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DISTRICT 1 STANDARDS

STANDARD NO.	DRAWING NAME
BD-03	OUTLET FOR CONCRETE CURB AND GUTTER
BD-08	DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING
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TS-01	STANDARD TRAFFIC SIGNAL DESIGN DETAILS (7 SHEETS)

IDOT HIGHWAY STANDARDS

STANDARD NO.	DRAWING NAME
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
424006-06	DIAGONAL CURB RAMPS FOR SIDEWALKS
424011-05	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
442201-04	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
606001-09	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
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
701201-05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
701336-07	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS >= 45 MPH
701426-09	LANE CLOSURE MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS >= 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701502-09	URBAN LANE CLOSURE, 2L 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701606-10	URBAN SINGLE LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-11	TRAFFIC CONTROL DEVICES
780001-05	TYPICAL PAVEMENT MARKINGS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

1. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO BEGINNING CONSTRUCTION AND ORDERING MATERIALS.
3. THE CONTRACTOR SHALL CONTACT KALPANA KANNAN-HOSADURGA, THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
4. PAVEMENT MARKING TAPE, TYPE IV SHALL BE USED FOR SHORT TERM PAVEMENT MARKINGS ON ALL FINAL SURFACES.
5. THE RESIDENT ENGINEER SHALL CONTACT PATRICE HARRIS, AREA TRAFFIC FIELD TECHNICIAN, VIA EMAIL AT PATRICE.HARRIS@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
6. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER.
7. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL JULIE AT (800) 892-0123 OR 811 TO DETERMINE WHICH UTILITIES ARE WITHIN THE AREA. 48 HOUR NOTIFICATION IS REQUIRED.
8. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AS REQUIRED.
9. THE CONTRACTOR SHALL SWEEP AND CLEAN THE PAVEMENT SURFACE, PER ARTICLE 107.15 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.
10. THE CONTRACTOR SHALL CAREFULLY REMOVE OR EXCAVATE NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
11. TEN (10) FOOT TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB AND GUTTER ITEMS OF WORK TO EXISTING CURBS AND GUTTER IN THE FIELD, UNLESS OTHERWISE SHOWN.
12. ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
13. LOCATION OF COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
14. DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.
15. FRAMES AND GRATES ADJUSTMENT OF PRIVATE UTILITIES WITHIN THE LIMITS OF THE IMPROVEMENTS SHALL BE DONE BY THEIR RESPECTIVE OWNERS AND ARE NOT PART OF THIS CONTRACT.
16. THE CONTRACTOR SHALL BE REQUIRED TO KEEP A RECORD OF THE LOCATIONS OF THE BURIED STRUCTURES ACCORDING TO THE STATION AND DISTANCE LEFT OR RIGHT OF THE CENTERLINE OF PAVEMENT. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL DELIVER THE RECORD TO THE ENGINEER.
17. EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.
18. OVERNIGHT LANE CLOSURES SHALL NOT BE ALLOWED FOR REHABILITATION PROJECTS INVOLVING DAYTIME MILLING AND RESURFACING OPERATIONS AND CLASS D PATCHING UNLESS OTHER CONDITIONS WARRANT EXTENDED LANE CLOSURES AS DETERMINED AND APPROVED IN WRITING BY THE RESIDENT ENGINEER OR AS PROVIDED IN THE CONTRACT SPECIFICATIONS.
19. ALL MILLED SURFACES SHALL BE A UNIFORM CROSS SLOPE PER LANE AND FREE OF RIDGES BETWEEN PASSES. ANY DEVIATIONS SHALL BE CORRECTED AT NO COST TO THE DEPARTMENT.
20. THE "ROAD CONSTRUCTION AHEAD" SIGNS SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
21. WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.
22. TEMPORARY PAVEMENT MARKINGS OR SHORT TERM PAVEMENT MARKINGS ON INTERMEDIATE SURFACES SHALL NOT BE REMOVED, UNLESS DIRECTED BY THE ENGINEER.
23. CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING LANDSCAPE AND FORESTRY WORK FOR LAYOUT.

GEOTECHNICAL NOTES

1. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION AND/OR AGGREGATE SUBGRADE IMPROVEMENT (CU YD) HAVE 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 THE 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 ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC 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.
2. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
3. THE AGGREGATE GRADATION FOR THE LOWER 9 INCHES OF AGGREGATE SUBGRADE IMPROVEMENT 12" SHALL BE CS 1 OR RR 1.
4. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK.
5. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE WOVEN.

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TERRA
ENGINEERING LTD.

USER NAME = DavidS

DESIGNED - MH

DRAWN - DS

CHECKED - MH

PLOT DATE = 1/23/2026

REVISED -

REVISED -

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REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
IL 171 / ARCHER AVE - MCCARTHY RD TO IL 83

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

F.A.P. RTE. 577

SECTION 2025-2011-RS

COUNTY COOK

TOTAL SHEETS 57

SHEET NO. 2

FED. ROAD DIST. NO. 1

ILLINOIS

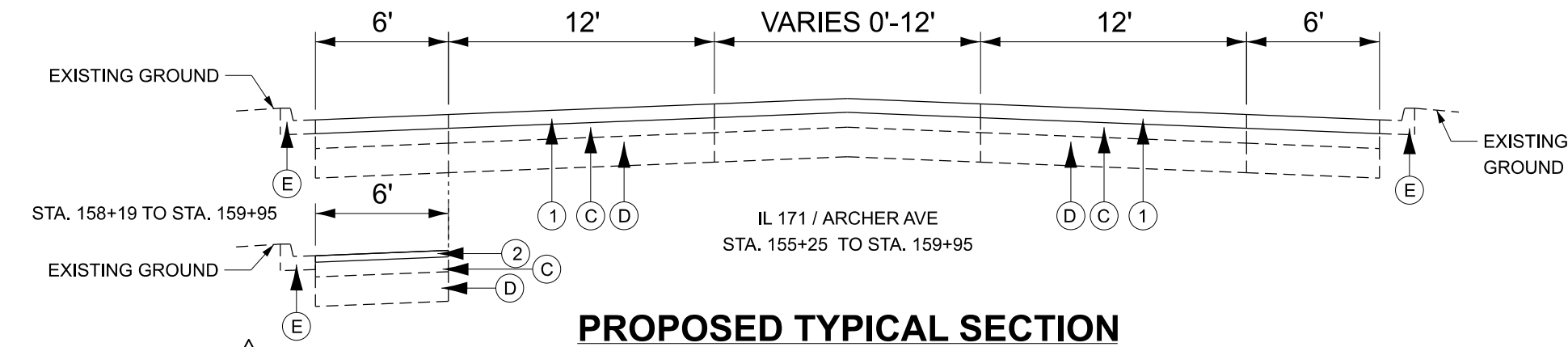
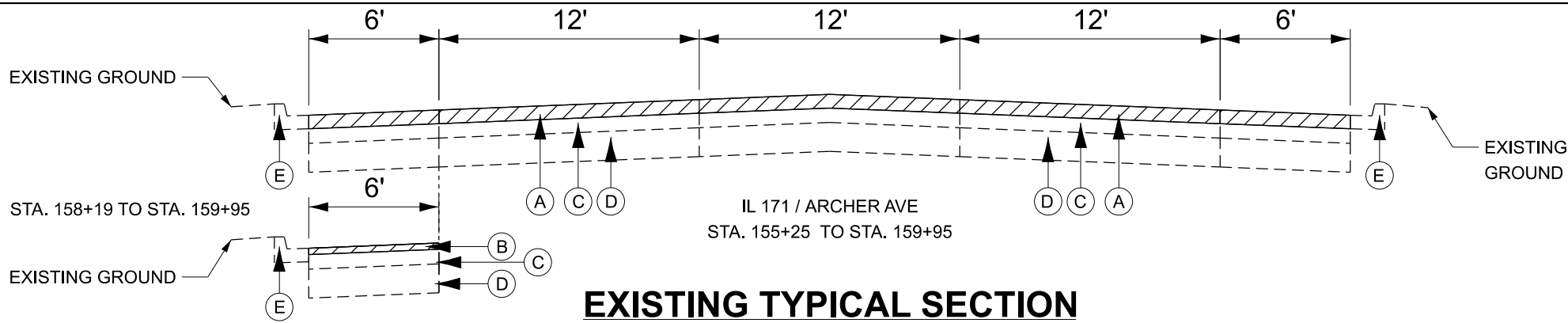
FED. AID PROJECT

1

REVISED SHEET 4/06/2026

MODEL: SOQ SHEET -002 [Sheet]
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REV-SEP



EXISTING LEGEND

- (A) HOT-MIX ASPHALT SURFACE REMOVAL, 3-3/4" (44000164)
- (B) HOT-MIX ASPHALT SURFACE REMOVAL, 1-3/4" (44000156)
- (C) EXISTING HMA SURFACE AFTER MILLING, ± 4"
- (D) EXISTING PCC BASE COURSE, ± 8"
- (E) EXISTING CURB AND GUTTER

PROPOSED LEGEND

- (1) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4" (40604172), HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2" (40602985)
- (2) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4" (40604172)
- (3) HOT-MIX ASPHALT SHOULDER, 8" (48203029)
- (4) AGGREGATE SUBGRADE IMPROVEMENT, 12" (30300112)
- (5) AGGREGATE WEDGE SHOULDER, TYPE B (48102100)
- (6) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)

NOTES:

- THE CONTRACTOR SHALL DO PAVEMENT MILLING FIRST, THEN PATCHING THE ROADWAY PER BD-22 DETAIL.
- THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE HMA BINDER COURSE, IL-9.5, N70.

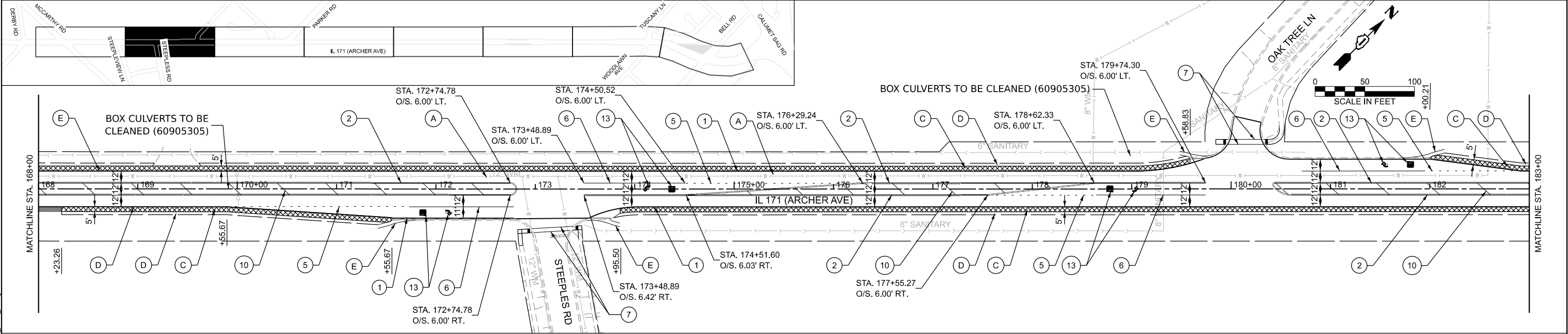
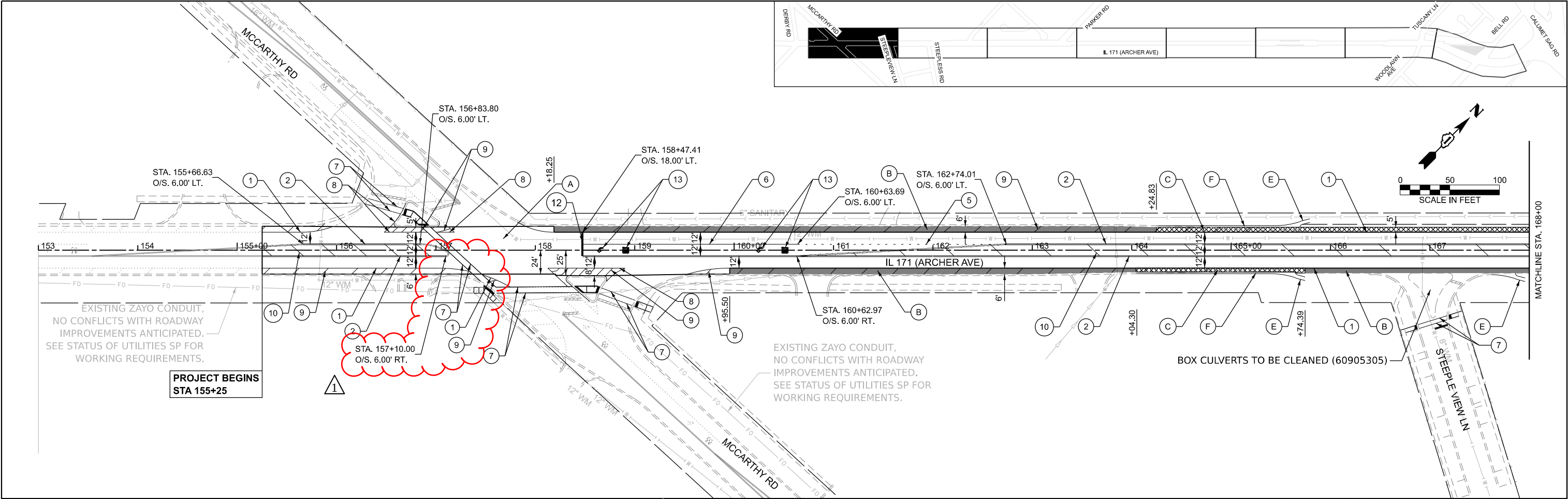
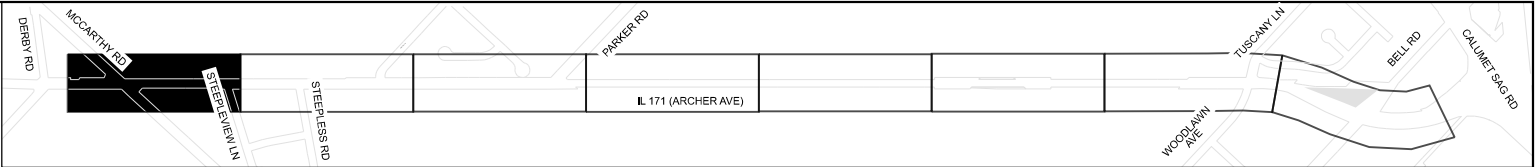
HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
DESIGNED OVERLAY		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1-3/4"	4.0% @ 70 GYR	QCP
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2"	4.0% @ 70 GYR	QCP
HMA SHOULDER 8"		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1-3/4"	4.0% @ 70 GYR	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19, N70, 6-1/4"	4.0% @ 70 GYR	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER IL-19 mm)	4.0% @ 70 GYR	QC/QA
TEMPORARY RAMP (SPECIAL)		
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70 (VAR. DEPTH)	4.0% @ 70 GYR	QC/QA
RESURFACING (SHOULDERS / MEDIAN)		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1-3/4"	4.0% @ 70 GYR	QC/QA
RESURFACING (AT LOCKPORT ST / ILLINOIS ST)		
POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2"	3.5% @ 80 GYR	QC/QA

MIXTURE REQUIREMENT NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/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.
- WHEN SHOULDER RESURFACING OF 6 FEET OR LESS IS ALLOWED TO BE PLACED SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE, THE MAINLINE QUALITY MANAGEMENT PROGRAM WILL BE ENFORCED FOR THE MAINLINE AND SHOULDER.

QMP DESIGNATION: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QCP)

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LEGEND

- (A) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4" (40604172)
HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N70, 2" (40602985)
- (B) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "E", N70, 1 3/4" (40604172)
- (C) HOT-MIX ASPHALT SHOULDERS, 8" (48203029)
AGGREGATE SUBGRADE IMPROVEMENT 12" (30300112)
- (D) AGGREGATE WEDGE SHOULDER, TYPE B (48102100)
- (E) CLASS SI CONCRETE (OUTLET) (60600095)

- (F) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (60603800)
- (G) POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, MIX "F", N80, 2" (40605026)
- (1) LINE 4", SOLID, WHITE, EDGE LINE
- (2) LINE 4", DOUBLE SOLID, YELLOW, 2 @ 11" C-C
- (3) LINE 4", SKIP DASH, WHITE, 10' LINE - 30' SPACE
- (4) LINE 4", SOLID, YELLOW
- (5) LINE 6", DOTTED, WHITE, 2' LINE - 6' SPACE

- (6) LINE 6", SOLID, WHITE, TURN LANE MARKING
- (7) LINE 6", SOLID, WHITE, CROSSWALK
- (8) LINE 8", SOLID, WHITE, EDGE LINE
- (9) LINE 12", SOLID, WHITE, DIAGONAL @ 45 DEG.
- (10) LINE 12", SOLID, YELLOW, DIAGONAL @ 45 DEG. @ 40' C-C
- (11) LINE 12", SOLID, WHITE, CROSSWALK
- (12) LINE 24", SOLID, WHITE, STOP LINE
- (13) LETTERS & SYMBOLS, SOLID WHITE

NOTES:

- LIMIT OF RESURFACING ON THE SIDE STREETS THROUGHOUT THE PROEJCT SHALL MATCH EXISTING PAVEMENT JOINTS, UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT ENGINEER/TECHNICIAN.
- ALL FINAL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC PAVEMENT MARKINGS (OF THE EXTRUDED TYPE) ON HMA PAVEMENT.
- ALL FINAL PAVEMENT MARKINGS SHALL BE PLACED IN ACCORDANCE WITH TC-13 "DISTRICT ONE TYPICAL PAVEMENT MARKINGS" STANDARD DETAIL.
- ALL RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH TC-11 "TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)" STANDARD DETAIL.

1 REVISED SHEET 4/06/2026

 TERRA ENGINEERING LTD.	USER NAME = DavdS	DESIGNED - MH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ROADWAY AND PAVEMENT MARKING PLANS IL 171 / ARCHER AVE - MCCARTHY RD TO IL 83				F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ZS	REVISED -						577	2025-2011-RS	COOK	57	20
		CHECKED - MH	REVISED -						CONTRACT NO. 80B30				
	PLOT DATE = 3/26/2026	DATE - 01/23/2026	REVISED -		SCALE: 1"=50' SHEET 1 OF 4 SHEETS STA. 153+00.00 TO STA. 183+00.00				FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT	