

SEE SHEET 2 FOR INDEX OF SHEETS

02-27-2026 LETTING ITEM 083

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

FAU	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1101	22-00111-00-RS	COOK	33	1
		ILLINOIS	CONTRACT NO. 61M31	

TRAFFIC DATA

**JONES ROAD:
ADT(2022) = 4,300
POSTED SPEED LIMIT = 30**

FUNCTIONAL CLASSIFICATION

MAJOR COLLECTOR

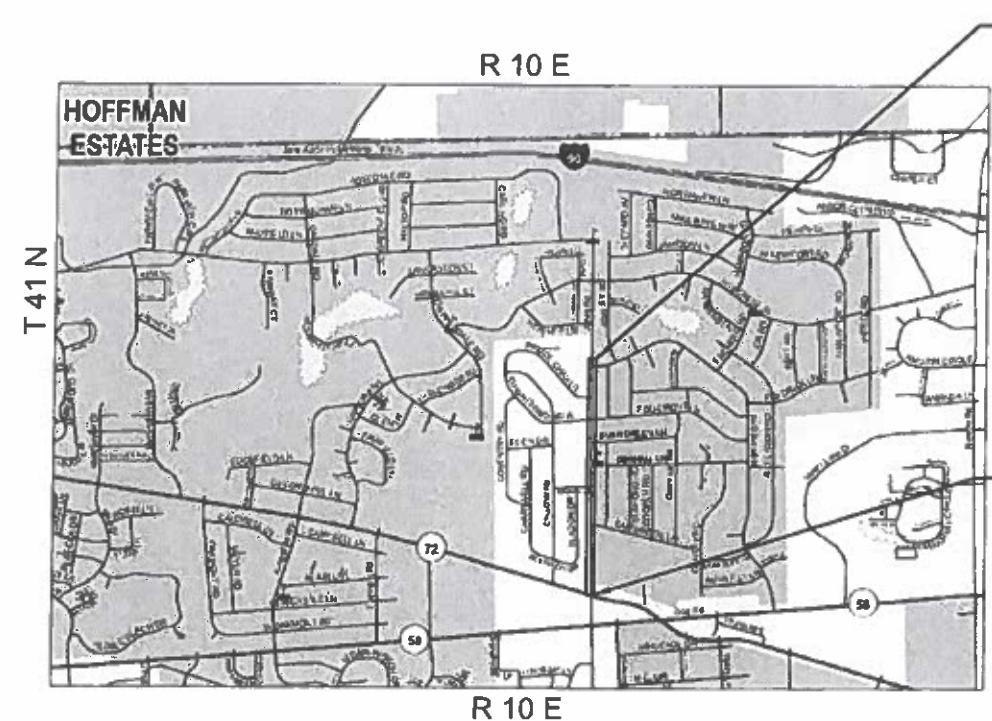
**PLANS FOR PROPOSED
FEDERAL AID HIGHWAY
FAU 1101 (JONES ROAD)
IL 72 TO HIGHLAND BOULEVARD
RESURFACING, CURB AND GUTTER, SIDEWA
SECTION 22-00111-00-RS
PROJECT NO. 8339(219)
VILLAGE OF HOFFMAN ESTATES
COOK COUNTY
C-91-149-26**

Figure 1 consists of six horizontal bars representing different horizontal distances. The first bar is labeled '100'' at the top, with a scale bar below it labeled '1'' = 100''. The second bar is labeled '200'' at the top, with a scale bar below it labeled '1'' = 10''. The third bar is labeled '300'' at the top, with a scale bar below it labeled '1'' = 100''. The fourth bar is labeled '50'' at the top, with a scale bar below it labeled '1'' = 50''. The fifth bar is labeled '100'' at the top, with a scale bar below it labeled '1'' = 40''. The sixth bar is labeled '50'' at the top, with a scale bar below it labeled '1'' = 30''. The seventh bar is labeled '100'' at the top, with a scale bar below it labeled '1'' = 20'.

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

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

CHASTAIN PROJECT NO. 9112
CONTRACT NO. 61M31



LOCATION MAP

TOTAL LENGTH = 3019 FT. = 0.57 MILE

PROJECT ENDS
STA 131+68.00

**LOCATION MAP
(NOT TO SCALE)**

— PROJECT BEGINS
STA 101+49.00



[Signature] 11/17/25



AGENCY RESPONSIBLE FOR LETTING		
APPROVED	December 8	20 25
 VILLAGE OF HOFFMAN ESTATES DIRECTOR OF ENGINEERING		
PASSED	DECEMBER 23	20 25
 DISTRICT 1 ENGINEER OF LOCAL ROADS AND STREETS		
RELEASING FOR BID BASED ON LIMITED REVIEW	Dec 23 rd	20 25
 REGIONAL ENGINEER		

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	INDEX OF SHEETS, STATE STANDARDS & GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-5	TYPICAL SECTIONS
6-11	REMOVAL, ROADWAY AND PAVEMENT MARKING PLANS
12-13	SIDEWALK PROFILES
14	CURB AND GUTTER DETAIL
15-20	ADA DETAIL SHEETS
	<u>DISTRICT 1 DETAILS</u>
21	BD-08 - FRAMES AND LIDS ADJUSTMENT WITH MILLING
22	BD-22 - PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
23	BD-32 - BUTT JOINTS AND HMA TAPER DETAILS
24	TC-10 - TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS AND DRIVEWAYS
25	TC-13 - DISTRICT ONE TYPICAL PAVEMENT MARKINGS
26	TC-16 - SHORT-TERM PAVEMENT MARKING LETTERS AND SYMBOLS
27	TC-22 - ARTERIAL ROAD INFORMATION SIGN
28-33	CROSS SECTIONS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-12	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424021-07	DEPRESSED CORNER FOR SIDEWALKS
442201-04	CLASS C AND D PATCHES
602401-07	PRECAST MANHOLE TYPE A, 4' (1.2m) DIAMETER
602701-02	MANHOLE STEPS
604006-05	FRAME AND GRATE, TYPE 3
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-05	OFF-ROAD OPERATIONS, 2L, 2W, 15"(4.5 M) TO 24"(600 MM) FROM PAVEMENT EDGE
701011-04	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS, DAY ONLY
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS

GENERAL NOTES

- ALL CONSTRUCTION SHALL BE PERFORMED IN ACCORDANCE WITH THE ILLINOIS DEPARTMENT OF TRANSPORTATION "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION", ADOPTED JANUARY 1, 2022 (HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS); THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS", ADOPTED JANUARY 1, 2026; THE LATEST EDITION OF THE "ILLINOIS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"; THE "DETAILS" ON THE PLANS AND THE "SPECIAL PROVISIONS" INCLUDED IN THE CONTRACT DOCUMENTS.
- BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS FACILITIES. (48 HOURS NOTIFICATION REQUIRED). THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNER OF ALL EXISTING UTILITIES FACILITIES SO THAT THE UTILITIES AND THEIR APPURTENANCES MAY BE LOCATED AND ADJUSTED OR MOVED, IF NECESSARY, PRIOR TO THE START OF CONSTRUCTION OPERATIONS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND OR SURFACE UTILITIES EVEN THOUGH THEY MAY NOT BE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AND VILLAGE.
- THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE ENGINEER. THE CONTRACTOR SHALL CONTACT THE VILLAGE OF HOFFMAN ESTATES AT (847) 490-6800 A MINIMUM OF 72 HOURS PRIOR TO THE START OF CONSTRUCTION ACTIVITIES.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON PUBLIC PROPERTY WITHOUT THE WRITTEN PERMISSION FROM THE ENGINEER.
- THE STORAGE OF EQUIPMENT AND/OR MATERIALS WITHIN THE RIGHT OF WAY OF ANY STREET AND/OR PARK PROPERTY SHALL REQUIRE PRIOR APPROVAL OF THE ENGINEER.
- IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
- DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
- THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.
- OVERNIGHT CLOSURES ARE NOT ALLOWED UNLESS APPROVED BY THE ENGINEER IN WRITING.
- BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) IN ACCORDANCE WITH THE "BUTT JOINT AND HMA TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.
- PRIOR TO APPLYING HOT-MIX ASPHALT TACK COAT, THE BASE SURFACE INCLUDING GUTTERS SHALL BE CLEANED OF LOOSE MATERIALS.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKINGS LINES IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE RESIDENT ENGINEER.
- THE LOCATIONS OF EXISTING DRAINAGE STRUCTURES, STORM AND SANITARY SEWERS, WATER SERVICE LINES, AND OTHER UTILITY LINES ARE APPROXIMATE, AND THE VILLAGE DOES NOT GUARANTEE THEIR ACCURACY. THEIR EXACT HORIZONTAL AND VERTICAL LOCATIONS ARE TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION 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.
- GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE WOVEN.

COMMITMENTS

NO COMMITMENTS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				75% FEDERAL 25% LOCAL
				ROADWAY
				0005
				URBAN
20101100	TREE TRUNK PROTECTION	EACH	8	8
20101200	TREE ROOT PRUNING	EACH	9	9
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	5	5
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	5	5
20200100	EARTH EXCAVATION	CU YD	234	234
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	178	178
21101600	TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH	SQ YD	2,175	2,175
25000100	SEEDING, CLASS 1	ACRE	0.50	0.50
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	45	45
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	45	45
25100630	EROSION CONTROL BLANKET	SQ YD	2,420	2,420
28000510	INLET FILTERS	EACH	20	20
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	711	711
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	7,114	7,114
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	SQ YD	5	5
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	116	116
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	527	527
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	419	419
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	1,029	1,029
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SQ YD	76	76
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	6,395	6,395
42400600	DETECTABLE WARNINGS	SQ FT	227	227
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	9,863	9,863
44000173	HOT-MIX ASPHALT SURFACE REMOVAL, 6"	SQ YD	2,030	2,030
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	76	76
44000600	SIDEWALK REMOVAL	SQ FT	7,970	7,970
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	99	99
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	99	99
44201745	CLASS D PATCHES, TYPE III, 8 INCH	SQ YD	197	197
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	197	197

* SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE
				75% FEDERAL 25% LOCAL
				ROADWAY
				0005
				URBAN
56500600	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	1	1
60218500	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 3 FRAME AND GRATE	EACH	1	1
60500040	REMOVING MANHOLES	EACH	1	1
67100100	MOBILIZATION	L SUM	1	1
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	1
70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	418	418
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	139	139
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	4,185	4,185
70300241	TEMPORARY PAVEMENT MARKING - LINE 6"- PAINT	FOOT	971	971
70300281	TEMPORARY PAVEMENT MARKING - LINE 24"- PAINT	FOOT	67	67
72000100	SIGN PANEL - TYPE 1	SQ FT	17	17
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	30	30
78006100	PREFORMED THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	208	208
78009000	MODIFIED URETHANE PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	73	73
78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	4,185	4,185
78009006	MODIFIED URETHANE PAVEMENT MARKING - LINE 6"	FOOT	971	971
78009008	MODIFIED URETHANE PAVEMENT MARKING - LINE 8"	FOOT	63	63
78009024	MODIFIED URETHANE PAVEMENT MARKING - LINE 24"	FOOT	187	187
20017400	DRAINAGE & UTILITY STRUCTURES TO BE ADJUSTED	EACH	20	20
X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH (SPECIAL)	SQ FT	8,307	8,307
X6030310	FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)	EACH	1	1
X7200061	TEMPORARY INFORMATION SIGNING	SQ FT	51	51
XX009049	REMOVE AND REPLACE CURB AND GUTTER (SPECIAL)	FOOT	1,135	1,135

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1101	22-00111-00-RS	COOK	33	3
	STRUCTURE NO.	CONTRACT NO.	51M31	

ILLINOIS FED. AID PROJECT

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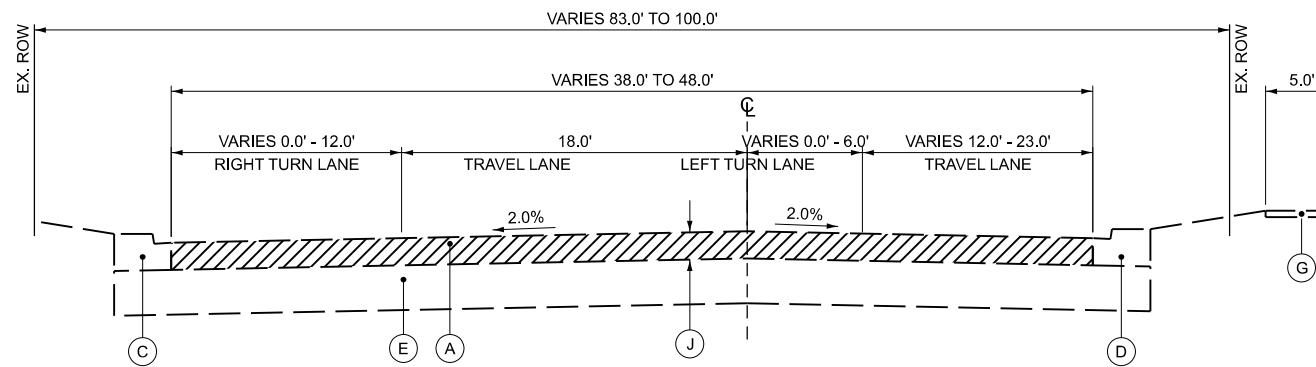


USER NAME = swift
 DESIGNED - AJM
 CHECKED - BNP
 REVISED -
 PLOT SCALE = 0.1666633' / in.
 DRAWN - SDW
 REVISED -
 PLOT DATE = 12/18/2025
 DATE = 05-15-2025
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

JONES ROAD RESURFACING AND SIDEWALK IMPROVEMENTS
 SUMMARY OF QUANTITIES

F.A.U. SECTION COUNTY TOTAL SHEETS SHEET NO.
 1101 22-00111-00-RS COOK 33 3
 STRUCTURE NO. CONTRACT NO. 51M31
 SHEET OF SHEETS
 ILLINOIS FED. AID PROJECT



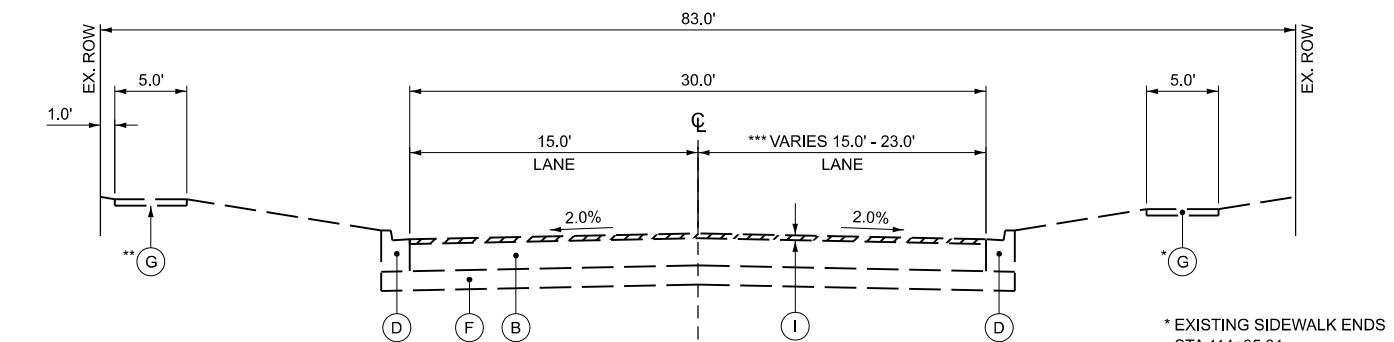
EXISTING TYPICAL SECTION

JONES ROAD
STA 101+49 - STA 105+54.50

FINAL LIMITS FOR CURB AND GUTTER, SIDEWALK REMOVALS WILL BE
ESTABLISHED BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.

PATCHING LIMITS WILL BE DETERMINED AND MARKED BY THE ENGINEER
FOLLOWING PAVEMENT INSPECTION COMPLETED AFTER MILLING OPERATIONS.

MILLING OPERATIONS SHALL BE COMPLETED PRIOR TO PAVEMENT PATCHING



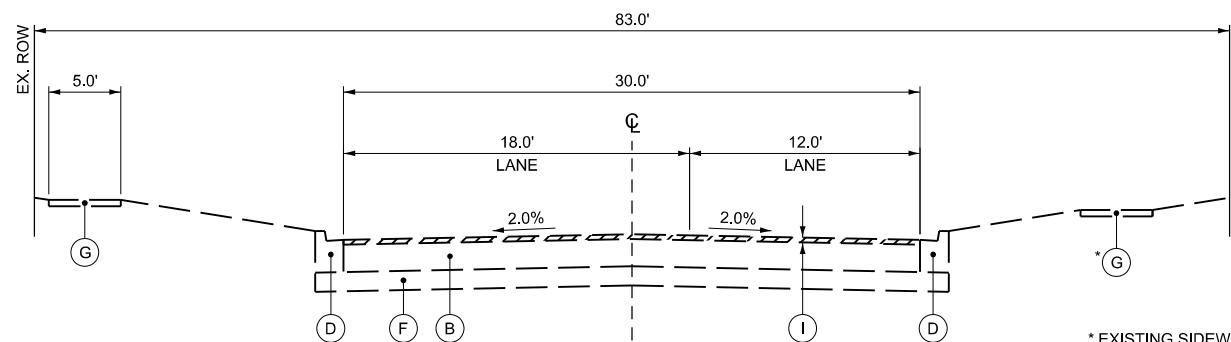
EXISTING TYPICAL SECTION

JONES ROAD
STA 105+54.50 - STA 116+90

* EXISTING SIDEWALK ENDS
STA 114+35.31

** EXISTING SIDEWALK BEGINS
STA 114+30.20

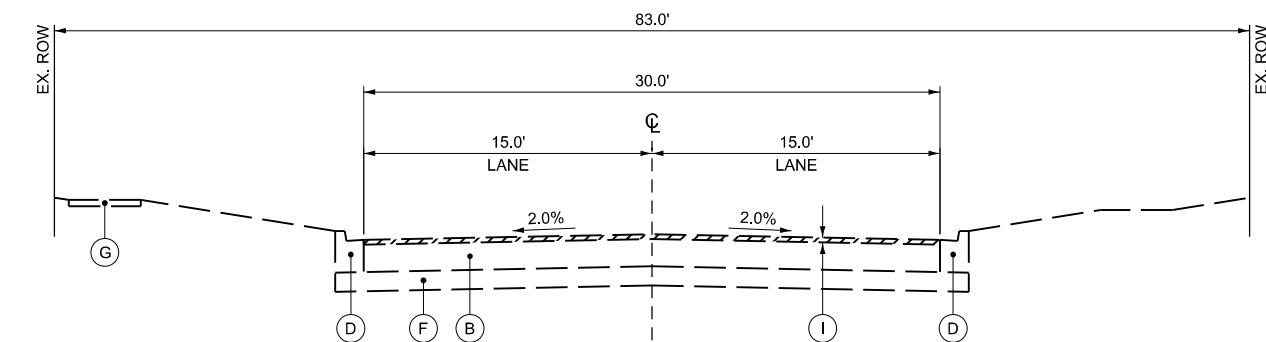
*** 23' WIDE STA 105+54.50
TO STA 109+65.0



EXISTING TYPICAL SECTION

JONES ROAD
STA 116+90 - STA 124+25

* EXISTING SIDEWALK
STA 120+82 TO STA 124+24.27

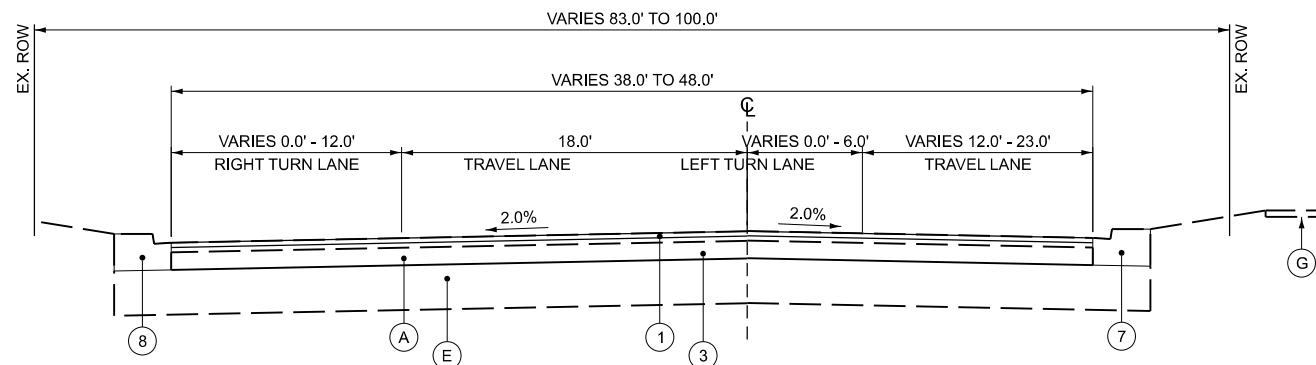


EXISTING TYPICAL SECTION

JONES ROAD
STA 124+25 - STA 131+68

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT, $\pm 6"$
- (B) EXISTING HMA PAVEMENT, $\pm 10"$
- (C) COMBINATION CONCRETE CURB & GUTTER, B-6.18
- (D) COMBINATION CONCRETE CURB & GUTTER, B-6.12
- (E) AGGREGATE SUBBASE, 16"+
- (F) AGGREGATE SUBBASE, $\pm 6"$
- (G) PCC SIDEWALK
- (H) EXISTING GROUND
- (I) HMA SURFACE REMOVAL, $2\frac{1}{4}"$
- (J) HMA SURFACE REMOVAL, 6"



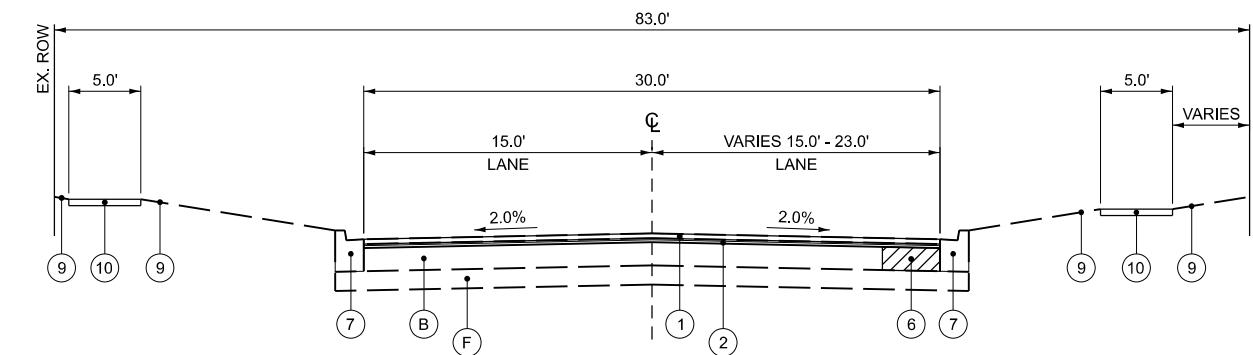
PROPOSED TYPICAL SECTION

JONES ROAD
STA 101+49 - STA 105+54.50

FINAL LIMITS FOR CURB AND GUTTER, SIDEWALK REMOVALS WILL BE
ESTABLISHED BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.

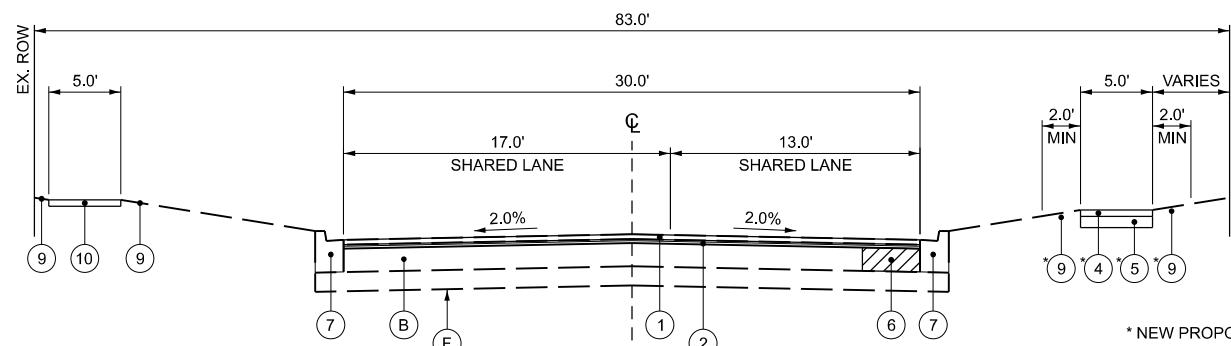
PATCHING LIMITS WILL BE DETERMINED AND MARKED BY THE ENGINEER
FOLLOWING PAVEMENT INSPECTION COMPLETED AFTER MILLING OPERATIONS.

MILLING OPERATIONS SHALL BE COMPLETED PRIOR TO PAVEMENT PATCHING



PROPOSED TYPICAL SECTION

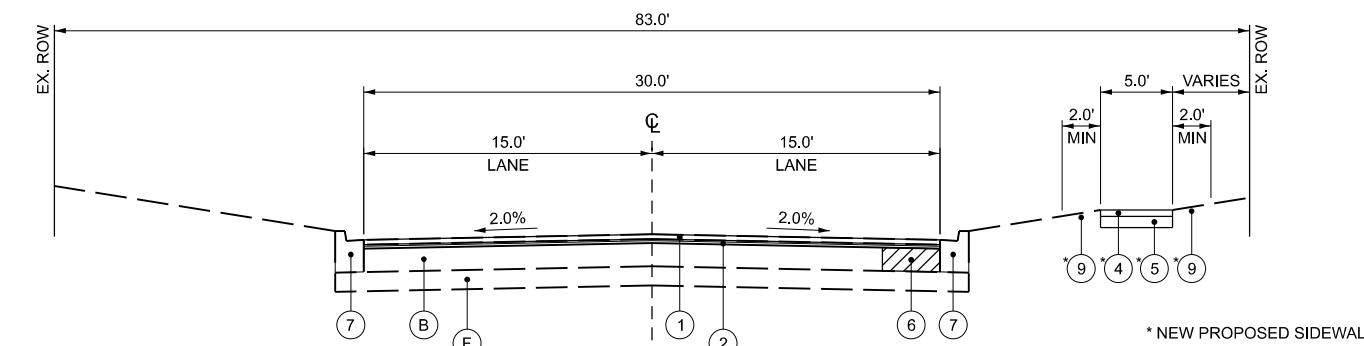
JONES ROAD
STA 105+54.50 - STA 116+90



PROPOSED TYPICAL SECTION

JONES ROAD
STA 116+90 - STA 124+25

* NEW PROPOSED SIDEWALK
AND AGGREGATE BASE
STA 114+35.31 TO 120+35.73



PROPOSED TYPICAL SECTION

JONES ROAD
STA 124+25 - STA 131+68

* NEW PROPOSED SIDEWALK
AND AGGREGATE BASE
STA 124+24.27 TO 130+98.25

EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT, $\pm 6"$
- (B) EXISTING HMA PAVEMENT, $\pm 10"$
- (C) COMBINATION CONCRETE CURB & GUTTER, B-6.18
- (D) COMBINATION CONCRETE CURB & GUTTER, B-6.12
- (E) AGGREGATE SUBBASE, 16"+
- (F) AGGREGATE SUBBASE, $\pm 6"$
- (G) PCC SIDEWALK
- (H) EXISTING GROUND
- (I) HMA SURFACE REMOVAL, $2\frac{1}{4}"$
- (J) HMA SURFACE REMOVAL, 6"

PROPOSED LEGEND

- (1) HMA SURFACE COURSE, IL 9.5, MIX "D", N50 - $1\frac{1}{2}"$
- (2) POLYMERIZED HMA BINDER COURSE, IL 4.75 N50 - $\frac{3}{4}"$
- (3) HMA BINDER COURSE, IL 19.0, N50 - $4\frac{1}{2}"$
- (4) PCC SIDEWALK 5"
- (5) AGGREGATE BASE COURSE TYPE B - 4"
- (6) CLASS D PATCHES - 8"
- (7) COMBINATION CONCRETE CURB & GUTTER B-6.12
- (8) COMBINATION CONCRETE CURB & GUTTER B-6.18
- (9) PARKWAY RESTORATION
 - TOPSOIL FURNISH AND PLACE, VARIABLE DEPTH
 - SEEDING CLASS 1
 - EROSION CONTROL BLANKET
- (10) PCC SIDEWALK 5" (SPECIAL)

HOT-MIX ASPHALT MIXTURE REQUIREMENTS
MIXTURE TYPE

PAVEMENT RESURFACING AND RECONSTRUCTION

HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50 - $1\frac{1}{2}"$

AIR VOIDS
@ NDES

QMP
LR 1030-2

POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50 - $\frac{3}{4}"$

3.5% @ 50 GYR.

LR 1030-2

HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N50 - $4\frac{1}{2}"$

4% @ 50 GYR.

LR 1030-2

PAVEMENT PATCHING

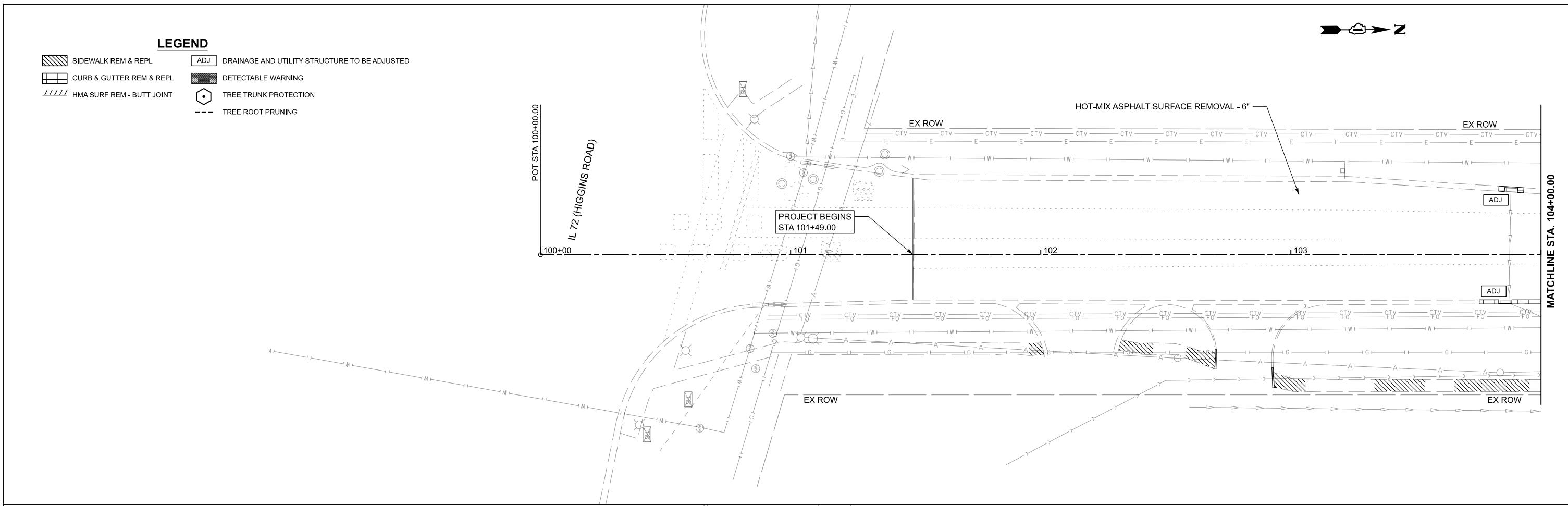
CLASS D PATCHES (HMA BINDER IL-19.0)

4% @ 70 GYR.

LR 1030-2

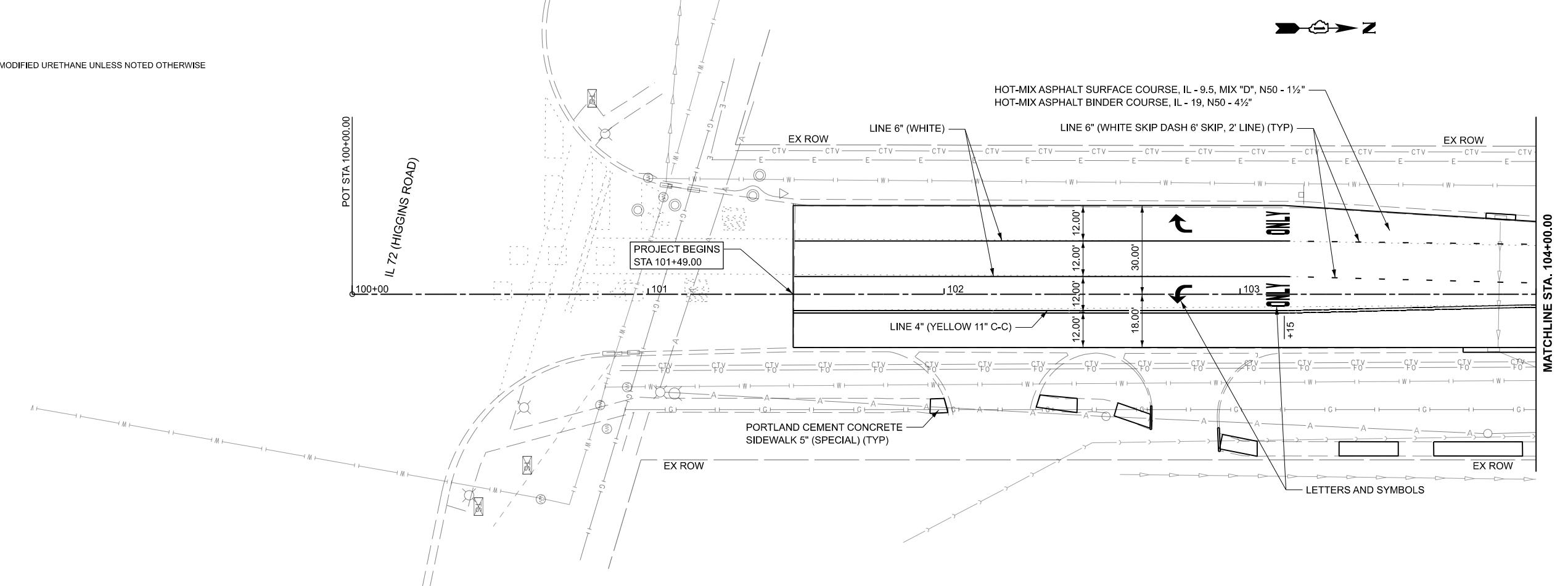
QMP DESIGNATION IS QUALITY CONTROL/QUALITY ASSURANCE (QC/QA) PER LR 1030-2

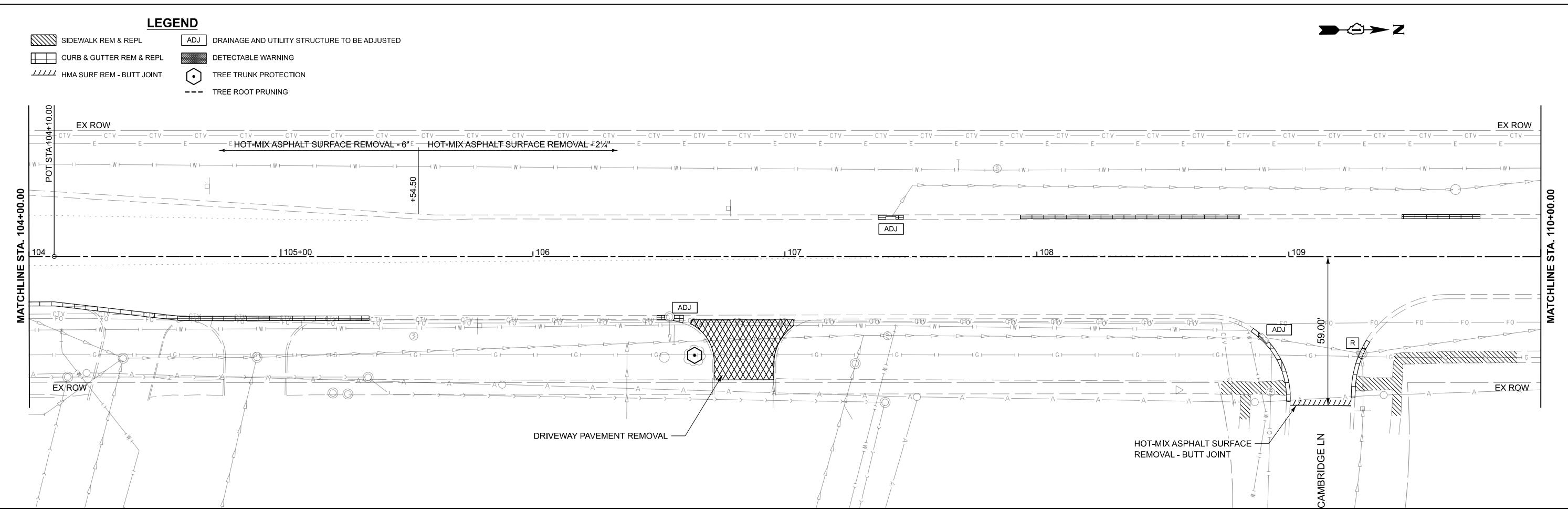
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY RECLAIMED MATERIALS SPECIFICATIONS.



NOTES

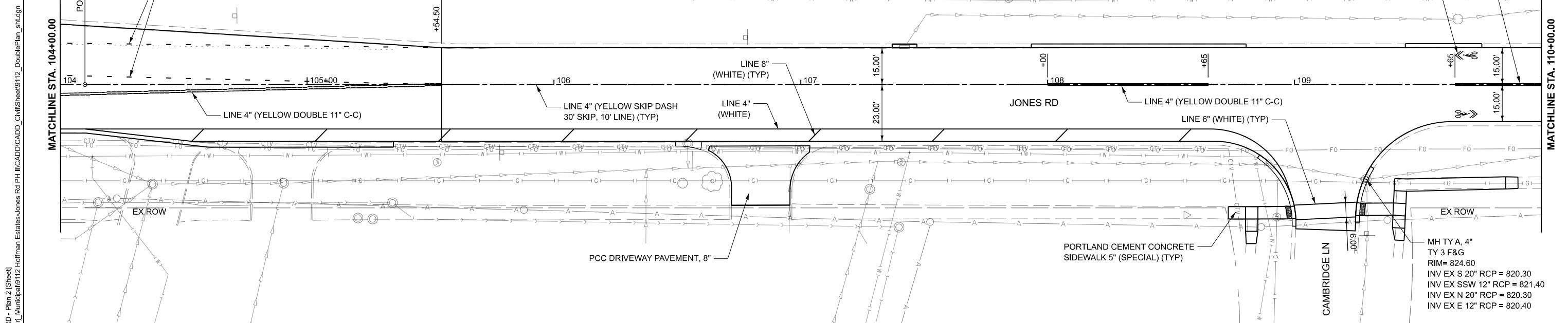
1. ALL FINAL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS NOTED OTHERWISE.





NOTES

1. ALL FINAL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS NOTED OTHERWISE



MODEL: Jones_RD - Plan 2 [Sheet]

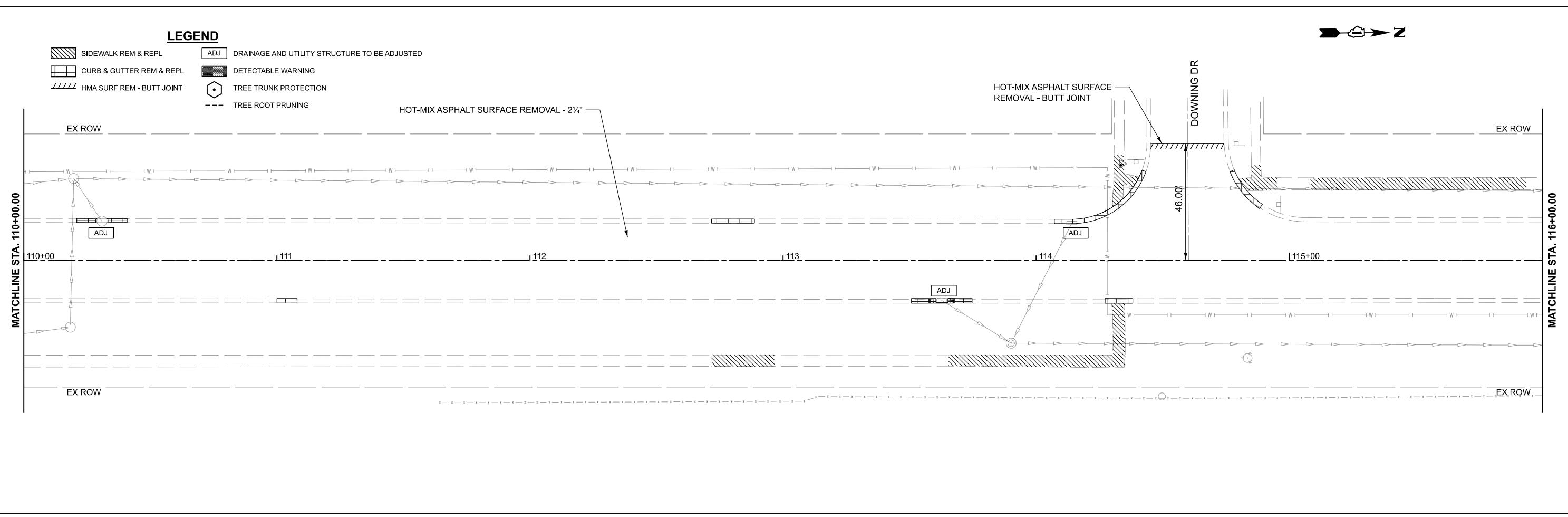
The logo for Chastain & Associates LLC Consulting Engineers. It features a black square icon to the left of the company name. The name is in a large, bold, black serif font, with 'CHASTAIN' on the top line and '& ASSOCIATES LLC' on the line below it. Below the company name, the words 'CONSULTING ENGINEERS' are written in a smaller, bold, black sans-serif font. At the bottom, the words 'SERVICE | SOLUTIONS | COMMITMENT' are written in a smaller, regular black sans-serif font.

USER NAME	=	switt	DESIGNED	- AJM
			CHECKED	- BNP
PLOT SCALE	=	0.16666633' /in.	DRAWN	- SDW
PLOT DATE	=	12/18/2025	DATE	- 05-15-2024

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

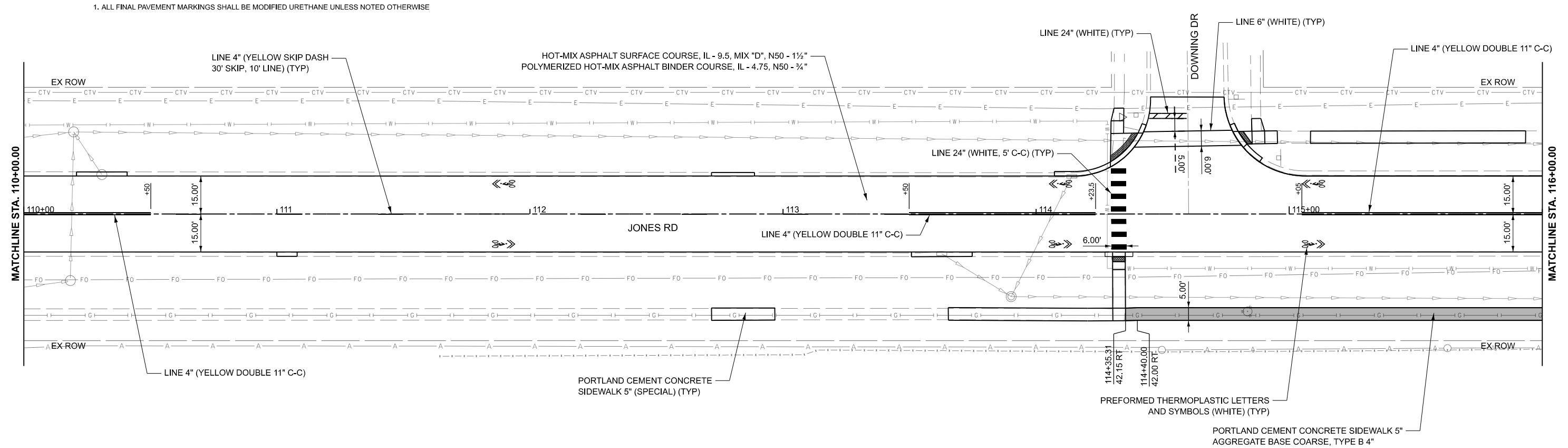
**JONES ROAD RESURFACING AND SIDEWALK IMPROVEMENTS
REMOVAL PLAN AND IMPROVEMENT PLAN**

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
1101	22-00111-00-RS	COOK	33	7
STRUCTURE NO.		CONTRACT NO. 61M31		
		ILLINOIS	FED. AID PROJECT	



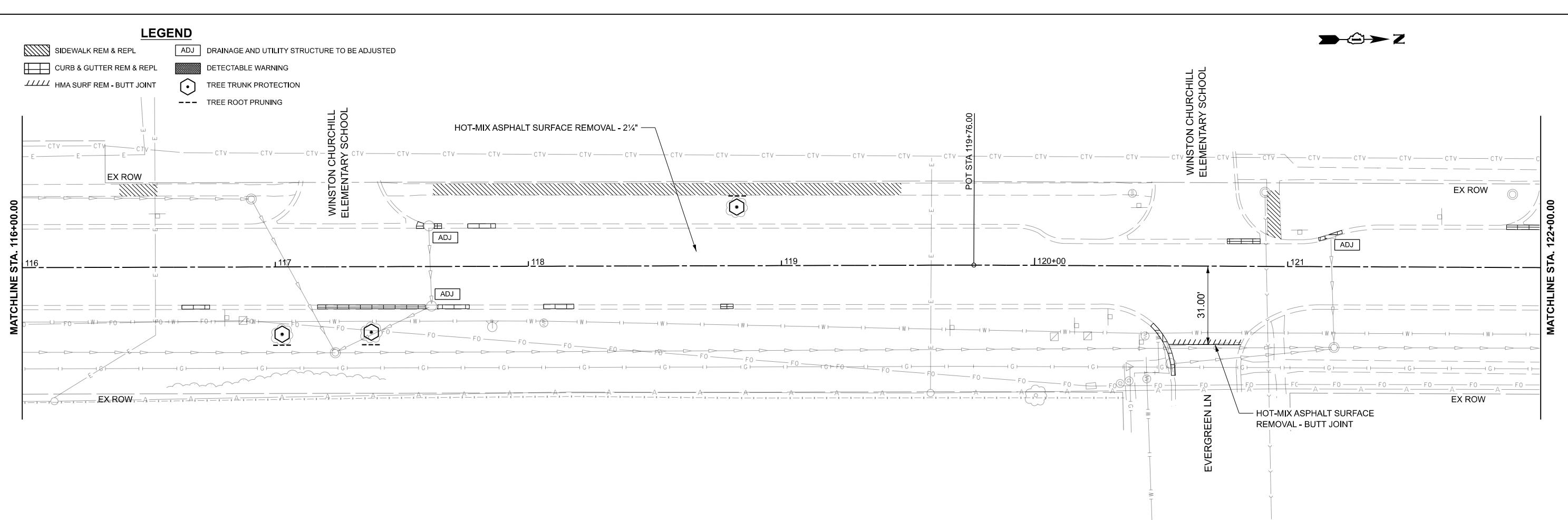
NOTES

1. ALL FINAL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS NOTED OTHERWISE.

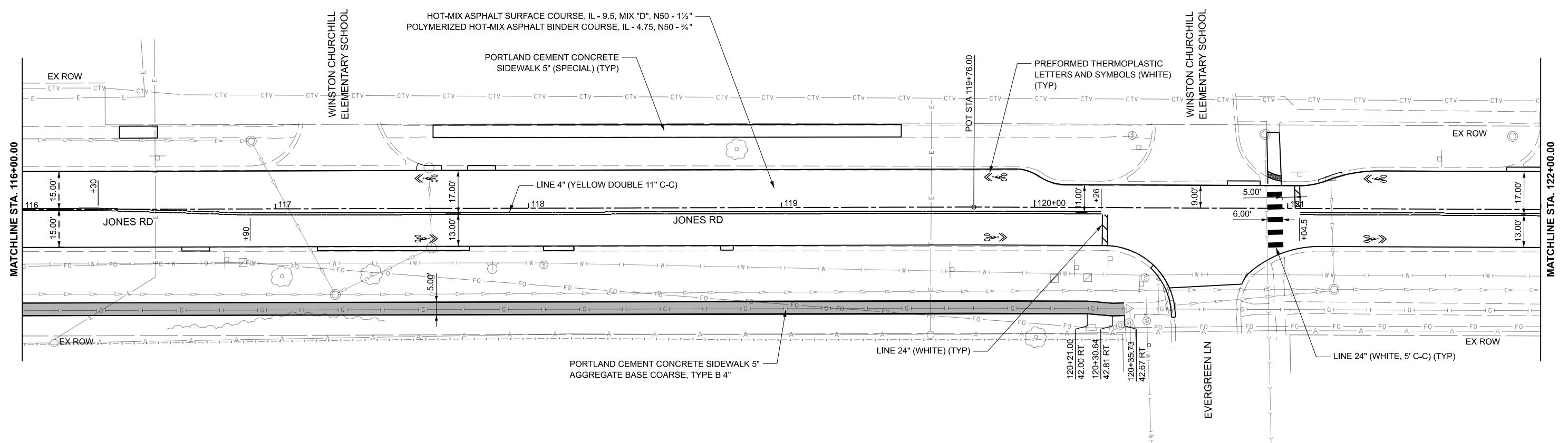


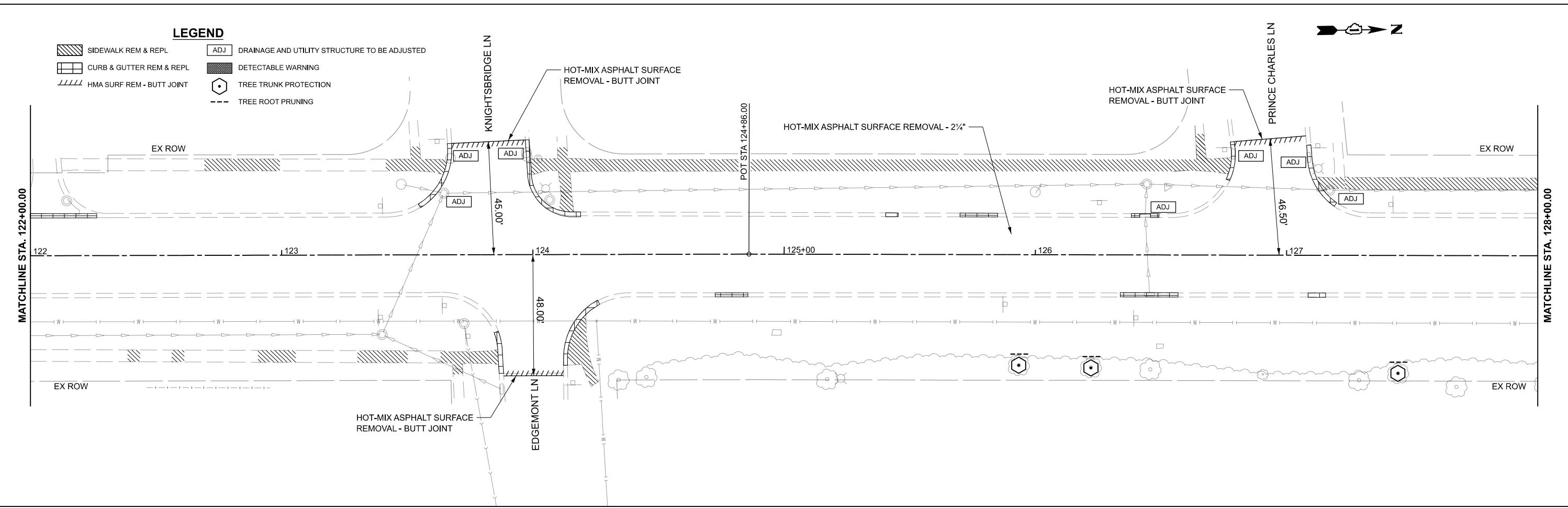
LEGEND

 SIDEWALK REM & REPL	 DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
 CURB & GUTTER REM & REPL	 DETECTABLE WARNING
 HMA SURF REM - BUTT JOINT	 TREE TRUNK PROTECTION
	 TREE ROOT PRUNING


NOTES

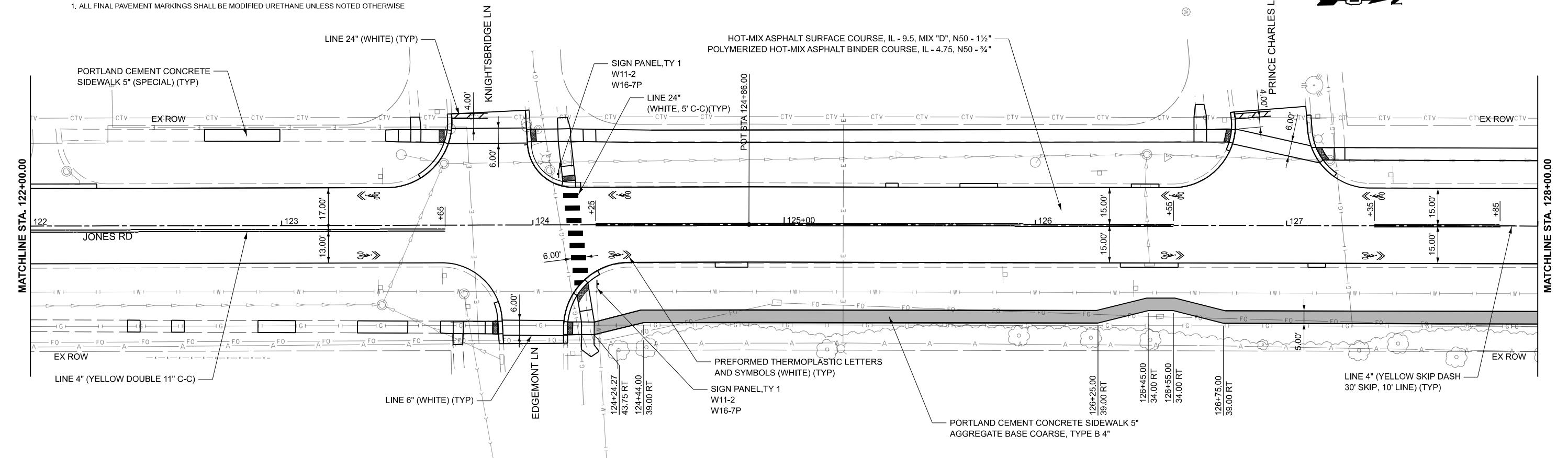
1. ALL FINAL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS NOTED OTHERWISE





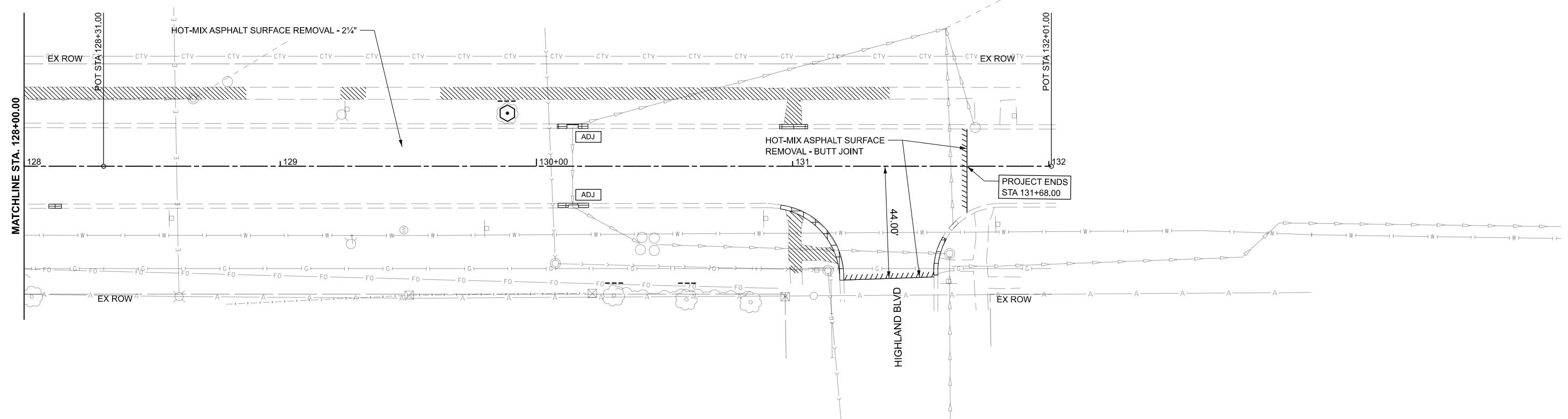
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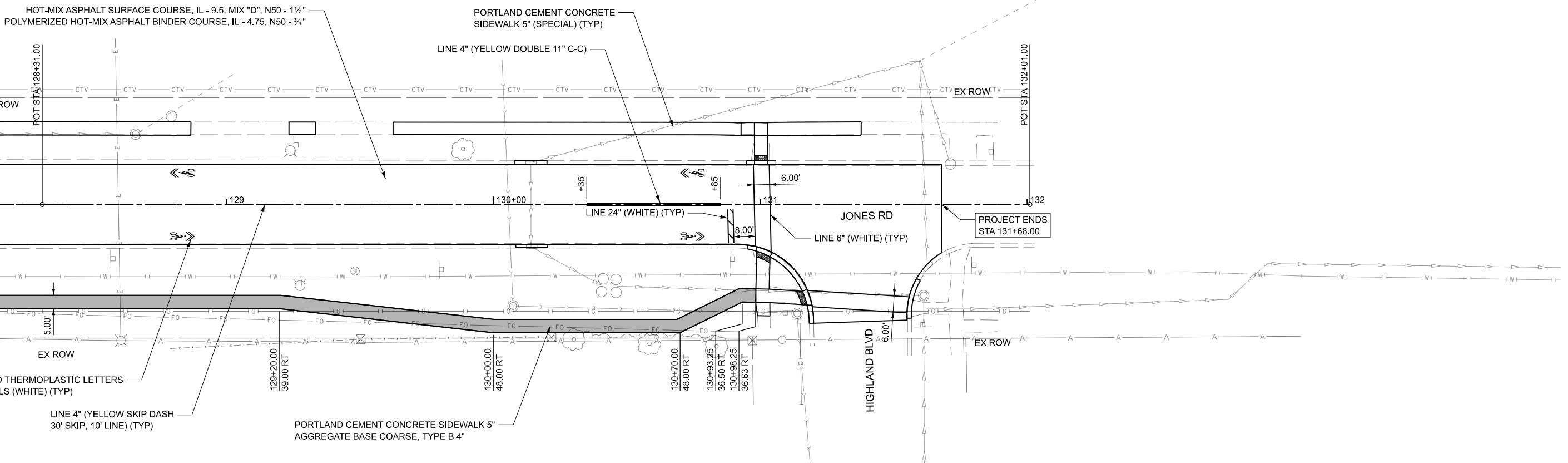


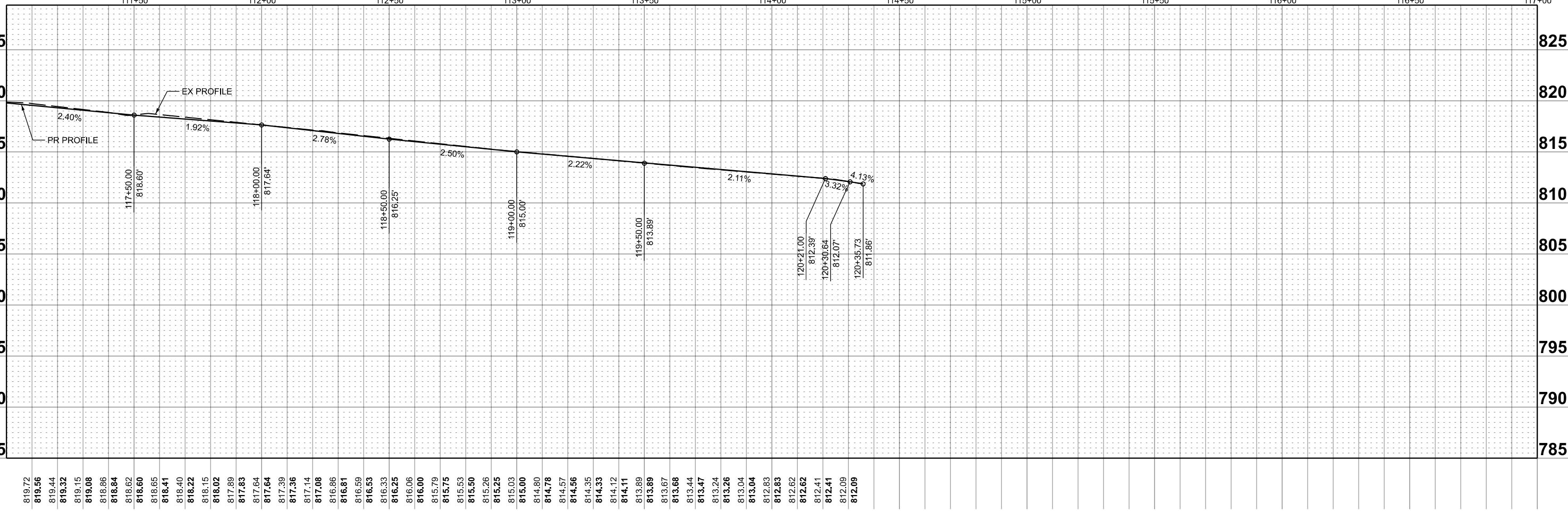
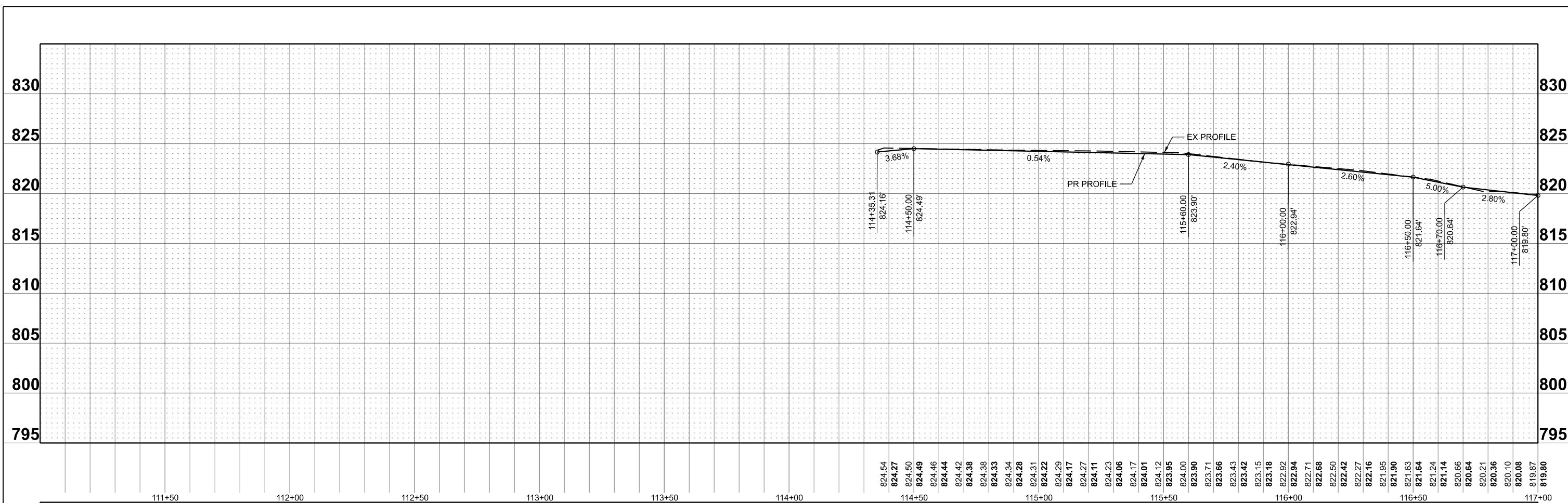
LEGEND

 SIDEWALK REM & REPL	 DRAINAGE AND UTILITY STRUCTURE TO BE ADJUSTED
 CURB & GUTTER REM & REPL	 DETECTABLE WARNING
 HMA SURF REM - BUTT JOINT	 TREE TRUNK PROTECTION
	 TREE ROOT PRUNING


NOTES

1. ALL FINAL PAVEMENT MARKINGS SHALL BE MODIFIED URETHANE UNLESS NOTED OTHERWISE





MODE: Plan2 - Profile 1 [Sheet1]

111-00
USER NAME = switt
PLOT SCALE = 0.1666
PLOT DATE = 12/18/2

	DESIGNED - AJM
	CHECKED - BNP
633 ' / in.	DRAWN - SDW
025	DATE - 05-11

110-00	REVISED	-
	REVISED	-
	REVISED	-
5-2025	REVISED	-

110-55

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

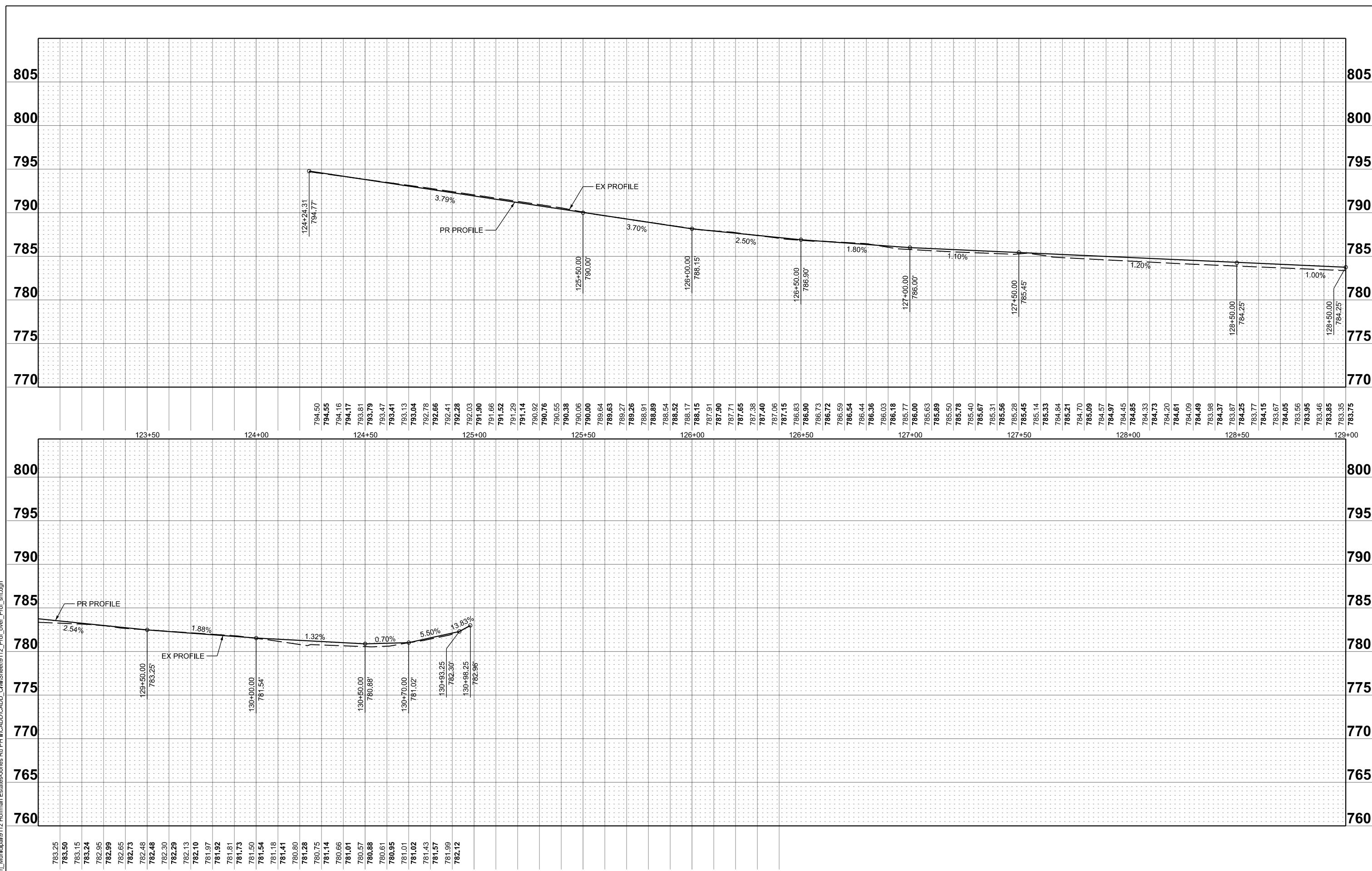
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

JONES ROAD RESURFACING AND SIDEWALK IMPROVEMENTS

SIDEWALK PROFILE

SHEET 1 OF 2 SHEETS

A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
101	22-00111-00-RS	COOK	33	12
STRUCTURE NO.		CONTRACT NO. 61M31		
		ILLINOIS	FED. AID PROJECT	



MODE: Plan2-Profile 3 [Sheet1]

The logo for Chastain & Associates LLC Consulting Engineers. It features a black rectangular box on the left, followed by the company name in a large, bold, black serif font, and "CONSULTING ENGINEERS" in a smaller, black sans-serif font below it.

FILE
SERVICE | SOLUTIONS | COMMITMENT

129+50
- USER NAME = switt
-
- PLOT SCALE = 0.1666
- PLOT DATE = 12/18/2

130+00	DESIGNED - AJM
	CHECKED - BNP
633 ' in.	DRAWN - SDW
025	DATE - 05-15-2025

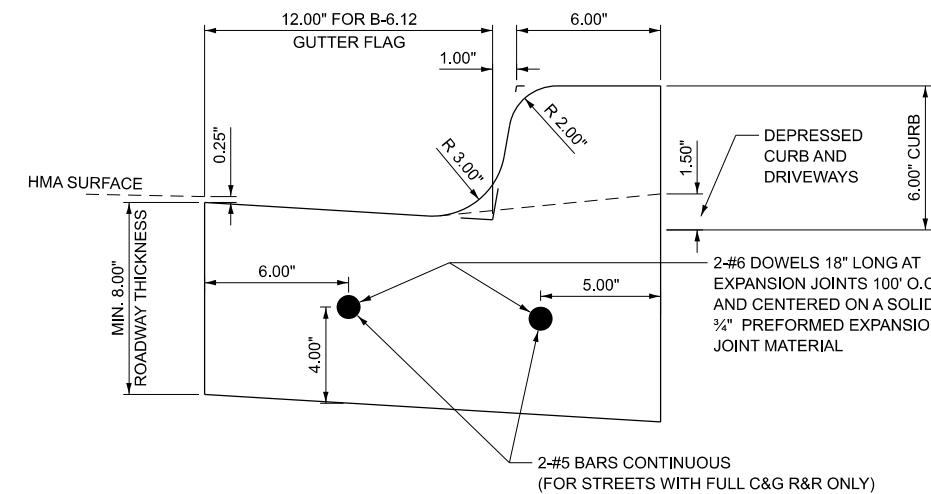
+50	REVISED	-
	REVISED	-
	REVISED	-
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131+00

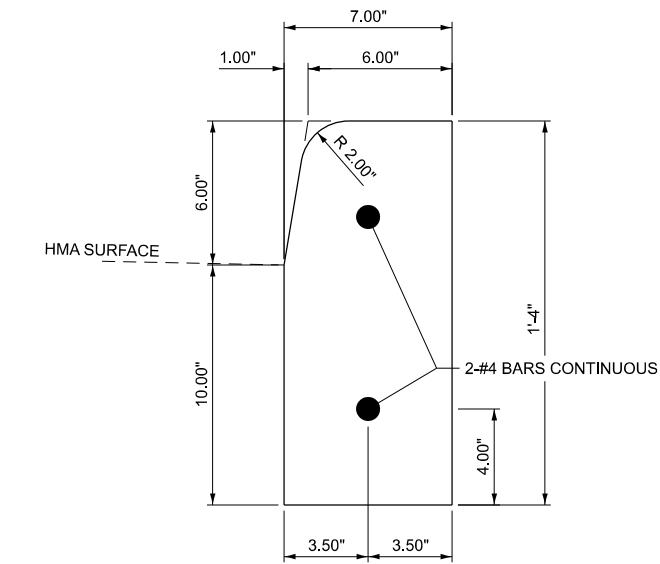
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

JONES ROAD RESURFACING AND SIDEWALK IMPROVEMENTS SIDEWALK PROFILE

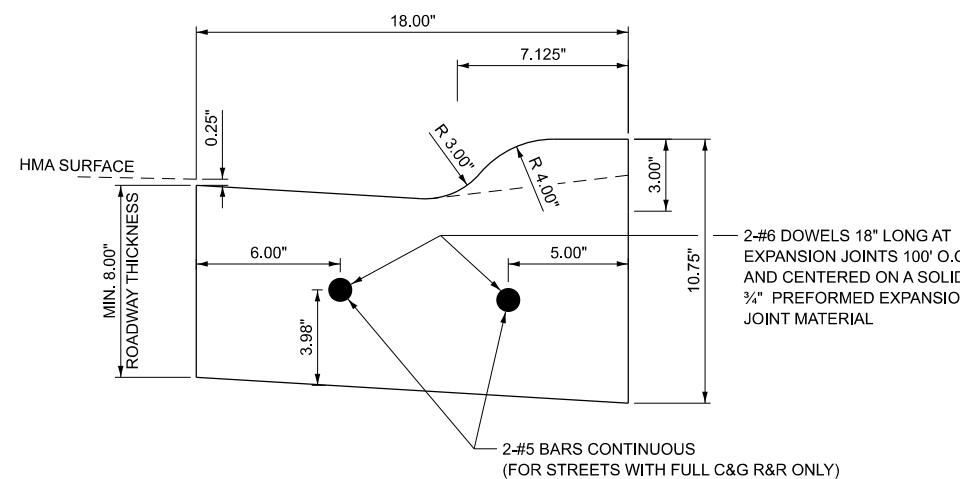
U. E.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
01	22-00111-00-RS	COOK	33	13
STRUCTURE NO.		CONTRACT NO. 61M31		
		ILLINOIS	FED. AID PROJECT	



TYPE B6.12 CURB AND GUTTER



6" BARRIER CURB



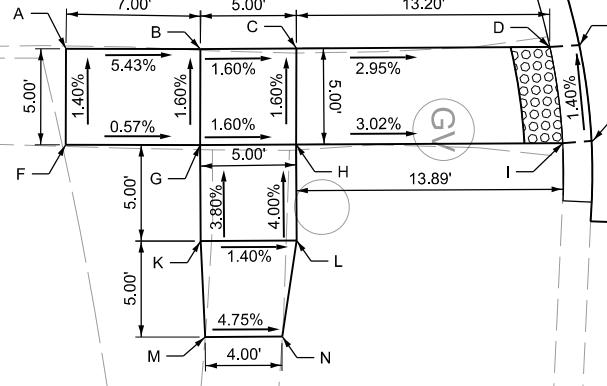
TYPE M3.12 CURB AND GUTTER

NOTES:

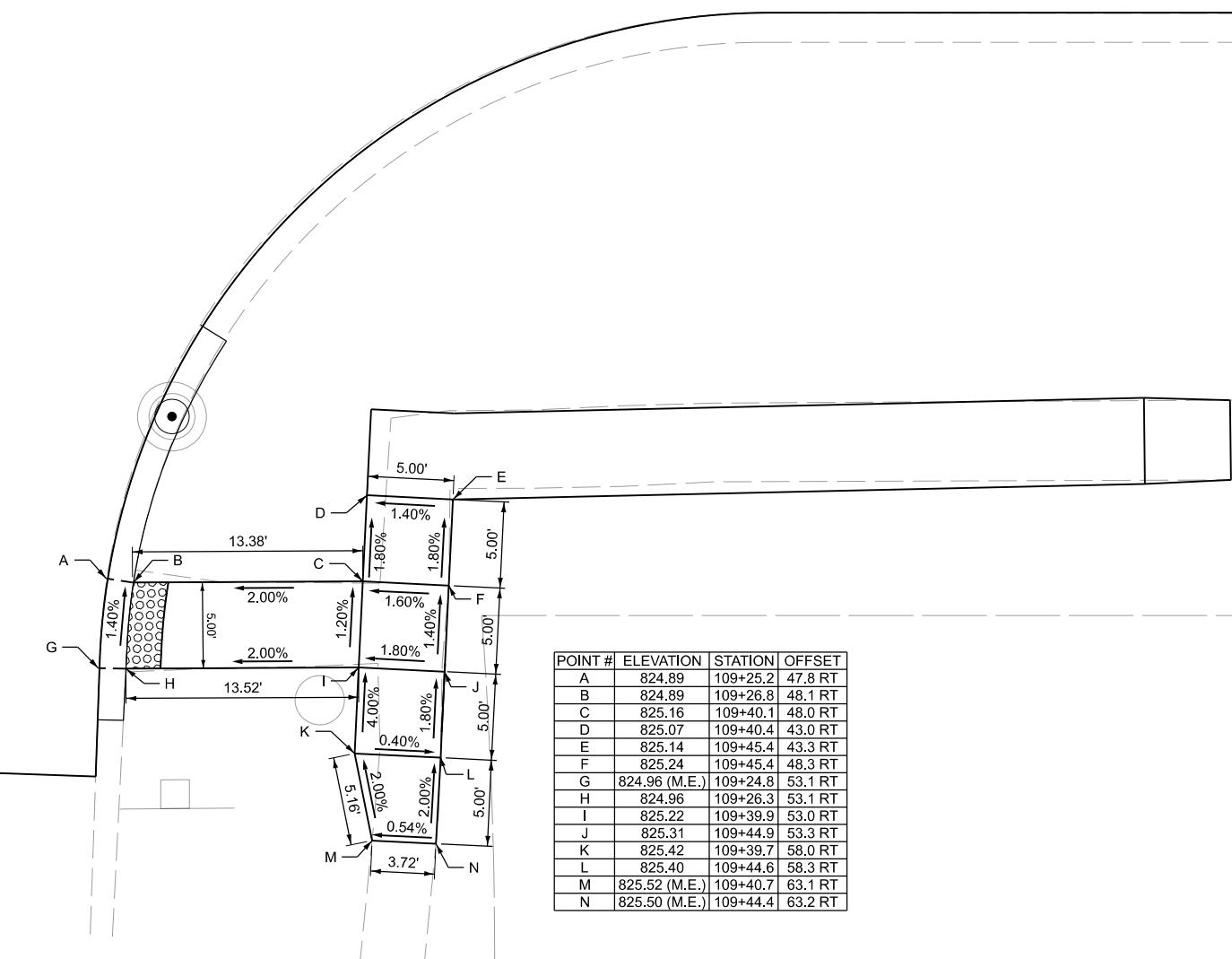
1. THE CURB SHALL BE DEPRESSED AT ALL APRONS AND ACROSS ALL SIDEWALK RAMPING IN ACCORDANCE WITH PROJECT DETAILS AND ADA GUIDELINES.
2. CONTRACTION JOINTS TO BE TOOLED OR SAWCUT EVERY 15' TO A DEPTH OF 1.5"
3. EXPANSION JOINTS SHALL BE PROVIDED AT THE BEGINNING AND END OF ALL RETURN RADII, 5 FEET EITHER SIDE OF A DRAINAGE STRUCTURE, AT THE END OF A DAY'S POUR, AND/OR AT SPACING NOT TO EXCEED 100 FEET.

JONES ROAD

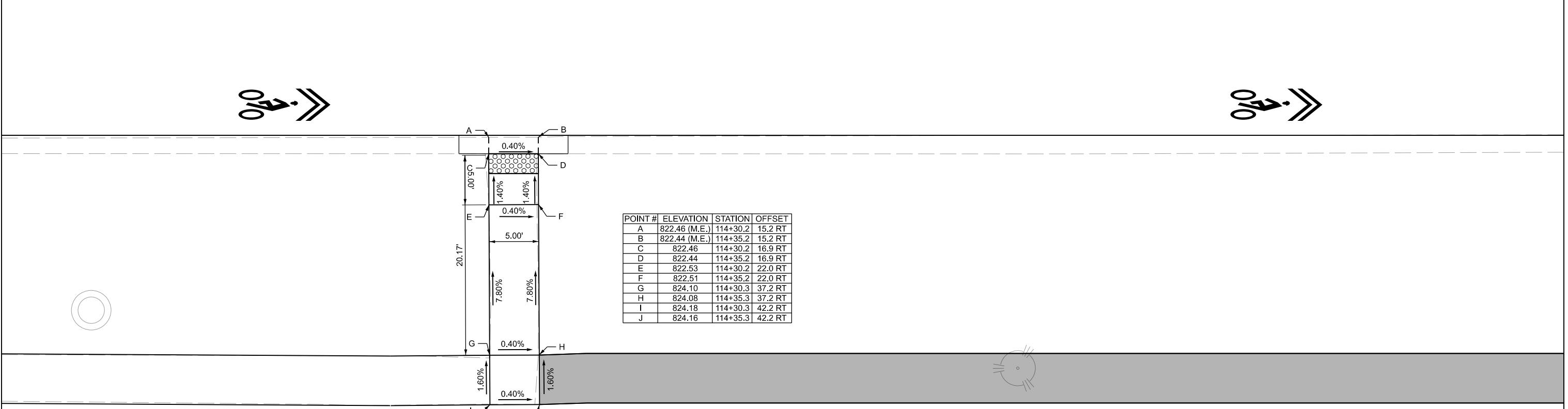
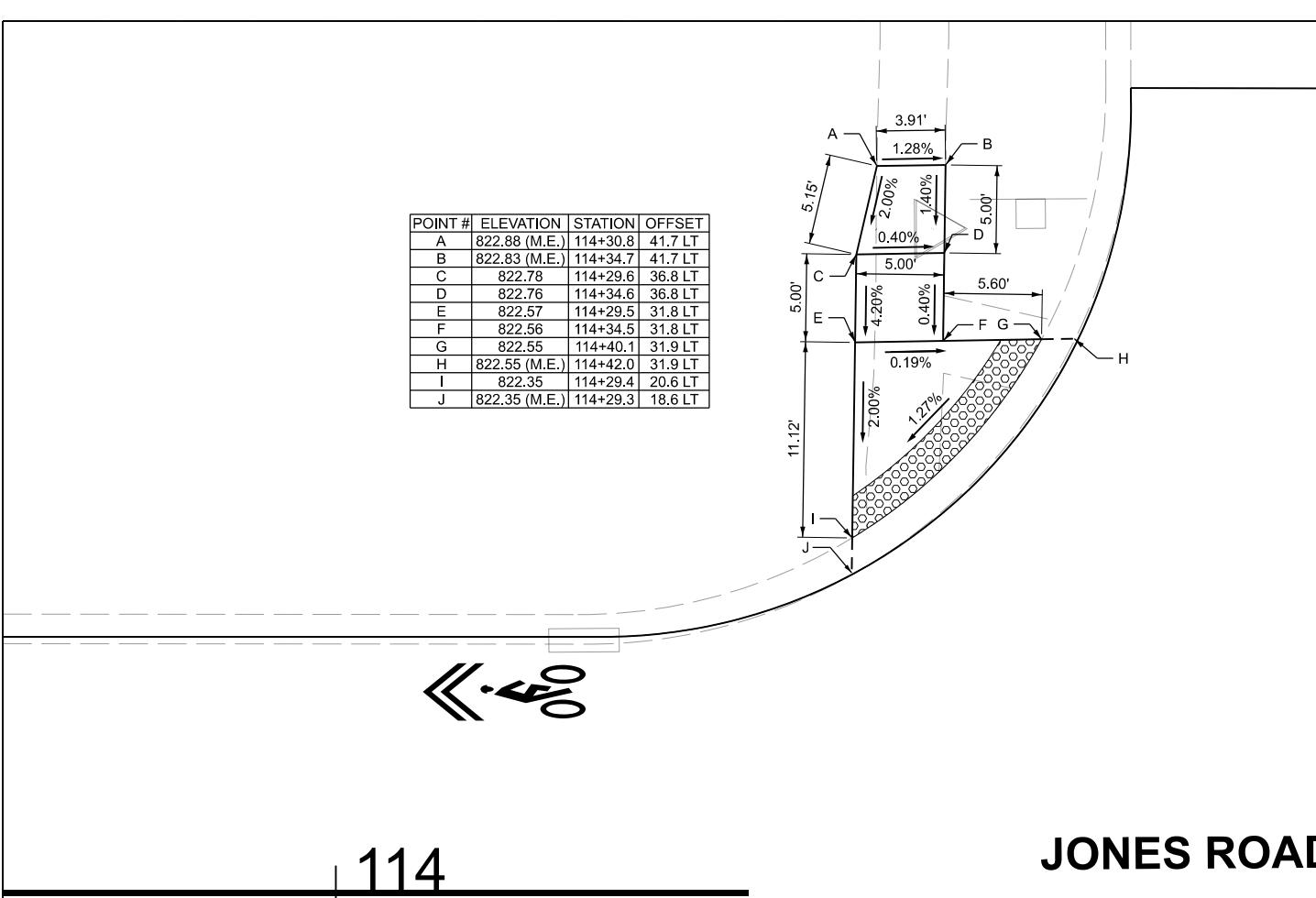
סאנדרס אוניברסיטה

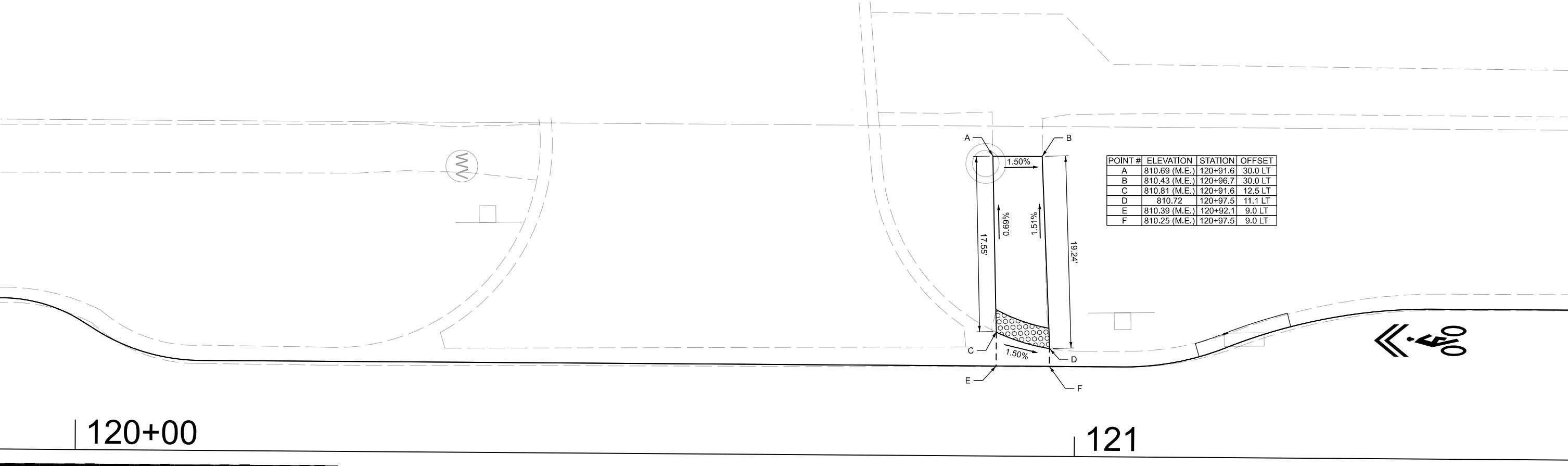


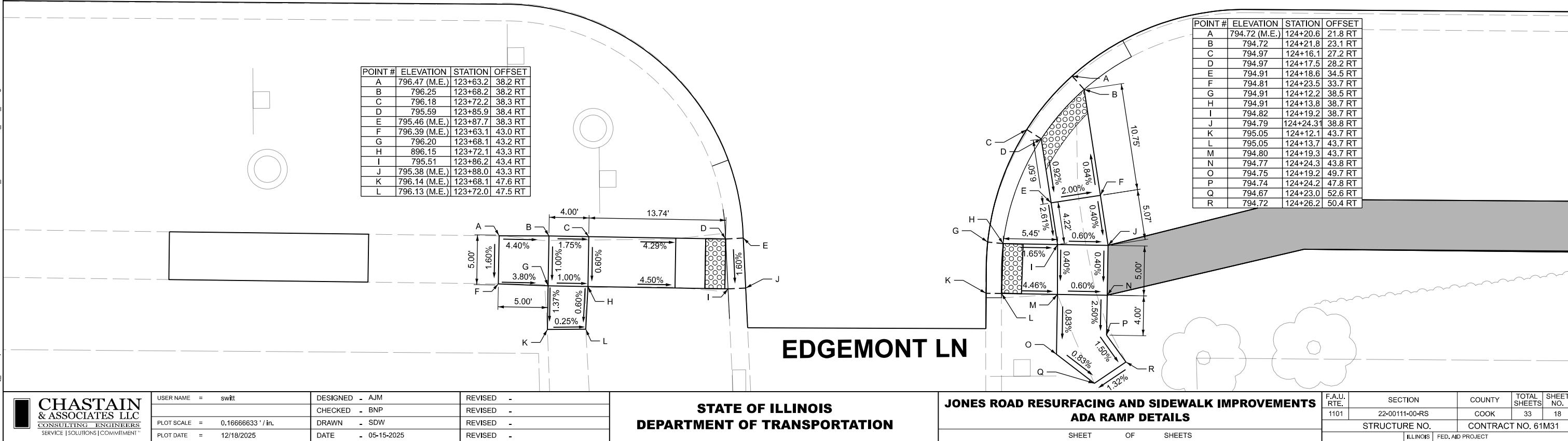
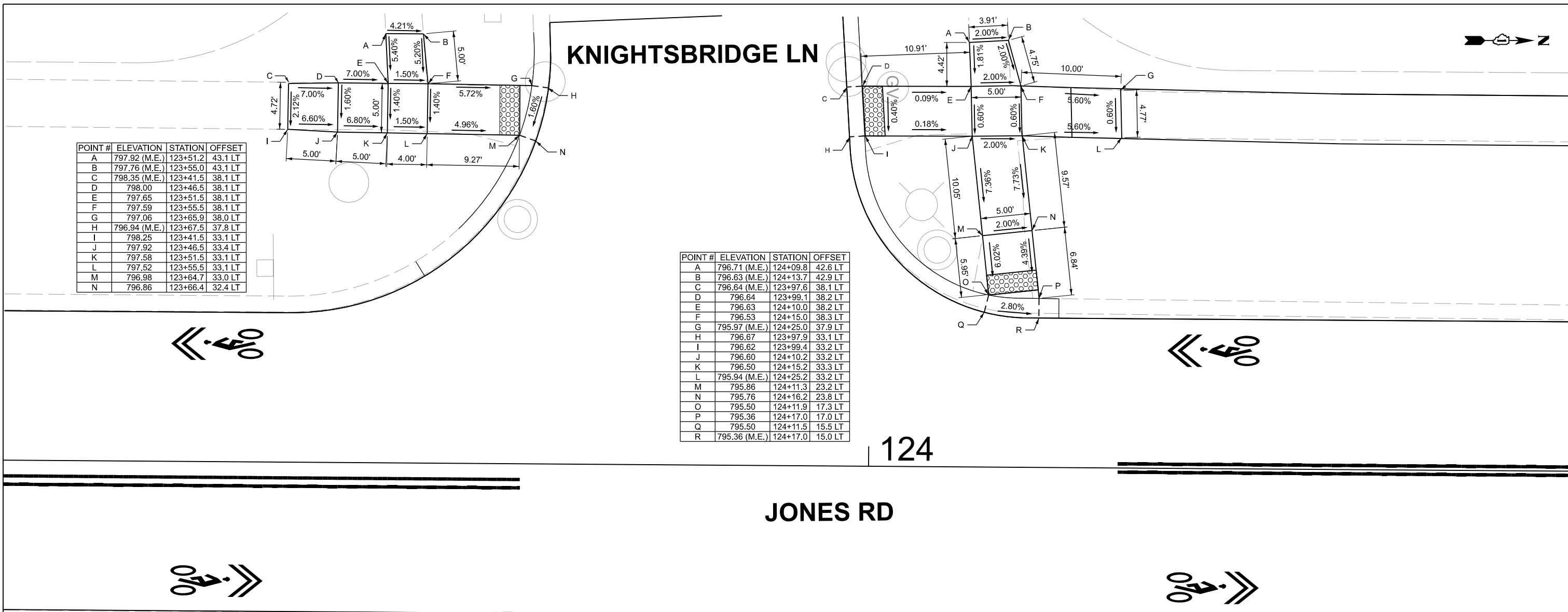
POINT #	ELEVATION	STATION	OFFSET
A	825.77 (M.E.)	108+68.2	49.4 RT
B	825.39	108+75.2	49.5 RT
C	825.31	108+80.2	49.5 RT
D	824.92	108+98.4	49.5 RT
E	824.92 (M.E.)	108+99.9	49.3 RT
F	825.87 (M.E.)	108+68.2	54.5 RT
G	825.47	108+80.1	54.5 RT
H	825.39	108+85.1	54.5 RT
I	824.99	108+99.0	54.4 RT
J	824.99 (M.E.)	109+00.6	54.3 RT
K	825.66	108+80.2	59.5 RT
L	825.59	108+85.1	59.5 RT
M	825.69 (M.E.)	108+80.4	64.5 RT
N	825.50 (M.E.)	108+84.4	64.5 RT



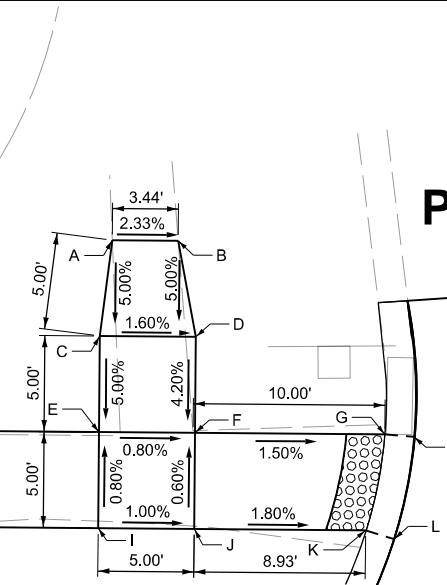
POINT #	ELEVATION	STATION	OFFSET
A	824.89	109+25.2	47.8 RT
B	824.89	109+26.8	48.1 RT
C	825.16	109+40.1	48.0 RT
D	825.07	109+40.4	43.0 RT
E	825.14	109+45.4	43.3 RT
F	825.24	109+45.4	48.3 RT
G	824.96 (M.E.)	109+24.8	53.1 RT
H	824.96	109+26.3	53.1 RT
I	825.22	109+39.9	53.0 RT
J	825.31	109+44.9	53.3 RT
K	825.42	109+39.7	58.0 RT
L	825.40	109+44.6	58.3 RT
M	825.52 (M.E.)	109+40.7	63.1 RT
N	825.50 (M.E.)	109+44.4	63.2 RT







POINT #	ELEVATION	STATION	OFFSET
A	787.04	126+63.6	48.2 LT
B	786.96	126+67.1	48.2 LT
C	786.79	126+63.0	43.2 LT
D	786.71	126+68.0	43.2 LT
E	786.54	126+63.1	38.2 LT
F	786.50	126+68.1	38.2 LT
G	786.35	126+77.9	38.3 LT
H	786.35 (M.E.)	126+79.5	38.1 LT
I	786.58	126+63.1	33.2 LT
J	786.53	126+68.1	33.2 LT
K	786.35	126+77.0	33.3 LT
L	786.35 (M.E.)	126+78.5	32.8 LT



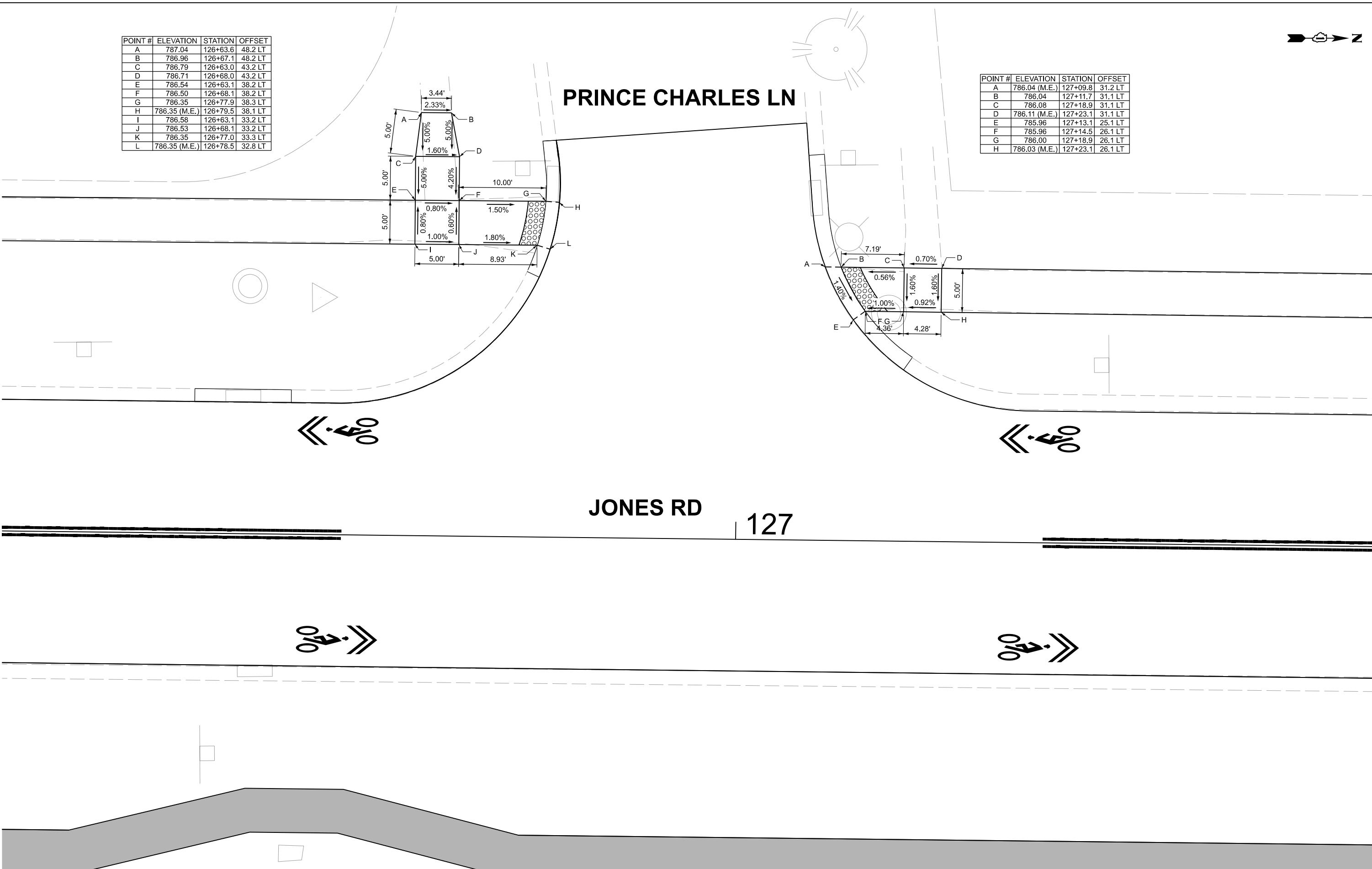
PRINCE CHARLES LN

POINT #	ELEVATION	STATION	OFFSET
A	786.04 (M.E.)	127+09.8	31.2 LT
B	786.04	127+11.7	31.1 LT
C	786.08	127+18.9	31.1 LT
D	786.11 (M.E.)	127+23.1	31.1 LT
E	785.96	127+13.1	25.1 LT
F	785.96	127+14.5	26.1 LT
G	786.00	127+18.9	26.1 LT
H	786.03 (M.E.)	127+23.1	26.1 LT

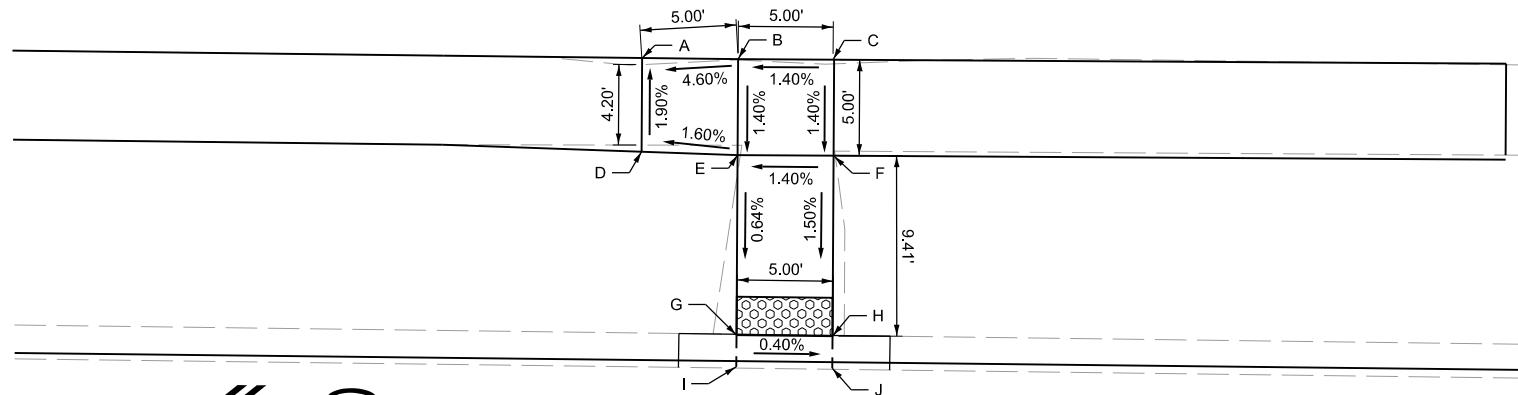


JONES RD

127



POT STA 13'



POINT #	ELEVATION	STATION	OFFSET
A	783.84 (M.E.)	130+92.8	30.4 LT
B	784.07	130+97.8	30.7 LT
C	784.14	131+02.8	30.8 LT
D	783.92 (M.E.)	130+92.8	26.2 LT
E	784.00	130+97.8	25.7 LT
F	784.07	131+02.8	25.5 LT
G	783.94	130+97.9	16.4 LT
H	783.92	131+02.9	16.4 LT
I	783.94 (M.E.)	130+97.9	14.7 LT
J	783.92 (M.E.)	131+02.9	14.7 LT

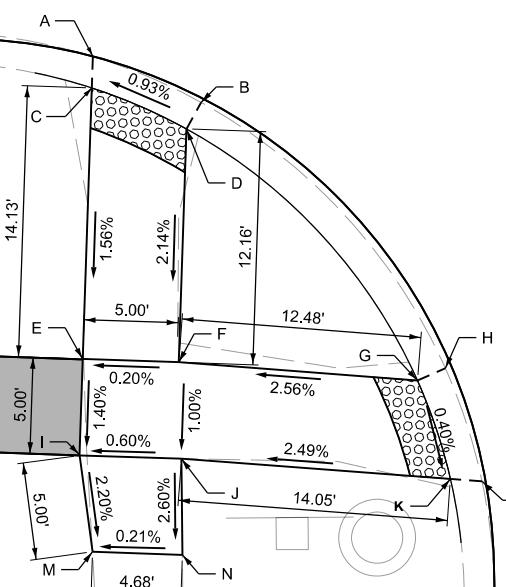
131

132

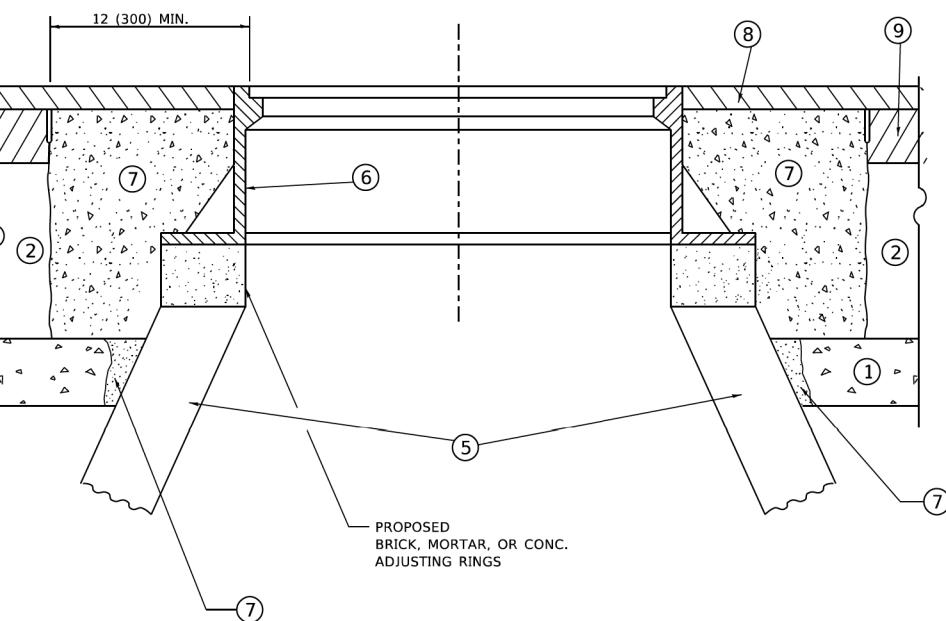
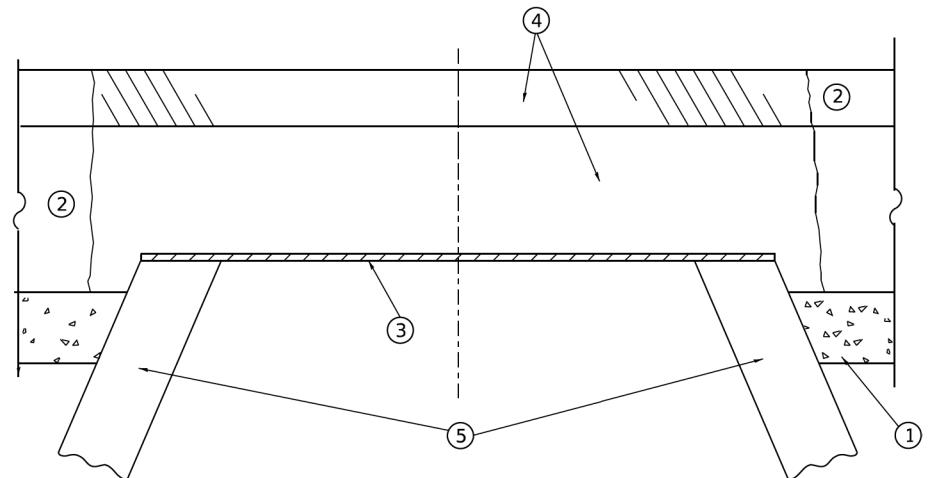
JONES RD



POINT #	ELEVATION	STATION	OFFSET
A	783.25 (M.E.)	130+98.7	15.8 RT
B	783.30 (M.E.)	131+04.4	18.2 RT
C	783.25	130+98.7	17.5 RT
D	783.30	131+03.6	19.6 RT
E	783.03	130+98.4	31.7 RT
F	783.04	131+03.4	31.8 RT
G	783.36	131+15.8	32.5 RT
H	783.36 (M.E.)	131+17.2	31.9 RT
I	782.96	130+98.3	36. RT
J	782.99	131+03.6	36.7 RT
K	783.34	131+17.6	37.6 RT
L	783.34 (M.E.)	131+19.2	37.7 RT
M	782.85 (M.E.)	130+99.0	41.6 RT
N	782.86 (M.E.)	131+03.7	41.7 RT



HIGHLAND BLVD



DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

NOTES

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

CONSTRUCTION PROCEDURES

STAGE 1 (BEFORE PAVEMENT MILLING)

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

STAGE 2 (AFTER PAVEMENT MILLING)

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

* UNLESS OTHERWISE SPECIFIED IN THE PLANS.

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

LEGEND

① SUB-BASE GRANULAR MATERIAL	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

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

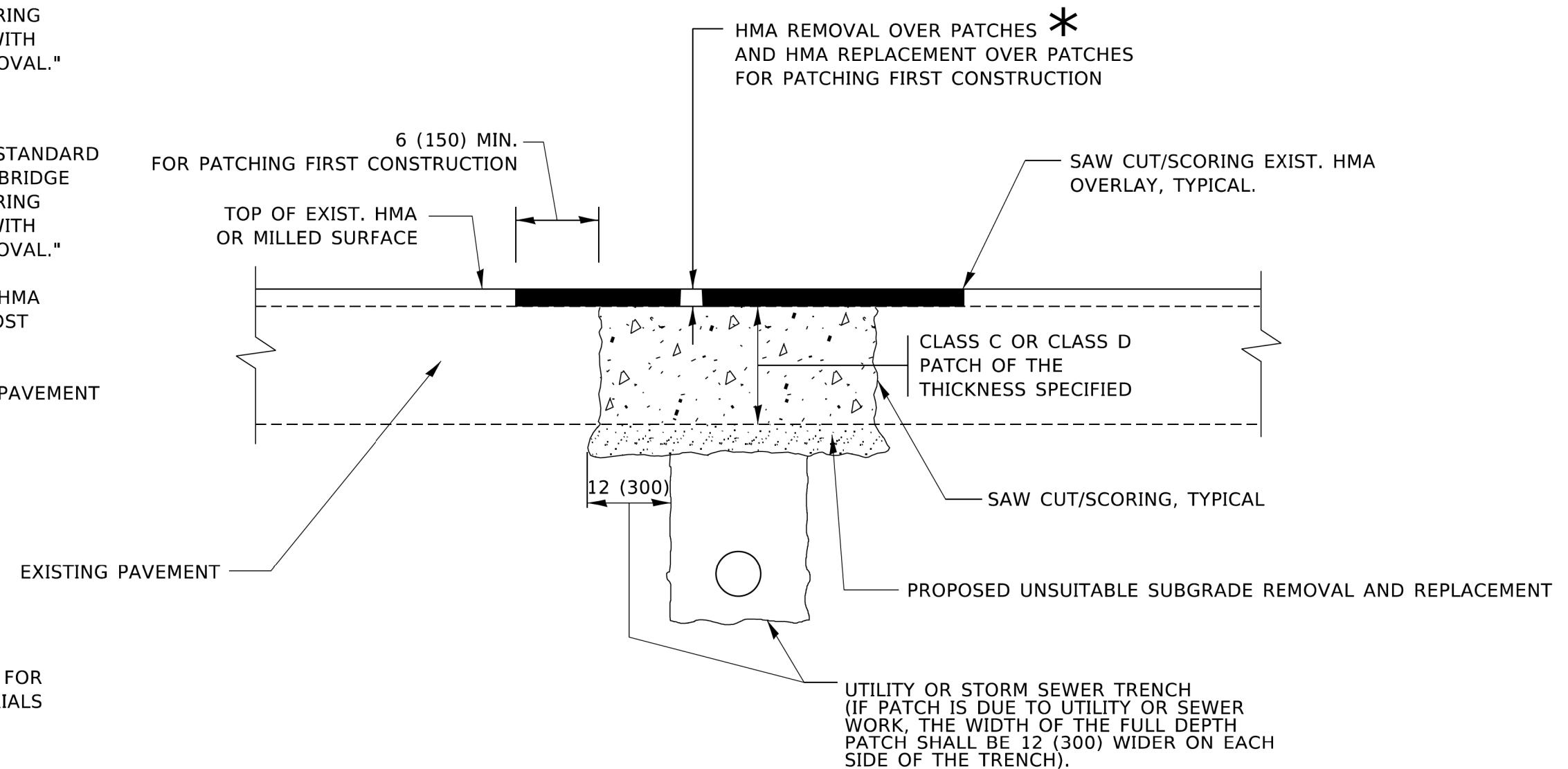
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

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.



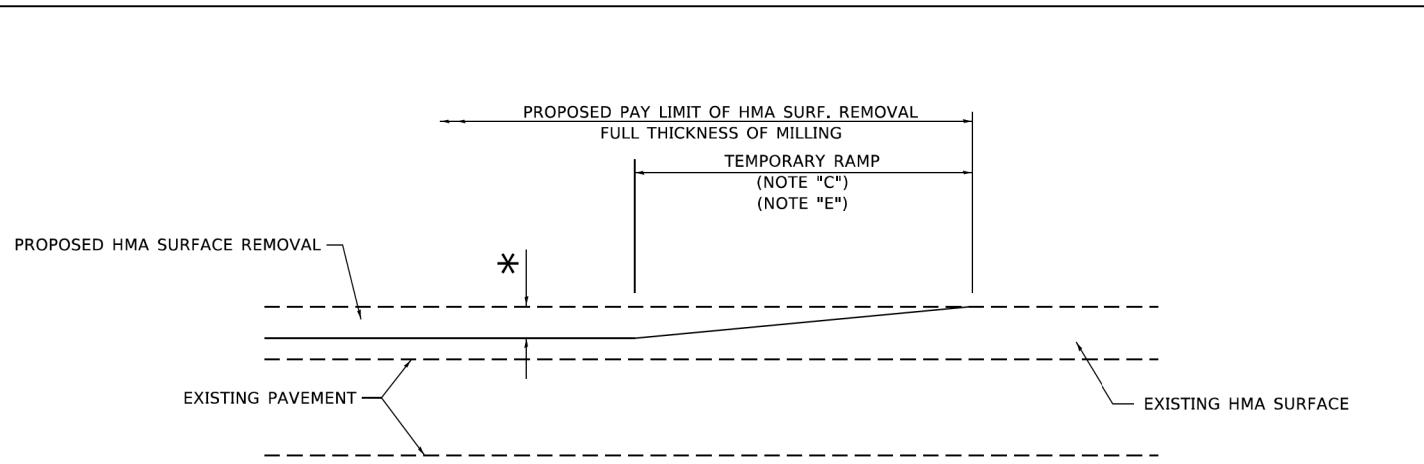
SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

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)

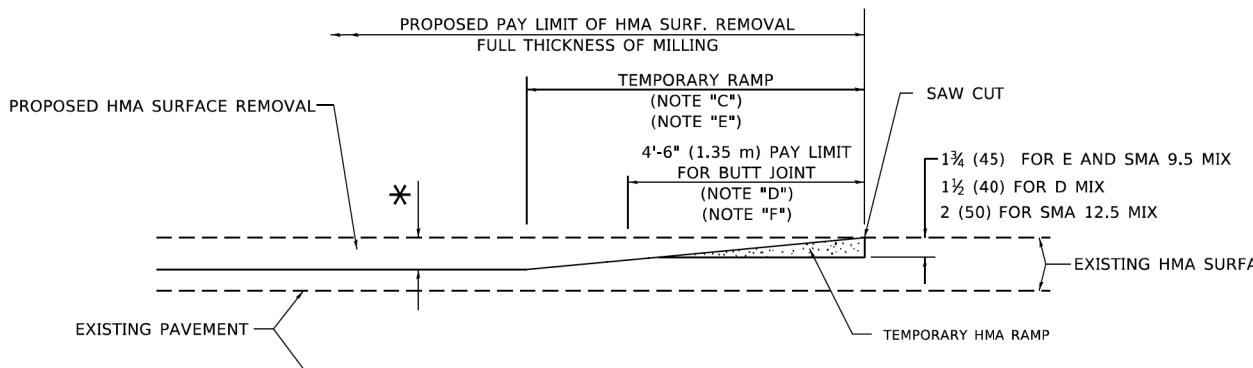
1. MILL HMA FIRST IF THERE IS AT LEAST 4½ INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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



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

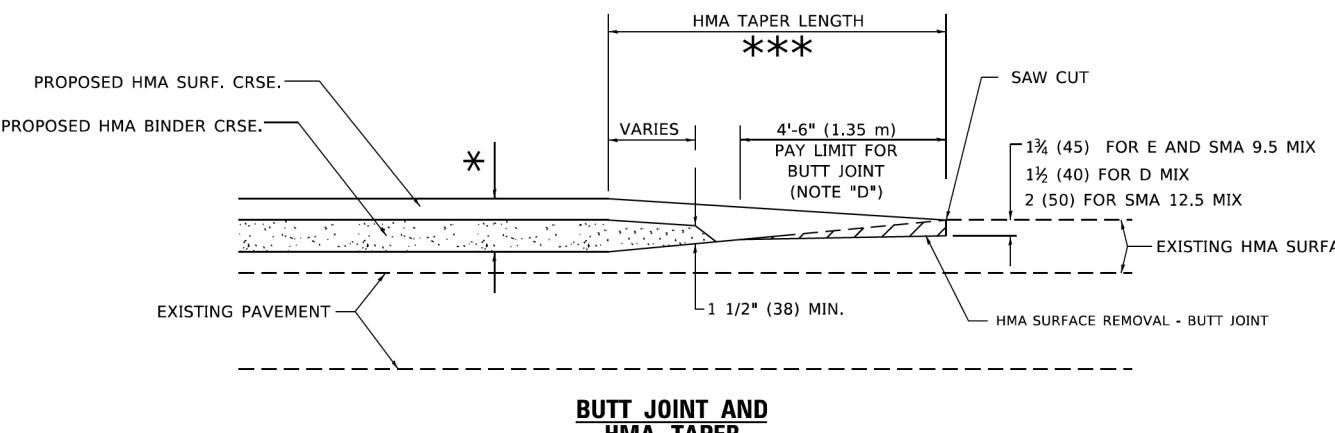
OPTION 1



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

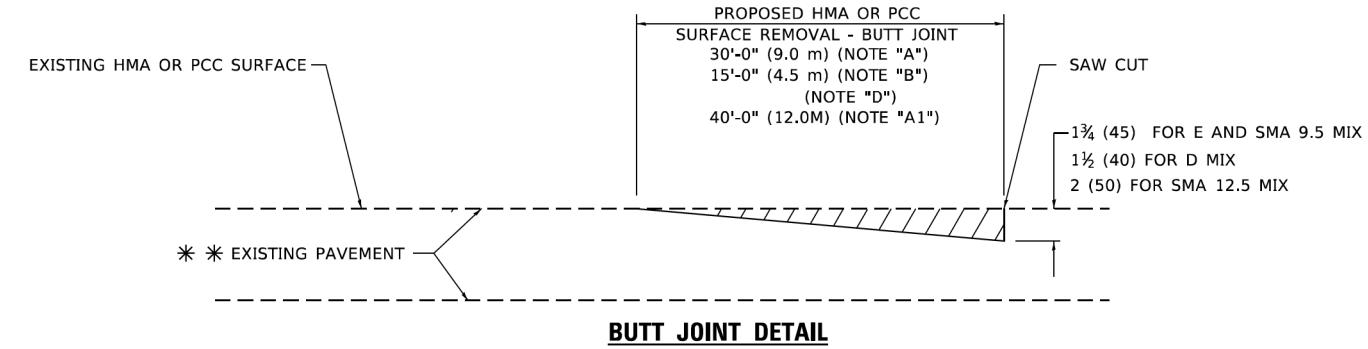
OPTION 2

TYPICAL TEMPORARY RAMP

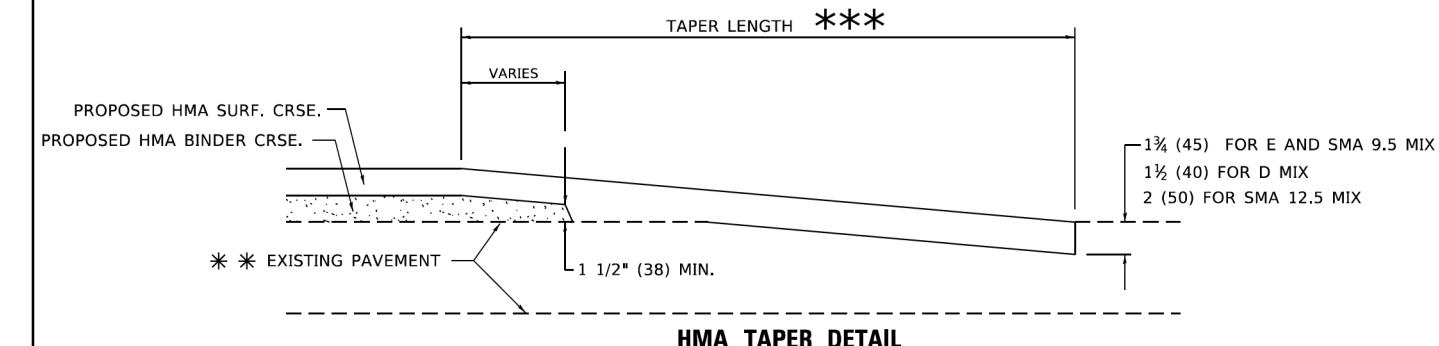


BUTT JOINT AND HMA TAPER

**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

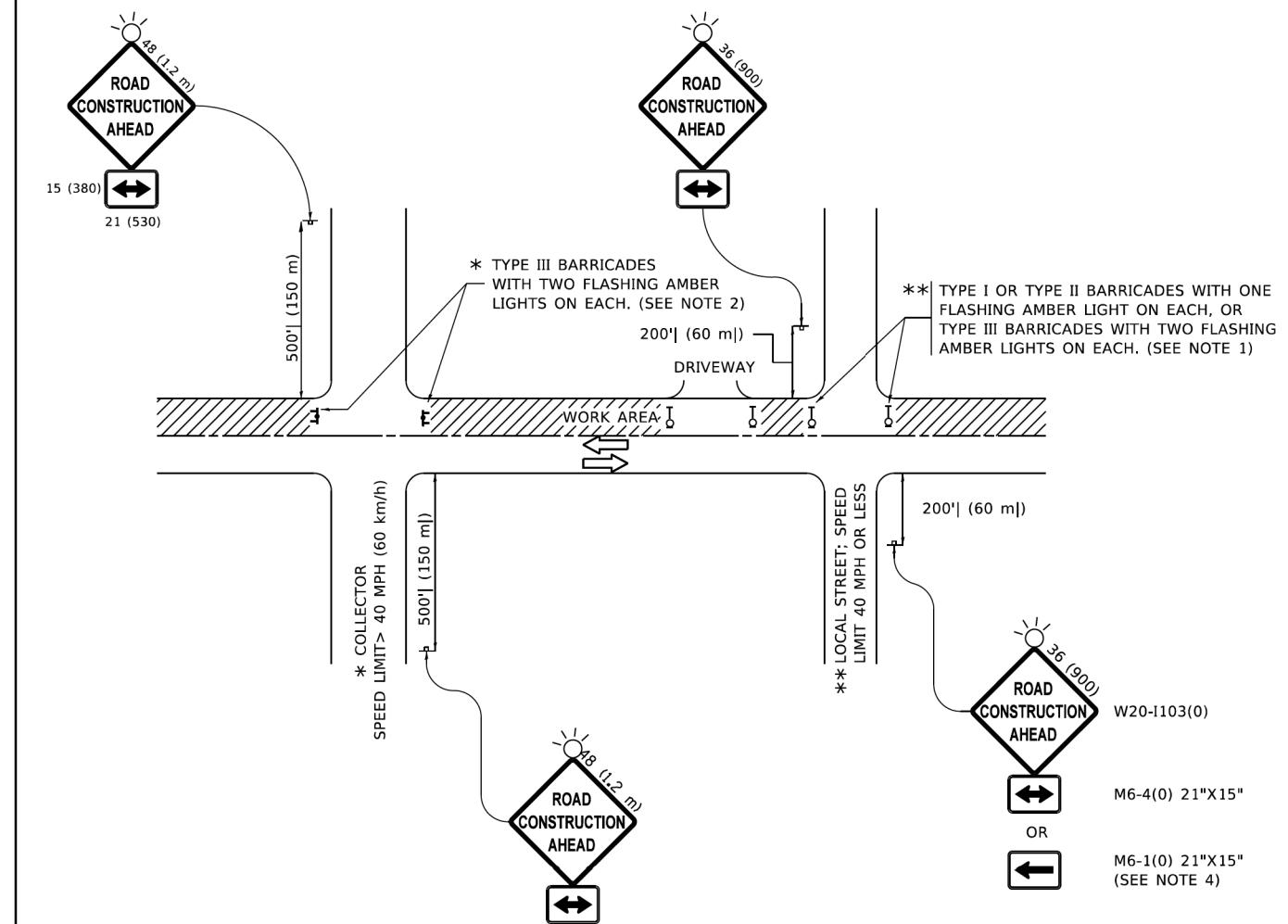
- A. MAINLINE ARTERIAL ROADWAYS AND MAJOR SIDE ROADS.
- A1. INTERSTATES
- B. MINOR SIDE ROADS.
- C. THE TEMP. RAMP SHALL BE CONSTRUCTED IMMEDIATELY UPON REMOVAL OF THE EXISTING HMA SURFACE.
- D. THE BUTT JOINT SHALL BE CONSTRUCTED IMMEDIATELY PRIOR TO PLACING THE PROPOSED HMA COURSES.
- E. TAPER THE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

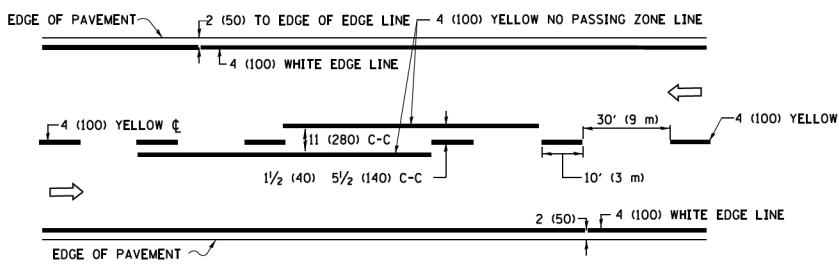
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.



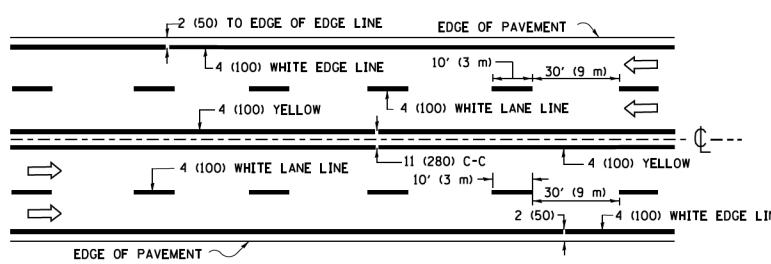
NOTES:

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. 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.

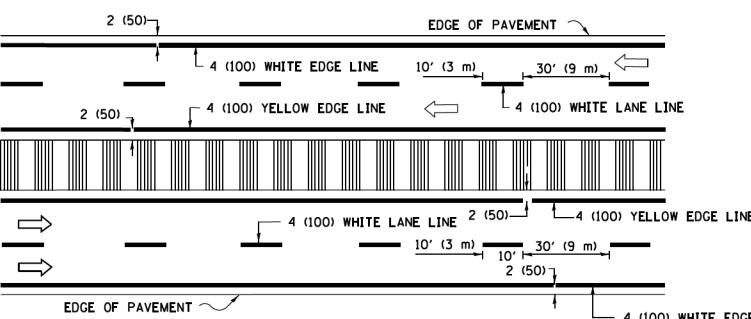
All dimensions are in inches (millimeters) unless otherwise shown.



2-LANE ROADWAY

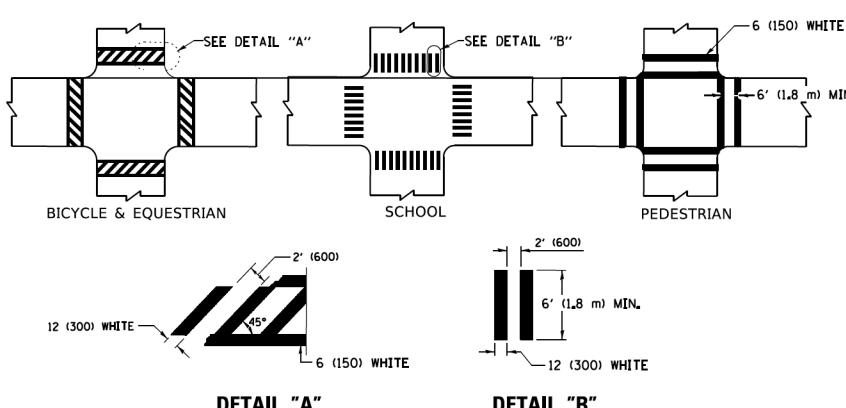


MULTI-LANE UNDIVIDED



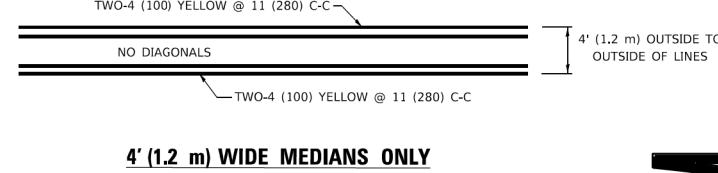
MULTI-LANE DIVIDED

TYPICAL LANE AND EDGE LINE MARKING

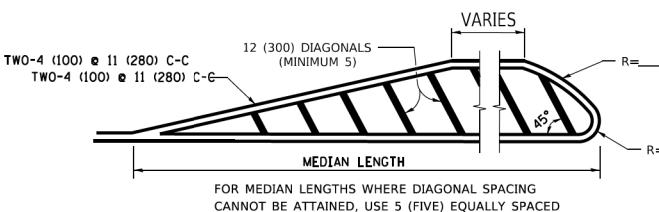


TYPICAL CROSSWALK MARKING

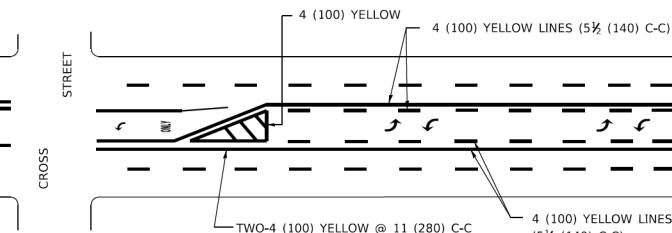
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



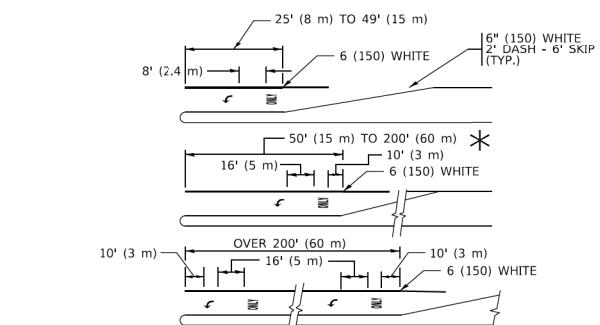
4' (1.2 m) WIDE MEDIAN ONLY



MEDIAN OVER 4' (1.2 m) WIDE



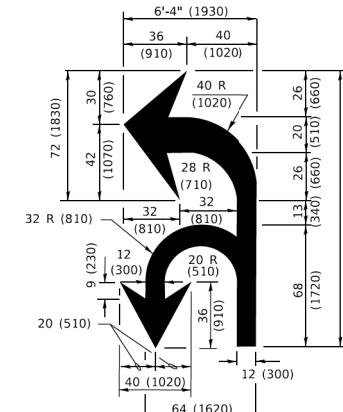
TYPICAL PAINTED MEDIAN MARKING



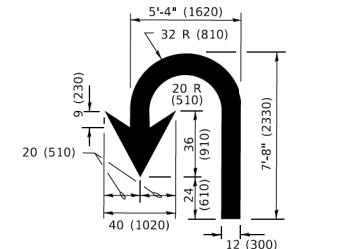
TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
AREA = 15.6 SQ. FT. (1.5 m²) ONLY AREA = 20.8 SQ. FT. (1.9 m²)
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".



COMBINATION LEFT AND U-TURN



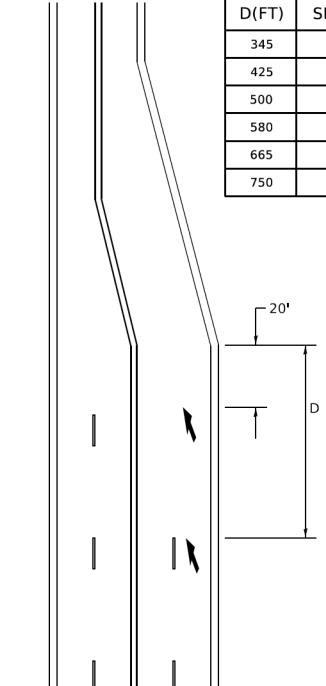
TYPICAL ISLAND MARKING



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



LANE REDUCTION TRANSITION

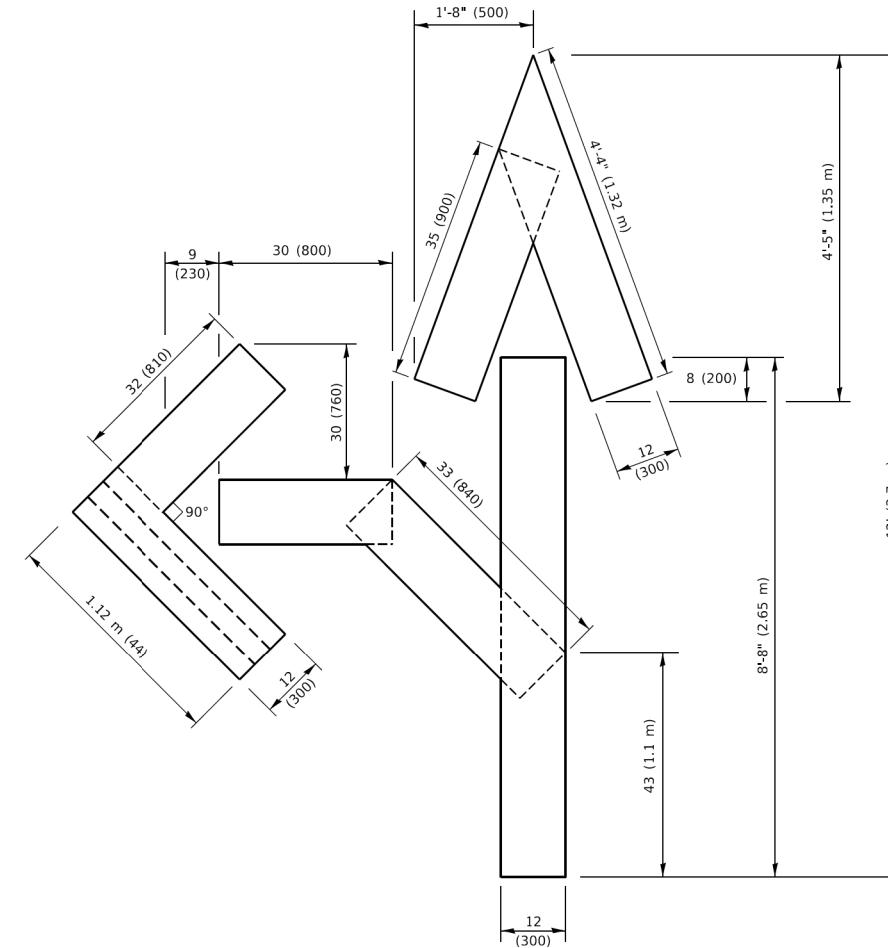
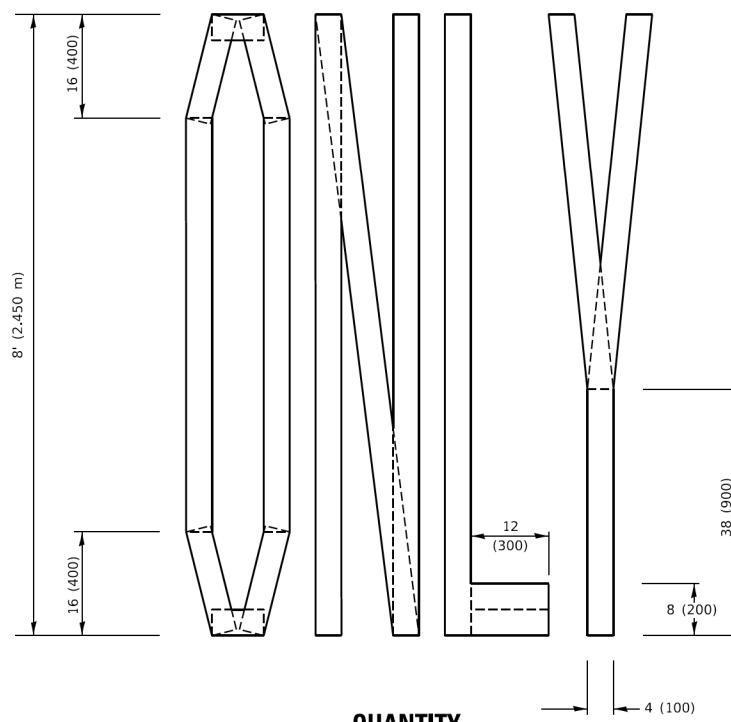
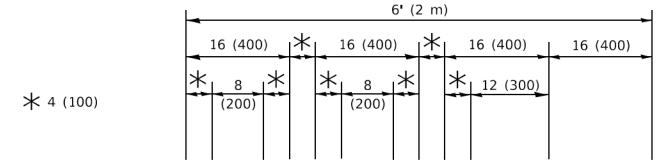
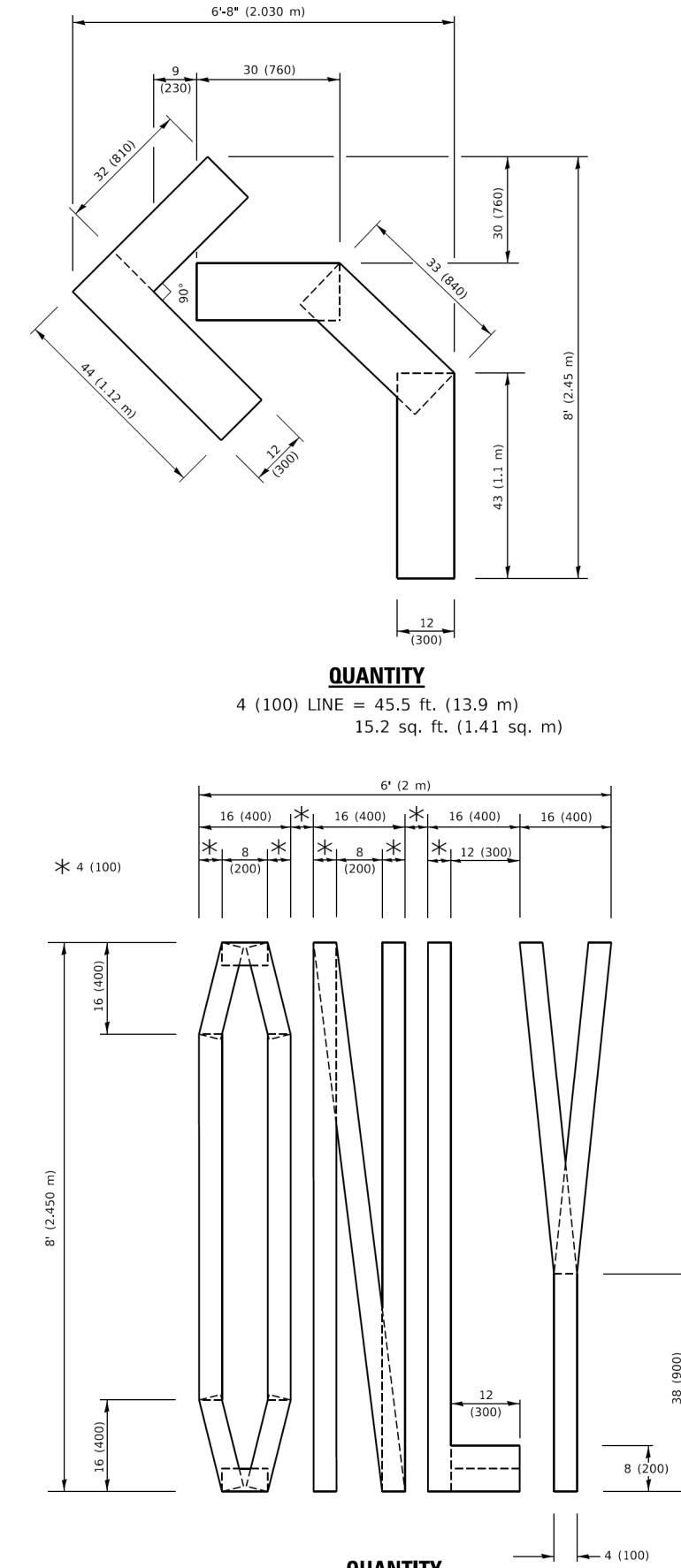
TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING / REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2' (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE 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) 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2' (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART 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° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIAN	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"=3.6 SQ. FT. (0.33 m ²) EACH "X"=54.0 SQ. FT. (5.0 m ²)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDER > 8')	12 (300) @ 45°	SOLID	WHITE - RIGHT WHITE - 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.

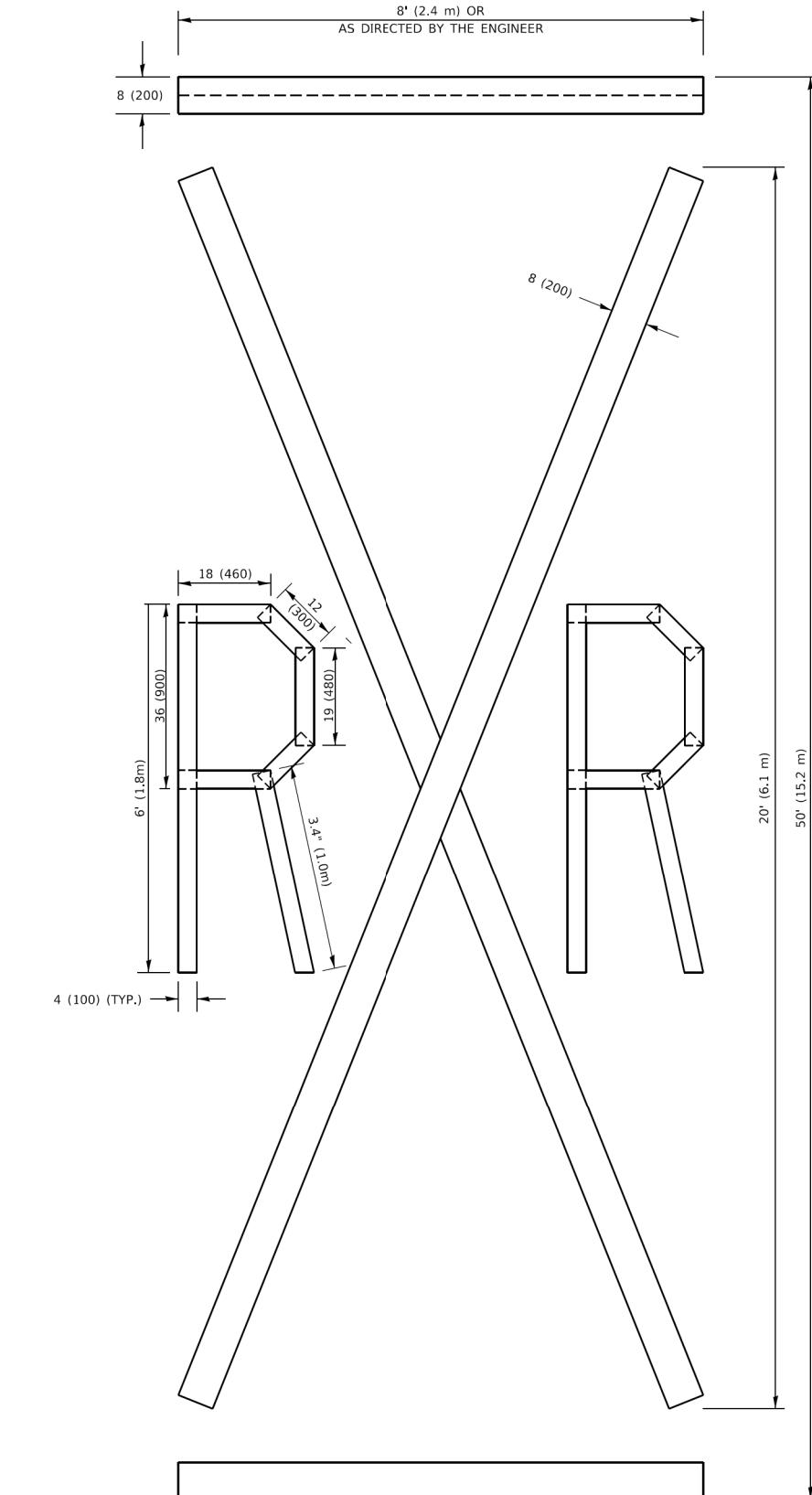
JONES ROAD RESURFACING AND SIDEWALK IMPROVEMENTS TYPICAL PAVEMENT MARKINGS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	HEET NO.
1101	22-00111-00-RS	COOK	33	25
TC-13	CONTRACT NO. 61M31			

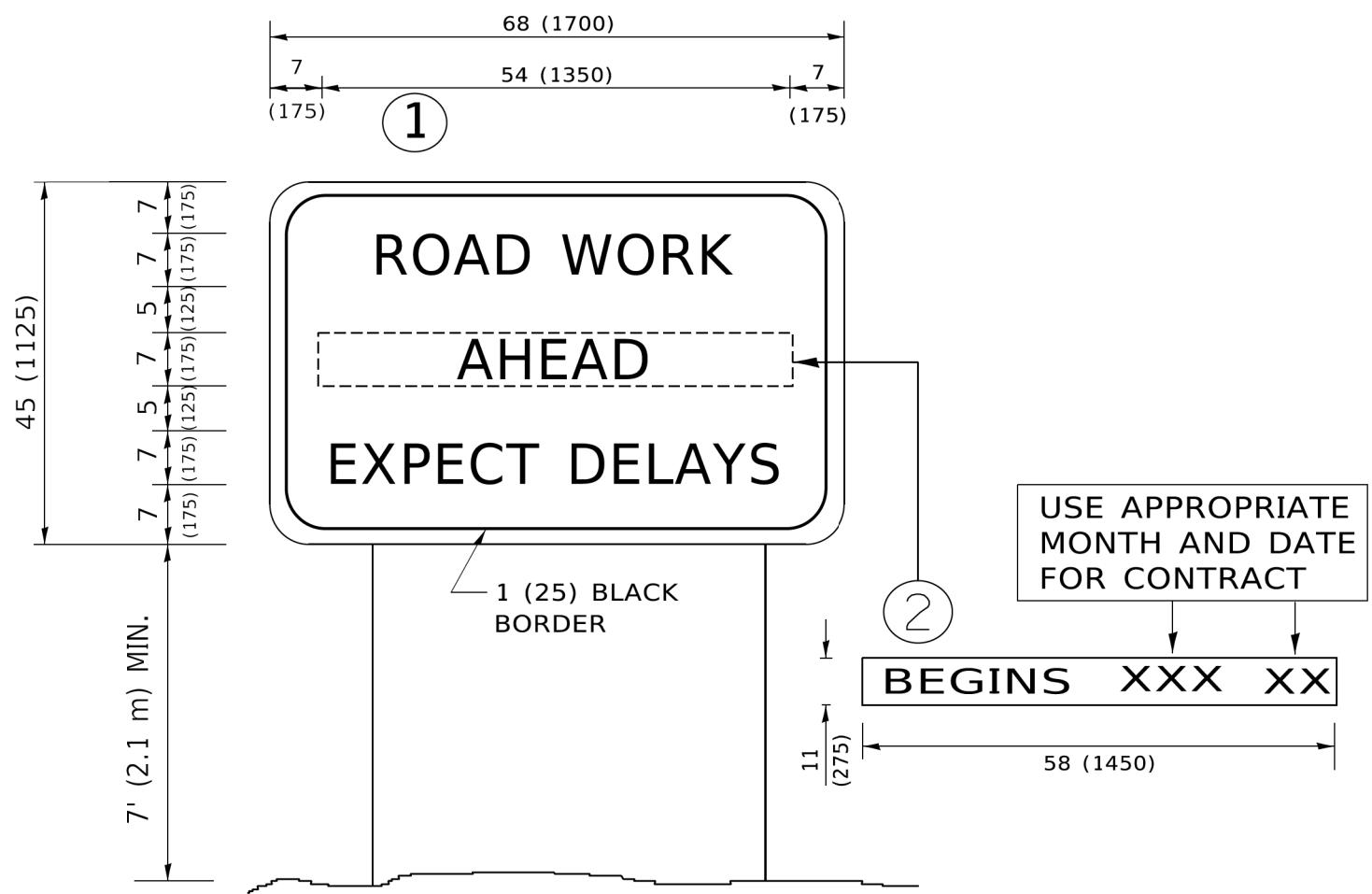


NOTE:

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



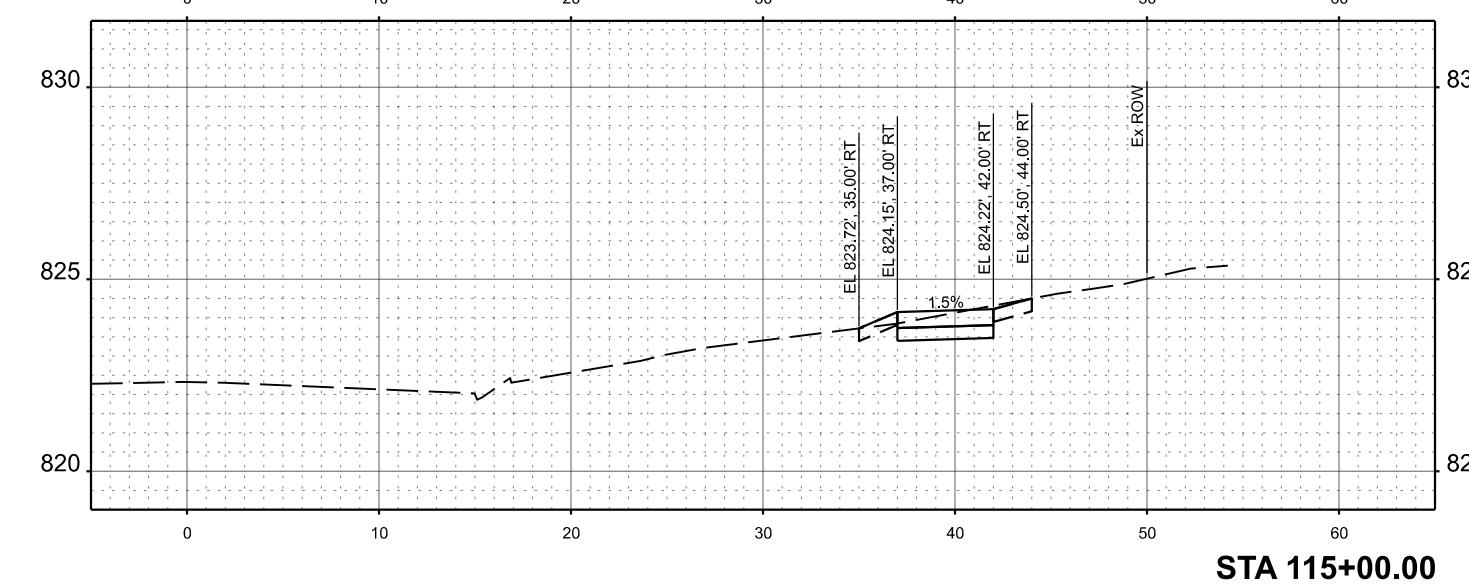
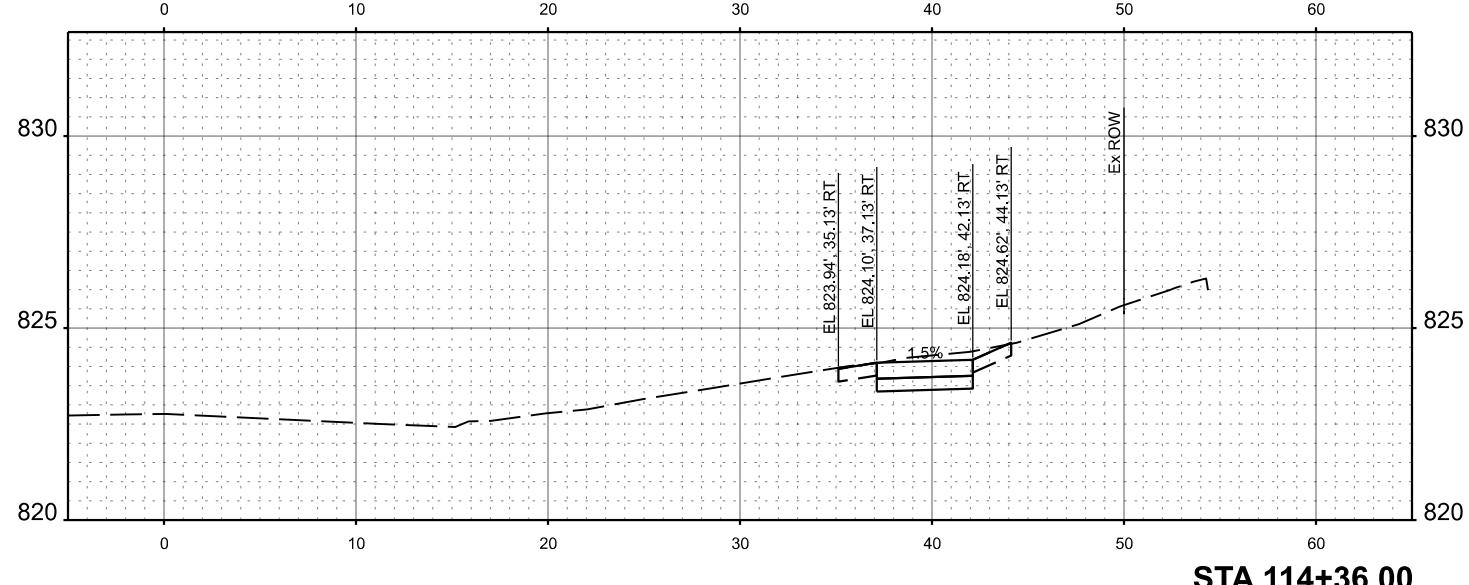
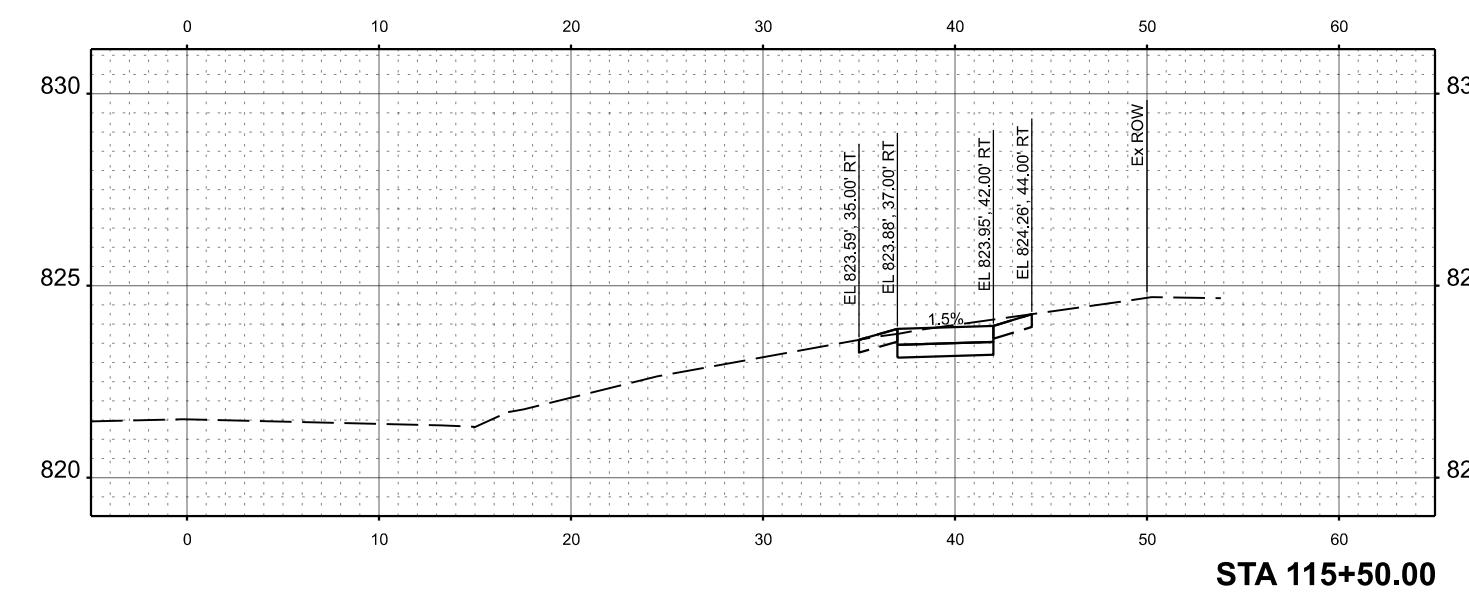
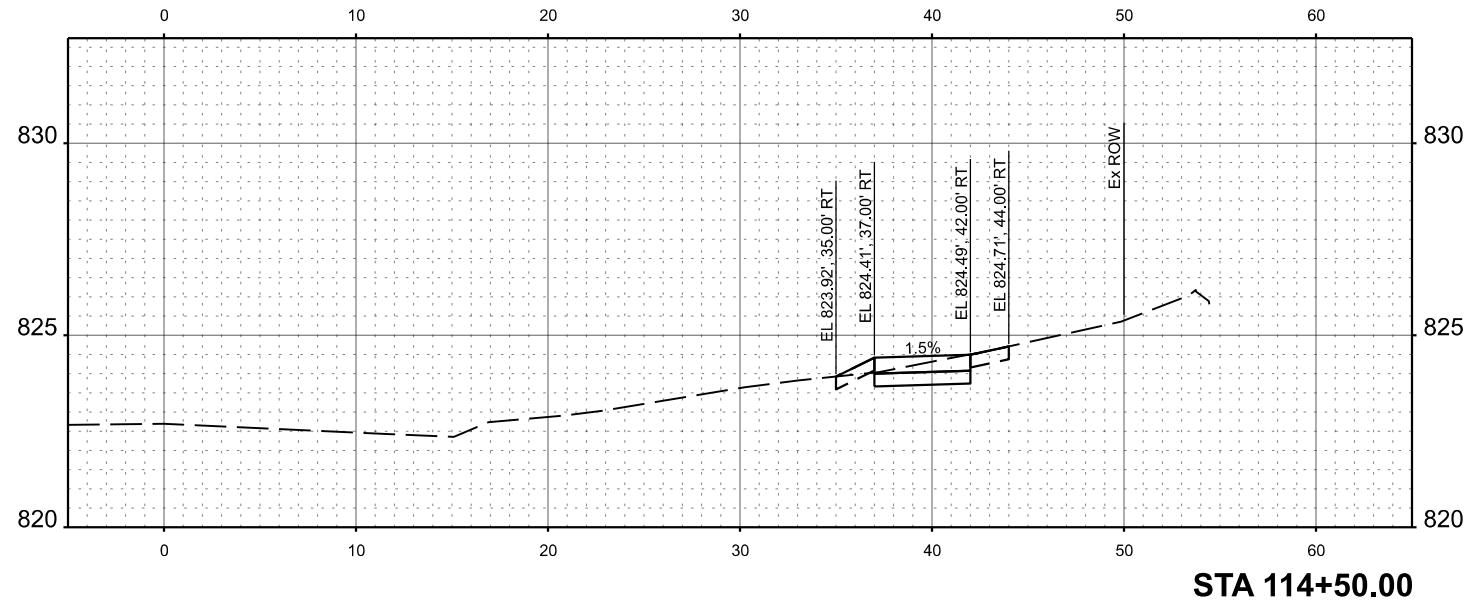
All dimensions are in inches (millimeters)
unless otherwise shown.

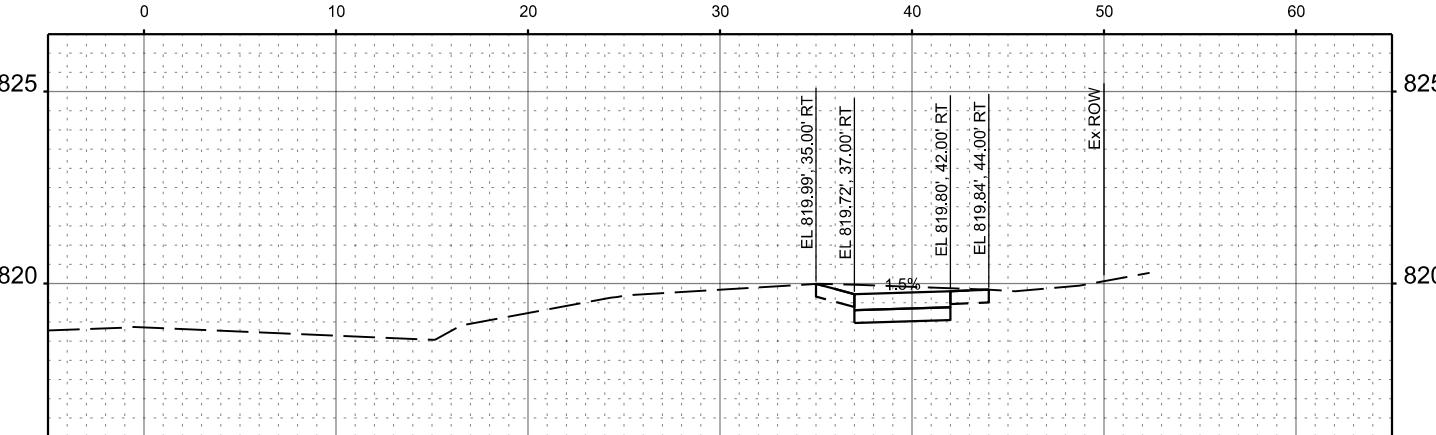


NOTES:

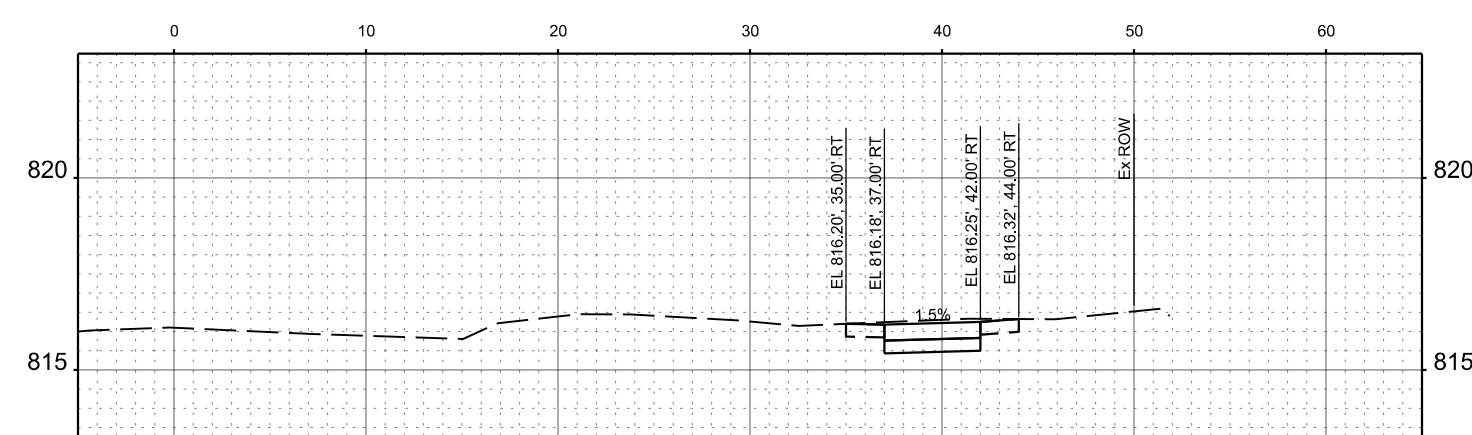
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
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.

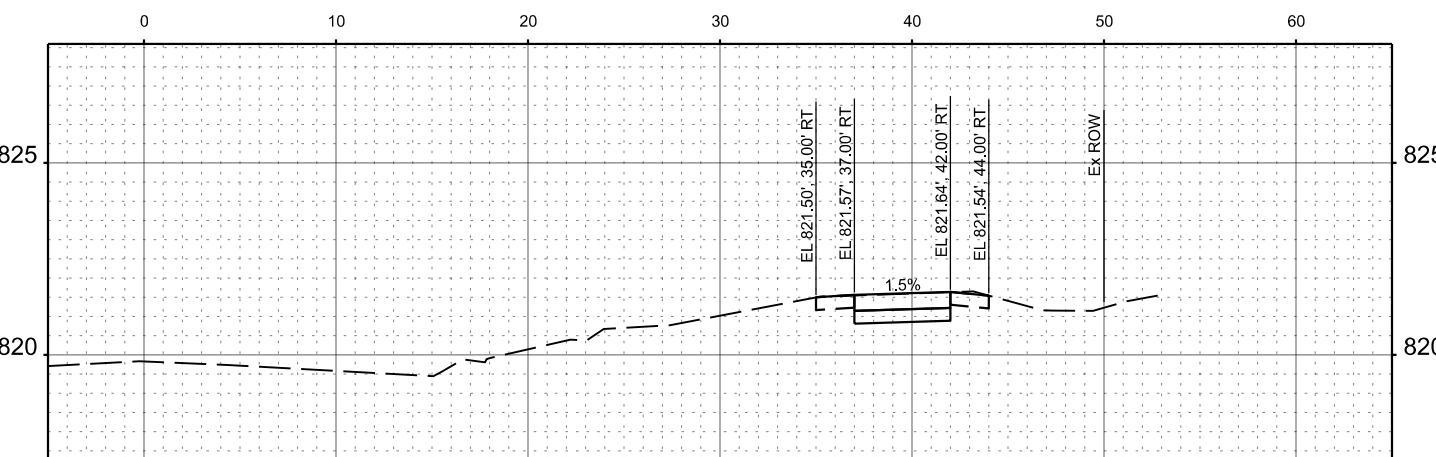




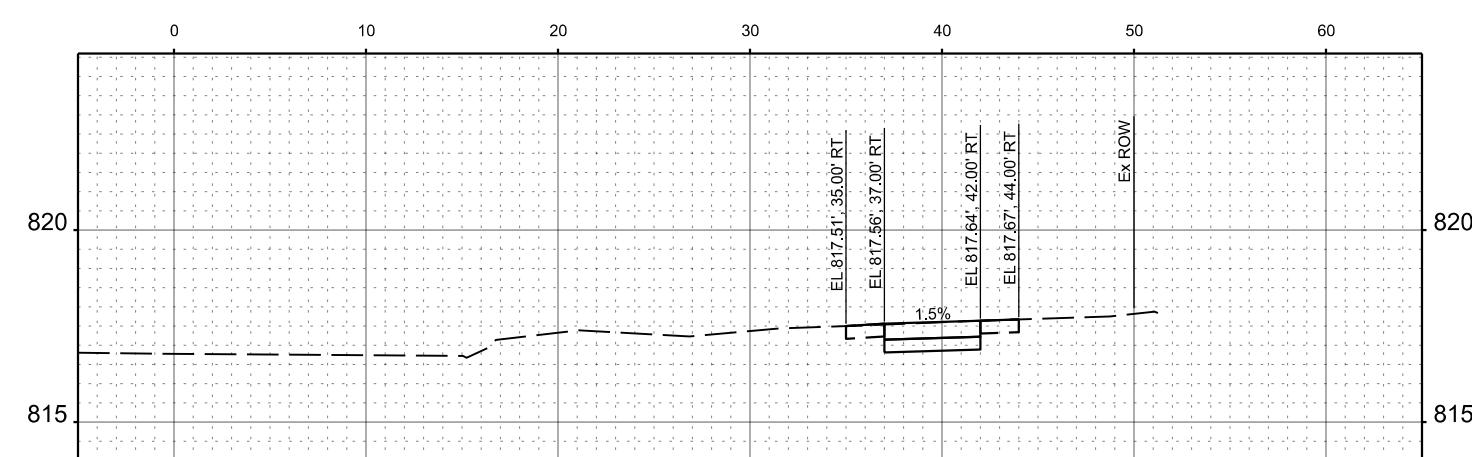
STA 117+00.00



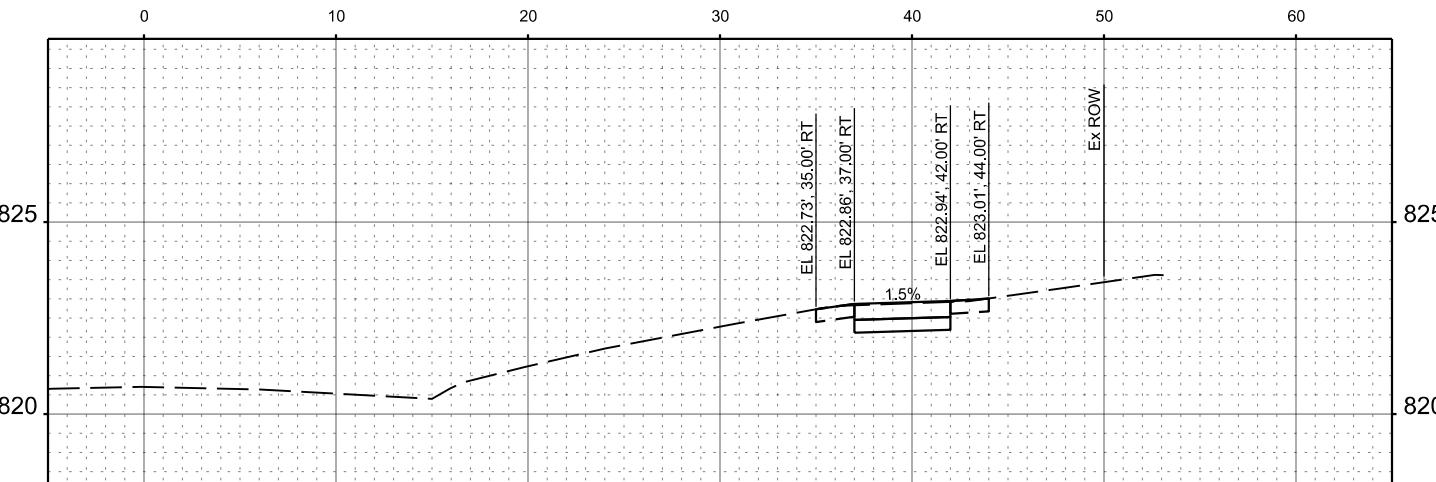
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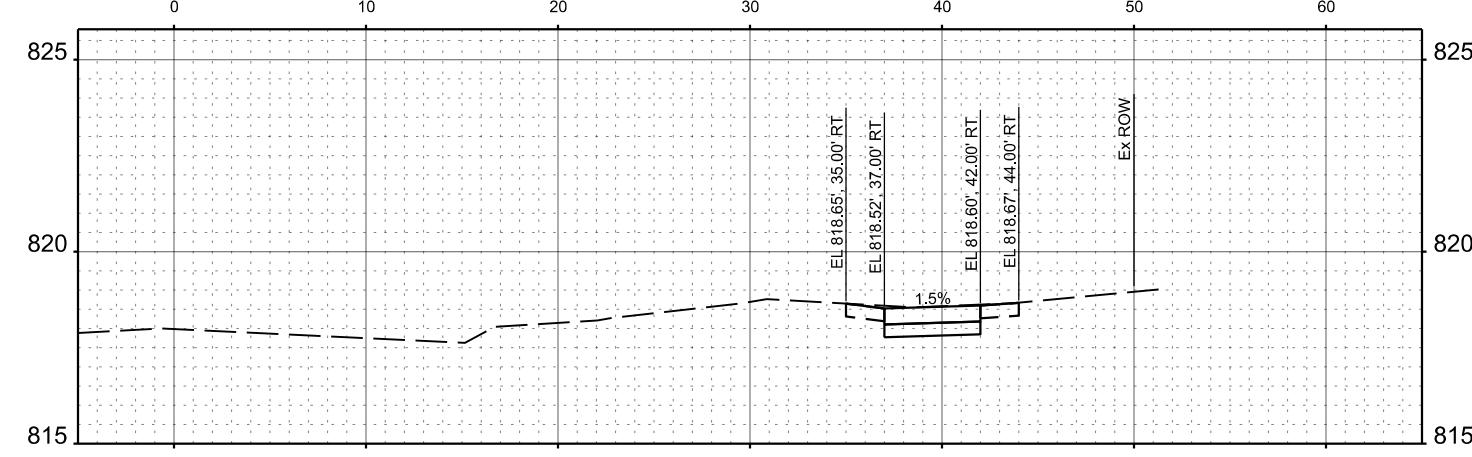
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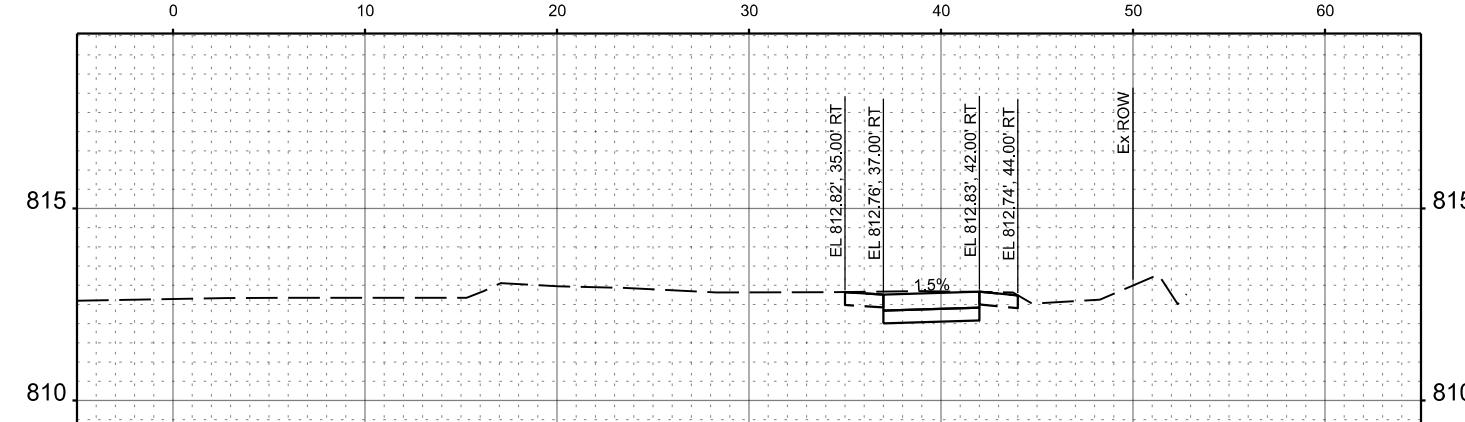
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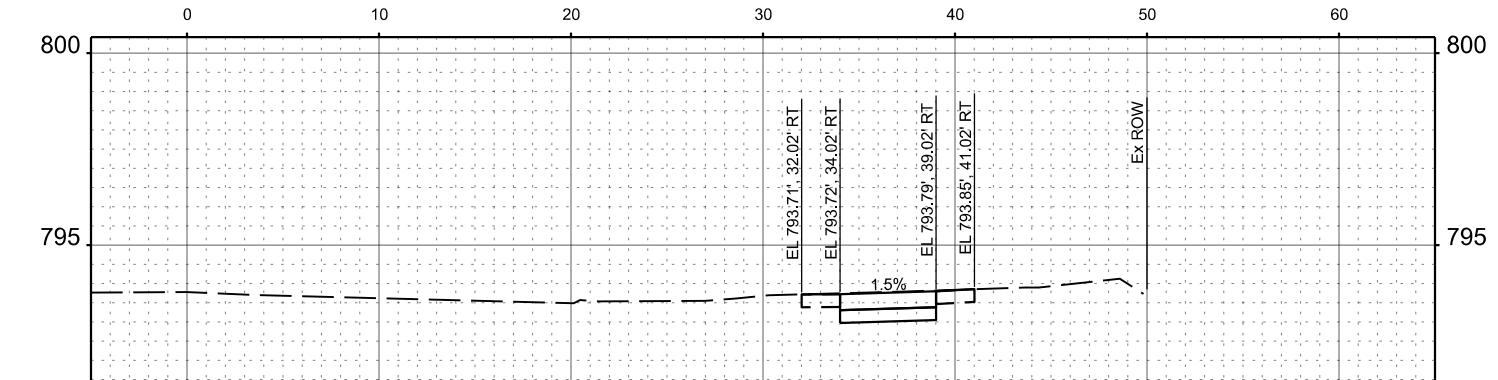
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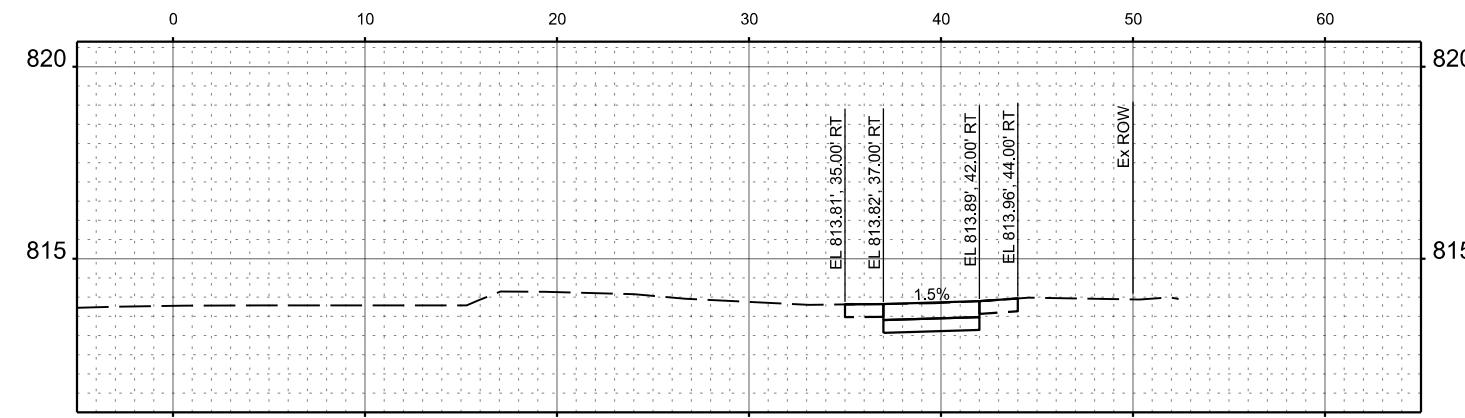
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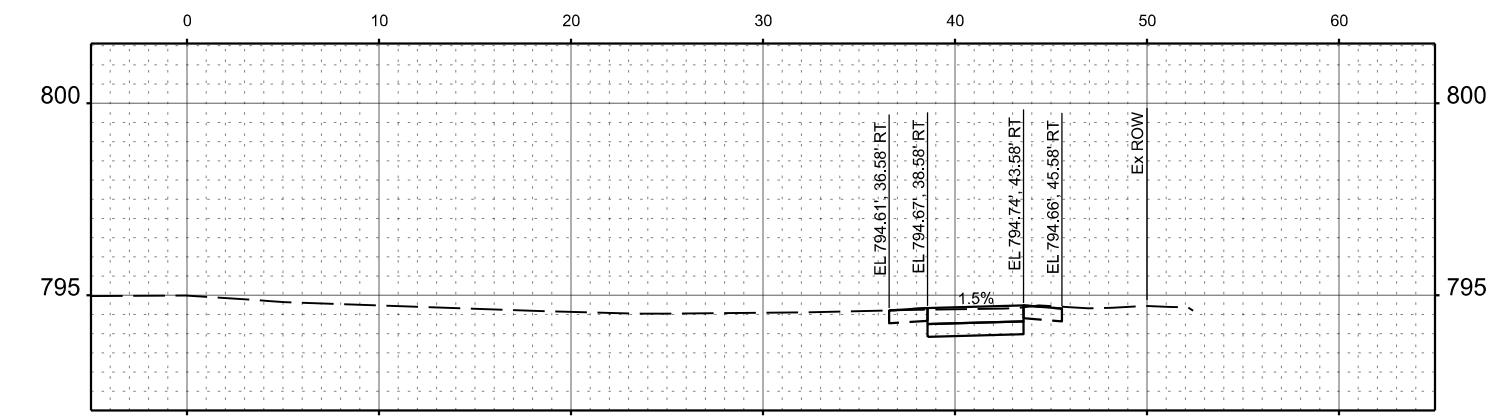
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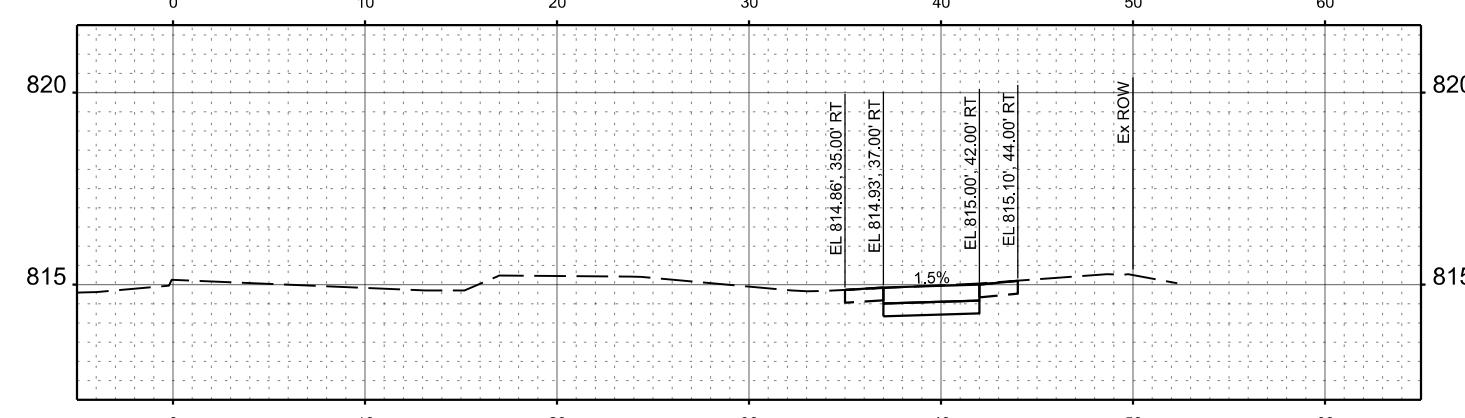
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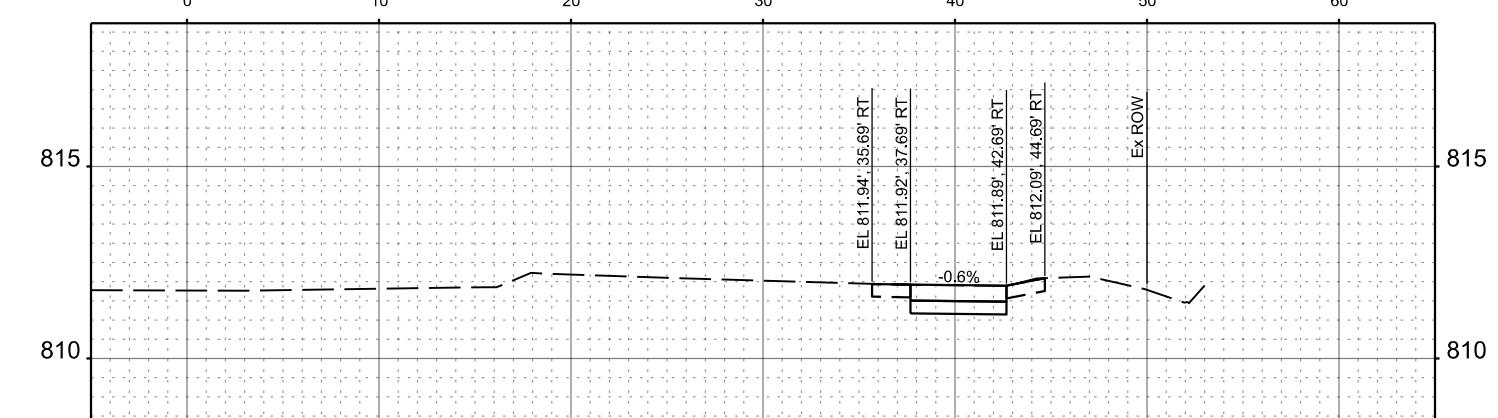
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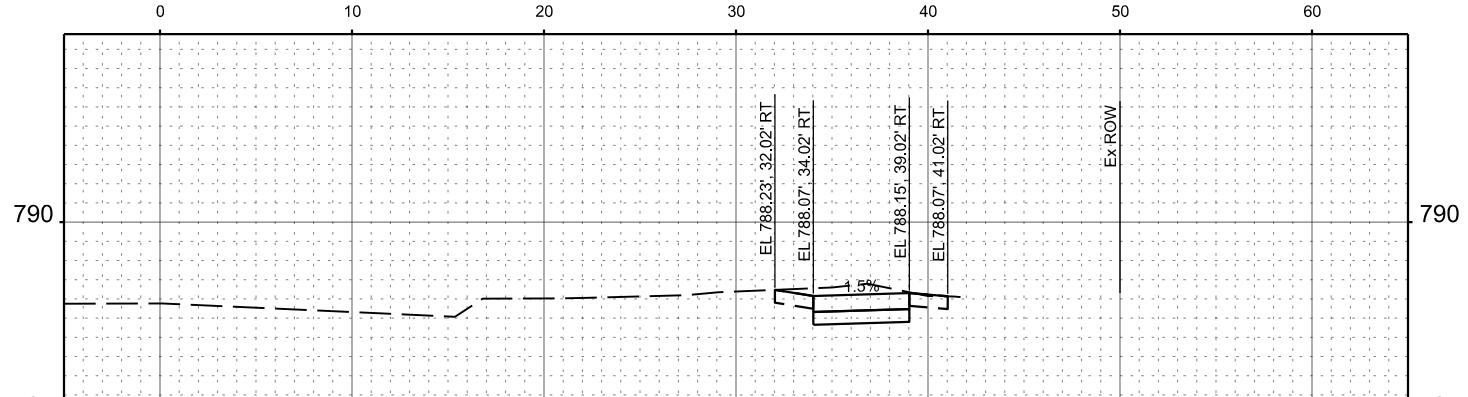
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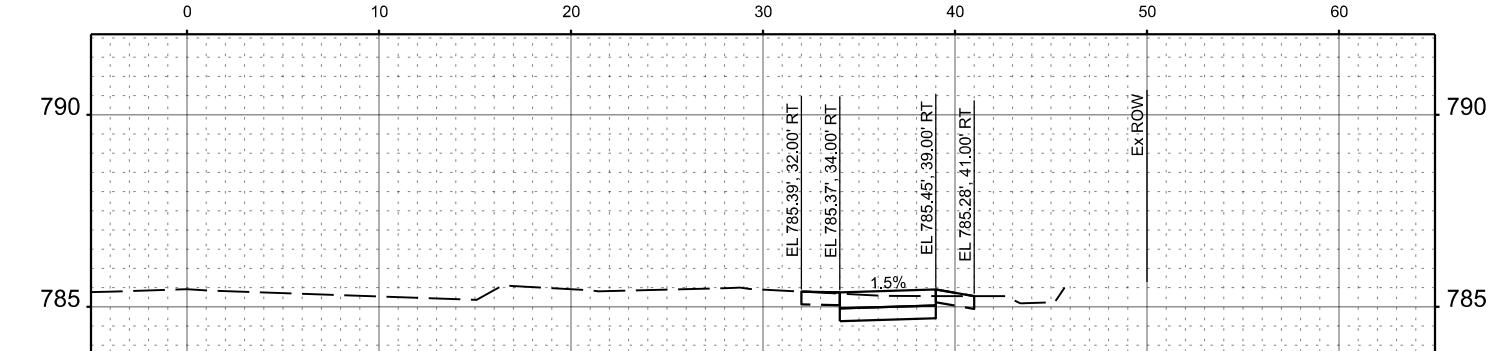
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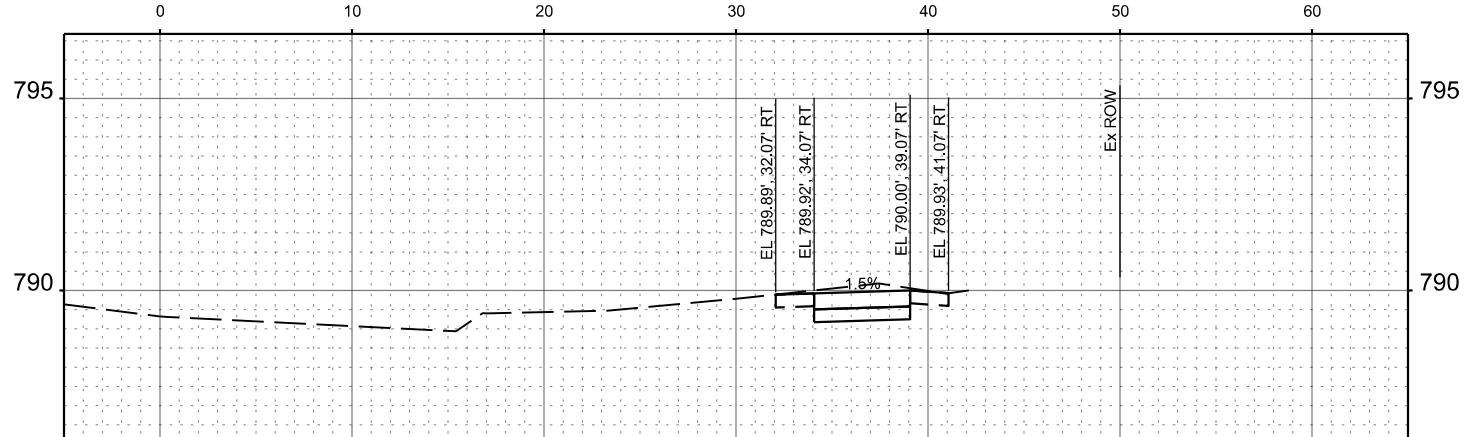
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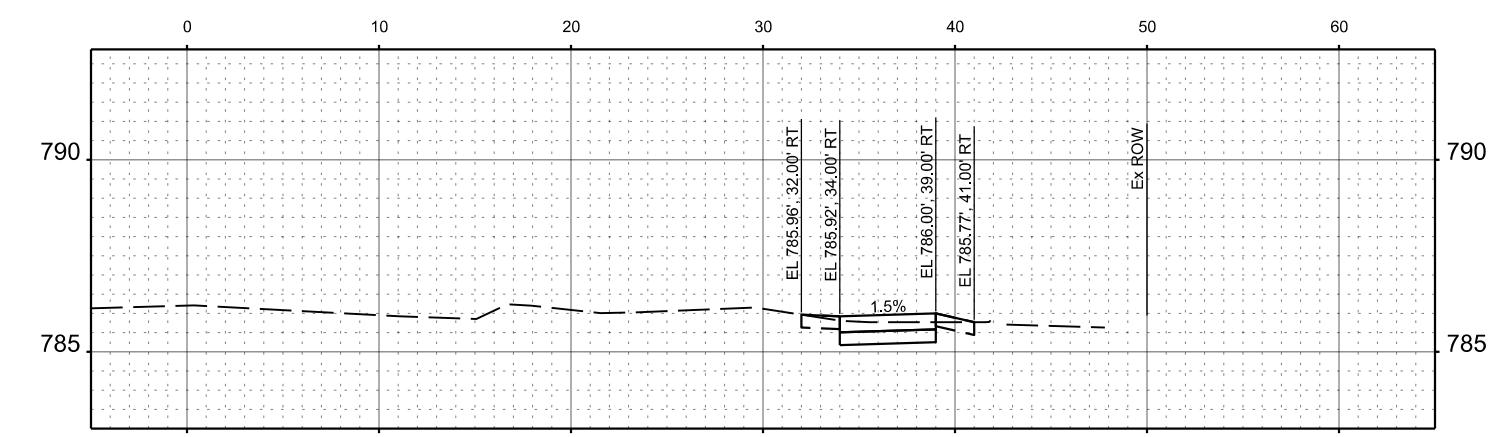
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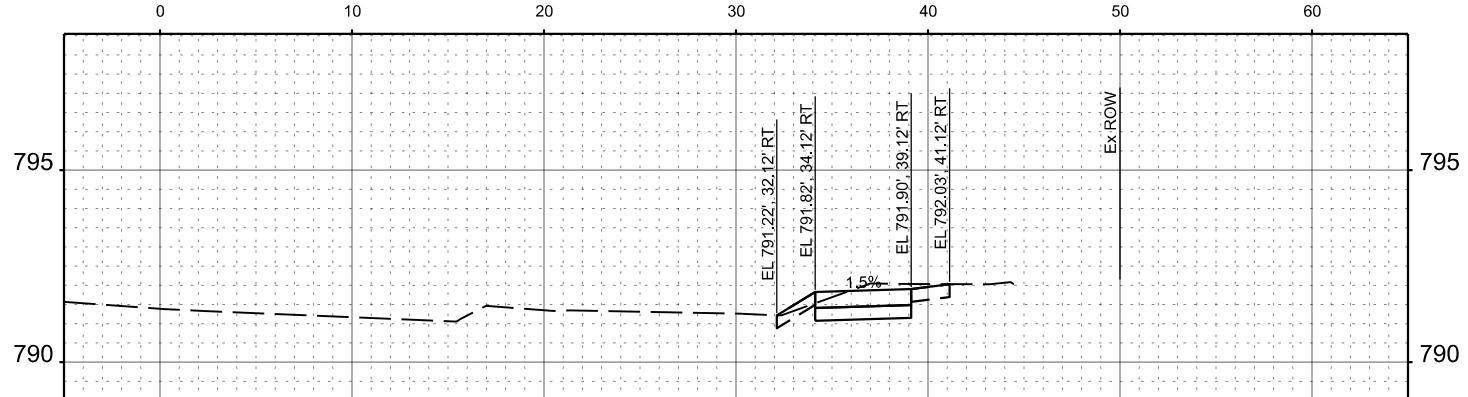
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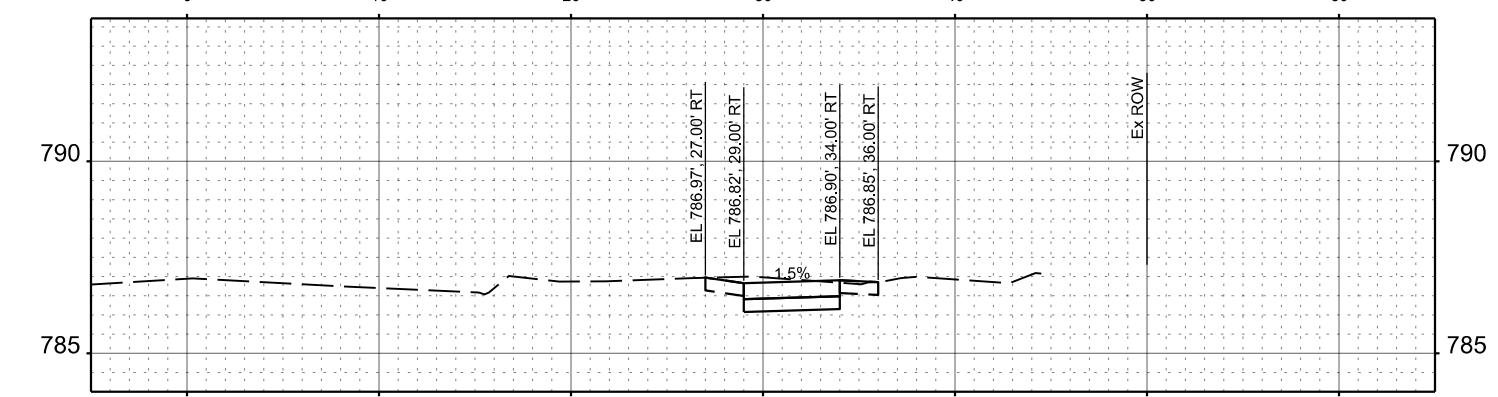
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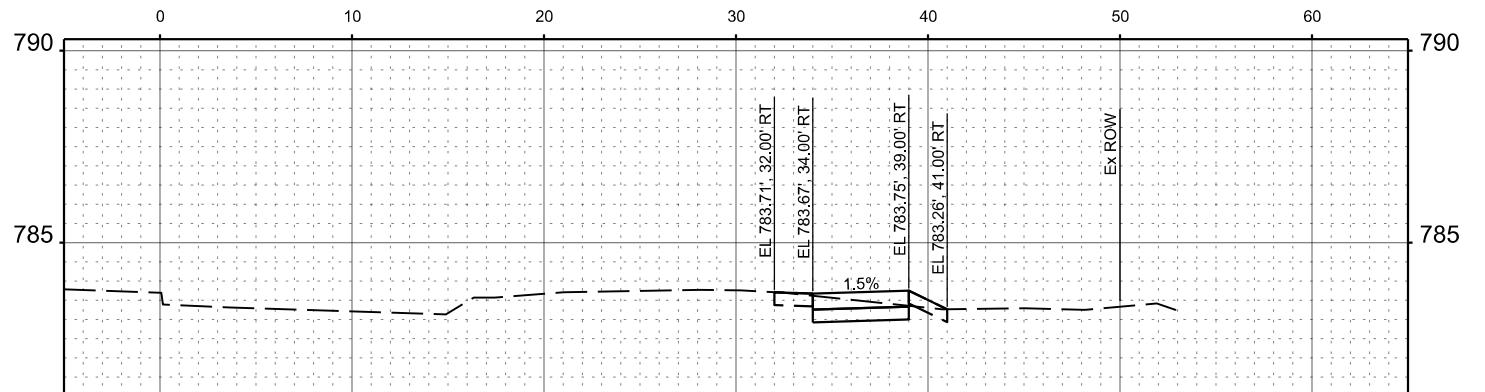
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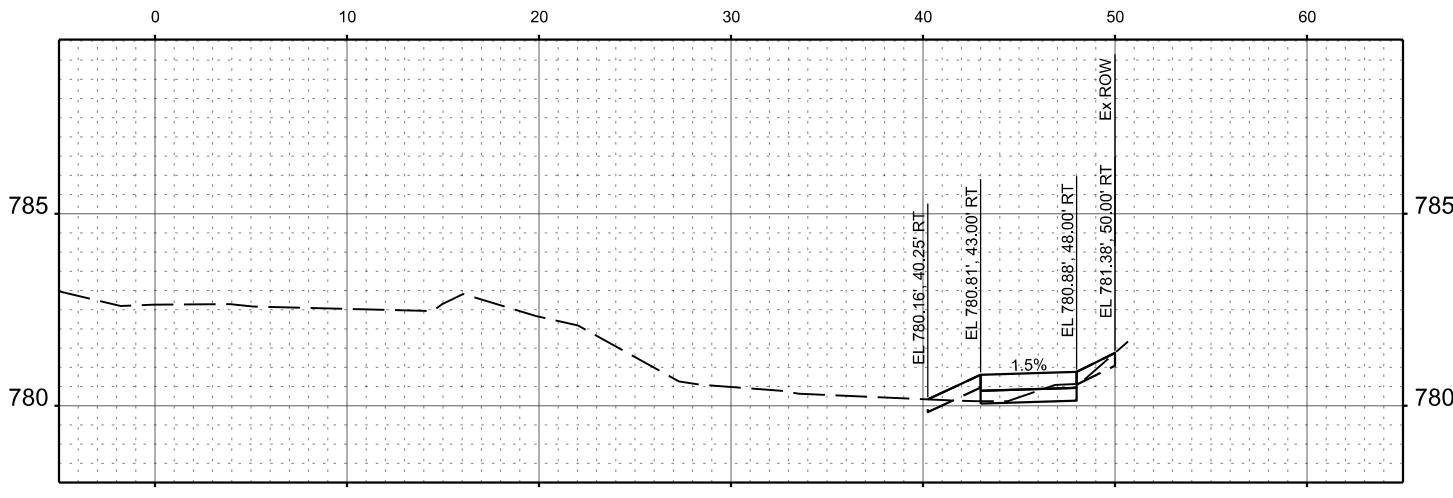
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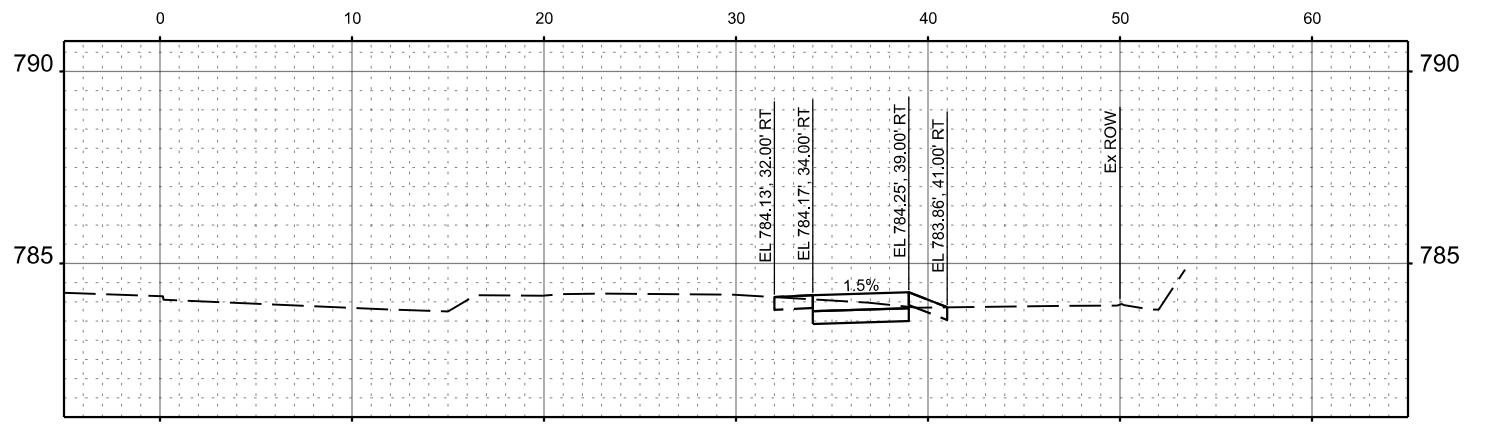
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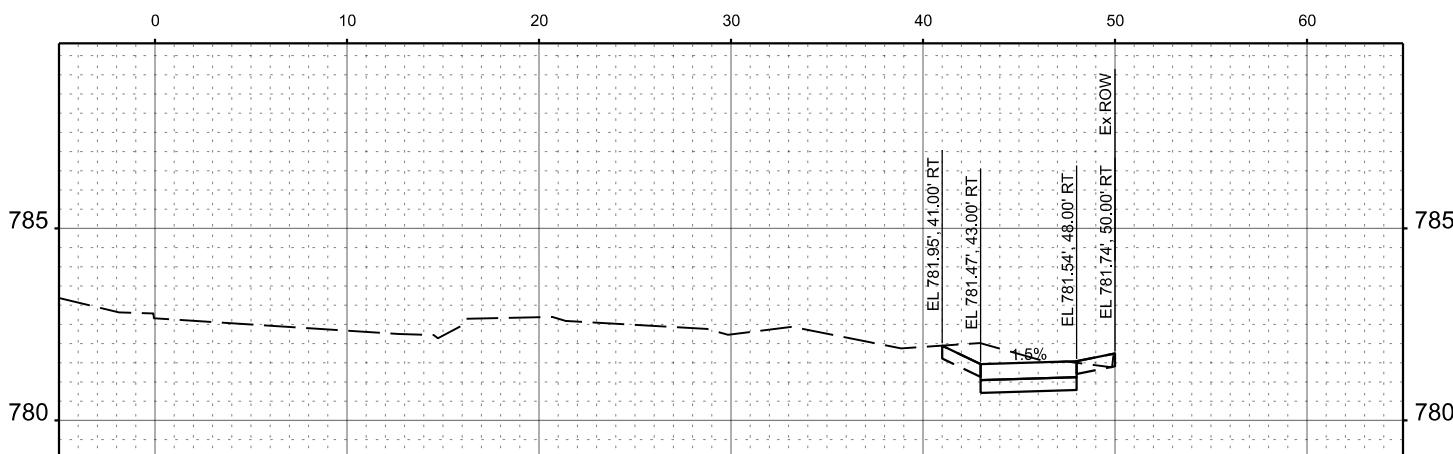
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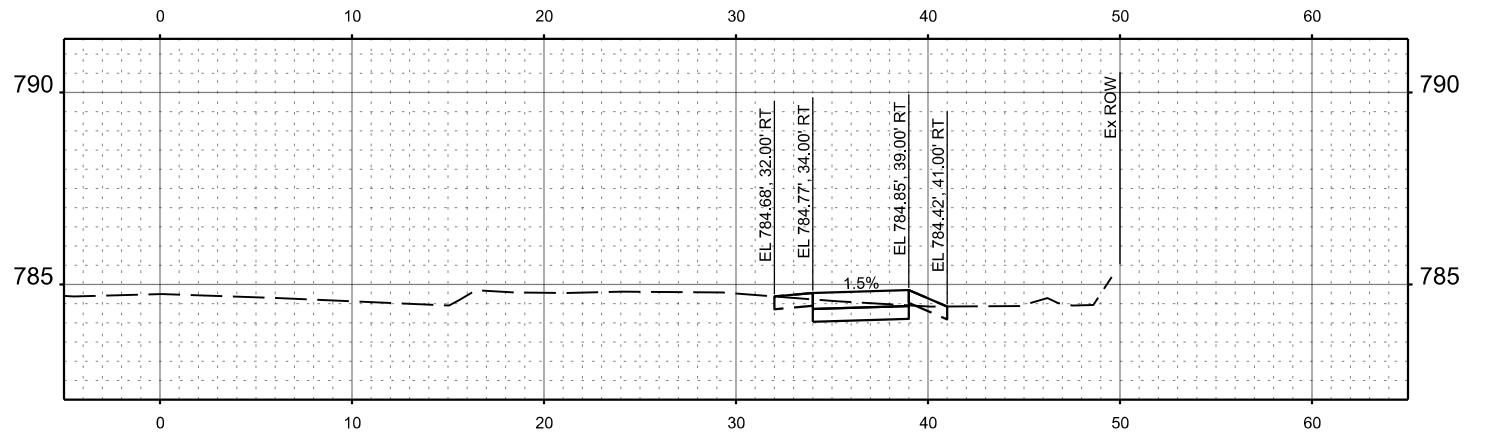
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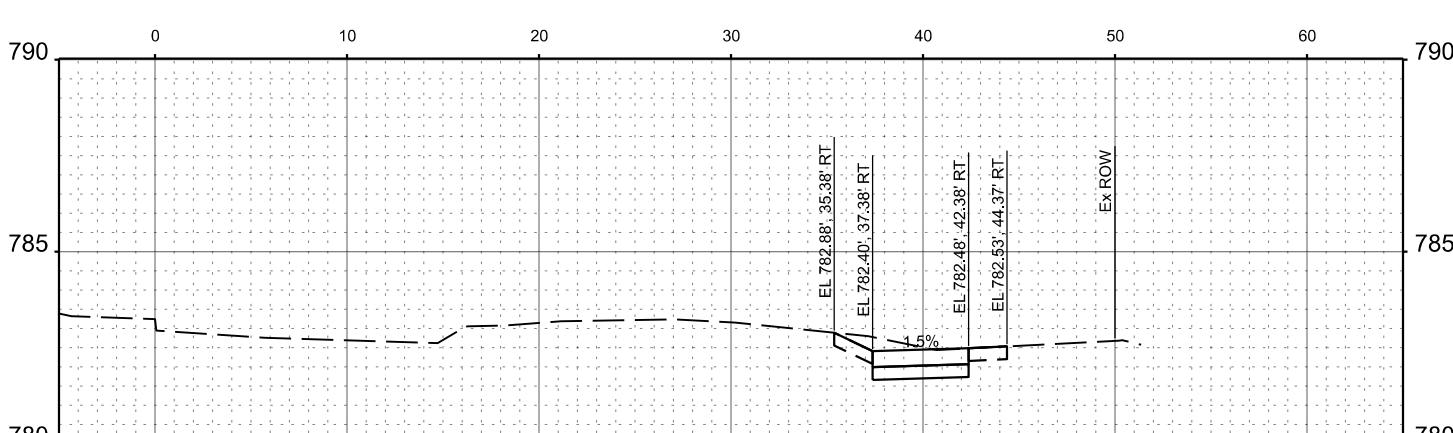
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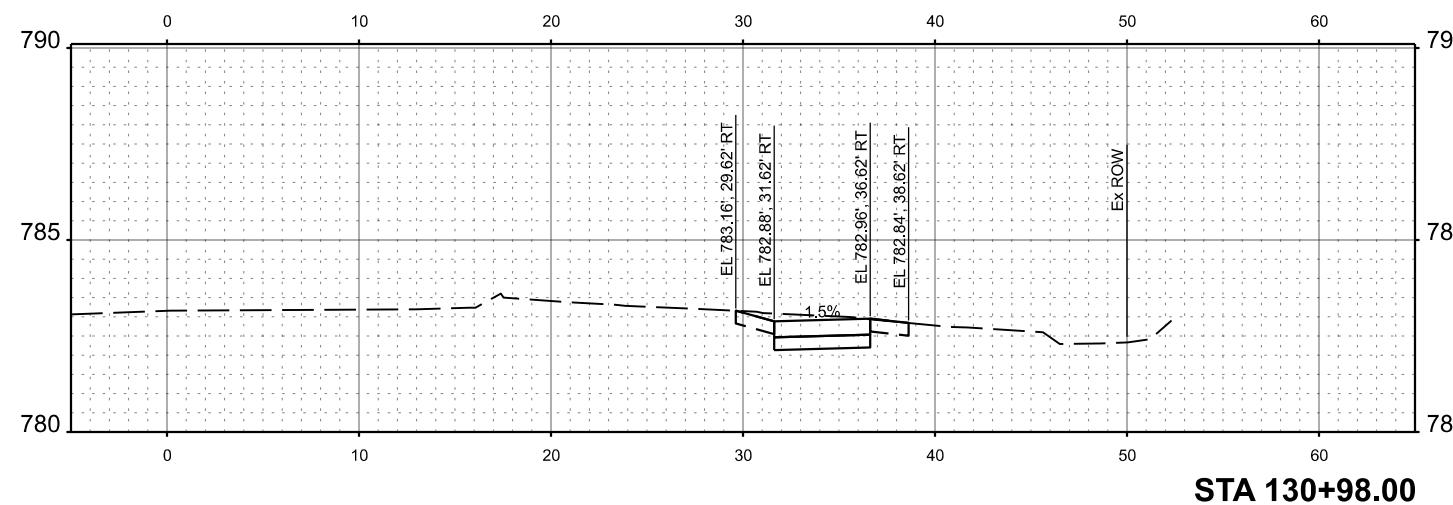
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STA 128+00.00



STA 129+50.00



CHASTAIN
& ASSOCIATES LLC

CONSULTING ENGINEERS
SERVICE | SOLUTIONS | COMMITMENT™

12/18/2025 11:52:17 AM

USER NAME = switt	DESIGNED - AJM	REVISED -
CHECKED - BNP	REVISED -	
PLOT SCALE = 0.16666633 ' / in.	DRAWN - SDW	REVISED -
PLOT DATE = 12/18/2025	DATE - 05-15-2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**JONES ROAD RESURFACING AND SIDEWALK IMPROVEMENTS
CROSS SECTIONS**

SHEET OF SHEETS

F.A.U. RTE. 1101	SECTION 22-00111-00-RS	COUNTY COOK	TOTAL SHEETS 33	HEET NO. 33
	STRUCTURE NO. CONTRACT NO. 61M31			ILLINOIS FED. AID PROJECT