FAU RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	1
	ILLINOIS	CONTRACT NO. 61M69		

11-06-2026 LETTING ITEM 030

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 1196 (103RD STREET)
SOUTHWEST HWY TO RIDGELAND AVENUE
RESURFACING
SECTION NO.: 21–00095–00–PV
PROJECT NO.: HA0X (824)
VILLAGE OF CHICAGO RIDGE
COOK COUNTY
JOB NO.: C–91–243–24



LOCATION OF SECTION INDICATED THUS: –■–

103RD STREET
FUNCTIONAL CLASSIFICATION
MAJOR COLLECTOR

POSTED SPEED
25 M.P.H.

TRAFFIC DATA
ADT (YEAR) = 4000 (2024)

100′ 200′ 300′ — 1″ = 100′
0 10′ 20′ 30′ — 1″ = 10′
0 50′ 100′ — 1″ = 50′
0 50′ 100′ — 1″ = 40′
0 50′ 100′ — 1″ = 30′
0 50′ 100′ — 1″ = 20′

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

RANGE 13E 3RD P.M.



LOCATION MAP
NOT TO SCALE

GROSS & NET LENGTH = 1942.11 FT. = 0.37 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROVED _____ JULY 13, 2026
VILLAGE PRESIDENT, VILLAGE OF CHICAGO RIDGE

PASSED _____ AUG. 25, 2026
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS

RELEASED FOR BID BASED ON LIMITED REVIEW _____ Aug 25 27
REGIONAL ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

CHRISTOPHER B. BURKE ENGINEERING, LTD.
9575 W. Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PROFESSIONAL DESIGN FIRM NO.: 184-001175
EXPIRATION DATE: APRIL 30, 2027

CONTRACT NO. 61M69

ANDREW M. PUFUNDT 062-061729 REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

Andrew M. Pufundt 8/27/2026
ENGINEER DATE

ANDREW M. PUFUNDT
ILLINOIS REGISTRATION No. 062-061729
EXPIRATION DATE: 11/30/2027

FEDERAL AID PROGRAM ENGINEER: CARMEN E. RAMOS, P.E. SCHAUMBURG, IL

INDEX OF SHEETS

DESCRIPTION	SHEET NO.
TITLE SHEET	1
INDEX OF SHEETS AND HIGHWAY STANDARDS	2
INDEX OF D1 STANDARDS AND COMMITMENTS	3
GENERAL NOTES	4
SUMMARY OF QUANTITIES	5-9
TYPICAL SECTIONS	10
ALIGNMENT, TIES AND BENCHMARKS	11
EXISTING CONDITIONS AND REMOVAL PLANS	12-13
PROPOSED PLANS	14-15
SIGN REPLACEMENT SCHEDULE	16
PAVEMENT MARKING PLANS	17-18
TRAFFIC SIGNAL REMOVAL PLAN SOUTHWEST HIGHWAY AND 103RD STREET	19-20
TRAFFIC SIGNAL MODERNIZATION PLAN SOUTHWEST HIGHWAY AND 103RD STREET	21-22
SOUTHWEST HIGHWAY AND 103RD STREET CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES AND EMERGENCY VEHICLE PREEMPTION SEQUENCE	23
RIDGELAND AVENUE AND 103RD STREET DETECTOR LOOP REPLACEMENT PLAN	24
RIDGELAND AVENUE AND 103RD STREET CABLE PLAN AND SCHEDULE OF QUANTITIES	25
RIDGELAND AVENUE AND 103RD STREET RECORD DRAWINGS	26-27
RIDGELAND AVENUE AND 103RD STREET SEQUENCE OF OPERATION	28-29
ADA CURB RAMP DETAILS	30-31
CONSTRUCTION DETAILS	32-33
DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-8)	34
PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	35
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	36
BUTT JOINT AND HMA TAPER DETAILS (BD-32)	37
TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	38
DISTRICT ONE TYPICAL PAVEMENT MARKINGS (TC-13)	39-40
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	41
ARTERIAL ROAD INFORMATION SIGN (TC-22)	42
DRIVEWAY ENTRANCE SIGNING (TC-26)	43
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-01)	44-50
DISTRICT ONE MAST ARM MOUNTED STREET NAME SIGNS (TS-02)	51
DISTRICT ONE DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)	52

HIGHWAY STANDARDS

000001-09 STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS

424001-12 PERPENDICULAR CURB RAMPS FOR SIDEWALKS

424021-07 DEPRESSED CORNER FOR SIDEWALKS

442201-04 CLASS C & D PATCHES

602011-02 CATCH BASIN TYPE C

604001-05 FRAMES AND LIDS TYPE 1

606001-09 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER

701006-05 OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE

701101-05 OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE

701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS

701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS – DAY ONLY

701427-05 LANE CLOSURE MULTILANE INTERMITTENT OR MOVING OPERATIONS 40MPH OR LESS

701501-06 URBAN LANE CLOSURE, 2L, 2W, - UNDIVIDED

701701-10 URBAN LANE CLOSURE, MULTILANE INTERSECTION

701801-06 SIDEWALK, CORNER, OR CROSSWALK CLOSURE

701901-11 TRAFFIC CONTROL DEVICES

729001-01 APPLICATIONS OF TYPES A & B METAL POST

780001-05 TYPICAL PAVEMENT MARKINGS

857001-01 STANDARD PHASE DESIGNATION DIAGRAMS AND PHASE SEQUENCES

873001-02 TRAFFIC SIGNAL GROUNDING AND BONDING

876001-04 PEDESTRIAN PUSH BUTTON POST

878001-11 CONCRETE FOUNDATION DETAILS

886001-01 DETECTOR LOOP INSTALLATIONS

886006-01 TYPICAL LAYOUTS FOR DETECTION LOOPS

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	PLOT SCALE = NTS	CHECKED -	REVISED -
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND HIGHWAY STANDARDS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	2
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

DISTRICT 1 STANDARD DETAILS

BD-08 – DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

BD-22 – PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT

BD-24 – CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

BD-32 – BUTT JOINT AND HMA TAPER DETAILS

TC-10 – TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

TC-13 – DISTRICT ONE TYPICAL PAVEMENT MARKINGS

TC-16 – SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

TC-22 – ARTERIAL ROAD INFORMATION SIGN

TC-26 – DRIVEWAY ENTRANCE SIGNING

TS-01 – TRAFFIC SIGNAL DESIGN DETAILS

TS-02 – MAST ARM MOUNTED STREET NAME SIGNS

TS-07 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

COMMITMENTS

NONE

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	PLOT SCALE = NTS	CHECKED -	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF D1 STANDARDS AND COMMITMENTS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	3
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

SPECIFICATIONS, STANDARDS AND SPECIAL PROVISIONS

1. ALL CONSTRUCTION SHALL BE DONE IN ACCORDANCE WITH THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2026; "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (IMUTCD) AND "THE STANDARD SPECIFICATIONS FOR WATER AND SEWER MAIN CONSTRUCTION IN ILLINOIS" EIGTH EDITION; THE "DETAILS" IN THE PLANS; AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.

2. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS OR SPECIAL PROVISIONS SHALL BE INTERPRETED AS THE LATEST IDOT STANDARD.

3. ALL TRAFFIC CONTROL AND OTHER ADVISORY SIGNS NEEDED FOR CONSTRUCTION ARE TO BE FURNISHED BY THE CONTRACTOR IN ACCORDANCE WITH SECTION 700 OF THE STANDARD SPECIFICATIONS.

UTILITIES

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL EXISTING FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS AS PROVIDED FOR IN THE STANDARD SPECIFICATIONS.

5. THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE AND ENGINEER DO NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER.

7. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT 8-1-1 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, GAS AND CABLE TELEVISION FACILITIES (48 HOURS NOTIFICATIONS IS REQUIRED).

WATER, STORM SEWER AND SANITARY SEWER

8. THE CONTRACTOR SHALL NOT OPEN OR SHUT ANY WATER VALVES OR FIRE HYDRANTS. CONTACT THE VILLAGE OF CHICAGO RIDGE PUBLIC WORKS DEPARTMENT (TEL. NO. 708-857-4457) FOR THEM TO TURN VALVES OR OPERATE HYDRANTS. UNAUTHORIZED USE SHALL SUBJECT THE OFFENDER TO ARREST AND PROSECUTION.

9. WHENEVER DURING CONSTRUCTION OPERATIONS ANY LOOSE MATERIAL IS DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES SUCH THAT THE NATURAL FLOW OF WATER IS OBSTRUCTED, IT SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. AT THE CONCLUSION OF CONSTRUCTION OPERATIONS, ALL UTILITY STRUCTURES SHALL BE FREE FROM DIRT AND DEBRIS. THE WORK SPECIFIED ABOVE SHALL BE COMPLETED PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS.

10. ALL EXISTING OR PROPOSED STORM SEWER DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION SHALL BE REPLACED BY THE CONTRACTOR.

11. WHEN EXISTING DRAINAGE FACILITIES ARE DISTURBED, THE CONTRACTOR SHALL PROVIDE AND MAINTAIN TEMPORARY OUTLETS AND CONNECTIONS FOR ALL PRIVATE OR PUBLIC DRAINS, SEWERS OR CATCH BASINS. HE/SHE SHALL PROVIDE FACILITIES TO TAKE IN ALL STORM WATER WHICH WILL BE RECEIVED BY THESE DRAINS AND SEWERS AND DISCHARGE THE SAME. HE/SHE SHALL PROVIDE AND MAINTAIN AN EFFICIENT PUMPING PLAN, IF NECESSARY, AND A TEMPORARY OUTLET AND BE PREPARED AT ALL TIMES TO DISPOSE OF THE WATER RECEIVED FROM THESE TEMPORARY CONNECTIONS UNTIL SUCH TIME AS THE PERMANENT CONNECTIONS WITH SEWERS ARE BUILT AND IN SERVICE.

12. THE CONTRACTOR SHALL CONFIRM ALL EXISTING STORM SEWER PIPE SIZES AND INVERTS PRIOR TO ORDERING STRUCTURES. ANY MODIFICATIONS OF STRUCTURES DUE TO THE FAILURE OF THE CONTRACTOR TO PERFORM THIS TASK MAY LED TO THE REJECTION OF THE STRUCTURE IN THE FIELD.

13. STRUCTURE ADJUSTMENTS: PRECAST CONCRETE ADJUSTMENT RINGS ARE NOT TO EXCEED 12 INCHES IN OVERALL HEIGHT AND SHALL BE USED IF AN ADJUSTMENT TO THE FINISHED GRADE ESTABLISHED BY THE ENGINEER IS NECESSARY. MAXIMUM TWO RINGS.

STAGING

14. NO CONSTRUCTION SHALL BEGIN UNTIL ALL PROPER TEMPORARY SIGNS AND BARRICADES HAVE BEEN INSTALLED.

15. ADVANCE WARNING SIGNS NEED TO BE ERECTED AT LEAST 7 DAYS PRIOR TO START OF CONSTRUCTION.

16. TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.

17. PAVEMENT MARKING TAPE TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.

MISCELLANEOUS

18. ACCESS: THE CONTRACTOR SHALL PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT, EXCEPT FOR PERIODS OF SHORT DURATION.

19. DIMENSIONS: THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.

20. LIMITS OF PATCHING, CURB AND GUTTER REMOVAL AND REPLACEMENT, SIDEWALK REMOVAL AND REPLACEMENT, DRIVEWAY REMOVAL AND REPLACEMENT, AND STRUCTURES TO BE ADJUSTED WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

21. THE THICKNESSES OF HOT-MIX ASPHALT MIXTURES SHOWN IN THE PLANS ARE NOMINAL. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE SURFACES OR BASES ON WHICH THEY ARE TO BE PLACED.

22. DEPRESSED CURB: ACCESSIBLE RAMPS AND DEPRESSED CURBS SHALL BE PROVIDED AT CROSSWALK LOCATIONS SHOWN ON THE PLANS.

23. ALL UNDERGROUND, DRIVEWAY, CONCRETE, AND LANDSCAPE RESTORATION WORK IS TO BE COMPLETED BEFORE THE SURFACE COURSE CAN BE INSTALLED.

24. FOR HOT-MIX ASPHALT SURFACE REMOVAL, THE EXISTING ASPHALT SURFACE SHALL BE REMOVED TO THE DEPTH SPECIFIED. THE GRINDINGS SHALL BE REMOVED FROM THE SITE AND THE SURFACE MECHANICALLY BROOMED UNTIL THE SURFACE IS COMPLETELY FREE OF ANY LOOSE MATERIAL AND DEBRIS.

25. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR JOB SITE SAFETY AS WELL AS SUPERVISION/DIRECTION AND MEANS/METHODS OF CONSTRUCTION.

26. SOIL EROSION PROTECTION SHALL BE IN ACCORDANCE WITH IEPA STANDARDS AND SPECIFICATIONS FOR SOIL EROSION AND SEDIMENT CONTROL. ALL DISTURBED AREAS (NOT IMPERVIOUS IN NATURE) SHALL BE FINE GRADED, TOP SOIL RESTORED (MIN 4 INCHES) AND SOD APPLIED UNLESS OTHERWISE SPECIFIED ON THE PLANS.

27. ANY DEFACED WORK SHALL BE CORRECTED OR REPLACED BY THE CONTRACTOR. THE VILLAGE WILL COOPERATE WITH THE CONTRACTOR TO MINIMIZE VANDALISM, BUT THE CONTRACTOR SHALL BE ULTIMATELY RESPONSIBLE TO CORRECT ANY DAMAGE PER CONDITIONS OF ARTICLE 107.30 OF THE STANDARD SPECIFICATIONS.

28. THE CONTRACTOR SHALL KEEP ONE LANE IN EACH DIRECTION OPEN TO TRAFFIC AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL COMPLETE ALL MILLING OPERATIONS BEFORE INSTALLING ANY HOT-MIX ASPHALT PAVEMENT.

29. THE CONTRACTOR MUST PROVIDE AND MAINTAIN SUFFICIENT WASHROOMS FOR THE PROJECT.

30. PRIOR TO INSTALLING SURFACE COURSE AND AT THE ENGINEER'S DISCRETION, THE CONTRACTOR SHALL SAWCUT THE EXISTING PAVEMENT TO PROVIDE A NEW BUTT JOINT TO PAVE AGAINST.

31. THE CONTRACTOR SHALL CONTACT THE ARTERIAL TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

32. 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 BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

33. ALL NITROGEN, PHOSPHORUS AND POTASSIUM FERTILIZER NUTRIENTS HAVE BEEN INTENTIONALLY OMITTED FROM THE CONTRACT ON SODDING APPLICATION.

34. CONTRACTOR SHALL TAKE PRECAUTION BY PRESERVING EXISTING TREES WITHIN THE RIGHT OF WAY. IF ANY DAMAGE OCCURS, TREE SHALL BE REPLACED IN KIND PER ARTICLE 201.07 REPAIR OR REPLACEMENT OF EXISTING PLANT MATERIAL REQUIREMENTS STATED HEREIN.

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	PLOT SCALE = NTS	CHECKED -	REVISED -			1196	21-00095-00-PV	COOK	52	4
	PLOT DATE = 8/27/2026	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 61M69		
							ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

				STP		
				80% FED - 20% LOCAL		
				0005	0042	0021
PAY ITEM NUMBER	PAY ITEM NAME	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY	TRAINEES	DETECTOR LOOP REPLACEMENT (COUNTY ROW)
20101100	TREE TRUNK PROTECTION	EACH	3	3		
20101200	TREE ROOT PRUNING	EACH	3	3		
20101300	TREE PRUNING (1 TO 10 INCHES IN DIAMETER)	EACH	2	2		
20101350	TREE PRUNING (OVER 10 INCHES DIAMETER)	EACH	17	17		
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	100	100		
20800150	TRENCH BACKFILL	CU YD	3	3		
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	287	287		
25200200	SUPPLEMENTAL WATERING	UNIT	5	5		
28000510	INLET FILTERS	EACH	30	30		
30300001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	10	10		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	6437	6437		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	5829	5829		
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	50	50		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	209	209		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 - N50	TON	1335	1335		
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	801	801		
42400800	DETECTABLE WARNINGS	SQ FT	270	270		
44000100	PAVEMENT REMOVAL	SQ YD	19	19		
44000164	HOT-MIX ASPHALT SURFACE REMOVAL, 3 3/4"	SQ YD	9536	9536		
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	168	168		

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	PAY ITEM NUMBER	PAY ITEM NAME	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY	TRAINEES	DETECTOR LOOP REPLACEMENT (COUNTY ROW)
	44000600	SIDEWALK REMOVAL	SQ FT	5500	5500		
	44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	240	240		
	44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	240	240		
	44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	240	240		
	60206905	CATCH BASINS, TYPE C, TYPE 1 FRAME, OPEN LID	EACH	1	1		
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	4	4		
	60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	95	95		
	60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	78	78		
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	30	30		
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLANS	L SUM	1	1		
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		
*	66901006	REGULATED SUBSTANCES MONITORING	DAYS	15	15		
	67100100	MOBILIZATION	L SUM	1	1		
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	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		
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	2702	2702		
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	901	901		
*	72000100	SIGN PANEL - TYPE 1	SQ FT	260	260		

* SPECIALTY ITEM

FILE NAME = N:\CHICAGORIDGE\9861T\143\Civil\SOQ 2_143.sht	USER NAME = kkozial	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NTS	DRAWN -	REVISED -			1196	21-00095-00-PV	COOK	52	6
Default	PLOT DATE = 8/27/2026	CHECKED -	REVISED -					CONTRACT NO. 61M69		
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	PAY ITEM NUMBER	PAY ITEM NAME	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY	TRAINEES	DETECTOR LOOP REPLACEMENT (COUNTY ROW)
*	72900200	METAL POST - TYPE B	FOOT	457	457		
	70300211	TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS - PAINT	SQ FT	137	137		
	70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	5293	5293		
	70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	517	517		
	70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	177	177		
	70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	1006	1006		
	70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	154	154		
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	137	137		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	5293	5293		
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	517	517		
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	177	177		
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	1006	1006		
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	154	154		
	78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	175	175		
*	81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	109	109		
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	2	1		1
*	87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	747	747		
*	87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	341	341		
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	166			166
*	87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	193	193		

* SPECIALTY ITEM

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Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	7
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

					STP		
					80% FED - 20% LOCAL		
					0005	0042	0021
	PAY ITEM NUMBER	PAY ITEM NAME	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY	TRAINEES	DETECTOR LOOP REPLACEMENT (COUNTY ROW)
*	87900200	DRILL EXISTING HANDHOLE	EACH	4	4		
*	88102717	PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6	6		
*	88600100	DETECTOR LOOP, TYPE I	FOOT	782	567		215
*	89502200	MODIFY EXISTING CONTROLLER	EACH	1	1		
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1505	1339		166
*	89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1	1		
*	89502376	REBUILD EXISTING HANDHOLE	EACH	2	2		
*	89502385	REMOVE EXISTING CONCRETE FOUNDATION	EACH	1	1		
*	X0323569	STEEL POST REMOVAL	EACH	31	31		
	X0326681	REMOVE AND RE-ERECT BOULDERS	L SUM	1	1		
*	X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2	2		
*	X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2	2		
	X2520650	SODDING, SALT TOLERANT (SPECIAL)	SQ YD	761	761		
	X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	26	26		
	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	6	6		
	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)	SQ FT	4600	4600		
	X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	1846	1846		
	X6026050	SANITARY MANHOLES TO BE ADJUSTED	EACH	5	5		
	X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	4	4		
	X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	167	167		

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

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

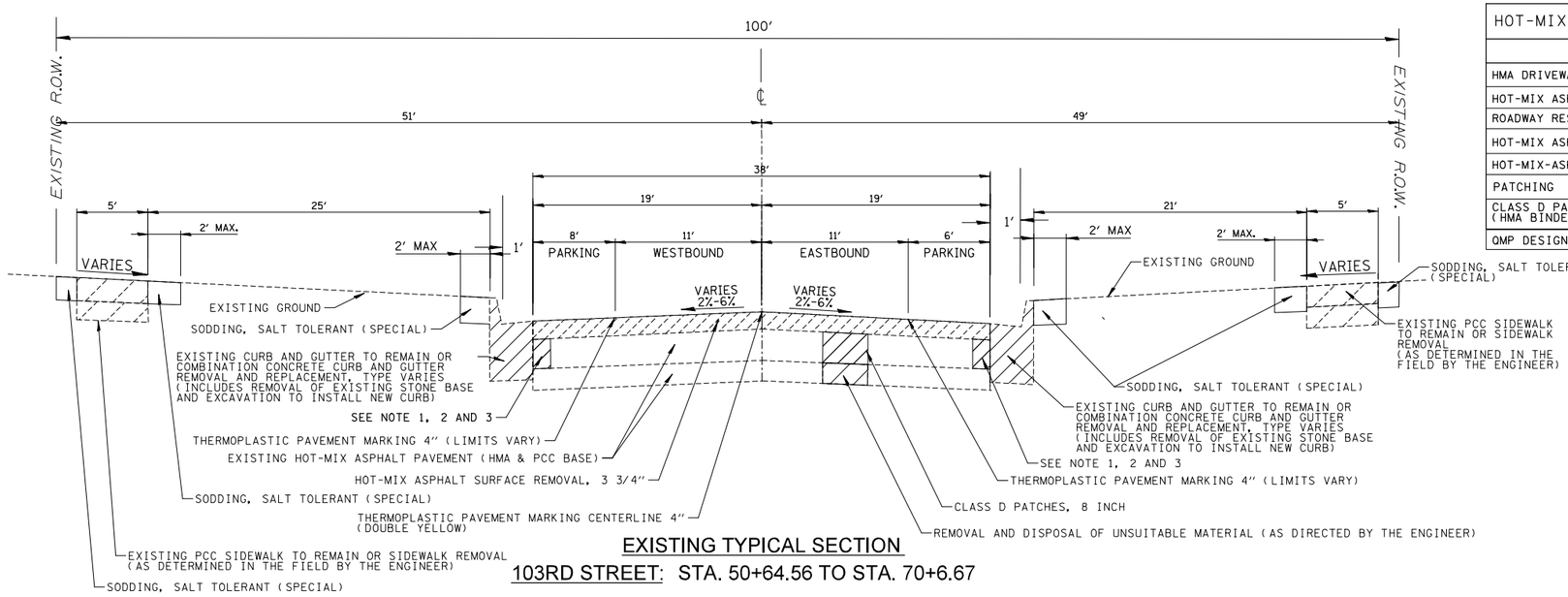
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	8
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

					STP		
					80% FED - 20% LOCAL		
					0005	0042	0021
	PAY ITEM NUMBER	PAY ITEM NAME	UNIT OF MEASURE	TOTAL QUANTITY	ROADWAY	TRAINEES	DETECTOR LOOP REPLACEMENT (COUNTY ROW)
	X7240300	SIGN REMOVAL	EACH	59	59		
*	X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6	6		
*	X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16	16		
	XX003435	PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	303	303		
	XX006947	HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT	SQ YD	483	483		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	29	29		
	Z0017700	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED	EACH	3	3		
*	Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1	1		
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	LSUM	1	1		
	Z0056608	STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH	FOOT	5	5		
*	X8900104	TEMPORARY TRAFFIC SIGNAL TIMING	EACH	2	1		1
	Z0076600	TRAINEES	HOUR	500		500	
	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	500		500	

* SPECIALTY ITEM

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	PLOT SCALE = NTS	DRAWN -	REVISED -			1196	21-00095-00-PV	COOK	52 / 9
Default	PLOT DATE = 8/27/2026	CHECKED -	REVISED -					CONTRACT NO. 61M69	
		DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT	



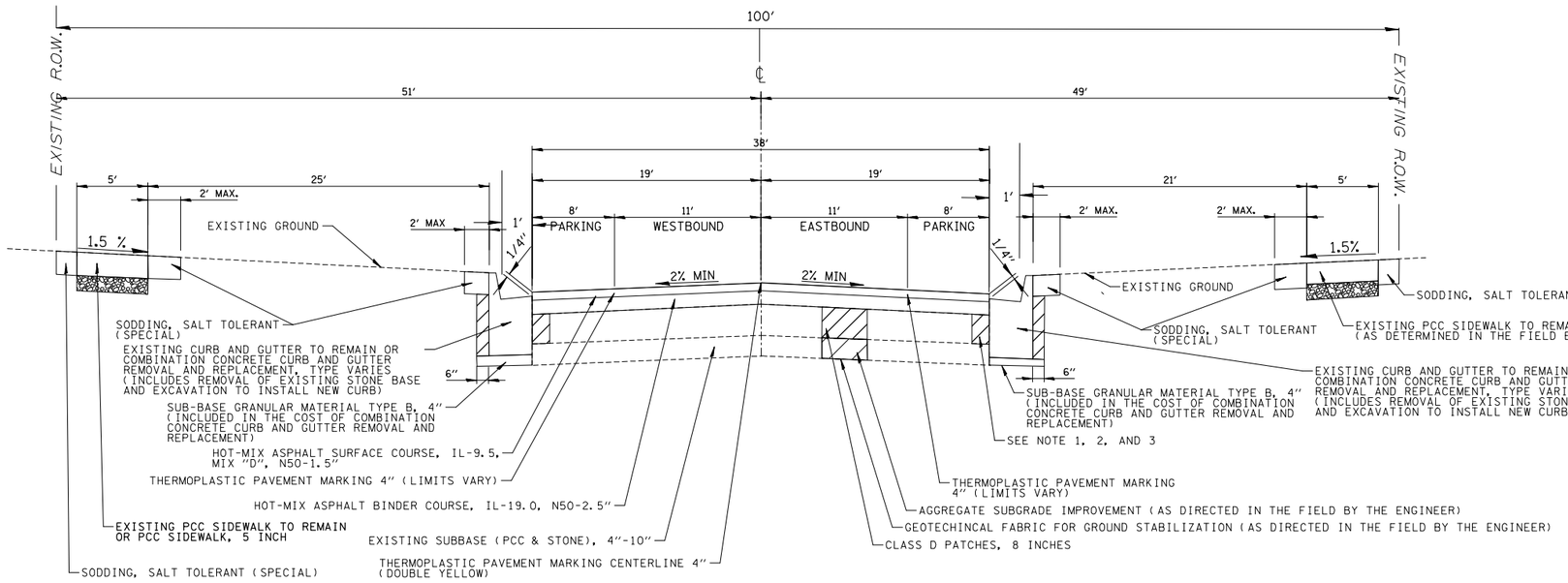
EXISTING TYPICAL SECTION

103RD STREET: STA. 50+64.56 TO STA. 70+6.67

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE ITEM	AIR VOIDS @ Ndes	QMP DESIGNATION
HMA DRIVEWAY REMOVAL & REPLACEMENT		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 3"	4% @ 50 GYR	LR 1030-2
ROADWAY RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL-9.5 MM), 1.5"	4% @ 50 GYR	LR 1030-2
HOT-MIX-ASPHALT BINDER COURSE, IL-19.0, N50, 2.5"	4% @ 50 GYR	LR 1030-2
PATCHING		
CLASS D PATCHES, TYPE (SPECIFIED), 8 INCH (HMA BINDER IL-19 MM)	4% @ 50 GYR	LR 1030-2
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QA/QC) PER LR 1030-2		

HMA NOTES:

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



PROPOSED TYPICAL SECTION

103RD STREET: STA. 50+64.56 TO STA. 70+6.67

NOTES:

1 CLASS SI PCC VIBRATED IN PLACE (INCLUDED IN COST OF THE PROPOSED CURB AND GUTTER), TO BE POURED WITHIN 48 HOURS AFTER CURB.

2 CONTRACTOR SHALL SAWCUT PAVEMENT PRIOR TO REMOVING THE CURB.

3 PAVEMENT REMOVAL ADJACENT TO PROPOSED CURB AND GUTTER (INCLUDED IN THE COST OF THE PROPOSED CURB AND GUTTER).

4 FOR ROADWAYS WITH DIFFERING ELEVATIONS AT THE EDGE OF PAVEMENT, CONTRACTOR SHALL PAVE THE SIDE WITH THE HIGHER ELEVATION FIRST.

5 ENGINEER TO VERIFY MAXIMUM 2% CROSS SLOPE PRIOR TO PLACING SURFACE COURSE. ANY CORRECTIONS MUST BE MADE BY THE CONTRACTOR AT HIS OWN EXPENSE.

6 NO ADDITIONAL COMPENSATION SHALL BE CONSIDERED FOR PETROMAT (FABRIC) ENCOUNTER DURING GRINDING OPERATIONS. REMOVAL OF PETROMAT SHALL BE CONSIDERED INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE REMOVAL.

7 LIMITS OF CURB AND GUTTER REMOVAL AND REPLACEMENT TO BE MARKED IN THE FIELD BY THE ENGINEER.

8 CONTRACTOR SHALL MILL THE EXISTING PAVEMENT PRIOR TO THE INSTALLATION OF PATCHING.

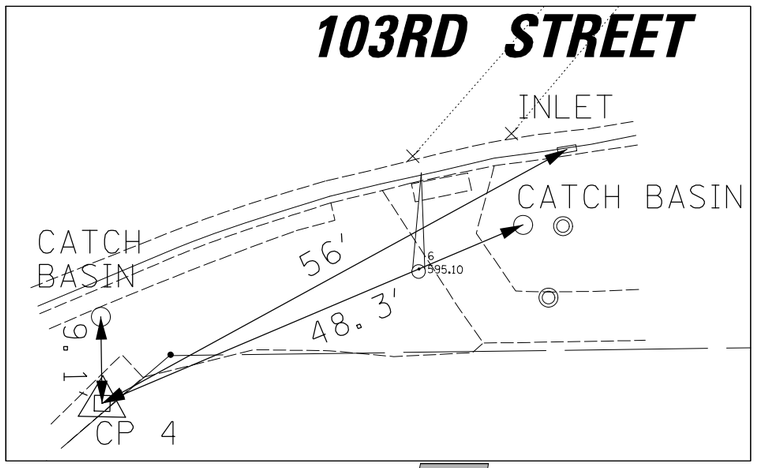
9 THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED ON HMA BINDER COURSE IL-19.0, N50.

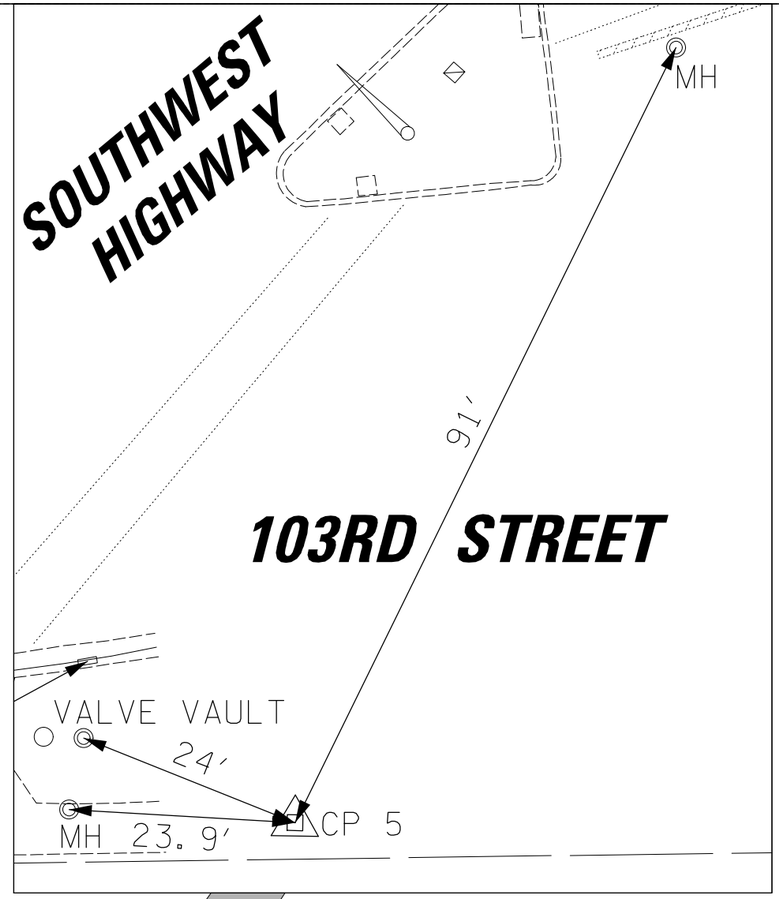
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		DRAWN -	REVISED -			1196	21-00095-00-PV	COOK	52	10
	PLOT SCALE = NTS	CHECKED -	REVISED -					CONTRACT NO. 61M69		
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

	HORIZONTAL CONTROL POINTS				
CP NO.	NORTHING	EASTING	STATION	OFFSET	DESCRIPTION
4	1 835 460.22	1 133 470.83	50+28.20	53.7' RT	X-CUT
5	1 835 471.23	1 133 541.66	50+99.32	44.9' RT	X-CUT

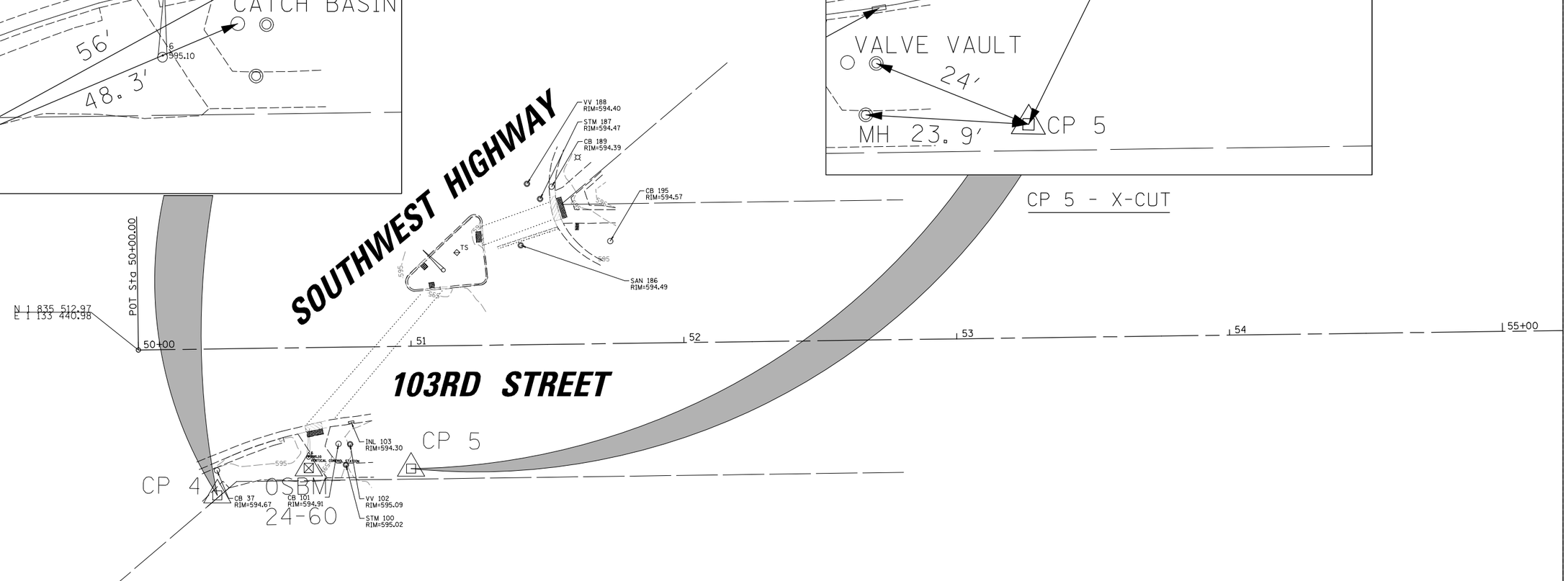
	ELEVATION BENCHMARKS *DATUM: NAVD 1988 (GPS OBSERVED)*	
NO.	DESCRIPTION	ELEV.
OSBM	"SQUARE" CUT SET, N. SIDE BASE COF	595.10
24-60	COMBINATION MAST ARM TRAFFIC SIGNAL,	
	LOCATED AT S.E. CORNER OF 103RD ST &	
	S.W. HWY.	

CP 4 - X-CUT





CP 5 - X-CUT

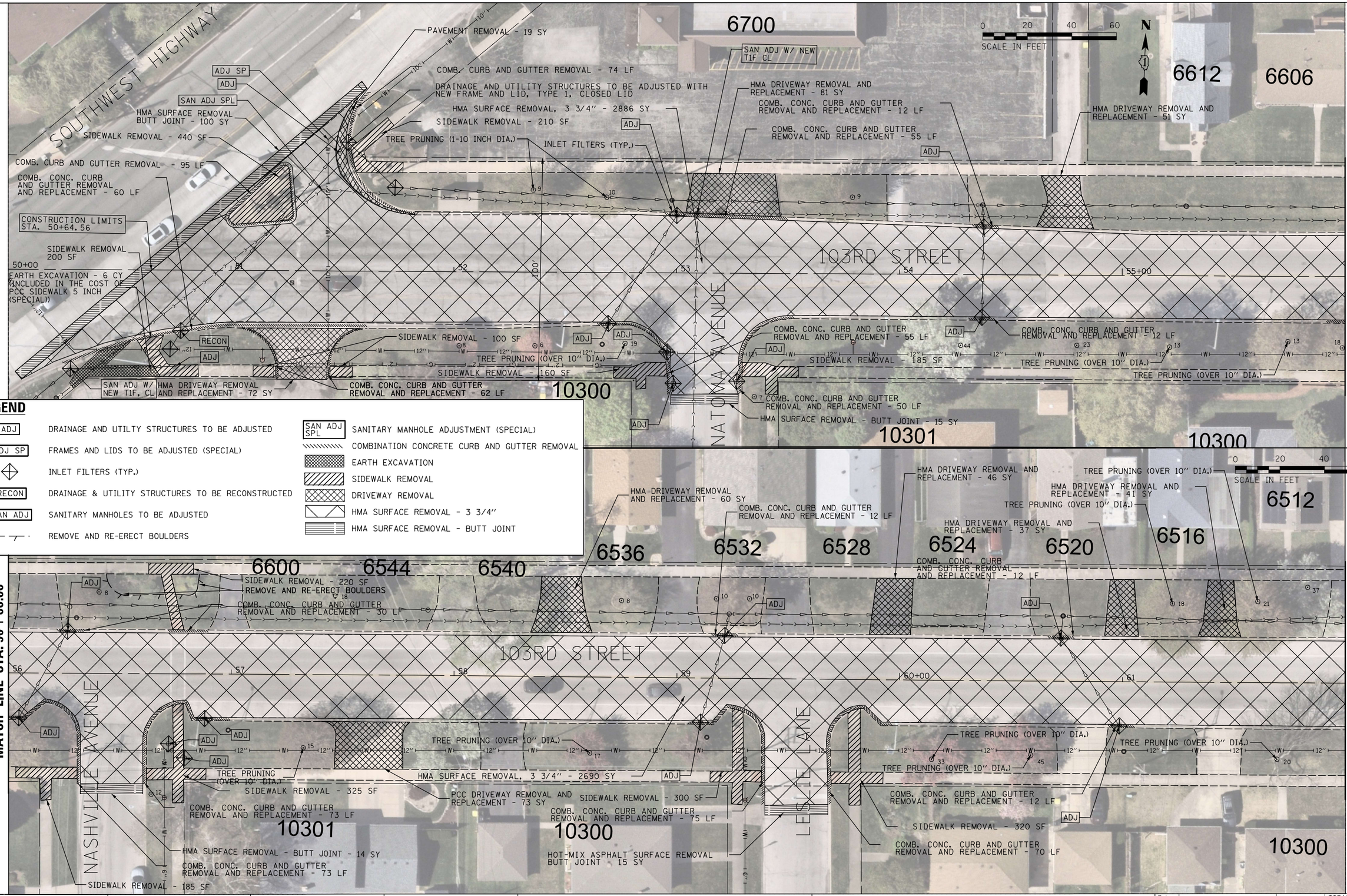


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SCALE 1" = 20'
0 20 40

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Default	PLOT DATE = 8/27/2026	CHECKED -	REVISED -		
		DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	11
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



LEGEND

ADJ	DRAINAGE AND UTILTY STRUCTURES TO BE ADJUSTED
ADJ SP	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)
	INLET FILTERS (TYP.)
RECON	DRAINAGE & UTILITY STRUCTURES TO BE RECONSTRUCTED
SAN ADJ	SANITARY MANHOLES TO BE ADJUSTED
	REMOVE AND RE-ERECT BOULDERS
SAN ADJ SPL	SANITARY MANHOLE ADJUSTMENT (SPECIAL)
	COMBINATION CONCRETE CURB AND GUTTER REMOVAL
	EARTH EXCAVATION
	SIDEWALK REMOVAL
	DRIVEWAY REMOVAL
	HMA SURFACE REMOVAL - 3 3/4"
	HMA SURFACE REMOVAL - BUTT JOINT

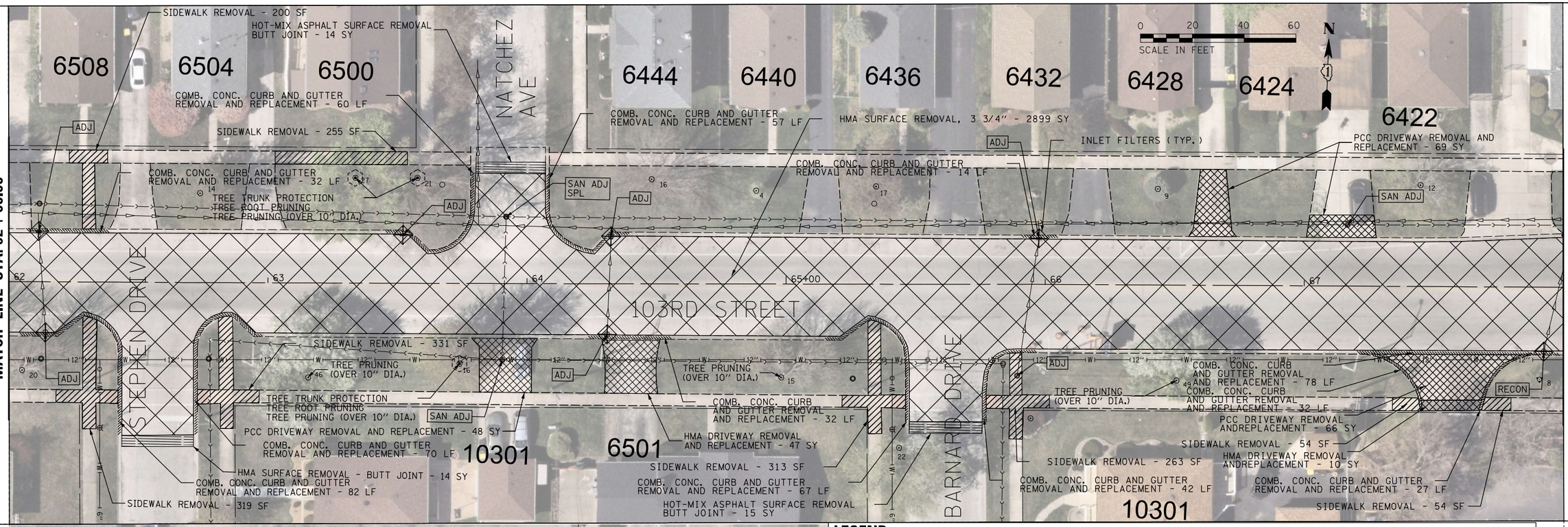
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS & REMOVAL PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	12
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING CONDITIONS & REMOVAL PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	13
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 - 78 LF

CATCH BASINS, TY. C, T1F, OL
STA. 51+48.29
OFFSET 58.84 LT
INV 12" SE (WATER MAIN QUALITY) = 2.52'

COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 - 95 LF

PORTLAND CEMENT CONCRETE SIDEWALK 5", SPECIAL - 440 SF

CONSTRUCTION LIMITS
STA. 50+64.56

SOUTHWEST HIGHWAY

VV 188
RIM=594.40

STM 187
RIM=594.47

CB 189
RIM=594.38

+60.50
82.06 LT

STORM SEWER (WATER MAIN REQUIREMENTS) 12 INCH - 5 LF, 3 CY TBF

SEE SHEE 31 FOR ADA RAMP DETAILS

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 267 SF

CB 195
RIM=594.57

PAVEMENT REHABILITATION - 2886 SY

SAN 186
RIM=594.49

50+00

103RD STREET

55+00

6700

6612

6606

10300

10301

NATOMA AVENUE

INL 103
RIM=594.30

CB 37
RIM=594.67

CB 101
RIM=594.91

VV 102
RIM=595.09

STM 100
RIM=595.02

+06.30
49.29 RT

SODDING, SALT TOLERANT (SPECIAL) - 15 SY

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 344 SF

SEE SHEET 30 FOR ADA RAMP DETAILS

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 100 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 140 SF

497.70
54.50 RT

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 165 SF

DETECTABLE WARNINGS (TYP.)

+27.95
54.07 RT

MATCH LINE STA. 56 + 00.00

0 20 40 60 SCALE IN FEET

N

LEGEND

- COMBINATION CONCRETE CURB AND GUTTER, TYPE VARIES
- PAVEMENT REHABILITATION
  HMA SURFACE COURSE, IL-9.5, MIX "D", N50
  HMA BINDER COURSE, IL-19.0, N50
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
- HOT MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
- PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- SODDING, SALT TOLERANT (SPECIAL)

6600

6544

6540

6536

6532

6528

6524

6520

6516

6512

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 178 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 226 SF

PAVEMEMT REHABILITATON - 2690 SY

56

57

58

59

60+00

61

103RD STREET

SODDING, SALT TOLERANT (SPECIAL) - 15 SY

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 320 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 160 SF

DETECTABLE WARNINGS (TYP.)

SODDING, SALT TOLERANT (SPECIAL) - 15 SY

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 165 SF

+32.63
49.55 RT

+60.62
49.39 RT

+40.03
56.79 RT

+68.31
56.21 RT

NASHVILLE AVENUE

LESLIE LANE

10301

10300

10301

10300

MATCH LINE STA. 56 + 00.00

MATCH LINE STA. 62 + 00.00

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	14
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

MATCH LINE STA. 62+00.00

MATCH LINE STA. 68+00.00

MATCH LINE STA. 68+00.00

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 125 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 255 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 320 SF

+80.13 42.64 LT

+07.07 42.44 LT

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 54 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 54 SF

PAVEMEMT REHABILITATON - 2929 SY

6508 6504 6500 6444 6440 6436 6432 6428 6424 6422

NATCHEZ AVENUE

103RD STREET

STEPHEN DRIVE

BARNARD DRIVE

SODDING, SALT TOLERANT (SPECIAL) - 20 SY

SODDING, SALT TOLERANT (SPECIAL) - 15 SY

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 175 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 170 SF

SODDING, SALT TOLERANT (SPECIAL) - 10 SY

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 180 SF

DETECTABLE WARNINGS (TYP.)

+43.93 59.14 RT

+71.57 58.81 RT

+47.66 53.09 RT

+75.78 53.05 RT

6501 10301 10301

0 20 40 60

SCALE IN FEET

N

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 50 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 50 SF

PAVEMEMT REHABILITATON - 1061 SY

+06.99 22.90 LT

CONSTRUCTION LIMITS STA. 70+06.67

RIDGELAND AVENUE

103RD STREET

SODDING, SALT TOLERANT (SPECIAL) - 10 SY

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 50 SF

PORTLAND CEMENT CONCRETE SIDEWALK 5" (SPECIAL) - 50 SF

+06.32 24.85 RT

LEGEND

- COMBINATION CONCRETE CURB AND GUTTER, TYPE VARIES
- PAVEMENT REHABILITATION
  HMA SURFACE COURSE, IL-9.5, MIX "D", N50
  HMA BINDER COURSE, IL-19.0, N50
- PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL
- HOT MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT
- PORTLAND CEMENT CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT
- DETECTABLE WARNINGS
- SODDING, SALT TOLERANT (SPECIAL)

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Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	15
		CONTRACT NO. 61M69		
		ILLINOIS FED. AID PROJECT		

SIGN SCHEDULE

Station	Offset	Type	Sign Panel Type 1 (Sq ft)	Sign Removal (Each)
50+91.31	30.4 RT	R5-2 (No Trucks)	4	1
50+91.31	30.4 RT	R12-1 (Weight Limit 5 Tons)	5	1
53+33.22	51.19' RT	R1-1 (Stop)	6.25	1
53+33.22	51.19 RT	W4-4P (CROSS TRAFFIC DOES NOT STOP)	2	1
53+92.73	31.21 RT	R7-1 (No Parking Any Time)	1.5	1
54+79.48	24.39 RT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
55+68.00	25.05 RT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
56+09.32	24.72 RT	R2-1 (Speed Limit 25 mph)	5	1
56+64.18	49.45 RT	R1-1 (Stop)	6.25	1
56+70.58	19.35 RT	W11-2 (Pedestrian)	6.25	1
56+70.58	19.35 RT	W16-7P (Downward Pointing Arrow)	2.19	1
56+82.13	31.46 RT	CUSTOM (snow route)	5	1
58+01.60	27.11 RT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
58+37.13	30.96 RT	R2-1 (Speed Limit 25 mph)	5	1
58+37.13	30.96 RT	CUSTOM (NO PASSING IN PARKING LANE)	3	1
59+07.51	26.70 RT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
59+36.35	52.63 RT	R2-1 (Speed Limit 20 mph)	5	1
59+36.35	52.63 RT	CUSTOM (snow route)	5	1
59+73.14	49.79 RT	R1-1 (Stop)	6.25	1
60+01.75	23.70 RT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
61+17.37	30.00 RT	R2-1 (Speed Limit 25 mph)	5	1
61+17.37	30.00 RT	CUSTOM (NO PASSING IN PARKING LANE)	3	1
61+93.31	26.51 RT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
62+40.51	52.45 RT	R2-1 (Speed Limit 20 mph)	5	1
62+40.51	52.45 RT	CUSTOM (COMMUNITY WATCH)	3	1
62+76.42	52.62 RT	R1-1 (Stop)	6.25	1
63+45.67	23.83 RT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
64+25.95	30.35 RT	CUSTOM (NO PASSING IN PARKING LANE)	3	1
65+30.42	18.77 RT	R2-1 (Speed Limit 25 mph)	5	1
65+79.98	52.28 RT	R1-1 (Stop)	6.25	1
65+79.98	52.28 RT	W4-4P (CROSS TRAFFIC DOES NOT STOP)	2	1
65+97.62	31.68 RT	W3-3 (Signal Ahead)	9	1
67+16.01	30.89 RT	CUSTOM (No Parking Here to Corner)	1.5	1
67+70.81	49.25 RT	R1-1 (Stop)	6.25	1
68+56.34	49.34 RT	R1-1 (Stop)	6.25	1
68+71.24	31.04 RT	R7-1 (No Parking Any Time)	1.5	1
69+56.93	26.97 LT	CUSTOM (No Parking This Side of Street)	1.5	1
69+10.55	28.10 LT	CUSTOM (No Parking This Side of Street)	1.5	1
68+24.20	23.13 LT	R7-1 (No Parking Any Time)	1.5	1
67+57.31	22.34 LT	R2-1 (Speed Limit 25 mph)	5	1
67+57.31	22.34 LT	R12-1 (Weight Limit 5 Tons)	5	1
67+57.31	22.34 LT	CUSTOM (No Parking Here to Corner)	1.5	1
66+45.42	21.59 LT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
66+45.42	21.59 LT	CUSTOM (NO PASSING IN PARKING LANE)	3	1
64+74.87	22.51 LT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
64+74.87	22.51 LT	CUSTOM (snow route)	5	1
63+74.49	54.71 LT	R1-1 (Stop)	6.25	1
63+74.49	54.71 LT	W4-4P (CROSS TRAFFIC DOES NOT STOP)	2	1
63+17.76	27.53 LT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
63+17.76	27.53 LT	CUSTOM (snow route)	5	1
62+24.73	22.39 LT	R2-1 (Speed Limit 25 mph)	5	1
62+24.73	22.39 LT	CUSTOM (NO PASSING IN PARKING LANE)	3	1
60+84.30	22.58 LT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
59+23.98	24.90 LT	R2-1 (Speed Limit 25 mph)	5	1
59+23.98	24.90 LT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
58+18.99	23.36 LT	CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)	5	1
56+83.66	22.57 LT	W11-2 (Pedestrian)	6.25	1
56+83.66	22.57 LT	W16-7P (Downward Pointing Arrow)	2.19	1
54+87.89	41.47 LT	CUSTOM (Street Ends No Outlet)	0	1
54+87.90	41.47 LT	W14-2 (No Outlet)	5	0
		Total =	260	59

STEEL POST REMOVAL AND METAL POST - TYPE B SCHEDULE

Station	Offset	Type	Length (LF)
53+33.22	51.19 RT	B	15.5
54+79.48	24.39 RT	B	14
55+68.00	25.05 RT	B	14
56+09.32	24.72 RT	B	14
56+64.18	49.45 RT	B	14.5
56+70.58	19.35 RT	B	15.75
58+01.60	27.11 RT	B	14
59+07.51	26.70 RT	B	14
59+73.14	49.79 RT	B	14.5
60+01.75	23.70 RT	B	14
61+93.31	26.51 RT	B	14
62+40.51	52.45 RT	B	15.5
63+45.67	23.83 RT	B	14
65+30.42	18.77 RT	B	14
65+79.98	52.28 RT	B	15.5
67+70.81	49.25 RT	B	14.5
68+56.34	49.34 RT	B	14.5
69+56.93	26.97 LT	B	13.5
69+10.55	28.10 LT	B	13.5
68+24.20	23.13 LT	B	13.5
67+57.31	22.34 LT	B	18
66+45.42	21.59 LT	B	16
64+74.87	22.51 LT	B	15.5
63+74.49	54.71 LT	B	15.5
63+17.76	27.53 LT	B	16
62+24.73	22.39 LT	B	15.5
60+84.30	22.58 LT	B	14
59+23.98	24.90 LT	B	16.5
58+18.99	23.36 LT	B	14
56+83.66	22.57 LT	B	15.75
54+87.89	41.47 LT	B	13.5
		Total =	457

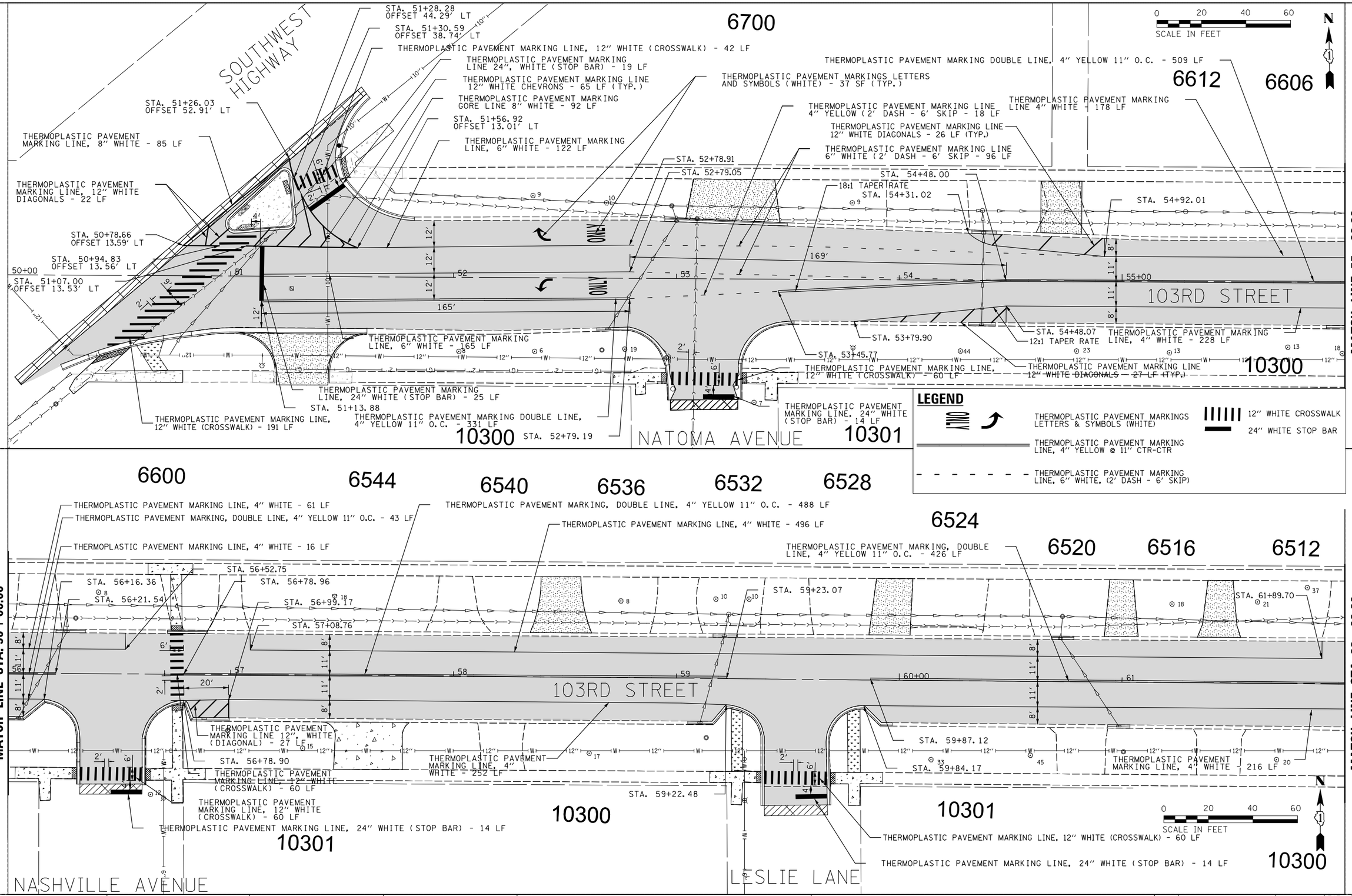
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	PLOT SCALE = NTS	CHECKED -	REVISED -
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGN REPLACEMENT SCHEDULE

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	16
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		



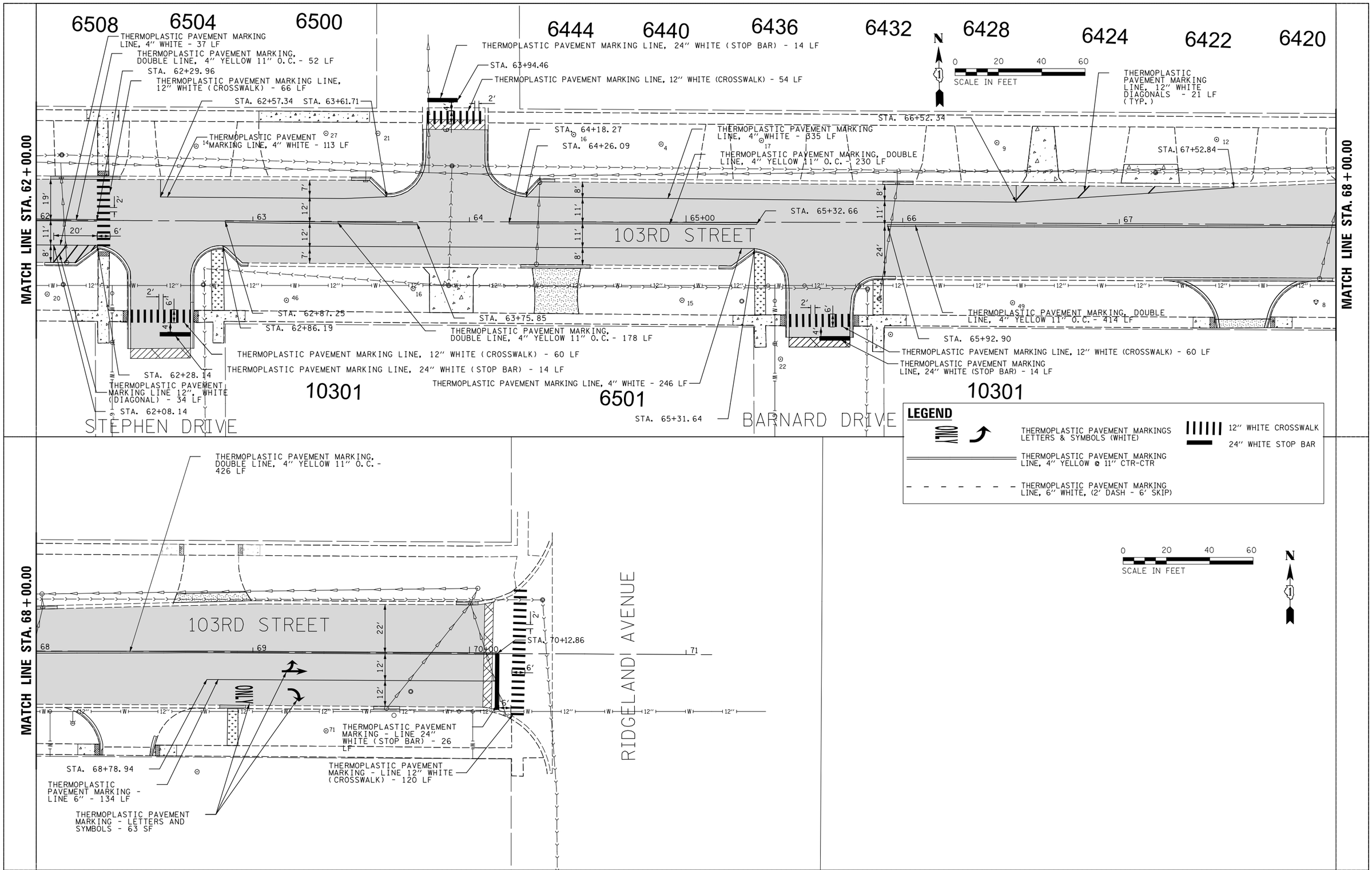
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	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	17
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



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Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

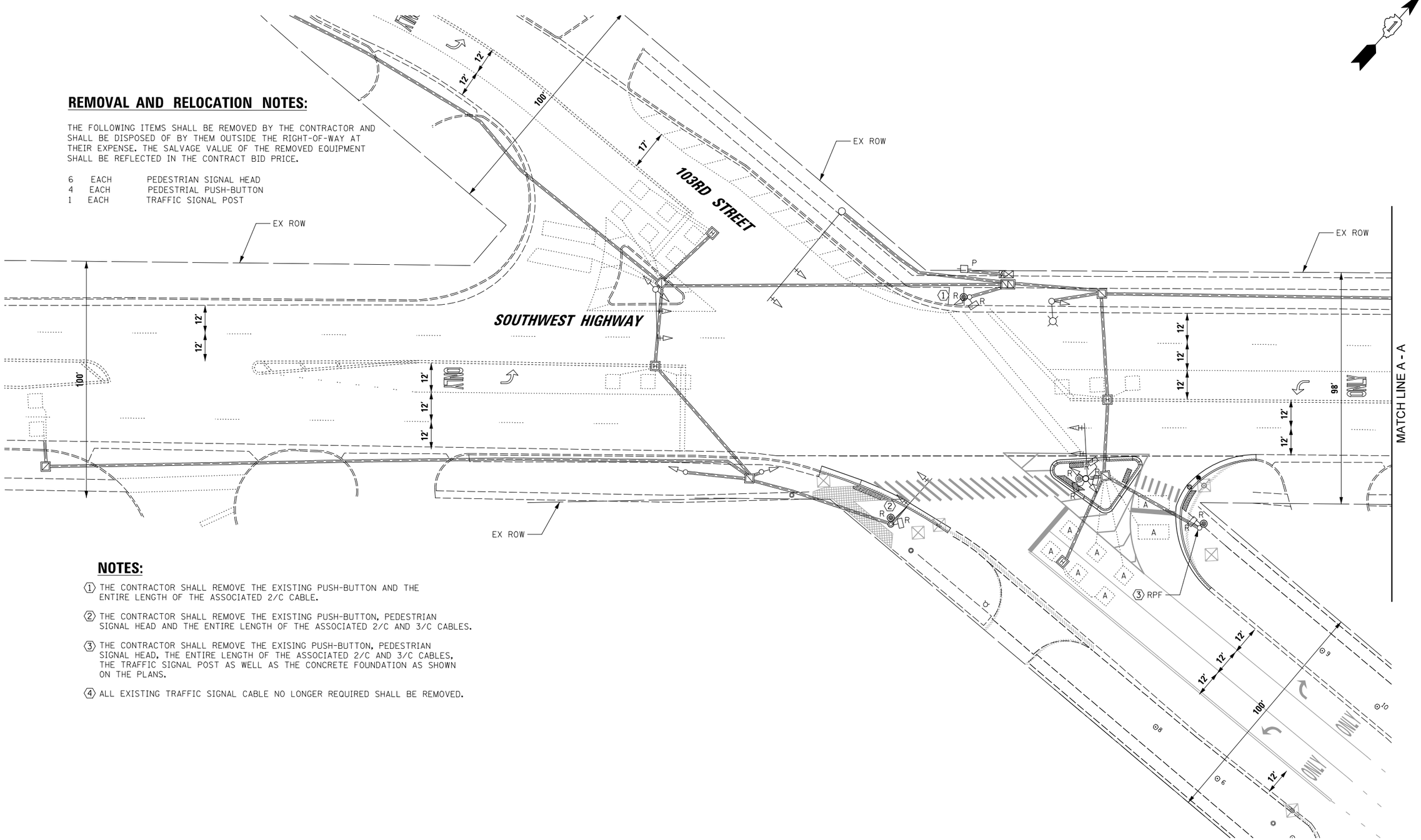
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	18
		CONTRACT NO. 61M69		
		ILLINOIS	FED. AID PROJECT	

REMOVAL AND RELOCATION NOTES:

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

6	EACH	PEDESTRIAN SIGNAL HEAD
4	EACH	PEDESTRIAL PUSH-BUTTON
1	EACH	TRAFFIC SIGNAL POST



NOTES:

1. THE CONTRACTOR SHALL REMOVE THE EXISTING PUSH-BUTTON AND THE ENTIRE LENGTH OF THE ASSOCIATED 2/C CABLE.
2. THE CONTRACTOR SHALL REMOVE THE EXISTING PUSH-BUTTON, PEDESTRIAN SIGNAL HEAD AND THE ENTIRE LENGTH OF THE ASSOCIATED 2/C AND 3/C CABLES.
3. THE CONTRACTOR SHALL REMOVE THE EXISING PUSH-BUTTON, PEDESTRIAN SIGNAL HEAD, THE ENTIRE LENGTH OF THE ASSOCIATED 2/C AND 3/C CABLES, THE TRAFFIC SIGNAL POST AS WELL AS THE CONCRETE FOUNDATION AS SHOWN ON THE PLANS.
4. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.

TS 3935

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9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN: NOTE BOOK ____ NO. ____ — SURVEYED, PLOTTED, ALIGNMENT CHECKED, ALL MATCHED, CADD FILE NAME ____ — BY — DATE

PROFILE: NOTE BOOK ____ NO. ____ — SURVEYED, PLOTTED, GRADES CHECKED, ALL MATCHED, STRUCTURE NOTATNS CHKD — BY — DATE

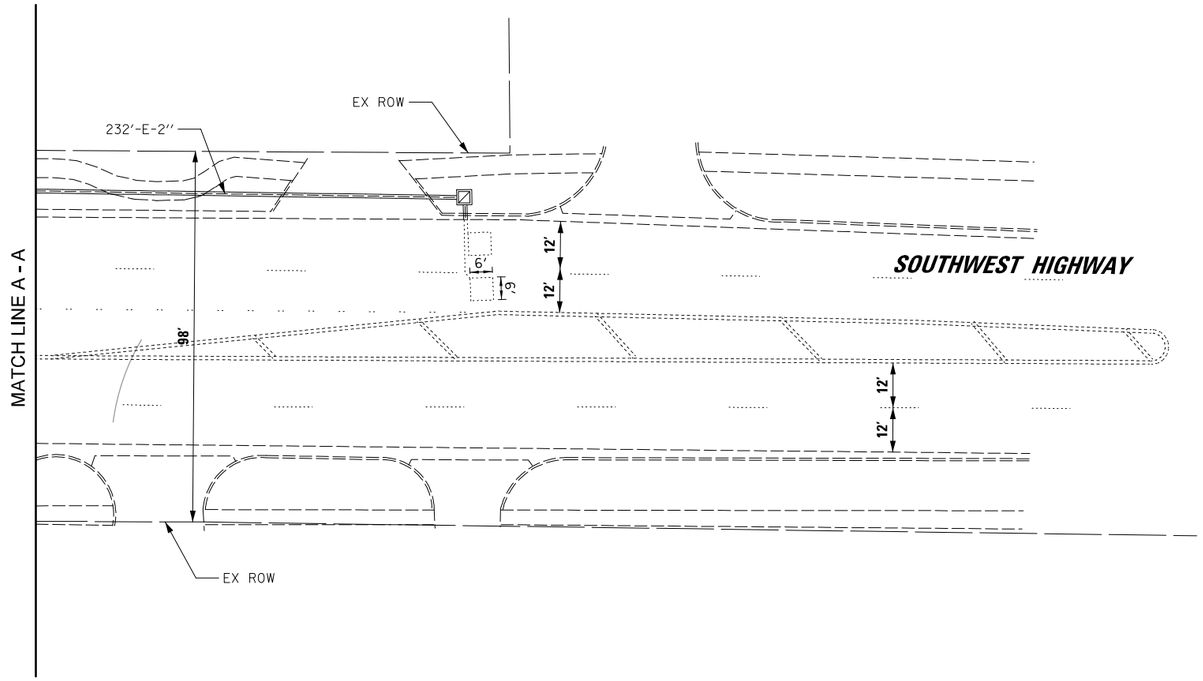
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	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL REMOVAL PLAN
SOUTHWEST HIGHWAY AND 103RD STREET

SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	19
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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PLAN
NOTE BOOK
NO. ____
SURVEYED
PLOTTED
ALIGNMENT CHECKED
ALL DIM. VERIFIED
CADD FILE NAME ____
BY
DATE

PROFILE
NOTE BOOK
NO. ____
SURVEYED
PLOTTED
GRADES CHECKED
ALL DIM. VERIFIED
STRUCTURE NO(S).(A)(B)(C) CHKD
BY
DATE

TS 3935

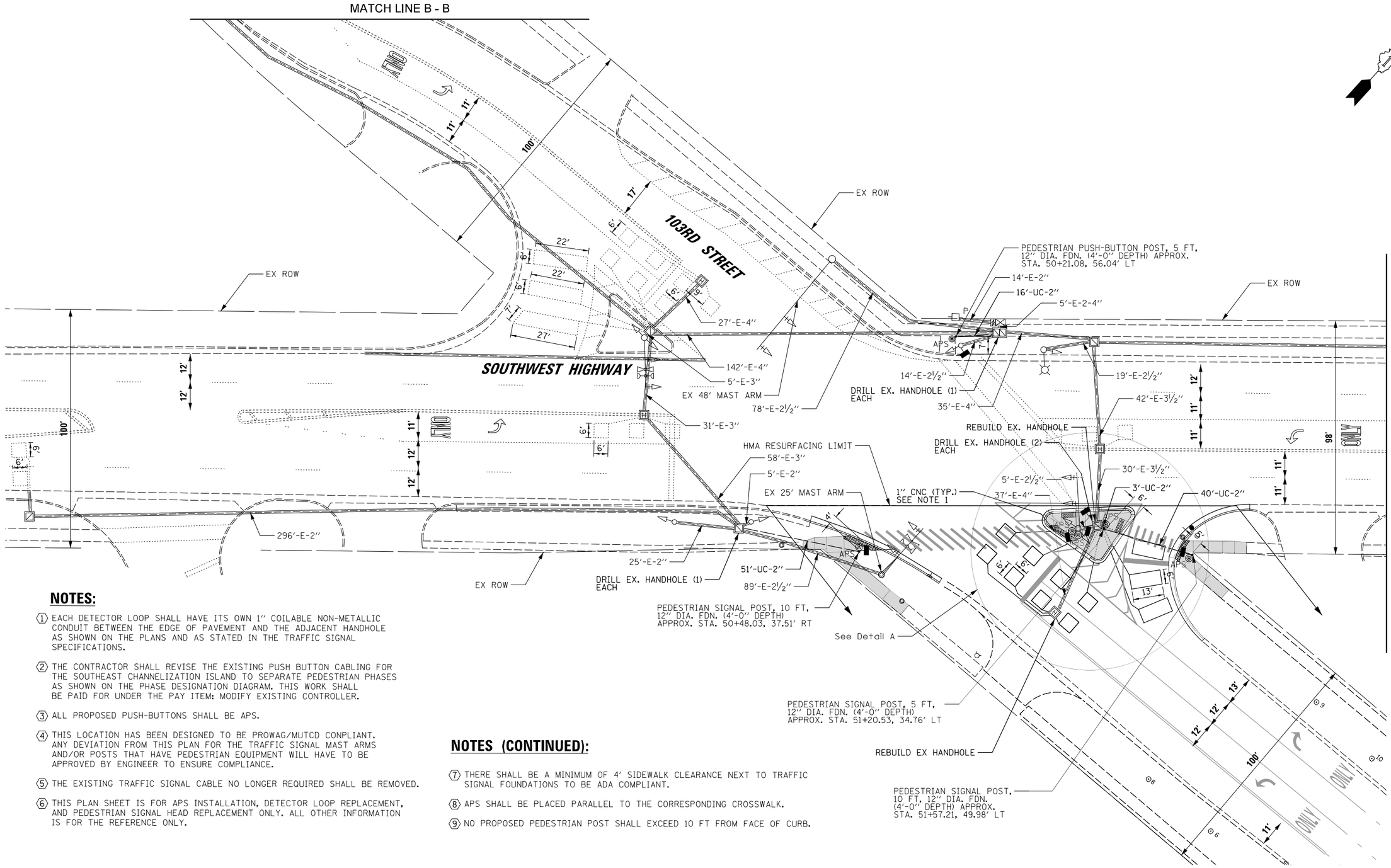
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL REMOVAL PLAN
SOUTHWEST HIGHWAY AND 103RD STREET

SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	20
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



NOTES:

1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. THE CONTRACTOR SHALL REVISE THE EXISTING PUSH BUTTON CABLING FOR THE SOUTHEAST CHANNELIZATION ISLAND TO SEPARATE PEDESTRIAN PHASES AS SHOWN ON THE PHASE DESIGNATION DIAGRAM. THIS WORK SHALL BE PAID FOR UNDER THE PAY ITEM: MODIFY EXISTING CONTROLLER.
3. ALL PROPOSED PUSH-BUTTONS SHALL BE APS.
4. THIS LOCATION HAS BEEN DESIGNED TO BE PROWAG/MUTCD CONPLIANT. ANY DEVIATION FROM THIS PLAN FOR THE TRAFFIC SIGNAL MAST ARMS AND/OR POSTS THAT HAVE PEDESTRIAN EQUIPMENT WILL HAVE TO BE APPROVED BY ENGINEER TO ENSURE COMPLIANCE.
5. THE EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED.
6. THIS PLAN SHEET IS FOR APS INSTALLATION, DETECTOR LOOP REPLACEMENT, AND PEDESTRIAN SIGNAL HEAD REPLACEMENT ONLY. ALL OTHER INFORMATION IS FOR THE REFERENCE ONLY.

NOTES (CONTINUED):

7. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT.
8. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
9. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM FACE OF CURB.

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PLAN: NOTE BOOK ____ NO. ____ | SURVEYED ____ PLOTTED ____ ALIGNMENT CHECKED ____ ALL MATERIALS CHECKED ____ CADD FILE NAME ____ | BY | DATE

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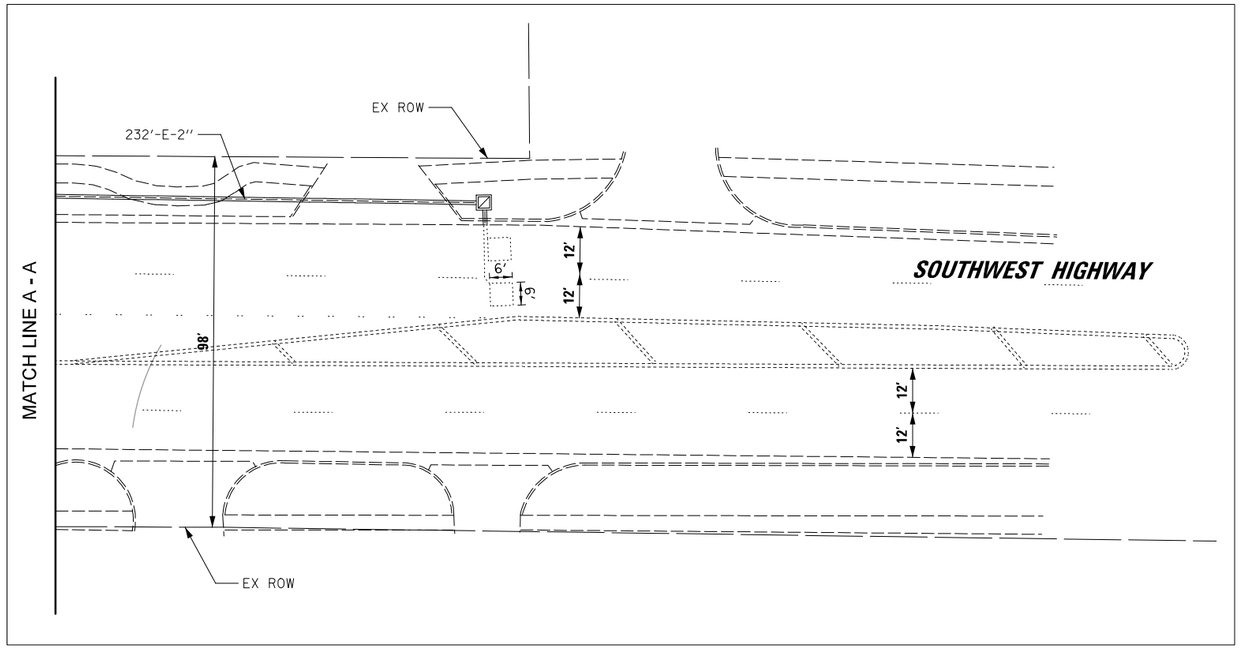
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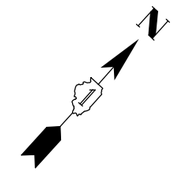
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
SOUTHWEST HIGHWAY AND 103RD STREET

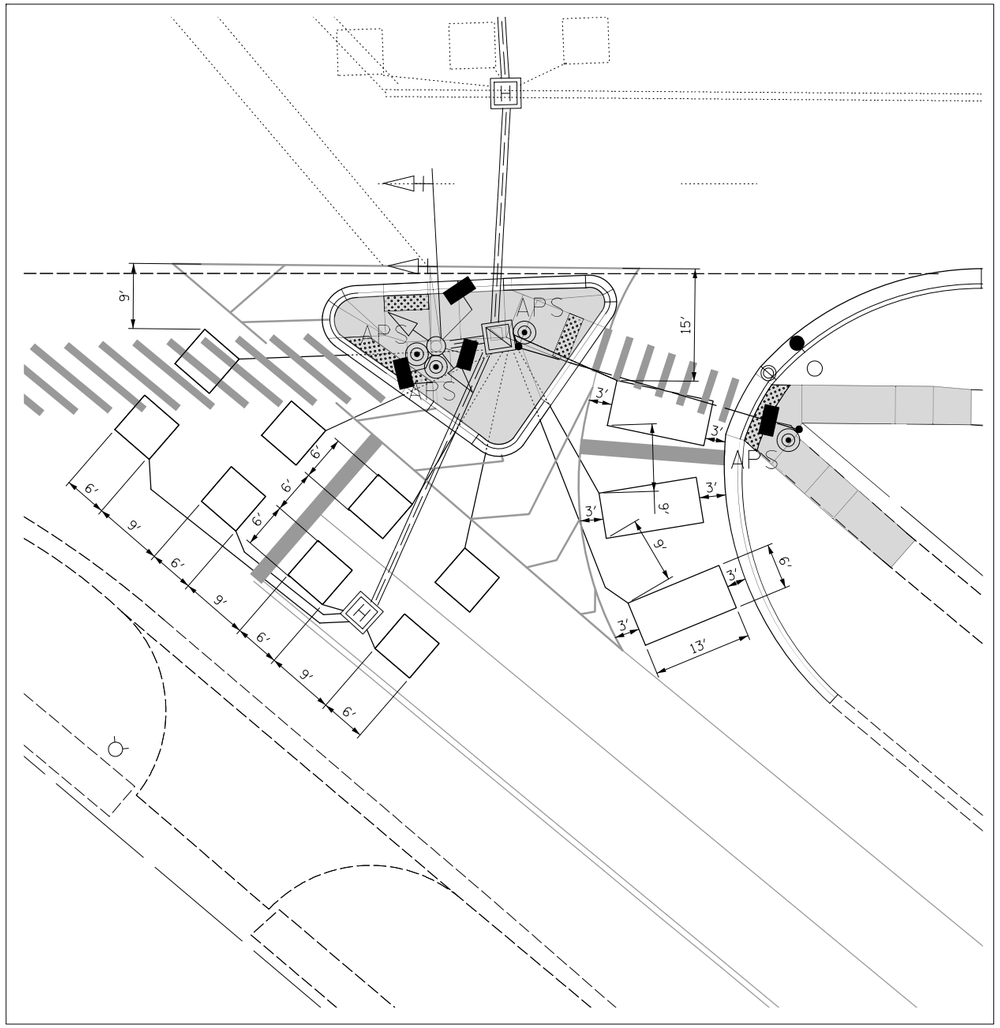
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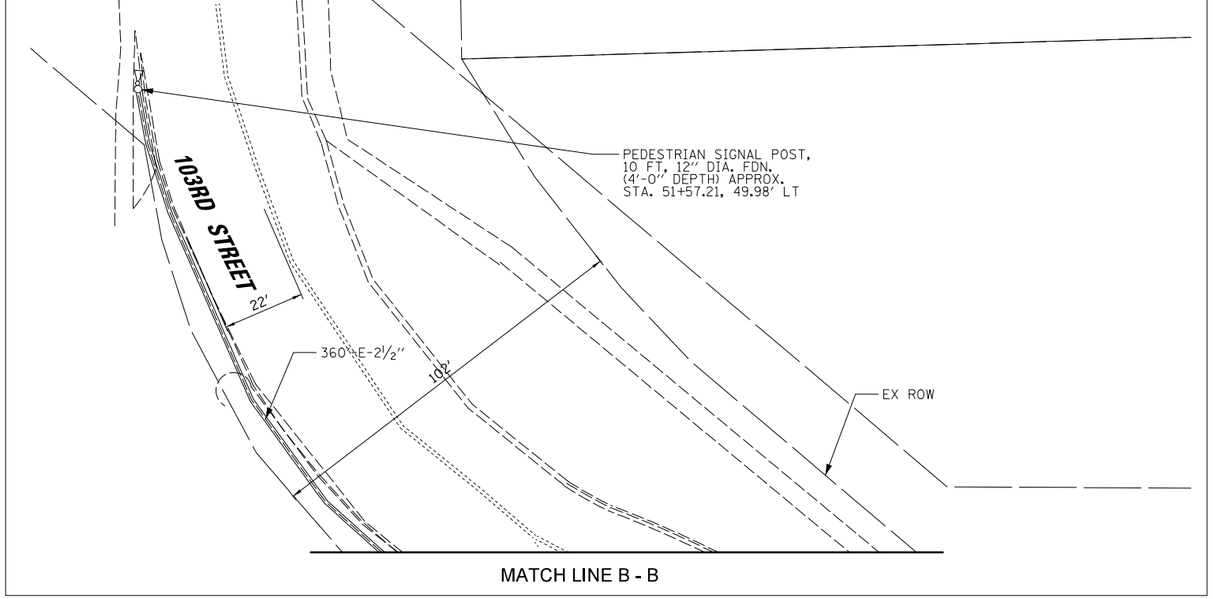
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	21
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





DETAIL A





TS 3935

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	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN
SOUTHWEST HIGHWAY AND 103RD STREET

SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	22
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, R.L.M. NOTED, STRUCTURE NO(TA)NS CHKD — NOTE BOOK, NO. — BY, DATE

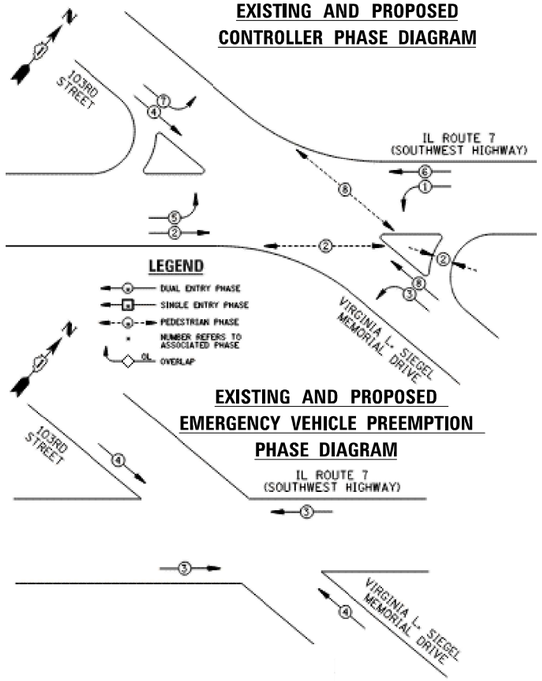
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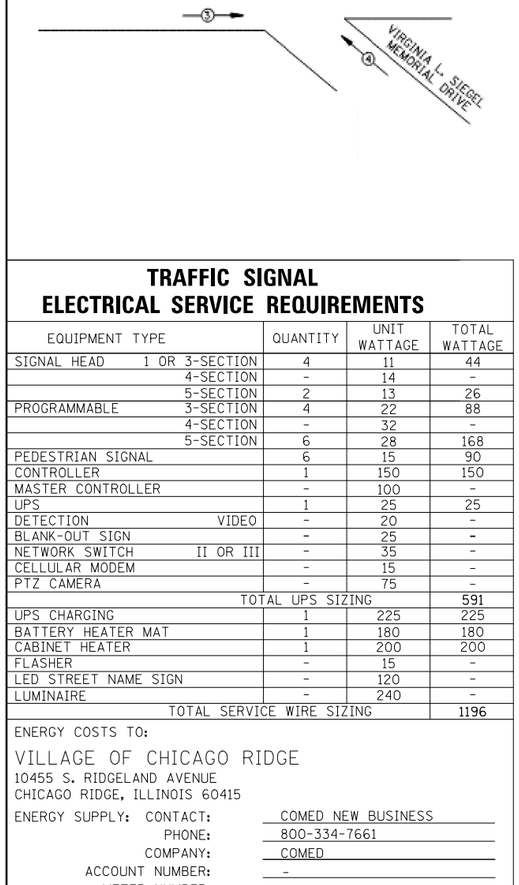
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Rosemont, Illinois 60018
(847) 823-0500

PLAN / PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / R.O.W. MONUMENTED / STRUCTURE NOT ATTN'S CHK'D — NOTE BOOK NO. ____ — BY — DATE — SURVEYED / PLOTTED / ALIGNMENT CHECKED / PLAT OF SURVEY CHECKED / CADD FILE NAME ____

EXISTING AND PROPOSED CONTROLLER PHASE DIAGRAM



EXISTING AND PROPOSED EMERGENCY VEHICLE PREEMPTION PHASE DIAGRAM



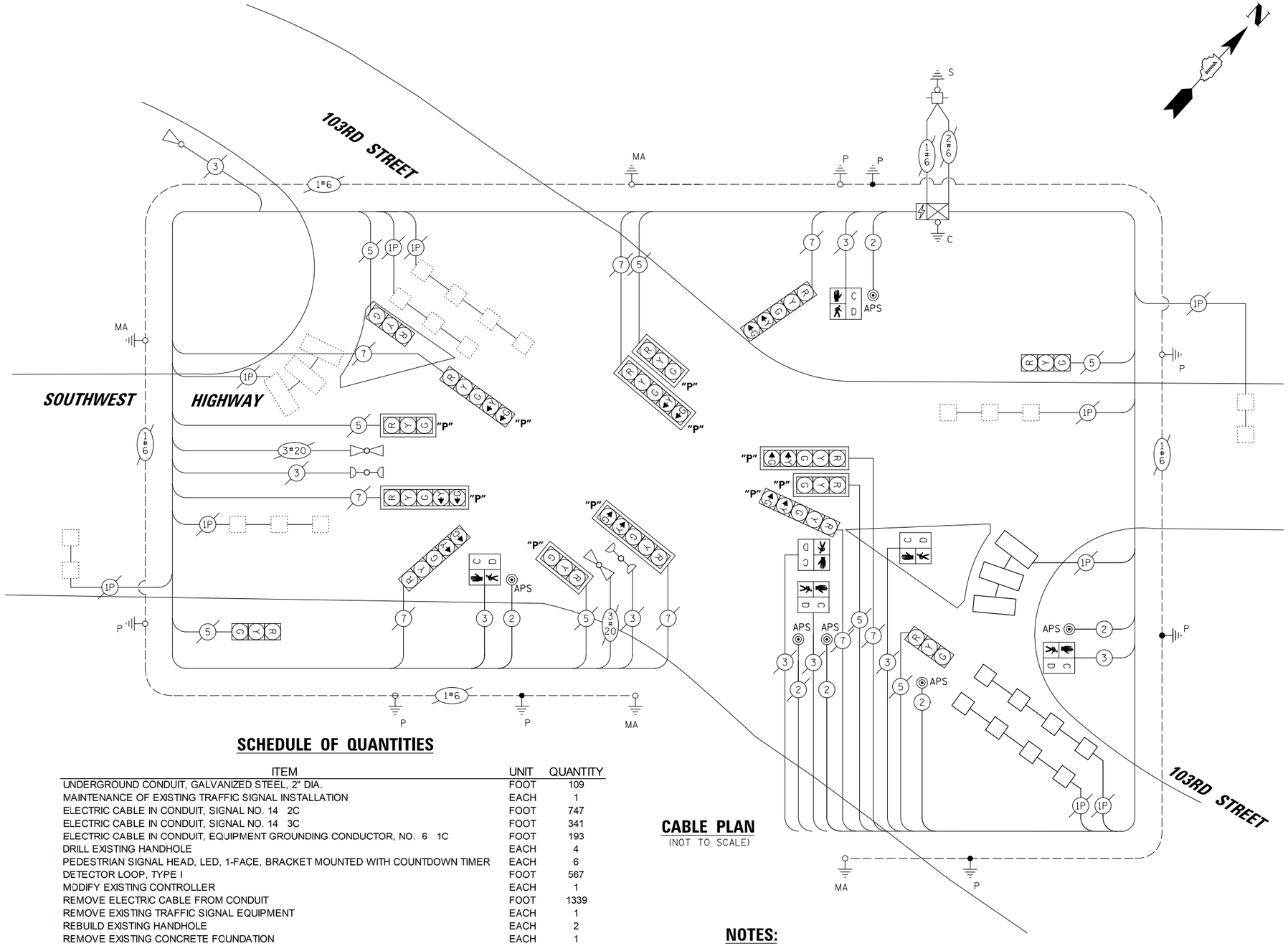
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE		QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD	1 OR 3-SECTION	4	11	44
	4-SECTION	-	14	-
	5-SECTION	2	13	26
PROGRAMMABLE	3-SECTION	4	22	88
	4-SECTION	-	32	-
	5-SECTION	6	28	168
PEDESTRIAN SIGNAL		6	15	90
CONTROLLER		1	150	150
MASTER CONTROLLER		-	100	-
UPS		1	25	25
DETECTION	VIDEO	-	20	-
BLANK-OUT SIGN		-	25	-
NETWORK SWITCH	II OR III	-	35	-
CELLULAR MODEM		-	15	-
PTZ CAMERA		-	75	-
TOTAL UPS SIZING				591
UPS CHARGING		1	225	225
BATTERY HEATER MAT		1	180	180
CABINET HEATER		1	200	200
FLASHER		-	15	-
LED STREET NAME SIGN		-	120	-
LUMINAIRE		-	240	-
TOTAL SERVICE WIRE SIZING				1196

ENERGY COSTS TO:

VILLAGE OF CHICAGO RIDGE
10455 S. RIDGELAND AVENUE
CHICAGO RIDGE, ILLINOIS 60415

ENERGY SUPPLY: CONTACT: COMED NEW BUSINESS
PHONE: 800-334-7661
COMPANY: COMED
ACCOUNT NUMBER: -
METER NUMBER: -



CABLE PLAN
(NOT TO SCALE)

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	109
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	747
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	341
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	193
DRILL EXISTING HANDHOLE	EACH	4
PEDESTRIAN SIGNAL HEAD, LED, 1-FACE, BRACKET MOUNTED WITH COUNTDOWN TIMER	EACH	6
DETECTOR LOOP, TYPE I	FOOT	567
MODIFY EXISTING CONTROLLER	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1339
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	2
REMOVE EXISTING CONCRETE FOUNDATION	EACH	1
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	16
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

NOTES:

(1) EXISTING CONTROLLER SHALL BE MODIFIED TO REMOVE ALL DUAL-CALL PEDESTRIAN PUSHBUTTON PROGRAMMING.

TS 3935

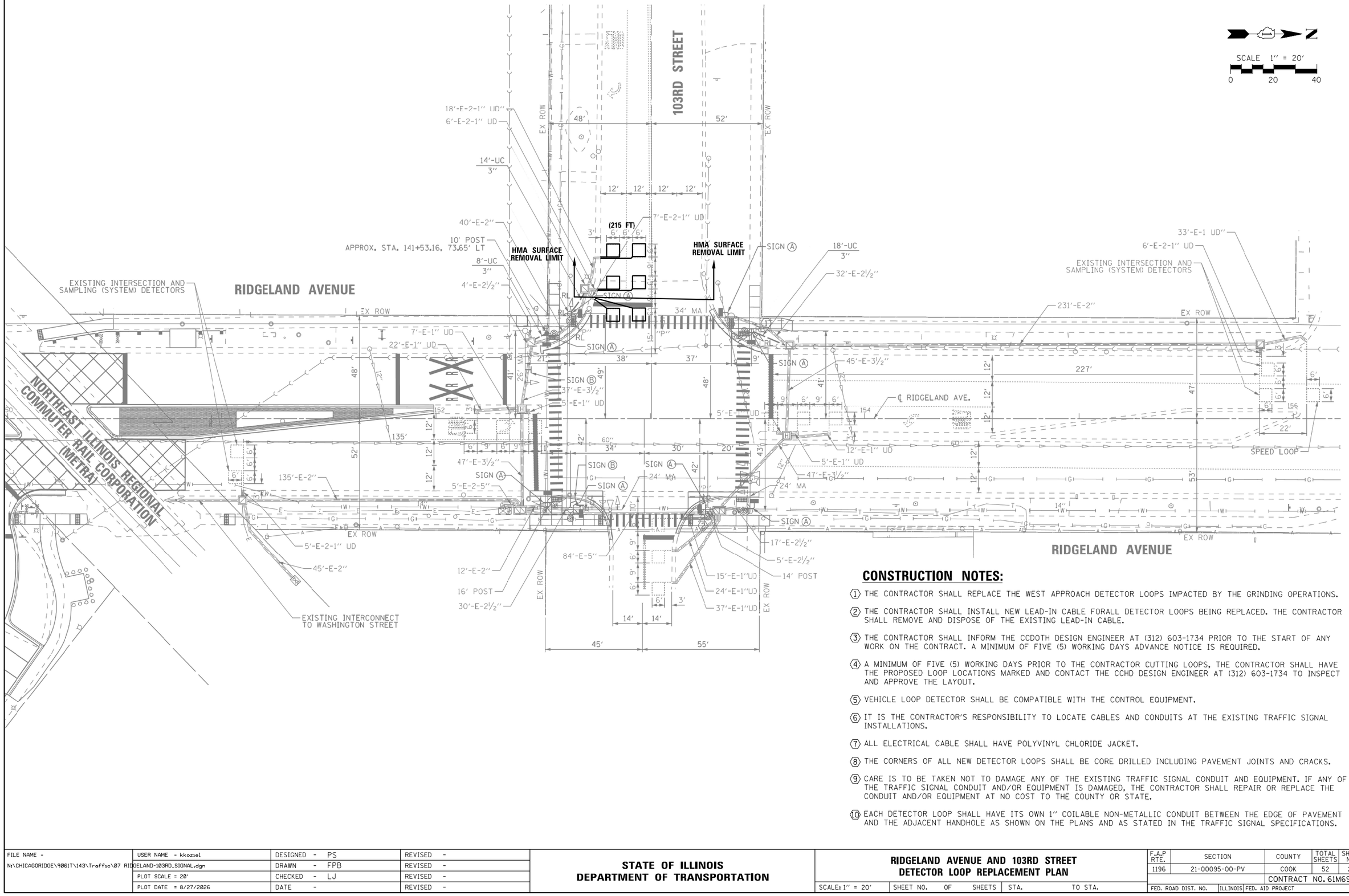
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	PLOT SCALE = 20'	CHECKED - LJ	REVISED -
	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTHWEST HIGHWAY AND 103RD STREET
CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES AND EMERGENCY VEHICLE PREEMPTION SEQUENCE

SCALE: NOT TO SCALE | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	23
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL REPLACE THE WEST APPROACH DETECTOR LOOPS IMPACTED BY THE GRINDING OPERATIONS.
2. THE CONTRACTOR SHALL INSTALL NEW LEAD-IN CABLE FORALL DETECTOR LOOPS BEING REPLACED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING LEAD-IN CABLE.
3. THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1734 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.
4. A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO THE CONTRACTOR CUTTING LOOPS, THE CONTRACTOR SHALL HAVE THE PROPOSED LOOP LOCATIONS MARKED AND CONTACT THE CCHD DESIGN ENGINEER AT (312) 603-1734 TO INSPECT AND APPROVE THE LAYOUT.
5. VEHICLE LOOP DETECTOR SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.
6. IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE CABLES AND CONDUITS AT THE EXISTING TRAFFIC SIGNAL INSTALLATIONS.
7. ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL CHLORIDE JACKET.
8. THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS.
9. CARE IS TO BE TAKEN NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY OR STATE.
10. 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.

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

PLAN — SURVEYED, PLOTTED, ALIGNMENT CHECKED, ALL MATERIAL CHECKED, CADD FILE NAME, NOTE BOOK, NO.

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALL MATERIAL CHECKED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO.

BY | DATE

FILE NAME =	USER NAME = kkoziel	DESIGNED - PS	REVISED -
N:\CHICAGORIDGE\9061T\143\Traffic\07 RIDGELAND-103RD_SIGNAL.dgn		DRAWN - FPB	REVISED -
	PLOT SCALE = 20'	CHECKED - LJ	REVISED -
	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE AND 103RD STREET
DETECTOR LOOP REPLACEMENT PLAN

SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. | TO STA.

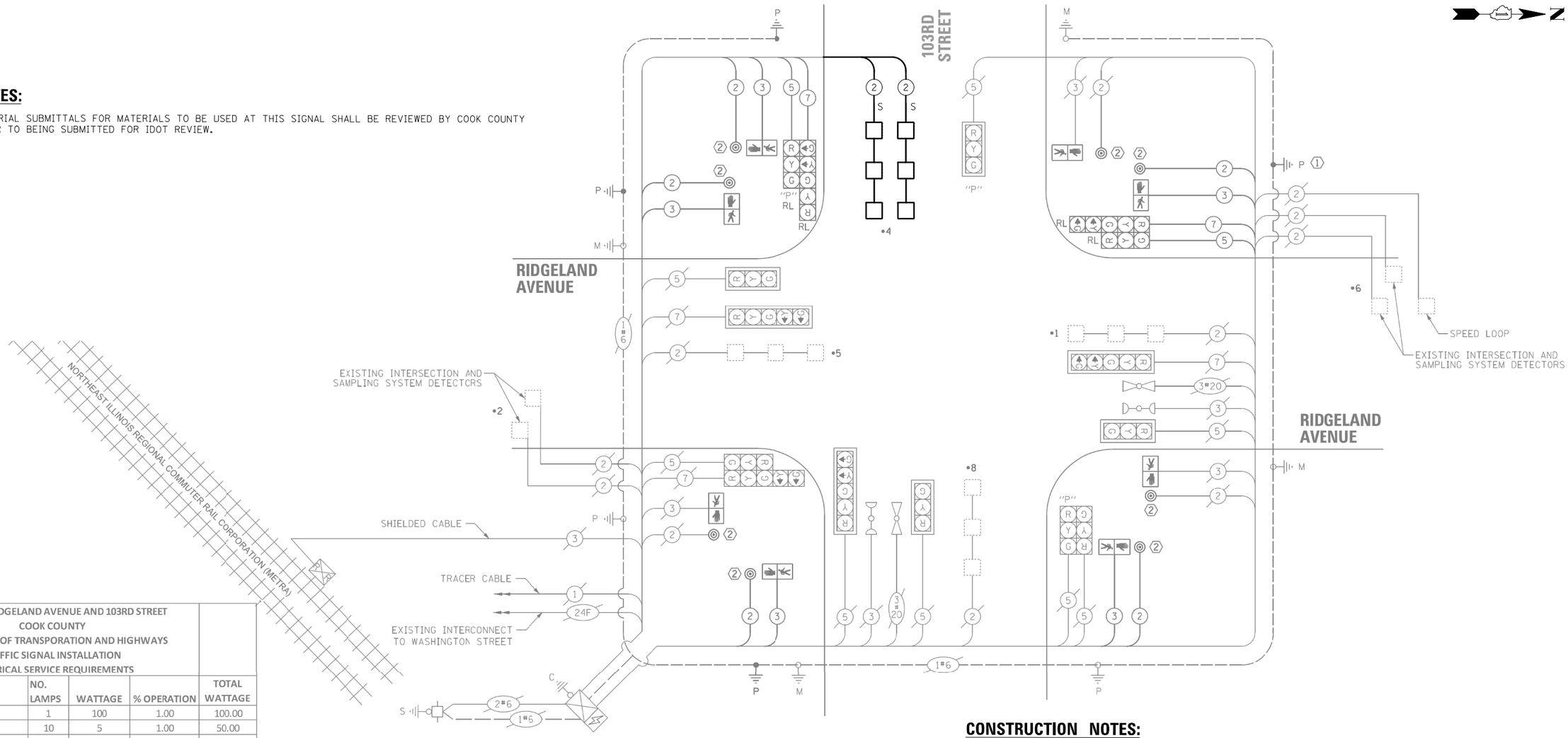
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	24
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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PLAN / PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / ALIGNMENT CHECKED / STRUCTURE NO(TA)TNS CHK'D — NOTE BOOK — NO. — BY — DATE

NOTES:

(1) MATERIAL SUBMITTALS FOR MATERIALS TO BE USED AT THIS SIGNAL SHALL BE REVIEWED BY COOK COUNTY PRIOR TO BEING SUBMITTED FOR IDOT REVIEW.



CABLE PLAN
(NOT TO SCALE)

LOCATION: RIDGELAND AVENUE AND 103RD STREET COOK COUNTY DEPARTMENT OF TRANSPORATION AND HIGHWAYS TRAFFIC SIGNAL INSTALLATION ELECTRICAL SERVICE REQUIREMENTS				
TYPE	NO. LAMPS	WATTAGE	% OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	10	5	1.00	50.00
PED. SIGNAL	8	25	1.00	200.00
12" SIGNAL (RED)	15	17	0.50	127.50
(YELLOW)	15	25	0.05	18.75
(GREEN)	15	15	0.45	101.25
(ARROW)	12	12	0.10	14.40
			TOTAL =	611.90

ENERGY COST TO:
COOK COUNTY BUREAU OF ADMINISTRATION
118 N. CLARK STREET, ROOM 801
CHICAGO, IL 60602
TOWER ACCOUNT NO. 8325141015
SUPPLIMENT NO. SD150192

ENERGY COST SHARE:
COOK COUNTY: 50%

VILLAGE OF CHICAGO RIDGE
10455 RIDGELAND AVE
CHICAGO RIDGE, IL 60415

CHICAGO RIDGE: 50%

ENERGY SUPPLY CONTACT: ComEd
PHONE: (866)639-3532
COMPANY: ComEd

EFFECTIVE DATE:
TO BE DETERMINED

SCHEDULE OF QUANTITIES

ITEM	UNIT	QUANTITY
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	166
DETECTOR LOOP, TYPE I	FOOT	215
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	166
TEMPORARY TRAFFIC SIGNAL TIMING	EACH	1

CONSTRUCTION NOTES:

(1) THE CONTRACTOR SHALL REPLACE THE WEST APPROACH DETECTOR LOOPS IMPACTED BY THE GRINDING OPERATIONS.

(2) THE CONTRACTOR SHALL INSTALL NEW LEAD-IN CABLE FORALL DETECTOR LOOPS BEING REPLACED. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF THE EXISTING LEAD-IN CABLE.

(3) THE CONTRACTOR SHALL INFORM THE CCDOTH DESIGN ENGINEER AT (312) 603-1734 PRIOR TO THE START OF ANY WORK ON THE CONTRACT. A MINIMUM OF FIVE (5) WORKING DAYS ADVANCE NOTICE IS REQUIRED.

(4) A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO THE CONTRACTOR CUTTING LOOPS, THE CONTRACTOR SHALL HAVE THE PROPOSED LOOP LOCATIONS MARKED AND CONTACT THE CCHD DESIGN ENGINEER AT (312) 603-1734 TO INSPECT AND APPROVE THE LAYOUT.

(5) VEHICLE LOOP DETECTOR SHALL BE COMPATIBLE WITH THE CONTROL EQUIPMENT.

(6) IT IS THE CONTRACTOR'S RESPONSIBILITY TO LOCATE CABLES AND CONDUITS AT THE EXISTING TRAFFIC SIGNAL INSTALLATIONS.

(7) ALL ELECTRICAL CABLE SHALL HAVE POLYVINYL CHLORIDE JACKET.

(8) THE CORNERS OF ALL NEW DETECTOR LOOPS SHALL BE CORE DRILLED INCLUDING PAVEMENT JOINTS AND CRACKS.

(9) CARE IS TO BE TAKEN NOT TO DAMAGE ANY OF THE EXISTING TRAFFIC SIGNAL CONDUIT AND EQUIPMENT. IF ANY OF THE TRAFFIC SIGNAL CONDUIT AND/OR EQUIPMENT IS DAMAGED, THE CONTRACTOR SHALL REPAIR OR REPLACE THE CONDUIT AND/OR EQUIPMENT AT NO COST TO THE COUNTY OR STATE.

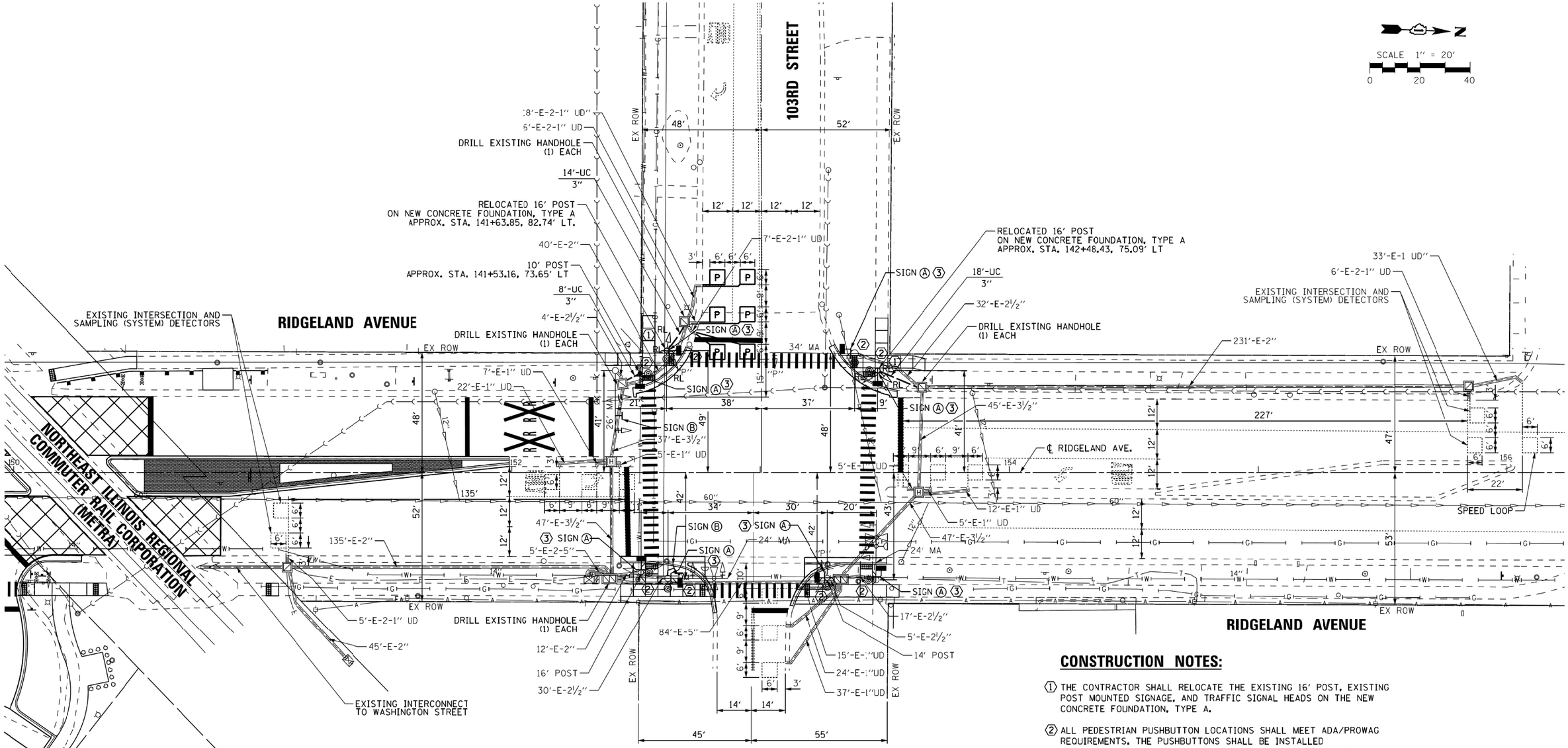
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	PLOT SCALE = 20'	CHECKED - LJ	REVISED -
	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE AND 103RD STREET
CABLE PLAN AND SCHEDULE OF QUANTITIES

NOT TO SCALE | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	25
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



SIGN A

CAUTION

WALK TIME SHORTENED WHEN TRAIN APPROACHES

W10-I101
18" x 24"
8 - REQUIRED

SIGN B

ONCOMING TRAFFIC MAY HAVE EXTENDED GREEN

W25-2 (YELLOW)
24" x 30"
2 - REQUIRED

FOR INFORMATION ONLY

CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST, EXISTING POST MOUNTED SIGNAGE, AND TRAFFIC SIGNAL HEADS ON THE NEW CONCRETE FOUNDATION, TYPE A.

2. ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.

3. THE CONTRACTOR SHALL INSTALL PEDESTRIAN SIGNS "CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES" IN THE DIRECTION OF ONCOMING PEDESTRIANS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

4. THE CONTROLLER AND CABINET SHALL BE MODIFIED TO ACCOMODATE AN ADDITIONAL PEDESTRIAN PHASE ON THE EAST APPROACH. ALL COSTS ASSOCIATED WITH IMPLEMENTING THE PROPOSED SEQUENCE OF OPERATIONS SHALL BE INCLUDED IN THE PAY ITEMS: MODIFY EXISTING CONTROLLER AND MODIFY EXISTING CONTROLLER CABINET FOR THE CONTROLLER PROGRAMMING AND CABINET WIRING.

PLAN / PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NO(A)(N)S CHKD — NOTE BOOK — NO. — BY — DATE

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(847) 823-0500

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N:\CHICAGORIDGE\9061T\143\Traffic\09 RIDGELAND-103RD_Ex-Signal Info.dgn	DRAWN - FPB	REVISED -	
	PLOT SCALE = 20'	CHECKED - LJ	REVISED -
	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE AND 103RD STREET
RECORD DRAWINGS

SCALE: 1" = 20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	26
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

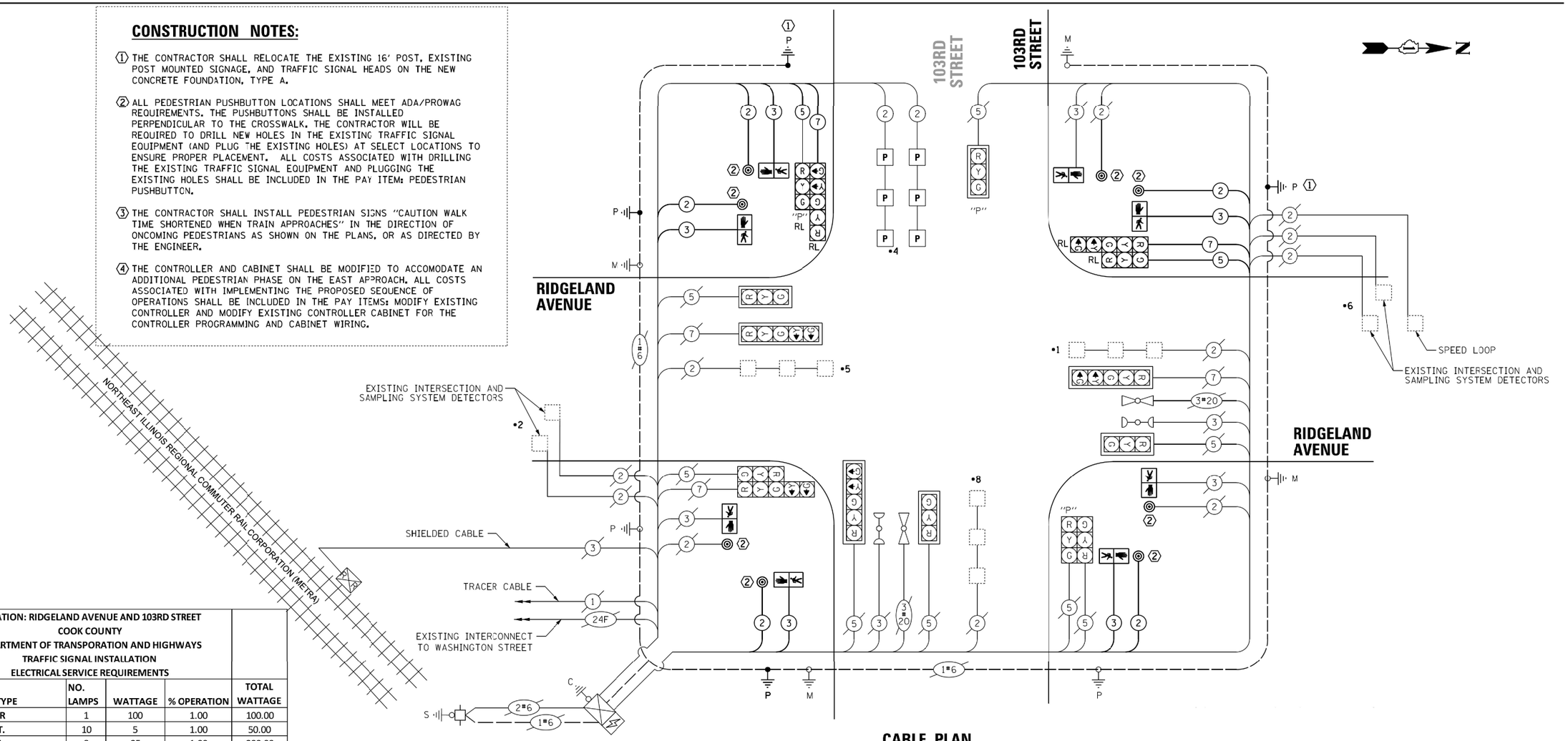
CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL RELOCATE THE EXISTING 16' POST, EXISTING POST MOUNTED SIGNAGE, AND TRAFFIC SIGNAL HEADS ON THE NEW CONCRETE FOUNDATION, TYPE A.

2. ALL PEDESTRIAN PUSHBUTTON LOCATIONS SHALL MEET ADA/PROWAG REQUIREMENTS. THE PUSHBUTTONS SHALL BE INSTALLED PERPENDICULAR TO THE CROSSWALK. THE CONTRACTOR WILL BE REQUIRED TO DRILL NEW HOLES IN THE EXISTING TRAFFIC SIGNAL EQUIPMENT (AND PLUG THE EXISTING HOLES) AT SELECT LOCATIONS TO ENSURE PROPER PLACEMENT. ALL COSTS ASSOCIATED WITH DRILLING THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND PLUGGING THE EXISTING HOLES SHALL BE INCLUDED IN THE PAY ITEM: PEDESTRIAN PUSHBUTTON.

3. THE CONTRACTOR SHALL INSTALL PEDESTRIAN SIGNS "CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES" IN THE DIRECTION OF ONCOMING PEDESTRIANS AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.

4. THE CONTROLLER AND CABINET SHALL BE MODIFIED TO ACCOMODATE AN ADDITIONAL PEDESTRIAN PHASE ON THE EAST APPROACH. ALL COSTS ASSOCIATED WITH IMPLEMENTING THE PROPOSED SEQUENCE OF OPERATIONS SHALL BE INCLUDED IN THE PAY ITEMS: MODIFY EXISTING CONTROLLER AND MODIFY EXISTING CONTROLLER CABINET FOR THE CONTROLLER PROGRAMMING AND CABINET WIRING.



CABLE PLAN
(NOT TO SCALE)

LOCATION: RIDGELAND AVENUE AND 103RD STREET
COOK COUNTY
DEPARTMENT OF TRANSPORATION AND HIGHWAYS
TRAFFIC SIGNAL INSTALLATION
ELECTRICAL SERVICE REQUIREMENTS

TYPE	NO. LAMPS	WATTAGE	% OPERATION	TOTAL WATTAGE
CONTROLLER	1	100	1.00	100.00
VEHICLE DET.	10	5	1.00	50.00
PED. SIGNAL	8	25	1.00	200.00
12" SIGNAL (RED)	15	17	0.50	127.50
(YELLOW)	15	25	0.05	18.75
(GREEN)	15	15	0.45	101.25
(ARROW)	12	12	0.10	14.40
			TOTAL =	611.90

ENERGY COST TO:
COOK COUNTY BUREAU OF ADMINISTRATION
118 N. CLARK STREET, ROOM 801
CHICAGO, IL 60602
TOWER ACCOUNT NO. 8325141015
SUPPLIMENT NO. SD150192

VILLAGE OF CHICAGO RIDGE
10455 RIDGELAND AVE
CHICAGO RIDGE, IL 60415

ENERGY SUPPLY CONTACT: ComEd
PHONE: (866)639-3532
COMPANY: ComEd

ENERGY COST SHARE:
COOK COUNTY: 50%

CHICAGO RIDGE: 50%

EFFECTIVE DATE:
TO BE DETERMINED

FOR INFORMATION ONLY

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PLAN / PROFILE — SURVEYED / PLOTTED / GRADES CHECKED / R.O.W. MONUMENTED / STRUCTURE NOTATNS CHKD — NOTE BOOK — NO. — BY — DATE

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		DRAWN - FPB	REVISED -
	PLOT SCALE = 20'	CHECKED - LJ	REVISED -
	PLOT DATE = 8/27/2026	DATE -	REVISED -

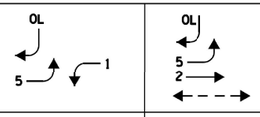
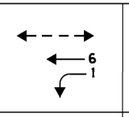
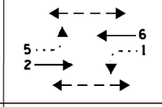
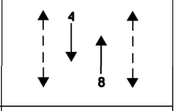
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE AND 103RD STREET
RECORD DRAWINGS

NOT TO SCALE | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	27
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXISTING SEQUENCE OF OPERATION

MOVEMENT N →						FLASH
PHASE	1 + 5	2 + 5	1 + 6	2 + 6	4 + 8	
INTERVAL	1 2 3 4	5 6 7	8 9 10	11 12 13A 13B	14 15 16A 16B	
CHANGE TO	/ 1+6 2+5 2+6	θ θ 2+6	θ θ 2+6	/ / 4+8	/ / 1+5 2+5 1+6 2+6	
RIDGELAND AVENUE N/B NEAR RIGHT AND RIGHT MAST ARM SIGNAL	R R R R	G G G	R R R	G G Y R	R R R R	R
RIDGELAND AVENUE N/B END MAST ARM AND FAR LEFT SIGNALS	R ←G R ←Y R ←G R ←Y	G ←G G ←G G ←Y	R R R	G G Y R	R R R R	R
RIDGELAND AVENUE S/B NEAR RIGHT AND RIGHT MAST ARM SIGNAL	R R R R	R R R	G G G	G G Y R	R R R R	R
RIDGELAND AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R ←G R ←G R ←Y R ←Y	R R R	G ←G G ←G G ←Y	G G Y R	R R R R	R
103RD STREET E/B NEAR RIGHT AND RIGHT MAST ARM SIGNALS	R G → R Y → R G → R Y →	R G → R G → R Y →	R R R	R R R R	G G Y R	R
103RD STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R R R R	R R R	R R R	R R R R	G G Y R	R
103RD STREET W/B NEAR RIGHT, FAR LEFT AND END MAST ARM SIGNALS	R R R R	R R R	R R R	R R R R	G G Y R	R
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON NORTH SIDE OF 103RD STREET	H H H H	H H H	H H H	H H H H	* P **FH H H	DARK
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON SOUTH SIDE OF 103RD STREET	H H H H	H H H	H H H	H H H H	* P **FH H H	
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON EAST SIDE OF RIDGELAND AVENUE	H H H H	* P **FH H	H H H	* P **FH H H	H H H H	
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON WEST SIDE OF RIDGELAND AVENUE	H H H H	H H H	* P **FH H	* P **FH H H	H H H H	

PHASE 2+6 SHALL BE PLACED ON RECALL

* TO APPEAR ONLY UPON PUSHBUTTON ACTUATION

** FLASHING "🚶" IS TO TERMINATE AT THE COMPLETION OF THE PEDESTRIAN INTERVAL CLEARANCE.

θ THIS "🚶" OR FLASHING "🚶" INTERVAL MAY FINISH TIMING IN THE BIDIRECTIONAL STRAIGHT THROUGH MOVEMENT IF THE LEFT ARROW TIME IS NOT SUFFICIENT TO COMPLETE OR FLASHING "🚶" INTERVALS.

P = ILLUMINATED PERSON = WALK
FH = ILLUMINATED FLASHING HAND = FLASHING DON'T WALK
H = ILLUMINATED SOLID HAND = DON'T WALK

EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION

CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER	1	5		5			8		8			11	11			14			14	PREEMPTOR NUMBER 3	PREEMPTOR NUMBER 4	CLEAR TO NORMAL SEQUENCE
EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	1N	1P	1Q	1R	1S	1T	1U	2	3	
CHANGE TO EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER	2 OR 3	1C	2	1E	1F	3	1H	2	1K	1L	3	2	1P	1Q	3	1S	1T	2	3			
RIDGELAND AVENUE N/B NEAR RIGHT AND RIGHT MAST ARM SIGNAL	R	G	G	G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	G	R	◊
RIDGELAND AVENUE N/B END MAST ARM AND FAR LEFT SIGNALS	R ←Y	G ←G	G ←Y	G ←G	Y	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	G	R	◊
RIDGELAND AVENUE S/B NEAR RIGHT AND RIGHT MAST ARM SIGNAL	R	R	R	R	R	R	G	G	G	Y	R	G	G	Y	R	R	R	R	R	G	R	◊
RIDGELAND AVENUE S/B END MAST ARM AND FAR LEFT SIGNALS	R ←Y	R	R	R	R	R	G ←G	G ←Y	G ←G	Y	R	G	G	Y	R	R	R	R	R	G	R	◊
103RD STREET E/B NEAR RIGHT AND RIGHT MAST ARM SIGNALS	R Y →	R G →	R Y →	R G →	R Y →	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G	◊
103RD STREET E/B END MAST ARM AND FAR LEFT SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G	◊
103RD STREET W/B NEAR RIGHT, FAR LEFT AND END MAST ARM SIGNALS	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	G	R	G	◊
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON NORTH SIDE OF 103RD STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	◊
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON SOUTH SIDE OF 103RD STREET	H	H	H	H	H	H	H	H	H	H	H	H	H	H	H	FH	H	H	FH	H	H	◊
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON EAST SIDE OF RIDGELAND AVENUE	H	FH	H	FH	H	H	H	H	H	H	H	FH	FH	H	H	H	H	H	H	H	H	◊
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON WEST SIDE OF RIDGELAND AVENUE	H	H	H	H	H	H	FH	H	FH	H	H	FH	FH	H	H	H	H	H	H	H	H	◊

◊ **EMERGENCY VEHICLE SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY A DIFFERENT EMERGENCY VEHICLE INTERVAL AFTER EMERGENCY VEHICLE INTERVAL 2 OR 3 IS TERMINATED.**

FOR INFORMATION ONLY

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9575 West Higgins Road, Suite 600
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(847) 823-0500

PLAN — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, R.O.W. MONUMENTED, CADD FILE NAME, NOTE BOOK, NO., BY, DATE

PROFILE — SURVEYED, PLOTTED, GRADES CHECKED, ALIGNMENT CHECKED, STRUCTURE NO(S), NOTATIONS, CHKD, NOTE BOOK, NO., BY, DATE

FILE NAME = N:\CHICAGORIDGE\9061T\143\Traffic\11 RIDGELAND-103RD_Ex-SequenceChart1.dgn	USER NAME = kkozlel	DESIGNED - PS	REVISED -
		DRAWN - FPB	REVISED -
	PLOT SCALE = 20'	CHECKED - LJ	REVISED -
	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIDGELAND AVENUE AND 103RD STREET
SEQUENCE OF OPERATION

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	28
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXISTING RAILROAD PREEMPTION SEQUENCE OF OPERATION

									PREEMPTOR NUMBER 3		PREEMPTOR NUMBER 4		PREEMPTOR NUMBER 2						
CHANGE FROM NORMAL SEQUENCE OF OPERATION INTERVAL NUMBER		1	5	8		11		14											
CHANGE FROM EMERGENCY VEHICLE PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER									2		3								
RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		1A	1B	1C	1D	1E	1F	1G	1H	1J	1K	1L	1M	2	3	4	5	6	7	CLEAR TO NORMAL SEQUENCE
CHANGE TO RAILROAD PREEMPTION SEQUENCE OF OPERATION INTERVAL NUMBER		2	2	1D	2	1F	2	1H	2	1K	2	1M	2	3	4	5	6	7		
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	N/B	R	G	R	R	G	G	R	R	G	G	R	R	G	Y	R	R	R	R	Δ
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	N/B	R ←G	G ←G	R	R	G	G	R	R	G	G	R	R	G ←G	Y	R	R	R	R	Δ
RIDGELAND AVENUE NEAR RIGHT AND RIGHT MAST ARM SIGNAL	S/B	R	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	Δ
RIDGELAND AVENUE END MAST ARM AND FAR LEFT SIGNALS	S/B	R ←Y	R	Y	R	Y	R	R	R	Y	R	R	R	R	R	R	R	R	R	Δ
103RD STREET NEAR RIGHT AND RIGHT MAST ARM SIGNALS	E/B	R Y →	R Y →	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	Δ
103RD STREET END MAST ARM AND FAR LEFT SIGNALS	E/B	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	Δ
103RD STREET NEAR RIGHT, FAR LEFT AND END MAST ARM SIGNALS	W/B	R	R	R	R	R	R	Y	R	R	R	Y	R	R	R	R	G	Y	R	Δ
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON NORTH SIDE OF 103RD STREET		H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING RIDGELAND AVENUE ON SOUTH SIDE OF 103RD STREET		H	H	H	H	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON EAST SIDE OF RIDGELAND AVENUE		H	FH	H	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ
PEDESTRIAN SIGNALS CROSSING 103RD STREET ON WEST SIDE OF RIDGELAND AVENUE		H	H	FH	H	FH	H	H	H	H	H	H	H	H	H	H	H	H	H	Δ
																	HOLD			

Δ RAILROAD PREEMPTION SEQUENCE SHALL PROVIDE THE PROPER CLEARANCE INTERVAL TO RESUME THE NORMAL SEQUENCE OF OPERATION OR PROPER CLEARANCE INTERVAL TO DISPLAY AN EMERGENCY VEHICLE INTERVAL (IF APPLICABLE) AFTER RAILROAD PREEMPTION INTERVAL 5 IS TERMINATED.

FOR INFORMATION ONLY

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

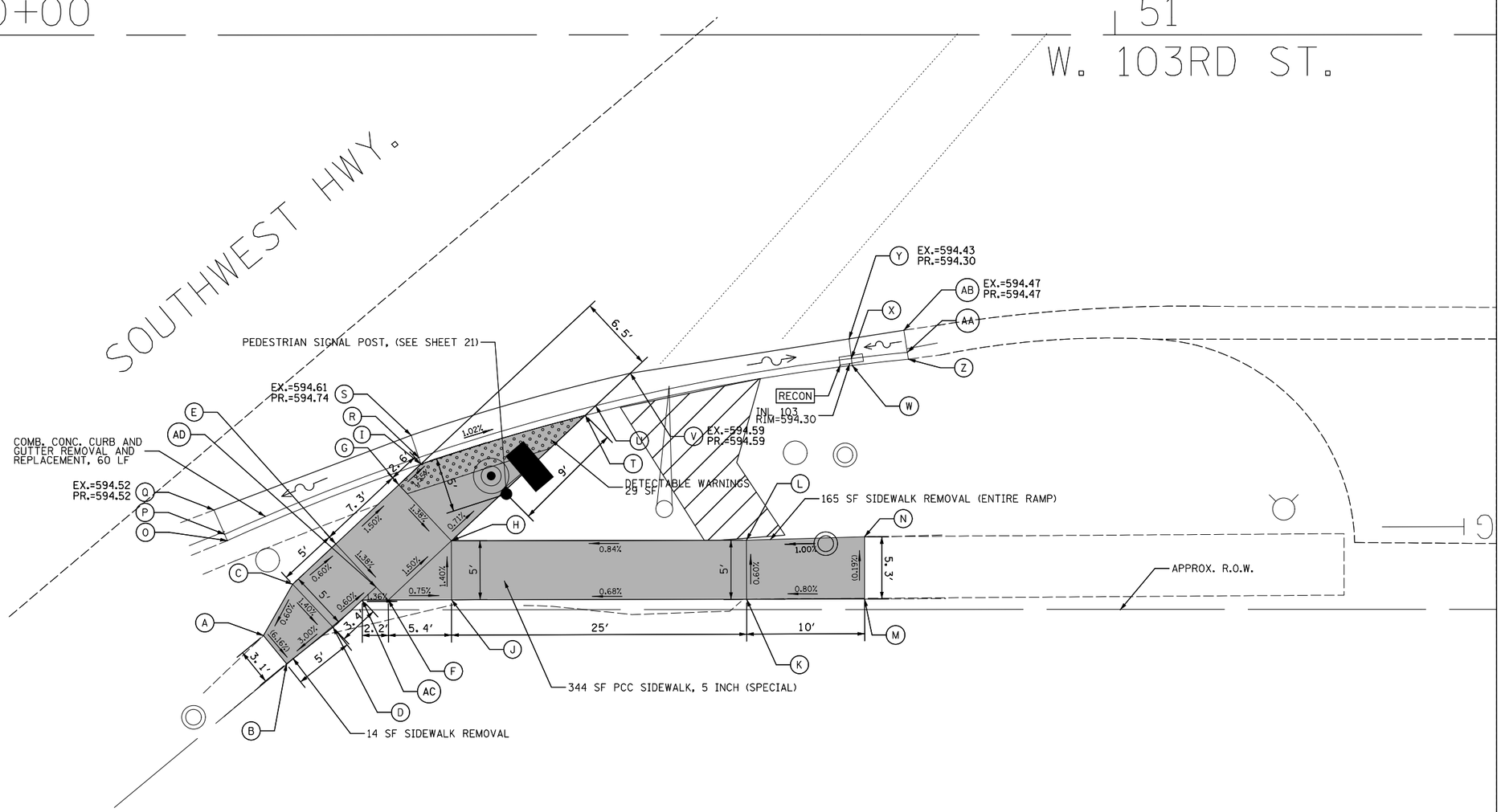
PLAN: NOTE BOOK NO. ____ SURVEYED ____ PLOTTED ____ ALIGNMENT CHECKED ____ BLK. MATL CHECKED ____ CADD FILE NAME ____ BY ____ DATE ____

PROFILE: NOTE BOOK NO. ____ SURVEYED ____ PLOTTED ____ GRADES CHECKED ____ BLK. MATL CHECKED ____ STRUCTURE NO(S) ____ CHK'D ____ BY ____ DATE ____

FILE NAME = N:\CHICAGORIDGE\9061T\143\Traffic\12 RIDGELAND-103RD_Ex-SequenceChart2.dgn	USER NAME = kkoziel	DESIGNED - PS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RIDGELAND AVENUE AND 103RD STREET SEQUENCE OF OPERATION
		DRAWN - FPB	REVISED -		
	PLOT SCALE = 20'	CHECKED - LJ	REVISED -		NOT TO SCALE | SHEET NO. OF SHEETS | STA. TO STA.
	PLOT DATE = 8/27/2026	DATE -	REVISED -		

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	29
		CONTRACT NO. 61M69		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SOUTH WEST CORNER 103RD ST & SOUTHWEST HWY			
POINT	STATION	OFFSET	ELEVATION
A	50+27.85	50.90'RT	(594.89)
B	50+29.80	53.29'RT	(594.70)
C	50+30.32	46.56'RT	594.92
D	50+33.74	50.21'RT	594.85
E	50+33.97	43.14'RT	594.89
F	50+38.42	47.89'RT	594.80
G	50+39.32	38.13'RT	594.78
H	50+43.77	42.88'RT	594.69
I	50+41.20	36.37'RT	594.74
J	50+43.78	47.88'RT	594.76
K	50+68.78	47.83'RT	594.93
L	50+68.77	42.83'RT	594.90
M	50+78.78	47.81'RT	(595.01)
N	50+78.77	42.54'RT	(595.00)
O	50+24.79	42.86'RT	(594.92)
P	50+24.55	42.33'RT	(594.61)
Q	50+23.65	40.26'RT	(594.52)
R	50+41.01	35.82'RT	594.70
S	50+40.36	33.93'RT	594.74
T	50+55.12	32.24'RT	594.58
U	50+55.99	31.43'RT	594.54
V	50+58.93	28.67'RT	(594.59)
W	50+77.74	28.01'RT	594.80
X	50+77.67	27.44'RT	594.30
Y	50+77.46	25.77'RT	594.30
Z	50+82.49	27.49'RT	(594.96)
AA	50+82.41	26.92'RT	(594.66)
AB	50+82.12	25.04'RT	(594.47)
AC	5036.21	47.89'RT	594.83
AD	5037.39	46.79'RT	594.82



NOTES:
1. A 24" CURB TRANSITION IS REQUIRED BETWEEN DEPRESSED CURB AND FULL HEIGHT CURBS ADJACENT TO ADA CURB RAMPS.

2. PROVIDE MINIMUM 2' WIDE CLASS SI PCC VIBRATED IN PLACE PATCH ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT. THIS WORK WILL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

3. AREAS WITH SIDEWALK REMOVAL THAT ARE NOT REPLACED WITH NEW SIDEWALK SHALL BE REPLACED WITH SOD IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

4. THE TOP OF THE PEDESTRIAN SIGNAL POST FOUNDATION SHALL BE FLUSH WITH THE PROPOSED SIDEWALK ELEVATION.

N

SCALE 1" = 5'
0 5 10

FILE NAME = N:\CHICAGORIDGE\9061T\143\Civil\ADA01_143.sht	USER NAME = kkoziel	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = NTS	CHECKED -	REVISED -
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

103RD STREET
ADA CURB RAMP DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	30
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

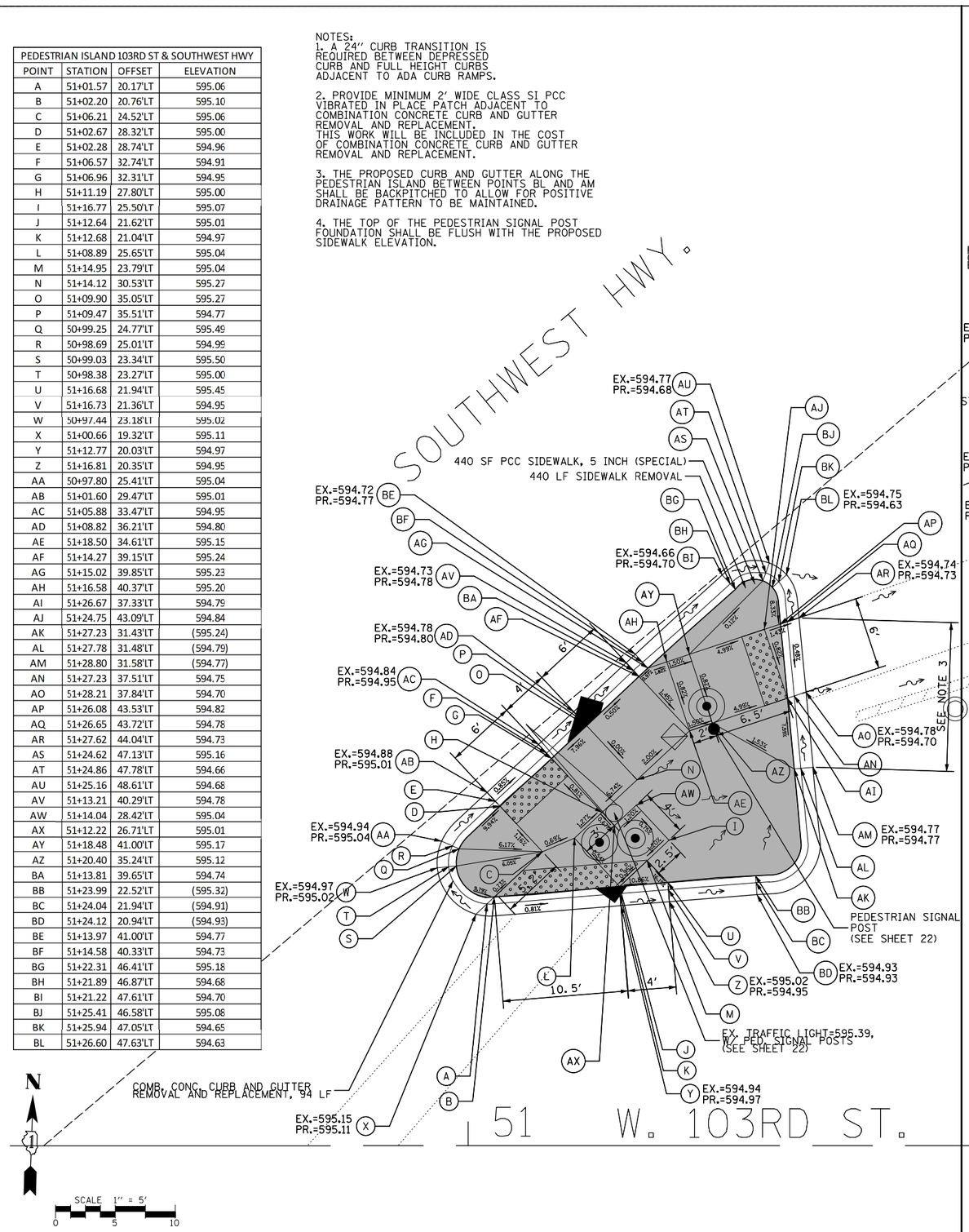
PEDESTRIAN ISLAND 103RD ST & SOUTHWEST HWY			
POINT	STATION	OFFSET	ELEVATION
A	51+01.57	20.17'LT	595.06
B	51+02.20	20.76'LT	595.10
C	51+06.21	24.52'LT	595.06
D	51+02.67	28.32'LT	595.00
E	51+02.28	28.74'LT	594.96
F	51+06.57	32.74'LT	594.91
G	51+06.96	32.31'LT	594.95
H	51+11.19	27.80'LT	595.00
I	51+16.77	25.50'LT	595.07
J	51+12.64	21.62'LT	595.01
K	51+12.68	21.04'LT	594.97
L	51+08.89	25.65'LT	595.04
M	51+14.95	23.79'LT	595.04
N	51+14.12	30.53'LT	595.27
O	51+09.90	35.05'LT	595.27
P	51+09.47	35.51'LT	594.77
Q	50+99.25	24.77'LT	595.49
R	50+98.69	25.01'LT	594.99
S	50+99.03	23.34'LT	595.50
T	50+98.38	23.27'LT	595.00
U	51+16.68	21.94'LT	595.45
V	51+16.73	21.36'LT	594.95
W	50+97.44	23.18'LT	595.02
X	51+00.66	19.32'LT	595.11
Y	51+12.77	20.03'LT	594.97
Z	51+16.81	20.35'LT	594.95
AA	50+97.80	25.41'LT	595.04
AB	51+01.60	29.47'LT	595.01
AC	51+05.88	33.47'LT	594.95
AD	51+08.82	36.21'LT	594.80
AE	51+18.50	34.61'LT	595.15
AF	51+14.27	39.15'LT	595.24
AG	51+15.02	39.85'LT	595.23
AH	51+16.58	40.37'LT	595.20
AI	51+26.67	37.33'LT	594.79
AJ	51+24.75	43.09'LT	594.84
AK	51+27.23	31.43'LT	(595.24)
AL	51+27.78	31.48'LT	(594.79)
AM	51+28.80	31.58'LT	(594.77)
AN	51+27.23	37.51'LT	594.75
AO	51+28.21	37.84'LT	594.70
AP	51+26.08	43.53'LT	594.82
AQ	51+26.65	43.72'LT	594.78
AR	51+27.62	44.04'LT	594.73
AS	51+24.62	47.13'LT	595.16
AT	51+24.86	47.78'LT	594.66
AU	51+25.16	48.61'LT	594.68
AV	51+13.21	40.29'LT	594.78
AW	51+14.04	28.42'LT	595.04
AX	51+12.22	26.71'LT	595.01
AY	51+18.48	41.00'LT	595.17
AZ	51+20.40	35.24'LT	595.12
BA	51+13.81	39.65'LT	594.74
BB	51+23.99	22.52'LT	(595.32)
BC	51+24.04	21.94'LT	(594.91)
BD	51+24.12	20.94'LT	(594.93)
BE	51+13.97	41.00'LT	594.77
BF	51+14.58	40.33'LT	594.73
BG	51+22.31	46.41'LT	595.18
BH	51+21.89	46.87'LT	594.68
BI	51+21.22	47.61'LT	594.70
BJ	51+25.41	46.58'LT	595.08
BK	51+25.94	47.05'LT	594.65
BL	51+26.60	47.63'LT	594.63

NOTES:
1. A 24" CURB TRANSITION IS REQUIRED BETWEEN DEPRESSED CURB AND FULL HEIGHT CURBS ADJACENT TO ADA CURB RAMPS.

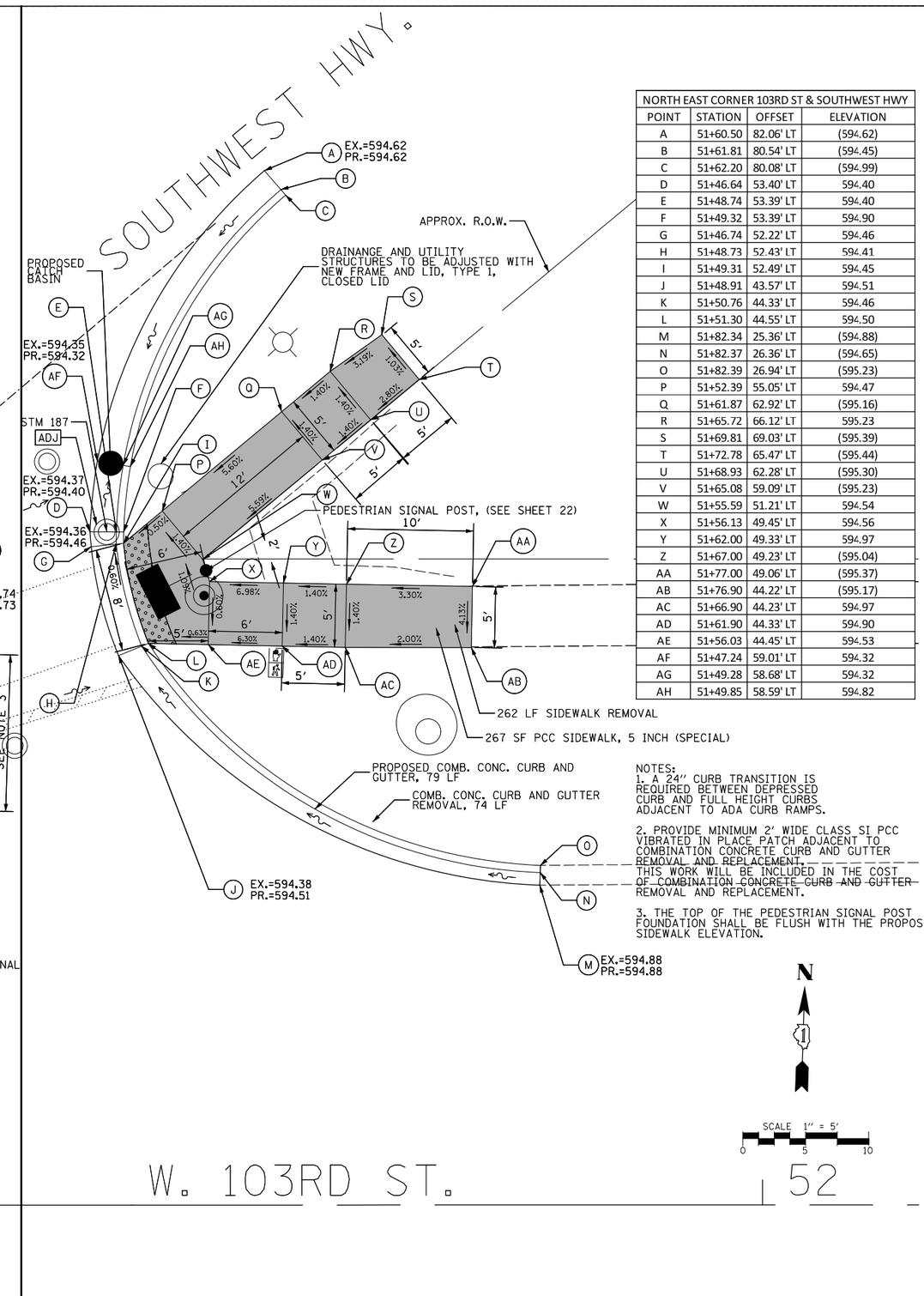
2. PROVIDE MINIMUM 2' WIDE CLASS SI PCC VIBRATED IN PLACE PATCH ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT. THIS WORK WILL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

3. THE PROPOSED CURB AND GUTTER ALONG THE PEDESTRIAN ISLAND BETWEEN POINTS BL AND AM SHALL BE BACKPITCHED TO ALLOW FOR POSITIVE DRAINAGE PATTERN TO BE MAINTAINED.

4. THE TOP OF THE PEDESTRIAN SIGNAL POST FOUNDATION SHALL BE FLUSH WITH THE PROPOSED SIDEWALK ELEVATION.



NORTH EAST CORNER 103RD ST & SOUTHWEST HWY			
POINT	STATION	OFFSET	ELEVATION
A	51+60.50	82.06' LT	(594.62)
B	51+61.81	80.54' LT	(594.45)
C	51+62.20	80.08' LT	(594.99)
D	51+46.64	53.40' LT	594.40
E	51+48.74	53.39' LT	594.40
F	51+49.32	53.39' LT	594.90
G	51+46.74	52.22' LT	594.46
H	51+48.73	52.43' LT	594.41
I	51+49.31	52.49' LT	594.45
J	51+48.91	43.57' LT	594.51
K	51+50.76	44.33' LT	594.46
L	51+51.30	44.55' LT	594.50
M	51+82.34	25.36' LT	(594.88)
N	51+82.37	26.36' LT	(594.65)
O	51+82.39	26.94' LT	(595.23)
P	51+52.39	55.05' LT	594.47
Q	51+61.87	62.92' LT	(595.16)
R	51+65.72	66.12' LT	595.23
S	51+69.81	69.03' LT	(595.39)
T	51+72.78	65.47' LT	(595.44)
U	51+68.93	62.28' LT	(595.30)
V	51+65.08	59.09' LT	(595.23)
W	51+55.59	51.21' LT	594.54
X	51+56.13	49.45' LT	594.56
Y	51+62.00	49.33' LT	594.97
Z	51+67.00	49.23' LT	(595.04)
AA	51+77.00	49.06' LT	(595.37)
AB	51+76.90	44.22' LT	(595.17)
AC	51+66.90	44.23' LT	594.97
AD	51+61.90	44.33' LT	594.90
AE	51+56.03	44.45' LT	594.53
AF	51+47.24	59.01' LT	594.32
AG	51+49.28	58.68' LT	594.32
AH	51+49.85	58.59' LT	594.82

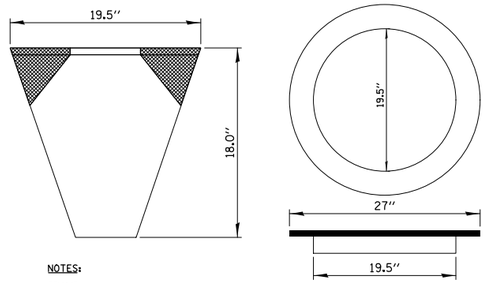


NOTES:
1. A 24" CURB TRANSITION IS REQUIRED BETWEEN DEPRESSED CURB AND FULL HEIGHT CURBS ADJACENT TO ADA CURB RAMPS.

2. PROVIDE MINIMUM 2' WIDE CLASS SI PCC VIBRATED IN PLACE PATCH ADJACENT TO COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT. THIS WORK WILL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

3. THE TOP OF THE PEDESTRIAN SIGNAL POST FOUNDATION SHALL BE FLUSH WITH THE PROPOSED SIDEWALK ELEVATION.

FILE NAME = N:\CHICAGORIDGE\9061T\143\Civil\ADA02_143.sht	USER NAME = kkoziel	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	103RD STREET ADA CURB RAMP DETAILS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			1196	21-00095-00-PV	COOK	52	31
	PLOT SCALE = NTS	CHECKED -	REVISED -						CONTRACT NO. 61M69	
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS	FED. AID PROJECT	

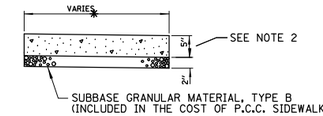


NOTES:

FRAME:
FLANGE SHALL BE FABRICATED FROM ⅛″ FLAT STACK.
BASE RING SHALL BE FABRICATED FROM 1½″ × 1½″ × ⅛″ CHANNEL.
DOMESTIC STEEL CONFORMING TO ASTM-A36.

SEDIMENT BAG: SHALL BE FABRICATED FROM 4 OZ/SQ YD NON-WAVEN POLYPROPYLENE GEOTEXTILE AND SHALL BE REINFORCED WITH POLYESTER MESH. THE BAG SHALL BE SECURED TO THE BASE RING WITH STAINLESS STEEL STRAP AND LOCK.

CATCH BASIN AND INLET FILTER

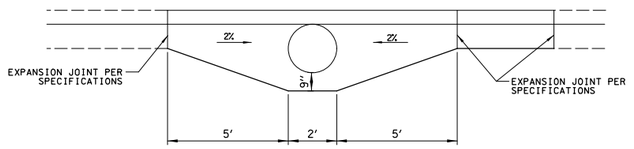


▪ CROSS SLOPE 0.5% (MIN.) TO 2% (MAX.)

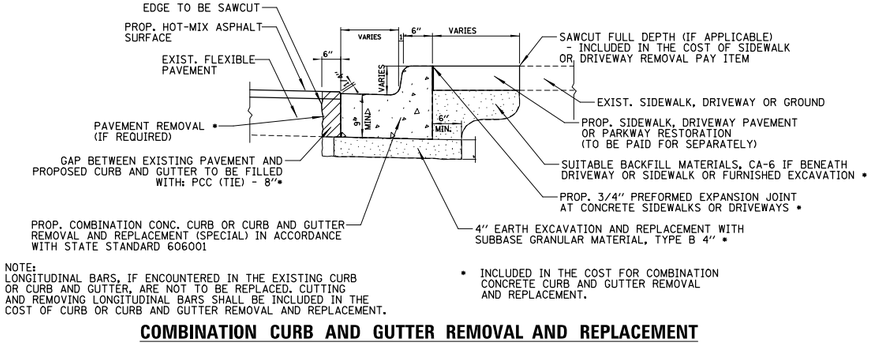
NOTES:

1. ALL REQUIRED EARTH EXCAVATION TO CONSTRUCT P.C.C. SIDEWALK SHALL BE INCLUDED IN COST OF P.C.C. SIDEWALK 5 INCH.
2. THICKNESS SHALL BE INCREASED TO 7″ WHERE SIDEWALK IS ADJACENT TO A DRIVEWAY (NO WIRE MESH). (INCLUDED IN COST OF SIDEWALK).
3. IN LOCATIONS WHERE SIDEWALK IS REMOVED AND REPLACED THROUGH DRIVEWAYS, DRIVEWAYS SHALL BE SAWCUT AND PATCHED A MINIMUM OF 1′ ON EITHER SIDE OF THE WALK. THIS WORK SHALL BE PAID FOR PER SQUARE YARD AT THE CONTRACT UNIT PRICE FOR P.C.C. CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT OR HOT-MIX ASPHALT DRIVEWAY REMOVAL AND REPLACEMENT.
4. WHEN FORMS ARE REMOVED FROM THE SIDEWALK, THE SIDEWALK SHALL BE BARRICADED OR BACKFILLED WITHIN 24 HOURS.

P.C.C. SIDEWALK, 5 INCH (SPECIAL) DETAIL



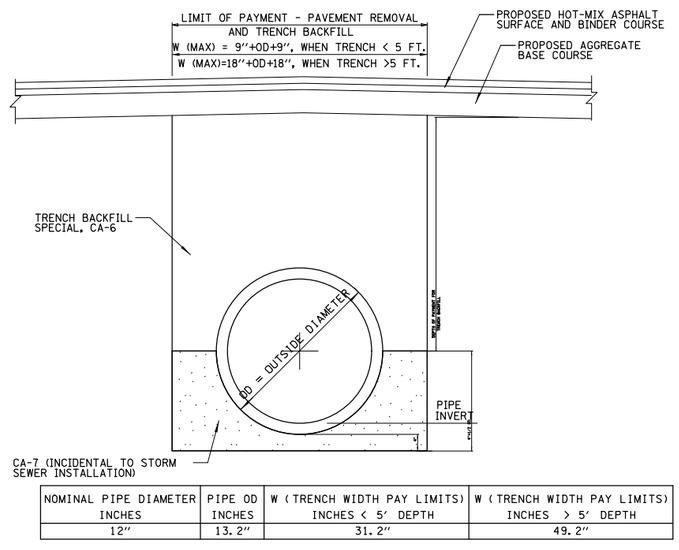
CURB AROUND STRUCTURE DETAIL



NOTE:
LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

• INCLUDED IN THE COST FOR COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT.

COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT

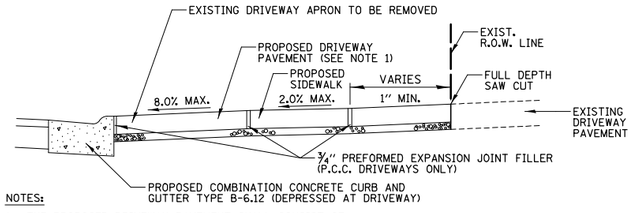


NOMINAL PIPE DIAMETER INCHES	PIPE OD INCHES	W (TRENCH WIDTH PAY LIMITS) INCHES < 5′ DEPTH	W (TRENCH WIDTH PAY LIMITS) INCHES > 5′ DEPTH
12″	13.2″	31.2″	49.2″

TRENCH DETAIL FOR STORM SEWER

NOTE:

TRENCH BACKFILL SHALL BE COMPACTED BY METHOD 1, AS DEFINED IN ARTICLE 550.07 OF THE STANDARD SPECIFICATIONS. JETTING OF THE TRENCH WILL NOT BE AN ACCEPTABLE METHOD OF COMPACTION.



NOTES:

1. THE PROPOSED DRIVEWAY PAVEMENT SHALL CONSIST OF:
   A. 7″ PORTLAND CEMENT CONCRETE AND 3″ OF AGGREGATE BASE COURSE TYPE B IF THE EXISTING DRIVEWAY IS P.C. CONCRETE, OR
   B. 3″ HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, AND 6″ AGGREGATE BASE COURSE TYPE B IF THE EXISTING DRIVEWAY IS HMA OR AGGREGATE.
2. PREFORMED EXPANSION JOINT FILLER SHALL BE INCLUDED IN THE COST OF P.C.C. DRIVEWAY PAVEMENT.
3. ALL REQUIRED EARTH EXCAVATION AND DRIVEWAY REMOVAL REQUIRED TO CONSTRUCT DRIVES SHALL BE INCLUDED IN THE COST OF DRIVEWAY REMOVAL & REPLACEMENT, OF THE TYPE SPECIFIED.

DRIVEWAY REMOVAL AND REPLACEMENT

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		DRAWN -	REVISED -
	PLOT SCALE = NTS	CHECKED -	REVISED -
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	32
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		



24"X30"

CUSTOM (RESIDENTIAL PERMIT PARKING ONLY)



24"X30"

CUSTOM (SNOW ROUTE)



12"X18"

CUSTOM (NO PARKING THIS SIDE OF STREET)



12"X18"

CUSTOM (NO PARKING HERE TO CORNER)



12"X36"

CUSTOM (NO PASSING IN PARKING LANE)



12"X36"

CUSTOM (COMMUNITY WATCH)

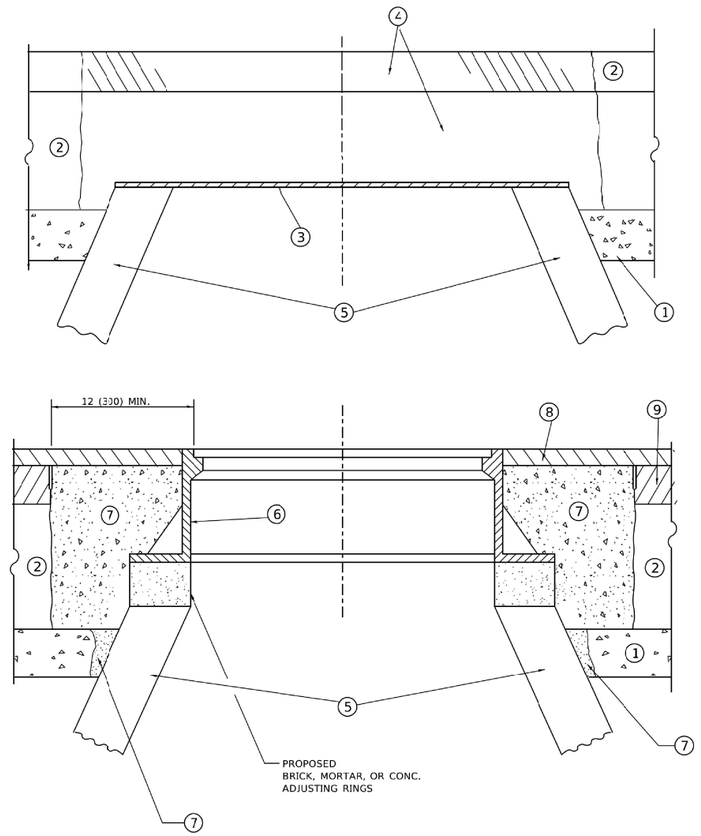
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Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONSTRUCTION DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	33
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

1. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
2. IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.
3. CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.
4. THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
5. THE CONTRACTOR SHALL REMOVE ALL TRAFFIC CONTROL DEVICES BY THE END OF EACH WORK SHIFT.

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: Default
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	DRAWN -	REVISED - R. BORO 12-06-11	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. SMITH 11-18-22	
PLOT DATE = 9/15/2023	DATE - 10-25-94	REVISED - K. SMITH 09-15-23	

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-03 (BD-08)	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS FOR
FRAMES AND LIDS ADJUSTMENT WITH MILLING

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

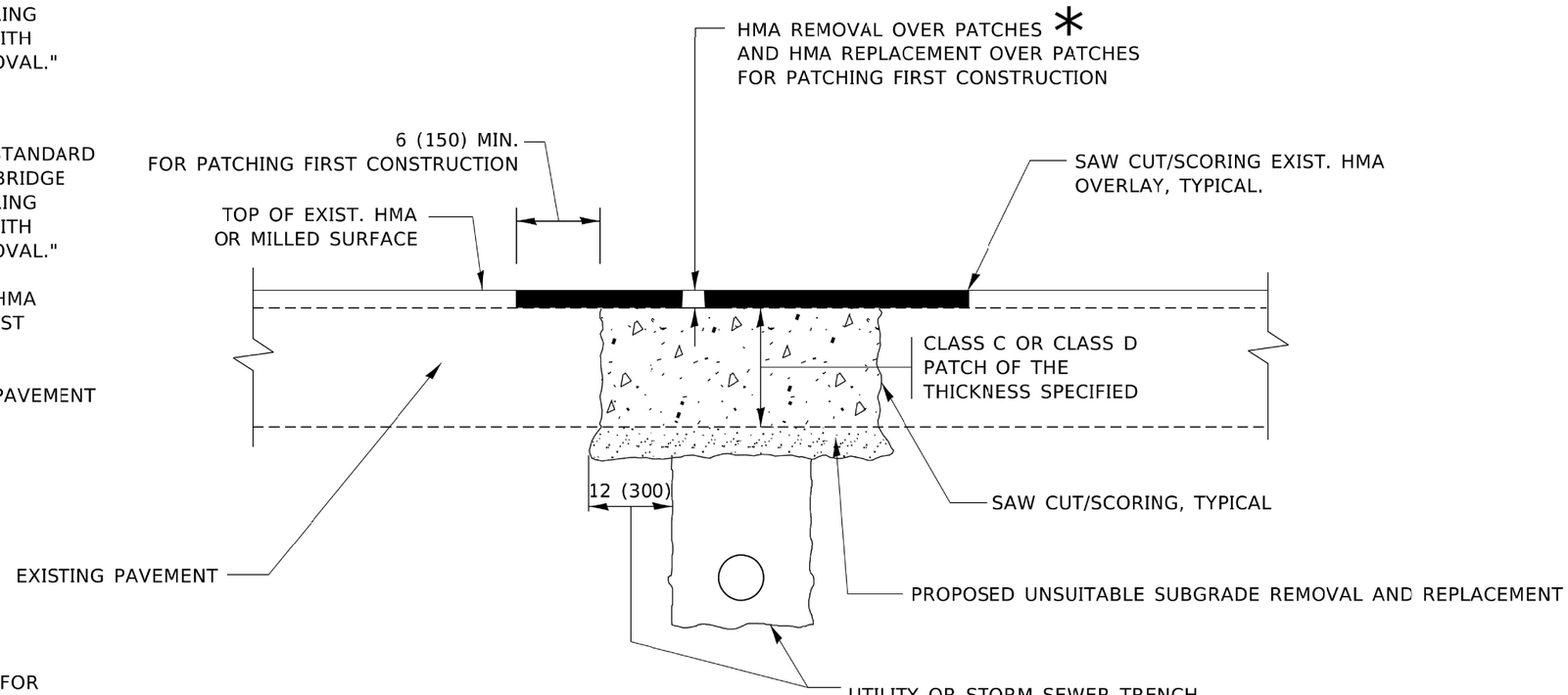
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	34
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

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

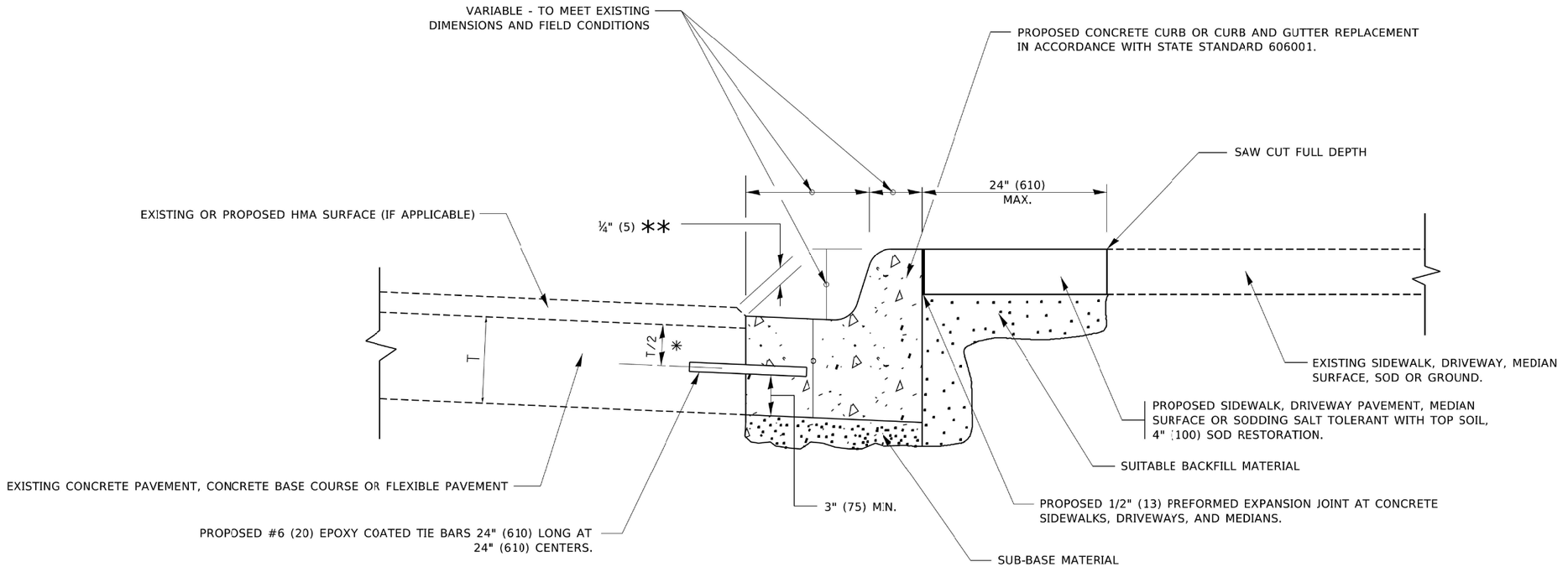
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	DRAWN -	REVISED - R. BORO 09-04-07			
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - K. ENG 10-27-08			BD400-04 (BD-22) / CONTRACT NO.
PLOT DATE = 11/18/2022	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		SCALE: NONE / SHEET 1 OF 1 SHEETS / STA. / TO STA.	ILLINOIS / FED. AID PROJECT

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		DATE -	REVISED -		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	35
		CONTRACT NO. 61M69		
	ILLINOIS	FED. 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.

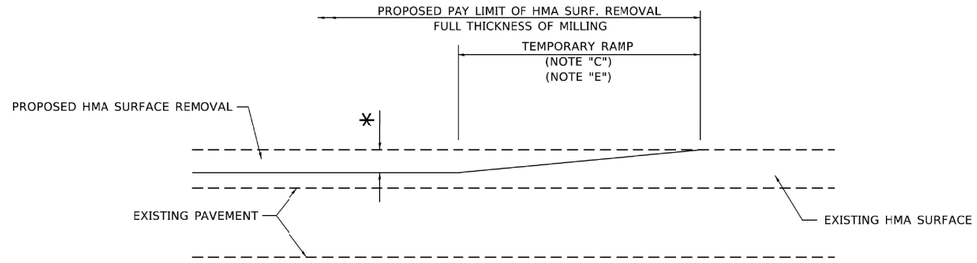
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	DRAWN -	REVISED - M. GOMEZ 01-22-01			
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD600-06 (BD-24)	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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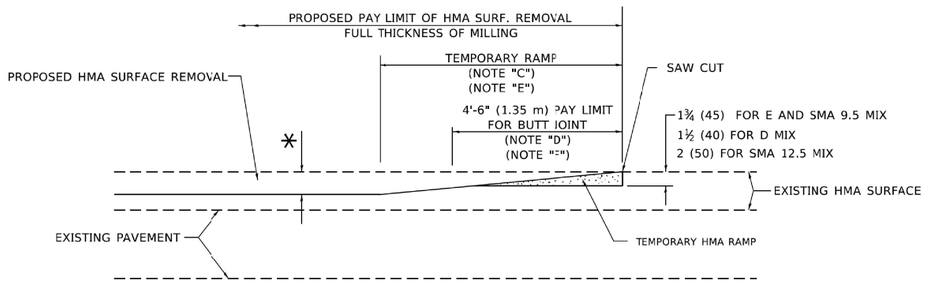
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1196	21-00095-00-PV	COOK	52	36
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

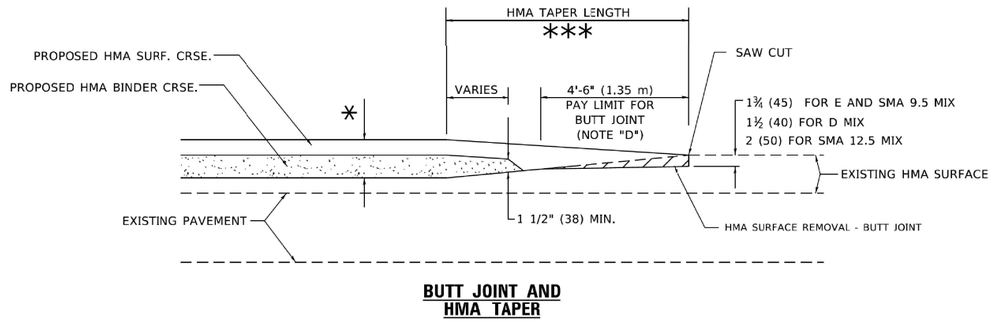


HMA CONSTRUCTED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

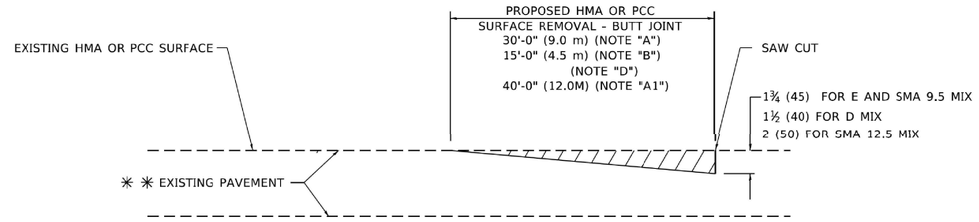
OPTION 2

TYPICAL TEMPORARY RAMP

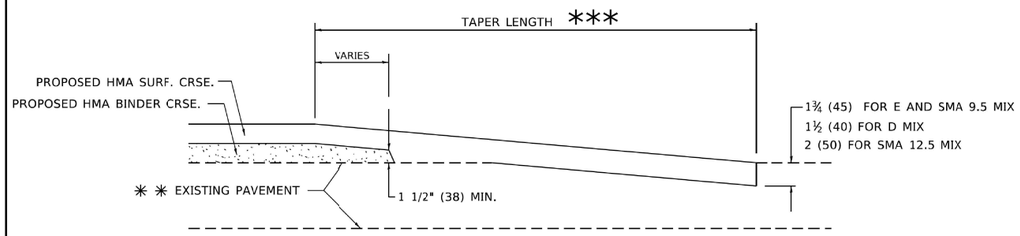


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.

A1. INTERSTATES

B. MINOR SIDE ROADS.

C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.

D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.

E. TAPER THE TEMP. RAMP AT A RATE OF 3' - 4" (1.02m) PER 1 INCH (25 mm) OF MILLING THICKNESS.

* SEE TYPICAL SECTIONS FOR MILLING THICKNESS.

F. SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".

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

BASIS OF PAYMENT

1. THE BUTT JOINT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD (SQUARE METER) FOR "HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT" OR FOR "PORTLAND CEMENT CONCRETE SURFACE REMOVAL- BUTT JOINT".

2. THE TEMPORARY RAMP AND SAW CUT SHALL BE INCLUDED IN THE UNIT COST FOR HMA OR PCC SURFACE REMOVAL-BUTT JOINT.

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

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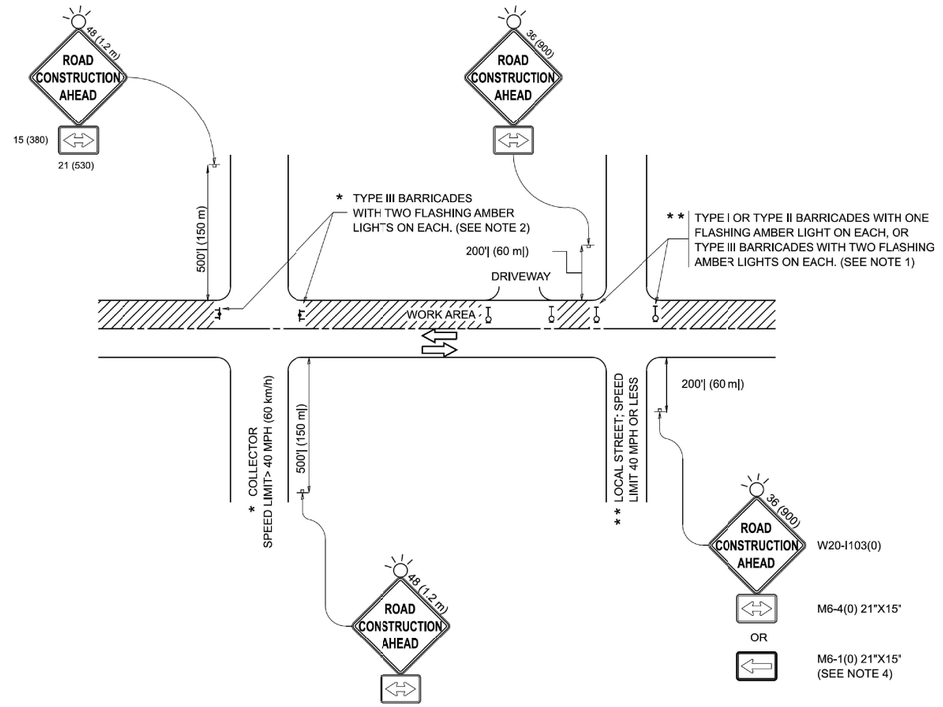
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	37
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



NOTES:

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

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

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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.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TC-10		CONTRACT NO.		
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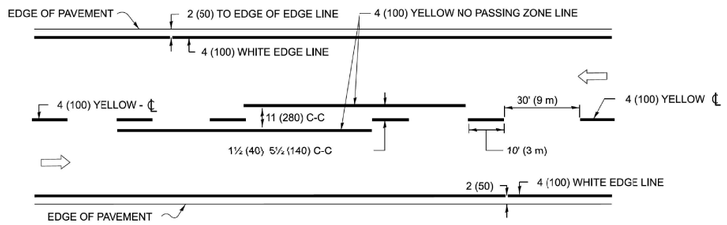
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

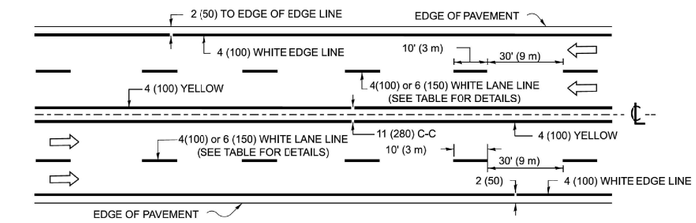
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SCALE: | SHEET OF SHEETS | STA. | TO STA.

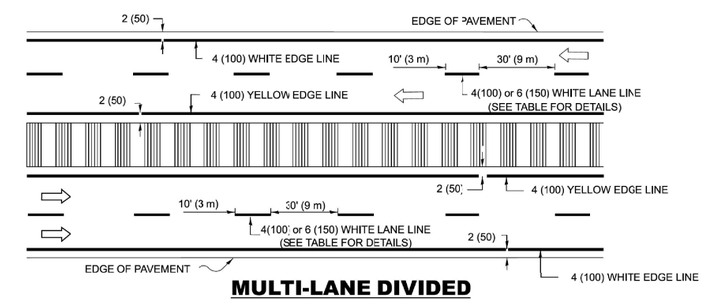
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1196	21-00095-00-PV	COOK	52	38
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



2-LANE ROADWAY

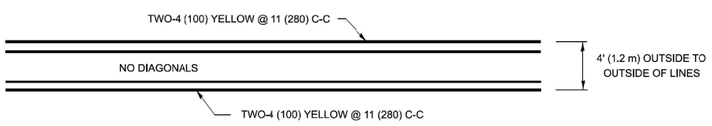


MULTI-LANE UNDIVIDED

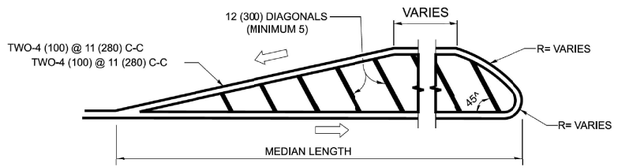


MULTI-LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



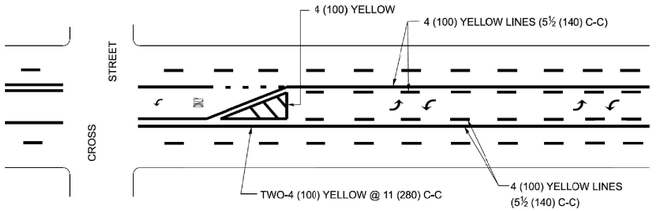
4' (1.2 m) WIDE MEDIANS ONLY



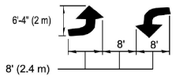
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

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

MEDIANS OVER 4' (1.2 m) WIDE

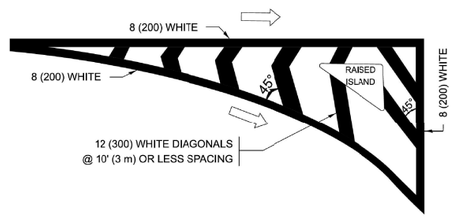


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.

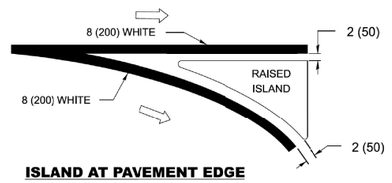


MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

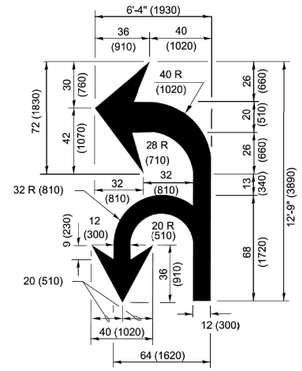


ISLAND OFFSET FROM PAVEMENT EDGE

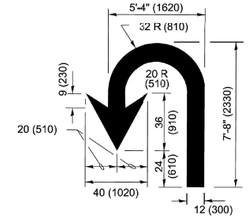


ISLAND AT PAVEMENT EDGE

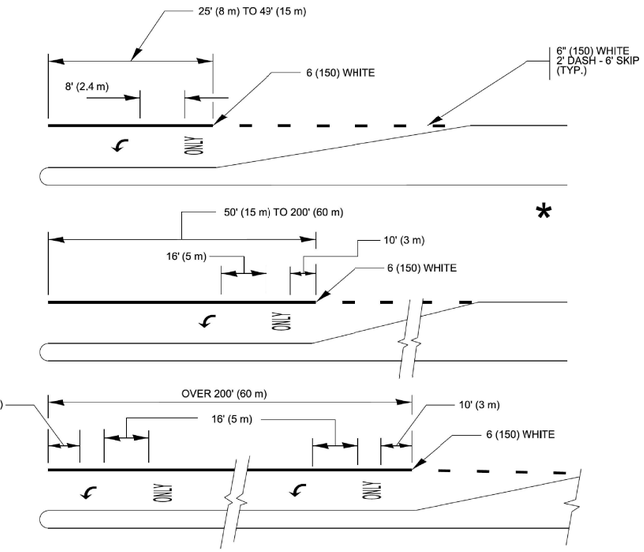
TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN



FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m^2) ONLY AREA = 20.8 SQ. FT. (1.9 m^2)

* 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 MARKING

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	DRAWN -	REVISED - C. JUCIUS 12-21-15	
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PLOT DATE = 6/29/2026	DATE - 03-19-90	REVISED - K. KANNAN-HOSADURGA 06-29-26	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13A	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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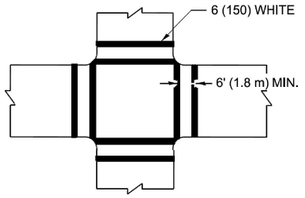
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

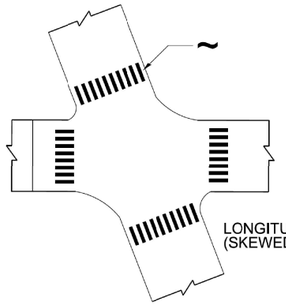
DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

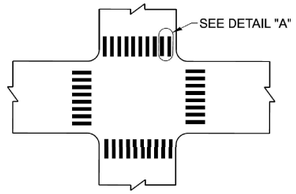
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1196	21-00095-00-PV	COOK	52	39
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



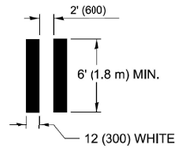
TRANSVERSE CROSSWALK



LONGITUDINAL CROSSWALK
(SKEWED INTERSECTION)



LONGITUDINAL CROSSWALK

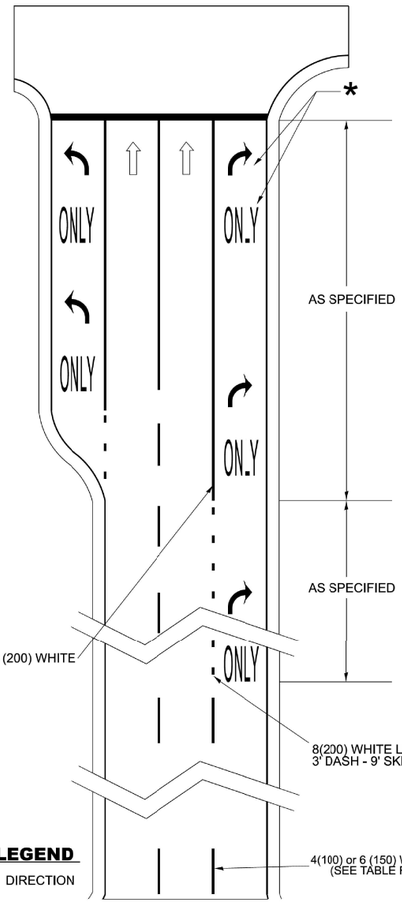


DETAIL "A"

~ THE INDIVIDUAL LONGITUDINAL ELEMENTS OF A LONGITUDINAL BAR CROSSWALK SHCULD BE ANGLED SUCH THAT THEY ARE PARALLEL TO THE TRAVEL PATH OF APPROACHING TRAFFIC

TYPICAL CROSSWALK MARKING

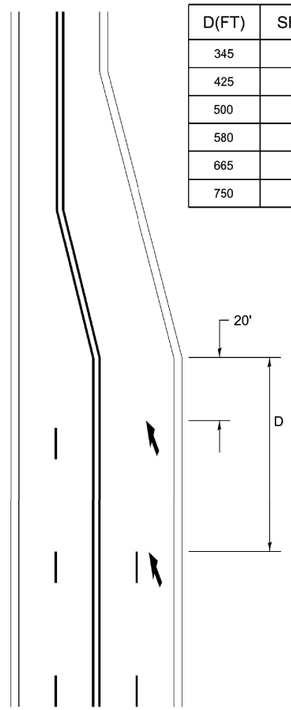
MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



ARTERIAL ROAD LANE-DROP MARKINGS

* FOLLOW TYPICAL TURN LANE MARKINGS FOR PLACEMENT AND SIZE DETAILS OF 'ARROW' AND 'ONLY' MARKINGS IN THE TURN LANE.

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



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES FOR SPEED LIMIT <= 45 MPH LANE LINES FOR SPEED LIMIT > 45 MPH	4 (100) 6 (150)	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (TYPICAL FOR EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS, EXCEPT AT LANE-DROP MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (0.60m) 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
TRANSVERSE CROSSWALK LONGITUDINAL BARS CROSSWALK	2 @ 6 (150) 12 (300) @ 90°	SOLID SOLID	WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART AND PARALLEL TO TRAFFIC FLOW SEE TYPICAL CROSSWALK MARKING DETAIL 'A'.
STOP LINES	24 (600)	SOLID	WHITE	PLACE MINIMUM 4' (1.2 m) IN ADVANCE OF CROSSWALK IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. NO MORE THAN 30' (9.1 m) OR LESS THAN 4' (1.2 m) FROM NEAREST EDGE OF INTERSECTING TRAVELED WAY.
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, TC 23 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
ARTERIAL LANE-DROP MARKINGS DOTTED LINES FOR LANE-DROP TURN LANE MARKINGS	8 (200) 8 (200)	SKIP - DASH SOLID	WHITE WHITE	3' (0.91 m) LINE WITH 9' (2.74 m) SPACE

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

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

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	DRAWN -	REVISED - C. JUCIUS 12-21-15	
	CHECKED -	REVISED - C. JUCIUS 04-12-16	
PLOT DATE = 6/29/2026	DATE - 03-19-90	REVISED - K. KANNAN-HOSADURGA 06-29-26	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-13B	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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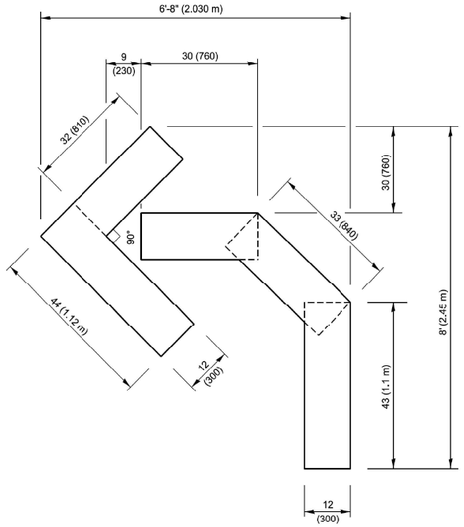
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

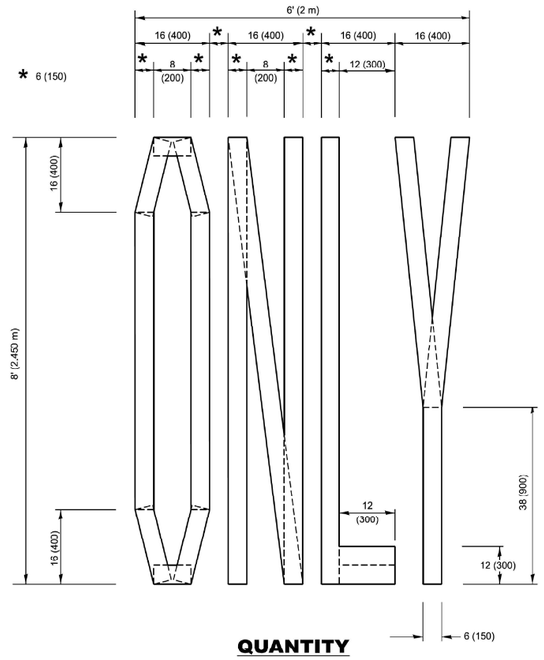
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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



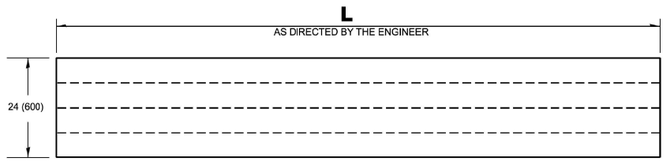
QUANTITY

6 (150) LINE = 30.4 ft. (9.27 m)
15.2 sq. ft. (1.41 sq. m)



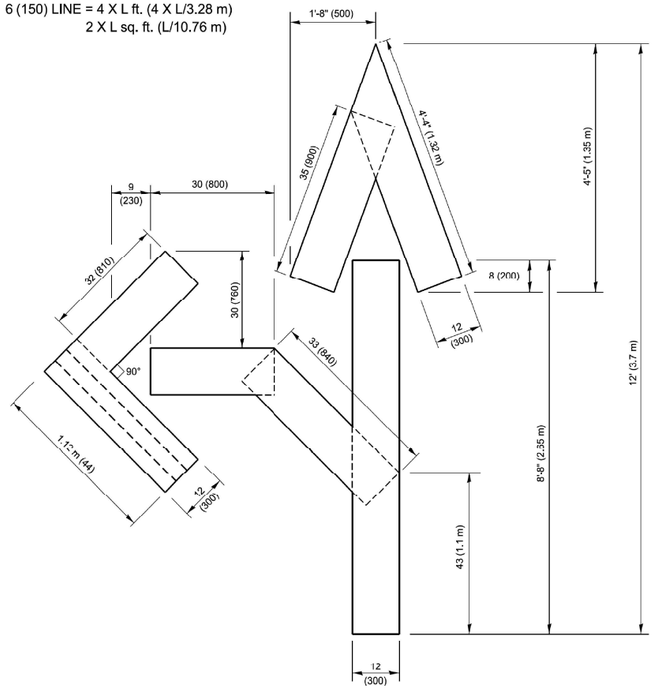
QUANTITY

6 (150) LINE = 64.1 ft. (19.5 m)
32.05 sq. ft. (2.98 sq. m)



QUANTITY

6 (150) LINE = 4 X L ft. (4 X L/3.28 m)
2 X L sq. ft. (L/10.76 m)

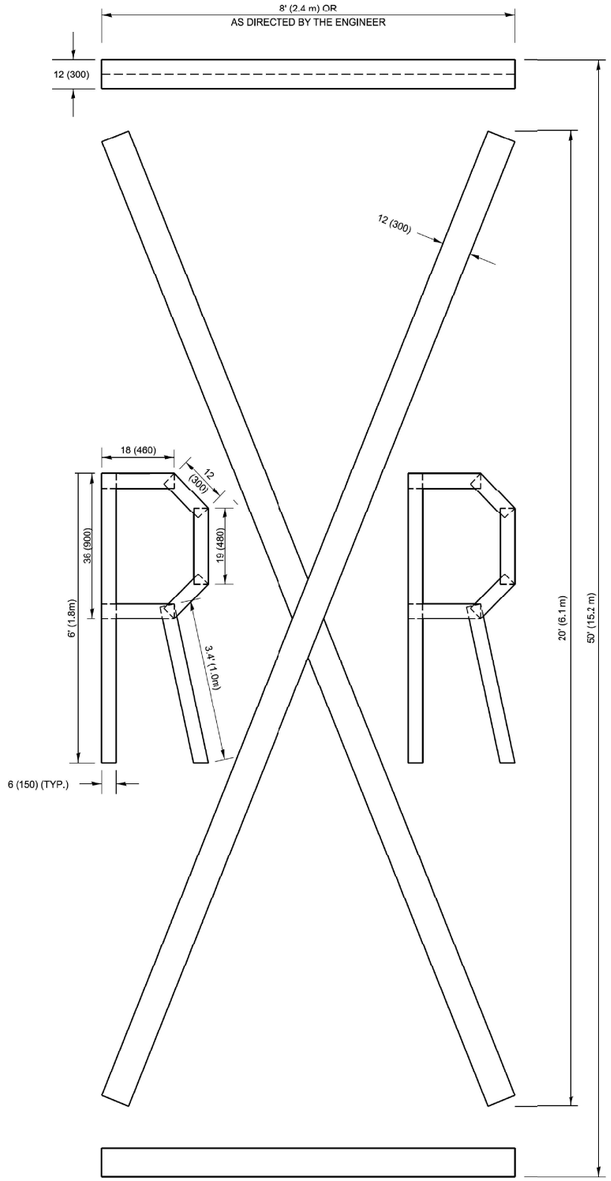


QUANTITY

6 (150) LINE = 55 ft. (16.76 m)
27.5 sq. ft. (2.53 sq. m)

NOTE:

ALL QUANTITIES OF PLACEMENT ARE REPRESENTED IN LINEAR FEET OF 6" LINES TO MATCH THE 6" TEMPORARY TAPE PAY ITEM AND REPRESENTS THE TOTAL QUANTITY OF 6" TAPE REQUIRED.



QUANTITY

6 (150) LINE = 225.9 ft. (68.9 m)
112.95 sq. ft. (10.5 sq. m)

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

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PLOT DATE = 9/15/2026	DATE - 09-18-94	REVISED - J. JONES 09-15-26	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
				0008
	TC-16	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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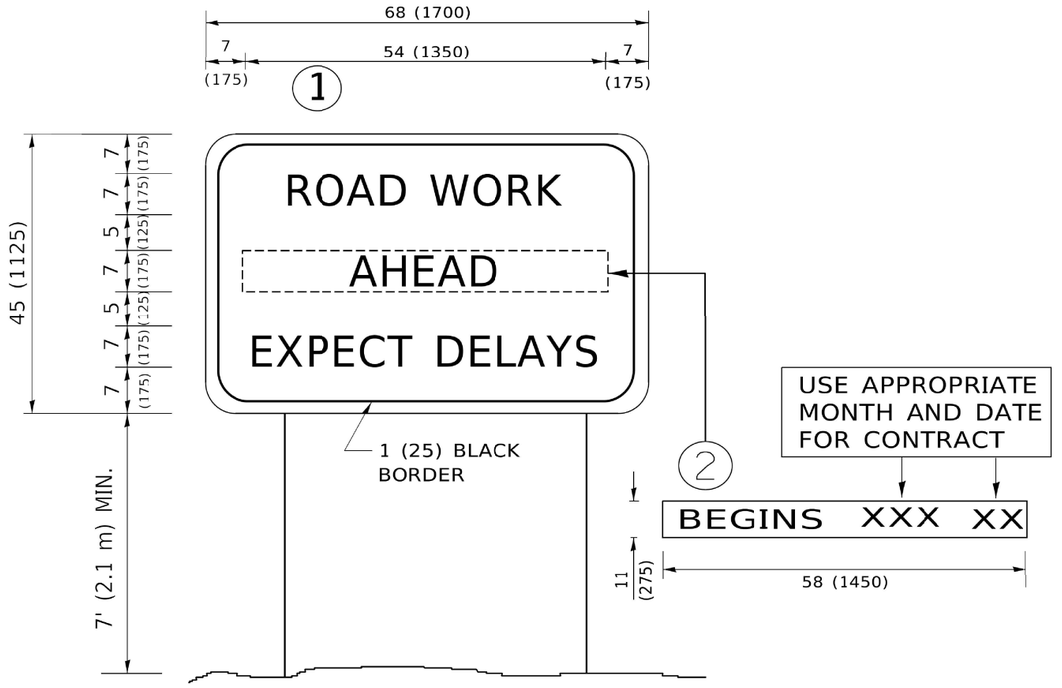
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	41
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



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.

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PLOT DATE = 3/4/2019	DATE -	REVISED - C. JUCIUS 01-31-07	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-22	CONTRACT NO.		
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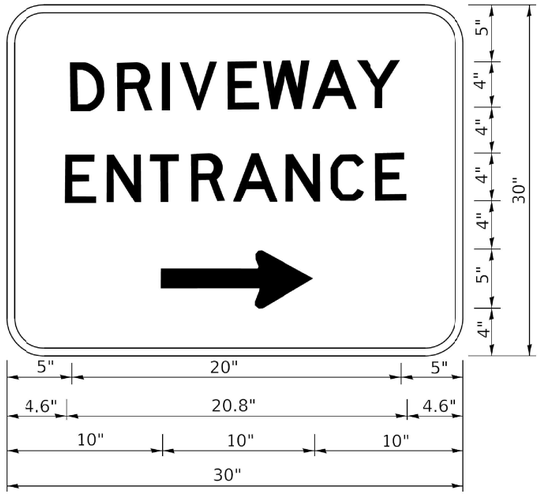
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	42
		CONTRACT NO. 61M69		
	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".

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PLOT DATE = 8/6/2021	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-26	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRIVEWAY ENTRANCE SIGNING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	43
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

TRAFFIC SIGNAL LEGEND

ITEM	EXISTING	PROPOSED
TRAFFIC SIGNAL CABINET		
UNINTERRUPTABLE POWER SUPPLY		
COMMUNICATION CABINET	CC	CC
MASTER CONTROLLER	MC	MC
MASTER MASTER CONTROLLER	MMC	MMC
SERVICE INSTALLATION -(P) POLE MOUNTED	P	P
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED	G GM	G GM
CELLULAR MODEM	CM	CM
TELEPHONE CONNECTION	T	T
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		BM
WOOD POLE		
GUY WIRE		
SIGNAL HEAD		
SIGNAL HEAD WITH BACKPLATE		
SIGNAL HEAD - PROGRAMMABLE	P P	P P
FLASHER INSTALLATION -(FS) SOLAR POWERED	F FS F FS	F FS F FS
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON	APS	APS
RADAR DETECTION SENSOR	R	R
VIDEO DETECTION CAMERA	V	V
RADAR/VIDEO DETECTION ZONE		
PAN, TILT, ZOOM (PTZ) CAMERA	PTZ	PTZ
EMERGENCY VEHICLE LIGHT DETECTOR		
CONFIRMATION BEACON		
WIRELESS INTERCONNECT		
WIRELESS INTERCONNECT RADIO REPEATER	ERR	RR
WIRELESS ACCESS POINT		

ITEM	EXISTING	PROPOSED
HANDHOLE -SQUARE -ROUND		
DOUBLE HANDHOLE		
HEAVY DUTY HANDHOLE -SQUARE -ROUND		
JUNCTION BOX		
RAILROAD CANTILEVER MAST ARM		
RAILROAD FLASHING SIGNAL		
RAILROAD CROSSING GATE		
RAILROAD CROSSBUCK		
RAILROAD CONTROLLER BUNGALOW		
UNDERGROUND CONDUIT (UC), GALVANIZED STEEL		
TEMPORARY SPAN WIRE, TETHER WIRE, AND CABLE		
SYSTEM ITEM	S	SP
INTERSECTION ITEM	I	IP
REMOVAL ITEM		R
RELOCATE ITEM		RL
ABANDON ITEM		A
CONTROLLER CABINET AND FOUNDATION TO BE REMOVED		RCF
MAST ARM POLE AND FOUNDATION TO BE REMOVED		RMF
SIGNAL POST AND FOUNDATION TO BE REMOVED		RPF
DETECTOR LOOP, TYPE I		
PREFORMED DETECTOR LOOP	P	P
WIRELESS DETECTOR SENSOR	W	W

ITEM	EXISTING	PROPOSED
SIGNAL HEAD -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS	P EV	P EV
SIGNAL HEAD WITH BACKPLATE -(RB) RETROREFLECTIVE BACKPLATE -(P) PROGRAMMABLE SIGNAL HEAD -(EV) ELONGATED VISORS	RB P EV	RB P EV
PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER		
ILLUMINATED LED SIGN "NO LEFT TURN"/"NO RIGHT TURN"		
ELECTRIC CABLE, SIGNAL, NO. 14 - 2/C, 3/C, 5/C, 7/C	5	5
ELECTRIC CABLE, LEAD-IN, NO. 14, 1 PAIR	1P	1P
SERVICE CABLE, 2/C - NO. 2, NO. 4, NO. 6	2#2 2#4 2#6	2#2 2#4 2#6
GROUND CABLE NO. 6 SOLID COPPER (GREEN), 1/C	1#6	1#6
ELECTRIC CABLE, TRACER, NO. 14, 1/C	1	1
ELECTRIC CABLE, RAILROAD, NO. 14, 3/C	RAILROAD NO. 14 3/C 3	RAILROAD NO. 14 3/C 3
ELECTRIC CABLE, STREET NAME SIGN NO. 14, 3/C, TYPE SOOW	SOOW 3	SOOW 3
VENDOR CABLE	V	V
EMERGENCY VEHICLE PRIORITY LINE SENSOR CABLE, NO. 20, 3/C	3#20	3#20
OUTDOOR RATED NETWORK CABLE	ONC	ONC
FIBER OPTIC CABLE -12F: 12 MULTIMODE -24F: 12 MULTIMODE / 12 SINGLE MODE -36F: 12 MULTIMODE / 24 SINGLE MODE -24SM: 24 SINGLE MODE -48SM: 48 SINGLE MODE	12F 24F 36F 24SM 48SM	24F 36F 24SM 48SM
GROUND ROD -(C) CONTROLLER -(M) MAST ARM -(P) POST -(S) SERVICE	C M P S	C M P S

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-01	CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

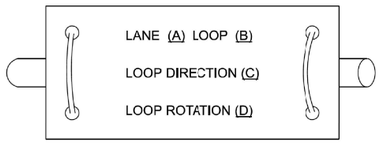
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	44
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		

DETECTOR LOOP NOTES:

1. LOOPS SHALL BE SPLICED IN SERIES.
2. SAW-CUTS SHALL BE A MINIMUM WIDTH OF 5/16" AT A DEPTH OF 3". IF IN CONCRETE, THE SAW-CUT DEPTH SHALL BE TO THE TOP OF THE REINFORCEMENT.
3. LOOP CORNERS SHALL BE DRILLED WITH A 2" DIAMETER CORE.
4. EACH PAIR OF LOOP WIRES SHALL BE PLACED IN A SEPARATE EMPTY COILABLE NON-METALLIC CONDUIT FROM THE EDGE OF PAVEMENT TO THE HANDHOLE. SPACING BETWEEN THE HOLES DRILLED IN THE PAVEMENT SHALL NOT BE LESS THAN 6". EMPTY COILABLE NON-METALLIC CONDUIT SHALL BE INCLUCED IN THE COST OF THE DETECTOR LOOP PAY ITEM.
5. THE NUMBER OF LOOP TURNS SHALL BE AS RECOMMENDED BY THE AMPLIFIER MANUFACTURER. ALL ADJACENT SIDES OF THE LOOPS SHALL BE INSTALLED IN SUCH A WAY THAT THE CURRENT FLOW IS IN THE SAME DIRECTION TO REINFORCE ITS MAGNETIC FIELDS FOR SMALL VEHICLE DETECTION.
6. EACH LEAD-IN CABLE SHALL BE IDENTIFIED AND PERMANENTLY TAGGED IN THE HANDHOLE. EACH LEAD-IN CABLE TAG SHALL INDICATE THE LOCATION OF THE LOOP, LOOP NUMBER, LOOP DIRECTION (IN OR OUT), AND LOOP ROTATION (CLOCKWISE/COUNTERCLOCKWISE) IN WATER PROOF INK. SEE DETECTOR LOOP LEAD-IN CABLE TAG DETAIL. THE CONTRACTOR SHALL MARK THE LOOP LOCATIONS ON THE RECORD DRAWINGS AND PRESENT THEM TO THE ENGINEER AFTER THE FINAL INSPECTION.
7. ALL LOOP CABLE SHALL BE FASTENED WITH PLASTIC TIE WRAP TO THE HANDHOLE HOOKS.
8. IN ASPHALT PAVEMENT, LOOPS SHOULD BE PLACED IN THE BINDER AND THE DIVE HOLES MARKED AT THE CURB WITH A SAW-CUT. THE SAW-CUT SHALL BE CUT IN ACCORDANCE WITH LOCAL AND E.P.A. DUST CONTROL REQUIREMENTS. DETECTOR LOOP(S) SHALL NOT BE INSTALLED IN WET CONDITIONS AND THE SAW-CUTS MUST BE FREE OF DEBRIS AND RESIDUE SUCH AS DUST AND WATER WHICH IS TO BE ACHIEVED BY THE USE OF COMPRESSED AIR, WIRE BRUSHING AND HEAT DRYING ACCORDING TO SEALANT MANUFACTURER REQUIREMENTS. THE DETECTOR WIRE SHALL BE HELD IN PLACE BY THE USE OF FORM WEDGES. WEDGES SHALL BE SPACED NO MORE THAN 18" APART.
9. LOOP SPLICES SHALL BE SOLDERED USING A SOLDERING IRON. BLOW TORCHES OR OTHER DEVICES WHICH OXIDIZE COPPER CABLE SHALL NOT BE ALLOWED FOR SOLDERING OPERATIONS.
10. PREFORMED DETECTOR LOOPS SHALL BE USED WHERE NEW CONCRETE PAVEMENT IS PROPOSED. THE INSTALLATION OF PREFORMED LOOPS SHALL BE IN ACCORDANCE WITH THE DISTRICT 1 SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.



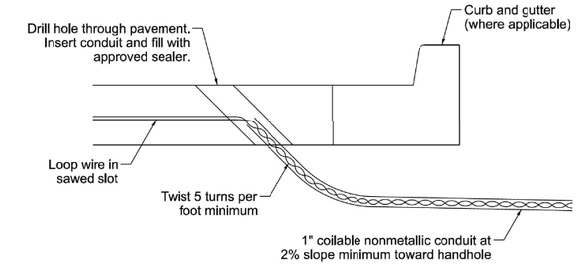
A. Lane 1 is the lane closest to the centerline of the roadway.

B. Loop #1 is the loop closest to the intersection.

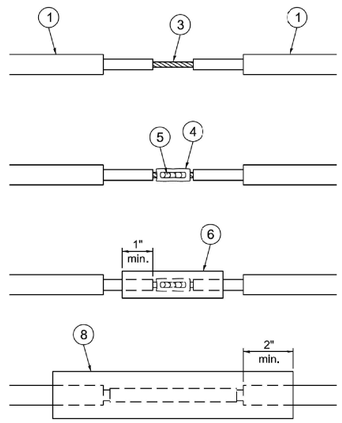
C. Label loop cable "in" or loop cable "out".

D. Label loop cable clockwise or loop cable counterclockwise.

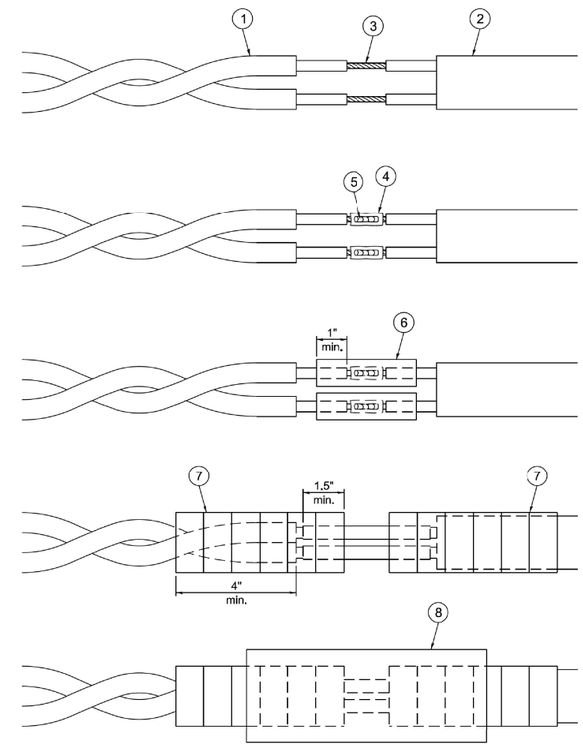
DETECTOR LOOP LEAD–IN CABLE TAG



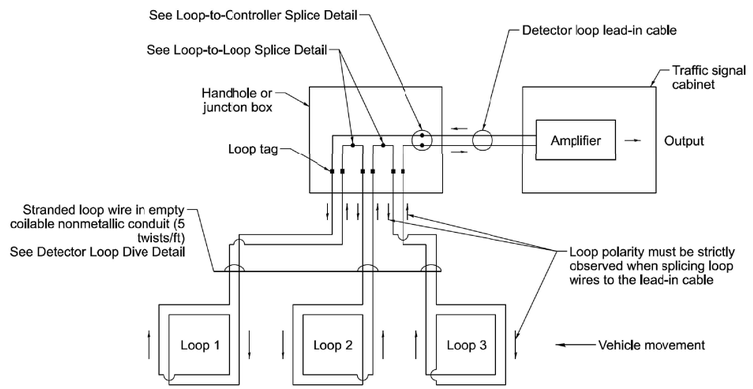
DETECTOR LOOP DIVE DETAIL



LOOP–TO–LOOP SPLICE DETAIL



LOOP–TO–CONTROLLER SPLICE DETAIL



DETECTOR LOOP WIRING SCHEMATIC

1. Detector loop cable.
2. Detector loop lead-in cable
3. Bare conductors twisted togather.
4. Butt splice crimp connector.
5. Splice soldered with rosin core flux. All exposed surfaces of the solder shall be smooth. The splices shall be staggered.
6. WCSMW 30/100 heat shrink tube, 3" minimum length, underwater grade.
7. Self-infused, silicone electrical tape tightly wrapped around cables.
8. WCS 200/750 heat shrink tube, 8" minimum length, underwater grade.

TS SHT NO. 2

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	CHECKED - NB/KK	REVISED -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS | SHEET 2 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-01	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

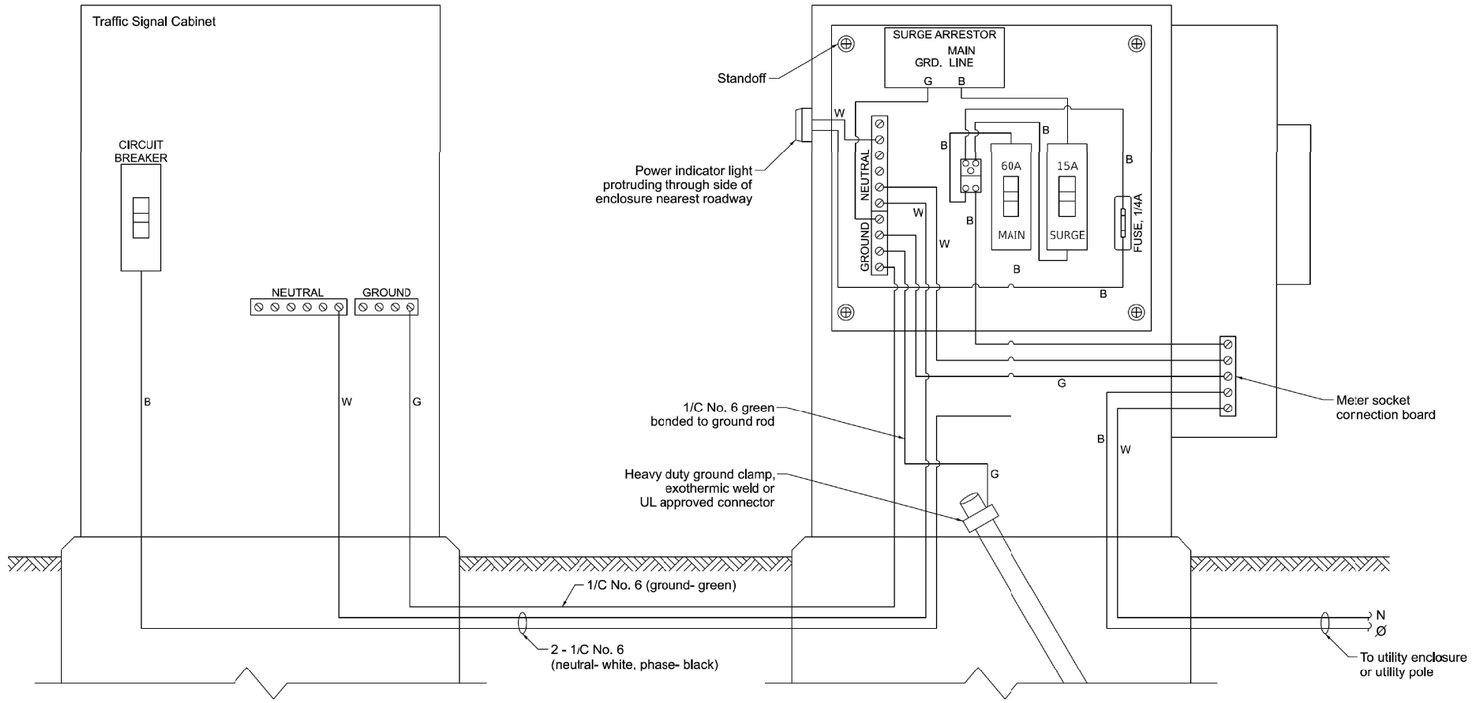
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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

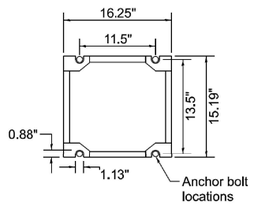
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	ILLINOIS FED. AID PROJECT			



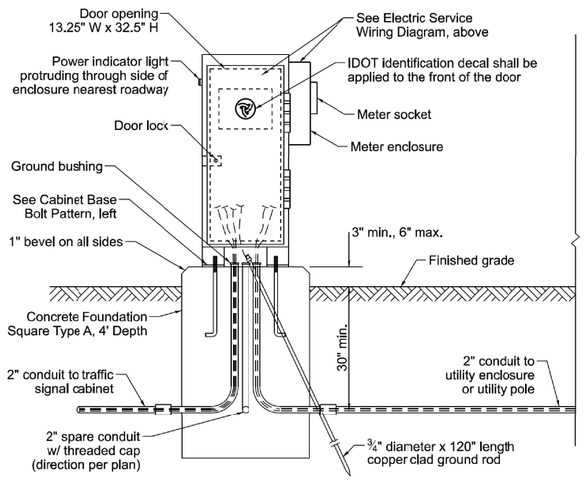
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

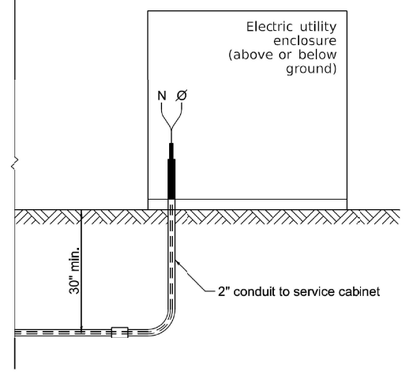
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3.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



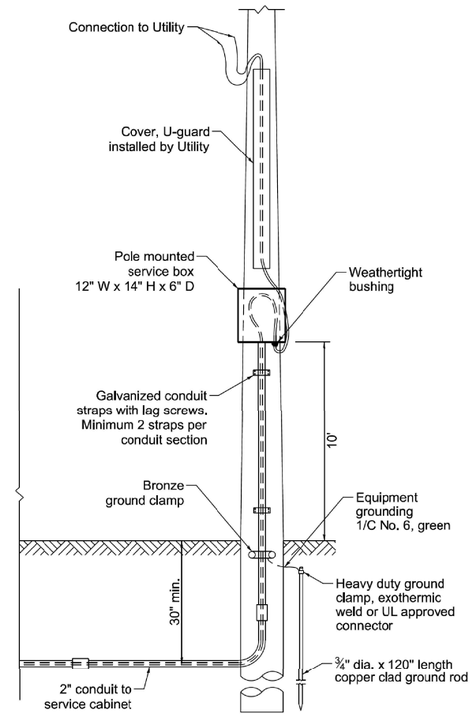
CABINET BASE BOLT PATTERN



SERVICE INSTALLATION – GROUND MOUNTED WITH METER



CONNECTION TO UTILITY ENCLOSURE



CONNECTION TO UTILITY POLE

TS SHT NO. 4

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	TS-01	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

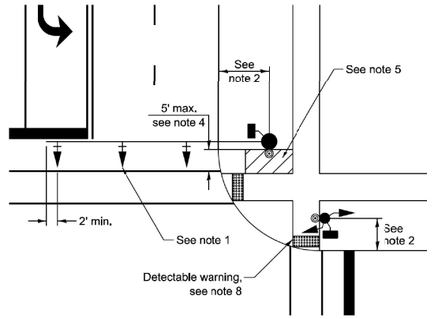
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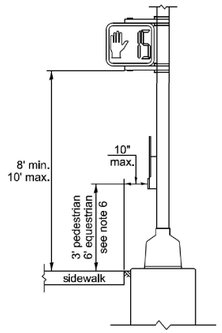
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

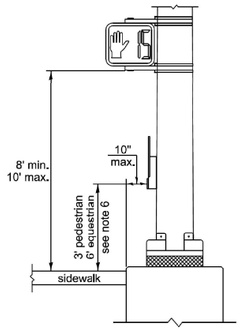
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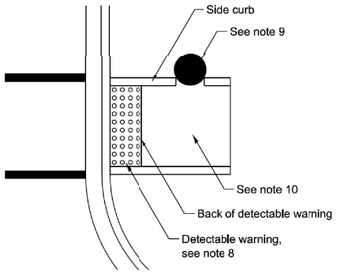
1. THE MAST ARM MOUNTED SIGNAL HEADS SHALL BE CENTERED ON THE LANES OR AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
2. REFER TO THE TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS TABLE.
3. A 4' MINIMUM UNOBSTRUCTED PEDESTRIAN ACCESS ROUTE SHALL BE MAINTAINED.
4. THE PUSH-BUTTON SHALL BE LOCATED 5' OR LESS FROM THE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

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST

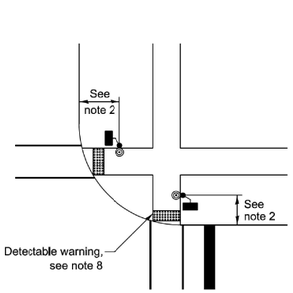


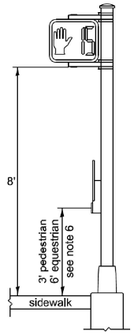


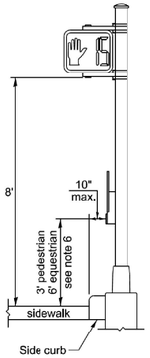




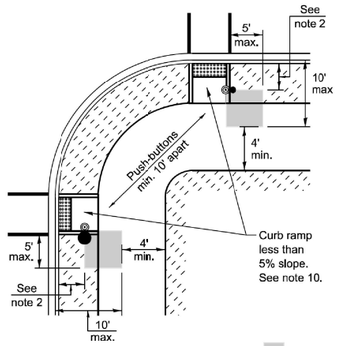
PEDESTRIAN SIGNAL POST

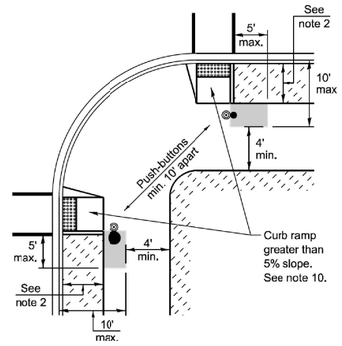






PUSH–BUTTON LOCATIONS





Preferred push-button location

TRAFFIC SIGNAL EQUIPMENT	BARRIER CURB (MINIMUM DISTANCE FROM THE BACK OF CURB TO THE CENTER OF THE FOUNDATION)	SHOULDER / NON-BARRIER CURB (MINIMUM DISTANCE FROM THE EDGE LINE OF THE RIGHT-MOST LANE TO THE CENTER OF THE FOUNDATION)
Mast arm assembly and pole	6'	Shoulder width + 2', minimum 10'
Signal post	4'	Shoulder width + 2', minimum 10'
Pedestrian signal post	4'	4' - See note 2
Temporary wood pole	6'	Shoulder width + 2', minimum 10'
Traffic signal cabinet	6' - See Note 3	Shoulder width + 6', minimum 16' - See note 3
Service cabinet	6' - See Note 3	Shoulder width + 6', minimum 16' - See note 3

TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

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

TS SHT NO. 3

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	DRAWN - IP	REVISED -	
	CHECKED - NB/KK	REVISED -	
PLOT DATE =	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS | SHEET 3 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-01	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

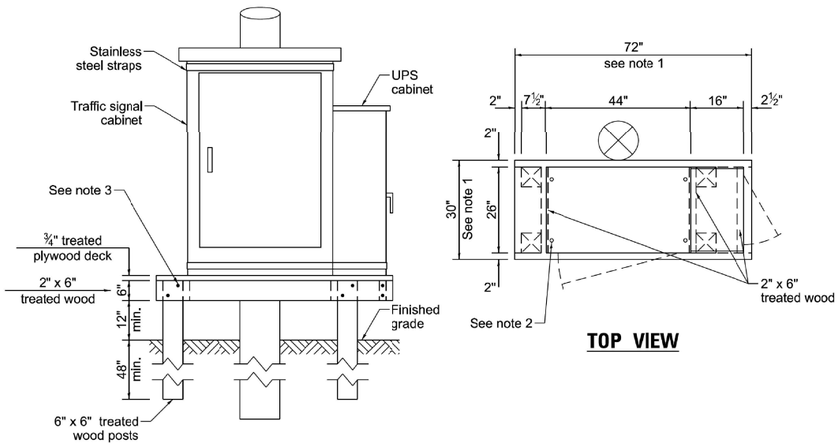
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Default	PLOT DATE = 8/27/2026	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	47
		CONTRACT NO. 61M69		
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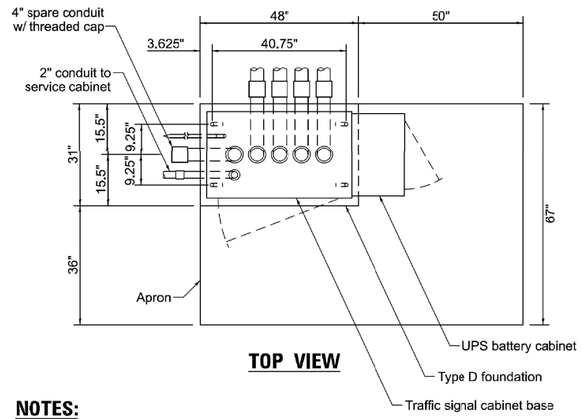


TOP VIEW

NOTES:

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

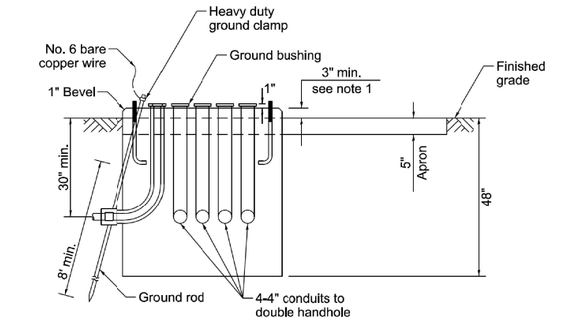
TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM



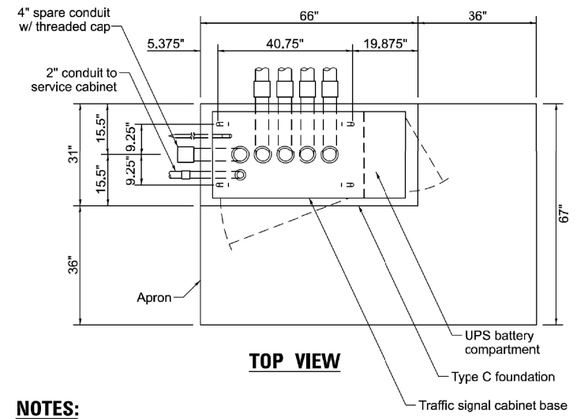
TOP VIEW

NOTES:

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



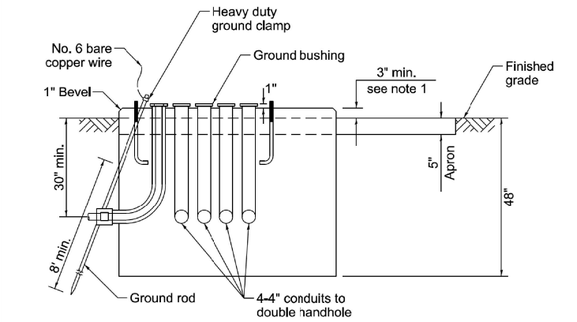
TYPE D FOUNDATION TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET



TOP VIEW

NOTES:

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



TYPE C FOUNDATION SUPER P AND SUPER R TRAFFIC SIGNAL CABINETS

MAST ARM LENGTH	Foundation Depth	Foundation Diameter	Spiral Diameter	Quantity of Rebars	Size of Rebars
Less than 30'	10'	30"	24"	8	#6
Greater than or equal to 30' and less than 40'	13.5' / 11'	30" / 36"	24" / 30"	8 / 12	#6 / #7
Greater than or equal to 40' and less than 50'	13'	36"	30"	12	#7
Greater than or equal to 50' and up to 55'	15'	36"	30"	12	#7
Greater than or equal to 56' and less than 65'	21'	42"	36"	16	#8
Greater than or equal to 65' and up to 75'	25'	42"	36"	16	#8

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

FOUNDATION	DEPTH
Type A - Signal post, service cabinet	4'
Type C - Traffic signal cabinet with UPS	4'
Type D - Traffic signal cabinet	4'

DEPTH OF FOUNDATIONS TYPES A, C & D

TYPE E FOUNDATION NOTES:

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

VERTICAL CABLE	LENGTH
Mast arm mounted signal head (L = mast arm length - distance to signal head from end of arm)	20'+L
Bracket mounted signal head (mast arm pole or signal pole)	13'
Pedestrian signal head	10'
Pedestrian push button	6'
Service installation pole mount to service drop	13.5'
Service installation pole mount to ground	13.5'
Service installation ground mount	6'
Foundation (signal post, mast arm, traffic signal cabinet, service cabinet)	3'

VERTICAL CABLE LENGTH

CABLE SLACK	LENGTH
Handhole	6.5'
Double handhole	13'
Signal post	2'
Mast arm	2'
Traffic signal cabinet or service cabinet	1.5'
Fiber optic cable at traffic signal cabinet	13'
Ground cable at signal post, mast arm, or cabinet	1.5'
Ground cable at handhole or double handhole	6.5'
Ground cable between handhole frame and cover	5'

CABLE SLACK LENGTH

TS SHT NO. 5

USER NAME = lovan.plascencia	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE =	DATE - 10/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS	SHEET 5 OF 7 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-01	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

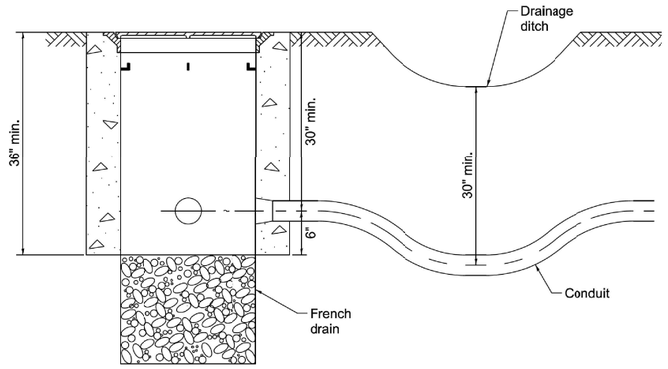
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	PLOT SCALE = NTS	CHECKED -	REVISED -
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE:	SHEET OF SHEETS	STA.	TO STA.

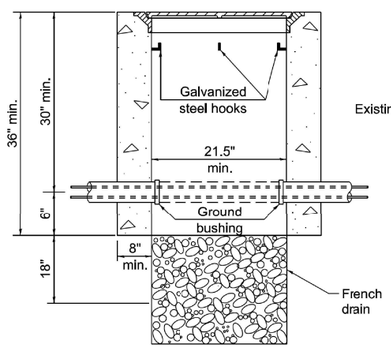
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	48
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			

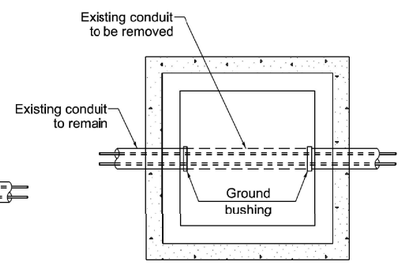


NOTES:

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

HANDHOLE WITH MINIMUM CONDUIT DEPTH



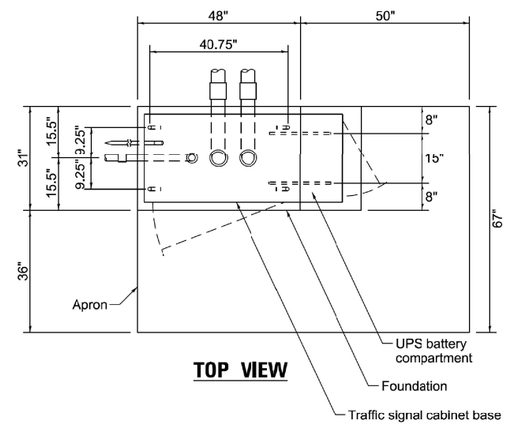


TOP VIEW

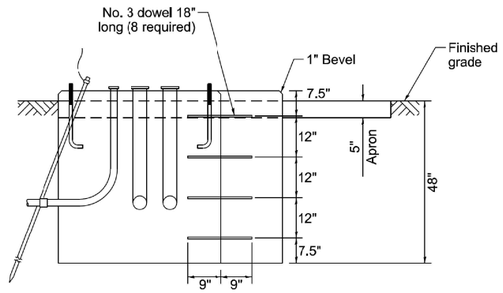
NOTES:

1. HANDHOLE CONSTRUCTED PER STATE STANDARD 81400'.
2. REMOVAL OF THE EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHINGS SHALL BE INCLUDED WITH THE COST OF THE HANDHOLE.

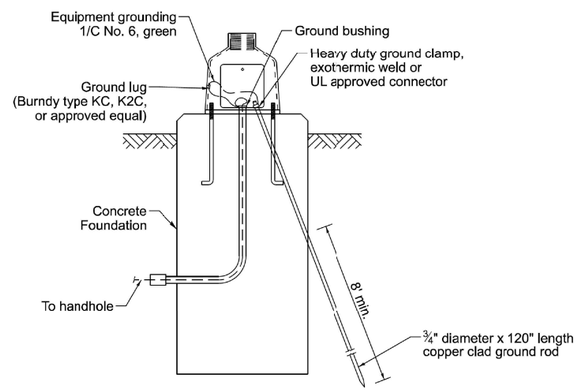
HANDHOLE TO INTERCEPT EXISTING CONDUIT



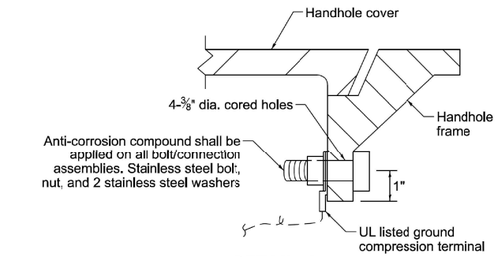
TOP VIEW



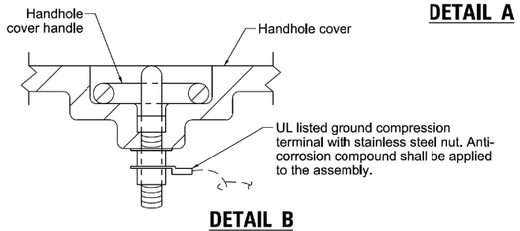
MODIFY EXISTING TYPE "D" FOUNDATION TO TYPE "C" FOUNDATION



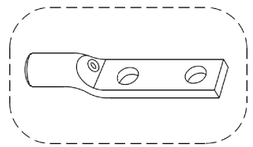
MAST ARM / POST GROUNDING DETAIL



DETAIL A



DETAIL B



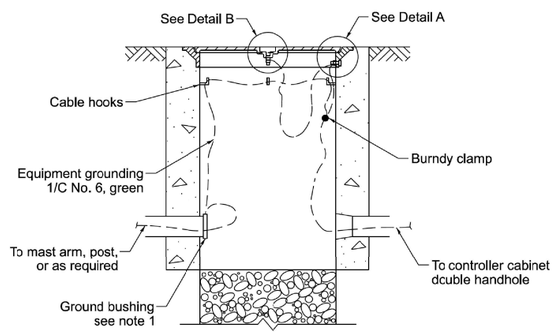
Heavy-Duty Compression Terminal
(Burndy Type YGHA or approved equal)



¾" Heavy-Duty Ground Rod Clamp
Bronze or Copper, UL Approved
(Burndy Type GRC or approved equal)

NOTES:

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



HANDHOLE GROUNDING DETAIL

TS SHT NO. 6

USER NAME = kvan,plascencia	DESIGNED - IP	REVISED -	
	DRAWN - IP	REVISED -	
	CHECKED - NB/KK	REVISED -	
PLOT DATE =	DATE - 10/15/2025	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS | SHEET 6 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-01	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

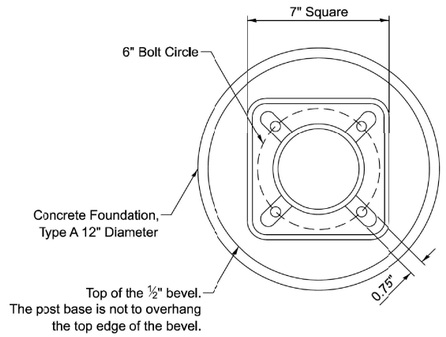
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		DRAWN -	REVISED -
	PLOT SCALE = NTS	CHECKED -	REVISED -
Default	PLOT DATE = 8/27/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

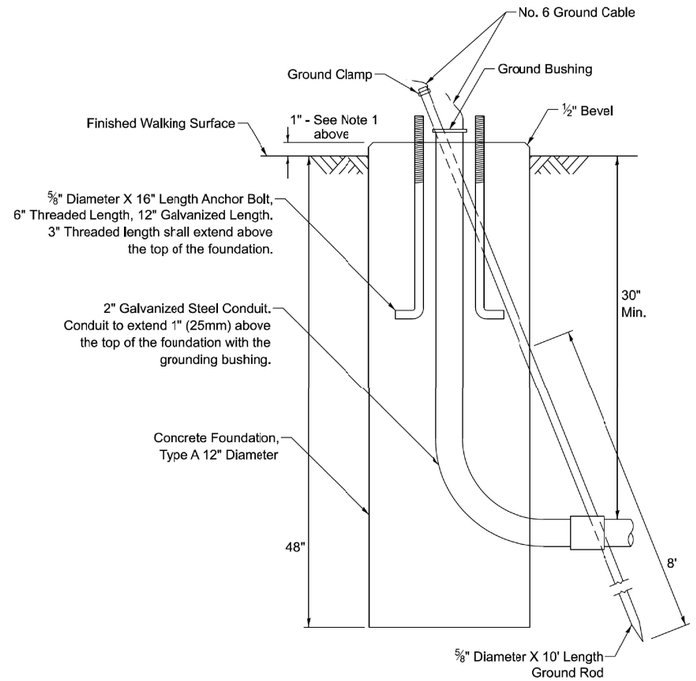
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	49
		CONTRACT NO. 61M69		
	ILLINOIS FED. AID PROJECT			



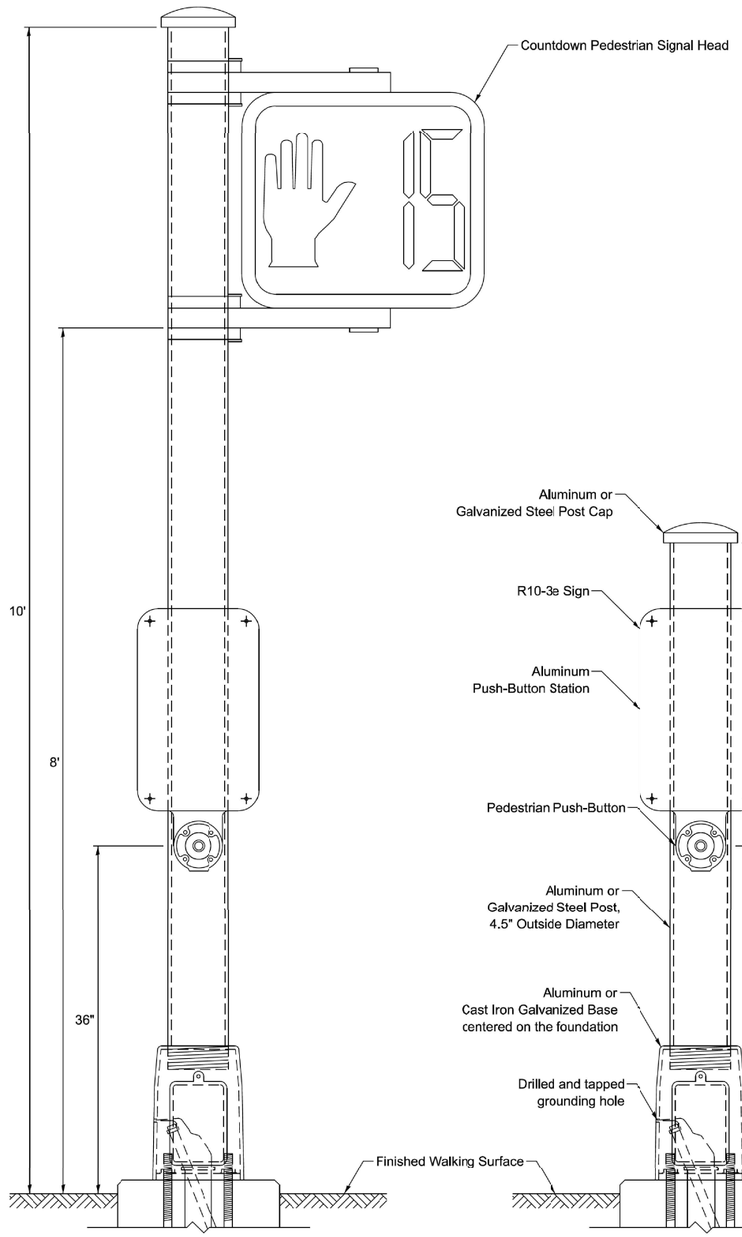
BOLT PATTERN

NOTES:

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

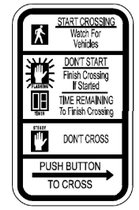


CONCRETE FOUNDATION,
TYPE A 12–INCH DIAMETER



PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.



R10-3e
9" X 15"



W10-I101
18" X 24"

SIGN NOTES:

1. THE SIGN PANELS SHALL BE TYPE AP SHEETING.
2. WHEN SIGN R10-3e IS INSTALLED AT MEDIANS WHERE ONLY ONE PUSH-BUTTON IS BEING USED FOR BOTH DIRECTIONS, THE ARROW SHALL BE BI-DIRECTIONAL.
3. SIGN W10-I101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

TS SHT NO. 7

USER NAME = lovan.plascencia	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE =	DATE - 10/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

SCALE: NTS | SHEET 7 OF 7 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS–01	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

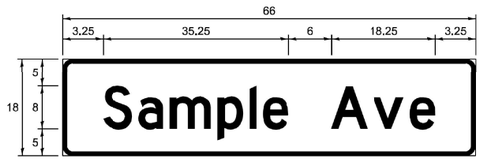
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

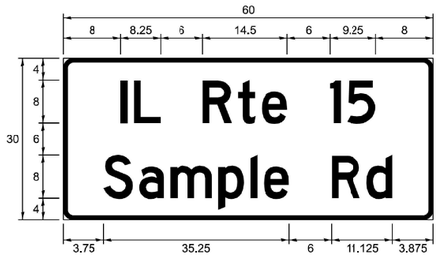
SCALE: | SHEET OF SHEETS | STA. | TO STA.

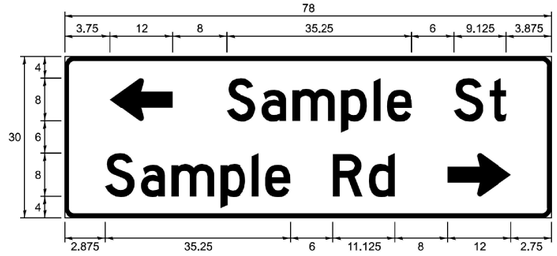
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	50
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		

SIGN PANEL – TYPE 1 OR TYPE 2

ALL DIMENSIONS ARE IN INCHES UNLESS NOTED OTHERWISE







DESIGN SERIES	AREA (SQ FT)	SIGN PANEL TYPE	SHEETING TYPE	QTY REQUIRED
C OR D	-	1 OR 2	ZZ	-

COMMON STREET NAME ABBREVIATIONS

NAME	ABBREVIATION	LENGTH (INCH)	
		SERIES "C"	SERIES "D"
Avenue	Ave	15	18.25
Boulevard	Blvd	17.125	20
Circle	Cir	11.125	13
Court	Ct	8.25	9.625
Drive	Dr	8.625	10.125
Highway	Hwy	18.375	22
Illinois	IL	7	8.25
Lane	Ln	9.125	10.75
Parkway	Pkwy	23.375	27.375
Place	Pl	7.125	7.75
Road	Rd	9.625	11.125
Route	Rte	12.625	14.5
Street	St	8	9.125
Terrace	Ter	12.625	14.625
Trail	Tr	7.75	9.125
United States	US	10.375	12.25

GENERAL NOTES

1. WHERE MAST ARM MOUNTED STREET NAME SIGNS ARE SPECIFIED, THE MAST ARM ASSEMBLY AND POLES SHALL BE DESIGNED TO SUPPORT THE LOADINGS CALLED FOR ONSTANDARDS 877001, 877002, 877006, 877011 AND 877012, AS APPLICABLE, PLUS TWO SIGN PANELS 2'-6" x 8'-0" MOUNTED AS SHOWN. THE DESIGN SHALL BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CURRENT "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" AS PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS FOR 80 M.P.H. WIND VELOCITY.
2. ALL SIGNS SHALL CONSIST OF A WHITE LEGEND AND BORDER (TYPE ZZ SHEETING) ON A GREEN BACKGROUND (TYPE ZZ SHEETING)
3. THE SIGN LENGTH SHALL BE IN 6-INCH INCREMENTS, BUT THE OVERALL LENGTH SHALL NOT EXCEED 8'-0". ALL BORDERS SHALL BE 3/4" WIDE. CORNER RADIUS SHALL BE 1-7/8". THE SPACING BETWEEN THE WORDS SHOULD BE 6". BUT MAY BE REDUCED TO 5" WHEN SPACING IS CRITICAL. THE SPACING BETWEEN THE LEFT OR RIGHT ARROW AND THE ADJACENT WORD SHOULD BE 8", BUT MAY BE REDUCED TO 6" WHEN SPACING IS CRITICAL. A MINIMUM OF 2-1/2" SHALL BE INCLUDED BETWEEN THE WORD AND THE RIGHT AND LEFT EDGES OF THE SIGN.
4. THE PREFERRED METHOD FOR THE SIGN DESIGN IS TO USE THE SERIES "D" ALPHABET ON A ONE-LINE SIGN THAT IS 18" IN HEIGHT AND A MAXIMUM OF 8'-0" IN WIDTH. IF SERIES "D" DOES NOT FIT ON A 8'-0" SIGN, THEN SERIES "C" SHOULD BE TRIED. IF SERIES "C" DOES NOT FIT ON A ONE-LINE 8'-0" SIGN, A 30" HEIGHT TWO-LINE SIGN CAN BE USED. THE CROSSROAD DESIGNATION (I.E. STREET, AVENUE, ETC.) SHALL BE SPELLED OUT ON THE SECOND LINE, IF THE ABBREVIATION CANNOT FIT ON THE FIRST LINE.
5. LED ILLUMINATED STREET NAME SIGNS CAN BE USED IN PLACE OF REGULAR SIGN PANELS BUT ANY SPECIAL WORDING AND SYMBOLOGY MUST BE APPROVED BY THE DEPARTMENT. GENERAL DESIGN REQUIREMENTS AS LISTED ABOVE (COLOR, FONT, SIZE, ETC.) MUST BE FOLLOWED.
6. SIGNFIX ALUMINUM CHANNEL FRAMING SYSTEM SHALL BE USED FOR ALL SIGNS ATTACHED TO SIGNAL POLES AND POSTS.

LOCAL SUPPLIERS:

- J.O. HERBERT COMPANY, INC
  MIDLOTHIAN, VA
- WESTERN REMAC, INC.
  WOODRIDGE, IL

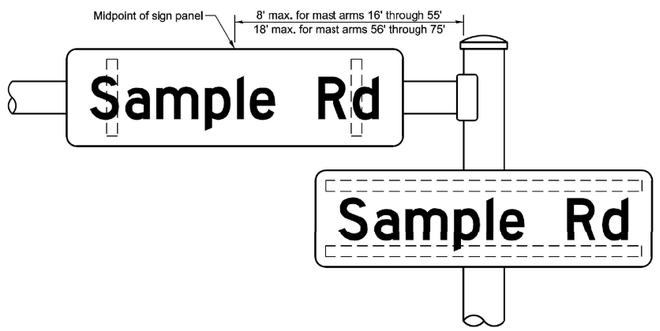
PARTS LISTING:

-SIGN CHANNEL	PART #HPN053 (MED. CHANNEL)
-SIGN SCREWS	1/4" x 14 x 1" H.W.H. #3 SELF TAPPING WITH NEOPRENE WASHER
-BRACKETS	PART #HPN034 (UNIVERSAL) CHANNEL CLAMPS WITH STAINLESS STEEL STRAPPING

OTHER BRANDS OF MOUNTING HARDWARE ARE ACCEPTABLE, BASED UPON THE DEPARTMENT'S APPROVAL AND COMPATIBILITY WITH THE CHANNEL/BRACKET OF THE ABOVE PRODUCT.

MOUNTING LOCATIONS

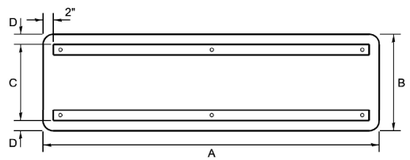
ARM OR POLE MOUNTED



SUPPORTING CHANNELS



A	B	C
Var.	18"	14"
Var.	30"	26"



A	B	C	D
Var.	18"	12"	3"
Var.	30"	22"	4"

STANDARD ALPHABETS SPACING CHART

MEASUREMENTS BASED ON 8" UPPER CASE LETTER HEIGHT

FHWA SERIES "C"				FHWA SERIES "D"			
CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)	CHARACTER	LEFT SPACING (INCH)	WIDTH (INCH)	RIGHT SPACING (INCH)
A	0.240	5.122	0.240	A	0.240	6.804	0.240
B	0.880	4.482	0.480	B	0.960	5.446	0.400
C	0.720	4.482	0.720	C	0.800	5.446	0.800
D	0.880	4.482	0.720	D	0.960	5.446	0.800
E	0.880	4.082	0.480	E	0.960	4.962	0.400
F	0.880	4.082	0.240	F	0.960	4.962	0.240
G	0.720	4.482	0.720	G	0.800	5.446	0.800
H	0.880	4.482	0.880	H	0.960	5.446	0.960
I	0.880	1.120	0.880	I	0.960	1.280	0.960
J	0.240	4.082	0.880	J	0.240	5.122	0.960
K	0.880	4.482	0.480	K	0.960	5.604	0.400
L	0.880	4.082	0.240	L	0.960	4.962	0.240
M	0.880	5.284	0.880	M	0.960	6.244	0.960
N	0.880	4.482	0.880	N	0.960	5.446	0.960
O	0.720	4.722	0.720	O	0.800	5.684	0.800
P	0.880	4.482	0.720	P	0.960	5.446	0.240
Q	0.720	4.722	0.720	Q	0.800	5.684	0.800
R	0.880	4.482	0.480	R	0.960	5.446	0.400
S	0.480	4.482	0.480	S	0.400	5.446	0.400
T	0.240	4.082	0.240	T	0.240	4.962	0.240
U	0.880	4.482	0.880	U	0.960	5.446	0.960
V	0.240	4.962	0.240	V	0.240	6.084	0.240
W	0.240	6.084	0.240	W	0.240	7.124	0.240
X	0.240	4.722	0.240	X	0.400	5.446	0.400
Y	0.240	5.122	0.240	Y	0.240	6.884	0.240
Z	0.480	4.482	0.480	Z	0.400	5.446	0.400
a	0.320	3.842	0.640	a	0.400	4.562	0.720
b	0.720	4.082	0.480	b	0.800	4.802	0.480
c	0.480	4.002	0.240	c	0.480	4.722	0.240
d	0.480	4.082	0.720	d	0.480	4.802	0.800
e	0.480	4.082	0.320	e	0.480	4.722	0.320
f	0.320	2.480	0.160	f	0.320	2.882	0.160
g	0.480	4.082	0.720	g	0.480	4.802	0.800
h	0.720	4.082	0.640	h	0.800	4.722	0.720
i	0.720	1.120	0.720	i	0.800	1.280	0.800
j	0.000	2.320	0.720	j	0.000	2.642	0.800
k	0.720	4.322	0.160	k	0.800	5.122	0.160
l	0.720	1.120	0.720	l	0.800	1.280	0.800
m	0.720	6.724	0.640	m	0.800	7.926	0.720
n	0.720	4.082	0.640	n	0.800	4.722	0.720
o	0.480	4.082	0.480	o	0.480	4.882	0.480
p	0.720	4.082	0.480	p	0.800	4.802	0.480
q	0.480	4.082	0.720	q	0.480	4.802	0.800
r	0.720	2.642	0.160	r	0.800	3.042	0.160
s	0.320	3.362	0.240	s	0.320	3.762	0.240
t	0.080	2.882	0.080	t	0.080	3.202	0.080
u	0.640	4.082	0.720	u	0.720	4.722	0.800
v	0.160	4.722	0.160	v	0.160	5.684	0.160
w	0.160	7.524	0.160	w	0.160	9.046	0.160
x	0.000	5.202	0.000	x	0.000	6.244	0.000
y	0.160	4.962	0.160	y	0.160	6.004	0.160
z	0.240	3.362	0.240	z	0.240	4.002	0.240
1	0.720	1.680	0.880	1	0.800	2.000	0.960
2	0.480	4.482	0.480	2	0.800	5.446	0.800
3	0.480	4.482	0.480	3	1.440	5.446	0.800
4	0.240	4.962	0.720	4	0.160	6.004	0.960
5	0.480	4.482	0.480	5	0.800	5.446	0.800
6	0.720	4.482	0.720	6	0.800	5.446	0.800
7	0.240	4.482	0.720	7	0.560	5.446	0.560
8	0.480	4.482	0.480	8	0.800	5.446	0.800
9	0.480	4.482	0.480	9	0.800	5.446	0.800
0	0.720	4.722	0.720	0	0.800	5.684	0.800
-	0.240	2.802	0.240	-	0.240	2.802	0.240

TS SHT NO. 8

USER NAME = lovan.plascencia	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - IP	REVISED -	
	CHECKED - NB	REVISED -	
PLOT DATE =	DATE - 10/15/2025	REVISED -	

DISTRICT 1
MAST ARM MOUNTED STREET NAME SIGNS

SCALE: NTS | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-02	CONTRACT NO.		
	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

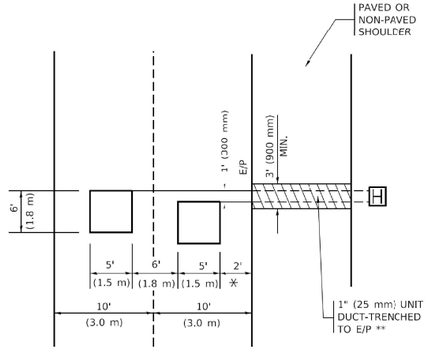
DISTRICT ONE
MAST ARM MOUNTED STREET NAME SIGNS

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	51
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		

LOOPS NEXT TO SHOULDERS

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



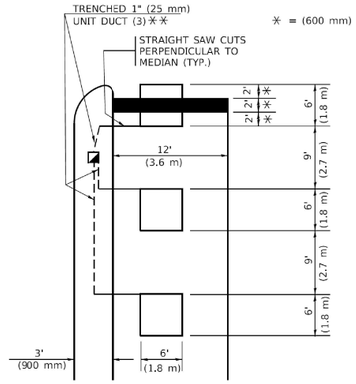
* = (600 mm)

** 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.



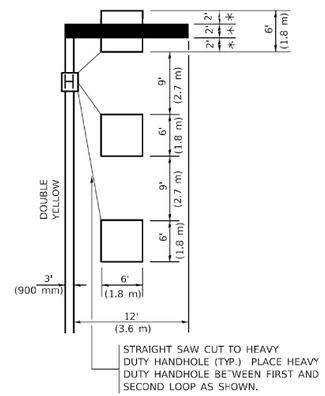
** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

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.

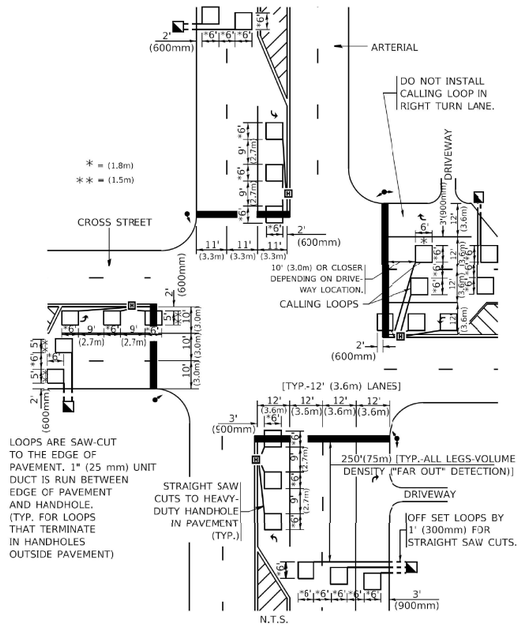
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

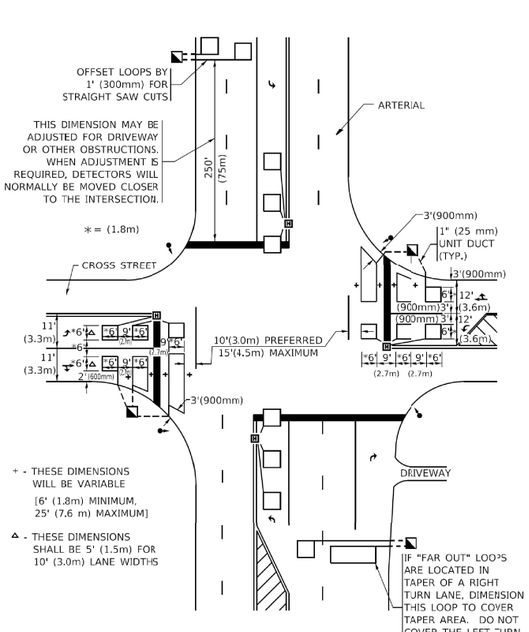
THIS DRAWING HAS BEEN PREPARED TO ASSIST THE RESIDENT ENGINEER FOR ALL ROADWAY RESURFACING OR S.M.A.R.T. PROJECTS WHERE THE DIMENSIONS ARE NOT SHOWN ON THE PLANS AND THE FINAL LOCATIONS FOR CROSSWALKS OR STOP BARS ARE NOT DETERMINED.

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

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	DRAWN -		REVISED -
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PLOT DATE = 3/4/2019	DATE -		REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-07	CONTRACT NO.		
	ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 – DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING

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

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1196	21-00095-00-PV	COOK	52	52
		CONTRACT NO. 61M69		
	ILLINOIS	FED. AID PROJECT		