

SUBSURFACE UTILITY ENGINEERING (S.U.E.)
UTILIZED ON THIS PROJECT

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

PROJECT IS LOCATED WITHIN THE VILLAGE OF HOMewood

FOR INDEX OF SHEETS, SEE SHEET NO. 2

TRAFFIC DATA

DIXIE HIGHWAY WEST OF HARWOOD AVE
EXISTING ADT = 15,200 (2023)
PROPOSED ADT = 16,800 (2050)

DIXIE HIGHWAY EAST OF HARWOOD AVE
EXISTING ADT = 12,800 (2023)
PROPOSED ADT = 16,100 (2050)

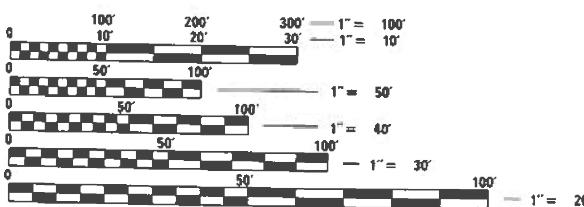
SPEED LIMIT

DIXIE HIGHWAY FROM HARWOOD AVE TO CEDAR RD
POSTED = 25 MPH
DESIGN = 30 MPH

DIXIE HIGHWAY FROM CEDAR RD TO SYCAMORE DR
POSTED = 35 MPH
DESIGN = 40 MPH

DESIGN CLASSIFICATION

DIXIE HIGHWAY: MINOR ARTERIAL



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 EXCAVATORS
1-800-892-0123
OR 811

PROJECT ENGINEER: VESELIN VELICHKOV 847-705-4432
PROJECT MANAGER: FAWAD AQUEEL

CONTRACT NO. 62W33

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	2023-916-RS,SW,FL	COOK	110	1

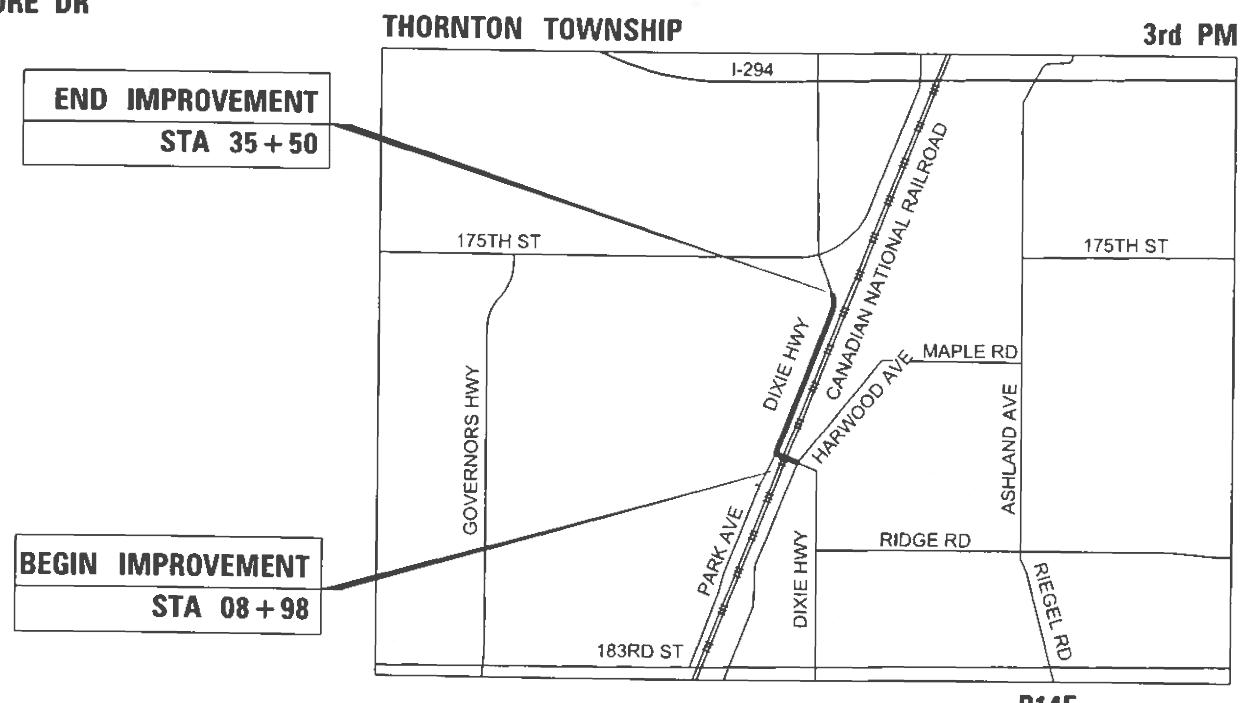
* 110 + 1 = 111 TOTAL SHEETS

C-91-110-24

PROPOSED
HIGHWAY PLANS

FAU ROUTE 2843 (DIXIE HIGHWAY)
SYCAMORE DRIVE TO HARWOOD AVENUE
SECTION: 2023-916-RS,SW,FL
PROJECT: STP-VVUG(341)
DRAINAGE IMPROVEMENTS, LANE REALLOCATION,
ADA IMPROVEMENTS
COOK COUNTY

C-91-127-24



GROSS LENGTH = 2652 FT. = 0.5 MILE
NET LENGTH = 2652 FT. = 0.5 MILE



John P. O'Neill
062-048834
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS
JUL 15 2025
8/28/2025 DATE
JOHN P. O'NEILL
BLA, INC.
ILLINOIS REGISTERED
PROFESSIONAL ENGINEER
NO. 062-048834
MY LICENSE EXPIRES ON
11-30-2025



CONSULTING ENGINEERS
BLA, Inc.
333 PIERCE ROAD SUITE 200 ITASCA, IL 60143
P:(630) 438 6400 F:(630) 438 6444 www.bla-inc.com
ILLINOIS / INDIANA

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
SUBMITTED Oct 15th 2025
John P. O'Neill
REGIONAL ENGINEER
December 5 2025
John P. O'Neill
ENGINEER OF DESIGN AND ENVIRONMENT
December 5 2025
John P. O'Neill
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION
John P. O'Neill
5

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OF THE STATE OF ILLINOIS

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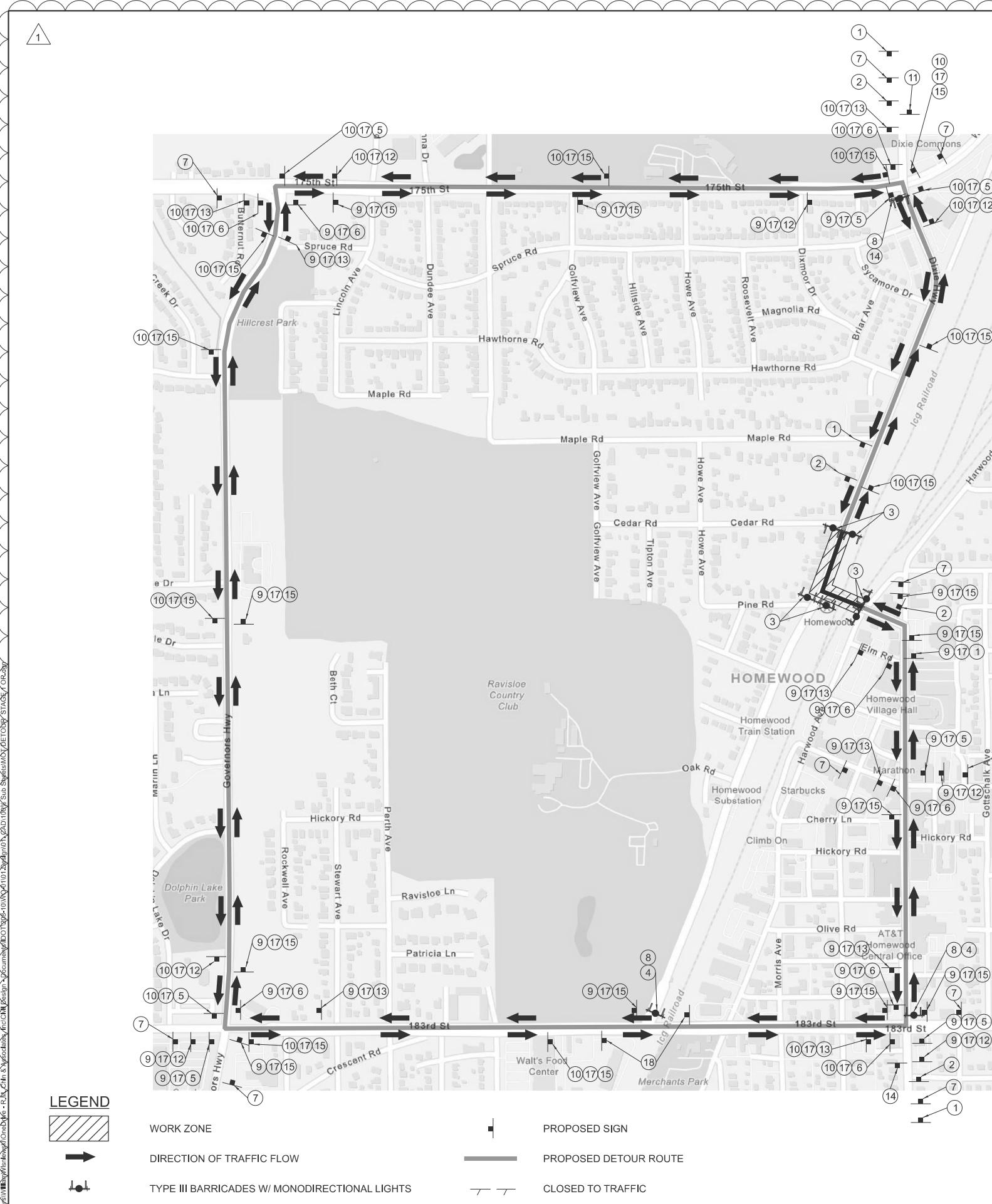
DISTRICT ONE DETAILS

SHEET NO.	DESCRIPTION
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8-11	TYPICAL SECTIONS
12-17	SCHEDULE OF QUANTITIES
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19-21	ROADWAY REMOVAL PLAN
22-27	ROADWAY PLAN & PROFILE
28-32	DETOUR PLANS
33-34	MAINTENANCE OF TRAFFIC TYPICAL SECTIONS
35	MAINTENANCE OF TRAFFIC NOTES AND SEQUENCE
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BD-22	PAVEMENT PATCHING FOR HMA SURFACED PAVEMENT
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BD-37	MANHOLE TYPE A 7 FOOT DIAMETER
TC-10	TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
TC-11	TYPICAL APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKERS (SNOW-PLOW RESISTANT)
TC-13	DISTRICT ONE TYPICAL PAVEMENT MARKINGS
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TC-16	SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS
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TC-26	DRIVEWAY ENTRANCE SIGNING

GENERAL NOTES

1. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "J.U.L.I.E." AT (800) 892-0123 OR 811 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE AND GAS UTILITIES. 48 HOURS NOTIFICATION IS REQUIRED.
2. 10' TRANSITIONS SHALL BE USED TO MATCH PROPOSED CURB & GUTTER AND MEDIAN ITEMS OF WORK TO EXISTING CURBS & GUTTERS AND MEDIAN IN THE FIELD, UNLESS OTHERWISE SHOWN. THE TRANSITIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE FOR THE PROPOSED ITEMS OF WORK SPECIFIED.
3. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES AND WITH LOCAL EMERGENCY SERVICES INCLUDING THE HOMWOOD FIRE DEPARTMENT.
4. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE PROPERTY WITHOUT WRITTEN PERMISSION FROM THE DEPARTMENT.
5. WHEN CONSTRUCTING SIDEWALK RAMPS FOR THE HANDICAPPED, STATE STANDARDS LISTED IN THE HIGHWAY STANDARD INDEX SHALL APPLY.
6. THE RESIDENT ENGINEER SHALL CONTACT AREA TRAFFIC FIELD ENGINEER MRS. PATRICE HARRIS AT PATRICE.HARRIS@ILLINOIS.GOV. A MINIMUM OF 2 WEEKS PRIOR TO PLACEMENT OF PERMANENT PAVEMENT MARKINGS.
7. THE CONTRACTOR SHALL CONTACT THE ARTERIAL TRAFFIC CONTROL SUPERVISOR KALPANA KANNAN-HOSADURGA AT KALPANA.KANNAN-HOSADURGA@ILLINOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.
8. THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY AND ARE BASED ON FIELD INVESTIGATIONS AND THE BEST INFORMATION AVAILABLE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.
9. DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.
10. THE DEPARTMENT HAS NOT OBTAINED ANY PERMITS FOR OFFSITE BORROW OR WASTE/USE (BWU) AREAS. PRIOR TO WORKING IN BWU AREAS, IF THE CONTRACTOR CHOOSES TO USE ACTIVITIES REQUIRING PERMITS IT IS THE CONTRACTOR'S RESPONSIBILITY TO SECURE THE PROPER PERMITS. IN ADDITION TO THE BORROW REVIEW (BDE 2289) AND USE/WASTE REVIEW (BDE 2290) SUBMITTALS, THE CONTRACTOR WILL NEED TO SUBMIT AN EROSION AND SEDIMENT CONTROL (ESC) PLAN FOR EVERY BWU SITE TO THE DEPARTMENT FOR ACCEPTANCE. GUIDELINES FOR ACCEPTABLE BWU PRACTICES CAN BE FOUND IN SECTION II.G.1 AND 2 OF THE SWPPP. THE COST OF ALL MATERIALS AND LABOR NECESSARY TO COMPLY WITH THE ABOVE PROVISIONS TO PREPARE AND IMPLEMENT ESC PLANS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
11. THE CONTRACTOR SHALL PROTECT EXISTING AND NEW UTILITIES AND SHALL BRACE AND SUPPORT THE UTILITIES PROPERLY IN ORDER TO PREVENT SETTLEMENT, DISPLACEMENT, OR DAMAGE TO THE UTILITIES. THE PROTECTION OF THE UTILITIES AS SPECIFIED HEREIN WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT.
12. EXISTING MAILBOXES AFFECTED BY CONSTRUCTION SHALL BE RELOCATED AS DIRECTED BY THE LOCAL POSTAL AUTHORITY AND THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AS PER THE STANDARD SPECIFICATIONS.
13. THE CONTRACTOR SHALL TAKE CARE IN REMOVING OR EXCAVATING NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
14. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS, AS REQUIRED, PRIOR TO COMMENCING WITH CONSTRUCTION. ANY COST ASSOCIATED WITH OBTAINING THESE PERMITS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE FOR THE ITEMS BEING INSTALLED.
15. POLLUTION CONTROL: THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
16. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. ANY ADDITIONAL ITEMS NECESSARY BESESIDES THE ITEMS INCLUDED FOR TEMPORARY DRAINAGE IN THE PLANS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
17. NO WORK SHALL COMMENCE UNTIL TRAFFIC CONTROL REQUIREMENTS ARE MET.
18. THE COST OF SAW CUTTING, (FULL DEPTH) SHALL BE INCLUDED IN THE UNIT PRICES FOR THE VARIOUS REMOVAL PAY ITEMS.
19. THE CONTRACTOR SHALL DETERMINE WHEN FLAT SLAB TOPS ARE REQUIRED ON INLETS, MANHOLES, AND CATCH BASINS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE USE OF FLAT SLAB TOPS.
20. ALL STORM SEWER CONNECTIONS WITH PIPES 2' DIAMETER AND SMALLER SHALL BE MADE WITH PRECAST "TEE" OR "WYE" PIPES. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST FOR PROPOSED STORM SEWERS.
21. THE CONNECTION OF EXISTING STORM SEWER TO PROPOSED DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE STRUCTURE. ANY ADDITIONAL STORM SEWER PIPE REQUIRED TO MAKE THE CONNECTION SHALL BE THE SAME SIZE AND MATERIAL TYPE AS THE EXISTING STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE DRAINAGE STRUCTURE.
22. THE CONNECTION OF STORM SEWER OR PIPE CULVERT TO EXISTING STORM SEWER, PIPE CULVERT OR DRAINAGE STRUCTURES SHALL BE INCLUDED THE COST OF THE PROPOSED STORM SEWER OR PIPE CULVERT. THIS WORK SHALL INCLUDE ANY ADDITIONAL PIPE REQUIRED TO MAKE THE CONNECTION AND ANY NECESSARY CONCRETE COLLARS.
23. EXISTING STORM SEWER LATERALS FOUND DURING CONSTRUCTION AND NOT SHOWN ON THE PLANS SHALL BE CONNECTED TO THE PROPOSED STORM SEWER SYSTEM AT NO ADDITIONAL COST TO THE CONTRACT, AS DIRECTED BY THE ENGINEER.
24. EXISTING STORM STRUCTURES TO REMAIN WITHIN THE PROJECT LIMITS SHALL BE CLEANED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
25. THE INSTALLATION AND REMOVAL OF TEMPORARY STORM SEWER PLUGS AS SHOWN ON THE PLANS SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE CONTRACT.
26. BACKFILLING STORM SEWER CONSTRUCTED UNDER THE ROADWAY SPECIFIED UNDER ARTICLE 550.07(b,c) OF THE SSRBC WILL NOT BE ALLOWED.
27. THE SUBGRADE STABILITY SHALL BE VERIFIED BY PROOF ROLLING WITH A FULLY LOADED TANDEM-AXLE TRUCK. THIS WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT.
28. LOCATIONS OF UNDERCUTS BELOW EXISTING SUBGRADE SHALL BE COMPLETED AT THE DIRECTION OF THE ENGINEER. A NOMINAL QUANTITY ARE PROVIDED IN THE CONTRACT. IN ADDITION TO THESE LOCATIONS, AGGREGATE SUBGRADE IMPROVEMENT (CU YD) AND GEOTECHNICAL FABRIC FOR GROUND STABILIZATION HAVE BEEN PROVIDED FOR USE BELOW THE PROPOSED 12" IMPROVED SUBGRADE LAYER AT LOCATIONS OF SOILS THAT TEND TO BE UNSTABLE AND/OR UNSUITABLE. THE ACTUAL NEED FOR REMOVAL AND REPLACEMENT WITH A.S.I. WILL BE DETERMINED IN THE FIELD AT THE TIME OF CONSTRUCTION BY THE GEOTECHNICAL ENGINEER. ALL POTENTIALLY UNSTABLE SOILS SHOULD BE TESTED WITH A STATIC OR DYNAMIC CONE PENETROMETER AND TREATED IN ACCORDANCE WITH ARTICLE 301.04 OF THE SSRBC AND IDOT SUBGRADE STABILITY MANUAL. IF UNSTABLE AND/OR UNSUITABLE SOILS ARE NOT ENCOUNTERED, THEN THE QUANTITY SHALL BE DEDUCTED AND NO ADDITIONAL COMPENSATION WILL BE DUE TO THE CONTRACTOR.
29. ANY AGGREGATE SUBGRADE IMPROVEMENT CONTAMINATED AND/OR DAMAGED BY THE CONTRACTOR'S VEHICLES AND/OR EQUIPMENT IS TO BE REMOVED AND REPLACED AS DIRECTED BY THE ENGINEER AT CONTRACTOR EXPENSE.
30. ALL WORK INVOLVING SIGNS SHALL BE GOVERNED BY THE FOLLOWING REQUIREMENTS AND IN ACCORDANCE WITH IDOT SIGNING STANDARDS:
 - a. SIGNS SHALL NOT BE MOVED UNTIL PROGRESS OF WORK NECESSITATES IT.
 - b. EVERY SIGN REMOVED MUST BE RE-ERECTED AT A TEMPORARY LOCATION AND BE VISIBLE TO TRAFFIC FOR WHICH IT IS NEEDED. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING.
 - c. ALL SIGNS SHALL BE RE-ERECTED IN PERMANENT LOCATIONS AS THE ROADWAY IS COMPLETED. HORIZONTAL LOCATION FROM THE EDGE OF PAVEMENT SHALL BE AS DIRECTED BY THE ENGINEER.
 - d. ALL UNUSED SIGNS WILL BE RETURNED TO THE IDOT.
 - e. LONGER POSTS MAY BE REQUIRED AT SOME TEMPORARY OR PERMANENT SIGN LOCATIONS TO MAINTAIN PROPER SIGN ELEVATIONS. THE COST SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT ACCORDING TO ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.
31. BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN AND RECORD, FOR FUTURE REFERENCE, ALL EXISTING PAVEMENT MARKING LINES (AND RAISED REFLECTIVE PAVEMENT MARKERS) IN ORDER THAT THESE LOCATIONS BE RE-ESTABLISHED FOR STRIPPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
32. THE AGGREGATE GRADATION FOR THE AGGREGATE SUBGRADE IMPROVEMENT 12" LOWER 9 INCHES SHALL BE CS 1 OR RR 1.
33. BORE PITS UNDER THE ROADWAY SHALL BE BACKFILLED WITH TRENCH BACKFILL. THIS WILL BE PAID FOR AS TRENCH BACKFILL.
34. INTERCONNECTING PREFORMED CURVED PIECES MUST BE USED FOR CURVED DETECTABLE WARNINGS.
35. THE BUS SHELTER ON NB DIXIE HIGHWAY NEAR MAPLE ROAD IS OWNED AND MAINTAINED BY THE ILLINOIS CONVENIENCE AND SAFETY CORPORATION (I&SC) THROUGH THEIR CONTRACT WITH THE VILLAGE OF HOMWOOD TO PROVIDE BUS SHELTERS IN THE COMMUNITY. FOR ANY IMPACTS OR NECESSARY COORDINATION DURING CONSTRUCTION, CONTACT THEM AT BRUCE CAMPBELL, PRESIDENT, ILLINOIS CONVENIENCE AND SAFETY CORPORATION, 6624 W. IRVING PARK ROAD, CHICAGO, IL 60634.
36. TREES THREE (3) INCHES IN DIAMETER OR GREATER AT BREAST HEIGHT SHALL NOT BE CLEARED FROM APRIL 1ST THROUGH OCTOBER 31ST OF ANY GIVEN YEAR.
37. PIPE UNDERDRAINS SHALL BE INSTALLED ACCORDING TO SECTION 601 OF THE STANDARD SPECIFICATIONS AND STANDARD 606001-05. TOP OF PIPE UNDERDRAINS SHALL BE MINIMUM OF 6" BELOW THE AGGREGATE SUBGRADE LAYER. THE COST OF MAKING UNDERDRAINS CONNECTIONS TO DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE COSTS OF THE PIPE UNDERDRAINS.
38. GRATING FOR CONCRETE FLARED END SECTIONS SHALL BE INCLUDED IN THE COST OF THE END SECTION.
39. GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL BE WOVEN.



SIGN LEGEND

1	ROAD CLOSED AHEAD	W20-3(O) - 48 X 48	11	END DETOUR	M4-8A 24 X 18
2	ROAD CLOSED 500 FT	W20-3(O) - 48 X 48	12	DETOUR	M4-9(O) 30 X 24
3	ROAD CLOSED	R11-2 48 X 30 (ON TYPE III BARRICADE)	13	DETOUR	M4-9(O) 30 X 24
4	DETOUR	M4-10L 48 X 18 (ON TYPE III BARRICADE)	14	DETOUR	M4-10R 48 X 14 (ON TYPE III BARRICADE)
5	DETOUR	M4-9L(O) 30 X 24	15	DETOUR	M4-9(O) 30 X 24
6	DETOUR	M4-9R(O) 30 X 24	16	ROAD CLOSED TO THRU TRAFFIC	R11-4 60 X 30
7	DETOUR AHEAD	W20-2(O) 48 X 48	17	DIXIE HIGHWAY	6" BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND 48 X 24
8	ROAD CLOSED 0.5 MILES AHEAD LOCAL TRAFFIC ONLY	R11-3A 60 X 30 ON TYPE III BARRICADE	18	PARK AVE CLOSED AT PINE RD	6" BLACK LETTERS ON ORANGE REFLECTIVE BACKGROUND 66 X 48
9	NORTH	M3-1(O) 24 X 12			
10	SOUTH	M3-3(O) 24 X 12			

EXAMPLE SIGN ASSEMBLY

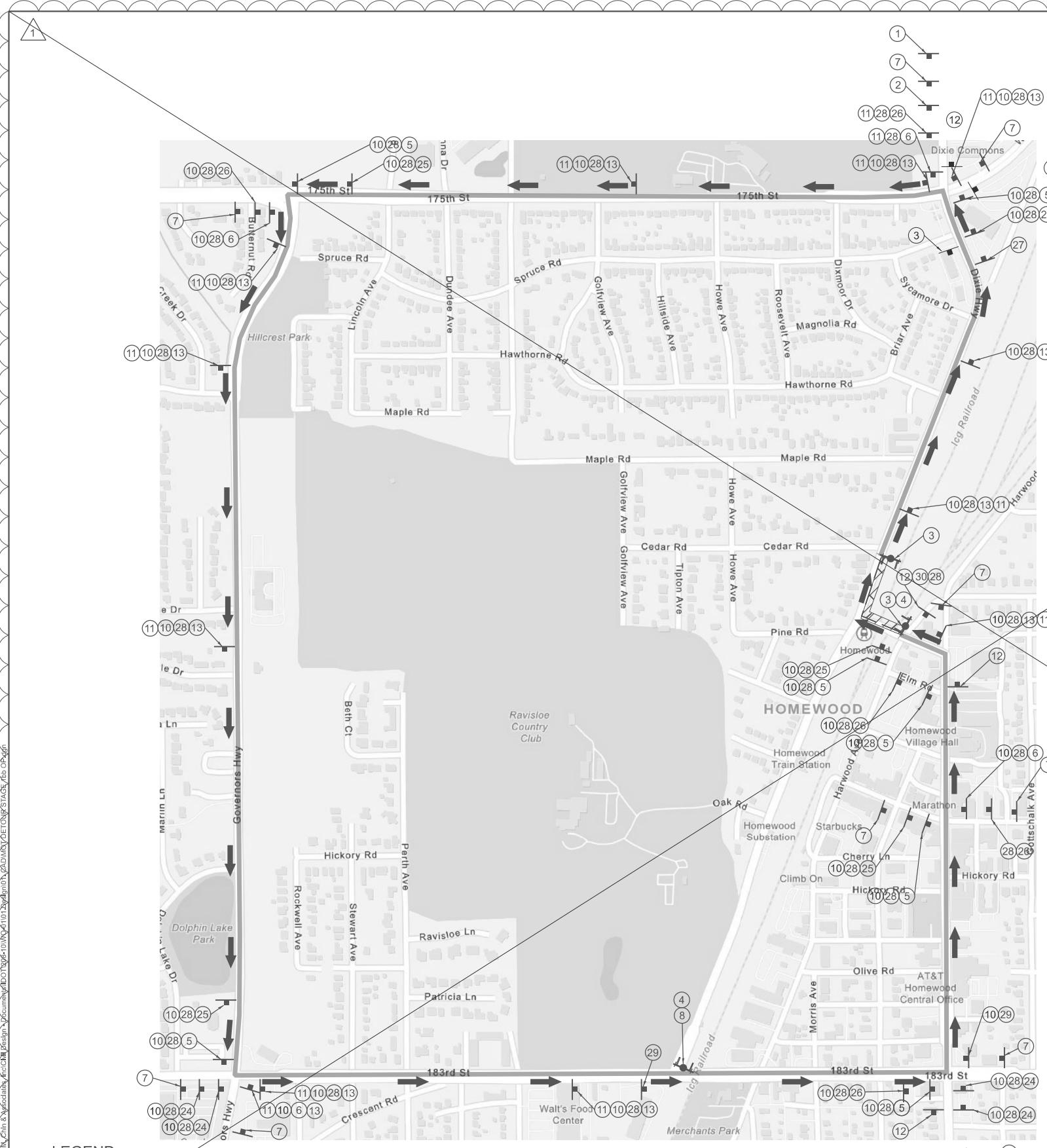


DETOUR NOTES

- ALL SIGNING SHALL BE IN ACCORDANCE WITH IDOT DISTRICT 1 DETAIL TC-21 AND APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022, THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THIS INCLUDES POST-MOUNTING ALL SIGNS WHEREVER POSSIBLE IN ACCORDANCE WITH ARTICLE 701.14 AND STANDARD 701901.
- PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
- THE TEMPORARY DETOUR SHALL BE PAID FOR AS "DETOUR SIGNING (Z0016702)"
- ALL EXISTING SIGNING THAT DOES NOT APPLY AND/OR CONFLICTS WITH THE DETOUR ROUTE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR. THIS WORK SHALL BE INCLUDED IN THE COST FOR "DETOUR SIGNING (Z0016702)".
- CONTRACTOR TO MAINTAIN ACCESS TO PRIVATE ENTRANCES AT ALL TIMES.
- CLOSURE TO REMAIN IN PLACE A MAXIMUM OF 90 DAYS.
- ADJUST TIMING OF TRAFFIC SIGNAL AT THE FOLLOWING INTERSECTIONS IN ACCORDANCE WITH SPECIAL PROVISION "TEMPORARY TRAFFIC SIGNAL TIMING":
DIXIE HIGHWAY AND 175TH ST
175TH AND GOVERNORS HWY
GOVERNORS HWY AND 183RD
183RD AND DIXIE HIGHWAY
- A MINIMUM OF FOURTEEN(14) DAYS IN ADVANCE OF THE CLOSURE ON DIXIE HIGHWAY, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE CLOSURE ALONG DIXIE HIGHWAY AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CONSTRUCTION. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER.

2 REVISED ENTIRE SHEET 1/9/2026

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



SIGN LEGEND

1	ROAD CLOSED AHEAD	W20-3(O) - 48 X 48	11	DETOUR	M4-8 30 X 24	21	ONE WAY	R6-1R 36 X 12
2	ROAD CLOSED 500 FT	W20-3(O) - 48 X 48	12	END DETOUR	M4-8A 24 X 18	22	ONLY	R3-5L 30 X 36
3	ROAD CLOSED	R11-2 48 X 30 (ON TYPE III BARRICADE)	13	↑	M6-3 21 X 15	23	ONLY	R3-5R 30 X 36
4	DETOUR	M4-10L 48 X 18 (ON TYPE III BARRICADE)	14	←	M6-1L 21 X 15	24	DETOUR	M4-9 21 X 15
5	DETOUR	M4-9L 30 X 24	15	→	M6-1R 21 X 15	25	DETOUR	M4-9(L) 21 X 15
6	DETOUR	M4-9R 30 X 24	16	ONE WAY	M6-2R 18 X 24	26	DETOUR	M4-9(R) 21 X 15
7	DETOUR AHEAD	W20-2 48 X 48	17	ONE WAY	M6-2L 18 X 24	27	ROAD CLOSED TO THRU TRAFFIC	R11-4 60 X 30
8	ROAD CLOSED 0.5 MILES AHEAD LOCAL TRAFFIC ONLY	R11-3A 60 X 30 ON TYPE III BARRICADE	18	DO NOT ENTER	R5-1 30 X 30	28	DIXIE HIGHWAY	
9	NORTH	M3-1 24 X 12	19	WRONG WAY	R5-1A 18 X 12	29	PARK AVE CLOSED AT PINE RD	5" BLACK LETTERS 66 X 48
10	SOUTH	M3-3 24 X 12	20	ONE WAY	R6-1L 36 X 12			

DETOUR NOTES

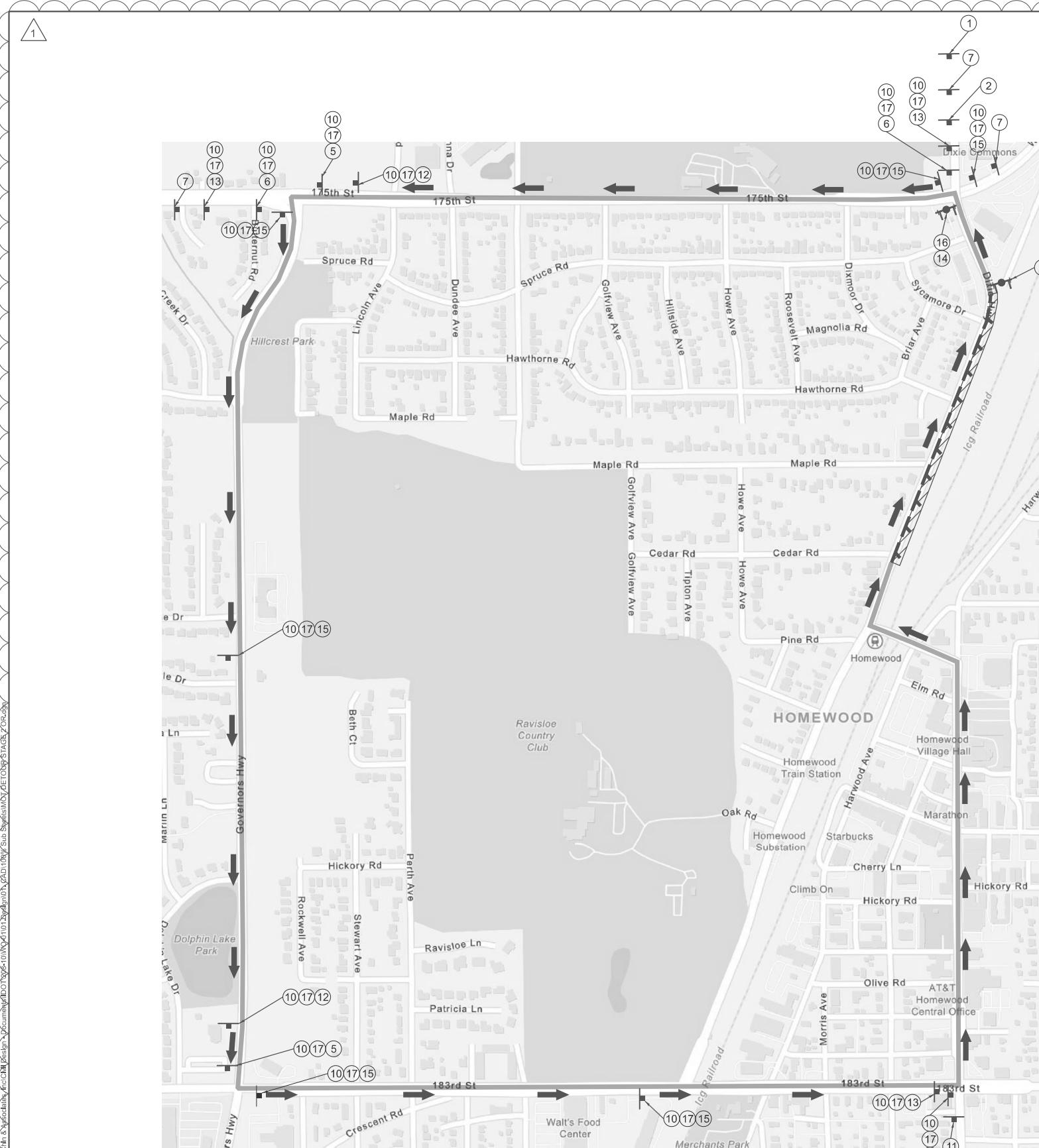
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- ALL EXISTING SIGNING THAT DOES NOT APPLY AND/OR CONFLICTS WITH THE DETOUR ROUTE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR. THIS WORK SHALL BE INCLUDED IN THE COST FOR "DETOUR SIGNING (Z0016702)"
- CONTRACTOR TO MAINTAIN ACCESS TO PRIVATE ENTRANCES AT ALL TIMES.
- CLOSURE TO REMAIN IN PLACE A MAXIMUM OF 60 DAYS.
- ADJUST TIMING OF TRAFFIC SIGNAL AT THE FOLLOWING INTERSECTIONS IN ACCORDANCE WITH PAY ITEM "TEMPORARY TRAFFIC SIGNAL TIMING": DIXIE HIGHWAY AND 175TH ST
175TH AND GOVERNORS HWY
GOVERNORS HWY AND 183RD
183RD AND DIXIE HWY
- A MINIMUM OF FOURTEEN(14) DAYS IN ADVANCE OF THE CLOSURE ON DIXIE HIGHWAY, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE CLOSURE ALONG DIXIE HIGHWAY AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CONSTRUCTION. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER.

DELETE ENTIRE SHEET 1/9/2026

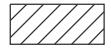
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

DIXIE HIGHWAY DETOUR PLAN - STAGE 1B

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	2023-916-RS, SW, FL	COOK	110	29
		ILLINOIS		CONTRACT NO. 62W33 FED. AID PROJECT



LEGEND



WORK ZONE



PROPOSED SIGN



DIRECTION OF TRAFFIC FLOW



PROPOSED DETOUR ROUTE



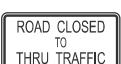
TYPE III BARRICADES W/ MONODIRECTIONAL LIGHTS



CLOSED TO TRAFFIC

SIGN LEGEND



(1)		W20-3(O) - 48 X 48	(11)		M4-8A 24 X 18
(2)		W20-3(O) - 48 X 48	(12)		M4-9(O) 30 X 24
(3)		R11-2 48 X 30 (ON TYPE III BARRICADE)	(13)		M4-9(O) 30 X 24
(4)		M4-10L 48 X 18 (ON TYPE III BARRICADE)	(14)		M4-10R 48 X 14
(5)		M4-9L(O) 30 X 24	(15)		M4-9(O) 30 X 24
(6)		M4-9R(O) 30 X 24	(16)		R11-4 60 X 30
(7)		W20-2(O) 48 X 48	(17)		6" BLACK LETTERS ON ORANGE REFLEC BACKGROUND 48 X 24
(8)		R11-3A 60 X 30 ON TYPE III BARRICADE	(18)		6" BLACK LETTERS ON ORANGE REFLEC BACKGROUND 66 X 48
(9)		M3-1(O) 24 X 12			
(10)		M3-3(O) 24 X 12			

EXAMPLE SIGN ASSEMBLY



DETOUR NOTE

1. ALL SIGNING SHALL BE IN ACCORDANCE WITH IDOT DISTRICT 1 DETAIL TC-21 AND APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022, THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THIS INCLUDES POST-MOUNTING ALL SIGNS WHEREVER POSSIBLE IN ACCORDANCE WITH ARTICLE 701.14 AND STANDARD 701901.
2. PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
3. THE TEMPORARY DETOUR SHALL BE PAID FOR AS "DETOUR SIGNING (Z0016702)"
4. ALL EXISTING SIGNING THAT DOES NOT APPLY AND/OR CONFLICTS WITH THE DETOUR ROUTE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR. THIS WORK SHALL BE INCLUDED IN THE COST FOR "DETOUR SIGNING (Z0016702)"
5. CONTRACTOR TO MAINTAIN ACCESS TO PRIVATE ENTRANCES AT ALL TIMES.
6. CLOSURE TO REMAIN IN PLACE A MAXIMUM OF 60 DAYS.
7. ADJUST TIMING OF TRAFFIC SIGNAL AT THE FOLLOWING INTERSECTIONS IN ACCORDANCE WITH PAY ITEM "TEMPORARY TRAFFIC SIGNAL TIMING.":
DIXIE HIGHWAY AND 175TH ST
175TH AND GOVERNORS HWY
GOVERNORS HWY AND 183RD
183RD AND DIXIE HWY
8. A MINIMUM OF FOURTEEN(14) DAYS IN ADVANCE OF THE CLOSURE ON DIXIE HIGHWAY, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE CLOSURE ALONG DIXIE HIGHWAY AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM MOTORISTS OF THE UPCOMING CONSTRUCTION. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER.

2 REVISED ENTIRE SHEET 1/9/2026



LEGEND



WORK ZONE



DIRECTION OF TRAFFIC FLOW



TYPE III BARRICADES W/ MONODIRECTIONAL LIGHTS



PROPOSED SIGN

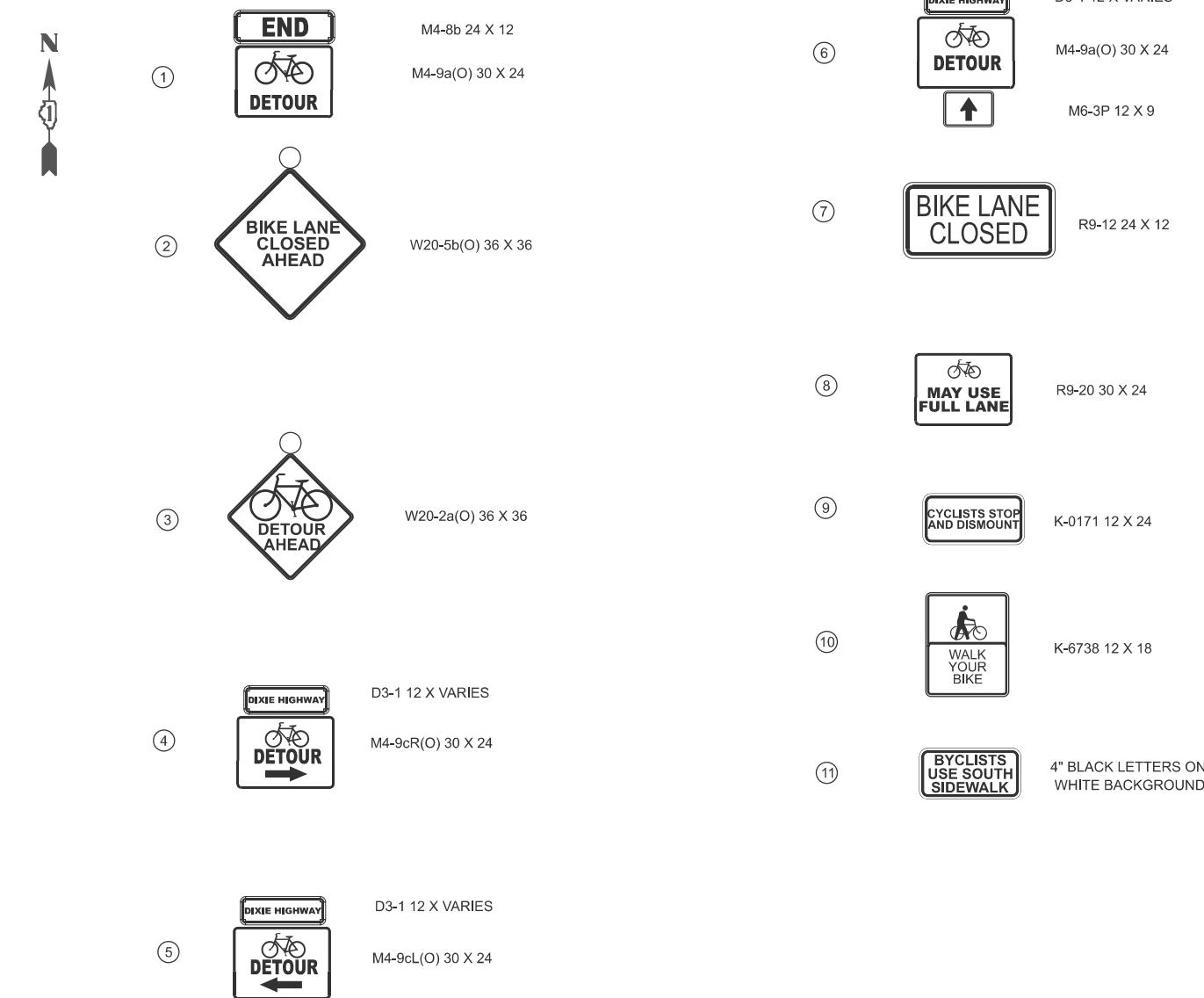


PROPOSED DETOUR ROUTE



CLOSED TO TRAFFIC

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DETOUR NOTES

- ALL SIGNING SHALL BE IN ACCORDANCE WITH IDOT DISTRICT 1 DETAIL TC-21 AND APPLICABLE PROVISIONS OF THE STATE OF ILLINOIS "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2022, THE DETAILS IN THESE PLANS, AND THE LATEST EDITION OF THE STATE OF ILLINOIS "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". THIS INCLUDES POST-MOUNTING ALL SIGNS WHEREVER POSSIBLE IN ACCORDANCE WITH ARTICLE 701.14 AND STANDARD 701901.
- THE CONTRACTOR SHALL MAKE ALL CHANGES IN THE SIGNING THAT ARE DEEMED NECESSARY BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF ALL BARRICADES, SIGNS, LIGHTS, AND OTHER TRAFFIC CONTROL DEVICES, INSTALLED IN PLACE AND OPERATING 24 HOURS A DAY, 7 DAYS A WEEK, FOR THE DURATION OF THIS DETOUR.
- 72 HOURS PRIOR TO INSTALLING ANY DETOUR SIGNAGE, PCMS BOARDS SHALL BE PLACED TO WARN MOTORISTS OF COMING DETOUR.
- PRIOR TO INSTALLING POST MOUNTED SIGNS, THE CONTRACTOR SHALL CONTACT J.U.L.I.E.
- ALL SIGN DIMENSIONS ARE SHOWN IN INCHES.
- THE TEMPORARY DETOUR SHALL BE PAID FOR AS "DETOUR SIGNING (Z0016702)"
- ALL EXISTING SIGNING THAT DOES NOT APPLY AND/OR CONFLICTS WITH THE DETOUR ROUTE WHILE THE DETOUR IS IN EFFECT SHALL BE COMPLETELY COVERED BY THE CONTRACTOR. THIS WORK SHALL BE INCLUDED IN THE COST FOR "DETOUR SIGNING (Z0016702)".
- DISTANCE BETWEEN ALL ADVANCE WARNING SIGNS SHALL FOLLOW IDOT STANDARDS AND MUTCD REQUIREMENTS.
- CONTRACTOR TO MAINTAIN ACCESS TO PRIVATE ENTRANCES AT ALL TIMES.
- CLOSURE TO REMAIN IN PLACE A MAXIMUM OF 60 DAYS.
- A MINIMUM OF FOURTEEN(14) DAYS IN ADVANCE OF THE CLOSURE ON DIXIE HIGHWAY, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE CLOSURE ALONG DIXIE HIGHWAY AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM BIKE RIDERS OF THE UPCOMING CONSTRUCTION. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER.
- BIKE RIDERS WILL DISMOUNT AND USE THE UNDERPASS SIDEWALK.

REVISED ENTIRE SHEET 1/9/2026

DIXIE HIGHWAY SOUTHBOUND
STAGE 1 DETOUR PLAN- BIKE LANE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	2023-916-RS,SW,FL	COOK	110	31
		ILLINOIS	FED. AID PROJECT	62W33

SCALE: NTS SHEET 3 OF 4 SHEETS STA. TO STA.



WORK ZONE



DIRECTION OF TRAFFIC FLOW



TYPE III BARRICADES W/ MONODIRECTIONAL LIGHTS

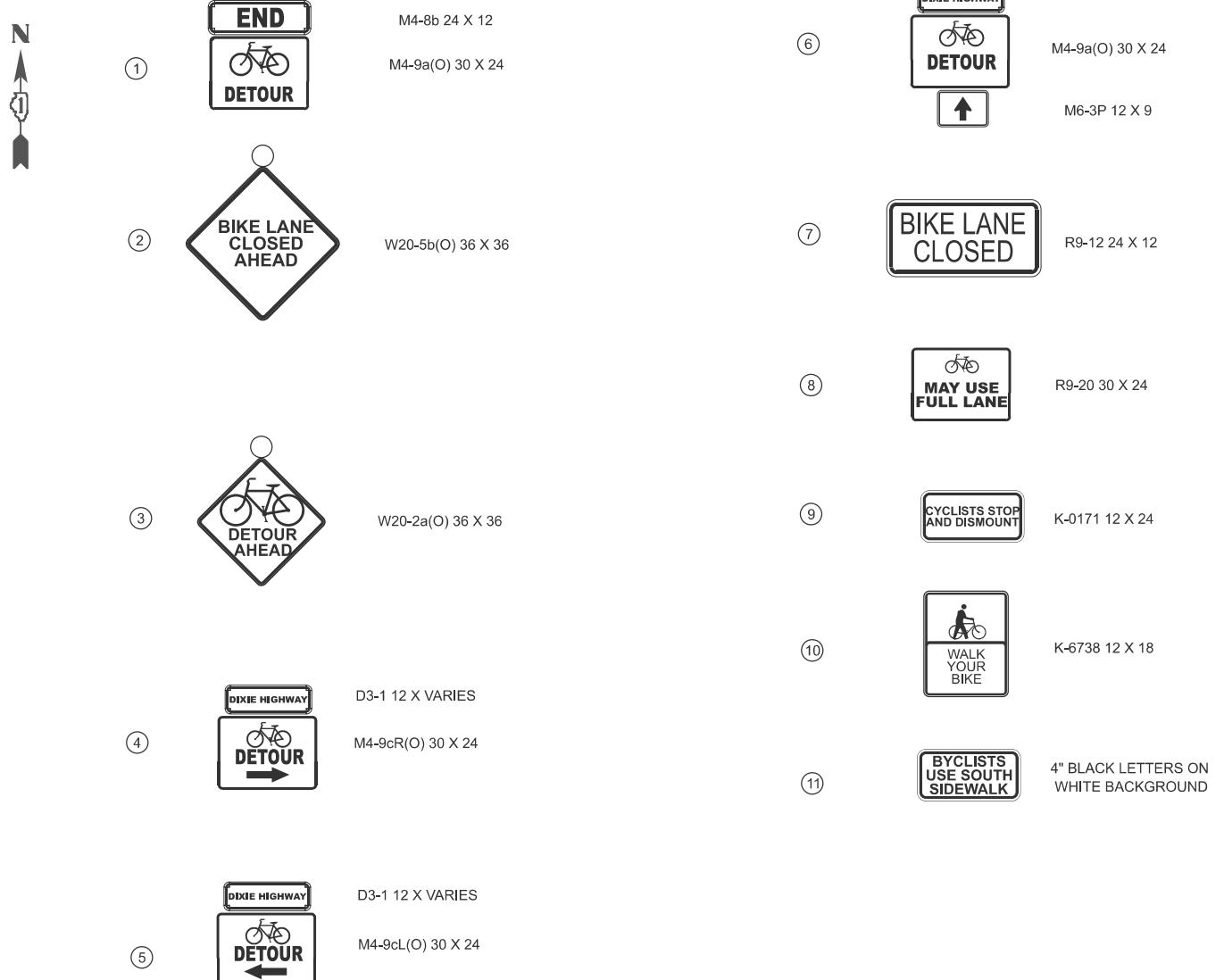
PROPOSED SIGN



— PROPOSED DETOUR ROUTE



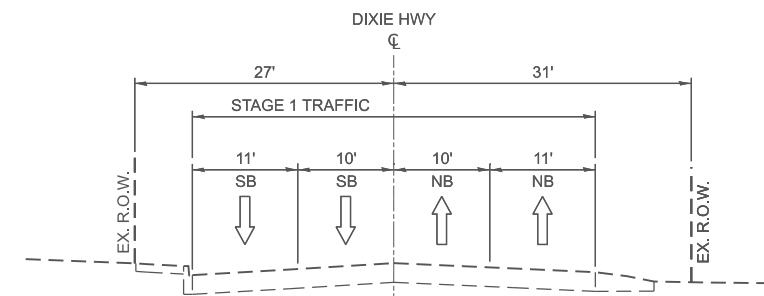
CLOSED TO TRAFFIC



DETOUR NOTE

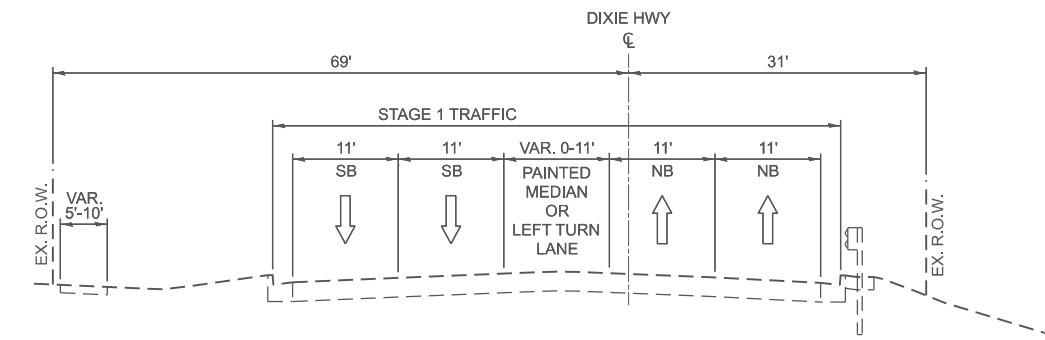
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5. DISTANCE BETWEEN ALL ADVANCE WARNING SIGNS SHALL FOLLOW IDOT STANDARDS AND MUTCD REQUIREMENTS.
6. CONTRACTOR TO MAINTAIN ACCESS TO PRIVATE ENTRANCES AT ALL TIMES.
7. CLOSURE TO REMAIN IN PLACE A MAXIMUM OF 60 DAYS.
8. A MINIMUM OF FOURTEEN(14) DAYS IN ADVANCE OF THE CLOSURE ON DIXIE HIGHWAY, THE CONTRACTOR SHALL PLACE ONE (1) PORTABLE CHANGEABLE MESSAGE SIGN AT EACH END OF THE CLOSURE ALONG DIXIE HIGHWAY AT A LOCATION DESIGNATED BY THE ENGINEER TO INFORM BIKE RIDERS OF THE UPCOMING CONSTRUCTION. THE MESSAGE SHALL BE APPROVED BY THE ENGINEER.

2 REVISED ENTIRE SHEET 1/9/2026



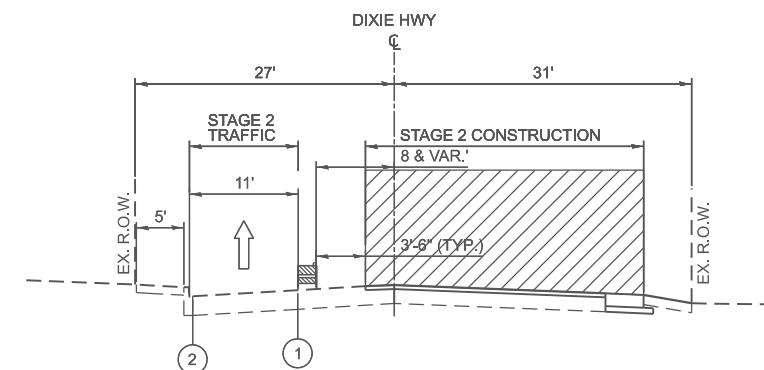
DIXIE HIGHWAY - EXISTING

STA. 13+43.49 TO STA. 25+96.0

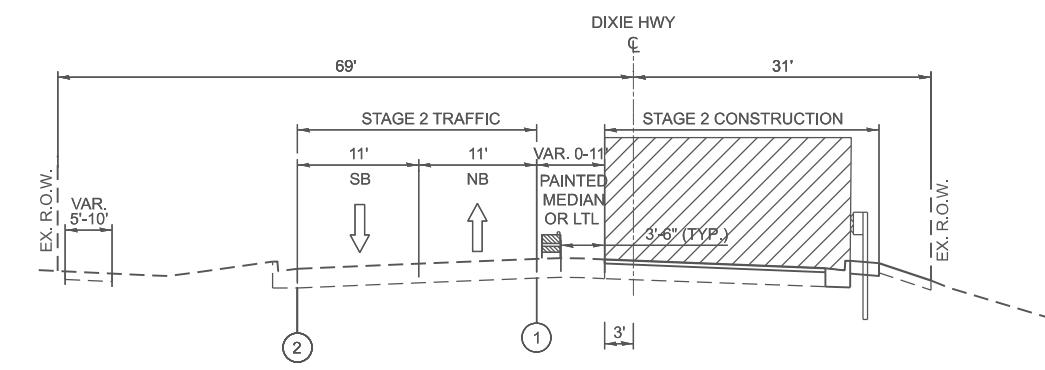


DIXIE HIGHWAY - EXISTING

STA. 25+96.0 TO STA. 33+90.8

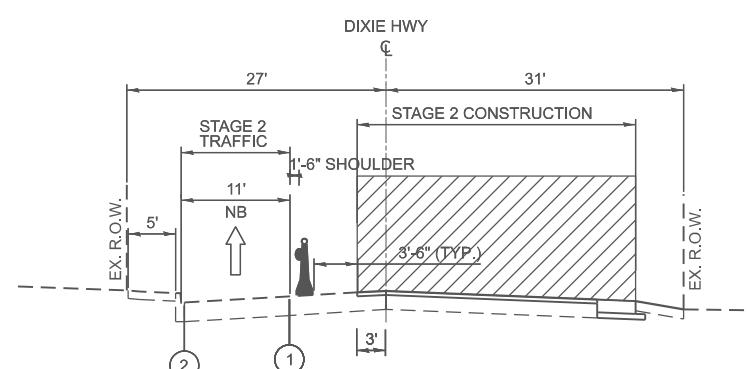


DIXIE HIGHWAY - STAGE 2

STA. 13+43.49 TO STA. 19+25
STA. 20+76 TO STA. 23+75
STA. 25+27 TO STA. 32+00

DIXIE HIGHWAY - STAGE 2

STA. 32+00 TO STA. 33+90.8



DIXIE HIGHWAY - STAGE 2

STA. 19+25 TO STA. 20+76
STA. 23+75 TO STA. 25+27

REVISED ENTIRE SHEET 1/9/2026

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. MODIFICATIONS TO THE TRAFFIC CONTROL PLAN DUE TO VARYING FIELD CONDITIONS ARE TO BE DONE USING THE TRAFFIC CONTROL STANDARDS INCLUDED IN THIS CONTRACT. NO ADDITIONAL COMPENSATION SHALL BE DUE TO THE CONTRACTOR IF A MODIFIED PLAN IS PROPOSED.
2. THE PROPOSED IMPROVEMENTS SHALL BE ACCOMPLISHED ACCORDING TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL AS SHOWN ON THE PLANS AND DIRECTED BY THE ENGINEER. THE CONTRACTOR MAY MODIFY THE SUGGESTED TRAFFIC CONTROL PLANS TO MEET CONSTRUCTION NEEDS BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY CHANGES TO THE TRAFFIC CONTROL PLAN SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
3. DIXIE HIGHWAY CONSTRUCTION WILL BE PERFORMED IN THREE STAGES.
4. THE CONTRACTOR MUST MAINTAIN PEDESTRIAN AND BICYCLE PASSAGE ALONG AT LEAST ONE SIDE OF THE HIGHWAY THROUGHOUT THE PROJECT AREA AT ALL TIMES.
5. CONTRACTOR TO COORDINATE PACE BUS SERVICE ROUTING WITH PACE BUS, IDOT, AND LOCAL MUNICIPALITIES. PACE BUS SERVICE ACCESS IS TO BE MAINTAINED THROUGHOUT THE PROJECT CORRIDOR UNTIL NEW ROUTING IS ESTABLISHED BY PACE.
6. PAVEMENT MARKING TAPE, TYPE IV SHOWN ON THE PLANS FOR ANY CONSTRUCTION STAGE THAT THE CONTRACTOR PROPOSES TO EXTEND OVER THE WINTER PERIOD SHALL MEAN MODIFIED URETHANE PAVEMENT MARKING AND WILL BE PAID FOR THEIR RESPECTIVE CONTRACT UNIT PRICE.
7. TEMPORARY INFORMATION SIGNS ON TEMPORARY SUPPORTS SHALL BE PROVIDED FOR ALL COMMERCIAL DRIVEWAYS THAT ARE LOCATED WITHIN A WORK AREA. THIS WORK SHALL BE PAID FOR PER DISTRICT 1 DETAIL TC-26. THESE SIGNS SHALL BE RELOCATED AS REQUIRED FOR EACH CONSTRUCTION STAGE AND SHALL BE PLACED AS DIRECTED BY THE ENGINEER. THIS SIGN RELOCATION WORK WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR TEMPORARY INFORMATION SIGNING.
8. WHEN WORKING ADJACENT TO THE ROAD AND UTILIZING DAILY LANE CLOSURES, DROP-OFFS ADJACENT TO THE TRAVEL LANES SHALL BE KEPT TO A MINIMUM. PROTECTION OF THE DROP-OFF SHALL BE ACCORDING TO THE IDOT BUREAU OF SAFETY PROGRAMS AND ENGINEERING, SAFETY ENGINEERING POLICY MEMORANDUM 4-21. DROP-OFFS GREATER THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY WILL NOT BE ALLOWED AT LOCATIONS WHERE THE DROP-OFF IS LOCATED WITHIN 8 FT OF THE EDGE OF THE NEAREST OPEN TRAFFIC LANE. THE CONTRACTOR WILL BE REQUIRED TO PERFORM THE EXCAVATION REQUIRED FOR THE CONSTRUCTION DURING THE TIME THAT THE ADJACENT LANE IS CLOSED. AS NOTED ABOVE, PRIOR TO REOPENING THE LANE TO TRAFFIC, THE CONTRACTOR SHALL PLACE SUFFICIENT MATERIAL TO REDUCE THE DROP-OFF TO LESS THAN THE SPECIFIED MAXIMUM DROP-OFF DEPTH SHOWN IN TABLE 2, CONDITION II OF THE SAFETY 4-21 POLICY AND ENSURE THAT THE DROP-OFF AREAS MEET THE OFFSET, HEIGHT, AND DURATION REQUIREMENTS TO USE BARRICADES/DRUMS AT THE END OF EACH WORKDAY. THE CONTRACTOR SHALL BE RESPONSIBLE TO DETERMINE THE AMOUNT OF WORK THAT CAN BE COMPLETED WITHIN THE TIME OF THE DAILY LANE CLOSURE. IF THE ABOVE REQUIREMENTS CAN'T BE MET, AND IT IS DETERMINED THAT OVERNIGHT LANE CLOSURES AND/OR TEMPORARY CONCRETE BARRIER WALL INSTALLATION WILL BE NECESSARY, THEN IDOT WRITTEN APPROVAL WILL BE REQUIRED PRIOR TO THE INSTALLATION OF THESE ITEMS. NO ADDITIONAL COMPENSATION SHALL BE ALLOWED TO COMPLY WITH THIS REQUIREMENT. WHERE POSITIVE PROTECTION (TEMPORARY CONCRETE BARRIER PER STD. 704001) IS PROVIDED, THIS REQUIREMENT IS NULLIFIED.
9. THE "ROAD CONSTRUCTION AHEAD" SIGN SHALL REMAIN INSTALLED UNTIL THE COMPLETION OF THE PROJECT OR WHEN NO ROADWAY HAZARDS REMAIN WITHIN THE WORK ZONE.
10. CHANGEABLE MESSAGE SIGNS SHALL BE INSTALLED TWO WEEKS PRIOR TO ALL ROAD CLOSURE, TRAFFIC STAGE CHANGES, AND NEW TRAFFIC SIGNAL TURN-ON EVENTS ON EACH APPROACH OF THE EFFECTED ROADWAY TO WARN MOTORISTS OF THE UPCOMING EVENT. THE SIGNS SHALL BE REMOVED TWO WEEKS THEREAFTER UNLESS THE SIGNS ARE NEEDED AGAIN FOR A SUBSEQUENT FUTURE EVENT THAT WILL OCCUR WITHIN 2 WEEKS ON THE SAME APPROACH OF THE EFFECTED ROADWAY. THE SIGN LOCATIONS SHALL BE (DETERMINED BY THE ENGINEER) PLACED AS DIRECTED BY THE ENGINEER.
11. TEMPORARY CONCRETE BARRIER SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 704 OF THE IDOT STANDARD OF SPECIFICATIONS. ALL TEMPORARY CONCRETE BARRIER APPROACH AND DEPARTING END UNITS SHALL BE ANCHORED TO THE PAVEMENT USING SIX ANCHOR PINS AS SHOWN IN IDOT STANDARD 704001. PINNING OF ADDITIONAL BARRIER UNITS WITH THREE ANCHOR PINS ON THE TRAFFIC SIDE HOLES WITHIN THE INSTALLATION SHALL BE REQUIRED WHEN EQUIPMENT, VEHICLES, MATERIALS, FIXED OBJECTS, OR A DROP-OFF IS LOCATED WITHIN 24" BEHIND THE BARRIER. THE 24" OF CLEAR PAVEMENT MEASUREMENT SHALL BE FROM THE BASE OF THE NON-TRAFFIC SIDE OF THE BARRIER. TRAFFIC SIDE PINNED BARRIER SHALL HAVE A MINIMUM OF 6" OF CLEAR PAVEMENT BEHIND THE BARRIER. WHERE BOTH PINNED AND UNPINNED BARRIER UNITS ARE USED IN CONTINUOUS INSTALLATION, A TRANSITION SHALL BE PROVIDED BETWEEN THEM. THE TRANSITION FROM PINNED TO UNPINNED BARRIER SHALL CONSIST OF TWO ANCHOR PINS INSTALLED IN THE END HOLES ON THE TRAFFIC SIDE OF THE FIRST BARRIER BEYOND THE PINNED SECTION AND ONE ANCHOR PIN INSTALLED IN THE MIDDLE HOLE OF THE TRAFFIC SIDE OF THE SECOND BARRIER BEYOND THE PINNED SECTION. THE THIRD BARRIER BEYOND THE PINNED SECTION SHALL THEN BE UNPINNED.
12. ALL EXISTING LANE LINE PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKER REFLECTORS LOCATION WITHIN TEMPORARY LANE CLOSURE TAPERS, LANE SHIFT TAPERS OR IN LOCATIONS THAT CONFLICT WITH THE TEMPORARY PAVEMNET MARKING TAPE USED FOR STAGING USING SHALL BE REMOVED VIA WATER BLASTING WITH VACUUM RECOVERY IF THE STAGING WILL REMAIN IN PLACE FOR MORE THAN 14 DAYS. THE EXISTING PAVEMENT MARKINGS AND RAISE REFLECTIVE PAVEMENT MARKER REFLECTORS THAT WERE REMOVED SHALL BE RESTORED IN KIND AFTER THE COMPLETION OF THE STAGING.
13. CONTRACTOR SHALL IDENTIFY AND COMPLETELY COVER THE EXISTING SIGNS WHICH CONFLICT WITH MOT STAGE SIGNS
14. WORK WITHIN STAGE 4 WORKZONE TO BE STAGGERED TO MAINTAIN ACCESS TO PRIVATE DRIVEWAYS AS NECESSARY

STAGES OF CONSTRUCTION AND TRAFFIC CONTROL

MAINTENANCE OF TRAFFIC

NO CONSTRUCTION ACTIVITY CAN BE PERFORMED WITHOUT INSTALLATION OF ADEQUATE AND APPLICABLE TRAFFIC CONTROL

PERFORMANCE OF CERTAIN PORTIONS OF WORK WILL REQUIRE SUBSTAGING UTILIZING APPLICABLE IDOT STANDARDS. DRIVEWAYS AND SIDE ROAD INTERSECTIONS WILL BE SUBSTAGED FOR MILLING AND PAVING OPERATIONS AND SHALL REMAIN FULLY OPERATIONAL AT THE END OF EACH WORKING DAY.

ALL WORK NOT COVERED BY THE SEQUENCE WILL BE PERFORMED UTILIZING APPLICABLE IDOT STANDARDS AS NEEDED TO PERFORM THE WORK, AND BE APPROVED BY THE ENGINEER IN ADVANCE OF THE WORK.

ALL WORK WILL BE PERFORMED UTILIZING THE APPROVED SEQUENCE OF OPERATION,

PRESTAG

- 0.1 MOBILIZATION
- 0.2 LOCATE ALL UTILITIES IN THE PROJECT AREA.
- 0.3 DEPLOY DETOUR AND INSTALL TRAFFIC CONTROL AS REQUIRED FOR STAGE 1.
- 0.4 DETOUR BOTH DIRECTIONS OF TRAFFIC BETWEEN HARWOOD AVENUE AND CEDAR ROAD.
- 0.5 DEPLOY BIKE DETOUR NORTHBOUND AND SOUTHBOUND.
- 0.6 ADJUST TRAFFIC SIGNAL TIMING AT ALL INTERSECTIONS ALONG DETOUR.

STAGE

- 1.1 PERFORM REMOVAL AND CONSTRUCTION IN BOTH DIRECTIONS BETWEEN HARWOOD AVENUE AND CEDAR ROAD.
- 1.2 SITE CLEAN UP.
- 1.3 DEPLOY DETOUR AND INSTALL TRAFFIC CONTROL AS REQUIRED FOR STAGE 2.
- 1.4 DETOUR NORTHBOUND TRAFFIC BETWEEN HARWOOD AVENUE AND SPRUCE ROAD.
- 1.5 MAINTAIN BIKE DETOUR NORTHBOUND AND SOUTHBOUND.
- 1.6 ADJUST TRAFFIC SIGNAL TIMING AT ALL INTERSECTIONS ALONG DETOUR.
- 1.7 CONTRACTOR SHALL HAVE 90 CALENDAR DAYS TO COMPLETE THE WORK INCLUDED IN STAGE 1.

STAGE

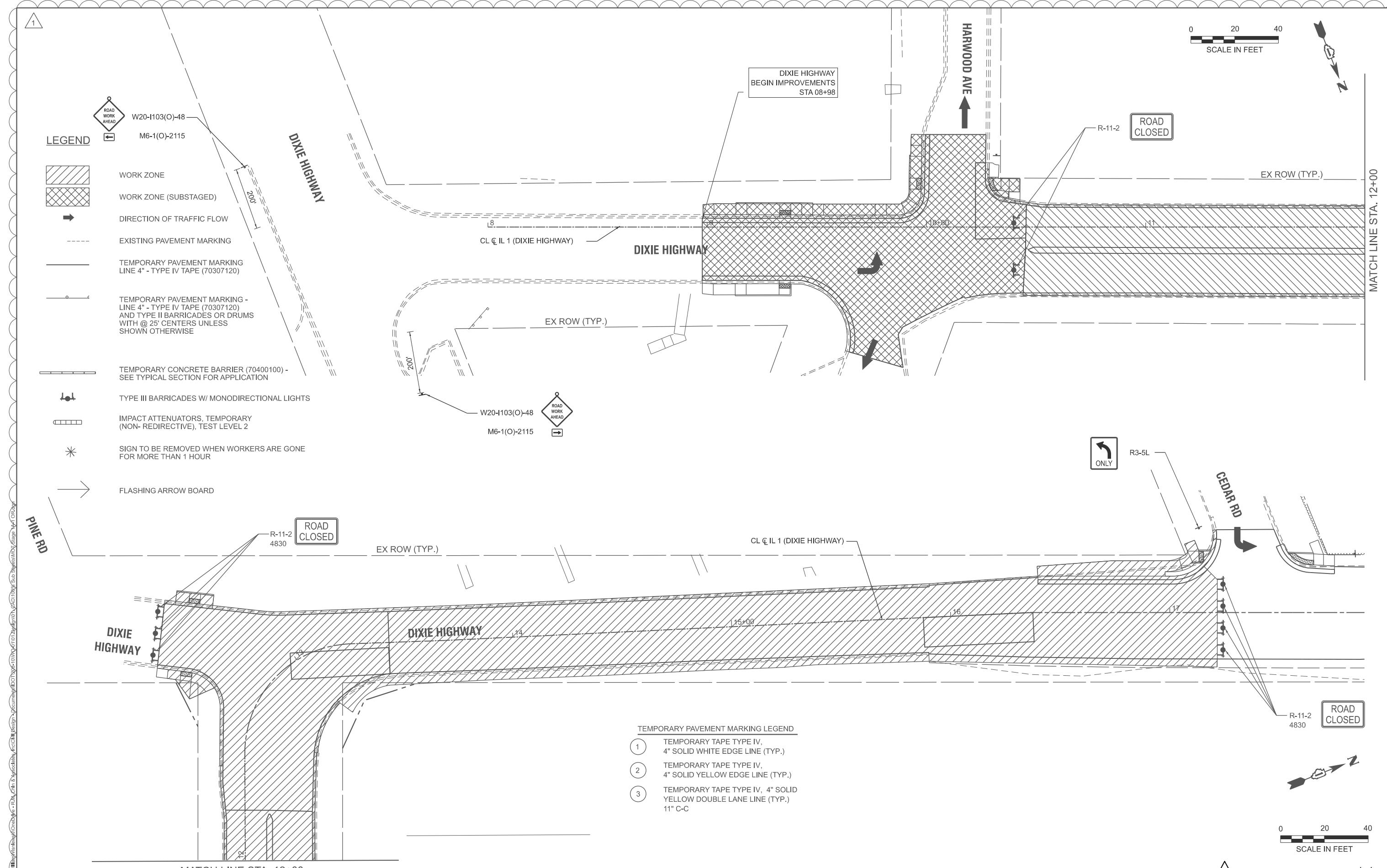
2.1 REMOVE SOUTHBOUND BIKE DETOUR.
2.1 PERFORM REMOVAL AND CONSTRUCTION IN NORTHBOUND DIRECTION BETWEEN PARK AVENUE AND SPRUCE ROAD.
2.2 SITE CLEAN UP.
2.3 MAINTAIN SOUTHBOUND DETOUR AND INSTALL TRAFFIC CONTROL AS REQUIRED FOR STAGE 3.

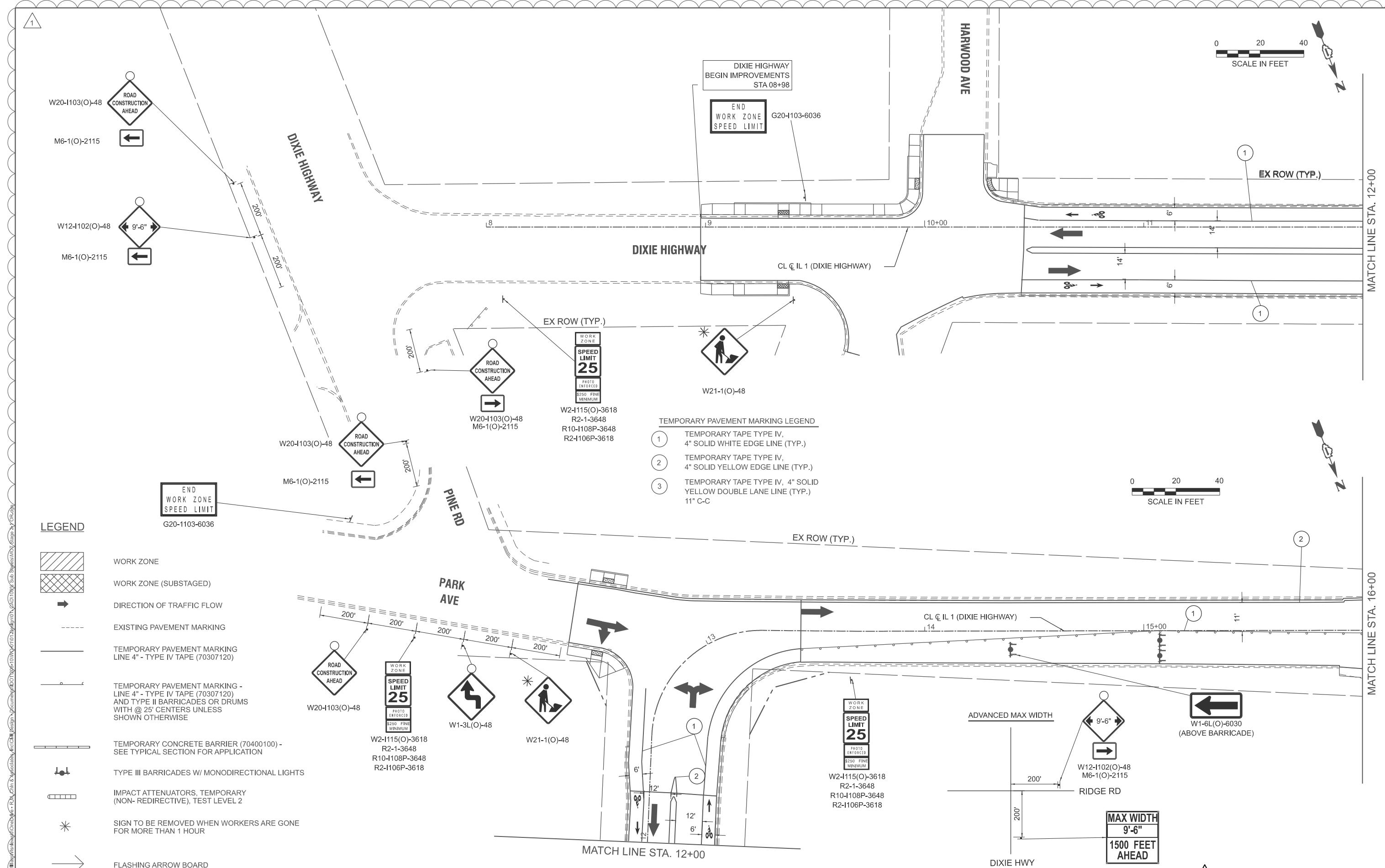
2.4 S

STAGE 3

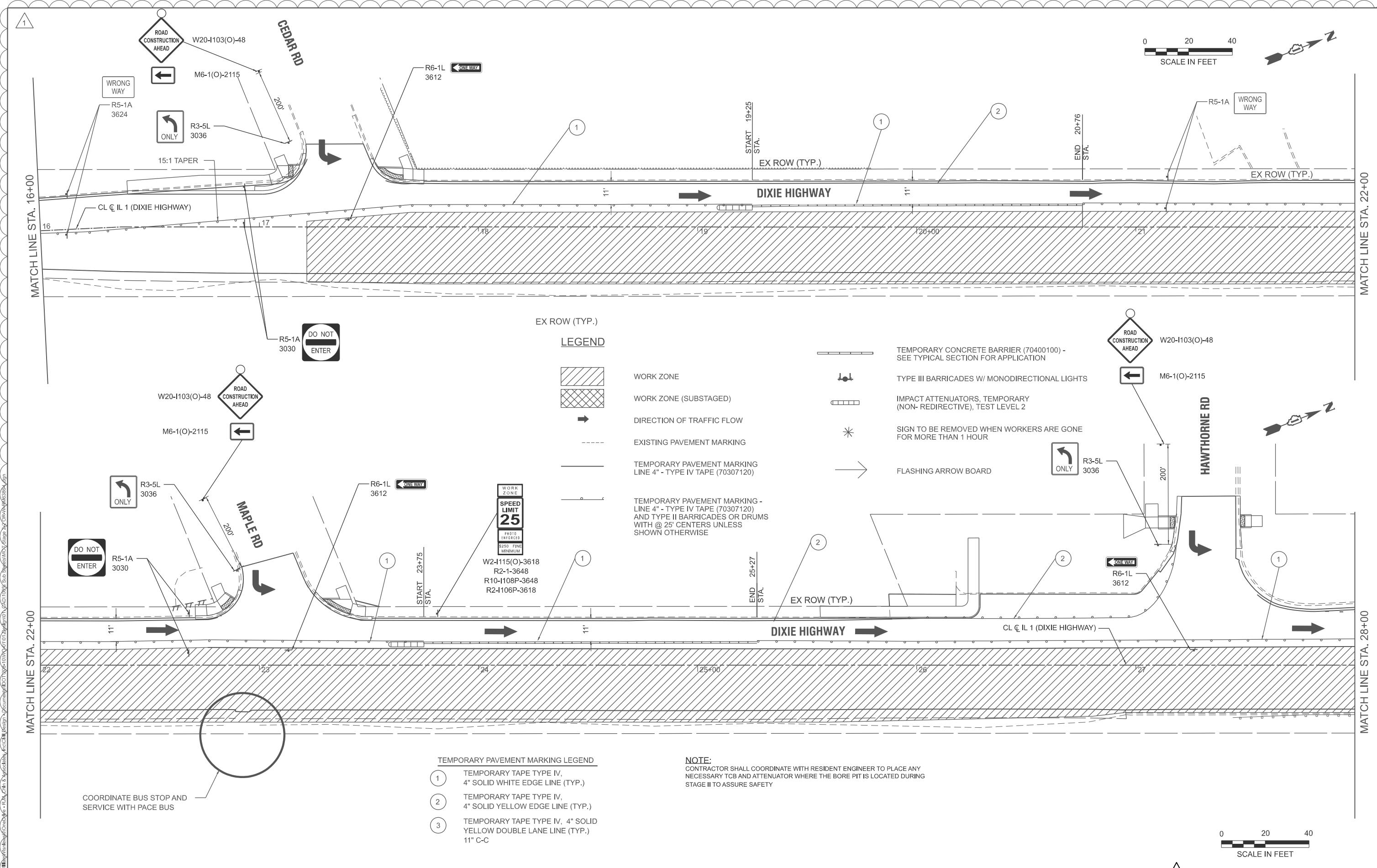
- 3.1 REOVE NORTHBOUND BIKE DETOUR
- 3.2 PERFORM REMOVAL AND CONSTRUCTION IN SOUTHBOUND DIRECTION BETWEEN CEDAR ROAD AND SPRUCE ROAD. WORK IS TO BE PERFORMED VIA DAILY LANE CLOSURES (STANDARD 701501). CONTRACTOR SHALL PROVIDE ACCESS TO ALL SIDE STREETS AND RESIDENCES DURING THE CONSTRUCTION.

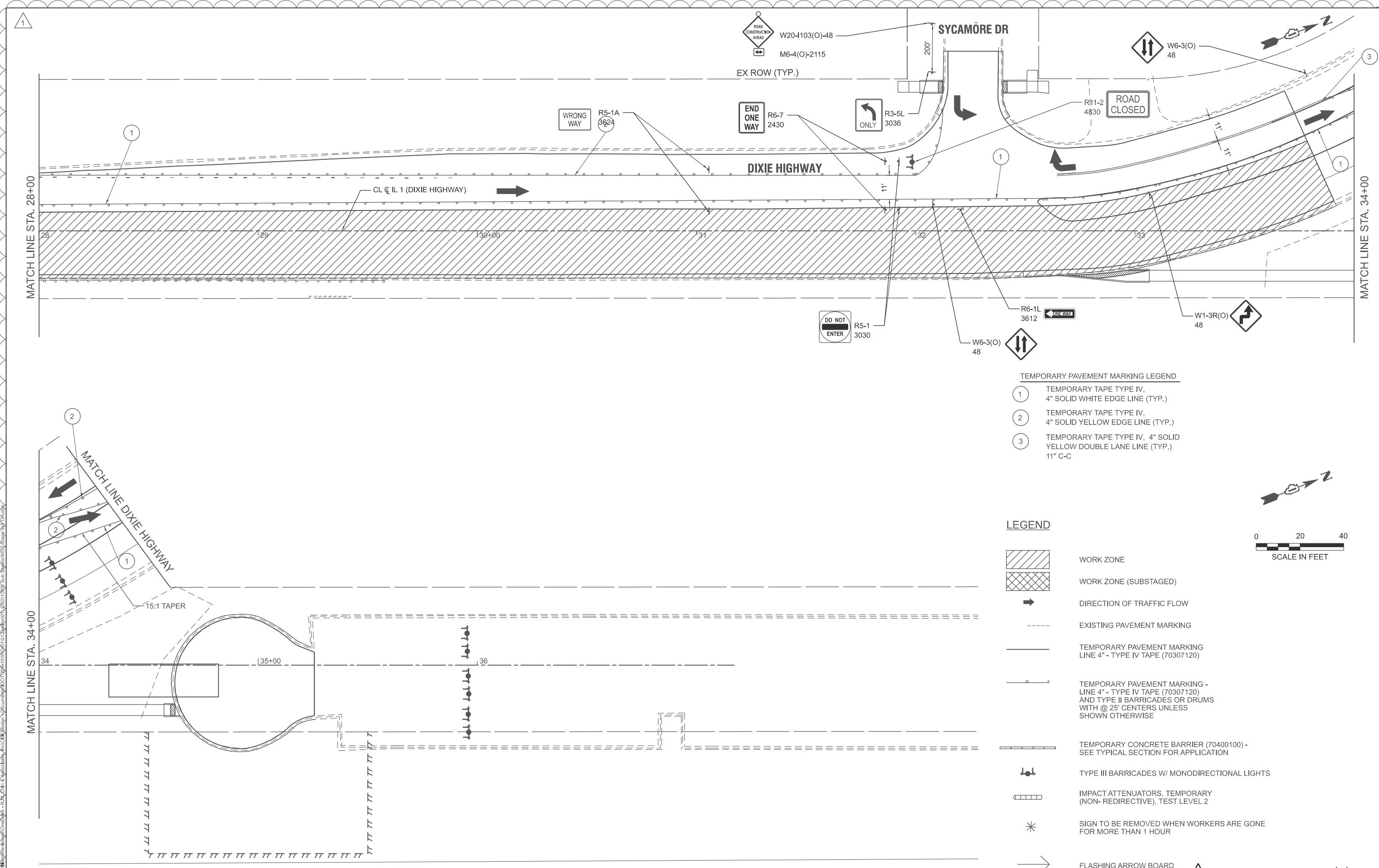
3.3 SITE CLEAN UP. 3.4 INSTALL PROPOSED PAVEMENT MARKINGS AND SIGNS

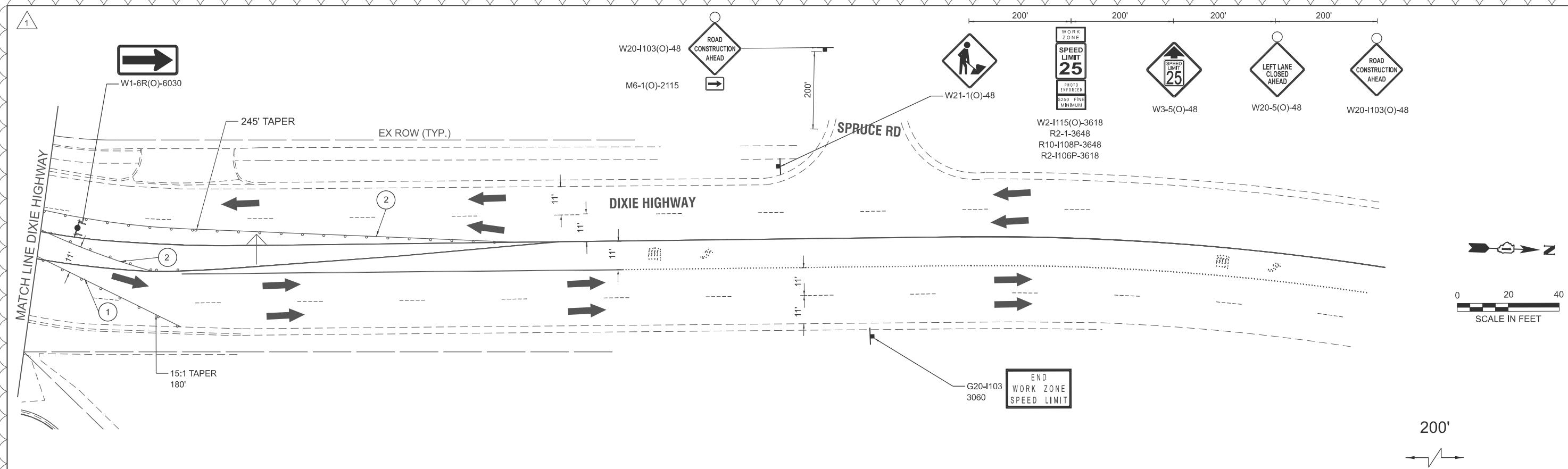




2 REVISED ENTIRE SHEET 1/9/2026



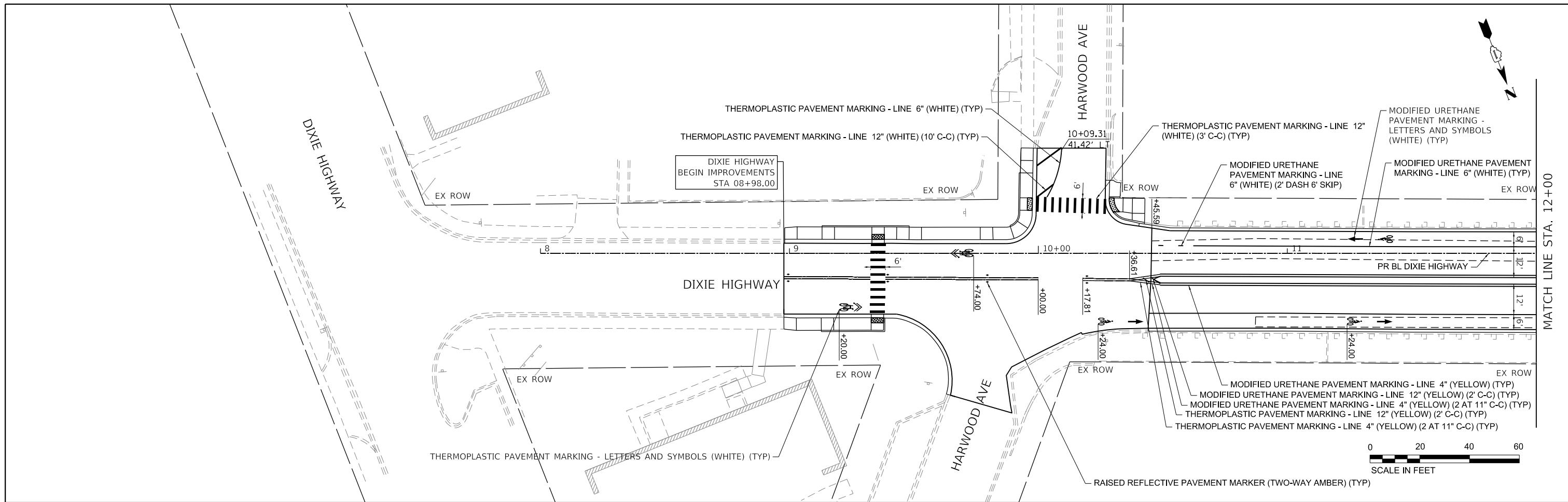


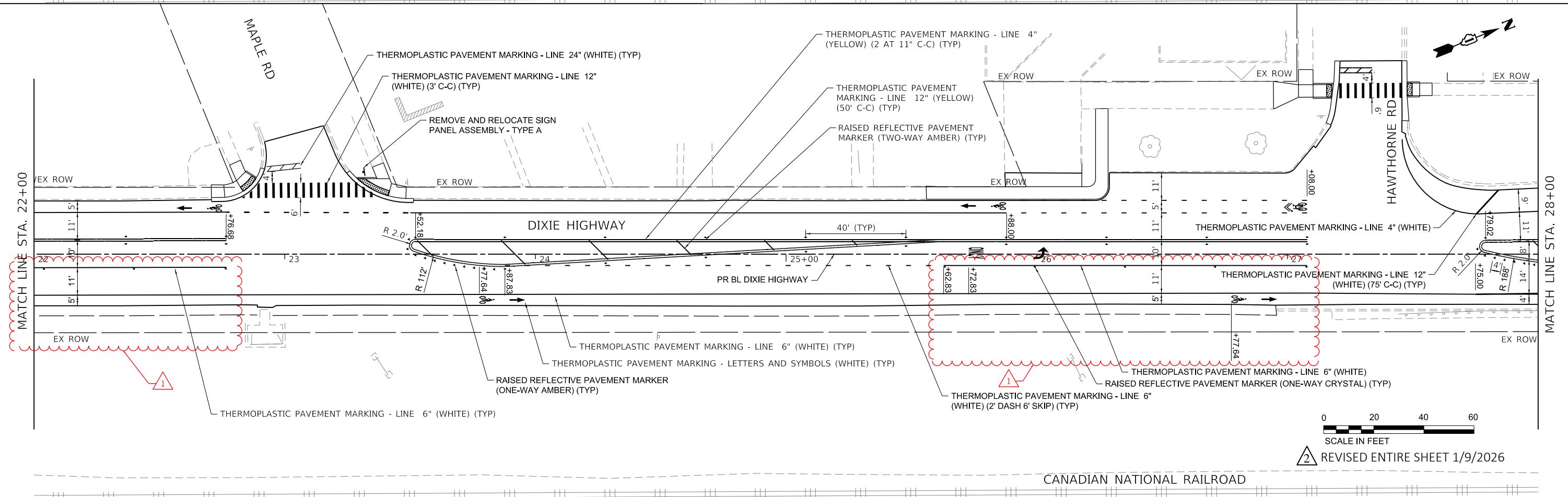
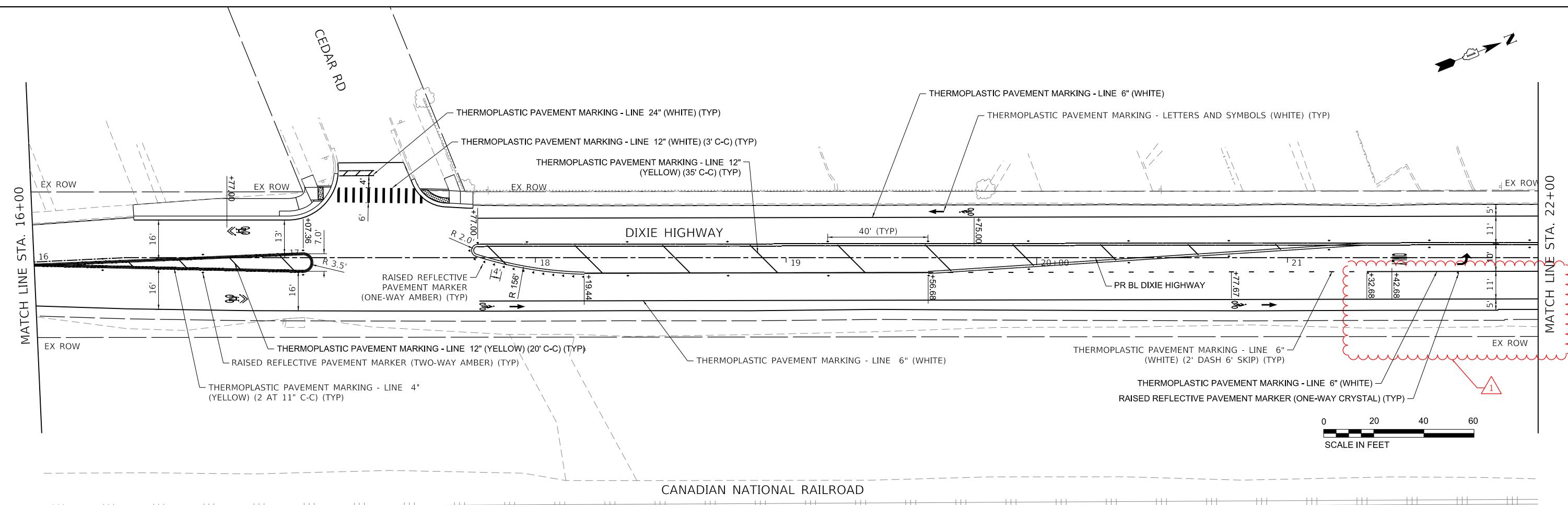


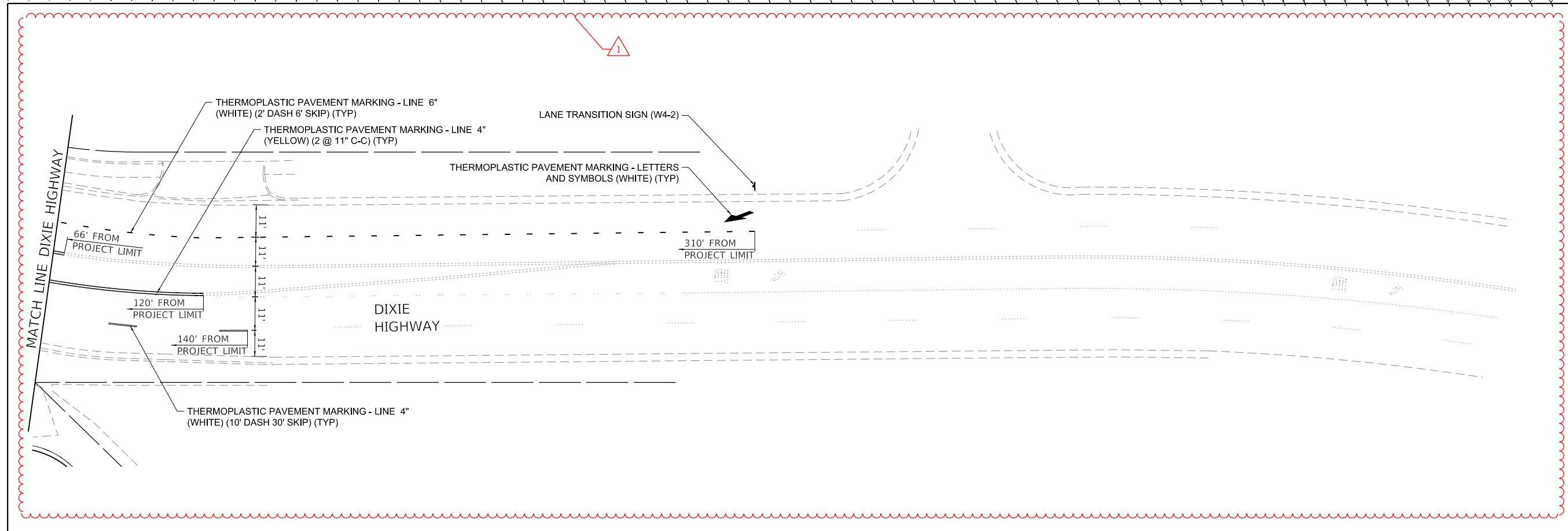
LEGEND

	WORK ZONE		TEMPORARY CONCRETE BARRIER (70400100) - SEE TYPICAL SECTION FOR APPLICATION
	WORK ZONE (SUBSTAGED)		
	DIRECTION OF TRAFFIC FLOW		TYPE III BARRICADES W/ MONODIRECTIONAL LIGHTS
	EXISTING PAVEMENT MARKING		IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2
	TEMPORARY PAVEMENT MARKING LINE 4" - TYPE IV TAPE (70307120)		SIGN TO BE REMOVED WHEN WORKERS ARE GONE FOR MORE THAN 1 HOUR
	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE (70307120) AND TYPE II BARRICADES OR DRUMS WITH @ 25' CENTERS UNLESS SHOWN OTHERWISE		FLASHING ARROW BOARD

2 REVISED ENTIRE SHEET 1/9/2026







△ ADDED ENTIRE SHEET 1/9/2026



BLA, Inc.

ITASCA, ILLINOIS

USER NAME = gellwanger	DESIGNED - JNH	REVISED - △ ADD #1 (1/6/26)
	DRAWN - JNH	REVISED -
PLOT SCALE = 40.0000 " / in.	CHECKED - GJE	REVISED -
PLOT DATE = 1/6/2026	DATE - 10/1/2025	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIXIE HIGHWAY
PAVEMENT MARKING AND SIGNAGE PLAN

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2843	2023-916-RS,SW,FL	COOK	110	68A
		ILLINOIS	FED. AID PROJECT	CONTRACT NO. 62W33

SCALE: 1"=20' SHEET 4 OF 4 SHEETS STA. TO STA.

