

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

FAU ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
-	24-00141-00-RS	COOK	39	1
ILLINOIS PROJECT	-			

CONTRACT NO. 61L87

FUNCTIONAL CLASSIFICATION
MAJOR COLLECTORTRAFFIC DATA
SCHOOL STREET
ADT (2022) = 3,400POSTED SPEED LIMIT
SCHOOL STREET = 30 MPHDESIGN SPEED LIMIT
SCHOOL STREET = 30 MPH

◆ Civil Engineers
◆ Municipal Consultants
◆ Established 1911

9933 Roosevelt Road
Westchester, IL, 60154-2780
Phone: 708-865-0300
www.ehancock.com

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE PROPOSED DEVELOPMENT. IF ANY DRAINAGE PATTERNS WILL BE CHANGED, REASONABLE PROVISIONS HAVE BEEN MADE FOR THE COLLECTION AND DIVERSION OF SUCH SURFACE WATERS IN TO THE PUBLIC AREA, OR DRAINS APPROVED FOR THE USE BY THE MUNICIPAL ENGINEER, AND THAT SUCH SURFACE WATERS ARE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGES TO ADJOINING PROPERTIES. THE FULL ROUTING MAP IS SHOWN ON SHEET 4.

THERE ARE NO FLOOD PROTECTION AREAS WITHIN 100 FEET OF THE PROPOSED PROJECT SITES.

Contact the Metropolitan Water Reclamation District of Greater Chicago 2 days before starting work.

P: (708) 588-4055
E: WMOJobStart@mwr.org

* ALL SEWER OWNED BY VILLAGE OF RIVERDALE ON ROUTE TO MWRD INTERCEPTOR

0 50' 100' FULL SCALE: 1" = 20'
HALF SCALE: 1" = 40'

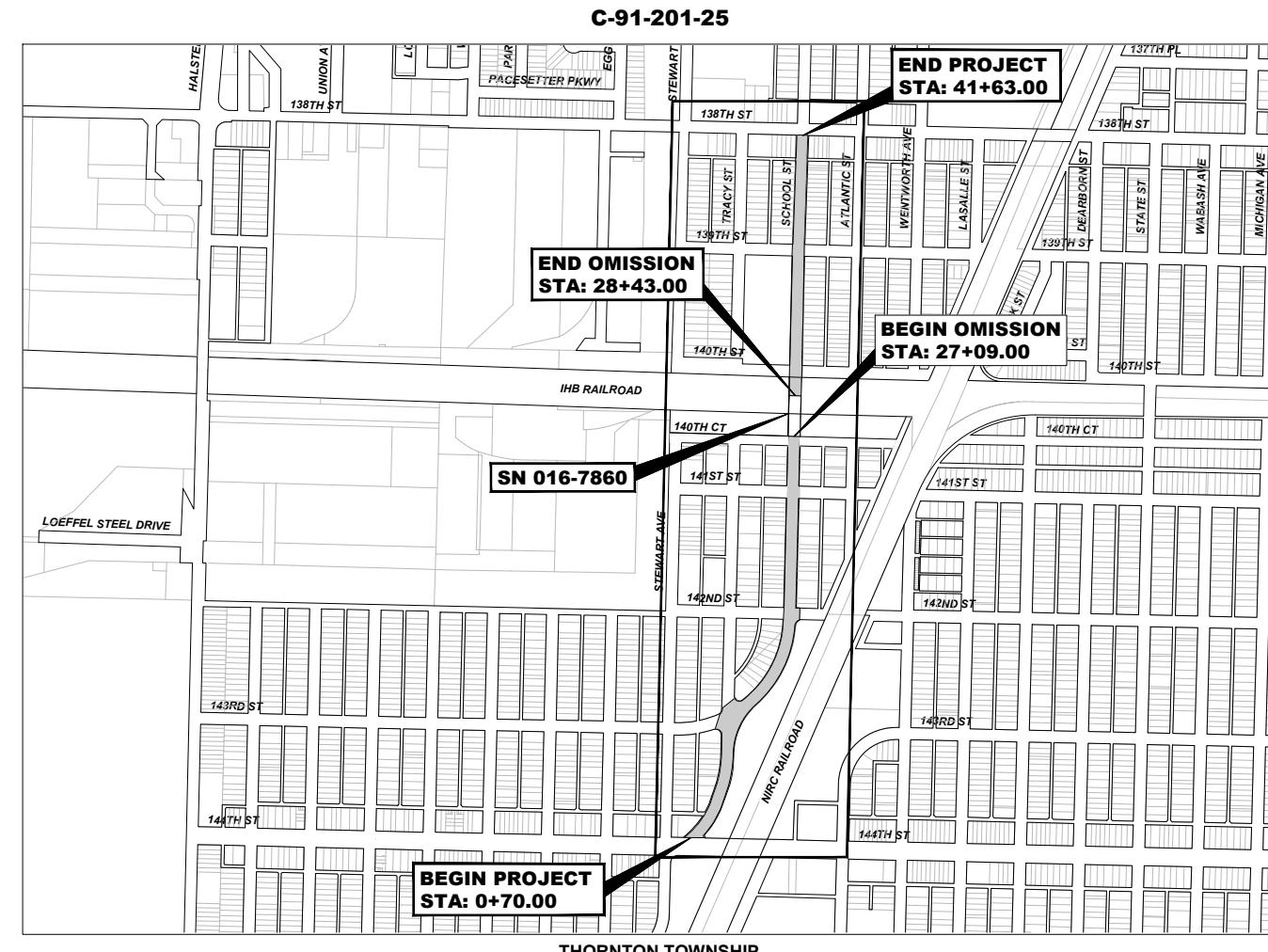
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

CONTRACT NO. 61L87

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAU ROUTE 2930 (SCHOOL STREET/TRACY AVENUE)
144TH STREET TO 138TH STREET
RESURFACING
SECTION NO.: 24-00141-00-RS
PROJECT NO.: LXHB(960)
VILLAGE OF RIVERDALE
COOK COUNTY



GROSS LENGTH OF IMPROVEMENT = 4,093.00 FT = 0.775 MI
NET LENGTH OF IMPROVEMENT = 3,959.00 FT = 0.750 MI



LOCATION OF SECTION
INDICATED THUS:

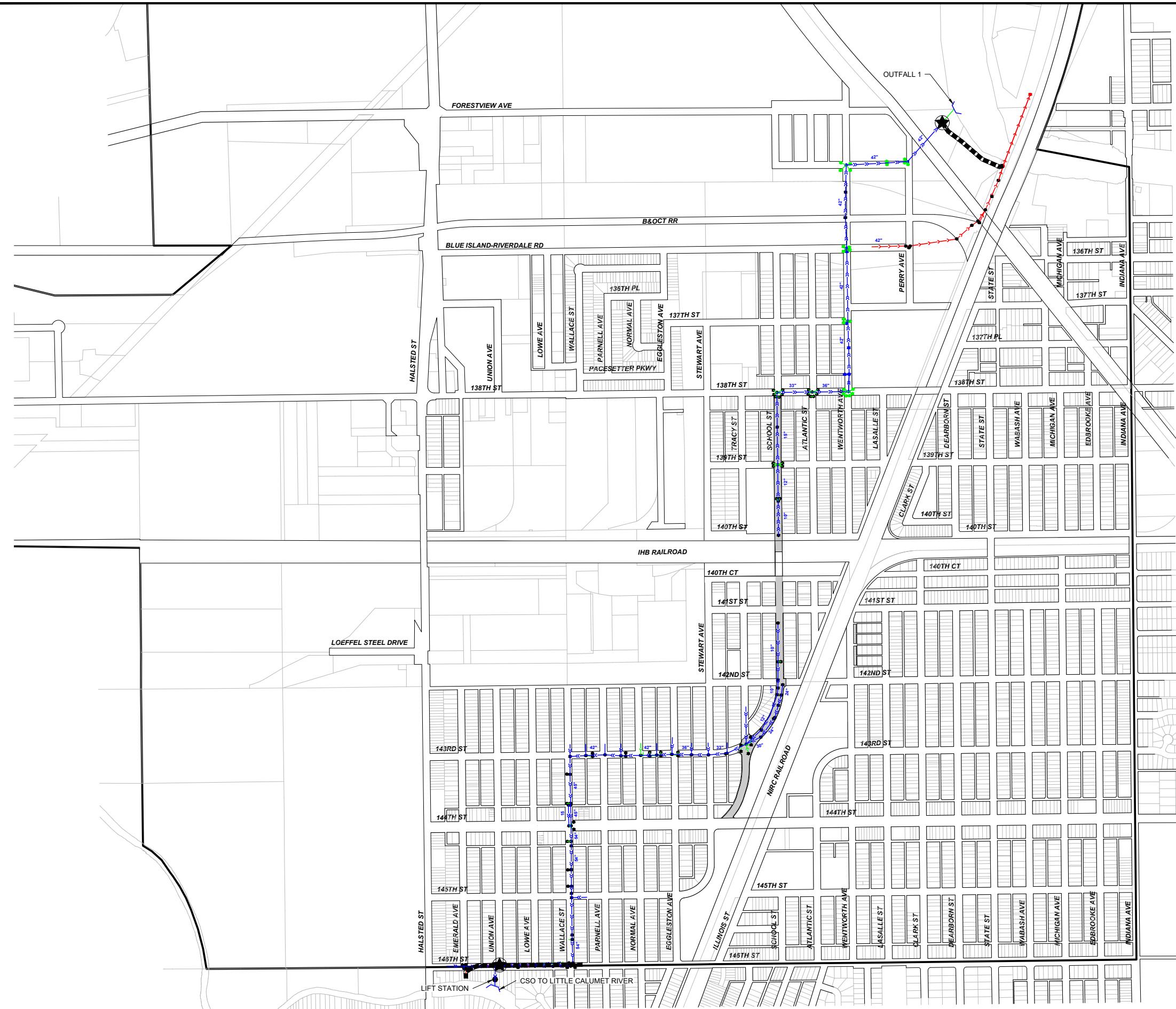
STATE OF ILLINOIS
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED	October 21, 2025
PASSED	October 31, 2025
VILLAGE OF RIVERDALE, PRESIDENT	
C. J. R. [Signature]	
DISTRICT 1 ENGINEER OF LOCAL ROADS & STREETS	
RELEASED FOR BID BASED ON LIMITED REVIEW	
November 3, 2025	
REGIONAL ENGINEER	



SIGNED: Mark D. Lucas
DATE: 10-28-2025 LICENSE EXPIRES: 11-30-2025

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS



PROJECT LOCATED IN
THE VILLAGE OF RIVERDALE

- MWRD INTERCEPTOR
- CONNECTION TO MWRD INTERCEPTOR
- POINT OF DISCHARGE INTO LOCAL WATERWAY
- VILLAGE OF RIVERDALE COMBINED SEWER
- VILLAGE OF RIVERDALE OVERFLOW RELIEF SEWER
- MANHOLE
- CATCH BASIN

NOTE:
ALL SEWERS FROM PROJECT LOCATIONS TO LITTLE CALUMET RIVER OR MWRD INTERCEPTOR ARE OWNED AND MAINTAINED BY THE VILLAGE OF RIVERDALE.

PROVISO TOWNSHIP
- PROJECT LOCATION
ROUTE OUTLET MAP

SUMMARY OF QUANTITIES					
SPLTY	CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
					80% FEDERAL/20% LOCAL
*	20101100	TREE TRUNK PROTECTION	EACH	4	4
*	20101200	TREE ROOT PRUNING	EACH	4	4
	20200100	EARTH EXCAVATION	CU YD	50	50
	20800150	TRENCH BACKFILL	CU YD	6	6
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	1,210	1,210
	25000110	SEEDING, CLASS 1A	ACRE	0.25	0.25
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	20	20
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	20	20
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	20	20
	25100630	EROSION CONTROL BLANKET	SQ YD	1,210	1,210
	28000250	TEMPORARY EROSION CONTROL BLANKET	POUND	25	25
	28000510	INLET FILTERS	EACH	25	25
	35800100	PREPARATION OF BASE	SQ YD	17,450	17,450
	35800200	AGGREGATE BASE REPAIR	TON	40	40
	40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	8,100	8,100
	40600370	LONGITUDINAL JOINT SEALANT	FOOT	5,000	5,000

* SPECIALTY ITEM

SPLTY	CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
					80% FEDERAL/20% LOCAL
	40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	20	20
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	190	190
	40602978	HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50	TON	1,550	1,550
	40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	1,825	1,825
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	7	7
	42000300	PORTLAND CEMENT CONCRETE PAVEMENT, 8"	SQ YD	120	120
	42101300	PROTECTIVE COAT	SQ YD	1,730	1,730
	42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	210	210
	42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	8,580	8,580
	42400800	DETECTABLE WARNINGS	SQ FT	550	550
	44000100	PAVEMENT REMOVAL	SQ YD	120	120
	44000161	HOT MIX ASPHALT SURFACE REMOVAL, 3"	SQ YD	45	45
	44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	255	255
	44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	2,220	2,220
	44000600	SIDEWALK REMOVAL	SQ FT	8,580	8,580
	44201705	CLASS D PATCHES, TYPE II, 5 INCH	SQ YD	500	500

* SPECIALTY ITEM

SPLTY	CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
					80% FEDERAL/20% LOCAL	
	44201709	CLASS D PATCHES, TYPE III, 5 INCH	SQ YD	500	500	
	44201711	CLASS D PATCHES, TYPE IV, 5 INCH	SQ YD	500	500	
	56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	2	2	
	60200105	CATCH BASINS, TYPE A, 4' DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	1	1	
	60234200	INLETS, TYPE A, TYPE 1 FRAME, OPEN LID	EACH	1	1	
	60406000	FRAMES AND LIDS, TYPE 1, OPEN LID	EACH	11	11	
	60406100	FRAMES AND LIDS, TYPE 1, CLOSED LID	EACH	6	6	
	60604100	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (MODIFIED)	FOOT	2,220	2,220	
*	66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	12	12	
*	66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
*	66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	LSUM	1	1	
*	66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	LSUM	1	1	
*	66901006	REGULATED SUBSTANCES MONITORING	CAL DA	15	15	
	67100100	MOBILIZATION	LSUM	1	1	
	70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1	
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1	

* SPECIALTY ITEM

SPLTY	CODE NO.	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE
					80% FEDERAL/20% LOCAL
	70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
	70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,700	1,700
	70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	575	575
*	72000100	SIGN PANEL - TYPE 1	SQ FT	28	28
*	72900100	METAL POST - TYPE A	FOOT	28	28
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	190	190
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8,230	8,230
*	78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	1,280	1,280
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	910	910
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	420	420
*	85000200	MAINTENANCE OF EXISTING TRAFFIC SIGNAL INSTALLATION	EACH	1	1
*	87301305	ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO 14 1 PAIR	FOOT	25	25
*	89502300	REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	25	25
	LR443200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4,643	4,643
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	17,450	17,450
	X4404400	PAVEMENT REMOVAL (SPECIAL)	SQ YD	50	50

* SPECIALTY ITEM

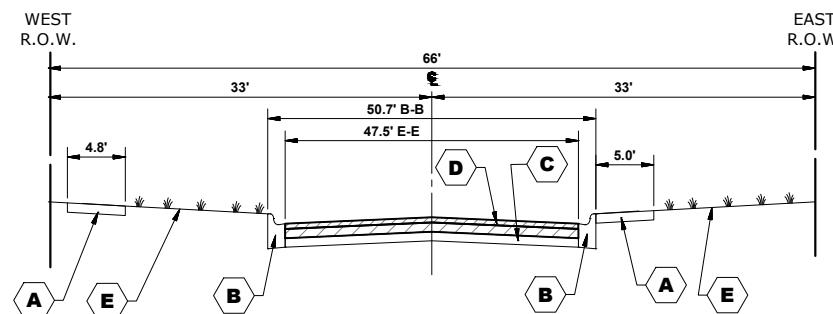
TYPICAL CROSS SECTION LEGEND

EXISTING

- A** EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5" AND INTERMITTENT REMOVAL
- B** EXISTING CURB AND GUTTER AND INTERMITTENT REMOVAL
- C** EXISTING AGGREGATE BASE COURSE
- D** HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
- E** GRASS PARKWAY
- F** PAVEMENT REMOVAL (SPECIAL)

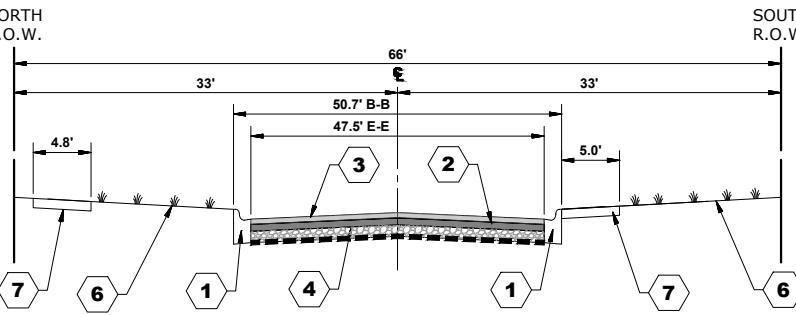
LEGEND

- //// REMOVAL ITEMS
- xxxxx REMOVAL FOR PAVEMENT PATCHING



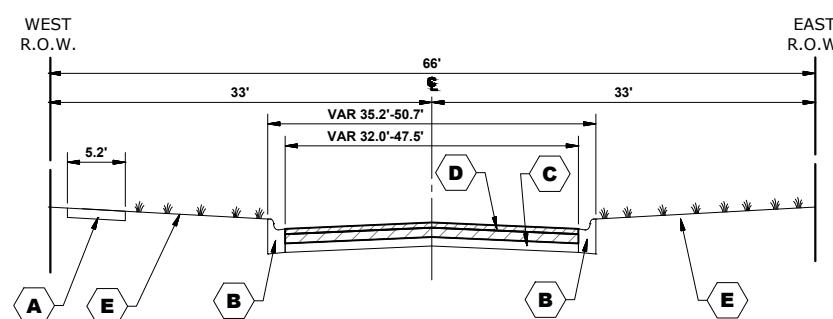
EXISTING TYPICAL CROSS SECTION

TRACY AVENUE
STA. 0+70 - STA. 2+30



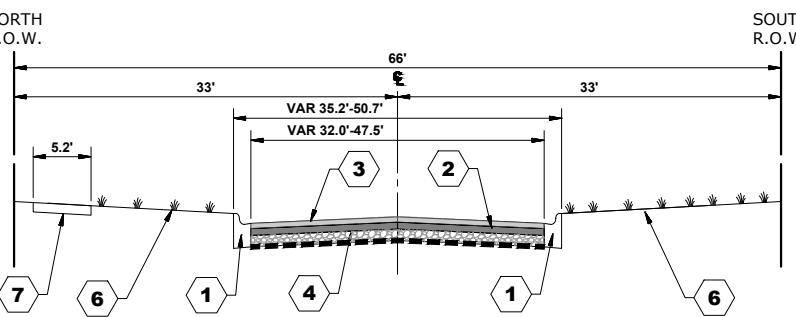
PROPOSED TYPICAL CROSS SECTION

TRACY AVENUE
STA. 0+70 - STA. 2+30



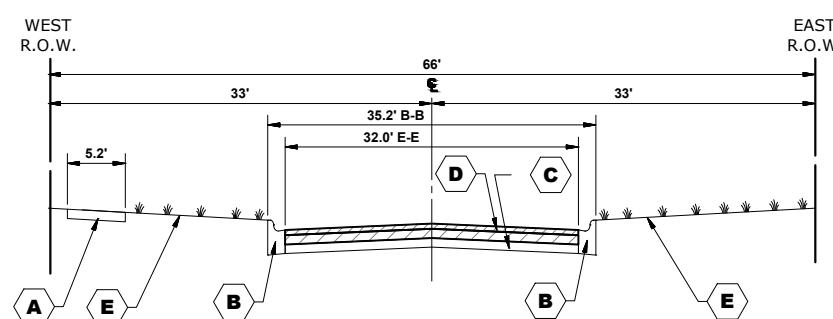
EXISTING TYPICAL CROSS SECTION

TRACY AVENUE
STA. 2+30 - STA. 3+14



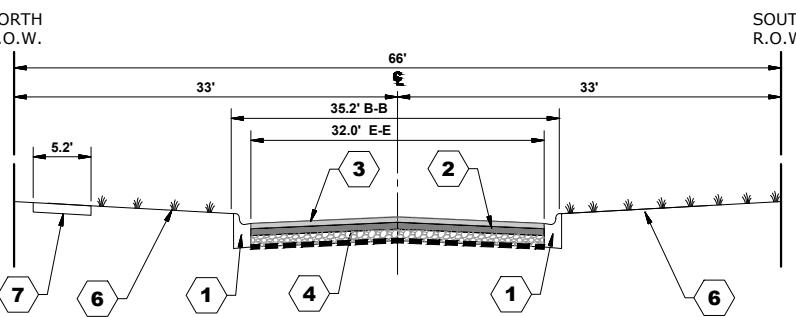
PROPOSED TYPICAL CROSS SECTION

TRACY AVENUE
STA. 2+30 - STA. 3+14



EXISTING TYPICAL CROSS SECTION

TRACY AVENUE
STA. 3+14 - STA. 8+50



PROPOSED TYPICAL CROSS SECTION

TRACY AVENUE
STA. 3+14 - STA. 8+50

TYPICAL CROSS SECTION LEGEND

PROPOSED

- 1** COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (INTERMITTENT REPLACEMENT)
- 2** HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1-1/2"
- 3** HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "D", N50, 1-3/4"
- 4** GRADE AND SHAPE EXISTING AGGREGATE BASE
- 5** PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7"
- 6** PROPOSED TOPSOIL FURNISH AND PLACE, 4" AND PROPOSED SEEDING, CLASS 1A
- 7** PROPOSED INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 8** HOT-MIX ASPHALT SPEED HUMP

LEGEND

- ████████ PROPOSED CONCRETE
- ██████████ PROPOSED HOT-MIX ASPHALT

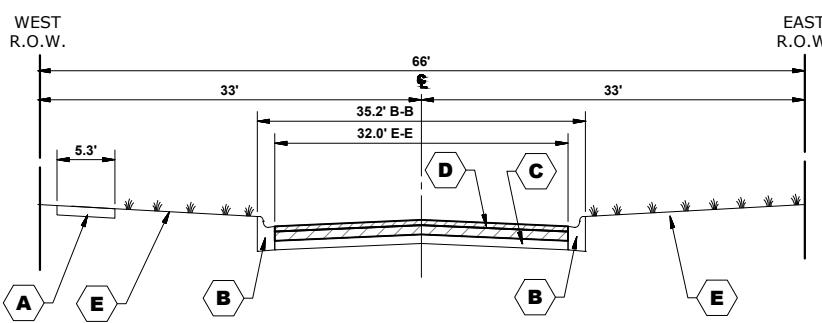
TYPICAL CROSS SECTION LEGEND

EXISTING

- A** EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5" AND INTERMITTENT REMOVAL
- B** EXISTING CURB AND GUTTER AND INTERMITTENT REMOVAL
- C** EXISTING AGGREGATE BASE COURSE
- D** HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
- E** GRASS PARKWAY
- F** PAVEMENT REMOVAL (SPECIAL)

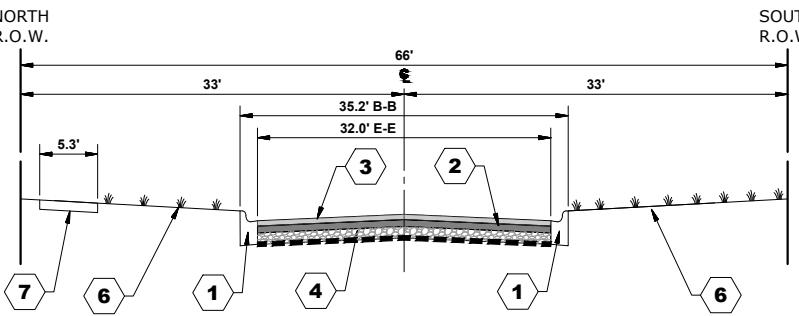
LEGEND

- //// REMOVAL ITEMS
- XXXX REMOVAL FOR PAVEMENT PATCHING



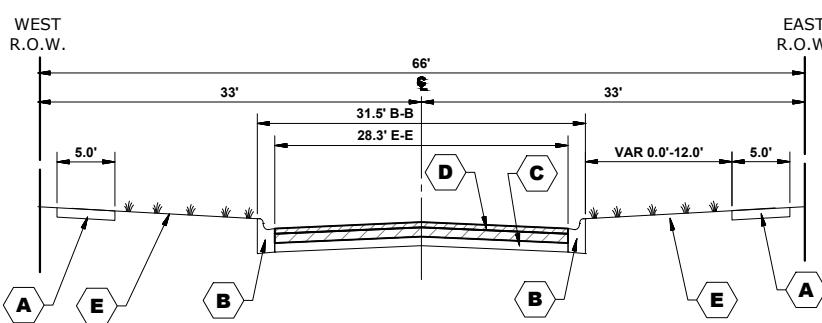
EXISTING TYPICAL CROSS SECTION

SCHOOL STREET
STA. 8+50 - STA. 15+10



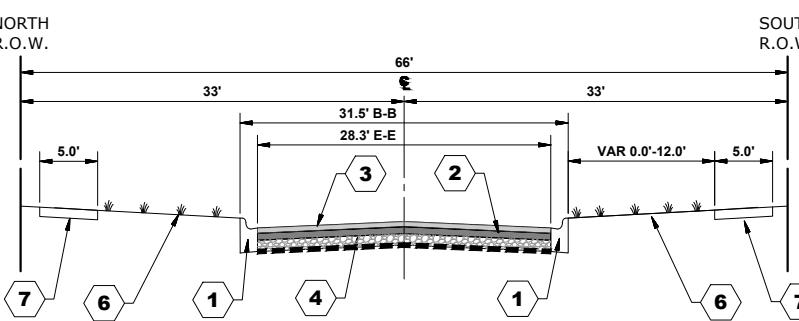
PROPOSED TYPICAL CROSS SECTION

SCHOOL STREET
STA. 8+50 - STA. 15+10



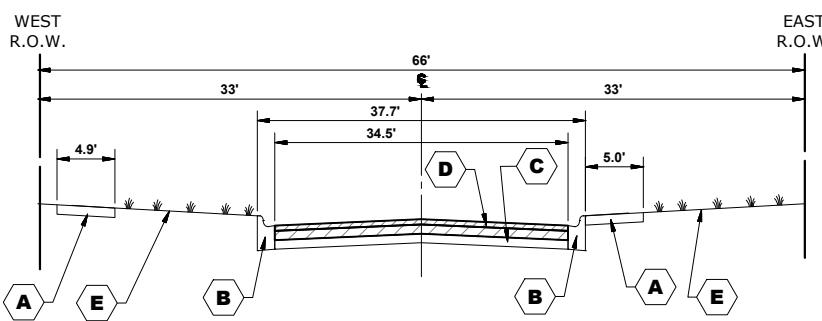
EXISTING TYPICAL CROSS SECTION

SCHOOL STREET
STA. 15+10 - STA. 35+43
BRIDGE OMISSION STA. 27+50 - STA. 28+50



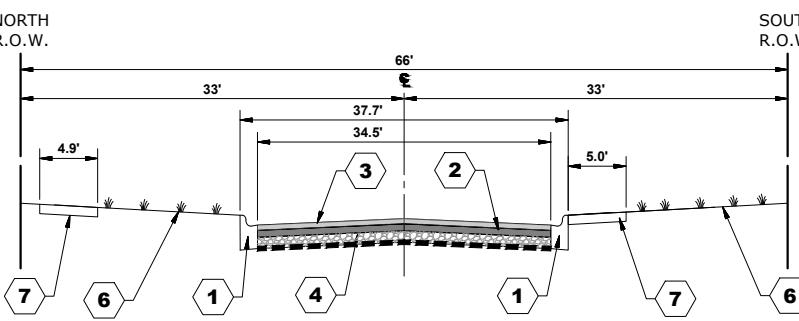
PROPOSED TYPICAL CROSS SECTION

SCHOOL STREET
STA. 15+10 - STA. 35+43
BRIDGE OMISSION STA. 27+50 - STA. 28+50



EXISTING TYPICAL CROSS SECTION

SCHOOL STREET
STA. 35+43 - STA. 40+42



PROPOSED TYPICAL CROSS SECTION

SCHOOL STREET
STA. 35+43 - STA. 40+42

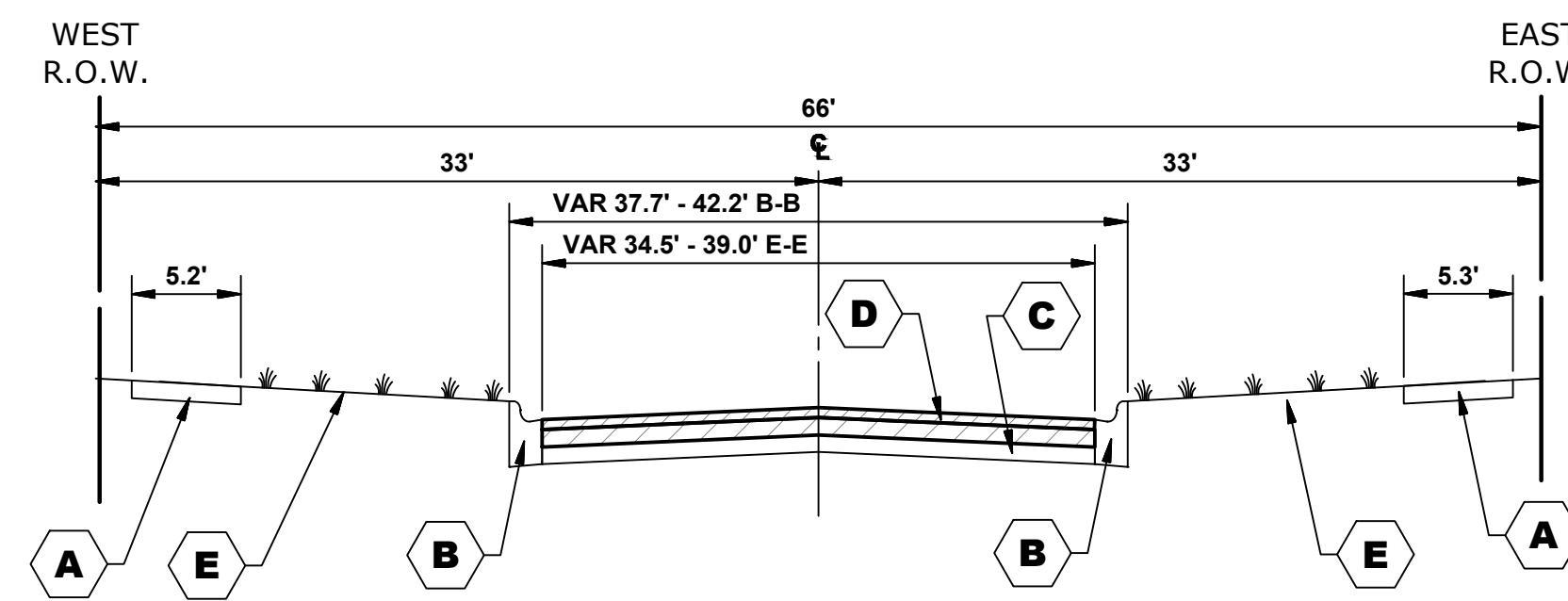
TYPICAL CROSS SECTION LEGEND

PROPOSED

- 1** COMBINATION CONCRETE CURB AND GUTTER, TYPE B-12 (INTERMITTENT REPLACEMENT)
- 2** HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1-1/2"
- 3** HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "D", N50, 1-3/4"
- 4** GRADE AND SHAPE EXISTING AGGREGATE BASE
- 5** PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7"
- 6** PROPOSED TOPSOIL FURNISH AND PLACE, 4" AND PROPOSED SEEDING, CLASS 1A
- 7** PROPOSED INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 8** HOT-MIX ASPHALT SPEED HUMP

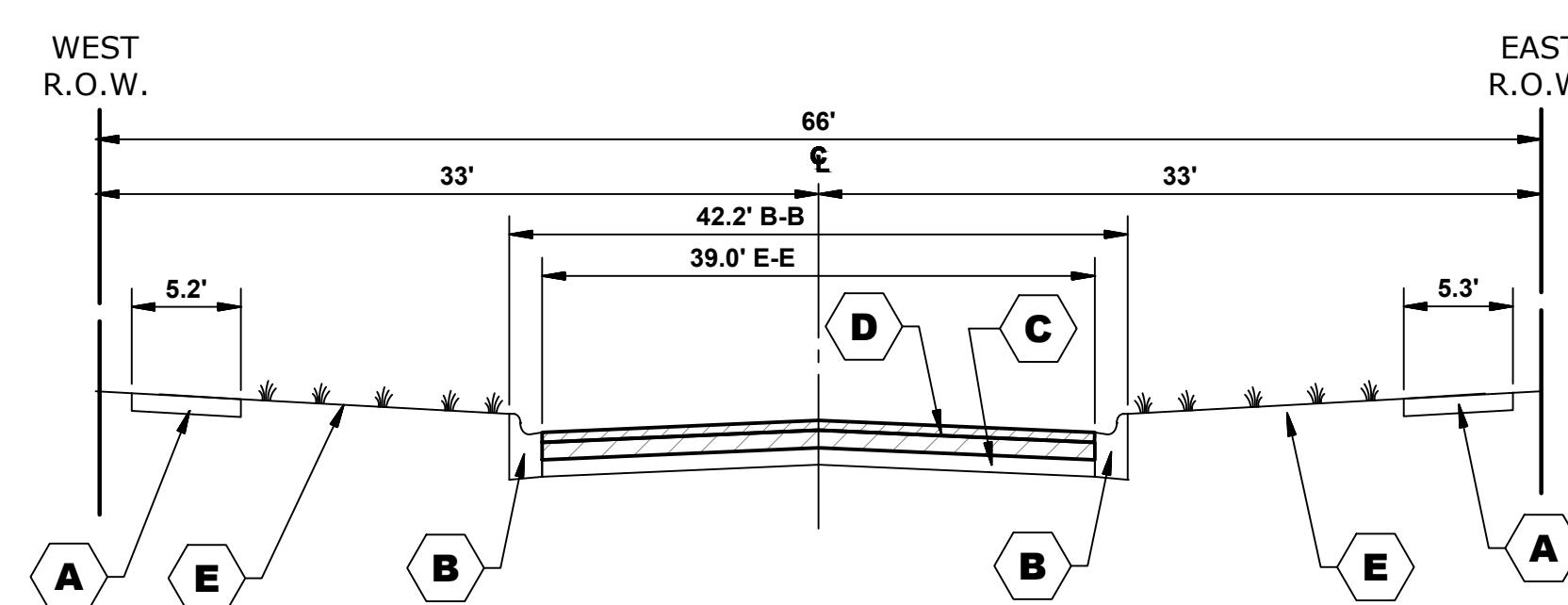
LEGEND

- ████████ PROPOSED CONCRETE
- ████████████████ PROPOSED HOT-MIX ASPHALT



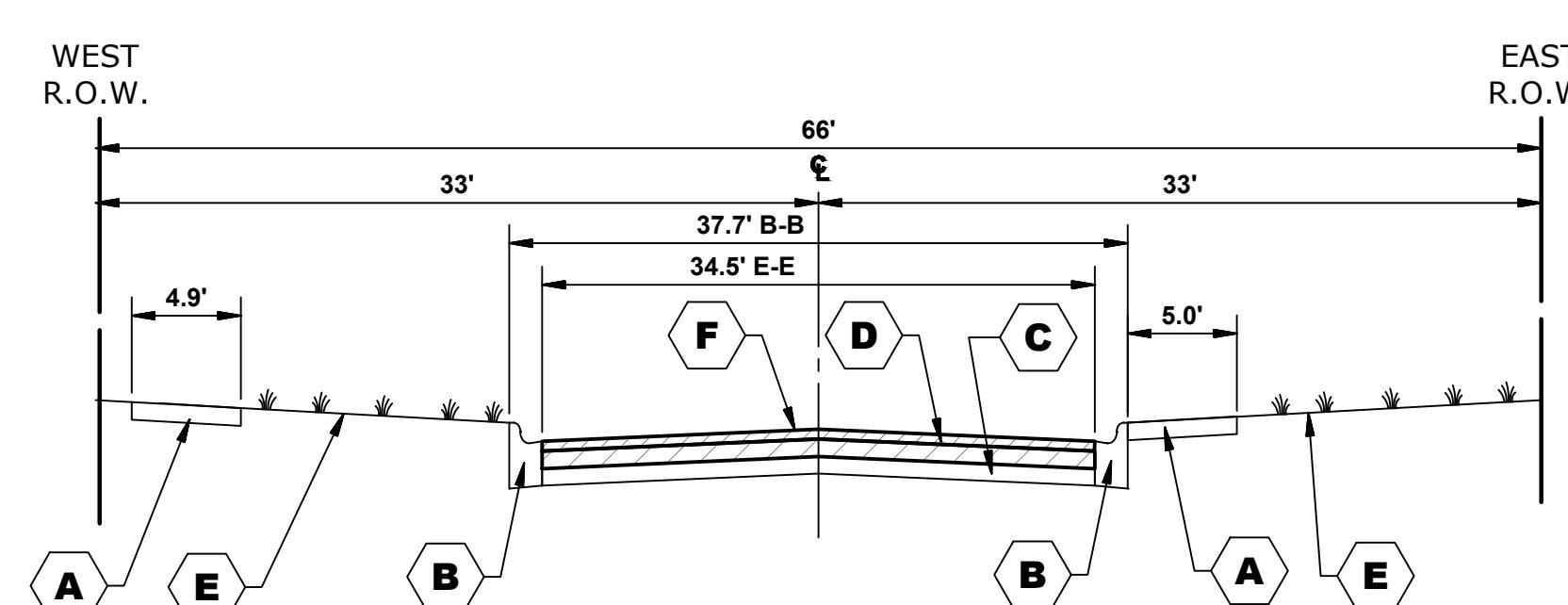
EXISTING TYPICAL CROSS SECTION

SCHOOL STREET
STA. 40+42 - STA. 40+72



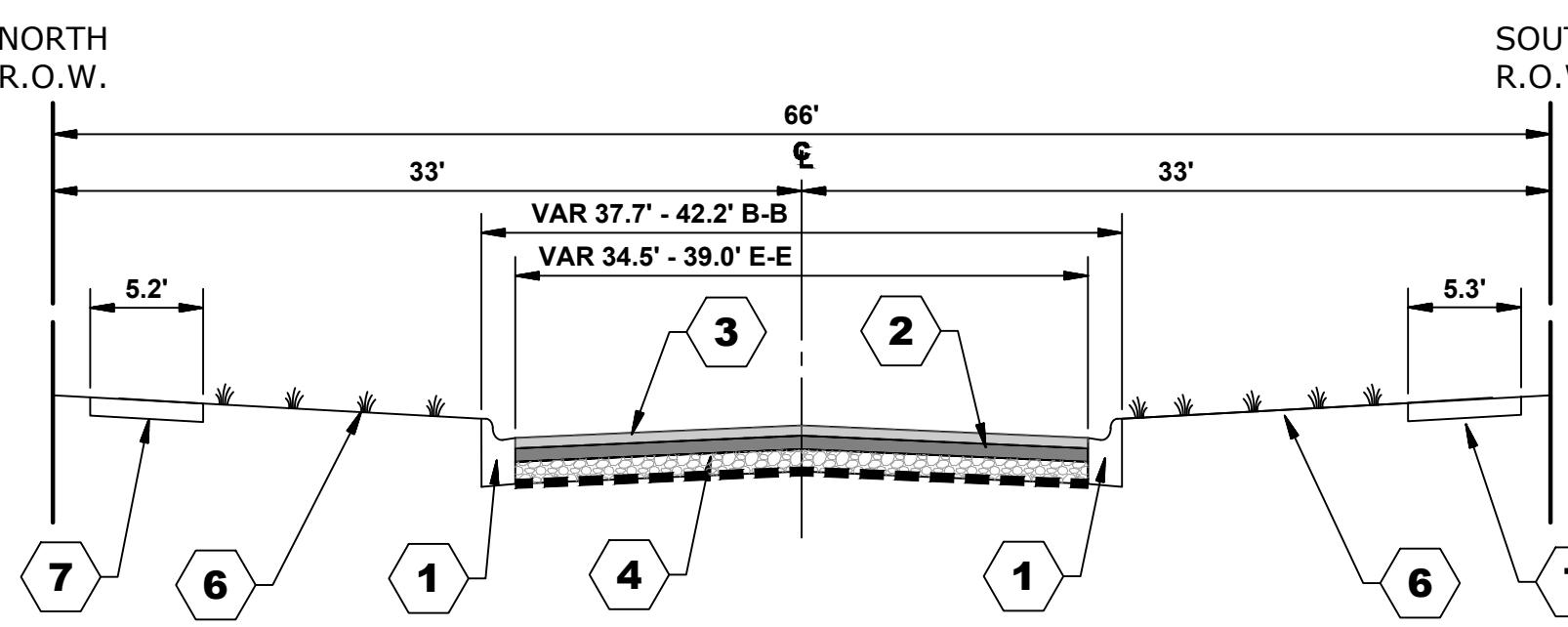
EXISTING TYPICAL CROSS SECTION

SCHOOL STREET
STA. 40+72 - STA. 41+63



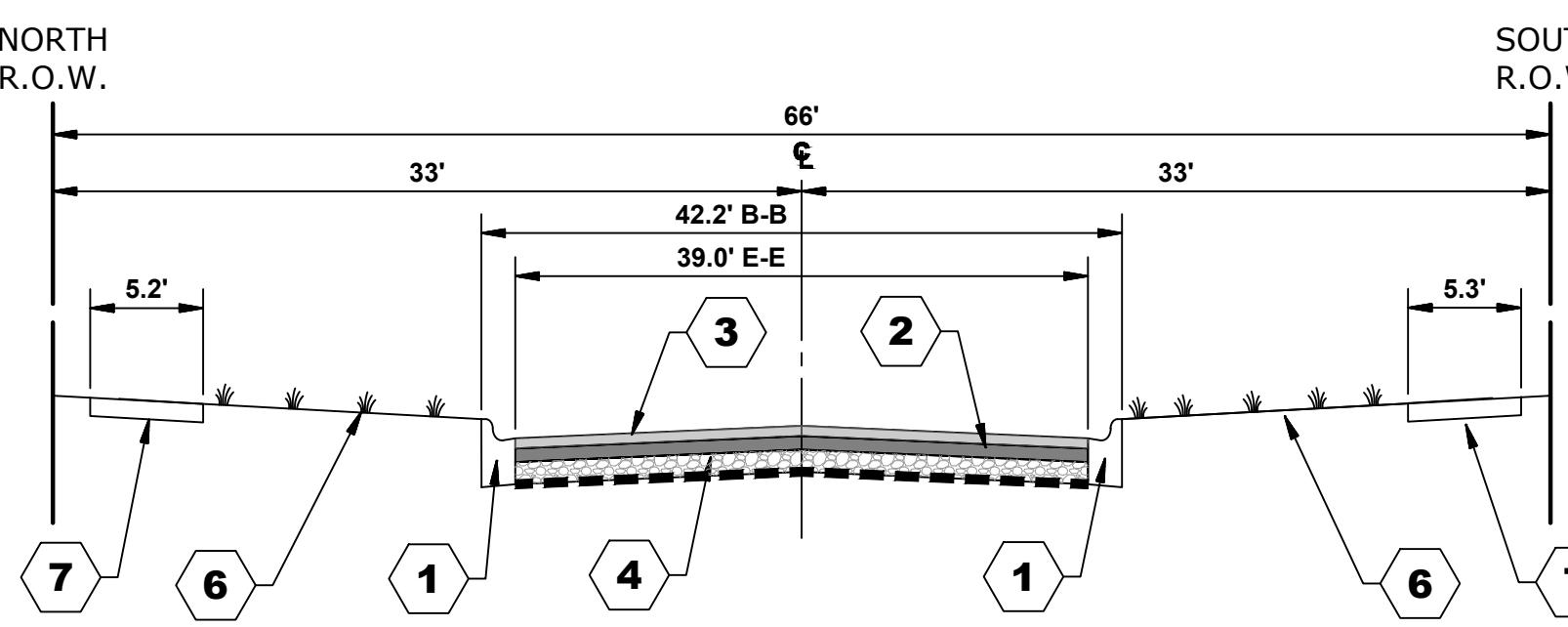
EXISTING TYPICAL CROSS SECTION

SCHOOL STREET
STA. 34+79 - STA. 34+91 and STA. 35+86 - STA. 35+98



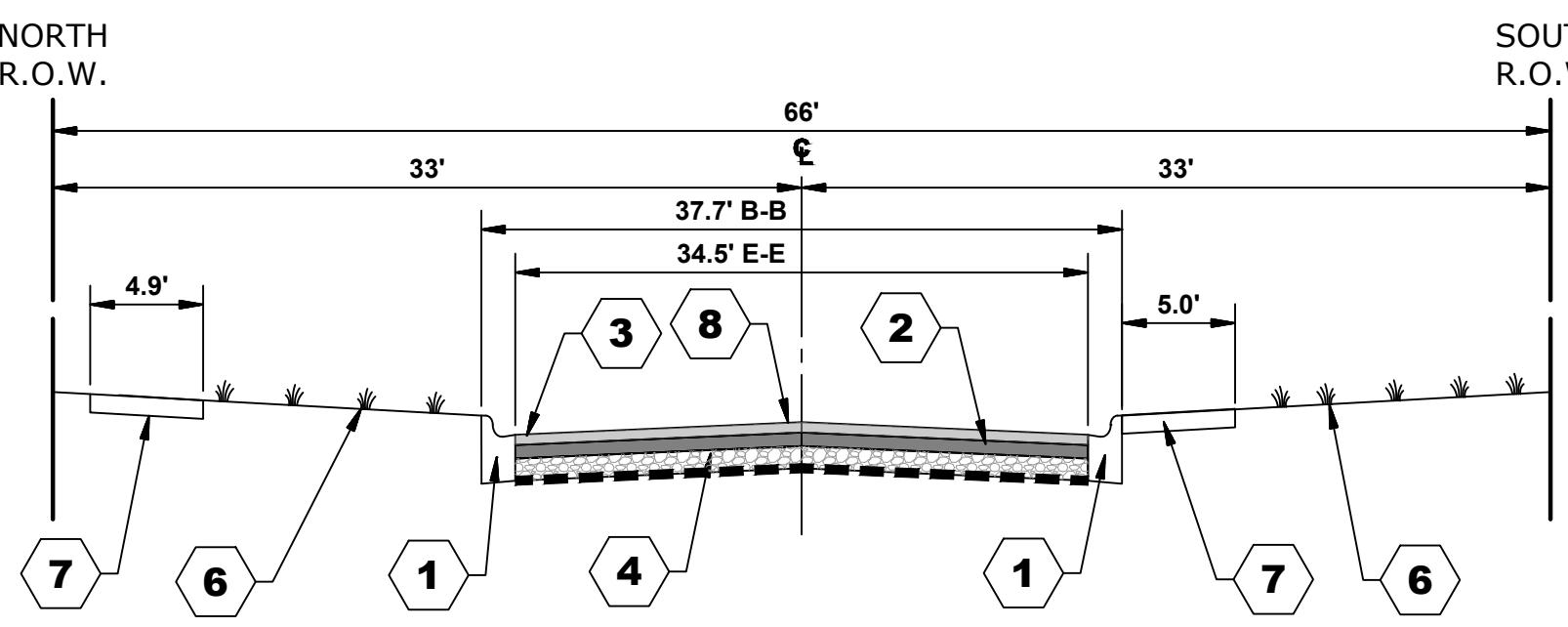
PROPOSED TYPICAL CROSS SECTION

SCHOOL STREET
STA. 40+42 - STA. 40+72



PROPOSED TYPICAL CROSS SECTION

SCHOOL STREET
STA. 40+72 - STA. 41+63



PROPOSED TYPICAL CROSS SECTION

SCHOOL STREET
STA. 34+79 - STA. 34+91 and STA. 35+86 - STA. 35+98

TYPICAL CROSS SECTION LEGEND

EXISTING

- A** EXISTING PORTLAND CEMENT CONCRETE SIDEWALK, 5" AND INTERMITTENT REMOVAL
- B** EXISTING CURB AND GUTTER AND INTERMITTENT REMOVAL
- C** EXISTING AGGREGATE BASE COURSE
- D** HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
- E** GRASS PARKWAY
- F** PAVEMENT REMOVAL (SPECIAL)

LEGEND

- XXXX REMOVAL ITEMS
- XXXXX REMOVAL FOR PAVEMENT PATCHING

TYPICAL CROSS SECTION LEGEND

PROPOSED

- 1** COMBINATION CONCRETE CURB AND GUTTER, TYPE B-12 (INTERMITTENT REPLACEMENT)
- 2** HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1-1/2"
- 3** HOT-MIX ASPHALT SURFACE COURSE, IL-9.5 MIX "D", N50, 1-3/4"
- 4** GRADE AND SHAPE EXISTING AGGREGATE BASE
- 5** PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7"
- 6** PROPOSED TOPSOIL FURNISH AND PLACE, 4" AND PROPOSED SEEDING, CLASS 1A
- 7** PROPOSED INTERMITTENT PORTLAND CEMENT CONCRETE SIDEWALK, 5"
- 8** HOT-MIX ASPHALT SPEED HUMP

LEGEND

- ████████ PROPOSED CONCRETE
- █████████ PROPOSED HOT-MIX ASPHALT

HOT-MIX ASPHALT (HMA) MIXTURE REQUIREMENTS

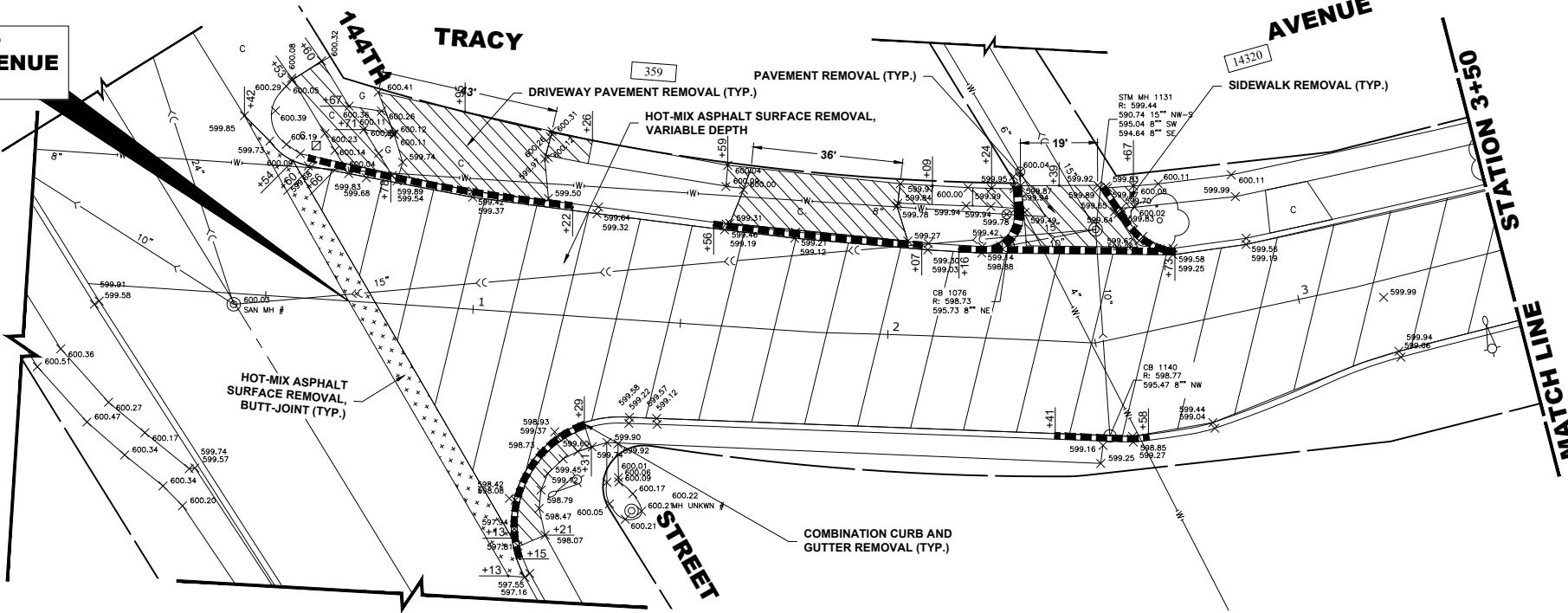
MIXTURE TYPE	AIR Voids @ NDCS	QUALITY MANAGEMENT PROGRAM (QMP)
RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5MM), 1-3/4"	4% @ 50 GYR	LR 1030-2
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, 1-1/2"	4% @ 50 GYR	LR 1030-2
INCIDENTAL HOT-MIX ASPHALT SURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50 (IL 9.5MM), 3" - IN 2 LIFTS	4% @ 50 GYR	LR 1030-2
SPEED HUMP		
HOT-MIX ASPHALT SURFACE COURSE, IL 9.5, MIX "D", N50	4% @ 50 GYR	LR 1030-2
CLASS D PATCHES, II, 5"		
HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50	4% @ 70 GYR	LR 1030-2

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUALITIES = 112 LBS/SQYD/IN.

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.

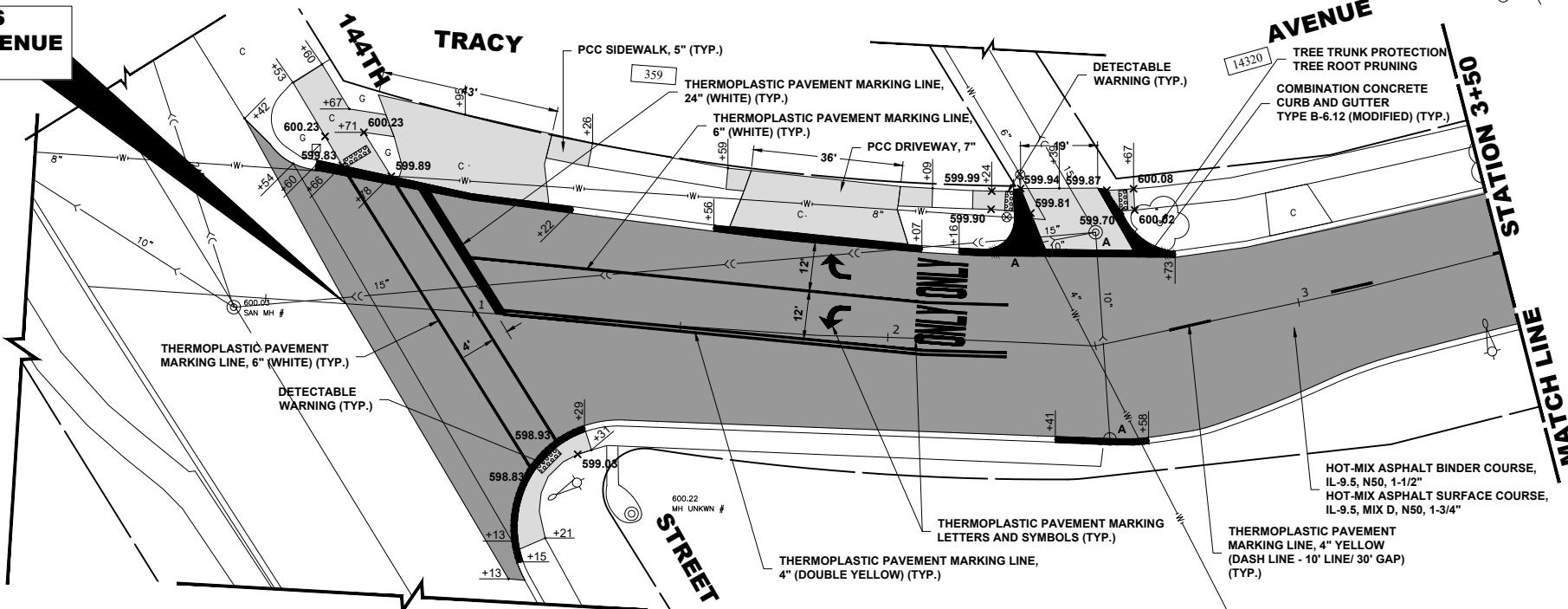
LOCAL AGENCY: QMP DESIGNATION IS QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2

BEGIN IMPROVEMENTS
SCHOOL STREET/TRACY AVENUE
STATION 0+70.00

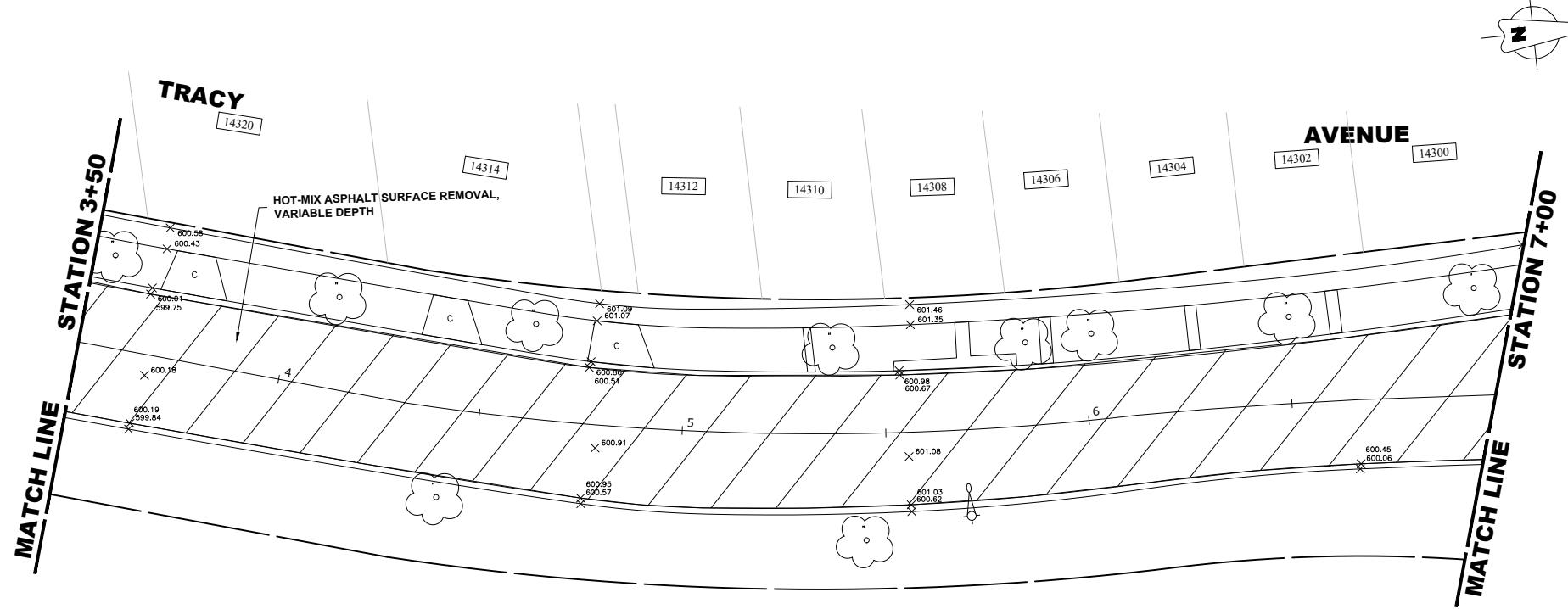


**EXISTING
TOPOGRAPHY**

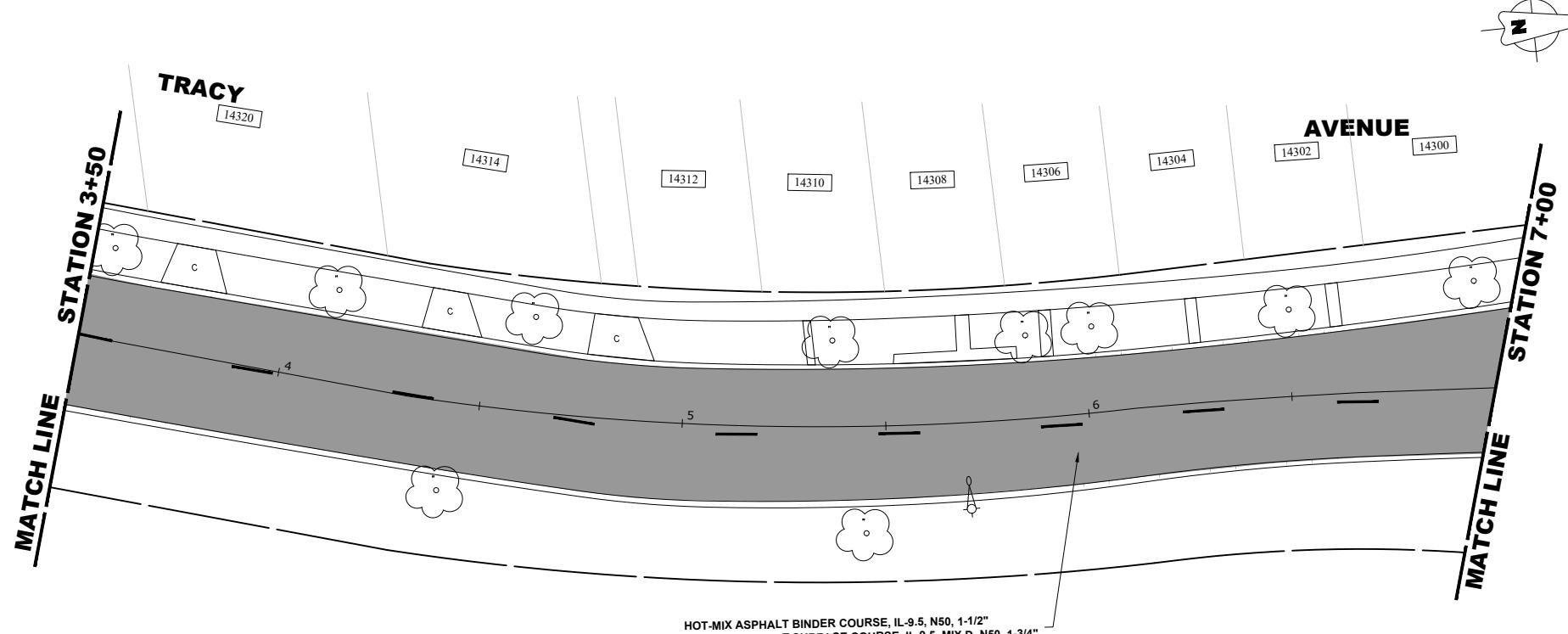
BEGIN IMPROVEMENTS
SCHOOL STREET/TRACY AVENUE
STATION 0+70.00



**PROPOSED
IMPROVEMENTS**



**EXISTING
TOPOGRAPHY**



HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX D, N50, 1-3/4"

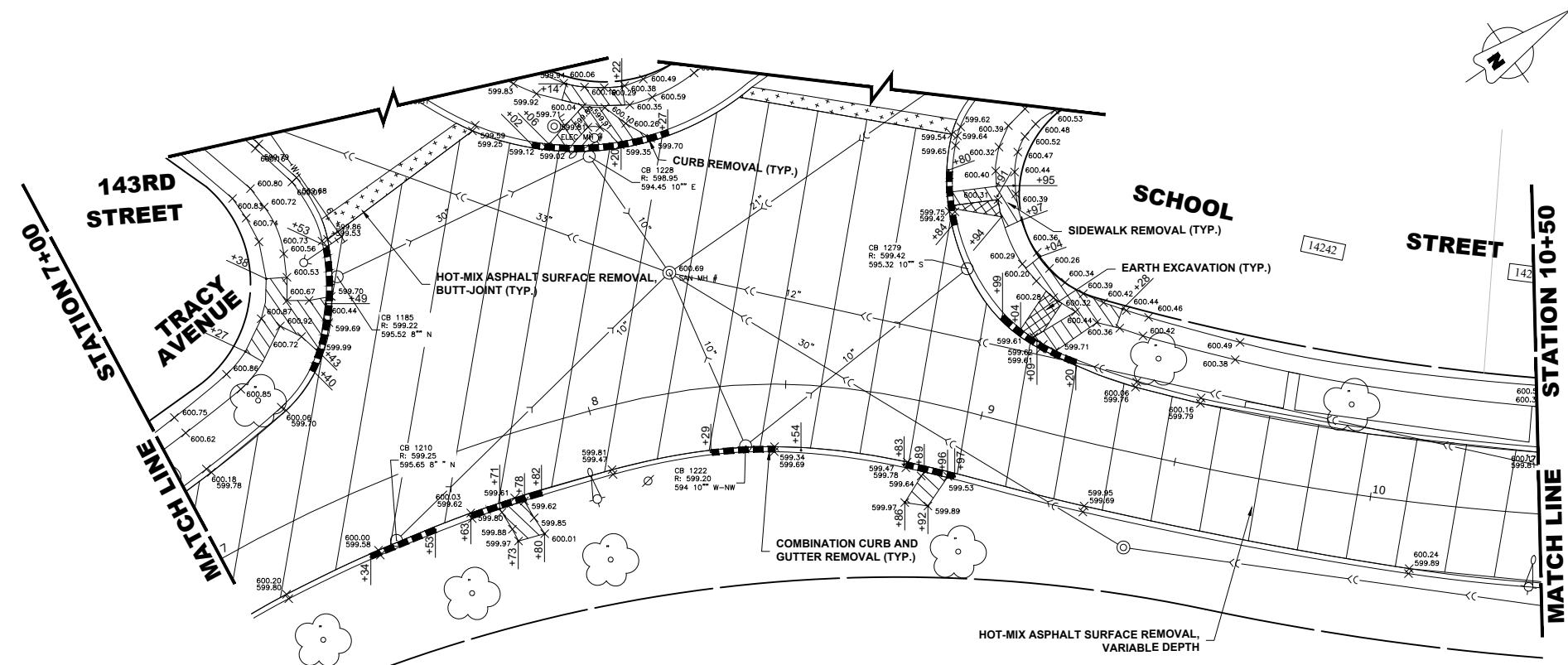
**PROPOSED
IMPROVEMENTS**

LEGEND OF SYMBOLS

(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 00001-07)

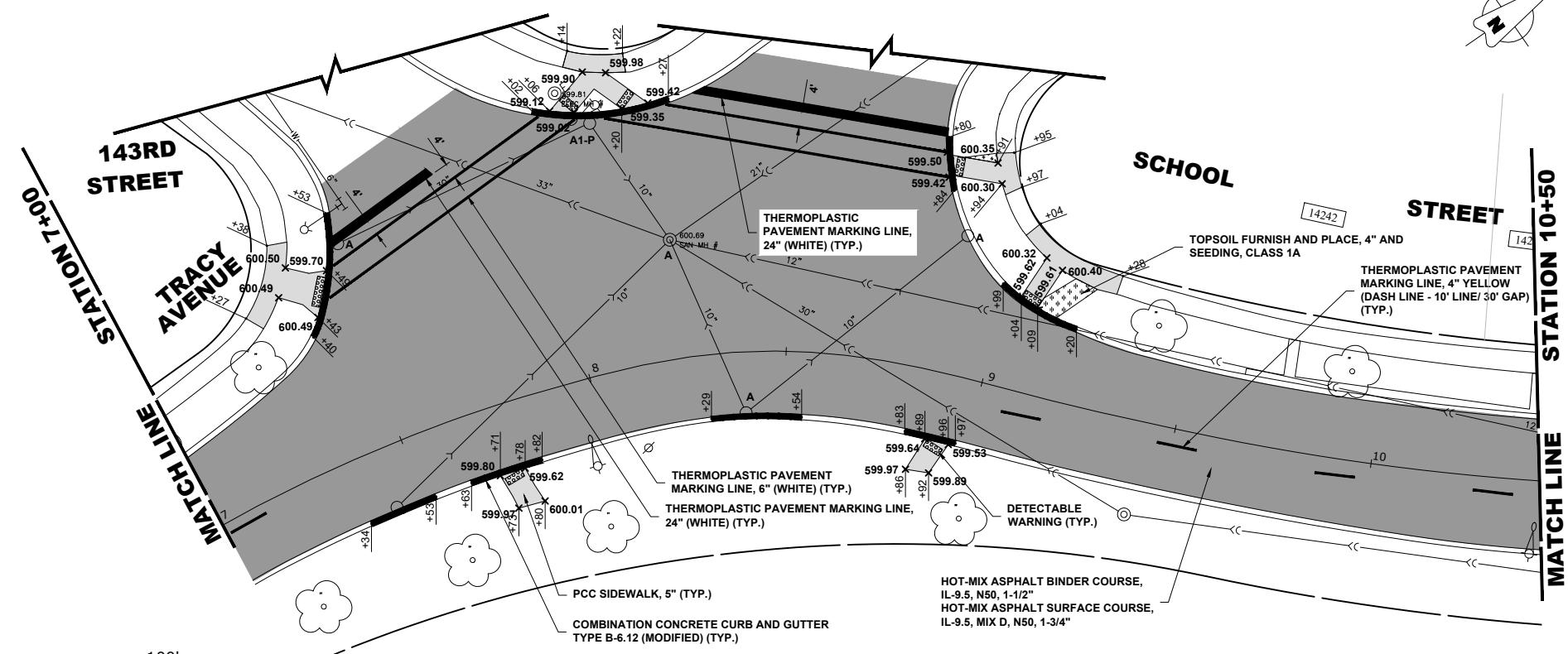
SYMBOL	DESCRIPTION
A	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
G	EXISTING GRASS AREA
+++	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	REMOVE AND REINSTALL BRICK PAVER
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
AH	HANDHOLE TO BE ADJUSTED
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
1B	NEW FRAME AND LID, TYPE 1, WATERTIGHT BOLT DOWN LID
RC	STRUCTURE TO BE RECONSTRUCTED
R+R	STRUCTURE TO BE REPLACED
○	EXISTING FIRE HYDRANT
⊗	EXISTING WATER VALVE BOX
□	EXISTING WATER MAIN VALVE VAULT
■	PROPOSED WATER MAIN VALVE VAULT
□	EXISTING STORM SEWER INLET
■	PROPOSED STORM SEWER INLET
○	EXISTING STORM SEWER CATCH BASIN
●	PROPOSED STORM SEWER CATCH BASIN
○○	EXISTING SEWER MANHOLE
○○○	PROPOSED SEWER MANHOLE
○○○○	EXISTING STREET LIGHT POLE
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□	EXISTING HANDHOLE
□	TRAFFIC SIGNAL HANDHOLE
—	EXISTING CURB AND GUTTER
—	PROPOSED CONCRETE CURB, TYPE B
—	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
—>	EXISTING STORM SEWER
—>>	EXISTING COMBINED SEWER
—W—	EXISTING WATER MAIN
—T—	GUARDRAIL
—	SIDEWALK OR DRIVEWAY REMOVAL
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—	TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT
—	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
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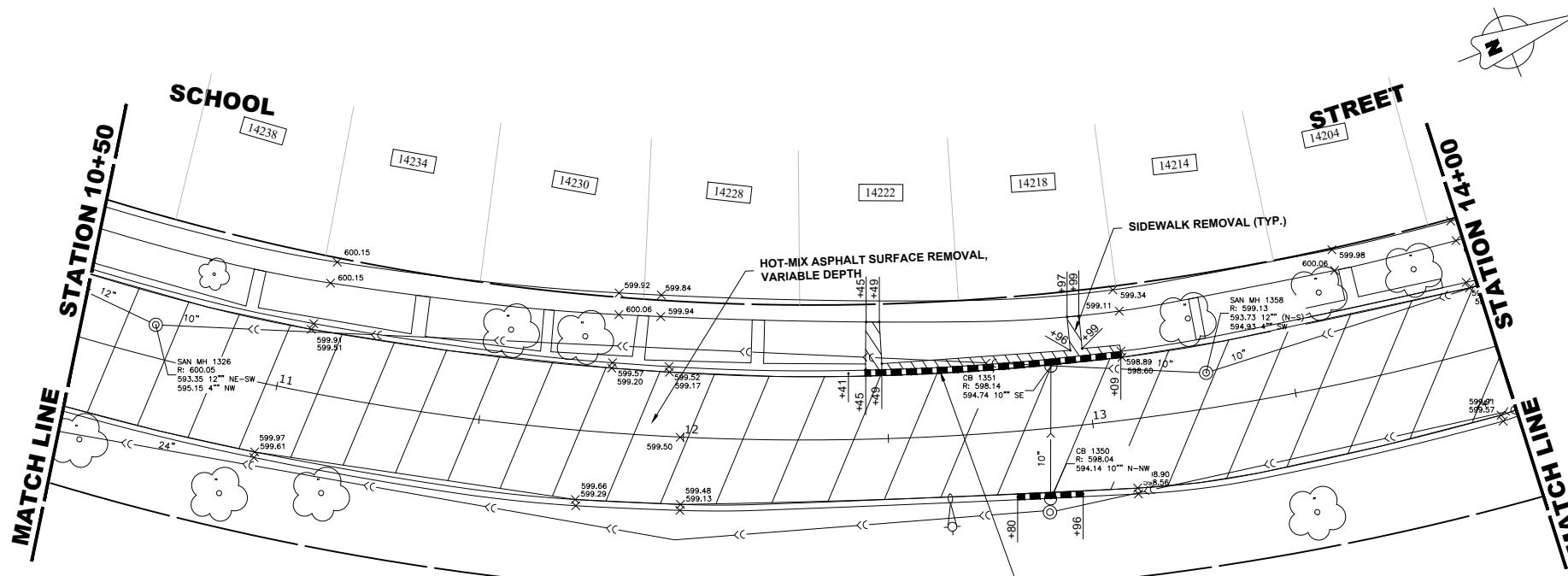
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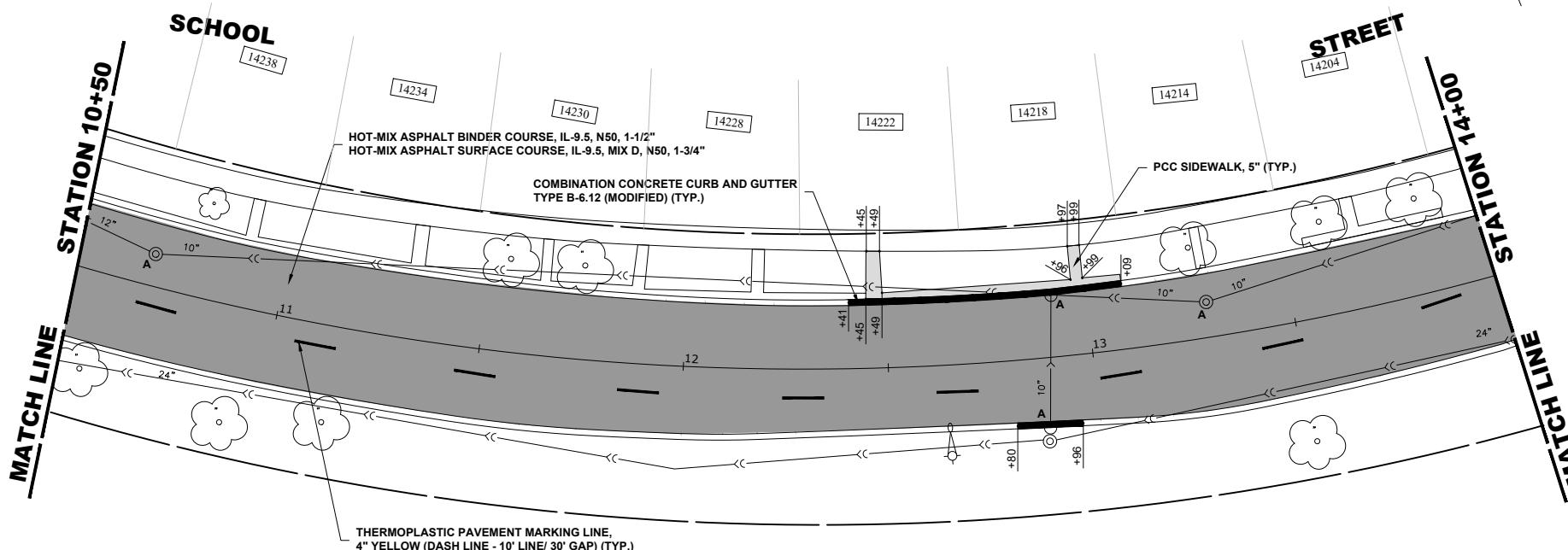
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■	PROPOSED STORM SEWER INLET
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EXISTING TOPOGRAPHY



PROPOSED IMPROVEMENTS



The logo for CMI Engineers, featuring the company name in a stylized, italicized font inside a dark blue rectangular box.

CMI Engineers

Municipal Consultants

Established 1911

\$	7988 Reserved Read Watcheseller, L-02184/2802 Phone: 708/545-0800 www.watcheseller.com	DESIGNED - DRAWN - CHECKED - DATE -	CLH LW, SA, AJ, DMM - 7-16-25	REVISED - REVISED - REVISED - REVISED -	10-28-25 9-29-25 9-22-25 9-16-25

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

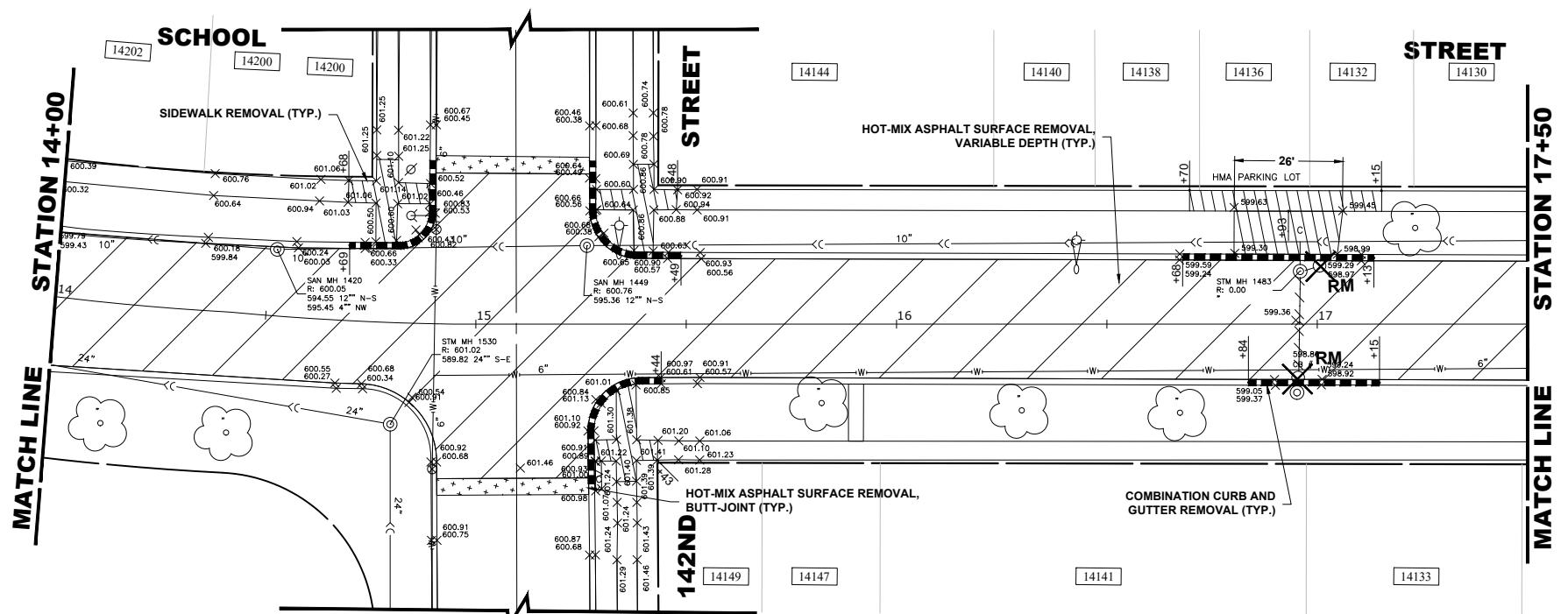
RESURFACING AND PAVEMENT MARKING PLAN

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	24-00141-00-RS	COOK	39	16
FIELD BOOK NO. : / N/A		CONTRACT NO. : 61L87		
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	

LEGEND OF SYMBOLS

TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 000001-07)

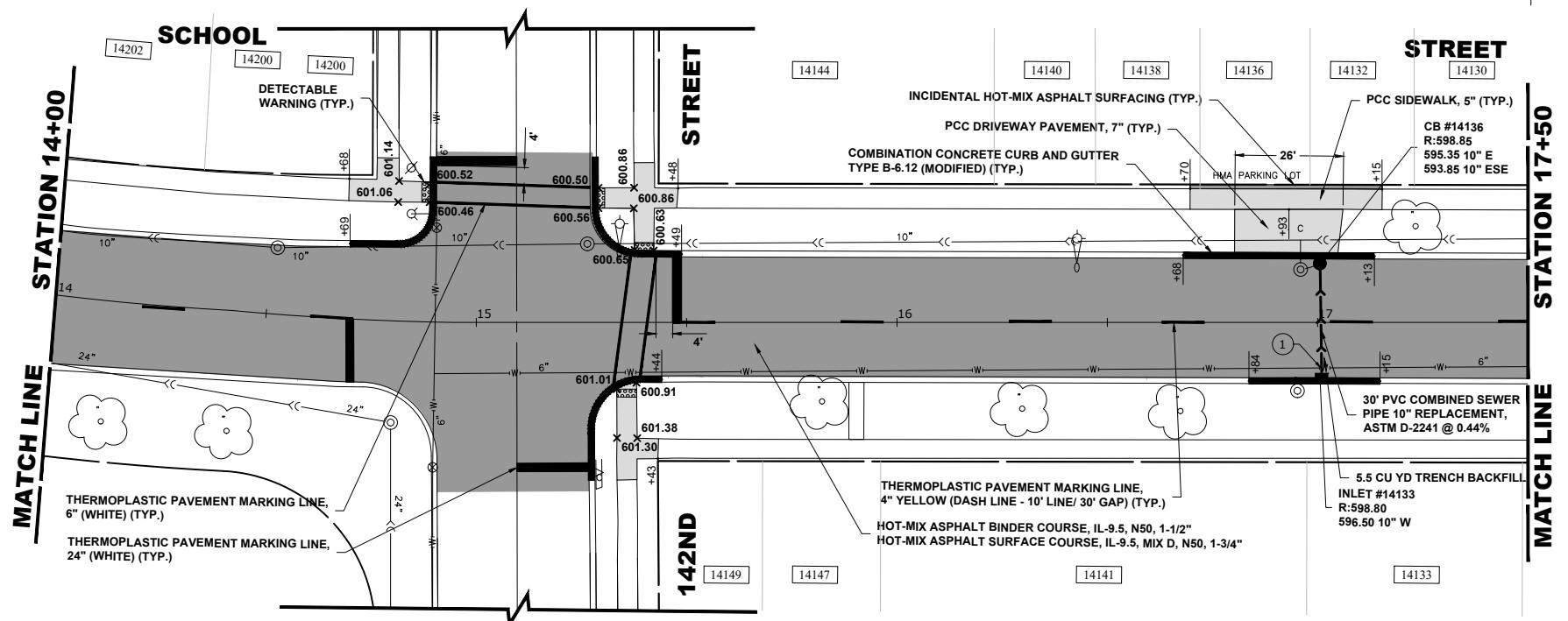
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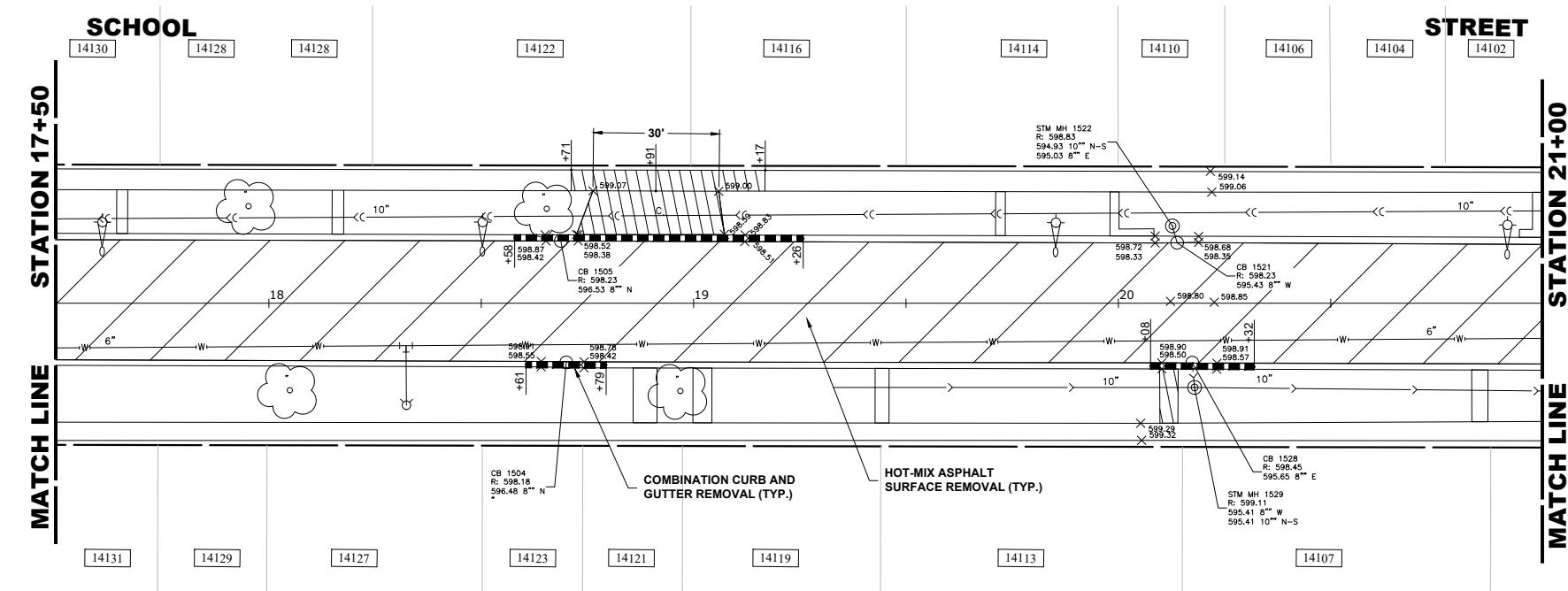


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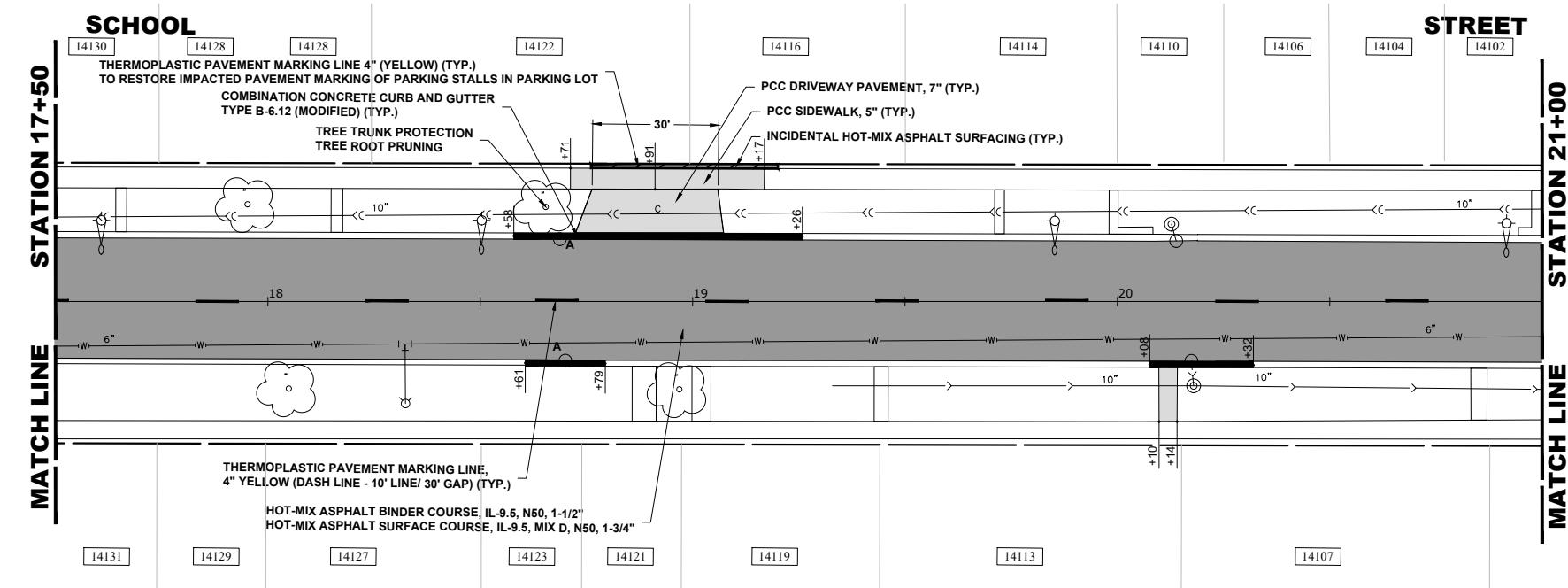
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10" INV = 596.48
T/6" WM = 594.10



EXISTING TOPOGRAPHY



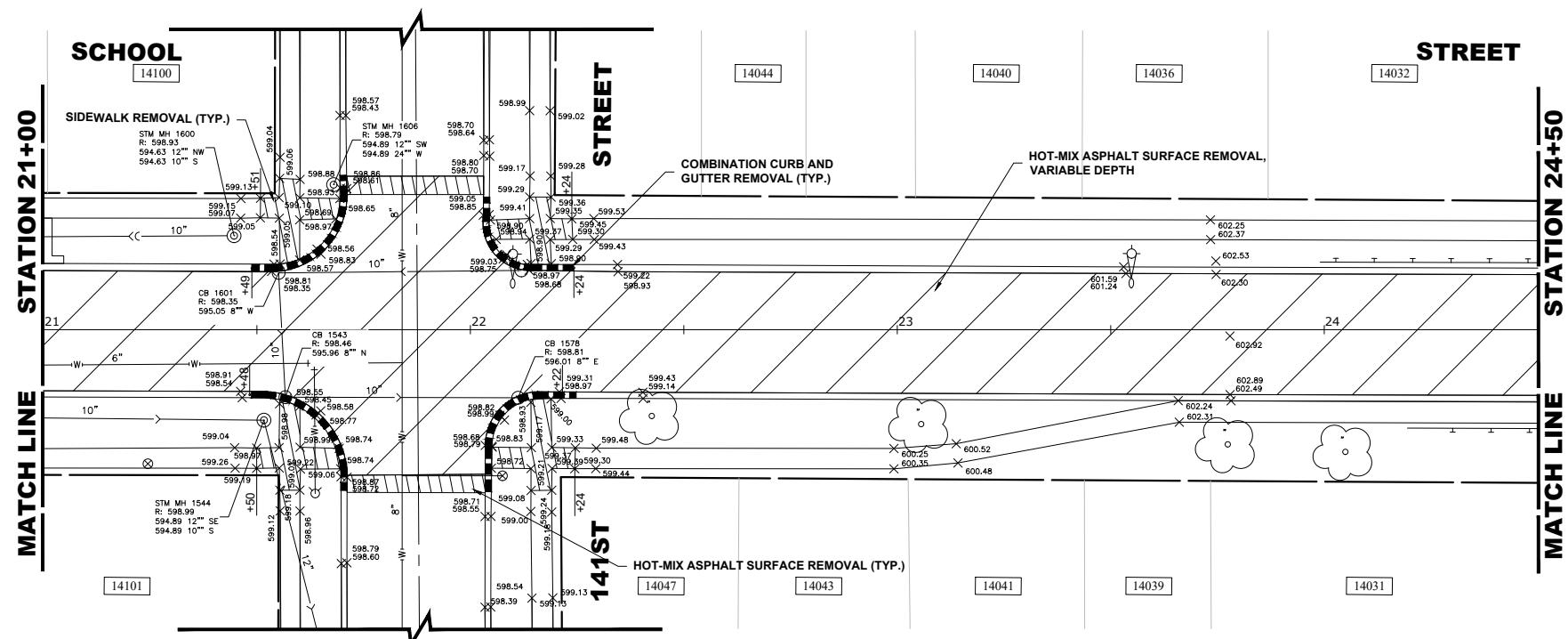
PROPOSED IMPROVEMENTS

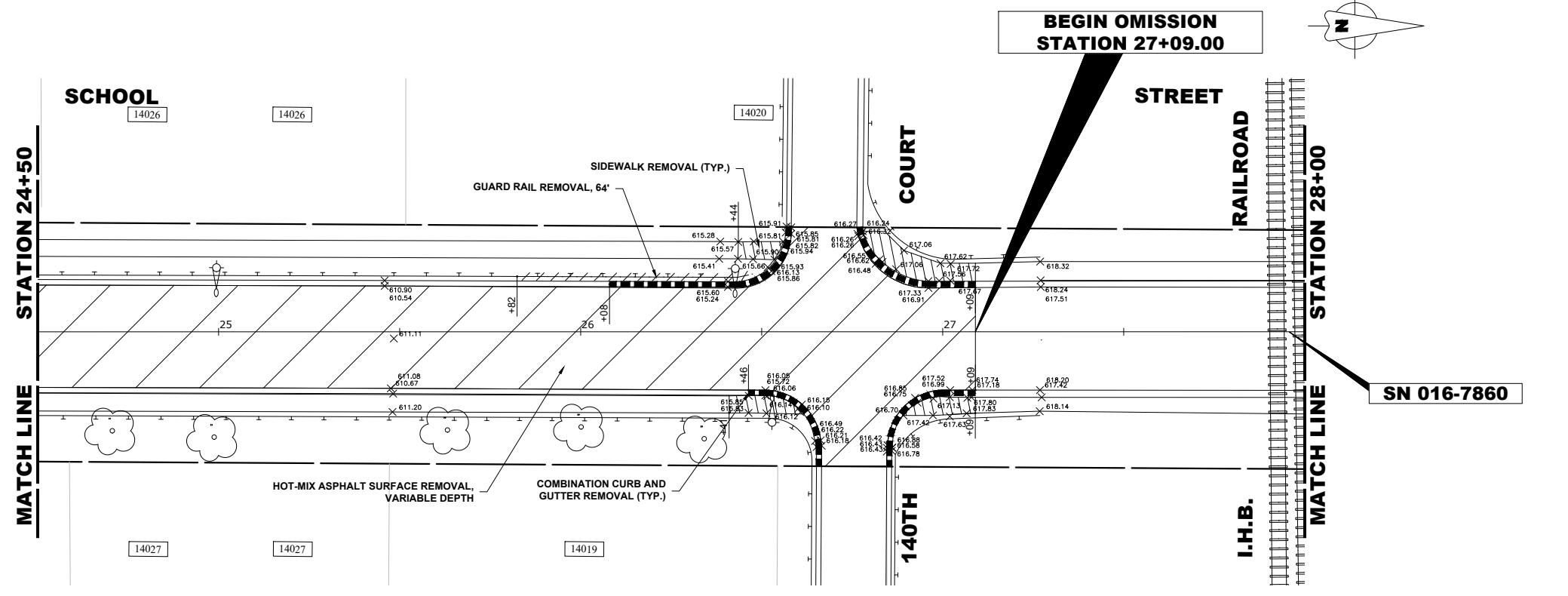
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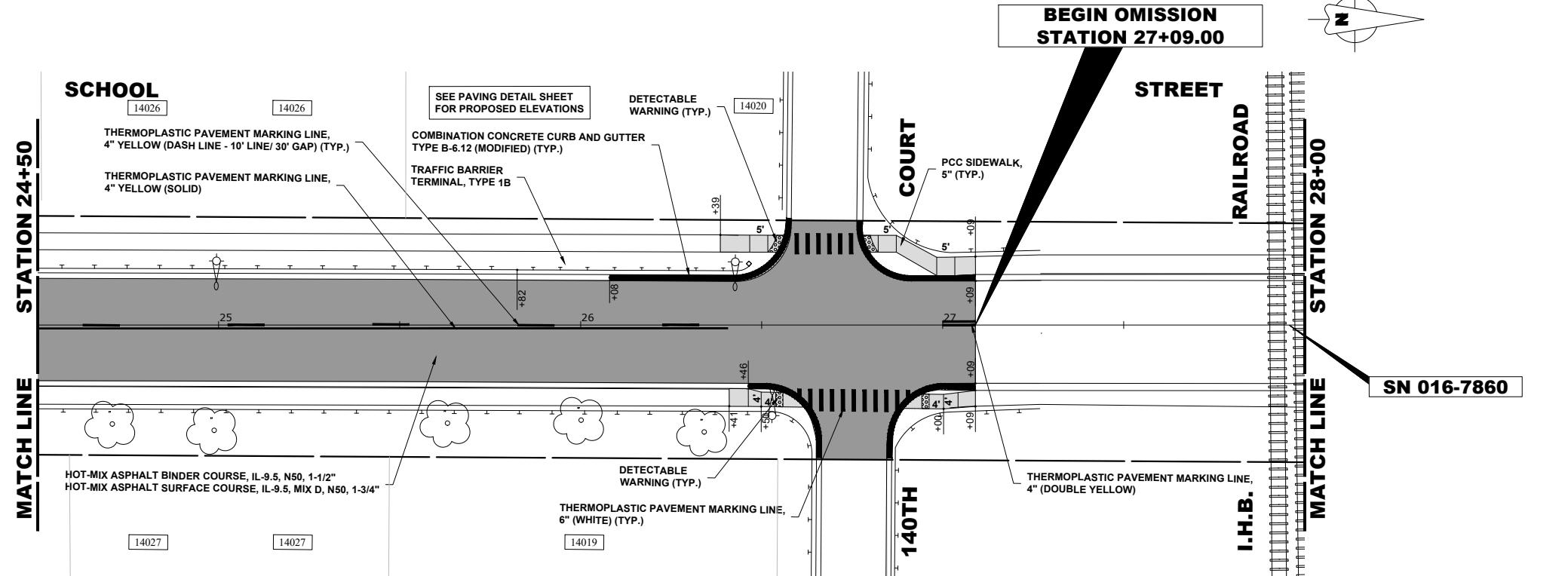
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0 50' 100'
SCALE: 1" = 20'



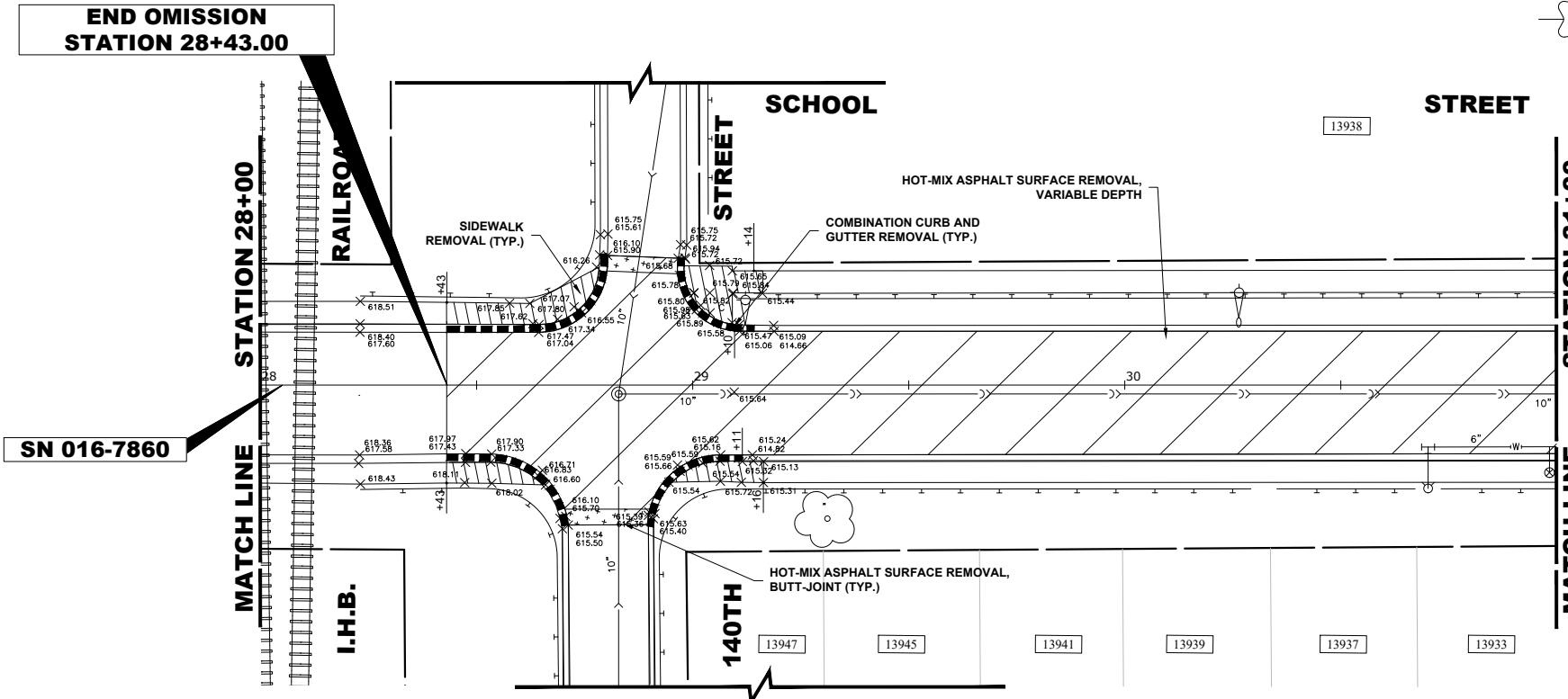


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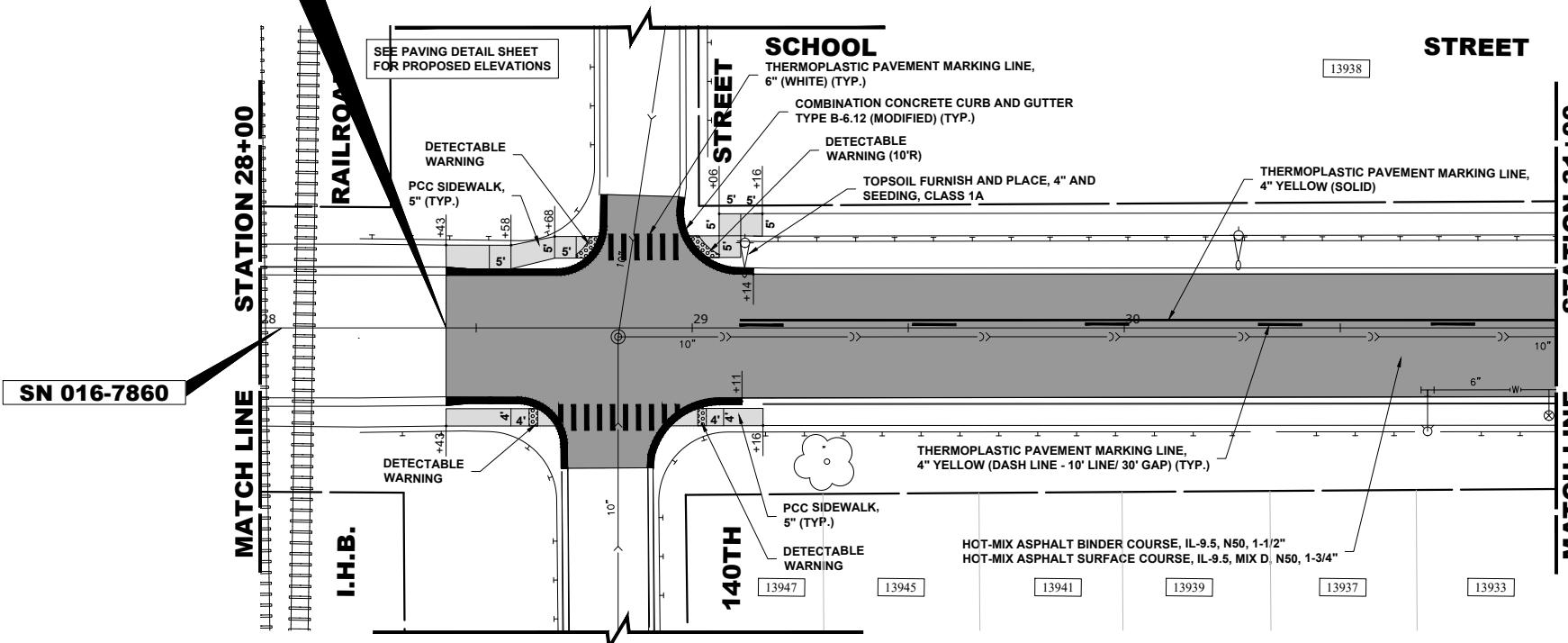


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STATION 28+43.00

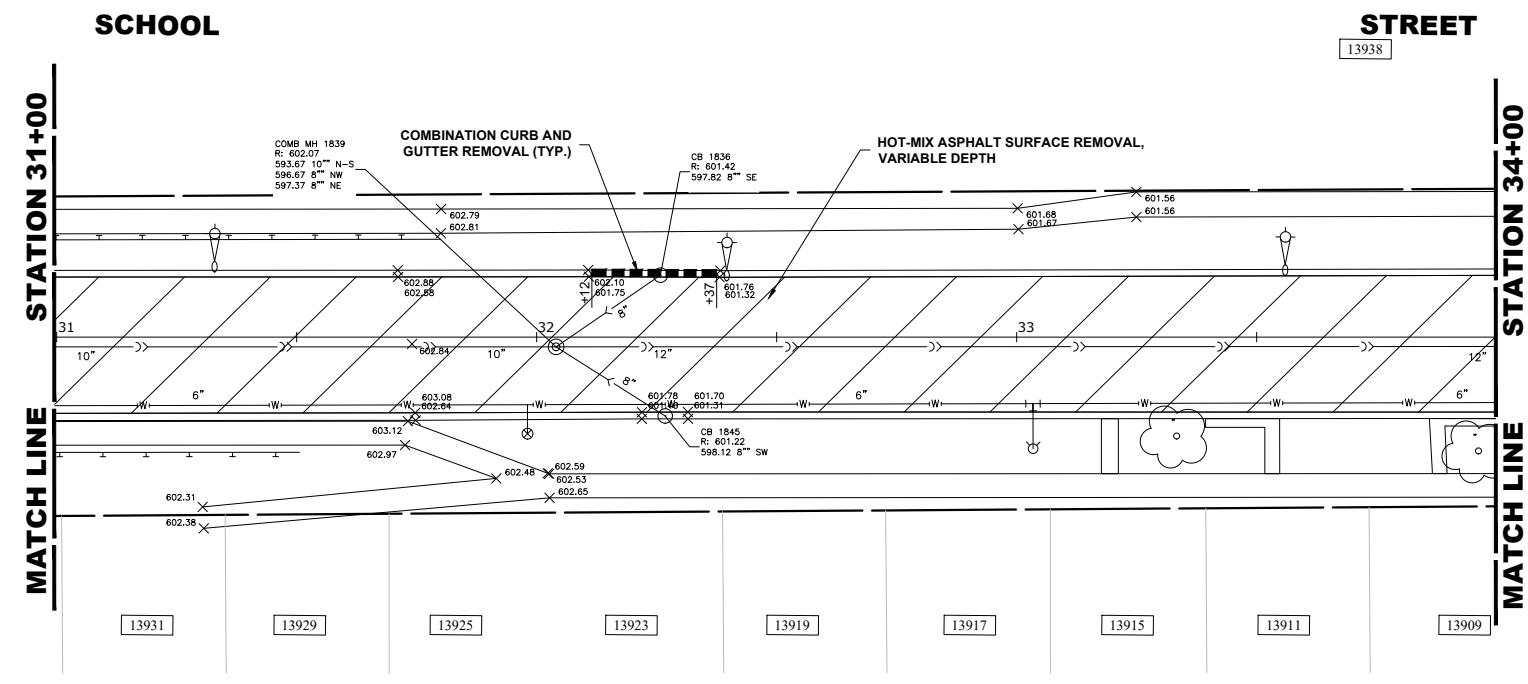


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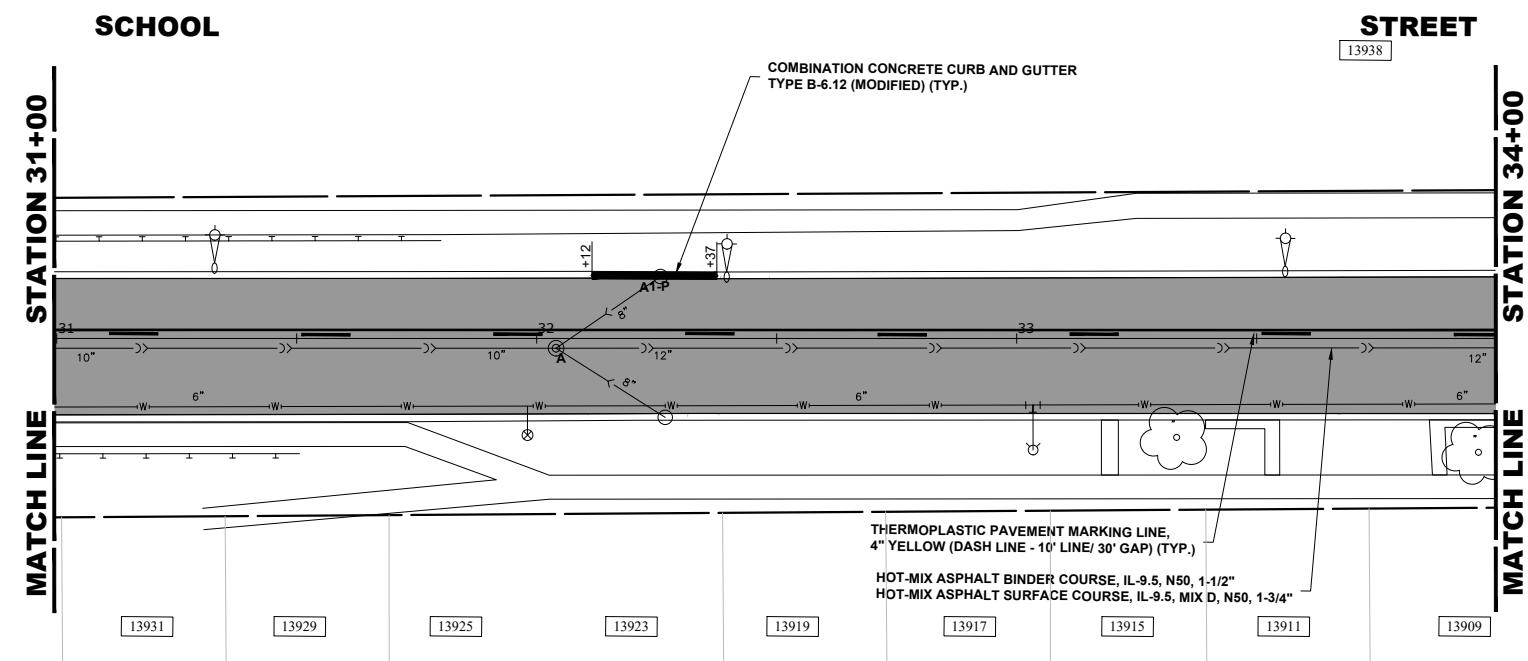


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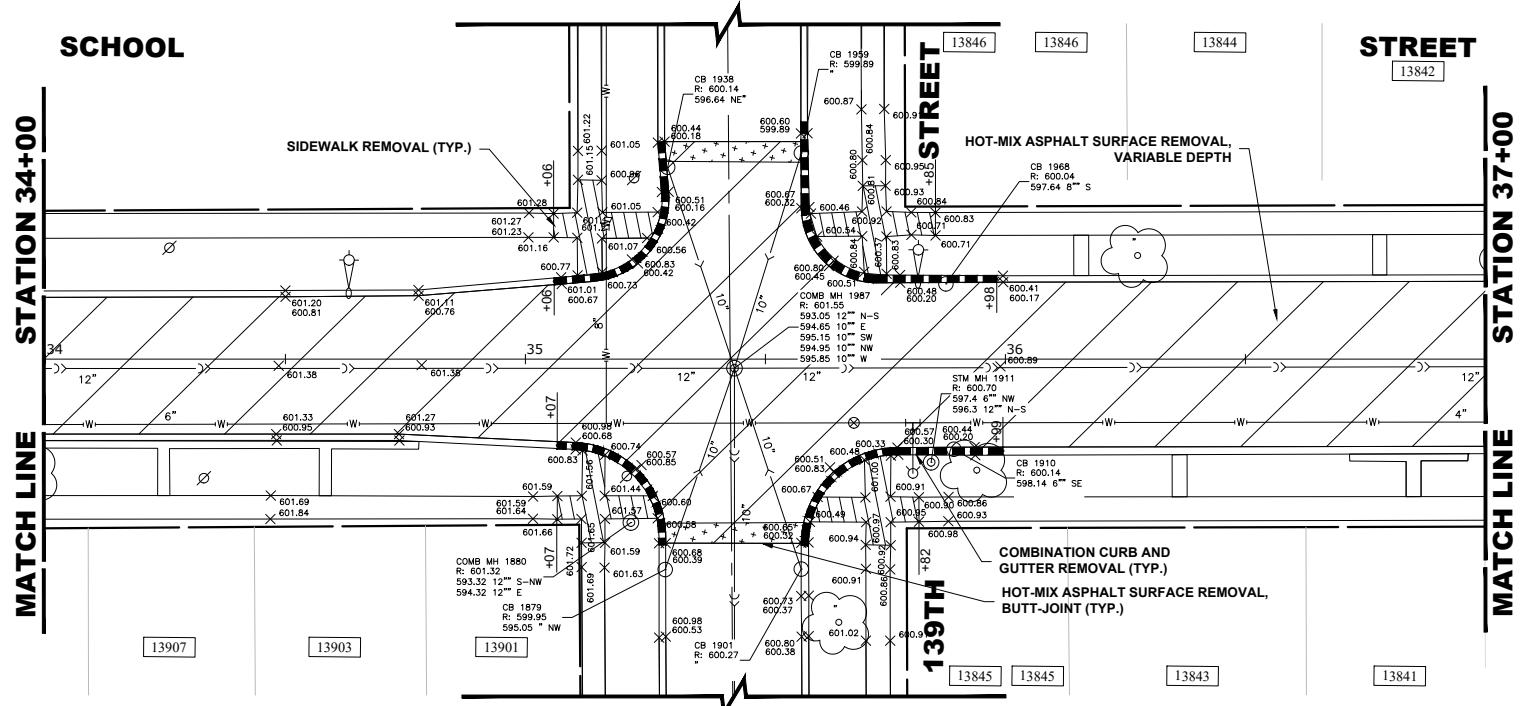


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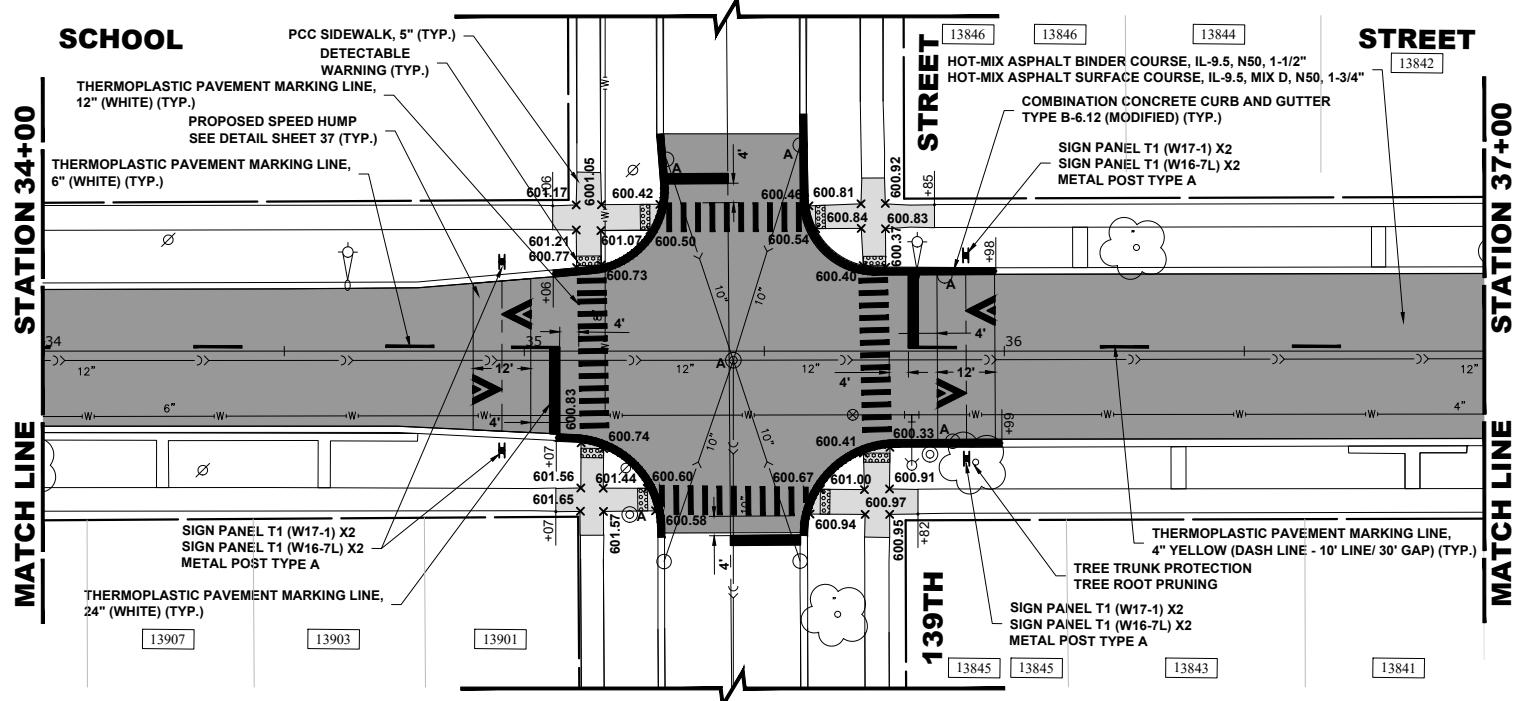
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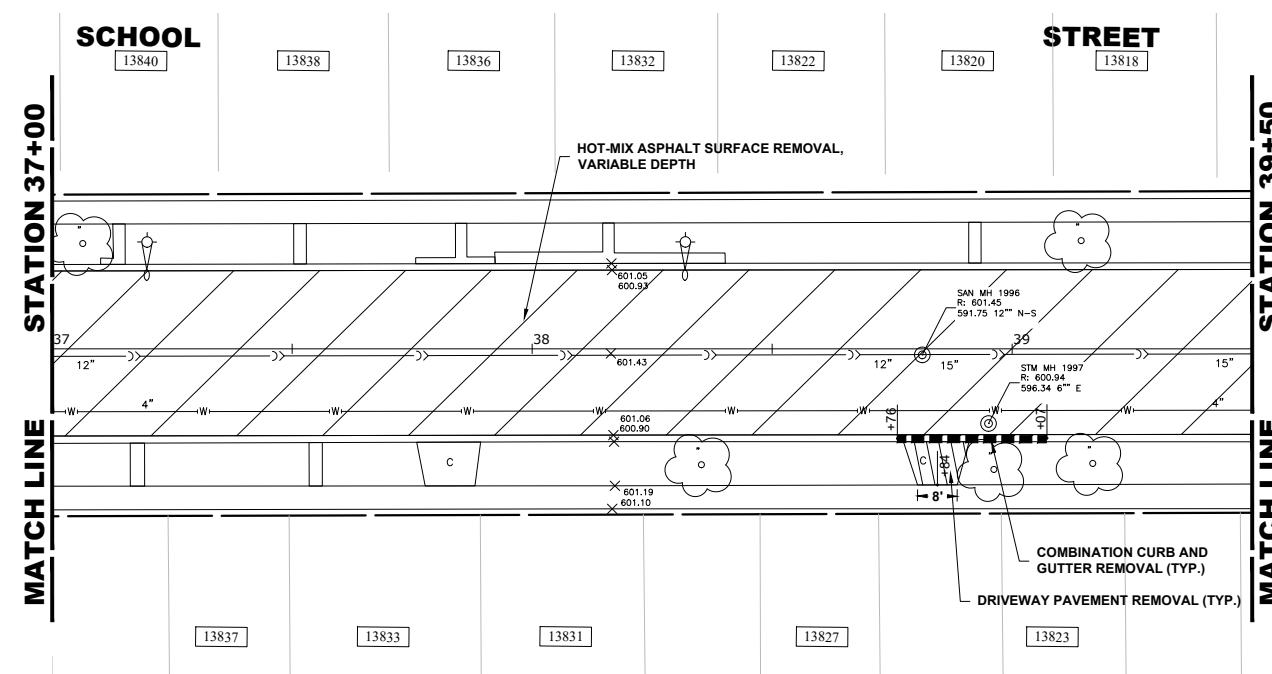
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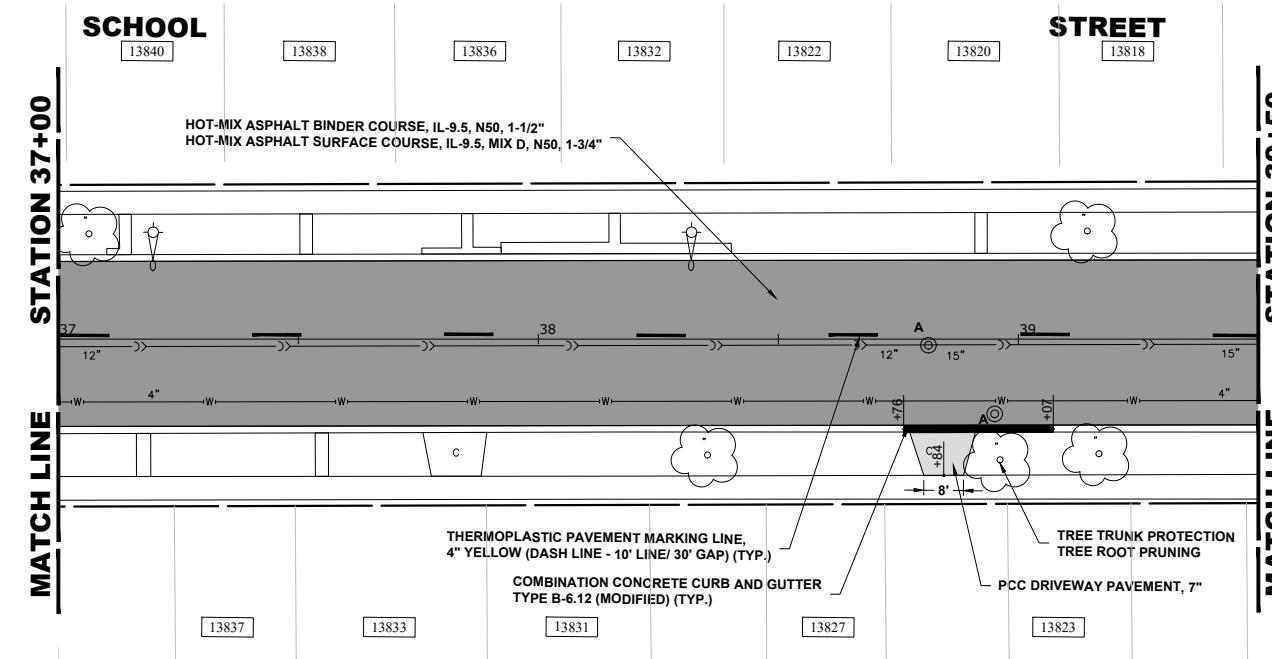
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	CURB AND GUTTER REMOVAL
	TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT
	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
	EARTH EXCAVATION AND PLACEMENT (TYP.)



0 50' 100' SCALE: 1" = 20'



**EXISTING
TOPOGRAPHY**



**PROPOSED
IMPROVEMENTS**

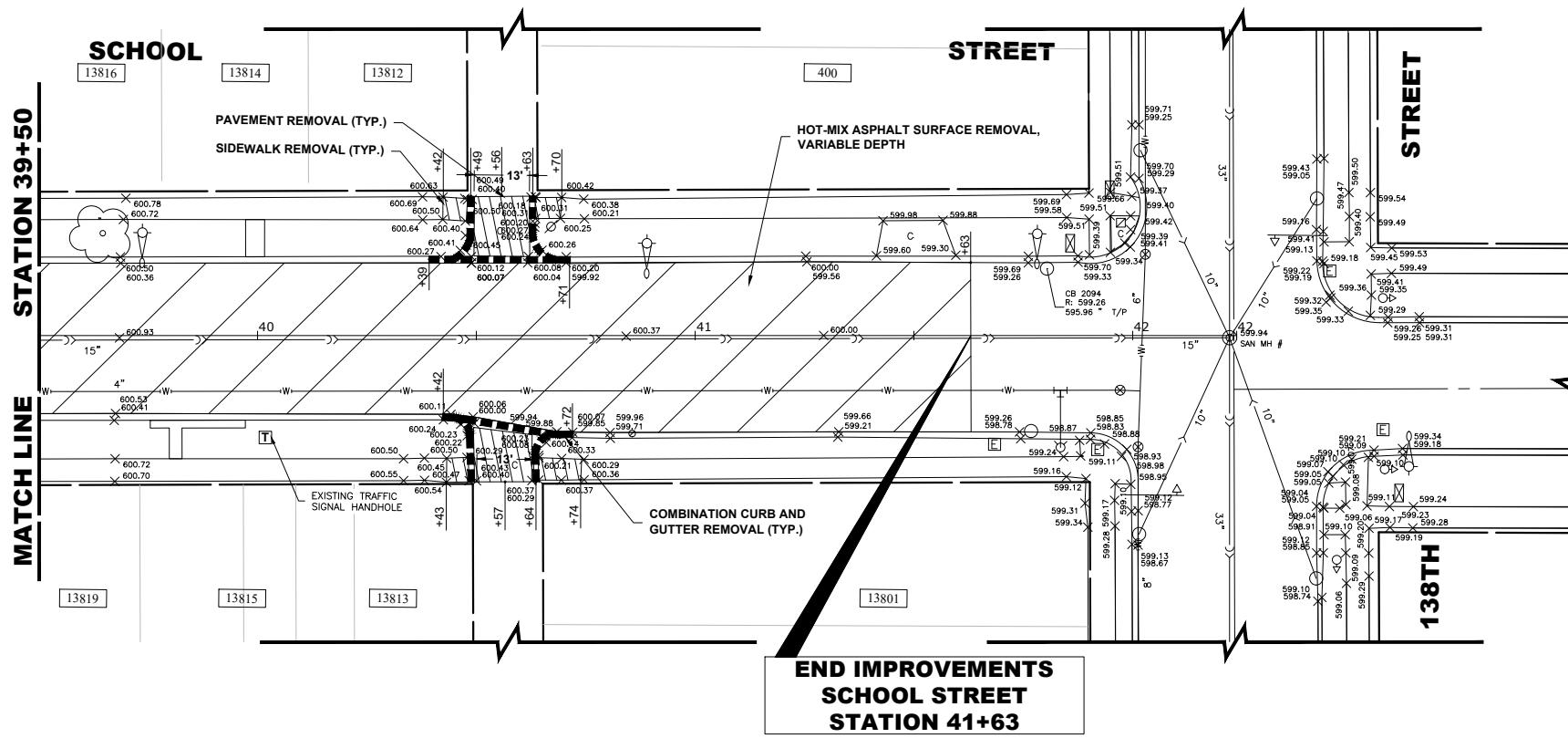
0 50' 100'
SCALE: 1" = 20'

LEGEND OF SYMBOLS

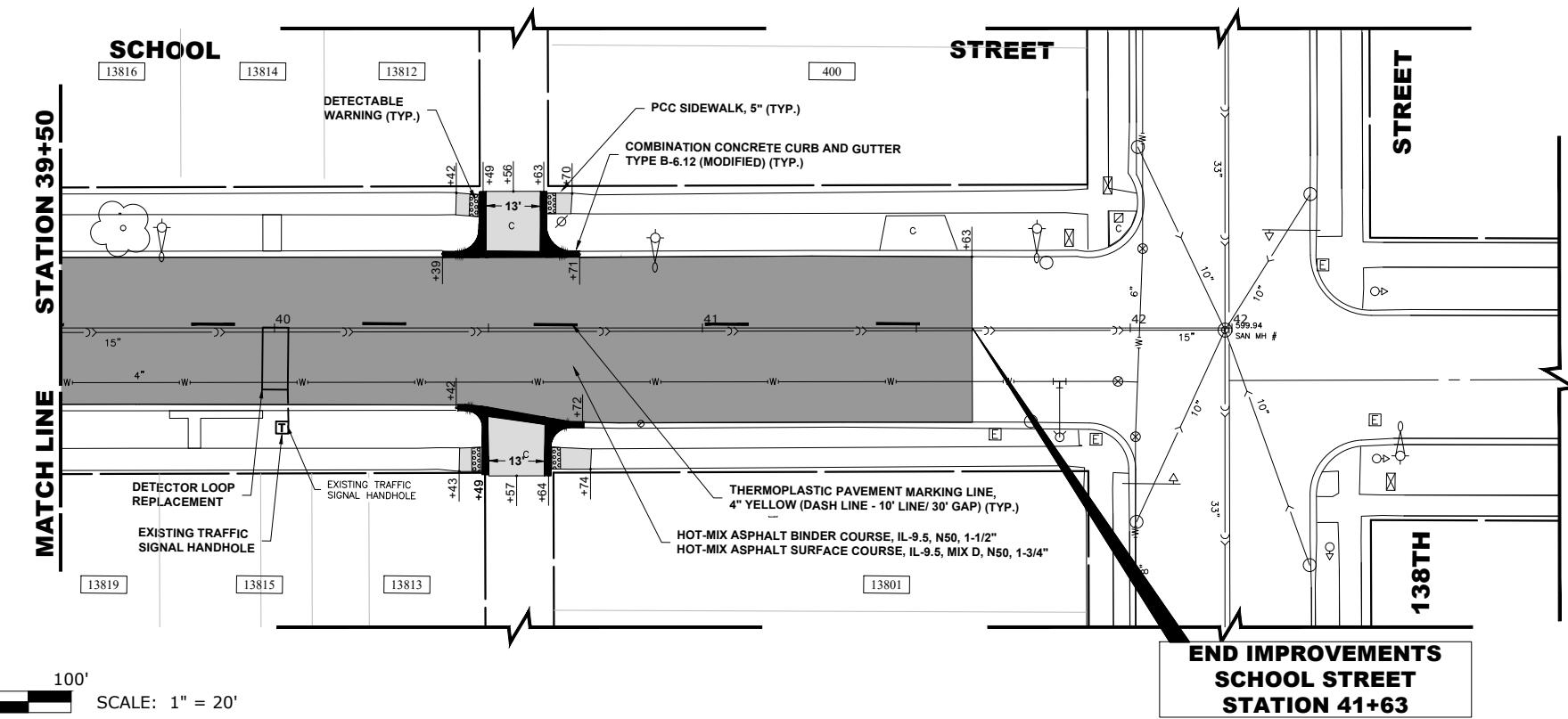
(TO BE USED IN CONJUNCTION WITH I.D.O.T. STANDARD 00001-07)	
SYMBOL	DESCRIPTION
A	EXISTING HOT-MIX ASPHALT AREA
C	EXISTING CONCRETE AREA
G	EXISTING GRASS AREA
+ + + +	PROPOSED HOT-MIX ASPHALT BUTT JOINT
	REMOVE AND REINSTALL BRICK PAVER
	PROPOSED CONCRETE AREA, 5" SIDEWALK, 7" DRIVEWAY
	PROPOSED HOT-MIX ASPHALT RESURFACING AREA
A	STRUCTURE TO BE ADJUSTED
A*	STRUCTURE TO BE ADJUSTED (SPECIAL)
AH	HANDHOLE TO BE ADJUSTED
1C	NEW FRAME AND LID, TYPE 1, CLOSED LID
1P	NEW FRAME AND LID, TYPE 1, OPEN LID
1B	NEW FRAME AND LID, TYPE 1, WATERTIGHT BOLT DOWN LID
RC	STRUCTURE TO BE RECONSTRUCTED
R+R	STRUCTURE TO BE REPLACED
○	EXISTING FIRE HYDRANT
⊗	EXISTING WATER VALVE BOX
□	EXISTING WATER MAIN VALVE VAULT
■	PROPOSED WATER MAIN VALVE VAULT
□	EXISTING STORM SEWER INLET
■	PROPOSED STORM SEWER INLET
○	EXISTING STORM SEWER CATCH BASIN
●	PROPOSED STORM SEWER CATCH BASIN
○	EXISTING SEWER MANHOLE
○	PROPOSED SEWER MANHOLE
○	EXISTING STREET LIGHT POLE
○	EXISTING POWER POLE
□	EXISTING HANDHOLE
□	TRAFFIC SIGNAL HANDHOLE
—	EXISTING CURB AND GUTTER
—	PROPOSED CONCRETE CURB, TYPE B
—	PROPOSED COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT
—>	EXISTING STORM SEWER
—>>	EXISTING COMBINED SEWER
—W—	EXISTING WATER MAIN
—T—	GUARDRAIL
—	SIDEWALK OR DRIVEWAY REMOVAL
—	CURB AND GUTTER REMOVAL
—	TOPSOIL FURNISH AND PLACE, 4" AND SODDING, SALT TOLERANT
—	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
—	EARTH EXCAVATION AND PLACEMENT (TYP.)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RESURFACING AND PAVEMENT MARKING PLAN

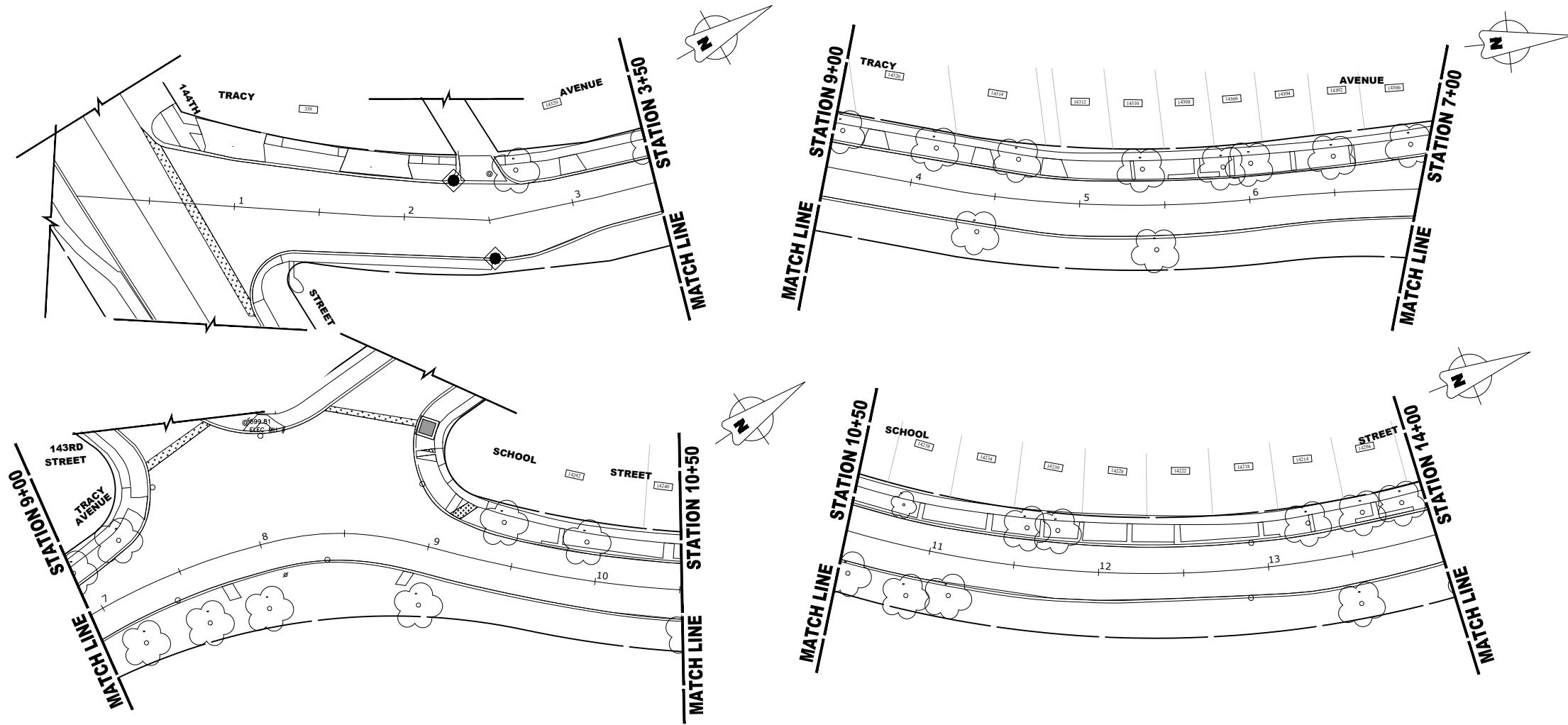


EXISTING TOPOGRAPHY



0 50' 100'
SCALE: 1" = 20'

Drawing file: W:\Projects_\by_Village\Riverside\78022284 - School Street Resurfacing Project Ph 1\1 SITE\School St Topo.dwg
Nov 06, 2025 - 11:26am



LEGEND

SYMBOL	DESCRIPTION
◆	INLET FILTER/SEDIMENT CONTROL, DRAINAGE STRUCTURE, INLET FILTER CLEANING
□	CONCRETE WASHOUT

CONSTRUCTION SEQUENCE :

1. INSTALL EROSION CONTROL MEASURES
2. COMPLETE ALL UNDERGROUND WORK
3. PAVEMENT PATCHING
4. RESURFACE PAVEMENTS
5. RESTORE DAMAGED AREAS ADJACENT TO IMPROVEMENTS
6. REMOVE EROSION CONTROL MEASURES

EROSION AND SEDIMENT CONTROL PLAN

THE EXISTING LAND COVER CONSISTS OF PAVED STREETS WITH MINOR GRASS PARKWAYS LOCATED IN A RESIDENTIAL AREA. THE AREAS ADJACENT TO THE PROJECT SITE ARE COMPRISED OF DENSE RESIDENTIAL PROPERTY. FLAT PROTECTED AREA POINTS OF DAMAGE TO RESIDENTIAL WATERWAYS OF THE U.S. DO NOT EXIST ON THIS PROJECT. WE DO NOT BELIEVE THERE ARE ANY AREAS SUSCEPTIBLE TO EROSION OR SEDIMENTATION DUE TO THESE IMPROVEMENTS. SOIL DATA IS NOT AVAILABLE BUT, PAST PROJECTS IN THE SUBJECT VILLAGE CONCLUDE THAT THE EXISTING SOIL CONSISTS OF CLAY WITH SOME MINOR SILT AND TRACES OF SAND.

PRIOR TO ANY SOIL/PAVEMENT DISTURBANCE, INLET FILTER ASSEMBLIES SHALL BE INSTALLED AS SHOWN ON PLANS.

THE INLET FILTER, PRIMARY PURPOSE IS TO TRAP SEDIMENT, REQUIRED FOR THIS PROJECT WILL BE A DROP IN INLET PROTECTION DEVICE SIMILAR TO FLEXSTORM INLET FILTERS. INLET FILTERS OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE INLET FILTER ASSEMBLY SHALL BE APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO ORDERING AND INSTALLATION. THE INLET FILTER SHALL BE INSPECTED WEEKLY AND AFTER A 0.5 INCH RAIN EVENT BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED INLET FILTER WILL BE PER MANUFACTURE RECOMMENDATIONS AND WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE INSPECTION AFTER A RUNOFF EVENT, SEDIMENT REMOVAL AT 50% CAPACITY, AND REPAIRS/REPLACEMENT AS NEEDED.

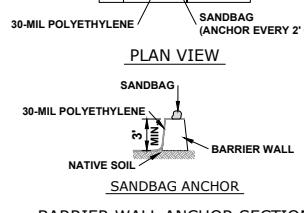
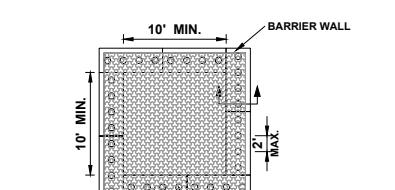
PRIOR TO ANY PORTLAND CEMENT CONCRETE (PCC) POUR, CONCRETE WASHOUT BOXES SHALL BE INSTALLED AS SHOWN ON PLANS OR AS DIRECTED BY THE ENGINEER.

CONCRETE WASHOUT BOXES, PRIMARY PURPOSE IS TO CONTAIN CONCRETE LIQUIDS AND PREVENT CONCRETE LIQUID RUNOFF FROM ENTERING SEWERS OR WATERWAYS. REQUIRED FOR THIS PROJECT WILL CONSIST OF A BARRIER WALL LINED WITH 30-MIL POLYETHYLENE OR AN ENGINEER APPROVED EQUAL WASHOUT. CONCRETE WASHOUT BOXES OF THIS TYPE HAVE BEEN USED ON PAST PROJECTS OF SIMILAR SIZE AND SCOPE AND HAVE HAD SATISFACTORY RESULTS.

THE PLAN FOR THE CONCRETE WASHOUT BOX SHALL BE SUBMITTED AND APPROVED BY THE ENGINEER OR VILLAGE PRIOR TO INSTALLATION AND WILL BE INSPECTED AFTER INSTALLATION. THE WASHOUT BOX SHALL BE INSPECTED PRIOR TO A CONCRETE POUR AND AFTER A CONCRETE POUR BY THE ENGINEER. THE ENGINEER WILL REPORT ANY ISSUES, VIA VERBAL OR WRITTEN COMMUNICATION, THAT NEED TO BE ADDRESSED BY THE CONTRACTOR.

MAINTENANCE OF THE PROPOSED CONCRETE WASHOUT BOXES WILL BE DONE BY THE CONTRACTOR. TYPICAL MAINTENANCE PRACTICES INCLUDE REPLACING DAMAGED LINER, DISPOSING OF SOLIDIFIED CONCRETE WASHOUT, AND REMOVAL OF ANY DISCHARGES WITHIN 24 HOURS.

ALL DISPOSAL OF CONSTRUCTION MATERIAL, SEDIMENT, AND SOLIDIFIED CONCRETE SHALL BE AT A CDD FACILITY



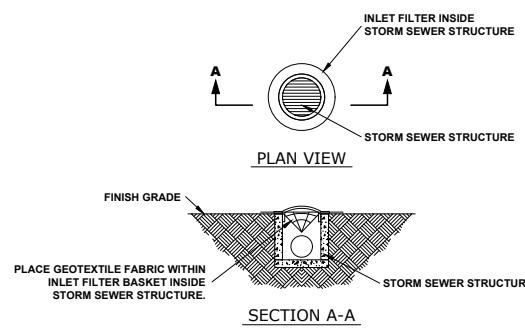
NOTES

1. SEE IDOT STANDARD 280001-07 FOR TEMPORARY EROSION CONTROL SYSTEMS.
2. THE CONTRACTOR SHALL ENSURE THAT ADJACENT PROPERTIES REMAIN PROTECTED FROM SEDIMENT DEPOSITION.
3. SOIL STOCKPILES SHALL BE PROTECTED WITH PERIMETER EROSION BARRIER OR OTHER EROSION PROTECTION SPECIFIED BY THE RESIDENT ENGINEER. THE COST SHALL BE INCLUDED IN THE UNIT PRICE FOR THE INDIVIDUAL SOIL MATERIALS.
4. WHEREVER CONSTRUCTION VEHICLE ACCESS ROUTES INTERSECT PAVED PUBLIC ROADS. PROVISIONS SHALL BE MADE TO MINIMIZE THE TRANSPORT OF SEDIMENT BY RUNOFF OR VEHICLE TRACKING ONTO THE PAVED SURFACE. THE PROVISIONS MAY INCLUDE SPRAYING VEHICLE WHEELS TO CLEAR SEDIMENT BEFORE EXITING THE CONSTRUCTION SITE OR OTHER MEASURES APPROVED BY THE ENGINEER.
5. INLET FILTERS SHALL BE PAID FOR UNDER THE PAY ITEM FOR MAINTENANCE OF ROADWAYS. THE COST OF THE CONCRETE WASHOUTS SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
6. INLET FILTER SHALL BE INSTALLED PRIOR TO CONSTRUCTION AND SHALL BE REMOVED AFTER CONSTRUCTION IS COMPLETED. FILTERS WILL BE INSPECTED WEEKLY AND THE CONTRACTOR WILL BE NOTIFIED OF ANY CORRECTIVE MEASURES THAT WILL BE REQUIRED TO BE MADE BY THE CONTRACTOR.
7. NO RUNOFF FROM CONCRETE WASHOUT BOXES SHALL BE PERMITTED TO ENTER LOCAL SEWERS OR STORMWATER MANAGEMENT FACILITIES.

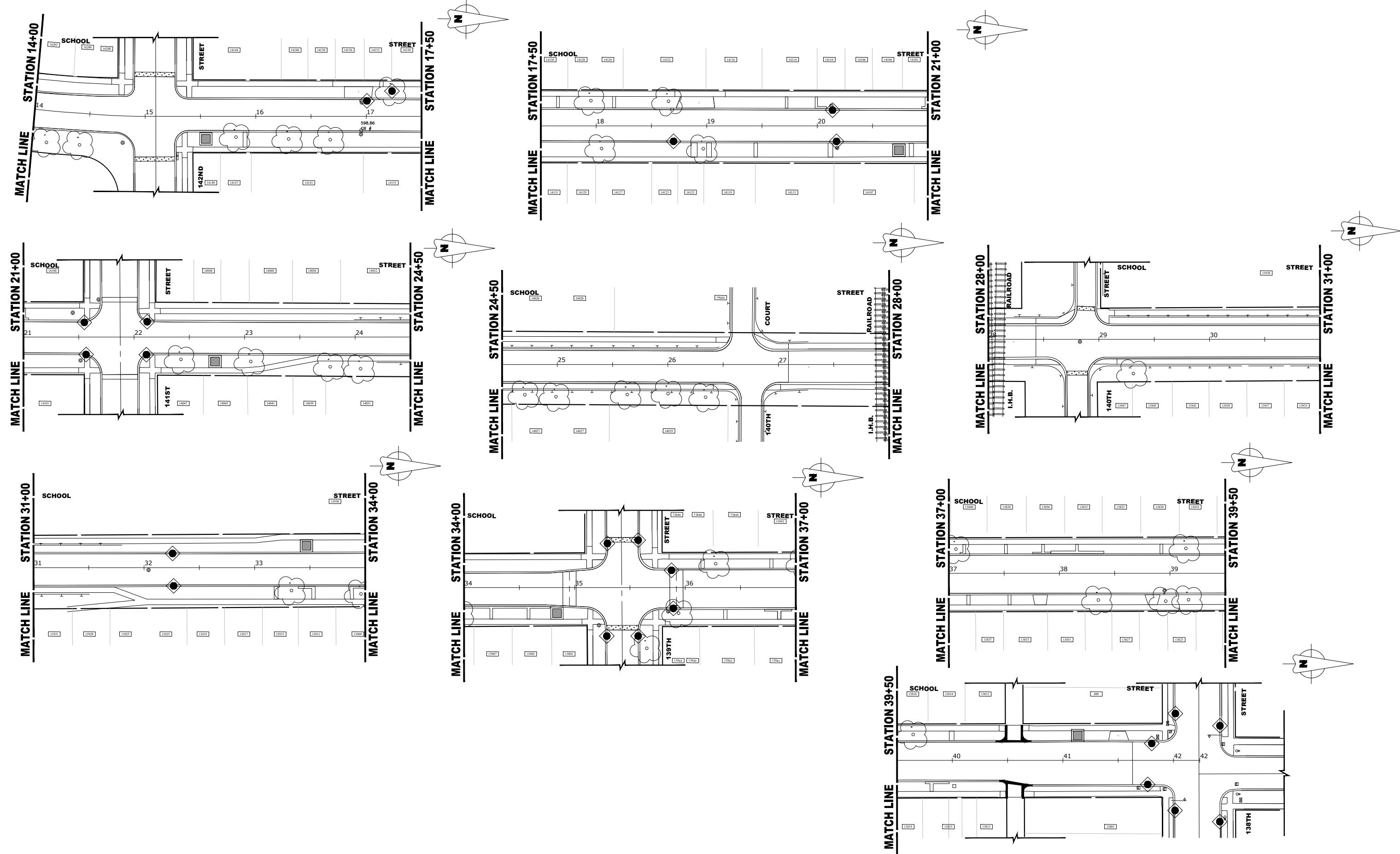
NOTES

1. MAINTAINING TEMPORARY CONCRETE FACILITIES SHALL INCLUDE REMOVING AND DISPOSING OF HARDEN CONCRETE AND/OR SLURRY AND RETURNING THE FACILITIES TO A FUNCTIONAL CONDITION.
2. FACILITY SHALL BE CLEANED OR RECONSTRUCTED IN A NEW AREA ONCE WASHOUT BECOMES TWO-THIRDS FULL.

CONCRETE WASHOUT



INLET FILTER

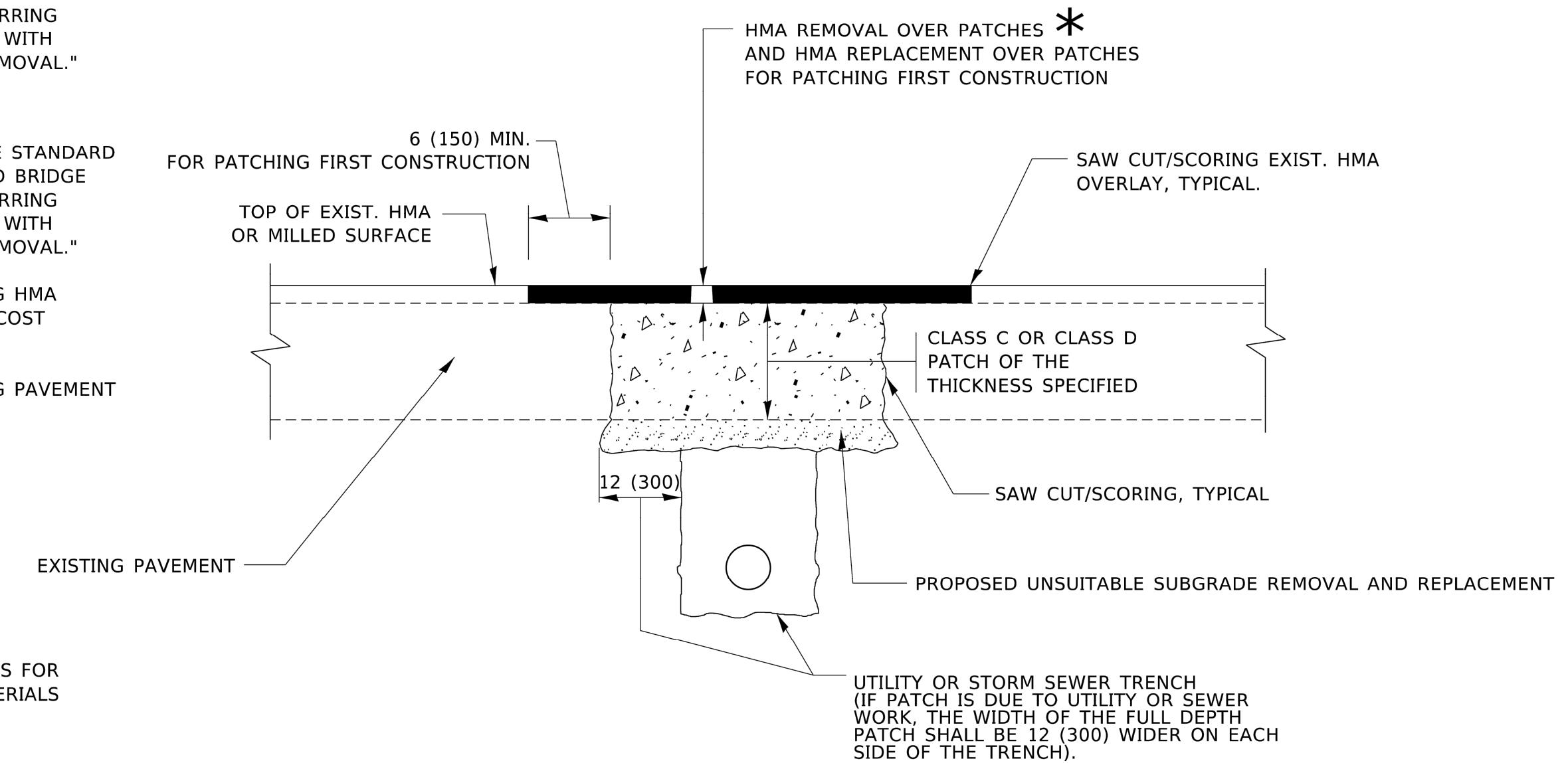


METHOD OF MEASUREMENT

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)

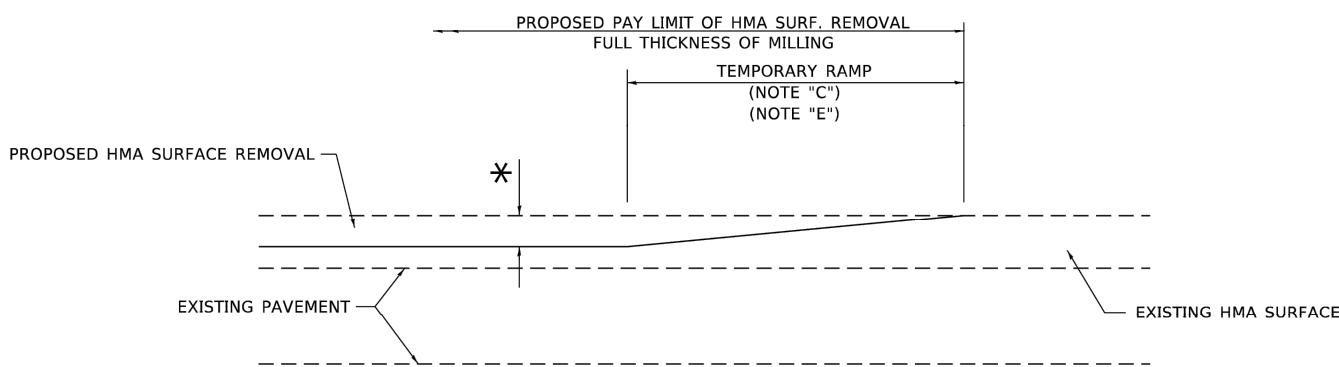
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST $4\frac{1}{2}$ 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.

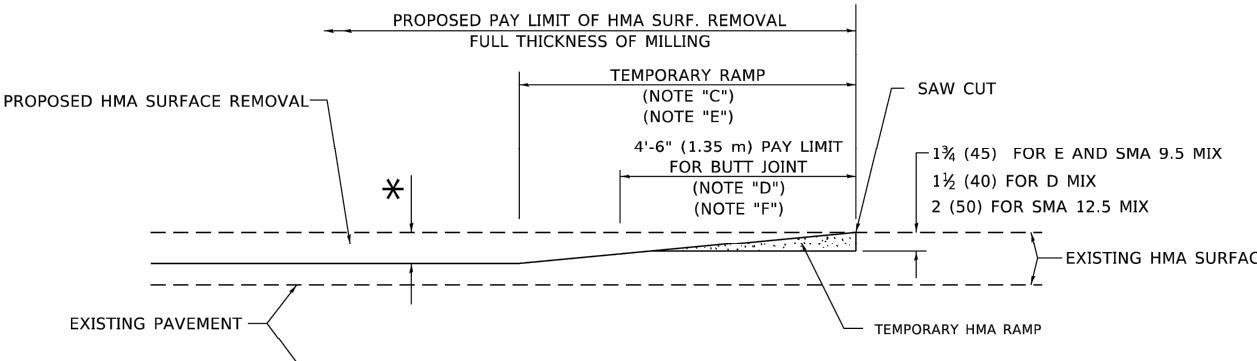
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

USER NAME	Lawrence.DeManche	DESIGNED -	R. SHAH	REVISED -	R. BORO 01-01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT	MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -		REVISED -	R. BORO 09-04-07			-	24-00141-00-RS	COOK	39	29
	PLOT SCALE	100.0000 ' / in.	CHECKED -		REVISED -	K. ENG 10-27-08		FIELD BOOK NO.:	BD400-04 (BD-22)	CONTRACT NO.	61L87	
	PLOT DATE	11/18/2022	DATE	-	10-25-94	REVISED -	K. SMITH 11-18-22	SCALE: NONE	1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT



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

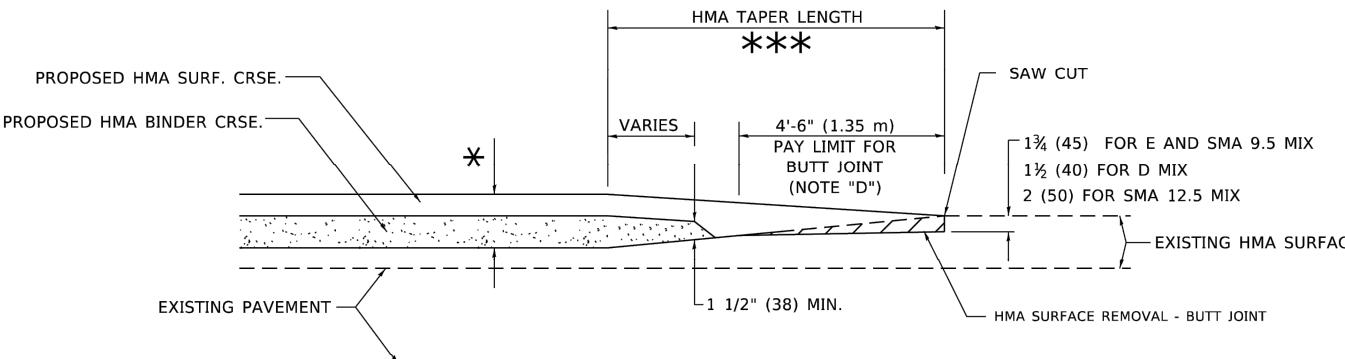
OPTION 1



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

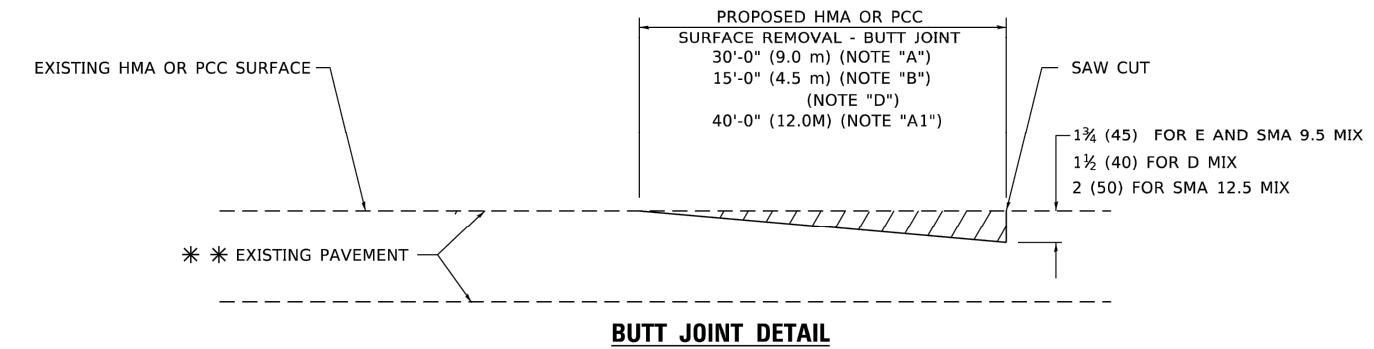
OPTION 2

TYPICAL TEMPORARY RAMP

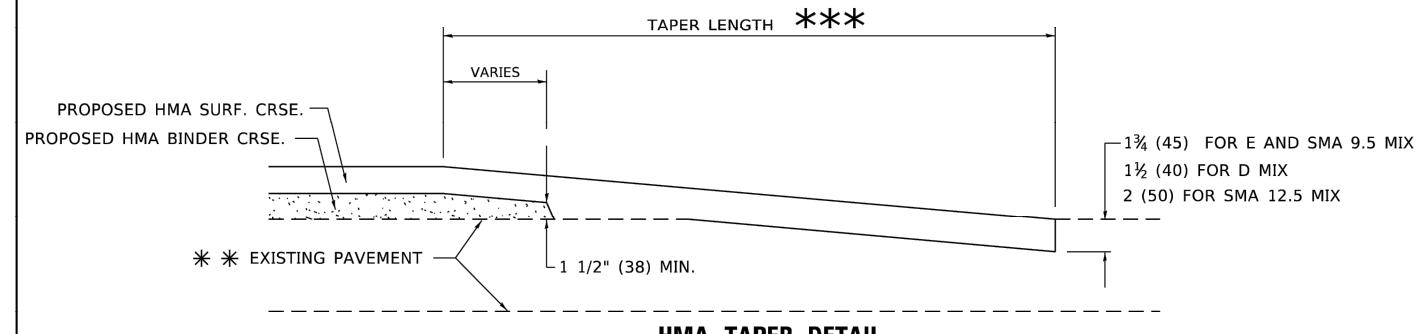


BUTT JOINT AND HMA TAPER

TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING



BUTT JOINT DETAIL



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".

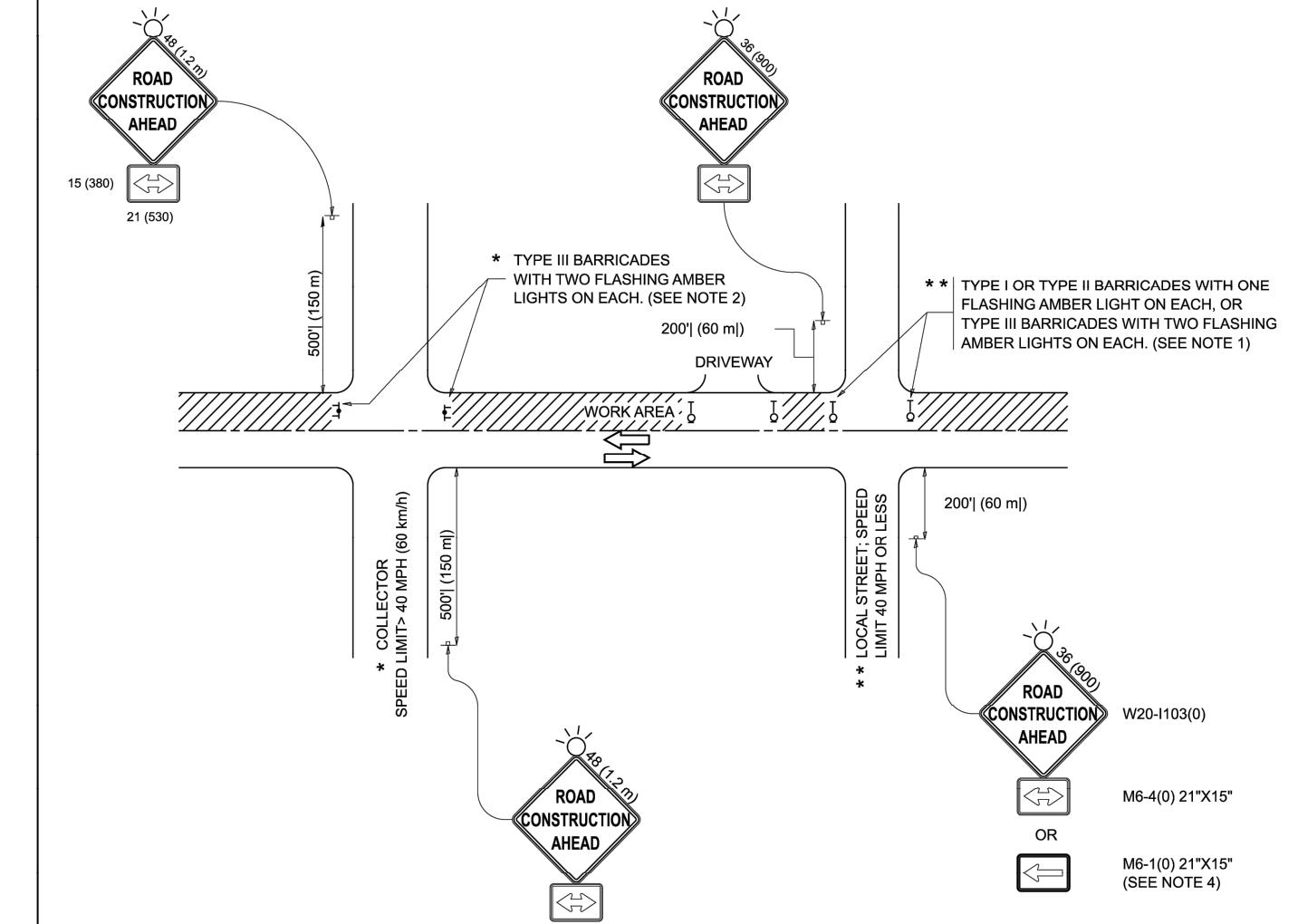
*** 20'-0" (6.1 m) PER 1 (25) RESURFACING (NOTE 'A')
10'-0" (3.0 m) PER 1 (25) RESURFACING (NOTE 'B')

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.

USER NAME = Lawrence.DeManche	DESIGNED - M. DE YONG	REVISED - A. ABBAS 03-21-97
DRAWN -	REVISED - M. GOMEZ 04-06-01	
PLOT SCALE = 100.0000 ' in.	CHECKED -	REVISED - R. BORO 01-01-07
PLOT DATE = 11/18/2022	DATE - 06-13-90	REVISED - K. SMITH 11-18-22



NOTES:

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

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

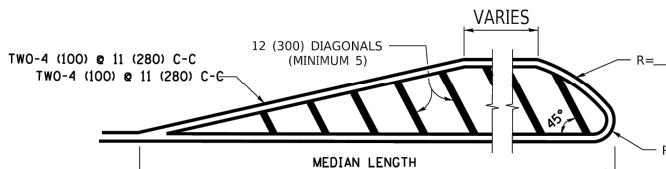
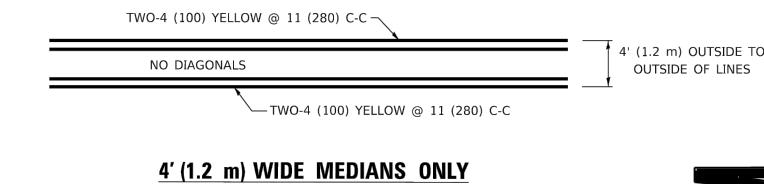
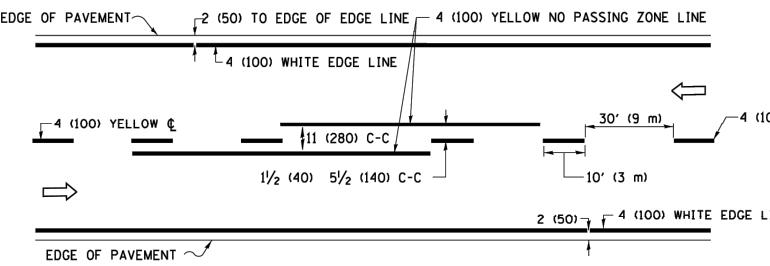
USER NAME	lawrence.demanche	DESIGNED	-	L.H.A.	REVISED	-	T. RAMMACHER 01-06-00
DRAWN	-	DRAWN	-		REVISED	-	A. SCHUETZE 07-01-13
PLOT SCALE	= 0.08333317' / in.	CHECKED	-		REVISED	-	A. SCHUETZE 09-15-06
PLOT DATE	= 10/2/2025	DATE	-	06-89	REVISED	-	D. SENDERAK 05-03-25

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

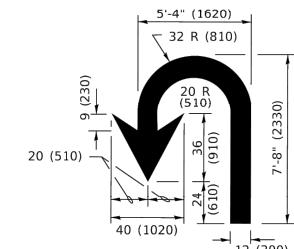
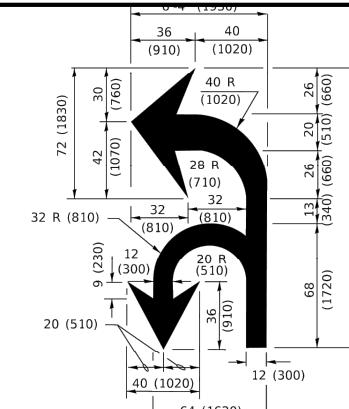
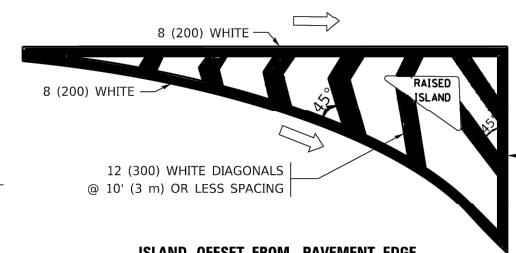
SCALE: SHEET OF SHEETS STA. TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	24-00141-00-RS	COOK	39	31
FIELD BOOK NO.:	TC-10	CONTRACT NO.	61L87	
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

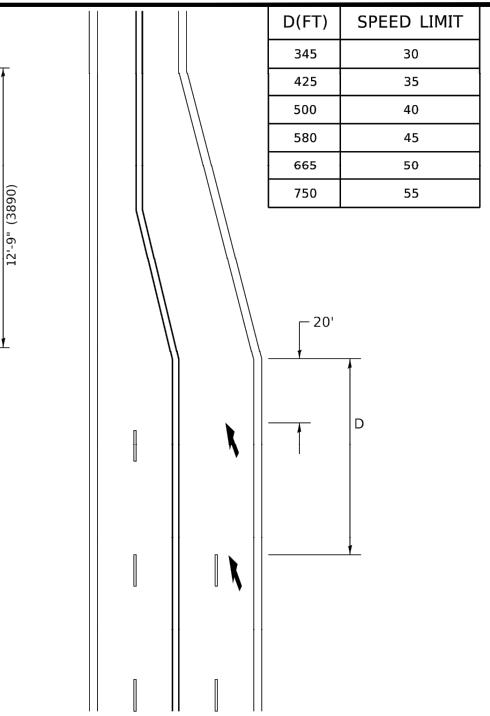


DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

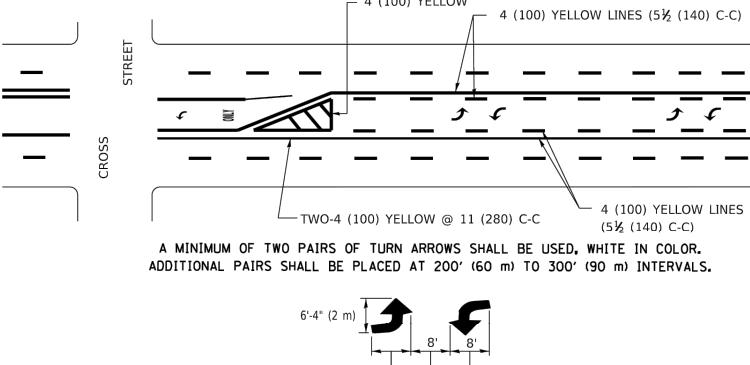
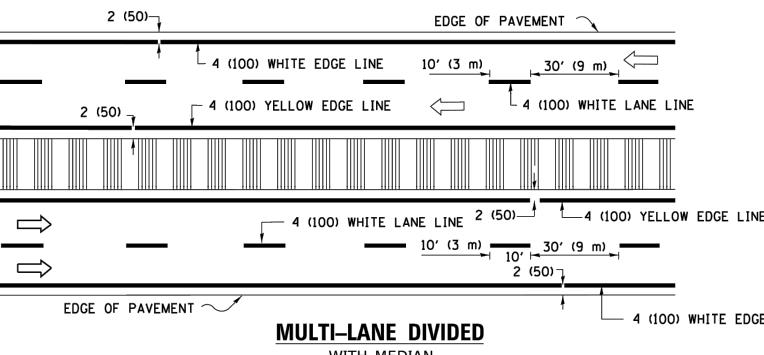
MEDIANS OVER 4' (1.2 m) WIDE



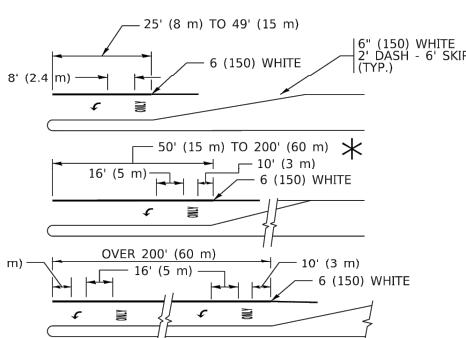
TYPICAL ISLAND MARKING



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



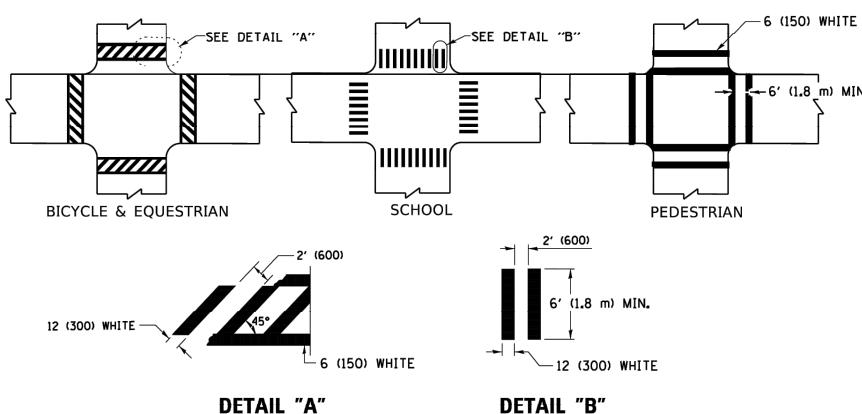
TYPICAL PAINTED MEDIAN MARKING



TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

TYPICAL LANE AND EDGE LINE MARKING



TYPICAL CROSSWALK MARKING

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

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	4 (100)	SOLID	YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE
FOR BOTH DIRECTIONS	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100)	SKIP-DASH	WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	5 (125) ON FREEWAYS	SKIP-DASH	WHITE	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIAN 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	SKIP-DASH AND SOLID IN PAIRS	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
8' (2.4m) LEFT ARROW			WHITE	
CROSSWALK LINES (PEDESTRIAN)	2 @ 6 (150)	SOLID	WHITE	NOT LESS THAN 6' (1.8 m) APART
A. DIAGONALS (BIKE & EQUESTRIAN)	12 (300) @ 45°	SOLID	WHITE	2' (600) APART
B. LONGITUDINAL BARS (SCHOOL)	12 (300) @ 90°	SOLID	WHITE	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 MEDIAN	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45°	SOLID	YELLOW: TWO WAY TRAFFIC; WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIAN				
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; "R" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16.3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30.4 SF

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

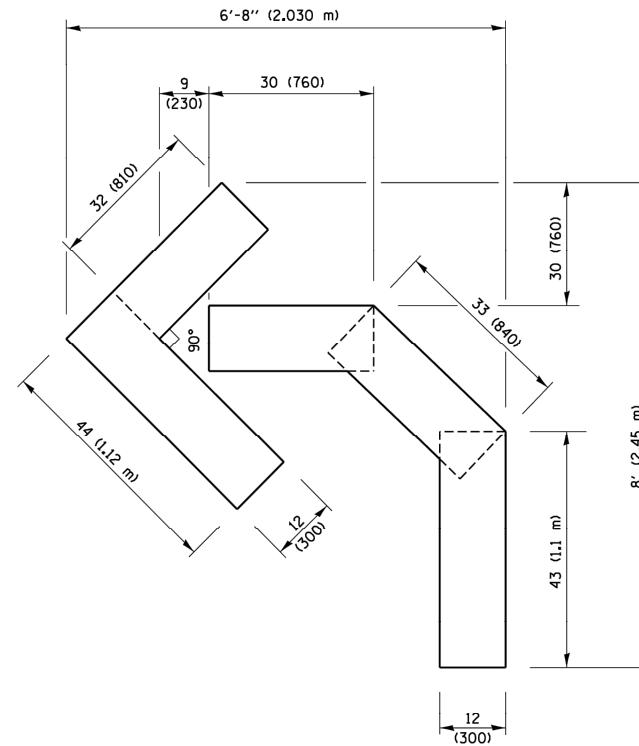
All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = footemj	DESIGNED - EVER	REVISED - C. JUCIUS 09-09-09
DRAWN -	REVISED - C. JUCIUS 07-01-13	
PLOT SCALE = 50.0000 ' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
PLOT DATE = 3/4/2019	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

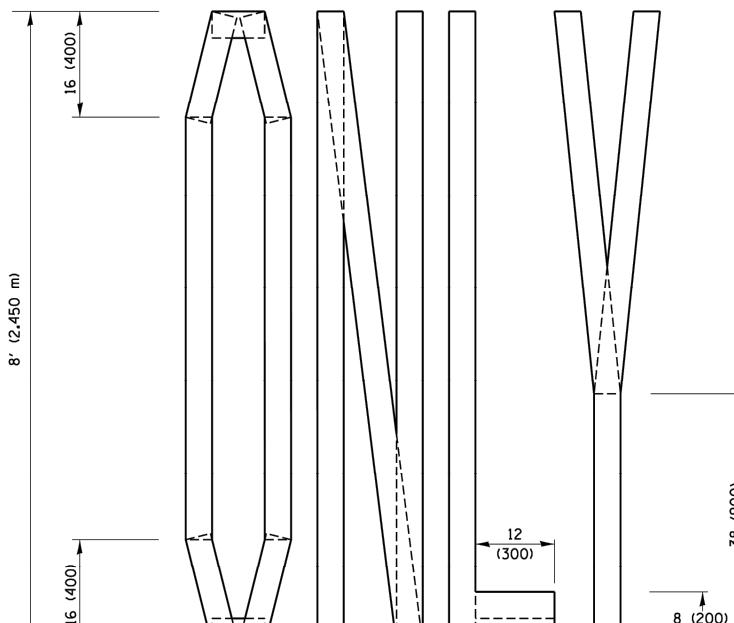
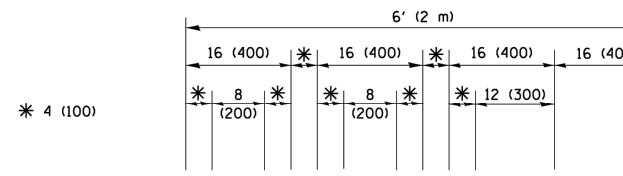
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS

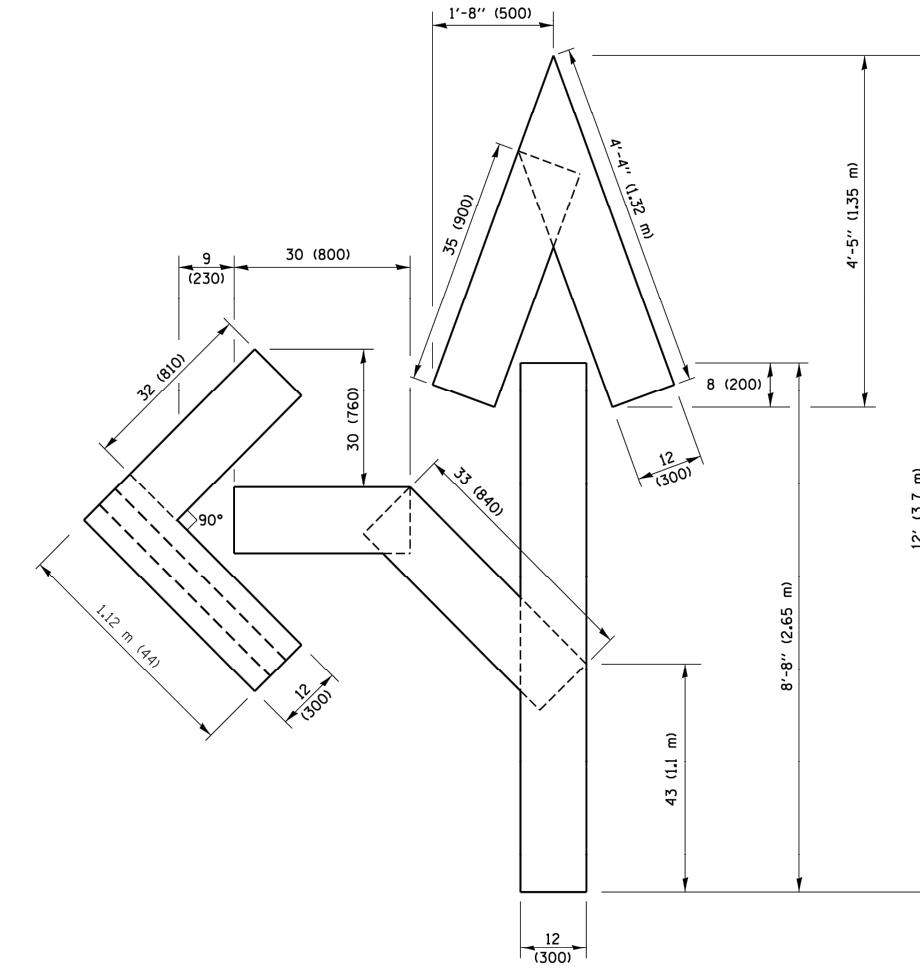
MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	24-00141-00-RS	COOK	39	32
FIELD BOOK NO.: TC-13				
CONTRACT NO. 61L87				
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



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



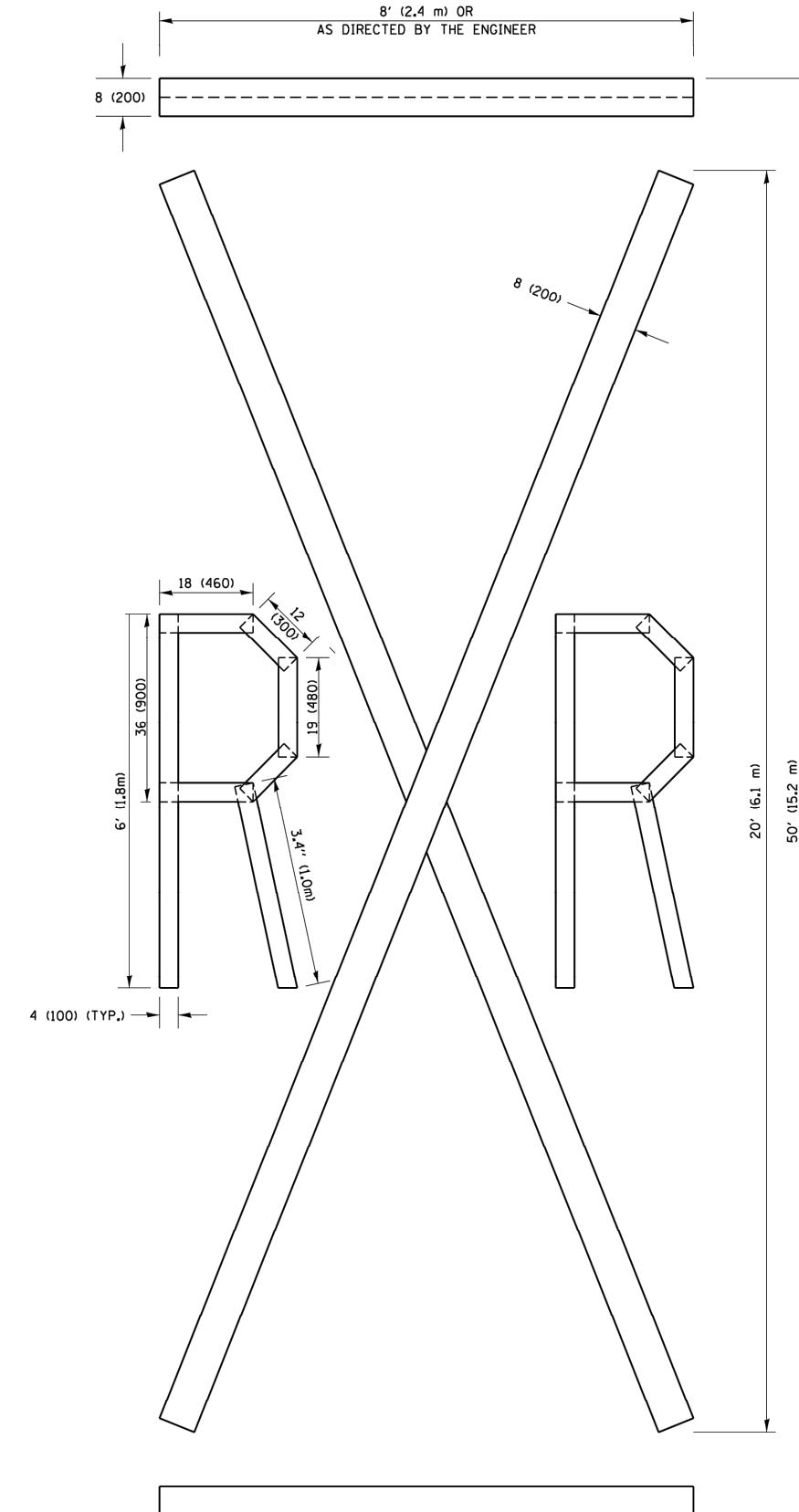
QUANTITY
4 (100) LINE = 64.1 ft. (19.5 m)
21.4 sq. ft. (1.99 sq. m)



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.

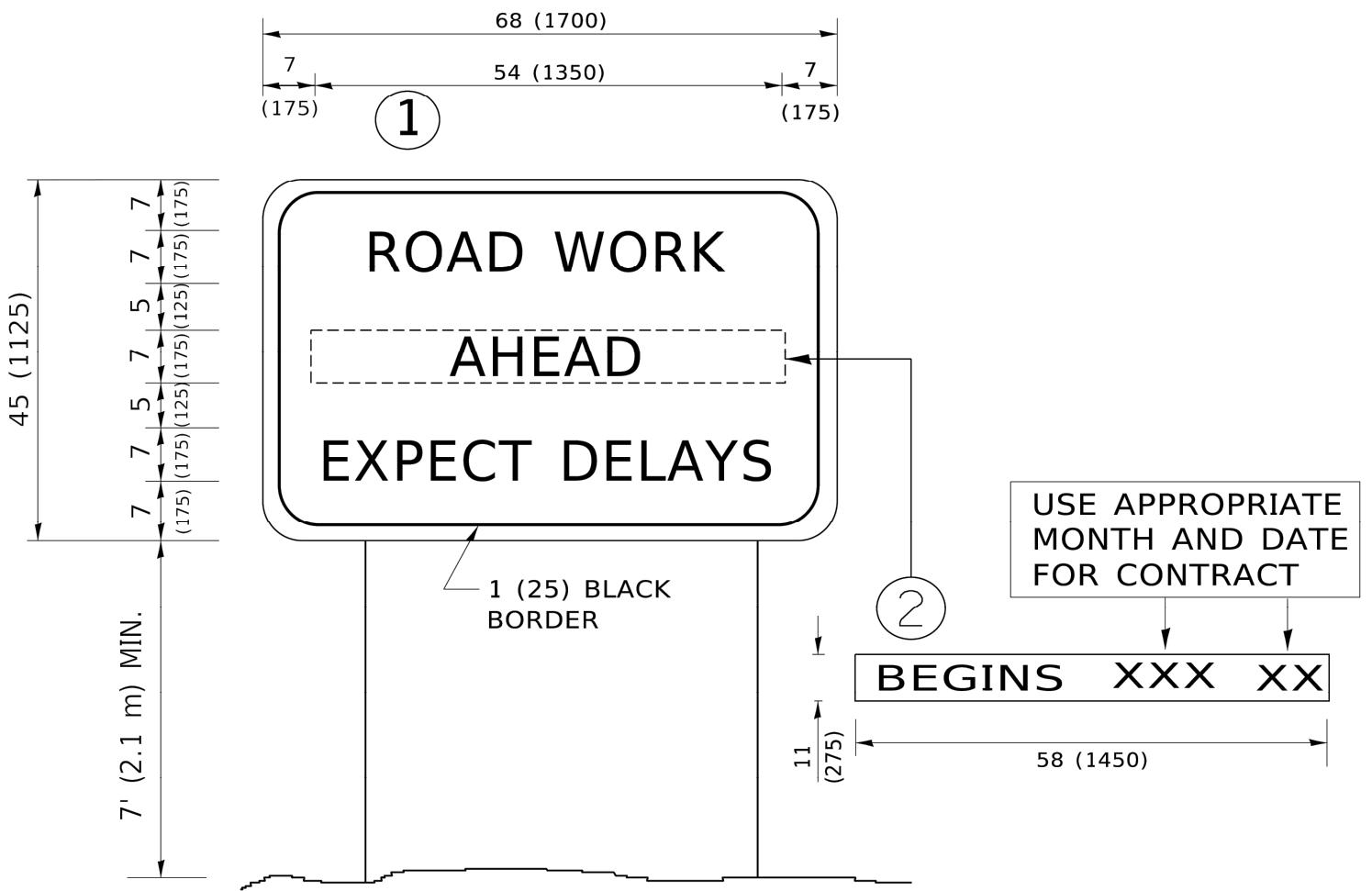
FILE NAME =	USER NAME = footerJ	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
pw:\IL084EBIDINTEG.illinois.gov\PWDOT\Documents\IDOT Offices\District 1\Projects\District 1\Drawings\CADDdata\CADsheets\tcl6.dgn		DRAWN -	REVISED - E. GOMEZ 08-28-00
PLOT SCALE = 50.0000 ' / in.		CHECKED -	REVISED - E. GOMEZ 08-28-00
PLOT DATE = 9/15/2016		DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	24-00141-00-RS	COOK	39	33
FIELD BOOK NO.: TC-16		CONTRACT NO. 61L87		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

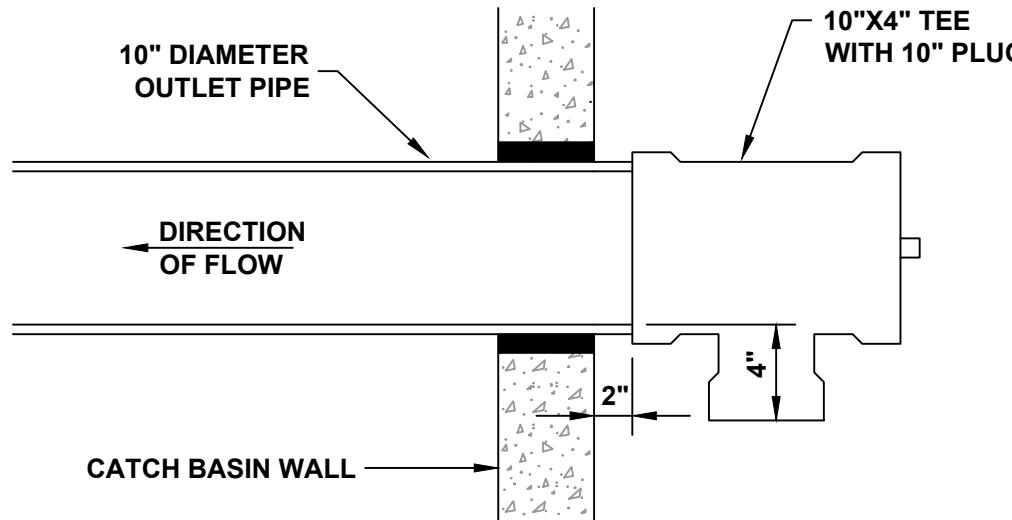


NOTES:

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

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

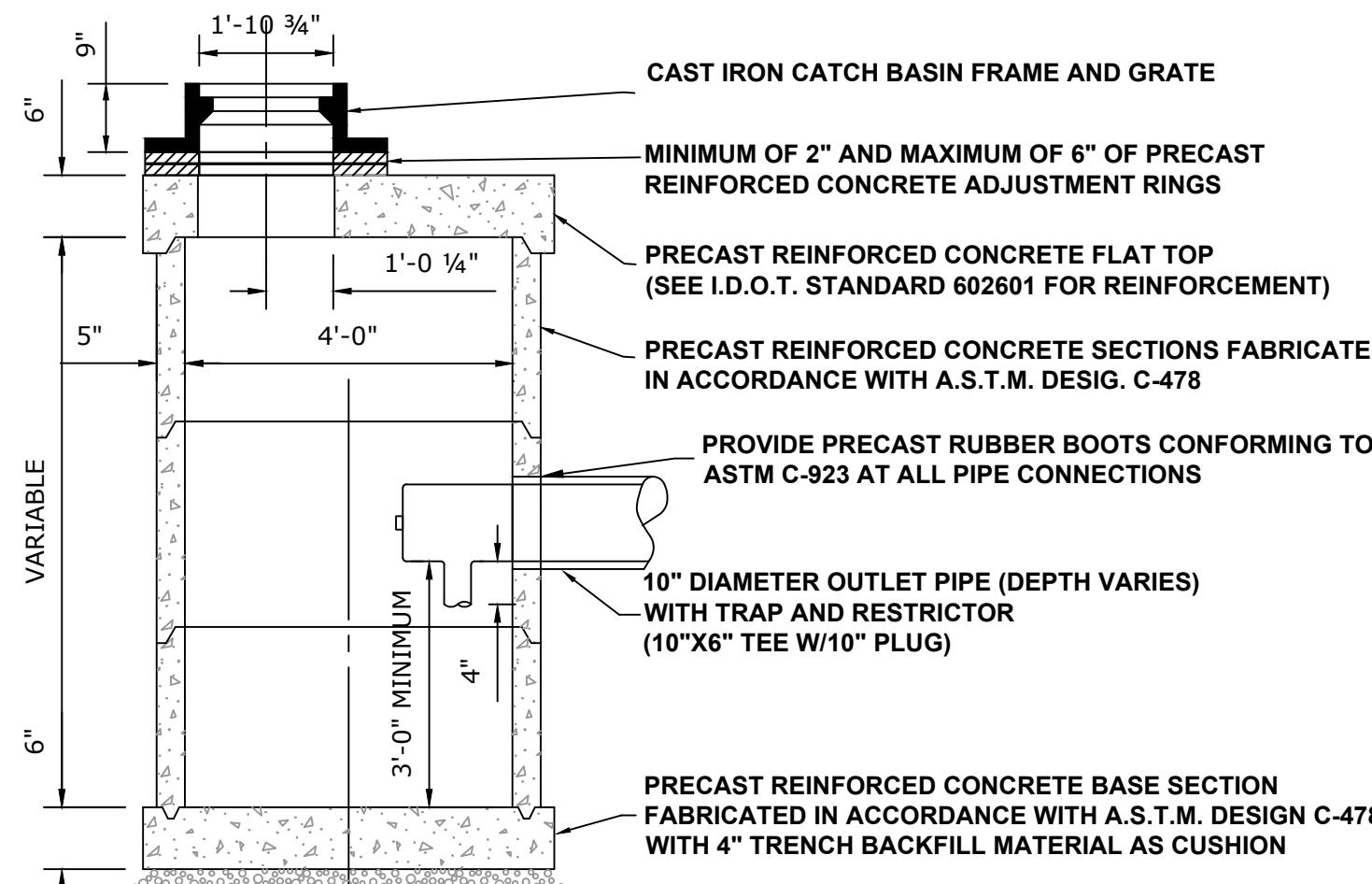
USER NAME = footemj	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN	MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED - R. MIRS 12-11-97			-	24-00141-00-RS	COOK	39	34
	CHECKED -	REVISED - T. RAMMACHER 02-02-99			FIELD BOOK NO.: TC-22		CONTRACT NO.	61L87	
	PLOT DATE = 3/4/2019	DATE -			SCALE: NONE	1 OF 1 SHEETS STA.	TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS
		REVISED - C. JUCIUS 01-31-07							FED. AID PROJECT



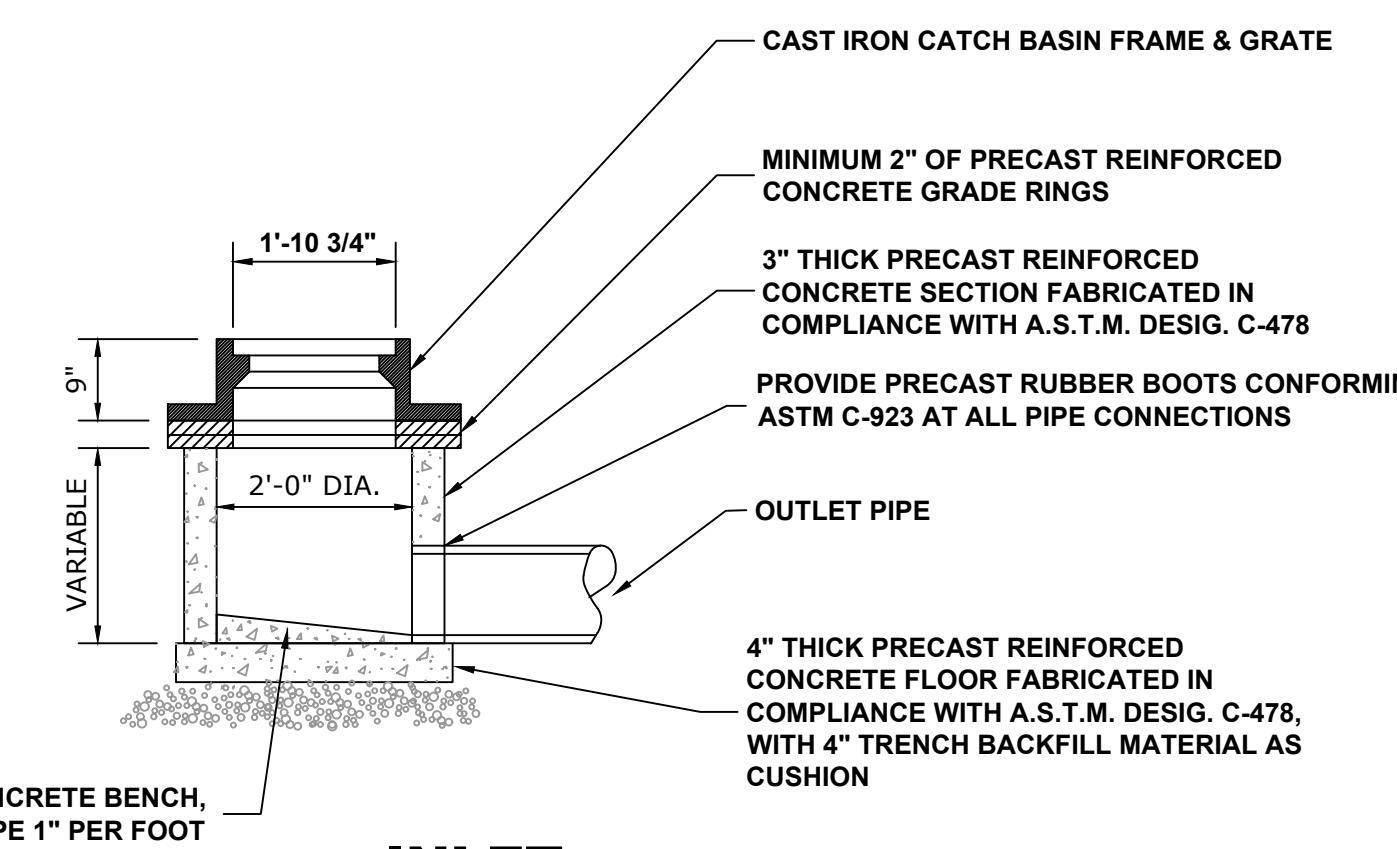
NOTE:
10" PLUG TO BE "GRIPPER" PLUG AS
MANUFACTURED BY CHERNE INDUSTRIES
OR APPROVED EQUAL.

10" x 4" CATCH BASIN TRAP AND RESTRICTOR

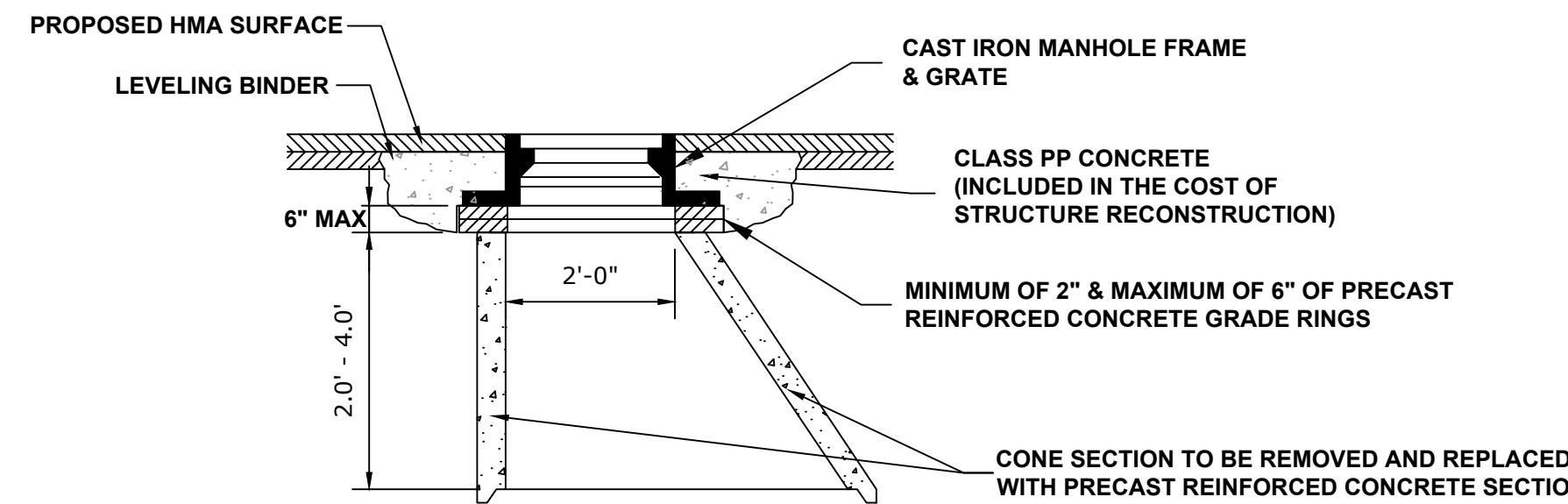
(TO BE INSTALLED IN PROPOSED CATCH BASINS
CONNECTED TO THE COMBINED SEWER)



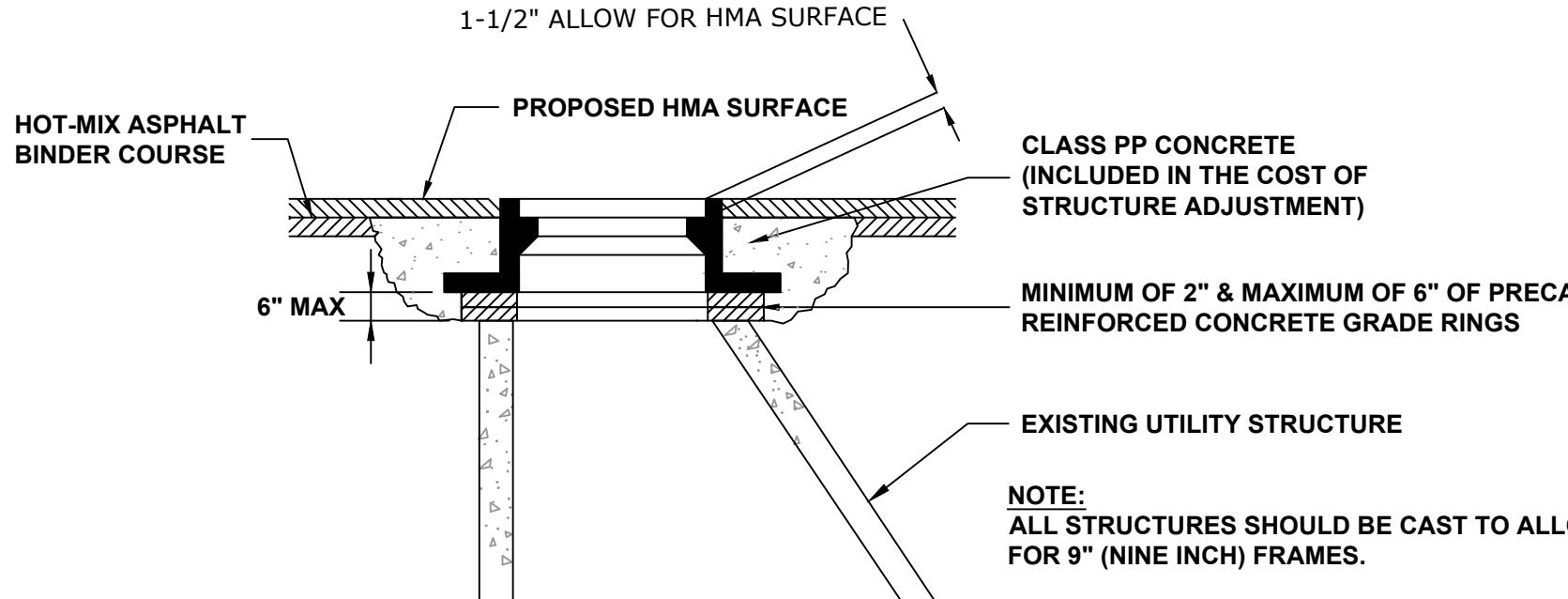
RESTRICTED DEPTH CATCH BASIN



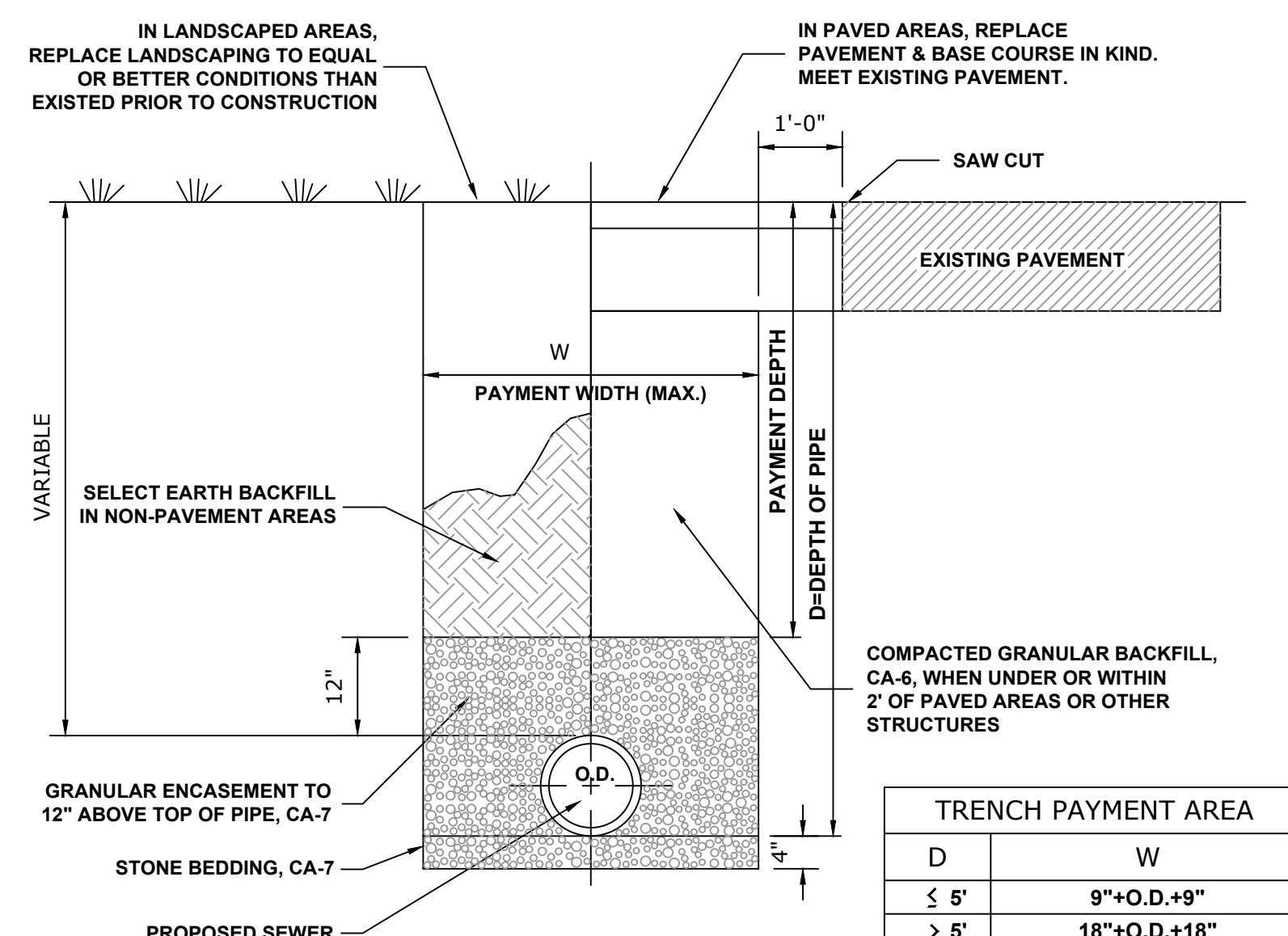
INLET



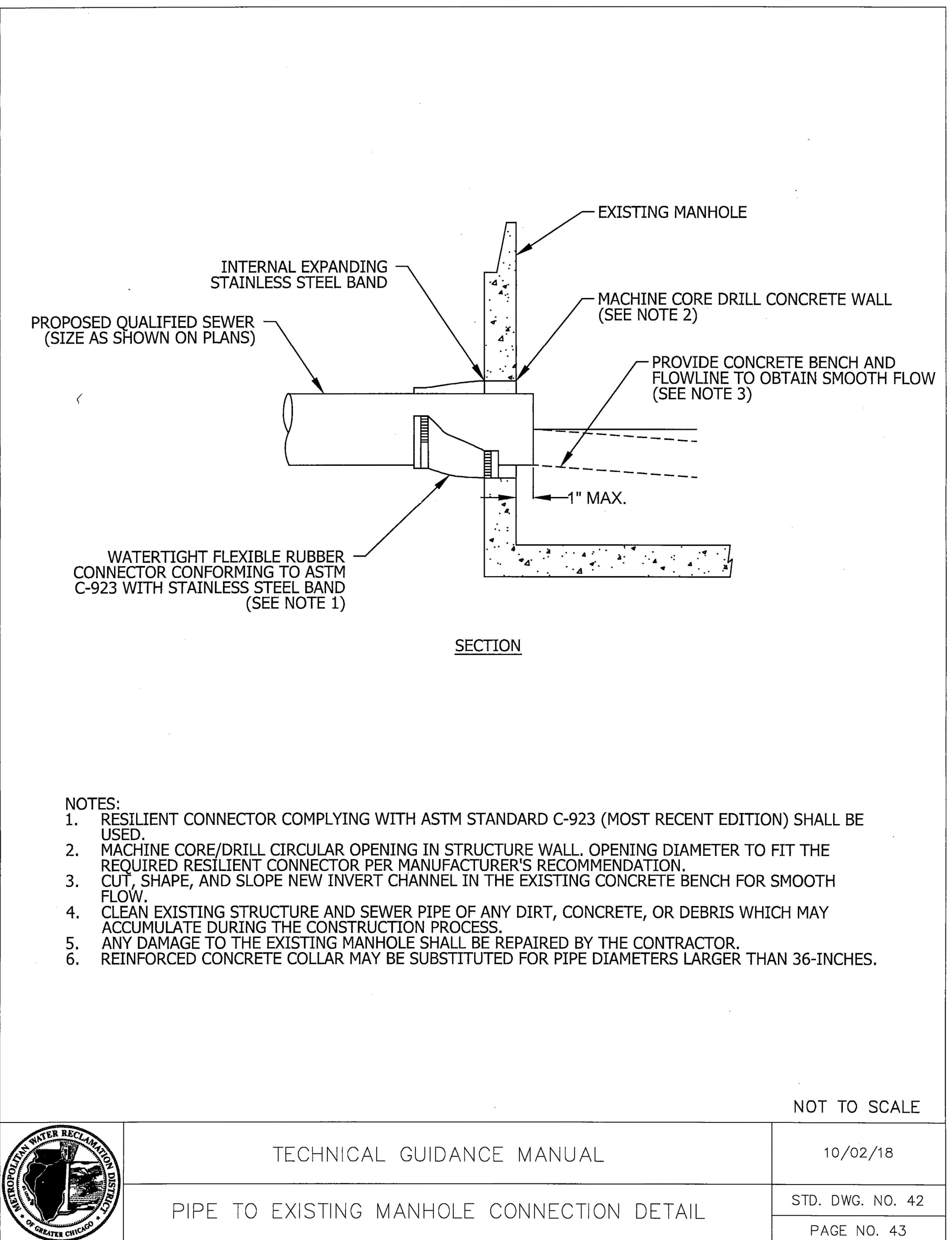
STRUCTURE RECONSTRUCTION



FRAME AND LIDS ADJUSTMENT



SEWER TRENCH



TECHNICAL GUIDANCE MANUAL

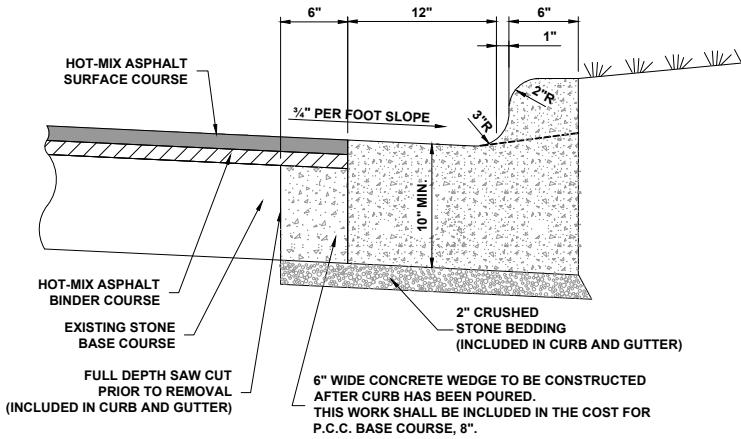
10/02/18

PIPE TO EXISTING MANHOLE CONNECTION DETAIL

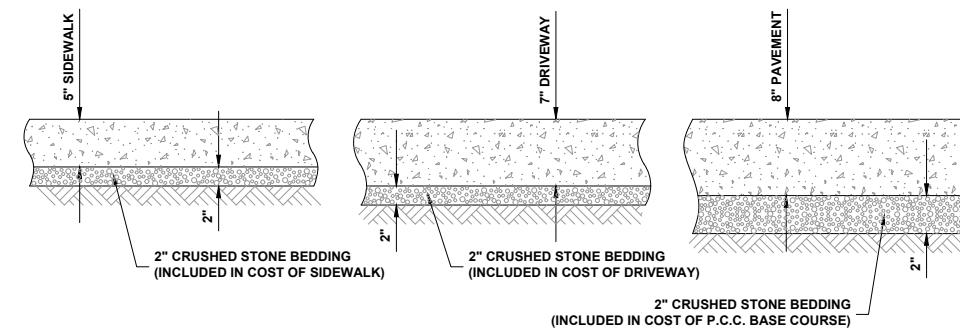
STD. DWG. NO. 42

PAGE NO. 43

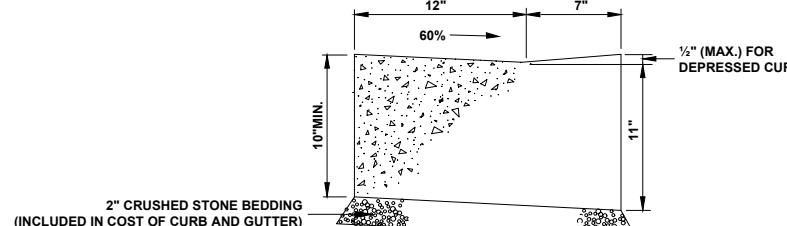
MUN. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET
-	24-00141-00-RS	COOK	39	35
FIELD BOOK NO. : N/A	CONTRACT NO. 61L87			



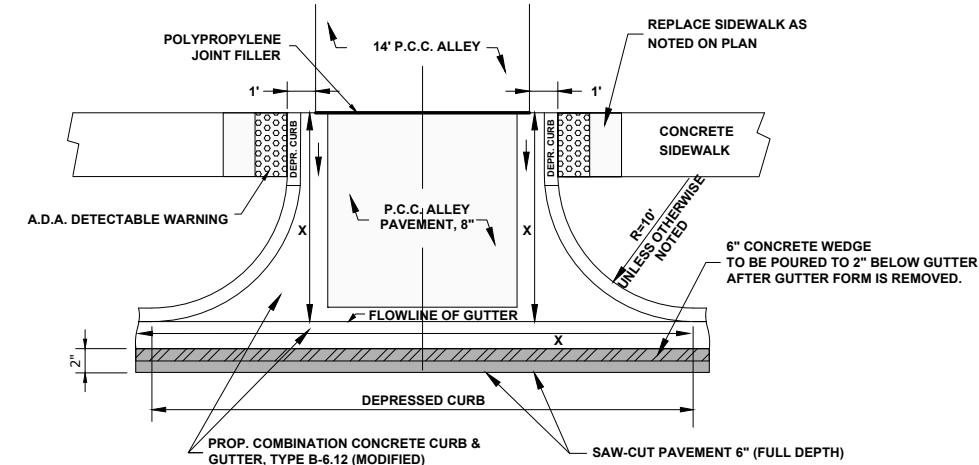
**COMBINATION CONCRETE CURB & GUTTER,
TYPE B-6.12 (MODIFIED)**



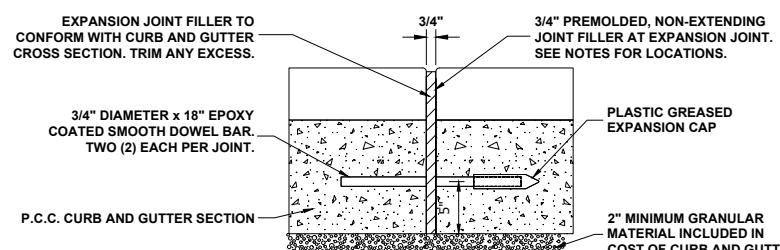
TYPICAL P.C.C. SIDEWALK, 5"; 7" DRIVEWAY, AND 8" ALLEY PAVEMENT



CURB AND GUTTER AT A.D.A. RAMPS



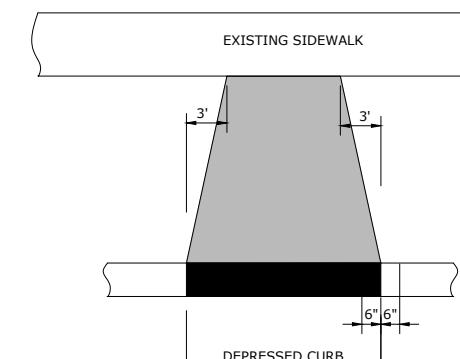
ALLEY RETURN



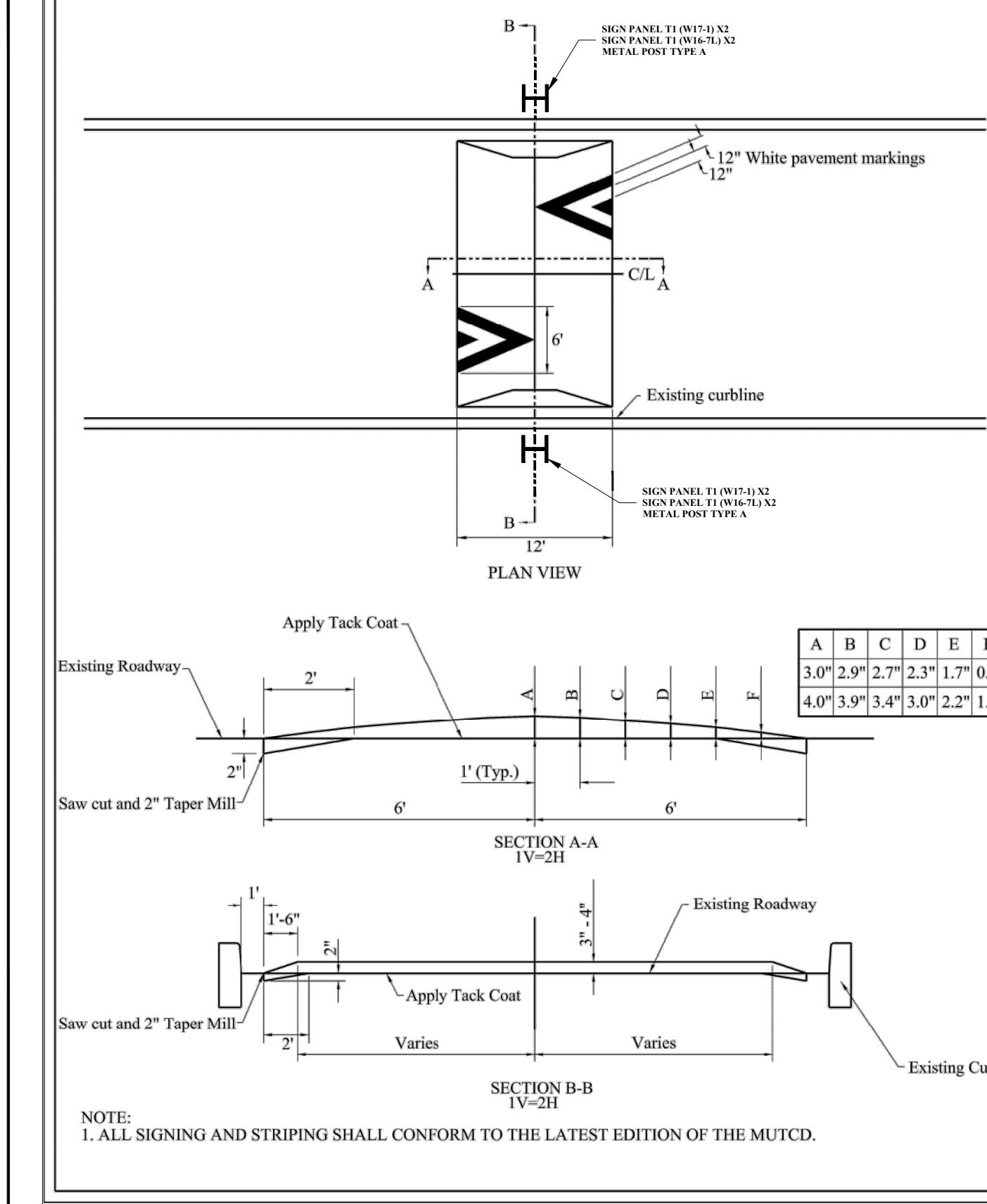
NOTE:

1. EXPANSION JOINTS ARE TO BE CONSTRUCTED AT ALL PC'S & PT'S OF INTERSECTION RETURNS AND ALL OTHER SHORT RADIUS SECTIONS, CONSTRUCTION JOINTS, EVERY 50' ON TANGENT SECTIONS, AND AS DIRECTED BY THE ENGINEER.
2. ALL EXPANSION JOINTS SHALL BE NOMAFLEX POLYPROPYLENE JOINT FILLER

**TYPICAL CURB AND GUTTER
EXPANSION JOINT**



DRIVEWAY DETAIL

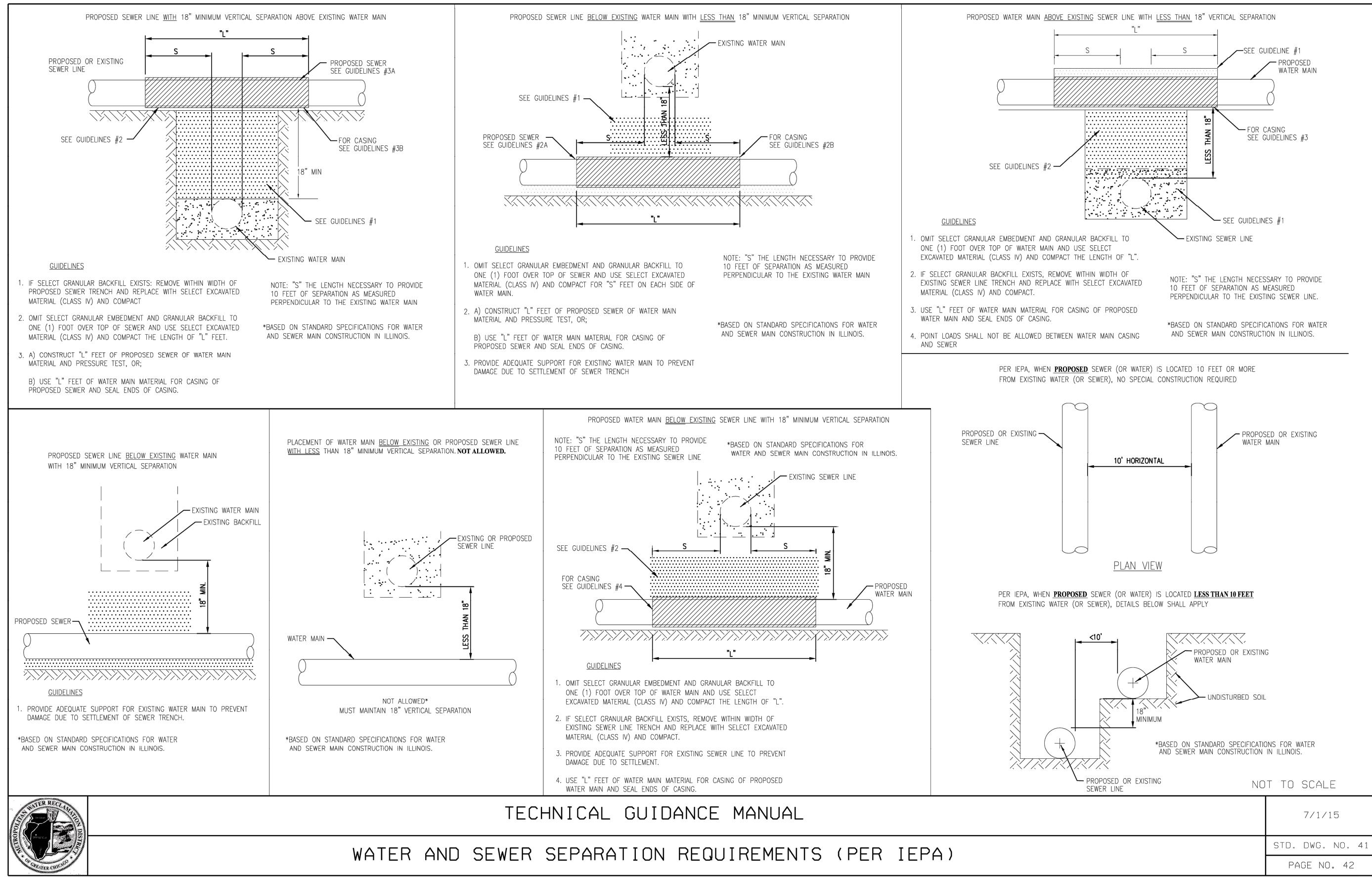


Design Details for Speed Humps

DESIGNED -	CLH	REVISED -	10-28-25
DRAWN -	LW, SA, AJ, DMM	REVISED -	9-29-25
CHECKED -	-	REVISED -	9-22-25
DATE -	7-16-25	REVISED -	9-16-25

DETAILS

MUN RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	24-00141-00-RS	COOK	39	37
FIELD BOOK NO. : N/A	CONTRACT NO. 61L87			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



TECHNICAL GUIDANCE MANUAL

WATER AND SEWER SEPARATION REQUIREMENTS (PER IEPA)

7/1/15

STD. DWG. NO. 41

PAGE NO. 42



