024

FOR INDEX OF SHEETS, SEE SHEET NO. 2

04-26-2019 LETTING ITEM 024

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	1
	ILLINOIS	CONTRACT NO. 62H73		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PROPOSED
HIGHWAY PLANS

FAI ROUTE 90: I-90 EB (KENNEDY EXPWY)
AT LAWRENCE AVE RAMPS
SN 016-7500 AND 016-7501
RETAINING WALL REPAIRS
SECTION 2018-143-BR
COOK COUNTY

PROJECT LOCATED IN THE CITY OF CHICAGO

TRAFFIC DATA

I-90 (KENNEDY EXPY)
2017 ADT = 177,800
POSTED SPEED = 55 MPH
INTERSTATE

EB I-90 OFF RAMP TO LAWRENCE AVE
2017 ADT = 13,400
POSTED SPEED = 30 MPH
INTERSTATE

EB I-90 ON RAMP AT LAWRENCE AVE
2017 ADT = 5,300
POSTED SPEED = 30 MPH
INTERSTATE

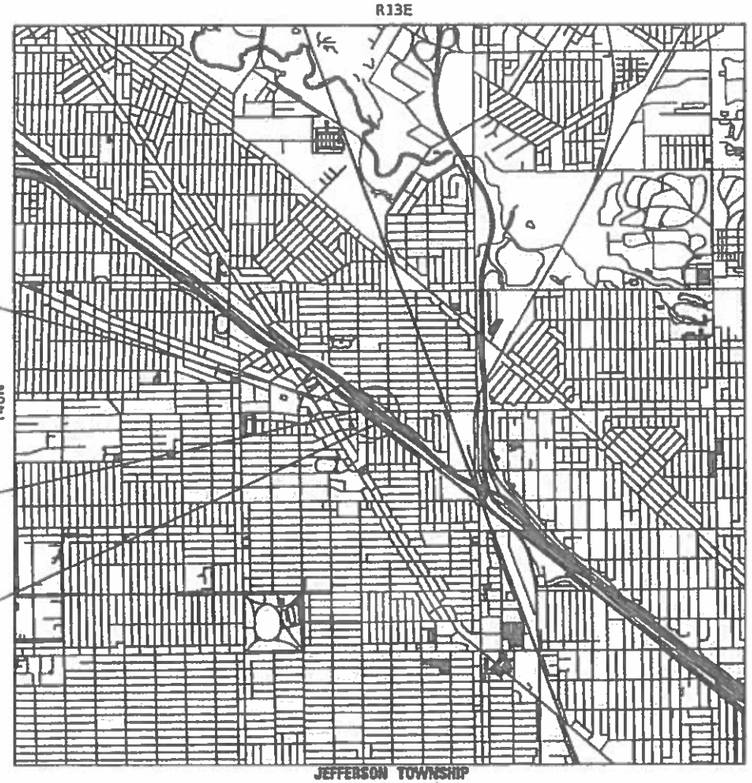
LAWRENCE AVE
2014 ADT = 12,700
POSTED SPEED = 30 MPH
MINOR ARTERIAL

HBM ENGINEERING GROUP, LLC
MOUSSA A. ISSA, PH.D. P.E., S.E.
*081-005738
Moussa A Issa
DATE: 01/28/2019
SIGNATURE AND SEAL APPLY TO DRAWINGS: 22-30
EXPIRATION DATE: 11-30-2020

HBM ENGINEERING GROUP, LLC
ROBERT T. BORO, P.E.
*062-043749
Robert T Boro
DATE: 01/28/2019
SIGNATURE AND SEAL APPLY TO DRAWINGS: 1-4
EXPIRATION DATE: 11-30-2019

ACCURATE GROUP, INC.
LISA REBECCA CHRZASC, P.E.
*062-067628
DATE: 01/28/2019
SIGNATURE AND SEAL APPLY TO DRAWINGS: 5-20
EXPIRATION DATE: 11-30-2019

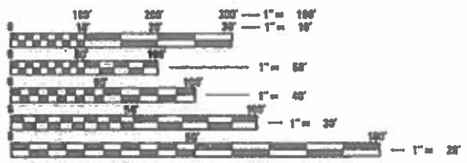
C-91-314-19



JEFFERSON TOWNSHIP
LOCATION MAP NOT TO SCALE
GROSS LENGTH = NET LENGTH = 1115 FT. = 0.21 MILE

D-91-109-19

LOCATION OF SECTION INDICATED THUS:- ▬



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.

C.U.A.N.
CHICAGO UTILITY ALERT NETWORK
(312) 744-7000

PROJECT MANAGER FAWAD AQUEEL, PE, PTOE (847) 705-4247

CONTRACT NO. 62H73

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED January 29 2019
Anthony J. Quigley /MB
REGIONAL ENGINEER
March 22 19
cc E.A. CK
ENGINEER OF DESIGN AND ENVIRONMENT
March 29 2019
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PREPARED BY
HBM ENGINEERING GROUP, LLC

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

LIST OF HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
606001-07	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-12	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' (4.5 M) TO 24"(600 MM) FROM PAVEMENT EDGE
701106-02	OFF-RD OPERATIONS, MULTILANE, MORE THAN 15' (4.5 M) AWAY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701400-09	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701401-12	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-09	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥45 MPH
701428-01	TRAFFIC CONTROL SETUP AND REMOVAL FREEWAY/EXPRESSWAY
701446-09	TWO LANE CLOSURE, FREEWAY/EXPRESSWAY
701901-08	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
782006	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

COMMITMENTS

NONE

GENERAL NOTES

BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "C.U.A.N." AT (312) 744-7000 FOR FIELD LOCATIONS OF BURIED ELECTRIC, TELEPHONE, AND GAS UTILITIES, 48 HOUR NOTIFICATION IS REQUIRED.

MEADE ELECTRIC CO., DISTRICT ONE ELECTRICAL MAINTENANCE CONTRACTOR, LOCATES IDOT ELECTRICAL EQUIPMENT AND UNDERGROUND CABLES; (773) 287-7672.

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

IT IS THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.

THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE TRAFFIC CONTROL SUPERVISOR AT KALPANA.KANNAN-HOSADURGA@ILLINOIS GOV FOR ARTERIALS AND (847) 705-4151 FOR EXPRESSWAYS A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

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

DO NOT SCALE PLANS FOR CONSTRUCTION DIMENSIONS.

ALL DAMAGE TO EXISTING PAVEMENT MARKINGS OR RAISED REFLECTIVE PAVEMENT MARKERS OUTSIDE THE REMOVAL LINE SHOWN ON THE PLANS SHALL BE REPLACED AT NO ADDITIONAL COST TO THE DEPARTMENT.

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

THE CONTRACTOR SHALL COORDINATE ACTIVITIES WITH UTILITY COMPANIES AND THE CITY OF CHICAGO.

ANY GEOTECHNICAL INFORMATION REQUIRED FOR THE DESIGN OF THE TEMPORARY SOIL RETENTION SYSTEM (TSRS) IS INCLUDED IN THE COST OF THE TSRS.

THE "ARTERIAL ROAD INFORMATION SIGN (TC-22)" IS APPLICABLE ONLY TO ARTERIAL ROADS AND SHALL NOT BE APPLIED TO EXPRESSWAYS.

THE CONTRACTOR SHALL VERIFY THE EXISTING TYPE/HEIGHT OF EXISTING GUARDRAIL BEFORE ORDERING THE NEW TERMINAL SECTION. COST INCLUDED WITH THE COST OF THE TERMINAL. THE TERMINAL SECTION SHALL MATCH THE HEIGHT OF THE EXISTING GUARDRAIL.

THE CONTRACTOR SHALL TAKE EXTRA CARE IN GRADING AND EXCAVATING NEAR TREES WHICH ARE NOT MARKED FOR REMOVAL SO AS NOT TO CAUSE INJURY TO THE ROOT SYSTEM OR TRUNKS. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S OWN EXPENSE.

CONTACT THE IDOT ROADSIDE DEVELOPMENT UNIT AT 847-705-4171 AT LEAST 2 WEEKS PRIOR TO BEGINNING FORESTRY WORK FOR LAYOUT.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 100% STATE URBAN 0044 S.N. 016-7500	URBAN 0044 S.N. 016-7501
20200100	EARTH EXCAVATION	CU YD	107	107	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	322	322	
25000210	SEEDING, CLASS 2A	ACRE	0.75	0.75	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	54	54	
25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	54	54	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	54	54	
25100630	EROSION CONTROL BLANKET	SQ YD	2895	2895	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	180	180	
28000510	INLET FILTERS	EACH	13	13	
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	2895	2895	
30300112	AGGREGATE SUBGRADE IMPROVEMENT 12"	SQ YD	91	91	
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	32	32	
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	5	5	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	84	84	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 100% STATE URBAN 0044 S.N. 016-7500	URBAN 0044 S.N. 016-7501
44004250	PAVED SHOULDER REMOVAL	SQ YD	32	32	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	32	32	
50102400	CONCRETE REMOVAL	CU YD	35.5	35.5	
50200100	STRUCTURE EXCAVATION	CU YD	62	62	
50300300	PROTECTIVE COAT	SQ YD	104	104	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	6300	6300	
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	842	842	
52200900	CONCRETE STURCTURES (RETAINING WALL)	CU YD	35.5	35.5	
59000200	EPOXY CRACK INJECTION	FOOT	143	14	129
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	68	68	
66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	186	186	
60600605	CONCRETE CURB, TYPE B	FOOT	84	84	
66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	100	100	
66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1	
63200310	GUARDRAIL REMOVAL	FOOT	100	100	
66901002	ON-SITE MONITORING OF REGULATED SUBSTANCES	CAL DAY	10	10	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	3	3
66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1	

* SPECIALTY ITEM

MODEL: Default
FILE NAME: P:\1710-746 IDOT District 1\WO 18 I-90 @ Lawrence Design PS&E\CADD Sheets\62H73-SHT03-SOQ.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = Ken.drabant	DESIGNED - KJD	REVISED -
	DRAWN - KJD	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 2/8/2019	DATE - 02/08/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-90 EB AT LAWRENCE AVE RAMPS

SCALE: 20.0000 ' / in. SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	3
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			

REV. 3/21/19 REV. 3/20/19

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 100% STATE URBAN 0044 S.N. 016-7500	CONSTRUCTION CODE 100% STATE URBAN 0044 S.N. 016-7501
	67100100	MOBILIZATION	L SUM	1	0.5	0.5
	70107025	CHANGEABLE MESSAGE SIGN	CAL DA	60	30	30
	70300904	PAVEMENT MARKING TAPE, TYPE IV 4"	FOOT	1946	1946	
	70300924	PAVEMENT MARKING TAPE, TYPE IV 24"	FOOT	32	32	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1337.5	1337.5	
	70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
*	78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	939	939	
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	940	940	
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	15	15	
*	78200006	GUARDRAIL REFLECTORS, TYPE B	EACH	4.0	4	
*	78200011	BARRIER WALL REFLECTORS, TYPE C	EACH	108	108	
	X0322906	WEEP HOLES CORED	EACH	100	56	44
	X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	1596	1596	
	X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.35	0.35	
	X4421791	CLASS D PATCHES, TYPE IV, 12 INCH (SPECIAL)	SQ YD	77	77	
	X5537500	STORM SEWERS TO BE CLEANED 6"	FOOT	60	60	

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE 100% STATE URBAN 0044 S.N. 016-7500	CONSTRUCTION CODE 100% STATE URBAN 0044 S.N. 016-7501
	58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	59	59	
	X7011015	TRAFFIC CONTROL AND PROTECTION (EXPRESSWAYS)	L SUM	1	0.5	0.5
	X7030005	TEMPORARY PAVEMENT MARKING REMOVAL	SQ FT	356	356	
	X7040010	TEMPORARY CONCRETE BARRIER (SPECIAL)	FOOT	175	175	
	X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	30	30	
	Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	3.9		3.9
	Z0012755	STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	24.1	20	4.1
	Z0018500	DRAINAGE STRUCTURES TO BE CLEANED	EACH	2	2	
	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	77.1	77.1	
	Z0046306	PIPE UNDERDRAINS FOR STRUCTURES 6"	FOOT	80	80	
	Z0050100	REMOVE AND RE-ERECT EXISTING HANDRAIL	FOOT	113	113	

* SPECIALTY ITEM

MODEL: Default
FILE NAME: P:\1710-746 IDOT District 1\WO 18 I-90 @ Lawrence Design PS&E\CADD Sheets\62H73-SHT04-SOQ.dgn

HBM ENGINEERING GROUP, LLC

USER NAME = Ken.drabant	DESIGNED - KJD	REVISED -
	DRAWN - KJD	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED - RTB	REVISED -
PLOT DATE = 2/8/2019	DATE - 02/08/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
I-90 EB AT LAWRENCE AVE RAMPS

SCALE: 20.0000 ' / in. SHEET 2 OF 2 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	4
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			

REV. 3/20/19

LANDSCAPE AND EROSION SCHEDULE											
STATION	STATION	OFFSET	TOPSOIL EXCAVATION AND PLACEMENT (CU YD)	SEEDING, CLASS 2A (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	PHOSPHOROUS FERTILIZER NUTRIENT (POUND)	EROSION CONTROL BLANKET (SQ YD)	TEMPORARY EROSION CONTROL SEEDING (POUND)	TEMPORARY EROSION CONTROL BLANKET (SQ YD)	TREE REMOVAL, ACRES (SPECIAL) (ACRE)
I-90 (KENNEDY EXPRESSWAY)											
3615+78	3618+55	50' RT	57	0.15	9.5	9.5	9.5	517	33	517	0.25
3618+97	3624+26	75' RT	152	0.3	25.5	25.5	25.5	1368	84	1368	0.10
3619+86	3624+26	45' RT	112	0.3	19.0	19.0	19.0	1010	63	1010	
TOTAL			170	0.75	54	54	54	2895	180	2895	0.35

CONCRETE CURB AND GUTTER				
STATION	STATION	OFFSET	COMBINATION CURB AND GUTTER REMOVAL (FOOT)	CONCRETE CURB, TYPE B (FOOT)
ENTRANCE RAMP (RAMP 30) TO I-90				
4+16.5	5+00	LT	84	84
TOTAL			84	84

PAVEMENT SCHEDULE							
STATION	STATION	OFFSET	BITUMINOUS TACK COAT (POUND)	PROTECTIVE COAT (SQ YD)	PAVED SHOULDER REMOVAL (SQ YD)	HOT MIX ASPHALT SHOULDERS, 6" (SQ YD)	CLASS D PATCHES, TYPE IV, 12 INCH (SPECIAL) (SQ YD)
ENTRANCE RAMP (RAMP 30) TO I-90							
4+07.5	5+09.5	LT			32	32	
4+08.5	5+08.5	LT	1.6				
4+16.5	5+00.42	LT	3.9	21			77
TOTAL			5	21	32	32	77

PAVEMENT MARKING SCHEDULE						
STATION	STATION	TYPE	THERMOPLASTIC PAVEMENT MARKING LINE 8" (FOOT)	THERMOPLASTIC PAVEMENT MARKING LINE 12" (FOOT)	THERMOPLASTIC PAVEMENT MARKING LINE 24" (FOOT)	PAVEMENT MARKING REMOVAL - WATER BLASTING (SQ FT)
ENTRANCE RAMP (RAMP 30) TO I-90						
1+22	5+94	WHITE SOLID	472	470		626
1+33	5+93	WHITE SOLID	467	470		940
5+58		STOP BAR			15	30
TOTAL			939	940	15	1596

TEMPORARY CONCRETE BARRIER							
STATION	STATION	OFFSET	TEMPORARY CONCRETE BARRIER (FOOT)	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 (EACH)	BARRIER WALL REFLECTORS, TYPE C (EACH)	PINNING TEMPORARY CONCRETE BARRIER (EACH)	TEMPORARY CONCRETE BARRIER (SPECIAL) (FOOT)
ENTRANCE RAMP (RAMP 30) TO I-90							
3+26	5+26	LT	200	1	16	30	112.5
I-90 (KENNEDY EXPRESSWAY)							
3612+88	3624+26	LT	1138	1	92		62.5
TOTAL			1337.5	2	108	30	175

TEMPORARY PAVEMENT MARKING SCHEDULE					
STATION	STATION	TYPE	PAVEMENT MARKING TAPE, TYPE IV 4" (FOOT)	PAVEMENT MARKING TAPE, TYPE IV 24" (FOOT)	TEMPORARY PAVEMENT MARKING REMOVAL (SQ FT)
ENTRANCE RAMP (RAMP 30) TO I-90					
1+22	1+66	WHITE SOLID	170		28
1+66	3+00	WHITE SOLID	544		90
3+00	5+26	WHITE SOLID	882		148
5+26	7+00	WHITE SOLID	350		58
5+58		WHITE SOLID		32	32
TOTAL			1946	32	356

GUARDRAIL SCHEDULE					
STATION	STATION	OFFSET	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS (FOOT)	GUARDRAIL REMOVAL (FOOT)	GUARDRAIL REFLECTORS, TYPE B (EACH)
ENTRANCE RAMP (RAMP 30) TO I-90					
4+08.5	5+08.5	LT	100	100	4
TOTAL	TOTAL		100	100	4

AGGREGATE BASE COURSE SCHEDULE				
STATION	STATION	OFFSET	AGGREGATE SUBGRADE IMPROVEMENT 12" (SQ YD)	AGGREGATE BASE COURSE, TYPE B 6" (SQ YD)
ENTRANCE RAMP (RAMP 30) TO I-90				
4+07.5	5+09.5	LT		32
4+16.5	5+00	LT	91	
TOTAL			91	32

INLET FILTERS SCHEDULE		
STATION	OFFSET	INLET FILTERS (EACH)
ENTRANCE RAMP (RAMP 30) TO I-90		
3+06	0' LT	1
5+06	0' LT	1
6+80	0' LT	1
8+45	2' LT	1
9+04	7' RT	1
10+99	10' LT	1
I-90 (KENNEDY EXPRESSWAY)		
3613+85	48' RT	1
3614+30	48' RT	1
3617+04	48' RT	1
3618+37	49' RT	1
3621+01	45' LT	1
3623+00	47' RT	1
3625+00	37.5' RT	1
TOTAL		13

EARTH EXCAVATION AND EMBANKMENT						
STATION	STATION	EARTH EXCAVATION (CU YD)	STRUCTURE EXCAVATION (CU YD)	EARTH AND STRUCTURE EXCAVATION ADJUSTED FOR SHRINKAGE (15%) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
ENTRANCE RAMP (RAMP 30) TO I-90						
4+26	4+90	107	62	144	119	25

STORM SEWER SCHEDULE			
STATION	OFFSET	STORM SEWERS TO BE CLEANED, 6" (FOOT)	DRAINAGE STRUCTURES TO BE CLEANED (EACH)
ENTRANCE RAMP (RAMP 30) TO I-90			
5+20	LT	60	1
10+20	LT		1
TOTAL		60	2

Accurate GROUP, INC.

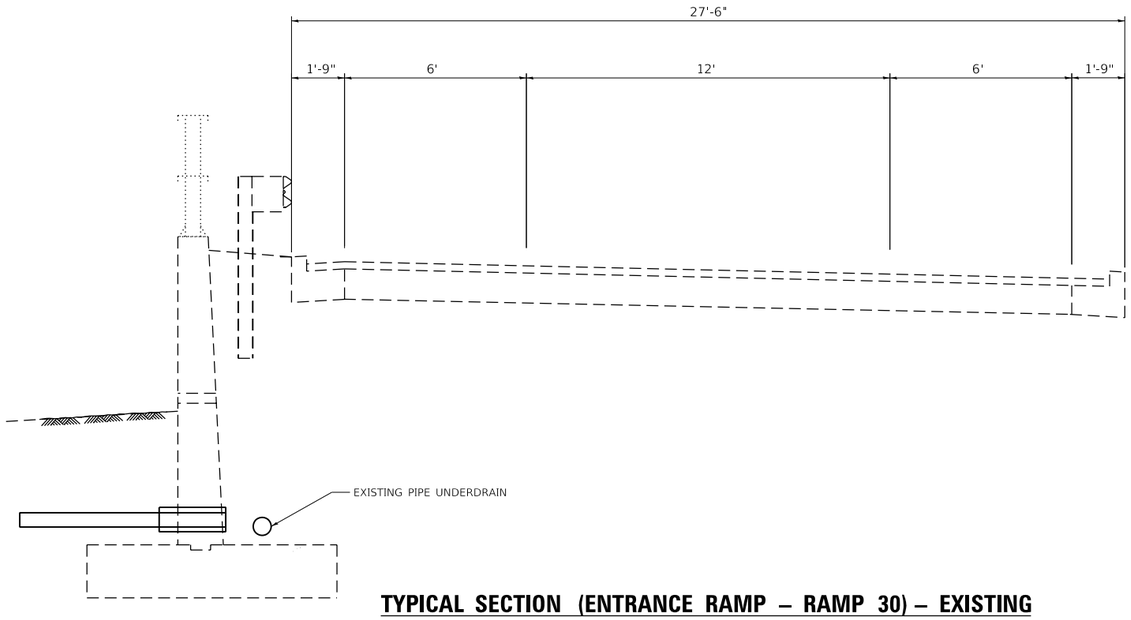
USER NAME = johnn	DESIGNED - AB	REVISED -	
	DRAWN - JN	REVISED -	
PLOT SCALE = 2.0000 ' / in.	CHECKED - JMT	REVISED -	
PLOT DATE = 3/13/2019	DATE - 01/28/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

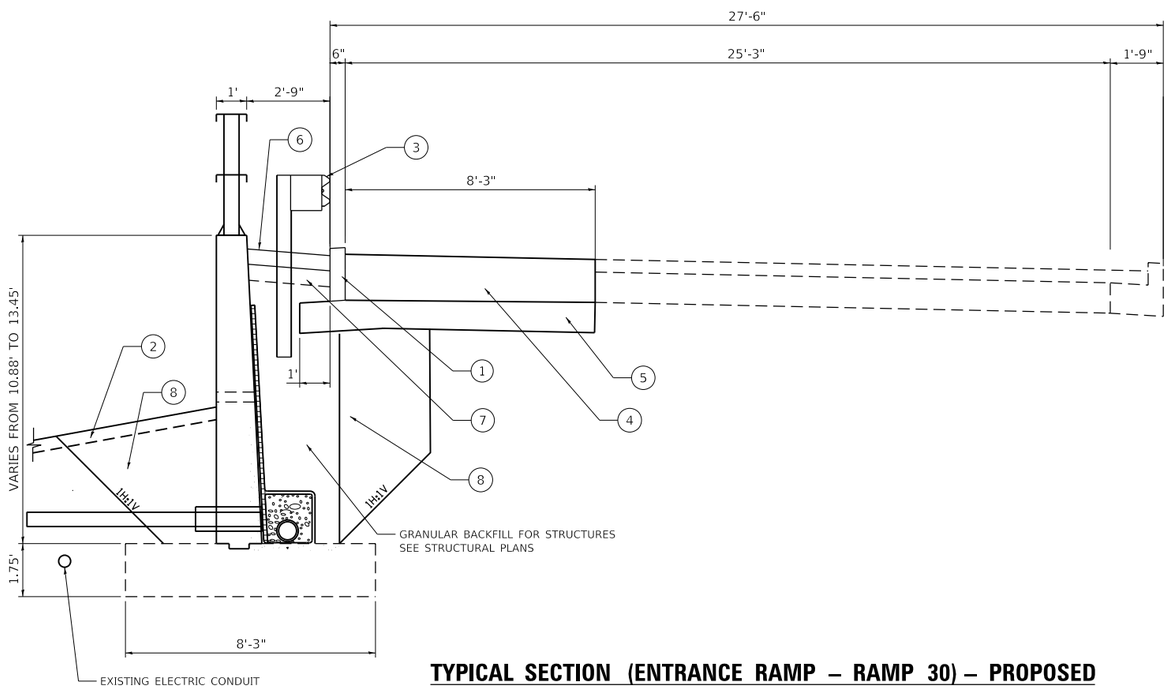
SCHEDULE OF QUANTITIES
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	5
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



TYPICAL SECTION (ENTRANCE RAMP – RAMP 30) – EXISTING



TYPICAL SECTION (ENTRANCE RAMP – RAMP 30) – PROPOSED

LEGEND

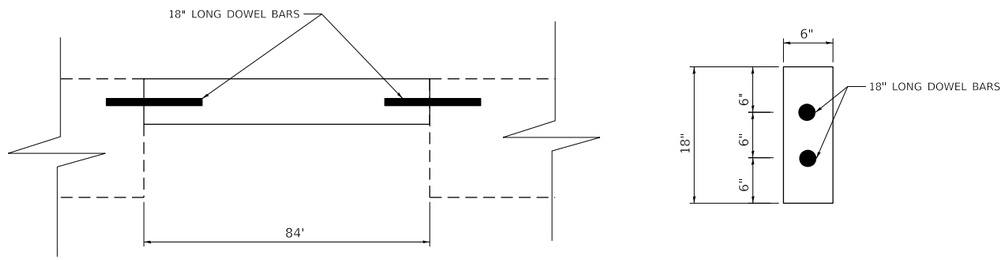
1. PROPOSED CONCRETE CURB, TYPE B
2. PROPOSED TOPSOIL EXCAVATION AND PLACEMENT & SEEDING, CLASS 2A
3. PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
4. PROPOSED CLASS D PATCHES, TYPE IV, 12 INCH (SPECIAL)
5. PROPOSED AGGREGATE SUBGRADE IMPROVEMENT, 12 INCH
6. PROPOSED HOT-MIX ASPHALT SHOULDERS, 6"
7. PROPOSED AGGREGATE BASE COURSE, TYPE B, 6"
8. PROPOSED EMBANKMENT

HOT–MIX ASPHALT MIXTURE REQUIREMENTS

OPERATION	MIXTURE TYPE	AIR VOIDS @ Ndes	QUALITY MANAGEMENT PROGRAM (QMP)
CLASS D PATCHES, 12" (SPECIAL)	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5mm), TOP 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm	4% @ 70 GYR. 4% @ 70 GYR.	QC/QA QC/QA
HOT-MIX ASPHALT SHOULDERS, 6"	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5mm), 2" HOT-MIX ASPHALT BINDER COURSE, IL-19.0mm, N70, 4"	4% @ 70 GYR. 4% @ 70 GYR.	QC/QA QC/QA
QMP DESIGNATIONS: QUALITY CONTROL/QUALITY ASSURANCE (QC/QA); QUALITY CONTROL FOR PERFORMANCE (QFP); PAY FOR PERFORMANCE (PFP)			

NOTES

1. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.
2. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN
3. THE "AC TYPE" FOR POLYMERIZED HMA MIXTURES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
4. FOR USE OF RECYCLED MATERIALS SEE DISTRICT ONE SPECIAL PROVISIONS.



CONCRETE CURB, TYPE B DETAIL

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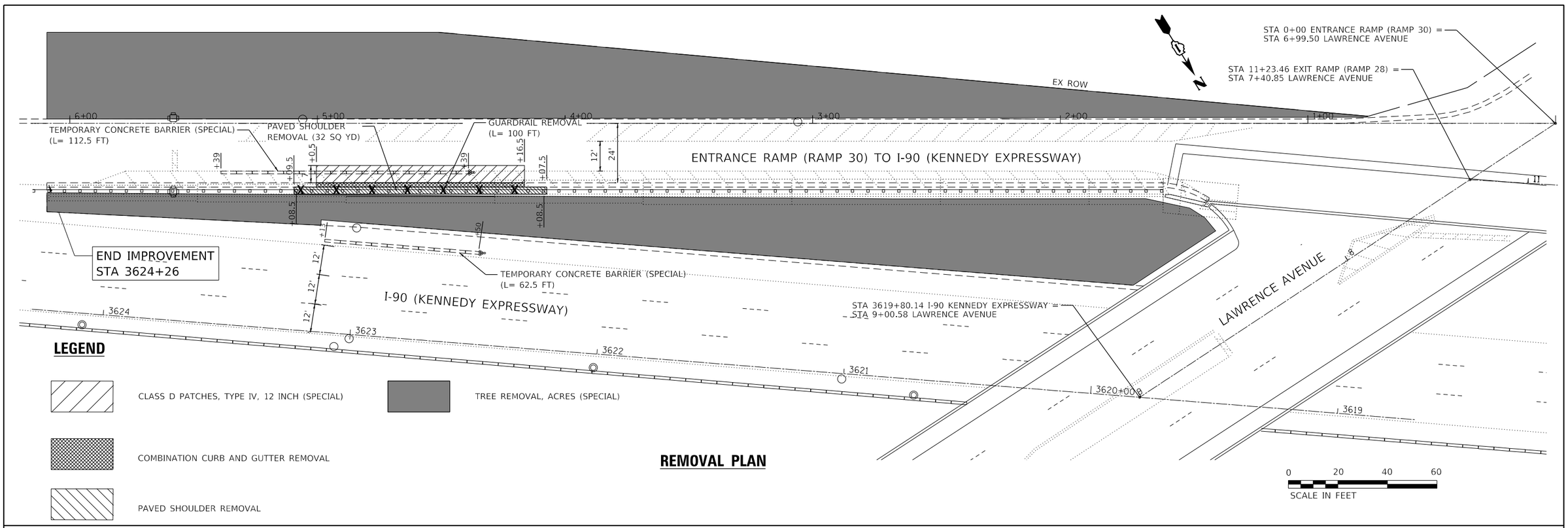
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

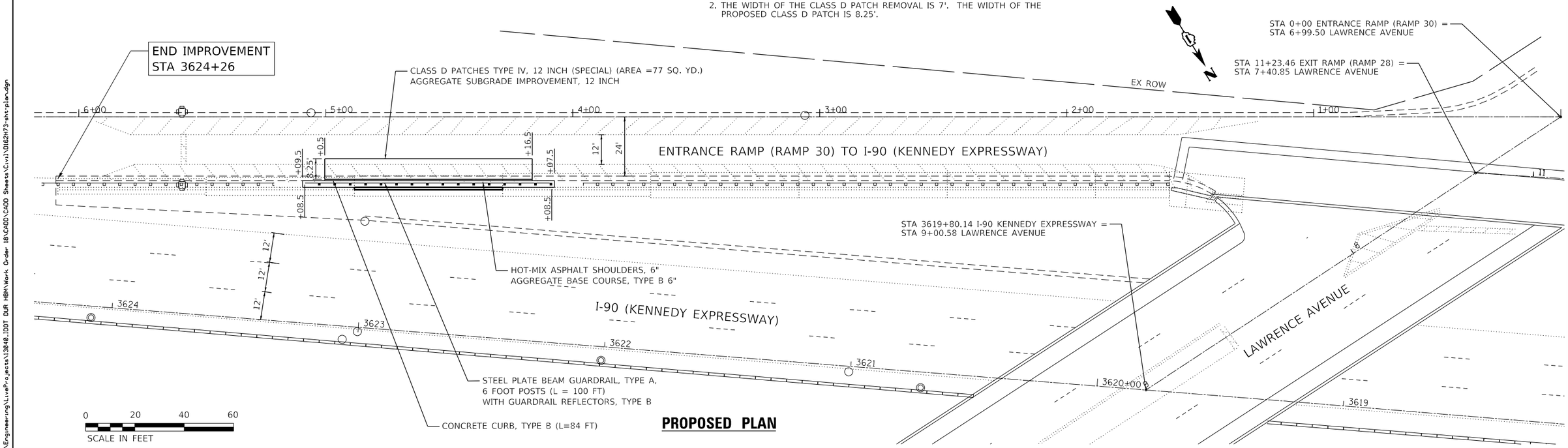
TYPICAL SECTION - ENTRANCE RAMP - RAMP 30
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	6
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



NOTES:
1. SEE REMOVAL AND PROPOSED PLAN-II FOR BEGIN IMPROVEMENT LIMITS
2. THE WIDTH OF THE CLASS D PATCH REMOVAL IS 7'. THE WIDTH OF THE PROPOSED CLASS D PATCH IS 8.25'.



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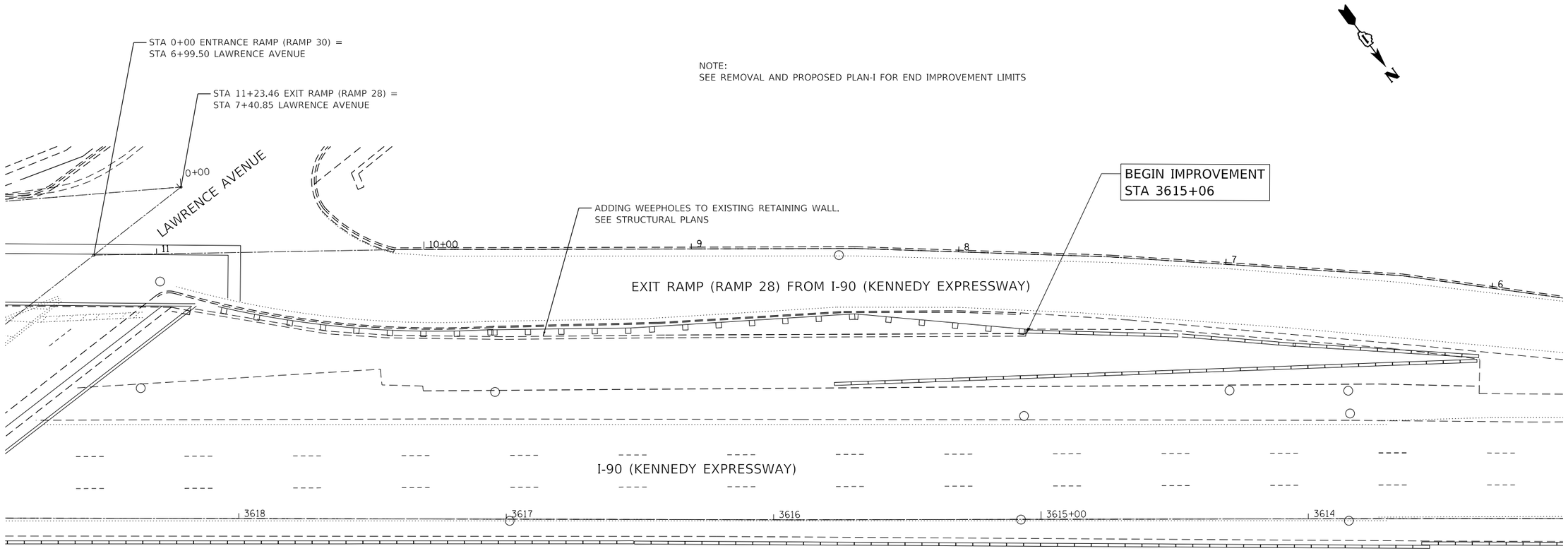
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL AND PROPOSED PLAN-I
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	7
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



PROPOSED PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL AND PROPOSED PLAN-II
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	8
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

1. THE PERMANENT TRAFFIC CONTROL DEPICTED HEREIN IS THE MINIMUM REQUIREMENT. ADDITIONAL TRAFFIC CONTROL DEVICES AS SPECIFIED IN THE HIGHWAY STANDARDS AS SHOWN IN THE INDEX OF SHEETS AND THE SPECIAL PROVISIONS SHALL BE PLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. ALL TRAFFIC CONTROL DEVICES SHALL BE CONSIDERED INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS) UNLESS OTHERWISE INDICATED WITHIN THESE GENERAL NOTES, PLANS OR SPECIAL PROVISIONS.

2. TRAFFIC CONDITIONS, ACCIDENTS, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE ENGINEER TO RESTRICT, MODIFY OR REMOVE LANE CLOSURES OR CHANNELIZATION SHOWN IN THE PLANS. THE CONTRACTOR SHALL PROMPTLY RESPOND AT THE TIME OF NOTIFICATION BY THE ENGINEER FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES.

3. DRUMS OR TYPE II BARRICADES SHALL BE PROVIDED AS SHOWN IN THE PLANS AND SPACED 50 FEET CENTER TO CENTER IN TANGENTS, 20 FEET CENTER TO CENTER IN TAPERS, AND 10 FEET CENTER TO CENTER IN RADII IN THE CONSTRUCTION WORK ZONE.

4. ALL EXISTING SIGNS THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN SHALL BE COVERED OR REMOVED IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS.

5. THE CONTRACTOR SHALL FURNISH, INSTALL, MAINTAIN AND REMOVE ALL SIGNS AND SIGN SUPPORTS REQUIRED FOR TRAFFIC CONTROL AND PROTECTION.

6. ALL "ROAD CONSTRUCTION AHEAD", AND "SHOULDER CLOSED AHEAD", SIGNS SHALL BE EQUIPPED WITH MONO-DIRECTIONAL TYPE A AMBER FLASHING LIGHTS.

7. THE CONTRACTOR SHALL CONTACT THE DISTRICT ONE ARTERIAL TRAFFIC CONTROL SUPERVISOR KALPANA.KANNAN-HOSADURGA@ILLINIOIS.GOV A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING OF WORK.

8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING LABOR, SIGNS AND TRAFFIC CONTROL DEVICES NECESSARY FOR THE MAINTENANCE OF TRAFFIC UNLESS NOTED OTHERWISE IN THE SPECIAL PROVISIONS.

9. ALL TRAFFIC CONTROL DEVICES SHALL BE REMOVED, COVERED OR TURNED AWAY FROM THE TRAFFIC IMMEDIATELY WHEN THEY ARE NO LONGER NECESSARY. WHEN A SIGN IS COVERED, ITS POST SHALL HAVE A REFLECTIVE 3" x 6" DELINEATOR INSTALLED. COST OF THE DELINEATOR IS INCLUDED IN TRAFFIC CONTROL AND PROTECTION, (EXPRESSWAYS).

10. LANES MAY ONLY BE CLOSED DURING THE ALLOWABLE HOURS LISTED IN THE KEEPING THE EXPRESSWAYS OPEN TO TRAFFIC SPECIAL PROVISION.

11. THE CONTRACTOR SHALL BE REQUIRED TO MAINTAIN TRAFFIC IN ACCORDANCE WITH THE TRAFFIC CONTROL PLANS, SPECIAL PROVISIONS, APPLICABLE STATE STANDARDS, AND AS DIRECTED BY THE ENGINEER. ANY CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PRIOR TO IMPLEMENTING ANY CHANGES.

12. THE ENGINEER SHALL BE INFORMED 48 HOURS IN ADVANCE OF ANY PROPOSED CHANGE TO THE SUGGESTED STAGES OF CONSTRUCTION AND TRAFFIC CONTROL PLAN.

13. THE CONTRACTOR SHALL PROVIDE ADEQUATE TEMPORARY DRAINAGE AND EROSION CONTROL PROTECTION DURING ALL PHASES OF CONSTRUCTION.

14. THE CONTRACTOR SHALL PLACE ONE (1) CHANGEABLE MESSAGE SIGN AT THE WEST END OF THE I-90 PROJECT LIMITS AND ONE (1) AT EACH END OF LAWRENCE AVENUE AS DIRECTED BY THE ENGINEER TO INFORM MOTORISTS OF UPCOMING CONSTRUCTION ACTIVITIES. THE MESSAGE SIGNS WITH APPROPRIATE INFORMATION SHALL BE PLACED TWO WEEKS BEFORE START OF CONSTRUCTION ACTIVITY. THIS WORK IS TO BE PAID FOR AT THE CONTRACT UNIT PRICE PER CALENDAR DAY, "CHANGEABLE MESSAGE SIGN".

15. THE CONTRACTOR SHALL REQUEST AND GAIN APPROVAL FROM THE ILLINOIS DEPARTMENT OF TRANSPORTATION'S ARTERIAL TRAFFIC OPERATIONS ENGINEER AT WWW.IDOTLCS.COM TWENTY FOUR (24) HOURS IN ADVANCE OF ALL DAILY LANE RAMP AND SHOULDER CLOSURES AND 7 DAYS IN ADVANCE OF ALL WORK WEEKS OF MONDAY THROUGH FRIDAY AND SHALL NOT INCLUDE WEEKENDS OR HOLIDAYS.

16. A MAINTENANCE OF TRAFFIC PLAN SHALL BE SUBMITTED TO THE DISTRICT ONE EXPRESSWAYS TRAFFIC CONTROL SUPERVISOR 14 DAYS IN ADVANCE OF STAGE CHANGES OR LANE CLOSURES. THE MAINTENANCE OF TRAFFIC PLAN SHALL INCLUDE, BUT NOT BE LIMITED TO LANE CLOSURES, EXISTING GEOMETRICS, AND EQUIPMENT AND MATERIAL LOCATIONS.

17. TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE PLACED AS INDICATED IN THE PLANS. FURNISHING AND INSTALLING TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS SHALL BE IN ACCORDANCE WITH IDOT SPECIAL PROVISIONS, IDOT HIGHWAY STANDARDS, STANDARD SPECIFICATIONS, AND AS DIRECTED BY THE ENGINEER.

18. IMMEDIATELY AFTER THE COMPLETION OF CONSTRUCTION, THE CONTRACTOR SHALL RESTORE ALL PERMANENT PAVEMENT MARKINGS, SIGNS, AND OTHER TRAFFIC CONTROL DEVICES THAT WERE COVERED, IF THEY WERE REMOVED, DAMAGED, OR OTHERWISE AFFECTED BY CONSTRUCTION. THE COST TO REPAIR ANY DAMAGES WILL BE BORNE BY THE CONTRACTOR AND NOT BE THE RESPONSIBILITY OF THE DEPARTMENT.

19. TEMPORARY CONCRETE BARRIER WALL SHALL BE CONTINUOUSLY PINNED TO THE PAVEMENT IN ACCORDANCE WITH IDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION WHERE A 3.5 FOOT CLEAR ZONE FREE FROM DROP-OFFS, FIXED OBJECTS, OR OTHER OBSTACLES CANNOT BE PROVIDED BEHIND THE WALL. LIMITS OF PINNING ARE SHOWN IN THE SUGGESTED MAINTENANCE OF TRAFFIC PLANS.

SEQUENCE OF CONSTRUCTION

THE FOLLOWING SEQUENCE OF CONSTRUCTION AND MAINTENANCE OF TRAFFIC IS SUGGESTED, VARIATIONS MAY BE MADE WITH THE APPROVAL OF THE ENGINEER. FOR EACH STAGE OF CONSTRUCTION, PROVIDE TRAFFIC CONTROL AS SHOWN ON THE MAINTENANCE OF TRAFFIC PLANS. COORDINATE INSTALLATION OF TRAFFIC CONTROL DEVICES WITH THE EXISTING TRAFFIC PATTERNS AT LAWRENCE AVENUE, EB ENTRANCE RAMP TO I-90 AND I-90 (KENNEDY EXPRESSWAY). THE IMPROVEMENT WILL BE CONSTRUCTED USING RAMP CLOSURES AND LANE SHIFTS ON THE ENTRANCE RAMP, ALONG WITH SHOULDER CLOSURES ON I-90 PER DISTRICT STANDARDS TC-08 AND TC-17 AND HIGHWAY STANDARDS 701101, 701106, 701428, 701901. ANY LANE CLOSURES ON I-90 WILL BE MADE UTILIZING HIGHWAY STANDARDS 701400, 701401, AND 701446.

STAGE IA: EB ENTRANCE RAMP TO I-90 FROM LAWRENCE AVENUE AND I-90 (KENNEDY EXPRESSWAY)

1. INSTALL PORTABLE CHANGEABLE MESSAGE SIGNS AS DIRECTED BY THE ENGINEER.
2. INSTALL EROSION CONTROL DEVICES AS PER THE EROSION CONTROL PLANS.
3. SALVAGE EXISTING STATE-OWNED TEMPORARY CONCRETE BARRIER.

STAGE IB: EB ENTRANCE RAMP TO I-90 FROM LAWRENCE AVENUE

1. INSTALL AND MAINTAIN TRAFFIC CONTROL AND PROTECTION AS PER HIGHWAY STANDARD TC-08 TO CLOSE THE ENTRANCE RAMP TO I-90 FROM LAWRENCE AVENUE.
2. INSTALL TEMPORARY SHEET PILING AS SHOWN IN STRUCTURAL PLANS.
3. REMOVE TEMPORARY CONTROL DEVICES AND SIGNS USED FOR RAMP CLOSURE.

STAGE IC: EB ENTRANCE RAMP TO I-90 FROM LAWRENCE AVENUE AND I-90 (KENNEDY EXPRESSWAY)

1. INSTALL AND MAINTAIN TRAFFIC CONTROL AND PROTECTION AS PER MAINTENANCE OF TRAFFIC PLANS FOR EB ENTRANCE RAMP.
2. REMOVE THE EXISTING CONFLICTING PAVEMENT MARKING AND INSTALL TEMPORARY PAVEMENT MARKING ON ENTRANCE RAMP TO I-90 AND SHIFT THE TRAFFIC ON TO THE SHOULDER.
3. INSTALL AND MAINTAIN TRAFFIC CONTROL AND PROTECTION AS PER DISTRICT STANDARD TC-17 FOR OUTSIDE SHOULDER CLOSURE ON EB I-90 (KENNEDY EXPRESSWAY) FOR 24 HOURS PER DAY DURING THE DURATION OF CONSTRUCTION.
4. REMOVE GUARDRAIL ON ENTRANCE RAMP TO I-90 AS PER PLANS.
5. REMOVE AND RECONSTRUCT THE SE RETAINING WALL PANEL 6 STEM AND ADD NEW WEEP HOLES ON SW RETAINING WALL.
6. REMOVE AND RECONSTRUCT THE HMA PATCH ON ENTRANCE RAMP TO I-90 AS PER PLANS.
7. REINSTALL GUARDRAIL AS PER PLANS

STAGE ID: EB ENTRANCE RAMP TO I-90 FROM LAWRENCE AVENUE AND I-90 (KENNEDY EXPRESSWAY)

1. REMOVE TEMPORARY PAVEMENT MARKING AND INSTALL PERMANENT MARKING AS PER PLANS.
2. REOPEN THE SHOULDERS TO TRAFFIC AND REMOVE TEMPORARY EROSION CONTROL AND TEMPORARY TRAFFIC CONTROL DEVICES.
3. COMPLETE ROADSIDE RESTORATION AS PER PLANS.

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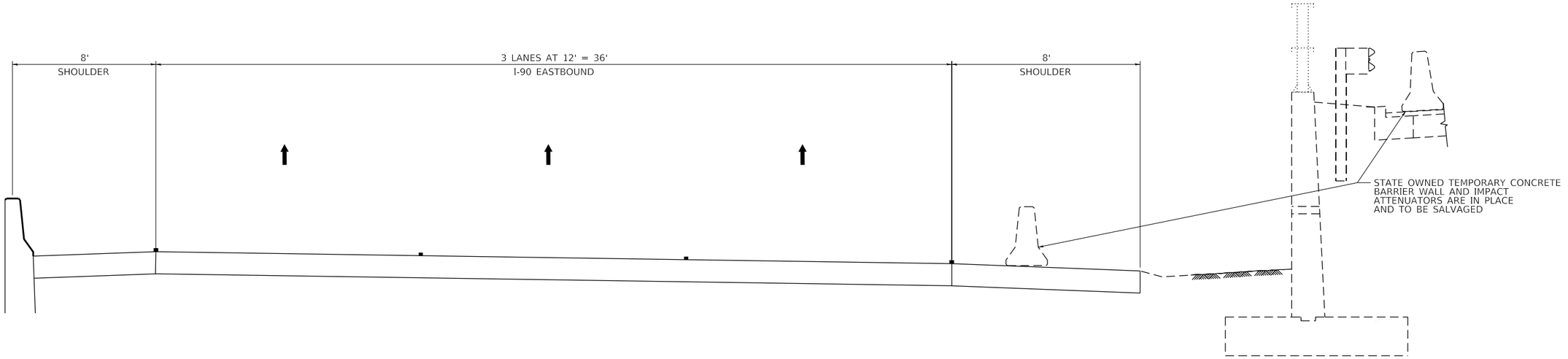
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

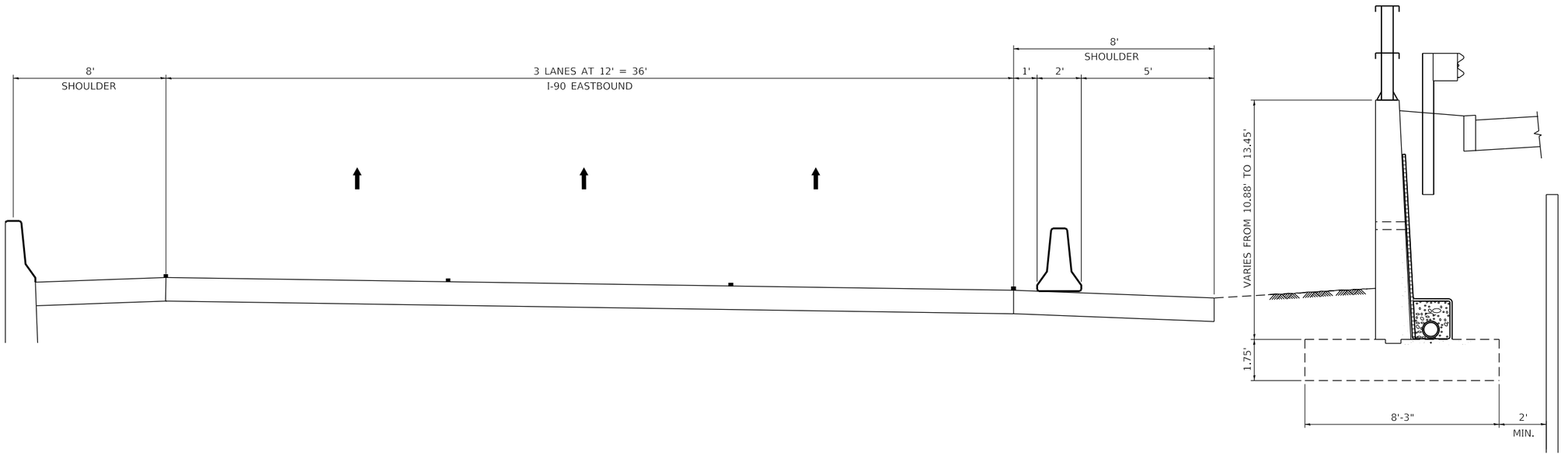
SUGGESTED MAINTENANCE OF TRAFFIC - GENERAL NOTES
I-90 AT LAWRENCE AVE.

SCALE: | SHEET 1 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	9
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



EXISTING – TYPICAL SECTION (I–90)



MAINTENANCE OF TRAFFIC TYPICAL SECTION (I–90)

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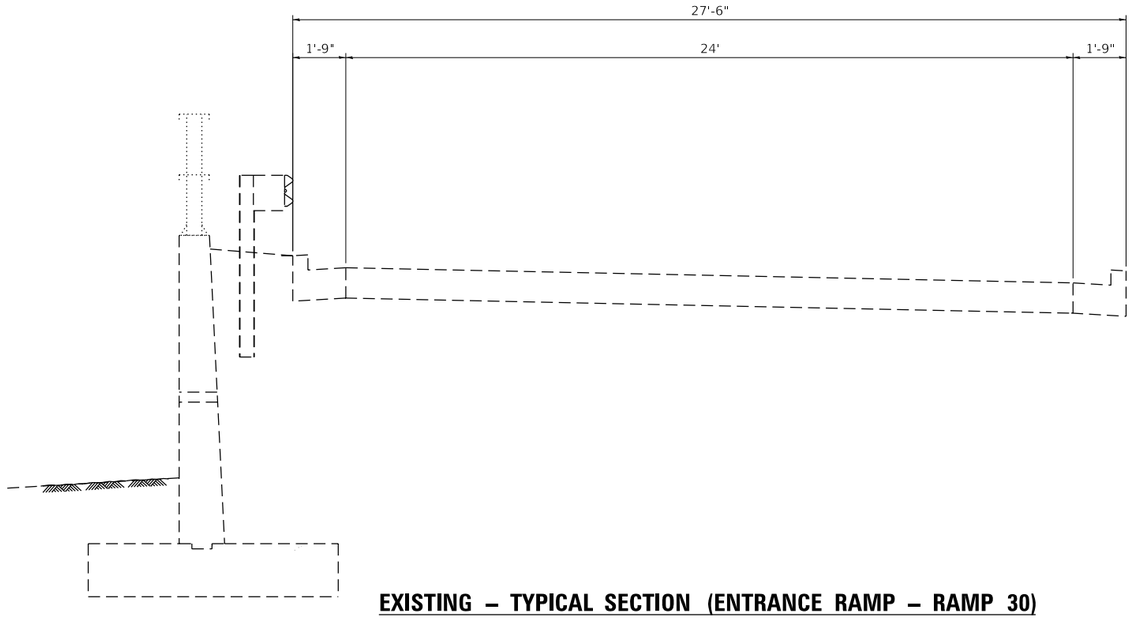
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC TYPICAL SECTION - I-90
I-90 AT LAWRENCE AVE.

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	10
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



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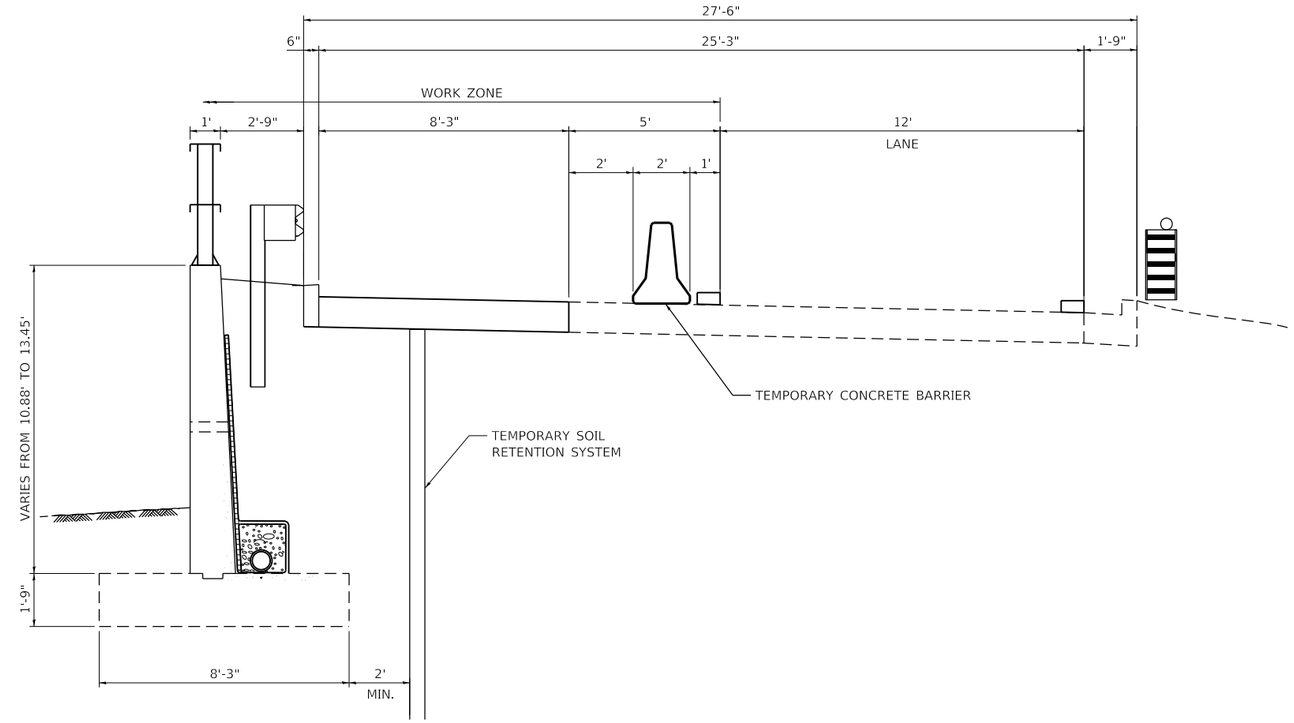

MAINTENANCE OF TRAFFIC TYPICAL SECTION (ENTRANCE RAMP – RAMP 30)

LEGEND

DRUMS OR TYPE II BARRICADES

TEMPORARY CONCRETE BARRIER

PAVEMENT MARKING TYPE IV

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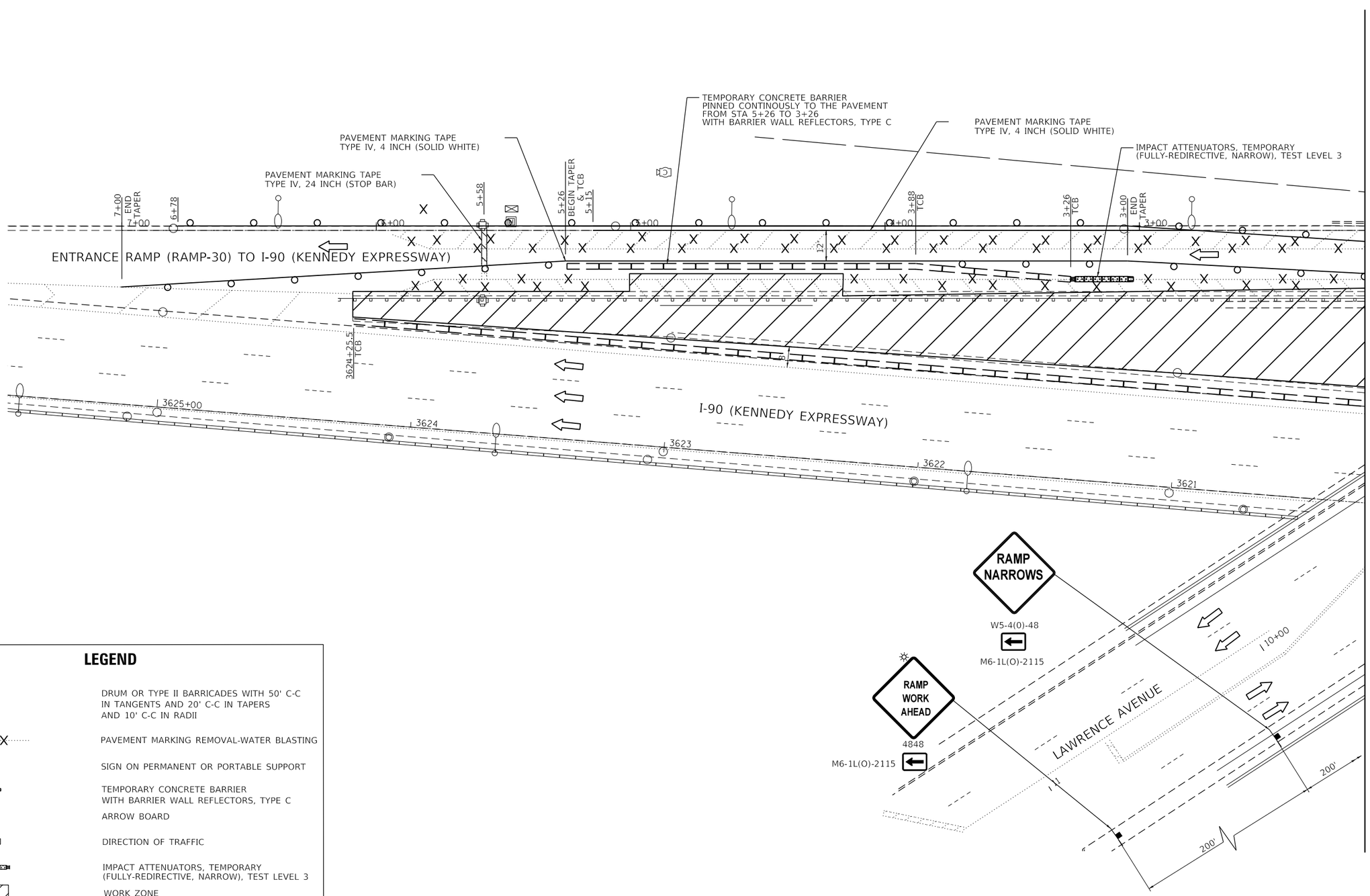
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC TYPICAL SECTION - ENTRANCE RAMP
I-90 AT LAWRENCE AVE.

SCALE: | SHEET 3 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	11
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



LEGEND

- DRUM OR TYPE II BARRICADES WITH 50' C-C IN TANGENTS AND 20' C-C IN TAPERS AND 10' C-C IN RADII
- PAVEMENT MARKING REMOVAL-WATER BLASTING
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
- ARROW BOARD
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3
- WORK ZONE

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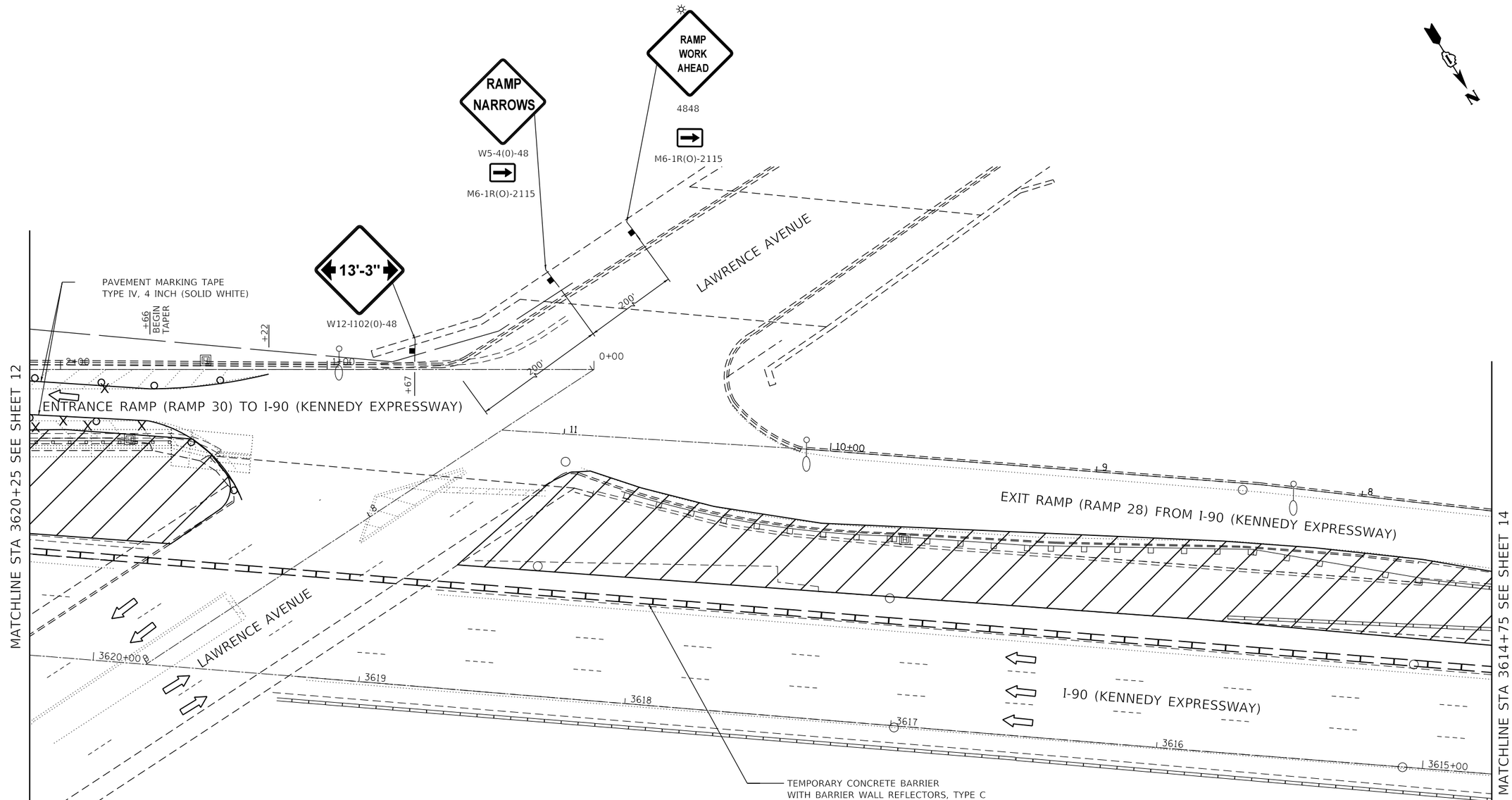
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MINTENANCE OF TRAFFIC PLANS - I
I-90 AT LAWRENCE AVE.

SCALE: | SHEET 4 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	12
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



LEGEND

DRUM OR TYPE II BARRICADES WITH 50' C-C IN TANGENTS AND 20' C-C IN TAPERS AND 10' C-C IN RADII	ARROW BOARD
PAVEMENT MARKING REMOVAL-WATER BLASTING	DIRECTION OF TRAFFIC
SIGN ON PERMANENT OR PORTABLE SUPPORT	IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW), TEST LEVEL 3
TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C	WORK ZONE

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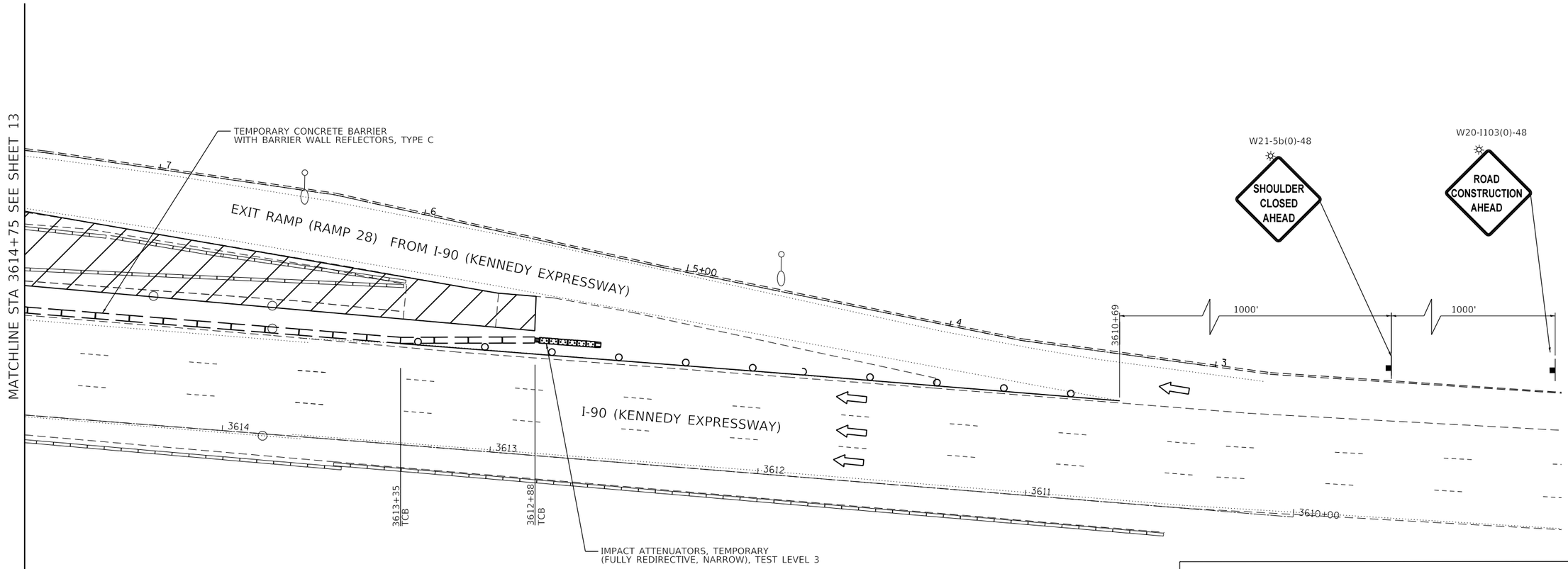
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC PLANS - II
I-90 AT LAWRENCE AVE.

SCALE: | SHEET 5 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	13
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



LEGEND

- DRUM OR TYPE II BARRICADES WITH 50' C-C IN TANGENTS AND 20' C-C IN TAPERS AND 10' C-C IN RADII
- PAVEMENT MARKING REMOVAL-WATER BLASTING
- SIGN ON PERMANENT OR PORTABLE SUPPORT
- TEMPORARY CONCRETE BARRIER WITH BARRIER WALL REFLECTORS, TYPE C
- ARROW BOARD
- DIRECTION OF TRAFFIC
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3
- WORK ZONE
- DIRECTIONAL INDICATOR BARRICADES AT 20' C-C

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUGGESTED MAINTENANCE OF TRAFFIC PLANS - III
I-90 AT LAWRENCE AVE.

SCALE: | SHEET 6 OF 6 SHEETS | STA. | TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	14
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			

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EROSION AND SEDIMENT CONTROL GENERAL NOTES

1. ALL CONTROL MEASURES NECESSARY MUST MEET THE MINIMUM REQUIREMENTS AS DESCRIBED IN THE LATEST EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. ADDITIONAL DETAILS AND BMPs ARE ALSO AVAILABLE AND CAN BE UTILIZED AS SHOWN IN THE ILLINOIS URBAN MANUAL, REVISED TO LATEST VERSION AS AMENDED. ALL ESC MEASURES WILL BE MAINTAINED IN ACCORDANCE WITH THE IDOT EROSION AND SEDIMENT CONTROL FIELD GUIDE FOR CONSTRUCTION INSPECTION AND IDOT'S BEST MANAGEMENT PRACTICES - MAINTENANCE GUIDE: (HTTP://WWW.IDOT.ILLINOIS.GOV/TRANSPORTATION-SYSTEM/ENVIRONMENT/EROSION-AND-SEDIMENT-CONTROL).

2. ALL THE SOIL EROSION AND SEDIMENT CONTROL FEATURES MUST BE CONSTRUCTED PRIOR TO THE COMMENCEMENT OF UPLAND DISTURBANCE. SOIL DISTURBANCE MUST BE PHASED OR ENACTED IN SUCH A MANNER AS TO MINIMIZE EROSION. SOIL STABILIZATION MEASURES MUST CONSIDER THE TIME OF YEAR, SITE CONDITIONS AND THE USE OF TEMPORARY AND/OR PERMANENT MEASURES.

3. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO ENSURE THAT SEDIMENT TRANSPORT OFF THE SITE IS REDUCED BY A COMBINATION OF MINIMIZATION OF EROSION AT THE SOURCE AND THE INSTALLATION OF SPECIFIC MEASURES TO CONTROL OR REDUCE THE TRANSPORT OF SEDIMENT. A COPY OF THE EROSION AND SEDIMENT CONTROL SCHEDULE BEING IMPLEMENTED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER, WILL BE ON THE CONSTRUCTION SITE AT ALL TIMES.

4. ALL RUNOFF ORIGINATING ON DISTURBED AREAS ASSOCIATED WITH THIS PROJECT WILL PASS THROUGH ONE OR MORE MEASURES THAT WILL MINIMIZE THE OFF-SITE SEDIMENT IMPACTS OF THE CONSTRUCTION ACTIVITIES.

5. DISTURBED AREAS ARE TO BE PROTECTED FROM EROSION IN A TIMELY MANNER. UPON COMPLETION OF GRADING OR CONSTRUCTION ACTIVITY, THE AREA WILL BE STABILIZED (USING PERMANENT MEASURES WHEN POSSIBLE).

6. THE CONTRACTOR MUST CLEAN UP, GRADE THE WORK AREA AS THE PROJECT PROGRESSES AND INSTALL EROSION PROTECTION TO ELIMINATE THE CONCENTRATION OF RUNOFF, OR MUST INSTALL APPROPRIATE SEDIMENT CONTROL DEVICES TO TRAP SEDIMENT. PAVEMENT MUST BE CLEANED DAILY OR AS NECESSARY TO REMOVE EARTHEN MATERIAL TO THE SATISFACTION OF THE ENGINEER OR AUTHORIZED IDOT PERSONNEL.

7. STABILIZATION OF CUT OR FILL SLOPES WITH TEMPORARY OR PERMANENT EROSION CONTROL MEASURES IS REQUIRED WHENEVER THE CUT OR FILL ACTIVITY REACHES 10-FT VERTICALLY OR THE FINISHED SLOPE EQUALS 30-FT, WHICHEVER IS MORE RESTRICTIVE. ONCE THE STABILIZATION MEASURES ARE INSTALLED, THE PLACEMENT OF FILL OR EXCAVATION ACTIVITIES ARE ALLOWED TO PROCEED.

8. THE CONTRACTOR WILL ASSUME RESPONSIBILITY FOR MAINTENANCE OF ALL SOIL EROSION CONTROL DURING CONSTRUCTION. THE CONTRACTOR SHALL DESIGNATE ONE OF HIS EMPLOYEES TO BE RESPONSIBLE FOR IMPLEMENTATION OF THE EROSION AND SEDIMENT CONTROL PLAN ON ALL DISTURBED AREAS THROUGHOUT THE PROJECT.

9. THE CONTRACTOR'S REPRESENTATIVE HAS TO BE KNOWLEDGEABLE ABOUT INSTALLATION AND MAINTENANCE OF THE REQUIRED MEASURES AND HAVE TAKEN AN ILLINOIS DEPARTMENT OF TRANSPORTATION OR APPROVED EQUAL EROSION AND SEDIMENT CONTROL COURSE. THIS PERSON SHALL HAVE THE AUTHORITY TO CARRY OUT THE IMPLEMENTATION OF ANY INSTRUCTION CONCERNING THE EROSION AND SEDIMENT CONTROL PLAN PROVIDED BY THE ENGINEER. THIS INDIVIDUAL AND THE ENGINEER MUST MAKE INSPECTIONS A MINIMUM OF ONCE EVERY SEVEN DAYS OF THE FOLLOWING:

   A. DISTURBED AREAS OF THE PROJECT SITE THAT HAVE NOT BEEN FULLY STABILIZED.
   B. STRUCTURAL CONTROL MEASURES (SUCH AS PERIMETER EROSION BARRIER, ETC.)
   C. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE PROJECT SITE.
   D. AN ADDITIONAL INSPECTION OF THE ITEMS LISTED ABOVE MUST BE MADE 24-HOURS AFTER A RAINFALL OR EQUIVALENT SNOWFALL EVENT GREATER THAN 0.5-INCH. DURING WINTER MONTHS, ALL MEASURES MUST BE CHECKED BY THE CONTRACTOR AFTER EACH SIGNIFICANT SNOWMELT.

10. ALL THE EROSION AND SEDIMENT CONTROL MEASURES SHALL BE MAINTAINED DURING THE CONSTRUCTION SEASON, AS WELL AS OVER THE WINTER SHUTDOWN PERIOD AND OTHER DAYS WHEN THE PROJECT IS CLOSED DOWN FOR A LONGER DURATION. ANY CONTROL MEASURES FILLED MORE THAN 75% MUST BE CLEANED AND RESET AND THESE SPOILS REMOVED TO AN APPROVED SITE.

11. SALVAGED TOPSOIL SHALL BE PLACED ON WELL DRAINED LAND AWAY FROM INTERMITTENT AND ACTIVE DRAINAGE PATHS WITH THE APPROPRIATE RUNOFF CONTROL AND SEDIMENT CONTROL MEASURES INSTALLED AROUND THE STORAGE SITE. IMMEDIATELY AFTER THE FINAL SHAPING OF THE STOCKPILE, THE TOPSOIL WILL BE STABILIZED IN ACCORDANCE WITH THE METHOD APPROVED BY IDOT. THE CONTRACTOR WILL PROVIDE ADEQUATE QUANTITY OF SILT FENCE TO CONTROL THE PERIMETER OF THE STOCKPILE.

12. EXCAVATION TO BE USED FOR EMBANKMENTS SHALL NOT BE STOCKPILED UNLESS PERIMETER CONTROLS ARE UTILIZED. WHEN THIS MATERIAL IS STOCKPILED FOR THE CONVENIENCE OF THE CONTRACTOR, THE COST OF THE CONTROLS WILL BE BORNE BY THE CONTRACTOR. IF THE MATERIAL IS STOCKPILED AT THE DIRECTION OF THE ENGINEER, THE DEPARTMENT WILL ASSUME THE COST OF INSTALLING AND MAINTAINING THE CONTROLS.

13. IF AND/OR WHEN THE CONTRACTOR REQUESTS CHANGE TO POSTPONE COMPLETION OF THE EXCAVATION OF A SPECIFIC AREA AS A CONTINUOUS OPERATION AND PLACING THE TOPSOIL AS DEFINED IN THE STANDARD SPECIFICATIONS, THE ENGINEER MAY ALLOW THE CONTRACTOR TO STABILIZE THE AREA USING TEMPORARY STABILIZATION WITH STRAW MULCH 25 FEET AWAY FROM THE SHOULDER OF THE ROAD PROVIDED THE FOLLOWING CONDITIONS ARE MET:

    A. ALL AREAS BEING STABILIZED ARE 1:3 SLOPES OR FLATTER
    B. THE CONTRACTOR BEARS THE COST OF PREPARING THE SEED BED AND STABILIZING THE AREA WITH TEMPORARY STABILIZATION WITH MULCH METHOD 2.
    C. ALL REQUIRED SEDIMENT CONTROL MEASURES FOR THE SECTION OF ROAD IN QUESTION HAVE BEEN INSTALLED AND ARE BEING MAINTAINED.

14. TOPSOIL PLACEMENT:
    TOPSOIL WILL BE PLACED ON FINAL SLOPES WHICH WILL NOT BE DISTURBED BY FUTURE CONSTRUCTION. TOPSOIL WILL NOT BE PLACED ON SURFACES WHICH WILL BE PAVED IN THE FUTURE NOR ON TEMPORARY STEEP SLOPES.

15. IN AREAS WHERE A PERMANENT VEGETATIVE COVER IS PRACTICABLE AND INCLUDED IN THE CONTRACT DOCUMENTS, A SPECIAL EFFORT SHOULD BE MADE TO ESTABLISH A COVER AS SOON AS A DISTURBED AREA IS BROUGHT TO FINAL GRADE. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR PROLONG FINAL GRADING AND SHAPING SO THAT THE ENTIRE PROJECT CAN BE PERMANENTLY SEEDED AT ONE TIME.

16. THE CONTRACTOR'S REPRESENTATIVE AND THE ENGINEER MUST KEEP A WRITTEN REPORT SUMMARIZING THE REQUIRED INSPECTIONS. THE REPORTS MUST BE KEPT AT THE SITE DURING CONSTRUCTION. THE REPORT MUST ALSO BE RETAINED FOR THREE YEARS FROM THE DATE THE SITE IS FINALLY STABILIZED.

17. ANY SEDIMENT LADEN DEWATERING DISCHARGE MUST BE DIRECTED TO AN APPROVED SEDIMENT TRAPPING CONTROL MEASURE PRIOR TO RELEASE FROM THE PROJECT SITE.

18. NO WORK IS ALLOWED BEYOND THE PERMITTED AREA. ANY WORK WITHIN A SWALE OR DITCH CAPABLE OF CONVEYING WATER MUST BE CONDUCTED IN THE DRY. PROVISIONS MUST BE MADE TO BYPASS PUMP OR DEWATER ANY AREAS IN WHICH WORK WILL BE CONDUCTED. IN HIGH FLOW CHANNELS WHERE DEWATERING IS NOT POSSIBLE OR PRACTICAL, SILT FENCE OR SEDIMENT CURTAINS MAY BE INSTALLED PARALLEL TO THE STREAM BANK. IN NO CASE WILL THE CURTAINS BE INSTALLED PERPENDICULAR TO THE FLOW. DEWATERING MUST BE DISCHARGED TO A STABLE, NON-ERODIBLE SURFACE AND IN-STREAM WORK BARRIERS MUST BE COMPOSED OF NON-ERODIBLE MATERIAL.

19. SEEDING USAGE

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

20. THE CONTRACTOR MUST COOPERATE WITH THE ENGINEER AND HIS/HER REPRESENTATIVE WHO WILL MAKE SITE VISITS TO REVIEW THE COMPLIANCE OF THE PLANS IN THE FIELD AND AUDIT IF NECESSARY. THE CONTRACTOR MUST PREPARE THE LOGS AND RECORDS WHEN REQUIRED AND SUBMIT TO IDOT AND/OR APPROPRIATE AGENCIES.

21. THE CONTRACTOR WILL PROVIDE THE ENGINEER A PLAN TO ENSURE THAT A STABILIZED FLOW LINE WILL BE PROVIDED DURING STORM SEWER CONSTRUCTION. THIS IS IMPORTANT WHERE NEW STORM SEWER CONNECTS TO EXISTING CULVERTS. THE USE OF A STABILIZED FLOW LINE BETWEEN INSTALLED STORM SEWER AND OPEN DISTURBANCE ESPECIALLY WHEN RAIN IS FORECAST, SO THAT FLOW WILL NOT BE EROSIVE WILL REDUCE THE POTENTIAL FOR THE OFFSITE DISCHARGE OF SEDIMENT-BEARING WATERS. THE LACK OF AN APPROVED PLAN OR FAILURE TO COMPLY WILL RESULT IN AN EROSION CONTROL DEFICIENCY DEDUCTION.

22. ANY LOOSE MATERIAL DEPOSITED IN THE FLOW LINE OF DRAINAGE STRUCTURES, WHICH OBSTRUCTS THE NATURAL FLOW OF WATER, SHALL BE REMOVED AT THE CLOSE OF EACH WORKING DAY. PRIOR TO ACCEPTANCE OF THE IMPROVEMENT, ALL DRAINAGE STRUCTURES SHALL BE FREE OF DIRT AND DEBRIS. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.

23. STABILIZATION MEASURES SHALL BE INITIATED IMMEDIATELY WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN ONE (1) DAY AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF FOURTEEN (14) OR MORE CALENDAR DAYS.

24. EROSION CONTROL ITEMS ARE CONSIDERED TO BE A HIGH PRIORITY ON THIS CONTRACT. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLATION OF ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY TO PREVENT EROSION AND SEDIMENTATION AS DETERMINED BY THE ENGINEER.

25. THE CONTRACTOR IS REQUIRED TO PROVIDE WASHOUT FACILITIES TO COMPLY WITH EROSION CONTROL PERMITS.

SOIL EROSION AND SEDIMENT CONTROL STRATEGY:

1. INSTALL TRAFFIC CONTROL DEVICES.
2. INSTALL INLET FILTERS AS SHOWN ON THE PLANS.
3. REMOVE EXISTING PAVEMENT, GUARDRAIL AND RETAINING WALL PANEL AS SHOWN ON THE PLANS.
4. CONSTRUCT PROJECT IMPROVEMENTS AS SHOWN ON THE PLANS.
5. INSPECT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES FOR THE DURATION OF CONSTRUCTION.
6. STABILIZE DISTURBED AREAS WITH TEMPORARY EROSION CONTROL MEASURES. USE THE PERMANENT SEEDING WITH EROSION CONTROL BLANKET AS SHOWN ON THE PLANS FOR PERMANENT STABILIZATION.
7. WHEN THE PERMANENT STABILIZATION IS ESTABLISHED, REMOVE ALL TEMPORARY EROSION CONTROL MEASURES.

HIGHWAY STANDARD

STD. NO.	TITLE
280001	TEMPORARY EROSION CONTROL SYSTEMS

SOIL PROTECTION SCHEDULE:

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

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PLOT DATE = 1/28/2019	DATE - 01/28/2019	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

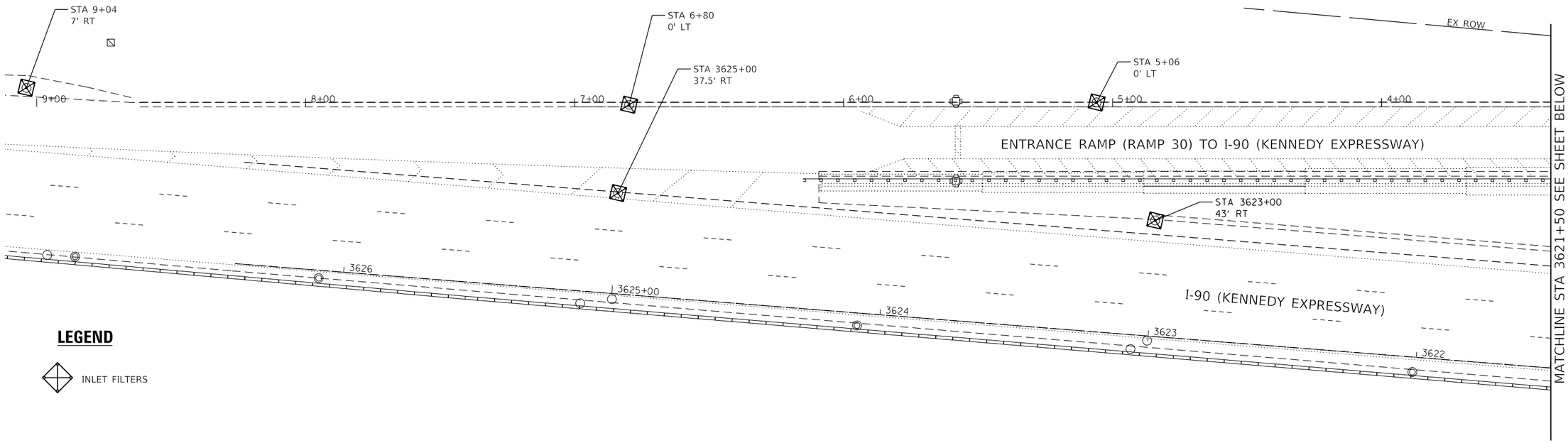
EROSION CONTROL NOTES
I-90 AT LAWRENCE AVE.

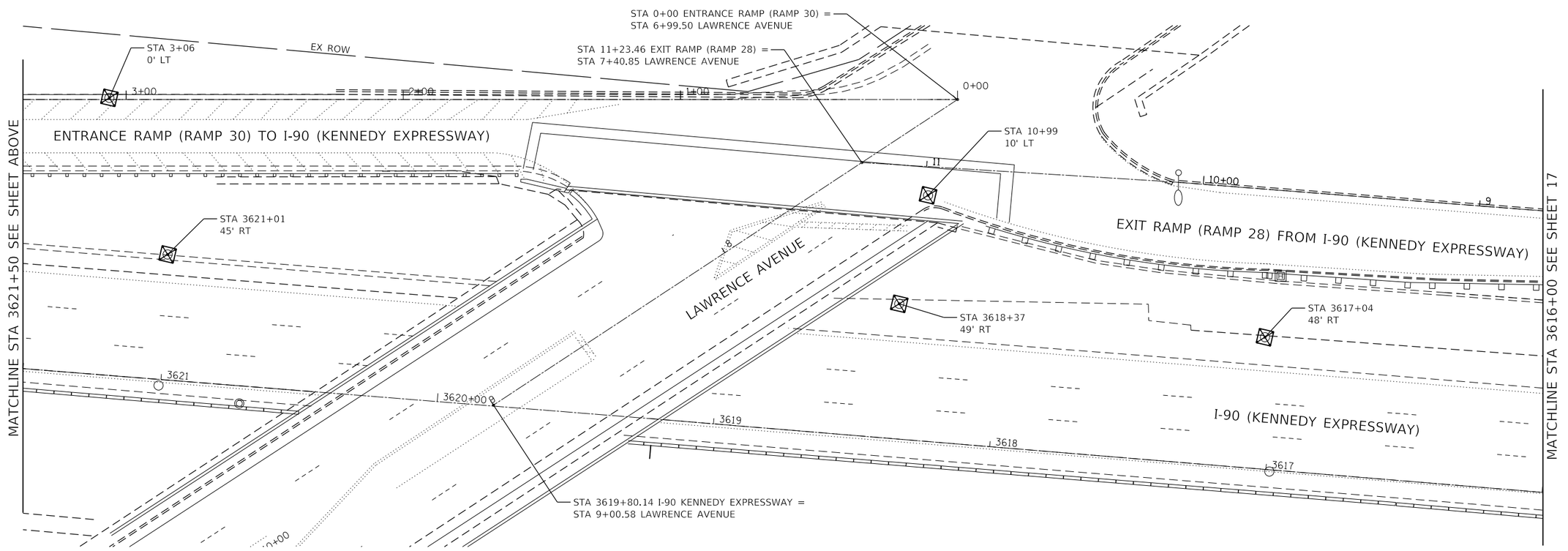
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	15

CONTRACT NO. 62H73

ILLINOIS FED. AID PROJECT





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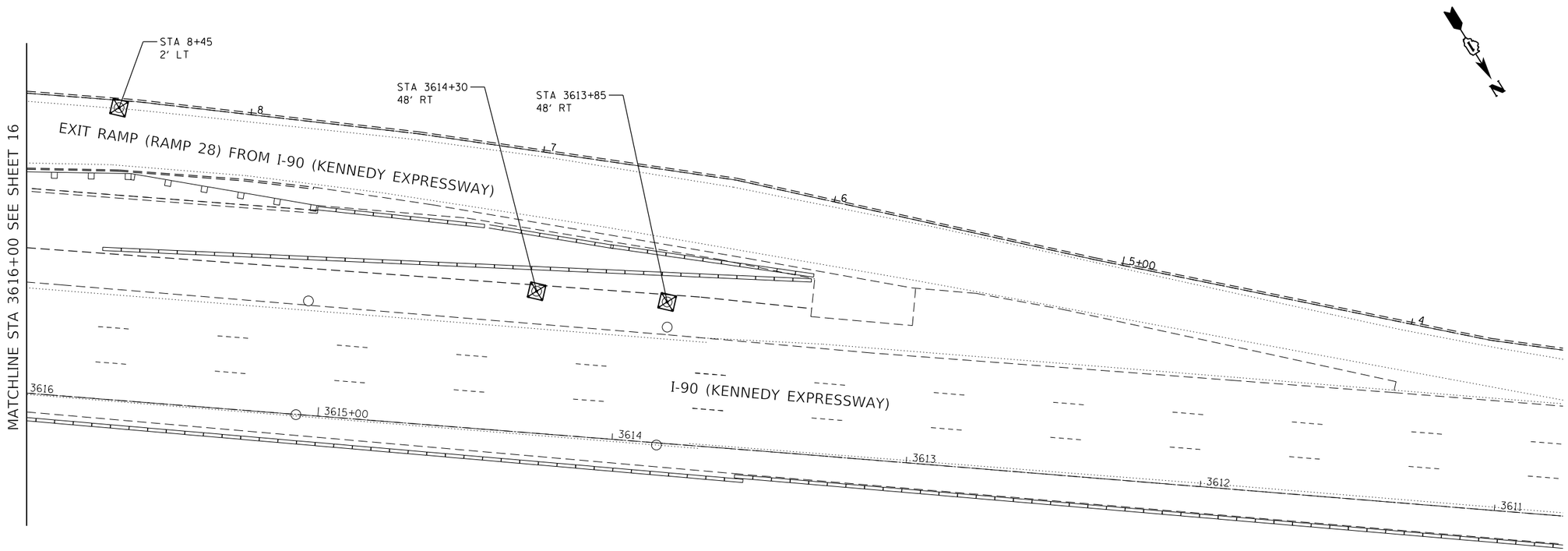
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN-I
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	16
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



LEGEND

INLET FILTERS

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	PLOT DATE = 3/11/2019	DATE - 01/28/2019	REVISED -

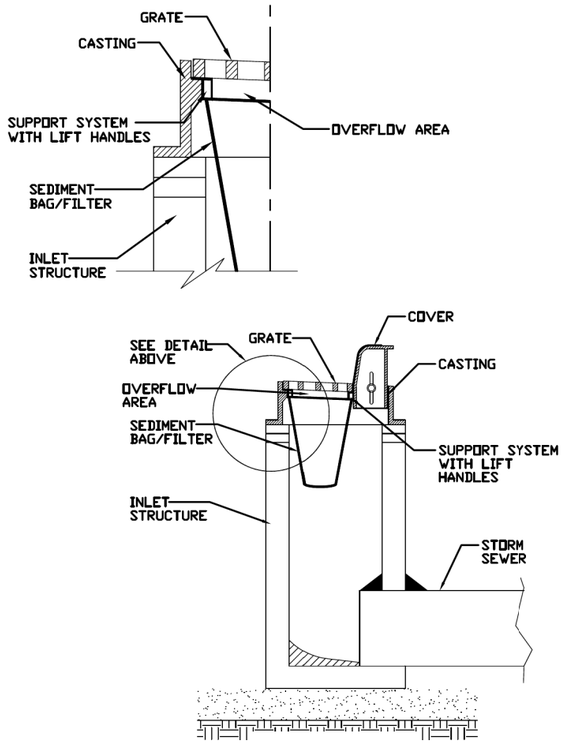
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL PLAN-II
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	17
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			

INLET PROTECTION - PAVED AREAS
DROP-IN PROTECTION



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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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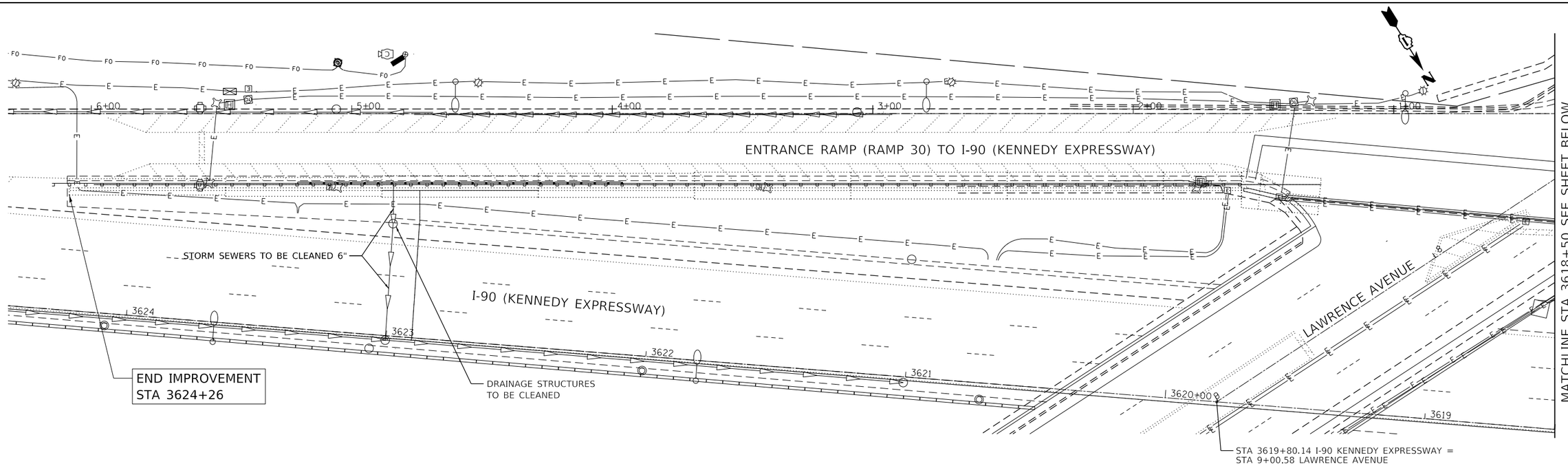
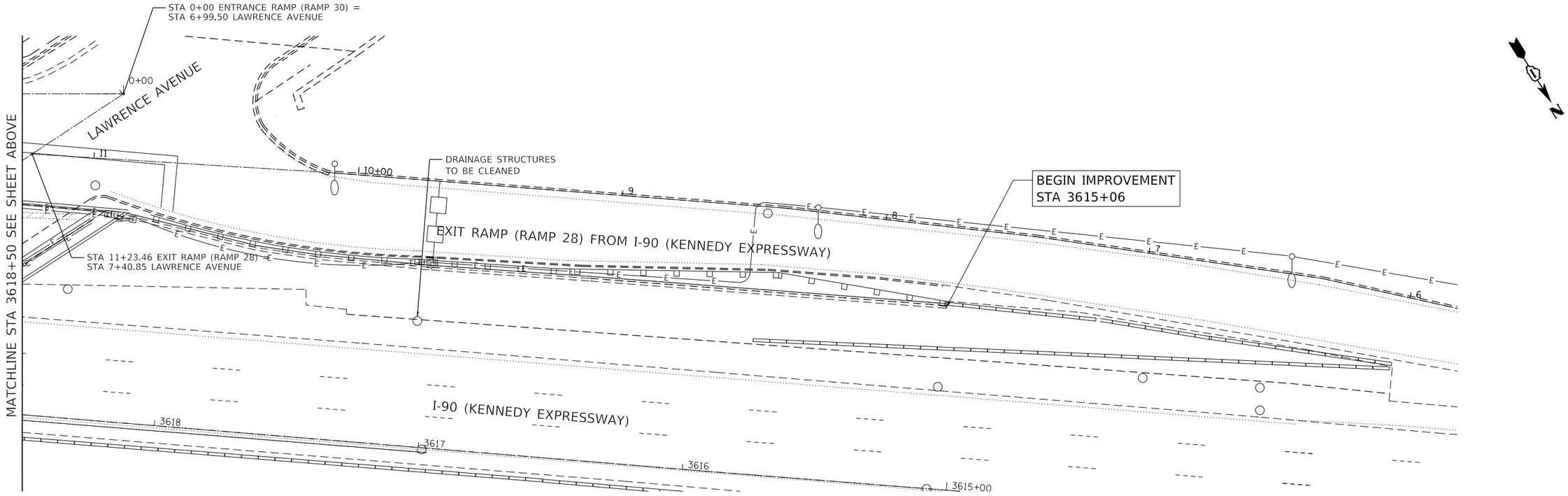
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			





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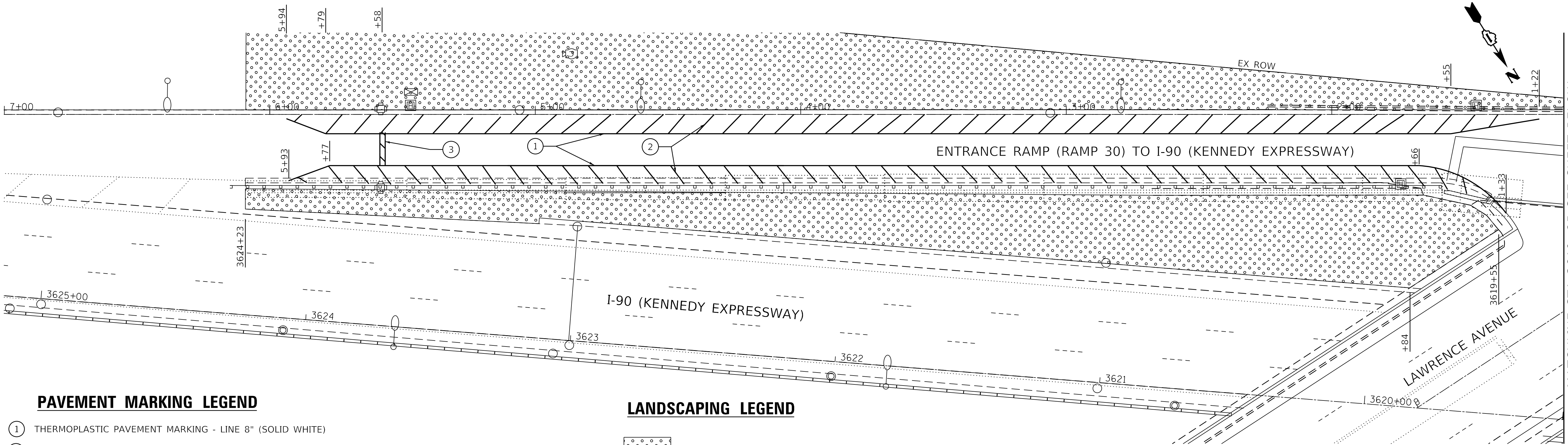
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE AND UTILITY PLAN
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	19
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



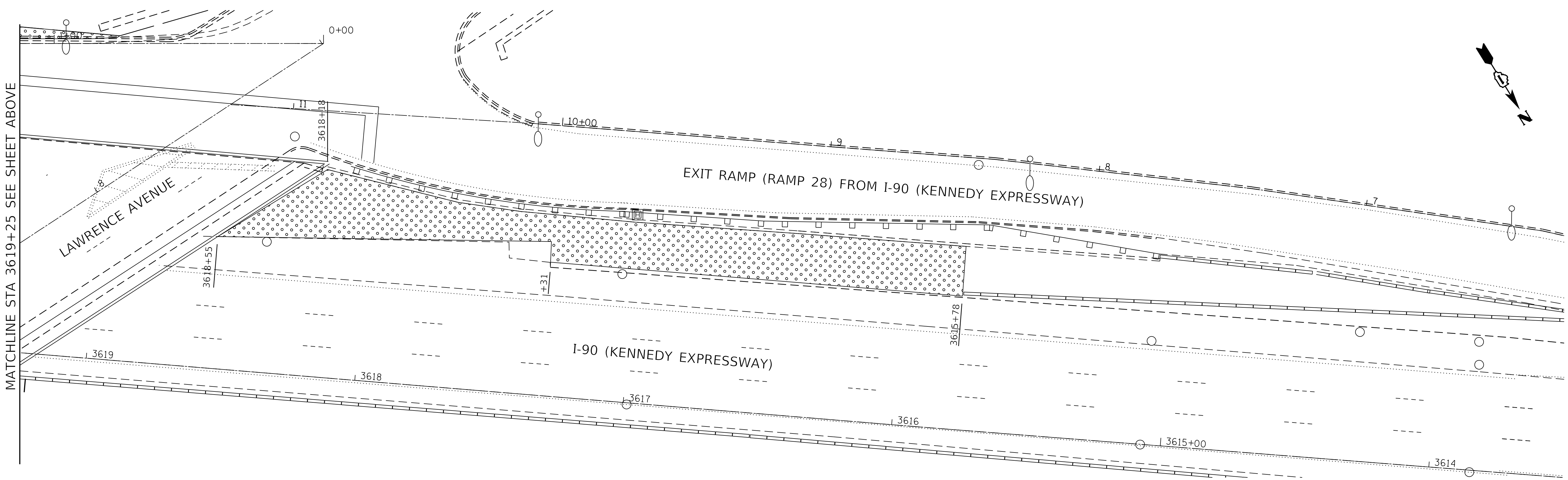
PAVEMENT MARKING LEGEND

1. THERMOPLASTIC PAVEMENT MARKING - LINE 8" (SOLID WHITE)
2. THERMOPLASTIC PAVEMENT MARKING - LINE 12" (WHITE DIAGONAL @ 45°, 10' C-C SPACING)
3. THERMOPLASTIC PAVEMENT MARKING - LINE 24" (SOLID WHITE)

LANDSCAPING LEGEND

SEEDING, CLASS 2A
W/ EROSION CONTROL BLANKET

0 20 40 60
SCALE IN FEET



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PLOT DATE = 3/12/2019	DATE - 01/28/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

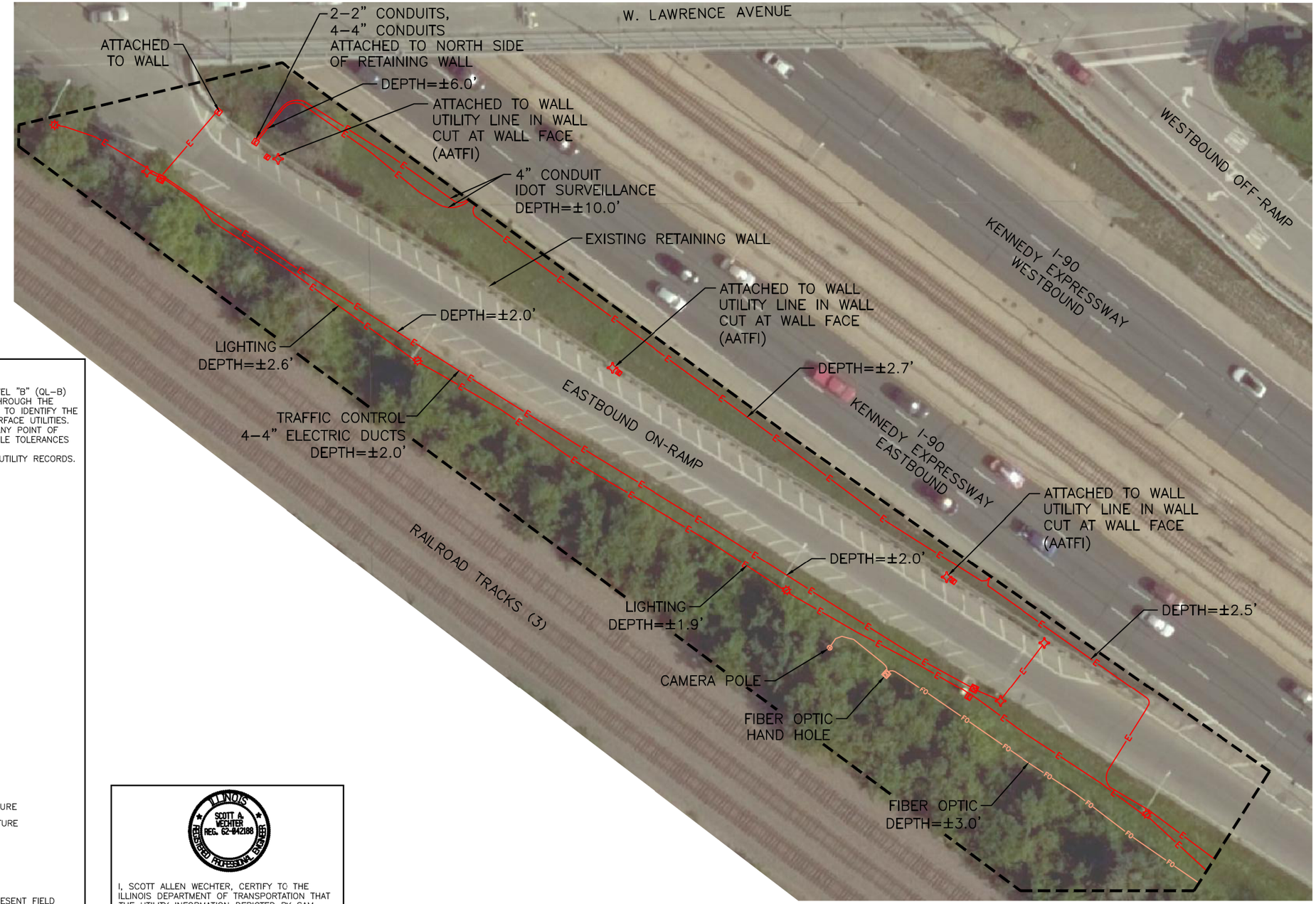
LANDSCAPING AND PAVEMENT MARKING PLANS
I-90 AT LAWRENCE AVE.

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-90	2018-143-BR	COOK	38	20

CONTRACT NO. 62H73

ILLINOIS FED. AID PROJECT



N

GRAPHIC SCALE

0 10 20 40

(IN FEET)

1 INCH = 20 FEET

UTILITY OWNERS:

ILLINOIS DEPARTMENT OF TRANSPORTATION
REGION ONE
SUDAD MAHMOUD–UTILITY COORDINATOR
201 W. CENTER CT.
SCHAUMBURG, IL 60196–1096

NO REQUEST WAS MADE TO THE OFFICE OF UNDERGROUND COORDINATION (OUC)

LEGEND

ALL UTILITY INFORMATION HEREON IS DEPICTED TO QUALITY LEVEL "B" (QL–B) UNLESS OTHERWISE NOTED. QL–B INFORMATION IS OBTAINED THROUGH THE APPLICATION OF APPROPRIATE SURFACE GEOPHYSICAL METHODS TO IDENTIFY THE EXISTENCE AND APPROXIMATE HORIZONTAL POSITION OF SUBSURFACE UTILITIES. QL–B DATA ARE REPRODUCIBLE BY SURFACE GEOPHYSICS AT ANY POINT OF THEIR DEPICTION. THIS INFORMATION IS SURVEYED TO APPLICABLE TOLERANCES AND REDUCED ONTO PLAN DOCUMENTS.
SIZE INFORMATION SHOWN HEREON IS TAKEN FROM AVAILABLE UTILITY RECORDS.

ABBREVIATIONS:

☼	ELECTRIC LIGHT POLE
⊗	POLE
TC	TRAFFIC CONTROL BOX
	TRAFFIC SIGNAL LIGHT POLE
FO	FIBER OPTIC HAND HOLE
TC	TRAFFIC CONTROL HAND HOLE
E	ELECTRIC HAND HOLE
~	EOI
±	APPROXIMATE
AOI	AREA OF INTEREST
EOI	END OF ELECTRONIC DESIGNATING INFORMATION
EORI	END OF UTILITY RECORD INFORMATION
FO	FIBER OPTIC
OE	OVERHEAD ELECTRIC
E	ELECTRIC
(DATFI)	DEPICTED ACCORDING TO FIELD INSPECTION
(AATUR)	ABANDONED ACCORDING TO UTILITY RECORDS
(AATFI)	ABANDONED ACCORDING TO FIELD INSPECTION
(EATFI)	EMPTY ACCORDING TO FIELD INSPECTION
(NAC)	NO ASSOCIATED CABLE FOUND FROM UTILITY STRUCTURE
(NAP)	NO ASSOCIATED PIPING FOUND FROM UTILITY STRUCTURE

E BURRIED ELECTRIC
FO BURRIED FIBER OPTIC
PROJECT LIMITS

UNLESS OTHERWISE NOTED, UTILITY LINE LIMITS DEPICTED REPRESENT FIELD DESIGNATING LIMITS AND NOT ENDPOINTS OF UTILITIES.

ELECTRONIC DEPTH READINGS WERE TAKEN DIRECTLY FROM ELECTRONIC DESIGNATING INSTRUMENTS AND HAVE NOT BEEN VERIFIED BY ANY OTHER MEANS. EQUIPMENT MANUFACTURERS WILL NOT GUARANTEE AND ACCURACY FOR THIS DATA. THEREFORE, THE DEPTH READINGS ARE NOT TO BE CONSIDERED SUITABLE FOR DEIGN DECISIONS. SAM, LLC DOES NOT WARRANT OR GUARANTEE THIS ACCURACY OR RELIABILITY OF ANY ELECTRONIC DEPTH READINGS.

ILLINOIS
SCOTT A. WECHTER
REG. 62-042188
REGISTERED PROFESSIONAL ENGINEER

I, SCOTT ALLEN WECHTER, CERTIFY TO THE ILLINOIS DEPARTMENT OF TRANSPORTATION THAT THE UTILITY INFORMATION DEPICTED BY SAM, LLC ON THIS PLAN SHEET WAS OBTAINED AND COMPILED UNDER MY DIRECT SUPERVISION, AND TO THE BEST OF MY KNOWLEDGE, INFORMATION, AND BELIEF, HAS BEEN ACCURATELY PREPARED USING ACCEPTED PRACTICES AND PROCEDURES.

DATE: 1/15/2019

SCOTT A. WECHTER
PROJECT MANAGER SAM, LLC

I–90 EB AT LAWRENCE ENTRANCE RAMP
COOK COUNTY
CHICAGO, IL

DRAWN DATE:	1/15/19
DRAWN BY:	CORY SLATTEN
JOB NO.	1018047367
SCALE:	1"=20'

SAM®
886 CAMBRIDGE DR.
ELK GROVE VILLAGE, IL 60007
OFFICE: 224-404-1300
EMAIL: info@sam.biz

PATH:\\SAMINC\SITE\PROJECTS\1018047367\100\SUE\02BASE\CAD\v7307-483-BF-SUE.DWG

MODEL: Default
FILE NAME: P-1710-746 IDOT District 1\WO 18 I-90 @ Lawrence Design PSE&E\CADD Sheets\62H73-SHT21-SUE.dgn

HBM ENGINEERING GROUP, LLC

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	DRAWN -	REVISED -	
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PLOT DATE = 2/8/2019	DATE - 02/08/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUE PLAN
I–90 EB AT LAWRENCE AVE RAMPS

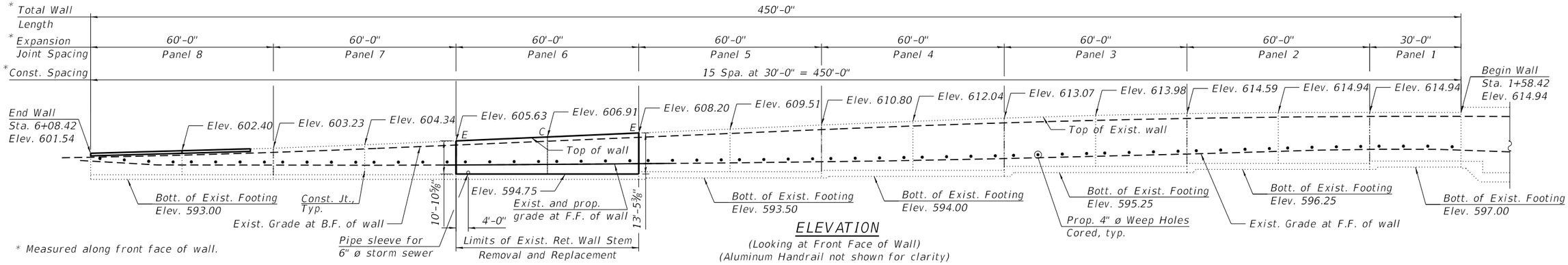
SCALE: 40.0000 ' / in. SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	21
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			

Existing Structure: The I-90 EB Entrance Ramp Retaining Wall at Lawrence Avenue is a reinforced concrete cantilever retaining wall on spread footing with a total length of 450'-0". The retained height of the existing wall varies from a minimum of 9'-6½" (at east end) to a maximum of 20'- 2¼" (at west end). Types A, B and C Aluminum handrails are anchored to the top of retaining wall and a steel plate beam guardrail is located at the back face of retaining wall for the full length of the Entrance Ramp.

Traffic Controls: Traffic will be maintained utilizing Staged Construction.

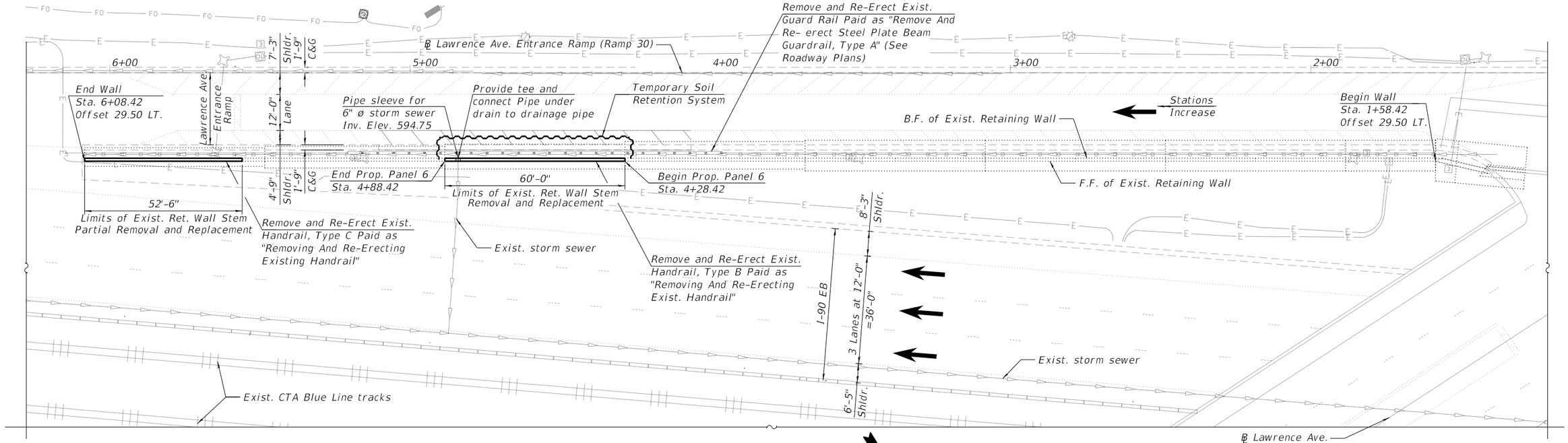
Salvage: None



* Measured along front face of wall.

ELEVATION

(Looking at Front Face of Wall)
(Aluminum Handrail not shown for clarity)



PLAN

DESIGN SPECIFICATIONS

AASHTO Standard Specifications For Highway Bridges, 17 th Edition, 2002

NOTES:

1. For General notes, Index of Sheets, Total Bill of Material, Scope of work and Profile Grade Line, See Sheet S1-02.
2. Stations and offsets for the wall are given from ℄ Lawrence Ave. Entrance Ramp (Ramp 30) to the front face of wall.

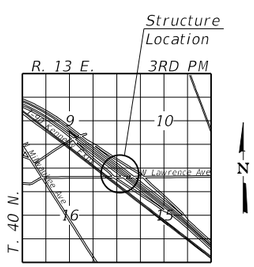
LEGEND

- FO — FO — Fiber Optic
- E — E — Electrical Lighting
- Exist. Storm Sewer
- Temporary Soil Retention System
- F.F. Front Face
- B.F. Back Face

STATE OF ILLINOIS
MOUSSA A. ISSA
081-005738
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

SIGNED Moussa A. Issa
DR. MOUSSA A. ISSA, S.E. IL. LIC. NO. 081-005738
EXPIRES 11-30-2020

DATE 02/08/2019 FOR SHEETS S1-01 THRU S1-7 (TOTAL OF S1-7 SHEETS)



LOCATION SKETCH

GENERAL PLAN AND ELEVATION RETAINING WALL ALONG F.A.I. RTE 90 (KENNEDY EXPRESSWAY) I-90 EB ENTRANCE AT LAWRENCE AVE. PARTIAL REPLACEMENT SECTION 2018-143-BR COOK COUNTY STA. 1+28.42 TO STA. 6+08.42 STRUCTURE NO. 016-7500

HBM ENGINEERING GROUP, LLC

USER NAME =	DESIGNED - MAA	REVISED -	
	CHECKED - MI, SK	REVISED -	
PLOT SCALE =	DRAWN - MAA, EBK	REVISED -	
PLOT DATE =	DATE - 02/08/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
S.N. 016-7500
SHEET S1-01 OF S1-7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	22
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: P:\1710-746 IDOT District 1\WO 18 I-90 @ Lawrence Design PS&E\CADD_Sheets\SN 016-7500 - On Ramp\0160836-62H73-101-GPE.dgn
3/14/2019 1:01:06 PM

GENERAL NOTES:

1. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

2. Reinforcement bars designated (E) shall be epoxy coated.

3. A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

4. Existing elevations have been taken from historical plans.

5. The Contractor shall exercise extreme caution during construction to make certain that construction activities, live load surcharge, structure excavation and other loads applied will not have detrimental effects on the adjacent Retaining Wall and roadway to remain. Any damage to the adjacent Retaining Wall and roadway during construction shall be repaired by the Contractor at this expense at no charge to IDOT.

7. Protective Coat shall be applied to all exposed surfaces of the new wall.

INDEX OF SHEETS

SCOPE OF WORK

1. Install Temporary Concrete Barrier (pinned to the existing pavement) to shift traffic away from proposed construction and protect the motoring public. It should be noted that Temporary nighttime ramp closures may be necessary to install Temporary Soil Retention System.

2. Install Temporary Soil Retention System behind Panel 6 of the existing Retaining Wall.

3. Remove and temporarily store the existing Type B and Type C Aluminum handrail at top of existing Retaining Wall Panels 6 and 8.

4. Remove the distorted steel plate beam guardrail, damaged portions of Entrance Ramp roadway pavement, and curb and gutter behind the retaining wall as required.

5. Excavate behind Retaining Wall Panel 6, within the limits of the Temporary Soil Retention System, to the existing Top of Footing elevation.

6. Perform open excavation at front face of Retaining Wall Panel 6 to the existing Top of Footing elevation.

7. Remove the existing Retaining Wall Panel 6 stem to the top of existing footing. Reinforcement extending from the existing footing into the existing stem shall be cleaned and incorporated into the new construction.

8. Remove 10" from top of existing Retaining Wall Panel 8. Vertical reinforcement extending from the Retaining Wall shall be sandblasted, cleaned and incorporated into the new construction.

9. Drill and Grout vertical reinforcement into the existing footing of Panel 6.

10. Reconstruct the Retaining Wall Panel 6 stem and install pipe underdrain.

11. Reconstruct the removed portions of Retaining Wall Panel 8.

12. Cut Temporary Soil Retention System to 2' below top of pavement and backfill behind the newly constructed portion of retaining wall.

13. Reconstruct pavement and curb and gutter as required.

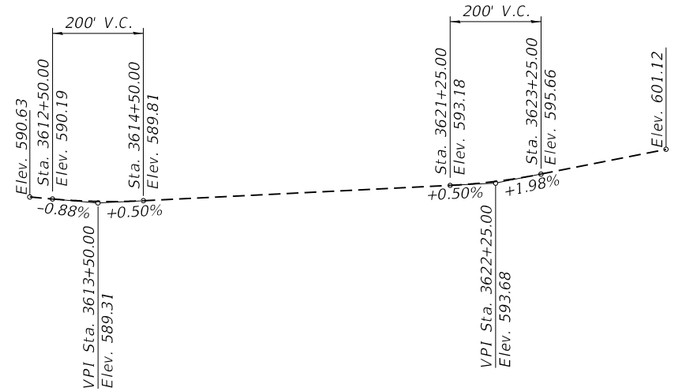
14. Reinstall the Type B and Type C Aluminum handrail and install new steel plate beam guardrail at Entrance Ramp roadway.

15. Re-grade area in front of retaining wall as required.

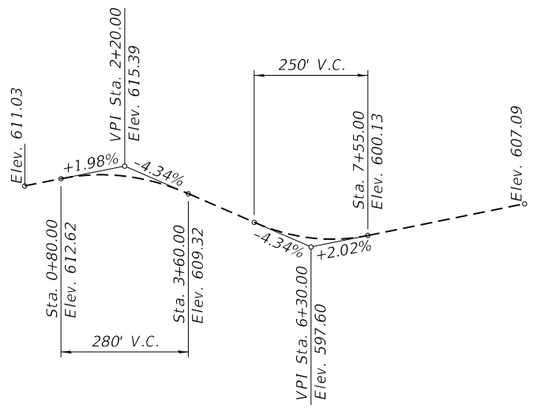
16. Core and install new weep holes in all remaining panels of Entrance Ramp Retaining Wall.

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
CONCRETE REMOVAL	CU YD	35.5
STRUCTURE EXCAVATION	CU YD	62
PROTECTIVE COAT	SQ YD	104
REINFORCEMENT BARS, EPOXY COATED	POUND	6300
TEMPORARY SOIL RETENTION SYSTEM	SQ FT	842
CONCRETE STRUCTURES (RETAINING WALL)	CU YD	35.5
EPOXY CRACK INJECTION	FOOT	14
GEOCOMPOSITE WALL DRAIN	SQ YD	68
WEEP HOLES CORED	EACH	56
GRANULAR BACKFILL FOR STRUCTURES	CU YD	59
REMOVE AND RE-ERECT EXISTING HANDRAIL	FOOT	113
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	20
PIPE UNDERDRAINS FOR STRUCTURES 6"	FOOT	80



PROFILE GRADE
(Along I-90)



PROFILE GRADE
(Along Ramp 30)

HBM ENGINEERING GROUP, LLC

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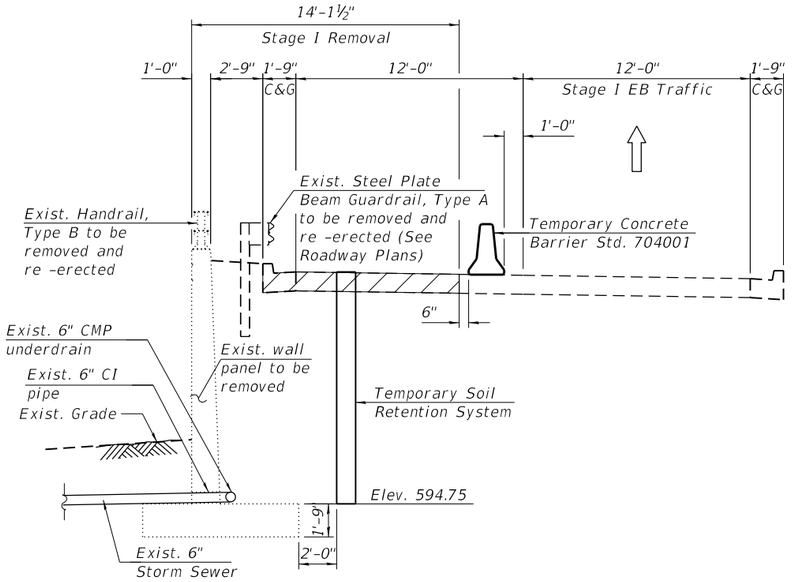
	CHECKED - MI,SK	REVISED -
PLOT SCALE =	DRAWN - MAA, EBK	REVISED -
PLOT DATE =	DATE - 02/08/2019	REVISED -

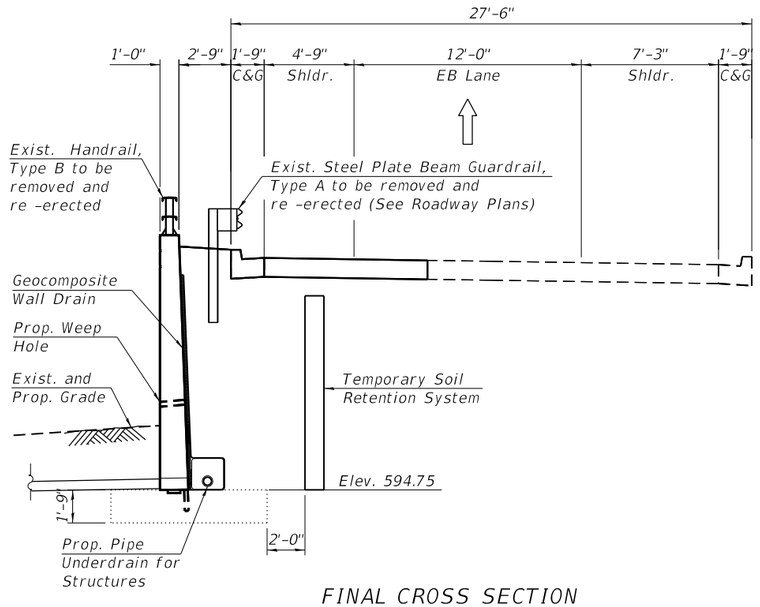
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS AND TOTAL BILL OF MATERIAL
S.N. 016-7500
SHEET S1-02 OF S1-7 SHEETS

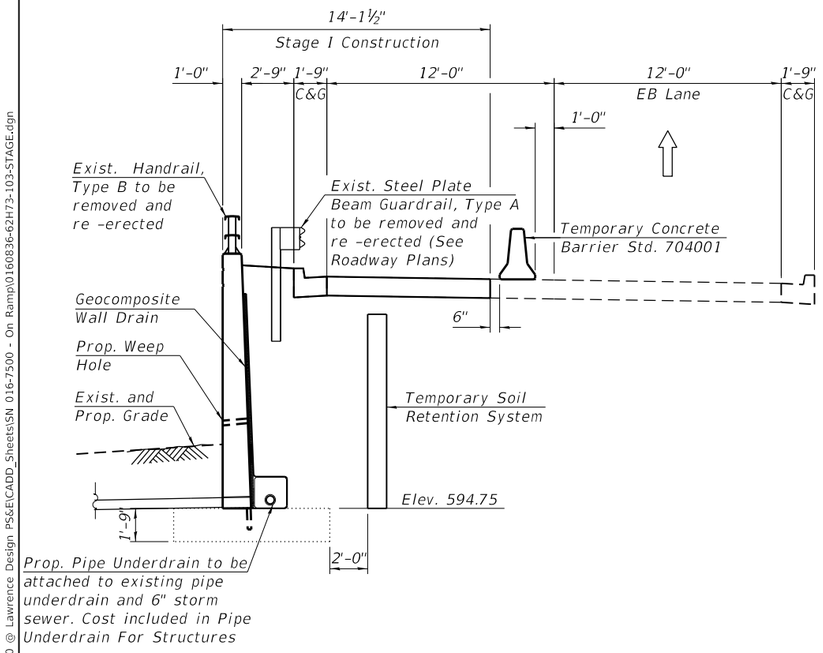
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	23
		CONTRACT NO. 62H73		
	ILLINOIS	FED. AID PROJECT		



STAGE I REMOVAL



FINAL CROSS SECTION



STAGE I CONSTRUCTION

STAGE I REMOVAL

1. Install temporary concrete barrier as shown to locate construction work area on the south side of Lawrence Ave. Entrance Ramp.
2. Install Temporary Soil Retention System behind Panel 6 of the existing Retaining Wall.
3. Remove the existing guardrail, pavement and excavate behind and open excavate in front of Panel 6 within the limits of Stage I Removal.
4. Remove the existing Retaining Wall Panel 6 stem to existing top of footing elevation.

STAGE I CONSTRUCTION

The following construction items will be performed within the limits of Stage I Construction:

1. Drill and Grout vertical reinforcement into footing of Panel 6.
2. Reconstruct Panel 6 stem and cut the Temporary Soil Retention System to 2'-0" below the top of pavement.
3. Re-erect handrail and guardrail.
4. Construct Ramp new pavement and curb.
5. Apply protective coat at all exposed reconstructed surfaces.
6. Core Existing Stem and install new weep holes in all panels.

LEGEND:

Removal Area

HBM ENGINEERING GROUP, LLC

USER NAME =	DESIGNED - SK	REVISED -	
	CHECKED - MI, MAA	REVISED -	
PLOT SCALE =	DRAWN - SK	REVISED -	
PLOT DATE =	DATE - 02/08/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION AND FINAL CROSS SECTION
S.N. 016-7500
SHEET S1-03 OF S1-7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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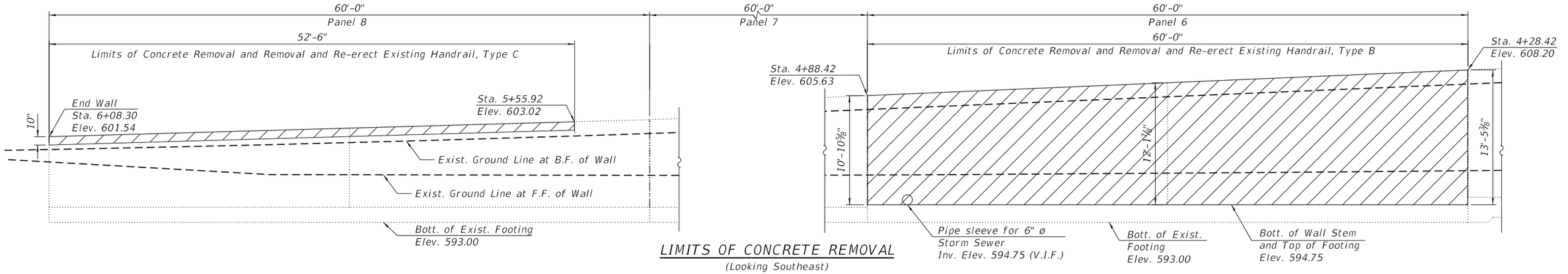
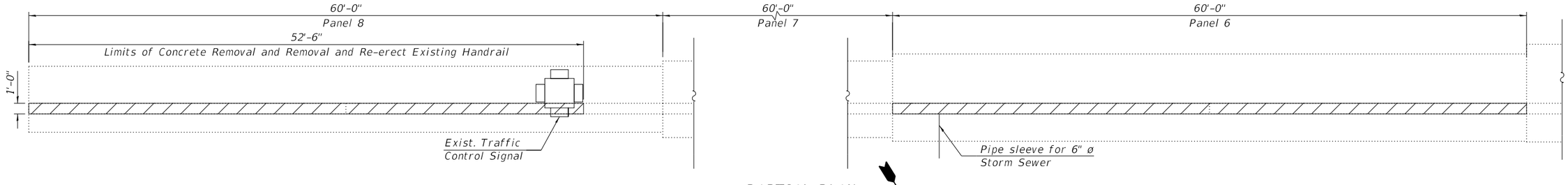
		CONTRACT NO. 62H73		
	ILLINOIS	FED. AID PROJECT		

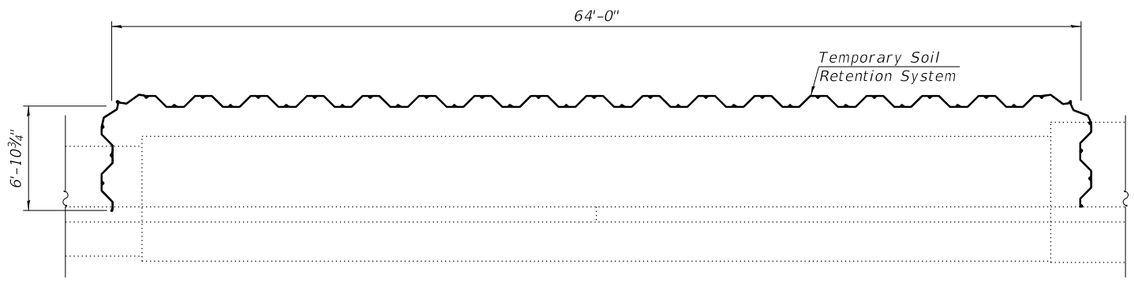


LIMITS OF CONCRETE REMOVAL

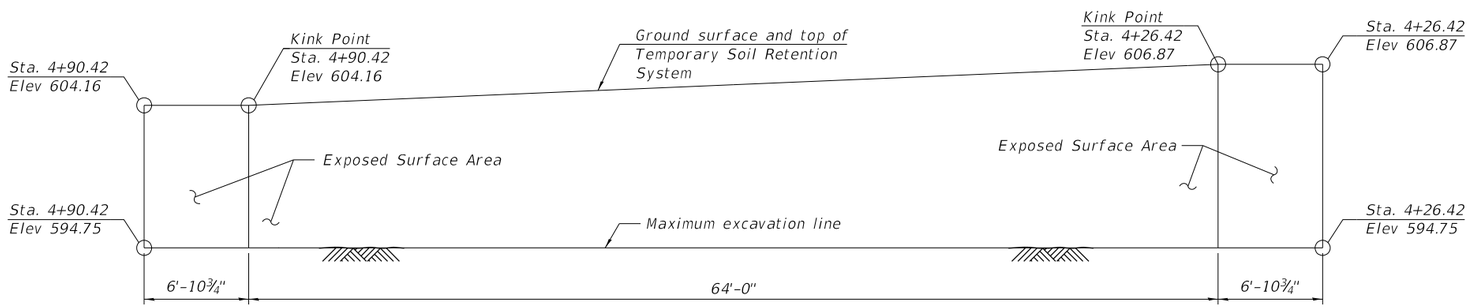
(Looking Southeast)



PARTIAL PLAN



TEMPORARY SOIL RETENTION SYSTEM PLAN



TEMPORARY SOIL RETENTION SYSTEM

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	35.5
Temporary Soil Retention System	Sq. Ft.	842
Remove and Re-erect Existing Handrail	Foot	113

Notes:

1. During removal of existing retaining wall, soil disturbance shall be kept at a minimum, and coordinated and approved by the Engineer.
2. Dimensions shown have been taken from historical design drawings and may not represent "as Built" conditions. The Contractor must verify all dimensions in the field.

LEGEND

Concrete Removal

HBM ENGINEERING GROUP, LLC	USER NAME =	DESIGNED - MAA, EBK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WALL REMOVAL AND TEMP. SOIL RETENTION SYSTEM DETAILS S.N. 016-7500
		CHECKED - MI, SK	REVISED -		
	PLOT SCALE =	DRAWN - MAA, SK	REVISED -		
	PLOT DATE =	DATE - 02/08/2019	REVISED -		SHEET S1-04 OF S1-7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	25
		CONTRACT NO. 62H73		
	ILLINOIS	FED. AID PROJECT		

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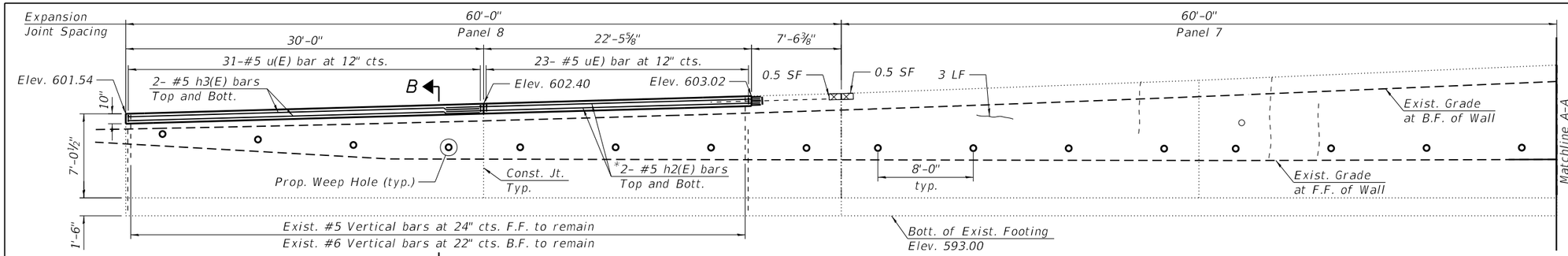
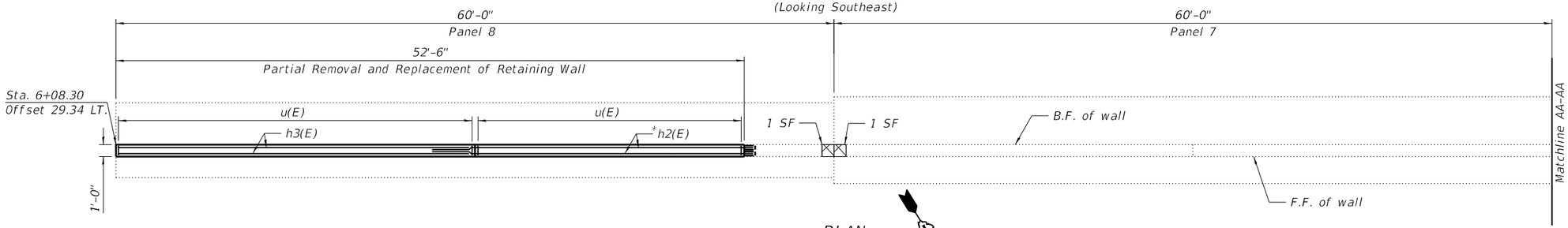
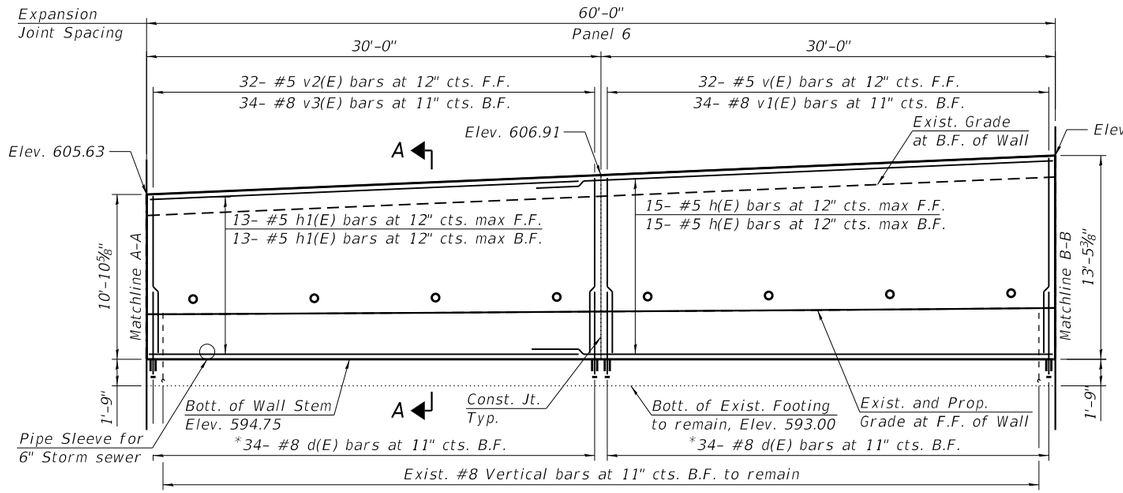


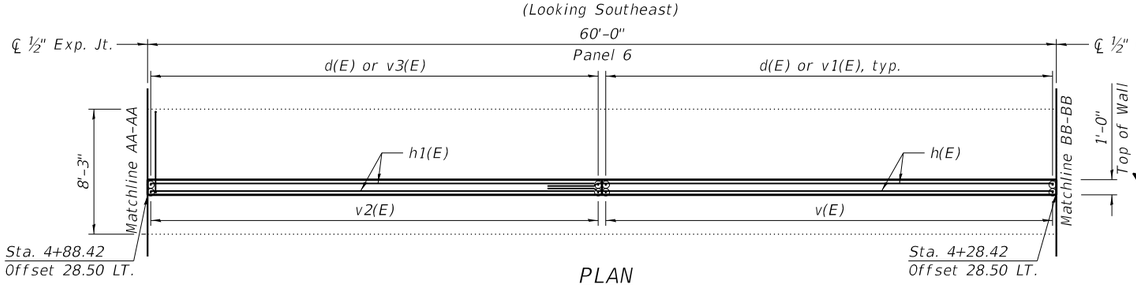
ELEVATION
(Looking Southeast)



PLAN



ELEVATION
(Looking Southeast)



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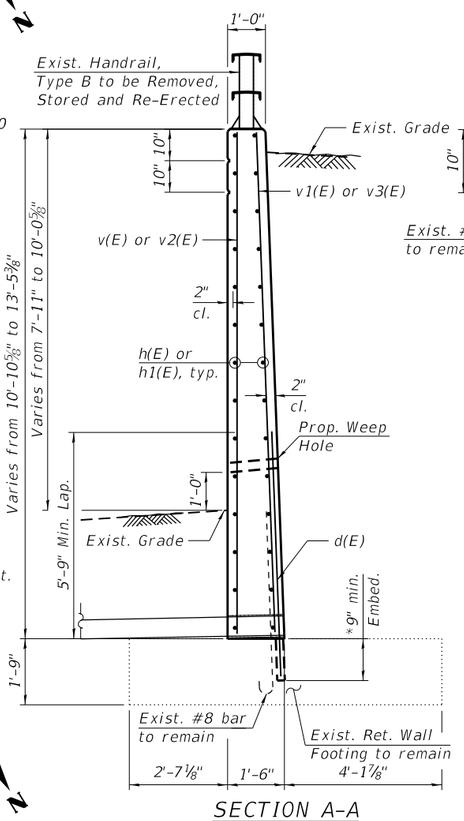
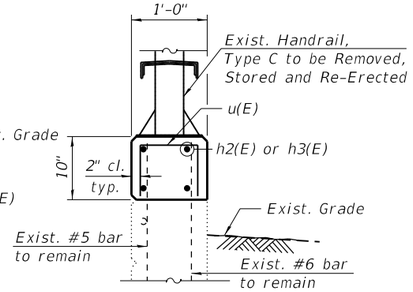
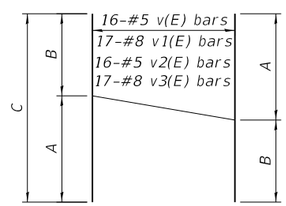


SECTION A-A
(Panel 6)



SECTION B-B
(Panel 8)



BAR CUTTING DIAGRAM

BAR	A	B	C
v(E)	11'-10"	13'-2"	25'-0"
v1(E)	11'-10"	13'-2"	25'-0"
v2(E)	10'-7"	11'-10"	22'-5"
v3(E)	10'-7"	11'-10"	22'-5"

NOTES:

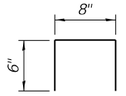
1. For weep holes details, see Sheet S1-7.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	68	#8	6'-6"	———
h(E)	30	#5	33'-0"	———
h1(E)	26	#5	29'-9"	———
h2(E)	4	#5	26'-9"	———
h3(E)	4	#5	29'-9"	———
u(E)	54	#5	1'-8"	⊓
v(E)	16	#5	25'-0"	———
v1(E)	17	#8	25'-0"	———
v2(E)	16	#5	22'-5"	———
v3(E)	17	#8	22'-5"	———
Protective Coat			Sq. Yd.	104
Reinforcement Bars, Epoxy Coated			Pound	6300
Concrete Structures (Retaining Wall)			Cu. Yd.	35.5
Epoxy Crack Injection			Foot	14
Weep Holes Cored			Each	56
Remove and Re-Erect Existing Handrail			Foot	113
Structural Repair of Concrete (Depth Greater Than 5")			Sq. Ft.	20

MIN. BAR LAP

#5	3'-2"
#8	5'-9"



BAR u(E)

*Epoxy grout d(E) and h2(E) bars in 9" min. holes according to Article 584 of the Standard Specifications.

LEGEND

- Structural Repair of Concrete (Depth Greater than 5")
- Epoxy Injection
- SF -Square Foot
- LF -Linear Foot
- BF -Back Face
- FF -Front Face

MODEL: Default
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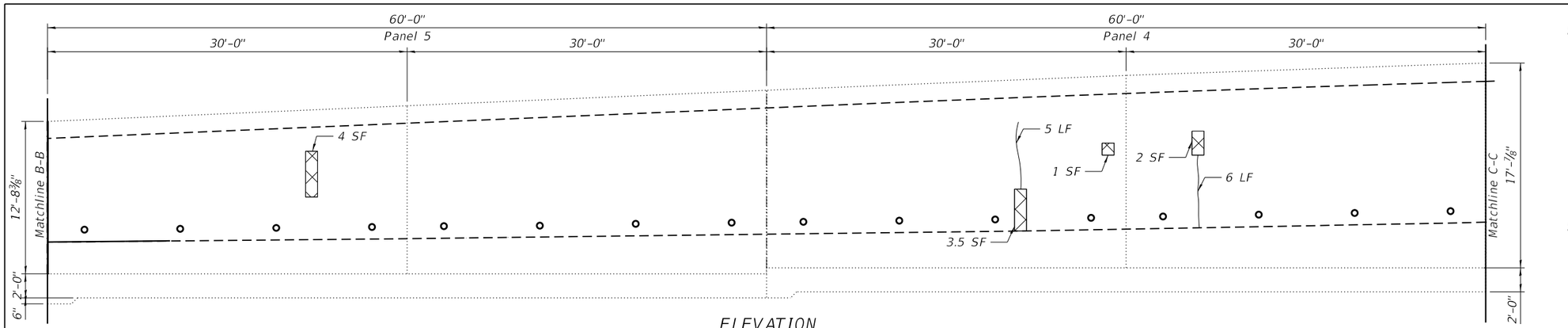
PLOT DATE =	DATE - 02/08/2019	REVISED -	

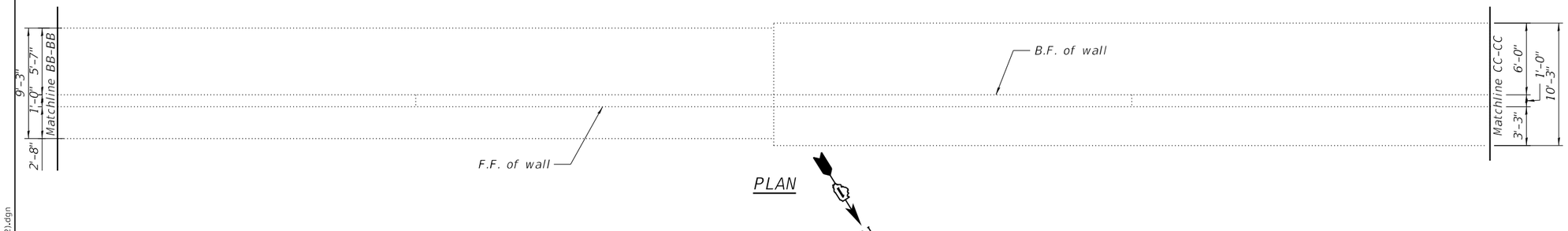
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND ELEVATION (SHEET 1 OF 2)
S.N. 016-7500
SHEET S1-05 OF S1-7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	26
		CONTRACT NO. 62H73		
		ILLINOIS	FED. AID PROJECT	



ELEVATION



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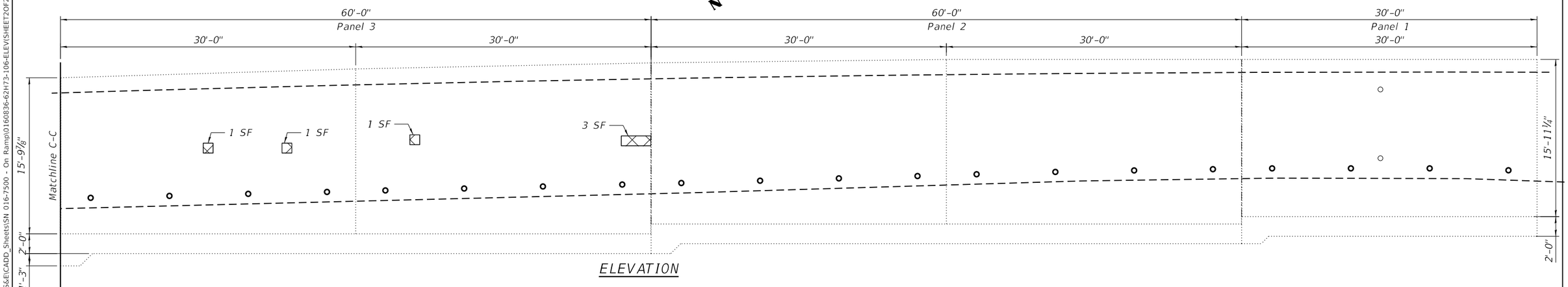

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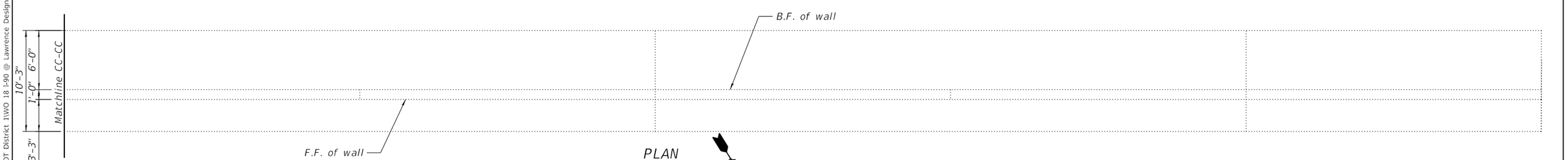

PLAN

LEGEND

Structural Repair of Concrete (Depth Greater than 5")

Epoxy Injection

SF –Square Foot

LF –Linear Foot

NOTES:

1. For Sections, Details and Bill of Materials, See Sheet S1-5.

MODEL: Default
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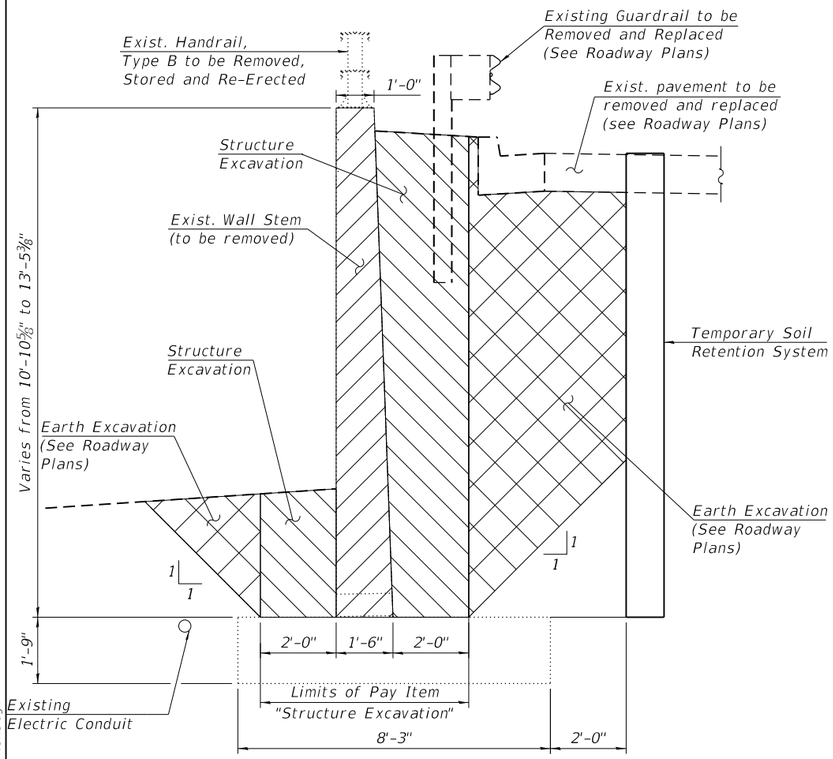
PLOT DATE =	DATE - 02/08/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

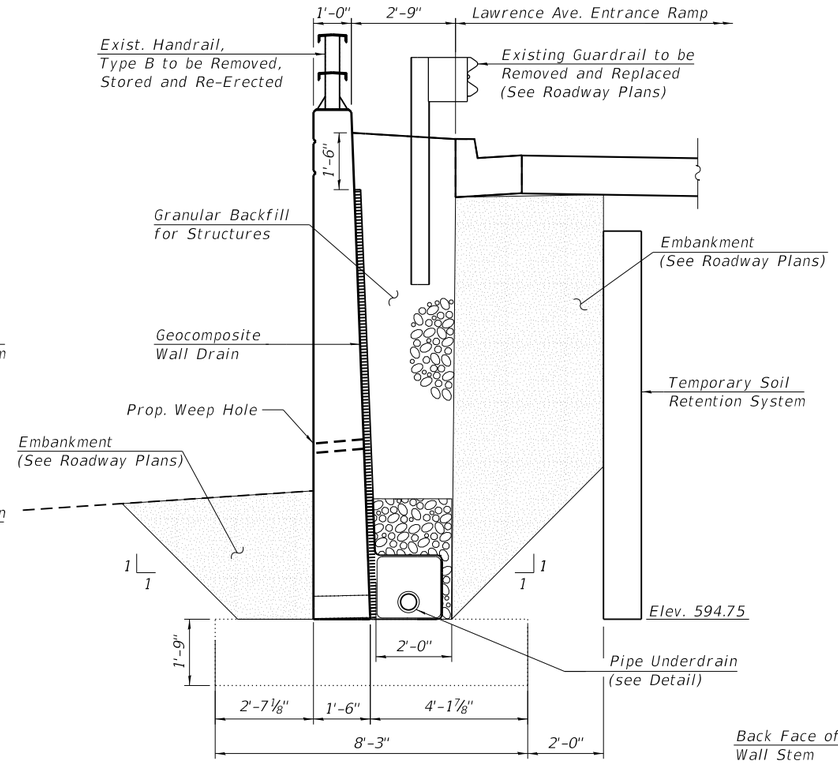
PLAN AND ELEVATION (SHEET 2 OF 2)
S.N. 016-7500
SHEET S1-06 OF S1-7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	27
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



STRUCTURE EXCAVATION SECTION

(Panel 6)



BACKFILL SECTION

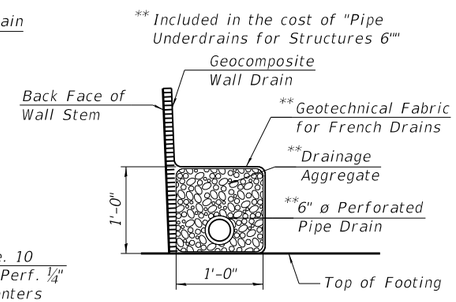
(Panel 6)

BILL OF MATERIAL

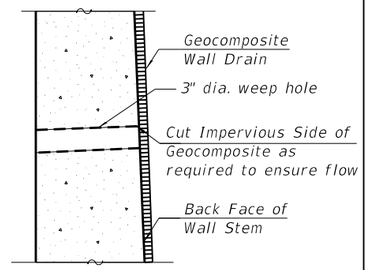
ITEM	UNIT	QUANTITY
Structure Excavation	Cu. Yd.	62
Geocomposite Wall Drain	Sq. Yd.	68
Granular Backfill for Structures	Cu. Yd.	59
Pipe Underdrains for Structures 6"	Foot	80

NOTES:

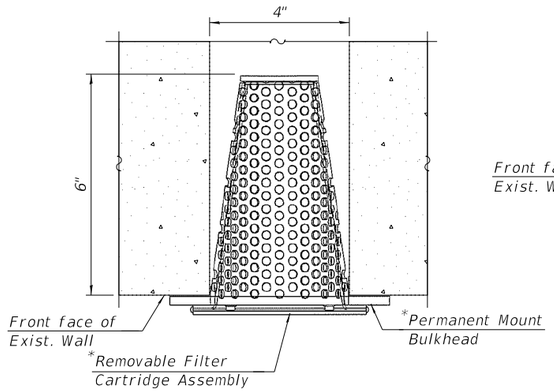
1. Structure Excavation is measured 2'-0" from face of the wall.
2. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
3. The drain shall be placed behind the lagging with the previous side toward the soil according to Section 591 of the Standard Specifications and shall be centered between the piles. The drain shall be installed in stages as the excavation proceeds downward making sure that drain splices as well as the top side edges are covered as required to protect the drain.



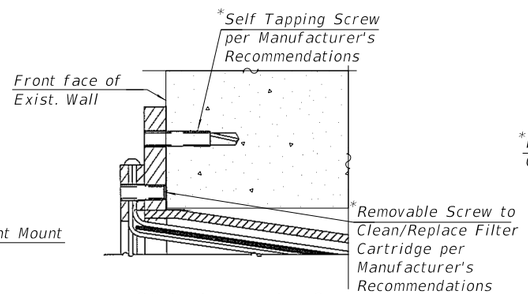
PIPE UNDERDRAIN DETAIL



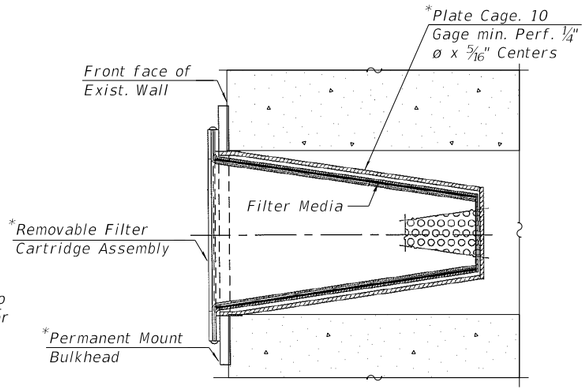
PROP. WEEP HOLE DRAIN DETAIL



CORED WEEP HOLE ASSEMBLY PLAN VIEW



CORED WEEP HOLE ASSEMBLY MOUNTING DETAIL



SECTION THRU CORED WEEP HOLE ASSEMBLY

*Cost included with "Weep Holes Cored".

LEGEND

- Concrete Removal
- Structural Excavation
- Concrete Structures (Retaining wall)
- Granular Backfill for Structures
- Embankment
- Earth Excavation

MODEL: Default
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3/14/2019 1:01:23 PM

HBM ENGINEERING GROUP, LLC

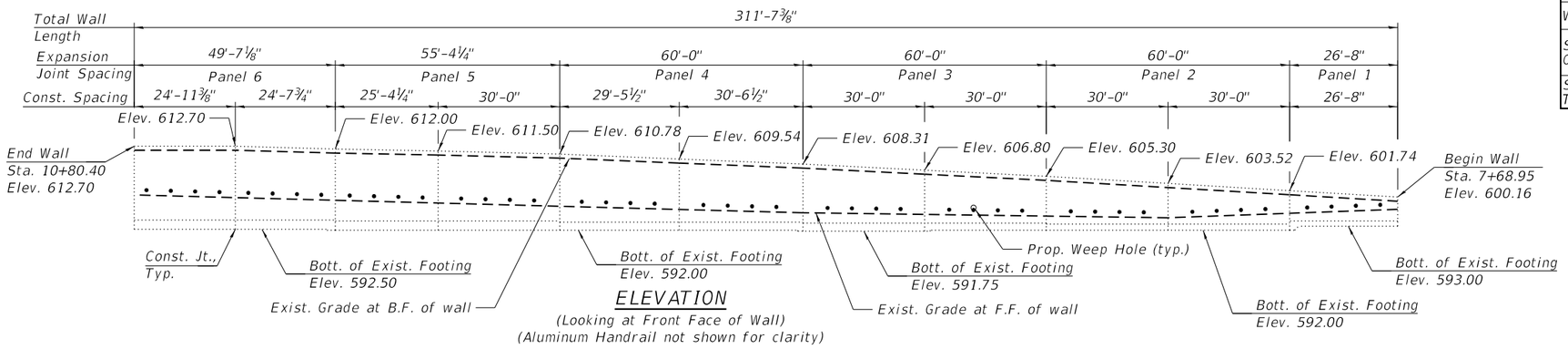
USER NAME =	DESIGNED - MAA	REVISED -	
	CHECKED - MJSK	REVISED -	
PLOT SCALE =	DRAWN - MAA, EBK	REVISED -	
PLOT DATE =	DATE - 02/08/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

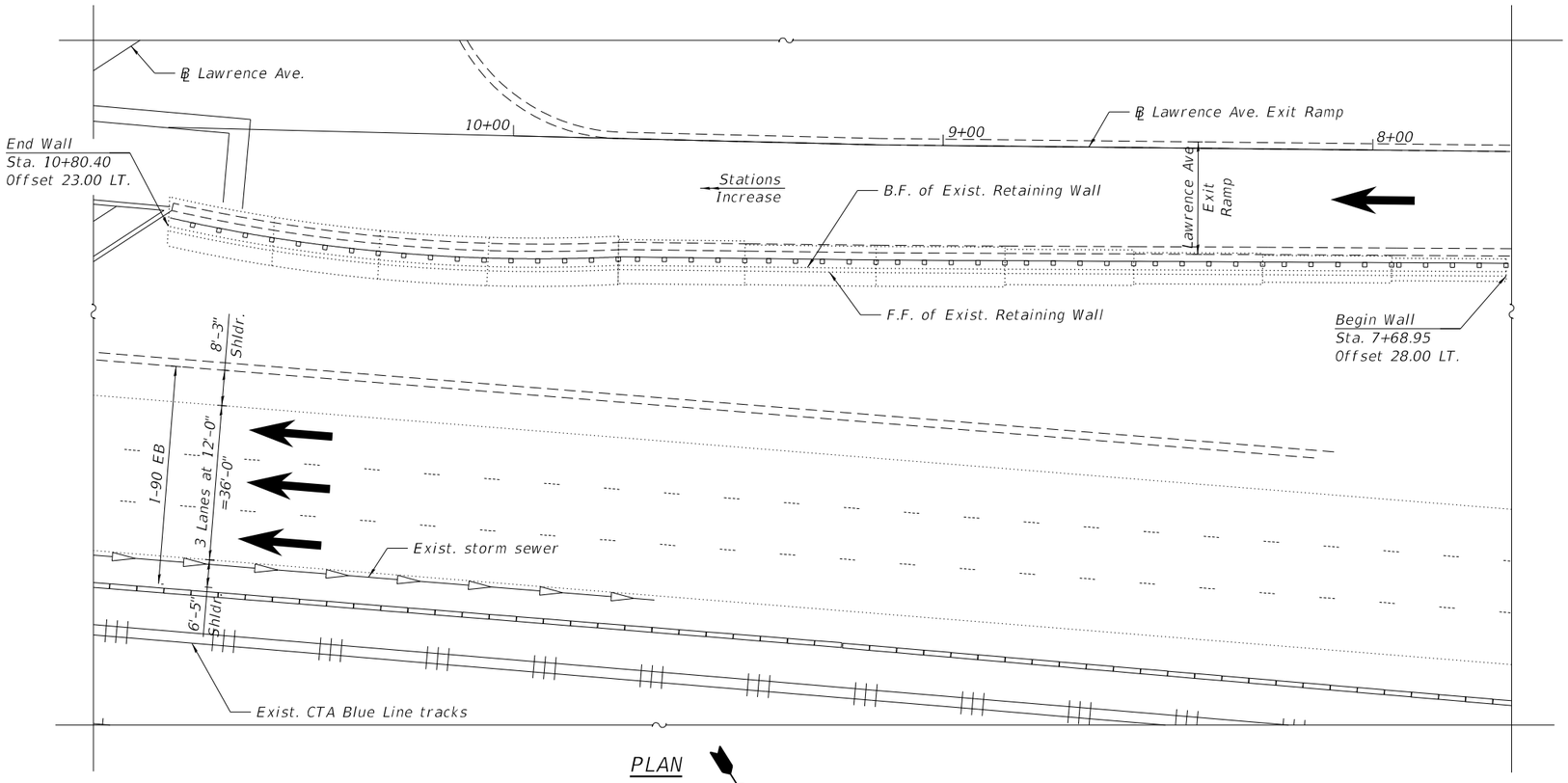
STRUCTURAL EXCAVATION AND BACKFILL SECTIONS AND DETAILS
S.N. 016-7500
SHEET S1-07 OF S1-7 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	28
		CONTRACT NO. 62H73		
	ILLINOIS	FED. AID PROJECT		

Existing Structure: The I-90 EB Exit Ramp Retaining Wall at Lawrence Avenue is a reinforced concrete cantilever retaining wall on spread footing with a total length of 311'-7⅜". The total retained height of the existing wall varies from a minimum of 3'-0" (at west end) to a maximum of 12'- 0" (at Panel 4). Types A, B and C Aluminum handrails are anchored to the top of retaining wall and a steel plate beam guardrail is located at the back face of retaining wall for the full length of the Exit Ramp.



ELEVATION
(Looking at Front Face of Wall)
(Aluminum Handrail not shown for clarity)



PLAN

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
EPOXY CRACK INJECTION	FOOT	129
WEEP HOLES CORED	EACH	44
STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	3.9
STRUCTURAL REPAIR OF CONCRETE (DEPTH GREATER THAN 5 INCHES)	SQ FT	4.1

INDEX OF SHEETS

GENERAL NOTES

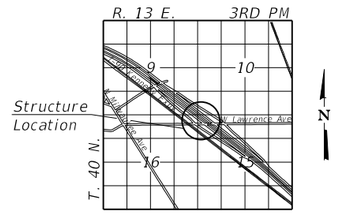
1. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

2. Existing elevations have been taken from historical plans.

SCOPE OF WORK

1. Perform Structural Repair of concrete to the spalled and delaminated portions of the wall stem and perform epoxy injection to open cracks (1/16"-wide and wider) as required.

2. Core and install new weep holes in all panels of Entrance Ramp Retaining Wall to relieve existing hydrostatic pressure.



LOCATION SKETCH

STATE OF ILLINOIS
MOUSSA A. ISSA
081-005738
CHICAGO, ILLINOIS
LICENSED STRUCTURAL ENGINEER

SIGNED Moussa A. Issa
DR. MOUSSA A. ISSA, S.E. IL. LIC. NO. 081-005738
EXPIRES 11-30-2020

DATE 02/08/2019 FOR SHEETS S2-01 THRU S2-2
(TOTAL OF S2-2 SHEETS)

GENERAL PLAN AND ELEVATION
RETAINING WALL ALONG
F.A.I. RTE 90 (KENNEDY EXPRESSWAY) AT
I-90 EN EXIT RAMP TO
LAWRENCE AVE.
SECTION 2018-143-BR
COOK COUNTY
STA. 7+68.95 TO STA. 10+80.40
STRUCTURE NO. 016-7501

MODEL: Default
FILE NAME: P:\1710-746 IDOT District 1\WO 18 I-90 @ Lawrence Design PS&E\CADD_Sheets\SN 016-7501 - Off Ramp\0160836-62H73-201-GPE.dgn
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HBM ENGINEERING GROUP, LLC

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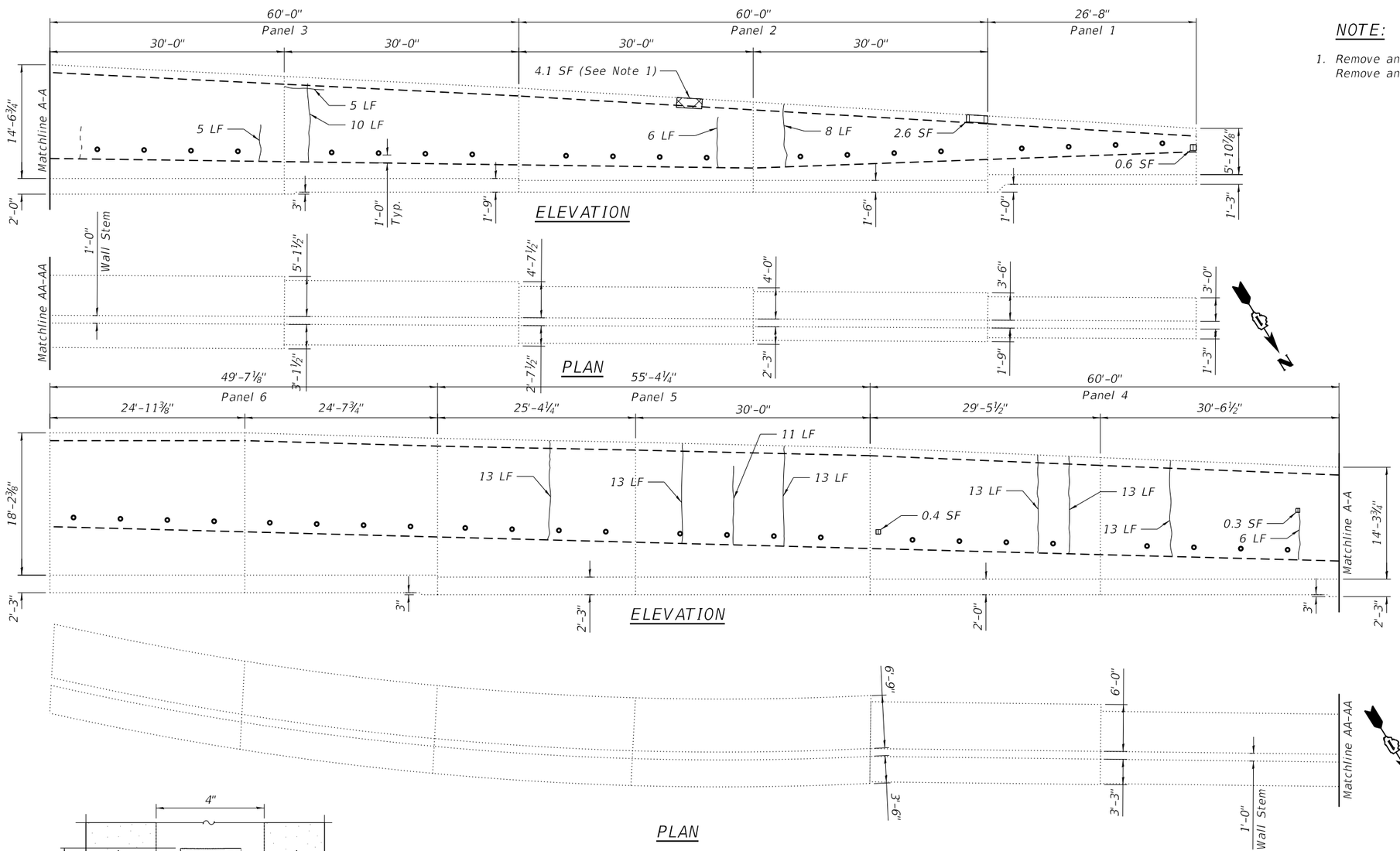
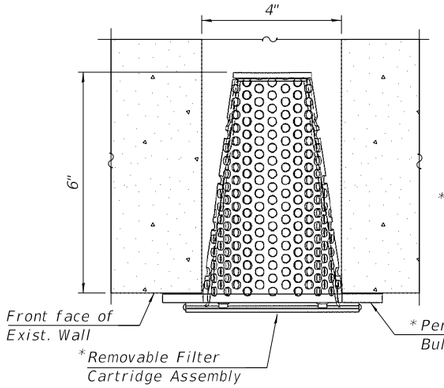
	CHECKED - MI, MAA	REVISED -	
PLOT SCALE =	DRAWN - HI	REVISED -	
PLOT DATE =	DATE - 02/08/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

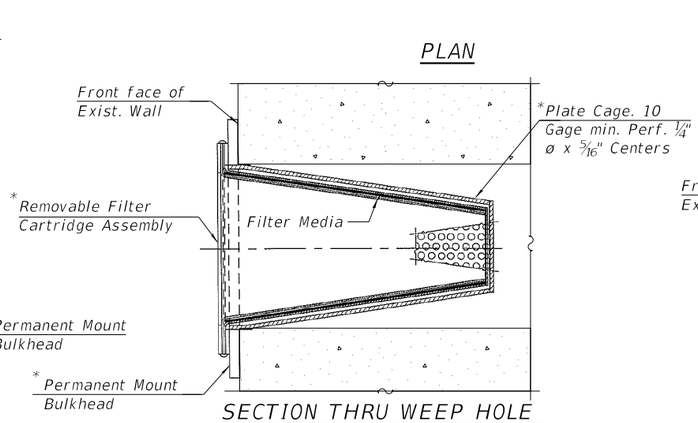
GENERAL PLAN AND ELEVATION
S.N. 016-7501
SHEET S2-01 OF S2-2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	292018-143-BR	COOK	38	29
		CONTRACT NO. 62H73		
		ILLINOIS	FED. AID PROJECT	

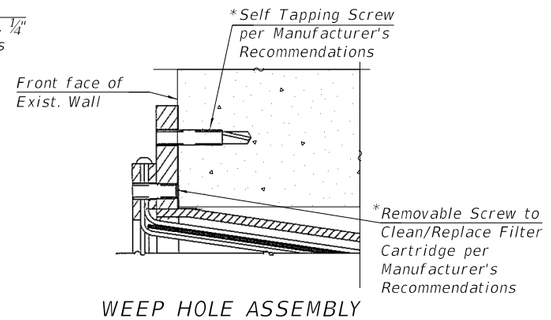




WEEP HOLE ASSEMBLY
PLAN VIEW



SECTION THRU WEEP HOLE
ASSEMBLY



WEEP HOLE ASSEMBLY
MOUNTING DETAIL

NOTE:

1. Remove and replace damaged railing anchor bolts, cost is included in Remove and Re-erect Existing Handrail included elsewhere in the contract.

* Cost included with "Weep Holes Cored".

LEGEND

- Structural Repair of Concrete (Depth Equal to or Less than 5")
- Structural Repair of Concrete (Depth Greater Than 5")
- Epoxy Injection
- SF -Square Foot
- LF -Linear Foot

MODEL: Default
FILE NAME: P:\1710-746 IDOT District 1\WO 18 I-90 @ Lawrence Design PS&E\CADD_Sheets\SN 016-7501 - Off Ramp\0160836-62H73-202-ELEV.dgn
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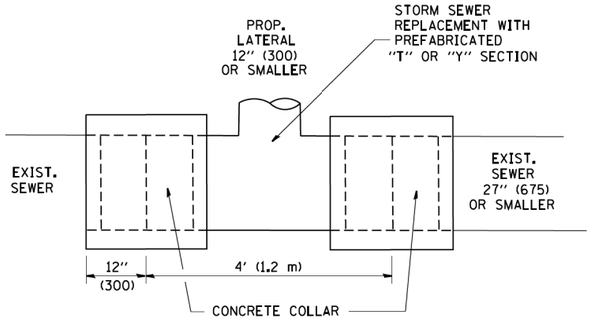
PLOT SCALE =	DRAWN - HI, EBK	REVISED -	
PLOT DATE =	DATE - 02/08/2019	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

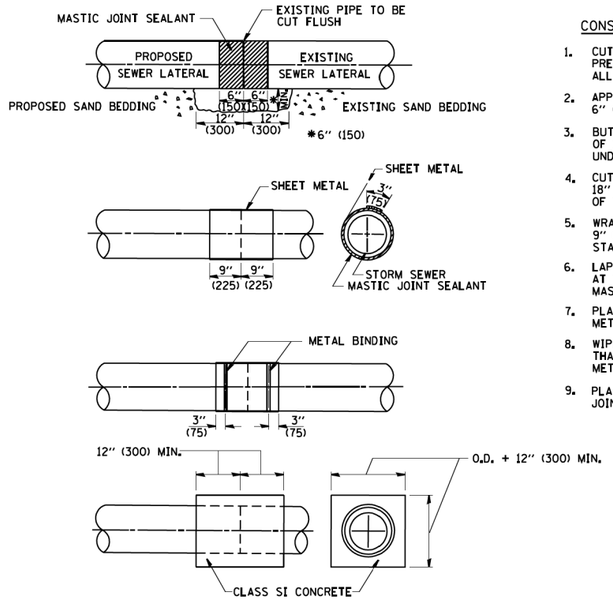
WALL REPAIRS AND DETAILS
S.N. 016-7501
SHEET S2-02 OF S2-2 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	30
		CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



DETAIL "A"

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

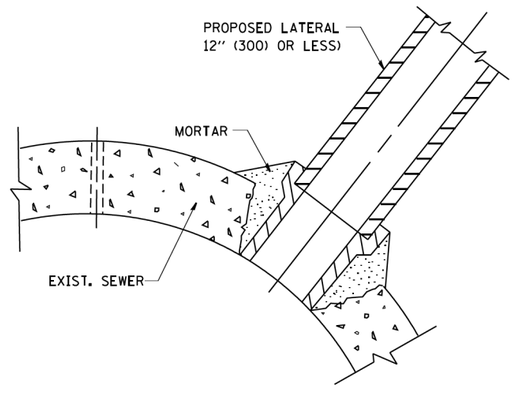


DETAIL "B"

CLASS SI CONCRETE COLLAR

CONSTRUCTION SEQUENCE

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

I. THIS WORK SHALL BE CONSTRUCTED IN CONFORMANCE WITH THE APPLICABLE PORTIONS OF SECTION 550 OF THE STANDARD SPECIFICATIONS.

II. CONNECTION TO AN EXISTING STORM SEWER SHALL BE BY EITHER OF THE FOLLOWING METHODS:

A) PROPOSED STORM SEWER CONNECTION TO EXISTING SEWER OF 27" (675) OR SMALLER SEE DETAIL "A" AND "B".

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.

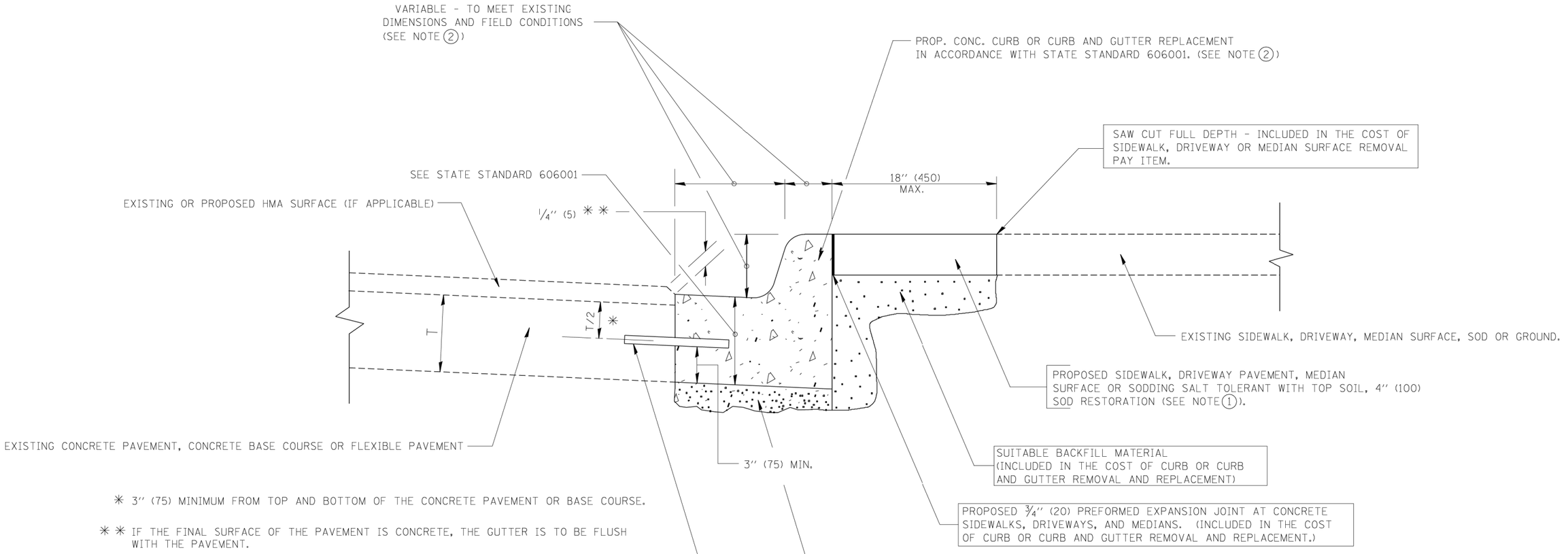
REMOVAL AND REINSTALLATION OF EXISTING STORM SEWER ADJACENT TO THE PROPOSED TEE OR WYE SECTION, FOR THE PURPOSE OF FACILITATING THE INSTALLATION OF THE TEE OR WYE SECTION, WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE WORK.

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 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 = gaglianobt	DESIGNED - M. DE YONG	REVISED - M. DE YONG 05-08-92	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF STORM SEWER CONNECTION TO EXISTING SEWER			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - R. SHAH 09-09-94					90	2018-143-BR	COOK	38	31
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - R. SHAH 10-25-94						BD500-01 (BD-7)		CONTRACT NO. 62H73	
	PLOT DATE = 1/4/2008	DATE - 07-25-90	REVISED - R. SHAH 06-12-96		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		



* 3" (75) MINIMUM FROM TOP AND BOTTOM OF THE CONCRETE PAVEMENT OR BASE COURSE.

* * IF THE FINAL SURFACE OF THE PAVEMENT IS CONCRETE, THE GUTTER IS TO BE FLUSH WITH THE PAVEMENT.

NOTE: (1) SIDEWALK, DRIVEWAY PAVEMENT OR MEDIAN SURFACE SHALL BE SIMILAR TO THE MATERIAL BEING REMOVED AND WILL BE PAID FOR SEPARATELY.

SODDING, SALT TOLERANT AND TOP SOIL, FURNISH AND PLACE 4" WILL BE PAID FOR SEPARATELY,

(2) FERTILIZER FOR THE PLACEMENT OF THE SOD IS NOT REQUIRED

(3) CURB OR CURB AND GUTTER REPLACEMENT SHALL MATCH THE SHAPE OF THE EXISTING CURB OR CURB AND GUTTER UNLESS OTHERWISE SPECIFIED.

(4) FOR CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT ADJACENT TO FLEXIBLE PAVEMENT DELETE EPOXY COATED TIE BARS.

(5) LONGITUDINAL BARS, IF ENCOUNTERED IN THE EXISTING CURB OR CURB AND GUTTER, ARE NOT TO BE REPLACED. CUTTING AND REMOVING LONGITUDINAL BARS SHALL BE INCLUDED IN THE COST OF CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT.

(6) THE COST OF HMA SURFACE REMOVAL IN THE EXISTING GUTTER FLAG SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER REMOVAL AND REPLACEMENT.

(7) THE REMOVAL AND REPLACEMENT OF THE EXISTING CURB OR CURB AND GUTTER SHALL BE DONE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 440 AND 606 OF THE STANDARD SPECIFICATIONS.

(8) THE LOCATIONS OF REMOVAL AND REPLACEMENT OF EXISTING CURB OR CURB AND GUTTER SHALL BE DETERMINED BY THE RESIDENT ENGINEER AT THE TIME OF CONSTRUCTION.

BASIS OF PAYMENT:

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

CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT

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

FILE NAME = c:\pw_work\pwidot\drivakosgn\d0108315\bd24.dgn	USER NAME = drivakosgn	DESIGNED - A. HOUSEH	REVISED - R. SHAH 10-03-96	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**CURB OR CURB AND GUTTER REMOVAL AND REPLACEMENT**		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED - A. ABBAS 03-21-97				90	2018-143-BR	COOK	38	32
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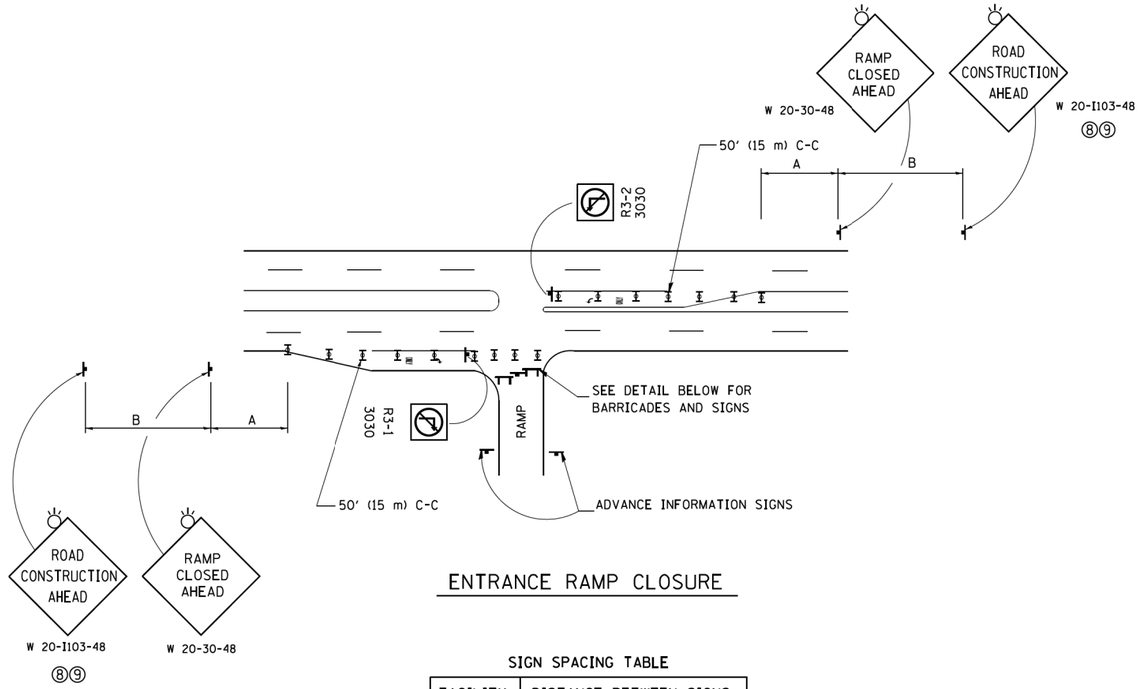
	PLOT DATE = 12/15/2009	DATE - 03-11-94	REVISED - R. BORO 12-15-09		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.		FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT	

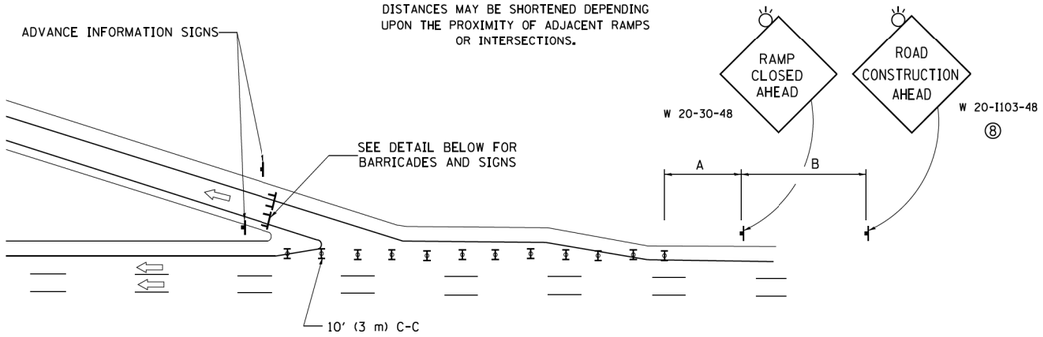


ENTRANCE RAMP CLOSURE

SIGN SPACING TABLE

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

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

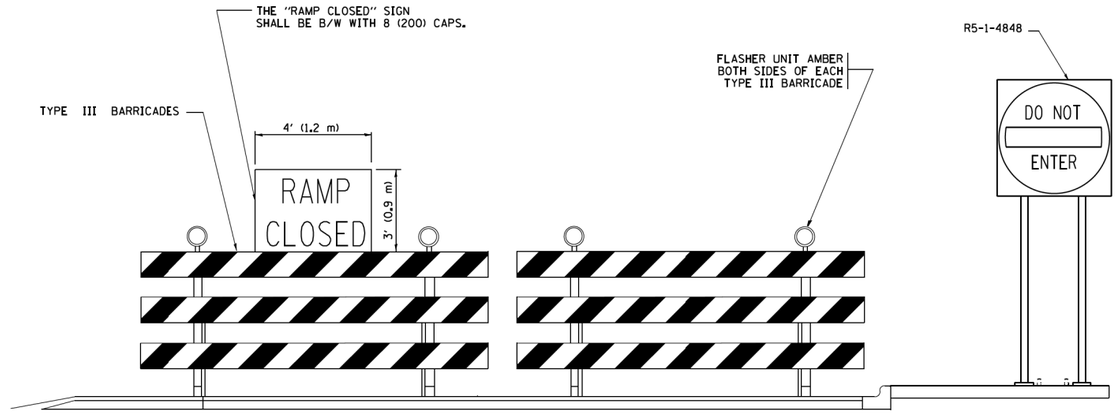


EXIT RAMP CLOSURE

SYMBOLS

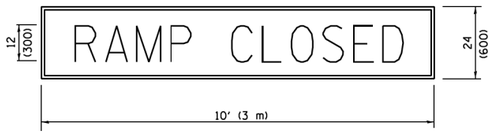
TYPE II BARRICADE OR DRUM

TYPE III BARRICADE WITH 2 FLASHING LIGHTS



DETAIL FOR REQUIRED BARRICADES & SIGNS

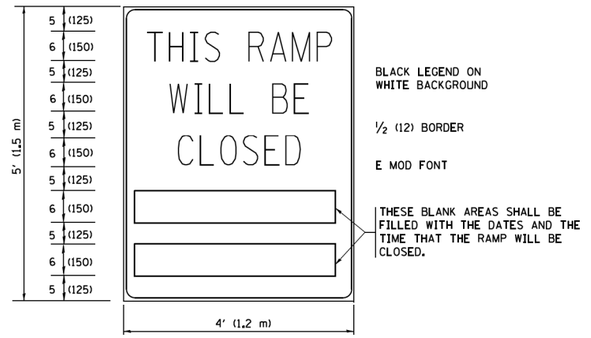
RAMP CLOSURE ADVANCE WARNING SIGN



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

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

RAMP CLOSURE ADVANCE INFORMATION SIGN



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

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

GENERAL NOTES:

1. CONES MAY BE SUBSTITUTED FOR DRUMS OR TYPE II BARRICADES DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 28 (700) HIGH.
2. VERTICAL BARRICADES SHALL NOT BE USED FOR RAMP CLOSURES.
3. A FLAGGER SHALL BE POSITIONED AT EACH CLOSED RAMP THAT IS OPEN TO CONSTRUCTION VEHICLES, PRECEEDED 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.

FILE NAME = pw:\\IL084EBIDINTEG.illinois.gov:PWIDOT\Documents\IDOT Offices\District 1\Projects\Dist\Drawn\CADData\CADsheets\tc08.dgn	USER NAME = footemj	DESIGNED - D.W.S.	REVISED - S.P.B. 01-07
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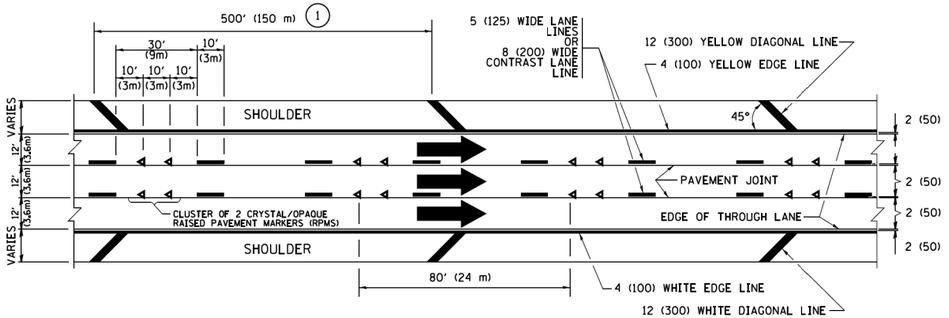
Default	PLOT DATE = 11/27/2017	DATE - 02-83	REVISED - M.D. 06-13
			REVISED - M.D. 01-18

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE AND EXIT RAMP CLOSURE DETAILS

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

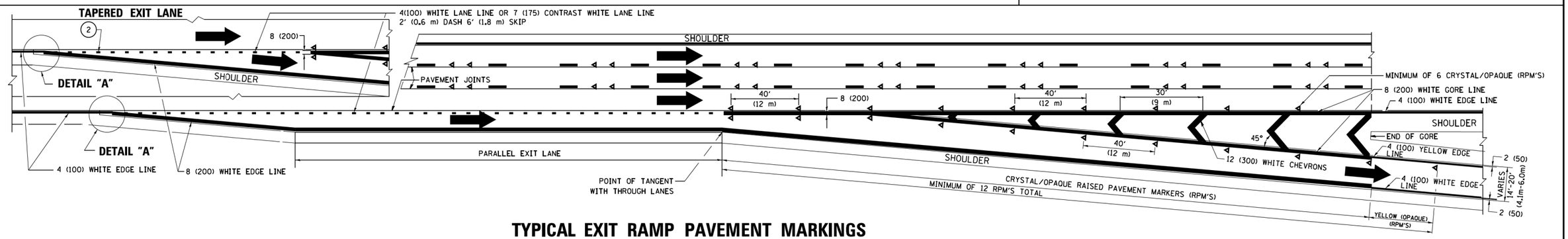
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	33
	TC-08	CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



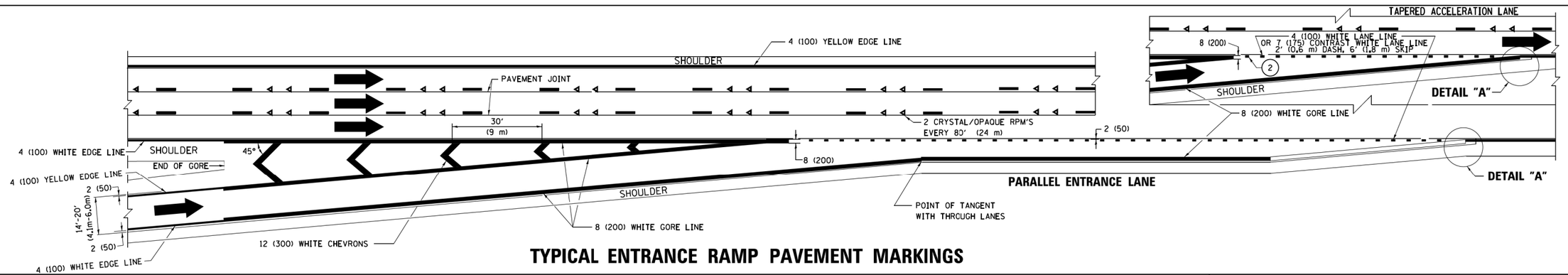
TYPICAL EDGE LINES & LANE LINES

PAVEMENT MARKING MATERIALS

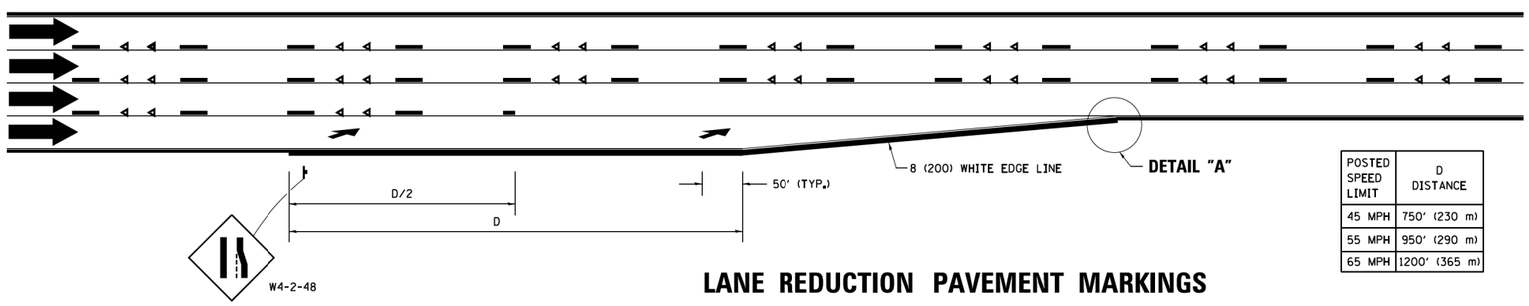
1. THERMOPLASTIC PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON HMA PAVEMENTS.
2. POLYUREA OR MODIFIED URETHANE PAVEMENT MARKING LINE SHALL BE USED FOR ALL EDGE LINES, GORE LINES, AND DIAGONAL LINES ON PCC PAVEMENTS.
3. PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, INLAID OR GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON HMA PAVEMENTS.
4. CONTRAST PREFORMED PLASTIC PAVEMENT MARKING LINE TYPE B, GROOVE IN, SHALL BE USED FOR ALL LANE LINES ON PCC PAVEMENT.



TYPICAL EXIT RAMP PAVEMENT MARKINGS

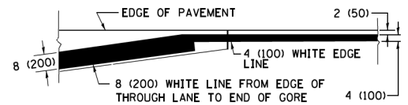


TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS



POSTED SPEED LIMIT	D DISTANCE
45 MPH	750' (230 m)
55 MPH	950' (290 m)
65 MPH	1200' (365 m)

LANE REDUCTION PAVEMENT MARKINGS



DETAIL "A"

NOTES:

(1) THE DIAGONAL LINES SHALL BE SPACED AT 40' (12 m) C-C ACROSS ALL STRUCTURES WHICH ARE 500' (150 m) OR LESS IN LENGTH. THE DIAGONAL LINES ARE NOT REQUIRED ON SHOULDERS WHICH ARE 6' (1.8 m) OR LESS IN WIDTH.

(2) 4'' (2' DASH, 6' SKIP) MARKING ON TAPERED ENTRANCE AND EXIT RAMP SHALL BE OMITTED ON TANGENT SECTIONS.

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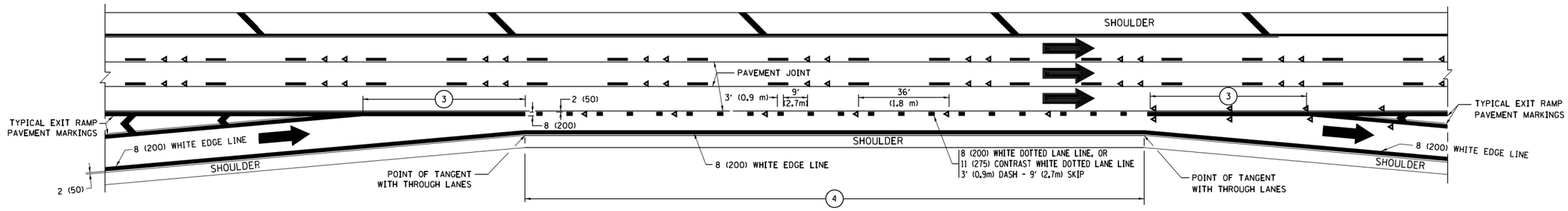
Default	PLOT DATE = 9/6/2017	DATE - 01-90	REVISED - M.D. 05-13
			REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

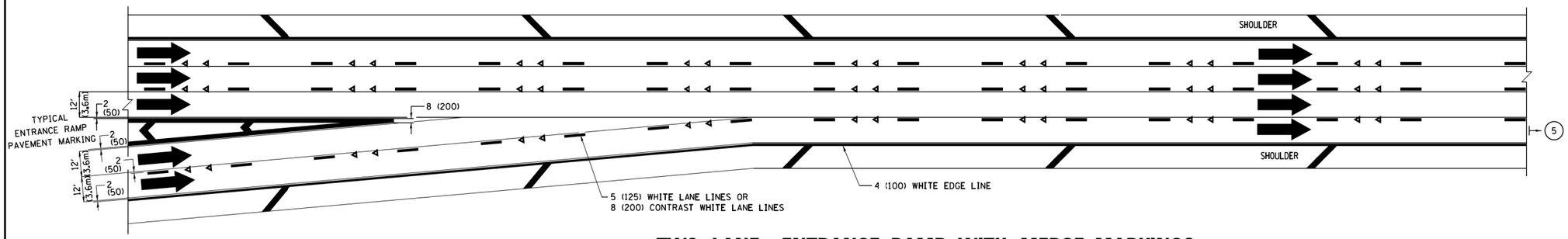
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET 1 OF 2 SHEETS | STA. | TO STA.

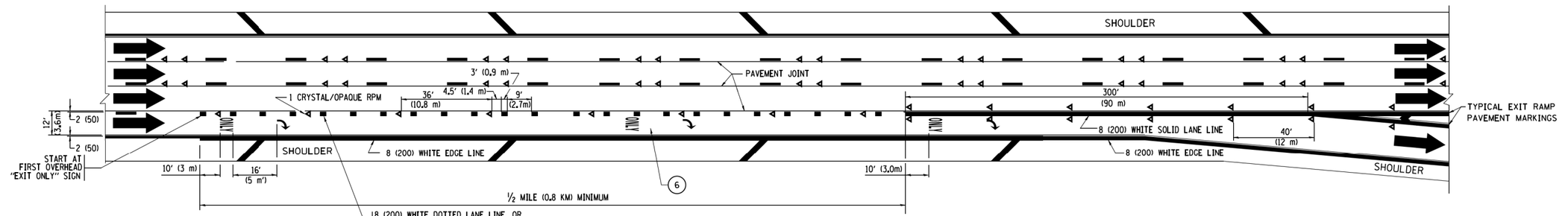
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	34
	TC-12	CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



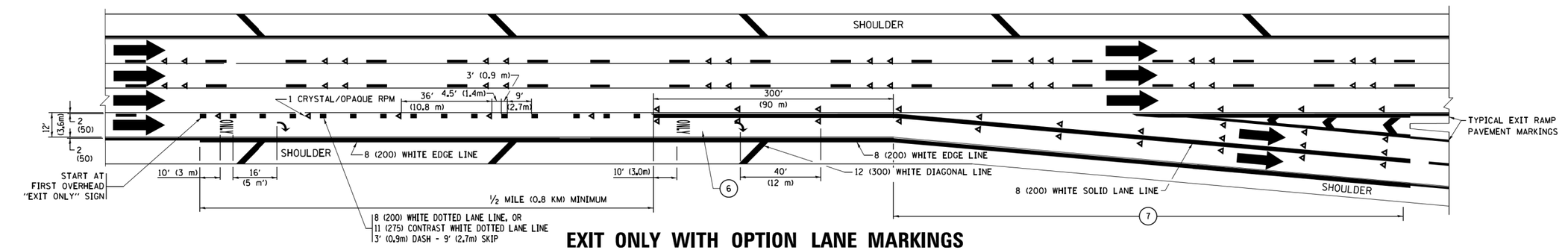
AUXILIARY LANE MARKINGS



TWO LANE ENTRANCE RAMP WITH MERGE MARKINGS



EXIT ONLY LANE MARKINGS



EXIT ONLY WITH OPTION LANE MARKINGS

NOTES:

3. OMIT WHEN LENGTH OF AUXILIARY LANE IS LESS THAN 500' (150 m).
4. 8-INCH WIDE DOTTED LANE LINE MARKINGS SHALL BE USED WHEN THE LENGTH OF THE AUXILIARY LANE IS 2 MILES OR LESS.
5. FOR TWO-LANE ENTRANCE RAMP, IF RIGHT LANE ENDS, USE TYPICAL ENTRANCE RAMP PAVEMENT MARKINGS.
6. ONLY AND ARROWS EQUALLY SPACED, 500' (150 m) MAXIMUM SPACING. FULL SIZE LETTERS AND ARROW SHALL BE USED.
7. CONTINUE 8" SOLID LANE LINE THROUGH EXIT TO END OF PAVED GORE.

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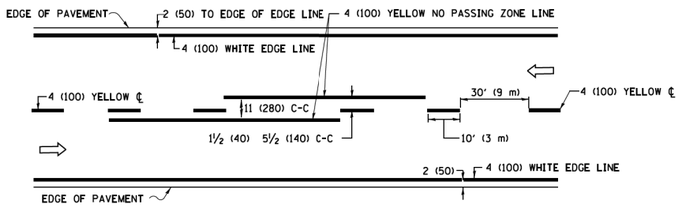
Default	PLOT DATE = 9/6/2017	DATE - 01-90	REVISED - M.D. 09-17

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

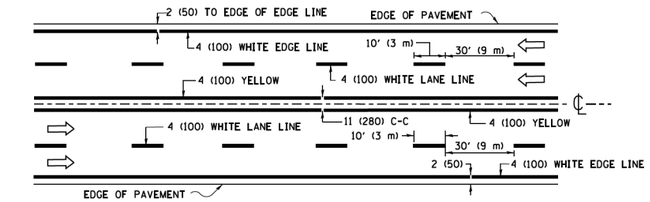
MULTI-LANE FREEWAY
PAVEMENT MARKING DETAILS

SCALE: NONE | SHEET 2 OF 2 SHEETS | STA. | TO STA.

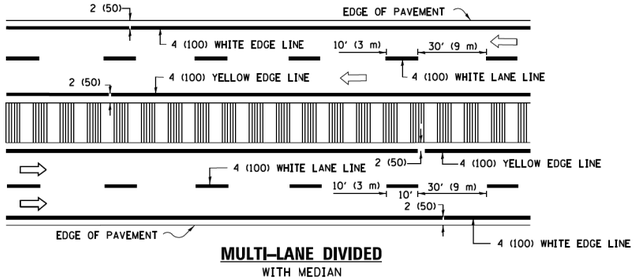
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	35
	TC-12	CONTRACT NO. 62H73		
	ILLINOIS FED. AID PROJECT			



2–LANE ROADWAY

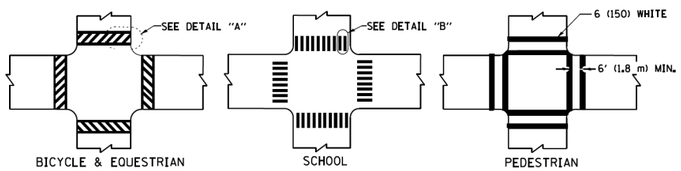


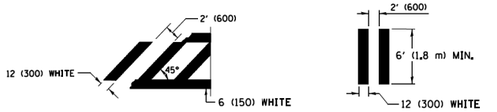
MULTI–LANE UNDIVIDED



MULTI–LANE DIVIDED
WITH MEDIAN

TYPICAL LANE AND EDGE LINE MARKING



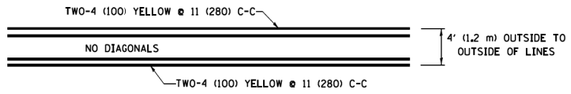


DETAIL "A"

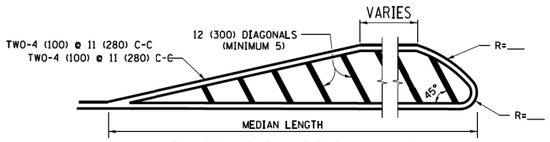
DETAIL "B"

TYPICAL CROSSWALK MARKING

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



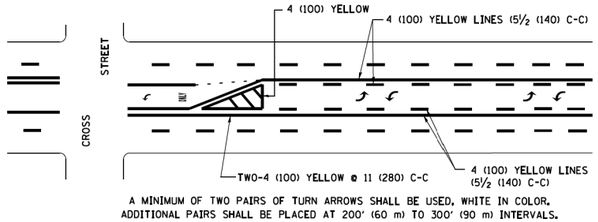
4' (1.2 m) WIDE MEDIANS ONLY



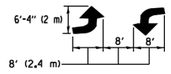
FOR MEDIAN LENGTHS WHERE DIAGONAL SPACING CANNOT BE ATTAINED, USE 5 (FIVE) EQUALLY SPACED DIAGONAL LINES.

DIAGONAL LINE SPACING: 50' (15 m) C-C (LESS THAN 30MPH (50 km/h))
75' (25 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h))
150' (45 m) C-C (MORE THAN 45MPH (70 km/h))

MEDIANS OVER 4' (1.2 m) WIDE

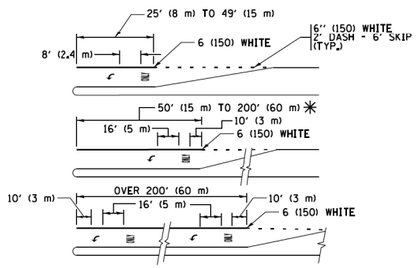


A MINIMUM OF TWO PAIRS OF TURN ARROWS SHALL BE USED, WHITE IN COLOR. ADDITIONAL PAIRS SHALL BE PLACED AT 200' (60 m) TO 300' (90 m) INTERVALS.



MEDIAN WITH TWO–WAY LEFT TURN LANE

TYPICAL PAINTED MEDIAN MARKING

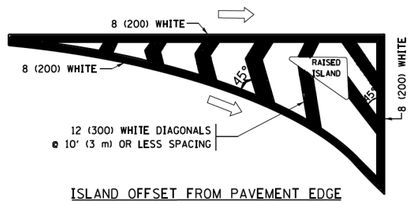


FULL SIZE LETTERS 8' (2.4 m) AND ARROWS SHALL BE USED.
↰ AREA = 15.6 SQ. FT. (1.5 m^2) **ONLY** AREA = 20.8 SQ. FT. (1.9 m^2)

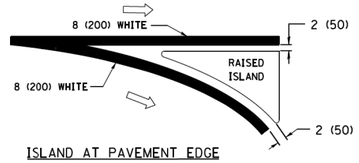
✳ TURN LANES IN EXCESS OF 400' (120 m) IN LENGTH MAY HAVE AN ADDITIONAL SET OF ARROW - "ONLY" INSTALLED MIDWAY BETWEEN THE OTHER TWO SETS OF ARROW - "ONLY".

TYPICAL LEFT (OR RIGHT) TURN LANE

TYPICAL TURN LANE MARKING

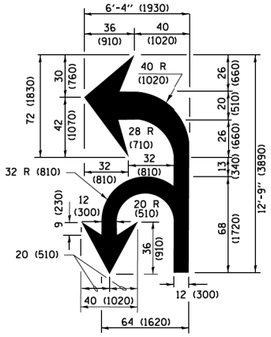


ISLAND OFFSET FROM PAVEMENT EDGE

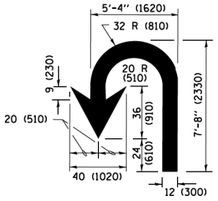


ISLAND AT PAVEMENT EDGE

TYPICAL ISLAND MARKING

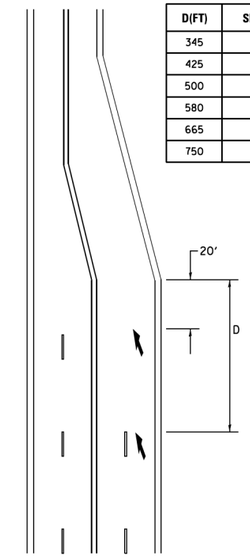


COMBINATION LEFT AND U–TURN



U–TURN

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



LANE REDUCTION TRANSITION

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

TYPE OF MARKING	WIDTH OF LINE	PATTERN	COLOR	SPACING /REMARKS
CENTERLINE ON 2 LANE PAVEMENT	4 (100)	SKIP-DASH	YELLOW	10' (3 m) LINE WITH 30' (9 m) SPACE
CENTERLINE ON MULTI-LANE UNDIVIDED PAVEMENT	2 ⊘ 4 (100)	SOLID	YELLOW	11 (280) C-C
NO PASSING ZONE LINES: FOR ONE DIRECTION FOR BOTH DIRECTIONS	4 (100) 2 ⊘ 4 (100)	SOLID SOLID	YELLOW YELLOW	5½ (140) C-C FROM SKIP-DASH CENTERLINE 11 (280) C-C OMIT SKIP-DASH CENTERLINE BETWEEN
LANE LINES	4 (100) 5 (125) ON FREEWAYS	SKIP-DASH SKIP-DASH	WHITE WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE
DOTTED LINES (EXTENSIONS OF CENTER, LANE OR TURN LANE MARKINGS)	SAME AS LINE BEING EXTENDED	SKIP-DASH	SAME AS LINE BEING EXTENDED	2' (600) LINE WITH 6' (1,8 m) SPACE
EDGE LINES	4 (100)	SOLID	YELLOW-LEFT WHITE-RIGHT	OUTLINE MEDIANS IN YELLOW
TURN LANE MARKINGS	6 (150) LINE; FULL SIZE LETTERS & SYMBOLS (8' (2.4m))	SOLID	WHITE	SEE TYPICAL TURN LANE MARKING DETAIL
TWO WAY LEFT TURN MARKING	2 ⊘ 4 (100) EACH DIRECTION 8' (2.4m) LEFT ARROW	SKIP-DASH AND SOLID IN PAIRS	YELLOW WHITE	10' (3 m) LINE WITH 30' (9 m) SPACE FOR SKIP-DASH; 5½ (140) C-C BETWEEN SOLID LINE AND SKIP-DASH LINE SEE TYPICAL TWO-WAY LEFT TURN MARKING DETAIL
CROSSWALK LINES (PEDESTRIAN) A. DIAGONALS (BIKE & EQUESTRIAN) B. LONGITUDINAL BARS (SCHOOL)	2 ⊘ 6 (150) 12 (300) ⊘ 45° 12 (300) ⊘ 90°	SOLID SOLID SOLID	WHITE WHITE WHITE	NOT LESS THAN 6' (1,8 m) APART 2' (600) APART 2' (600) APART SEE TYPICAL CROSSWALK MARKING DETAILS.
STOP LINES	24 (600)	SOLID	WHITE	PLACE 4' (1,2 m) IN ADVANCE OF AND PARALLEL TO CROSSWALK, IF PRESENT. OTHERWISE, PLACE AT DESIRED STOPPING POINT. PARALLEL TO CROSSROAD CENTERLINE, WHERE POSSIBLE
PAINTED MEDIANS	2 ⊘ 4 (100) WITH 12 (300) DIAGONALS ⊘ 45° NO DIAGONALS USED FOR 4' (1,2 m) WIDE MEDIANS	SOLID	YELLOW: TWO WAY TRAFFIC WHITE: ONE WAY TRAFFIC	11 (280) C-C FOR THE DOUBLE LINE SEE TYPICAL PAINTED MEDIAN MARKING.
GORE MARKING AND CHANNELIZING LINES	8 (200) WITH 12 (300) DIAGONALS ⊘ 45°	SOLID	WHITE	DIAGONALS: 15' (4,5 m) C-C (LESS THAN 30MPH (50 km/h)) 20' (6 m) C-C 30MPH (50 km/h) TO 45MPH (70 km/h)) 30' (9 m) C-C (OVER 45MPH (70 km/h))
RAILROAD CROSSING	24 (600) TRANSVERSE LINES; "RR" IS 6' (1.8 m) LETTERS; 16 (400) LINE FOR "X"	SOLID	WHITE	SEE STATE STANDARD 780001 AREA OF: "R"=3,6 SQ. FT. (0,33 m^2) EACH "X"=54,0 SQ. FT. (5,0 m^2)
SHOULDER DIAGONALS (REQUIRED FOR SHOULDERS ≥ 8')	12 (300) ⊘ 45°	SOLID	WHITE - RIGHT YELLOW - LEFT	50' (15 m) C-C (LESS THAN 30MPH (50 km/h)) 75' (25 m) C-C (30 MPH (50 km/h) TO 45MPH (70 km/h)) 150' (45 m) C-C (OVER 45MPH (70 km/h))
U TURN ARROW	SEE DETAIL	SOLID	WHITE	16,3 SF
2 ARROW COMBINATION LEFT AND U TURN	SEE DETAIL	SOLID	WHITE	30,4 SF

FOR FURTHER DETAILS ON PAVEMENT MARKING REFER TO STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION AND STATE STANDARD 780001.

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

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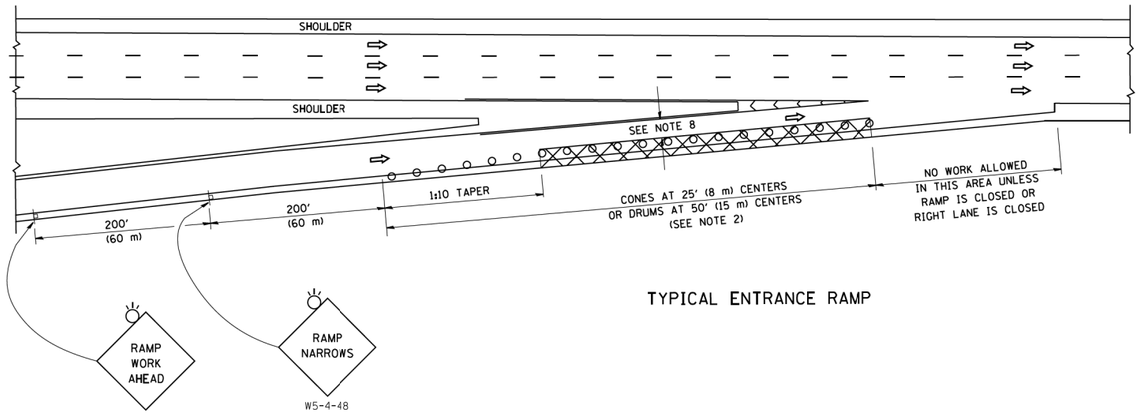
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DISTRICT ONE
TYPICAL PAVEMENT MARKINGS

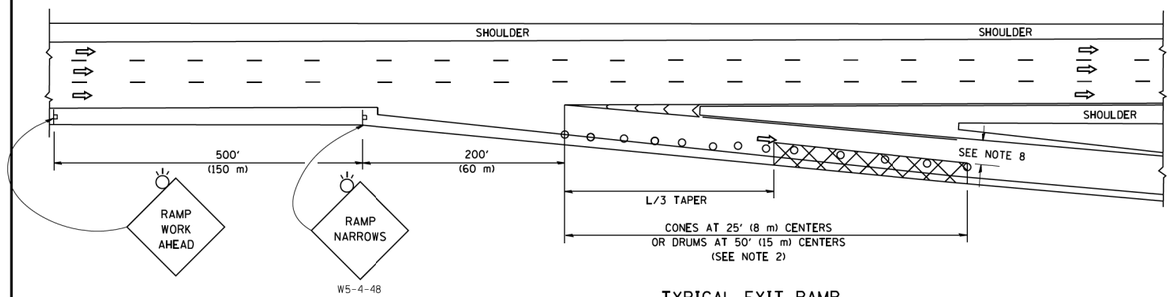
SCALE: NONE | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	36
	TC–13	CONTRACT NO. 62H73		
		ILLINOIS FED. AID PROJECT		

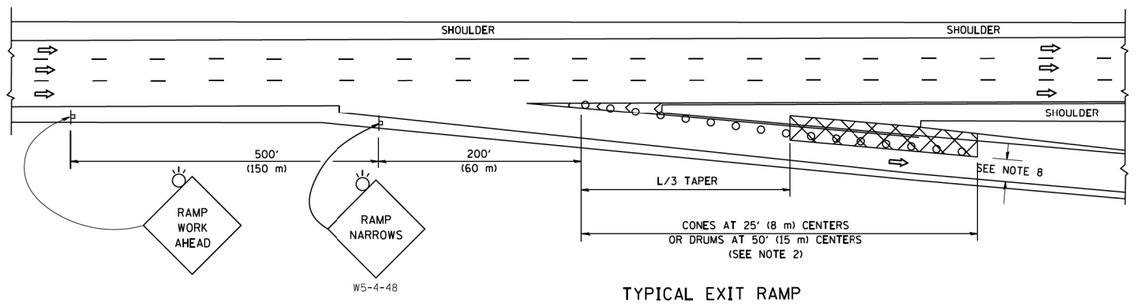
PARTIAL RAMP CLOSURE DETAILS



TYPICAL ENTRANCE RAMP

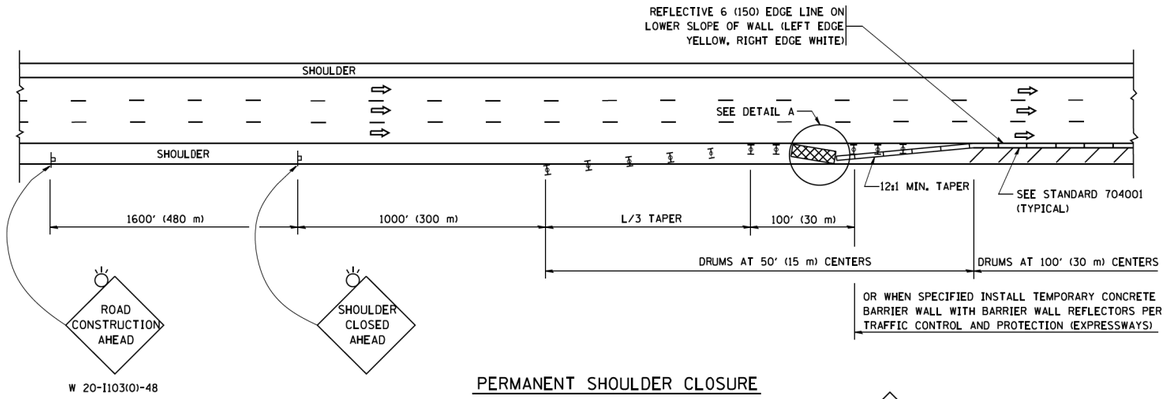


TYPICAL EXIT RAMP

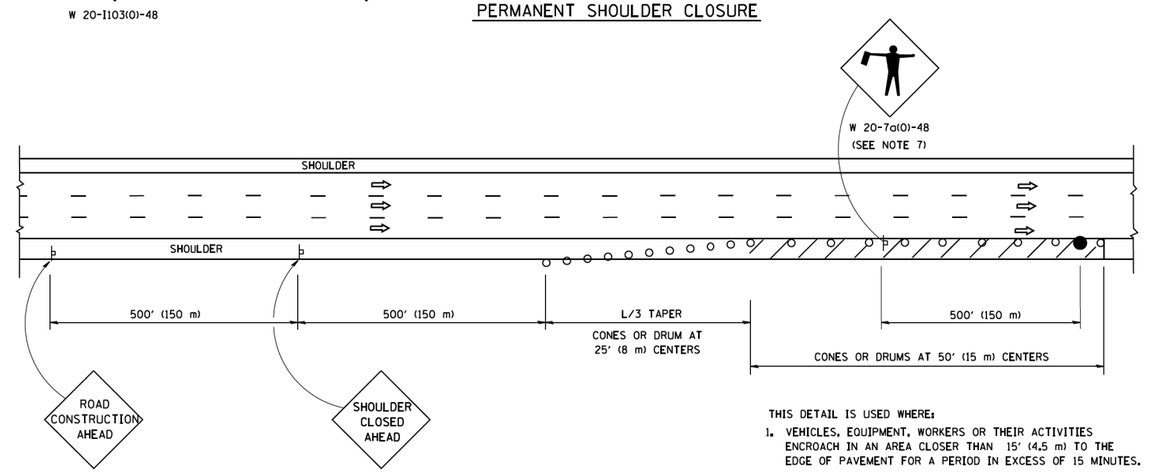


TYPICAL EXIT RAMP

SHOULDER CLOSURE DETAILS



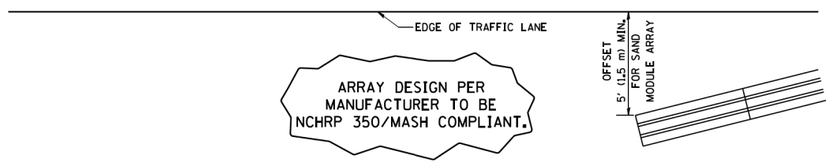
PERMANENT SHOULDER CLOSURE



DAYTIME SHOULDER CLOSURE

THIS DETAIL IS USED WHERE:

1. VEHICLES, EQUIPMENT, WORKERS OR THEIR ACTIVITIES ENCROACH 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 ATTENTUATOR, TEMPORARY
(SEE NOTE 5)

SYMBOLS

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

GENERAL NOTES

1. THE "L" DISTANCE EQUALS:

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

W = WIDTH OF OFFSET IN FEET (METERS)
S = NORMAL POSTED SPEED MPH (KM/H)

2. TYPE II BARRICADES OR DRUMS ARE REQUIRED FOR ALL NIGHTIME CLOSURES. TYPE II BARRICADES OR DRUMS WITH MONODIRECTIONAL STEADY BURN LIGHTS ARE REQUIRED FOR DELINEATING OBSTICLES, EXCAVATIONS, OR HAZARDS EXCEEDING 100 FT (30m) IN LENGTH AT NIGHT.
3. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
4. FLASHING LIGHTS SHALL BE USED DURING THE HOURS OF DARKNESS AND SHALL BE INSTALLED ABOVE THE FIRST TWO SETS OF SIGNS.
5. THE IMPACT ATTENTUATOR, 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 AVTIVITY REQUIRES FREQUENT ENCROACHMENT 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.

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Default	PLOT DATE = 11/27/2017	DATE - 11-96	REVISED - M.D. 01-18

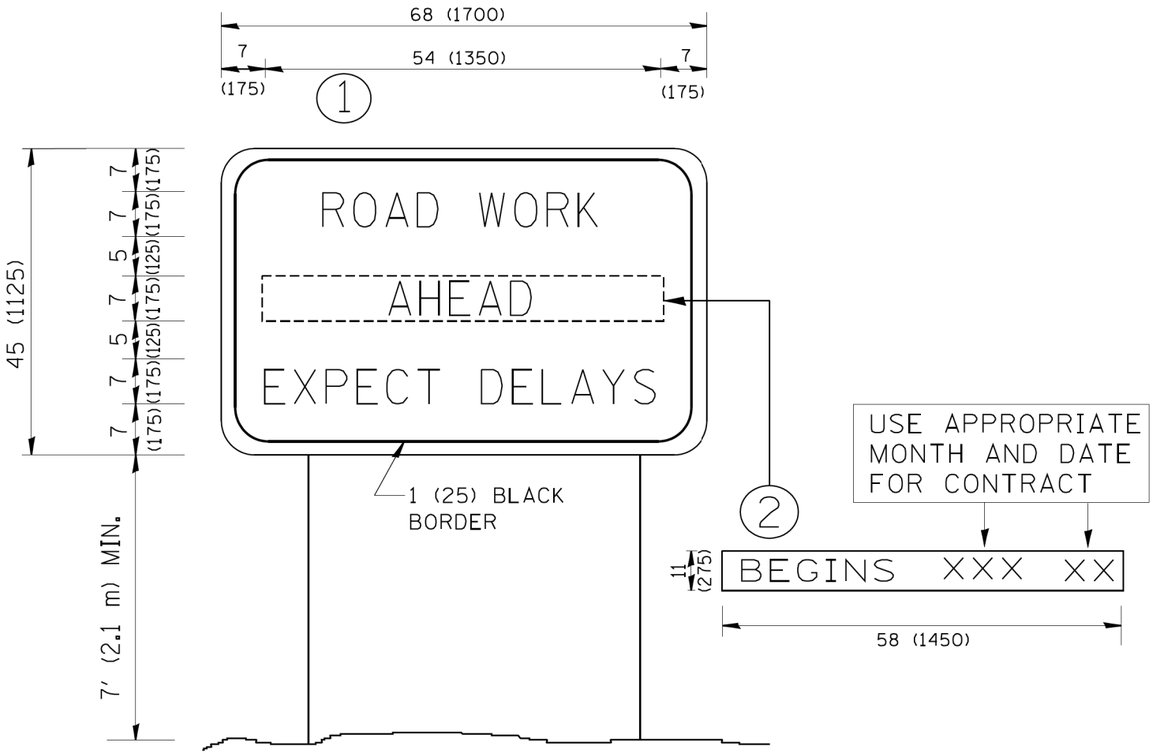
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL DETAILS FOR FREEWAY
SHOULDER CLOSURES AND PARTIAL RAMP CLOSURES

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	37
	TC-17	CONTRACT NO. 62H73		
		ILLINOIS FED. AID PROJECT		

tc17.dgn 11/27/2017 7:51:33 AM Users\footemj



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 = gaglianobt	DESIGNED -	REVISED - R. MIRS 09-15-97
		DRAWN -	REVISED - R. MIRS 12-11-97
	PLOT SCALE = 50.000 ' / IN.	CHECKED -	REVISED - T. RAMMACHER 02-02-99
	PLOT DATE = 1/4/2008	DATE -	REVISED - C. JUCIUS 01-31-07

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ARTERIAL ROAD INFORMATION SIGN

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	2018-143-BR	COOK	38	38
	TC-22	CONTRACT NO. 62H73		
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		