

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	1
ILLINOIS CONTRACT NO. 62V91				

* 51 + 1 = 52 TOTAL SHEETS

D-91-069-24

FOR INDEX OF SHEETS, SEE SHEET NO. 2

**THIS PROJECT IS LOCATED WITHIN
THE VILLAGE OF CALUMET PARK.**

PROPOSED HIGHWAY PLANS

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

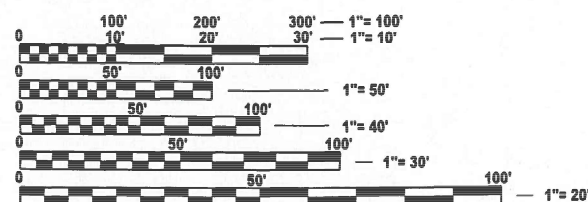
C-91-077-24

R 14 E

TRAFFIC DATA:

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

FUNCTIONAL CLASS: LOCAL ROAD



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

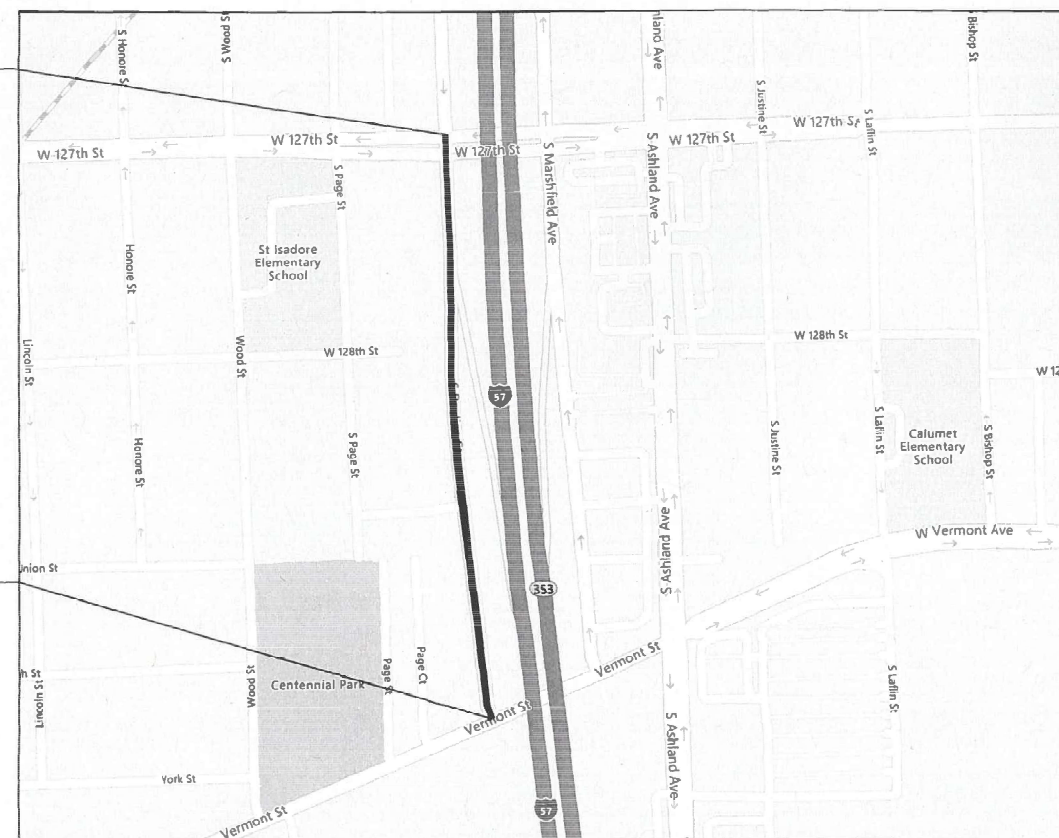
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

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

CONTRACT NO. 62V91

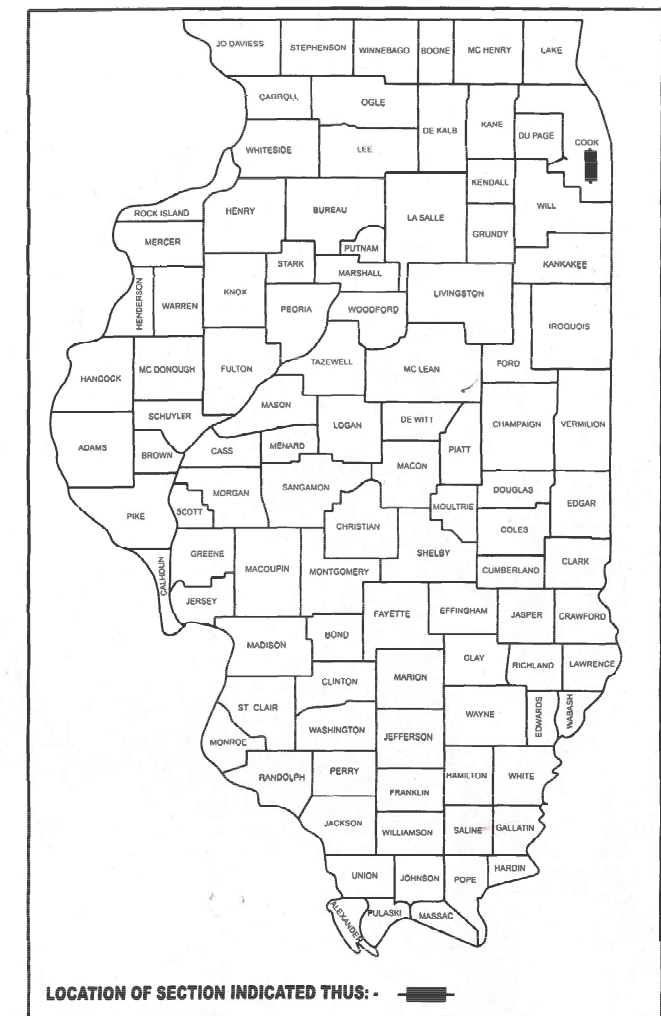
**PROJECT ENDS
STA. 28+70**

**PROJECT BEGINS
STA. 10+40**



CALUMET TOWNSHIP

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



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUBMITTED May 14 20 25

[Signature]
REGIONAL ENGINEER

June 27 20 25
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

June 27 20 25
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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

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INDEX OF SHEETS

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STATE STANDARDS

STANDARD NO.

DESCRIPTION

000001-08	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
420001-10	PAVEMENT JOINTS
420701-03	PAVEMENT WELDED WIRE REINFORCEMENT
442201-03	CLASS C AND D PATCHES
601001-05	PIPE UNDERDRAINS
604001-05	FRAME AND LIDS TYPE 1
604061-03	FRAME AND GRATE, TYPE 12
605001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701011-04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5m) AWAY
701400-12	APPROACH TO LANE CLOSURE, FREEWAY / EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
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
701602-10	URBAN LANE CLOSURE MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-10	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
781001-04	TYPICAL APPLICATIONS FOR RAISED REFLECTIVE PAVEMENT MARKERS
885001-01	DETECTOR LOOP INSTALLATIONS
885006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES (CONTINUED)

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

GENERAL NOTES

- 1) BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS FACILITIES, (48 HOURS NOTIFICATION IS REQUIRED).
- 2) THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES, VILLAGE OF CALUMET PARK WITHIN COOK COUNTY.
- 3) THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 4) BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 5) IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION. THIS SHALL INCLUDE LOCATING THE MAST ARM AND FOUNDATIONS AND VERIFYING THE MAST ARM LENGTHS.
- 6) ANY DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- 7) THE CONTRACTOR SHALL CONTACT THE DISTRICT TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 8) THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR CARLOS MUNOZ AT CARLOS.MUNOZ@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 9) FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 10) ALL PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE IMPROVEMENT ACCORDING TO DISTRICT 1 TYPICAL PAVEMENT MARKING.

GEOTECHNICAL NOTES

1. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
2. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENTS IS TO BE REMOVED AND REPLACED AS DIRECT BY THE ENGINEER AT CONTRACTOR EXPENSE.
3. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM AXLE TRUCK.
4. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER 9" LIFT SHALL BE CS 1 OR RR 1.

	USER NAME = Nedal.Qarut	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAULINA ST: VERMONT STREET TO 127TH STREET INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					57	FAI 57 23 OVERLAY	COOK	51	2
	PLOT SCALE = 0.16666633' / in.	CHECKED -	REVISED -					CONTRACT NO. 62V91				
	PLOT DATE = 6/3/2025	DATE -	REVISED -		SCALE:	SHEET	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

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SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					STANDARD OVERLAY	PAVEMENT REPLACE	DESIGNED OVERLAY	TS IMPROV.		
					100% STATE 0005	100% STATE 0006	100% STATE 0005	100% STATE 0021		
CODE NO.	ITEM	UNIT	TOTAL QUANTITY							
70102630	TRAFFIC CONTROL AND PROTECTION, STANDARD 701601	L SUM	1	0.5		0.5				
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1			1				
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1			1				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1			1				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25		25					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	60		60					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1160		1160					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	1750		1750					
70300211	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS - PAINT	SQ FT	450		450					
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	750			750				
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	150			150				
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	425			425				
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	3860		3860					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	90			90				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	150			150				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	30			30				
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	85			85				
* 78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	40		40					
* 78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	305		305					
* 78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	140		140					
* 78009012	MODIFIED URETHANE PAVEMENT MARKING - LINE 12"	FOOT	25		25					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	70	50		20				

[illegible][illegible]

CURB RAMPS IMPROVEMENT SCHEDULE

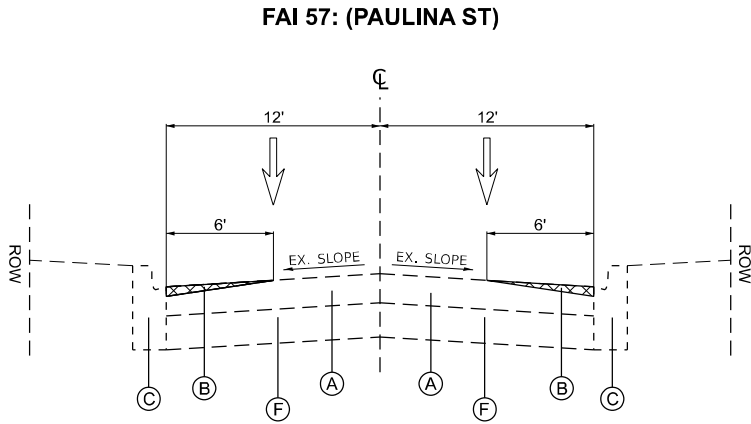
ID	MUNICIPALITY	LOCATION	QUADRANT	EARTH EXCAVATION	INLET FILTERS	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	DETECTABLE WARNINGS	SIDEWALK REMOVAL	REBUILD EXISTING HANDHOLE	VALVE BOX FRAMES TO BE ADJUSTED	FRAMES AND GRATES TO BE ADJUSTED	COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
				CU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

HOT-MIX ASPHALT SCHEDULE

ROUTE	LOCATION	SCOPE OF WORK	HOT-MIX ASPHALT SURFACE AREA	1¾" POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, SMA, 9.5, MIX "F", N80	1" POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	2" HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70
			SQ YD	TON	TON	TON
PAULINA STREET	STA. 10+40 TO STA. 23+57	STANDARD OVERLAY	3520	345	195	
PAULINA STREET	STA. 27+35 TO STA. 28+70	DESIGNED OVERLAY	1315	130		150
GRAND TOTAL			4835	475	195	150

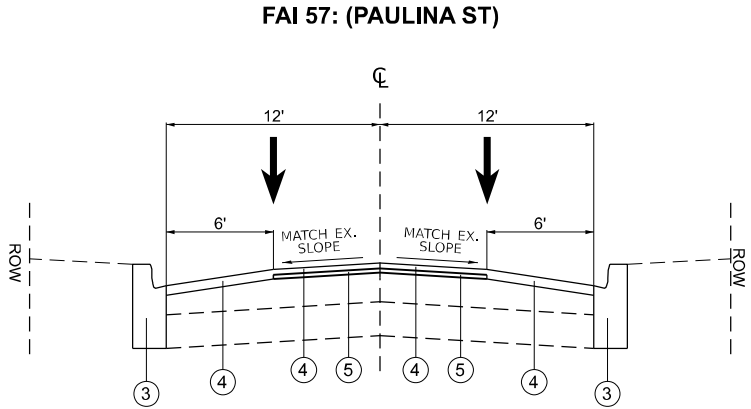
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	USER NAME = Nedat.Qarut	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAULINA ST: VERMONT STREET TO 127TH STREET SCHEDULE OF QUANTITIES			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					57	FAI 57 23 OVERLAY	COOK	51	6
		CHECKED -	REVISED -					CONTRACT NO. 62V91				
	PLOT DATE = 5/14/2025	DATE -	REVISED -		SCALE:	SHEET A001	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



EXISTING TYPICAL SECTION

STA. 10+40 TO STA. 23+57



PROPOSED TYPICAL SECTION

STA. 10+40 TO STA. 23+57

LEGEND - EXISTING

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

LEGEND - PROPOSED

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ.YD.)
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- ④ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
- ⑤ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- ⑥ HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- ⑦ TOPSOIL FURNISH AND PLACE, 4"
- ⑧ SODDING, SALT TOLERANT
- ⑨ PIPE UNDERDRAIN, TYPE 2, 4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS @ N des	
PAVEMENT RESURFACING - STANDARD OVERLAY		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"	3.5% @ 80 GYR.	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"	3.5% @ 50 GYR.	QC/QA
PAVEMENT RESURFACING - DESIGNED OVERLAY		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"	3.5% @ 80 GYR.	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4.0% @ 70 GYR.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/QA
TEMPORARY RAMP (SPECIAL)		
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70 (VARIABLE)	4% @ 70 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

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

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

NOTE 3: THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

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

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		CHECKED -	REVISED -
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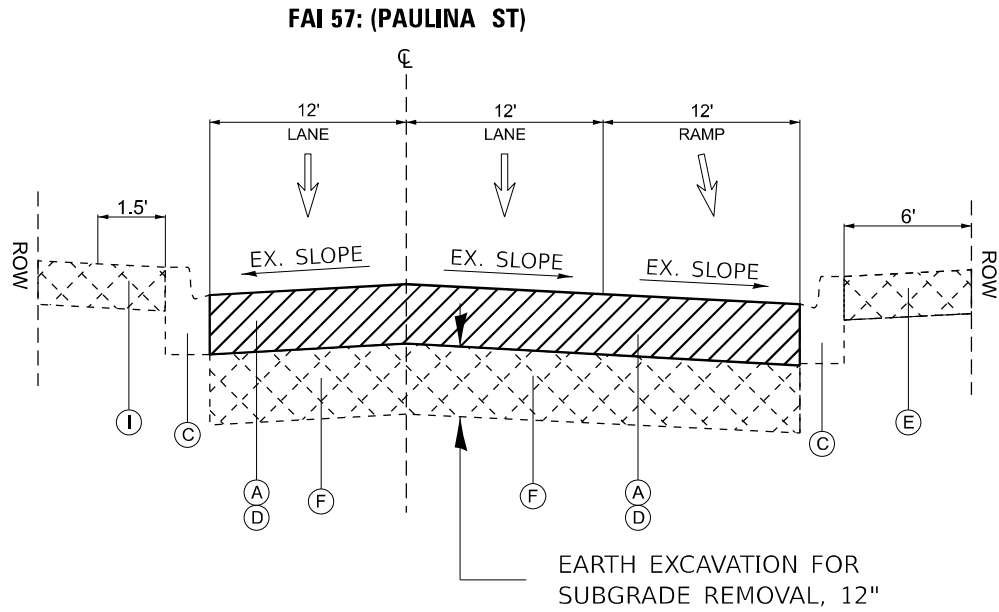
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: VERMONT STREET TO 127TH STREET
TYPICAL SECTIONS

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

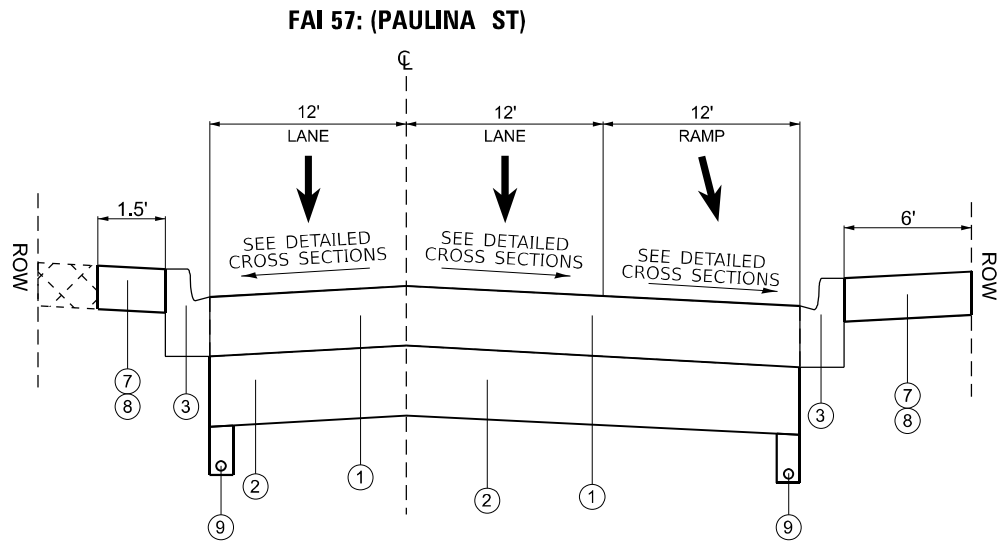
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	7
CONTRACT NO. 62V91				
		ILLINOIS	FED. AID PROJECT	

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EXISTING TYPICAL SECTION

STA. 23+57 TO STA. 27+35



PROPOSED TYPICAL SECTION

STA. 23+57 TO STA. 27+35

LEGEND - EXISTING

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

LEGEND - PROPOSED

- (1) PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- (2) AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ.YD.)
- (3) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- (4) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
- (5) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- (6) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- (7) TOPSOIL FURNISH AND PLACE, 4"
- (8) SODDING, SALT TOLERANT
- (9) PIPE UNDERDRAIN, TYPE 2, 4"

USER NAME = Nedat.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/16/2025	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAULINA ST: VERMONT STREET TO 127TH STREET
TYPICAL SECTIONS**

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

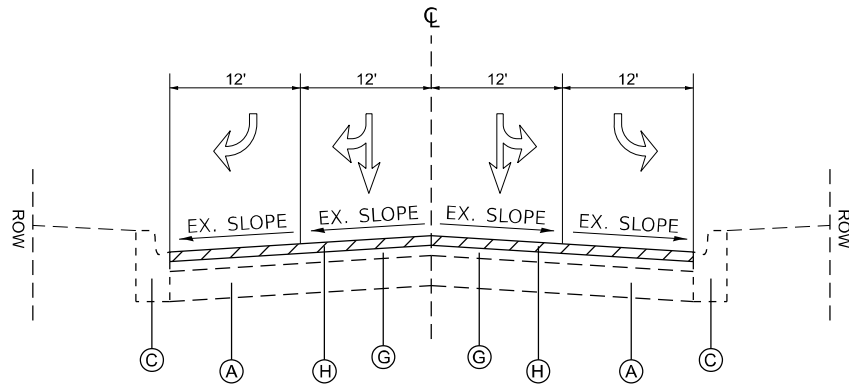
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	8
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

LEGEND - EXISTING

- (A) PORTLAND CEMENT CONCRETE PAVEMENT 10"
- (B) PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VAR. DEPTH)
- (C) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- (D) FULL DEPTH PAVEMENT REMOVAL
- (E) PAVEMENT REMOVAL
- (F) SUB-BASE
- ★ (G) HOT MIX ASPHALT PAVEMENT 4"±
★ = EXIST. PAVEMENT SECTION IS ASSUMED.
- (H) HOT MIX ASPHALT SURFACE REMOVAL 3¾"
- (I) TOPSOIL

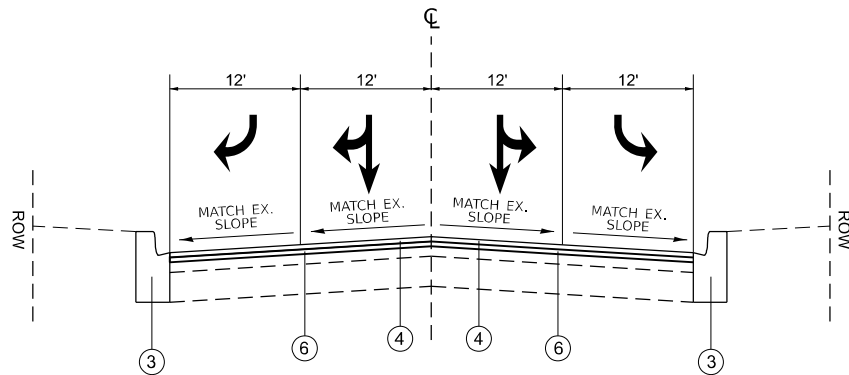
LEGEND - PROPOSED

- ① PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)
- ② AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ.YD.)
- ③ COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06
- ④ POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1¾"
- ⑤ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"
- ⑥ HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"
- ⑦ TOPSOIL FURNISH AND PLACE, 4"
- ⑧ SODDING, SALT TOLERANT
- ⑨ PIPE UNDERDRAIN, TYPE 2, 4"

FAI 57: (PAULINA ST)

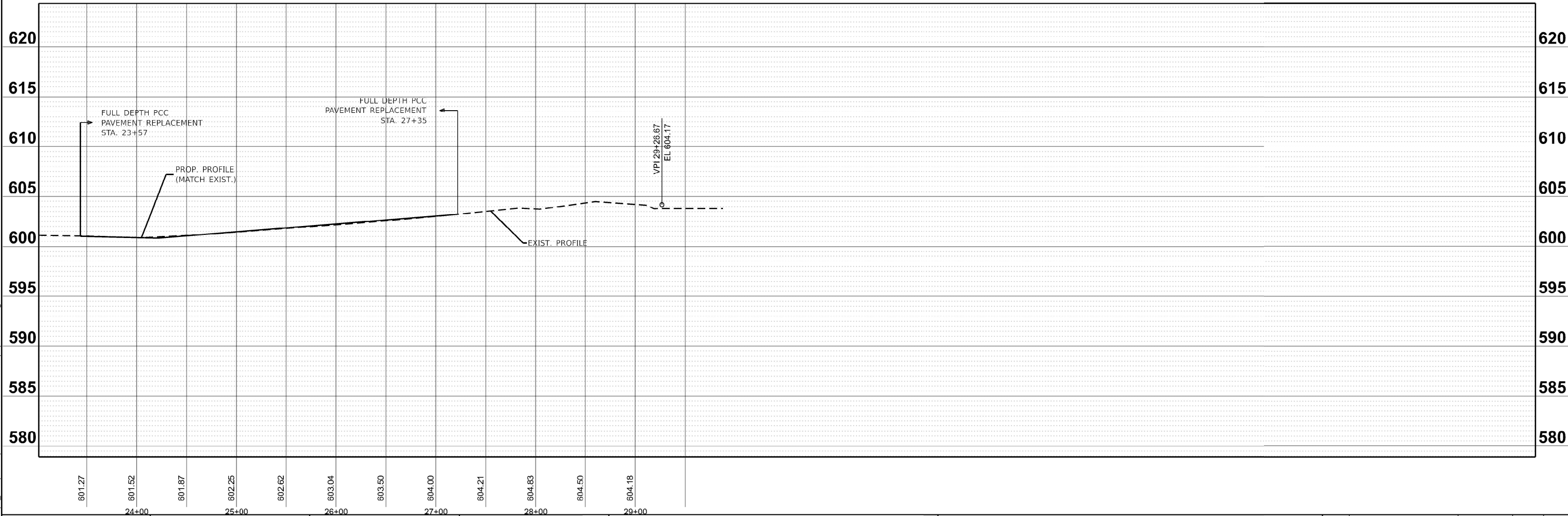
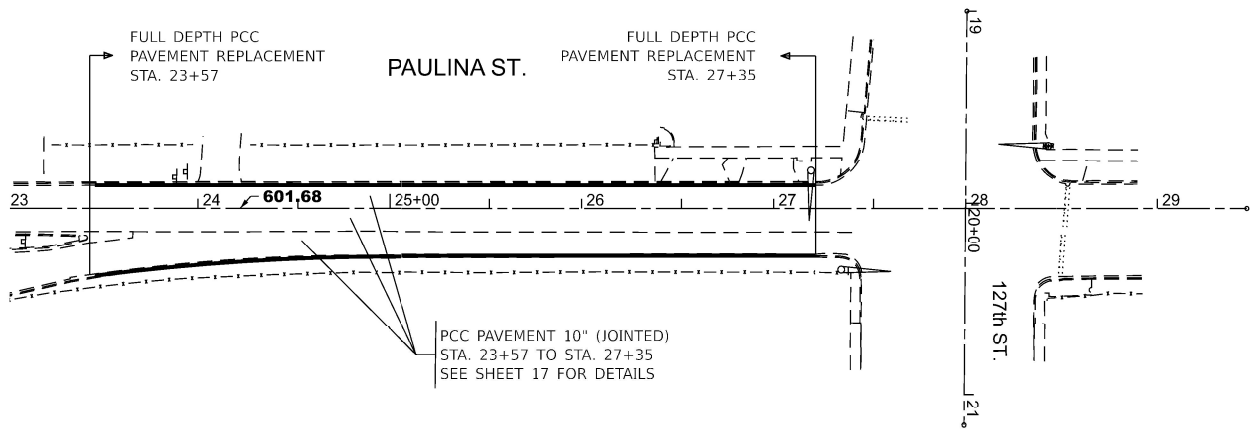
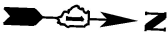
EXISTING TYPICAL SECTION

STA. 27+35 TO STA. 28+70

FAI 57: (PAULINA ST)

PROPOSED TYPICAL SECTION

STA. 27+35 TO STA. 28+70



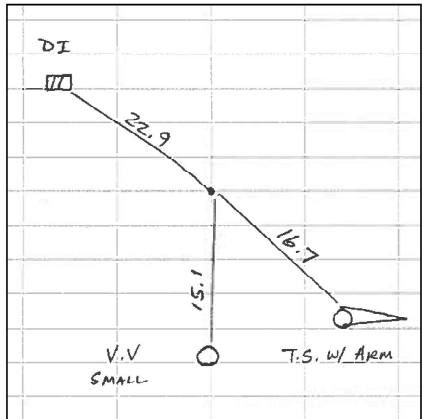
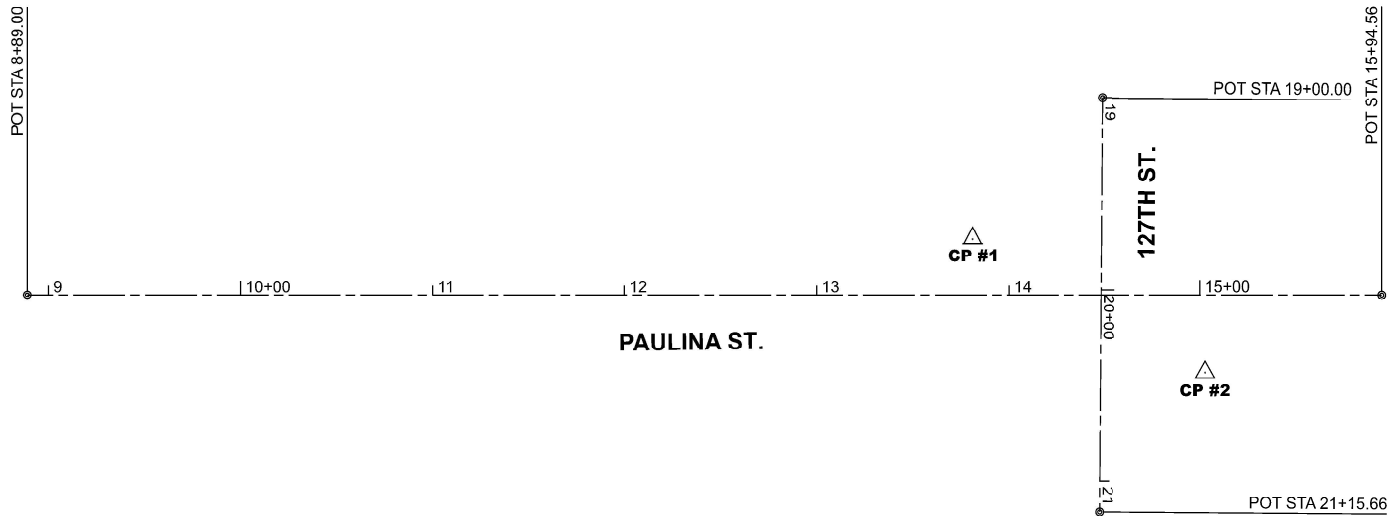
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USER NAME = Nedaf.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/4/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: VERMONT STREET TO 127TH STREET EXISTING AND PROPOSED PLAN & PROFILE			
SCALE: 1"=50'	SHEET 1	OF 1	SHEETS
STA. 9+50.00		TO STA. 24+50.00	

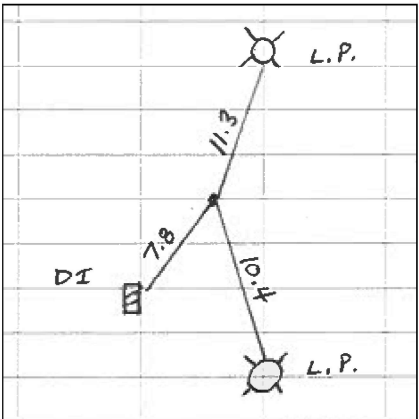
FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	10
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				



CONTROL POINT #1

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

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



CONTROL POINT #2

"X" IN N.E CONC RIM HANDHOLE

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

BENCHMARK

ELEV. = 604.940

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

BENCHMARK

ELEV. = 604.765

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

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

MODEL: PAULINA_E_ATB_Plan 1 [Sheet]
FILE NAME: c:\p\work\paulina\paulina.dgn

	USER NAME = Nedal.Qarut	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAULINA ST: VERMONT STREET TO 127TH STREET ALIGNMENT, TIES AND BENCHMARKS	SCALE: 1"=50'	SHEET 1 OF 52 SHEETS	STA. 5+30.00 TO STA. 20+30.00	FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						57	FAI 57 23 OVERLAY	COOK	51	10A
		CHECKED -	REVISED -						CONTRACT NO. 62V91				
	PLOT DATE = 6/26/2025	DATE -	REVISED -						ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC GENERAL NOTES

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

CONSTRUCTION STAGING

STAGE 1

CONSTRUCTION:

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

MAINTENANCE OF TRAFFIC:

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

STAGE 2

CONSTRUCTION:

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

MAINTENANCE OF TRAFFIC:

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

WORK ZONE SPEED LIMIT:

	EXISTING POSTED SPEED	PROPOSED POSTED SPEED
PAULINA ST	25 MPH	25 MPH



WORK AREA



TYPE II BARRICADE, DRUM, OR VERTICAL BARRICADE

①

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

②

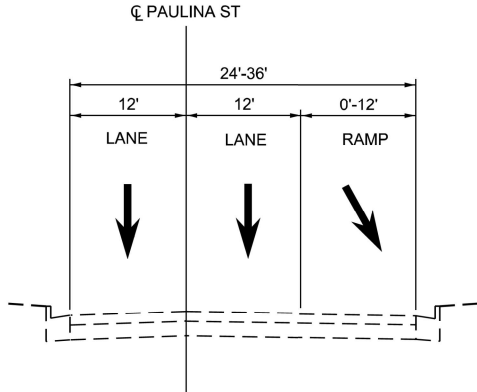
TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW)

▪

TEMPORARY PAVEMENT MARKING

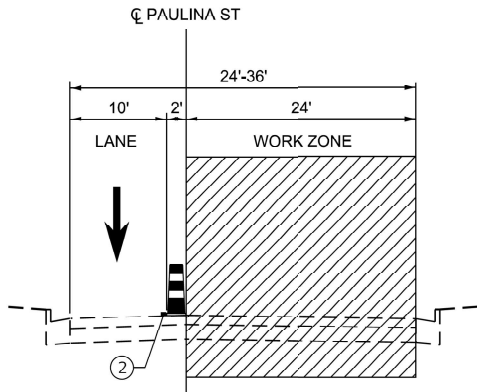


DIRECTION OF TRAVEL



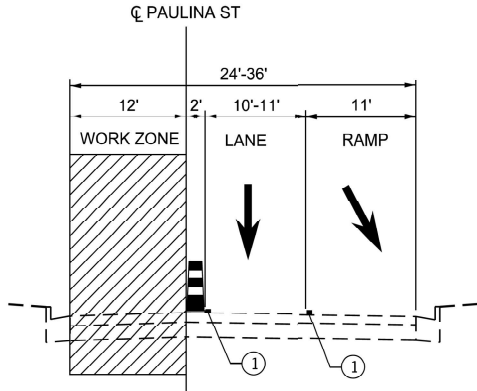
EXISTING TYPICAL SECTION

S PAULINA ST



STAGE 1 CONSTRUCTION

S PAULINA ST



STAGE 2 CONSTRUCTION

S PAULINA ST

MODEL: MOT-SHEET-1 (Sheet)
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		DRAWN -	REVISED -
		CHECKED -	REVISED -
	PLOT DATE = 5/29/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

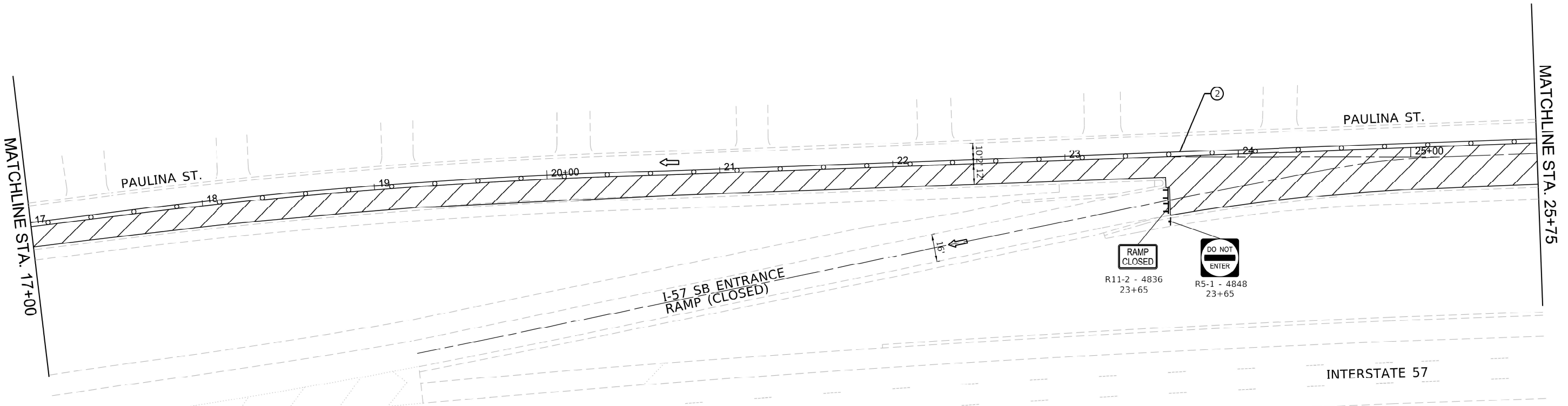
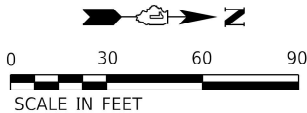
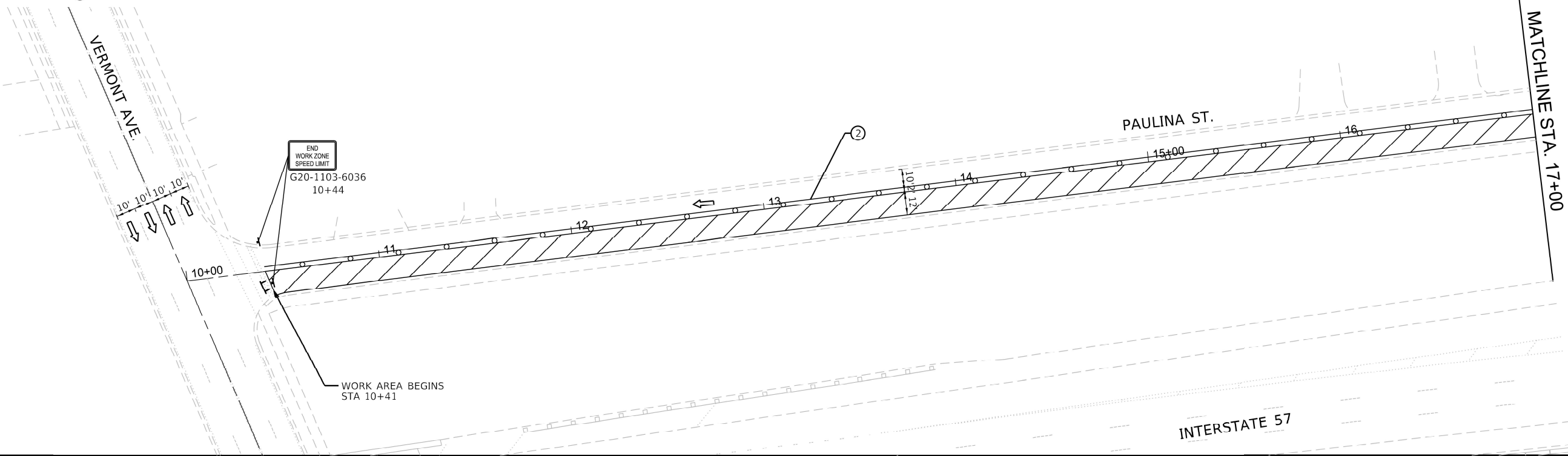
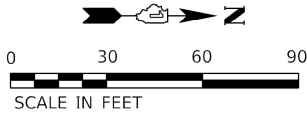
PAULINA ST: VERMONT STREET TO 127TH STREET
MAINTENANCE OF TRAFFIC TYPICAL SECTIONS

SCALE: SHEET 1 OF 6 SHEETS STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	11
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

- MOT SYMBOL LEGEND**
- WORK AREA
 - DIRECTION OF TRAFFIC
 - DRUM OR BARRICADE
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - SIGN ON PORTABLE OR PERMANENT SUPPORT
 - HIGH-INTENSITY AMBER LIGHT

- MOT PMK LEGEND**
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
 - ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
 - ③ TEMPORARY PAVEMENT MARKING TAPE LETTERS & SYMBOLS, (WHITE) (70300210)
 - ④ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (WHITE) (70307130)
 - ⑤ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (WHITE) (2'-6') SKIP DASH (70307130)
 - ⑥ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (3'-9') SKIP DASH (70300904)



MODEL: MOT SHEET 2
FILE NAME: c:\pwworking\dwg\mtd\009710\06924-s\staging.dgn

USER NAME = Nedaf.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

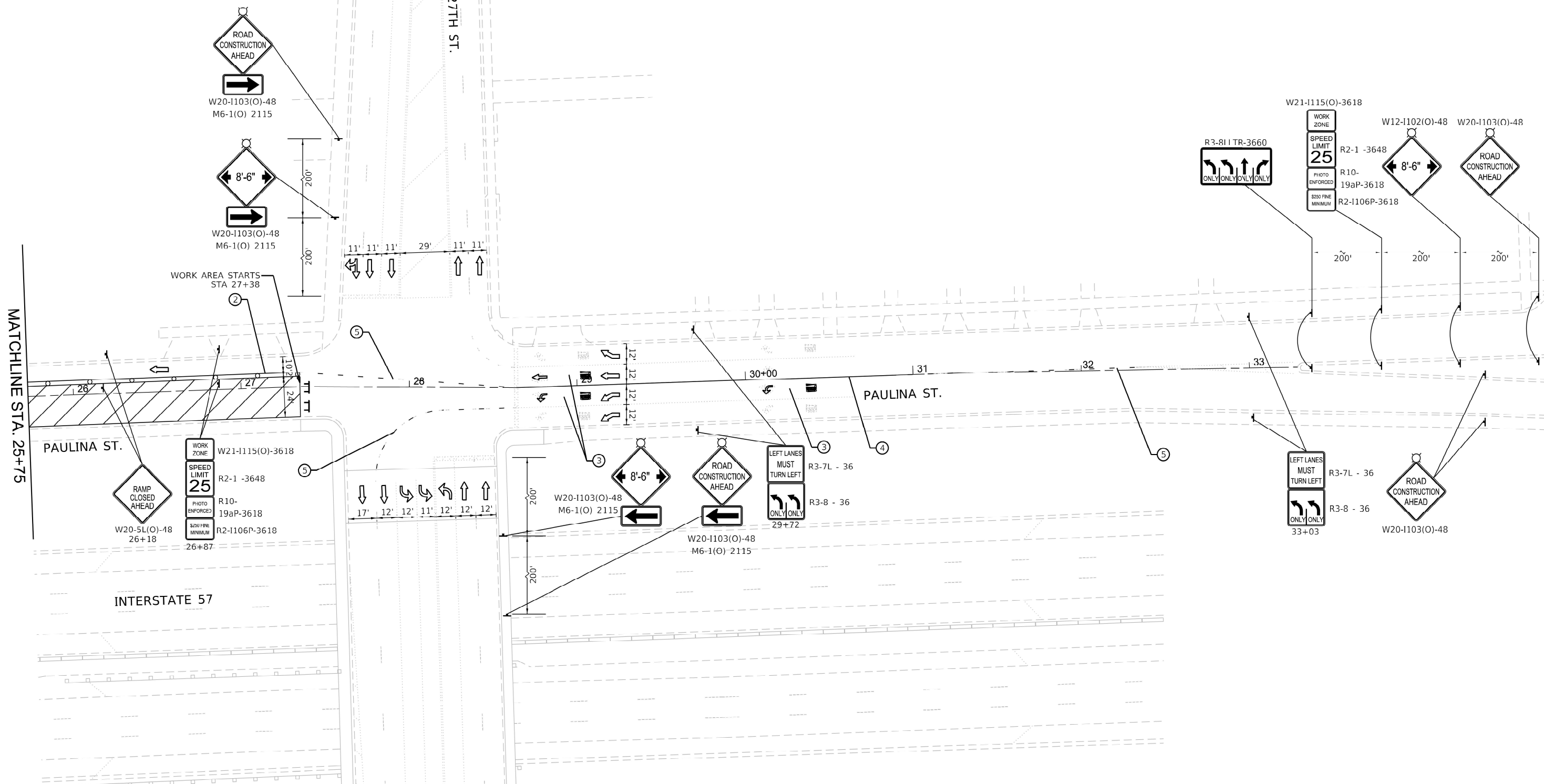
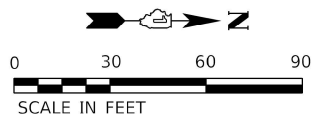
PAULINA ST: VERMONT STREET TO 127TH STREET
MAINTENANCE OF TRAFFIC PLAN STAGE 1

SCALE: SHEET 2 OF 6 SHEETS STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	12
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

	WORK AREA
	DIRECTION OF TRAFFIC
	DRUM OR BARRICADE
	TYPE III BARRICADE WITH FLASHING LIGHTS
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	HIGH-INTENSITY AMBER LIGHT

- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
- ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
- ③ TEMPORARY PAVEMENT MARKING TAPE LETTERS & SYMBOLS, (WHITE) (70300210)
- ④ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (WHITE) (70307130)
- ⑤ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (WHITE) (2'-6") SKIP DASH (70307130)
- ⑥ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (3'-9") SKIP DASH (70300904)



MODEL: MOT SHEET 3
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 6/17/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**PAULINA ST: VERMONT STREET TO 127TH STREET
MAINTENANCE OF TRAFFIC PLAN STAGE 1**

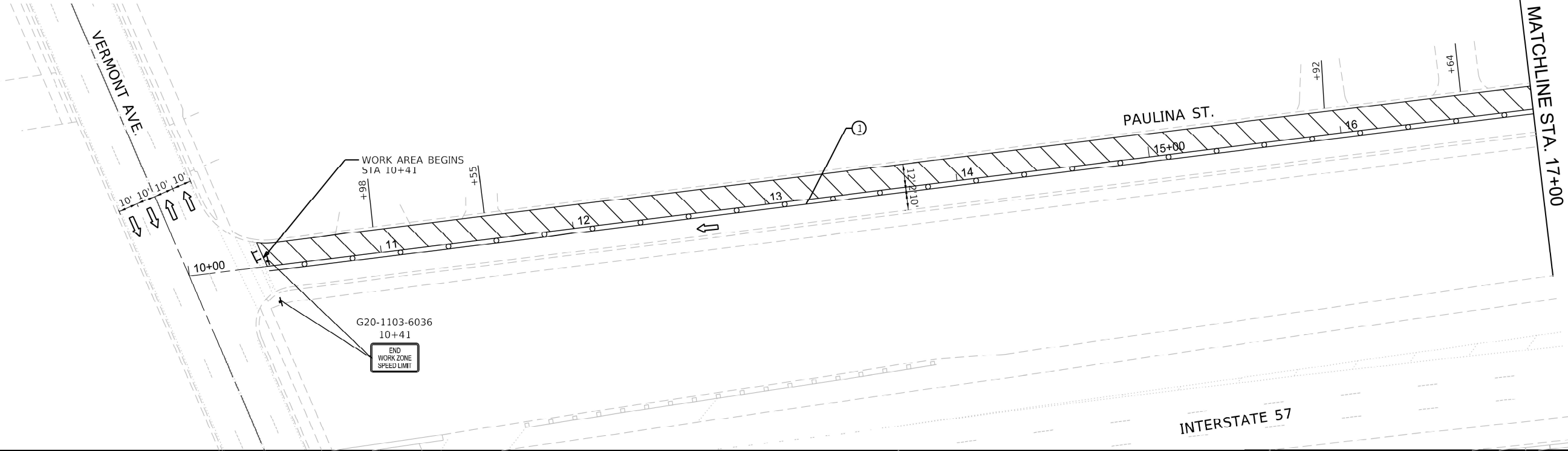
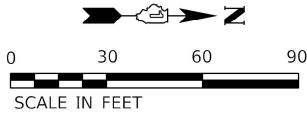
SCALE:	SHEET 3	OF 6	SHEETS	STA.	TO STA.
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	13
		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		

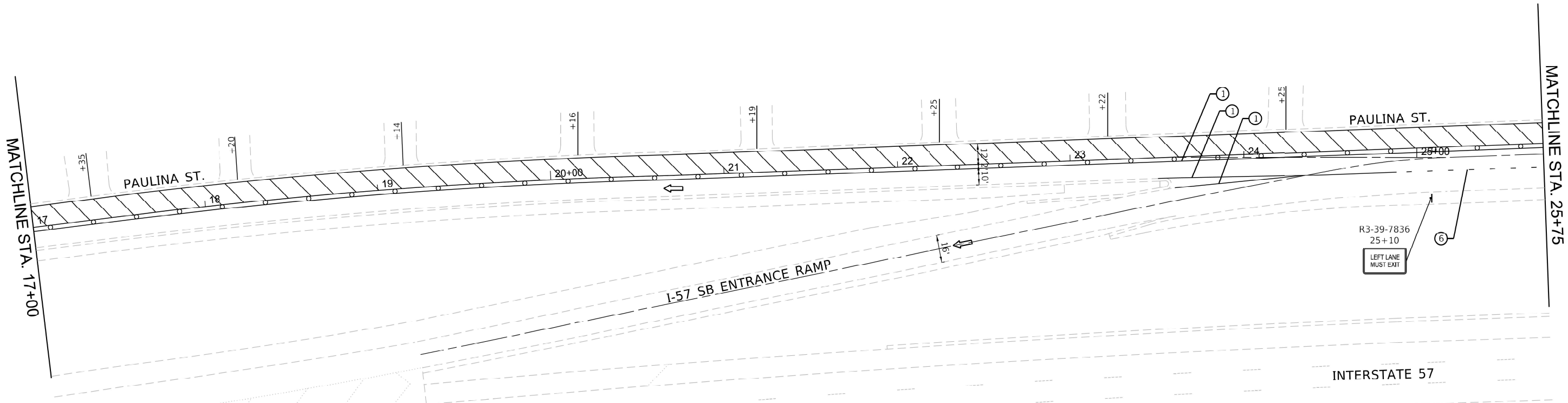
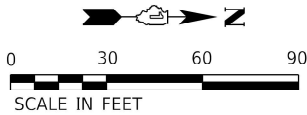
- MOT SYMBOL LEGEND**
- WORK AREA
 - DIRECTION OF TRAFFIC
 - DRUM OR BARRICADE
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - SIGN ON PORTABLE OR PERMANENT SUPPORT
 - HIGH-INTENSITY AMBER LIGHT

- MOT PMK LEGEND**
- ① TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (70300904)
 - ② TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (YELLOW) (70300904)
 - ③ TEMPORARY PAVEMENT MARKING TAPE LETTERS & SYMBOLS, (WHITE) (70300210)
 - ④ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (WHITE) (70307130)
 - ⑤ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 6" (WHITE) (2'-6') SKIP DASH (70307130)
 - ⑥ TEMPORARY PAVEMENT MARKING TAPE, TYPE IV 4" (WHITE) (3'-9') SKIP DASH (70300904)

NOTES:
ACCESS TO DRIVEWAYS SHALL BE MAINTAINED BY PAVING HALF OF THE LANE IN FRONT OF DRIVEWAYS AT A TIME



NOTES:
ACCESS TO DRIVEWAYS SHALL BE MAINTAINED



MODEL: MOT SHEET 4
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USER NAME = Nedaf.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
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PLOT DATE = 6/17/2025	DATE -	REVISED -

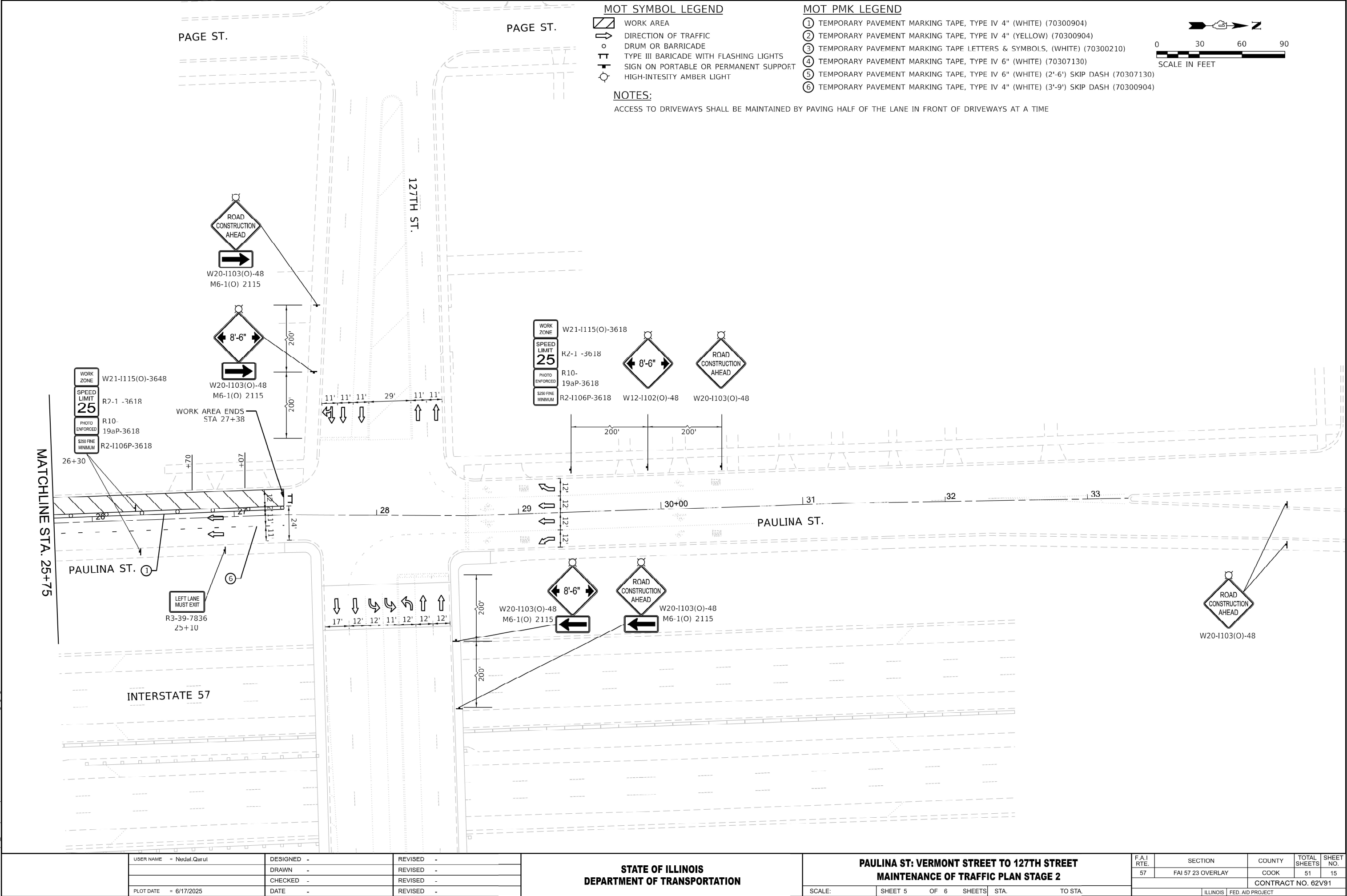
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: VERMONT STREET TO 127TH STREET
MAINTENANCE OF TRAFFIC PLAN STAGE 2

SCALE: SHEET 4 OF 6 SHEETS STA. TO STA.

FAI RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	14
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

MODEL: MOT SHEET 5
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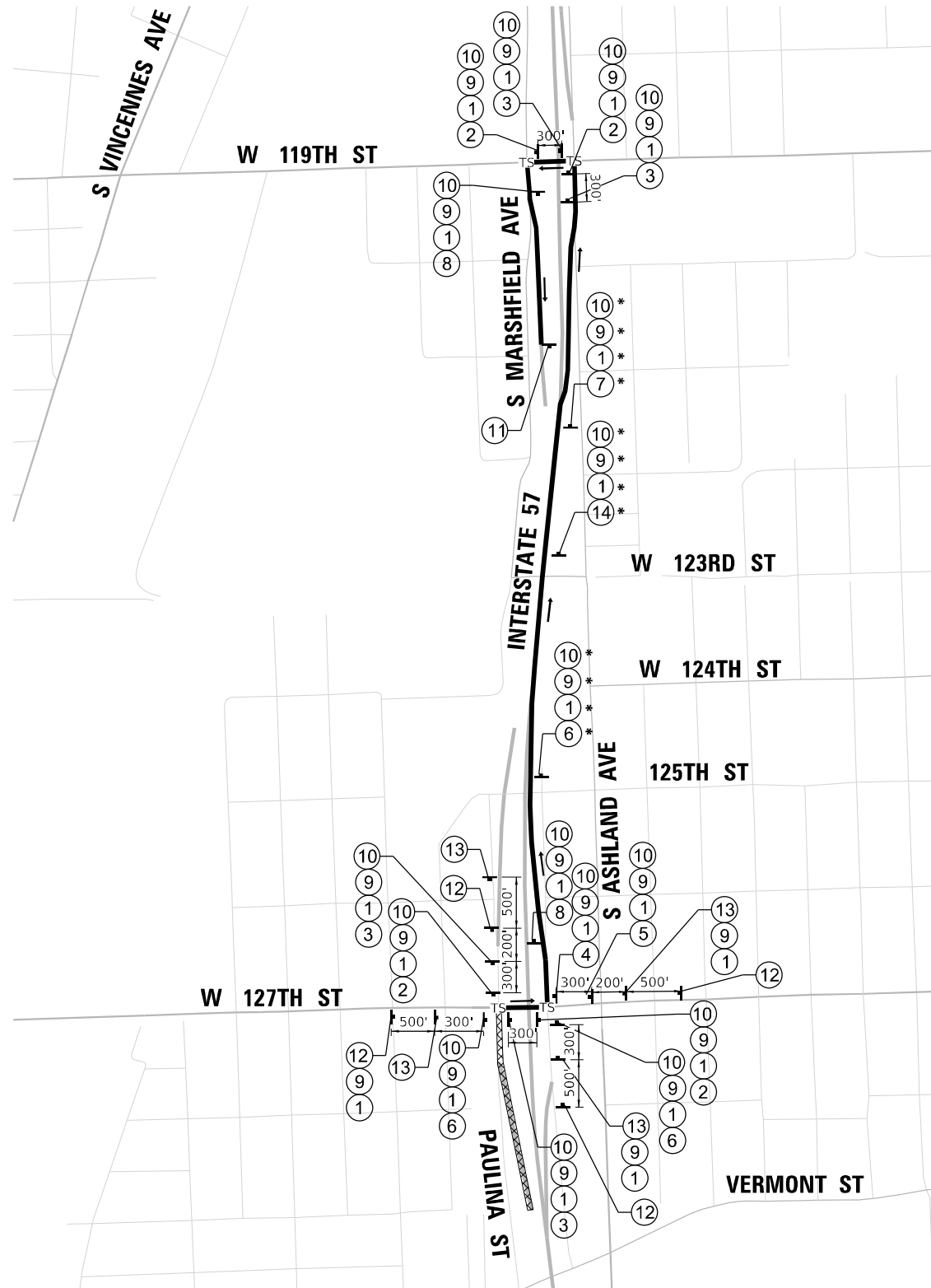
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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: VERMONT STREET TO 127TH STREET
MAINTENANCE OF TRAFFIC PLAN STAGE 2

SCALE: SHEET 5 OF 6 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	15
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				



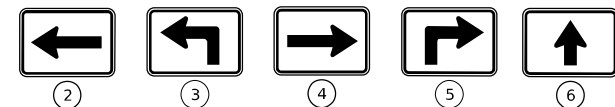
LEGEND:

- FULL CLOSURE
- DETOUR ROUTE
- TYPE III BARRICADE
- DETOUR / CLOSURE SIGNAGE
- TRAFFIC SIGNALIZED INTERSECTION TO BE RETIMED

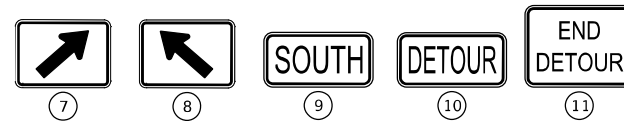
DETOUR SIGNAGE LEGEND
I-57 SOUTHBOUND



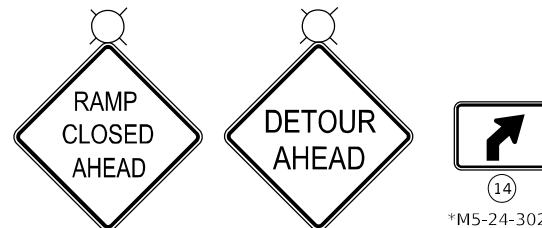
①
FOR U.S. ROUTES
M1-1-2424
*M1-1-3636



② M6-1-2115 ③ M5-1L-2115 ④ M6-1-2115 ⑤ M5-1R-2115 ⑥ M6-3-2115
*M6-3-3021

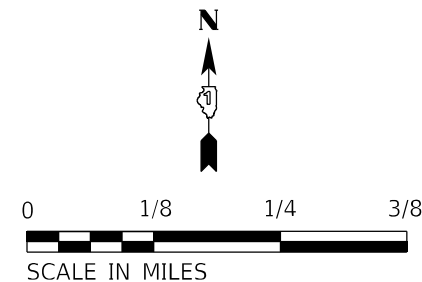


⑦ M5-2R-2115 ⑧ M5-2L-2115 ⑨ M3-4-2412 ⑩ M3-4-2412 ⑪ M4-8A-4836
*M5-2R-3021 *M3-4-3015 *M3-4-3015



⑫ W20-3(O)-48 ⑬ W20-2(O)-48 ⑭ *M5-24-3021

* USE LARGER SIGN SIZES ON I-57



DETOUR PLAN NOTES:

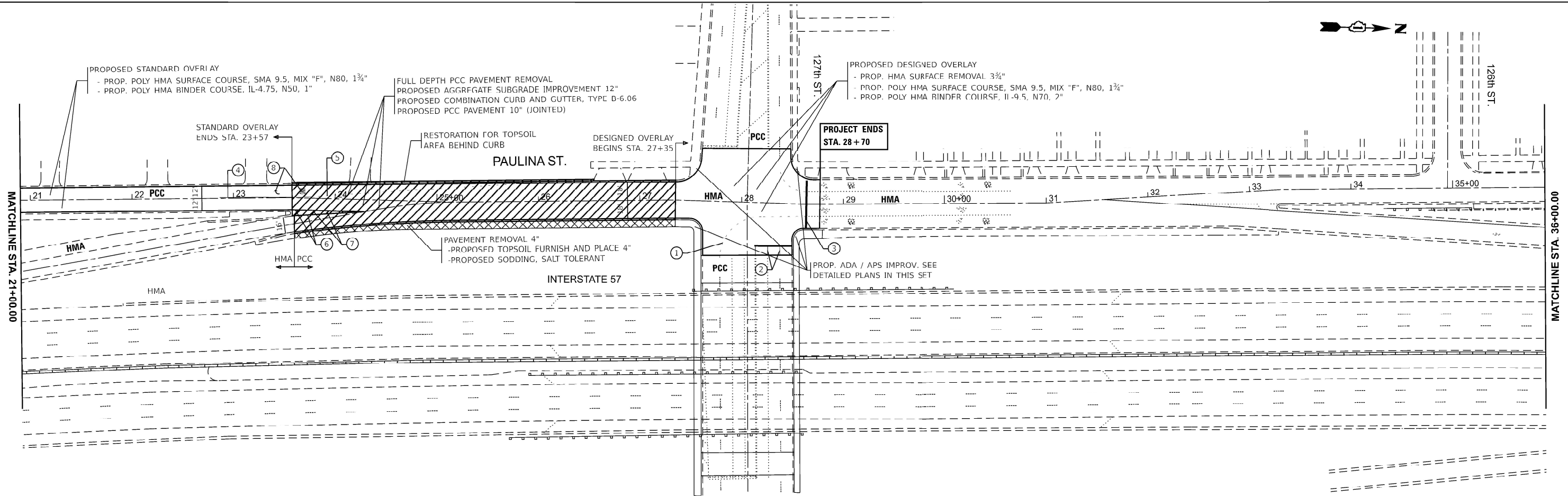
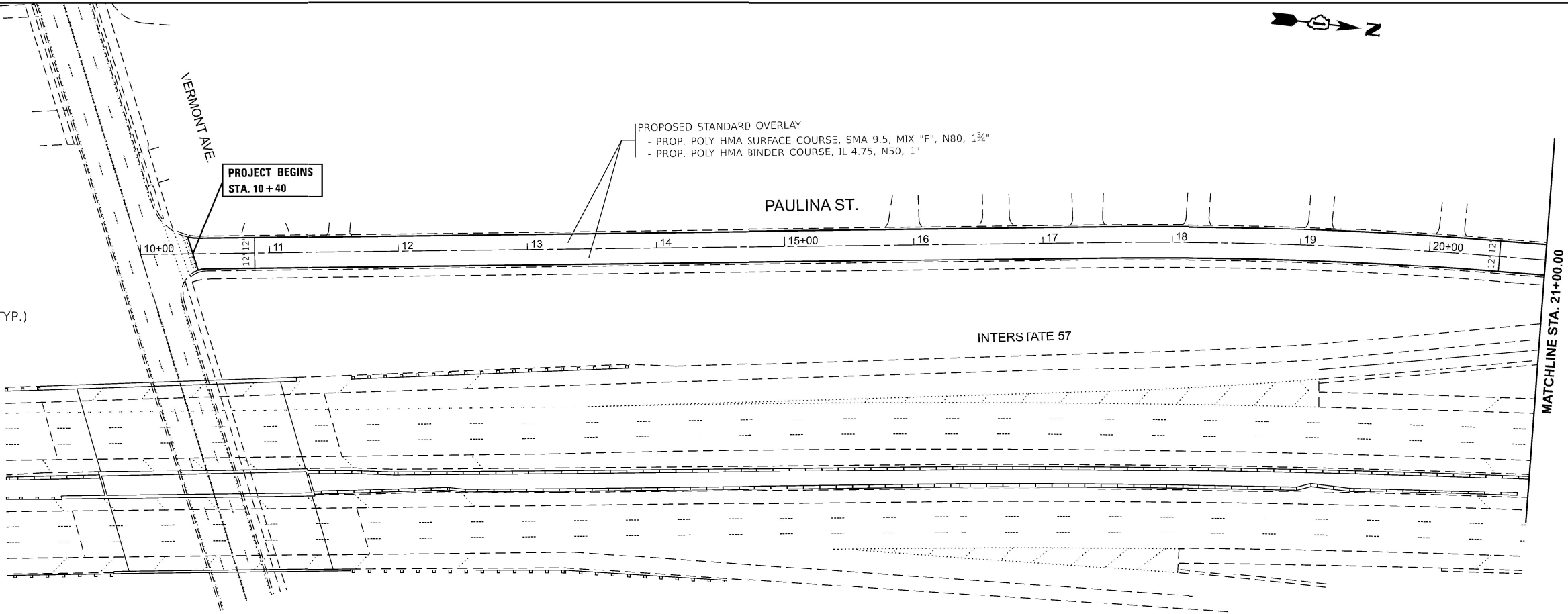
- DETOUR SIGNAGE SHALL BE CONSIDERE INCLUDED IN THE COST FOR TEMPORARY TRAFFIC CONTROL AND PROTECTION (SPECIAL) EXCEPT AS OTHERWISE NOTED.
- THE CONTRACTOR SHALL NOT OBSTRUCT AND EXISTING SIGN WITH THE PLACEMENT OF DETOUR SIGNAGE.
- SEE DETAIL TC-21 FOR TYPICAL SIGN SPACING.
- A MINIMUM OF FOURTEEN (14)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

MODEL: Default
FILE NAME: R:\22\22-22-22-4675-00_IDOT_Various Phase 2 (PTE 206-002)\WO 33 63\9\UDC\NCADD_Sheets\62V91-sht-enr-07.dgn

INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Suite 2650 Chicago, IL 60606 P 312.425.9598 F 312.425.9598 www.infrastructure-eng.com	USER NAME = ALane	DESIGNED - HA	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL PLANS DETOUR I-57 ENTRANCE SOUTHBOUND RAMP				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 60,0000' * / in.	DRAWN - HA	REVISED -						57	FAI 57 23 OVERLAY	COOK	51	16
	PLOT DATE = 6/26/2025	CHECKED - ACL	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.				CONTRACT NO. 62V91				
	DATE - 06/16/2025	REVISIED -	REVISED -						ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING LEGEND

- 1 PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 4" SKIP DASH, WHITE 10' DASH-30' SKIP, (TYP.)
- 2 PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 6" SOLID, WHITE TURN LANE LINE (TYP.)
- 3 PROP. THERMOPLASTIC PAVEMENT MARKING LINE, 24" SOLID, WHITE STOP LINE (TYP.)
- 4 PROP. MODIFIED URETHANE PAVEMENT MARKING LINE, 6" SOLID, WHITE TURN LANE LINE (TYP.)
- 5 PROP. MODIFIED URETHANE PAVEMENT MARKING LINE, 6" SKIP DASH, WHITE TURN LANE @ 6' SKIP & 2' DASH (TYP.)
- 6 PROP. MODIFIED URETHANE PAVEMENT MARKING LINE, 8" SOLID, WHITE GORE LINE, (TYP.)
- 7 PROP. MODIFIED URETHANE PAVEMENT MARKING LINE, 12" DIAGONAL 45°, WHITE LINE, @ 10' OR LESS (TYP.)
- 8 PROP. MODIFIED URETHANE PAVEMENT MARKING LINE, WHITE, LETTERS & SYMBOLS (TYP.)



MODEL: PaulinaSt - RdwyPlan01
FILE NAME: c:\pw\work\pilot\plan\m0097\001\06924-sst-plan.dgn

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: VERMONT STREET TO 127TH STREET
ROADWAY AND PAVEMENT MARKING PLAN

SCALE: 1"=50' SHEET OF 1 SHEETS STA. 6+00.00 TO STA. 36+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	17
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

MODEL: ADA Sheet 2 [Sheet]
FILE NAME: c:\pawork\pawork\garumid\009710\106924-sh-ADA.dgn

REFERENCE BENCHMARK, ELEV. 604.765
BENCHMARK: NORTH EAST CORNER "X" ON CONCRETE RIM OF HANDHOLE
LOCATION: NORTH EAST CORNER OF 127TH ST AND PAULINA ST

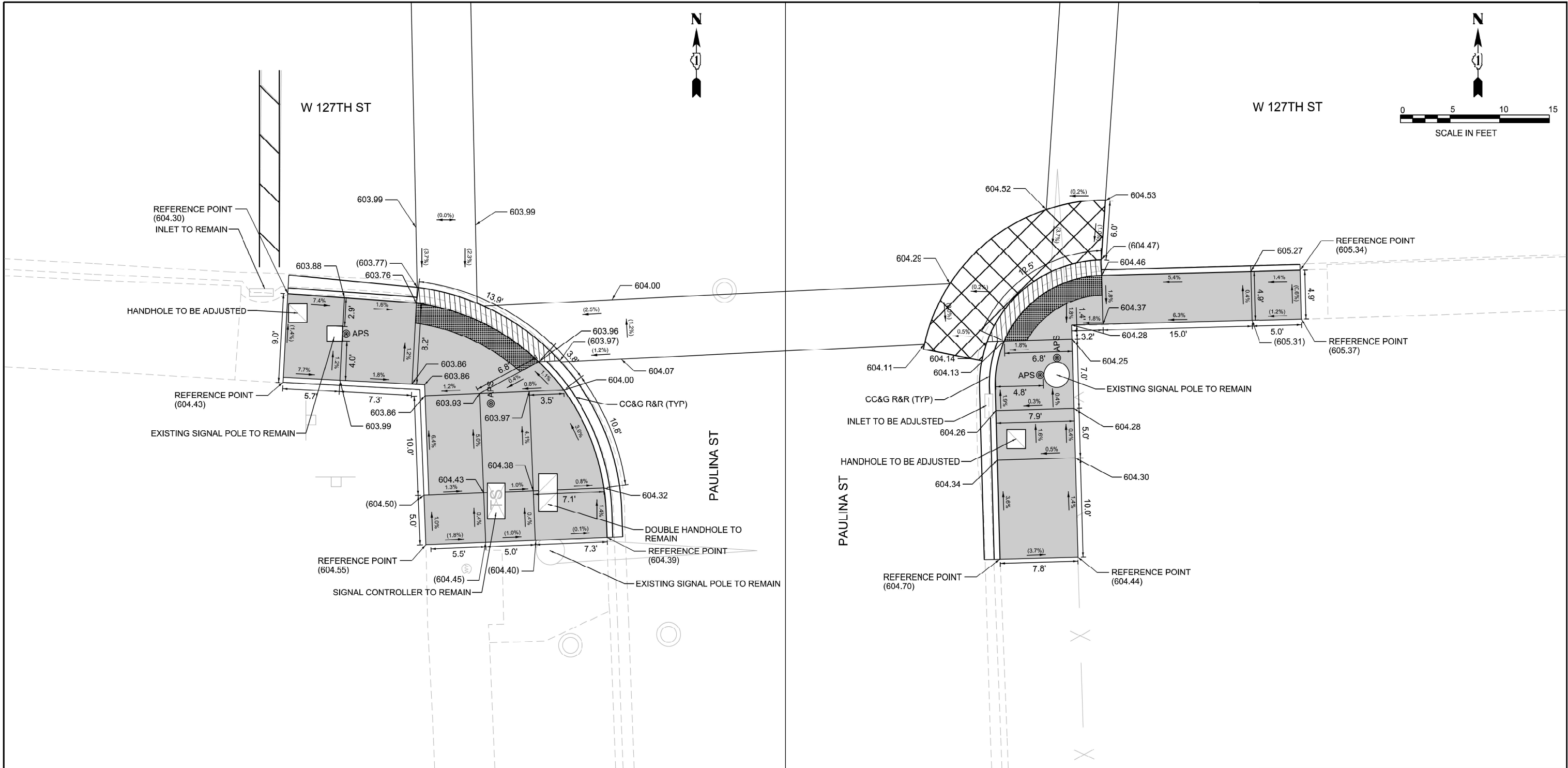
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		DRAWN -	REVISED -
		CHECKED -	REVISED -
	DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROJECT DETAILS FOR CURB RAMPS (ADA)
SE & SW QUADRANTS OF PAULINA ST. AT 127TH ST.

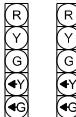
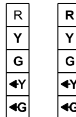
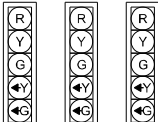
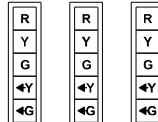
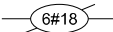
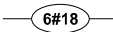
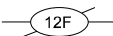
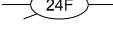
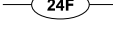
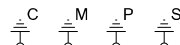
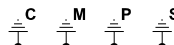
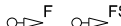
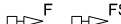
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	19
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				



TRAFFIC SIGNAL LEGEND

(NOT TO SCALE)

ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED	ITEM	EXISTING	PROPOSED
CONTROLLER CABINET			HANDHOLE -SQUARE -ROUND			SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD		
COMMUNICATION CABINET			HEAVY DUTY HANDHOLE -SQUARE -ROUND			SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE		
MASTER CONTROLLER			DOUBLE HANDHOLE			PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS		
MASTER MASTER CONTROLLER			JUNCTION BOX			PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
UNINTERRUPTABLE POWER SUPPLY			RAILROAD CANTILEVER MAST ARM			ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
SERVICE INSTALLATION -(P) POLE MOUNTED			RAILROAD FLASHING SIGNAL			NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED			RAILROAD CROSSING GATE			GROUND CABLE IN CONDUIT, NO. 6 SOLID COPPER (GREEN)		
TELEPHONE CONNECTION			RAILROAD CROSSBUCK			ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C		
STEEL MAST ARM ASSEMBLY AND POLE			RAILROAD CONTROLLER CABINET			COAXIAL CABLE		
ALUMINUM MAST ARM ASSEMBLY AND POLE			UNDERGROUND CONDUIT (UC), GALVANIZED STEEL			VENDOR CABLE		
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE			TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			COPPER INTERCONNECT CABLE, NO. 18, 3 PAIR TWISTED, SHIELDED		
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY			SYSTEM ITEM			FIBER OPTIC CABLE -NO. 62.5/125, MM12F -NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F		
WOOD POLE			INTERSECTION ITEM					
GUY WIRE			REMOVE ITEM					
SIGNAL HEAD			RELOCATE ITEM					
SIGNAL HEAD WITH BACKPLATE			ABANDON ITEM					
SIGNAL HEAD OPTICALLY PROGRAMMED			CONTROLLER CABINET AND FOUNDATION TO BE REMOVED					
FLASHER INSTALLATION -(FS) SOLAR POWERED			MAST ARM POLE AND FOUNDATION TO BE REMOVED					
			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			SAMPLING (SYSTEM) DETECTOR					
VIDEO DETECTION CAMERA			INTERSECTION AND SAMPLING (SYSTEM) DETECTOR					
RADAR/VIDEO DETECTION ZONE			QUEUE AND SAMPLING (SYSTEM) DETECTOR					
PAN, TILT, ZOOM (PTZ) CAMERA			WIRELESS DETECTOR SENSOR					
EMERGENCY VEHICLE LIGHT DETECTOR			WIRELESS ACCESS POINT					
CONFIMATION BEACON								
WIRELESS INTERCONNECT								
WIRELESS INTERCONNECT RADIO REPEATER								

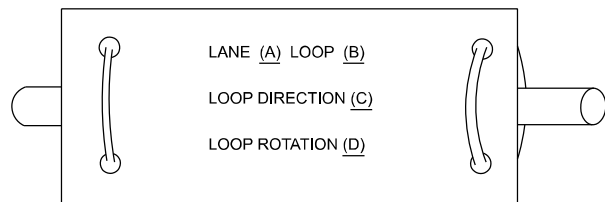
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	USER NAME	= Nedat.Qarut		DESIGNED	-	IP	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS		F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				DRAWN	-	IP	REVISED	-				57	FAI 57 23 OVERLAY	COOK	51	20
				CHECKED	-	LP	REVISED	-				TS-05		CONTRACT NO. 62V91		
	PLOT DATE	= 5/14/2025		DATE	-	9/29/2016	REVISED	-				ILLINOIS FED. AID PROJECT				
										SCALE: NONE	SHEET 1	OF 7	SHEETS	STA.	TO STA.	

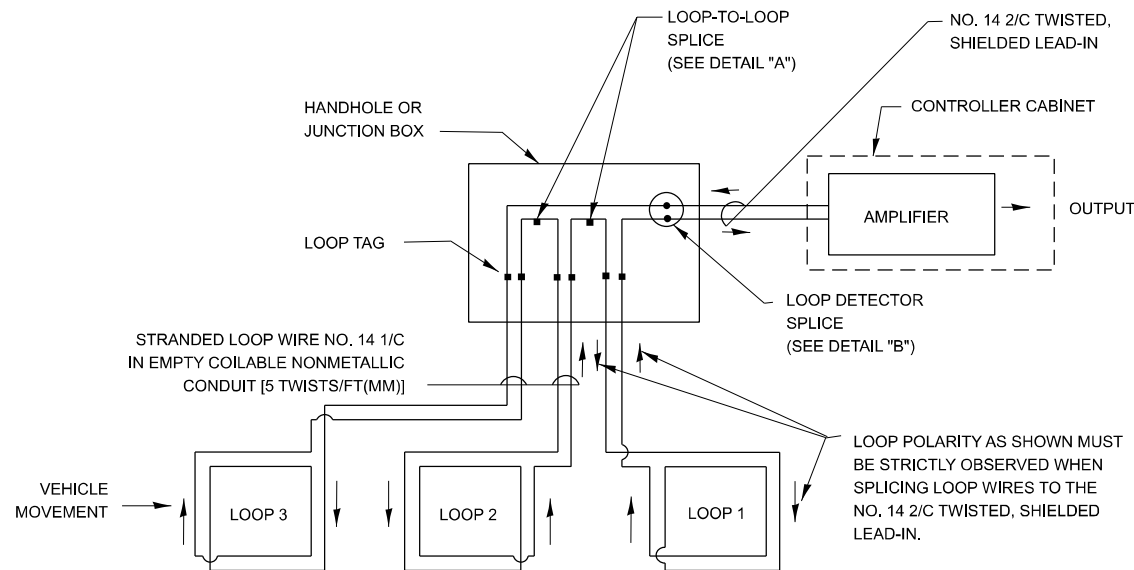
LOOP DETECTOR NOTES

1. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NONMETALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE, SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6" (150 mm). EMPTY COILABLE NONMETALLIC CONDUIT SHALL BE INCLUDED IN THE COST OF THE LOOP WIRE.
 2. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
 3. EACH LOOP LEAD-IN SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE), LOOP LEAD-IN DIRECTION (IN OR OUT), LOOP CABLE NUMBER AND LOCATION IN CABINET, AND NUMBER OF TURNS IN THE DETECTOR LOOPS IN WATER PROOF INK AS INDICATED ON THE DISTRICT 1 STANDARD TRAFFIC SIGNAL DESIGN DETAIL. THE CONTRACTOR SHALL MARK LOOP LOCATIONS ON RECORD DRAWINGS AND PRESENT TO THE ENGINEER AFTER FINAL INSPECTION. LOOPS SHALL BE MARKED BY LANE AND LOOP NUMBER. SEE DETAIL BELOW.
 4. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
 5. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND DIVEHOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" (450 mm) APART.
 6. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS. SEE DETAIL BELOW RIGHT.
- PREFORMED DETECTOR LOOPS SHALL BE USED, AS SHOWN ON THE PLANS, WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.

LOOP LEAD-IN CABLE TAG

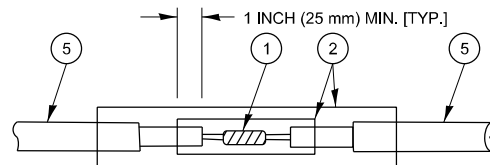


- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

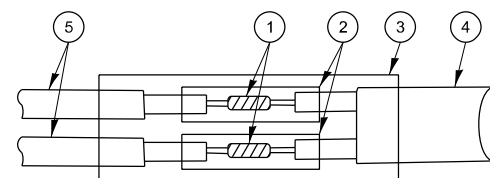


DETECTOR LOOP WIRING SCHEMATIC

- LOOPS SHALL BE SPLICED IN SERIES.
SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" (8 mm).
- SAW-CUT DEPTHS SHALL BE 3" (75 mm), IF IN CONCRETE,
- THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
- LOOP CORNERS SHALL BE DRILLED WITH A 2" (50 mm) DIAMETER CORE.

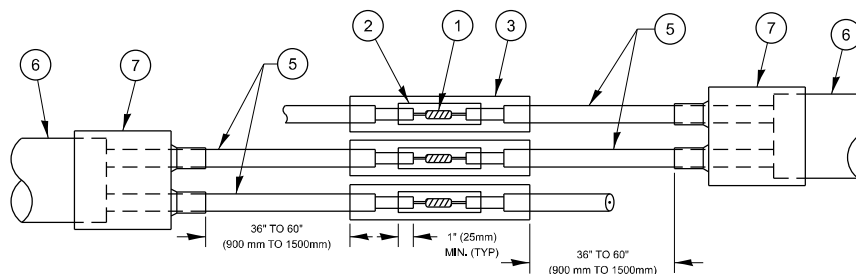


DETAIL "A"
LOOP-TO-LOOP SPLICE

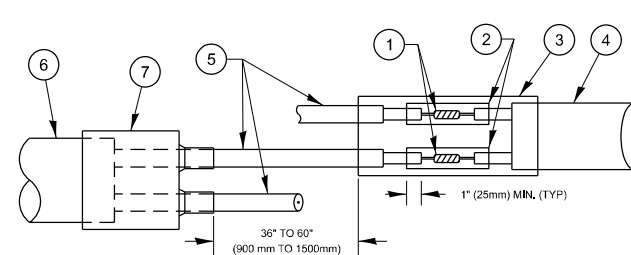


DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

TYPE I LOOP



DETAIL "A"
LOOP-TO-LOOP SPLICE



DETAIL "B"
LOOP-TO-CONTROLLER SPLICE

PRE-FORMED LOOP

LOOP DETECTOR SPLICE

- | | | | |
|---|---|---|--|
| ① | WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED. | ⑤ | LOOP CONDUCTOR WITH FLEXIBLE PLASTIC TUBE. PRE-FORMED LOOP |
| ② | WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE. | ⑥ | XL POLYOLEFIN 2 CONDUCTOR |
| ③ | WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGTH 6" (150 mm), UNDERWATER GRADE. | ⑦ | BREAKOUT SEALS. TYCO CBR-2 OR APPROVED EQUAL |
| ④ | NO. 14 2/C TWISTED, SHIELDED CABLE. | | |

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

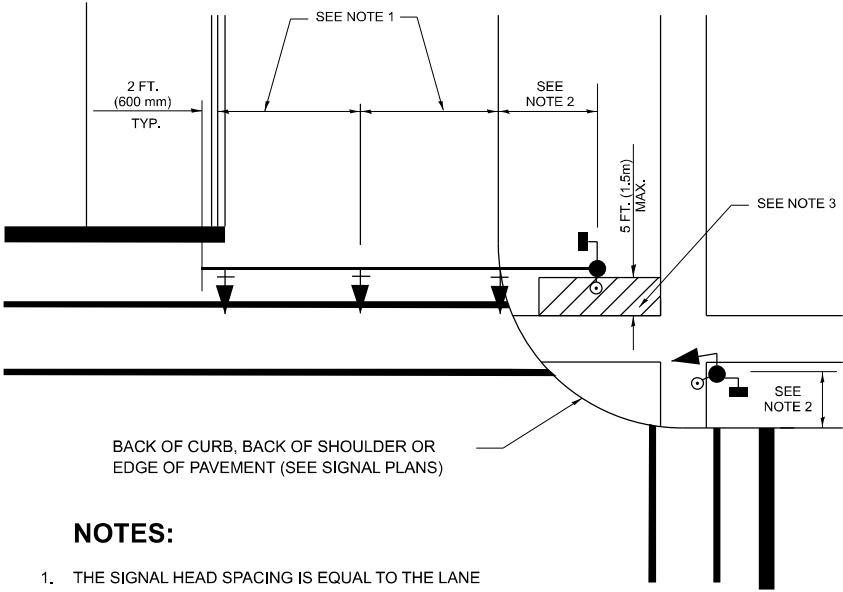
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	21
TS-05		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		

MODEL: TS-05b [Sheet]
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TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

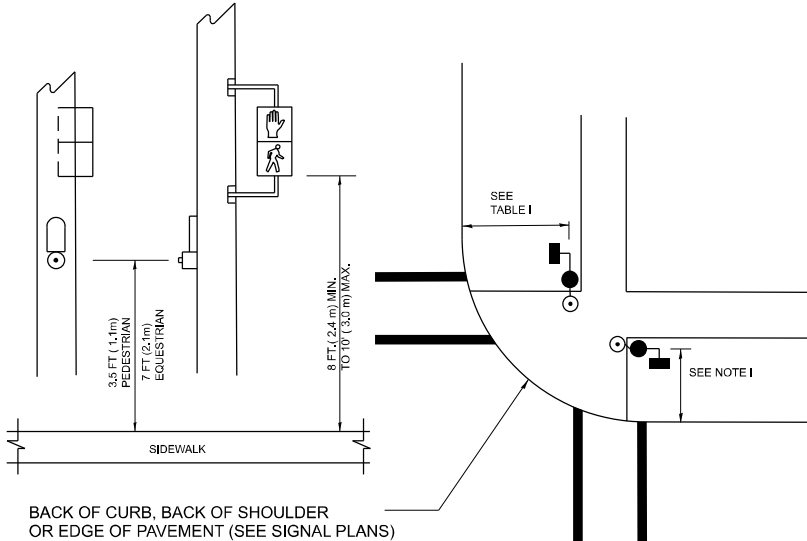
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND PEDESTRIAN PUSHBUTTON DETECTORS.



NOTES:

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

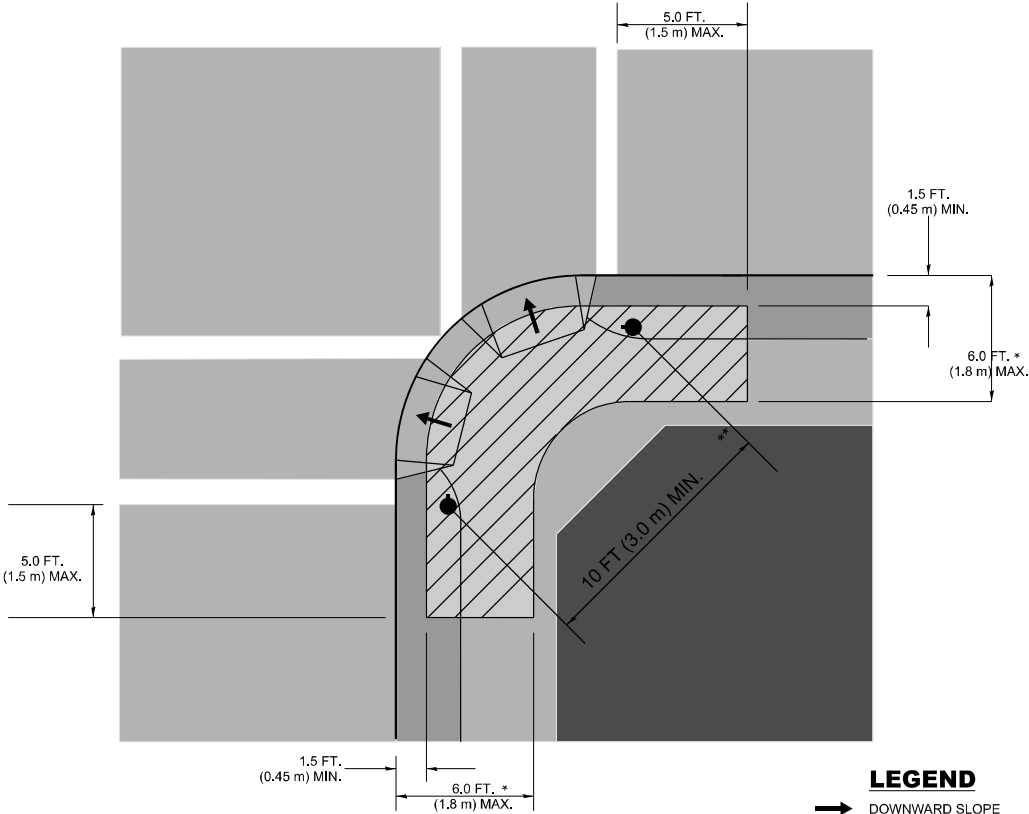
PEDESTRIAN SIGNAL POST AND PEDESTRIAN PUSH BUTTON POST



NOTES:

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

RECOMMENDED PUSHBUTTON LOCATIONS



LEGEND

- DOWNWARD SLOPE
- PEDESTRIAN PUSHBUTTON
- RECOMMENDED PUSHBUTTON LOCATIONS

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

NOTES:

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

TRAFFIC SIGNAL EQUIPMENT OFFSET

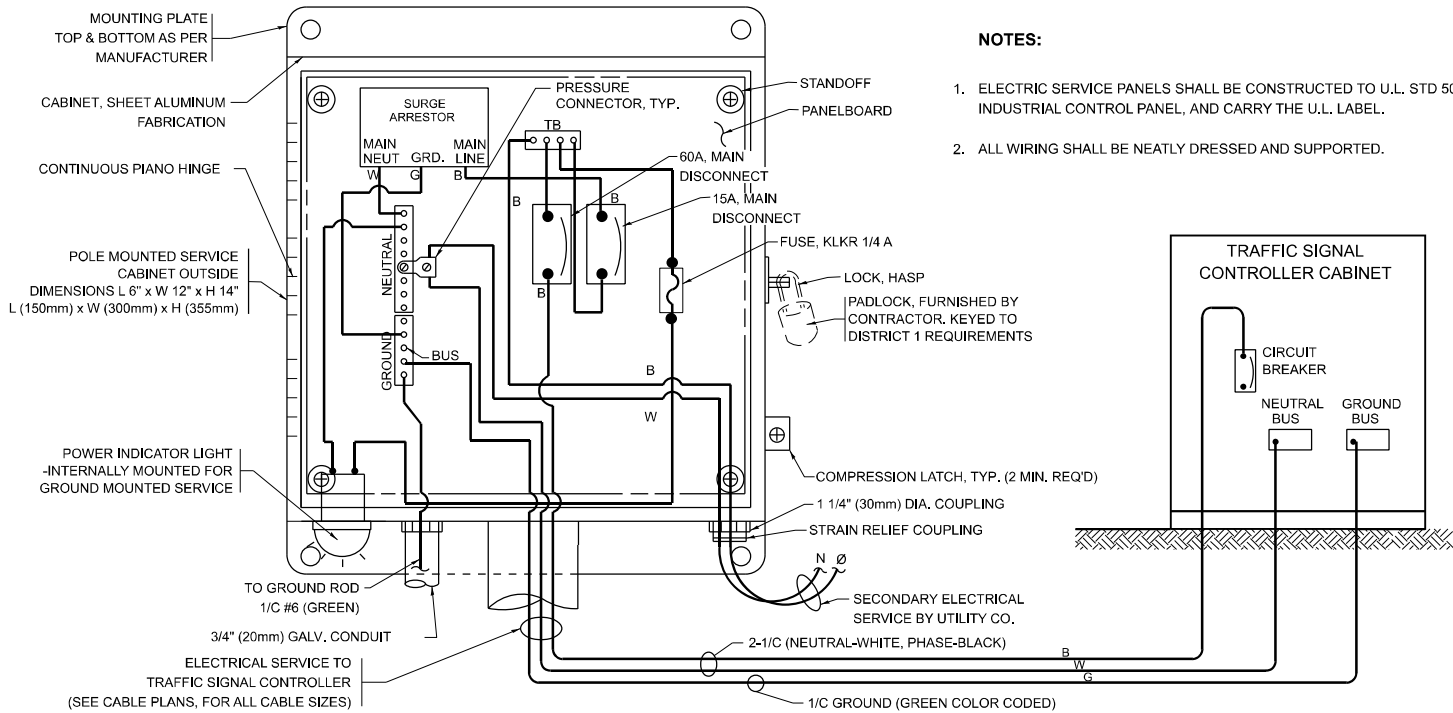
TRAFFIC SIGNAL EQUIPMENT	COMBINATION CONCRETE CURB AND GUTTER (MINIMUM DISTANCE FROM BACK OF CURB TO CENTERLINE OF FOUNDATION)	SHOULDER/NON-CURBED AREA (MINIMUM DISTANCE FROM EDGE OF PAVEMENT TO CENTERLINE OF FOUNDATION)
TRAFFIC SIGNAL MAST ARM POLE	6 FT (1.8m)	SHOULDER WIDTH + 2 FT (0.6m), MINIMUM 10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

NOTES:

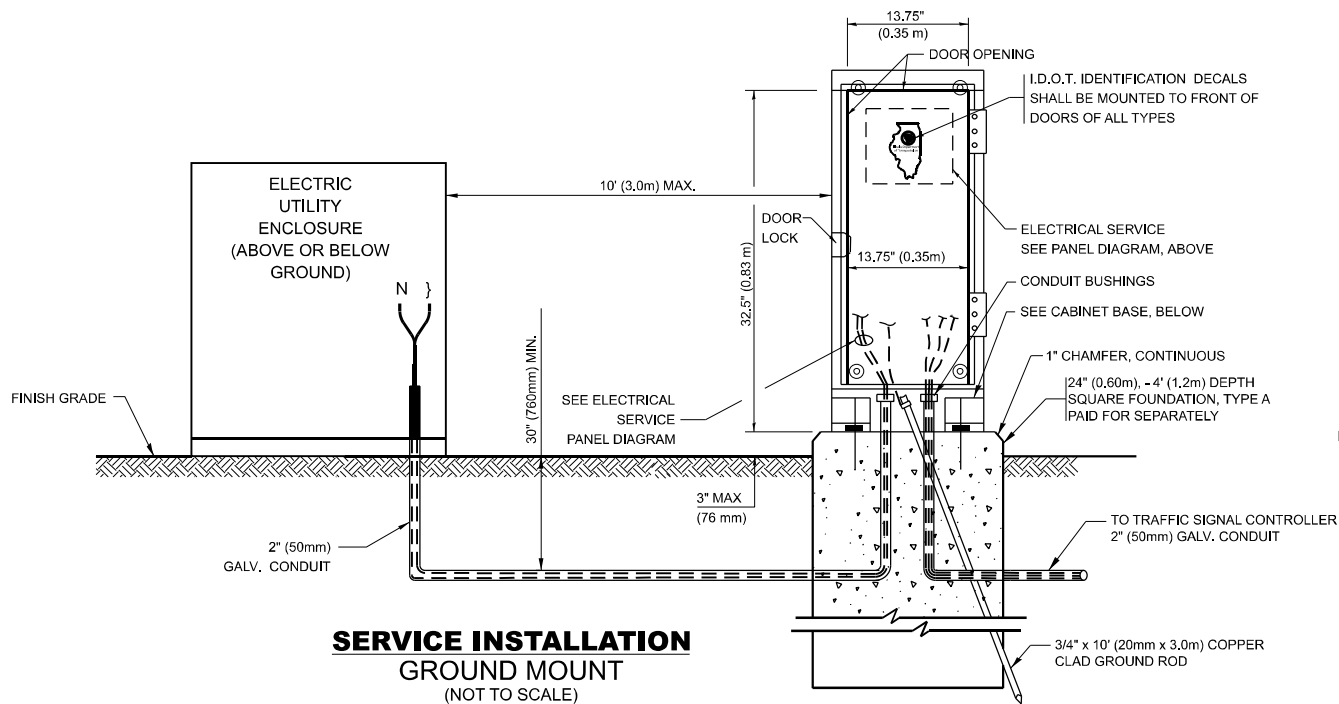
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
-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

MODEL: TS-05c (Sheet)
FILE NAME: c:\p\work\project\garum\1009710\106924-sh-DistSigs.dgn

	USER NAME = Nedat.Qarut	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -						57	FAI 57 23 OVERLAY	COOK	51	22
		CHECKED -	REVISED -						TS-05		CONTRACT NO. 62V91		
	PLOT DATE = 5/14/2025	DATE -	REVISED -		SCALE: NONE	SHEET 3	OF 7	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

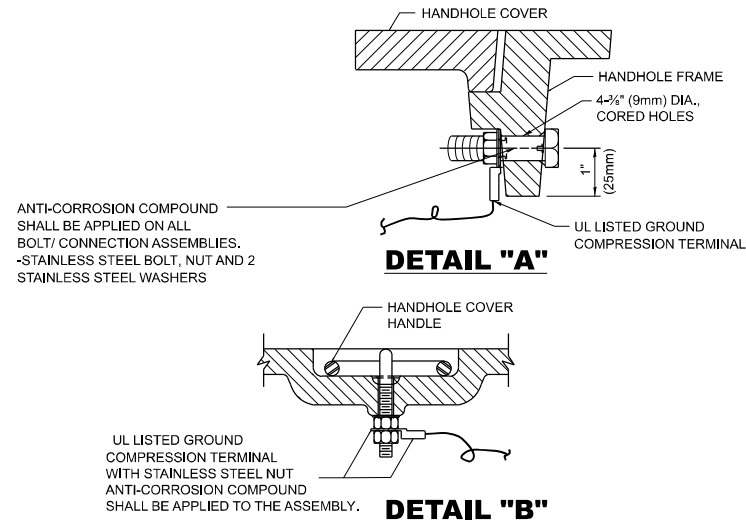
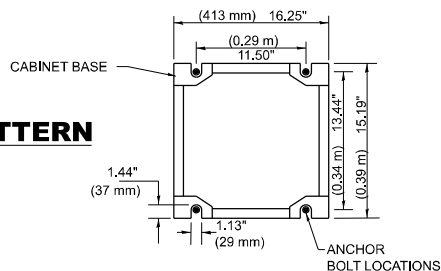


ELECTRICAL SERVICE - PANEL DIAGRAM
(TYPICAL FOR POLE AND GROUND MOUNTED SERVICE)
SERVICE INSTALLATION POLE MOUNT (SHOWN)
(NOT TO SCALE)

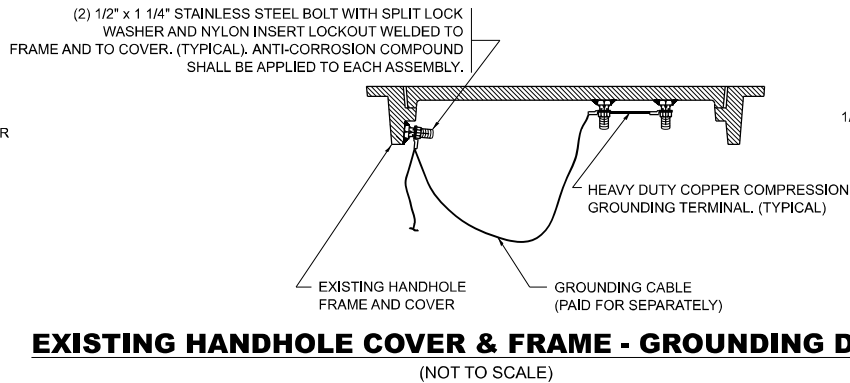


SERVICE INSTALLATION GROUND MOUNT
(NOT TO SCALE)

CABINET - BASE BOLT PATTERN
(NOT TO SCALE)



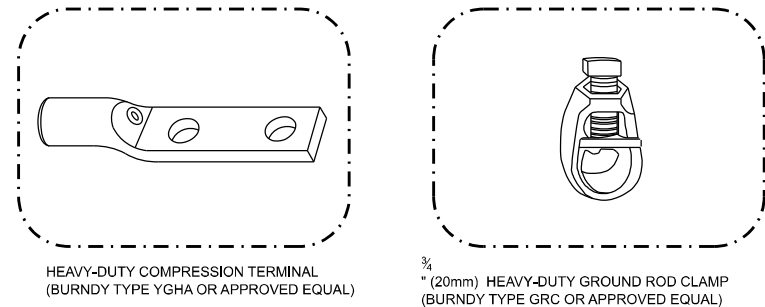
HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)



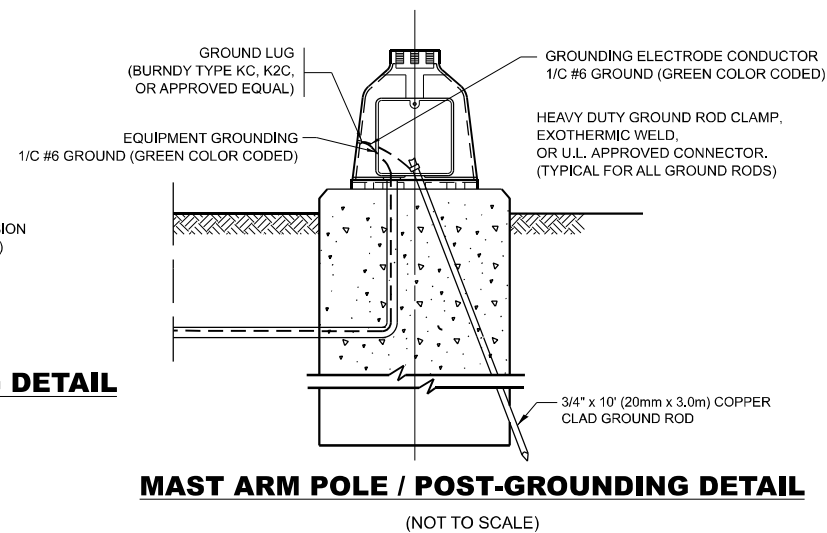
EXISTING HANDHOLE COVER & FRAME - GROUNDING DETAIL
(NOT TO SCALE)

NOTES:
GROUNDING SYSTEM

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



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



MAST ARM POLE / POST-GROUNDING DETAIL
(NOT TO SCALE)

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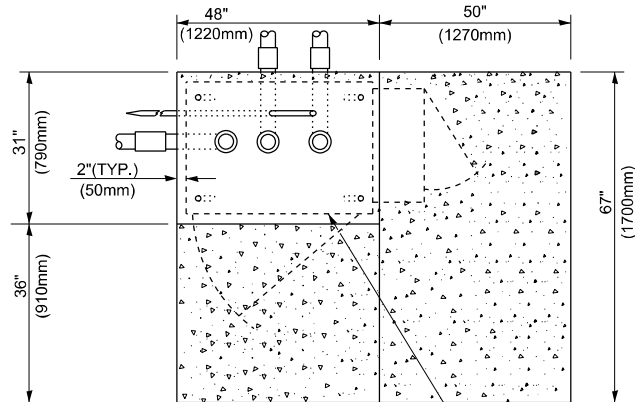
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/14/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

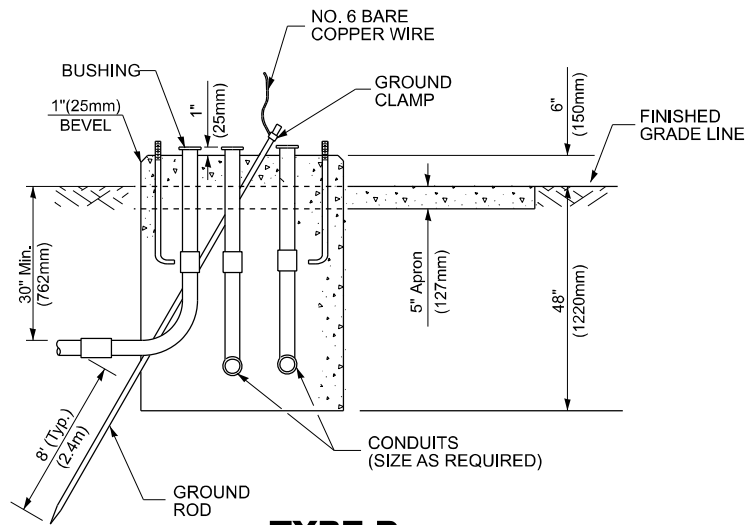
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

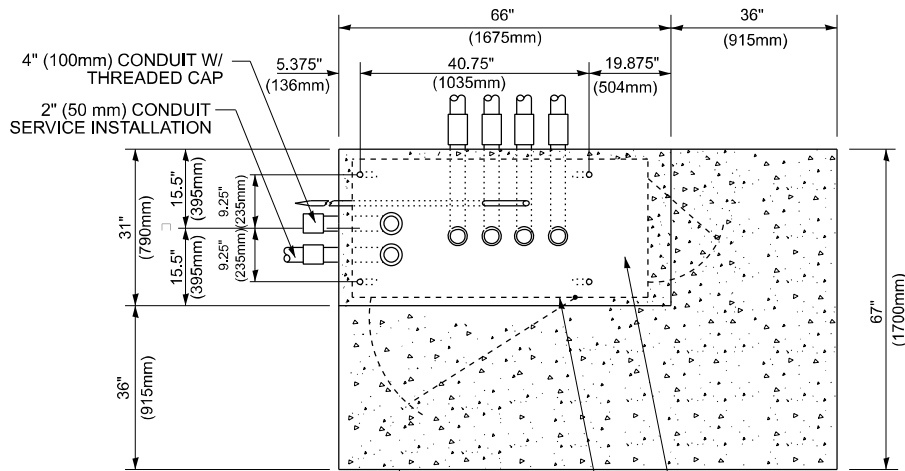
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	23
TS-05		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		



TOP VIEW



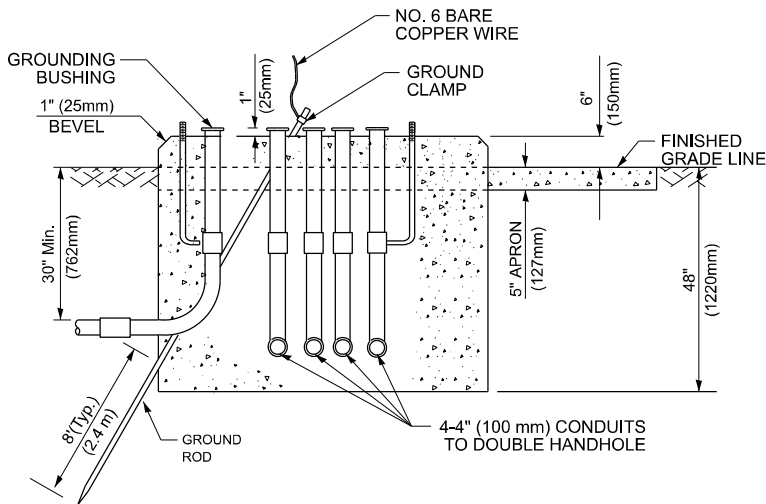
TYPE D
FOR GROUND MOUNTED
CONTROLLER CABINET
AND UPS BATTERY CABINET



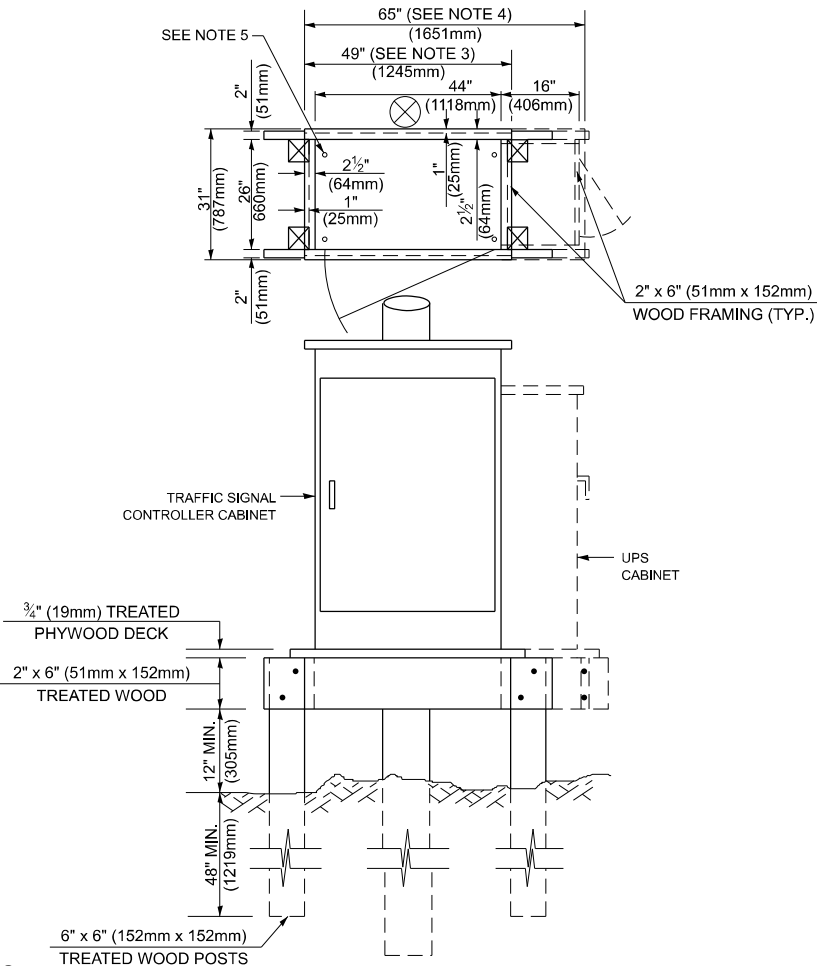
TOP VIEW

NOTE:

TOP OF FOUNDATION SHALL BE HIGHER THAN TOP OF DOUBLE HANDHOLE



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



NOTES:

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

TEMPORARY SIGNAL CONTROLLER
WOOD SUPPORT PLATFORM

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

CABLE SLACK

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

VERTICAL CABLE LENGTH

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

DEPTH OF FOUNDATION

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

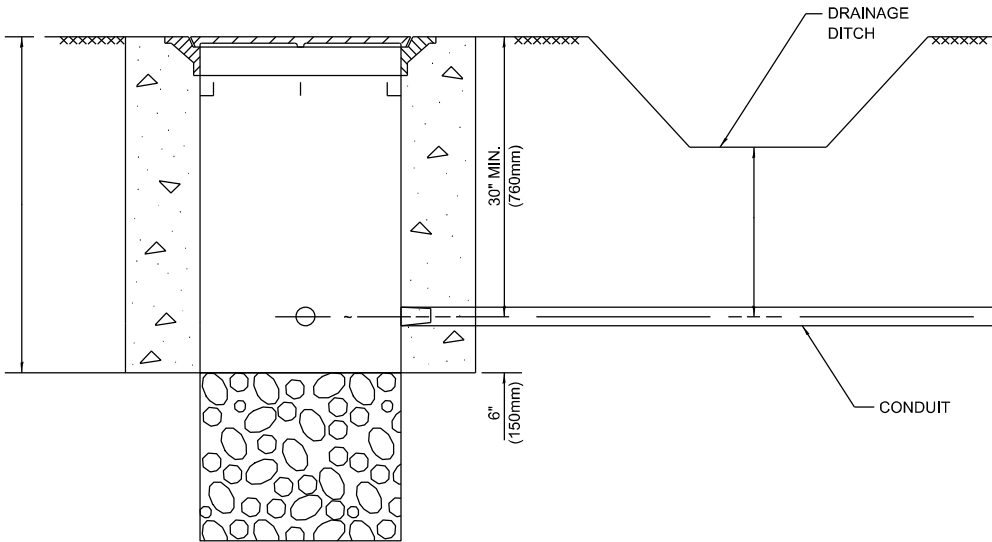
NOTES:

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

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		DRAWN -	REVISED -						57	FAI 57 23 OVERLAY	COOK	51	24	
		CHECKED -	REVISED -						TS-05		CONTRACT NO. 62V91			
	PLOT DATE = 5/14/2025	DATE -	REVISED -		SCALE: NONE		SHEET 5	OF 7 SHEETS	STA.	TO STA.		ILLINOIS FED. AID PROJECT		

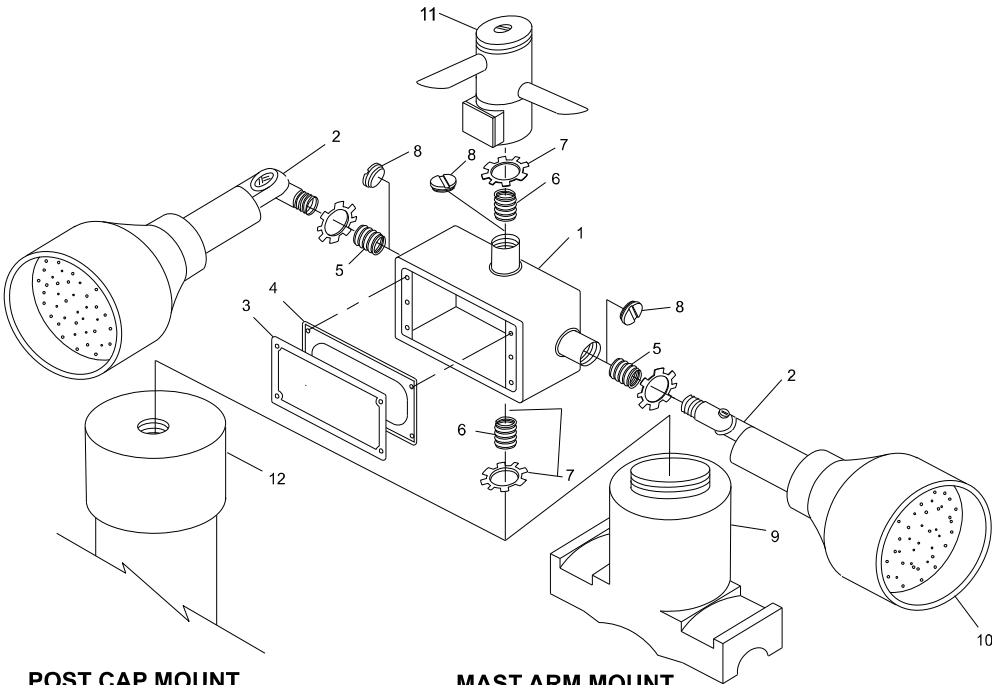


NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH

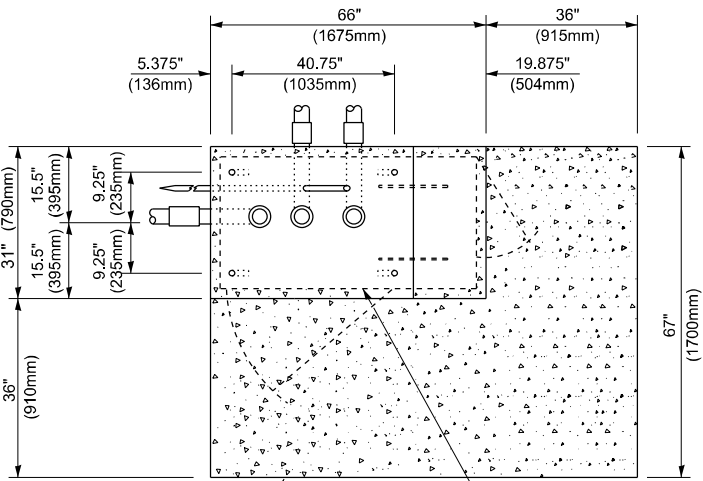
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POST CAP MOUNT

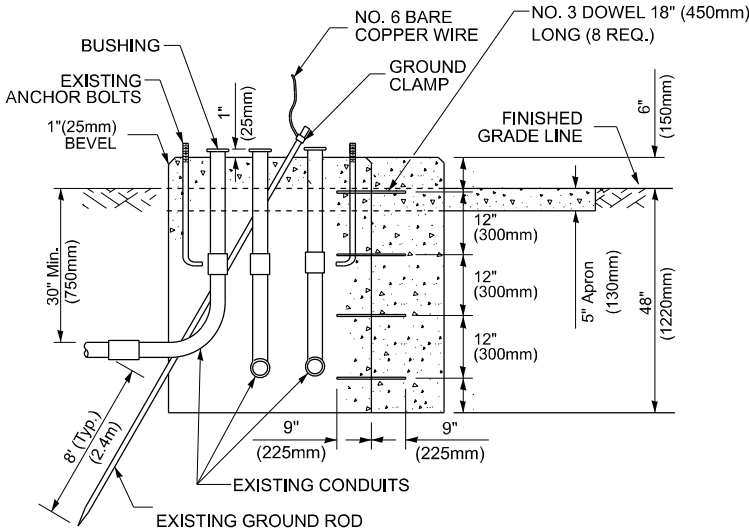
MAST ARM MOUNT

EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL



TOP VIEW

(NOT TO SCALE)



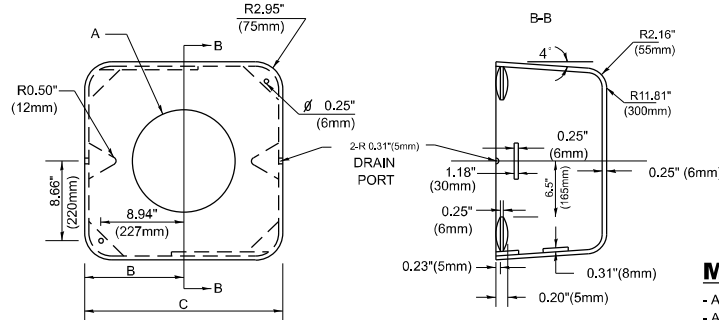
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION

(NOT TO SCALE)

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

NOTES:

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



MATERIAL

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

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

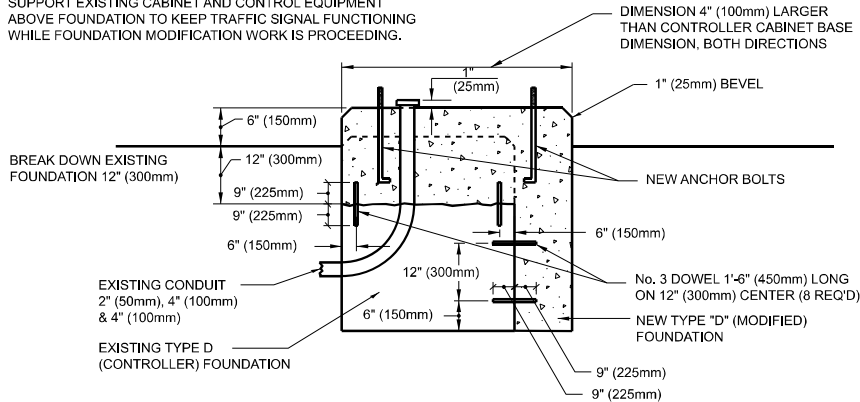
SHROUD

NOTES:

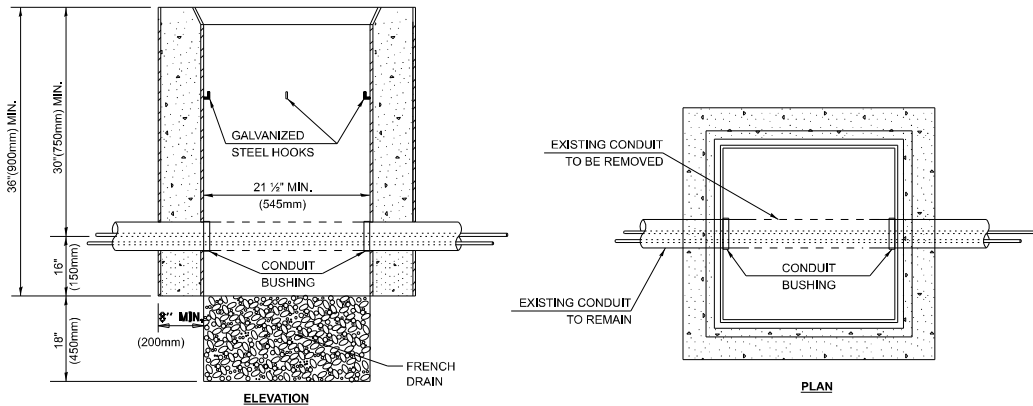
- DIMENSION "A" IS EQUAL TO THE DIAMETER OF THE MAST ARM POLE AT THE TOP OF THE SHROUD. THE SHROUD SHALL BE TIGHT TO THE MAST ARM POLE.
- THE SUPPLIER SHALL VERIFIED THE ABOVE DIMENSIONS BASED ON MAST ARM REQUIREMENTS.
- THE HEIGHT OF THE SHROUD SHALL COVER THE ANCHOR BOLTS, NUTS AND MAST ARM POLE BASE.

NOTE:

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



MODIFY EXISTING TYPE "D" FOUNDATION



NOTES:

- HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- 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

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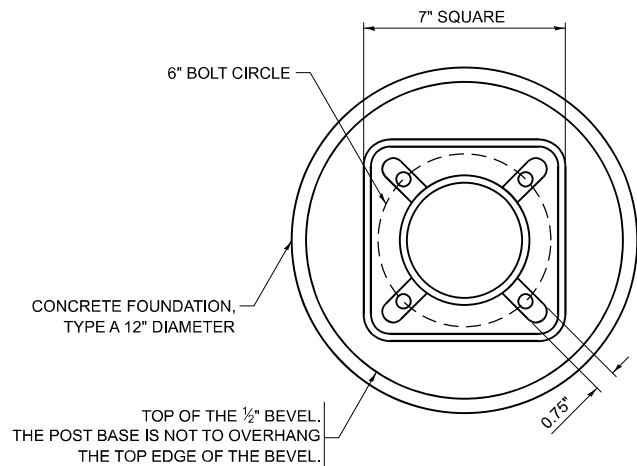
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PLOT DATE	= 5/14/2025	DATE	-	REVISED	-

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

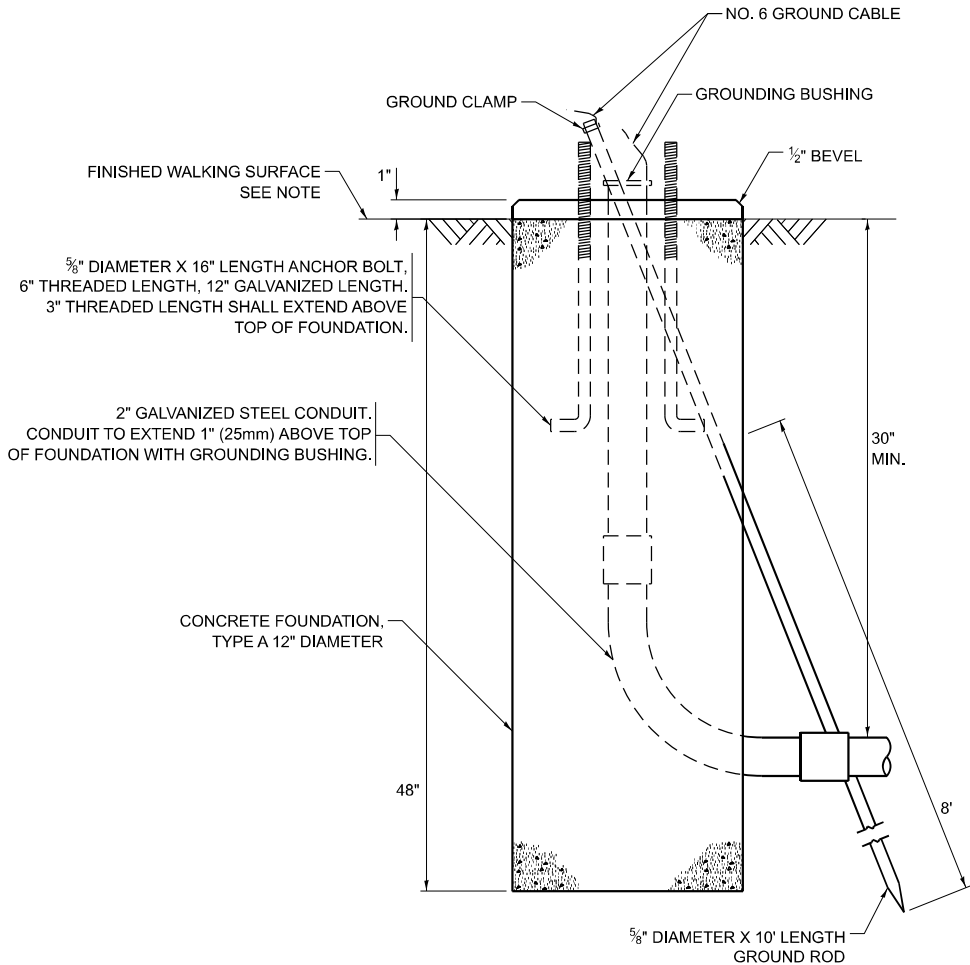
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	25
TS-05		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		



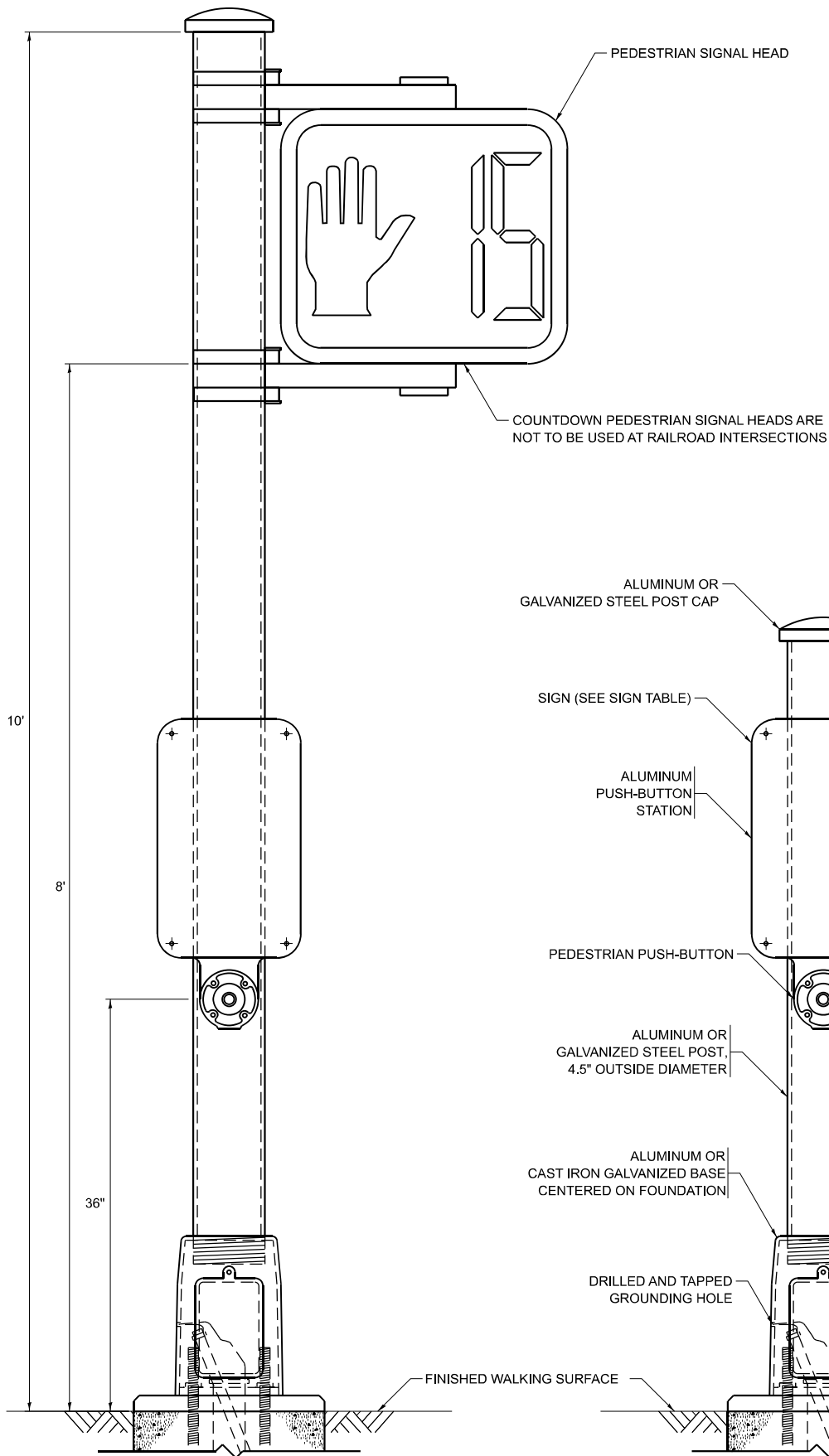
BOLT PATTERN

NOTE:

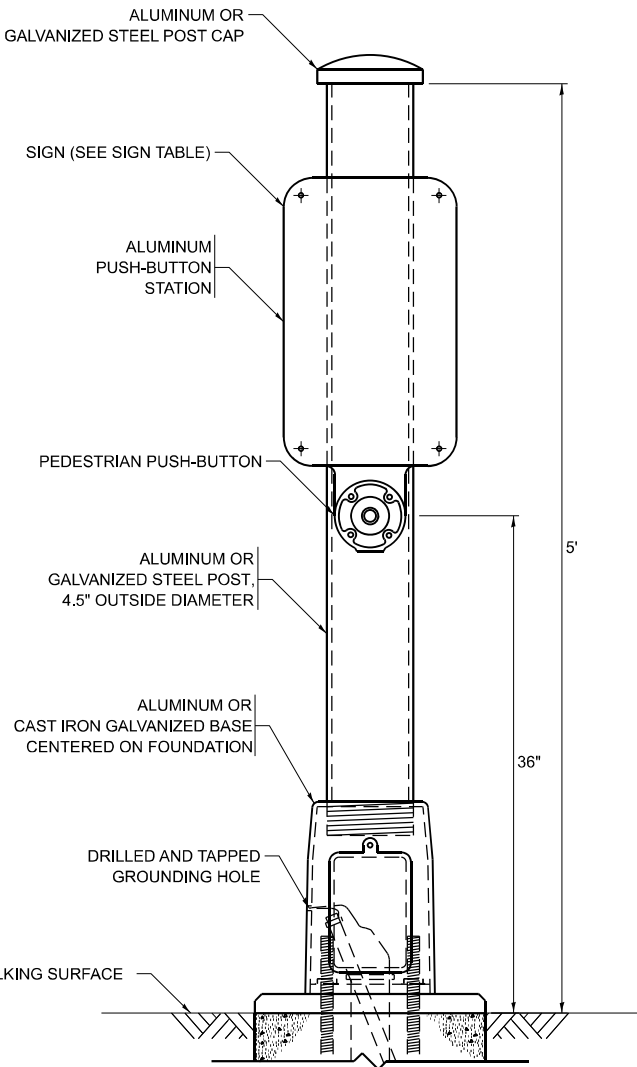
1. IF THE PEDESTRIAN SIGNAL POST FOUNDATION IS INSTALLED WITHIN OR BEHIND A BARRIER CURB, THE TOP OF THE FOUNDATION SHALL BE INSTALLED FLUSH WITH THE TOP OF THE BARRIER CURB.



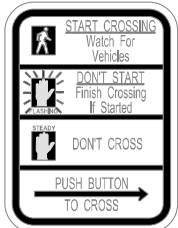
**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



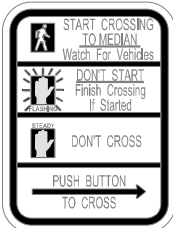
PEDESTRIAN SIGNAL POST, 10 FT.



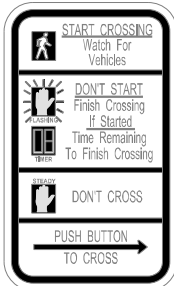
PEDESTRIAN SIGNAL POST, 5 FT.



R10-3b



R10-3d



R10-3e

SIGN TABLE

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

NOTES:

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

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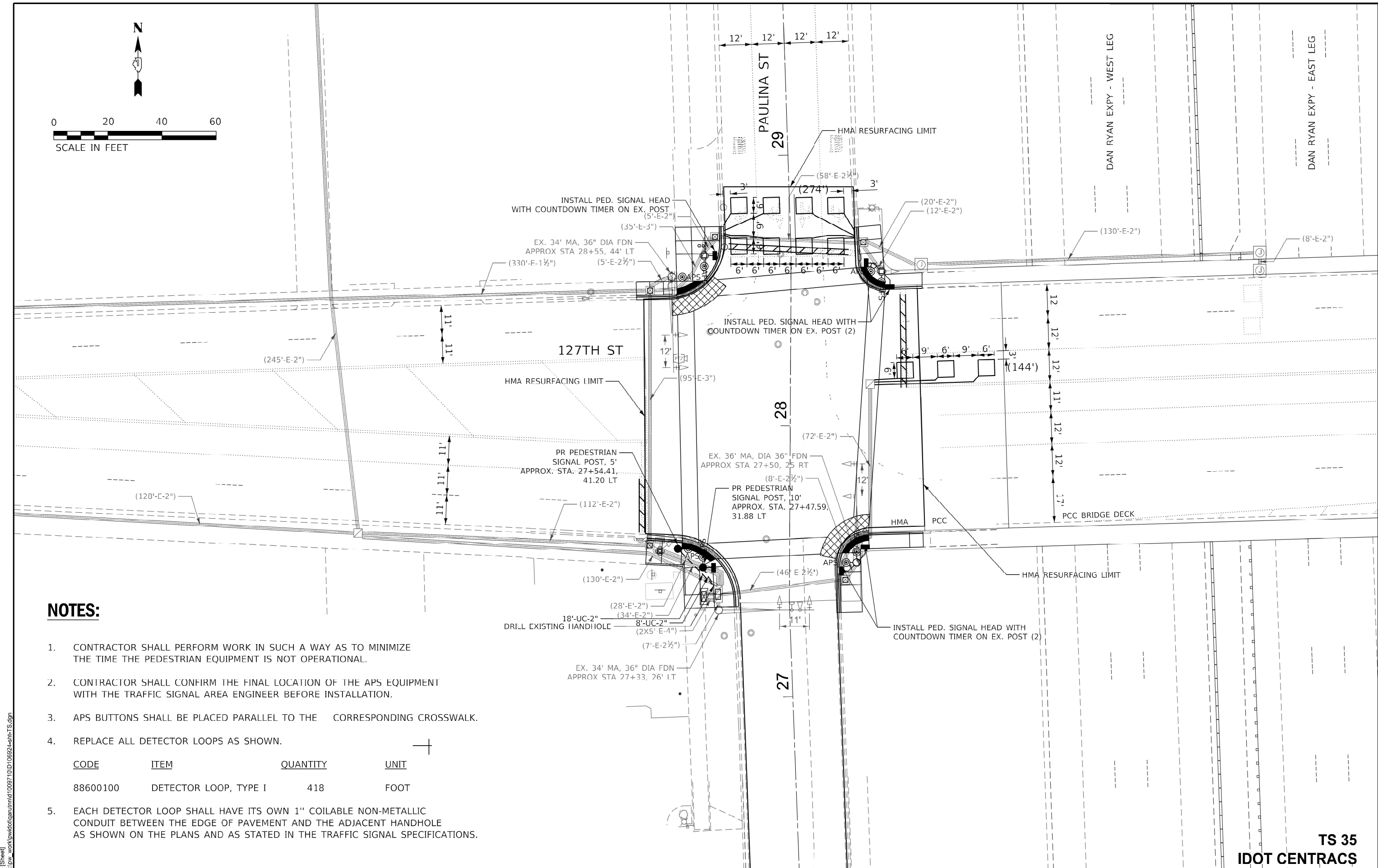
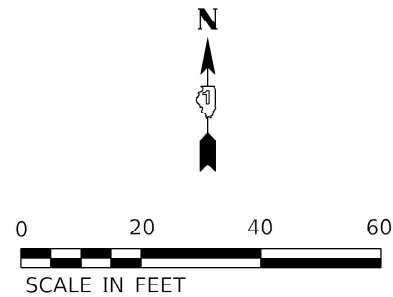
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	DRAWN - IP	REVISED -
	CHECKED - LP	REVISED -
PLOT DATE = 5/14/2025	DATE - 10-15-2018	REVISED -

**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.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	26
TS-05		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		



NOTES:

1. CONTRACTOR SHALL PERFORM WORK IN SUCH A WAY AS TO MINIMIZE THE TIME THE PEDESTRIAN EQUIPMENT IS NOT OPERATIONAL.
2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE APS EQUIPMENT WITH THE TRAFFIC SIGNAL AREA ENGINEER BEFORE INSTALLATION.
3. APS BUTTONS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
4. REPLACE ALL DETECTOR LOOPS AS SHOWN.
5. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.

CODE	ITEM	QUANTITY	UNIT
88600100	DETECTOR LOOP, TYPE I	418	FOOT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA STREET AND 127TH STREET
TRAFFIC SIGNAL MODERNIZATION

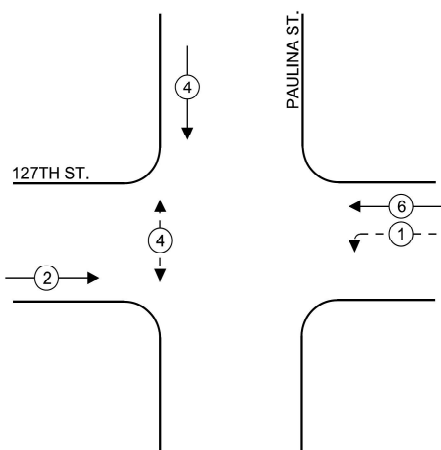
TS 35
IDOT CENTRACS

USER NAME = Nedat.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/12/2025	DATE -	REVISED -

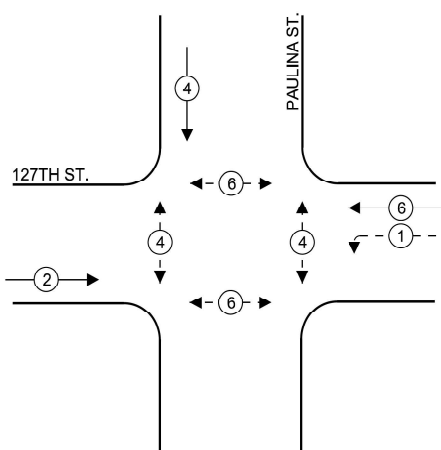
SCALE: SHEET A009 OF 10 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	28
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

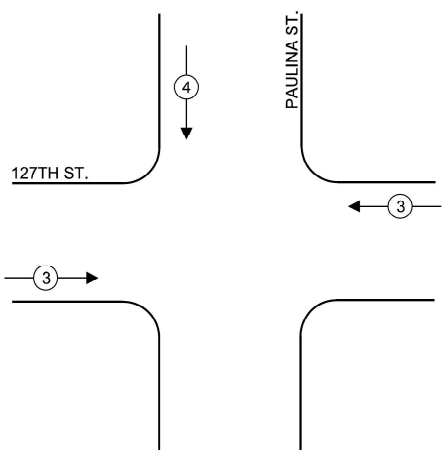
EXISTING
CONTROLLER SEQUENCE



PROPOSED
CONTROLLER SEQUENCE



EXISTING AND PROPOSED EMERGENCY
VEHICLE PREEMPTION SEQUENCE



LEGEND

- PROTECTED PHASE
- PROTECTED/PERMITTED PHASE
- PEDESTRIAN PHASE
- OVERLAP

TRAFFIC SIGNAL ELECTRICAL
SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT	TOTAL
SIGNAL HEAD 1 OR 3-SECTION	9	11	99
4-SECTION	-	14	-
5-SECTION	2	13	26
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION RADAR OR VIDEO	1	20	20
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
TOTAL UPS SIZING		440	
UPS CHARGING	1	225	225
BATTERY HEATER MAT	1	180	180
CABINFT HEATER	1	200	200
FLASHER	-	15	-
LED STREET NAME SIGN	-	120	-
LUMINAIRE	-	240	-
TOTAL SERVICE WIRE SIZING		1045	

ENERGY COSTS TO:
ILLINOIS DEPARTMENT OF TRANSPORTATION

201 WEST CENTER COURT,
SCHAUMBURG, IL 60196

ENERGY SUPPLY:
CONTACT:
PHONE:
COMPANY: COMMONWEALTH EDISON
ACCOUNT NUMBER:
METER NUMBER:

DESCRIPTION	UNIT	TOTAL
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	26
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1236
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	1058
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	10
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE I	FOOT	418
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
RE-OPTIMIZE TEMPORARY TRAFFIC SIGNAL SYSTEM	EACH	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

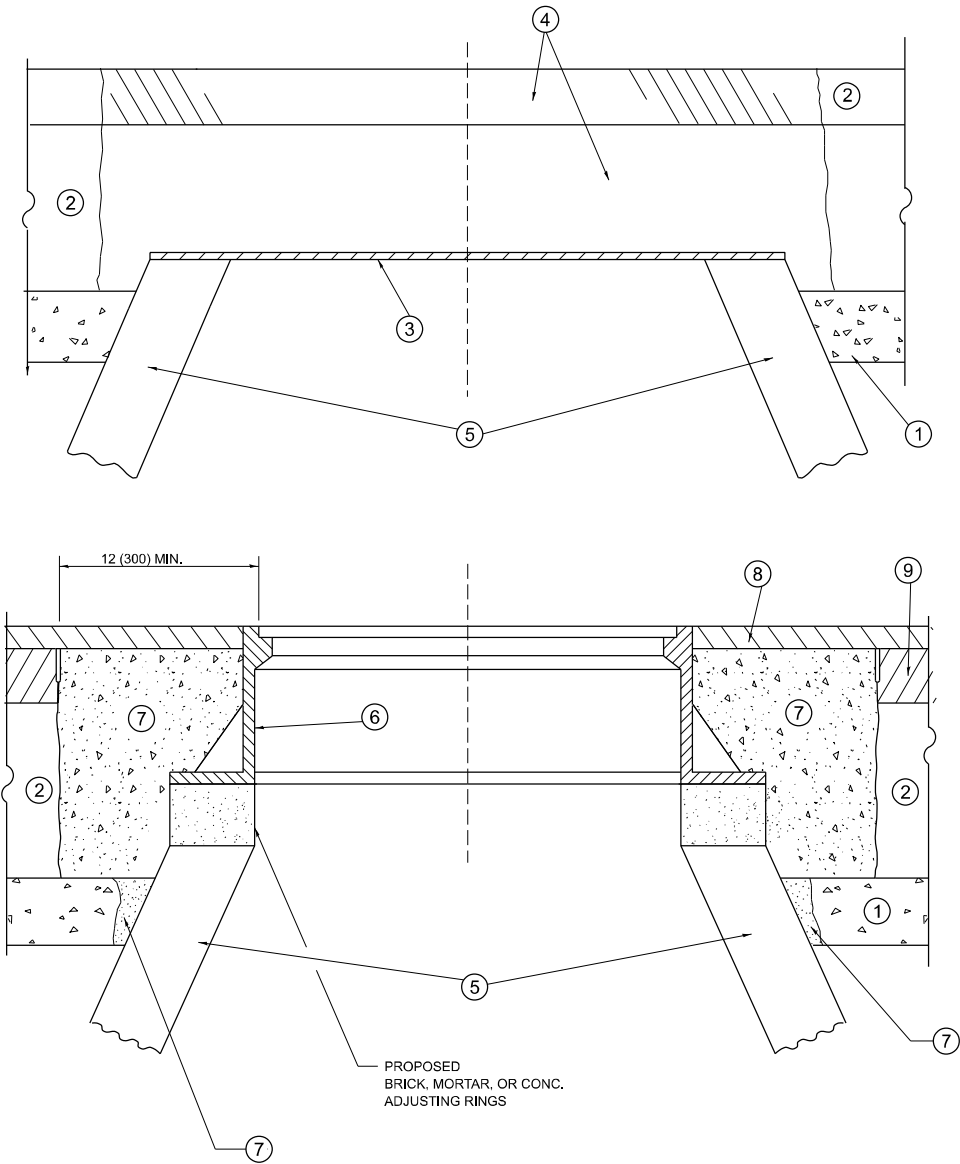
PAULINA STREET AND 127TH STREET
CABLE PLAN, PHASE DIAGRAM, & EMERGENCY VEHICLE PREEMPTION SEQ.

SCALE: SHEET A010 OF 10 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	29
CONTRACT NO. 62V91				

TS 35
IDOT CENTRACS

MODEL: TS-3 (Sheet)
FILE NAME: c:\p\work\pav\idoc\pav\1009710\106924-shp-TS.dgn



**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: BD-08 (Sheet)
FILE NAME: c:\pav_work\pav\bd\qarut\mld1009710\D106924-sh-Dis\lids.dgn

USER NAME = Nedat.Qarut	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 5/12/2025	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.

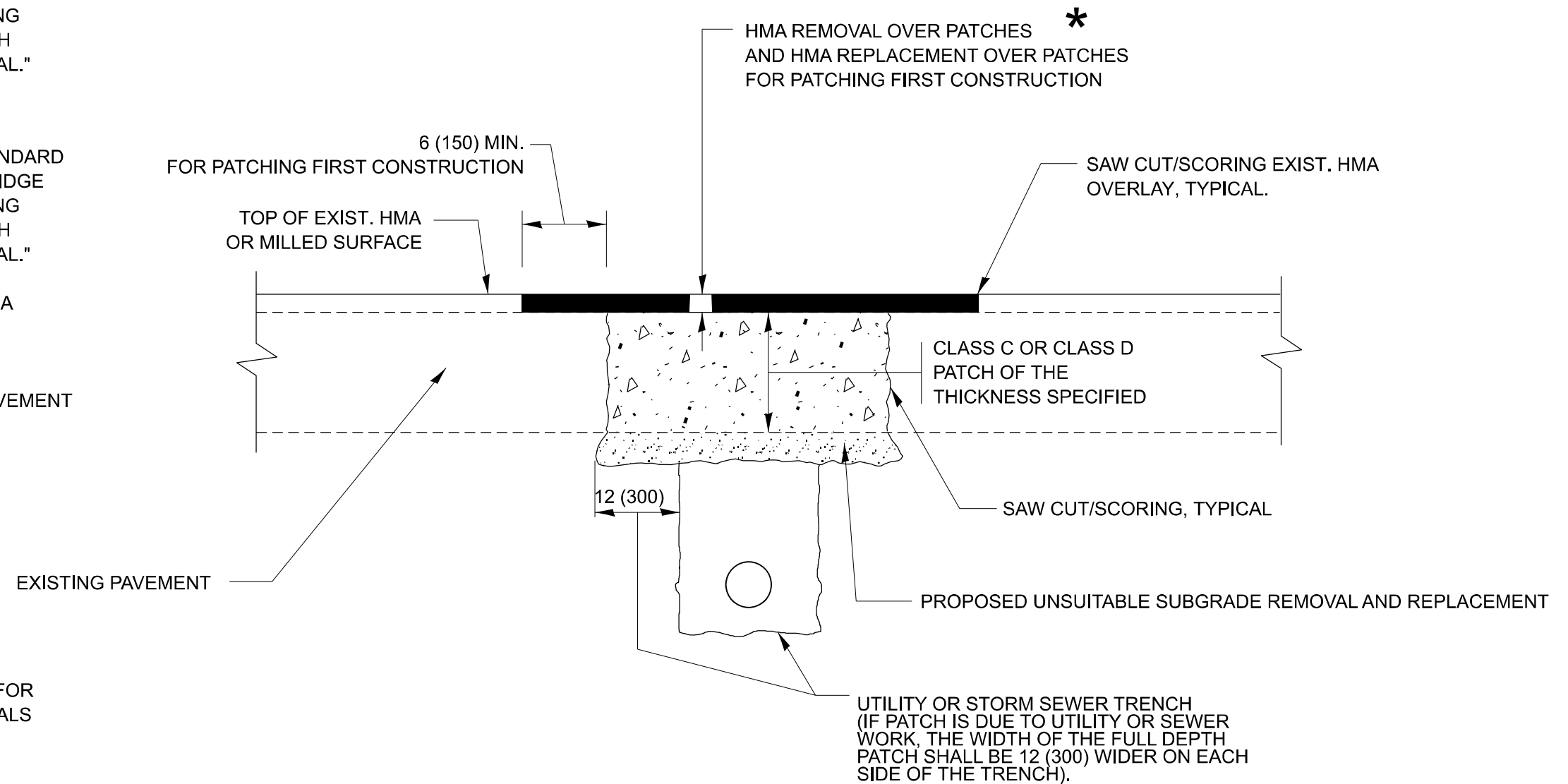
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	30
BD600-03 (BD-08)		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

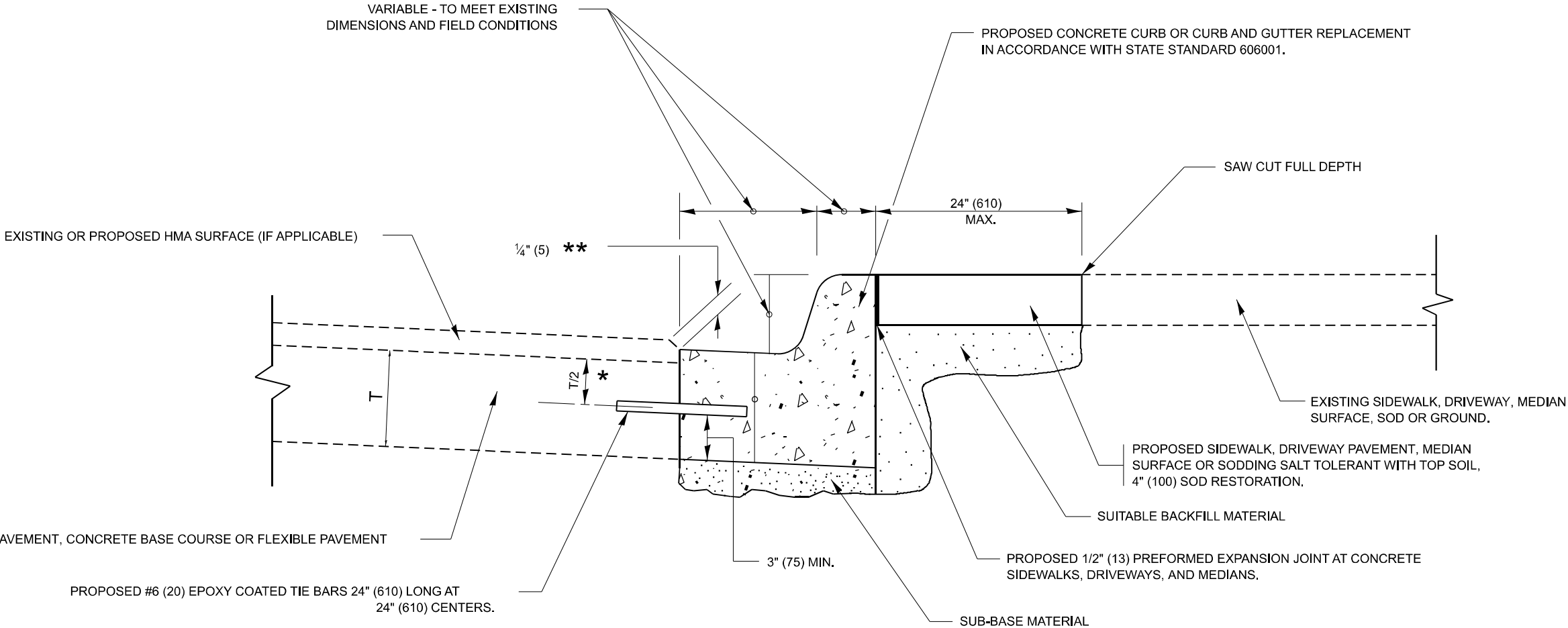
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

FILE NAME:

USER NAME = Nedal.Qarut	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - R. BORO 09-04-07		57	FAI 57 23 OVERLAY	COOK	51	31					
PLOT SCALE = 0.19668633' / in.	CHECKED -	REVISED - K. ENG 10-27-08		BD400-04 (BD-22) CONTRACT NO. 62V91									
PLT DATE = 5/14/2025	DATE = 10-25-94	REVISED - K. SMITH 11-18-22											
				SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.				



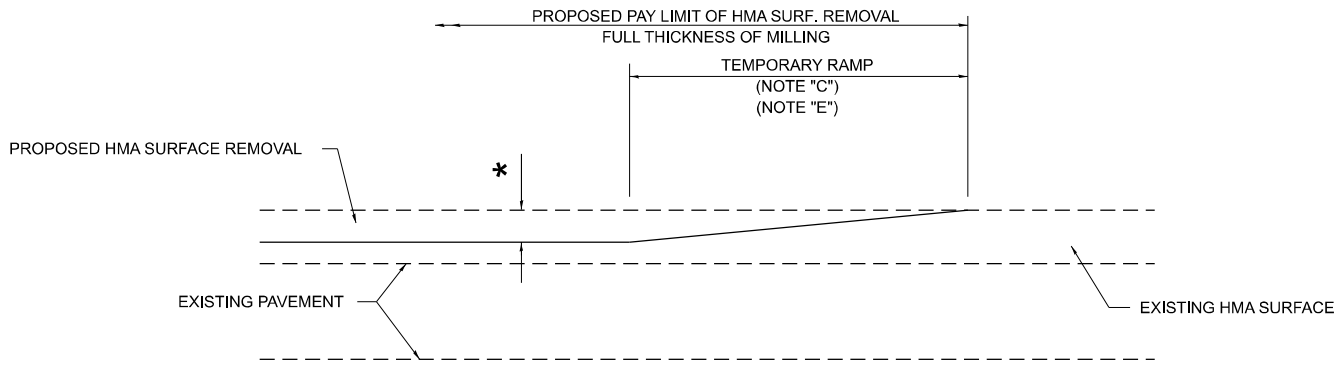
- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

MODEL: BD-24 [Sheet]
FILE NAME: c:\p\work\p\work\garumid\009710\106924-sh-DistSds.dgn

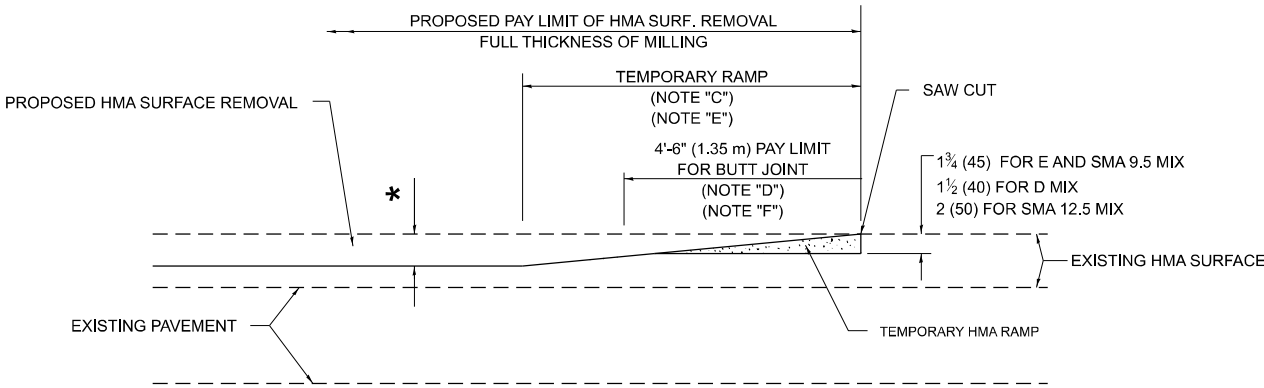
	USER NAME = Nedat.Qarut	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - M. GOMEZ 01-22-01						57	FAI 57 23 OVERLAY	COOK	51	32	
	PLOT SCALE = 0.16666633 "/ in.	CHECKED -	REVISED - R. BORO 12-15-09		BD600-06 (BD-24)				CONTRACT NO. 62V91					
	PLOT DATE = 5/14/2025	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE		SHEET 1	OF 1	SHEETS	STA.	TO STA.			
										ILLINOIS		FED. AID PROJECT		



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

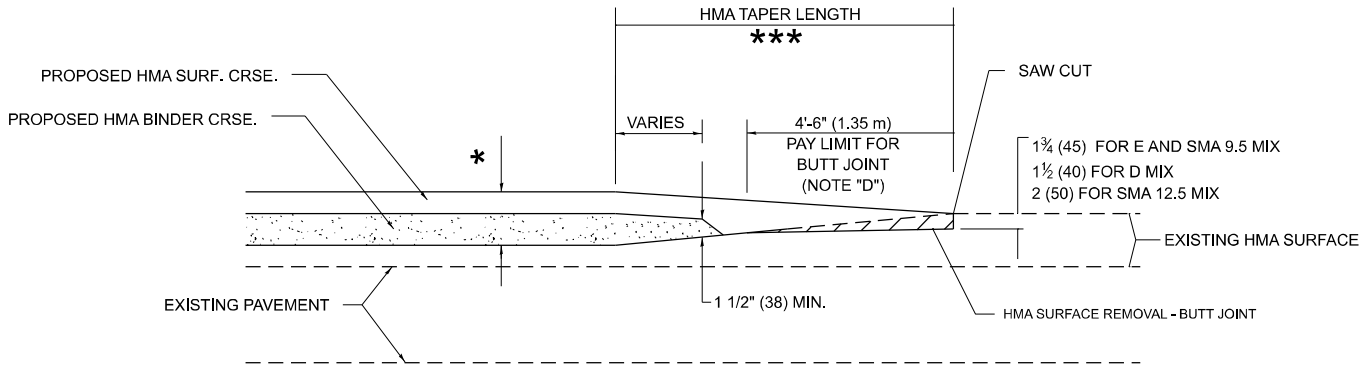


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

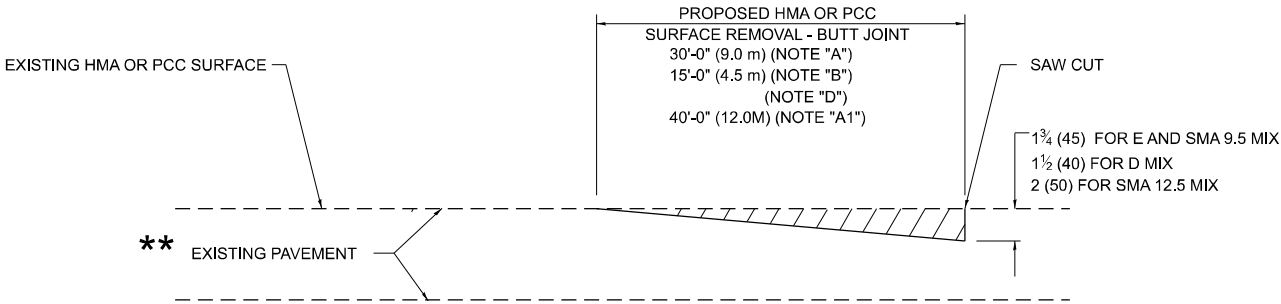
OPTION 2

TYPICAL TEMPORARY RAMP

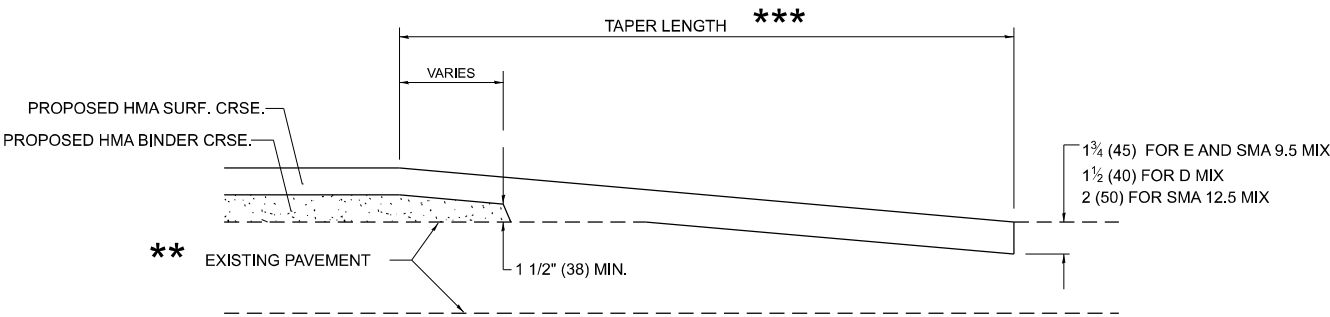


**BUTT JOINT AND
HMA TAPER**

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

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

BASIS OF PAYMENT

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

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

MODEL: BD-32 [Sheet]
FILE NAME: c:\pav_work\pav\tda\garum\td1009710\DI106924-sh-DistSds.dgn

USER NAME = Nedat.Qarut	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN - M. GOMEZ 04-06-01	REVISED - R. BORO 01-01-07
	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 5/14/2025	DATE - 06-13-90	

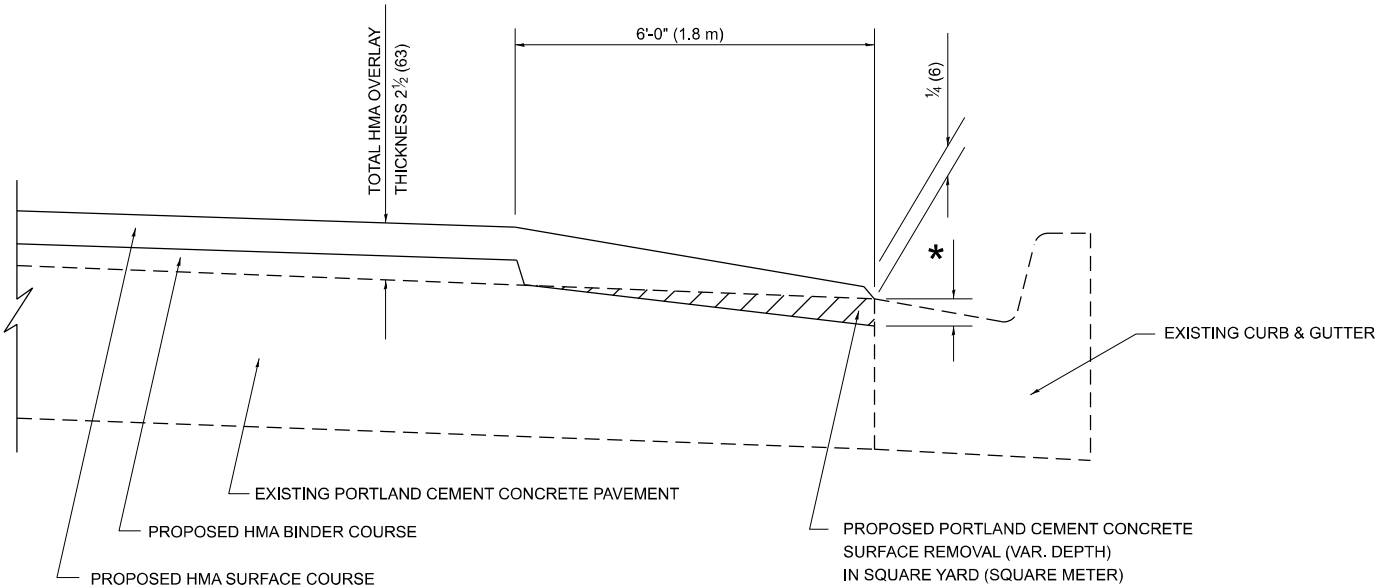
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	33
BD400-05 BD-32		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		

MODEL: BD-33 [Sheet]
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**HMA TAPER AT
EDGE OF PCC PAVEMENT**

HMA SURFACE COURSE		HMA BINDER COURSE	
MIX	THICKNESS	THICKNESS	* MILLING AT GUTTER FLAG
D	1 1/2 (38)	1 (25)	1 1/4 (33)
E OR SMA 9.5	1 3/4 (44)	3/4 (19)	1 1/2 (38)

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**HMA TAPER AT
EDGE OF P.C.C. PAVEMENT**

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FA 57 23 OVERLAY	COOK	51	34
BD400-06 BD-33		CONTRACT NO. 62V91		
		ILLINOIS	FED. AID PROJECT	



FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

DISTANCES MAY BE SHORTENED DEPENDING
UPON THE PROXIMITY OF ADJACENT RAMPS
OR INTERSECTIONS.



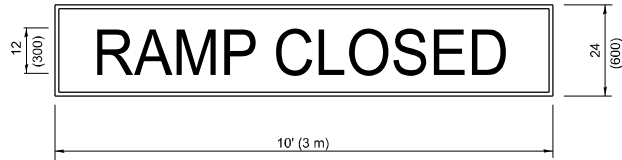
SYMBOLS

TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



RAMP CLOSURE ADVANCE WARNING SIGN



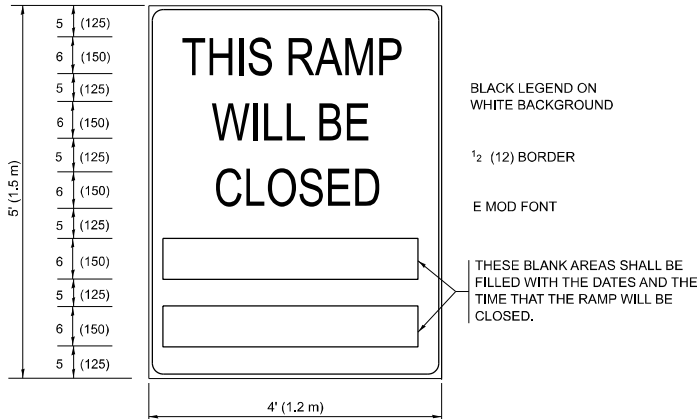
BLACK LEGEND ON ORANGE
BACKGROUND MOUNTED
DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT
GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE
CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

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

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

RAMP CLOSURE ADVANCE INFORMATION SIGN



GENERAL NOTES:

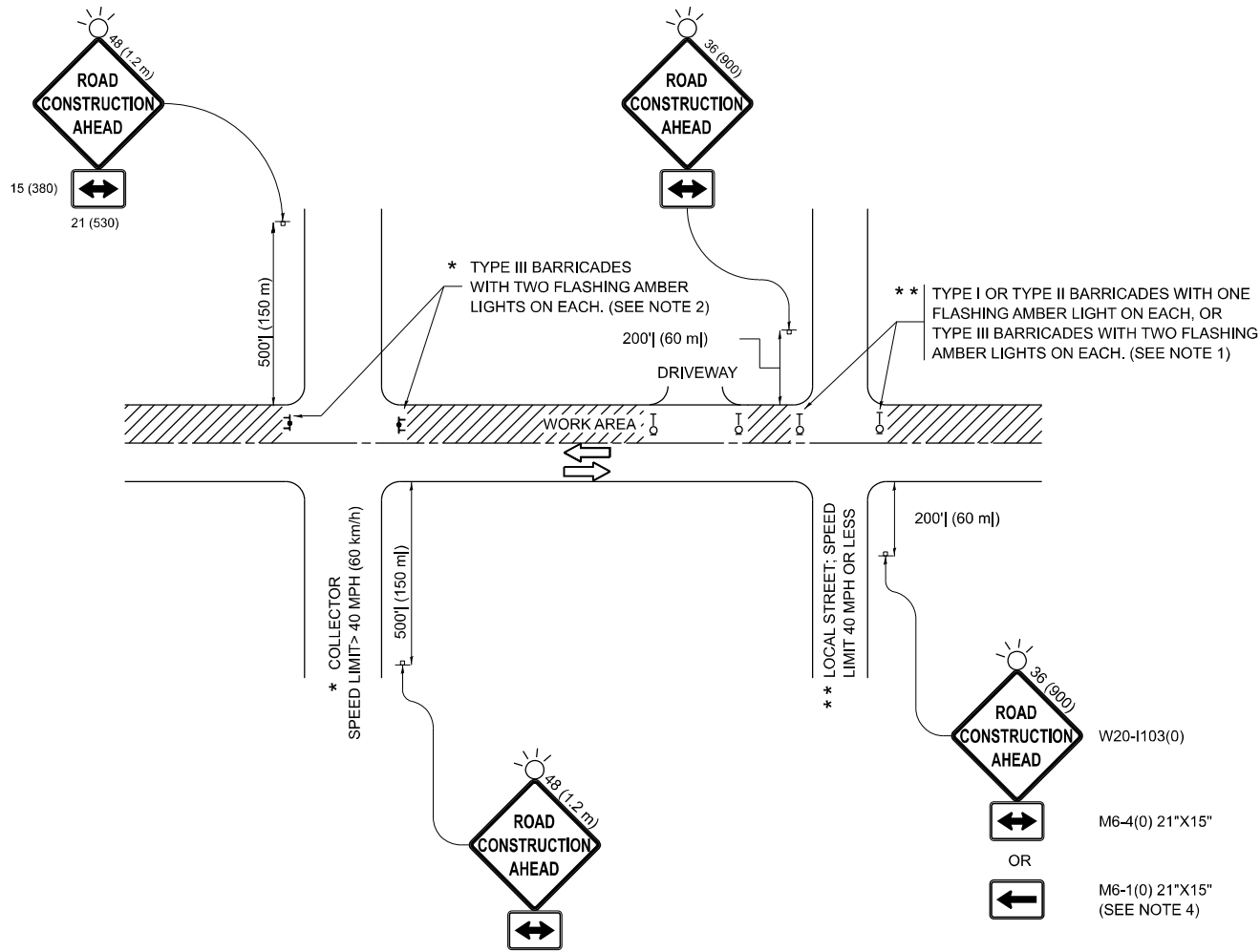
- | | |
|---|---|
| ① CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH. | ⑥ AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES. |
| ② VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES. | ⑦ THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH. |
| ③ A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN. | ⑧ ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN. |
| ④ ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS. | ⑨ ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE. |
| ⑤ THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS). | |

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

	USER NAME = Nedal.Qarut	DESIGNED - D.W.S.	REVISED - S.P.B._12-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ENTRANCE AND EXIT RAMP CLOSURE DETAILS				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M.D._06-13						57	FAI 57 23 OVERLAY	COOK	51	35
		CHECKED -	REVISED - M.D._01-18		TC-08		CONTRACT NO. 62V91						
	PLOT DATE = 5/14/2025	DATE - 02-83	REVISED - D.S._05-24		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

MODEL: TC-08 [Sheet]
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MODEL: TC-10 (Sheet)
FILE NAME: c:\p\work\pwork\garumid1009710\DI06924-sh-Dis\tds.dgn



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.

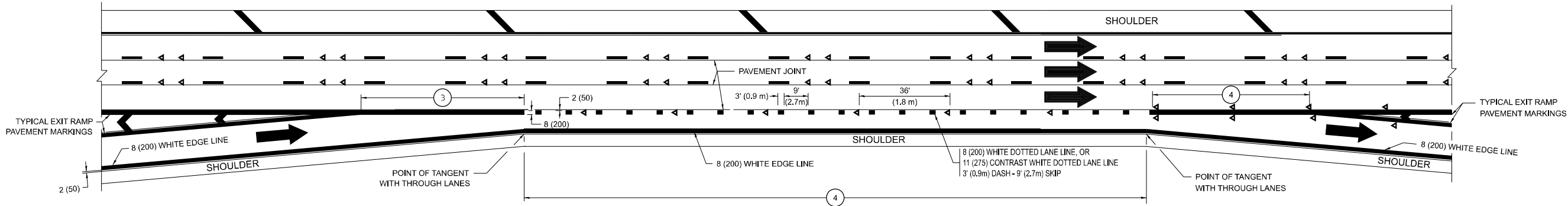
USER NAME	= Nedat.Qarut	DESIGNED	- L.H.A.	REVISED	- T. RAMMACHER 01-06-00
DRAWN	-	DRAWN	-	REVISED	- A. SCHUETZE 07-01-13
PLOT SCALE	= 0.16666633 "/ in.	CHECKED	-	REVISED	- A. SCHUETZE 09-15-06
PLOT DATE	= 5/14/2025	DATE	- 06-89	REVISED	- D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

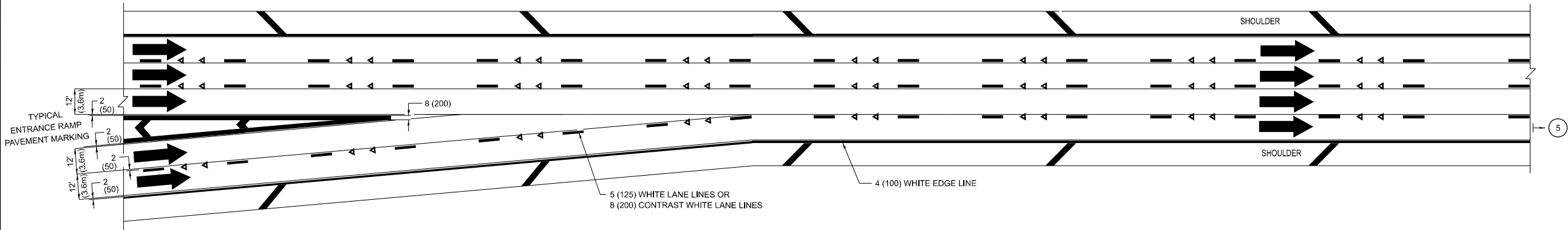
TRAFFIC CONTROL AND PROTECTION FOR
SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

SCALE: SHEET OF SHEETS STA. TO STA.

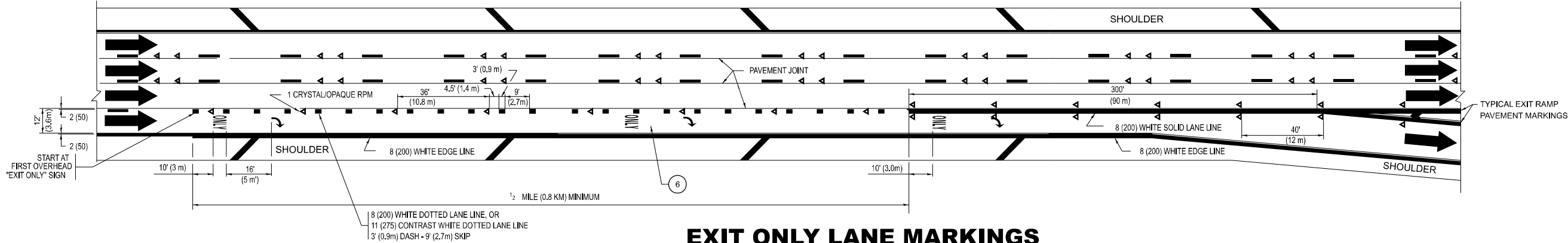
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	36
TC-10		CONTRACT NO. 62V91		
		ILLINOIS	FED. AID PROJECT	



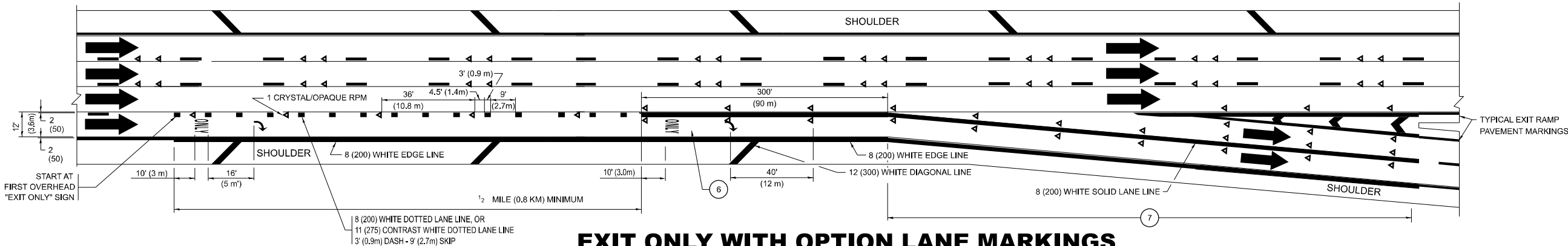
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

- 3 OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
- 4 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
- 5 FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
- 6 ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED..
- 7 CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

MODEL: TC-12b [Sheet]
FILE NAME: c:\p\work\pav\tda\garum\1009710\106924-sh-Dia\tds.dgn

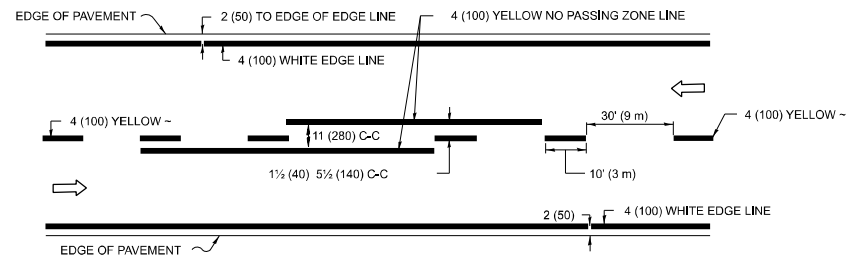
PLOT DATE	USER NAME	DESIGNED	REVISED
	= Nedat.Qarut	- D.W.S.	- J.A.F. 02-08
		DRAWN	REVISED
		-	- S.P.B. 01-07
5/14/2025	CHECKED	REVISED	REVISED
	-	- S.P.B. 01-10	- S.P.B. 01-10
	DATE	REVISED	REVISED
	- 01-90	- M.D. 09-17	- M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

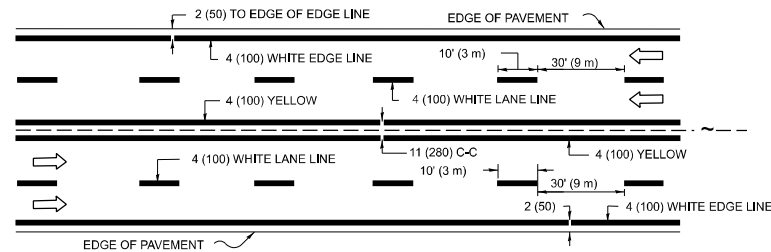
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

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

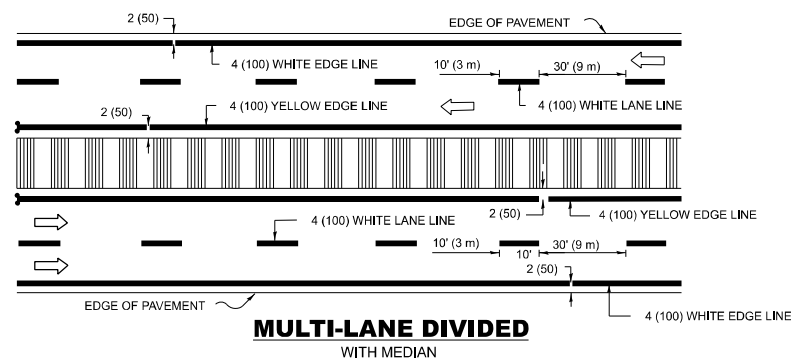
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	39
TC-12		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		



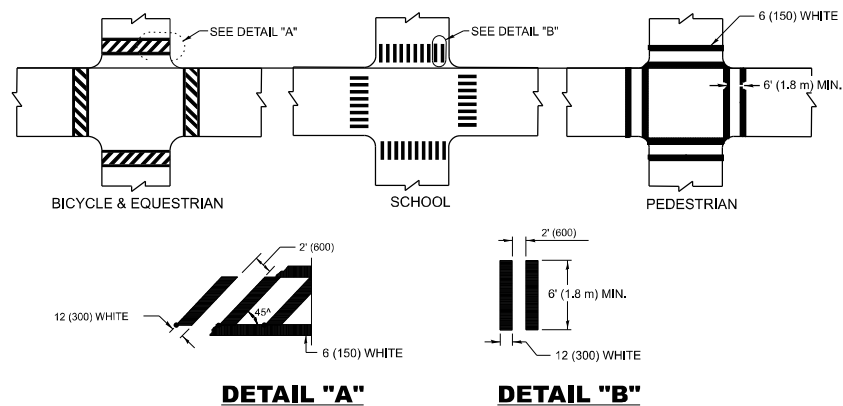
2-LANE ROADWAY



MULTI-LANE UNDIVIDED

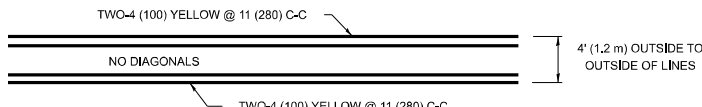


TYPICAL LANE AND EDGE LINE MARKING

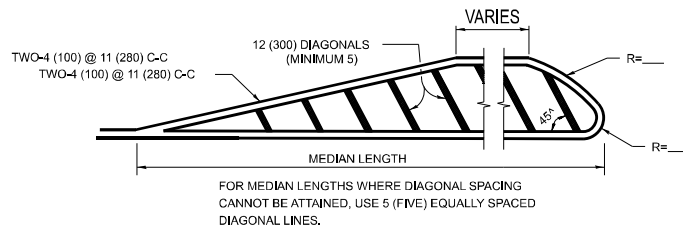


TYPICAL CROSSWALK MARKING

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

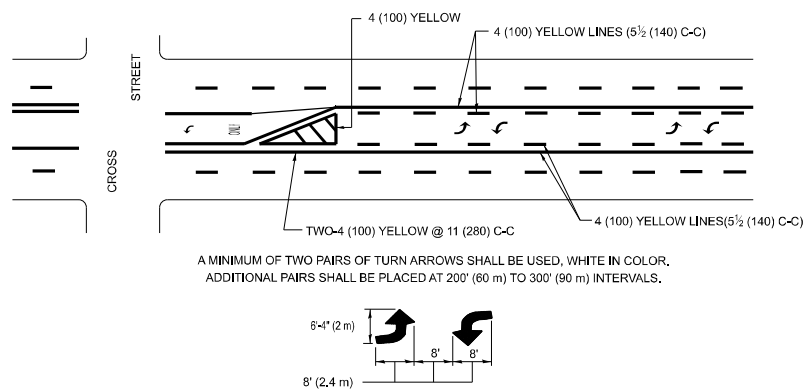


4' (1.2 m) WIDE MEDIANS ONLY

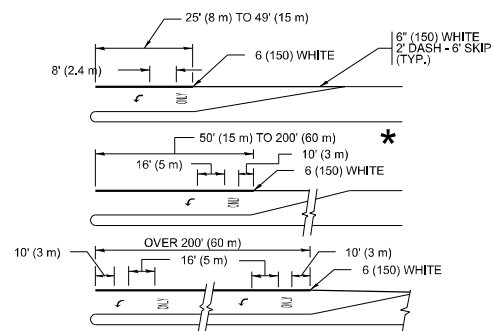


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE



MEDIAN WITH TWO-WAY LEFT TURN LANE
TYPICAL PAINTED MEDIAN MARKING



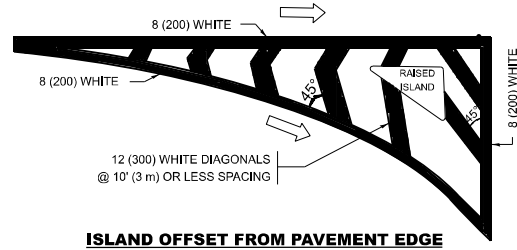
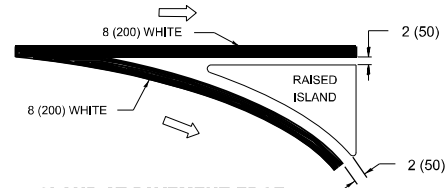
FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

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".

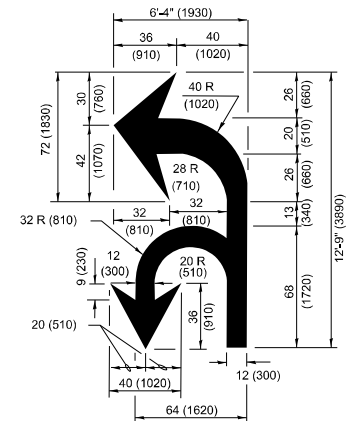
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

**ISLAND OFFSET FROM PAVEMENT EDGE**

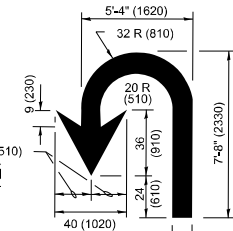
ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING ^{20 (5)}



COMBINATION

LEFT AND U-TURN



U-TURN

* 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



LANE REDUCTION TRANSITION

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

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

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

USER NAME = Nedal.Qarut	DESIGNED = EVERS	REVISED = C. JUCIUS 09-09-09
	DRAWN =	REVISED = C. JUCIUS 07-01-13
PLOT SCALE = 0.106666633''/in.	CHECKED =	REVISED = C. JUCIUS 12-21-15
PLOT DATE = 5/14/2025	DATE = 03-19-90	REVISED = C. JUCIUS 04-12-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DISTRICT ONE TYPICAL PAVEMENT MARKINGS					F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
					57	FAI 57 23 OVERLAY	COOK	51	40
					TC-13				
					CONTRACT NO. 62V91				
					ILLINOIS FED. AID PROJECT				
SCALE: NONE	SHEET 1	OF 1	SHEETS	STA. TO STA.					

MODEL: TC-13 [Sheet]
FILE NAME: c:\pw_work\pwidot\qarutn\d1009710\D106924-sht-DistSlds.dgn

FIGURE 1

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

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

FIGURE 2

5' (1.5 m) MIN.
(SEE NOTE 7)

R3-I100L
24 x 24 (600 x 600)

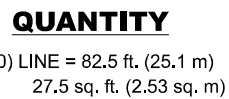
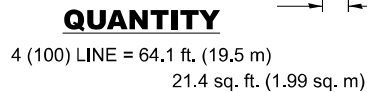
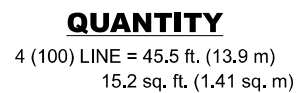
M6-2L
21 x 15 (530 x 380)

STABILIZE SIGN
SUPPORT WITH
SANDBAGS AS
NECESSARY

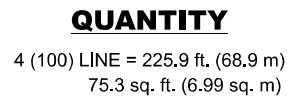
All dimensions are in inches (millimeters)
unless otherwise shown.

USER NAME = Nedal.Qarut	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13						57	FAI 57 23 OVERLAY	COOK	51	41
	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		TC-14 CONTRACT NO. 62V91								
PLOT DATE = 5/14/2025	DATE - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

MODEL: TC-14 [Sheet]
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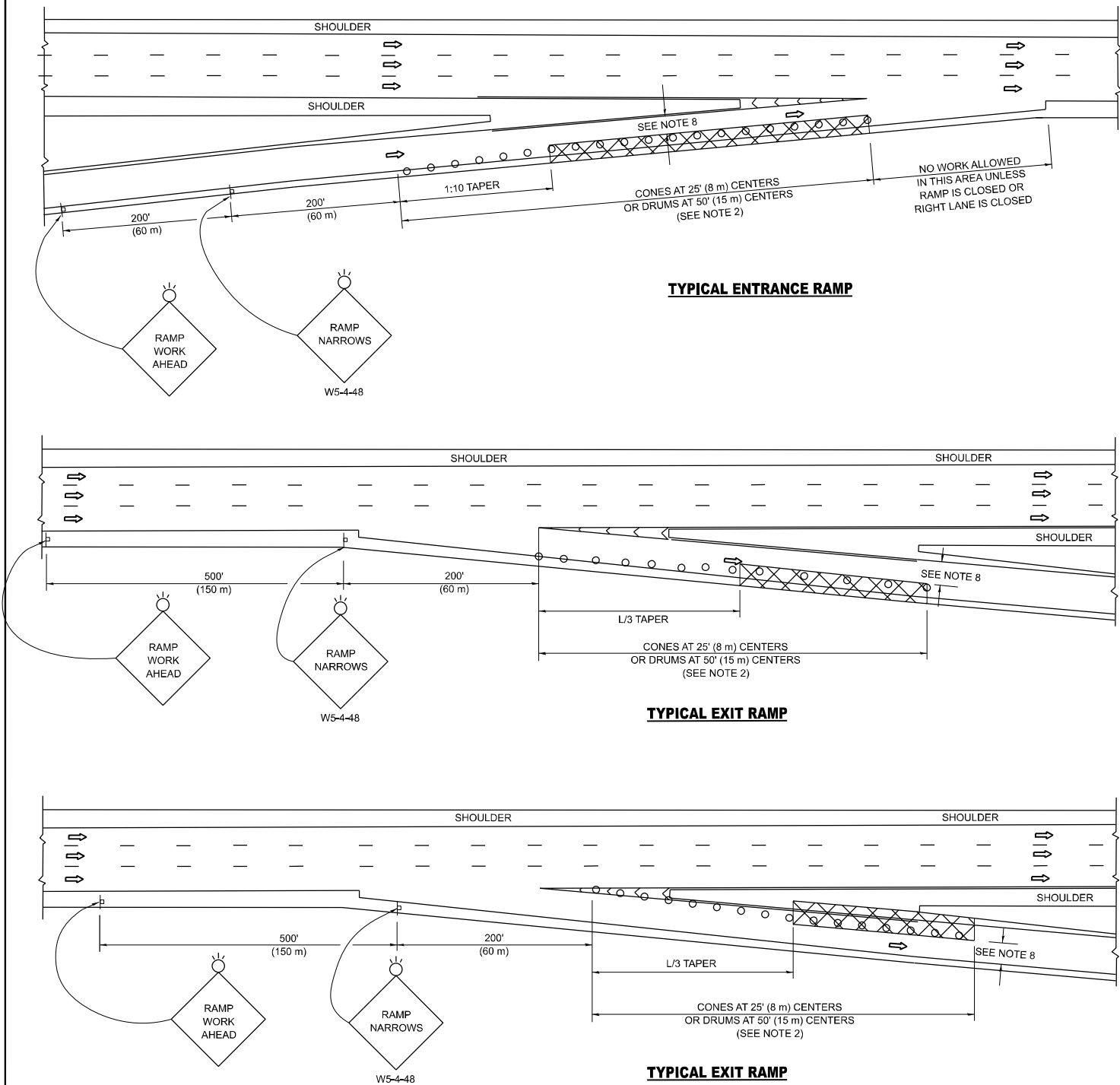
ALL QUANTITIES OF PLACEMENT ARE REPRESENTED
IN LINEAR FEET OF 4" LINES TO MATCH THE
4" TEMPORARY TAPE PAY ITEM AND REPRESENTS
THE TOTAL QUANTITY OF 4" TAPE REQUIRED.



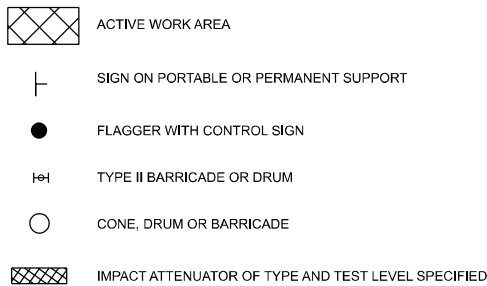
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USER NAME = Nedat.Qarut	DESIGNED -	REVISED - T. RAMMACHER 03-02-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	REVISED - E. GOMEZ 08-28-00			57	FAI 57 23 OVERLAY	COOK	51	42	
PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISED - E. GOMEZ 08-28-00			TC-16 CONTRACT NO. 62V91					
PLOT DATE = 5/14/2025	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16			SCALE: NONE	SHEET 1 OF 1 SHEETS	STA.	TO STA.		

PARTIAL RAMP CLOSURE DETAILS



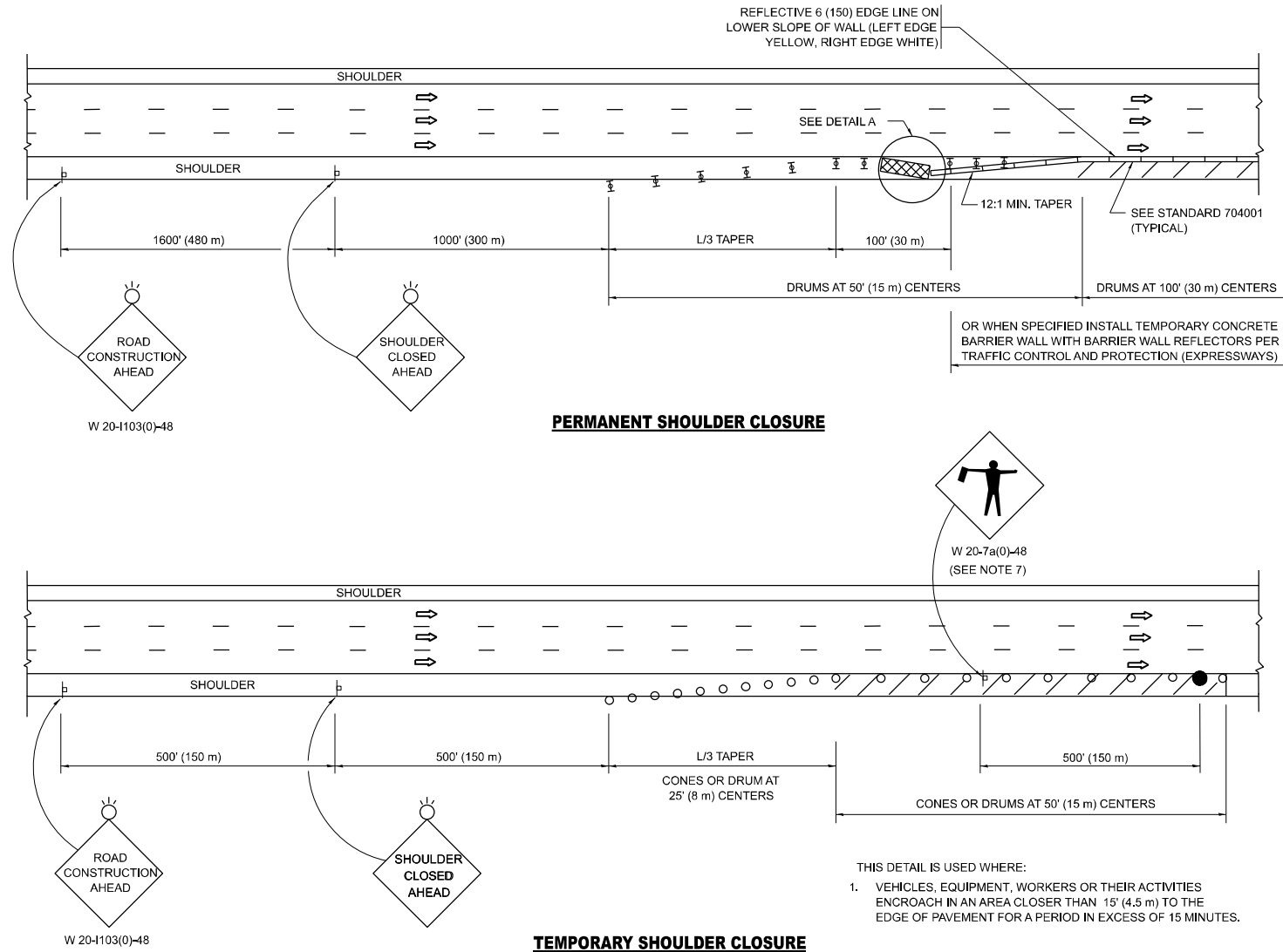
SYMBOLS



GENERAL NOTES:

- THE "L" DISTANCE EQUALS:
SPEED LIMIT
45 mph (80 km/h)
OR GREATER:
W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
FORMULAS
METRIC
L=0.65(W)(S)
ENGLISH
L=(W)(S)
- TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
- ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
- FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS



PERMANENT SHOULDER CLOSURE

TEMPORARY SHOULDER CLOSURE

DETAIL "A"
IMPACT ATTENUATOR, TEMPORARY
(SEE NOTE 5)



- THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
- AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
- THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
b. THE WORK ACTIVITY REQUIRES FREQUENT ENCROACHMENT INTO THE LANE OPEN TO TRAFFIC.
THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
- 12' MIN. WIDTH TANGENT SECTION
16' MIN. WIDTH CURVE SECTION.
- TEMPORARY SHOULDER AND NON-SYSTEM INTERCHANGE PARTIAL RAMP CLOSURES ARE ALLOWED WEEKDAYS BETWEEN 9:00 A.M. AND 3:00 P.M. AND BETWEEN 7:00 P.M. AND 5:00 A.M. OR AS APPROVED BY THE EXPRESSWAY TRAFFIC OPERATIONS ENGINEER. PERMANENT SHOULDER AND PARTIAL RAMP CLOSURES WILL ONLY BE PERMITTED IF CALLED FOR IN THE PLANS OR AS APPROVED BY THE EXPRESSWAY OPERATIONS ENGINEER.

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	43
TC-17		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		

MODEL: TC-21 [Sheet]
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FOR U.S. ROUTES
M1-40-2424

FOR ILLINOIS ROUTES
M1-50-2424

R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

M5-1L-2115

M5-1R-2115

M6-1-2115

M6-1-2115

M6-3-2115

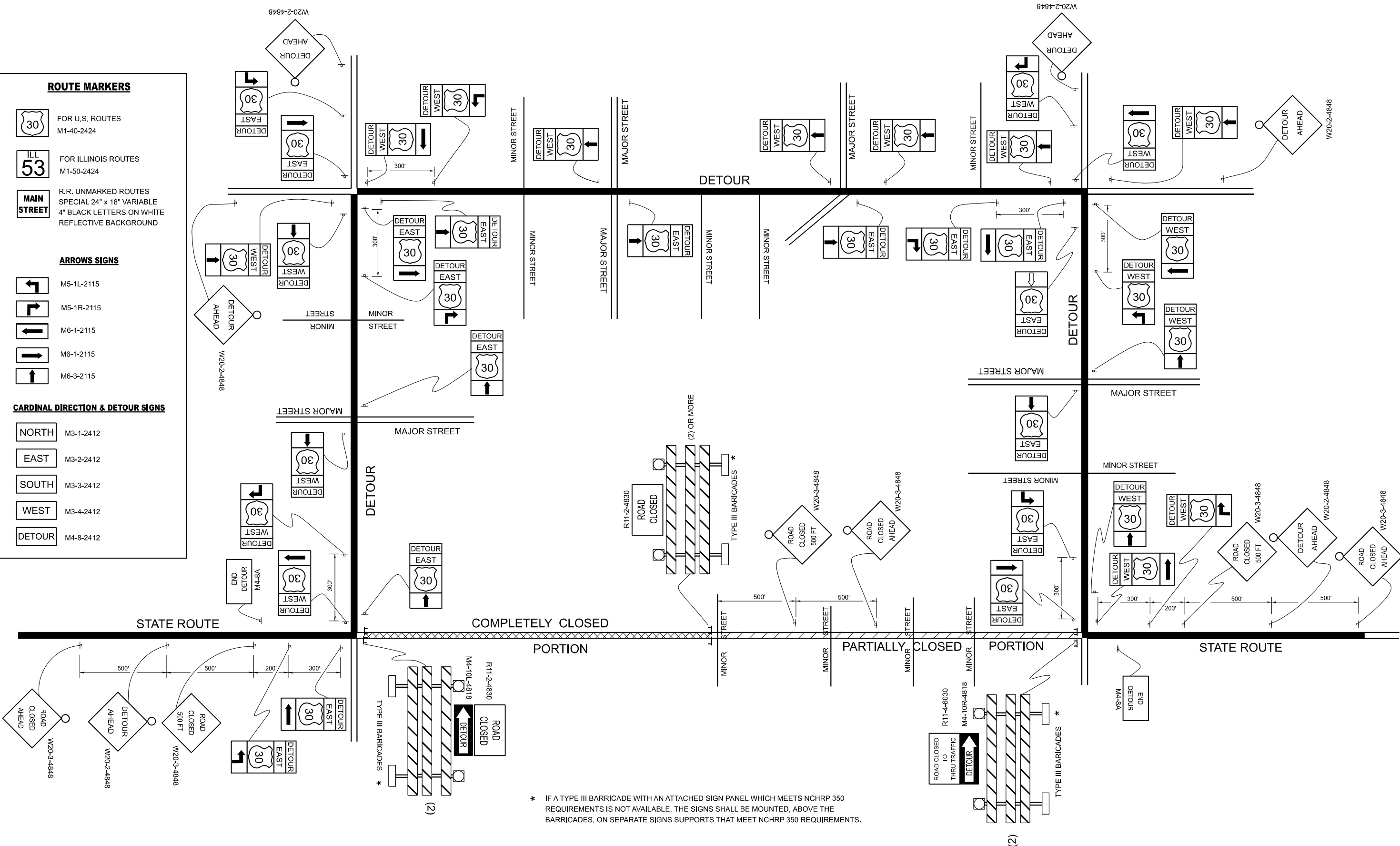
M3-1-2412

M3-2-2412

M3-3-2412

M3-4-2412

M4-8-2412



* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

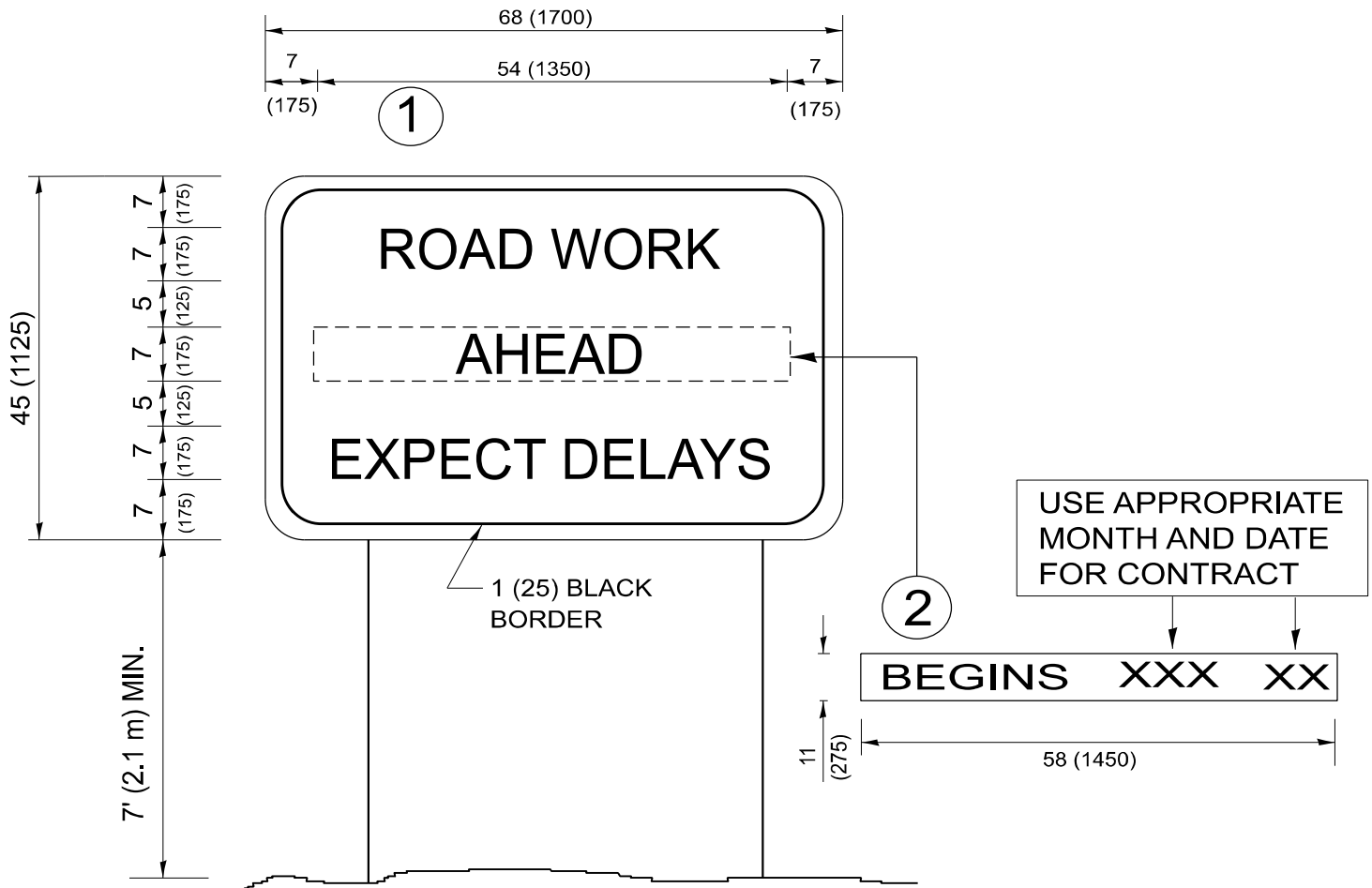
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			DRAWN	-		REVISED	-	R. BORO 09-14-09
			CHECKED	-		REVISED	-	
	PLOT DATE	= 5/14/2025	DATE	-		REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS			
SCALE: NONE	SHEET 1	OF 1	SHEETS
STA.		TO STA.	

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	44
TC-21		CONTRACT NO. 62V91		
		ILLINOIS	FED. AID PROJECT	

MODEL: TC-22 [Sheet]
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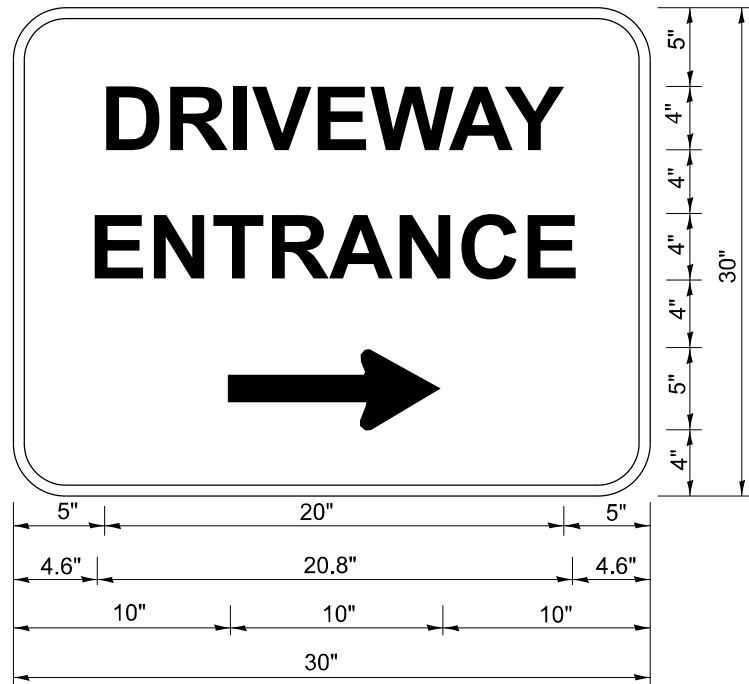


NOTES:

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

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

	USER NAME = Nedat.Qarut	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. MIRS 12-11-97						57	FAI 57 23 OVERLAY	COOK	51	45
	PLOT SCALE = 0.16666633" / in.	CHECKED -	REVISED -T. RAMMACHER 02-02-99		TC-22				CONTRACT NO. 62V91				
	PLOT DATE = 5/14/2025	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE:NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	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"

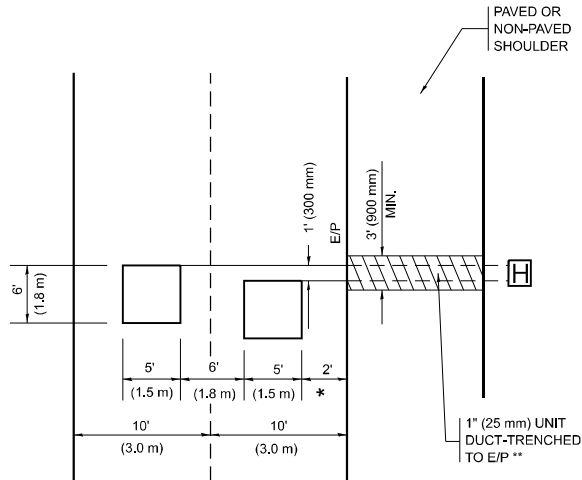
- NOTES:**
1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
 2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
PLACED BACK-TO-BACK: ONE WITH A RIGHT HAND ARROW (SHOWN)
SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
FAR LEFT SIDE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

MODEL: TC-26 (Sheet)
FILE NAME: c:\p\work\p\work\garumid\009710\06924-sh-Dist\Std.dgn

	USER NAME = Nedat.Qarut	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					57	FAI 57 23 OVERLAY	COOK	51	46
		CHECKED -	REVISED -		TC-26			CONTRACT NO. 62V91				
	PLOT DATE = 5/14/2025	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

LOOPS NEXT TO SHOULDERS

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

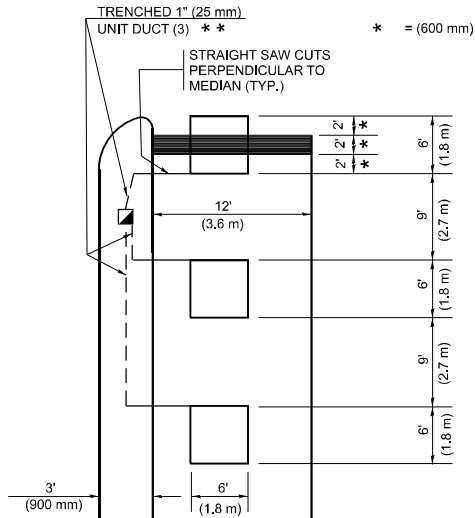


* = (600 mm)

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

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

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

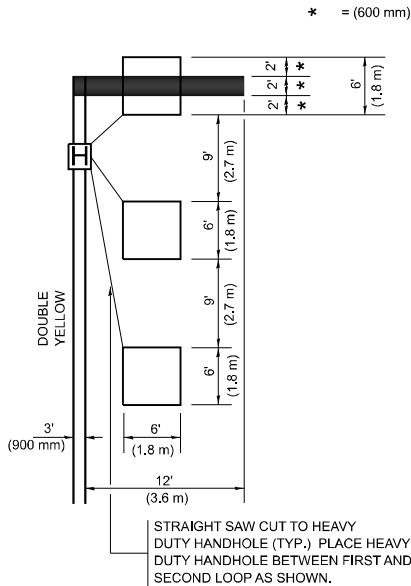


* = (600 mm)

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

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

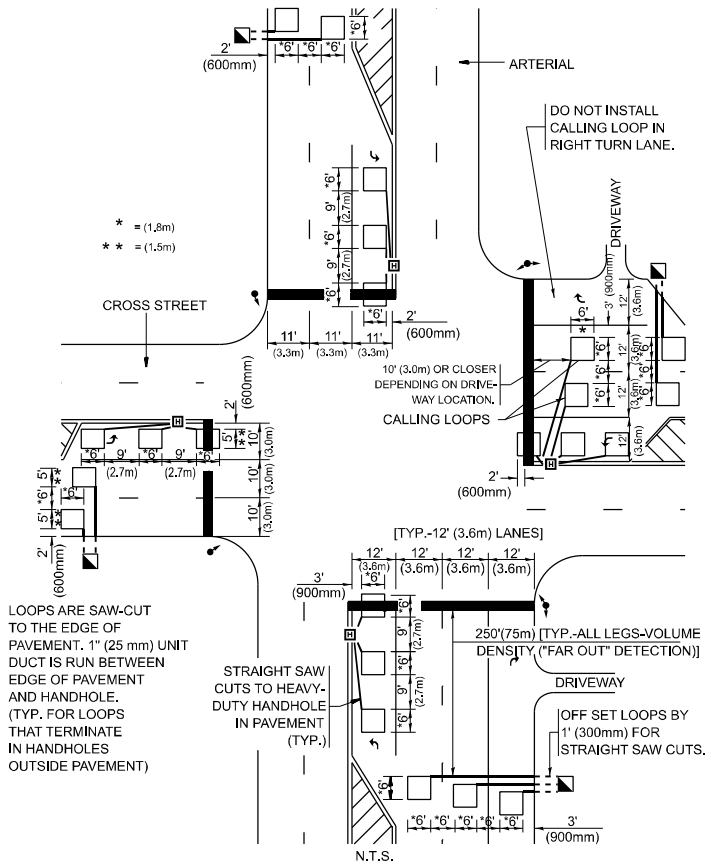
LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH
(PROTECTED / PERMITTED LEFT TURN PHASING)



* = (600 mm)

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

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



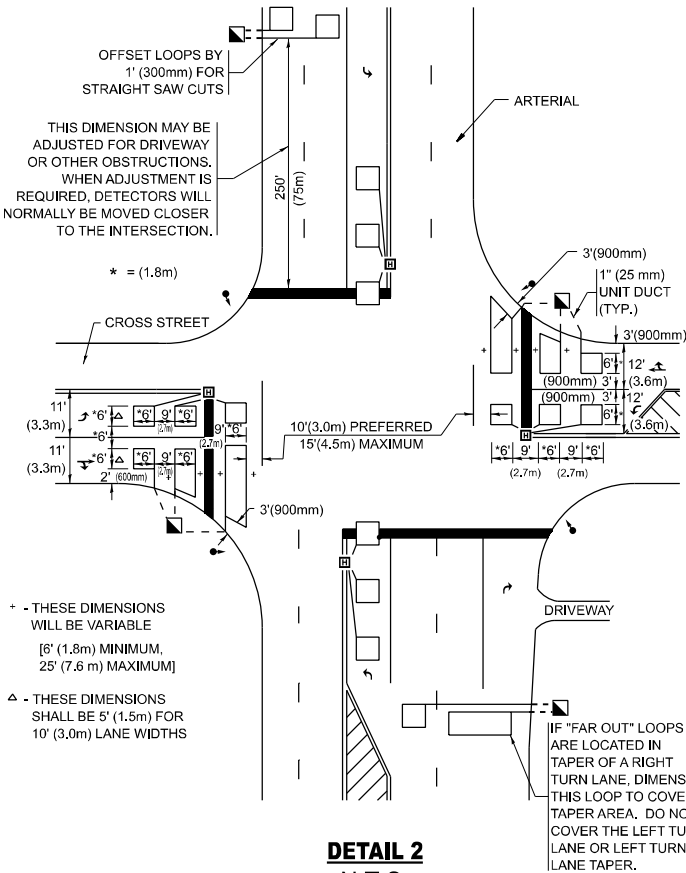
* = (1.8m)
** = (1.5m)

LOOPS ARE SAW-CUT
TO THE EDGE OF
PAVEMENT. 1" (25 mm) UNIT
DUCT IS RUN BETWEEN
EDGE OF PAVEMENT
AND HANDHOLE.
(TYP. FOR LOOPS
THAT TERMINATE
IN HANDHOLES
OUTSIDE PAVEMENT)

STRAIGHT SAW
CUTS TO HEAVY-
DUTY HANDHOLE
IN PAVEMENT
(TYP.)

DETAIL 1
N.T.S.

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



* - THESE DIMENSIONS
WILL BE VARIABLE
[6' (1.8m) MINIMUM,
25' (7.6 m) MAXIMUM]

Δ - THESE DIMENSIONS
SHALL BE 5' (1.5m) FOR
10' (3.0m) LANE WIDTHS

DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

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

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

MODEL: TS-07 [Sheet]
FILE NAME: c:\p\work\p\work\garumid\009710\06924-sh-Dist1\ds.dgn

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

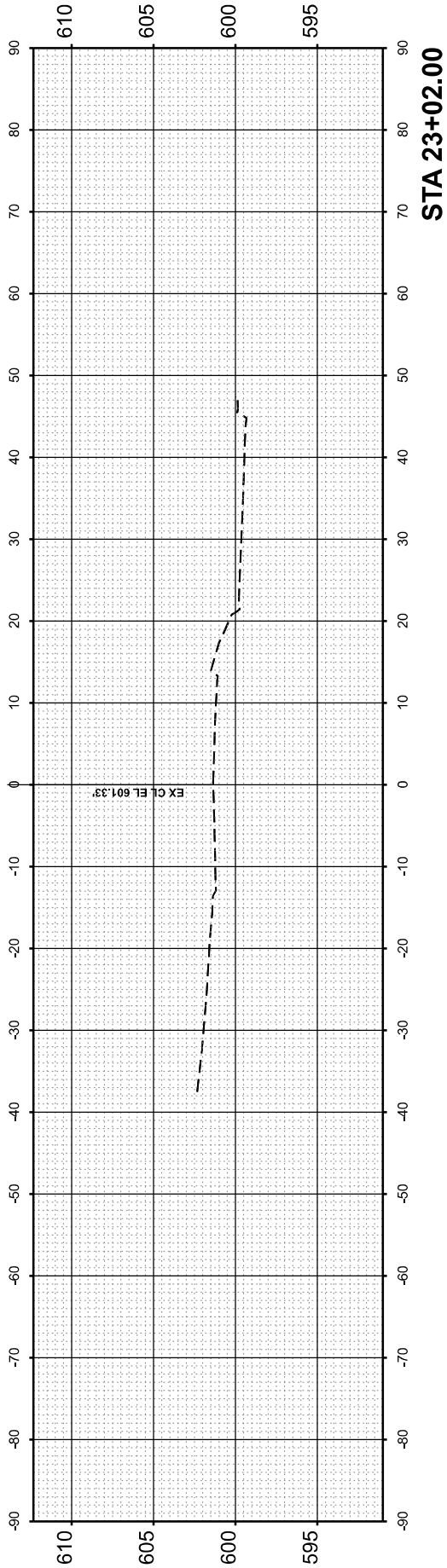
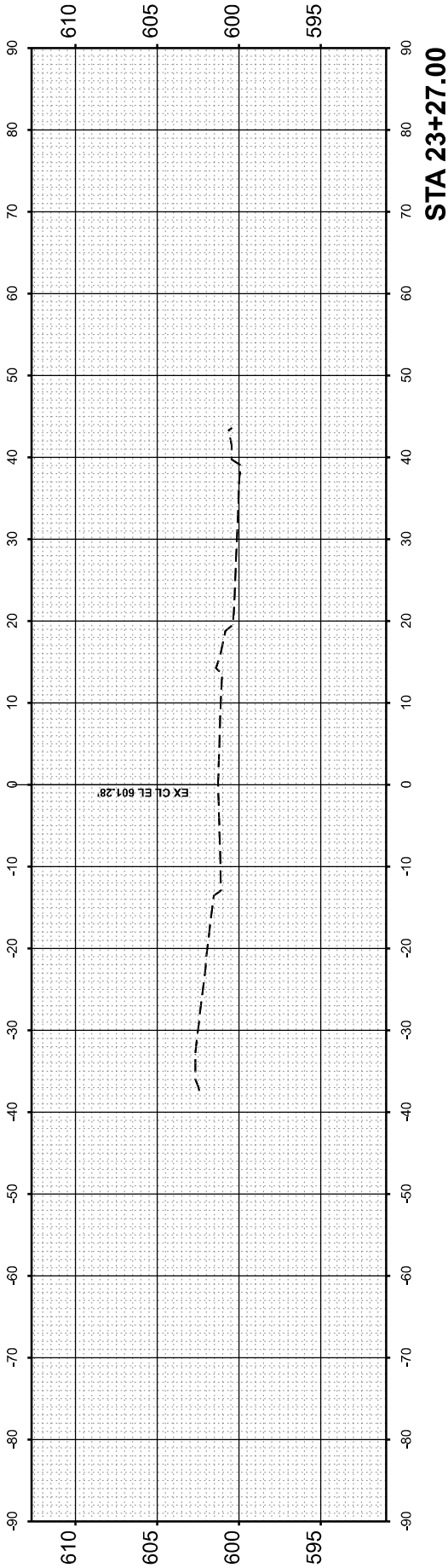
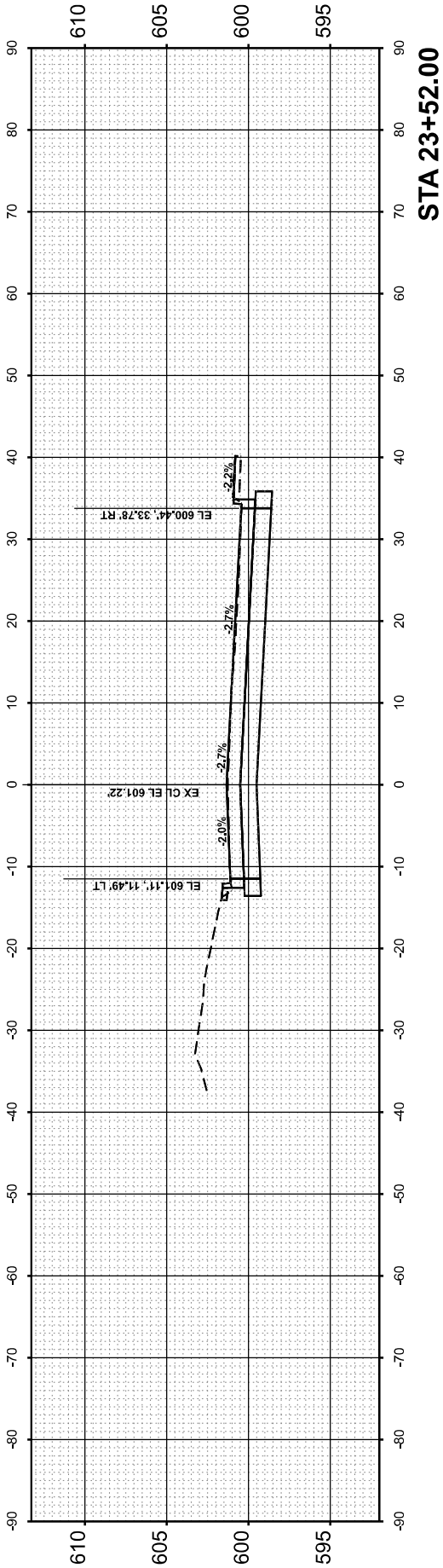
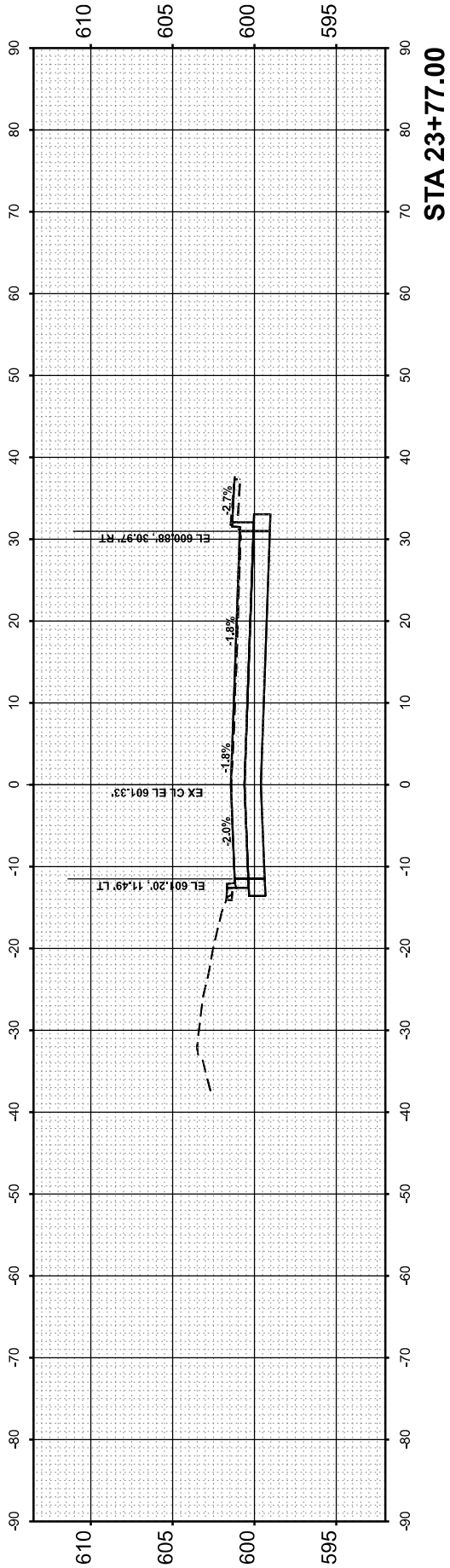
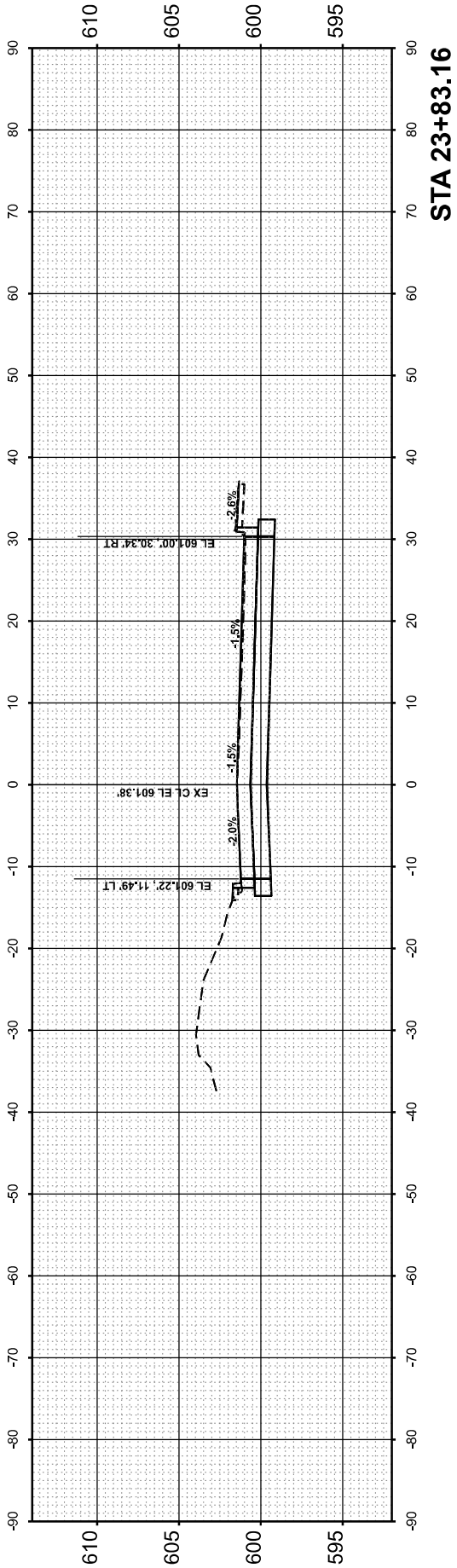
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F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	47
TS-07		CONTRACT NO. 62V91		
ILLINOIS		FED. AID PROJECT		

FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NOTE BOOK	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: Paulina St. Cross sections - 9+50.00 (Sheet 1)
FILE NAME: c:\pwworking\ground\1009710\106924-sh106924-Paulina.dgn



PLOT DATE = 5/29/2025	USER NAME = Nedat.Qarut	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: PAVEMENT REPLACEMENT
CROSS SECTIONS

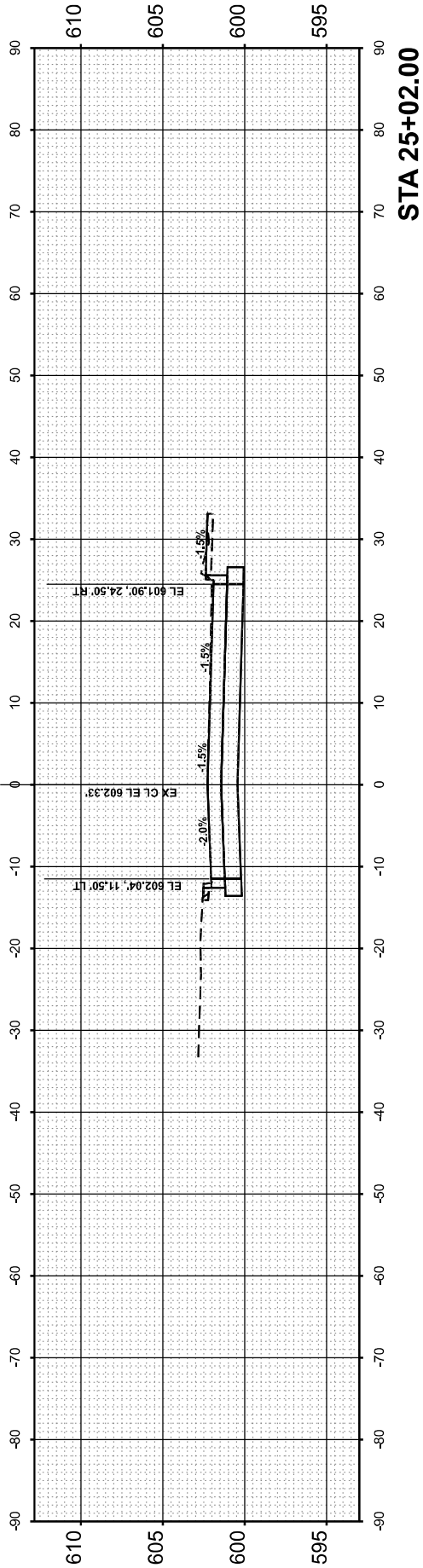
SCALE: 1"=10' SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	48
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

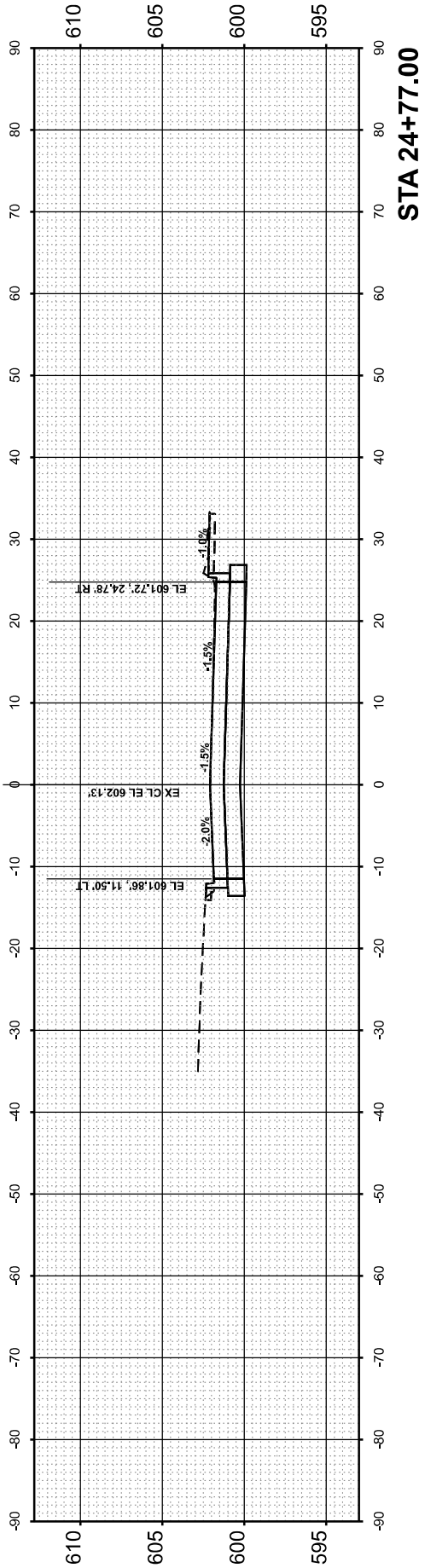
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ORIGINAL SURVEY NOTE BOOK SHEET	SURVEYED PLOTTED AREAS CHECKED	BY	DATE

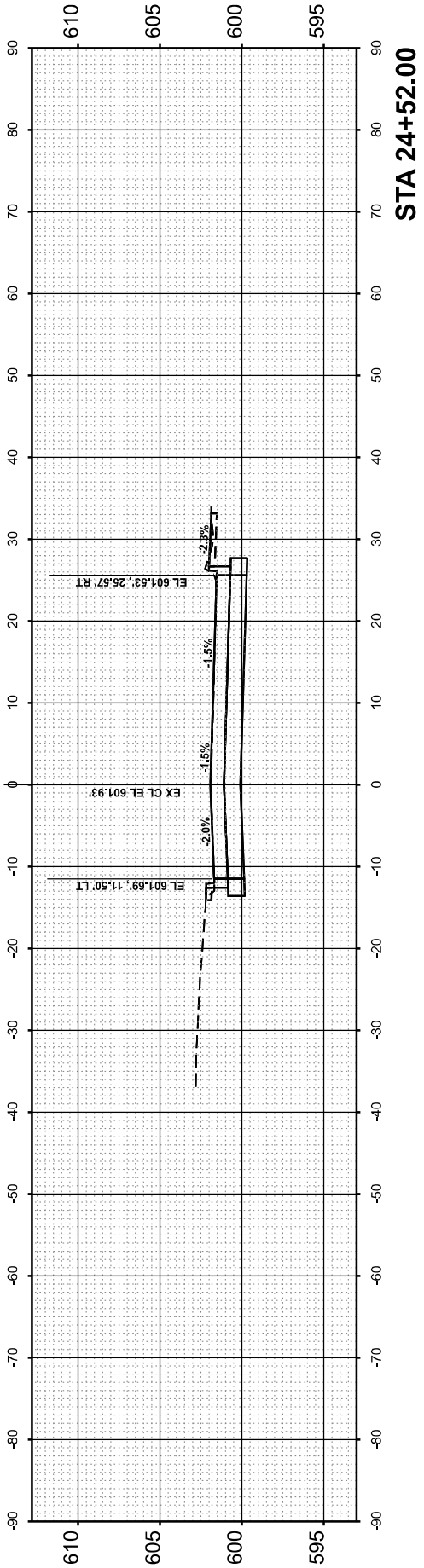
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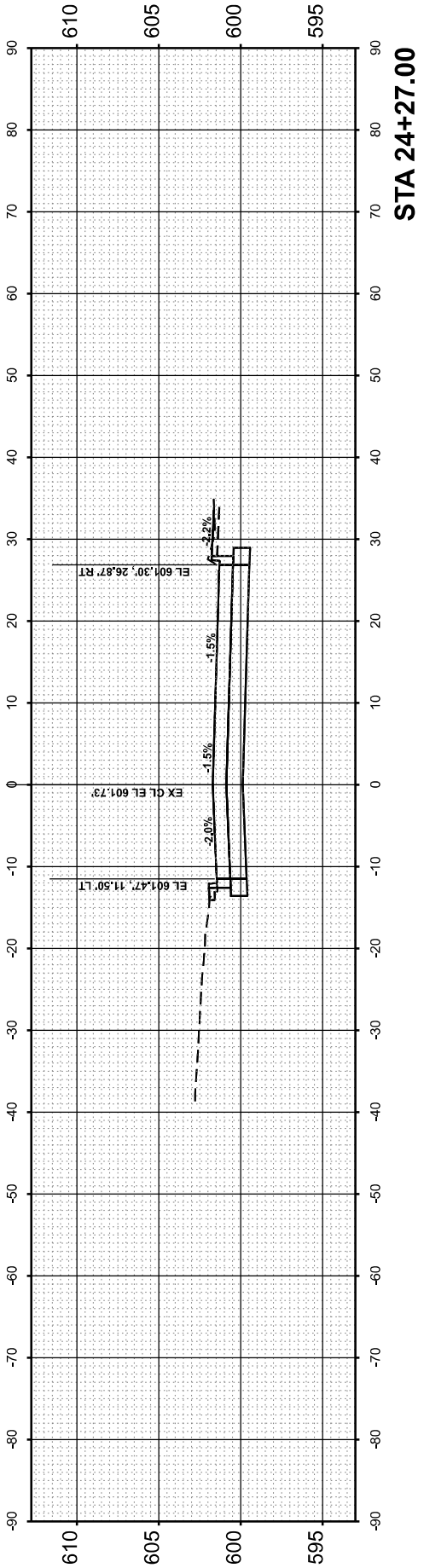
STA 25+02.00



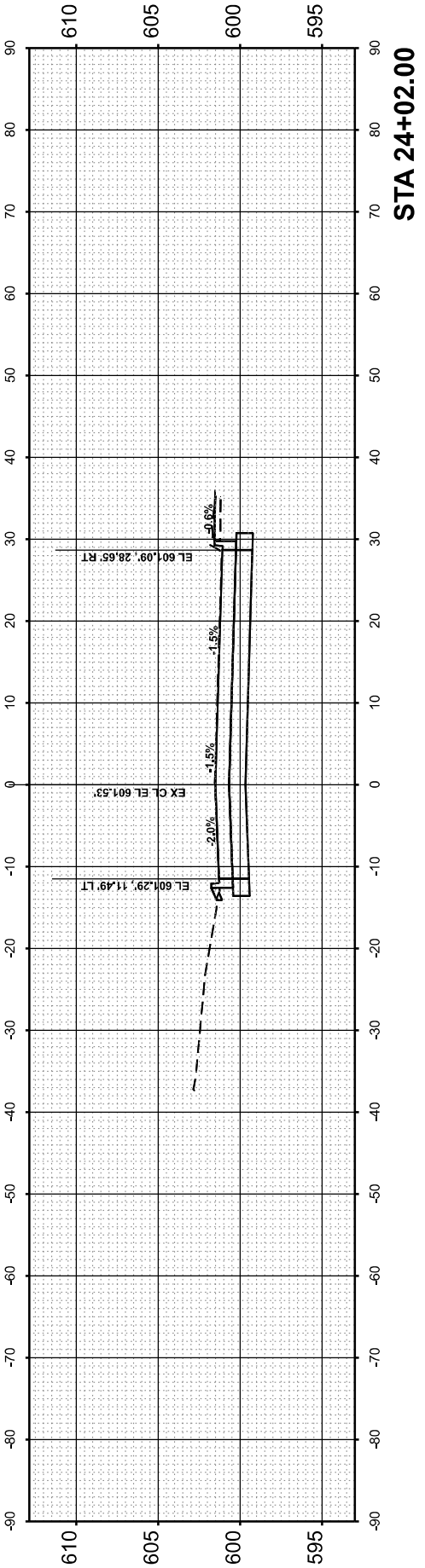
STA 24+77.00



STA 24+52.00



STA 24+27.00



STA 24+02.00

PLOT DATE = 5/29/2025	USER NAME = Nedat.Qarut	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
	DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: PAVEMENT REPLACEMENT
CROSS SECTIONS

SCALE: 1"=10'

SHEET 2

OF 4

SHEETS

STA.

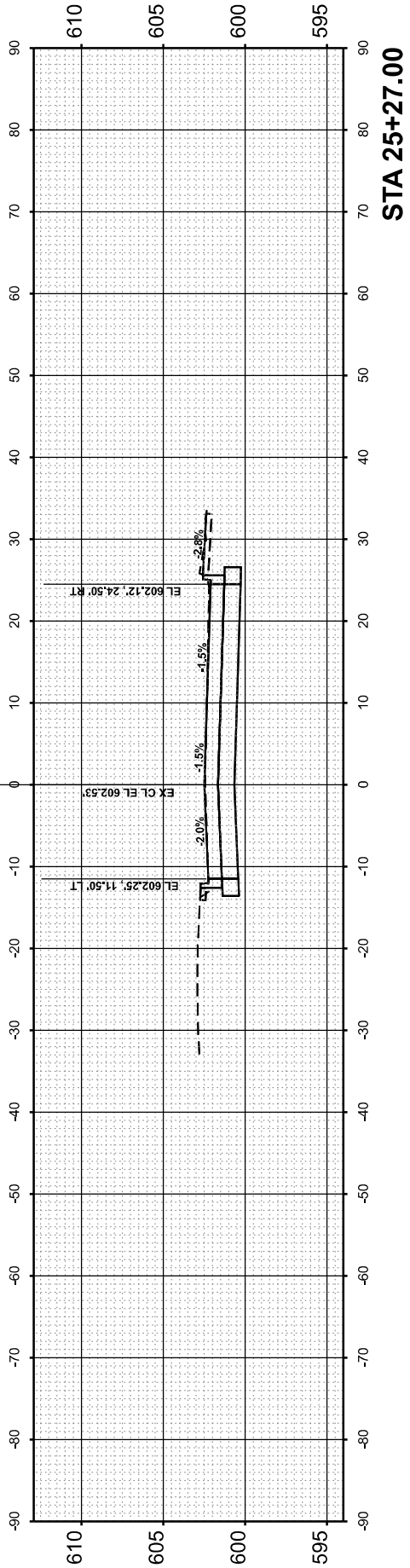
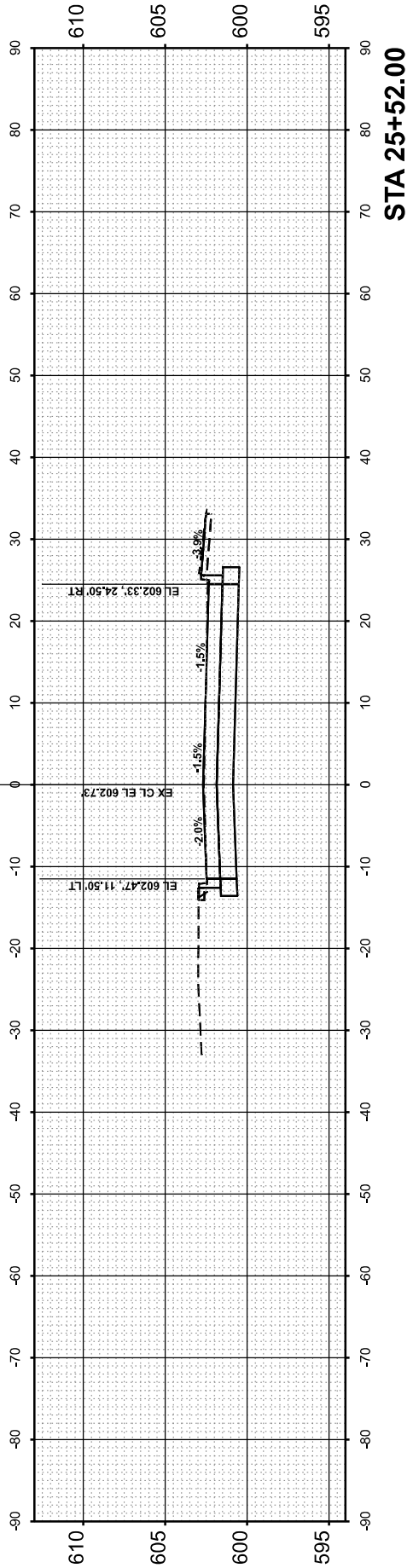
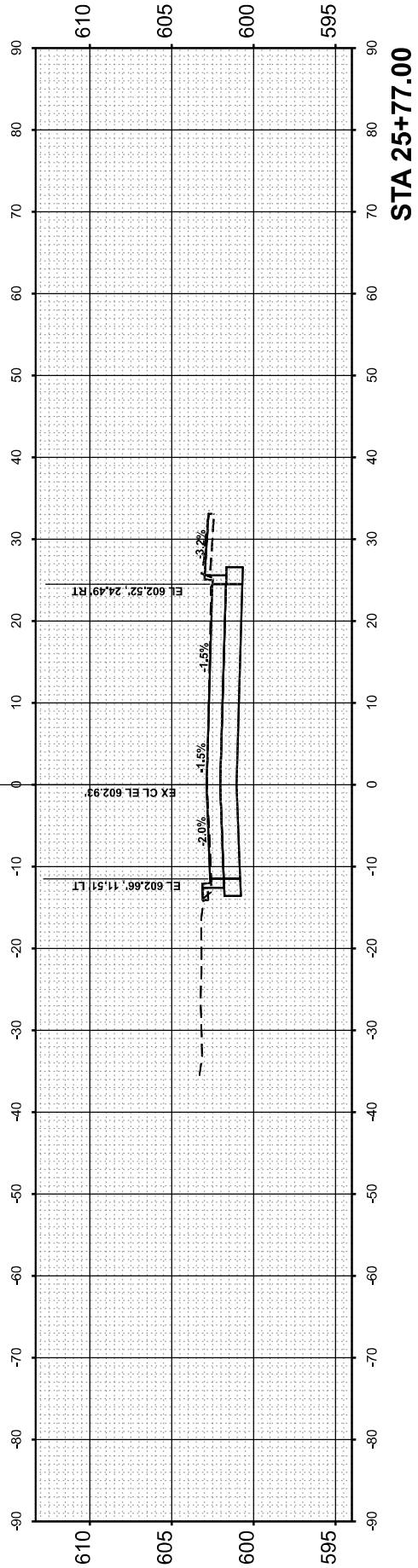
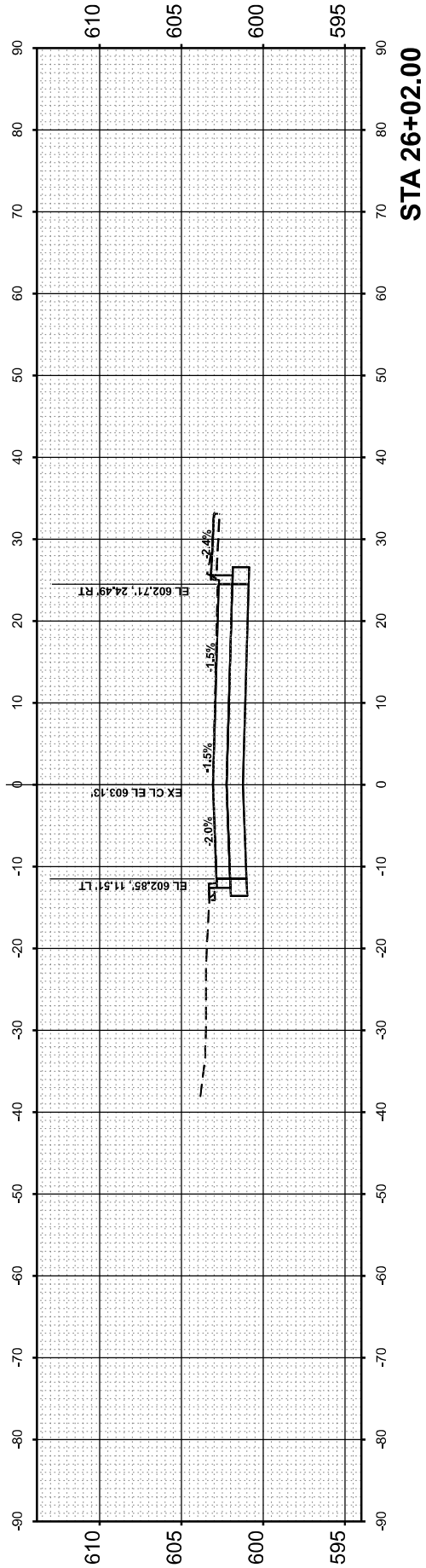
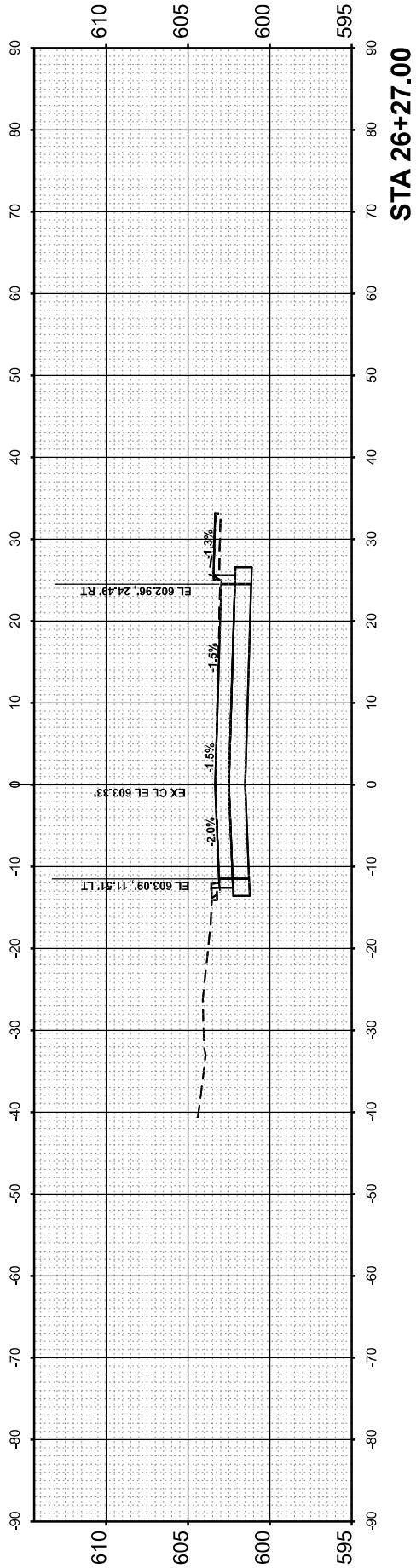
TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	49
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NOTE BOOK NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

MODEL: Paulina St. Cross sections - 11+75.00 Sheet
FILE NAME: c:\pwworking\grundm\109710\106924-shl\ss6-Paulina.dgn



PLOT DATE = 5/29/2025	USER NAME = Nedat.Qarut	DESIGNED -	REVISED -
		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

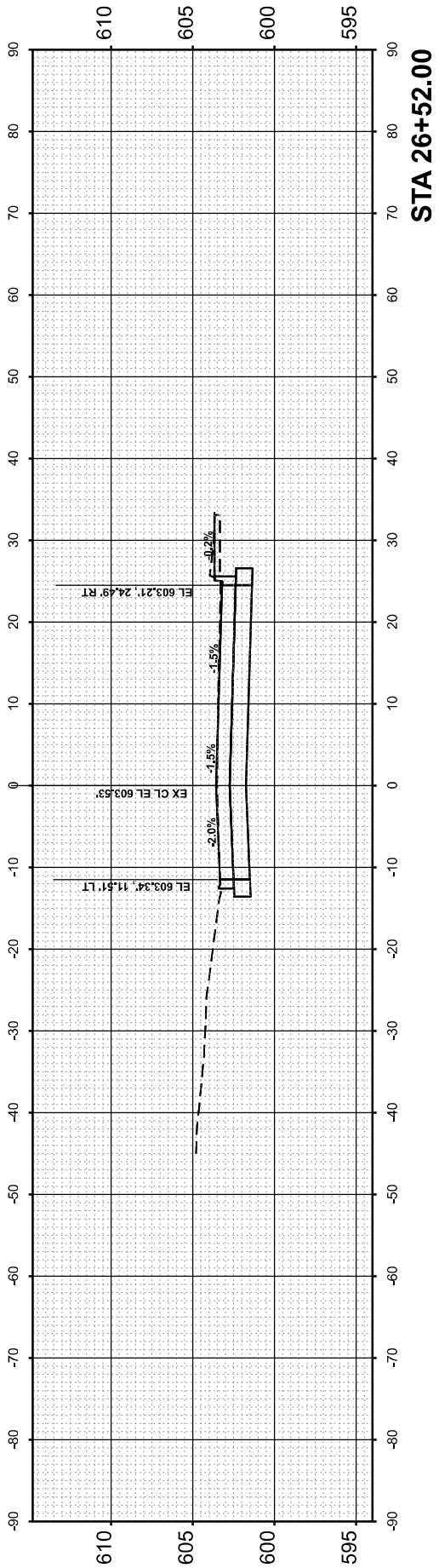
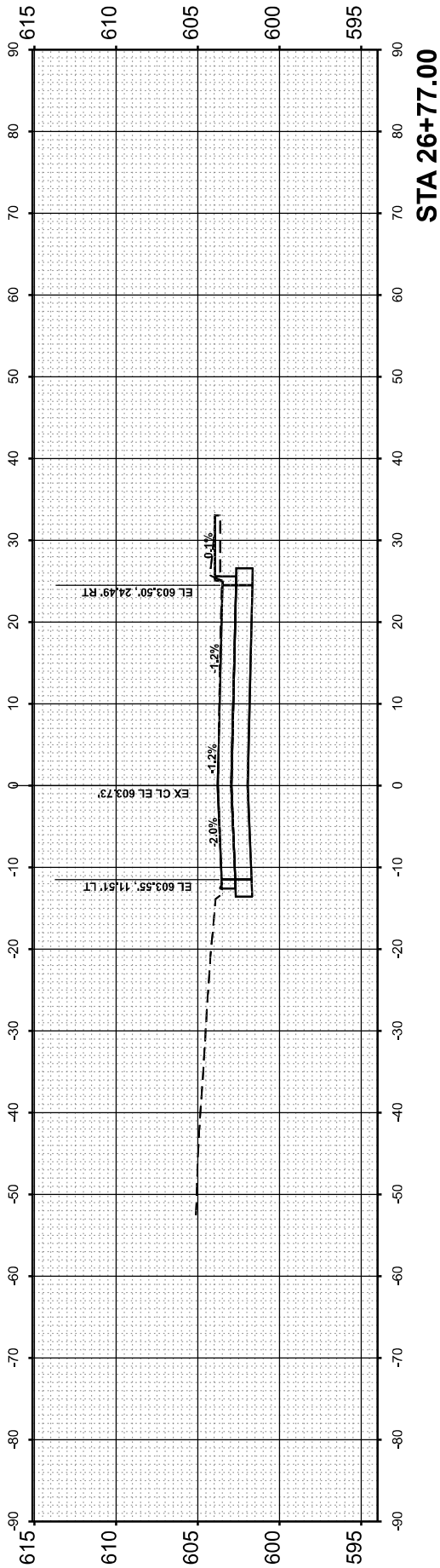
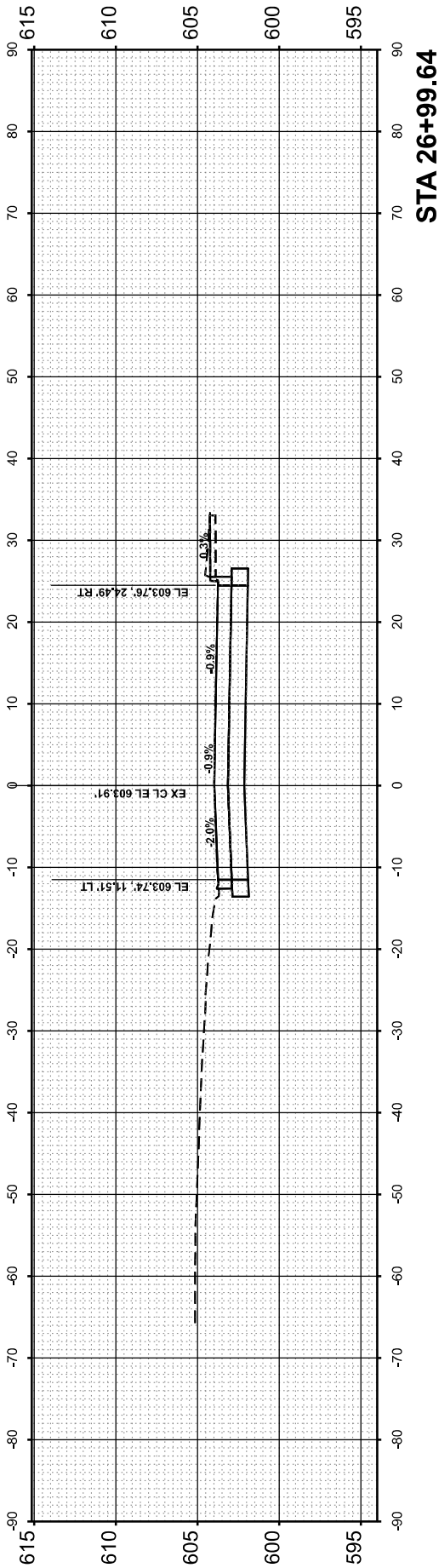
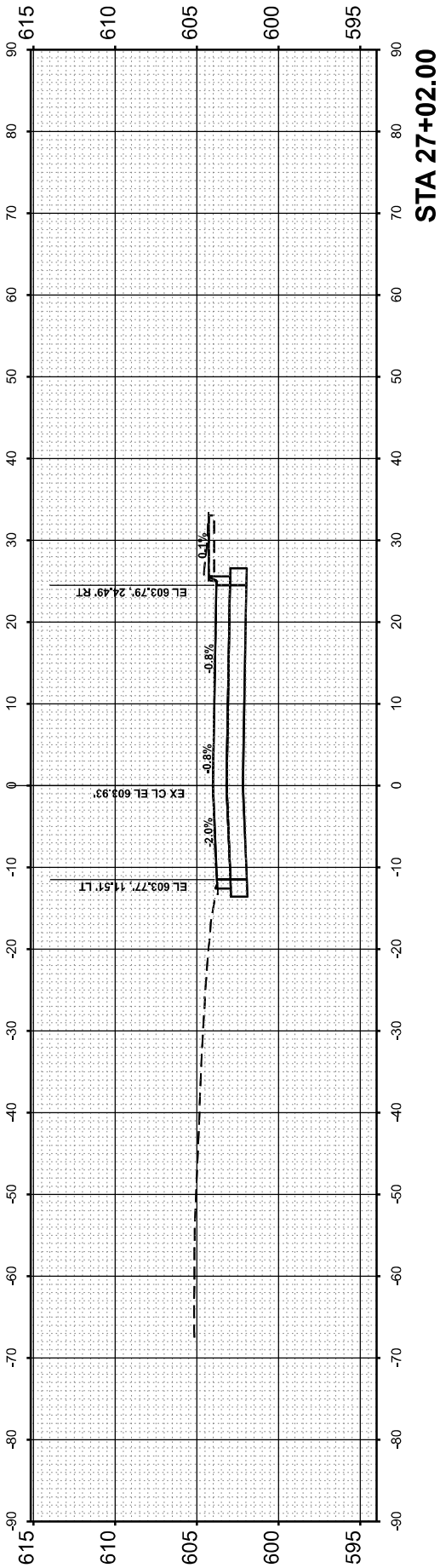
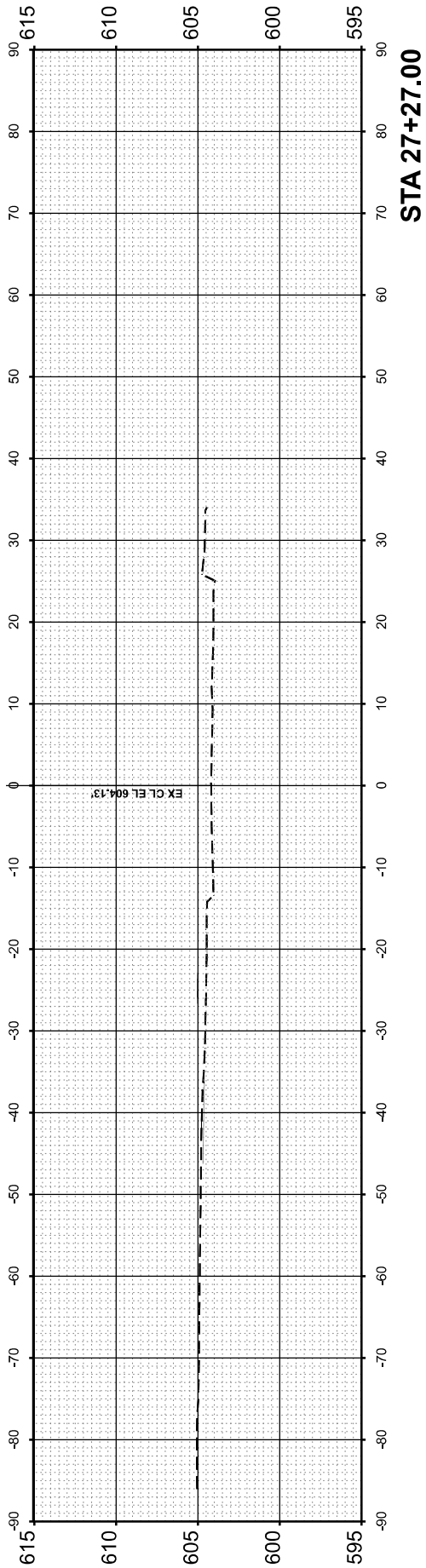
PAULINA ST: PAVEMENT REPLACEMENT CROSS SECTIONS			
SCALE: 1"=10'	SHEET 3	OF 4 SHEETS	STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	50
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED PLOTTED TEMPLATE	BY	DATE
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED PLOTTED TEMPLATE	BY	DATE
NO.	AREAS CHECKED		

MODEL: Paulina St. Cross sections - 13+00.00 Sheet
FILE NAME: c:\pwworking\grundm\109710\106224-shsso-Paulina.dgn



USER NAME = Nedat.Qarut	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/29/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAULINA ST: PAVEMENT REPLACEMENT CROSS SECTIONS			
SCALE: 1"=10'	SHEET 4	OF 4 SHEETS	STA. TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
57	FAI 57 23 OVERLAY	COOK	51	51
CONTRACT NO. 62V91				
ILLINOIS FED. AID PROJECT				