

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR.BJR 25	COOK	63	1
ILLINOIS		CONTRACT NO. 80B44		

* 63 + 1 = 64 TOTAL SHEETS

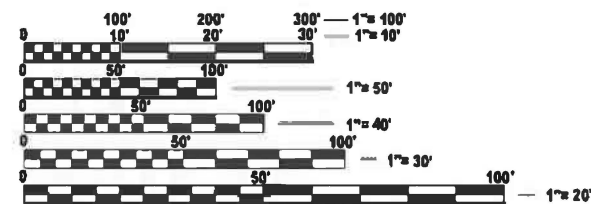
FOR INDEX OF SHEETS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGE OF ALSIP

TRAFFIC DATA

2023 ADT = 25,000
POSTED SPEED LIMIT = 35 MPH
MINOR ARTERIAL

**FAU. ROUTE 3778: PULASKI RD/CRAWFORD AVE.
SECTION (1313VB-VC-WPGM) BDR,BJR 25
PROJECT BR-STP-TVMM(566)
STANDARD OVERLAY, GUARDRAIL, BRIDGE DECK OVERLAY,
BRIDGE JOINT REPLACEMENT / REPAIR
COOK COUNTY
C-91-009-26**

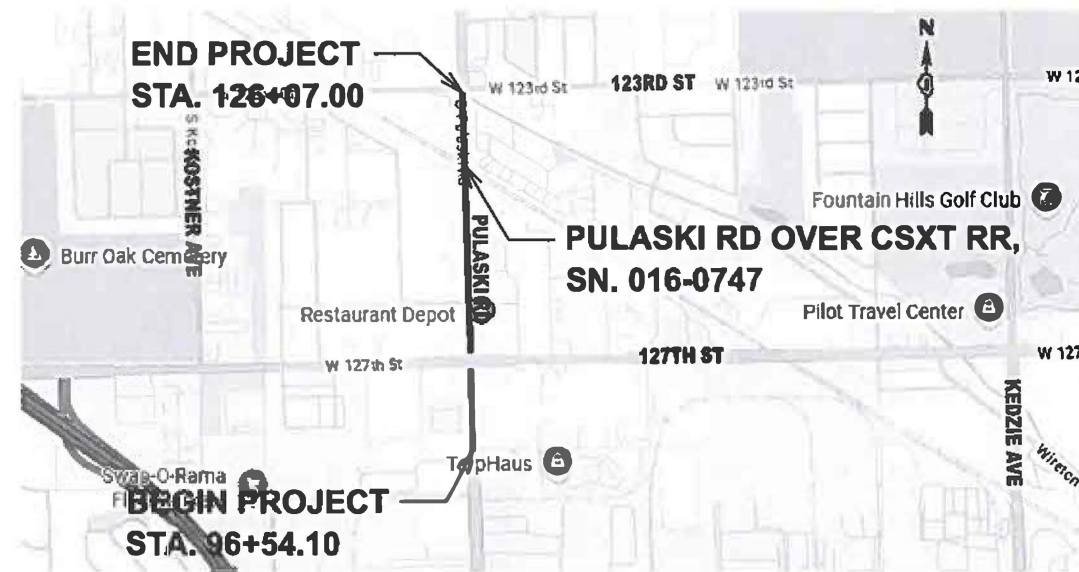


**FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.**

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

PROJECT ENGINEER: LUKASZ POCIECHA, (847)705-4255
PROJECT MANAGER: VESELIN VELICHKOV

CONTRACT NO. 80B44



GROSS LENGTH = 2800 FT. = 0.53 MILE
NET LENGTH = 2800 FT. = 0.53 MILE



Brad W. Mack
BRAD MACK, S.E.
IL. LIC. NO. 081-087166
EXP: 11/30/2026
DATE: 5/1/2026
SIGNATURE AND SEAL APPLIED
SHEETS 38-52



Matthew Heisterger
MATTHEW T. HEISTERGER, P.E.
IL. LIC. NO. 042-075354
EXP: 11/30/2027
DATE: 5/1/2026
SIGNATURE AND SEAL APPLIES
SHEETS 1-37 AND 53-63



CONTACT: MATT HEIBERGER (312) 467-0123

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED May 7 2026
[Signature]

REGIONAL ENGINEER

June 26 2026
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

June 26 2026
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

REV-SEP

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54-63	DISTRICT 1 HIGHWAY STANDARDS

IDOT HIGHWAY STANDARDS

STANDARD NO.	DRAWING NAME
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-04	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-04	NAME PLATE FOR BRIDGES
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
606306-04	CORRUGATED PC CONCRETE MEDIANS
630001-13	STEEL PLATE BEAM GUARDRAIL
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
631033-09	TRAFFIC BARRIER TERMINAL, TYPE 6B
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
701601-09	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NONTRAVERSABLE MEDIAN
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

DISTRICT 1 STANDARDS

STANDARD NO.	DRAWING NAME
BD-08	FRAMES AND LIDS ADJUSTMENT WITH MILLING
BD-24	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT
BD-32	BUTT JOINT AND HMA TAPER DETAIL
BD-34	DEPRESSED CURB & GUTTER AND SHOULDER TREATMENT AT TBT TY. 1 SPECIAL
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROAD, INTERSECTIONS, AND DRIVEWAYS
TC-11	RAISED REFLECTIVE PAVEMENT MARKERS (SNOW PLOW RESISTANT)
TC-13	TYPICAL PAVEMENT MARKINGS
TC-14	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)
TC-22	ARTERIAL ROAD INFORMATION SIGN
TC-26	DRIVEWAY ENTRANCE SIGNING

GENERAL NOTES

- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- THE RESIDENT ENGINEER SHALL CONTACT PATRICIA HARRIS, AREA TRAFFIC FIELD TECHNICIAN, VIA EMAIL AT PATRICIA.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 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 SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811 TO DETERMINE WHICH UTILITIES ARE WITHIN THE AREA. 48 HOUR NOTIFICATION IS REQUIRED.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AS REQUIRED.
- WHEN ARTIFICIAL LIGHTING IS UTILIZED IN NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTIONS IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC AND ADJACENT RESIDENTIAL AREAS.
- THE CONTRACTOR SHALL SWEEP AND CLEAN THE PAVEMENT SURFACE, PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL PROTECT EXISTING UTILITIES AND SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY IN ORDER TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
- THE CONTRACTOR SHALL CAREFULLY REMOVE OR EXCAVATE NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
- NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
- RESIDENT ENGINEER SHALL NOTIFY PACE AT transportation.engineer@pacebus.com AT LEAST 2 (TWO) WEEKS IN ADVANCE OF CONSTRUCTION SO THAT PACE CAN NOTIFY RIDERS OF IMPENDING CONGESTION, DELAYS, OR CHANGE IN ROUTING.
- ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- DRAINAGE ADJUSTMENTS OR RECONSTRUCTION LOCATIONS MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
- FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF BURIED STRUCTURES ACCORDING TO STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
- EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE, AND FREE OF RIDGES BETWEEN PASSES, ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
- THE AGGREGATE GRADATION FOR THE LOWER 9 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL BE CS 1 OR RR 1.
- THE "ROAD CONSTRUCTION AHEAD" SIGN SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21, DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE OF TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORK DAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.
- TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.

MODEL: Index [Sheet]
FILE NAME: c:\pw_work\pw_main\dmsh8830\80B44-SHT-Index.dgn

	USER NAME = AlexisF	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES PULASKI RD OVER CSXT RR					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - AF	REVISED -							377B	(1313VB-VC-WPGM) BDR,BJR 25	COOK	64	2
	PLOT SCALE = 0.16666633' / in.	CHECKED - MH	REVISED -							CONTRACT NO. 80B44				
	PLOT DATE = 6/5/2026	DATE - 4/24/2026	REVISED -							FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
	SCALE:		SHEET 1							OF 1	SHEETS	STA.		

MODEL: SQQ-1 [Sheet]
FILE NAME: c:\pw_work\pw_main\kims48830\B044-SHT-SQQ.dgn

SUMMARY OF QUANTITIES					TYPE CODE		
					URBAN	URBAN	URBAN
					ROADWAY	ROADWAY	BRIDGE
					80% FED 20% STATE	100% STATE	80% FED 20% STATE
	Code No.	Item	Unit	Total Quantity	0005	0005	0059
	20200100	EARTH EXCAVATION	CU YD	480	480		
	30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	657	657		
	35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	657	657		
	40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	2,633	2,633		
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	13,032	13,032		
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	5,136	5,136		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	878	878		
	40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	778	778		
	40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	1,622	1,622		
	42101300	PROTECTIVE COAT	SQ YD	759	759		
	44000100	PAVEMENT REMOVAL	SQ YD	1,133	1,133		
	44000161	HOT-MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	12,794	12,794		
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	677	677		
	44003100	MEDIAN REMOVAL	SQ FT	5,722	5,722		
	44004250	PAVED SHOULDER REMOVAL	SQ YD	502	502		
	44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	256	256		
	44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	256	256		
	44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	256	256		
	44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	256	256		
	48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	1,377	1,377		
	48203100	HOT-MIX ASPHALT SHOULDERS	TON	19	19		

* SPECIALTY ITEM

SUMMARY OF QUANTITIES					TYPE CODE		
					URBAN	URBAN	URBAN
					ROADWAY	ROADWAY	BRIDGE
					80% FED 20% STATE	100% STATE	80% FED 20% STATE
	Code No.	Item	Unit	Total Quantity	0005	0005	0059
	50102400	CONCRETE REMOVAL	CU YD	0.8			0.8
	50157300	PROTECTIVE SHIELD	SQ YD	893			893
	50300300	PROTECTIVE COAT	SQ YD	1,784			1784
	53101002	BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,227			1227
	53101410	BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4"	SQ YD	1,227			1227
	53212754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	320			320
	58700300	CONCRETE SEALER	SQ FT	320			320
	59200101	BRIDGE WASHING NO. 1	EACH	1			1
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	212	212		
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	465	465		
	60624600	CORRUGATED MEDIAN	SQ FT	5,722	5,722		
*	63000007	STEEL PLATE BEAM GUARDRAIL, TYPE B, 6 FOOT POSTS	FOOT	1,700	1,700		
*	63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1		
*	63100089	TRAFFIC BARRIER TERMINAL, TYPE 6B	EACH	4	4		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2		
	63200310	GUARDRAIL REMOVAL	FOOT	1,925	1,925		
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	480	480		
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	10	10		

	USER NAME = AlexisF	DESIGNED - DS	REVISED -
		DRAWN - DS	REVISED -
	PLOT SCALE = 0.16666633 ' / in.	CHECKED - MH	REVISED -
	PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
PULASKI RD OVER CSXT RR

SCALE: SHEET 1 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	3
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

MODEL: SOQ-2 [Sheet]
FILE NAME: c:\pwy_work\pwy_main\pms4883080944-SHT-SOQ.dgn

SUMMARY OF QUANTITIES					TYPE CODE		
					URBAN	URBAN	URBAN
					ROADWAY	ROADWAY	BRIDGE
					80% FED 20% STATE	100% STATE	80% FED 20% STATE
	Code No.	Item	Unit	Total Quantity	0005	0005	0059
	67100100	MOBILIZATION	L SUM	1	1		
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	60	60		
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	120	120		
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	5,036	5,036		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	5,753	5,753		
	70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	14,940	14,940		
	70307130	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE	FOOT	1,434	1,434		
	70307160	TEMPORARY PAVEMENT MARKING - LINE 12"- TYPE IV TAPE	FOOT	56	56		
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	712.5	712.5		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	662.5	662.5		
	70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2		
	70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	255	255		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12,158	12,158		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	442	442		
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	129	129		
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	48	48		
*	78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - STANDARD - LINE 7"	FOOT	118	118		
*	78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	938	938		
*	78011040	GROOVING FOR RECESSED PAVEMENT MARKING 8"	FOOT	118	118		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	170	170		

* SPECIALTY ITEM

SUMMARY OF QUANTITIES					TYPE CODE		
					URBAN	URBAN	URBAN
					ROADWAY	ROADWAY	BRIDGE
					80% FED 20% STATE	100% STATE	80% FED 20% STATE
	Code No.	Item	Unit	Total Quantity	0005	0005	0059
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	170	170		
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2,891	2,891		
	X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1		
	X0326766	CLEAN & RESEAL RELIEF JOINT	FOOT	150			150
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0	0		
	X4400221	CURB REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	100	100		
	X4400223	CURB REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	100	100		
	X5030250	BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,175			1175
	X5230154	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	8			8
	X5230170	DRAINAGE SCUPPERS (SPECIAL)	EACH	1			1
	X5230172	DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	8			8
	X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	2,800		2,800	
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	6	6		
	X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12		
	X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1		
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	267	267		
	X7830050	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL	EACH	12	12		
*	X7830052	RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT	EACH	12	12		
*	X8860105	DETECTOR LOOP REPLACEMENT	FOOT	300	300		
	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1	1		
	Z0012800	CONCRETE PAVEMENT SCARIFICATION	SQ YD	348	348		



USER NAME = AlexisF	DESIGNED - DS	REVISED -
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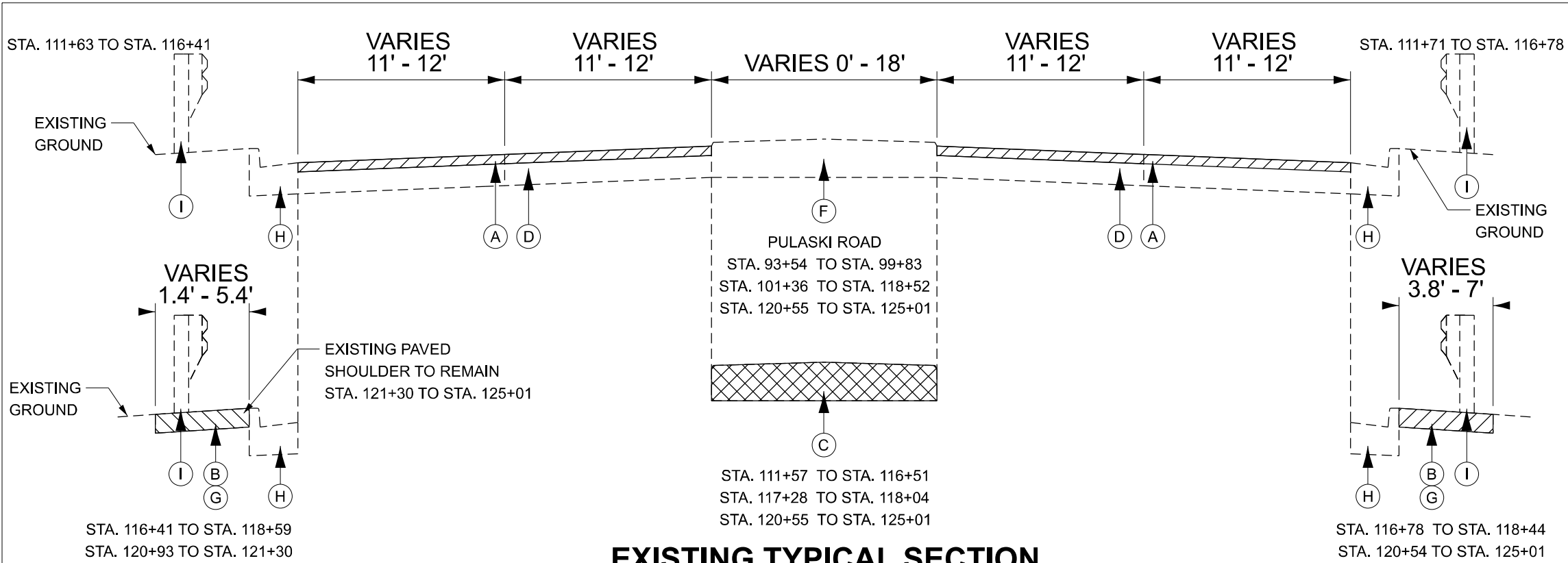
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
PULASKI RD OVER CSXT RR

SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	4
CONTRACT NO. 80B44				
FED, ROAD DIST, NO. 1	ILLINOIS	FED, AID PROJECT		

MODEL: Typical Section 1 [Sheet]
FILE NAME: c:\p\work\pw_main\dms4883080B44-SHT-Typical-Sections.dgn



EXISTING TYPICAL SECTION

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- (B) PAVED SHOULDER REMOVAL
- (C) MEDIAN REMOVAL
- (D) EXISTING PAVEMENT, $\pm$ 10"
- (E) EXISTING PAVEMENT, $\pm$ 13"
- (F) EXISTING MEDIAN
- (G) EXISTING SHOULDER
- (H) EXISTING CURB AND GUTTER
- (I) EXISTING GUARDRAIL
- (J) EXISTING SIDEWALK

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2",
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (2) HOT-MIX ASPHALT BASE COURSE, 10"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (6) HOT-MIX ASPHALT SHOULDERS, 6"
- (7) PROPOSED GUARDRAIL
- (8) CORRUGATED CONCRETE MEDIAN

NOTES:

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



USER NAME = AlexisF	DESIGNED - DS	REVISED -
	DRAWN - DS	REVISED -
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PLOT DATE = 6/8/2026	DATE - 4/24/2026	REVISED -

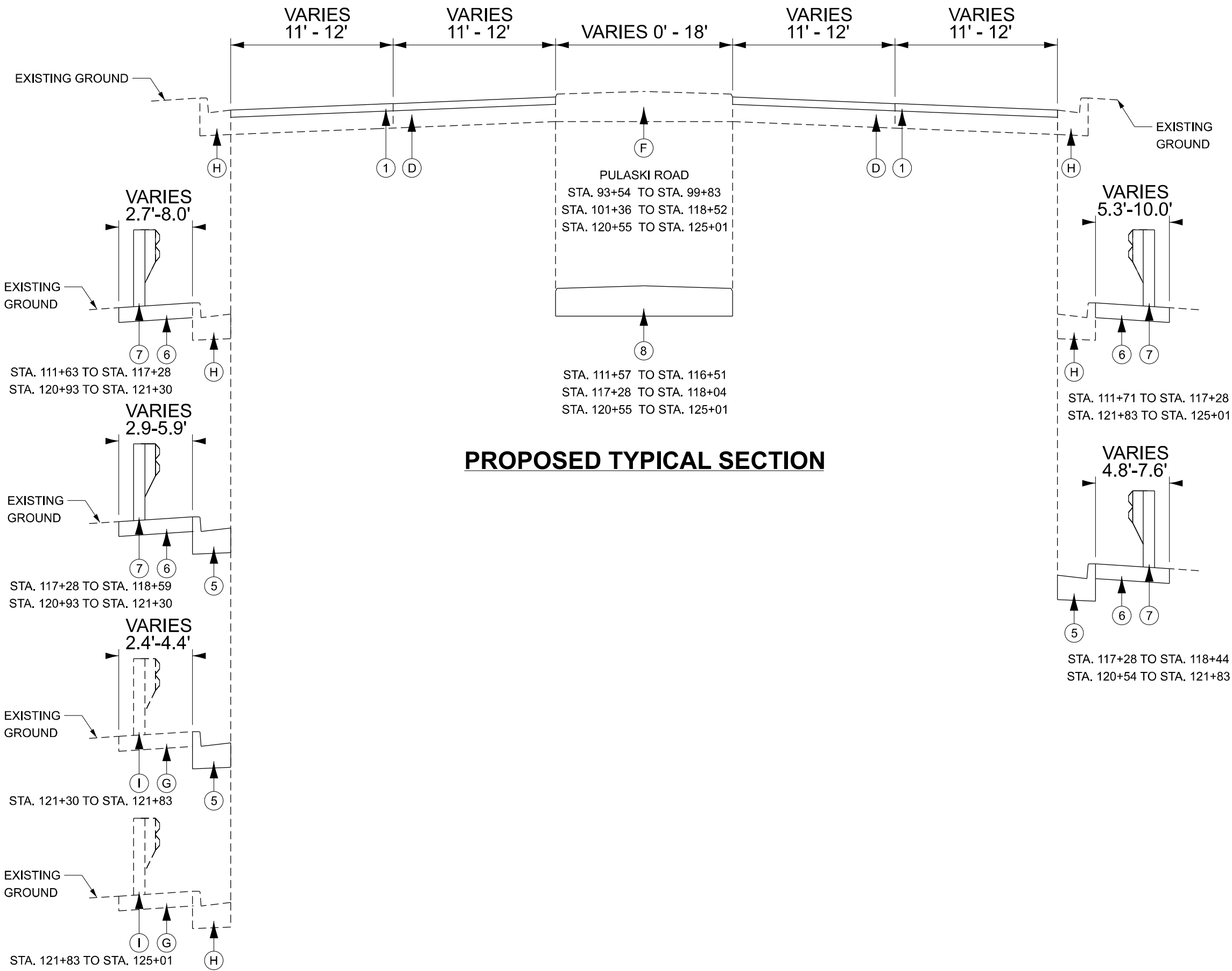
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS PULASKI RD OVER CSXT RR

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	64	6
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

MODEL: Typical Section 2 (Sheet)
FILE NAME: c:\pwworking\main\dm4830\80B44-SHT-Typical Sections.dgn



PROPOSED TYPICAL SECTION

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- (B) PAVED SHOULDER REMOVAL
- (C) MEDIAN REMOVAL
- (D) EXISTING PAVEMENT, $\pm$ 10"
- (E) EXISTING PAVEMENT, $\pm$ 13"
- (F) EXISTING MEDIAN
- (G) EXISTING SHOULDER
- (H) EXISTING CURB AND GUTTER
- (I) EXISTING GUARDRAIL
- (J) EXISTING SIDEWALK

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2", POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (2) HOT-MIX ASPHALT BASE COURSE, 10"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (6) HOT-MIX ASPHALT SHOULDERS, 6"
- (7) PROPOSED GUARDRAIL
- (8) CORRUGATED CONCRETE MEDIAN

NOTES:

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



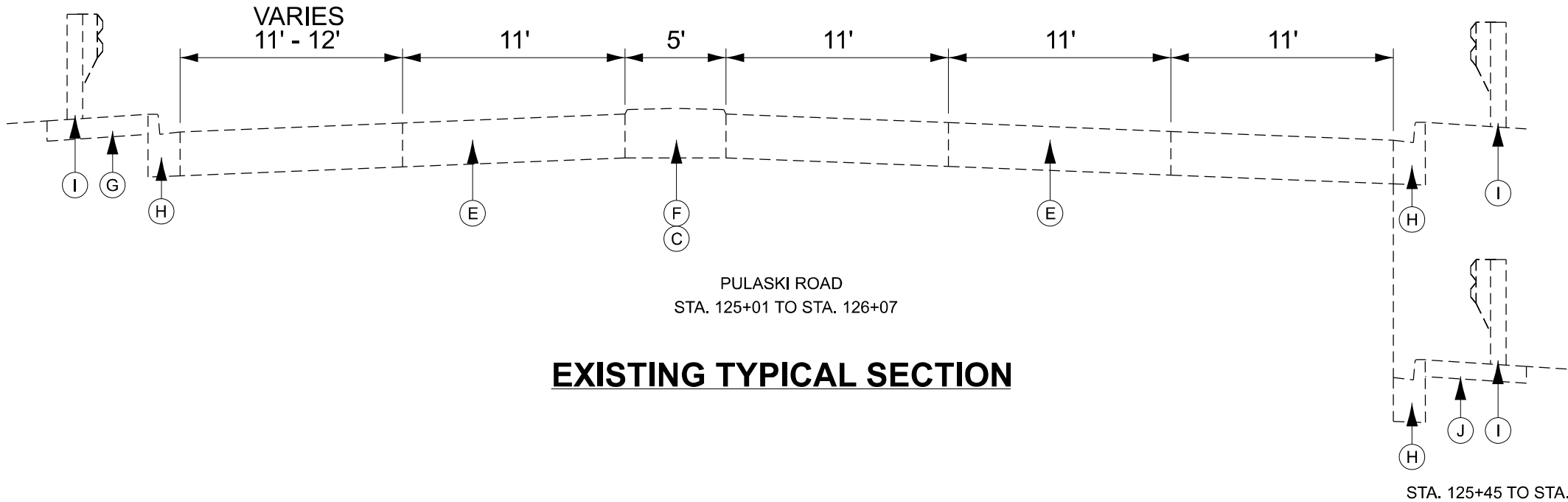
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PLOT DATE = 6/8/2026	DATE - 4/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

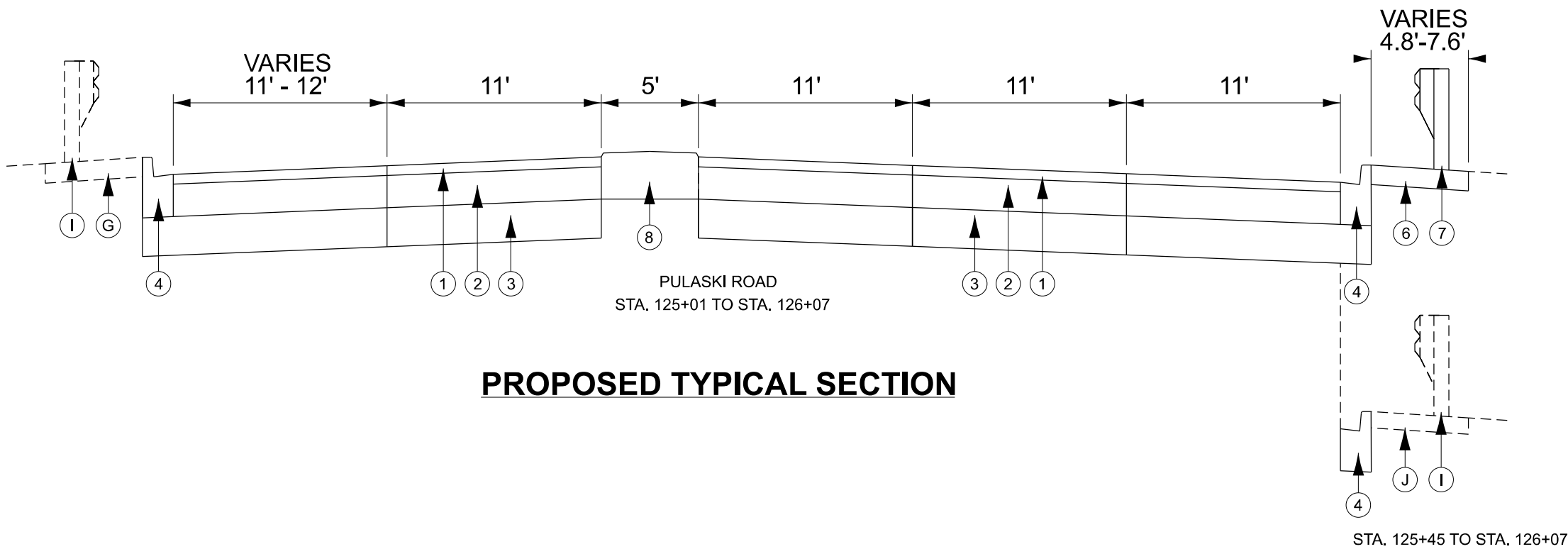
TYPICAL SECTIONS PULASKI RD OVER CSXT RR

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	64	7
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 3"
- (B) PAVED SHOULDER REMOVAL
- (C) MEDIAN REMOVAL
- (D) EXISTING PAVEMENT, ± 10"
- (E) EXISTING PAVEMENT, ± 13"
- (F) EXISTING MEDIAN
- (G) EXISTING SHOULDER
- (H) EXISTING CURB AND GUTTER
- (I) EXISTING GUARDRAIL
- (J) EXISTING SIDEWALK

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2", POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (2) HOT-MIX ASPHALT BASE COURSE, 10"
- (3) AGGREGATE SUBGRADE IMPROVEMENT, 12"
- (4) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
- (5) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- (6) HOT-MIX ASPHALT SHOULDERS, 6"
- (7) PROPOSED GUARDRAIL
- (8) CORRUGATED CONCRETE MEDIAN

NOTES:

- THE CONTRACTOR SHALL DO PAVEMENT MILLING FIRST, THEN PATCHING THE ROADWAY PER BD-22 DETAIL.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HMA BINDER COURSE, IL-4.75, N50.

MODEL: Typical Section 3 [Sheet]
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PLOT DATE = 6/8/2026	DATE - 4/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PULASKI RD OVER CSXT RR

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	64	8
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

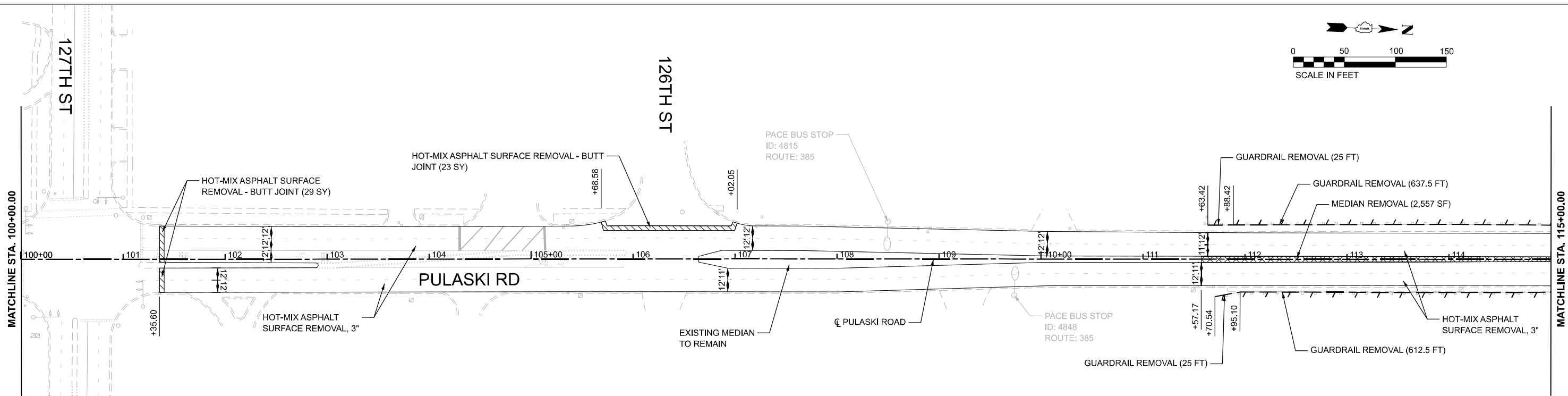
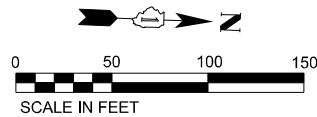
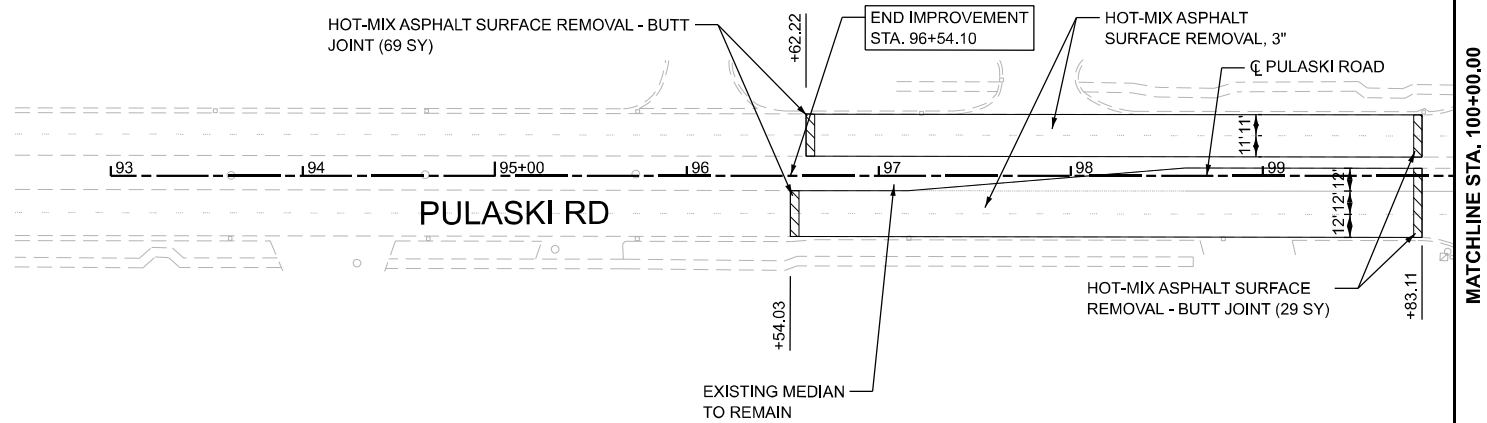
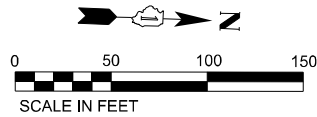
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ Ndes	
RESURFACING AND BUTT JOINT		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"	3.5% @ 50 GYR	QC/QA
PAVEMENT RECONSTRUCTION		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR	QCP
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"	3.5% @ 50 GYR	QC/QA
HOT-MIX ASPHALT BASE COURSE (HOT-MIX ASPHALT BINDER, IL-19.0), 10"	4.0% @ 90 GYR	QC/QA
GUARDRAIL (HMA SHOULDERS 6")		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 6"	4.0% @ 70 GYR	QC/QA
GUARDRAIL SLOPE STABILIZATION (HMA SHOULDERS)		
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2.25" MIN	4.0% @ 70 GYR	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4.0% @ 70 GYR	QC/QA
TEMPORARY PAVEMENT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N70, 2"	4.0% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BINDER, IL-19.0, N70, 8"	4.0% @ 70 GYR	QC/QA

QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)

MIXTURE REQUIREMENT NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
3. WHEN SHOULDER RESURFACING OF 6 FEET OR LESS IS ALLOWED TO BE PLACED SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE, THE MAINLINE QUALITY MANAGEMENT PROGRAM WILL BE ENFORCED FOR THE MAINLINE AND SHOULDER.

MODEL: Typical Section 4 (Sheet)
FILE NAME: c:\paw_work\paw_main\cms4883080B44-SHT-Typical-Sections.dgn



NOTES

- 1. STORM SEWER CLEANING PAID FOR AS STORM SEWERS TO BE CLEANED 12" (X5537800). THERE WILL BE NO ADDITIONAL COMPENSATION FOR VARIATION IN STORM SEWER SIZE.

MODEL: PULASKI-CJ - Plan 1 [Sheet]
FILE NAME: c:\pw_work\pw_main\cns4883080B44-SHT-removal-01.dgn



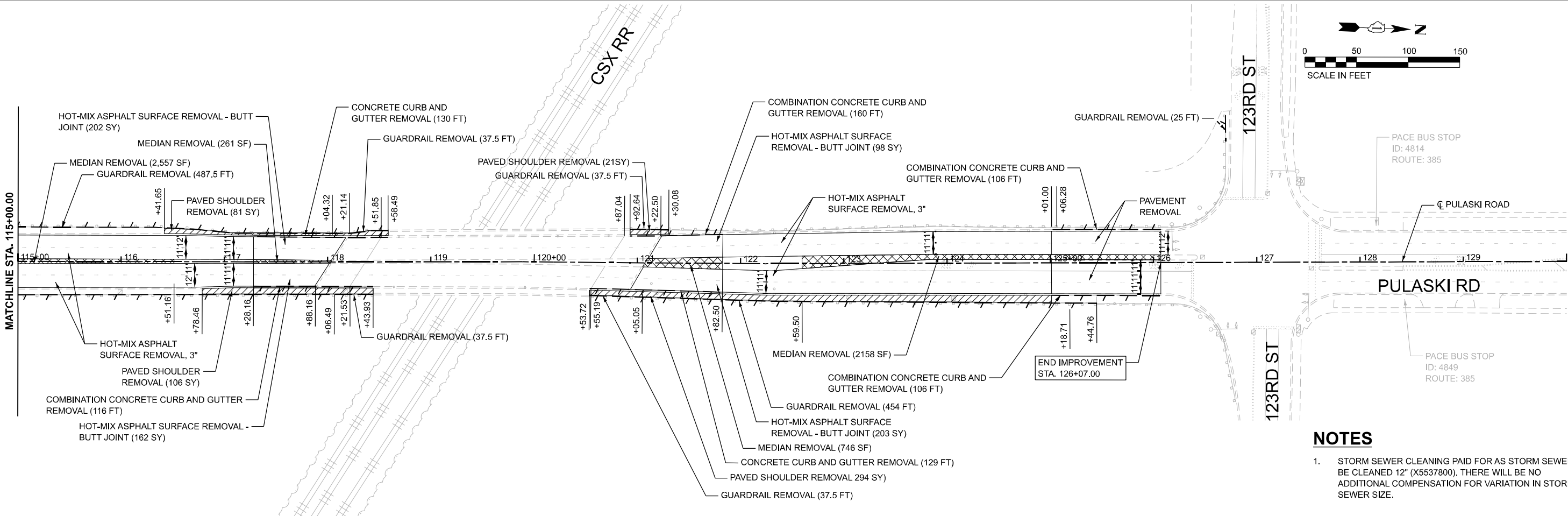
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	DRAWN - DS	REVISED -
PLOT SCALE = 0.16666633" / in.	CHECKED - MH	REVISED -
PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS
PULASKI RD OVER CSXT RR

SCALE: 1"=50'	SHEET 1	OF 2	SHEETS	STA. 93+00.00	TO STA. 115+00.00
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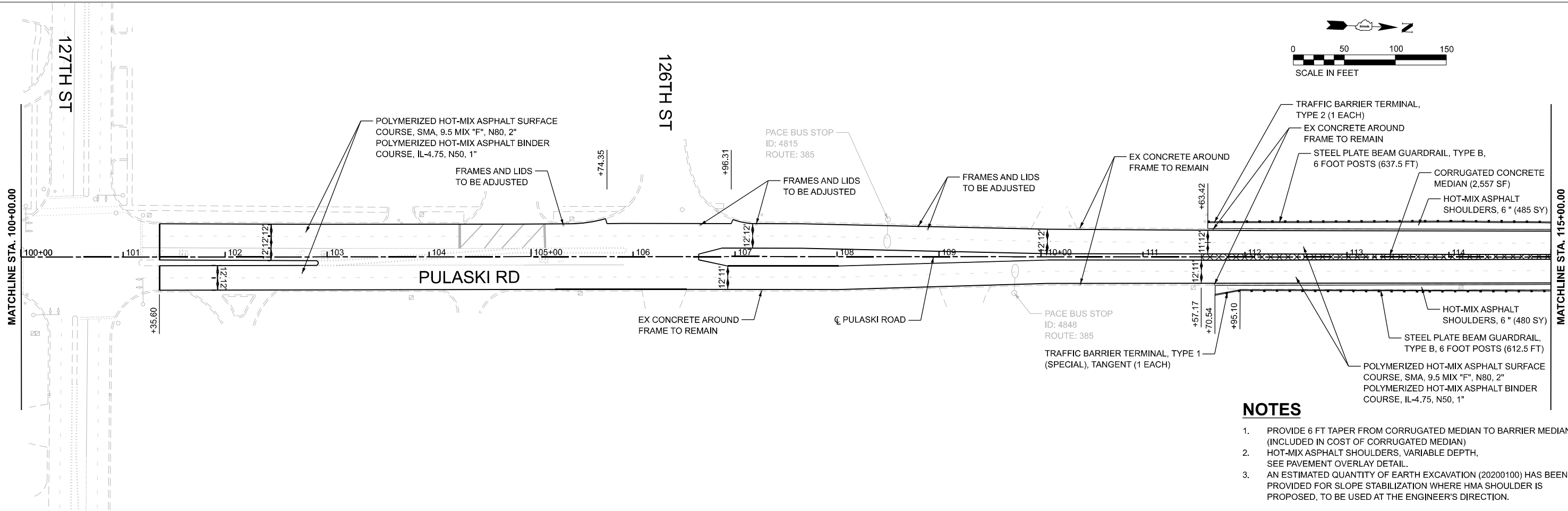
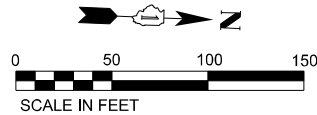
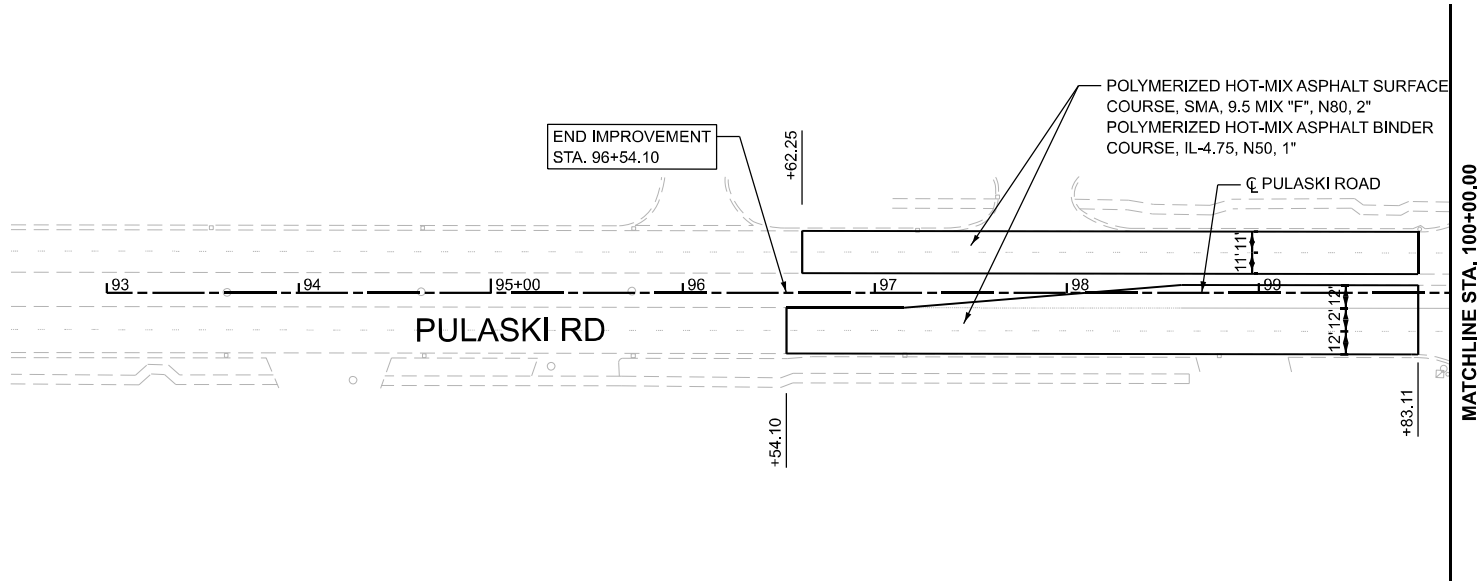
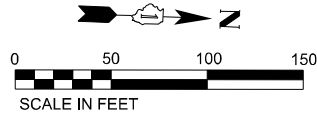
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	9
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



- NOTES**
- STORM SEWER CLEANING PAID FOR AS STORM SEWERS TO BE CLEANED 12" (X5537800). THERE WILL BE NO ADDITIONAL COMPENSATION FOR VARIATION IN STORM SEWER SIZE.

MODEL: PULASKI-CJ - Plan 2 (Sheet)
FILE NAME: c:\pw_work\pw_main\oms4883080B44-SHT-removal-02.dgn

 TERRA ENGINEERING LTD.	USER NAME = AlexisF	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL PLANS PULASKI RD OVER CSXT RR					F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DS	REVISED -							3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	10
	PLOT SCALE = 0.16666633' / in.	CHECKED - MH	REVISED -							CONTRACT NO. 80B44				
	PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -							FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
					SCALE: 1"=50'	SHEET 2	OF 2 SHEETS	STA. 115+00.00	TO STA. 130+00.00					

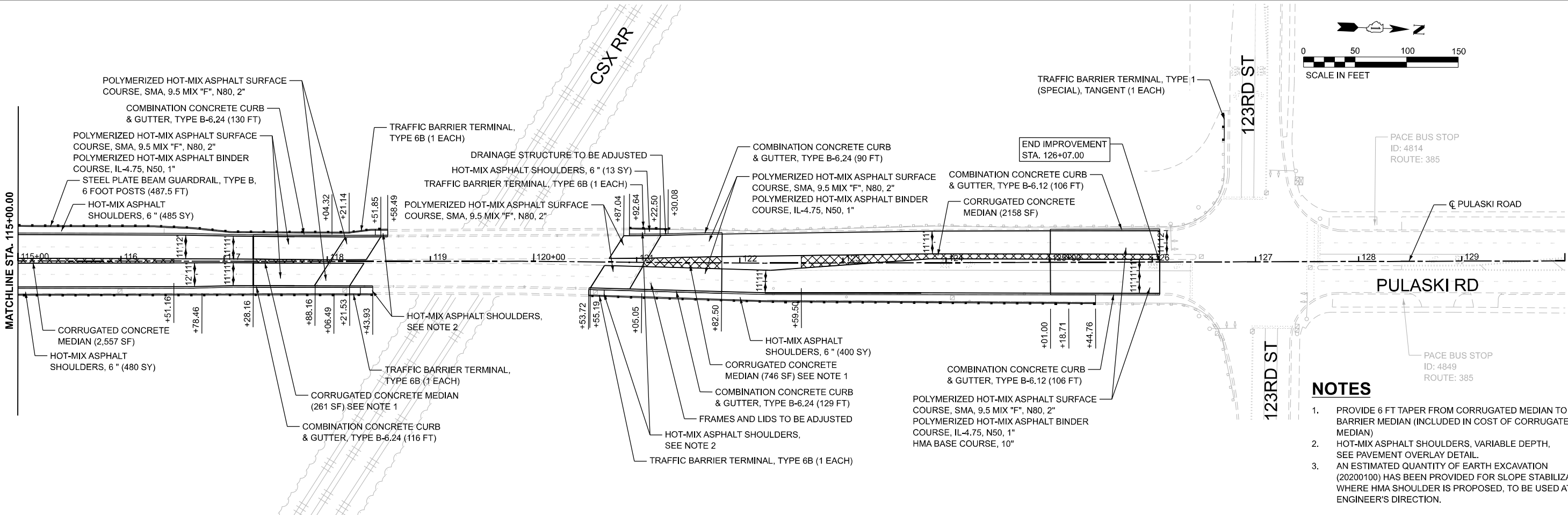


NOTES

1. PROVIDE 6 FT TAPER FROM CORRUGATED MEDIAN TO BARRIER MEDIAN (INCLUDED IN COST OF CORRUGATED MEDIAN)
2. HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH, SEE PAVEMENT OVERLAY DETAIL.
3. AN ESTIMATED QUANTITY OF EARTH EXCAVATION (20200100) HAS BEEN PROVIDED FOR SLOPE STABILIZATION WHERE HMA SHOULDER IS PROPOSED, TO BE USED AT THE ENGINEER'S DIRECTION.

MODEL: PULASKI-CJ - Plan 1 [Sheet]
FILE NAME: c:\pw_work\pw_main\oms4883080B44-SHT-plan-01.dgn

	USER NAME = AlexisF		DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED ROADWAY PLAN PULASKI RD OVER CSXT RR					F.A.U. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - AF		REVISIONS	REVISED -							3778	(1313VB-VC-WPGM) BDR,BJR 25		COOK	63	11
	PLOT SCALE = 0.16666633" / in.		CHECKED - MH	REVISED -							CONTRACT NO. 80B44					
	PLOT DATE = 4/22/2026		DATE - 4/24/2026	REVISED -							FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT					
SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 93+00.00 TO STA. 115+00.00																



- NOTES**
1. PROVIDE 6 FT TAPER FROM CORRUGATED MEDIAN TO BARRIER MEDIAN (INCLUDED IN COST OF CORRUGATED MEDIAN)
 2. HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH, SEE PAVEMENT OVERLAY DETAIL.
 3. AN ESTIMATED QUANTITY OF EARTH EXCAVATION (20200100) HAS BEEN PROVIDED FOR SLOPE STABILIZATION WHERE HMA SHOULDER IS PROPOSED, TO BE USED AT THE ENGINEER'S DIRECTION.

MODEL: PULASKI-CI - Plan 2 (Sheet)
FILE NAME: c:\pw_work\pw_main\oms4883080B44-SHT-plan-02.dgn

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		DRAWN - DS	REVISED -						3778	{1313VB-VC-WPGM} BDR,BJR 25	COOK	63	12
	PLOT SCALE = 0.16666633' / in.	CHECKED - MH	REVISED -						CONTRACT NO. 80B44				
	PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -										
						SCALE: 1"=50'	SHEET 2	OF 2	SHEETS	STA. 115+00.00	TO STA. 130+00.00	FED. ROAD DIST. NO. 1	ILLINOIS

GENERAL NOTES

1.

THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY PROPOSED CHANGE TO THE SUGGESTED STAGE OF CONSTRUCTION AND TRAFFIC CONTROL PLAN.
2.

CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL TRAFFIC STAGE CHANGES ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGN MESSAGES SHALL BE REVISED TWO WEEKS THEREAFTER WITH MESSAGES WARNING TRAFFIC OF POTENTIAL TRAFFIC DELAYS, QUEUEING AND/ OR WITH MESSAGES NOTIFYING TRAFFIC TO USE ALTERNATE ROUTES. THE SIGN LOCATIONS AND MESSAGES SHALL BE DETERMINED BY THE ENGINEER.
3.

THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONROL PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES.
4.

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.
5.

TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS THAT ARE LOCATED WITHIN A WORK AREA. THIS WORK SHALL BE PAID FOR PER DISTRICT 1 DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS SIGN RELOCATION WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING.
6.

THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETEION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
7.

TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDTIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24" BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN A CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.
8.

WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES 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 THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. 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.

SUGGESTED SEQUENCE OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC

THE FOLLOWING SEQUENCE OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC IS SUGGESTED. VARIATIONS MAY BE MADE WITH THE APPROVAL OF THE ENGINEER. FOR EACH STAGE OF CONSTRUCTION, PROVIDE TRAFFIC CONTROL AS SHOWN ON THE MAINTENACE OF TRAFFIC PLANS. COORDINATE INSTALLATION OF TRAFFIC CONTROL DEVICES WITH THE EXISTING TRAFFIC PATTERNS AT THE ENDS OF THE PROJECT, PULASKI ROAD, AND IMPACTED CROSS STREETS. THE IMPROVEMENTS WILL BE CONSTRUCTED USING LANE CLOSURES AND CROSSOVERS PER THE PROJECT MAINTENANCE OF TRAFFIC PLANS, DISTRICT ONE STANDARDS TC-10, TC-11, TC-13, TC-14, TC-22 AND TC-26, AND HIGHWAY STANDARDS 701101, 701427, 701601, 701606, 701611, 701701, 701901, AND 704001.

PRESTAGE

1.

CONTRACTOR WILL UTILIZE IDOT HIGHWAY STANDARDS TO SETUP APPROACH SIGNS.
2.

CONTRACTOR WILL UTILIZE IDOT HIGHWAY STANDARDS FOR SINGLE LANE CLOSURES TO CLOSE INSIDE LANES FOR NORTHOUBOUND AND SOUTHBOUND TRAFFIC ON PULASKI ROAD. DURING THIS CLOSURE, THE RAISED MEDIAN AND CURB AND GUTTER WILL BE REMOVED, TEMPORARY PAVEMENT WILL BE INSTALLED IN THE REMOVAL AREA.

STAGE 1

1.

CONTRACTOR WILL REMOVE CONFLICTING PAVEMENT MARKINGS, THEN INSTALL TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS SHOWN ON MOT PLANS. DURING THIS STAGE, TRAFFIC WILL BE SHIFTED WEST TO THE SOUTHBOUND ROADWAY.
2.

DURING THIS STAGE, THE CONTRACTOR WILL COMPLETE EAST SIDE STRUCTURAL REPAIRS INCLUDING BRIDGE DECK OVERLAY, JOINT REMOVAL AND REPLACEMENT, AND MILL AND OVERLAY OF THE APPROACH PAVEMENT AND BUTT JOINT TRANSITION, SKIPPING THE FINAL SURFACE COURSE UNTIL A LATER STAGE.

STAGE 2

1.

CONTRACTOR WILL REMOVE CONFLICTING PAVEMENT MARKINGS, THEN INSTALL TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES AS SHOWN ON MOT PLANS. DURING THIS STAGE, TRAFFIC WILL BE SHIFTED EAST TO THE NORTHBOUND ROADWAY.
2.

DURING THIS STAGE, THE CONTRACTOR WILL COMPLETE WEST SIDE STRUCTURAL REPAIRS INCLUDING BRIDGE DECK OVERLAY, JOINT REMOVAL AND REPLACEMENT, AND MILL AND OVERLAY OF THE APPROACH PAVEMENT AND BUTT JOINT TRANSITION, SKIPPING THE FINAL SURFACE COURSE UNTIL A LATER STAGE.

STAGE 3

1.

CONTRACTOR WILL UTILIZE IDOT HIGHWAY STANDARDS TO REMOVE THE TEMPORARY PAVEMENT AND TEMPORARY PAVEMENT MARKINGS, THEN INSTALL THE RAISED MEDIAN AND CURB AND GUTTER.
2.

ONCE CONSTRUCTION IS COMPLETE, TEMPORARY TRAFFIC CONTROL DEVICES AND EROSION CONTROL DEVICES WILL BE REMOVED.

STAGE 4

1.

CONTRACTOR WILL UTILIZE IDOT HIGHWAY STANDARDS TO REPLACE THE PCC PAVEMENT SECTION JUST SOUTH OF 123RD STREET WITH FULL DEPTH HMA PAVEMENT.
2.

CONTRACTOR WILL CLOSE ONE LANE PER DAY, COMPLETING ALL WORK FOR THAT LANE SUCH THAT THE LANE CAN BE OPEN AT THE END OF THE WORKDAY.
3.

CONTRACTOR WILL SKIP THE FINAL SURFACE COURSE UNTIL A LATER STAGE.

STAGE 5

1.

CONTRACTOR WILL UTILIZE IDOT HIGHWAY STANDARDS TO PERFORM PATCHING, MILLING, AND HMA RESURFACING OF PULASKI ROAD.
2.

PLACE FINAL SURFACE COURSE, INCLUDING AT THE BUTT JOINT TRANSITIONS.
3.

INSTALL PERMANENT PAVEMENT MARKINGS.

INTERSECTION FOR TEMPORARY TRAFFIC SIGNAL TIMING

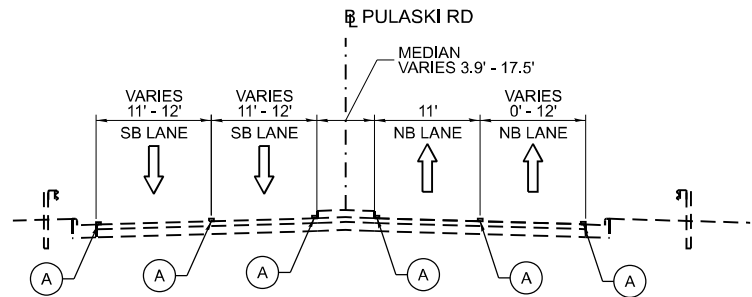
TEMPORARY TRAFFIC SIGNAL TIMING WILL BE UTILIZED TO ADJUST EXISTING TRAFFIC SIGNAL TIMING THROUGHOUT THE DURATION OF THE STAGING TO ACCOMMODATE ADDITIONAL TRAFFIC VOLUME. THE FOLLOWING INTERSECTION WILL INCORPORATE TEMPORARY TRAFFIC SIGNAL TIMING.

1.

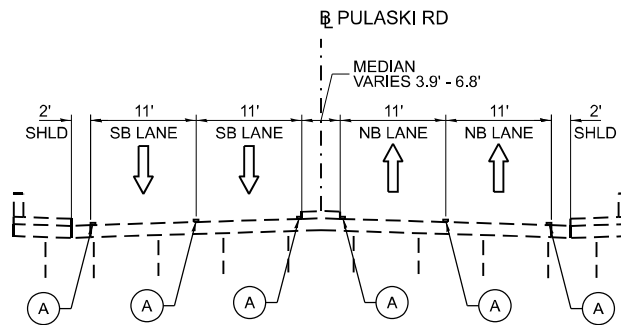
PULASKI ROAD & 123RD STREET

MODEL: MOT Gen Notes [Sheet]
FILE NAME: c:\pwworking\pwworking\main\ums4883080B44-SHT-MOT-d1.dgn

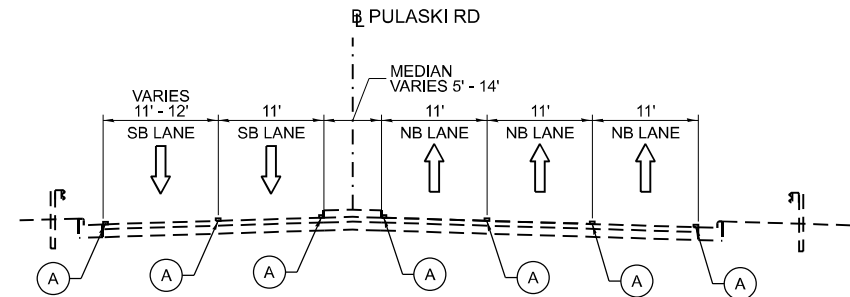
TERRA ENGINEERING LTD.	USER NAME = AlexisF	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC - GENERAL NOTES AND SEQUENCE PULASKI RD OVER CSXT RR				F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - AF	REVISED -						3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	13
	PLOT SCALE = 0.16666633"/In.	CHECKED - MH	REVISED -						CONTRACT NO. 80B44				
	PLOT DATE = 5/1/2026	DATE - 4/24/2026	REVISED -		SCALE: Full Size 1 = 1	SHEET 1	OF 12 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	



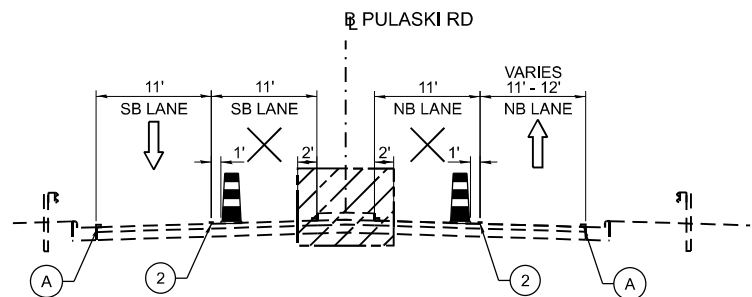
EXISTING TYPICAL SECTION – SOUTH APPROACH
PULASKI ROAD



EXISTING TYPICAL SECTION – BRIDGE
PULASKI ROAD

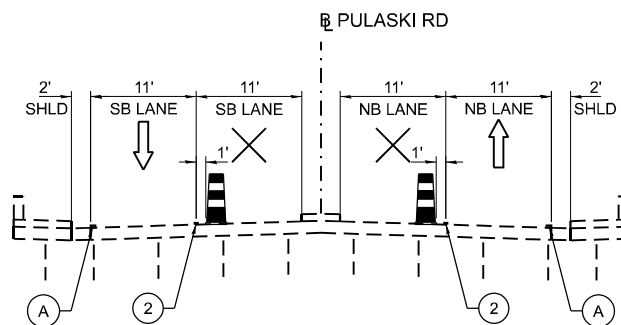


EXISTING TYPICAL SECTION – NORTH APPROACH
PULASKI ROAD



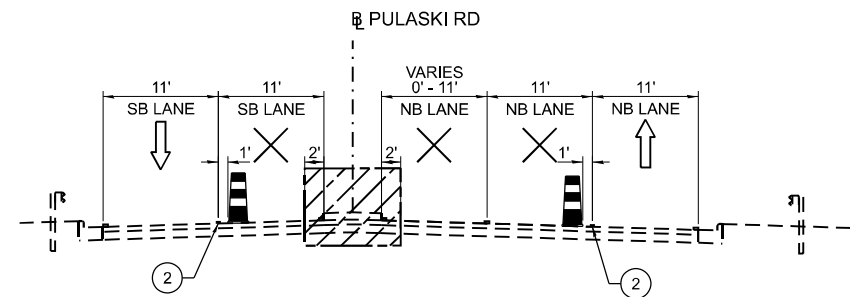
PRESTAGE – SOUTH APPROACH
PULASKI ROAD

STA. 111+55 TO STA. 116+53



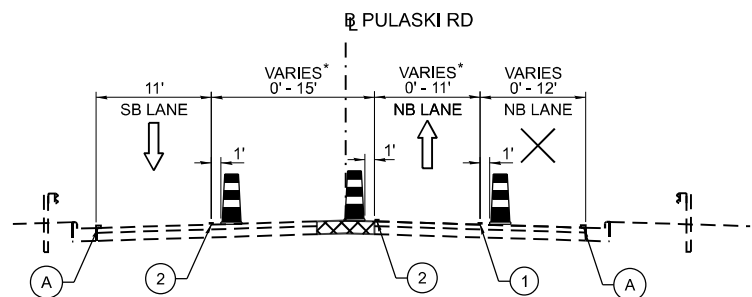
PRESTAGE – BRIDGE
PULASKI ROAD

STA. 116+53 TO STA. 122+57



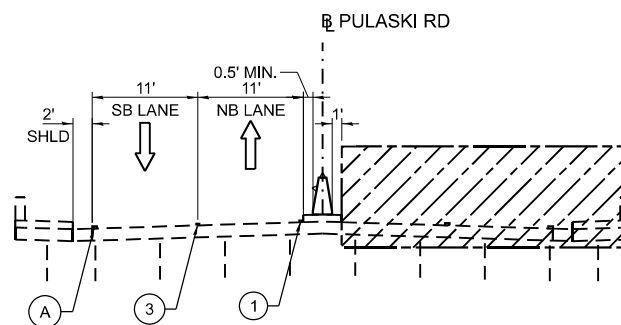
PRESTAGE – NORTH APPROACH
PULASKI ROAD

STA. 122+57 TO STA. 125+20



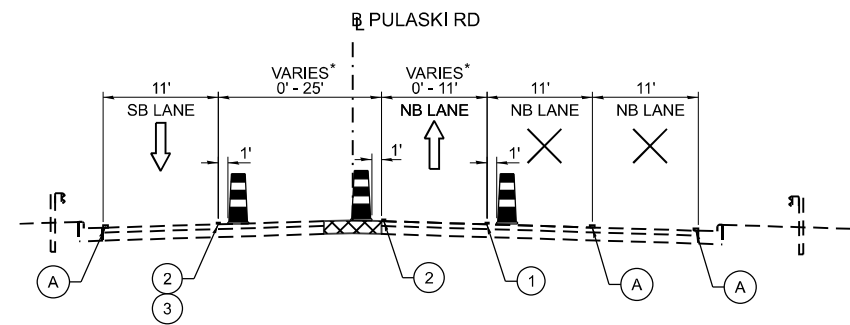
STAGE 1 – SOUTH APPROACH
PULASKI ROAD

STA. 110+76 TO STA. 116+48



STAGE 1 – BRIDGE
PULASKI ROAD

STA. 116+48 TO STA. 122+63

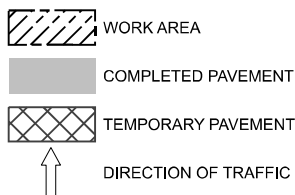


STAGE 1 – NORTH APPROACH
PULASKI ROAD

STA. 122+63 TO STA. 125+07

* NORTHBOUND TRAFFIC UNDERGOES
TRANSITION TO CROSS BACK TO
EXISTING NORTHBOUND LANES

LEGEND



DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS, 25' C-C IN TAPERS, AND 10' C-C IN RADII
TEMPORARY CONCRETE BARRIER W/ MONO-DIRECTIONAL CRYSTAL, TYPE C REFLECTORS PER STD. 704001 AND 782006

- A EXISTING PAVEMENT MARKING
- 1 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE, SOLID)
- 2 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (YELLOW, SOLID)
- 3 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)
- 4 FINAL PROPOSED PAVEMENT MARKING

NOTES

- SEE MAINTENANCE OF TRAFFIC STAGING PLANS FOR LIMITS OF TEMPORARY CONCRETE BARRIER.



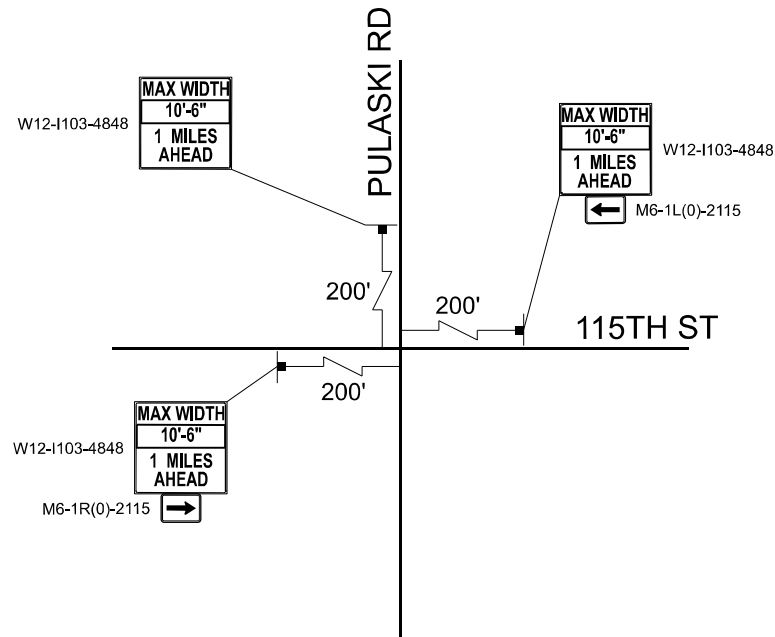
USER NAME = AlexisF	DESIGNED - AF	REVISED -
	DRAWN - AF	REVISED -
PLOT SCALE = 0.16666633' / in.	CHECKED - MH	REVISED -
PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - TYPICAL SECTIONS
PULASKI RD OVER CSXT RR

SCALE: 1"=10' SHEET 2 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	14
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



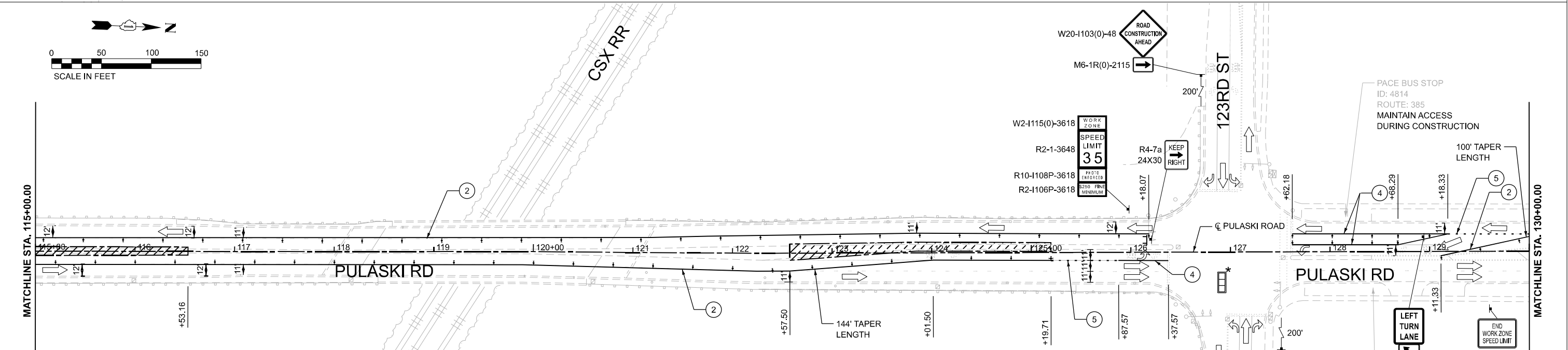
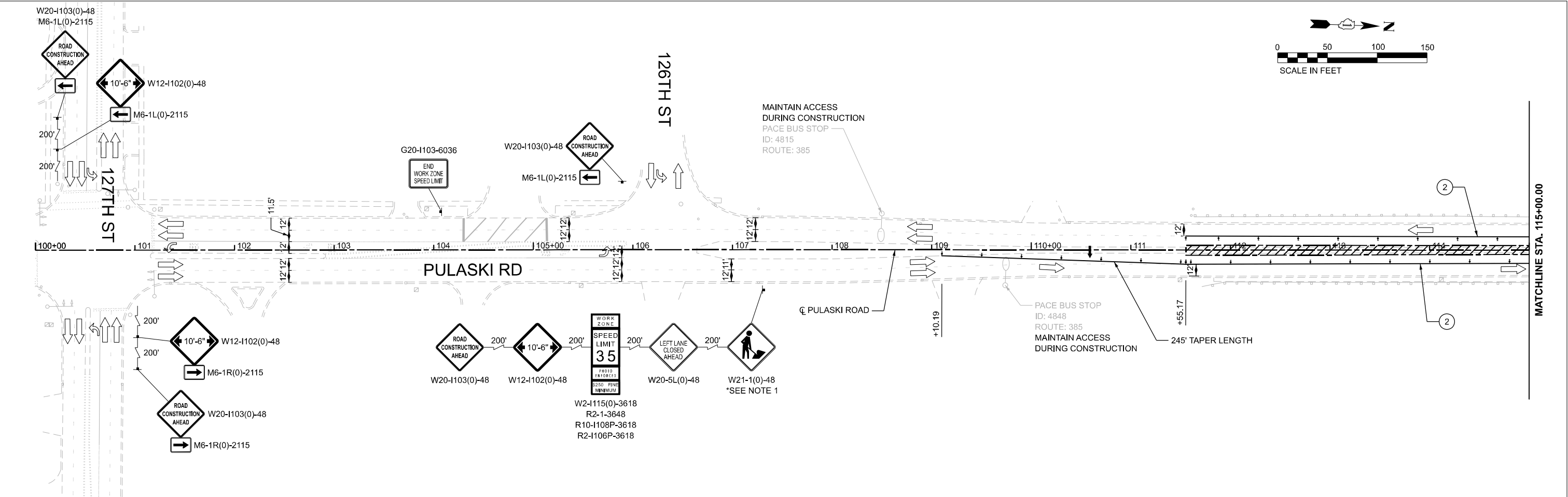
ADVANCE WARNING SIGNS AT THE INTERSECTION
OF PULASKI RD AND 115TH ST
NTS

NOTES

1. ADVANCE WARNING SIGNAGE SHALL BE INSTALLED AND LEFT IN PLACE UNTIL STAGES ARE COMPLETE.

MODEL: MOT ADV SIGN (SHEET)
FILE NAME: c:\p\work\pw_main\cms4883080B44-SHT-MOT-03.dgn

MODEL: PULASKI-CL - Plan 1 [Sheet]
FILE NAME: c:\pwworking\main\mns4883080B44-SHT-MOT-04.dgn



LEGEND

WORK AREA

TEMPORARY PAVEMENT (COMPLETED IN PREVIOUS STAGE)

COMPLETED PAVEMENT

FLOW OF TRAFFIC

TEMPORARY CONCRETE BARRIER W/ MONO-DIRECTIONAL CRYSTAL, TYPE C REFLECTORS, PER STD. 704001 AND 782006

IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2

SIGN ON PERMANENT OR TEMPORARY SUPPORT

TYPE III BARRICADE

SIGNALIZED INTERSECTION

*TEMPORARY TRAFFIC SIGNAL TIMING REQUIRED

DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS, 20' C-C IN TAPERS, AND 10' C-C IN RADII

ARROW BOARD

1 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE, SOLID)

2 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (YELLOW, SOLID)

3 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)

4 TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, SOLID)

5 TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, 2' DASH, 6' SKIP)

6 TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE (YELLOW, SOLID)

NOTES

1. TO BE REMOVED OR COVERED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR.

	USER NAME = AlexisF	DESIGNED - AF	REVISED -
		DRAWN - AF	REVISED -
	PLOT SCALE = 0.16666633" / in.	CHECKED - MH	REVISED -
	PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

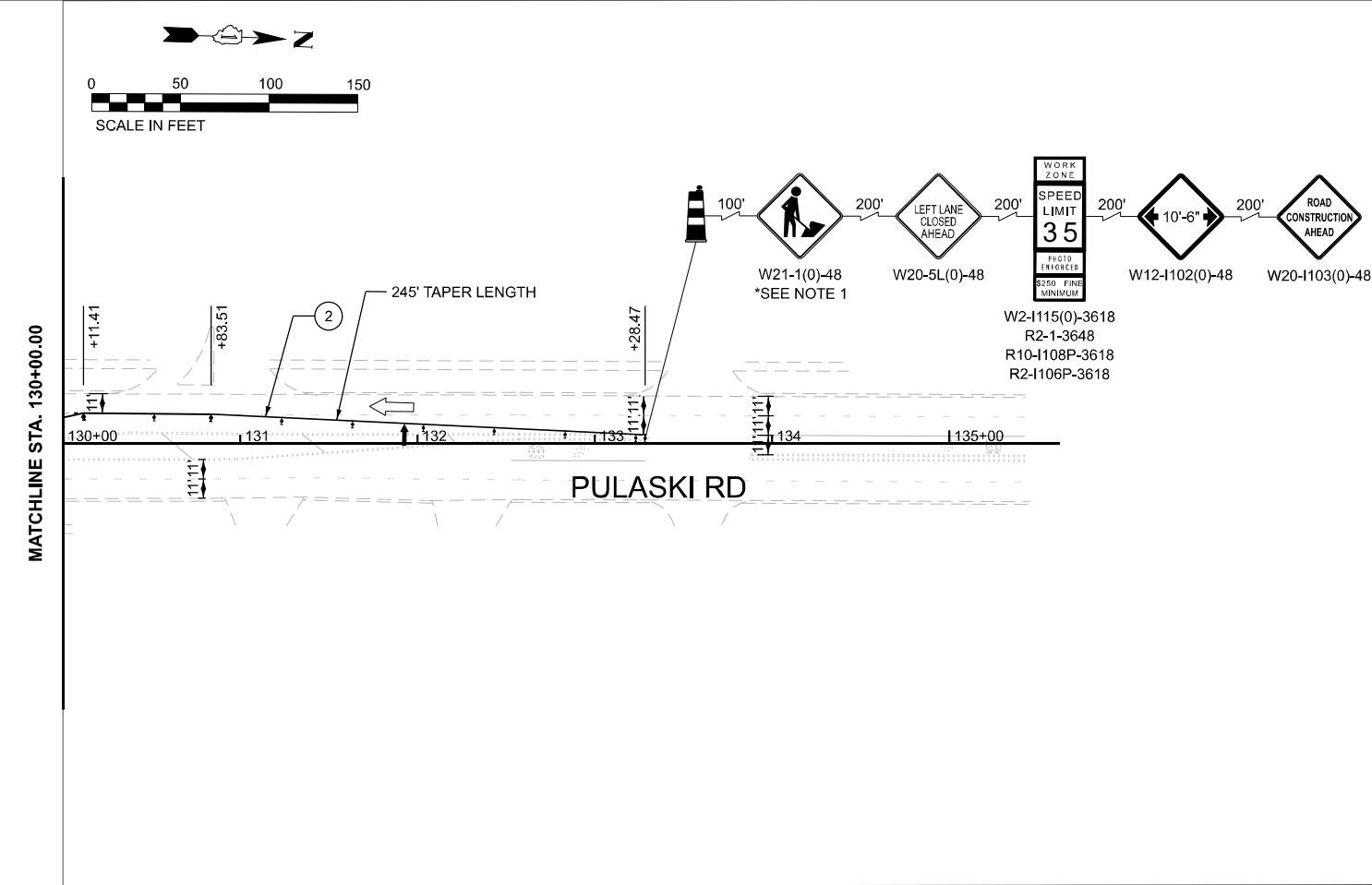
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - PRESTAGE PULASKI RD OVER CSXT RR

SCALE: 1"=50' SHEET 5 OF 12 SHEETS STA. 100+00.00 TO STA. 130+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	17
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

MODEL: PLAN3-Plan 3 [Sheet]
FILE NAME: c:\pwworking\main\oms4883080B44-SHT-MOT-d5.dgn



WORK AREA

TEMPORARY PAVEMENT
(COMPLETED IN PREVIOUS STAGE)

COMPLETED PAVEMENT

FLOW OF TRAFFIC

TEMPORARY CONCRETE BARRIER W/ MONO-DIRECTIONAL CRYSTAL, TYPE C REFLECTORS,
PER STD. 704001 AND 782006

IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2

SIGN ON PERMANENT OR TEMPORARY SUPPORT

TYPE III BARRICADE

SIGNALIZED INTERSECTION
*TEMPORARY TRAFFIC SIGNAL TIMING REQUIRED

DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS,
20' C-C IN TAPERS, AND 10' C-C IN RADII

ARROW BOARD

1 TEMPORARY PAVEMENT MARKING - LINE 4" -
TYPE IV TAPE (WHITE, SOLID)

2 TEMPORARY PAVEMENT MARKING - LINE 4" -
TYPE IV TAPE (YELLOW, SOLID)

3 TEMPORARY PAVEMENT MARKING - LINE 4" -
TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)

4 TEMPORARY PAVEMENT MARKING - LINE 6" -
TYPE IV TAPE (WHITE, SOLID)

5 TEMPORARY PAVEMENT MARKING - LINE 6" -
TYPE IV TAPE (WHITE, 2' DASH, 6' SKIP)

6 TEMPORARY PAVEMENT MARKING - LINE 12" -
TYPE IV TAPE (YELLOW, SOLID)

TERRA

ENGINEERING LTD.

USER NAME = AlexisF

DESIGNED - AF

DRAWN - AF

CHECKED - MH

PLOT DATE = 4/22/2026

REVISED -

REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - PRESTAGE

PULASKI RD OVER CSXT RR

SCALE: 1"=50'

SHEET 6 OF 12 SHEETS

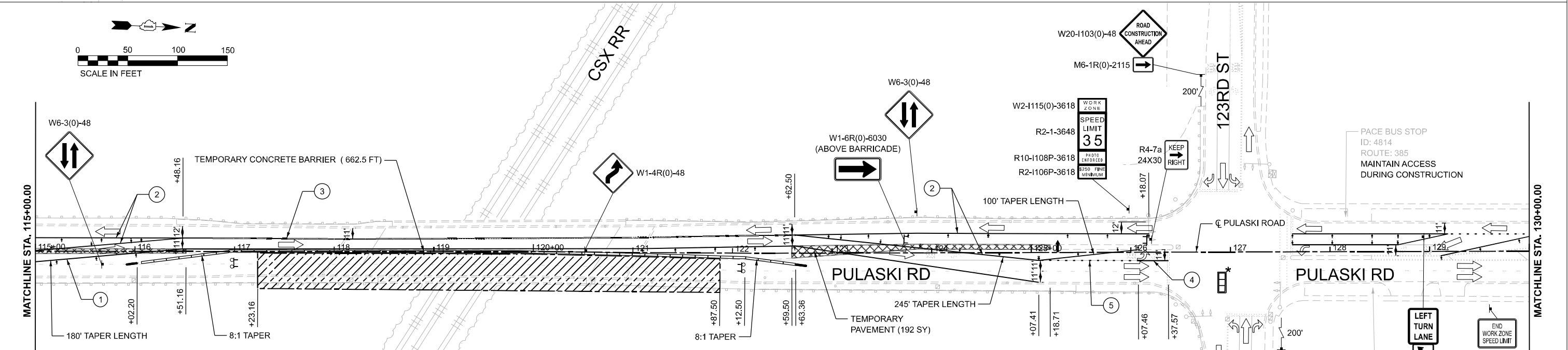
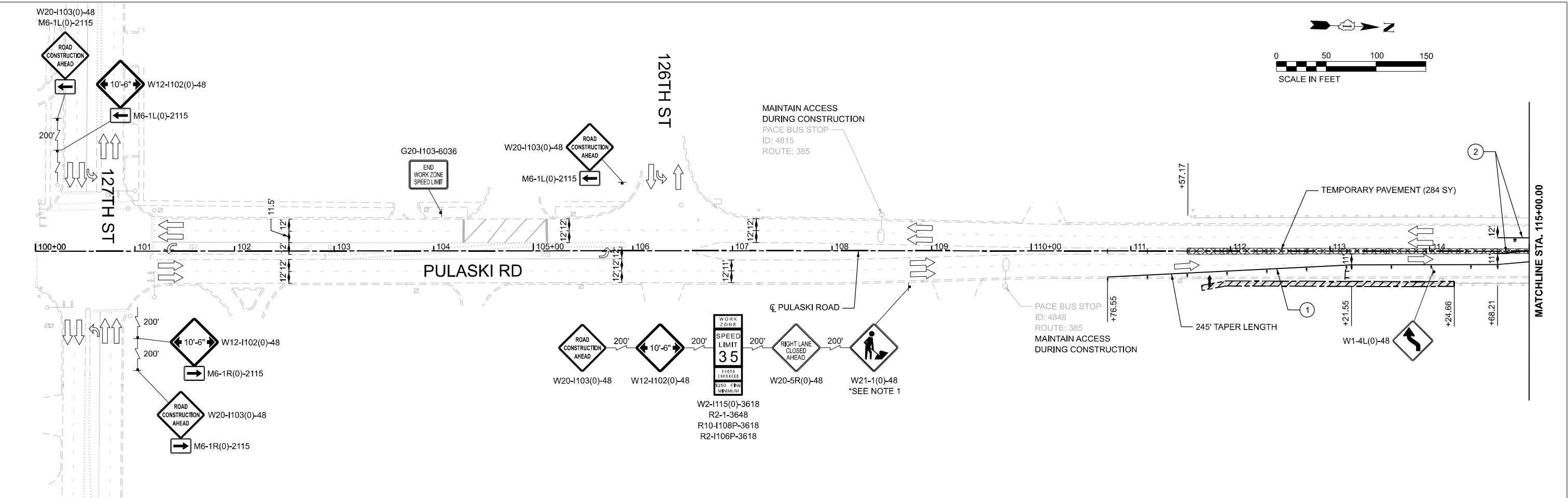
STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	18
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

NOTES

1. TO BE REMOVED OR COVERED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR.

MODEL: PULASKI-CL - Plan 1 [Sheet]
FILE NAME: c:\pwworking\main\83080944-SHT-MOT-06.dgn



LEGEND

	WORK AREA
	TEMPORARY PAVEMENT (COMPLETED IN PREVIOUS STAGE)
	COMPLETED PAVEMENT
	FLOW OF TRAFFIC
	TEMPORARY CONCRETE BARRIER W/ MONO-DIRECTIONAL CRYSTAL, TYPE C REFLECTORS, PER STD. 704001 AND 782006
	IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2
	SIGN ON PERMANENT OR TEMPORARY SUPPORT
	TYPE III BARRICADE
	SIGNALIZED INTERSECTION *TEMPORARY TRAFFIC SIGNAL TIMING REQUIRED
	DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS, 20' C-C IN TAPERS, AND 10' C-C IN RADII
	ARROW BOARD
①	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE, SOLID)
②	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (YELLOW, SOLID)
③	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)
④	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, SOLID)
⑤	TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, 2' DASH, 6' SKIP)
⑥	TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE (YELLOW, SOLID)

NOTES

- TO BE REMOVED OR COVERED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR.
- TEMPORARY PAVEMENT MARKINGS NORTH OF 123RD STREET REMAINS THE SAME FROM PRESTAGE.

	USER NAME = AlexisF	DESIGNED - AF	REVISED -
		DRAWN - AF	REVISED -
	PLOT SCALE = 0.16666633" / in.	CHECKED - MH	REVISED -
	PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

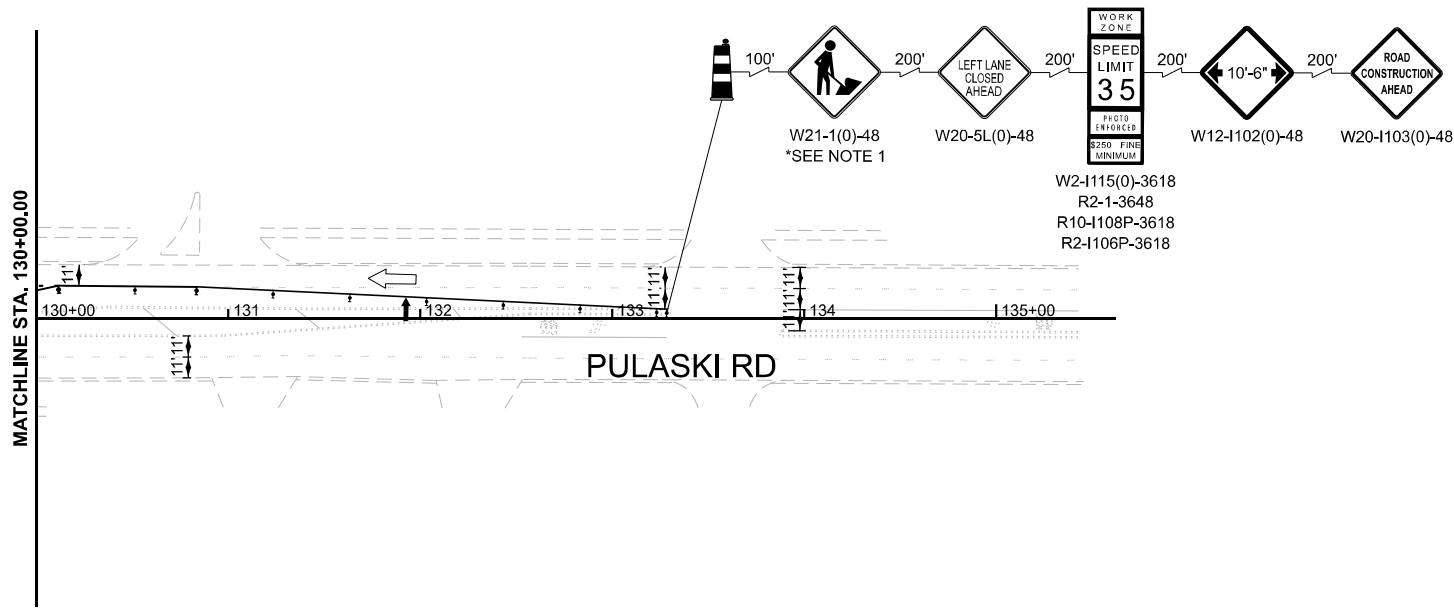
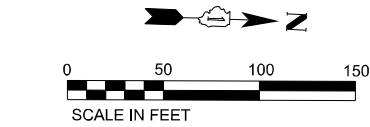
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE 1 PULASKI RD OVER CSXT RR

SCALE: 1"=50' SHEET 7 OF 12 SHEETS STA. 100+00.00 TO STA. 130+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	19
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

MODEL: PLAN3-Plan 3 [Sheet]
FILE NAME: c:\pwworking\main\oms4883080B44-SHT-MOT-07.dgn



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT (COMPLETED IN PREVIOUS STAGE)
- COMPLETED PAVEMENT
- FLOW OF TRAFFIC
- TEMPORARY CONCRETE BARRIER W/ MONO-DIRECTIONAL CRYSTAL, TYPE C REFLECTORS, PER STD. 704001 AND 782006

- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2
- SIGN ON PERMANENT OR TEMPORARY SUPPORT
- TYPE III BARRICADE
- SIGNALIZED INTERSECTION
*TEMPORARY TRAFFIC SIGNAL TIMING REQUIRED
- DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS, 20' C-C IN TAPERS, AND 10' C-C IN RADII

ARROW BOARD

- 1 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE, SOLID)
- 2 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (YELLOW, SOLID)
- 3 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)
- 4 TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, SOLID)
- 5 TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, 2' DASH, 6' SKIP)
- 6 TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE (YELLOW, SOLID)

NOTES

- TO BE REMOVED OR COVERED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR.
- TEMPORARY PAVEMENT MARKINGS NORTH OF 123RD STREET REMAINS THE SAME FROM PRESTAGE.



USER NAME = AlexisF	DESIGNED - AF	REVISED -
	DRAWN - AF	REVISED -
PLOT SCALE = 0.16666633''/in.	CHECKED - MH	REVISED -
PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

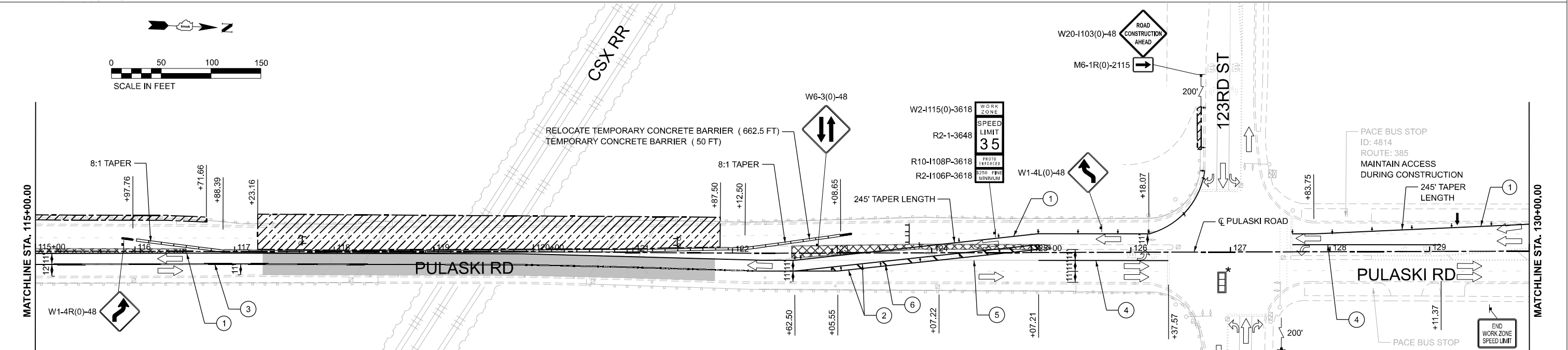
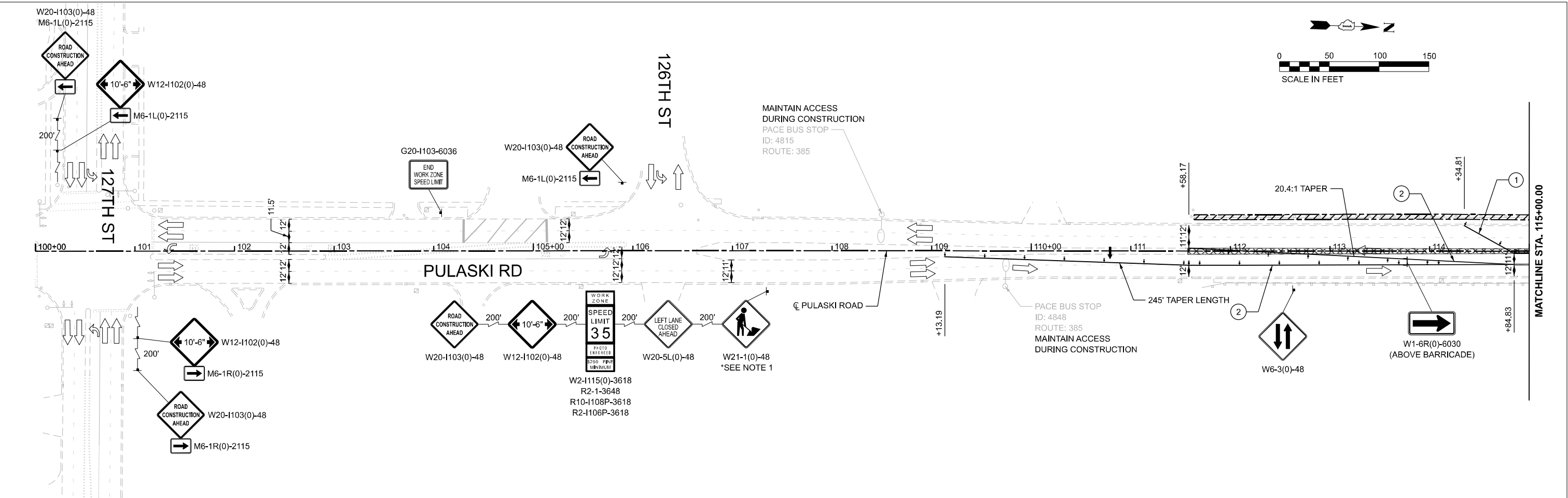
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE 1
PULASKI RD OVER CSXT RR

SCALE: 1"=50' SHEET 8 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	20
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

MODEL: PULASKI-CL - Plan 1 (Sheet)
FILE NAME: c:\pwworking\main\83080B44-SHT-MOT-08.dgn



LEGEND

WORK AREA

TEMPORARY PAVEMENT
(COMPLETED IN PREVIOUS STAGE)

COMPLETED PAVEMENT

FLOW OF TRAFFIC

TEMPORARY CONCRETE BARRIER W/ MONO-DIRECTIONAL CRYSTAL, TYPE C REFLECTORS, PER STD. 704001 AND 782006

IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2

SIGN ON PERMANENT OR TEMPORARY SUPPORT

TYPE III BARRICADE

SIGNALIZED INTERSECTION
*TEMPORARY TRAFFIC SIGNAL TIMING REQUIRED

DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS, 20' C-C IN TAPERS, AND 10' C-C IN RADII

ARROW BOARD

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

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

TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)

TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, SOLID)

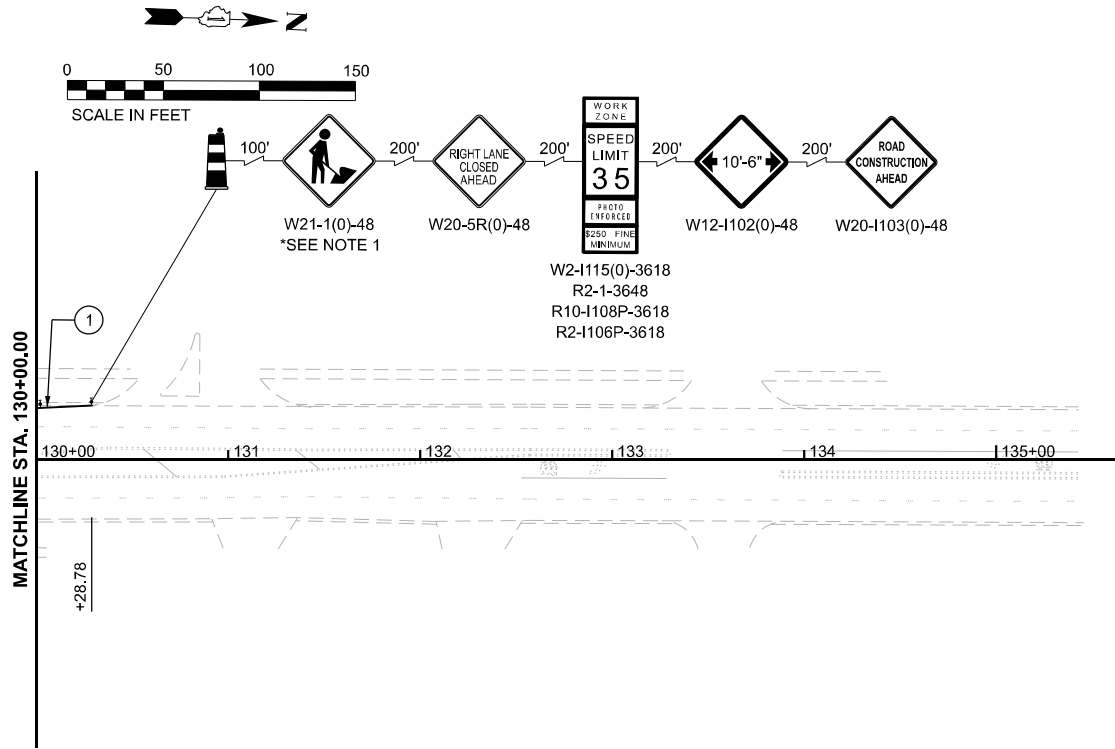
TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, 2' DASH, 6' SKIP)

TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE (YELLOW, SOLID)

NOTES

1. TO BE REMOVED OR COVERED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR.

MODEL: PLAN3-Plan 3 [Sheet]
FILE NAME: c:\pwworking\main\ms4883080B44-SHT-MOT-d9.dgn



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT
(COMPLETED IN PREVIOUS STAGE)
- COMPLETED PAVEMENT
- FLOW OF TRAFFIC
- TEMPORARY CONCRETE BARRIER W/ MONO-
DIRECTIONAL CRYSTAL, TYPE C REFLECTORS,
PER STD. 704001 AND 782006
- IMPACT ATTENUATOR, TEMPORARY (FULLY
REDIRECTIVE, NARROW), TEST LEVEL 2
- SIGN ON PERMANENT OR
TEMPORARY SUPPORT
- TYPE III BARRICADE
- SIGNALIZED INTERSECTION
*TEMPORARY TRAFFIC SIGNAL TIMING REQUIRED
- DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS,
20' C-C IN TAPERS, AND 10' C-C IN RADII
- ARROW BOARD
- 1

TEMPORARY PAVEMENT MARKING - LINE 4" -
TYPE IV TAPE (WHITE, SOLID)
- 2

TEMPORARY PAVEMENT MARKING - LINE 4" -
TYPE IV TAPE (YELLOW, SOLID)
- 3

TEMPORARY PAVEMENT MARKING - LINE 4" -
TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)
- 4

TEMPORARY PAVEMENT MARKING - LINE 6" -
TYPE IV TAPE (WHITE, SOLID)
- 5

TEMPORARY PAVEMENT MARKING - LINE 6" -
TYPE IV TAPE (WHITE, 2' DASH, 6' SKIP)
- 6

TEMPORARY PAVEMENT MARKING - LINE 12" -
TYPE IV TAPE (YELLOW, SOLID)

NOTES

1. TO BE REMOVED OR COVERED WHEN WORKERS
ARE GONE FOR MORE THAN 1 HOUR.



USER NAME	= AlexisF	DESIGNED	- AF	REVISED	-
		DRAWN	- AF	REVISED	-
PLOT SCALE	= 0.16666633''/in.	CHECKED	- MH	REVISED	-
PLOT DATE	= 4/22/2026	DATE	- 4/24/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE 2
PULASKI RD OVER CSXT RR

SCALE: 1"=50'

SHEET 10

OF

12

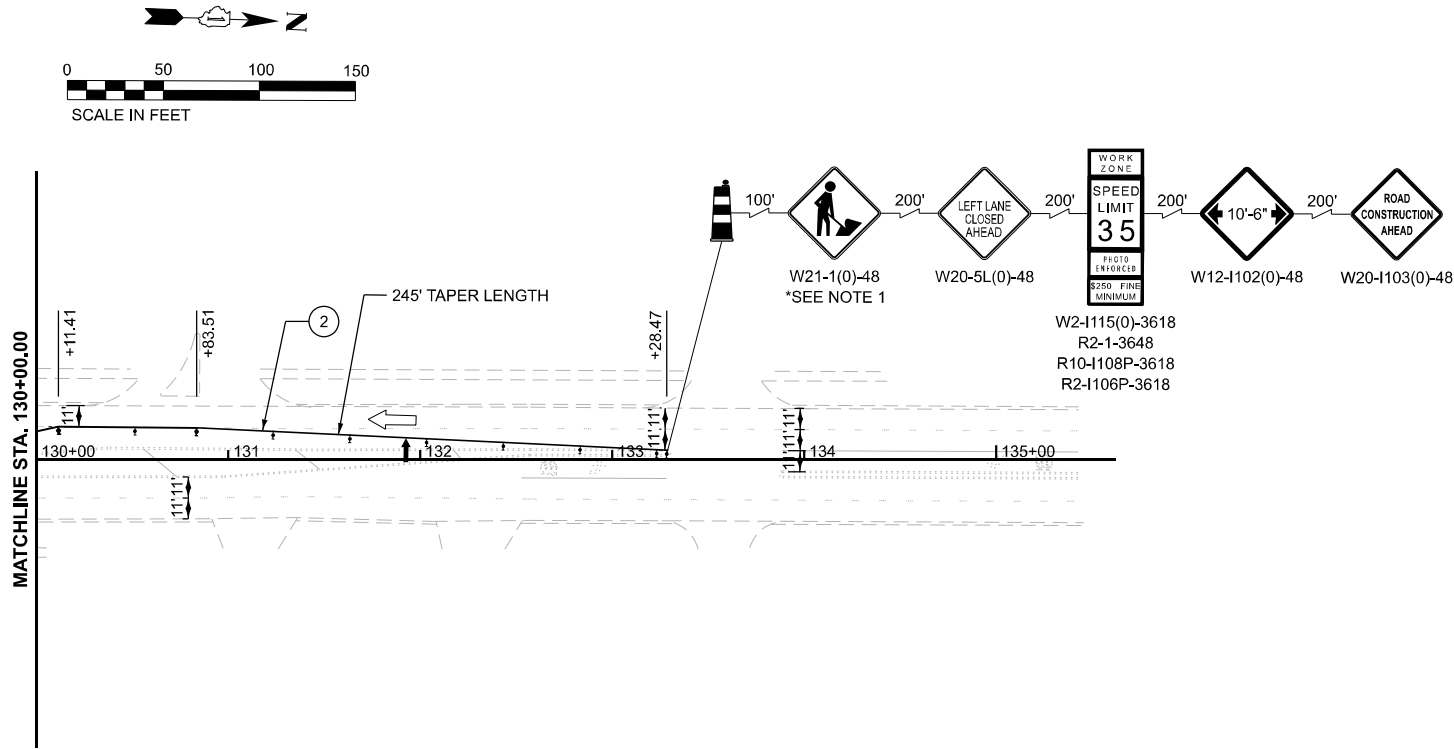
SHEETS

STA.

TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	22
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

MODEL: PLAN3-Plan 3 [Sheet]
FILE NAME: c:\pwworking\main\oms4883080B44-SHT-MOT-11.dgn



LEGEND

- WORK AREA
- TEMPORARY PAVEMENT (COMPLETED IN PREVIOUS STAGE)
- COMPLETED PAVEMENT
- FLOW OF TRAFFIC
- TEMPORARY CONCRETE BARRIER W/ MONO-DIRECTIONAL CRYSTAL, TYPE C REFLECTORS, PER STD. 704001 AND 782006
- IMPACT ATTENUATOR, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2
- SIGN ON PERMANENT OR TEMPORARY SUPPORT
- TYPE III BARRICADE
- SIGNALIZED INTERSECTION
*TEMPORARY TRAFFIC SIGNAL TIMING REQUIRED
- DRUM OR TYPE II BARRICADE @ 50' C-C IN TANGENTS, 20' C-C IN TAPERS, AND 10' C-C IN RADII

ARROW BOARD

- 1 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (WHITE, SOLID)
- 2 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (YELLOW, SOLID)
- 3 TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (DOUBLE YELLOW @ 11 C-C)
- 4 TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, SOLID)
- 5 TEMPORARY PAVEMENT MARKING - LINE 6" - TYPE IV TAPE (WHITE, 2' DASH, 6' SKIP)
- 6 TEMPORARY PAVEMENT MARKING - LINE 12" - TYPE IV TAPE (YELLOW, SOLID)

NOTES

1. TO BE REMOVED OR COVERED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR.



USER NAME = AlexisF	DESIGNED - AF	REVISED -
	DRAWN - AF	REVISED -
PLOT SCALE = 0.16666633" / in.	CHECKED - MH	REVISED -
PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLAN - STAGE 3
PULASKI RD OVER CSXT RR

SCALE: 1"=50' SHEET 12 OF 12 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	24
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM				ITEM				ITEM			
EXISTING		PROPOSED		EXISTING		PROPOSED		EXISTING		PROPOSED	
TRAFFIC SIGNAL CABINET				HANDHOLE -SQUARE -ROUND				SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS			
UNINTERRUPTABLE POWER SUPPLY				DOUBLE HANDHOLE				SIGNAL HEAD WITH BACKPLATE -(RB) RETROREFLECTIVE BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS			
COMMUNICATION CABINET				HEAVY DUTY HANDHOLE -SQUARE -ROUND				PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER			
MASTER CONTROLLER				JUNCTION BOX				ILLUMINATED LED SIGN "NO LEFT TURN"/"NO RIGHT TURN"			
MASTER MASTER CONTROLLER				RAILROAD CANTILEVER MAST ARM				ELECTRIC CABLE, SIGNAL, NO. 14 - 2/C, 3/C, 5/C, 7/C			
SERVICE INSTALLATION -(P) POLE MOUNTED				RAILROAD FLASHING SIGNAL				ELECTRIC CABLE, LEAD-IN, NO. 14, 1 PAIR			
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED				RAILROAD CROSSING GATE				SERVICE CABLE, 2/C - NO. 2, NO. 4, NO. 6			
CELLULAR MODEM				RAILROAD CROSSBUCK				GROUND CABLE NO. 6 SOLID COPPER (GREEN), 1/C			
TELEPHONE CONNECTION				RAILROAD CONTROLLER BUNGALOW				ELECTRIC CABLE, TRACER, NO. 14, 1/C			
STEEL MAST ARM ASSEMBLY AND POLE				UNDERGROUND CONDUIT (UC), GALVANIZED STEEL				RAILROAD NO. 14 3/C			
ALUMINUM MAST ARM ASSEMBLY AND POLE				TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE				ELECTRIC CABLE, STREET NAME SIGN NO. 14, 3/C, TYPE SOOW			
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE				SYSTEM ITEM				VENDOR CABLE			
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY				INTERSECTION ITEM				EMERGENCY VEHICLE PRIORITY LINE SENSOR CABLE, NO. 20, 3/C			
WOOD POLE				REMOVAL ITEM				OUTDOOR RATED NETWORK CABLE			
GUY WIRE				RELOCATE ITEM				FIBER OPTIC CABLE -12F: 12 MULTIMODE -24F: 12 MULTIMODE / 12 SINGLE MODE -36F: 12 MULTIMODE / 24 SINGLE MODE -24SM: 24 SINGLE MODE -48SM: 48 SINGLE MODE			
SIGNAL HEAD				ABANDON ITEM				GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE			
SIGNAL HEAD WITH BACKPLATE				CONTROLLER CABINET AND FOUNDATION TO BE REMOVED							
SIGNAL HEAD - PROGRAMMABLE				MAST ARM POLE AND FOUNDATION TO BE REMOVED							
FLASHER INSTALLATION -(FS) SOLAR POWERED				SIGNAL POST AND FOUNDATION TO BE REMOVED							
PEDESTRIAN SIGNAL HEAD				DETECTOR LOOP, TYPE I							
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON				PREFORMED DETECTOR LOOP							
RADAR DETECTION SENSOR				WIRELESS DETECTOR SENSOR							
VIDEO DETECTION CAMERA											
RADAR/VIDEO DETECTION ZONE											
PAN, TILT, ZOOM (PTZ) CAMERA											
EMERGENCY VEHICLE LIGHT DETECTOR											
CONFIRMATION BEACON											
WIRELESS INTERCONNECT											
WIRELESS INTERCONNECT RADIO REPEATER											
WIRELESS ACCESS POINT											

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PLOT DATE	= 12/15/2025				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

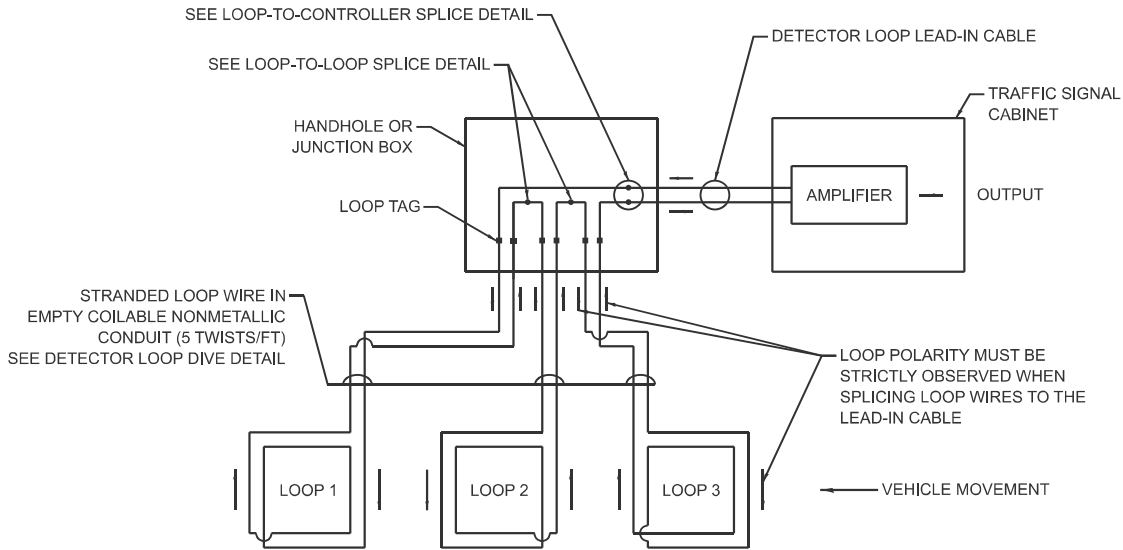
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

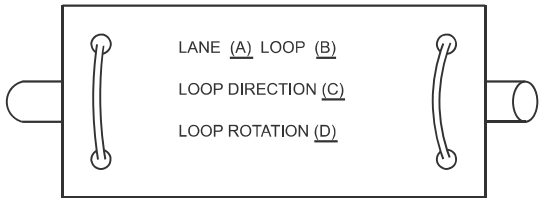
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	25
TS-01		CONTRACT NO. 80B44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES 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" APART.
9. 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.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

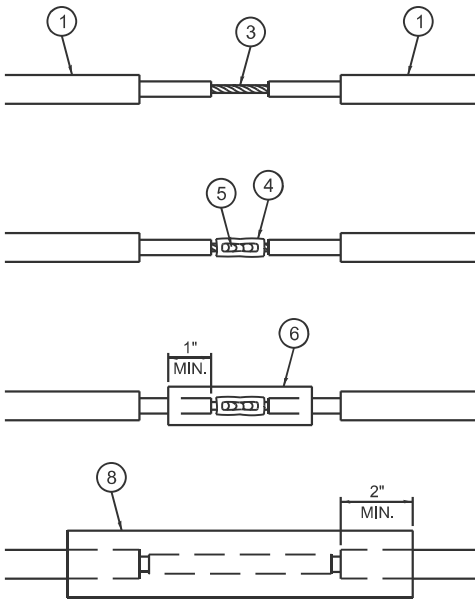


DETECTOR LOOP WIRING SCHEMATIC



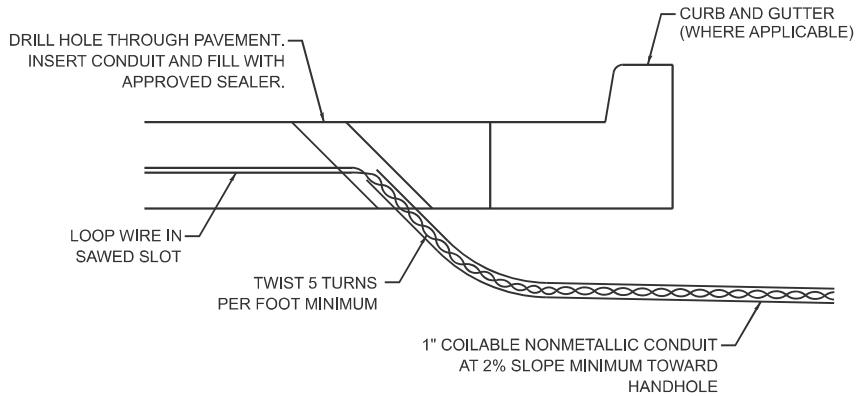
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

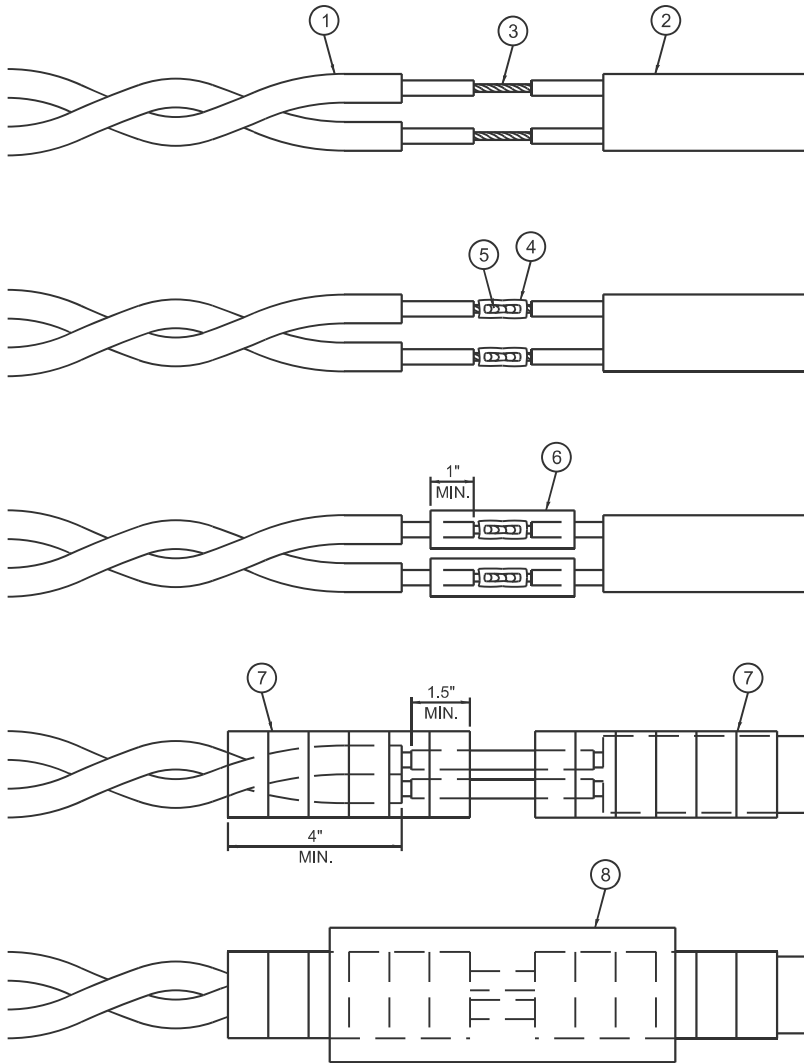


LOOP-TO-LOOP SPLICE DETAIL

1. DETECTOR LOOP CABLE.
2. DETECTOR LOOP LEAD-IN CABLE
3. BARE CONDUCTORS TWISTED TOGETHER.
4. BUTT SPLICE CRIMP CONNECTOR.
5. SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE SPLICES SHALL BE STAGGERED.
6. WCSMW 30/100 HEAT SHRINK TUBE, 3" MINIMUM LENGTH, UNDERWATER GRADE.
7. SELF-INFUSED, SILICONE ELECTRICAL TAPE TIGHTLY WRAPPED AROUND CABLES.
8. WCS 200/750 HEAT SHRINK TUBE, 8" MINIMUM LENGTH, UNDERWATER GRADE.



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

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		DRAWN - IP	REVISED -						3778	(1313VB-VC-WPGM) BDR,BJR 25		COOK	63	26
	PLOT SCALE = \$SCALE\$	CHECKED - NB/KK	REVISED -						TS-01				CONTRACT NO. 80B44	
	PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -		SCALE: NONE		SHEET 2 OF 7 SHEETS		STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE OUTSIDE EDGE OF THE MARKED CROSSWALK FARTHEST FROM THE INTERSECTION FOR THE CROSSWALK THAT THE PUSH-BUTTON CONTROLS.
5. IF THE MAST ARM POLE OR SIGNAL POST WHERE THE PUSH-BUTTON IS TO BE INSTALLED IS NOT IMMEDIATELY ADJACENT TO THE SIDEWALK, PROVIDE A FIRM, STABLE, AND SLIP RESISTANT SURFACE UP TO THE MAST ARM POLE OR SIGNAL POST. THE MINIMUM PAVED AREA IN FRONT OF THE PUSH-BUTTON SHALL BE 2.5' X 4'. IF THIS DOES NOT MEET THE REQUIREMENT STATED IN NOTE 3, A SEPARATE PEDESTRIAN SIGNAL POST SHALL BE INSTALLED TO PLACE THE PUSH-BUTTON ADJACENT TO THE SIDEWALK SURFACE.
6. THE HEIGHT OF THE PEDESTRIAN PUSH-BUTTON SHALL BE 36", IF APPROVED BY THE AREA TRAFFIC SIGNAL ENGINEER, THE PUSH-BUTTON MAY BE LOCATED AT A HEIGHT BETWEEN 30" AND 42". THE HEIGHT OF THE EQUESTRIAN PUSH-BUTTON SHALL BE 72" OR AS DIRECTED BY THE ENGINEER.
7. THE FACE OF THE PUSH-BUTTON SHALL BE PARALLEL TO THE CROSSWALK IT CONTROLS.
8. THE PUSH-BUTTON SHALL BE LOCATED BEHIND THE DETECTABLE WARNING.
9. WHERE A PUSH-BUTTON IS BEING INSTALLED ON A MAST ARM POLE OR SIGNAL POST ADJACENT TO THE PEDESTRIAN ACCESS ROUTE, THE PROPOSED FOUNDATION SHALL BE INSTALLED WITHIN THE SIDE CURB IN ORDER TO MEET THE 10" REACH REQUIREMENT.
10. THE SIDEWALK PANEL IN FRONT OF THE PUSH-BUTTON SHALL HAVE A SLOPE LESS THAN 5%.
11. WHERE TWO PEDESTRIAN PUSH-BUTTONS ARE PROVIDED ON THE SAME CORNER, THEY SHALL BE 10' OR MORE APART. EXCEPTION: IN ALTERATIONS WHERE TECHNICALLY INFEASIBLE TO PROVIDE 10' SEPARATION BETWEEN PUSH-BUTTONS ON THE SAME CORNER.
12. CORRESPONDING PEDESTRIAN EQUIPMENT (SIGNAL HEAD AND PUSH-BUTTON) SHALL BE INSTALLED ON THE SAME POST CLOSEST TO THE CROSSWALK IT CONTROLS.
13. PEDESTRIAN SIGNAL HEADS INSTALLED ON MAST ARM POLES OR SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' OR MORE THAN 10' ABOVE SIDEWALK LEVEL. PEDESTRIAN SIGNAL HEADS INSTALLED ON PEDESTRIAN SIGNAL POSTS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGNAL HOUSING (INCLUDING BRACKETS) NOT LESS THAN 8' ABOVE SIDEWALK LEVEL. THE PEDESTRIAN SIGNAL HEADS SHALL BE POSITIONED AND ADJUSTED TO PROVIDE MAXIMUM VISIBILITY AT THE BEGINNING OF THE CONTROLLED CROSSWALK.
14. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

The diagrams illustrate the preferred push-button locations for street crossings. The left diagram shows a crossing with a curb ramp less than 5% slope, and the right diagram shows a crossing with a curb ramp greater than 5% slope. Both diagrams include dimensions for the push-button location relative to the curb and the street crossing.

Left Diagram (Curb Ramp Less Than 5% Slope):

- SEE NOTE 2
- 5' MAX.
- 10' MAX.
- 4' MIN.
- PUSH-BUTTONS MIN. 10' APART
- CURB RAMP LESS THAN 5% SLOPE. SEE NOTE 10.
- 5' MAX.
- 4' MIN.
- 10' MAX.
- SEE NOTE 2

Right Diagram (Curb Ramp Greater Than 5% Slope):

- SEE NOTE 2
- 5' MAX.
- 10' MAX.
- 4' MIN.
- PUSH-BUTTONS MIN. 10' APART
- CURB RAMP GREATER THAN 5% SLOPE. SEE NOTE 10.
- 5' MAX.
- 4' MIN.
- 10' MAX.
- SEE NOTE 2

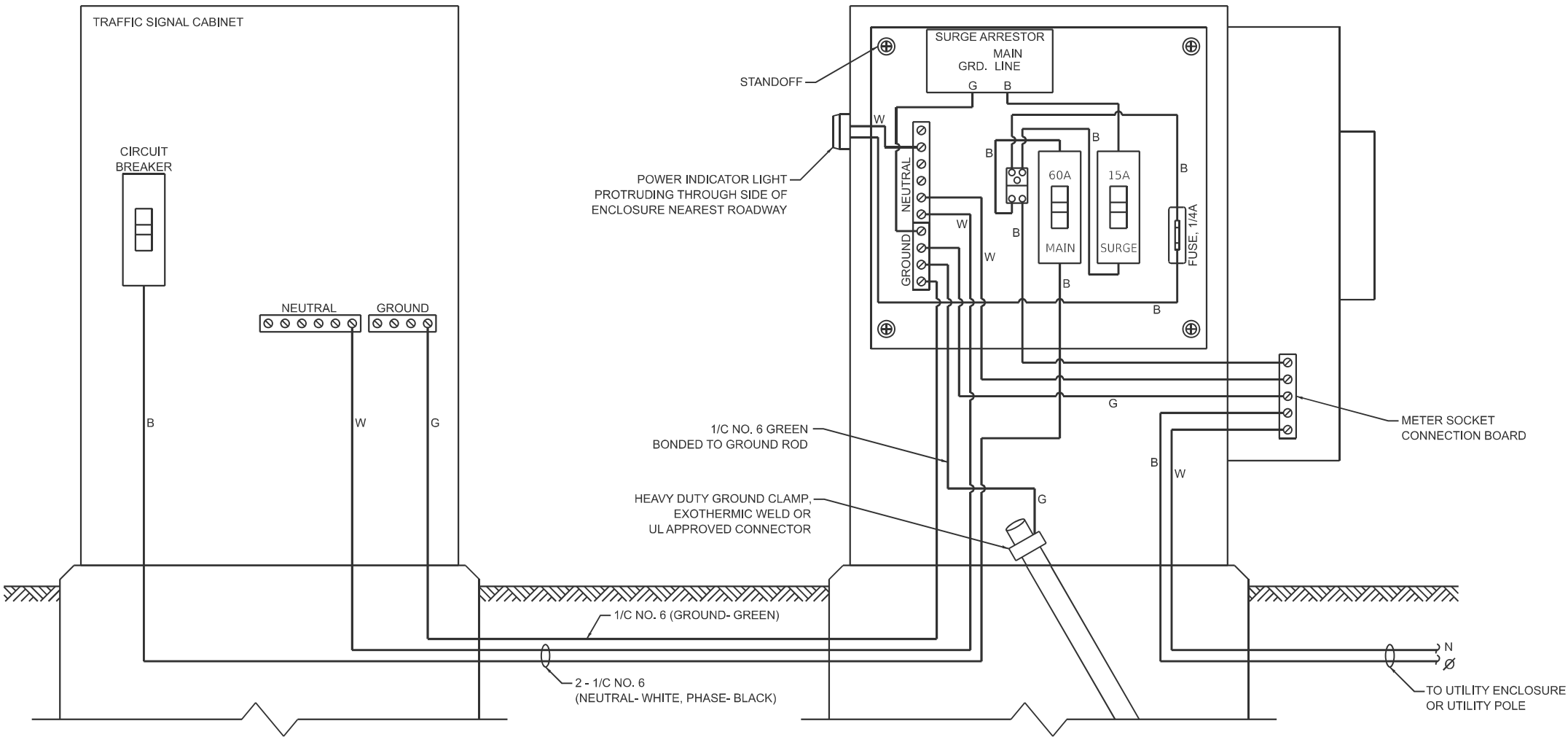
PREFERRED PUSH-BUTTON LOCATION

TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
MAST ARM ASSEMBLY AND POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
SIGNAL POST	4'	SHOULDER WIDTH + 2', MINIMUM 10'
PEDESTRIAN SIGNAL POST	4'	4' - SEE NOTE 2
TEMPORARY WOOD POLE	6'	SHOULDER WIDTH + 2', MINIMUM 10'
TRAFFIC SIGNAL CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3
SERVICE CABINET	6' - SEE NOTE 3	SHOULDER WIDTH + 6', MINIMUM 16' - SEE NOTE 3

1. CONTACT THE AREA TRAFFIC SIGNAL ENGINEER FOR ASSISTANCE LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS AND THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
2. MINIMUM DISTANCE FROM THE BACK OF THE DETECTABLE WARNING.
3. MINIMUM DISTANCE TO THE 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" TABLE AND THE TRAFFIC SIGNAL PLAN COULD AFFECT THE PLACEMENT OF THE TRAFFIC SIGNAL HEADS, PEDESTRIAN SIGNAL HEADS, AND THE PEDESTRIAN PUSH-BUTTONS. THE SIGNAL HEAD PLACEMENT ON THE MAST ARMS SHALL REMAIN AS PER THE TRAFFIC SIGNAL PLAN AND THE "TRAFFIC SIGNAL MAST ARM AND SIGNAL POST" DETAIL ABOVE. THE PROPOSED MAST ARM LENGTHS MAY NEED TO BE REVISED TO MEET THESE REQUIREMENTS. THE LOCATIONS OF THE PEDESTRIAN PUSH-BUTTONS AND PEDESTRIAN SIGNAL HEADS SHALL MEET THE REQUIREMENTS OF THE MUTCD, PROWAG, AND THE REQUIREMENTS ON THIS DETAIL SHEET.

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		DRAWN - IP	REVISED -						3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	27	
	PLOT SCALE = \$SCALE\$	CHECKED - NB/KK	REVISED -		TS-01				CONTRACT NO. 80B44					
	PLOT DATE = 12/16/2025	DATE - 10/15/2025	REVISED -		SCALE: NONE	SHEET 3	OF 7	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

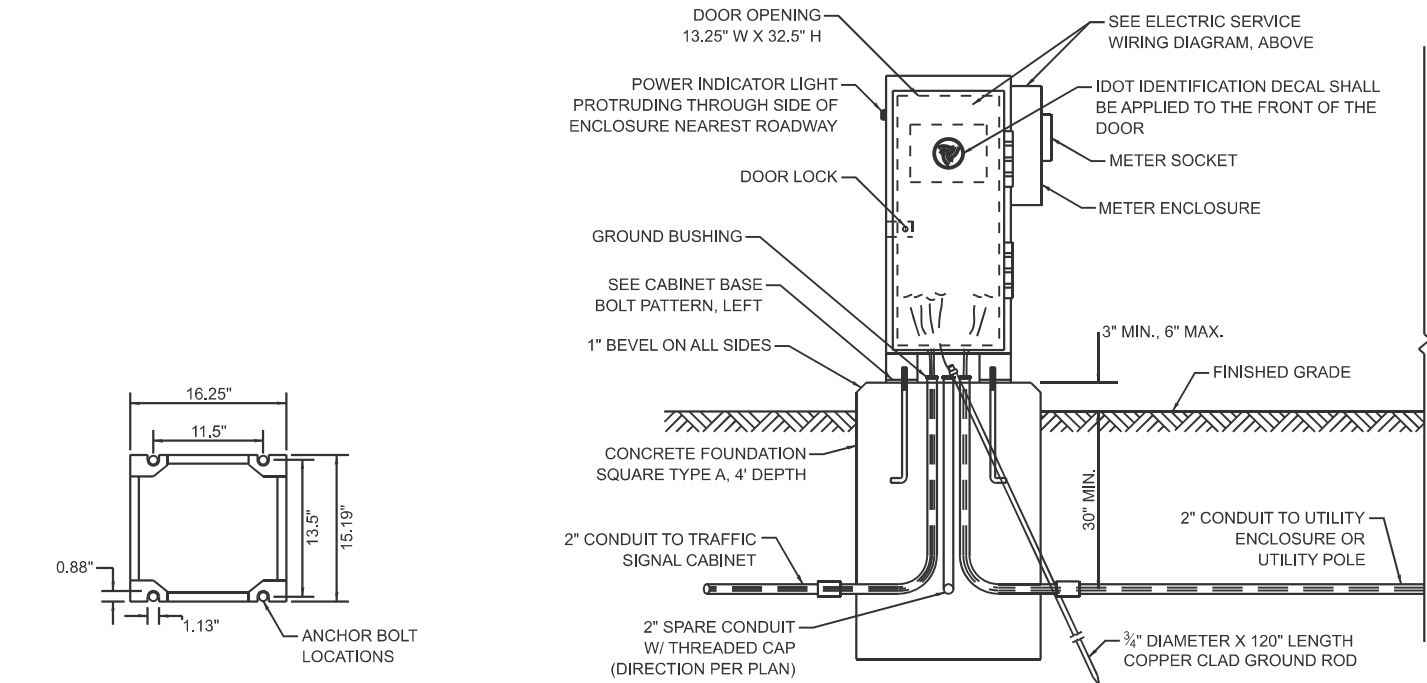
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ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

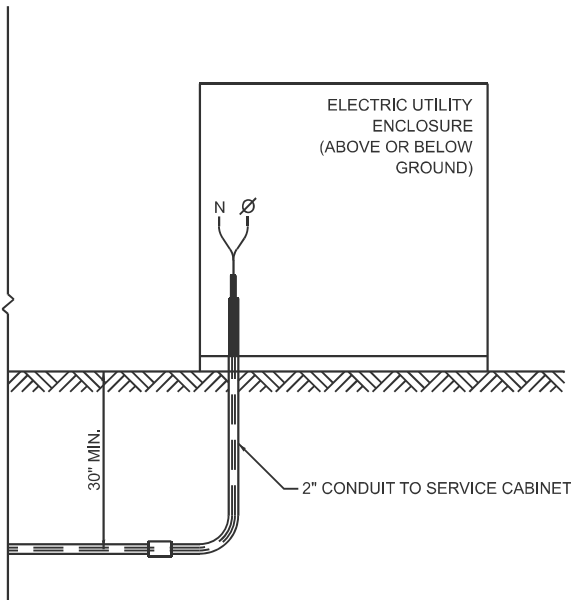
NOTES:

1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. ALL WIRING SHALL BE NEATLY DRESSED AND SUPPORTED.
4. THE METER SOCKET IS TO BE PROVIDED BY THE CONTRACTOR. THE METER IS TO BE PROVIDED BY THE UTILITY COMPANY.

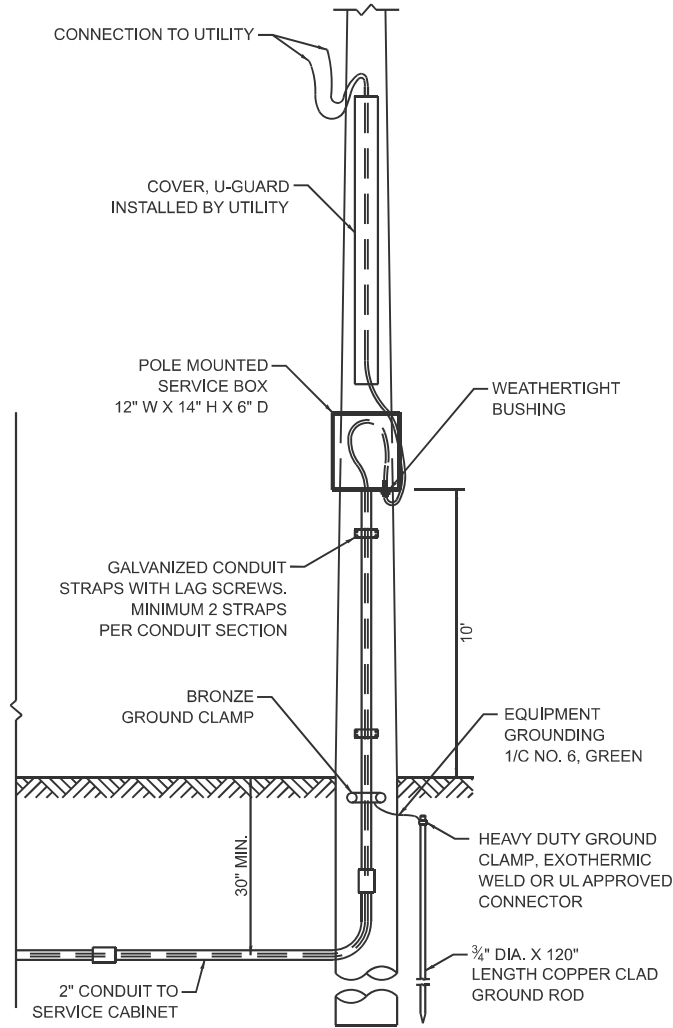


CABINET BASE BOLT PATTERN

SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CONNECTION TO UTILITY ENCLOSURE



CONNECTION TO UTILITY POLE

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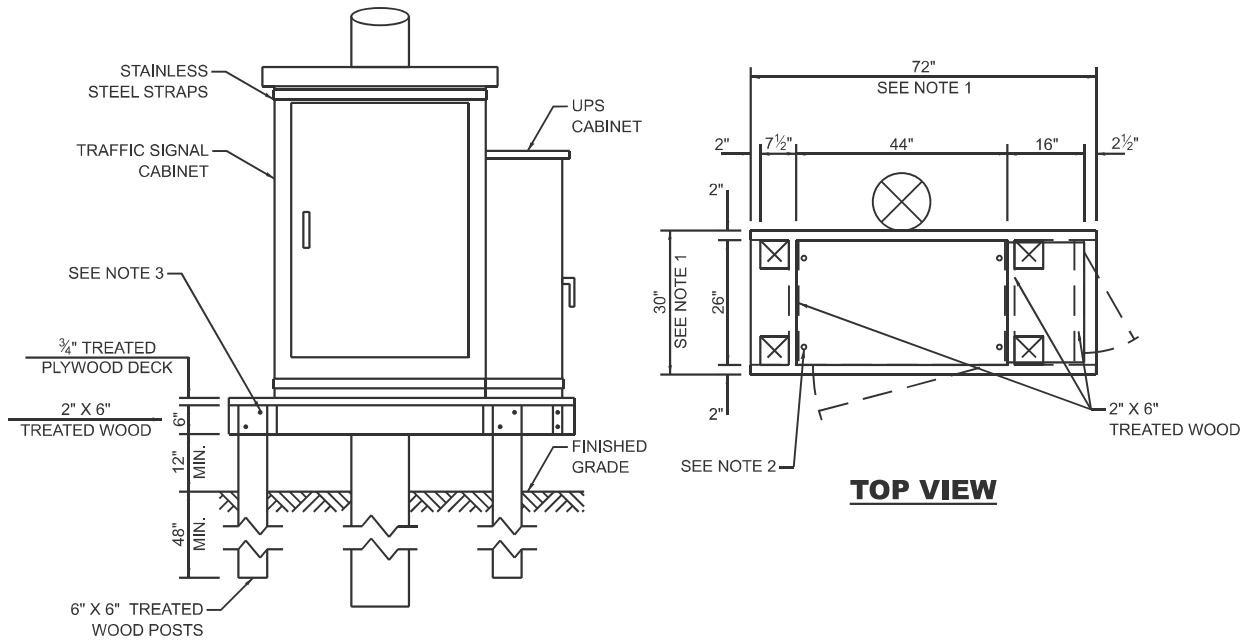
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	28
TS-01		CONTRACT NO. 80B44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

- 1. THE PLATFORM SIZE IS BASED ON A TRAFFIC SIGNAL CABINET TYPE IV WITH BASE DIMENSIONS OF 26" X 44" AND UNINTERRUPTABLE POWER SUPPLY CABINET WITH BASE DIMENSIONS OF 16" X 25". ADJUST THE PLATFORM SIZE TO FIT THE BASE DIMENSIONS OF THE CABINET SUPPLIED.
- 2. DRILLED HOLES THROUGH THE PLATFORM ARE TO MATCH THE TRAFFIC SIGNAL CABINET BOLT TEMPLATE. THE CABINET SHALL BE FASTENED TO THE PLATFORM WITH CARRIAGE BOLTS, WASHERS, AND NUTS.
- 3. ALL WOOD SUPPORT FRAMING SHALL BE FASTENED TO THE WOOD POSTS WITH 2 LAG SCREWS FOR EACH CONNECTION.

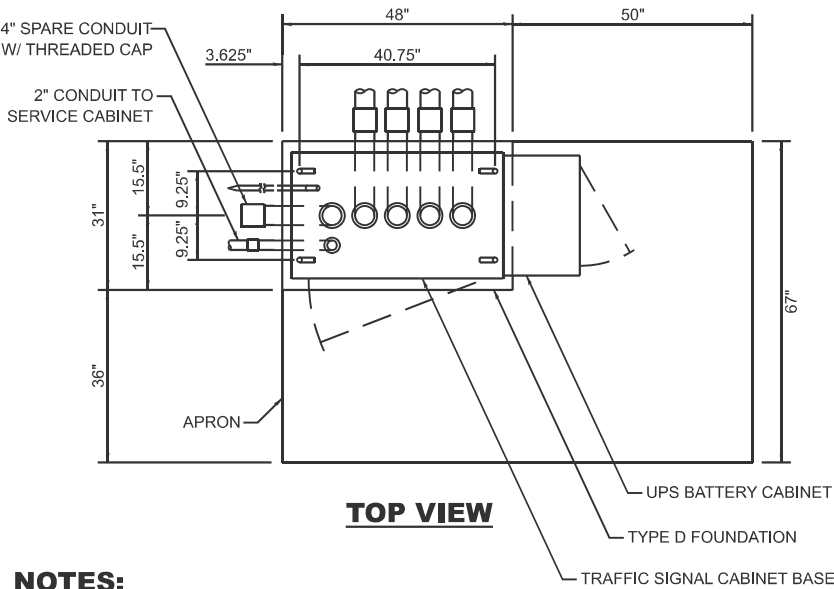
TEMPORARY TRAFFIC SIGNAL
CABINET WOOD SUPPORT PLATFORM

MAST ARM LENGTH	FOUNDATION DEPTH	FOUNDATION DIAMETER	SPIRAL DIAMETER	QUANTITY OF REBARS	SIZE OF REBARS
LESS THAN 30'	10'	30"	24"	8	#6
GREATER THAN OR EQUAL TO 30' AND LESS THAN 40'	13.5'	30"	24"	8	#6
	11'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 40' AND LESS THAN 50'	13'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 50' AND UP TO 55'	15'	36"	30"	12	#7
GREATER THAN OR EQUAL TO 56' AND LESS THAN 65'	21'	42"	36"	16	#8
GREATER THAN OR EQUAL TO 65' AND UP TO 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

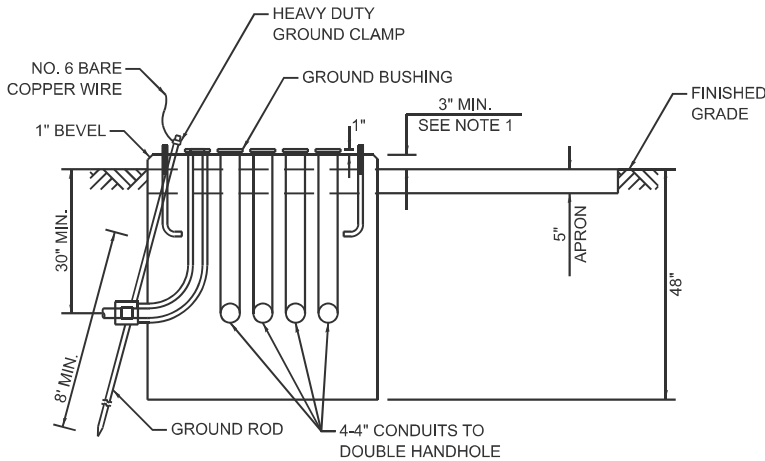
TYPE E FOUNDATION NOTES:

- 1. FOR STANDARD AND COMBINATION MAST ARM ASSEMBLIES. FOUNDATION DEPTHS FOR STANDARD DUAL MAST ARMS WITH THE LONGEST ARM LENGTH UP TO AND INCLUDING 55' SHALL BE INCREASE BY 1' OF THAT SHOWN IN THE TABLE, BASED ON THE LONGER OF THE TWO ARMS.
- 2. SEE STATE STANDARD 878001 CONCRETE FOUNDATION DETAILS FOR MORE INFORMATION.

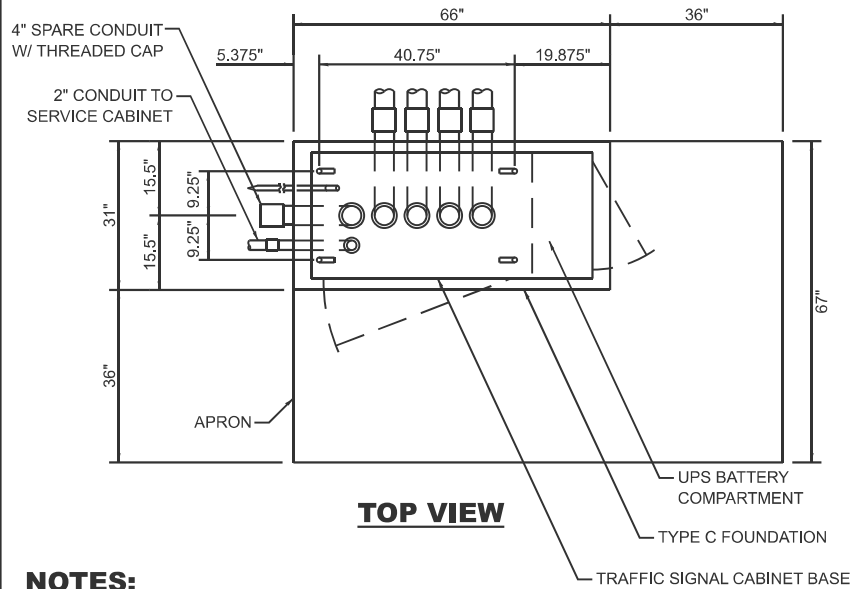


NOTES:

- 1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.

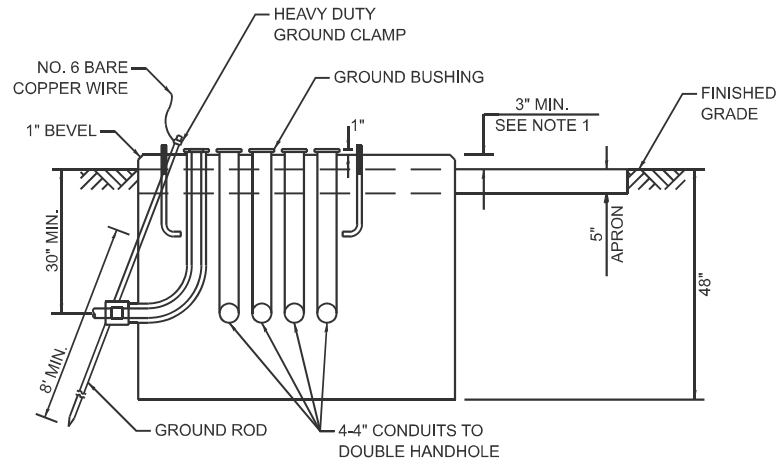


TYPE D FOUNDATION
TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET
AND UPS BATTERY CABINET



NOTES:

- 1. THE TOP OF THE FOUNDATION SHALL BE HIGHER THAN THE TOP OF THE DOUBLE HANDHOLE.



TYPE C FOUNDATION
SUPER P AND SUPER R
TRAFFIC SIGNAL CABINETS

FOUNDATION	DEPTH
TYPE A - SIGNAL POST, SERVICE CABINET	4'
TYPE C - TRAFFIC SIGNAL CABINET WITH UPS	4'
TYPE D - TRAFFIC SIGNAL CABINET	4'

DEPTH OF FOUNDATIONS
TYPES A, C & D

VERTICAL CABLE	LENGTH
MAST ARM MOUNTED SIGNAL HEAD (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20'+L
BRACKET MOUNTED SIGNAL HEAD (MAST ARM POLE OR SIGNAL POLE)	13'
PEDESTRIAN SIGNAL HEAD	10'
PEDESTRIAN PUSH BUTTON	6'
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5'
SERVICE INSTALLATION POLE MOUNT TO GROUND	13.5'
SERVICE INSTALLATION GROUND MOUNT	6'
FOUNDATION (SIGNAL POST, MAST ARM, TRAFFIC SIGNAL CABINET, SERVICE CABINET)	3'

VERTICAL CABLE LENGTH

CABLE SLACK	LENGTH
HANDHOLE	6.5'
DOUBLE HANDHOLE	13'
SIGNAL POST	2'
MAST ARM	2'
TRAFFIC SIGNAL CABINET OR SERVICE CABINET	1.5'
FIBER OPTIC CABLE AT TRAFFIC SIGNAL CABINET	13'
GROUND CABLE AT SIGNAL POST, MAST ARM, OR CABINET	1.5'
GROUND CABLE AT HANDHOLE OR DOUBLE HANDHOLE	6.5'
GROUND CABLE BETWEEN HANDHOLE FRAME AND COVER	5'

CABLE SLACK LENGTH

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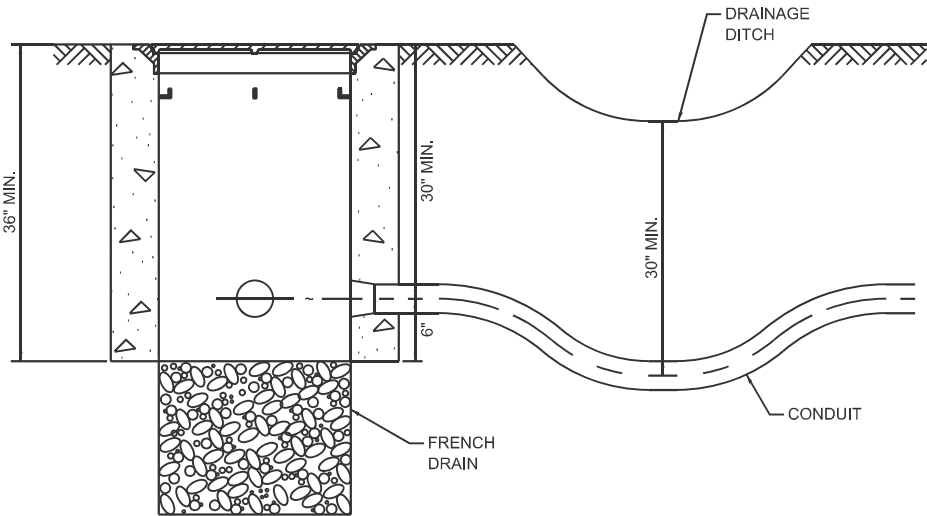
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

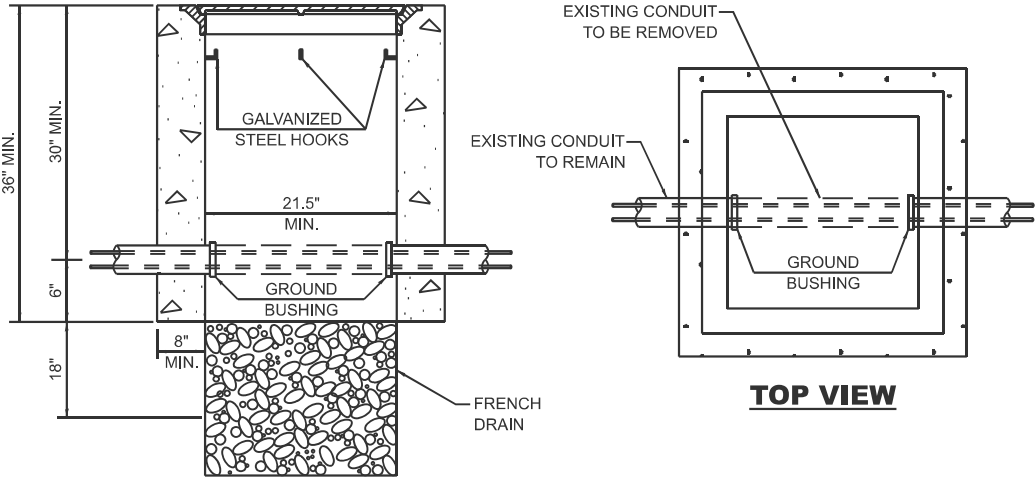
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	29
TS-01		CONTRACT NO. 80B44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

- 1. THE CONDUIT DEPTH SHALL BE A MINIMUM OF 30" 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.

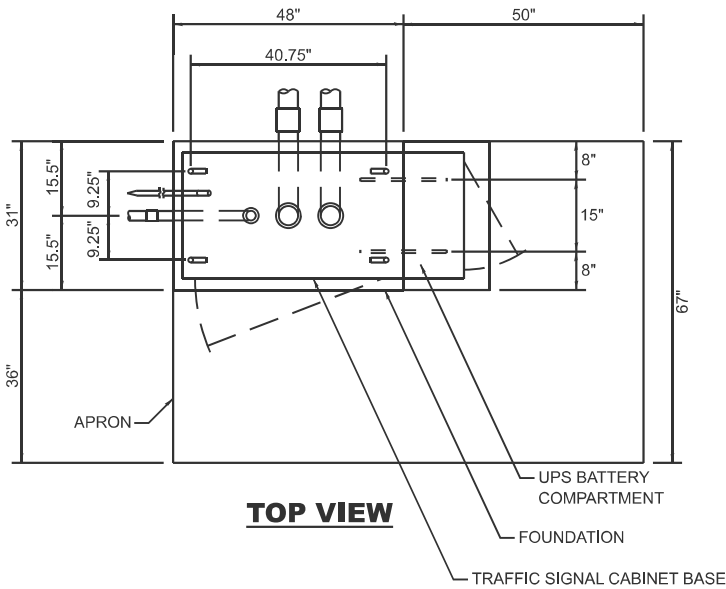
HANDHOLE WITH MINIMUM CONDUIT DEPTH



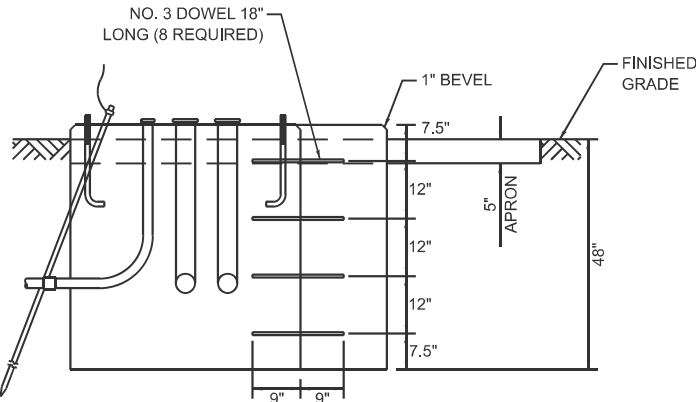
NOTES:

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

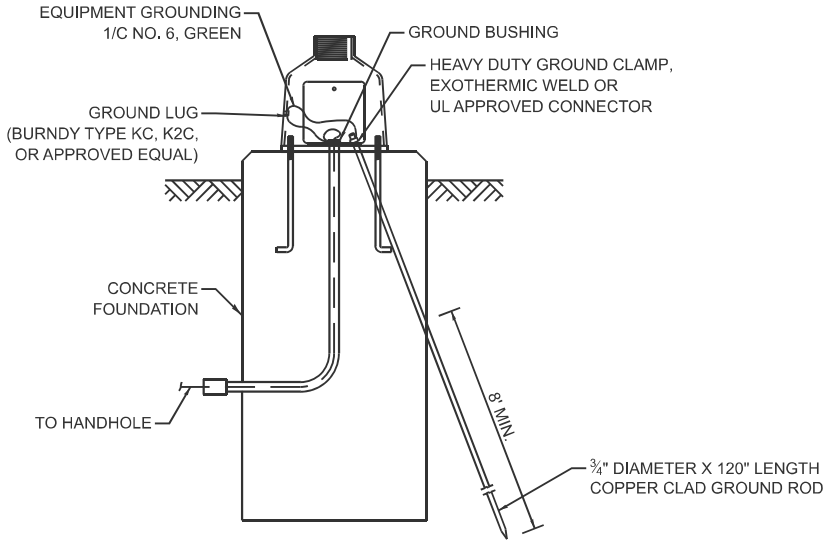
HANDHOLE TO INTERCEPT EXISTING CONDUIT



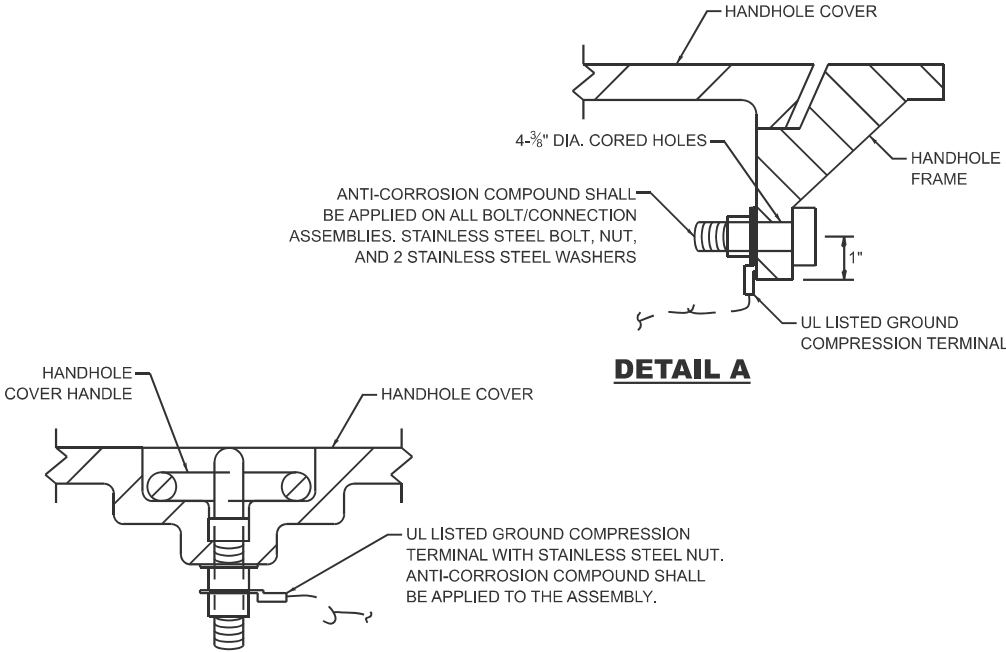
TOP VIEW



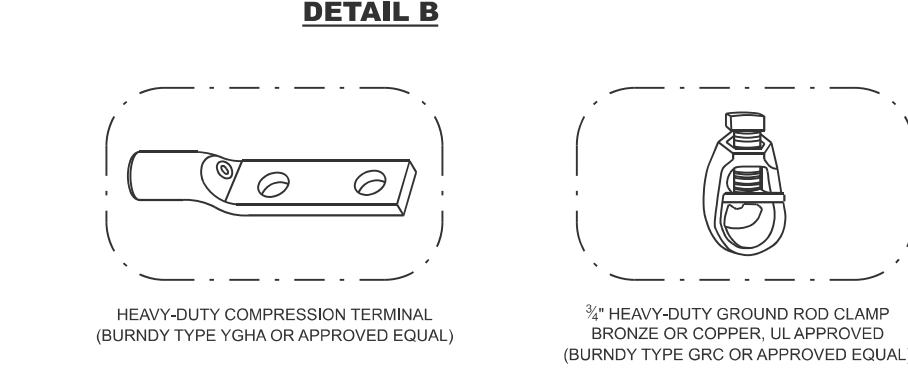
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



MAST ARM / POST GROUNDING DETAIL



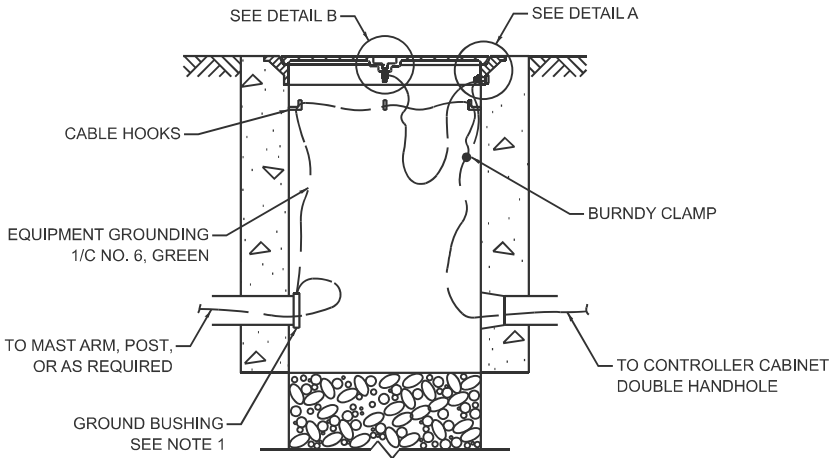
DETAIL A



DETAIL B

NOTES:

- 1. CONDUIT THAT HAS BEEN DRILLED INTO AN EXISTING HANDHOLE WILL REQUIRE A GROUND BUSHING FOR THE CONDUIT TO BE PROPERLY GROUNDING.
- 2. GROUND CABLE SHALL BE LOOPED OVER HOOKS IN THE HANDHOLES. 6.5' OF SLACK SHALL BE PROVIDED IN SINGLE AND DOUBLE HANDHOLES. 5' OF SLACK SHALL BE PROVIDED BETWEEN THE FRAME AND COVER.



HANDHOLE GROUNDING DETAIL

MODEL: TS-01f [Sheet]
FILE NAME: c:\paw\work\illinois\lawrence.demanche\illinois\rov\0951416\TS-01.dgn

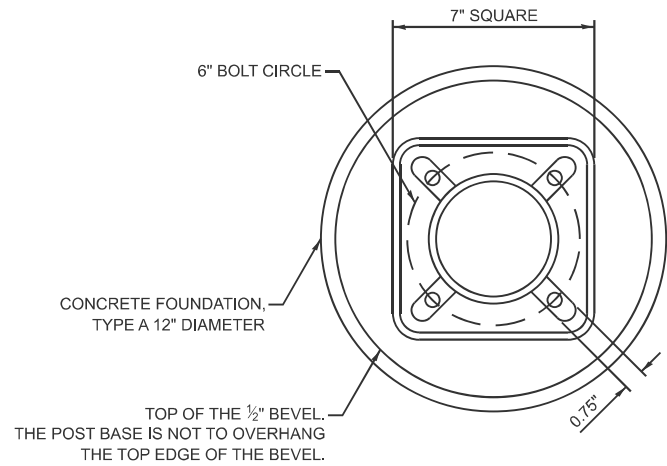
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DRAWN	- IP	CHECKED	- NB/KK	REVISED	-
PLOT SCALE	= \$\$SCALE\$	DATE	- 10/15/2025	REVISED	-
PLOT DATE	= 12/16/2025				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

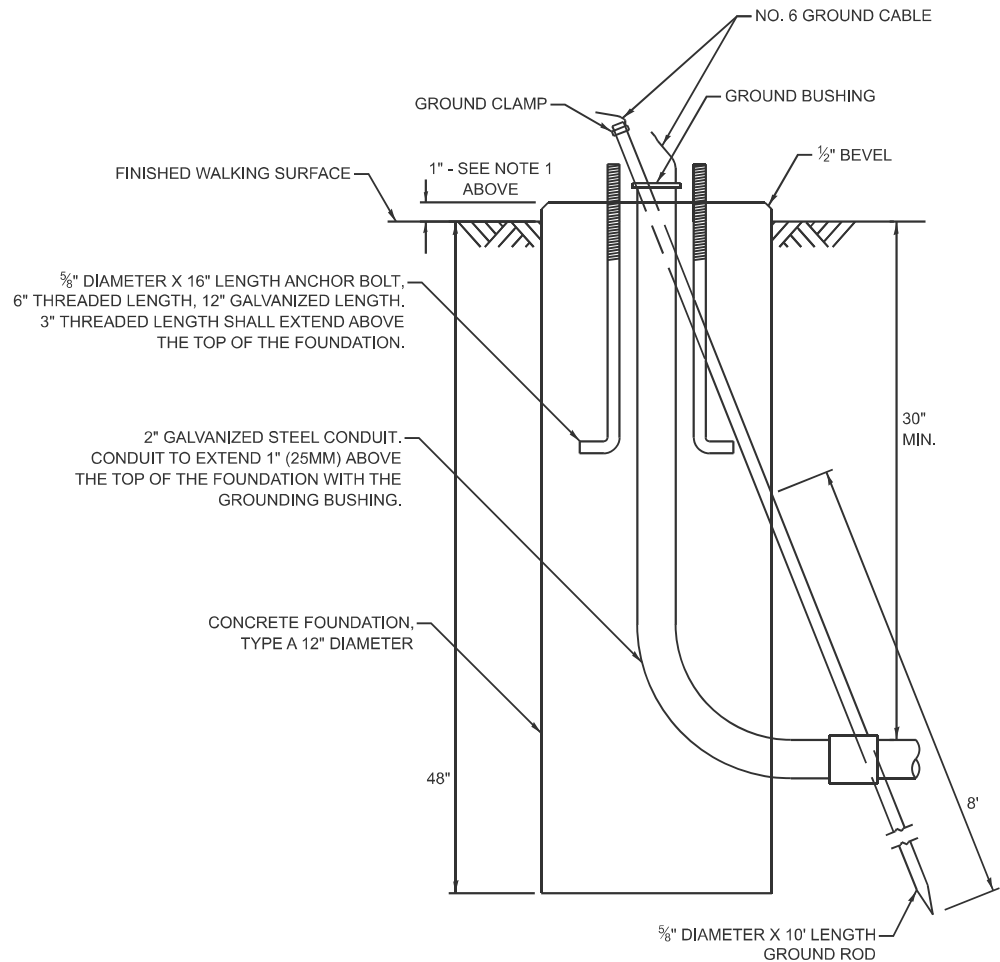
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	30
TS-01		CONTRACT NO. 80B44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



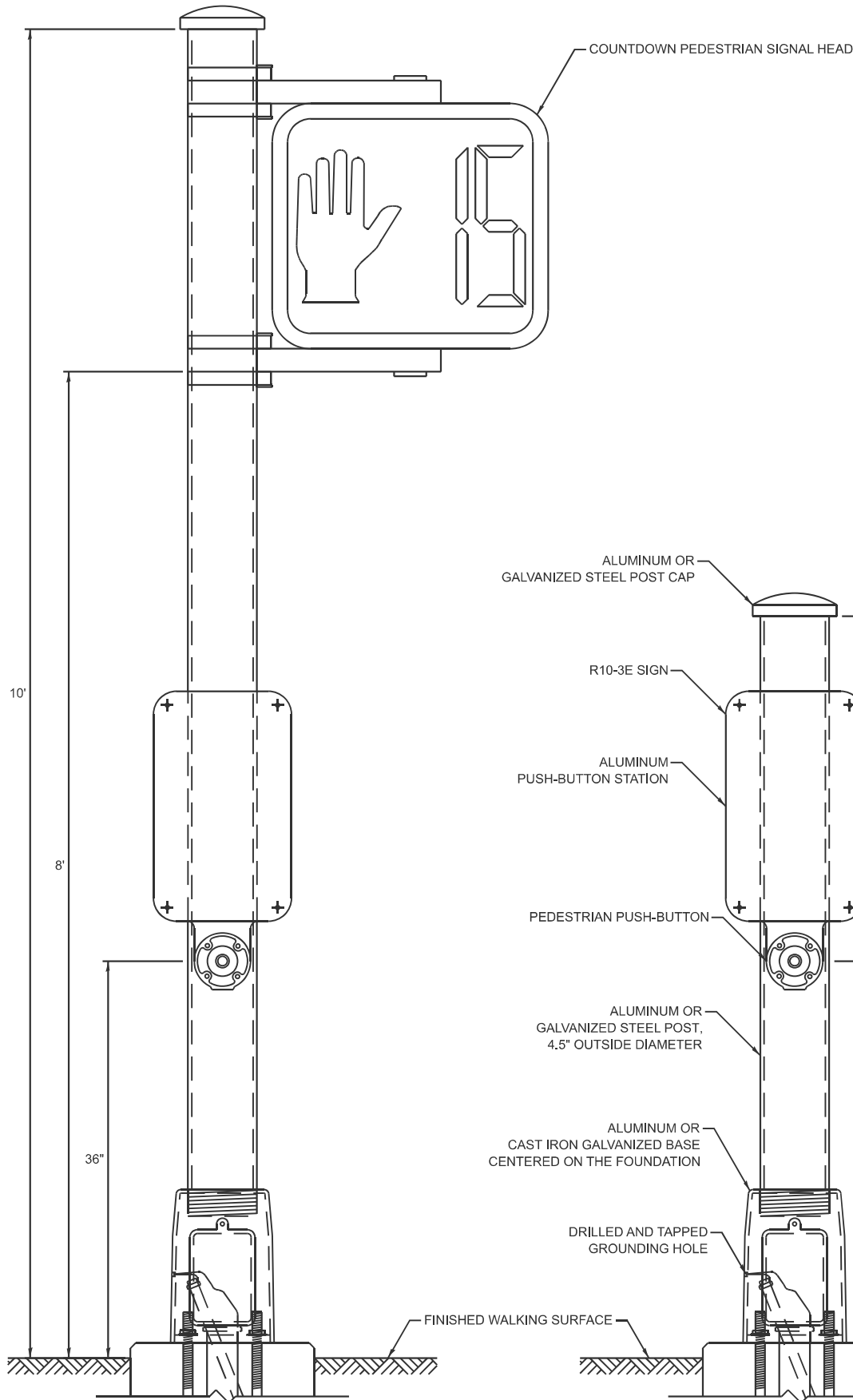
BOLT PATTERN

NOTES:

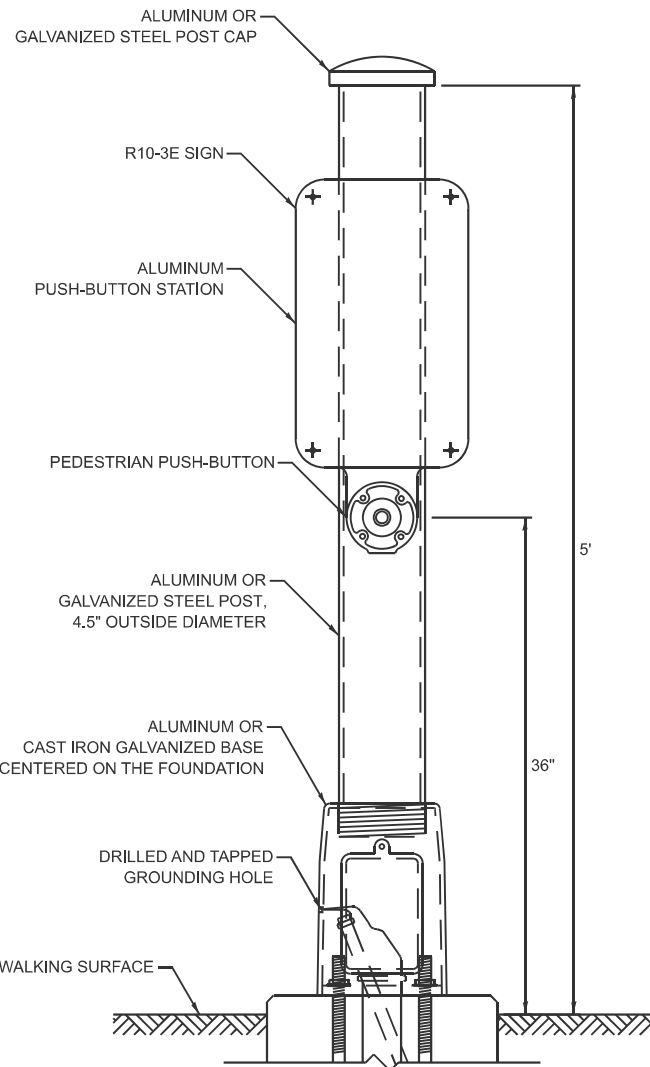
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN A SIDEWALK CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE SIDEWALK CURB.



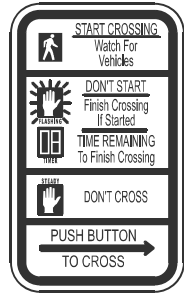
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.



PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



W10-1101
18" X 24"

SIGN NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3E IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-1101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

MODEL: TS-01a (Sheet)
FILE NAME: c:\p\work\willard\lawrence.demanche\illinois\0951416\TS-01.dgn

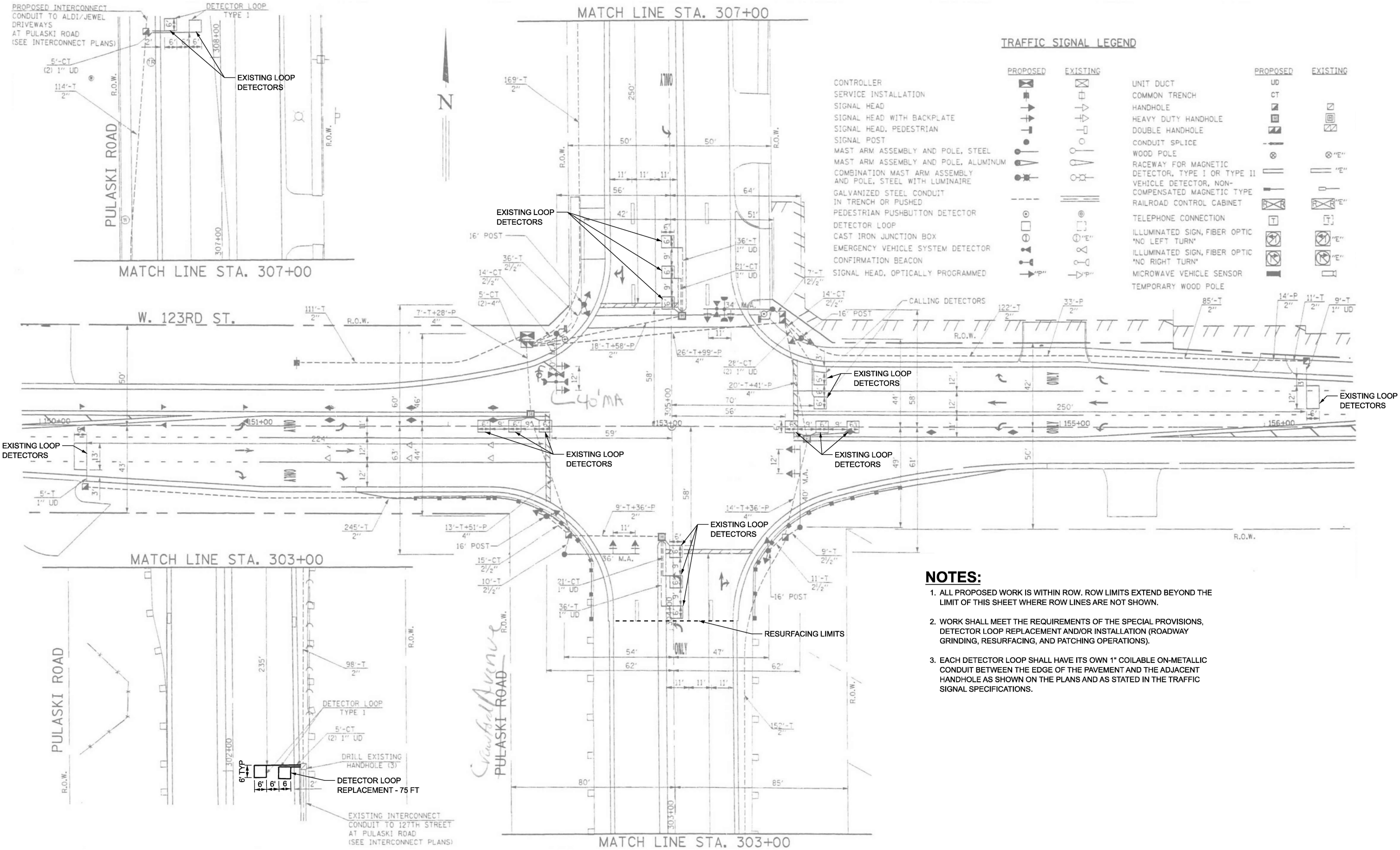
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PLOT SCALE	= \$SCALE\$	CHECKED	- NB/KK	REVISED	-
PLOT DATE	= 12/16/2025	DATE	- 10/15/2025	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	31
TS-01		CONTRACT NO. 80B44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



NOTES:

1. ALL PROPOSED WORK IS WITHIN ROW. ROW LIMITS EXTEND BEYOND THE LIMIT OF THIS SHEET WHERE ROW LINES ARE NOT SHOWN.
2. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE ON-METALLIC CONDUIT BETWEEN THE EDGE OF THE PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

MODEL: TS-2 23rd Street - Traffic Signal(Sheet)
FILE NAME: c:\p\work\main\ts-2 23rd Street - Traffic Signal(Sheet).dgn



USER NAME	= AlexisF
DESIGNED	- MH
DRAWN	- AF
CHECKED	- MH
DATE	- 4/24/2026
PLOT SCALE	= 0.16666633 1/in.
PLOT DATE	= 4/22/2026

DESIGNED	- MH
DRAWN	- AF
CHECKED	- MH
DATE	- 4/24/2026

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**TRAFFIC SIGNAL MODIFICATION PLAN
PULASKI RD AND 123RD ST**

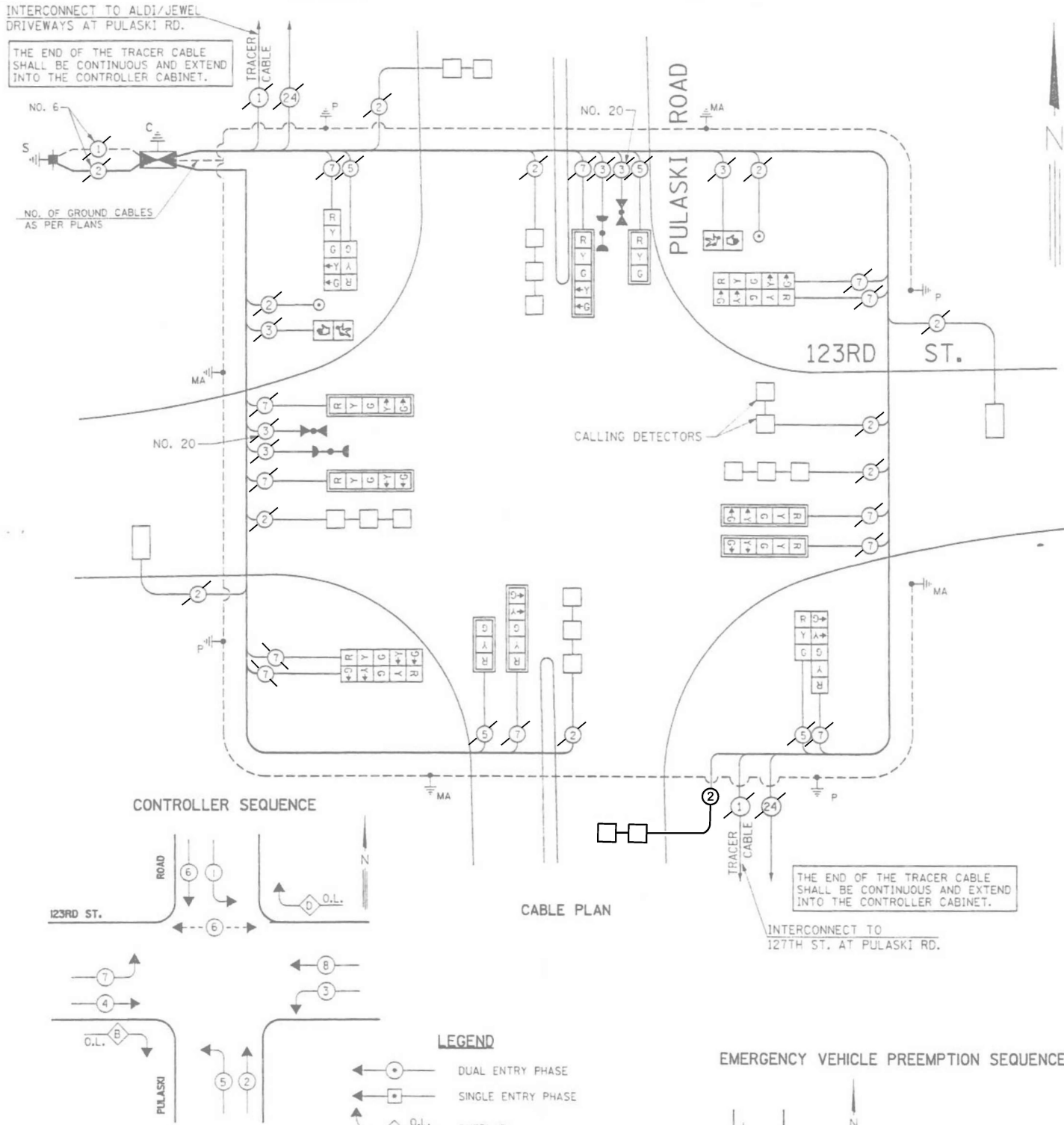
SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	32
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TS 3936

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	QUANTITY (PULASKI & 123RD ONLY)
DETECTOR LOOP REPLACEMENT	FOOT	75



CABLE PLAN LEGEND

EXISTING	PROPOSED	
		8" (200mm) TRAFFIC SIGNAL SECTION
		12" (300mm) TRAFFIC SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		12" (300mm) PEDESTRIAN SIGNAL SECTION
		CONTROLLER CABINET
		SERVICE INSTALLATION
		TELEPHONE INSTALLATION
		VEHICLE DETECTOR, INDUCTION LOOP
		MAGNETIC DETECTOR
		EMERGENCY VEHICLE LIGHT DETECTOR
		CONFIRMATION BEACON
		PUSH-BUTTON DETECTOR
		DENOTES NUMBER OF CONDUCTORS, ALL CABLE NO. 14 EXCEPT AS INDICATED. ALL LOOP DETECTOR CABLE TO BE SHIELDED.
		GROUND CABLE IN CONDUIT NO. 6 SOLID COPPER (GREEN)
		FIBER OPTIC CABLE IN CONDUIT NO. 62.5/125 2-MM12F & SM12F
		SIGNAL FACE WITH BACKPLATE. *P* INDICATES PROGRAMMED HEAD.
		RAILROAD CONTROL CABINET
		ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN"
		ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN"
		GROUND ROD AT HANDHOLE, DOUBLE HANDHOLE, OR CONTROLLER
		GROUND ROD AT POST OR MAST ARM POLE
		GROUND ROD AT ELECTRIC SERVICE INSTALLATION
		LOCAL AND MASTER CONTROLLER
		MICROWAVE VEHICLE SENSOR

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO LAMPS	WATTAGE	%OPERATION		
		INCAND.	LED		
SIGNAL (RED)	16	135	17	0.50	136
(YELLOW)	16	135	25	0.25	100
(GREEN)	16	135	15	0.25	60
ARROW	24	135	12	0.10	28.8
PED. SIGNAL	2	90	25	1.00	50
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN	-	-	-	0.05	-
FLASHER				0.50	
TOTAL =					474.8
ENERGY COSTS TO:					
ILLINOIS DEPARTMENT OF TRANSPORTATION					
201 WEST CENTER COURT					
SCHAUMBURG, ILLINOIS 60196-1096					
ENERGY SUPPLY CONTACT: PHIL GESTON					
PHONE: 708-235-2338					
COMPANY: COMED					

FOUNDATION (DEPTH)	FT. (m)	CABLE SLACK	FT. (m)	VERTICAL	FT. (m)
TYPE A-POST	4 (1.2)	HANDHOLE	6.5 (2.0)	ALL FOUNDATIONS	3.5 (1.0)
D-CONTROLLER	4 (1.2)	DOUBLE HANDHOLE	13 (4.0)	MAST ARM (L) POLE	20' +/- 2"
SIGNAL POST	2 (1.0)	SIGNAL POST	2 (1.0)	BRACKET MOUNTED	16m +/- 0.6m +/-
24" (600mm)	10 (3.0)	CONTROLLER CAB.	1 (0.5)	PED. PUSHBUTTON	13 (4.0)
30" (750mm)	15 (4.6)	FIBER OPTIC	13 (4.0)	ELECTRIC SERVICE	4 (1.2)
		ELECTRIC SERVICE	1 (0.5)	SERVICE TO GROUND	13.5 (4.1)
		GROUND CABLE	1 (0.5)	POST MOUNTED	6 (1.8)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMERGENCY VEHICLE
PREEMPTION SEQUENCE - PULASKI RD AND 123RD ST

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	33
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TS 3936

MODEL: TS-1 23rd Street - Cable Plan(Sheet)
FILE NAME: c:\paw_work\paw_main\tsms8830\80B44-SHT-1-TrafficSignals.dgn



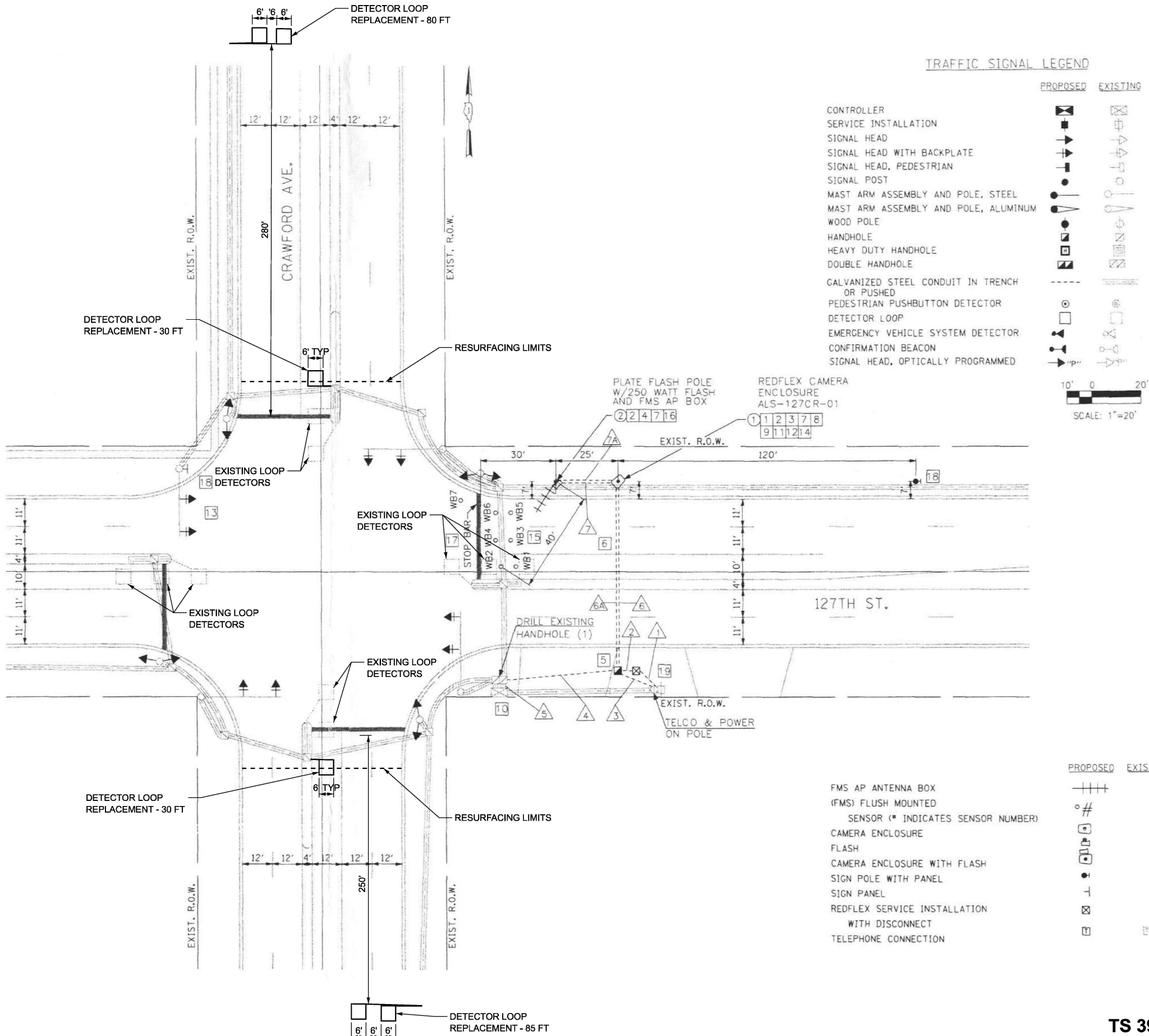
USER NAME = AlexisF
PLOT SCALE = 0.16666633 1/in.
PLOT DATE = 4/22/2026

DESIGNED - MH
DRAWN - AF
CHECKED - MH
DATE - 4/24/2026

REVISED -
REVISED -
REVISED -
REVISED -

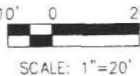
NOTES:

1. ALL PROPOSED WORK IS WITHIN ROW. ROW LIMITS EXTEND BEYOND THE LIMIT OF THIS SHEET WHERE ROW LINES ARE NOT SHOWN.
2. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE ON-METALLIC CONDUIT BETWEEN THE EDGE OF THE PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



TRAFFIC SIGNAL LEGEND

	PROPOSED	EXISTING
CONTROLLER		
SERVICE INSTALLATION		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD, PEDESTRIAN		
SIGNAL POST		
MAST ARM ASSEMBLY AND POLE, STEEL		
MAST ARM ASSEMBLY AND POLE, ALUMINUM		
WOOD POLE		
HANDHOLE		
HEAVY DUTY HANDHOLE		
DOUBLE HANDHOLE		
GALVANIZED STEEL CONDUIT IN TRENCH OR PUSHED		
PEDESTRIAN PUSHBUTTON DETECTOR		
DETECTOR LOOP		
EMERGENCY VEHICLE SYSTEM DETECTOR		
CONFIRMATION BEACON		
SIGNAL HEAD, OPTICALLY PROGRAMMED		



PROPOSED EXISTING

FMS AP ANTENNA BOX	
(FMS) FLUSH MOUNTED	
SENSOR (# INDICATES SENSOR NUMBER)	
CAMERA ENCLOSURE	
FLASH	
CAMERA ENCLOSURE WITH FLASH	
SIGN POLE WITH PANEL	
SIGN PANEL	
REDFLEX SERVICE INSTALLATION	
WITH DISCONNECT	
TELEPHONE CONNECTION	

MODEL: TS-4 27th Street - Traffic Signal(Sheet)
FILE NAME: c:\pw_work\pw_main\ts4\80B44-SHT-1-TrafficSignals.dgn



USER NAME = AlexisF	DESIGNED - MH	REVISED -
	DRAWN - AF	REVISED -
PLOT SCALE = 0.16666633 1/in.	CHECKED - MH	REVISED -
PLOT DATE = 4/22/2026	DATE - 4/24/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

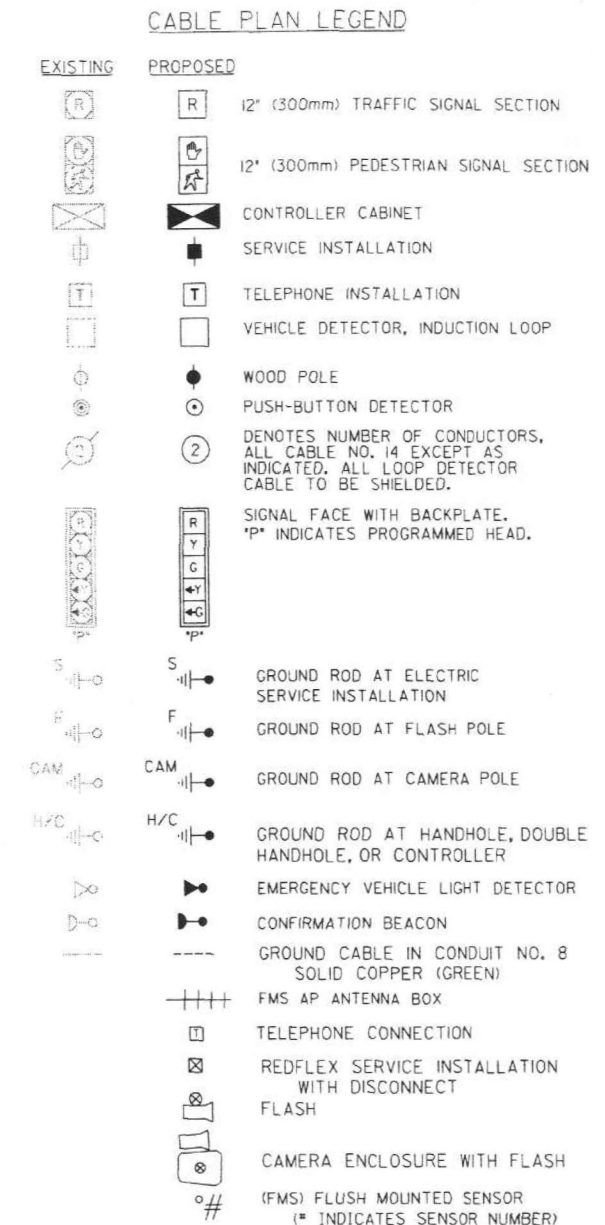
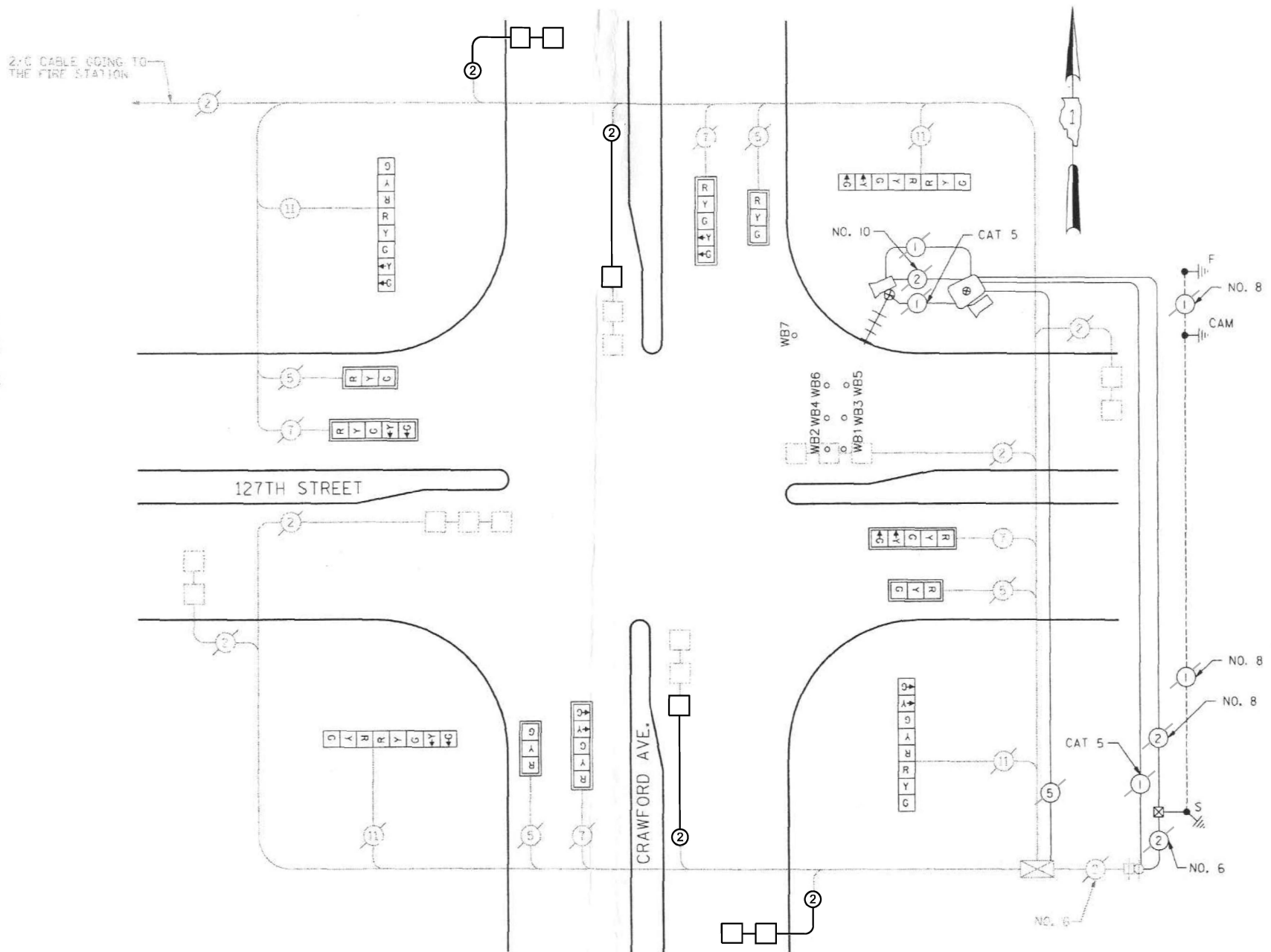
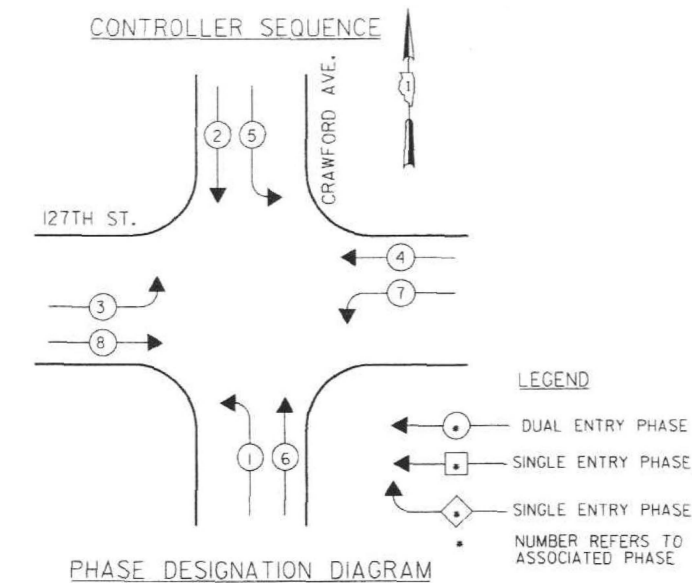
TRAFFIC SIGNAL MODIFICATION PLAN
PULASKI RD AND 127TH ST

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	34
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TS 3990

MODEL: TS-3 27th Street - Cable Plan(Sheet)
FILE NAME: c:\pw_work\pw_main\ts3\80B44-SHT-1-TrafficSignals.dgn



CABLE PLAN

I.D.O.T. TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS					TOTAL WATTAGE
TYPE	NO. OF LAMPS	INCAND.	LED	% OPERATION	
SIGNAL (RED)	16	135	17	0.50	136
(YELLOW)	16	135	25	0.25	100
(GREEN)	16	135	15	0.25	25
ARROW	16	135	12	0.10	19.2
PED. SIGNAL		90	25	1.00	
CONTROLLER	1	100	100	1.00	100
ILLUM. SIGN				0.05	
FLASHER				0.5	
ENERGY COST TO:				TOTAL =	380.2

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAY / DISTRICT 1
201 WEST CENTER COURT / SCHAUMBURG, ILLINOIS 60196-1096

ENERGY SUPPLY: CONTACT VALERIE MURPHY
PHONE: 708-235-2346
COMPANY: COMED
ACCT. # 0012106071

FOUNDATION (DEPTH)	FT.	(M)	CABLE SLACK	FT.	(M)	VERTICAL	FT.	(M)
TYPE A-POST	4	(1.2)	HANDHOLE	6.5	(2.0)	ALL FOUNDATIONS	3.5	(1.0)
D-POST	4	(1.2)	DOUBLE HANDHOLE	13	(4.0)	MAST ARM (L) POLE	20' + L - 2 =	
E-M. ARM-POLE			SIGNAL POST	2	(1.0)		(6M + L - 0.6M) =	
24" (600MM)	10	(3.0)	CONTROLLER CAB.	1	(.5)	BRACKET MOUNTED	13	(4.0)
30" (750MM)	15	(4.6)	FIBER OPTIC	13	(4.0)	PED. PUSH BOTTON	4	(1.2)
			ELECTRICAL SERVICE	1	(0.5)	ELECTRICAL SERVICE	13.5	(4.0)
			GROUND CABLE	1	(0.5)	SERVICE TO GROUND	3.5	
						POST MOUNTED	6	(1.8)

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	QUANTITY (PULASKI & 127TH ONLY)
DETECTOR LOOP REPLACEMENT	FOOT	225



USER NAME = AlexisF	DESIGNED - MH	REVISED -
PLOT SCALE = 0.16666633 1/in.	DRAWN - AF	REVISED -
PLOT DATE = 4/22/2026	CHECKED - MH	REVISED -
	DATE - 4/24/2026	REVISED -

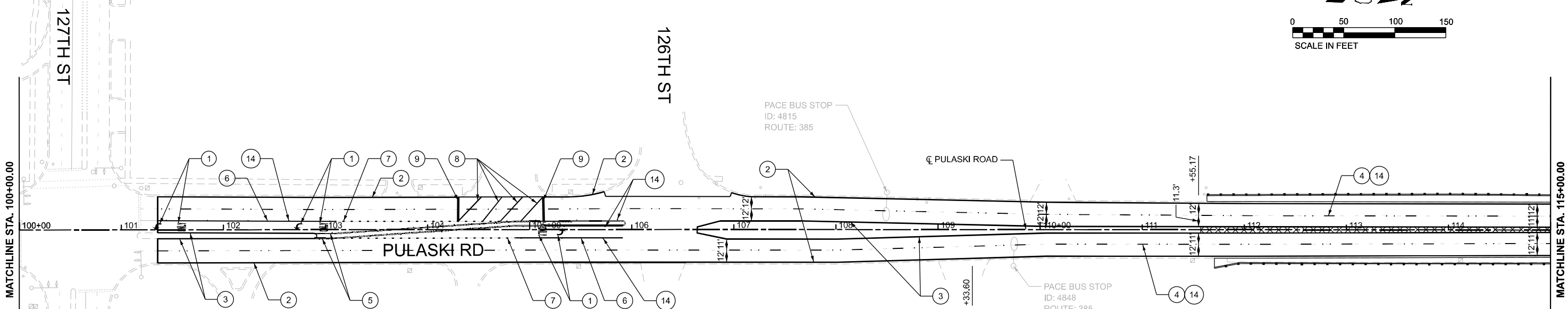
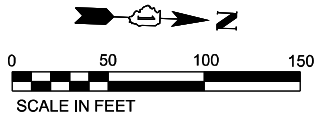
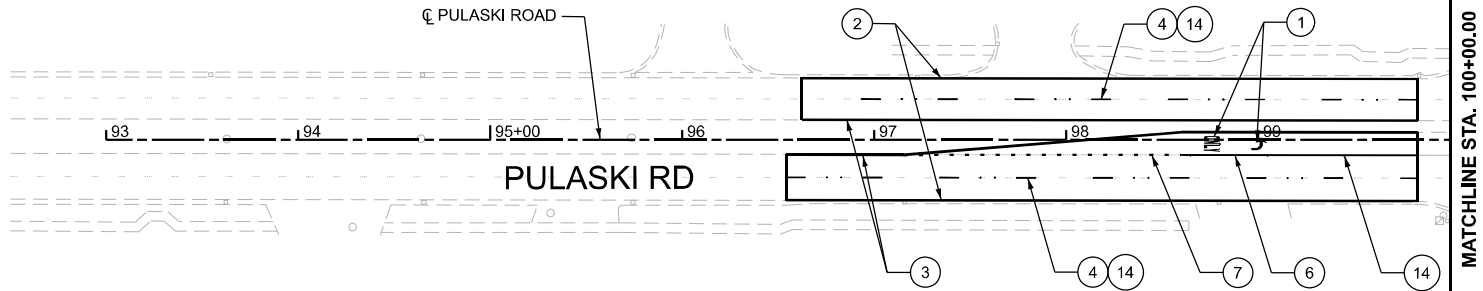
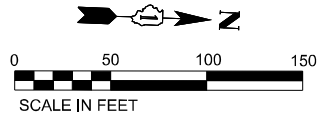
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, AND EMEGENCY VEHICLE
PREEMPTION SEQUENCE - PULASKI RD AND 127TH ST

SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	35
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TS 3990



PAVEMENT MARKING LEGEND

- 1

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- 2

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE, SOLID)
- 3

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, SOLID)
- 4

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE, 10' DASH - 30' SKIP)
- 5

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE SOLID, 2 @ 11" C-C)
- 6

THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- 7

THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE, 2' DASH - 6' SKIP)
- 8

THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE, SOLID)
- 9

THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE, SOLID)
- 10

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE, SOLID)
- 11

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW, SOLID)
- 12

PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7" (4" WHITE OVER 7" BLACK, 10' DASH - 30' SKIP)
- 13

GROOVING FOR RECESSED PAVEMENT MARKING 8"
- 14

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
RAISED REFLECTIVE PAVEMENT MARKER
- 15

RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL
RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT

NOTES

1.

INSTALL PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-13 TYPICAL PAVEMENT MARKINGS.
2.

INSTALL RAISED REFLECTIVE PAVEMENT MARKERS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT). MARKERS ARE NOT TO BE PLACED WITHIN BRIDGE LIMITS.
3.

PREFORMED PLASTIC MARKINGS, TYPE D, GROOVING FOR RECESSED PAVEMENT MARKINGS AND MODIFIED URETHANE PAVEMENT MARKING SHALL BE USED FOR LANE LINES AND CENTER LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.



USER NAME	= AlexisF	DESIGNED	- MH	REVISED	-
		DRAWN	- AF	REVISED	-
PLOT SCALE	= 0.16666633" / in.	CHECKED	- MH	REVISED	-
PLOT DATE	= 4/22/2026	DATE	- 4/24/2026	REVISED	-

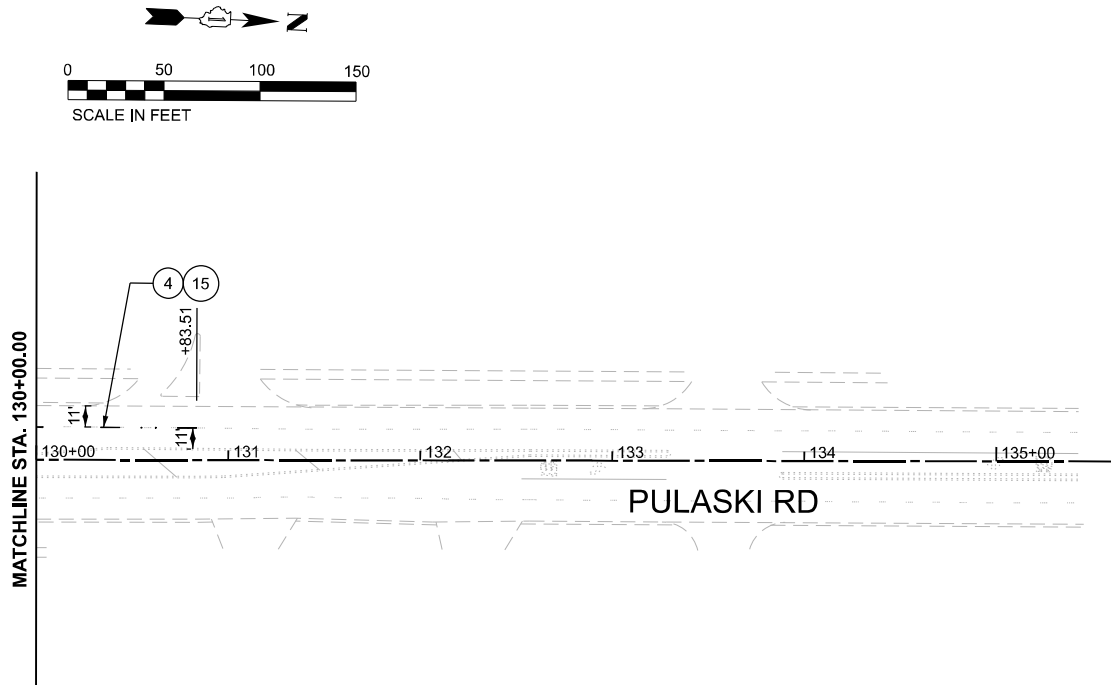
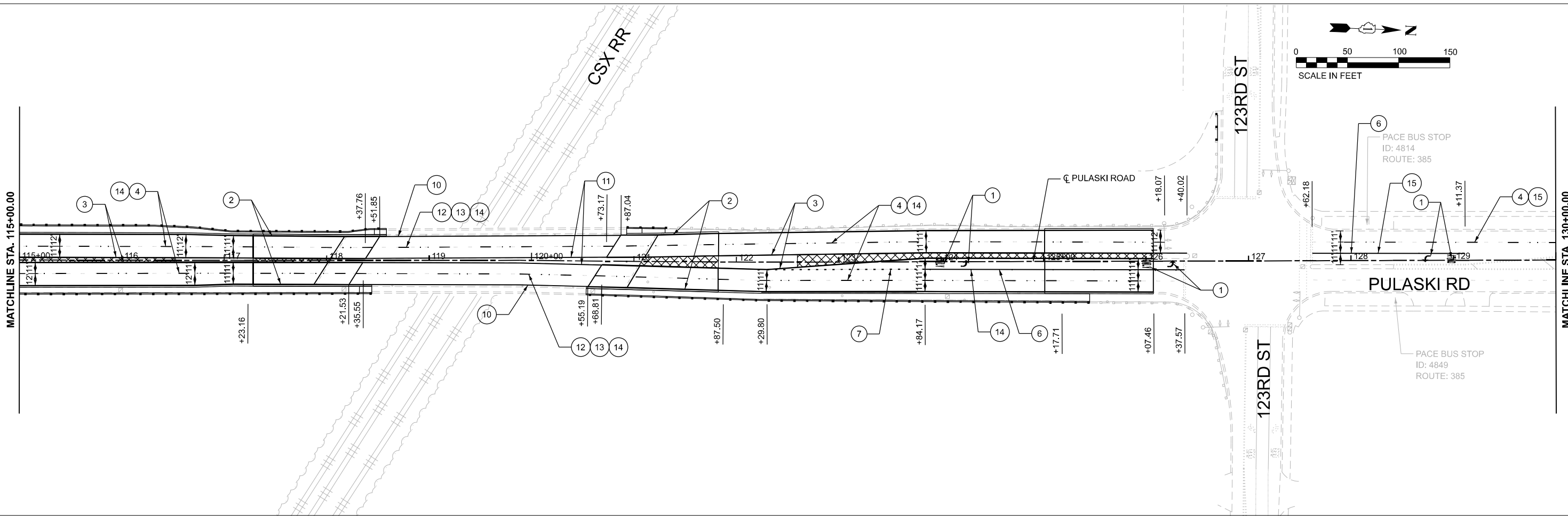
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
PULASKI RD OVER CSXT RR

SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 93+00.00 TO STA. 115+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	36
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

MODEL: PMK-2
FILE NAME: c:\pwwork\pwwork\main\oms48830\80B44-SHT-PMK-02.dgn



PAVEMENT MARKING LEGEND

- 1

THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS
- 2

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE, SOLID)
- 3

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, SOLID)
- 4

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (WHITE, 10' DASH - 30' SKIP)
- 5

THERMOPLASTIC PAVEMENT MARKING - LINE 4" (YELLOW, DOUBLE SOLID, 2 @ 11" C-C)
- 6

THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE, SOLID)
- 7

THERMOPLASTIC PAVEMENT MARKING - LINE 6" (WHITE, 2' DASH - 6' SKIP)
- 8

THERMOPLASTIC PAVEMENT MARKING - LINE 8" (WHITE, SOLID)
- 9

THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE, SOLID)
- 10

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (WHITE, SOLID)
- 11

MODIFIED URETHANE PAVEMENT MARKING - LINE 4" (YELLOW, SOLID)
- 12

PREFORMED PLASTIC PAVEMENT MARKING, TYPE D - LINE 7" (4" WHITE OVER 7" BLACK, 10' DASH - 30' SKIP)
- 13

GROOVING FOR RECESSED PAVEMENT MARKING 8"
- 14

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
RAISED REFLECTIVE PAVEMENT MARKER
- 15

RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL
RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REPLACEMENT

NOTES

1. INSTALL PAVEMENT MARKINGS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-13 TYPICAL PAVEMENT MARKINGS.
2. INSTALL RAISED REFLECTIVE PAVEMENT MARKERS IN ACCORDANCE WITH DISTRICT ONE STANDARD DETAIL TC-11 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT). MARKERS ARE NOT TO BE PLACED WITHIN BRIDGE LIMITS.
3. PREFORMED PLASTIC MARKINGS, TYPE D, GROOVING FOR RECESSED PAVEMENT MARKINGS AND MODIFIED URETHANE PAVEMENT MARKING SHALL BE USED FOR LANE LINES AND CENTER LINE PAVEMENT MARKINGS WITHIN BRIDGE LIMITS.



USER NAME	= AlexisF	DESIGNED	- MH	REVISED	-
		DRAWN	- AF	REVISED	-
PLOT SCALE	= 0.16666633" / in.	CHECKED	- MH	REVISED	-
PLOT DATE	= 4/22/2026	DATE	- 4/24/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN
PULASKI RD OVER CSXT RR

SCALE: 1"=50'
SHEET 2 OF 2 SHEETS
STA. 115+00.00 TO STA. 145+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	37
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Existing Structure S.N. 016-0747 is built in 1936 and rehabilitated in 1998.
The structure is a 4-span steel beam bridge with a reinforced concrete deck supported by reinforced concrete piers. The concrete piers and abutments are supported by concrete caissons with out-to-out width of 62'-11¾" and length of 233'-7" Bk. to Bk. of Abutments.

Traffic to be maintained utilizing staged construction.

DESIGN SPECIFICATIONS
(PROPOSED CONSTRUCTION)
2024 LRFD Bridge Design Specifications, 10th Ed.

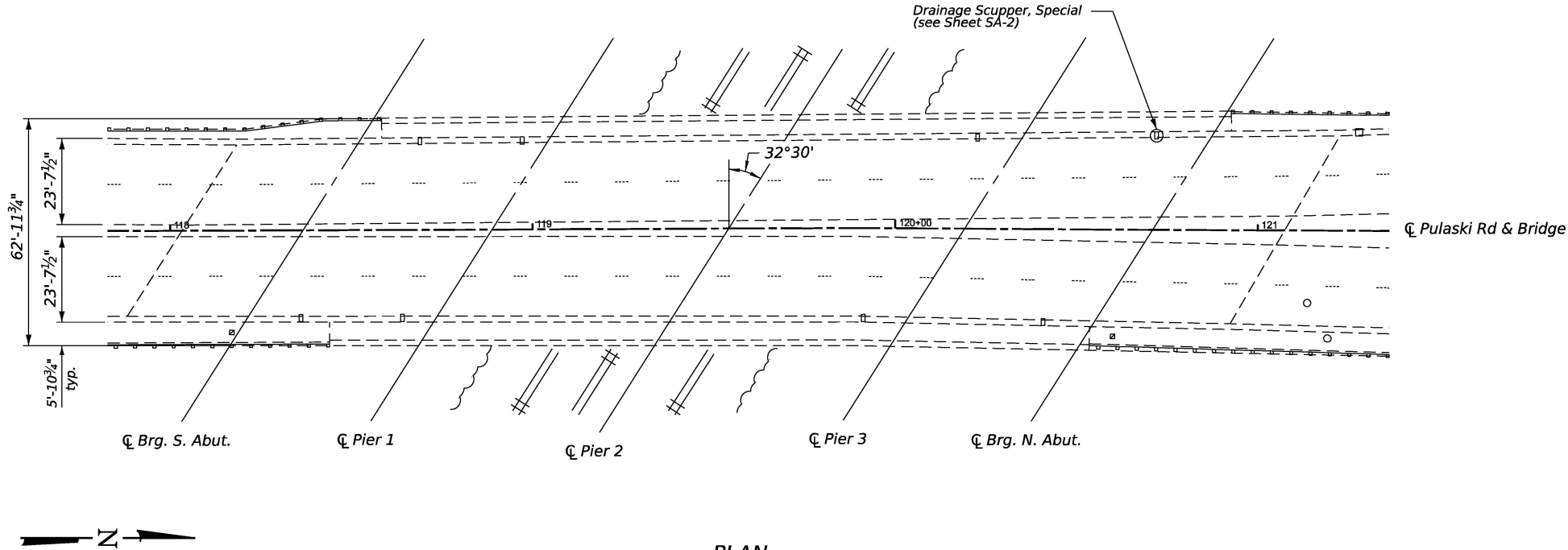
LOADING MS18

EXISTING DESIGN STRESSES
(Existing Structures)

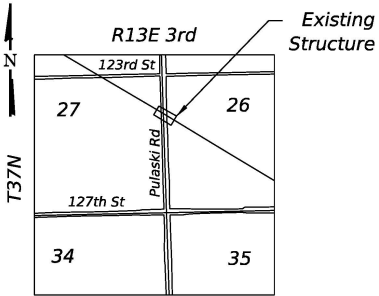
f_c = 3,500 psi
f_y = 50,000 psi (Structural Steel)
f_y = 60,000 psi (Reinforcement)

PROPOSED DESIGN STRESSES
FIELD UNITS:

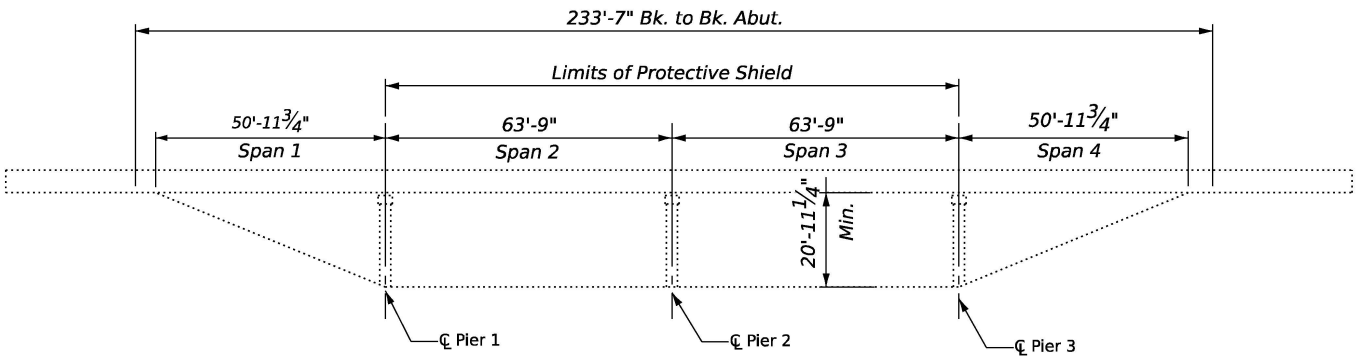
f_c = 4,000 psi (Superstructure)



PLAN



LOCATION SKETCH

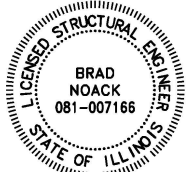


ELEVATION

SCOPE OF WORK:

1. Provide Temporary Protective Shielding over Tracks.
2. Scarify Bridge deck ¾".
3. Adjust and clean bridge scuppers.
4. Apply 2¾" Bridge Deck Latex Concrete Overlay on bridge slab.
5. Perform Diamond Grinding and Longitudinal Grooving on finished Latex Concrete Overlay.
6. Perform Structural Repair of Concrete
7. Apply Concrete Sealer to new concrete.
8. Apply Protective Coat.
9. Perform Debris Removal in Spans 1 and 4.
10. Perform Bridge Washing on all Steel Superstructure, Bearings and Concrete Abutment in Spans 1 and 4.
11. Replace Scupper Downspout.

GENERAL PLAN AND ELEVATION
PULASKI RD OVER CSXT RR
BRIDGE REPAIR
COOK COUNTY
STATION 72 + 22.09
STRUCTURE NO. 016-0747



BRAD NOACK
DATE 5/1/2026
LICENSE EXPIRES 11/30/2026

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PLOT DATE =	DATE - 4/15/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION PULASKI RD OVER CSXT RR			
SCALE: NTS	SHEET SA-1 OF SA-15 SHEETS	STA.	TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	1313VB-VC-WPGM) BDR,BJR 25	COOK	63	38
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

1.

Plan Dimensions and Details relative to the existing structure have been taken from the existing plans and are subject to nominal construction variation. The Contractor shall field verify Existing Dimensions and Details affecting new Construction and make necessary approved adjustments prior to construction or ordering of materials. Such variation shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
2.

Existing reinforcement extending into the removal area shall be cleaned, straightened, and incorporated into the new construction. Any existing reinforcement bars intended for reuse and damaged during the Concrete Removal operations shall be replaced with an approved bar splicer or anchorage system at the contractor's expense.

INDEX OF SHEETS

- SA-1.

General Plan and Elevation
- SA-2.

General Notes, Index of Sheets, and Bill of Material
- SA-3.

Cross Sections & Staging Construction (1 of 2)
- SA-4.

Cross Sections & Staging Construction (2 of 2)
- SA-5.

Deck Overlay & Repair Plan
- SA-6.

Drainage Scupper Alterations
- SA-7.

Pier Repair Details (1 of 3)
- SA-8.

Pier Repair Details (2 of 3)
- SA-9.

Pier Repair Details (3 of 3)
- SA-10.

Existing Plan 1 (For Information Only)
- SA-11.

Existing Plan 2 (For Information Only)
- SA-12.

Existing Plan 3 (For Information Only)
- SA-13.

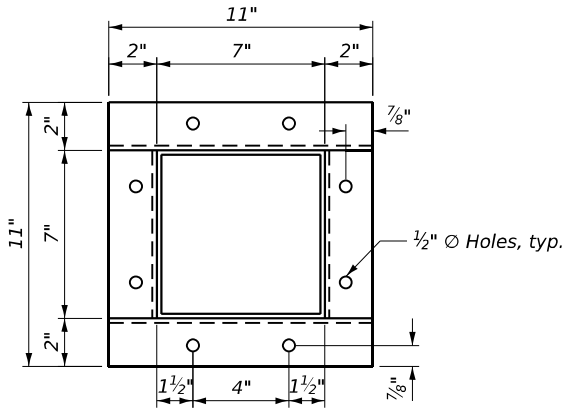
Existing Plan 4 (For Information Only)
- SA-14.

Existing Plan 5 (For Information Only)
- SA-15.

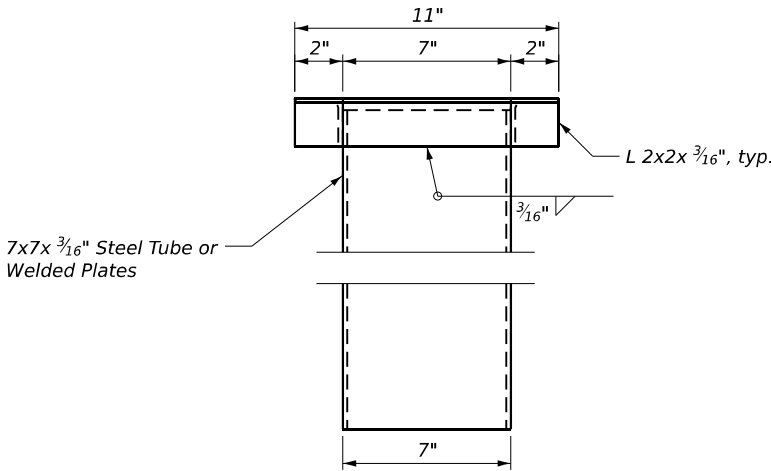
Existing Plan 6 (For Information Only)

BILL OF MATERIAL

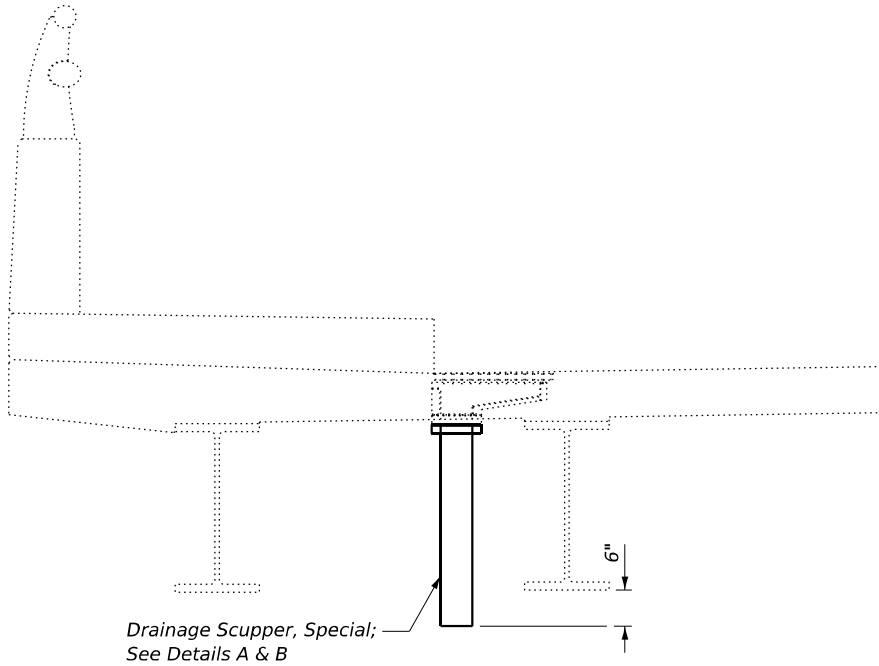
ITEM	UNIT	SUPER	SUB	TOTAL
CONCRETE REMOVAL	CU YD	0.8		0.8
PROTECTIVE SHIELD	SQ YD	893		893
PROTECTIVE COAT	SQ YD	1,783		1,783
BRIDGE DECK SCARIFICATION 3/4"	SQ YD	1,227		1,227
BRIDGE DECK LATEX CONCRETE OVERLAY, 2 3/4"	SQ YD	1,227		1,227
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT		320	320
CONCRETE SEALER	SQ FT		320	320
BRIDGE WASHING NO. 1	EACH	1		1
CLEAN & RESEAL RELIEF JOINT	FOOT	150		150
BRIDGE DECK GROOVING (LONGITUDINAL)	SQ YD	1,175		1,175
CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	8		8
DRAINAGE SCUPPERS (SPECIAL)	EACH	1		1
DRAINAGE SCUPPERS TO BE ADJUSTED	EACH	8		8
DEBRIS REMOVAL	CU YD		10	10
DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	1,123		1,123
POLYMER CONCRETE	CU FT	21		21



DETAIL A



DETAIL B



SECTION AT NW DECK DRAIN

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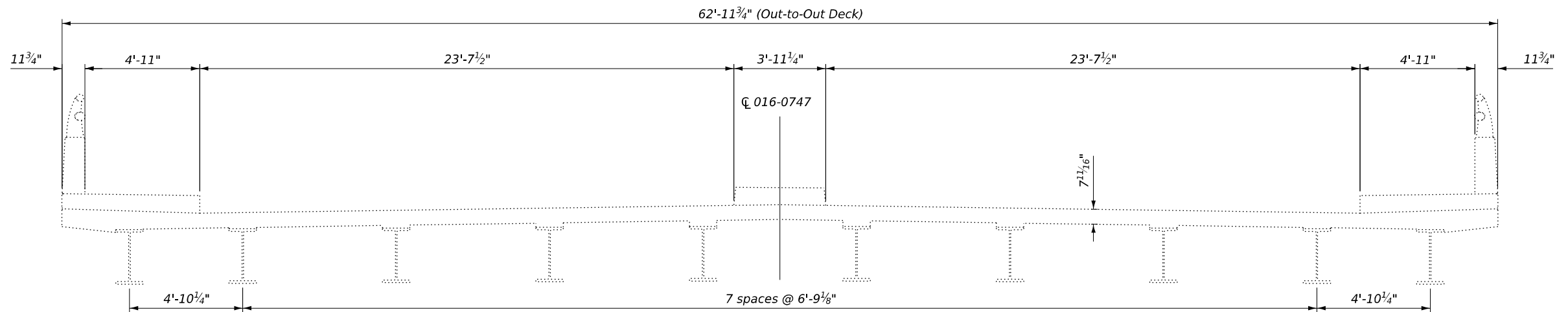
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PLOT DATE =	DATE - 4/15/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

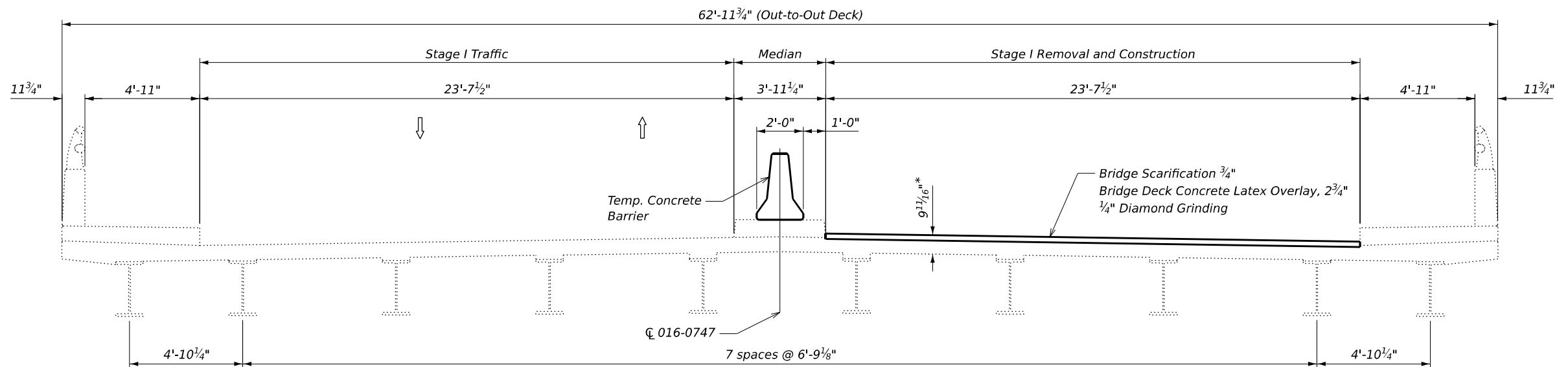
GENERAL NOTES, INDEX OF SHEETS, AND BILL OF MATERIAL
PULASKI RD OVER CSXT RR

SCALE: NTS SHEET SA-2 OF SA-15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	1313VB-VC-WPGM) BDR,BJR 25	COOK	63	39
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



EXISTING CROSS SECTION
(Looking North)



STAGE I REMOVAL AND CONSTRUCTION
(Looking North)

*Prior to Diamond Grinding

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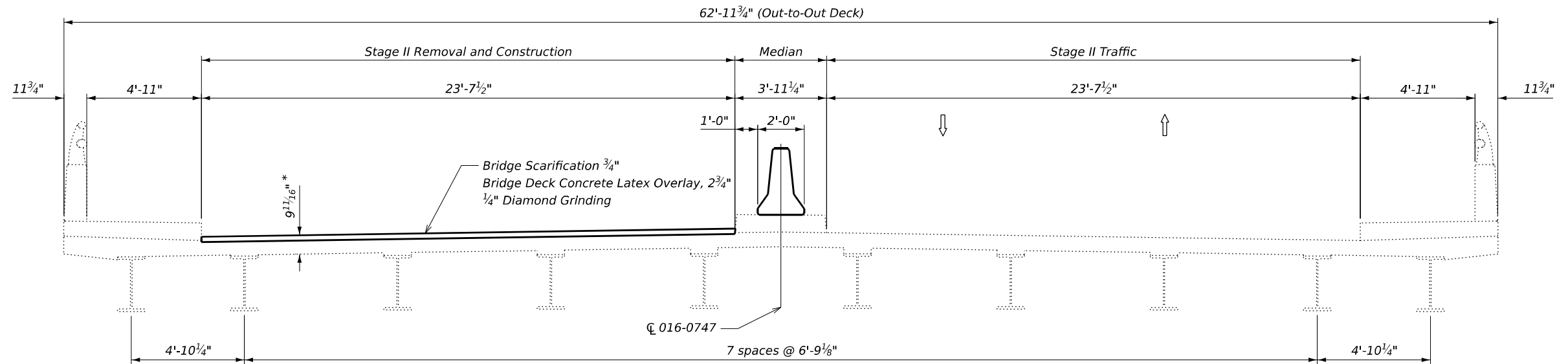
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PLOT DATE =	DATE - 4/15/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS & STAGING CONSTRUCTION (1 OF 2)
PULASKI RD OVER CSXT RR

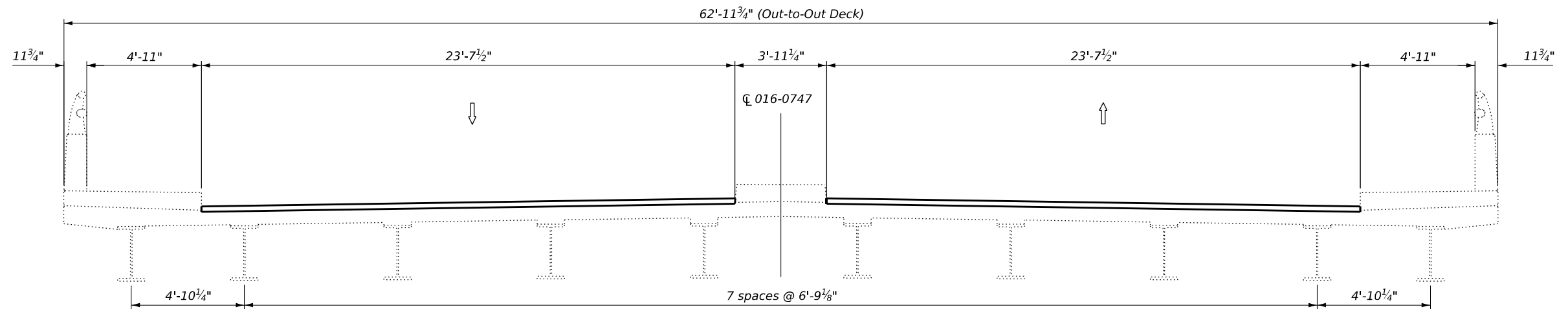
SCALE: NTS SHEET SA-3 OF SA-15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	40
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



STAGE II REMOVAL AND CONSTRUCTION
(Looking North)

*Prior to Diamond Grinding



FINAL CROSS SECTION
(Looking North)

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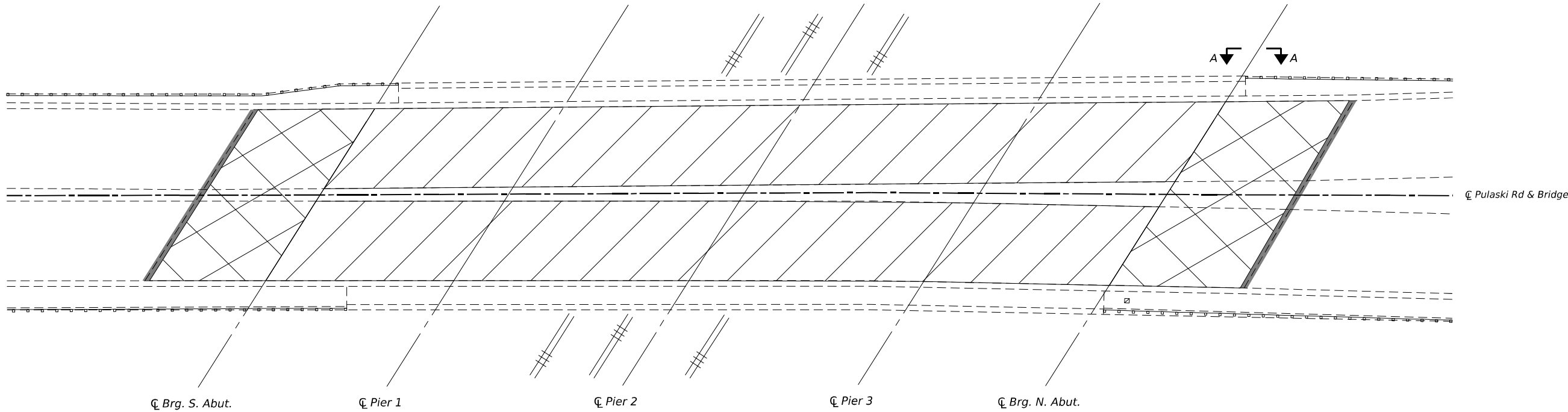
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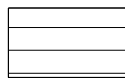
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS & STAGING CONSTRUCTION (1 OF 2)
PULASKI RD OVER CSXT RR

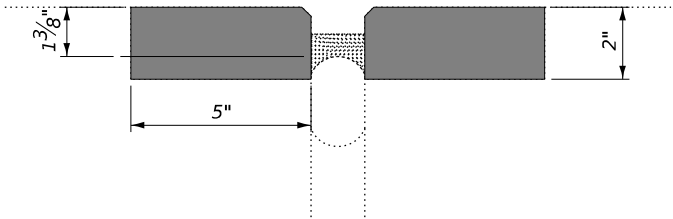
SCALE: NTS SHEET SA-4 OF SA-15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	41
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

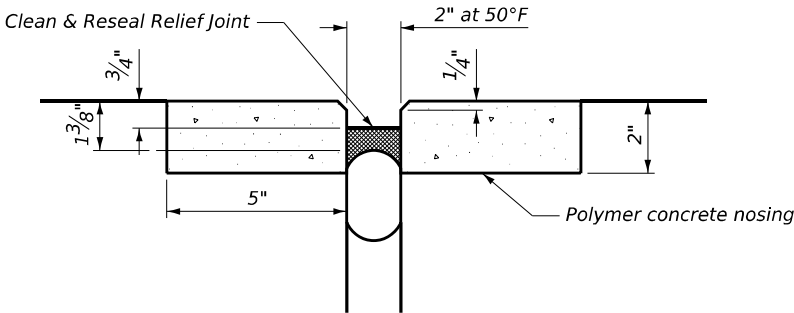


-  Scarify $\frac{3}{4}$ "; Bridge Deck Latex Concrete Overlay, $2\frac{3}{4}$ "; Diamond Grinding $\frac{1}{4}$ ", Protective Coat
-  Variable-Depth Approach Slab HMA Overlay (See Standard BD-32)
-  Concrete Removal at Joint
-  Structural Repair of Concrete ≤ 5 "

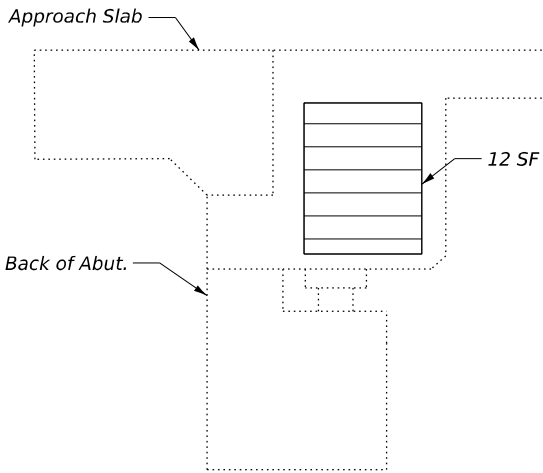
DECK PLAN



CONCRETE REMOVAL DETAIL



POLYMER CONCRETE DETAIL



SECTION A-A

BILL OF MATERIAL

Item	Unit	Quantity
Protective Coat	Sq. Yd.	1,783
Bridge Deck Latex Concrete Overlay, $2\frac{3}{4}$ Inches	Sq. Yd.	1,227
Bridge Deck Scarification $\frac{3}{4}$ "	Sq. Yd.	1,227
Diamond Grinding (Bridge Section)	Sq. Yd.	1,123
Bridge Deck Grooving (Longitudinal)	Sq. Yd.	1,175
Clean & Reseal Relief Joint	Ft.	150
Polymer Concrete	Cu. Ft.	21
Structural Repair of Concrete ≤ 5 "	Sq. Ft.	12
Concrete Sealer	Sq. Ft.	12

Note: Protective Coat covers the roadway, top faces of medians and sidewalk, and top and inside faces of parapets.

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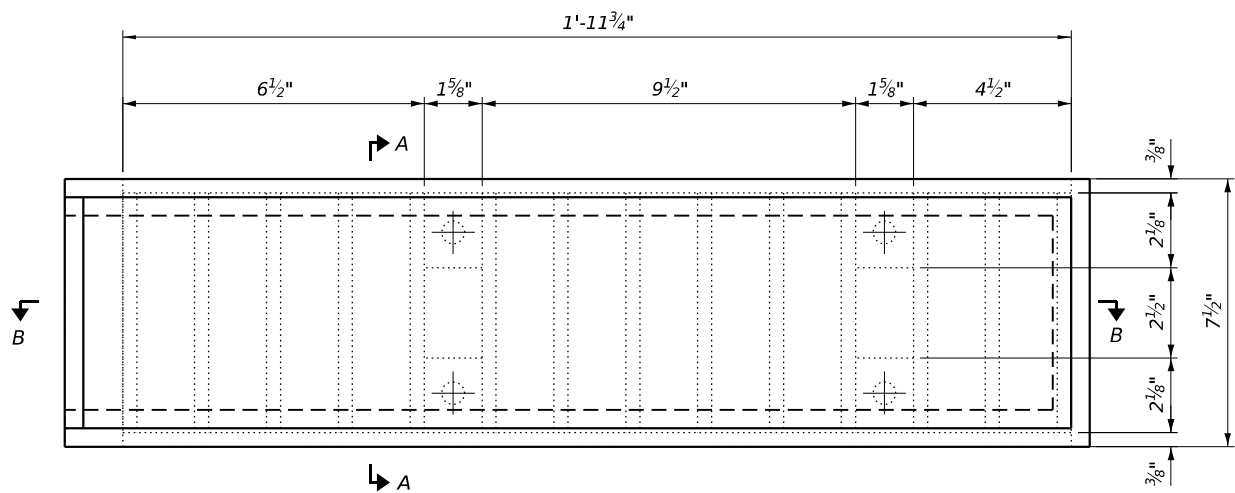
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

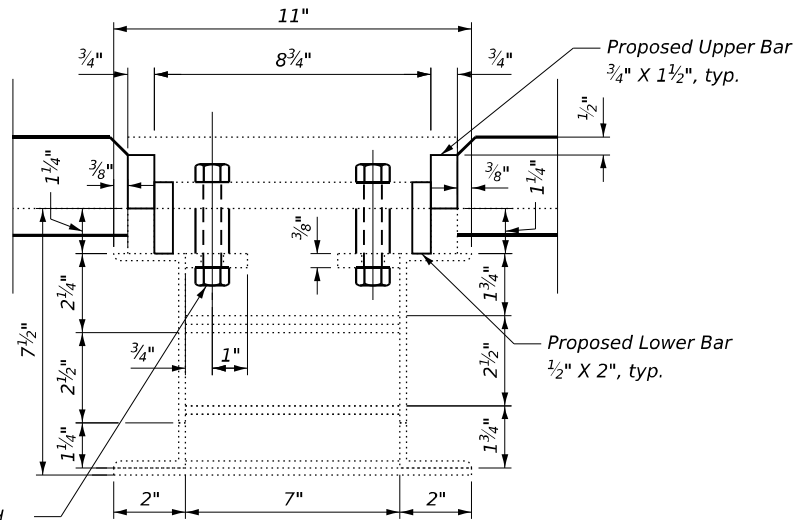
DECK OVERLAY & REPAIR PLAN
PULASKI RD OVER CSXT RR

SCALE: NTS SHEET SA-5 OF SA-15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	1313VB-VC-WPGM) BDR,BJR 25	COOK	63	42
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



STEEL DRAINAGE SCUPPER PLAN, SPECIAL

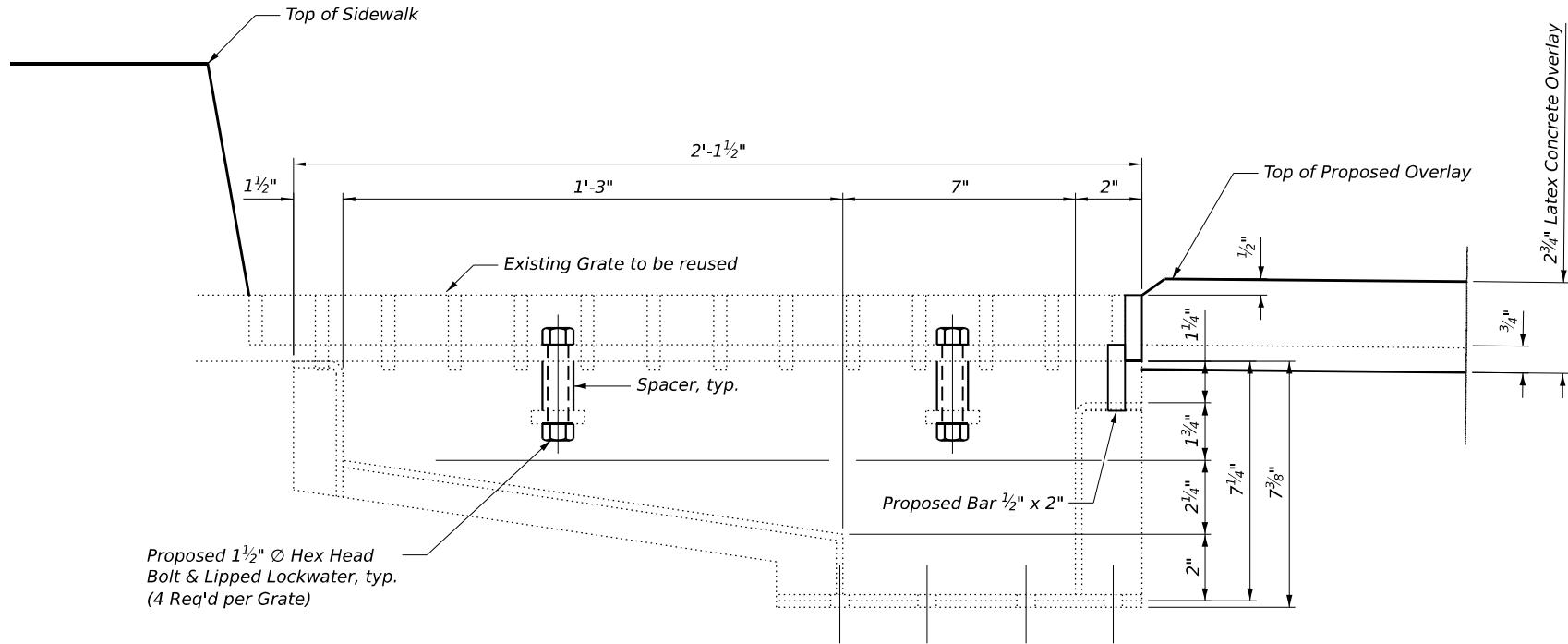


Proposed 1 1/2" Ø Hex Head Bolt & Lipped Lockwater, typ. (4 Req'd per Grate)

SECTION A-A

NOTES

- Existing drainage scupper grates shall be adjusted so that the top of the existing grate is flush with the top of the bridge deck overlay after diamond grinding.
- Proposed structural steel for adjusting the scupper grates shall conform to the AASHTO Classification M-270 Gr. 36. All Proposed components adjusting the scupper grates shall be hot dipped galvanized.
- Bolts shall be 1/2" Ø ASTM F3125 Grade A325 Type 1, mechanically galvanized. Spacer may be fabricated from round steel pipe.
- The Contractor shall ensure that no damage is done to the existing grates to be re-used.
- Shop plans for the proposed scupper adjustment ring shall be submitted to the Engineer for approval prior to fabrication.
- See existing scupper plans for details and dimensions not shown. The Contractor shall field verify the type of scupper present and the scupper dimensions.
- Galvanizing for field welded areas shall be repaired per ASTM A 780.
- Cost of all labor and materials necessary to remove existing grates, clean existing scuppers and downspouts, furnish and install scupper adjustment ring, and reinstall the grates is included in the cost per unit each for Drainage Scuppers to be Adjusted.



SECTION B-B

*Before Diamond Grinding

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers to be Adjusted	Each	8

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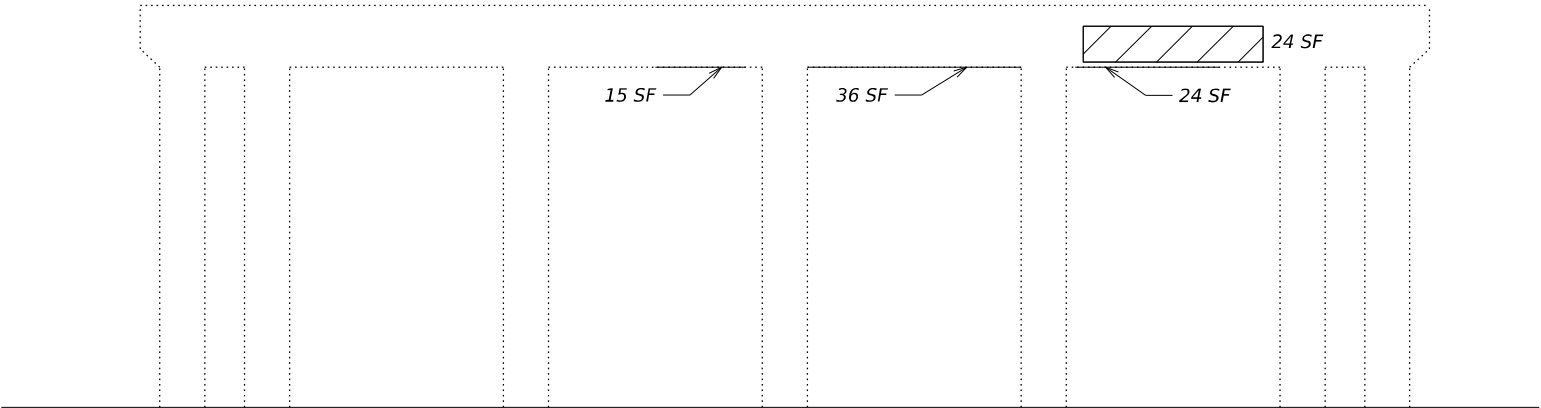
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PLOT DATE =	DATE - 4/15/2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER ALTERATIONS
PULASKI RD OVER CSXT RR

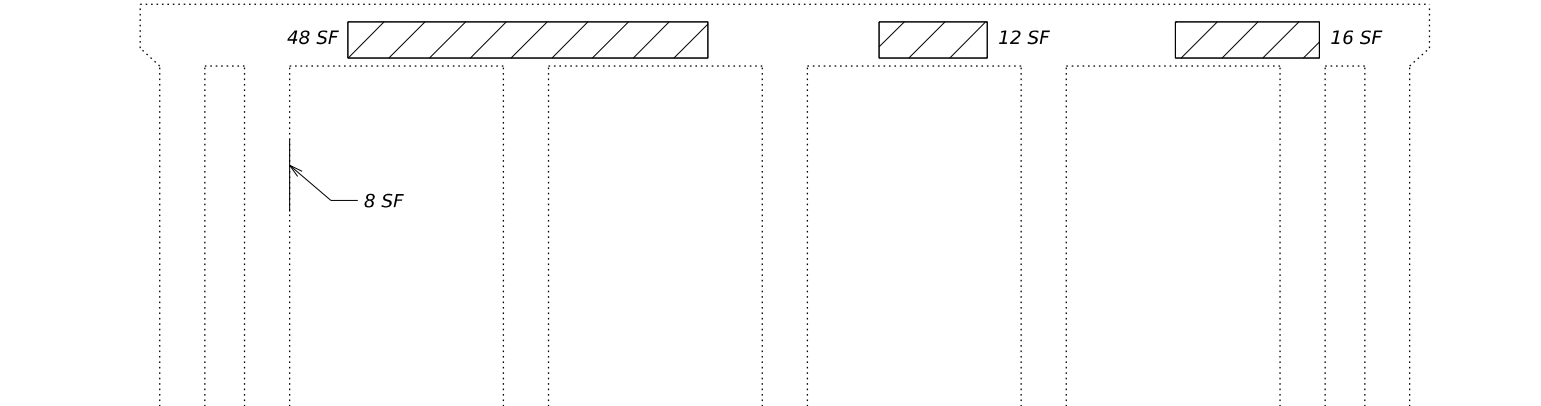
SCALE: NTS SHEET SA-6 OF SA-15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	43
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PIER 1

(Looking North)



PIER 1

(Looking South)



Structural Repair of Concrete
(Depth Equal to or Less than 5")

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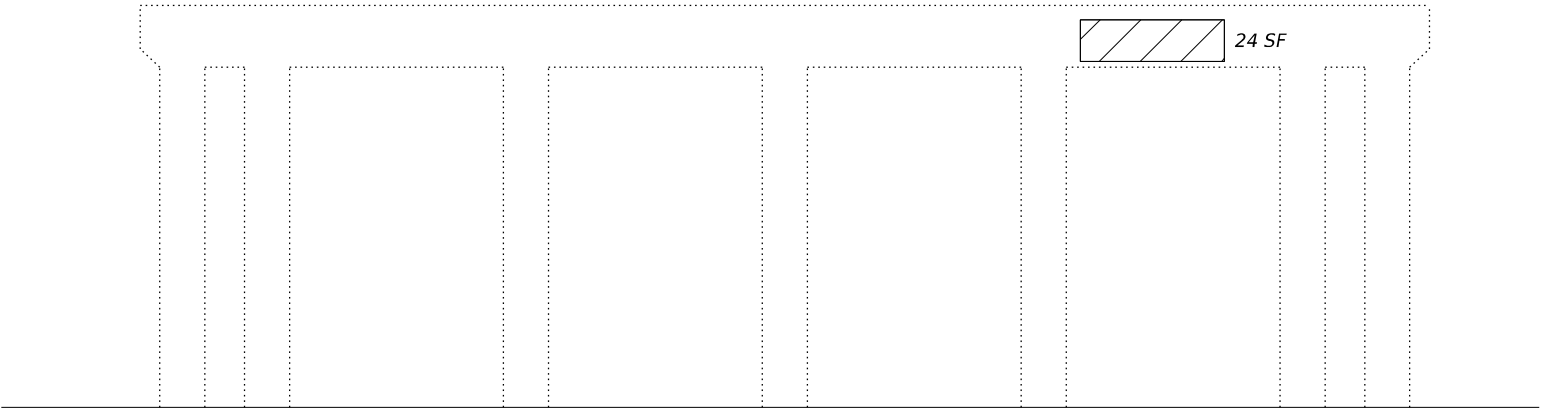
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PLOT DATE	=	DATE	-	4/15/2026	REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS (1 OF 3)
PULASKI RD OVER CSXT RR

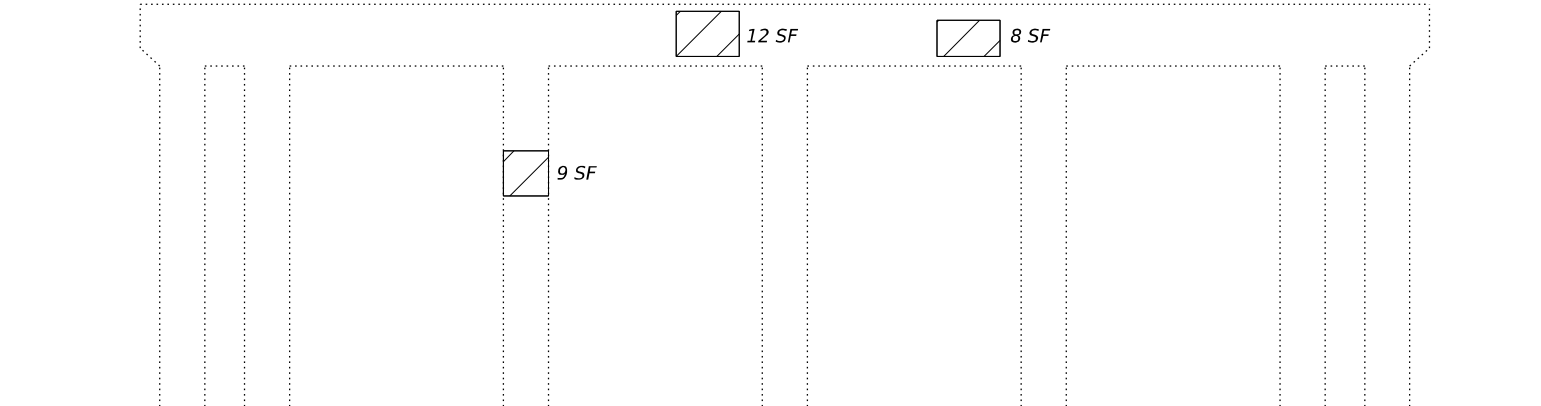
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	44
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



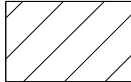
PIER 2

(Looking North)



PIER 2

(Looking South)



Structural Repair of Concrete
(Depth Equal to or Less than 5")

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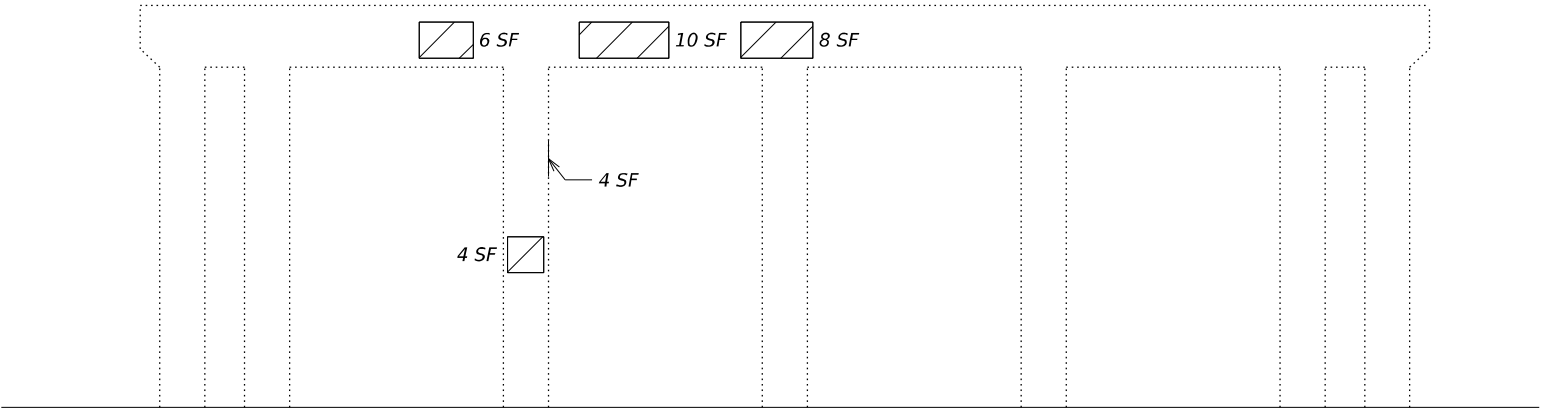
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PLOT DATE	=	DATE	-	4/15/2026	REVISED	-
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS (2 OF 3)
PULASKI RD OVER CSXT RR

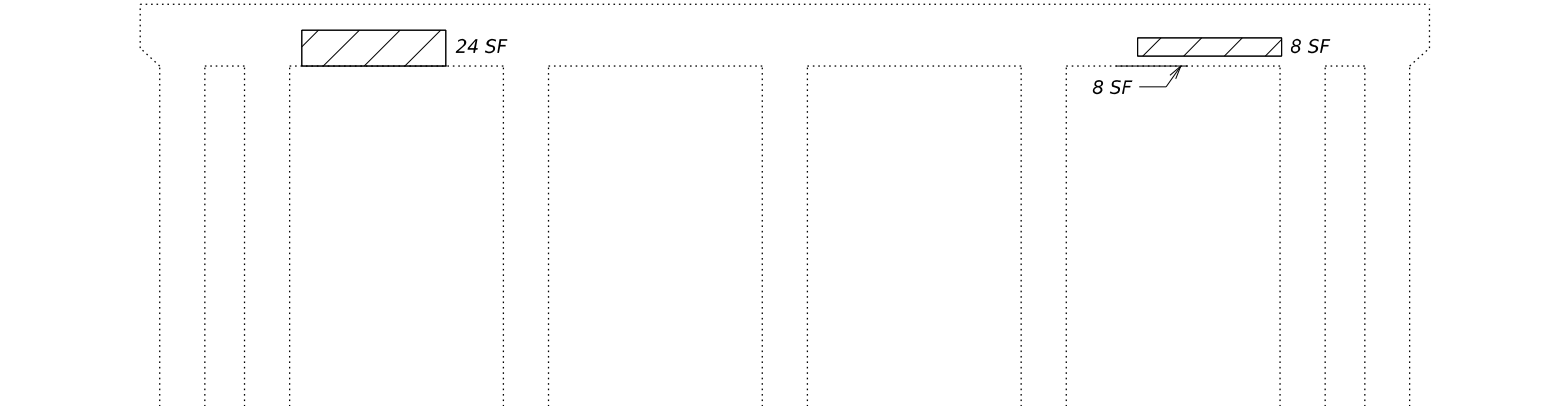
SCALE: NTS SHEET SA-8 OF SA-15 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	45
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



PIER 3

(Looking North)



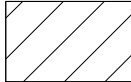
PIER 3

(Looking South)

Note: Concrete Sealer shall be applied to areas of newly placed concrete.

BILL OF MATERIAL

Item	Unit	Total
Structural Repair of Concrete ≤ 5"	Sq. Ft.	308
Concrete Sealer	Sq. Ft.	308



Structural Repair of Concrete
(Depth Equal to or Less than 5")

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USER NAME	=	DESIGNED	-	ANH	REVISED	-
		DRAWN	-	ANH	REVISED	-
PLOT SCALE	=	CHECKED	-		REVISED	-
			-			-
PLOT DATE	=	DATE	-	4/15/2026	REVISED	-
			-			-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER REPAIR DETAILS (3 OF 3)
PULASKI RD OVER CSXT RR

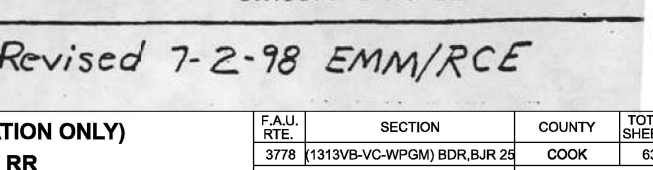
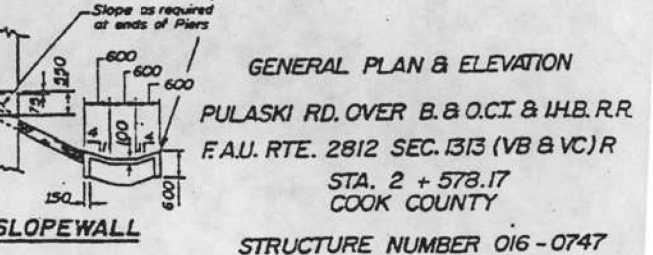
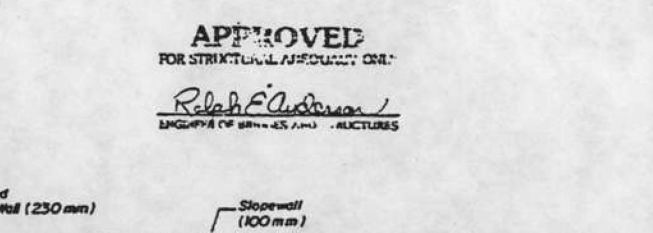
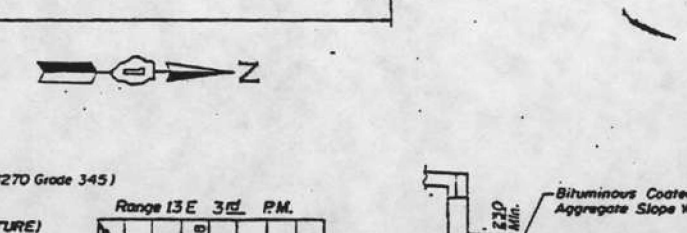
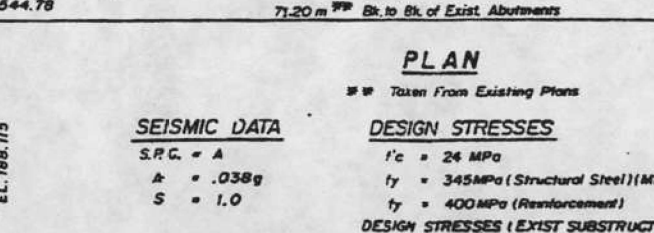
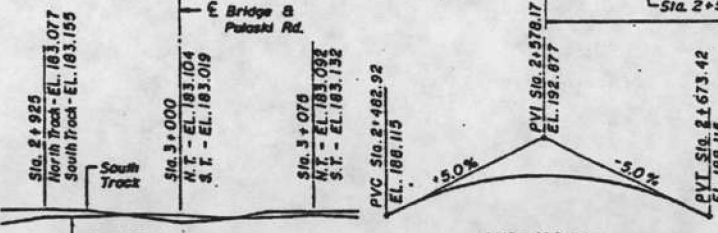
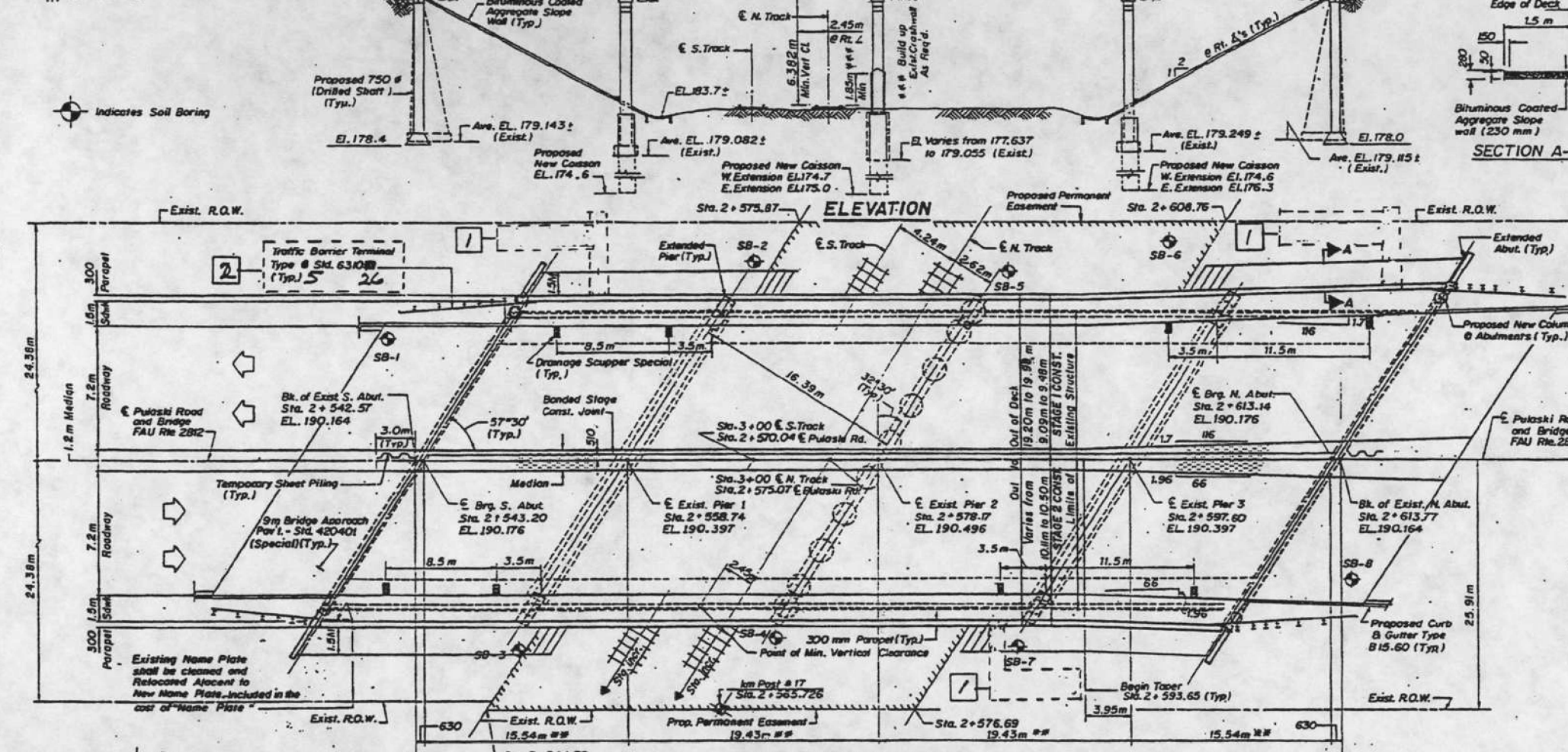
SCALE: NTS SHEET SA-9 OF SA-15 SHEETS STA. TO STA.

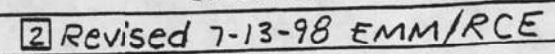
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	1313VB-VC-WPGM) BDR,BJR 25	COOK	63	46
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

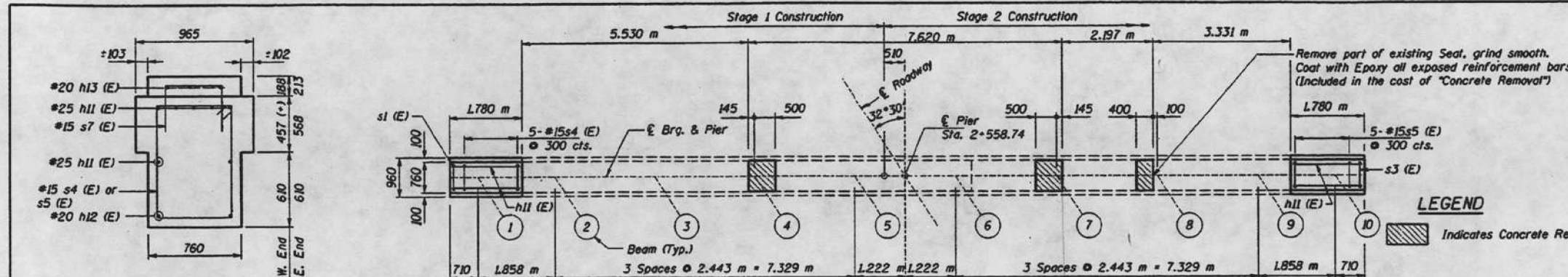
T.B.M. C-
Cul. E. Side Concrete L.P. Base
at S.W. Corner of 123rd St. & Pulaski Road.
Elev. 183.197 m.

Existing Structure: Sta. 72+22.09 (English) S.A. Route 51
Sec. 1313-V-B WPGM, Cook County, Built in 1936.
Structure No. 016-0747, Superstructure Steel
Beams, Substructure Multi Column Concrete Piers
and Open Abutments.
Superstructure to be Removed and Structure
Widened. Traffic to be Maintained Utilizing
Stage Construction.
No Salvage

Note: All dimensions are in millimeters (mm)
except as noted.







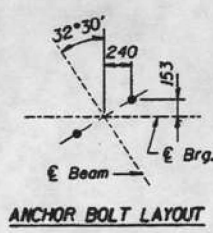
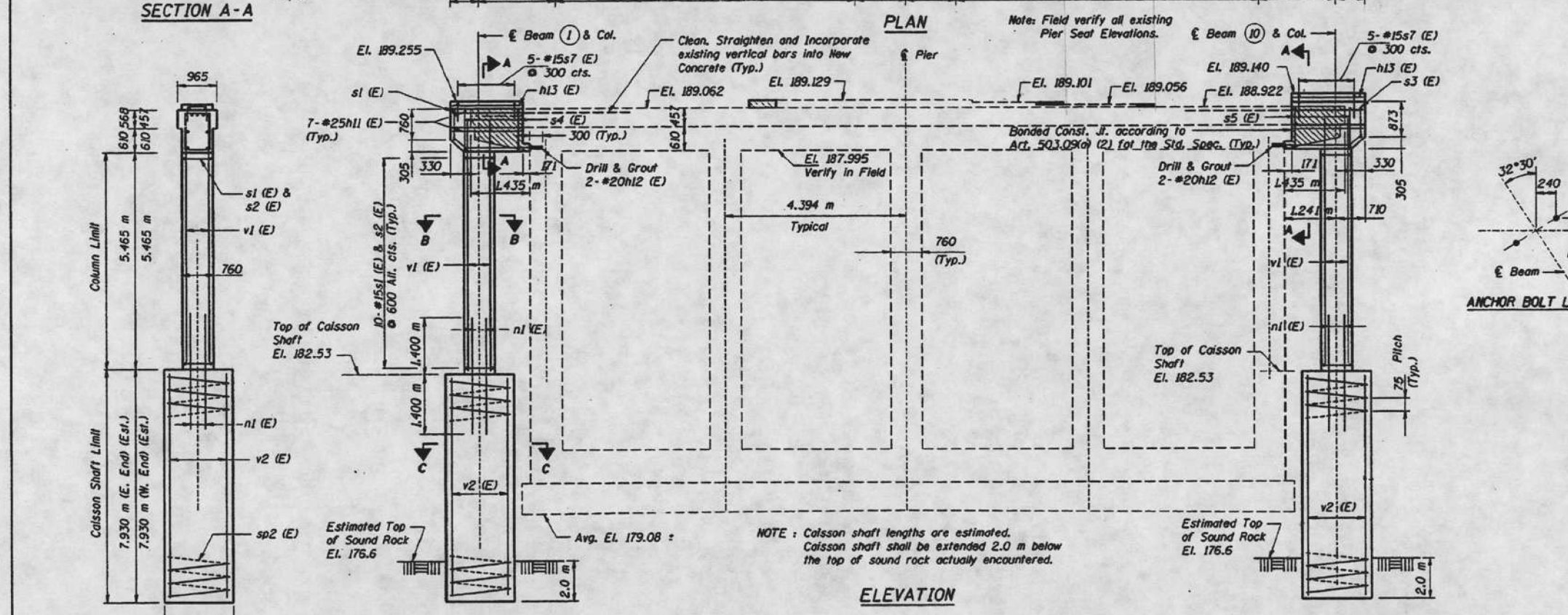
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. S11
F.A.U. 2812	1313	COOK	53	32	23 SHEETS

BILL OF MATERIAL

Bar	No.	Size	Length (m)	Shape
h11 (E)	24	#25	1.73	—
h12 (E)	4	#20	2.15	—
h13 (E)	4	#20	1.73	—
n1 (E)	16	#25	2.8	—
s1 (E)	21	#15	2.92	□
s2 (E)	20	#15	2.16	◇
s3 (E)	1	#15	3.14	□
s4 (E)	5	#15	3.52	□
s5 (E)	5	#15	3.76	□
s7 (E)	10	#15	1.43	—
sp2 (E)	1	#15	710	W
v1 (E)	16	#25	6.18	—
v2 (E)	24	#25	7.78	—

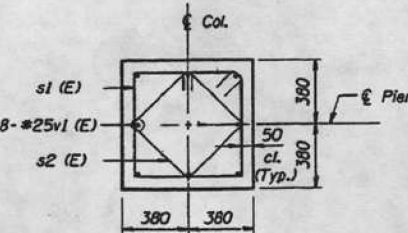
LEGEND

Indicates Concrete Removal



ITEM	UNIT	TOTAL
Reinforcement Bars Epoxy Coated	kg	2840
Concrete Removal	m ³	2.40
Concrete Structure	m ³	10.0
Caisson Shafts 1220mm	m ³	18.5

- Note
- For Bar Bending Diagrams. See Sheet S-13
 - Reinf. bars designated (E) shall be Epoxy coated.

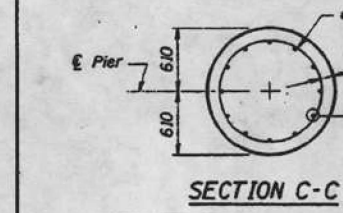


SECTION B-B

PIER 1 MODIFICATION

PULASKI ROAD OVER
B & O.C.T. AND I.H.B. R.R.
F.A.U. RTE. 2812 SEC. 1313 (VB & VC)R
STA. 2+578.17
COOK COUNTY
STRUCTURE NUMBER 016-0747

END SECTION



SECTION C-C

DESIGNED	RCE
CHECKED	EMH
DRAWN	JGN
CHECKED	RCE

Nakawatase, Wynn
and Associates, Inc.
ENGINEERS ARCHITECTS SURVEYORS
205 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606

ELEVATION

FOOTING PLAN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN 3 (FOR INFORMATION ONLY)
PULASKI RD OVER CSXT RR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	1313VB-VC-WPGM BDR.BJR.25	COOK	63	49

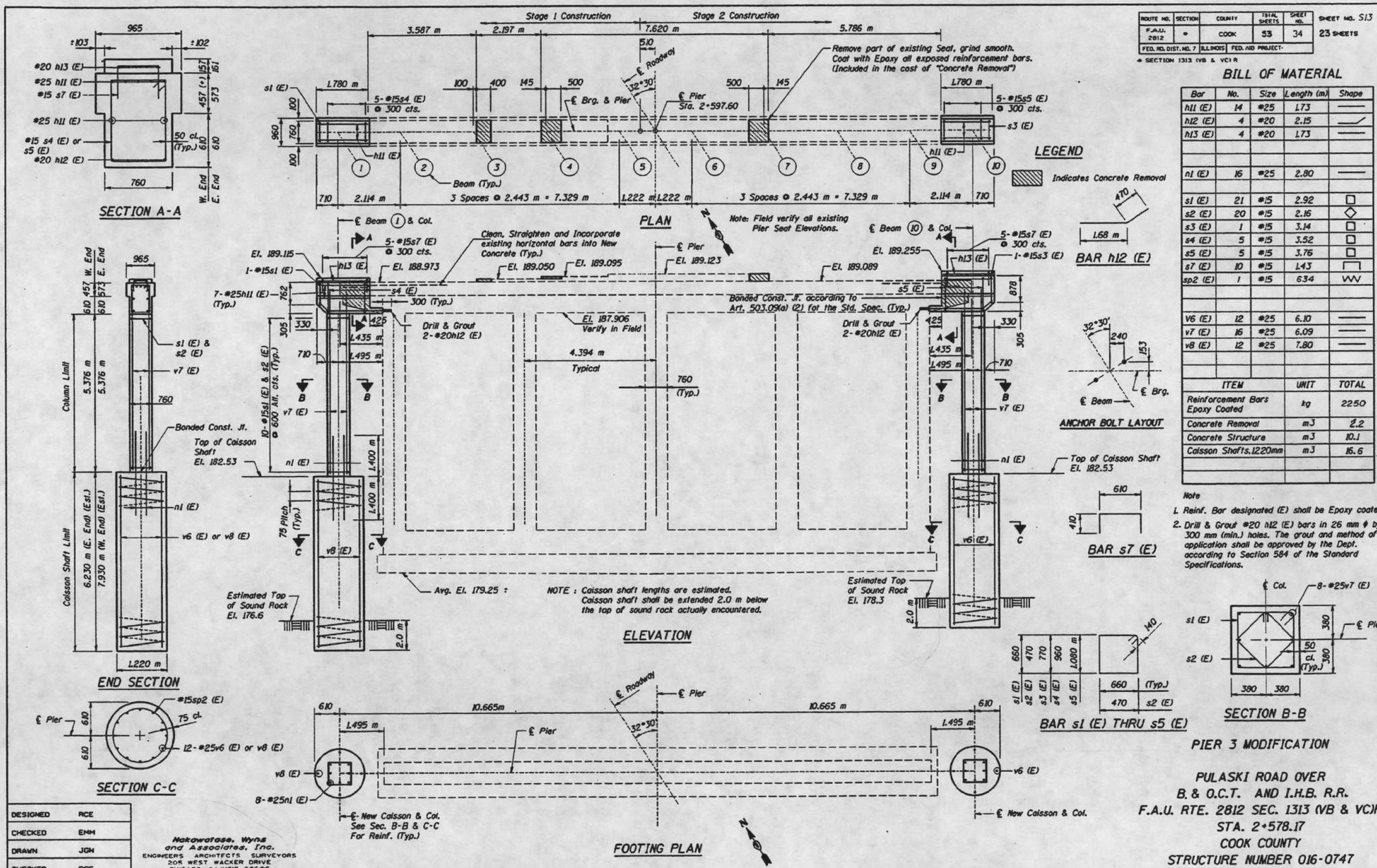


USER NAME	DESIGNED	ANH	REVISED	
	DRAWN	DJB	REVISED	
PLOT SCALE	CHECKED		REVISED	
PLOT DATE	DATE	4/15/2026	REVISED	

SCALE: NTS SHEET SA-12 OF SA-15 SHEETS STA. TO STA.

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT





ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.U. 2812	1313	COOK	53	34
FED. RD. DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SECTION 1313 (VB & VC) R

BILL OF MATERIAL				
Bar	No.	Size	Length (m)	Shape
h11 (E)	14	#25	1.73	—
h12 (E)	4	#20	2.15	—
h13 (E)	4	#20	1.73	—
n1 (E)	16	#25	2.80	—
s1 (E)	21	#15	2.92	□
s2 (E)	20	#15	2.16	◇
s3 (E)	1	#15	3.14	□
s4 (E)	5	#15	3.52	□
s5 (E)	5	#15	3.76	□
s7 (E)	10	#15	1.43	□
sp2 (E)	1	#15	6.34	W
v6 (E)	12	#25	6.10	—
v7 (E)	16	#25	6.09	—
v8 (E)	12	#25	7.80	—
ITEM UNIT TOTAL				
Reinforcement Bars Epoxy Coated	kg		2250	
Concrete Removal	m ³		2.2	
Concrete Structure	m ³		10.1	
Caisson Shafts, 1220mm	m ³		16.6	

- Note
1. Reinf. Bar designated (E) shall be Epoxy coated.
 2. Drill & Grout #20 h12 (E) bars in 26 mm ϕ by 300 mm (min.) holes. The grout and method of application shall be approved by the Dept. according to Section 584 of the Standard Specifications.

DESIGNED	RCE
CHECKED	EMM
DRAWN	JGN
CHECKED	RCE

Nakawafase, Wyns
and Associates, Inc.
ENGINEERS ARCHITECTS SURVEYORS
204 WEST WACKER DRIVE
CHICAGO, ILLINOIS 60606

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING PLAN 5 (FOR INFORMATION ONLY)
PULASKI RD OVER CSXT RR

SCALE: NTS SHEET SA-14 OF SA-15 SHEETS STA. TO STA.

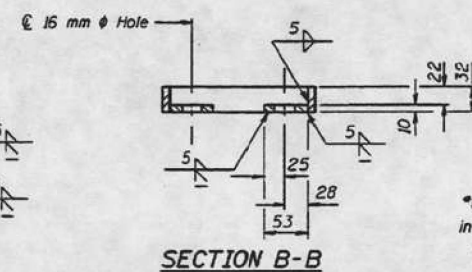
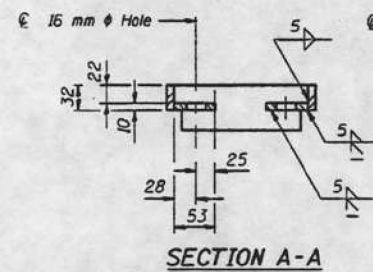
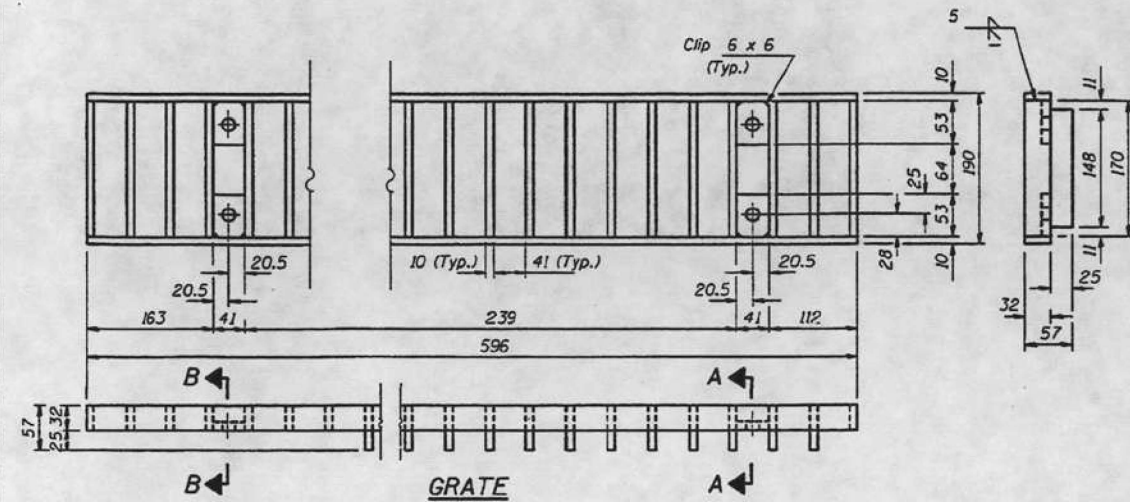
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	1313VB-VC-WPGM BDR,BJR,25	COOK	63	51
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

CONTRACT NO. 80B44



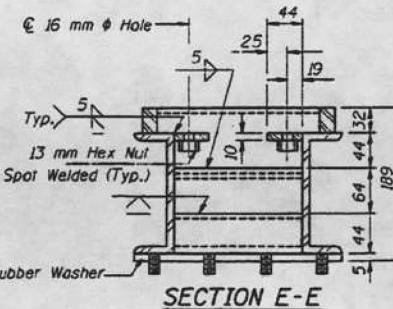
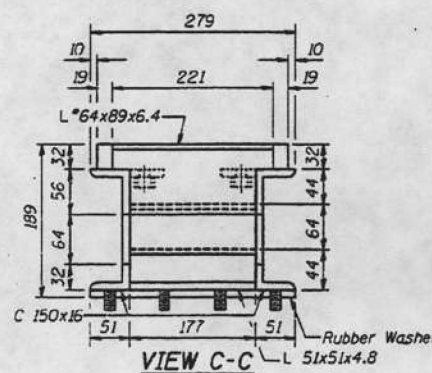
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ROUTE NO	SECTION	COUNTY	TOTAL SHEET	SHT. NO.	SHEET NO. 520
FAU.2812	*	COOK	53	41	23 SHEETS
FED RD. DIST. NO. 1 ILLINOIS FED AID PROJECT					
* 1313 (VB & VC) R					

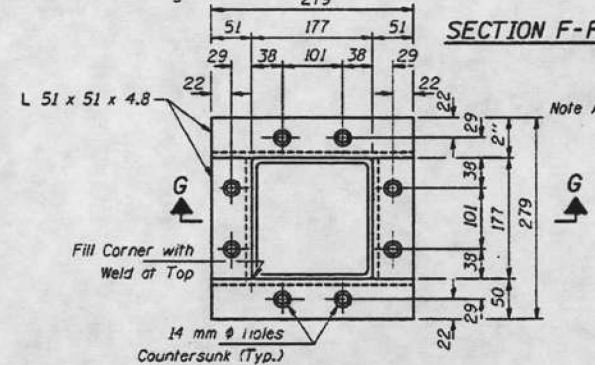
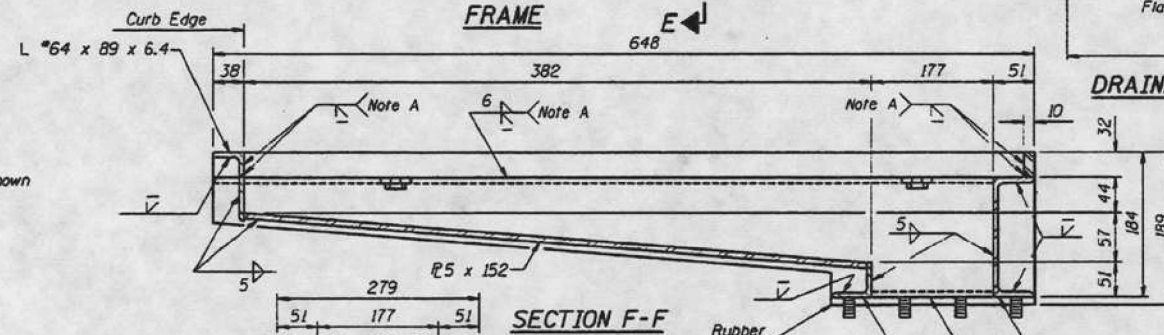
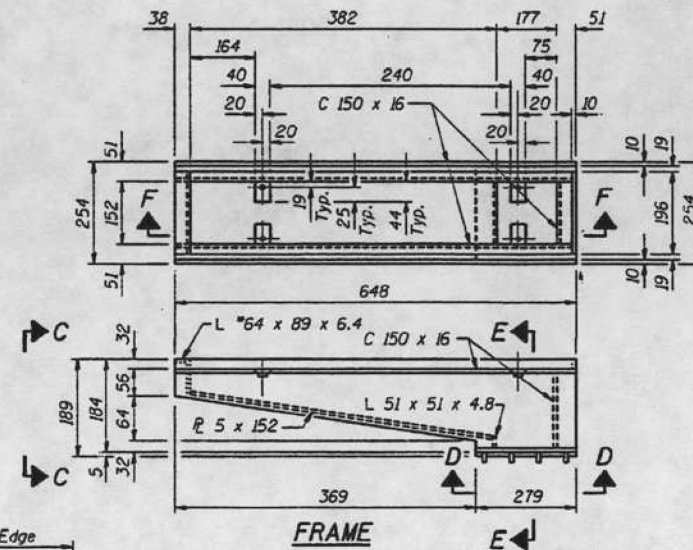


*Cut to 38 mm as shown in Section F-F.

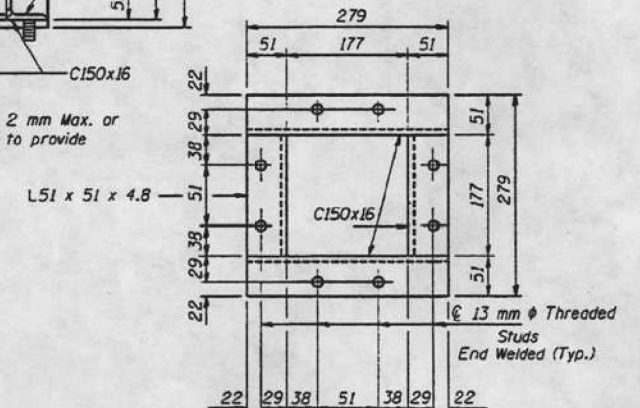
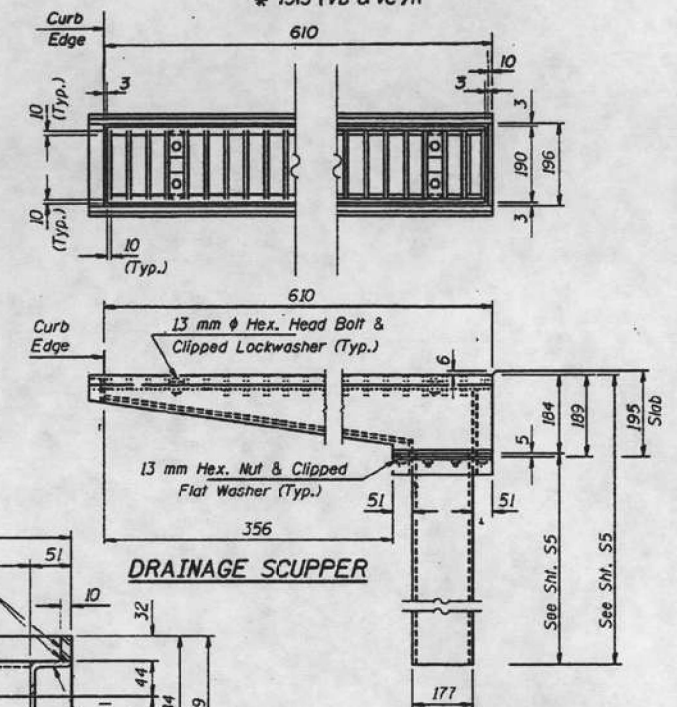
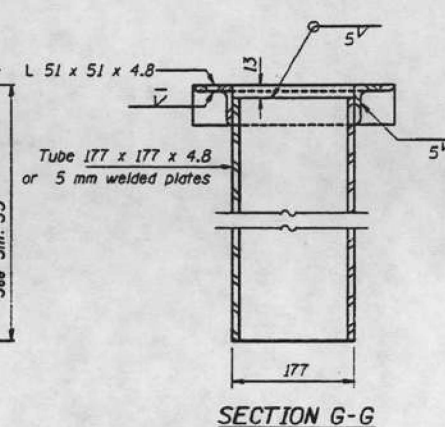
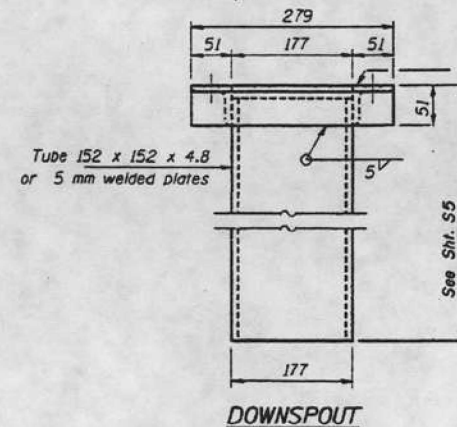
Notes: Hollow structural steel tubing shall conform to the requirements of ASTM designation A500 Grade B, or A501 Structural Steel Tubing.
All other shapes, plates and bars shall conform to the requirements of AASHTO M270 M-Grade 250.
Bolts, studs, washers and nuts shall conform to the requirements of ASTM A307.
The Grate, Frame and Downspout shall be galvanized after shop fabrication in accordance with AASHTO M111 & ASTM A385.
All bolts, washers and nuts shall be galvanized in accordance with AASHTO M232.
Cost of the Grate, Frame, Downspout, Bolts, Washers and Nuts including complete installation of Scupper will be paid for at the unit bid price each for "DRAINAGE SCUPPERS., SPECIAL".
All dimensions are in millimeters (mm) except as noted.



DESIGNED	RCE
CHECKED	EMM
DRAWN	JGN
CHECKED	RCE



Note A: Surface of welds shall be recessed 2 mm Max. placed flush with inside face of bars to provide clearance for Grate.



VIEW D-D

BILL OF MATERIAL

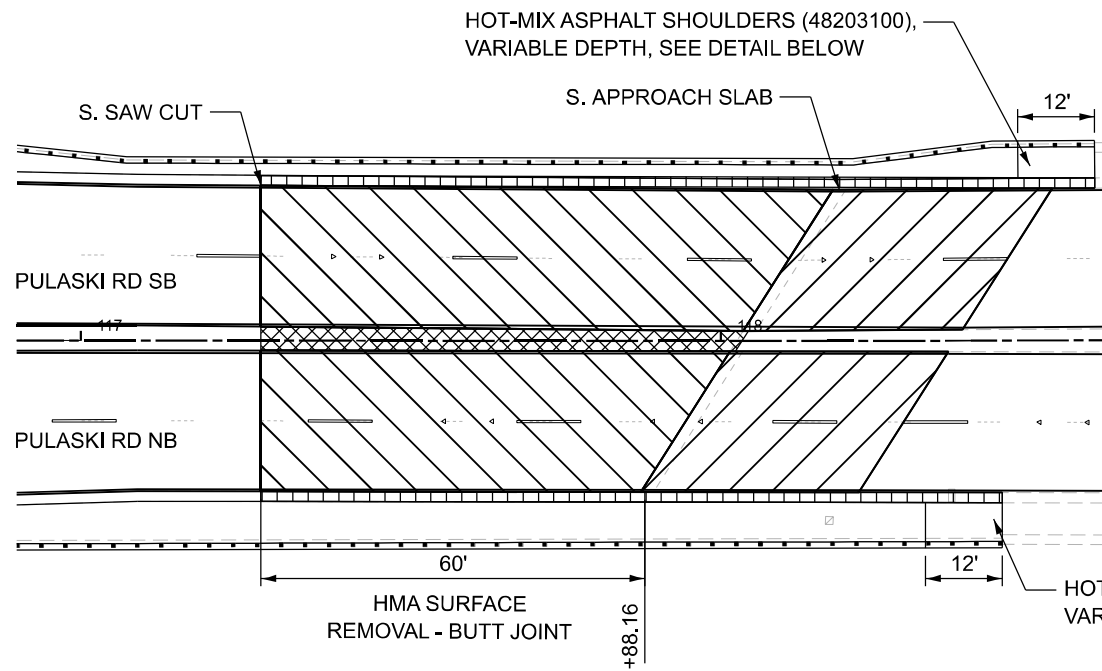
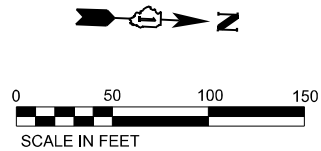
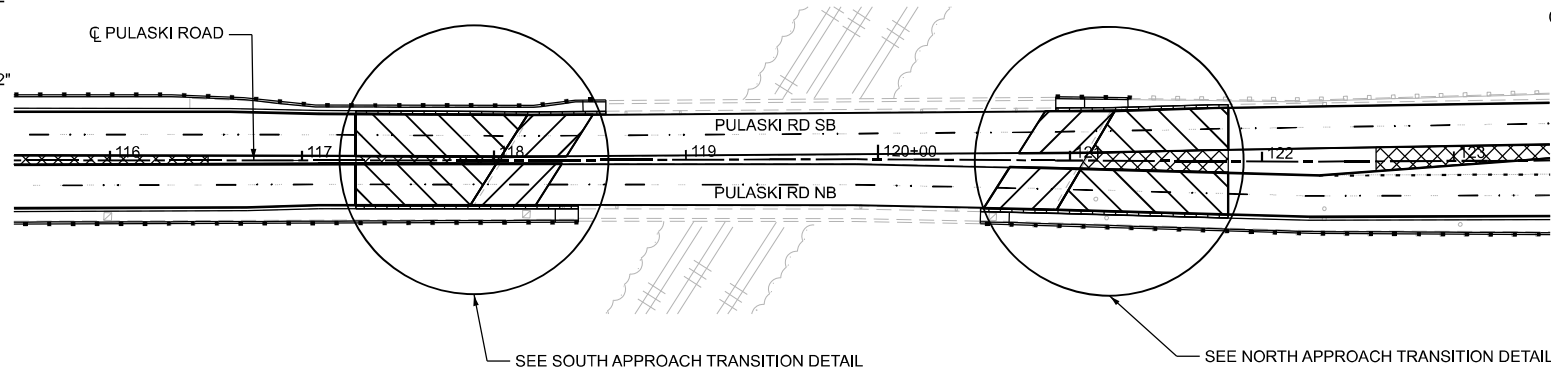
ITEM	UNIT	QUANTITY
Drainage Scupper, Special	Each	8

STEEL DRAINAGE SCUPPER, SPECIAL

PULASKI ROAD OVER B. & O.C.T. & I.H.B. R.R.
FAU RTE. 2812 SEC. 1313 (VB & VC) R
STA. 2+578.17
COOK COUNTY
STRUCTURE NUMBER 016 - 0747

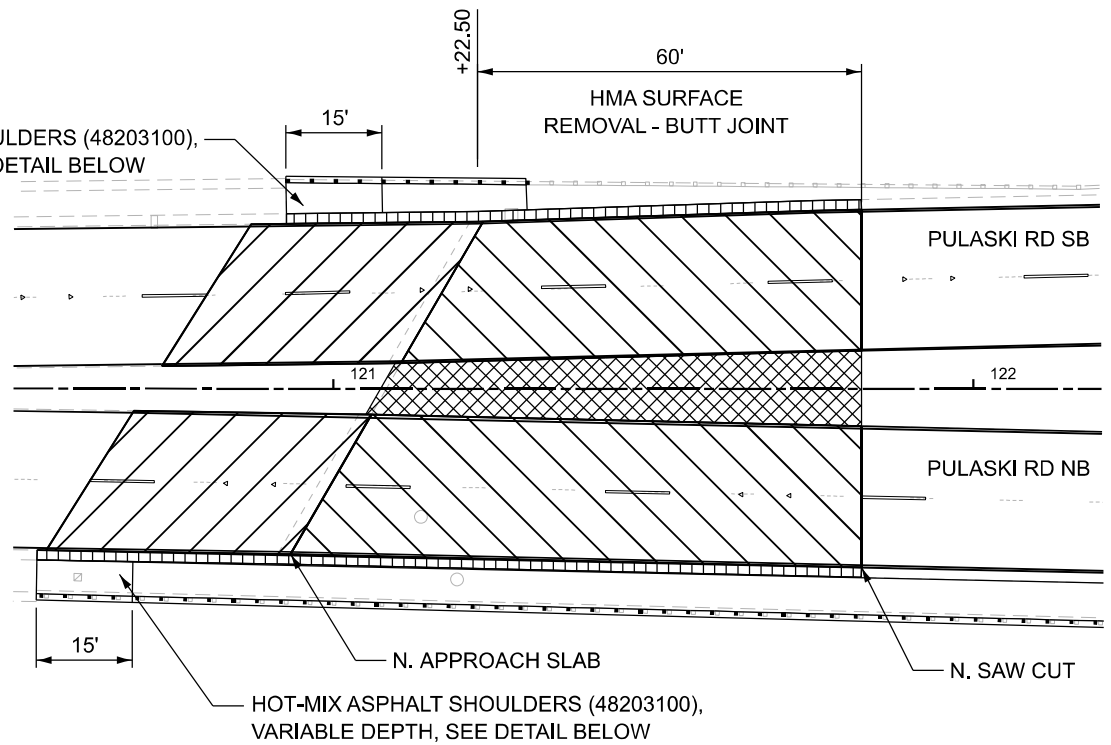
LEGEND

-  POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX F, N80, 2"
-  HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
-  POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX F, N80, 2"
-  POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
-  CONCRETE CURB AND GUTTER REMOVAL
-  COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
-  MEDIAN REMOVAL
-  CORRUGATED MEDIAN

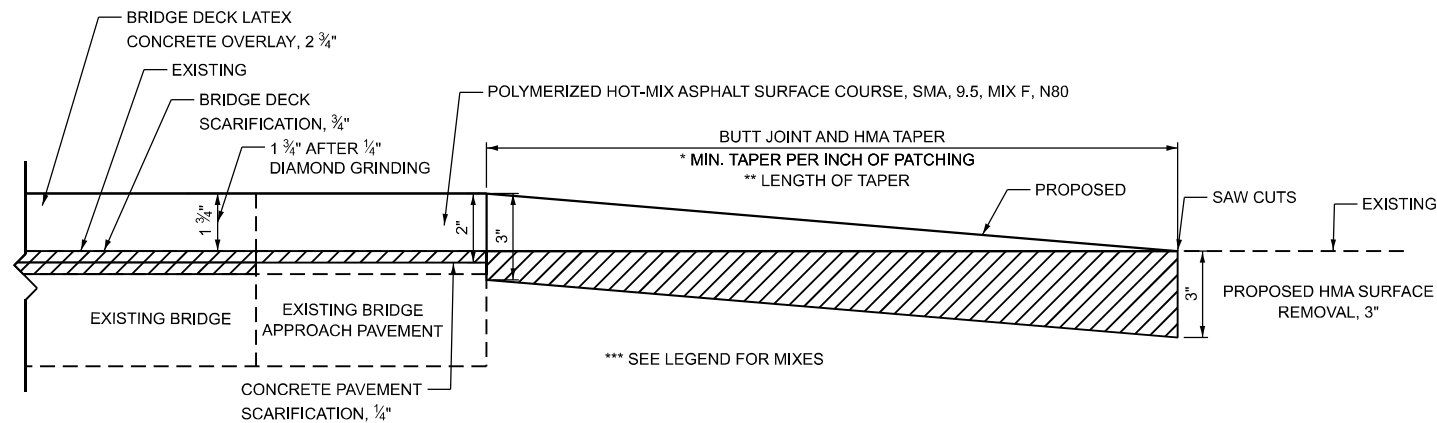


SOUTH APPROACH PAVEMENT TRANSITION DETAIL

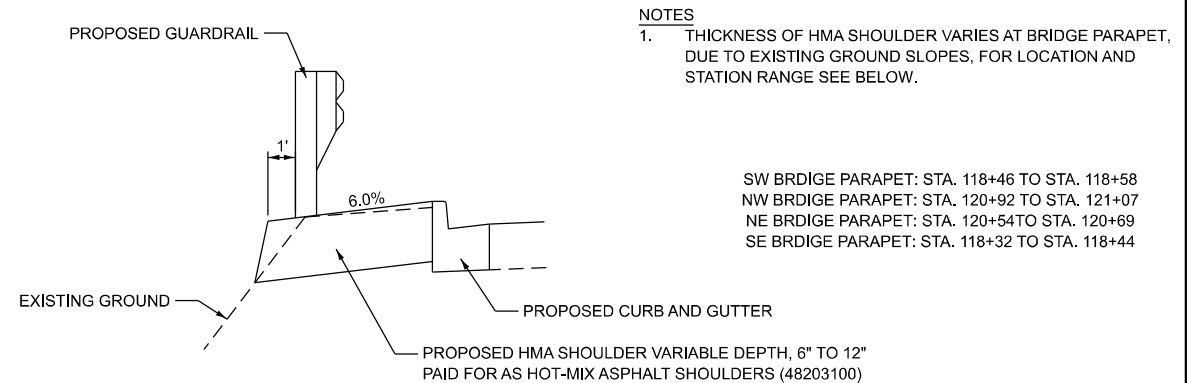
HOT-MIX ASPHALT SHOULDERS (48203100),
VARIABLE DEPTH, SEE DETAIL BELOW



NORTH APPROACH PAVEMENT TRANSITION DETAIL



BUTT JOINT AND HMA TAPER



HMA SHOULDER VARIABLE DEPTH DETAIL

- NOTES
- THICKNESS OF HMA SHOULDER VARIES AT BRIDGE PARAPET, DUE TO EXISTING GROUND SLOPES, FOR LOCATION AND STATION RANGE SEE BELOW.

SW BRIDGE PARAPET: STA. 118+46 TO STA. 118+58
NW BRIDGE PARAPET: STA. 120+92 TO STA. 121+07
NE BRIDGE PARAPET: STA. 120+54 TO STA. 120+69
SE BRIDGE PARAPET: STA. 118+32 TO STA. 118+44

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PLOT SCALE	= 0.16666633' / in.
PLOT DATE	= 6/8/2026

DESIGNED	- MH
DRAWN	- AF
CHECKED	- MH
DATE	- 4/24/2026

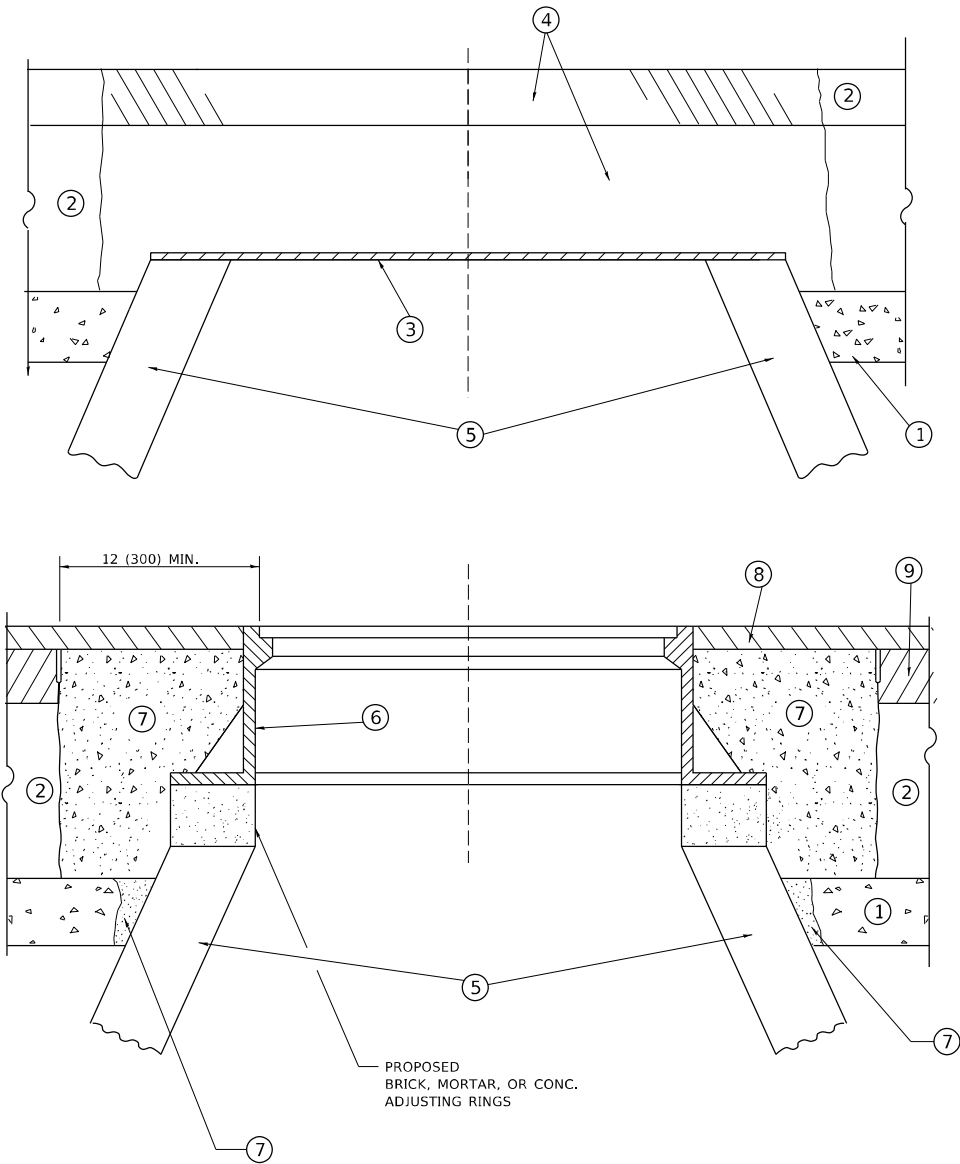
REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT OVERLAY DETAIL
PULASKI RD OVER CSXT RR

SCALE: N.T.S. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	53
CONTRACT NO. 80B44				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



**DETAILS FOR FRAMES AND LIDS ADJUSTMENT
WITH MILLING**

NOTES

- 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.
- 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.
- CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
- THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

- REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- 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)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

- | | |
|--|-------------------------------|
| ① SUB-BASE GRANULAR MATERIAL | ⑥ FRAME AND LID (SEE NOTES) |
| ② EXISTING PAVEMENT | ⑦ CLASS PP-2* CONCRETE |
| ③ 36 (900) DIAMETER METAL PLATE | ⑧ PROPOSED HMA SURFACE COURSE |
| ④ PROPOSED CRUSHED STONE AND HMA SURFACE MIX | ⑨ PROPOSED HMA BINDER COURSE |
| ⑤ EXISTING STRUCTURE | |

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

- 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)."
- THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.
- NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.
- WHEN STRUCTURES ARE TO BE ADJUSTED OR RECONSTRUCTED, THE LOWERING AND RAISING OF THE FRAMES AND LIDS WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF THE CORRESPONDING PAY ITEM.

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL Default
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USER NAME = Lawrence,DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

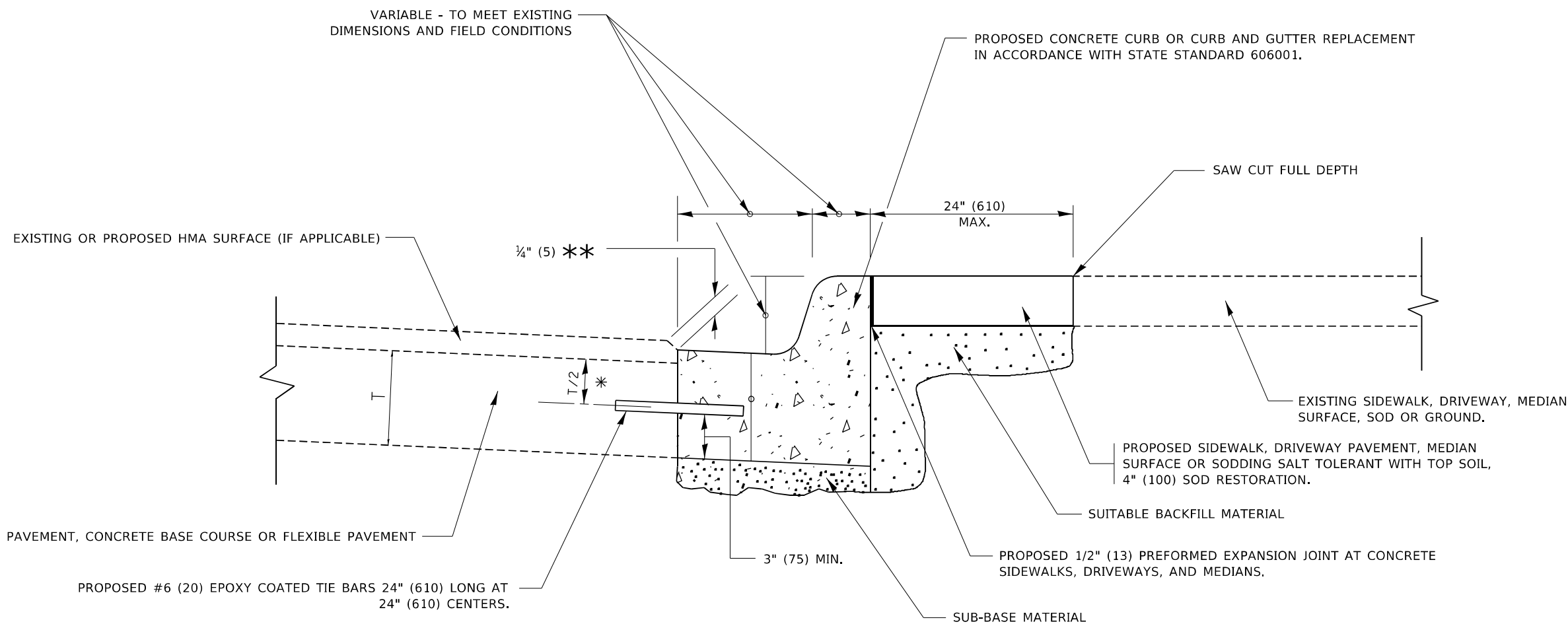
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	54
BD600-03 (BD-08)		CONTRACT NO.80B44		
FED. ROAD DIST. NO.1	ILLINOIS	FED. AID PROJECT		

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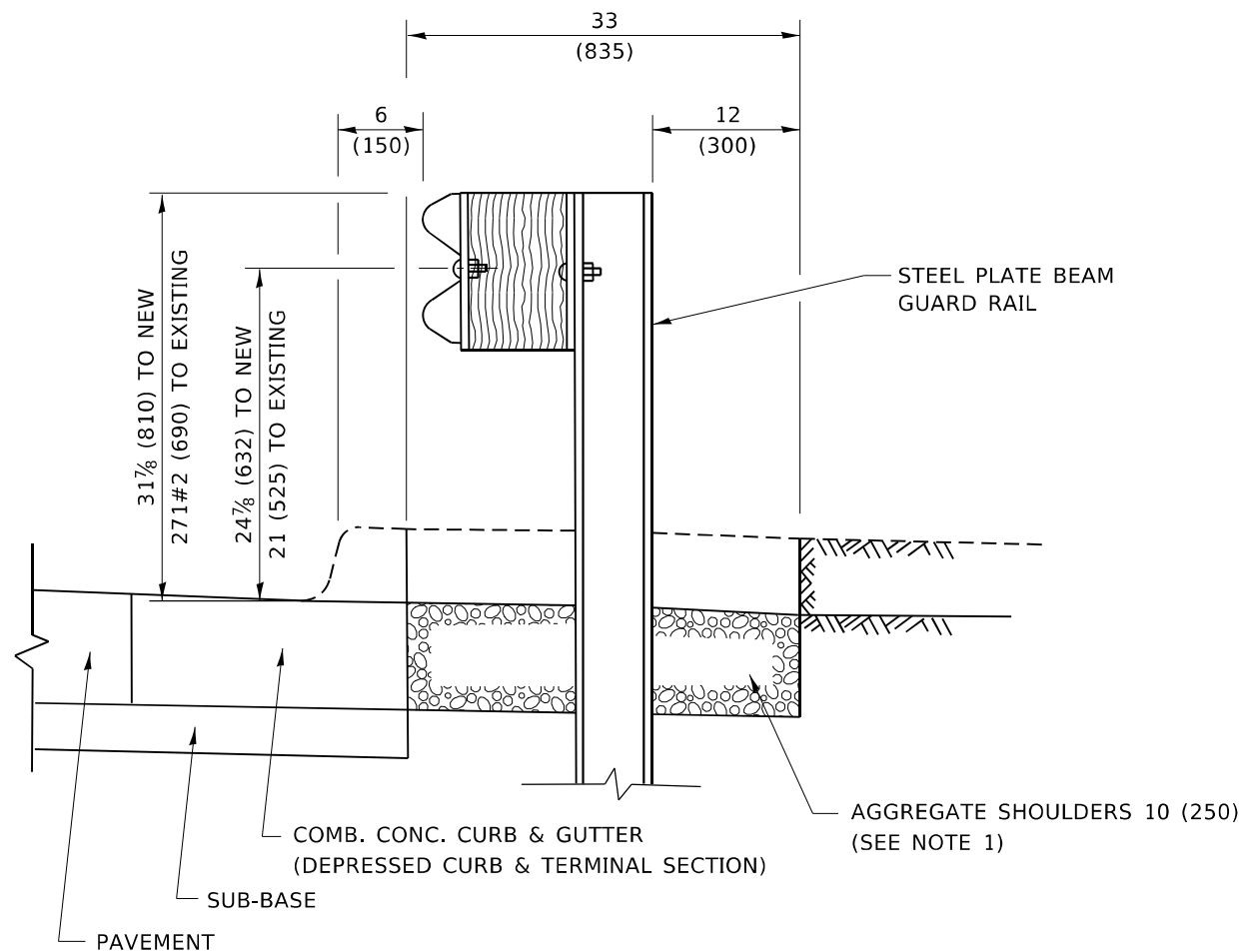


- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

	USER NAME = footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01					3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	55
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	PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.1	ILLINOIS	FED. AID PROJECT



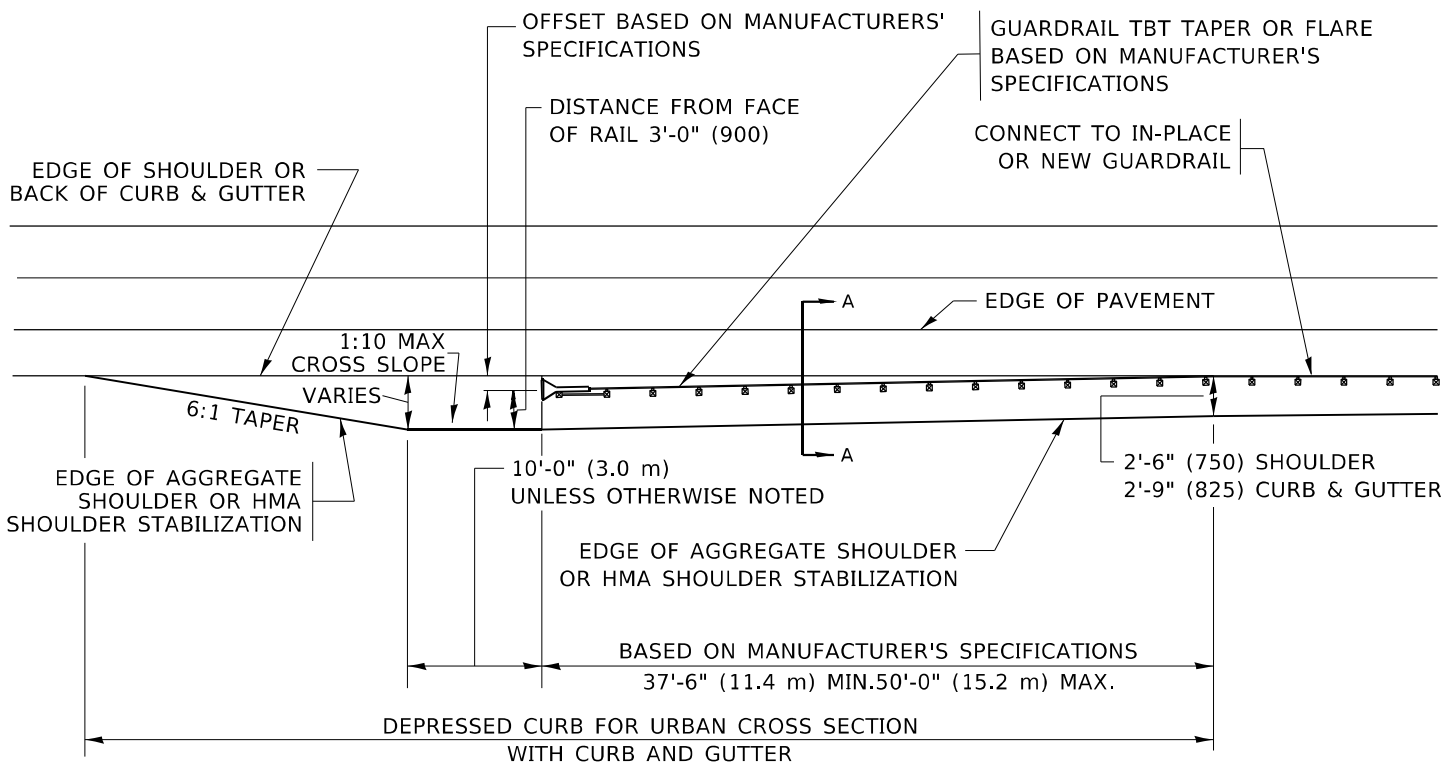
SECTION A-A

NOTES:

1. THE AGGREGATE SHOULDER, 10 (250) OR HMA SHOULDER, 6 (150) (IF REQUIRED) SHALL EXTEND UNDER THE TRAFFIC BARRIER TERMINAL.
2. "EXISTING" GUARDRAIL REFERS TO CONNECTING TERMINAL SECTION TO GUARD RAILING PRIOR TO THE MIDWEST GUARDRAIL SYSTEM.
3. THE CONTRACTOR SHALL VERIFY THE TYPE/HEIGHT OF GUARDRAIL IN-PLACE BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE EXISTING GUARDRAIL HEIGHT SHALL TRANSITION TO MATCH THE NEW TERMINAL END SECTION AND SHALL BE PAID FOR AS VERTICAL ADJUSTMENT OF EXISTING GUADRAIL.

**DETAILS FOR STEEL PLATE BEAM
GUARD RAIL ADJACENT TO CURB AND GUTTER**

[FOR ROADWAY SPEED 35 MPH (60 kmh) TO 45 MPH (70 kmh)]



**DEPRESSED CURB AND GUTTER AND
SHOULDER TREATMENT AT TBT TY.1 SPL.**

AGGREGATE SHOULDER, 10 (250) WILL BE PAID
ACCORDING TO SECTION 481.

HMA SHOULDERS 6 (150) (IF REQUIRED) WILL BE
PAID ACCORDING TO SECTION 482.

COMB. CONC. C&G, STEEL PLATE BEAM GUARD RAIL
AND TRAFFIC BARRIER TERMINAL, OF THE TYPE
SPECIFIED WILL BE PAID FOR SEPARATELY.

TBT = TRAFFIC BARRIER TERMINAL
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS)
UNLESS OTHERWISE SHOWN.

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USER NAME = Lawrence,DeManche	DESIGNED - M. DE YONG	REVISED - R. BORO 09-14-2009
DRAWN -	REVISED - R. BORO 08-06-2012	
PLOT SCALE = 100,0000 ' / in.	CHECKED -	REVISED - R. BORO 05-08-2015
PLOT DATE = 11/18/2022	DATE - 09-22-90	REVISED - K. SMITH 11-18-22

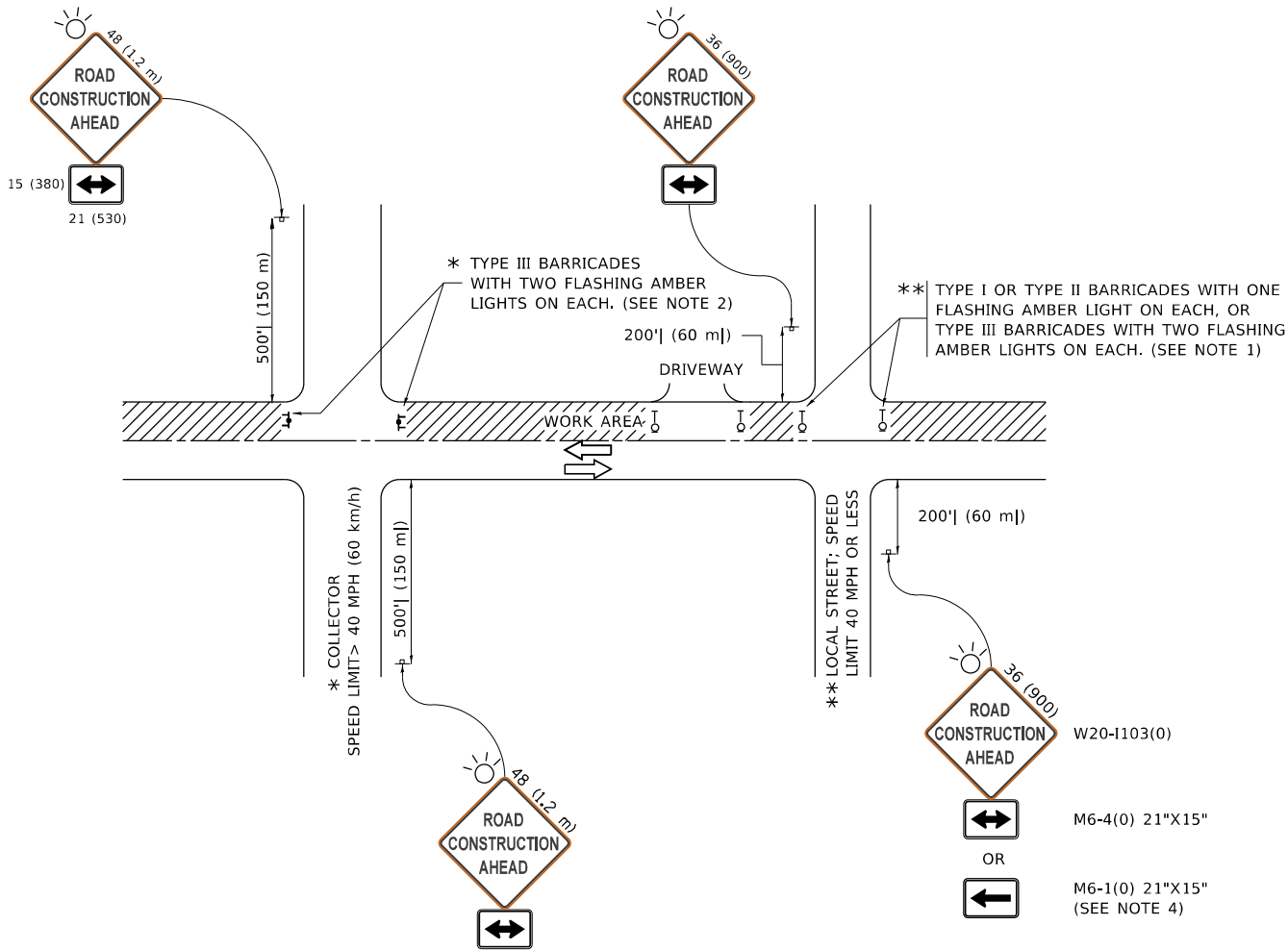
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**DETAILS FOR DEPRESSED CURB & GUTTER AND
SHOULDER TREATMENT AT TBT TY.1 SPL.**

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	57
BD600-10 (BD-34)		CONTRACT NO.80B44		
FED. ROAD DIST. NO.1	ILLINOIS	FED. AID PROJECT		

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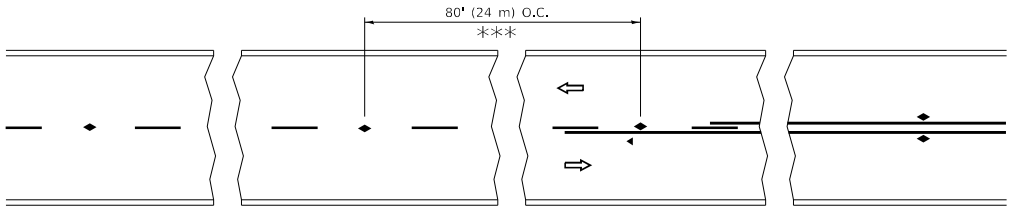


NOTES:

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

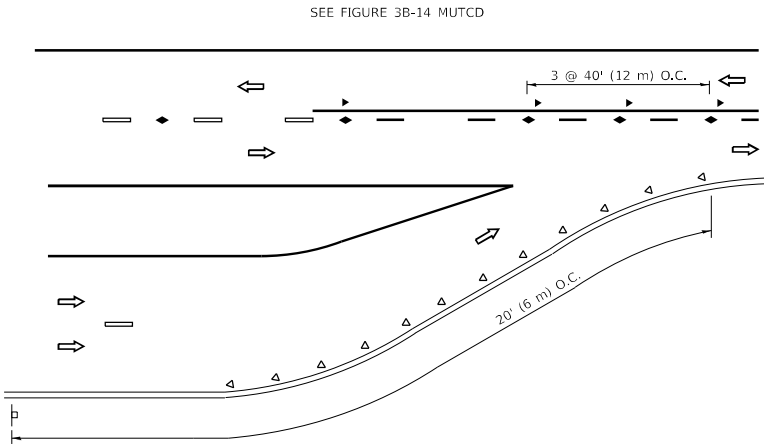
All dimensions are in inches (millimeters) unless otherwise shown.

	USER NAME = footemj	DESIGNED - L.H.A.	REVISED - A. HOUSEH 10-15-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS	SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - T. RAMMACHER 01-06-00						3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	58
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13						TC-10		CONTRACT NO.80B44		
	PLOT DATE = 3/4/2019	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16						FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

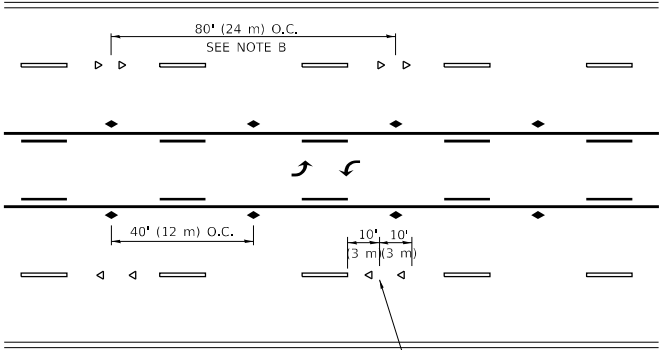


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

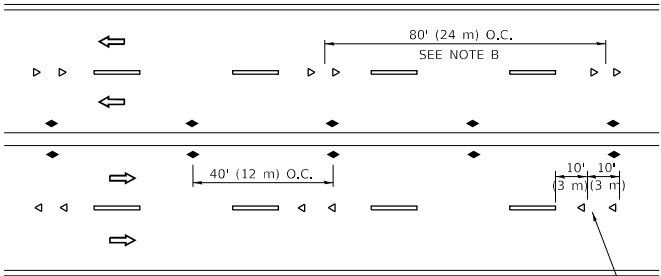
TWO-LANE/TWO-WAY



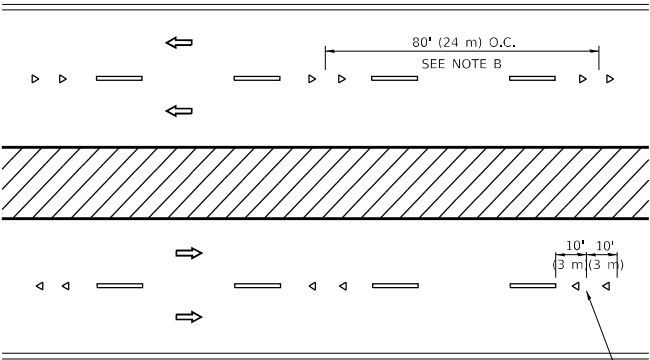
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

LANE MARKER NOTES

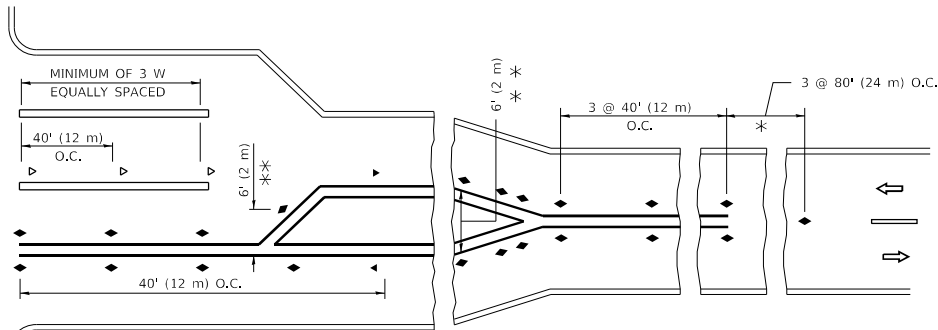
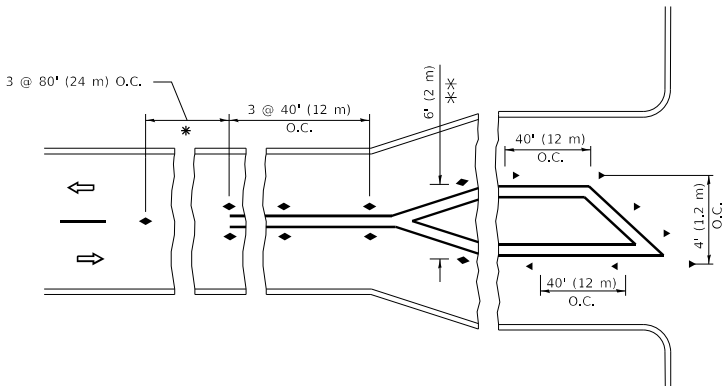
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

SYMBOLS

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

DESIGN NOTES

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



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

TURN LANES

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

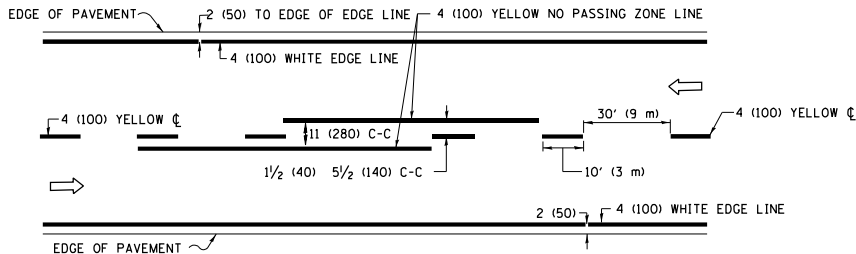
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	DRAWN -	REVISED - T. RAMMACHER 01-06-00
PLOT SCALE = 50,0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13

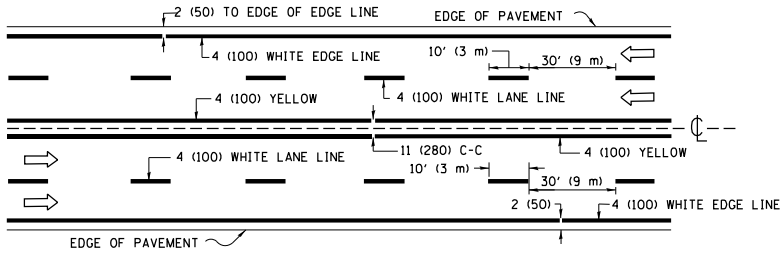
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

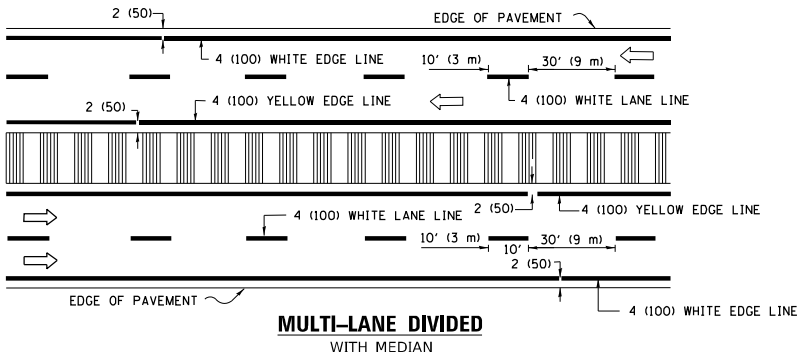
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	59
TC-11		CONTRACT NO.80B44		
FED. ROAD DIST. NO.1	ILLINOIS	FED. AID PROJECT		



2-LANE ROADWAY

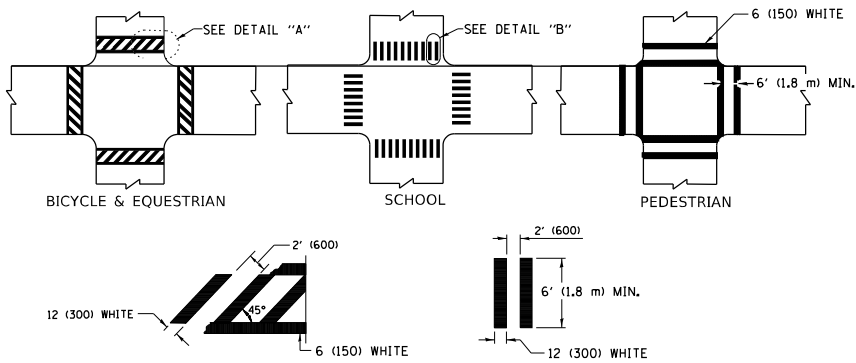


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

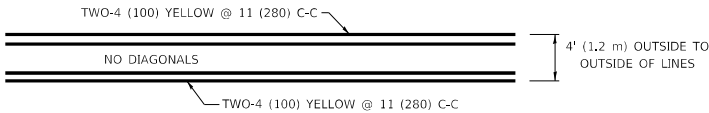


DETAIL "A"

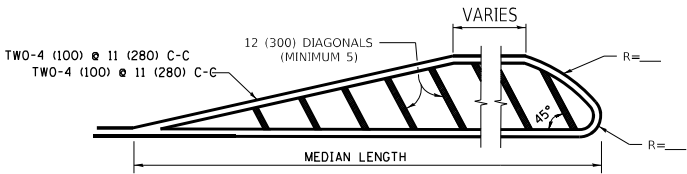
DETAIL "B"

TYPICAL CROSSWALK MARKING

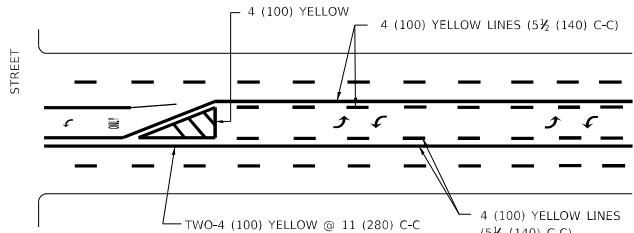
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



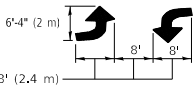
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

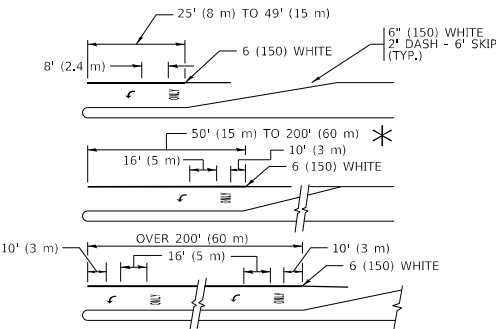


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR, ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

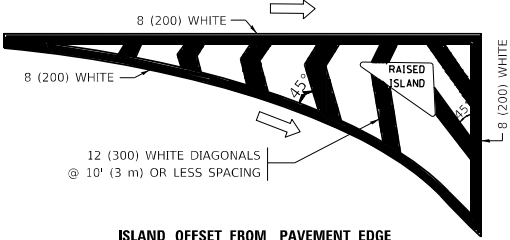
TYPICAL PAINTED MEDIAN MARKING



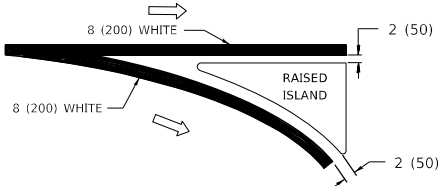
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED. AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²) TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

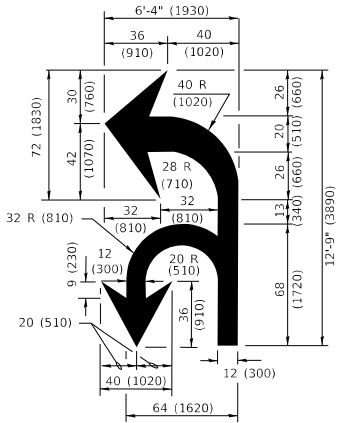


ISLAND OFFSET FROM PAVEMENT EDGE

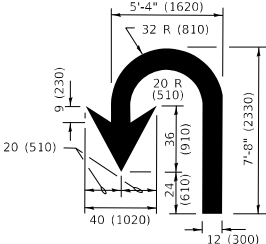


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGTUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" 15 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: *R*=3.6 SQ. FT. (0.33 m ²) EACH *X*=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

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	DRAWN -	REVISED - C. JUCIUS 07-01-13
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

SCALE: NONE	SHEET 1 OF 2 SHEETS	STA. TO STA.
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	60
TC-13		CONTRACT NO.80B44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

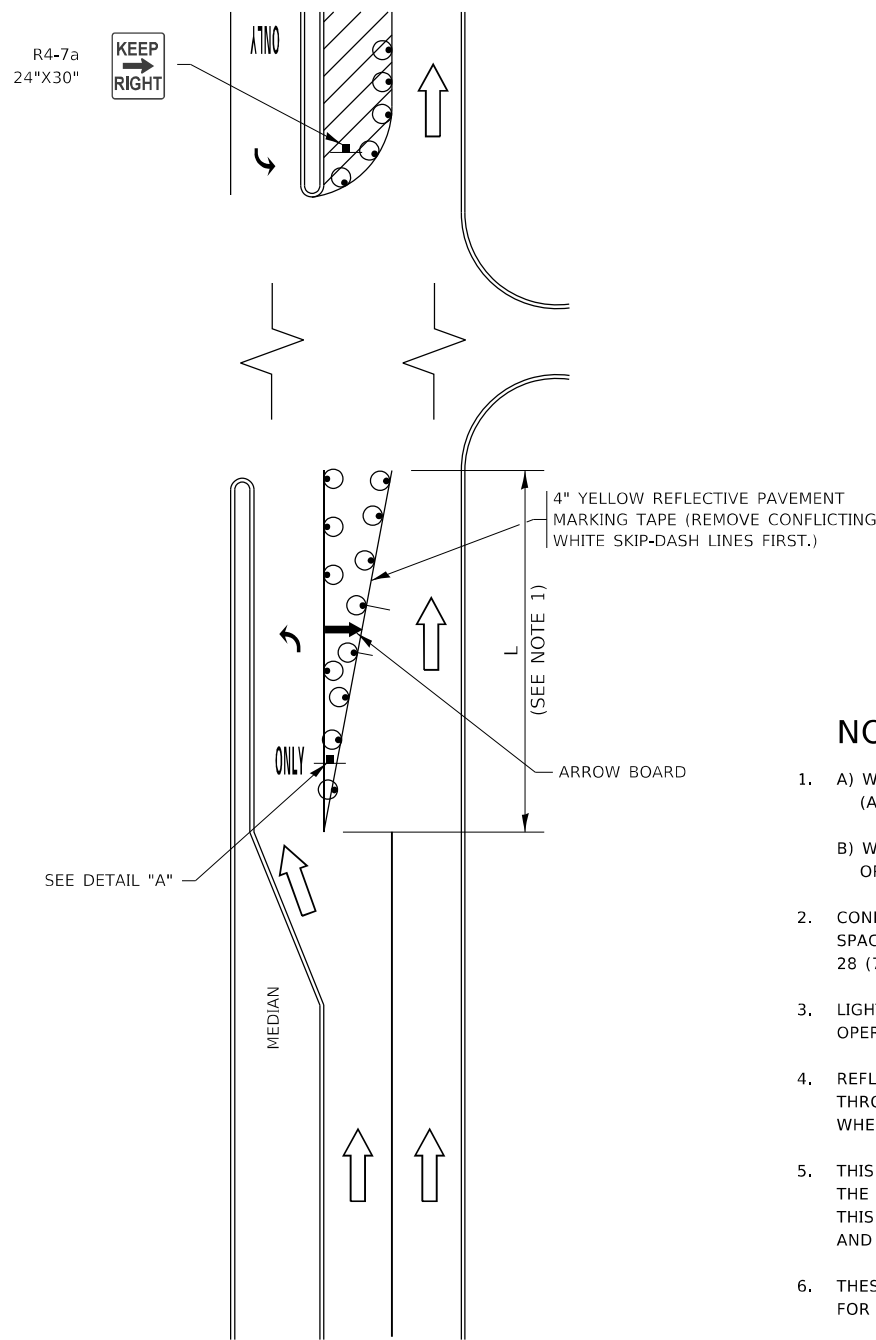
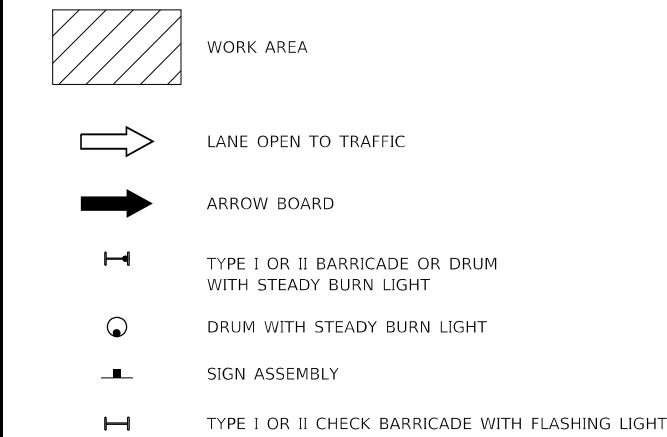


FIGURE 1

LEGEND



NOTES:

- A) WHEN "L" IS $\leq$ THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
- CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
- TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

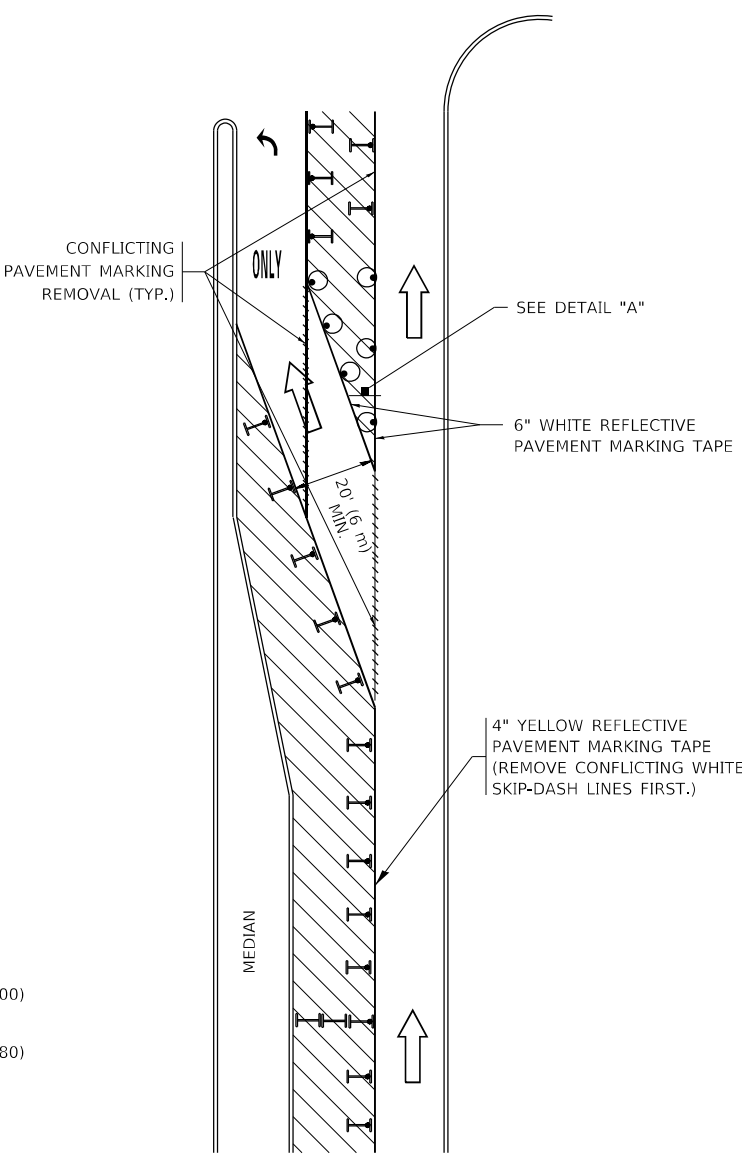
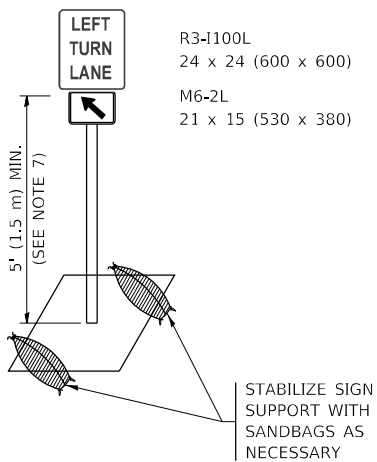


FIGURE 2



DETAIL A

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

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	DRAWN - A. HOUSEH 11-07-95
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PLOT DATE = 3/4/2019	DATE - T. RAMMACHER 01-06-00

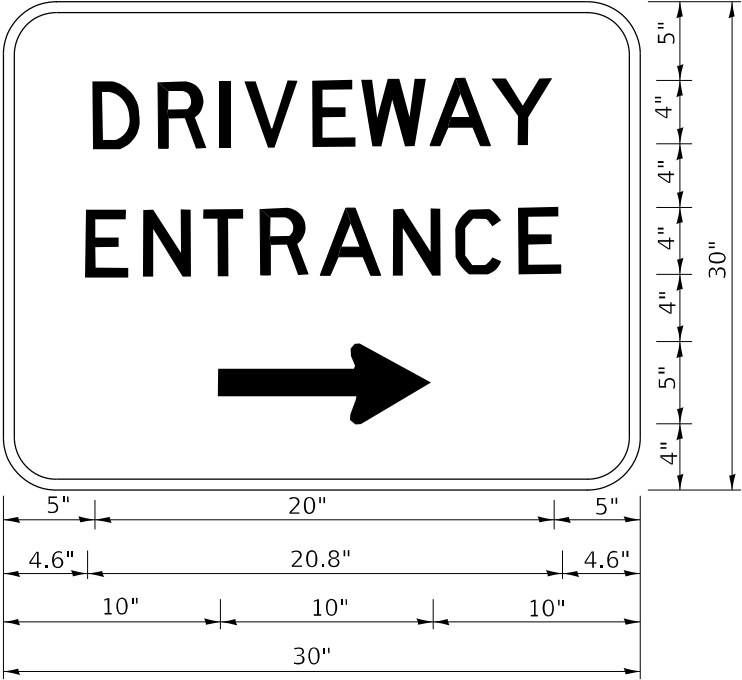
REVISED - R. BORO 09-14-09
REVISED - A. SCHUETZE 07-01-13
REVISED - A. SCHUETZE 09-15-16
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	61
TC-14		CONTRACT NO.80B44		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. 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".

MODEL: Default
FILE NAME: p:\planning\m.d\dot.illinois.gov\PIW\DOT Documents\DOT Office\District 1\Projects\Dist5\22340\CD\Data\CD sheets\TC26.dgn
c26.dgn 8/6/2021 8:37:02 AM User:leesa

	USER NAME = leysa	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					3778	(1313VB-VC-WPGM) BDR,BJR 25	COOK	63	63
	PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED -		TC-26			CONTRACT NO.80B44				
	PLOT DATE = 8/6/2021	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT