

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	1
		ILLINOIS	CONTRACT NO. 80D00	

* 63 + 4 = 67 TOTAL SHEETS

FOR INDEX OF SHEETS, SEE SHEET NO. 2

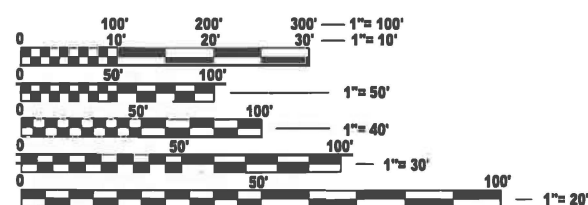
PROJECT LOCATED WITHIN
THE VILLAGE OF SCHILLER PARK

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

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

**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

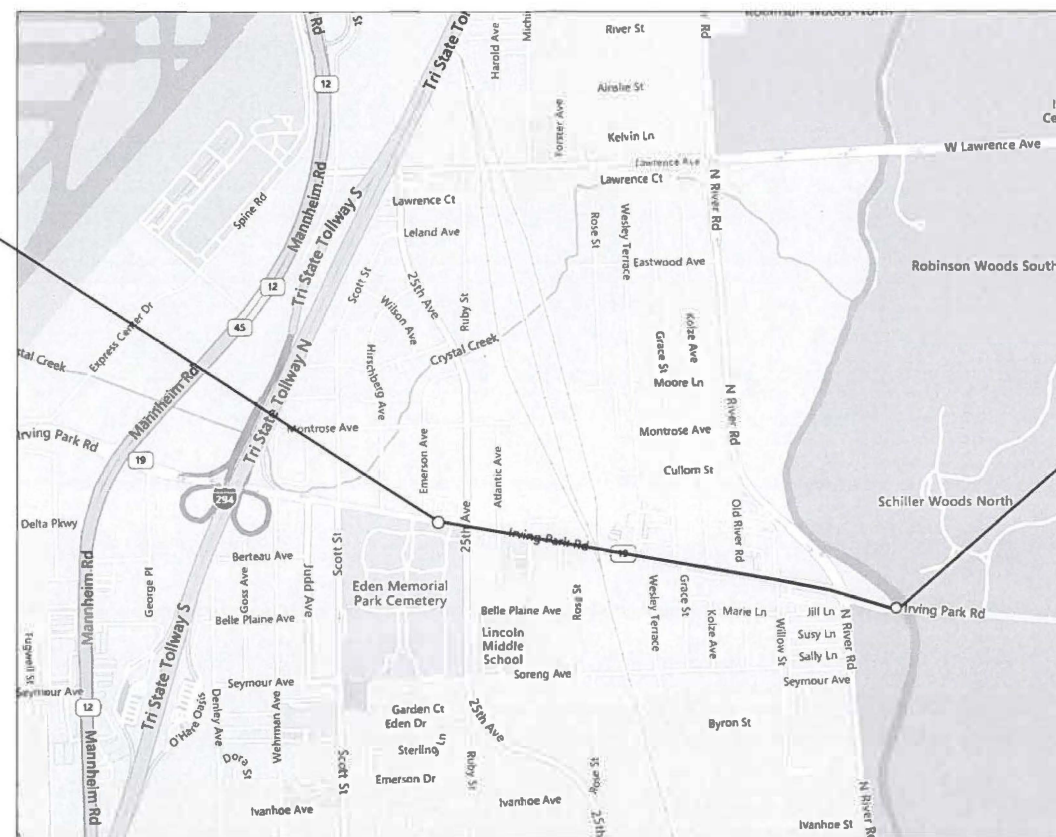


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

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

CONTRACT NO. 80D00



LEYDEN TOWNSHIP

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

PROJECT ENDS
STA. 57+09

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED March 23rd 2026
Jack D. Jones IR

May 8 2026
Scott A. Etkin
ENGINEER OF DESIGN AND ENVIRONMENT

May 8 2026
Y. D. Harris
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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OF THE STATE OF ILLINOIS

MODEL: GenNotesSh01 [Sheet]
FILE NAME: c:\pwworking\dwg\angelo.giles@illinois.gov\1141925D1 16026-sh01genmode.dgn

INDEX OF SHEETS

STATE STANDARDS

GENERAL NOTES

SHEET NO.	DESCRIPTION	STANDARD NO.	DESCRIPTION	
1	TITLE SHEET	000001-09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS	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).
2-2A	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES	420101-07	24' (7.2M) JOINTED PCC PAVEMENT	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.
3-5	SUMMARY OF QUANTITIES	424001-12	PERPENDICULAR CURB RAMPS AND SIDEWALKS	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.
6-7	EXISTING AND PROPOSED TYPICAL SECTIONS	424016-06	MID-BLOCK CURB RAMPS FOR SIDEWALKS	4 ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
8-9	ROADWAY AND PAVEMENT MARKING PLANS	424021-07	DEPRESSED CORNERS FOR SIDEWALKS	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.
10-13	MAINTENANCE OF TRAFFIC PLANS	424026-04	ENTRANCE/ALLEY PEDESTRIAN CROSSINGS	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.
14-15	EXISITNG DRAINAGE DETAILS AND PLANS	442201-04	CLASS C AND D PATCHES	7 DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
16-18	PROPOSED DRAINAGE DETAILS AND PLANS	604001-05	FRAME AND LIDS, TYPE 1	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.
19-30	TRAFFIC SIGNAL DETAILS AND PLANS	606001-05	PIPE UNDERDRAINS	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.
31-39	PEDESTRIAN RAMP DESIGN DETAILS	606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER	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.
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	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.
41	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT (BD-22)	701301-04	LANE CLOSURE, 2L 2W, SHORT TIME OPER.	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.
42	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)	701311-03	LAN CLOSURE, 2L 2W, MOVING OPER. DAY ONLY	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.
43	BUTT JOINT AND HMA TAPER DETAILS (BD-32)	701427-05	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≤ 40 MPH	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.
44	TRAFFIC CONTROL AND PROTECTION FOR SIDE RAODS, INTERSECTIONS, AND DRIVEWAYS (TC-10)	701602-10	URBAN LANE CLOSURE, MULTILANE, 2W W/ BIDIRECTIONAL LEFT TURN LANE	15 ALL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDIANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKING" STANDARD DETAIL.
45	TYPICAL APPLICATIONS BASED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT) (TC-11)	701606 -10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN	16 PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR ALL SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
46	DISTRICT ONE TYPICAL PAVEMENT MARKING (TC-13)	701611- 01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN	17 TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVE UNLESS DIRECTED BY THE ENGINEER.
47	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) (TC-14)	701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION	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.
48	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS (TC-16)	701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE	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.
49	ARTERIAL ROAD INFORMATION SIGN (TC-22)	701901-11	TRAFFIC CONTOL DEVICES	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.
50	DRIVEWAY ENTRANCE SIGNING (TC-26)	780001-05	TYPICAL PAVEMENT MARKINGS	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
51-58	DISTRICT 1 - STANDARD TRAFFIC SIGNAL DESIGN DETAILS (TS-01)	781001-04	TYPICAL APPLICATIONS RAISED REFLECRIVE PAVEMENT MARKERS	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.
59-63	DETAIL SHEETS: CN 22526 VIADUCT CROSS SECTIONS AND DRAINAGE PLANS	876001-04	PEDESTRIAN PUSH BUTTON POST	
63A-63C	DETAIL SHEETS: CN 22526 DRAINAGE ELEVATIONS AND INVERTS	886001-01	DETECTOR LOOP INSTALLATIONS	
		886006-01	TYPICAL LAYOUT FOR DETETION LOOPS	
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
PLOT DATE = 5/1/2026				CONTRACT NO. 80D00
USER NAME = angelo.giles				ILLINOIS FED. AID PROJECT
DESIGNED -				
DRAWN -				
CHECKED -				
DATE -				
REVISED - AG 4/24/2026				
REVISED -				
REVISED -				
REVISED -				

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".

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		DRAWN -	REVISED -						345B	2025-2137-RS,SW	COOK	63	2A	
		CHECKED -	REVISED -						CONTRACT NO. 80D00					
	PLOT DATE = 5/1/2026	DATE -	REVISED -		SCALE:	SHEET 2	OF 2	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

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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										
		USER NAME = angelo.giles	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION					
			DRAWN -	REVISED -						
			CHECKED -	REVISED -						
		PLOT DATE = 3/19/2026	DATE -	REVISED -						

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										
				SUMMARY OF QUANTITIES IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)						F.A.P RTE.
										SECTION
										COUNTY
										TOTAL SHEETS
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										345B
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										63
										3
										CONTRACT NO. 80D00
										ILLINOIS
										FED. AID PROJECT
		SCALE:	SHEET 1	OF 3	SHEETS	STA.	TO STA.			

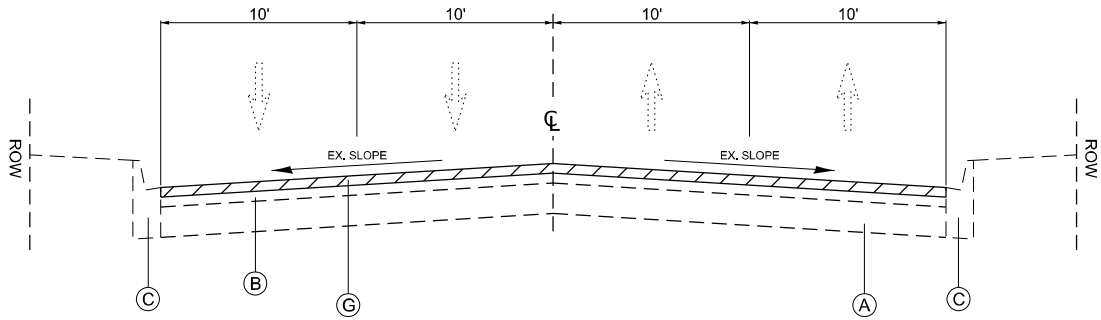
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SUMMARY OF QUANTITIES					TYPE CODE					
					URBAN	URBAN	URBAN	URBAN	URBAN	URBAN
					ROADWAY	SIGNAL	ROADWAY			
					80% FED 20% STATE	80% FED 20% STATE	100% STATE			
Code No.	Item	Unit	Total Quantity	0005	0021	0005				
60406000	FRAMES AND LIDS, TYPE 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										
		USER NAME = angelo.giles	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION					
			DRAWN -	REVISED -						
			CHECKED -	REVISED -						
		PLOT DATE = 3/18/2026	DATE -	REVISED -						

SUMMARY OF QUANTITIES					TYPE CODE					
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					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 8"	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										
			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
									COOK	SHEET NO.
									63	4
									CONTRACT NO. 80D00	
									ILLINOIS FED. AID PROJECT	

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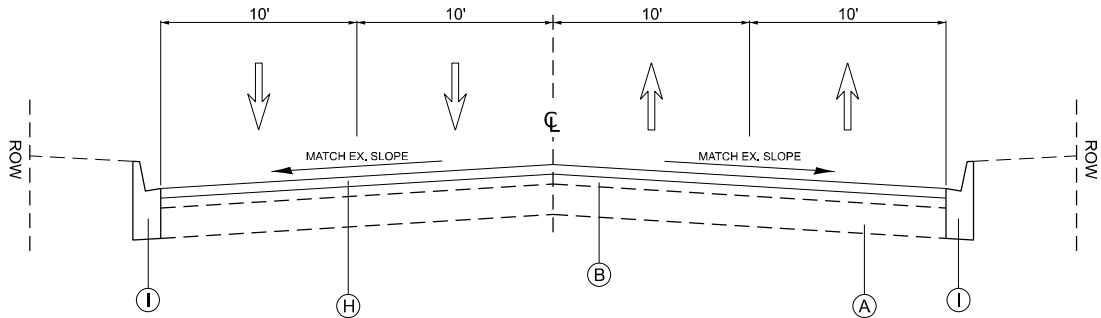
IL 19 (IRVING PARK RD.)



EXISTING TYPICAL SECTION

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

IL 19 (IRVING PARK RD.)



PROPOSED 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"

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, 1-¾"	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.

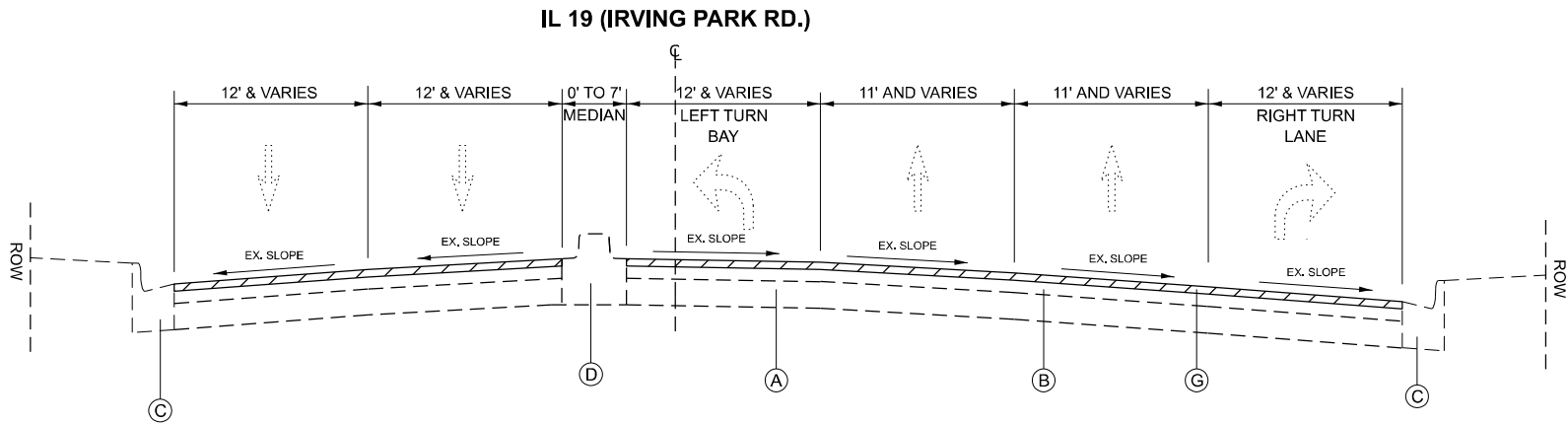
NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.

NOTE 3: THE CONTRACTOR SHALL MILL FIRST THEN PATCH.

NOTE 4: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE MILLED SURFACE.

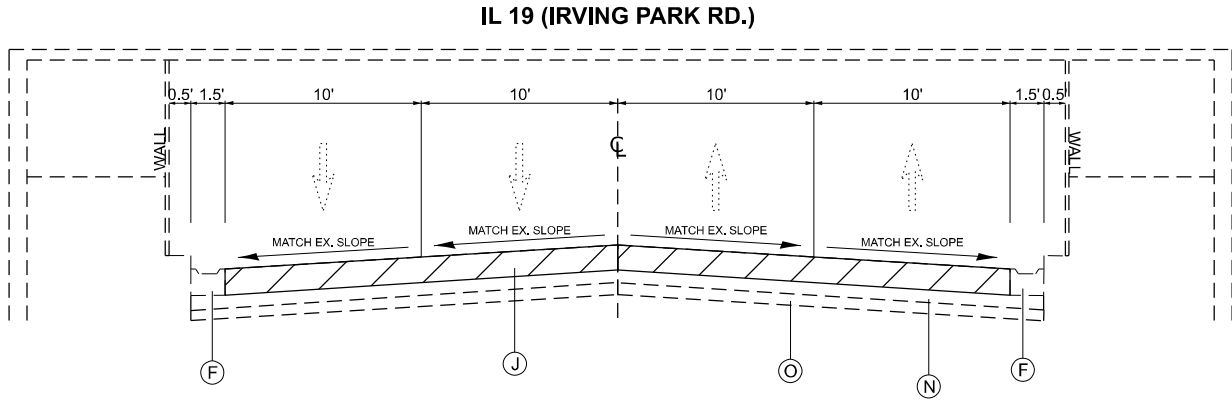
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		DRAWN -	REVISED -				345B	2025-2137-RS,SW	COOK	63	6
		CHECKED -	REVISED -				CONTRACT NO. 80D00				
	PLOT DATE = 4/10/2026	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 1	OF 2	SHEETS	STA.	TO STA.					



EXISTING TYPICAL SECTION

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

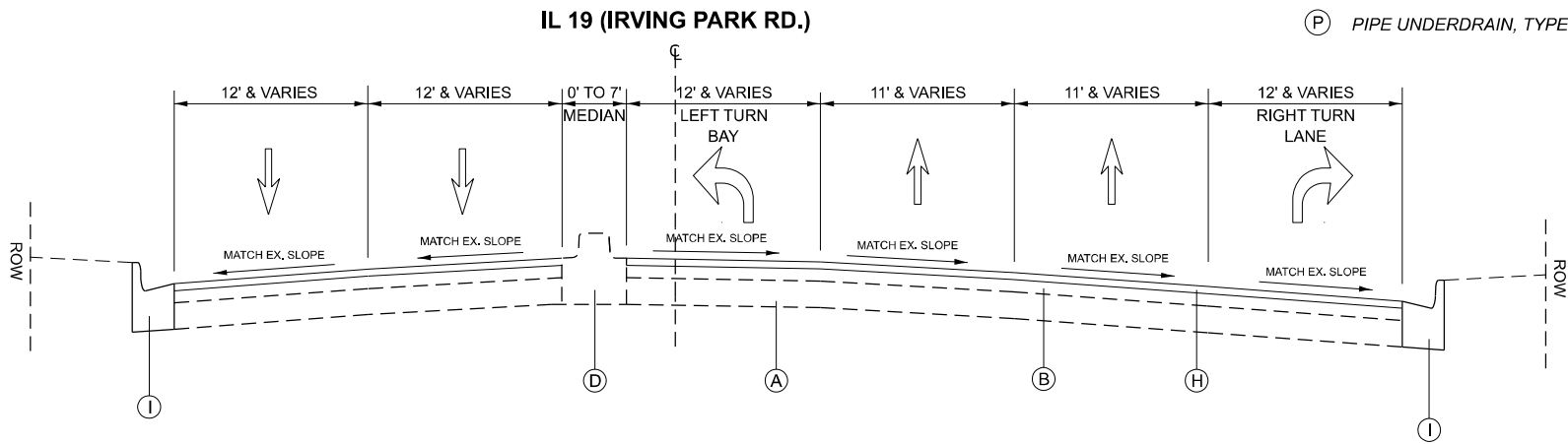


EXISTING TYPICAL SECTION

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

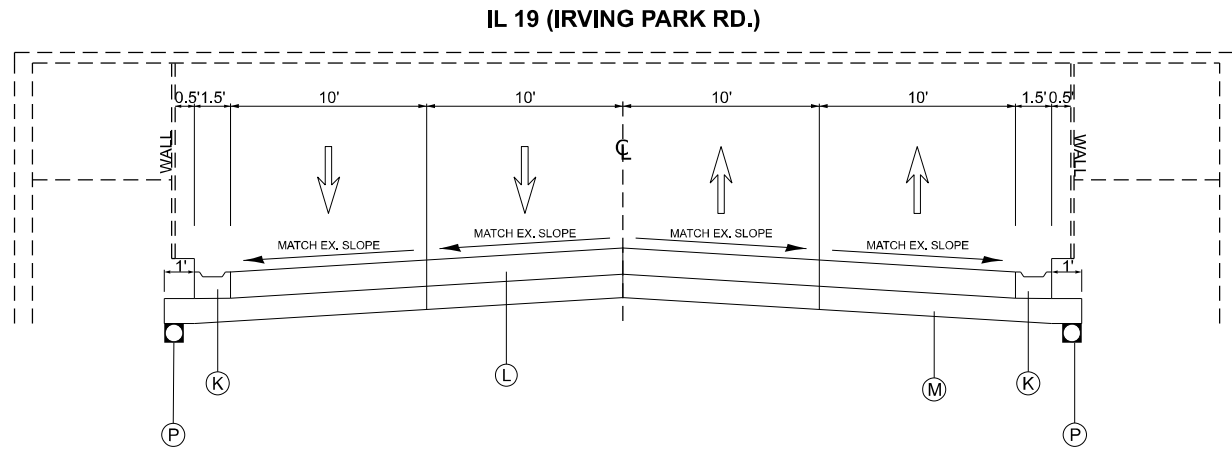
LEGEND

- (A) EXISTING PCC PAVEMENT, $\pm 7"$ TO $\pm 11"$
- (B) EXISTING HOT MIX ASPHALT SURFACE, $\pm 5"$
- (C) EXISTING COMBINATION PCC CURB & GUTTER
- (D) EXISTING RAISED MEDIAN
- (E) EXISTING PCC PAVEMENT, $\pm 10"$
- (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, $\pm 10"$
- (K) PROPOSED CUSTOM COMBINATION PCC CURB AND GUTTER
- (L) PROPOSED PCC PAVEMENT INSTALLATION (JOINTED), $\pm 10"$
- (M) PROPOSED SUBGRADE AGGRAGATE IMPROVEMENTS, $\pm 12"$
- (N) SUBBASE GRANULAR MATERIAL, TYPE B $\pm 10"$, GRADATION CA-5
- (O) SUBBASE GRANULAR MATERIAL, TYPE B $\pm 4"$, GRADATION FA-2
- (P) PIPE UNDERDRAIN, TYPE 1, 6"



PROPOSED TYPICAL SECTION

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

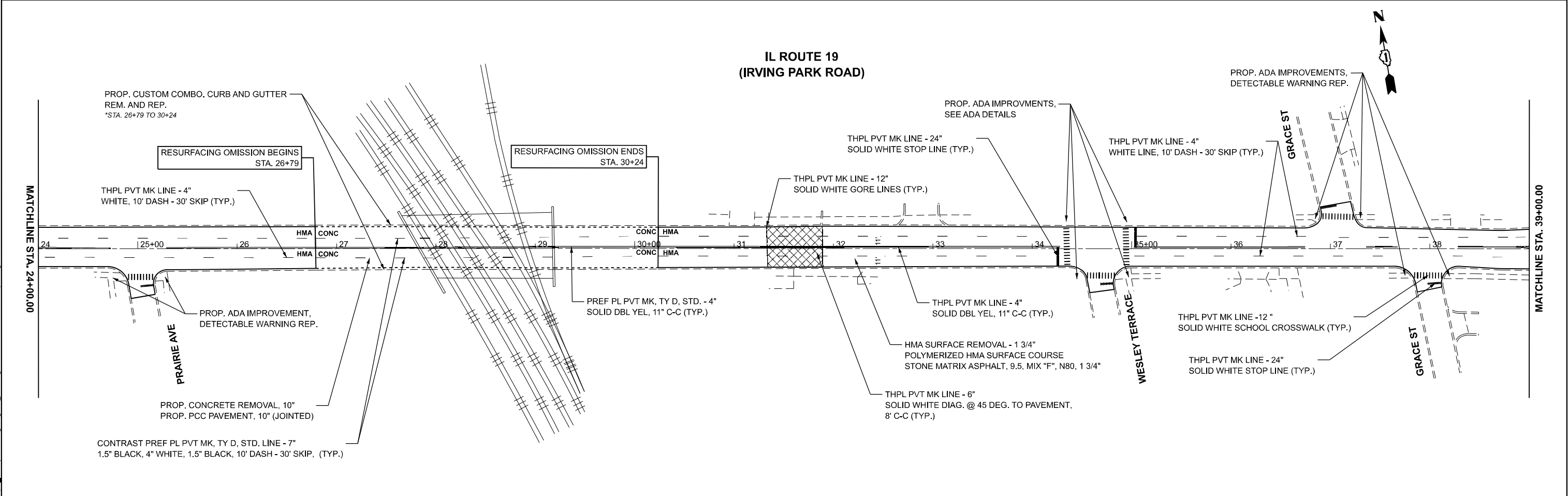
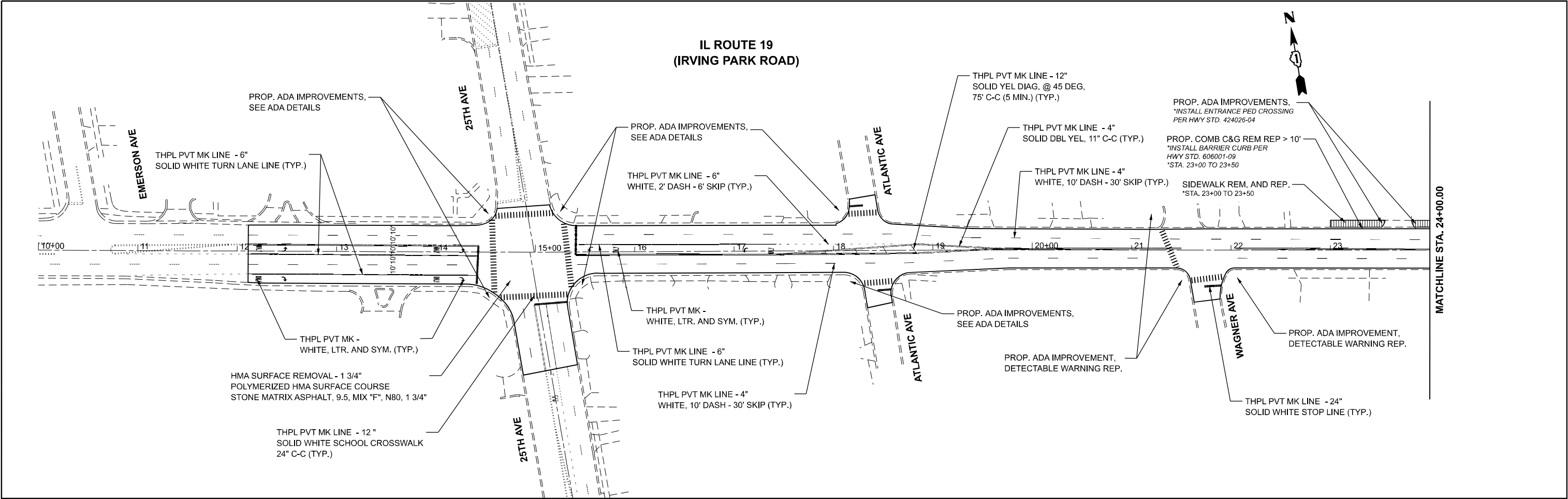


PROPOSED TYPICAL SECTION

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

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		CHECKED -	REVISED -				CONTRACT NO. 80D00				
	PLOT DATE = 4/27/2026	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 2 OF 2 SHEETS		STA.		TO STA.					



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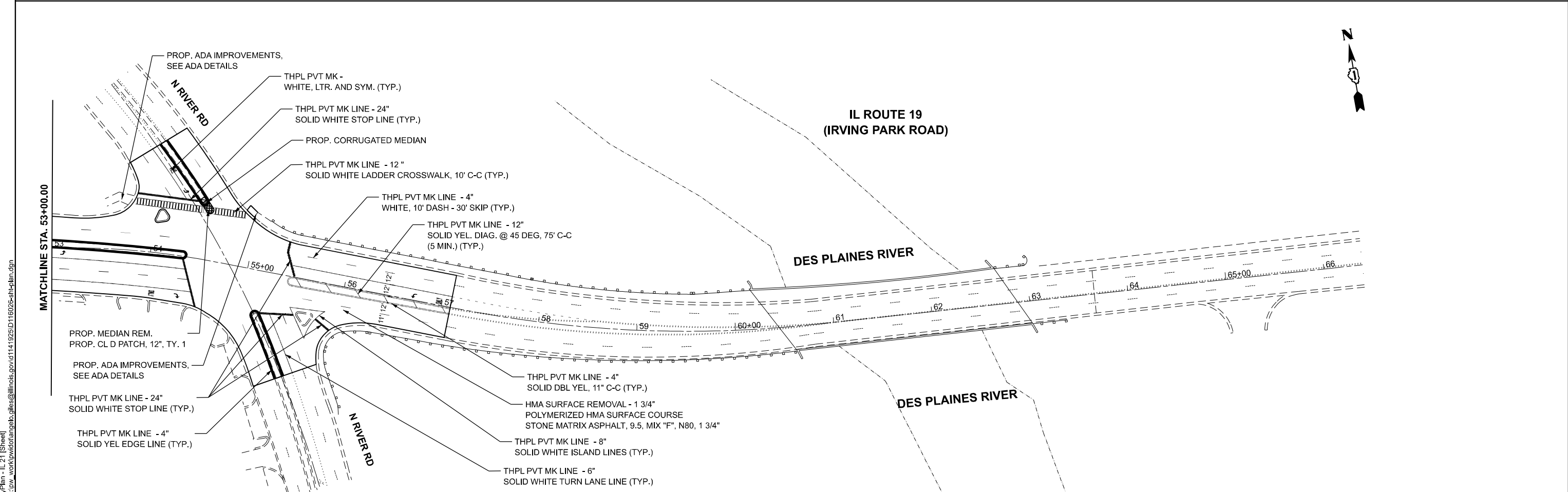
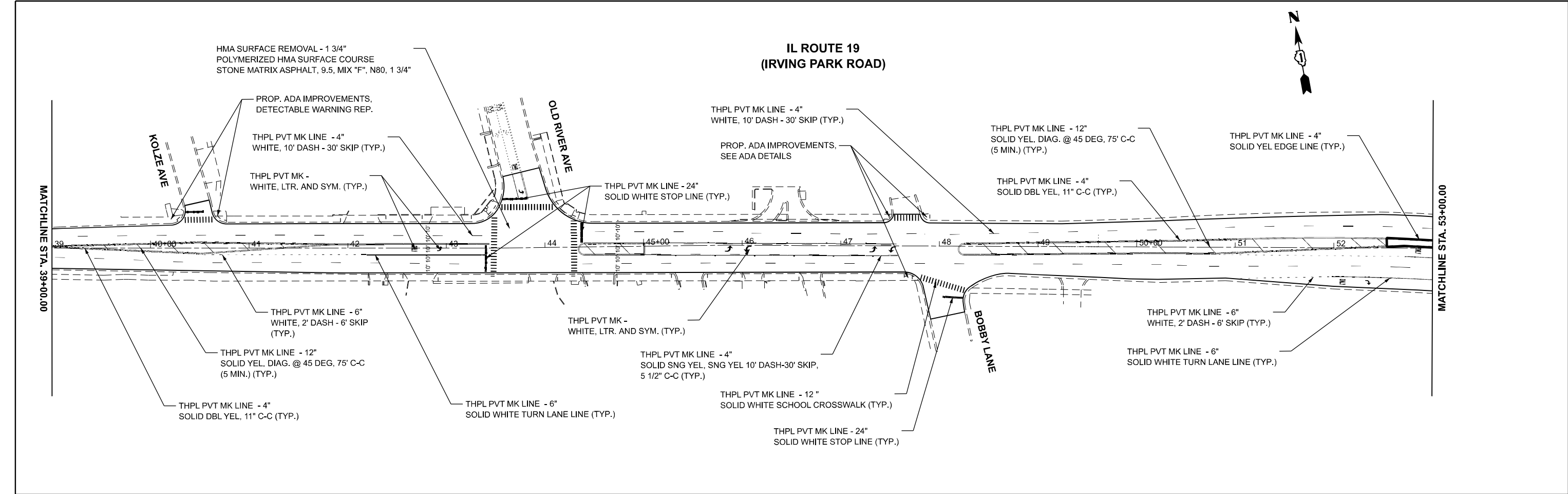
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT DATE = 4/29/2026		

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				



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		DRAWN -	REVISED -
		CHECKED -	REVISED -
		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 = WxS^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 MOTORISITS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUSEQUENT 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 PLACES 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 TRANSPORATION AFTER THE TRAFFIC CONTROL REQUIRES 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.

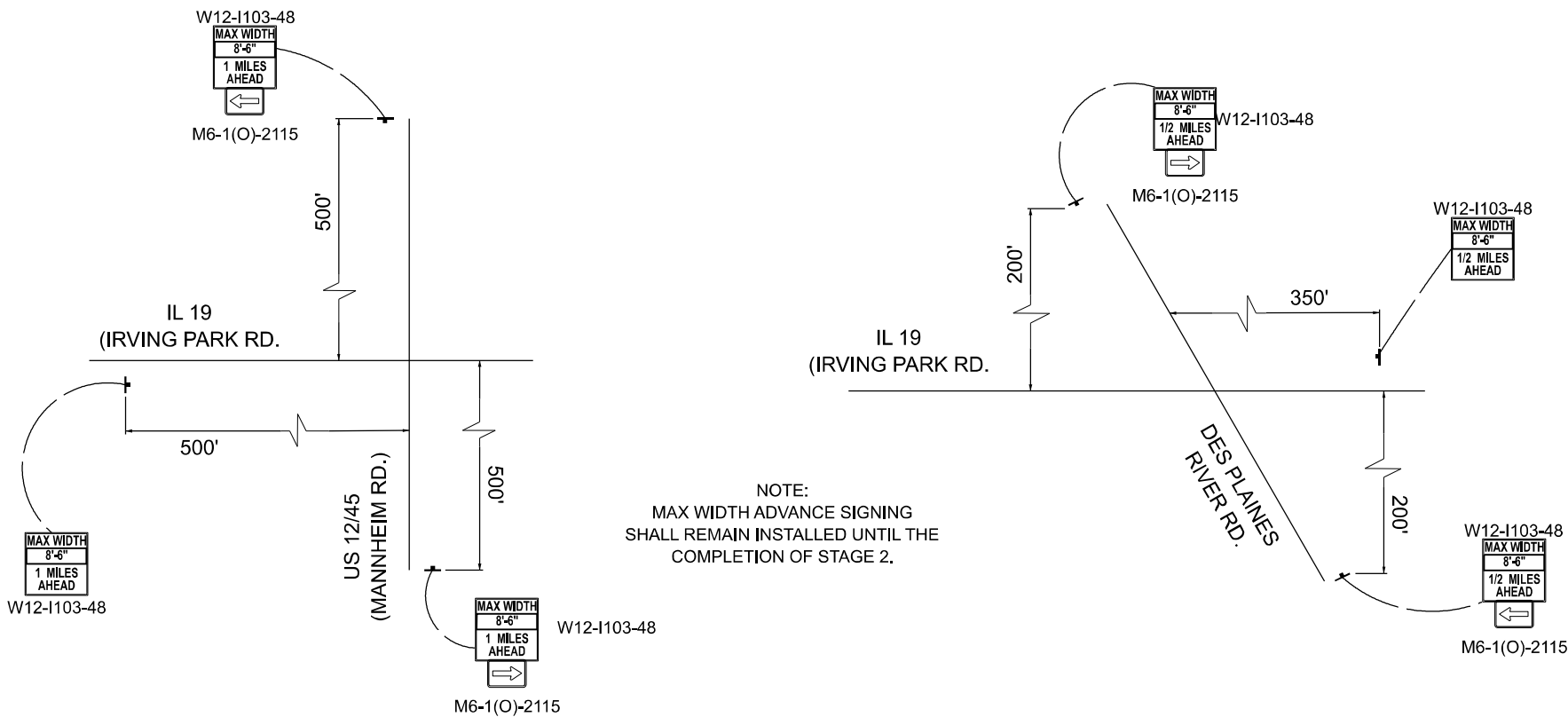
TYPE II AND/OR TYPE II BARRICADES WITH TWO-WAY FLASHING LIGHTS WILL BE REQUIRED TO GUIDE TRAFFIC AWAY FROM PAVEMENT AREAS CLOSED FOR CONSTRUCTION.

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 1 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

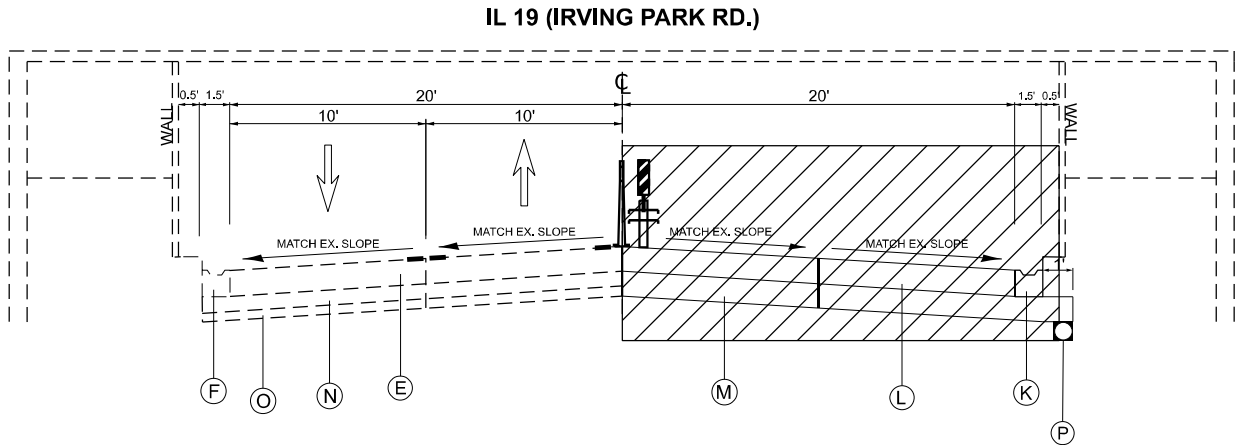


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		DRAWN -	REVISED -					345B	2025-2137-RS,SW	COOK	63	10
		CHECKED -	REVISED -					CONTRACT NO. 80D00				
	PLOT DATE = 5/1/2026	DATE -	REVISED -		SCALE:	SHEET 1	OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

LEGEND

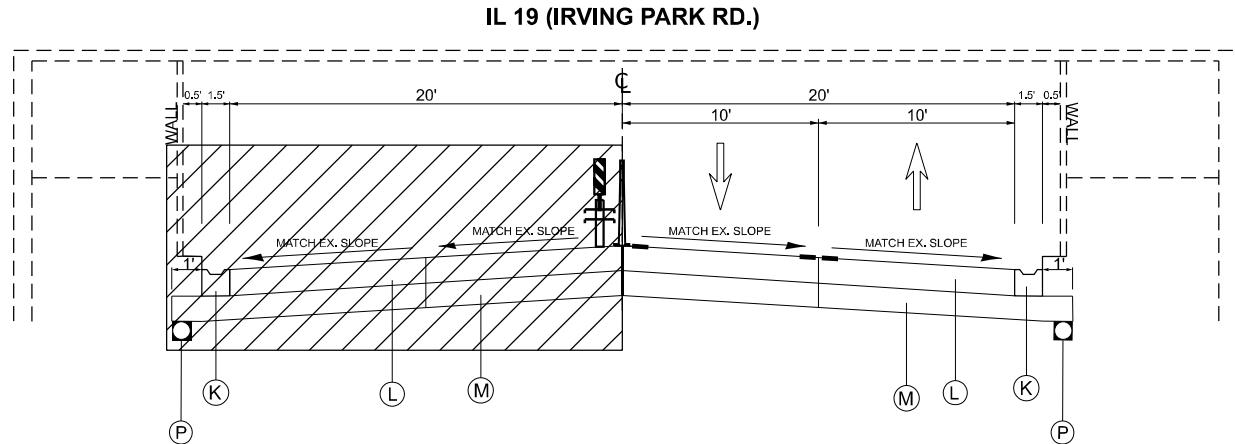
- (A) EXISTING PCC PAVEMENT, ± 7" TO ±11"
- (B) EXISTING HOT MIX ASPHALT SURFACE, ±5"
- (C) EXISTING COMBINATION PCC CURB & GUTTER
- (D) EXISTING RAISED MEDIAN
- (E) EXISTING PCC PAVEMENT, ±10"
- (F) EXISTING CUSTOM COMBINATION PCC CURB & GUTTER
- (G) PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, 1-3/4"
- (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"



STAGE 1: RAILROAD VIADUCT PAVEMENT REPLACEMENT

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

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



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



TY I OR TY II BARRICADE W/ LEG EXTENSIONS



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



TRAFFIC DIRECTION



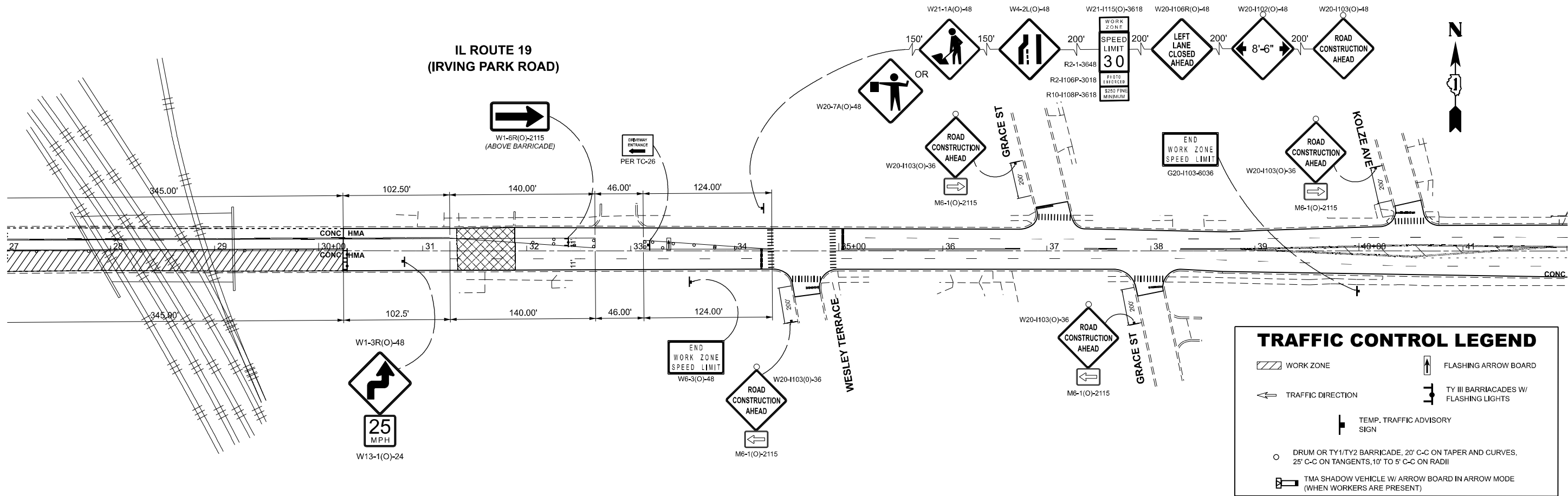
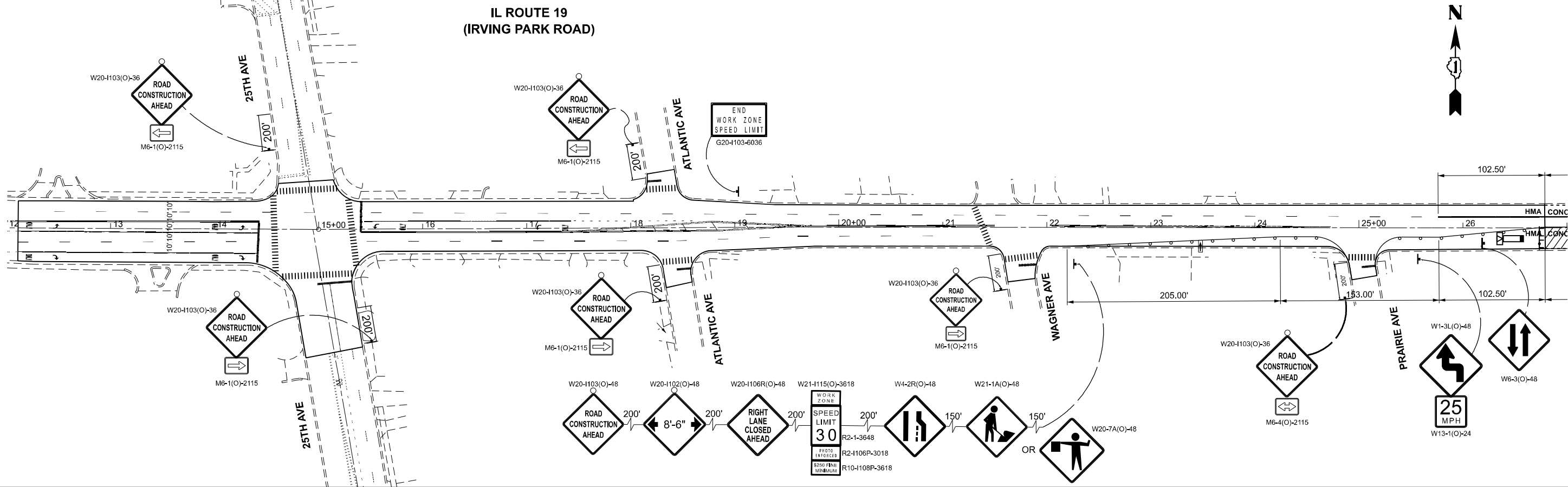
WORK ZONE

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

MODEL: MOT Typical [Sheet]
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		DRAWN -	REVISED -				345B	2025-2137-RS,SW	COOK	63	11
		CHECKED -	REVISED -		CONTRACT NO. 80D00						
	PLOT DATE = 5/1/2026	DATE -	REVISED -		SCALE:	SHEET 2 OF 4 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

MODEL: MOT Roadway Plans - Stage 1 (Sheet)
FILE NAME: c:\paw\work\pawid\angelo.giles@illinois.gov\1141925\016025-sh-stage 1.dgn



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)

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

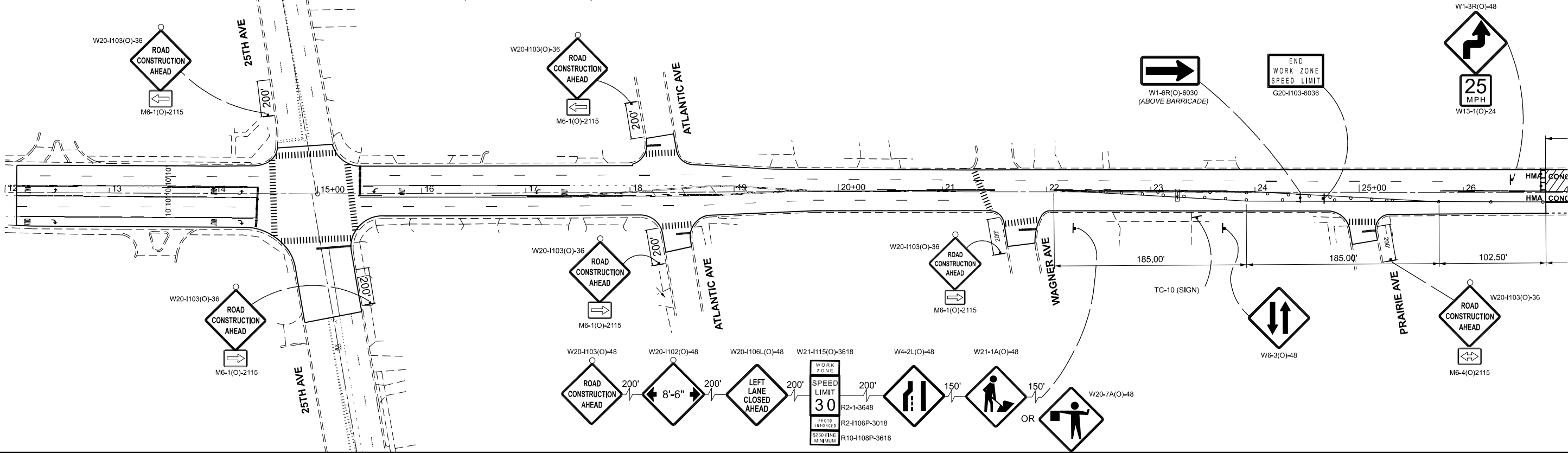
MAINTENANCE OF TRAFFIC PLANS - STAGE 1 IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)

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

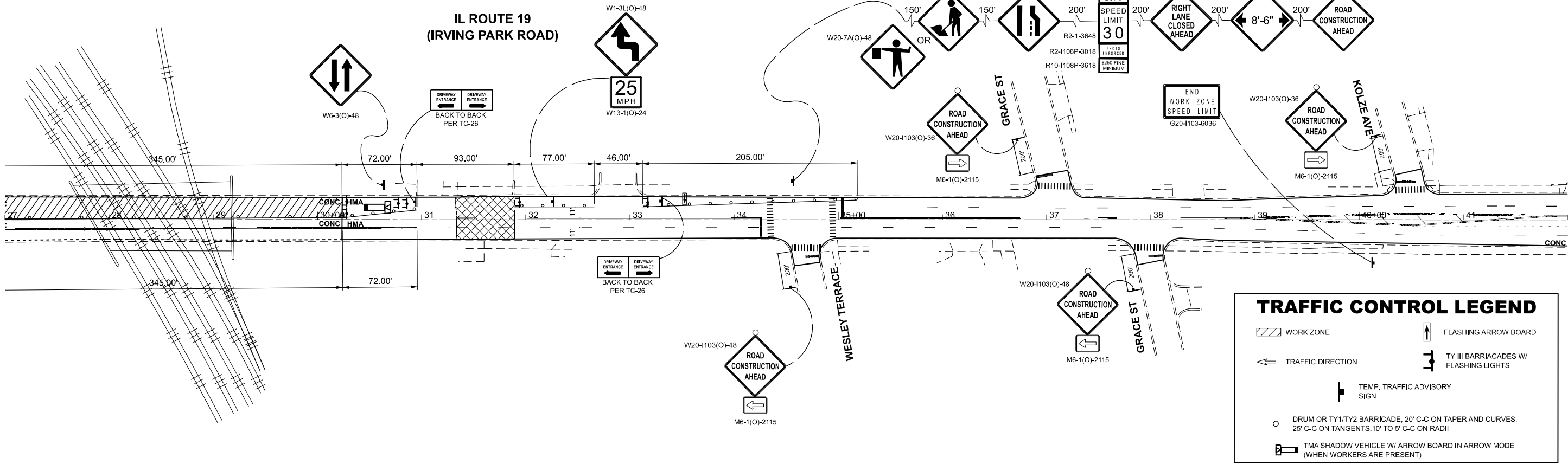
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CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

MODEL: MOT Roadway Plans - Stage 2 (Sheet)
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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)

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

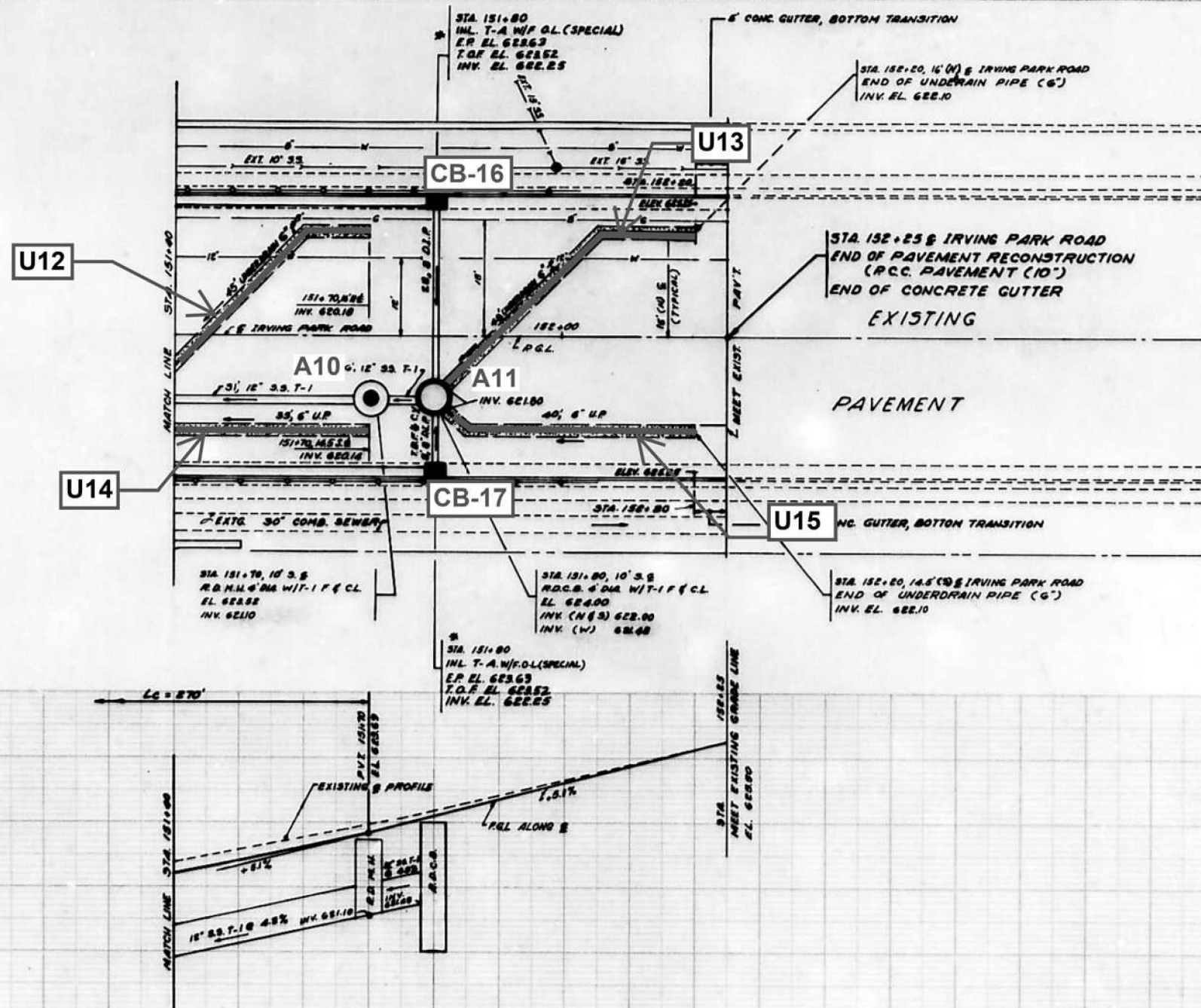
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

MODEL: Drainage - Exst(2) (Sheet)
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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. PUB. PUB. ROAD, DIV. 4 ALPHABETIC PROJECT				

SYMBOLS:

- G — NORTHERN ILLINOIS GAS CO.
- W — WATER MAIN
- 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 "R", EDITION 6TH, PAGE 37, CATALOG NO. R-1773-A; OR EQUIVALENT.
- USE CONC. GUTTER INLET HEAVY DUTY FRAME, OPEN LID, WEIGHT 250 POUND, AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "R", EDITION 6TH, PAGE 37, CATALOG NO. R-3359; OR EQUIVALENT.

NOTES:

- FOR PIPE UNDERDRAIN 6" USE EXTRA STRENGTH PERFORATED CLAY PIPE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 607 OF STANDARD SPECIFICATIONS.
- 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.

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

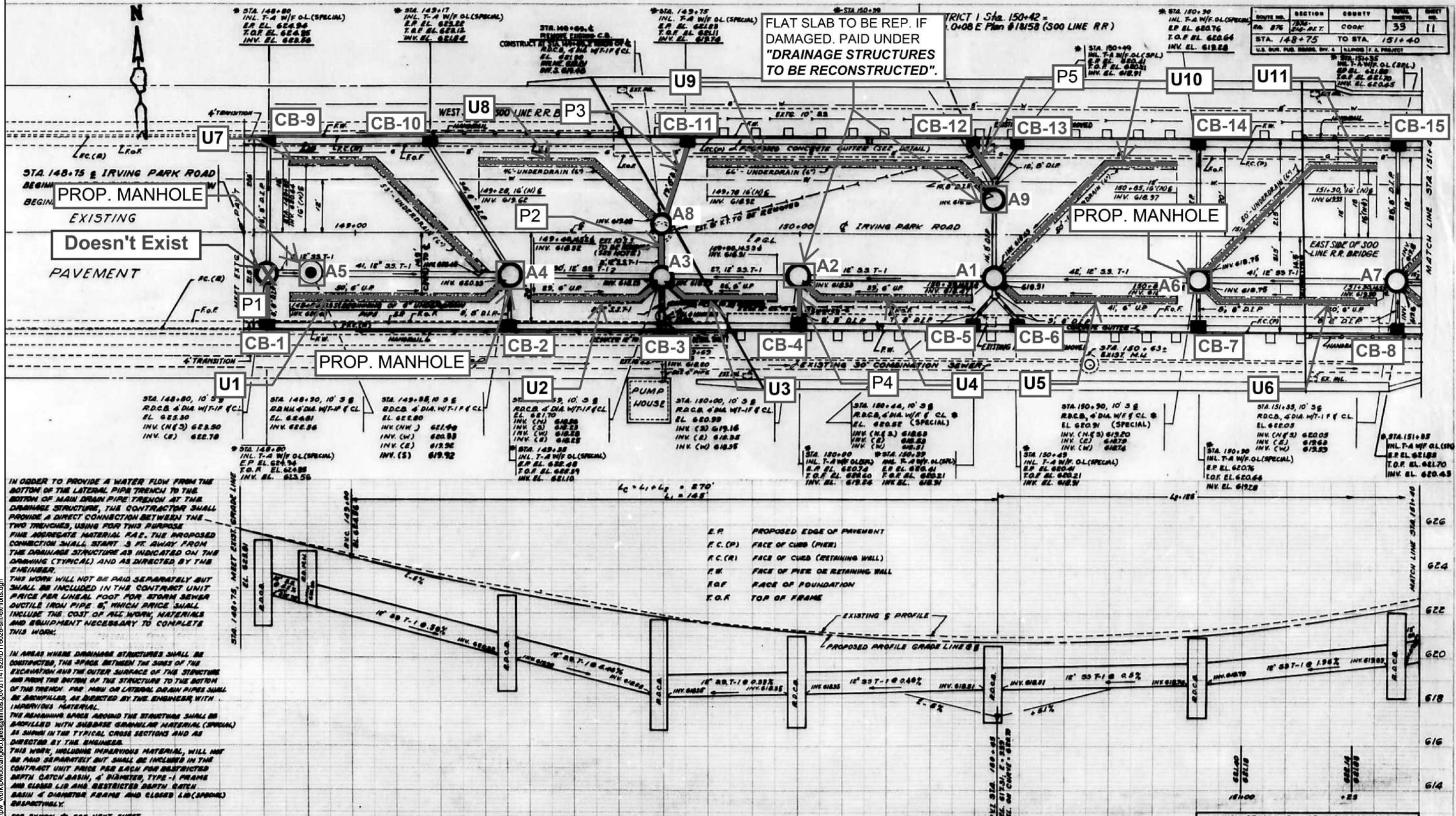
EXISTING DRAINAGE PLANS
IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER) (2/2)

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

ILLINOIS DEPARTMENT OF TRANSPORTATION
IRVING PARK ROAD - 2500 LINE UNDERPASS

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				

MODEL: Drainage - Prop (Sheet)
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USER NAME = angelo.gilles	DESIGNED -	REVISED - AG 4/21/2026
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/21/2026	DATE -	REVISED -

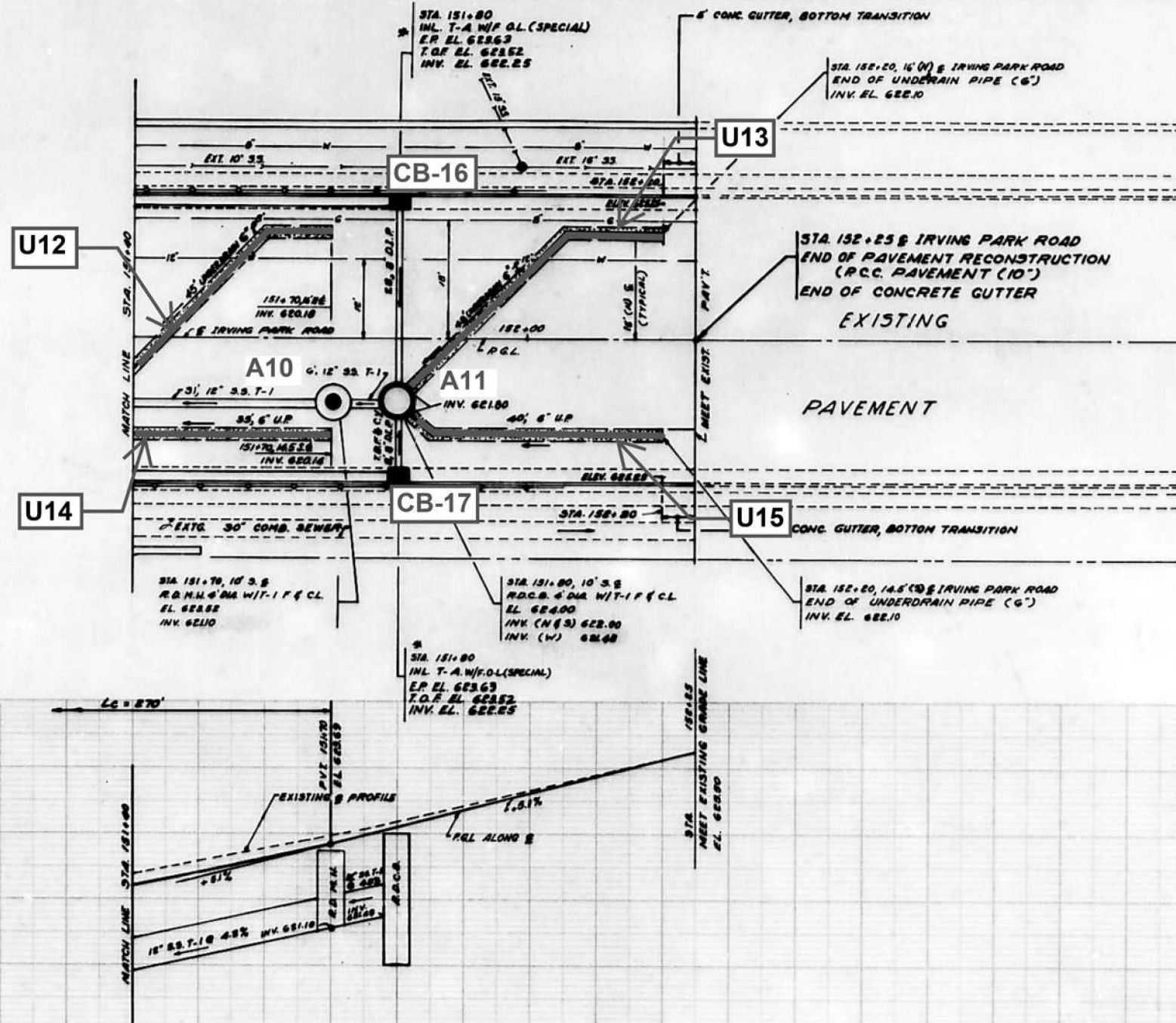
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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

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				

MODEL: Drainage - Prop (2) (Sheet)
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ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA. 876	1878 S.E.-A-1	COOK	33	12
STA. 151+40		TO STA. 152+25		
U.S. BUREAU OF ROADS, DIV. 4 ILLINOIS F.A. PROJECT				

- SYMBOLS:**
- G — NORTHERN ILLINOIS GAS CO.
 - W — WATER MAIN
 - 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 260 POUND, AS SHOWN IN FOUNDRY COMPANY "NEENAH" CATALOG "E", EDITION 6TH, PAGE 37, CATALOG NO. R-3559; OR EQUIVALENT.

- NOTES:**
- FOR PIPE UNDERDRAIN 6" USE EXTRA STRENGTH PERFORATED CLAY PIPE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 607 OF STANDARD SPECIFICATIONS.
 - 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.

USER NAME = angelo.gilles	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				

MODEL: Drainage Schedule
FILE NAME: c:\pwworking\angelangelo.giles@illinois.gov\d1141925\D116026-sht-exhibits.dgn

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 TY A, 4' DIA., TY 1 F 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"	-	-

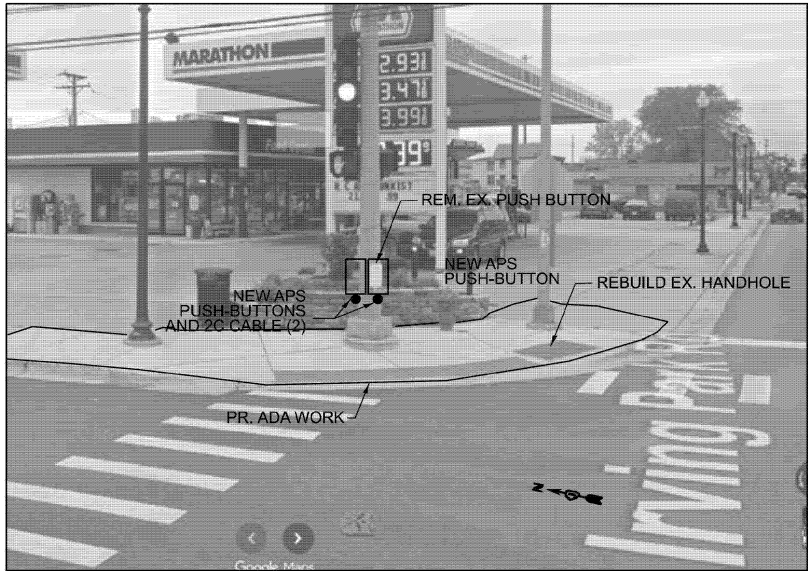
DRAINAGE NOTES

- 1
- 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)

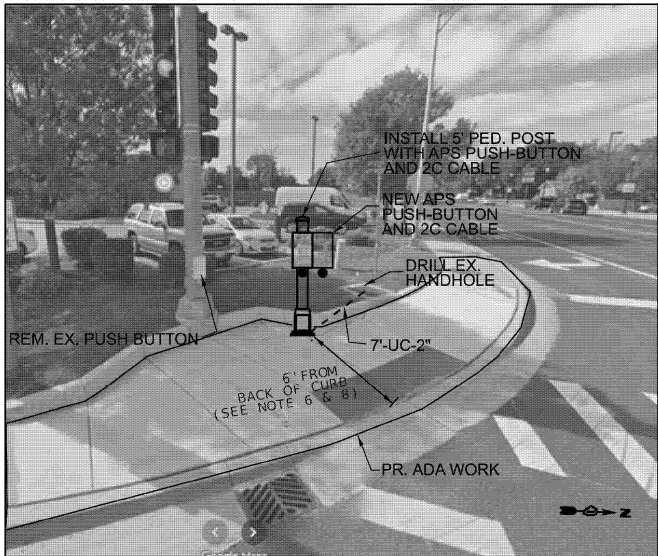
	USER NAME = angelo.giles	DESIGNED -	REVISED - AG 4/24/2026	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRAINAGE SCHEDULE IL-19 (IRVING PARK RD.) (25TH AVE. TO DES PLAINES RIVER)			F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 18
		DRAWN -	REVISED -									
		CHECKED -	REVISED -		SCALE:			SHEET 5 OF 5 SHEETS STA. TO STA.				
	PLOT DATE = 4/27/2026	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



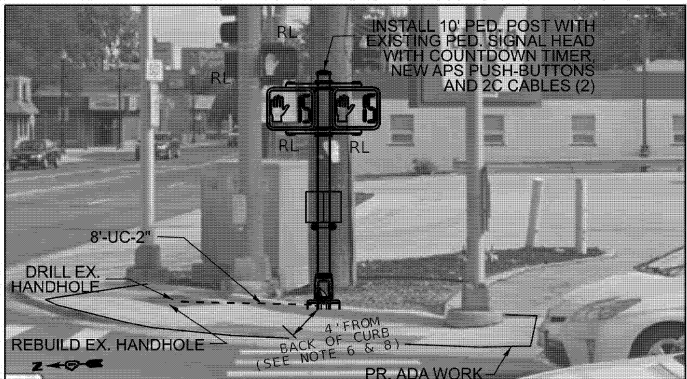
NORTHWEST CORNER



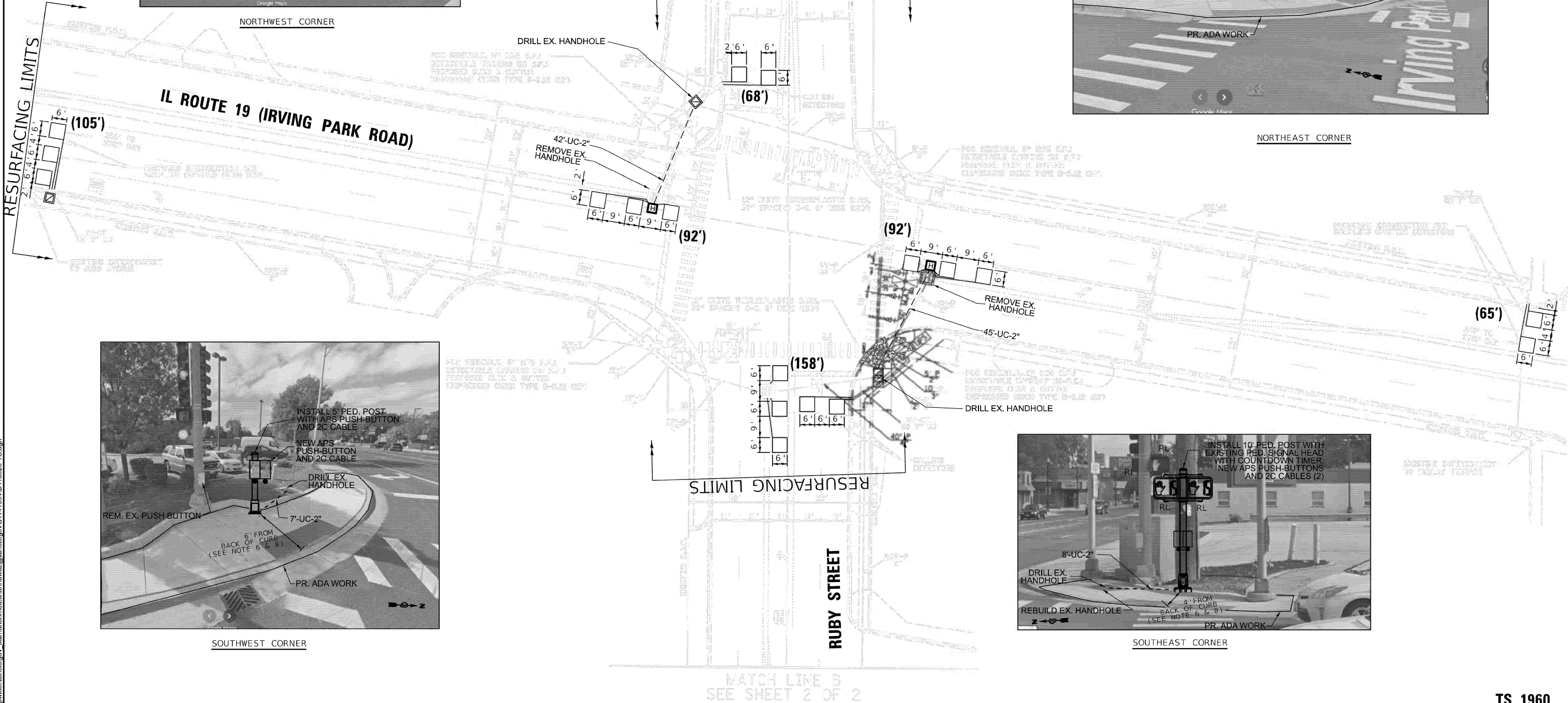
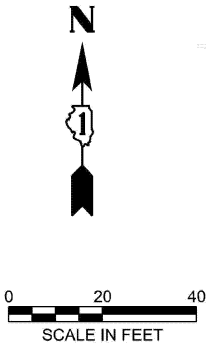
NORTHEAST CORNER



SOUTHWEST CORNER



SOUTHEAST CORNER



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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

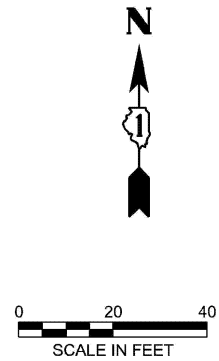
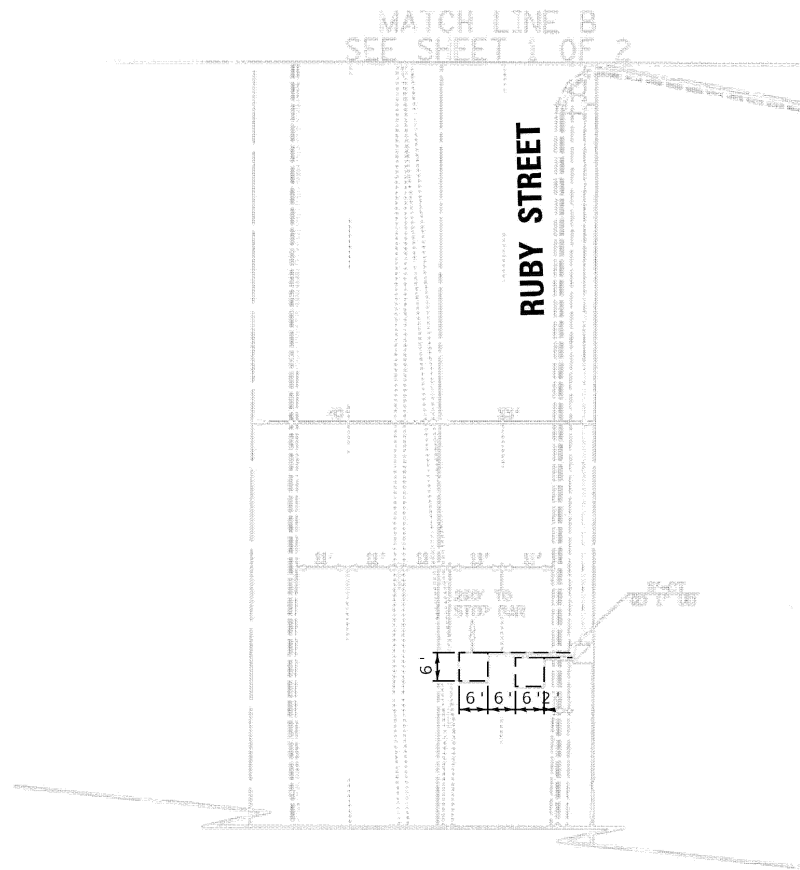
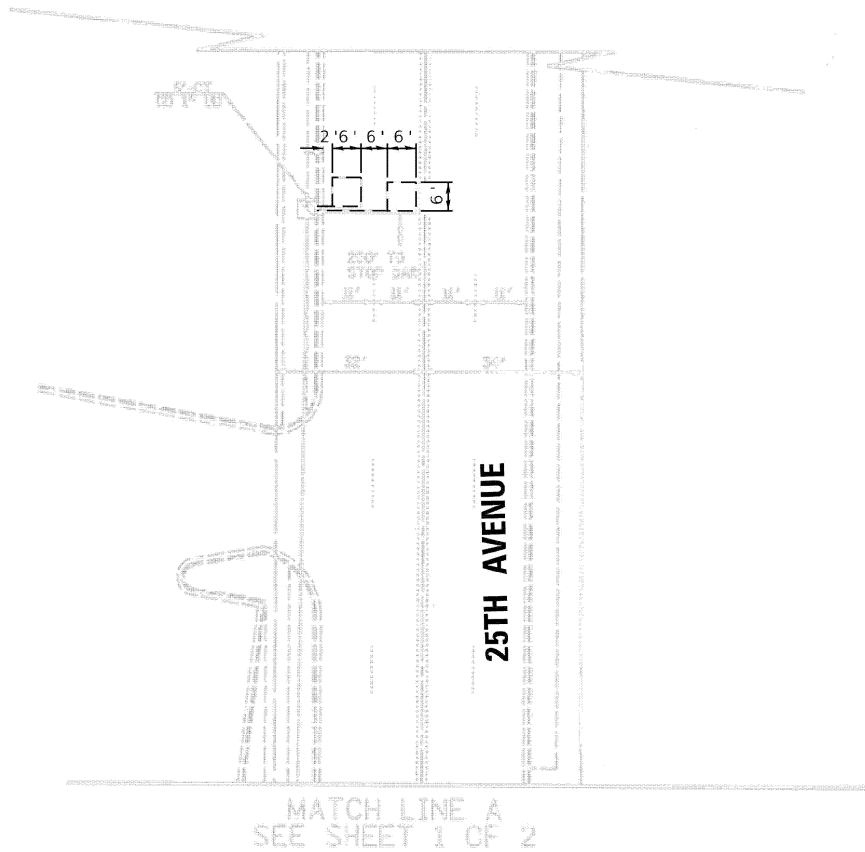
TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 1 OF 3)
IL ROUTE 19 (IRVING PARK ROAD) AT 25TH AVENUE / RUBY STREET

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

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TS 1960
EAGLE 2K

USER NAME	= SalmanAhmed.Shahnavaz	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 TO 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:

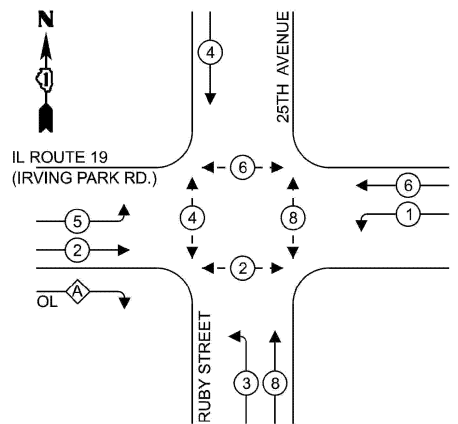
- EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
- CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH 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

TS 1960
EAGLE 2K

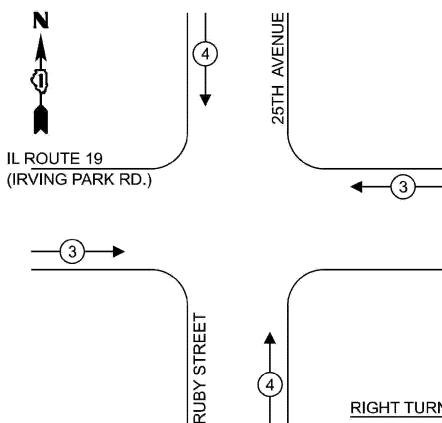
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	USER NAME	= SalmanAhmed.Shahnawa	DESIGNED	-	REVISED	-	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC SIGNAL MODERNIZATION PLAN (SHEET 3 OF 3) IL ROUTE 19 (IRVING PARK ROAD) AT 25TH AVENUE /RUBY STREET			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	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.	ILLINOIS FED. AID PROJECT	

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 = PERMISSIVE PHASE 2 + PROTECTED PHASE 3

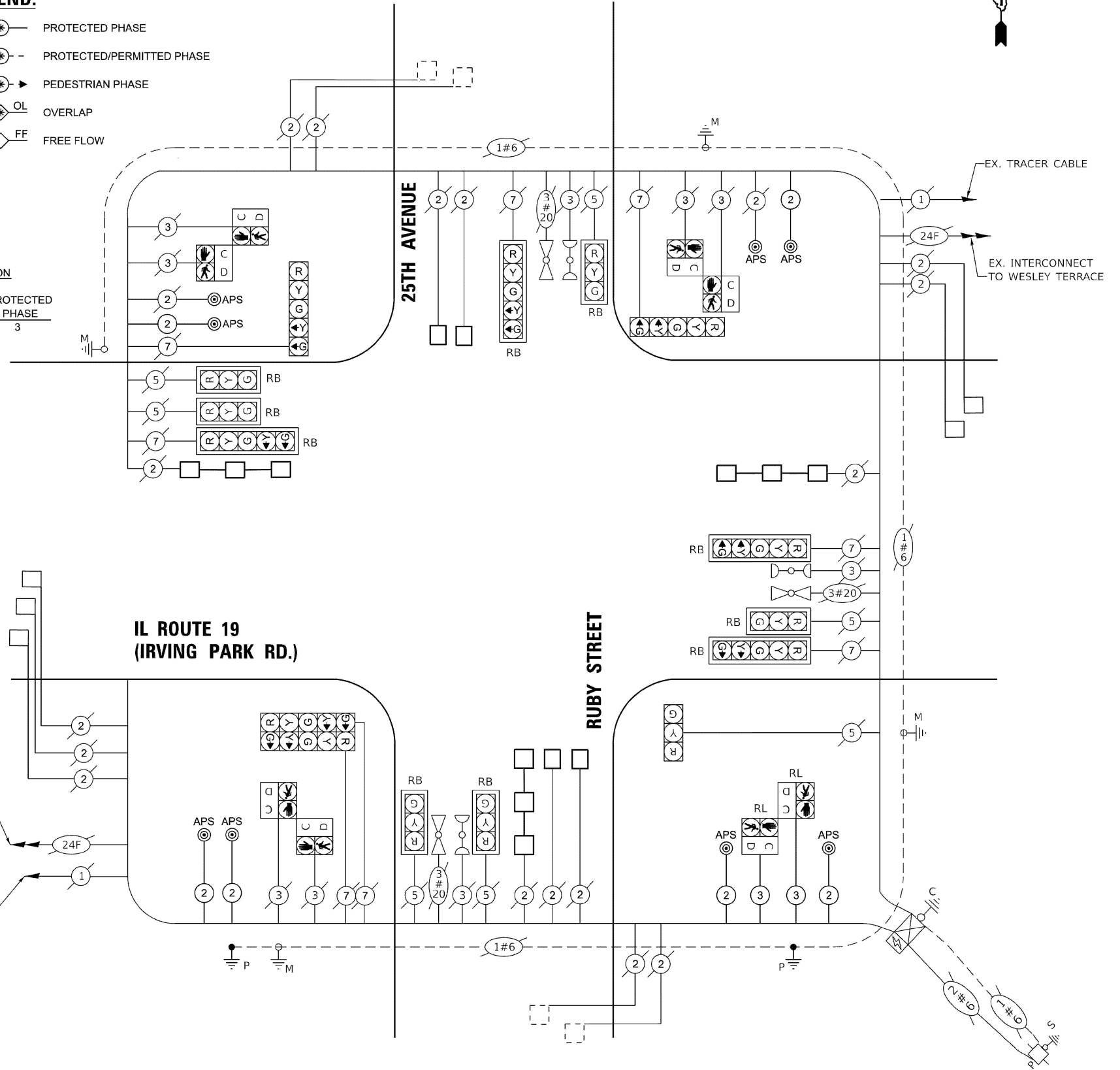
SCHEDULE OF QUANTITIES

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	8	15	120
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
PTZ CAMERA	-	75	-
TOTAL UPS SIZING		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

TS 1960
EAGLE 2K

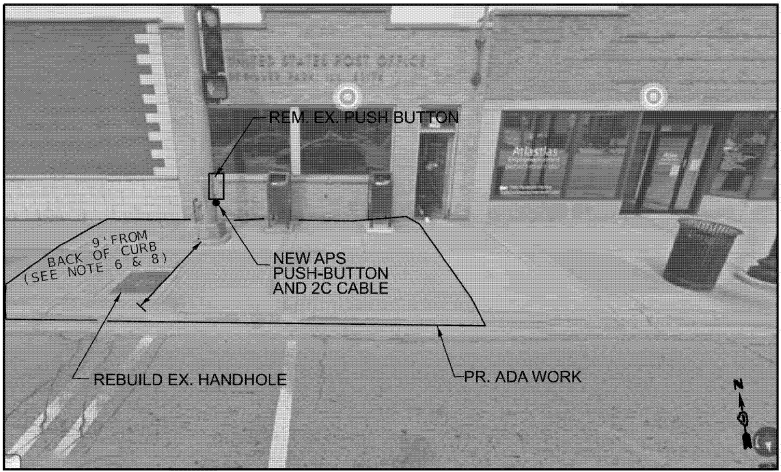
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

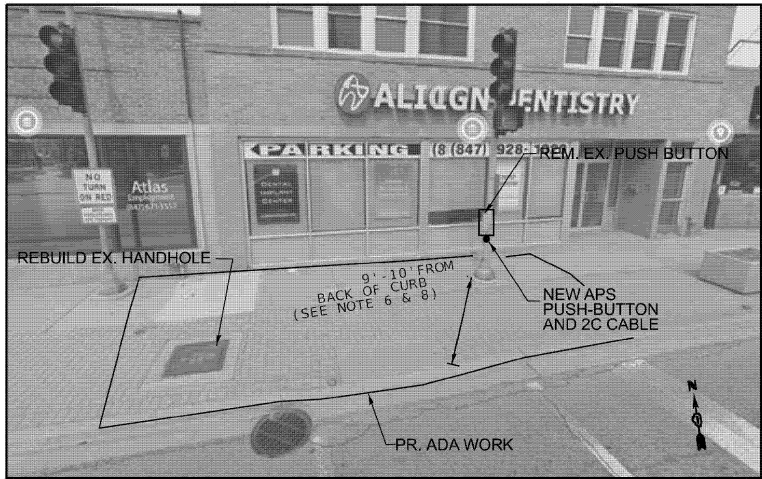
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	22
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

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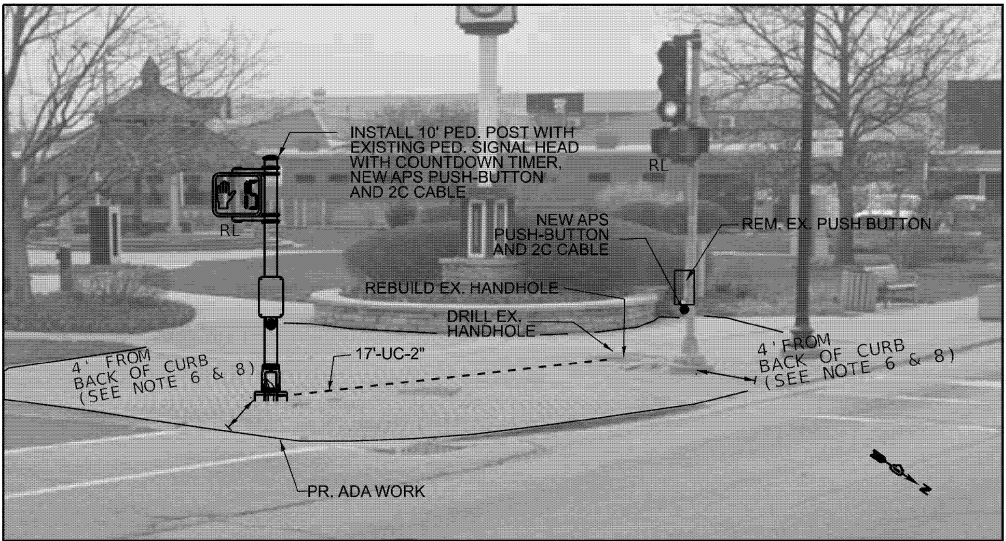
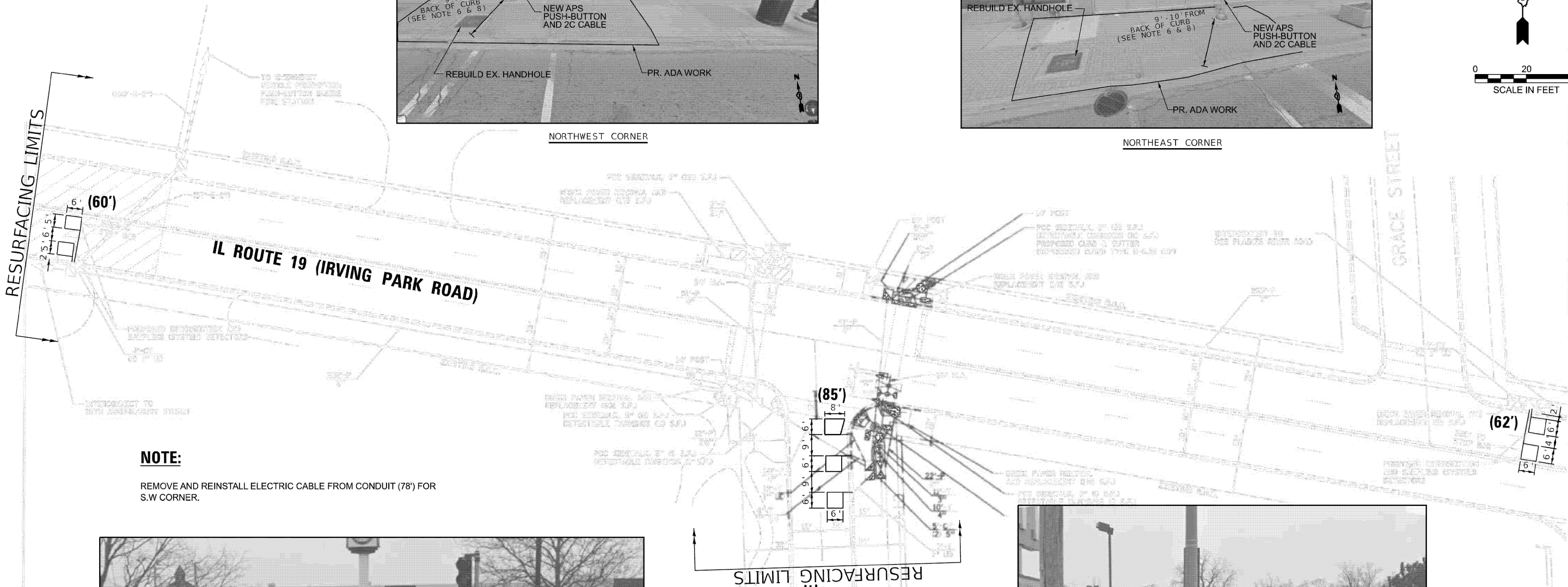
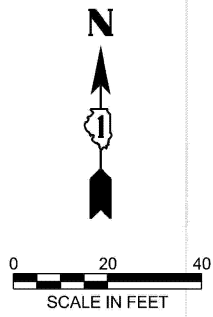
USER NAME = SalmaAhmed.Shahnaawa	DESIGNED - SS	REVISED -
PLOT SCALE = 40,000' / in.	DRAWN - SS	REVISED -
PLOT DATE = 3/2/2026	CHECKED -	REVISED -
	DATE - 10/02/2025	REVISED -



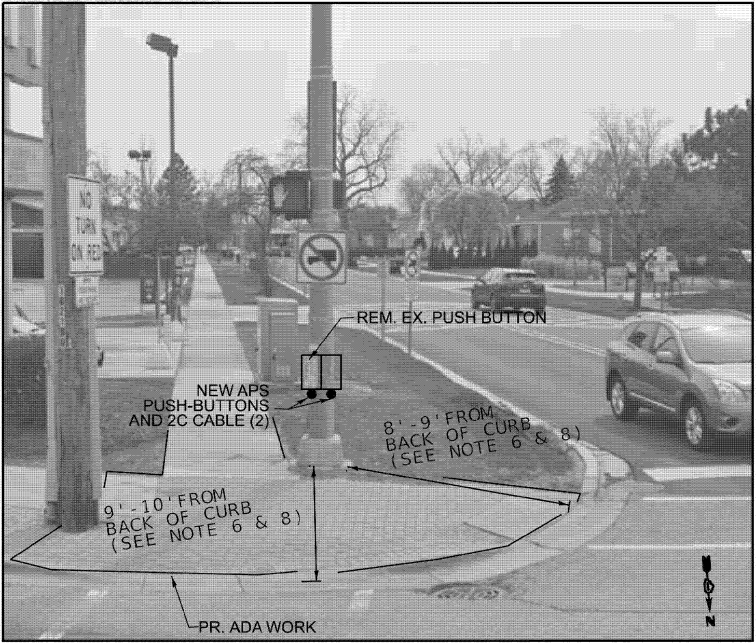
NORTHWEST CORNER



NORTHEAST CORNER



SOUTHWEST CORNER



SOUTHEAST CORNER

MODEL: Default
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USER NAME	= SalmanAhmed.Shahnavaz	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.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	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:

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

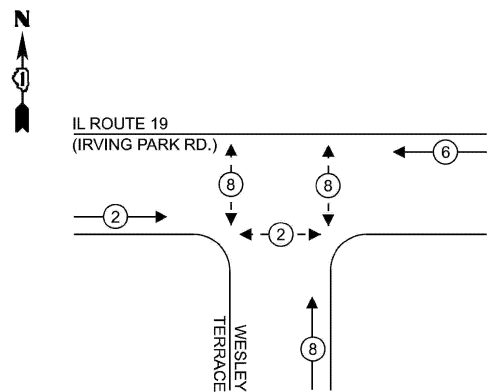
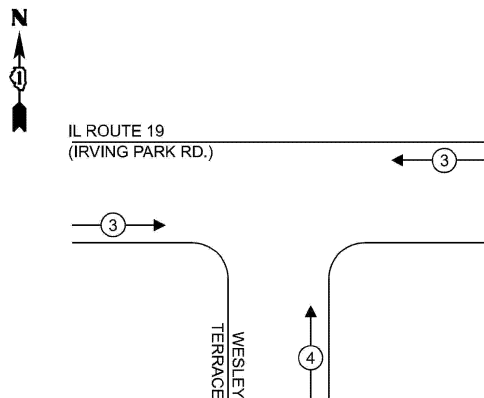
TS 1970

EAGLE 2K

MODEL: Default
FILE NAME: c:\pwwork\work\illinois.gov_salmanahmed.shahnavaz@illinois.gov\141934D116026-TS.dgn

	USER NAME = SalmanAhmed.Shahnawa	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.
								ILLINOIS	FED. AID PROJECT		

EXISTING CONTROLLER SEQUENCE

EXISTING EMERGENCY VEHICLE
PREEMPTION SEQUENCE

LEGEND:

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

NOTES:

1. TIMING CONSULTANT SHALL PROGRAM LEADING PEDESTRIAN INTERVAL FOR PHASE 8. 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	-	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			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

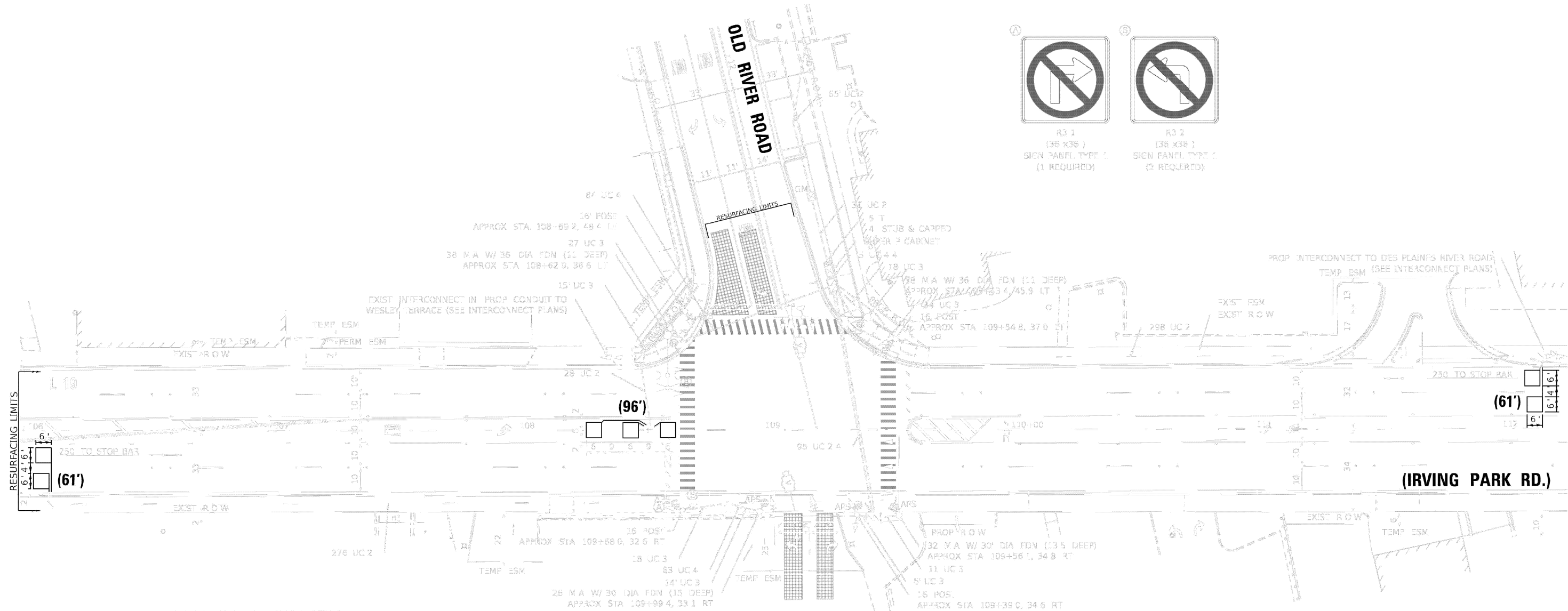
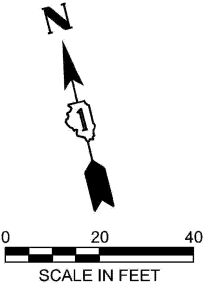
SCALE: SHEET 7 OF 12 SHEETS STA. TO STA.

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

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:\pwwork\illinois.gov_salmanahmed.shahnavaz\11934D116026-TS.dgn

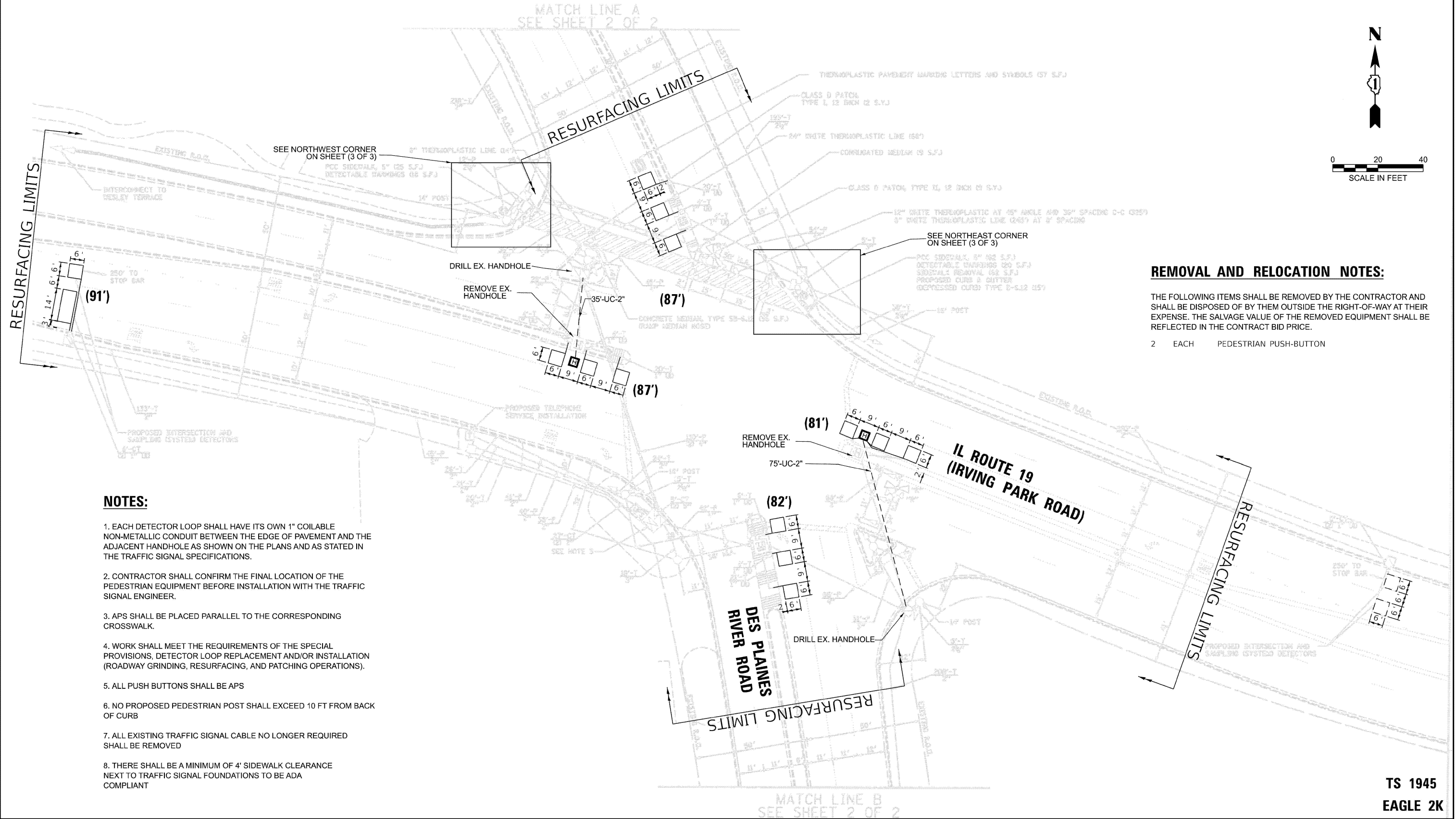
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		DRAWN	-	REVISED	-
		CHECKED	-	REVISED	-
PLOT DATE	= 3/18/2026	DATE	-	REVISED	-

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

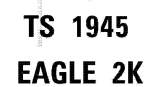
**REMOVAL AND RELOCATION NOTES:**

2 EACH PEDESTRIAN PUSH-BUTTON

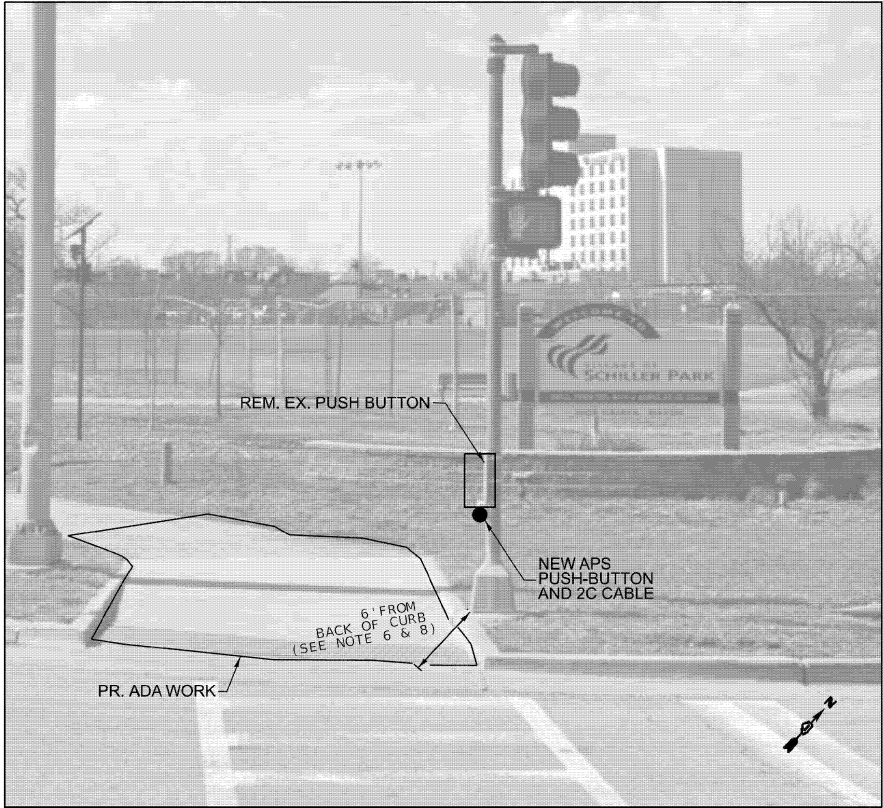
1. EACH DETECTOR LOOP SHALL HAVE ITS OWN 1" COILABLE NON-METALLIC CONDUIT BETWEEN THE EDGE OF PAVEMENT AND THE ADJACENT HANDHOLE AS SHOWN ON THE PLANS AND AS STATED IN THE TRAFFIC SIGNAL SPECIFICATIONS.
2. CONTRACTOR SHALL CONFIRM THE FINAL LOCATION OF THE PEDESTRIAN EQUIPMENT BEFORE INSTALLATION WITH 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

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

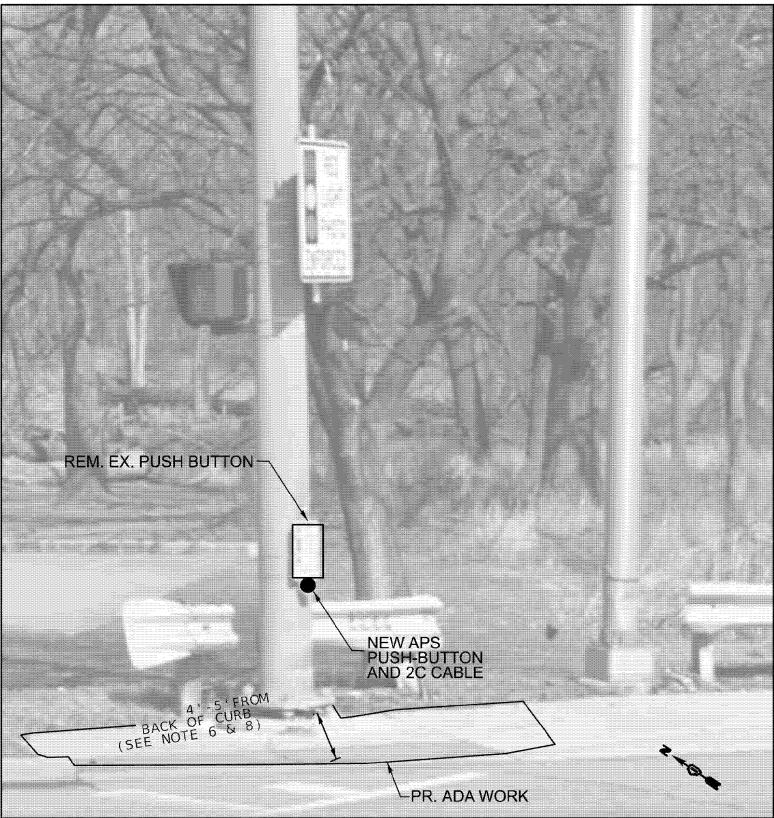
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	27
		CONTRACT NO. 80D00		
ILLINOIS		FED. AID PROJECT		



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



NORTHWEST CORNER



NORTHEAST CORNER

MODEL: Default
FILE NAME: c:\pwwork\pwwork\illinois.gov_salmanahmed.shahnavaz@illinois.gov\d1141934D116026-TS.dgn

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		CHECKED	-	REVISED	-
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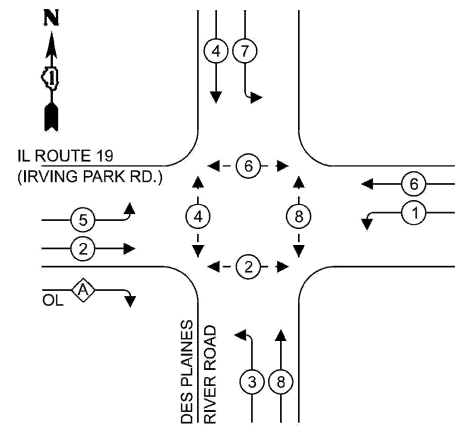
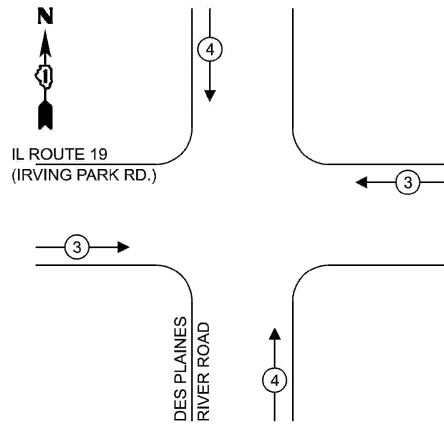
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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	2	15	30
CONTROLLER	1	150	150
MASTER CONTROLLER	-	100	-
UPS	1	25	25
DETECTION VIDEO	-	20	-
BLANK-OUT SIGN	-	25	-
NETWORK SWITCH II OR III	-	35	-
CELLULAR MODEM	-	15	-
PTZ CAMERA	-	75	-
TOTAL UPS SIZING		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:

- ← (P) → PROTECTED PHASE
- ← (P) - - PROTECTED/PERMITTED PHASE
- ← (P) → PEDESTRIAN PHASE
- ← (OL) → OVERLAP
- ← (FF) → FREE FLOW

IL ROUTE 19
(IRVING PARK RD.)

EX. TELEPHONE
CONNECTION

CABLE PLAN

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DESIGNED - SS	REVISED -
DRAWN - SS	REVISED -
CHECKED -	REVISED -
DATE - 10/02/2025	REVISED -

USER NAME = SalmanAhmed.Shahhawa
PLOT SCALE = 40,000' / in.
PLOT DATE = 3/2/2026

TS 1945
EAGLE 2K

IL ROUTE 19
(IRVING PARK RD)

25TH AVE



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.

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

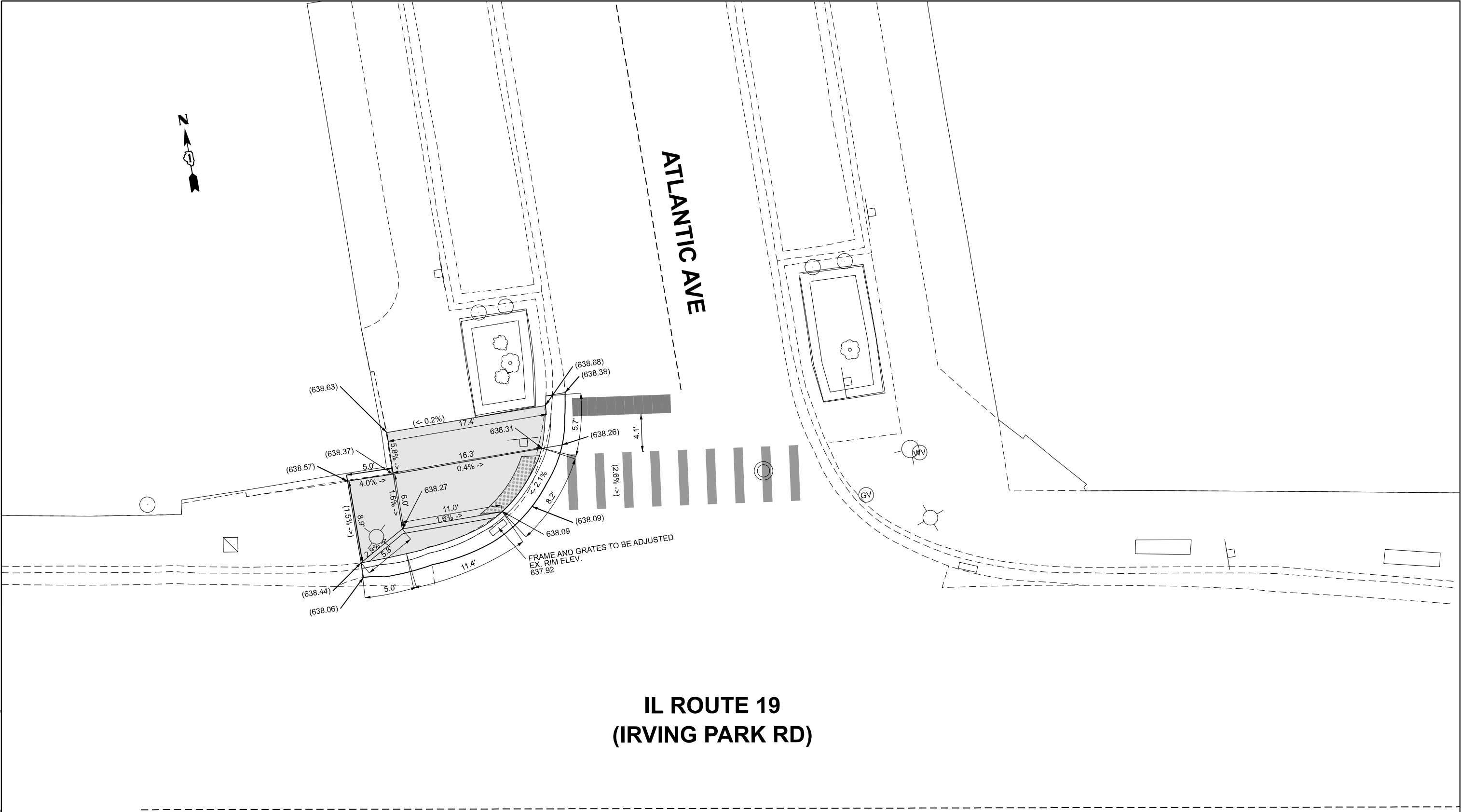
PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & 25TH AVE./RUBY ST., SW AND SE

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

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

MODEL: 25th Ave - S [Sheet]
FILE NAME: c:\p\work\angelo.giles@illinois.gov\1141925\0116025-sh-ADA.dgn

MODEL: Atlantic Ave - N (Sheet)
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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 NOTHEAST CORNER OF IL-19 & ATLANTIC AVE.

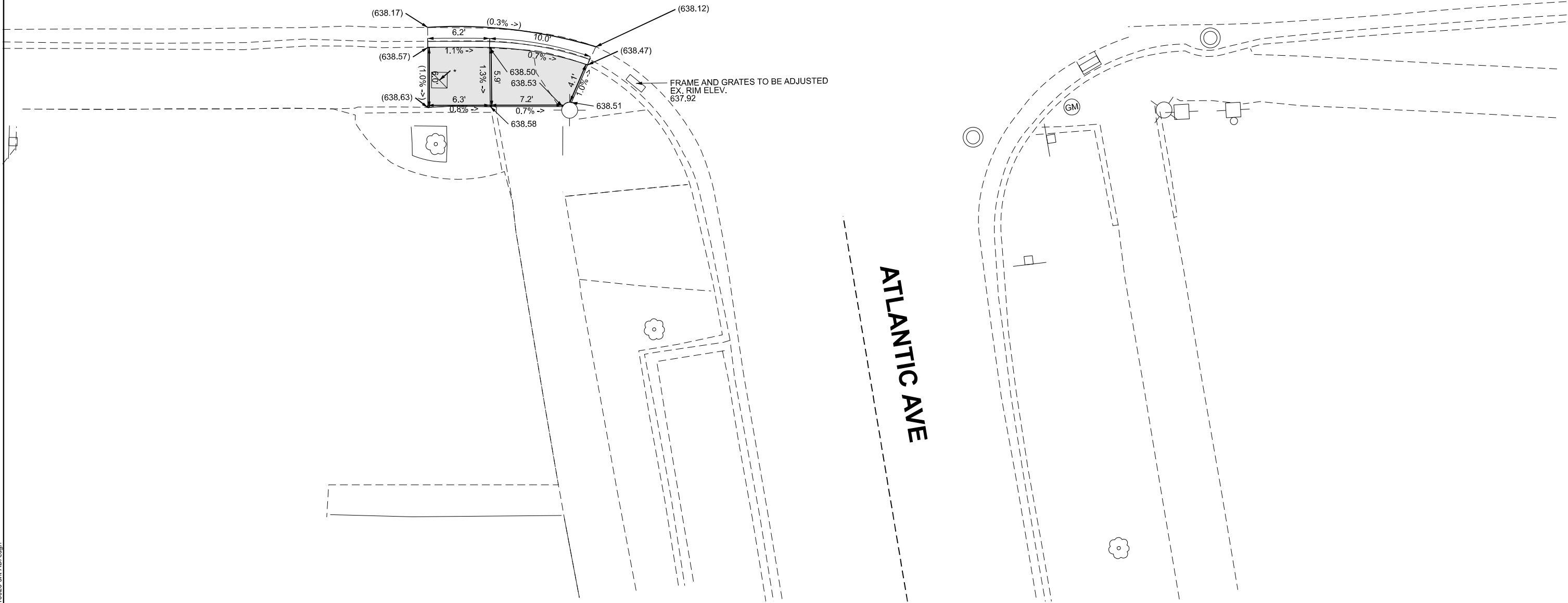
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	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/10/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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 NOTHEAST CORNER OF IL-19 & ATLANTIC AVE.

MODEL: Atlantic Ave - S (Sheet)
FILE NAME: c:\p\work\p\work\angelo.giles@illinois.gov\1141925\0116025-sh+ADA.dgn

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		CHECKED	-	REVISED	-	
PLOT DATE	= 4/10/2026	DATE	-	REVISED	-	

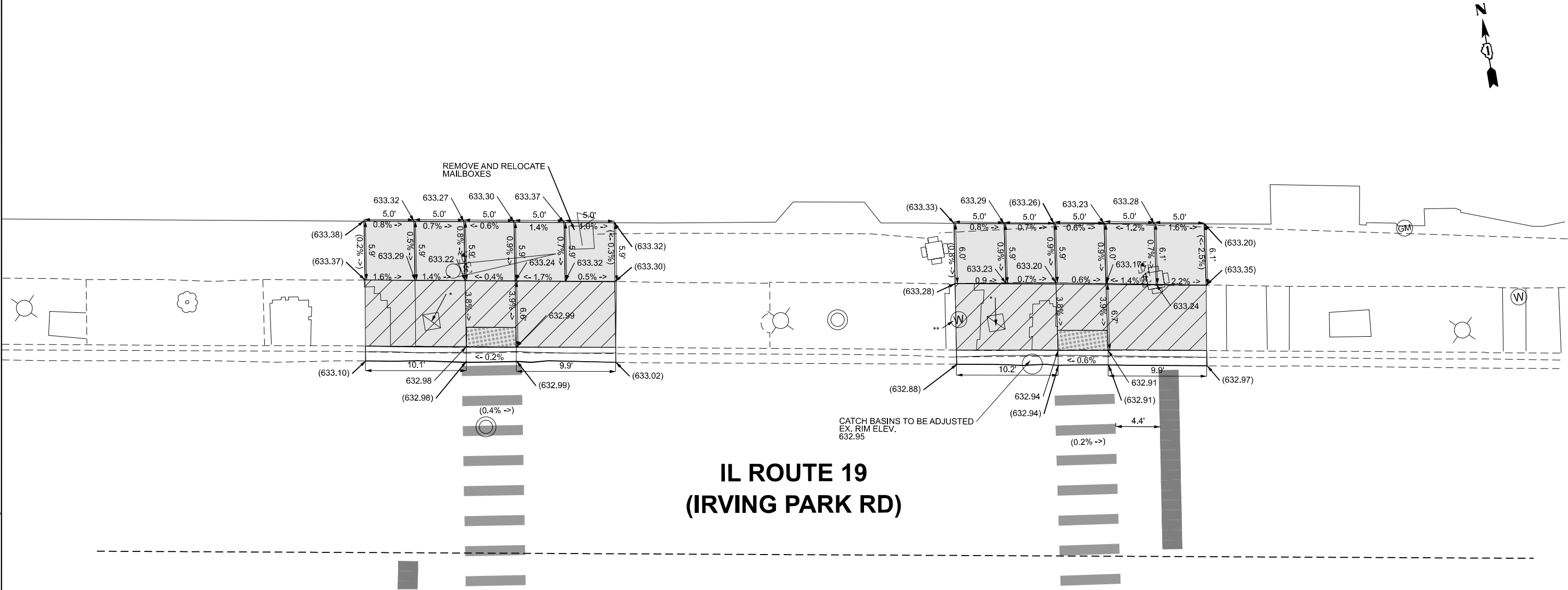
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

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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. 5617: ELEV 633.388

REFERENCE: SQUARE CUT AT NORTHWEST CORNER OF TCB

LOCATION: TCB AT SOUTHEAST CORNER OF IL-19 & WESLEY TERR.

USER NAME = angelo.giles

DESIGNED -

REVISED - AG 4/21/2026

DRAWN -

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.

SECTION

345B

2025-2137-RS,SW

COUNTY

COOK

CONTRACT NO. 80D00

TOTAL

SHEETS

63

SHEET

NO.

35

ILLINOIS FED. AID PROJECT

IL ROUTE 19
(IRVING PARK RD)

CATCH BASINS TO BE ADJUSTED
EX. RIM ELEV.
632.58

CATCH BASINS TO BE ADJUSTED
EX. RIM ELEV.
632.14

MANHOLE TO BE ADJUSTED
EX. RIM ELEV.
632.39

WESLEY TERRACE



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. 5617: ELEV 633.388

REFERENCE: SQUARE CUT AT NORTHWEST CORNER OF TCB

LOCATION: TCB AT SOUTHEAST CORNER OF IL-19 & WESLEY TERR.

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., SW AND SE

SCALE: SHEET 6 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	36
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

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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.

USER NAME	= angelo.giles
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

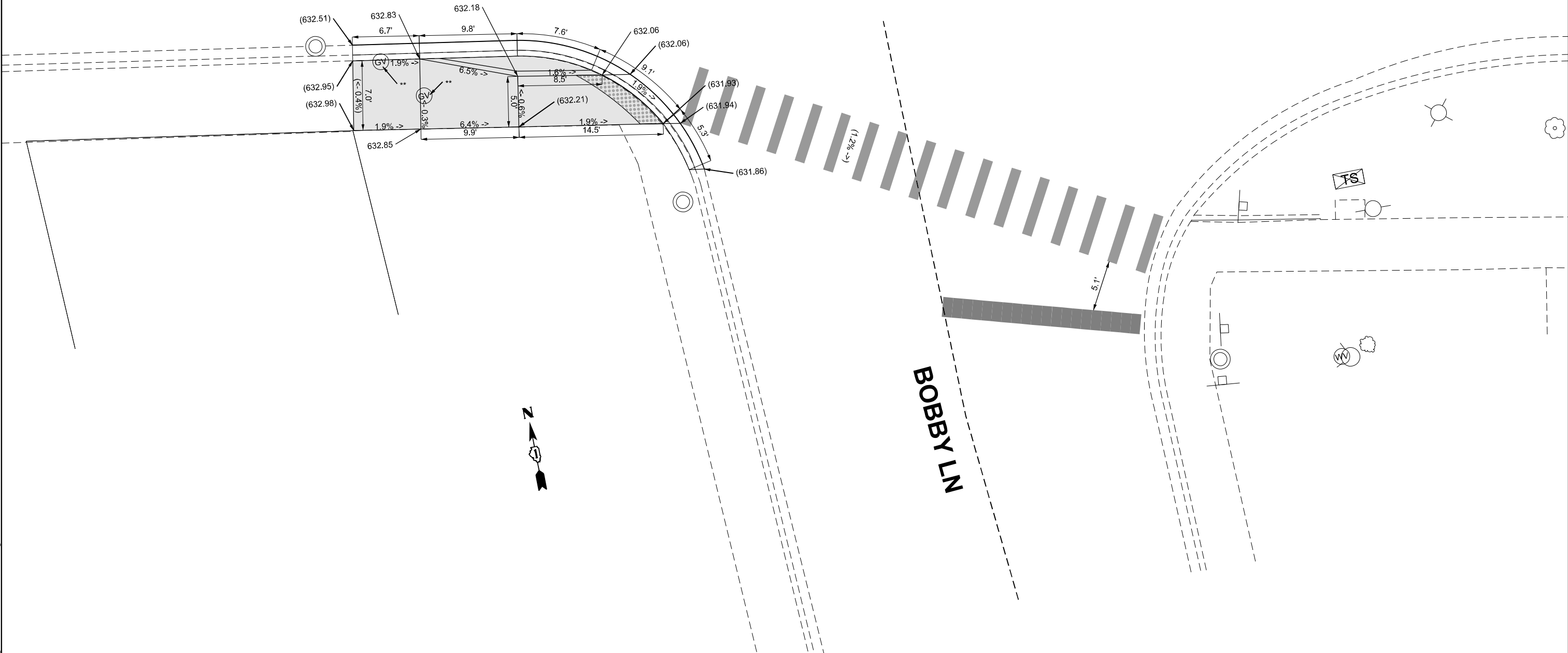
PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & BOBBY LN./WILLOW RD., NW AND NE

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				

MODEL: Bobby Ln. - N (Sheet)
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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.

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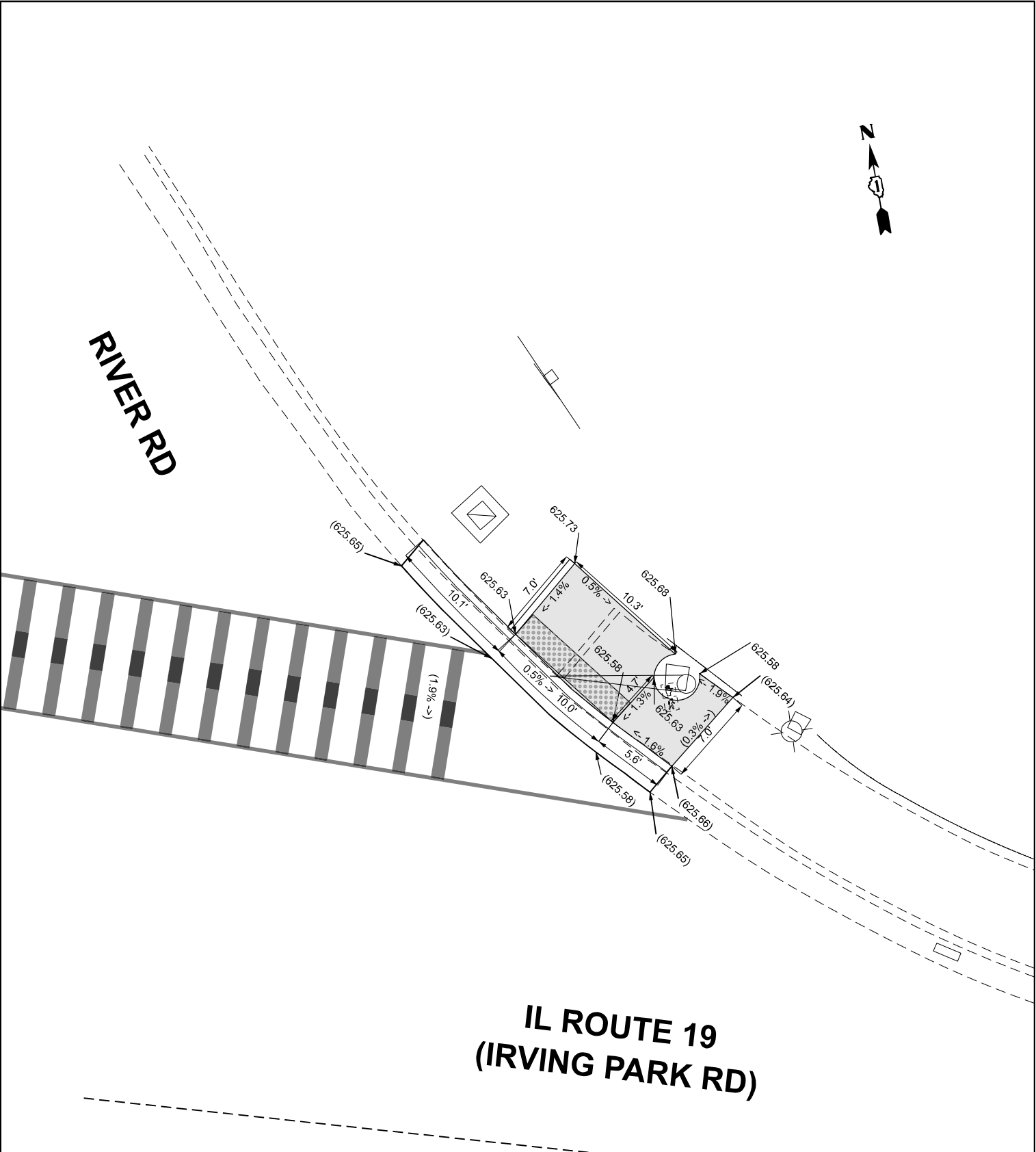
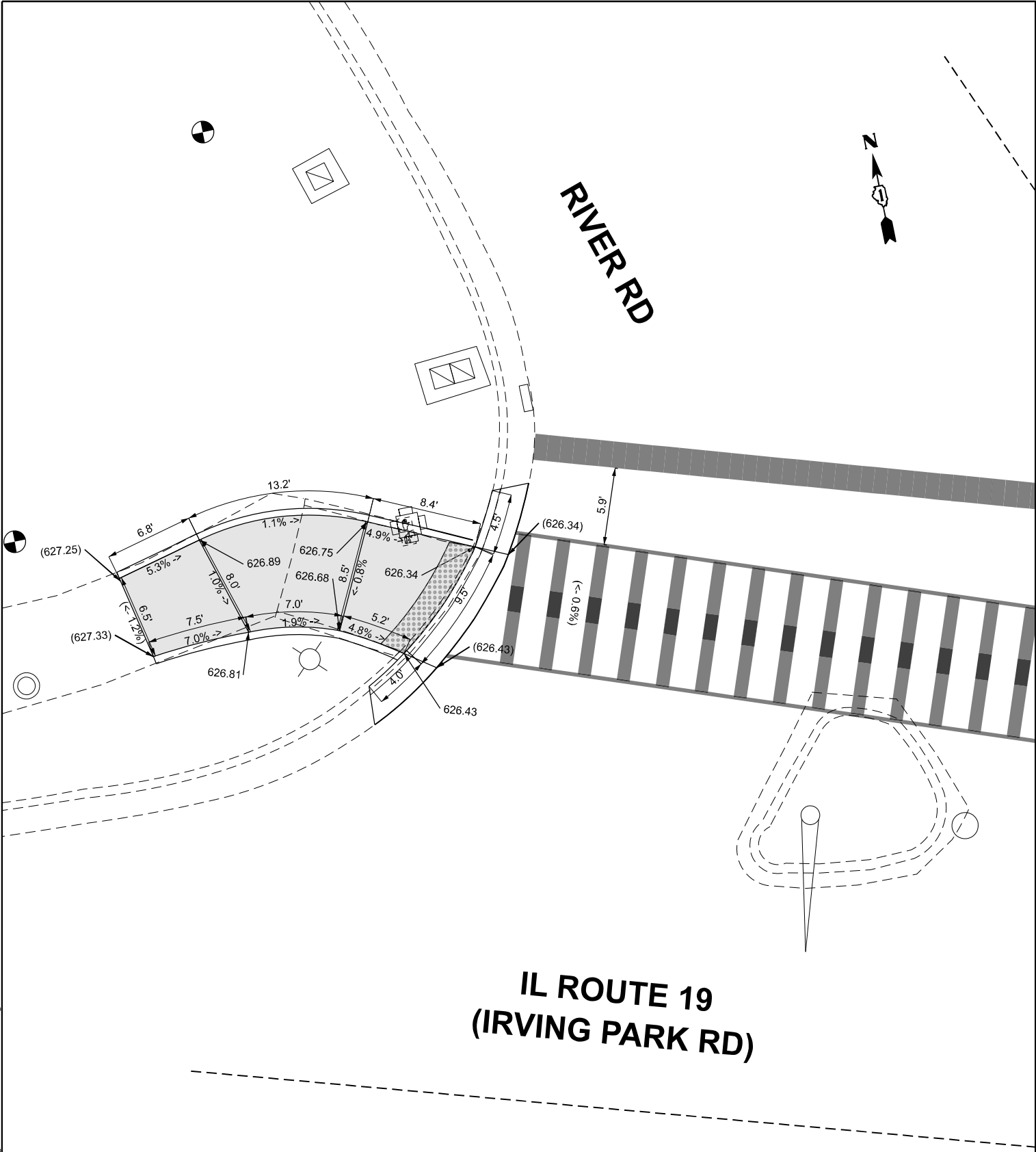
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PLOT DATE = 4/10/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



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

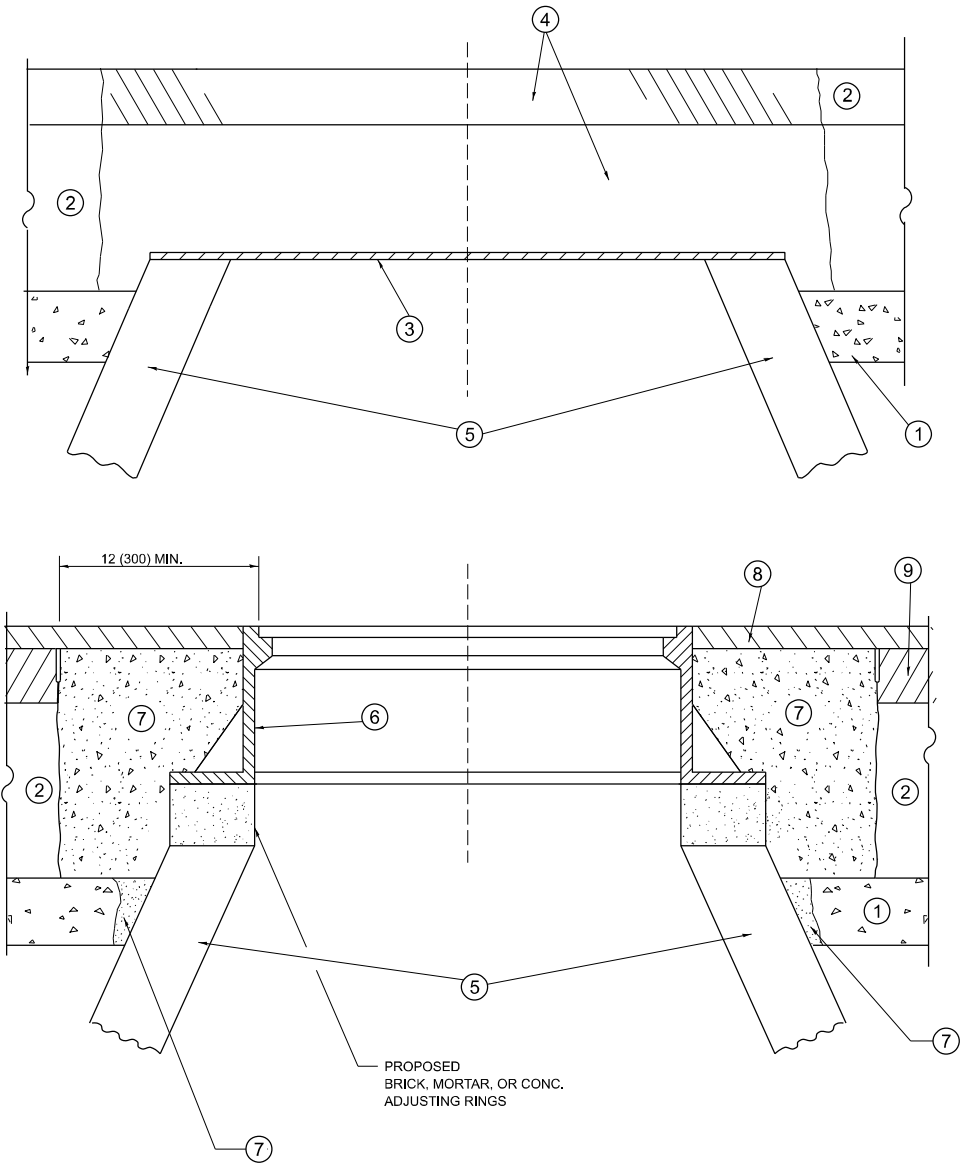
PEDESTRIAN CURB RAMP DETAIL PLAN
IL RTE 19 (IRVING PARK RD.) & N. RIVER RD., NW AND NE

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.
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CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

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**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

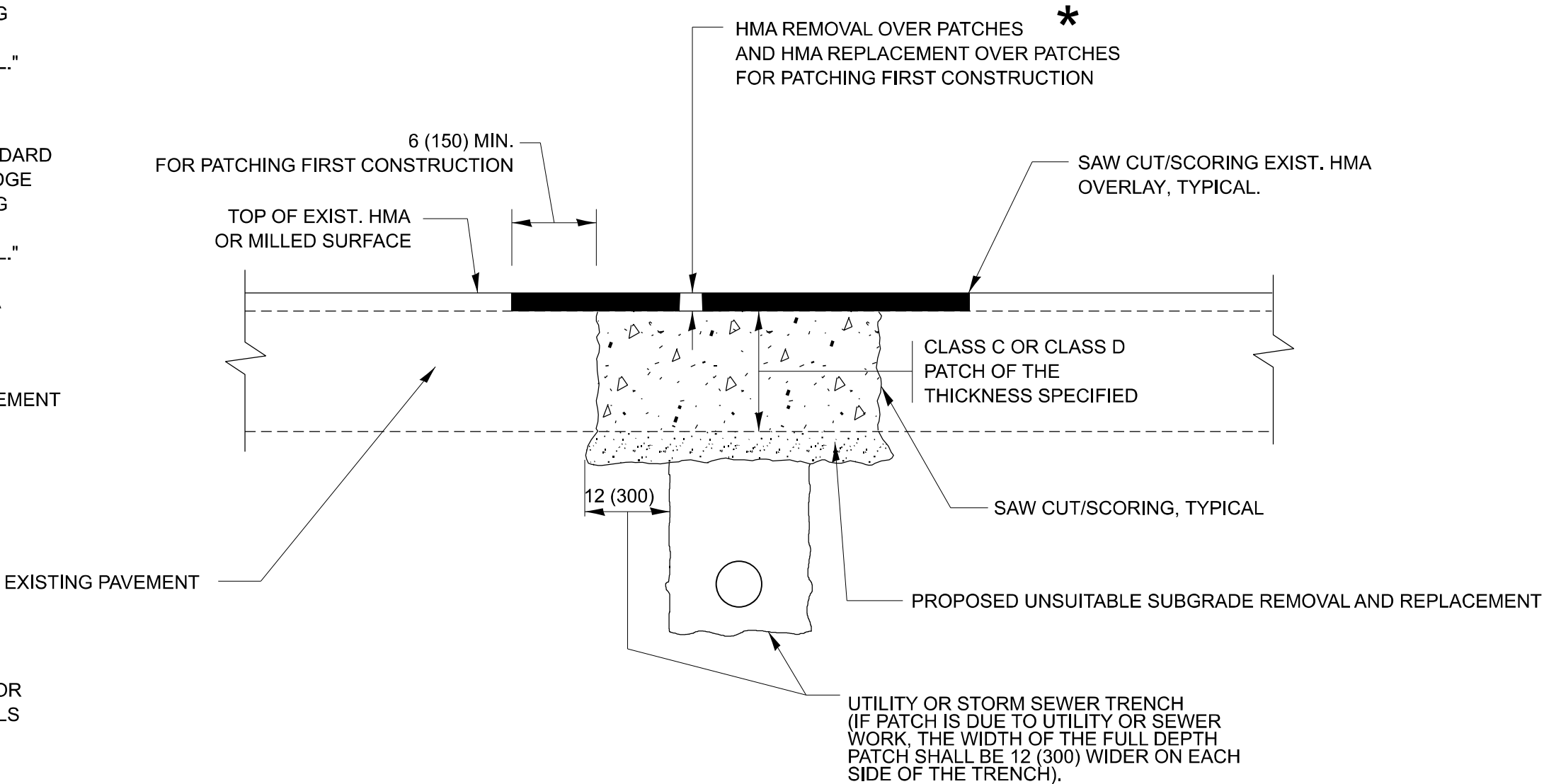
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		DRAWN -	REVISED - R. BORO 12-06-11					345B	2025-2137-RS,SW	COOK	63	40
		CHECKED -	REVISED - K. SMITH 11-18-22		BD600-03 (BD-08)			CONTRACT NO. 80D00				
	PLOT DATE = 12/26/2025	DATE - 10-25-94	REVISED - K. SMITH 09-15-23		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

METHOD OF MEASUREMENT

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

BASIS OF PAYMENT

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



SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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

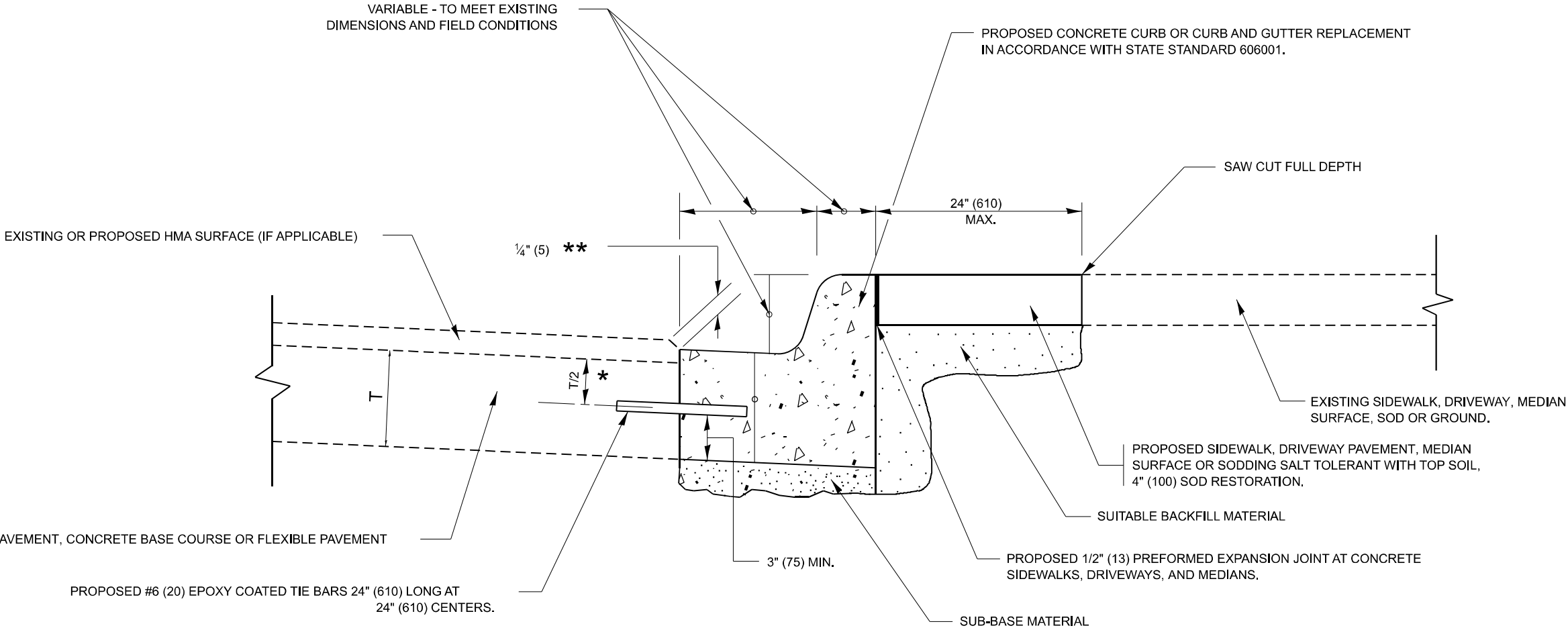
SEQUENCE OF CONSTRUCTION (MILLING FIRST)

- 1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 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.

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		DRAWN -	REVISED - R. BORO 09-04-07						345B	2025-2137-RS,SW	COOK	63	41
		CHECKED -	REVISED - K. ENG 10-27-08						BD400-04 (BD-22) CONTRACT NO. 80D00				
	PLOT DATE = 3/18/2026	DATE - 10-25-94	REVISED - K. SMITH 11-18-22		ILLINOIS FED. AID PROJECT								
					SCALE: NONE	SHEET 1	OF 1	SHEETS	STA.	TO STA.			



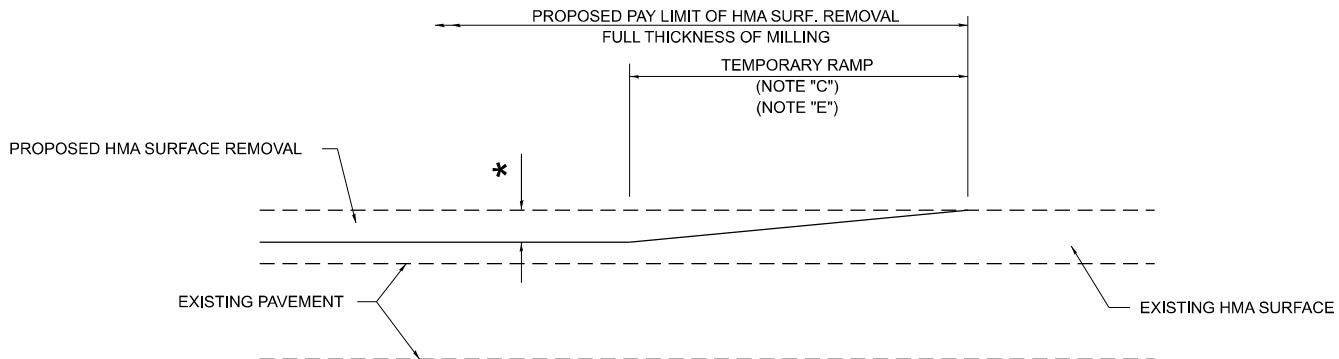
- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- ** IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

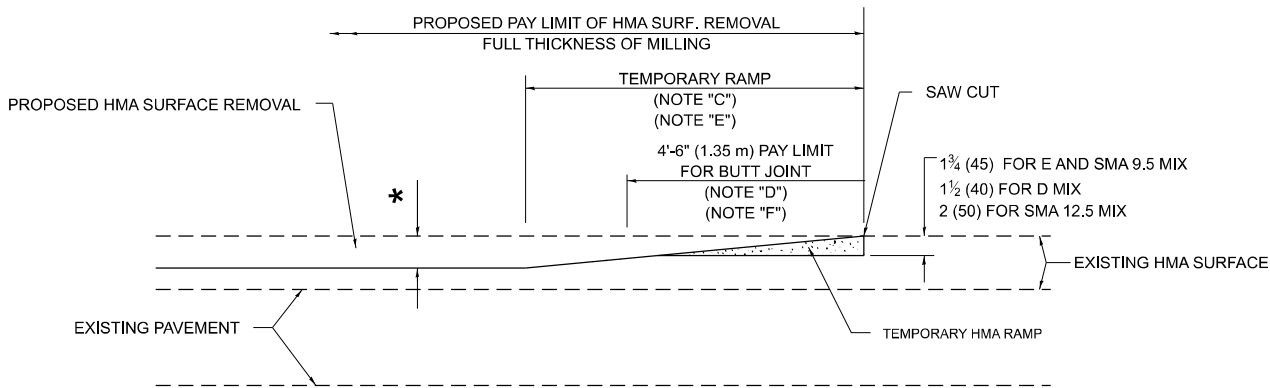
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	USER NAME = angelg.iges	DESIGNED - A. HOUSEH	REVISED - A. ABBAS 03-21-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - M. GOMEZ 01-22-01					345B	2025-2137-RS,SW	COOK	63	42
		CHECKED -	REVISED - R. BORO 12-15-09		BD600-06 (BD-24)			CONTRACT NO. 80D00				
	PLOT DATE = 3/18/2026	DATE - 03-11-94	REVISED - K. SMITH 07-11-19		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



MILLED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

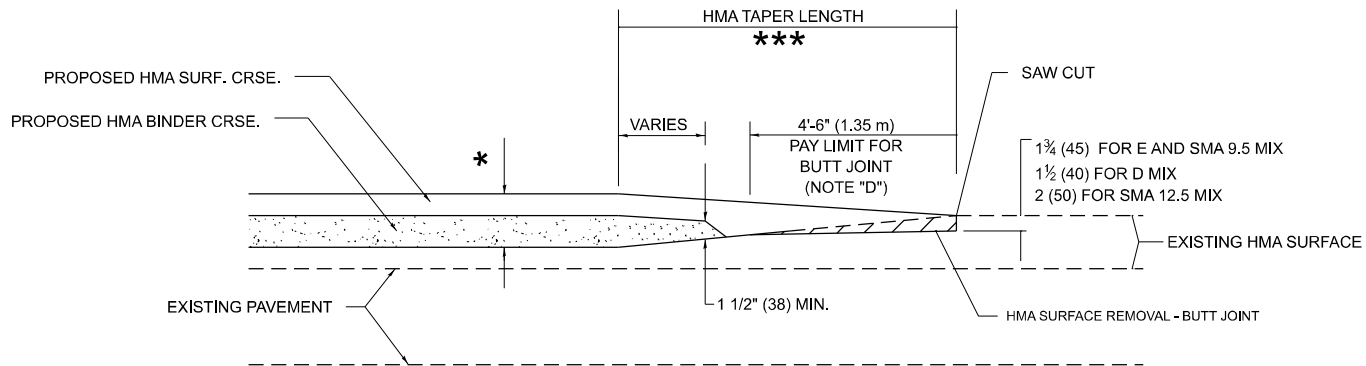
OPTION 1



HMA CONSTRUCTED TEMPORARY RAMP
(FOR BUTT JOINT AND HMA TAPER SEE DETAIL BELOW)

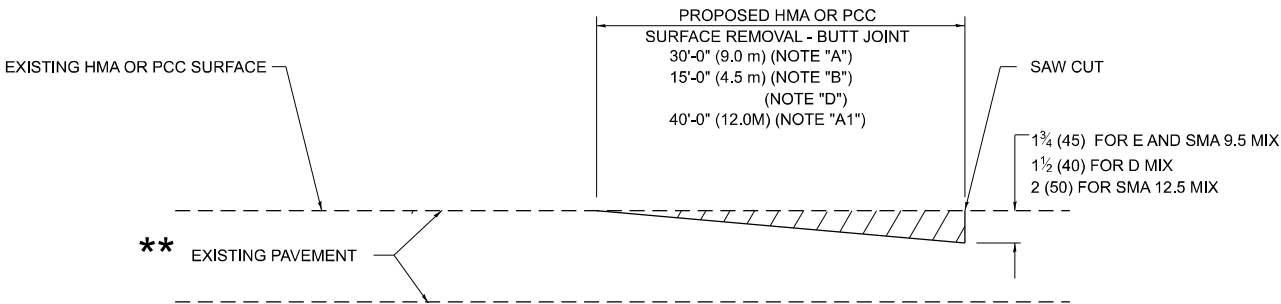
OPTION 2

TYPICAL TEMPORARY RAMP

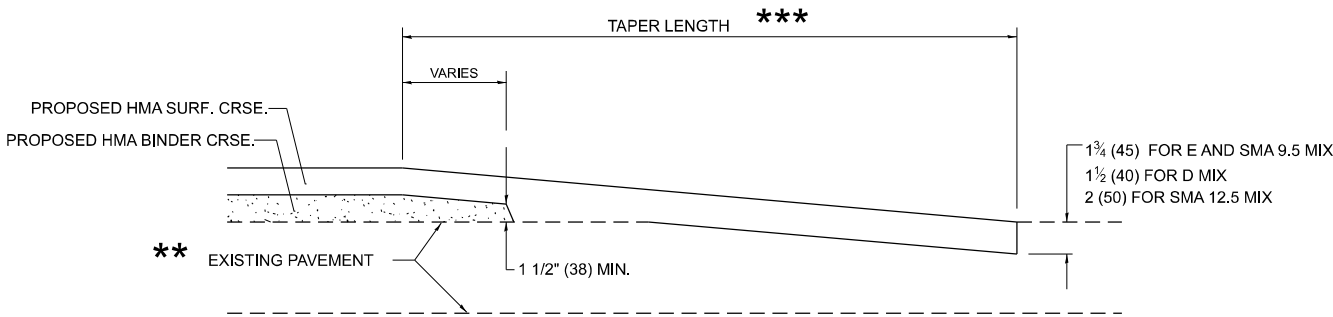


**BUTT JOINT AND
HMA TAPER**

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



BUTT JOINT DETAIL



HMA TAPER DETAIL

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

****** PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

GENERAL NOTES

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

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

BASIS OF PAYMENT

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

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

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	DRAWN - M. GOMEZ 04-06-01	REVISED - R. BORO 01-01-07
	CHECKED -	REVISED - K. SMITH 11-18-22
PLOT DATE = 3/18/2026	DATE - 06-13-90	

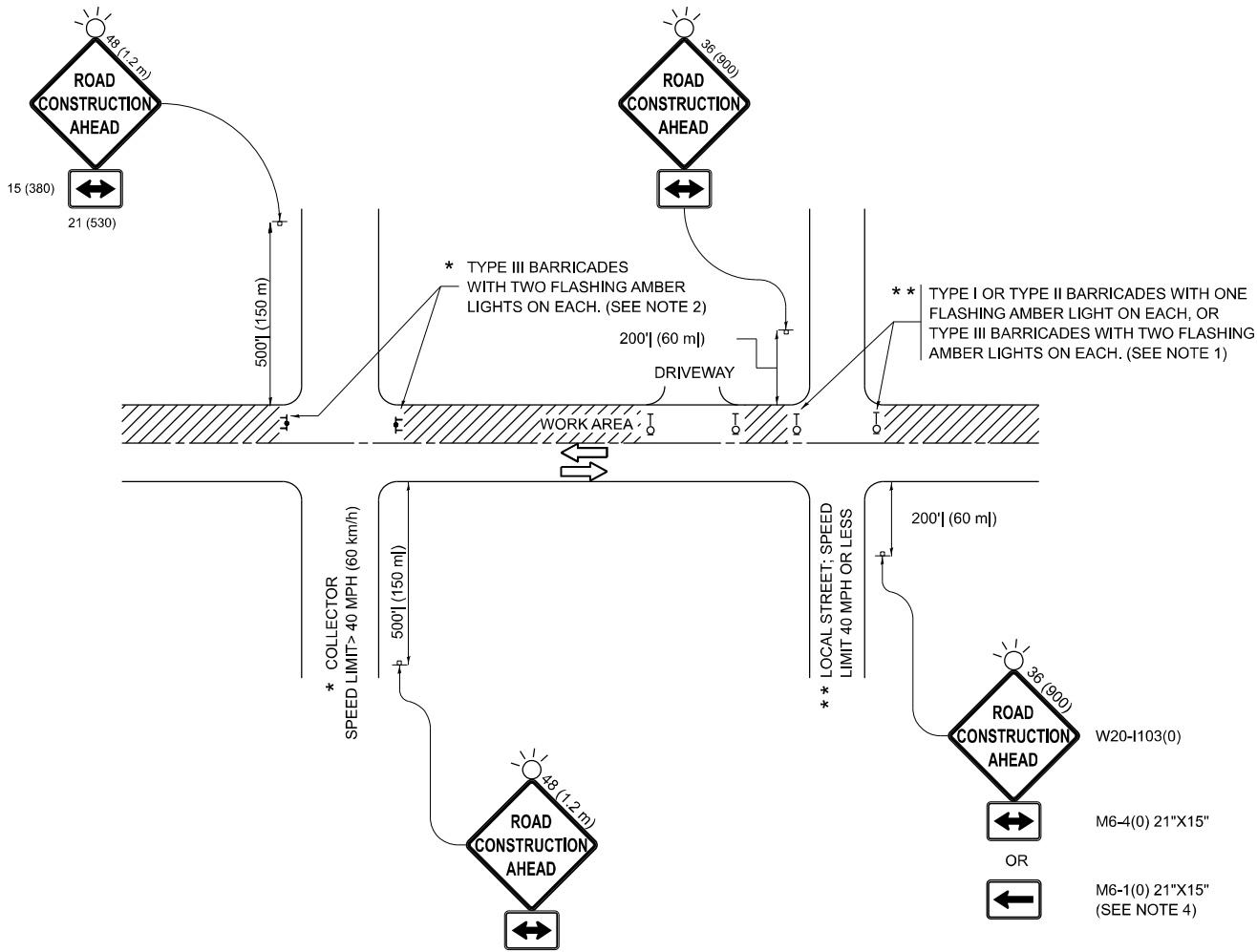
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINT AND
HMA TAPER DETAILS

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

F.A.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		

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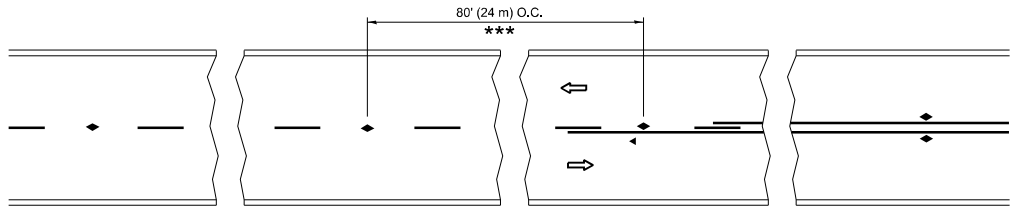


NOTES:

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

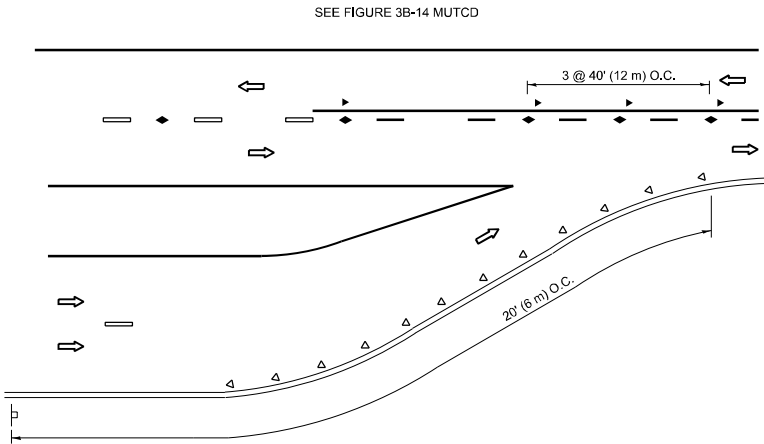
All dimensions are in inches (millimeters)
unless otherwise shown.

	USER NAME = angelo.giles	DESIGNED - L.H.A.	REVISED - T. RAMMACHER 01-06-00	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.
		DRAWN -	REVISED - A. SCHUETZE 07-01-13						345B	2025-2137-RS,SW	COOK	63	44
		CHECKED -	REVISED - A. SCHUETZE 09-15-06						TC-10		CONTRACT NO. 80D00		
	PLOT DATE = 3/18/2026	DATE - 06-89	REVISED - D. SENDERAK 05-03-24						ILLINOIS FED. AID PROJECT				

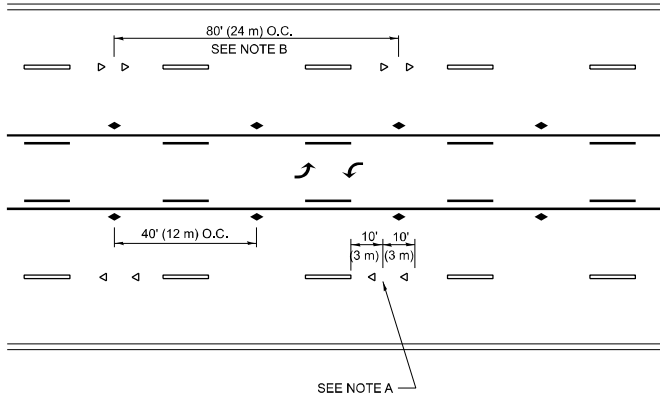


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

TWO-LANE/TWO-WAY

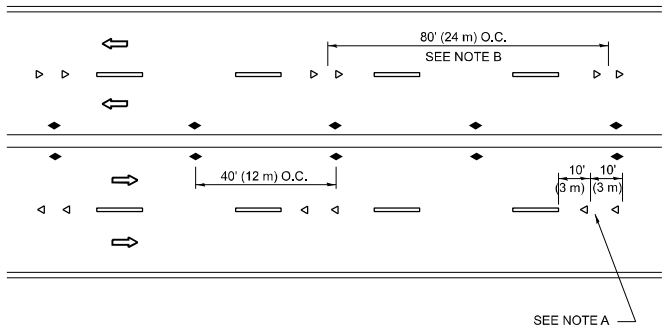


LANE REDUCTION TRANSITION



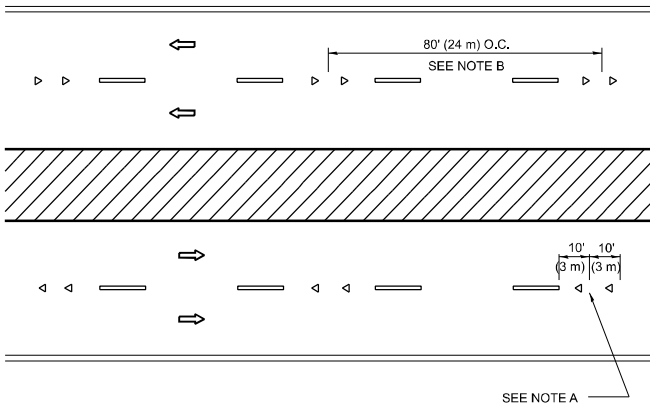
SEE NOTE A

TWO-WAY LEFT TURN



SEE NOTE A

MULTI-LANE/UNDIVIDED



SEE NOTE A

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

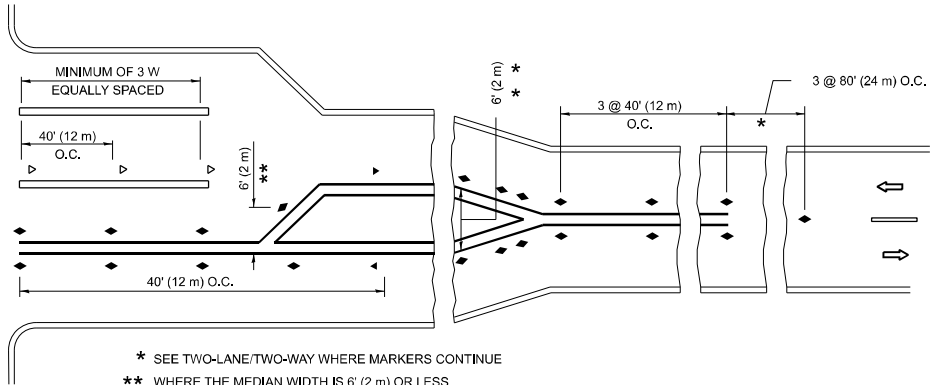
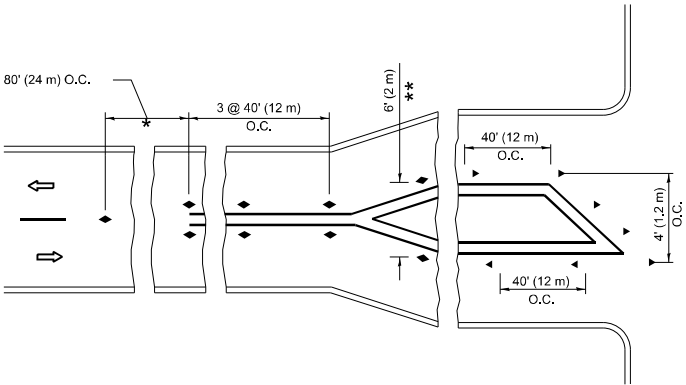
- USE DOUBLE LANE LINE MARKERS SPACED AS SHOWN.
- REDUCE TO 40' (12 m) O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 M.P.H (20 km/h) LOWER THAN POSTED SPEEDS.

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.

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

MODEL: TC-11 [Sheet]
FILE NAME: c:\p\work\pwtolangelo.giles@illinois.gov\d1141925D16025-sh-DistSds.dgn



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

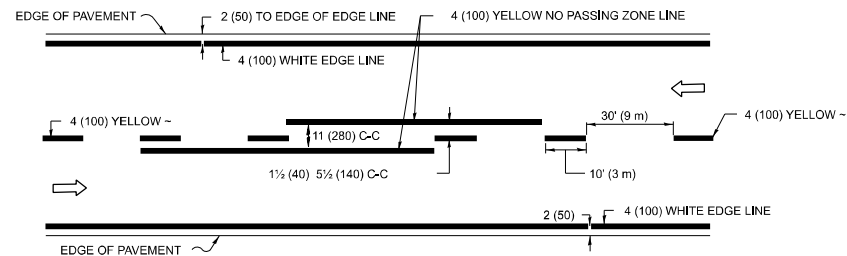
TURN LANES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

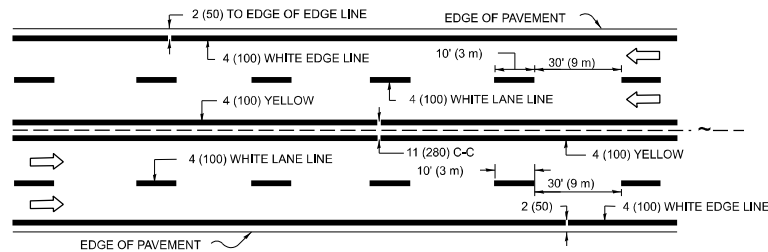
TYPICAL APPLICATIONS
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)

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

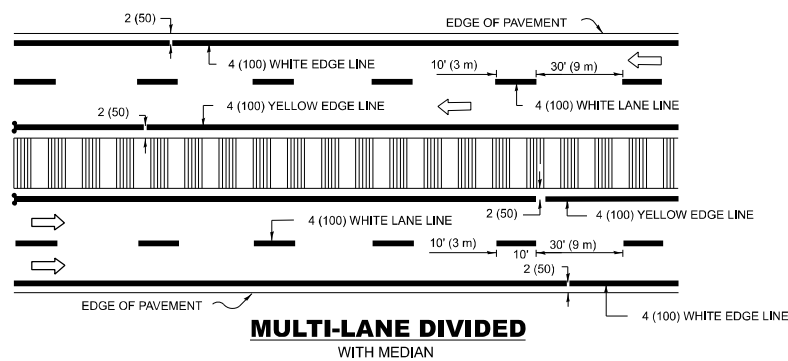
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	45
TC-11		CONTRACT NO. 80D00		
ILLINOIS		FED. AID PROJECT		



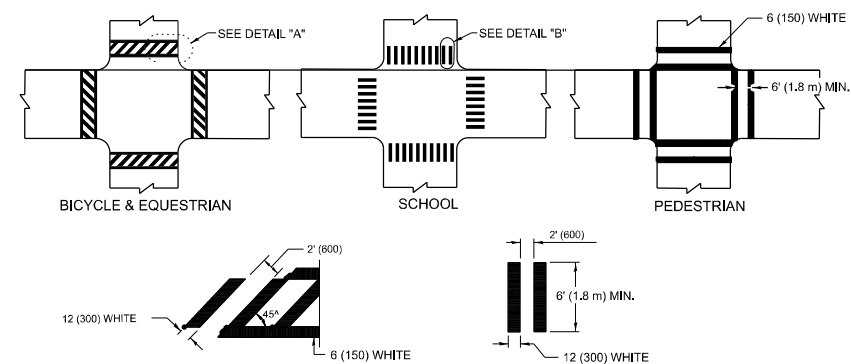
2-LANE ROADWAY



MULTI-LANE UNDIVIDED



TYPICAL LANE AND EDGE LINE MARKING

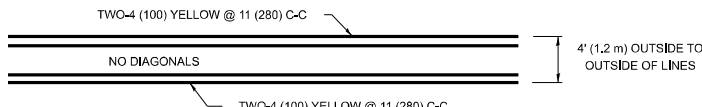


DETAIL "A"

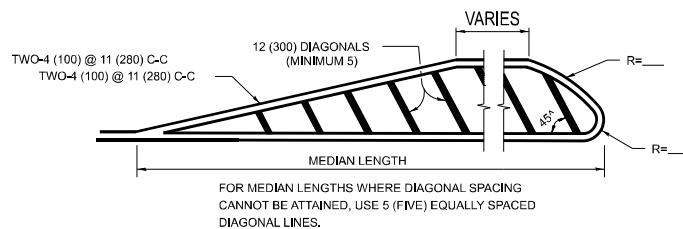
DETAIL "B"

TYPICAL CROSSWALK MARKING

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

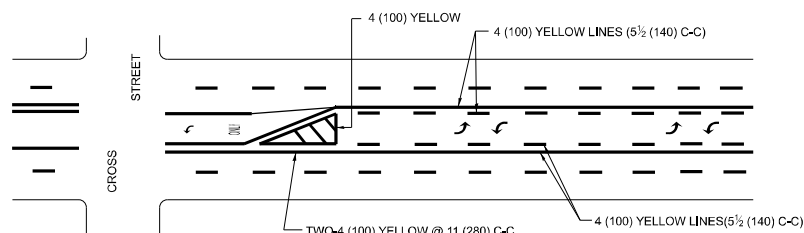


4' (1.2 m) WIDE MEDIANS ONLY

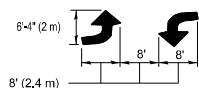


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

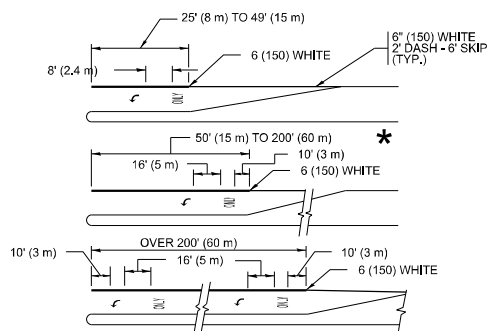


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO-WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

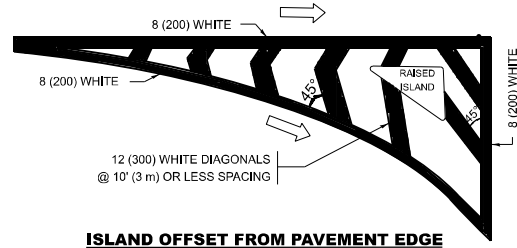
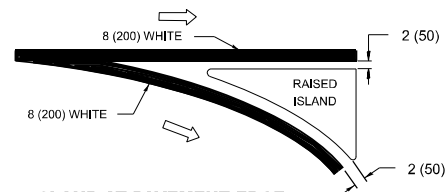


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.

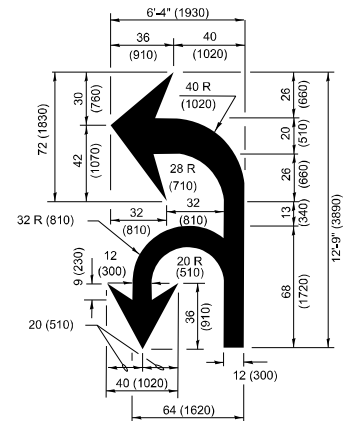
* TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

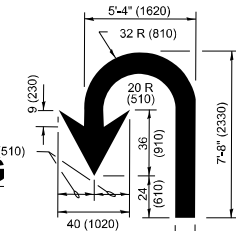
**ISLAND OFFSET FROM PAVEMENT EDGE****ISLAND AT PAVEMENT EDGE**

20 (5) TYPICAL ISLAND MARKING



COMBINATION

LEFT AND U-TURN



U-TURN

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

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



TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE: FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH: 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.8 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16,3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30,4 SF

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

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

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE				
TYPICAL PAVEMENT MARKINGS				
SCALE: NONE	SHEET 1	OF 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		

MODEL: TC-13 [Sheet]
FILE NAME: c:\pw work\pwidot\angelo.giles@illinois.gov\1141925\116026-shi-DistStds.dgn

TURN BAY ENTRANCE AT START
OF LANE CLOSURE TAPER

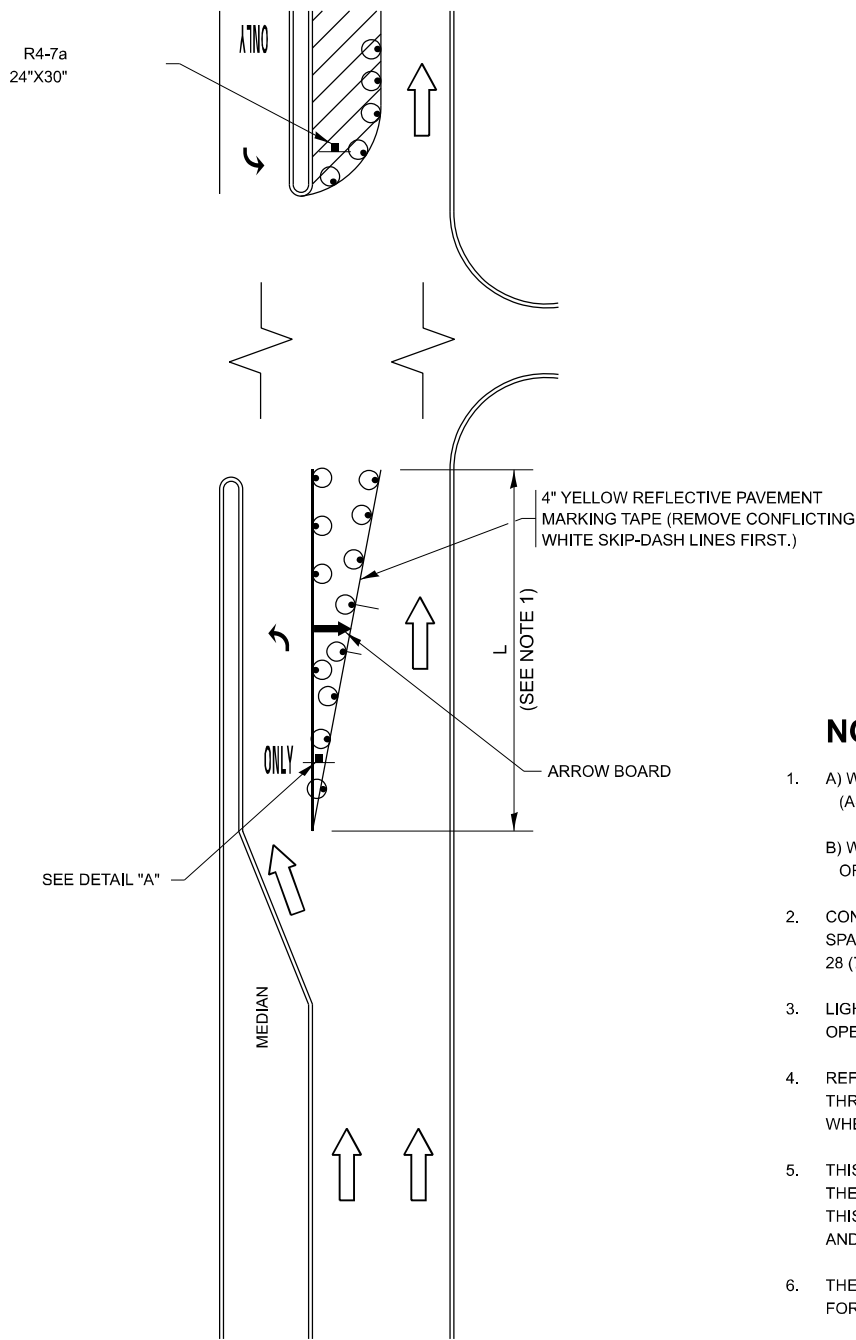
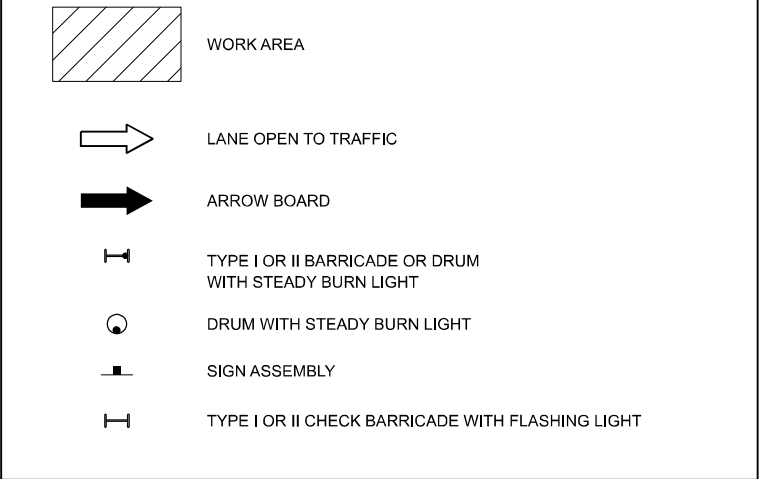


FIGURE 1

LEGEND



NOTES:

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

TURN BAY ENTRANCE
WITHIN A LANE CLOSURE

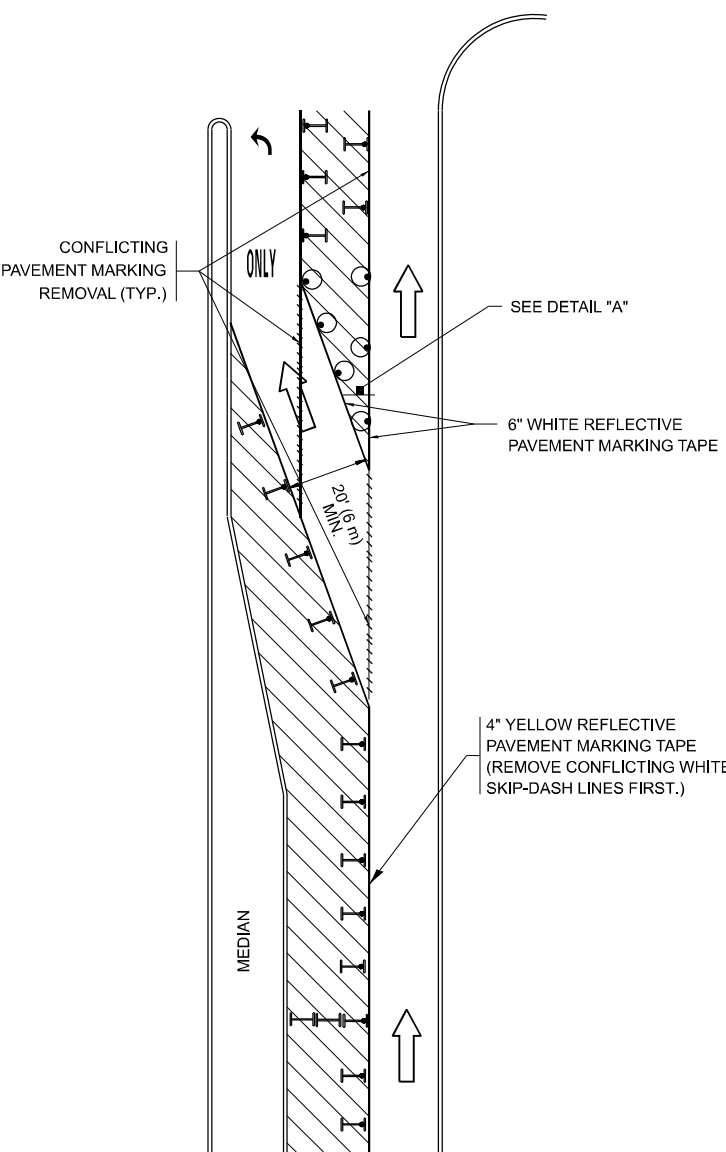
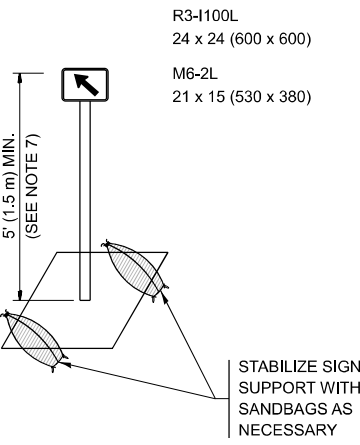


FIGURE 2

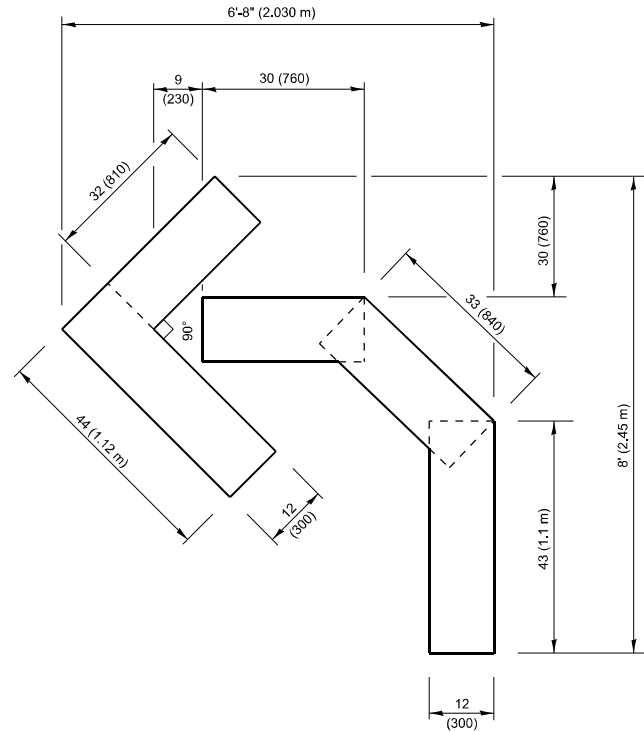


DETAIL A

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

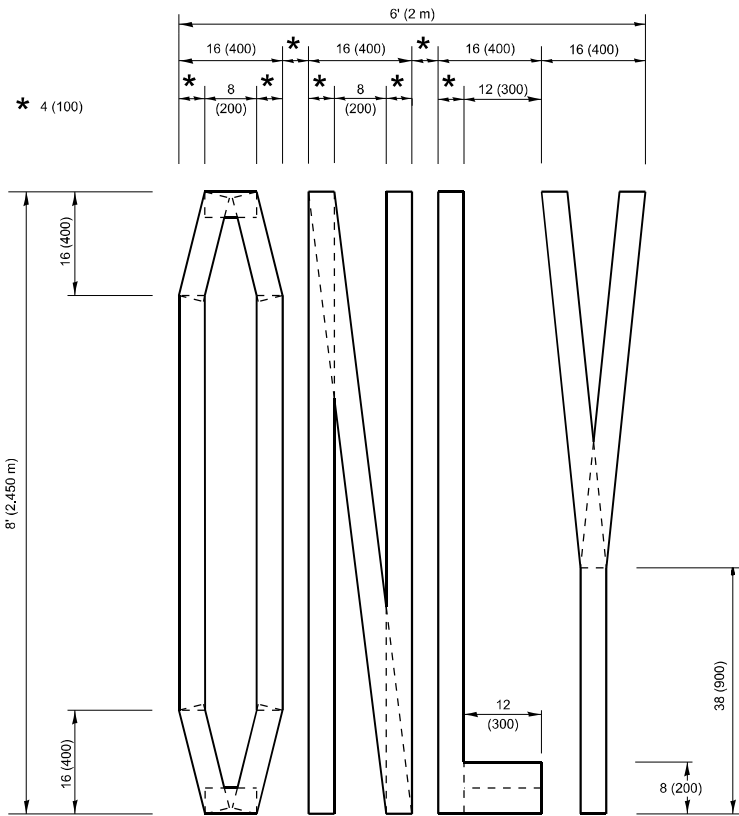
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PLOT DATE = 3/18/2026	USER NAME = angelgiles	DESIGNED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 47
		DRAWN - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13					TC-14		CONTRACT NO. 80D00		
		CHECKED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16		SCALE: NONE			SHEET 1	OF 1	SHEETS	STA.	TO STA.
		DATE - T. RAMMACHER 01-06-00	REVISED -					ILLINOIS FED. AID PROJECT				



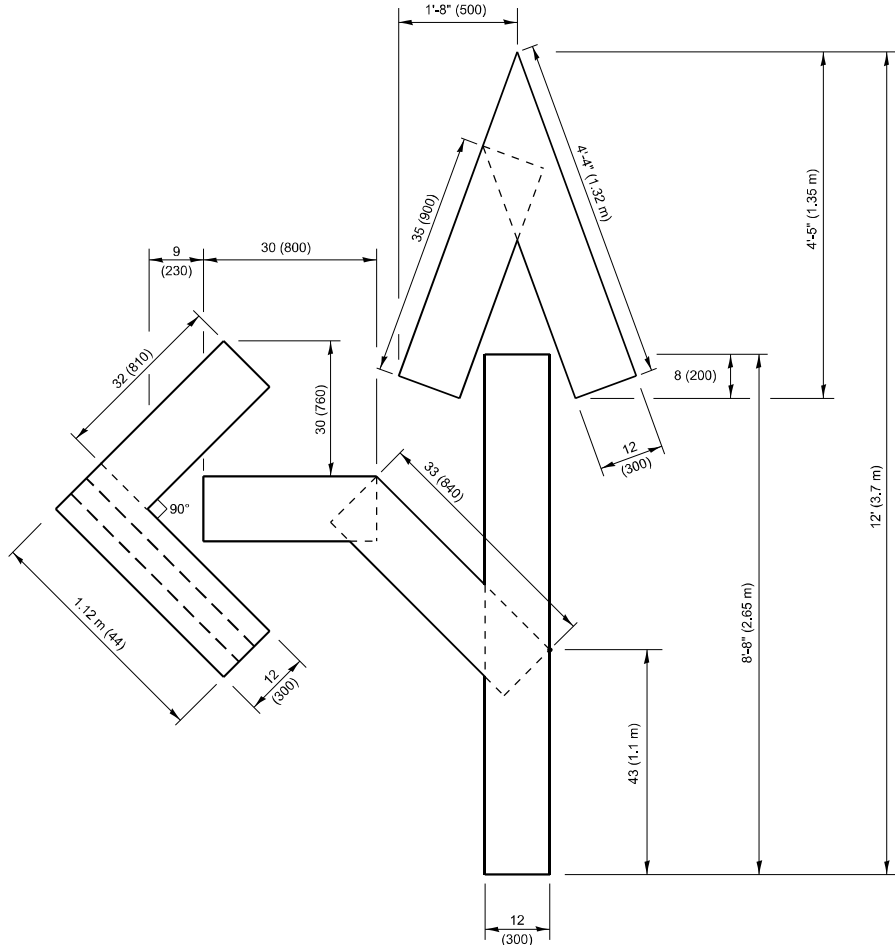
QUANTITY

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



QUANTITY

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

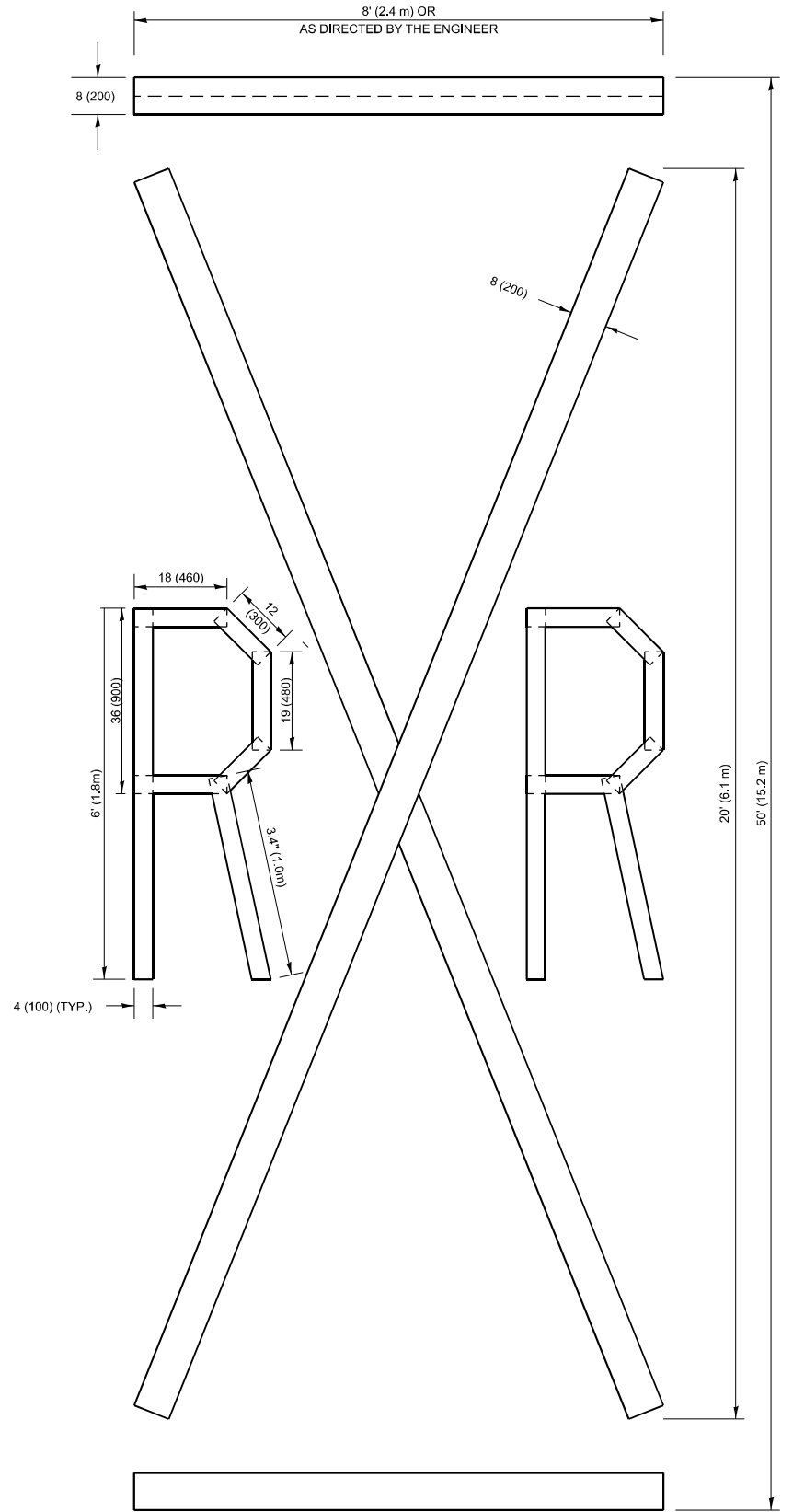


QUANTITY

4 (100) LINE = 82.5 ft. (25.1 m)
27,5 sq. ft. (2,53 sq. m)

NOTE:

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



QUANTITY

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

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

MODEL: TC-16 (Sheet)
FILE NAME: c:\pav_work\pav\angelgiles@illinois.gov\1141925\D116025-sh-TrafficSigs.dgn

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

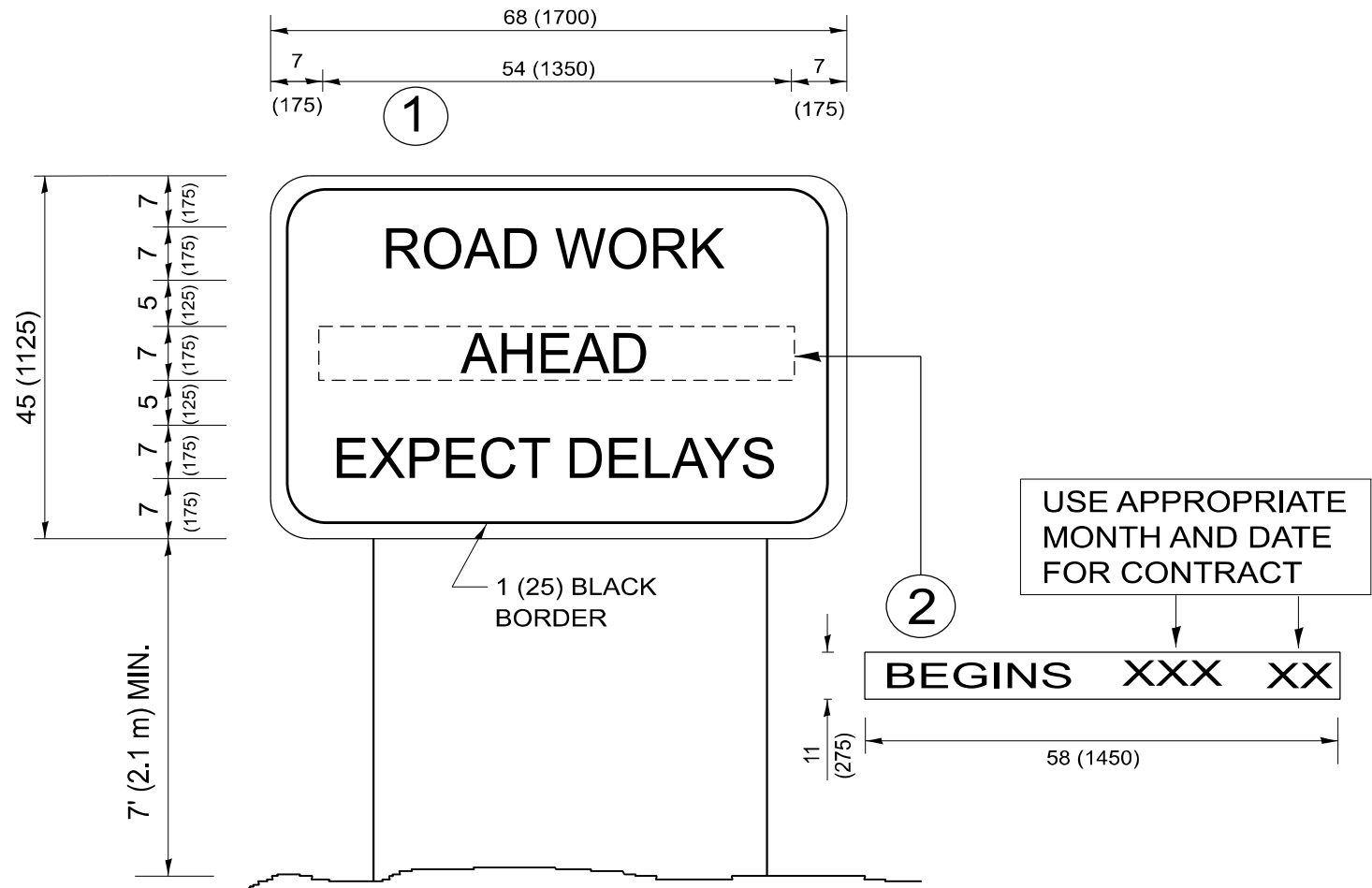
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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		

MODEL: TC-22 [Sheet]
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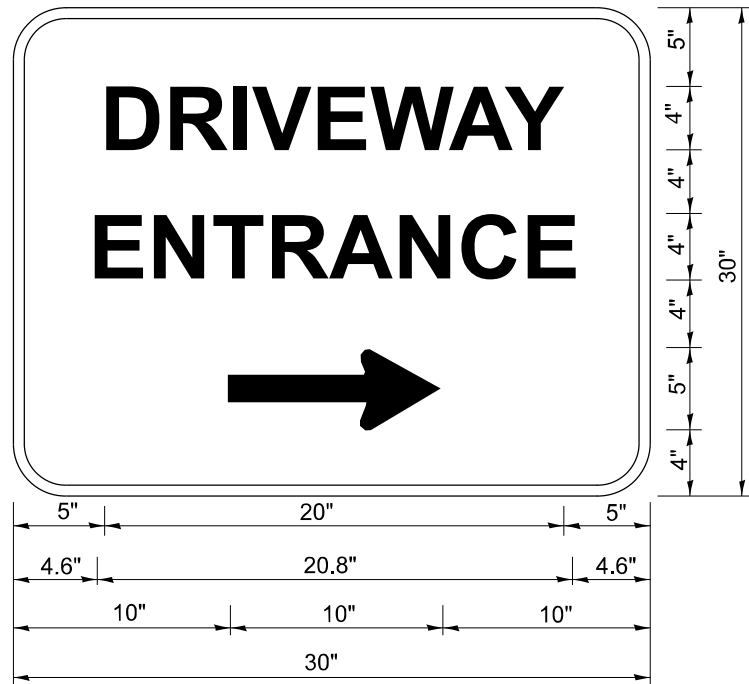


NOTES:

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

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

	USER NAME = angelo.giles	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN					F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED - R. MIRS 12-11-97							345B	2025-2137-RS,SW	COOK	63	49	
		CHECKED -	REVISED - T. RAMMACHER 02-02-99							TC-22					CONTRACT NO. 80D00
	PLOT DATE = 3/18/2026	DATE -	REVISED - C. JUCIUS 01-31-07		SCALE: NONE					SHEET 1	OF 1 SHEETS	STA.	TO STA.		
	ILLINOIS FED. AID PROJECT														



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

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

MODEL: TC-26 [Sheet]
FILE NAME: c:\p\work\pwtolangelo.giles@illinois.gov\1141925\D116025-sh-Dist\Sigs.dgn

	USER NAME = angelo.giles	DESIGNED -	REVISED - C. JUCIUS 02-15-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DRIVEWAY ENTRANCE SIGNING			F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -					345B	2025-2137-RS,SW	COOK	63	50
		CHECKED -	REVISED -		TC-26			CONTRACT NO. 80D00				
	PLOT DATE = 3/18/2026	DATE -	REVISED -		SCALE: NONE	SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

TRAFFIC SIGNAL LEGEND

ITEM		EXISTING		PROPOSED	
TRAFFIC SIGNAL CABINET					
UNINTERRUPTABLE POWER SUPPLY					
COMMUNICATION CABINET					
MASTER CONTROLLER					
MASTER MASTER CONTROLLER					
SERVICE INSTALLATION -(P) POLE MOUNTED					
SERVICE INSTALLATION -(G) GROUND MOUNTED -(GM) GROUND MOUNTED METERED					
CELLULAR MODEM					
TELEPHONE CONNECTION					
STEEL MAST ARM ASSEMBLY AND POLE					
ALUMINUM MAST ARM ASSEMBLY AND POLE					
STEEL COMBINATION MAST ARM ASSEMBLY AND POLE WITH LUMINAIRE					
SIGNAL POST -(BM) BARREL MOUNTED - TEMPORARY					
WOOD POLE					
GUY WIRE					
SIGNAL HEAD					
SIGNAL HEAD WITH BACKPLATE					
SIGNAL HEAD - PROGRAMMABLE					
FLASHER INSTALLATION -(FS) SOLAR POWERED					
PEDESTRIAN SIGNAL HEAD					
PEDESTRIAN PUSH BUTTON -(APS) ACCESSIBLE PEDESTRIAN PUSH BUTTON					
RADAR DETECTION SENSOR					
VIDEO DETECTION CAMERA					
RADAR/VIDEO DETECTION ZONE					
PAN, TILT, ZOOM (PTZ) CAMERA					
EMERGENCY VEHICLE LIGHT DETECTOR					
CONFIRMATION BEACON					
WIRELESS INTERCONNECT					
WIRELESS INTERCONNECT RADIO REPEATER					
WIRELESS ACCESS POINT					

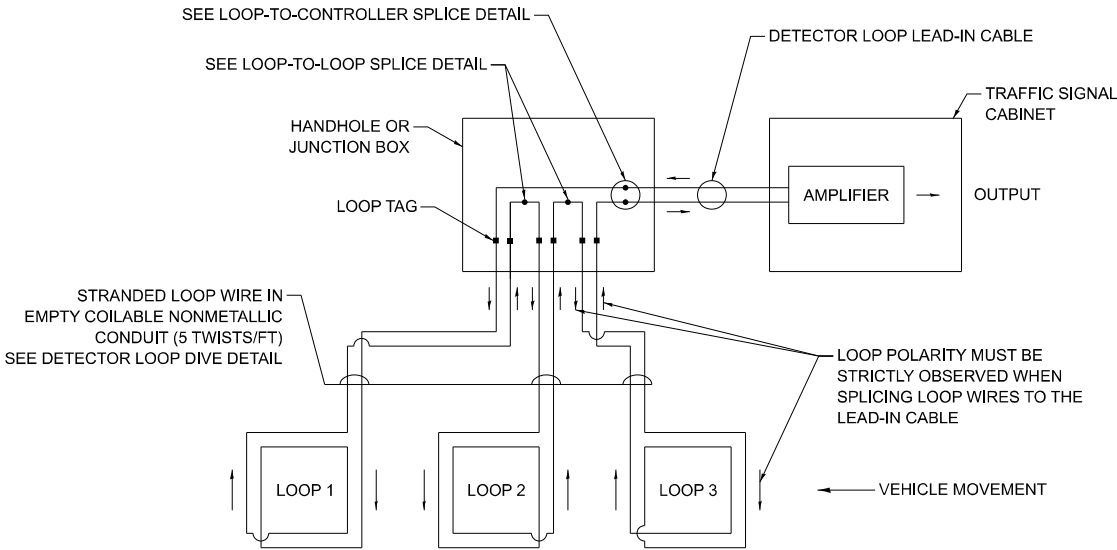
ITEM		EXISTING		PROPOSED	
HANDHOLE -SQUARE -ROUND					
DOUBLE HANDHOLE					
HEAVY DUTY HANDHOLE -SQUARE -ROUND					
JUNCTION BOX					
RAILROAD CANTILEVER MAST ARM					
RAILROAD FLASHING SIGNAL					
RAILROAD CROSSING GATE					
RAILROAD CROSSBUCK					
RAILROAD CONTROLLER BUNGALOW					
UNDERGROUND CONDUIT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

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

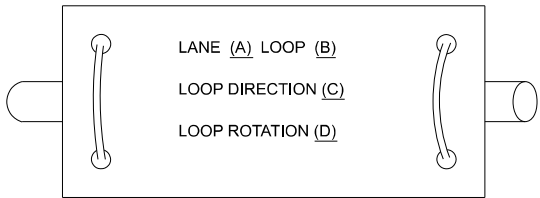
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		CHECKED - NB/KK	REVISED -					TS-01		CONTRACT NO. 80D00		
	PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -					ILLINOIS FED. AID PROJECT				
SCALE: NONE		SHEET 1	OF 7 SHEETS	STA.	TO STA.							

DETECTOR LOOP NOTES:

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

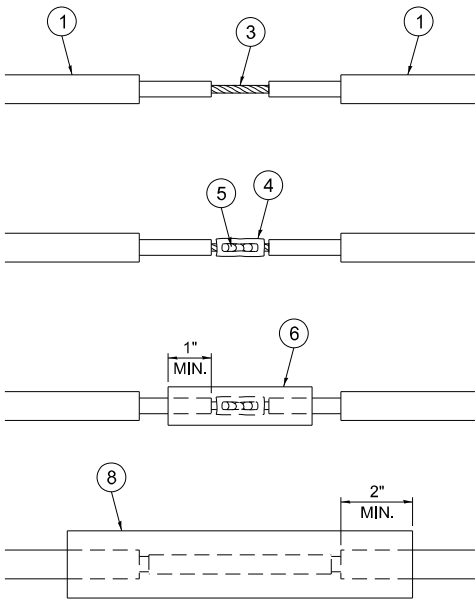


DETECTOR LOOP WIRING SCHEMATIC



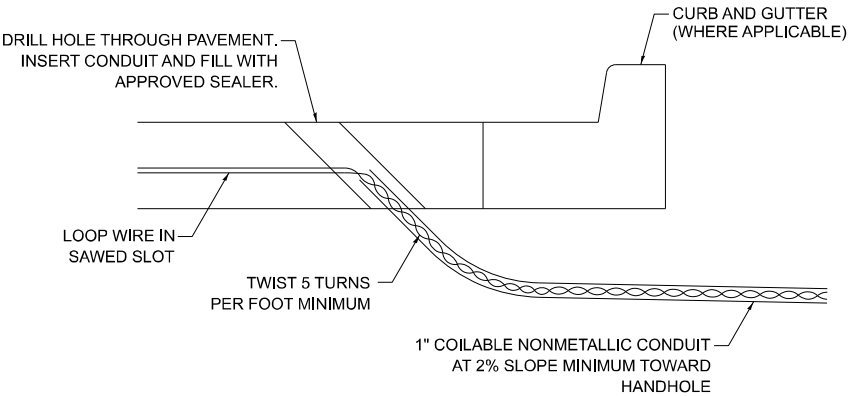
- A. LANE 1 IS THE LANE CLOSEST TO THE CENTERLINE OF THE ROADWAY.
- B. LOOP #1 IS THE LOOP CLOSEST TO THE INTERSECTION.
- C. LABEL LOOP CABLE "IN" OR LOOP CABLE "OUT".
- D. LABEL LOOP CABLE CLOCKWISE OR LOOP CABLE COUNTERCLOCKWISE.

DETECTOR LOOP LEAD-IN CABLE TAG

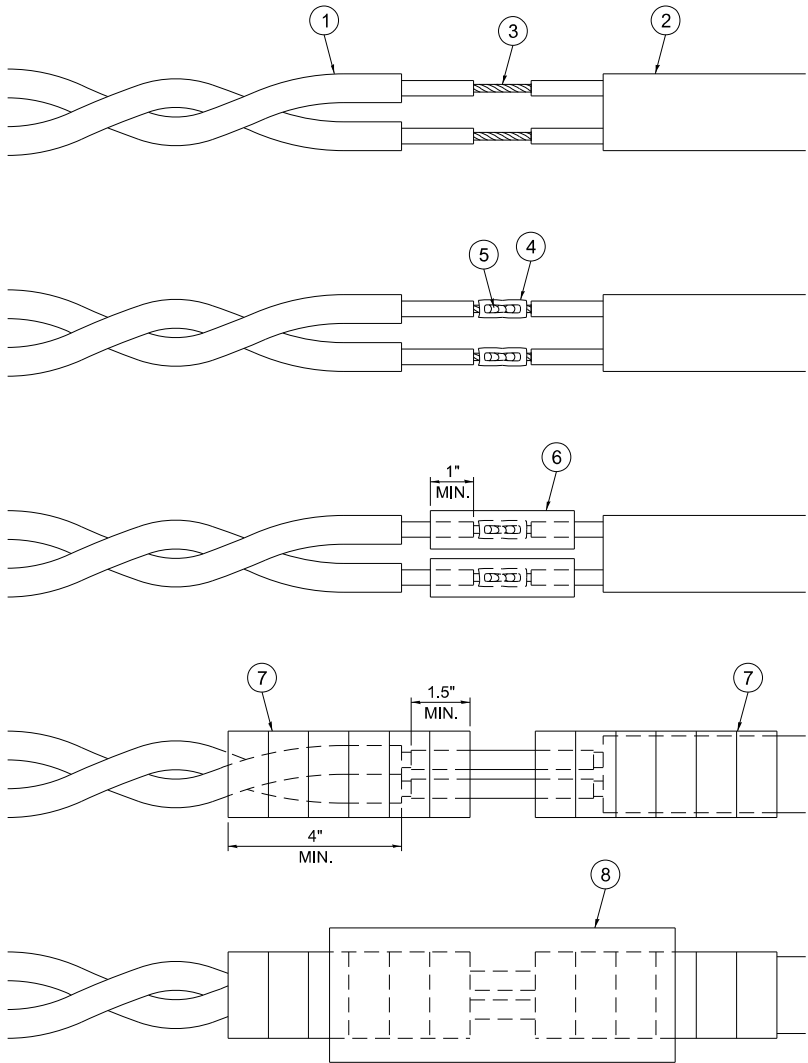


LOOP-TO-LOOP SPLICE DETAIL

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



DETECTOR LOOP DIVE DETAIL



LOOP-TO-CONTROLLER SPLICE DETAIL

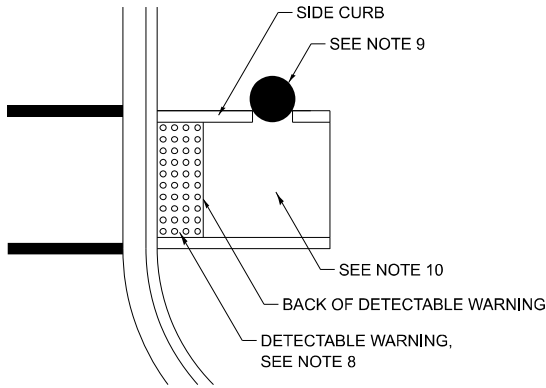
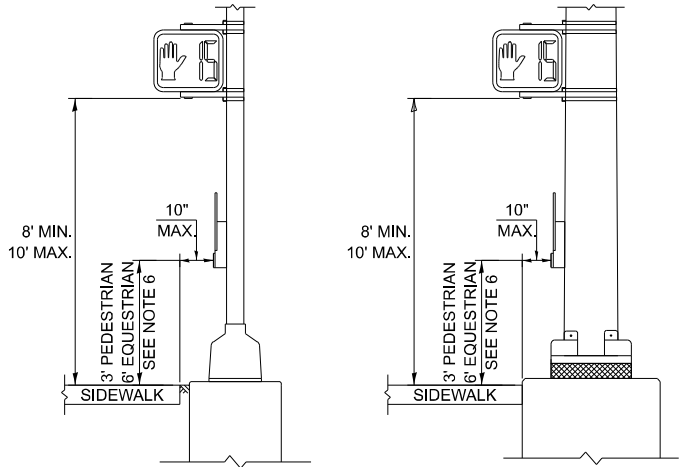
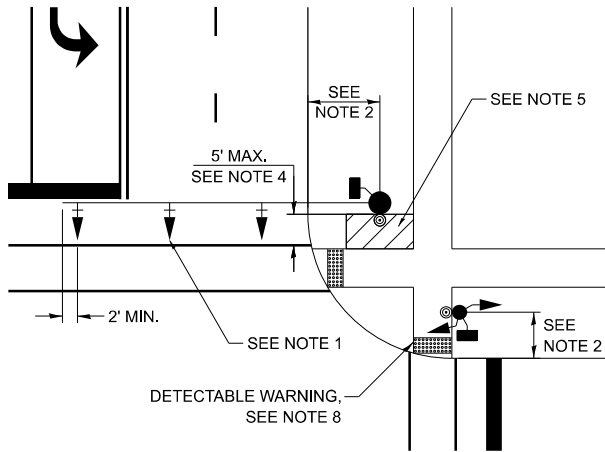
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	PLOT DATE = 3/18/2026		DATE - 10/15/2025	REVISED -		SCALE: NONE	SHEET 2	OF 7 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

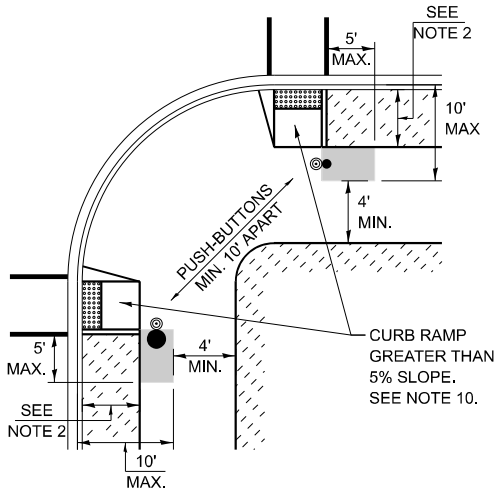
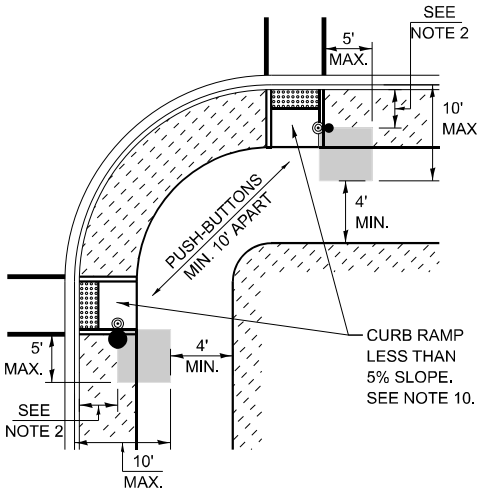
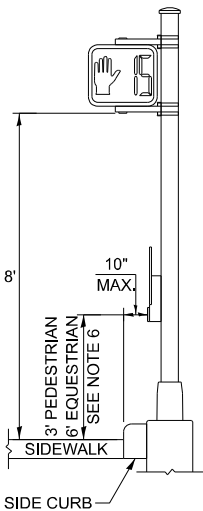
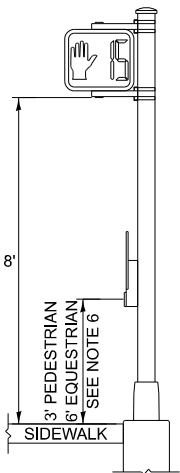
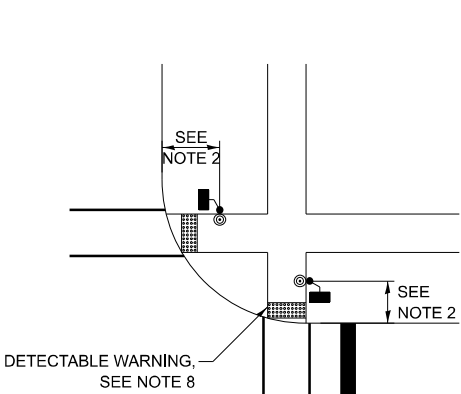
NOTES:

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

TRAFFIC SIGNAL MAST ARM AND SIGNAL POST



PEDESTRIAN SIGNAL POST



PREFERRED PUSH-BUTTON LOCATION

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

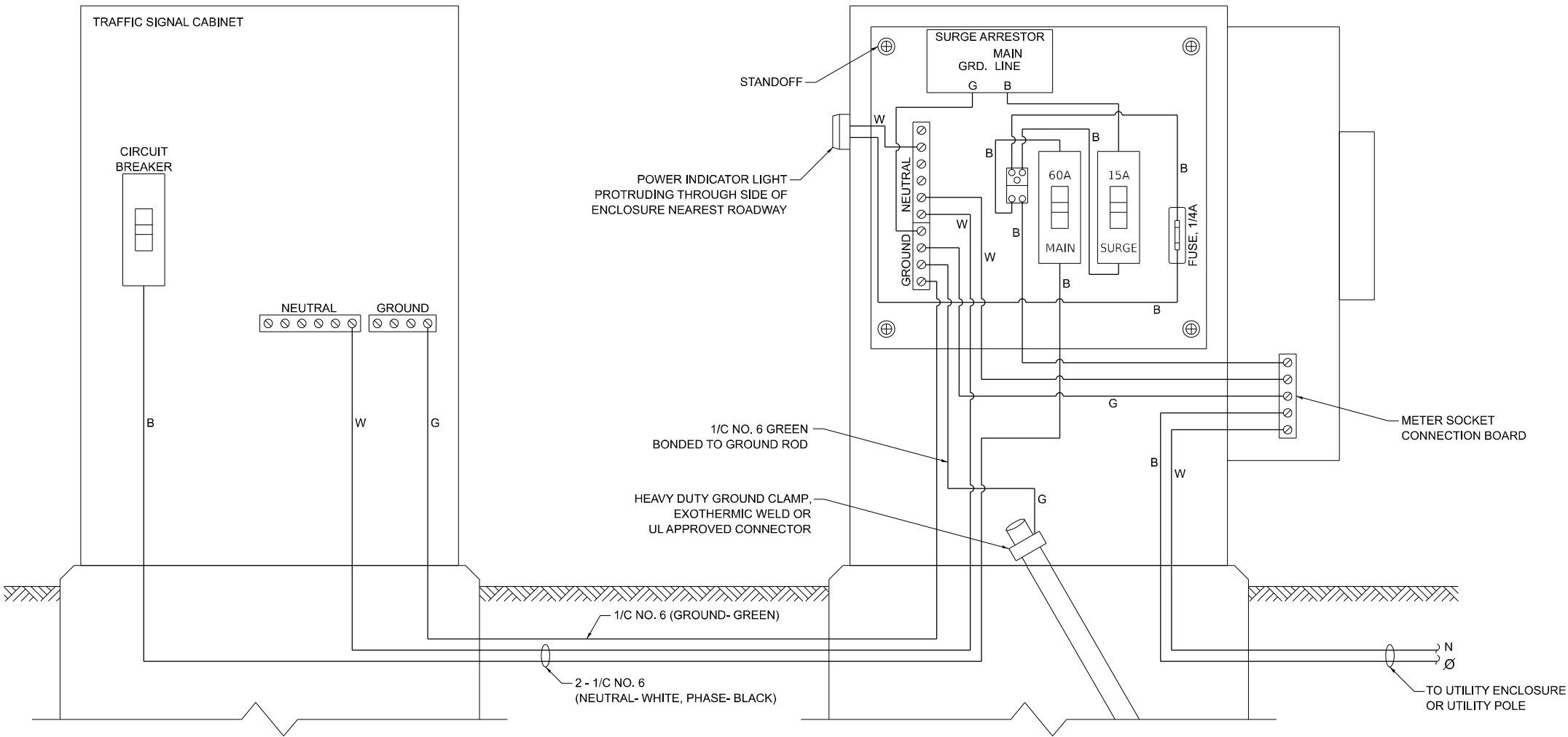
TRAFFIC SIGNAL EQUIPMENT OFFSET MINIMUMS

NOTES:

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

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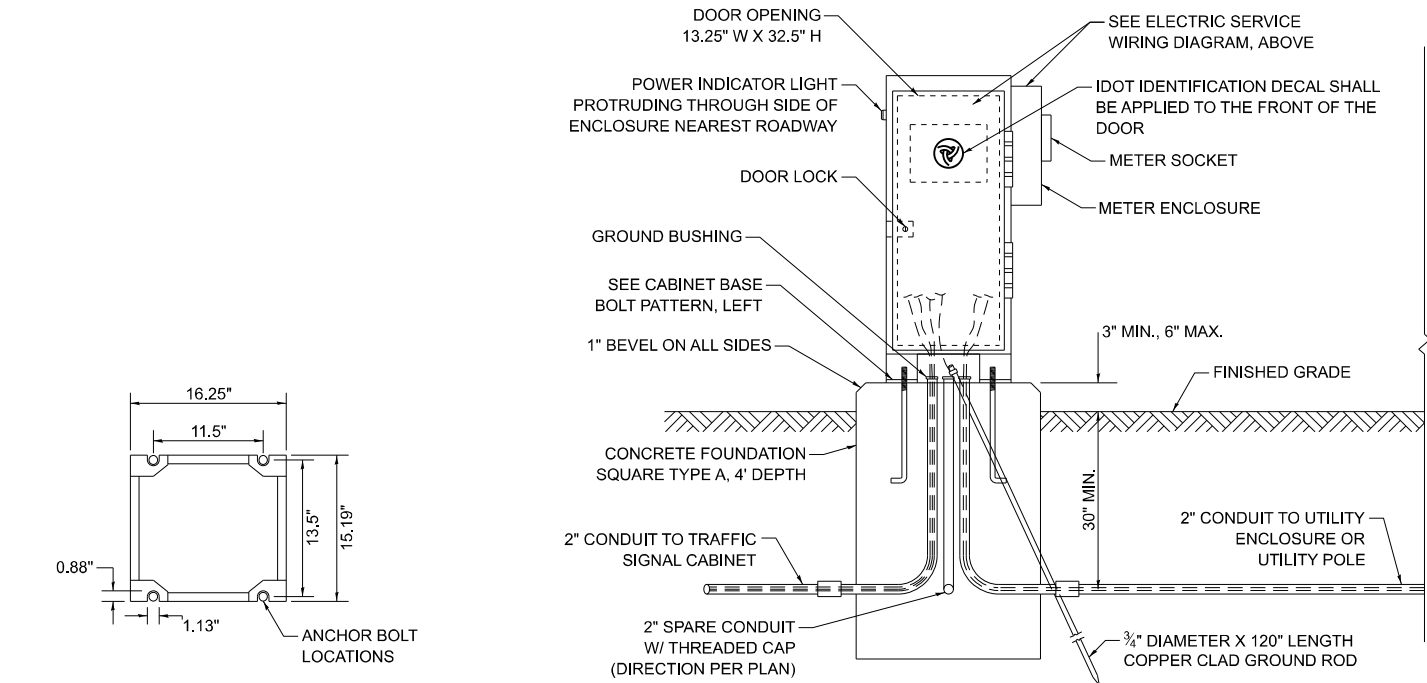
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					ILLINOIS FED. AID PROJECT										



ELECTRIC SERVICE WIRING DIAGRAM IN GROUND MOUNTED SERVICE CABINET

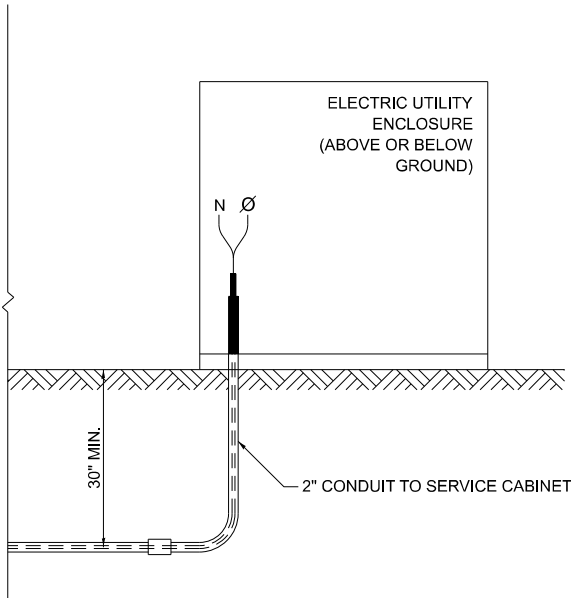
NOTES:

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

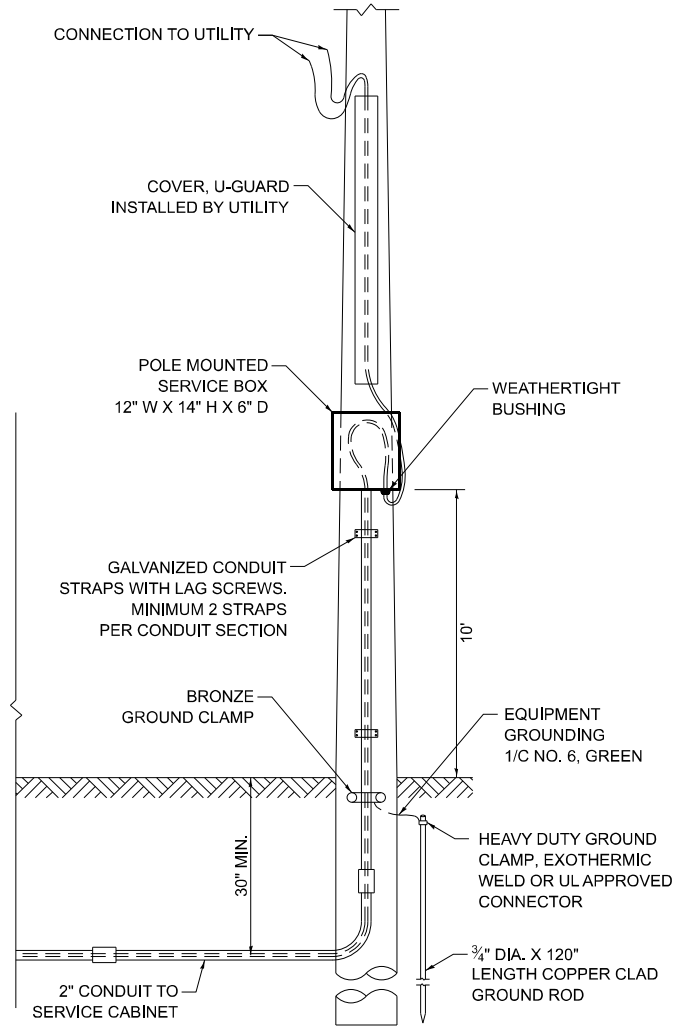


CABINET BASE BOLT PATTERN

SERVICE INSTALLATION - GROUND MOUNTED WITH METER



CONNECTION TO UTILITY ENCLOSURE



CONNECTION TO UTILITY POLE

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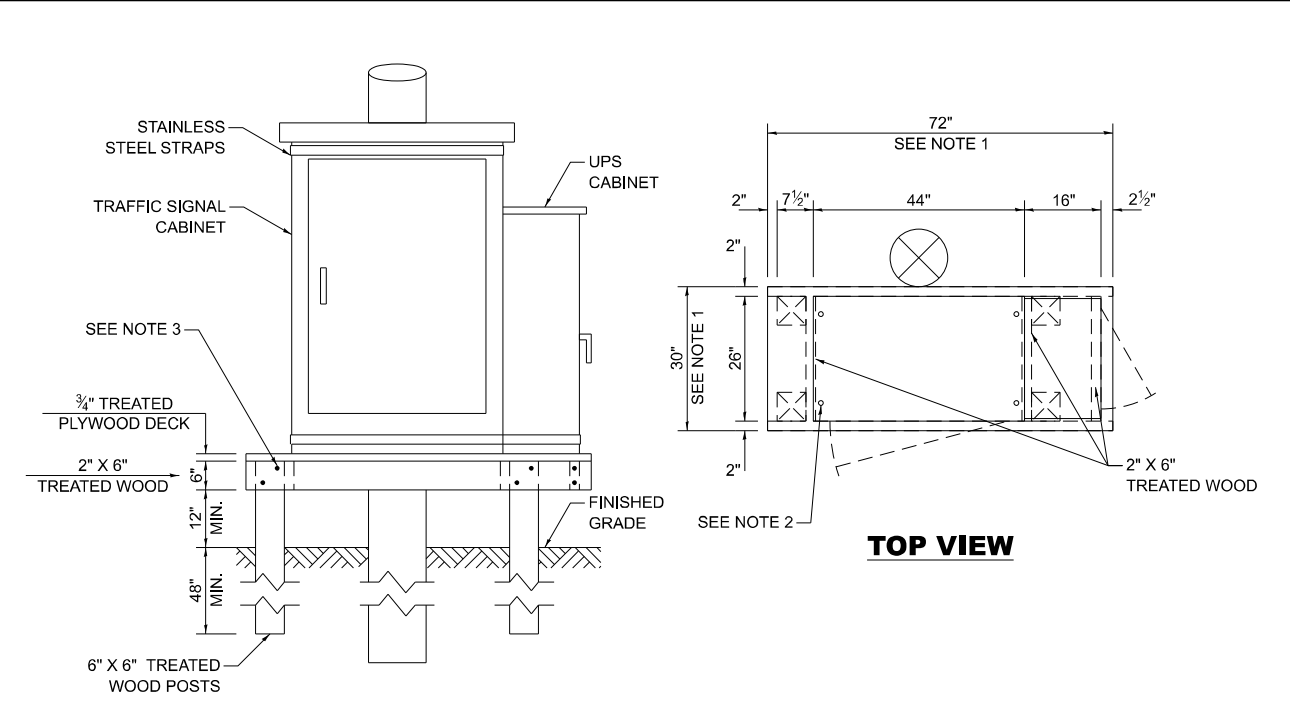
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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TS-01		CONTRACT NO. 80D00		
ILLINOIS		FED. AID PROJECT		

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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.

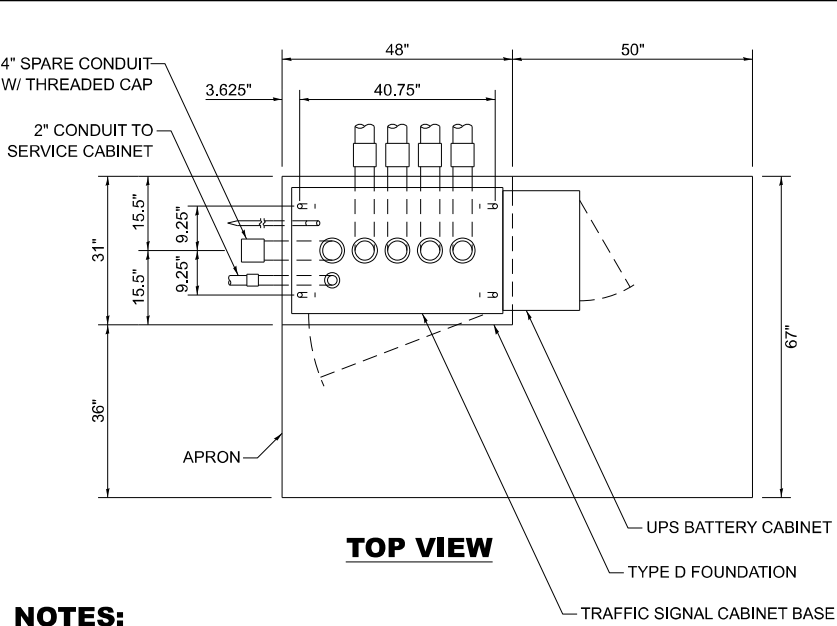
TEMPORARY TRAFFIC SIGNAL
CABINET WOOD SUPPORT PLATFORM

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

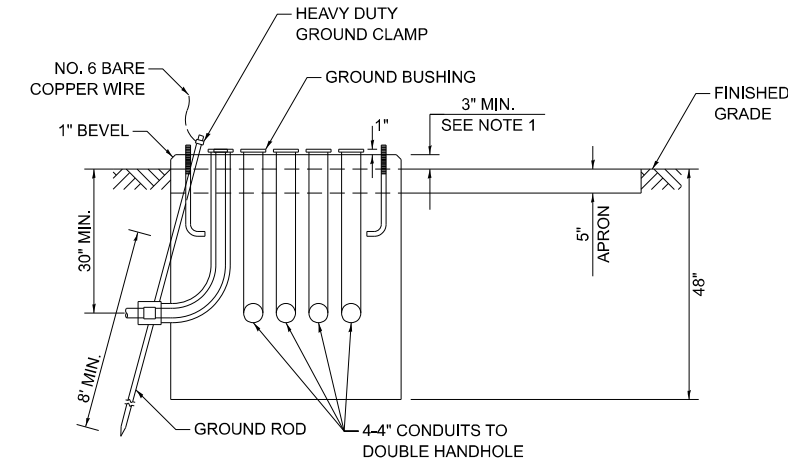
TYPE E FOUNDATION NOTES:

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.

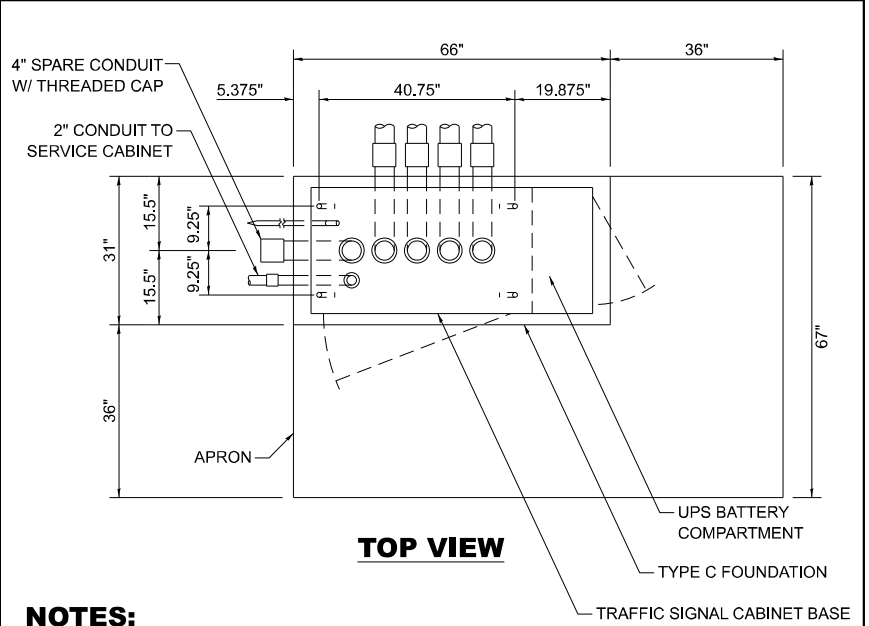


NOTES:

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

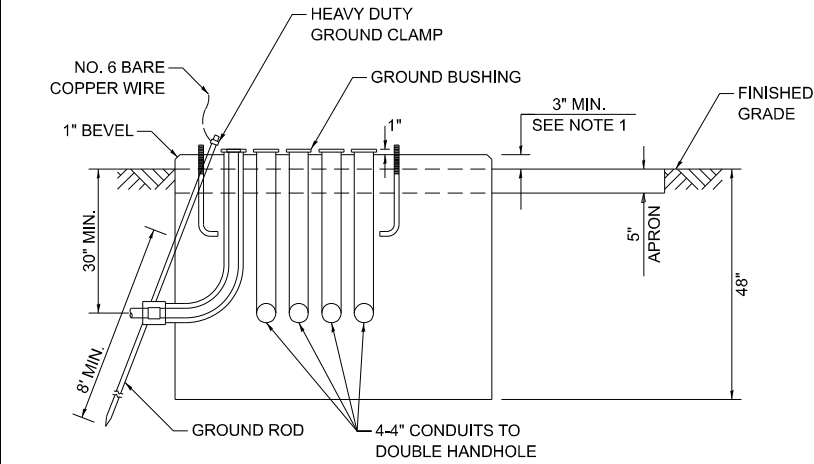


TYPE D FOUNDATION
TYPE IV AND TYPE V TRAFFIC SIGNAL CABINET
AND UPS BATTERY CABINET



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

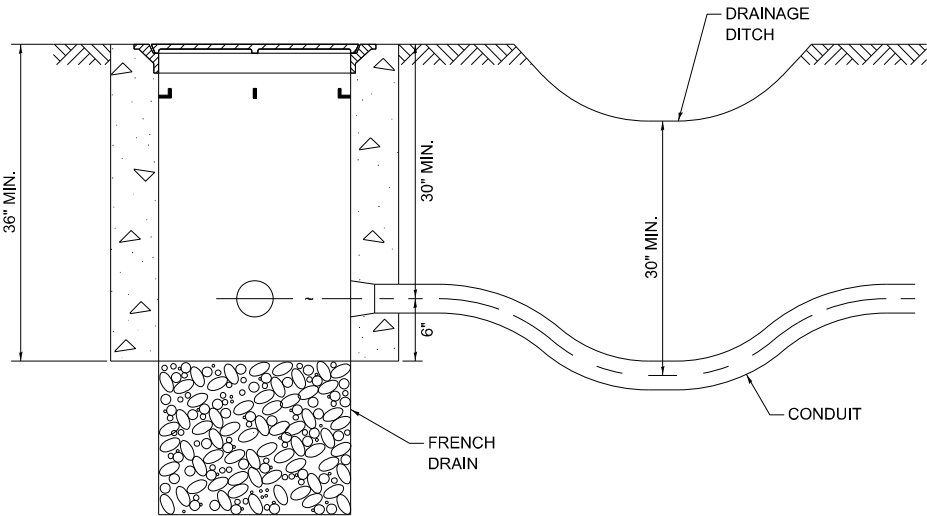
VERTICAL CABLE	LENGTH
MAST ARM MOUNTED SIGNAL HEAD (L = MAST ARM LENGTH - DISTANCE TO SIGNAL HEAD FROM END OF ARM)	20'+L
BRACKET MOUNTED SIGNAL HEAD (MAST ARM POLE OR SIGNAL POLE)	13'
PEDESTRIAN SIGNAL HEAD	10'
PEDESTRIAN PUSH BUTTON	6'
SERVICE INSTALLATION POLE MOUNT TO SERVICE DROP	13.5'
SERVICE INSTALLATION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

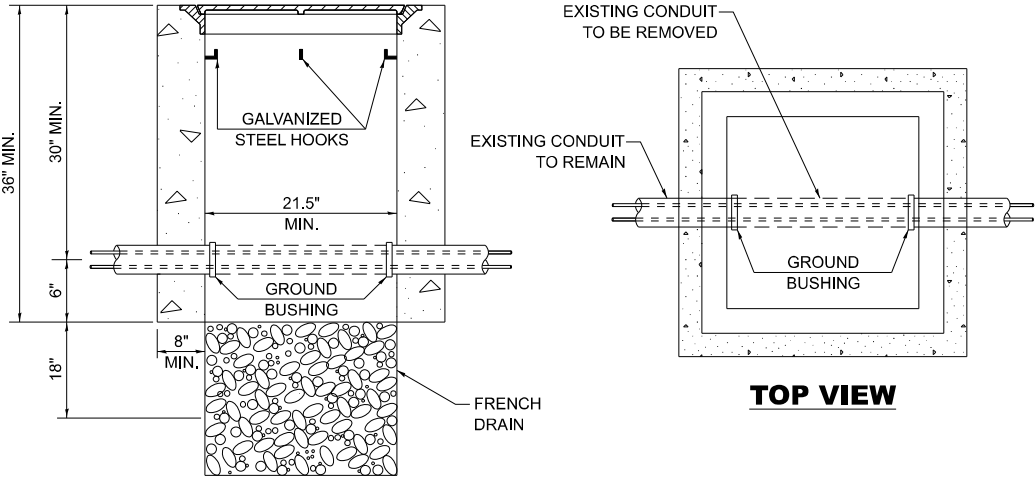
	USER NAME = angelo.giles	DESIGNED - IP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT ONE				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - IP	REVISED -		STANDARD TRAFFIC SIGNAL DESIGN DETAILS				345B	2025-2137-RS,SW	COOK	63	55
		CHECKED - NB/KK	REVISED -						TS-01		CONTRACT NO. 80D00		
	PLOT DATE = 3/18/2026	DATE - 10/15/2025	REVISED -		SCALE: NONE				SHEET 5	OF 7	SHEETS	STA.	TO STA.
									ILLINOIS FED. AID PROJECT				



NOTES:

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

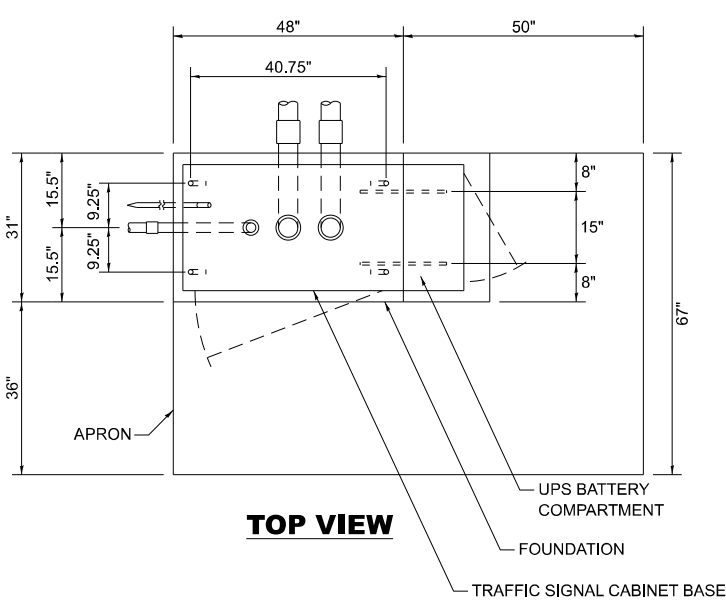
HANDHOLE WITH MINIMUM CONDUIT DEPTH



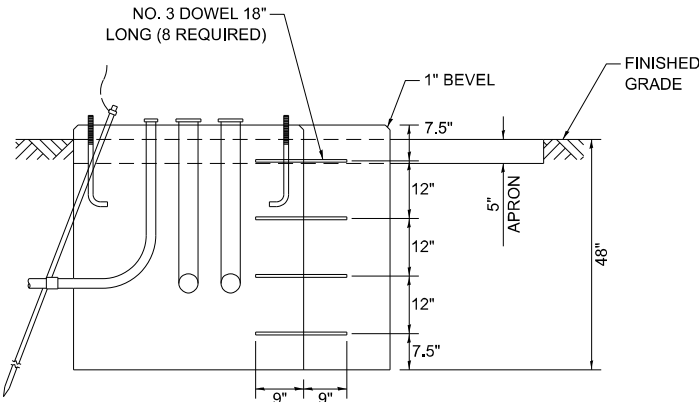
NOTES:

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

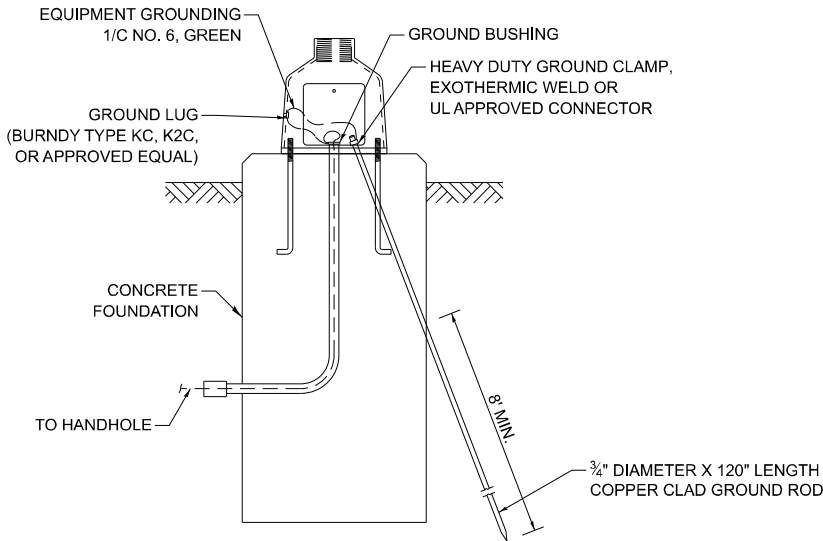
HANDHOLE TO INTERCEPT EXISTING CONDUIT



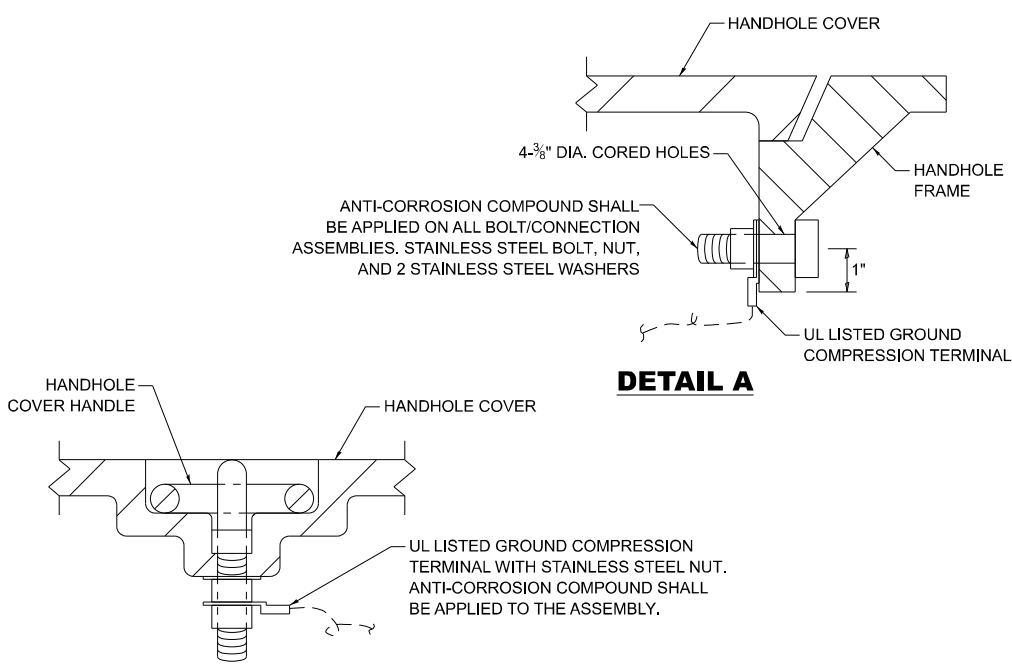
TOP VIEW



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

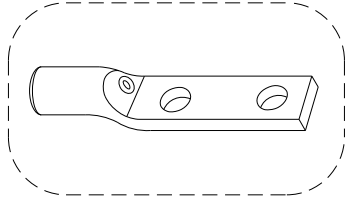


MAST ARM / POST GROUNDING DETAIL

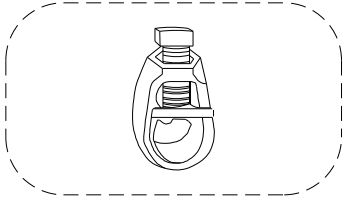


DETAIL A

DETAIL B



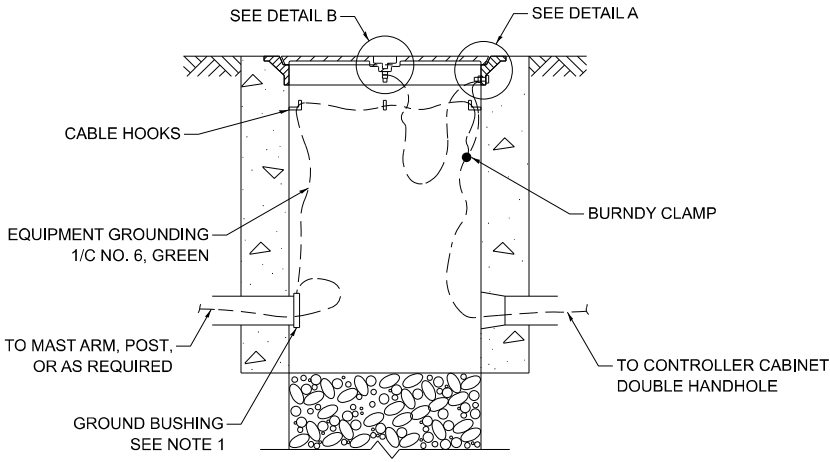
HEAVY-DUTY COMPRESSION TERMINAL (BURNDY TYPE YGHA OR APPROVED EQUAL)



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

MODEL: TS-01f [Sheet]
FILE NAME: c:\p\work\p\work\angelgiles\illinois.gov\1141925\1141925-D116025-sh-DistSds.dgn

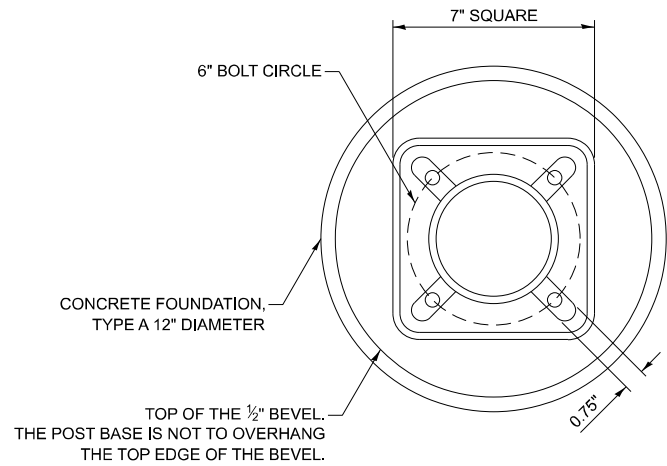
PLOT DATE	USER NAME = angelgiles		DESIGNED - IP	REVISED -
			DRAWN - IP	REVISED -
			CHECKED - NB/KK	REVISED -
	DATE = 3/18/2026		DATE - 10/15/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

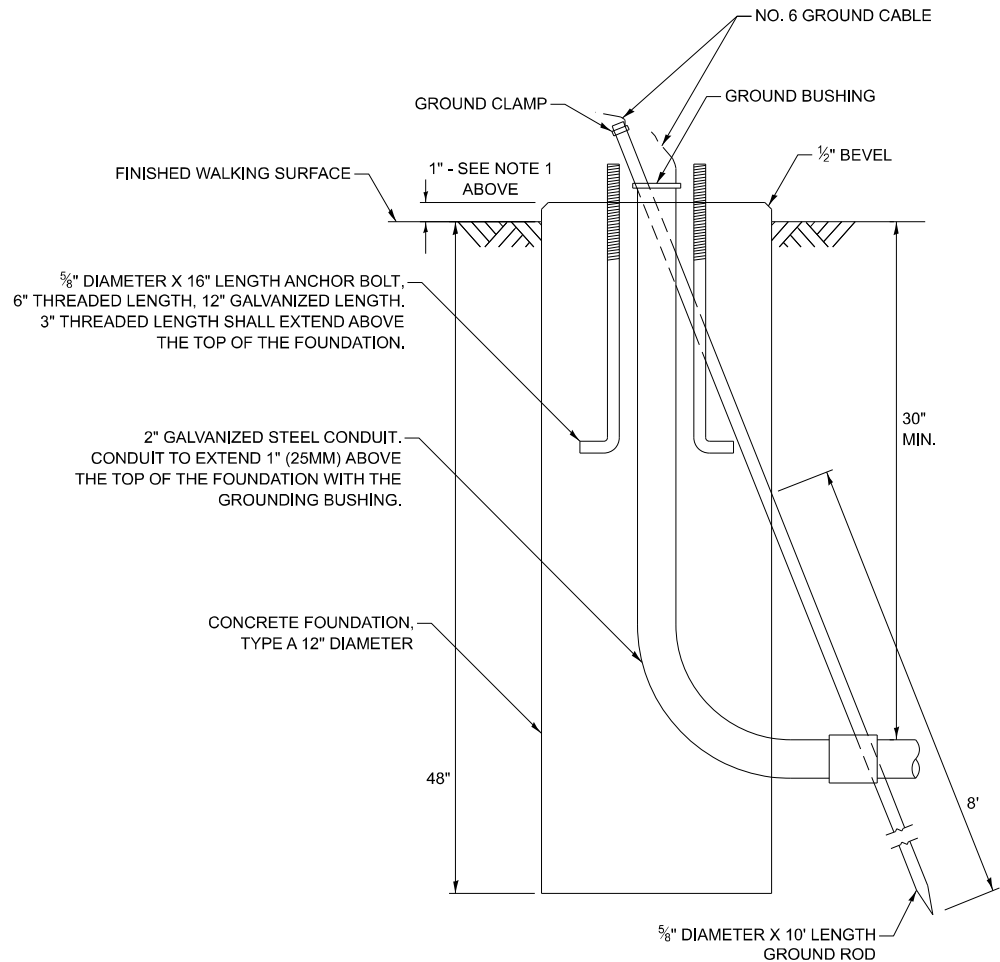
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	56
TS-01		CONTRACT NO. 80D00		
ILLINOIS		FED. AID PROJECT		



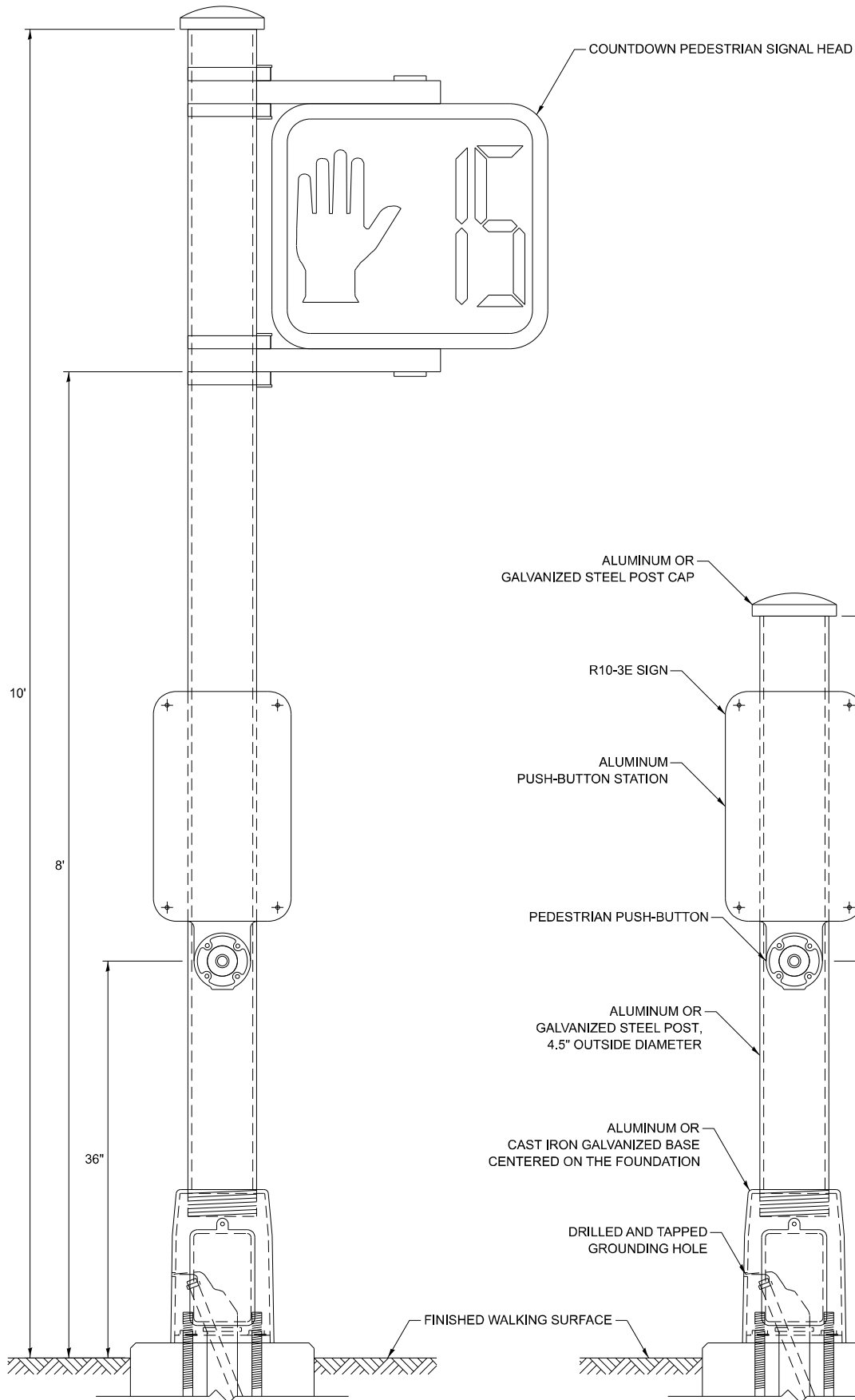
BOLT PATTERN

NOTES:

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

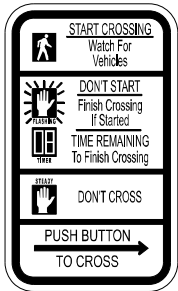


CONCRETE FOUNDATION,
TYPE A 12-INCH DIAMETER

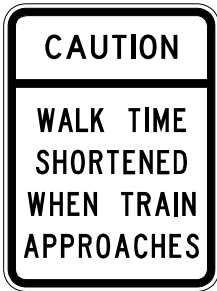


PEDESTRIAN SIGNAL POST, 10 FT.

PEDESTRIAN SIGNAL POST, 5 FT.



R10-3E
9" X 15"



W10-1101
18" X 24"

SIGN NOTES:

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

MODEL: TS-01a [Sheet]
FILE NAME: c:\p\work\angel.giles@illinois.gov\1141925\1141925-D116025-sh-DistSigs.dgn

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

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

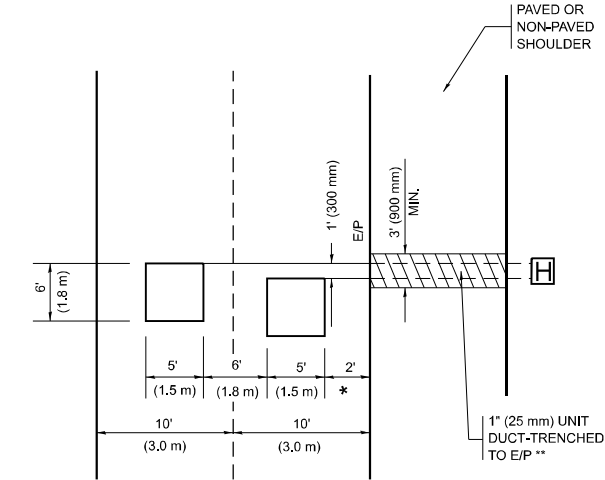
DISTRICT ONE
STANDARD TRAFFIC SIGNAL DESIGN DETAILS

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

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

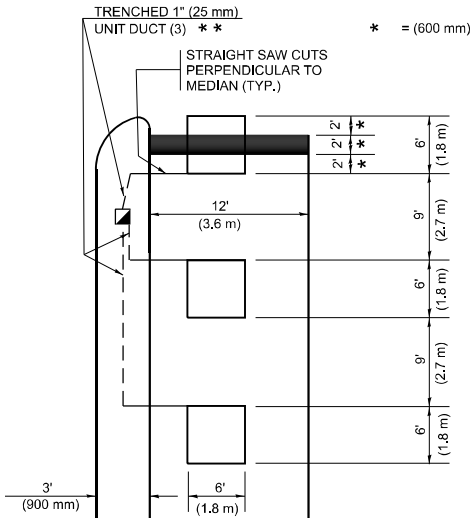


* = (600 mm)

** 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.

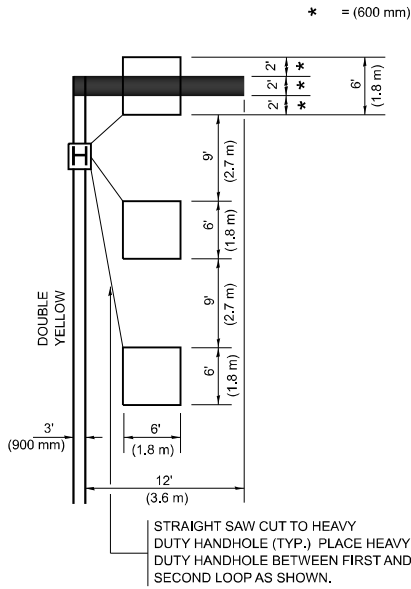


* = (600 mm)

** 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 SEPARATLY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

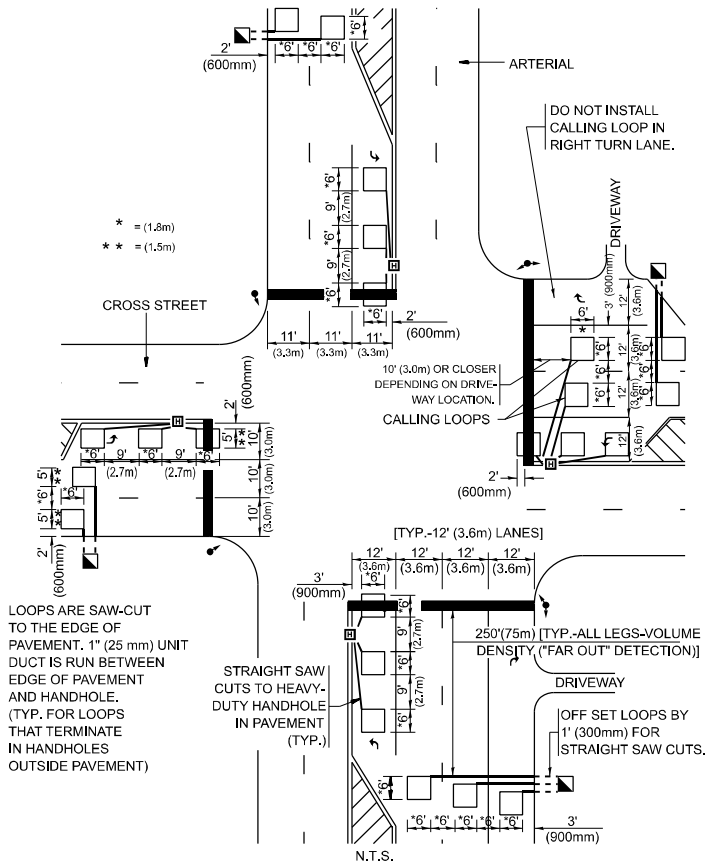
"FAR OUT" DETECTION REFERS TO LOCKING, PRESENCE TYPE DETECTION LOCATED IN THRU LANES, RIGHT TURN LANES, AND RIGHT TURN LANE TAPER AREAS (IF APPLICABLE), USUALLY 250' (75 m) IN ADVANCE OF STOP BARS. "UPTIGHT" DETECTION REFERS TO NON-LOCKING PRESENCE TYPE DETECTION LOCATED IN ALL LANES AND 10'-15' (3.0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

NOTE:

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

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

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



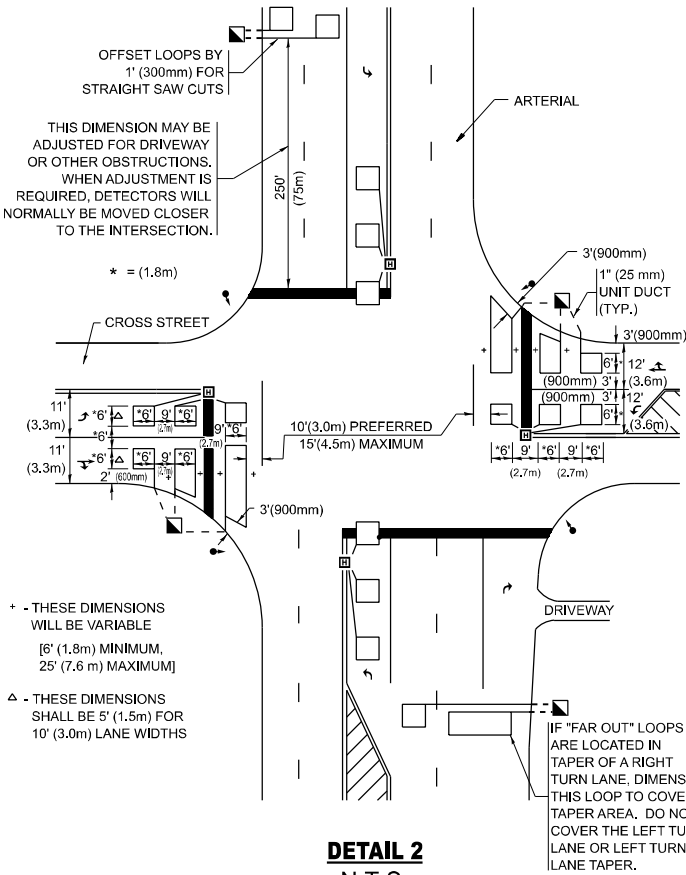
* = (1.8m)
** = (1.5m)

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

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

DETAIL 1
N.T.S.

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



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

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

DETAIL 2
N.T.S.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT 1 - DETECTOR LOOP INSTALLATION
DETAILS FOR ROADWAY RESURFACING

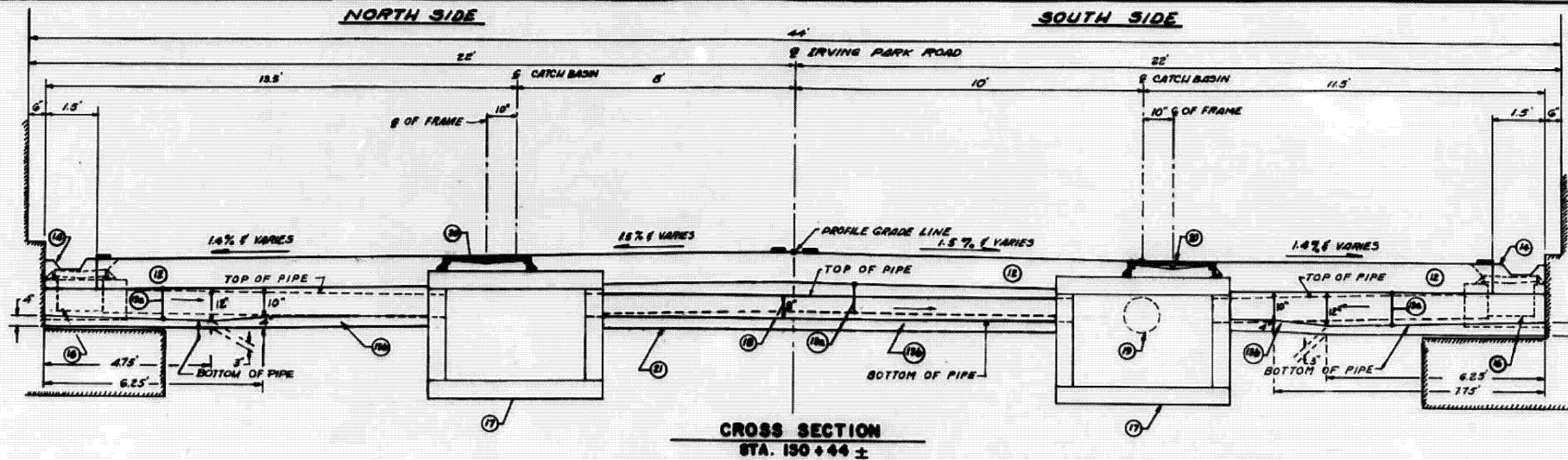
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

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		

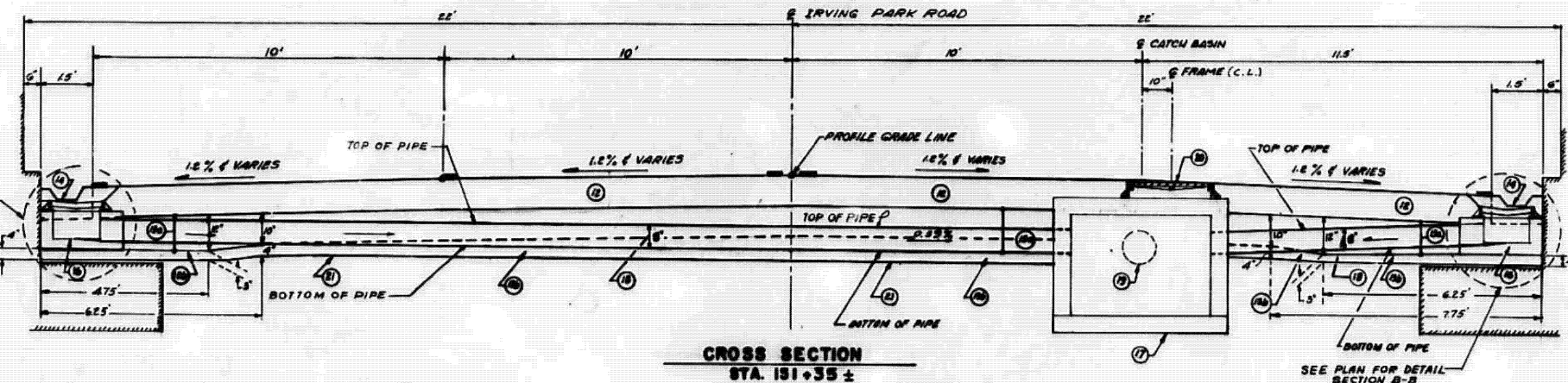
NOTE: - I

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.

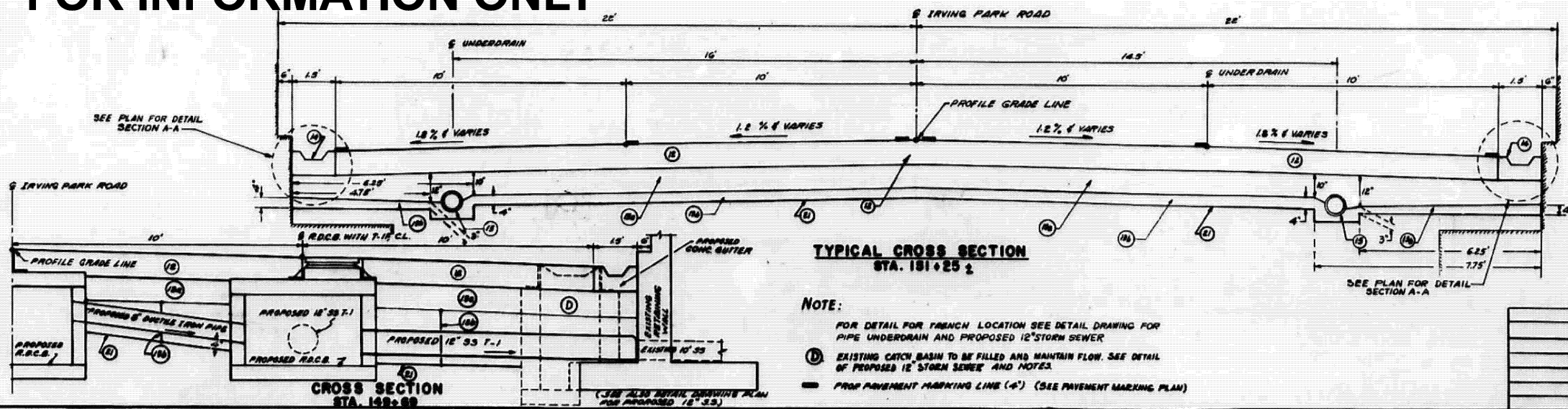


CROSS SECTION
STA. 130+44 ±



CROSS SECTION
STA. 131+35 ±

FOR INFORMATION ONLY



TYPICAL CROSS SECTION
STA. 131+25 ±

NOTE:

FOR DETAIL FOR FRENCH LOCATION SEE DETAIL DRAWING FOR PIPE UNDERDRAIN AND PROPOSED 12" STORM SEWER.

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)

LEGEND:

- (12) PCC PAVEMENT (10')
- (13) SUBBASE GRANULAR MATERIAL (SPECIAL)
- (14) GRADATION C&G-5 (10') & VARIES
- (15) GRADATION PA-2 (4') & VARIES } SEE NOTE - I
- (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 RECONST. DRAWINGS)
- (23) BOTTOM OF TRENCH (SEE NOTE - I)

PROPOSED
PAVT. ELEVATION TABLE

STATIONS	NORTH SIDE		SOUTH SIDE	
	20'	10'	0'	10'
152+25	625.71	626.24	626.50	626.88
152+00	624.87	624.99	625.22	625.03
151+75	623.36	623.76	623.95	623.79
151+50	622.34	622.60	622.76	622.62
151+25	621.53	621.71	621.83	621.71
151+13	621.24	621.38	621.48	621.38
151+00	620.94	621.06	621.18	621.06
150+75	620.36	620.68	620.80	620.68
150+50	620.40	620.34	620.69	620.34
150+25	620.46	620.67	620.83	620.67
150+00	620.74	620.99	621.17	620.99
149+85	621.01	621.28	621.47	621.28
149+75	621.29	621.52	621.72	621.52
149+50	621.63	621.93	622.14	621.93
149+30	621.94	622.27	622.46	622.24
149+25	622.87	623.33	623.41	623.18
149+00	624.00	624.39	624.56	624.32
148+75	625.18	625.65	625.81	625.55

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.S.M.
CHECKED BY: A.ST.

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

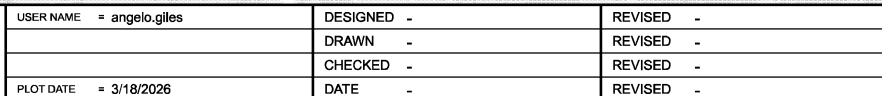
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CN 22522 DETAILS:
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				

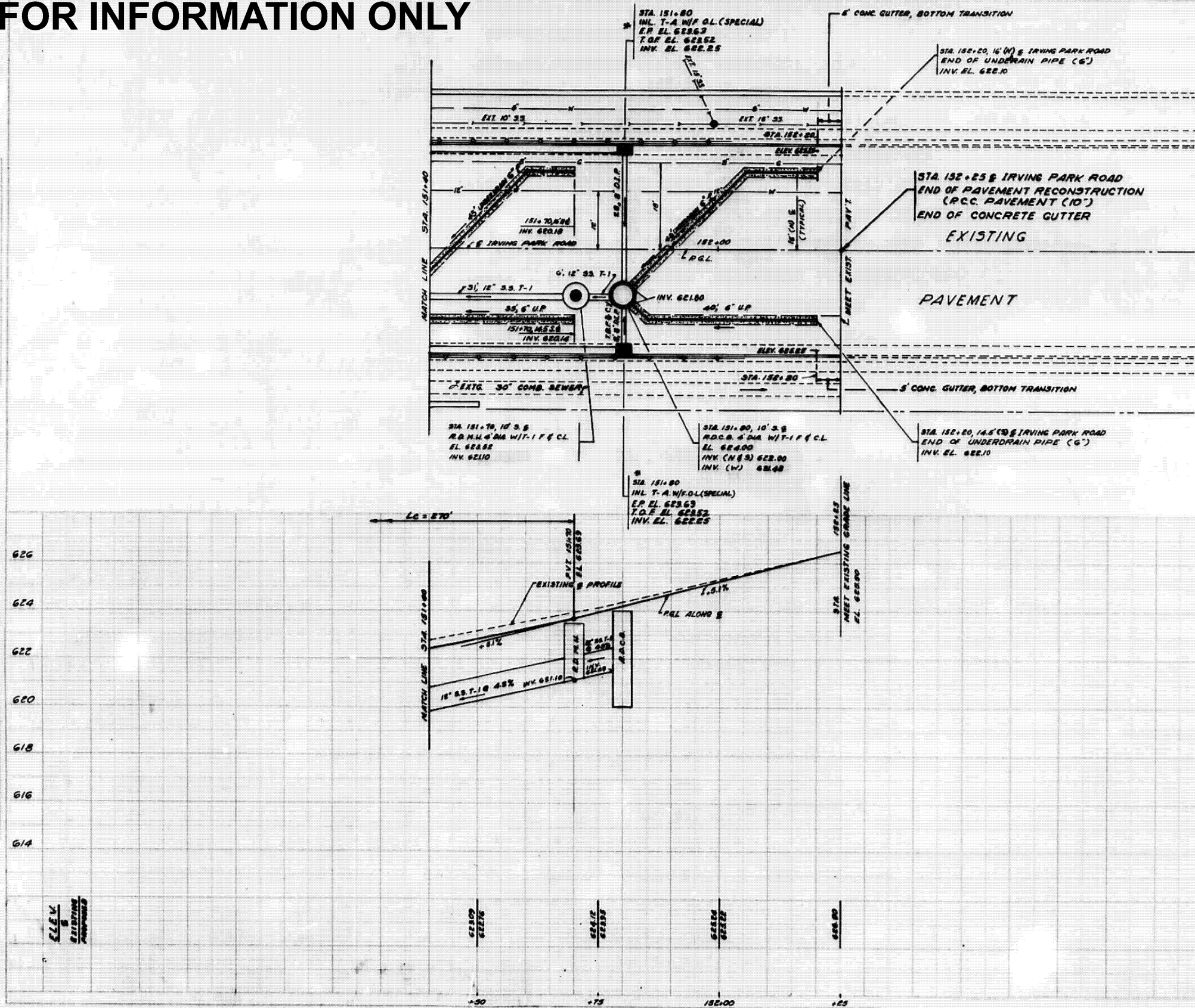
MODEL: CN2522 RR Drainage Recon [Sheet]
FILE NAME: c:\pw work\pwidot\angelo.gilles@illinois.gov\1141925ID116026-sht-details.dgn



SCALE:	SHEET 2	OF 5	SHEETS	STA. 0+00.00	TO STA. 0+00.00
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F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	60
		CONTRACT NO. 80D00		
		ILLINOIS	FED. AID PROJECT	

FOR INFORMATION ONLY



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA. 876	1234	COOK	33	12
STA. 151+40	TO STA. 152+25			
U.S. SUB. PUB. ROAD, DIV. 4 (ALPHABETICALLY)				

- SYMBOLS:**
- G — NORTHERN ILLINOIS GAS CO.
 - W — WATER MAIN
 - 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 "NEENAN" CATALOG "R", EDITION 6TH, PAGE 37, CATALOG NO. R-1773-A; OR EQUIVALENT.
 - USE CONCRETE GUTTER INLET HEAVY DUTY FRAME, OPEN LID, WEIGHT 280 POUND, AS SHOWN IN FOUNDRY COMPANY "NEENAN" CATALOG "R", EDITION 6TH, PAGE 37, CATALOG NO. R-3359; OR EQUIVALENT.

- NOTES:**
- FOR PIPE UNDERDRAIN 6" USE EXTRA STRENGTH PERFORATED CLAY PIPE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 607 OF STANDARD SPECIFICATIONS.
 - 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.

ILLINOIS DEPARTMENT OF TRANSPORTATION
IRVING PARK ROAD - 800 LINE UNDERPASS
DRAINAGE & PAVEMENT RECONSTRUCTION

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

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

MODEL: CN22522 BR Drainage Recon. (2) [Sheet]
FILE NAME: c:\paw\work\dwg\angelo.giles\illinois.gov\1141925\0116026-shd-details.dgn

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

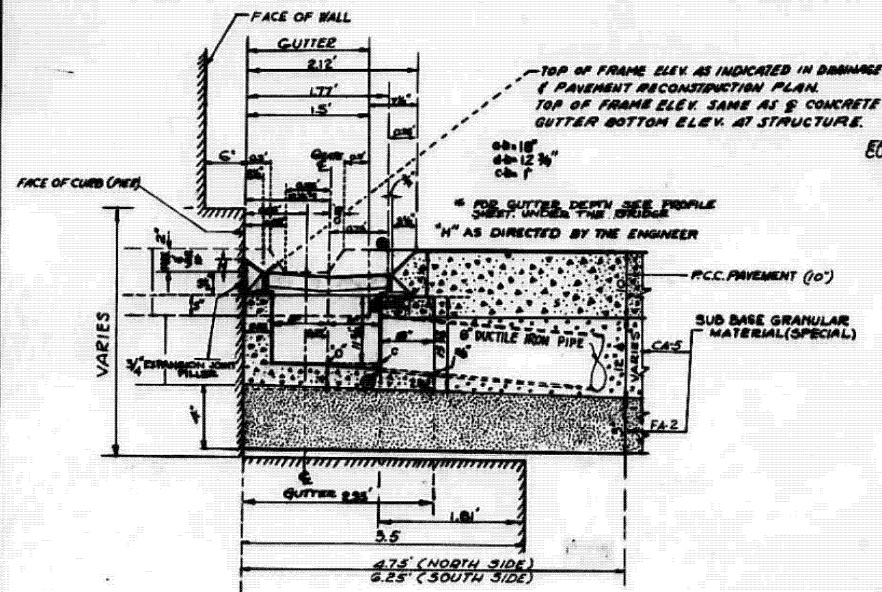
CN 22522 DETAILS:
DRAINAGE AND PAVEMENT RECONSTRUCTION (SHEET 2 OF 2)

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

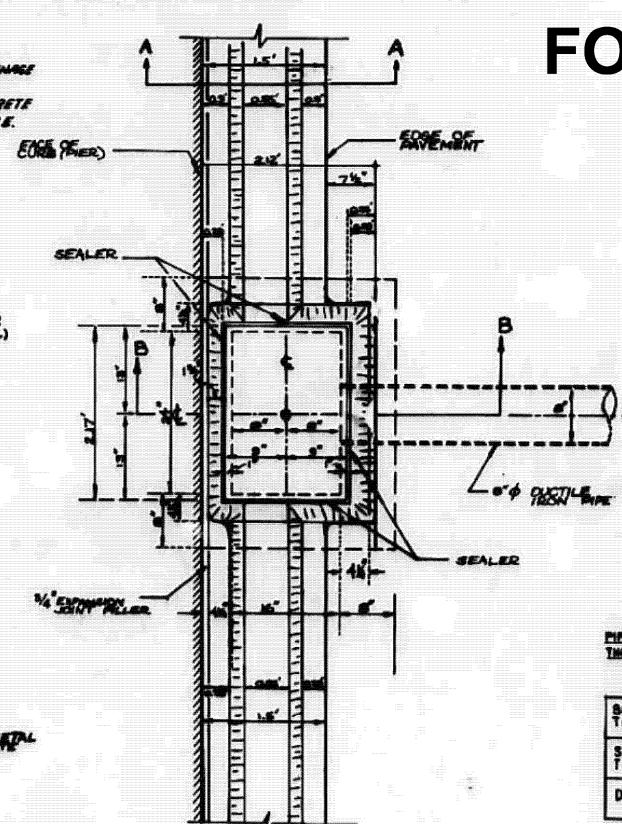
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
345B	2025-2137-RS,SW	COOK	63	61
CONTRACT NO. 80D00				
ILLINOIS FED. AID PROJECT				

FOR INFORMATION ONLY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
876	134-RT-1	COOK	33	25
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ALIGNING	FED. AID PROJECT		

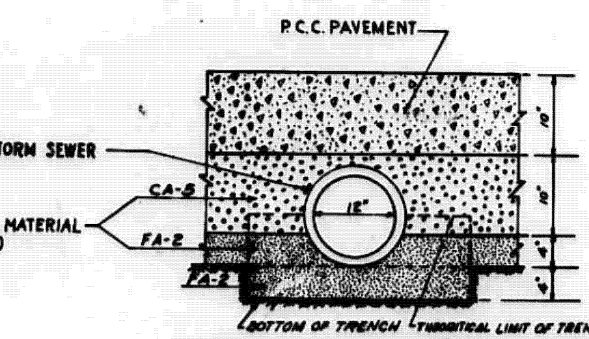


INLET TYPE A WITH FRAME & OPEN LID (SPECIAL)
SECTION B-B

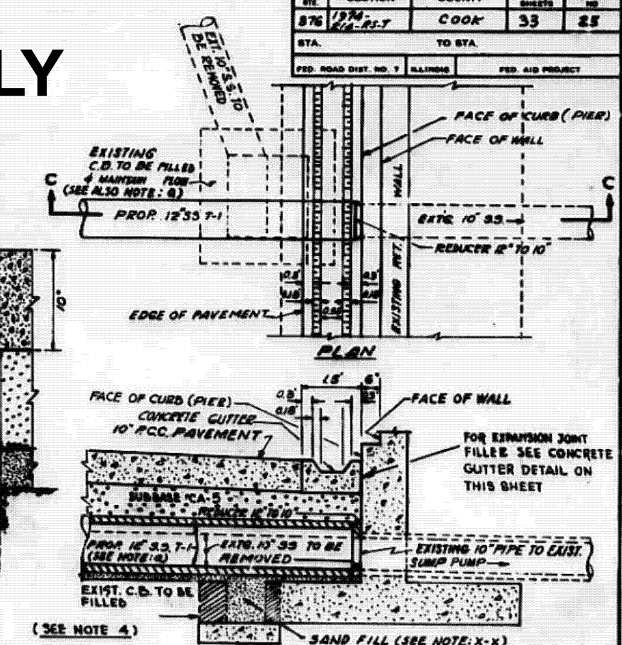


PLAN VIEW OF INLET TYPE A W/FRAME & O.L. (SPCL)

TABLE FOR PIPE UNDERDRAIN SUB-BASE THICKNESS AND TRENCH DEPTH	NORTH OF Q.P. PAV.		SOUTH OF Q.P. PAV.	
	OUTER	INNER	OUTER	INNER
SUB-BASE CA-5 THICKNESS h1	12"	10"	10"	12"
SUB-BASE FA-2 THICKNESS h2	4"	4"	4"	4"
DEPTH OF TRENCH h3	3'	5'	4'	3'

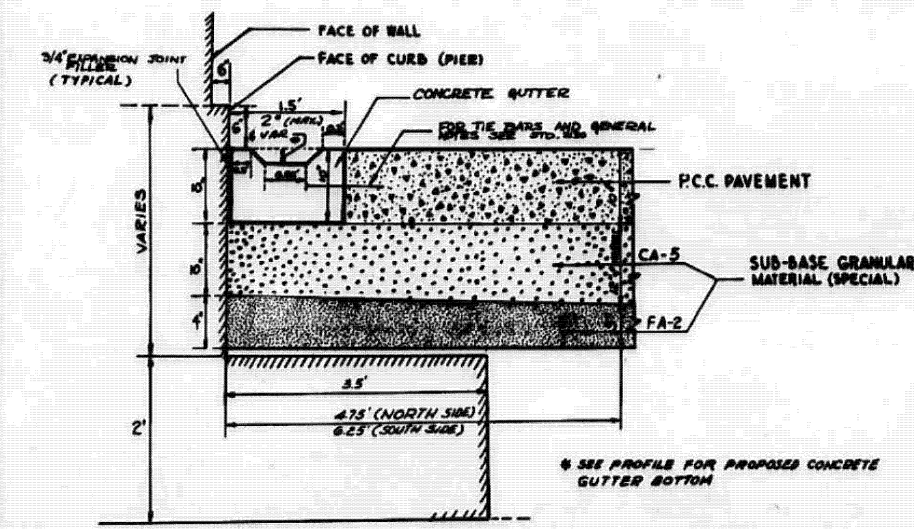


DETAIL OF PIPE UNDERDRAIN
LOCATED PARALLEL TO & OF
PAVEMENT
NOT TO SCALE

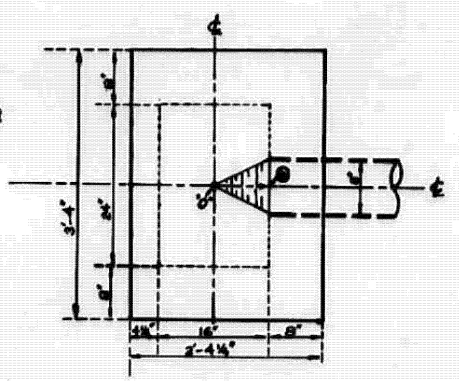


SECTION C-C
DETAIL OF PROPOSED 12" STORM SEWER
CONNECTION WITH EXISTING 10" PIPE TO SUMP PUMP AT STA. 149+69
SCALE: 1" = 2'

- 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 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".

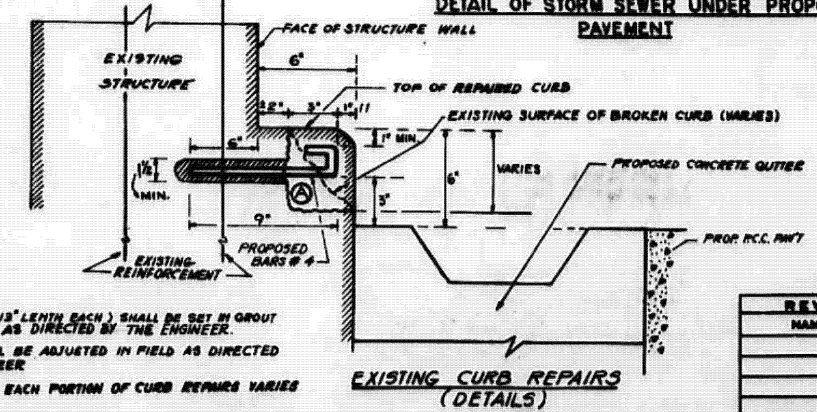


CONCRETE GUTTER
SECTION A-A



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

- 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 REPAIRS VARIES



EXISTING CURB REPAIRS
(DETAILS)

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.

USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 3/13/2026	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

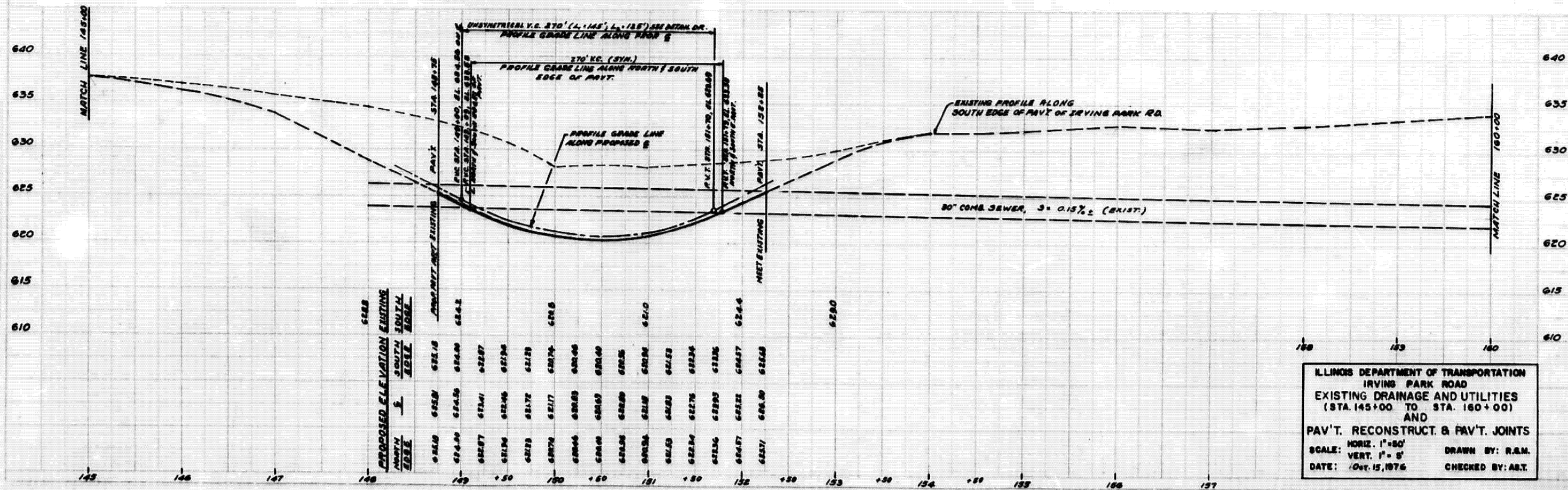
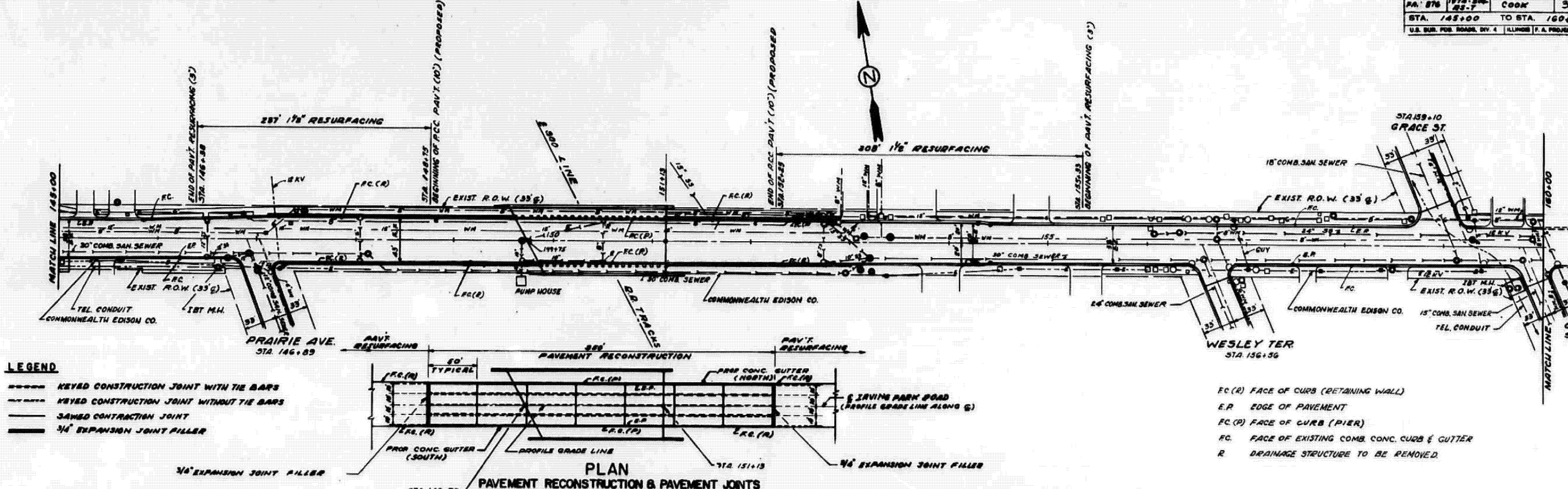
CN 22522 DETAILS: EXISTING DRAINAGE AND UTILITIES		
SCALE:	SHEET 5 OF 5 SHEETS	STA. 0+00.00 TO STA. 0+00.00

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				

MODEL: CN22522 Drainage Details (Sheet)
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FOR INFORMATION ONLY

SHEET NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA: 876	2025-SW	COOK	63	9
STA. 145+00 TO STA. 160+00				
U.S. SUB. PUB. ROAD, DIV. 4 ILLINOIS F.A. PROJECT				



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' DATE: Oct. 15, 1976 CHECKED BY: A.B.T.

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

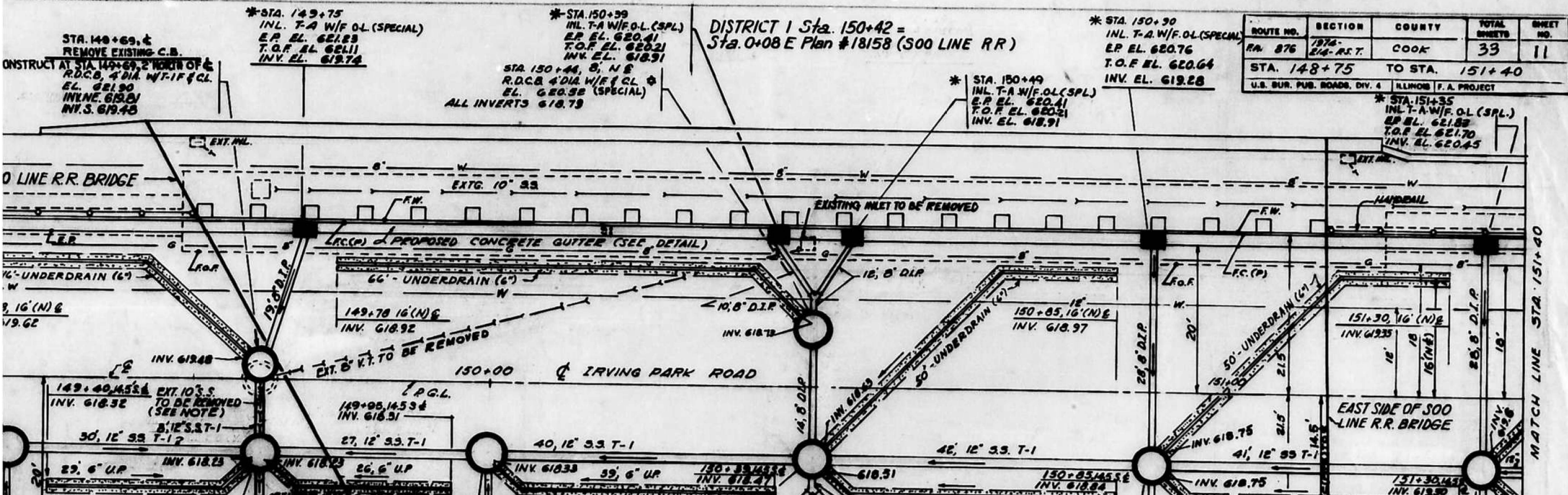
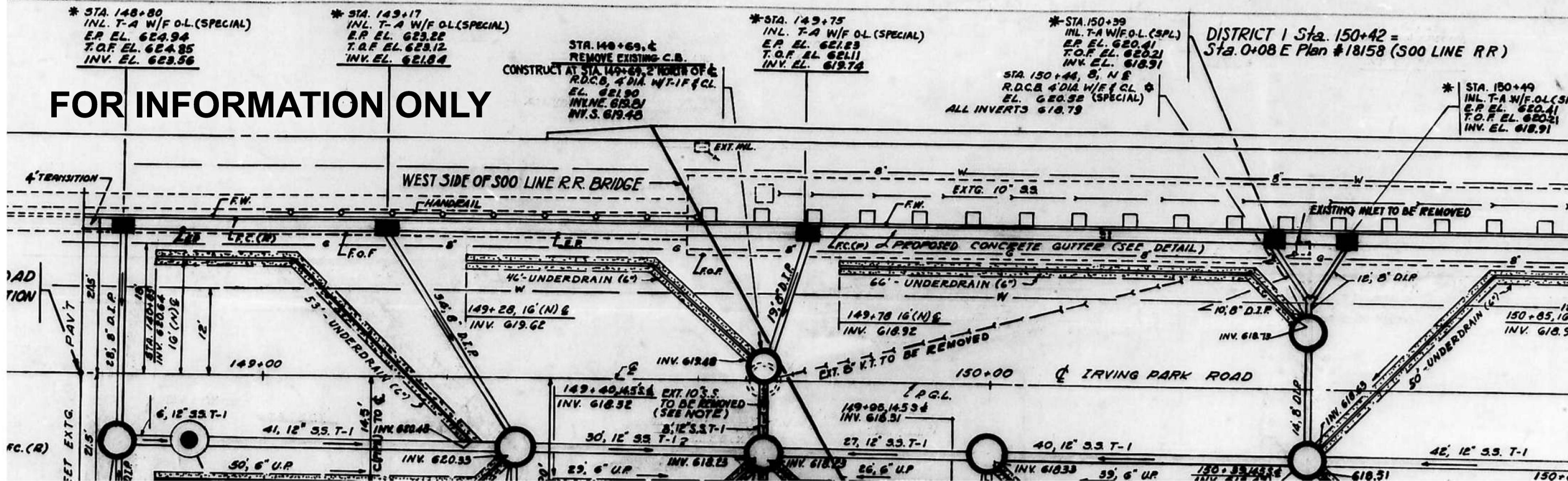
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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				

MODEL: CN22522 PR Existing Drainage (Sheet)
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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 -

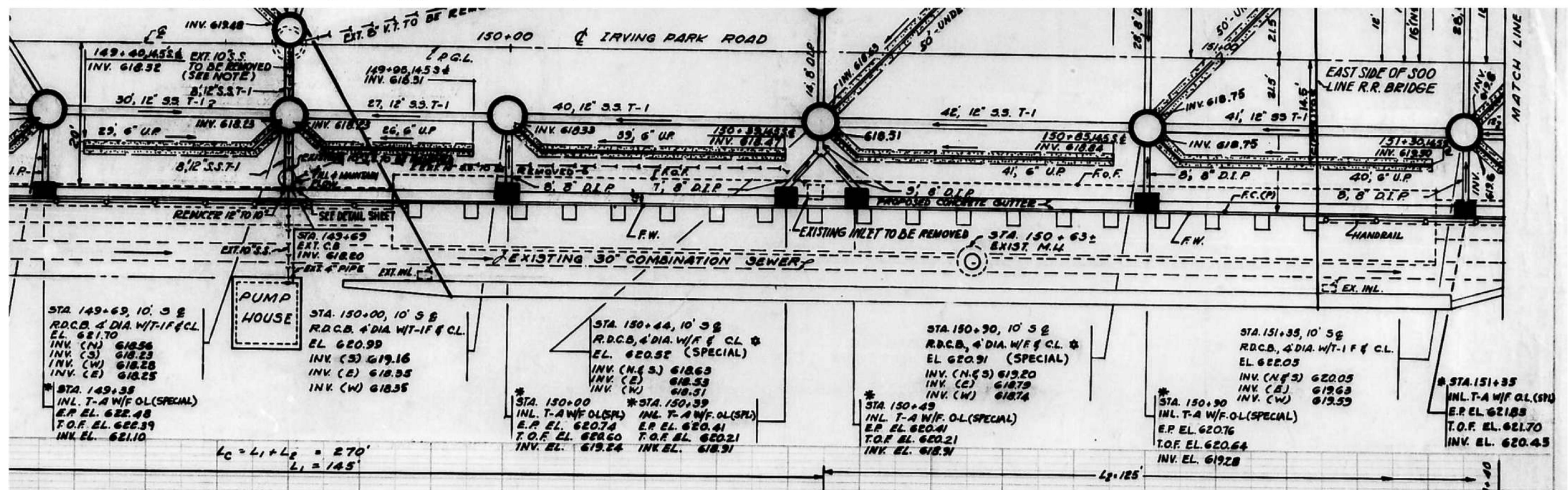
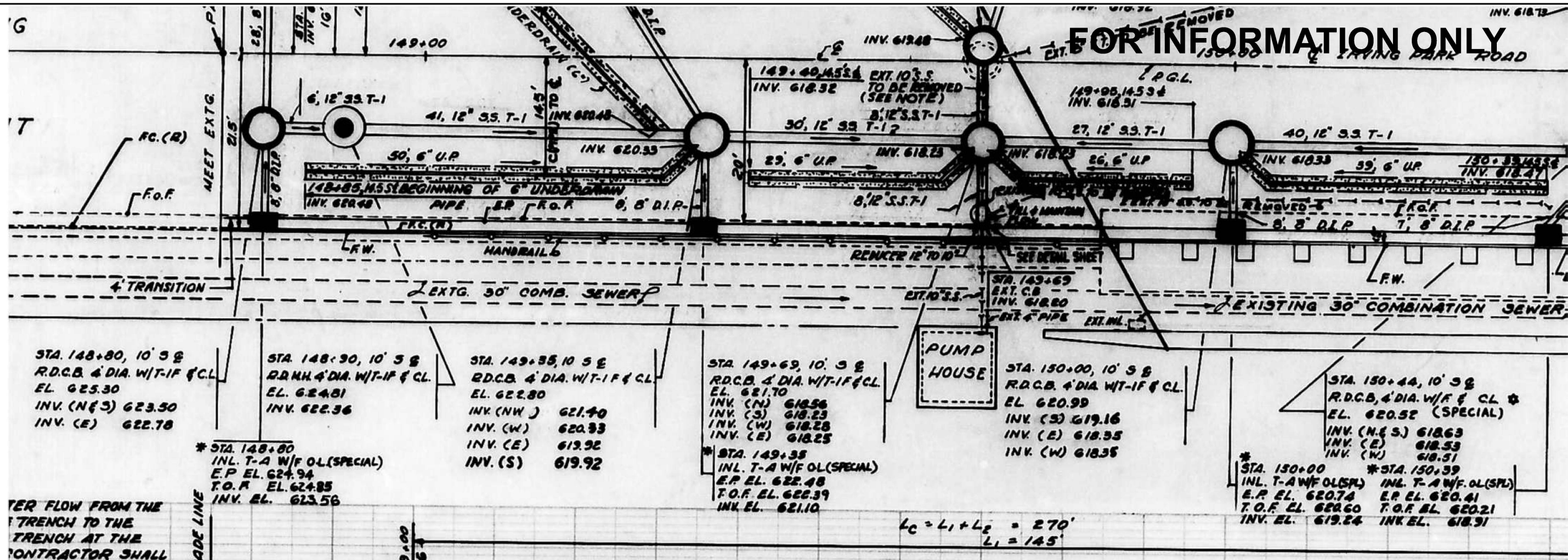
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

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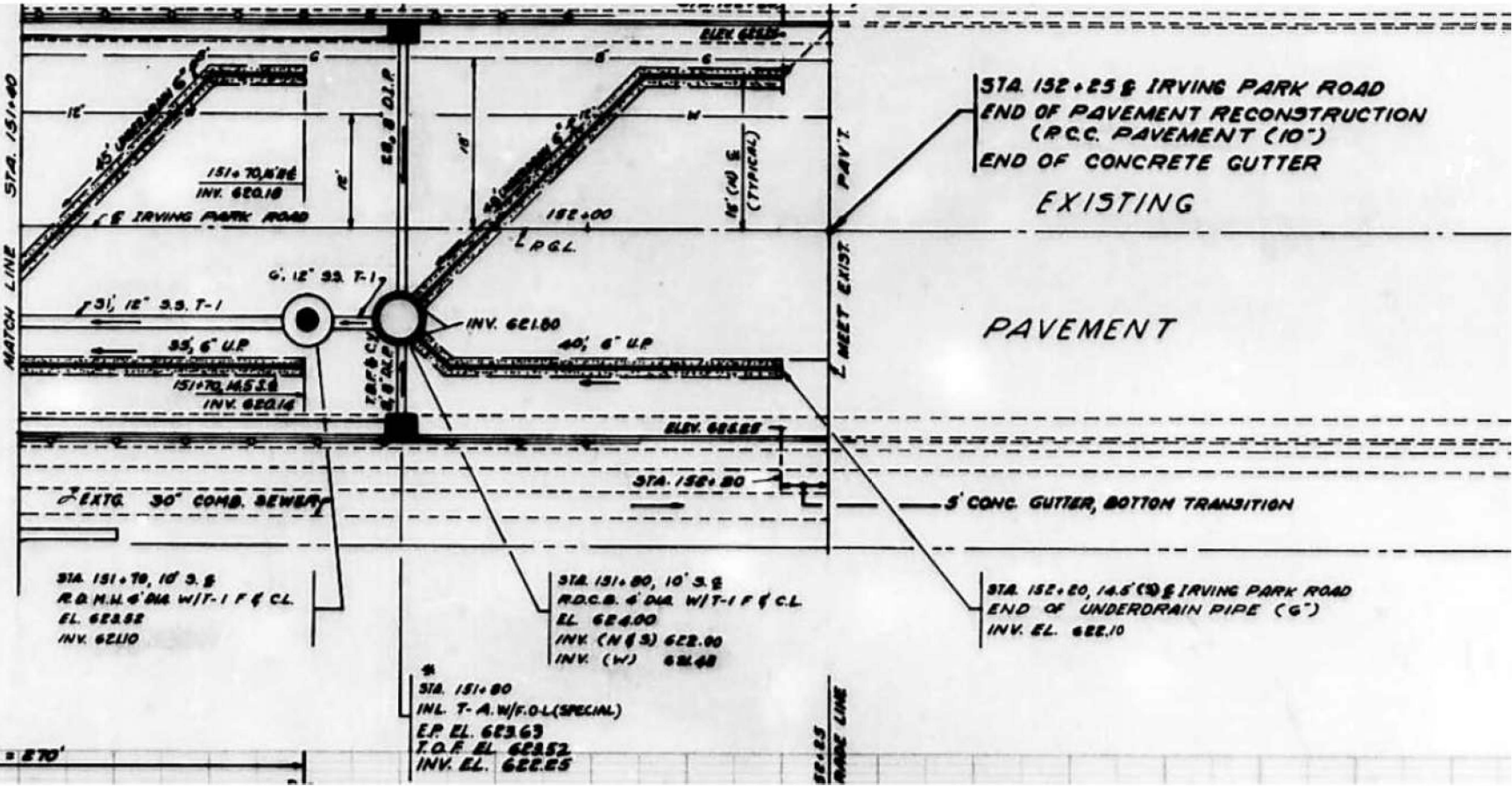
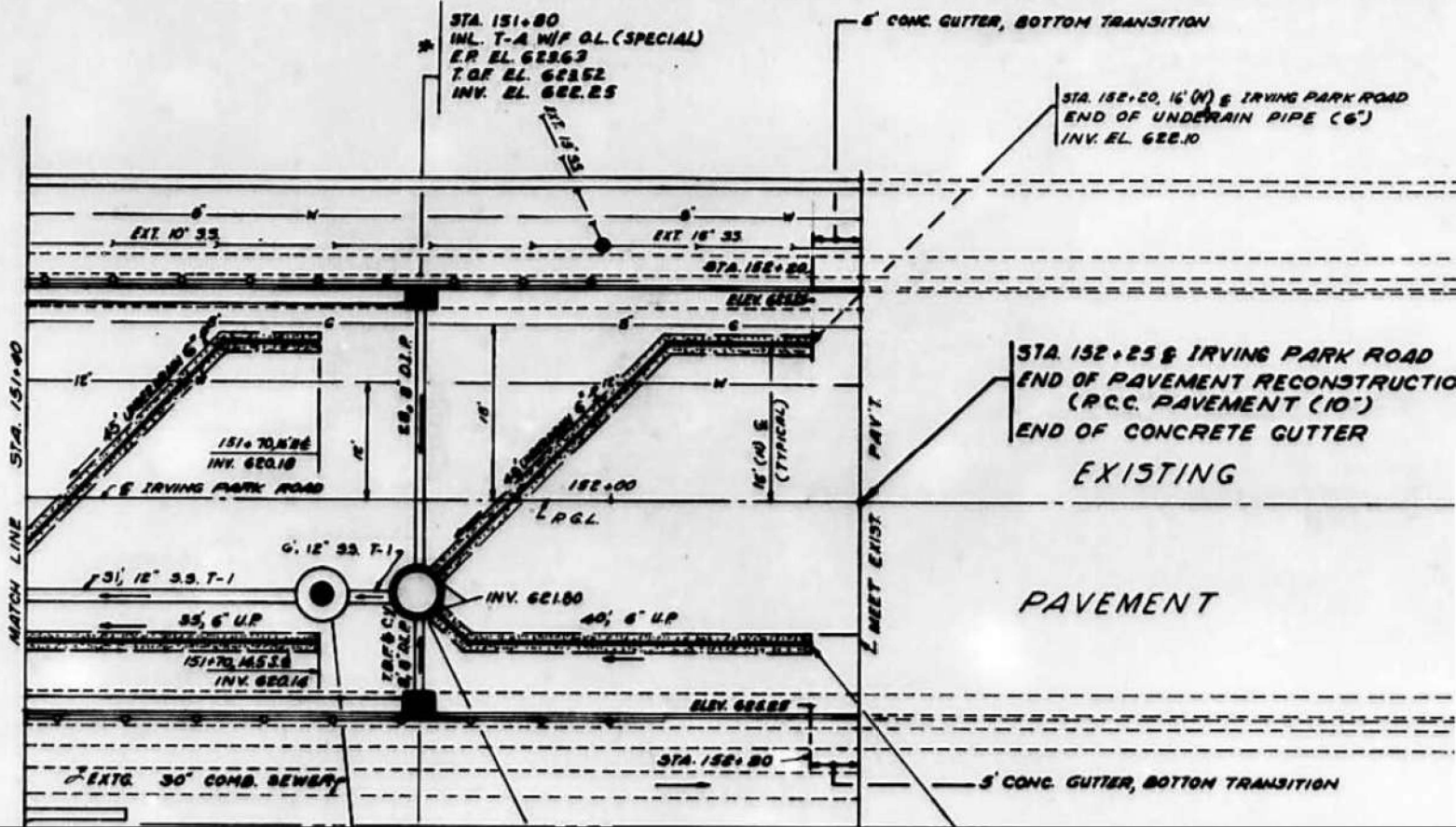
FOR INFORMATION ONLY



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USER NAME = angelo.giles	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CN 22526 DETAILS: DRAINAGE RECON. INV. AND ELEV. (SHEET 2 OF 3)		F.A.P. RTE. 345B	SECTION 2025-2137-RS,SW	COUNTY COOK	TOTAL SHEETS 63	SHEET NO. 63B
	DRAWN -	REVISED -								
	CHECKED -	REVISED -								
	DATE -	REVISED -								
PLOT DATE = 4/24/2026				SCALE: SHEET 7 OF 8 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT CONTRACT NO. 80D00				

FOR INFORMATION ONLY



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				

MODEL: Exst Drainage elev and inv (2) (Sheet)
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USER NAME = angelo.giles	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
PLOT DATE = 4/24/2026	DATE -	REVISED -