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STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

2024-1043-RS COOK 69 CONTRACT NO. 62X84

D-91-075-25

FOR INDEX OF SHEETS AND HIGHWAY STANDARDS, SEE SHEET NO. 2

THIS PROJECT IS LOCATED IN THE VILLAGES OF LYONS & STICKNEY, CITY OF BERWYN, TOWN OF CICERO

PROPOSED HIGHWAY PLANS

FAU ROUTE 1477: PERSHING ROAD US-34 (OGDEN AVENUE) TO WEST OF CENTRAL AVENUE

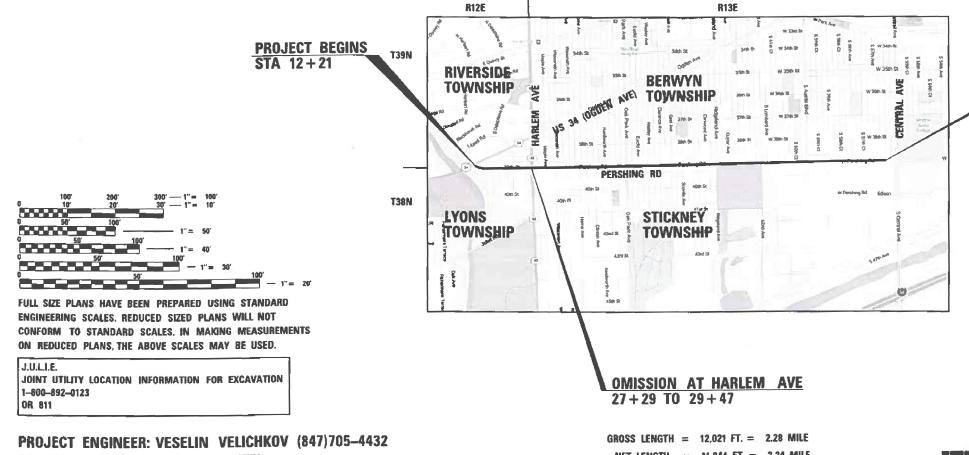
SECTION: 2024-1043-RS PROJECT: STP-FZ1C(813)

STANDARD OVERLAY, ADA IMPROVEMENTS

COOK COUNTY C-91-110-25

TRAFFIC DATA

2022 ADT = 12.900 - 24.200 VPDPOSTED SPEED LIMIT = 30 - 35 MPH MINOR ARTERIAL



PROJECT MANAGER: FAWAD AQUEEL

NET LENGTH = 11,844 FT. = 2.24 MILE

ALEXANDER

PROJECT ENDS

STA 132+42

INFRASTRUCTURE

ENGINEERING | INCOLLEGE 1 South Wacker | Suite 2650 | Chicago, IL 60606

CONTACT: ALEXANDER LANE (312) 477-0620

LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CONTRACT NO. 62X84

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65	TC-13: TYPICAL PAVEMENT MARKINGS
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68	TC-22: ARTERIAL ROAD INFORMATION SIGN
69	TC-26: DRIVEWAY ENTRANCE SIGNING

STATE STANDARDS

ST	ANDARD NO.	DRAWING NAME
	000001-08	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
	424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
	424006-06	DIAGONAL CURB RAMPS FOR SIDEWALKS
	442201-03	CLASS C AND D PATCHES
	606001-08	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
	701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
	701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS \leq 40 MPH
	701602-10	URBAN LANE CLOSURE, MULTILANE, 2W WITH BIDIRECTIONAL LEFT TURN LANE
	701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
	701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
	701901-10	TRAFFIC CONTROL DEVICES
	780001-05	TYPICAL PAVEMENT MARKINGS
	781001-04	TYPICAL APPLICATIONS RASIED REFELCTIVE PAVEMENT MARKERS
	886001-01	DETECTOR LOOP INSTALLATIONS
	886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

- 1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
- 2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
- 3. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 4. THE RESIDENT ENGINEER SHALL CONTACT ABDULLA ALI, AREA TRAFFIC FIELD ENGINEER, AT ABDULLA.ALI@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 5. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
- 6. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 7. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 8. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 9. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 10. THE CONTRACTOR SHALL 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 SHALL DELIVER THE RECORD TO THE ENGINEER.
- 11. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF PLATED STRUCTURES BY STATION AND OFFSET LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT.
- 12. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 13. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 14. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
- 15. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED IN THE CONTRACT SPECIFICATIONS.
- 16. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE

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				CONSTRUCTION CODE			
		A2	URBAN	0005 ROADWA	0021 TRAFFIC SIGNAL		
PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE	100% STATE	80% FEDERAL 20% STATE	
20200100	EARTH EXCAVATION	CUYD	155	155			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	556	556			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	13.1	13.1			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	13.1	13.1			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	13.1	13.1			Tip 1
25200110	SODDING, SALT TOLERANT	SQ YD	556	556			
25200200	SUPPLEMENTAL WATERING	UNIT	28	28			S
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	156	156			
35101500	AGGREGATE BASE COURSE, TYPE B	CUYD	21	21			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	61,354	61,354			
40600370	LONGITUDINAL JOINT SEALANT	FOOT	71,961	71,961			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	137	137			
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	790	790			
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	4,996	4,996			
40604172	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70	TON	8,902	8,902			
42001300	PROTECTIVE COAT	SQ YD	2,580	2,580			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQFT	17,512	17,512			
42400800	DETECTABLE WARNINGS	SQFT	1,381	1,381			
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,903	1,903			
44000600	SIDEWALK REMOVAL	SQFT	17,117	17,117			
44201761	CLASS D PATCHES, TYPE I, 10 INCH	SQ YD	78	78			
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SQ YD	2,079	2,079			
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SQ YD	543	543			
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PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE	100% STATE	80% FEDERAL 20% STATE	
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44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SQ YD	1,430	1,430			
56109210	WATER VALVES TO BE ADJUSTED	EACH	4	4			
60255500	MANHOLES TO BE ADJUSTED	EACH	9	9			
00000000	VALVE DOVES TO BE AD IJISTED	FACIL	-	-			
60266600	VALVE BOXES TO BE ADJUSTED	EACH	5	5			
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	6	6			
00300303	I WHILE AND EIDE TO BE ADDOOTED	LAGIT		ı			
60404950	FRAMES AND GRATES, TYPE 24	EACH	7	7			-
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	27	27			
60406001	FRAMES AND LIDS, TYPE 1,ADA COMPLIANT, OPEN LID	EACH	2	2			
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	13	13			
66900200	NON-SPECIAL WASTE DISPOSAL	CUYD	155	155			
66900530	SOIL DISPOSAL ANALYSIS	EACH	3	3			
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1			
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66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1			
66901006	REGULATED SUBSTANCES MONITORING	CAL DA	3	3			
67100100	MOBILIZATION	L SUM	1	1			
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1			
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			
		-					3
70300100	SHORT TERM PAVEMENT MARKING	FOOT	107,105	107,105			
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	35,702	35,702			
		-					
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	2,649	2,649			
		-					
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	104,780	104,780			

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PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE	100% STATE	80% FEDERAL 20% STATE
70300241	TEMPORARYPAVEMENTMARKING - LINE 6"- PAINT	FOOT	39,033	39,033		
70300241	TEINFORART FAVEINENT MARKING - LINE 0 - FAINT	F001	39,033	39,033		
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	20,270	20,270		
70300281	TEMPORARY PAVEMENT MARKING - LINE 24*- PAINT	FOOT	2,157	2,157		
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	66,058	66,058	s	
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQFT	883	883		
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	34,927	34,927		
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	13,011	13,011		
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	6,757	6,757		
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	719	719		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	937	937		
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	937	937		
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	239			239
85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	4			4
87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	4,660			4,660
87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	2,153			2,153
87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6. 1C	FOOT	180			180
87900200	DRILL EXISTING HANDHOLE	EACH	18			18
88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	14			14
00500000	DEL COATE EVICTING DEDECTE: A COATE EVICTING	FACU				,
89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1			1
89502200	MODIFY EXISTING CONTROLLER	EACH	4			4
89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1,666			1,666
	-					,
89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	4			4
89502376	REBUILD EXISTING HANDHOLE	EACH	6			6
K1004595	PRUNING FOR SAFETY AND EQUIPMENT CLEARANCE	L SUM	1	1		

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			URBAN	0005 ROADWA	·Υ	0021 TRAFFIC SIGNAL	
PAY ITEM NUMBER	DESIGNATION	UNIT	TOTAL QUANTITY	80% FEDERAL 20% STATE	100% STATE	80% FEDERAL 20% STATE	
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1			
X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1			1	
X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	17			17	
X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	17,106	17,106			
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	225	225			
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	1,678	1,678			
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	2,160		2,160		
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	151	151			
X6700407	ENGINEER'S FIELD OFFICE, TYPE A (D1)	CAL MO	12	12			
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	498	498			
X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	32			32	
X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	72			72	
X8860105	DETECTOR LOOP REPLACEMENT	FOOT	2,677			2,677	
Z0001110	GAS VALVE TO BE ADJUSTED	EACH	4	4			
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	144		144		
Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	4			4	
Z00 76600	TRAINEES	HOUR	500	500			
Z00 76604	TRAINEES - TRAINING PROGRAM GRADUATE	HOUR	500	500			
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* = SPECIALTY ITEM

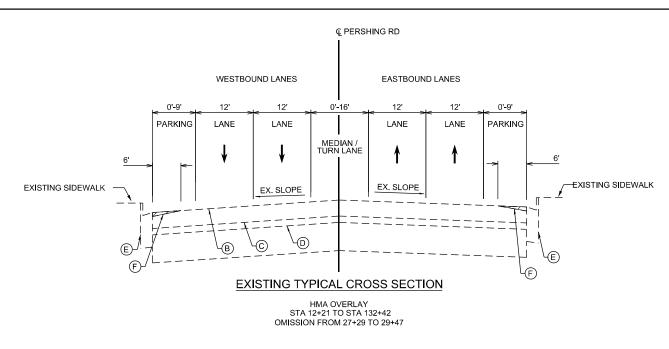
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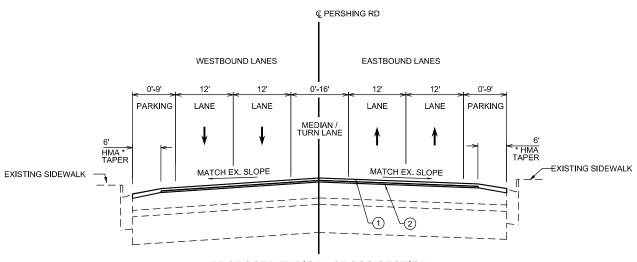
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 06/17/2025
 REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES PERSHING RD (OGDEN AVE TO CENTRAL AVE) SCALE: NTS SHEET 2 OF 2 SHEETS STA.

Ø 0042 | CONTRACT NO. 62X84 F.A.U. RTE. 1477 SECTION 2024-1043-RS





PROPOSED TYPICAL CROSS SECTION

HMA OVERLAY STA 12+21 TO STA 132+42 OMISSION FROM 27+29 TO 29+47

LEGEND

- A EXISTING HOT-MIX ASPHALT, +/- 3"
- B EXISTING P.C.C. BARE SURFACE OR BASE COURSE, +/- 10"
- (C) EXISTING AGGREGATE BASE COURSE, +/- 4"
- D EXISTING SUB-BASE GRANULAR MATERIAL, VARIES
- E EXISING COMBINATION CONCRETE CURB AND GUTTER
- F PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VAR. DEPTH)
- 1 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 13/4"
- POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, 1"



PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VAR. DEPTH)

- NOTES:

 1. THE CONTRACTOR SHALL PATCH BEFORE PCC SURFACE REMOVAL (VAR. DEPTH)

 2. THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, WHICH INCLUDES APPLICATION ALONG THE PARKING LANE JOINT.
- * REFER TO DESIGN DETAIL BD-33, HMA TAPER AT EDGE OF PCC PAVEMENT FOR TRANSITION AT EXISTING CURB AND GUTTER.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS QUALITY MANAGEMENT PROGRAM (QMP) AIR VOIDS **MIXTURE TYPE** @ Ndes STANDARD OVERLAY POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70 1-3/4" PFP 4% @ 70 GYR POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4,75, N50 1" 3.5% @ 50 GYR QCP PATCHING CLASS D PATCHES (HMA BINDER IL-19 mm) 4.0% @ 70 GYR QMP DESIGNATION: QUALITY CONTROL / QUALITY ASSURANCE (QC/QA): QUALITY CONTROL FOR PERFORMANCE (QCP): PAY FOR PERFORMANCE (PFP)

MIXTURE REQUIREMENT NOTES:

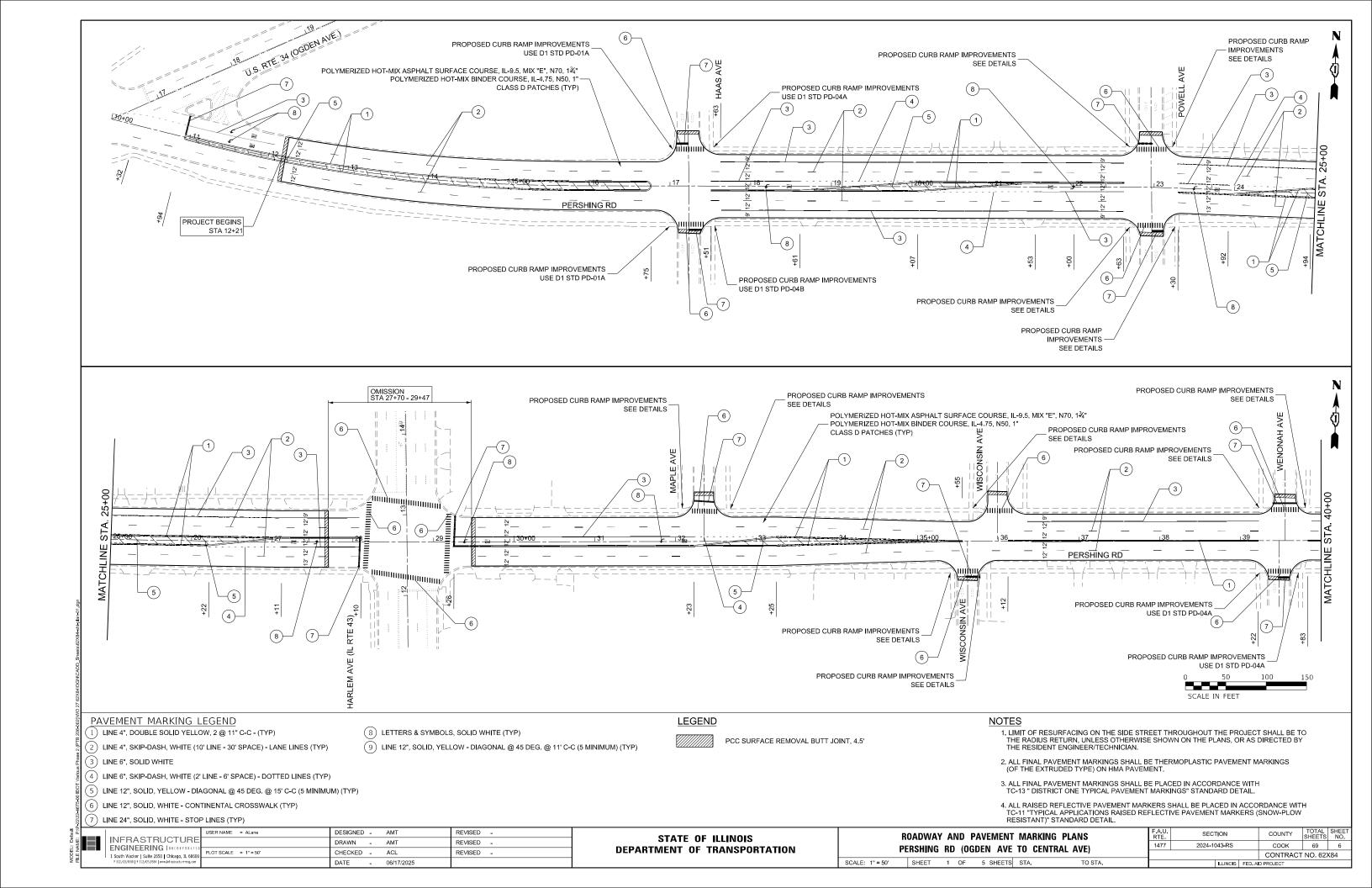
SCALE: NTS

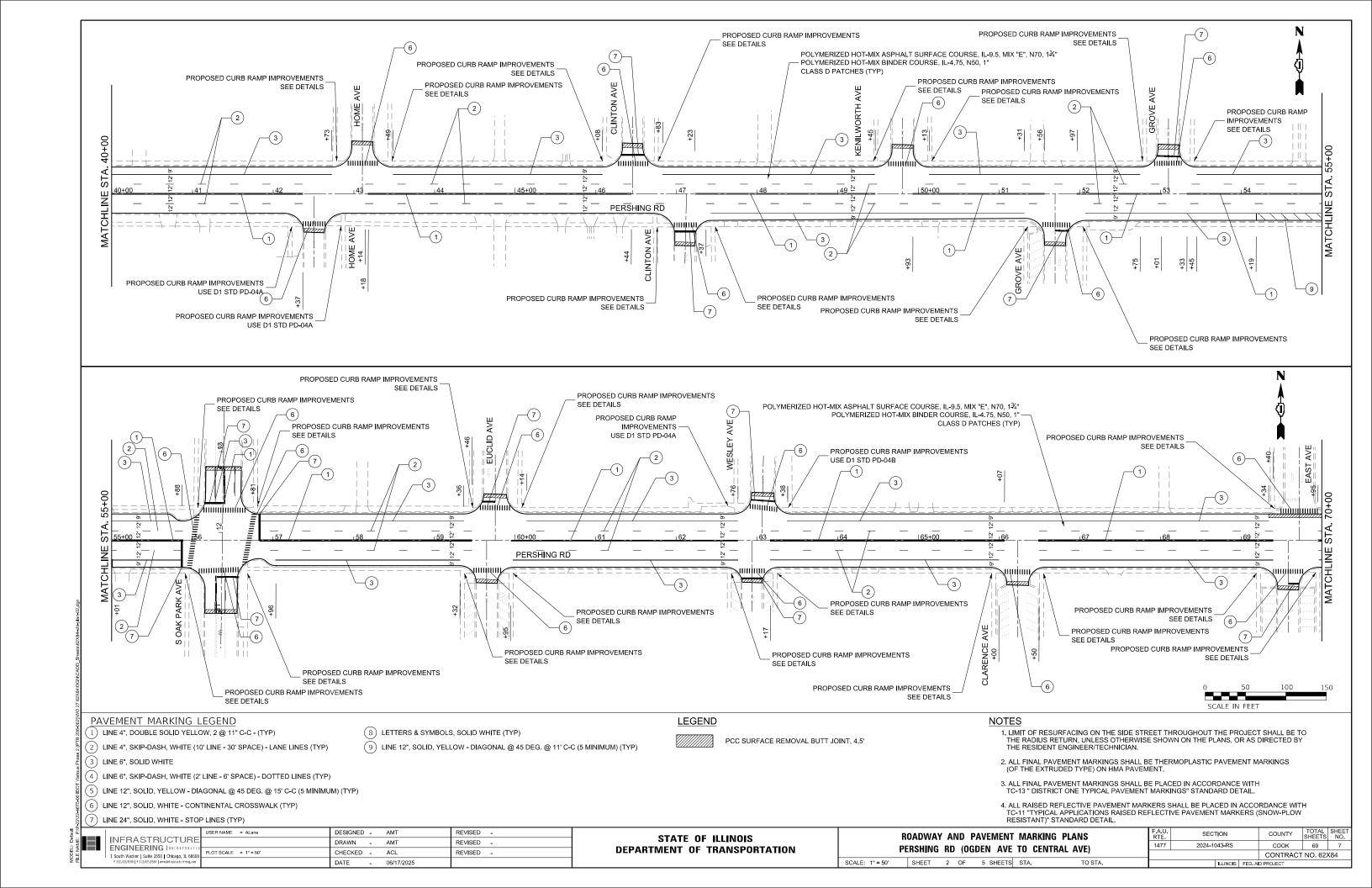
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

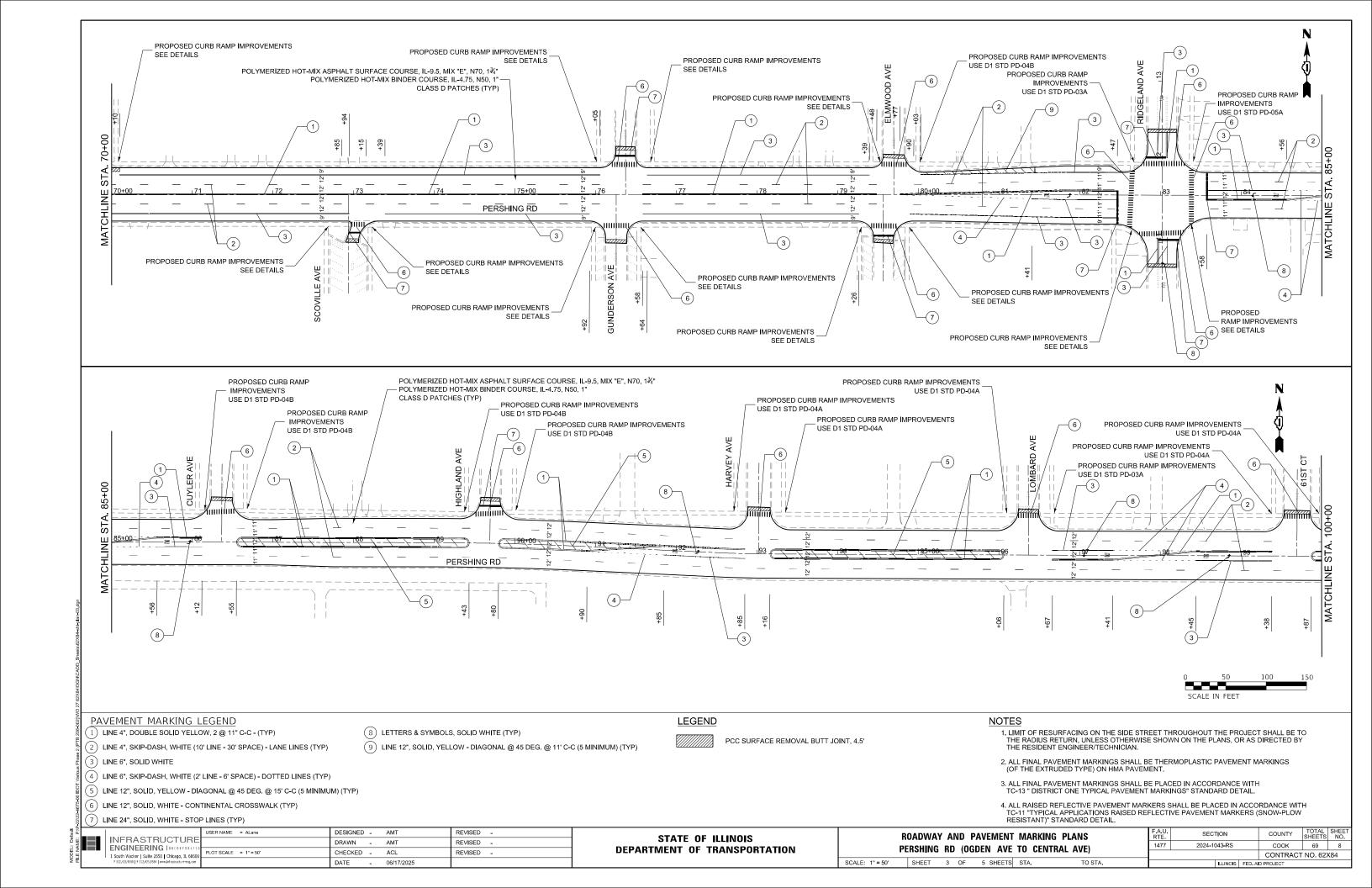
	USER NAME = ALane	DESIGNED -	JCS	REVISED -	
	INFRASTRUCTURE		DRAWN -	JCS	REVISED -
1 South Wacker Suite 2650 Chicago, IL 60606 P 312,425,9560 F 312,425,9564 www.infrastructure-tog.com			CHECKED -	ACL	REVISED -
		DATE -	06/17/2025		

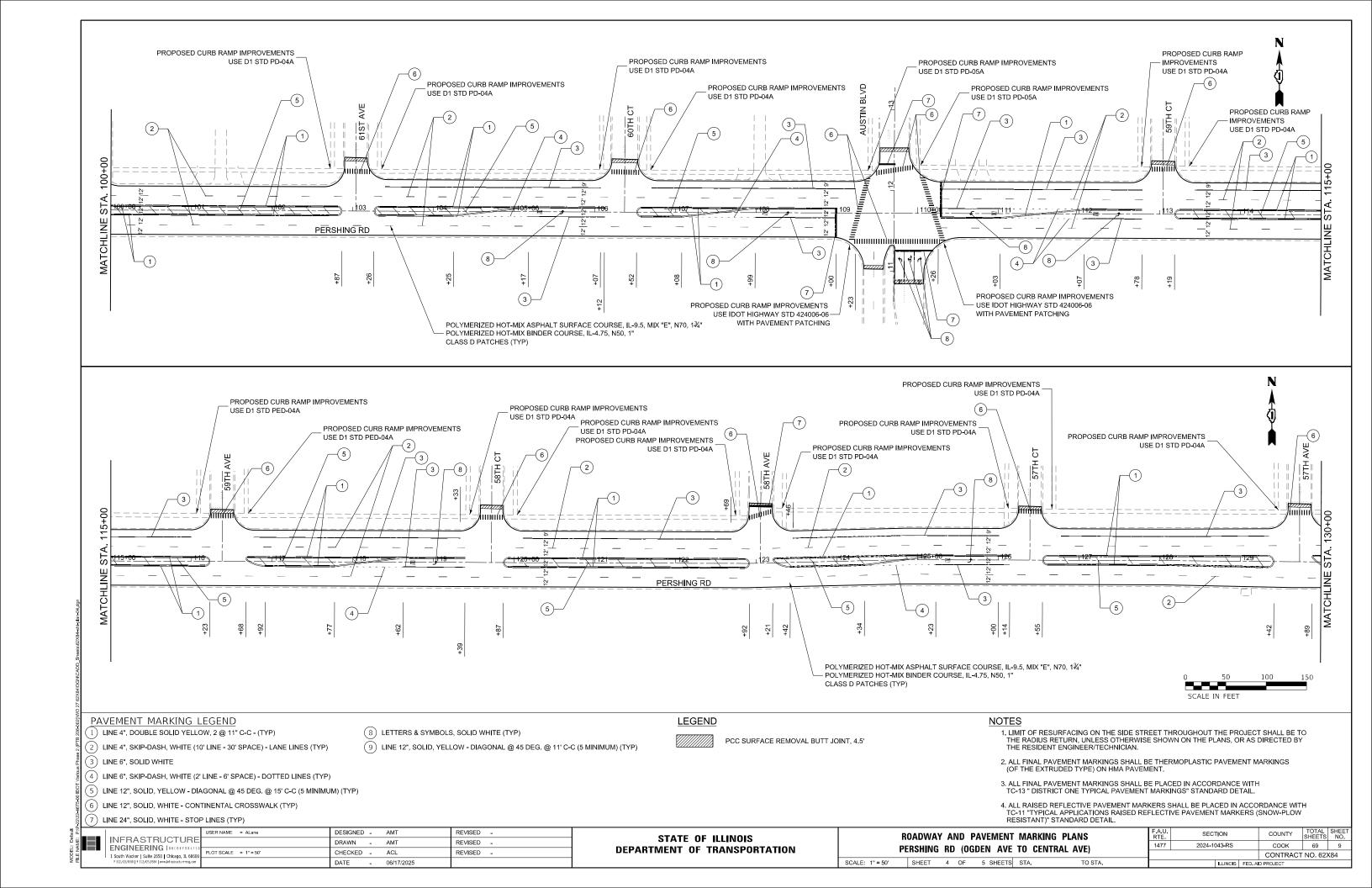
STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	

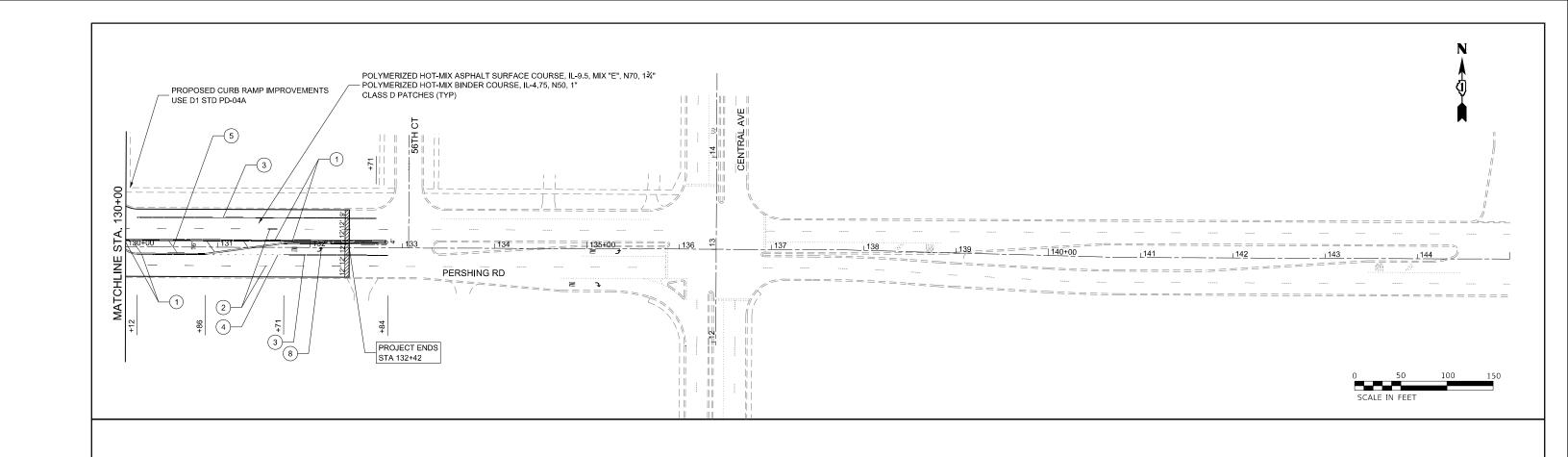
TYPICAL SECTIONS PERSHING RD (OGDEN AVE TO CENTRAL AVE)		F.A.U. RTE	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.				
		1477	2024-1043-RS		соок	69	5				
- ' '	PERSONING RD (OGDEN AVE TO CENTRAL AVE)							CONTRACT	NO. 62	< 84	
	CUEET 1	\cap E	1 CHEETO	CTA	ATO OT		tu more	550 4	D DDG IFOT		











PAVEMENT MARKING LEGEND

- 1) LINE 4", DOUBLE SOLID YELLOW, 2 @ 11" C-C (TYP)
- 2) LINE 4", SKIP-DASH, WHITE (10' LINE 30' SPACE) LANE LINES (TYP)
- (3) LINE 6", SOLID WHITE
- 4) LINE 6", SKIP-DASH, WHITE (2' LINE 6' SPACE) DOTTED LINES (TYP)
- 5) LINE 12", SOLID, YELLOW DIAGONAL @ 45 DEG. @ 15' C-C (5 MINIMUM) (TYP)
- 6) LINE 12", SOLID, WHITE CONTINENTAL CROSSWALK (TYP)
- 7 LINE 24", SOLID, WHITE STOP LINES (TYP)

8 LETTERS & SYMBOLS, SOLID WHITE (TYP)

9 LINE 12", SOLID, YELLOW - DIAGONAL @ 45 DEG. @ 11' C-C (5 MINIMUM) (TYP)

LEGEND

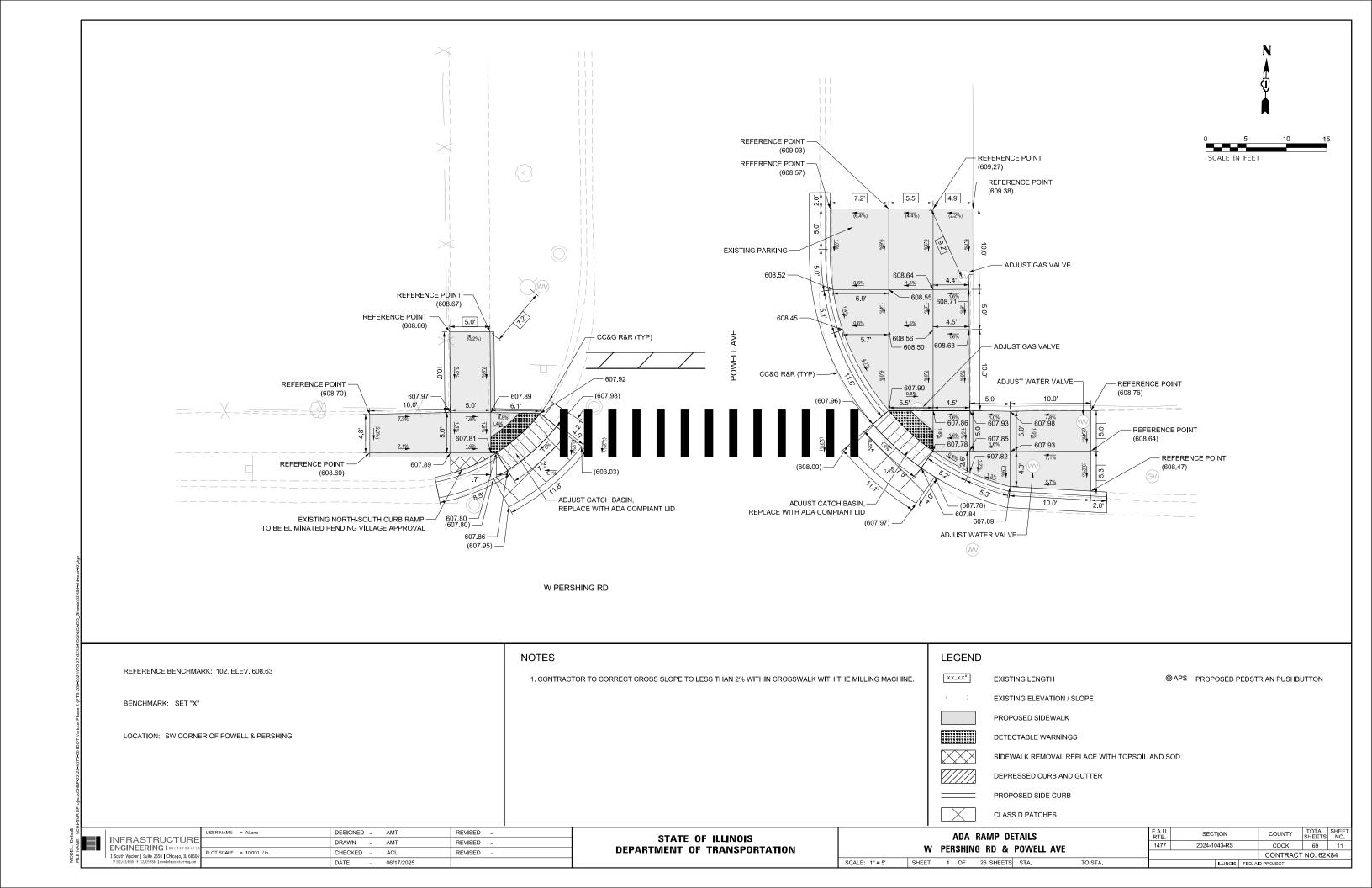
PCC SURFACE REMOVAL BUTT JOINT, 4.5'

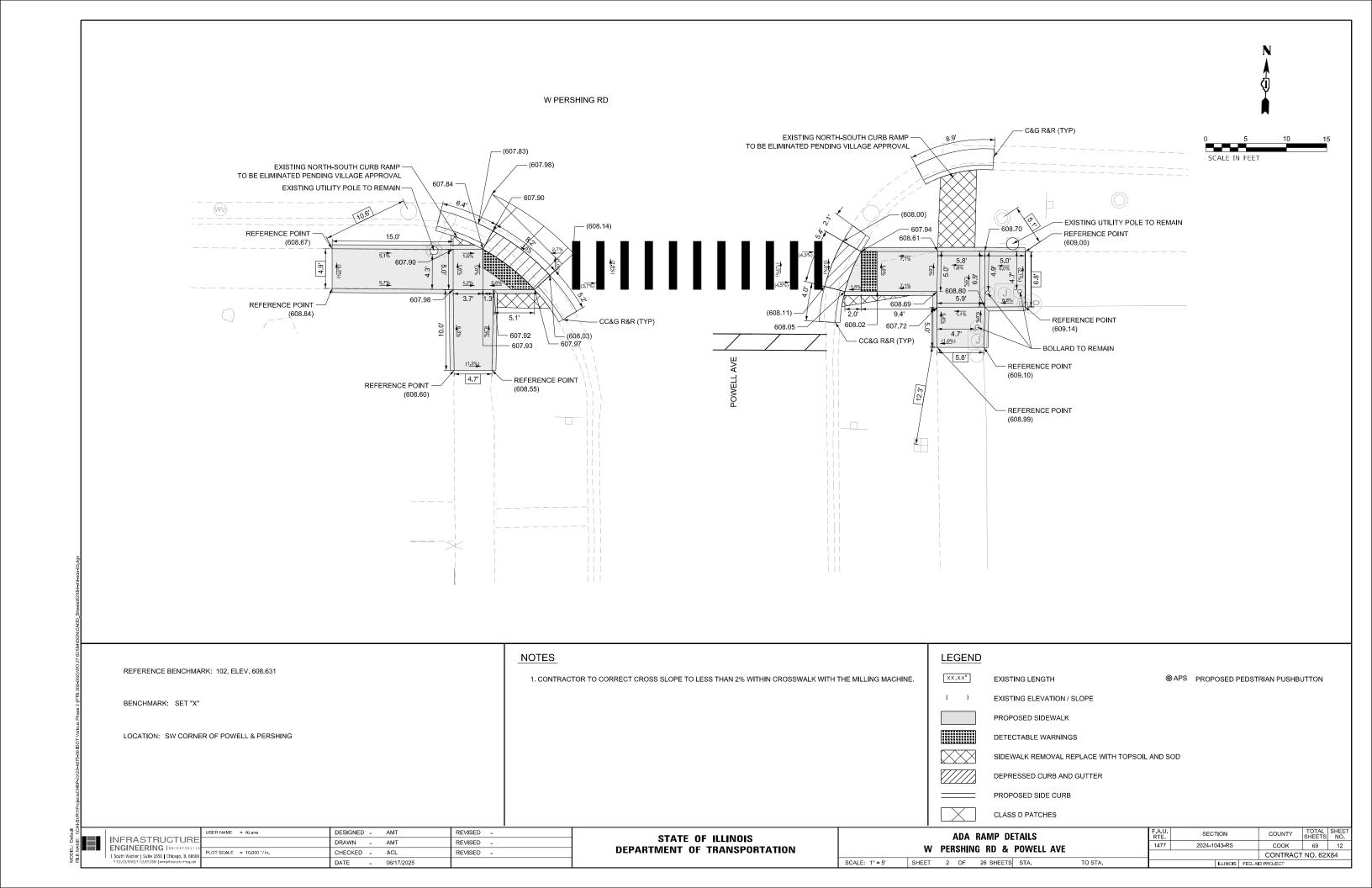
NOTES

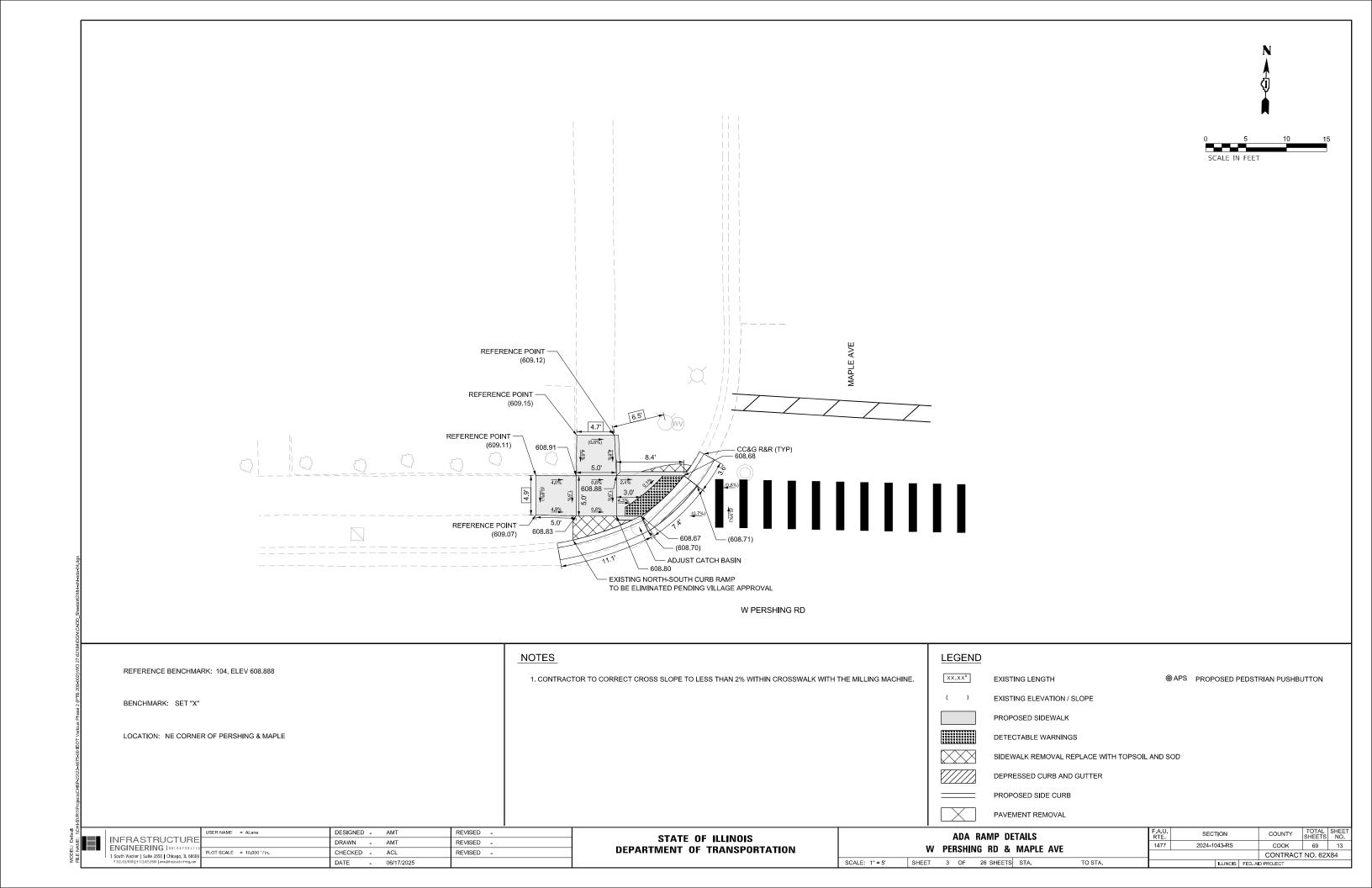
- LIMIT OF RESURFACING ON THE SIDE STREET THROUGHOUT THE PROJECT SHALL BE TO THE RADIUS RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS, OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
- 2. ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA PAVEMENT.
- 3. ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 " DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- 4. ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

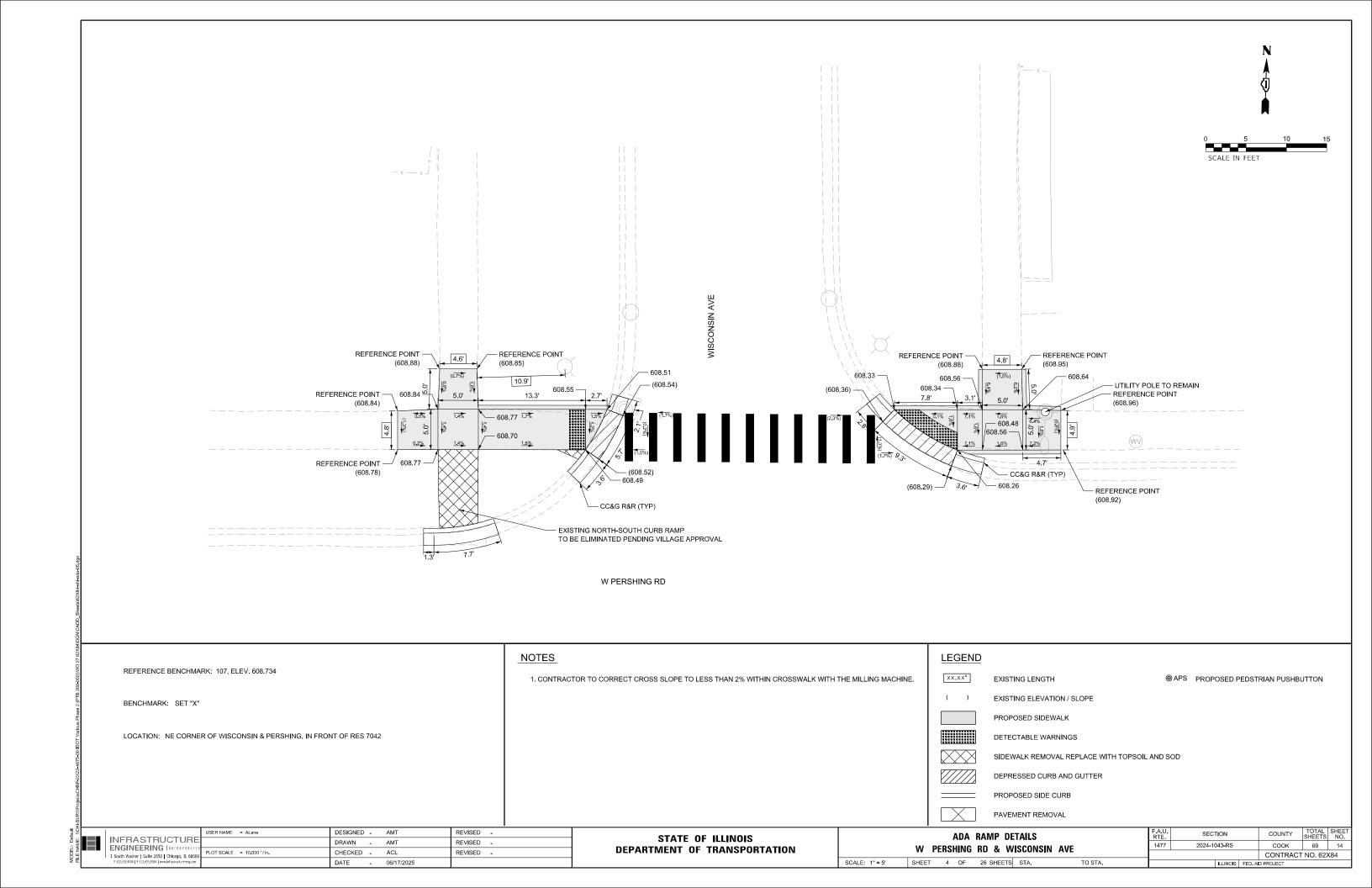
INFRASTRUCTURE ENGINEERING INCORPORATED 1 South Wacker Sulte 2550 Chicago, IL 60606	USER NAME = ALane	DESIGNED - AMT	REVISED -	STATE OF ILLINOIS	ROADWAY AND PAVEMENT MARKING PLANS	F.A.U. S	SECTION	COUNTY	TOTAL S	SHEET
		DRAWN - AMT	REVISED -				24-1043-RS	соок	69	10
	PLOT SCALE = 1" = 50"	CHECKED - ACL	REVISED -	DEPARTMENT OF TRANSPORTATION	PERSHING RD (OGDEN AVE TO CENTRAL AVE)			CONTRACT	NO. 62X	84
P 312.425.9560 F 312.425.9564 www.infrastructure.eng.com		DATE - 06/17/2025			SCALE: 1" = 50' SHEET 5 OF 5 SHEETS STA. TO STA.		ILLINOIS FED. AI	D PROJECT		$\overline{}$

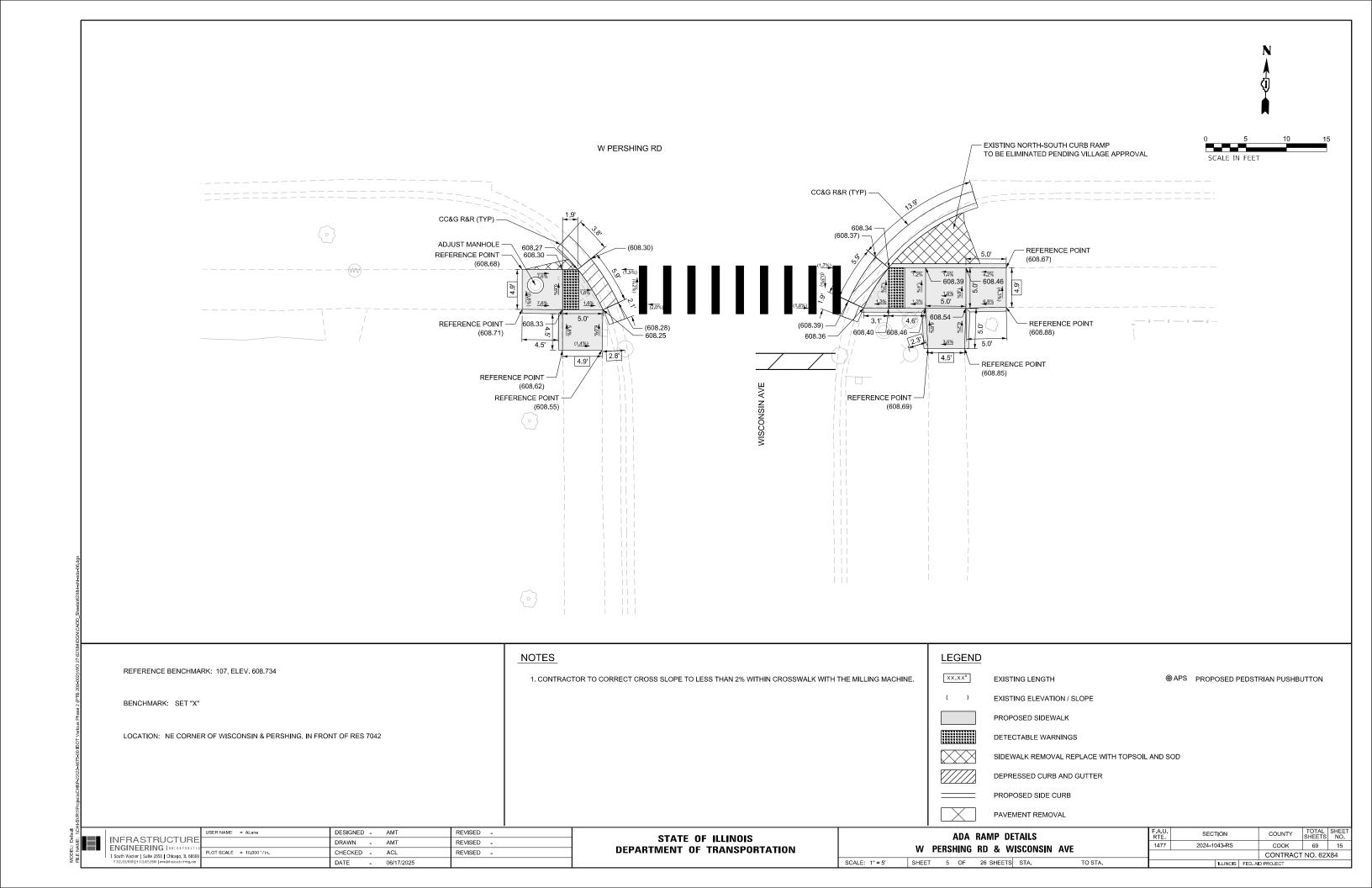
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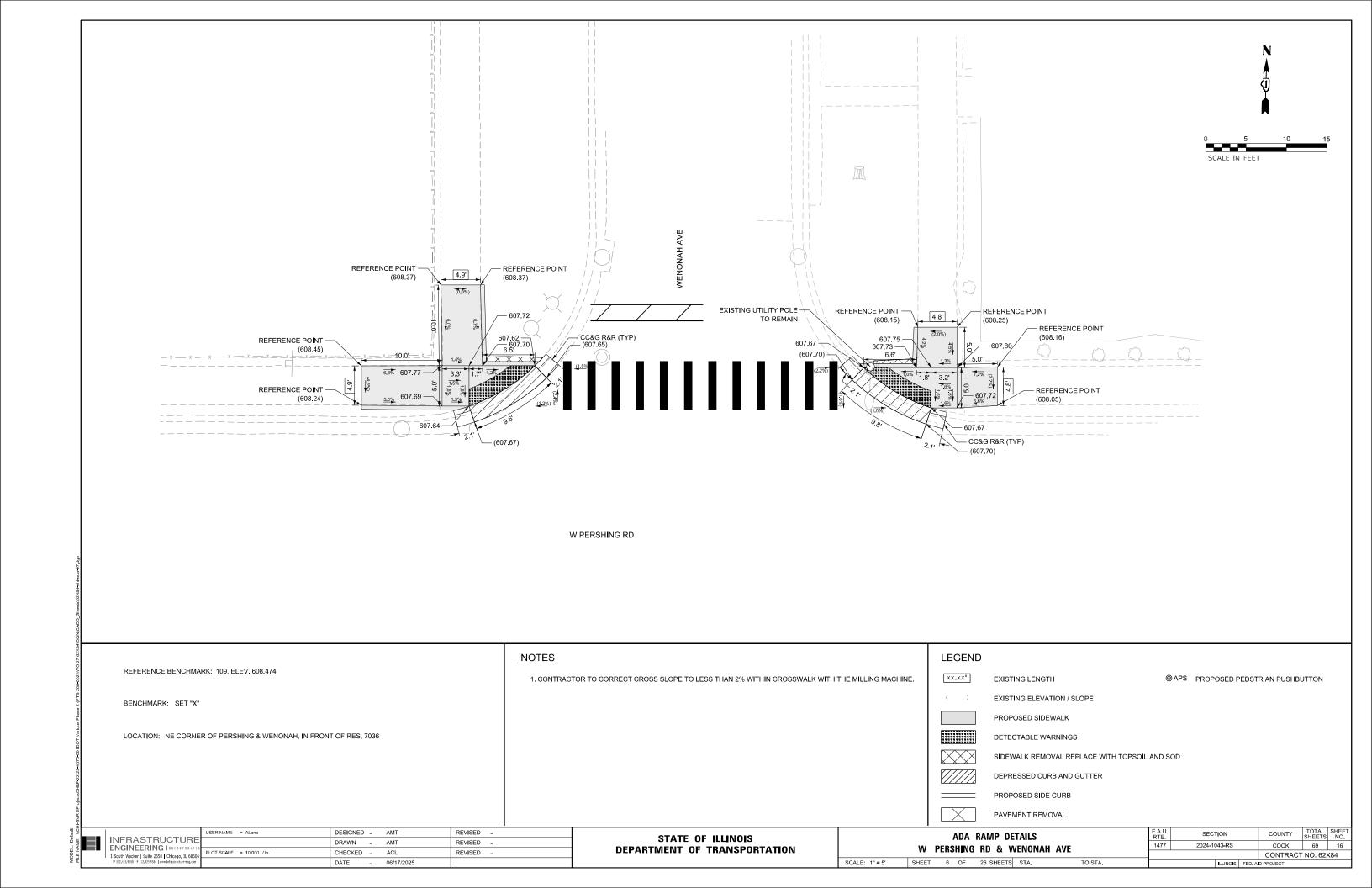


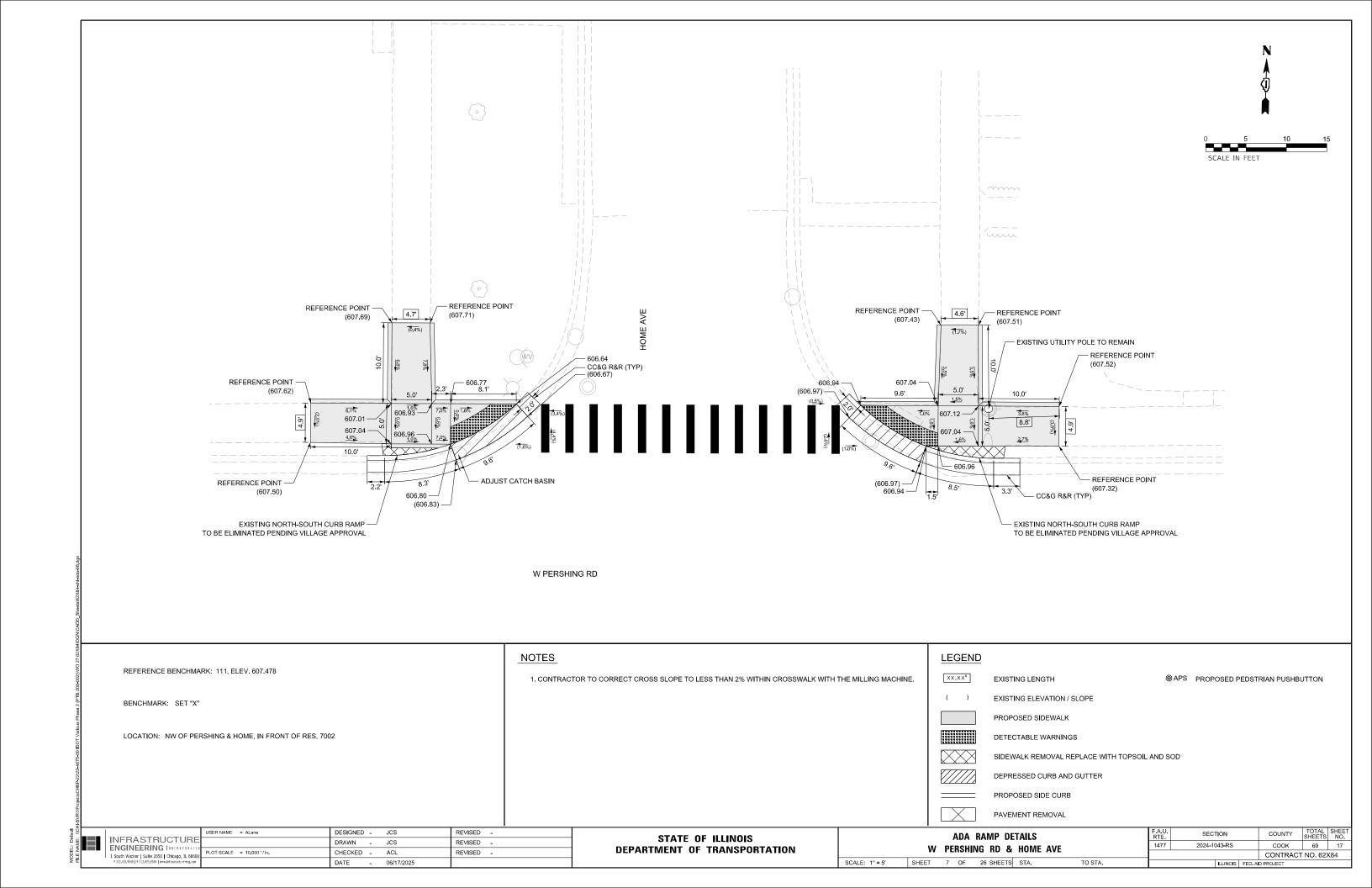


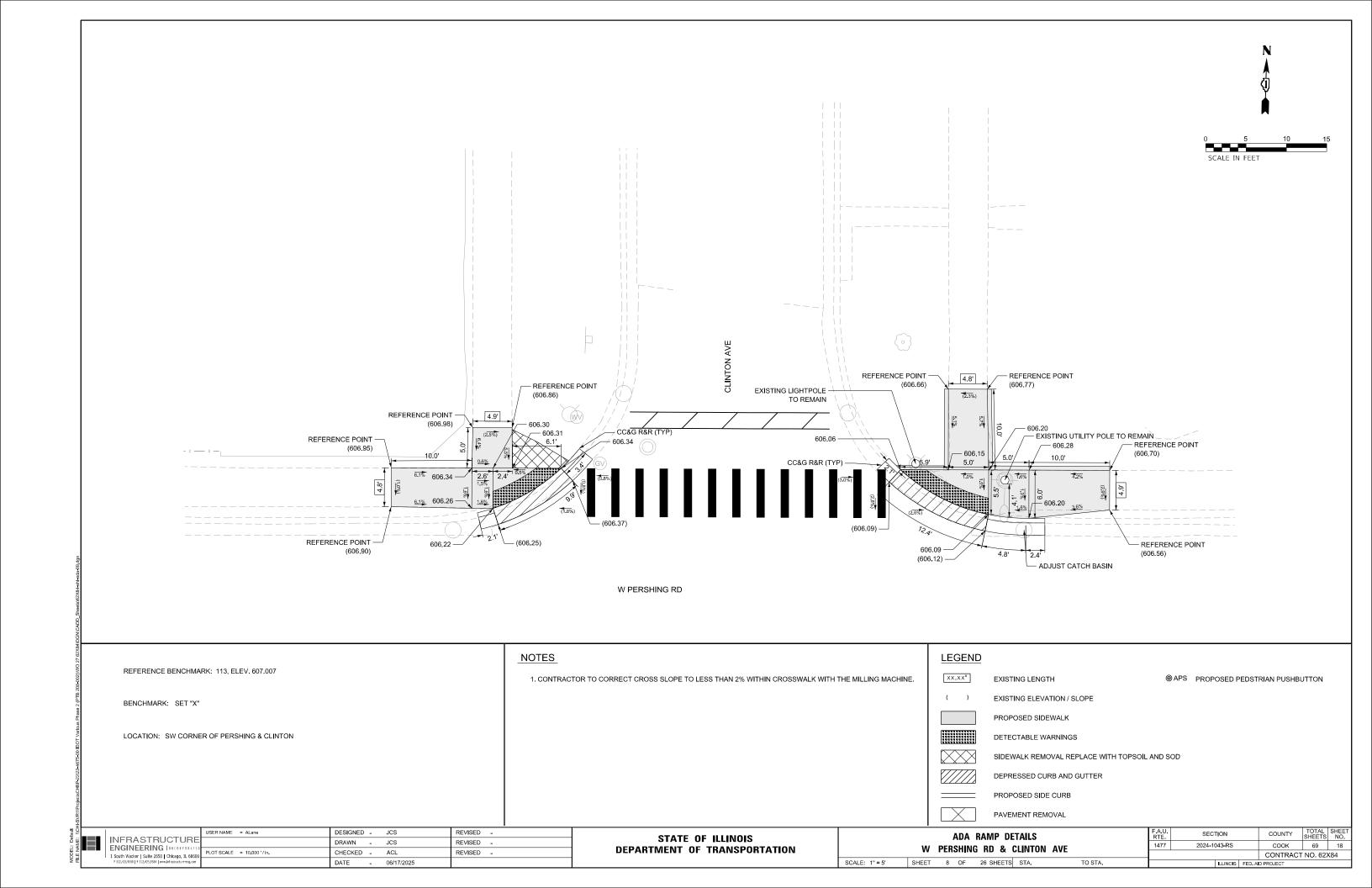


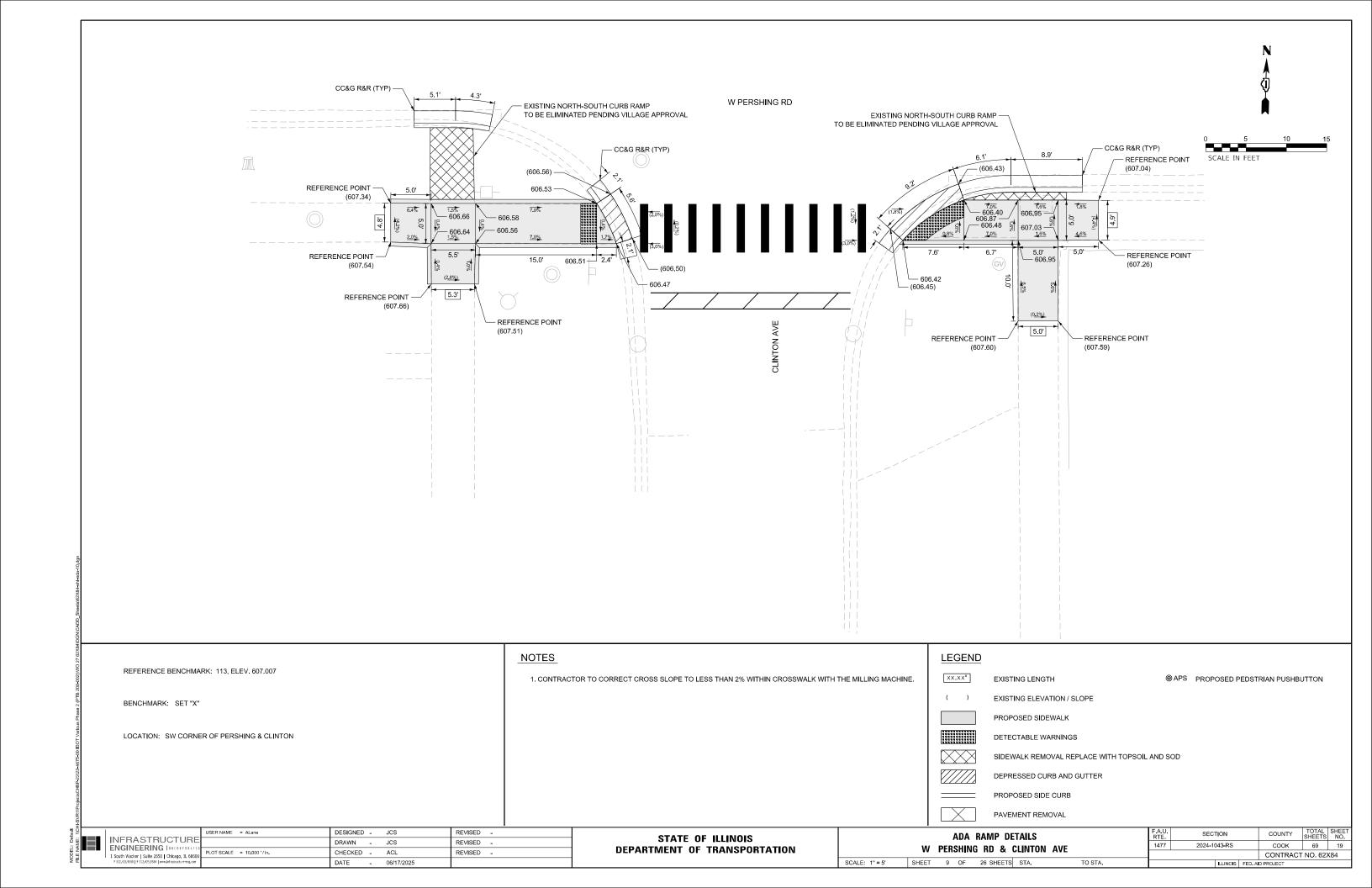


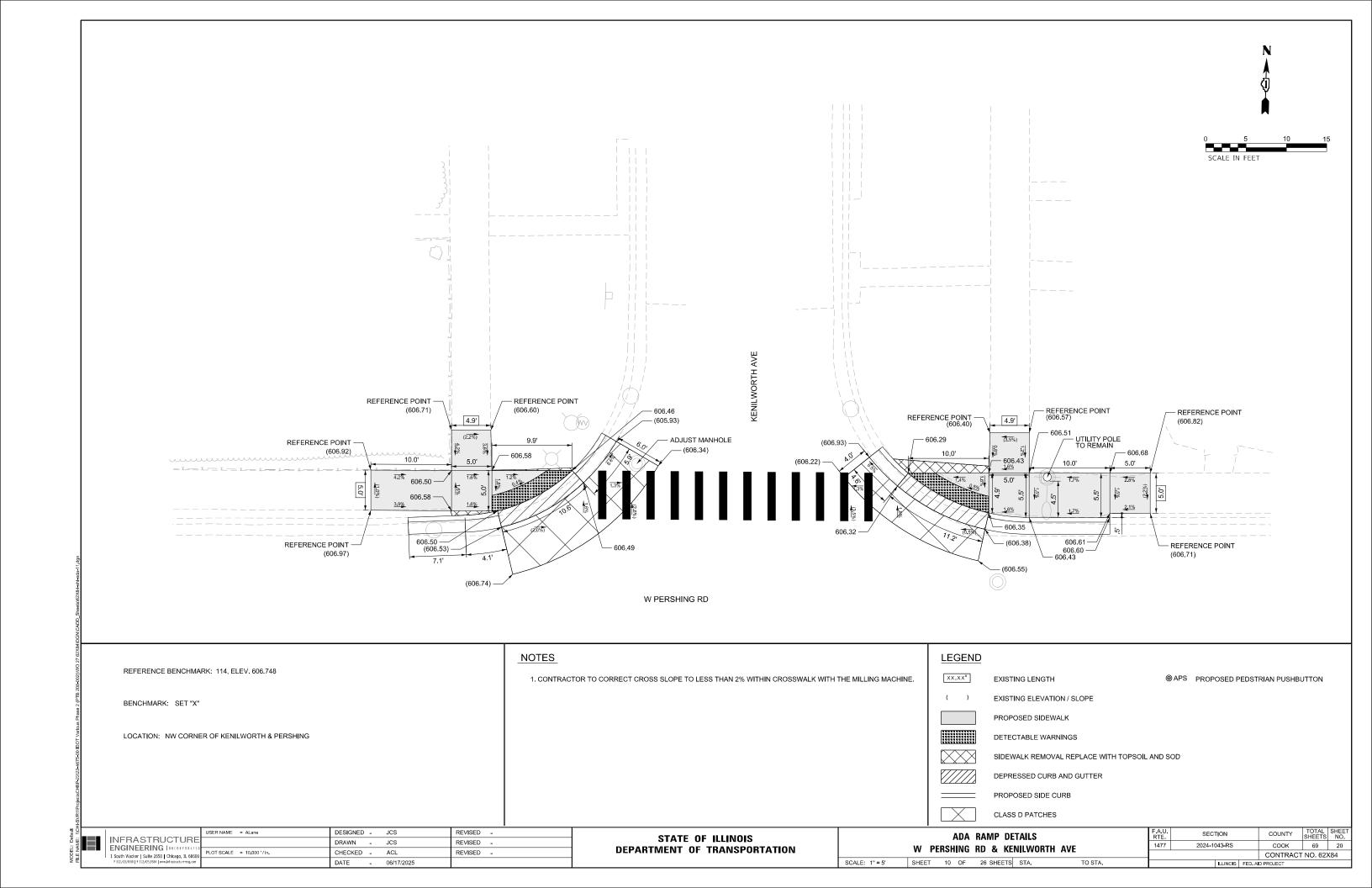


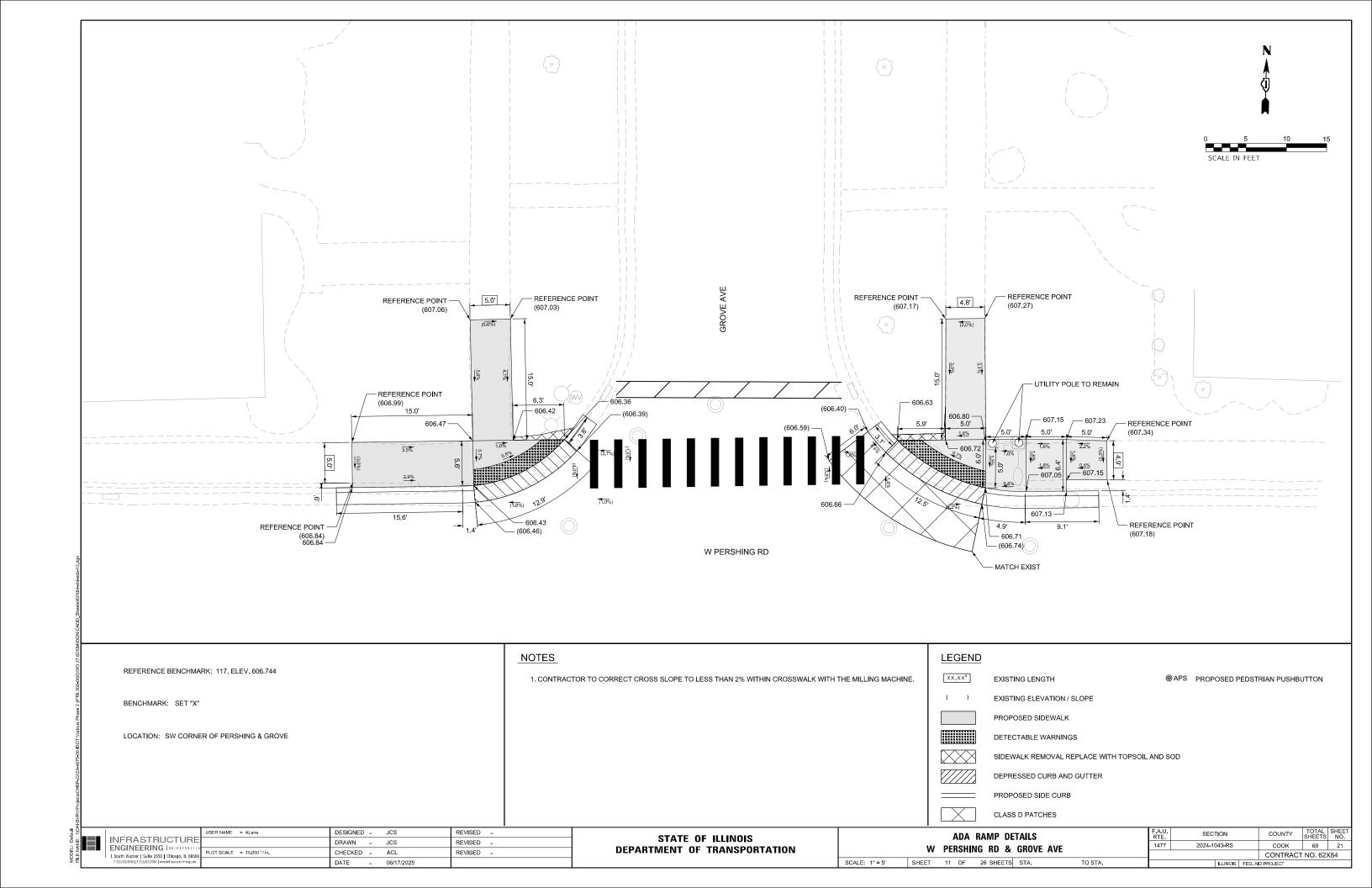


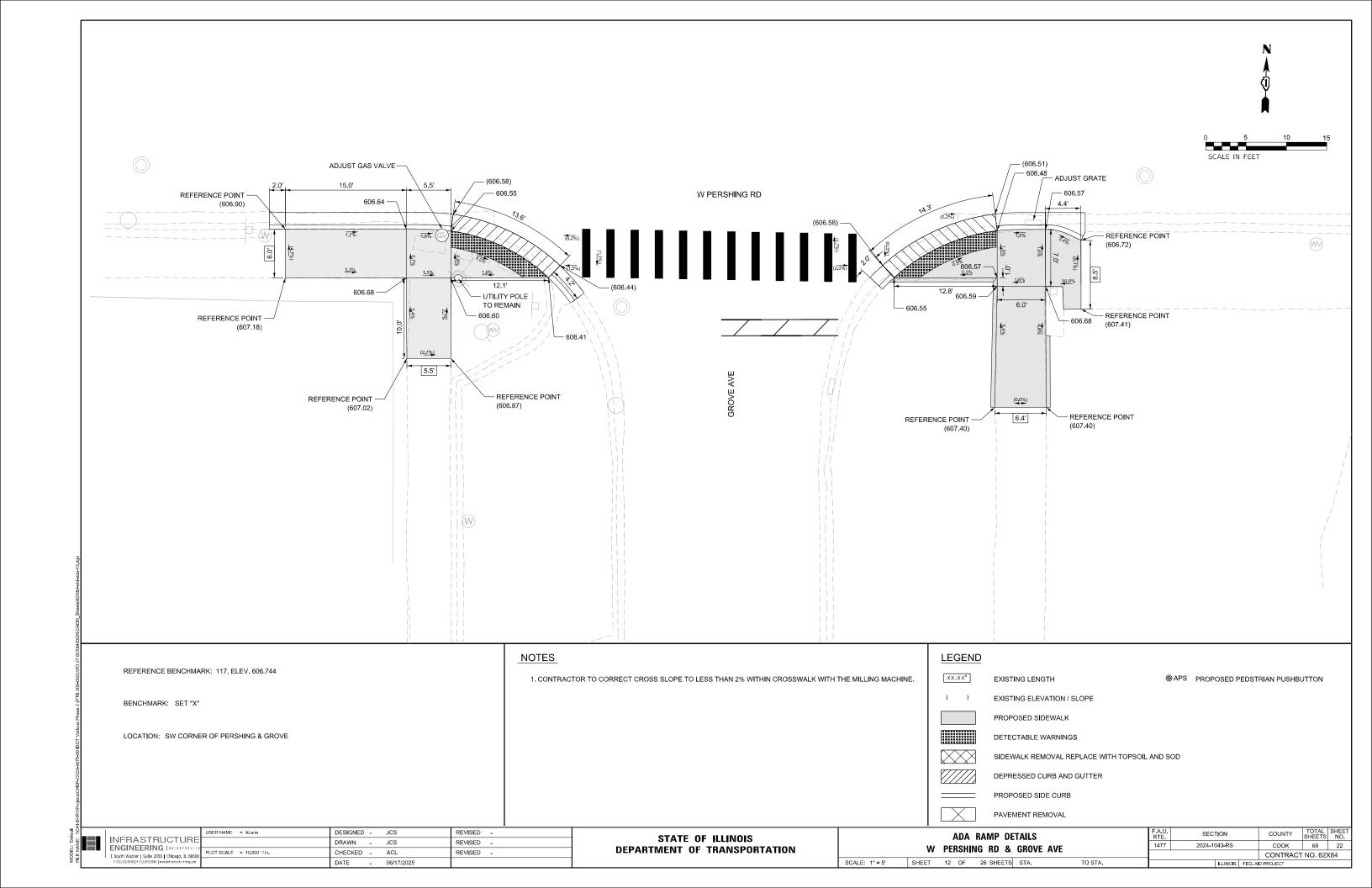


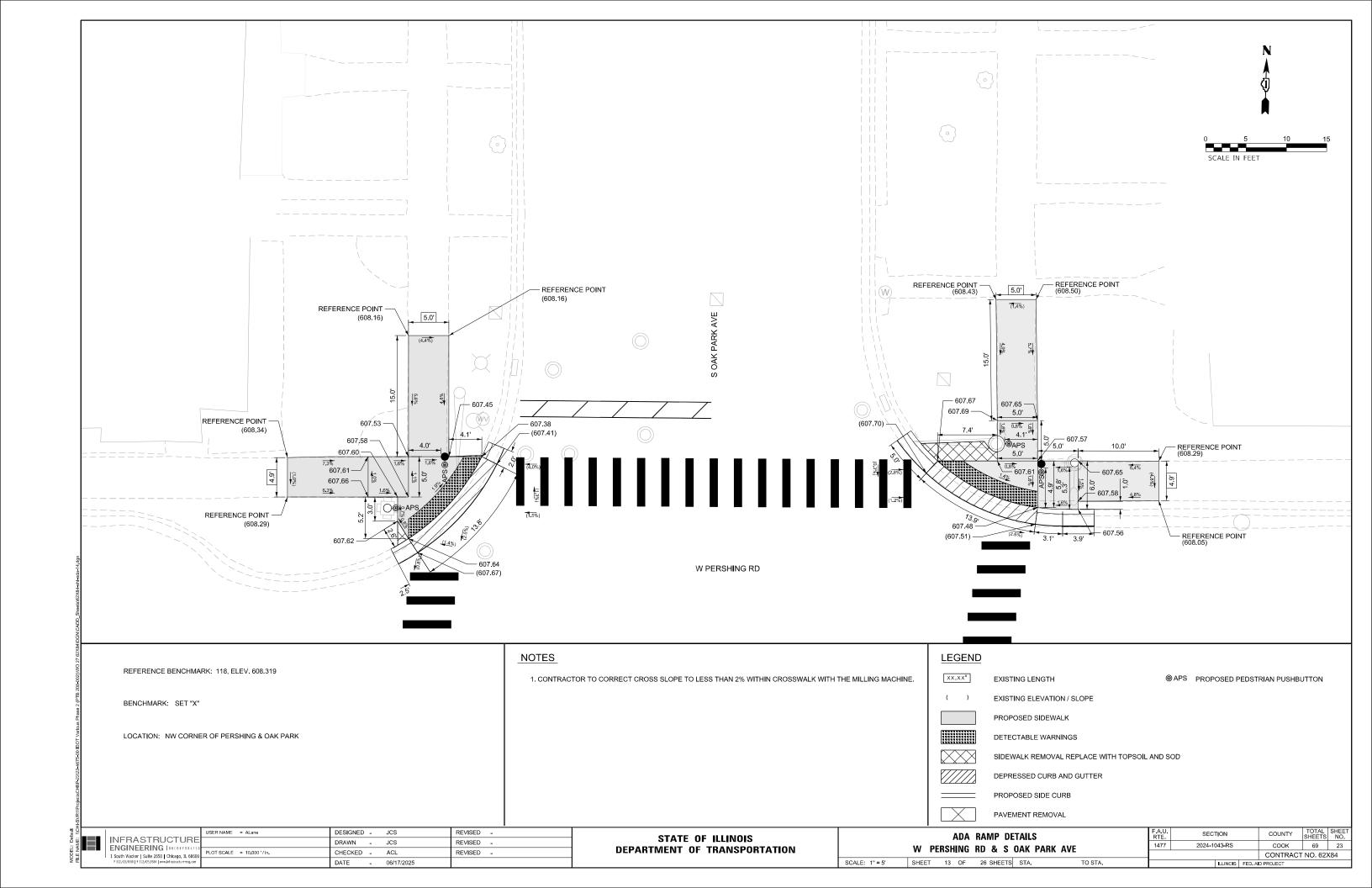


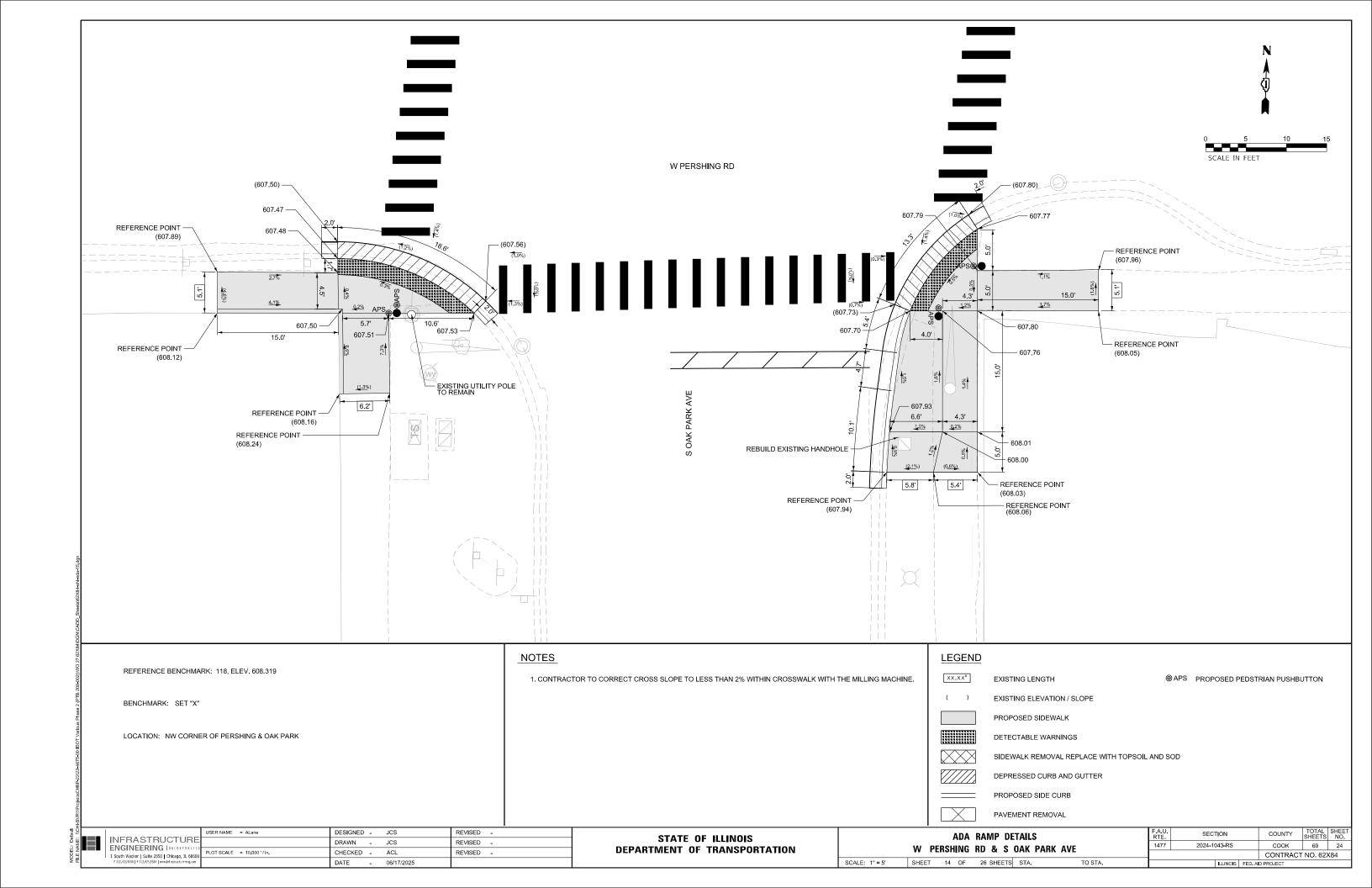


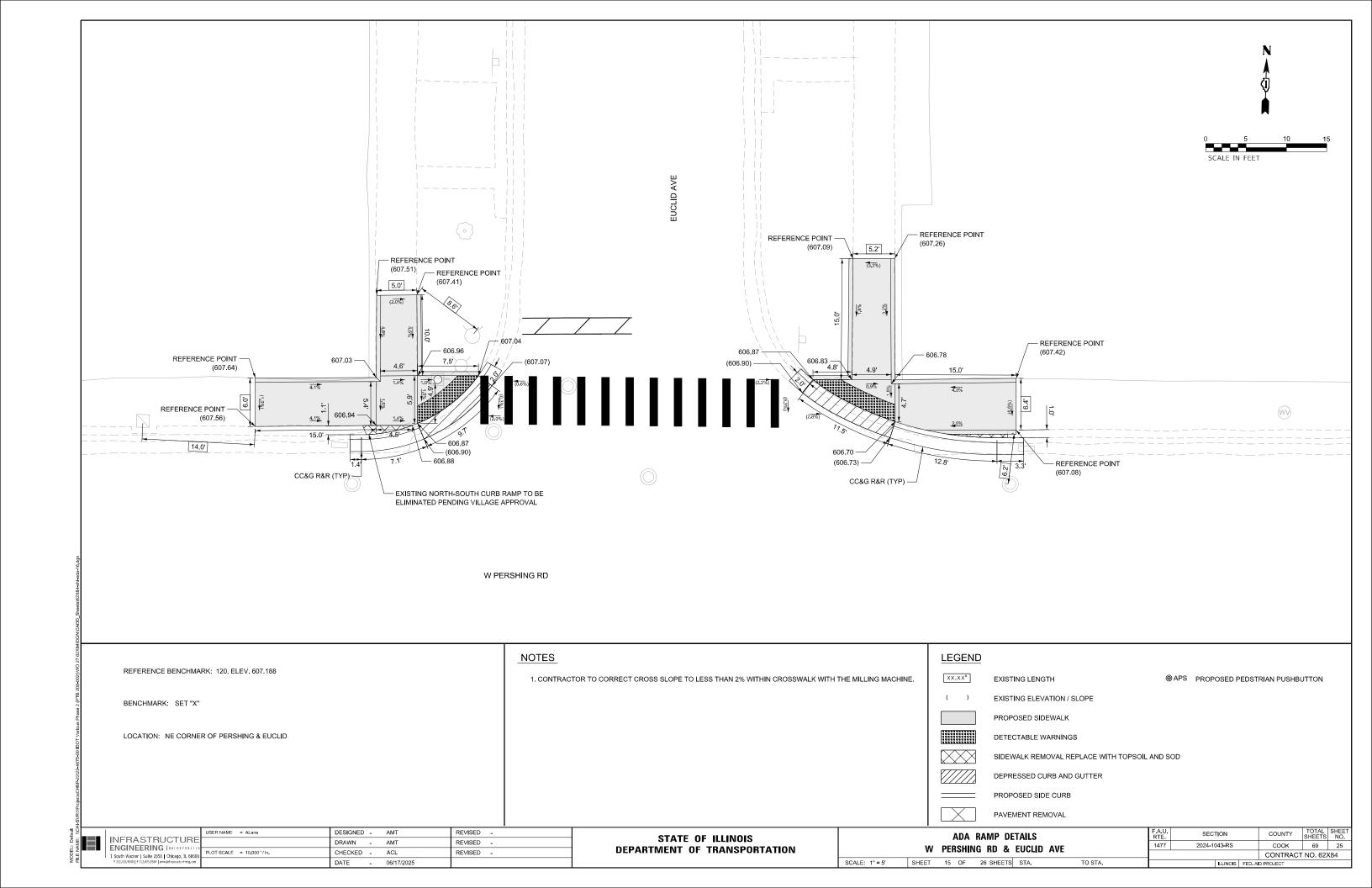


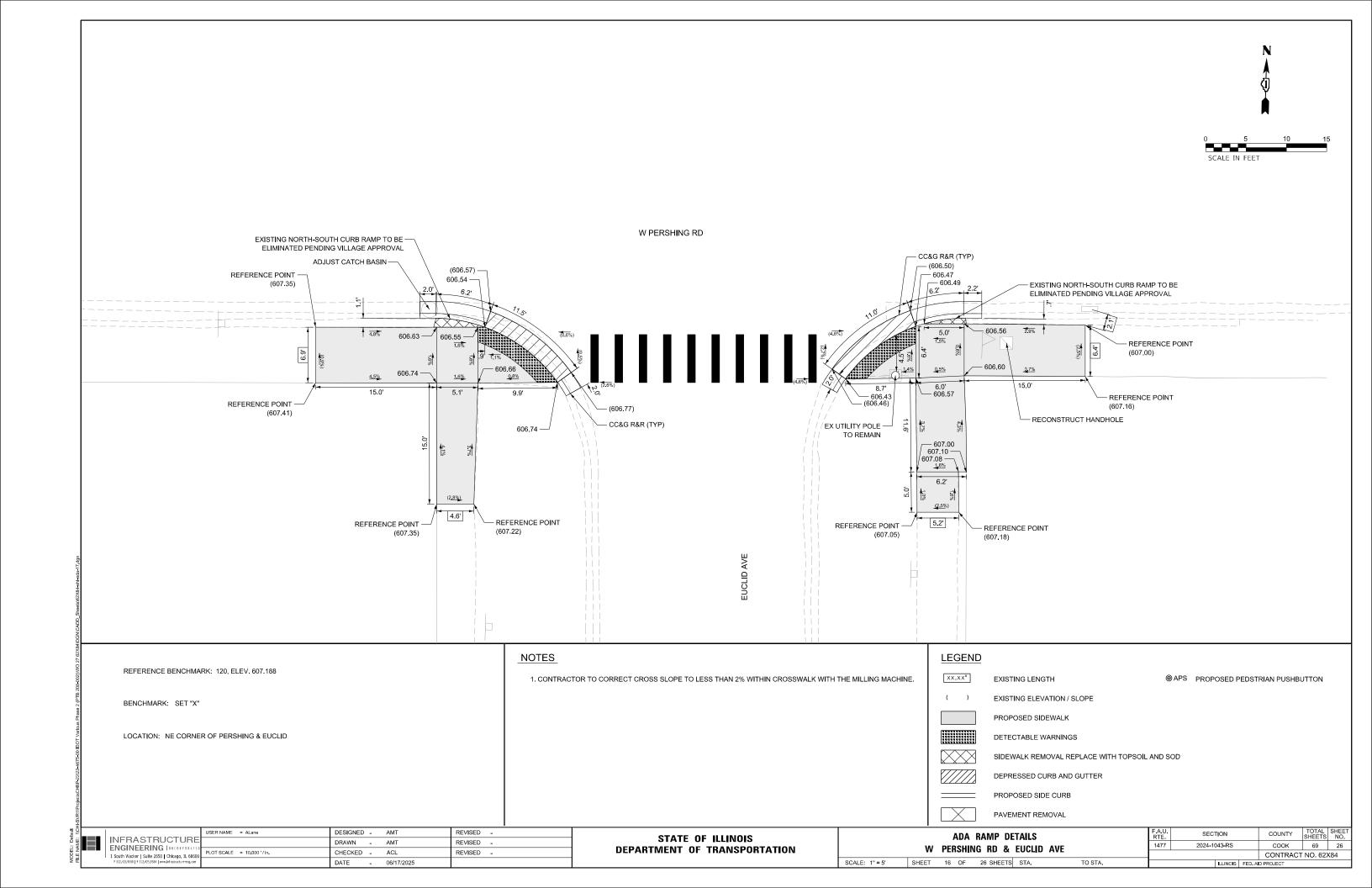


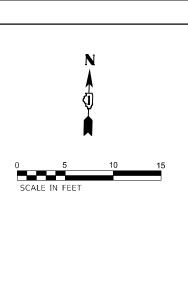




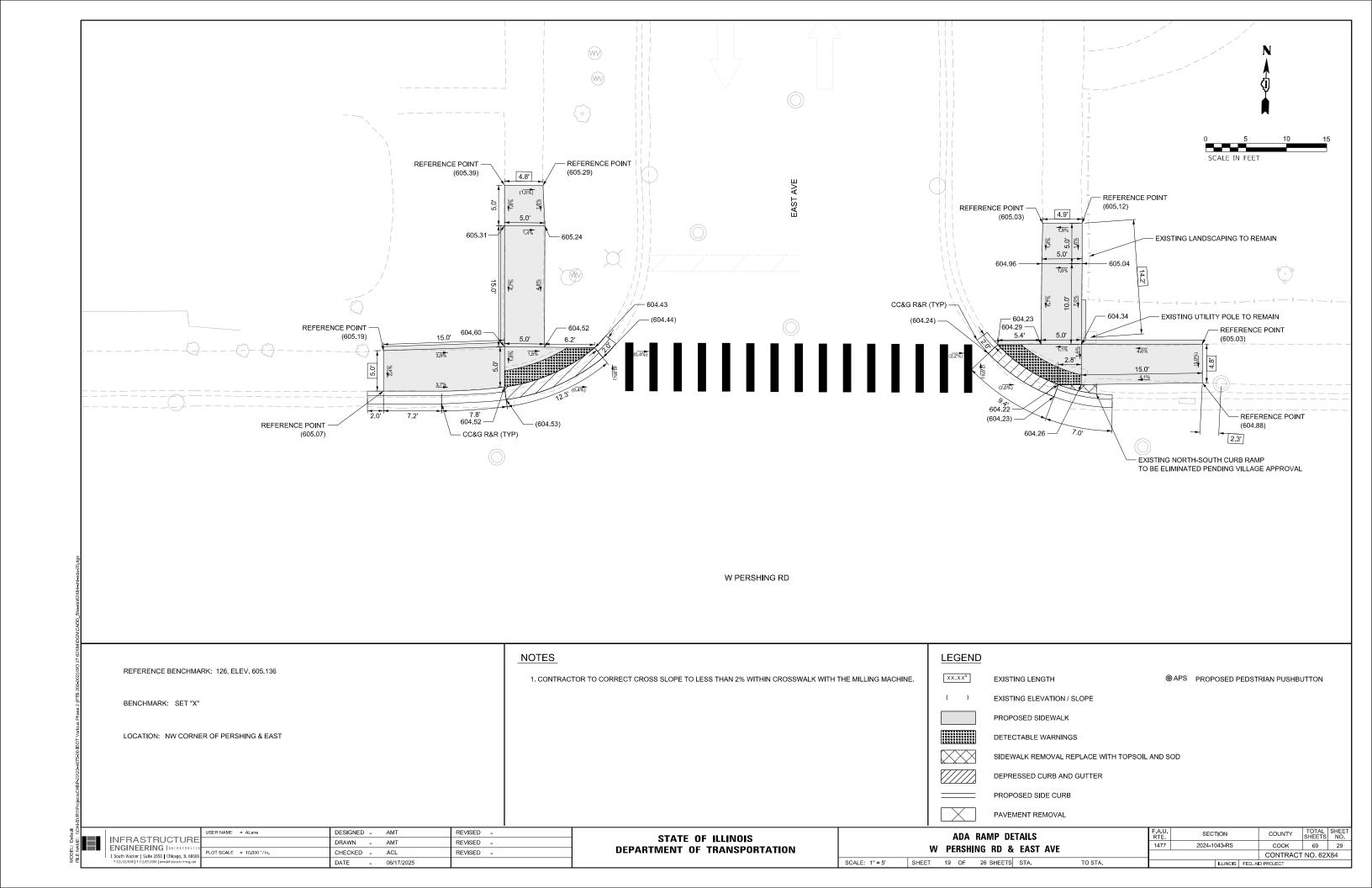


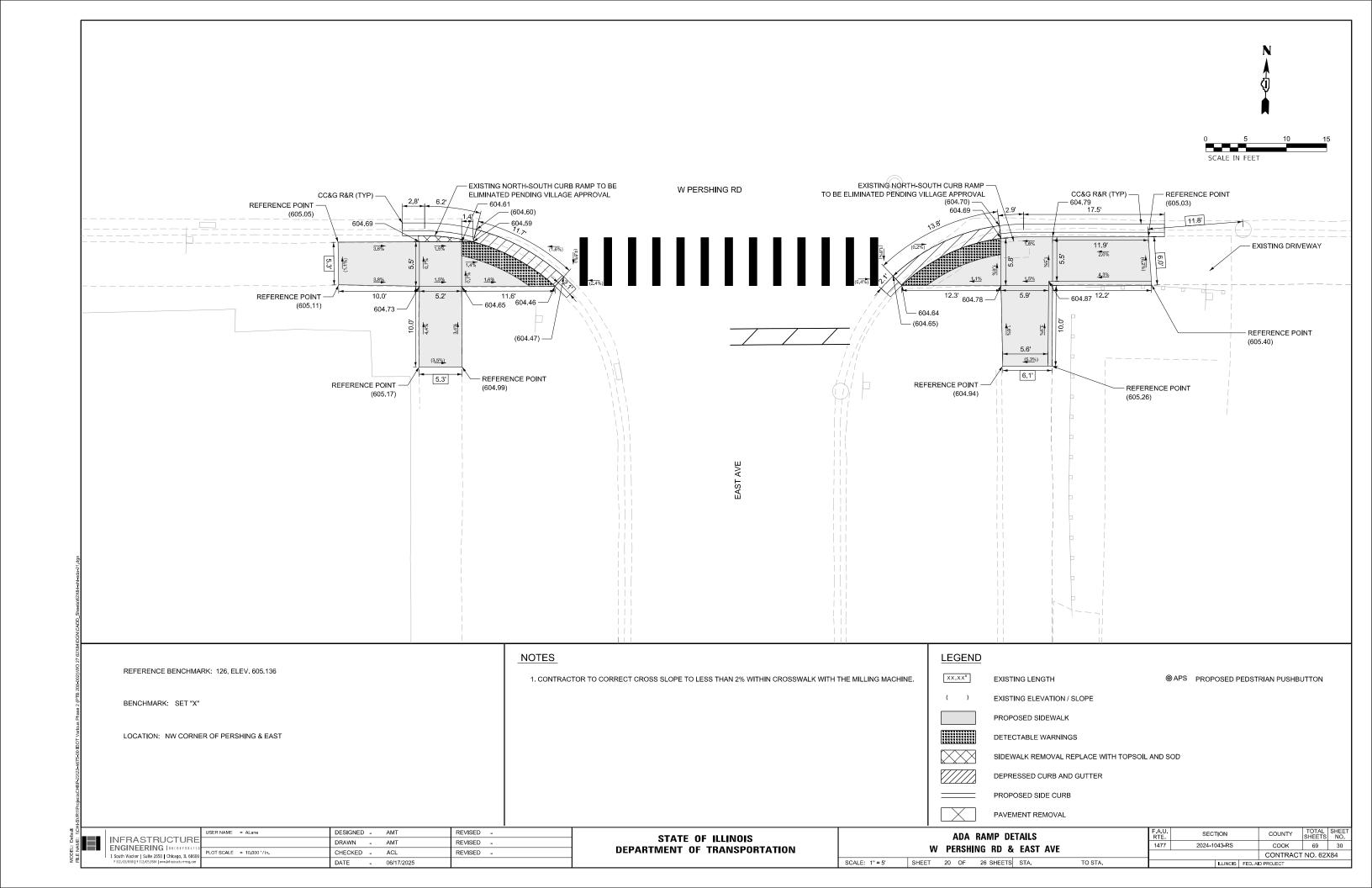


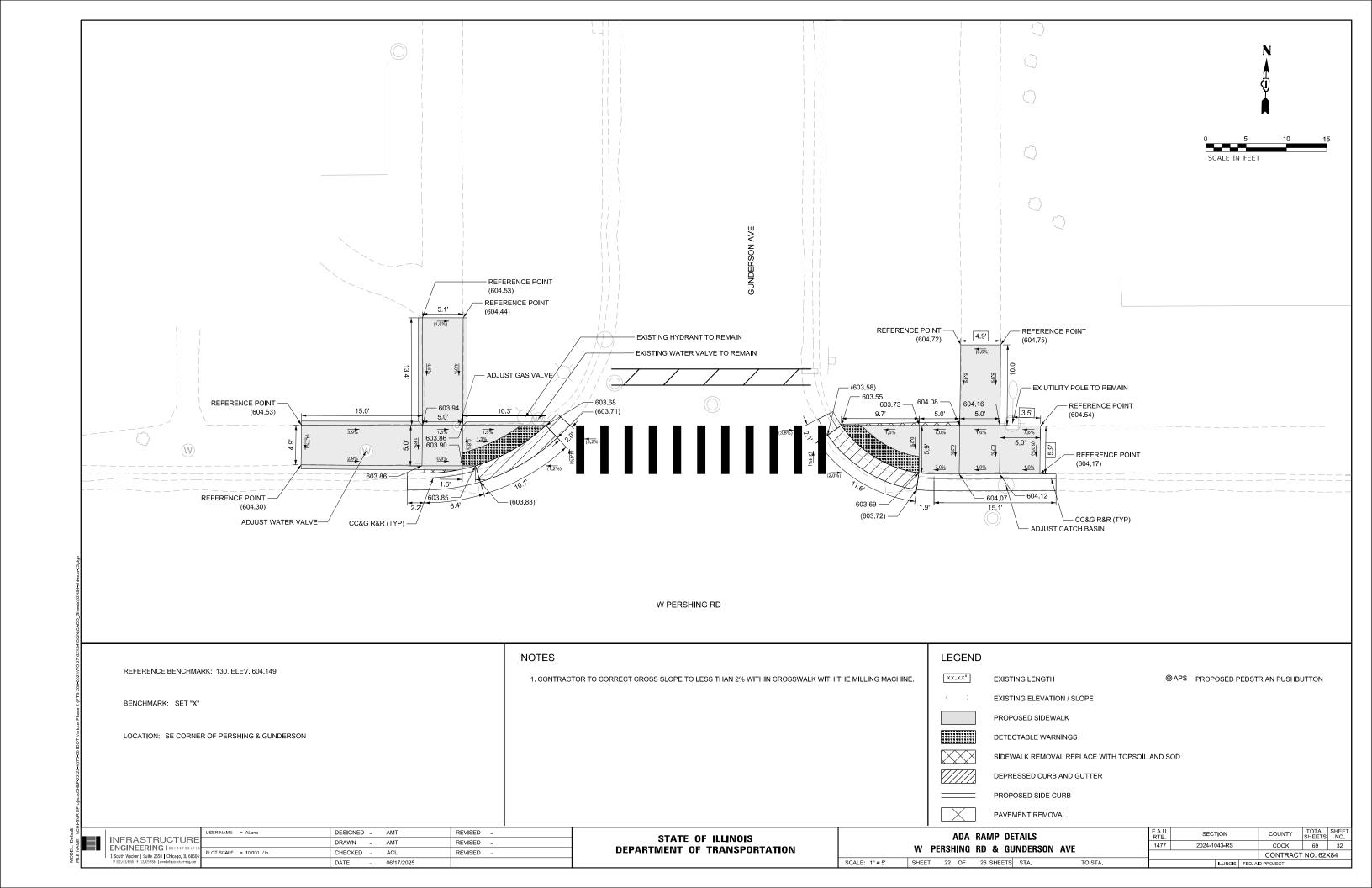


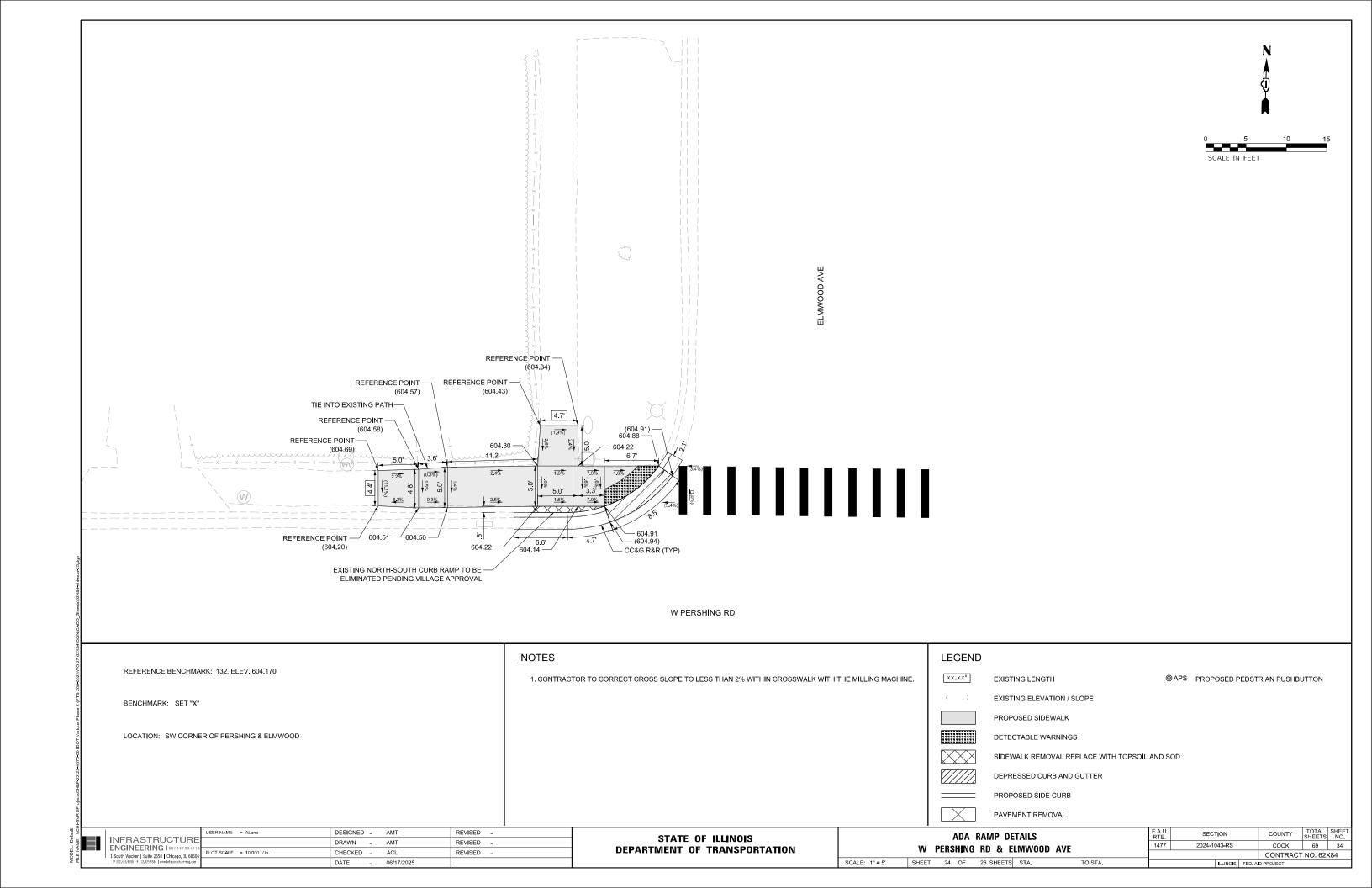


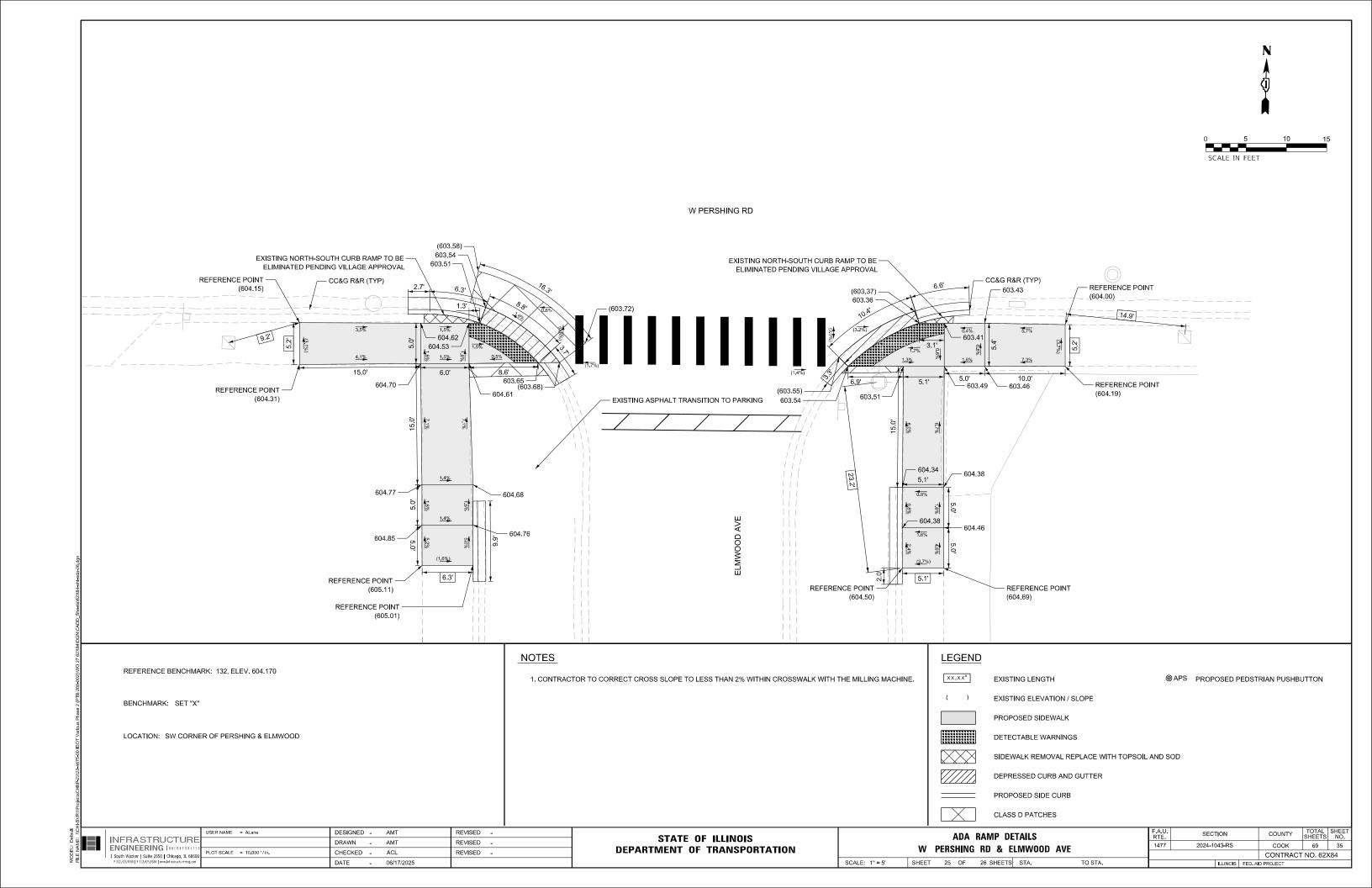
69 28 CONTRACT NO. 62X84

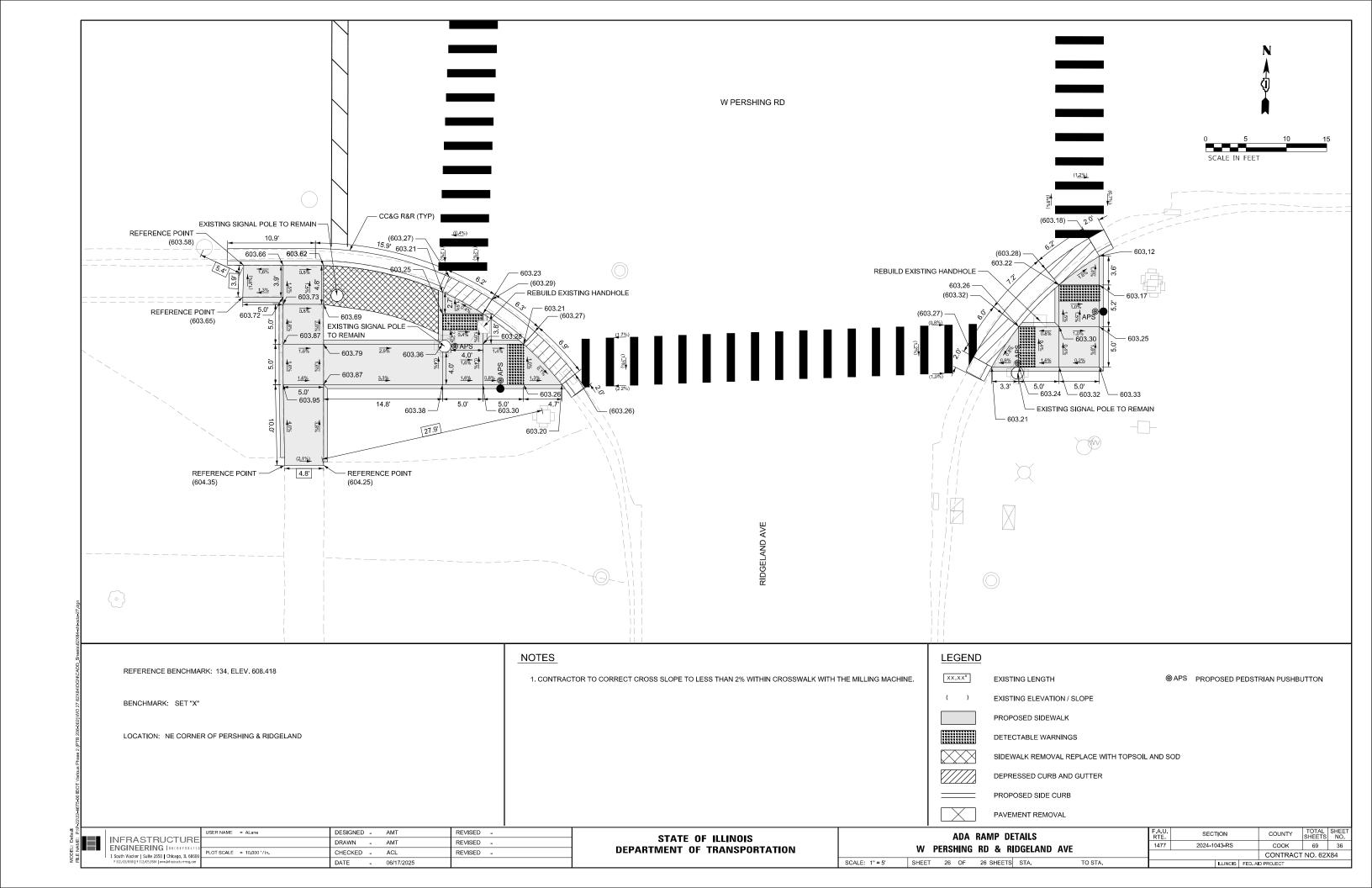












TRAFFIC SIGNAL LEGEND

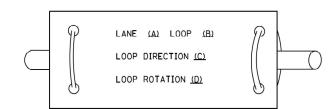
(NOT TO SCALE)

COMMUNICATION CABINET MASTER CONTROLLER MASTER MASTER CONTROLLER UNINTERRUPTABLE POWER SUPPLY SERVICE INSTALLATION -(P) POLE MOUNTED SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED TELEPHONE CONNECTION STEEL MAST ARM ASSEMBLY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE	PROPOSED CC MC MMC MMC F F F BM BM	HANDHOLE -SQUARE -ROUND HEAVY DUTY HANDHOLE -SQUARE -ROUND DOUBLE HANDHOLE JUNCTION BOX RAILROAD CANTILEVER MAST ARM RAILROAD FLASHING SIGNAL RAILROAD CROSSING GATE RAII ROAD CROSSBUCK RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE SYSTEM ITEM	EXISTING S S S S S S S S S S S S S S S S S S	PROPOSED D TO TABLE TO THE PROPOSED TO THE PROPOSED	SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER	EXISTING REPORT P R	PROPOSED R Y C G G G G G G G G G G G G G G G G G G
COMMUNICATION CABINET ECC MASTER CONTROLLER MASTER MASTER CONTROLLER UNINTERRUPTABLE POWER SUPPLY SERVICE INSTALLATION -(P) POLE MOUNTED SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED TELEPHONE CONNECTION STEEL MAST ARM ASSEMBLY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE	MC MMC MMC MMC MMC MMC MMC MMC M	-SQUARE -ROUND HEAVY DUTY HANDHOLE -SQUARE -ROUND DOUBLE HANDHOLE JUNCTION BOX RAILROAD CANTILEVER MAST ARM RAILROAD FLASHING SIGNAL RAILROAD CROSSING GATE RAII ROAD CROSSBUCK RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			-(P) PROGRAMMABLE SIGNAL HEAD SIGNAL HEAD WITH BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD	PACKAN PA	P R Y G Y C AY AY AG P R Y G AY AG P R Y G AY AG P R Y G AY AG P R R Y G AY AG P R R Y G AY AG AG R R R Y G AY AG
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SERVICE INSTALLATION (P) POLE MOUNTED SERVICE INSTALLATION (G) GROUND MOUNTED (GM) GROUND MOUNTED METERED TELEPHONE CONNECTION STEEL MAST ARM ASSEMBLY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE	F G G G G G G G G G G G G G	DOUBLE HANDHOLE JUNCTION BOX RAILROAD CANTILEVER MAST ARM RAILROAD FLASHING SIGNAL RAILROAD CROSSING GATE RAILROAD CROSSBUCK RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	Q X OX X X OX X OX -	TO YOU YOU YOU YOU YOU YOU YOU YOU YOU YO	-(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD	P RB	Y G ♠Y G ♠Y ♠Y ♠G ♠Y ♠G ₱ RB
RERVICE INSTALLATION (P) POLE MOUNTED RERVICE INSTALLATION (G) GROUND MOUNTED (GM) GROUND MOUNTED METERED RELEPHONE CONNECTION RETEEL MAST ARM ASSEMBLY AND POLE RELUMINUM MAST ARM ASSEMBLY AND POLE RESUMBLY AND POLE WITH LUMINAIRE REGIONAL POST (BM) BARREL MOUNTED - TEMPORARY RELEVICE INSTALLATION RELIGIONAL POLE RELUMINUM MAST ARM RESSEMBLY AND POLE RESSEMBLY	F G M T BM	RAILROAD CANTILEVER MAST ARM RAILROAD FLASHING SIGNAL RAILROAD CROSSING GATE RAILROAD CROSSBUCK RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	XOX X XOX XOX X	YOY YOY	-(P) PROGRAMMABLE SIGNAL HEAD -(RB) RETROREFLECTIVE BACKPLATE PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD	P RB	Y G ♠Y G ♠Y ♠Y ♠G ♠Y ♠G ₱ RB
SERVICE INSTALLATION (G) GROUND MOUNTED (E(GM) GROUND MOUNTED (EEEPHONE CONNECTION STEEL MAST ARM ASSEMBLY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE GOVERNMENT OF THE MOUNTED SERVICE	G M GM T → H	RAILROAD FLASHING SIGNAL RAILROAD CROSSING GATE RAILROAD CROSSBUCK RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	ZoZ - 	*** *** ***	PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD	P RB	P RB
SERVICE INSTALLATION (G) GROUND MOUNTED (E(GM) GROUND MOUNTED (EEEPHONE CONNECTION STEEL MAST ARM ASSEMBLY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE GOVERNMENT OF THE MOUNTED SERVICE	G M GM T → H	RAILROAD CROSSING GATE RAII ROAD CROSSBUCK RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	X 0X -	X◆X ≥ x ≤	AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD	P RB	P RB
GIGN GROUND MOUNTED (GM) GROUND MOUNTED METERED FELEPHONE CONNECTION ET STEEL MAST ARM ASSEMBLY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE GIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE	• • BM	RAII ROAD CROSSBUCK RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	₹	≥ -	AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD		
TELEPHONE CONNECTION STEEL MAST ARM ASSEMBLY AND POLE ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE	• >	RAILROAD CONTROLLER CABINET UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		▶∢	AT RAILROAD INTERSECTIONS PEDESTRIAN SIGNAL HEAD		
ALUMINUM MAST ARM ASSEMBLY AND POLE STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE	● ※ ● BM	UNDERGROUND CONDUIT (UC), GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE	<u></u>			C C	₽ 0
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE	● BM	GALVANIZED STEEL TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE			WITH COUNTBOWN TIMEN		الما
ASSEMBLY AND POLE WITH LUMINAIRE SIGNAL POST (BM) BARREL MOUNTED - TEMPORARY WOOD POLE SUY WIRE	● BM	TETHER WIRE, AND CABLE					
(BM) BARREL MOUNTED - TEMPORARY WOOD POLE GUY WIRE					ILLUMINATED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
GUY WIRE >	Ω	INTERSECTION ITEM	S	SP	NUMBER OF CONDUCTORS, ELECTRIC CABLE NO. 14, UNLESS NOTED OTHERWISE. ALL DETECTOR LOOP CABLE TO BE SHIELDED		(5)
	O	REMOVE ITEM	1	R	GROUND CABLE IN CONDUIT,	1#6	
SIGNAL HEAD>	>-	RELOCATE ITEM		RL	NO. 6 SOLID COPPER (GREEN)		
	-	ABANDON ITEM		Α	ELECTRIC CABLE IN CONDUIT, TRACER NO. 14 1/C	1	
SIGNAL HEAD WITH BACKPLATE +t>	+-	CONTROLLER CABINET AND		RCF	COAXIAL CABLE	— <u>c</u> —	<u> </u>
SIGNAL HEAD OPTICALLY PROGRAMMED $\rightarrow P + P$	→ P + P	FOUNDATION TO BE REMOVED MAST ARM POLE AND			VENDOR CABLE		(v)
FLASHER INSTALLATION (FS) SOLAR POWERED	•► FS	FOUNDATION TO BE REMOVED		RMF	COPPER INTERCONNECT CABLE,	·	
ENS ENS ES	■→ ^F ■→ ^{FS}	SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF	NO. 18, 3 PAIR TWISTED, SHIELDED	(6#18)	<u></u>
PEDESTRIAN SIGNAL HEAD -	-1	DETECTOR LOOP, TYPE I			FIBER OPTIC CABLE -NO. 62.5/125, MM12F		——————————————————————————————————————
PEDESTRIAN PUSH BUTTON (APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON © © APS		PREFORMED DETECTOR LOOP	РР	РР	-NO. 62.5/125, MM12F SM12F -NO. 62.5/125, MM12F SM24F	24F	—(24F)—
RADAR DETECTION SENSOR	R	SAMPLING (SYSTEM) DETECTOR	s s	s s		36F	—(36F)—
VIDEO DETECTION CAMERA	V	INTERSECTION AND SAMPLING (SYSTEM) DETECTOR	IS (IS)	IS (IS)			
RADAR/VIDEO DETECTION ZONE		QUEUE AND SAMPLING	QS QS	QS QS	GROUND ROD -(C) CONTROLLER -(M) MAST ARM	<u>÷</u> C <u>÷</u> M <u>÷</u> P <u>÷</u> S	$\stackrel{:}{\uparrow}^{C} \stackrel{:}{\uparrow}^{M} \stackrel{:}{\downarrow}^{P} \stackrel{:}{\uparrow}^{S}$
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	(SYSTEM) DETECTOR WIRELESS DETECTOR SENSOR	(W)	©	-(P) POST -(S) SERVICE		
EMERGENCY VEHICLE LIGHT DETECTOR	~	WIRELESS ACCESS POINT		-			
CONFIMATION BEACON	⊷		_	_			
WIRELESS INTERCONNECT	•- 						
WIRELESS INTERCONNECT RADIO REPEATER	RR						

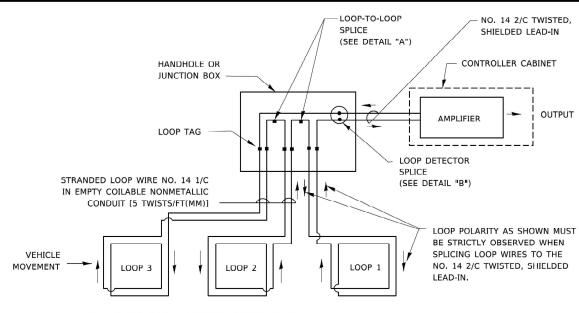
LOOP DETECTOR NOTES

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

LOOP LEAD-IN CABLE TAG

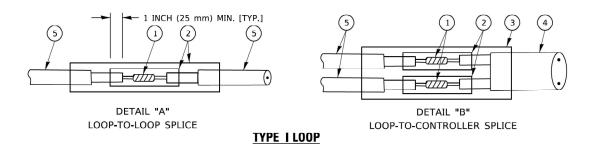


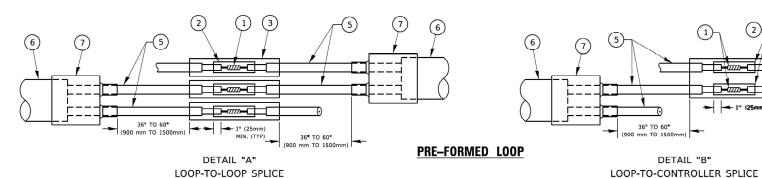
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY
- B. LOOP #1 IS THE LOOP IN THE LANE CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.



DETECTOR LOOP WIRING SCHEMATIC

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





LOOP DETECTOR SPLICE

- (1) WESTERN UNION SPLICE SOLDERED WITH ROSIN CORE FLUX. ALL EXPOSED SURFACES OF THE SOLDER SHALL BE SMOOTH. THE WESTERN UNION SPLICES SHALL BE STAGGERED.
- (2) WCSMW 30/100 HEAT SHRINK TUBE, MINIMUM LENGTH 3" (75 mm), UNDERWATER GRADE.
- (3) WCS 200/750 HEAT SHRINK TUBE, MINIMUM LENGHT 6" (150 mm), UNDERWATER GRADE.

SCALE: NONE

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

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

DETAIL "B"

1" (25mm) MIN. (TYP)

COUNTY

COOK

SHEETS NO.

DESIGNED . REVISED REVISED -CHECKED -REVISED -LOT SCALE = 50.0000 ' / In. REVISED

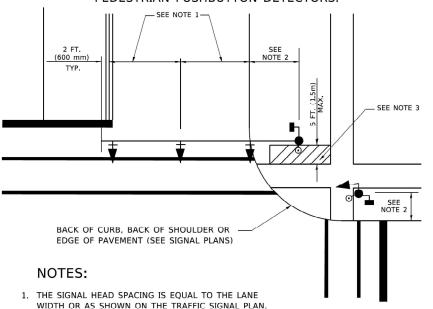
STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION DISTRICT ONE 2024-1043-RS STANDARD TRAFFIC SIGNAL DESIGN DETAILS CONTRACT NO 62X84 TS-05 SHEET 2 OF 7 SHEETS STA.

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

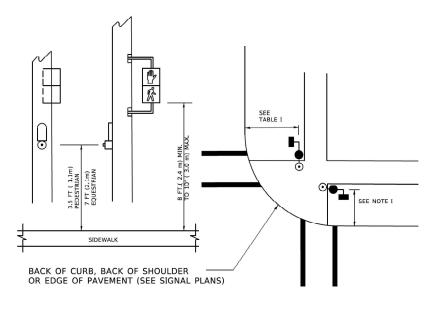
MAST ARM MOUNTED SIGNALS IN EXISTING, PROPOSED OR FUTURE SIDEWALK/BICYCLE PATH AREA. INTERSECTION SHOWN WITH PEDESTRIAN SIGNALS AND

PEDESTRIAN PUSHBUTTON DETECTORS.



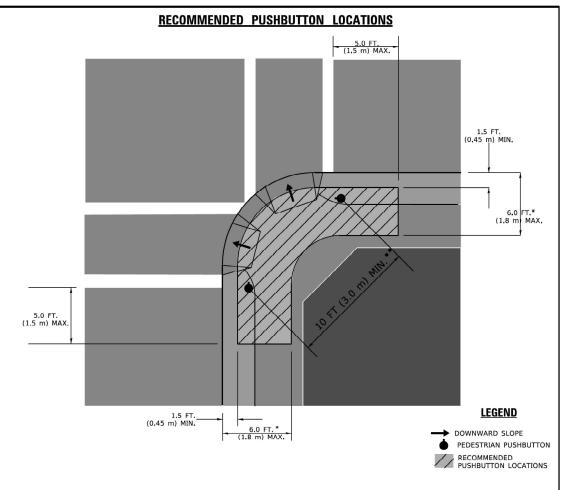
- 2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET TABLE.
- PROVIDE A LEVEL ALL-WEATHER SURFACE (CONCRETE SIDEWALK, ASPHALT BICYCLE PATH SURFACE OR MATCHING MATERIAL TO THE ADJACENT SURFACE) UP TO THE MAST ARM SHAFT OR THE SIGNAL POST.
- 4. THE FACE OF THE PEDESTRIAN PUSHBUTTON SHALL BE PARALLEL TO THE 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.
- 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.
- 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."



- * 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:

- 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.
- 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.
- THE TOP OF THE SIGNAL HOUSING OF A SIGNAL FACE LOCATED OVER ANY PORTION OF A HIGHWAY SHALL NOT BE MORE THAN 25.6 FT (7.8 m) ABOVE THE PAVEMENT.

TRAFFIC SIGNAL EQUIPMENT OFFSET

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

NOTES:

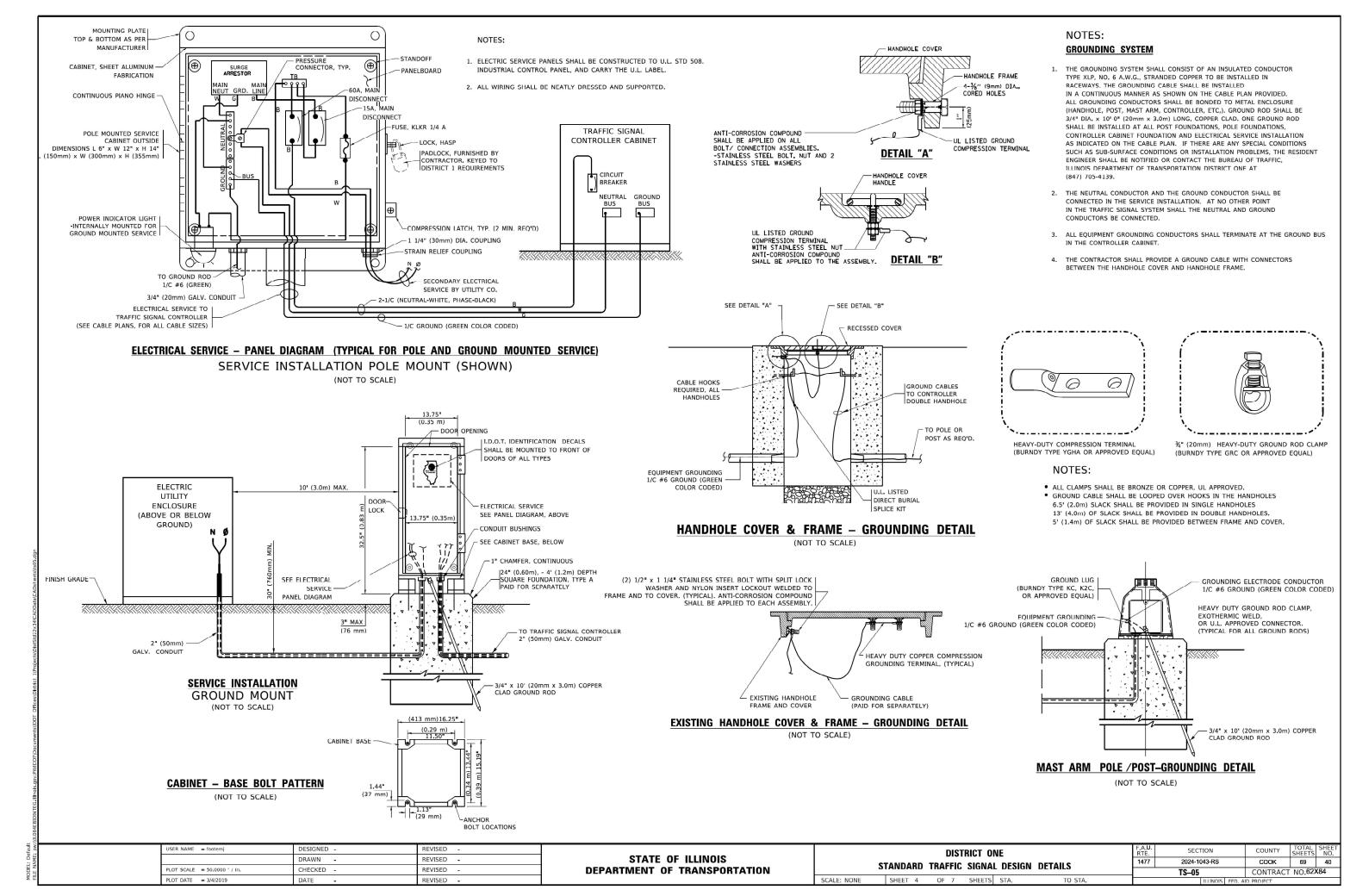
- 1. CONTACT THE "AREA TRAFFIC SIGNAL MAINTENANCE AND OPERATIONS ENGINEER" FOR ASSISTANCE IN LOCATING THE TRAFFIC SIGNAL EQUIPMENT WHEN THERE ARE CONFLICTS WITH DITCHES OR THE MINIMUM OFFSET DISTANCES CANNOT BE MET.
- 2. MINIMUM DISTANCE FROM THE BACK OF CURB TO THE ROADWAY SIDE OF THE FOUNDATION.
-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

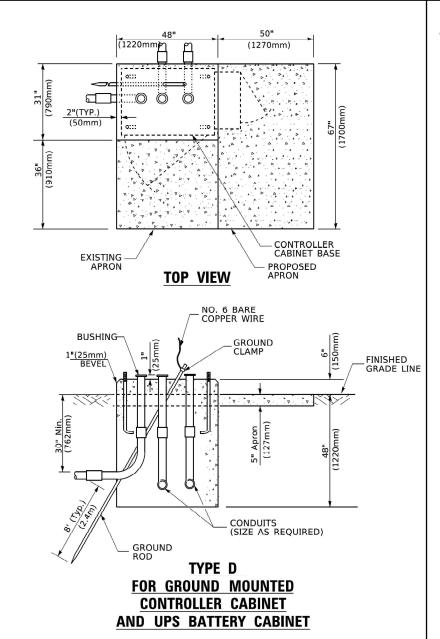
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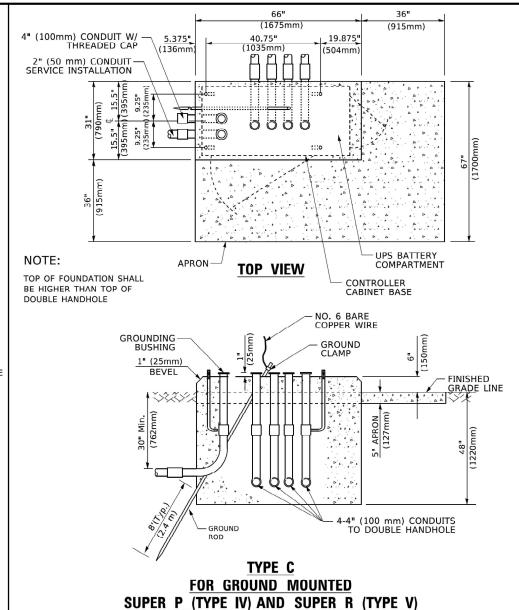
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	DRAWN -	REVISED -
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -
PLOT DATE = 3/4/2019	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

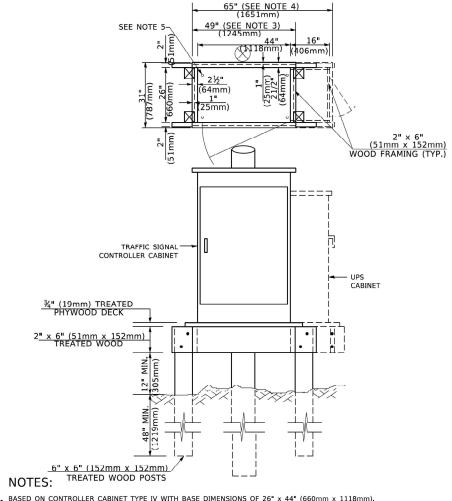
_	DISTRICT ONE				F.A.U. RTE. 1477	RTE. SECTION		TOTAL SHEETS 69	SHEET NO.	
STANDARD TRAFFIC SIGNAL DESIGN DETAILS					TS-05	CONTRACT	NO.62X	(84		
	SHEET 3	OF 7	SHEETS	STA.	TO STA.		ILLINOIS FED. AI	D PROJECT		







CONTROLLER CABINETS



- 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" \times 25" (406mm \times 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

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

VERTICAL CABLE LENGTH

CABLE SLACK

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

DEPTH OF FOUNDATION

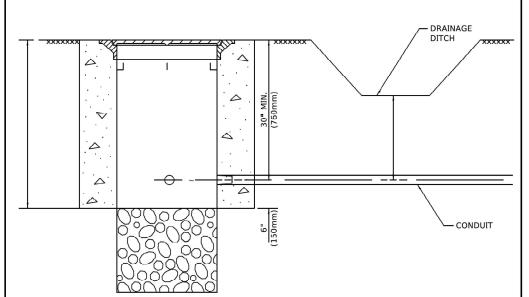
Mast Arm Length	① Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30′ (9.1 m)	10'-0" (3.0 m)	30" (750mm)	24" (600mm)	8	6(19)
Greater than or equal to	13'-6" (4 ₄ 1 m)	30" (750mm)	24" (600mm)	8	6(19)
30' (9.1 m) and less than 40' (12.2 m)	11'-0'' (3.4 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 40' (12.2 m) and less than 50' (15.2 m)	13'-0'' (4 _• 0 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 50′ (15.2 m) and up to 55′ (16.8 m)	15'-0'' (4 . 6 m)	36" (900mm)	30" (750mm)	12	7(22)
Greater than or equal to 56' (16.8 m) and less than 65' (19.8 m)	21'-0" (6 ₋ 4 m)	42" (1060mm)	36" (900mm)	16	8(25)
Greater than or equal to 65' (19.8 m) and up to 75' (22.9 m)	25'-0" (7 . 6 m)	42" (1060mm)	36" (900mm)	16	8(25)

NOTES:

- 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 (Ou) > 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 most arm assemblies with dual arms refer to state standard 878001..

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

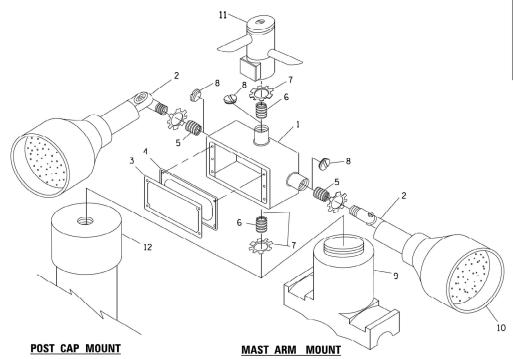
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	DRAWN -	REVISED -	STATE OF ILLINOIS		1477 2024-1043-RS	COOK 69 41
PLOT SCALE = 50.0000 ' / In.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	STANDARD TRAFFIC SIGNAL DESIGN DETAILS	TS-05	CONTRACT NO.62X84
PLOT DATE = 3/4/2019	DATE -	REVISED -		SCALE: NONE SHEET 5 OF 7 SHEETS STA. TO STA.	ILLINOIS FE	D. AID PROJECT



NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH (NOT TO SCALE)



EMERGENCY VEHICLE DETECTOR WITH CONFIRMATION BEACON MOUNTING DETAIL

DESIGNED -REVISED -CHECKED . REVISED PLOT SCALE = 50.0000 ' / In.

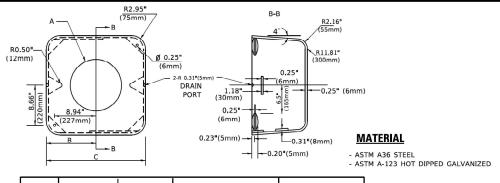
(915mm) 19.875" (504mm) (1035mm) \bigcirc CONTROLLER CABINET BASE PROPOSED-**TOP VIEW** APRON NO. 6 BARE COPPER WIRE -NO. 3 DOWEL 18" (450mm LONG (8 REQ.) BUSHING-_GROUND CLAMP EXISTING-ANCHOR BOLTS **FINISHED** GRADE LINE BEVEL 300mm (225mm) -EXISTING CONDUITS EXISTING GROUND ROD MODIFY EXISTING TYPE "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	¾"(19 mm) CLOSE NIPPLE
7	¾"(19 mm) LOCKNUT
8	¾"(19 mm) HOLE PLUG
9	SADDLE BRACKET - GALV.
10	6 WATT PAR 38 LED FLOOD LAMP
11	DETECTOR UNIT
12	POST CAP [18 FT. (5.4 m) POST MIN.]

NOTES:

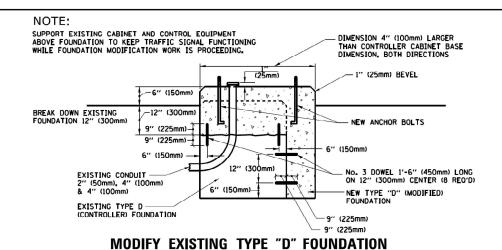
- 1. ALL ELECTRICAL ITEMS, EXCEPT ITEMS #2 AND #11 SHALL BE ALUMINUM OR
- 2. ITEM #1- OZ/GEDNEY FSX-1-50 OR EQUIVALENT ITEM #2- MULBERRY CON-O-SHADE LAMP SHIELD OR EQUIVALENT ITEM #9- "BAND-IT" SADDLE BRACKET OR EQUIVALENT
- 3. WHEN POST MOUNTING IS SPECIFIED, ITEM #9 SHALL NOT BE REQUIRED. THE DETECTION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

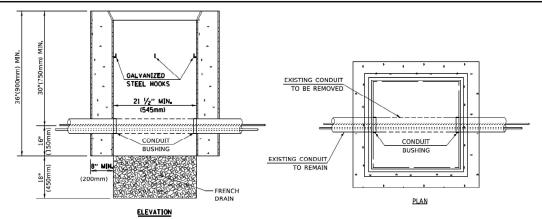


А	В	С	HEIGHT	WEIGHT
VARIES	9.5"(241mm)	19"(483mm)	7" (178mm) - 12" (300mm)	53 lbs (24kg)
VARIES	10.75"(273mm)	21.5"(546mm)	7" (178mm) - 12" (300mm)	68 lbs (31 kg)
VARIES	13.0"(330mm)	26"(660mm)	7" (178mm) - 12" (300mm)	81 lbs (37 kg)
VARIES	18.5"(470mm)	37"(940mm)	7" (178mm) - 12" (300mm)	126 lbs (57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

SHROUD

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





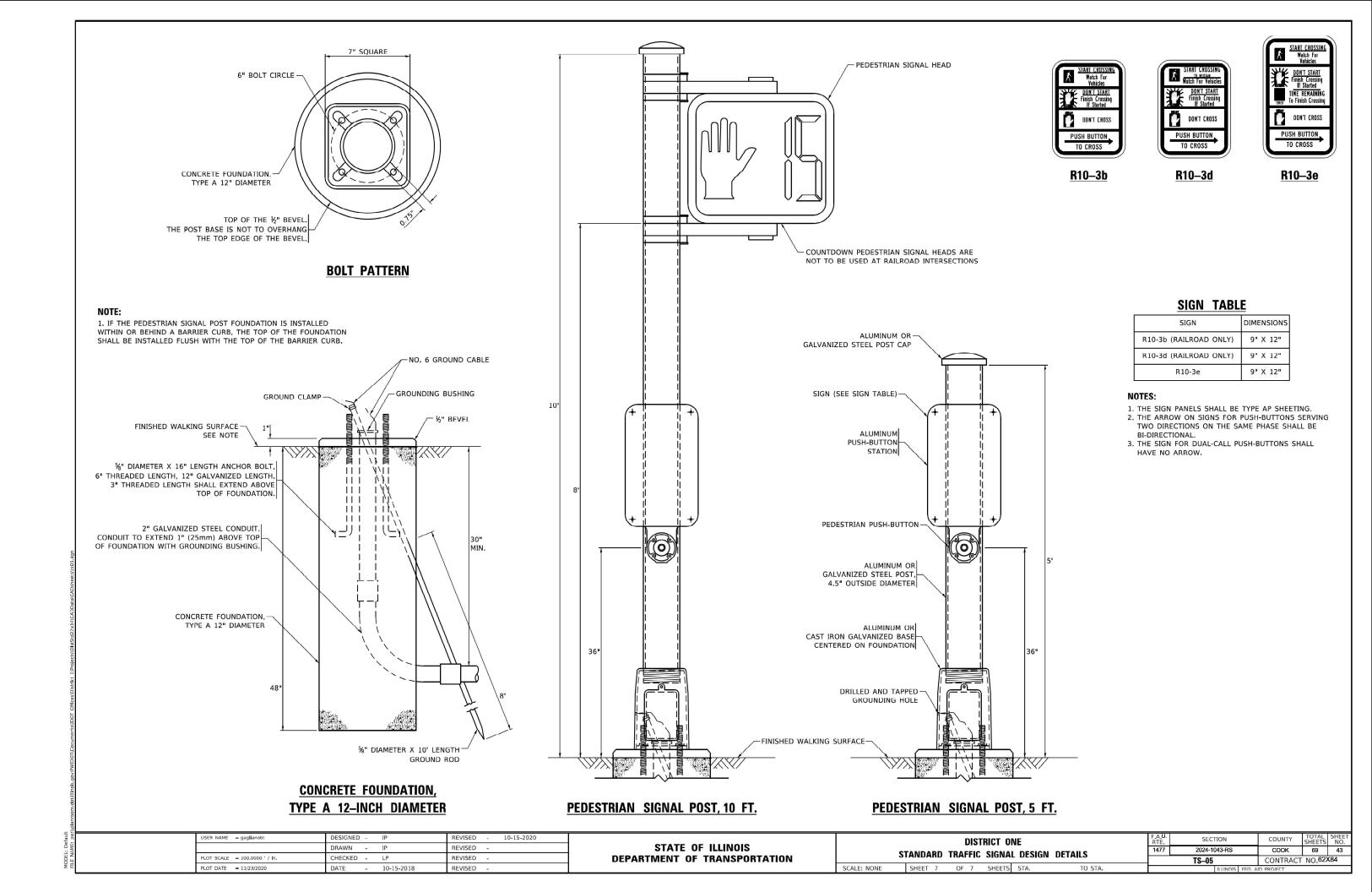
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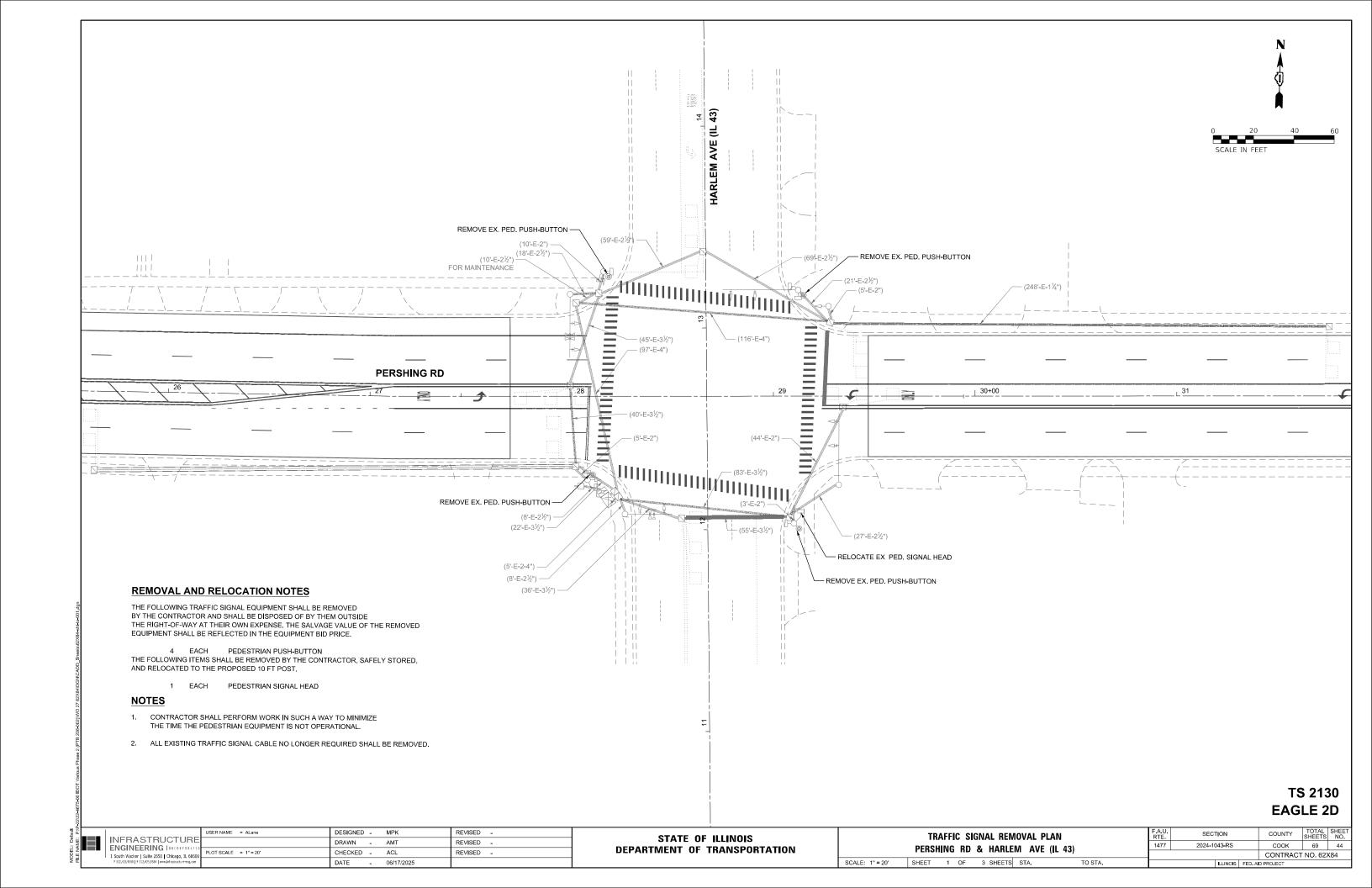
- 1. HANDHOLE CONSTRUCTED PER STATE STANDARD 814001.
- 2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

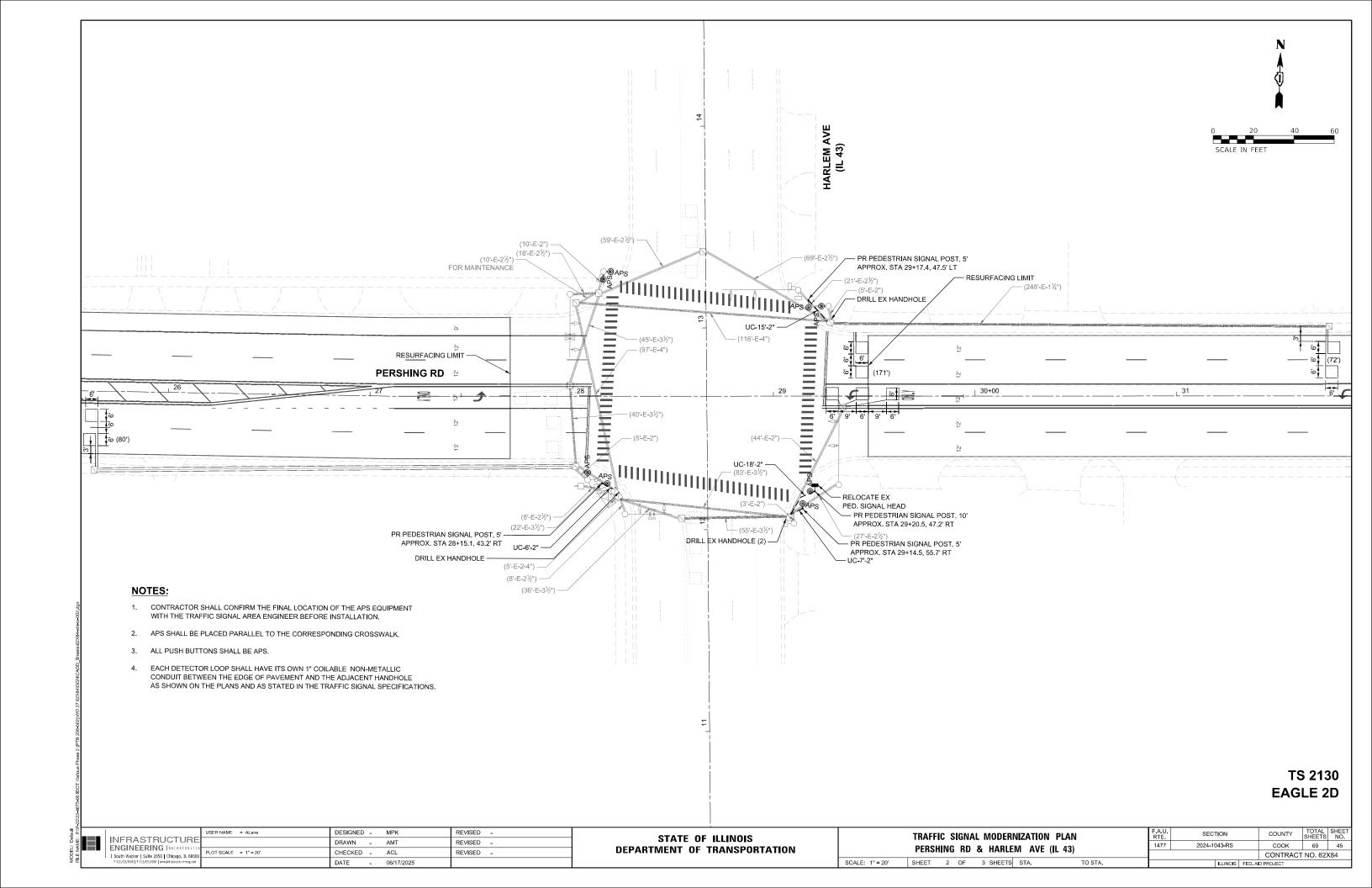
HANDHOLE TO INTERCEPT EXISTING CONDUIT

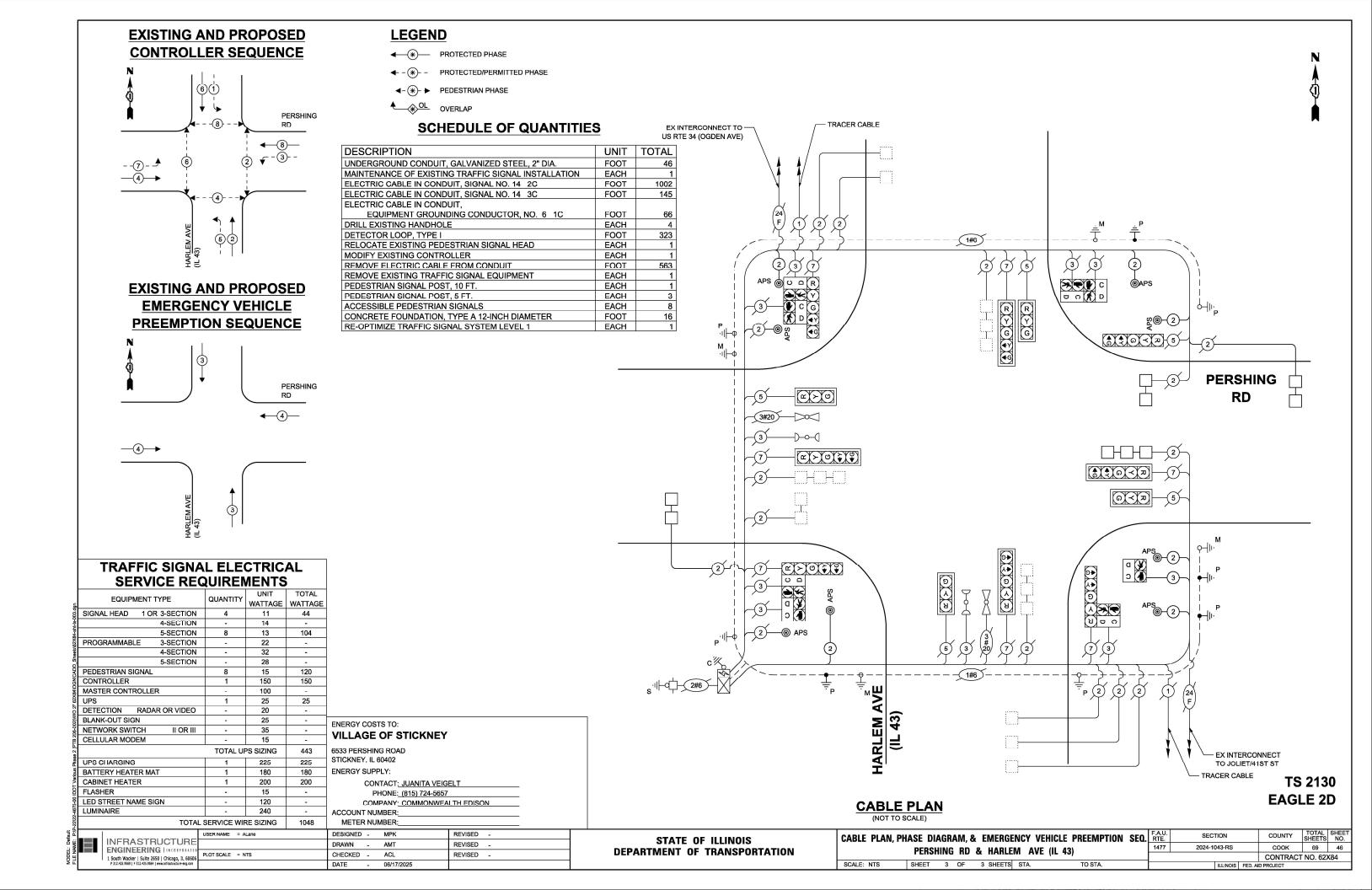
SECTION COUNTY DISTRICT ONE 2024-1043-RS COOK STANDARD TRAFFIC SIGNAL DESIGN DETAILS CONTRACT NO.62X84 TS-05 SHEET 6 OF 7 SHEETS STA.

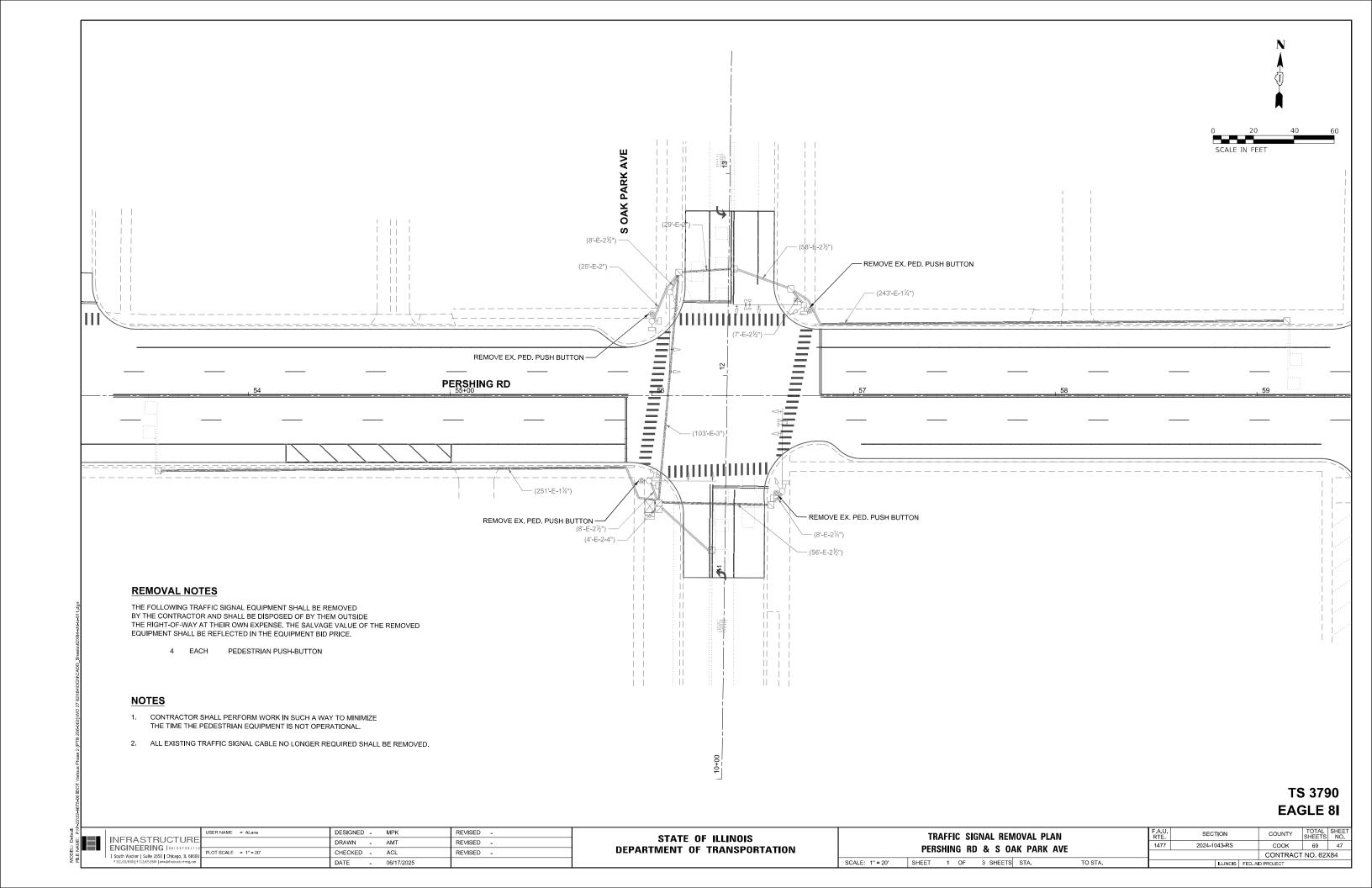
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

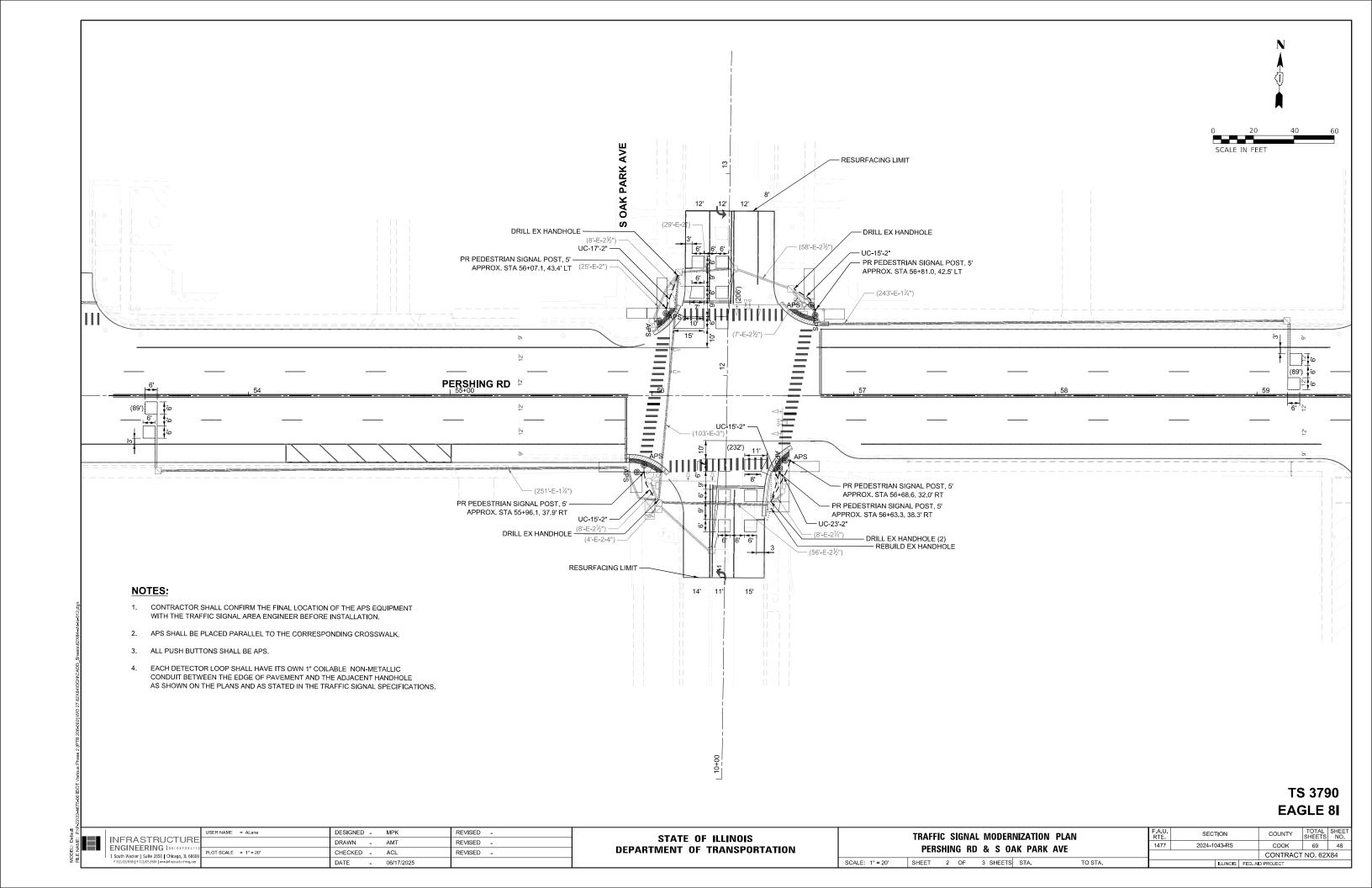




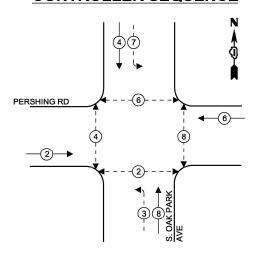




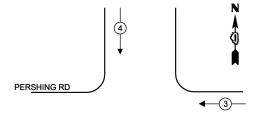


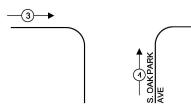


EXISTING AND PROPOSED CONTROLLER SEQUENCE



EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION SEQUENCE





TRAFFIC SIGNAL ELECTRICAL **SERVICE REQUIREMENTS**

		~~		<u> </u>
	EQUIPMENT TYPE	QUANTITY	UNIT	TOTAL
ď	EQUIPMENT TYPE	QUANTITY	WATTAGE	WATTAGE
Sheets/62X84-sht-ts-013.dgn	SIGNAL HEAD 1 OR 3-SECTION	8	11	88
1-15-0	4-SECTION	-	14	-
45-F	5-SECTION	4	13	52
62X	PROGRAMMABLE 3-SECTION	-	22	-
eets	4-SECTION	-	32	-
	5-SECTION	-	28	-
SAD	PEDESTRIAN SIGNAL	8	15	120
ğ	CONTROLLER	1	150	150
84	MASTER CONTROLLER	-	100	-
62	UPS	1	25	25
02	DETECTION RADAR OR VIDEO	-	20	-
)2)N	BLANK-OUT SIGN	-	25	-
0-90	NETWORK SWITCH II OR III	-	35	-
182	CELLULAR MODEM	-	15	-
e 2 (P		TOTAL U	PS SIZING	435
Phas	UPS CHARGING	1	225	225
ious	BATTERY HEATER MAT	1	180	180
۲ Var	CABINET HEATER	1	200	200
8	FLASHER	-	15	-
9-00	LED STREET NAME SIGN	-	120	-
467	LUMINAIRE	-	240	-
:\P-22\22-4675-00 IDOT Various Phase 2 (PTB 206-002)\WO 27 62X84\DGN\CADD_	TOTAL	SERVICE WIF	RE SIZING	1040
≒				

SCHEDULE OF QUANTITIES

DESCRIPTION	UNIT	TOTAL
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	85
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	722
ELECTRIC CABLE IN CONDUIT,		
EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	110
DRILL EXISTING HANDHOLE	EACH	5
DETECTOR LOOP, TYPE I	FOOT	616
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	138
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	5
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	20
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

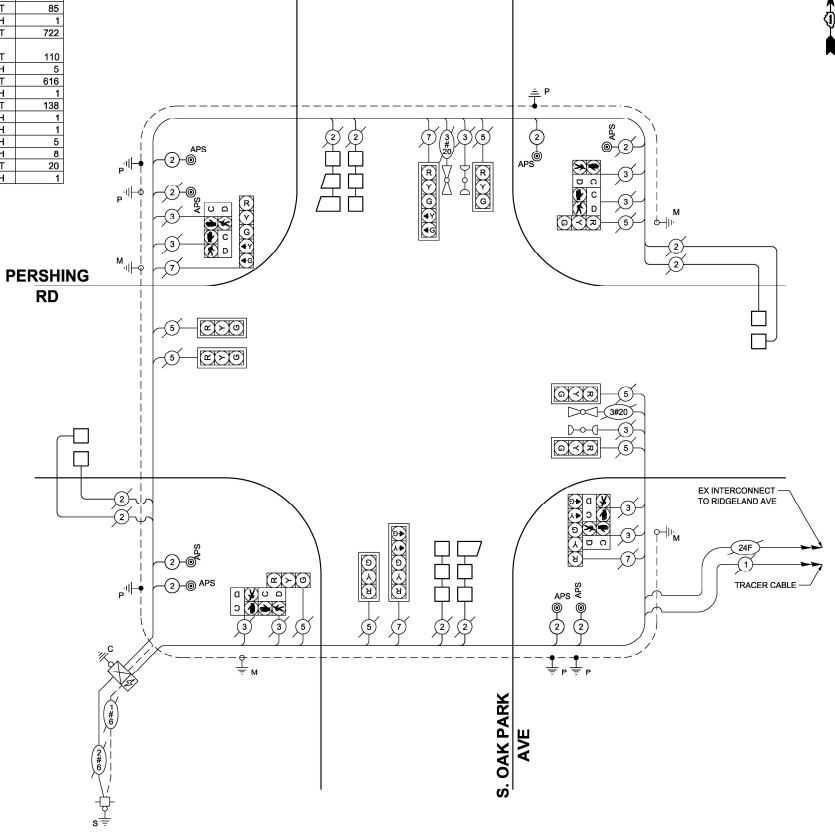
LEGEND

* PROTECTED PHASE

← -(*)- - PROTECTED/PERMITTED PHASE

◆- *- PEDESTRIAN PHASE

OL OVERLAP



ENERGY COSTS TO:

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHAUMBURG, IL 60196 ENERGY SUPPLY:

> CONTACT: JOE CRISCIONE PHONE: (630) 691-4356 COMPANY: COMMONWEALTH EDISON

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

CABLE PLAN (NOT TO SCALE) CABLE PLAN, PHASE DIAGRAM, & EMERGENCY VEHICLE PREEMPTION SEQ. RTE. SECTION COUNTY 2024-1043-RS COOK 69 49 PERSHING RD & S OAK PARK AVE CONTRACT NO. 62X84 SHEET 3 OF 3 SHEETS STA.

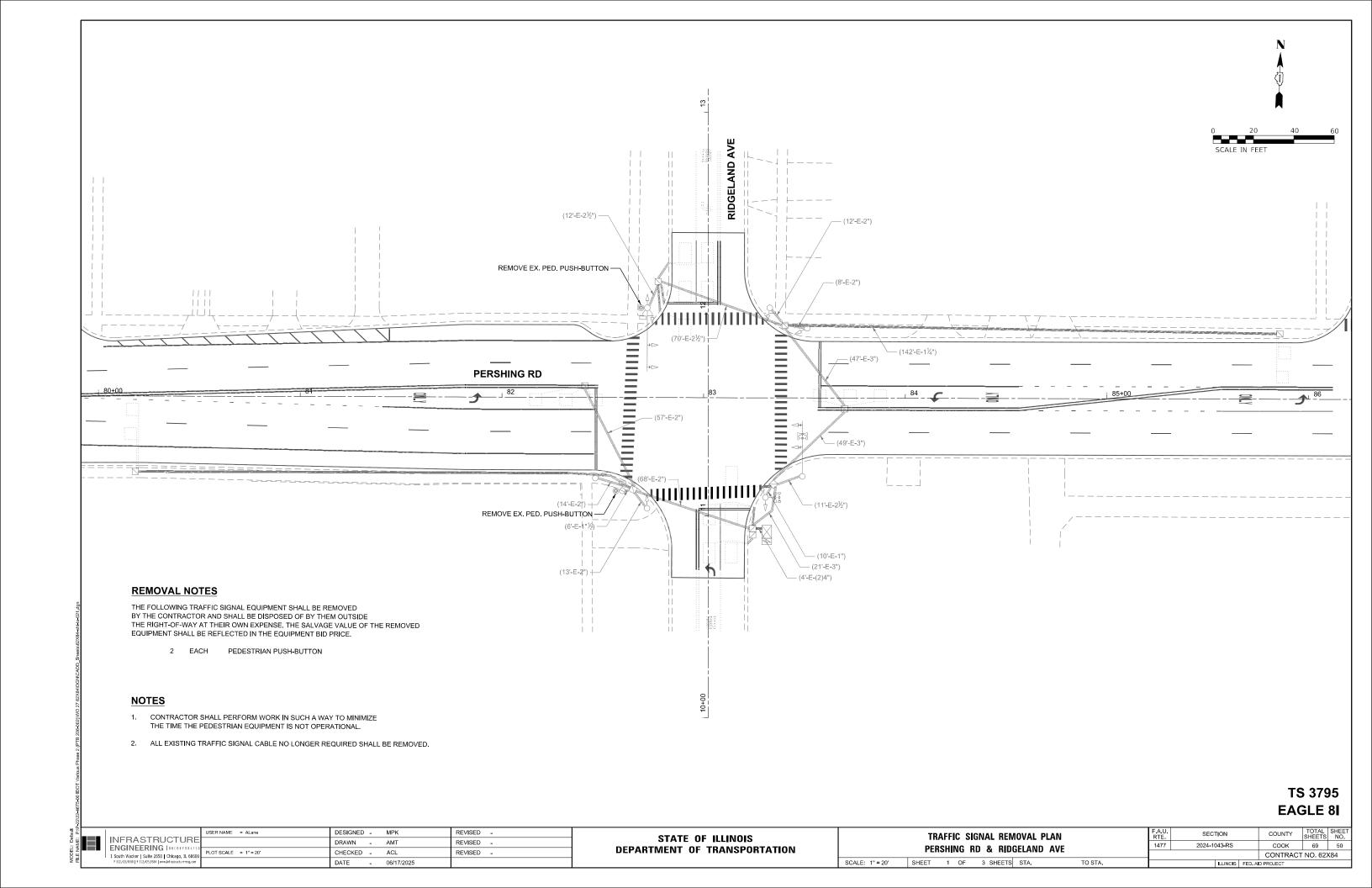
TS 3790

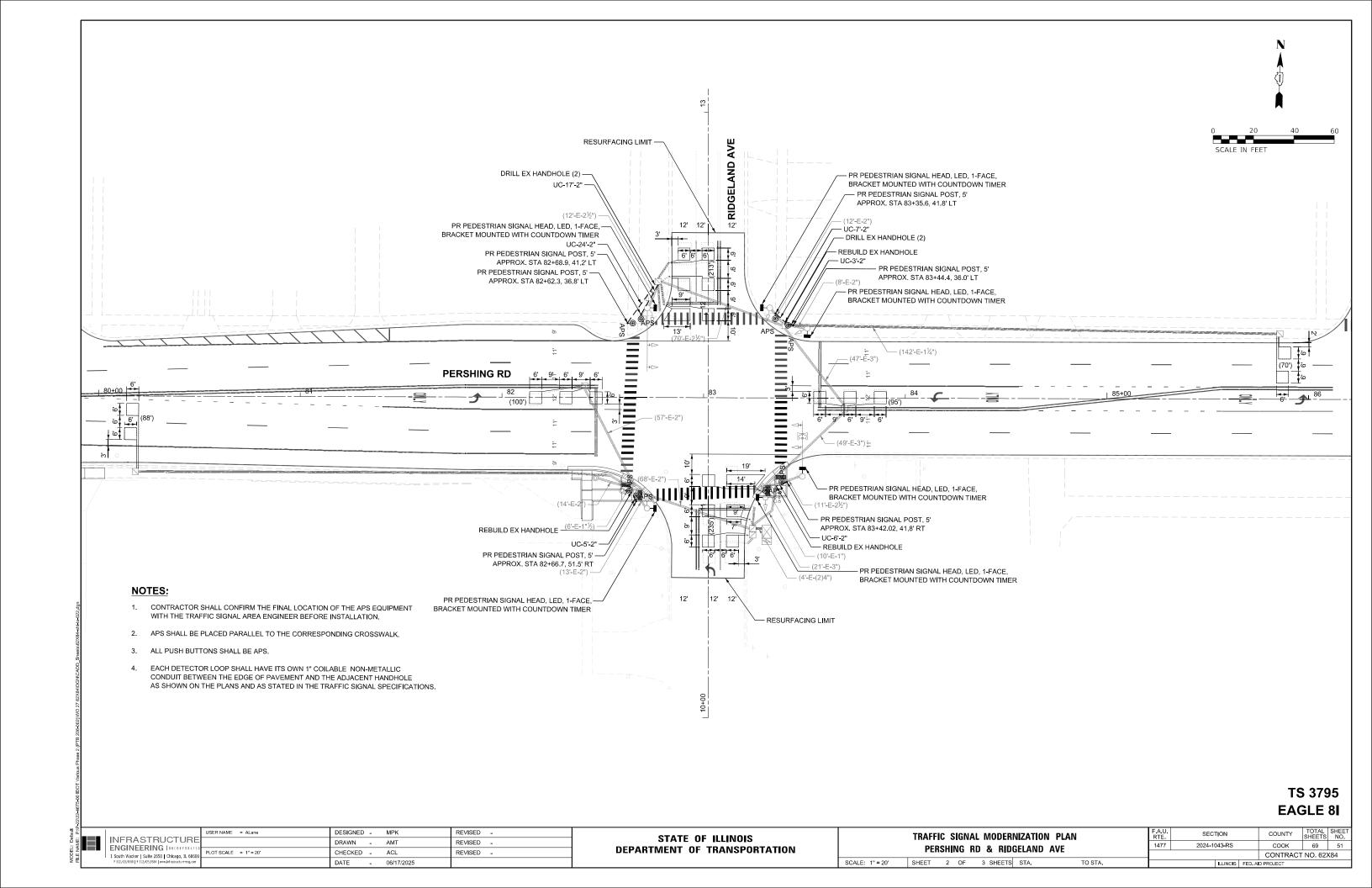
EAGLE 81

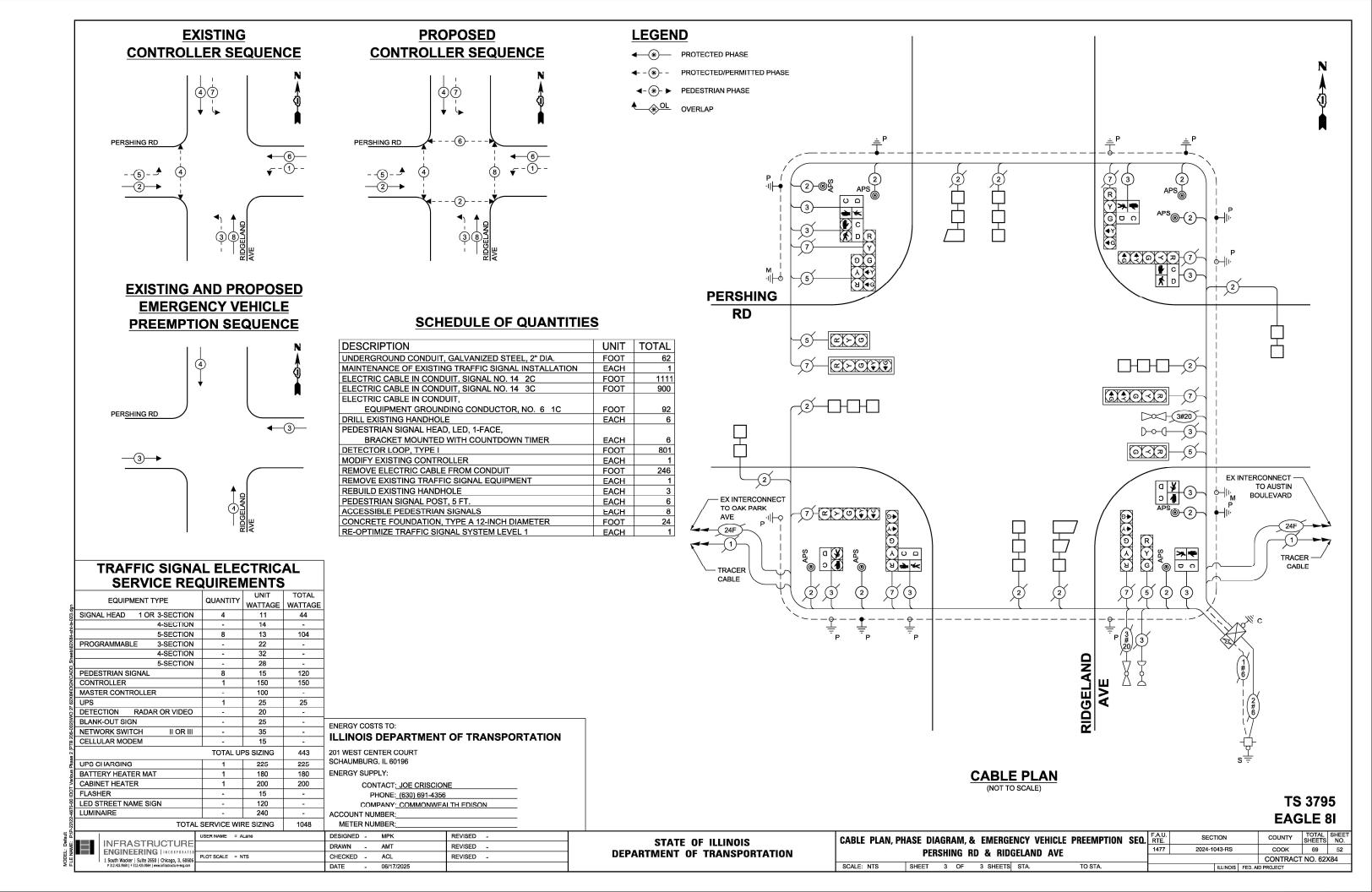
201 WEST CENTER COURT

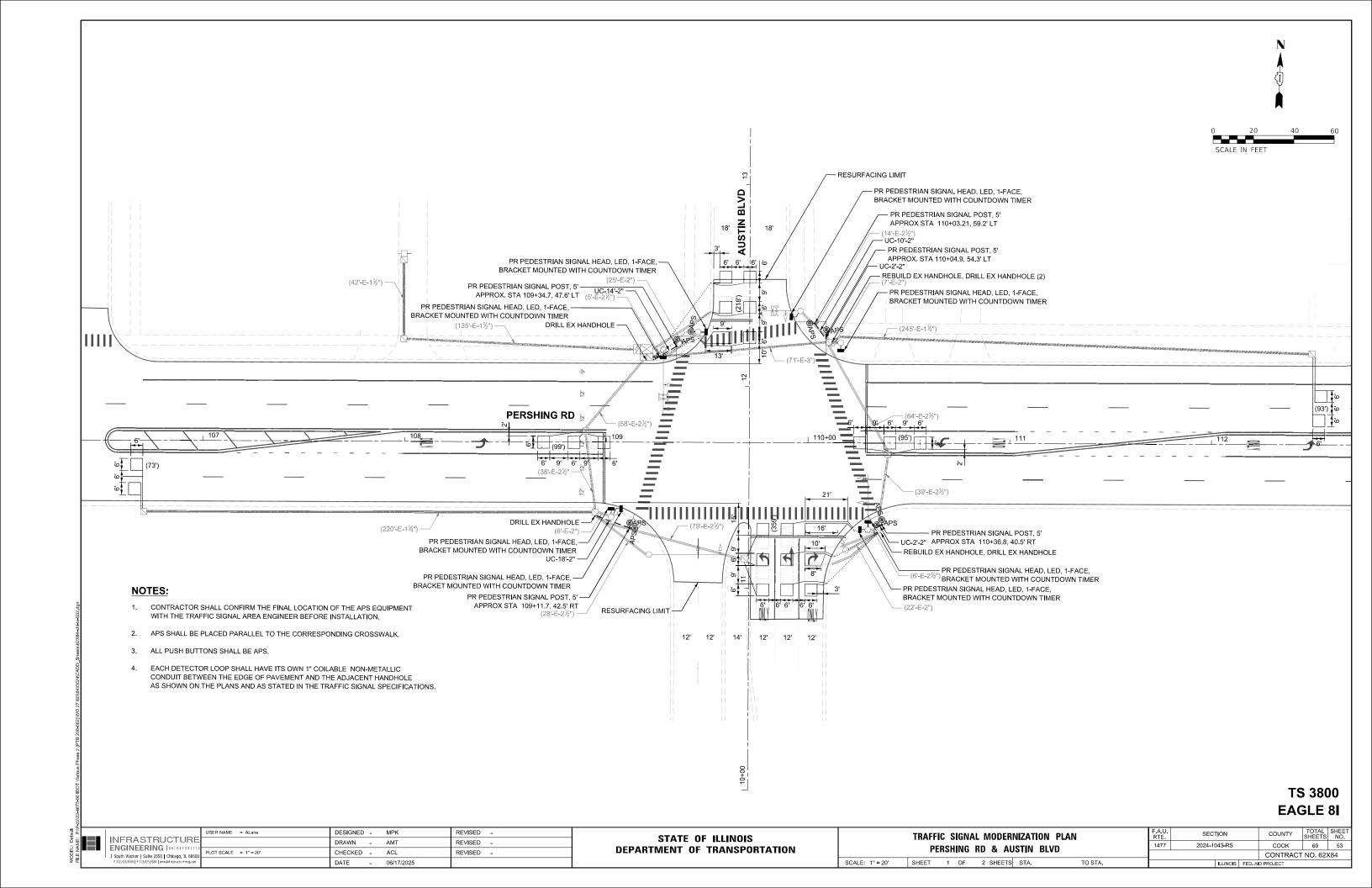
ACCOUNT NUMBER: METER NUMBER:

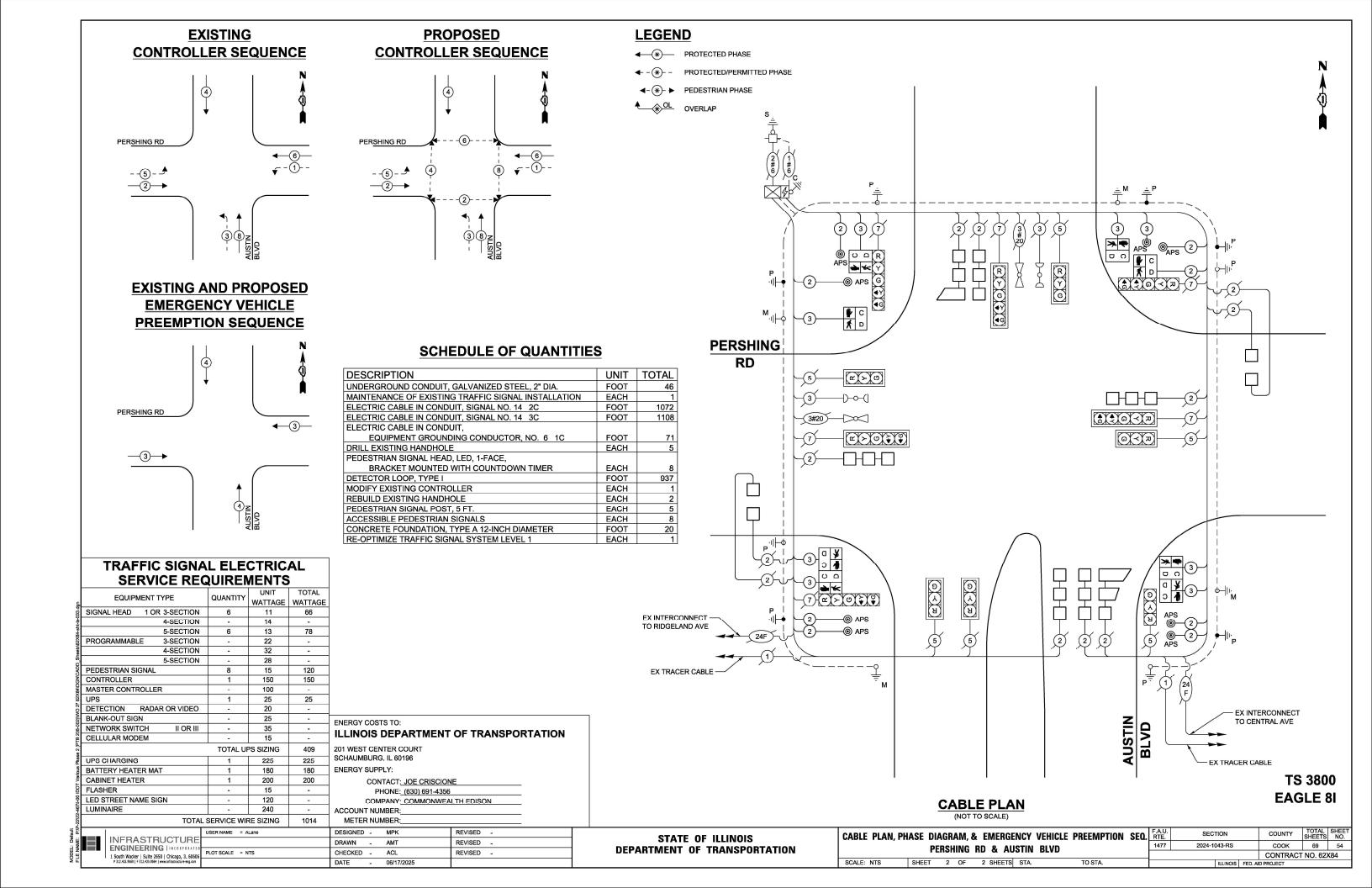
DESIGNED - MPK REVISED -INFRASTRUCTURE ENGINEERING | | | DRAWN - AMT REVISED -CHECKED - ACL REVISED -1 South Wacker | Suite 2650 | Chicago, IL 60606 06/17/2025

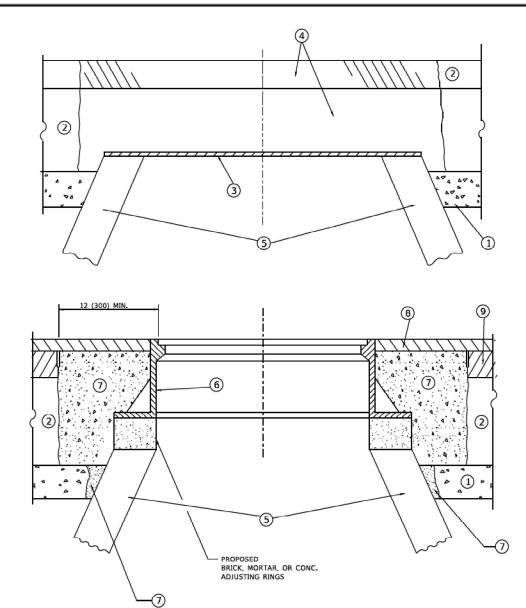












DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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)

- A) REMOVE A MINIMUM OF 12 (300) OF THE PAVEMENT FROM AROUND THE STRUCTURE.
- B) REMOVE THE EXISTING FRAME AND LID FROM THE STRUCTURE.
- C) COVER THE STRUCTURE OPENING WITH A 36 (900) DIAMETER METAL PLATE.
- D) BACKFILL WITH CRUSHED STONE AND HMA SURFACE MIX APPROVED BY THE ENGINEER. (MIN. 3 (80) HMA TO REMAIN AFTER MILLING).

STAGE 2 (AFTER PAVEMENT MILLING)

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

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

LEGEND

- 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
 - AND
- (5) EXISTING STRUCTURE
- 9 PROPOSED HMA BINDER COURSE

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING
IE SHEET 1 OF 1 SHEETS STA. TO STA.

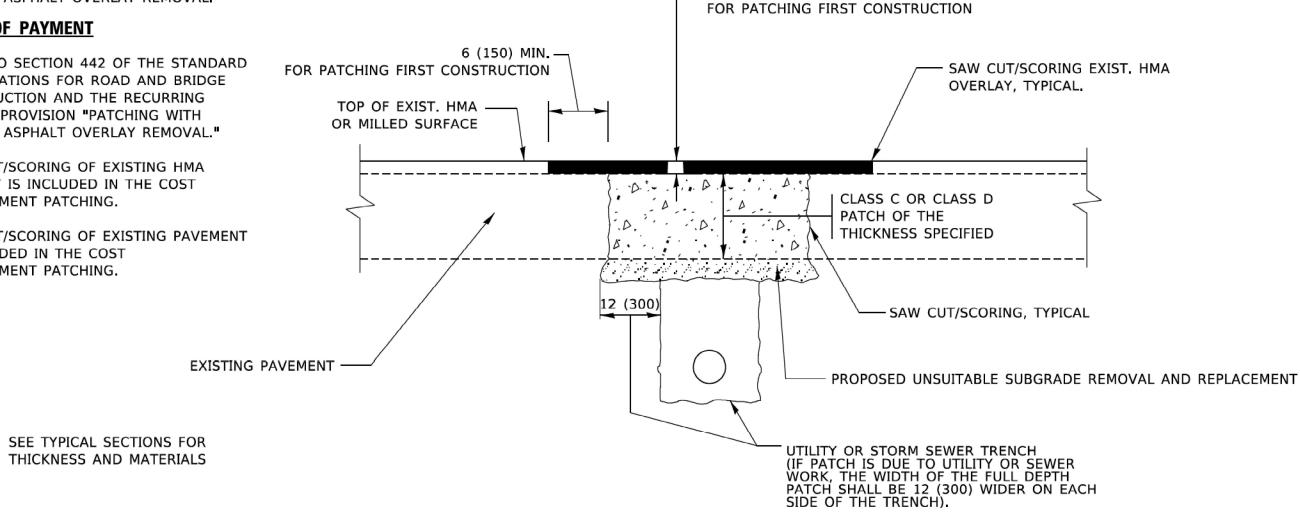
SCALE: NONE

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.



HMA REMOVAL OVER PATCHES *

AND HMA REPLACEMENT OVER PATCHES

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

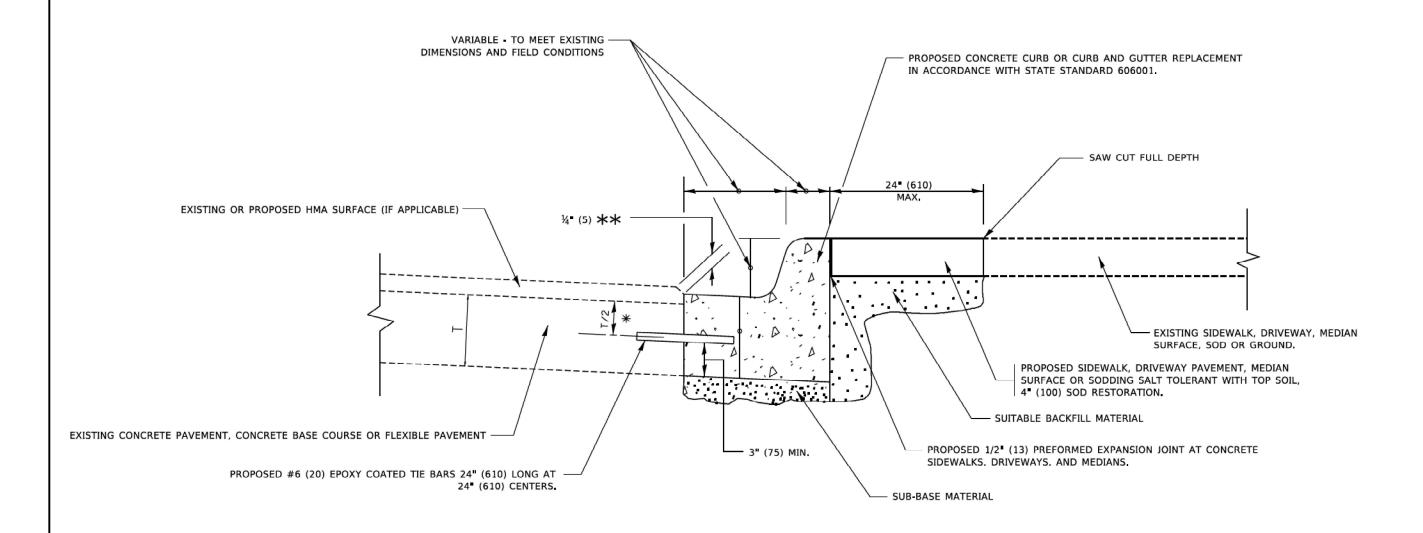
- 1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
- 2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
- 3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

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

USER NAME = Lawrence.DeManche	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07		PAVEMENT PATCHING FOR			F.A.U.	SECTION	COUNTY	TOTAL	SHEET
	DRAWN -	REVISED - R. BORO 09-04-07	STATE OF ILLINOIS				1477	2024-1043-RS	соок	69	56
PLOT SCALE = 100,0000 ' / In.	CHECKED -	REVISED - K. ENG 10-27-08	DEPARTMENT OF TRANSPORTATION HMA SURFACED PAVEMENT		HMA SURFACED PAVEMENT			400-04 (BD-22)	CONTRACT	NO 62X	(84
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE	SHEET 1 OF 1 SHEETS STA.	TO STA.			AID PROJECT		



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

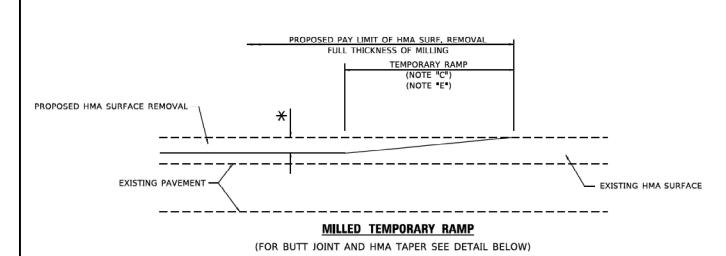
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

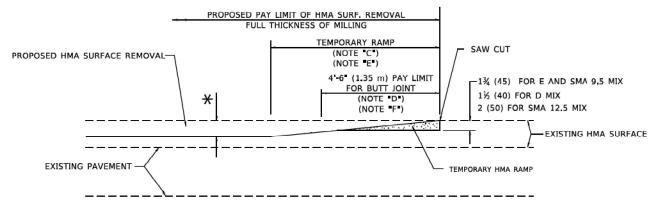
USER NAME - footemj	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	
	DRAWN -	REVISED - M. GOMEZ 01-22-01	ST
PLOT SCALE = 50,0000 / In.	CHECKED -	REVISED - R. BORO 12-15-09	DEPARTME
PLOT DATE = 7/11/2019	DATE - 03-11-94	REVISED - K. SMITH 07-11-19	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

	CURB OR CURB AND GUTTER						F.A.U. RTE.	SEG
							1477	2024-
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OPTION 1

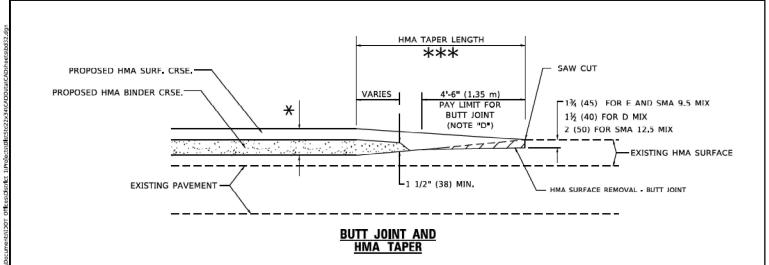


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



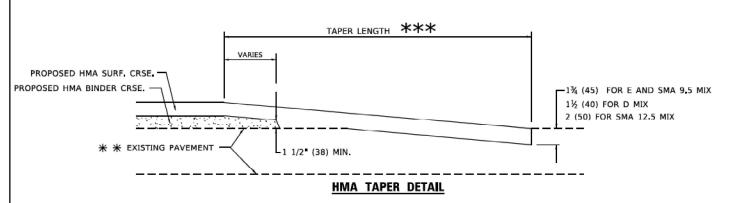
TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

SER NAME - Lawrence.DeMand M, DE YONG REVISED - M. GOMEZ 04-06-01 DRAWN -REVISED - R. BORO 01-01-07 CHECKED -LOT SCALE = 100,0000 ' / In. PLOT DATE = 11/18/2022 DATE REVISED -K. SMITH 11-18-22

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SECTION **BUTT JOINT AND** 2024-1043-RS HMA TAPER DETAILS BD400-05 BD-32 SCALE: NONE OF 1 SHEETS STA. TO STA.

PROPOSED HMA OR PCC SURFACE REMOVAL - BUTT JOINT 30'0" (9.0 m) (NOTE A) EXISTING HMA OR PCC SURFACE -— SAW CUT 15'-0" (4.5 m) (NOTE "B") (NOTE "D") 40'-0" (12.0M) (NOTE A1") -1¾ (45) FOR E AND SMA 9.5 MIX 1½ (40) FOR D MIX 2 (50) FOR SMA 12.5 MIX * * EXISTING PAVEMENT **BUTT JOINT 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.
 - \bigstar 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

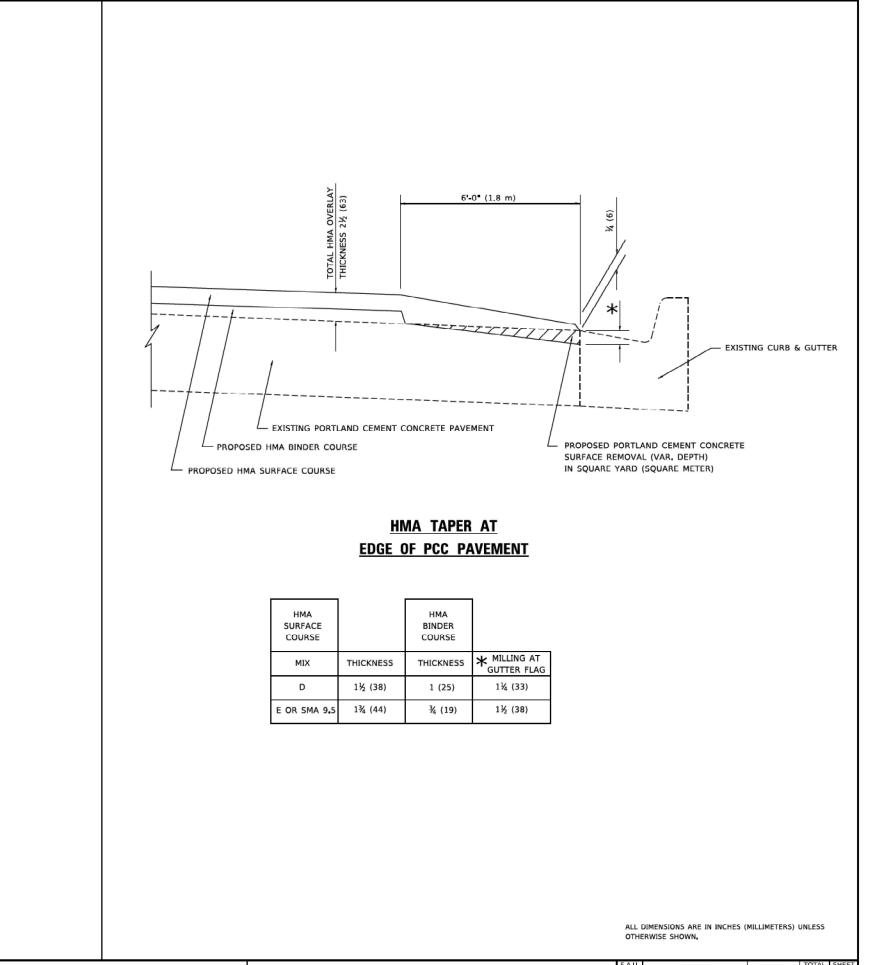
- 1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER)
 FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR
 FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".
- THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE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

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

COUNTY

COOK

CONTRACT NO 62X84



PLOT SCALE = 50,0000 / In. - 09-10-94

USER NAME = Shawn.Ley

DESIGNED - R. SHAH

CHECKED - A. ABBAS

REVISED - E. GOMEZ 12-21-00

REVISED - R. BORO 01-01-07

REVISED - K. SMITH 11-18-22

REVISED - JP CHANG 07-08-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

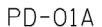
HMA TAPER AT EDGE OF P.C.C. PAVEMENT SHEET 1 OF 1 SHEETS STA.

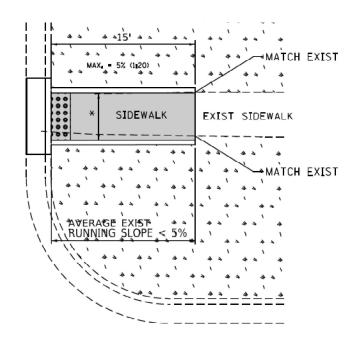
TO STA.

SCALE: NONE

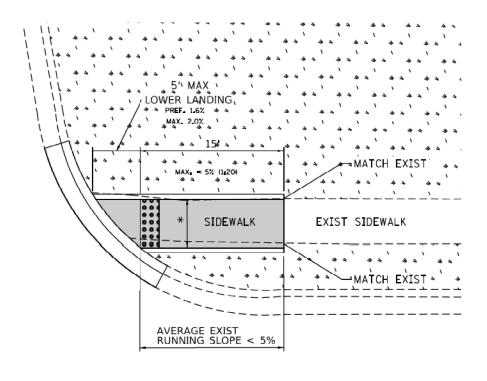
SECTION 2024-1043-RS COOK 69 59 BD400-06 BD-33 CONTRACT NO 62X84

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

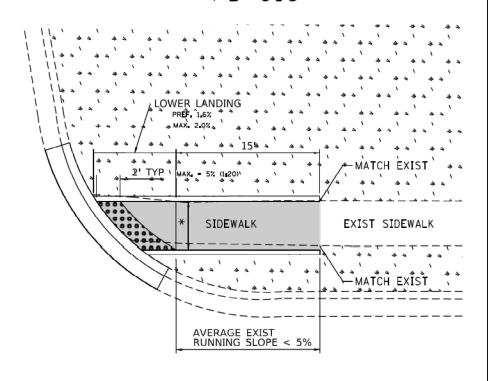




PD-01B



PD-01C



DESIGNER NOTES

- 1) ALL CROSS SLOPES ARE PREFERRED 1.6% (1:64), MAXIMUM 2% (1:50).
- 2) SIDEWALK REALIGNMENT WILL REQUIRE DETAILED DESIGN.
- 3) AREAS SURROUNDED BY PCC/ASPHALT, BUILDINGS, OR ARE NEAR TO DRIVEWAYS, REALIGNED SIDEWALK, UTILITY AND SIGNAL POLES, OR WHEN PRIVATE SIDEWALK TIES IN, WILL REQUIRE DETAILED SURVEY AND DESIGN.
- 4) ALL BRICK CORNERS WILL REQUIRE SUPERVISOR APPROVAL BEFORE USING PROJECT DETAILS

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. –	175	1311 /
	C) I	1 1 1 1

PROPOSED SIDE CURB



EXIST. GRASS



PROPOSED SIDEWALK

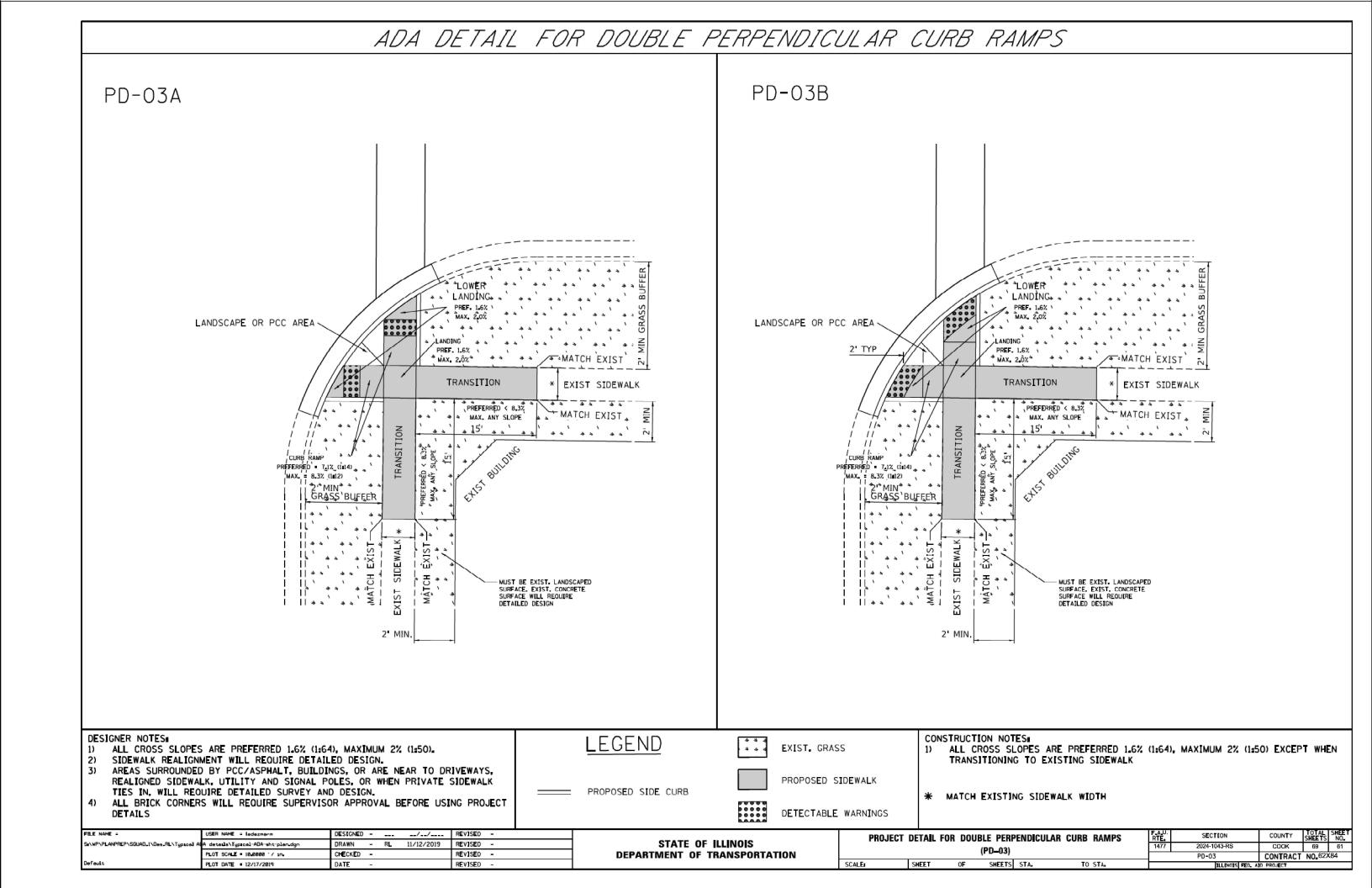


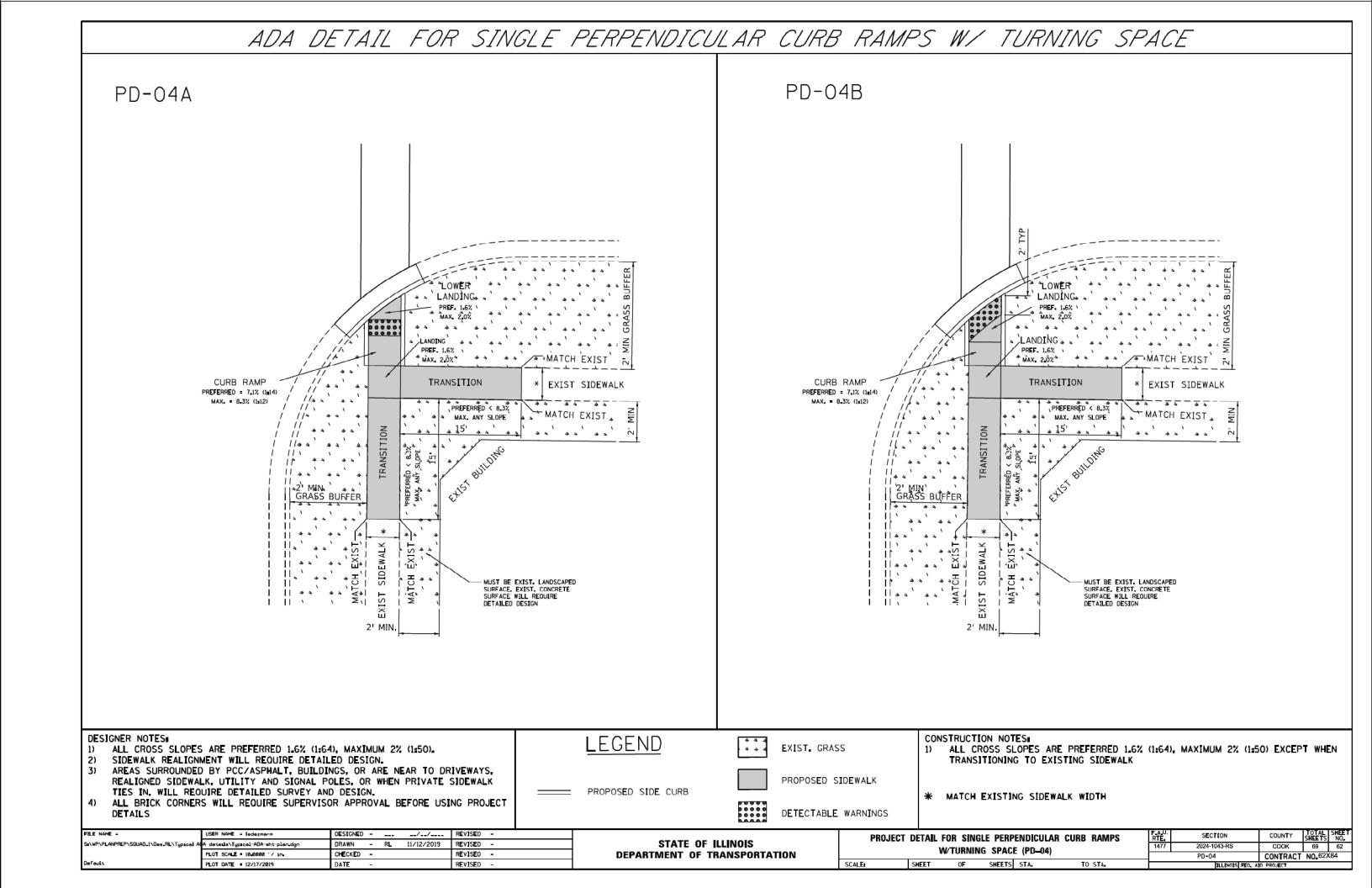
DETECTABLE WARNINGS

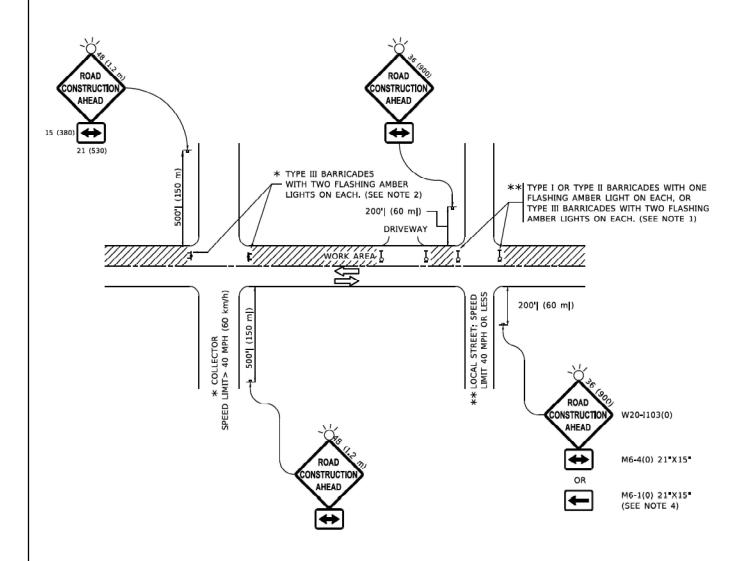
CONSTRUCTION NOTES

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

FILE NAME =	USER NAME = Ledezmarm	DESIGNED/	REVISED -		PROJECT DETAIL FOR SINGLE PERPENDICULAR CURB RAMPS		CURR RAMPS	F.A.U.	SECTION	COUNTY	TOTAL SHEET		
SalwPlPANPREPlSQUAD_1lDes_RLlTypicel All	A details\Typzcal-ADA-sht-plan.dgn	DRAWN - RL 11/12/2019	REVISED -	STATE OF ILLINOIS				1477	2024-1043-RS	соок	69 60		
	PLOT SCALE = 10.0000 '/ 10.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	(PD=01)					PD-01	CONTRACT	NO. 62X84	
Default	PLOT DATE = 12/17/2019	DATE -	REVISED -		SCALE:	SHEET (OF SHEI	TS STA.	TO STA.		ILLINOIS FED. A		







NOTES:

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 36 x 36 (900x900) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
- b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER;
- a) ONE "ROAD CONSTRUCTION AHEAD" SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
- THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY
 b) 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)
- WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE
 4. SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL
 BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).

SCALE: NONE

- WHEN WORK IS BEING PERFORMED ON A SIDE ROAD OR DRIVEWAY, FOLLOW THE APPLICABLE STANDARD(S). THE DIRECTIONAL ARROW (M6-1 OR M6-4) SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE TRAFFIC CONTROL SET-UP.
- 6. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAYS UNLESS OTHERWISE SPECIFIED IN THE PLANS OR BY THE
- 7. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

 USER NAME
 = Lawrence.DeManche
 DESIGNED
 - L.H.A.
 REVISED
 - T. RAMMACHER 01-06-00

 DRAWN
 REVISED
 - A. SCHUETZE 07-01-13

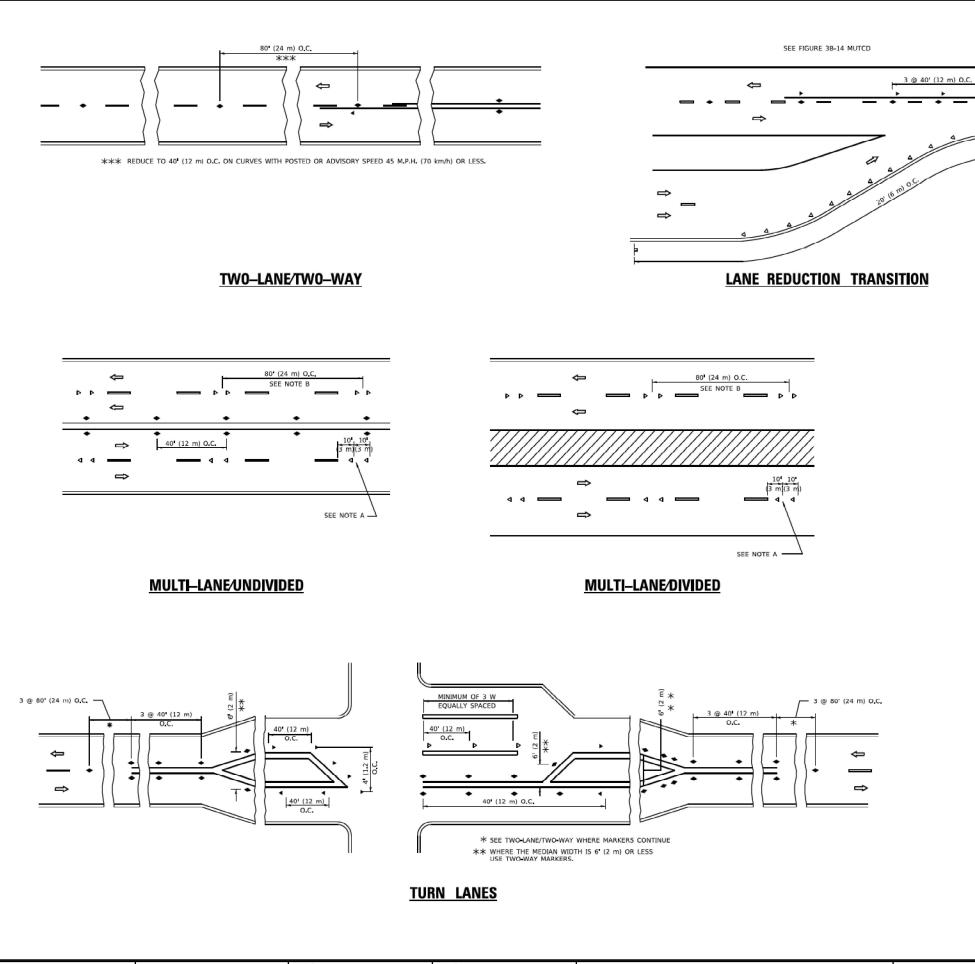
 PLOT SCALE
 = 100,0000 * / In.
 CHECKED
 REVISED
 - A. SCHUETZE 09-15-16

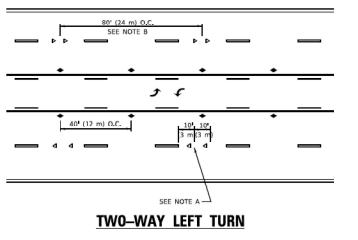
 PLOT DATE
 = 5/3/2024
 DATE
 06-89
 REVISED
 D. SENDERAK 05-03-24

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SHEET 1 OF 1 SHEETS STA.





SYMBOLS

■ ONE-WAY CRYSTAL MARKER (W/O)

TWO-WAY AMBER MARKER

YELLOW STRIPE

WHITE STRIPE

GENERAL NOTES

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

LANE MARKER NOTES

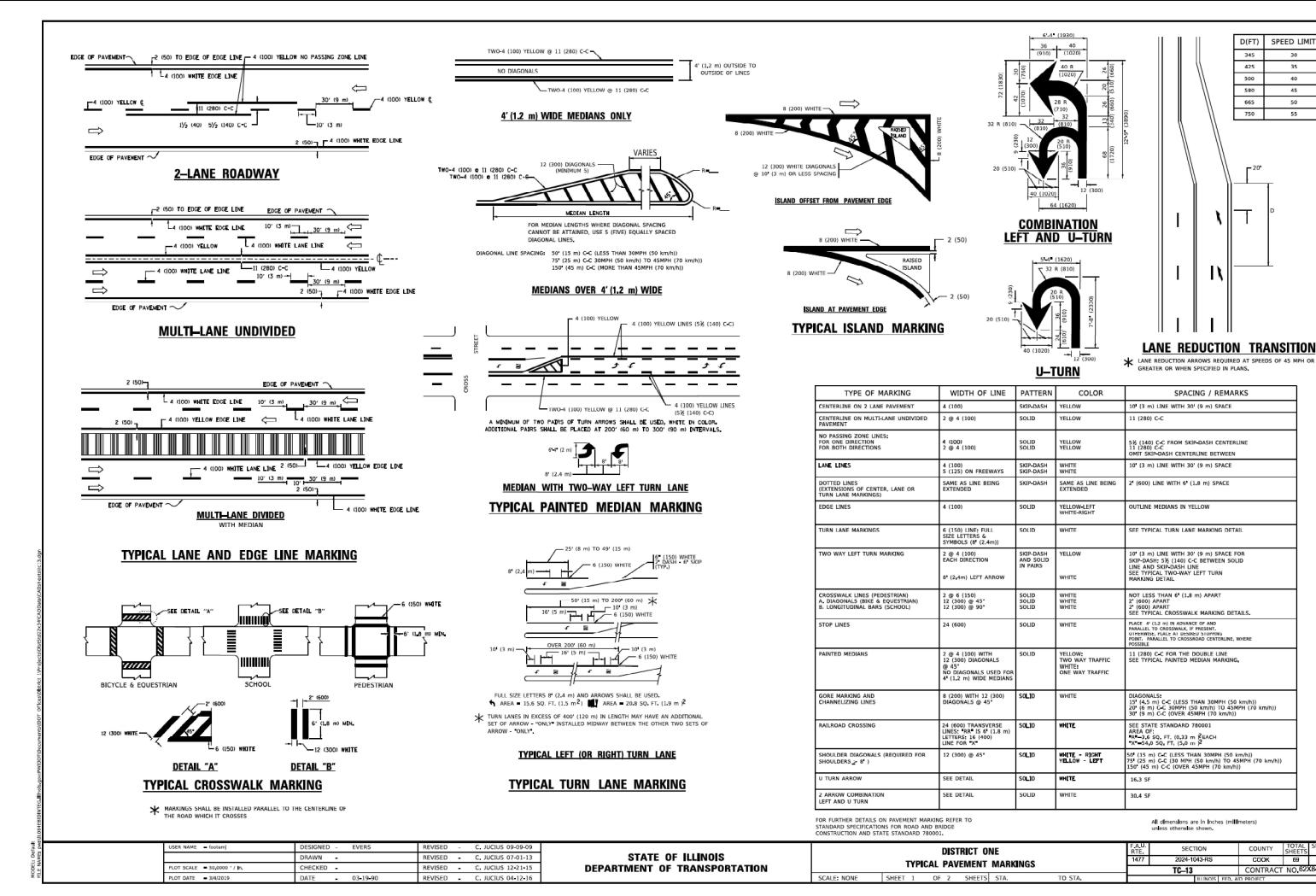
- A. USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- B. REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

DESIGN NOTES

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

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

USER NAME = footem)	DESIGNED -	REVISED - T. RAMMACHER 03-12-99			-	TYPICAL	APPLICATION		RTF.	SECTION	COUN	TY SHEE	TS NO.
	DRAWN -	REVISED -T. RAMMACHER 01-06-00	STATE OF ILLINOIS	DAIGED DEE					1477	2024-1043-R	s coo	< 69	64
PLOT SCALE = 50,0000 ' / In.	CHECKED -	REVISED - C. JUCIUS 09-09-09	DEPARTMENT OF TRANSPORTATION	RAISED REF	LECTIVE PAY	/EIVIEN I	MARKERS (S	NOW-PLOW RESISTANT)	<u> </u>	TC-11	CONT	RACT NO.	62X84
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 07-01-13		SCALE: NONE	SHEET 1	OF 1	SHEETS STA.	TO STA.		TLLTN	OIS FED. AID PROJECT		



D(FT)

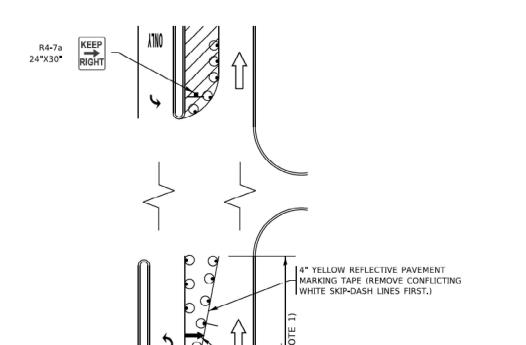
750

COUNTY

CONTRACT NO 62X84

SPEED LIMIT

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER



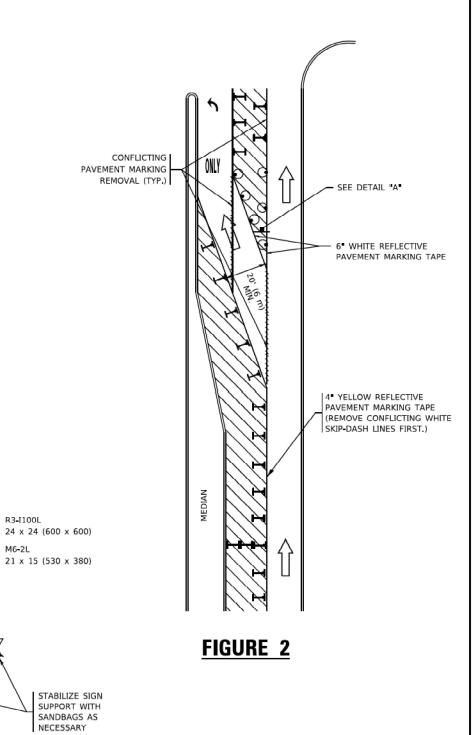
ARROW BOARD

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

NOTES:

- 1. A) WHEN "L" IS \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 MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
- 3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
- 4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
- 5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN, UNDER THIS CONDITION, "RIGHT TURN LANE" R3-I100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
- 6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
- 7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH
- 8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

TURN BAY ENTRANCE WITHIN A LANE CLOSURE



DETAIL A

TURN

LANE

All dimensions are in inches (millimeters) unless otherwise shown

DESIGNED - T. RAMMACHER 09-08-94 REVISED - R. BORO 09-14-09 DRAWN - A. HOU PLOT SCALE = 50,0000 * / In. CHECKED - A. HOU -T. RAMMACHER 01-06-00 REVISED

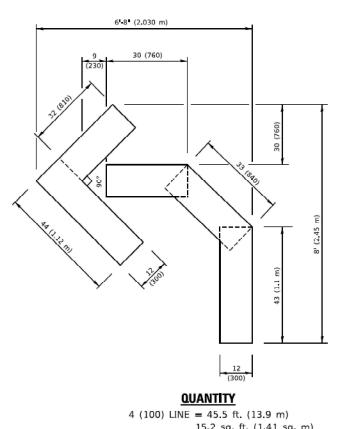
FIGURE 1

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION** TRAFFIC CONTROL AND PROTECTION AT TURN BAYS SECTION 2024-1043-RS (TO REMAIN OPEN TO TRAFFIC) TC-14 SHEET 1 OF 1 SHEETS STA.

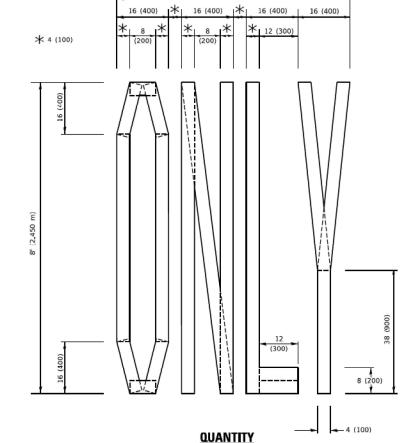
COUNTY SHEETS NO. COOK CONTRACT NO 62X84

SEE DETAIL "A"

	11 00110 00 1
JSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
JSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
	DELECED



15.2 sq. ft. (1.41 sq. m)



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

DRAWN

DESIGNED -

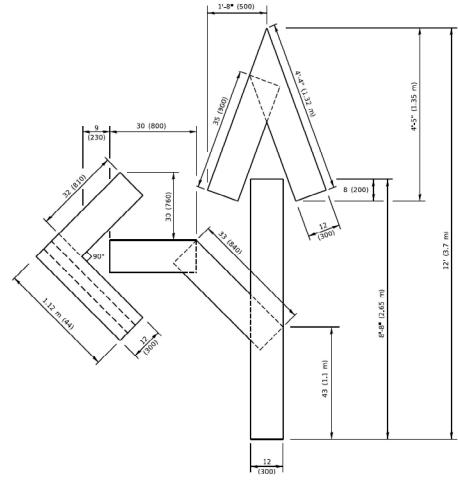
CHECKED -

DATE - 09-18-94

JSER NAME = footemi

PLOT DATE = 3/4/2019

PLOT SCALE = 50.0068 ' / In.

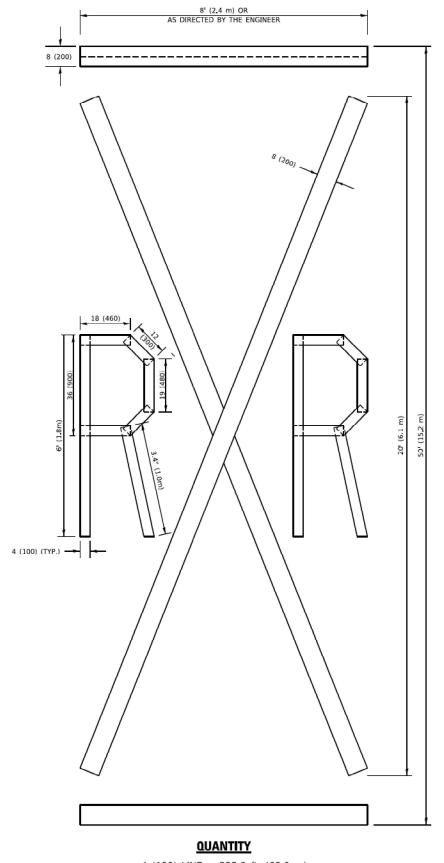


QUANTITY

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

NOTE:

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



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

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

REVISED	-T. RAMMACHER 03-02-98
REVISED	- E. GOMEZ 08-28-00
REVISED	- E. GOMEZ 08-28-00

REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS SCALE: NONE SHEET 1 OF 1 SHEETS STA.

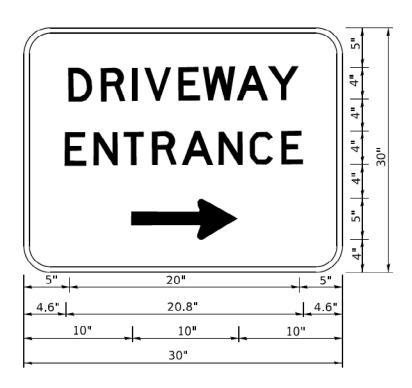
SECTION 2024-1043-RS COOK 69 67 TC-16 CONTRACT NO 62X84

68 (1700) 54 (1350) (175) (175)**ROAD WORK** 45 (1125) **AHEAD EXPECT DELAYS** USE APPROPRIATE MONTH AND DATE FOR CONTRACT -1 (25) BLACK m) MIN. **BORDER BEGINS** XXX XX (2.1 58 (1450) 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 = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97		ARTERIAL ROAD				ARTERIAL ROAD		F.A.U.	SECTION	COUNTY	TOTAL	SHEET NO.
	DRAWN -	REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS							1477	2024-1043-RS	соок	69	68
PLOT SCALE = 50.0000 / In.	CHECKED -	REVISED -T. RAMMACHER 02-02	DEPARTMENT OF TRANSPORTATION	INFORMATION SIGN				TC-22	CONTRAC	T NO.62	X84			
PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-0		SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO 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".

USER NAME - leysa	DESIGNED -	REVISED	-	C. JUCIUS 02-15-07
	DRAWN -	REVISED	-	
PLOT SCALE = 50,0000 ' / In.	CHECKED -	REVISED	-	
PLOT DATE ■ 8/6/2021	DATE -	REVISED	-	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE