

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	4
		ILLINOIS	CONTRACT NO. 80D00	

* 63 + 4 = 67 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT LOCATED WITHIN
THE VILLAGE OF SCHILLER PARK

TRAFFIC DATA:
SPEED LIMIT = 30 MPH
AADT = 27,147 (2023)
DESIGN CLASSIFICATION = OTHER PRINCIPAL ARTERIAL

RESURFACING OMISSIONS:
STA. 26+78 TO 30+24

PROPOSED HIGHWAY PLANS

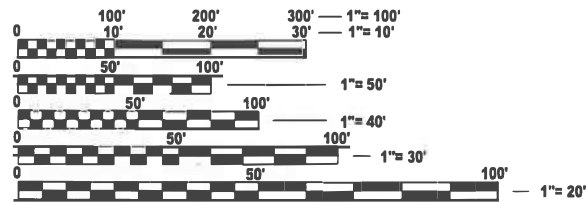
FAP ROUTE 345B: IL RTE 19 (IRVING PARK RD)
25TH AVE TO DES PLAINES RIVER
SECTION NO. 2025-2137-RS,SW
PROJECT NO. NHPP-9ZVZ(632)
SMART OVERLAY, ADA IMPROVEMENTS
COOK COUNTY

C-91-227-26



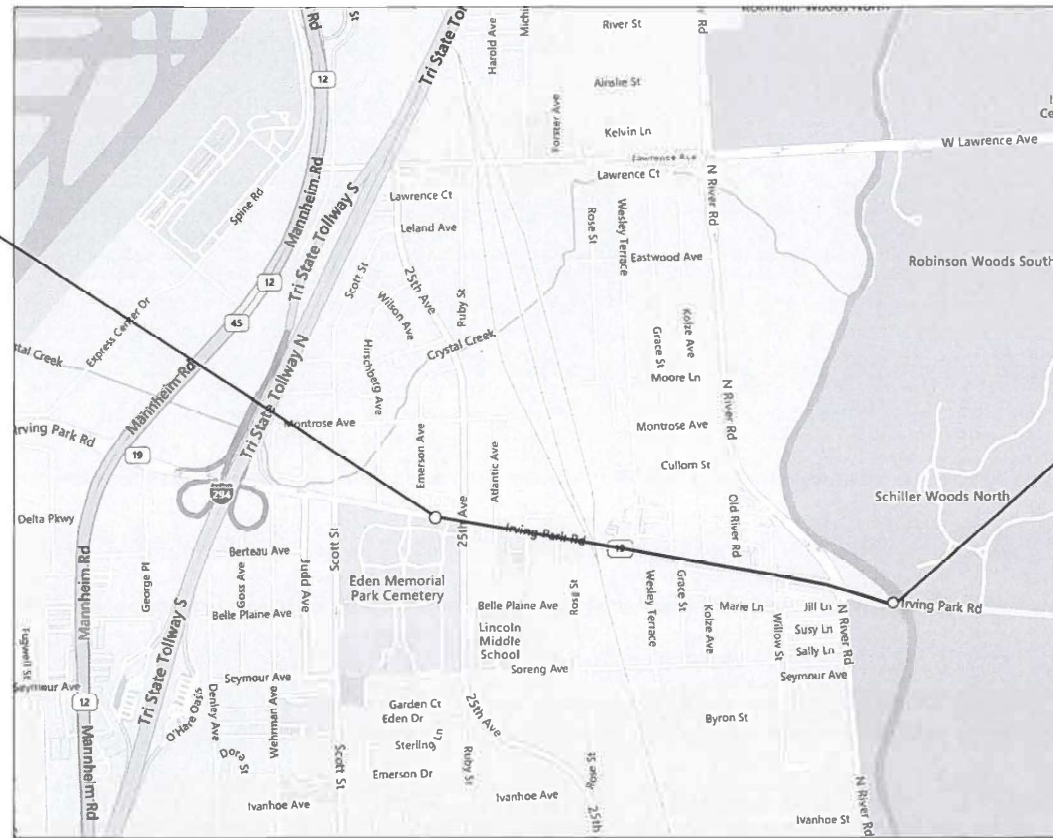
PROJECT BEGINS
STA. 12+11

PROJECT ENDS
STA. 57+09



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



LEYDEN TOWNSHIP

GROSS LENGTH = NET LENGTH = 4,498 FT. = 0.85 MILE

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

CONTRACT NO. 80D00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED *March 23rd 2026*
Jack Jones IR

May 8 2026
Scott A. [Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2026
[Signature]
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.

DESCRIPTION

STANDARD NO.

DESCRIPTION

1	TITLE SHEET	000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
2-2A	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	420101-07	24' (7.2M) JOINTED PCC PAVEMENT
3-5	SUMMARY OF QUANTITIES	424001-12	PERPENDICULAR CURB RAMPS AND SIDEWALKS
6-7	EXISTING AND PROPOSED TYPICAL SECTIONS	424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS
8-9	ROADWAY AND PAVEMENT MARKING PLANS	424021-07	DEPRESSED CORNERS FOR SIDEWALKS
10-13	MAINTENANCE OF TRAFFIC PLANS	424026-04	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS
14-15	EXISTING DRAINAGE DETAILS AND PLANS	442201-04	CLASS C AND D PATCHES
16-18	PROPOSED DRAINAGE DETAILS AND PLANS	604001-05	FRAME AND LIDS, TYPE 1
19-30	TRAFFIC SIGNAL DETAILS AND PLANS	606001-05	PIPE UNDERDRAINS
31-39	PEDESTRIAN RAMP DESIGN DETAILS	606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
40	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING (BD-08)	701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5M) TO 24" (600MM) FROM PAVEMENT EDGE
41	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPER.
42	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701311-03	LANE CLOSURE, 2L 2W, MOVING OPER, DAY ONLY
43	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH
44	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701602-10	URBAN LANE CLOSURE, MULTILANE, 2W W/ BIDIRECTIONAL LEFT TURN LANE
45	TYPICAL APPLICATIONS BASED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701606 -10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
46	DISTRICT ONE TYPICAL PAVEMENT MARKING (TC-13)	701611- 01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
47	DISTRICT ONE TYPICAL PAVEMENT MARKING (TC-13)	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
48	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
49	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	701901-11	TRAFFIC CONTROL DEVICES
50	ARTERIAL ROAD INFORMATION SIGN (TC-22)	780001-05	TYPICAL PAVEMENT MARKINGS
51-58	DRIVEWAY ENTRANCE SIGNING (TC-26)	781001-04	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
59-63	DISTRICT 1 - STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-01)	876001-04	PEDESTRIAN PUSH BUTTON POST
63A-63C	DETAIL SHEETS: CN 22526 VIADUCT CROSS SECTIONS AND DRAINAGE PLANS	886001-01	DETECTOR LOOP INSTALLATIONS
	DETAIL SHEETS: CN 22526 DRAINAGE ELEVATIONS AND INVERTS	886006-01	TYPICAL LAYOUT FOR DETECTION LOOPS

- 1 THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT (OR ISTHA).
- 2 ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
- 3 BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH BD-32 "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" UNLESS OTHERWISE SPECIFIED.
- 4 ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 5 LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT [OR COMBINATION CURB AND GUTTER (THE TYPE SPECIFIED ON THE PLANS)], WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 6 TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS AND GUTTER AND MEDIANS IN THE FIELD, UNLESS OTHERWISE SHOWN.
- 7 DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- 8 IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO ORDERING MATERIALS AND BEGINNING CONSTRUCTION.
- 9 FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE PROJECT LIMITS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
- 10 THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
- 11 EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
- 12 BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- 13 THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT TRAFFIC CONTROL SUPERVISOR, AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- 14 THE RESIDENT ENGINEER SHALL CONTACT ABDULLA ALI, AREA TRAFFIC FIELD TECHNICIAN, AT ABDULLA.ALI@ILLINOIS.GOV, A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
- 15 ALL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKING" STANDARD DETAIL.
- 16 PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR ALL SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
- 17 TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVE UNLESS DIRECTED BY THE ENGINEER.
- 18 THE "ROAD CONTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
- 19 ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATION RASIED REFLECTIVE PAVEMENT MARKINGS (SNOW PLOW RESISTANT)" STANDARD DETAIL.
- 20 OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE ENGINEER OR AS PROVIDED FOR IN THE CONTRACT SPECIFICATIONS.
- 21 LIMITS OF RESUFACING ON SIDE STREETS THROUGH THE PROJECT SHALL BE TO THE RADIUS OF RETURN, UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER
- 22 THE CONSTRCTOR SHALL NOTIFY THE VILLIAGE OF SCHILLER PARK PUBLIC WORKS DEPARTMENT A MINIMUM OF 5 WORKING DAYS PRIOR TO STATING CONSTRUCTION AND/OR IMPLEMENTING TRAFFIC CONTROL.

MODEL: GenNotesSh01 (Sheet)
FILE NAME: c:\pw_wor\kpw\changelogs@illinois.gov\141925D1_16026-sh1gennote.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/24/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/1/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	2
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES CONTINUED

- 23 PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 606001-05. TOP OF PIPE UNDERDRAINS SHALL BE MINIMUM OF 6" BELOW THE AGGREGATE SUBGRADE LAYER. THE COST OF MAKING UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COSTS OF THE PIPE UNDERDRAINS.
- 24 THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER 9 INCHES SHALL BE CS 1 OR RR 1.
- 25 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAS BEEN PROVIDED FOR USE AT THE LOCATIONS INDICATED FOR SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH ABOVE ITEM WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDINACE WITH ARTICLE 301.04 OF THE STANDARD SPECIFICATIONS AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
- 26 THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
- 27 ANY AGGREGATE SUBGRADE CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- 28 BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ART. 550.07(b,c) OF THE SSRBC WILL NOT BE ALLOWED.
- 29 GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE WOVEN.
- 30 DUE TO THE PRESENCE OF A RED LIGHT RUNNING (RLR) CAMERA WITHIN THE PROJECT LIMITS, CONTRACTOR SHALL NOTIFY THE VILLAGE OF SCHILLER PARK AND REDSPEED ILLINOIS, LLC PRIOR TO THE START OF CONSTRUCTION. THE VILLAGE OF SCHILLER PARK OR REDSPEED ILLINOIS, LLC SHALL MAKE THE RLR CAMERA INOPERATIVE FOR THE TIME OF CONSTRUCTION.
- 31 THE CONTRACTOR SHALL TEMPORARILY PLUG ALL RETAINING WALL WEEP HOLES / DOWNSPOUTS BETWEEN STA. 26+78 AND STA. 30+24 WHILE WORKING ON THE CONCRETE CURB AND GUTTER AND PAVEMENT TO AVOID DAMAGE TO ITS FINISH.
- 32 IMMEDIATELY, AFTER THE WORK HAS CONCLUDED AND THE CONCRETE HAS CURED, ALL WEEP HOLES / DOWNSPOUTS SHALL BE RESTORED AND FULLY CLEANED BY HAND TO THE SATISFACTION OF THE ENGINEER. THIS WORK SHALL BE PAID FOR UNDER THE PAY ITEM "CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS".

MODEL: GenNotesSh02 (Sheet)
 FILE NAME: c:\p\work\wv\16025-dt\16025-sh-gennotes.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/1/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	2A
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	SIGNAL	ROADWAY			
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
20200100	EARTH EXCAVATION	CU YD	135	135					
20800150	TRENCH BACKFILL	CU YD	8	8					
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	384	384					
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	116	116					
25200110	SODDING, SALT TOLERANT	SQ YD	116	116					
25200200	SUPPLEMENTAL WATERING	UNIT	1160	1160					
3030001	AGGREGATE SUBGRADE IMPROVEMENT	CU YD	35	35					
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	1534	1534					
35501308	HOT-MIX ASPHALT BASE COURSE, 6"	SQ YD	12	12					
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	14905	14905					
40600370	LONGITUDINAL JOINT SEALANT	FOOT	9401	9401					
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	50	50					
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	405	405					
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	2	2					
40605026	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80	TON	3246	3246					
42000080	WELDED WIRE REINFORCEMENT	SQ YD	1534	1534					
42000501	PORTLAND CEMENT CONCRETE PAVEMENT 10" (JOINTED)	SQ YD	1534	1534					
42001300	PROTECTIVE COAT	SQ YD	19829	19829					
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	17	17					
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	3143	3143					
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SQ FT	2488	2488					
42400800	DETECTABLE WARNINGS	SQ FT	214	214					
44000100	PAVEMENT REMOVAL	SQ YD	13800	13800					
44000156	HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"	SQ YD	33122	33122					

* = SPECIALITY ITEM

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	SIGNAL	ROADWAY			
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	29	29					
44000600	SIDEWALK REMOVAL	SQ FT	5631	5631					
44003100	MEDIAN REMOVAL	SQ FT	77	77					
44201299	DOWEL BARS 1 1/2"	EACH	480	480					
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	264	264					
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	347	347					
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	95	95					
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	86	86					
44213204	TIE BARS 3/4"	EACH	345	345					
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	8	8					
55100300	STORM SEWER REMOVAL 8"	FOOT	45	45					
55100500	STORM SEWER REMOVAL 12"	FOOT	8	8					
60108106	PIPE UNDERDRAINS, TYPE 1, 6"	FOOT	658	658					
60250200	CATCH BASINS TO BE REJUSTED	EACH	4	4					
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	2	2					
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	2	2					
60262700	INLETS TO BE RECONSTRUCTED	EACH	1	1					
60266600	VALVE BOXES TO BE ADJUSTED	EACH	2	2					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	13	13					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	13	13					
60404940	FRAMES AND GRATES, TYPE 23	EACH	1	1					
60404950	FRAMES AND GRATES, TYPE 24	EACH	1	1					

* = SPECIALITY ITEM

MODEL: SQ001 (Sheet)
FILE NAME: c:\pwworking\angelogiles@illinois.gov\d141925D11626-shit-SQ00.dgn

USER NAME = angelogiles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/19/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)**

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	3
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

MODEL: SOQ-02 [Sheet]
 FILE NAME: c:\p\work\w\ict\angelo.giles@illinois.gov\141925\DT16026-sh-SOQ.dgn

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	SIGNAL	ROADWAY			
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	5	5					
60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	36	36					
60500040	REMOVING MANHOLES	EACH	3	3					
60624600	CORRUGATED MEDIAN	SQ FT	23	23					
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	165	165					
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2					
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	15					
67100100	MOBILIZATION	L SUM	1	1					
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	30	30					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	6831	6831					
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	2564	2564					
70300211	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS - PAINT	SQ FT	453	453					
70300221	TEMPORARY PAVEMENT MARKING - LINE 4" - PAINT	FOOT	11118	11118					
70300241	TEMPORARY PAVEMENT MARKING - LINE 6" - PAINT	FOOT	1873	1873					
70300251	TEMPORARY PAVEMENT MARKING - LINE 8" - PAINT	FOOT	187	187					
70300261	TEMPORARY PAVEMENT MARKING - LINE 12" - PAINT	FOOT	3068	3068					
70300281	TEMPORARY PAVEMENT MARKING - LINE 24" - PAINT	FOOT	534	534					
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	7693	7693					
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	453	453					
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	11118	11118					
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1982	1982					

* = SPECIALITY ITEM

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	SIGNAL	ROADWAY			
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	187	187					
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	3068	3068					
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	534	534					
* 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	689	689					
* 78011040	GROOVING FOR RECESSED PAVEMENT MARKING 6"	FOOT	173	173					
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	468	468					
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	468	468					
78011025	PAVEMENT MARKER REMOVAL - WATER BLASTING	SQ FT	8263	8263					
* 81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	258		258				
* 81400200	HEAVY-DUTY HANDHOLE	EACH	4		4				
* 85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	3		3				
* 87301215	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1701		1701				
* 87301225	ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	84		84				
* 87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 14 1 PAIR	FOOT	717		717				
* 87301900	ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	273		273				
* 87900200	DRILL EXISTING HANDHOLE	EACH	5		5				
* 88600100	DETECTOR LOOP, TYPE I	FOOT	1433		1433				
* 89500200	RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	3		3				
* 89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	1605		1605				
* 89502375	REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	3		3				

* = SPECIALITY ITEM

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
 IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	4
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	SIGNAL	ROADWAY			
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
* 89502376	REBUILD EXISTING HANDHOLE	EACH	6		6				
* 89502380	REMOVE EXISTING HANDHOLE	EACH	2		2				
X0320050	CONSTRUCTION LAYOUT (SPECIAL)	L SUM	1	1					
X0327611	REMOVE AND REINSTALL BRICK PAVER	SQ FT	173	173					
* X1400367	PEDESTRIAN SIGNAL POST, 10 FT.	EACH	2		2				
* X1400378	PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1		1				
X4240800	DETECTABLE WARNING (SPECIAL)	SQ FT	142	142					
X4400501	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT LESS THAN OR EQUAL TO 10 FEET	FOOT	35	35					
X4400503	COMBINATION CURB AND GUTTER REMOVAL AND REPLACEMENT GREATER THAN 10 FEET	FOOT	2269	2269					
X5230154	CLEANING BRIDGE SCUPPERS AND DOWNSPOUTS	EACH	20			20			
X5537800	STORM SEWERS TO BE CLEANED 12"	FOOT	1980			1980			
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	77	77					
X6700407	ENGINEER'S FIELD OFFICE, TYPEA (D1)	CAL MO	12	12					
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1					
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	159	159					
* X8760200	ACCESSIBLE PEDESTRIAN SIGNALS	EACH	16		16				
* X8780012	CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	12		12				
Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	106			106			
* Z0033044	RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	3		3				
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	658	658					
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1					
Z0056644	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 8"	FOOT	45	45					

* = SPECIALITY ITEM

SUMMARY OF QUANTITIES				TYPE CODE					
				URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
				ROADWAY	SIGNAL	ROADWAY			
				80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005			
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU FT	35	35					
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3	3					
70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1					
70102632	TRAFFIC CONTROL AND PROTECTION, STANDARD 701602	L SUM	1	1					
70102634	TRAFFIC CONTROL AND PROTECTION, STANDARD 701611	L SUM	1	1					
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1					
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1					
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	25	25					
78004620	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D-STANDARD- LINE 4"	FOOT	173	173					
78004635	PREFORMED PLASTIC PAVEMENT MARKING, TYPE D-STANDARD- LINE 7"	FOOT	689	689					
78300202	PAVEMENT MARKING REMOVAL - GRINDING	SQ FT	287	287					
Z0018600	DRAINAGE STRUCTURES TO BE RECONSTRUCTED	EACH	2	2					
Z0018700	DRAINAGE STRUCTURE TO BE REMOVED	EACH	2	2					

* = SPECIALITY ITEM

MODEL: SOC-03 (Sheet)
FILE NAME: c:\pwr\work\kwidhangel\giles@illinois.gov\d1141925D116026-shi-SOC.dgn

USER NAME	= Gleanelli.Acaylar	DESIGNED	-	REVISED	-
		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 12/26/2025	DATE	-	REVISED	-

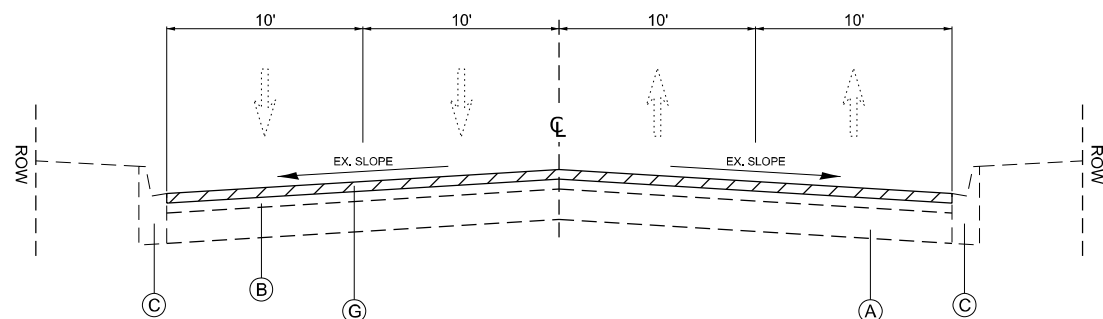
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)**

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	5
CONTRACT NO. 80D00			ILLINOIS FED. AID PROJECT	

IL 19 (IRVING PARK RD.)



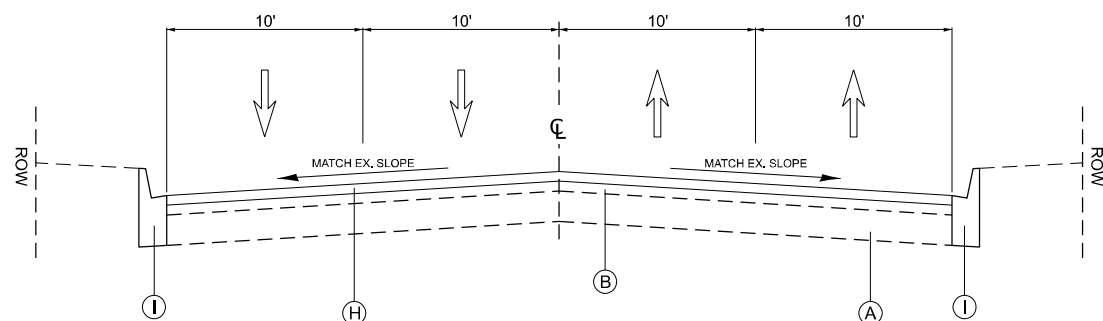
EXISTING TYPICAL SECTION

(MAINLINE)
 STA. 19+00 TO STA. 26+78
 STA. 30+24 TO STA. 38+28

LEGEND

- (A) EXISTING PCC PAVEMENT, ± 7" TO ± 11"
- (B) EXISTING HOT MIX ASPHALT SURFACE, ± 5"
- (C) EXISTING COMBINATION PCC CURB & GUTTER
- (D) EXISTING RAISED MEDIAN
- (E) EXISTING PCC PAVEMENT, ± 10"
- (F) EXISTING CUSTOM COMBINATION PCC CURB & GUTTER
- (G) PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 1-3/4"
- (H) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
- (I) PROPOSED COMBINATION PCC CURB & GUTTER
- (J) PROPOSED PCC PAVEMENT REMOVAL, ± 10"
- (K) PROPOSED CUSTOM COMBINATION PCC CURB AND GUTTER
- (L) PROPOSED PCC PAVEMENT INSTALLATION (JOINTED), ± 10"
- (M) PROPOSED SUBGRADE AGGRAGATE IMPROVEMENTS, ± 12"
- (N) SUBBASE GRANULAR MATERIAL, TYPE B ± 10", GRADATION CA-5
- (O) SUBBASE GRANULAR MATERIAL, TYPE B ± 4", GRADATION FA-2
- (P) PIPE UNDERDRAIN, TYPE 1, 6"

IL 19 (IRVING PARK RD.)



PROPOSED TYPICAL SECTION

(MAINLINE)
 STA. 19+00 TO STA. 26+78
 STA. 30+24 TO STA. 38+28

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE TYPE	AIR VOIDS(%) @ Ndes	
PAVEMENT RESURFACING		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"	3.5% @ 80 Gyr	QCP
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19.0)	4% @ 70 GYR.	QC/QA
DRIVEWAY RESTORATION		
HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50, 2"	4% @ 50 GYR.	QC/QA
HMA BASE COURSE (HMA BINDER IL-19.0), 6"	4% @ 50 GYR.	QC/QA
QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP); PAY FOR PERFORMANCE (PFP)		

- NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.
- NOTE 3: THE CONTRACTOR SHALL MILL FIRST THEN PATCH.
- NOTE 4: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE.

MODEL: Typical-1 (Sheet)
 FILE NAME: c:\p\work\wv\16026-sh-typical.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/14/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

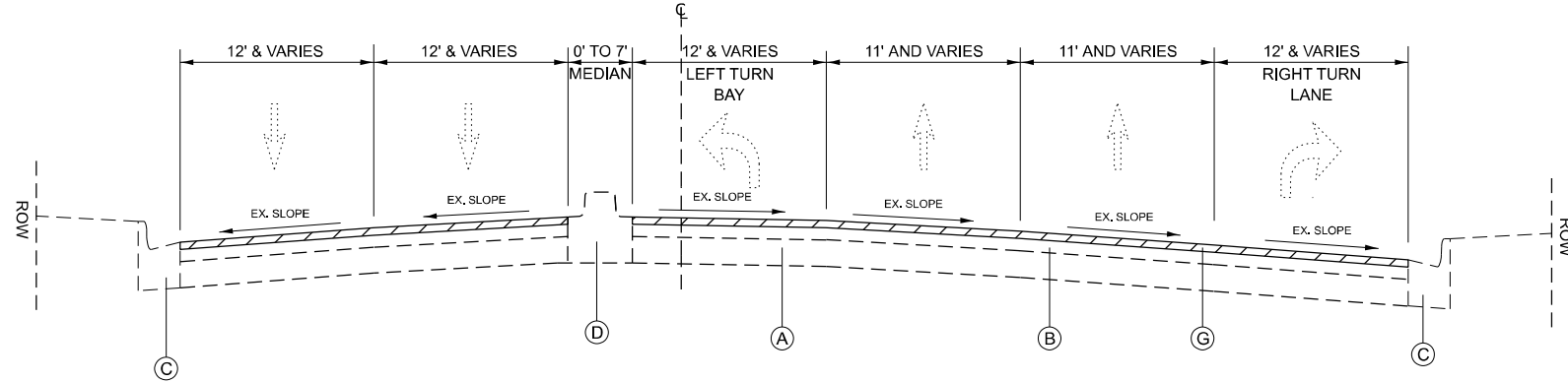
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

EXISTING AND PROPOSED TYPICAL SECTIONS
 IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	6
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

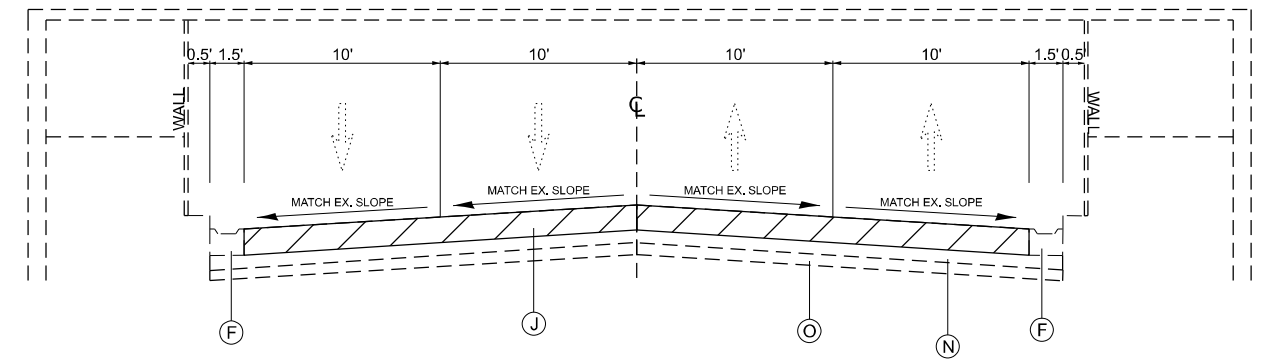
IL 19 (IRVING PARK RD.)



EXISTING TYPICAL SECTION

(INTERSECTIONS)
 STA. 12+11 TO STA. 19+00
 STA. 38+28 TO STA. 57+09

IL 19 (IRVING PARK RD.)



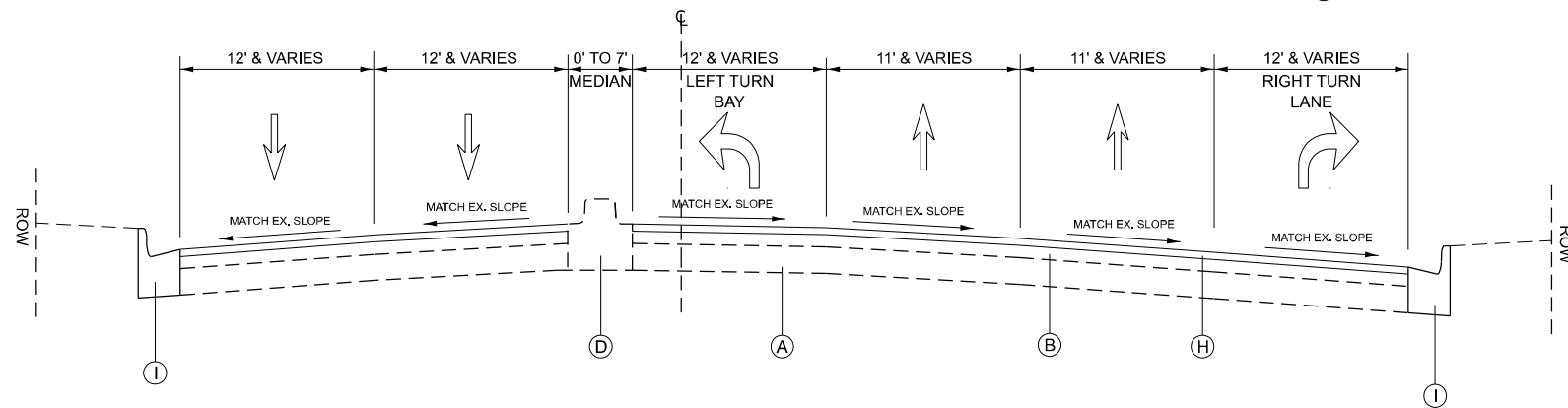
EXISTING TYPICAL SECTION

(PCC VIADUCT)
 STA. 26+78 TO STA. 30+24

LEGEND

- (A) EXISTING PCC PAVEMENT, ± 7" TO ± 11"
- (B) EXISTING HOT MIX ASPHALT SURFACE, ± 5"
- (C) EXISTING COMBINATION PCC CURB & GUTTER
- (D) EXISTING RAISED MEDIAN
- (E) EXISTING PCC PAVEMENT, ± 10"
- (F) EXISTING CUSTOM COMBINATION PCC CURB & GUTTER
- (G) PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 1-3/4"
- (H) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
- (I) PROPOSED COMBINATION PCC CURB & GUTTER
- (J) PROPOSED PCC PAVEMENT REMOVAL, ± 10"
- (K) PROPOSED CUSTOM COMBINATION PCC CURB AND GUTTER
- (L) PROPOSED PCC PAVEMENT INSTALLATION (JOINTED), ± 10"
- (M) PROPOSED SUBGRADE AGGRAGATE IMPROVEMENTS, ± 12"
- (N) SUBBASE GRANULAR MATERIAL, TYPE B ± 10", GRADATION CA-5
- (O) SUBBASE GRANULAR MATERIAL, TYPE B ± 4", GRADATION FA-2
- (P) PIPE UNDERDRAIN, TYPE 1, 6"

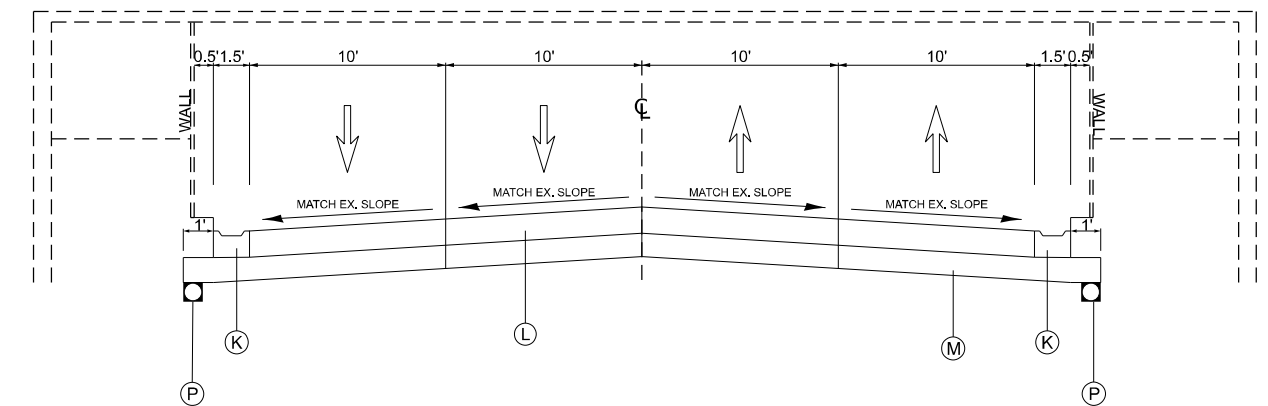
IL 19 (IRVING PARK RD.)



PROPOSED TYPICAL SECTION

(INTERSECTIONS)
 STA. 12+11 TO STA. 19+00
 STA. 38+28 TO STA. 57+09

IL 19 (IRVING PARK RD.)



PROPOSED TYPICAL SECTION

(PCC VIADUCT)
 STA. 26+78 TO STA. 30+24

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED TYPICAL SECTIONS
 IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)**

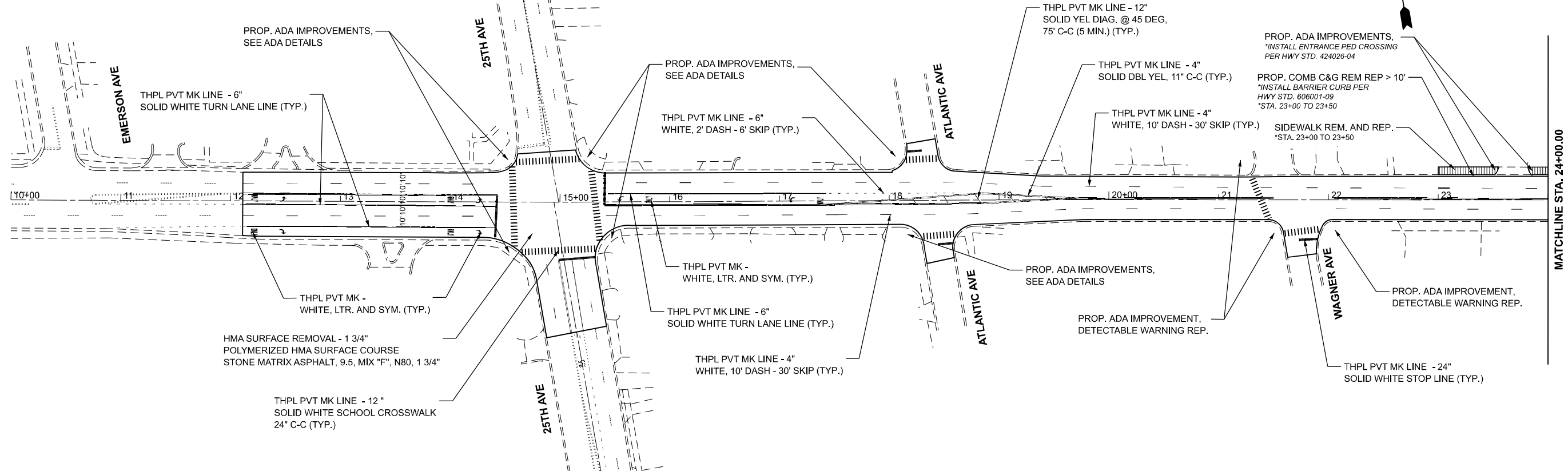
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	7
			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				

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

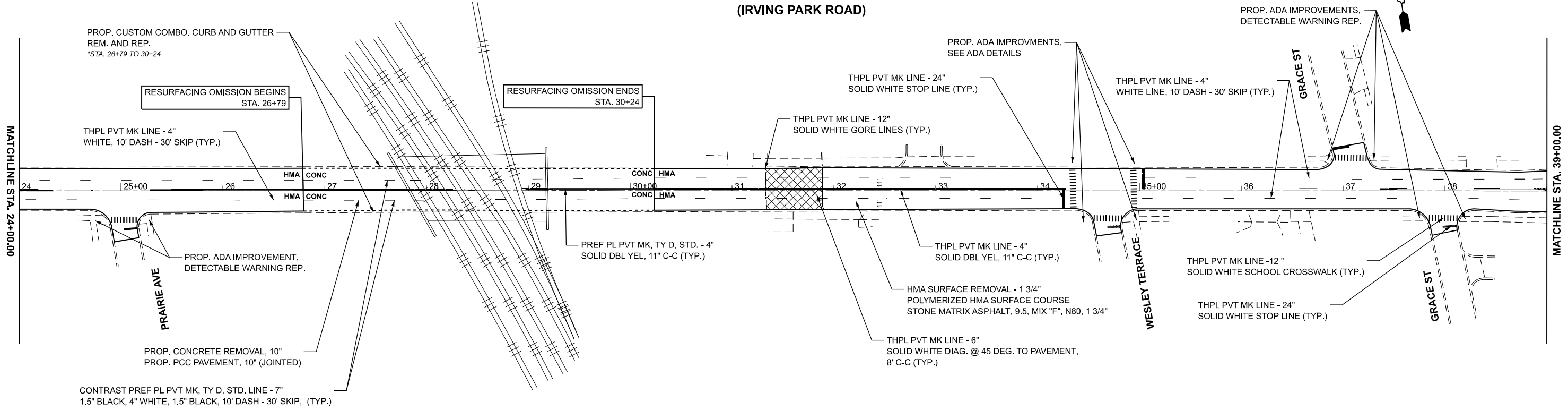
MODEL: Typical-2 (Sheet)
 FILE NAME: c:\paw\work\viaduct\angelo.giles@illinois.gov\1141925\1141925-D116026-sh-typical.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/14/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/27/2026	DATE -	REVISED -

IL ROUTE 19
(IRVING PARK ROAD)



IL ROUTE 19
(IRVING PARK ROAD)



MODEL: RdwyPlan - IL_19 (Sheet)
FILE NAME: c:\pwworking\angelgiles@illinois.gov\1141925\116026-sh-plan.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/14/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/29/2026	DATE -	REVISED -

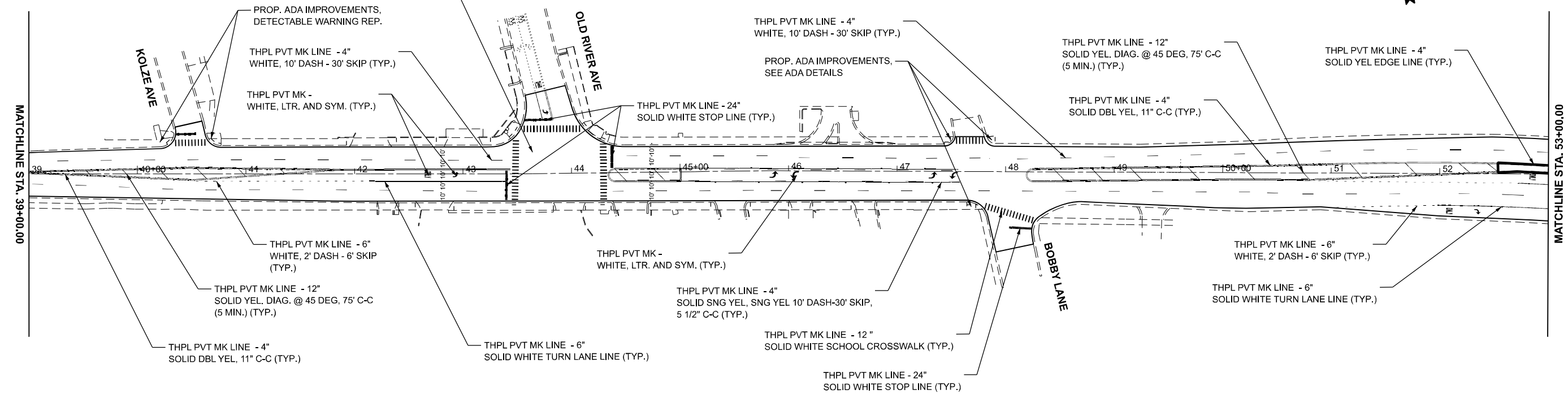
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROADWAY AND PAVEMENT MARKING PLANS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)

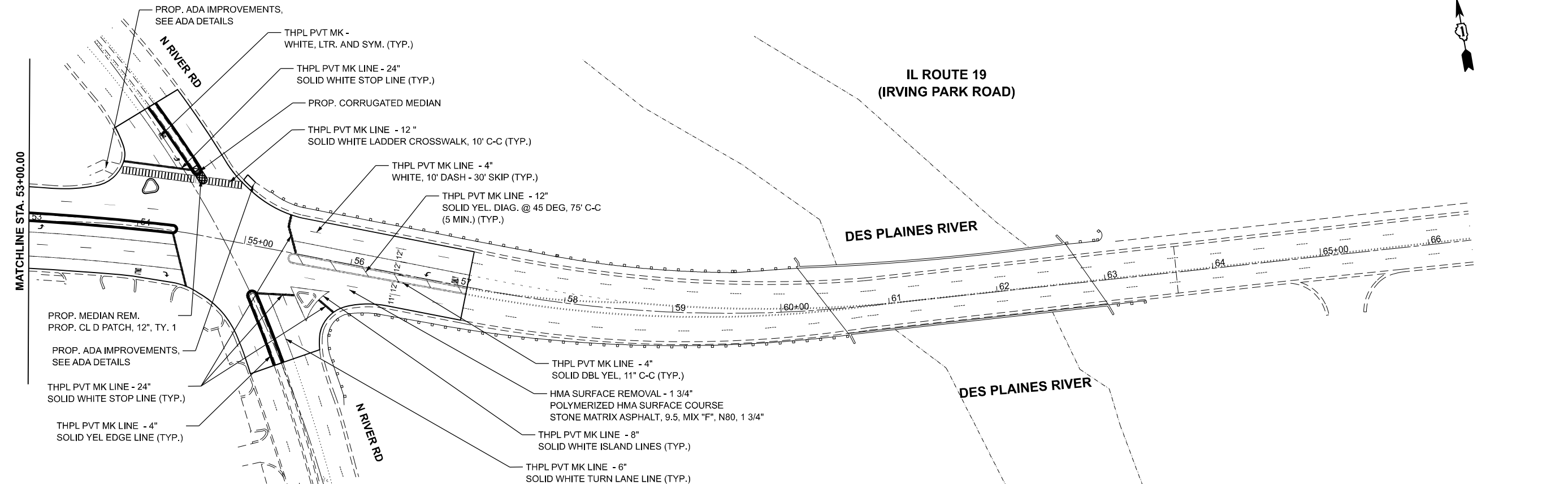
SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. 10+00.00 TO STA. 39+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	8
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

**IL ROUTE 19
(IRVING PARK ROAD)**



**IL ROUTE 19
(IRVING PARK ROAD)**



MODEL: RdwyPlan - IL 21 (Sheet)
FILE NAME: c:\pwworking\angelgiles@illinois.gov\d1141925\16026-sh-plan.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/27/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/27/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ROADWAY AND PAVEMENT MARKING PLANS			
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)			
SCALE: 1"=50'	SHEET 2	OF 2 SHEETS	STA. 39+00.00 TO STA. 68+00.00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	9
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

MAINTENANCE OF TRAFFIC - GENERAL NOTES

ALL OF THE TRAFFIC CONTROL DEVICES SHALL BE IN PLACE BEFORE CONSTRUCTION IS STARTED FOR EACH APPLICABLE PHASE. THE TRAFFIC CONTROL PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING THE EXECUTION OF THIS CONTRACT.

A MINIMUM OF ONE LANE (10 FT) IN EACH DIRECTION OF IRVING PARK RD. SHALL BE KEPT OPEN TO THROUGH TRAFFIC AT ALL TIMES EXCEPT AS NOTED IN PLANS. ANY LANE CLOSURES MUST BE APPROVED BY THE ENGINEER. ANY WORK THAT RESTRICTS CONTINUOUS TWO-WAY TRAFFIC THROUGH MAJOR OR SIGNALIZED INTERSECTIONS SHALL BE COORDINATED BY THE CONTRACTOR AND SHALL NOT BE PERFORMED BETWEEN 7-9 AM WESTBOUND AND 4-6 PM EASTBOUND OR THIS NECESSARY COORDINATION AND EXECUTION SHALL BE INCLUDED IN THE LUMP SUM COST FOR MAINTENANCE OF TRAFFIC.

TAPER LENGTH FOR TRAFFIC CONTROL DEVICES IS DEFINED BY:

$$L = \frac{W \times S^2}{60}$$

WHERE EQUATION IS FOR SPEED LIMITS 45 MPH OR LESS.
THE TERMS ARE DEFINED AS FOLLOWS:

L = TAPER LENGTH (FT)
W = WIDTH OF OFFSET (FT)
S = POSTED SPEED LIMIT (MPH)

ALL W21 (WORKERS PRESENT) SIGNS ARE TO BE REMOVED WHEN THE CONTRACTOR IS ABSENT FOR MORE THAN ONE HOUR.

CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL. TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN TWO WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.

ACCESS TO PROPERTIES SHALL BE MAINTAINED AT ALL TIMES. WHEN A DRIVEWAY MUST BE CLOSED TEMPORARILY FOR CONSTRUCTION OF THE DRIVEWAY APRON. PROPERTIES WITH MULTIPLE ENTRANCES SHALL HAVE ONLY ONE ENTRANCE CLOSED AT A TIME.

THE SCHILLER PARK FIRE DEPARTMENT SHALL HAVE FULL ACCESS (EASTBOUND AND WESTBOUND) AT ALL TIMES. ACCESS TO THE SCHILLER PARK FIRE DEPARTMENT DRIVEWAYS SHALL NOT BE OBSTRUCTED AT ANYTIME DURING CONSTRUCTION.

ACCESS TO ALL SIDE STREETS AND DRIVEWAYS SHALL BE MAINTAINED BY UTILIZING STAGED CONSTRUCTION, FLAGGERS, TEMPORARY ACCESS, OTHER METHODS APPROVED BY THE ENGINEER.

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

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

WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.

TRAFFIC CONTROL AND PROTECTION

EXISTING TRAFFIC CONTROL SIGNS AND DEVICES WILL BE REMOVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AFTER THE TRAFFIC CONTROL REQUIREMENTS HAVE BEEN MET OR AS AUTHORIZED BY THE ENGINEER; ANY SIGNS OR DEVICES LEFT IN PLACE AT THE TIME ARE TO BE RELOCATED, MAINTAINED AND PROTECTED FROM DAMAGE BY THE CONTRACTOR AND ANY DAMAGED OR LOST SIGNS WILL BE REPLACED BY THE CONTRACTOR.

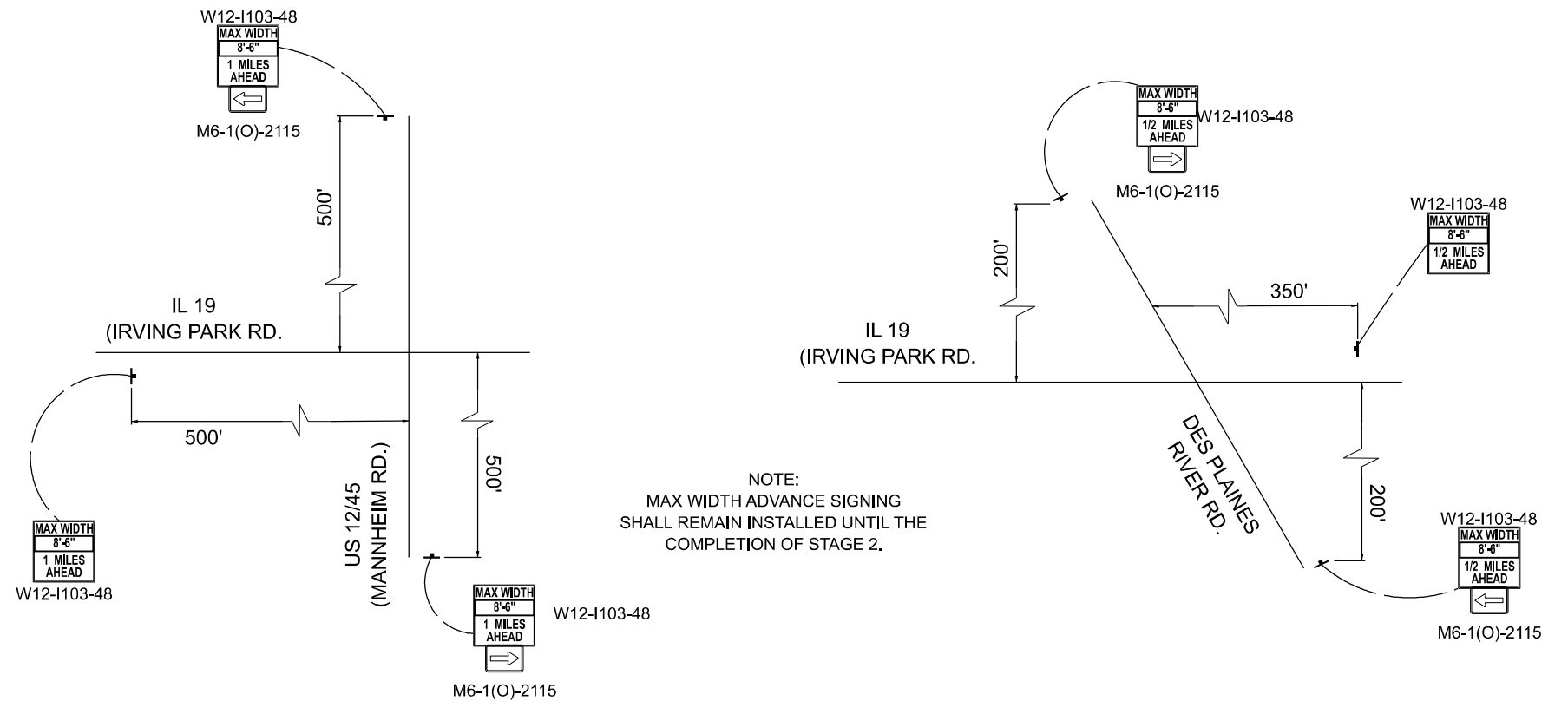
TYPE II AND/OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

ARROW BOARDS WILL BE REQUIRED WHEN IMPLEMENTING ANY LANE CLOSURES.

CONSTRUCTION STAGING

STAGE 1:
THE SCHILLER PARK FIRE DEPARTMENT SHALL HAVE FULL ACCESS (EASTBOUND AND WESTBOUND) AT ALL TIMES.
INSTALL ALL TRAFFIC CONTROL FOR STAGE 1 MOT PLANS.
CLOSE ONE LANE IN EACH DIRECTION OF TRAVEL ON IL-19 AND SHIFT ALL TRAFFIC TO THE NORTH SIDE OF THE ROADWAY.
REMOVE EXISTING PAVEMENT AND AGGREGATE AS SHOWN IN STAGE 1 MOT PLANS.
CONSTRUCTION OF PROPOSED STORM SEWER AND PIPE UNDERDRAIN IMPROVEMENTS.
SEE DRAINAGE AND UTILITY PLANS, AND ROADWAY PLANS FOR DETAILS.
PERFORM AGGREGATE SUBGRADE IMPROVEMENTS, 12" AND INSTALL PCC PAVEMENT AND CUSTOM COMBINATION CURB & GUTTER TO THE EDGE OF STAGE 1 MOT PLANS.

STAGE 2:
THE SCHILLER PARK FIRE DEPARTMENT SHALL HAVE FULL ACCESS (EASTBOUND AND WESTBOUND) AT ALL TIMES.
INSTALL ALL TRAFFIC CONTROL FOR STAGE 2 MOT PLANS.
CLOSE ONE LANE IN EACH DIRECTION OF TRAVEL ON IL-19 AND SHIFT ALL TRAFFIC TO THE SOUTH SIDE OF THE ROADWAY.
REMOVE EXISTING PAVEMENT AND AGGREGATE AS SHOWN IN STAGE 2 MOT PLANS.
CONSTRUCTION OF PROPOSED STORM SEWER AND PIPE UNDERDRAIN IMPROVEMENTS.
SEE DRAINAGE AND UTILITY PLANS, AND ROADWAY PLANS FOR DETAILS.
PERFORM AGGREGATE SUBGRADE IMPROVEMENTS, 12" AND INSTALL PCC PAVEMENT AND CUSTOM COMBINATION CURB & GUTTER TO THE EDGE OF STAGE 2 MOT PLANS.



MODEL: MOTNotesM (Sheet)
FILE NAME: c:\p\work\pvt\angelo.giles@illinois.gov\d1141925\116026-sh-kennote.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - 04/29/26
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/1/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLANS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)

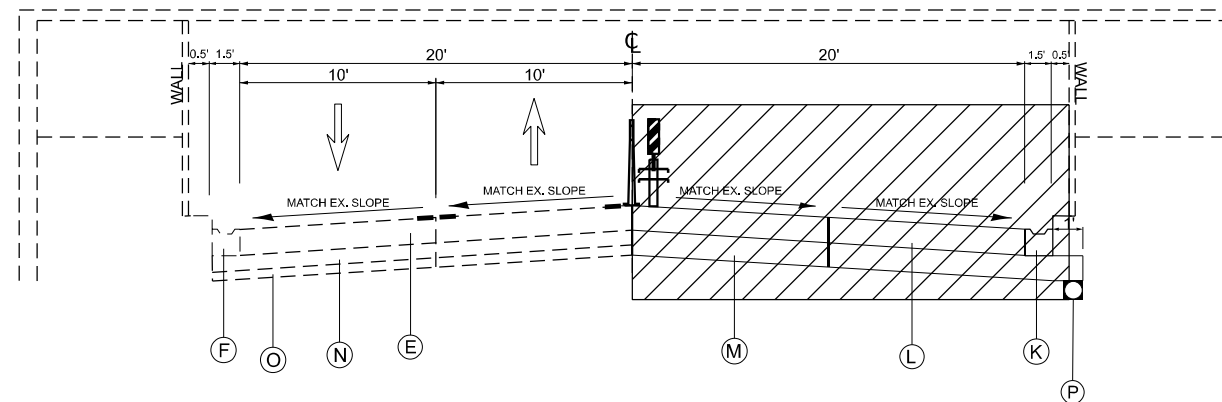
SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	10
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

LEGEND

- (A) EXISTING PCC PAVEMENT, ± 7" TO ± 11"
- (B) EXISTING HOT MIX ASPHALT SURFACE, ± 5"
- (C) EXISTING COMBINATION PCC CURB & GUTTER
- (D) EXISTING RAISED MEDIAN
- (E) EXISTING PCC PAVEMENT, ± 10"
- (F) EXISTING CUSTOM COMBINATION PCC CURB & GUTTER
- (G) PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 1-3/4"
- (H) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 1-3/4"
- (I) PROPOSED COMBINATION PCC CURB & GUTTER
- (J) PROPOSED PCC PAVEMENT REMOVAL, ± 10"
- (K) PROPOSED CUSTOM COMBINATION PCC CURB AND GUTTER
- (L) PROPOSED PCC PAVEMENT INSTALLATION (JOINTED), ± 10"
- (M) PROPOSED SUBGRADE AGGRAGATE IMPROVEMENTS, ± 12"
- (N) SUBBASE GRANULAR MATERIAL, TYPE B ± 10", GRADATION CA-5
- (O) SUBBASE GRANULAR MATERIAL, TYPE B ± 4", GRADATION FA-2
- (P) PIPE UNDERDRAIN, TYPE 1, 6"

IL 19 (IRVING PARK RD.)

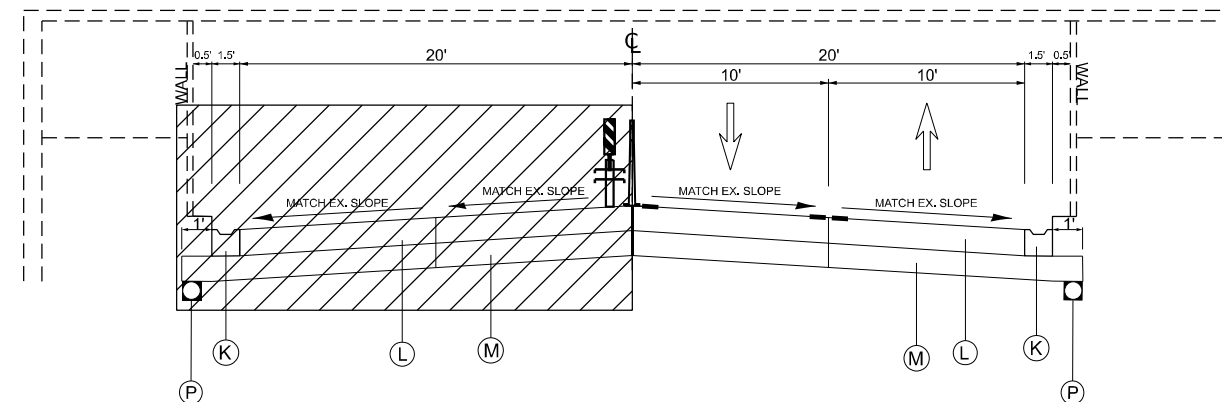


STAGE 1: RAILROAD VIADUCT PAVEMENT REPLACEMENT

STA. 22+07 TO 34+36
(TRAFFIC CONTROL)

STA. 26+79 TO 30+24
(WORK ZONE)

IL 19 (IRVING PARK RD.)



STAGE 2: RAILROAD VIADUCT PAVEMENT REPLACEMENT

STA. 22+05 TO 35+18
(TRAFFIC CONTROL)

STA. 26+79 TO 30+24
(WORK ZONE)



REFLECTORIZED GRABBER CONES



TRAFFIC DIRECTION



TY I OR TY II BARRICADE W/ LEG EXTENSIONS



WORK ZONE



TEMP PVT MK LINE - 4" WHITE, TY IV TAPE



TEMP PVT MK LINE - 4" DBL YEL, 11" C-C, TY IV TAPE

MODEL: MOT Typical [Sheet]
FILE NAME: c:\p\work\typical\angelo.giles@illinois.gov\1141925\116026-sh-stage 1.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/14/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/1/2026	DATE -	REVISED -

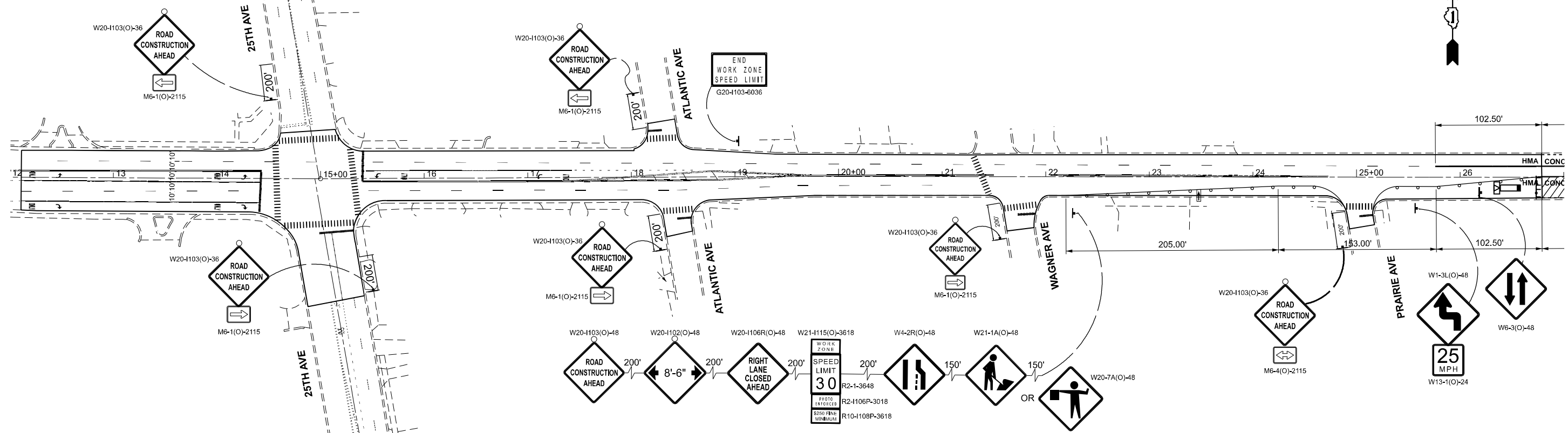
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)

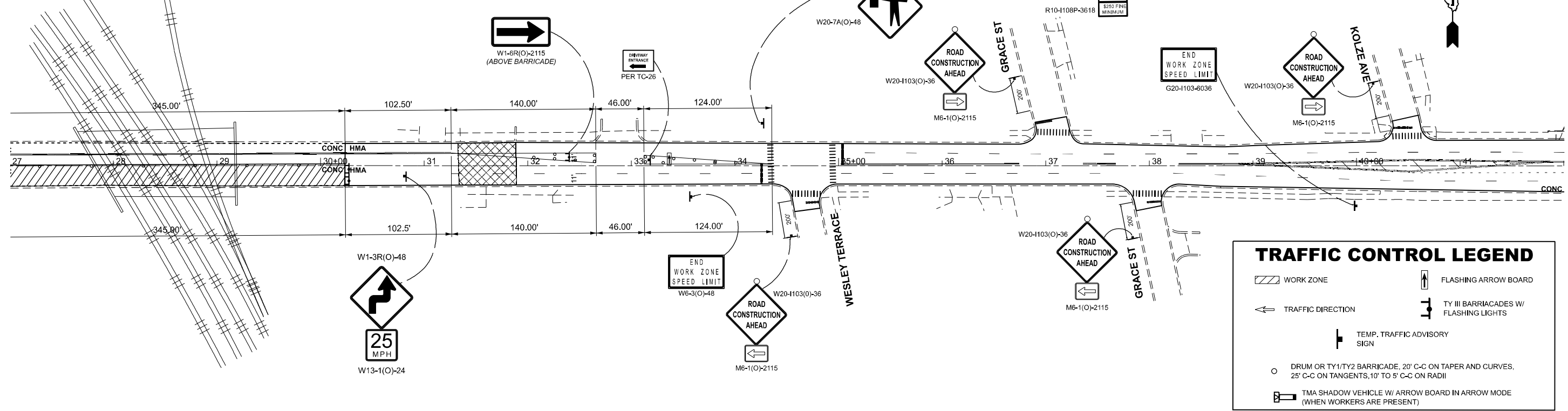
SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	11
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

IL ROUTE 19
(IRVING PARK ROAD)



IL ROUTE 19
(IRVING PARK ROAD)



TRAFFIC CONTROL LEGEND

- WORK ZONE
- FLASHING ARROW BOARD
- TRAFFIC DIRECTION
- TY III BARRICADES W/ FLASHING LIGHTS
- TEMP. TRAFFIC ADVISORY SIGN
- DRUM OR TY1/TY2 BARRICADE, 20' C-C ON TAPER AND CURVES, 25' C-C ON TANGENTS, 10' TO 5' C-C ON RADII
- TMA SHADOW VEHICLE W/ ARROW BOARD IN ARROW MODE (WHEN WORKERS ARE PRESENT)

MODEL: MOT Roadway Plans - Stage 1 (Sheet)
FILE NAME: c:\p\work\pav\angelo.giles@illinois.gov\1141925\16025-sh-stage_1.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/1/2026	DATE -	REVISED -

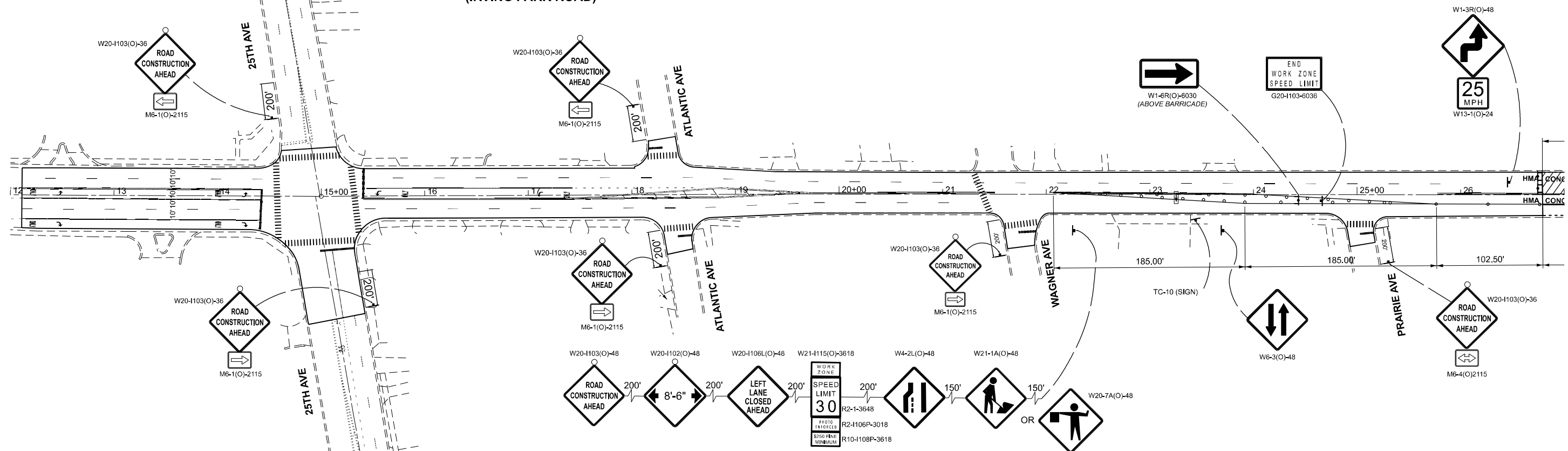
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLANS - STAGE 1
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)

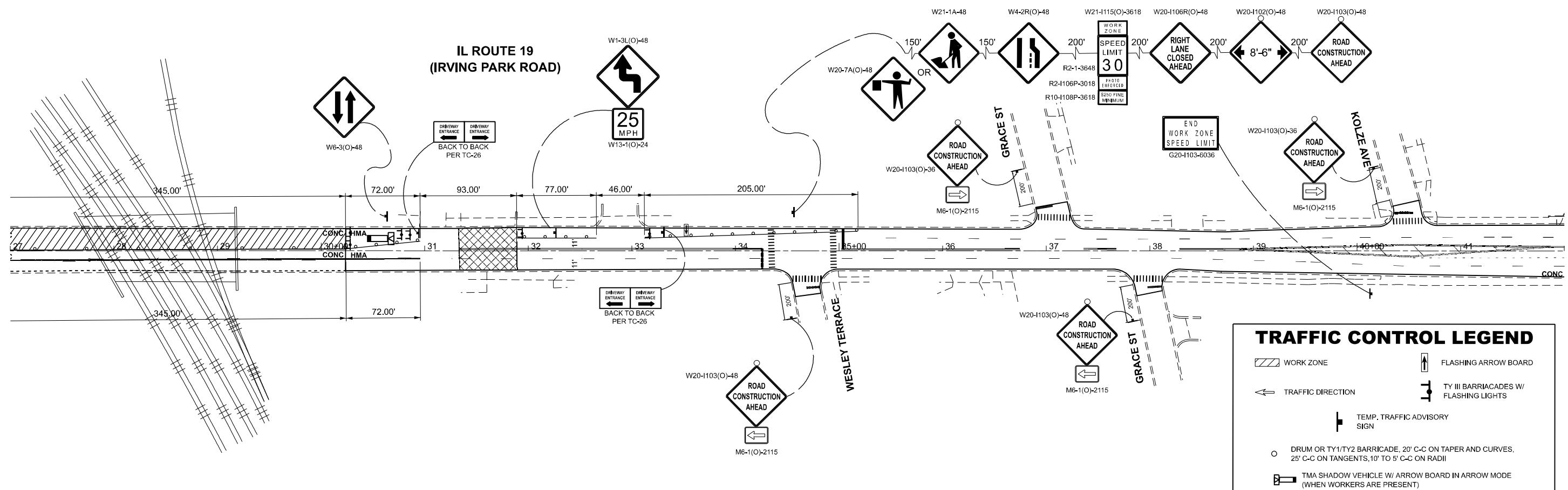
SCALE: 1"=50' SHEET 3 OF 4 SHEETS STA. 12+00.63 TO STA. 42+00.63

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	12
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

IL ROUTE 19
(IRVING PARK ROAD)



IL ROUTE 19
(IRVING PARK ROAD)



TRAFFIC CONTROL LEGEND

- WORK ZONE
- FLASHING ARROW BOARD
- TRAFFIC DIRECTION
- TY III BARRICADES W/ FLASHING LIGHTS
- TEMP. TRAFFIC ADVISORY SIGN
- DRUM OR TY1/TY2 BARRICADE, 20' C-C ON TAPER AND CURVES, 25' C-C ON TANGENTS, 10' TO 5' C-C ON RADII
- TMA SHADOW VEHICLE W/ ARROW BOARD IN ARROW MODE (WHEN WORKERS ARE PRESENT)

MODEL: MOT Roadway Plans - Stage 2 (Sheet)
FILE NAME: c:\p\work\pav\angelo.giles@illinois.gov\1141925\116026-sh-stage 2.dgn

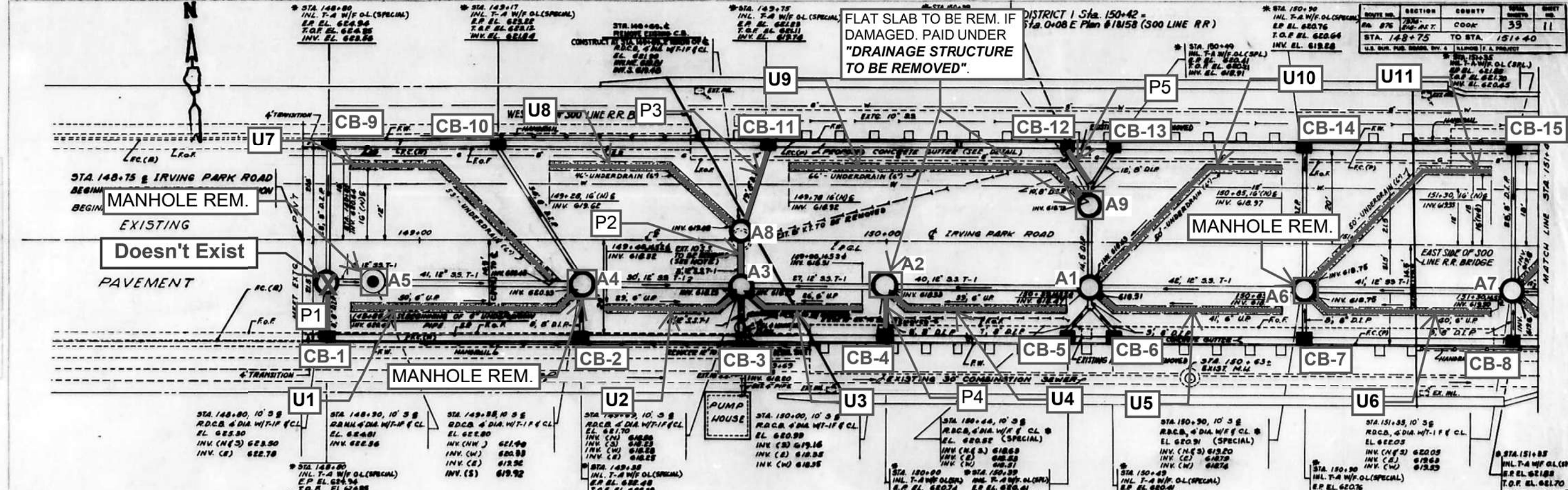
USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 5/1/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC PLANS - STAGE 2
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)

SCALE: 1"=50' SHEET 4 OF 4 SHEETS STA. 12+00.00 TO STA. 42+00.00

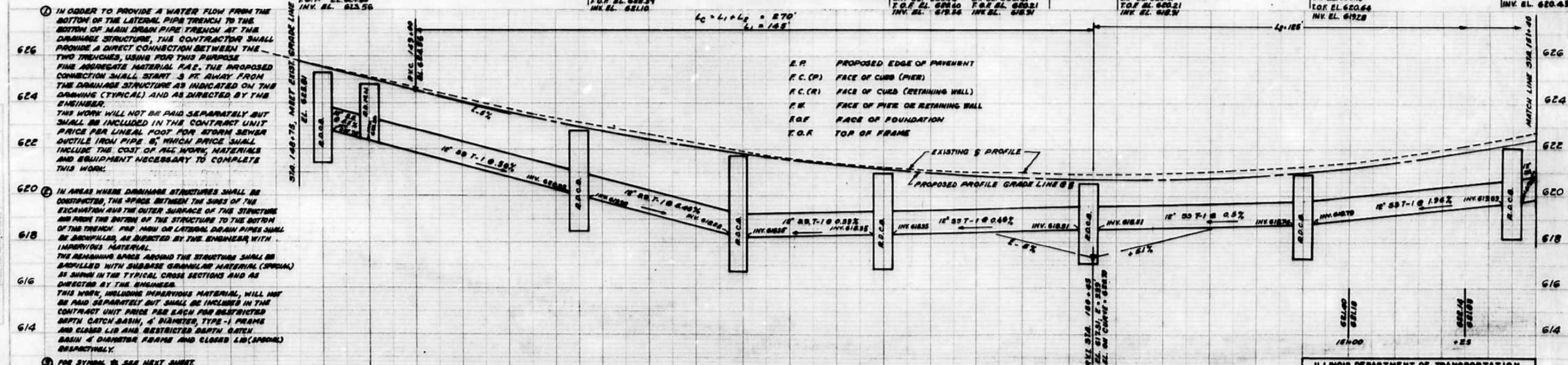
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	13
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				



FLAT SLAB TO BE REM. IF DAMAGED. PAID UNDER "DRAINAGE STRUCTURE TO BE REMOVED".

DISTRICT 1 Sta. 150+42 = Sta. 0+08 E Plan #18158 (300 LINE RR)

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	2025-2137-RS, SW	COOK	39	11



① IN ORDER TO PROVIDE A WATER FLOW FROM THE BOTTOM OF THE LATERAL PIPE TRENCH TO THE BOTTOM OF MAIN DRAIN PIPE TRENCH AT THE DRAINAGE STRUCTURE, THE CONTRACTOR SHALL PROVIDE A DIRECT CONNECTION BETWEEN THE TWO TRENCHES, USING FOR THIS PURPOSE FINE AGGREGATE MATERIAL P.A.C. THE PROPOSED CONNECTION SHALL START 3 FT. AWAY FROM THE DRAINAGE STRUCTURE AS INDICATED ON THE DRAWING (TYPICAL) AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWER DUCTILE IRON PIPE 6", WHICH PRICE SHALL INCLUDE THE COST OF ALL WORK, MATERIALS AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK.

② IN AREAS WHERE DRAINAGE STRUCTURES SHALL BE CONSTRUCTED, THE SPACE BETWEEN THE SIDES OF THE EXCAVATION AND THE OUTER SURFACE OF THE STRUCTURE AND FROM THE BOTTOM OF THE STRUCTURE TO THE BOTTOM OF THE TRENCH FOR MAIN OR LATERAL DRAIN PIPES SHALL BE BACKFILLED, AS DIRECTED BY THE ENGINEER WITH IMPROVED MATERIAL. THE REMAINING SPACE AROUND THE STRUCTURE SHALL BE BACKFILLED WITH SUBBASE GRANULAR MATERIAL (SPECIAL) AS SHOWN IN THE TYPICAL CROSS SECTIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK, INCLUDING IMPROVED MATERIAL, WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR RESTRICTED DEPTH CATCH BASIN, 4' DIAMETER, TYPE-1 FRAME AND CLOSED LID AND RESTRICTED DEPTH CATCH BASIN 4' DIAMETER FRAME AND CLOSED LID (SPECIAL) RESPECTIVELY.

③ FOR SYMBOLS SEE NEXT SHEET

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

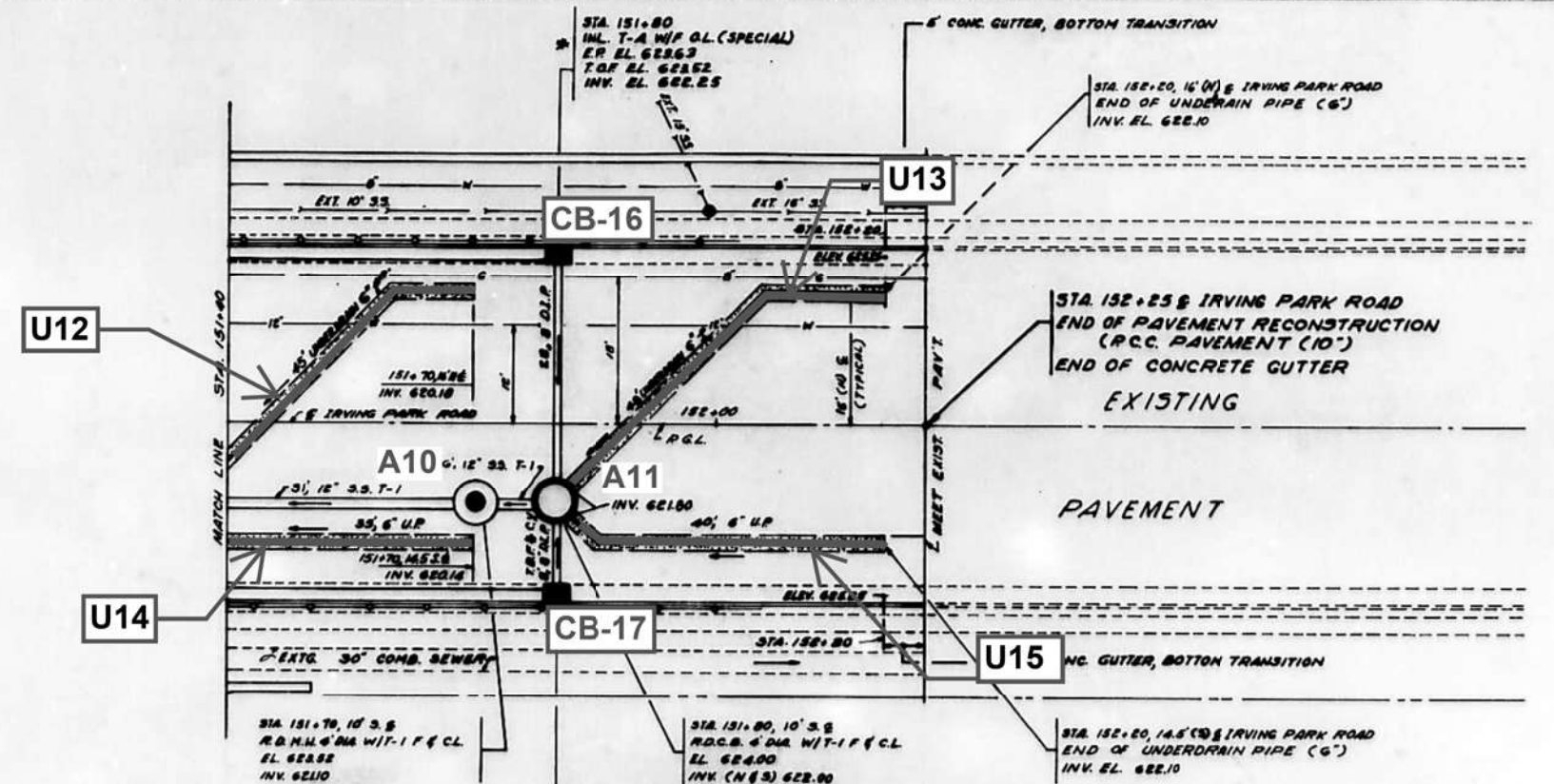
EXISTING DRAINAGE PLANS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER) (1/2)

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/21/2026	DATE -	REVISED -

SCALE:	SHEET 1 OF 5 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT
--------	---------------------	--------------	---------------------------

MODEL: Drainage - Exisit (Sheet)
FILE NAME: c:\pwworking\angelogiles\illinois.gov\1141925\0116026-sh-exhibits.dwg

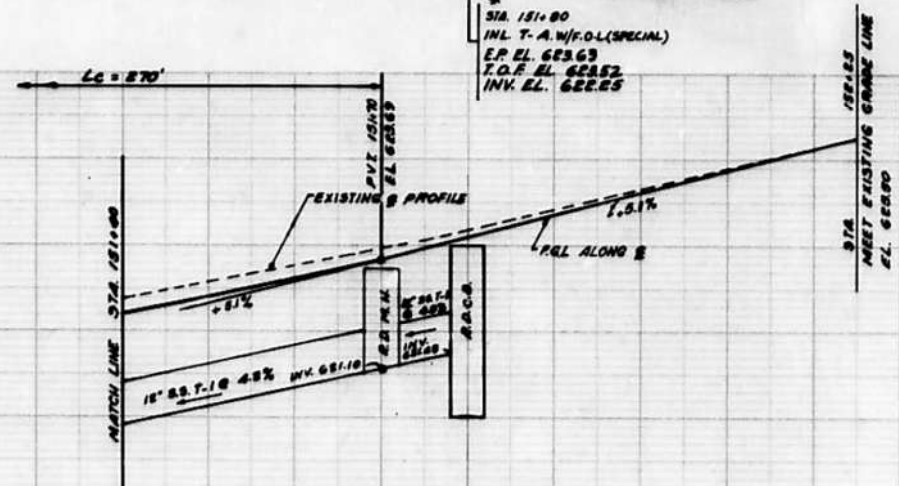
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA. 876	1974-81.1	COOK	33	12
STA. 151+40 TO STA. 152+25				
U.S. BUR. PUB. ROADS, DIV. 4 ALPHABETIC PROJECT				



- SYMBOLS:**
- G — NORTHERN ILLINOIS GAS CO.
 - W — WATER MAIN
 - U — UNDERDRAIN PIPE (6")
 - P.G.L. PROFILE GRADE LINE
 - D.I.P. DUCTILE IRON PIPE
 - INLET TYPE A
 - RESTRICTED DEPTH CATCH BASIN
 - RESTRICTED DEPTH MANHOLE
 - ⊛ FOR RESTRICTED DEPTH CATCH BASIN WITH FRAME & CL LID USE HEAVY DUTY FRAME, CLOSED LID, WEIGHT 350 POUNDS, AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "R", EDITION 6TH, PAGE 37, CATALOG NO. R-1773-A; OR EQUIVALENT.
 - ⊛ USE CONCRETE GUTTER INLET HEAVY DUTY FRAME, OPEN LID, WEIGHT 260 POUND, AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "R", EDITION 6TH, PAGE 37, CATALOG NO. R-3359; OR EQUIVALENT.

- NOTES:**
- 1- FOR PIPE UNDERDRAIN 6" USE EXTRA STRENGTH PERFORATED CLAY PIPE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 607 OF STANDARD SPECIFICATIONS.
 - 2- REMOVAL OF EXISTING 10" STORM SEWER, SHOWN ON THE PLANS, SHALL BE PAID FOR AS SPECIAL EXCAVATION.

DUE TO THE RESTRICTED POSSIBILITIES TO PROVIDE GREATER SLOPES FOR THE PROPOSED STORM SEWER AND UNDERDRAIN PIPE, THE CONTRACTOR MUST PAY SERIOUS ATTENTION AND CARE IN SETTING UP EXACTLY THE PIPE INVERT ELEVATIONS AS SHOWN ON THE DRAWINGS IN ORDER TO PROVIDE SUFFICIENT FUNCTIONING OF THE DRAINAGE SYSTEM.



MODEL - Drainage - Exis(2) (Sheet)
FILE NAME: c:\p\work\w\drainage\angelo.giles@illinois.gov\141925\0116026-sh-exhibits.dgn

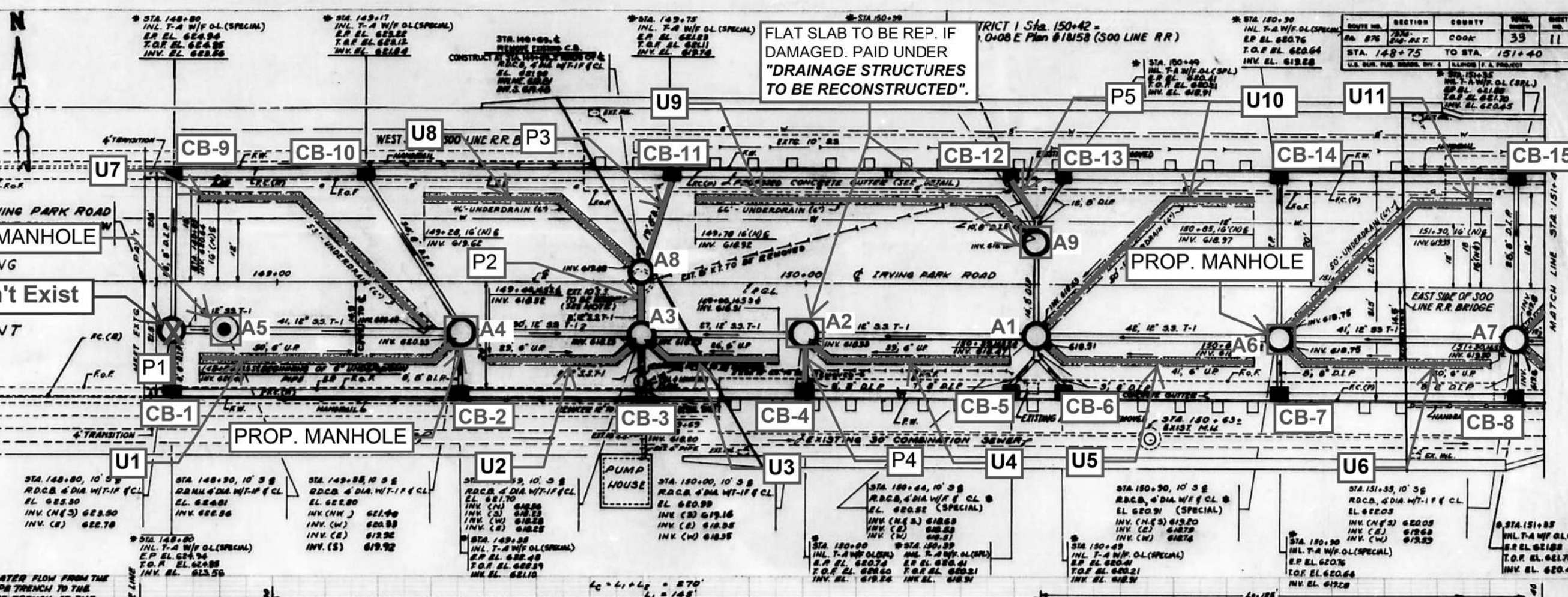
USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/14/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING DRAINAGE PLANS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER) (2/2)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	15
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET 2 OF 5 SHEETS STA. TO STA.



FLAT SLAB TO BE REP. IF DAMAGED. PAID UNDER "DRAINAGE STRUCTURES TO BE RECONSTRUCTED".

TRICT 1 Sta. 150+42 = 10+08 E Plan 81858 (300 LINE RR)

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET TOTAL
876	2025-2137-RS, SW	COOK	39	11
STA. 148+75		TO STA. 151+40		

Doesn't Exist
PAVEMENT

PROP. MANHOLE

PROP. MANHOLE

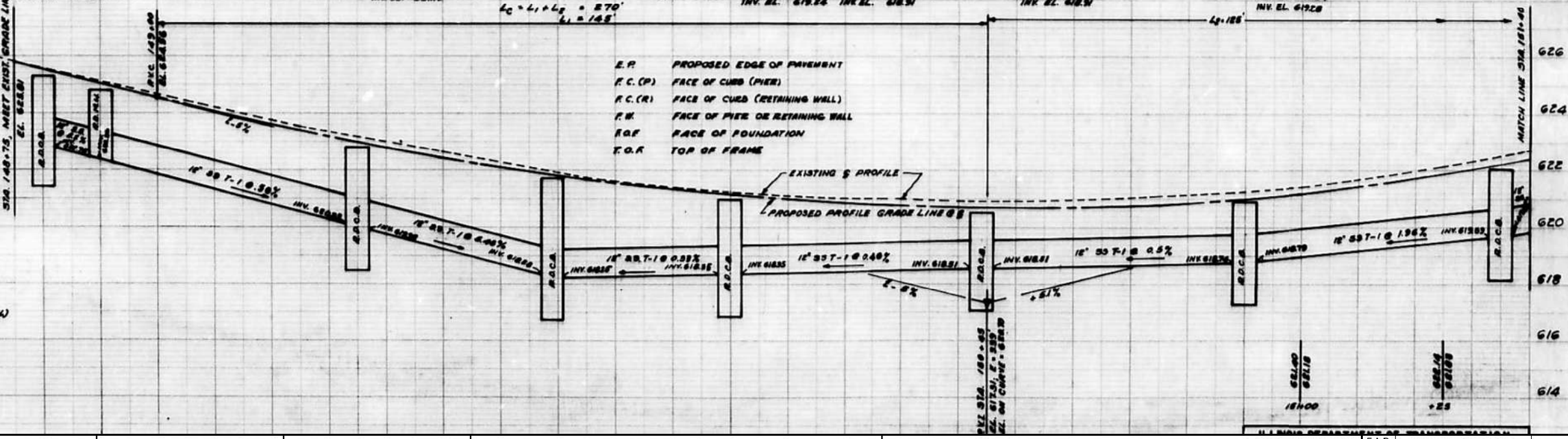
PUMP HOUSE

IN ORDER TO PROVIDE A WATER FLOW FROM THE BOTTOM OF THE LATERAL PIPE TRENCH TO THE BOTTOM OF MAIN DRAIN PIPE TRENCH AT THE DRAINAGE STRUCTURE, THE CONTRACTOR SHALL PROVIDE A DIRECT CONNECTION BETWEEN THE TWO TRENCHES, USING FOR THIS PURPOSE FINE AGGREGATE MATERIAL R.A.S. THE PROPOSED CONNECTION SHALL START 3 FT. AWAY FROM THE DRAINAGE STRUCTURE AS INDICATED ON THE DRAWING (TYPICAL) AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWER DUCTILE IRON PIPE 6" WHICH PRICE SHALL INCLUDE THE COST OF ALL WORK, MATERIALS AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK.

IN AREAS WHERE DRAINAGE STRUCTURES SHALL BE CONSTRUCTED, THE SPACE BETWEEN THE SIDES OF THE EXCAVATION AND THE OUTER SURFACE OF THE STRUCTURE AND FROM THE BOTTOM OF THE STRUCTURE TO THE BOTTOM OF THE TRENCH FOR MAIN OR LATERAL DRAIN PIPES SHALL BE BACKFILLED, AS DIRECTED BY THE ENGINEER, WITH IMPERVIOUS MATERIAL. THE REMAINING SPACE AROUND THE STRUCTURE SHALL BE BACKFILLED WITH SUBBASE GRANULAR MATERIAL (SPECIAL) AS SHOWN IN THE TYPICAL CROSS SECTIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK, INCLUDING IMPERVIOUS MATERIAL, WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR RESTRICTED DEPTH CATCH BASIN, 4' DIAMETER, TYPE-1 FRAME AND CLOSED LID AND RESTRICTED DEPTH CATCH BASIN 4' DIAMETER FRAMES AND CLOSED LID (SPECIAL) RESPECTIVELY.

FOR SYMBOLS SEE NEXT SHEET

- E.P. PROPOSED EDGE OF PAVEMENT
- F.C.(P) FACE OF CURB (PIER)
- F.C.(R) FACE OF CURB (RETAINING WALL)
- F.W. FACE OF PIER OR RETAINING WALL
- F.O.F. FACE OF FOUNDATION
- T.O.F. TOP OF FRAME



MODEL: Drainage - Prop (Sheet)
FILE NAME: c:\p\work\drainage\angelos.gilles\illinois.gov\1141925\0116026-sh-exhibits.dwg

USER NAME = angelo.gilles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE 4/21/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED DRAINAGE PLANS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER) (1/2)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS, SW	COOK	63	16
				CONTRACT NO. 80D00
				ILLINOIS FED. AID PROJECT

SCALE: SHEET 3 OF 5 SHEETS STA. TO STA.

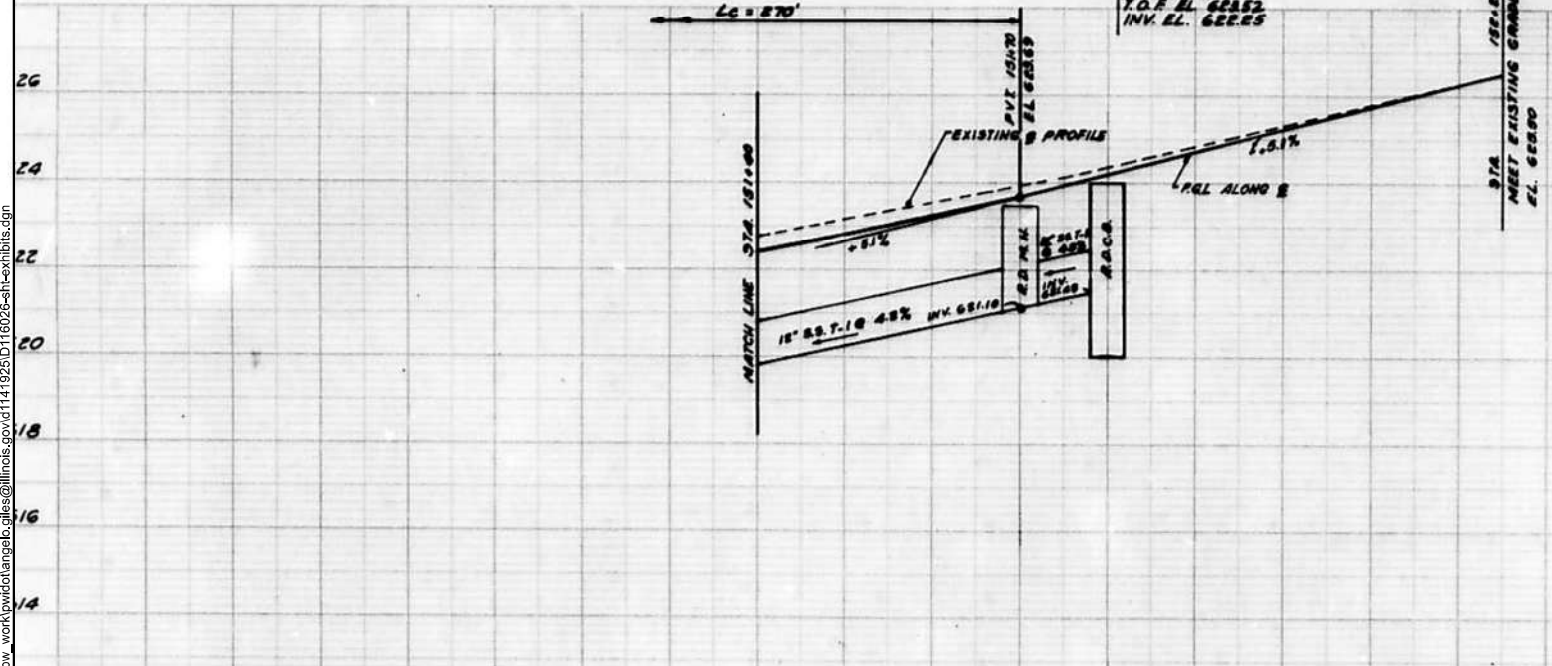
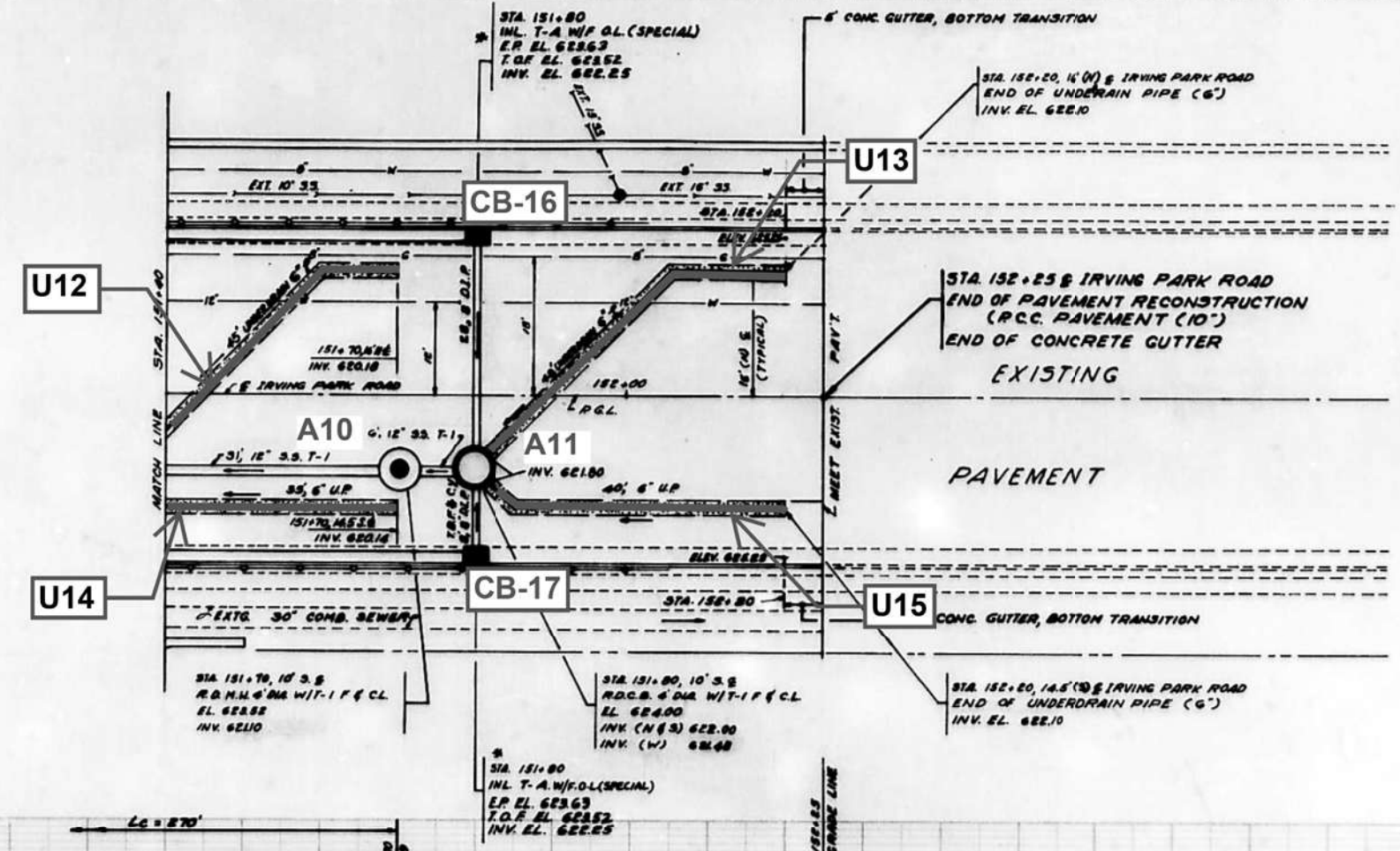
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA. 876	1878	COOK	33	12
STA. 151+40		TO STA. 152+25		
U.S. SUR. PUB. ROAD, DIV. 4 ILLINOIS T.A. PROJECT				



- SYMBOLS:**
- G — NORTHERN ILLINOIS GAS CO.
 - W — WATER MAIN
 - U — UNDERDRAIN PIPE (6")
 - P.G.L. PROFILE GRADE LINE
 - D.I.P. DUCTILE IRON PIPE
 - INLET TYPE A
 - RESTRICTED DEPTH CATCH BASIN
 - RESTRICTED DEPTH MANHOLE
 - ★ FOR RESTRICTED DEPTH CATCH BASIN WITH FRAME & C.L.LID USE HEAVY DUTY FRAME, CLOSED LID, WEIGHT 350 POUNDS AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "E", EDITION 6TH, PAGE 37, CATALOG NO. R-1773-A; OR EQUIVALENT.
 - USE: CONCAVE GUTTER INLET HEAVY DUTY FRAME, OPEN LID, WEIGHT 80 POUND, AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "R", EDITION 6TH, PAGE 37, CATALOG NO. R-3359; OR EQUIVALENT.

- NOTES:**
- 1- FOR PIPE UNDERDRAIN 6" USE EXTRA STRENGTH PERFORATED CLAY PIPE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 807 OF STANDARD SPECIFICATIONS.
 - 2- REMOVAL OF EXISTING 10" STORM SEWER, SHOWN ON THE PLANS, SHALL BE PAID FOR AS SPECIAL EXCAVATION.

DUE TO THE RESTRICTED POSSIBILITIES TO PROVIDE GREATER SLOPES FOR THE PROPOSED STORM SEWER AND UNDERDRAIN PIPE, THE CONTRACTOR MUST PAY SERIOUS ATTENTION AND CARE IN SETTING UP EXACTLY THE PIPE INVERT ELEVATIONS AS SHOWN ON THE DRAWINGS IN ORDER TO PROVIDE SUFFICIENT FUNCTIONING OF THE DRAINAGE SYSTEM.



MODEL: Drainage - Prop (2) (Sheet)
FILE NAME: c:\pwworkspace\angelgiles@illinois.gov\d1141925\DWG\16026-sh-exhibits.dwg

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/14/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/14/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PROPOSED DRAINAGE PLANS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER) (2/2)**

SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	17
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

DRAINAGE PIPE REMOVAL SCHEDULE					
PIPE NO.	LENGTH (FT)	DIA. (IN)	PAY ITEM	BACKFILL (CUYD)	EXCAVATION (CUYD)
P1	8	8	STORM SEWER REMOVAL, 8"	0.5	2.0
P2	8	12	STORM SEWER REMOVAL, 12"	0.5	2.0
P3	19	8	STORM SEWER REMOVAL, 8"	1.2	4.7
P4	8	8	STORM SEWER REMOVAL, 8"	0.5	2.0
P5	10	8	STORM SEWER REMOVAL, 8"	0.6	2.5
U1	50	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U2	29	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U3	26	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U4	39	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U5	41	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U6	40	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U7	53	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U8	46	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U9	66	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U10	50	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U11	50	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U12	45	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U13	48	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U14	35	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-
U15	40	6	PIPE UNDERDRAIN REMOVAL, 6"	-	-

DRAINAGE STRUCTURE REMOVAL SCHEDULE		
STRUCTURE NO.	SIDE (LT,RT)	PAY ITEM
A5	RT	REMOVE MANHOLE
A4	RT	REMOVE MANHOLE
A2	RT	DRAINAGE STRUCTURE TO BE REMOVED
A6	RT	REMOVE MANHOLE
A9	LT	DRAINAGE STRUCTURE TO BE REMOVED

DRAINAGE STRUCTURE PROPOSED SCHEDULE							
STRUCTURE NO.	SIDE (LT,RT)	INVERTS (FT)				RIM ELEV. (FT)	PAY ITEM
A5	RT	622.36 (E)	622.36 (W)	-	-	624.81	MANHOLE TA, 4' DIA., TY 1F CL
A4	RT	621.40 (NW)	620.33 (W)	619.32 (E)	619.92 (S)	622.8	MANHOLE TA, 4' DIA., TY 1F CL
A2	RT	619.16 (S)	618.35 (E)	618.35 (W)	-	620.99	DRAINAGE STRUCTURES TO BE RECONSTRUCTED
A6	RT	619.20 (N)	619.20 (S)	618.79 (E)	618.74 (W)	620.91	MANHOLE TA, 4' DIA., TY 1F CL
A9	LT	618.79 (N)	618.79 (S)	618.79 (E)	618.79 (W)	620.52	DRAINAGE STRUCTURES TO BE RECONSTRUCTED

DRAINAGE PIPE PROPOSED SCHEDULE										
PIPE NO.	STRUCTURES (FROM - TO)		INVERTS (FT)			LENGTH (FT)	DIA. (IN)	PAY ITEM	TRENCH BACKFILL (CUYD)	EXCAVATION (CUYD)
P1	CB-1	SS, 12"	623.56	-	-	8	8	STORM SEWER TY A, WATER MAIN QUALITY, 8"	1.1	1.3
P2	A3	A8	618.56	-	618.48	8	12	STORM SEWER CL A, TY 1, 12"	1.5	1.7
P3	A8	CB-11	619.81	-	619.74	19	8	STORM SEWER TY A, WATER MAIN QUALITY, 8"	2.5	2.9
P4	A2	CB-4	619.16	-	619.24	8	8	STORM SEWER TY A, WATER MAIN QUALITY, 8"	1.1	1.3
P5	CB-12	DIP, 8"	618.91	-	-	10	8	STORM SEWER TY A, WATER MAIN QUALITY, 8"	1.4	1.4
U1	-	A4	620.48	-	620.33	50	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U2	-	A3	618.32	-	618.23	29	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U3	-	A3	618.31	-	618.23	26	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U4	-	A2	618.47	-	618.33	39	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U5	-	A1	618.31	-	618.84	41	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U6	-	A6	619.90	-	618.75	40	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U7	-	SS, 12"	620.64	-	-	53	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U8	-	A8	619.62	-	619.48	46	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U9	-	A9	618.92	-	618.73	66	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U10	-	A1	618.97	-	618.63	50	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U11	-	A6	619.35	-	618.75	50	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U12	-	A7	620.18	-	619.60	45	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U13	-	A11	622.10	-	621.80	48	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U14	-	A7	620.14	-	619.60	35	6	PIPE UNDERDRAIN, TY 1, 6"	-	-
U15	-	A11	622.10	-	621.80	40	6	PIPE UNDERDRAIN, TY 1, 6"	-	-

DRAINAGE NOTES

- FOR ADDITIONAL EXISTING DRAINAGE DETAILS, PLEASE REFER TO "DETAIL SHEETS: CN22526 VIADUCT CROSS SECTIONS AND DRAINAGE PLANS" (59-63) AND "DETAIL SHEETS: CN22526 DRAINAGE ELEVATION AND INVERTS" (63A-63C)

MODEL: Drainage Schedule
FILE NAME: c:\p\work\2025\angelo.giles@illinois.gov\1141925\116026-sh-exhibits.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/24/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/27/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCHEDULE
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)**

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

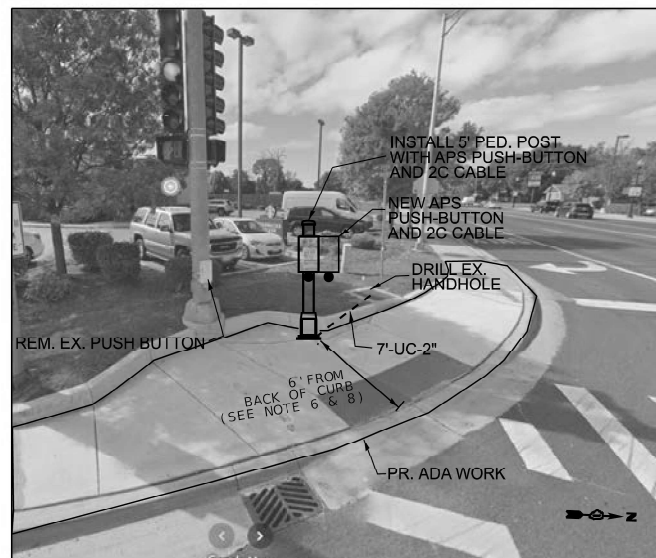
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	18
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				



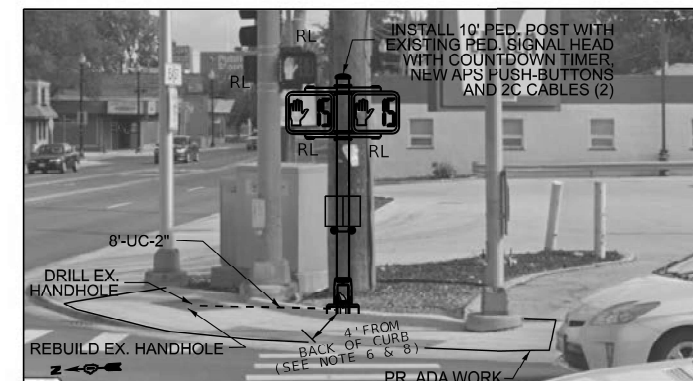
NORTHWEST CORNER



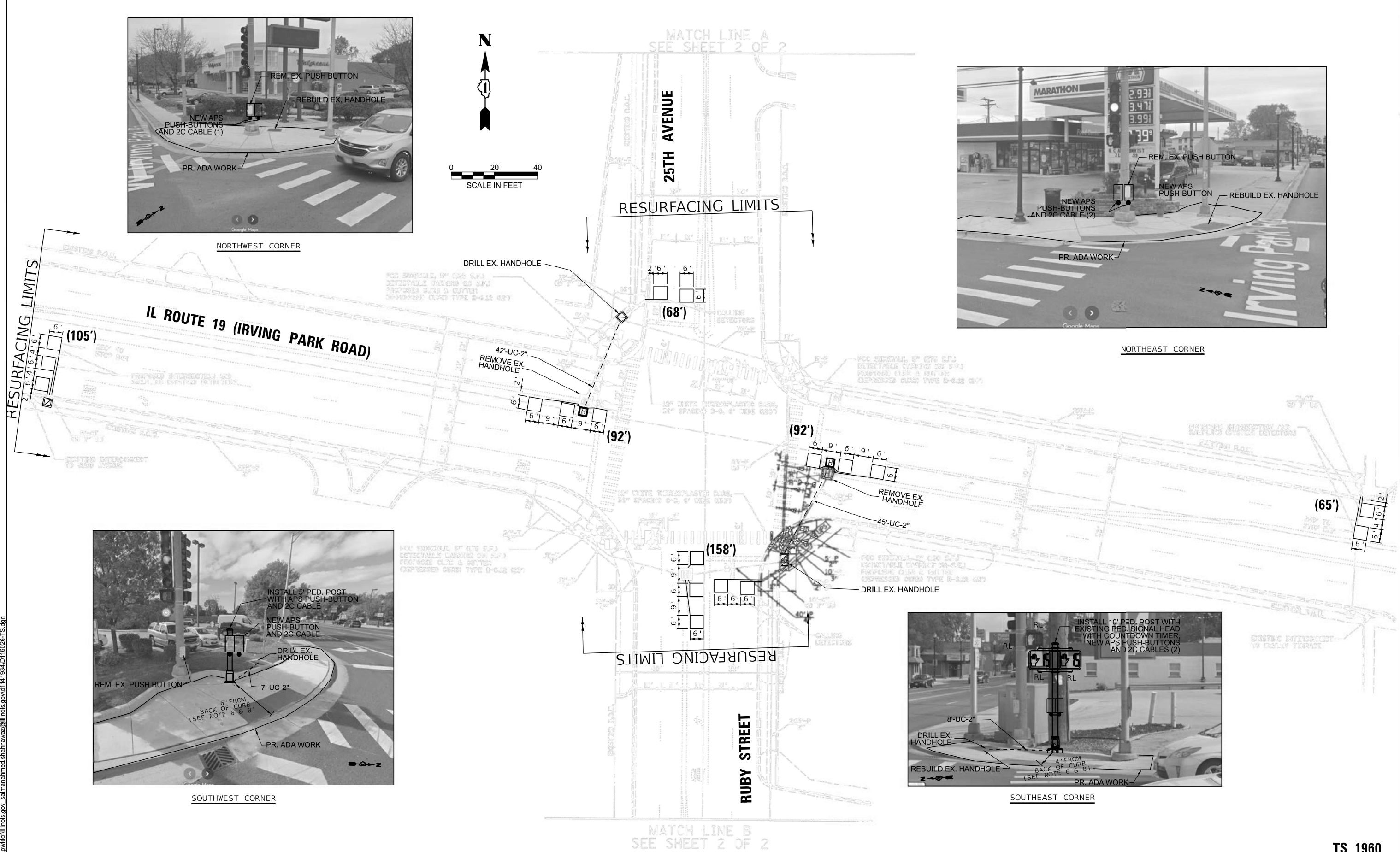
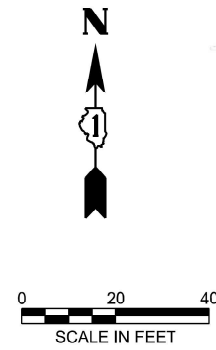
NORTHEAST CORNER



SOUTHWEST CORNER



SOUTHEAST CORNER



MODEL: Default
FILE NAME: c:\p\work\pavico\illinois.gov_salmanahmed.shahraz@illinois.gov\141934\16026-S.dgn

USER NAME = SalmanAhmed,Shahzawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/23/2026	DATE -	REVISED -

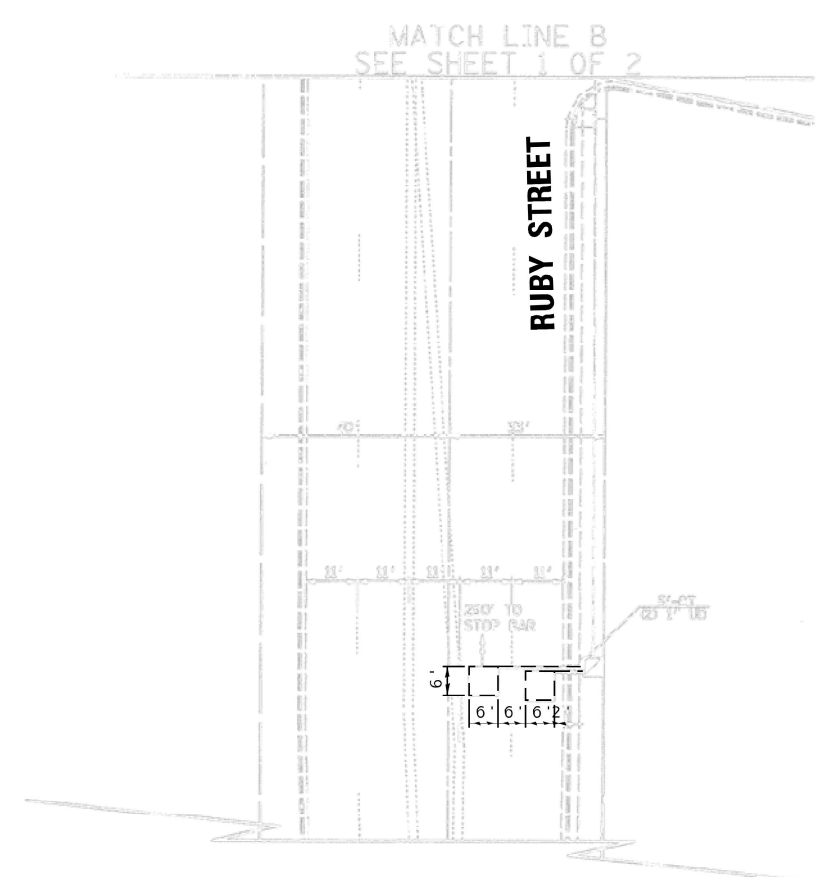
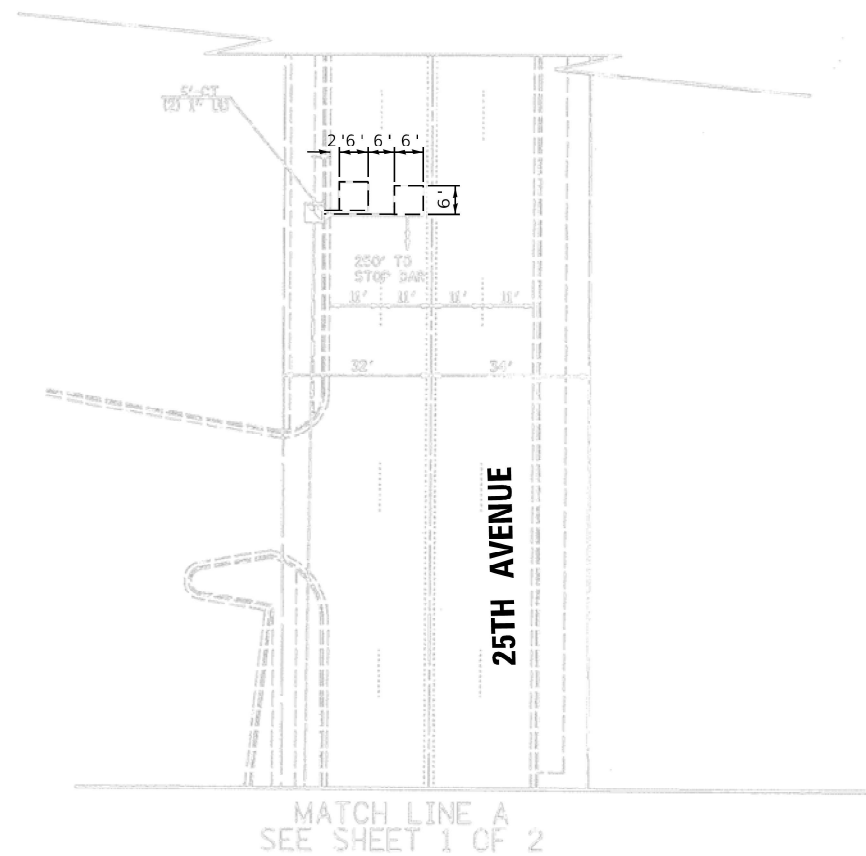
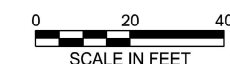
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 3)
IL ROUTE 19 (IRVING PARK ROAD) AT 25TH AVENUE /RUBY STREET**

SCALE: SHEET 1 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	19
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

**TS 1960
EAGLE 2K**



MODEL: Default
 FILE NAME: c:\p\work\pav\illinois.gov_salmanahmed.shahraz@illinois.gov\141934\16026--S.dgn

TS 1960
EAGLE 2K

USER NAME = SalmanAhmed.Shiahnawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/23/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 3)
IL ROUTE 19 (IRVING PARK ROAD) AT 25TH AVENUE /RUBY STREET

SCALE: SHEET 2 OF 12 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	20
CONTRACT NO. 80D00				
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.

- 4 EACH PEDESTRIAN PUSH-BUTTON

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED 10 FT POST AND EXISTING TRAFFIC SIGNAL POST

- 2 EACH PEDESTRIAN SIGNAL HEAD

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY EXISTING SIGNS FROM THE MAST ARM ASSEMBLIES AND POSTS THAT ARE TO BE REMOVED AND TRANSFER THEM TO THE PROPOSED MAST ARM ASSEMBLIES AND POSTS PER THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR UNDER THE PAY ITEM "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT"

LEGEND

- A = ABANDON
- R = REMOVE
- RL = RELOCATE
- SL = STREET LIGHTING HANDHOLE

NOTES:

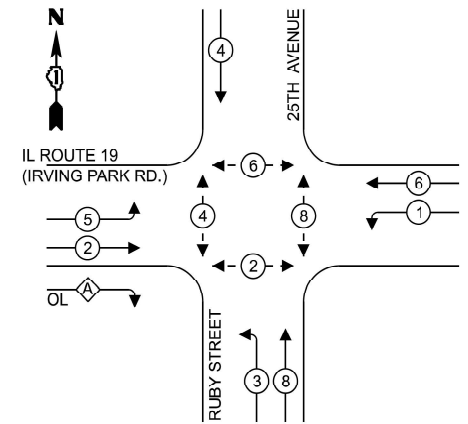
- EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- ALL PUSH BUTTONS SHALL BE APS
- NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB
- ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
- THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT

MODEL: Default
FILE NAME: c:\p\work\pavico\illinois.gov_sahmanahmed.shahraz@illinois.gov\141934\16026-S.dgn

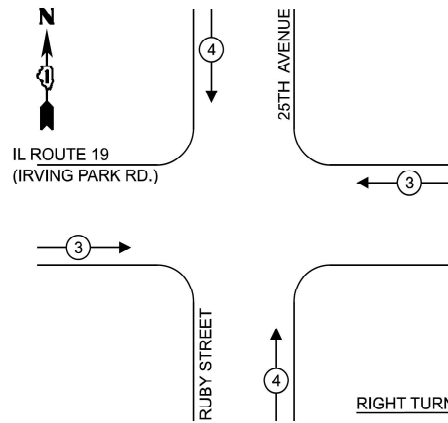
**TS 1960
EAGLE 2K**

USER NAME = SalmanAhmed.Shiahnawa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 3 OF 3) IL ROUTE 19 (IRVING PARK ROAD) AT 25TH AVENUE /RUBY STREET	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	REVISED -			345B	2025-2137-RS,SW	COOK	63	21	
	CHECKED -	REVISED -			CONTRACT NO. 80D00					
PLOT DATE = 2/23/2026	DATE -	REVISED -			SCALE:	SHEET 3	OF 12	SHEETS	STA.	TO STA.

EXISTING CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



LEGEND:

- ← ⊙ → PROTECTED PHASE
- ← ⊙ - → PROTECTED/PERMITTED PHASE
- ← ⊙ ⊙ → PEDESTRIAN PHASE
- ← ⊙ OL → OVERLAP
- ← ⊙ FF → FREE FLOW

RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER $A = \frac{\text{PERMISSIVE PHASE}}{2} + \frac{\text{PROTECTED PHASE}}{3}$

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	102
HEAVY-DUTY HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	1150
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	84
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.14 1 PAIR	FOOT	345
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	171
DRILL EXISTING HANDHOLE	EACH	2
DETECTOR LOOP, TYPE I	FOOT	580
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	640
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
REBUILD EXISTING DOUBLE HANDHOLE	EACH	2
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
PEDESTRIAN SIGNAL POST, 5 FT.	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	8
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	8
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

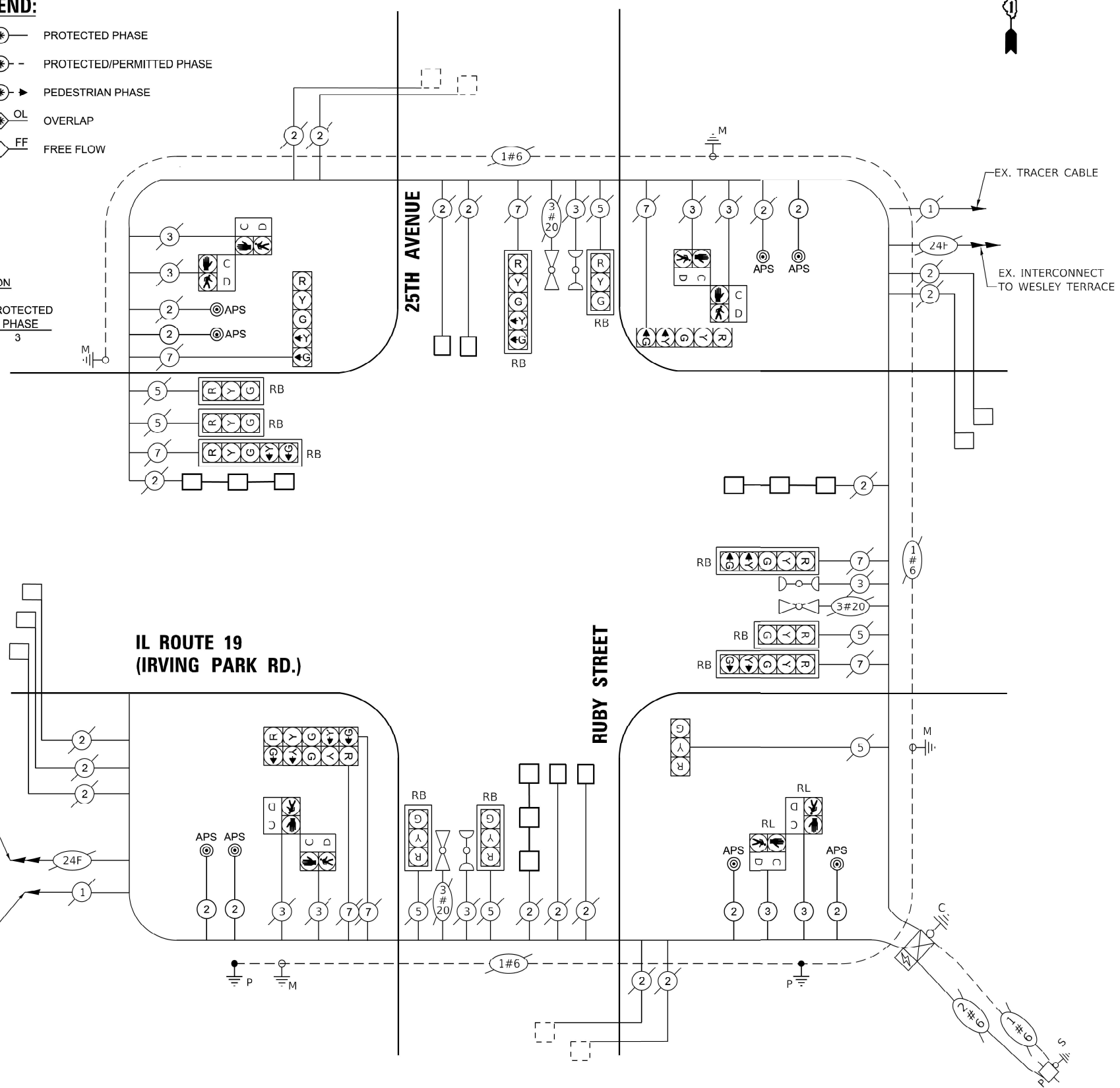
TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	6	11	66
4-SECTION	-	14	-
5-SECTION	8	13	104
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL CONTROLLER	8	15	120
MASTER CONTROLLER	1	150	150
UPS	-	100	-
DETECTION VIDEO	1	25	25
BLANK-OUT SIGN	-	20	-
NETWORK SWITCH II OR III	-	25	-
CELLULAR MODEM	-	35	-
PTZ CAMERA	-	15	-
	-	75	-
TOTAL UPS SIZING		465	
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		1070	

ENERGY COSTS TO:

VILLAGE OF SCHILLER PARK
9526 WEST IRVING PARK ROAD
SCHILLER PARK, IL 60176

ENERGY SUPPLY: CONTACT: ERICKA IRBY
PHONE: 779-231-0633
COMPANY: COMED
ACCOUNT NUMBER: 4605976000
METER NUMBER: ---



CABLE PLAN

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

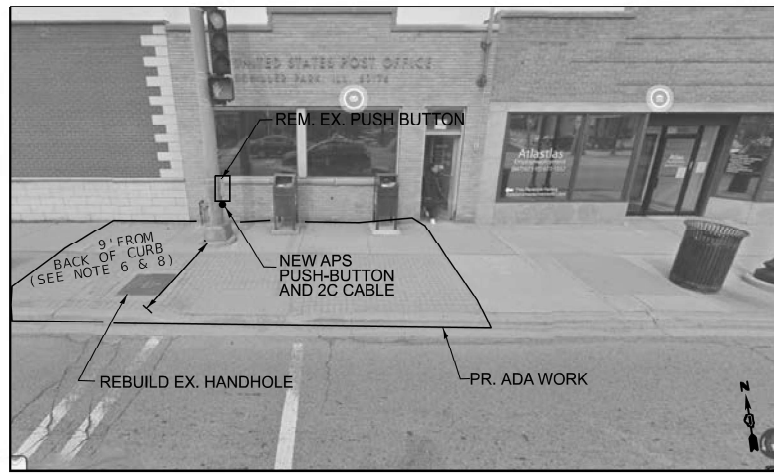
**CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 19 (IRVING PARK ROAD) AT 25TH AVENUE /RUBY STREET**

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	22

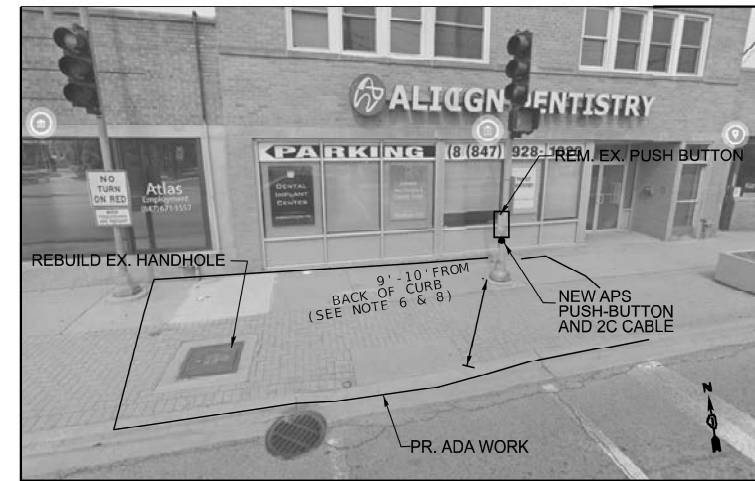
CONTRACT NO. 80D00

MODEL: Default
FILE: \\s:\p\m\l\caw\berklei.com\IN\DOT\Documents\DOT_0_csc\Bt\1030\Proj\1030\CD\Drawings\GDI\1030\6-TS.caf

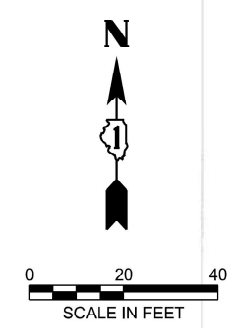
**TS 1960
EAGLE 2K**



NORTHWEST CORNER



NORTHEAST CORNER



RESURFACING LIMITS

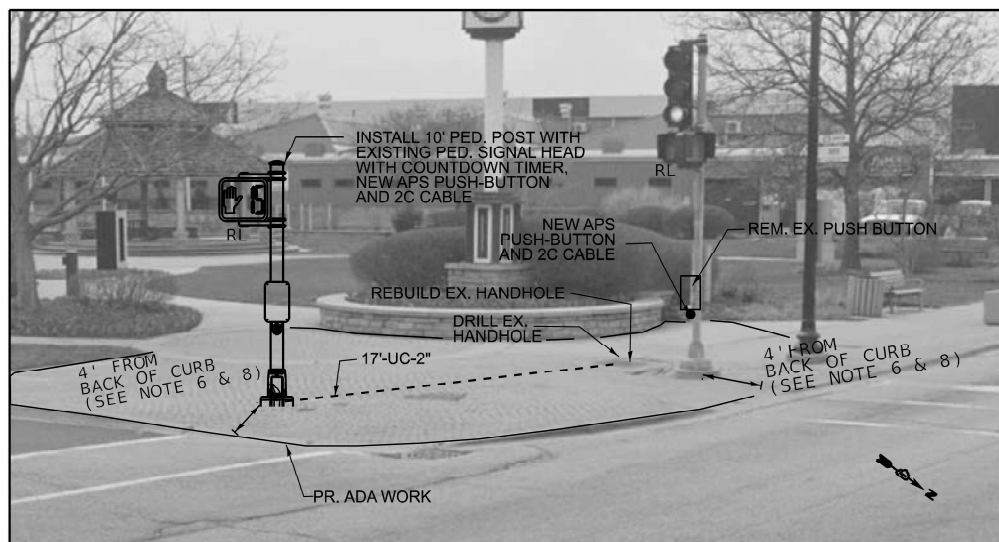
IL ROUTE 19 (IRVING PARK ROAD)

RESURFACING LIMITS

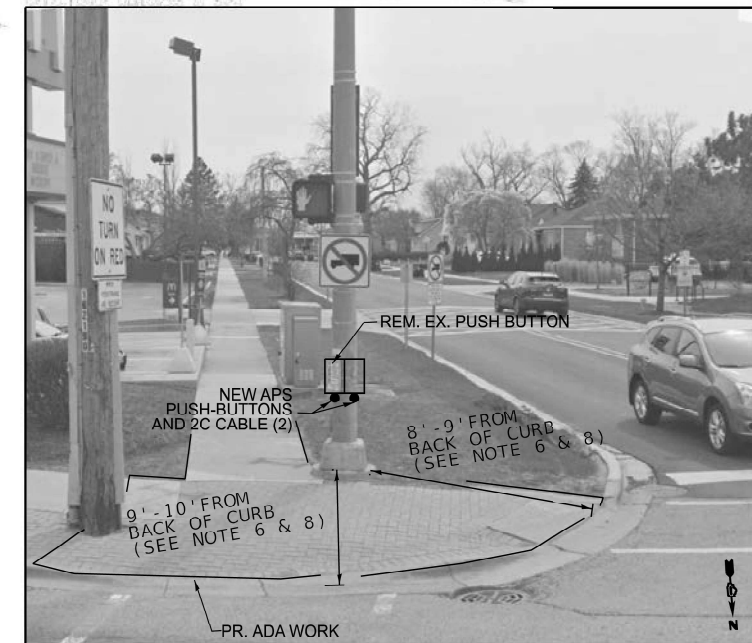
WESLEY TERRACE

NOTE:

REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT (78') FOR S.W CORNER.



SOUTHWEST CORNER



SOUTHEAST CORNER

MODEL: Default
FILE NAME: c:\p\work\pavico\illinois.gov_salmanahmed.shahraz@illinois.gov\141934\16026-S.dgn

USER NAME = SalmanAhmed,Shahzawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/23/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 2)
IL ROUTE 19 (IRVING PARK ROAD) AT WESLEY TERRACE**

SCALE: SHEET 5 OF 12 SHEETS STA. TO STA.

F.A.P RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 23
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

**TS 1970
EAGLE 2K**

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.

- 4 EACH PEDESTRIAN PUSH-BUTTON

THE FOLLOWING ITEMS SHALL BE REMOVED BY THE CONTRACTOR, SAFELY STORED AND RELOCATED TO THE PROPOSED 10 FT POST AND EXISTING TRAFFIC SIGNAL POST

- 1 EACH PEDESTRIAN SIGNAL HEAD

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ANY EXISTING SIGNS FROM THE MAST ARM ASSEMBLIES AND POSTS THAT ARE TO BE REMOVED AND TRANSFER THEM TO THE PROPOSED MAST ARM ASSEMBLIES AND POSTS PER THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR UNDER THE PAY ITEM "RELOCATE EXISTING TRAFFIC SIGNAL EQUIPMENT"

LEGEND

- A = ABANDON
- R = REMOVE
- RL = RELOCATE
- SL = STREET LIGHTING HANDHOLE

NOTES:

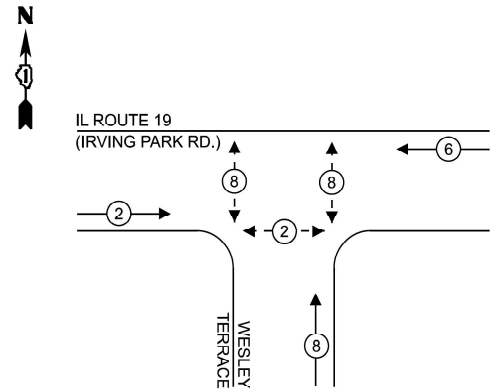
- EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
- APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
- WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
- ALL PUSH BUTTONS SHALL BE APS
- NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB
- ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
- THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT

MODEL: Default
FILE NAME: c:\p\work\pavico\illinois.gov_sahmanahmed.shahraz@illinois.gov\141934\16026--S.dgn

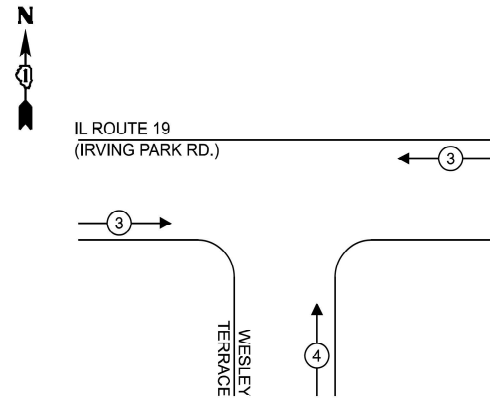
**TS 1970
EAGLE 2K**

USER NAME = SalmanAhmed.Shiahnawa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 2) IL ROUTE 19 (IRVING PARK ROAD) AT WESLEY TERRACE	F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	DRAWN -	REVISED -			345B	2025-2137-RS,SW	COOK	63	24	
	CHECKED -	REVISED -			CONTRACT NO. 80D00					
PLOT DATE = 2/23/2026	DATE -	REVISED -			SCALE:	SHEET 6	OF 12	SHEETS	STA.	TO STA.

EXISTING CONTROLLER SEQUENCE



**EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE**



LEGEND:

- ← (⊙) ← PROTECTED PHASE
- ← - (⊙) ← PROTECTED/PERMITTED PHASE
- ← (⊙) → PEDESTRIAN PHASE
- ↔ (⊙) ↔ OVERLAP
- ↔ (◇) ↔ FREE FLOW

NOTES:

1. TIMING CONSULTANT SHALL PROGRAM LEADING PEDESTRIAN INTERVAL FOR PHASE 6. THIS WORK SHALL BE PAID FOR UNDER RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1.

SCHEDULE OF QUANTITIES

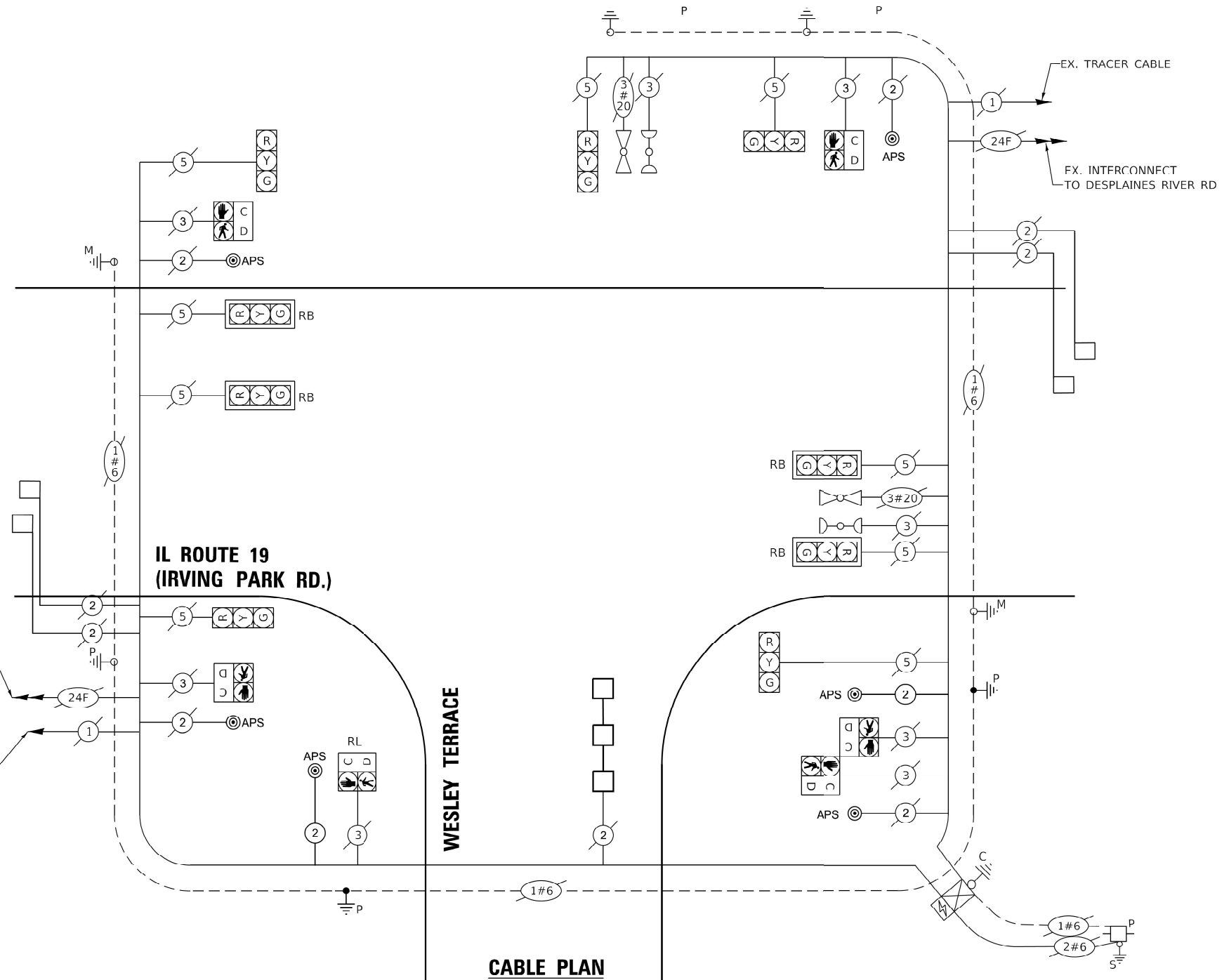
ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	46
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	551
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 3C	FOOT	112
ELECTRIC CABLE IN CONDUIT, EQUIPMENT GROUNDING CONDUCTOR, NO. 6 1C	FOOT	102
DRILL EXISTING HANDHOLE	EACH	1
DETECTOR LOOP, TYPE I	FOOT	207
RELOCATE EXISTING PEDESTRIAN SIGNAL HEAD	EACH	1
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	479
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REBUILD EXISTING HANDHOLE	EACH	3
PEDESTRIAN SIGNAL POST, 10 FT.	EACH	1
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	6
CONCRETE FOUNDATION, TYPE A 12-INCH DIAMETER	FOOT	4
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

**TRAFFIC SIGNAL
ELECTRICAL SERVICE REQUIREMENTS**

EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	9	11	99
4-SECTION	-	14	-
5-SECTION	-	13	-
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL CONTROLLER	6	15	90
MASTER CONTROLLER	1	150	150
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			364
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			969

ENERGY COSTS TO:
 VILLAGE OF SCHILLER PARK
 9526 WEST IRVING PARK ROAD
 SCHILLER PARK, IL 60176

ENERGY SUPPLY: CONTACT: ERICKA IRBY
 PHONE: 779-231-0633
 COMPANY: COMED
 ACCOUNT NUMBER: 4605976000
 METER NUMBER: ---



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES
AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 19 (IRVING PARK ROAD) AT WESLEY TERRACE**

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	25

CONTRACT NO. 80D00

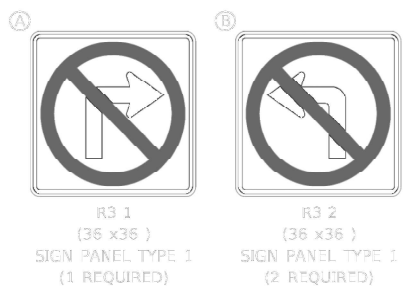
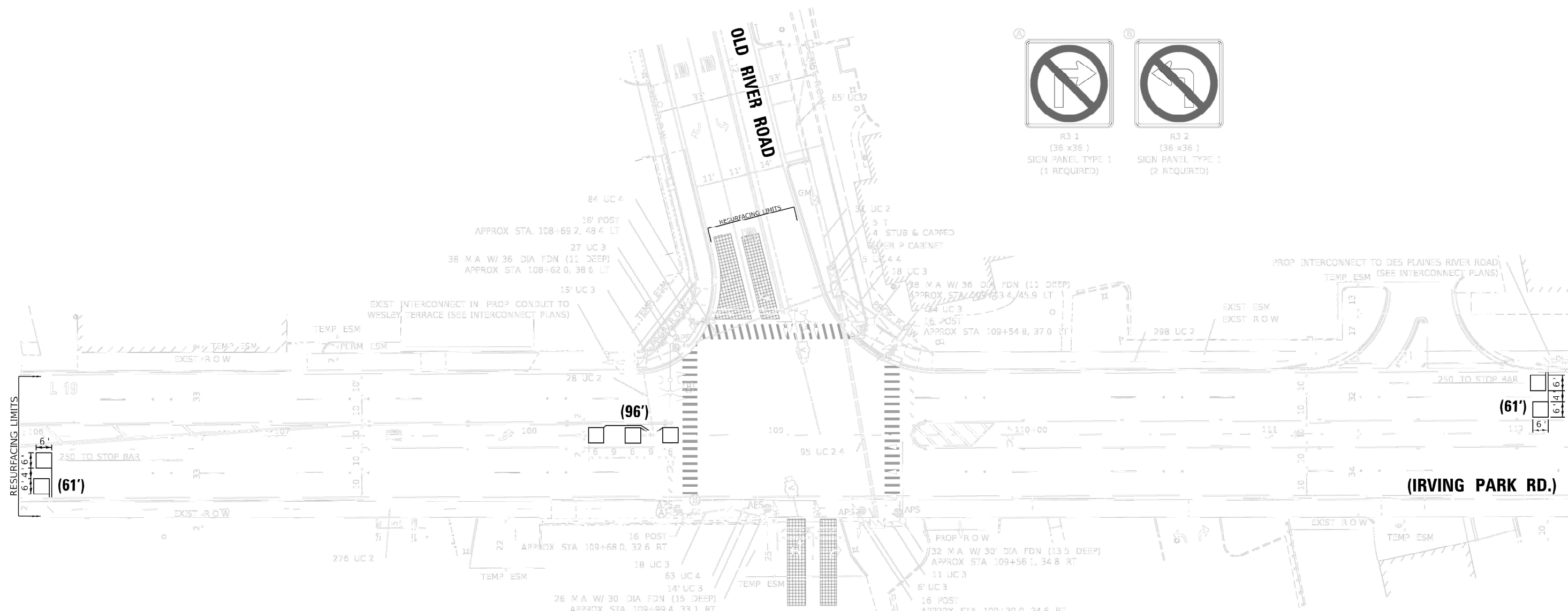
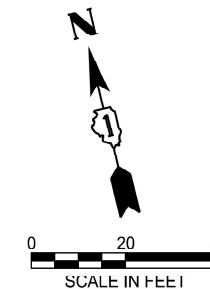
ILLINOIS FED. AID PROJECT

**TS 1970
EAGLE 2K**

MODEL: Default
 FILE: \\miller\pww\ltdict\aw\benhede.com\RND\DOT\Documents\DOT_C_ess\DOT\10310_Drs\ess\DOT_116036\DOT\116036-TS.dwg
 PLOT DATE = 3/2/2026

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.
3. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON- METALLIC CONDUIT BETWEEN THE EDGE OF THE PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.



**REPLACE ALL DETECTOR LOOP AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	ITEM	QUANTITY	UNIT
X88600600	DETECTOR LOOP REPLACEMENT	218	FOOT

**TS 1973
EAGLE 2K**

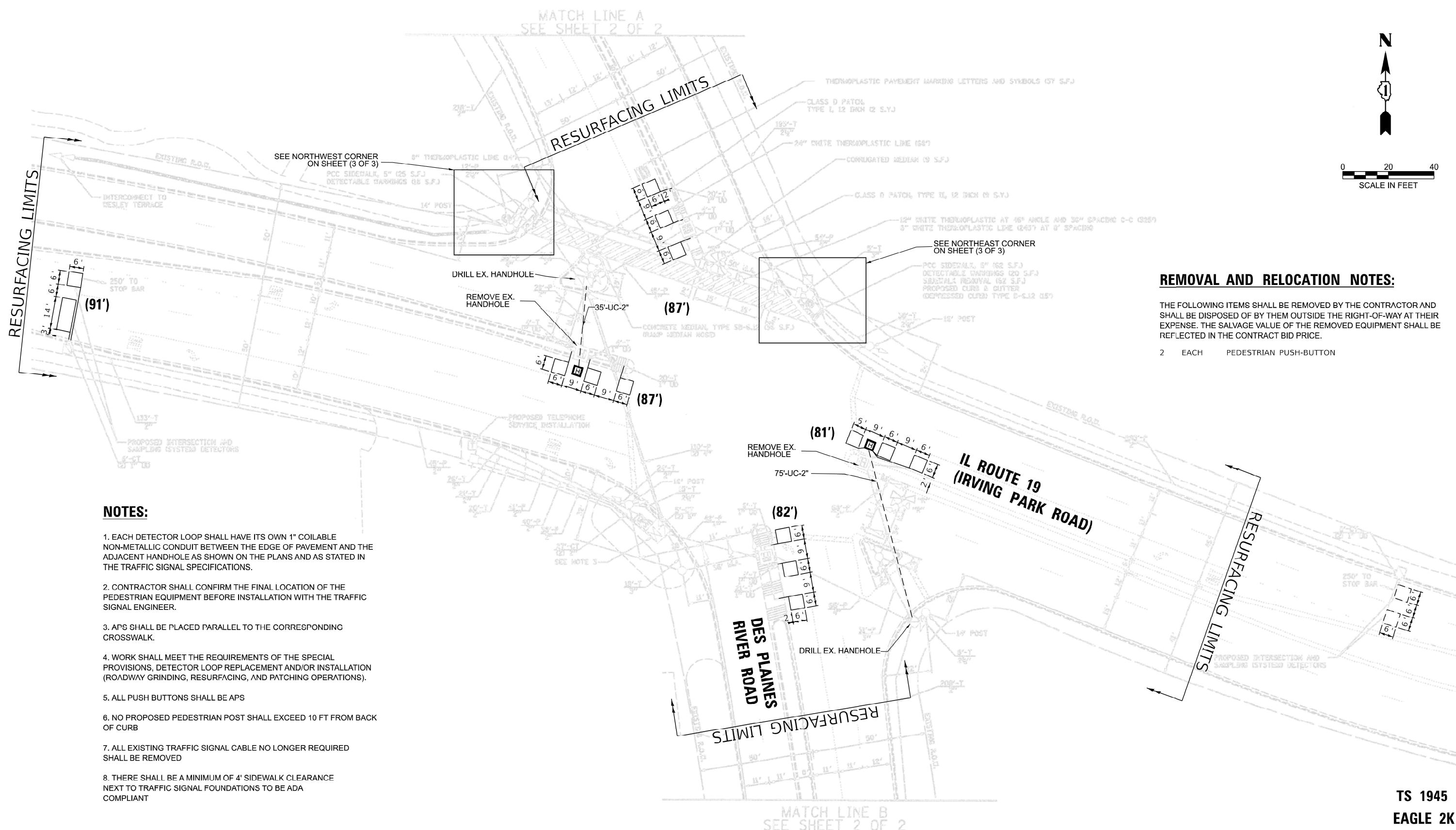
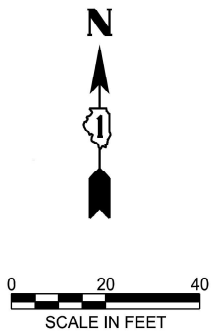
MODEL: Default
FILE NAME: c:\pwworkspace\illinois.gov\141934\141934\16026-S.dgn

USER NAME = SalmanAhmed.Shahinawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETECTOR LOOP REPLACEMENT PLAN			
IL ROUTE 19 (IRVING PARK ROAD) AT OLD RIVER ROAD			
SCALE:	SHEET 8	OF 12 SHEETS	STA. TO STA.

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 26
CONTRACT NO. 80D00				
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.

- 2 EACH PEDESTRIAN PUSH-BUTTON

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. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH THE TRAFFIC SIGNAL ENGINEER.
3. APS SHALL BE PLACED PARALLEL TO THE CORRESPONDING CROSSWALK.
4. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISIONS, DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING, AND PATCHING OPERATIONS).
5. ALL PUSH BUTTONS SHALL BE APS
6. NO PROPOSED PEDESTRIAN POST SHALL EXCEED 10 FT FROM BACK OF CURB
7. ALL EXISTING TRAFFIC SIGNAL CABLE NO LONGER REQUIRED SHALL BE REMOVED
8. THERE SHALL BE A MINIMUM OF 4' SIDEWALK CLEARANCE NEXT TO TRAFFIC SIGNAL FOUNDATIONS TO BE ADA COMPLIANT

MODEL: Default
FILE NAME: c:\p\work\pavico\illinois.gov_salmanahmed.shahraz@illinois.gov\141934\16026-S.dgn

**TS 1945
EAGLE 2K**

USER NAME = SalmanAhmed.Shahrawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/23/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 3)
IL ROUTE 19 (IRVING PARK ROAD) AT DESPLAINES RIVER ROAD**

SCALE: SHEET 8 OF 12 SHEETS STA. TO STA.

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 27
			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				



MODEL: Default
 FILE NAME: c:\p\work\pav\illinois.gov_salmanahmed.shahraz@illinois.gov\141934\16026-S.dgn

TS 1945
EAGLE 2K

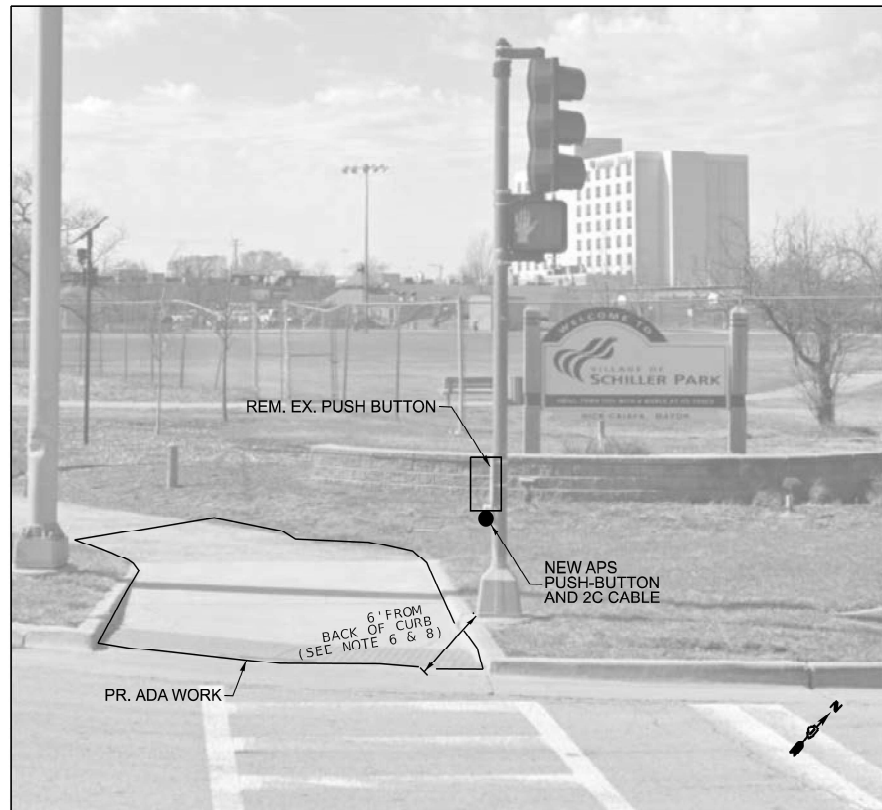
USER NAME = SalmanAhmed.Shihawa	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/23/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

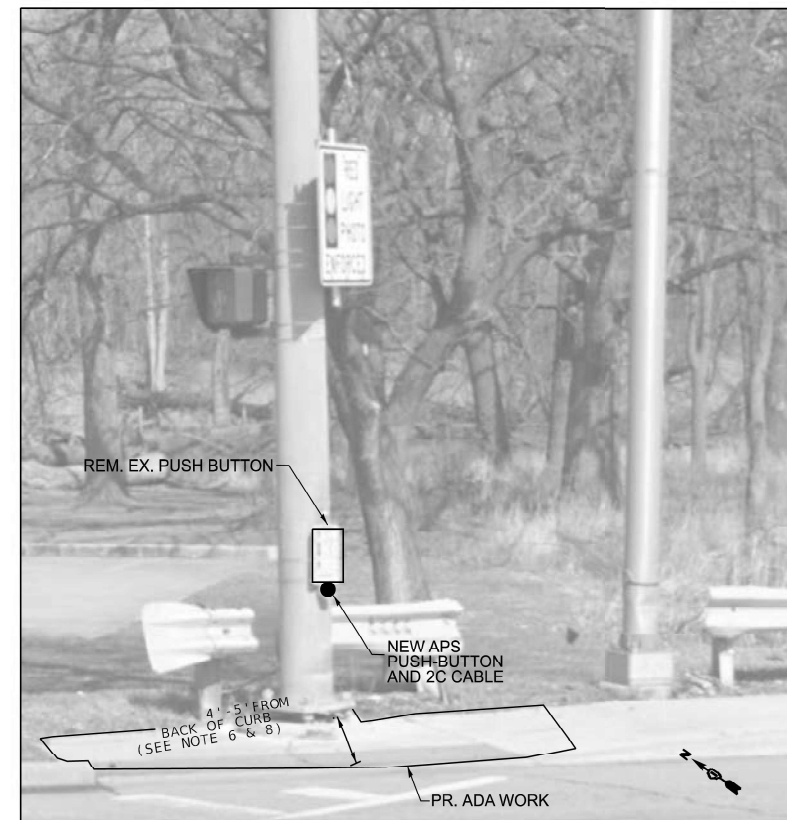
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 2 OF 3)
IL ROUTE 19 (IRVING PARK ROAD) AT DESPLAINES RIVER ROAD

SCALE: SHEET 9 OF 12 SHEETS STA. TO STA.

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 28
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				



NORTHWEST CORNER



NORTHEAST CORNER

MODEL: Default
FILE NAME: c:\p\work\pav\illinois.gov_salmanahmed.shahraza@illinois.gov\141934\16026--S.dgn

USER NAME = SalmanAhmed.Shahraza	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 2/23/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

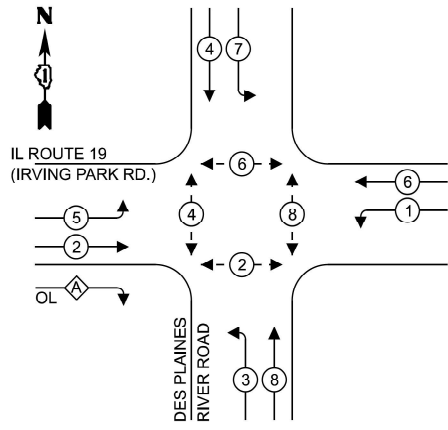
**TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 3 OF 3)
IL ROUTE 19 (IRVING PARK ROAD) AT DESPLAINES RIVER ROAD**

SCALE: SHEET 10 OF 12 SHEETS STA. TO STA.

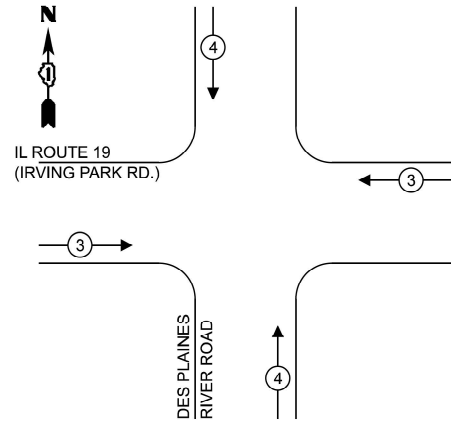
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	29
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

**TS 1945
EAGLE 2K**

EXISTING CONTROLLER SEQUENCE



EXISTING EMERGENCY VEHICLE PREEMPTION SEQUENCE



RIGHT TURN OVERLAP PHASE DESIGNATION

OVERLAP LETTER	PERMISSIVE PHASE	PROTECTED PHASE
A	2	3

SCHEDULE OF QUANTITIES

ITEM DESCRIPTION	UNITS	TOTAL QTY
UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	FOOT	110
HEAVY-DUTY HANDHOLE	EACH	2
MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	486
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO.14 1 PAIR	FOOT	372
DRILL EXISTING HANDHOLE	EACH	2
DETECTOR LOOP, TYPE I	FOOT	428
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	486
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	2
ACCESSIBLE PEDESTRIAN SIGNALS	EACH	2
RE-OPTIMIZE TRAFFIC SIGNAL SYSTEM LEVEL 1	EACH	1

TRAFFIC SIGNAL ELECTRICAL SERVICE REQUIREMENTS

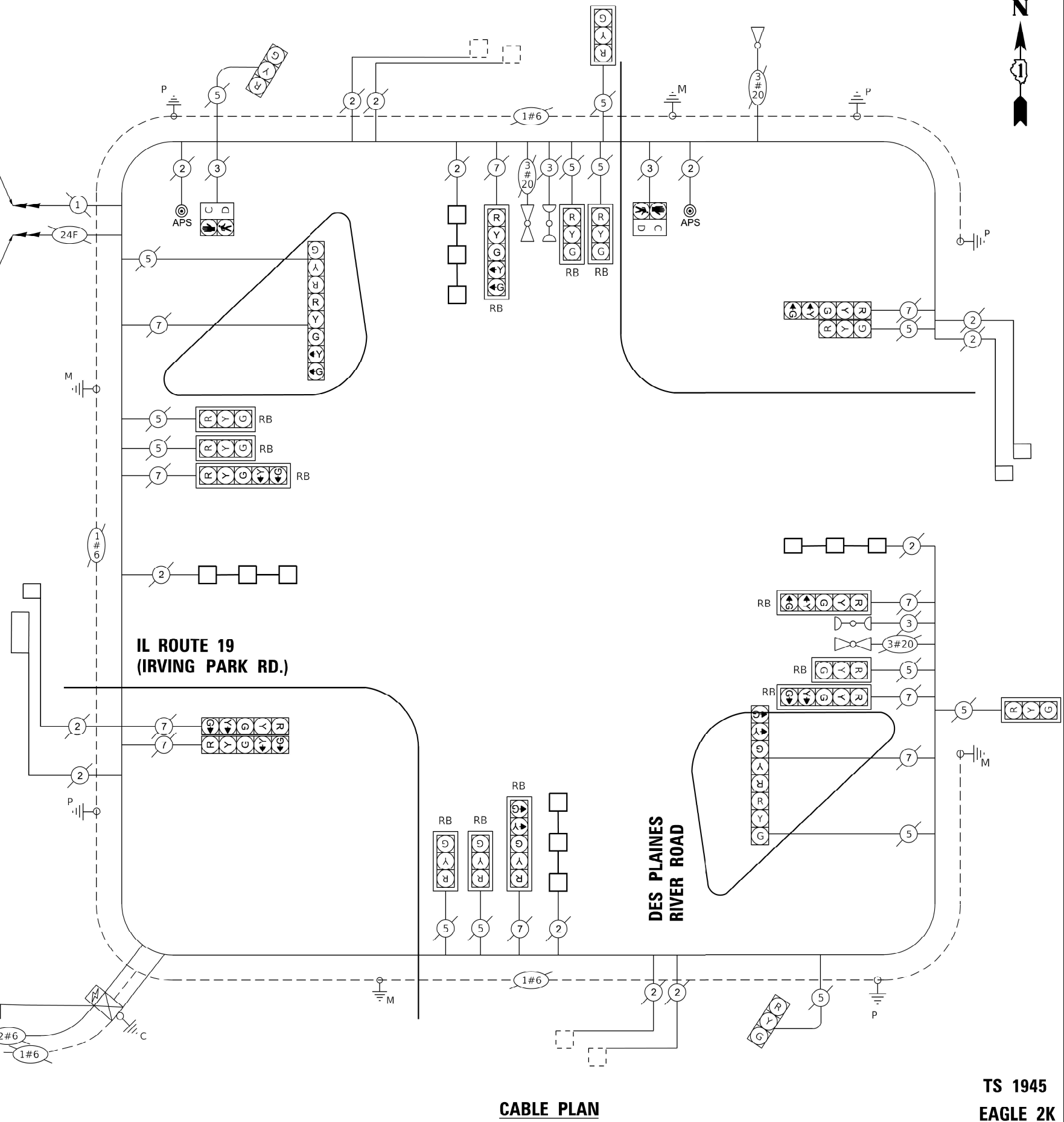
EQUIPMENT TYPE	QUANTITY	UNIT WATTAGE	TOTAL WATTAGE
SIGNAL HEAD 1 OR 3-SECTION	14	11	154
4-SECTION	-	14	-
5-SECTION	10	13	130
PROGRAMMABLE 3-SECTION	-	22	-
4-SECTION	-	32	-
5-SECTION	-	28	-
PEDESTRIAN SIGNAL CONTROLLER	2	15	30
MASTER CONTROLLER	1	150	150
UPS	1	25	25
DETECTION VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
PTZ CAMERA	-	75	-
TOTAL UPS SIZING		489	
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		1094	

ENERGY COSTS TO:
VILLAGE OF SCHILLER PARK
 9526 WEST IRVING PARK ROAD
 SCHILLER PARK, IL 60176

ENERGY SUPPLY: CONTACT: ERICKA IRBY
 PHONE: 779-231-0633
 COMPANY: COMED
 ACCOUNT NUMBER: 9858861367
 METER NUMBER: ---

LEGEND:

- ← ⊙ → PROTECTED PHASE
- ← ⊙ ⊙ → PROTECTED/PERMITTED PHASE
- ← ⊙ ⊙ ⊙ → PEDESTRIAN PHASE
- ← ⊙ ⊙ ⊙ ⊙ → OVERLAP
- ← ⊙ ⊙ ⊙ ⊙ ⊙ → FREE FLOW



CABLE PLAN

TS 1945
EAGLE 2K

MODEL: Default
 FILE: \\sdr\p1\project\aw\ben\del...com\IN\DOT\Documents\DOT_0_cas\BHE44_10340_Propect\0116036\ADDN\ra_gd116036-TS.dwg

USER NAME = SalmaAhmed.Shahinawa	DESIGNED - SS	REVISED -
PLOT SCALE = 40.000' / in	DRAWN - SS	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE - 10/02/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CABLE PLAN, PHASE DESIGNATION DIAGRAM, SCHEDULE OF QUANTITIES AND EMERGENCY VEHICLE PREEMPTION SEQUENCE
IL ROUTE 19 (IRVING PARK ROAD) AT DES PLAINES RIVER ROAD

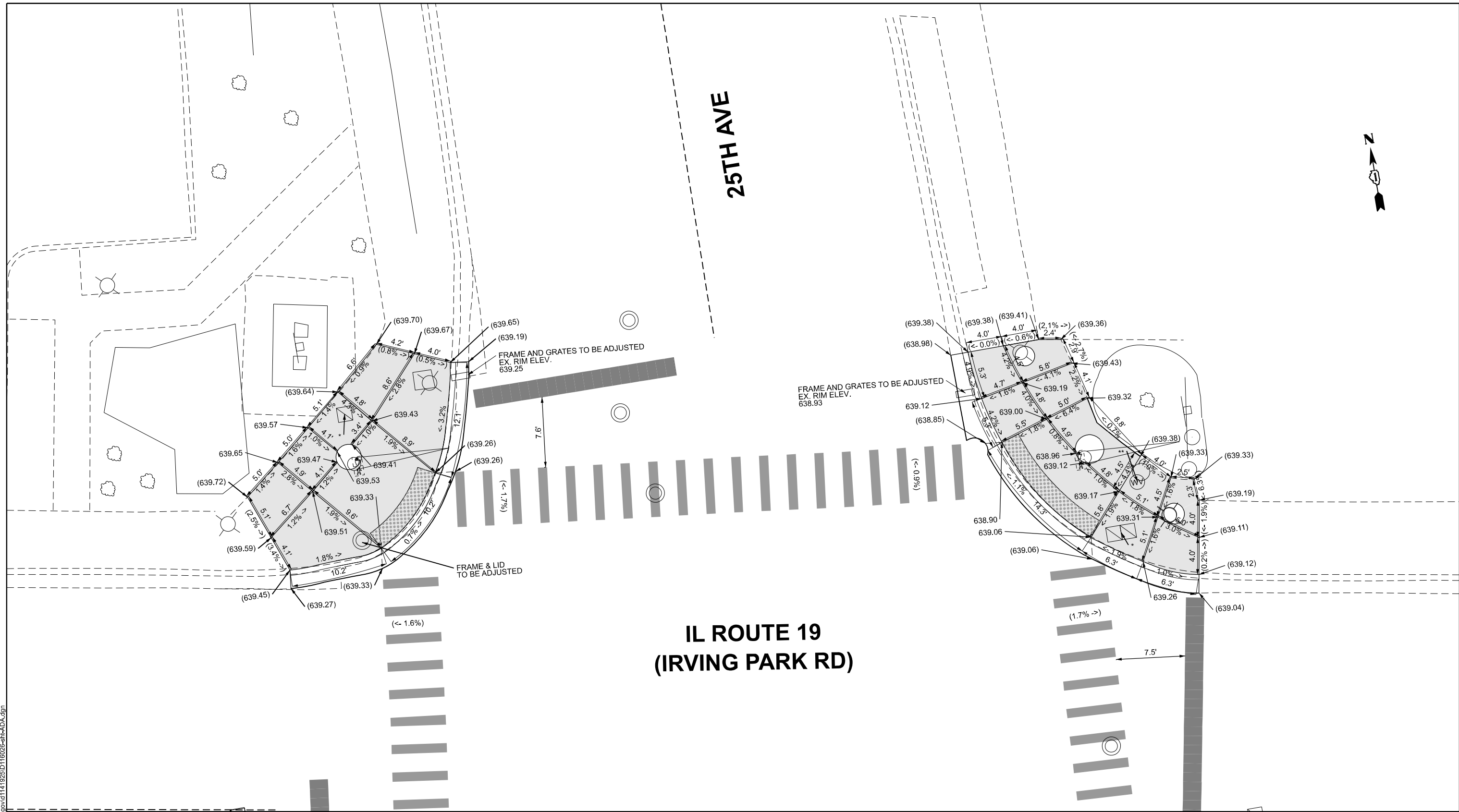
F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 30
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET 11 OF 12 SHEETS STA. TO STA.

25TH AVE



IL ROUTE 19
(IRVING PARK RD)



LEGEND

xx.xx'

EXISTING LENGTH

PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

* REBUILD EXIST. HANDHOLE
** VALVBOX TO BE ADJUSTED

DETECTABLE WARNINGS

REMOVE BRICK PAVERS ONLY

BENCHMARK NO. 2792: ELEV 640.077

REFERENCE: SQUARE CUT AT NORTHEAST CORNER OF TCB

LOCATION: TCB AT SOUTHEAST CORNER OF IL-19 & 25TH AVE.

MODEL: 25th Ave - N1 Sheet
FILE NAME: c:\p\work\irvingpark\angelo.giles@illinois.gov\d1141925\D116025-sh-ADA.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

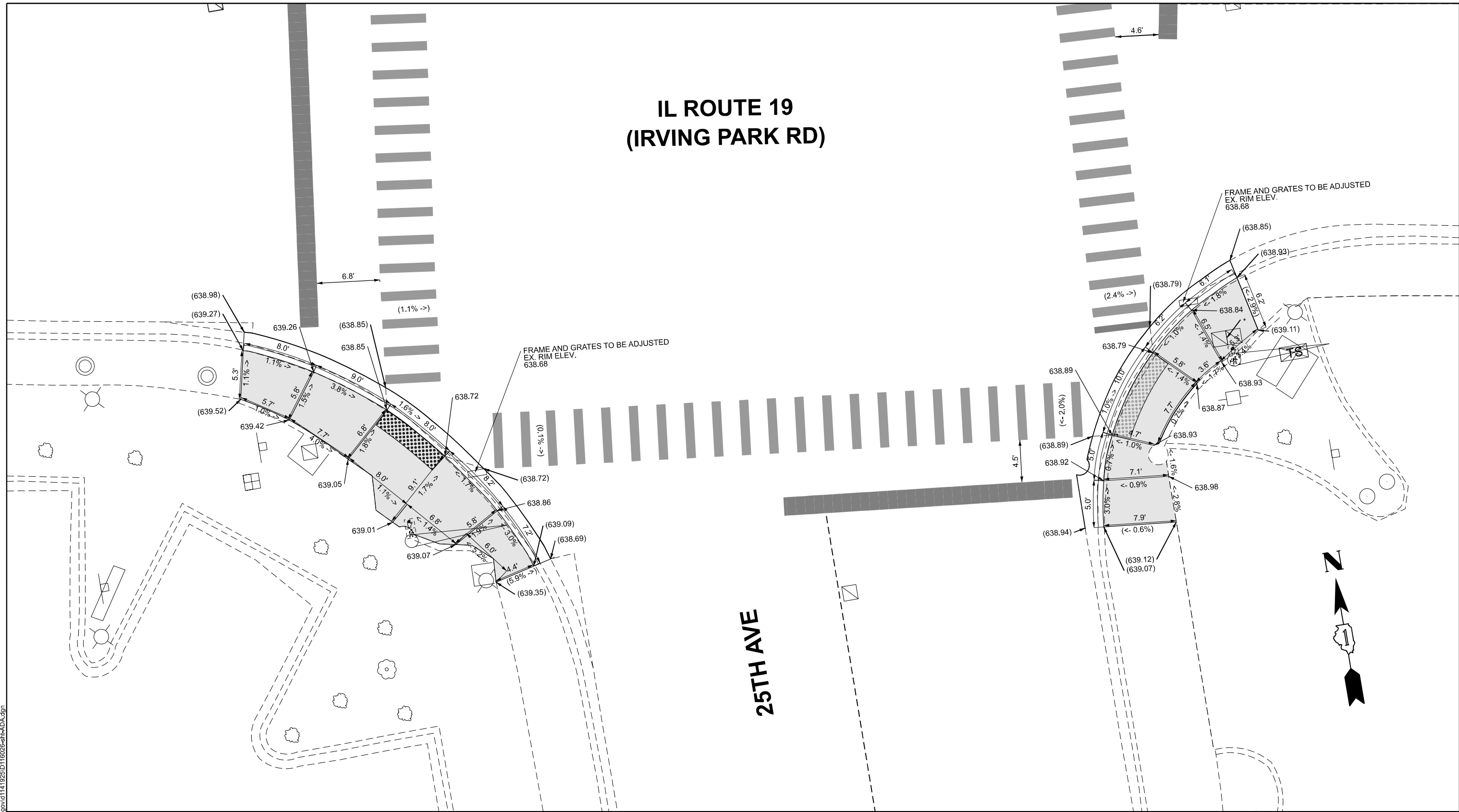
PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & 25TH AVE/RUBY ST., NW AND NE

SCALE: SHEET 1 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	31
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

IL ROUTE 19 (IRVING PARK RD)

25TH AVE



LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- REMOVE BRICK PAVERS ONLY
- * REBUILD EXIST. HANDHOLE
- ** VALVBOX TO BE ADJUSTED

BENCHMARK NO. 2792: ELEV 640.077
 REFERENCE: SQUARE CUT AT NORTHEAST CORNER OF TCB
 LOCATION: TCB AT SOUTHEAST CORNER OF IL-19 & 25TH AVE.

MODEL: 25th Ave - S (Sheet)
 FILE NAME: c:\p\work\irvingpark\angelo.giles@illinois.gov\d114925\D116025-sh-ADA.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & 25TH AVE./RUBY ST., SW AND SE**

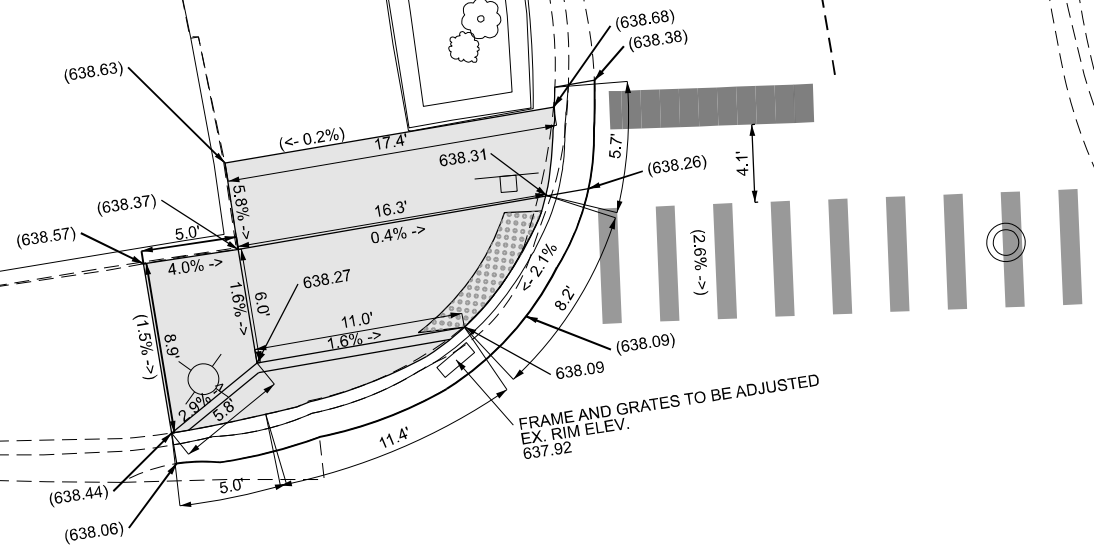
SCALE: SHEET 2 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 32
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				



ATLANTIC AVE

IL ROUTE 19
(IRVING PARK RD)



LEGEND

xx.xx'

EXISTING LENGTH

—

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE

■ PROPOSED SIDEWALK

* REBUILD EXIST. HANDHOLE
** VALVBOX TO BE ADJUSTED

▤ DETECTABLE WARNINGS

▨ REMOVE BRICK PAVERS ONLY

BENCHMARK NO. 3772: ELEV 640.683

REFERENCE: NORTHEAST BOLT AT FIRE HYDRANT

LOCATION: FIRE HYDRANT AT NORTHEAST CORNER OF IL-19 & ATLANTIC AVE.

MODEL: Atlantic Ave - N (Sheet)
FILE NAME: c:\p\work\project\angelo.giles@illinois.gov\1141925\116025-sh-ADA.dgn

USER NAME	= angelo.giles
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
PLOT DATE	= 4/10/2026

DESIGNED	-	REVISED	-	AG 4/21/2026
DRAWN	-	REVISED	-	
CHECKED	-	REVISED	-	
DATE	-	REVISED	-	

DESIGNED	-	REVISED	-	AG 4/21/2026
DRAWN	-	REVISED	-	
CHECKED	-	REVISED	-	
DATE	-	REVISED	-	

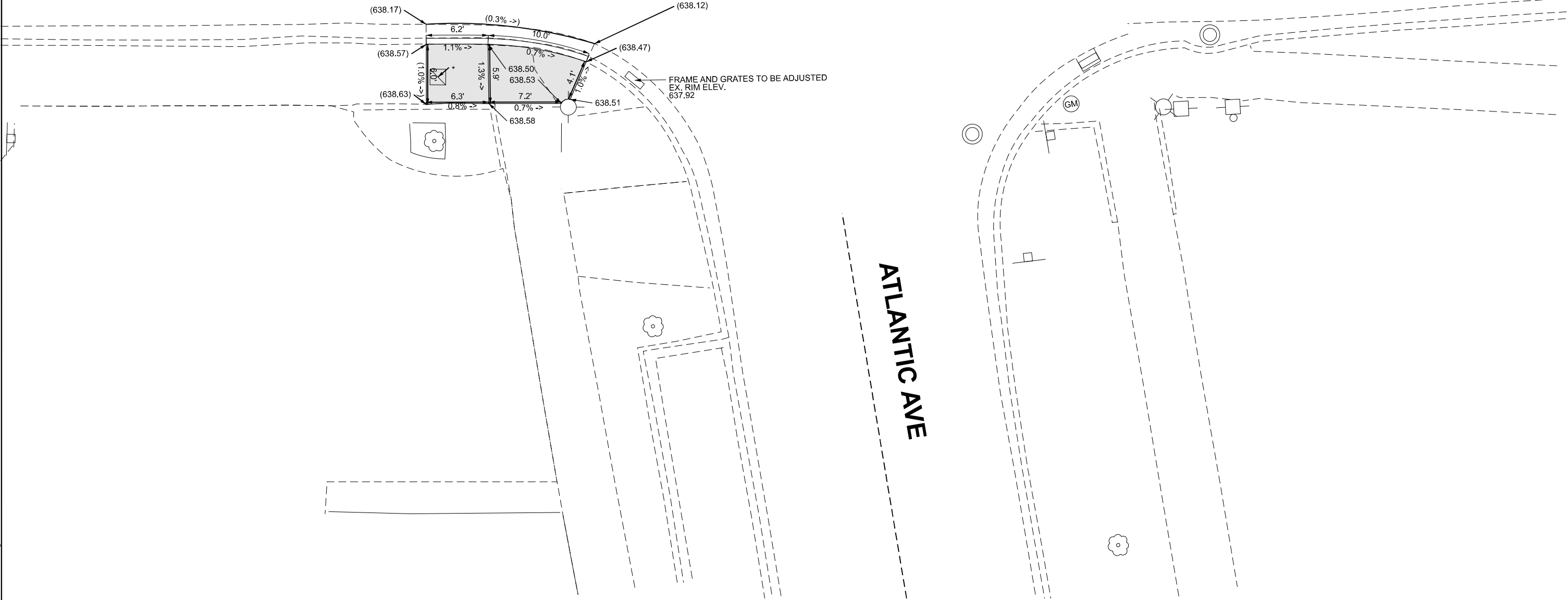
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & ATLANTIC AVE., NW

SCALE: SHEET 3 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	33
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

IL ROUTE 19 (IRVING PARK RD)



LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE

- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- REMOVE BRICK PAVERS ONLY
- * REBUILD EXIST. HANDHOLE
- ** VALVBOX TO BE ADJUSTED

BENCHMARK NO. 3772: ELEV 640.683
 REFERENCE: NORTHEAST BOLT AT FIRE HYDRANT
 LOCATION: FIRE HYDRANT AT NORTHEAST CORNER OF IL-19 & ATLANTIC AVE.

MODEL: Atlantic Ave - S (Sheet)
 FILE NAME: c:\p\work\project\angelo.giles@illinois.gov\1141925\16025-sh-ADA.dgn

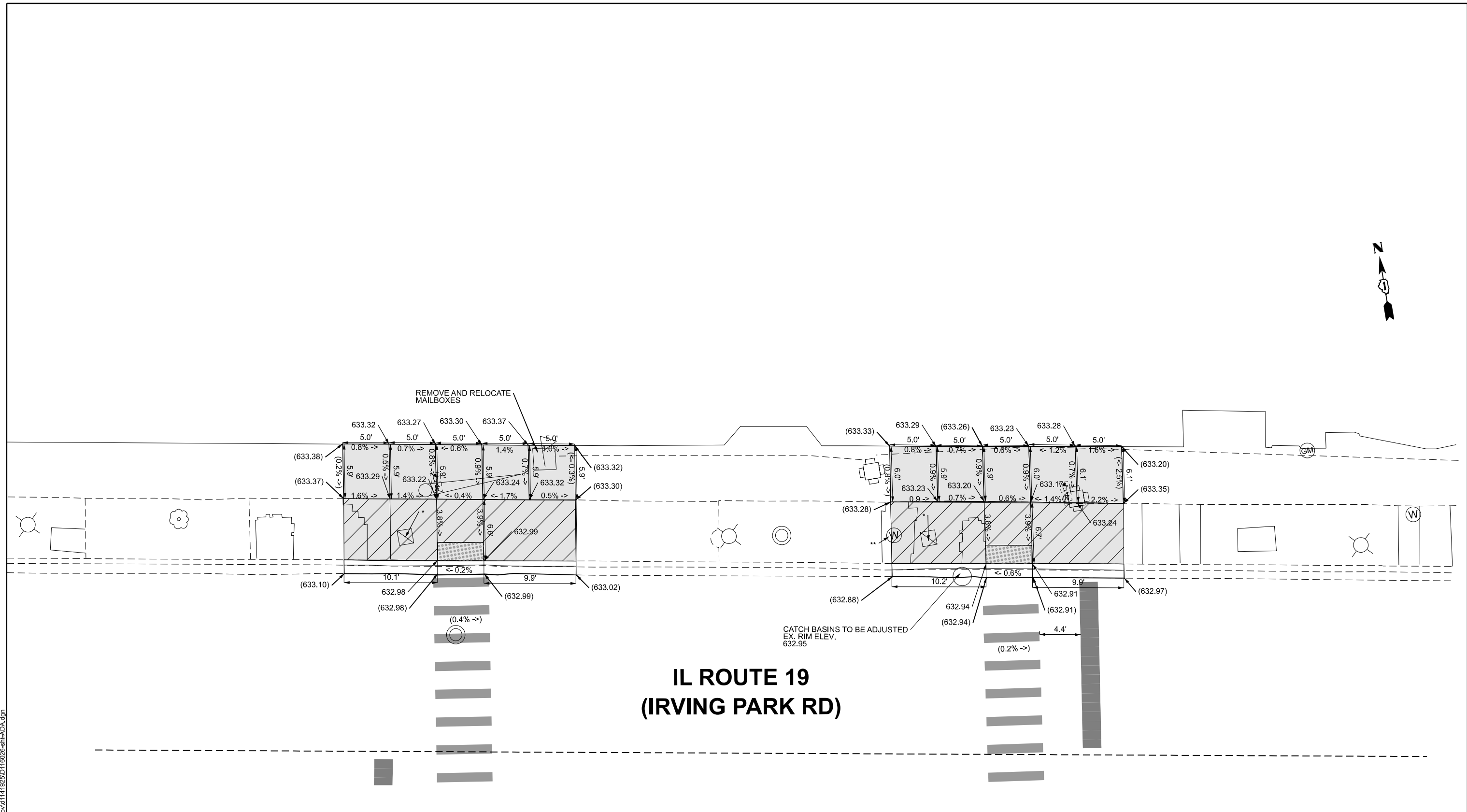
USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN CURB RAMP DETAIL PLAN IL RTE 19 (IRVING PARK RD.) & ATLANTIC AVE., SW

SCALE: SHEET 4 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	34
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				



IL ROUTE 19 (IRVING PARK RD)

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- REMOVE BRICK PAVERS ONLY
- * REBUILD EXIST. HANDHOLE
- ** VALVBOX TO BE ADJUSTED

BENCHMARK NO. 5617: ELEV 633.388
 REFERENCE: SQUARE CUT AT NORTHWEST CORNER OF TCB
 LOCATION: TCB AT SOUTHEAST CORNER OF IL-19 & WESLEY TERR.

MODEL: Wesley_Tier - N [Sheet]
 FILE NAME: c:\p\work\project\angelo.giles@illinois.gov\1141925\1141925-ht-ADA.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

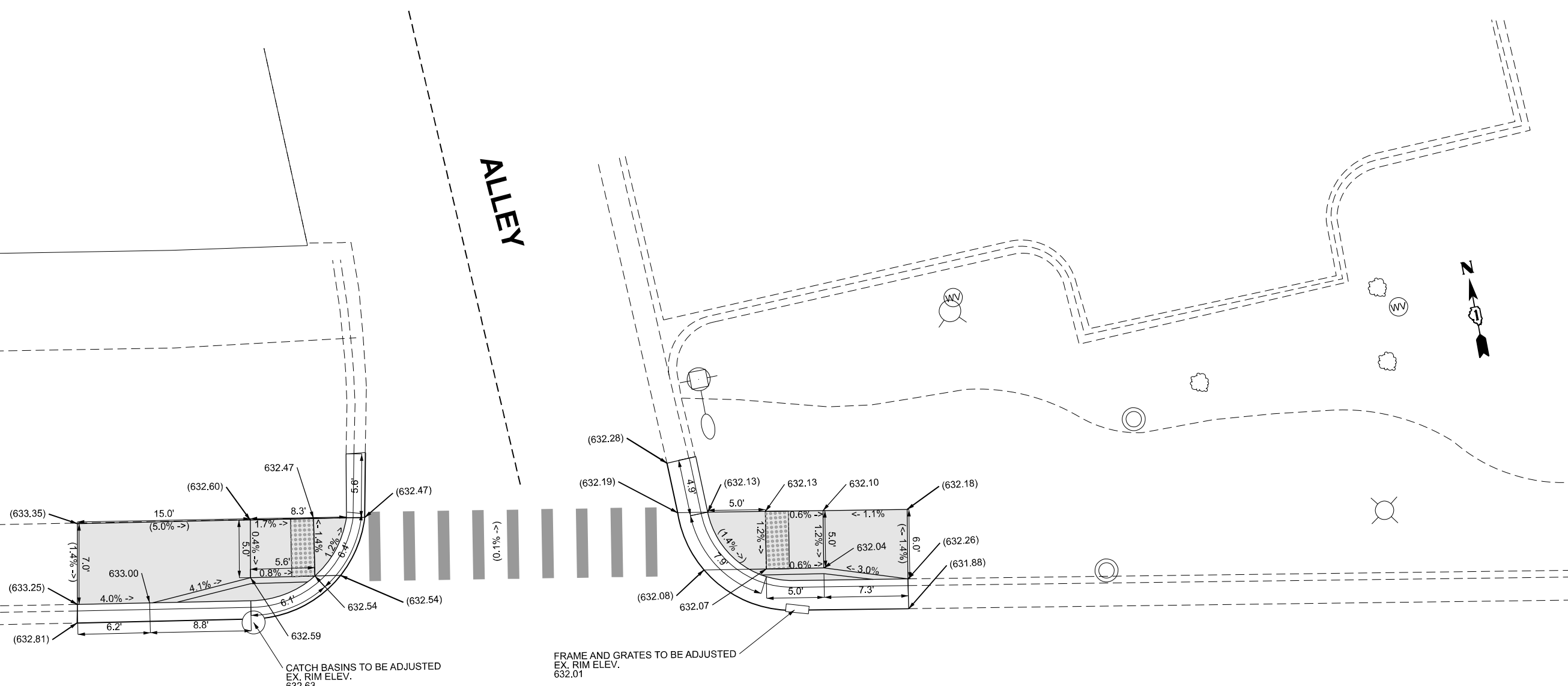
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & WESLEY TERR., NW AND NE**

SCALE: SHEET 5 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	35
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

ALLEY



**IL ROUTE 19
(IRVING PARK RD)**

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- REBUILD EXIST. HANDHOLE VALVBOX TO BE ADJUSTED
- DETECTABLE WARNINGS
- REMOVE BRICK PAVERS ONLY

BENCHMARK NO. 204: ELEV 638.96
 REFERENCE: X-CUT ON FIRE HYDRANT
 LOCATION: FIRE HYDRANT AT NORTHEAST CORNER OF IL-19 & OLD RIVER RD.

MODEL: Bobby Ln - N (Sheet)
 FILE NAME: c:\p\work\pww\angelo.giles@illinois.gov\141925\16025-sh-ADA.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

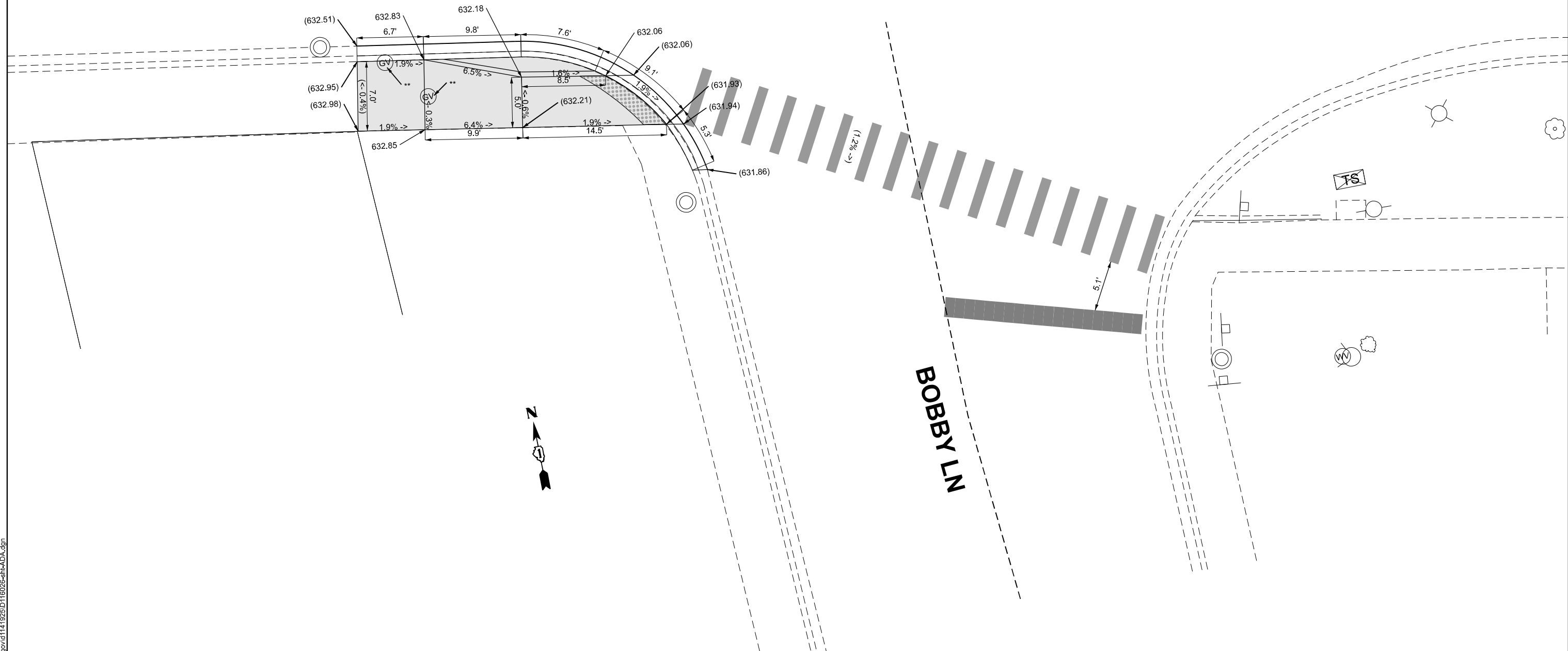
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & BOBBY LN./WILLOW RD., NW AND NE**

SCALE: SHEET 7 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	37
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

IL ROUTE 19 (IRVING PARK RD)



LEGEND

xx.xx'

EXISTING LENGTH

PROPOSED SIDE CURB

() EXISTING ELEVATION/SLOPE

PROPOSED SIDEWALK

* REBUILD EXIST. HANDHOLE
** VALVBOX TO BE ADJUSTED

DETECTABLE WARNINGS

REMOVE BRICK PAVERS ONLY

BENCHMARK NO. 204: ELEV 638.96

REFERENCE: X-CUT ON FIRE HYDRANT

LOCATION: FIRE HYDRANT AT NORTHEAST CORNER OF IL-19 & OLD RIVER RD.

MODEL: Bobby Ln - S (Sheet)
FILE NAME: c:\p\work\pav\angelo.giles@illinois.gov\1141925\116026-sh-ADA.dgn

USER NAME	= angelo.giles
DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-
PLOT DATE	= 4/10/2026

DESIGNED	-
DRAWN	-
CHECKED	-
DATE	-

REVISED	-	AG 4/21/2026
REVISED	-	
REVISED	-	
REVISED	-	

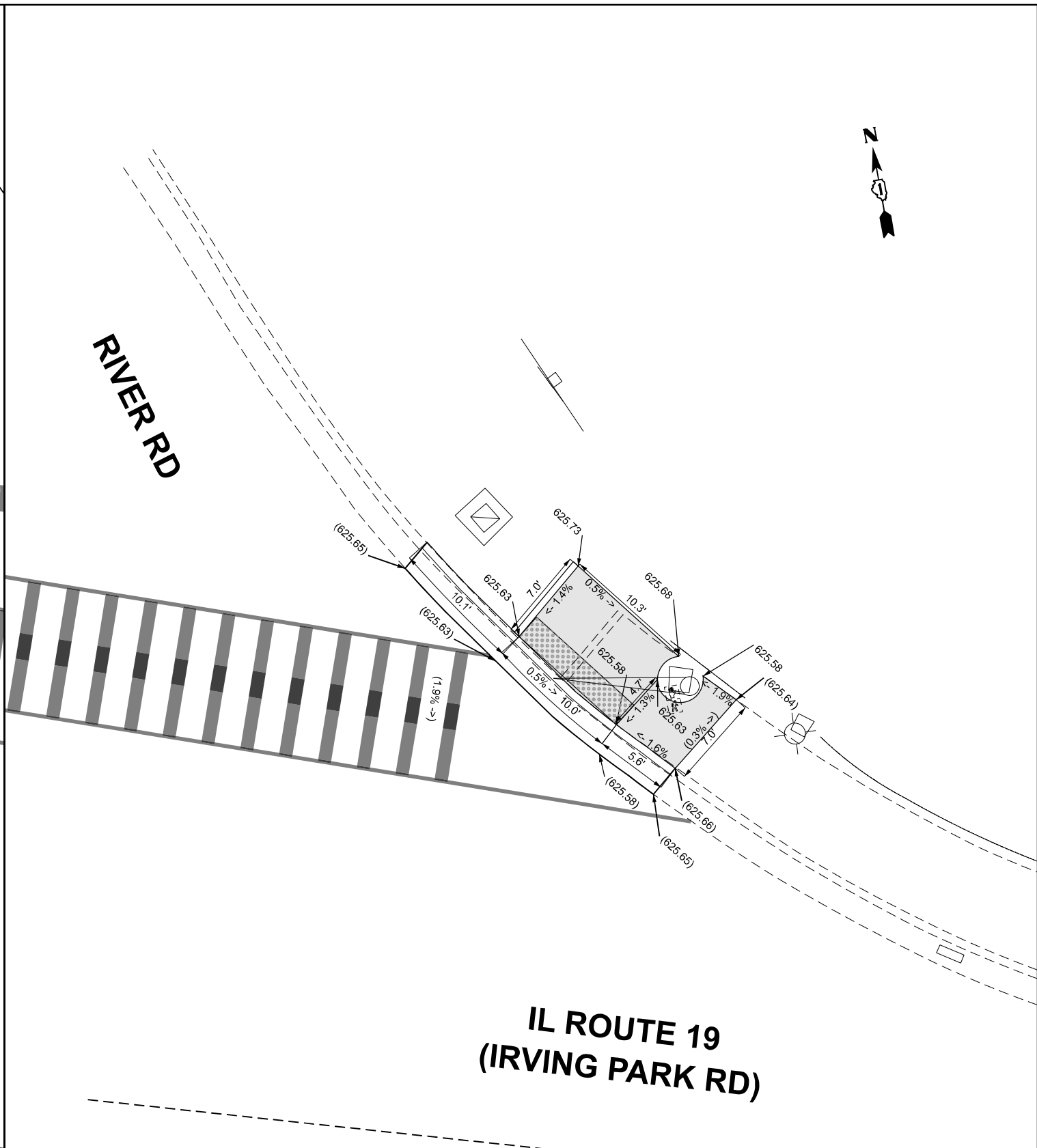
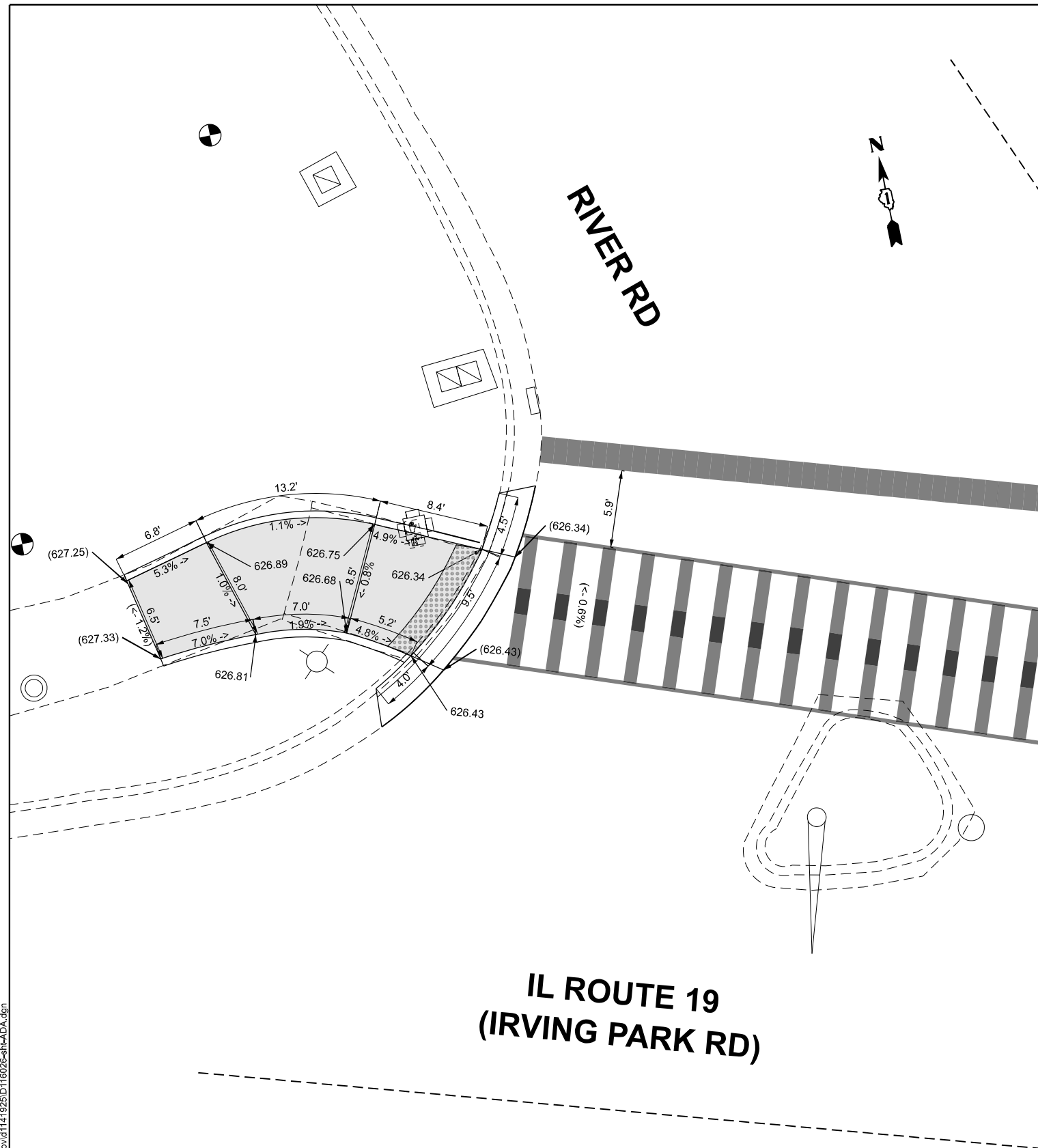
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & BOBBY LN./WILLOW RD., SW

SCALE: SHEET 8 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	38
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

MODEL: N. River Rd. (Sheet)
 FILE NAME: c:\p\work\wvdi\angelo.giles@illinois.gov\1141925\0116026-sh-ADA.dgn



**IL ROUTE 19
 (IRVING PARK RD)**

**IL ROUTE 19
 (IRVING PARK RD)**

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE

- PROPOSED SIDEWALK
- * REBUILD EXIST. HANDHOLE
- ** VALVBOX TO BE ADJUSTED

- ◻ DETECTABLE WARNINGS
- ◻ REMOVE BRICK PAVERS ONLY

BENCHMARK NO. 7328: ELEV 627.024
 REFERENCE: SQUARE CUT EAST AREA OF LIGHT POLE
 LOCATION: LIGHT POLE AT NORTHWEST CORNER OF IL-19 & N. RIVER RD.

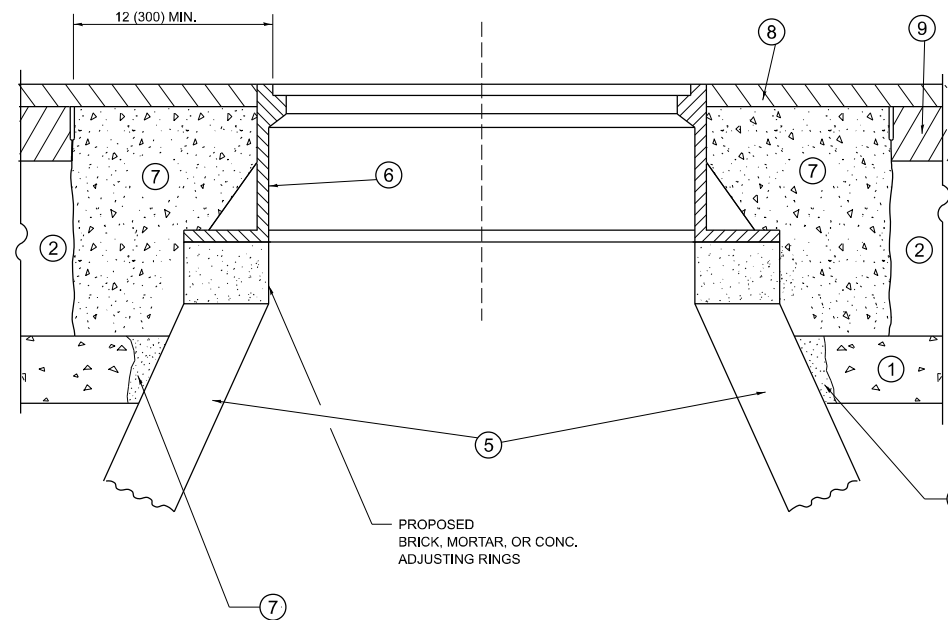
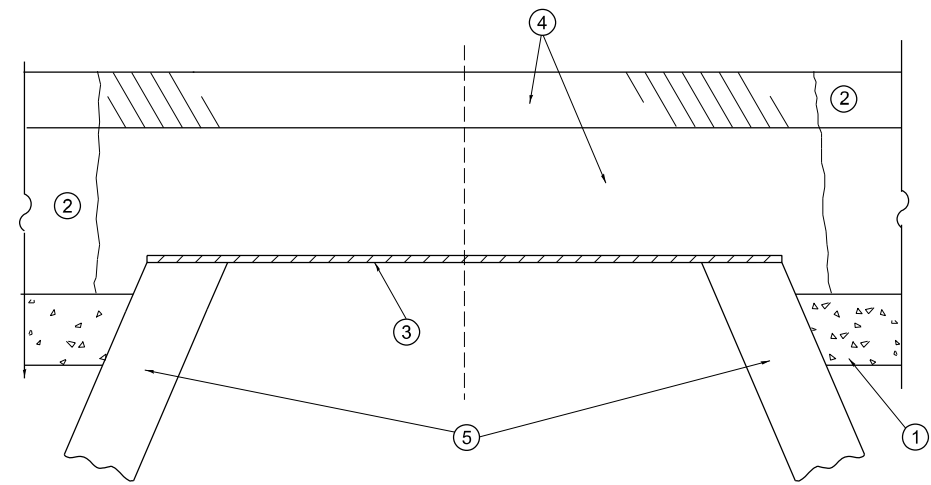
USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PEDESTRIAN CURB RAMP DETAIL PLAN
 IL RTE 19 (IRVING PARK RD.) & N. RIVER RD., NW AND NE**

SCALE: SHEET 9 OF 9 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	39
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				



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

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

*UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

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

LOCATION OF STRUCTURES

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

BASIS OF PAYMENT

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

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

MODEL: BD-08 (Sheet) FILE NAME: c:\p\work\wv\wv\h\angelo.giles@illinois.gov\d1141925\D116026-sh-DisSts.dgn

USER NAME = Gleanelli.Acaylar	DESIGNED - R. SHAH	REVISED - R. BORO 03-09-11
	DRAWN -	REVISED - R. BORO 12-06-11
	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 12/26/2025	DATE - 10-25-94	REVISED - K. SMITH 09-15-23

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

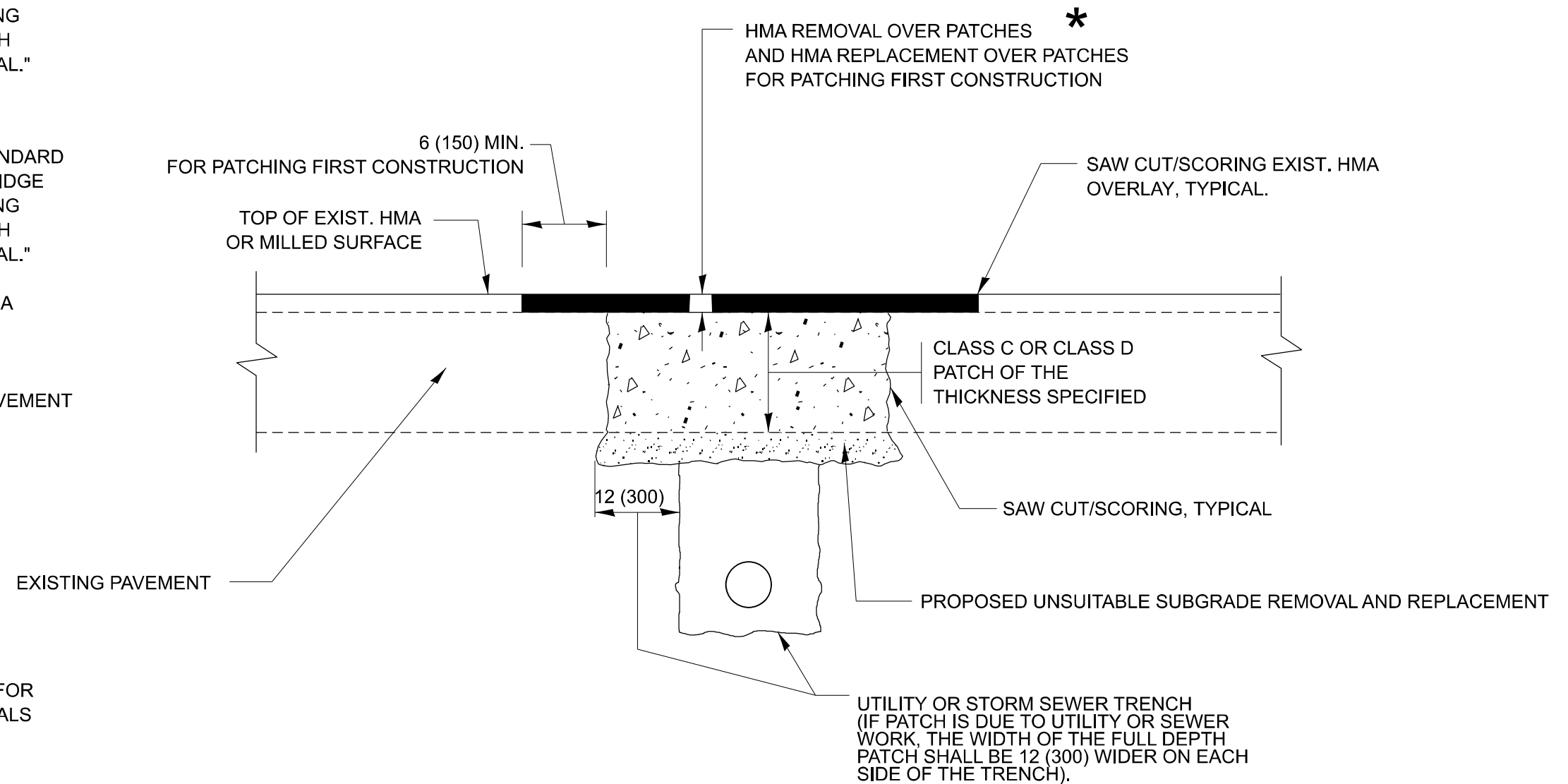
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	40
BD600-03 (BD-08)			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				

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

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

MODEL: BD-22 (Sheet)
FILE NAME: c:\p\work\wvictor\angelg.giles@illinois.gov\1141925\116026-hh-DistSds.dgn

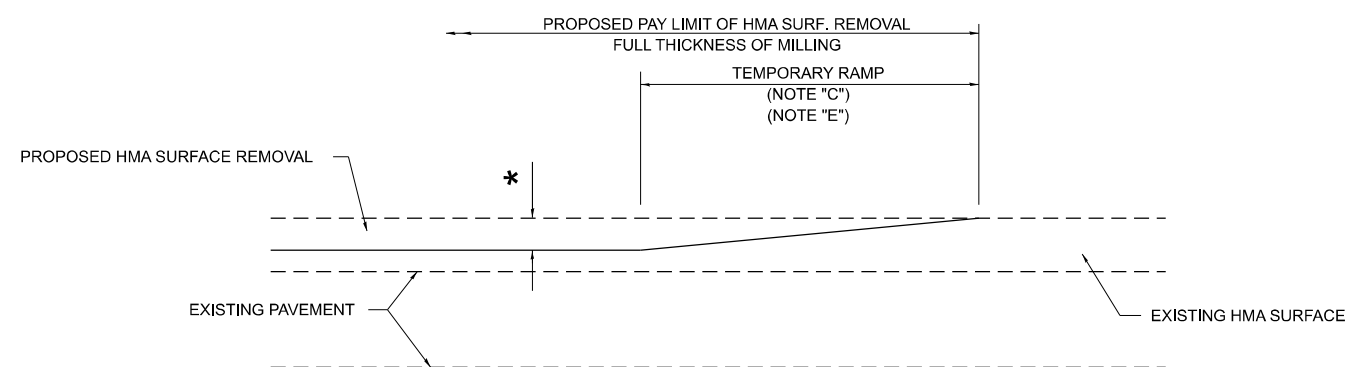
USER NAME = angelo.giles	DESIGNED - R. SHAH	REVISED - R. BORO 01-01-07
	DRAWN -	REVISED - R. BORO 09-04-07
	CHECKED -	REVISED - K. ENG 10-27-08
PLOT DATE = 3/18/2026	DATE - 10-25-94	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT PATCHING FOR
HMA SURFACED PAVEMENT

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

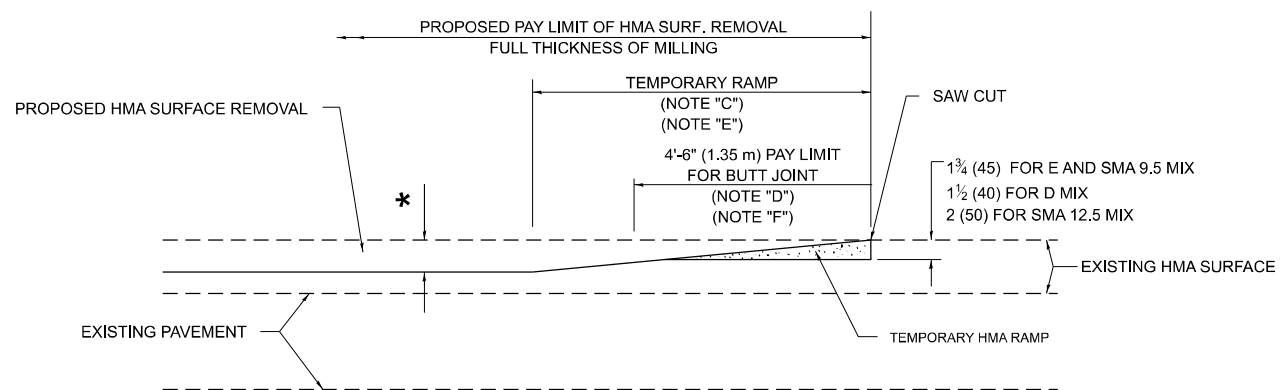
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	41
BD400-04 (BD-22)			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				



MILLED TEMPORARY RAMP

(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 1

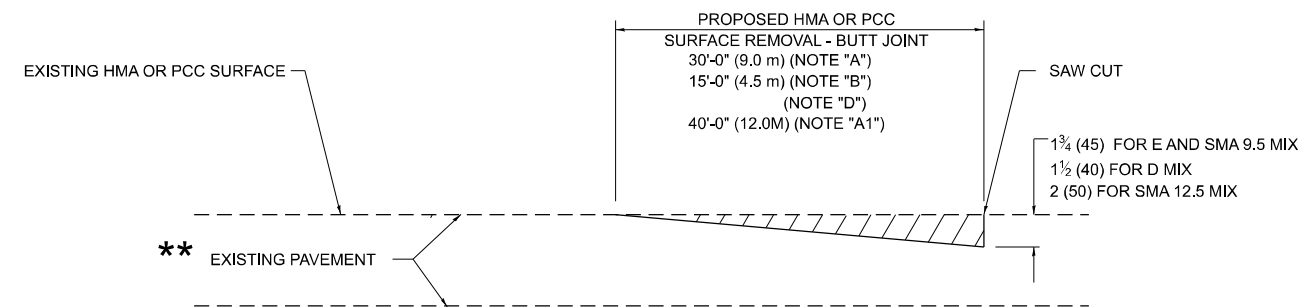


HMA CONSTRUCTED TEMPORARY RAMP

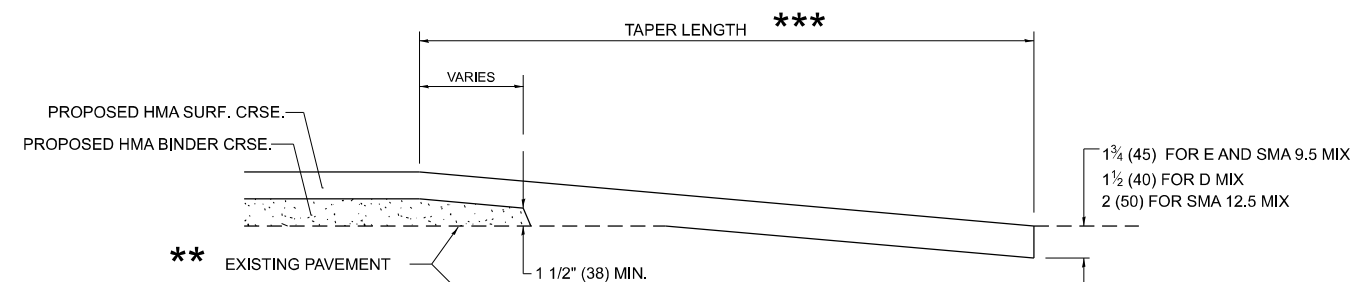
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

OPTION 2

TYPICAL TEMPORARY RAMP



BUTT JOINT DETAIL



HMA TAPER DETAIL

TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

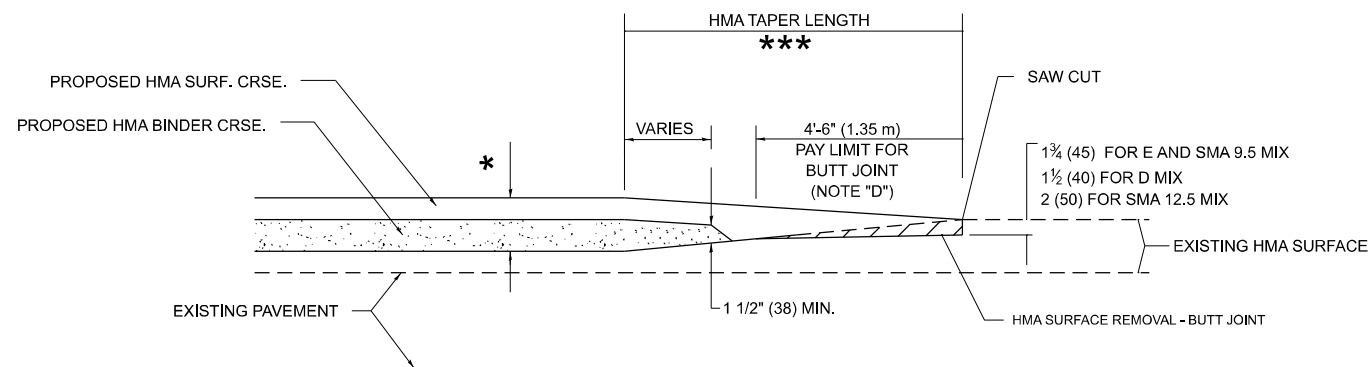
- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE 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.



BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

MODEL: BD-32 (Sheet)
FILE NAME: c:\paw\work\wvictor\angelgiles@illinois.gov\1141925\D116026-hh-Dist\Sds.dgn

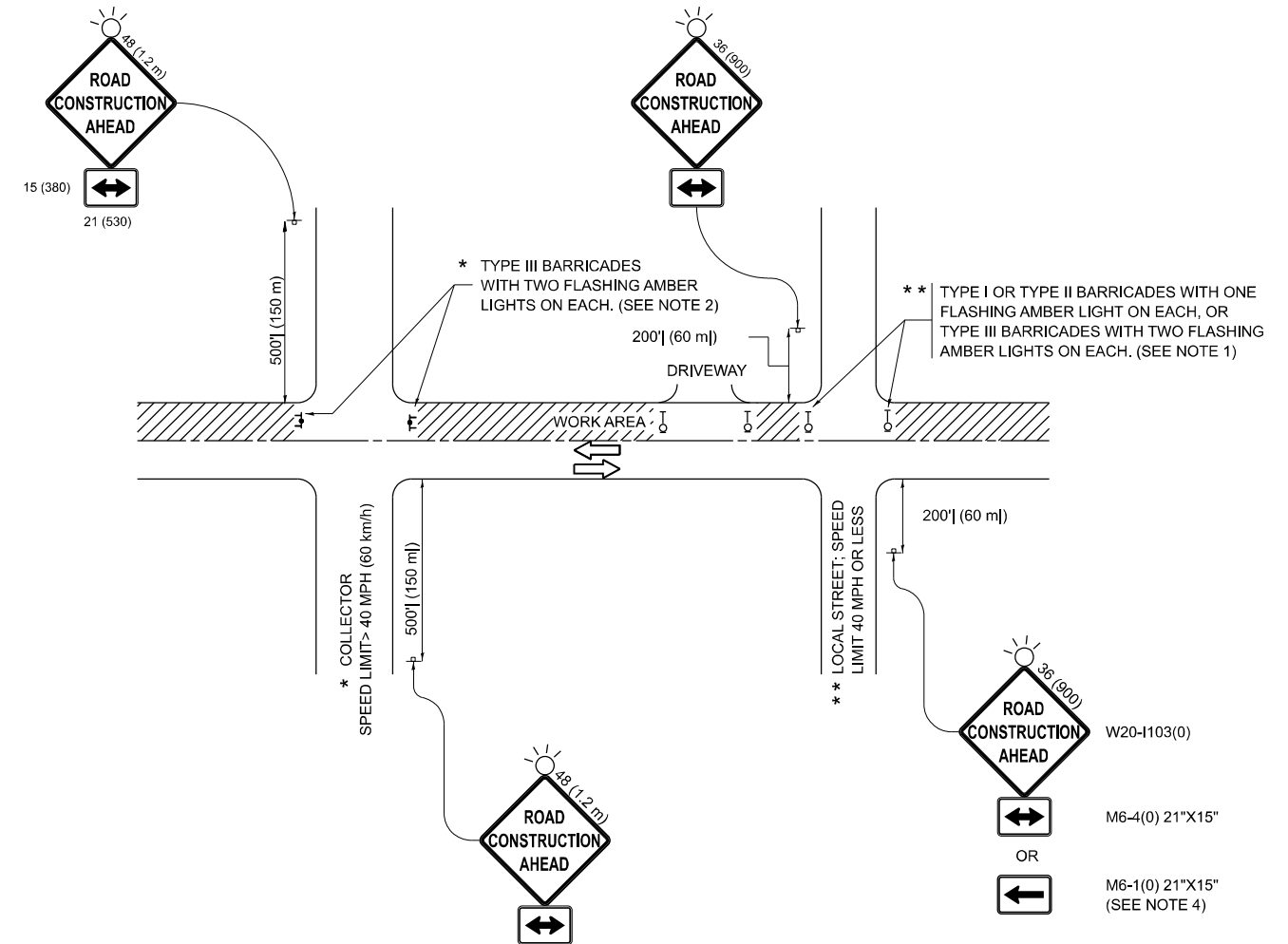
USER NAME = angelo.giles	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
	DRAWN -	REVISED - M. GOMEZ 04-06-01
	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 3/18/2026	DATE - 06-13-90	REVISED - K. SMITH 11-18-22

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND HMA TAPER DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	43
BD400-05 BD-32		CONTRACT NO. 80D00		
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.

MODEL: TC-10 (Sheet)
FILE NAME: c:\p\work\vw\angelo.giles@illinois.gov\d1141925\D116026-sh-DisStds.dgn

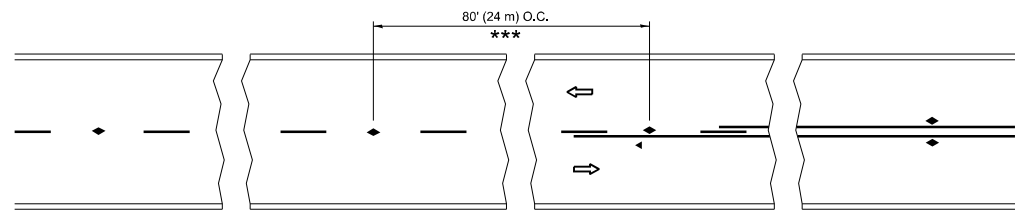
USER NAME = angelo.giles	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00
	DRAWN -	REVISED - A. SCHUETZE 07-01-13
	CHECKED -	REVISED - A. SCHUETZE 09-15-06
PLOT DATE = 3/18/2026	DATE - 06-89	REVISED - D. SENDERAK 05-03-24

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

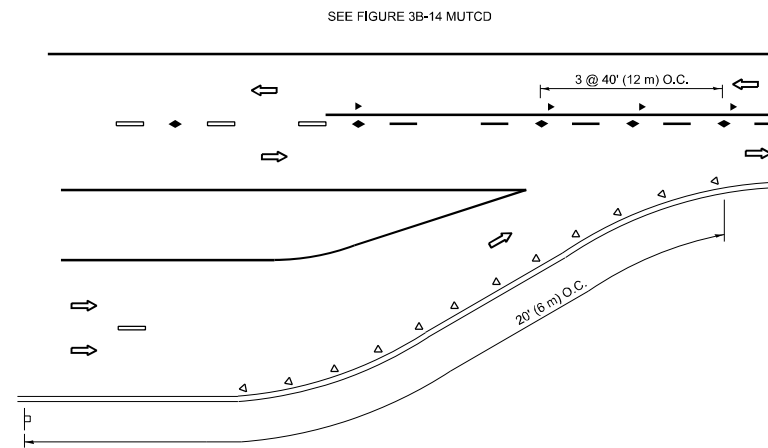
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	44
TC-10			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				

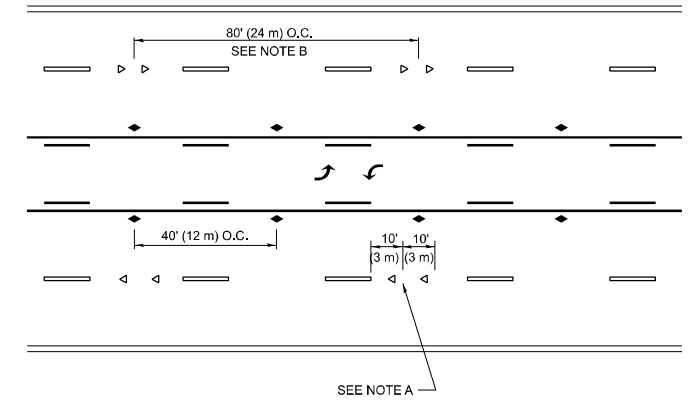


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

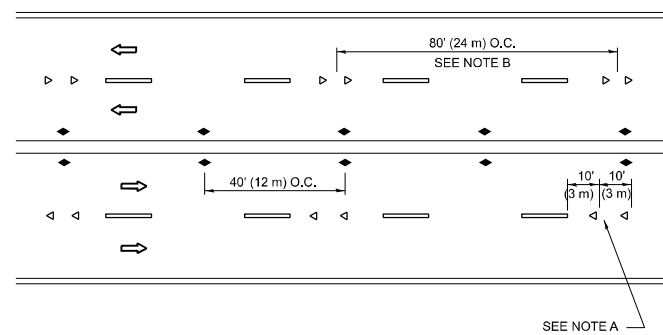
TWO-LANE/TWO-WAY



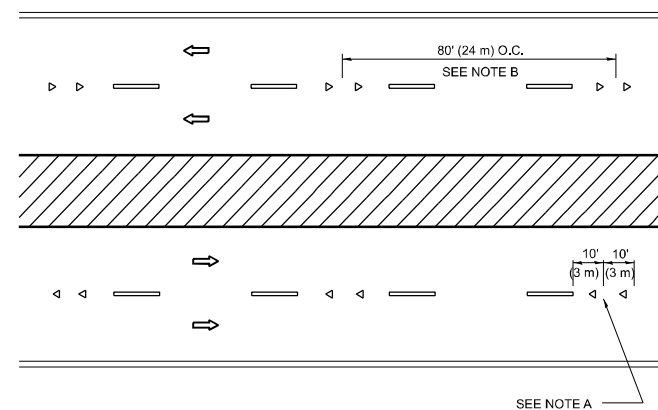
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

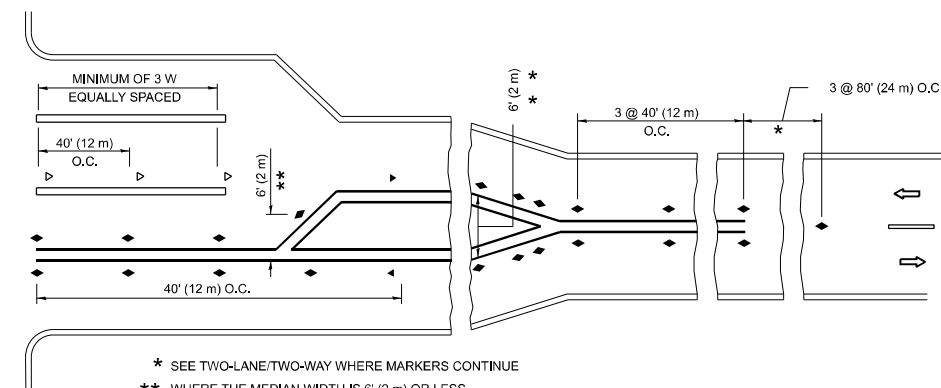
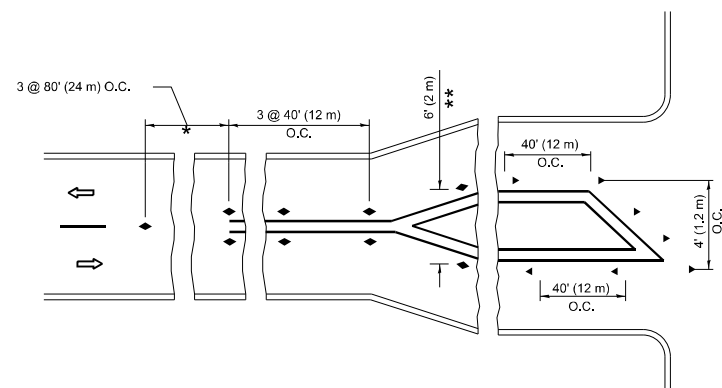
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◀ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



TURN LANES

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

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

MODEL: TC-11 (Sheet)
 FILE NAME: c:\p\work\wvictor\angelo.giles@illinois.gov\d1141925\D116026-sh-Dist\Sds.dgn

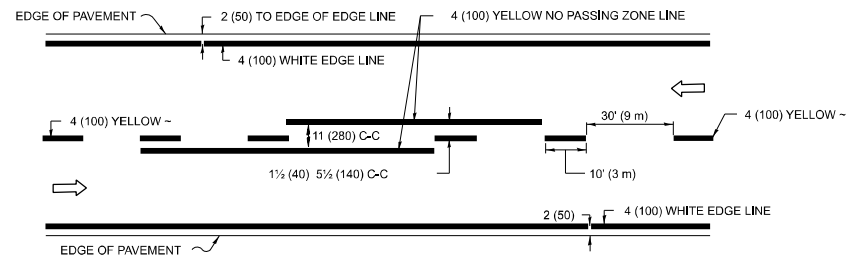
USER NAME = angelo.giles	DESIGNED -	REVISED - T. RAMMACHER 03-12-99
	DRAWN -	REVISED - T. RAMMACHER 01-06-00
	CHECKED -	REVISED - C. JUCIUS 09-09-09
PLOT DATE = 3/18/2026	DATE -	REVISED - C. JUCIUS 07-01-13

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

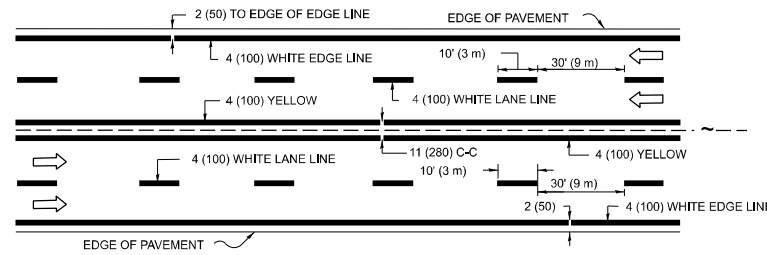
TYPICAL APPLICATIONS
 RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

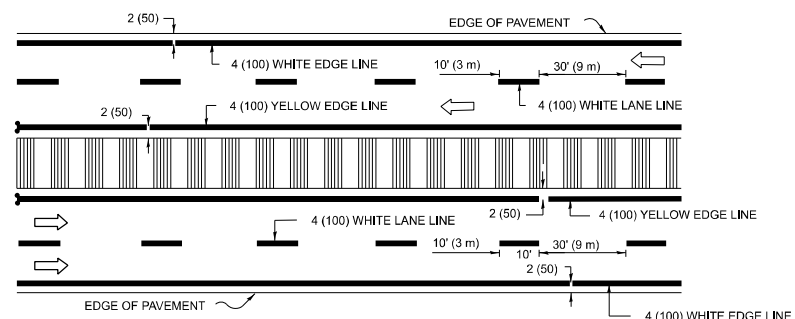
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	45
TC-11			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

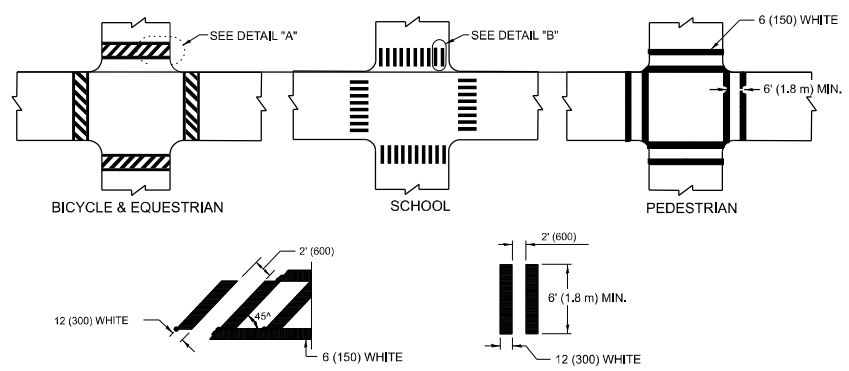


MULTI-LANE UNDIVIDED



MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

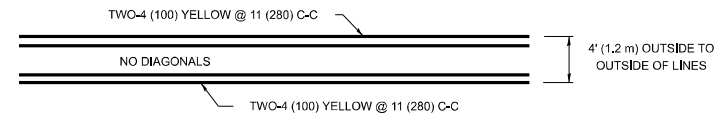


DETAIL "A"

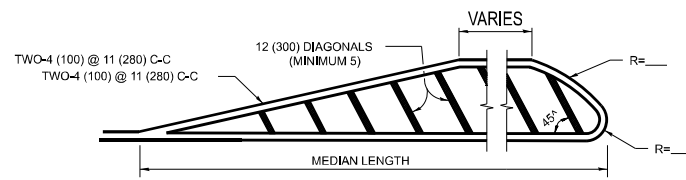
DETAIL "B"

TYPICAL CROSSWALK MARKING

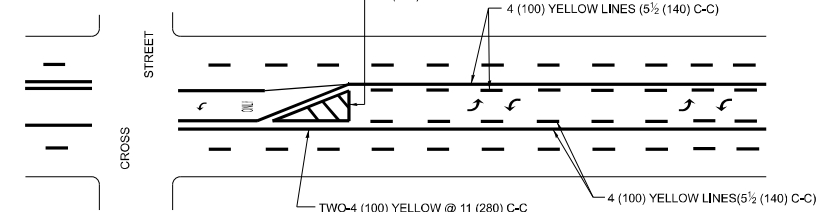
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



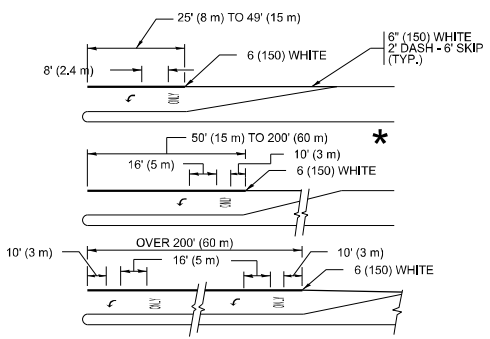
4' (1.2 m) WIDE MEDIANS ONLY



MEDIANS OVER 4' (1.2 m) WIDE

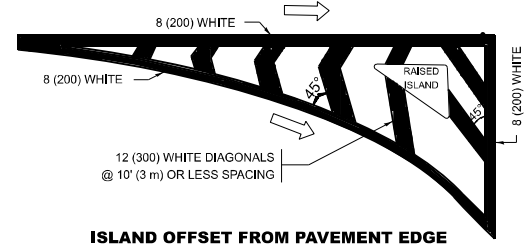


MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING

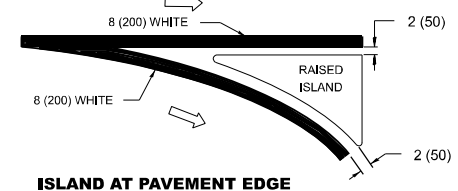


TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

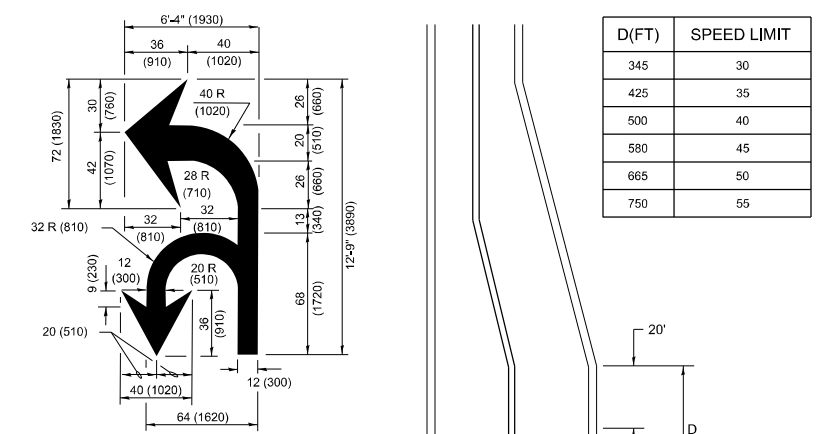


ISLAND OFFSET FROM PAVEMENT EDGE

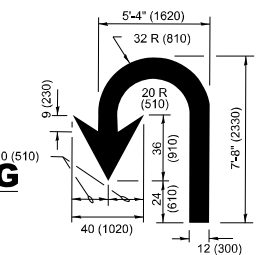


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE-FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C (30 MPH (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: 15 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

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

MODEL: TC-13 (Sheet)
FILE NAME: c:\p\work\wv\diagram\angel.giles@illinois.gov\1141925\DI16026-sh-DistSds.dgn

USER NAME = angel.giles	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
	DRAWN - C. JUCIUS 07-01-13	REVISED - C. JUCIUS 12-21-15
	CHECKED -	REVISED - C. JUCIUS 04-12-16
PLOT DATE = 3/18/2026	DATE - 03-19-90	

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.
345B	2025-2137-RS,SW	COOK	63	46
TC-13		CONTRACT NO. 80D00		
ILLINOIS		FED. AID PROJECT		

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

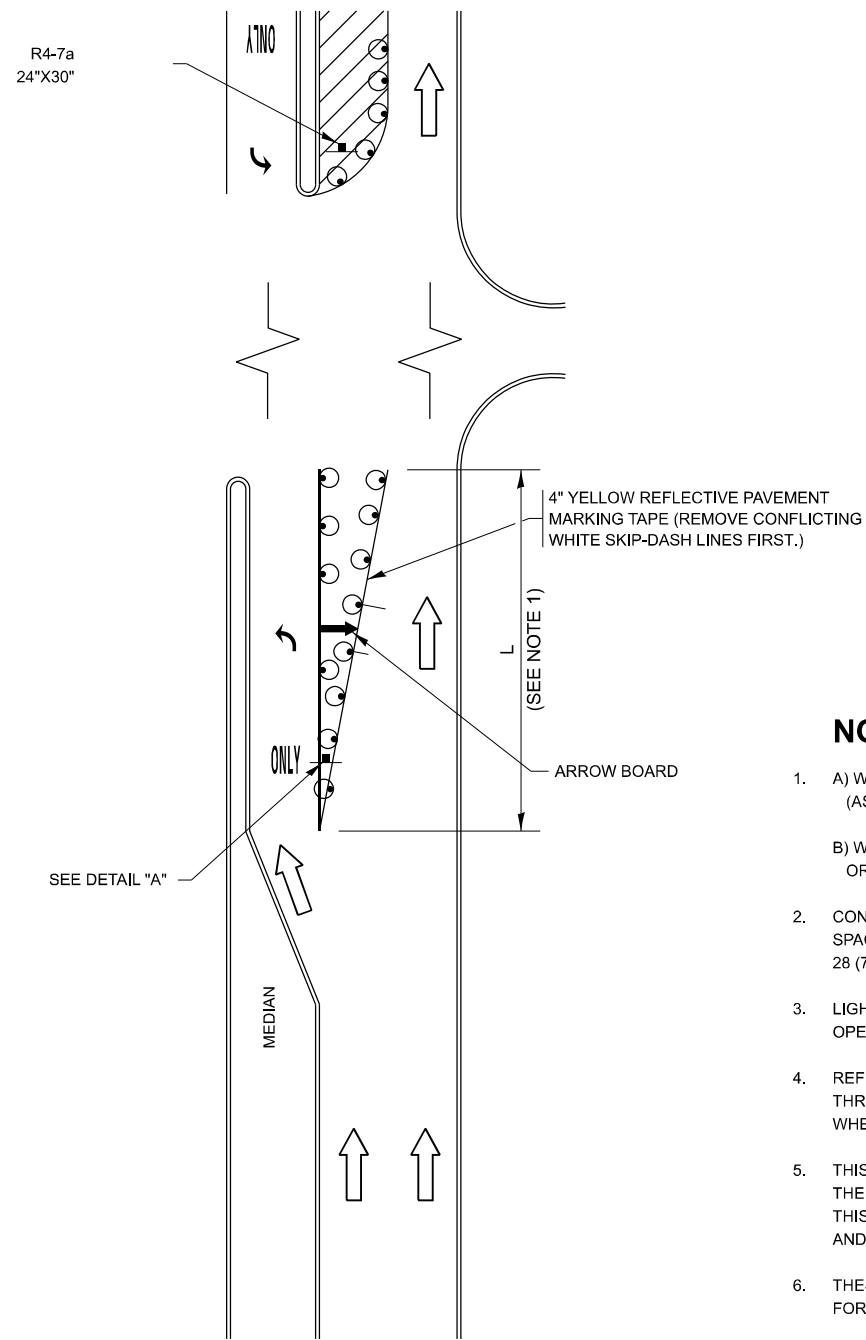


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

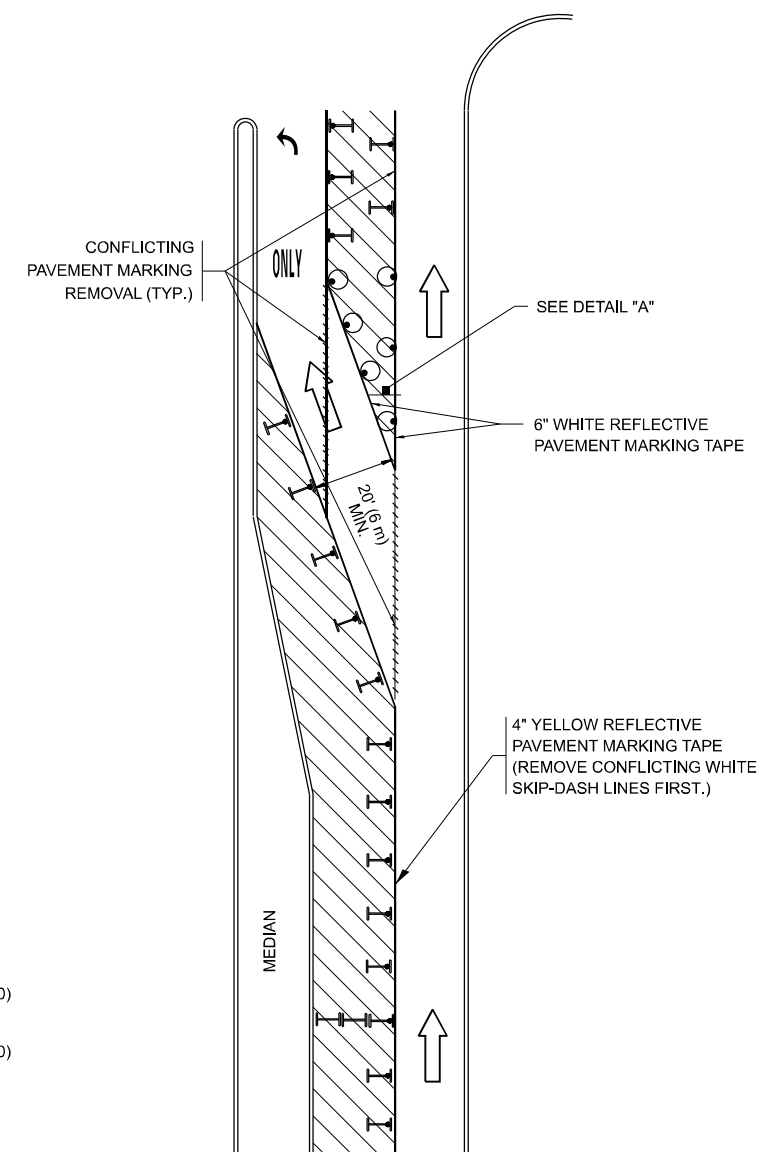


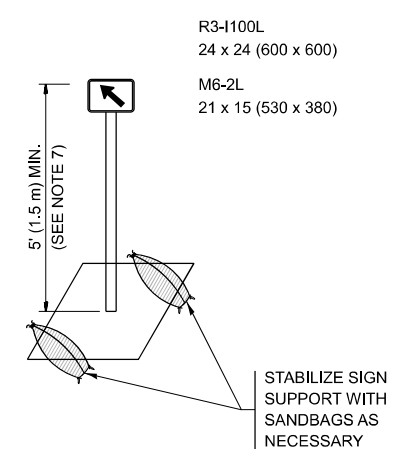
FIGURE 2

LEGEND

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

NOTES:

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



DETAIL A

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

MODEL: TC-14 (Sheet) FILE NAME: c:\p\work\wvictor\angel.giles@illinois.gov\d1141925\D116026-ht-DistSds.dgn

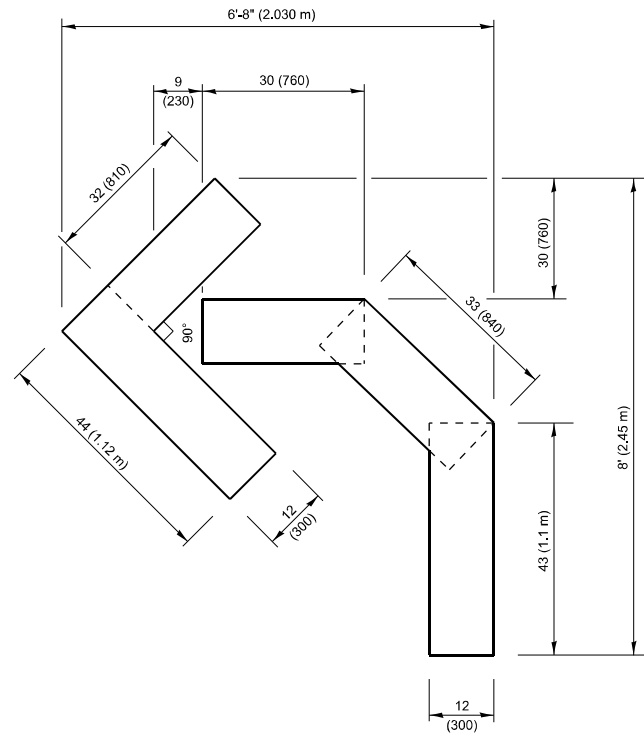
USER NAME = angelo.giles	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09
	DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13
	CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16
PLOT DATE = 3/18/2026	DATE - T. RAMMACHER 01-06-00	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

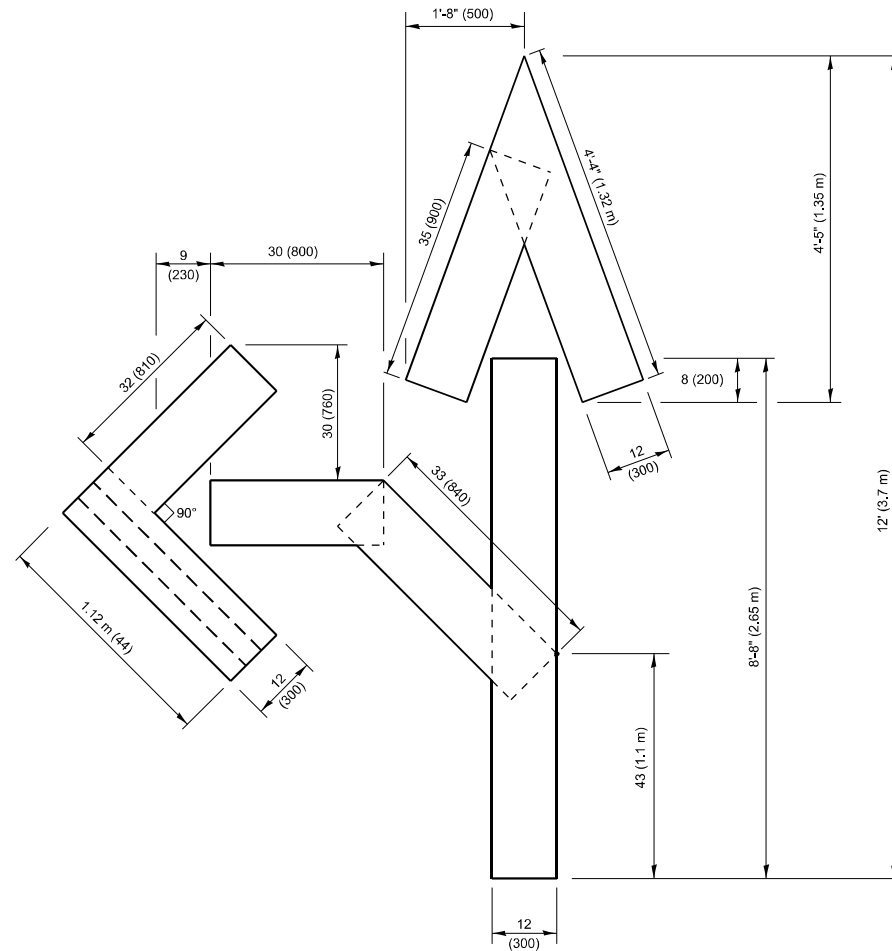
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	47
TC-14		CONTRACT NO. 80D00		
ILLINOIS FED. AID PROJECT				



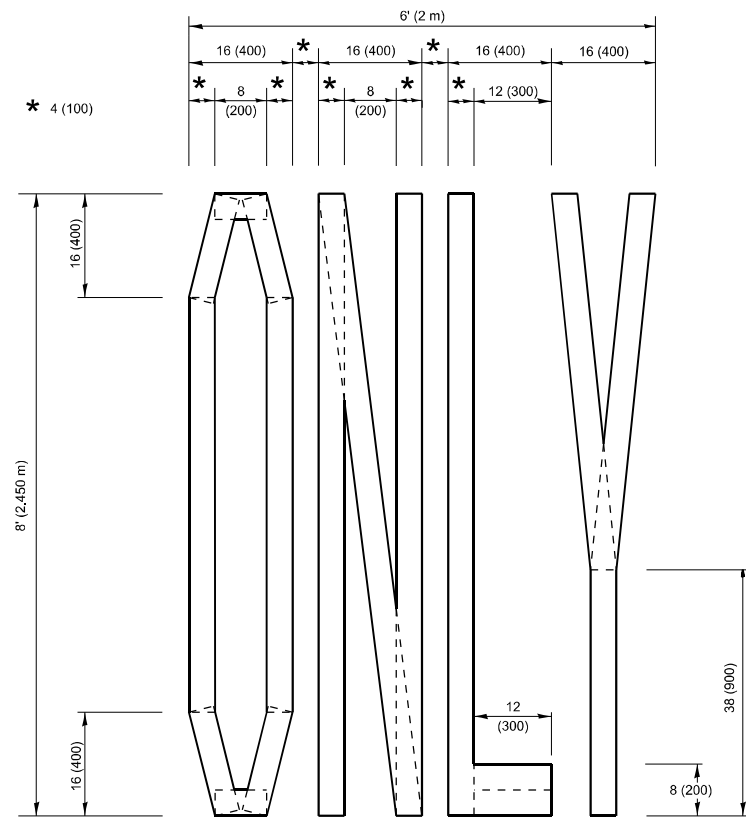
QUANTITY

4 (100) LINE = 45.5 ft. (13.9 m)
15.2 sq. ft. (1.41 sq. m)



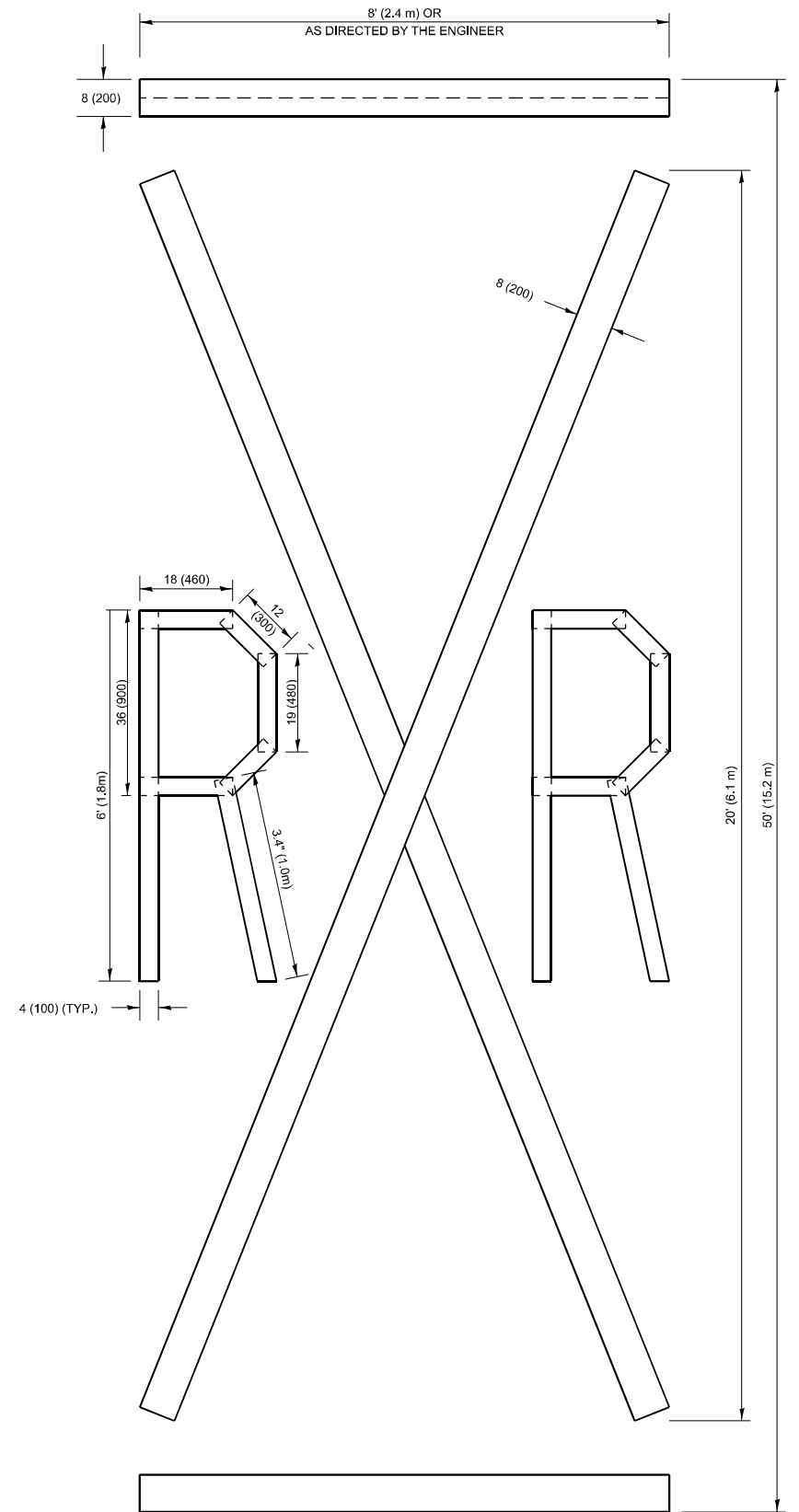
QUANTITY

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



QUANTITY

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



QUANTITY

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

NOTE:

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

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

MODEL: TC-16 (Sheet)
FILE NAME: c:\p\work\vw\diagram\angelo.giles@illinois.gov\1141925\DI16025-sh-TS\DiSts.dgn

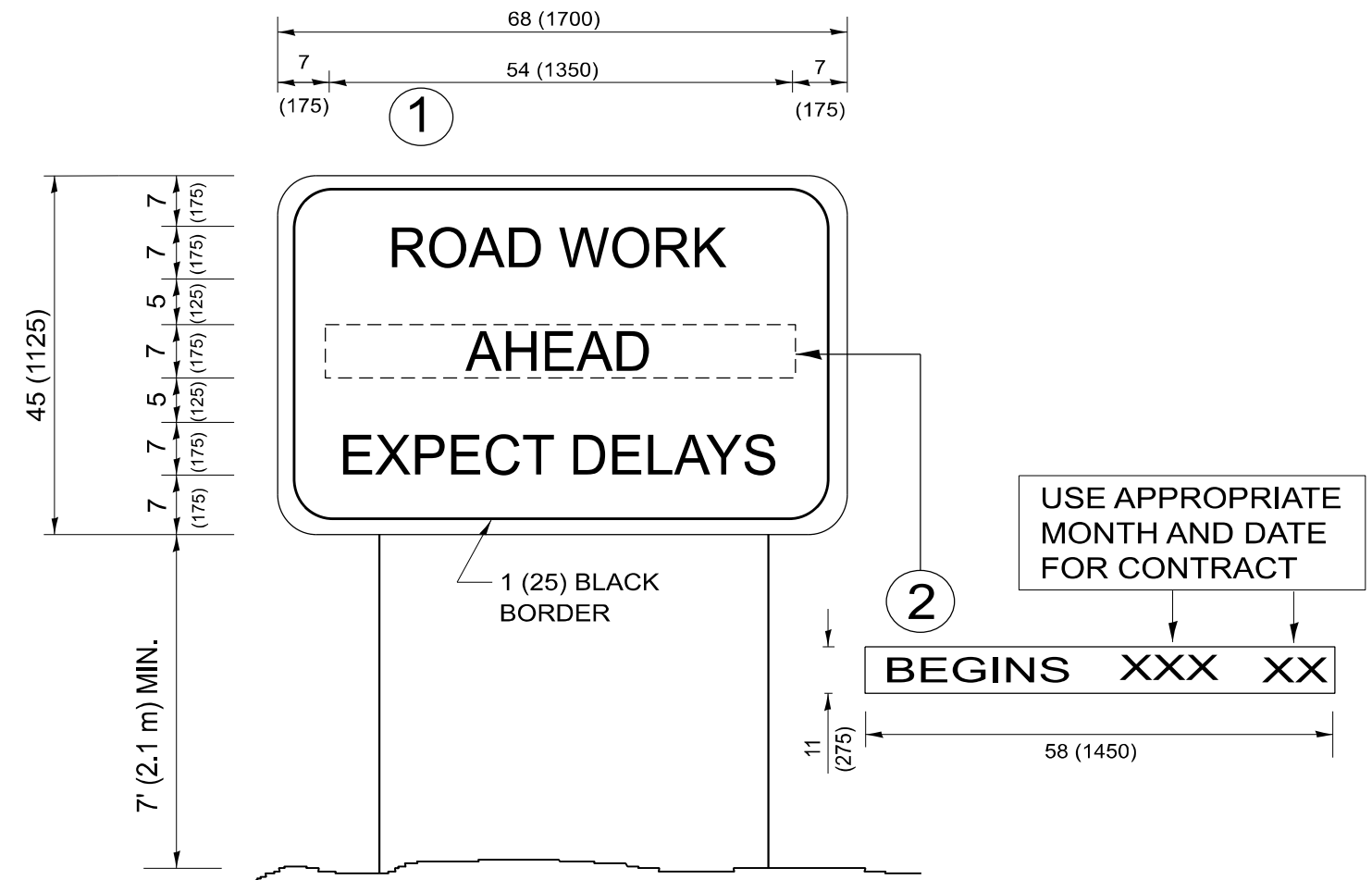
USER NAME = angelo.giles	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
	DRAWN -	REVISED - E. GOMEZ 08-28-00
	CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 3/18/2026	DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	48
TC-16		CONTRACT NO. 80D00		
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.

MODEL: TC-22 (Sheet)
FILE NAME: c:\p\work\wvictor\angelo.giles@illinois.gov\d1141925\D116025-eh-DistSigs.dgn

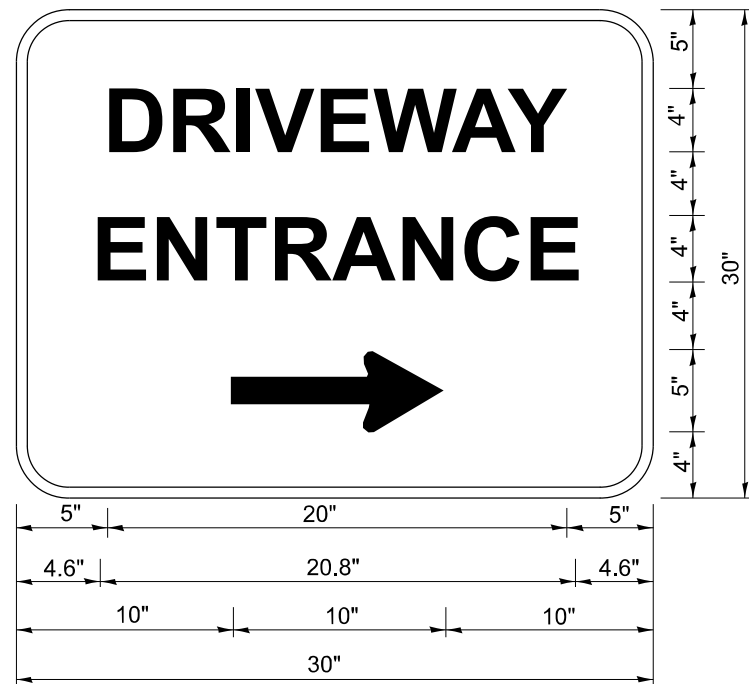
USER NAME = angelo.giles	DESIGNED -	REVISED - R. MIRS 09-15-97
	DRAWN -	REVISED - R. MIRS 12-11-97
	CHECKED -	REVISED - T. RAMMACHER 02-02-99
PLOT DATE = 3/18/2026	DATE -	REVISED - C. JUCIUS 01-31-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ARTERIAL ROAD
INFORMATION SIGN**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	49
TC-22			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				



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

NOTES:

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

MODEL: TC-26 (Sheet)
 FILE NAME: c:\p\work\project\angelo.giles@illinois.gov\1141925\116025-hh-Dist\Sigs.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED - C. JUCIUS 02-15-07
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	50
TC-26			CONTRACT NO. 80D00	
ILLINOIS FED. AID PROJECT				

TRAFFIC SIGNAL LEGEND

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

MODEL: TS-01a (Sheet)
FILE NAME: c:\p\work\wvictor\angelo.giles@illinois.gov\1141925\DT16026-sh-DistSigs.dgn

USER NAME = angelo.giles	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

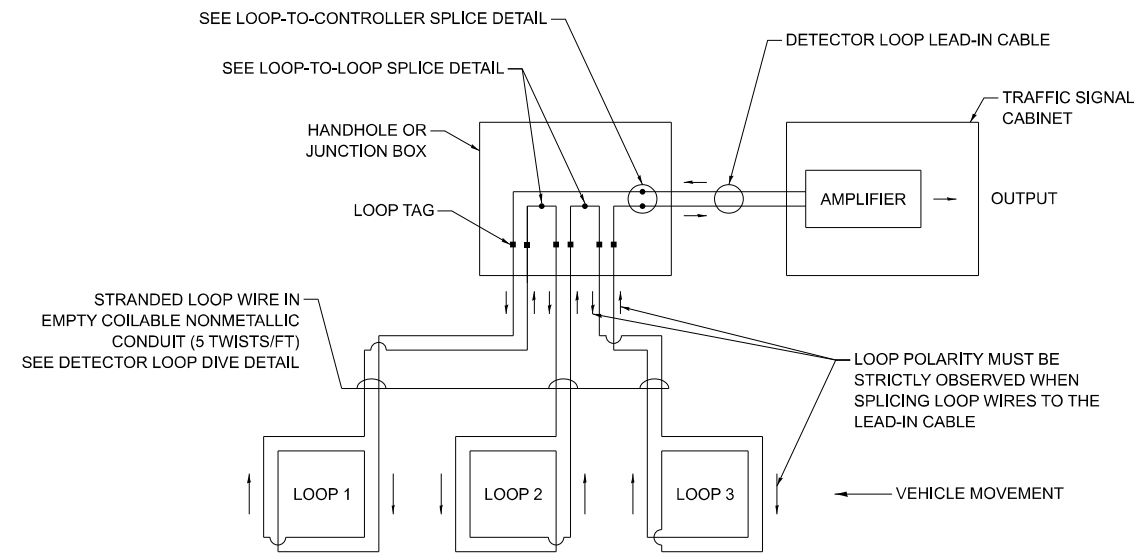
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

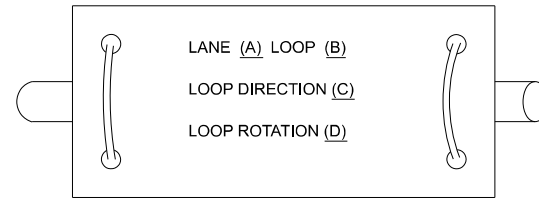
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	51
TS-01		CONTRACT NO. 80D00		
ILLINOIS FED. AID PROJECT				

DETECTOR LOOP NOTES:

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

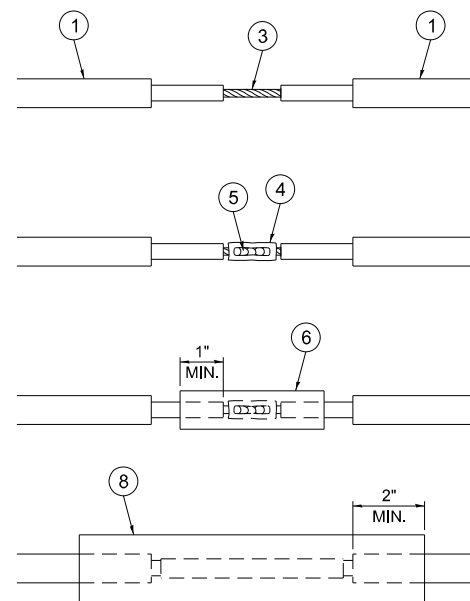


DETECTOR LOOP WIRING SCHEMATIC



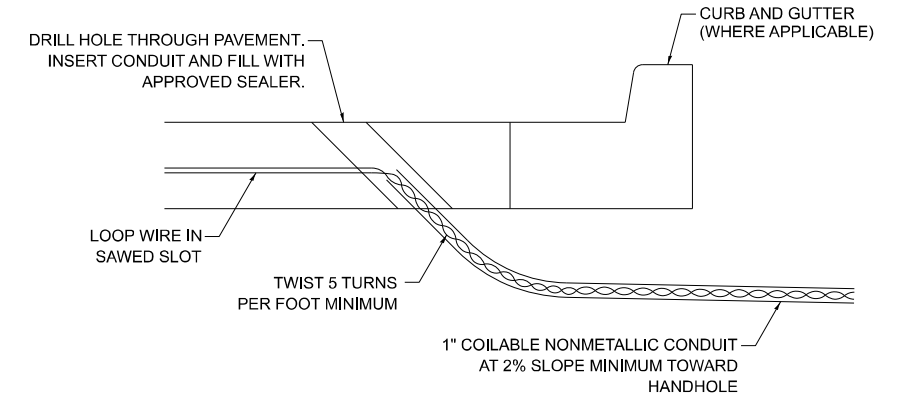
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

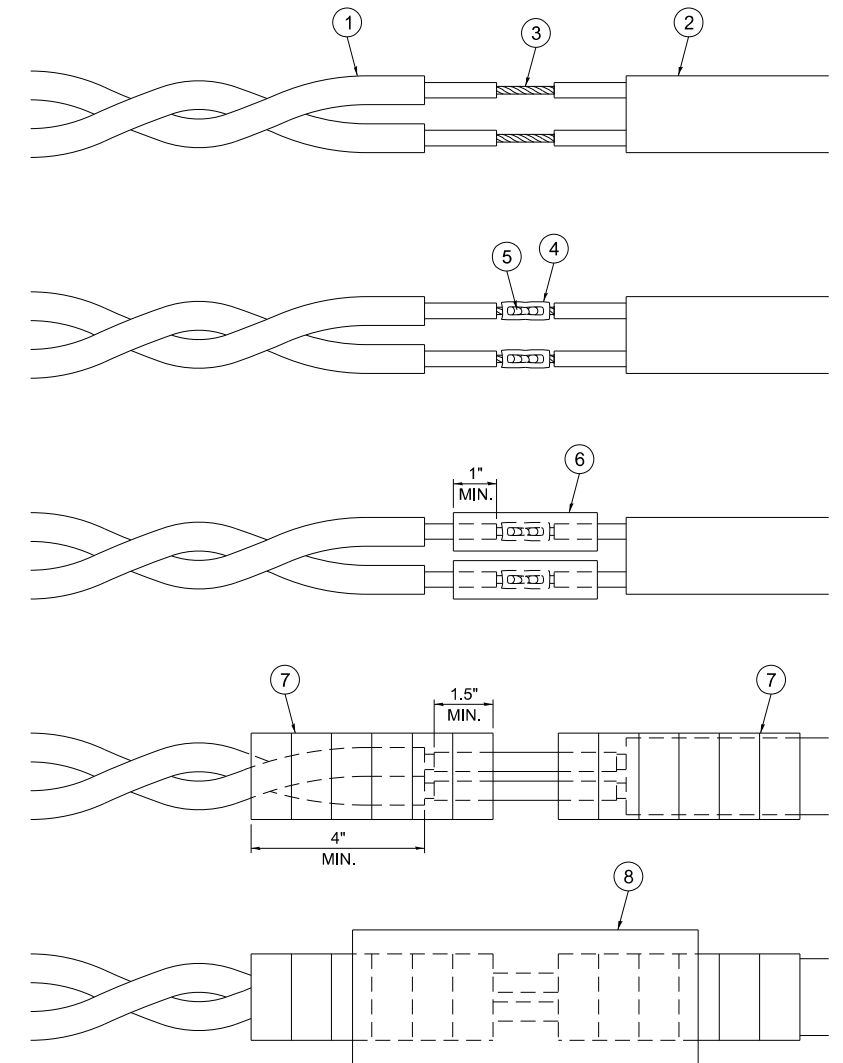


LOOP-TO-LOOP SPLICE DETAIL

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



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

MODEL: TS-01b (Sheet)
FILE NAME: c:\p\work\116025-rs-sw\DistSigs.dgn

USER NAME = angelo.giles	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

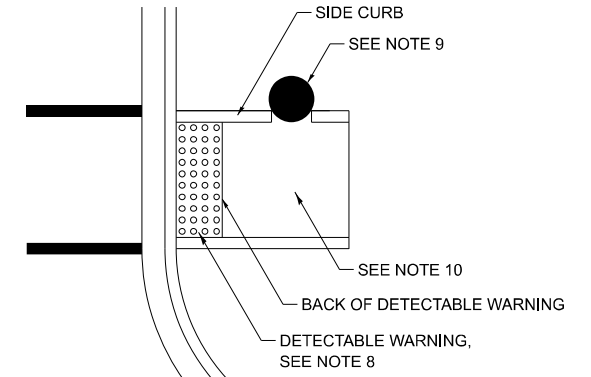
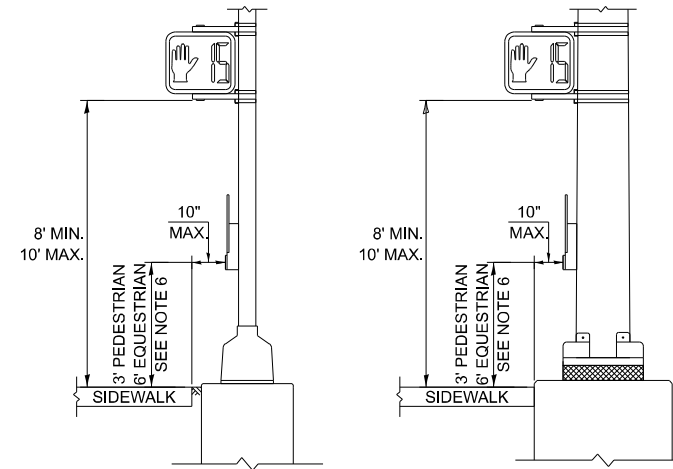
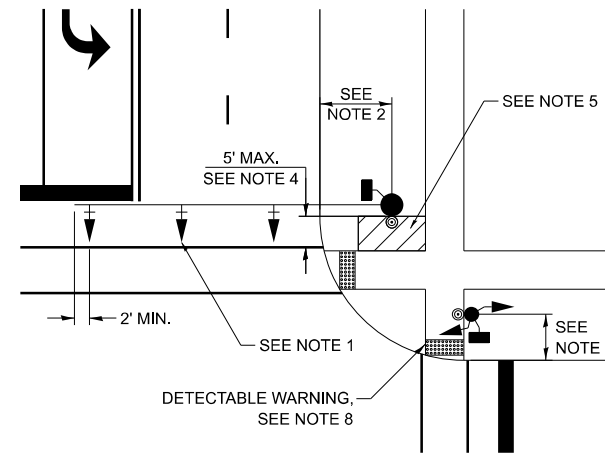
SCALE: NONE SHEET 2 OF 7 SHEETS STA. TO STA.

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 52
TS-01		CONTRACT NO. 80D00		
ILLINOIS FED. AID PROJECT				

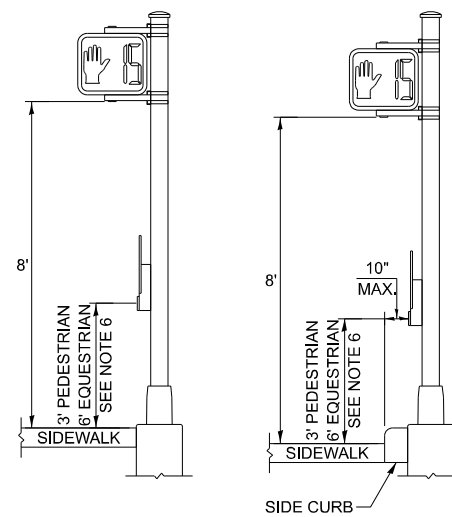
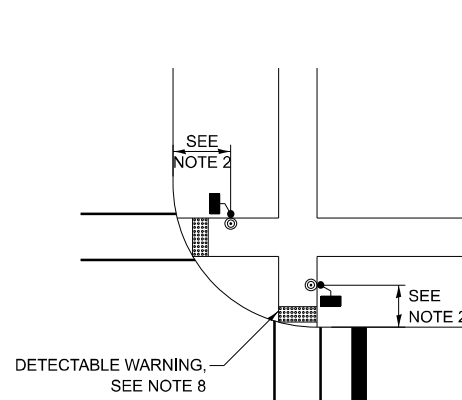
NOTES:

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

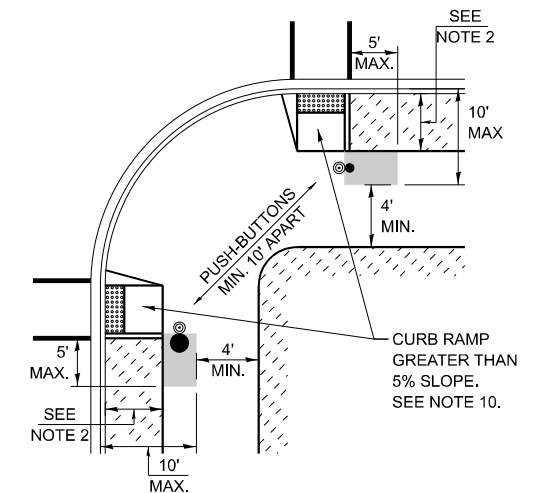
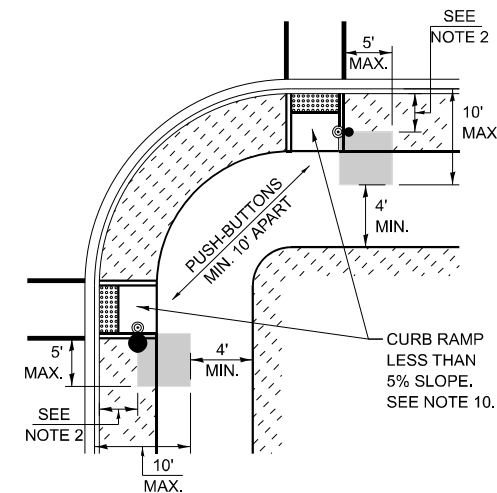
TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PUSH-BUTTON LOCATIONS



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.

MODEL: TS-01c (Sheet)
FILE NAME: c:\p\work\wv\wv\angelo.giles@illinois.gov\d1141925\DT16026-sh-DistSigs.dgn

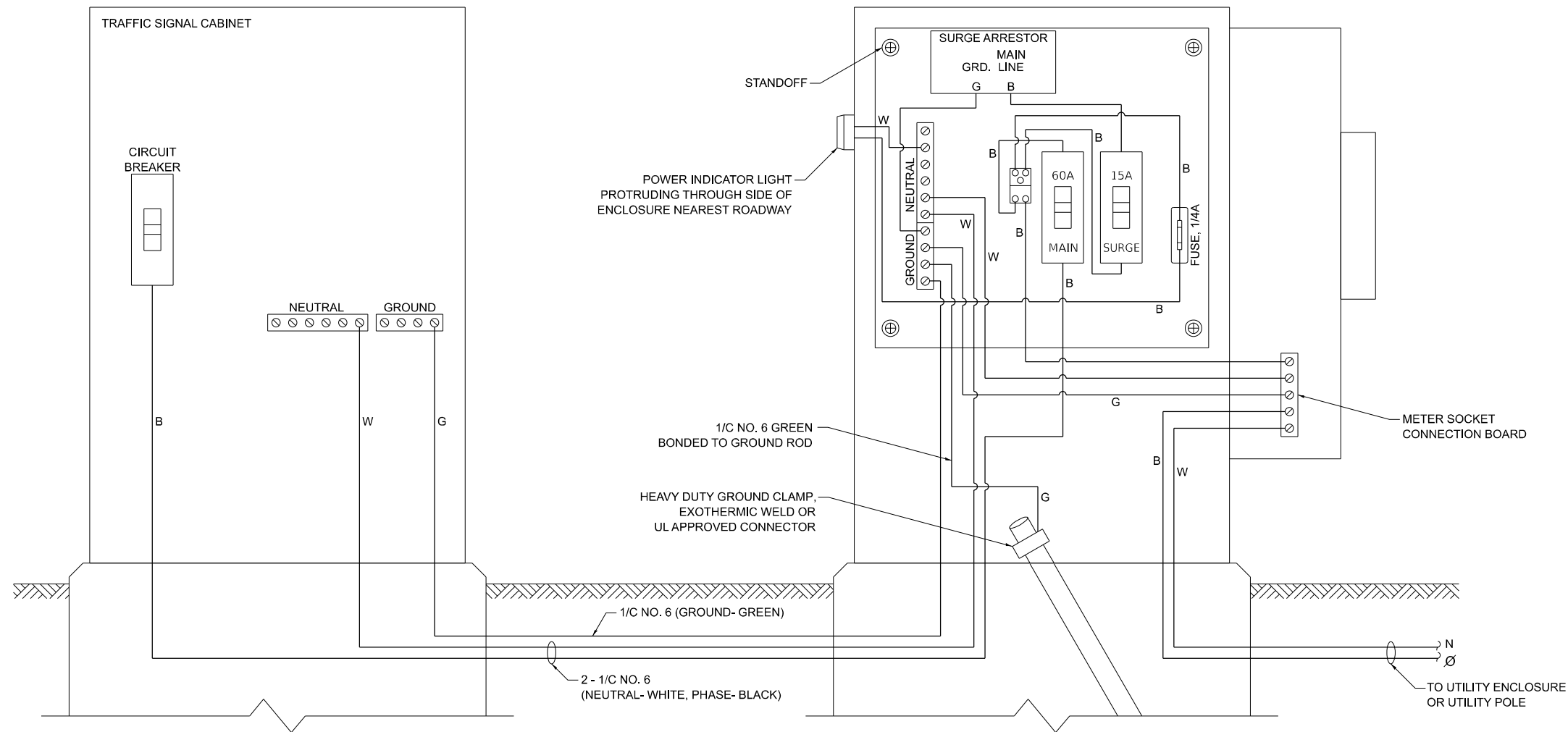
USER NAME = angelo.giles	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

SCALE: NONE SHEET 3 OF 7 SHEETS STA. TO STA.

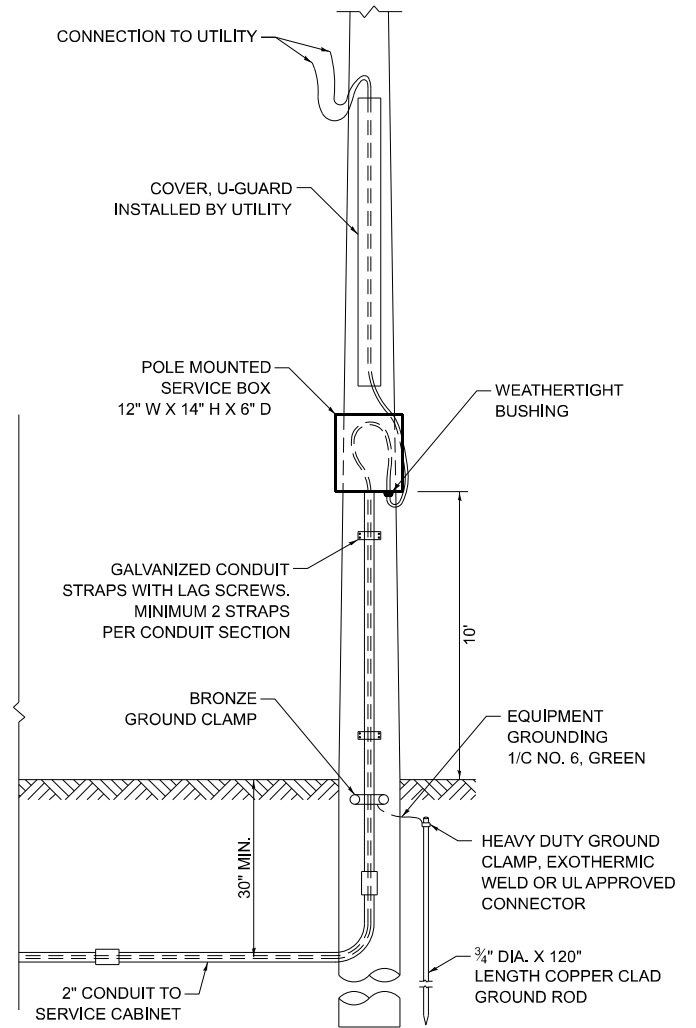
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	53
TS-01		CONTRACT NO. 80D00		
ILLINOIS FED. AID PROJECT				



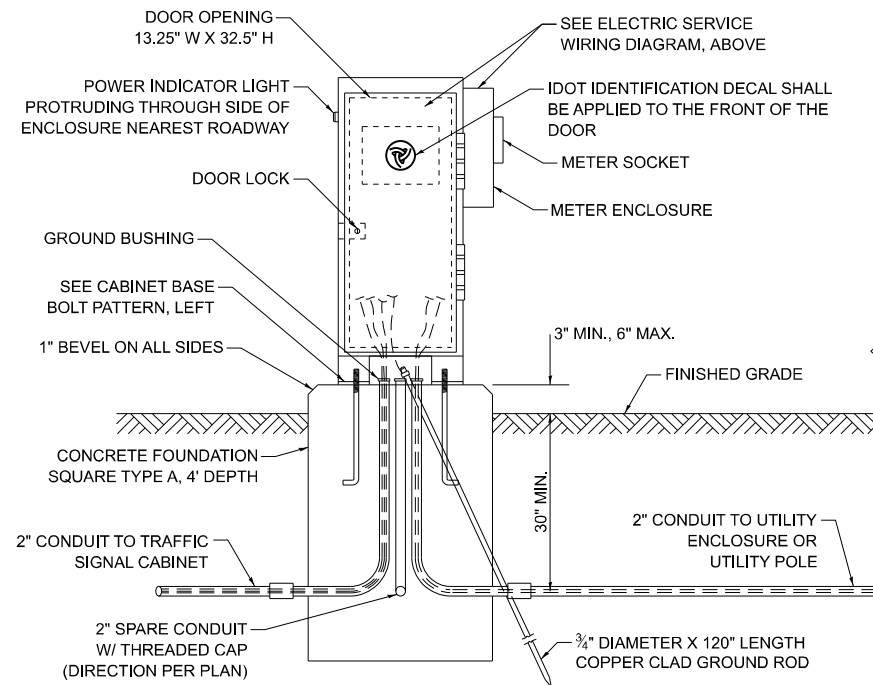
ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

NOTES:

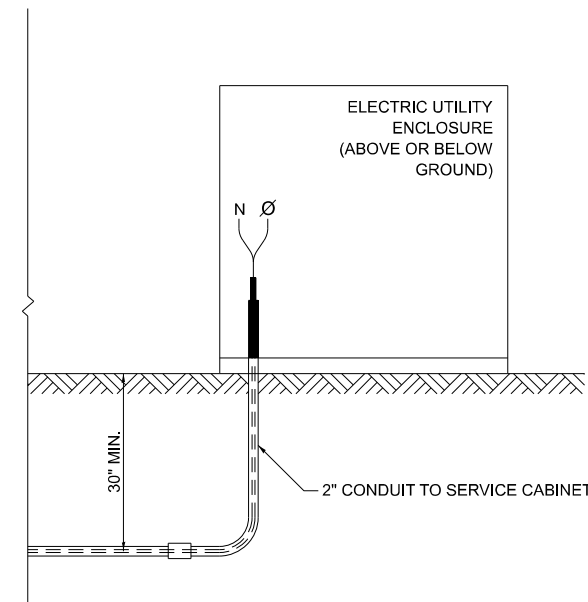
1. THE GROUND MOUNTED SERVICE CABINET IS TO BE LOCATED BETWEEN THE TRAFFIC SIGNAL CABINET AND THE UTILITY CONNECTION, PREFERABLY 20' TO 50' FROM THE TRAFFIC SIGNAL CONTROLLER CABINET.
2. ELECTRIC SERVICE PANELS SHALL BE CONSTRUCTED TO UL STD. 508, INDUSTRIAL CONTROL PANEL, AND CARRY THE UL LABEL.
3. 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.



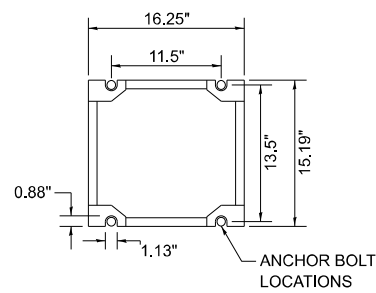
CONNECTION TO UTILITY POLE



SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CONNECTION TO UTILITY ENCLOSURE



CABINET BASE BOLT PATTERN

MODEL: TS-01d (Sheet) FILE NAME: c:\p\work\angelo.giles@illinois.gov\1141925\116026-sh-DistSds.dgn

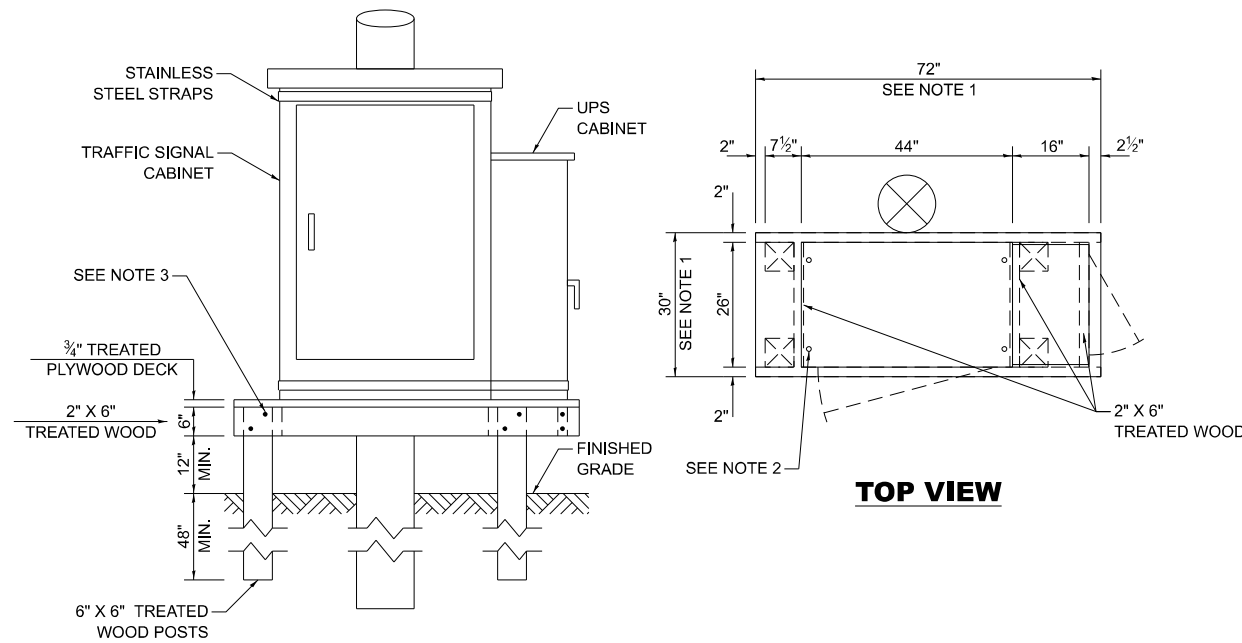
USER NAME = angelo.giles	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 54
TS-01		CONTRACT NO. 80D00		
ILLINOIS FED. AID PROJECT				



NOTES:

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

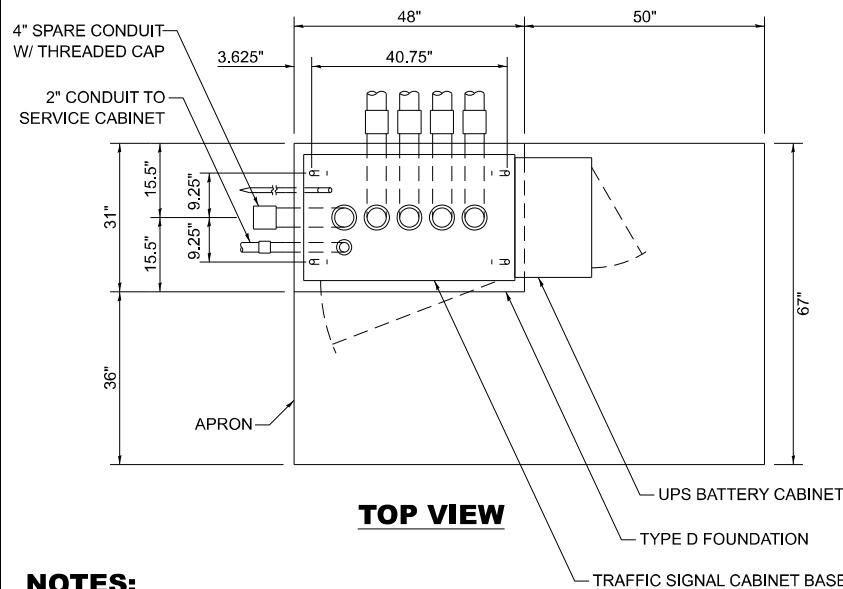
TEMPORARY TRAFFIC SIGNAL CABINET WOOD SUPPORT PLATFORM

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

DEPTH OF MAST ARM FOUNDATIONS, TYPE E

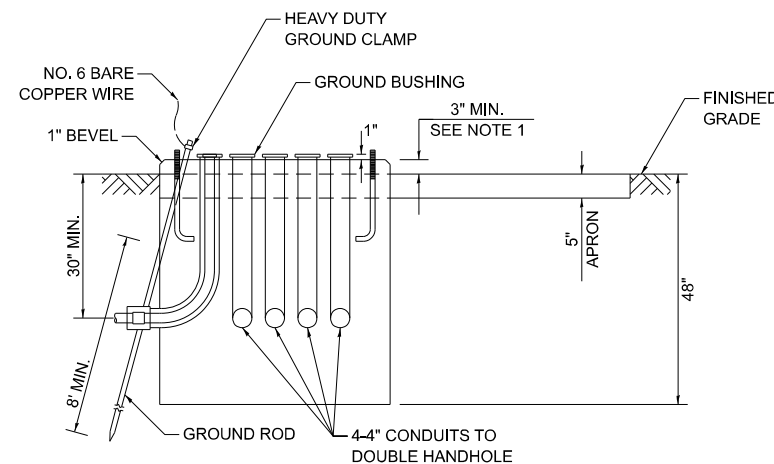
TYPE E FOUNDATION NOTES:

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

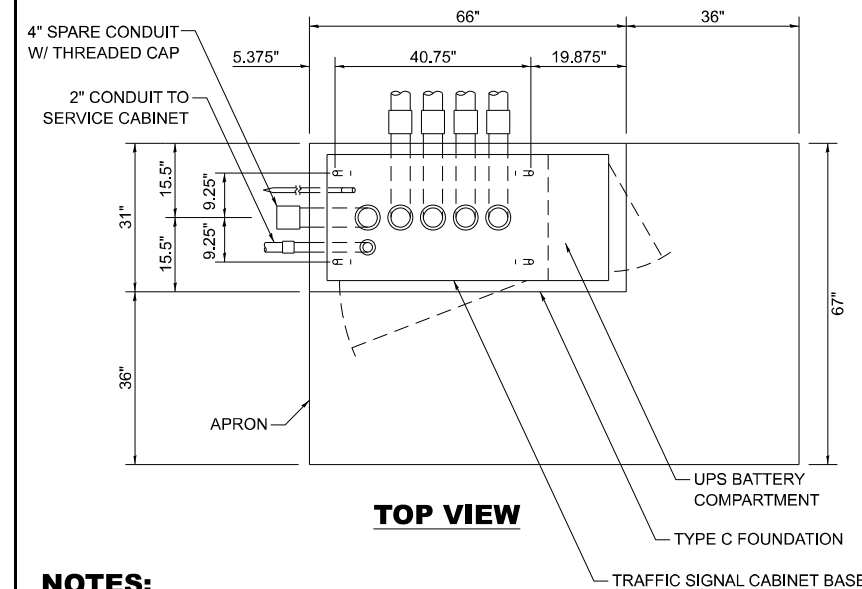


NOTES:

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

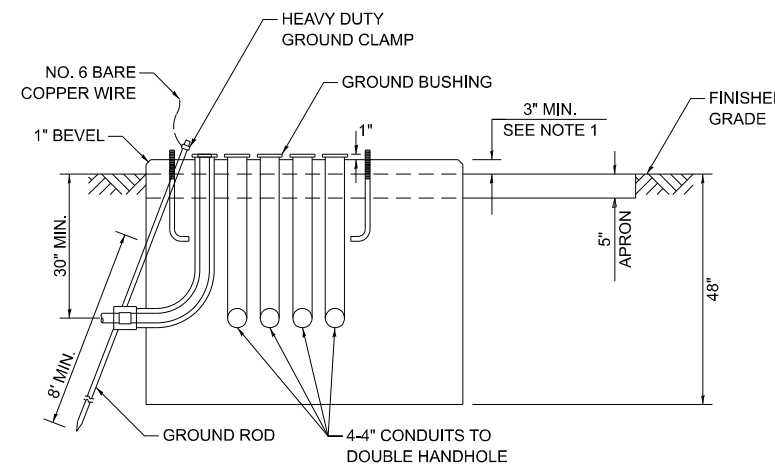


TYPE D FOUNDATION TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET AND UPS BATTERY CABINET



NOTES:

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



TYPE C FOUNDATION SUPER P AND SUPER R TRAFFIC SIGNAL CABINETS

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

DEPTH OF FOUNDATIONS TYPES A, C & D

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

VERTICAL CABLE LENGTH

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

CABLE SLACK LENGTH

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

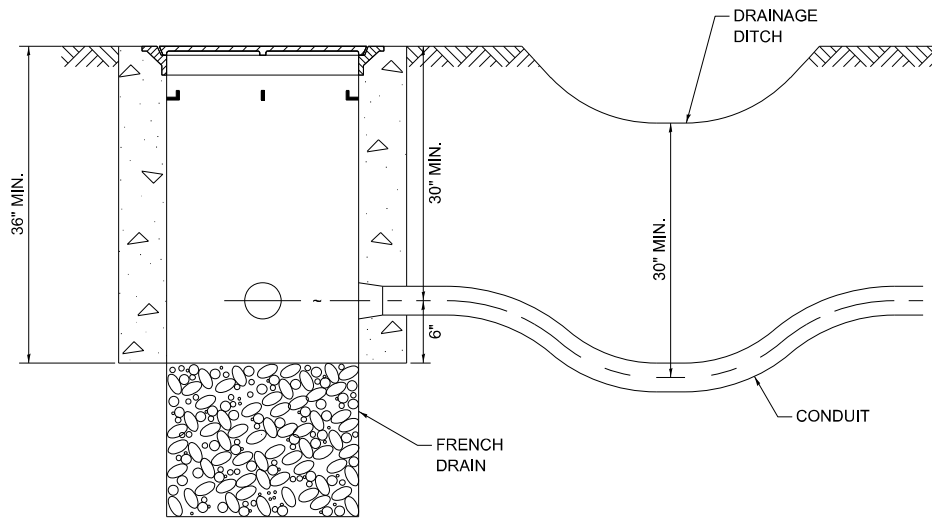
DISTRICT ONE STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	55
TS-01		CONTRACT NO. 80D00		
ILLINOIS FED. AID PROJECT				

MODEL: TS-01e (Sheet)
FILE NAME: c:\p\work\wv\di\angelo.giles@illinois.gov\1141925\D116025-eh-DistSigs.dgn

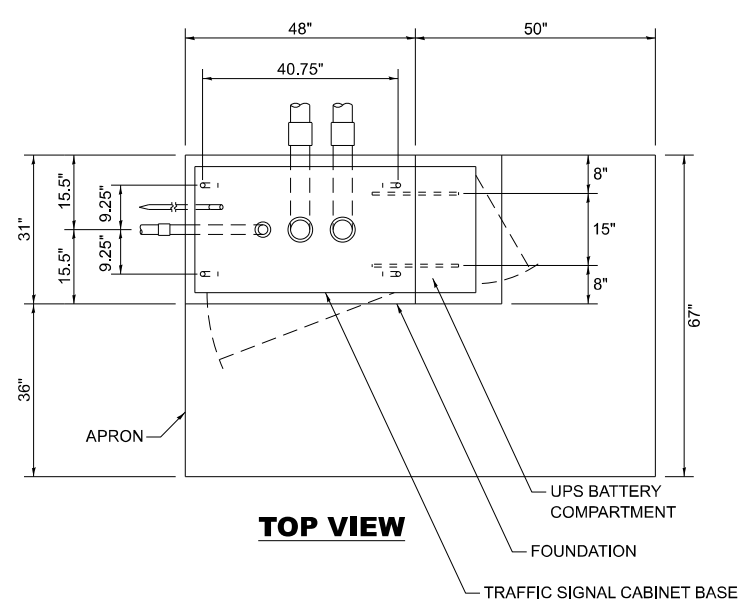
USER NAME = angelo.giles	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NBKK	REVISED -
PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -



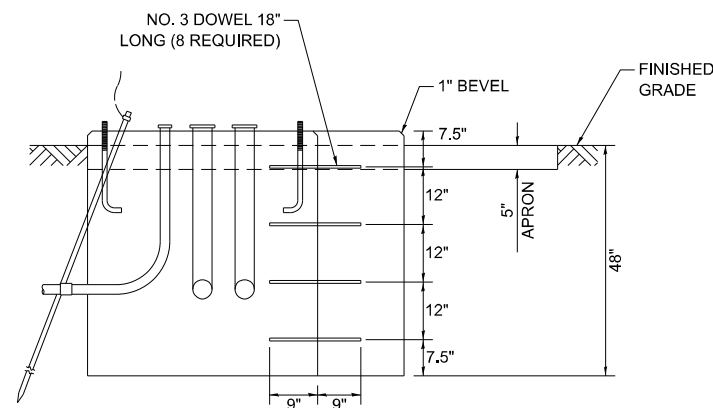
NOTES:

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.

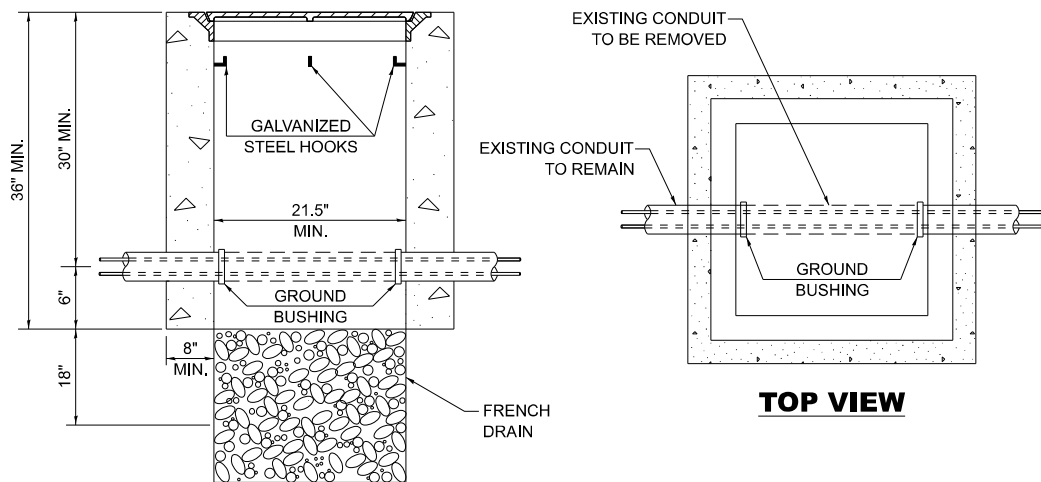
HANDHOLE WITH MINIMUM CONDUIT DEPTH



TOP VIEW



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

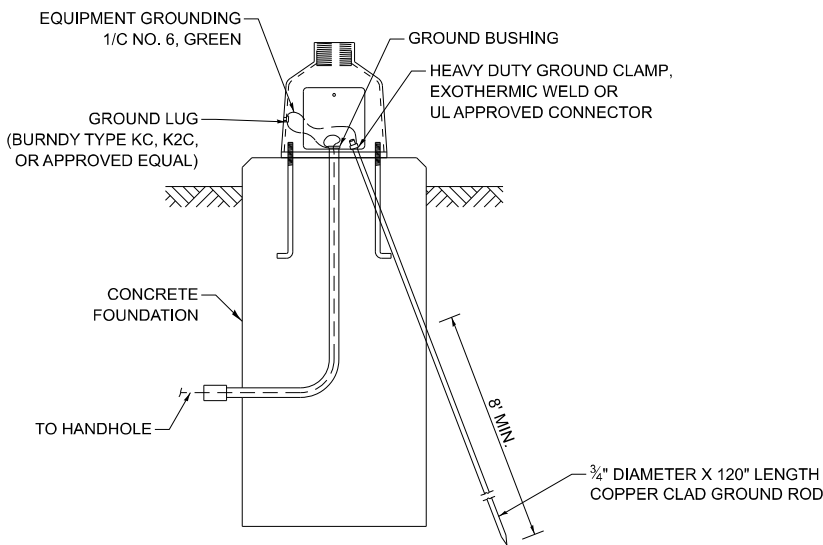


TOP VIEW

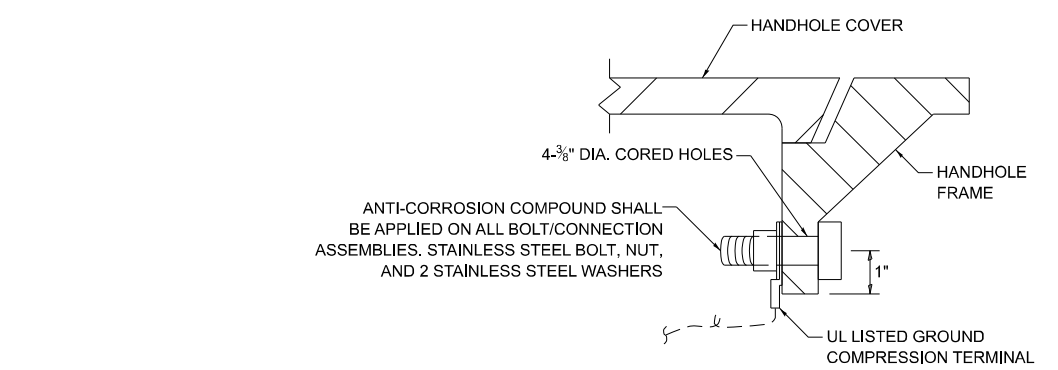
NOTES:

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

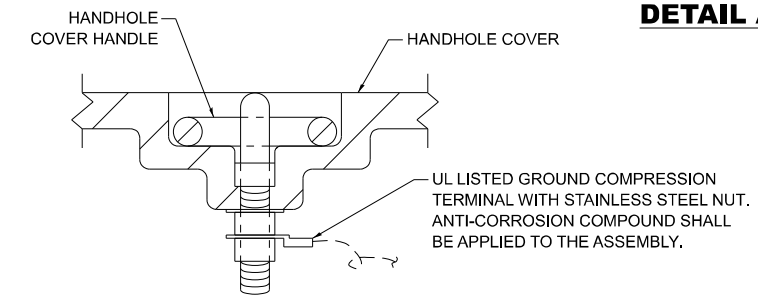
HANDHOLE TO INTERCEPT EXISTING CONDUIT



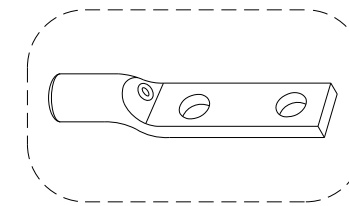
MAST ARM / POST GROUNDING DETAIL



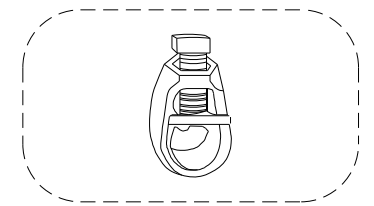
DETAIL A



DETAIL B



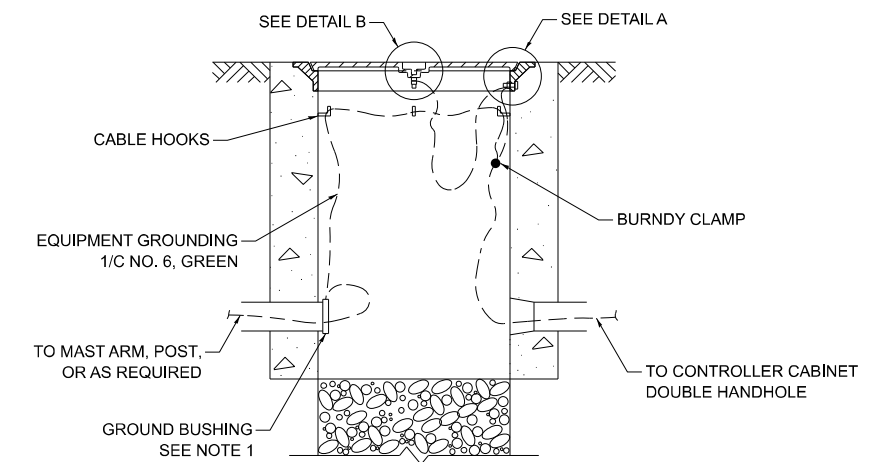
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



3/4" HEAVY-DUTY GROUND ROD CLAMP BRONZE OR COPPER, UL APPROVED (BURNDY TYPE GRC OR APPROVED EQUAL)

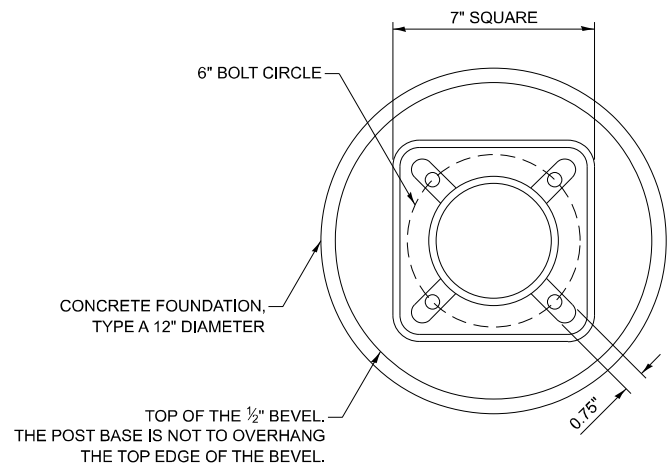
NOTES:

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



HANDHOLE GROUNDING DETAIL

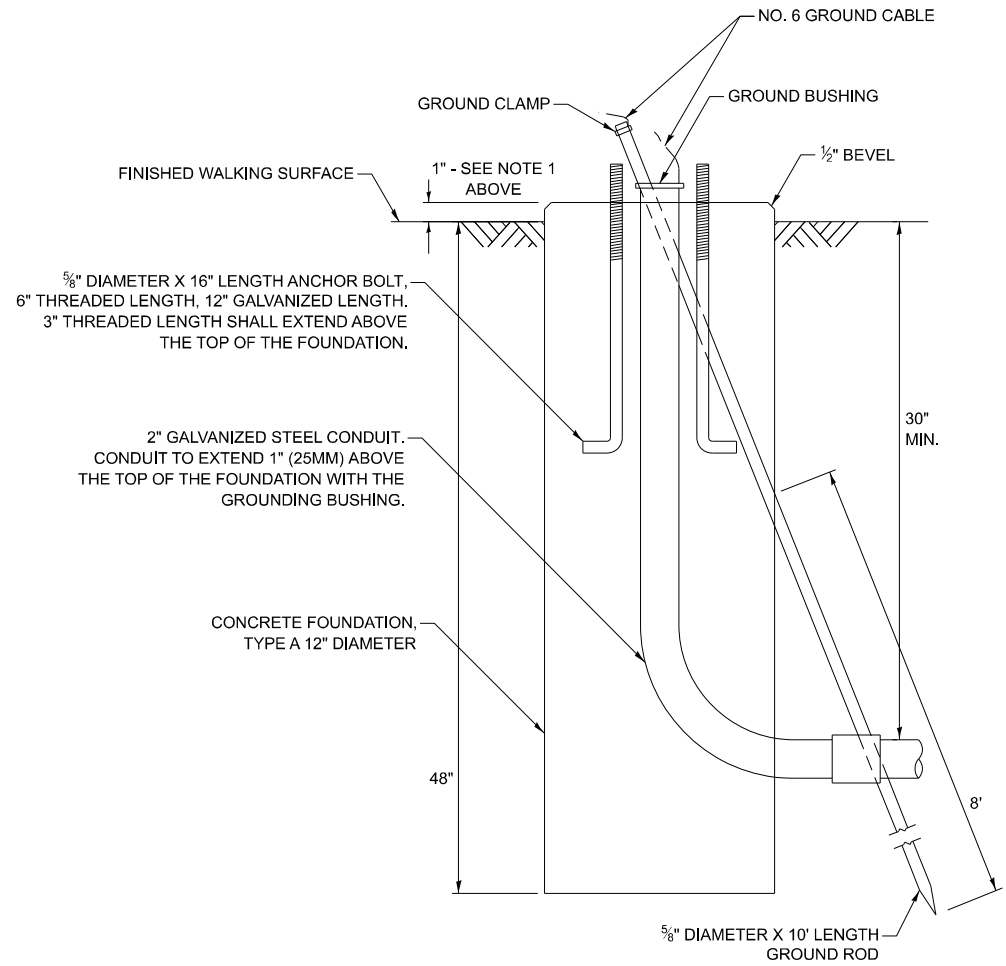
USER NAME = angelgiles	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -



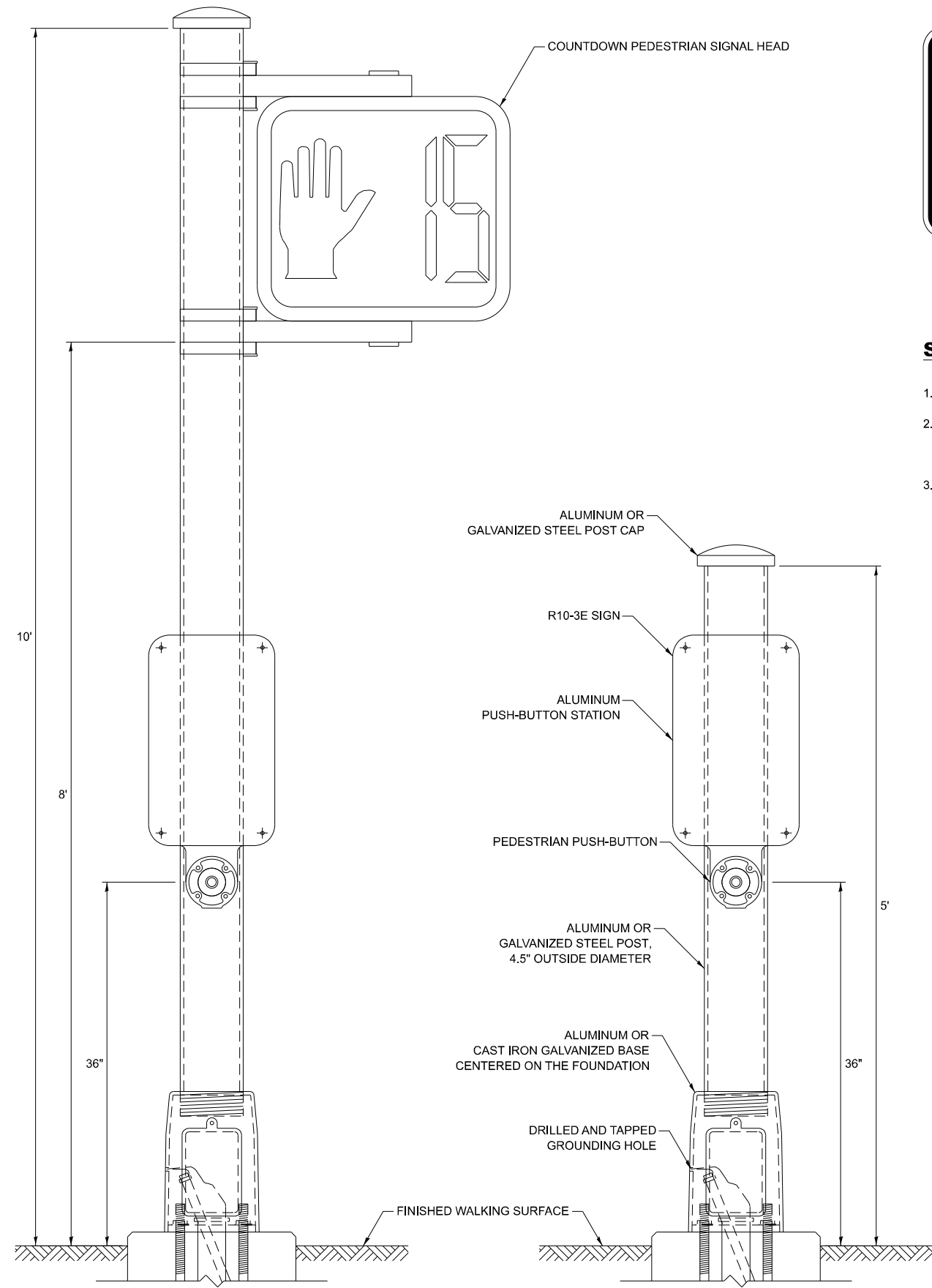
BOLT PATTERN

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.

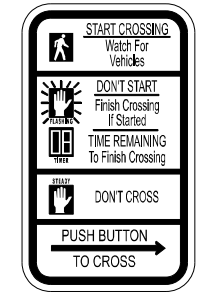


**CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER**



PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



W10-101
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 W10-101 IS REQUIRED FOR EACH PEDESTRIAN SIGNAL HEAD AT RAILROAD INTERSECTIONS.

MODEL: TS-01a (Sheet) FILE NAME: c:\p\work\wvictorangel.giles@illinois.gov\1141925\116026-sh-DistSigs.dgn

USER NAME = angelo.giles	DESIGNED - IP	REVISED -
	DRAWN - IP	REVISED -
	CHECKED - NB/KK	REVISED -
PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

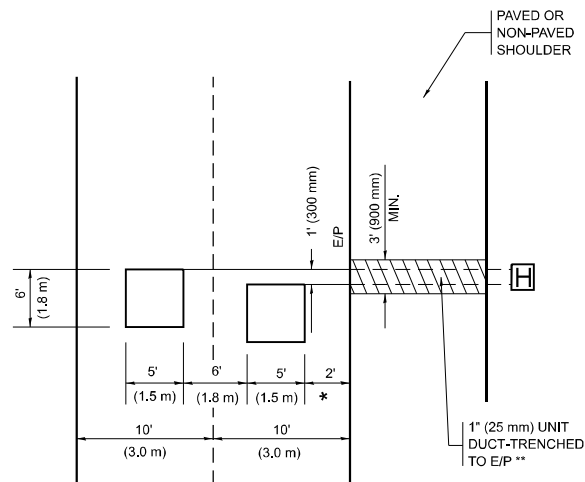
**DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS**

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

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 57
TS-01		CONTRACT NO. 80D00		
ILLINOIS FED. AID PROJECT				

LOOPS NEXT TO SHOULDERS

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



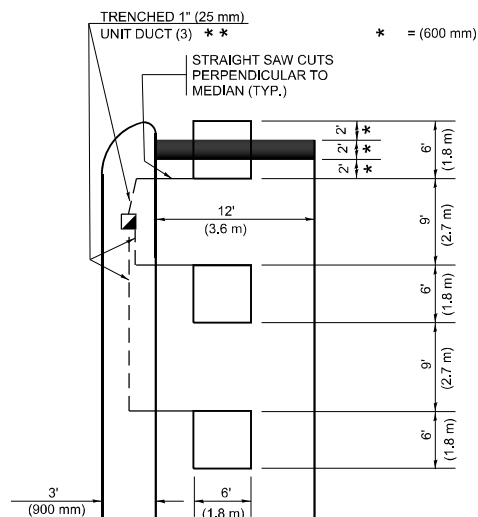
* = (600 mm)

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

LEFT TURN LANES WITH MEDIANS

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

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



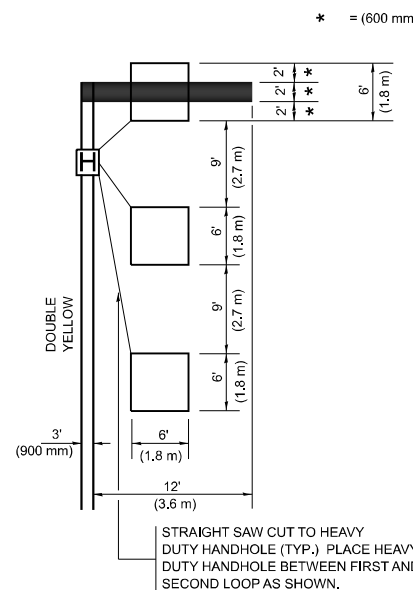
* = (600 mm)

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

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

LEFT TURN LANES WITHOUT MEDIANS

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



* = (600 mm)

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

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 SEPARATELY. 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.

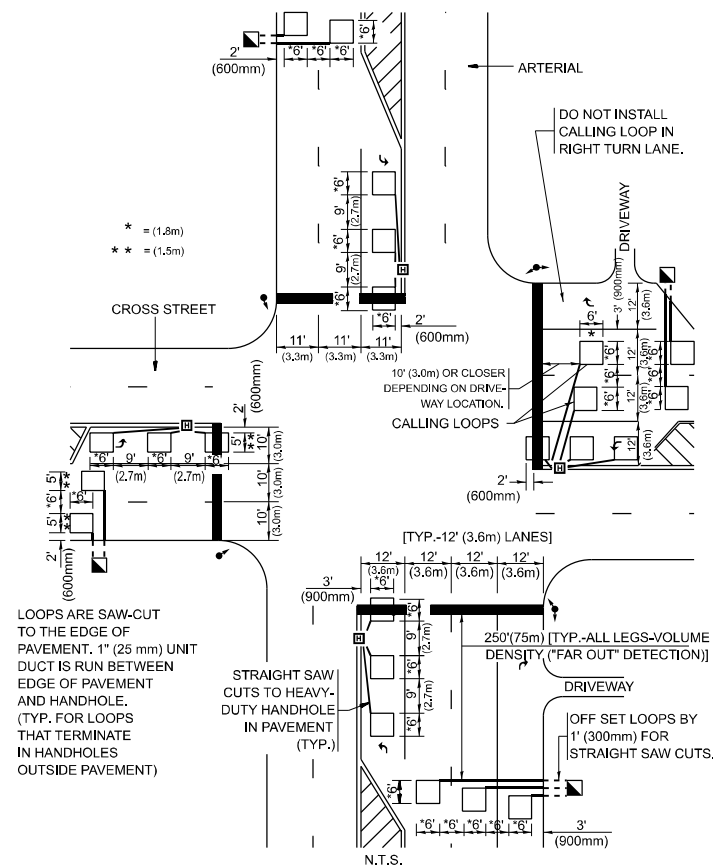
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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



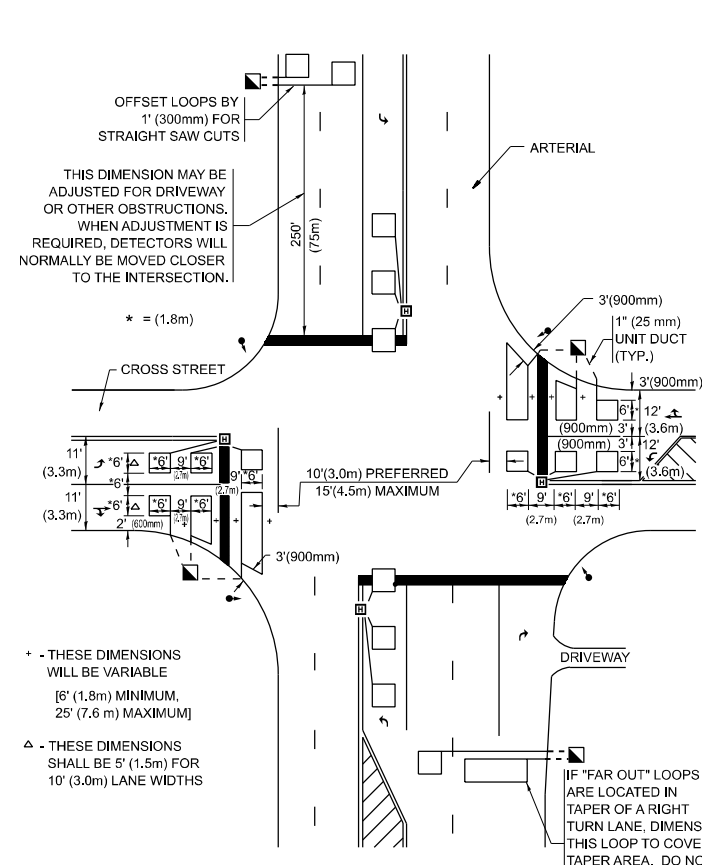
* = (1.8m)
** = (1.5m)

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

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

DETAIL 1
N.T.S.

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



* - THESE DIMENSIONS WILL BE VARIABLE [6' (1.8m) MINIMUM, 25' (7.6 m) MAXIMUM]
△ - THESE DIMENSIONS SHALL BE 5' (1.5m) FOR 10' (3.0m) LANE WIDTHS

IF "FAR OUT" LOOPS ARE LOCATED IN TAPER OF A RIGHT TURN LANE, DIMENSION THIS LOOP TO COVER TAPER AREA. DO NOT COVER THE LEFT TURN LANE OR LEFT TURN LANE TAPER.

DETAIL 2
N.T.S.

MODEL: TS-07 (Sheet)
FILE NAME: c:\p\work\vw\diangelg.iges@illinois.gov\1141925\D116026-sh-DistSds.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED - R.K.F.	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

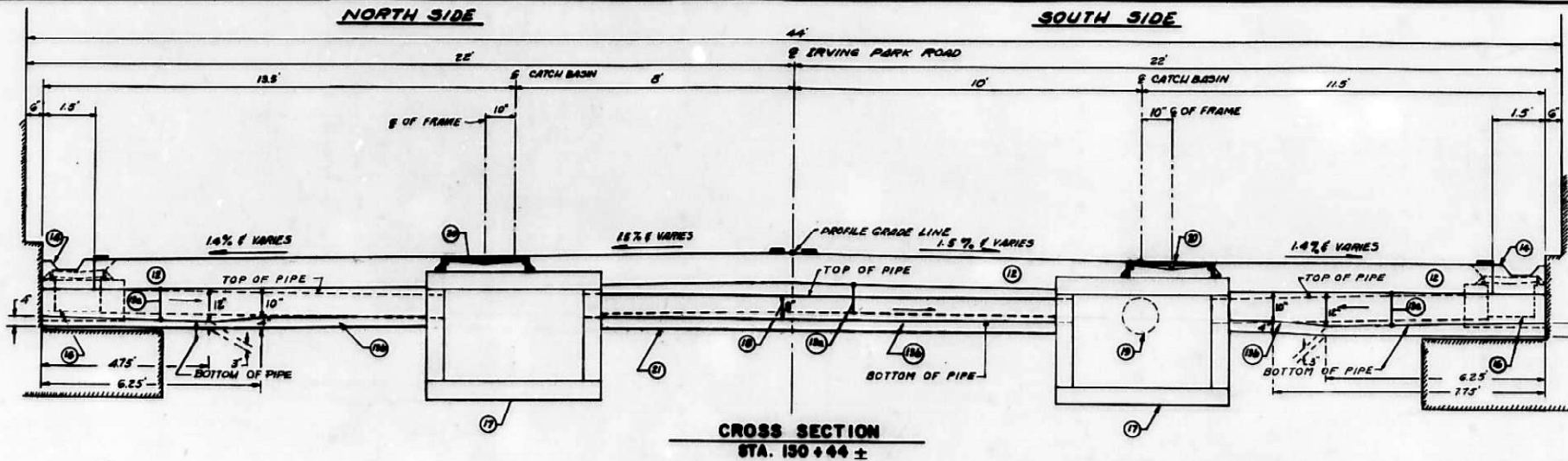
DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

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

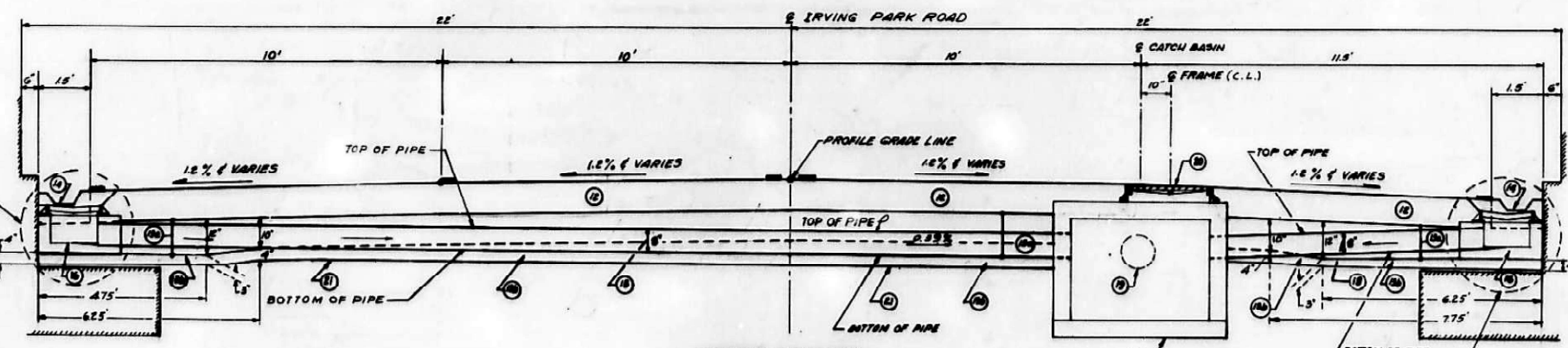
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	58
TS-07		CONTRACT NO. 80D00		
ILLINOIS		FED. AID PROJECT		

NOTE - I

SEE ALSO PAVT ELEVATION TABLE
 FOR SECTIONS A-A, B-B, AND THICKNESS OF
 SUB-BASE GRANULAR MATERIAL (SPECIAL);
 SEE DETAILS OF: INLET TYPE - A (SPECIAL),
 CONC. GUTTER, PIPE UNDERDRAIN, AND
 PROPOSED 12" STORM SEWER.

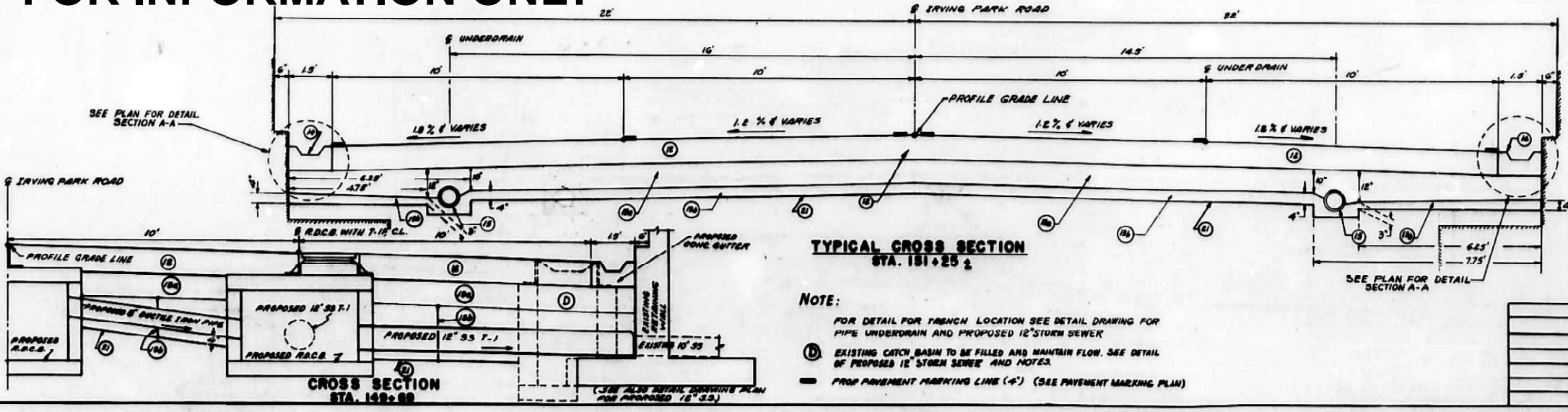


CROSS SECTION
 STA. 130+44 ±



CROSS SECTION
 STA. 151+35 ±

FOR INFORMATION ONLY



TYPICAL CROSS SECTION
 STA. 151+25 ±

NOTE:
 FOR DETAIL FOR FRENCH LOCATION SEE DETAIL DRAWING FOR
 PIPE UNDERDRAIN AND PROPOSED 12" STORM SEWER
 (D) EXISTING CATCH BASIN TO BE FILLED AND MAINTAIN FLOW. SEE DETAIL
 OF PROPOSED 12" STORM SEWER AND NOTES.
 — PROP PAVEMENT MARKING LINE (4") (SEE PAVEMENT MARKING PLAN)

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
FA 876	2025-2137-RS-7	COOK	33	6
STA.	TO STA.		ILLINOIS I.A. PROJECT	

- LEGEND:**
- (12) PCC PAVEMENT (10")
 - (13) SUBBASE GRANULAR MATERIAL (SPECIAL)
 - (14) GRADATION C&S (10") & VARIES
 - (15) GRADATION FA-2 (4") & VARIES
 - (16) CONCRETE GUTTER (SEE DETAIL DRAWING)
 - (17) PIPE UNDERDRAIN (6")
 - (18) INLET T-A, SPECIAL
 - (19) RESTRICTED DEPTH CATCH BASIN - 4' DIAM.
 - (20) STORM SEWER DUCTILE IRON PIPE 8"
 - (21) STORM SEWER, T-1 (12")
 - (22) HEAVY DUTY FRAME, CLOSED LID (SEE DRAINAGE & PAVT ACCOUNT DRAWING)
 - (23) BOTTOM OF TRENCH (SEE NOTE - I)

PROPOSED PAVT. ELEVATION TABLE

STATIONS	NORTH SIDE		SOUTH SIDE		
	20'	10'	0'	10'	20'
152+25	62571	62624	62650	62688	62568
152+00	62487	62499	62582	62503	62497
151+75	62336	62376	62393	62379	62336
151+50	62234	62260	62276	62262	62234
151+25	62153	62171	62183	62171	62153
151+13	62124	62138	62148	62138	62124
151+00	62094	62106	62118	62106	62094
150+75	62056	62068	62080	62068	62056
150+50	62040	62054	62069	62054	62040
150+25	62046	62067	62083	62067	62046
150+00	62074	62099	62117	62099	62074
149+85	62101	62128	62147	62128	62101
149+75	62129	62152	62172	62152	62129
149+50	62163	62193	62214	62193	62163
149+30	62194	62227	62246	62224	62194
149+25	62287	62333	62341	62318	62287
149+00	62400	62433	62456	62432	62400
148+75	62518	62565	62581	62553	62518

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IRVING PARK ROAD
PROPOSED CROSS SECTION
 (TYPICAL)
 UNDER 500 LINE R.R. BRIDGE
 SCALE: 1" = 2'
 DATE: Oct. 15, 1976.
 DRAWN BY: R.G.M.
 CHECKED BY: A.ST.

MODEL: CN22522 BR CS Topheat (Sheet)
 FILE NAME: c:\pwworking\angelgiles\illinois\proj\141925\0116026-sh-details.dgn

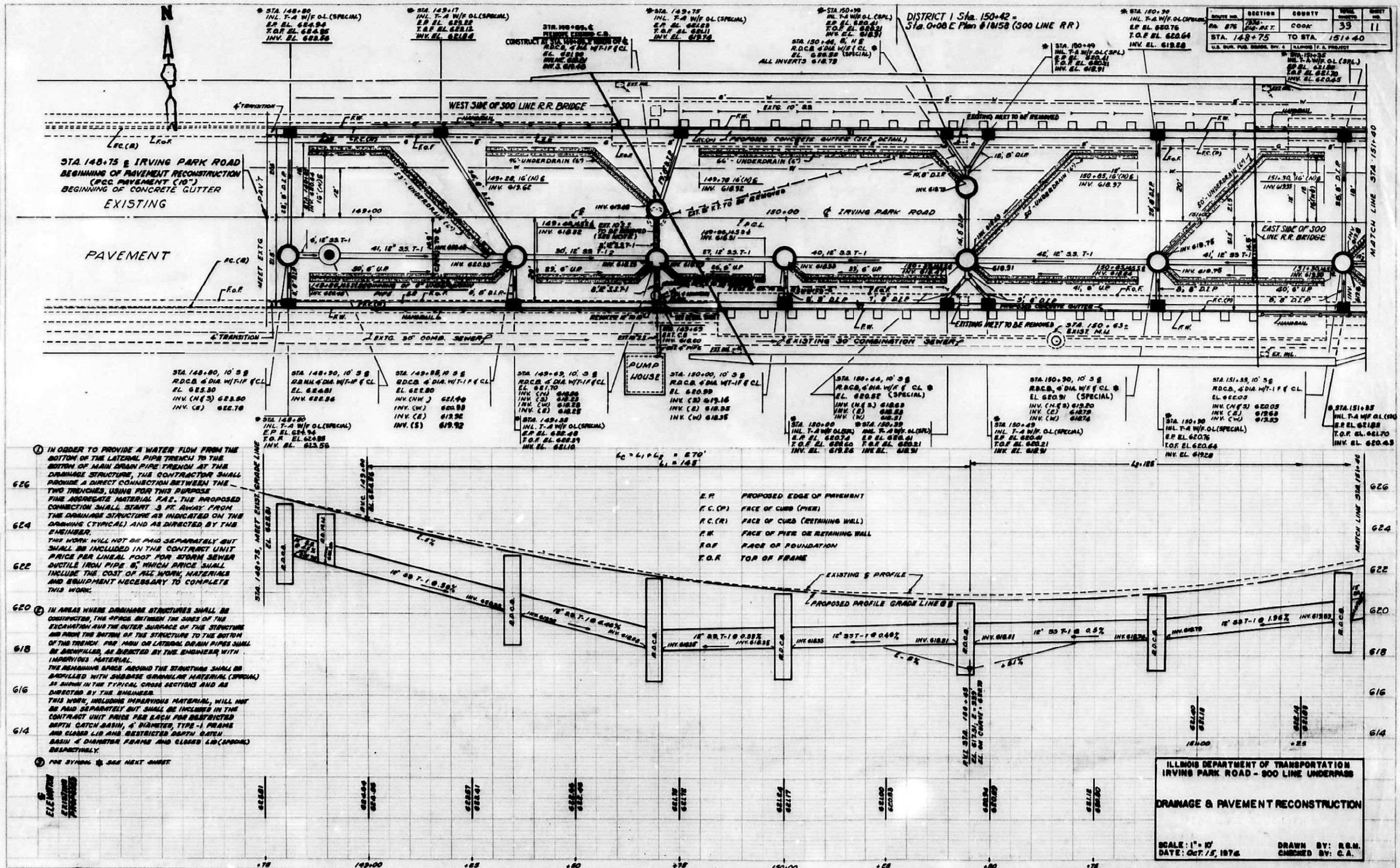
USER NAME = angelgiles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CN 22522 DETAILS:
 PROPOSED CROSS SECTION UNDER R.R. BRIDGE
 SCALE: SHEET 1 OF 5 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	59
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	SHEET NO.
RD. 875	700-AST	COOK	39
STA. 148+75 TO STA. 151+40			11

- ① IN ORDER TO PROVIDE A WATER FLOW FROM THE BOTTOM OF THE LATERAL PIPE TRENCH TO THE BOTTOM OF MAIN DRAIN PIPE TRENCH AT THE DRAINAGE STRUCTURE, THE CONTRACTOR SHALL PROVIDE A DIRECT CONNECTION BETWEEN THE TWO TRENCHES, USING FOR THIS PURPOSE FINE AGGREGATE MATERIAL P.A.C. THE PROPOSED CONNECTION SHALL START 3 FT AWAY FROM THE DRAINAGE STRUCTURE AS INDICATED ON THE DRAWING (TYPICAL) AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWER OUTSIDE IRON PIPE 8" WHICH PRICE SHALL INCLUDE THE COST OF ALL WORK, MATERIALS AND EQUIPMENT NECESSARY TO COMPLETE THIS WORK.
- ② IN AREAS WHERE DRAINAGE STRUCTURES SHALL BE CONSTRUCTED, THE SPACE BETWEEN THE SIDES OF THE EXCAVATION AND THE OUTER SURFACE OF THE STRUCTURE AND FROM THE BOTTOM OF THE STRUCTURE TO THE BOTTOM OF THE TRENCH FOR MAIN OR LATERAL DRAIN PIPES SHALL BE BACKFILLED, AS DIRECTED BY THE ENGINEER WITH IMPROVED MATERIAL. THE REMAINING SPACE AROUND THE STRUCTURE SHALL BE BACKFILLED WITH SUBBASE GRANULAR MATERIAL (SPECIAL) AS SHOWN IN THE TYPICAL CROSS SECTIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK, INCLUDING IMPROVED MATERIAL, WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER EACH FOR RESTRICTED DEPTH CATCH BASIN, 4' DIAMETER, TYPE-1 FRAME AND CLOSED LID AND RESTRICTED DEPTH CATCH BASIN 4' DIAMETER FRAME AND CLOSED LID (SPECIAL) RESPECTIVELY.
- ③ FOR SYMBOLS SEE NEXT SHEET

E.P. PROPOSED EDGE OF PAVEMENT
 F.C.(P) FACE OF CURB (PIER)
 F.C.(R) FACE OF CURB (RETAINING WALL)
 F.W. FACE OF PIER OR RETAINING WALL
 F.O.F. FACE OF FOUNDATION
 T.O.F. TOP OF FRAME

ILLINOIS DEPARTMENT OF TRANSPORTATION
 IRVING PARK ROAD - 300 LINE UNDERPASS
DRAINAGE & PAVEMENT RECONSTRUCTION
 SCALE: 1" = 10'
 DATE: Oct. 15, 1976
 DRAWN BY: R.S.M.
 CHECKED BY: C.A.

MODEL: CN22522 BR Drainage Recon (Sheet)
 FILE NAME: c:\pwworking\dwg\angelo.giles\illinois.dwg

USER NAME = angelo.giles	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CN 22522 DETAILS: DRAINAGE AND PAVEMENT RECONSTRUCTION (SHEET 1 OF 2)		F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 60
	DRAWN -	REVISED -		SCALE: SHEET 2 OF 5 SHEETS STA. 0+00.00 TO STA. 0+00.00		CONTRACT NO. 80D00		ILLINOIS FED. AID PROJECT		
	CHECKED -	REVISED -								
PLOT DATE 3/18/2026	DATE -	REVISED -								

FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA. 876	1976	COOK	33	12
STA. 151+40 TO STA. 152+25				
U.S. SUB. RD. ROAD, DIV. 4 ILLINOIS T.A. PROJECT				



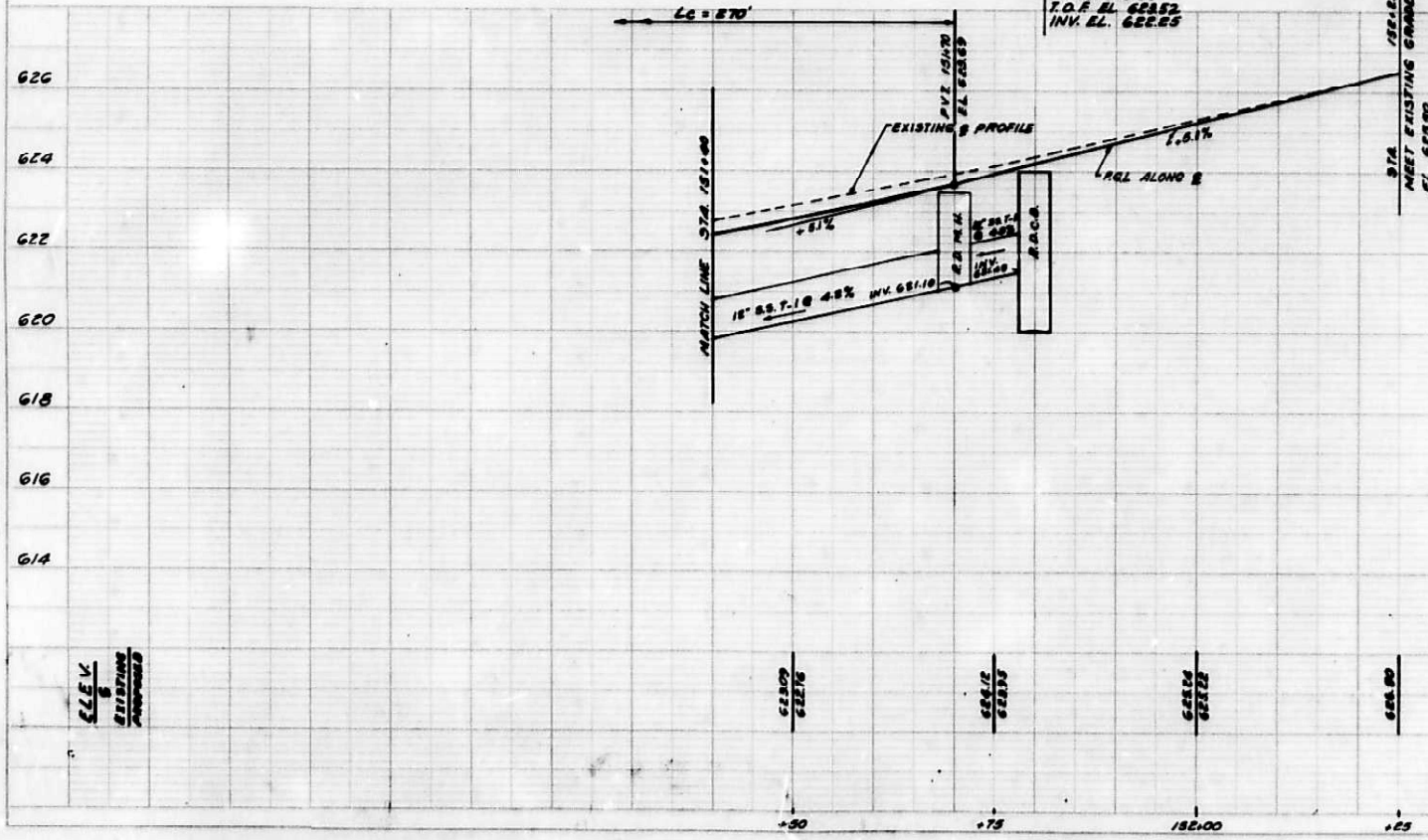
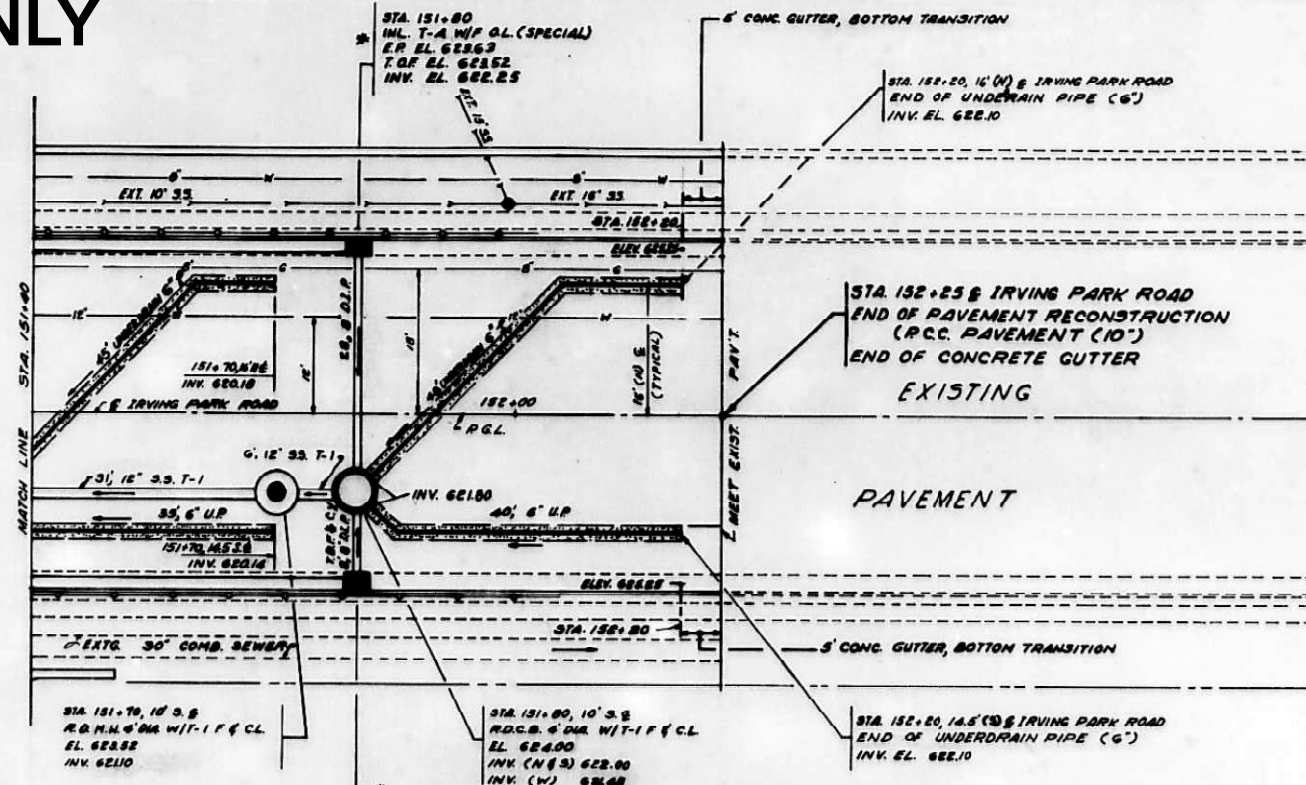
SYMBOLS:

- G — G — NORTHERN ILLINOIS GAS CO.
- W — W — WATER MAIN
- U — U — UNDERDRAIN PIPE (6")
- P.G.L. PROFILE GRADE LINE
- D.I.P. DUCTILE IRON PIPE
- INLET TYPE A
- RESTRICTED DEPTH CATCH BASIN
- RESTRICTED DEPTH MANHOLE
- ★ FOR RESTRICTED DEPTH CATCH BASIN WITH FRAME & CL LID USE HEAVY DUTY FRAME, CLOSED LID, WEIGHT 350 POUNDS AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "A", EDITION 6TH, PAGE 37, CATALOG NO. R-1773-A; OR EQUIVALENT.
- ✱ CONC. GUTTER INLET HEAVY DUTY FRAME, OPEN LID, WEIGHT 800 POUND, AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "E", EDITION 6TH, PAGE 37, CATALOG NO. R-3359; OR EQUIVALENT.

NOTES:

- 1- FOR PIPE UNDERDRAIN G" USE EXTRA STRENGTH PERFORATED CLAY PIPE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 607 OF STANDARD SPECIFICATIONS.
- 2- REMOVAL OF EXISTING 10" STORM SEWER, SHOWN ON THE PLANS, SHALL BE PAID FOR AS SPECIAL EXCAVATION.

DUE TO THE RESTRICTED POSSIBILITIES TO PROVIDE GREATER SLOPES FOR THE PROPOSED STORM SEWER AND UNDERDRAIN PIPE, THE CONTRACTOR MUST PAY SERIOUS ATTENTION AND CARE IN SETTING UP EXACTLY THE PIPE INVERT ELEVATIONS SHOWN ON THE DRAWINGS IN ORDER TO PROVIDE SUFFICIENT FUNCTIONING OF THE DRAINAGE SYSTEM.



ILLINOIS DEPARTMENT OF TRANSPORTATION
IRVING PARK ROAD - 800 LINE UNDERPASS

DRAINAGE & PAVEMENT RECONSTRUCTION

SCALE: 1" = 10'
DATE: Oct. 15, 1976

DRAWN BY: R.G.M.
CHECKED BY: C. A.

MODEL: CN22522 BR Drainage Recon. (2) (Sheet)
FILE NAME: c:\pwworking\dwg\angelo.giles@illinois.gov\d1141925\0116026-sh-detailed.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

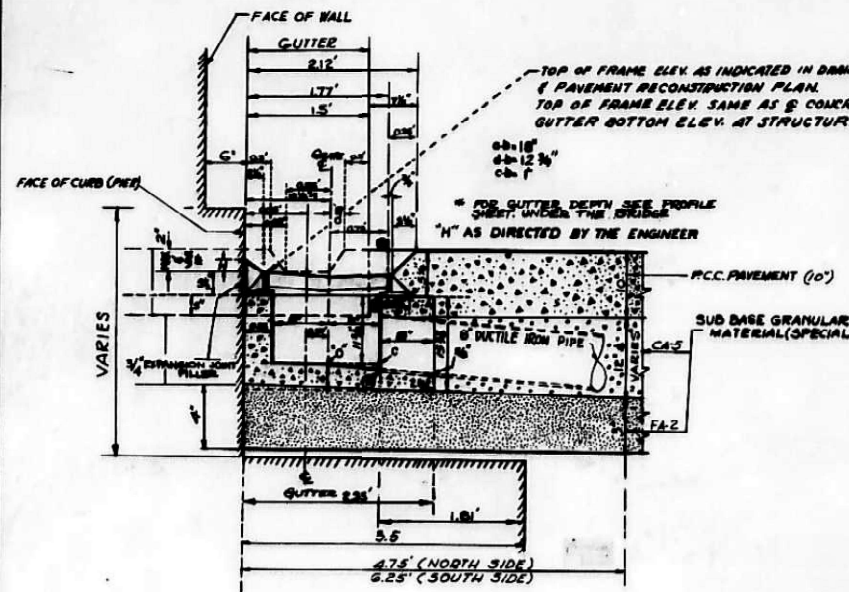
**CN 22522 DETAILS:
DRAINAGE AND PAVEMENT RECONSTRUCTION (SHEET 2 OF 2)**

SCALE: SHEET 3 OF 5 SHEETS STA. 0+00.00 TO STA. 0+00.00

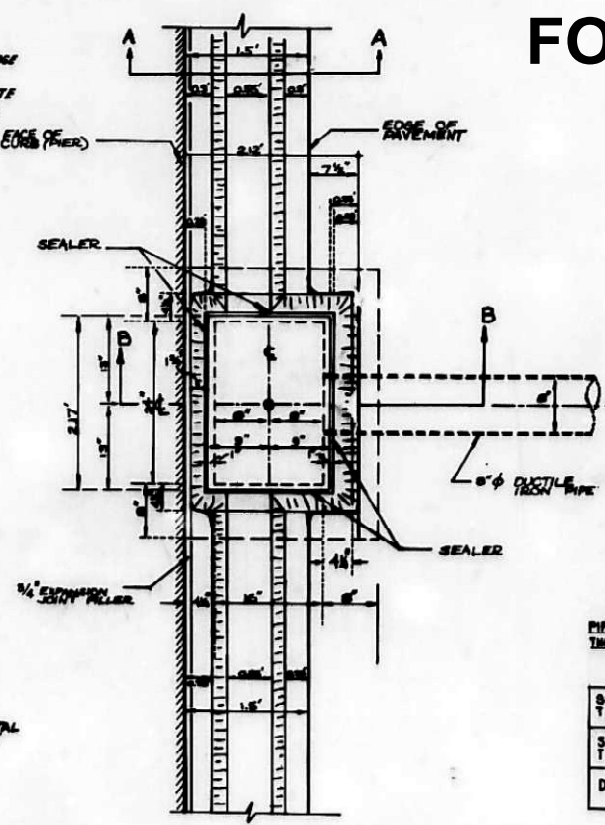
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	61
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876 15M-15A-R1-T	COOK	33	28
STA.	TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	



INLET TYPE A WITH FRAME & OPEN LID (SPECIAL)
SECTION B-B



PLAN VIEW OF INLET TYPE A W/FRAME & O.L. (SPCL)

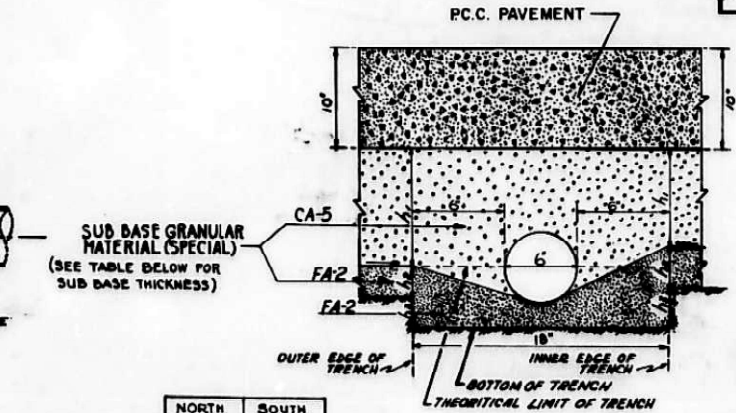
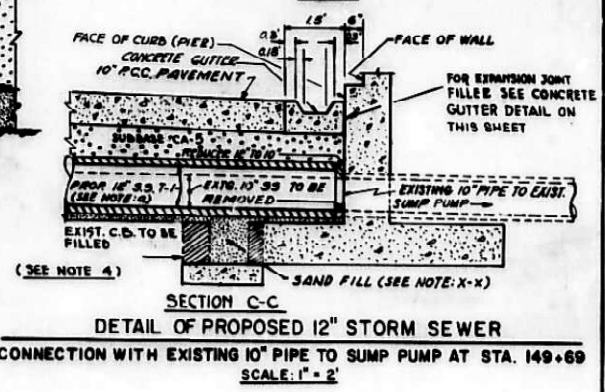
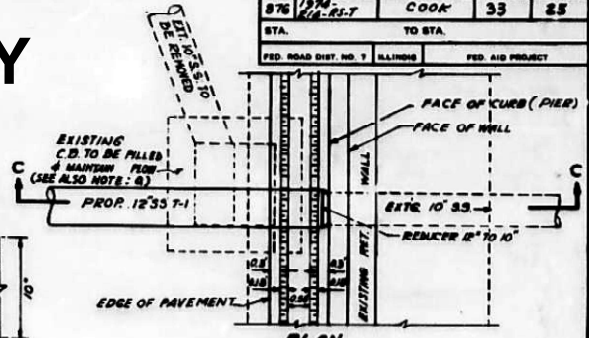


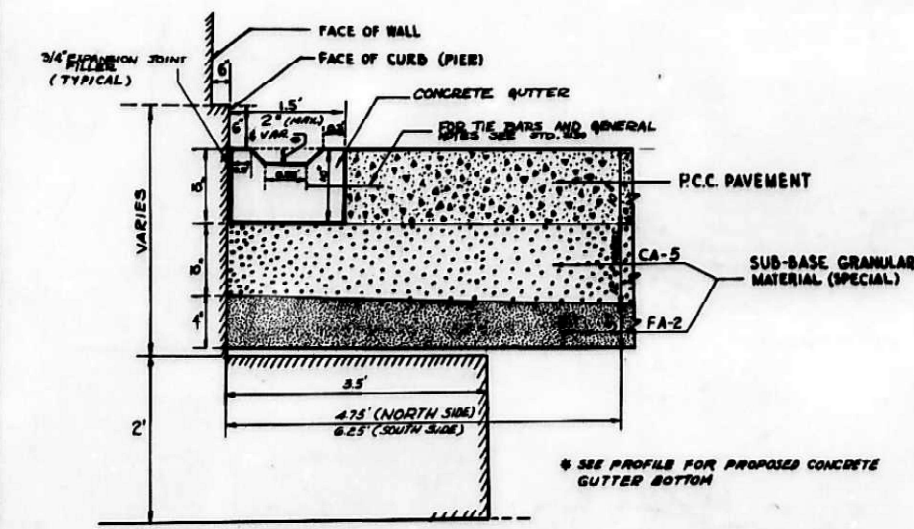
TABLE FOR PIPE UNDERDRAIN SUB-BASE THICKNESS AND TRENCH DEPTH

PIPE UNDERDRAIN SUB-BASE THICKNESS AND TRENCH DEPTH	NORTH OF & OF PAV.		SOUTH OF & OF PAV.	
	OUTER PIER	INNER	OUTER	INNER
SUB-BASE CA-5 THICKNESS h ₁	12"	10"	10"	12"
SUB-BASE FA-2 THICKNESS h ₂	4"	4"	4"	4"
DEPTH OF TRENCH h ₃	3'	5'	4'	3'

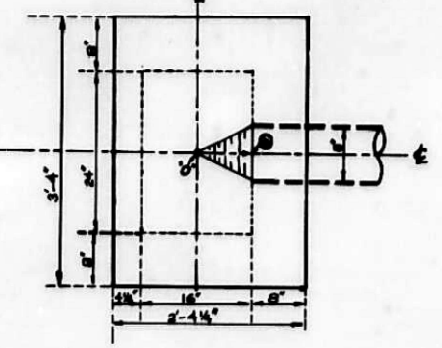
DETAIL OF PIPE UNDERDRAIN
LOCATED PARALLEL TO & OF PAVEMENT
NOT TO SCALE



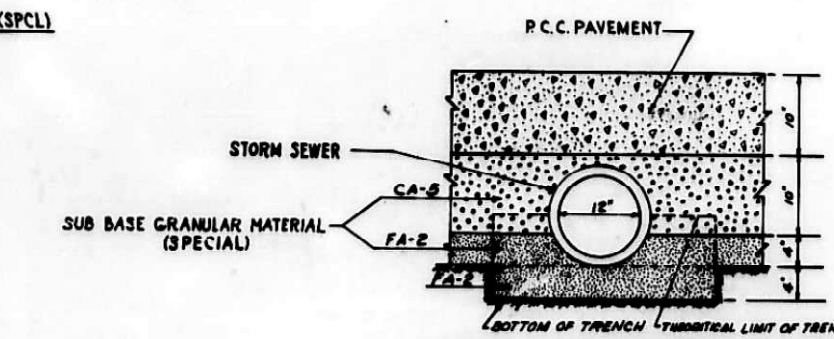
SECTION C-C
DETAIL OF PROPOSED 12" STORM SEWER
CONNECTION WITH EXISTING 10" PIPE TO SUMP PUMP AT STA. 149+69
SCALE: 1" = 2'



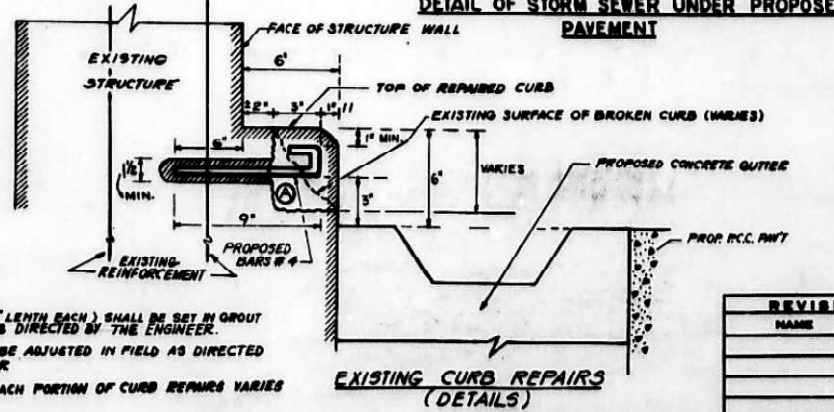
CONCRETE GUTTER
SECTION A-A



BOTTOM OF INLET TYPE A W/FRAME & O.L. (SPCL)



DETAIL OF STORM SEWER UNDER PROPOSED PAVEMENT



EXISTING CURB REPAIRS (DETAILS)

- NOTE**
- 4 - THE EXISTING CATCH BASIN WALLS SHALL BE REMOVED TO SUCH A DEPTH THAT THE LOCATION FOR THE NEW STORM SEWER PIPE IS DONE ACCORDING TO THE PROPOSED INVERT ELEVATION AND A NECESSARY BEDDING IS PROVIDED, ALL AS DIRECTED BY THE ENGINEER. THE REMAINING PART OF THE CATCH BASIN SHALL BE FILLED WITH SAND, DUE TO THE FACT THAT THE CATCH BASIN TO BE REMOVED IS LOCATED NEXT TO THE STRUCTURE FOUNDATION THE CONTRACTOR SHALL PERFORM THE JOB WITH EXTREME PRECAUTION AND NO EXTRA COMPENSATION WILL BE ALLOWED.
 - X-X SAND FILL SHALL BE COMPACTED IN LAYERS TO FORM A CONTINUOUS BED FOR THE NEW CONNECTION OVER THE REMAINING PART OF THE ABANDONED CATCH BASIN, ALL AS DIRECTED BY THE ENGINEER.
 - Q) THE PROPOSED 12" STORM SEWER T-1 SHALL BE CONNECTED TO THE EXISTING 10" PIPE, MAINTAINING PLAN, AT THE FACE OF THE STRUCTURE WALL USING A 12" TO 10" REDUCER. THE COST OF THE REDUCER AND INSTALLATION WILL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAL FOOT FOR STORM SEWER TYPE-1, 12".

- NOTES:**
- 1 - THE BARS # 4 (13" LENGTH EACH) SHALL BE SET IN GROUT AT 6" CTRS. OR AS DIRECTED BY THE ENGINEER.
 - 2 - THE HOOK SHALL BE ADJUSTED IN FIELD AS DIRECTED BY THE ENGINEER
 - 3 - THE LENGTH OF EACH PORTION OF CURB REPAIR VARIES

REVISIONS	
NAME	DATE

ILLINOIS DIVISION OF HIGHWAYS
IRVING PARK ROAD
**DETAILS OF: INLET TYPE-A (SPECIAL),
CONCRETE GUTTER, PIPE UNDERDRAIN,
PROPOSED 12" STORM SEWER**
SCALE: VERT. 1" = 1'
HORIZ. 1" = 1'
DATE: Oct 15, 1976
DRAWN BY A.T.C.
CHECKED BY C.A.
REV. 8-10-77

MODEL: CN22522 Drainage Details (Sheet)
FILE NAME: c:\pwworking\angelgiles\illinois.dwg
DATE: 3/13/2026

USER NAME = angelgiles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/13/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

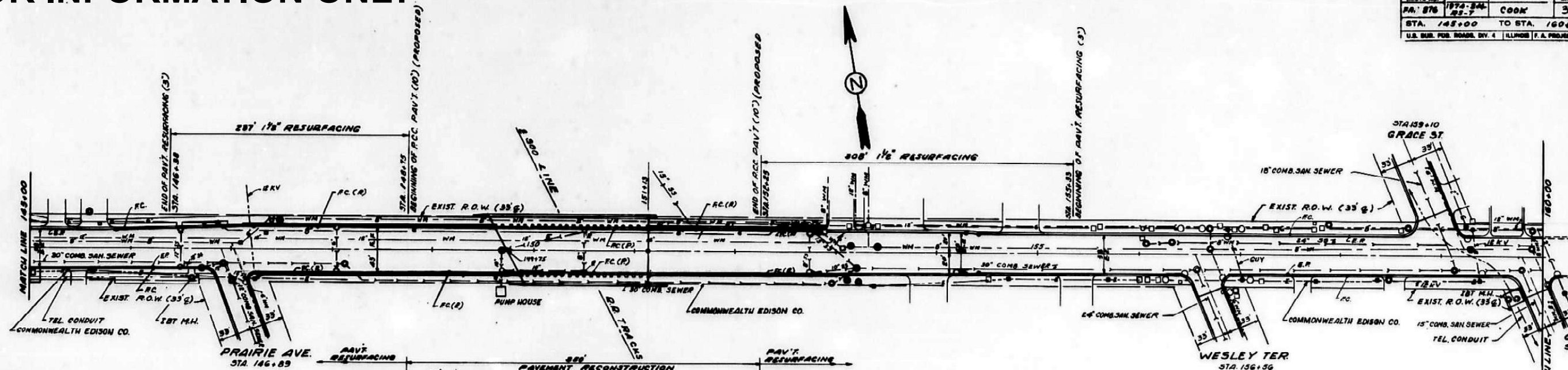
CN 22522 DETAILS:
EXISTING DRAINAGE AND UTILITIES

SCALE:	SHEET 5	OF 5 SHEETS	STA. 0+00.00	TO STA. 0+00.00
--------	---------	-------------	--------------	-----------------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	62
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

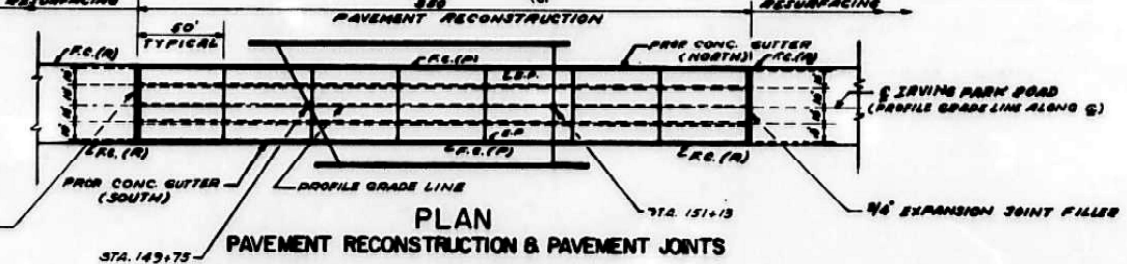
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RD. 876	1974-84-7	COOK	33	9
STA. 145+00		TO STA. 160+00		
U.S. BUR. PUB. ROADS, DIV. 4 ILLINOIS F. A. PROJECT				



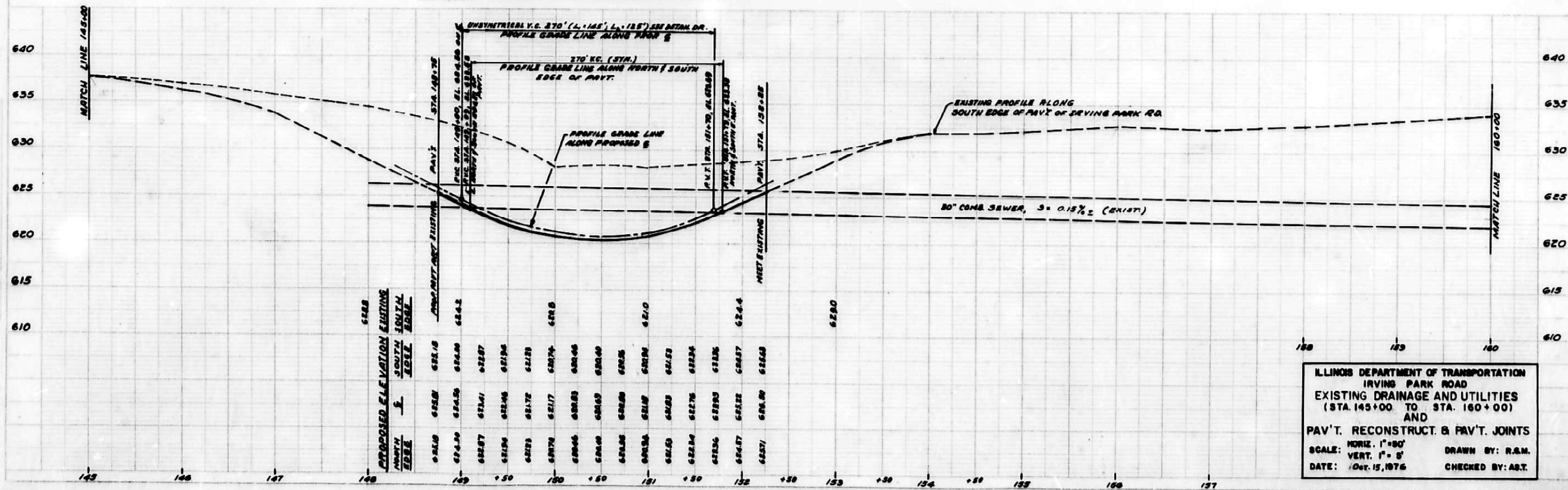
LEGEND

- KEYED CONSTRUCTION JOINT WITH TIE BARS
- KEYED CONSTRUCTION JOINT WITHOUT TIE BARS
- SAWED CONSTRUCTION JOINT
- 3/4\"/>

- FC (R) FACE OF CURB (RETAINING WALL)
- EP EDGE OF PAVEMENT
- FC (P) FACE OF CURB (PIER)
- FC FACE OF EXISTING COMB. CONC. CURB & GUTTER
- R DRAINAGE STRUCTURE TO BE REMOVED.



**PLAN
PAVEMENT RECONSTRUCTION & PAVEMENT JOINTS**



ILLINOIS DEPARTMENT OF TRANSPORTATION
IRVING PARK ROAD
EXISTING DRAINAGE AND UTILITIES
(STA. 145+00 TO STA. 160+00)
AND
PAV'T. RECONSTRUCT. & PAV'T. JOINTS
 SCALE: HORIZ. 1"=50' DRAWN BY: R.A.M.
 VERT. 1"=5' CHECKED BY: A.B.T.
 DATE: Oct. 15, 1976

MODEL: CN22522 DR Existing Drainage (Sheet)
 FILE NAME: c:\pwworking\angelgiles\illinois.dwg

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/18/2026	DATE -	REVISED -

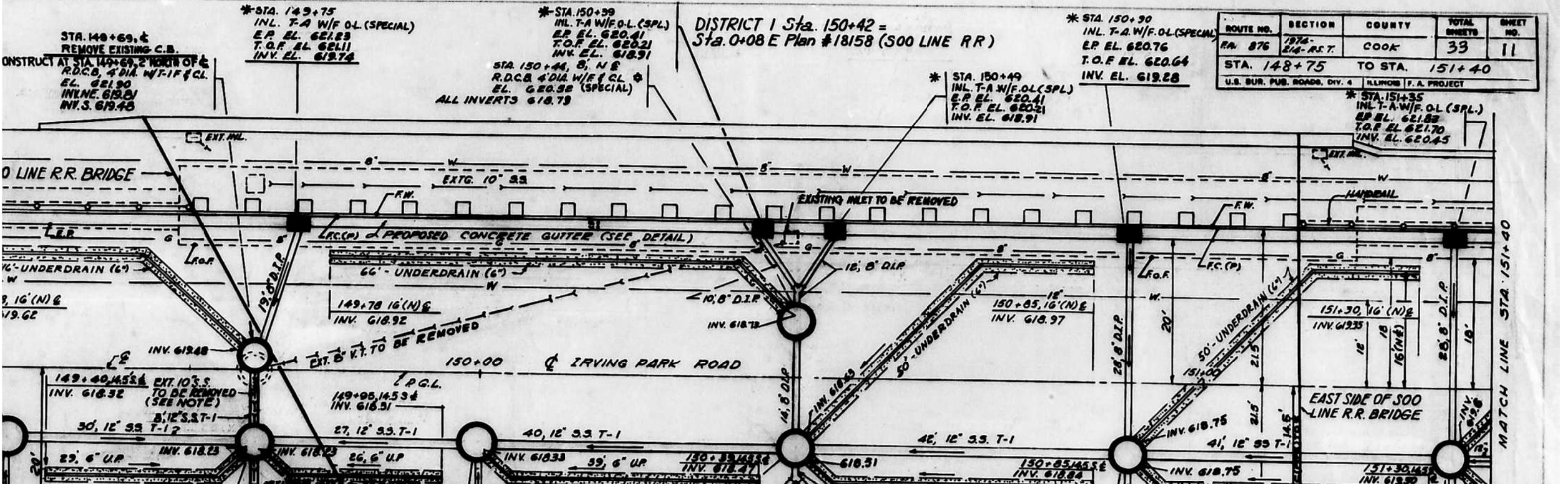
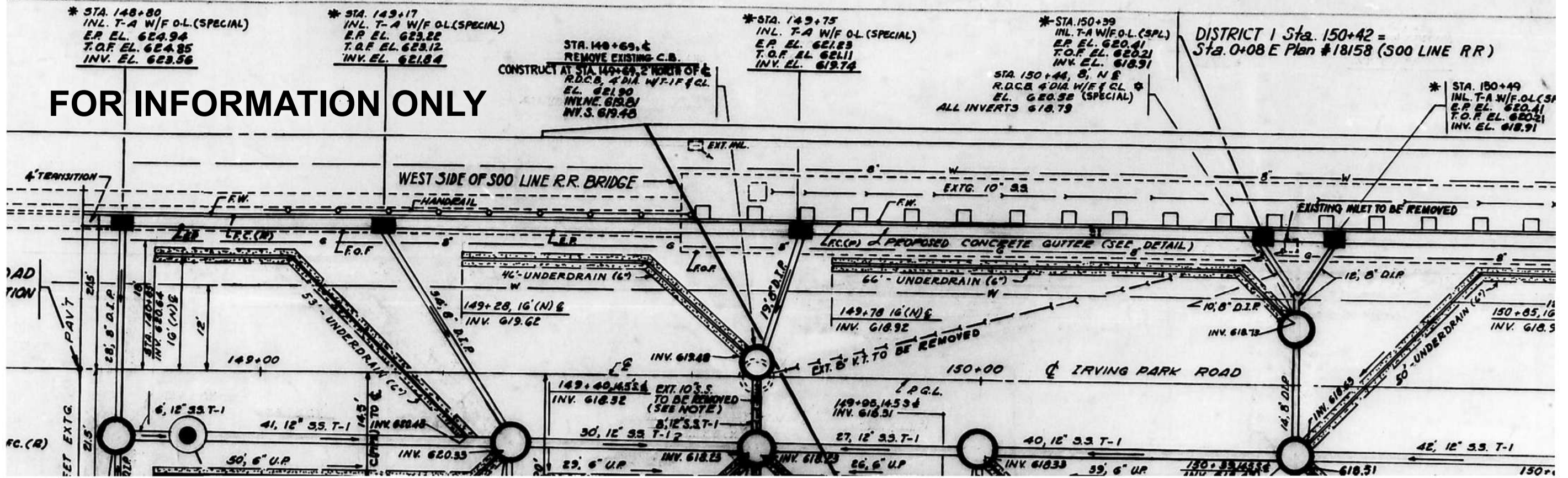
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CN 22522 DETAILS:
DRAINAGE AND CURB & GUTTER DETAILS

SCALE: SHEET 4 OF 5 SHEETS STA. 0+00.00 TO STA. 0+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	63
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RA 876	1974-214-R.S.T.	COOK	33	11

STA. 148+75 TO STA. 151+40
U.S. BUR. PUB. ROADS, DIV. 4 ILLINOIS F.A. PROJECT

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

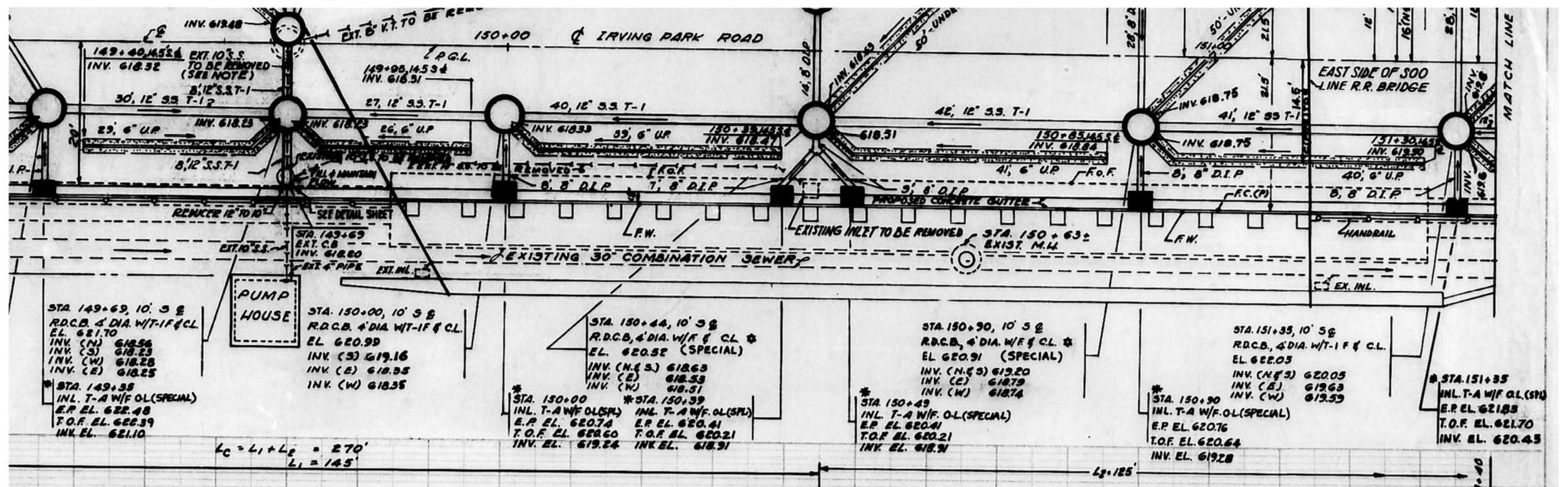
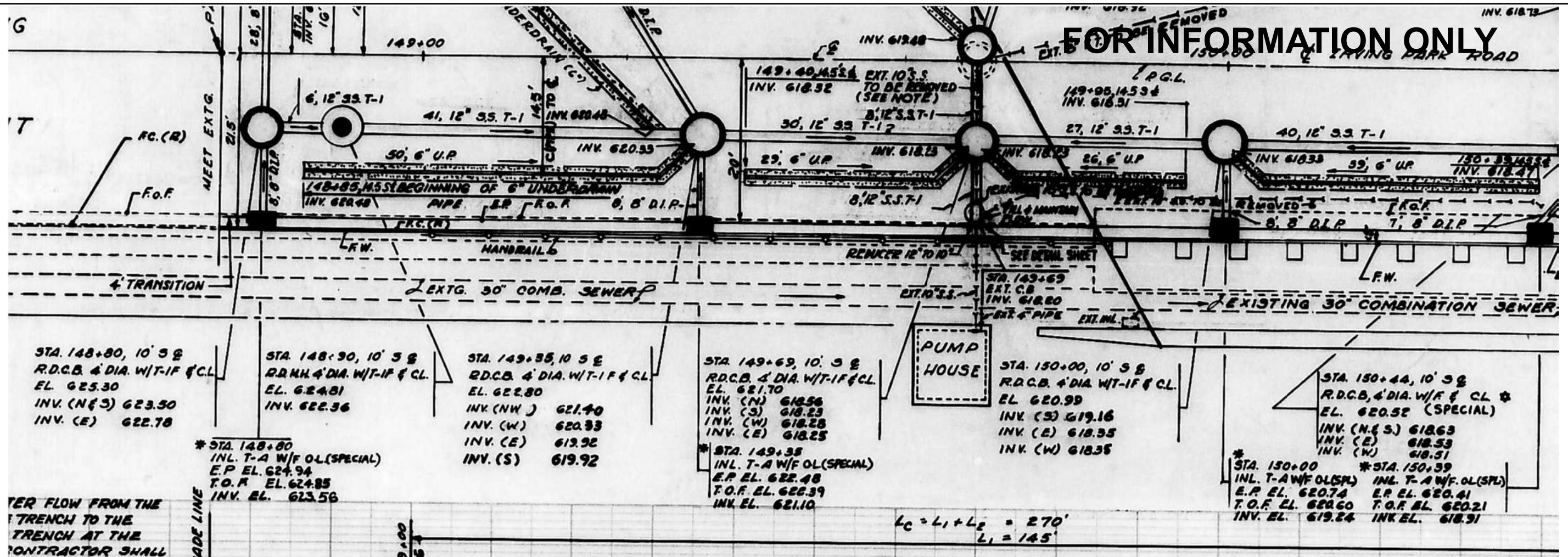
CN 22526 DETAILS:
DRAINAGE RECON. INV. AND ELEV. (SHEET 1 OF 3)

SCALE: SHEET 6 OF 8 SHEETS STA. TO STA.

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 63A
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

MODEL - Exisit Drainage elev and inv (n) (Sheet) FILE NAME: c:\pwworking\angelo.giles\illinois.dwg

FOR INFORMATION ONLY



MODEL: Exis Drainage elev and inv (s) Sheet
 FILE NAME: c:\pwworking\angelo.giles\illinois.gov\1141925\0116026-sh-details.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/24/2026	DATE -	REVISED -

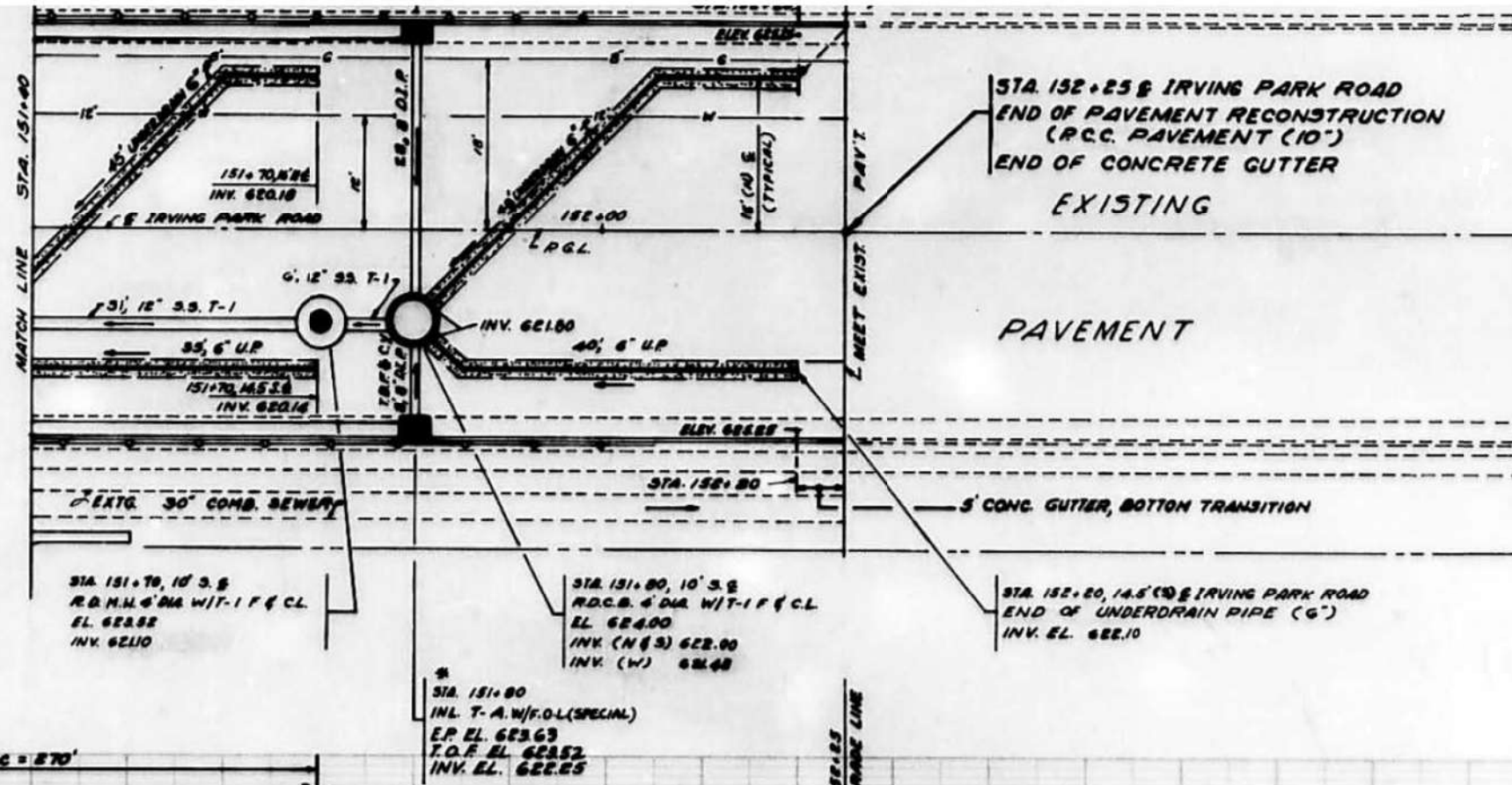
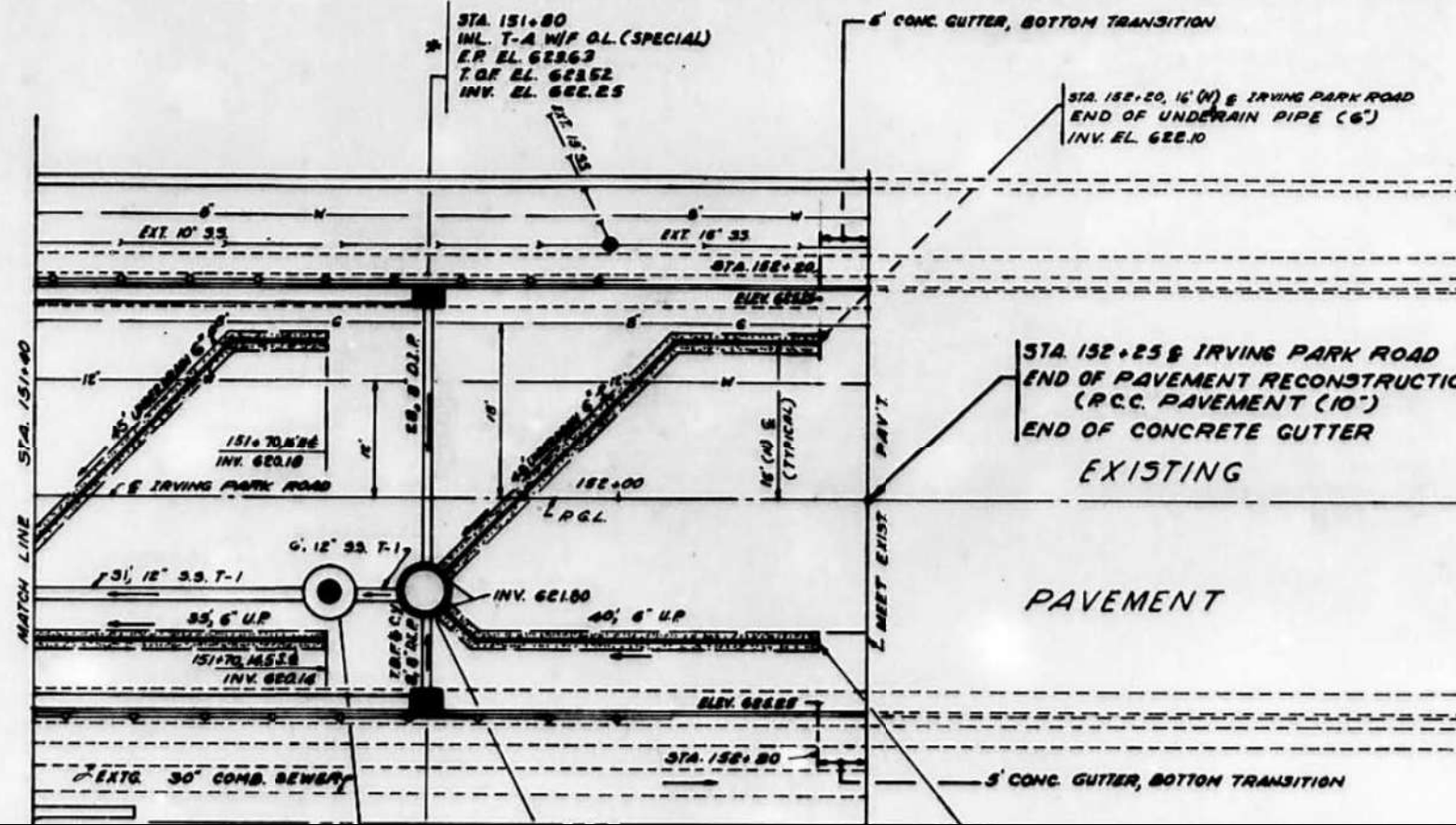
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CN 22526 DETAILS:
DRAINAGE RECON. INV. AND ELEV. (SHEET 2 OF 3)

SCALE: SHEET 7 OF 8 SHEETS STA. TO STA.

F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 63B
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY



MODEL: - Exist Drainage elev and inv (2) (Sheet)
 FILE NAME: c:\pwworking\dwg\angelo.giles@illinois.gov\d1141925\0116026-ph-details.dgn

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/24/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CN 22526 DETAILS:
DRAINAGE RECON. INV. AND ELEV. (SHEET 3 OF 3)

SCALE: SHEET 8 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	63C
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				