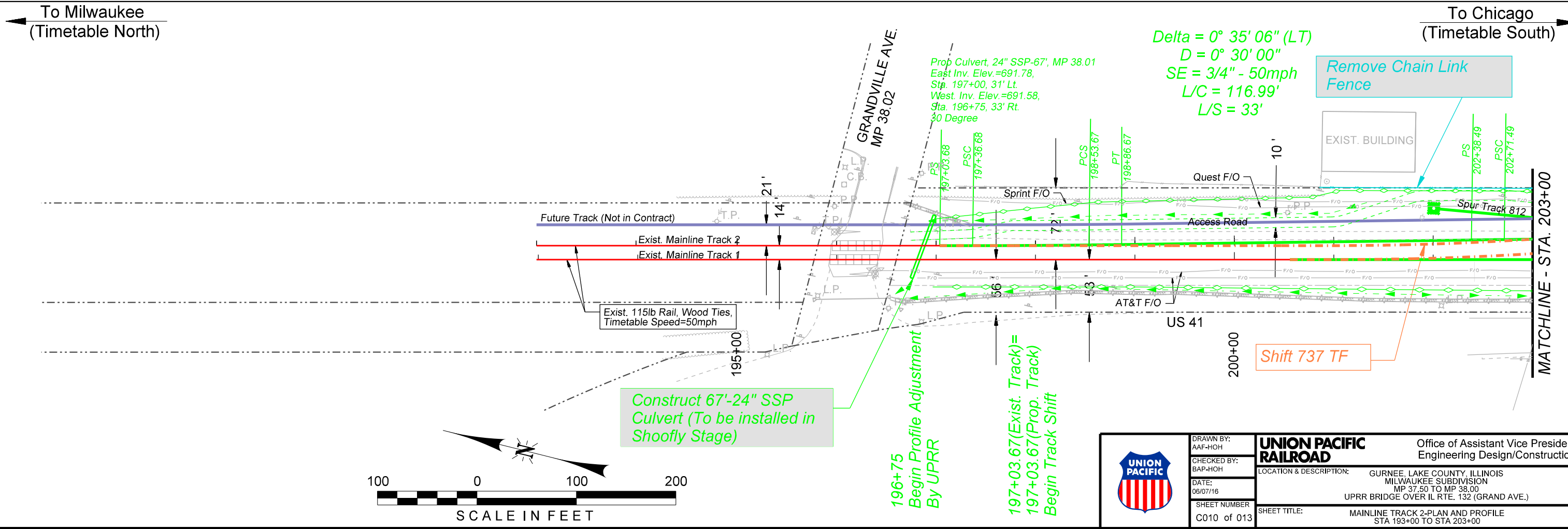
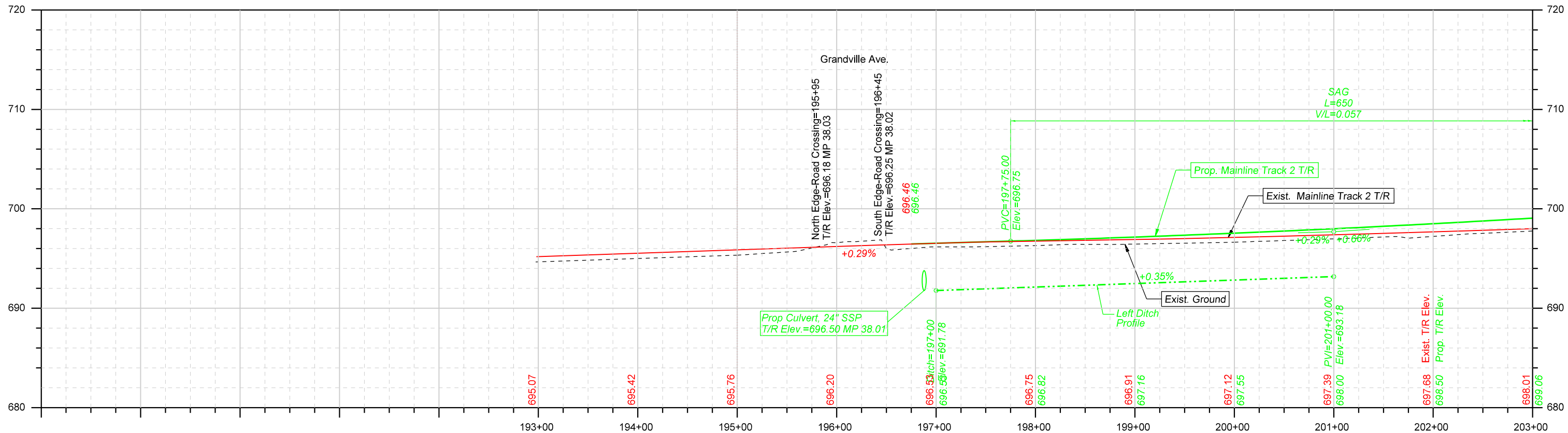


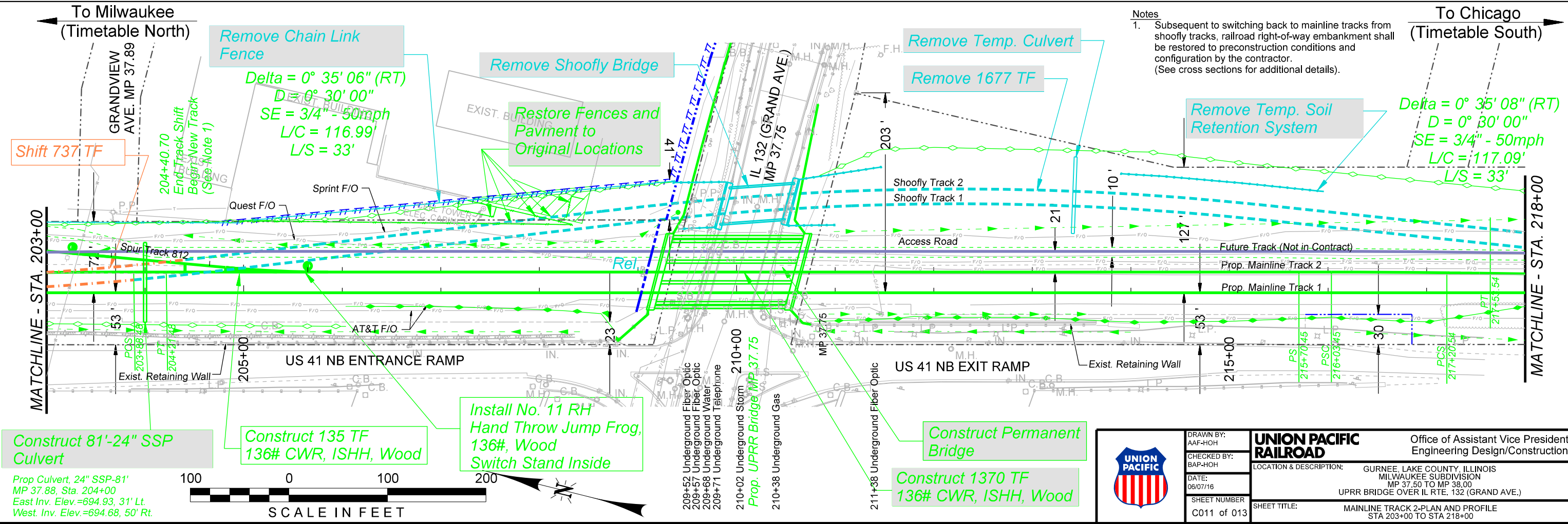
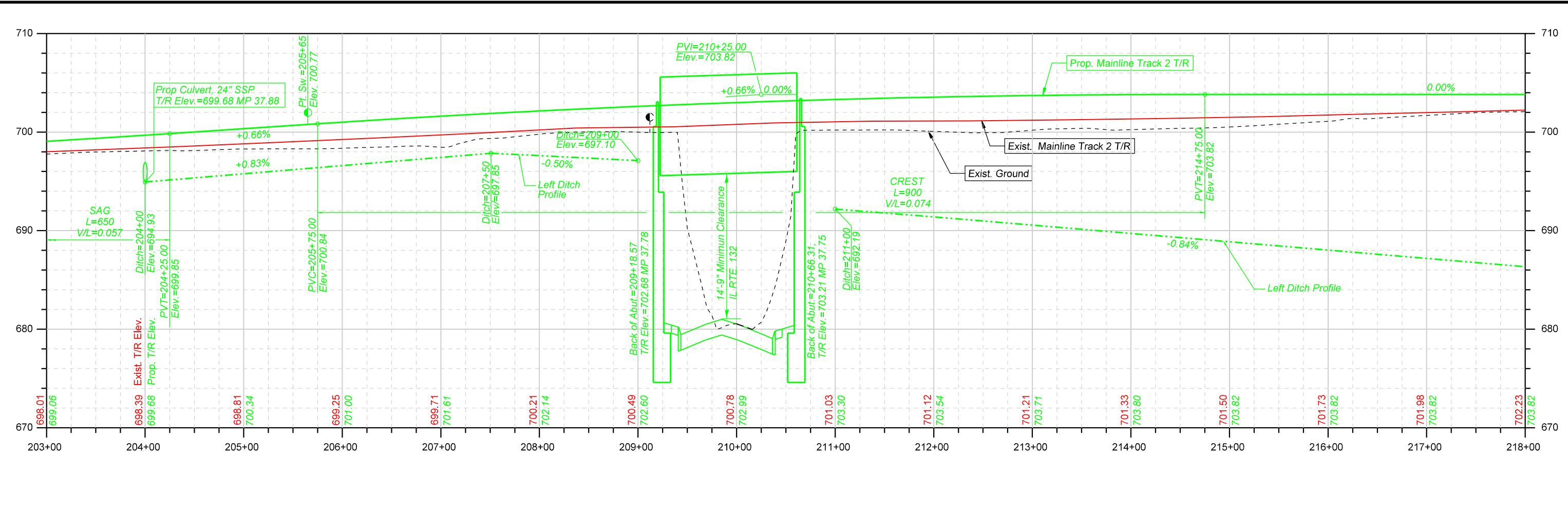
Note 1
 Subsequent to switching back to mainline tracks from shoofly tracks, railroad right-of-way embankment shall be restored to pre-construction conditions and configuration (See cross sections for additional details).



DRAWN BY: AAH-HOH CHECKED BY: BAP-HOH DATE: 06/07/16 SHEET NUMBER: C009 of 013	UNION PACIFIC RAILROAD LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.) SHEET TITLE: MAINLINE TRACK 1-PLAN AND PROFILE STA 118+00 TO STA 125+00	Office of Assistant Vice President Engineering Design/Construction
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	DRAWN BY: AAF-HOH	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction
	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: C010 of 013	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: MAINLINE TRACK 2-PLAN AND PROFILE STA 193+00 TO STA 203+00
SHEET 302 OF 361		



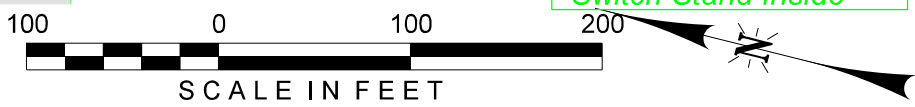
Notes
 1. Subsequent to switching back to mainline tracks from shoofly tracks, railroad right-of-way embankment shall be restored to preconstruction conditions and configuration by the contractor. (See cross sections for additional details).

Construct 81'-24" SSP Culvert
 Prop Culvert, 24" SSP-81'
 MP 37.88, Sta. 204+00
 East Inv. Elev.=694.93, 31' Lt.
 West. Inv. Elev.=694.68, 50' Rt.

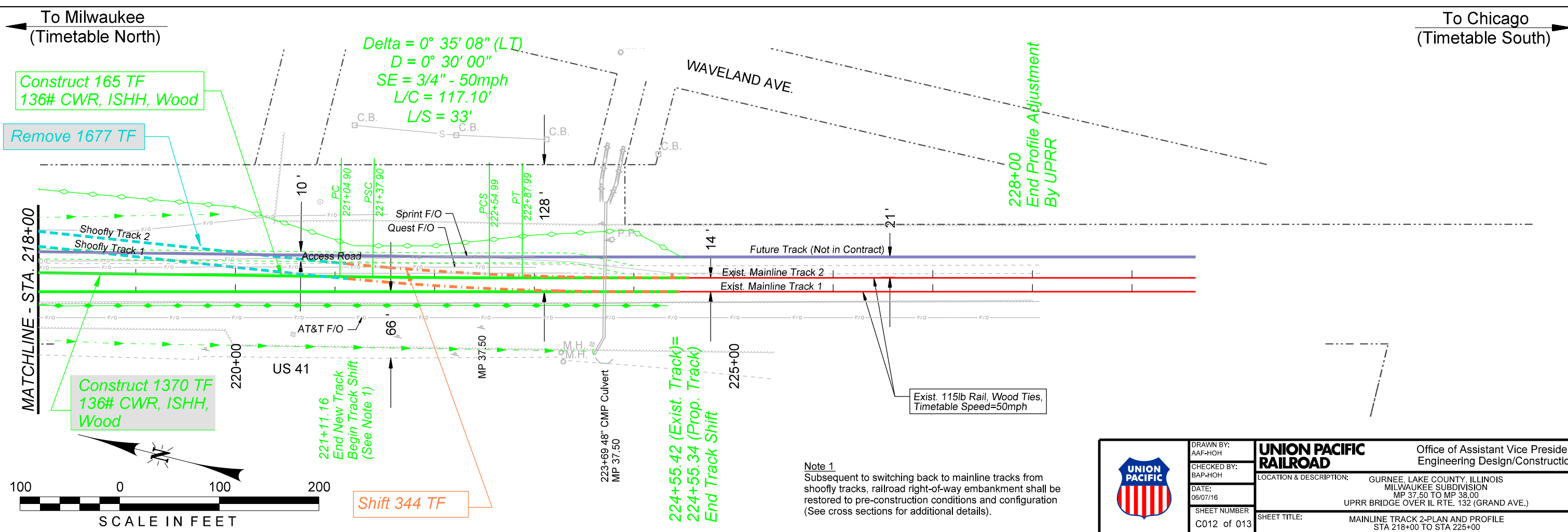
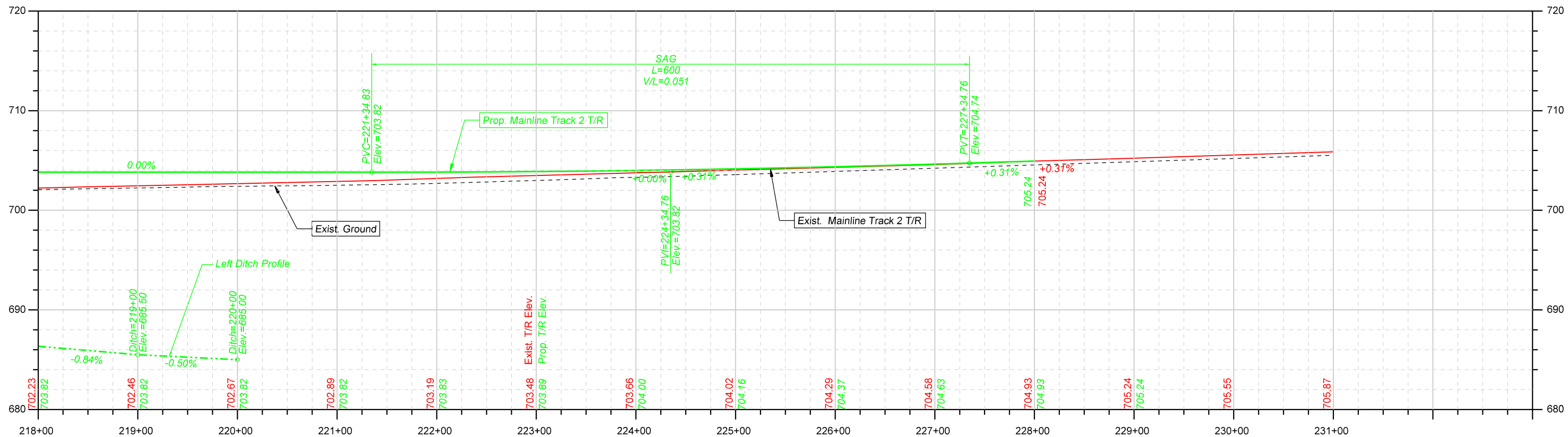
Construct 135 TF 136# CWR, ISHH, Wood

Construct Permanent Bridge
 Construct 1370 TF 136# CWR, ISHH, Wood

Install No. 11 RH Hand Throw Jump Frog, 136#, Wood Switch Stand Inside



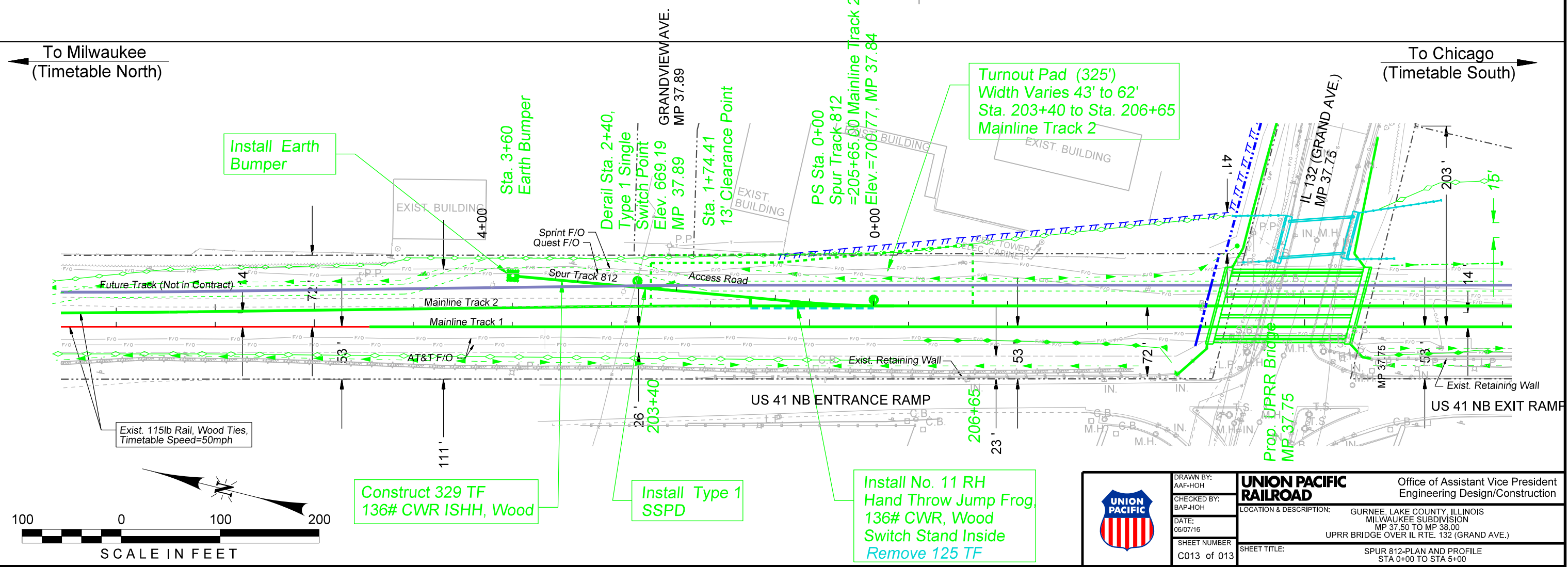
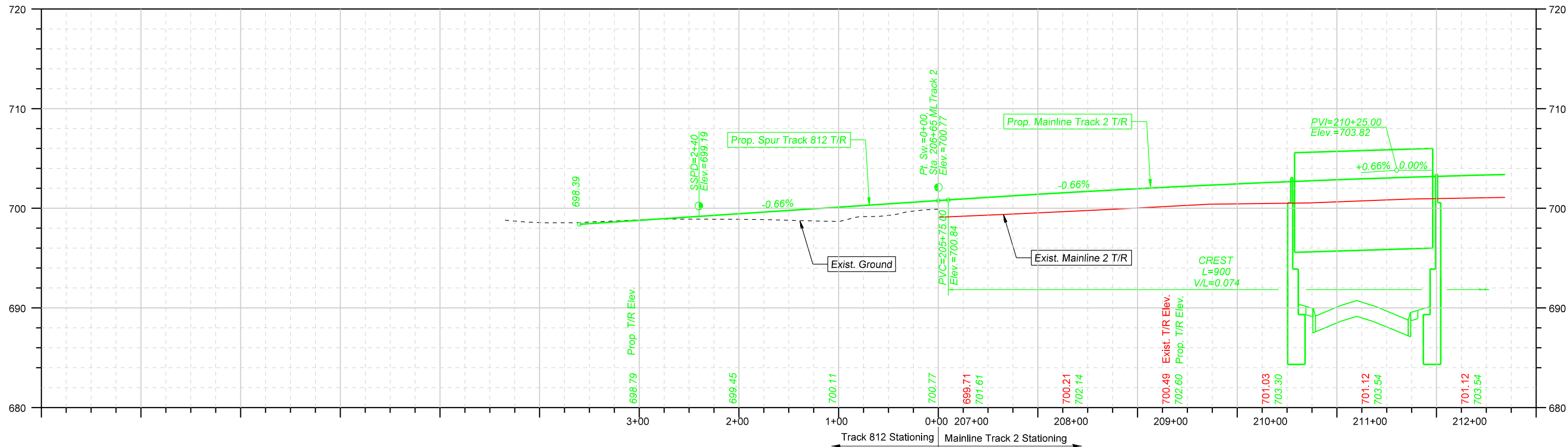
	DRAWN BY: AAF-HOH	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)
	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: C011 of 013	
SHEET TITLE: MAINLINE TRACK 2-PLAN AND PROFILE STA 203+00 TO STA 218+00		



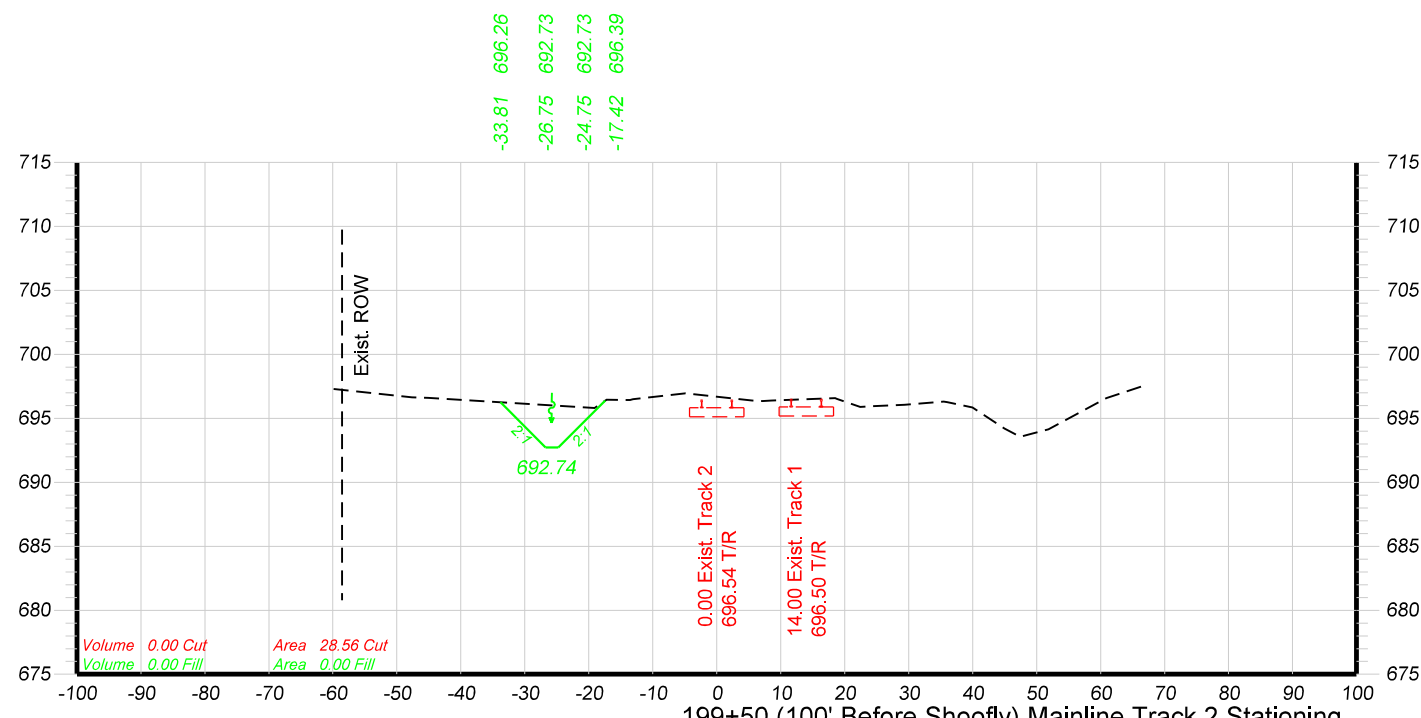
Note 1
 Subsequent to switching back to mainline tracks from shoofly tracks, railroad right-of-way embankment shall be restored to pre-construction conditions and configuration (See cross sections for additional details).



DRAWN BY: AAF-HOH	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.) SHEET TITLE: MAINLINE TRACK 2-PLAN AND PROFILE STA 218+00 TO STA 225+00
CHECKED BY: BAP-HOH	
DATE: 06/07/16	
SHEET NUMBER C012 of 013	

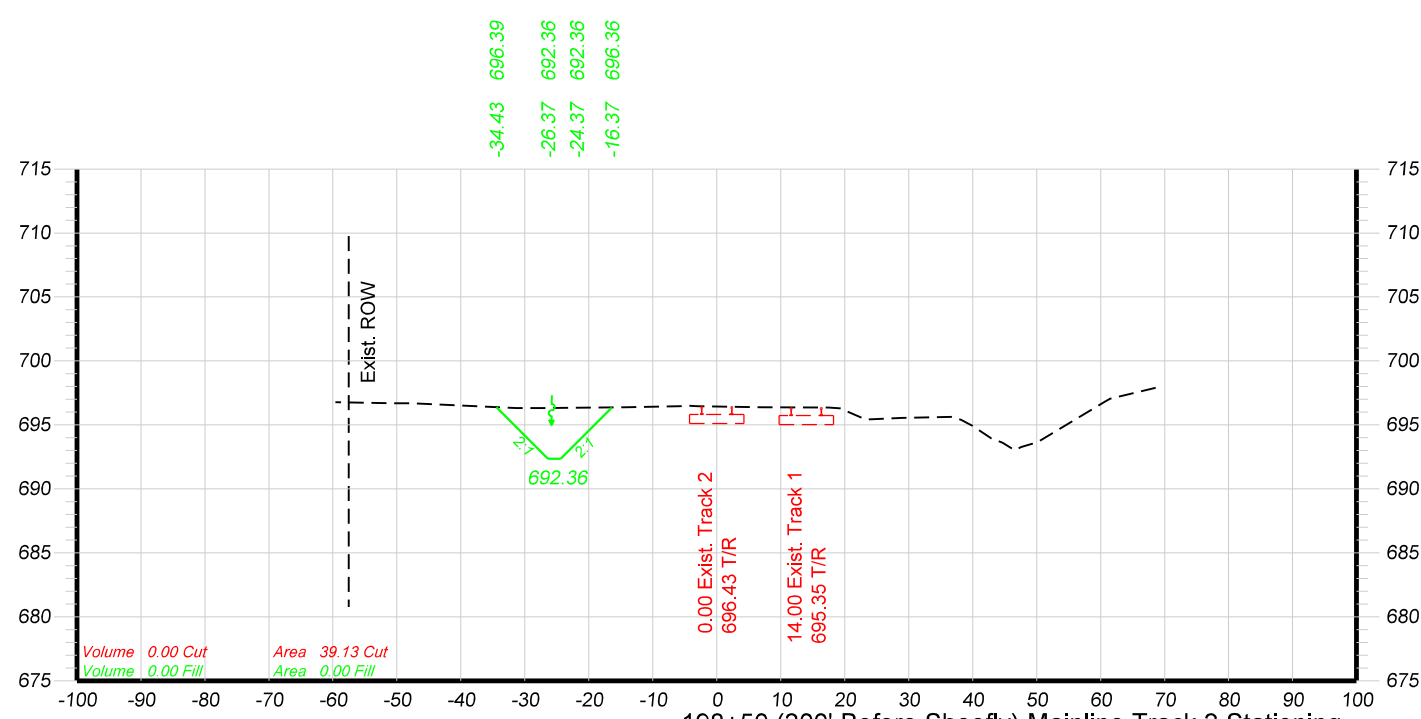


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	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: C013 of 013	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: SPUR 812-PLAN AND PROFILE STA 0+00 TO STA 5+00



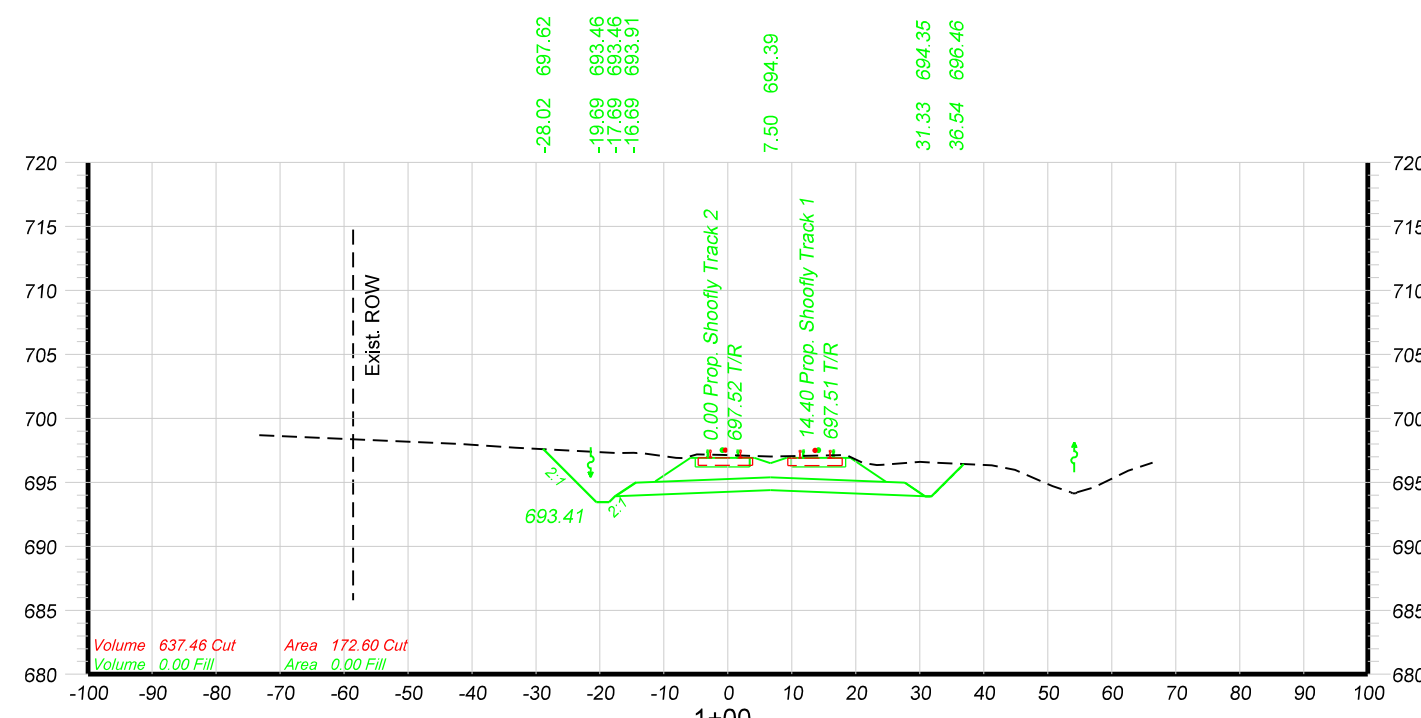
199+50 (100' Before Shoofly) Mainline Track 2 Stationing

-60.93	697.36
-47.66	696.64
-45.11	696.61
-19.10	695.81
-17.22	696.45
-13.08	696.49
-4.88	696.96
5.55	696.39
18.49	696.57
22.41	695.89
26.43	695.99
29.34	696.05
35.45	696.31
39.96	695.84
44.99	694.20
47.42	693.55
51.85	694.14
60.81	696.55
66.30	697.48



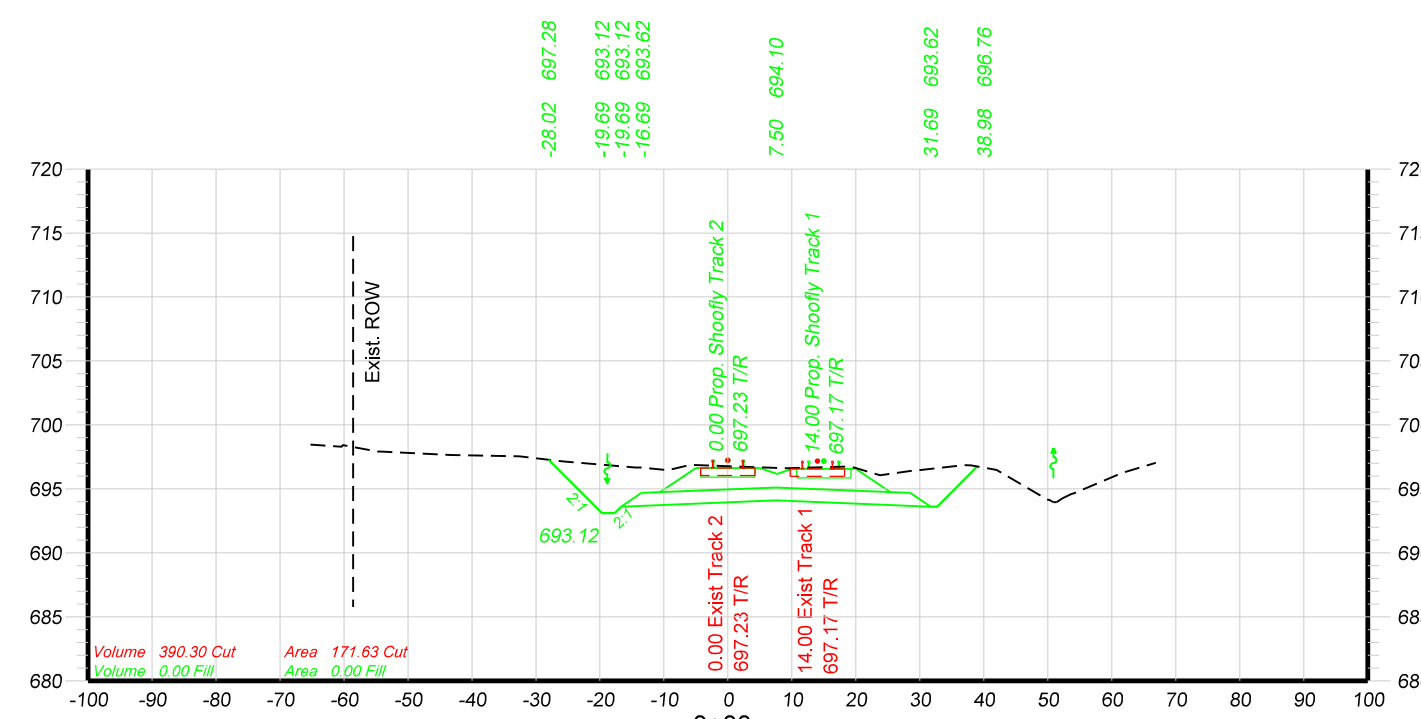
198+50 (200' Before Shoofly) Mainline Track 2 Stationing

-59.59	696.77
-47.70	696.70
-31.35	696.32
-27.12	696.31
-14.21	696.39
-5.71	696.47
7.01	696.38
17.45	696.36
23.31	695.42
28.86	695.54
36.82	695.64
42.92	693.95
46.55	693.02
50.12	693.65
60.60	696.79
68.60	697.91



1+00

-72.39	698.68
-40.94	697.99
-25.97	697.53
-32.35	697.70
-16.46	697.28
-13.00	697.31
-6.02	696.89
-4.01	697.19
0.00	697.13
7.92	697.07
18.07	697.13
21.97	696.51
30.91	696.60
42.12	696.33
54.45	694.23
66.72	696.45



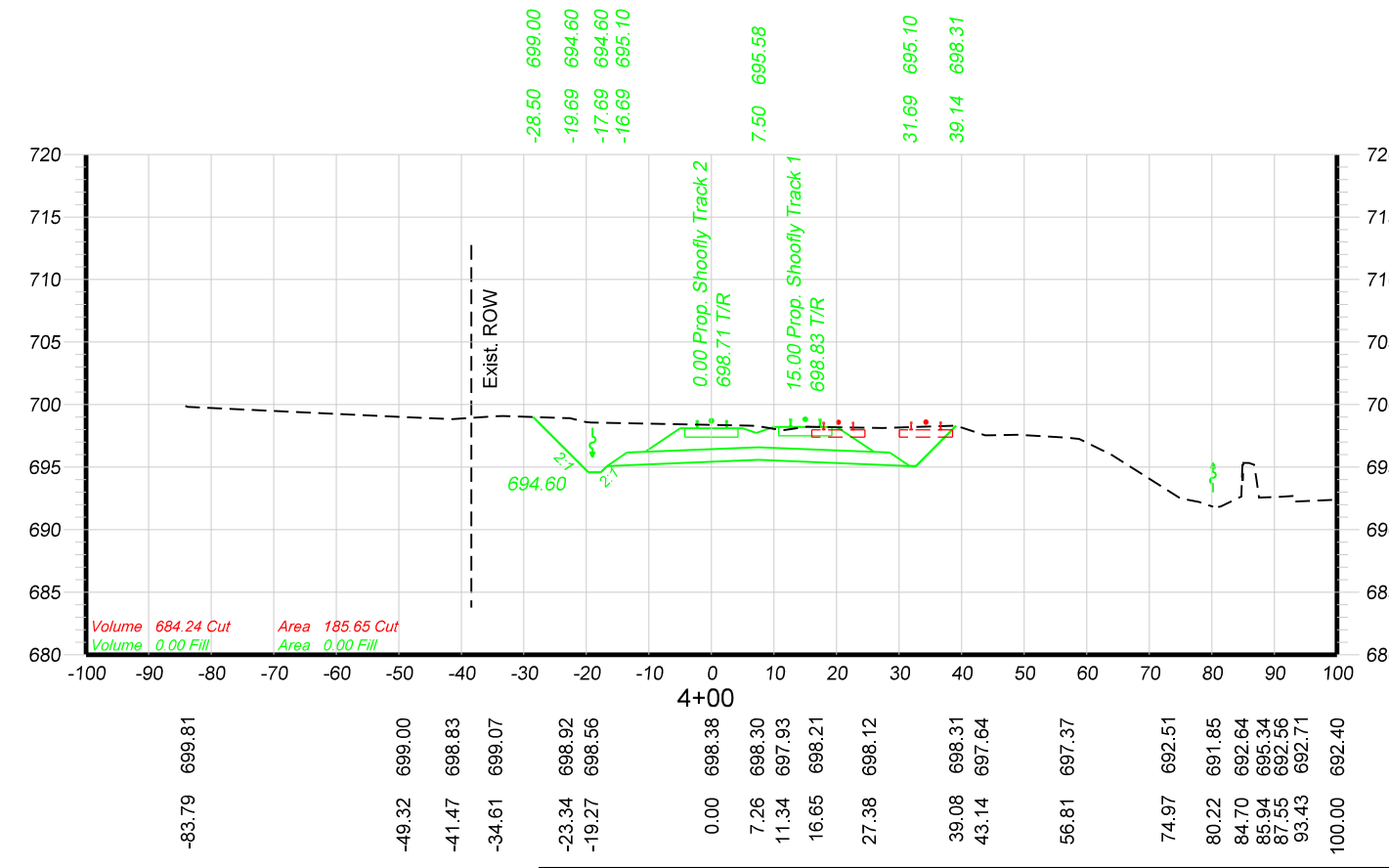
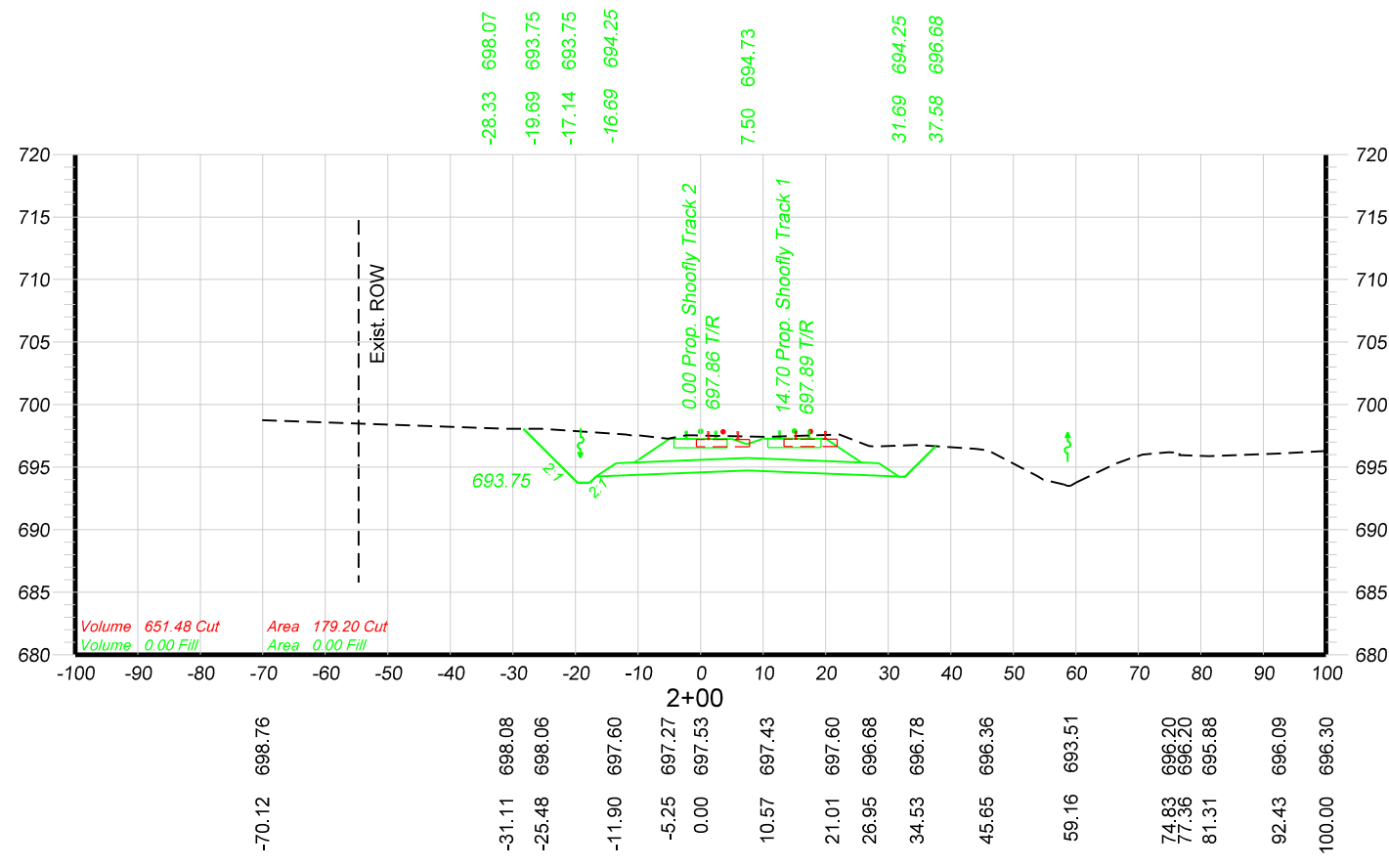
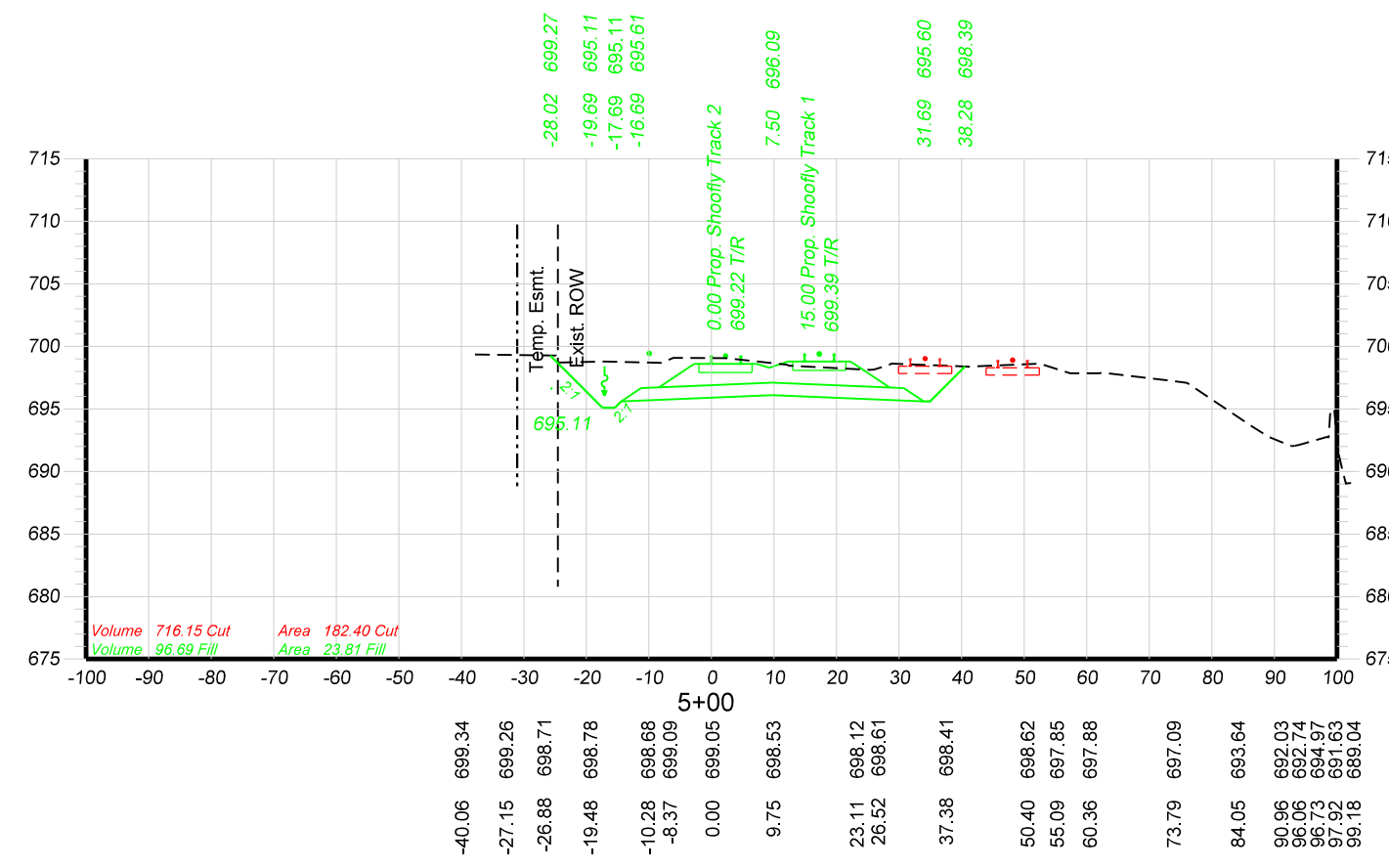
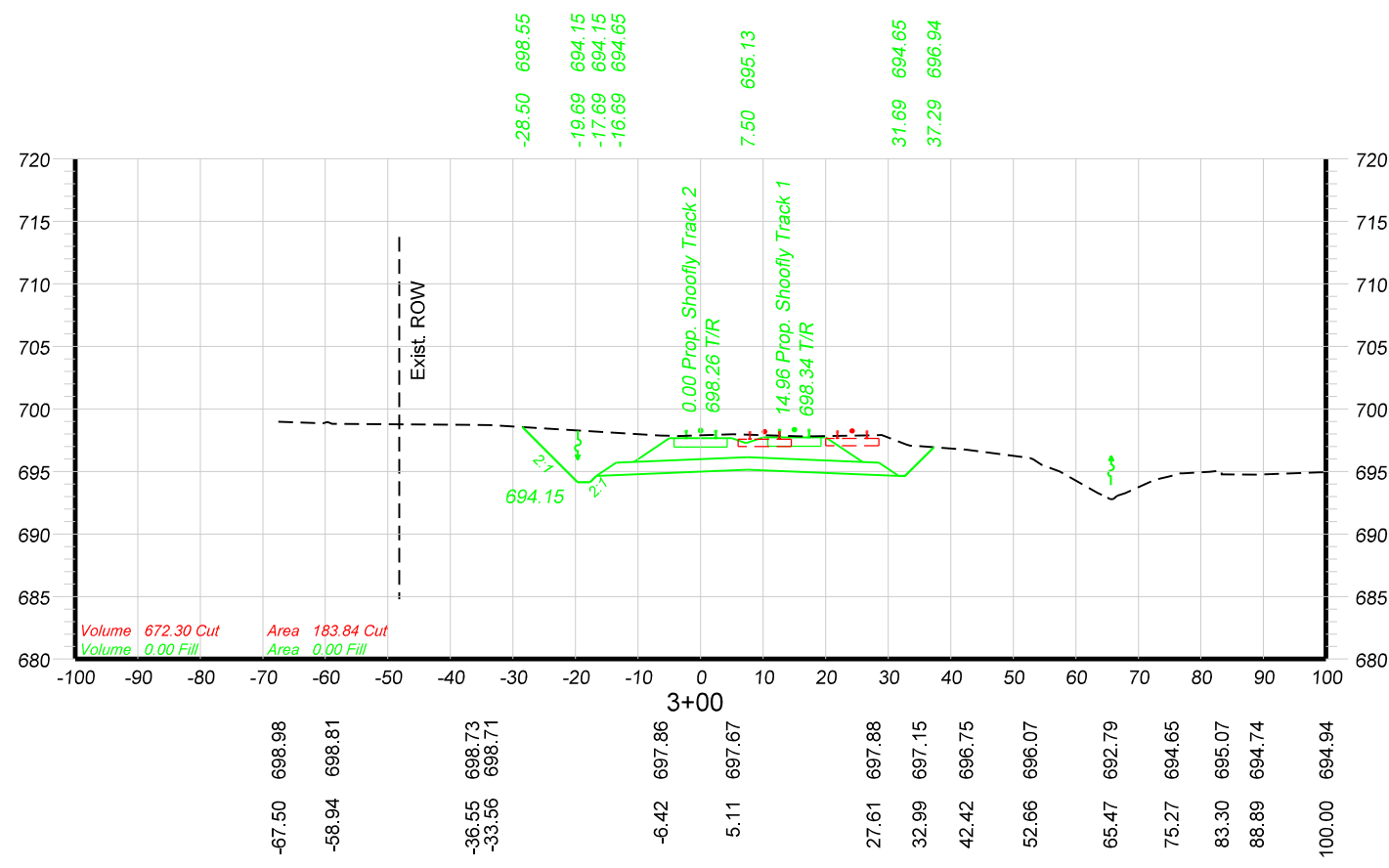
0+00

-65.25	698.47
-60.17	698.43
-54.35	697.92
-43.36	697.66
-32.58	697.54
-25.81	697.16
-14.42	696.68
-9.33	696.45
-5.88	696.89
-0.00	696.78
7.15	696.66
19.15	696.76
23.79	696.06
29.12	696.42
36.91	696.87
41.99	696.49
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60.74	696.08
66.88	697.05

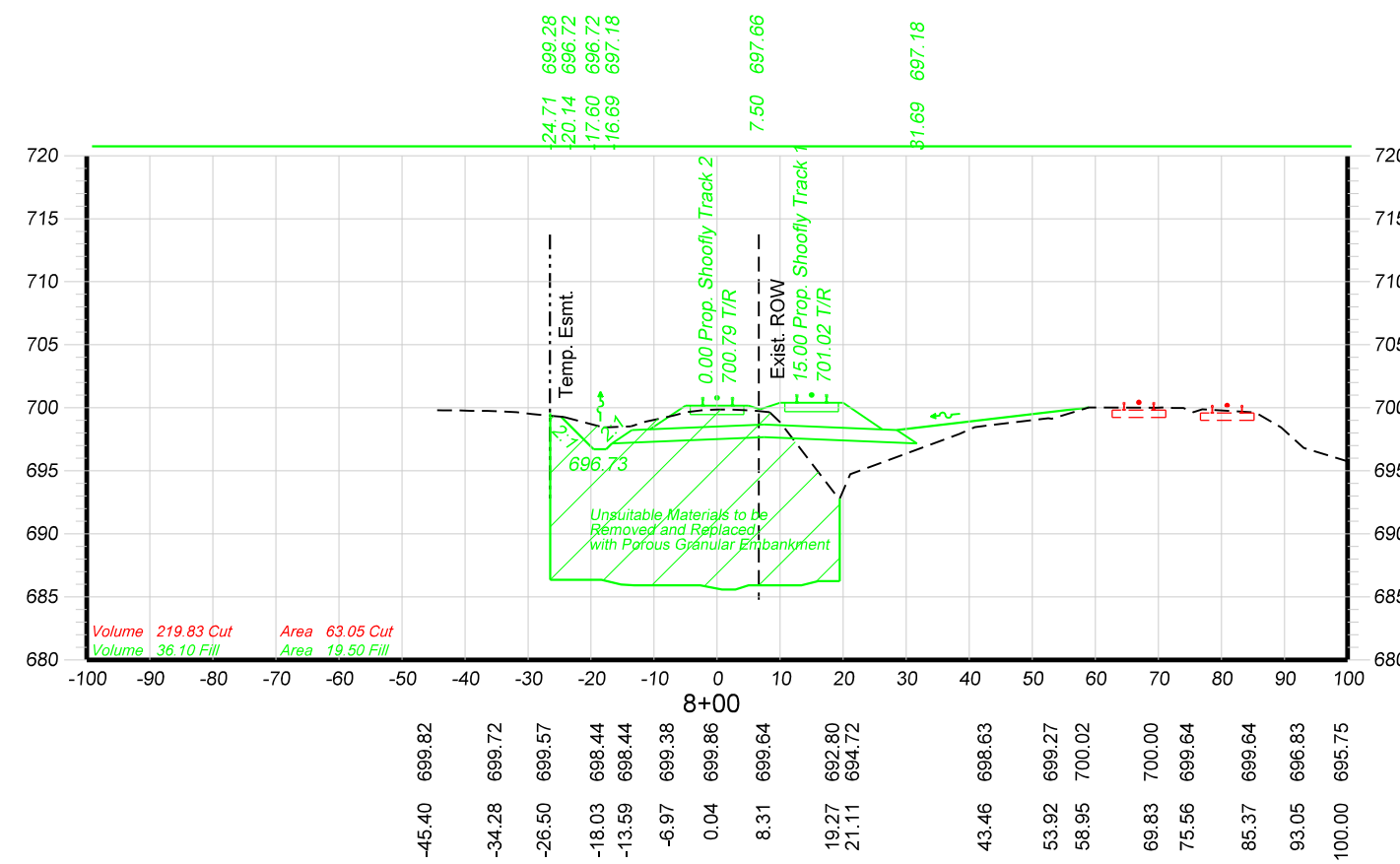
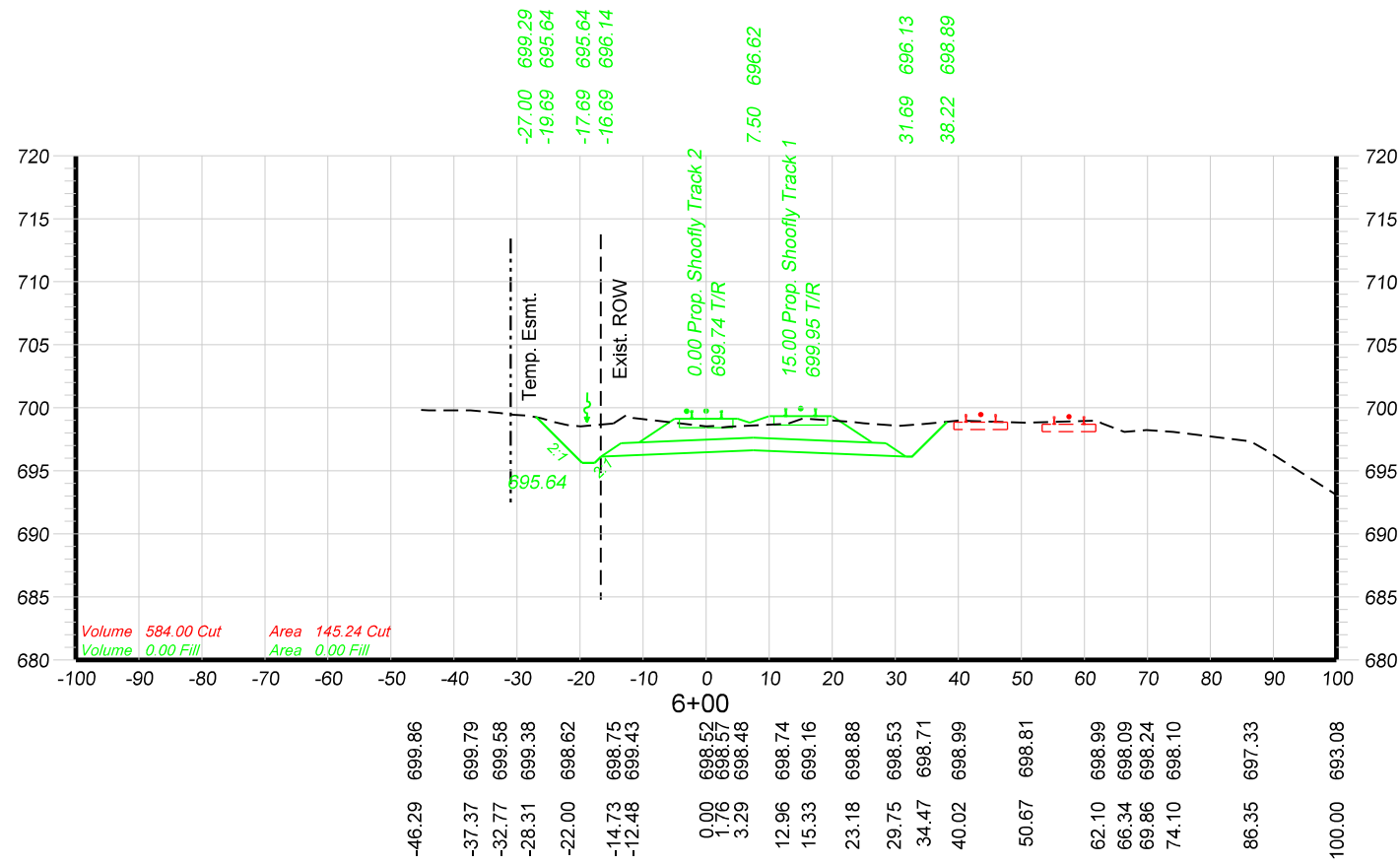
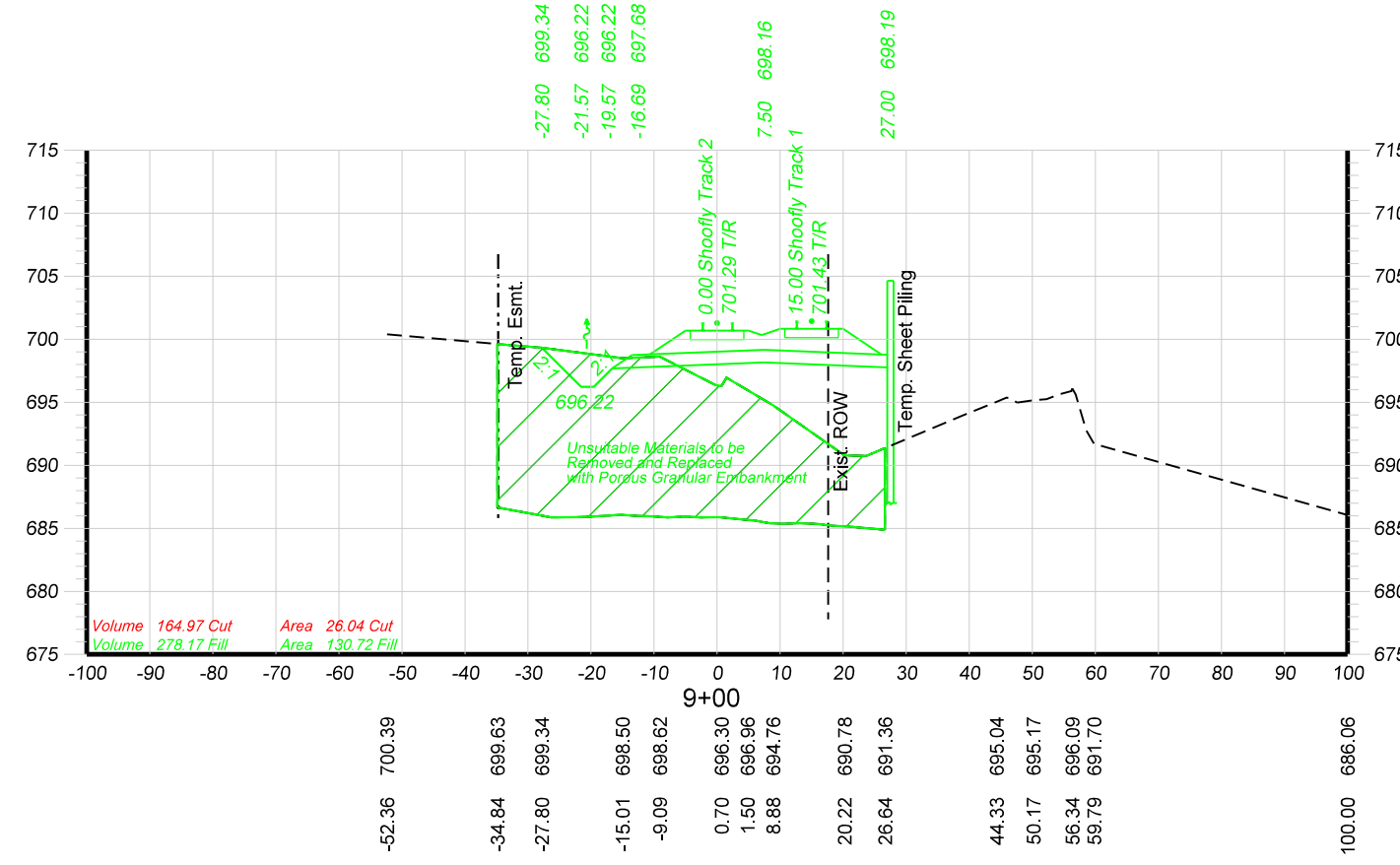
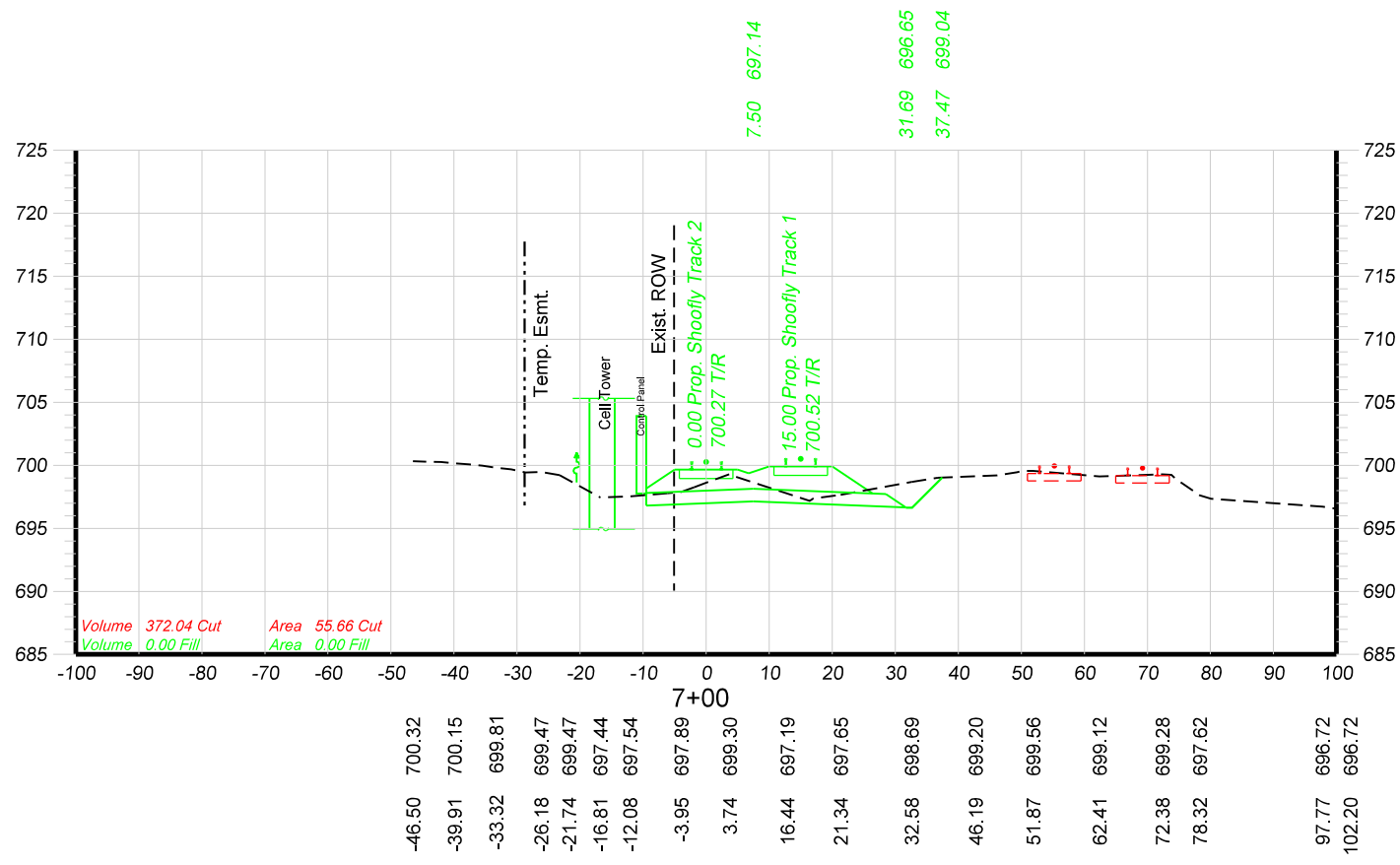


DRAWN BY:
 AAF-HOH
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 BAP-HOH
 DATE:
 06/07/16
 SHEET NUMBER
 X001 of 018

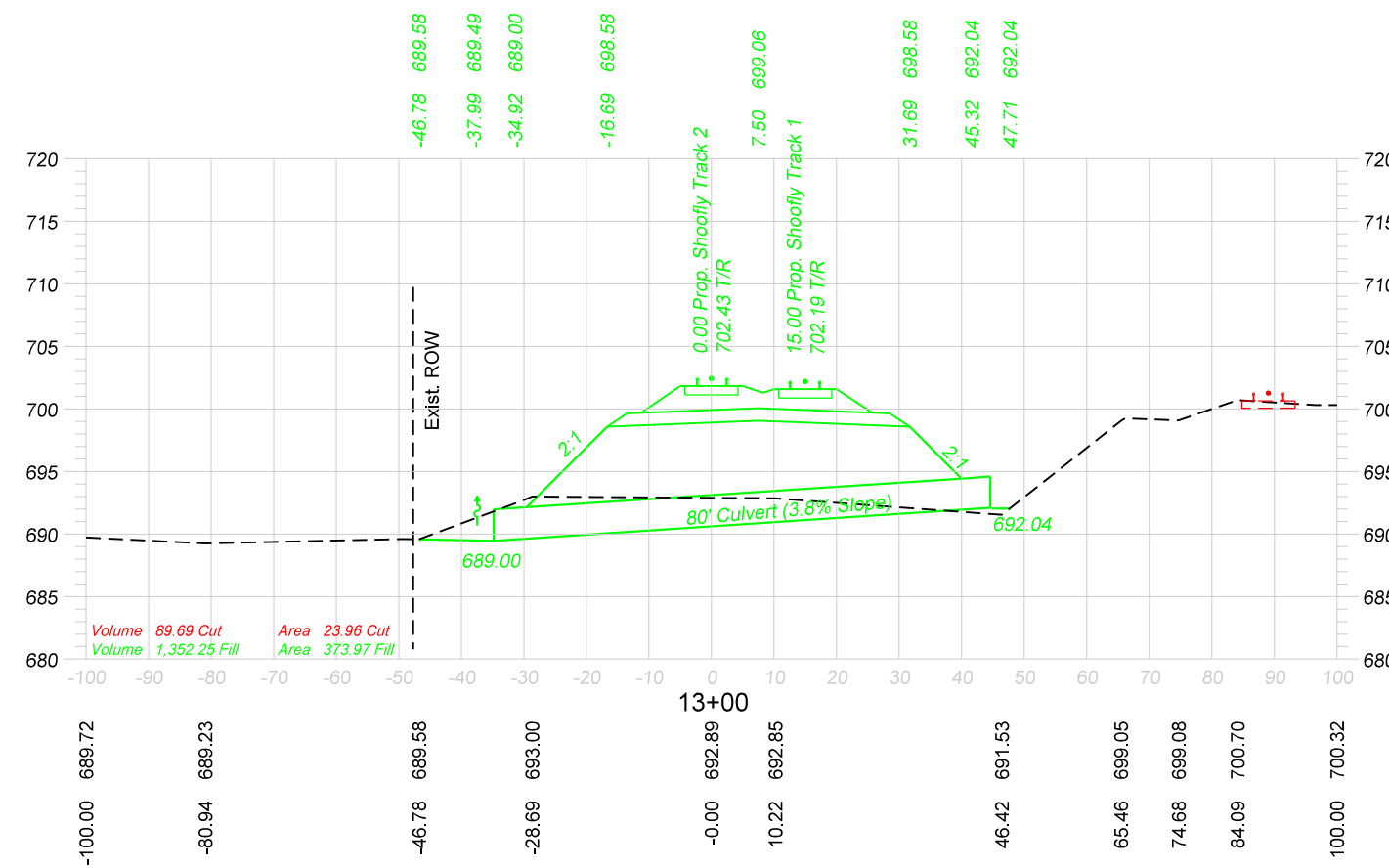
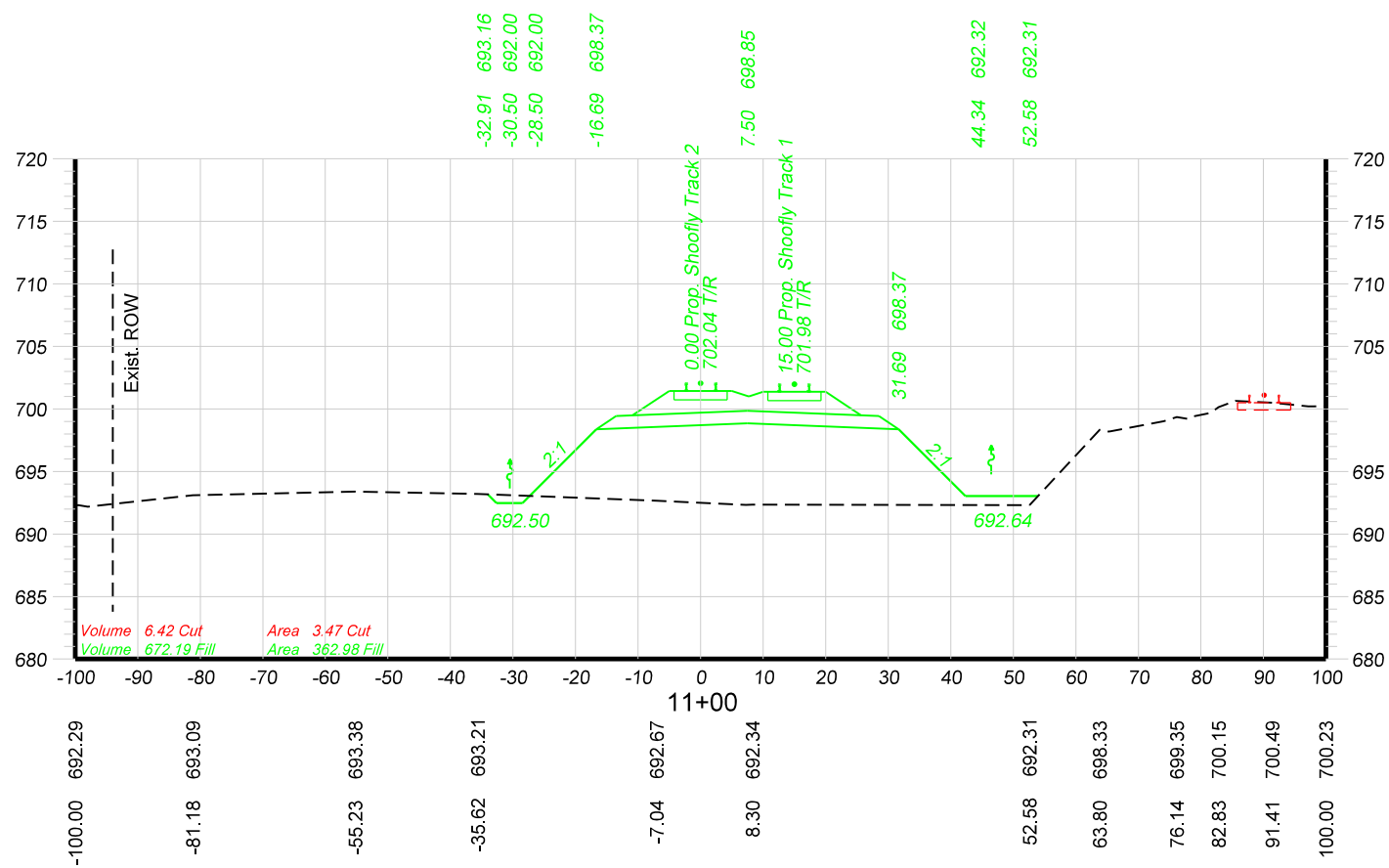
UNION PACIFIC RAILROAD
 Office of Assistant Vice President
 Engineering Design/Construction
 LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS
 MILWAUKEE SUBDIVISION
 MP 37.50 TO MP 38.00
 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)
 SHEET TITLE: SHOOFLY TRACKS - CROSS SECTIONS
 STA. 198+50 (200' BEFORE SHOOFLY) TO STA. 1+00



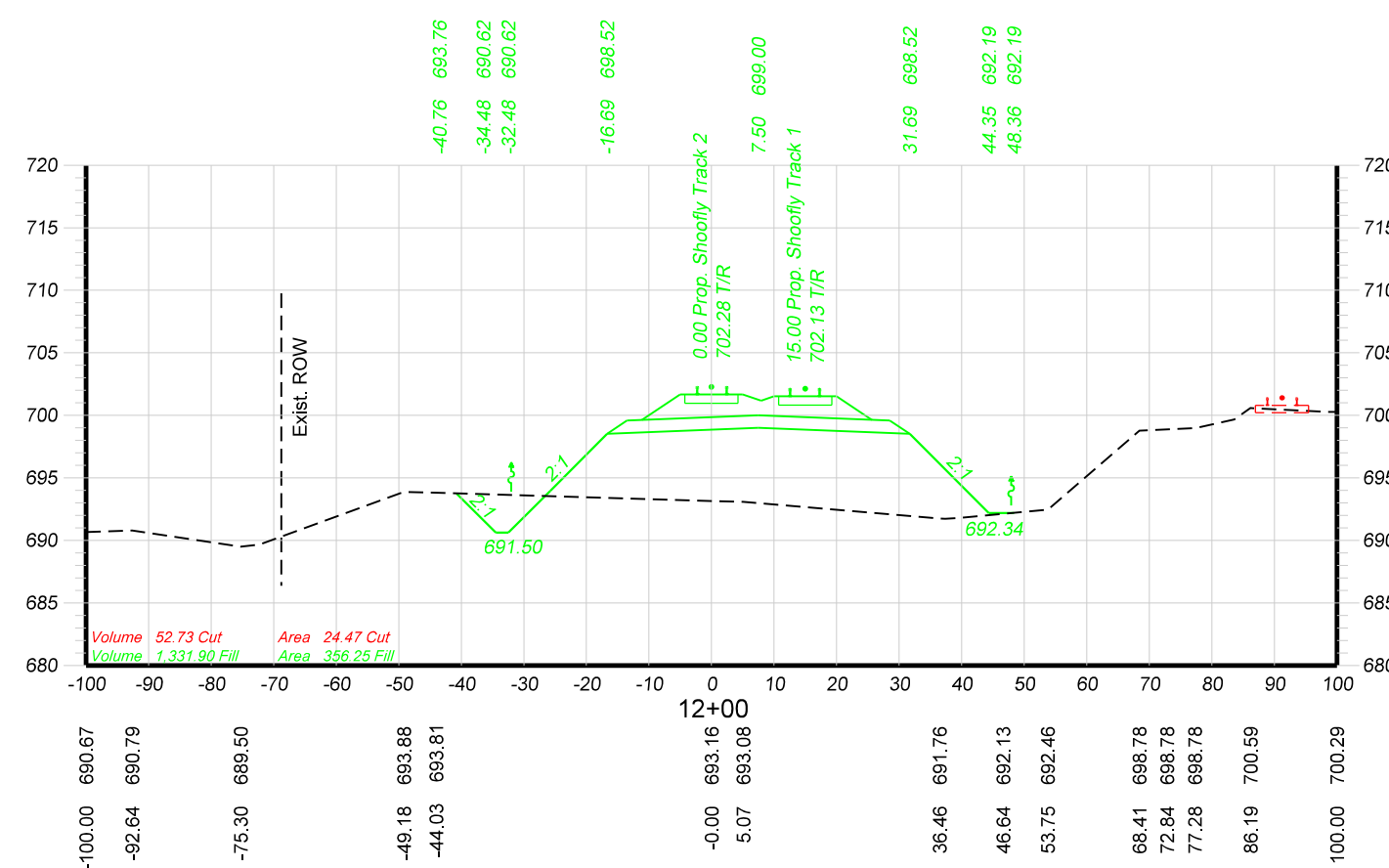
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	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: X002 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: SHOOFLY TRACKS - CROSS SECTIONS STA. 2+00 TO STA. 5+00
SHEET 307 OF 361		



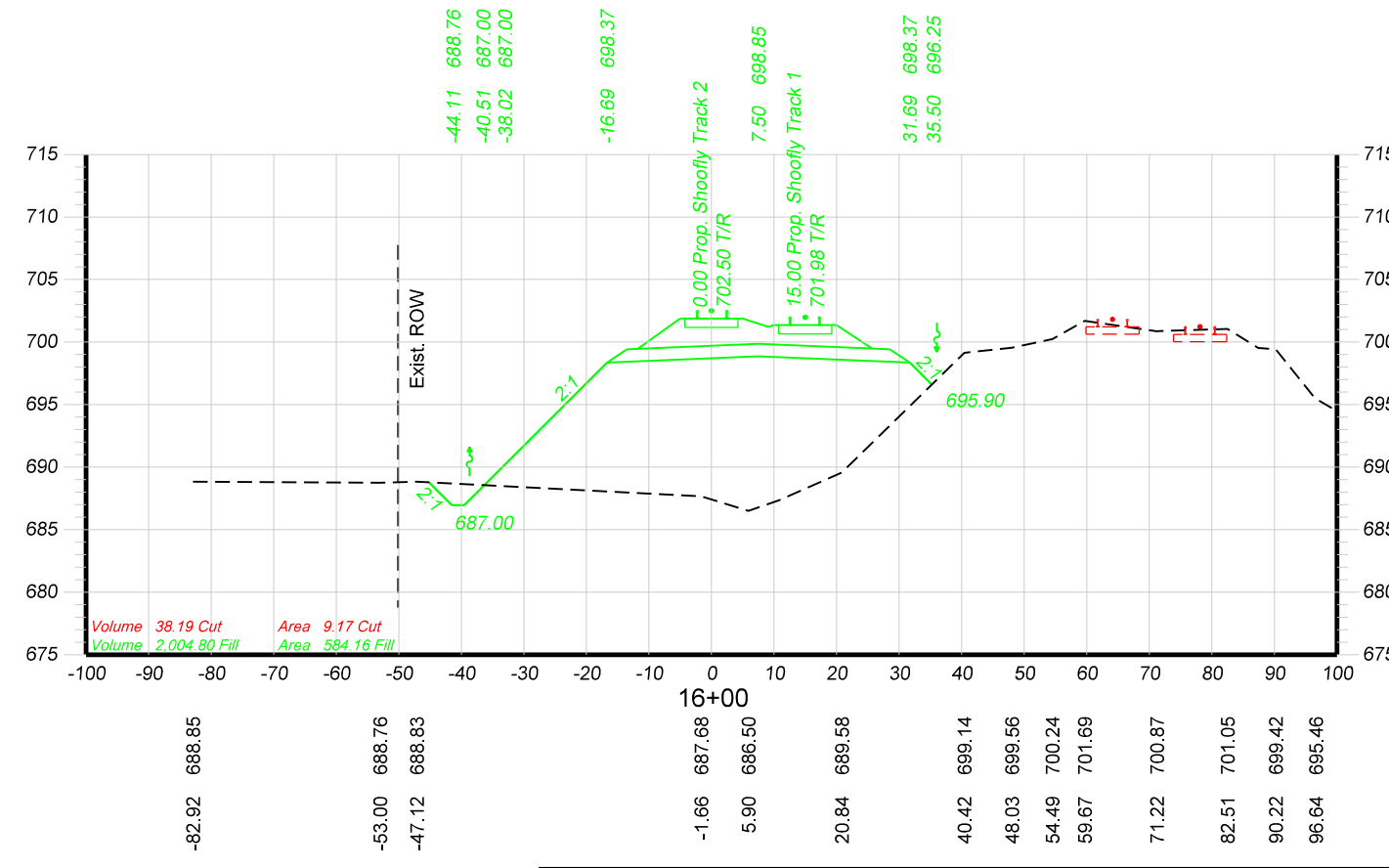
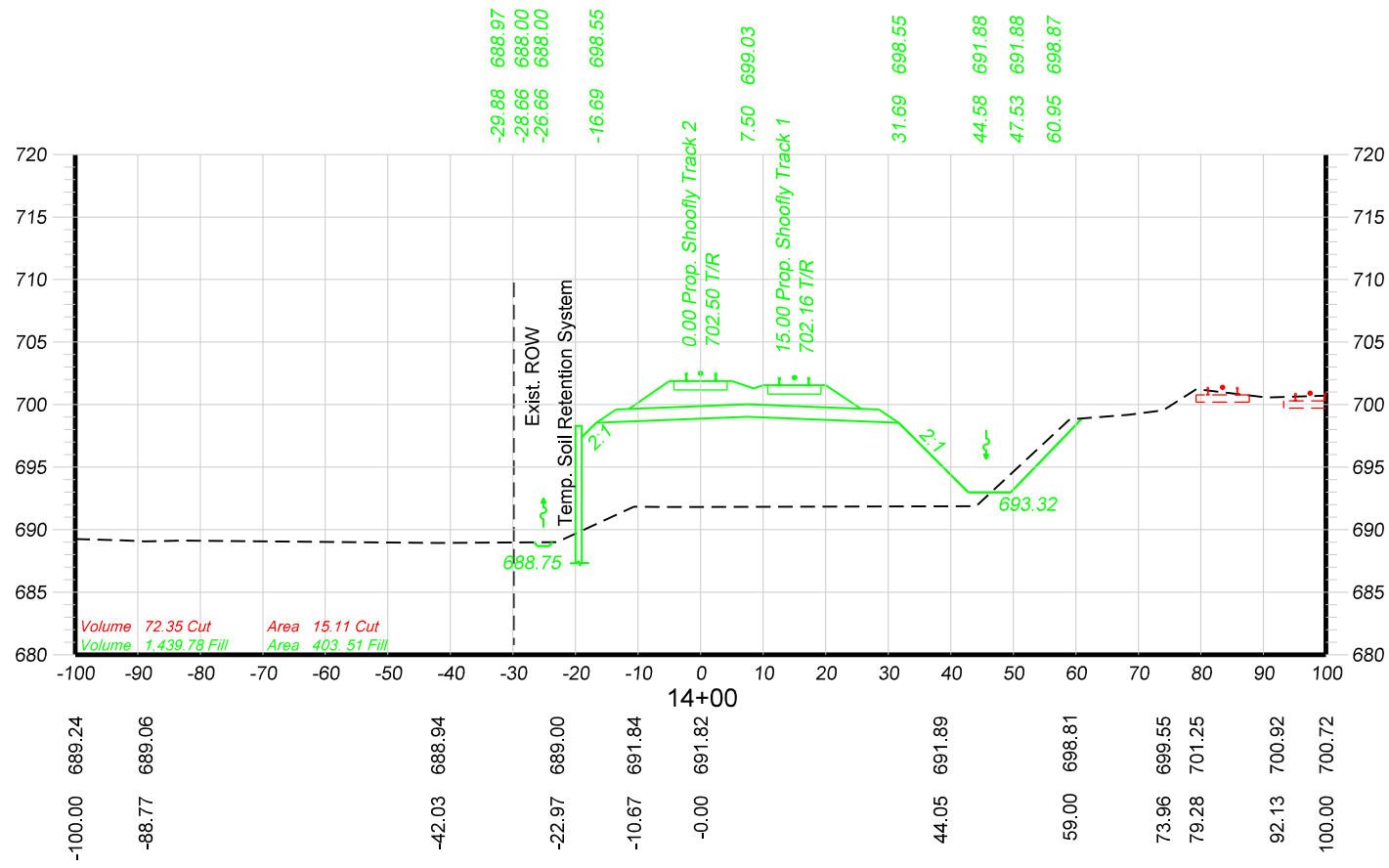
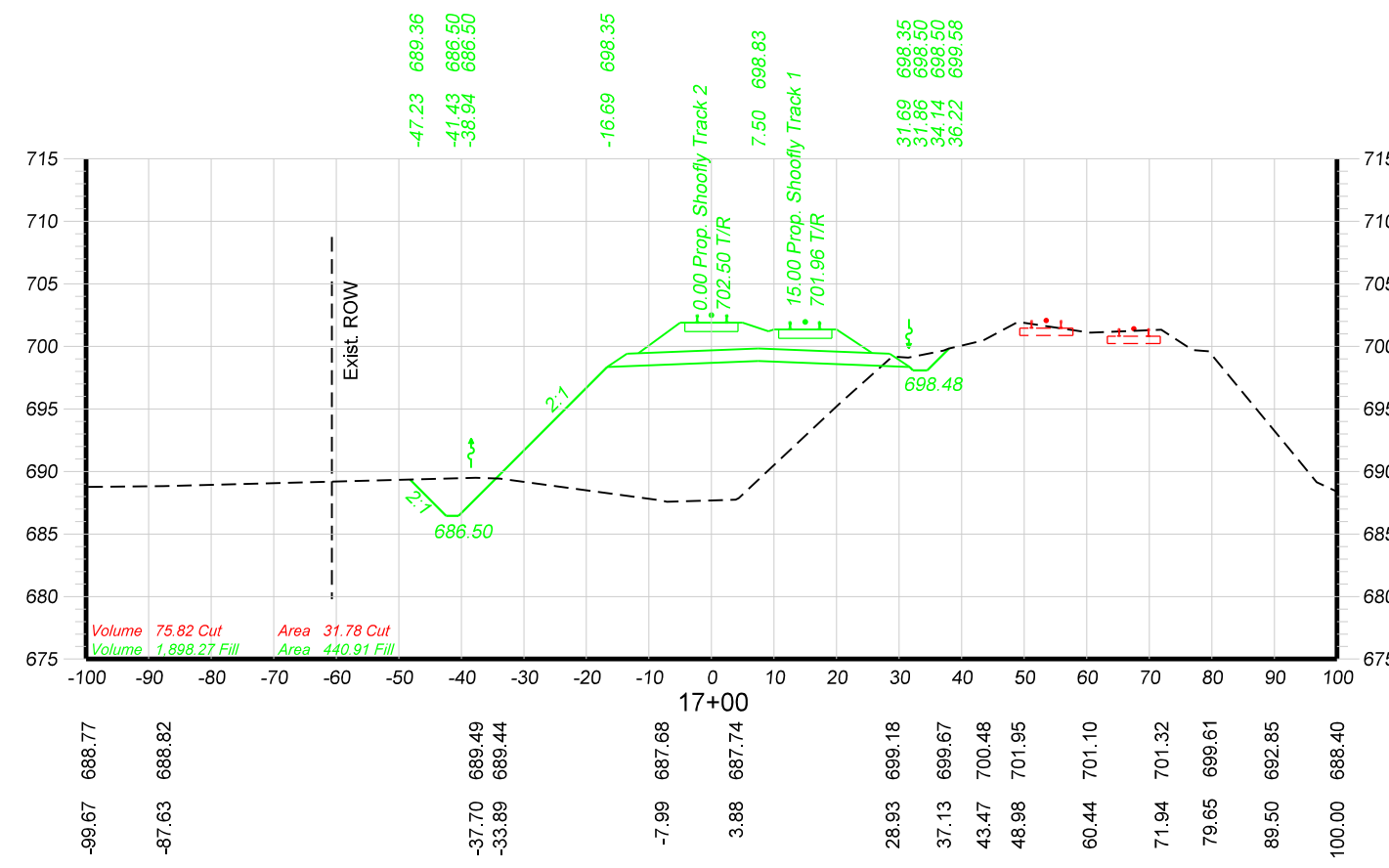
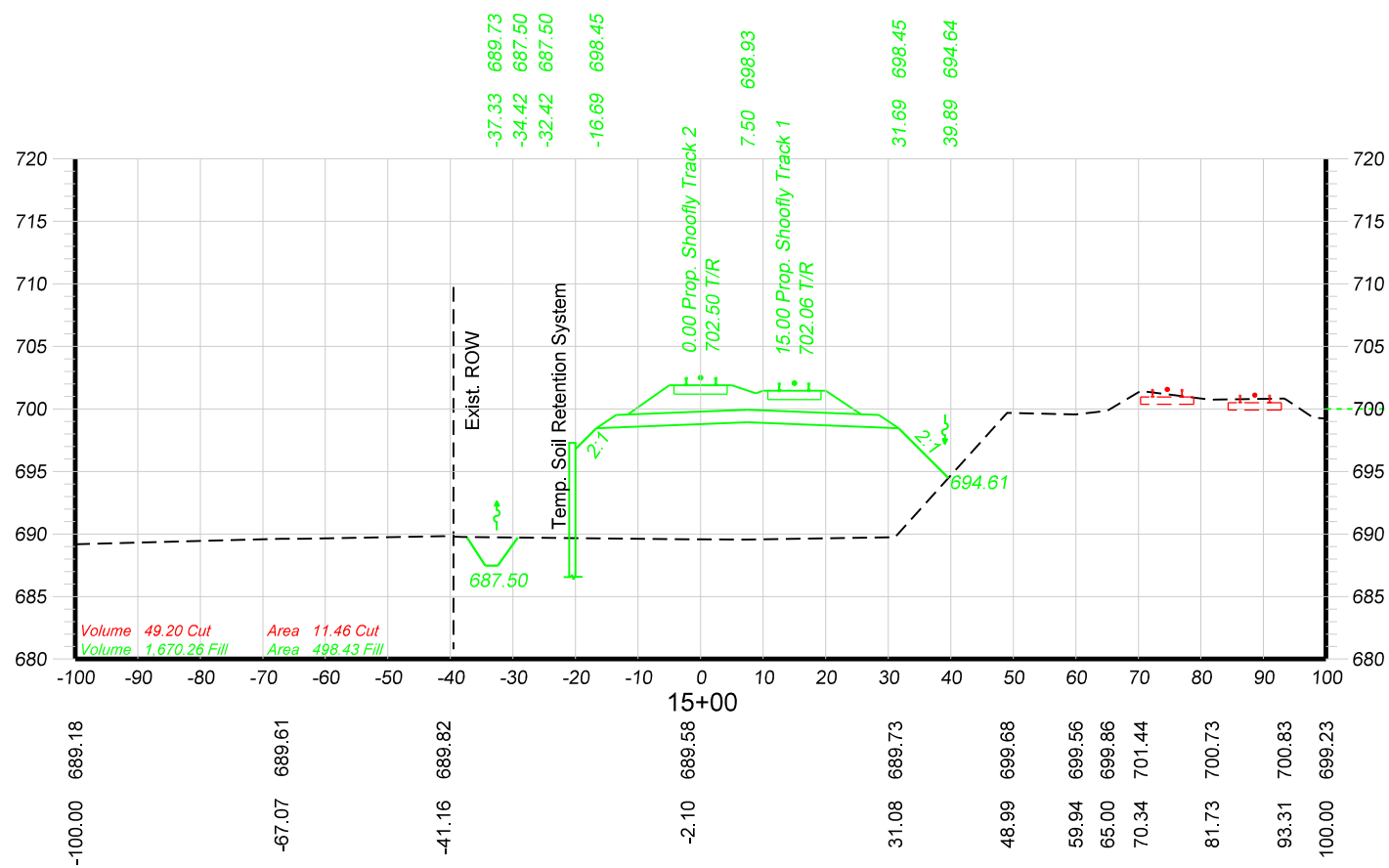
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	DATE: 06/07/16	
	SHEET NUMBER: X003 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: SHOOFLY TRACKS - CROSS SECTIONS STA. 6+00 TO STA. 9+00



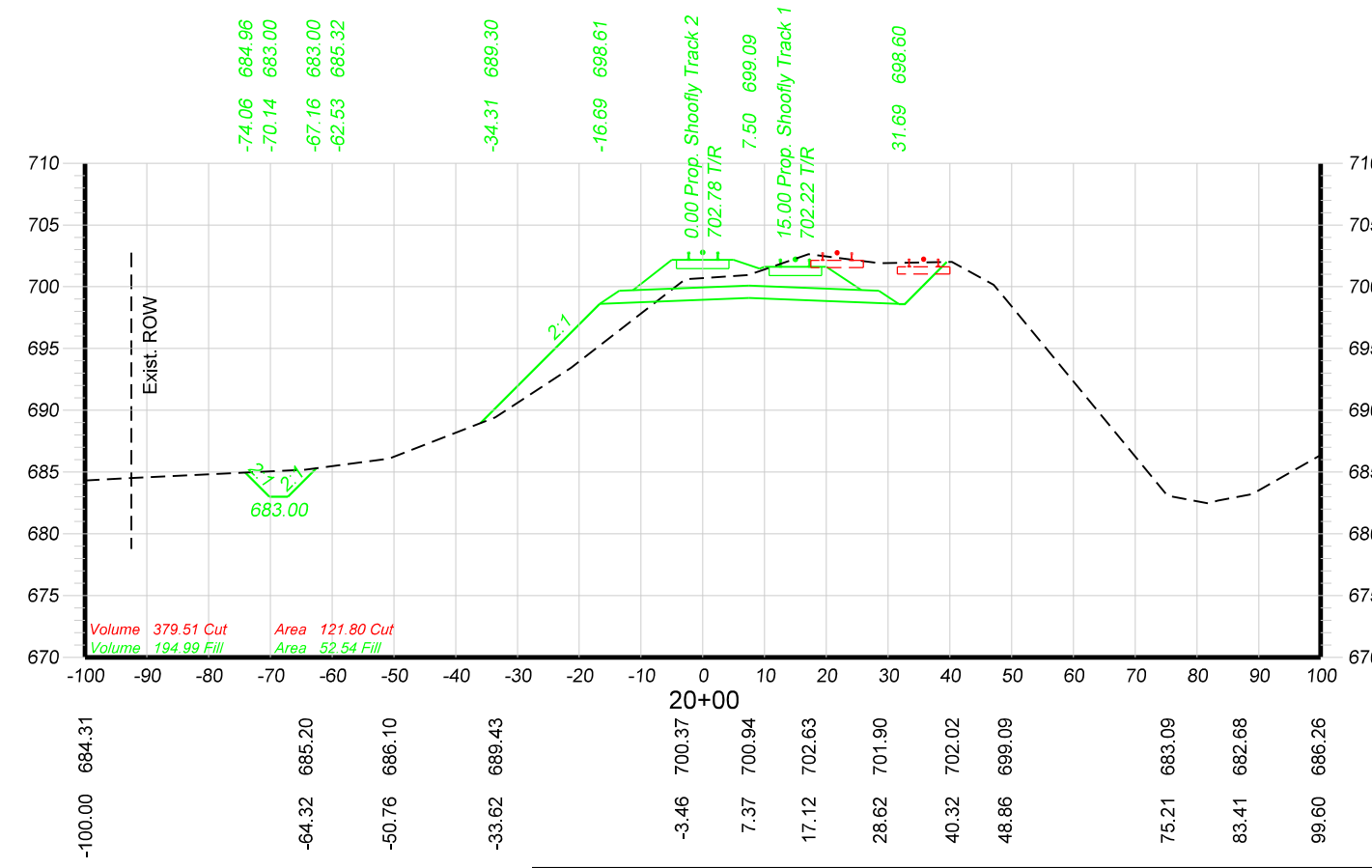
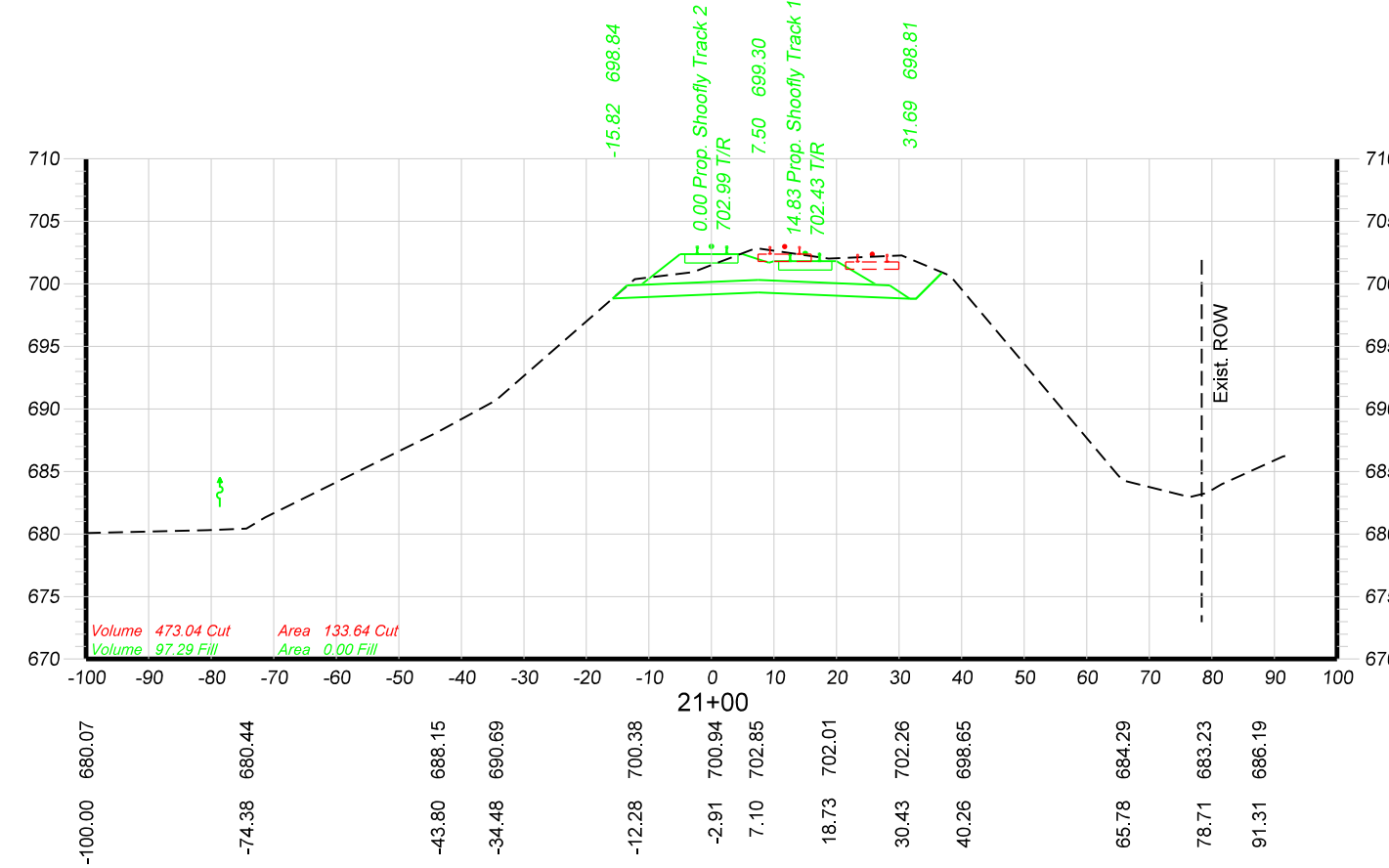
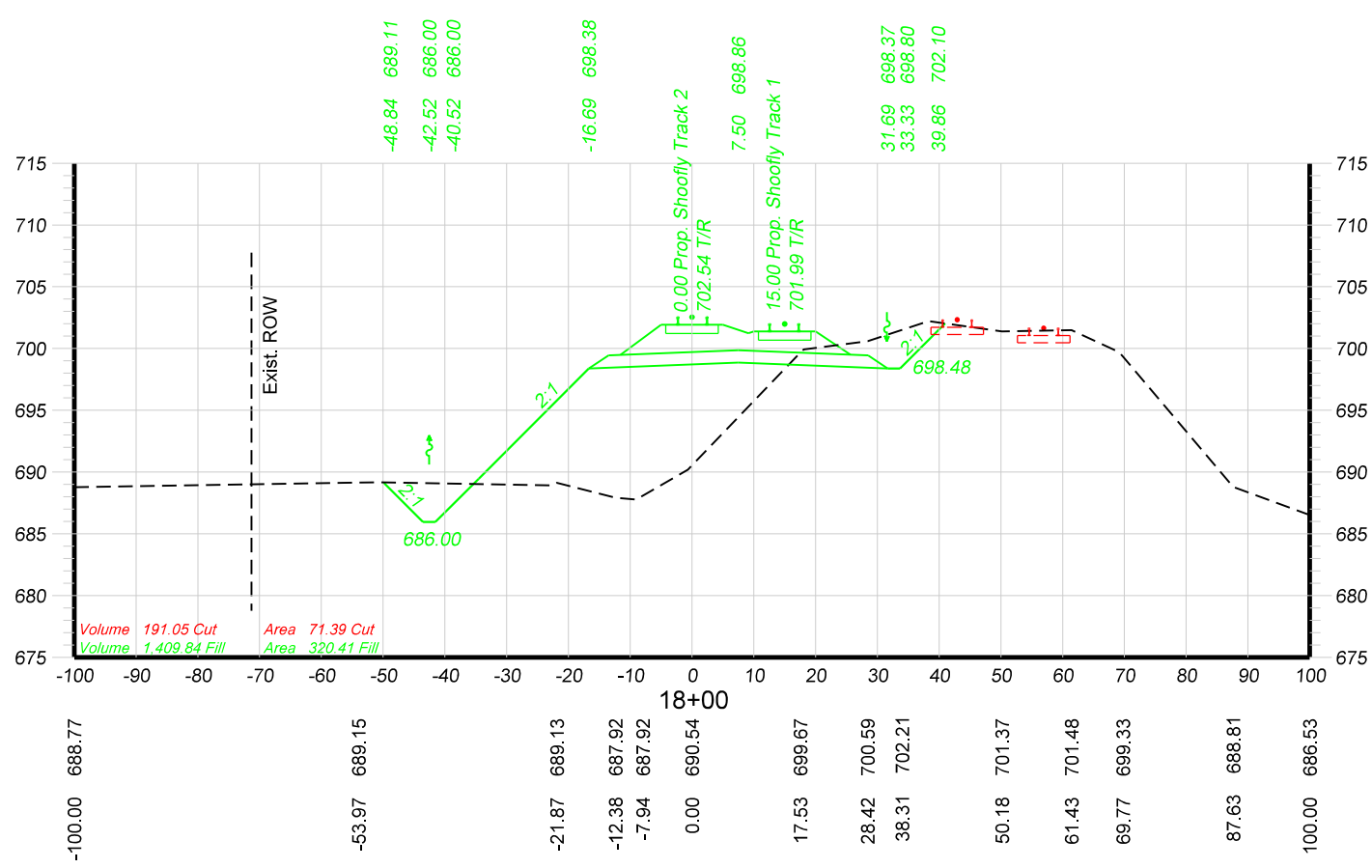
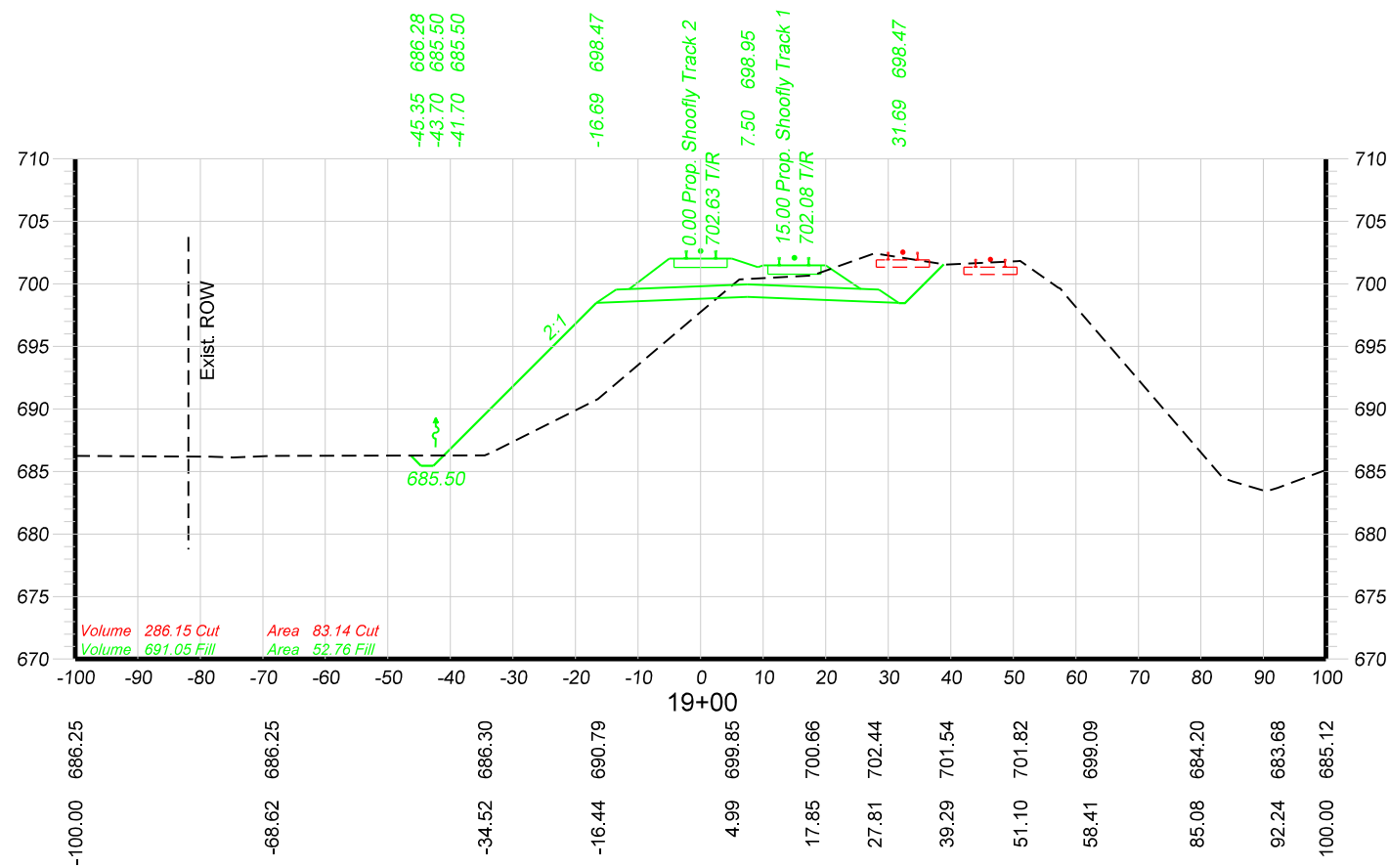
10+00-Bridge Omission



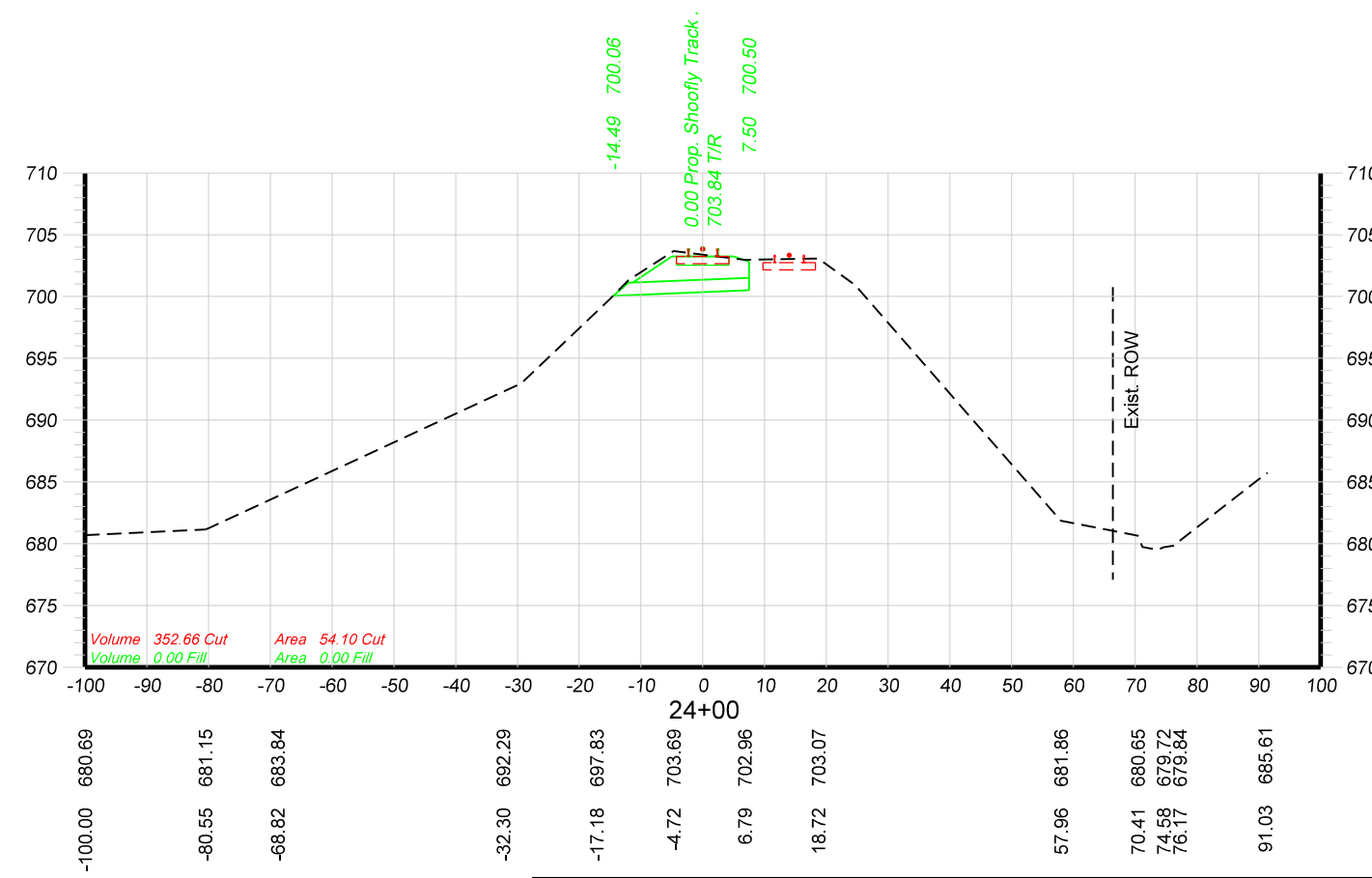
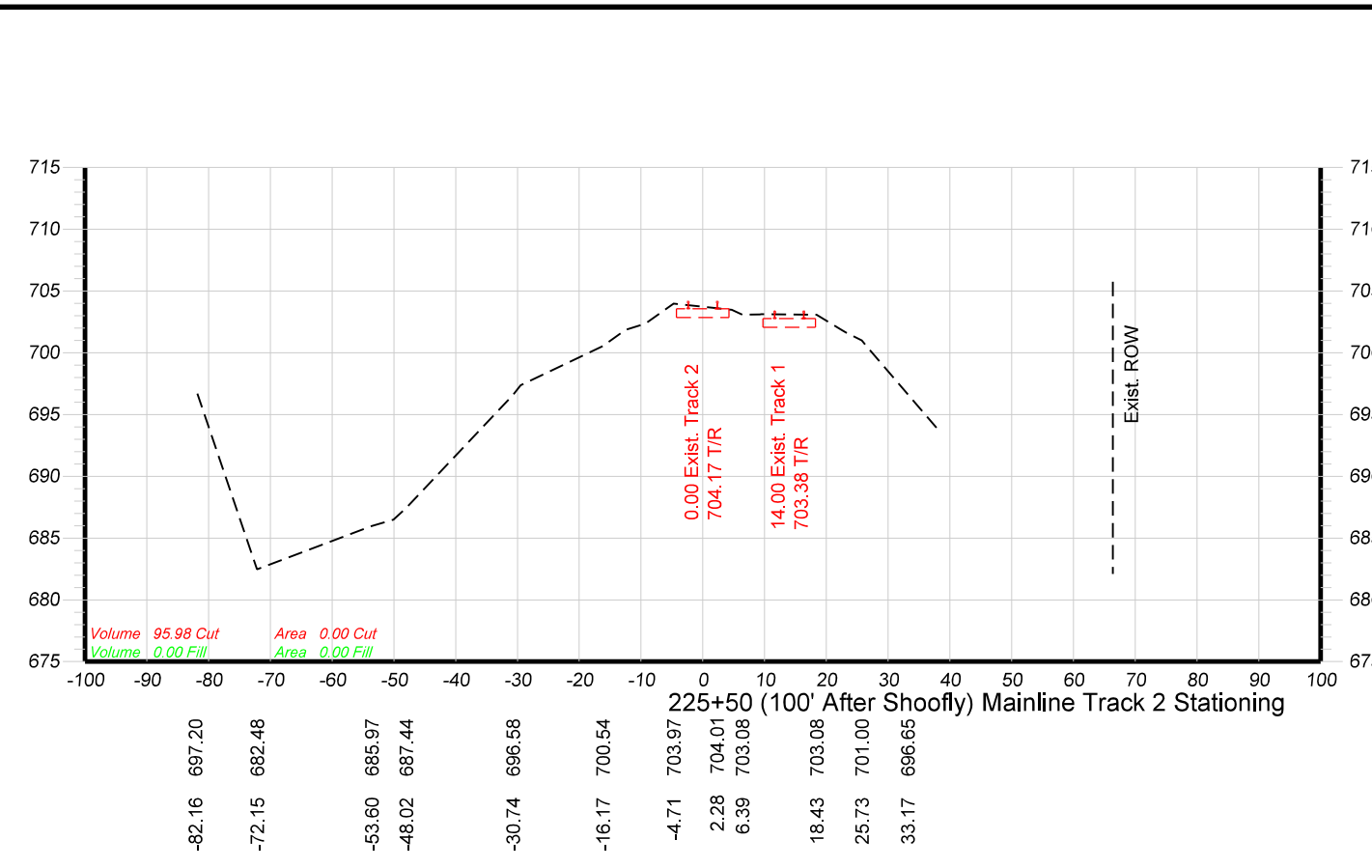
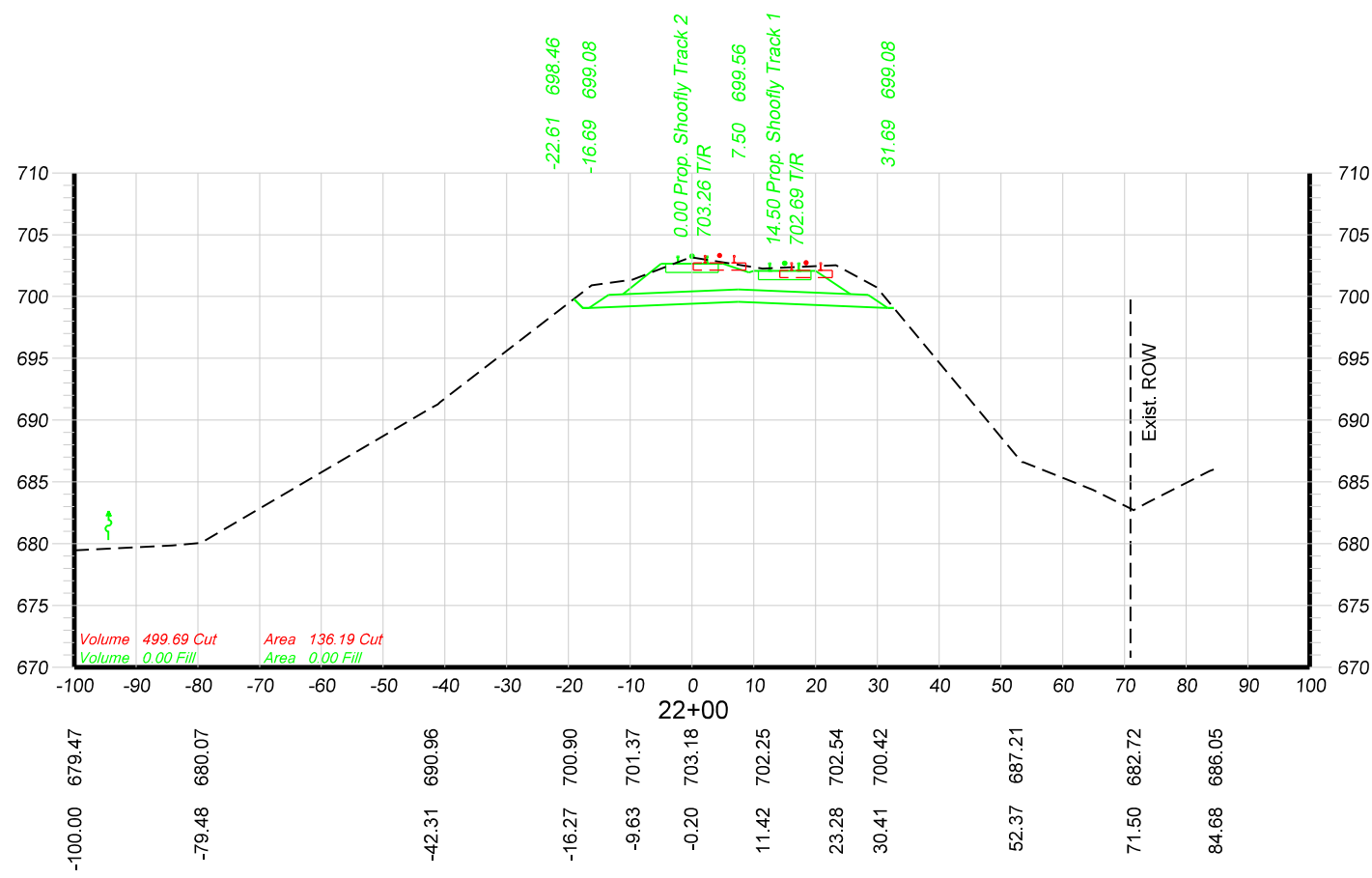
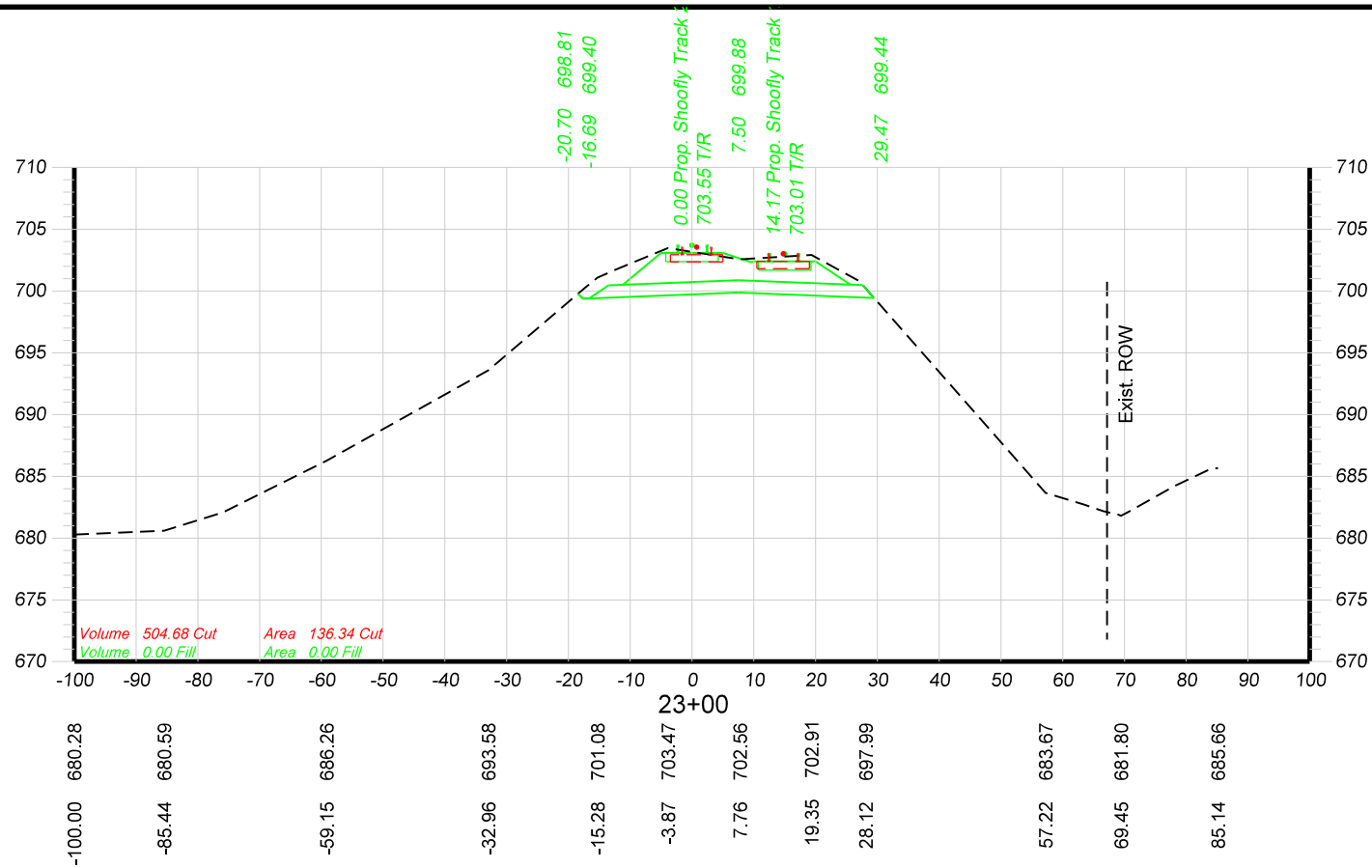
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CHECKED BY: BAP-HOH	
DATE: 06/07/16	
SHEET NUMBER: X004 of 018	



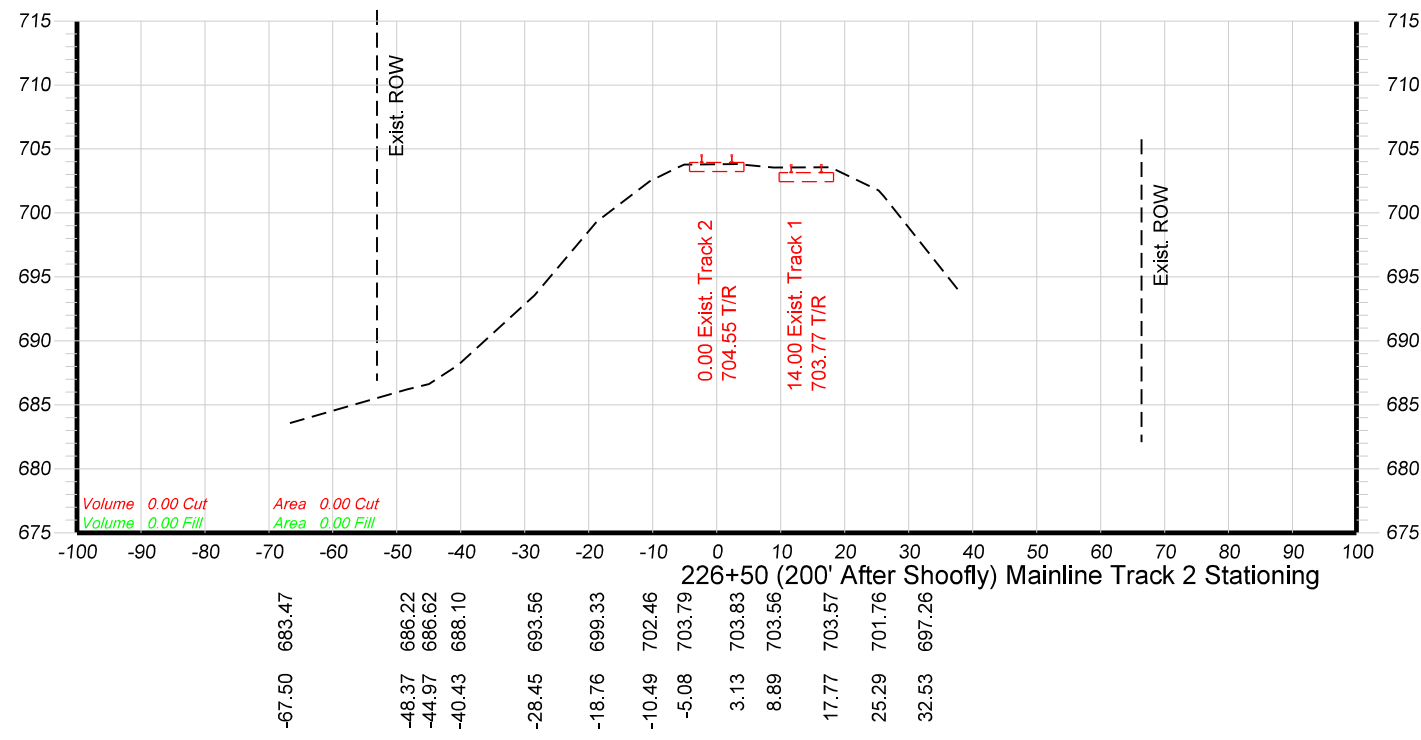
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	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: X005 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: SHOOFLY TRACKS - CROSS SECTIONS STA. 14+00 TO STA. 17+00



	DRAWN BY: AAF-HOH	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction
	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: X006 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: SHOOFLY TRACKS - CROSS SECTIONS STA. 18+00 TO STA. 21+00
SHEET 311 OF 361		

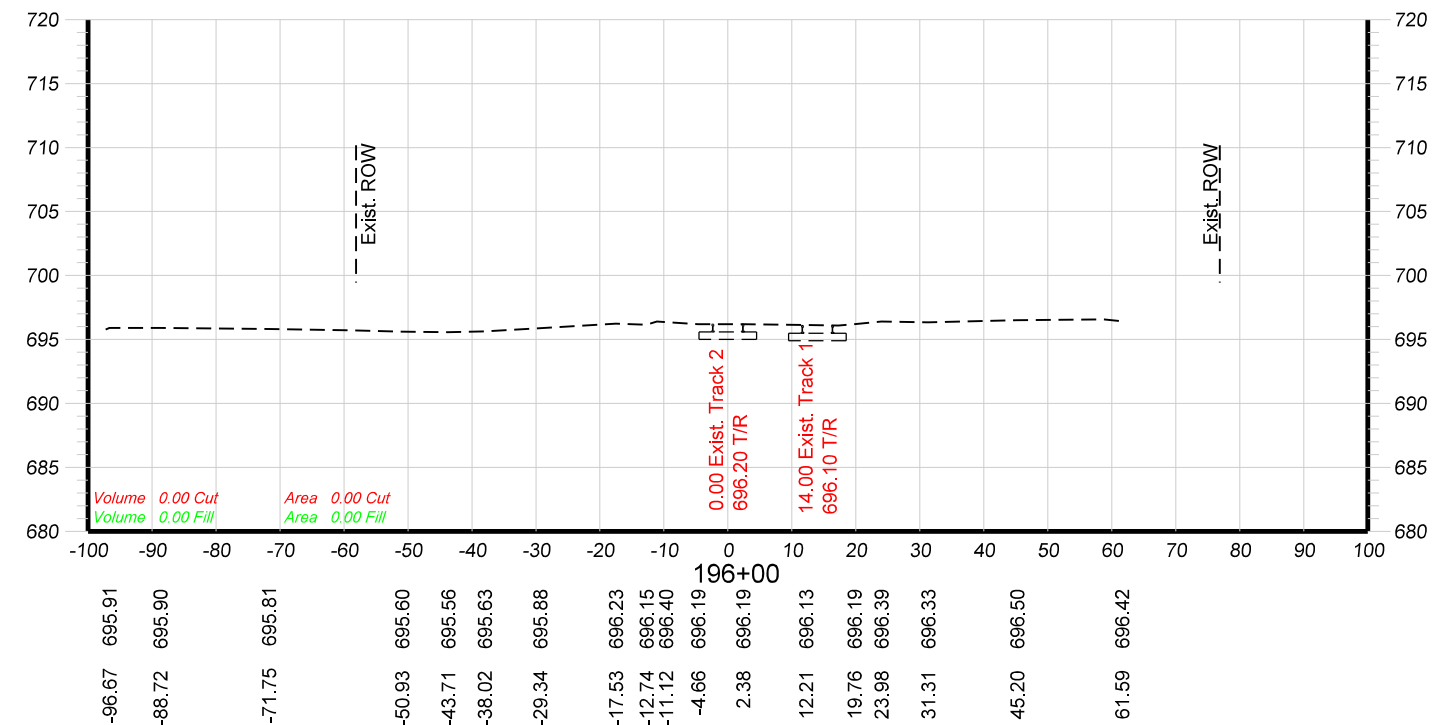
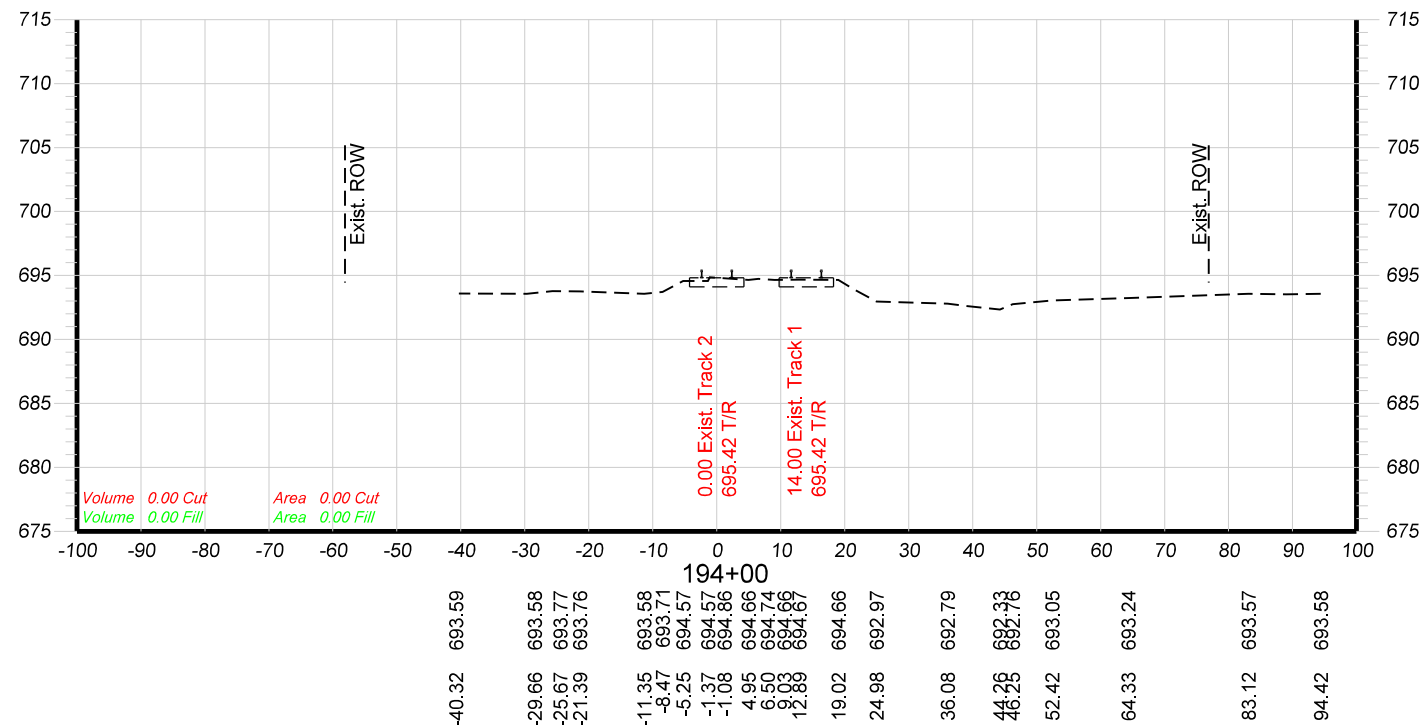
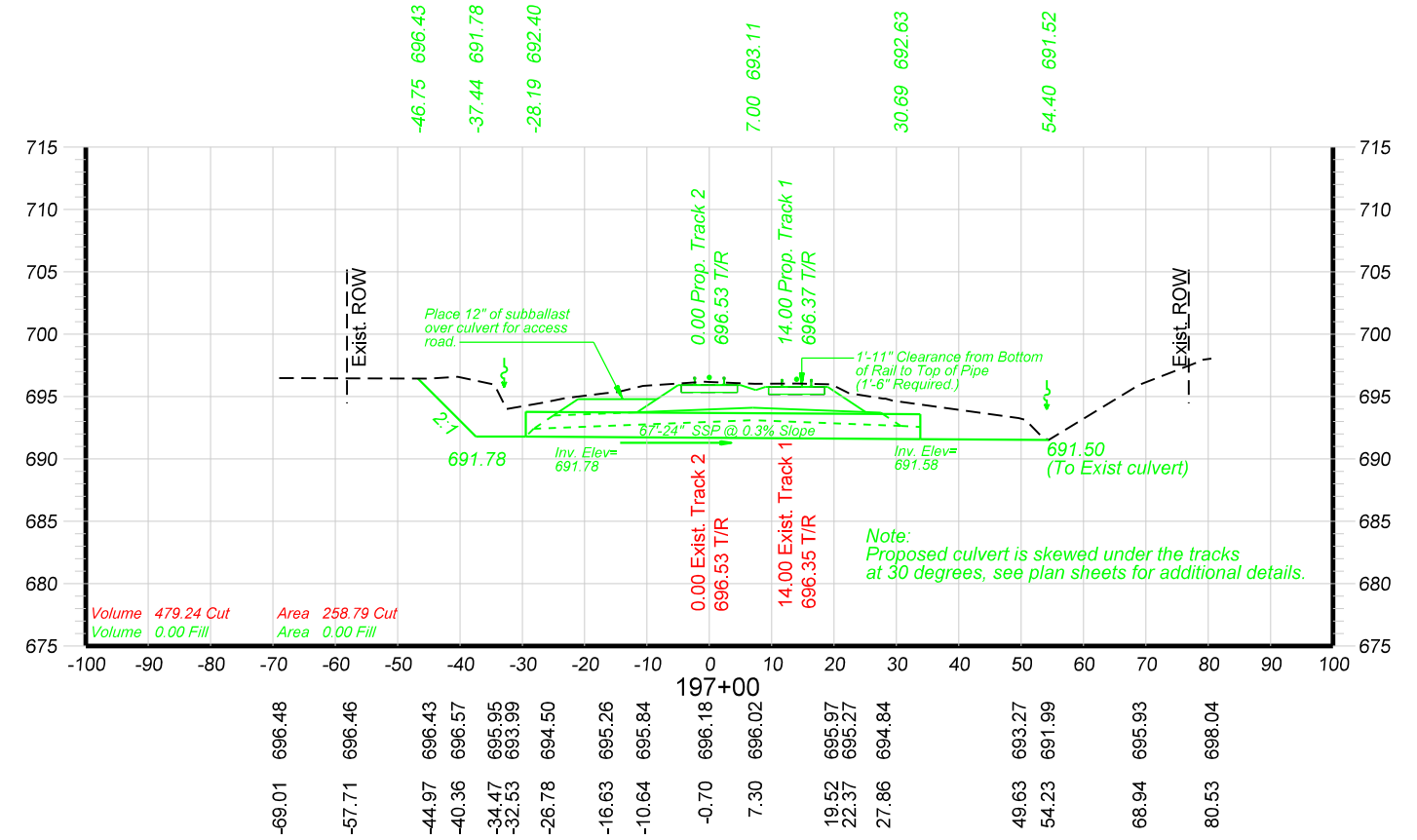
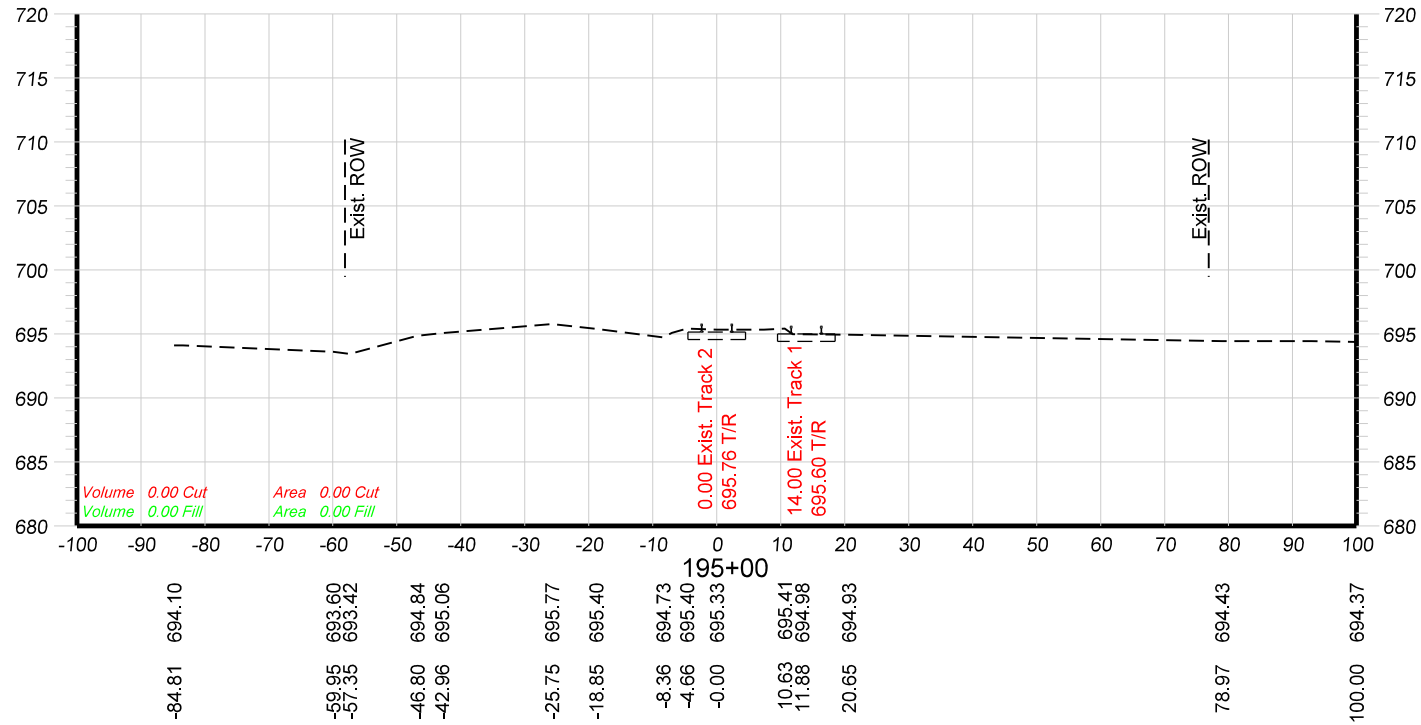


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	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER X007 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: SHOOFLY TRACKS - CROSS SECTIONS STA. 22+00 TO STA. 225+50 (100' AFTER SHOOFLY)

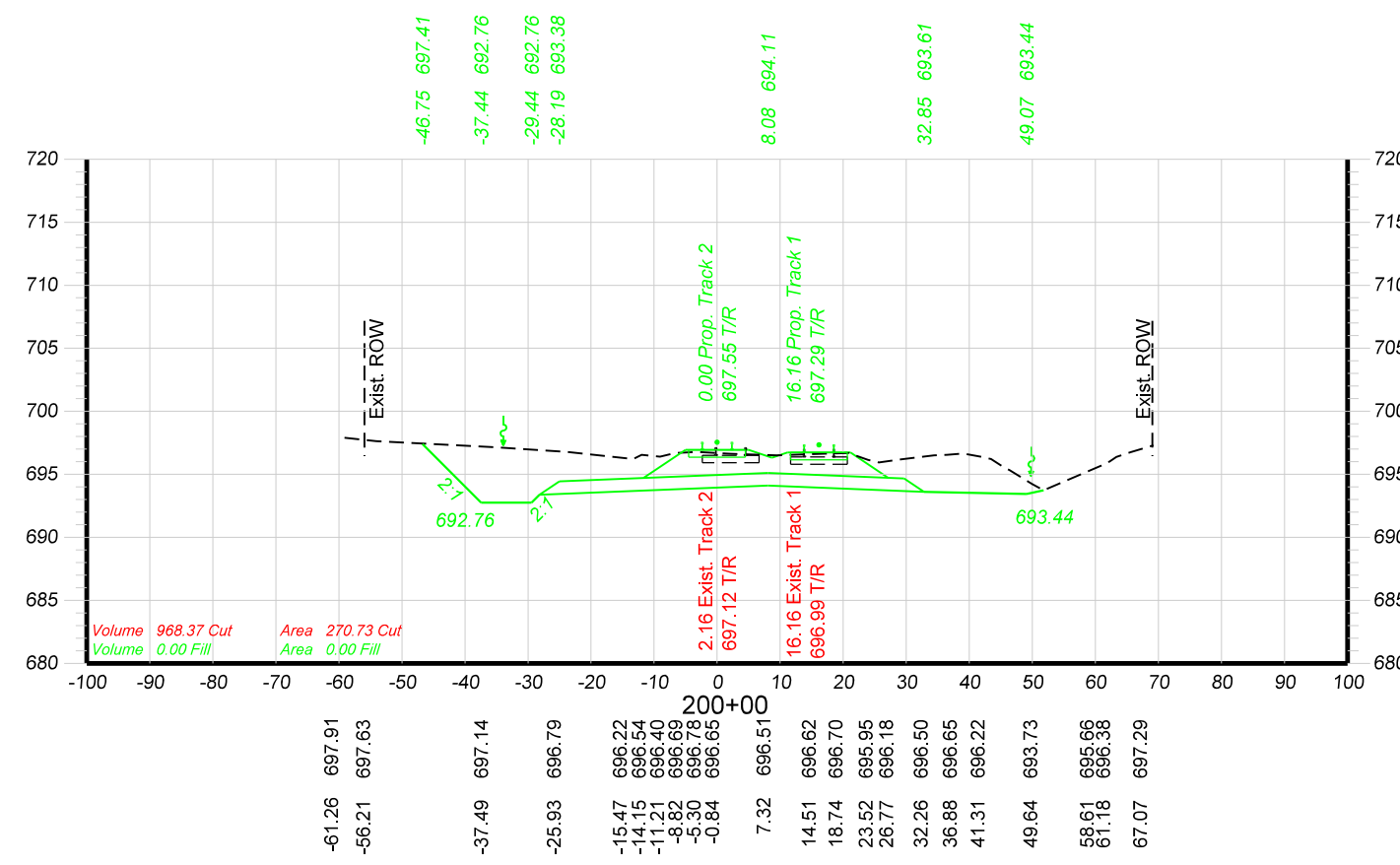
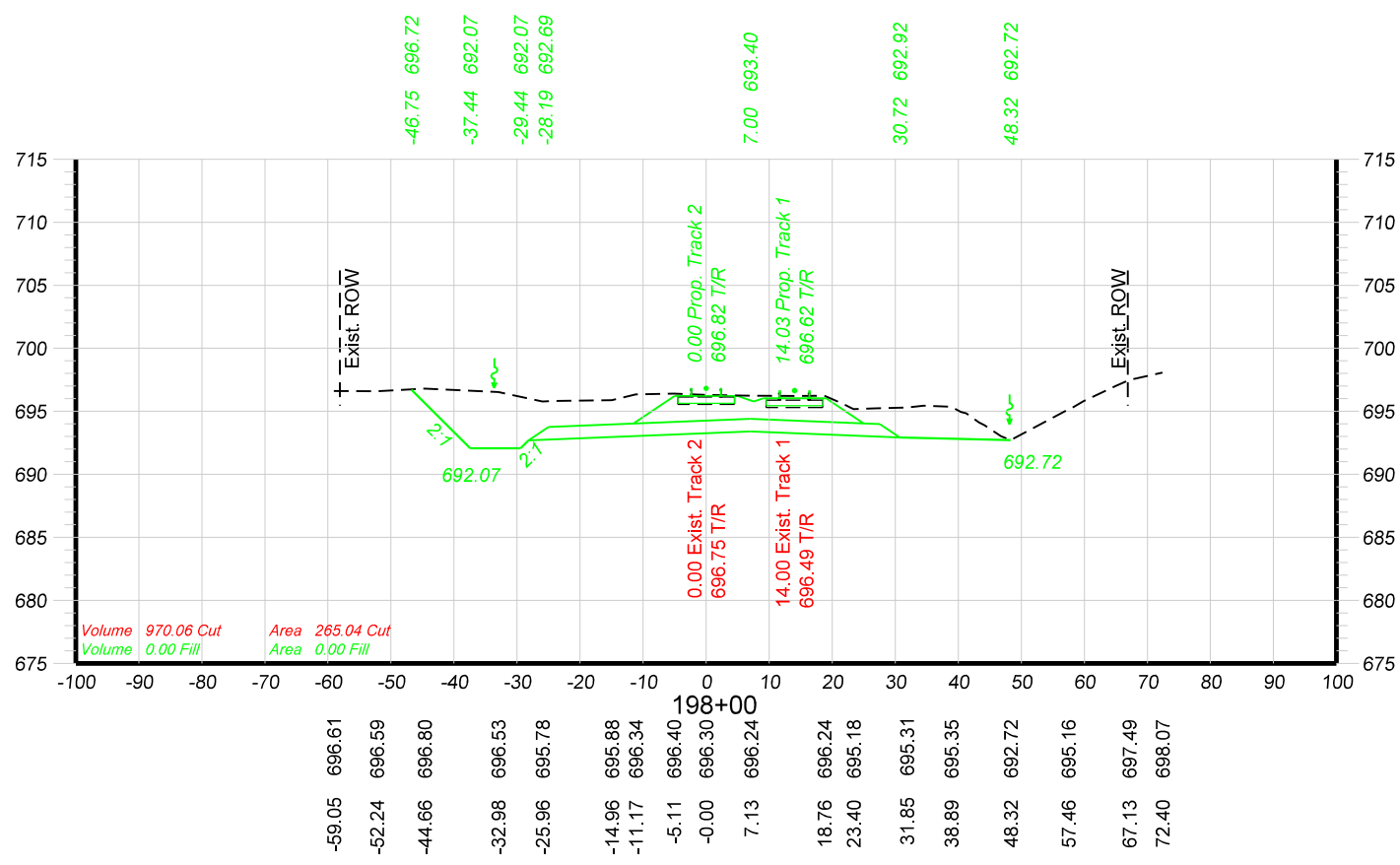
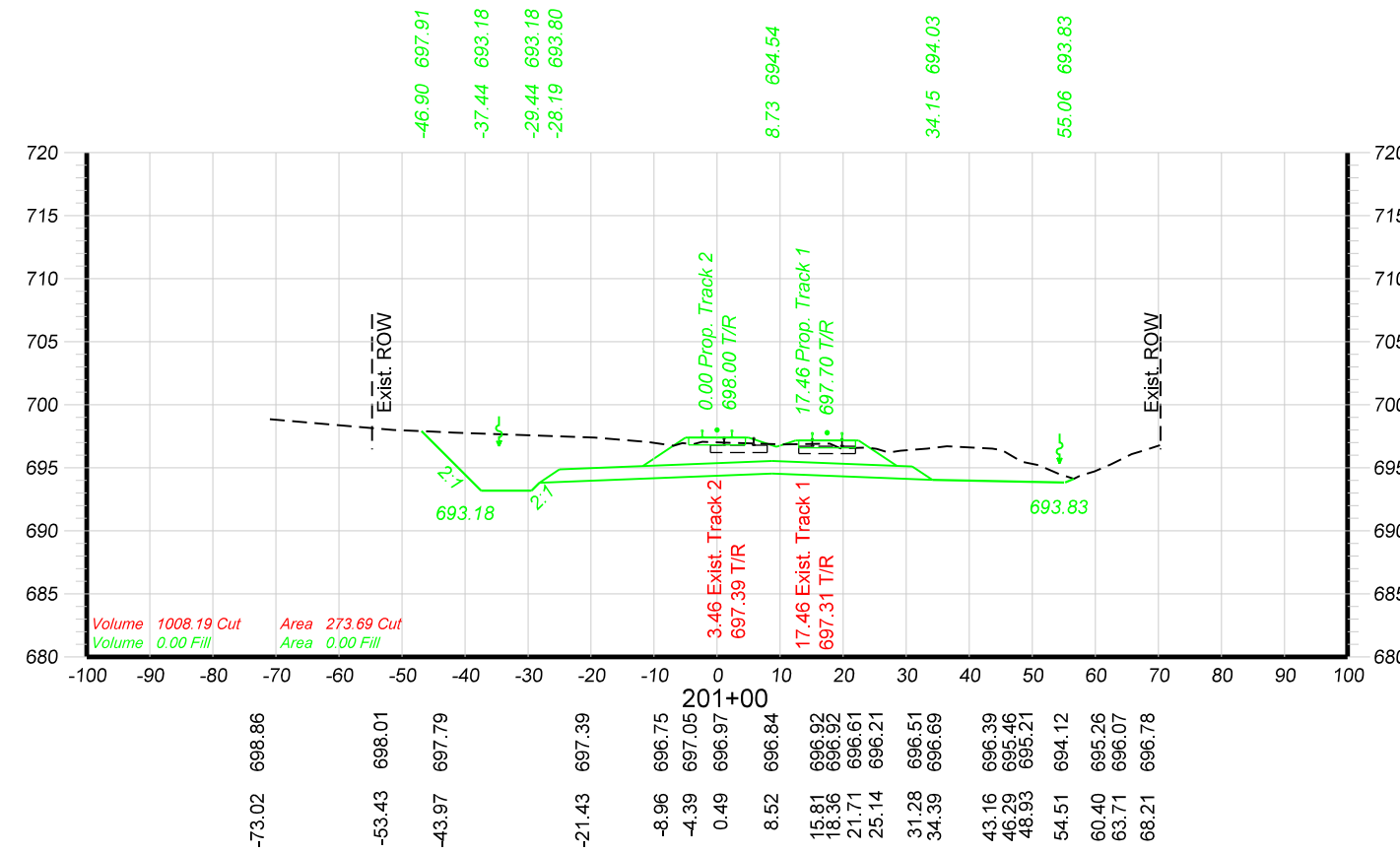
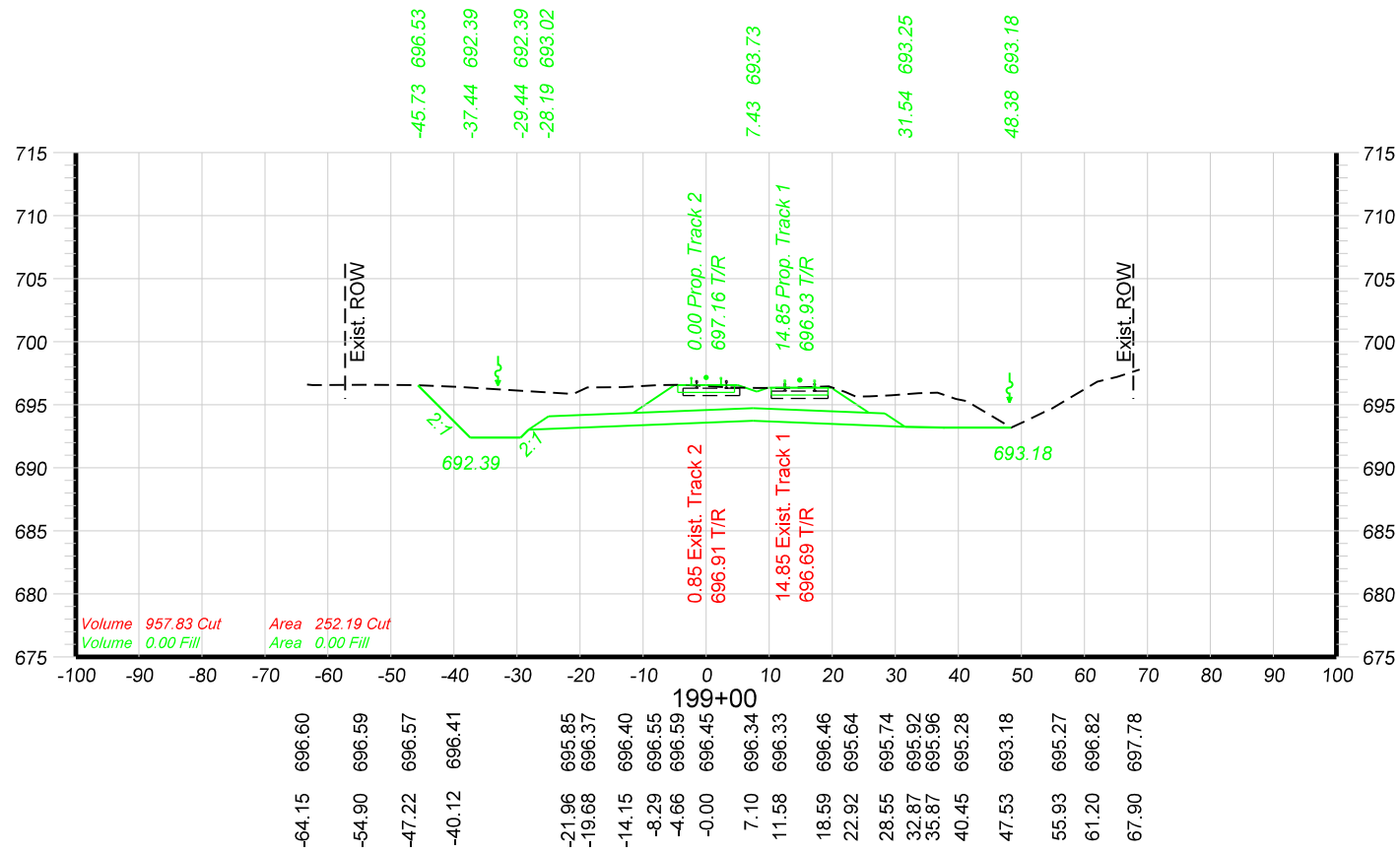


DRAWN BY:	AAF-HOH
CHECKED BY:	BAP-HOH
DATE:	06/07/16
SHEET NUMBER:	X008 of 018

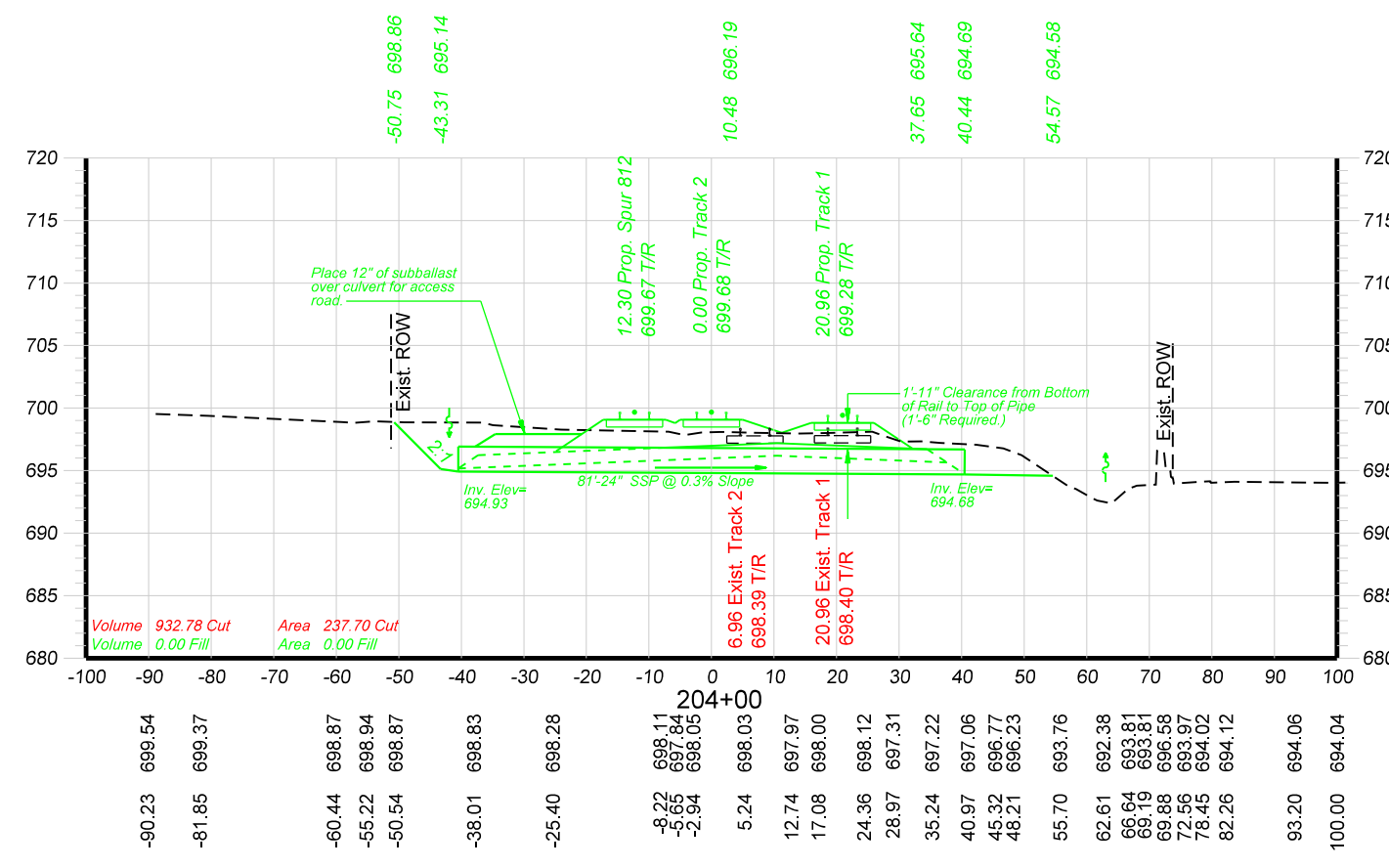
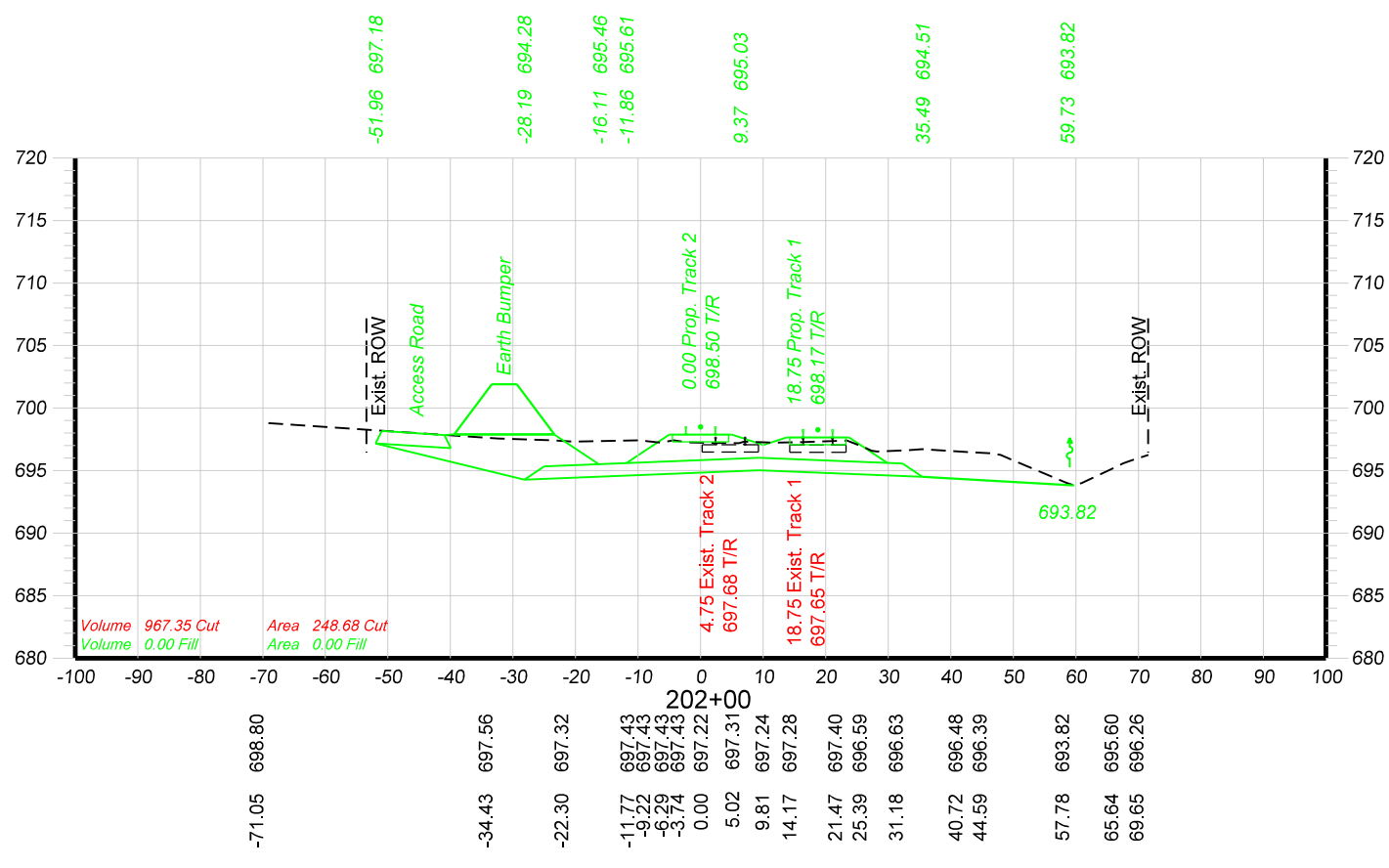
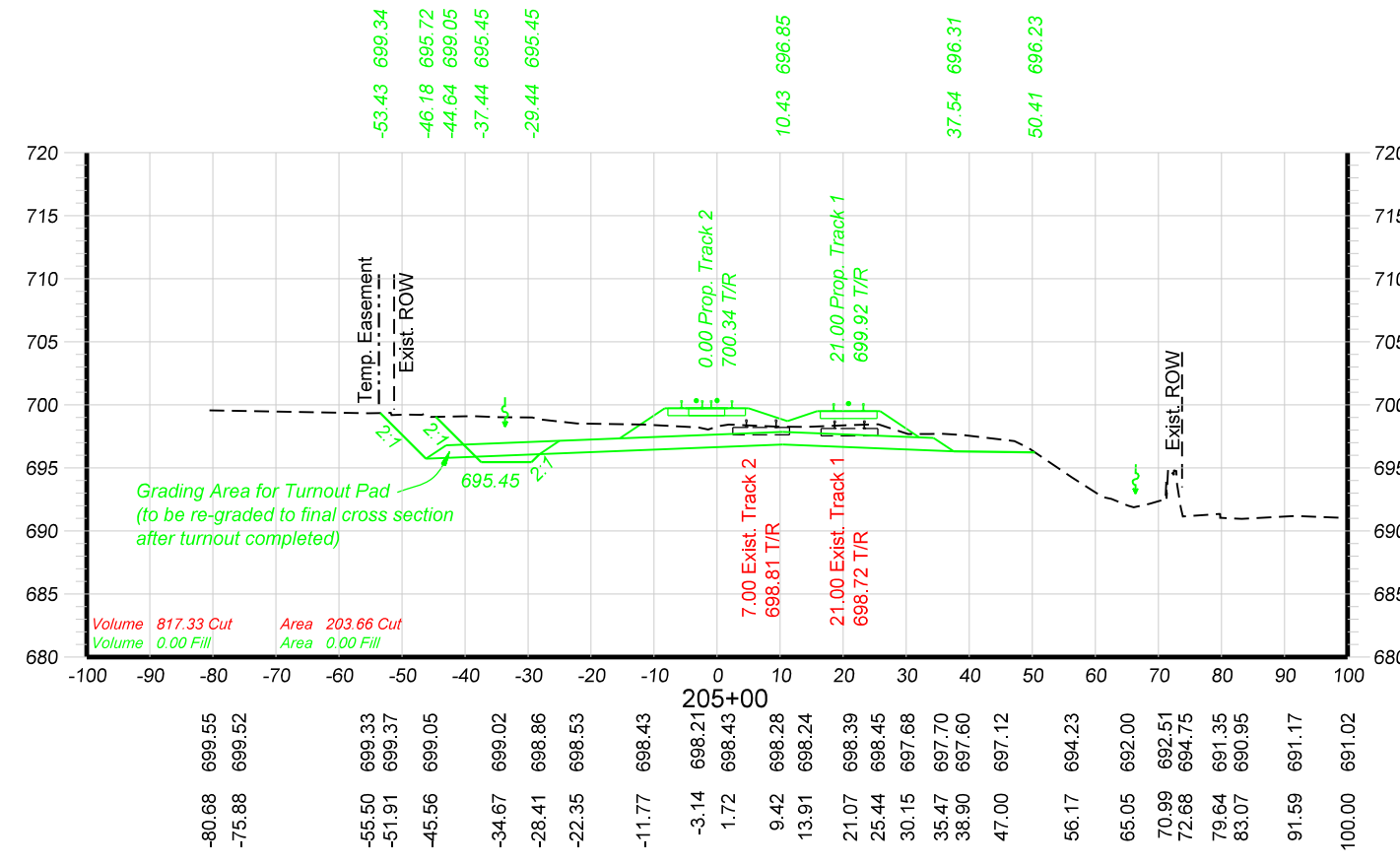
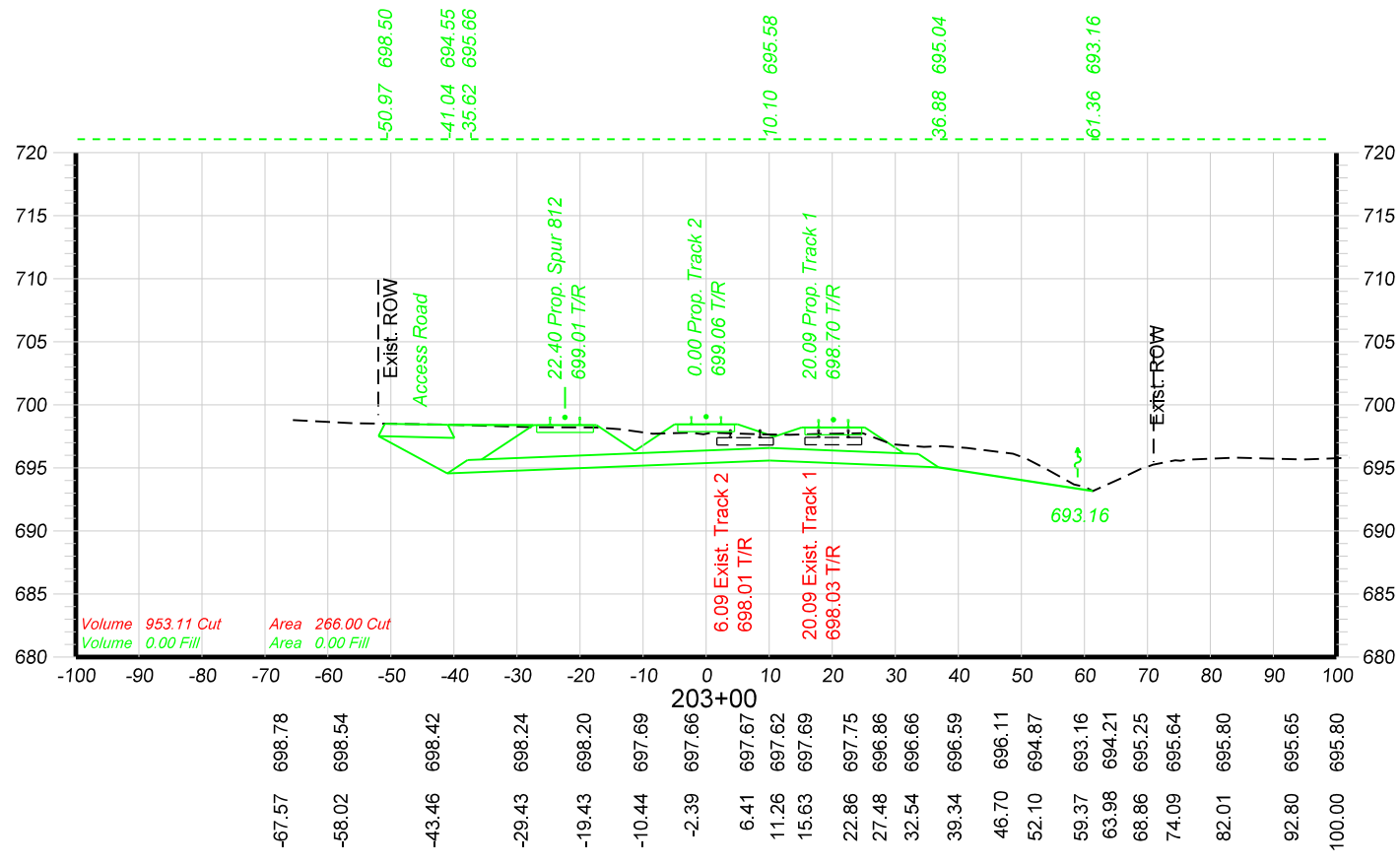
UNION PACIFIC RAILROAD	Office of Assistant Vice President Engineering Design/Construction
LOCATION & DESCRIPTION:	GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)
SHEET TITLE:	SHOOFLY TRACKS - CROSS SECTIONS STA. 226+50 (100' AFTER SHOOFLY)



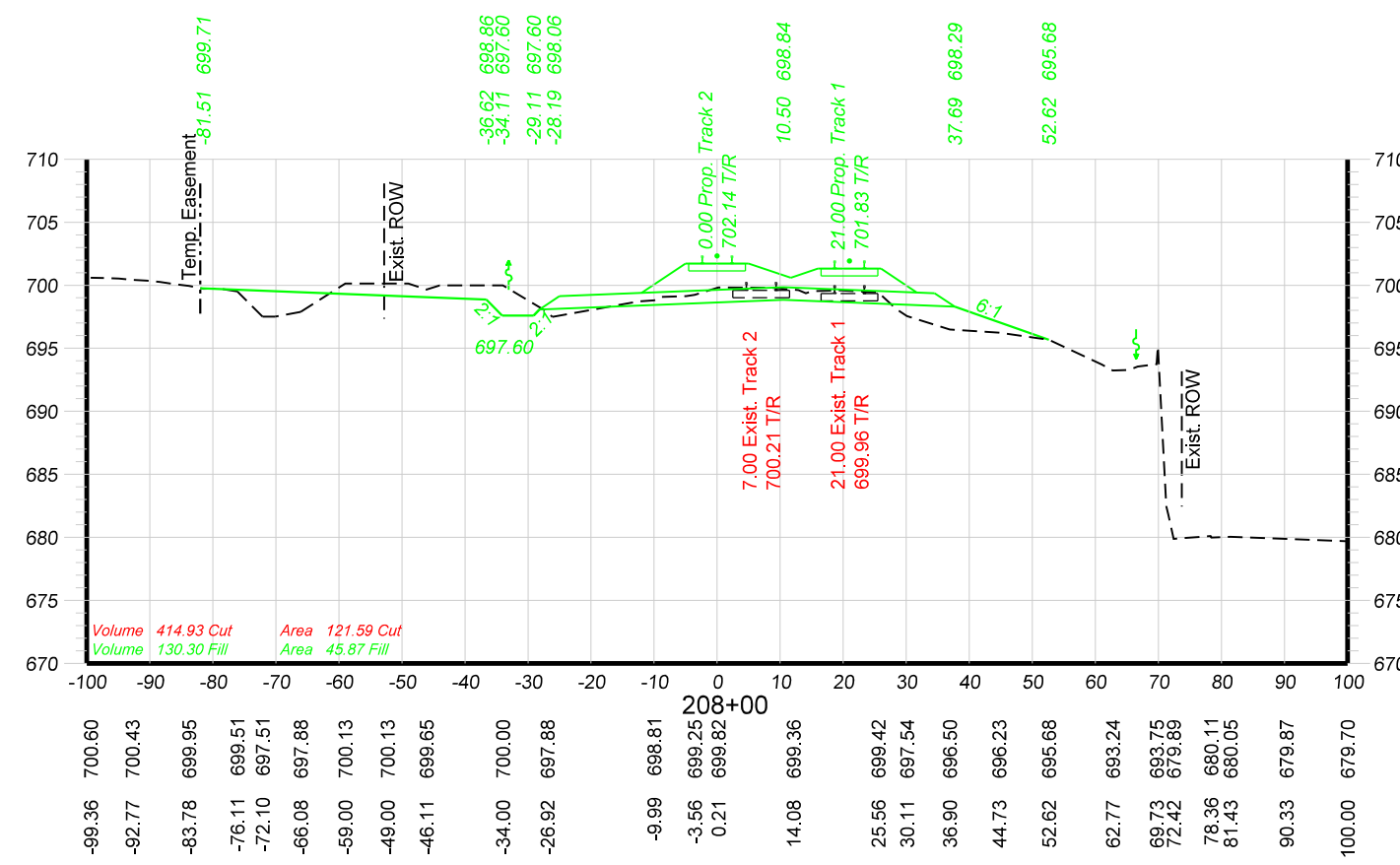
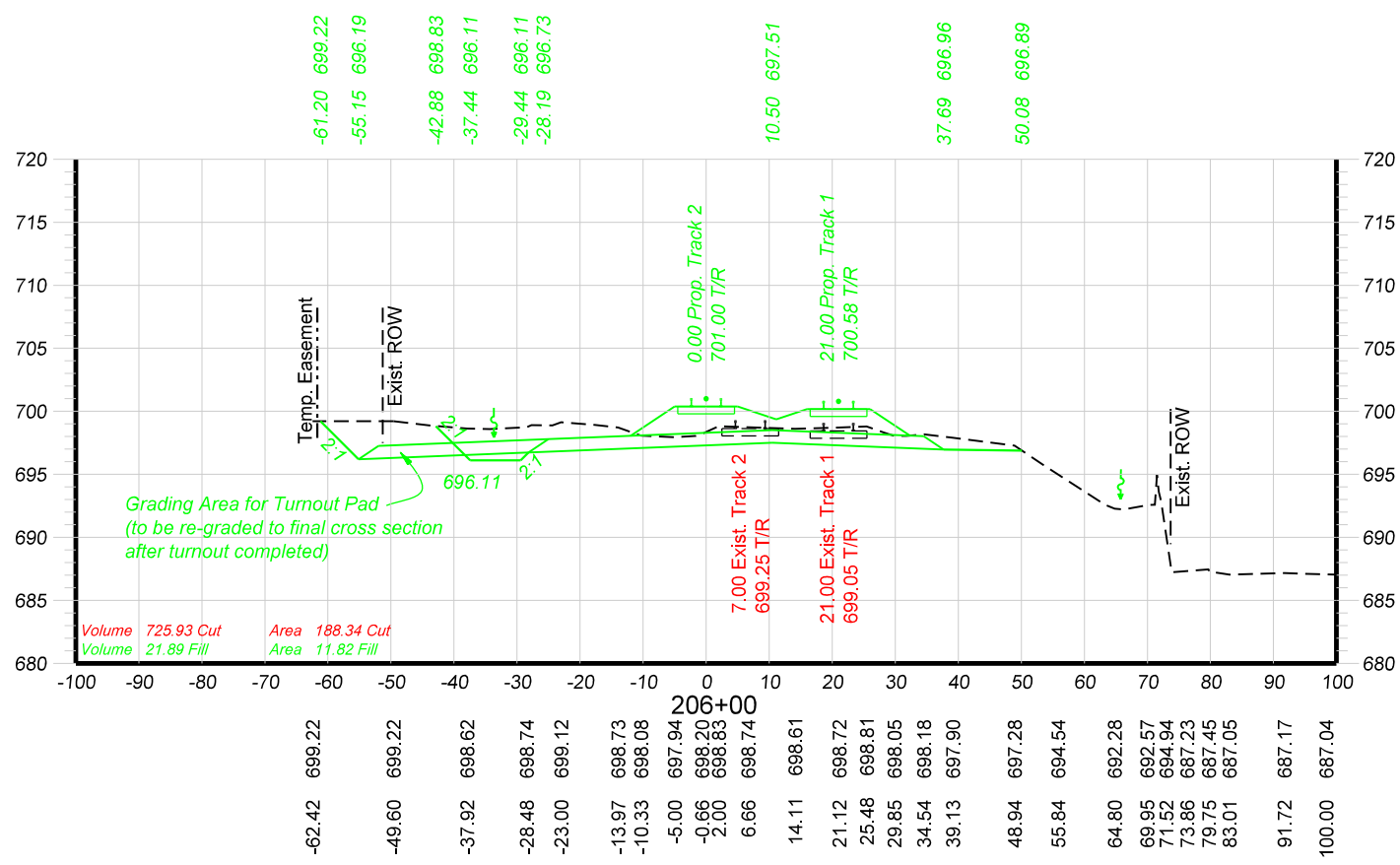
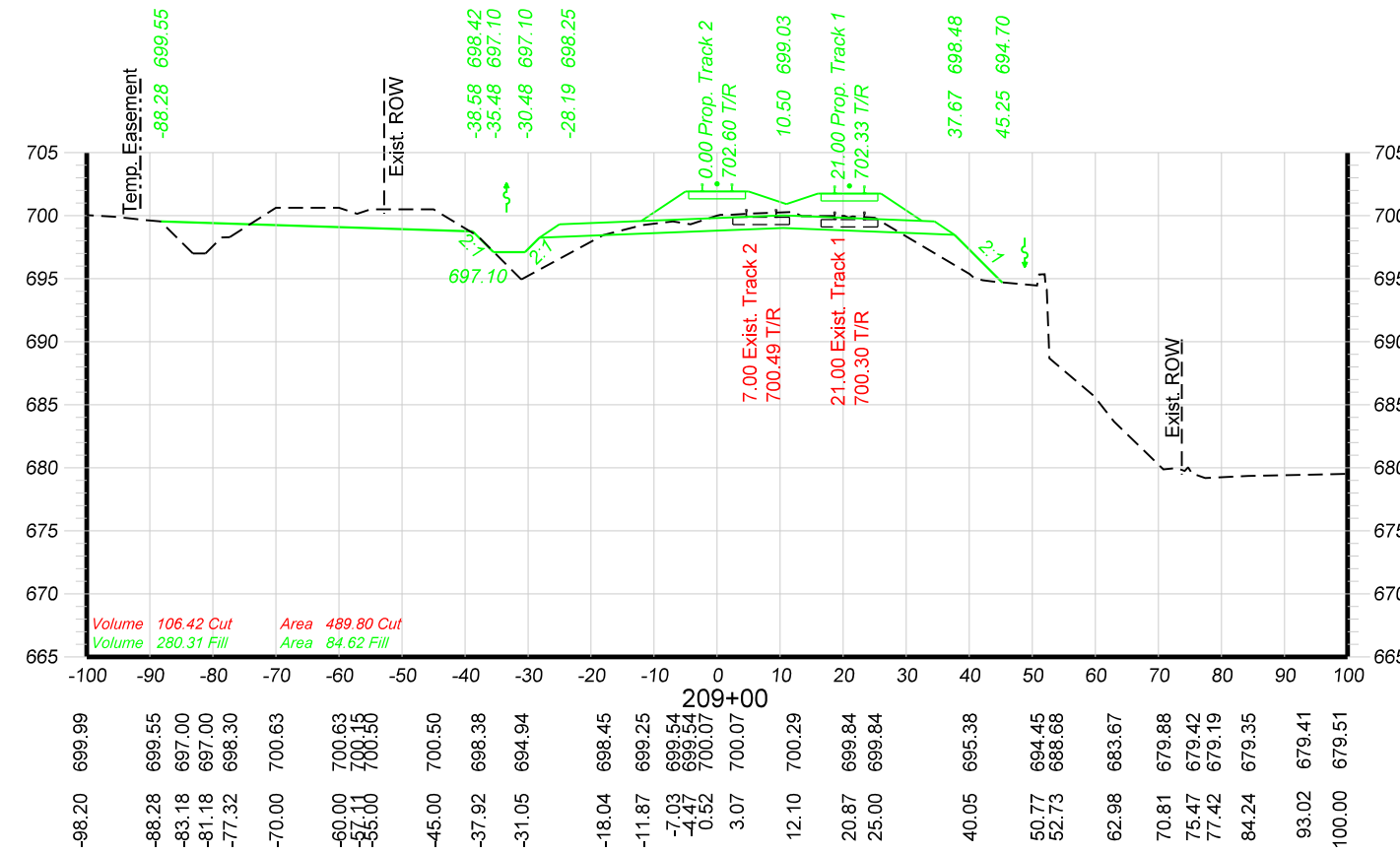
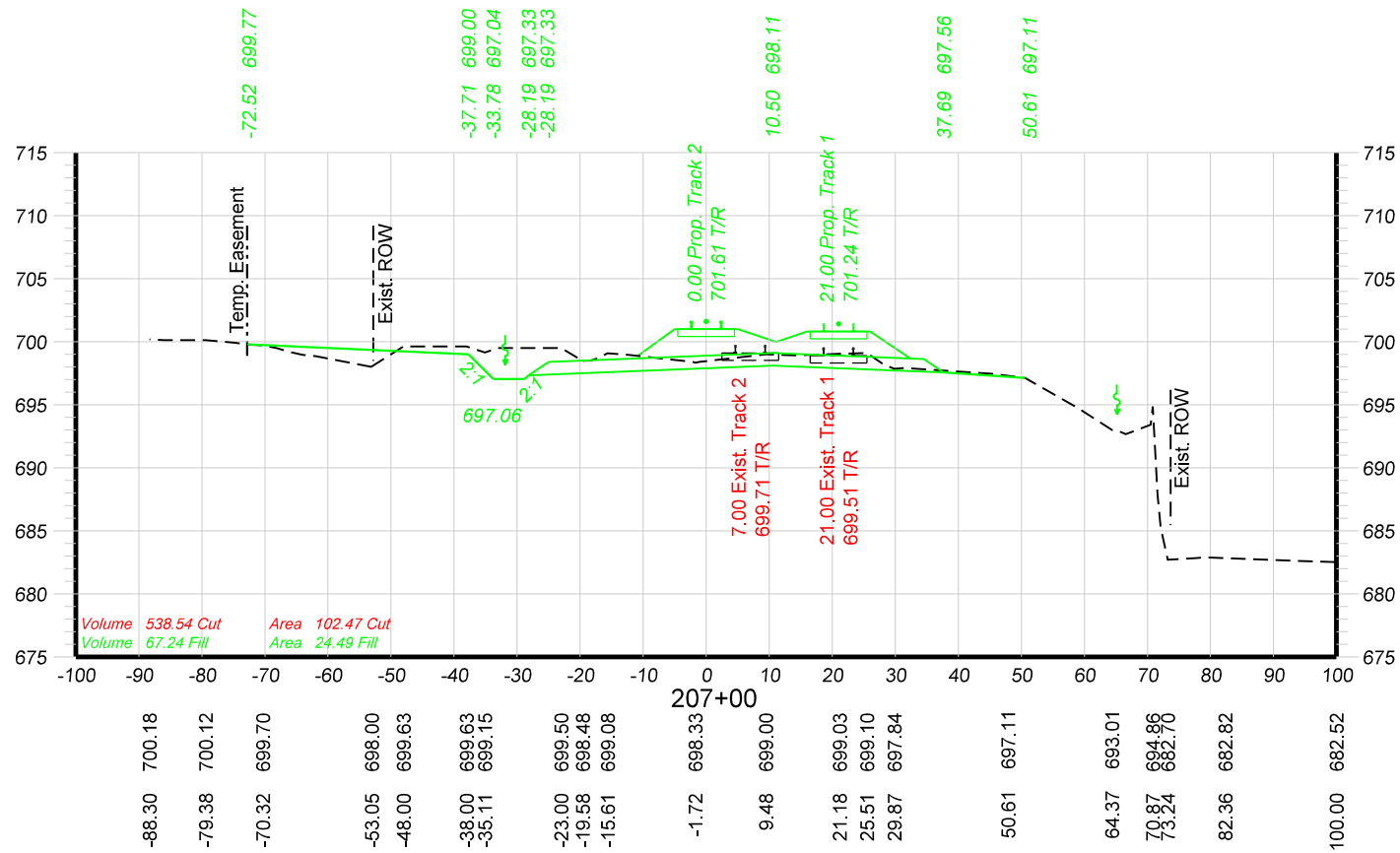
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	DATE: 06/07/16	
	SHEET NUMBER: X009 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS STA. 194+00 TO STA. 197+00
SHEET 314 OF 361		



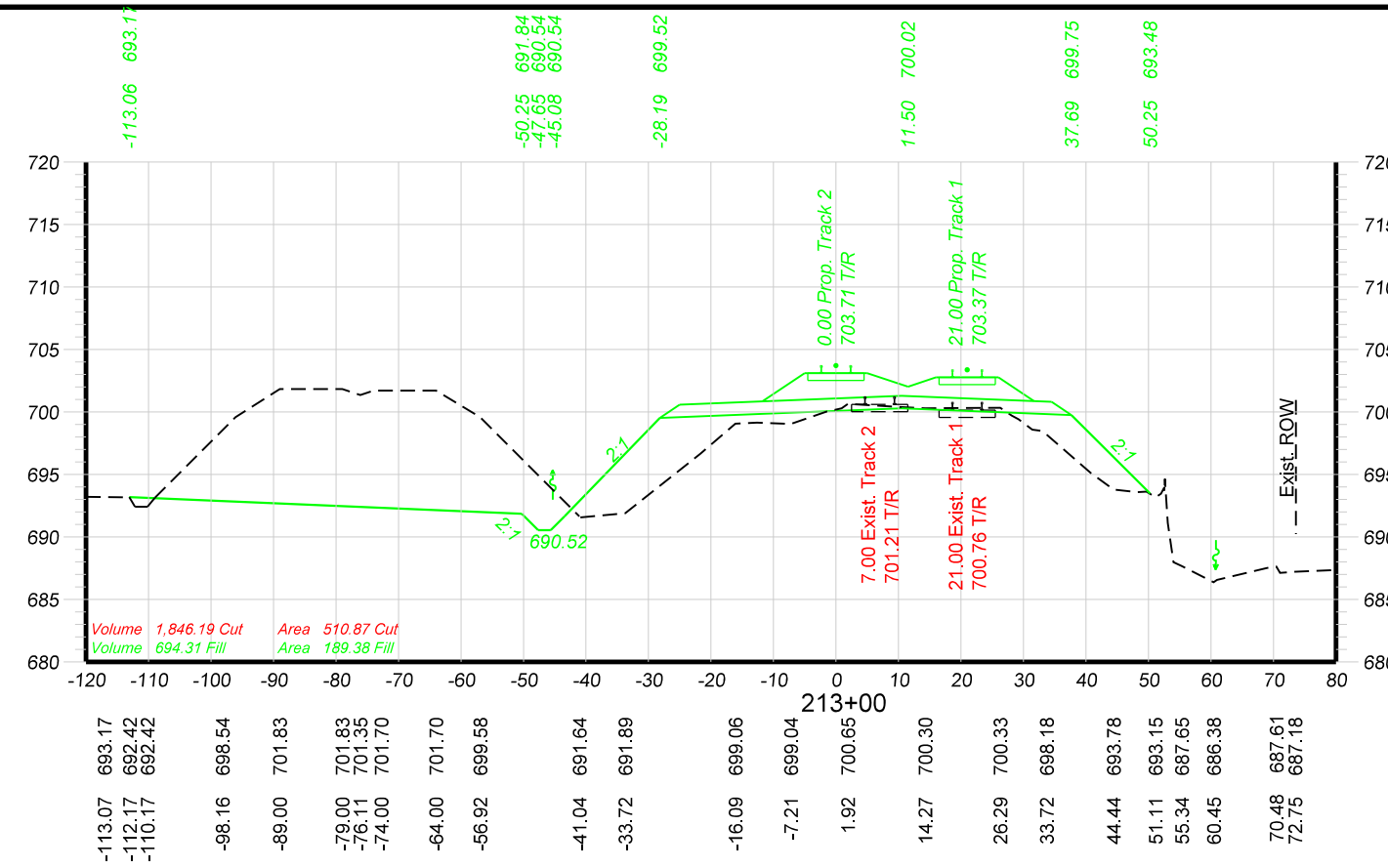
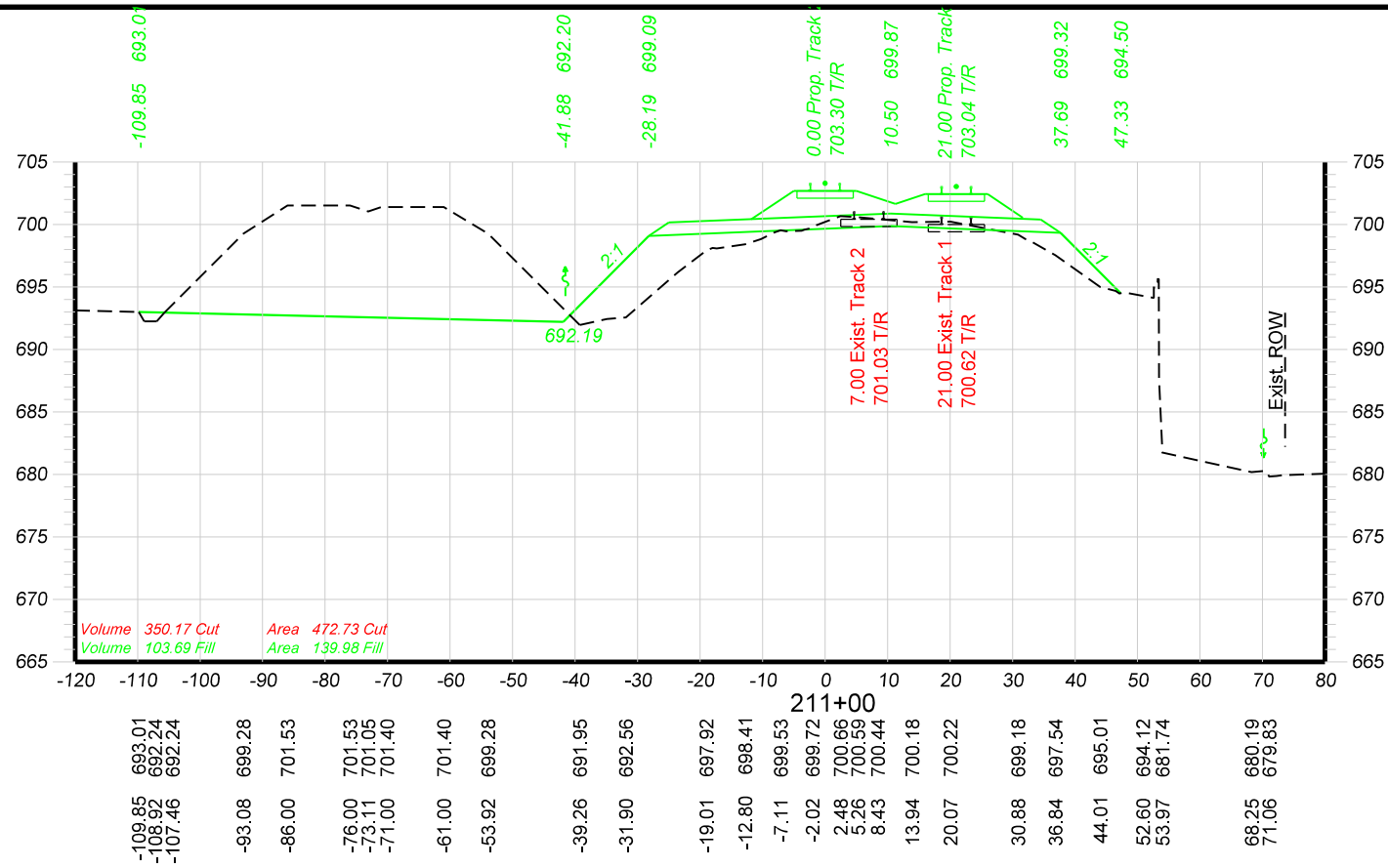
DRAWN BY: AAF-HOH CHECKED BY: BAP-HOH DATE: 06/07/16 SHEET NUMBER X010 of 018	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.) SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS STA. 198+00 TO STA. 201+00
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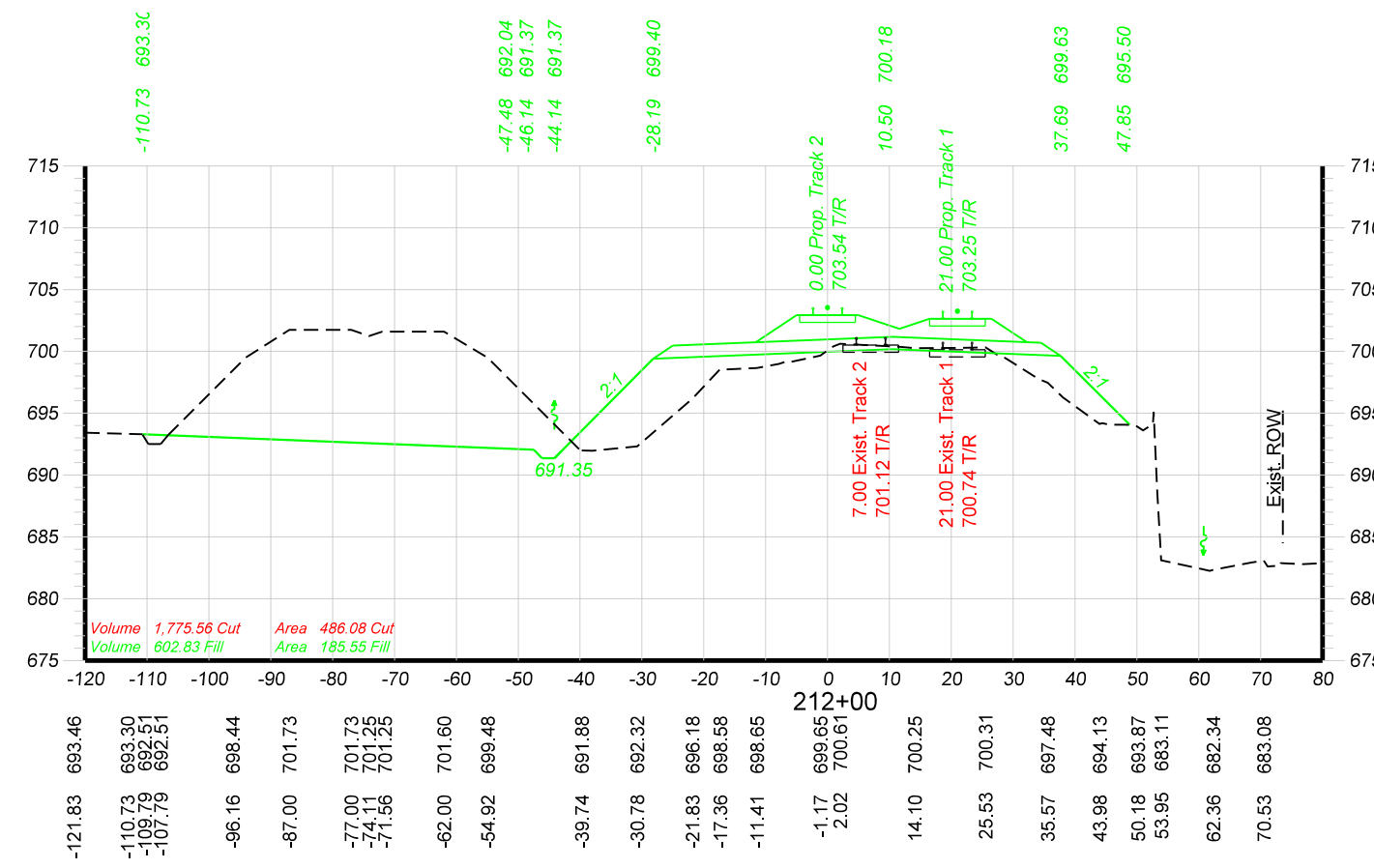
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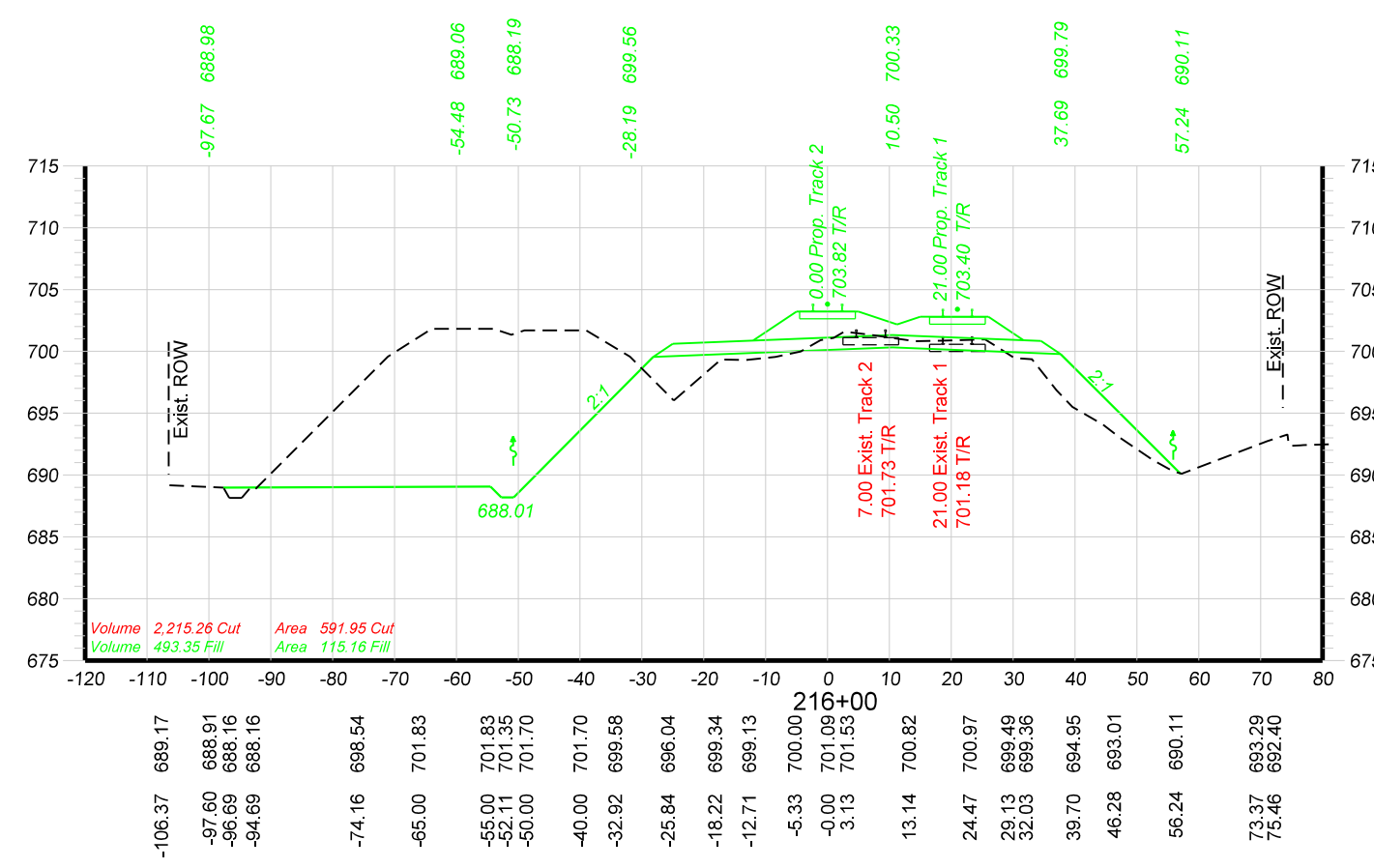
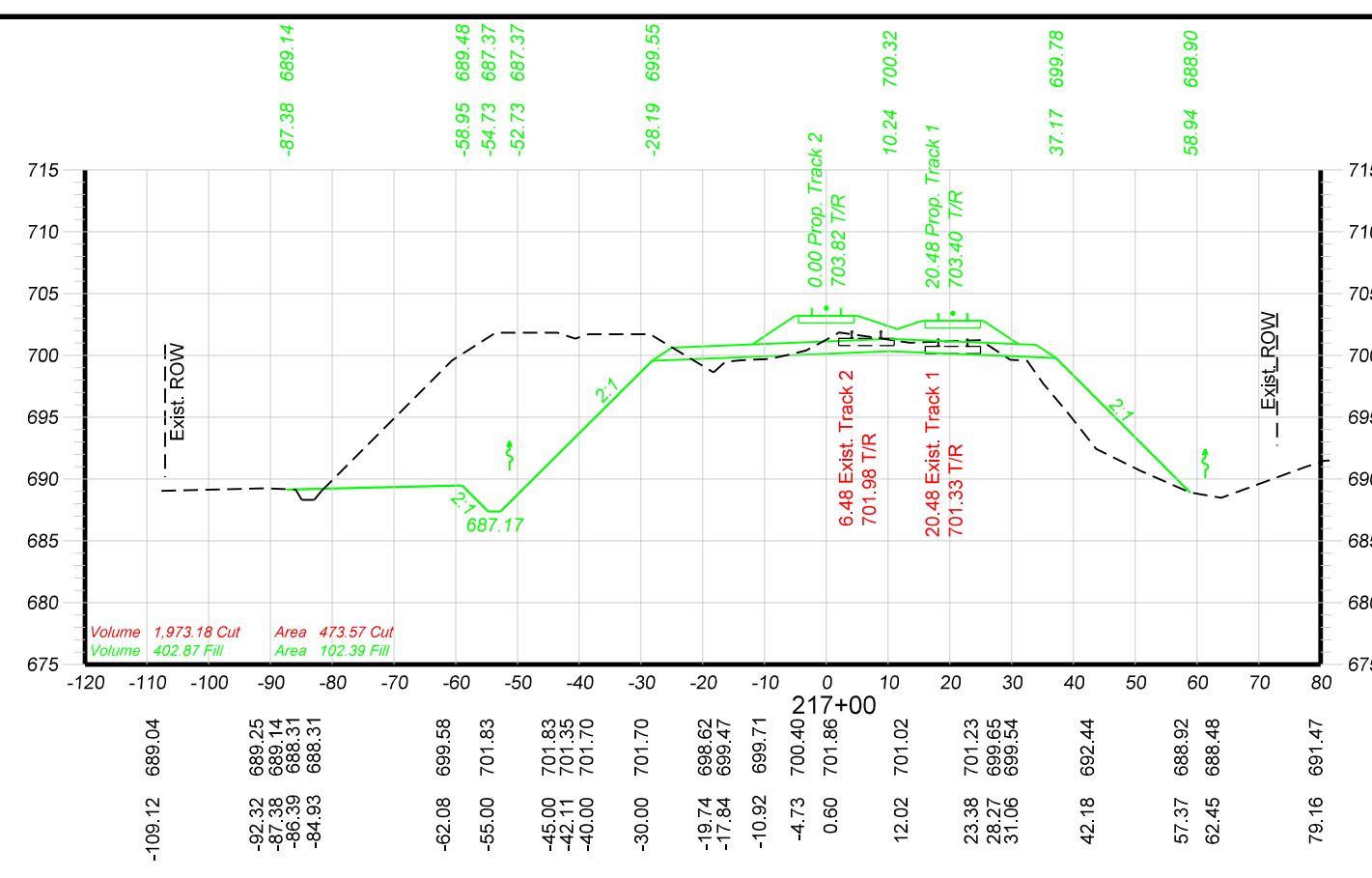
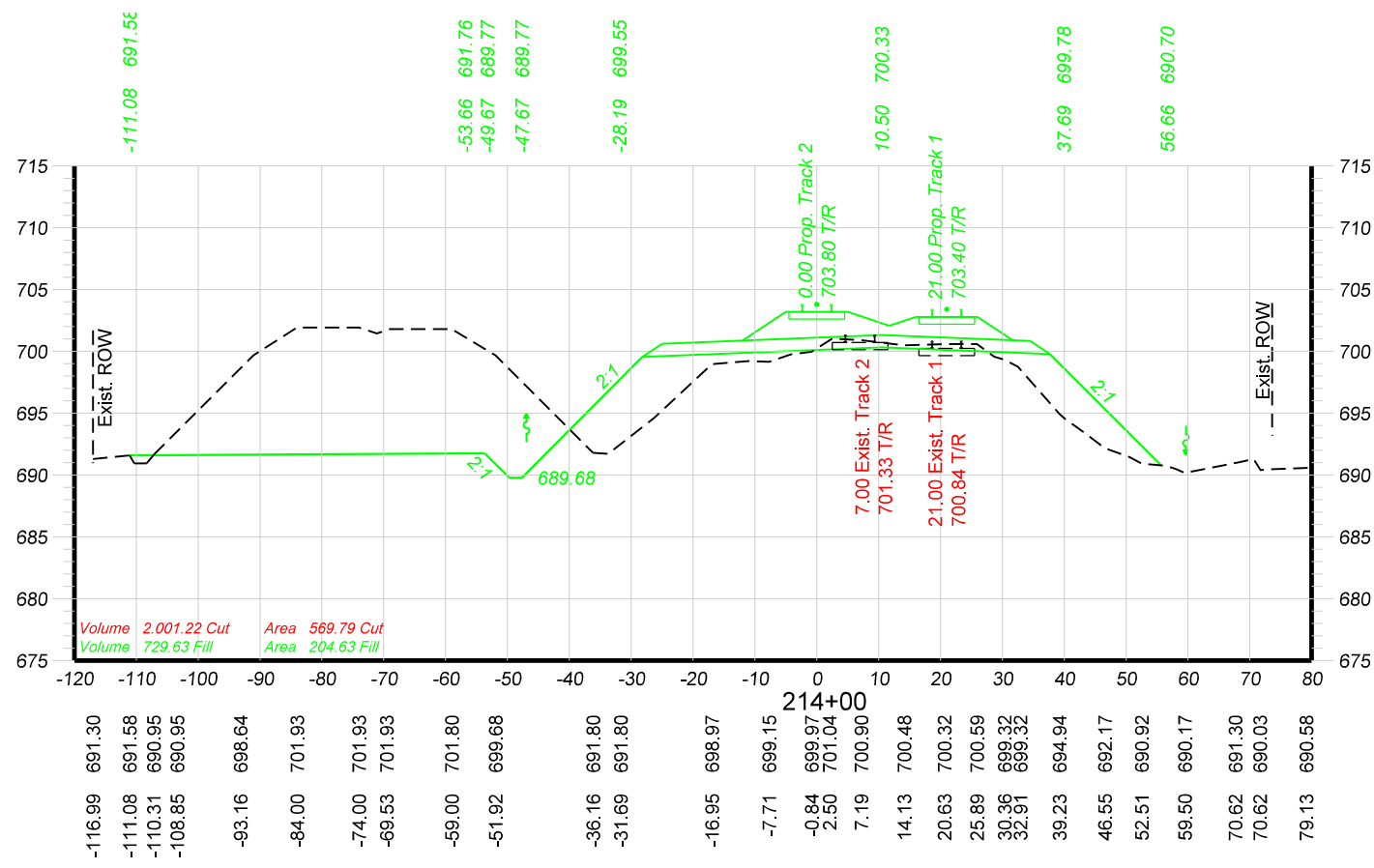
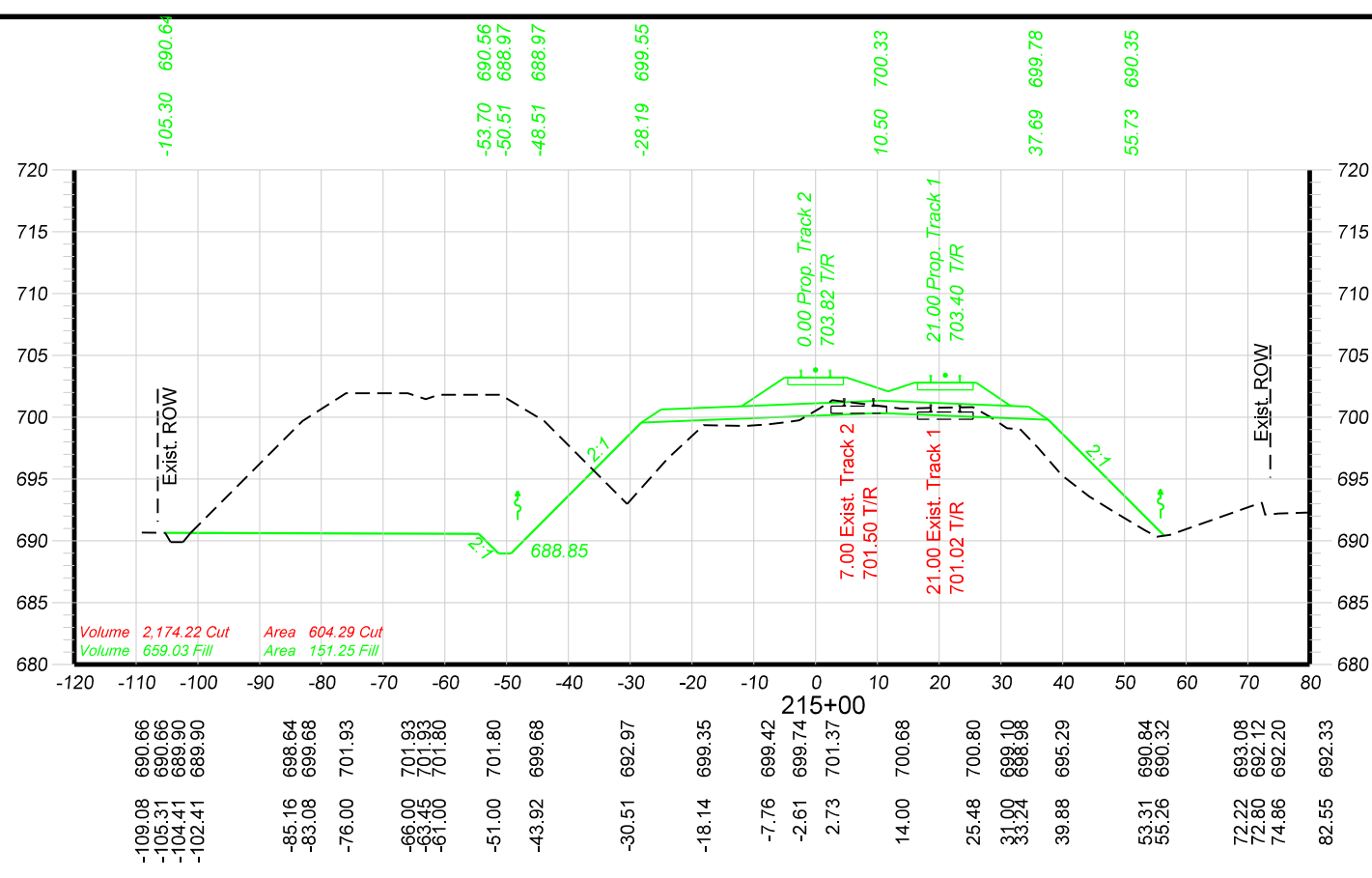
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	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: X012 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS STA. 206+00 TO STA. 209+00



210+00 Bridge Omission

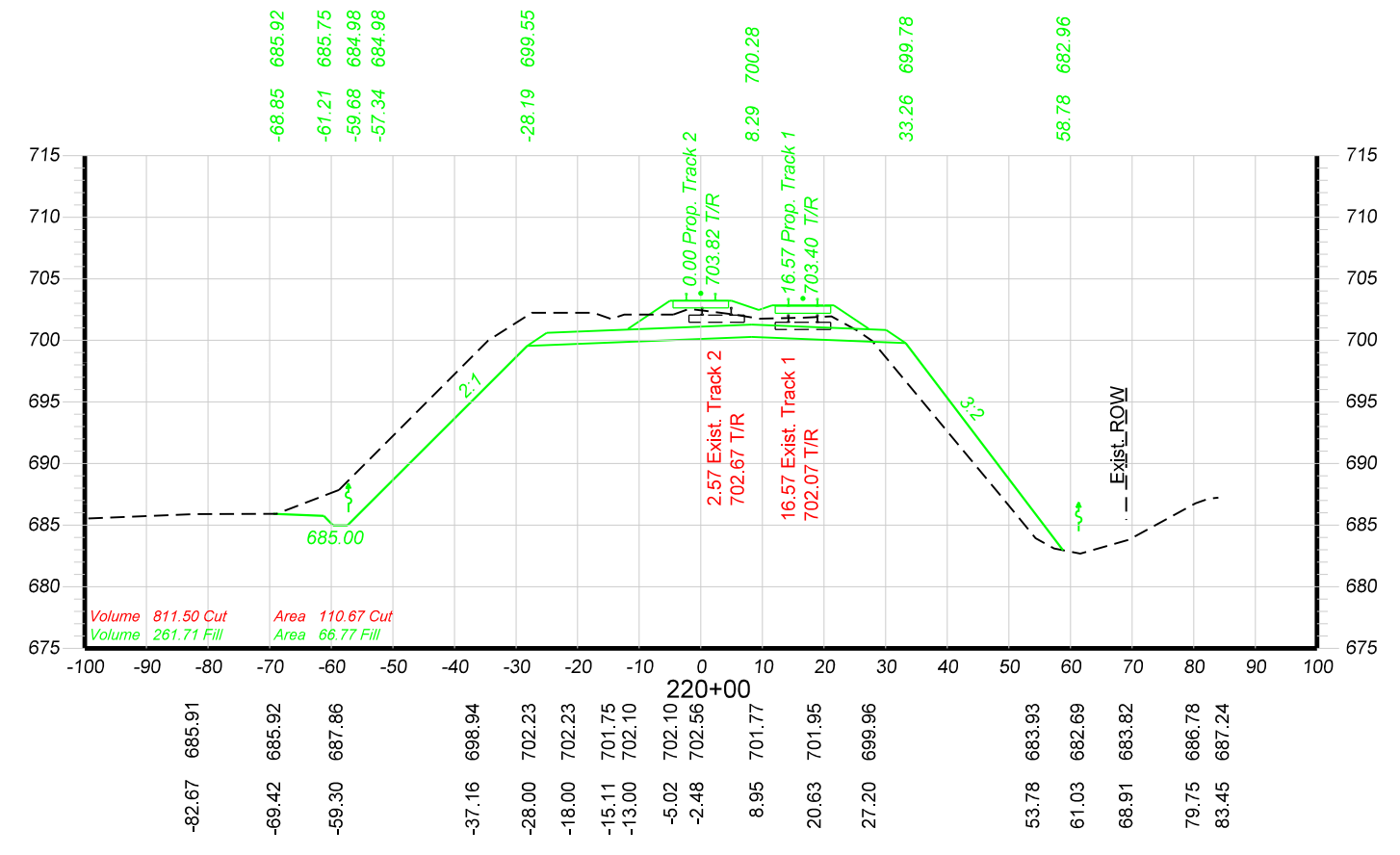
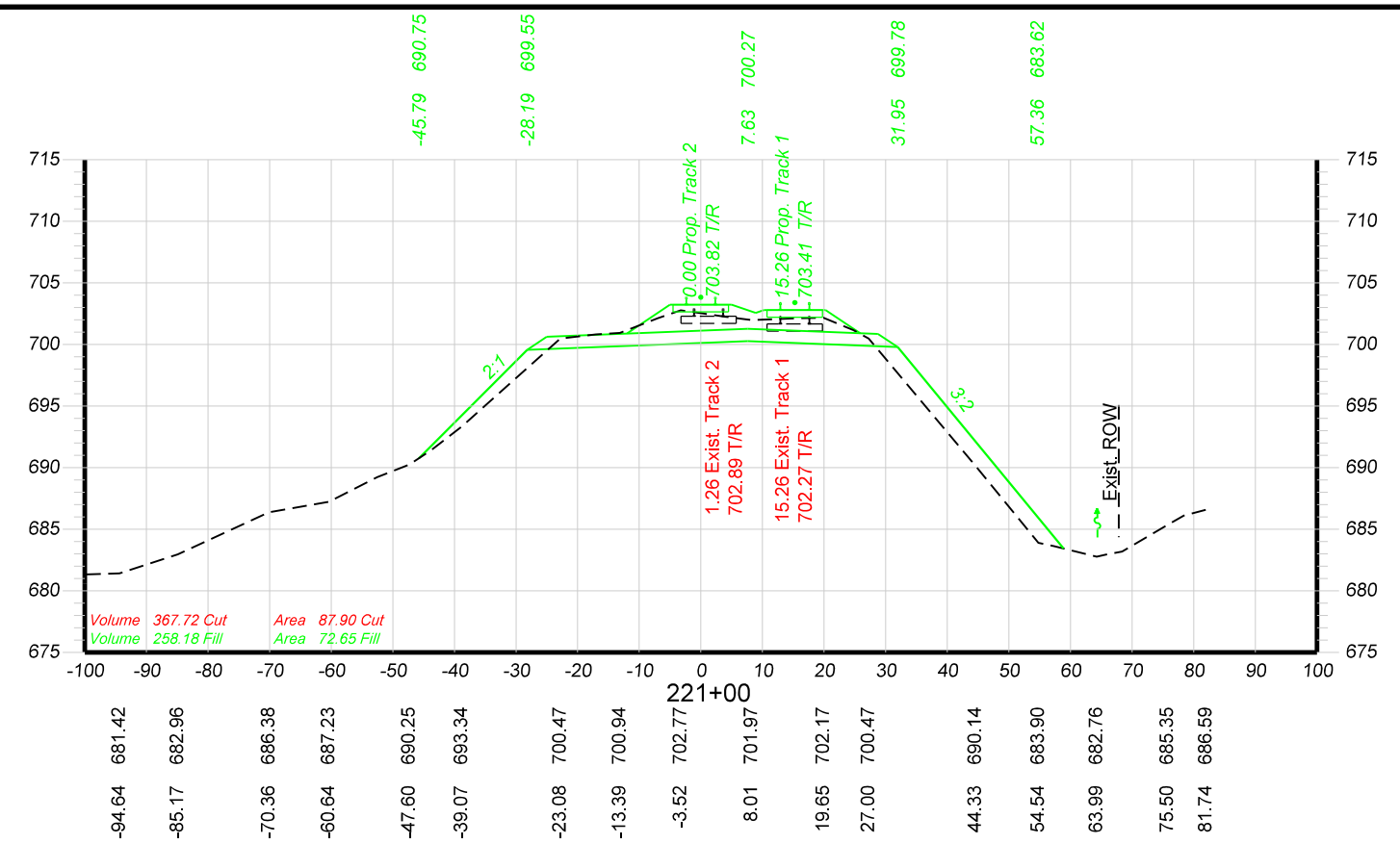
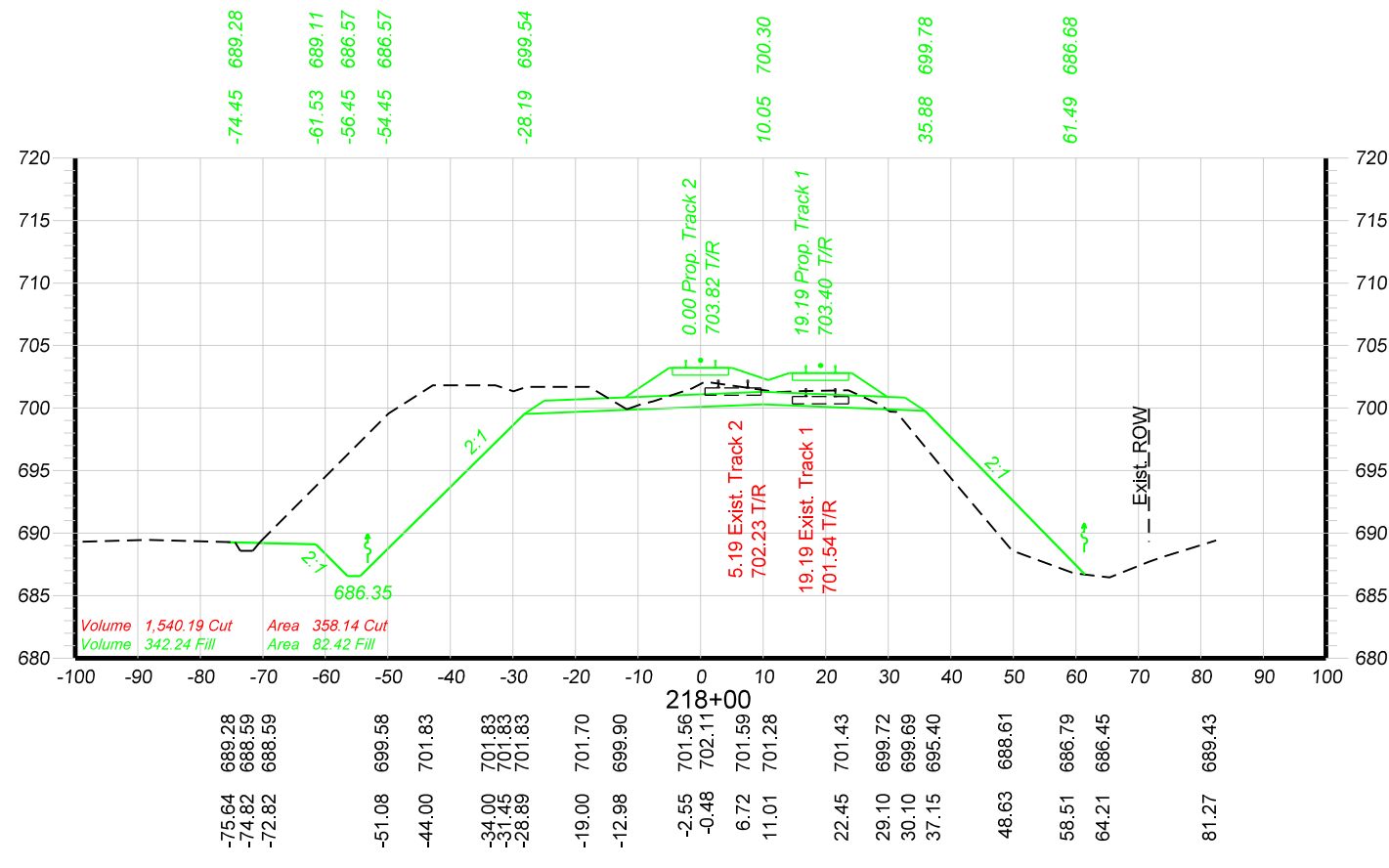
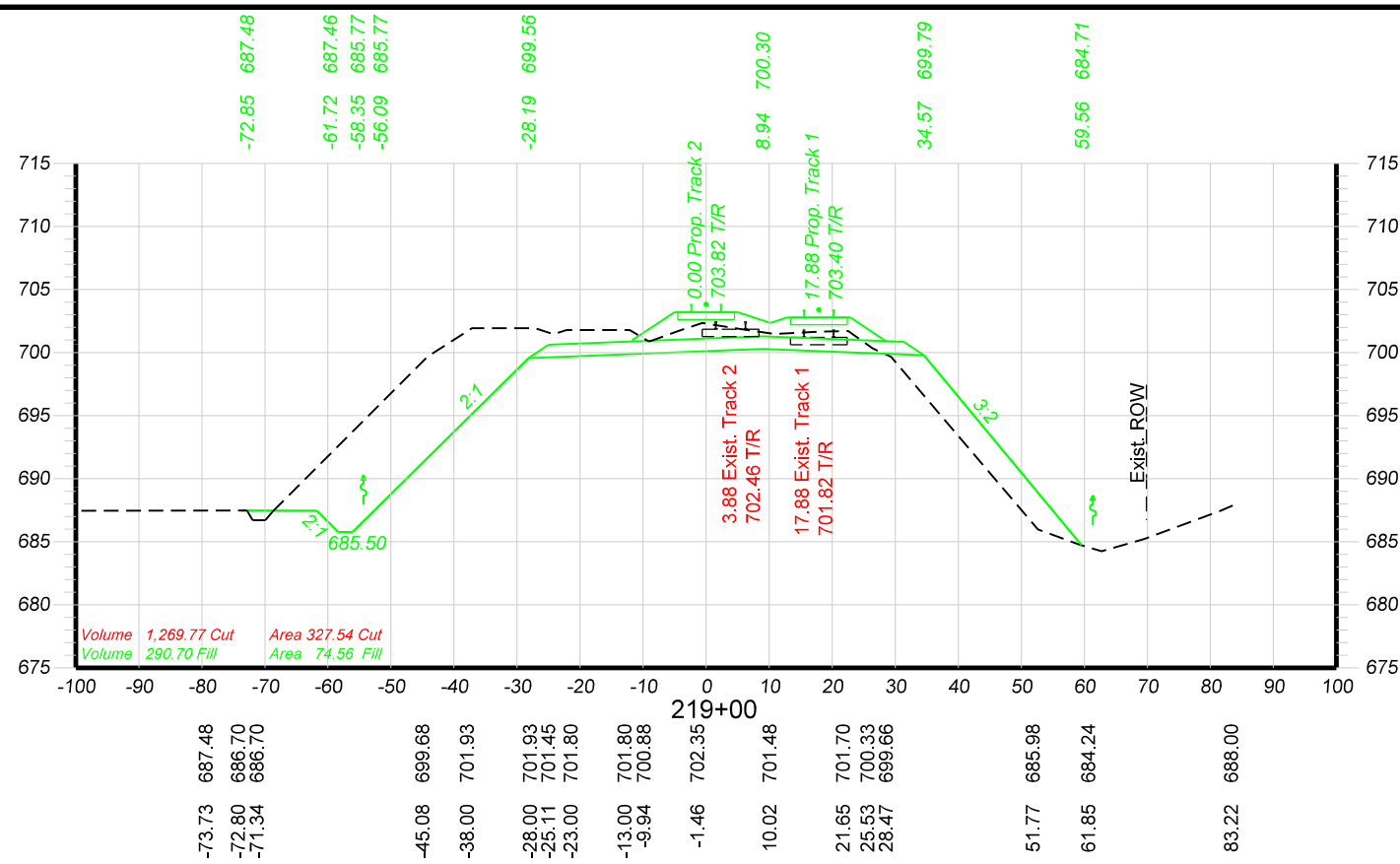


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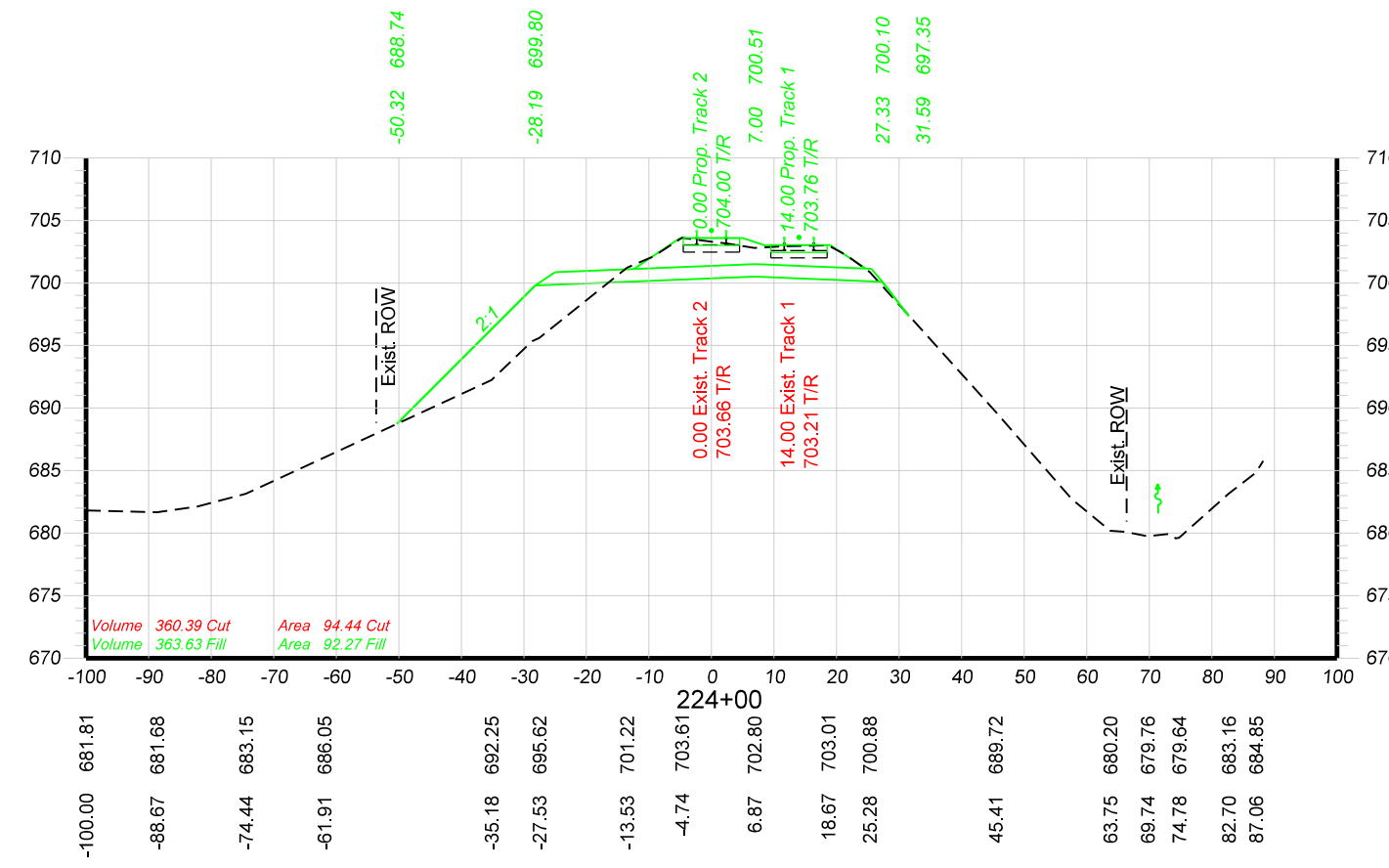
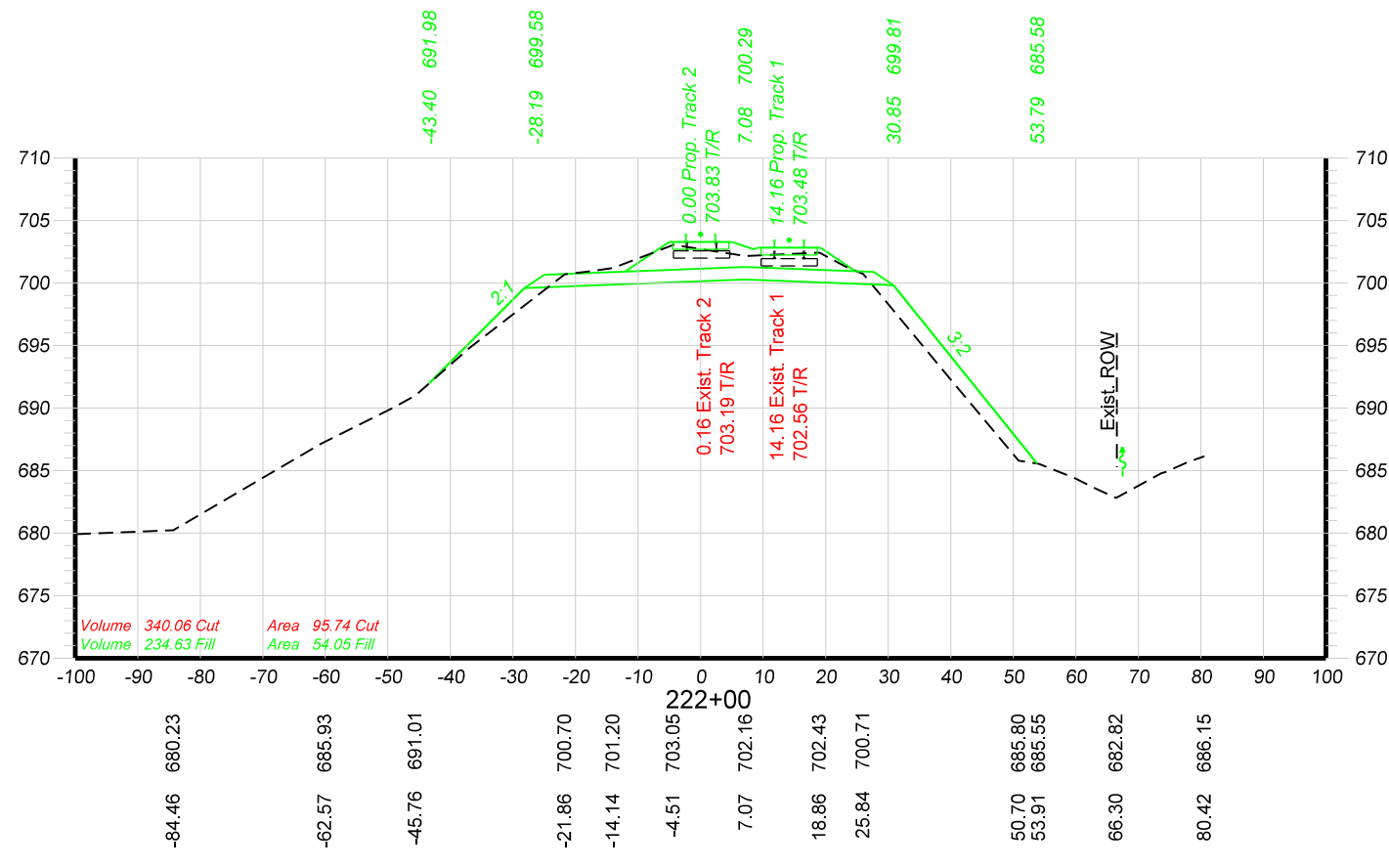
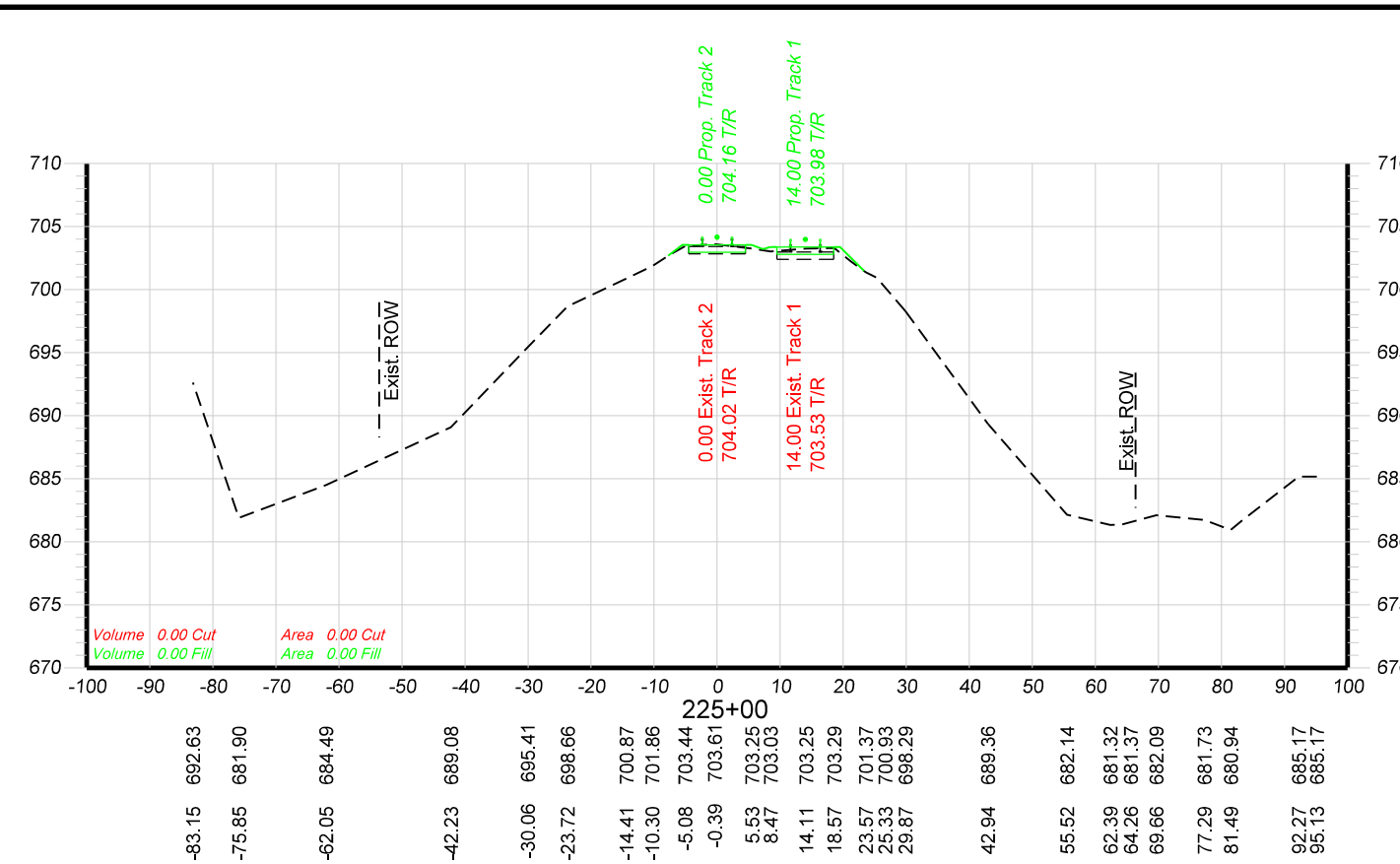
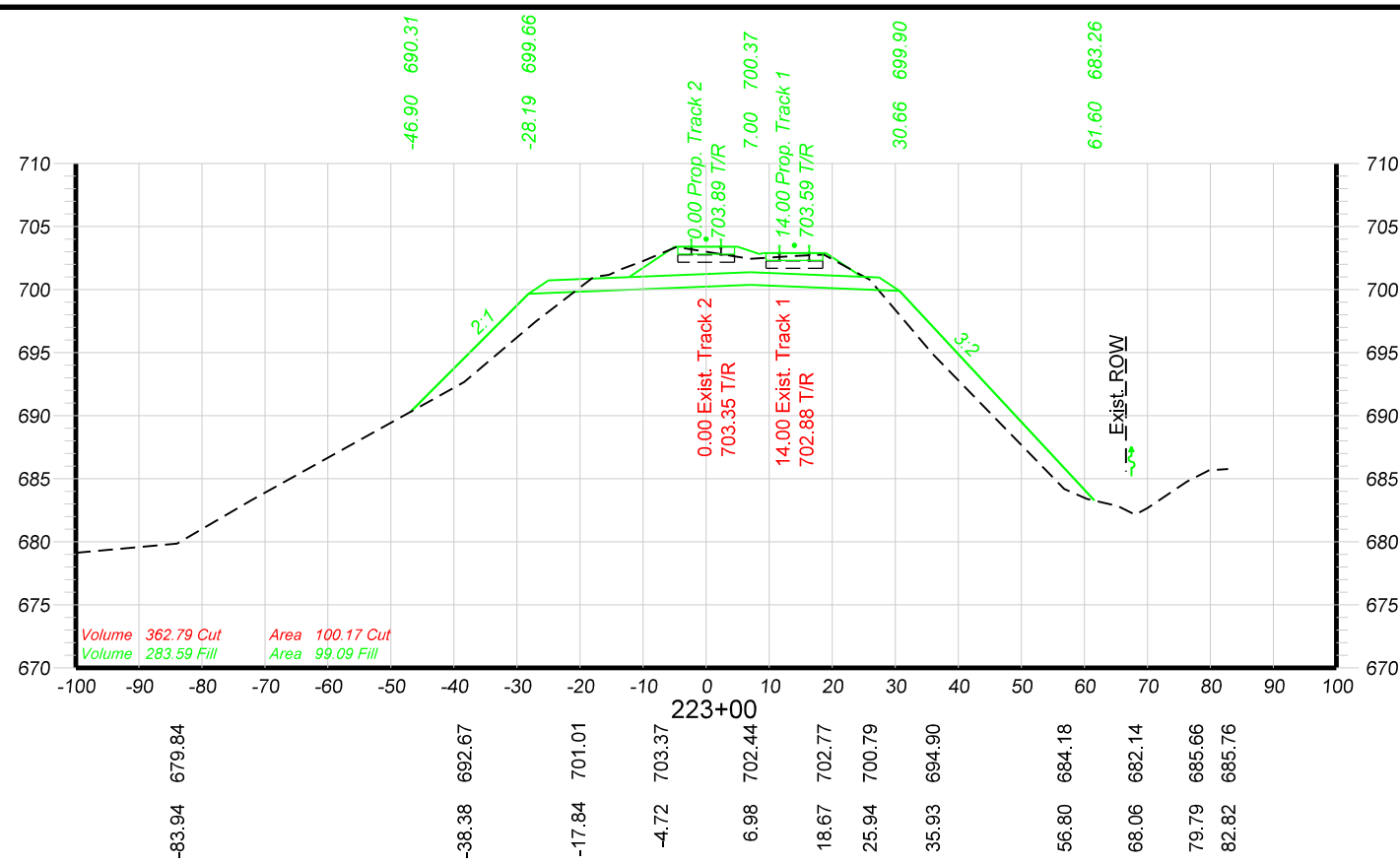


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AAF-HOH
CHECKED BY:
BAP-HOH
DATE:
06/07/16
SHEET NUMBER
X014 of 018

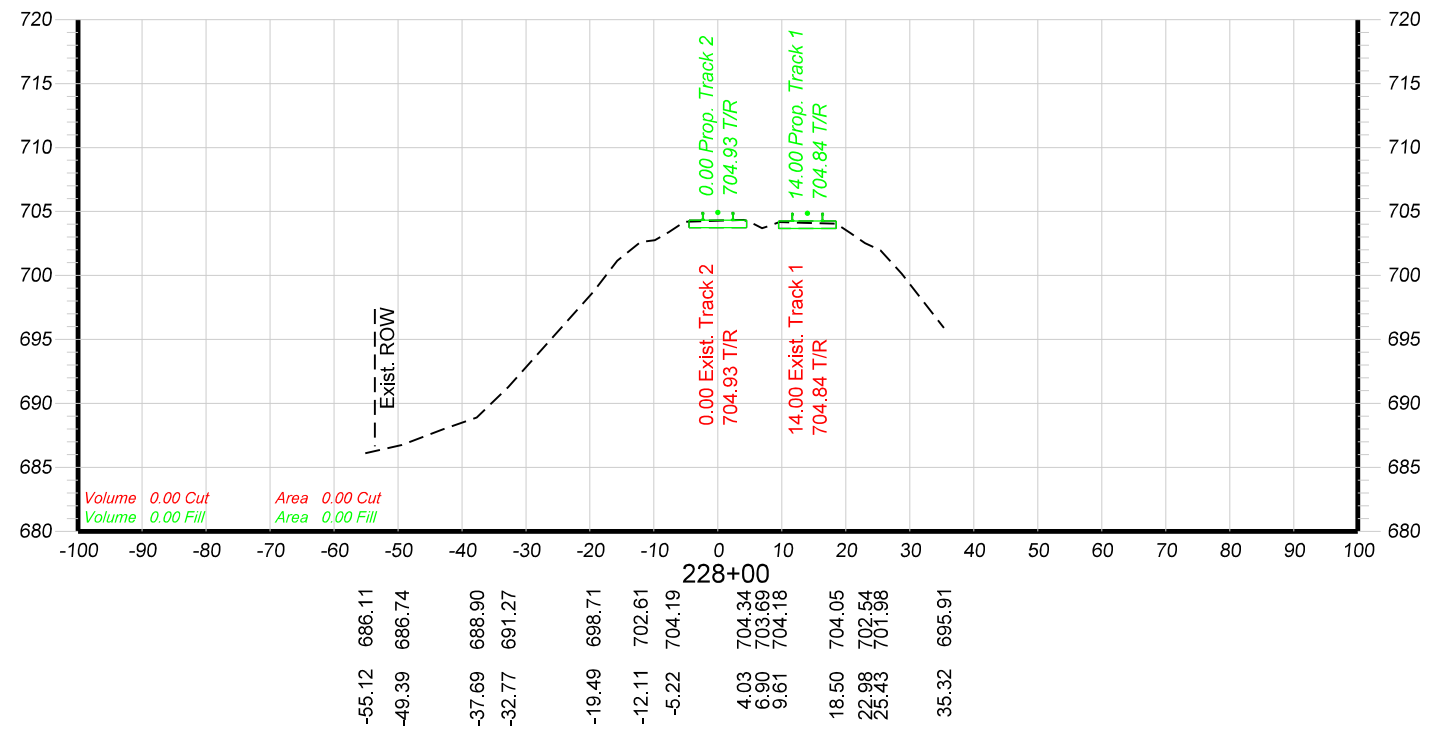
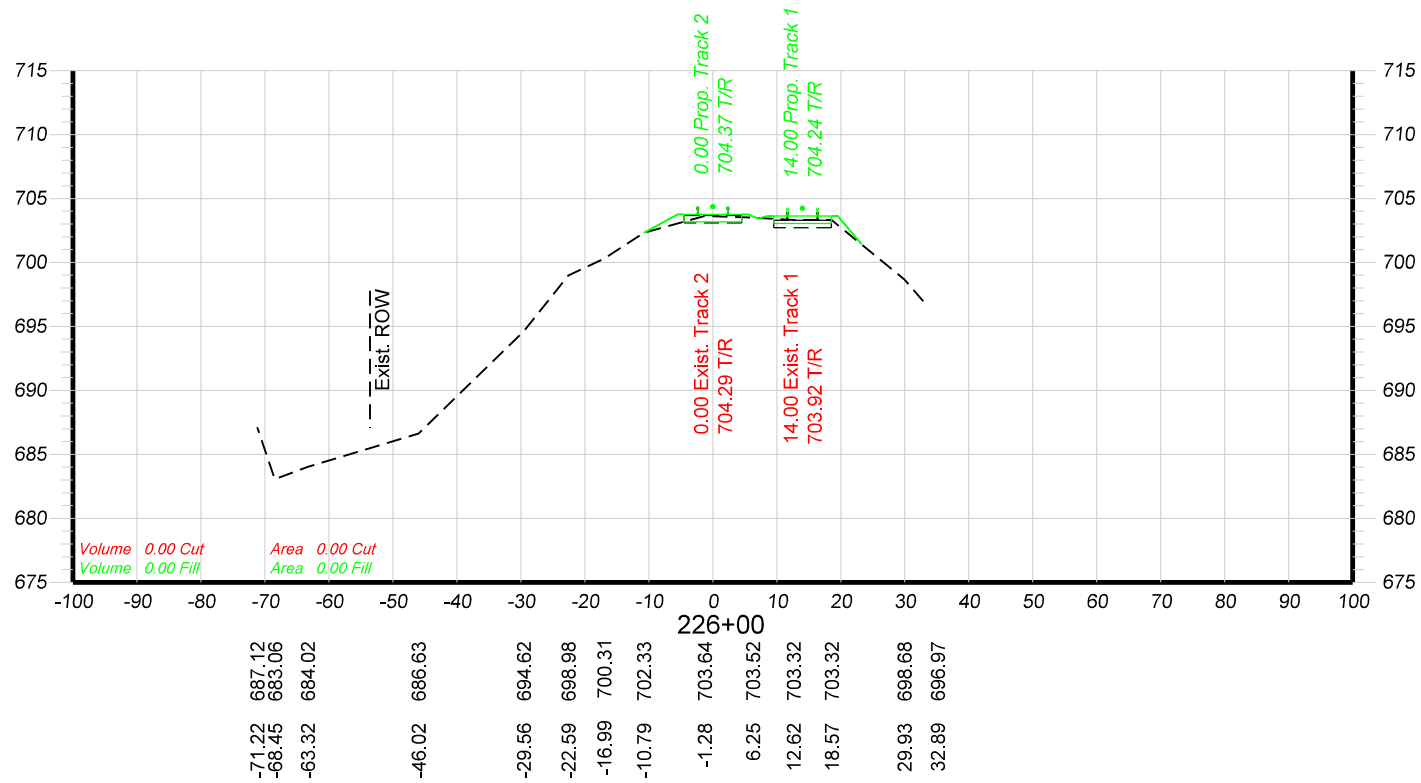
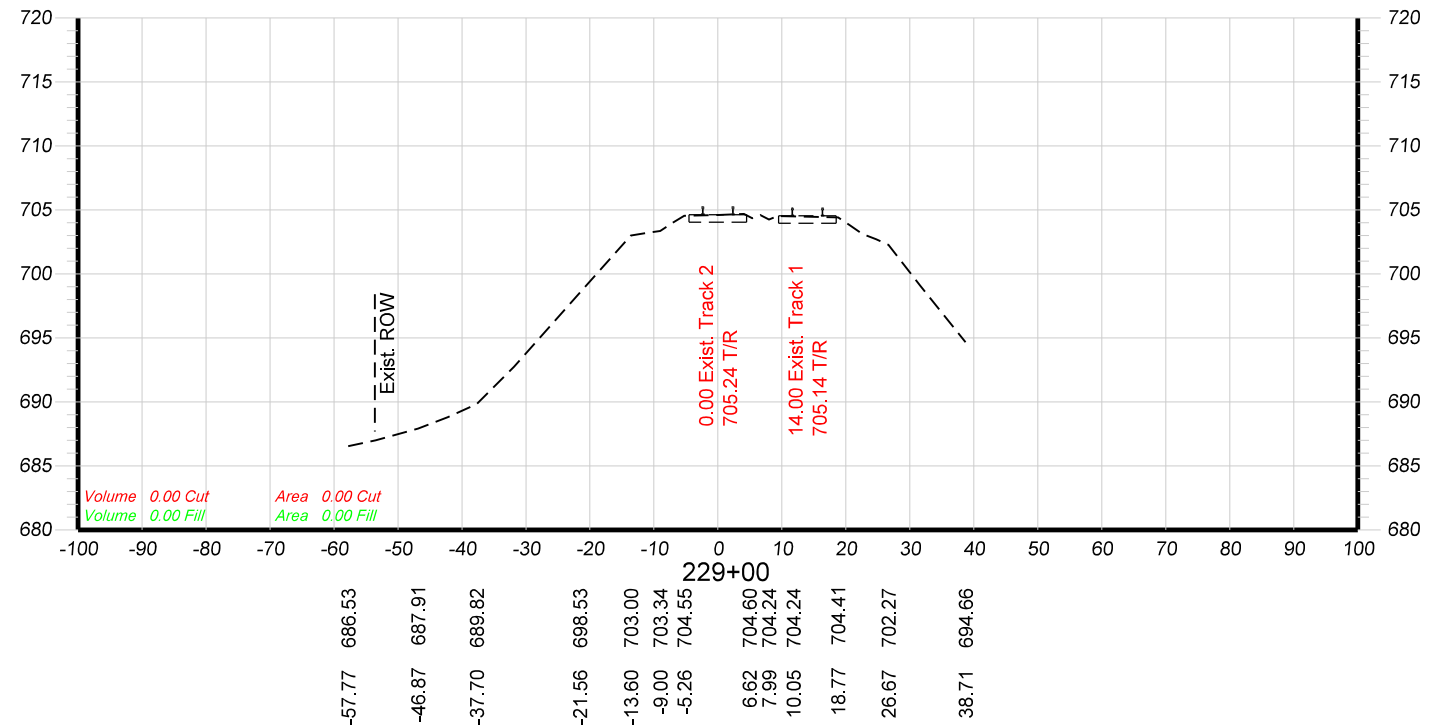
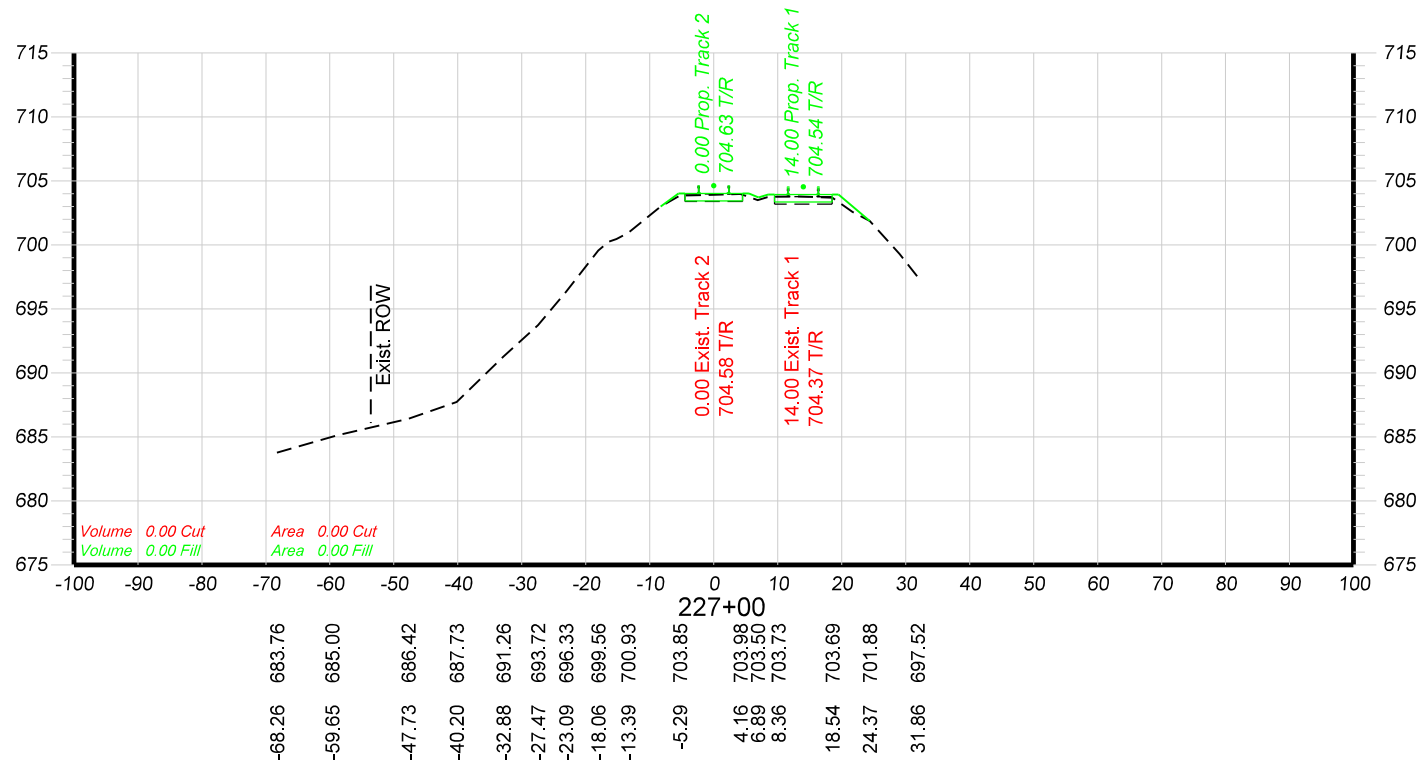
UNION PACIFIC RAILROAD
Office of Assistant Vice President
Engineering Design/Construction
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS
MILWAUKEE SUBDIVISION
MP 37.50 TO MP 38.00
UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)
SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS
STA. 214+00 TO STA. 217+00



DRAWN BY: AAF-HOH CHECKED BY: BAP-HOH DATE: 06/07/16 SHEET NUMBER: X015 of 018	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.) SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS STA. 218+00 TO STA. 221+00
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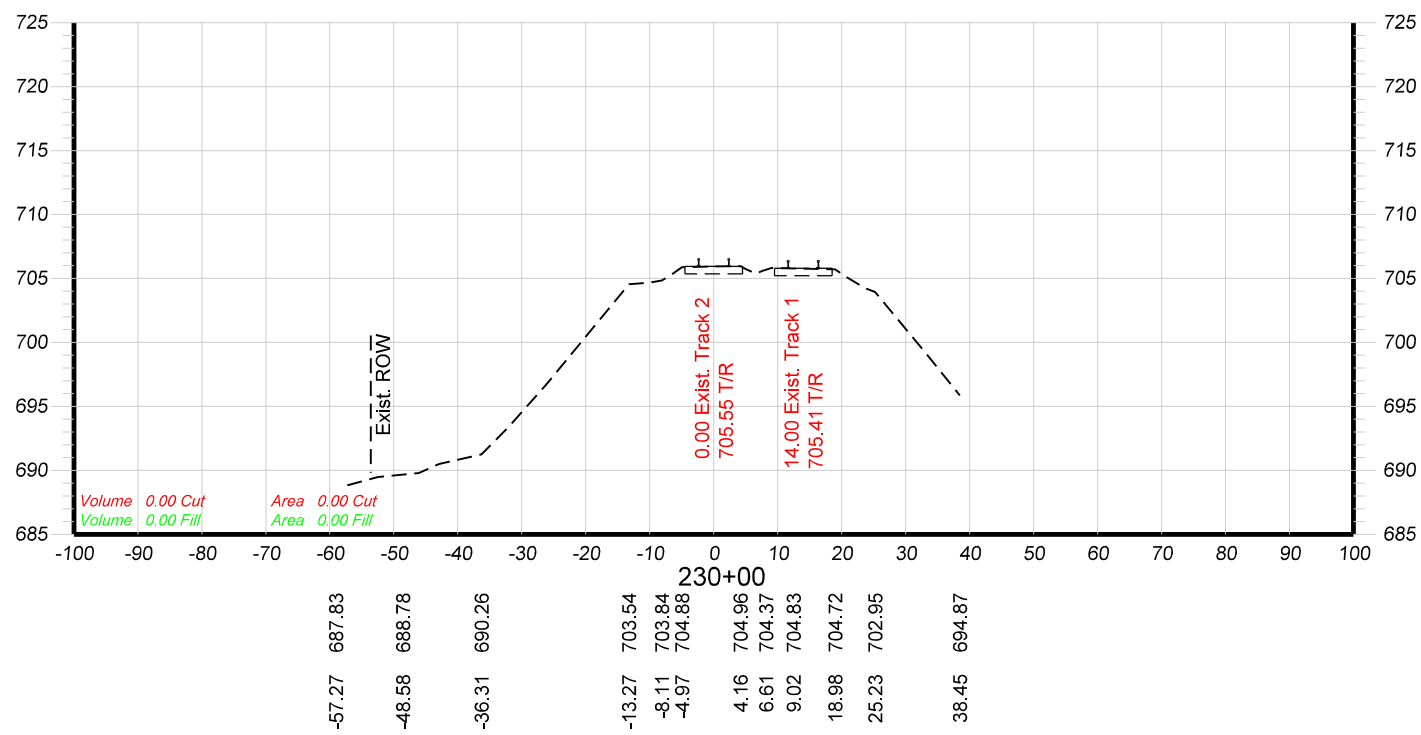


	DRAWN BY: AAF-HOH	UNION PACIFIC RAILROAD Office of Assistant Vice President Engineering Design/Construction
	CHECKED BY: BAP-HOH	
	DATE: 06/07/16	
	SHEET NUMBER: X016 of 018	
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS MILWAUKEE SUBDIVISION MP 37.50 TO MP 38.00 UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)		SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS STA. 222+00 TO STA. 225+00
SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS STA. 222+00 TO STA. 225+00		



DRAWN BY:
AAF-HOH
CHECKED BY:
BAP-HOH
DATE:
06/07/16
SHEET NUMBER
X017 of 018

UNION PACIFIC RAILROAD Office of Assistant Vice President
Engineering Design/Construction
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS
MILWAUKEE SUBDIVISION
MP 37.50 TO MP 38.00
UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)
SHEET TITLE: MAINLINE TRACKS - CROSS SECTIONS
STA. 226+00 TO STA. 229+00

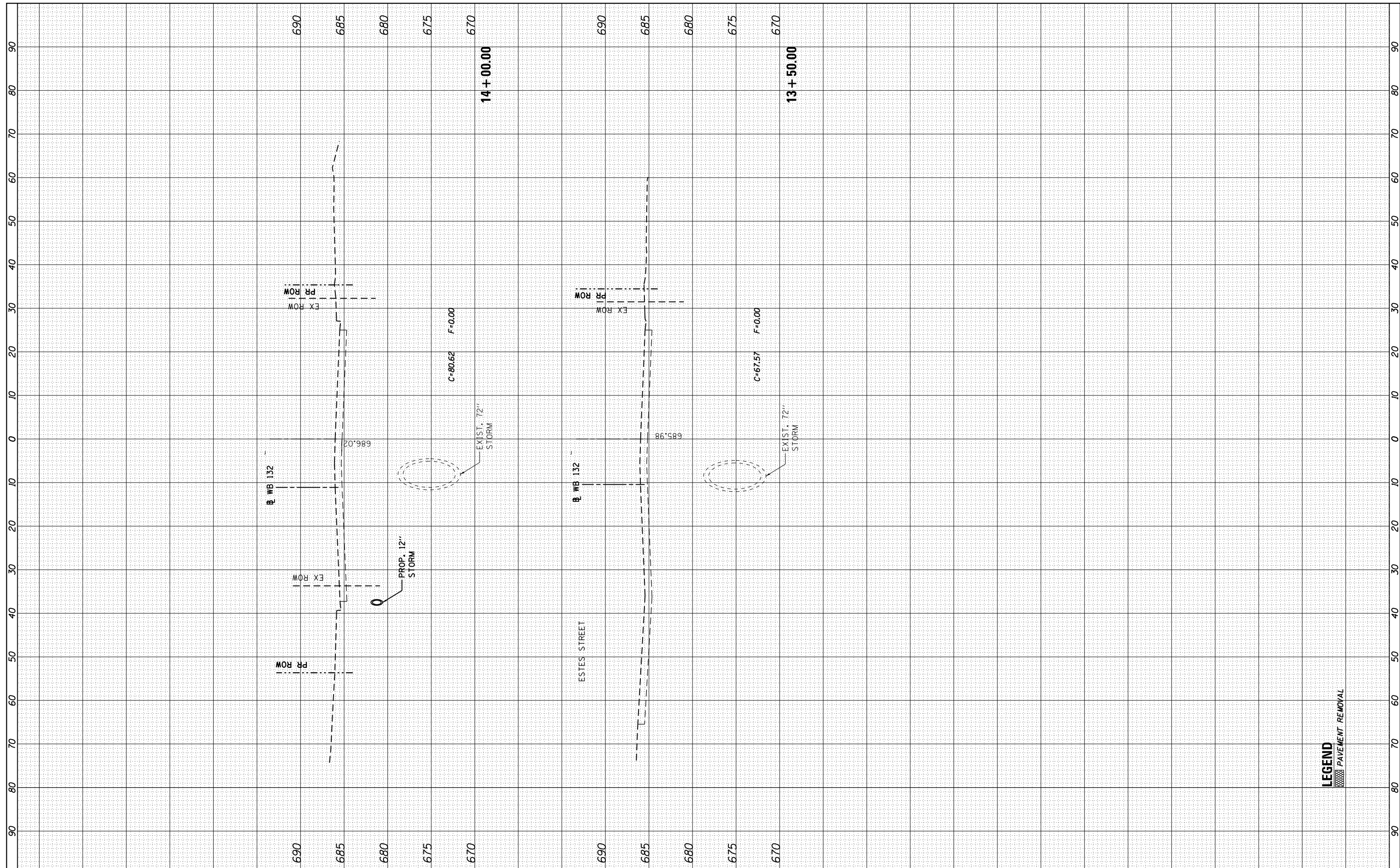


DRAWN BY:
AAF-HOH
CHECKED BY:
BAP-HOH
DATE:
06/07/16
SHEET NUMBER
X018 of 018

UNION PACIFIC RAILROAD Office of Assistant Vice President
Engineering Design/Construction
LOCATION & DESCRIPTION: GURNEE, LAKE COUNTY, ILLINOIS
MILWAUKEE SUBDIVISION
MP 37.50 TO MP 38.00
UPRR BRIDGE OVER IL RTE. 132 (GRAND AVE.)
SHEET TITLE: STA. 230+00

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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HOH HARRY G. HEFTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8331

USER NAME = aofitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/7/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL ROUTE 132 CROSS SECTIONS

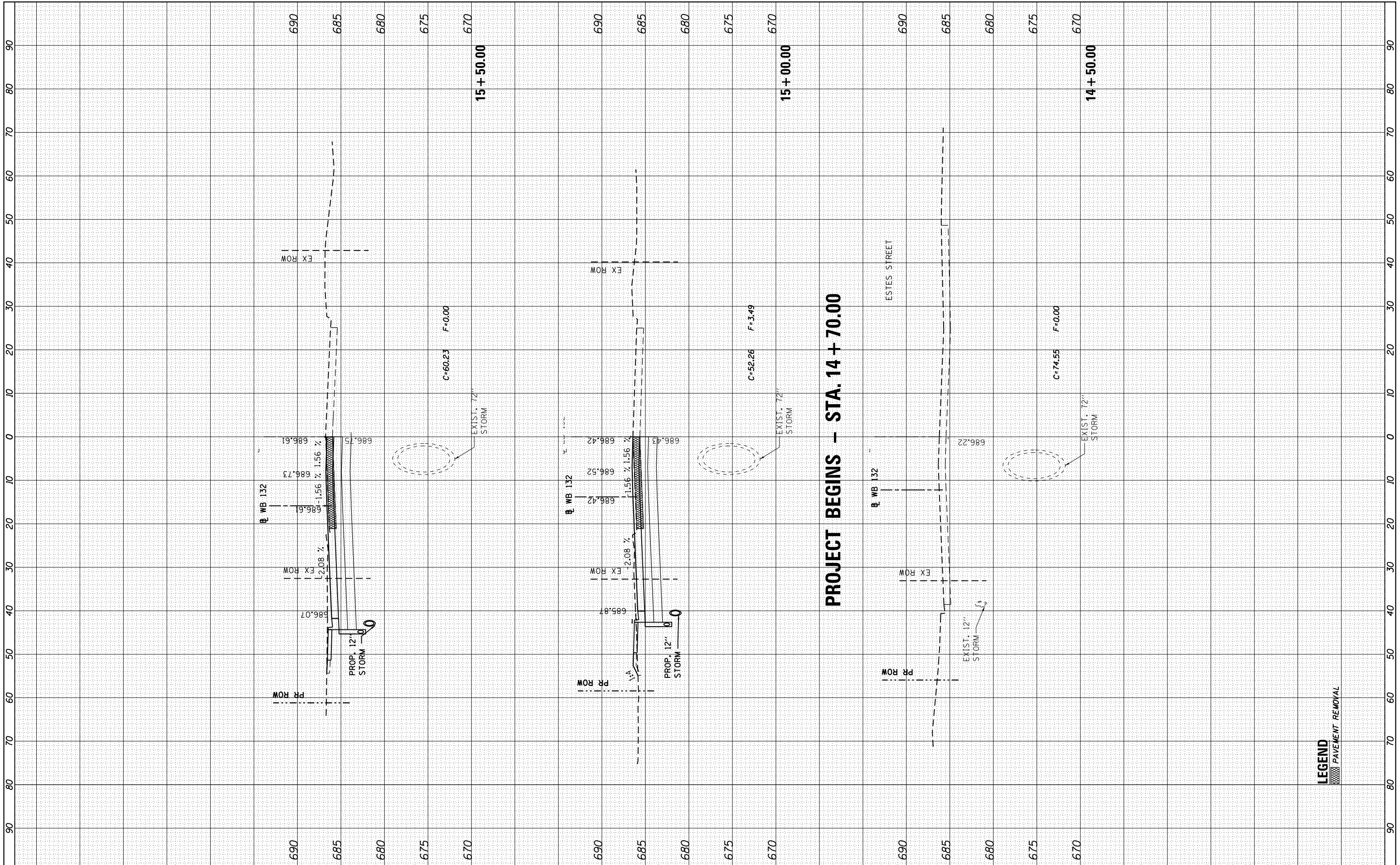
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	324
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

LEGEND
 PAVEMENT REMOVAL

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



PROJECT BEGINS - STA. 14 + 70.00

LEGEND
 PAVEMENT REMOVAL

FILE NAME = ...DI_IL132_SHT_XSHT132.dgn
HOH HARRY C. HOFFER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8333

USER NAME = aafitzpatrick
 DESIGNED -
 DRAWN -
 PLOT SCALE = 20.0000' / in.
 CHECKED -
 DATE - 10/7/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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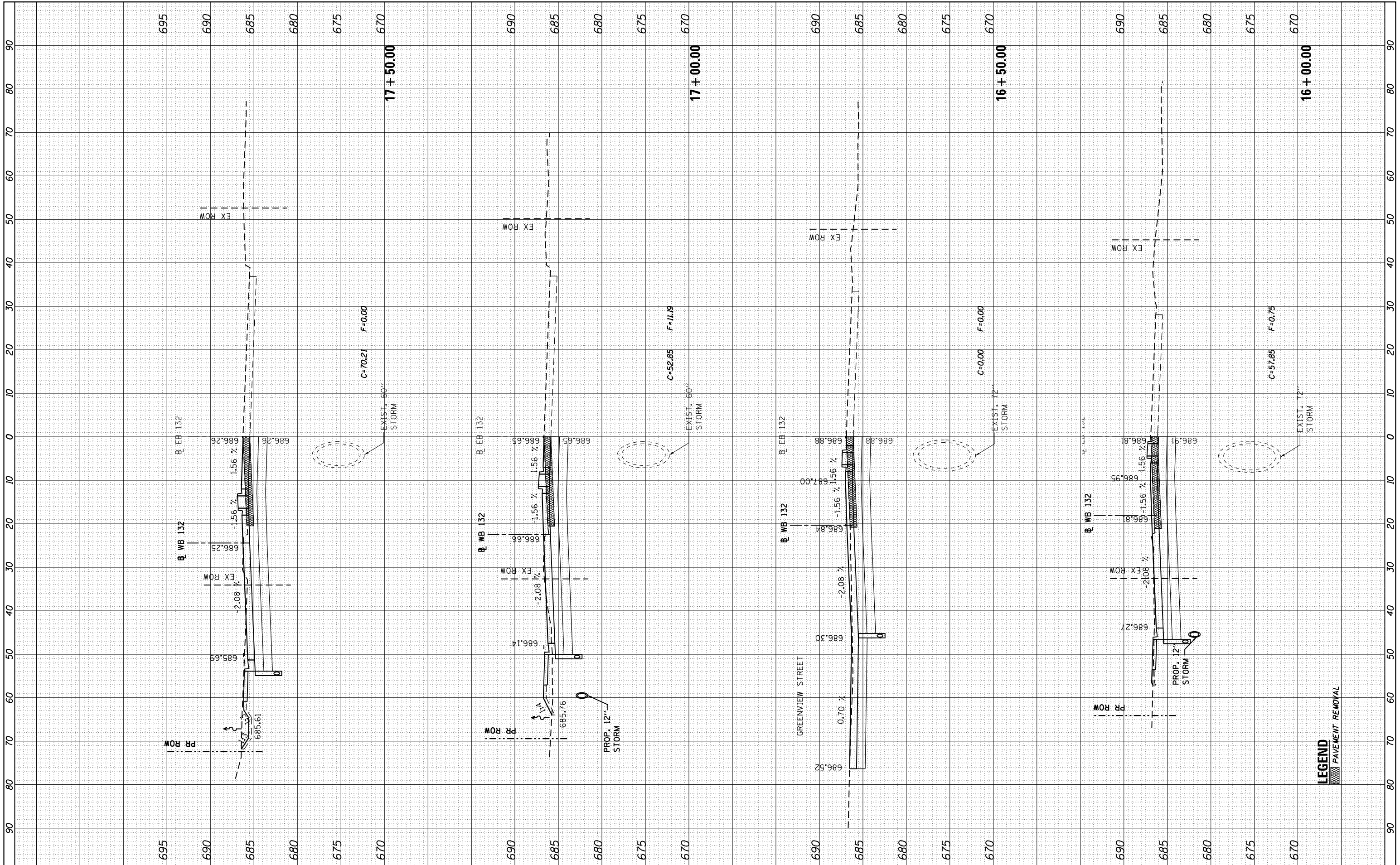
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 132 CROSS SECTIONS
 SCALE: 1"=10' (H)
 1"=5' (V)
 SHEET OF SHEETS STA. 14+39.65 TO STA. 15+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	325
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME: ...DI_IL132_SHT_XSHT132.dgn
HOH HARRY CLIFTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366
 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/461-8333

USER NAME: aafitzpatrick
 DRAWN: -
 CHECKED: -
 DATE: -
 PLOT SCALE: 20.0000' / in.
 PLOT DATE: 10/7/2016

DESIGNED: -
 DRAWN: -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

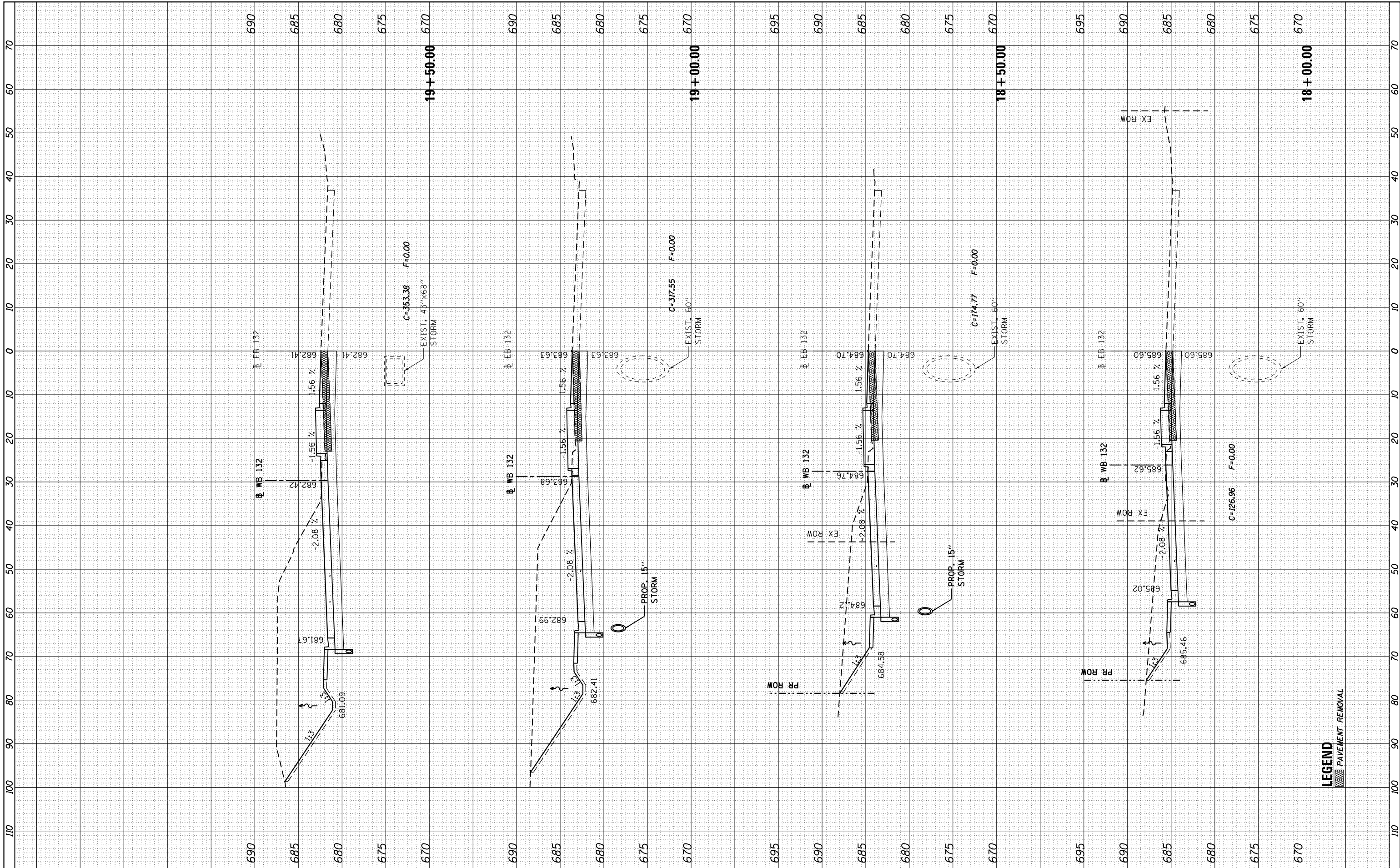
IL ROUTE 132 CROSS SECTIONS
 SCALE: 1"=10' (H)
 1"=5' (V)
 SHEET OF SHEETS STA. 16+00.00 TO STA. 17+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	326
CONTRACT NO. 60K80				
ILLINOIS FED. AID PROJECT				

LEGEND
 PAVEMENT REMOVAL

BY	DATE

BY	DATE



LEGEND
 PAVEMENT REMOVAL

FILE NAME = ...DI_1L132_SHT_XSHT132.dgn
HOH HARRY O. HETTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8333

USER NAME = aofitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

DESIGNED -
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 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

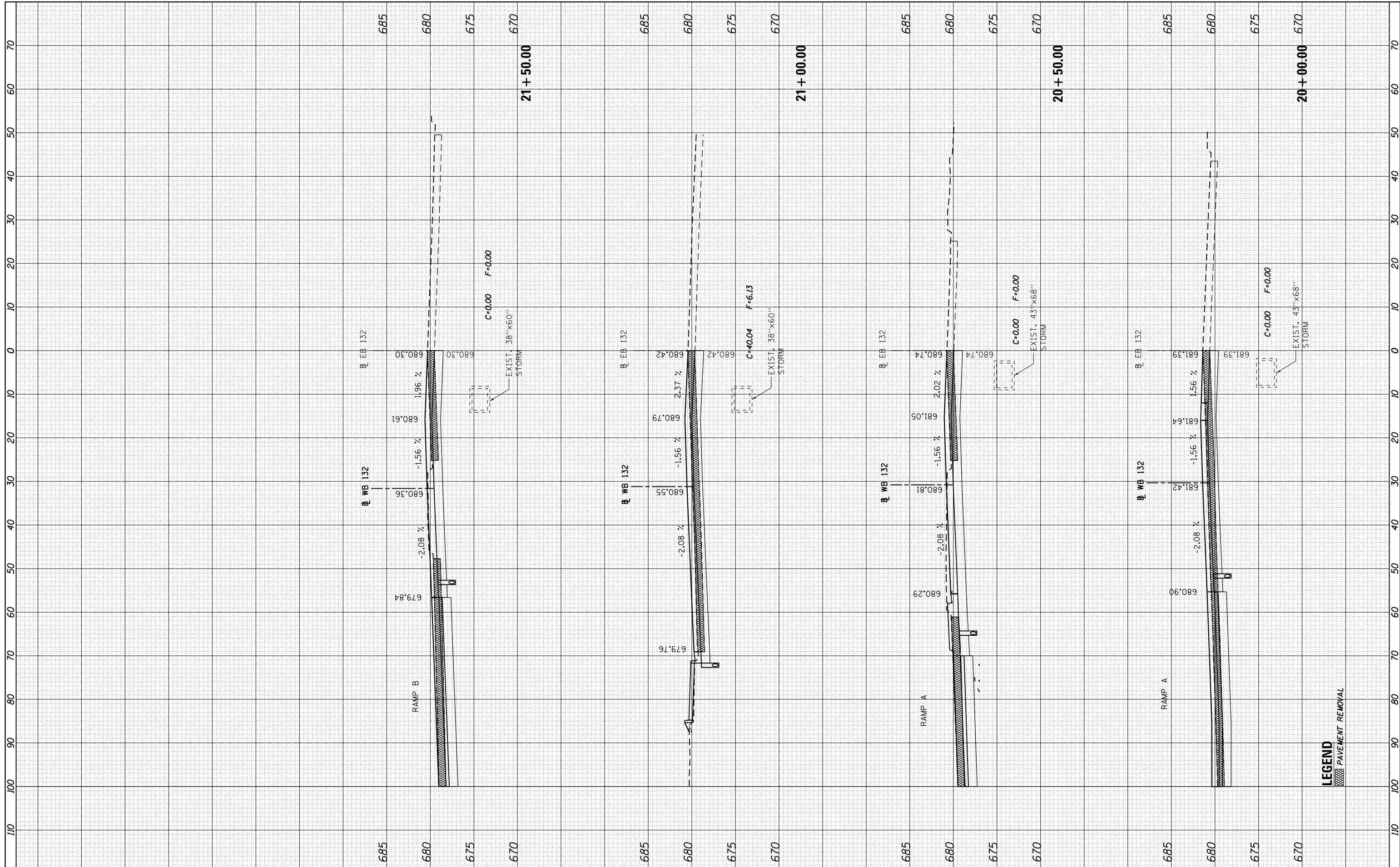
IL ROUTE 132 CROSS SECTIONS

SCALE: 1"=5' (H)
 1"=5' (V) SHEET OF SHEETS STA. 18+00.00 TO STA. 19+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	327
CONTRACT NO. 60K80				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
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ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
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	AREAS CHECKED	



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HOH HARRY O. HOFFER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8331

USER NAME = aofitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/7/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL ROUTE 132 CROSS SECTIONS

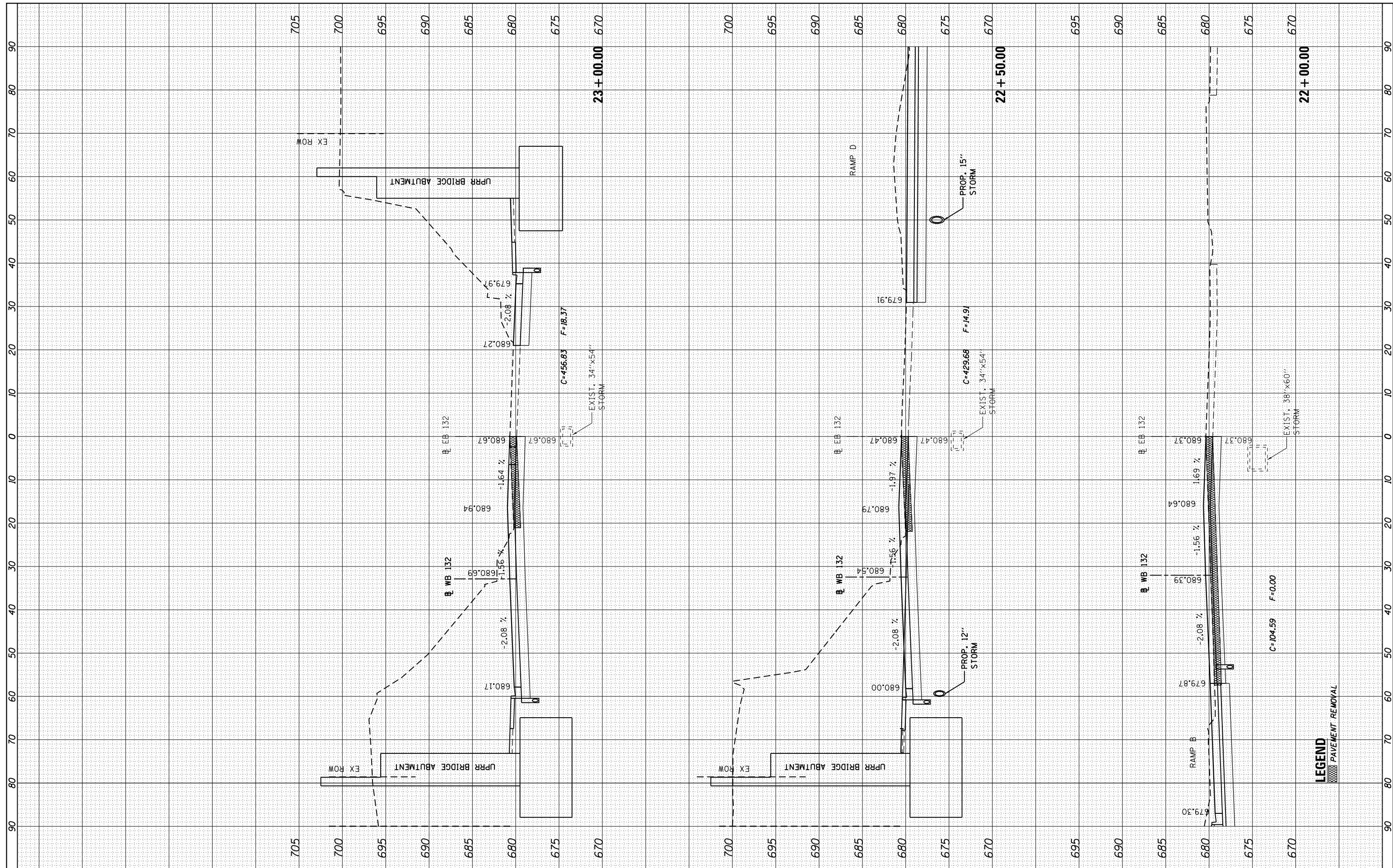
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 1"=5' (V) SHEET OF SHEETS STA. 20+00.00 TO STA. 21+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	328
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

LEGEND
 PAVEMENT REMOVAL

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME = ...DI_IL132_SHT_XSSHT132.dgn
HOH HARRY O. HEFTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8313

USER NAME = aafitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 20.0000" / in.
 PLOT DATE = 10/7/2016

REVISIONS
 REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL ROUTE 132 CROSS SECTIONS
 SCALE: 1"=5' (H)
 1"=5' (V)
 SHEET OF SHEETS STA. 22+00.00 TO STA. 23+00.00

F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	329
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

LEGEND
 [Hatched Pattern] PAVEMENT REMOVAL

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED

FILE NAME = ...DI_IL132_SHT_XSHT132.dgn
HOH HARRY O. HOFFER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 35 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8333

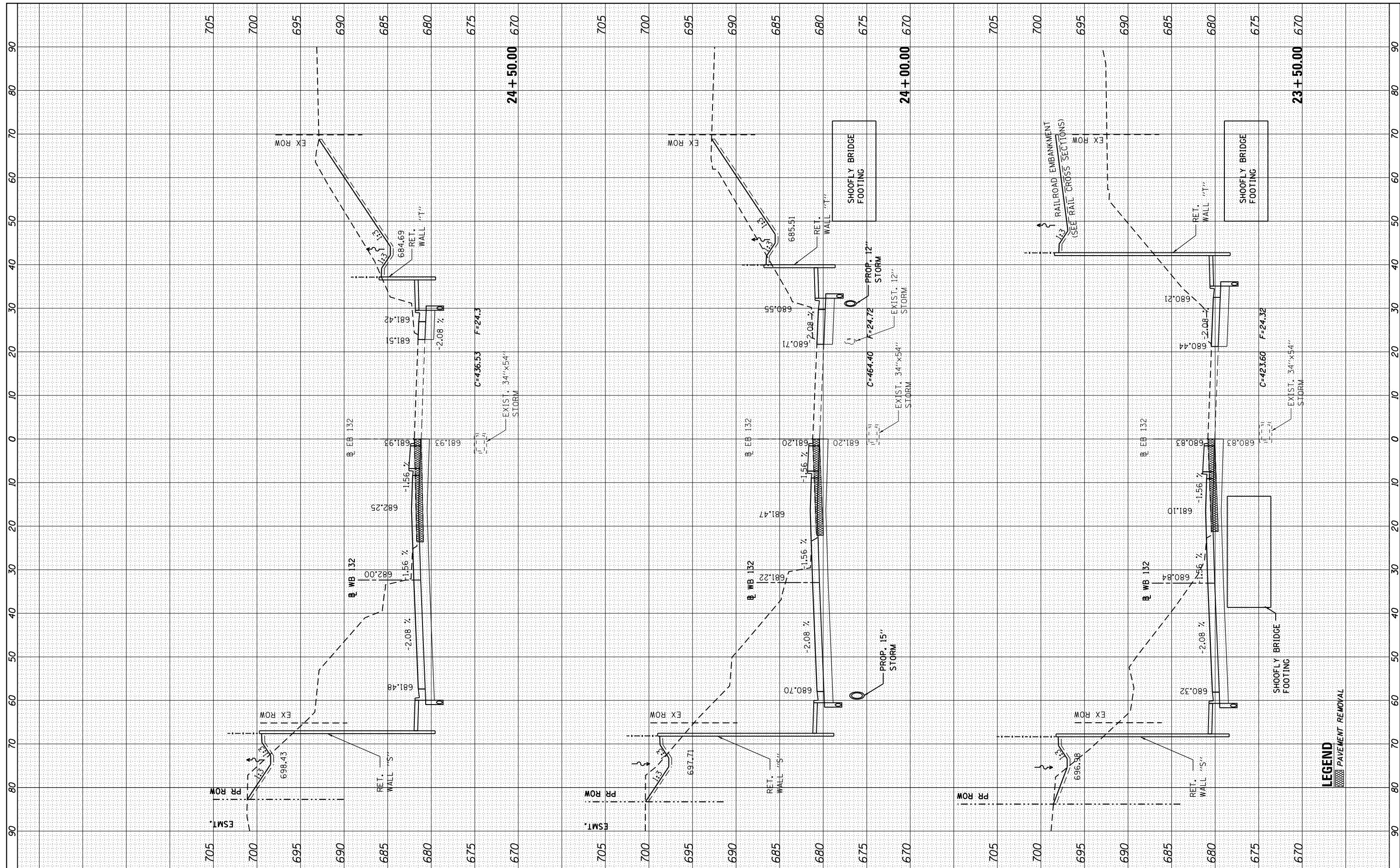
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PLOT DATE = 10/7/2016	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

IL ROUTE 132 CROSS SECTIONS

SCALE: 1" = 10' (H)
 1" = 5' (V) SHEET OF SHEETS STA. 23+50.00 TO STA. 24+50.00

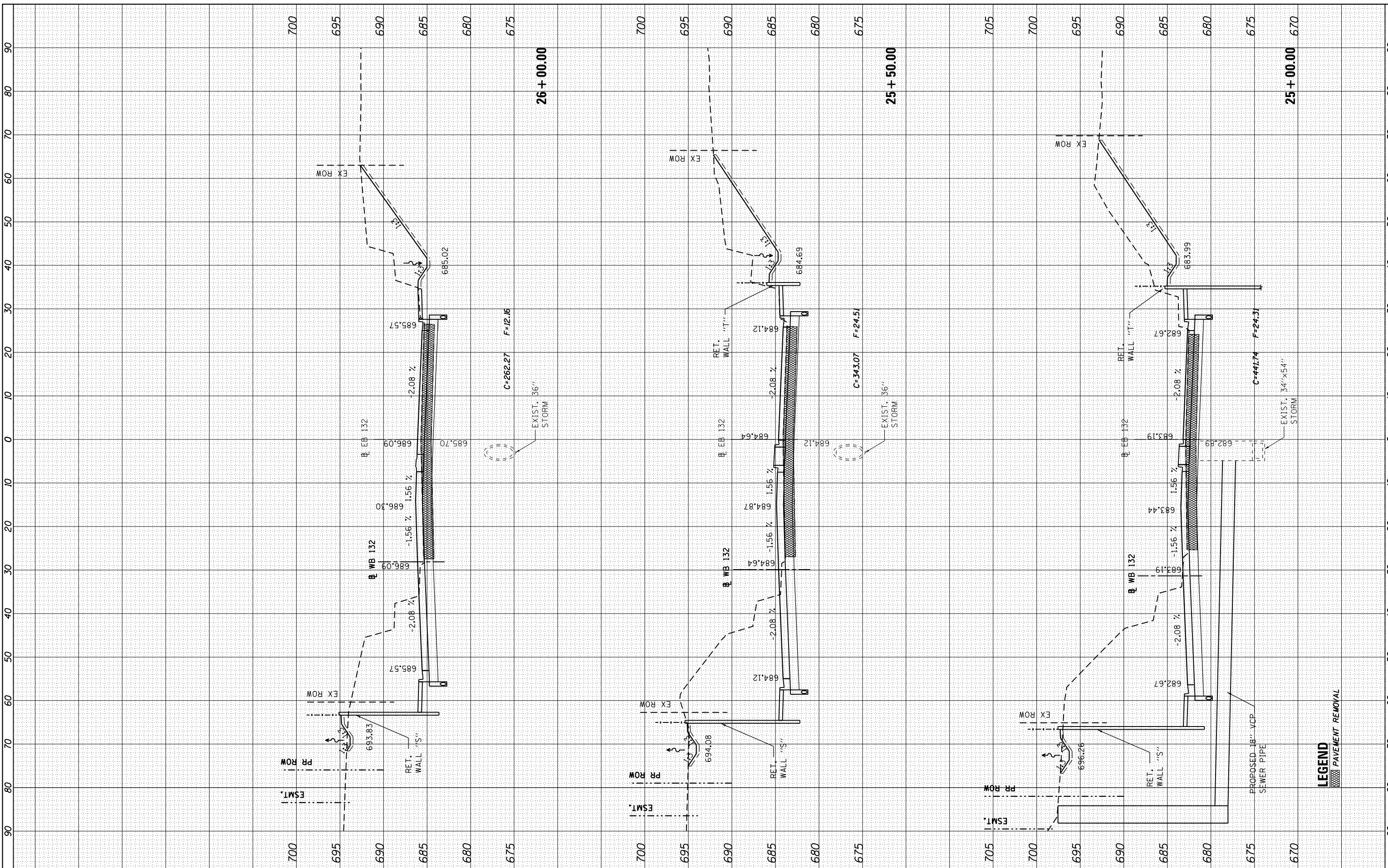
F.A.P. RTE. 346	SECTION 125X-N&J-5B-B	COUNTY LAKE	TOTAL SHEETS 361	SHEET NO. 330
CONTRACT NO. 60K80				ILLINOIS FED. AID PROJECT



LEGEND
 PAVEMENT REMOVAL

FINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL	SURVEYED	BY	DATE
SURVEY	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



FILE NAME = ...DI_IL132_SHT_XSHT132.dgn
HOH HARRY G. HETTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-831

USER NAME = aofitzpatrick	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / 1" =	DRAWN -	REVISED -
PLOT DATE = 10/7/2016	CHECKED -	REVISED -
	DATE -	REVISED -

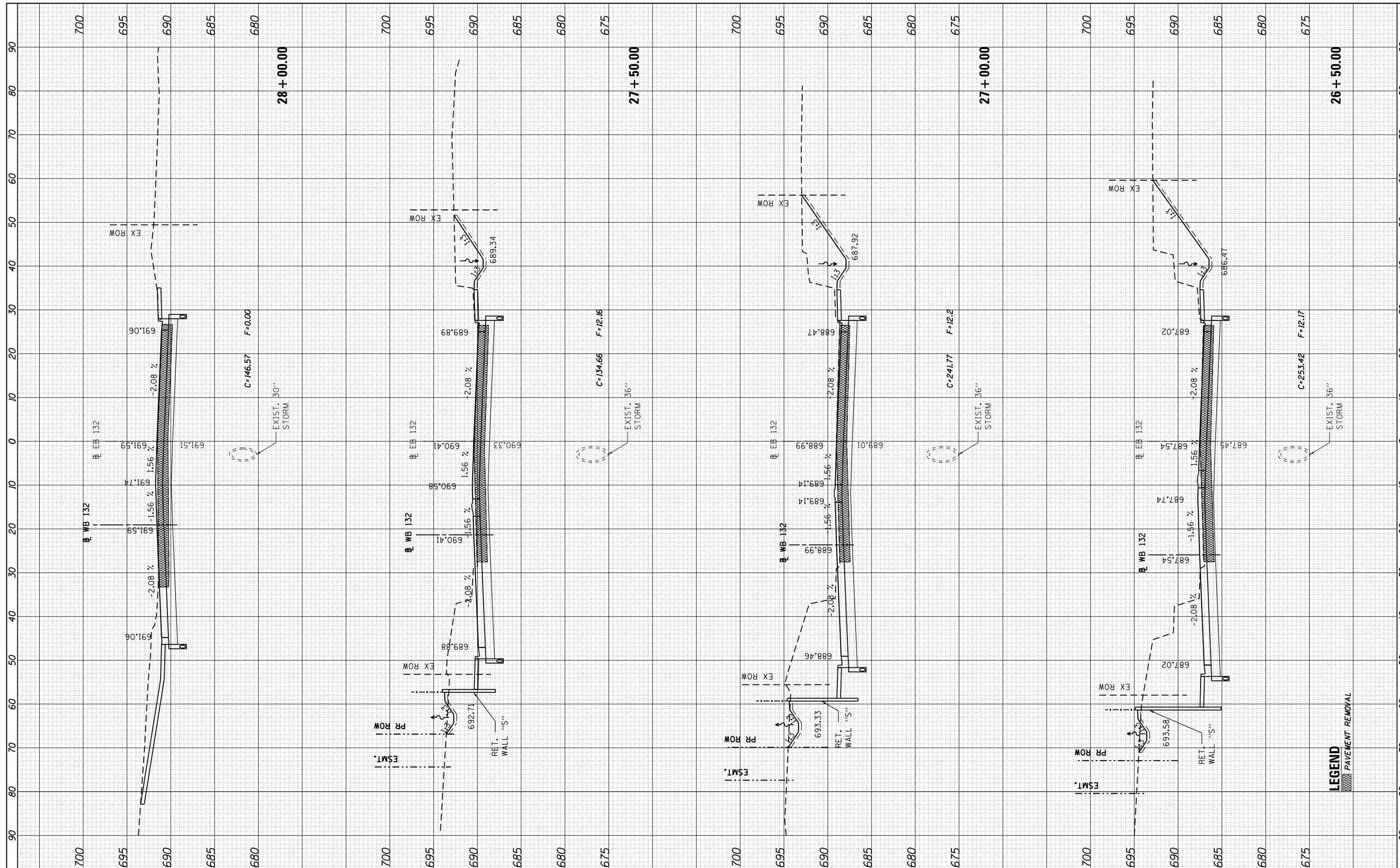
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 132 CROSS SECTIONS	
SCALE: 1"=5' (H) 1"=5' (V)	SHEET OF SHEETS STA. 25+00.00 TO STA. 26+00.00

F.A.P. RE. 346	SECTION 125X-N&J-5B-B	COUNTY LAKE	TOTAL SHEETS 361	SHEET NO. 331
CONTRACT NO. 60K80				ILLINOIS FED. AID PROJECT

BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED



LEGEND
 PAVEMENT REMOVAL

FILE NAME = ...D1_IL132_SHT_XSHT132.dgn
HOH HARRY C. HOFFER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8333

USER NAME = aafitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL ROUTE 132 CROSS SECTIONS

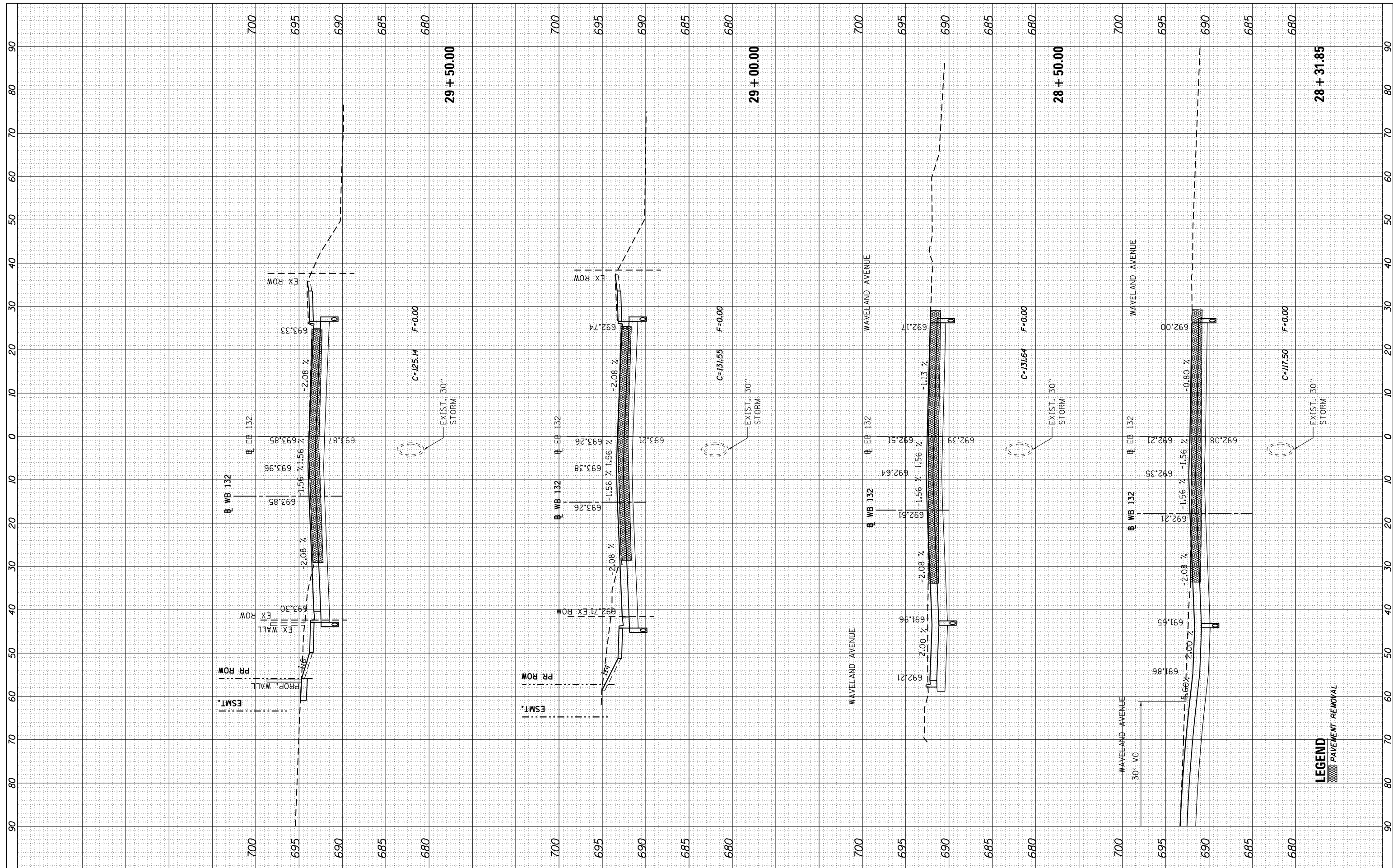
SCALE: 1"=10' (H)
 1"=5' (V)
 SHEET OF SHEETS STA. 26+50.00 TO STA. 28+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	332

CONTRACT NO. 60K80
 ILLINOIS FED. AID PROJECT

FINL SURVEY	SURVEYED	DATE
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	CHECKED	



FILE NAME = ...DI_IL132_SHT_XSHT132.dgn
HOH HARRY C. HOFFER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/464-8333

USER NAME = aofitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/7/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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 REVISED -
 REVISED -

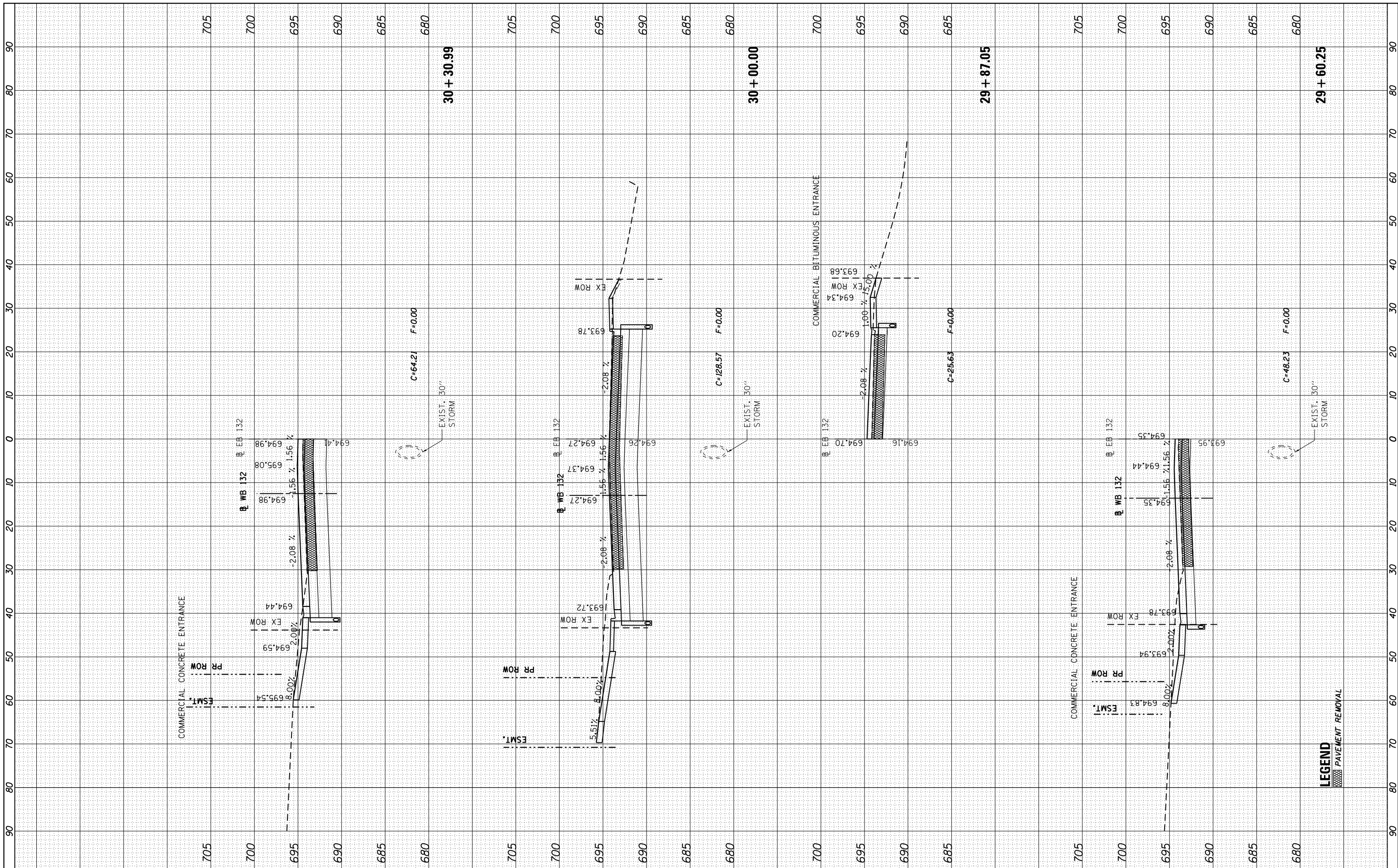
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

IL ROUTE 132 CROSS SECTIONS
 SCALE: 1"=10' (H)
 1"=5' (V)
 SHEET OF SHEETS STA. 28+31.85 TO STA. 29+50.00

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	333
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	



FILE NAME = ...DI_IL132_SHT_XSHT132.dgn
HOH HARRY C. HOFFER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 35 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8331

USER NAME = aafitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/7/2016

REVISED -
 REVISED -
 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

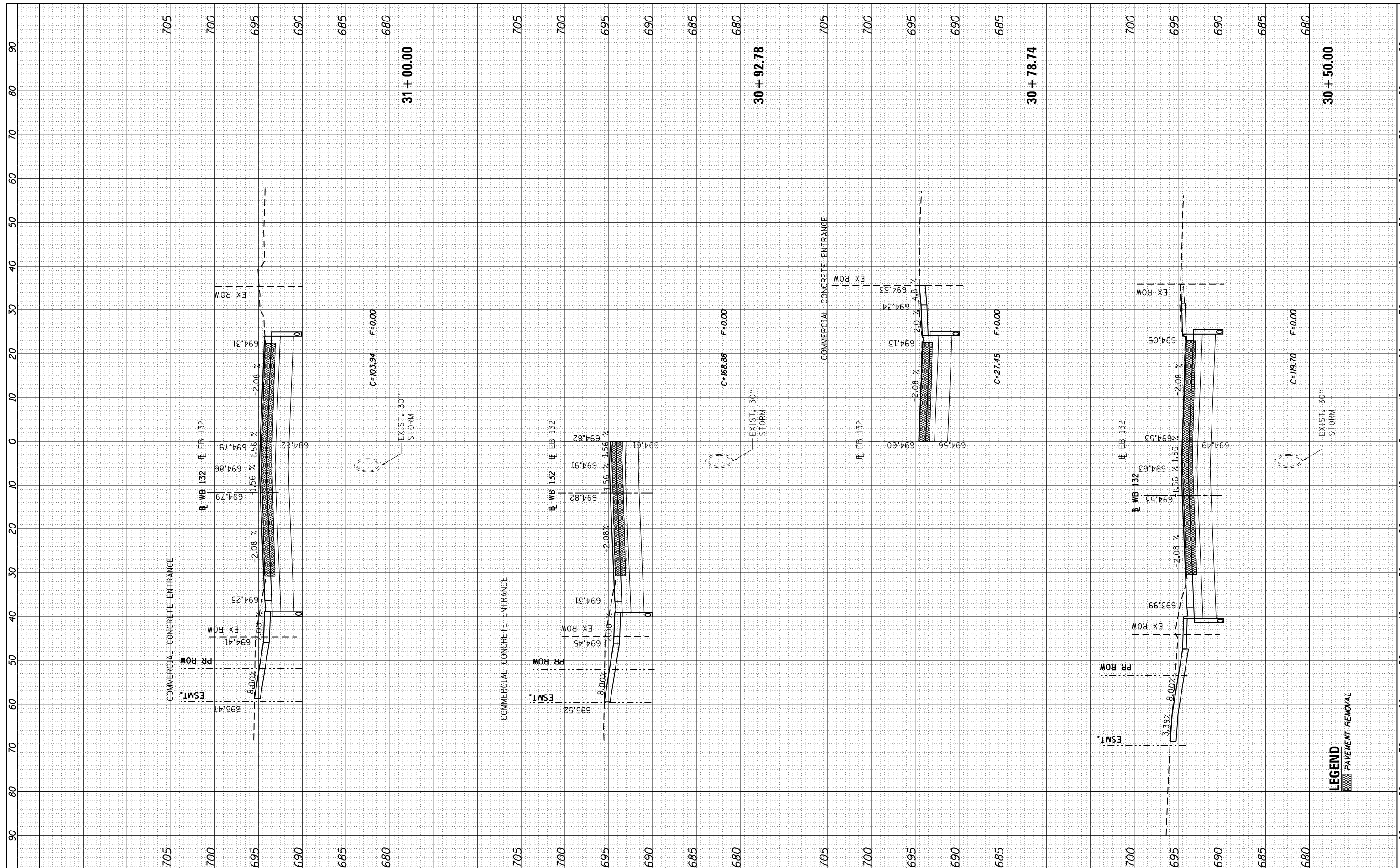
IL ROUTE 132 CROSS SECTIONS

SCALE: 1"=10' (H)
 1"=5' (V) SHEET OF SHEETS STA. 29+60.25 TO STA. 30+30.99

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	334
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



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HOH HARRY O. HEPFNER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366
 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8331

USER NAME = aofitzpatrick	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 10/7/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 132 CROSS SECTIONS

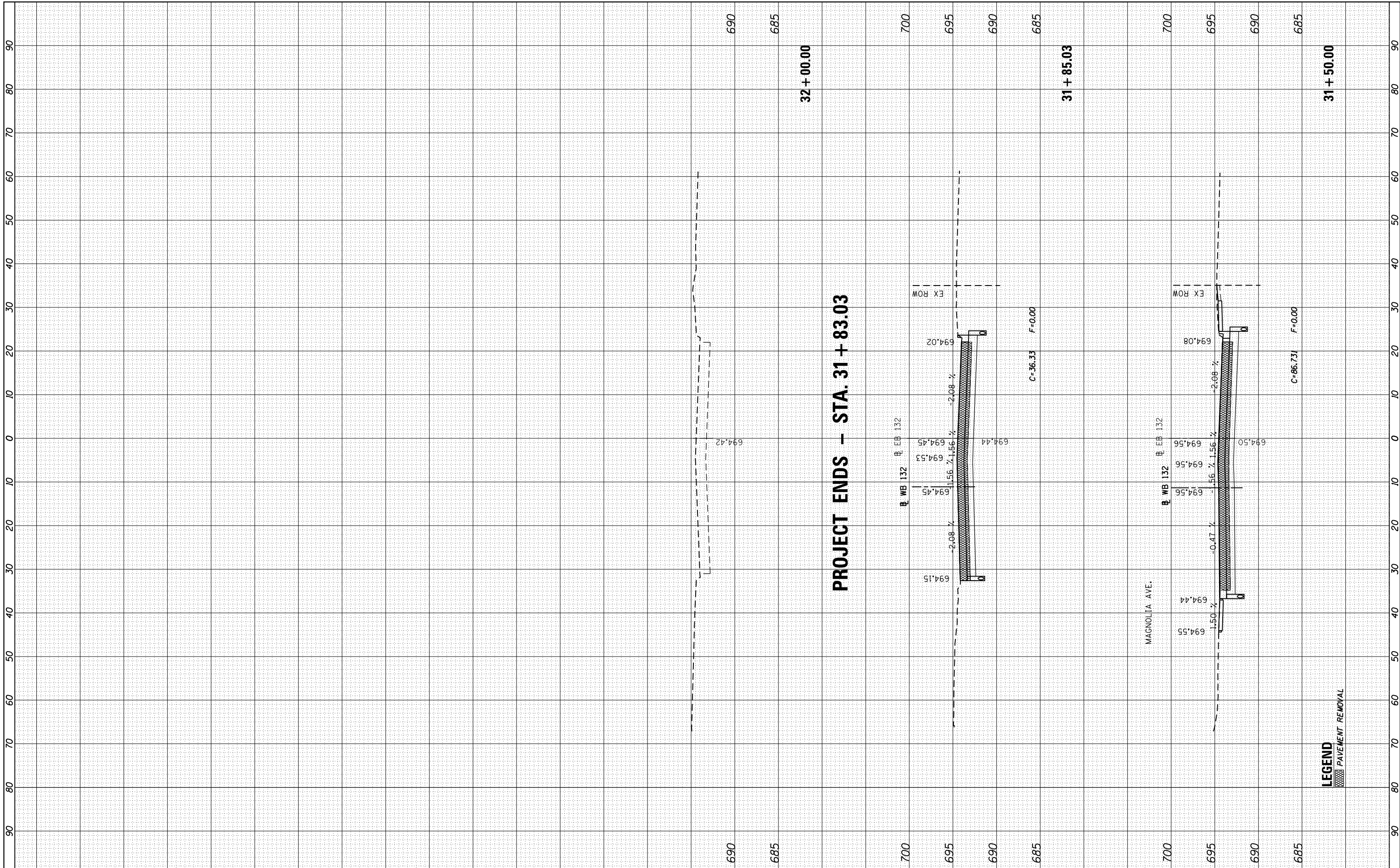
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	335
CONTRACT NO. 60K80				

LEGEND
 PAVEMENT REMOVAL

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE
NOTE BOOK NO.	TEMPLATE AREAS CHECKED		

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



FILE NAME = ...DI_IL132_SHT_XSHT132.dgn
HOH HARRY O. HEFTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8331

USER NAME = aofitzpatrick
 DESIGNED -
 DRAWN -
 CHECKED -
 DATE -
 PLOT SCALE = 20.0000' / in.
 PLOT DATE = 10/7/2016

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

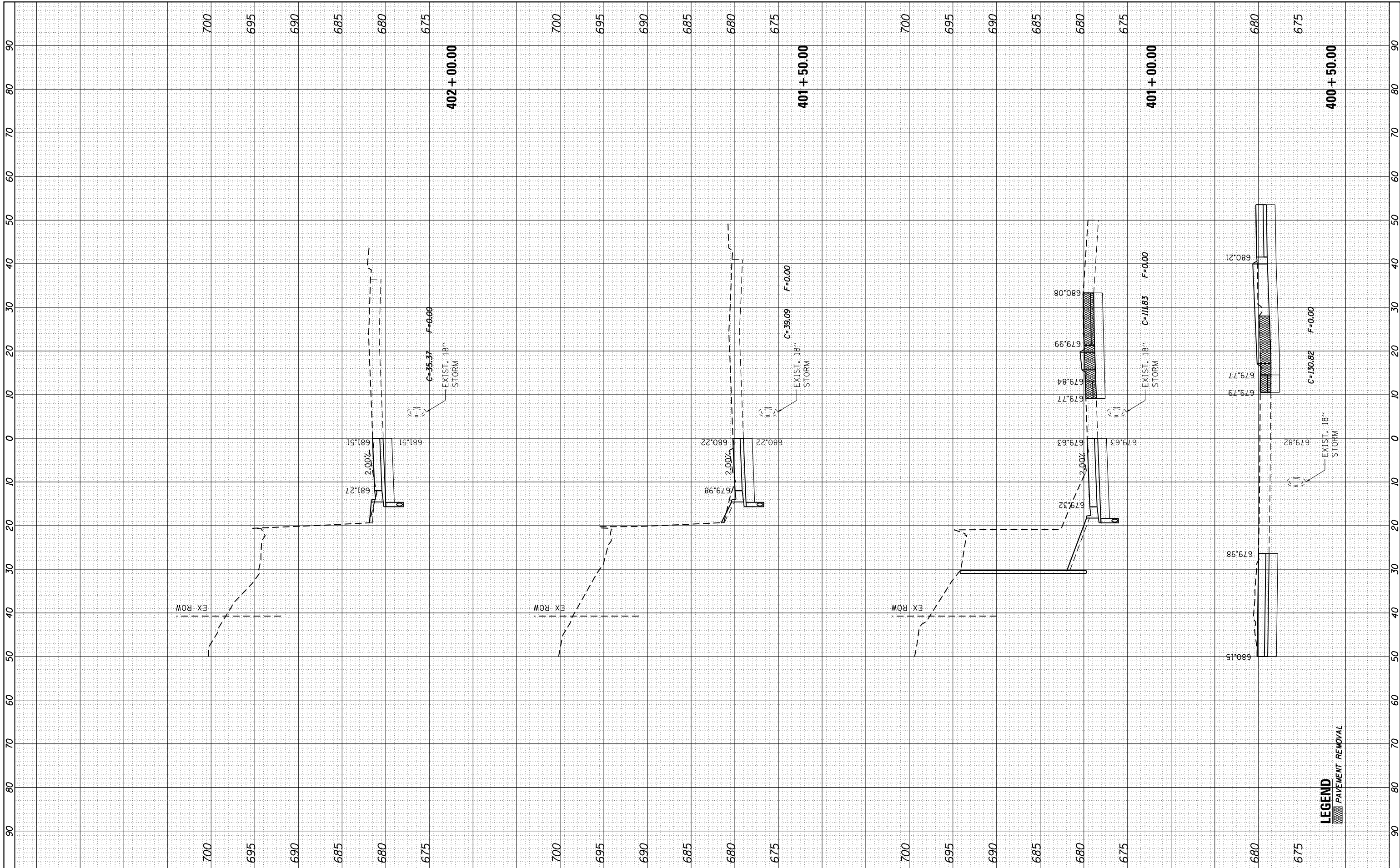
IL ROUTE 132 CROSS SECTIONS
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 SHEET OF SHEETS STA. 31+50.00 TO STA. 32+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
346	125X-N&J-5B-B	LAKE	361	336
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

LEGEND
 PAVEMENT REMOVAL

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



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HOH HARRY O. HEFTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8333

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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

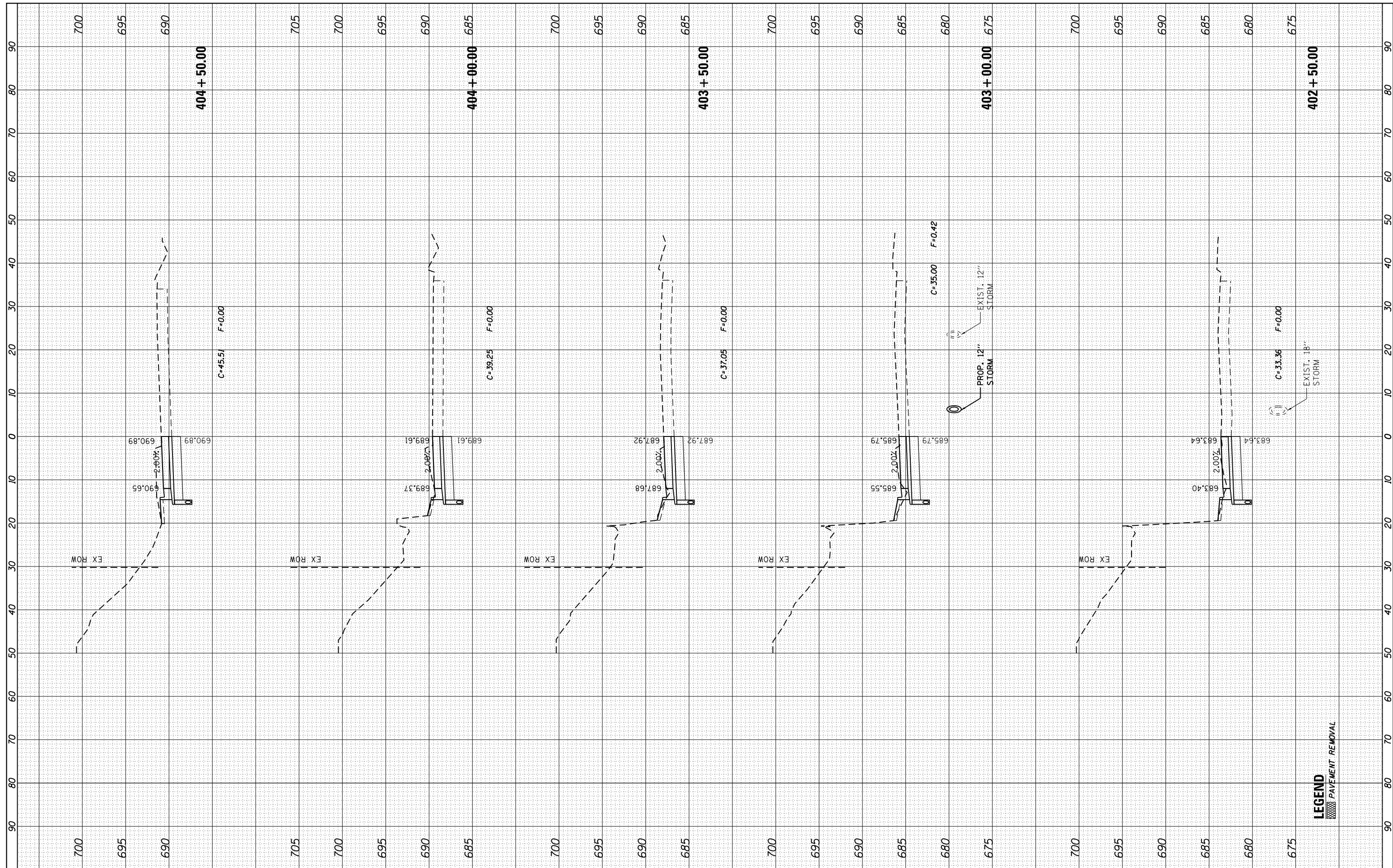
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F.A.P. RTE. 346	SECTION 125X-N&J-SB-B	COUNTY LAKE	TOTAL SHEETS 361	SHEET NO. 337
CONTRACT NO. 60K80				
ILLINOIS FED. AID PROJECT				

LEGEND
 PAVEMENT REMOVAL

FINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	DATE
	NOTE BOOK AREAS CHECKED	
	TEMPLATE AREAS CHECKED	
	AREAS CHECKED	

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	DATE
	NOTE BOOK AREAS CHECKED	
	TEMPLATE AREAS CHECKED	
	AREAS CHECKED	



FILE NAME = ...DI.L1132_SHT_XSSHTRD.dgn
HOH HARRY G. HOFFER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 35 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8331

USER NAME = aofitzpatrick	DESIGNED -	REVISED -
	DRAWN -	REVISED -
	CHECKED -	REVISED -
	DATE -	REVISED -
PLOT SCALE = 20.0000' / in.		
PLOT DATE = 10/7/2016		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

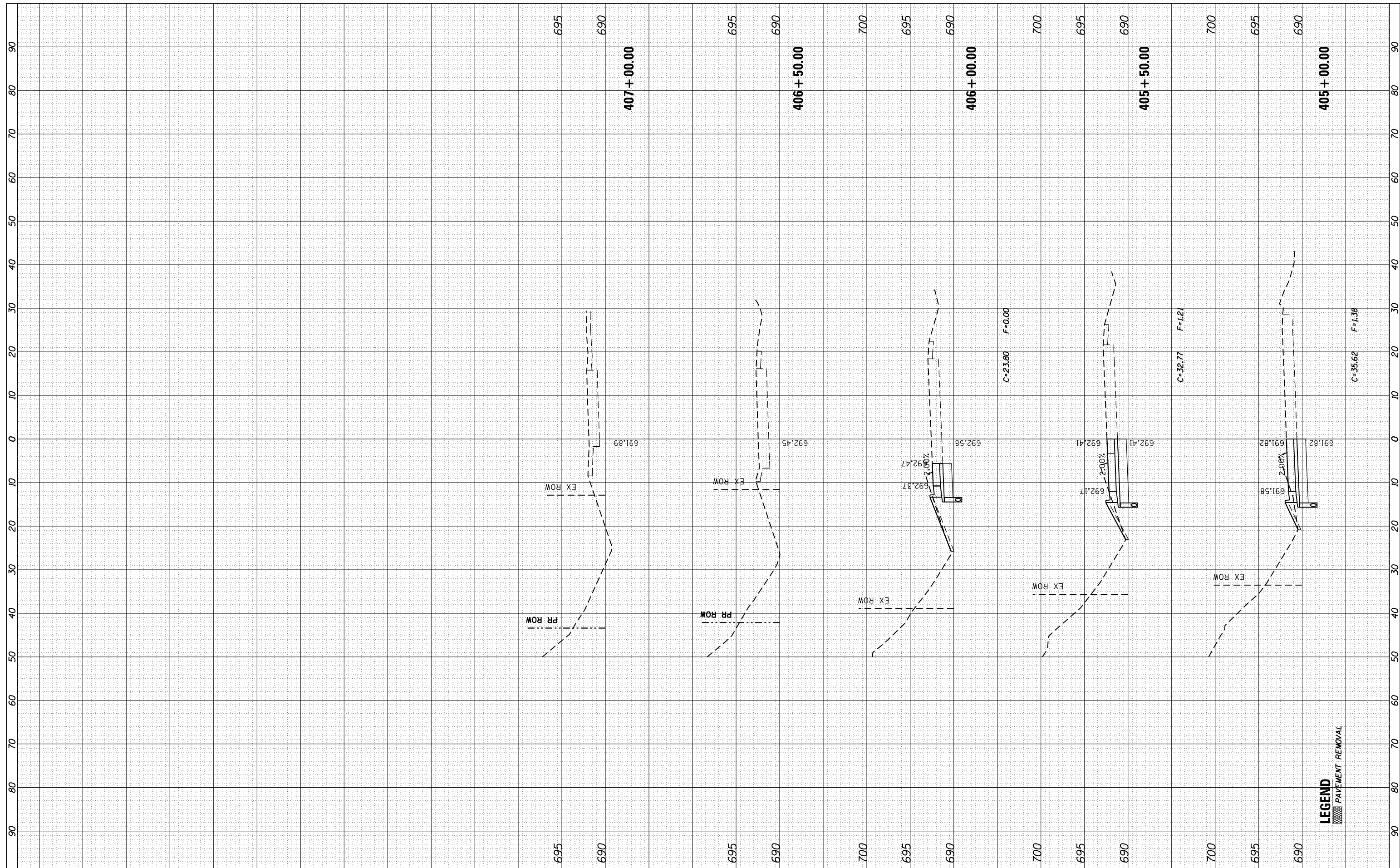
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F.A.P. RTE. 346	SECTION 125X-N&J-SB-B	COUNTY LAKE	TOTAL SHEETS 361	SHEET NO. 338
CONTRACT NO. 60K80			ILLINOIS FED. AID PROJECT	

LEGEND
 PAVEMENT REMOVAL

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



LEGEND
 PAVEMENT REMOVAL

FILE NAME = ...DI_IL132_SHT_XSSHTRD.dgn
HOH HARRY G. HEFTER ASSOCIATES, INC.
 DESIGN AND CONSULTING ENGINEERS
 3366 55 East Jackson Blvd., Suite 600
 Chicago, Illinois 60604
 312/346-8331

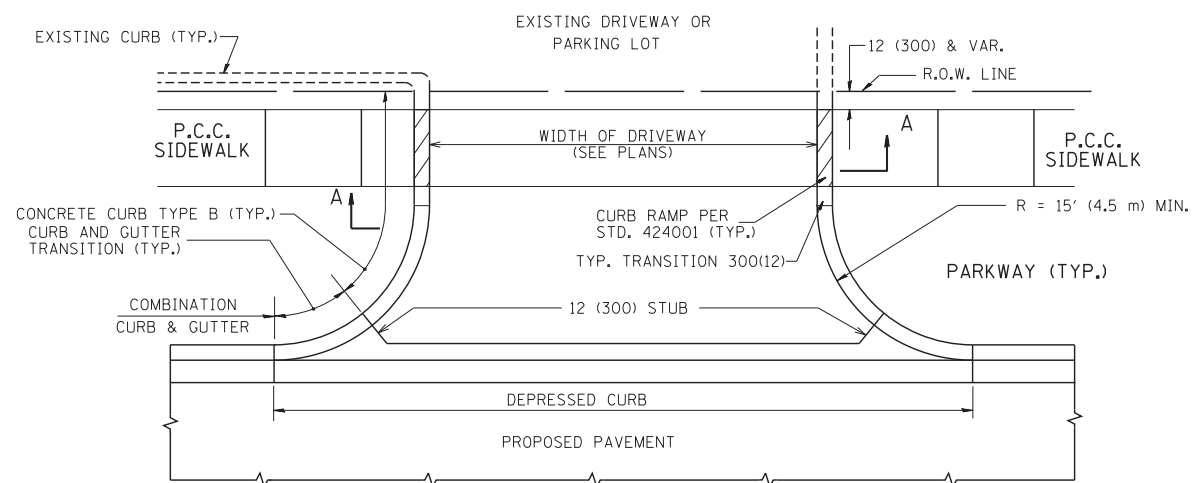
USER NAME = aofitzpatrick	DESIGNED -	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN -	REVISED -
PLOT DATE = 10/7/2016	CHECKED -	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

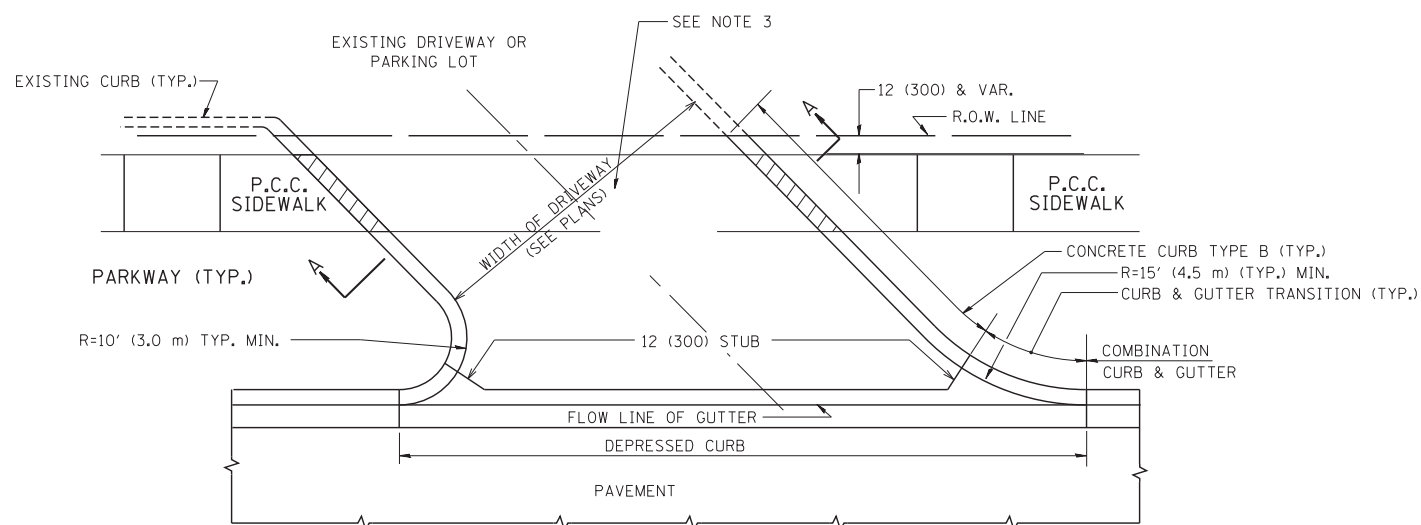
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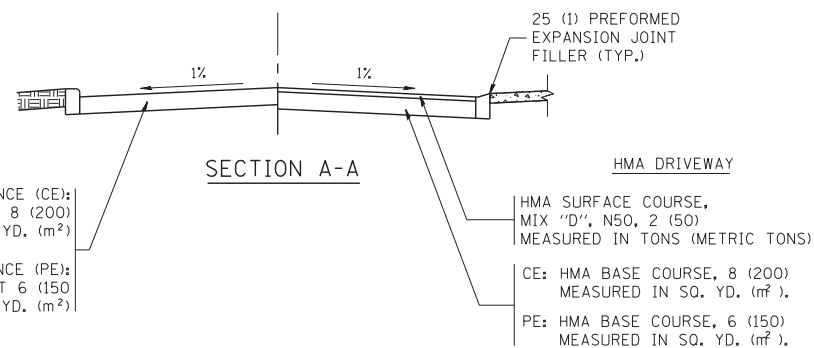
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CONTRACT NO. 60K80				ILLINOIS FED. AID PROJECT



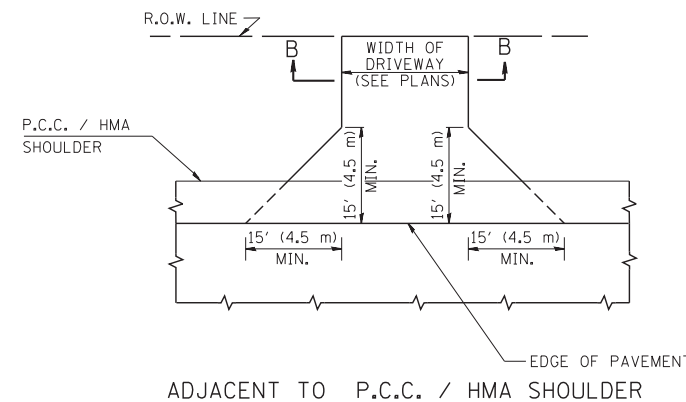
WITH CONCRETE CURB, TYPE B



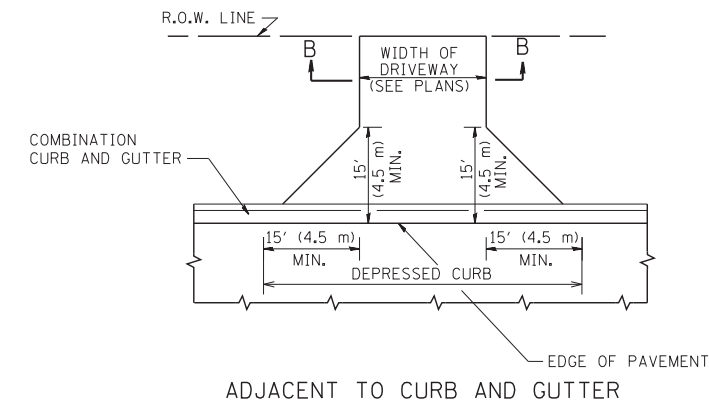
WITH CONCRETE CURB, TYPE B



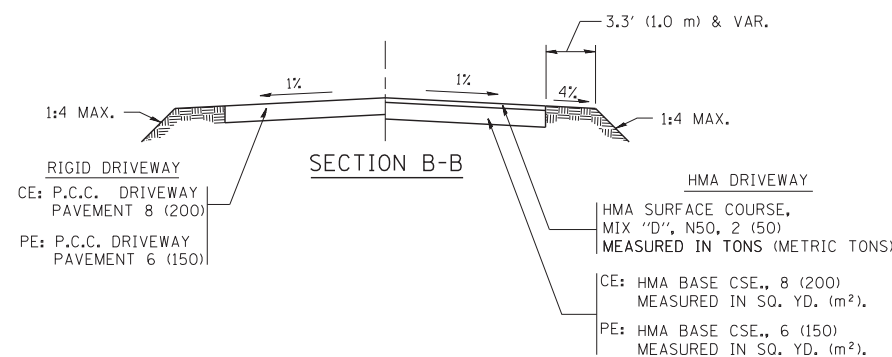
SECTION A-A



ADJACENT TO P.C.C. / HMA SHOULDER



ADJACENT TO CURB AND GUTTER



SECTION B-B

RURAL FIELD ENTRANCE (FE)

GENERAL NOTES:

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATIONS IN THE PERMIT HANDBOOK. DRIVEWAYS SHALL BE REPLACED IN KIND, UNLESS OTHERWISE NOTED ON THE PLANS.

COMMERCIAL DRIVEWAYS SHALL BE CONSTRUCTED WITH CONCRETE CURB, TYPE B RETURNS EXCEPT WHEN THE SIDEWALK EDGE IS 4 FEET (1.2 METERS) OR LESS FROM THE BACK OF CURB, CONSTRUCT A FLARE DRIVEWAY WITHOUT CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

WHEN THE P.C.C. SIDEWALK EXTENDS THROUGH THE DRIVEWAY, THE THICKNESS OF THE SIDEWALK IN THE DRIVEWAY AREA SHALL BE THE SAME AS THE DRIVEWAY THICKNESS. SIDEWALK WILL BE PAID FOR AS P.C.C. SIDEWALK OF THE THICKNESS SPECIFIED. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

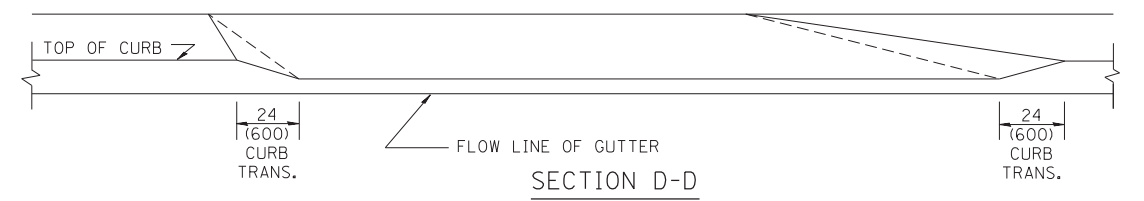
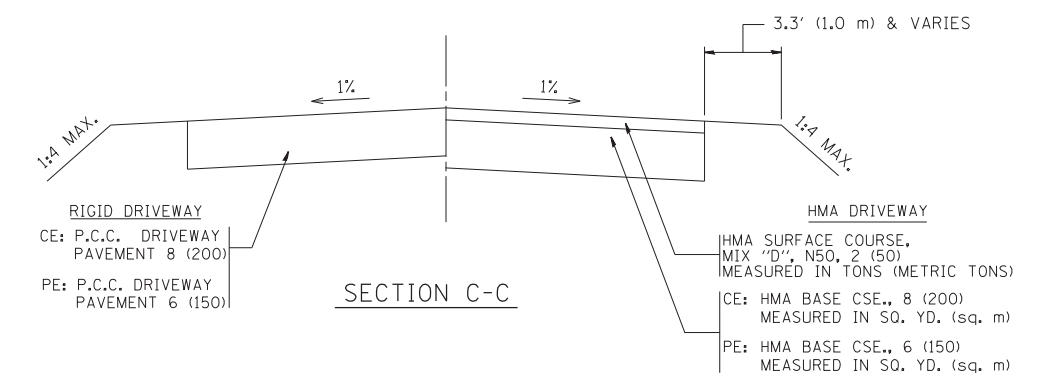
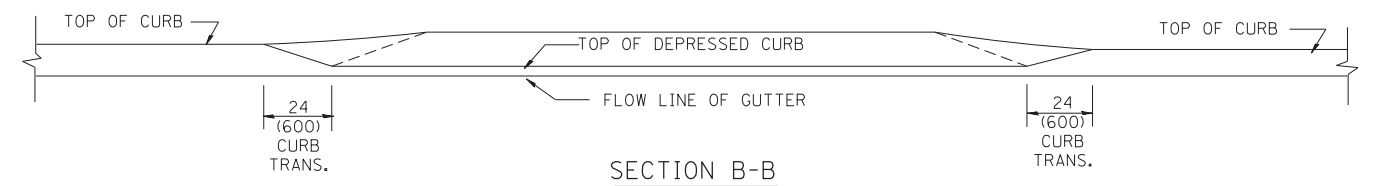
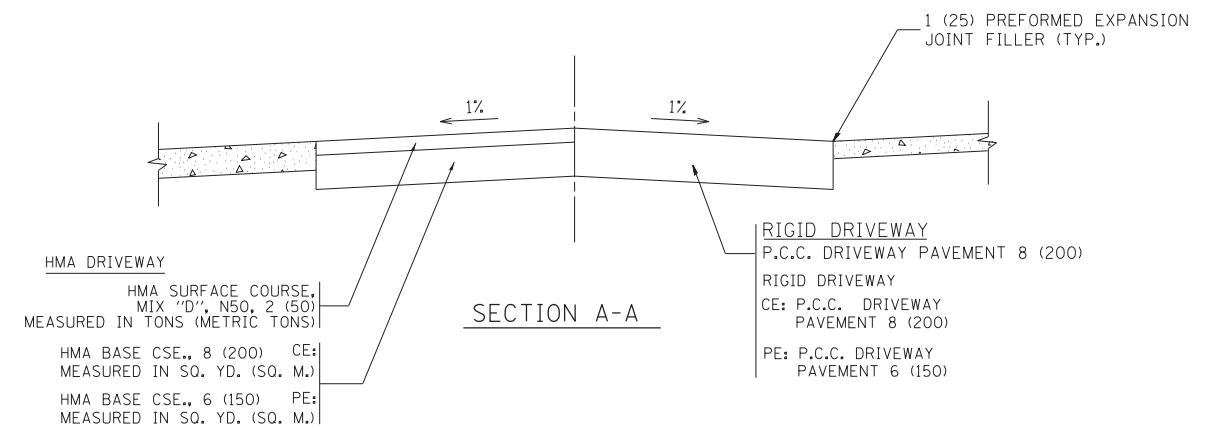
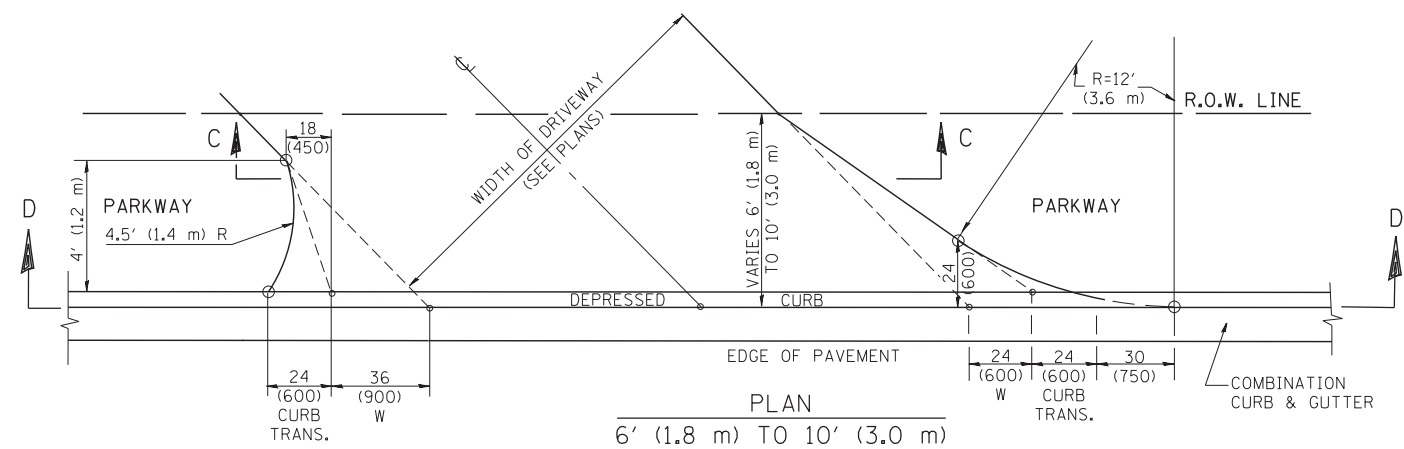
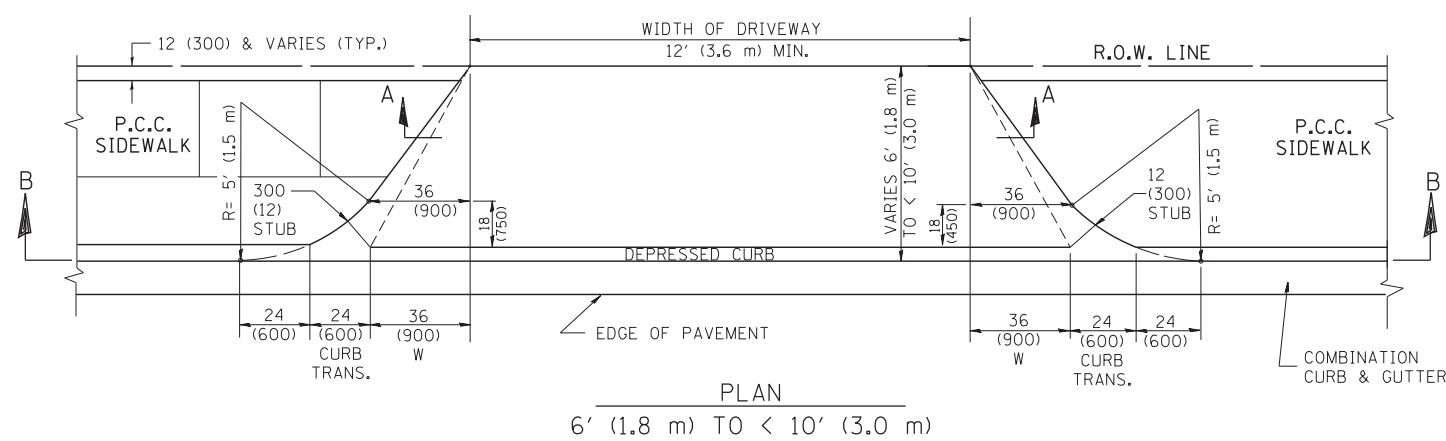
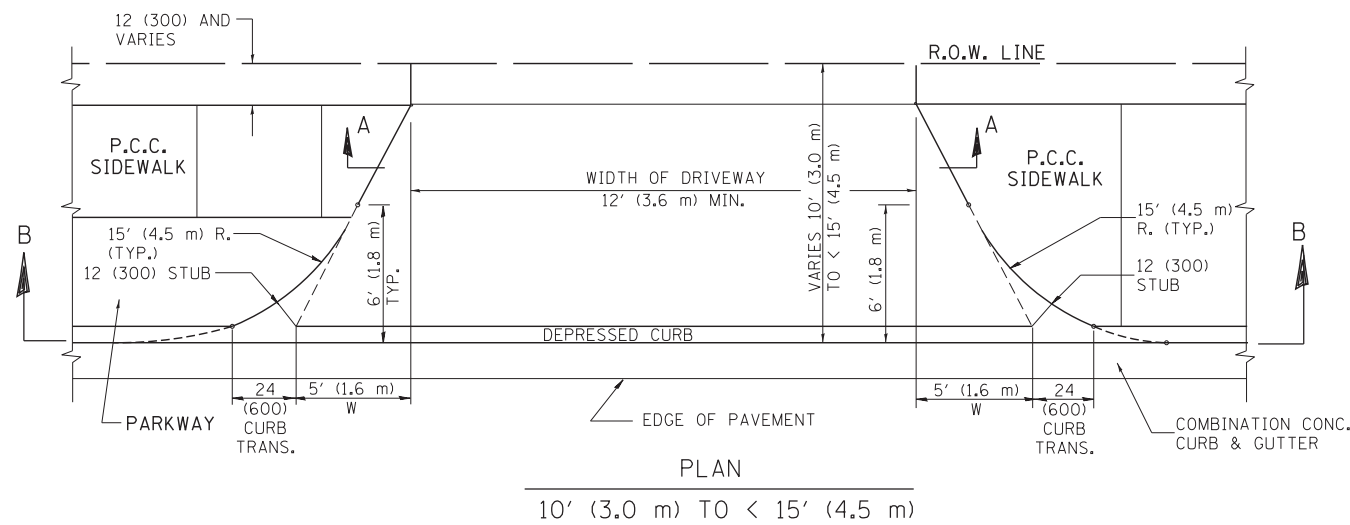
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ct:\pw\work\p\idot\lryso\d0108315\bd01.dgn		DRAWN -	REVISED - R. BORO 01-01-07
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 06-11-08
	PLOT DATE = 9/6/2011	DATE - 11-04-95	REVISED - R. BORO 09-06-11

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DRIVEWAY DETAILS - DISTANCE BETWEEN R.O.W.
AND FACE OF CURB & EDGE OF SHOULDER >= 15' (4.5 m)**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	340
BD0156-07 (BD-01)		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



GENERAL NOTES

DRIVEWAY SLOPES, LOCATIONS, & GEOMETRIC LAYOUT SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "HANDBOOK FOR POLICY ON PERMITS FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS". FOR FURTHER LAYOUT REQUIREMENTS, REFER TO ILLUSTRATION 10 IN THE PERMIT HANDBOOK. WHERE SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED WITH RIGID PAVEMENT. WHERE NO SIDEWALKS EXIST, DRIVEWAYS SHALL BE REPLACED IN KIND. SIDEWALK CROSS SLOPE THRU DRIVEWAY AREA TO BE A MAXIMUM OF 1:50.

WHEN THE DISTANCE BETWEEN R.O.W. AND THE BACK OF CURB IS EQUAL TO OR LESS THAN 8' (2.4 m), THE P.C.C. SIDEWALK SHALL EXTEND TO THE BACK OF CURB.

THE RESIDENT ENGINEER SHALL CONTACT THE TRAFFIC PERMIT OFFICE AT 847/ 705-4131 FOR ANY QUESTIONS ON DRIVEWAYS SHOWN IN THE PLANS; SPECIFICALLY IN REFERENCE TO ADDITIONAL AND/OR RELOCATION/REMOVAL OF A DRIVEWAY.

COMBINATION CONCRETE CURB & GUTTER SHALL BE MEASURED STRAIGHT ACROSS THE DRIVEWAY. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THE CURB & GUTTER TRANSITION.

THE 1 (25) PREFORMED EXPANSION JOINT FILLER WILL NOT BE PAID SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE COST OF THE P.C.C. DRIVEWAY PAVEMENT OR P.C.C. SIDEWALK.

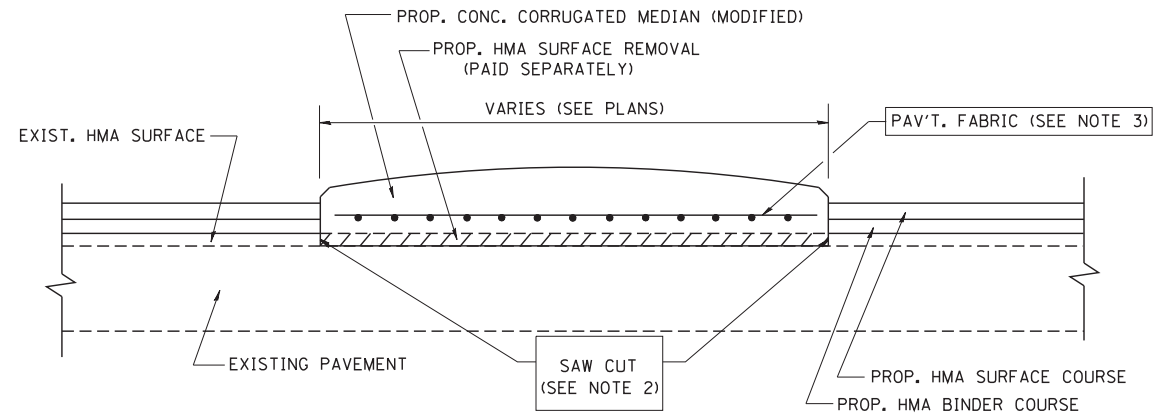
"W" VARIES FROM 36 (900) TO 5' (1.5 m) PROPORTIONAL TO THE LENGTH (L), FROM 6' (1.8 m) TO 10' (3 m).

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

FILE NAME =	USER NAME = lryso	DESIGNED - R. SHAH	REVISED - M. GOMEZ 04-06-01
ct:\pw\work\p1dot\lryso\d0108315\bd02.dgn		DRAWN -	REVISED - P. LoFLEUR 04-15-03
	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED - R. BORO 01-01-07
	PLOT DATE = 10/28/2011	DATE - 11-06-95	REVISED - R. BORO 09-06-11

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

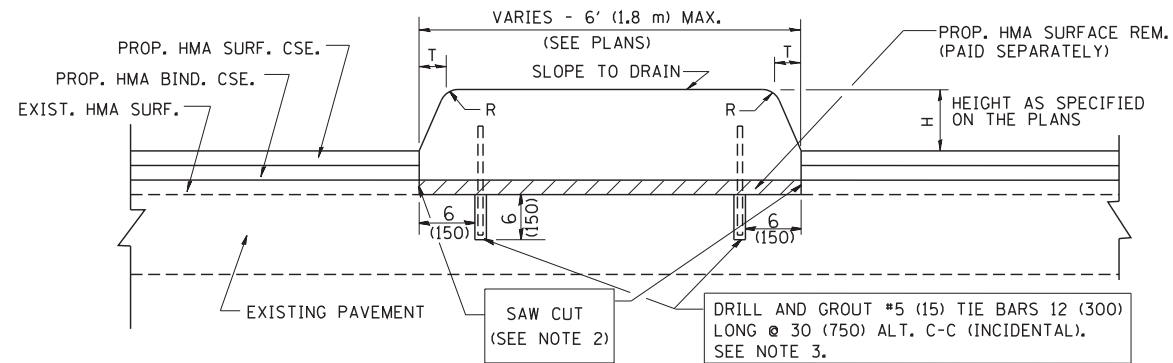
DRIVEWAY DETAILS				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
DISTANCE BETWEEN ROW AND FACE OF CURB < 15' (4.5 m)							361	341
SCALE: NONE				SHEET NO. 1 OF 1 SHEETS		STA. TO STA.		CONTRACT NO.
				FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



- NOTES:
1. CORRUGATED MEDIAN (MODIFIED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 606 OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE PORTIONS OF STATE STANDARD 606306.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)
 3. PAVEMENT FABRIC WILL BE INCLUDED IN THE COST OF CORRUGATED MEDIAN (MODIFIED)

DETAILS FOR CORRUGATED MEDIAN (MODIFIED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CORRUGATED MEDIAN (MODIFIED)"



- NOTES:
1. CONCRETE MEDIAN TYPE SB (DOWELLED) SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STATE STANDARD 606301 AND SECTION 606 OF THE STANDARD SPECIFICATIONS.
 2. WITH THE APPROVAL OF THE ENGINEER, THE CONTRACTOR MAY DELETE THE SAW CUT IF A NEAT JOINT CAN BE OBTAINED BY MILLING THE HMA SURFACE TO BE REMOVED. SAW CUT WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"
 3. FOR MEDIAN WIDTH LESS THAN 4' (1.2 m) USE ONE ROW OF #5 (15) BARS @ 30 (750) C-C ALONG THE MEDIAN CENTERLINE. TIE BARS WILL BE INCLUDED IN THE COST OF "CONCRETE MEDIAN TYPE SB (DOWELLED)"

DETAILS FOR CONCRETE MEDIAN

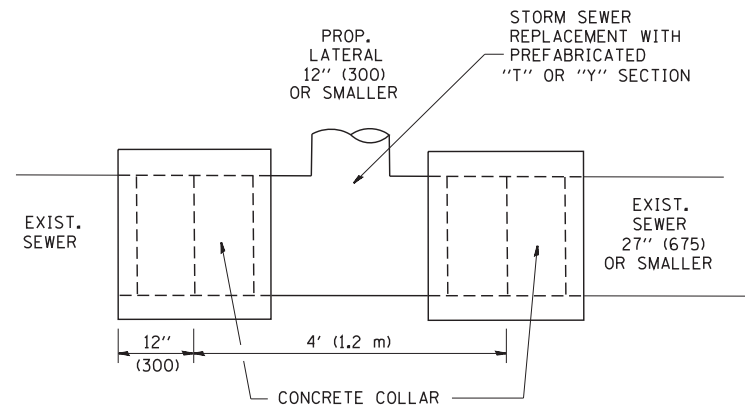
TYPE SB (DOWELLED)

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (SQUARE METER) FOR "CONCRETE MEDIAN TYPE SB (DOWELLED)"

H	R	T
6(150)	1(25)	1(25)
9(225)	1(25)	2(50)

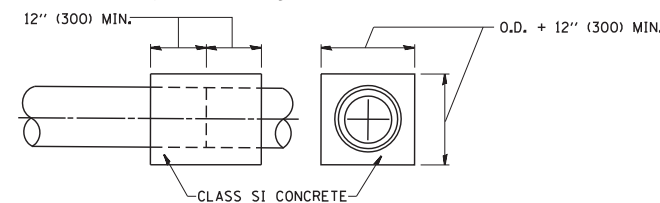
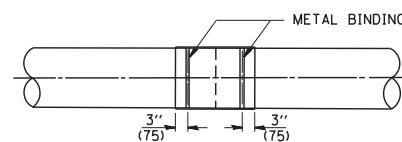
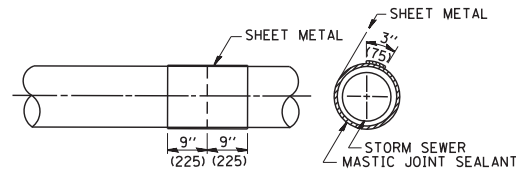
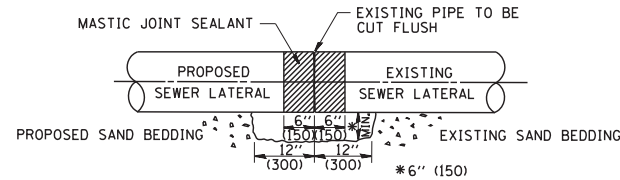
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

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		DRAWN -	REVISED - R. SHAH 10-25-94						361	342	
		CHECKED -	REVISED - E. GOMEZ 08-28-00			BD600-02 (BD-5)		CONTRACT NO.			
		DATE - 05-14-90	REVISED - R. BORO 01-01-07			SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT	



DETAIL "A"

LATERAL CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER

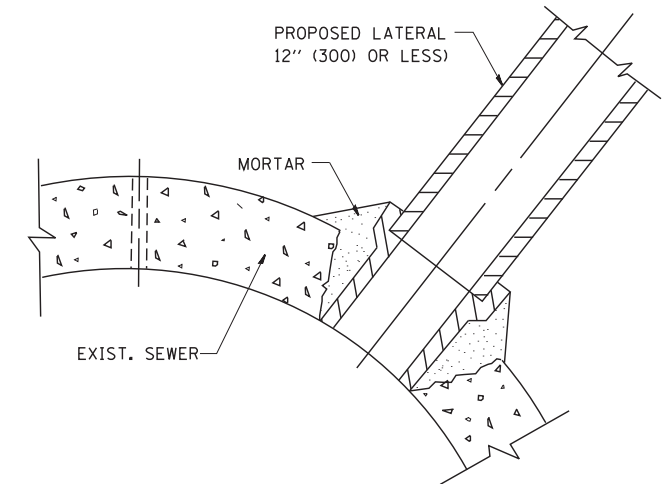


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

- CUT THE EXISTING END OF THE PIPE SO AS TO PRESENT A FLUSH BUTT JOINT. BRUSH AND CLEAN ALL PIPES.
- APPLY THE MASTIC JOINT SEALANT TO THE FIRST 6" (150) OF EACH PIPE.
- BUTT THE PIPES TOGETHER LEAVING A MINIMUM OF 12" x 6" (300 x 150) DEEP EXCAVATION UNDER AND AROUND EACH PIPE END.
- CUT A PIECE OF SHEET METAL GAGE NO. 19 1.1 (0.0418) 18" (450) WIDE BY THE OUTSIDE CIRCUMFERENCE OF THE PIPE PLUS 3" (75) LONG.
- WRAP THE SHEET METAL AROUND THE PIPES, 9" (225) ON EACH SIDE OF THE JOINT, STARTING AT THE TOP OF THE PIPE.
- LAP THE SHEET METAL AT LEAST 3" (75) AT THE TOP OF THE PIPE AND PLACE THE MASTIC JOINT SEALANT BETWEEN THE LAP.
- PLACE TWO METAL BANDS AROUND THE SHEET METAL AND TIGHTEN.
- WIPE OFF ANY EXCESS MASTIC JOINT SEALANT THAT OOOZES OUT FROM BETWEEN THE SHEET METAL AND THE PIPES.
- PLACE CLASS SI CONCRETE AROUND THE JOINT.



DETAIL "C"

PROPOSED LATERAL CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER

NOTES

MATERIAL

MATERIAL USED FOR THE TEE OR WYE SECTION SHALL BE COMPATIBLE WITH THE EXISTING STORM SEWER OR THE PROPOSED STORM SEWER.

CONSTRUCTION METHODS

- THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.
- CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".
 - PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 30" (750) OR LARGER SEE DETAIL "C".

IF THE EXISTING SEWER PIPE IS CRACKED, BROKEN OR OTHERWISE DAMAGED BY THE CONTRACTOR IN MAKING THE CIRCULAR OPENING, THE CONTRACTOR SHALL REPLACE THAT SECTION OF PIPE WITH PIPE EQUAL AND SIMILAR IN ALL RESPECTS TO THE PIPE IN THE EXISTING SEWER, IN A CAREFUL WORKMANLIKE MANNER, WITHOUT EXTRA COMPENSATION.

GENERAL

CARE MUST BE TAKEN TO PREVENT DEBRIS FROM ENTERING THE SEWER. ALL DEBRIS WHICH ENTERS THE SEWER MUST BE REMOVED. THE SEWER MUST BE LEFT CLEAN AND UNOBSTRUCTED UPON COMPLETION OF THE CONTRACT.

CARE MUST BE TAKEN TO PREVENT ANY PART OF THE NEW PIPE CONNECTION FROM PROJECTING INTO THE EXISTING SEWER.

BASIS OF PAYMENT

TEE OR WYE CONNECTIONS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR STORM SEWER TEE OR WYE OF THE TYPE AND SIZE SPECIFIED IN THE PLANS. THIS PRICE SHALL INCLUDE ALL EXCAVATION OF THE TRENCH, REMOVAL OF THE EXISTING STORM SEWER, FURNISHING AND INSTALLING THE SPECIFIED TEE OR WYE SECTION, FURNISHING AND INSTALLING THE REQUIRED CONCRETE COLLAR, AND ALL OTHER MATERIAL NECESSARY TO COMPLETE THIS WORK AS SHOWN AND SPECIFIED.

REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

TRENCH BACKFILL, EXCAVATION IN ROCK AND REMOVAL AND REPLACEMENT OF UNSUITABLE MATERIAL BELOW PLAN BEDDING GRADE WILL BE PAID FOR SEPARATELY.

CONCRETE COLLAR FOR CONNECTING A PROPOSED STORM SEWER TO AN EXISTING STORM SEWER WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED STORM SEWER.

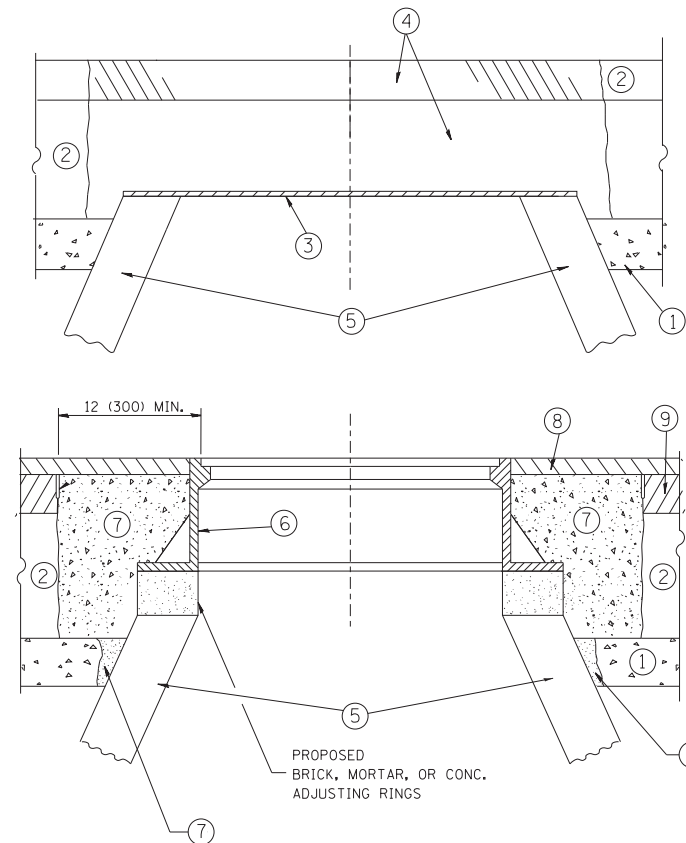
ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE SHOWN.

FILE NAME = W:\diststd\22x34\bd07.dgn	USER NAME = geglanoht	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92
		DRAWN -	REVISED - R. SHAH 09-09-94
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	343
BD500-01 (BD-7)		CONTRACT NO.		
FED. ROAD DIST. NO. 1 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

FILE NAME =	USER NAME = bauerdl	DESIGNED - R. SHAH	REVISED - R. WIEDEMAN 05-14-04
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	PLOT SCALE = 1/968.5000 "/ m	CHECKED -	REVISED - R. BORO 03-09-11
	PLOT DATE = 12/6/2011	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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	344
BD600-03 (BD-8)			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

VARIABLE - TO MEET EXISTING DIMENSIONS AND FIELD CONDITIONS (SEE NOTE ②)

PROP. CONC. CURB OR CURB AND GUTTER REPLACEMENT IN ACCORDANCE WITH STATE STANDARD 606001. (SEE NOTE ②)

SAW CUT FULL DEPTH - INCLUDED IN THE COST OF SIDEWALK, DRIVEWAY OR MEDIAN SURFACE REMOVAL PAY ITEM.

SEE STATE STANDARD 606001
EXISTING OR PROPOSED HMA SURFACE (IF APPLICABLE)

18" (450) MAX.

1/4" (5) **

EXISTING SIDEWALK, DRIVEWAY, MEDIAN SURFACE, SOD OR GROUND.

PROPOSED SIDEWALK, DRIVEWAY PAVEMENT, MEDIAN SURFACE OR SODDING SALT TOLERANT WITH TOP SOIL, 4" (100) SOD RESTORATION (SEE NOTE ①).

EXISTING CONCRETE PAVEMENT, CONCRETE BASE COURSE OR FLEXIBLE PAVEMENT

3" (75) MIN.

SUITABLE BACKFILL MATERIAL (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT)

PROPOSED 3/4" (20) PREFORMED EXPANSION JOINT AT CONCRETE SIDEWALKS, DRIVEWAYS, AND MEDIANS. (INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.)

* 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.

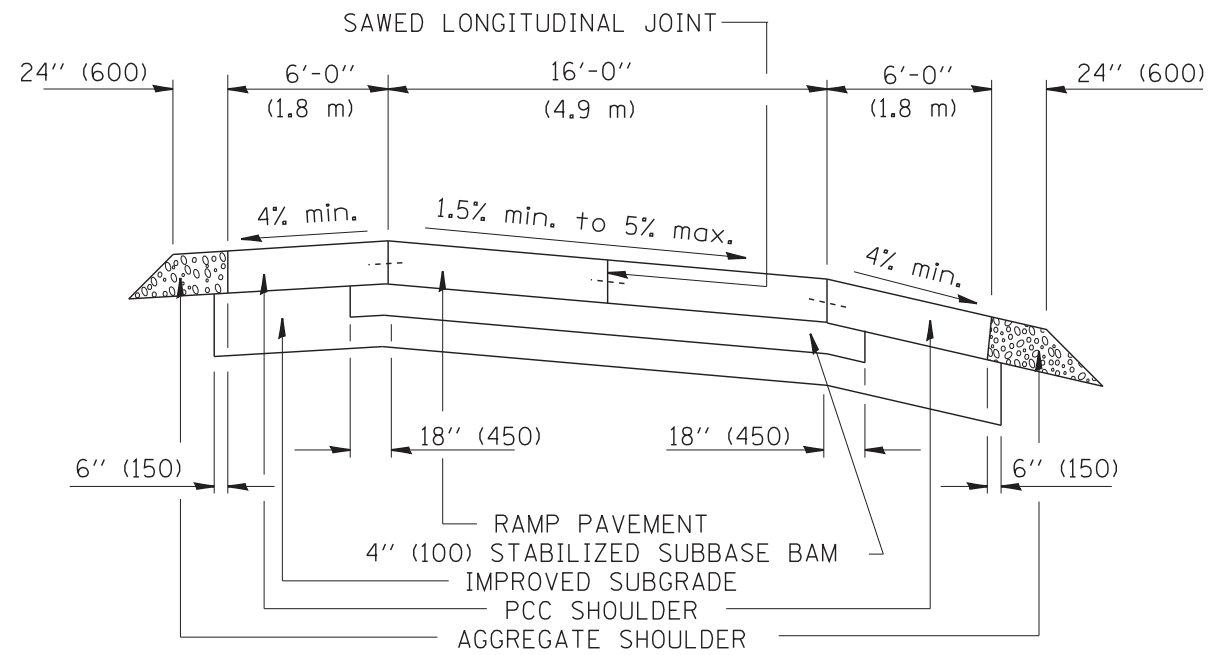
PROPOSED #6 (20) EPOXY COATED TIE BARS 24" (600) LONG AT 24" (600) CENTERS WILL NOT BE PAID FOR SEPARATELY. DELETE EPOXY COATED TIE BARS IF EXISTING TIE BARS ARE USABLE AS DETERMINED BY THE ENGINEER. (SEE NOTE ③).

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.

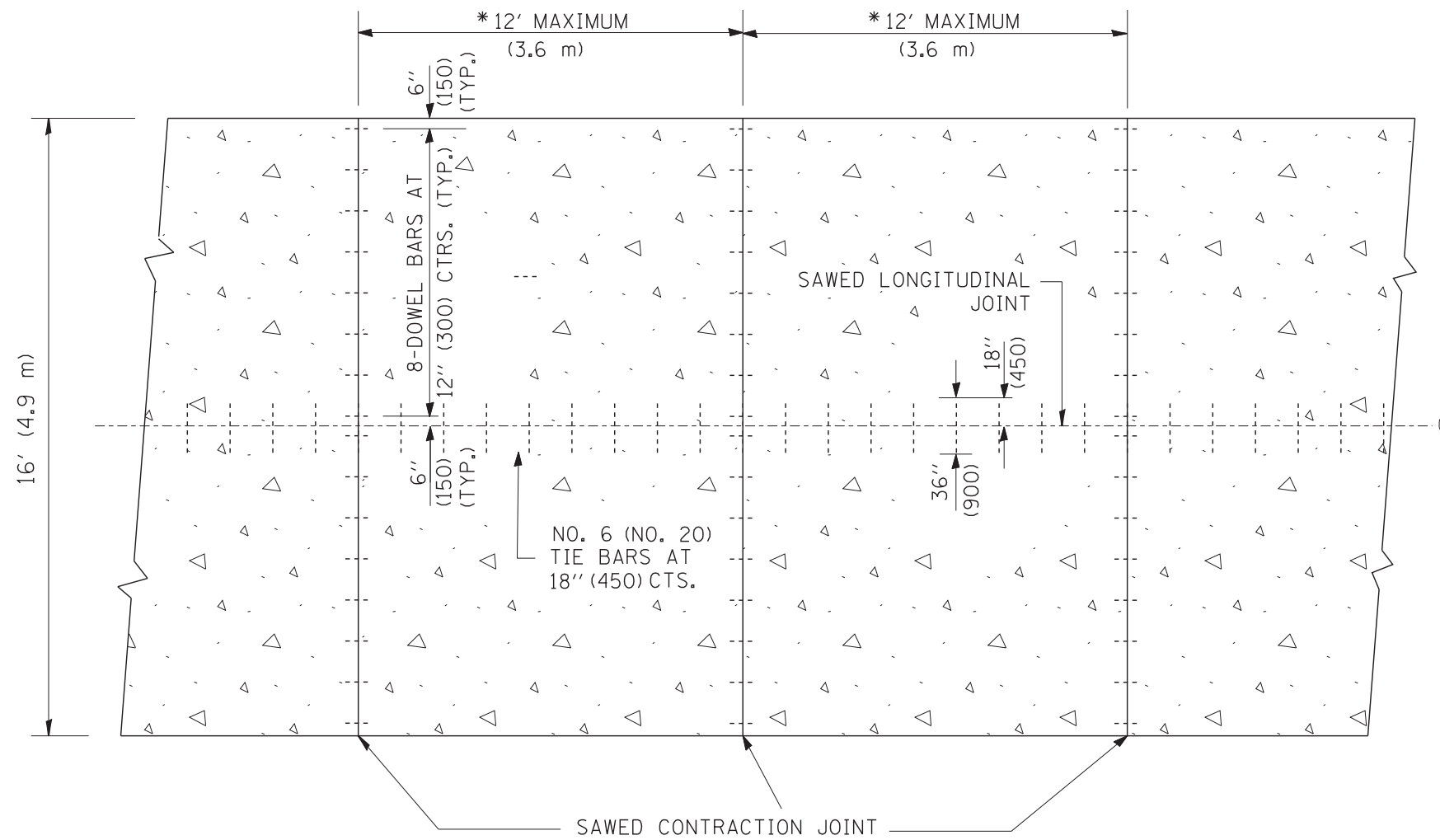
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ct:\pw\work\p1dot\drivakosgn\0108315\bd24.dgn	DRAWN -	REVISED - A. ABBAS 03-21-97	REVISED - M. GOMEZ 01-22-01			361	345			
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - R. BORO 12-15-09	BD600-06 (BD-24)							
PLOT DATE = 12/15/2009	DATE - 03-11-94	CONTRACT NO.								
						FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



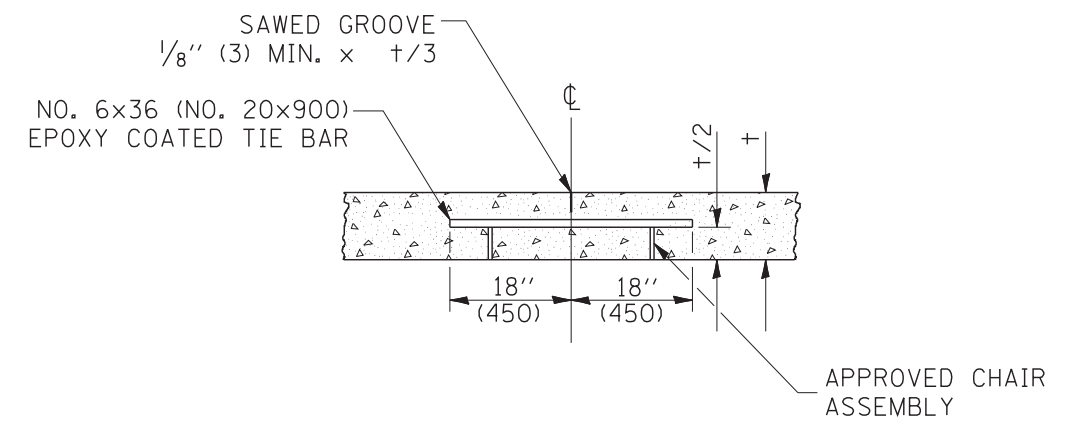
SECTION

NOTES:

1. CENTERLINE JOINT REMAINS IN THE CENTER WHEN RAMP TRANSITIONS TO TWO (2) RAMPS AT 12' (3.6 m).
2. ALL BARS TO BE EPOXY COATED.



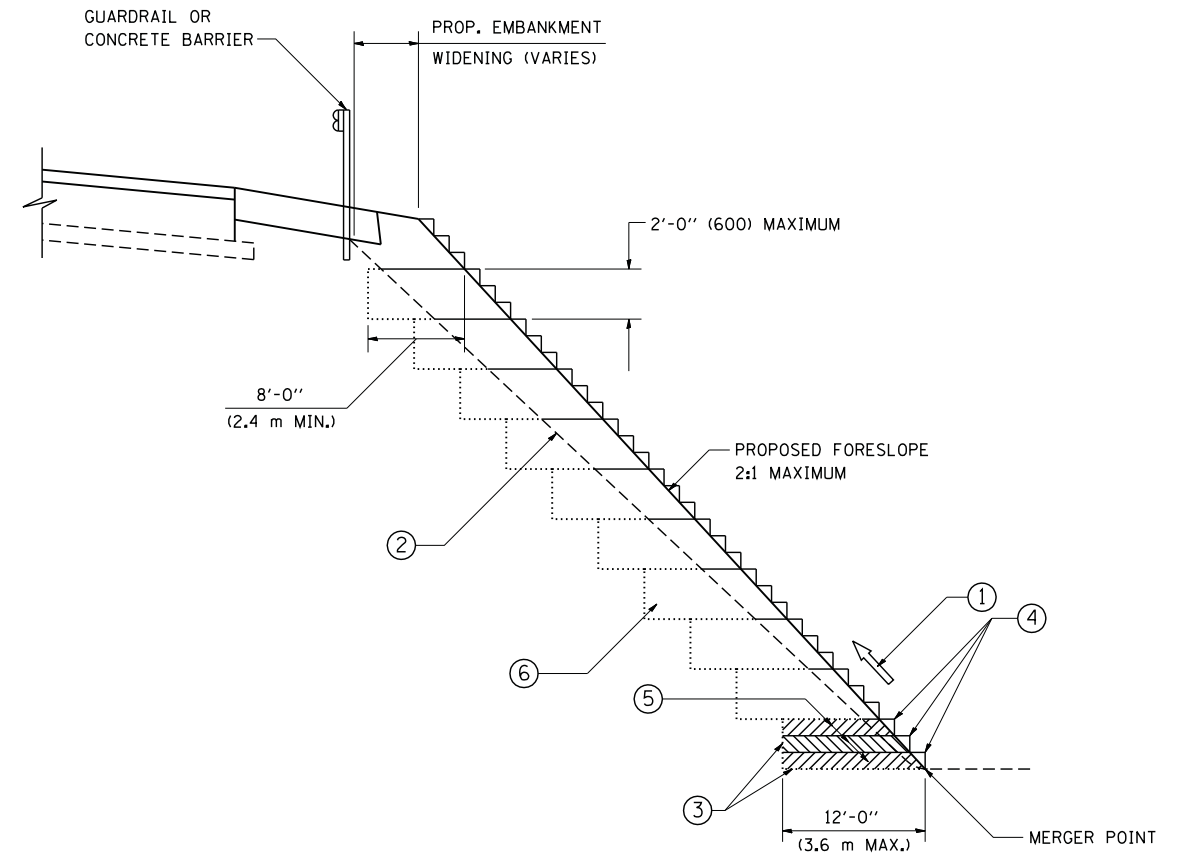
PLAN



SAWED LONGITUDINAL JOINT

ALL DIMENSIONS ARE IN INCHES (MILLIMETERS) UNLESS OTHERWISE NOTED

FILE NAME = W:\diststd\22x34\bd49.dgn	USER NAME = geglionbt	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL FOR CENTERLINE SAW CUT 16' (4.9 m) AND VARIABLE JOINTED PCC PAVEMENT FOR RAMPS			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / IN.	DRAWN - TOM MATOUSEK	REVISED -								361	346
PLOT DATE = 1/4/2008	CHECKED - A. ABBAS	DATE - 10-18-02	REVISED -		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	BD49		CONTRACT NO.	
								FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



TYPICAL BENCHING DETAIL
FOR EMBANKMENT

NOTES:

- ① CONSTRUCT SUCCEEDING BENCH CUTS AND EMBANKMENT PLACEMENT AND COMPACTION FROM BOTTOM TO TOP IN STAIRSTEP FASHION.
- ② EXISTING FORESLOPE PREPARED IN ACCORDANCE WITH ARTICLE 205.03 OF THE STANDARD SPECIFICATIONS.
- ③ BENCH CUT EXISTING SLOPE TYPICAL FOR EACH STEP.
- ④ TRIM TO FINAL SLOPE.
- ⑤ EQUAL 8-INCH (200) LIFTS OF EMBANKMENT COMPACTED IN ACCORDANCE WITH ARTICLE 205.05 OF THE STANDARD SPECIFICATIONS.
- ⑥ EXCAVATION OF BENCH CUTS WITHIN EXISTING EMBANKMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER OR CUBIC YARD FOR "EARTH EXCAVATION". THIS PRICE WILL INCLUDE ALL LABOR AND MATERIAL, NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ⑦ SLOPES SHALL BE BENCHED ACCORDING TO THIS DETAIL WHEN THE SLOPE IS STEEPER THAN 4:1 AND THE HEIGHT IS GREATER THAN 5' (1.5 m).

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

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		DRAWN - CADD	REVISED -
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	PLOT DATE = 1/4/2008	DATE - 06-16-04	REVISED -

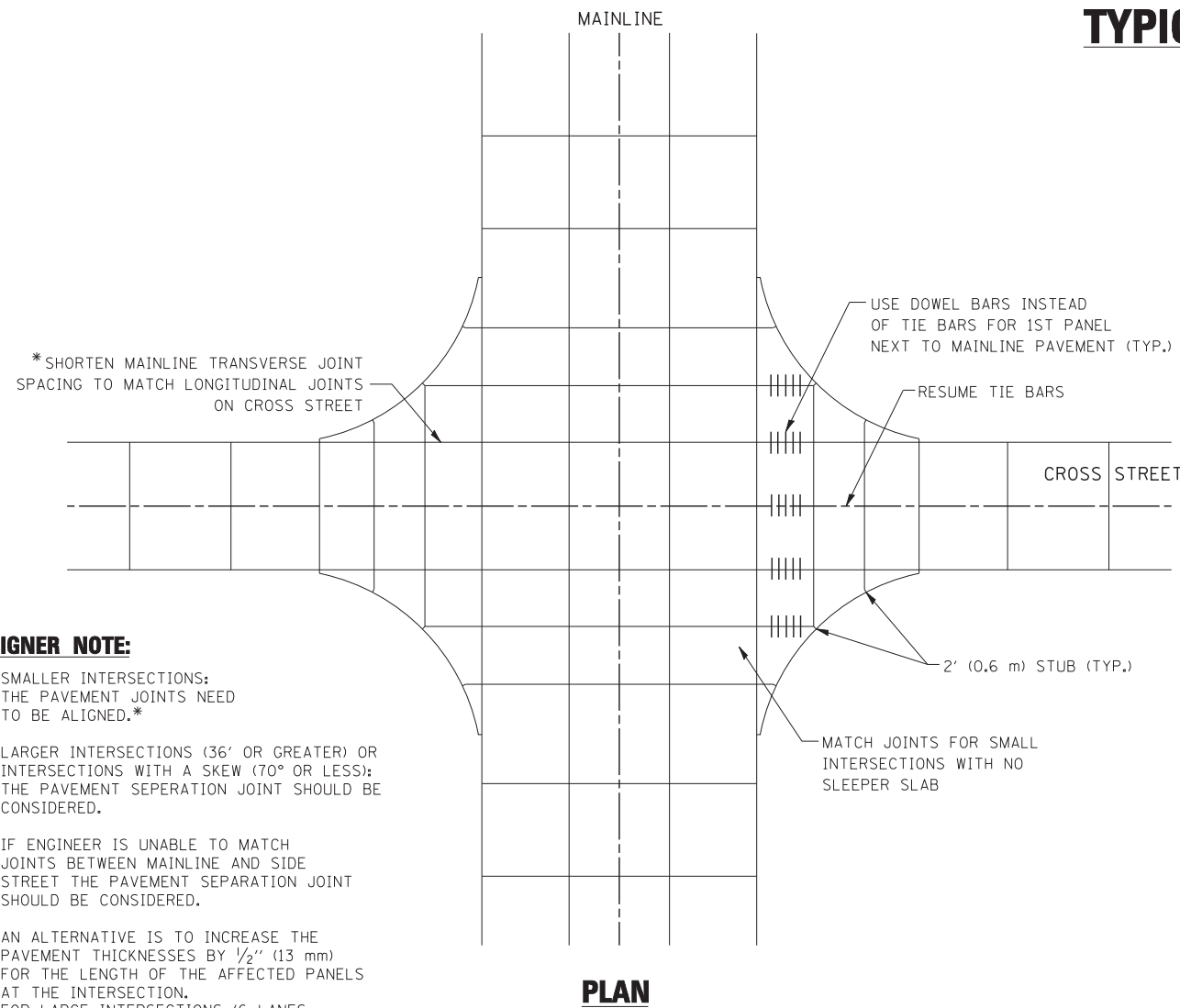
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BENCHING DETAIL			
FOR EMBANKMENT WIDENING			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	347
BD-51		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TYPICAL APPLICATION

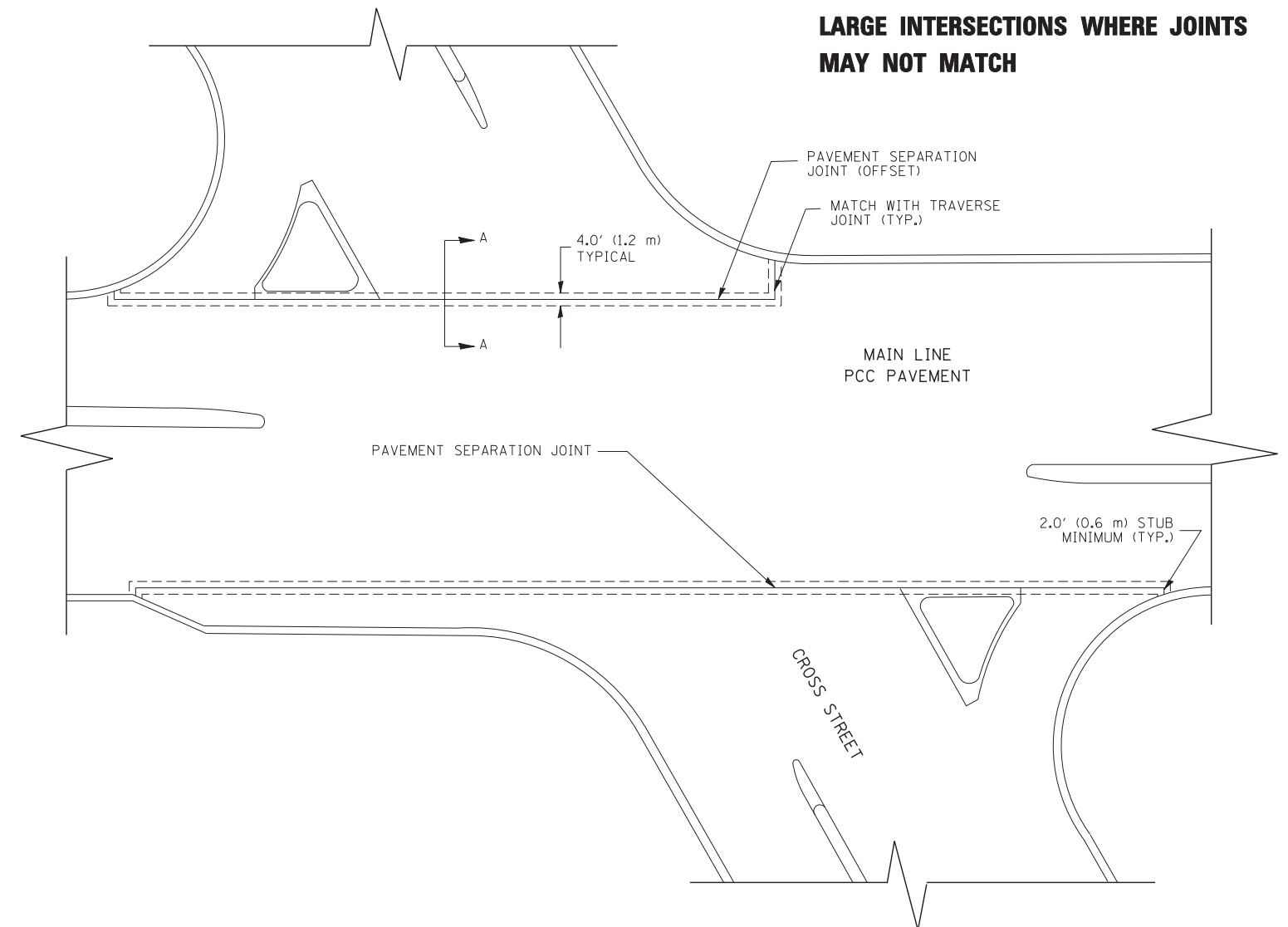
THE USE OF CROSS STREET PAVEMENT SEPARATION JOINTS FOR SKEWED OR LARGE INTERSECTIONS WHERE JOINTS MAY NOT MATCH



DESIGNER NOTE:

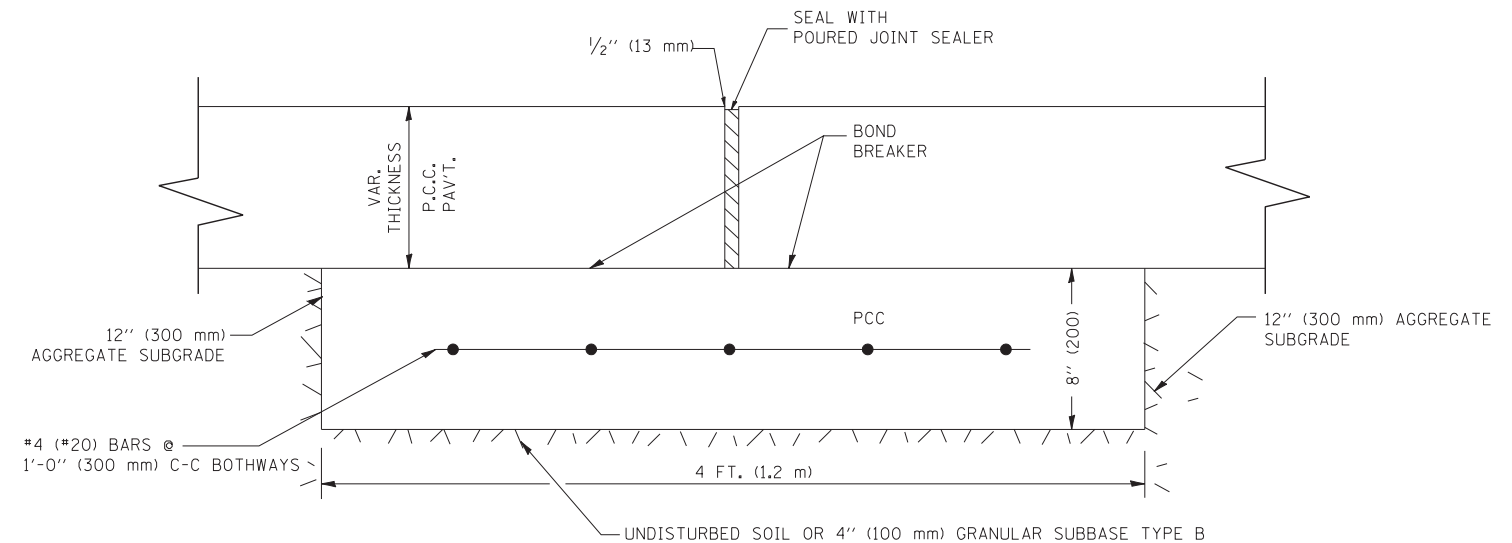
1. SMALLER INTERSECTIONS: THE PAVEMENT JOINTS NEED TO BE ALIGNED.*
2. LARGER INTERSECTIONS (36' OR GREATER) OR INTERSECTIONS WITH A SKEW (70° OR LESS): THE PAVEMENT SEPERATION JOINT SHOULD BE CONSIDERED.
3. IF ENGINEER IS UNABLE TO MATCH JOINTS BETWEEN MAINLINE AND SIDE STREET THE PAVEMENT SEPARATION JOINT SHOULD BE CONSIDERED.
4. AN ALTERNATIVE IS TO INCREASE THE PAVEMENT THICKNESSES BY 1/2" (13 mm) FOR THE LENGTH OF THE AFFECTED PANELS AT THE INTERSECTION. FOR LARGE INTERSECTIONS (6 LANES OR MORE) WHERE JOINTS CAN BE MATCHED, USE #8 (25) DOWEL BARS INSTEAD OF #8 (25) TIE BARS AT EDGE OF MAINLINE PAVEMENT WHEN NO PAVEMENT SEPARATION JOINTS USED.

PLAN



NOTE:

1. JOINT FILLER SHALL CONSIST OF A SHEET OF 1/2" (13 mm) BITUMINOUS PREFORMED FIBER JOINT FILLER CONFORMING TO ARTICLE 1051.03 OF THE STANDARD SPECIFICATIONS.
2. THE JOINT SHALL BE SEALED WITH A HOT POUR JOINT SEALER CONFORMING TO ARTICLE 1050.02 OF THE STANDARD SPECIFICATIONS.
3. A SINGLE LAYER OF FELT ROOFING PAPER SHALL SERVE AS A BOND BREAKER.
4. JOINT SHALL CONTINUE THROUGH COMBINATION CURB & GUTTER OR PCC SHOULDER.
5. PAVEMENT SEPARATION JOINT IS TO BE PAID FOR AS "SLEEPER SLAB" AND IS TO BE MEASURED IN PLACE BY THE LINEAL FOOT.
6. BOND BREAKER AND 1/2" (13 mm) JOINT AND FILLER SHALL BE INCIDENTAL TO THE PAY ITEM "SLEEPER SLAB".



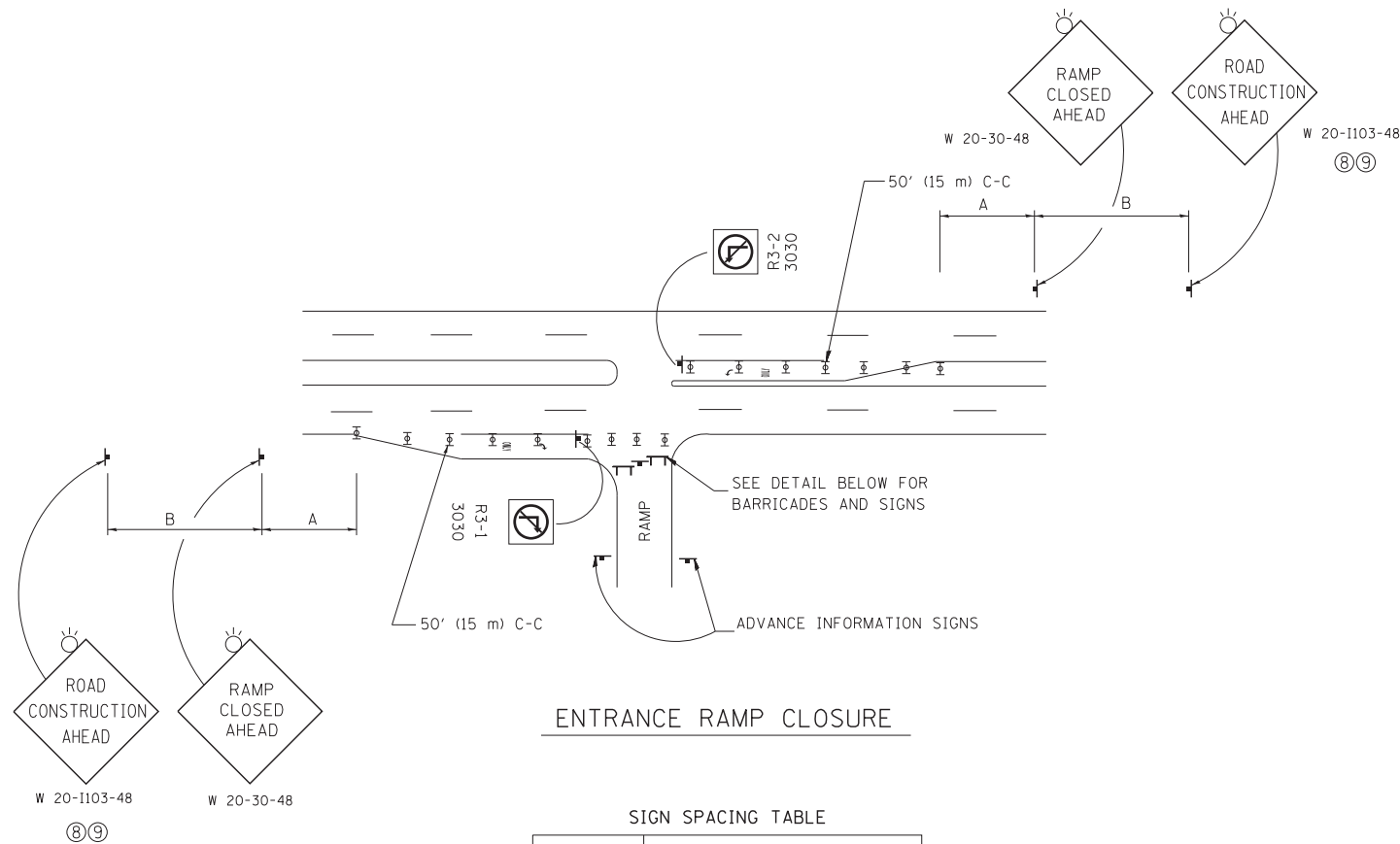
PROPOSED SECTION A-A

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	PLOT SCALE = 49.9999' / IN.	CHECKED -	REVISED -
	PLOT DATE = 2/25/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAIL OF PAVEMENT SEPARATION JOINT FOR JOINTED PCC PAVEMENTS AT INTERSECTIONS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	BD52		361	348
ILLINOIS FED. AID PROJECT			CONTRACT NO.	

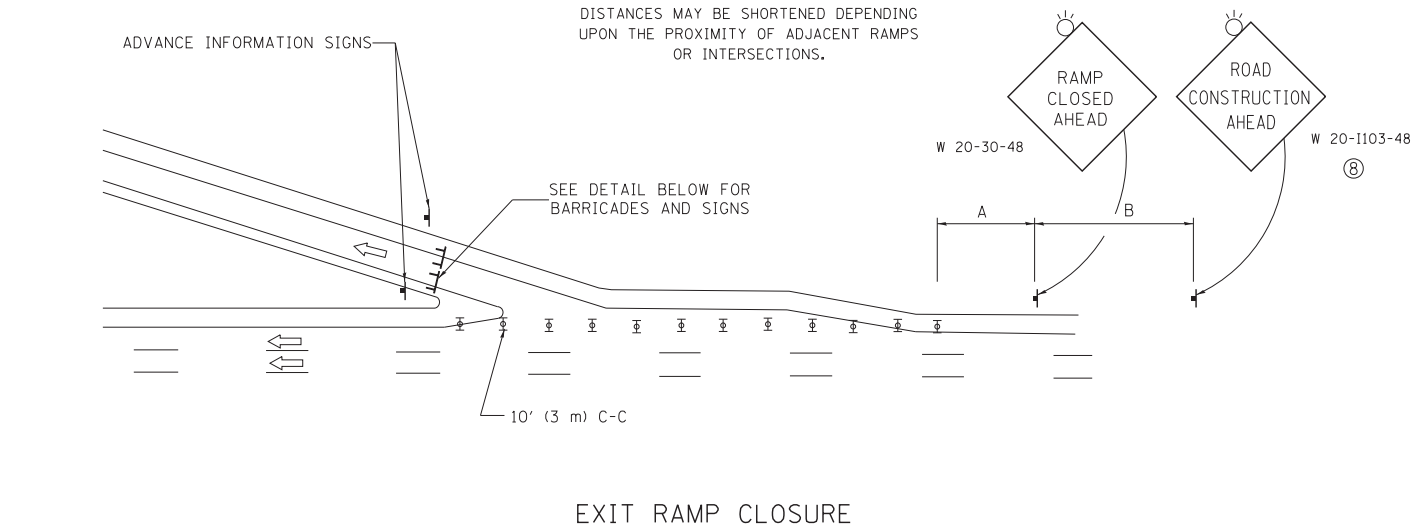


ENTRANCE RAMP CLOSURE

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)

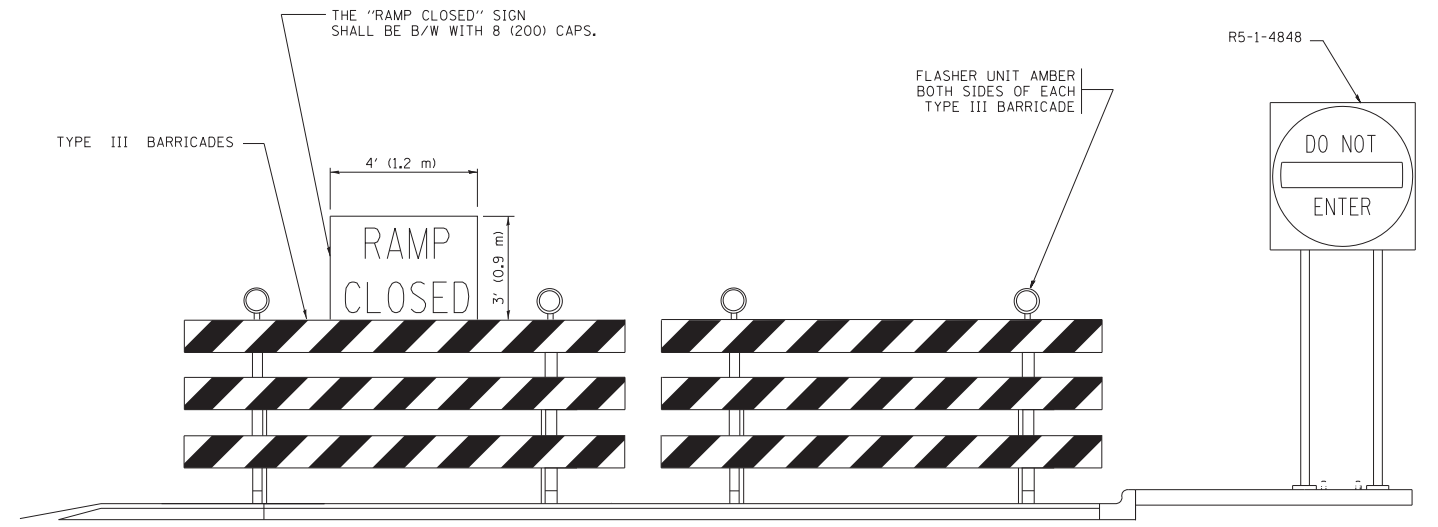
DISTANCES MAY BE SHORTENED DEPENDING UPON THE PROXIMITY OF ADJACENT RAMPS OR INTERSECTIONS.



EXIT RAMP CLOSURE

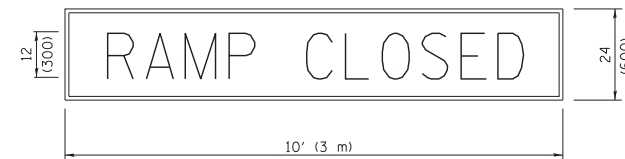
SYMBOLS

- ⊥ TYPE II BARRICADE OR DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- ⊥ TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

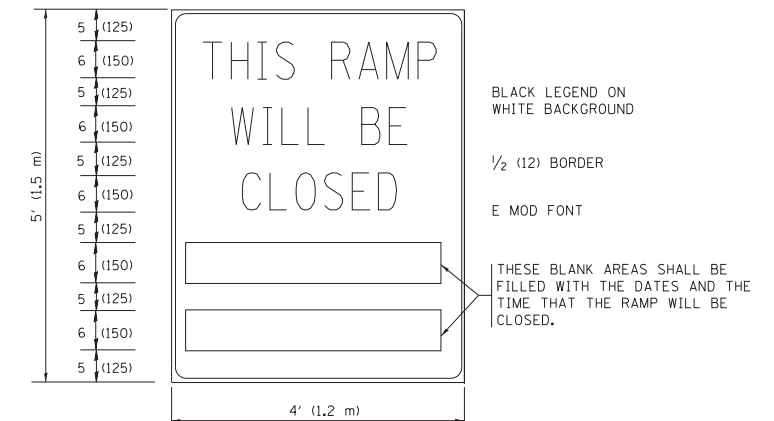
RAMP CLOSURE ADVANCE WARNING SIGN



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 STEADY BURN LIGHTS WILL NOT BE REQUIRED FOR DAY OPERATIONS.
- 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.

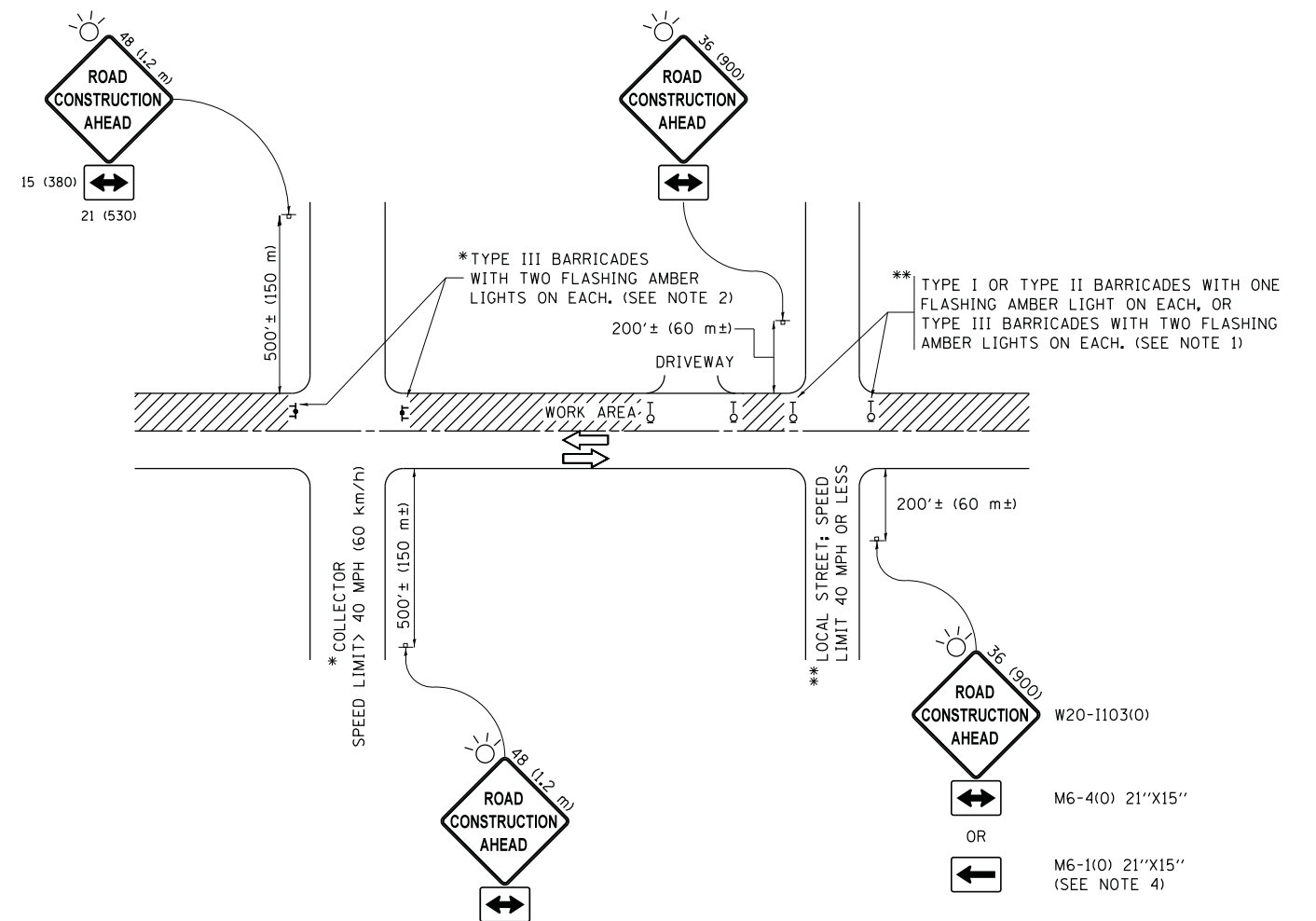
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	PLOT DATE = 7/8/2013	DATE - 02-83	REVISED - MD 06-13

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**ENTRANCE AND EXIT RAMP
CLOSURE DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-08		361	349
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			CONTRACT NO.	



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.

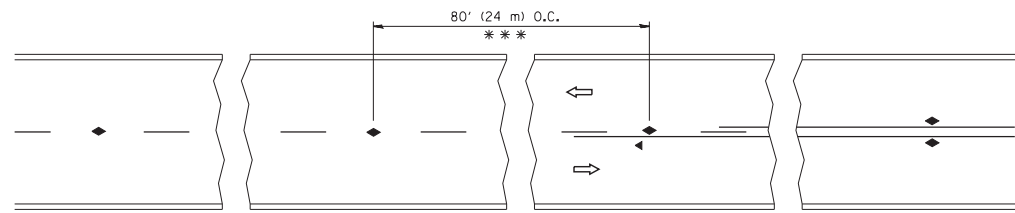
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	PLOT DATE = 9/15/2016		REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

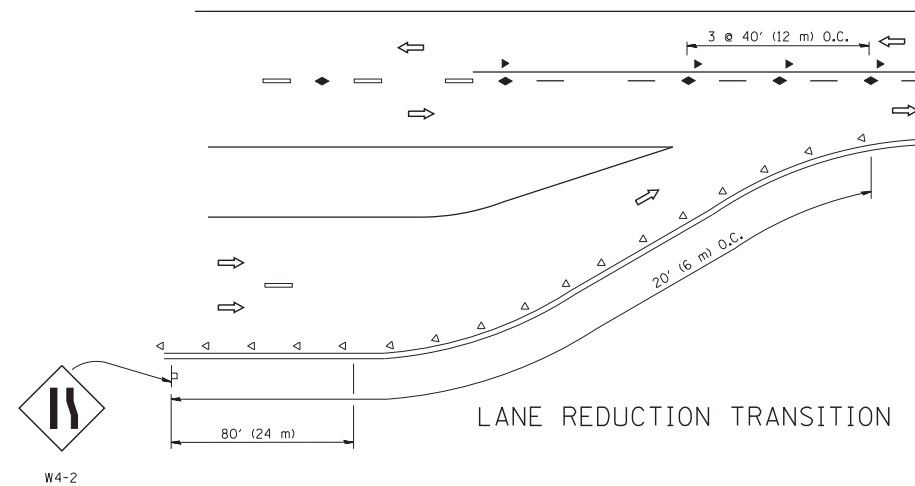
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	350
TC-10			CONTRACT NO.	
ILLINOIS FED. AID PROJECT				

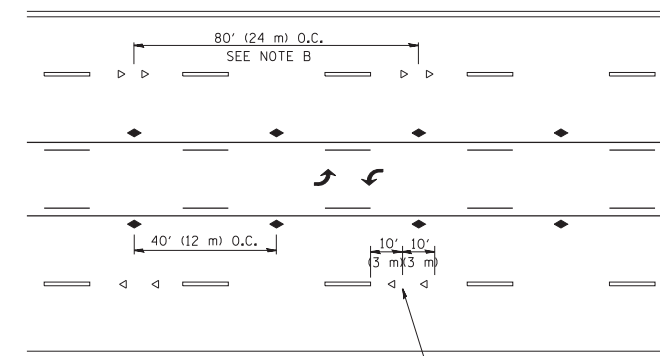


*** REDUCE TO 40' (12 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEED 45 M.P.H. (70 km/h) OR LESS.

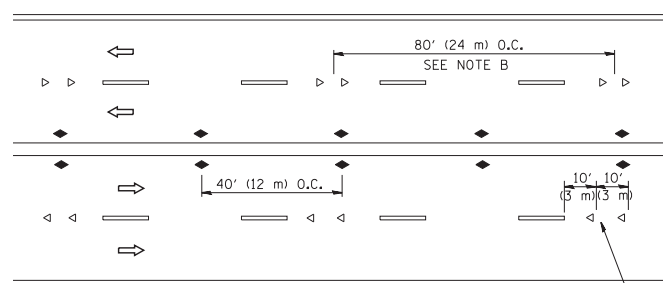
TWO-LANE/TWO-WAY



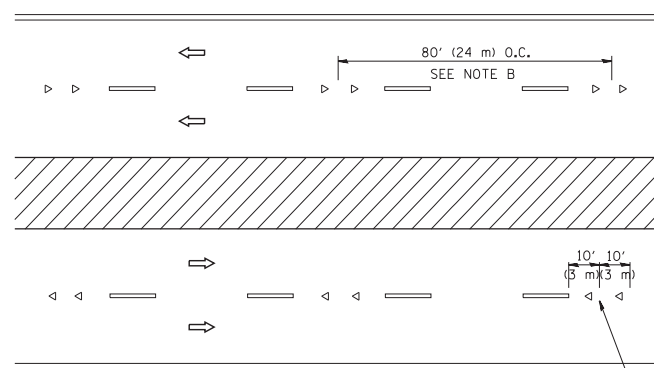
LANE REDUCTION TRANSITION



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

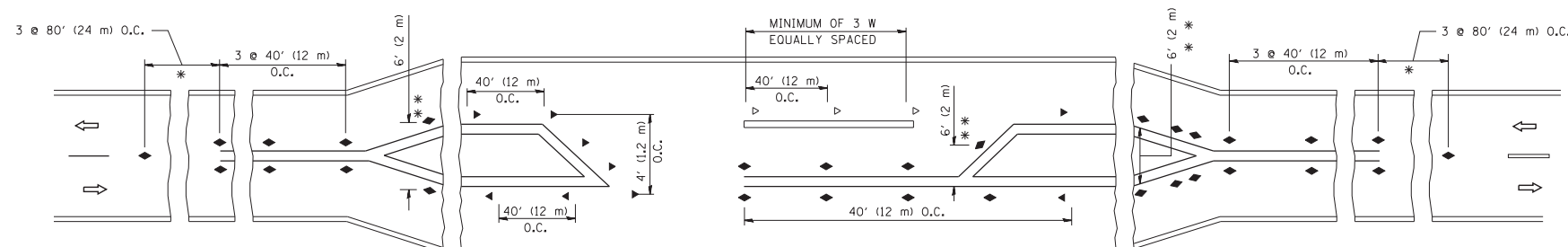
- YELLOW STRIPE
- WHITE STRIPE
- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER (W/O)
- ◆ TWO-WAY AMBER MARKER

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

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

FILE NAME =	USER NAME = lryso	DESIGNED -	REVISED - T. RAMMACHER 09-19-94
ct:\pw\work\p\idot\lryso\d0108315\l1.dgn		DRAWN -	REVISED - T. RAMMACHER 03-12-99
		CHECKED -	REVISED - T. RAMMACHER 01-06-00
		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. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	351
TC-11			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

TURN BAY ENTRANCE AT START OF LANE CLOSURE TAPER

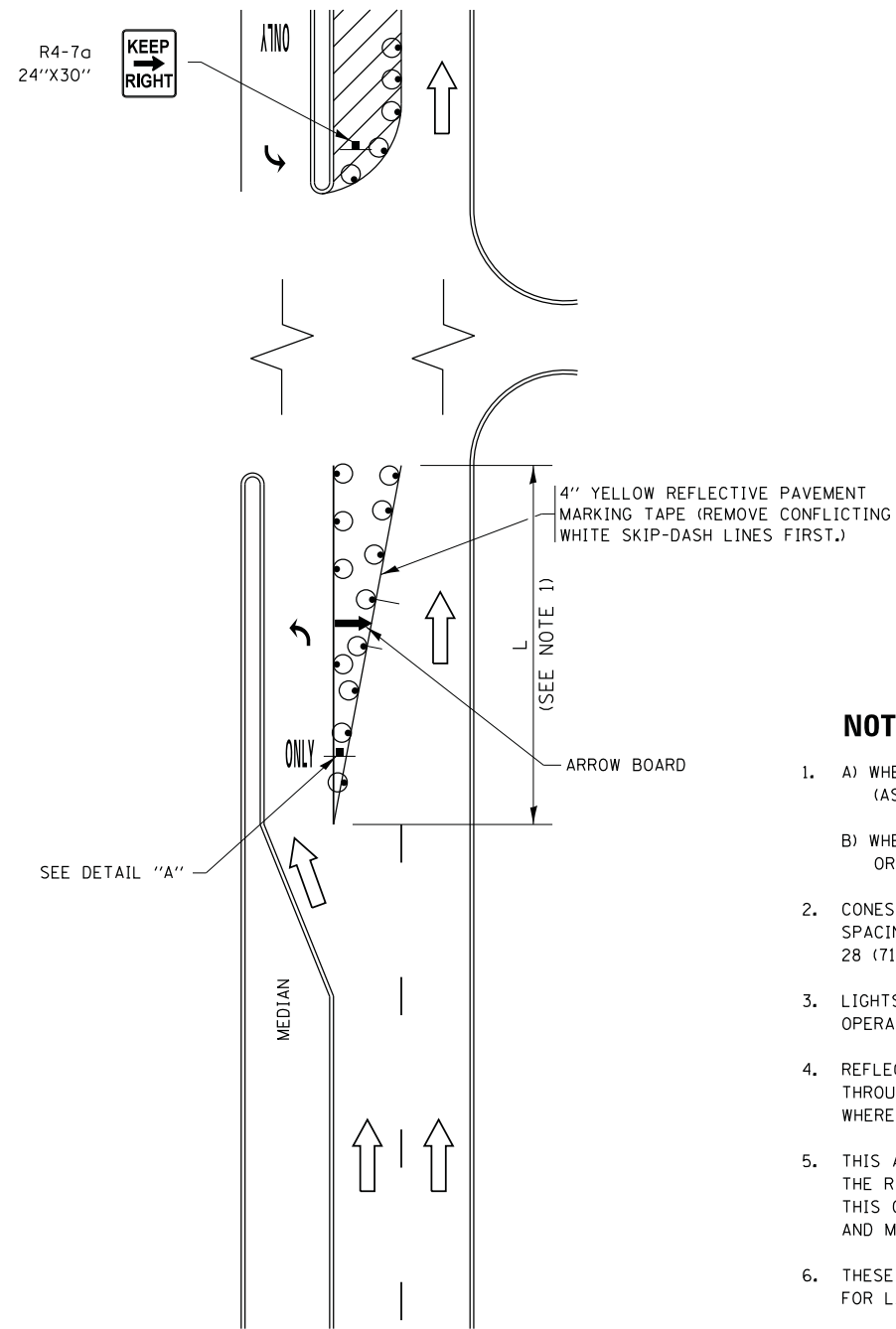


FIGURE 1

TURN BAY ENTRANCE WITHIN A LANE CLOSURE

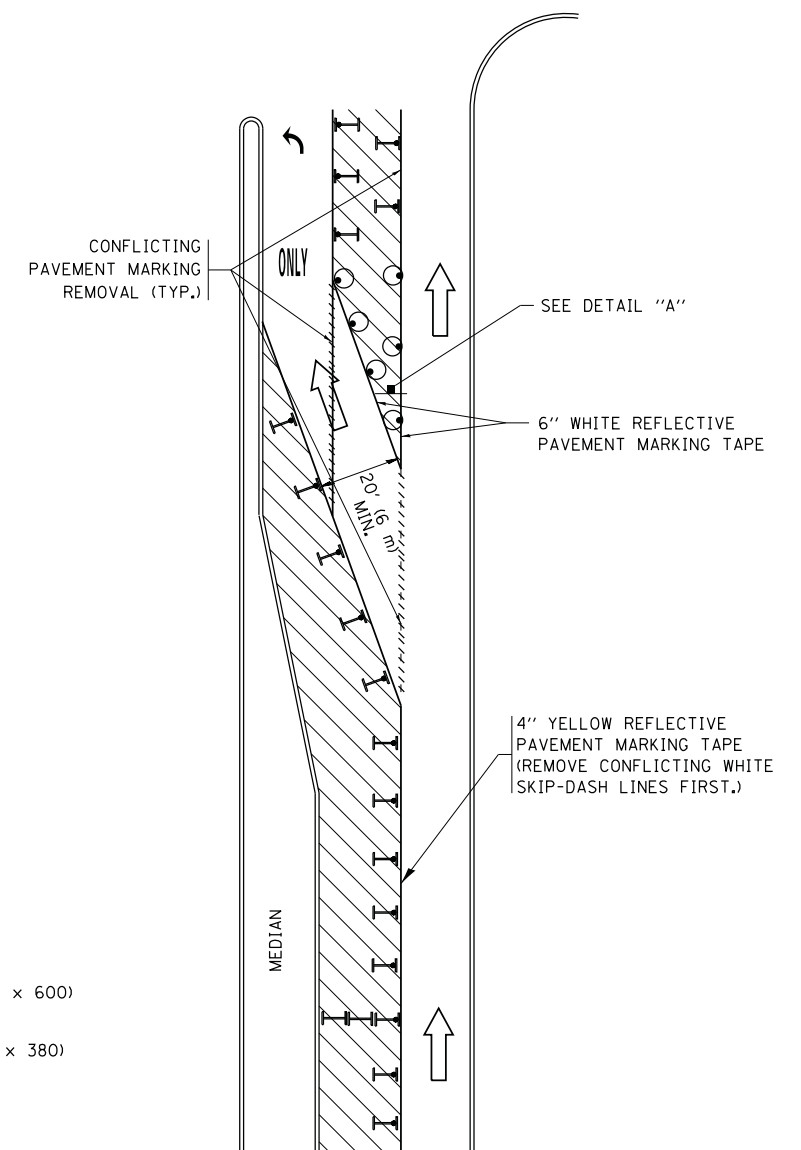


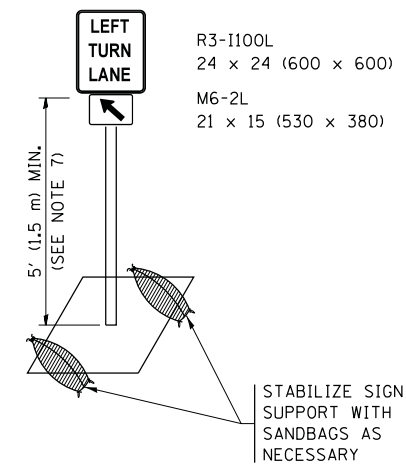
FIGURE 2

LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- ARROW BOARD
- TYPE I OR II BARRICADE OR DRUM WITH STEADY BURN LIGHT
- DRUM WITH STEADY BURN LIGHT
- SIGN ASSEMBLY
- TYPE I OR II CHECK BARRICADE WITH FLASHING LIGHT

NOTES:

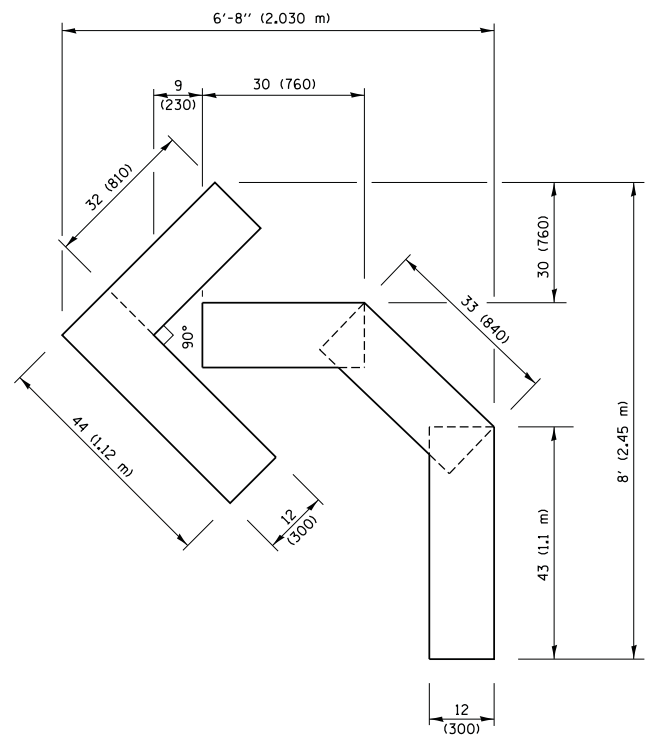
1. A) WHEN "L" IS \leq THE STORAGE LENGTH OF THE TURN LANE (AS SHOWN IN FIG. 1), USE FIGURE 1.
B) WHEN "L" IS $>$ THE STORAGE LENGTH OF THE TURN LANE OR THE TURN LANE IS WITHIN THE LANE CLOSURE, USE FIGURE 2.
2. CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. 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.



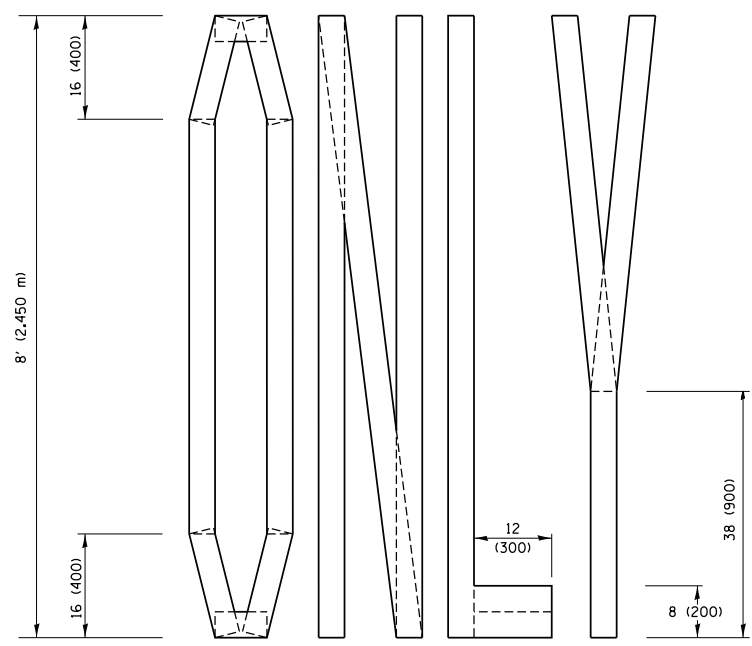
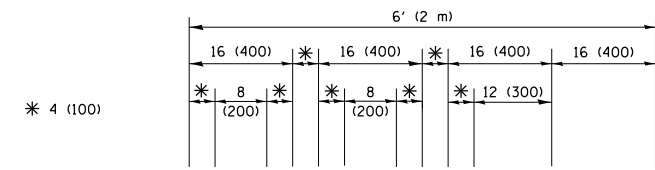
DETAIL A

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

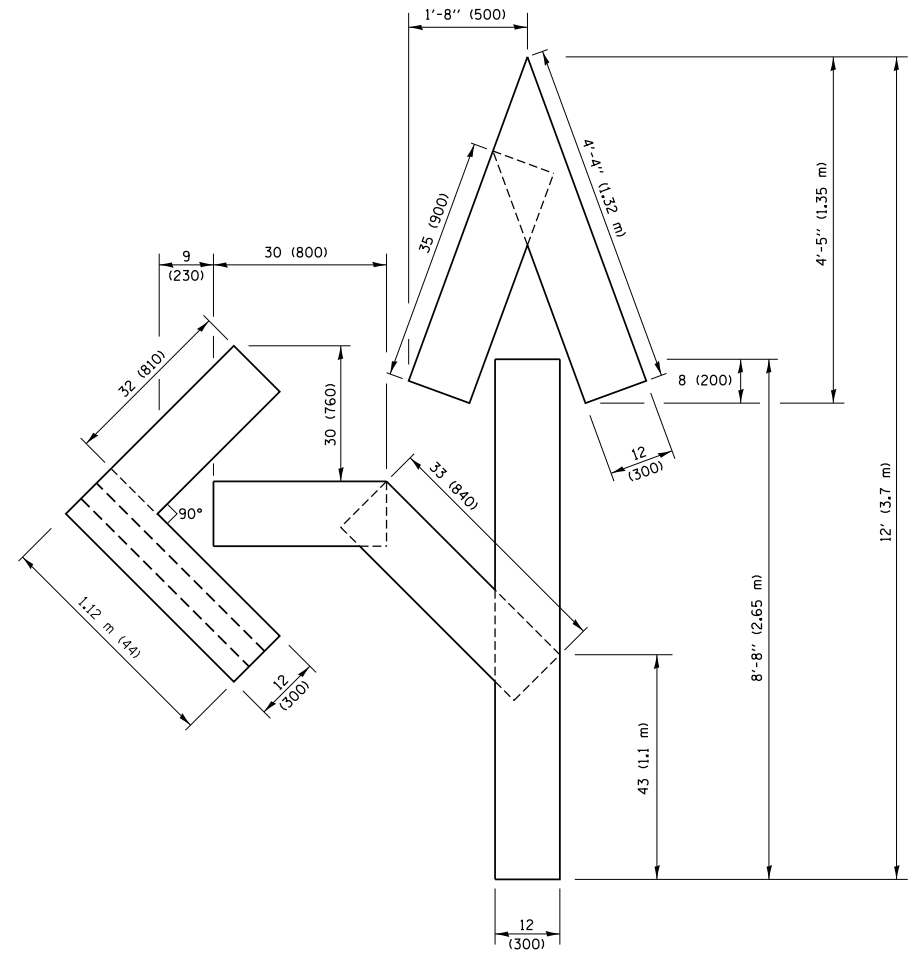
FILE NAME =	USER NAME = footemj	REVISED - T. RAMMACHER 09-08-94	REVISED - R. BORO 09-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Default	PLOT SCALE = 50.0000' / in.	REVISED - A. HOUSEH 10-12-96	REVISED - A. SCHUETZE 09-15-16					TC-14			CONTRACT NO.		361
	PLOT DATE = 9/15/2016	REVISED - T. RAMMACHER 01-06-00	REVISED -		SCALE: NONE			SHEET 1	OF 1 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
ILLINOIS FED. AID PROJECT													



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

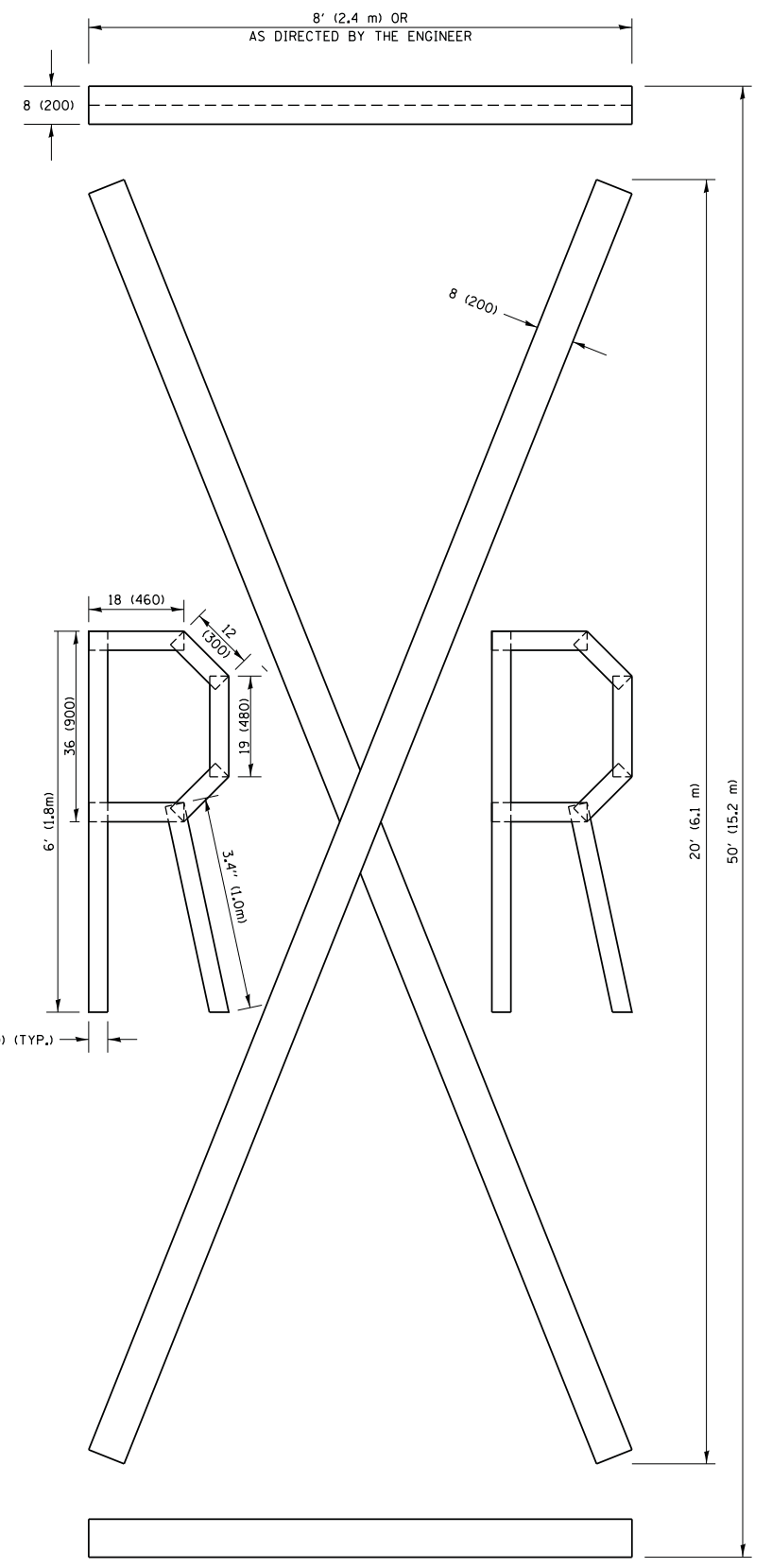


QUANTITY
 4 (100) LINE = 64.1 ft. (19.5 m)
 21.4 sq. ft. (1.99 sq. m)



QUANTITY
 4 (100) LINE = 82.5 ft. (25.1 m)
 27.5 sq. ft. (2.53 sq. m)

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



QUANTITY
 4 (100) LINE = 225.9 ft. (68.9 m)
 75.3 sq. ft. (6.99 sq. m)

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

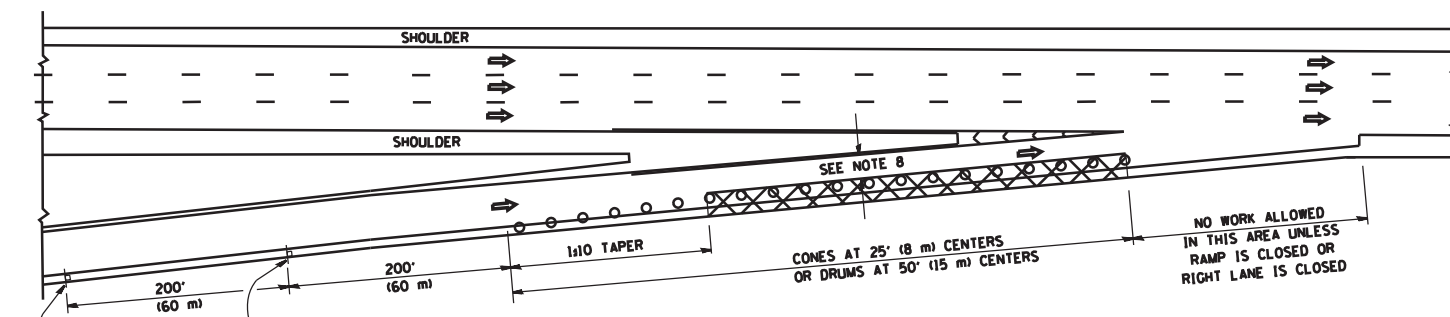
FILE NAME =	USER NAME = footemj	DESIGNED -	REVISED - T. RAMMACHER 03-02-98
pw:\1\084EBIDINTEG.illinois.gov\PIWID\Documents\IDOT Offices\District 1\Projects\Dist 1\084EBIDINTEG\CADD\Sheet\to16.dgn		CHECKED -	REVISED - E. GOMEZ 08-28-00
		DATE - 09-18-94	REVISED - E. GOMEZ 08-28-00
			REVISED - A. SCHUETZE 09-15-16

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

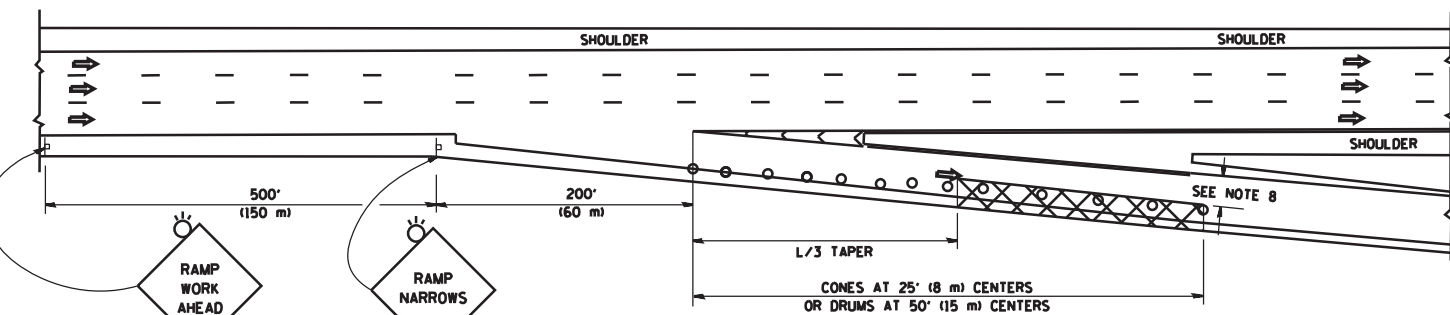
SHORT TERM PAVEMENT MARKING LETTERS AND SYMBOLS			
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-16		361	354
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		

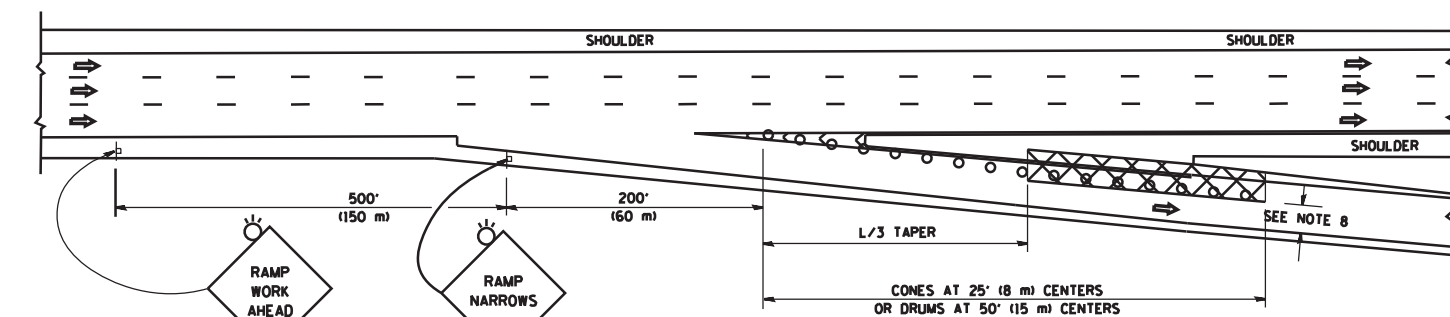
PARTIAL RAMP CLOSURE DETAILS



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 WITH STEADY BURN MONO-DIRECTIONAL LIGHT
- CONE, DRUM OR BARRICADE
- IMPACT ATTENUATOR OF TYPE AND TEST LEVEL SPECIFIED

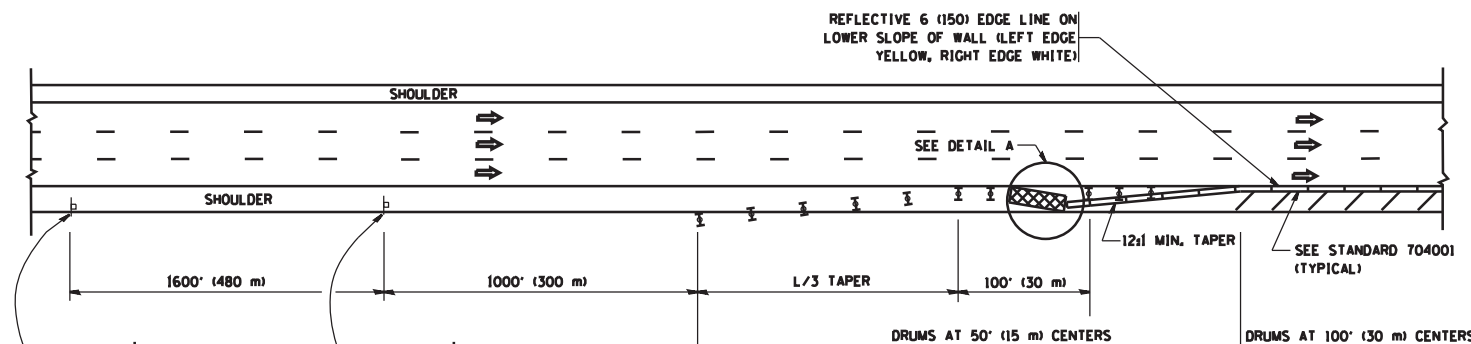
GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

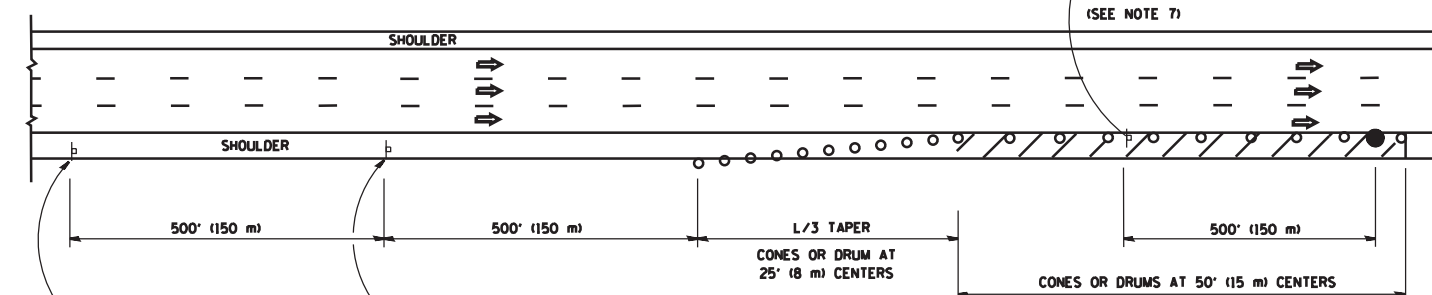
SPEED LIMIT	FORMULAS
45 mph (80 km/h) OR GREATER:	METRIC ENGLISH
	$L=0.65(WNS)$ $L=(WNS)$

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)
2. PLASTIC DRUMS WITH HIGH PERFORMANCE REFLECTIVE SHEETING AND STEADY BURNING LIGHTS ARE REQUIRED FOR ALL NIGHTIME CLOSURES.
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

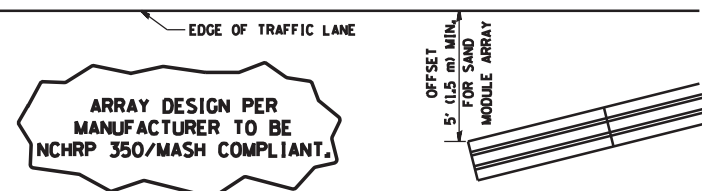


PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:
1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCR OACH 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 ENCR OACHMENT 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 = lveysa	DESIGNED -	REVISED - J.A.F. 12-06	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL DETAILS FOR FREEWAY SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwwork\pwwork\lveysa\0108315\ct17.dgn		DRAWN - D.W.S.	REVISED - S.P.B. 01-07		SCALE: NONE						361	355
		CHECKED -	REVISED - S.P.B. 12-09		SHEET NO. 1 OF 1 SHEETS						CONTRACT NO.	
		DATE - 11-96	REVISED - M.D. 06-13		STA. TO STA.			FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

ROUTE MARKERS

 FOR U.S. ROUTES
M1-40-2424

 FOR ILLINOIS ROUTES
M1-50-2424

 R.R. UNMARKED ROUTES
SPECIAL 24" x 18" VARIABLE
4" BLACK LETTERS ON WHITE
REFLECTIVE BACKGROUND

ARROWS SIGNS

 M5-1L-2115

 M5-1R-2115

 M6-1-2115

 M6-1-2115

 M6-3-2115

CARDINAL DIRECTION & DETOUR SIGNS

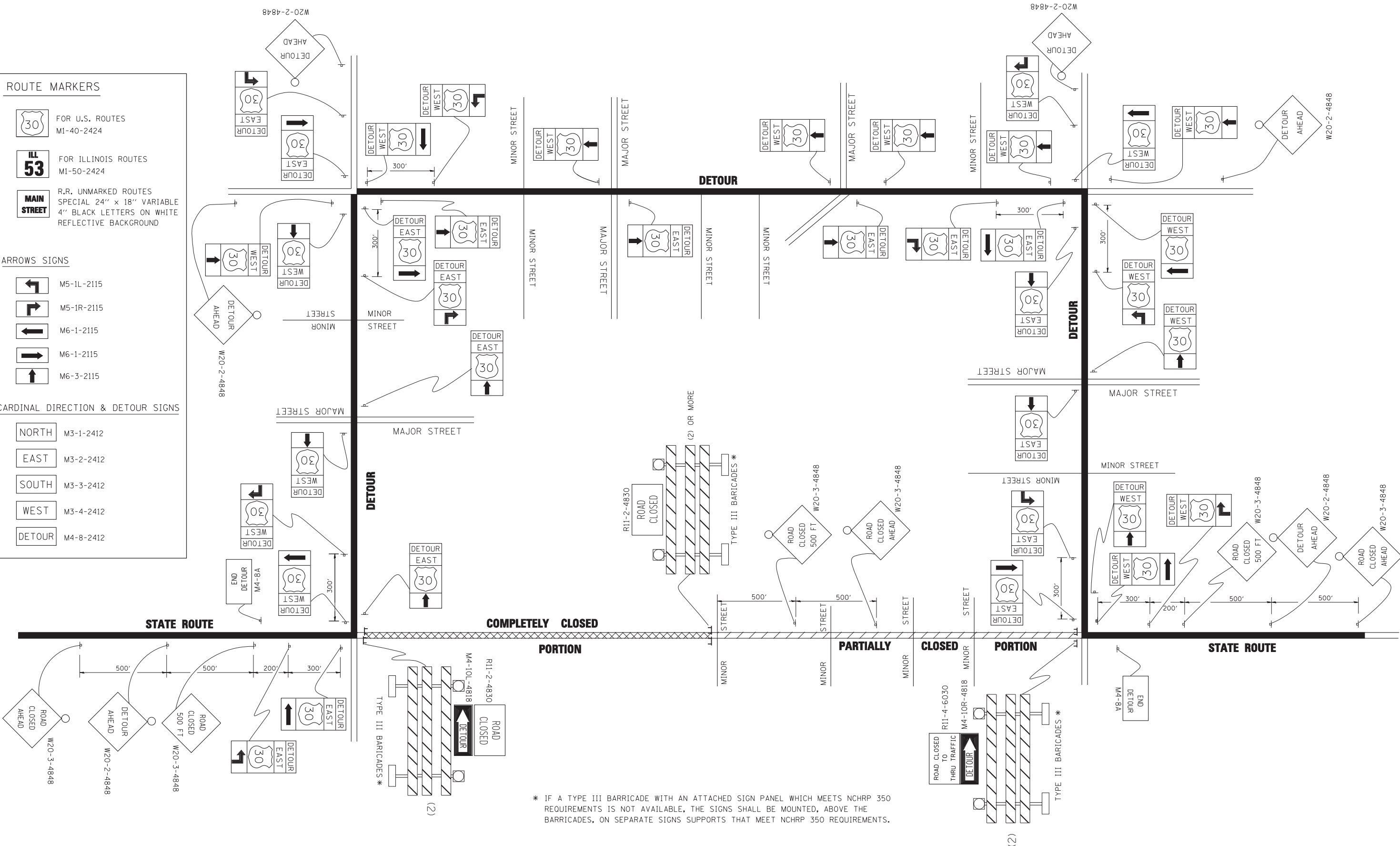
 NORTH M3-1-2412

 EAST M3-2-2412

 SOUTH M3-3-2412

 WEST M3-4-2412

 DETOUR M4-8-2412



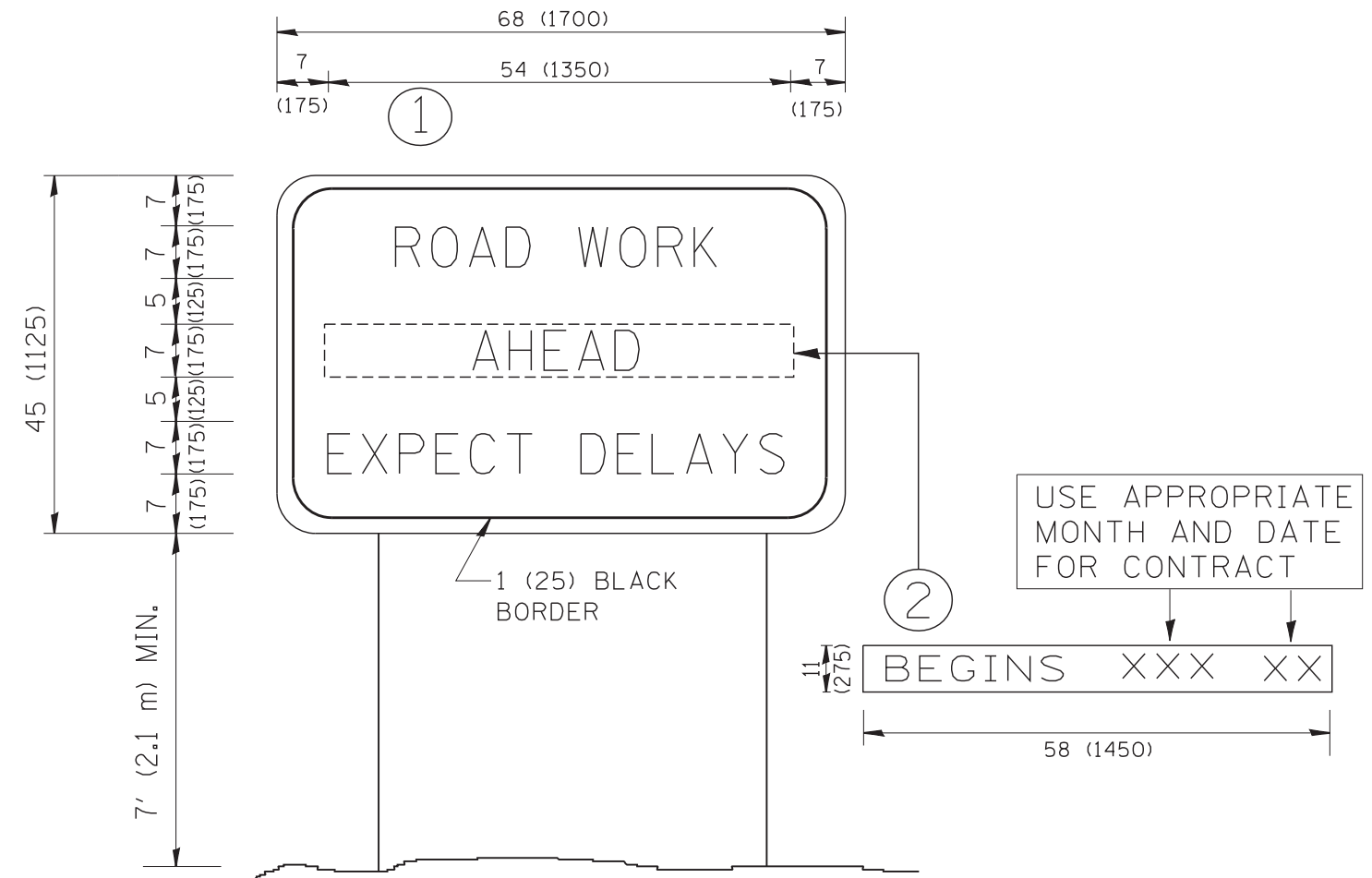
* IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.

FILE NAME =	USER NAME = drivakosgn	DESIGNED -	REVISED - 10-18-02
ct:\pw\work\PWIDOT\DRIVAKOSGN\d0108315\st21.dgn		DRAWN -	REVISED - R. BORO 09-14-09
		PLOT SCALE = 49.9999 / IN.	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETOUR SIGNING FOR CLOSING STATE HIGHWAYS	
SCALE: NONE	SHEET NO. 1 OF 1 SHEETS
STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TC-21		361	356
FED. ROAD DIST. NO. 1 ILLINOIS		CONTRACT NO.		
FED. AID PROJECT				

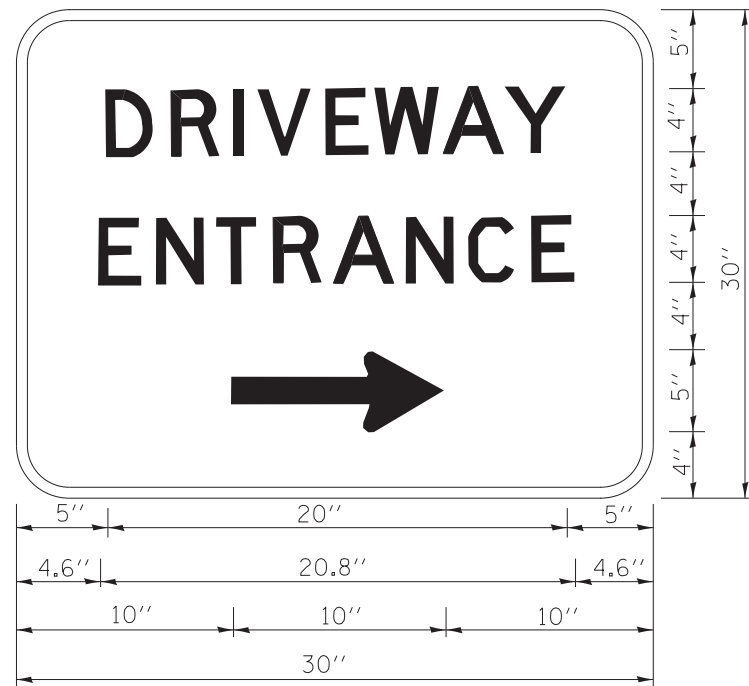


NOTES:

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 = W:\diststd\22x34\tc22.dgn	USER NAME = gegl1onobt	DESIGNED - DRAWN -	REVISED - R. MIRS 09-15-97 REVISED - R. MIRS 12-11-97	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	ARTERIAL ROAD INFORMATION SIGN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	TC-22		361	357
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07						CONTRACT NO.			
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT												



3.0" RADIUS, 0.5" BORDER, WHITE ON GREEN; REFLECTORIZED
 "DRIVEWAY" D; "ENTRANCE" D; STANDARD ARROW CUSTOM 12.0" x 5.0"

NOTES:

1. HALF OF THE SIGNS WILL REQUIRE A LEFT HAND FACING ARROW.
2. TWO SIGNS SHALL BE USED AT EACH COMMERCIAL ENTRANCE
 PLACED BACK-TO-BACK; ONE WITH A RIGHT HAND ARROW (SHOWN)
 SHALL BE PLACED ON THE NEAR RIGHT SIDE THE DRIVEWAY
 AND ONE WITH A LEFT HAND ARROW SHALL BE PLACED ON THE
 FAR LEFT SIDE OF THE DRIVEWAY.
3. SIGNS TO BE PAID FOR AS ITEM "TEMPORARY INFORMATION SIGNING".

FILE NAME =	USER NAME = gegl1enobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
ct:\pwork\pwork\gagl1enobt\d0108315\to26.dgn		DRAWN -	REVISED -
	PLOT SCALE = 50.000' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/13/2012	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	358
TC-26			CONTRACT NO.	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

SIGNAL HEAD, 1-FACE, 1-SECTION
THE BOTTOM OF THE HOUSING SHALL
BE NOT LESS THAN 12" (305mm) NOR
MORE THAN 24" (610mm) ABOVE THE
TOP OF THE SIGN.

4" (102 mm) X 6" (152 mm)
WOOD POST AND SIGN

FLASHER
CONTROLLER
AND CABINET

FLASHER
CONTROLLER
AND CABINET

CONDUIT CLAMP

7' (2.134m) MIN. URBAN
5' (1.524m) MIN. RURAL

EDGE OF PAVEMENT

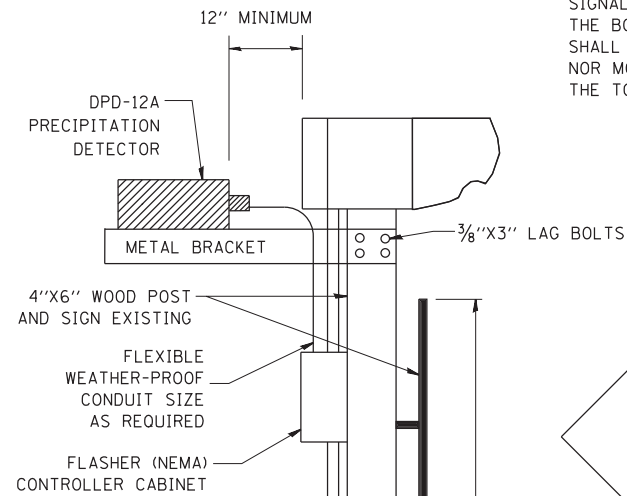
1/2" (38mm) G.S. CONDUIT. FIVE
EVENLY SPACED CONDUIT
CLAMPS SHALL BE USED TO
ATTACH CONDUIT TO POST

1/2" (38mm) DRILLED HOLE CENTERED
AT 18" (457mm) FROM GROUND LEVEL

1/2" (38mm) DRILLED HOLE CENTERED
AT 4" (102mm) FROM GROUND LEVEL

30" (76mm) MIN.

**POST MOUNTED FLASHING BEACON
WITH CONTROLLER AND CABINET**



SIGNAL HEAD, 1-FACE, 1-SECTION
THE BOTTOM OF THE HOUSING SHALL
BE NOT LESS THAN 12" NOR
MORE THAN 24" ABOVE
THE TOP OF THE SIGN.

12" MINIMUM
24" MAXIMUM

W8-5 SIGN

7' MIN. URBAN
5' MIN RURAL

EDGE OF
PAVEMENT

1-1/2" G.S. CONDUIT.
4 EVENLY SPACED CONDUIT
CLAMPS SHALL BE USED TO
ATTACH CONDUIT TO POST

2/C CABLE AND 1/2" G.S.
CONDUIT IN TRENCH TO
CONTROLLER AND SERVICE
INSTALLATION

30' MIN.

SIDE VIEW

FRONT VIEW

**POST MOUNTED FLASHING BEACON
WITH PRECIPITATION DETECTOR**

FILE NAME =	USER NAME = drivakosgn	DESIGNED - TRF	REVISED - 01-01-2007
pw:\IL\084EBIDINTEG\illinois.gov\PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist 01\084EBIDINTEG\CADD\Drawings\Sheet\ts04.dgn		CHECKED -	REVISED - 07-01-2015
Default	PLOT SCALE = 50.0000' / in.	DATE -	REVISED -
	PLOT DATE = 7/31/2015		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DISTRICT ONE
FLASHING BEACON INSTALLATION DETAILS**

SCALE: NTS SHEET 1 OF 2 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	TS-04		361	359
ILLINOIS FED. AID PROJECT			CONTRACT NO.	

SIGNAL HEAD, 1-FACE, 1-SECTION
THE BOTTOM OF THE HOUSING SHALL
BE NOT LESS THAN 12" (305mm) NOR
MORE THAN 24" (610mm) ABOVE THE
TOP OF THE SIGN.

4" (102 mm) X 6" (152 mm)
WOOD POST AND SIGN

7' (2.134m) MIN. URBAN
5' (1.524m) MIN. RURAL

EDGE OF PAVEMENT

1/2" (38mm) G.S. CONDUIT. FIVE
EVENLY SPACED CONDUIT
CLAMPS SHALL BE USED TO
ATTACH CONDUIT TO POST

1/2" (38mm) DRILLED HOLE CENTERED
AT 18" (457mm) FROM GROUND LEVEL

1/2" (38mm) DRILLED HOLE CENTERED
AT 4" (102mm) FROM GROUND LEVEL

30" (76mm) MIN.

CONDUIT CLAMP

POST MOUNTED FLASHING BEACON

SOLAR FLASHING
BEACON, BATTERY AND
ELECTRONICS

4" (100mm) X 6" (150mm)
WOOD POST

ADVANCE WARNING
SIGN, 48"X48"

* 12' (3.7 m) MIN. TO
EDGE OF PAVEMENT
6' (1.8 m) MIN. TO
EDGE OF SHOULDER

* 24" (600 mm)
MIN.

7' (2.1 m) MIN. URBAN
5' (1.5 m) MIN. RURAL

1.5" (38 mm) DRILLED HOLE CENTERED
AT 18" (457 mm) AND 4" (102 mm) FROM
GROUND LEVEL

SIGNAL HEAD, 1-FACE, 1 SECTION WITH
FLASHER. THE BOTTOM OF THE HOUSING
SHALL BE NOT LESS THAN 12" (300 mm)
NOR MORE THAN 24" (600 mm) ABOVE THE
TOP OF THE SIGN.

ADVANCE STREET NAME PLAQUE
SIGN, W16-8P, VARIES"x12",
DESIGN SERIES "C"
(OPTIONAL)

Sample Rd

* REFER TO HWY STANDARD 720006
FOR MORE DETAILS

SOLAR POWERED FLASHING BEACON

FILE NAME =	USER NAME = drivakosgn	DESIGNED - TRF	REVISED - 01-01-2007
p:\11\084EBIDINTEG\illinois.gov\PWIDOT\Documents\DOT Offices\District 1\Projects\Dist 1\084EBIDINTEG\CADD\Details\ts04.dgn		DRAWN - CADD	REVISED - 07-01-2015
Default	PLOT SCALE = 50.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 7/31/2015	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

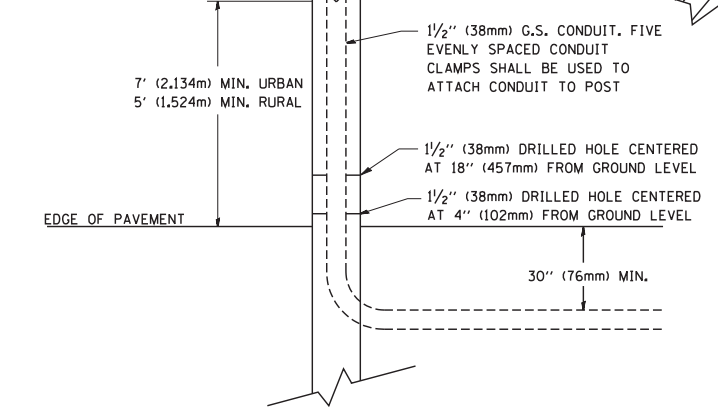
**DISTRICT ONE
FLASHING BEACON INSTALLATION DETAILS**

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	360
TS-04		CONTRACT NO.		
ILLINOIS FED. AID PROJECT				

SIGNAL HEAD, 1-FACE, 1-SECTION
 THE BOTTOM OF THE HOUSING SHALL
 BE NOT LESS THAN 12" (305mm) NOR
 MORE THAN 24" (610mm) ABOVE THE
 TOP OF THE SIGN.

4" (102 mm) X 6" (152 mm)
 WOOD POST AND SIGN



POST MOUNTED FLASHING BEACON

FILE NAME = W:\diststd\22x34\ts04.dgn	USER NAME = gaglianobt	DESIGNED - DRAWN -	REVISED - REVISED -
			01-01-07
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2008	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

POST MOUNTED FLASHING BEACON			
SCALE: NONE	SHEET NO. 3 OF 3 SHEETS	STA.	TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			361	361
TS-04		CONTRACT NO.		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				