

006

01-18-2019 LETTING ITEM 006

STATE OF ILLINOIS

* 62 + 11 = 73 TOTAL SHEETS

SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2017-032RS	LAKE	62	1
CONTRACT NO. 62F48			

D-91-010-18

DEPARTMENT OF TRANSPORTATION

PROPOSED HIGHWAY PLANS

F.A.P. ROUTE 346: U.S. RTE. 41
IL. RTE 176 (ROCKLAND RD.) TO PARK AVENUE WEST

F.A.P. ROUTE 337: IL RTE. 22 (HALF DAY RD.)
W OF TENNYSON LANE TO US 41

SECTION: 2017-032RS

PROJECT: NHPP-PD9N(195)

RESURFACING (3P) , PEDESTRIAN RAMPS, CULVERT REPAIR

LAKE COUNTY

C-91-009-18

R.12E

FOR INDEX OF SHEETS, SEE SHEET NO. 2

PROJECT IS LOCATED IN THE VILLAGE OF LAKE BLUFF, AND THE CITIES OF LAKE FOREST AND HIGHLAND PARK.

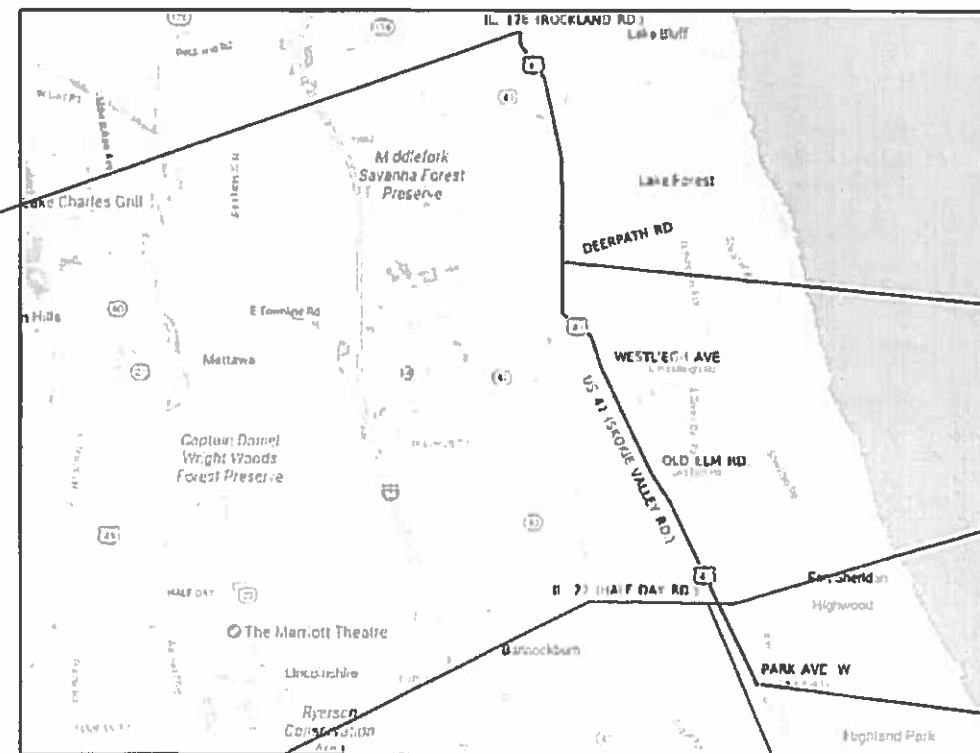
T44N

TRAFFIC DATA

2015 ADT, 34,400 TO 45,100

POSTED SPEED LIMIT

45 & 55 MPH



PROJECT ENDS
STA. 388+97.34

OMISSION
FOR BRIDGE DECK ONLY
STA. 252+68.03 TO
STA. 259+36.06

PROJECT ENDS
STA. 70+00

PROJECT BEGINS
STA. 16+60.48

PROJECT BEGINS
STA. 18+71.33

OMISSION
FOR BRIDGE DECK ONLY
STA. 55+08.2 TO
STA. 57+00.3

SHIELDS AND DEERFIELD TOWNSHIPS

GROSS LENGTH = 43,761 FT. = 8.29 MILES
NET LENGTH = 42,593 FT = 8.07 MILES



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 B11

PROJECT ENGINEER: KARI SMITH (847) 705-4437
PROJECT MANAGER: FAWAD AQUEEL (847) 705-4247

CONTRACT NO. 62F48

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED December 18, 2018

Andrew J. Quigley
REGIONAL ENGINEER

Dec 9 2018

Paul P. Ch...
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 20 2018

DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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2.	INDEX OF SHEETS, STATE STANDARDS, AND GENERAL NOTES
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12.	ROADWAY & PAVEMENT MARKING PLANS
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29-41.	CULVERT REPAIR PLANS
42.	DETECTOR LOOP REPLACEMENT PLAN
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52.	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT (BD-24)
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61.	ARTERIAL ROAD INFORMATION SIGN (TC-22)
62.	DISTRICT ONE - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING (TS-07)

STATE STANDARDS

STANDARD NO.	DESCRIPTION
000001-07	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
424001-11	PERPENDICULAR CURB RAMPS FOR SIDEWALKS
424011-04	CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
424021-05	DEPRESSED CORNER FOR SIDEWALKS
442201-03	CLASS C AND D PATCHES
442101-09	CLASS B PATCHES

604001-04	FRAME AND LIDS, TYPE 1
606001-07	COMBINATION CONCRETE CURB AND GUTTER
630111	WEAK POST GUADRAIL ATTACHED TO CULVERT
631011-10	TRAFFIC BARRIER TERMINAL, TYPE 2
642001-02	SHOULDER RUMBLE STRIPS

STATE STANDARDS

STANDARD NO.	DESCRIPTION
606301-04	PC CONCRETE ISLANDS AND MEDIANS
701006-05	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600) FROM PAVEMENT EDGE
701101-05	OFF-ROAD OPERATIONS, MULTILANE, 15' TO 2' FROM PAVEMENT EDGE
701011-04	OFF-ROAD OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701421-08	LANE CLOSURE, MULTILANE, DAY OPERATIONS ONLY, FOR SPEEDS > 45 MPH TO 55 MPH
701422-10	LANE CLOSURE, MULTILANE, FOR SPEEDS > 45 TO 55 MPH
701426-09	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATIONS, FOR SPEEDS > 45 MPH
701501-06	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
701601-10	URBAN LANE CLOSURE, MULTILANE, 1W OR 2W WITH NON-TRAVERSABLE MEDIAN
701611-01	URBAN HALF ROAD CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701701-10	URBAN LANE CLOSURE, MULTILANE INTERSECTION
701801-06	SIDEWALK, CORNER OR CROSSWALK CLOSURE
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
782006	GUADRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS

GENERAL NOTES

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND THE VILLAGE OF LAKE BLUFF, AND THE CITIES OF LAKE FOREST, AND HIGHLAND PARK & UNINCORPORATED LAKE COUNTY.

GENERAL NOTES

THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.

ANY PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS OBLITERATED BY MILLING AND RESURFACING OPERATIONS ON SIDE STREETS AND ENTRANCES SHALL BE REPLACED AND PAID FOR IN KIND.

WHEN MILLED PAVEMENT IS OPEN TO TRAFFIC THE MAXIMUM GRADE DIFFERENTIAL BETWEEN PASSES OF THE MILLING MACHINE SHALL NOT EXCEED 1/2 INCHES (40MM) WHERE THE SPEED LIMIT IS 40 MPH (80KM/H) OR LESS AND 1 INCH (25 MM) WHERE THE SPEED LIMIT IS GREATER THAN 40 MPH (80 KM/H), WITH WRITTEN APPROVAL FROM THE ENGINEER, A MAXIMUM GRADE DIFFERENTIAL OF 3 INCHES (75 MM) MAY BE ALLOWED IF THE EDGE OF THE MILLING IS SLOPED A MINIMUM 1:3 (V:H) OR A NOTCHED LONGITUDINAL WEDGE IS USED.

BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES AND REVISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

THE RESIDENT ENGINEER SHALL CONTACT WALTER CZARNY, AREA TRAFFIC FIELD ENGINEER AT WALTER.CZARNY@ILLINOIS.GOV A MINIMUM OF TWO (2) WEEKS PRIOR TO THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

DRAINAGE ADJUSTMENT OR RECONSTRUCTION LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT CORY.JUCIUS@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS. THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE ACCESS TO ABUTTING PROPERTY AT ALL TIMES DURING THE CONSTRUCTION OF THIS PROJECT.

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.

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

ALL PAVEMENT PATCHING LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

THESE PLANS HAVE BEEN PREPARED FROM NOTES RECEIVED FROM THE BUREAU OF CONSTRUCTION.

BUTT JOINTS WILL BE INSTALLED AT THE ENDS OF ALL RESURFACING (WHERE RESURFACING MEETS EXISTING PAVEMENT) ACCORDING TO THE "BUTT JOINT AND HOT-MIX ASPHALT TAPER DETAILS" SHEET INCLUDED IN THE PLANS, UNLESS OTHERWISE SPECIFIED.

PAVEMENT MARKING TAPE TYPE III SHALL BE USED FOR SHORT TERM PAVEMENT MARKING ON FINAL SURFACES

CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST TWO WEEKS PRIOR TO BEGINNING WORK FOR LAYOUT.

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USER NAME = khans	DESIGNED -	REVISED - SK 11/26/2018
	DRAWN -	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 11/26/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 41 (SKOKIE VALLEY HWY.) (IL 176 (ROCKLAND RD.) TO PARK AVE. WEST)		346	2017-32R5	LAKE	62	2
SCALE:	SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

INDEX OF SHEETS, STATE STANDARDS AND GENERAL NOTES		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
US 41 (SKOKIE VALLEY HWY.) (IL 176 (ROCKLAND RD.) TO PARK AVE. WEST)		346	2017-32R5	LAKE	62	2
SCALE:	SHEET OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 80% FED 20% STATE			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	220	220				
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	18	18				
20101000	TEMPORARY FENCE	FOOT	163		163			
20101300	TREE PRUNING (1 TO 10 INCH DIAMETER)	EACH	10	10				
20101350	TREE PRUNING (OVER 10 INCH DIAMETER)	EACH	3	3				
20200100	EARTH EXCAVATION	CU YD	25	25				
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	5.5	5.5				
21101615	TOPSOIL FURNISH AND PLACE, 4"	SO YD	180	77	103			
25000210	SEEDING, CLASS 2A	ACRE	0.25		0.25			
25000312	SEEDING, CLASS 4A	ACRE	0.25		0.25			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	25	23	2			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	25	23	2			
25000750	MOWING	ACRE	5	5				
25100630	EROSION CONTROL BLANKET	SO YD	103		103			
25200110	SODDING, SALT TOLERANT	SO YD	281	281				
25200200	SUPPLEMENTAL WATERING	UNIT	1	1				

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 80% FED 20% STATE			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	9		9			
28000305	TEMPORARY DITCH CHECKS	FOOT	10		10			
28000400	PERIMETER EROSION BARRIER	FOOT	163		163			
28000510	INLET FILTERS	EACH	2		2			
28001100	TEMPORARY EROSION CONTROL BLANKET	SO YD	103		103			
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SO YD	25		25			
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SO YD	69		69			
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SO YD	54		54			
40400001	FIBER-MODIFIED ASPHALT CRACK SEALING	FOOT	5880		5880			
40400070	ASPHALTIC EMULSION SLURRY SEAL, MIXTURE C	SO YD	2088		2088			
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	276377		276377			
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	610.5		610.5			
40600825	POLYMERIZED LEVELING BINDER (MACHINE METHOD), N50	TON	2.3		2.3			

REV. - MS

FILE NAME =	USER NAME = khans	DESIGNED -	REVISED -
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PLOT DATE = 10/19/2018	DATE -	REVISION	REVISION

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. W.)
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	3
FED. ROAD DIST. NO. 1 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 62F48	

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 80% FED 20% STATE			
40600827	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	TON	16890	16890				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	304	304				
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	6805.3	6800	5.3			
42001300	PROTECTIVE COAT	SO YD	466	466				
42300400	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 8 INCH	SO YD	20	20				
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SO FT	3227	3227				
42400410	PORTLAND CEMENT CONCRETE SIDEWALK 8 INCH	SO FT	10	10				
42400800	DETECTABLE WARNINGS	SO FT	738	738				
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SO YD	406158	406158				
44000200	DRIVEWAY PAVEMENT REMOVAL	SO YD	20	20				
44000600	SIDEWALK REMOVAL	SO FT	3185	3185				
44003100	MEDIAN REMOVAL	SO FT	537	537				
44004250	PAVED SHOULDER REMOVAL	SO YD	54		54			
44003510	MEDIAN REMOVAL PARTIAL DEPTH	SO FT	357	357				

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 80% FED 20% STATE			
44200970	CLASS B PATCHES, TYPE II, 10 INCH	SO YD	150	150				
44200974	CLASS B PATCHES, TYPE III, 10 INCH	SO YD	80	80				
44201299	DOWEL BARS 1 1/2"	EACH	320	320				
44201765	CLASS D PATCHES, TYPE II, 10 INCH	SO YD	450	450				
44201769	CLASS D PATCHES, TYPE III, 10 INCH	SO YD	150	150				
44201771	CLASS D PATCHES, TYPE IV, 10 INCH	SO YD	50	50				
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SO YD	25		25			
44201863	CLASS D PATCHES, TYPE II, 18 INCH	SO YD	2500	2500				
44201867	CLASS D PATCHES, TYPE III, 18 INCH	SO YD	2000	2000				
44201869	CLASS D PATCHES, TYPE IV, 18 INCH	SO YD	1000	1000				
44213000	PATCHING REINFORCEMENT	SO YD	80	80				
44213200	SAW CUTS	FOOT	928	928				
50102400	CONCRETE REMOVAL	CU YD	4		4			
50200100	STRUCTURE EXCAVATION	CU YD	10.6		10.6			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	870		870			
54002020	EXPANSION BOLTS 3/4 INCH	EACH	23		23			

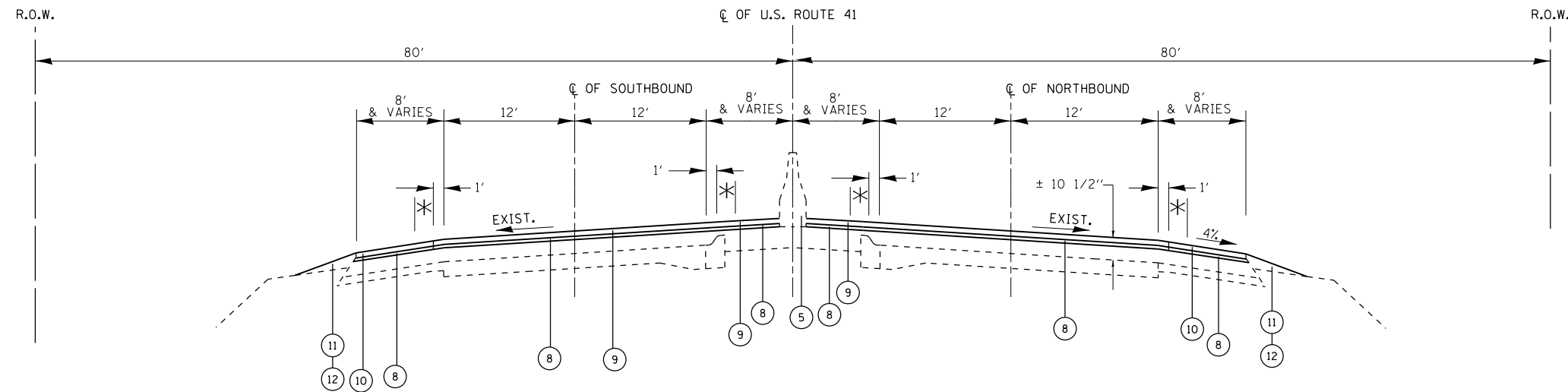
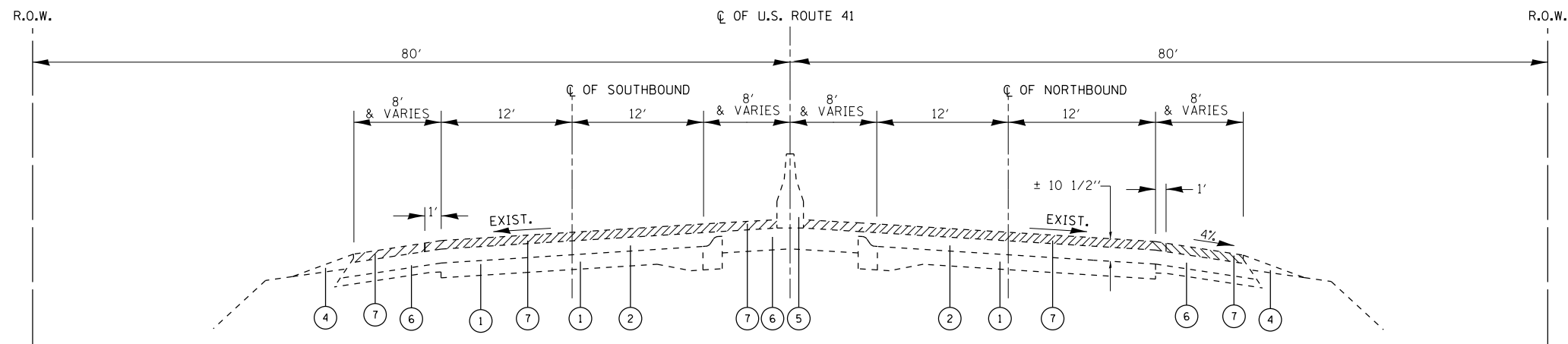
REV. - MS

SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT		0005 80% FED 20% STATE	0005 80% FED 20% STATE					CODE NO	ITEM		UNIT	0005 80% FED 20% STATE	0005 80% FED 20% STATE		
54003000	CONCRETE BOX CULVERTS	CU YD	4	4				* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	73	73					
60250200	CATCH BASINS TO BE ADJUSTED	EACH	5	5													
60252800	CATCH BASINS TO BE RECONSTRUCTED	EACH	3	3				* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2					
60255500	MANHOLES TO BE ADJUSTED	EACH	5	5				* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1					
60257900	MANHOLES TO BE RECONSTRUCTED	EACH	4	4				67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12					
60262700	INLETS TO BE RECONSTRUCTED	EACH	2	2				* 66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	DAYS	8	8					
60265700	VALVE VAULTS TO BE ADJUSTED	EACH	1	1				67100100	MOBILIZATION	LSUM	1	1					
60300105	FRAMES AND GRATES TO BE ADJUSTED	EACH	1	1				* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1					
60300305	FRAMES AND LIDS TO BE ADJUSTED	EACH	16	16				70200100	NIGHTTIME WORK ZONE LIGHTING	LSUM	1	1					
60619600	CONCRETE MEDIAN TYPE SB-6.12	SO FT	537	537				70300100	SHORT TERM PAVEMENT MARKING	FOOT	29174	29174					
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	87.5	87.5				70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SO FT	9725	9725					
* 63000054	WEAK POST GUARDRAIL ATTACHED TO CULVERT CASE V	FOOT	32	32				70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	4183	4183					
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1				70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	361259	361259					
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1				70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	16300	16300					
63200310	GUARDRAIL REMOVAL	FOOT	89	89				70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	10493	10493					
64200116	SHOULDER RUMBLE STRIPS, 16 INCH	FOOT	148180	148180				70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	21752	21752					
	* SPECIALTY ITEM							70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	854	854					
								70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	72946	72946					

REV. - MS

SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE					SUMMARY OF QUANTITIES			URBAN	CONSTRUCTION TYPE CODE				
CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE	0005 80% FED 20% STATE				CODE NO	ITEM	UNIT	TOTAL QUANTITIES	0005 80% FED 20% STATE	0005 80% FED 20% STATE			
70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	1851		1851				* 78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	16		16			
70400100	TEMPORARY CONCRETE BARRIER	FOOT	87.5		87.5				78300200	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2653	2653				
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1		1					REMOVAL							
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	1		1				* 88600600	DETECTOR LOOP REPLACEMENT	FOOT	2273	2273				
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	4183	4183						RELOCATE EXISTING PEDESTRIAN PUSH-BUTTON	EACH	4	4				
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	361421	361259	162				X0320050	CONSTRUCTION LAYOUT (SPECIAL)	LSUM	1	1				
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	16300	16300					X0326806	WASHOUT BASIN	L SUM	1		1			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	10493	10493					X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SO FT	147		147			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	21752	21752					X0900075	COFFERDAMS (TYPE 1)(IN-STREAM/WETLAND WORK)	L SUM	1		1			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	854	854					X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	2		2			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	5305	5305					X2020110	GRADING AND SHAPING SHOULDERS	UNIT	638	638				
* 78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	4		4				X2502024	SEEDING, CLASS 4B (MODIFIED)	ACRE	0.25		0.25			
* SPECIALTY ITEM									X4060004	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, STONE MATRIX ASPHALT, 9.5, N80	TON	32313	32313				
									X4400100	PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VARIABLE DEPTH)	SO YD	814	814				
									X4405030	LONGITUDINAL PARTIAL DEPTH REMOVAL 3"	FOOT	500	500				

REV. - MS



LEGEND

- ① EXISTING P.C. CONCRETE PAVEMENT, 10"
- ② EXISTING HMA CONCRETE SURFACE, ± 10 1/2"
- ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ④ EXISTING GRAVEL OR CRUSHED STONE SHOULDER
- ⑤ EXISTING CONCRETE BARRIER AND CONCRETE BARRIER, SPECIAL
- ⑥ EXISTING HMA SHOULDER, 10"
- ⑦ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER, (MM), IL 4.75, N50, 3/4"
- ⑨ PROPOSED POLYMERIZED HMA SURFACE COURSE STONE MATRIX ASPHALT, 9.5, N80, 1 3/4"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "D" N70, 1 3/4"
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
- ⑫ PROPOSED GRADING AND SHAPING SHOULDERS
- ⑬ PROPOSED. PCC SURFACE REMOVAL, VAR DEPTH

NOTE 1: THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQYD/IN

NOTE 2: THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE. THE CONTRACTOR SHALL MILL FIRST BEFORE PATCHING.

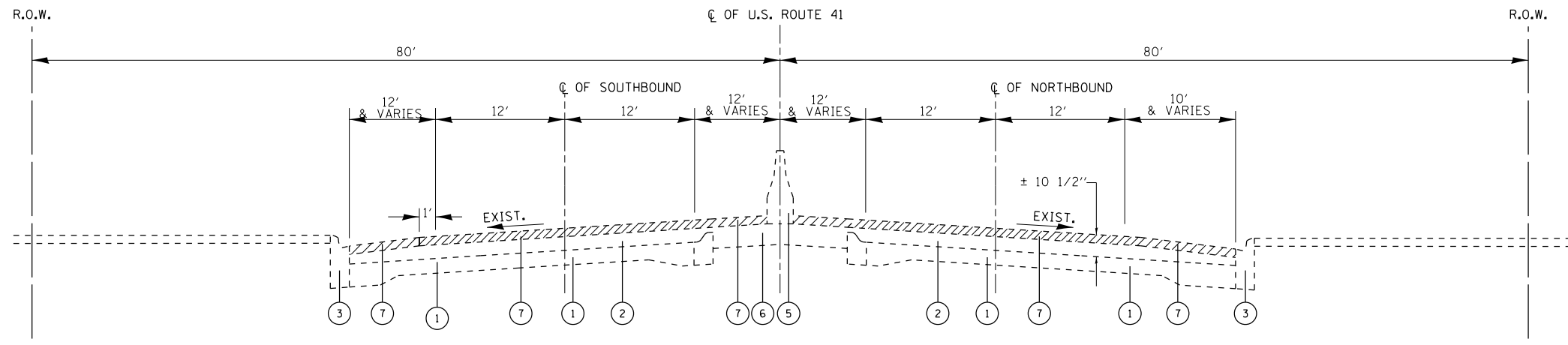
NOTE 3: THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLYMERIZED LEVELING BINDER WHERE THE SURFACE JOINT WILL BE LOCATED.

NOTE 4: FOR THE AREAS WHERE A SLURRY WILL BE PLACED, THE AREA SHALL FIRST BE CRACK SEALED USING FIBER-MODIFIED ASPHALT CRACK SEALING. THEN THE TACK COAT SHALL BE APPLIED AT A RATE THAT WILL PROVIDE A RESIDUAL RATE OF 0.025 LB/SQ FT ACCORDING TO ART. 406.05 (b)

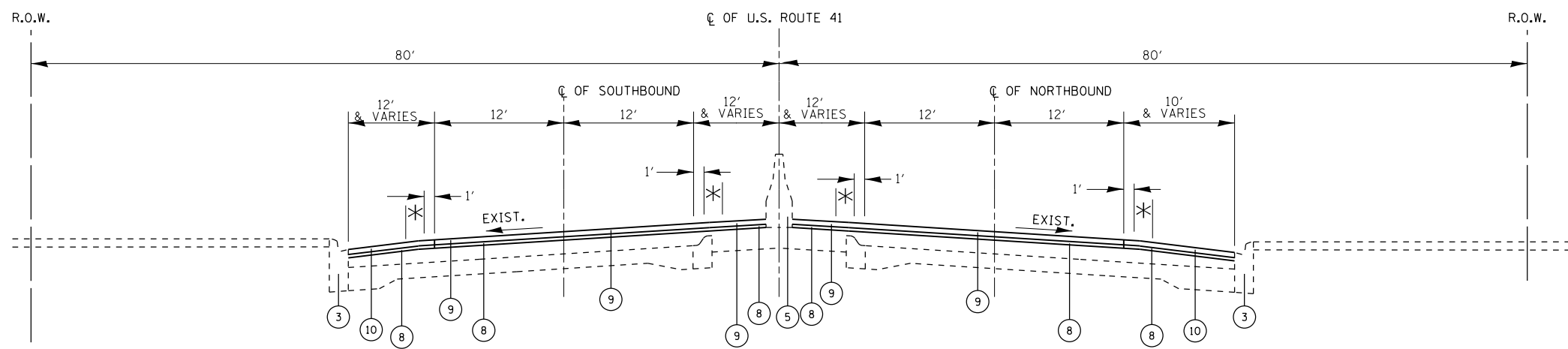
- * RUMBLE STRIPS (16") WIDE FROM THE BEGINING OF STATION TO END OF STATION.
- * CONTRACTOR SHALL MILL BEFORE PATCHING, EXCEPT FOR THE WORK AT THE CULVERT

MIXTURE REQUIREMENTS		QUALITY MANAGEMENT PROGRAM (QMP)
MIXTURE USES	VOIDS @ Ndes	
PAVEMENT & SHOULDER RESURFACING		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% AT 70 GYR.	QCP
POLYMERIZED HMA SURFACE COURSE, SMA, 9.5, N80	3.5% AT 80 GYR.	PFP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	4% AT 70 GYR.	QCP
HOT-MIXED ASPHALT BASE COURSE WIDENING, 8" (HMA BINDER IL-19.0)	4% AT 70 GYR.	QC/QA
PATCHING		
CLASS D PATCHES (HMA BINDER, IL-19.0 mm)	4% AT 70 GYR.	QC/QA
QMP Designation: Quality Control/Quality Assurance (QC/QA); Quality Control for Performance (QCP); PAY FOR PERFORMANCE (PFP)		

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EXISTING TYPICAL SECTION
STA. 216+40 TO STA. 270+00



PROPOSED TYPICAL SECTION
STA. 216+40 TO STA. 270+00

- LEGEND**
- ① EXISTING P.C. CONCRETE PAVEMENT, 10"
 - ② EXISTING HMA PAVEMENT, ± 10 1/2"
 - ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER
 - ④ EXISTING GRAVEL OR CRUSHED STONE SHOULDER
 - ⑤ EXISTING CONCRETE BARRIER AND CONCRETE BARRIER, SPECIAL
 - ⑥ EXISTING HMA SHOULDER, 10"
 - ⑦ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
 - ⑧ PROPOSED POLYMERIZED LEVELING BINDER, (MM), IL 4.75, N50, 3/4"
 - ⑨ PROPOSED POLYMERIZED HMA SURFACE COURSE STONE MATRIX ASPHALT, 9.5, N80, 1 3/4"
 - ⑩ PROPOSED HMA SURFACE COURSE, MIX "D" N70, 1 3/4"
 - ⑪ PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
 - ⑫ PROPOSED GRADING AND SHAPING SHOULDERS
 - ⑬ PROPOSED. PCC SURFACE REMOVAL, VAR DEPTH

* RUMBLE STRIPS (16") WIDE FROM THE BEGINING OF STATION TO END OF STATION.

* CONTRACTOR SHALL MILL BEFORE PATCHING, EXCEPT FOR THE WORK AT THE CULVERT

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	DRAWN -	REVISED -
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PLOT DATE = 10/19/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

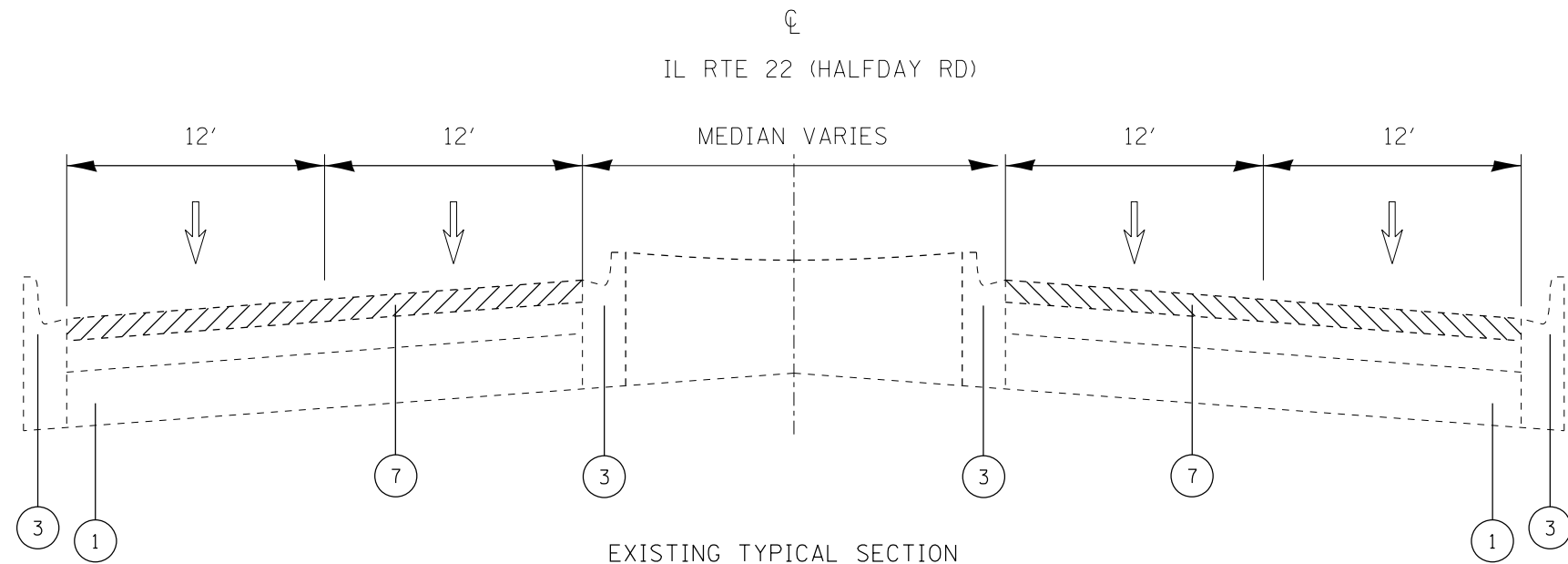
**EXISTING TYPICAL SECTION
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	9
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

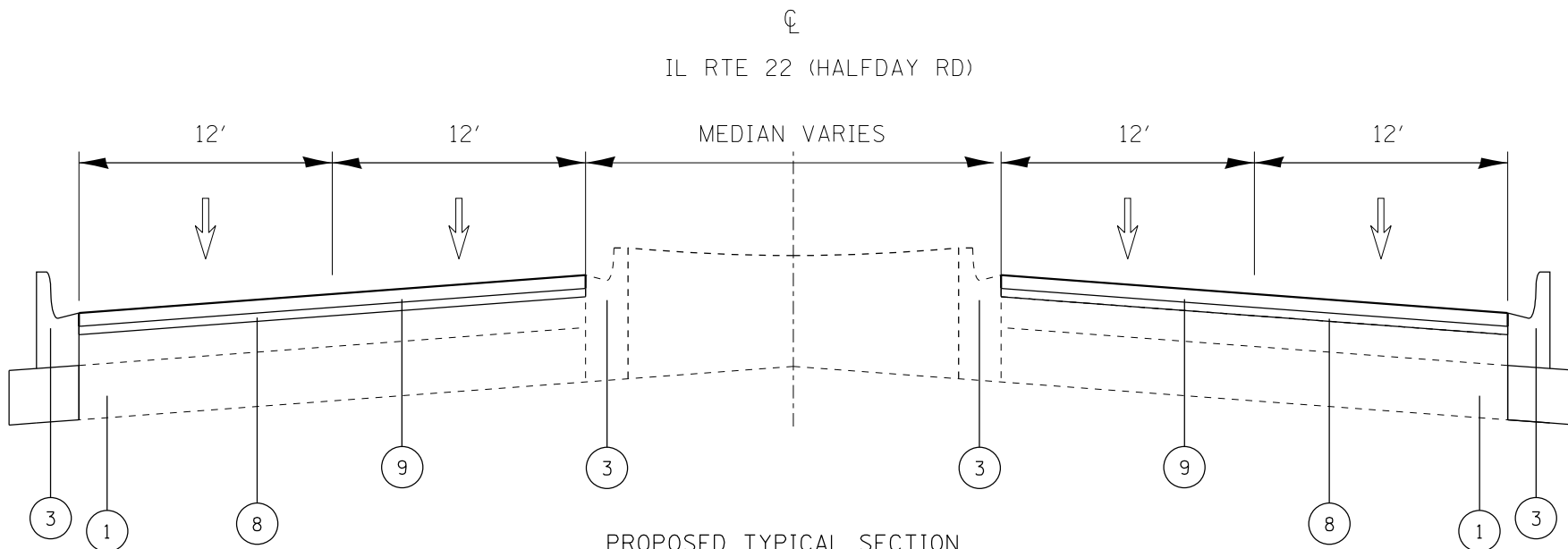
LEGEND

- ① EXISTING P.C. CONCRETE PAVEMENT, 10"
- ② EXISTING HMA CONCRETE SURFACE, ± 10'2"
- ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ④ EXISTING GRAVEL OR CRUSHED STONE SHOULDER
- ⑤ EXISTING CONCRETE BARRIER AND CONCRETE BARRIER, SPECIAL
- ⑥ EXISTING HMA SHOULDER, 10"
- ⑦ PROPOSED HMA SURFACE REMOVAL, 2½"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER, (MM), IL 4.75, N50, ¾"
- ⑨ PROPOSED POLYMERIZED HMA SURFACE COURSE STONE MATRIX ASPHALT, 9.5, N80, 1¾"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "D" N70, 1¾"
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
- ⑫ PROPOSED GRADING AND SHAPING SHOULDERS
- ⑬ PROPOSED. PCC SURFACE REMOVAL, VAR DEPTH



EXISTING TYPICAL SECTION

STA. 18+71.33 TO STA. 53+86.84



PROPOSED TYPICAL SECTION

STA. 18+71.33 TO STA. 53+86.84

* RUMBLE STRIPS (16") WIDE FROM THE BEGINNING OF STATION TO END OF STATION.

* CONTRACTOR SHALL MILL BEFORE PATCHING, EXCEPT FOR THE WORK AT THE CULVERT

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	DATE -	REVISED -

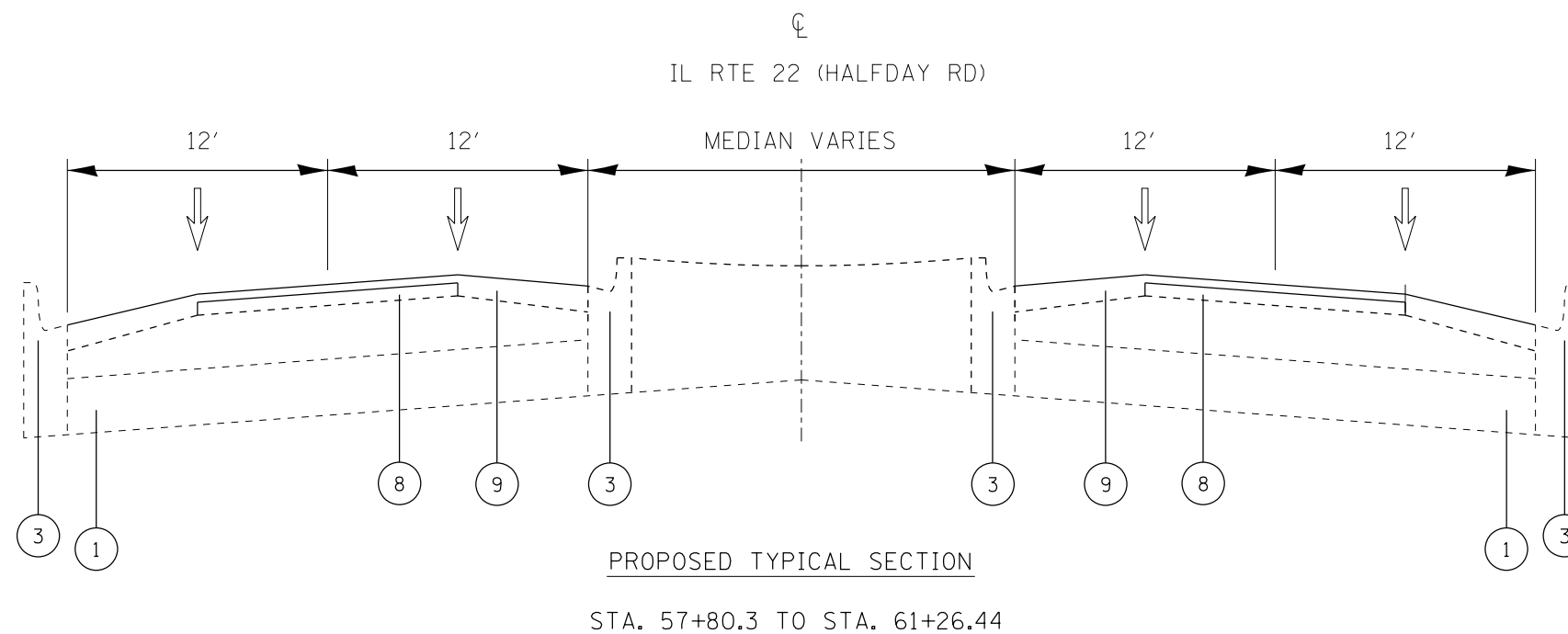
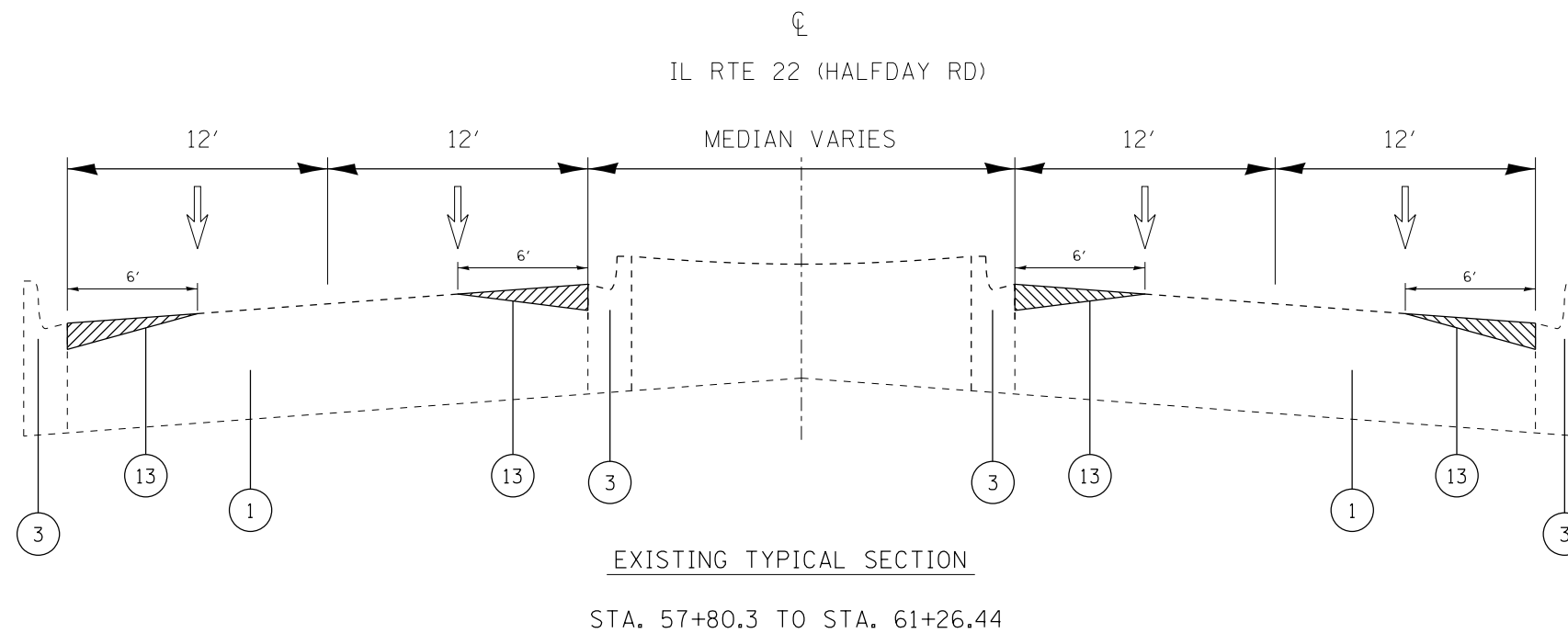
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTION IL RTE 22 HALFDAY RD (TENNYSON LN TO EXIT RAMP US 41)		
SCALE: NONE	SHEET OF SHEETS	STA. TO STA.

F.A.P. RTE. 346	SECTION 2017-032RS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 10
			CONTRACT NO. 62F48	
		ILLINOIS	FED. AID PROJECT	

LEGEND

- ① EXISTING P.C. CONCRETE PAVEMENT, 10"
- ② EXISTING HMA CONCRETE SURFACE, ± 10 1/2"
- ③ EXISTING COMBINATION CONCRETE CURB AND GUTTER
- ④ EXISTING GRAVEL OR CRUSHED STONE SHOULDER
- ⑤ EXISTING CONCRETE BARRIER AND CONCRETE BARRIER, SPECIAL
- ⑥ EXISTING HMA SHOULDER, 10"
- ⑦ PROPOSED HMA SURFACE REMOVAL, 2 1/2"
- ⑧ PROPOSED POLYMERIZED LEVELING BINDER, (MM), IL 4.75, N50, 3/4"
- ⑨ PROPOSED POLYMERIZED HMA SURFACE COURSE STONE MATRIX ASPHALT, 9.5, N80, 1 3/4"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "D" N70, 1 3/4"
- ⑪ PROPOSED AGGREGATE WEDGE SHOULDERS, TYPE B
- ⑫ PROPOSED GRADING AND SHAPING SHOULDERS
- ⑬ PROPOSED. PCC SURFACE REMOVAL, VAR DEPTH



••CLASS B PATCHES WILL BE DETERMINED BY THE ENGINEER

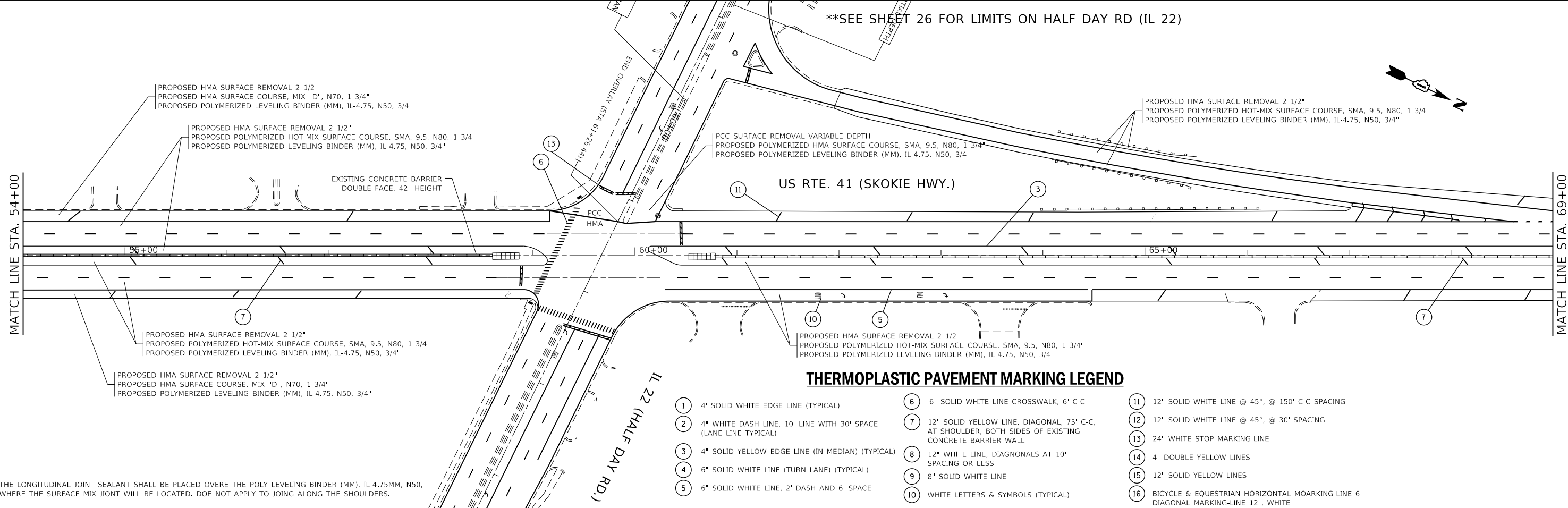
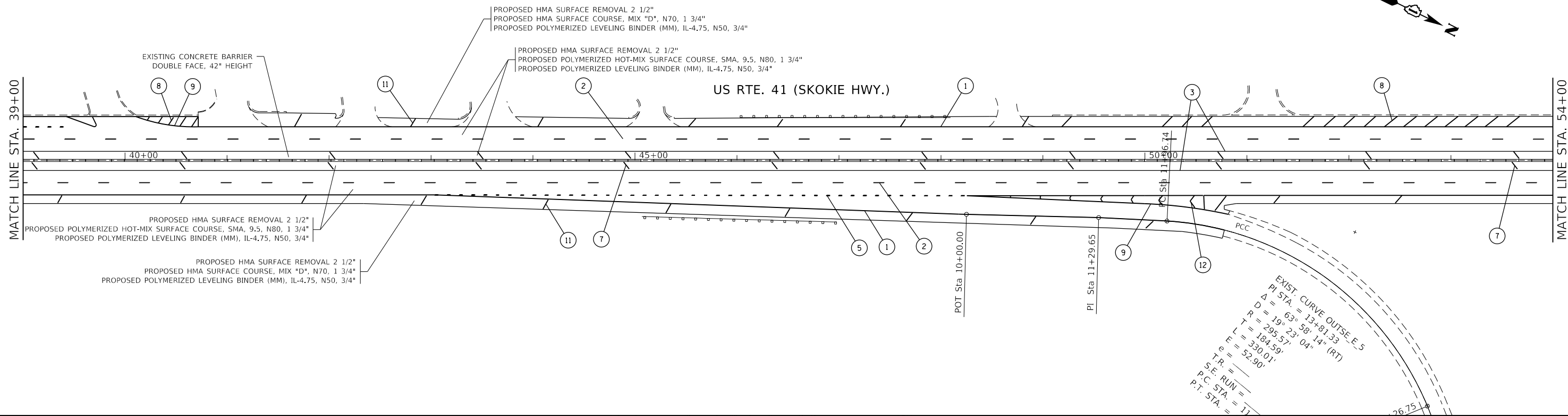
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PLOT DATE = 10/19/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING TYPICAL SECTION	
IL RTE 22 HALFDAY RD (TENNYSON LN TO EXIT RAMP US 41)	
SCALE: NONE	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	11
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



THERMOPLASTIC PAVEMENT MARKING LEGEND

- 1 4' SOLID WHITE EDGE LINE (TYPICAL)
- 2 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)
- 3 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL)
- 4 6" SOLID WHITE LINE (TURN LANE) (TYPICAL)
- 5 6" SOLID WHITE LINE, 2' DASH AND 6' SPACE
- 6 6" SOLID WHITE LINE CROSSWALK, 6' C-C
- 7 12" SOLID YELLOW LINE, DIAGONAL, 75' C-C, AT SHOULDER, BOTH SIDES OF EXISTING CONCRETE BARRIER WALL
- 8 12" WHITE LINE, DIAGONALS AT 10' SPACING OR LESS
- 9 8" SOLID WHITE LINE
- 10 WHITE LETTERS & SYMBOLS (TYPICAL)
- 11 12" SOLID WHITE LINE @ 45°, @ 150' C-C SPACING
- 12 12" SOLID WHITE LINE @ 45°, @ 30' SPACING
- 13 24" WHITE STOP MARKING-LINE
- 14 4" DOUBLE YELLOW LINES
- 15 12" SOLID YELLOW LINES
- 16 BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE

*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOE NOT APPLY TO JOINING ALONG THE SHOULDERS.

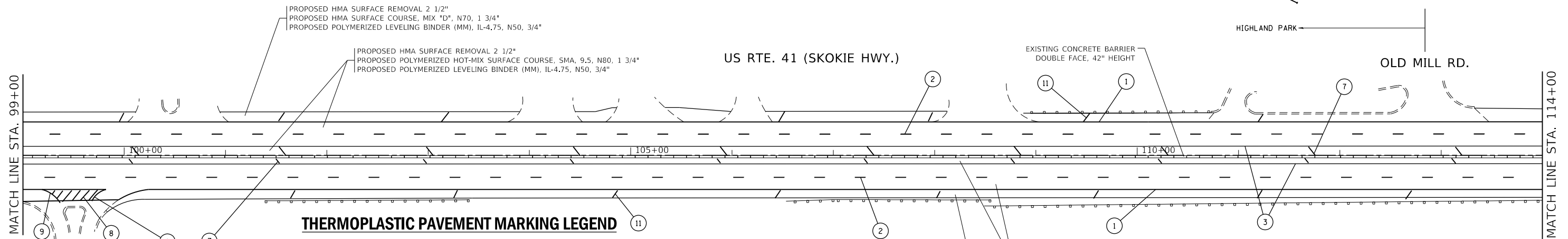
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PLOT DATE = 11/29/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

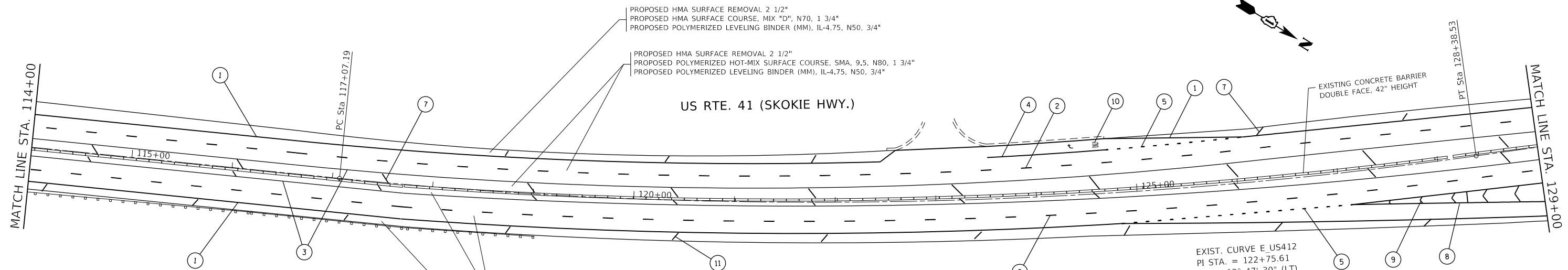
EXISTING AND PROPOSED ROADWAY PLAN	
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 346	SECTION 2017-032R5	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 13
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



THERMOPLASTIC PAVEMENT MARKING LEGEND

- | | | |
|---|--|---|
| (1) 4" SOLID WHITE EDGE LINE (TYPICAL) | (8) 12" WHITE LINE, DIAGONALS AT 10' SPACING OR LESS | (16) BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE |
| (2) 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL) | (9) 8" SOLID WHITE LINE | |
| (3) 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL) | (10) WHITE LETTERS & SYMBOLS (TYPICAL) | |
| (4) 6" SOLID WHITE LINE (TURN LANE) (TYPICAL) | (11) 12" SOLID WHITE LINE @ 45°, @ 150' C-C SPACING | |
| (5) 6" SOLID WHITE LINE, 2' DASH AND 6' SPACE | (12) 12" SOLID WHITE LINE @ 45°, @ 30' SPACING | |
| (6) 6" SOLID WHITE LINE CROSSWALK, 6' C-C | (13) 24" WHITE STOP MARKING-LINE | |
| (7) 12" SOLID YELLOW LINE, DIAGONAL, 75' C-C, AT SHOULDER, BOTH SIDES OF EXISTING CONCRETE BARRIER WALL | (14) 4" DOUBLE YELLOW LINES | |
| | (15) 12" SOLID YELLOW LINES | |



EXIST. CURVE E_US412
 PI STA. = 122+75.61
 Δ = 13° 47' 30" (LT)
 D = 1° 13' 09"
 R = 4,700.00'
 T = 568.41'
 L = 1,131.34'
 E = 34.25'
 e = —
 T.R. = —
 S.E. RUN = —
 P.C. STA. = 117+07.19
 P.T. STA. = 128+38.53

*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOES NOT APPLY TO JOINING ALONG THE SHOULDERS.

USER NAME = khans	DESIGNED -	REVISED - SK 11/26/2018
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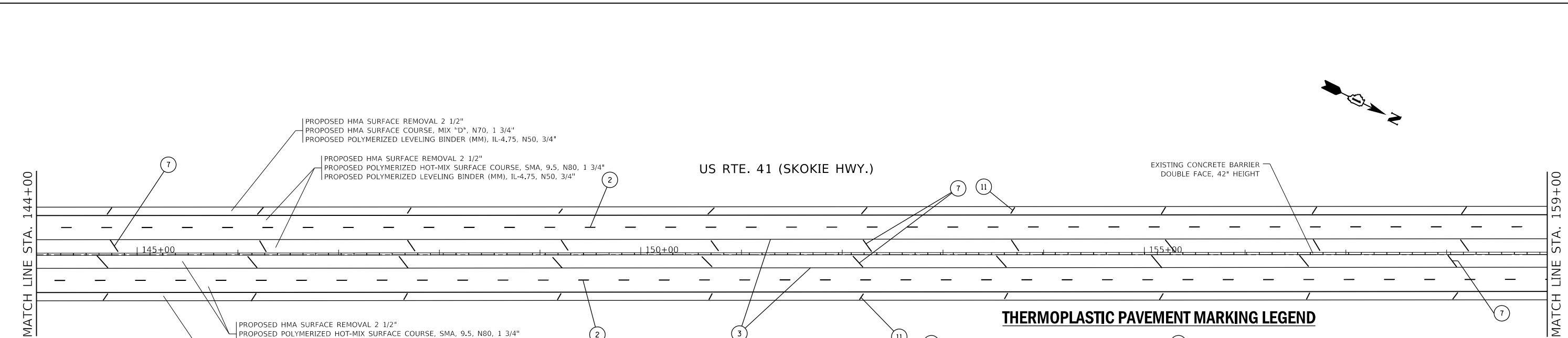
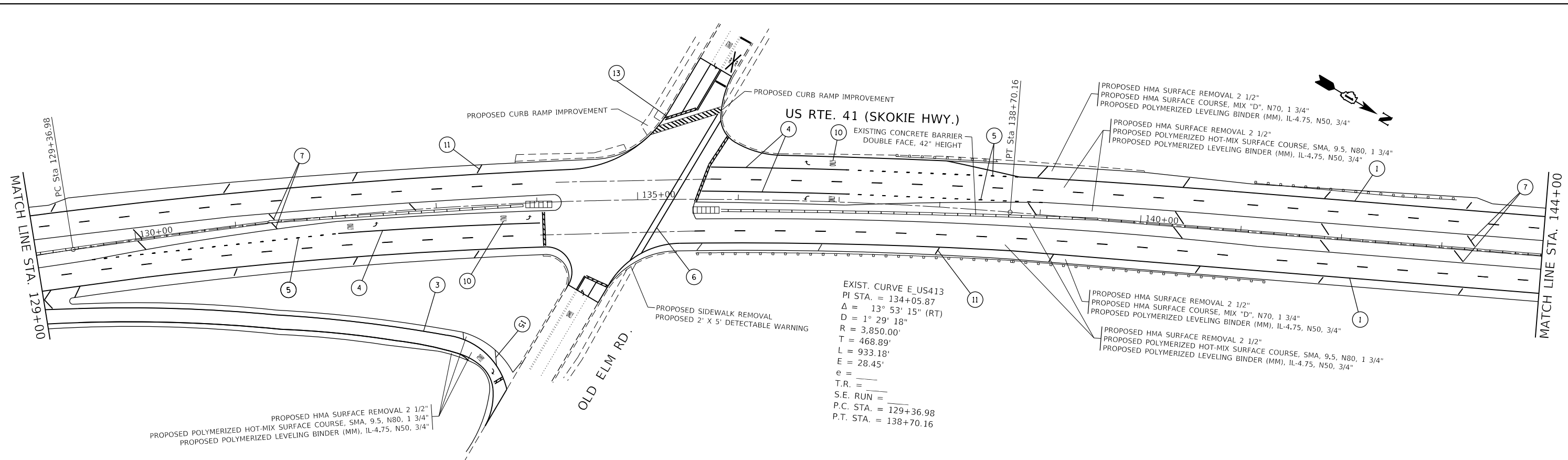
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PLAN
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	15
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

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THERMOPLASTIC PAVEMENT MARKING LEGEND

- (1) 4" SOLID WHITE EDGE LINE (TYPICAL)
- (2) 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)
- (3) 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL)
- (4) 6" SOLID WHITE LINE (TURN LANE) (TYPICAL)
- (5) 6" SOLID WHITE LINE, 2' DASH AND 6' SPACE
- (6) 6" SOLID WHITE LINE CROSSWALK, 6' C-C
- (7) 12" SOLID YELLOW LINE, DIAGONAL, 75' C-C, AT SHOULDER, BOTH SIDES OF EXISTING CONCRETE BARRIER WALL
- (8) 12" WHITE LINE, DIAGONALS AT 10' SPACING OR LESS
- (9) 8" SOLID WHITE LINE
- (10) WHITE LETTERS & SYMBOLS (TYPICAL)
- (11) 12" SOLID WHITE LINE @ 45°, @ 150' C-C SPACING
- (12) 12" SOLID WHITE LINE @ 45°, @ 30' SPACING
- (13) 24" WHITE STOP MARKING-LINE
- (14) 4" DOUBLE YELLOW LINES
- (15) 12" SOLID YELLOW LINES
- (16) BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE

*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED, DOE NOT APPLY TO JOINING ALONG THE SHOULDERS.

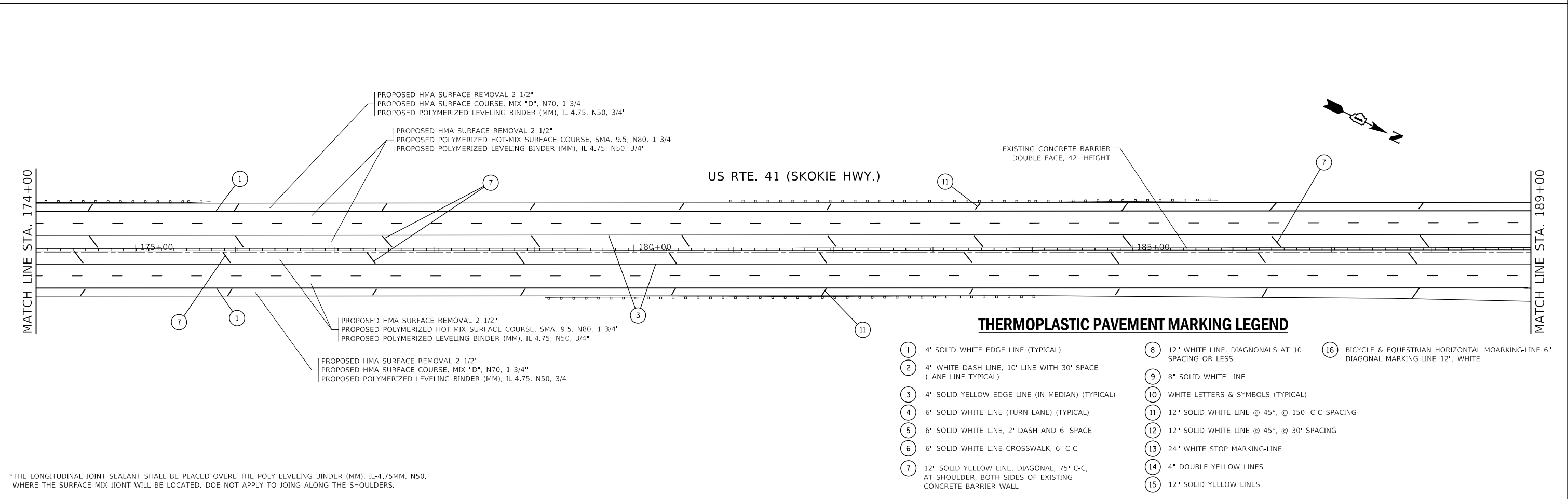
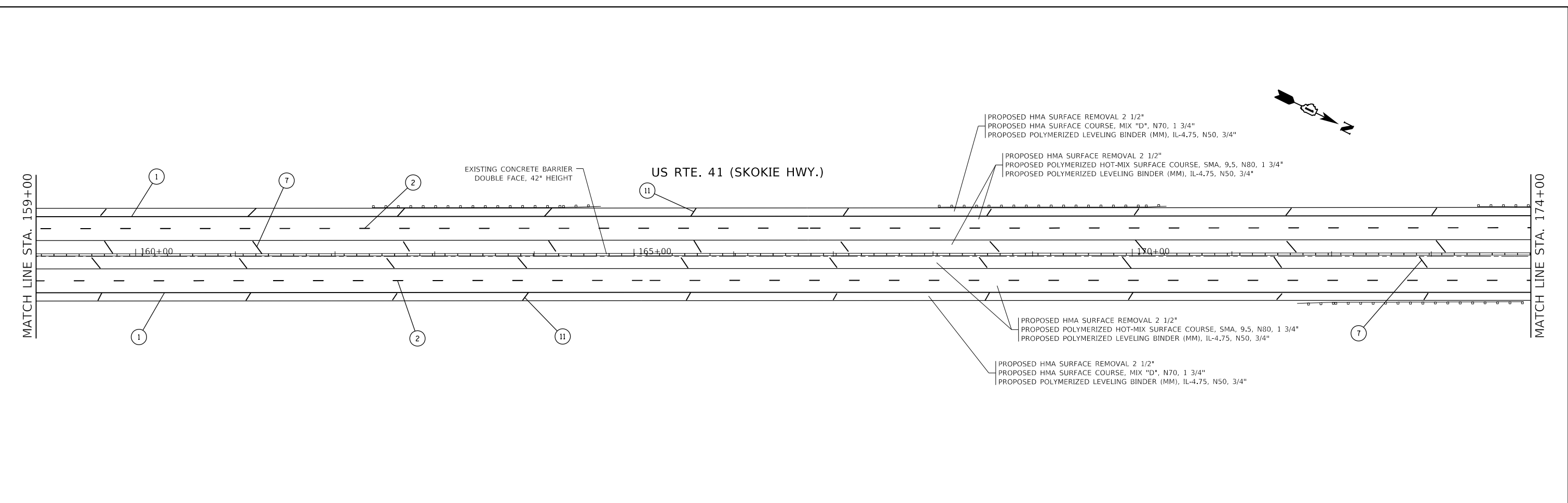
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED ROADWAY PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)			346	2017-032RS	LAKE	62	16	
SCALE:	SHEET	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F48

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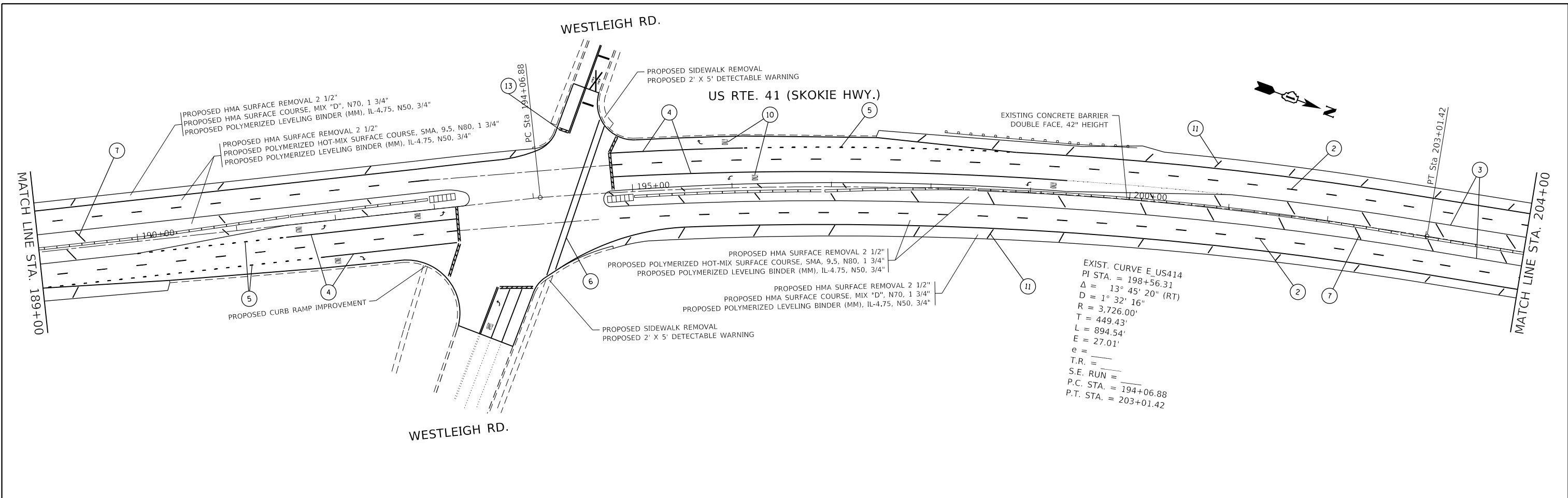


THERMOPLASTIC PAVEMENT MARKING LEGEND

- 1 4' SOLID WHITE EDGE LINE (TYPICAL)
- 2 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)
- 3 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL)
- 4 6" SOLID WHITE LINE (TURN LANE) (TYPICAL)
- 5 6" SOLID WHITE LINE, 2' DASH AND 6' SPACE
- 6 6" SOLID WHITE LINE CROSSWALK, 6' C-C
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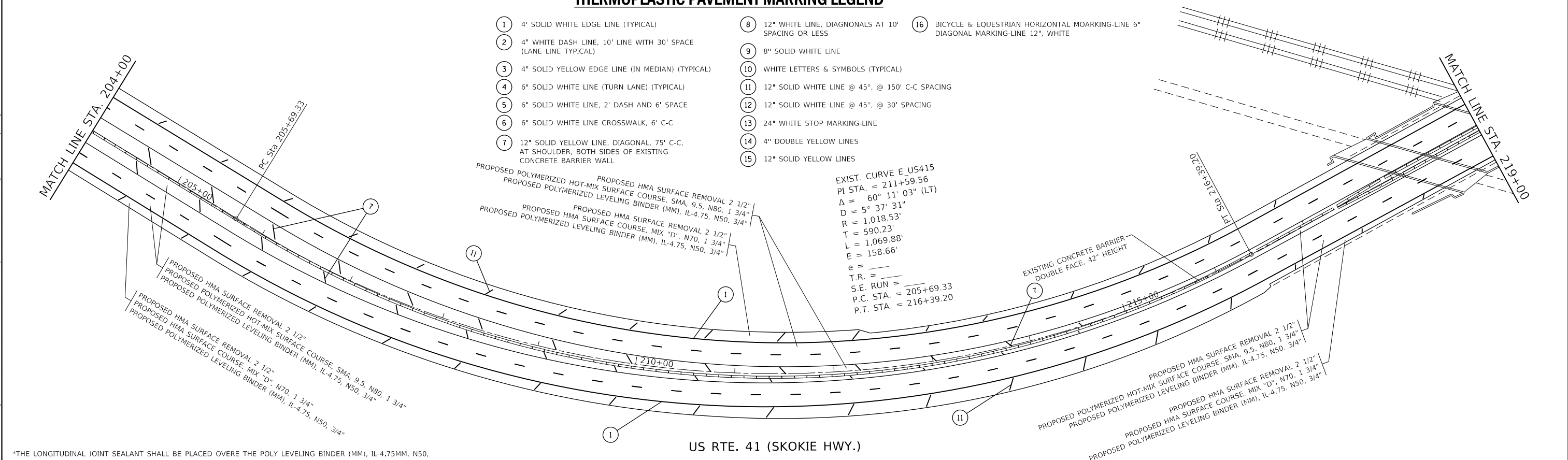
*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOE NOT APPLY TO JOING ALONG THE SHOULDERS.

	USER NAME = khans	DESIGNED -	REVISED - SK 11/26/2018	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING AND PROPOSED ROADWAY PLAN U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)	F.A.P. RTE. 346	SECTION 2017-032RS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 17
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISIED -						CONTRACT NO. 62F48	
	PLOT DATE = 11/29/2018	DATE -	REVISIED -		SCALE:		SHEET OF SHEETS	STA. TO STA.		ILLINOIS FED. AID PROJECT



THERMOPLASTIC PAVEMENT MARKING LEGEND

- 1 4" SOLID WHITE EDGE LINE (TYPICAL)
- 2 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)
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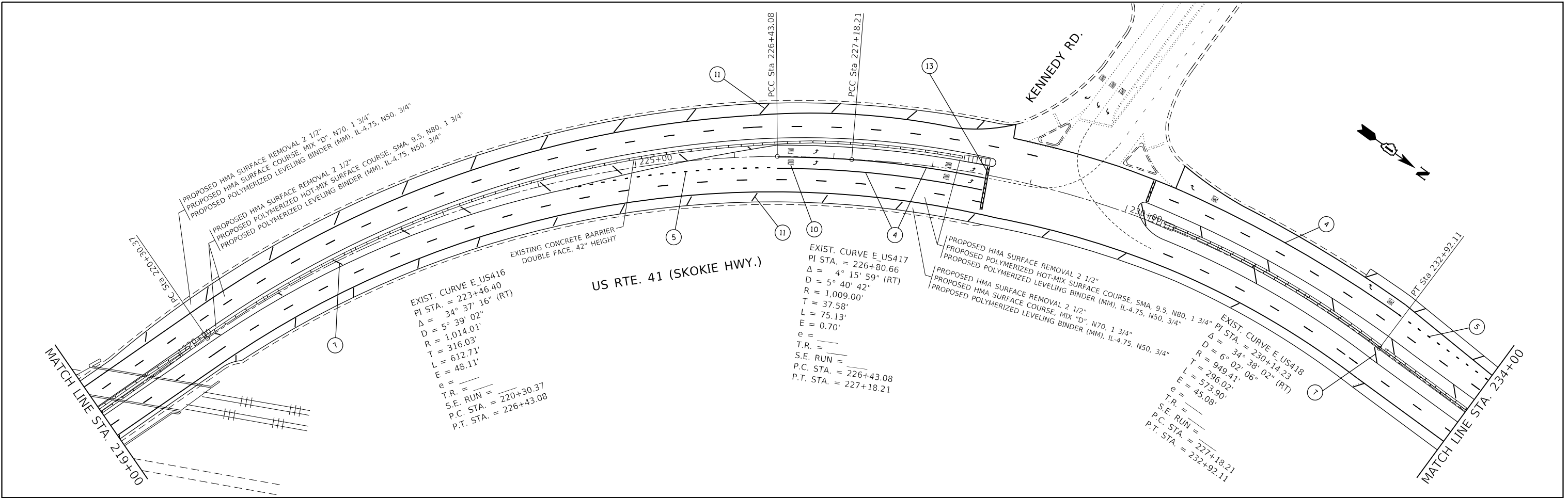
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PLOT DATE = 11/29/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

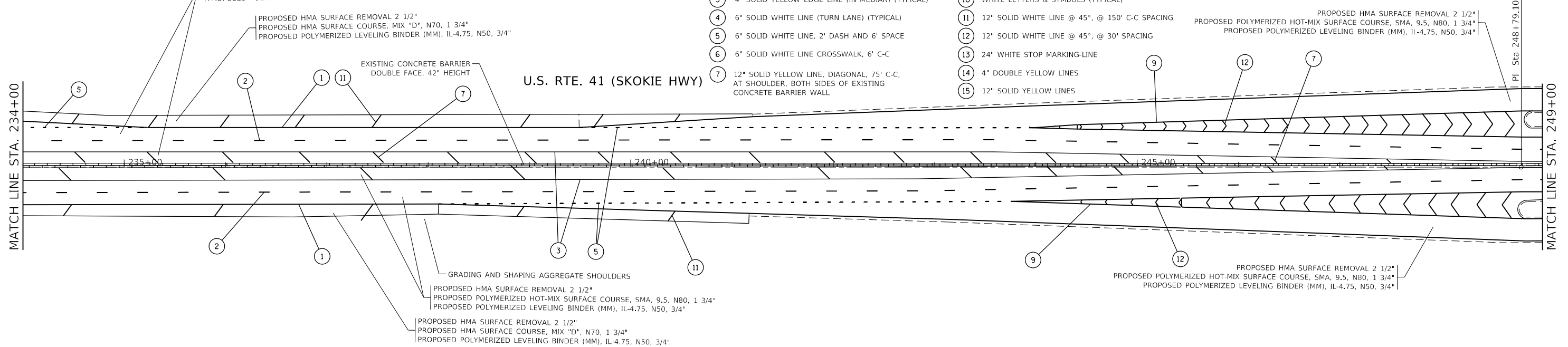
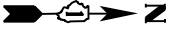
EXISTING AND PROPOSED ROADWAY PLAN	
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	18
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



THERMOPLASTIC PAVEMENT MARKING LEGEND

- ① 4' SOLID WHITE EDGE LINE (TYPICAL)
- ② 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)
- ③ 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL)
- ④ 6" SOLID WHITE LINE (TURN LANE) (TYPICAL)
- ⑤ 6" SOLID WHITE LINE, 2' DASH AND 6' SPACE
- ⑥ 6" SOLID WHITE LINE CROSSWALK, 6' C-C
- ⑦ 12" SOLID YELLOW LINE, DIAGONAL, 75' C-C, AT SHOULDER, BOTH SIDES OF EXISTING CONCRETE BARRIER WALL
- ⑧ 12" WHITE LINE, DIAGONALS AT 10' SPACING OR LESS
- ⑨ 8" SOLID WHITE LINE
- ⑩ WHITE LETTERS & SYMBOLS (TYPICAL)
- ⑪ 12" SOLID WHITE LINE @ 45°, @ 150' C-C SPACING
- ⑫ 12" SOLID WHITE LINE @ 45°, @ 30' SPACING
- ⑬ 24" WHITE STOP MARKING-LINE
- ⑭ 4" DOUBLE YELLOW LINES
- ⑮ 12" SOLID YELLOW LINES
- ⑯ BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE



*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOE NOT APPLY TO JOINING ALONG THE SHOULDERS.

USER NAME = khans	DESIGNED -	REVISED - SK 11/26/2018
PLOT SCALE = 100.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 11/29/2018	CHECKED -	REVISED -
	DATE -	REVISED -

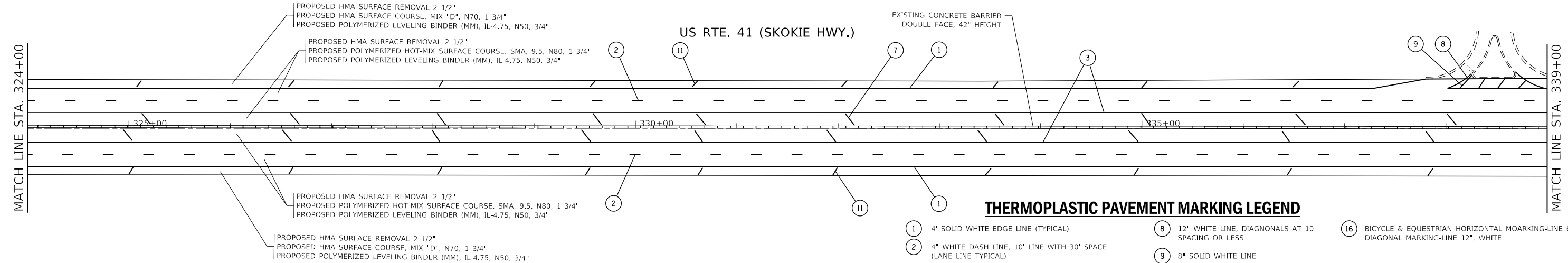
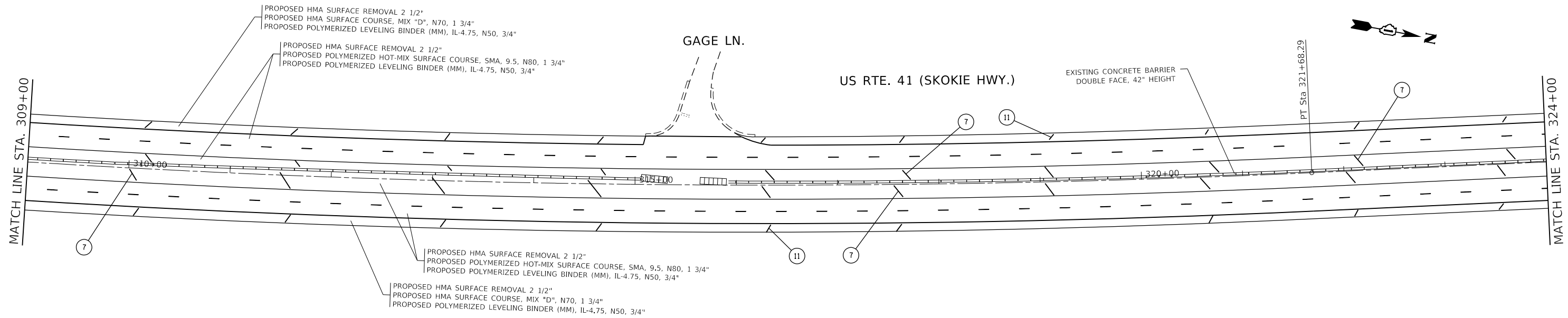
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PLAN
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	19
CONTRACT NO. 62F48			ILLINOIS FED. AID PROJECT	

SCALE: SHEET OF SHEETS STA. TO STA.

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THERMOPLASTIC PAVEMENT MARKING LEGEND

- 1 4' SOLID WHITE EDGE LINE (TYPICAL)
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- 15 12" SOLID YELLOW LINES
- 16 BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE

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USER NAME = khans	DESIGNED -	REVISED - SK 11/26/2018
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PLOT DATE = 11/29/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

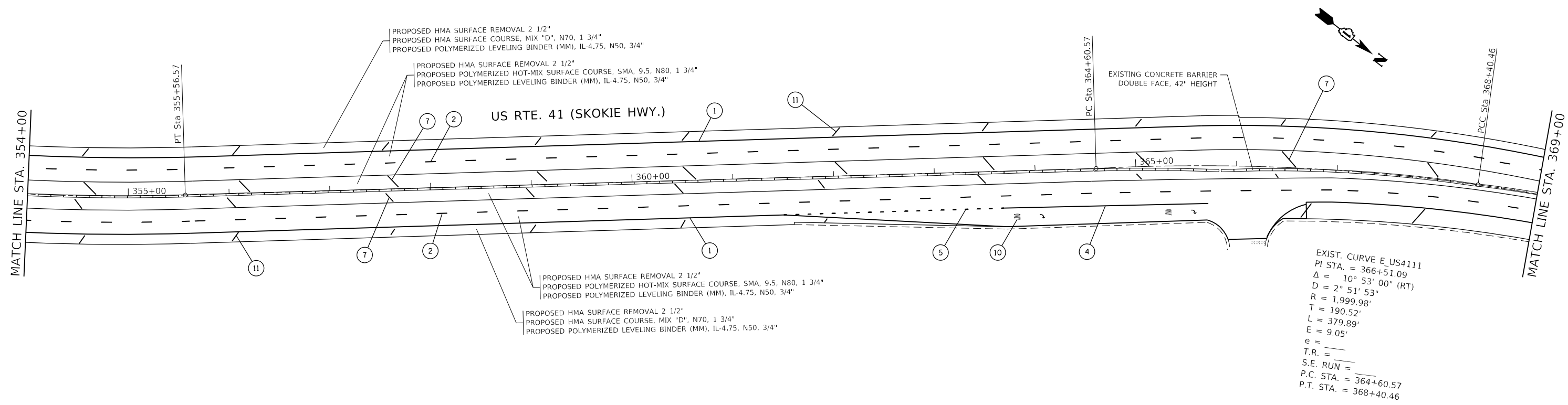
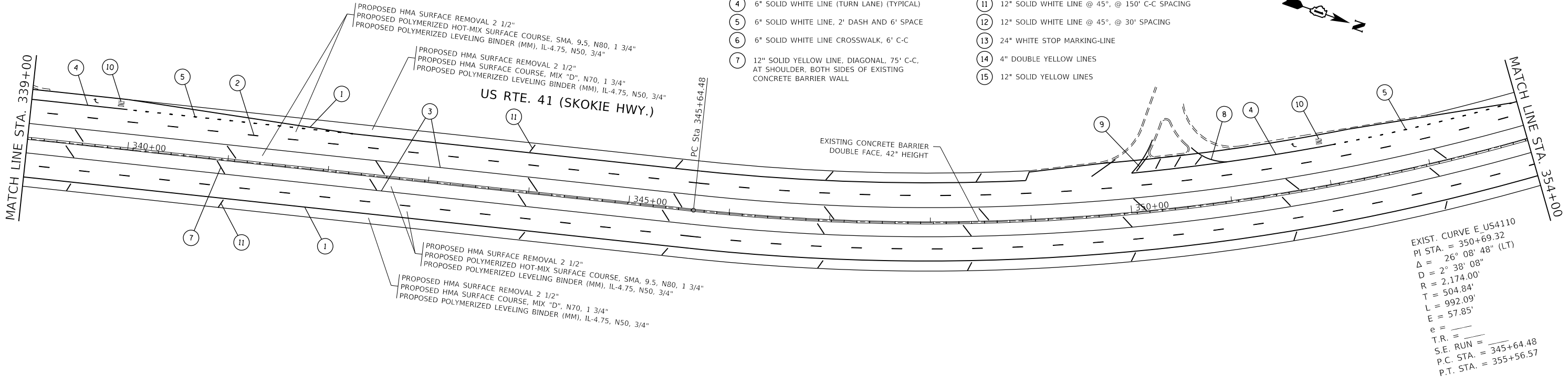
EXISTING AND PROPOSED ROADWAY PLAN	
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 346	SECTION 2017-032RS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 22
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

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THERMOPLASTIC PAVEMENT MARKING LEGEND

- 1 4" SOLID WHITE EDGE LINE (TYPICAL)
- 2 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)
- 3 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL)
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*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOE NOT APPLY TO JOING ALONG THE SHOULDERS.

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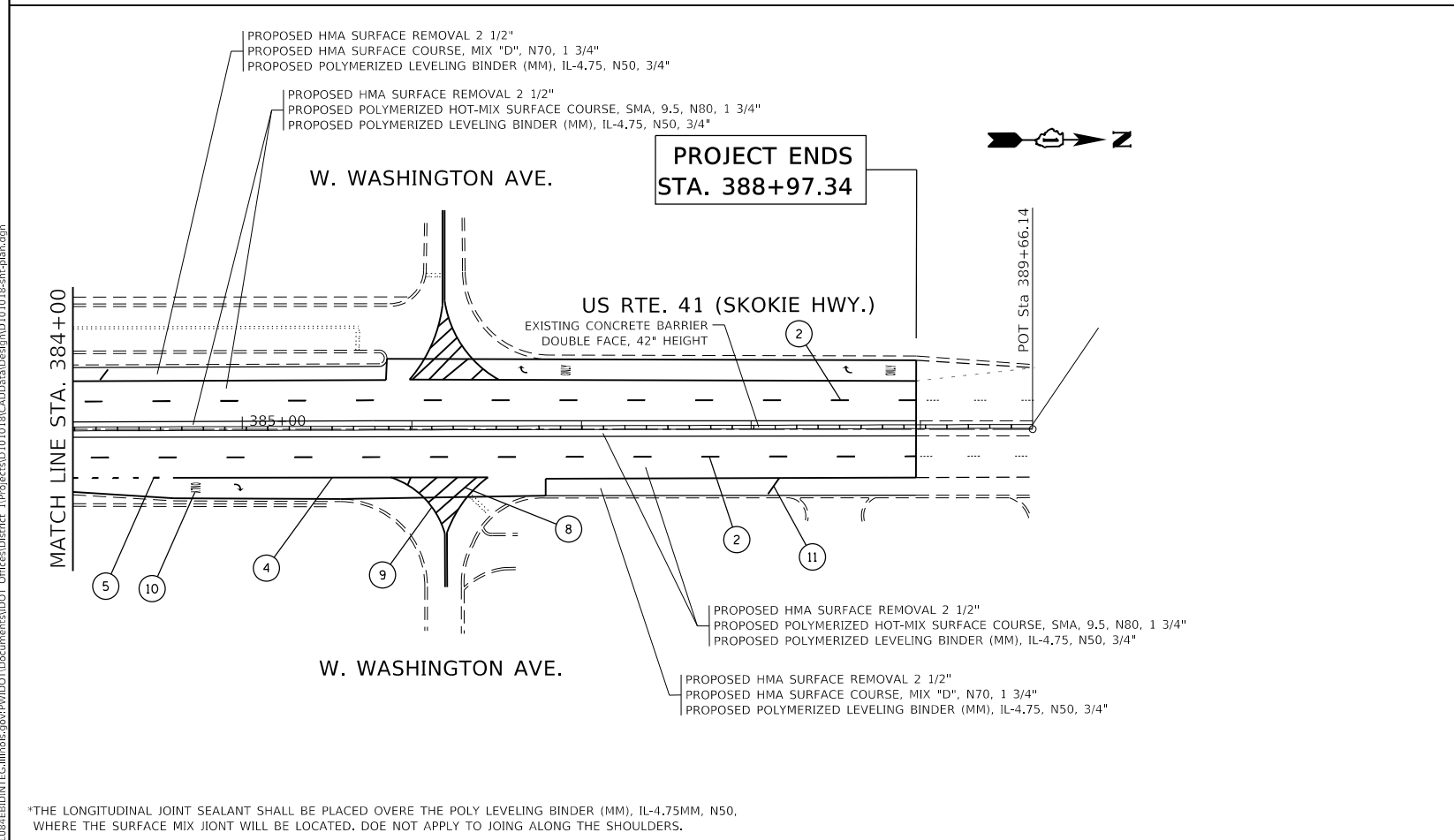
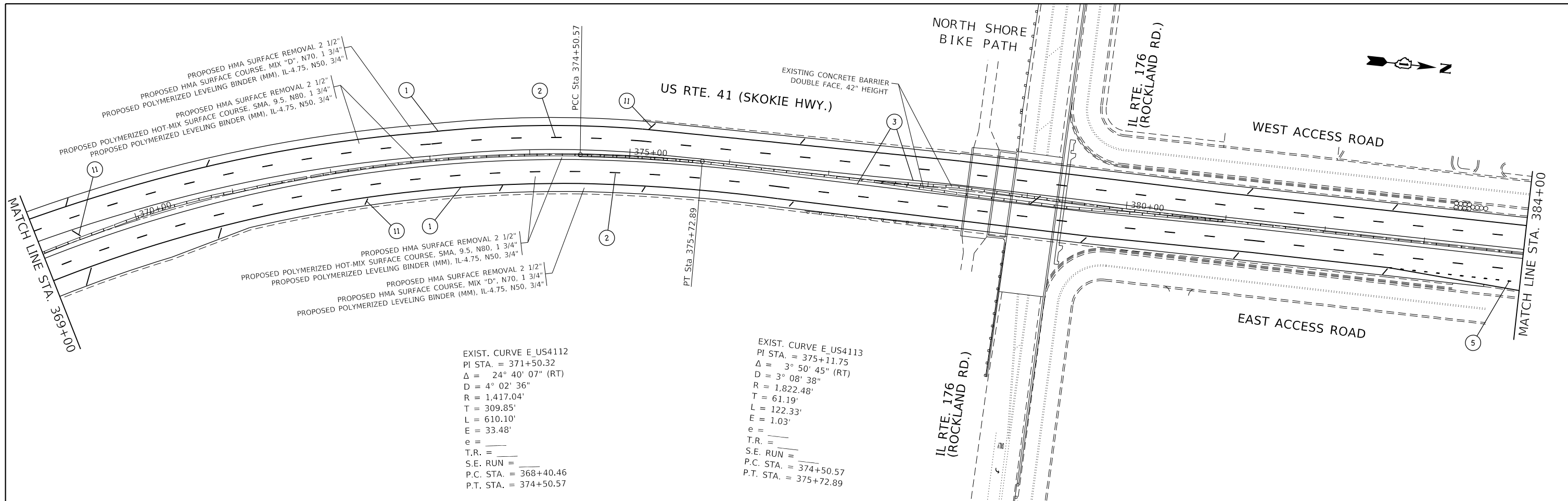
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PLAN
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)**

F.A.P. RTE. 346	SECTION 2017-032RS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 23
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



THERMOPLASTIC PAVEMENT MARKING LEGEND

<p>① 4" SOLID WHITE EDGE LINE (TYPICAL)</p> <p>② 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)</p> <p>③ 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL)</p> <p>④ 6" SOLID WHITE LINE (TURN LANE) (TYPICAL)</p> <p>⑤ 6" SOLID WHITE LINE, 2' DASH AND 6' SPACE</p> <p>⑥ 6" SOLID WHITE LINE CROSSWALK, 6' C-C</p> <p>⑦ 12" SOLID YELLOW LINE, DIAGONAL, 75' C-C, AT SHOULDER, BOTH SIDES OF EXISTING CONCRETE BARRIER WALL</p>	<p>⑧ 12" WHITE LINE, DIAGONALS AT 10' SPACING OR LESS</p> <p>⑨ 8" SOLID WHITE LINE</p> <p>⑩ WHITE LETTERS & SYMBOLS (TYPICAL)</p> <p>⑪ 12" SOLID WHITE LINE @ 45°, @ 150' C-C SPACING</p> <p>⑫ 12" SOLID WHITE LINE @ 45°, @ 30' SPACING</p> <p>⑬ 24" WHITE STOP MARKING-LINE</p> <p>⑭ 4" DOUBLE YELLOW LINES</p> <p>⑮ 12" SOLID YELLOW LINES</p>	<p>⑯ BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE</p>
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*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOE NOT APPLY TO JOINING ALONG THE SHOULDERS.

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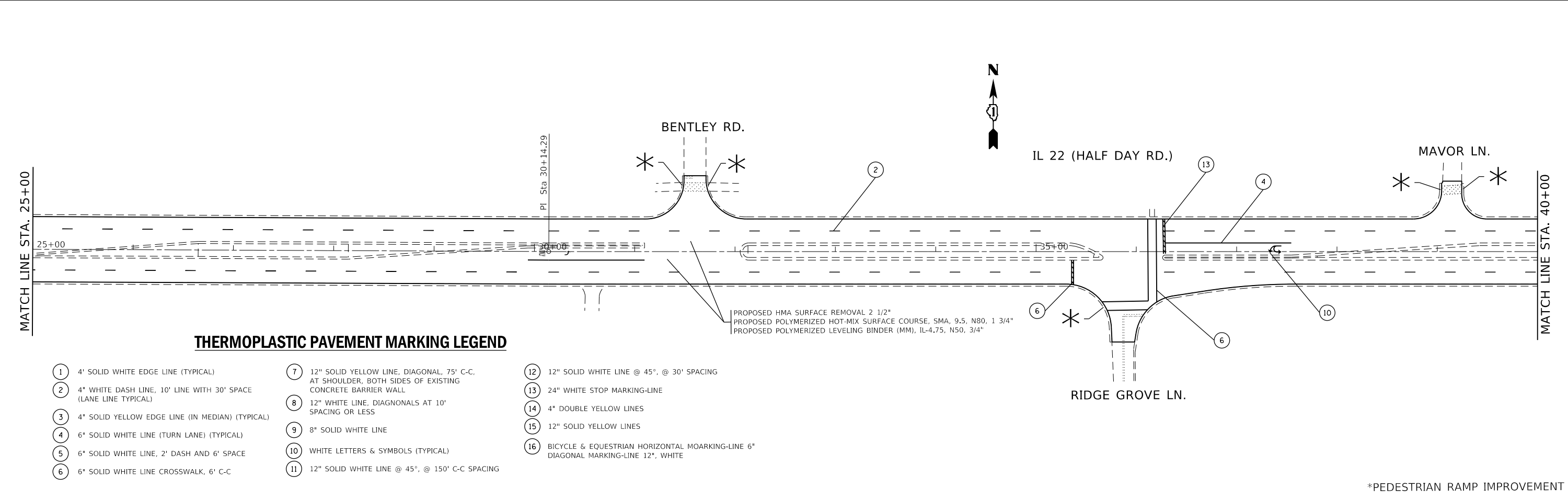
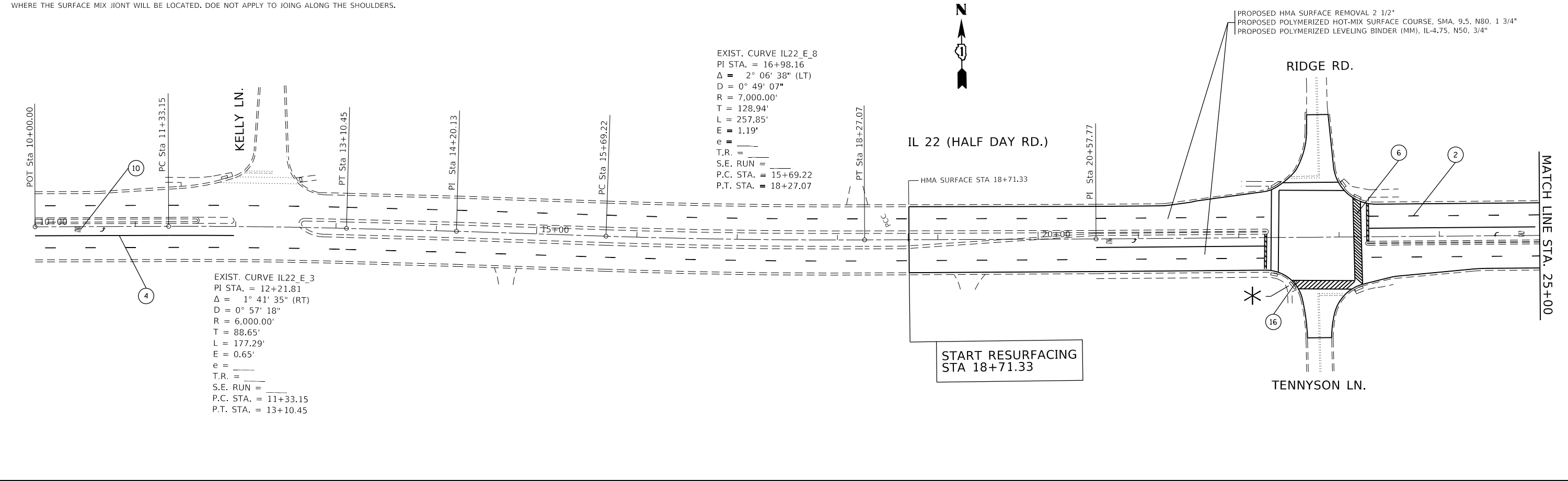
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PLAN
 U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	24
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOE NOT APPLY TO JOING ALONG THE SHOULDERS.



THERMOPLASTIC PAVEMENT MARKING LEGEND

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- 2 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL)
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- 15 12" SOLID YELLOW LINES
- 16 BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE

*PEDESTRIAN RAMP IMPROVEMENT

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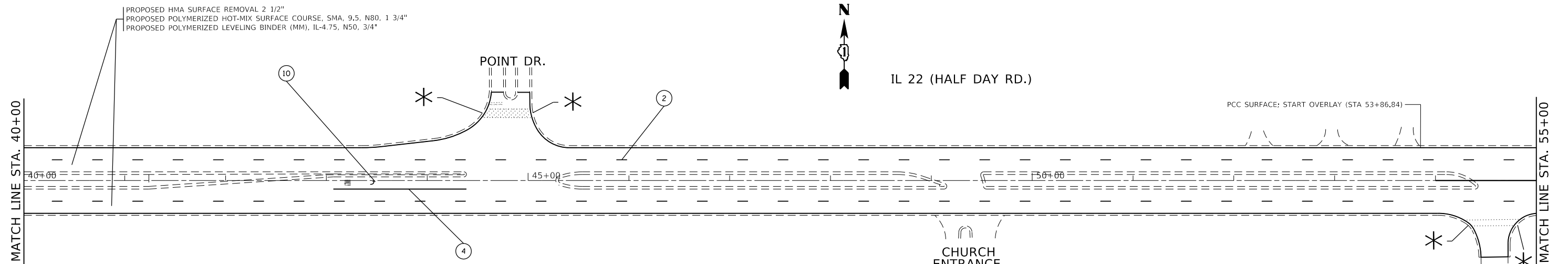
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EXISTING AND PROPOSED ROADWAY PLAN	
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)	
SCALE:	SHEET OF SHEETS STA. TO STA.

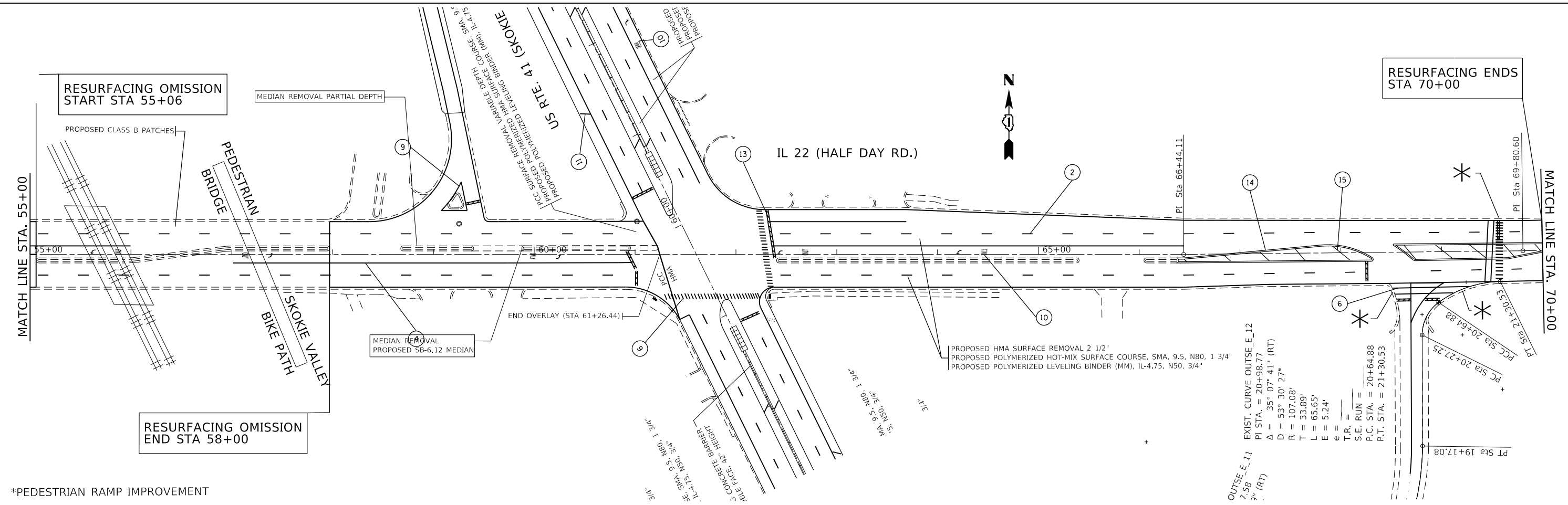
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	25
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

*THE LONGITUDINAL JOINT SEALANT SHALL BE PLACED OVER THE POLY LEVELING BINDER (MM), IL-4.75MM, N50, WHERE THE SURFACE MIX JOINT WILL BE LOCATED. DOES NOT APPLY TO JOING ALONG THE SHOULDERS.



THERMOPLASTIC PAVEMENT MARKING LEGEND

- | | | |
|---|---|--|
| ① 4" SOLID WHITE EDGE LINE (TYPICAL) | ⑦ 12" SOLID YELLOW LINE, DIAGONAL, 75' C-C, AT SHOULDER, BOTH SIDES OF EXISTING CONCRETE BARRIER WALL | ⑫ 12" SOLID WHITE LINE @ 45°, @ 30' SPACING |
| ② 4" WHITE DASH LINE, 10' LINE WITH 30' SPACE (LANE LINE TYPICAL) | ⑧ 12" WHITE LINE, DIAGONALS AT 10' SPACING OR LESS | ⑬ 24" WHITE STOP MARKING-LINE |
| ③ 4" SOLID YELLOW EDGE LINE (IN MEDIAN) (TYPICAL) | ⑨ 8" SOLID WHITE LINE | ⑭ 4" DOUBLE YELLOW LINES |
| ④ 6" SOLID WHITE LINE (TURN LANE) (TYPICAL) | ⑩ WHITE LETTERS & SYMBOLS (TYPICAL) | ⑮ 12" SOLID YELLOW LINES |
| ⑤ 6" SOLID WHITE LINE, 2' DASH AND 6' SPACE | ⑪ 12" SOLID WHITE LINE @ 45°, @ 150' C-C SPACING | ⑯ BICYCLE & EQUESTRIAN HORIZONTAL MARKING-LINE 6" DIAGONAL MARKING-LINE 12", WHITE |
| ⑥ 6" SOLID WHITE LINE CROSSWALK, 6' C-C | | |



*PEDESTRIAN RAMP IMPROVEMENT

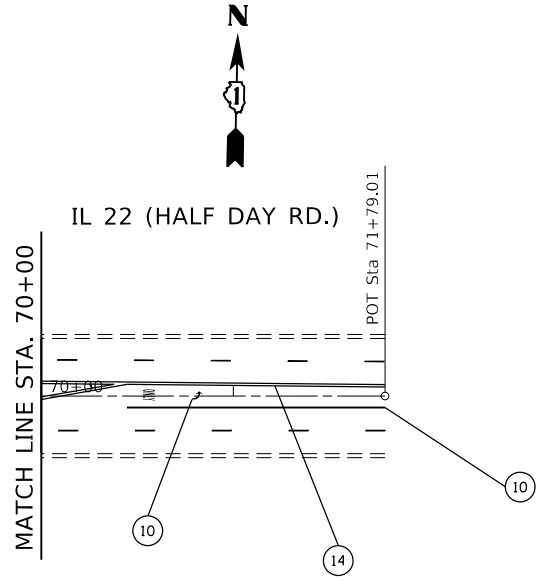
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PLAN
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)**

F.A.P. RTE. 346	SECTION 2017-032RS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 26
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

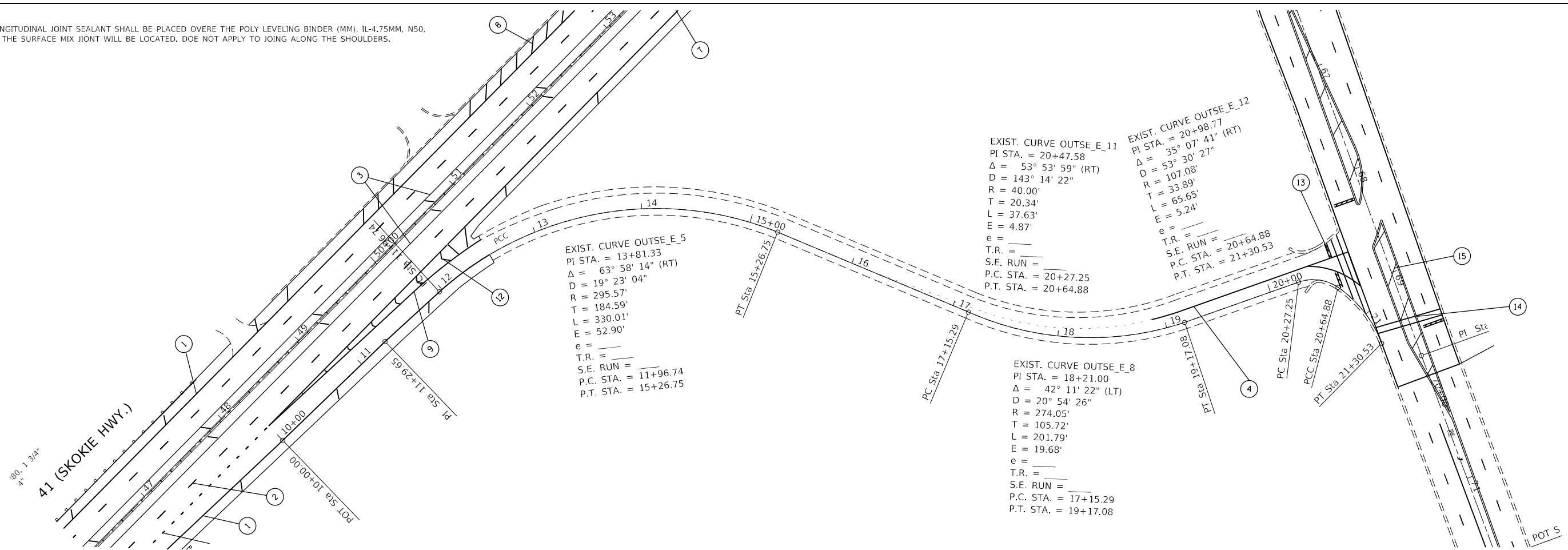
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THERMOPLASTIC PAVEMENT MARKING LEGEND

- | | | | | | |
|---|---|----|---|----|--|
| 1 | 4" SOLID WHITE EDGE LINE (TYPICAL) | 7 | 12" SOLID YELLOW LINE, DIAGONAL, 75' C-C, AT SHOULDER, BOTH SIDES OF EXISTING CONCRETE BARRIER WALL | 12 | 12" SOLID WHITE LINE @ 45°, @ 30' SPACING |
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| 6 | 6" SOLID WHITE LINE CROSSWALK, 6' C-C | | | | |

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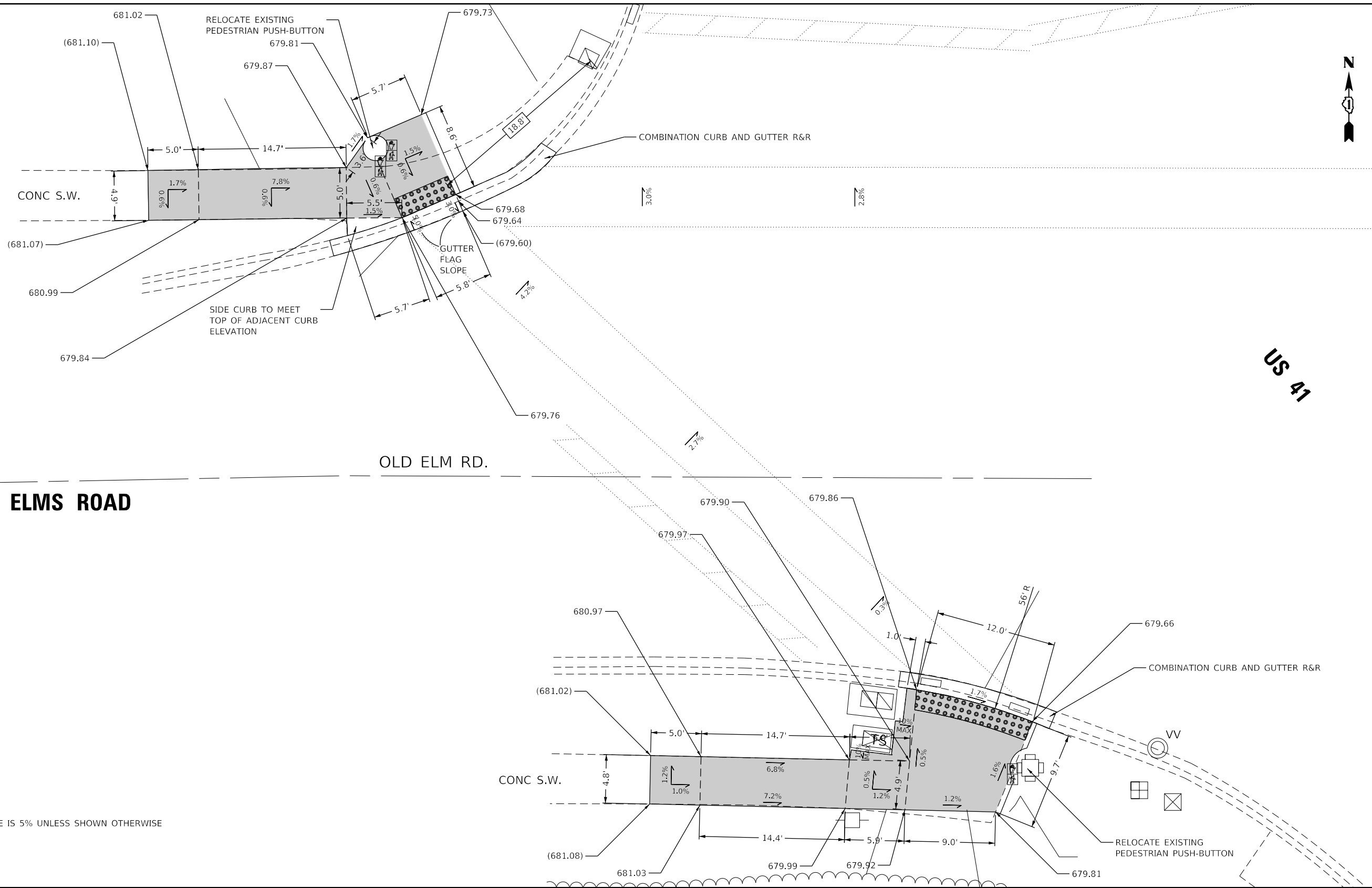
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PLOT DATE = 11/29/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**EXISTING AND PROPOSED ROADWAY PLAN
U.S. RTE. 41 (SKOKIE HWY) (IL. RTE 176 (ROCKLAND RD.) TO PARK AVE. WEST)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	27
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.



OLD ELMS ROAD

US 41

NOTE:
GUTTER FLAG SLOPE IS 5% UNLESS SHOWN OTHERWISE

REFERENCE BENCH MARK ELEV 680.80
 BENCHMARK: CUT SQUARE ON NE CORNER OF TRAFFIC CONTROL BOX
 CONCRETE BASE
 LOCATION: TRAFFIC CONTROL BOX ON SW CORNER OF OLD ELM ROAD AND
 US 41

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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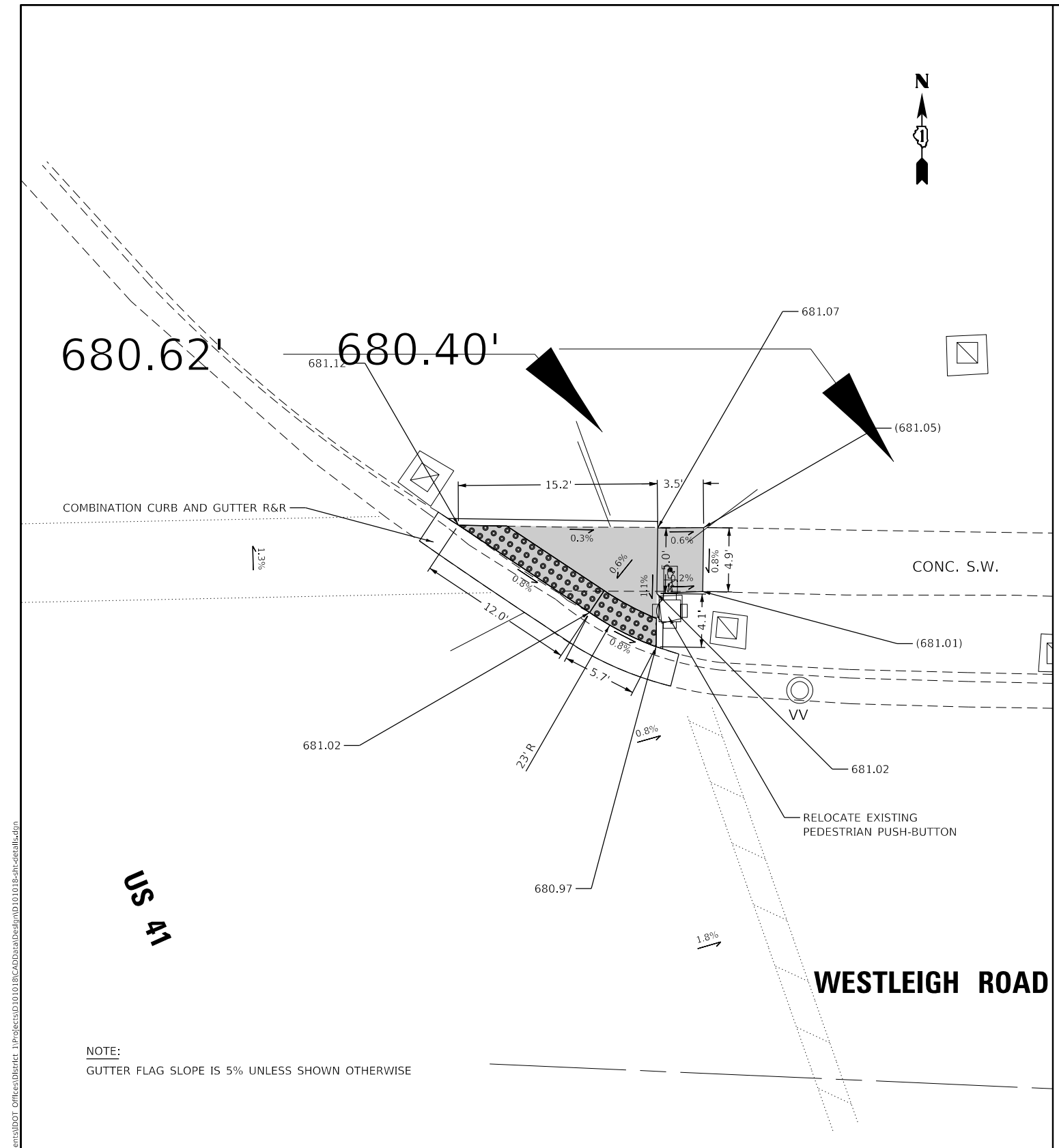
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS (US 41 AND OLD ELMS ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))**

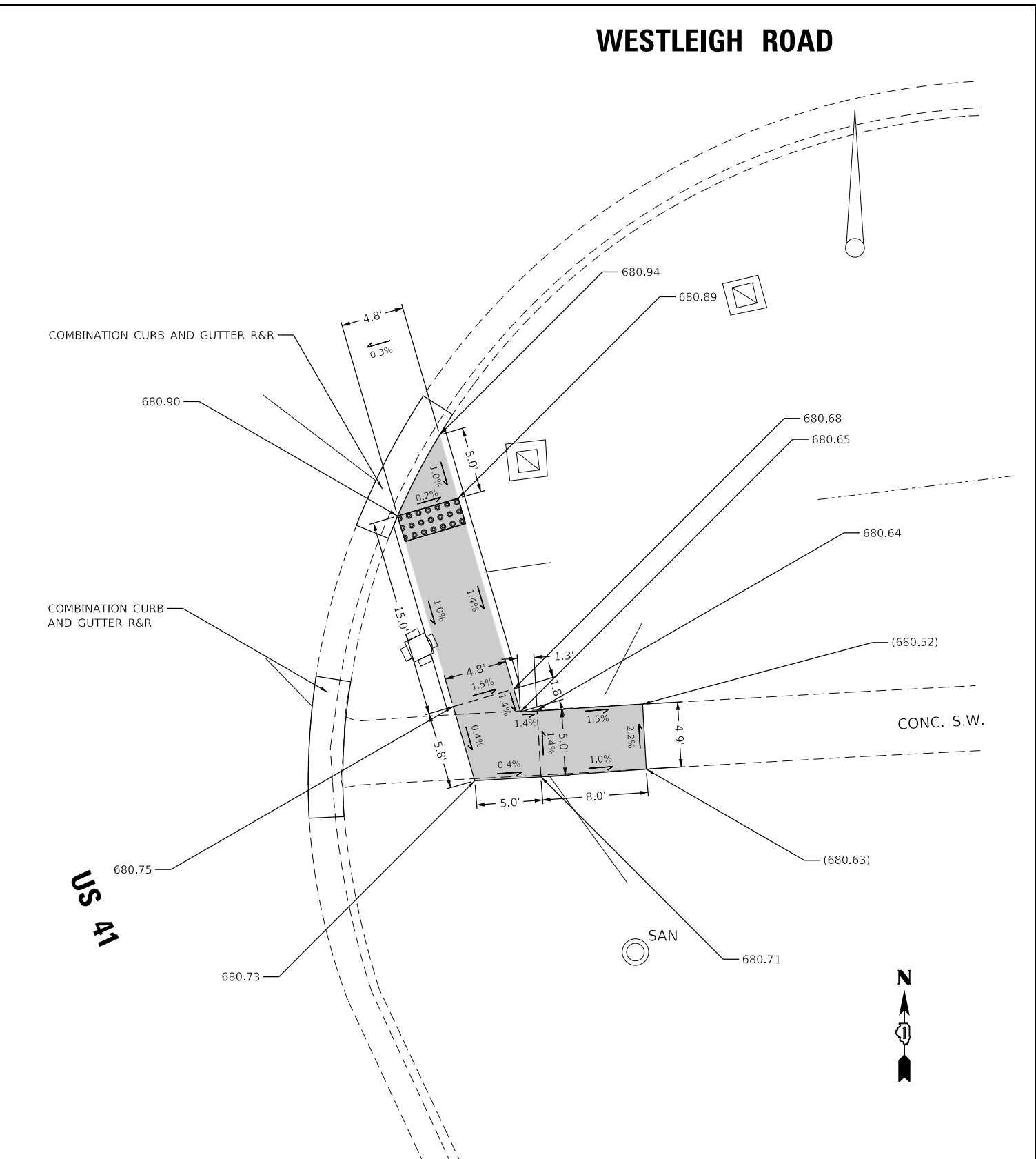
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	28A
CONTRACT NO. 62F48				

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NOTE:
GUTTER FLAG SLOPE IS 5% UNLESS SHOWN OTHERWISE



REFERENCE BENCH MARK ELEV 681.12
 BENCHMARK: CUT SQUARE ON CONCRETE BASE OF TRAFFIC CONTROL BOX
 LOCATION: TRAFFIC CONTROL BOX ON NE CORNER OF WESTLEIGH ROAD AND US 41

LEGEND

xx.xx'	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
	EXISTING ELEVATION/SLOPE		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

REFERENCE BENCH MARK ELEV 681.12
 BENCHMARK: CUT SQUARE ON CONCRETE BASE OF TRAFFIC CONTROL BOX
 LOCATION: TRAFFIC CONTROL BOX ON NE CORNER OF WESTLEIGH ROAD AND US 41

USER NAME = khans	DESIGNED -	REVISED -	
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PLOT SCALE = 10.0000' / in.	CHECKED -	REVISED -	
PLOT DATE = 11/29/2018	DATE -	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

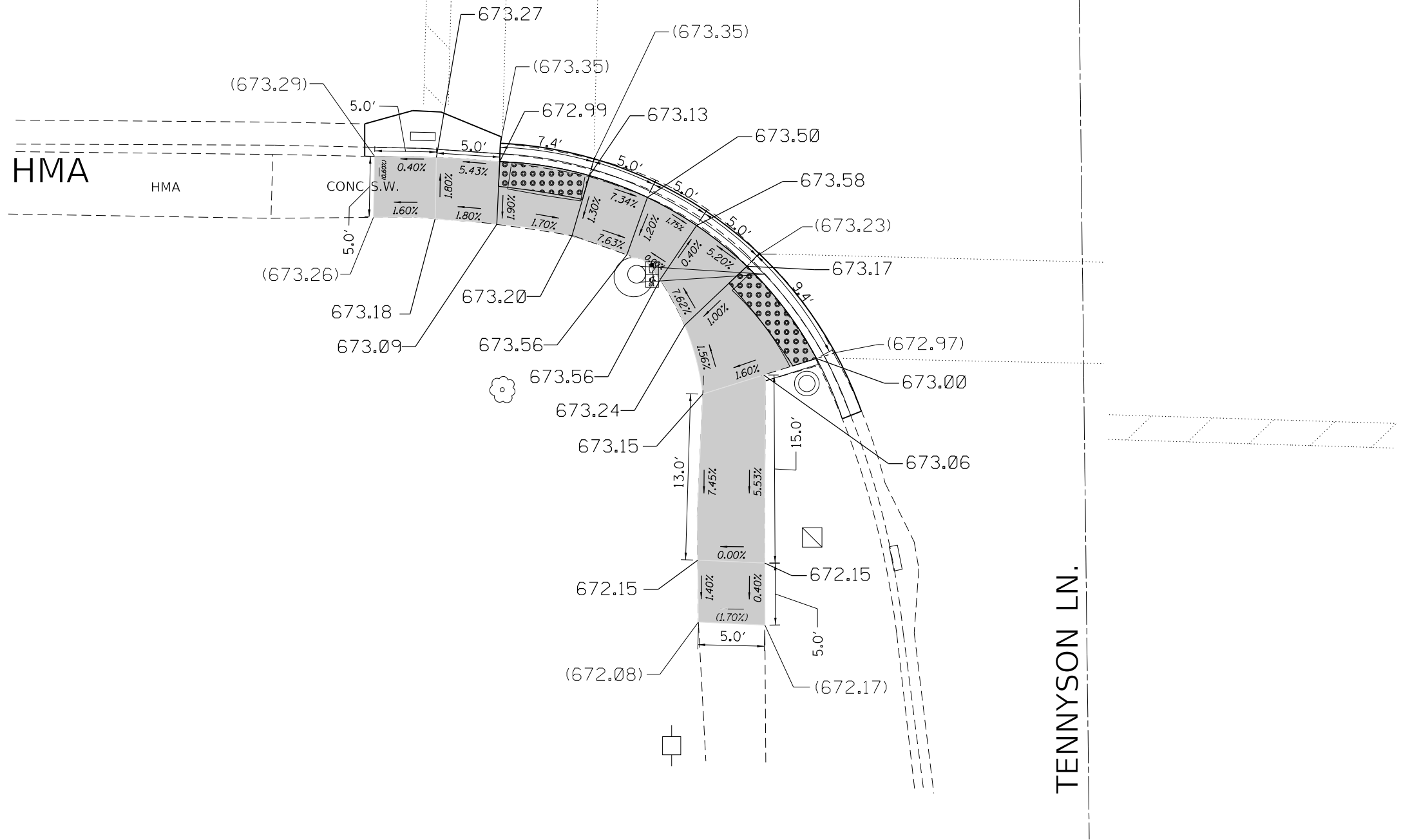
**ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	28B
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

HALF DAY RD.

HMA



TENNYSON LN.

REFERENCE BENCH MARK ELEV 674.80

BENCHMARK: CUT SQUARE SOUTH CORNER BASE OF TRAFFIC SIGNAL WITH ARM

LOCATION: NORTH EAST CORNER OF HALF DAY RD & TENNYSON LN

LEGEND

xx.xx'

EXISTING LENGTH

=====

PROPOSED SIDE CURB

()

EXISTING ELEVATION/SLOPE



PROPOSED SIDEWALK



DETECTABLE WARNINGS



SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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PLOT DATE = 11/29/2018	DATE -	REVISED -

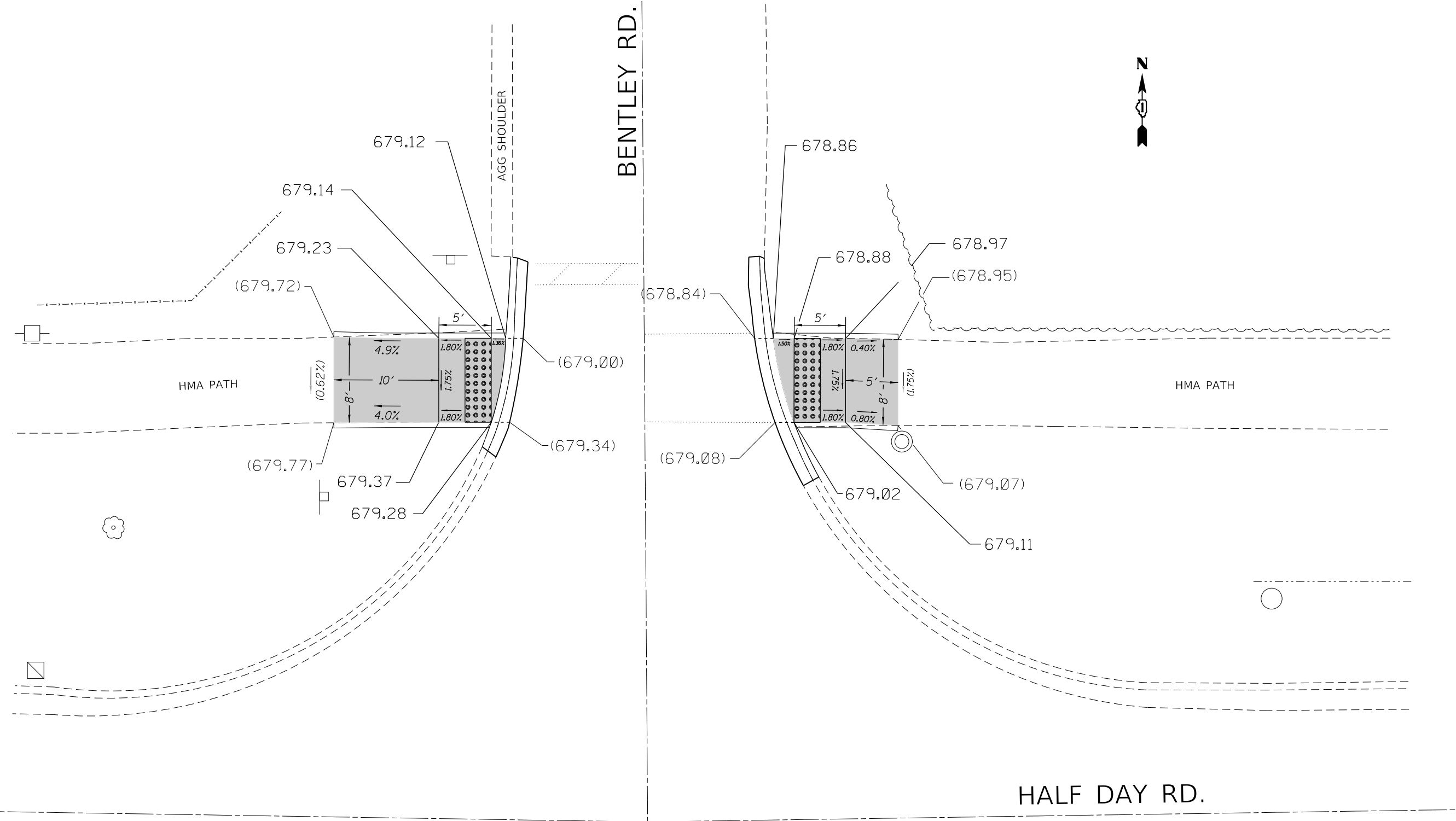
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	28C
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCH MARK ELEV 681.37
 BENCHMARK: "X" IN SOUTH EAST CORNER CONCRETE RIM OF HANDHOLE.
 LOCATION: NORTH EAST AND WEST CORNER OF HALF DAY ROAD AND BENTLEY RD.

LEGEND

xx.xx'	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
()	EXISTING ELEVATION/SLOPE		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

USER NAME = khans	DESIGNED -	REVISED -	
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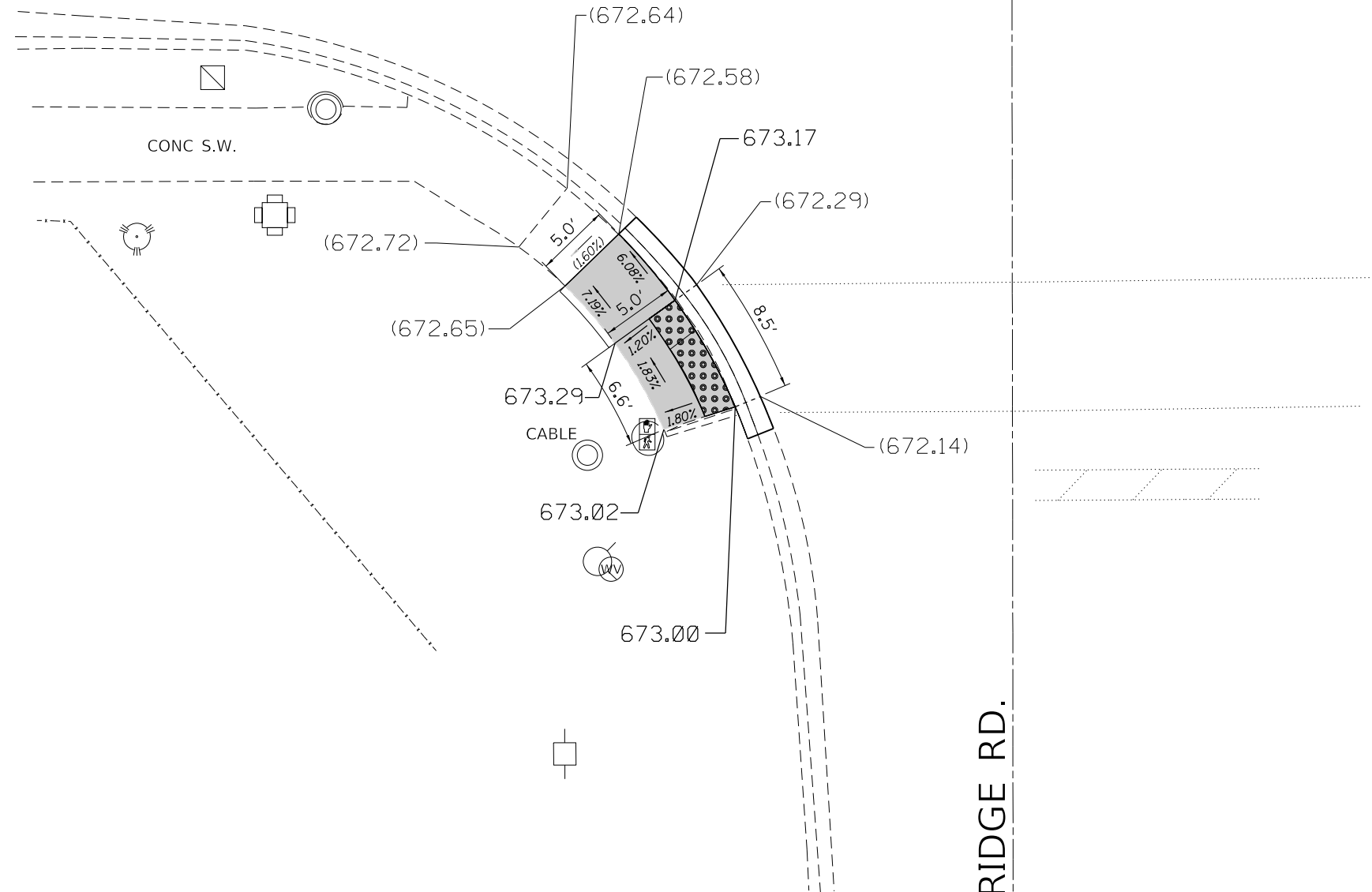
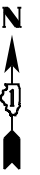
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	28D
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

HALF DAY RD.



REFERENCE BENCH MARK ELEV 674.95
 BENCHMARK: TOP SPINDLE OF FIRE HYDRANT
 LOCATION: SOUTH WEST CORNER OF HALF DAY RD AND RIDGE RD

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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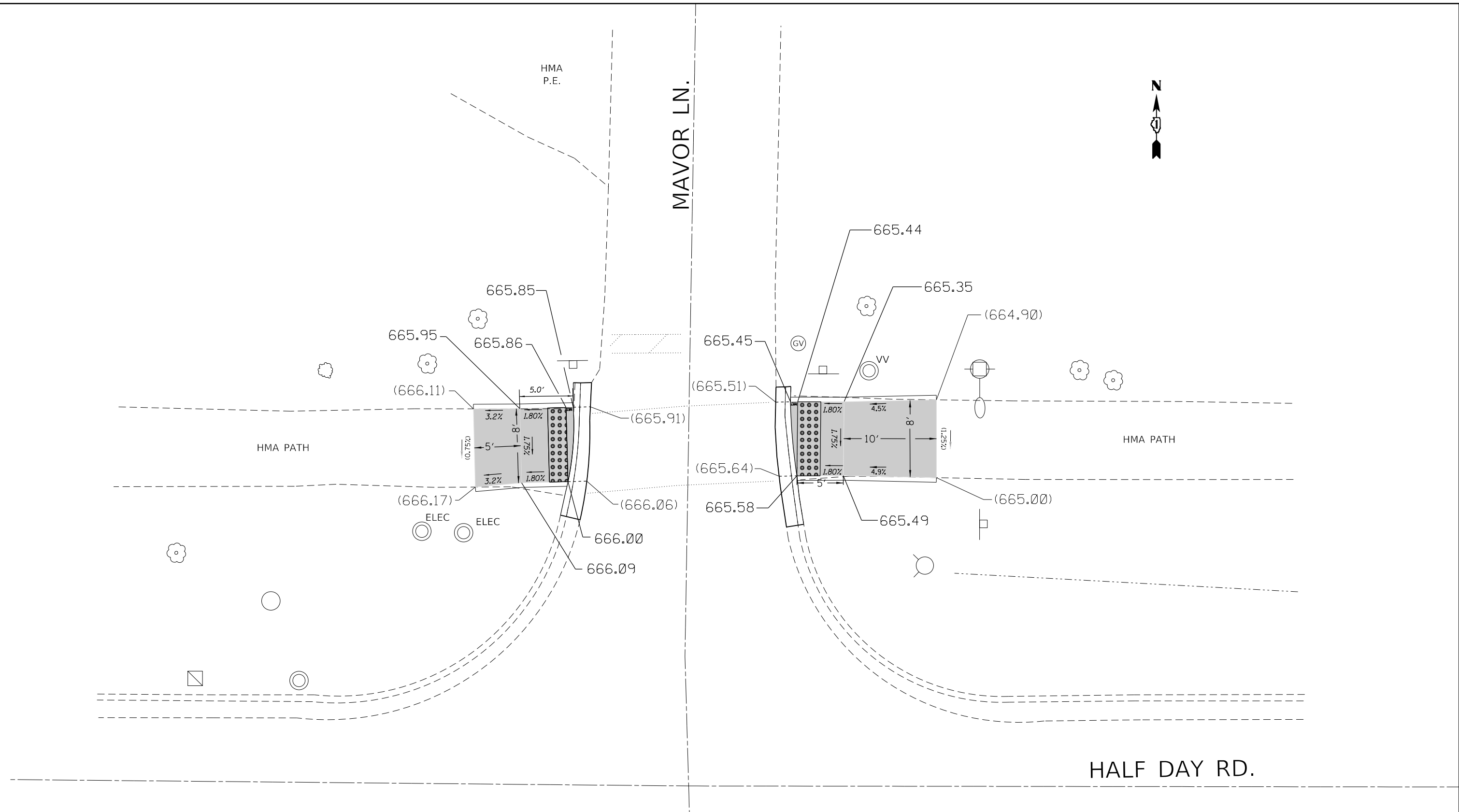
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	28E
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

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REFERENCE BENCH MARK ELEV 667.25
 BENCHMARK: TOP SPINDLE OF FIRE HYDRANT
 LOCATION: NORTH EAST AND WEST CORNER OF HALF DAY RD AND MAVOR LN

LEGEND

xx.xx'	EXISTING LENGTH		PROPOSED SIDEWALK
	PROPOSED SIDE CURB		DETECTABLE WARNINGS
()	EXISTING ELEVATION/SLOPE		SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

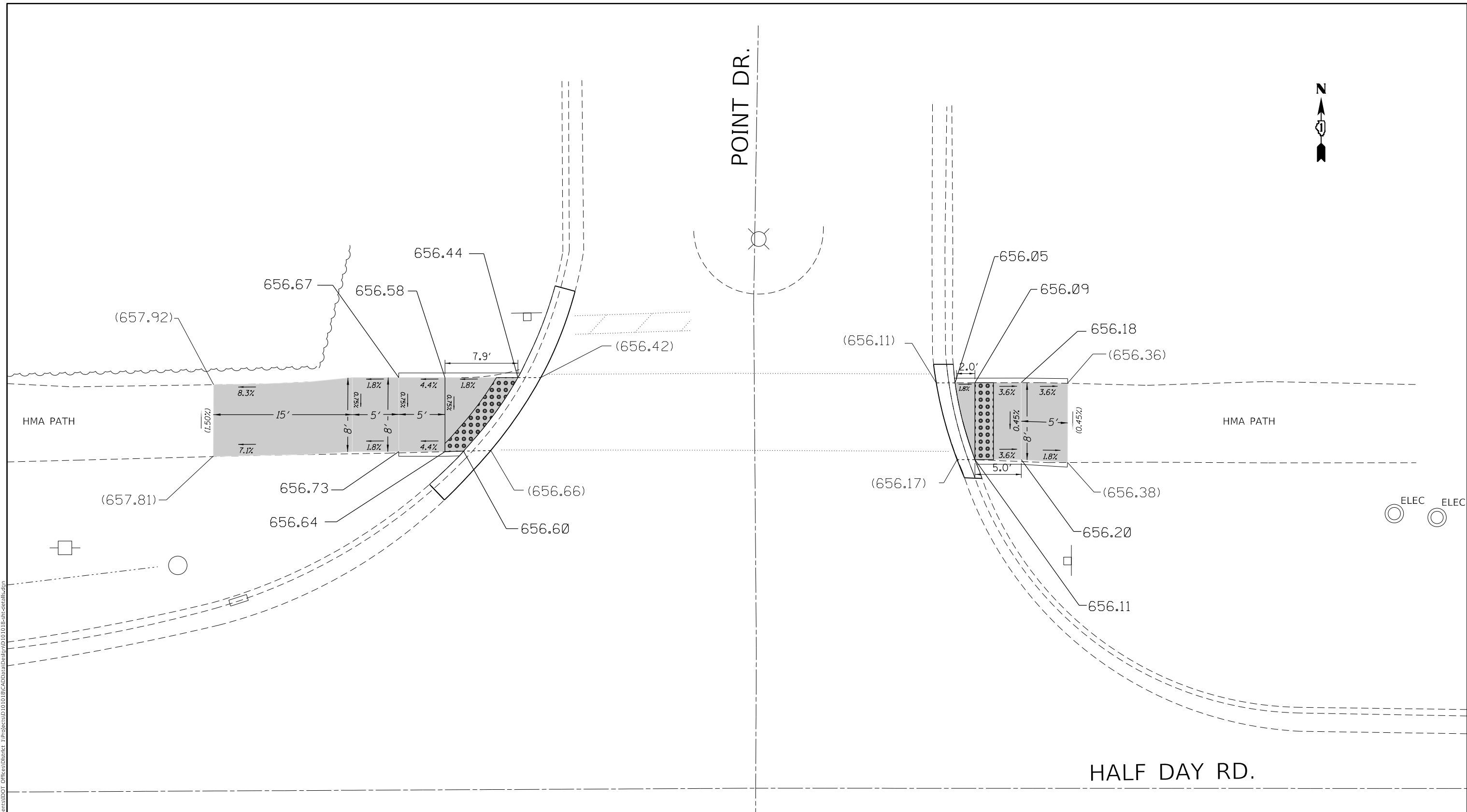
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	28F
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

POINT DR.



REFERENCE BENCH MARK ELEV 657.45
 BENCHMARK: RAIL ROAD SPIKE IN POWERPOLE
 LOCATION: NORTH EAST AND WEST CORNER OF HALF DAY RD AND POINT DR

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

USER NAME = khans	DESIGNED -	REVISED -
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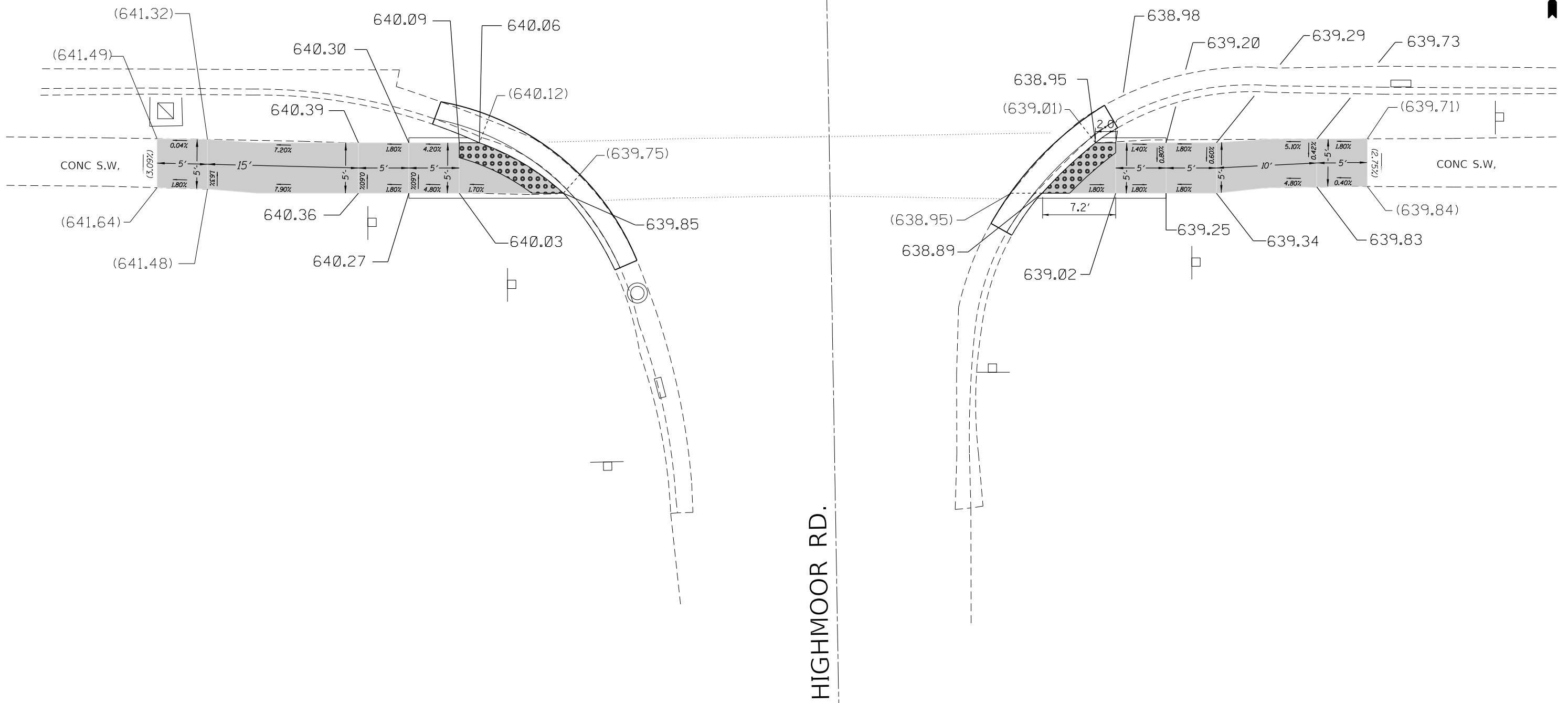
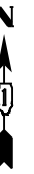
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
 U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 346	SECTION 2017-032RS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 28G
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

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HIGHMOOR RD.

REFERENCE BENCH MARK ELEV 641.52
 BENCHMARK: "X" IN THE SOUTH WEST CONCRETE RIM OF HANDHOLE
 LOCATION: SOUTH EAST AND WEST CORNER OF HALF DAY ROAD AND HIGHMOOR RD

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- X X X X SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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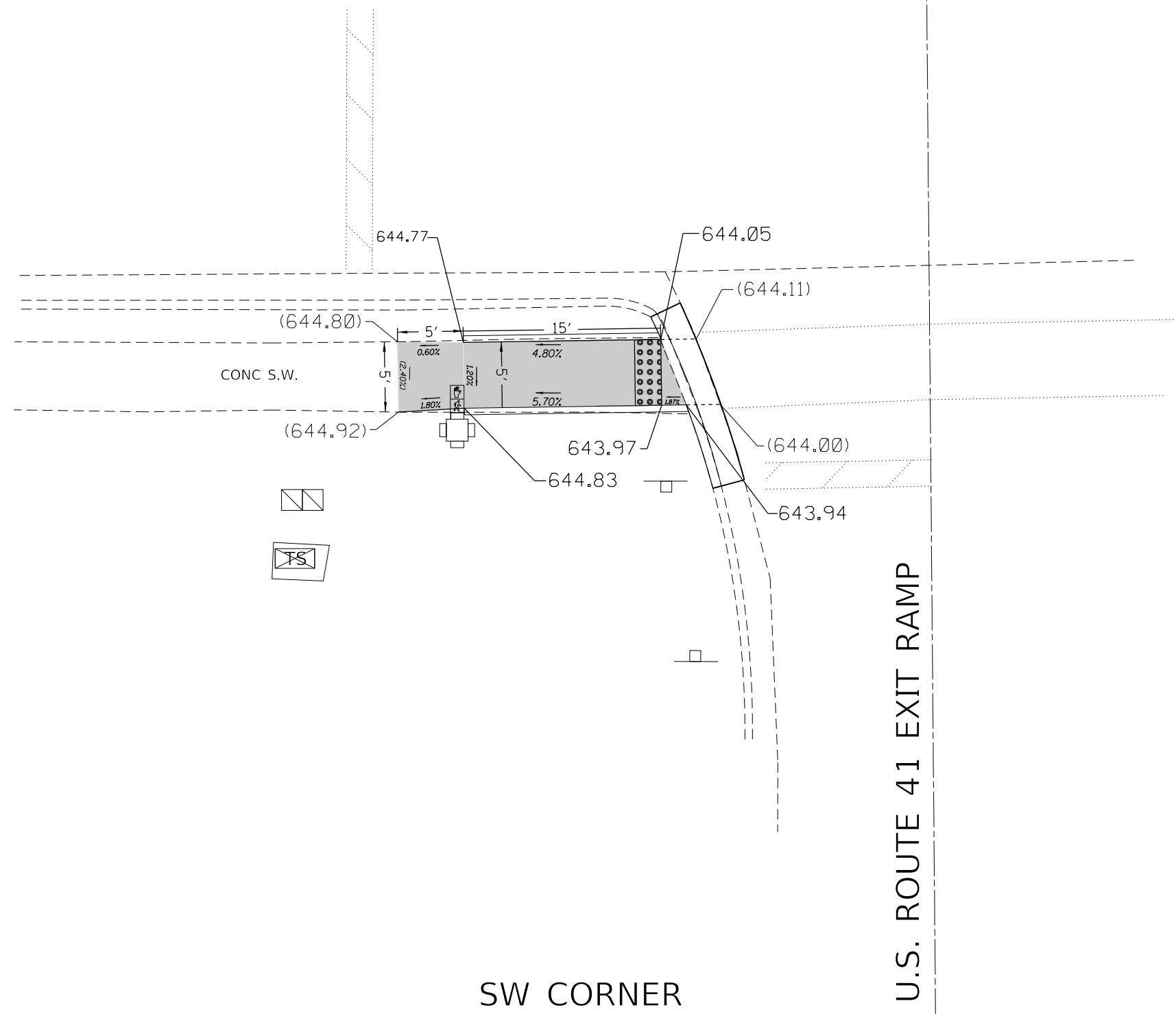
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PLOT DATE = 11/29/2018	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	28H
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET OF SHEETS STA. TO STA.



U.S. ROUTE 41 EXIT RAMP

SW CORNER

REFERENCE BENCH MARK ELEV 645.22
 BENCHMARK: CUT SQUARE IN THE NORTH EAST CORNER OF CONCRETE BASE OF TRAFFIC CONTROL BOX
 LOCATION: SOUTH WEST CORNER OF HALF DAY RD AND US 41 RAMP

LEGEND

- xx.xx' EXISTING LENGTH
- PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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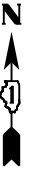
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PLOT DATE = 11/29/2018	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

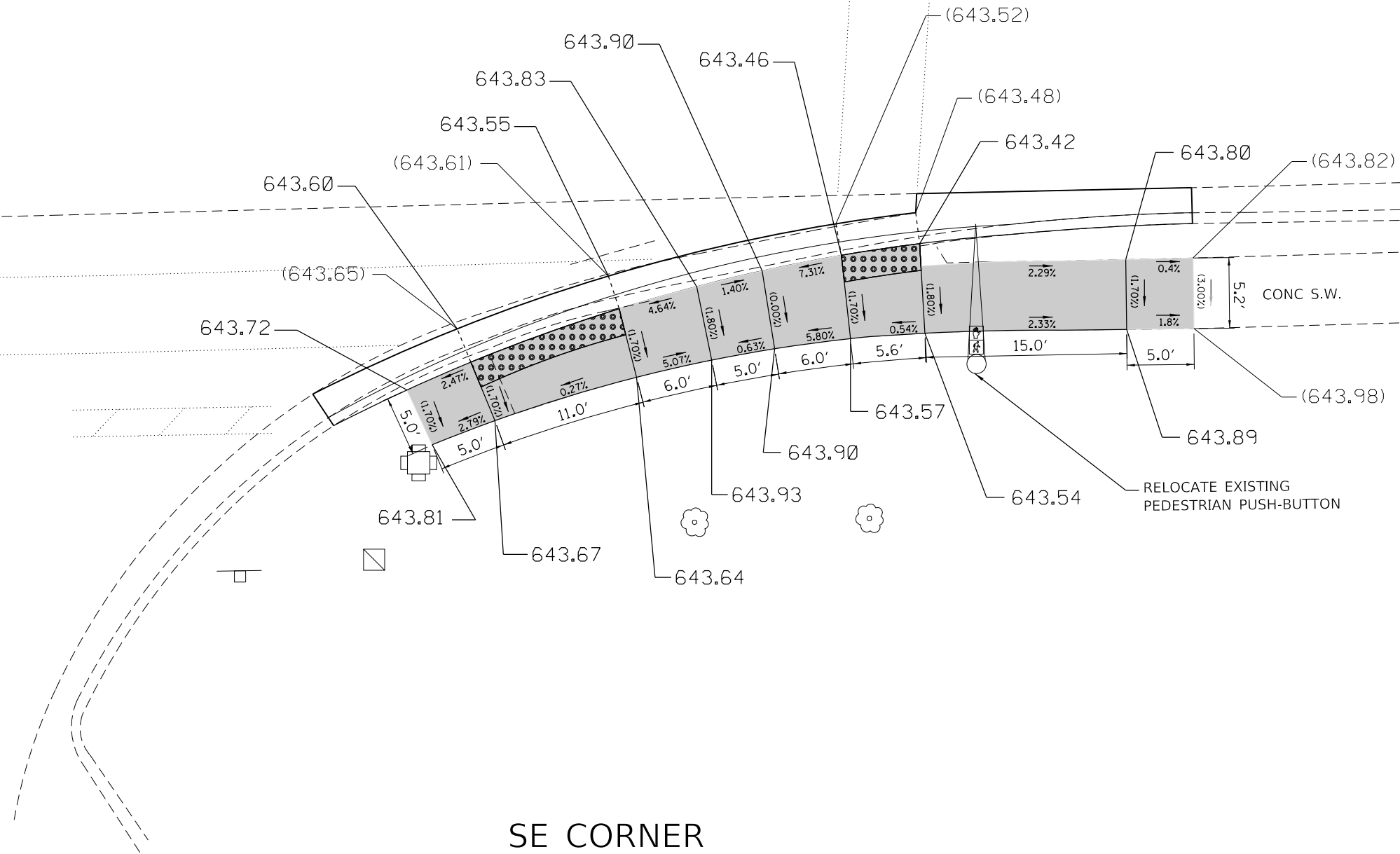
**ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
 U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	281
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

SCALE: NONE SHEET OF SHEETS STA. TO STA.



U.S. ROUTE 41 EXIT RAMP



SE CORNER

REFERENCE BENCH MARK ELEV 645.22
 BENCHMARK: CUT SQUARE IN THE NORTH EAST CORNER OF CONCRETE BASE OF TRAFFIC CONTROL BOX
 LOCATION: SOUTH EAST CORNER OF HALF DAY RD AND US 41 RAMP

LEGEND

- xx.xx' EXISTING LENGTH
- ===== PROPOSED SIDE CURB
- () EXISTING ELEVATION/SLOPE
- PROPOSED SIDEWALK
- DETECTABLE WARNINGS
- ⊠ SIDEWALK REMOVAL
REPLACE W/TOPSOIL & SOD

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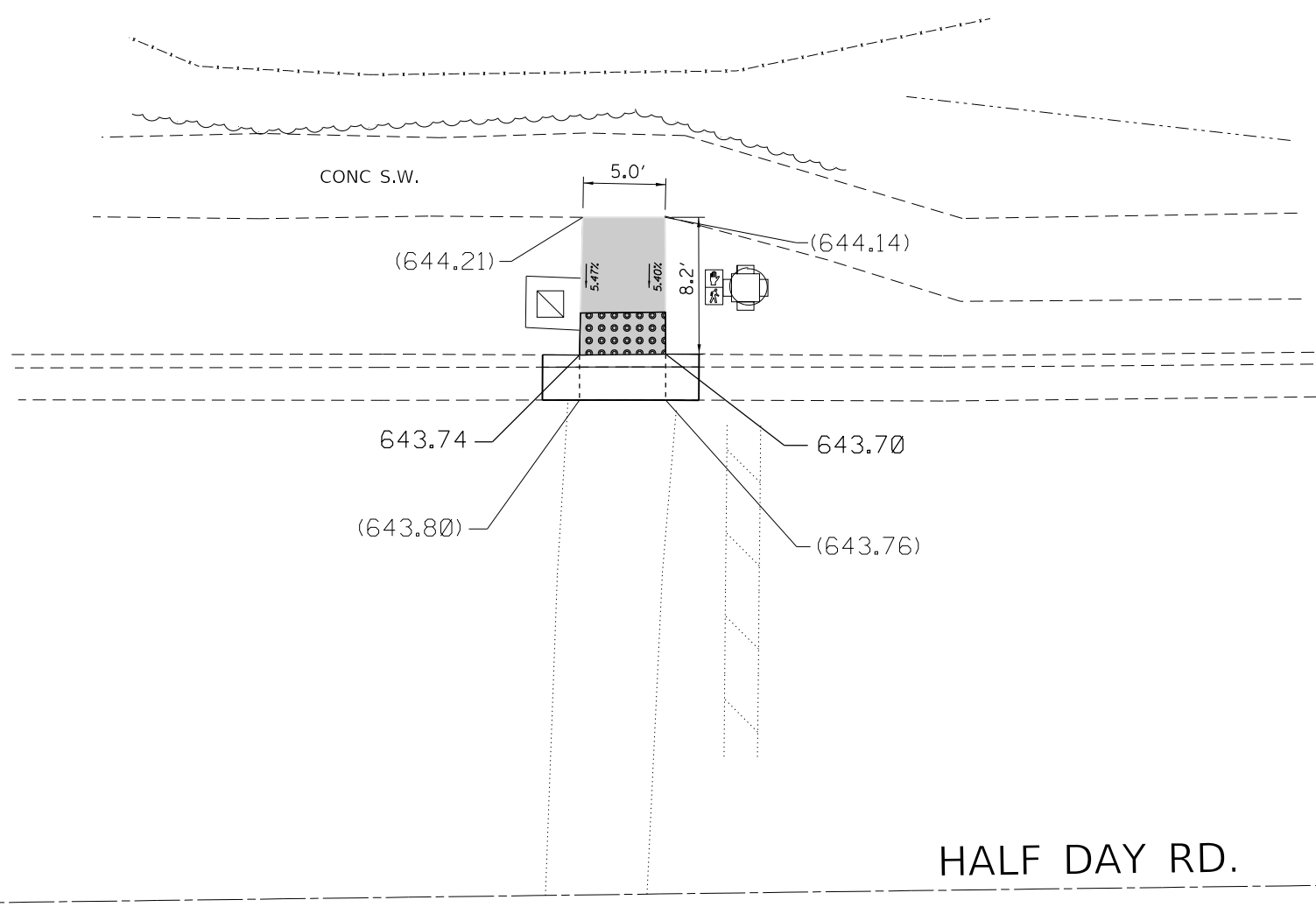
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PLOT DATE = 11/29/2018	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ADA RAMP DETAILS (US 41 AND WESTLEIGH ROAD)
U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST)**

SCALE: NONE SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	281
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



NE CORNER

REFERENCE BENCH MARK ELEV 645.22
 BENCHMARK: CUT SQUARE IN THE NORTH EAST CORNER OF CONCRETE BASE OF TRAFFIC CONTROL BOX
 LOCATION: NORTH EAST CORNER OF HALF DAY RD AND US 41 RAMP

LEGEND	
xx.xx'	EXISTING LENGTH
	PROPOSED SIDE CURB
()	EXISTING ELEVATION/SLOPE
	PROPOSED SIDEWALK
	DETECTABLE WARNINGS
	SIDEWALK REMOVAL REPLACE W/TOPSOIL & SOD

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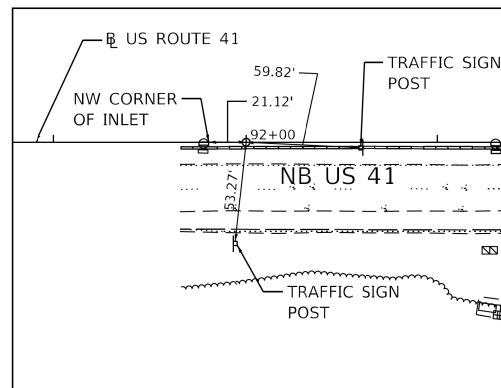
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

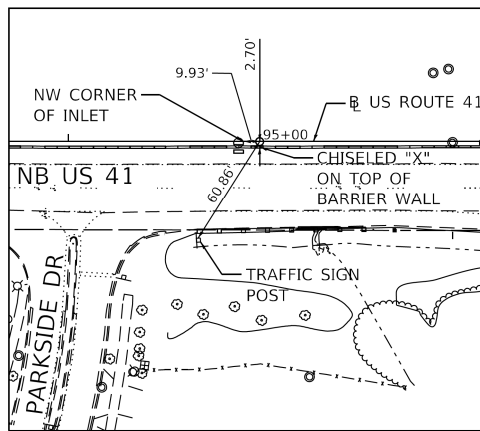
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U.S. RTE. 41 (IL. RTE. 176 (ROCKLAND RD.) TO PARK AVE. WEST))

SCALE: NONE SHEET OF SHEETS STA. TO STA.

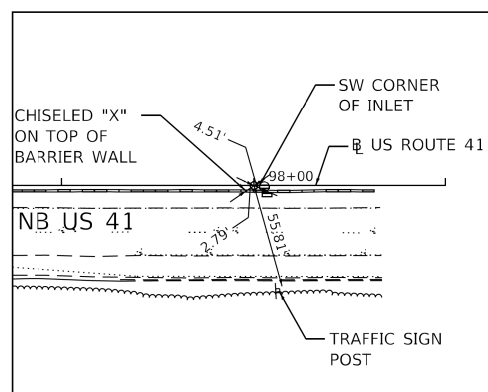
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346	2017-032RS	LAKE	62	28K
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



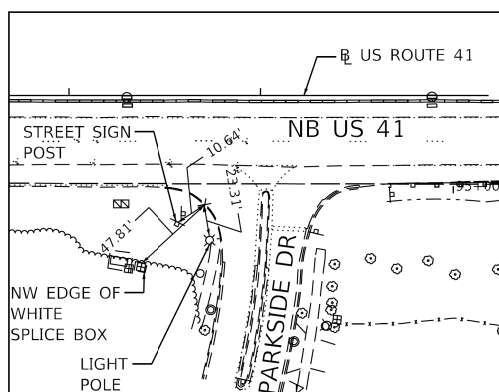
STA 92+00
MAG NAIL
N= 201864.323
E= 1118495.593
ELEV= 658.99



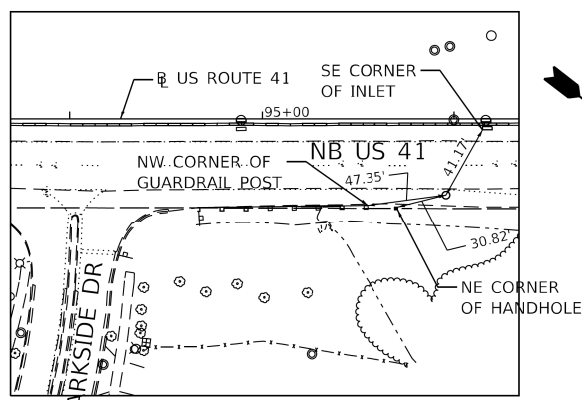
STA 95+00
MAG NAIL
N= 2018963.576
E= 1118363.293
ELEV= 660.40



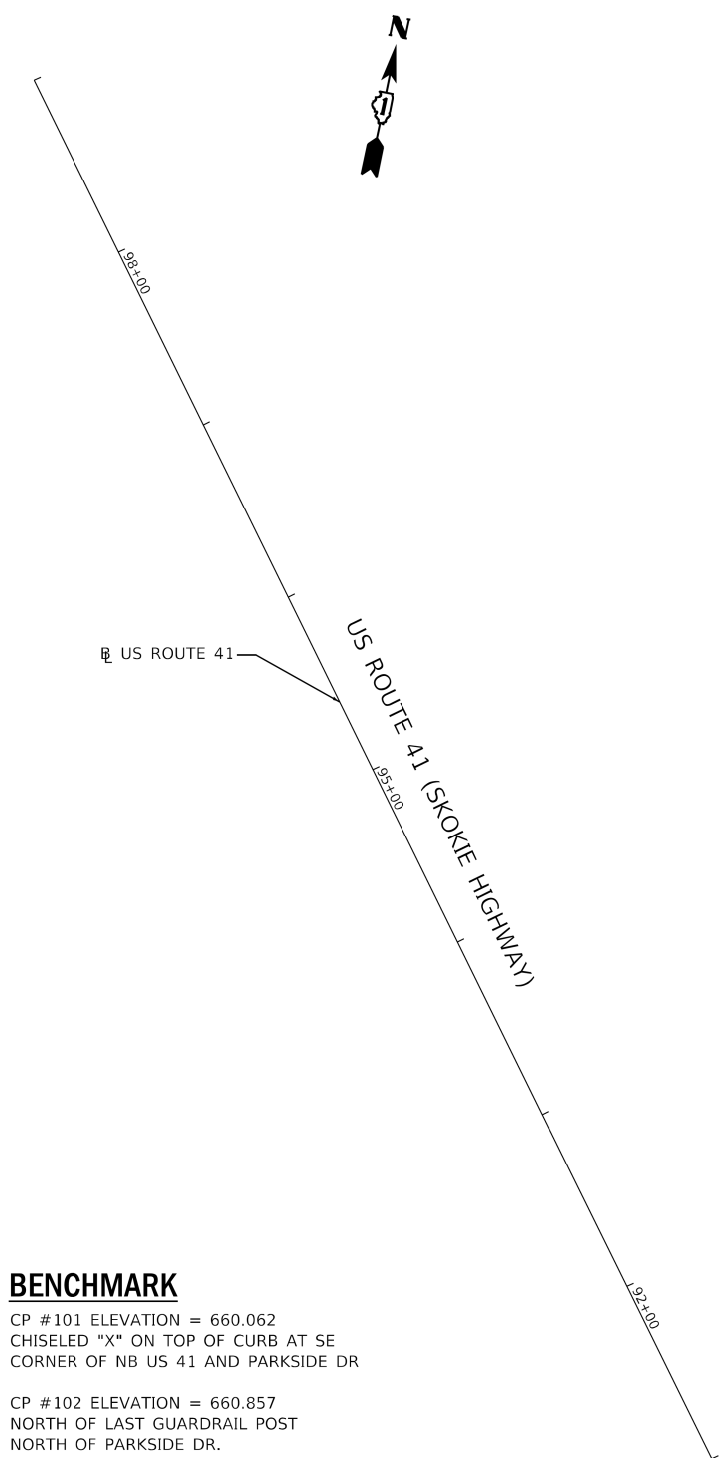
STA 98+00
MAG NAIL
N= 2019232.826
E= 1118230.996
ELEV= 662.04



CP 101
CHISELED "X"
N= 2018866.295
E= 1118469.986
ELEV= 660.06



CP 102
MAG NAIL
N= 2019074.656
E= 1118358.242
ELEV= 660.86



BENCHMARK

CP #101 ELEVATION = 660.062
CHISELED "X" ON TOP OF CURB AT SE CORNER OF NB US 41 AND PARKSIDE DR

CP #102 ELEVATION = 660.857
NORTH OF LAST GUARDRAIL POST
NORTH OF PARKSIDE DR.

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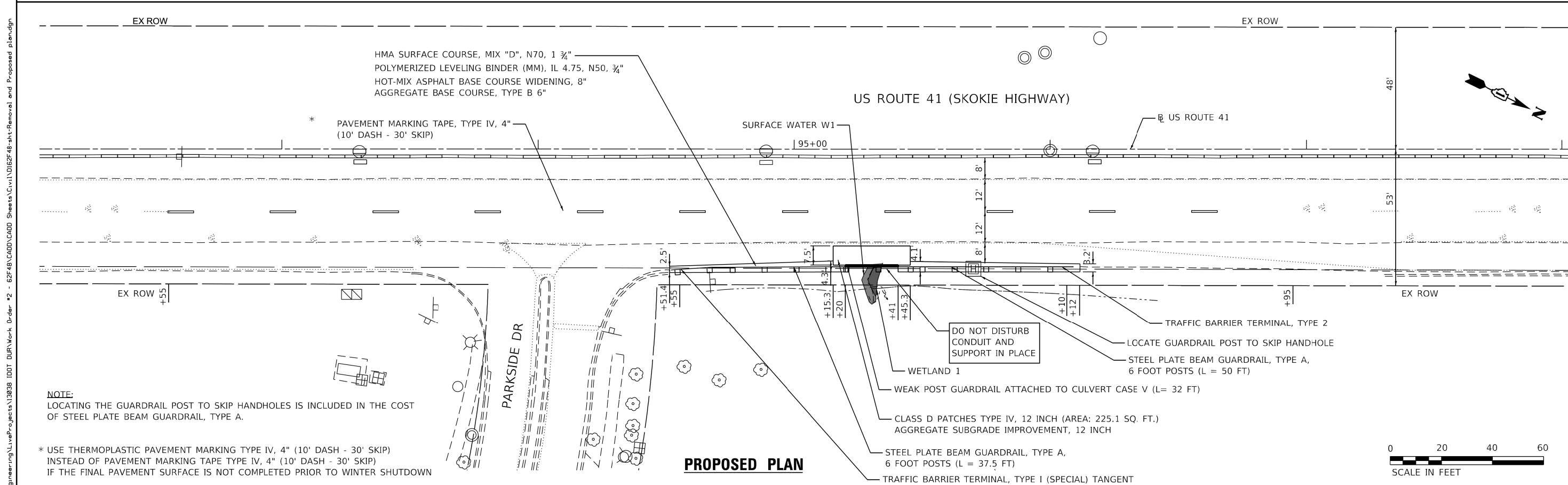
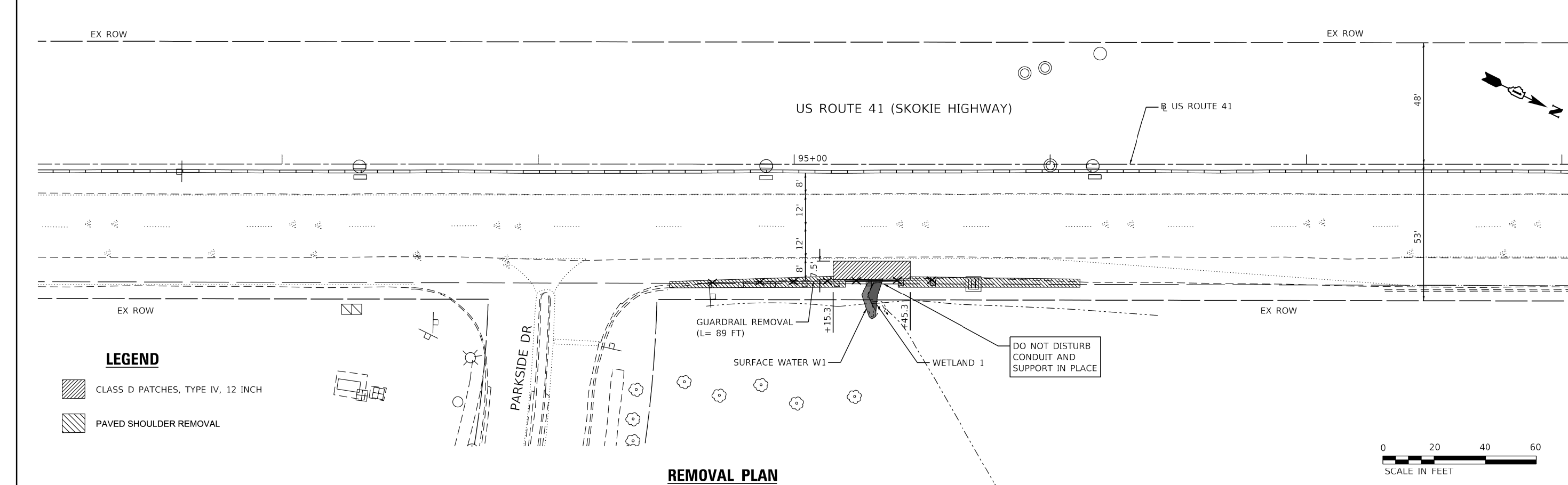
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES & BENCHMARK
US ROUTE 41 (SKOKIE HIGHWAY)

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	29
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



	USER NAME = johnn	DESIGNED - AB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL AND PROPOSED PLAN US ROUTE 41 (SKOKIE HIGHWAY)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 10/4/2018	CHECKED - TGM	DATE - 10/05/2018	REVISED -	SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 62F48 ILLINOIS FED. AID PROJECT		

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GENERAL NOTES

- THE TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS AS SHOWN IN THE INDEX OF SHEETS AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (SPECIAL) UNLESS OTHERWISE INDICATED WITHIN THESE GENERAL NOTES, PLANS OR SPECIAL PROVISIONS.
- TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL PROMPTLY RESPOND AT THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.
- DRUMS OR TYPE II BARRICADES SHALL BE PROVIDED AS SHOWN IN THE PLANS AND SPACED 50 FEET CENTER TO CENTER IN TANGENTS, 20 FEET CENTER TO CENTER IN TAPERS, AND 10 FEET CENTER TO CENTER IN RADII IN THE CONSTRUCTION WORK ZONE.
- ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
- THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.
- ALL TEMPORARY PAVEMENT MARKINGS SHOWING DETERIORATION AFTER 7 DAYS OF SERVICE SHALL BE REPLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. SUFFICIENT QUANTITIES FOR THE INITIAL PLACEMENT AND A ONE-TIME REPLACEMENT HAVE BEEN PROVIDED FOR EACH STAGE. ALL MARKINGS THAT REQUIRE REPLACEMENT PRIOR TO 7 DAYS OF SERVICE OR REPLACEMENT AFTER THE INITIAL REPLACEMENT SHALL BE REPLACED BY THE CONTRACTOR AT HIS EXPENSE.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.
- ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM THE TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3" x 6" DELINEATOR INSTALLED. COST OF THE DELINEATOR IS INCLUDED IN TRAFFIC CONTROL AND PROTECTION, (SPECIAL).
- WORK ZONE SPEED LIMIT SHALL BE 45 MPH ON US ROUTE 41.
- THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES.
- THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY PROPOSED CHANGE TO THE SUGGESTED STAGE OF CONSTRUCTION AND TRAFFIC CONTROL PLAN.
- THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL PHASES OF CONSTRUCTION.
- THE CONTRACTOR SHALL MAINTAIN A MINIMUM OF TWO 11' THRU-LANES FOR NB TRAFFIC UNLESS OTHERWISE SPECIFIED.
- THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR, CORY JUCIUS (CORY.JUCIUS@ILLINOIS.GOV), A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
- THE CONTRACTOR SHALL BE REQUIRED TO REMOVE ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE DESIGNATED TRAFFIC CONTROL AS SHOWN IN PLANS.
- TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AS INDICATED IN THE PLANS. FURNISHING, AND INSTALLING TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.
- IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, REMOVED, DAMAGED, OR OTHERWISE AFFECTED BY CONSTRUCTION.
- TEMPORARY CONCRETE BARRIER WALL SHALL BE CONTINUOUSLY PINNED TO THE PAVEMENT IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WHERE A 3.5 FOOT CLEAR ZONE FREE FROM DROP-OFFS, FIXED OBJECTS, OR OTHER OBSTACLES CANNOT BE PROVIDED BEHIND THE WALL.

SUGGESTED SEQUENCE OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC

THE FOLLOWING SEQUENCE OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC IS SUGGESTED. VARIATIONS MAY BE MADE WITH THE APPROVAL OF THE ENGINEER.

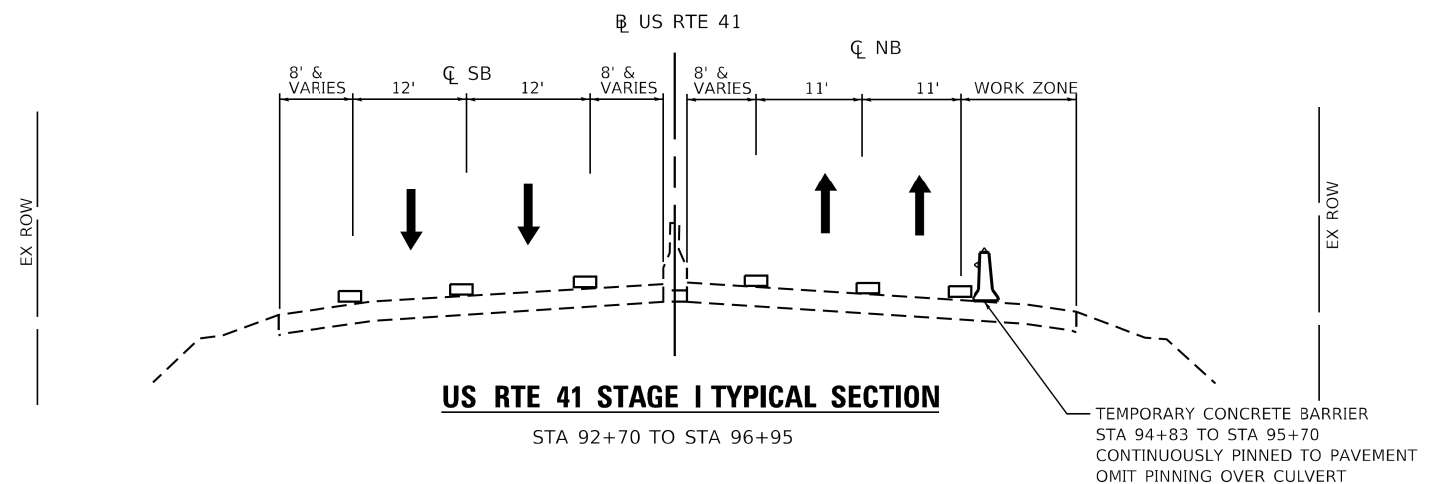
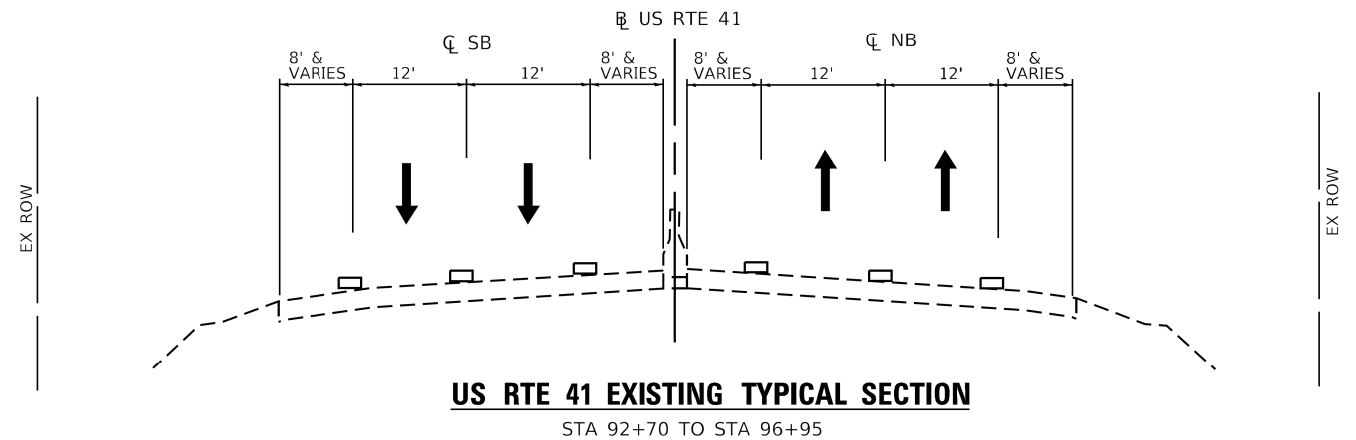
PROVIDE TRAFFIC CONTROL AS SHOWN ON THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS. COORDINATE INSTALLATION OF TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES WITH THE EXISTING TRAFFIC PATTERNS AT THE ENDS OF THE PROJECT.

SEQUENCE OF CONSTRUCTION:
PRE-STAGE - US ROUTE 41

- INSTALL TRAFFIC CONTROL DEVICES FOR US ROUTE 41 AS SHOWN IN MOT PLANS.
- INSTALL EROSION CONTROL DEVICES AS PER EROSION CONTROL PLANS.

STAGE I - US ROUTE 41

- CLOSE THE RIGHT SHOULDER AND SHIFT NB TRAFFIC TO THE WEST SIDE OF THE EXISTING PAVEMENT BY MAINTAINING TWO (2) MINIMUM 11 FOOT NB THRU LANES AS SHOWN IN THE MOT PLANS.
- REMOVE AND RECONSTRUCT THE EAST END OF THE CULVERT INCLUDING THE HEADWALL AND WINGWALLS.
- CONSTRUCT THE CLASS D PATCHES AND HMA SHOULDER WIDENING AS REQUIRED.
- INSTALL GUARDRAIL AND TERMINAL END SECTIONS AS SHOWN IN PLANS.
- REMOVE TEMPORARY PAVEMENT MARKINGS AND RE-ESTABLISH 2-12 FOOT NB LANES USING TEMPORARY PAVEMENT MARKING TAPE, TYPE IV.
- COMPLETE ALL UNFINISHED LANDSCAPING.
- REMOVE TEMPORARY EROSION CONTROL DEVICES.



LEGEND

- PAVEMENT MARKING TAPE IV, TYPE 4"
- TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C

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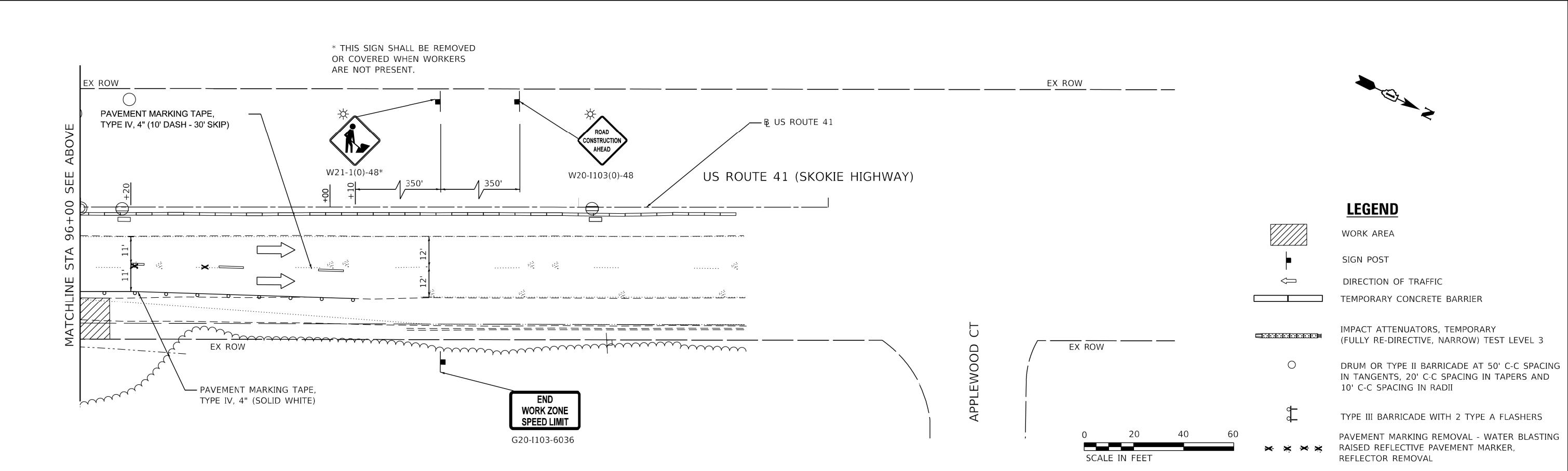
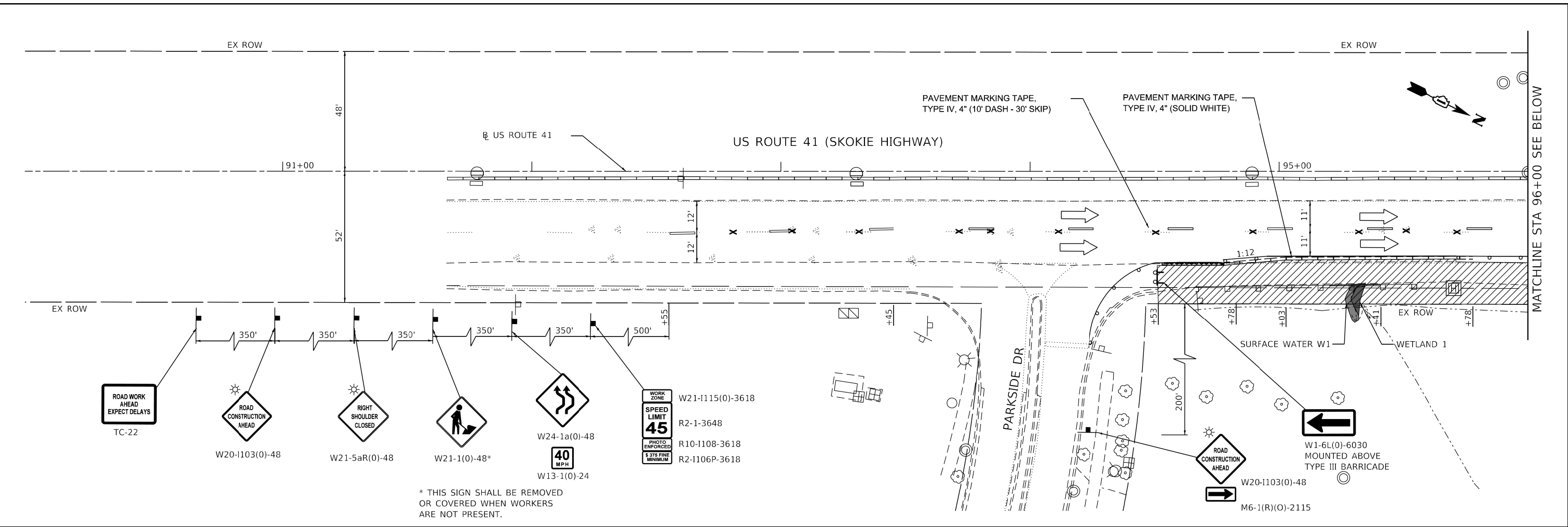
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MOT GENERAL NOTES FOR CULVERT REPAIR AT STA. 95 + 30
US ROUTE 41 (SKOKIE HIGHWAY)**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	31
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

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LEGEND

- WORK AREA
- SIGN POST
- DIRECTION OF TRAFFIC
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (FULLY RE-DIRECTIVE, NARROW) TEST LEVEL 3
- DRUM OR TYPE II BARRICADE AT 50' C-C SPACING IN TANGENTS, 20' C-C SPACING IN TAPERS AND 10' C-C SPACING IN RADII
- TYPE III BARRICADE WITH 2 TYPE A FLASHERS
- PAVEMENT MARKING REMOVAL - WATER BLASTING RAISED REFLECTIVE PAVEMENT MARKER, REFLECTOR REMOVAL

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC FOR CULVERT REPAIR AT STA 95+30
US ROUTE 41 (SKOKIE HIGHWAY)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	32
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. ALL CONTROL MEASURES NECESSARY MUST MEET THE MINIMUM REQUIREMENTS AS DESCRIBED IN THE LATEST EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. ADDITIONAL DETAILS AND BMPs ARE ALSO AVAILABLE AND CAN BE UTILIZED AS SHOWN IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL).
2. ALL THE SOIL EROSION AND SEDIMENT CONTROL FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.
3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND THE INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER, WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.
4. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITIES.
5. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION ACTIVITY, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE).
6. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREA AS THE PROJECT PROGRESSES AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE EARTHEN MATERIAL TO THE SATISFACTION OF THE ENGINEER OR AUTHORIZED IDOT PERSONNEL.
7. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10-FT VERTICALLY OR THE FINISHED SLOPE EQUALS 30-FT, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL OR EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.
8. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES TO BE RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS THROUGHOUT THE PROJECT.
9. THE CONTRACTOR'S REPRESENTATIVE HAS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES AND HAVE TAKEN AN ILLINOIS DEPARTMENT OF TRANSPORTATION OR APPROVED EQUAL EROSION AND SEDIMENT CONTROL COURSE. THIS PERSON SHALL HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTION CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN PROVIDED BY THE ENGINEER. THIS INDIVIDUAL AND THE ENGINEER MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING:
 - A. DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED.
 - B. STRUCTURAL CONTROL MEASURES (SUCH AS PERIMETER EROSION BARRIER, ETC.)
 - C. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE PROJECT SITE.
 - D. AN ADDITIONAL INSPECTION OF THE ITEMS LISTED ABOVE MUST BE MADE 24-HOURS AFTER A RAINFALL OR EQUIVALENT SNOWFALL EVENT GREATER THAN 0.5-INCH. DURING WINTER MONTHS, ALL MEASURES MUST BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.
10. ALL THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON, AS WELL AS OVER THE WINTER SHUTDOWN PERIOD AND OTHER DAYS WHEN THE PROJECT IS CLOSED DOWN FOR A LONGER DURATION. ANY CONTROL MEASURES FILLED MORE THAN 75% MUST BE CLEANED AND RESET AND THESE SPOILS REMOVED TO AN APPROVED SITE.
11. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND ACTIVE DRAINAGE PATHS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE. IMMEDIATELY AFTER THE FINAL SHAPING OF THE STOCKPILE, THE TOPSOIL WILL BE STABILIZED IN ACCORDANCE WITH THE METHOD APPROVED BY IDOT. THE CONTRACTOR WILL PROVIDE ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.

12. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR, THE COST OF THE CONTROLS WILL BE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER, THE DEPARTMENT WILL ASSUME THE COST OF INSTALLING AND MAINTAINING THE CONTROLS.
13. IF AND/OR WHEN THE CONTRACTOR REQUESTS CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH 25 FEET AWAY FROM THE SHOULDER OF THE ROAD PROVIDED THE FOLLOWING CONDITIONS ARE MET:
 - A. ALL AREAS BEING STABILIZED ARE 1:3 SLOPES OR FLATTER
 - B. THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH MULCH METHOD 2.
 - C. ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED AND ARE BEING MAINTAINED.
14. TOPSOIL PLACEMENT:
TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE NOR ON TEMPORARY STEEP SLOPES.
15. IN AREAS WHERE A PERMANENT VEGETATIVE COVER IS PRACTICABLE AND INCLUDED IN THE CONTRACT DOCUMENTS, A SPECIAL EFFORT SHOULD BE MADE TO ESTABLISH A COVER AS SOON AS A DISTURBED AREA IS BROUGHT TO FINAL GRADE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.
16. THE CONTRACTOR'S REPRESENTATIVE AND THE ENGINEER MUST KEEP A WRITTEN REPORT SUMMARIZING THE REQUIRED INSPECTIONS. THE REPORTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. THE REPORT MUST ALSO BE RETAINED FOR THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED.
17. ANY SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING CONTROL MEASURE PRIOR TO RELEASE FROM THE PROJECT SITE.
18. NO WORK IS ALLOWED BEYOND THE PERMITTED AREA. ANY WORK WITHIN A SWALE OR DITCH CAPABLE OF CONVEYING WATER MUST BE CONDUCTED IN THE DRY. PROVISIONS MUST BE MADE TO BYPASS PUMP OR DEWATER ANY AREAS IN WHICH WORK WILL BE CONDUCTED. IN HIGH FLOW CHANNELS WHERE DEWATERING IS NOT POSSIBLE OR PRACTICAL, SILT FENCE OR SEDIMENT CURTAINS MAY BE INSTALLED PARALLEL TO THE STREAM BANK. IN NO CASE WILL THE CURTAINS BE INSTALLED PERPENDICULAR TO THE FLOW. DEWATERING MUST BE DISCHARGED TO A STABLE, NON-ERODIBLE SURFACE AND IN-STREAM WORK BARRIERS MUST BE COMPOSED OF NON-ERODIBLE MATERIAL.
19. SEEDING USAGE

CLASS 2A:
USED ON FINAL DISTURBED CONSTRUCTION AREAS INDICATED ON THE PLANS.

CLASS 4A & CLASS 4B (MODIFIED):
USED ON FINAL DISTURBED CONSTRUCTION AREAS INDICATED ON THE PLANS.

TEMPORARY EROSION CONTROL SEEDING:
USED IN AREAS REQUIRING SHORT TERM TEMPORARY SEEDING DURING CONSTRUCTION.
20. THE CONTRACTOR MUST COOPERATE WITH THE ENGINEER AND HIS/HER REPRESENTATIVE WHO WILL MAKE SITE VISITS TO REVIEW THE COMPLIANCE OF THE PLANS IN THE FIELD AND AUDIT IF NECESSARY. THE CONTRACTOR MUST PREPARE THE LOGS AND RECORDS WHEN REQUIRED AND SUBMIT TO IDOT AND/OR APPROPRIATE AGENCIES.
21. THE INSTALLATION, MAINTENANCE, REMOVAL AND RESTORATION OF THE AREA DISTURBED BY THE PLACEMENT OF THE PERIMETER EROSION BARRIER ARE INCLUDED IN THE CONTRACT UNIT PRICE FOR PERIMETER EROSION BARRIER. AFTER ALL PERIMETER EROSION BARRIER IS REMOVED, THE AREAS DAMAGED BY THE PERIMETER EROSION CONTROL BARRIER MUST BE RESTORED TO THEIR ORIGINAL CONDITION.
22. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

23. STABILIZATION MEASURES SHALL BE INITIATED IMMEDIATELY WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN ONE (1) DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF FOURTEEN (14) OR MORE CALENDAR DAYS.
24. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.
25. THE US ARMY CORPS OF ENGINEERS MUST BE NOTIFIED 10 DAYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE, ONE WEEK PRIOR TO THE COMMENCEMENT OF LAND DISTURBING ACTIVITIES AND ONE WEEK PRIOR TO THE FINAL INSPECTION.
26. THE CONTRACTOR IS REQUIRED TO PROVIDE WASHOUT FACILITIES TO COMPLY WITH EROSION CONTROL PERMITS.

SOIL EROSION AND SEDIMENT CONTROL STRATEGY:

1. INSTALL TRAFFIC CONTROL DEVICES.
2. ERECT PERIMETER EROSION BARRIERS AND TEMPORARY FENCES AS SHOWN ON THE PLANS.
4. REMOVE EXISTING PAVEMENTS, GUARDRAIL AND STRUCTURES AS SHOWN ON THE PLANS.
5. CONSTRUCT PROJECT IMPROVEMENTS AS SHOWN ON THE PLANS.
6. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES FOR THE DURATION OF CONSTRUCTION.
7. STABILIZE DISTURBED AREAS WITH TEMPORARY EROSION CONTROL MEASURES. USE THE PERMANENT SEEDING WITH EROSION CONTROL BLANKET AS SHOWN ON THE PLANS FOR PERMANENT STABILIZATION.
8. WHEN THE PERMANENT STABILIZATION IS ESTABLISHED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

HIGHWAY STANDARD

STD. NO.	TITLE
280001	TEMPORARY EROSION CONTROL SYSTEMS

SOIL PROTECTION SCHEDULE:

STABILIZATION TYPE	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
PERMANENT SEEDING						→					→	
DORMANT SEEDING	→		→							→		→
TEMPORARY SEEDING										→		
EROSION BLANKET/ HYDROMULCH											→	

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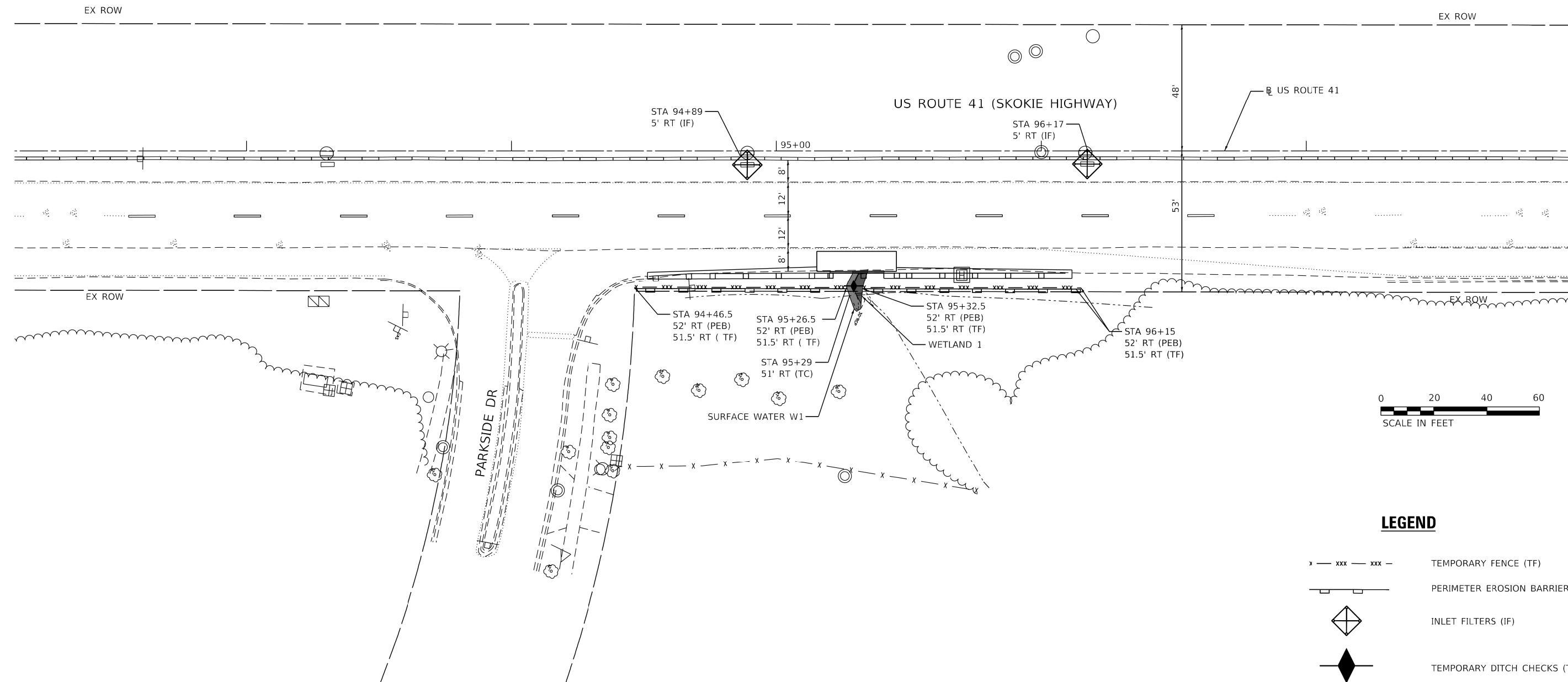


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PLOT DATE = 10/4/2018	DATE - 10/05/2018	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL NOTES	
US ROUTE 41 (SKOKIE HIGHWAY)	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 62F48	



- LEGEND**
- xxx — TEMPORARY FENCE (TF)
 - [] — PERIMETER EROSION BARRIER (PEB)
 - ◊ INLET FILTERS (IF)
 - ◆ TEMPORARY DITCH CHECKS (TC)

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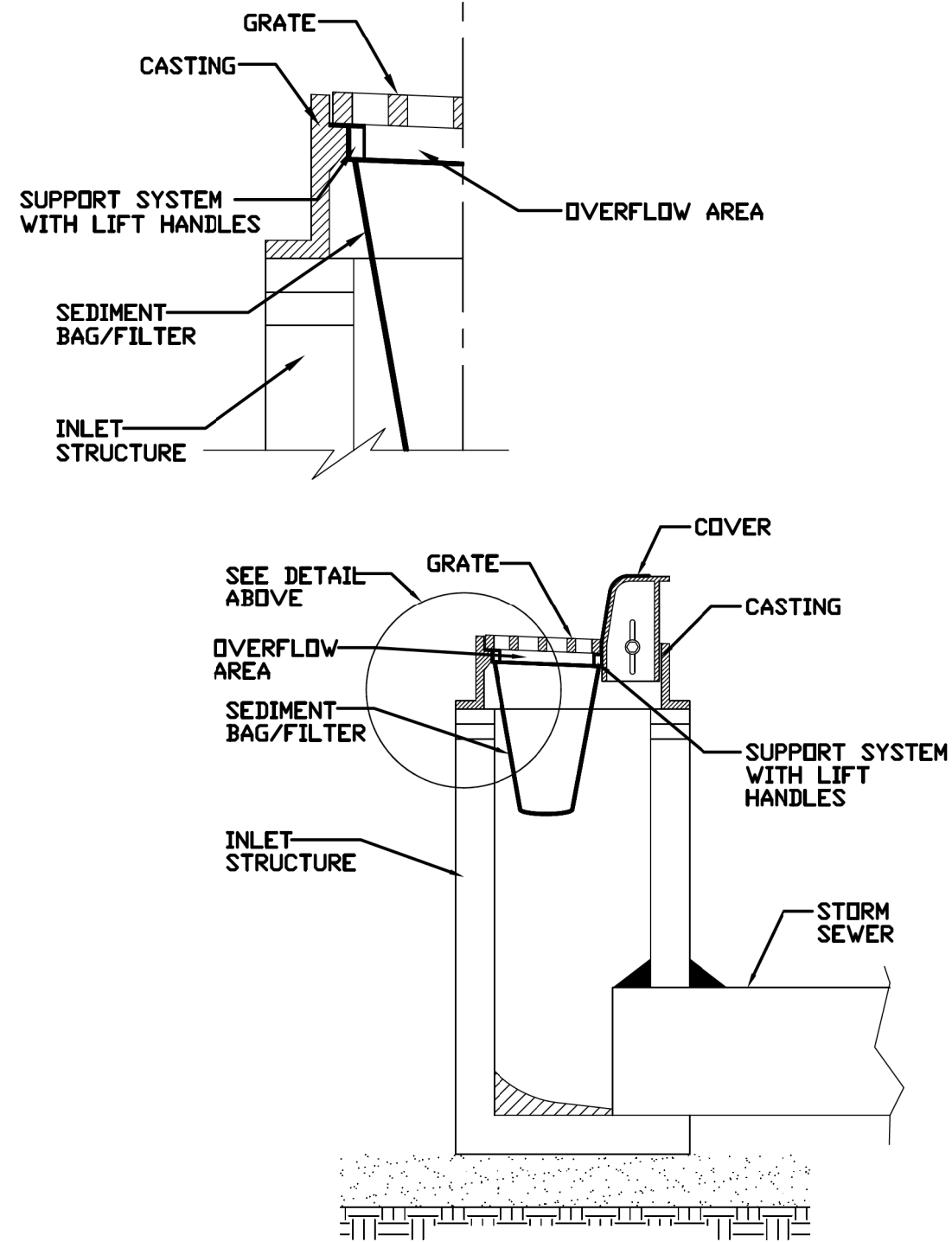
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN			
US ROUTE 41 (SKOKIE HIGHWAY)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	34
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



REFERENCE	Project	_____	Date	_____
	Designed	_____	Date	_____
	Checked	_____	Date	_____
	Approved	_____	Date	_____



STANDARD DWG. NO.
IUM-561D
SHEET 1 OF 1
DATE 01-11-11

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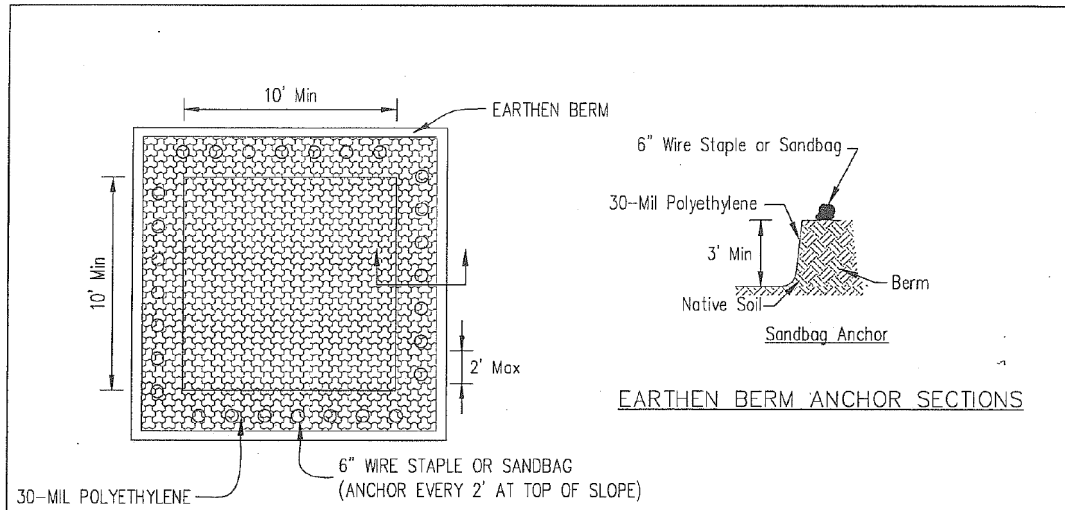
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL DETAILS - I			
US ROUTE 41 (SKOKIE HIGHWAY)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

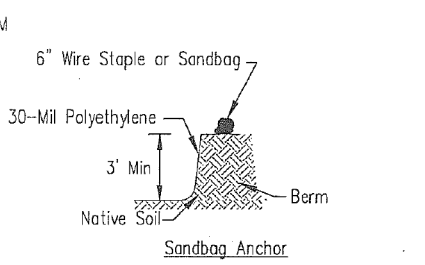
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346	2017-032RS	LAKE	62	35
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

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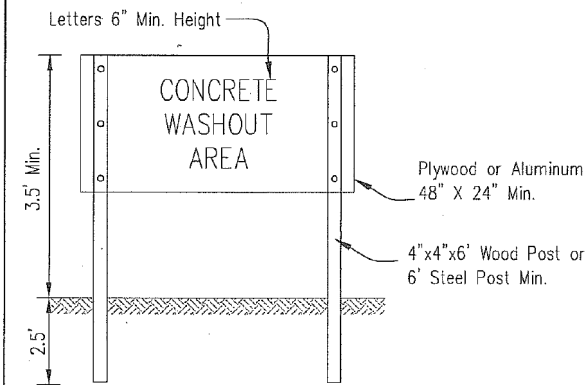


PLAN VIEW

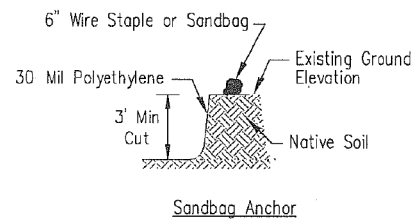
30-MIL POLYETHYLENE
6" WIRE STAPLE OR SANDBAG
(ANCHOR EVERY 2' AT TOP OF SLOPE)



EARTHEN BERM ANCHOR SECTIONS



SIGN DETAIL



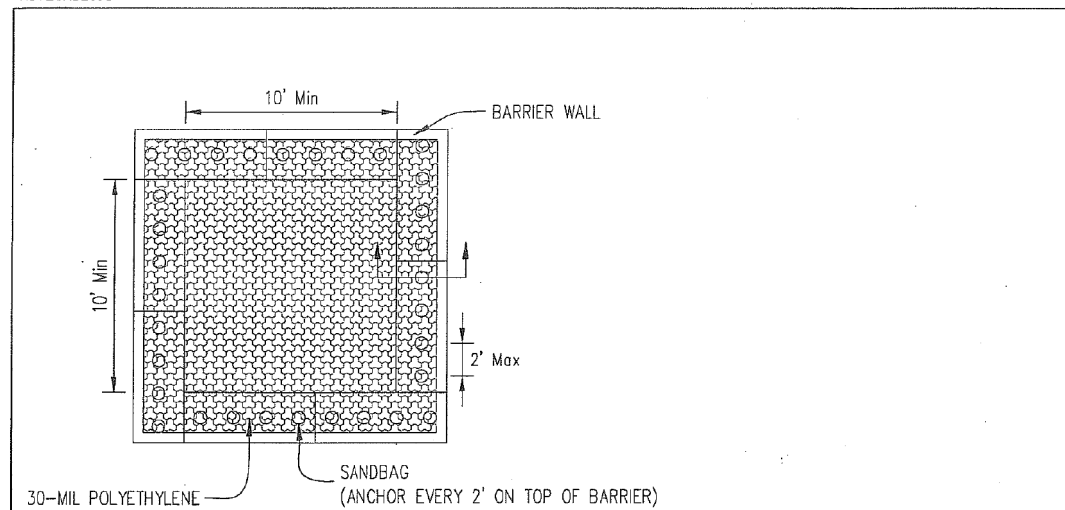
SUBGRADE ANCHOR SECTIONS

NOTES:

- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
- Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

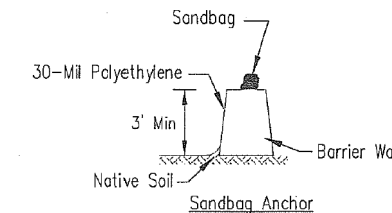
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TEMPORARY CONCRETE WASHOUT FACILITY - EARTHEN TYPE		Checked TGM	Approved

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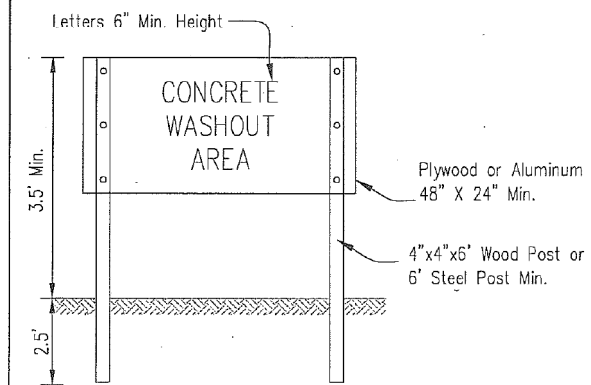


PLAN VIEW

30-MIL POLYETHYLENE
SANDBAG
(ANCHOR EVERY 2' ON TOP OF BARRIER)



BARRIER WALL ANCHOR SECTION



SIGN DETAIL

NOTES:

- Maintaining temporary concrete washout facilities shall include removing and disposing of hardened concrete and/or slurry and returning the facilities to a functional condition.
- Facility shall be cleaned or reconstructed in a new area once washout becomes two-thirds full.

Sheet 3 of 3	Drawn by T.M. BSA/ET	Designed AB	Date 6/08
TEMPORARY CONCRETE WASHOUT FACILITY - BARRIER WALL		Checked TGM	Approved

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS - II	
US ROUTE 41 (SKOKIE HIGHWAY)	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	36
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



EX ROW

EX ROW

EX ROW

US ROUTE 41 (SKOKIE HIGHWAY)

95+00

US ROUTE 41

48'

53'

8'

12'

12'

8'

EX ROW

EX ROW

PARKSIDE DR

SURFACE WATER W1

WETLAND 1


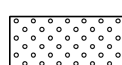
+51

+20

+41

+22

LEGEND

-  SEEDING, CLASS 4A & CLASS 4B (MODIFIED) W/ EROSION CONTROL BLANKET
-  SEEDING, CLASS 2A W/ EROSION CONTROL BLANKET



FILE NAME = Q:\Engineering\Live\Projects\130238 IDOT DUR\Work Order *2 - 62F48\CADD\CADD Sheets\Civil\0162F48-sh1-Landscaping.dgn



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

LANDSCAPING PLAN			
US ROUTE 41 (SKOKIE HIGHWAY)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	37
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

Existing Structure: The existing structure is a single-cell reinforced concrete box culvert. The culvert is 85'-4" in length (out-to-out headwalls). The cell width is approximately 4 ft and height is approximately 3 ft. The structure spans east to west and carries two lanes of northbound and two lanes of southbound traffic for a total of four traffic lanes. A metal guardrail is present on east side of the culvert. Remove and replace top 2'-3" of barrel, headwall, and wingwall at east end.

GENERAL NOTES:

1. Barrel shall be poured monolithically with wingwalls except top slab which will be poured with headwall.
2. Exposed edges shall be beveled $\frac{3}{4}$ ".
3. Expansion bolts shall be $\frac{3}{4}$ " ϕ hooked bolts. Hooked bolts shall extend a minimum of 9" into new concrete.
4. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

SCOPE OF WORK:

1. Remove the east portion of the culvert barrel, headwall and wingwalls.
2. Construct the east portion of the culvert barrel, headwall, and wingwalls.
3. Remove the weak post guardrail and guardrail posts on the east side of the roadway. Install the prop. weak post guardrail on the east side of the roadway (See civil plans).
4. Remove and reconstruct the portions of HMA pavement and shoulder on the east side of the roadway.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	4.0
Structure Excavation	Cu. Yd.	10.6
Reinforcement Bars, Epoxy Coated	Pound	870
Expansion Bolts $\frac{3}{4}$ " inch	Each	23
Concrete Box Culverts	Cu. Yd.	4.0

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges, 17th Edition

LOADING HS-20

No Future Wearing Surface will be allowed

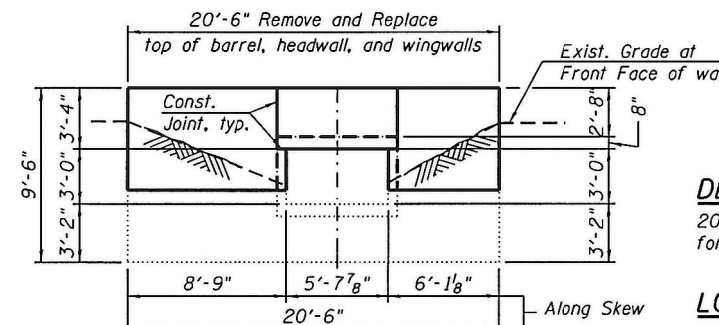
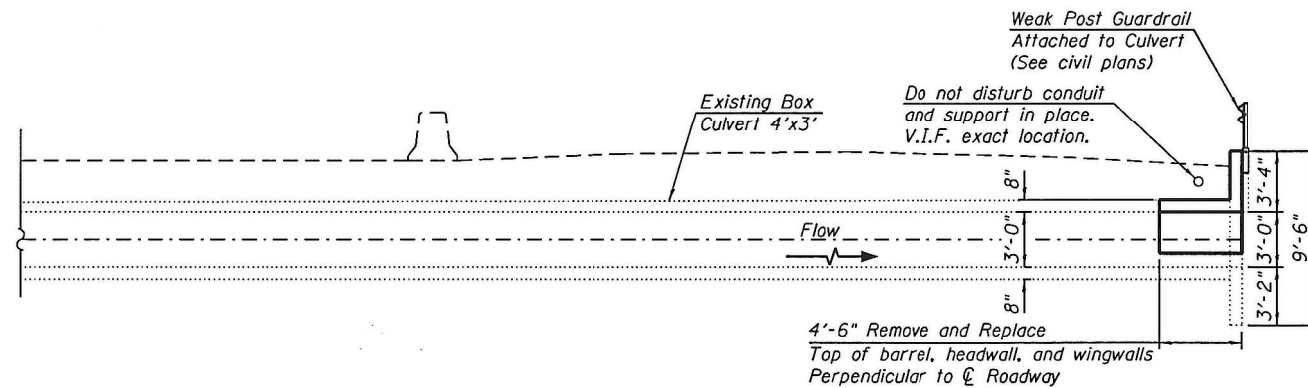
DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi (Concrete)
 $f_y = 60,000$ psi (Reinforcement)

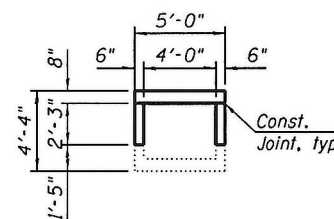
EXISTING UNITS
 $f'_c = 3,500$ psi (Concrete)
 $f_y = 33,000$ psi (Reinforcement)

INDEX OF SHEETS

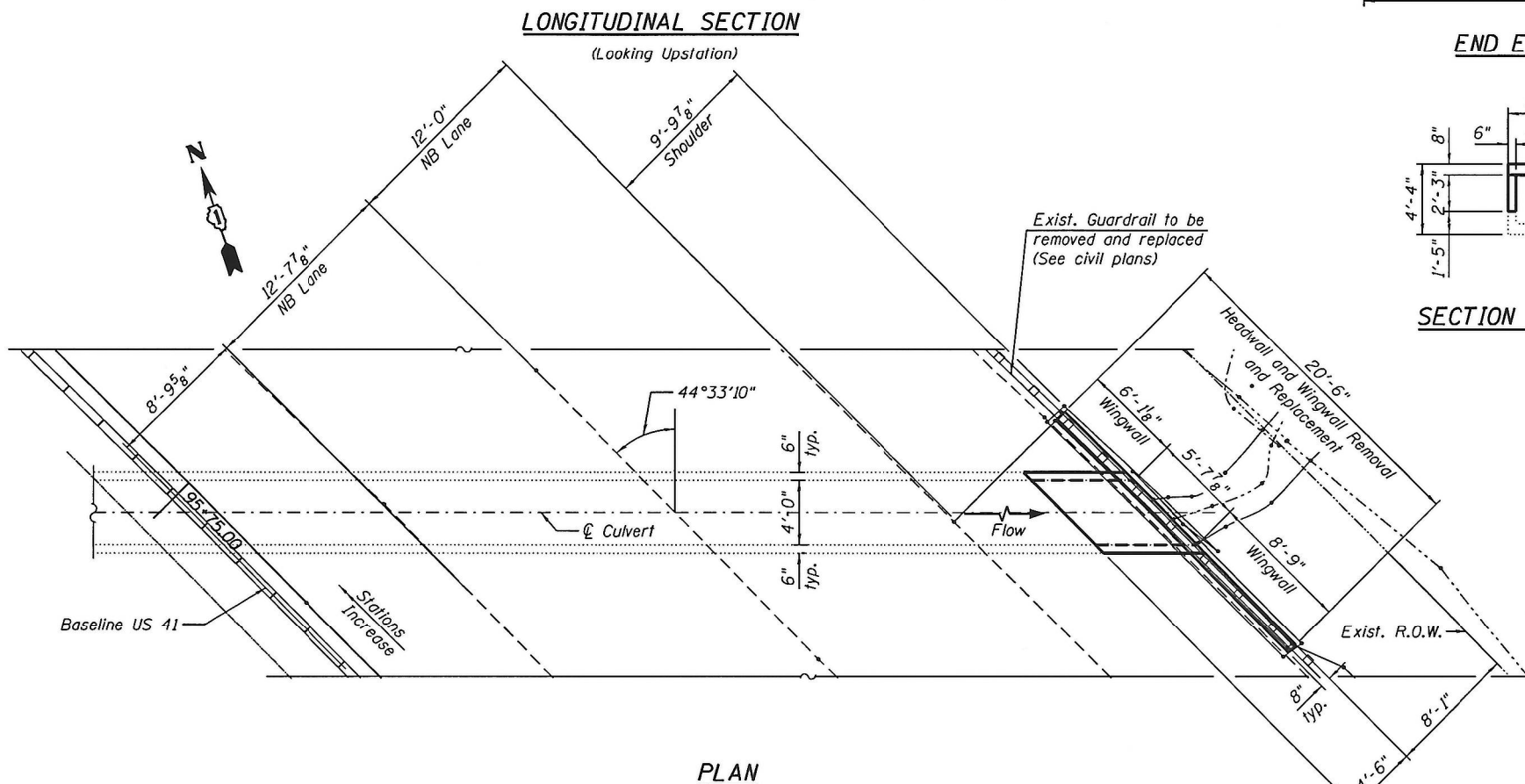
- S-1 General Plan and Elevation
- S-2 Box Culvert Structure Removal and Excavation
- S-3 Box Culvert Repair Details



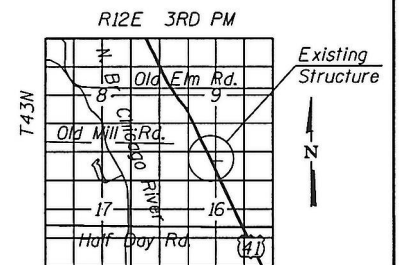
END ELEVATION



SECTION THRU BARREL



PLAN



LOCATION SKETCH



Signed Moussa A. Issa
 Dr. Moussa A. Issa, S.E.
 Il. Lic. No. 081-005738
 Expires 11-30-2018
 Date 10/01/2018
 For Sheets S-1 Thru S-3
 (Total of 3 Sheets)

GENERAL PLAN
U.S. 41 OVER DRAINAGE DITCH
F.A.P. 346 SECTION 2017-032RS
COOK COUNTY

FILE PATH = #FILES#



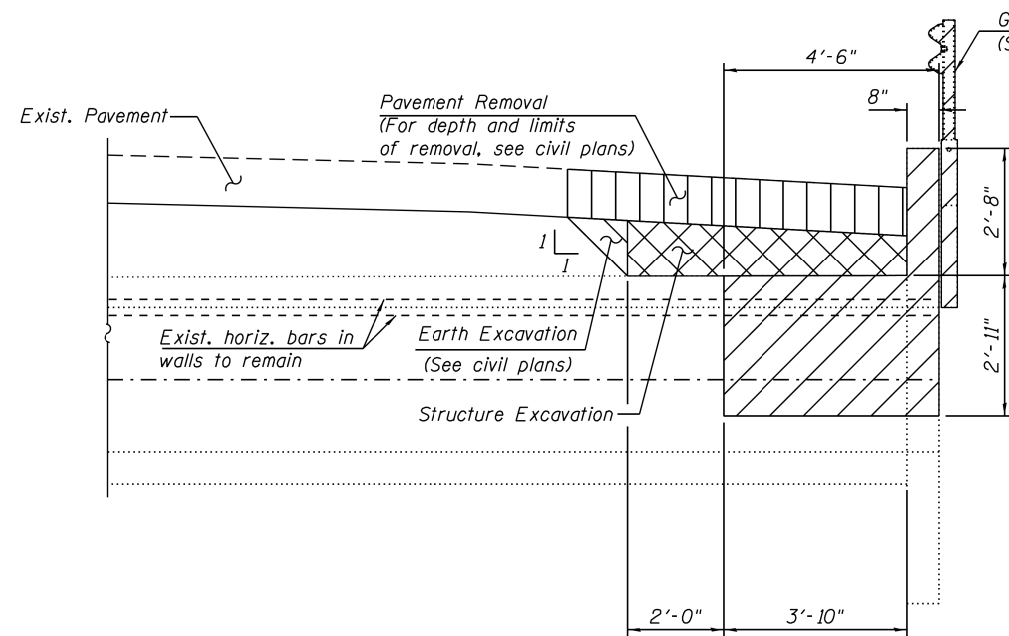
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

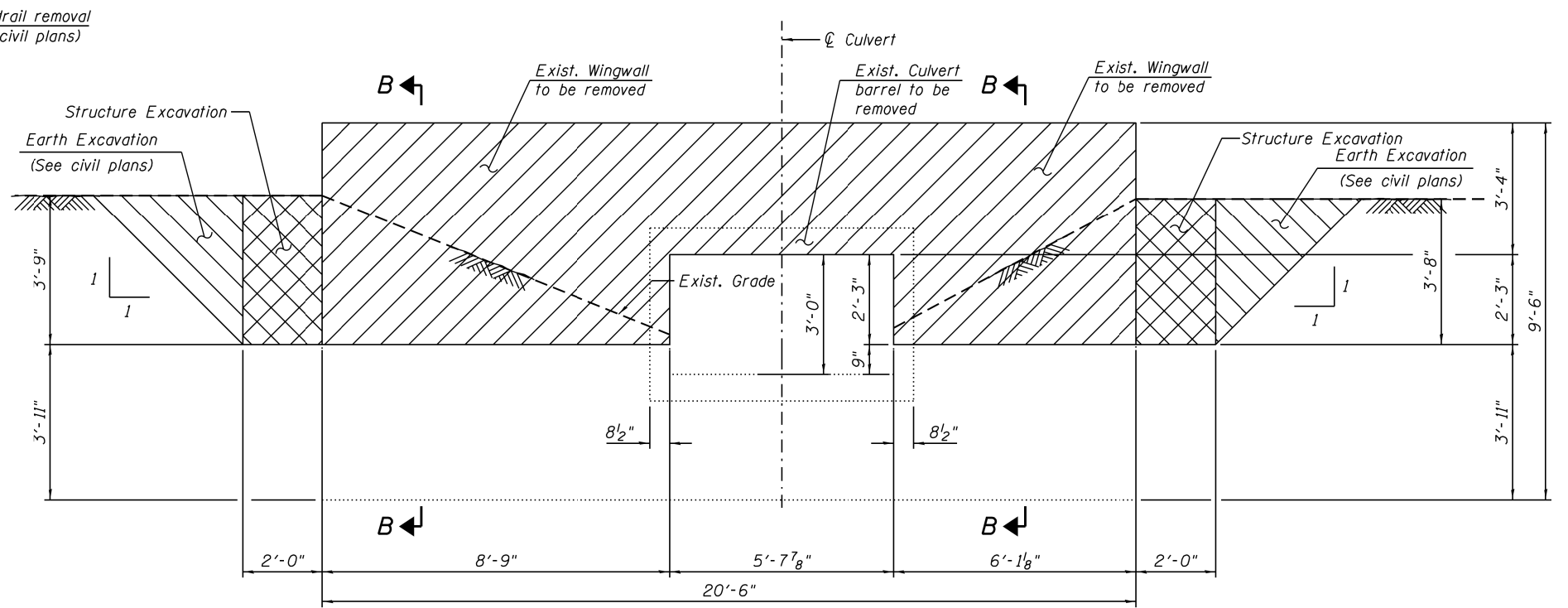
US 41 CULVERT REPAIR
GENERAL PLAN AND ELEVATION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	COOK	62	38
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



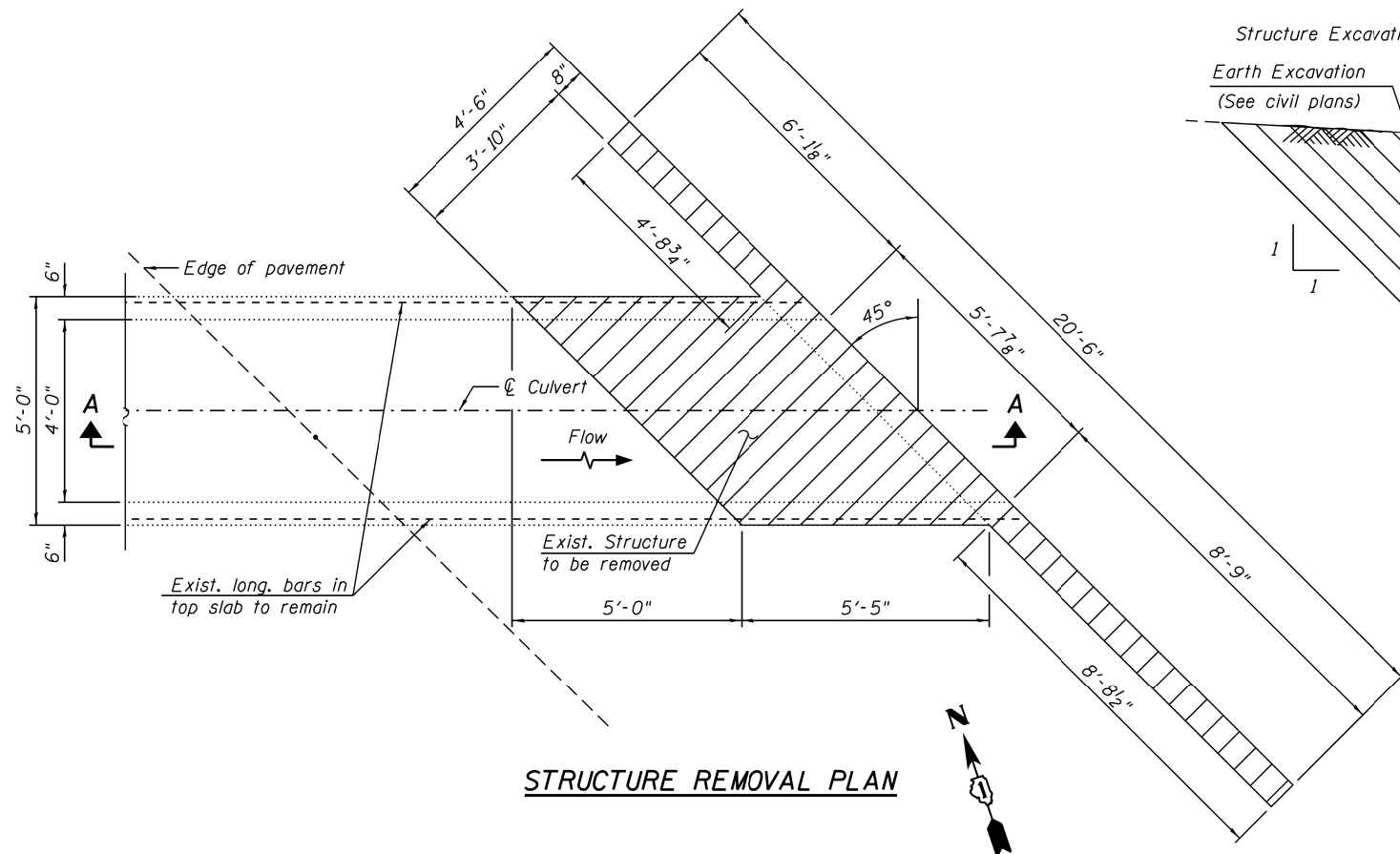
SECTION A-A
(Dimensions shown are perpendicular to the \varnothing Roadway)



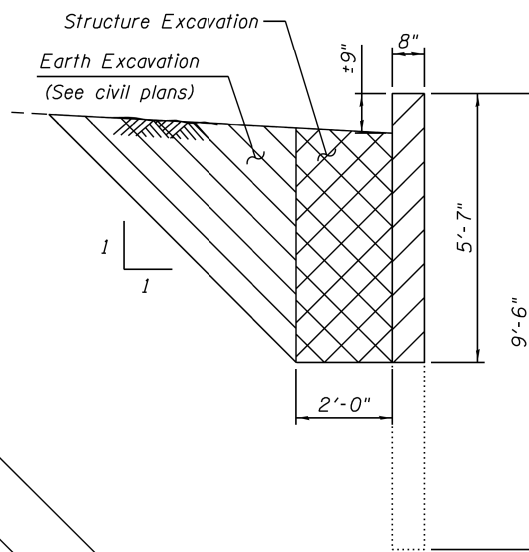
END VIEW
(Along skew)

NOTES:

1. Dimensions shown have been taken from field measurements and survey data and may not represent "as built" conditions. The Contractor must verify all dimensions in the field. Variation in the field dimensions shall not warrant additional compensation for Concrete Removal.
2. The Contractor shall field verify exact location of all existing utilities prior to construction and take precautions not to damage existing utilities during excavations, construction or other underground work. Any such damage shall be repaired by the Contractor at no additional cost.
3. Existing reinforcement shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.



STRUCTURE REMOVAL PLAN



SECTION B-B

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu Yd	4.0
Structure Excavation	Cu Yd	10.6

LEGEND:

- Earth Excavation
- Concrete Removal
- Pavement Removal
- Structure Excavation

FILE PATH = #FILES#

HBM
ENGINEERING GROUP, LLC

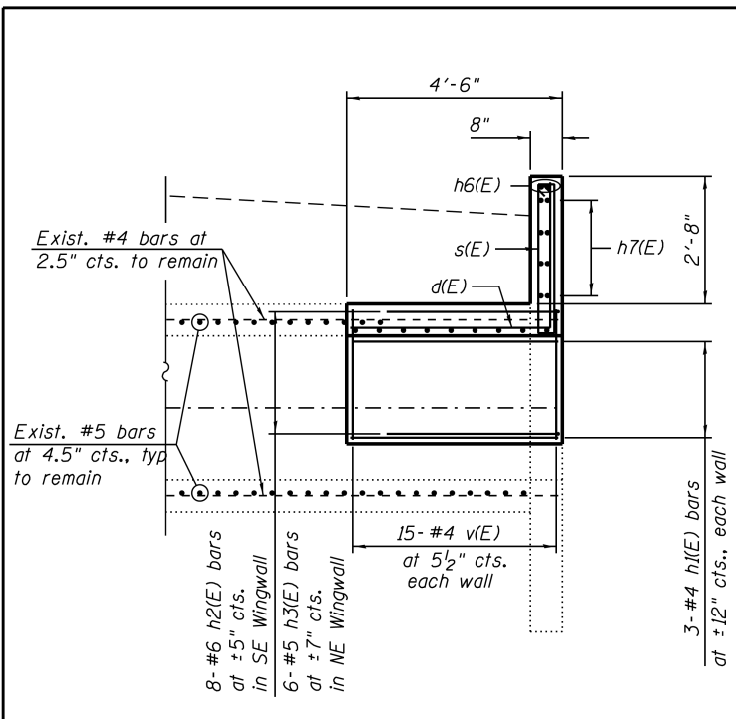
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 41 CULVERT REPAIR
BOX CULVERT STRUCTURE REMOVAL AND EXCAVATION

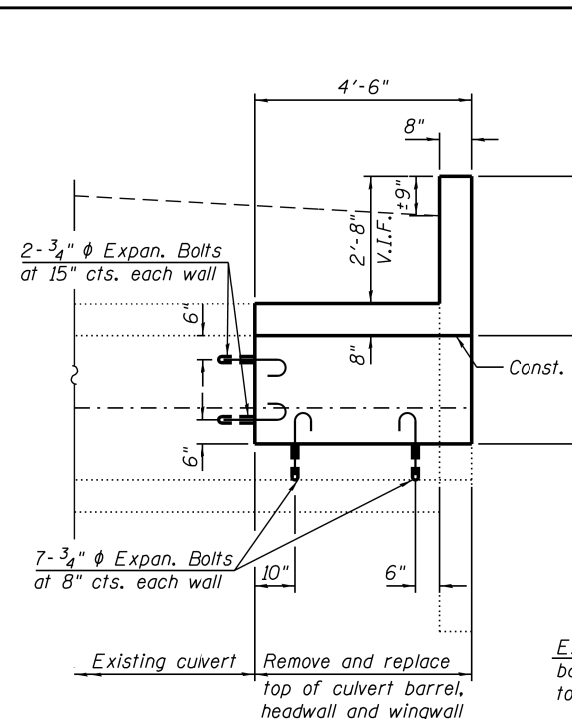
SCALE: SHEET 2 OF 3 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	COOK	62	39
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				



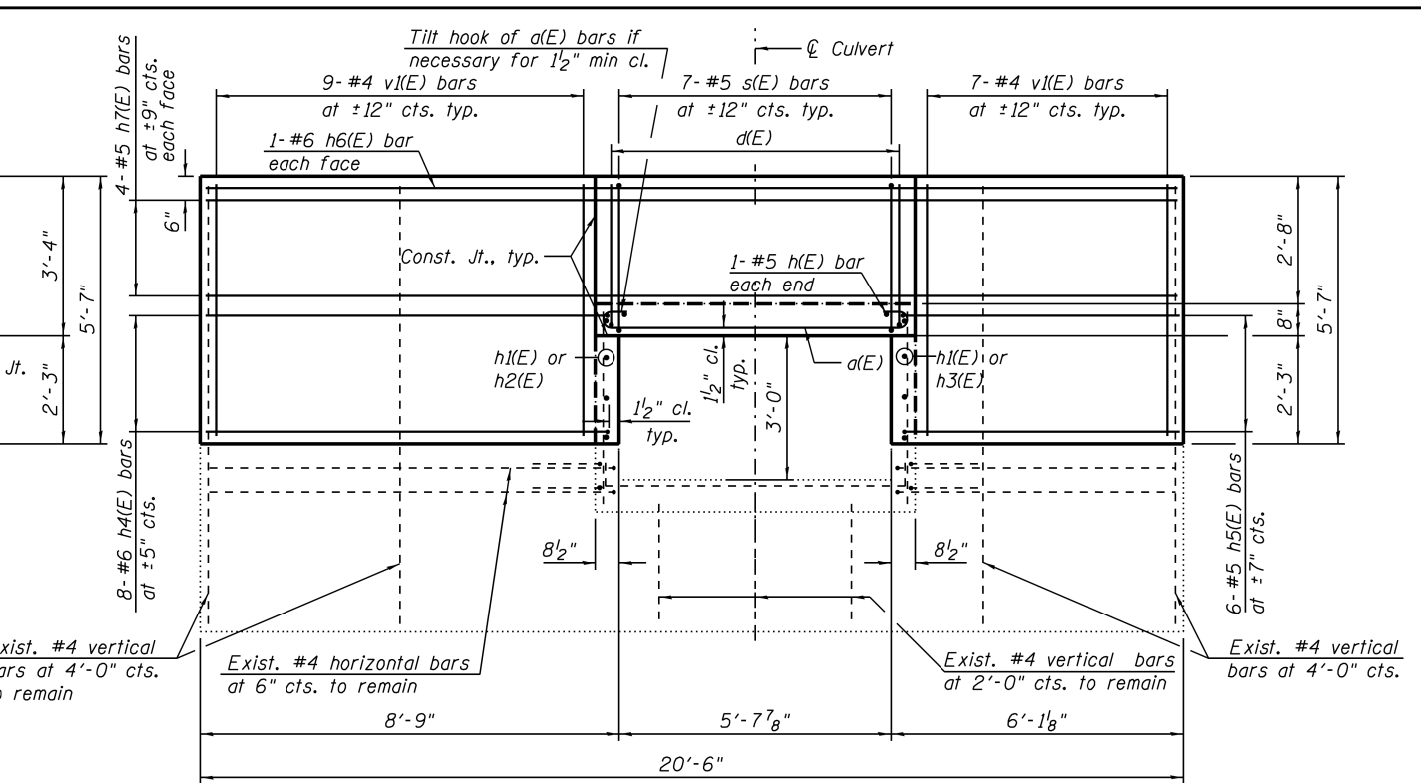
LONGITUDINAL SECTION

(Dimensions shown are perpendicular to the \varnothing Roadway)



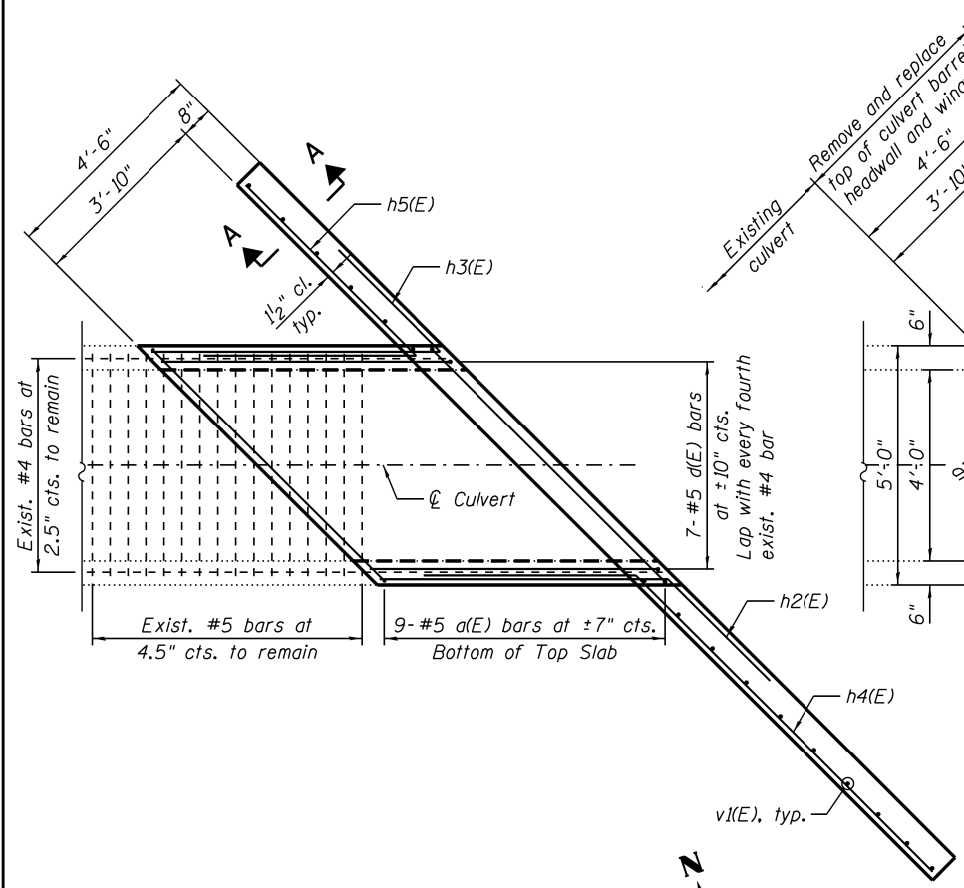
ELEVATION

(Dimensions shown are perpendicular to the \varnothing Roadway)



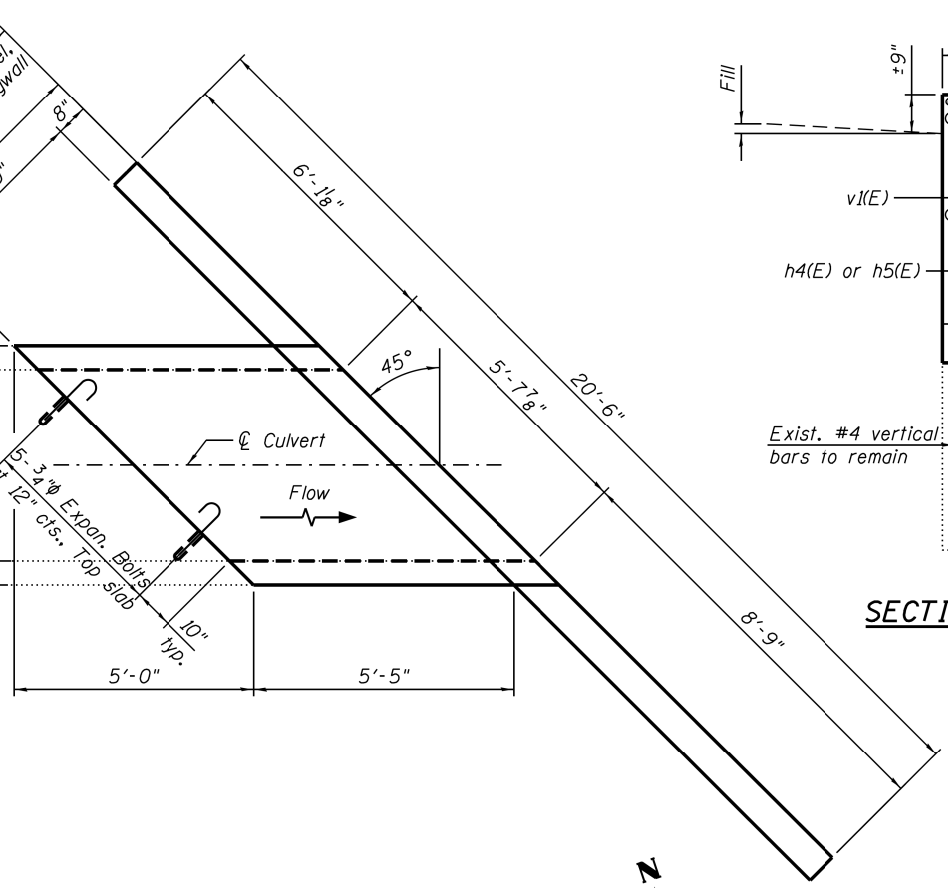
END ELEVATION

(Along skew)



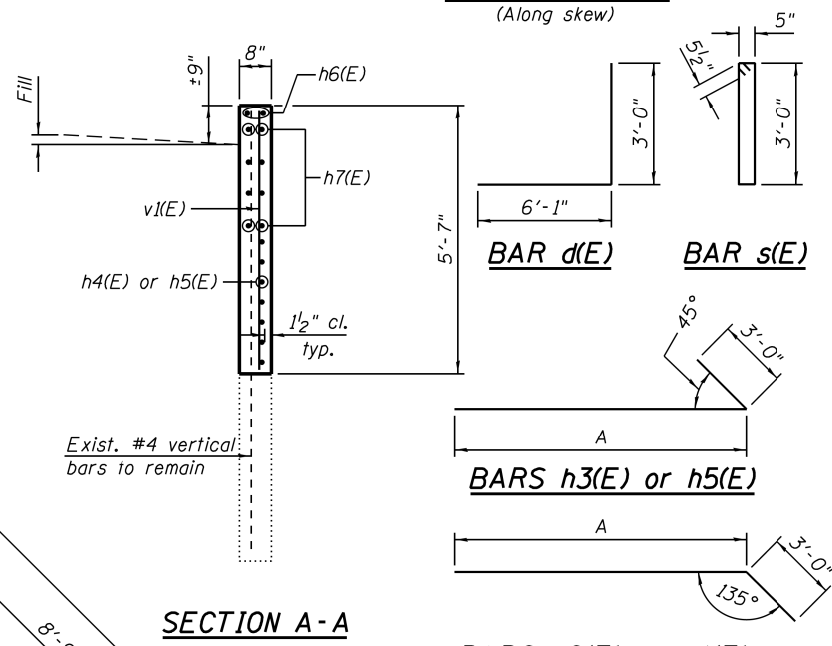
SHOWNING REINFORCEMENT

(Reinforcement in headwall not shown for clarity)



SHOWNING OUTLINES

PLAN

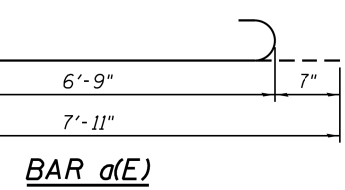


SECTION A-A

BARS h3(E) or h5(E)

BARS h2(E) or h4(E)

Bar	A
h2(E)	6'-1"
h3(E)	6'-1"
h4(E)	8'-5"
h5(E)	5'-9"



BAR d(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	9	#5	7'-11"	
d(E)	7	#5	9'-1"	
h(E)	2	#5	6'-1"	
h1(E)	6	#4	6'-1"	
h2(E)	8	#6	9'-1"	
h3(E)	6	#5	9'-1"	
h4(E)	8	#6	11'-5"	
h5(E)	6	#5	8'-9"	
h6(E)	2	#6	20'-2"	
h7(E)	8	#5	20'-2"	
s(E)	9	#5	7'-9"	
v(E)	30	#4	2'-8"	
v1(E)	16	#4	5'-4"	
Reinforcement Bars, Epoxy Coated			Pound	870
Concrete Box Culverts			Cu. Yd.	4.0
Expansion Bolts 3/4"			Each	23

Reinforcement bars designated (E) shall be epoxy coated

Minimum Bar Laps		
Bar	Lap	
	s < 6"	s >= 6"
#4	2'-7"	2'-7"
#5	3'-4"	3'-2"
#6	4'-9"	3'-10"

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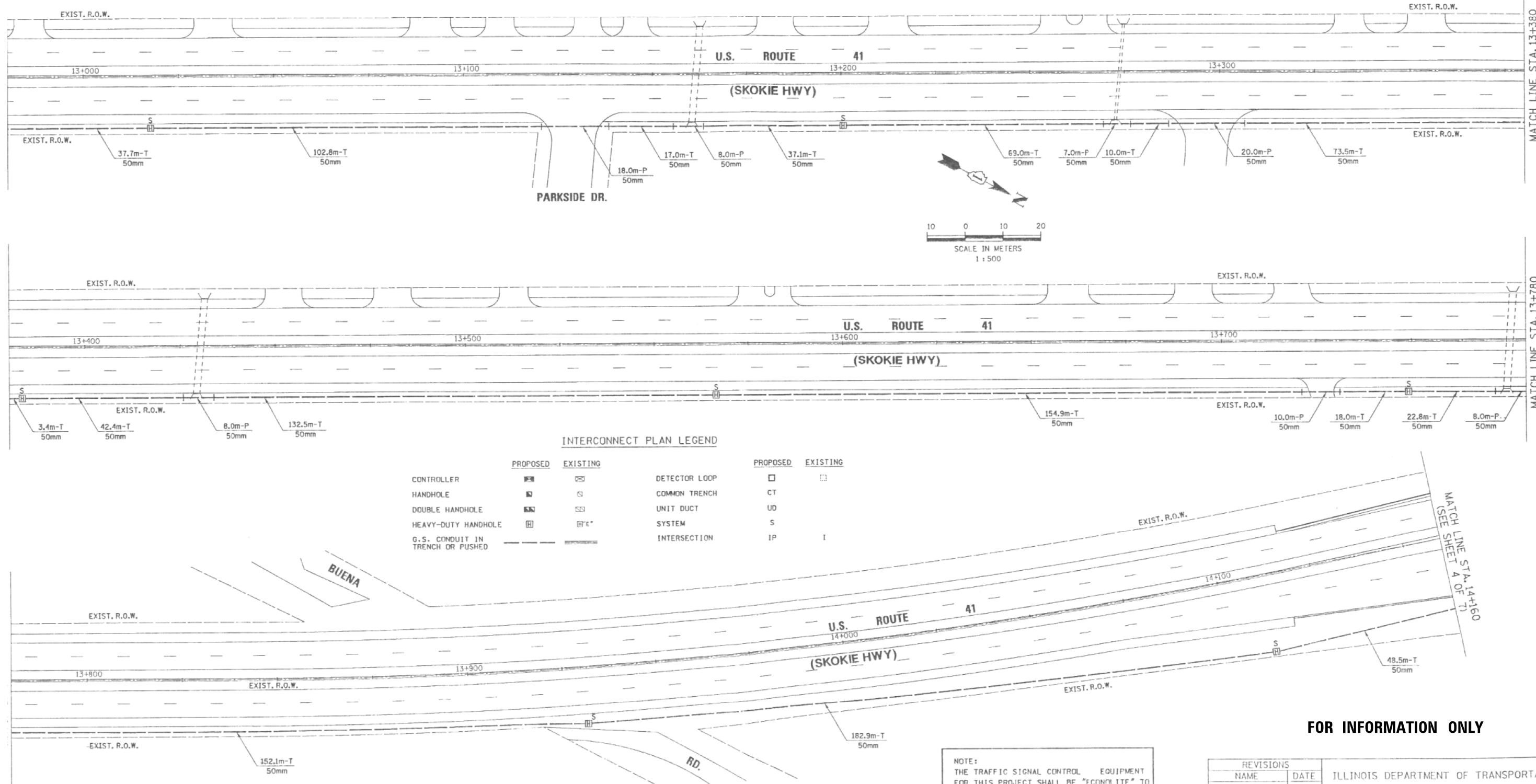
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 41 CULVERT REPAIR
BOX CULVERT REPAIR DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	COOK	62	40
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	(21 & 21S) RS-3	LAKE		
STA. 12+980 TO STA. 14+160				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
D-91-273-96				



INTERCONNECT PLAN LEGEND

	PROPOSED	EXISTING		PROPOSED	EXISTING
CONTROLLER	[Symbol]	[Symbol]	DETECTOR LOOP	[Symbol]	[Symbol]
HANDHOLE	[Symbol]	[Symbol]	COMMON TRENCH	[Symbol]	[Symbol]
DOUBLE HANDHOLE	[Symbol]	[Symbol]	UNIT DUCT	[Symbol]	[Symbol]
HEAVY-DUTY HANDHOLE	[Symbol]	[Symbol]	SYSTEM	[Symbol]	[Symbol]
G.S. CONDUIT IN TRENCH OR PUSHED	[Symbol]	[Symbol]	INTERSECTION	[Symbol]	[Symbol]

NOTE:
THE TRAFFIC SIGNAL CONTROL EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

CHRISTOPHER B. BURKE ENGINEERING LTD.
9575 West Higgins Road, Suite 600
Rosemont, Illinois 60018
(847) 823-0500

REVISIONS	
NAME	DATE

FOR INFORMATION ONLY

ILLINOIS DEPARTMENT OF TRANSPORTATION
INTERCONNECT PLAN
U.S. ROUTE 41
FROM PARK AVE. WEST TO ILL. ROUTE 60
SHEET 3 OF 7

SCALE 1:500
DATE 3-22-2009
DRAWN BY FFB/FCP
CHECKED BY ABR/GUZ

FILE NAME = Q:\Engineering\Live\Projects\13028 IDOT DUR\Work D-der\2 - 62F48\CA00\CA00 Sheets\Civil\0162F48-sht-Inter-connect.dgn



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	DATE - 10/05/2018	REVISED -

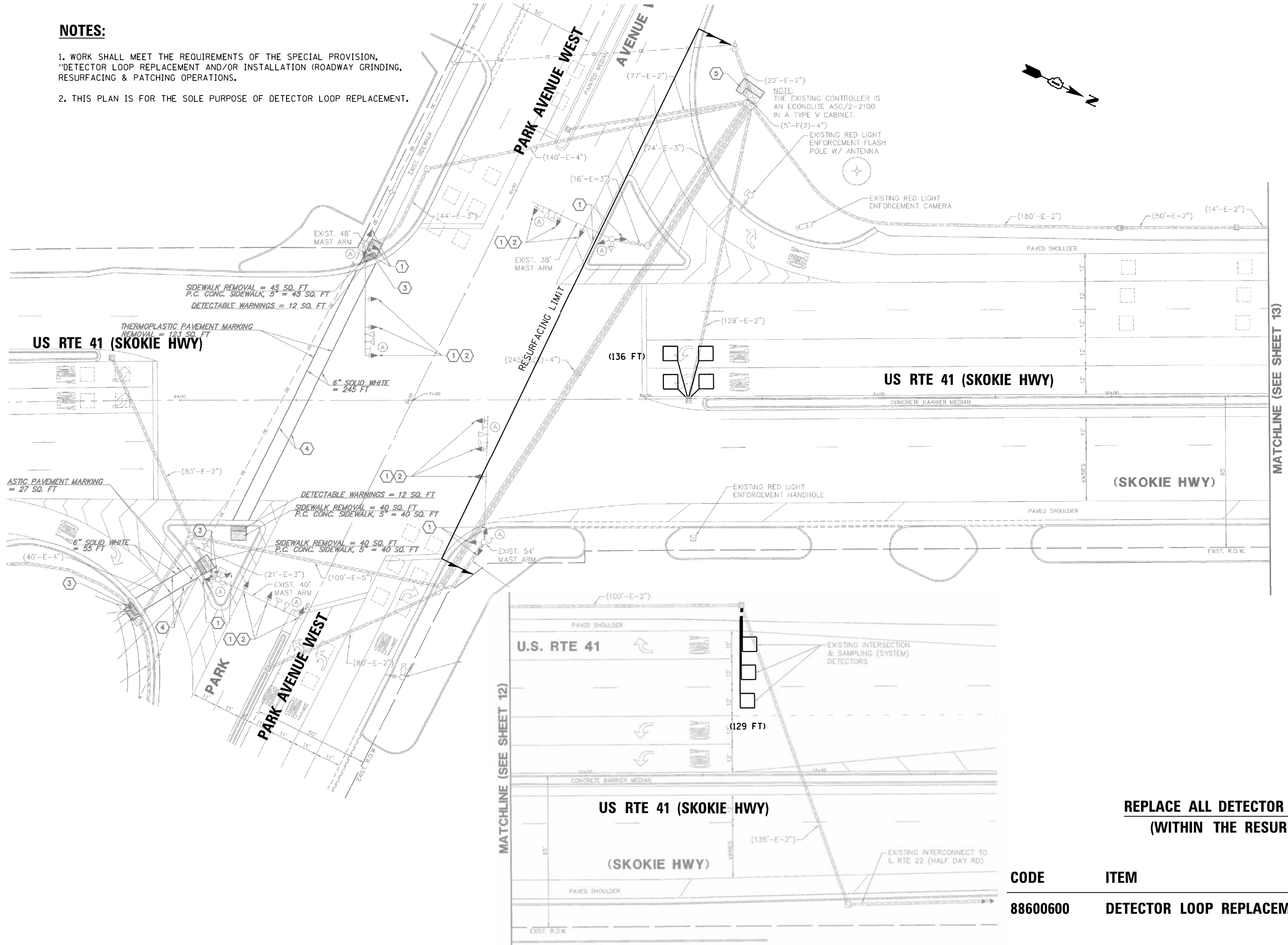
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERCONNECT PLAN - FOR INFORMATION ONLY			
US ROUTE 41 (SKOKIE HIGHWAY)			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	41
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	265	FOOT

FILE NAME = TS 6590 - US RTE 41 AT PARK AVENUE WEST.dgn	USER NAME = vargeso	DESIGNED - AV	REVISED -
		DRAWN - AV	REVISED -
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	PLOT DATE = 5/31/2018	DATE - 05/31/2018	REVISED -

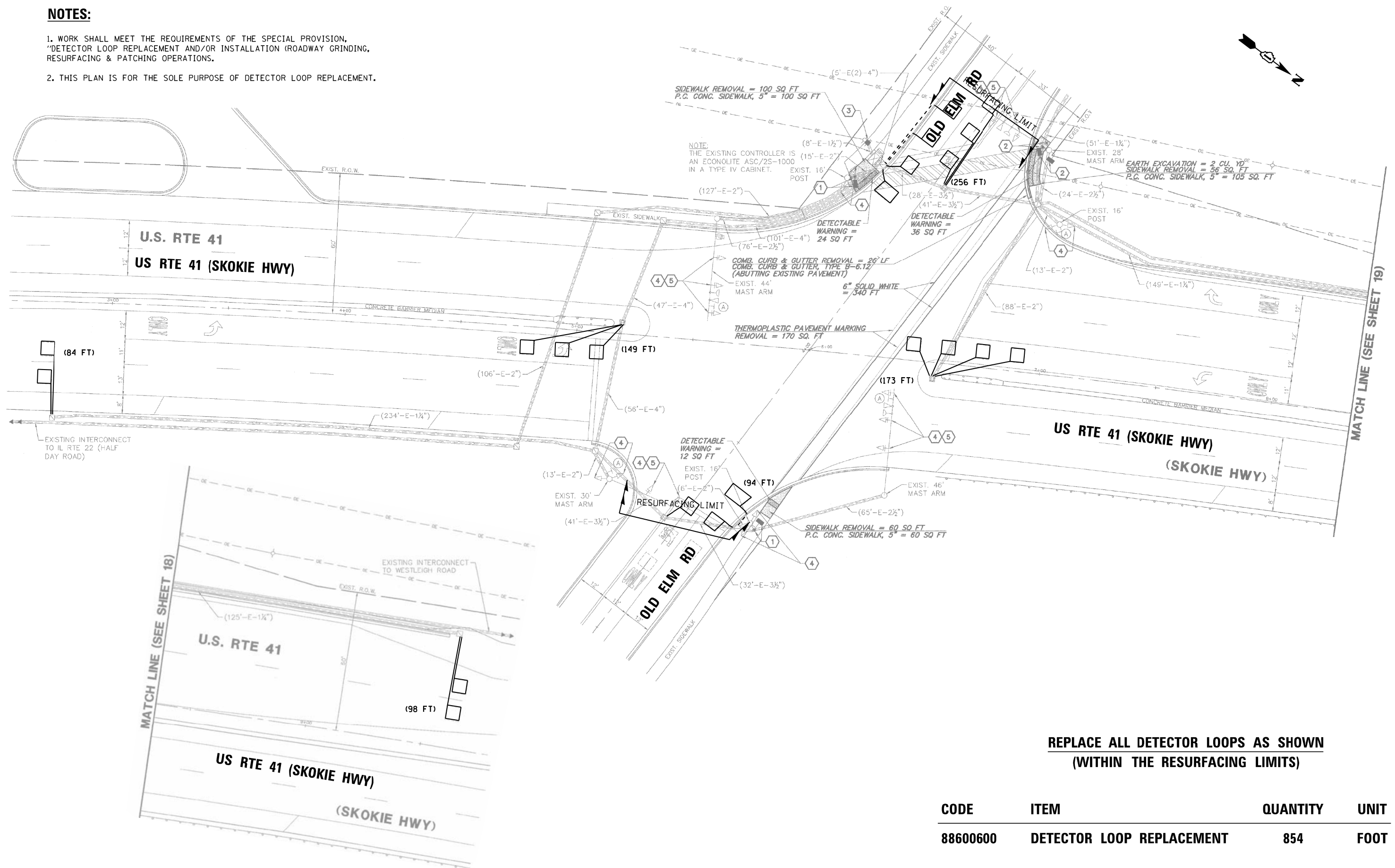
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETECTOR LOOP REPLACEMENT PLAN			
US RTE 41 (SKOKIE HWY) AT PARK AVENUE WEST			
SCALE: NONE	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE. 346	SECTION 2017-032RS	COUNTY LAKE	TOTAL SHEETS 62	SHEET NO. 42
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	854	FOOT

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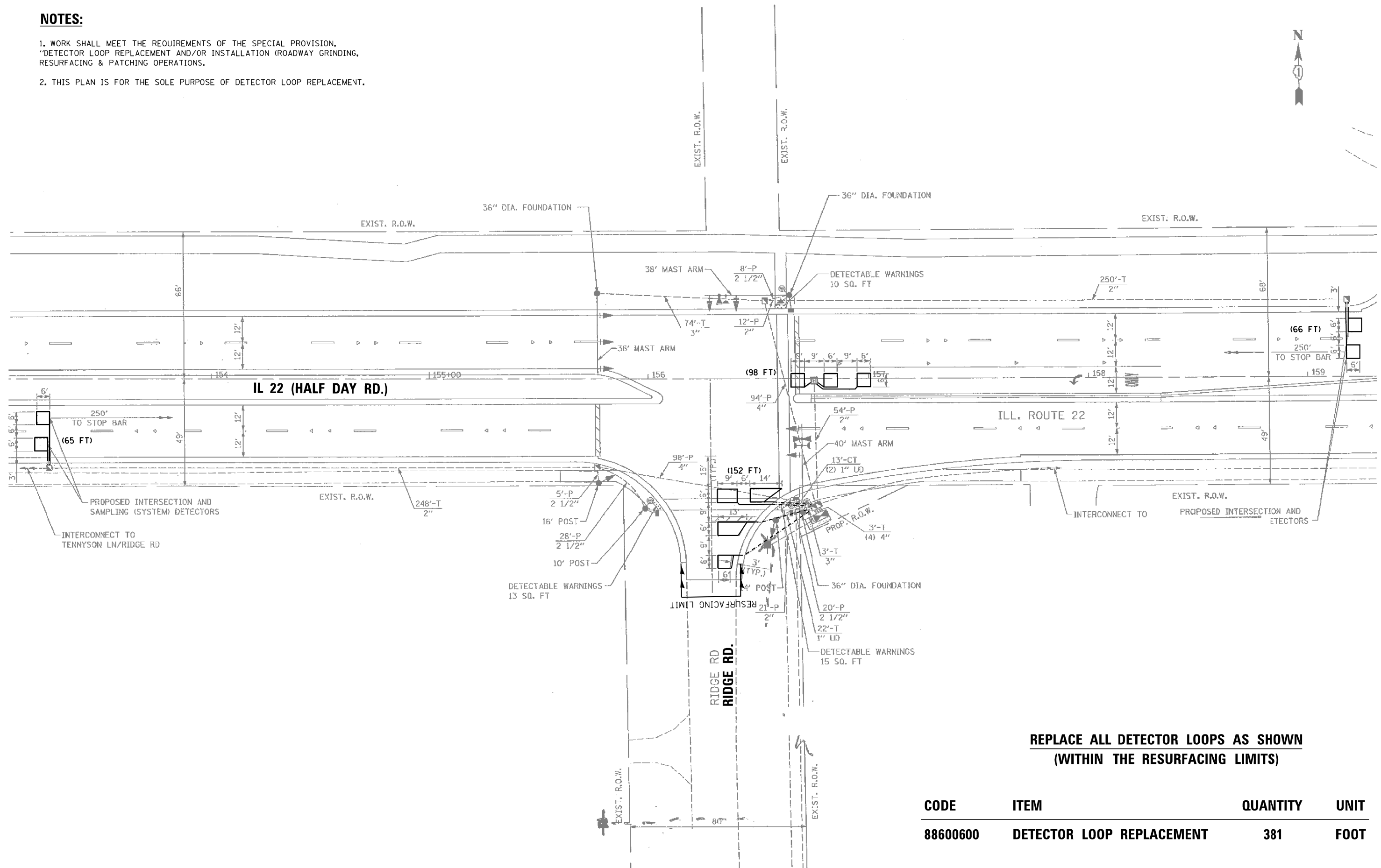
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETECTOR LOOP REPLACEMENT PLAN			
US RTE 41 (SKOKIE HWY) AT OLD ELM RD			
SCALE: NONE	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	44
CONTRACT NO. 62F48				
ILLINOIS FED. AID PROJECT				

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



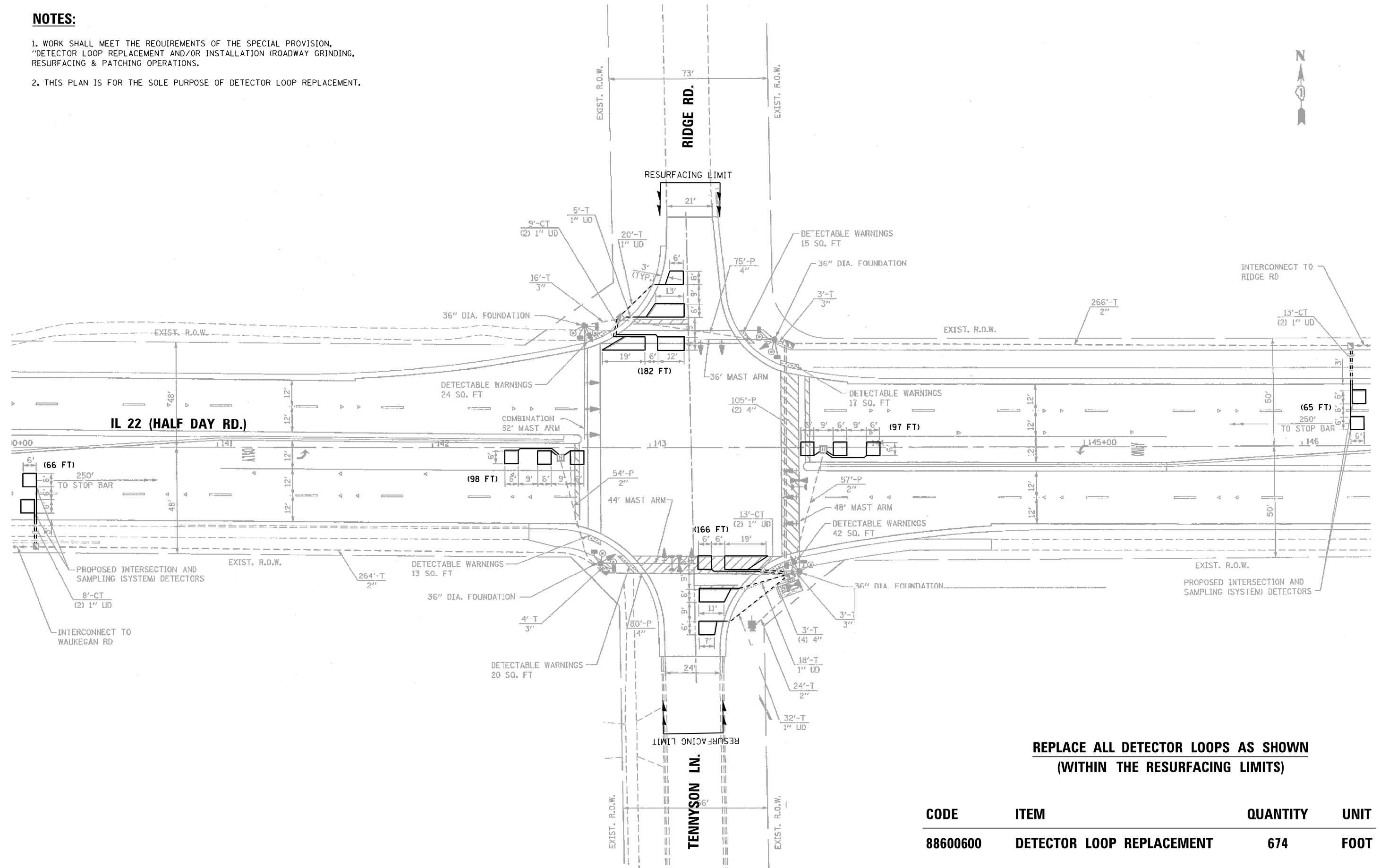
**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	381	FOOT

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PLOT SCALE = 40.0070 / in.	CHECKED - LP	REVISIED -	REVISIED -			CONTRACT NO. 62F48					
PLOT DATE = 9/18/2018	DATE - 09/18/2018	REVISIED -	REVISIED -			ILLINOIS FED. AID PROJECT					
Default						SCALE: NONE	SHEET	OF	SHEETS	STA.	TO

NOTES:

1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.

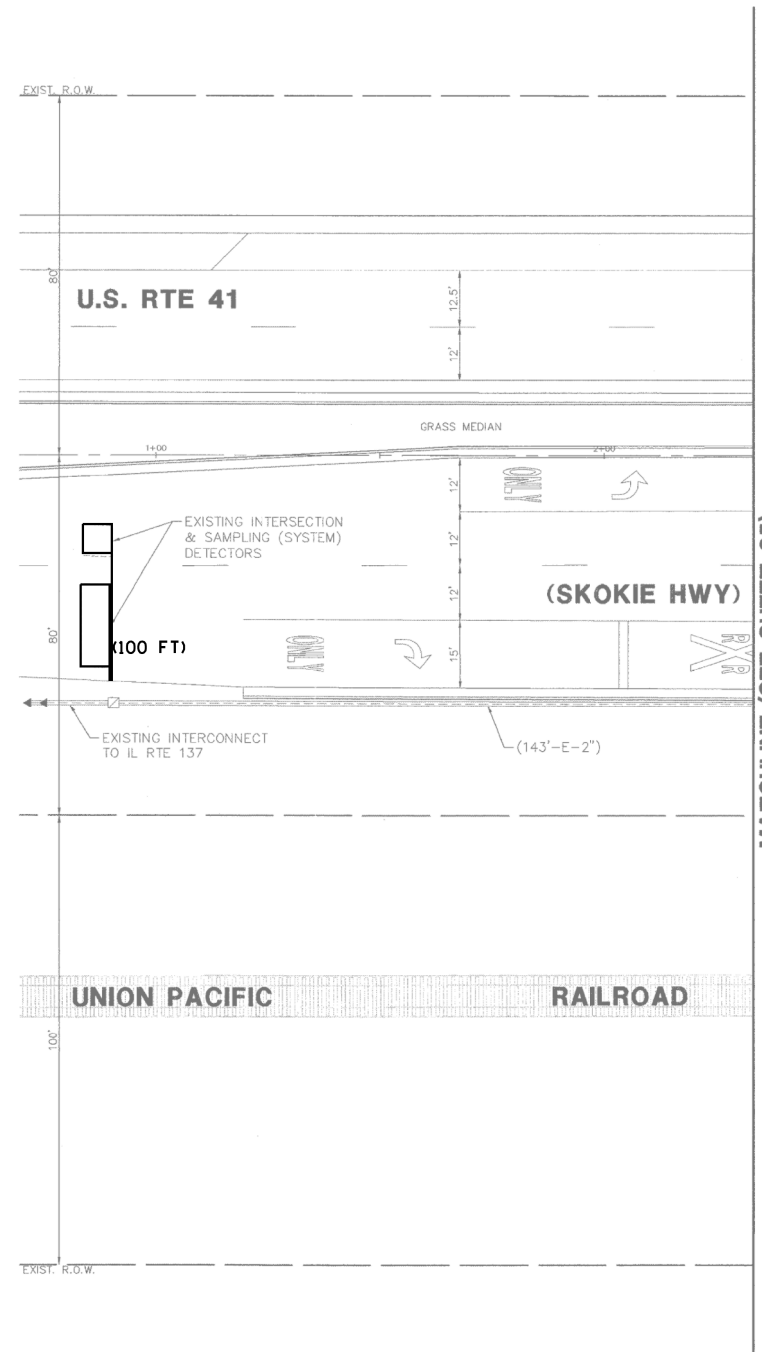
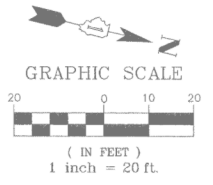


**REPLACE ALL DETECTOR LOOPS AS SHOWN
(WITHIN THE RESURFACING LIMITS)**

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	674	FOOT

NOTES:

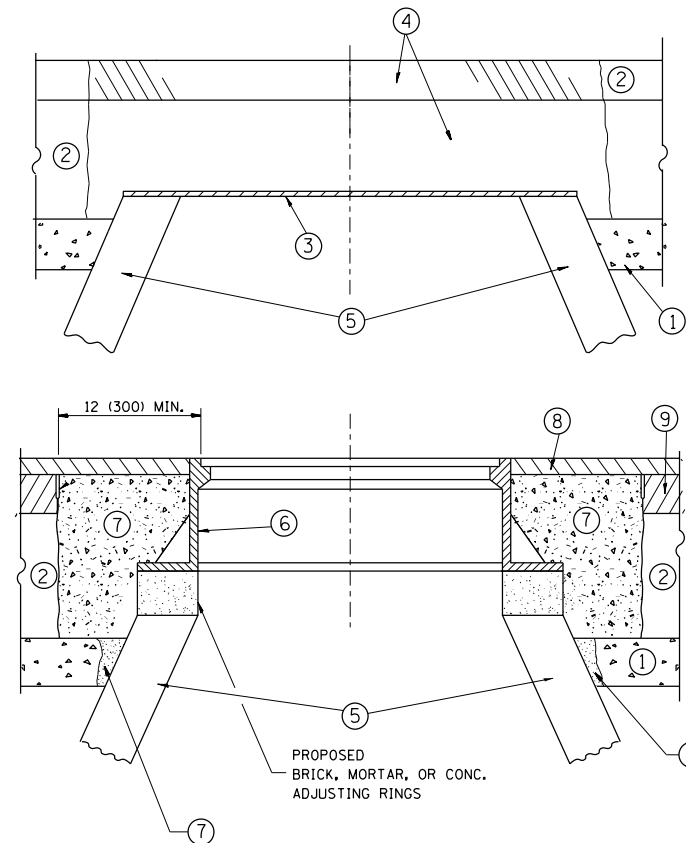
1. WORK SHALL MEET THE REQUIREMENTS OF THE SPECIAL PROVISION, "DETECTOR LOOP REPLACEMENT AND/OR INSTALLATION (ROADWAY GRINDING, RESURFACING & PATCHING OPERATIONS).
2. THIS PLAN IS FOR THE SOLE PURPOSE OF DETECTOR LOOP REPLACEMENT.



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

CODE	ITEM	QUANTITY	UNIT
88600600	DETECTOR LOOP REPLACEMENT	100	FOOT

FILE NAME =	USER NAME = vargese	DESIGNED - AV	REVISED - _____	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETECTOR LOOP REPLACEMENT PLAN US RTE 41 (SKOKIE HWY) AT IL 22 (HALF DAY RD)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
TS 6540 - US RTE 41 AT IL 22 (HALF DAY	RDI_07102017.dgn	DRAWN - AV	REVISED - _____			346	2017-032RS	LAKE	62	49	
Default	PLOT SCALE = 39.9985' / in.	CHECKED - LP	REVISED - _____			CONTRACT NO. 62F48					
	PLOT DATE = 9/18/2018	DATE - 09/18/2018	REVISED - _____			ILLINOIS FED. AID PROJECT					



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 A MINIMUM 1/2 (40) THICK HMA SURFACE MIX APPROVED BY THE ENGINEER.

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

LOCATION OF STRUCTURES:

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

BASIS OF PAYMENT:

REMOVING FRAMES AND LIDS ON DRAINAGE AND UTILITY STRUCTURES IN THE PAVEMENT PRIOR TO MILLING, AND ADJUSTING TO FINAL GRADE PRIOR TO PLACING THE SURFACE COURSE, WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "FRAMES AND LIDS TO BE ADJUSTED (SPECIAL)."

THIS WORK WILL NOT BE PAID FOR WHEN DRAINAGE AND UTILITY STRUCTURES ARE SPECIFIED FOR PAYMENT AS STRUCTURE RECONSTRUCTION.

NEW FRAMES AND LIDS, WHEN SPECIFIED, WILL BE PAID FOR SEPARATELY.

NOTES:

EXISTING BROKEN FRAMES AND LIDS SHALL BE REMOVED AND DISPOSED OF BY THE CONTRACTOR AND SHALL BE REPLACED AS DIRECTED BY THE ENGINEER. REPLACEMENT FRAMES AND LIDS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS UNLESS A SEPARATE PAY ITEM HAS BEEN PROVIDED.

IF THE EXISTING LIDS ARE OPEN, THE FRAME WILL BE ADJUSTED TO THE ELEVATION OF THE MILLED PAVEMENT SURFACE PRIOR TO THE MILLING OPERATION. THE FRAME WILL NOT BE REMOVED AND COVERED BY THE METAL PLATE.

CITY OF CHICAGO CASTINGS ARE THE PROPERTY OF THE CITY AND THE CONTRACTOR SHALL NOTIFY THE CITY FOR REMOVAL AND DISPOSITION OF THE CASTINGS.

THE METAL PLATE USED TO COVER THE STRUCTURE SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

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.

DETAILS FOR FRAMES AND LIDS ADJUSTMENT WITH MILLING

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN

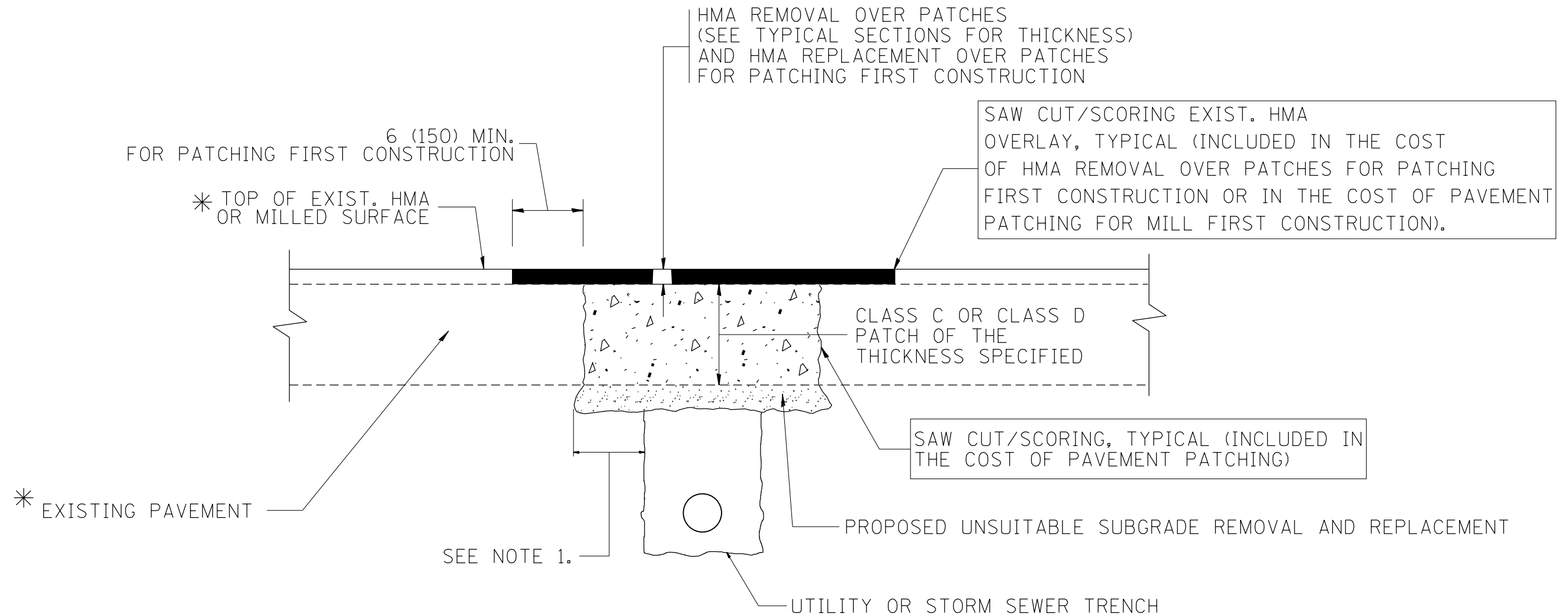
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	PLOT DATE = 10/19/2018	DATE - 10-25-94	REVISED - R. BORO 12-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	50
BD600-03 (BD-8)		CONTRACT NO. 62F48		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



* SEE TYPICAL SECTIONS FOR THICKNESS AND MATERIALS

NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 12 (300) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR METHOD OF MEASUREMENT AND BASIS OF PAYMENT, SEE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

SEQUENCE OF CONSTRUCTION (PATCHING FIRST)

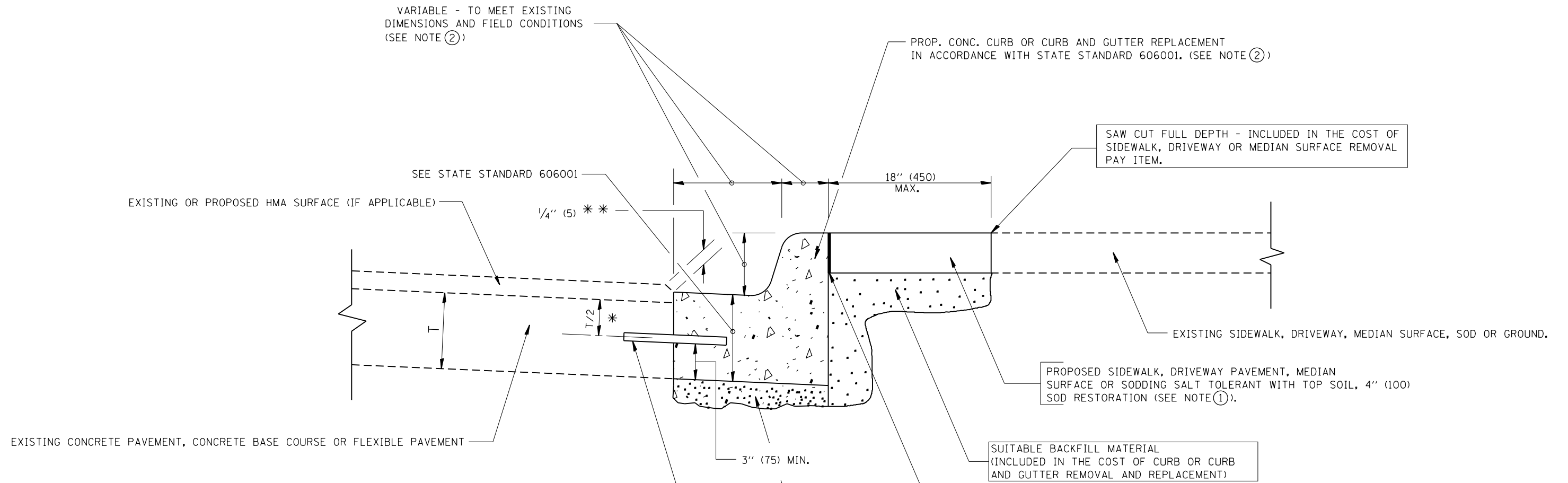
1. REMOVE THE EXISTING HMA MATERIAL OVER THE AREA TO BE PATCHED.
2. REMOVE AND REPLACE WITH CLASS C OR D PATCH.
3. REPLACE HMA MATERIAL OVER THE AREA TO BE PATCHED.

SEQUENCE OF CONSTRUCTION (MILLING FIRST)

1. MILL HMA FIRST IF THERE IS AT LEAST 4 1/2 INCHES OR MORE OF HMA MATERIAL ON TOP OF THE EXISTING PAVEMENT OR IF THE PAVEMENT IS FULL DEPTH HMA. A MINIMUM OF 2 INCHES OF HMA MATERIAL SHALL BE IN PLACE AFTER MILLING.
2. REMOVE AND REPLACE WITH FULL DEPTH CLASS D PATCHES TO TOP OF MILLED SURFACE.

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

FILE NAME =	USER NAME = khans	DESIGNED - R. SHAH	REVISED - A. ABBAS 04-27-98	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01\BRAW\Design\DistStd.dgn	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - R. BORO 01-01-07					346	2017-032RS	LAKE	62	51
	PLOT DATE = 10/19/2018	DATE - 10-25-94	REVISED - R. BORO 09-04-07		BD400-04 (BD-22)			CONTRACT NO. 62F48				
			REVISED - K. ENG 10-27-08		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



- * 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.
- * * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.
- NOTE: ① SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.
- SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY.
- ② FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED
- ③ CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.
- ④ FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.
- ⑤ LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑥ THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.
- ⑦ THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.
- ⑧ THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

UNSUITABLE SUB-BASE MATERIAL TO BE REMOVED, IF DIRECTED BY THE ENGINEER, SHALL BE REPLACED WITH EITHER SUB-BASE GRANULAR MATERIAL, TYPE B OR ADDITIONAL THICKNESS OF CONCRETE.

REMOVAL AND REPLACEMENT 4" (100) OR LESS IS INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

REMOVAL AND REPLACEMENT IN EXCESS OF 4" (100) WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

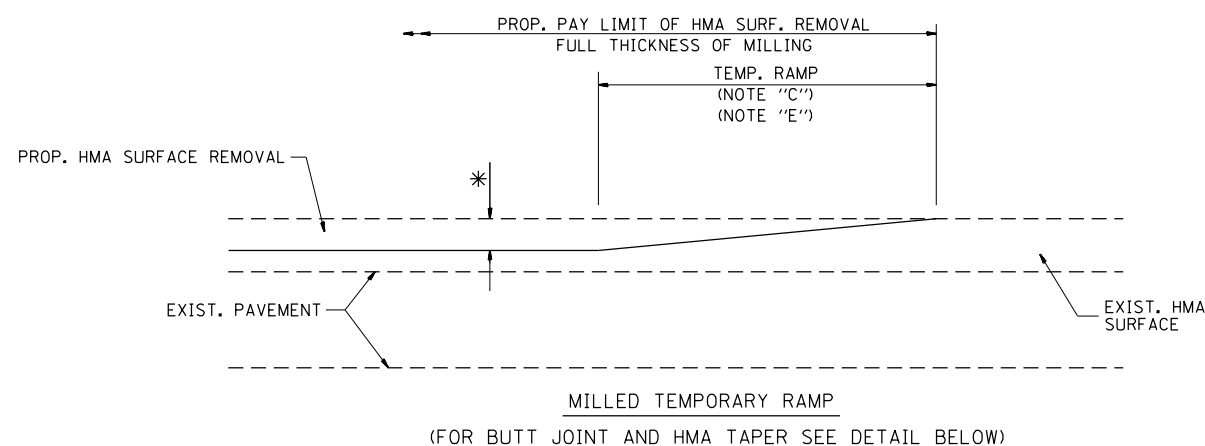
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

BASIS OF PAYMENT:
 THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT (METER) FOR "CURB REMOVAL AND REPLACEMENT" OR "COMBINATION CONCRETE CURB AND GUTTER REMOVAL AND REPLACEMENT".

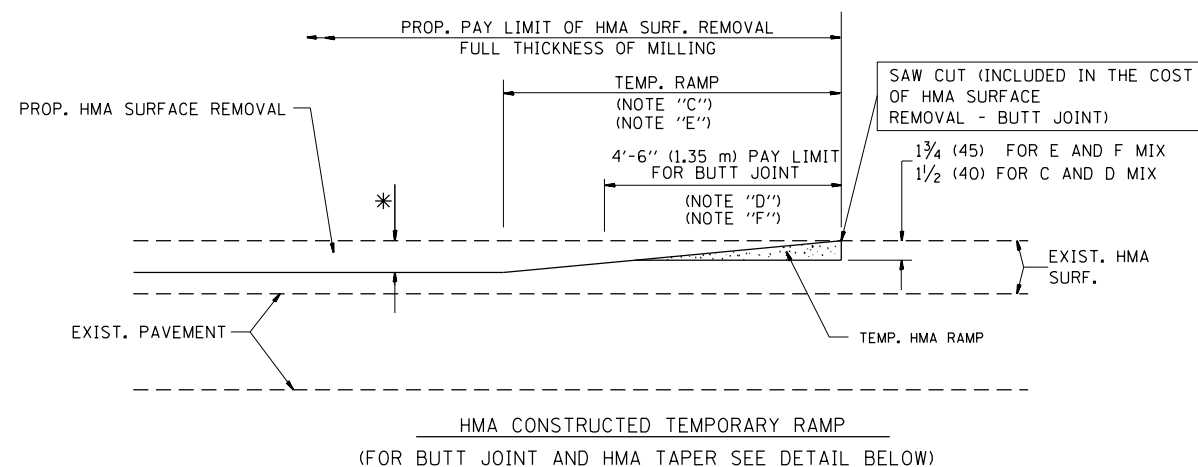
CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME =	USER NAME = khans	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT			F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\11084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01\BRAW\Design\DistStd.dgn	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - A. ABBAS 03-21-97					346	2017-032RS	LAKE	62	52
PLOT DATE = 10/19/2018	DATE - 03-11-94	REVISED - M. GOMEZ 01-22-01	REVISED - R. BORO 12-15-09		BD600-06 (BD-24)			CONTRACT NO. 62F48				
					SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

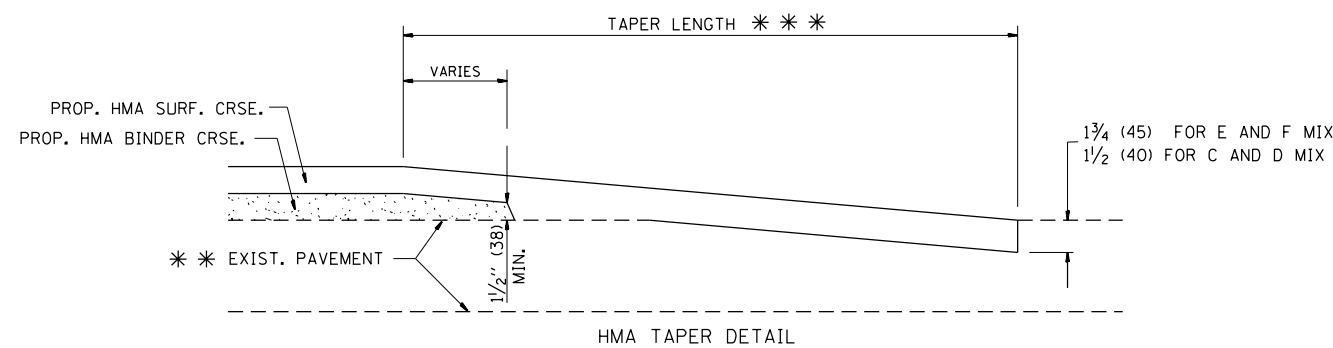
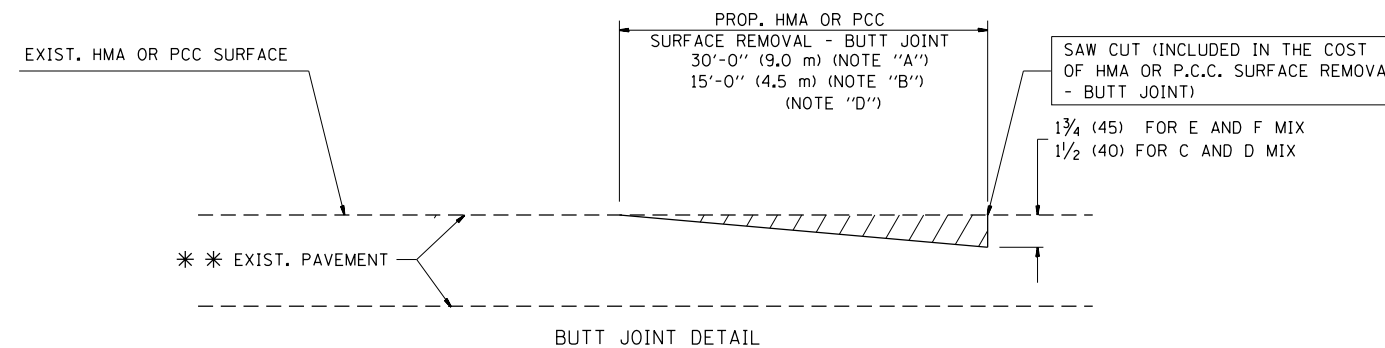


OPTION 1



OPTION 2

TYPICAL TEMPORARY RAMP



TYPICAL BUTT JOINT AND HMA TAPER FOR RESURFACING ONLY

* * PC CONCRETE, HMA OR HMA RESURFACED PAVEMENT.

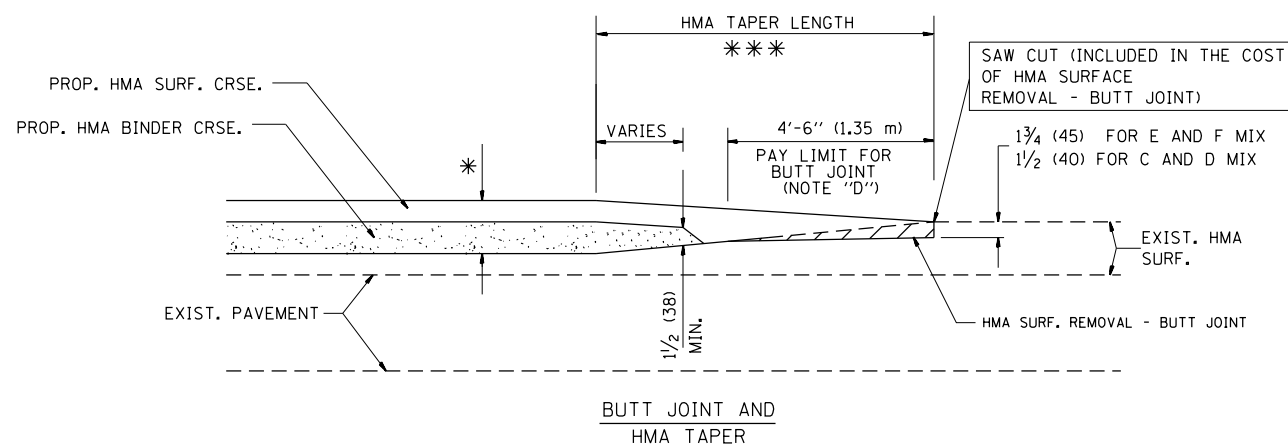
NOTES

- A: MAINLINE ROADWAYS AND MAJOR SIDE ROADS.
 - 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'-0" (900 mm) PER 1 INCH (25 mm) OF MILLING THICKNESS.
 - F: INSTALLATION AND REMOVAL OF THE 4'-6" (1.35 m) TEMP. RAMP IS INCLUDED IN COST OF HMA SURFACE REMOVAL - BUTT JOINT
 - G: SEE ARTICLE 406.08 AND 406.14 OF THE STANDARD SPECIFICATIONS FOR "HMA AND/OR PCC SURFACE REMOVAL, BUTT JOINT".
- * SEE TYPICAL SECTIONS FOR MILLING THICKNESS.
- * * * 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:

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".

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



TYPICAL BUTT JOINT AND HMA TAPER FOR MILLING AND RESURFACING

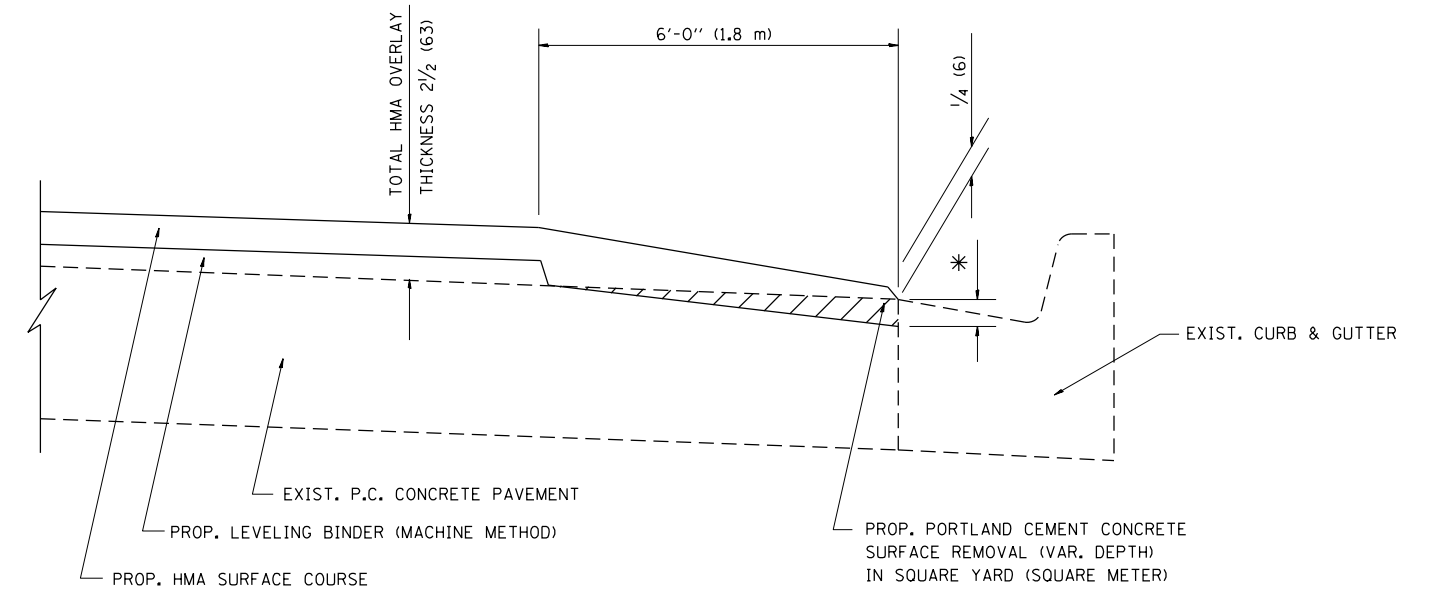
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p:\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01\BRAW\Notes\Design\DistStd.dgn			REVISED - A. ABBAS 03-21-97
	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - M. GOMEZ 04-06-01
	PLOT DATE = 10/19/2018	DATE - 06-13-90	REVISED - R. BORO 01-01-07

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BUTT JOINT AND
HMA TAPER DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	53
BD400-05 BD32		CONTRACT NO. 62F48		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

HMA SURFACE	THICKNESS	LEVELING BINDER THICKNESS	* MILLING AT GUTTER FLAG
C OR D	1 1/2 (38)	1 (25)	1/4 (33)
E	1 3/4 (44)	3/4 (19)	1/2 (38)

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

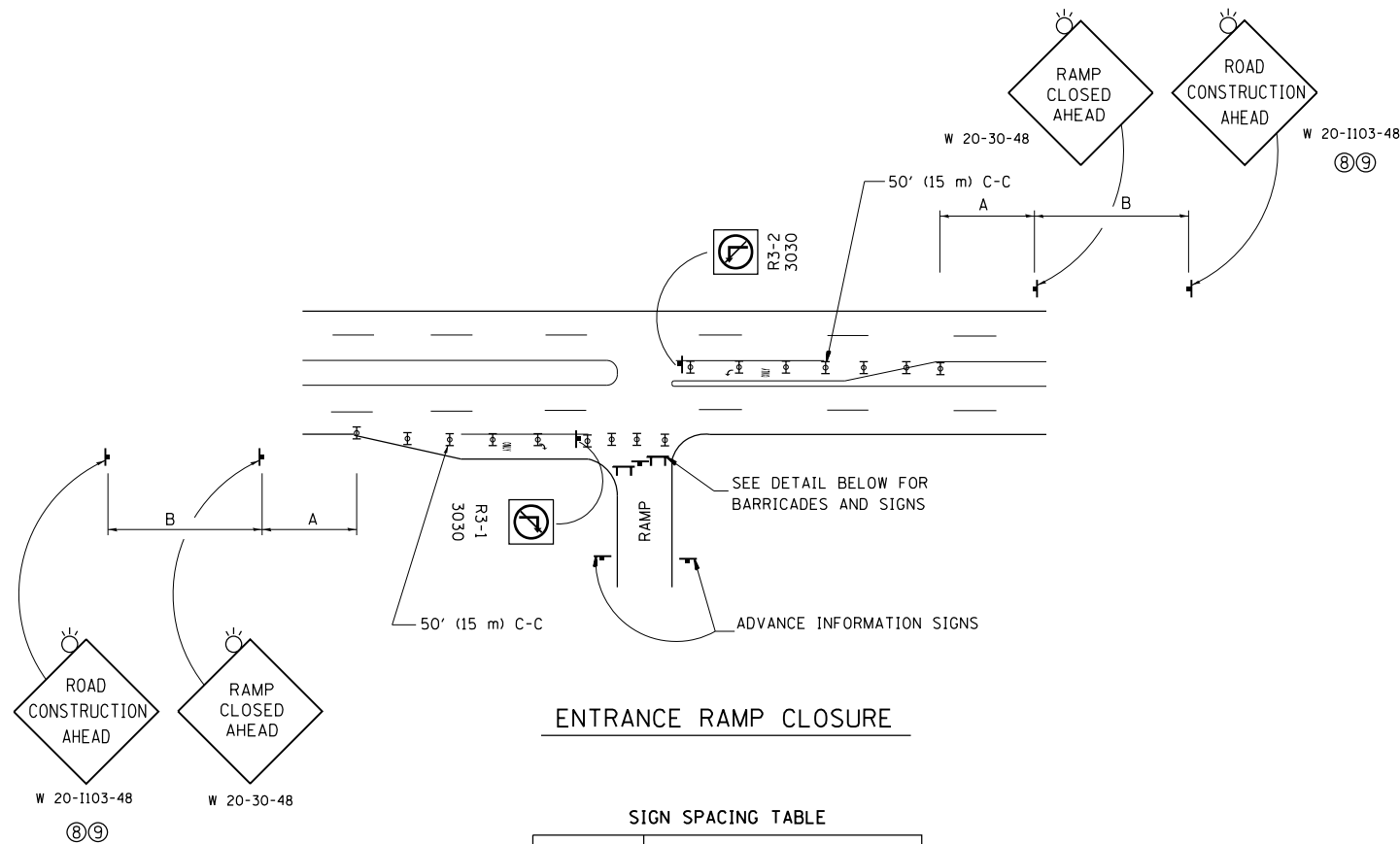
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED - A. ABBAS	REVISED - R. BORO 01-01-07
	PLOT DATE = 11/29/2018	DATE - 09-10-94	REVISED - JP CHANG 07-08-16

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA TAPER AT
EDGE OF P.C.C. PAVEMENT

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	53A
BD400-06 (BD33)		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

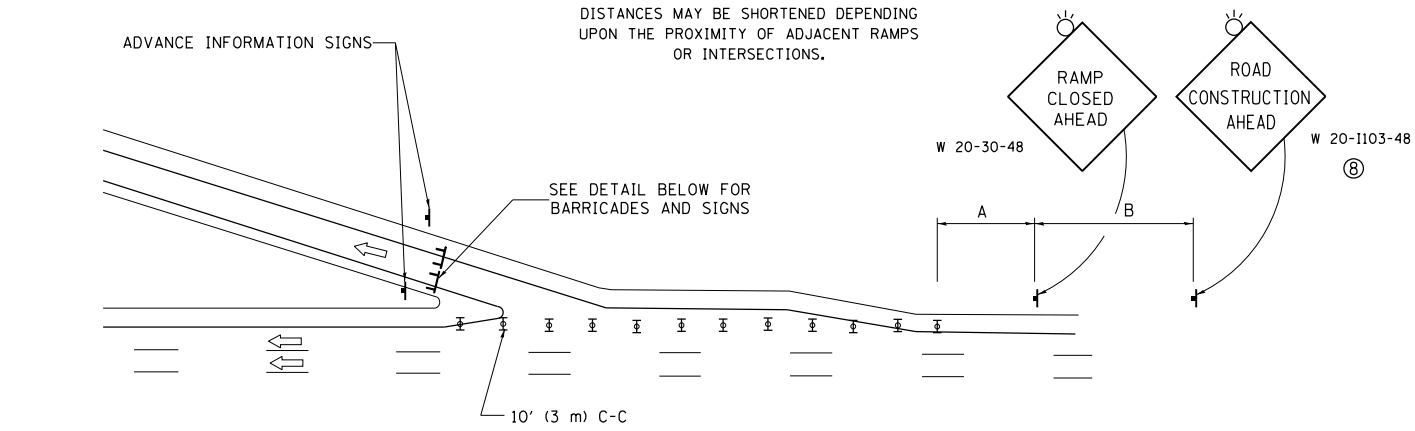


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

FACILITY	DISTANCE BETWEEN SIGNS	
	A	B
EXPRESSWAY >24 HOURS	1000' (300 m)	1500' (450 m)
EXPRESSWAY <24 HOURS	500' (150 m)	500' (150 m)
ARTERIAL 55 MPH	500' (150 m)	500' (150 m)
ARTERIAL 50-45 MPH	350' (100 m)	350' (100 m)
ARTERIAL <45 MPH	200' (60 m)	200' (60 m)

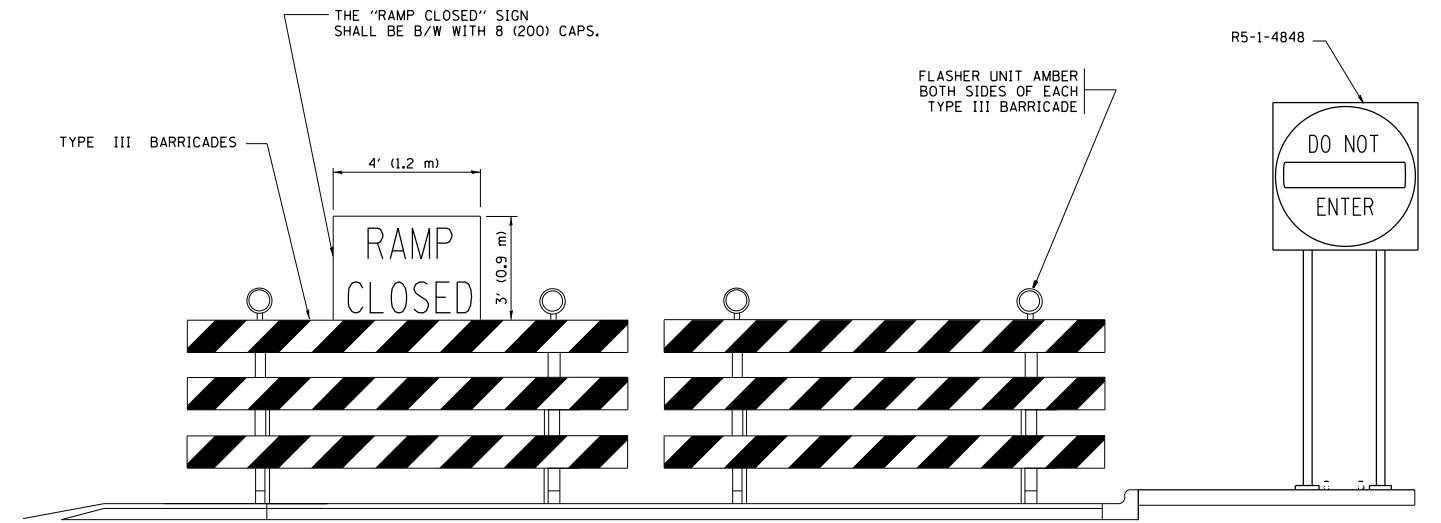
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

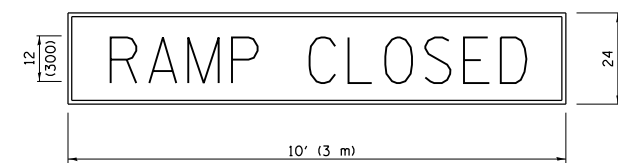
SYMBOLS

- ⊥ TYPE II BARRICADE OR DRUM
- ⊥ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

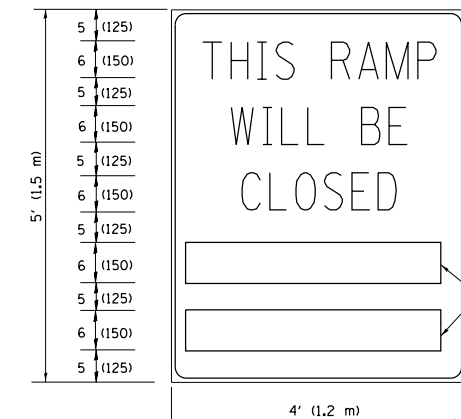
RAMP CLOSURE ADVANCE WARNING SIGN



BLACK LEGEND ON ORANGE BACKGROUND MOUNTED DIAGONALLY
E MOD FONT
1 (25) BORDER

THESE SIGNS ARE REQUIRED ON ALL THE EXIT GUIDE SIGNS FOR EXIT RAMPS THAT WILL BE CLOSED FOR MORE THAN FOUR (4) CONSECUTIVE DAYS.

RAMP CLOSURE ADVANCE INFORMATION SIGN



BLACK LEGEND ON WHITE BACKGROUND
1/2 (12) BORDER
E MOD FONT

THESE BLANK AREAS SHALL BE FILLED WITH THE DATES AND THE TIME THAT THE RAMP WILL BE CLOSED.

THESE SIGNS ARE REQUIRED ON BOTH SIDES OF THE RAMP, MINIMUM OF 1 WEEK IN ADVANCE OF THE CLOSURE.

THESE SIGNS SHALL BE FABRICATED AND PAID FOR ACCORDING TO THE TEMPORARY INFORMATION SIGNING SPECIAL PROVISION

GENERAL NOTES:

- 1 CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
- 2 VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
- 3 A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEDED BY A W20-7 FLAGGER WARNING SIGN.
- 4 ALL ROUTE MARKERS AND TRAILBLAZER ASSEMBLIES WHICH DIRECT MOTORISTS TO A CLOSED ENTRANCE RAMP SHALL BE COVERED WHEN THE RAMP IS CLOSED FOR MORE THAN FOUR (4) DAYS.
- 5 THE SIGNING AND BARRICADING WHICH IS REQUIRED BY THIS DETAIL SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS).
- 6 AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL RAMP CLOSURES.
- 7 THE RAMP CLOSURE ADVANCE INFORMATION SIGNS SHALL BE ERECTED IF THE CLOSURE TIME EXCEEDS TWENTY-FOUR (24) HOURS. ADDITIONAL ADVANCE WARNING SIGNS ON EXIT GUIDE SIGNING WILL BE REQUIRED FOR EXIT RAMP CLOSURES THAT EXCEED FOUR (4) DAYS IN LENGTH.
- 8 ROAD CONSTRUCTION AHEAD SIGNS MAY BE OMITTED WHEN THIS DETAIL IS USED IN CONJUNCTION WITH OTHER TRAFFIC CONTROL THAT ALREADY INCLUDES A ROAD CONSTRUCTION AHEAD SIGN.
- 9 ARTERIAL ROAD CONSTRUCTION AHEAD SIGNS SHALL BE INSTALLED ON THE LEFT SIDE OF TRAFFIC IF THE MEDIAN IS MORE THAN 10 FT WIDE.

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

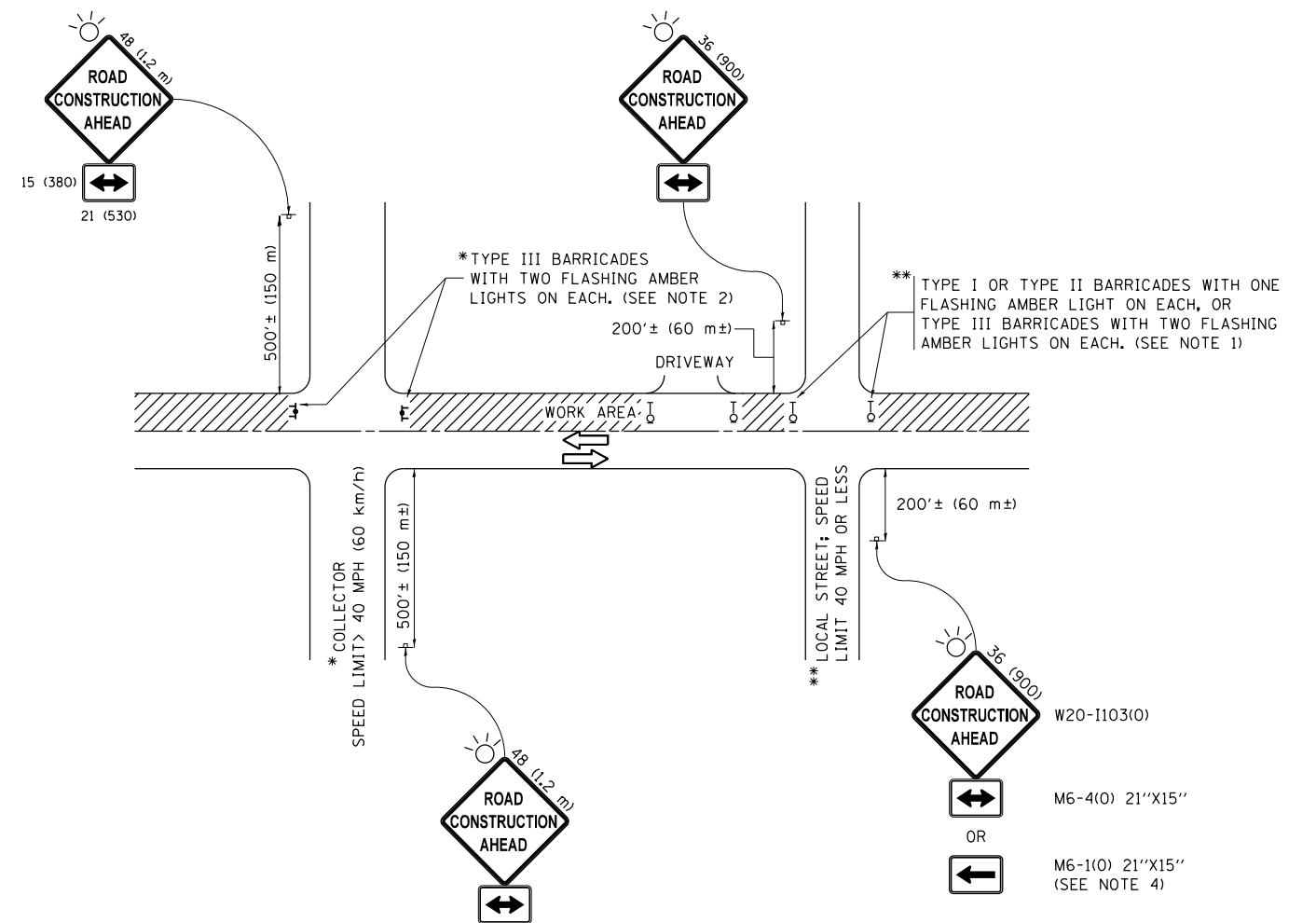
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Default	PLOT SCALE = 100.0000' / 1in.	DATE - 02-83	REVISED - M.D. 06-13
	PLOT DATE = 10/19/2018		REVISED - M.D. 01-18

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	54
TC-08		CONTRACT NO. 62F48		
ILLINOIS FED. AID PROJECT				



NOTES:

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

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

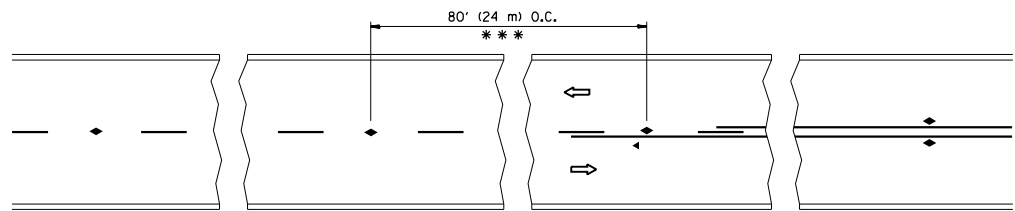
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - A. SCHUETZE 07-01-13
	PLOT DATE = 10/19/2018	DATE - 06-89	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

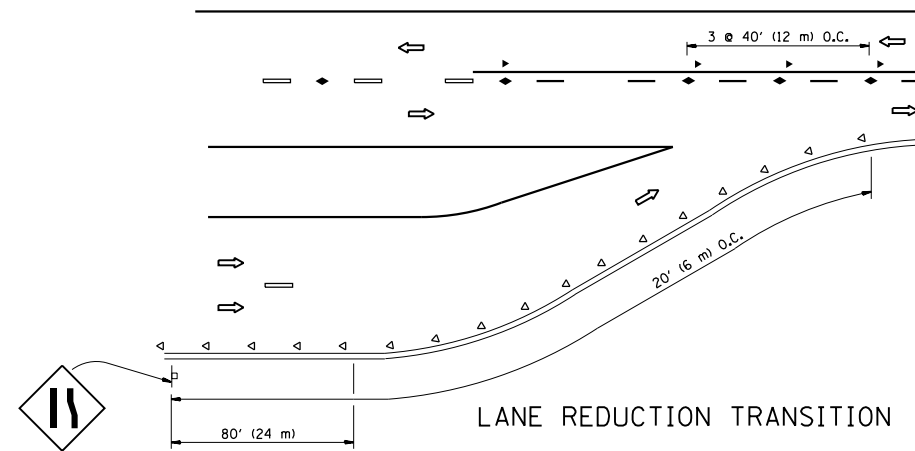
SCALE: NONE SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	55
TC-10			CONTRACT NO. 62F48	
ILLINOIS FED. AID PROJECT				

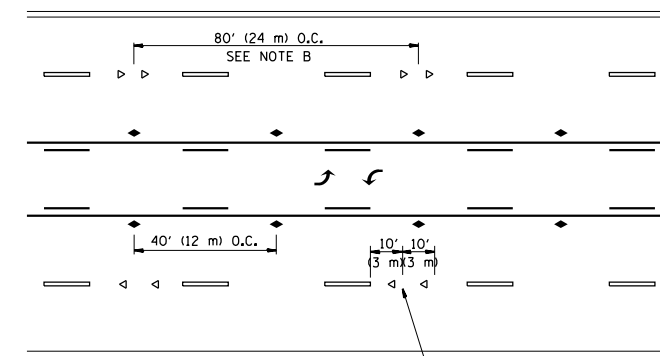


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

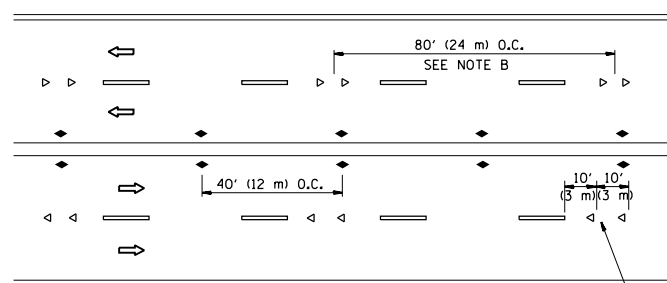
TWO-LANE/TWO-WAY



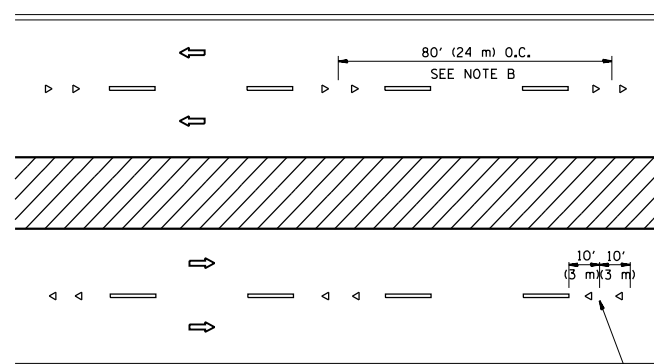
LANE REDUCTION TRANSITION



TWO-WAY LEFT TURN



MULTI-LANE/UNDIVIDED



MULTI-LANE/DIVIDED

GENERAL NOTES

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

SYMBOLS

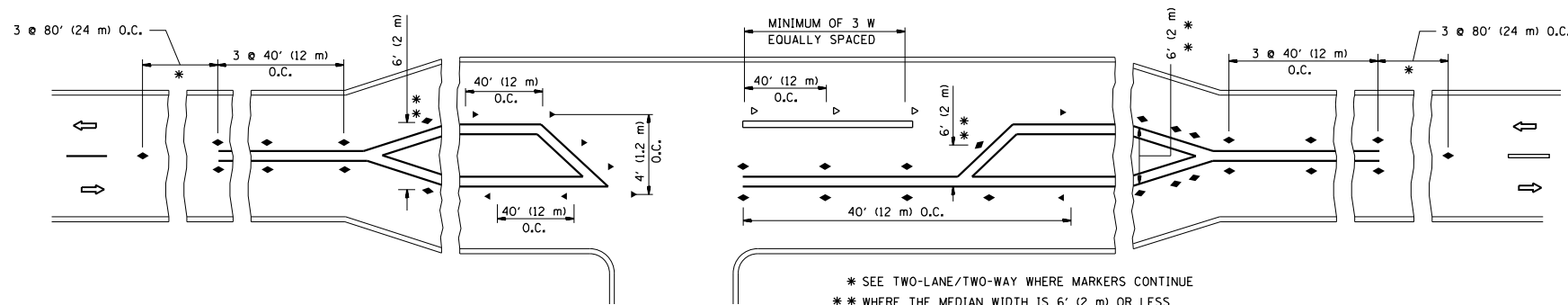
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

LANE MARKER NOTES

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

DESIGN NOTES

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



LEFT TURN

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

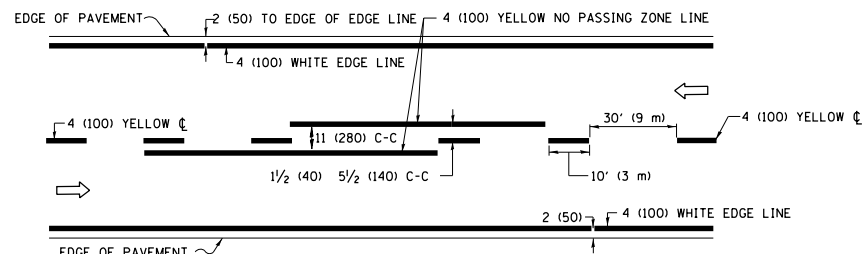
All dimensions are in inches (millimeters) unless otherwise shown.

FILE NAME =	USER NAME = khans	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
pw:\IL\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01\BRAW\Design\DistStd.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED - T. RAMMACHER 01-06-00
	PLOT DATE = 10/19/2018	DATE -	REVISED - C. JUCIUS 09-09-09

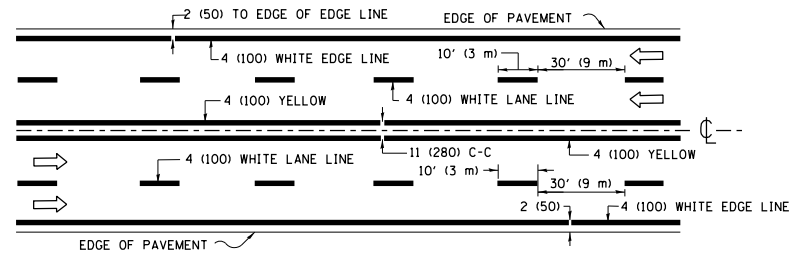
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATIONS			
RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

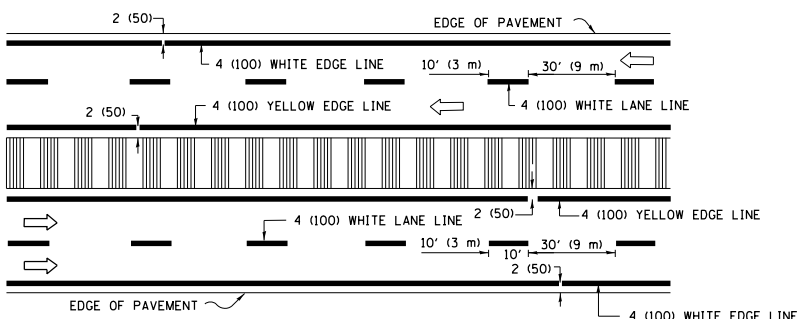
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	56
TC-11		CONTRACT NO. 62F48		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



2-LANE ROADWAY

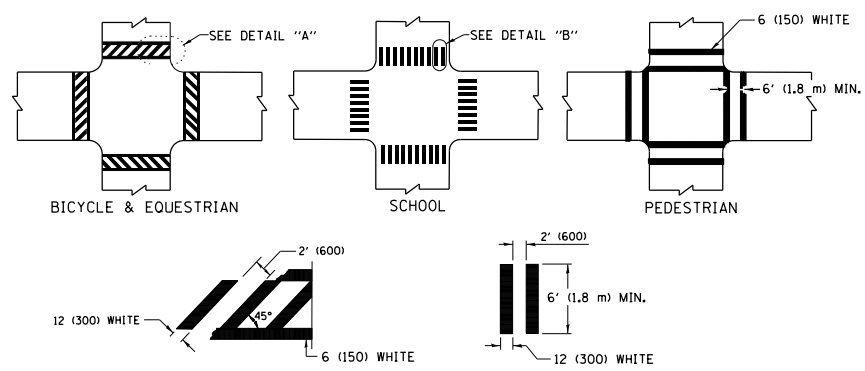


MULTI-LANE UNDIVIDED



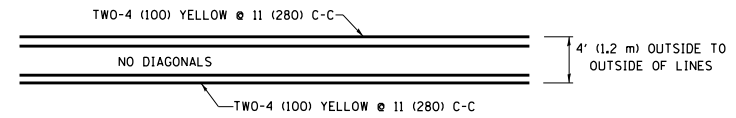
MULTI-LANE DIVIDED WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING

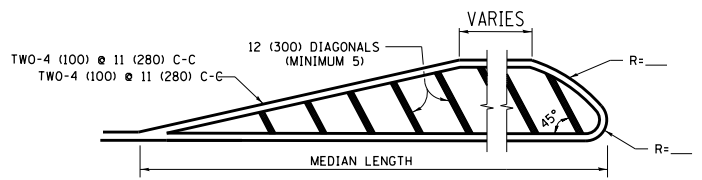


TYPICAL CROSSWALK MARKING

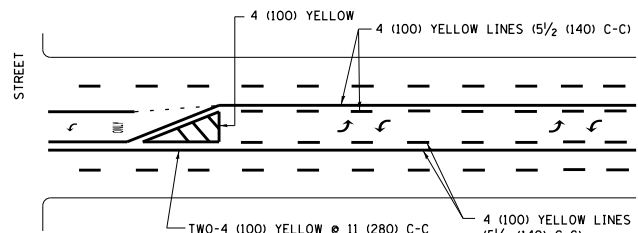
* MARKINGS SHALL BE INSTALLED PARALLEL TO THE CENTERLINE OF THE ROAD WHICH IT CROSSES



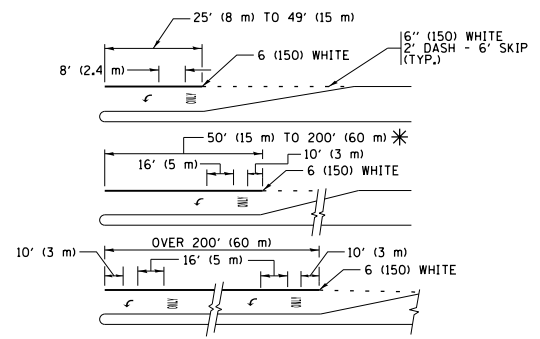
4' (1.2 m) WIDE MEDIANS ONLY



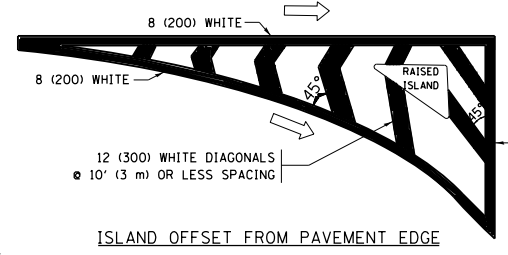
MEDIANS OVER 4' (1.2 m) WIDE



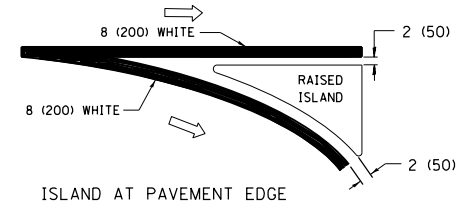
MEDIAN WITH TWO-WAY LEFT TURN LANE TYPICAL PAINTED MEDIAN MARKING



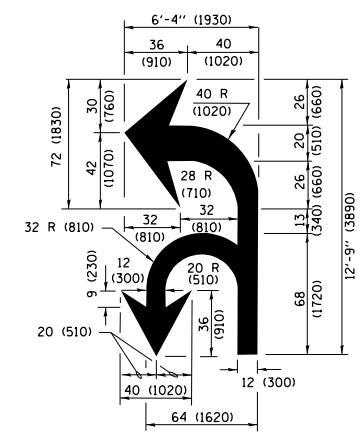
TYPICAL LEFT (OR RIGHT) TURN LANE TYPICAL TURN LANE MARKING



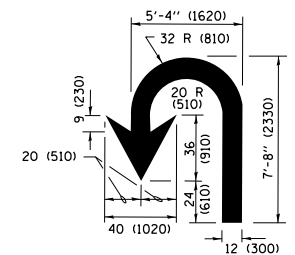
ISLAND OFFSET FROM PAVEMENT EDGE



ISLAND AT PAVEMENT EDGE TYPICAL ISLAND MARKING



COMBINATION LEFT AND U-TURN



U-TURN

LANE REDUCTION TRANSITION

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

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 @ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 @ 4 (100)	SOLID SOLID	YELLOW YELLOW	5 1/2 (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1.8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 @ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5 1/2 (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 @ 6 (150) 12 (300) @ 45° 12 (300) @ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1.8 m) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1.2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT, OTHERWISE, PLACE AT DESIRED STOPPING POINT, PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 @ 4 (100) WITH 12 (300) DIAGONALS @ 45° NO DIAGONALS USED FOR 4' (1.2 m) WIDE MEDIANS	SOLID	YELLOW; TWO WAY TRAFFIC WHITE; ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS @ 45°	SOLID	WHITE	DIAGONALS: 15' (4.5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3.6 SQ. FT. (0.33 m²) EACH "X"=54.0 SQ. FT. (5.0 m²)
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' (22.5 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.

FILE NAME =	USER NAME = khans	DESIGNED - EVERS	REVISED - C. JUCIUS 09-09-09
pw\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\0101\BROWN\Design\DistStd.dgn			REVISED - C. JUCIUS 07-01-13
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED - C. JUCIUS 12-21-15
	PLOT DATE = 10/19/2018	DATE - 03-19-90	REVISED - C. JUCIUS 04-12-16

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DISTRICT ONE TYPICAL PAVEMENT MARKINGS			
SCALE: NONE	SHEET 1	OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	57
TC-13		CONTRACT NO. 62F48		
ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

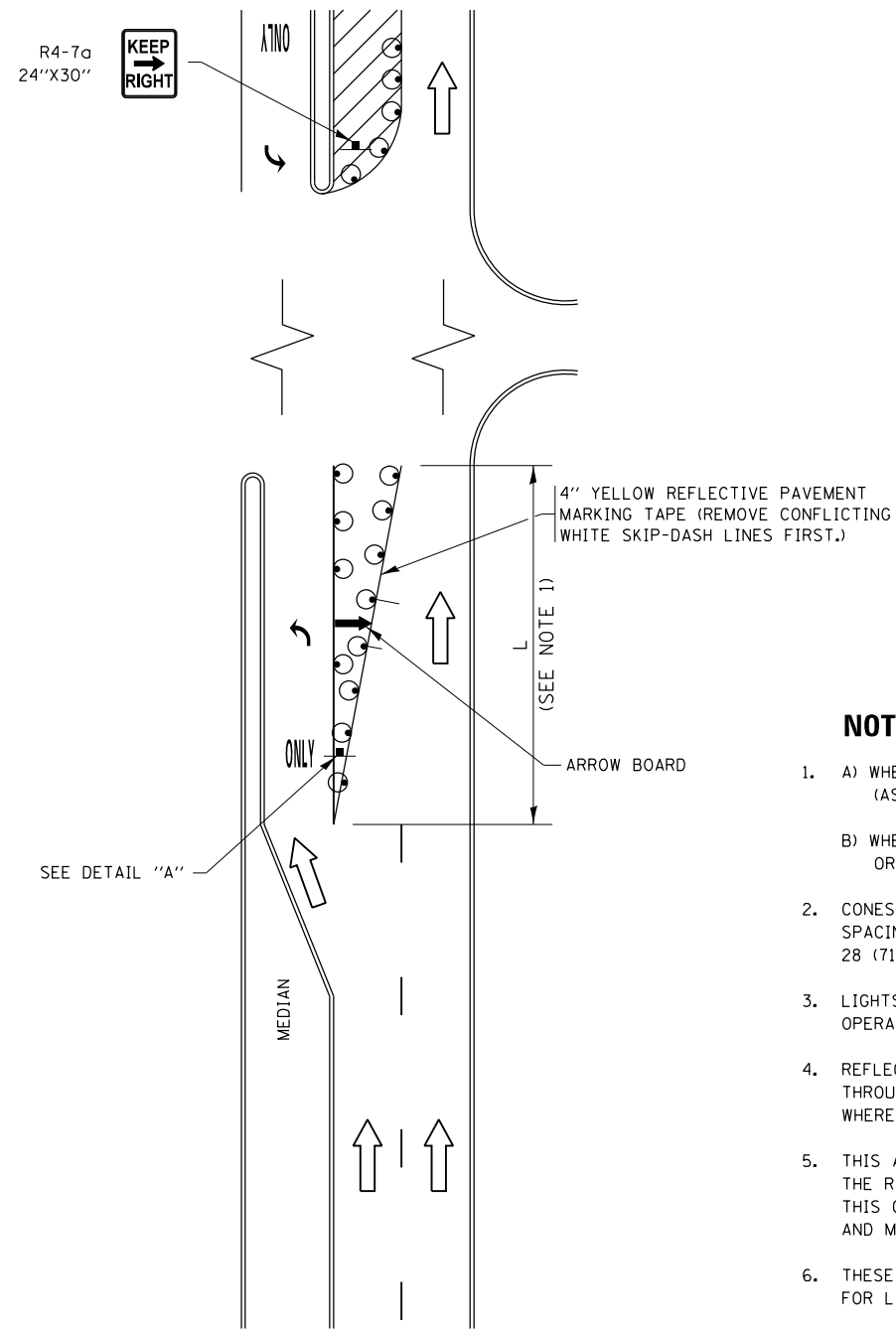


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

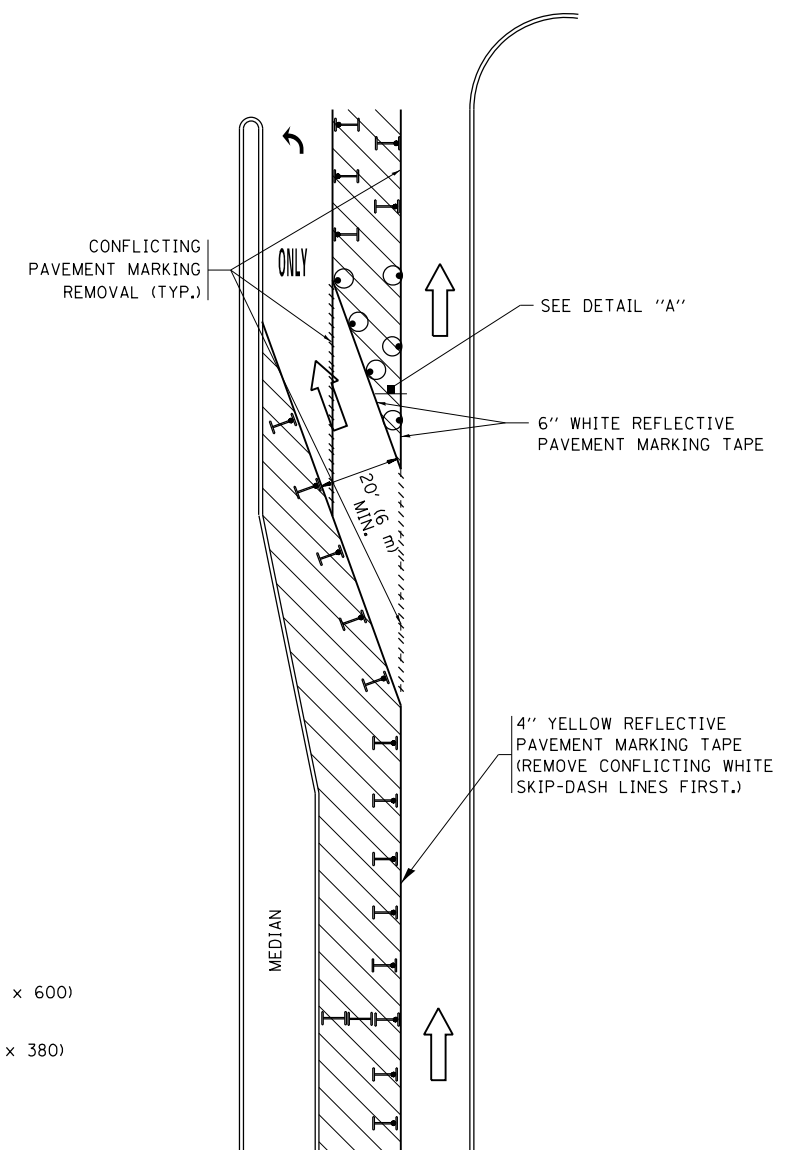
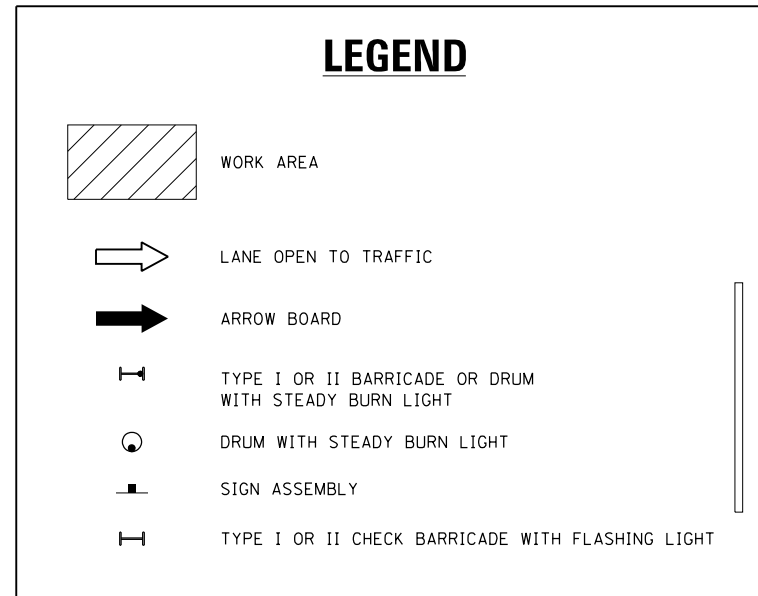
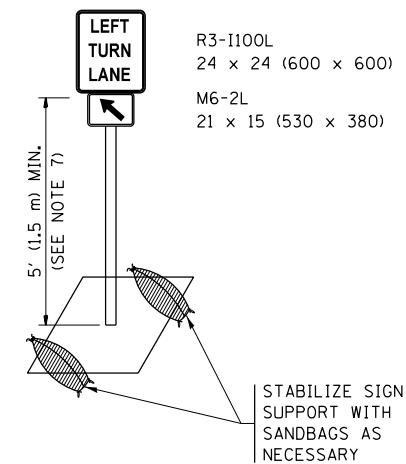


FIGURE 2



NOTES:

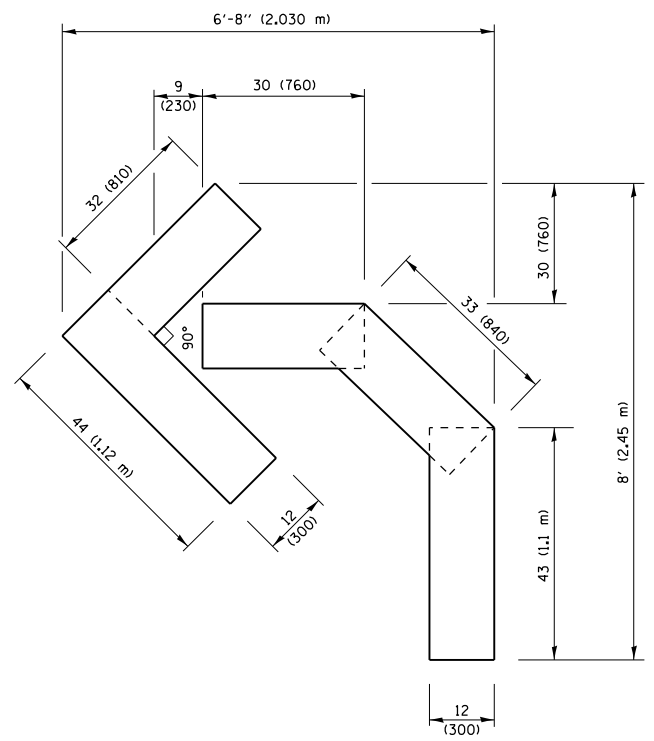
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (710) IN HEIGHT.
3. LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS SHALL BE MONODIRECTIONAL.
4. REFLECTIVE TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED THROUGHOUT THE BARRICADED AREAS OF EACH TURN BAY AS SHOWN WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN (14) DAYS.
5. THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-1100R 24 x 24 (600 x 600) AND M6-2R 21 x 15 (530 x 380) SHALL BE USED.
6. THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES.
7. THE SIGNS SHALL BE MOUNTED ABOVE THE BARRICADES/DRUMS ON SEPARATE SIGN SUPPORTS THAT MEET NCHRP 350 OR MASH PREQUIREMENTS.
8. TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.



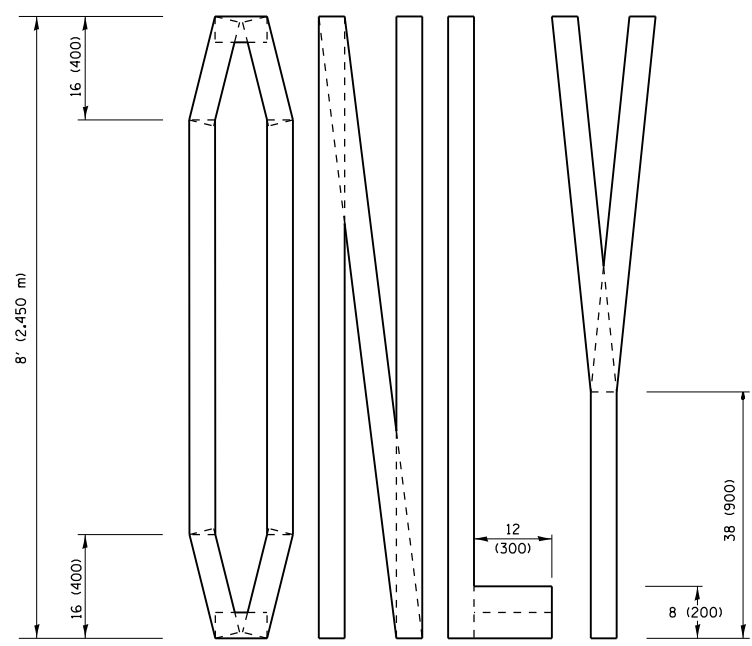
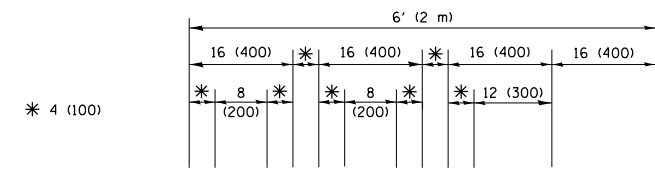
DETAIL A

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

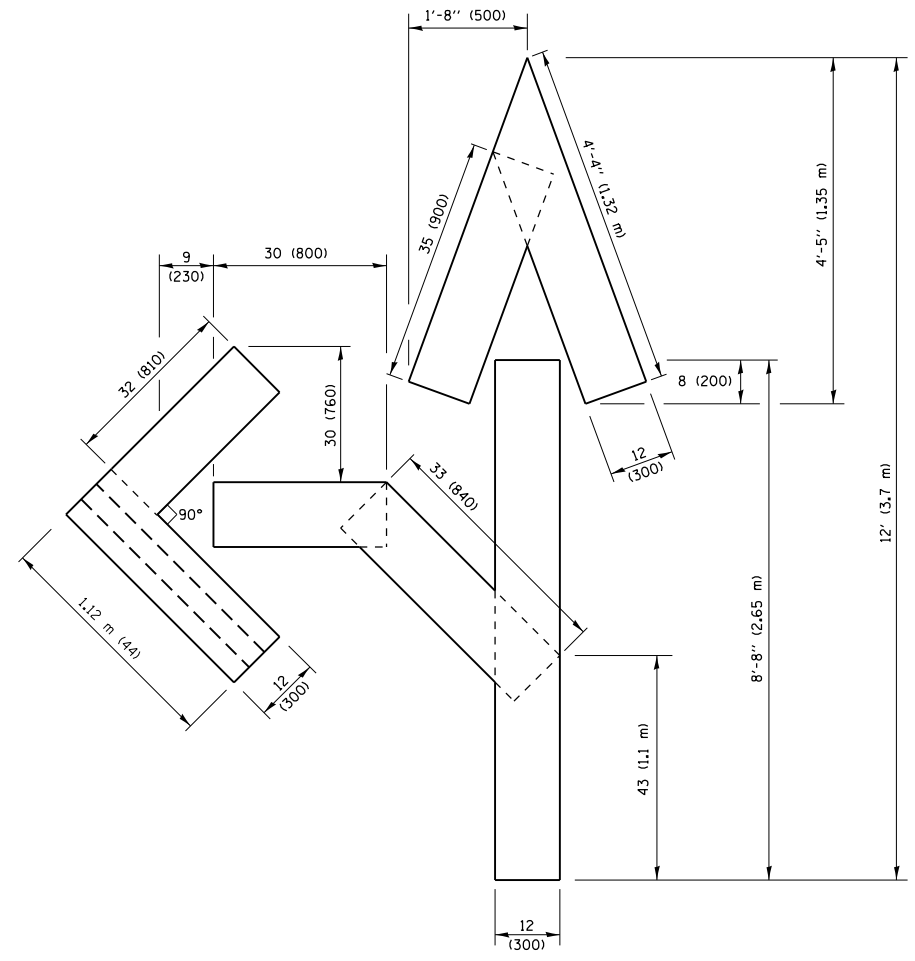
FILE NAME =	USER NAME = khans	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw\1\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\IDOT Offices\District 1\Projects\DI01\REVISED Design\AUS\HOUSEH 11-07-95	REVISED - A. HOUSEH 11-07-95	REVISED - A. SCHUETZE 07-01-13	REVISED - A. SCHUETZE 07-01-13			346	2017-032RS	LAKE	62	58
Default	PLOT SCALE = 100.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16			TC-14		CONTRACT NO. 62F48		
	PLOT DATE = 10/19/2018	REVISED - T. RAMMACHER 01-06-00	REVISED -			SCALE: NONE		SHEET 1 OF 1 SHEETS		STA. TO STA.



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

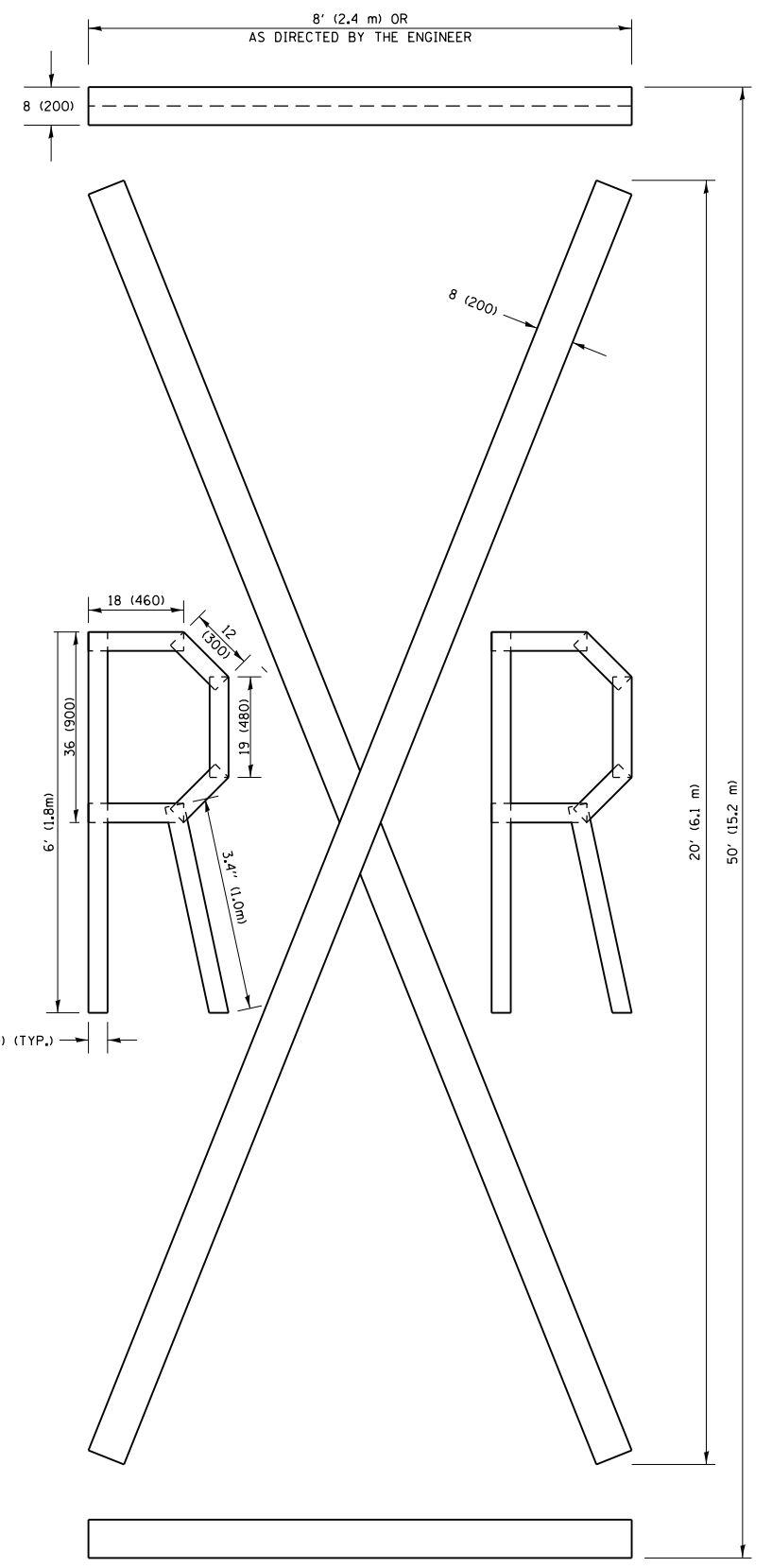


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



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.

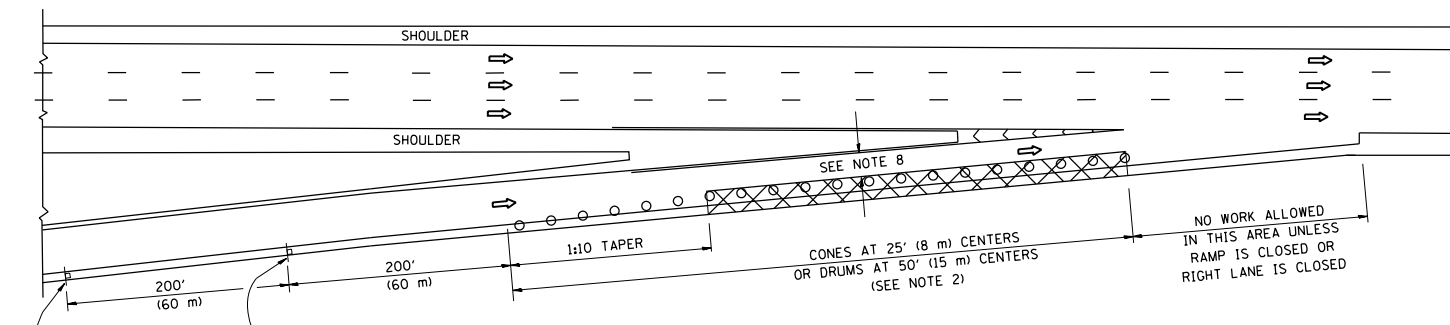
FILE NAME =	USER NAME = khans	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
pw\1\084EBIDINTEG\illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\0181\BROWNS\Design\DistStd.dgn			REVISED - E. GOMEZ 08-28-00
		CHECKED -	REVISED - E. GOMEZ 08-28-00
		DATE - 09-18-94	REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

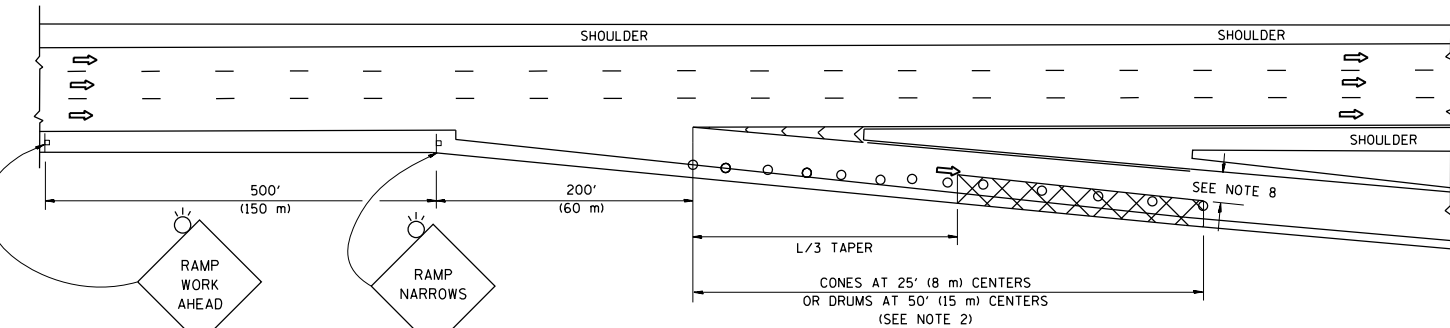
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	2017-032RS	LAKE	62	59
TC-16		CONTRACT NO. 62F48		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

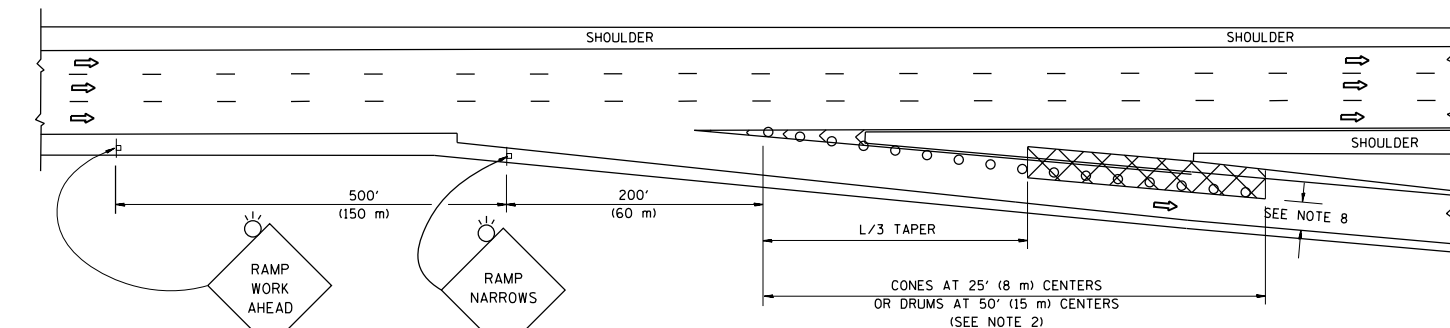
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP



TYPICAL EXIT RAMP



TYPICAL EXIT RAMP

SYMBOLS

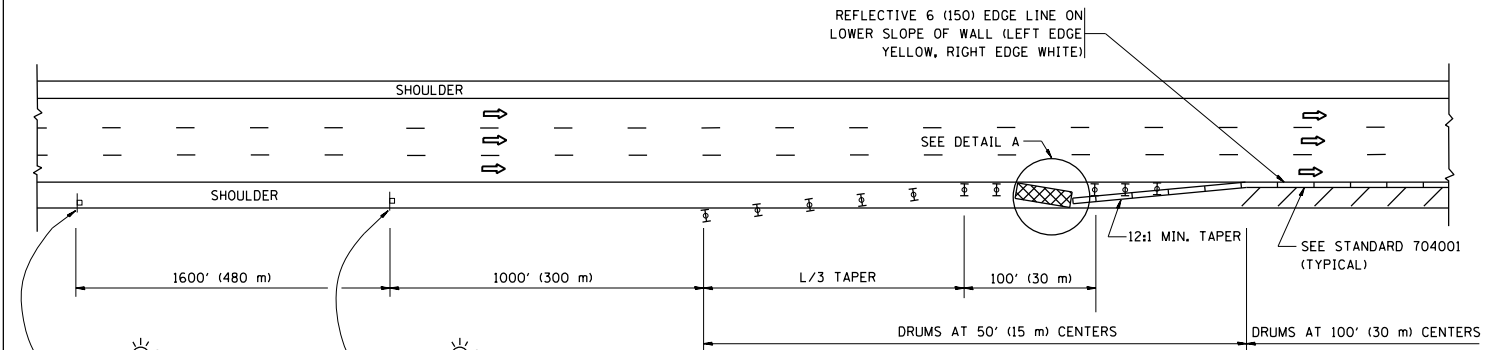
- ACTIVE WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH CONTROL SIGN
- TYPE II BARRICADE OR DRUM
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

GENERAL NOTES

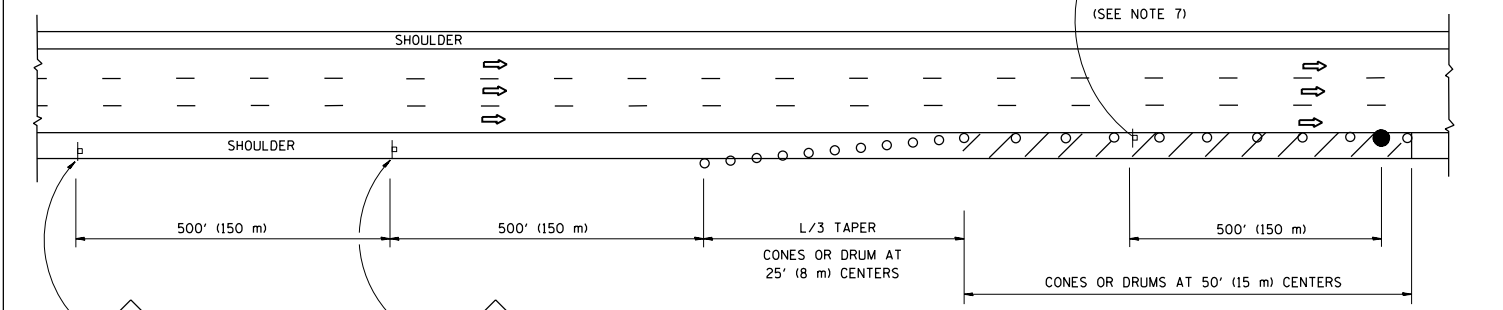
1. THE "L" DISTANCE EQUALS:

SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC: $L=0.65(W)(S)$ ENGLISH: $L=(W)(S)$
	W = WIDTH OF OFFSET IN FEET (METERS)
	S = NORMAL POSTED SPEED MPH (KM/H)
2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTACLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.

SHOULDER CLOSURE DETAILS

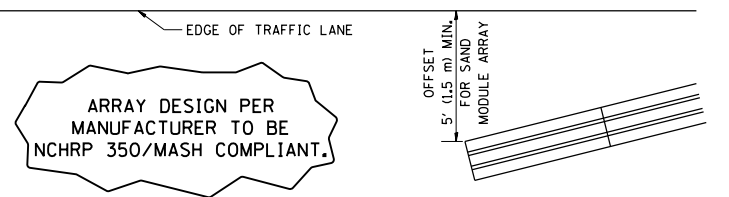


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
 1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCRANCH IN AN AREA CLOSER THAN 15' (4.5 m) TO THE EDGE OF PAVEMENT FOR A PERIOD IN EXCESS OF 15 MINUTES.

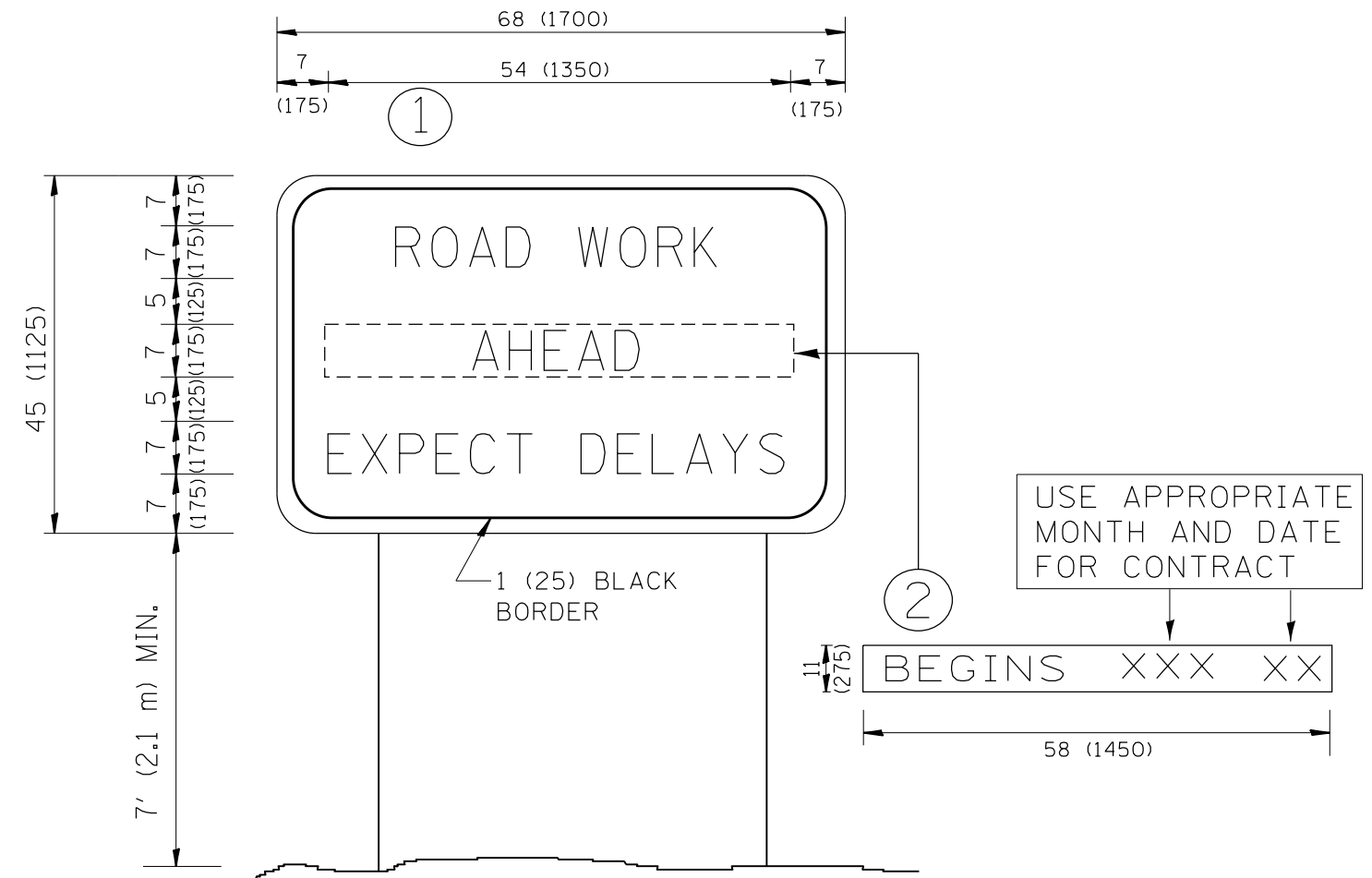


DETAIL "A"
 IMPACT ATTENUATOR, TEMPORARY
 (SEE NOTE 5)

5. THE IMPACT ATTENUATOR, TEMPORARY IS NOT REQUIRED WHEN THE TEMPORARY CONCRETE BARRIER WALL IS PROTECTED BY OR IS TIED INTO THE EXISTING GUARDRAIL. IF OFFSET IS LESS THAN 5 FEET USE NARROW USE TYPE DEVICE TO MEET NCHRP350/MASH.
6. AUTHORIZATION FROM THE DISTRICT'S BUREAU OF TRAFFIC IS REQUIRED FOR ALL FREEWAY CLOSURES.
7. THE FLAGGER AND FLAGGER SIGN ARE REQUIRED AT THE ABOVE WORK SITES WHEN:
 - a. FOUR OR MORE WORK VEHICLES ENTER THE TRAFFIC LANES IN A ONE HOUR PERIOD.
 - b. THE WORK ACTIVITY REQUIRES FREQUENT ENCRANCHMENT INTO THE LANE OPEN TO TRAFFIC.
 THE FLAGGER SHALL BE STATIONED APPROXIMATELY 100' (30 m) TO 200' (60 m) IN ADVANCE OF THE WORKERS.
8. 12' MIN. WIDTH TANGENT SECTION
 16' MIN. WIDTH CURVE SECTION.

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

FILE NAME =	USER NAME = khans	DESIGNED -	REVISED - S.P.B. 01-07	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pw:\IL\084EBIDINTEG\illinois.gov\PI\DOT\Documents\DOT Offices\District 1\Projects\DI01\BRAW\Design\Drawings.dgn	PLotted	CHECKED -	REVISED - S.P.B. 12-09			346	2017-032RS	LAKE	62	60
Default	PLLOT SCALE = 100.0000' / in.	DATE - 11-96	REVISED - M.D. 06-13			TC-17		CONTRACT NO. 62F48		
	PLLOT DATE = 10/19/2018		REVISED - M.D. 01-18			SCALE: NONE	SHEET 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT	



NOTES:

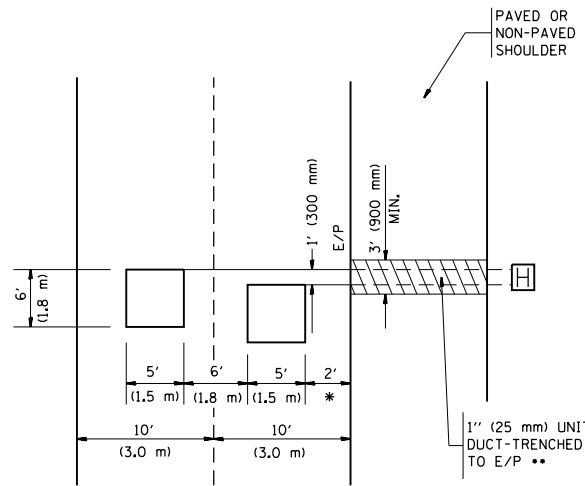
1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.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

FILE NAME =	USER NAME = khans	DESIGNED -	REVISED - R. MIRS 09-15-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\11\084EBIDINTEG.illinois.gov\PIWIDOT\Documents\DOT Offices\District 1\Projects\DI01\BROW\Notes\Design\DistStd.dgn			REVISED - R. MIRS 12-11-97		346	2017-032RS	LAKE	62	61			
PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED - T. RAMMACHER 02-02-99			TC-22		CONTRACT NO. 62F48					
PLOT DATE = 10/19/2018	DATE -	REVISED - C. JUCIUS 01-31-07	SCALE: NONE		SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	<small>FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT</small>				

LOOPS NEXT TO SHOULDERS

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



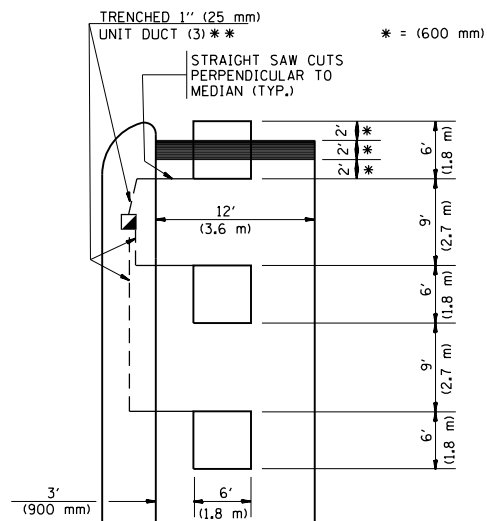
* = (600 mm)

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

**LEFT TURN LANES WITH MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)

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

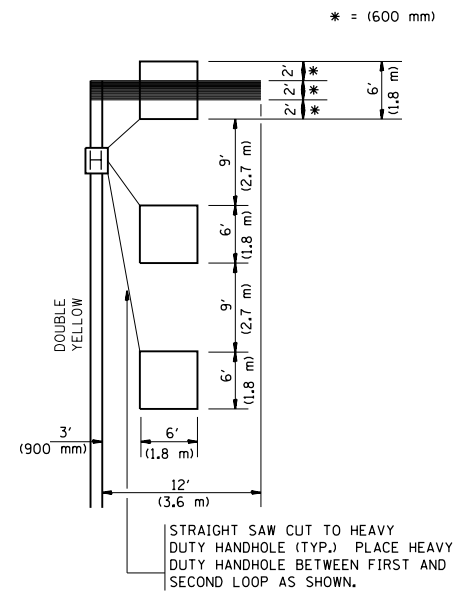


** UNIT DUCT IS TO BE SHOWN ON PLAN SHEETS BUT SHALL NOT BE INCLUDED IN THE PAY ITEMS.

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

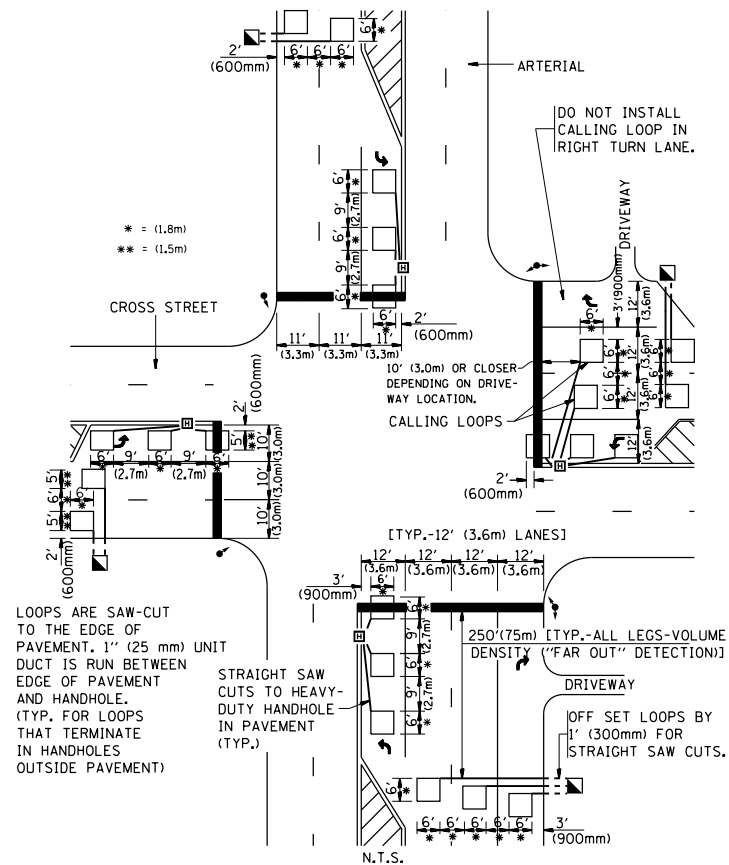
**LEFT TURN LANES WITHOUT MEDIANS
VOLUME DENSITY ("FAR OUT" DETECTION)
ON SAME APPROACH**

(PROTECTED / PERMITTED LEFT TURN PHASING)



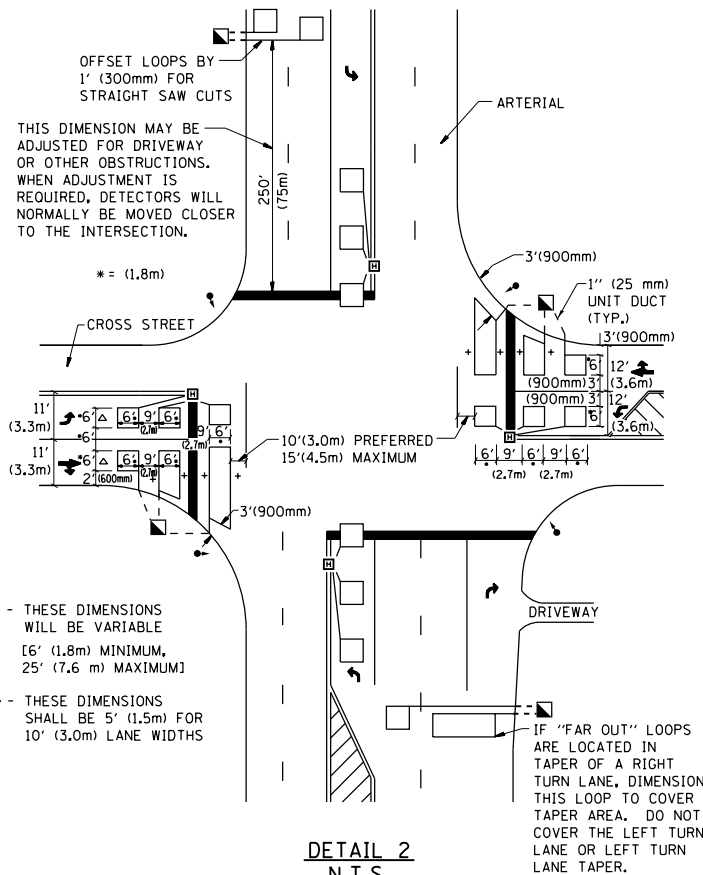
NOTE: DUAL LEFT TURNS NOT SHOWN REFER TO PLAN SHEET FOR DETECTOR LOOP REPLACEMENT

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



DETAIL 1
N.T.S.

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



DETAIL 2
N.T.S.

NOTES:

VEHICLES LOOP DETECTORS

- * ALL LEAD IN CABLE SHALL BE TWO CONDUCTOR NO. 14 TWISTED, SHIELDED.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN SAW CUT FROM THE LOOP TO THE EDGE OF PAVEMENT OR TO A HANDHOLE IN THE PAVEMENT.
- * EACH DETECTOR LOOP SHALL HAVE ITS OWN ONE INCH (25 mm) UNIT DUCT BETWEEN THE EDGE OF PAVEMENT AND THE FIRST HANDHOLE OR JUNCTION BOX. EACH UNIT DUCT RUN SHALL BE SHOWN ON THE PLANS BY THE DESIGNER, BUT SHALL NOT BE PAID FOR SEPARATELY. THIS ITEM IS INCIDENTAL TO THE PAY ITEM FOR DETECTOR LOOPS.
- * ONE DIMENSION OF ALL DETECTOR LOOPS SHALL BE SIX FEET (1.8 m)
- * EACH LANE OF NON-LOCKING, PRESENCE DETECTION AND EACH LANE OF A DOUBLE LEFT TURN LANE REQUIRES A SEPARATE INDUCTIVE LOOP DETECTOR AND LEAD IN CABLE.
- * WHEN NON-LOCKING, PRESENCE DETECTION IS USED, MORE THAN ONE LOOP PER LANE IS REQUIRED BEHIND THE STOP BAR (i.e. 1-1/2, 1-3/4, 2).
- * WHEN SYSTEM LOOPS ARE REQUIRED ON AN APPROACH OF AN INTERSECTION, THE LOOPS USED FOR VOLUME DENSITY AND INTERSECTION TIMING SHALL ALSO BE USED AS SYSTEM DETECTORS. EACH ONE OF THESE TYPE OF LOOPS REQUIRES A SEPARATE TWO CONDUCTOR NO. 14 TWISTED SHIELDED CABLE AND A SEPARATE INDUCTIVE LOOP DETECTOR WHEN NEW CONTROLLERS ARE UTILIZED. THE DESIGNER SHALL LABEL THESE TYPES OF LOOPS AS "INTERSECTION AND SAMPLING (SYSTEM) DETECTORS" ON THE SIGNAL LAYOUT, THE INTERCONNECT PLAN AND THE SYSTEM CABLE PLAN. WHEN AN EXISTING CONTROLLER IS UTILIZED FOR THIS TYPE OF DETECTION, THE PAY ITEM "INDUCTIVE LOOP DETECTOR WITH SYSTEM OUTPUT" SHOULD BE USED.

PLACEMENT OF DETECTORS

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

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

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

NOTE:

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

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

FILE NAME =	USER NAME = khans	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DISTRICT 1 - DETECTOR LOOP INSTALLATION DETAILS FOR ROADWAY RESURFACING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 100.0000' / 1"		DATE -	REVISED -					TS-07			CONTRACT NO. 62F48	
PLOT DATE = 10/19/2018								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				
				SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.					