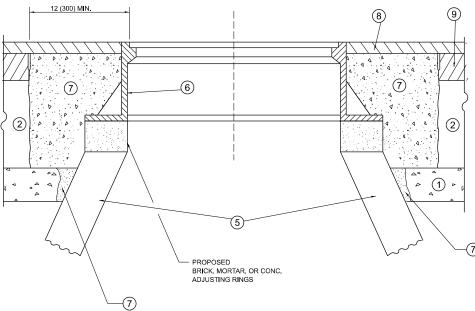
SHEET 7 OF 7 SHEETS STA.











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 MILL**I**NG)

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
- (5) EXISTING STRUCTURE
- 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

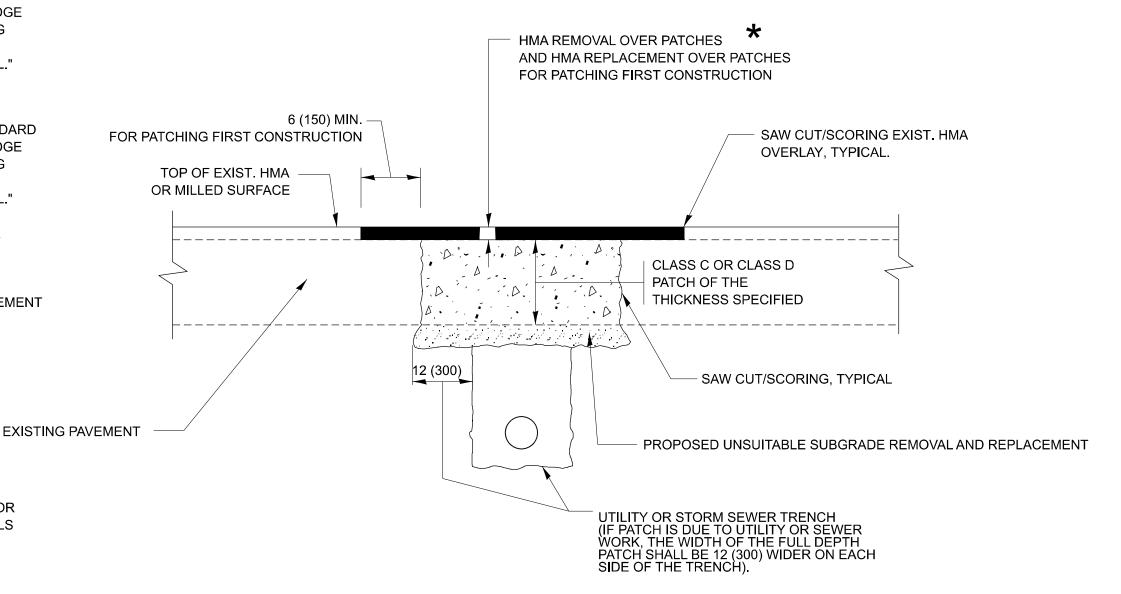
JSER NAME = Nedal.Qarut DESIGNED - R. SHAH REVISED - R. BORO 03-09-11 COUNTY **DETAILS FOR** STATE OF ILLINOIS DRAWN REVISED - R. BORO 12-06-11 FALST 23 OVERLAY COOK 51 30 FRAMES AND LIDS ADJUSTMENT WITH MILLING HECKED -REVISED - K. SMITH 11-18-22 **DEPARTMENT OF TRANSPORTATION** BD600-03 (BD-08) CONTRACT NO. 62V91 SCALE: NONE SHEET 1 OF 1 SHEETS STA. PLOT DATE = 5/12/2025 REVISED - K. SMITH 09-15-23 DATE 10-25-94

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEE TYPICAL SECTIONS FOR

THICKNESS AND MATERIALS

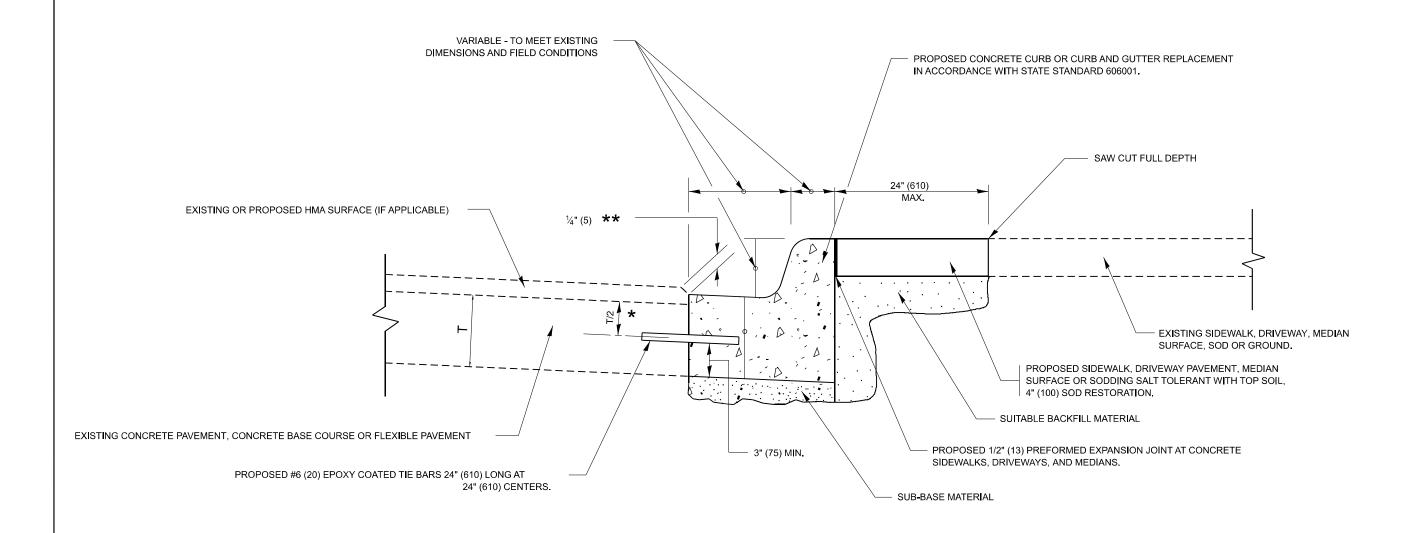
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST 4 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.

USER NAME = Nedal.Qarut	DESIGNED - R. SHAH	REVISED - R	R. BORO 01-01-07		PAVEMENT PATCHING FOR					F.A.I. RTF	SECTION	COUNTY	TOTAL	SHEET	
	DRAWN -	REVISED - R	R. BORO 09-04-07	STATE OF ILLINOIS			HMA SURFACED PAVEMENT				57	FAI 57 23 OVERLAY	соок	51	31
PLOT SCALE = 0.16666633 '/in.	CHECKED -	REVISED - K	K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION	MIMA SURFACED PAVEMENT				E	BD400-04 (BD-22)	CONTRACT	NO. 62V	/91		
PLOT DATE = 5/14/2025	DATE - 10-25-94	REVISED - K	K. SMITH 11-18-22		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED. A	ID PROJECT		

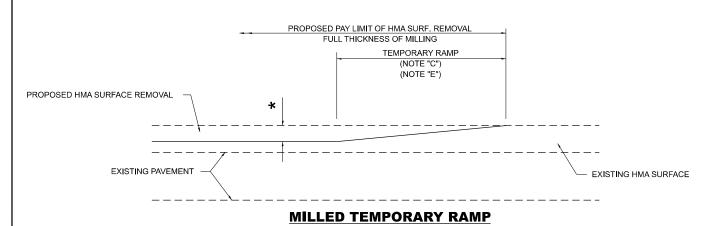


- ★ 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

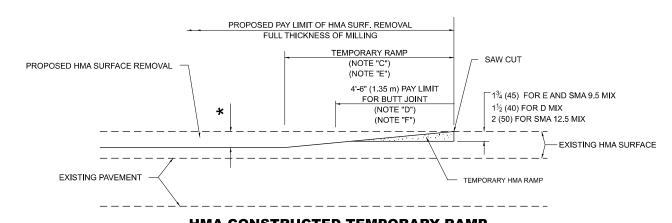
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME = Nedal.Qarut	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97			CUR	B OR CI	URB AN	ID GUTTER		F.A.I. RTE.	S	ECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - M. GOMEZ 01-22-01	STATE OF ILLINOIS		REMOVAL AND REPLACEMENT			57	FAI 57	23 OVERLAY	соок	51	32		
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTMENT OF TRANSPORTATION		KEIVI	JVAL A	ND KEP	LACEWENT			BD600-06	(BD-24)	CONTRAC	T NO. 62	√91
PLOT DATE = 5/14/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			ILLINOIS FED. AI	PROJECT		



(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

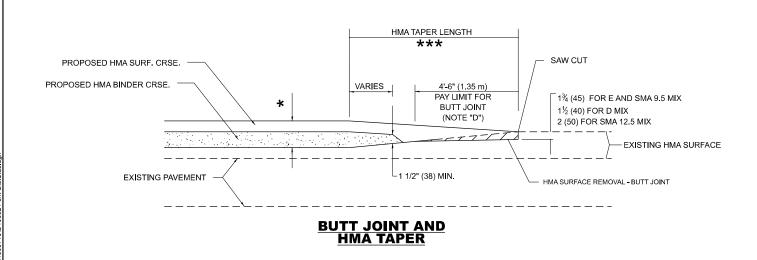
OPTION 1



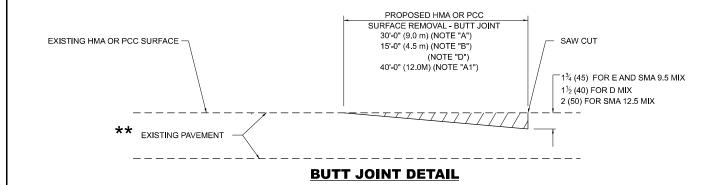
HMA CONSTRUCTED TEMPORARY RAMP

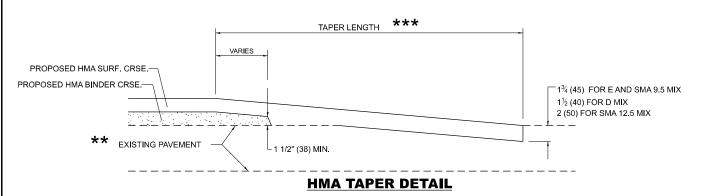
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2 TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING





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".

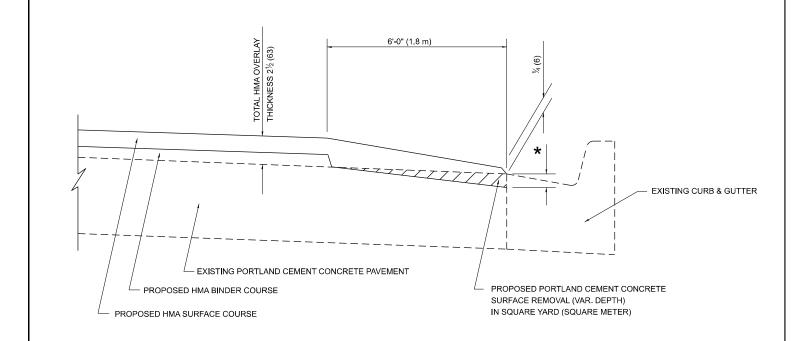
20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE "A") 10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE "B")

BASIS OF PAYMENT

- 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.

USER NAME = Nedal.Qarut DESIGNED - M. DE YONG **BUTT JOINT AND STATE OF ILLINOIS** REVISED -DRAWN M. GOMEZ 04-06-01 FAL57 23 OVERLAY COOK **HMA TAPER DETAILS** CHECKED -**DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62V91 BD400-05 BD-32 SHEET 1 OF 1 SHEETS STA. PLOT DATE = 5/14/2025 DATE REVISED - K. SMITH 11-18-22 TO STA.



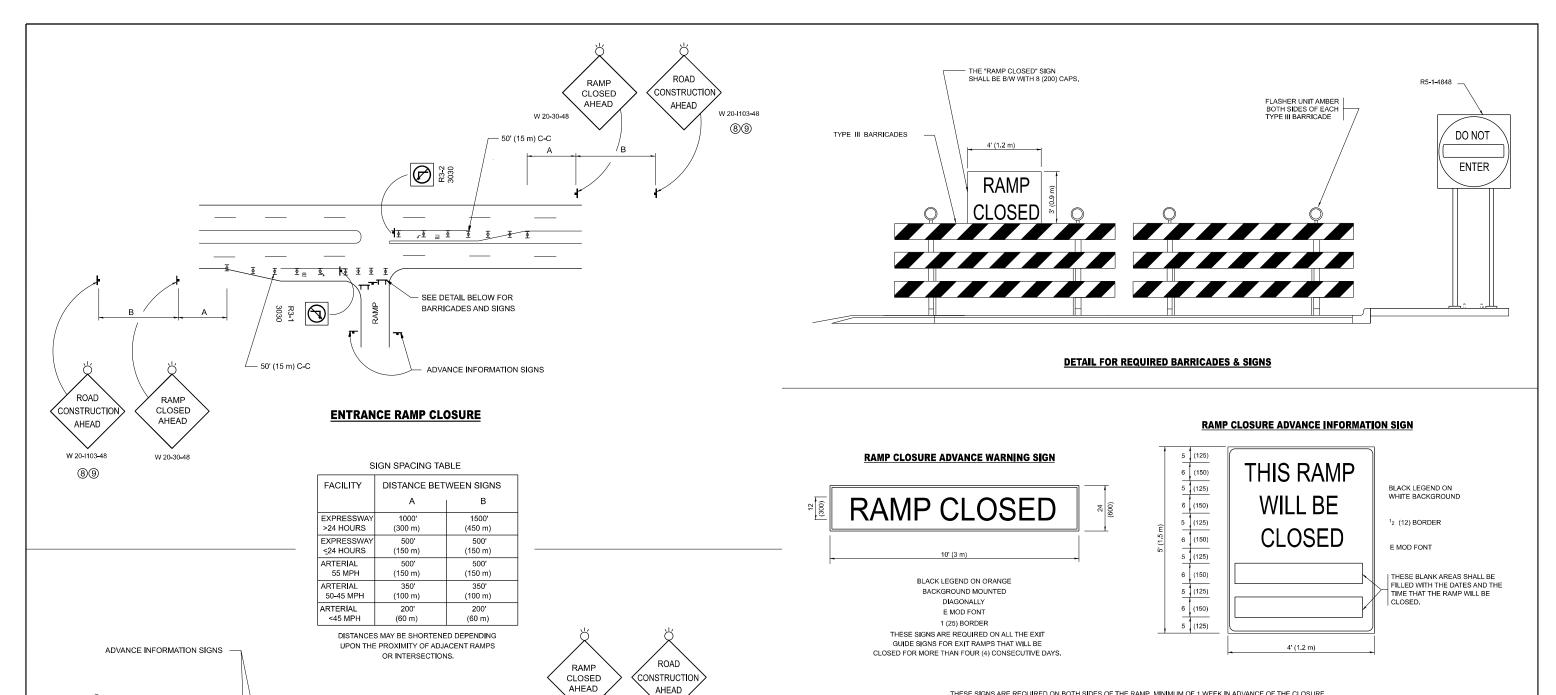
HMA TAPER AT EDGE OF PCC PAVEMENT

HMA SURFACE COURSE		HMA BINDER COURSE	
MIX	THICKNESS	THICKNESS	★ MILLING AT GUTTER FLAG
D	1½ (38)	1 (25)	1¼ (33)
E OR SMA 9.5	1¾ (44)	³ / ₄ (19)	1½ (38)

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

USER NAME = Nedal.Qarut	DESIGNED	-	R. SHAH	REVISED	-	R. BORO 01-01-07
	DRAWN	-	JIS	REVISED	-	JP CHANG 07-08-16
	CHECKED	-	A. ABBAS	REVISED	-	K. SMITH 02-01-22
PLOT DATE = 5/14/2025	DATE	_	09-10-94	REVISED	_	K. SMITH 11-18-22

HMA TAPER AT								F.A.I RTE	SEC	CTION	COUNTY	TOTAL SHEETS	SHEET NO.
EDGE OF P.C.C. PAVEMENT								57	FAI 57 23	OVERLAY	соок	51	34
	LDGL OF FIG.OFF AVEINER							В	D400-06	BD-33	CONTRACT	NO. 62\	/91
SCALE: NONE	SHEET 1	OF	1	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT					



W 20-I103-48

8

W 20-30-48

SEE DETAIL BELOW FOR BARRICADES AND SIGNS

₫

EXIT RAMP CLOSURE

10' (3 m) C-C

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- (1) CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- 3 A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED BY A W20-7 FLAGGER WARNING SIGN.
- 4 ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- (5) THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).

- (6) AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH
- (8) ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

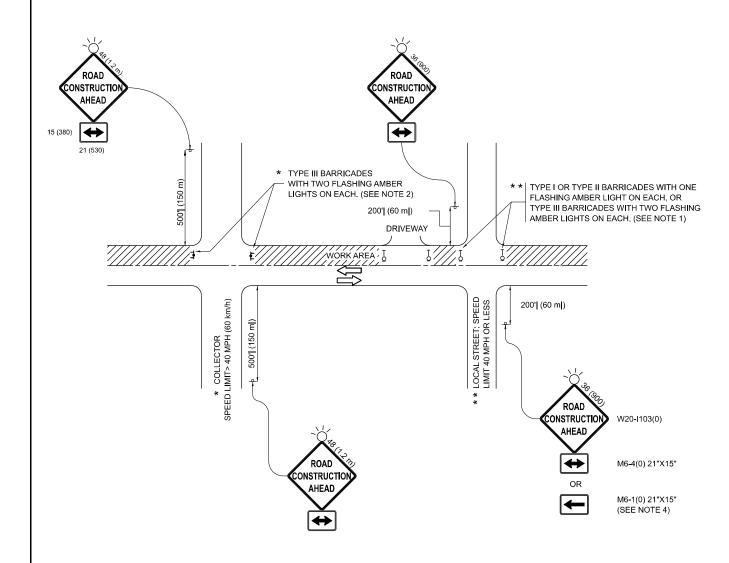
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

USER NAME = Nedal.Qarut	DESIGNED - D.W.S.	REVISED - S.P.B12-09		ENTRANCE AND EXIT RAMP	F.A.I RTF	SECTION	COUNTY	TOTAL	SHEET NO.
	DRAWN -	REVISED - M.D06-13	STATE OF ILLINOIS	CLOSURE DETAILS	57	FAI 57 23 OVERLAY	соок	51	35
	CHECKED -	REVISED - M.D01-18	DEPARTMENT OF TRANSPORTATION	CLUSURE DETAILS		TC-08	CONTRACT	Г NO. 62	.V91
PLOT DATE = 5/14/2025	DATE - 02-83	REVISED - D.S05-24		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED.	AID PROJECT		

SYMBOLS

TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



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)
- 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).

SCALE:

- 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.

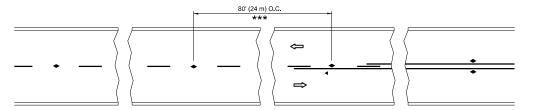
All dimensions are in inches (millimeters) unless otherwise shown.

SER NAME = Nedal.Qarut DESIGNED - L.H.A. REVISED - T. RAMMACHER 01-06-00 DRAWN REVISED - A. SCHUETZE 07-01-13 CHECKED -REVISED - A. SCHUETZE 09-15-06 REVISED _ D. SENDERAK 05-03-24 PLOT DATE = 5/14/2025 DATE

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

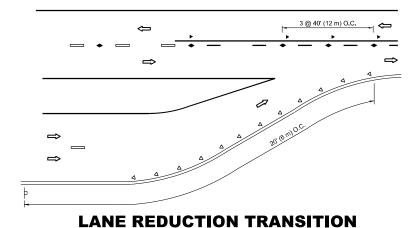
TRAFFIC CONTROL AND PROTECTION FOR **SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS** OF SHEETS STA.

SECTION COUNTY FAI 57 23 OVERLAY COOK 51 36 TC-10 CONTRACT NO. 62V91



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

SEE FIGURE 3B-14 MUTCD



SEE NOTE A

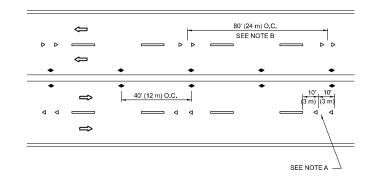
SEE NOTE A

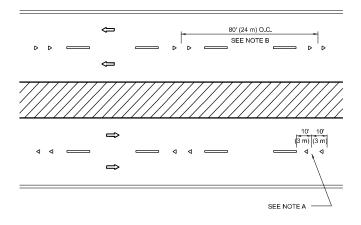
SEE NOTE A

SEE NOTE A

TWO-WAY LEFT TURN

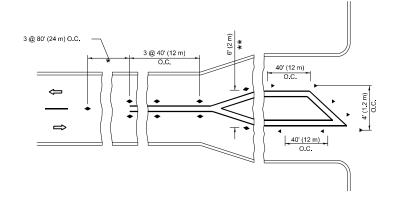
TWO-LANE/TWO-WAY

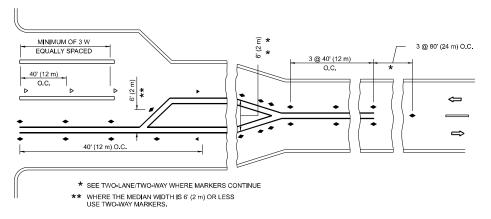




MULTI-LANE/UNDIVIDED







TURN LANES

GENERAL NOTES

- 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.
- 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.

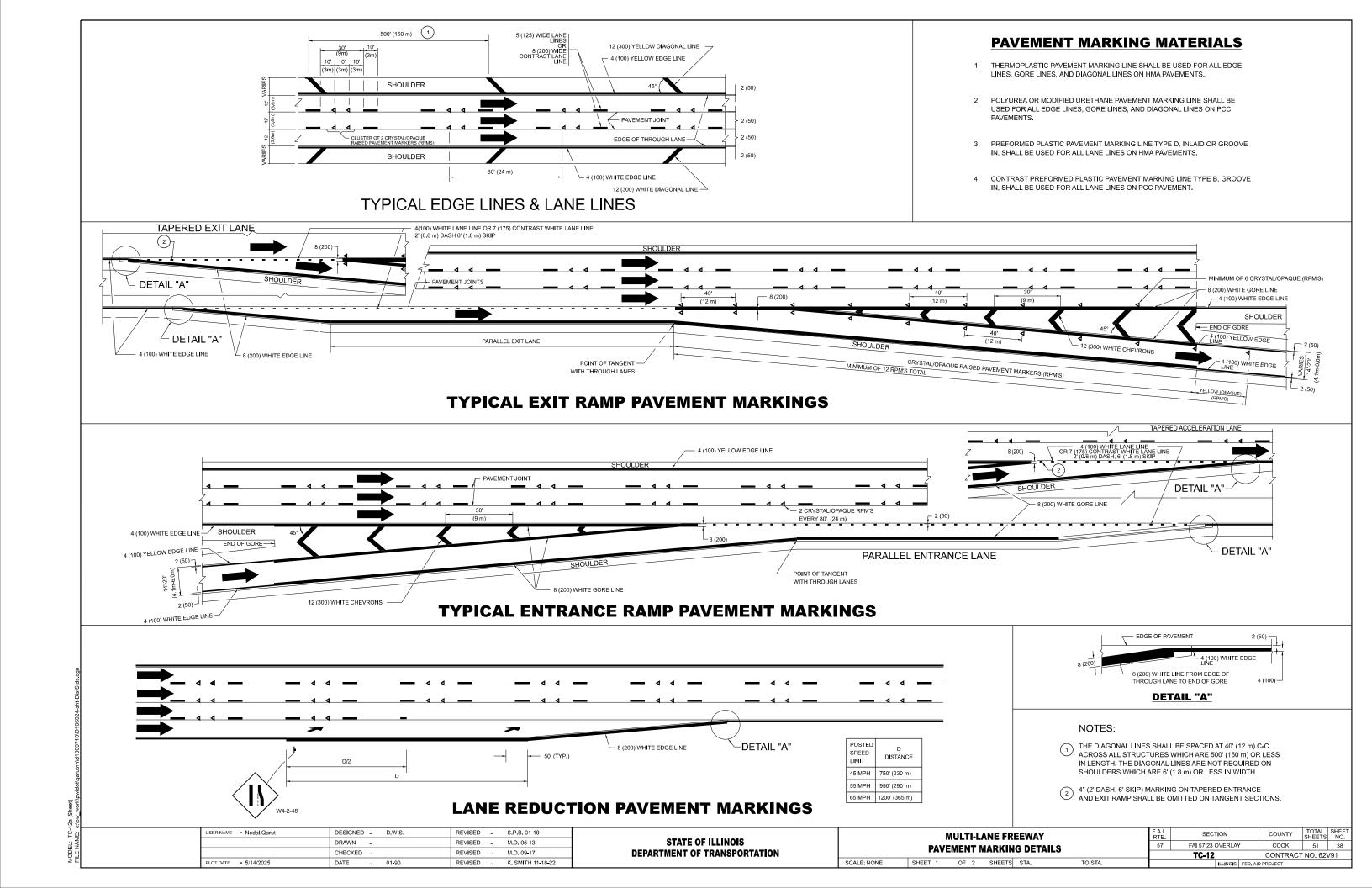
DESIGN NOTES

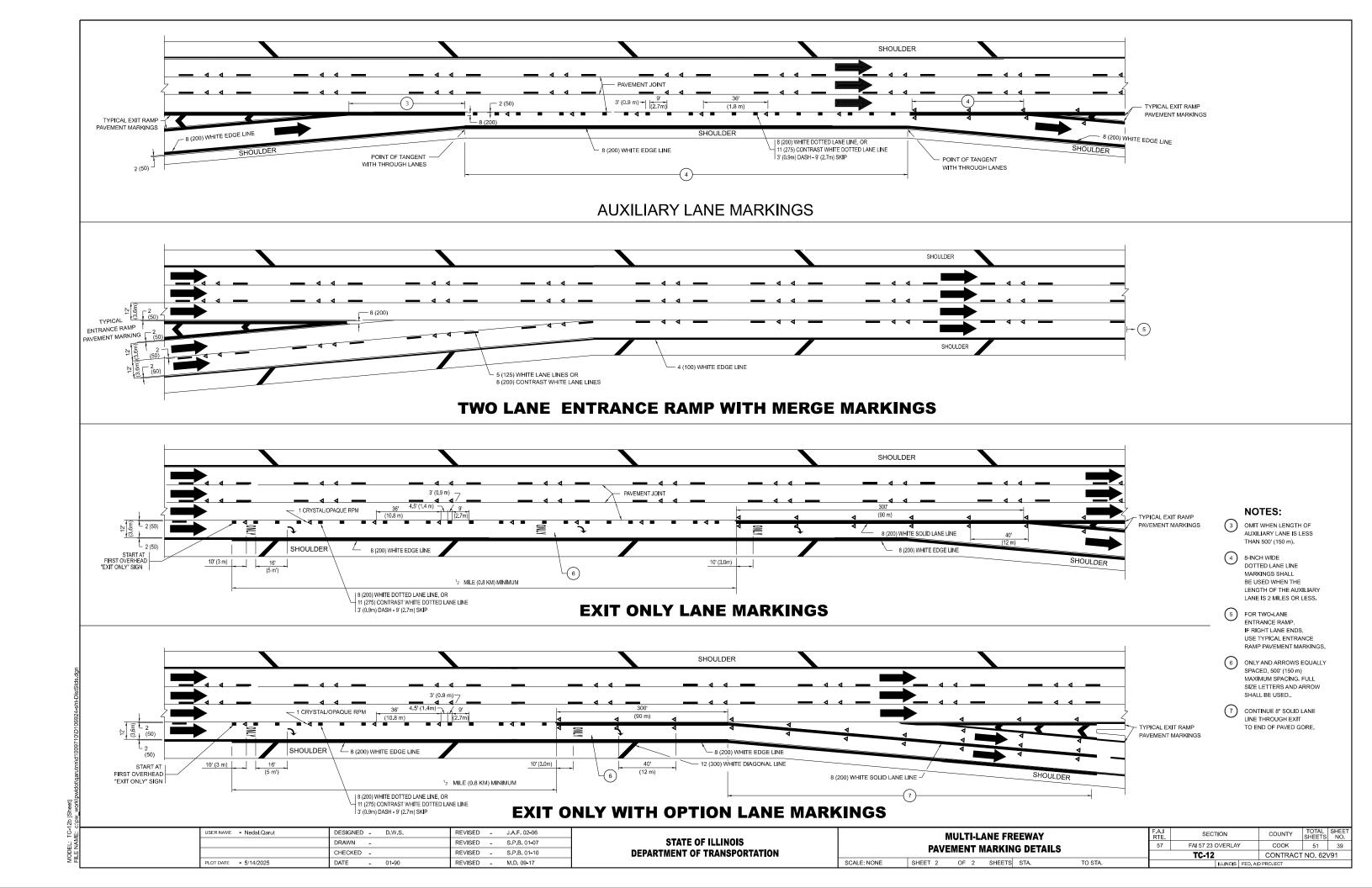
- 1. DOUBLE LANE LINE MARKERS SHALL BE USED UNLESS SPECIFIED OTHERWISE.
- EXCEPT AS SHOWN ON THE LANE REDUCTION TRANSITION AND FREEWAY EXIT
 RAMP DETAIL. MARKERS ARE NOT TO BE SPECIFIED ON RIGHT EDGE LINES.
- THE EXACT MARKER LIMITS, SPACING, AND COLOR SHALL BE INCLUDED IN THE PLANS WHEN STANDARD SPECIFICATIONS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

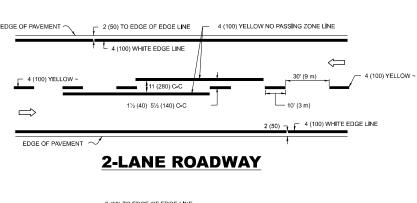
All dimensions are in inches (millimeters) unless otherwise shown.

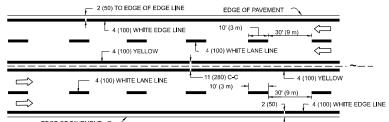
JSER NAME = Nedal.Qarut DESIGNED -REVISED - T. RAMMACHER 03-12-99 SECTION COUNTY **TYPICAL APPLICATIONS** STATE OF ILLINOIS REVISED - T. RAMMACHER 01-06-00 DRAWN FAI 57 23 OVERLAY COOK 51 37 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) CHECKED . **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 62V91 TC-11 SHEET 1 OF 1 SHEETS STA. REVISED - C. JUCIUS 07-01-13 PLOT DATE = 5/14/2025 DATE

MODEL: 1C-11 [Sheet] FILE NAME: c:\pw_work\pwidot\qarutnn\d1009710\D10692

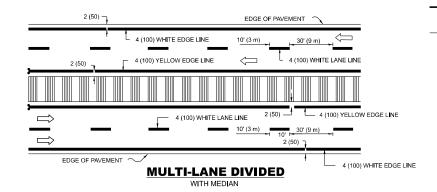




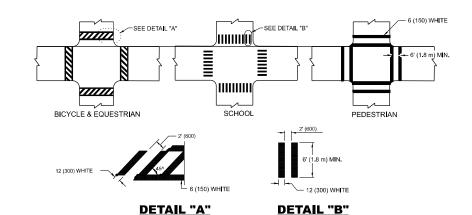




MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

DESIGNED - EVERS

DRAWN

DATE

CHECKED .

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

JSER NAME = Nedal.Qarut

PLOT DATE = 5/14/2025

TWO-4 (100) YELLOW @ 11 (280) C-C 4' (1.2 m) OUTSIDE TO NO DIAGONALS TWO-4 (100) YELLOW @ 11 (280) C-C

@ 10' (3 m) OR LESS SPACING

8 (200) WHITE

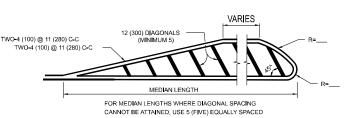
ISLAND OFFSET FROM PAVEMENT EDGE

8 (200) WHITE -

ISLAND AT PAVEMENT EDGE

RAISED

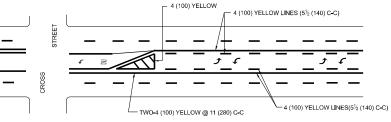
4' (1.2 m) WIDE MEDIANS ONLY



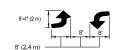
DIAGONAL LINES. 50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

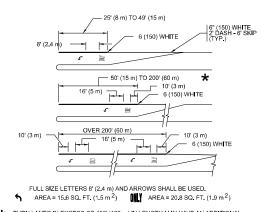
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))



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

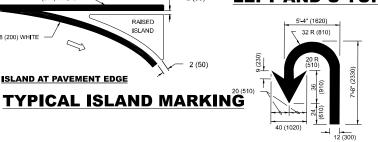


TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF

TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

COMBINATION **LEFT AND U-TURN**



LANE REDUCTION **TRANSITION**

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

D(FT)

665

SPEED LIMIT

50

U-TURN WIDTH OF LINE PATTERN TYPE OF MARKING COLOR SPACING / REMARKS CENTERLINE ON 2 LANE PAVEMENT SKIP-DASH YELLOW 10' (3 m) LINE WITH 30' (9 m) SPACE SOLID YELLOW NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS 2 @ 4 (100) OMIT SKIP-DASH CENTERLINE BETWEEN LANE LINES SKIP-DASH SKIP-DASH 10' (3 m) LINE WITH 30' (9 m) SPACE 4 (100) 5 (125) ON FREEWAYS DOTTED LINES SAME AS LINE BEING SAME AS LINE BEING SKIP-DASH 2' (600) LINE WITH 6' (1.8 m) SPACE EXTENSIONS OF CENTER, LANE OR EXTENDED EXTENDED URN LANE MARKINGS) EDGE LINES SOLID OUTLINE MEDIANS IN YELLOW 4 (100) YELLOW-LEFT WHITE-RIGHT 6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m)) SEE TYPICAL TURN LANE MARKING DETAIL 2 @ 4 (100) EACH DIRECTION SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL 8' (2.4m) LEFT ARROW CROSSWALK LINES (PEDESTRIAN NOT LESS THAN 6' (1.8 m) APART A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL) SEE TYPICAL CROSSWALK MARKING DETAILS PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE STOP LINES 24 (600) SOLID WHITE PAINTED MEDIANS SOLID 11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING. 2 @ 4 (100) WITH 12 (300) DIAGONALS YELLOW: TWO WAY TRAFFIC ONE WAY TRAFFIC NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS 8 (200) WITH 12 (300) DIAGONALS @ 45° DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h)) 24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS: 16 (400) RAILROAD CROSSING 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) WHITE - RIGHT YELLOW - LEFT SHOULDER DIAGONALS (REQUIRED FOR 12 (300) @ 45° SOLID 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)) SHOULDERS ≥ 8') U TURN ARROW SEE DETAIL SOLID 2 ARROW COMBINATION LEFT AND U TURN SOLID

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

COUNTY **DISTRICT ONE** FAL57 23 OVERLAY COOK 51 40 TYPICAL PAVEMENT MARKINGS CONTRACT NO. 62V91 OF 1 SHEETS STA. SHEET 1

C. JUCIUS 07-01-13

C. JUCIUS 09-09-09

REVISED -

REVISED -

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

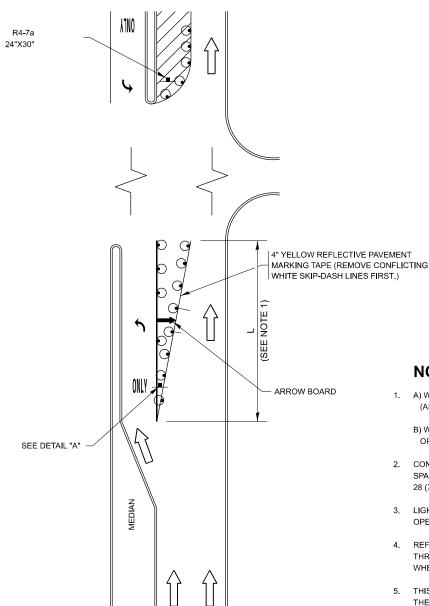


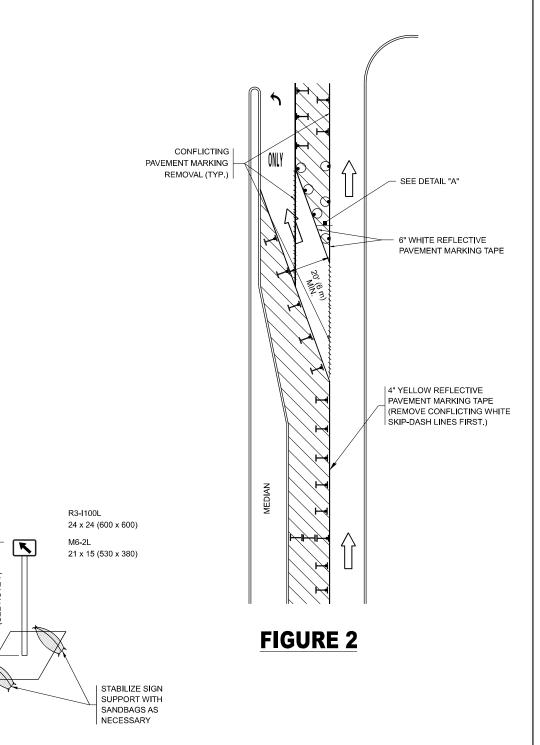
FIGURE 1

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.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

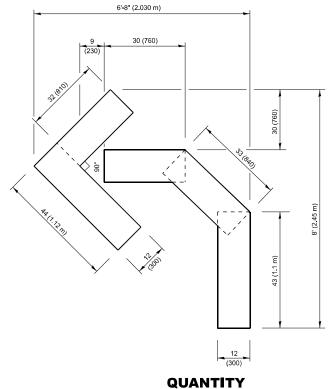
SCALE: NONE

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

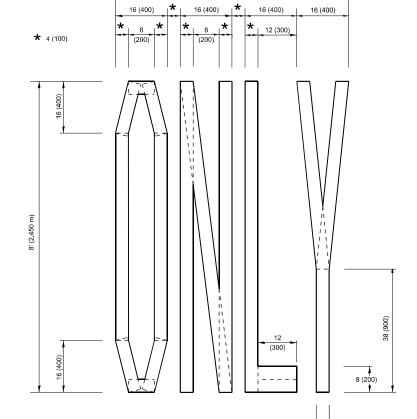
USER NAME = Nedal.Qarut	DESIGNED	-	1. RAMMACHER 09-08-94	REVISED	- R. BORO 09-14-09
	DRAWN	-	A. HOUSEH 11-07-95	REVISED	- A. SCHUETZE 07-01-13
	CHECKED	-	A. HOUSEH 10-12-96	REVISED	- A. SCHUETZE 09-15-16
PLOT DATE = 5/14/2025	DATE	-	T. RAMMACHER 01-06-00	REVISED	-

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

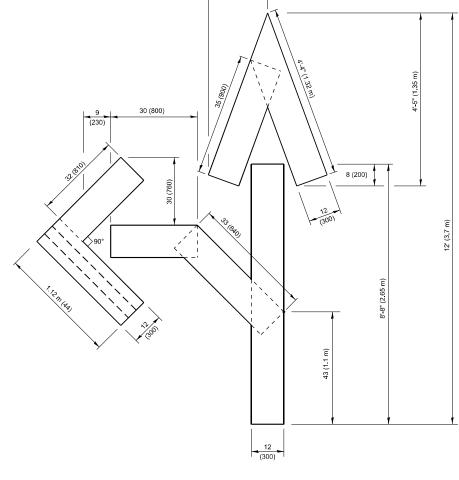
TRAFF	IC CONTR	OL AND	PROTE	CTION A	AT TURN BAYS	F.A.I RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	(TO REMAIN OPEN TO TRAFFIC)						FAI 57 23 OVERLAY	COOK	51	41	
	(10 K	FINAII	OI LIV I	O IIIAI I	10)	TC-14 CONTRACT			T NO. 62	NO. 62V91	
ONE	SHFFT 1	OF 1	SHEETS	STA	TO STA.	ILLINOIS EED AID PROJECT					



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)

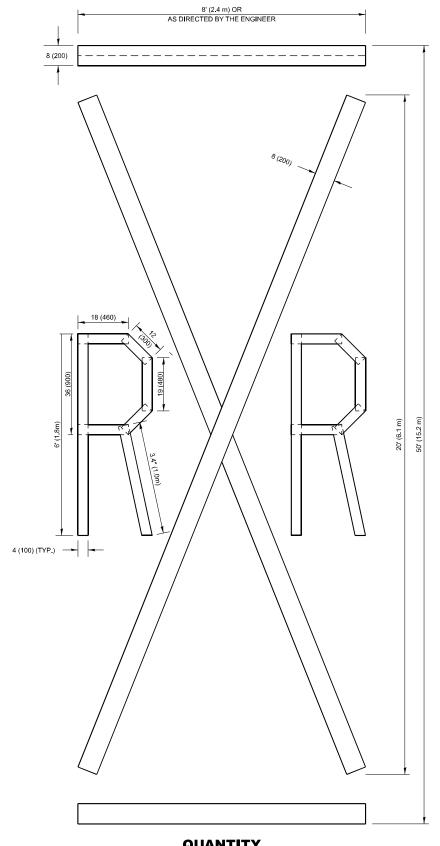


QUANTITY

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.

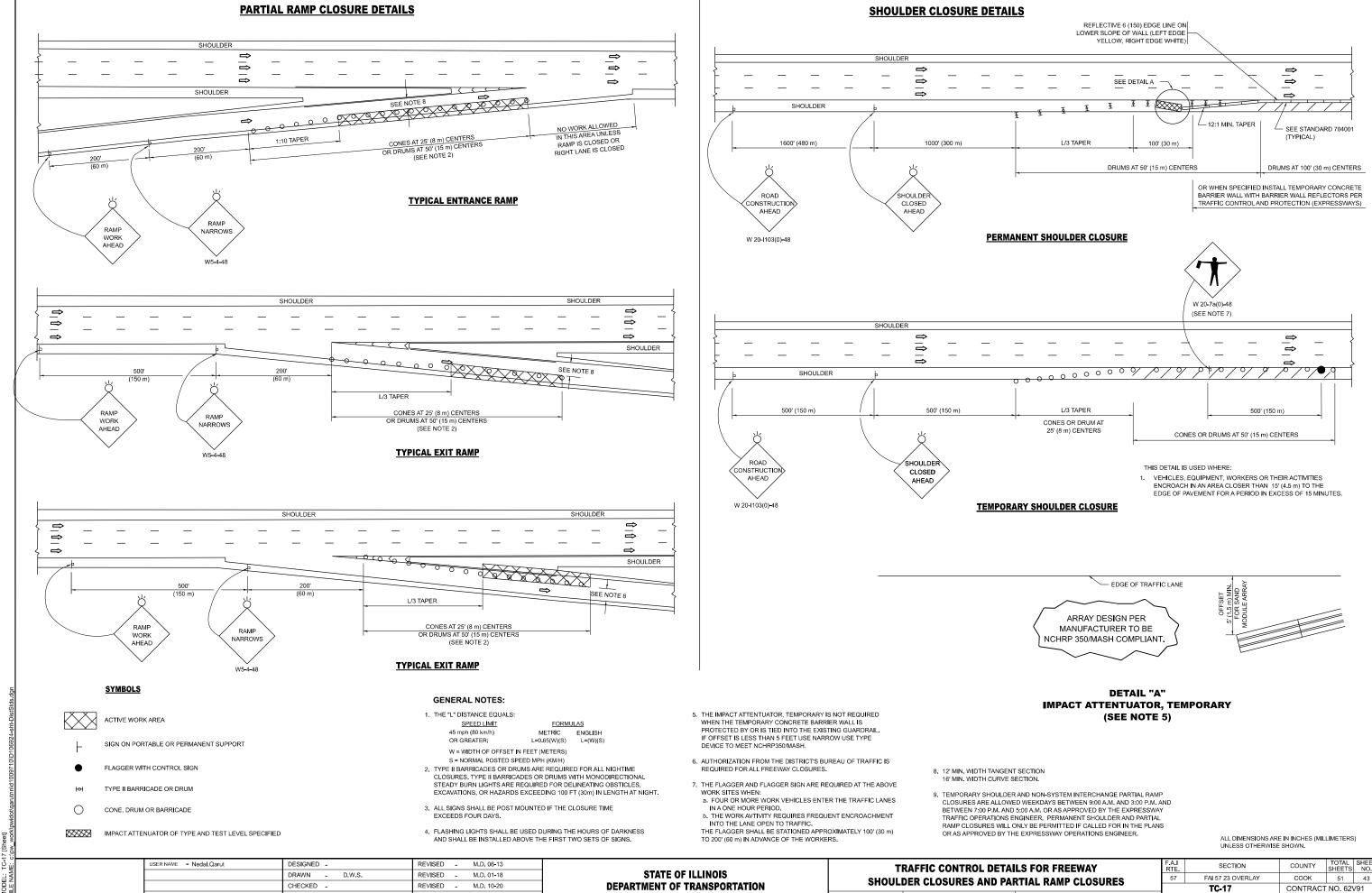
USER NAME = Nedal.Qarut	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 5/14/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

21.4 sq. ft. (1.99 sq. m)

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SCALE: NONE

SHORT TE	RM PAVI	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS								COUNTY	TOTAL SHEETS	SHEET NO.
								FAI 57 23 OVERI	LAY	соок	51	42
								TC-16		CONTRACT	NO. 62	/91
ALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA. ILLINOIS FED. AID PROJECT					O PROJECT							



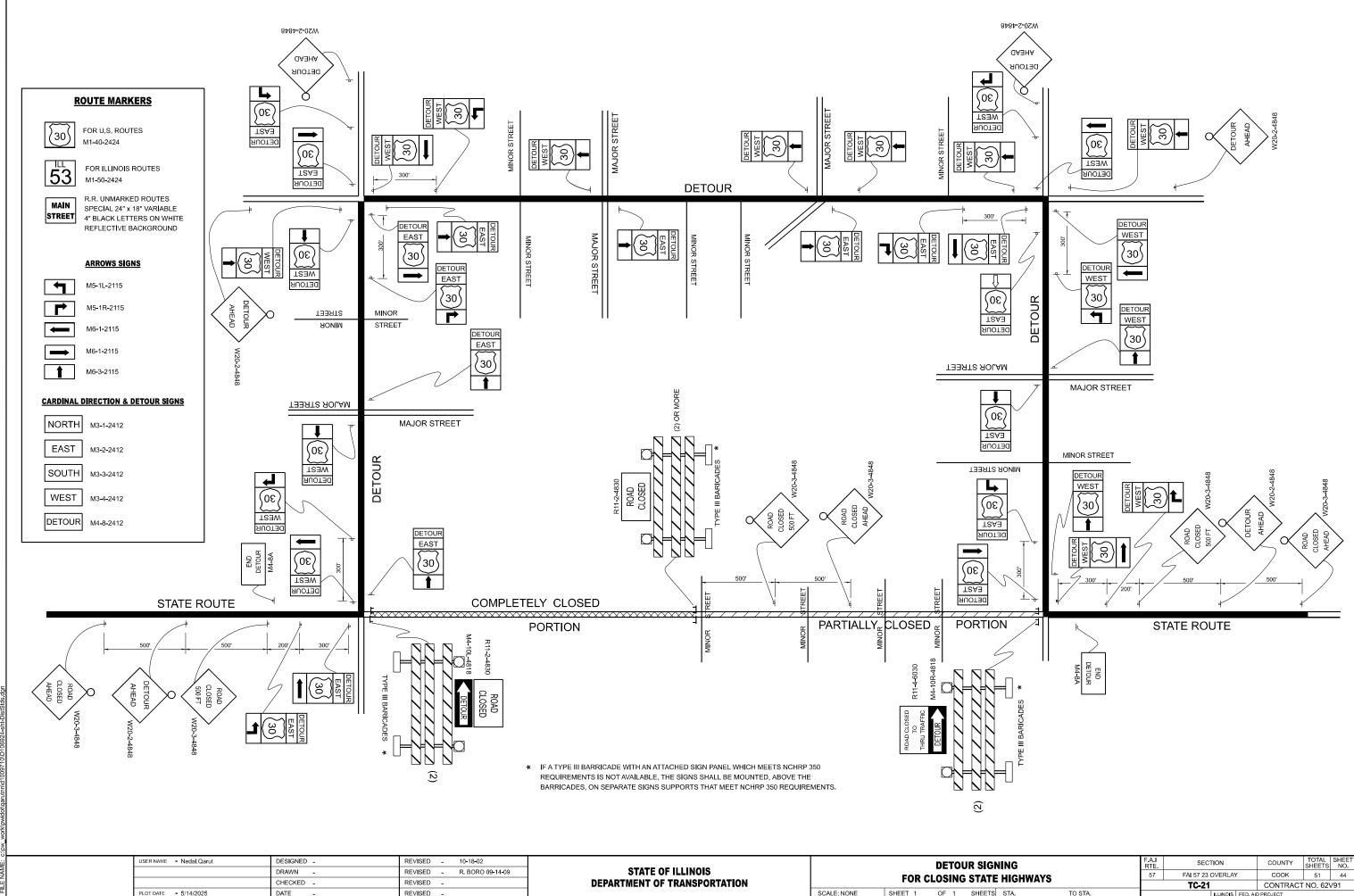
SHEET 1 OF 1 SHEETS STA.

PLOT DATE = 5/14/2025

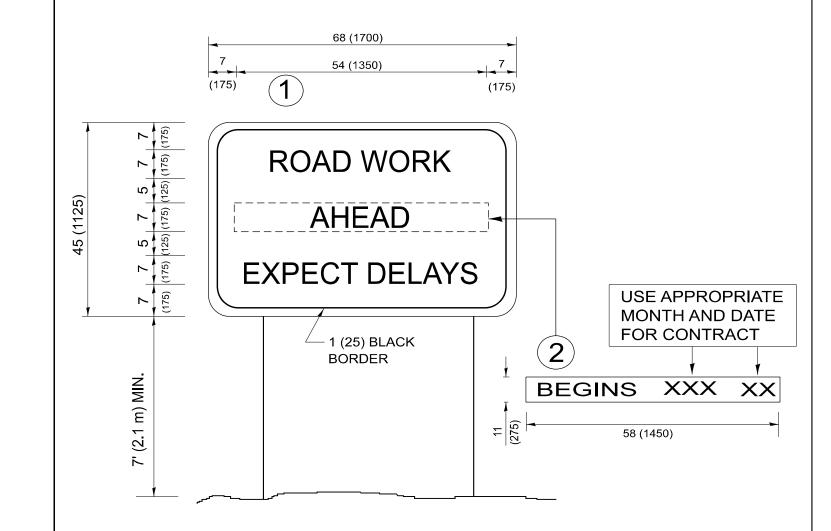
DATE

REVISED -

D.S. 05-24



OF 1 SHEETS STA.

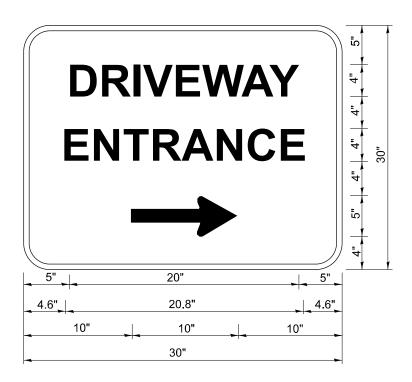


NOTES:

- 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 = Nedal.Qarut	DESIGNED -	REVISED - R. MIRS 09-15-97				ΔRTFR	RIAL ROAD		F.A.I. RTF	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS				57	FAI 57 23 OVERLAY	соок	51	45		
PLOT SCALE = 0.16666633 ' / in.	CHECKED -	REVISED _T. RAMMACHER 02-02-99	DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN					TC-22	CONTRACT NO. 62V91		/91	
PLOT DATE = 5/14/2025	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE:NONE	SHEET 1	OF 1	SHEETS STA.	TO STA.		ILLINOIS FED. AII		AID PROJECT	



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

NOTES:

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

USER NAME = Nedal.Qarut	DESIGNED -	REVISED	-	C. JUCIUS 02-15-07
	DRAWN -	REVISED	-	
	CHECKED -	REVISED	-	
PLOT DATE = 5/14/2025	DATE -	REVISED	-	

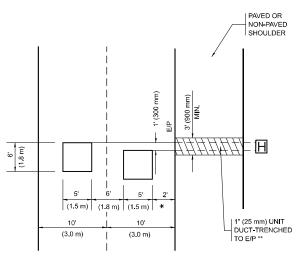
SCALE: NONE

DRIVE	WAY EN	ITRANG	CE SIGNII	NG	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
					57	FAI 57 23 OVERLAY	COOK	51	46	
						TC-26 CONTRACT NO. 62V9°				
SHEET 1	OF 1	SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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

* = (600 mm)



* * UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS

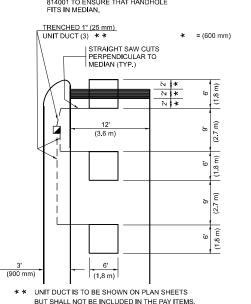
BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

LEFT TURN LANES WITH MEDIANS

VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

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



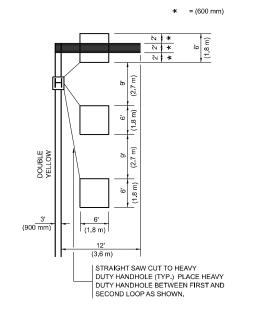
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO

PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

LEFT TURN LANES WITHOUT MEDIANS

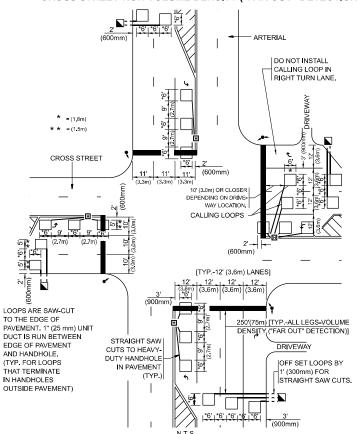
VOLUME DENSITY ("FAR OUT" DETECTION) ON SAME APPROACH

(PROTECTED / PERMITTED LEFT TURN PHASING)

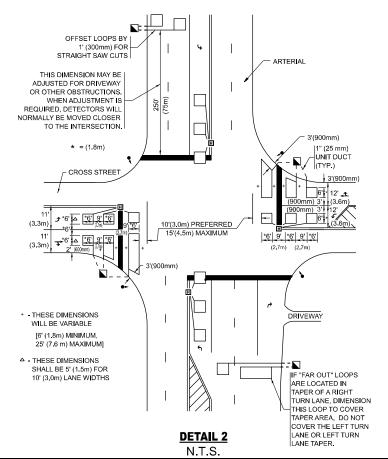


NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



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



NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED,
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE
- * 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
- * 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.

DETAIL 1 N.T.S.

USER NAME = Nedal.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED - R.K.F.	REVISED -
PLOT DATE = 5/14/2025	DATE -	REVISED -

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DIS	STRICT 1 - DETAILS					STALLATION IRFACING
SCALE: NONE	SHEET 1	OF	1	SHEETS	STA.	TO STA.

F.A.I RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
57	FAI 57 23 OVERLAY	соок	51	47	
	TS-07	CONTRACT NO. 62V91			
	ILLINOIS	FED. All	D PROJECT		

