

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	11-00095-00-LS	LAKE	12	1
		ILLINOIS	CONTRACT NO. 63724	

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR HIGHWAY STANDARDS, SEE SHEET NO. 2

FAP 344 (U.S. ROUTE 45 - LAKE STREET)
PARK STREET TO WELLINGTON AVENUE
STREETScape IMPROVEMENTS
SECTION 11-00095-00-LS
PROJECT TE-00D1 (856)
VILLAGE OF MUNDELEIN
LAKE COUNTY
C-91-413-11



TRAFFIC DATA

ADT:
LAKE STREET 25,300 VPD

POSTED SPEED

25 MPH (EXISTING)
25 MPH (PROPOSED)

DESIGN SPEED

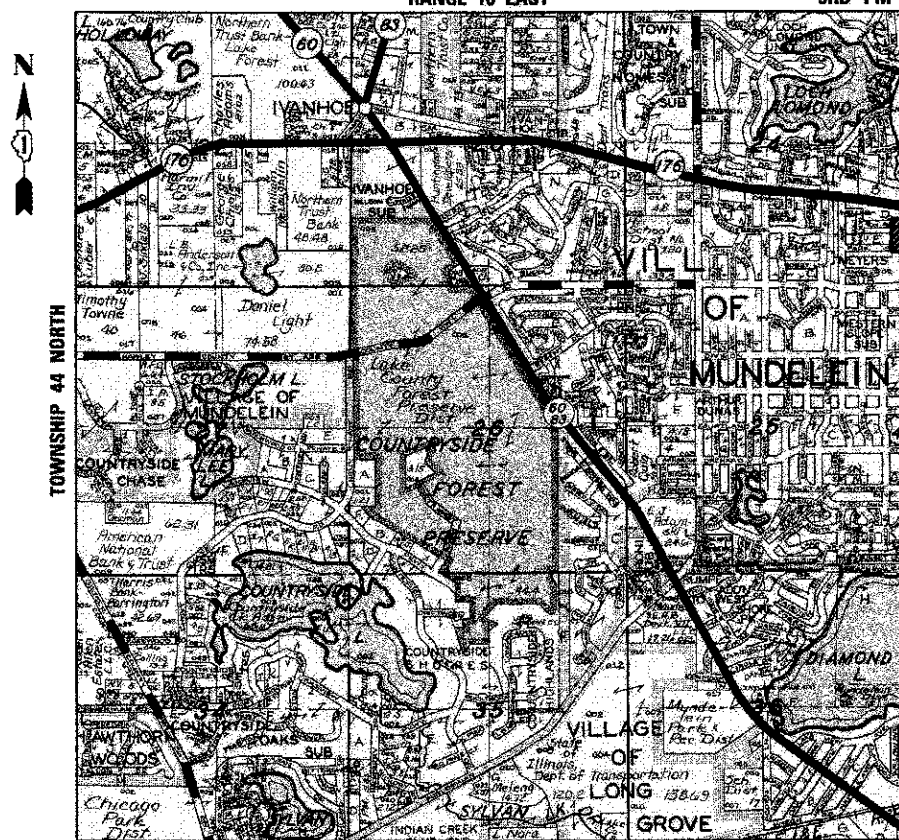
30 MPH (EXISTING)
30 MPH (PROPOSED)

DESIGN DESIGNATION


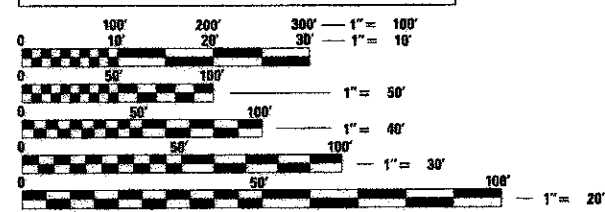
LAKE STREET - PRINCIPAL ARTERIAL

PROJECT LOCATION MAP
FREMONT TOWNSHIP
N.T.S.

RANGE 10 EAST 3RD PM



JULIE
JOINT
UTILITY
LOCATION
INFORMATION FOR
EXCAVATION
CALL 811

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.



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Phone: 815.385.1778 | Toll Free: 800.728.7805 | Fax: 815.385.1781 | HRGreen.com
ILLINOIS PROFESSIONAL DESIGN FIRM #184-001322

PROJECT ENGINEER: J. STRZALKA
PROJECT MANAGER: A. CHAUDHRY

CONTRACT NO. 63724

PROJECT LENGTH
NET LENGTH OF IMPROVEMENT (LAKE STREET) = 512 FT (0.097 MI)
GROSS LENGTH OF PROJECT = 512 FT (0.097 MI)


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED 5/10 2012
Will Combs
VILLAGE OF MUNDELEIN

PASSED MAY 22, 2012
C. H. H. H.
DISTRICT ONE ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED REVIEW MAY 24, 2012
Diana M. O'Keefe
DEPUTY DIRECTOR OF HIGHWAYS, REGION ONE ENGINEER

PROFESSIONAL ENGINEER'S SIGN & SEAL



Akram Chaudhry
AKRAM CHAUDHRY, P.E.
EXPIRES: 11-30-2013

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OF THE STATE OF ILLINOIS

PROGRAM AND OFFICE ENGINEER: CHARLES F. RIDDLE, P.E. 847-705-4406 SCHAUMBURG, IL

INDEX OF SHEETS

- 1 COVER SHEET
- 2 GENERAL NOTES, HIGHWAY STANDARDS AND BENCHMARKS
- 3 SUMMARY OF QUANTITIES
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- 5 SCHEDULE OF QUANTITIES
- 6-7 SIDEWALK PLANS
- 8-12 CONSTRUCTION DETAILS

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- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 424001-06 PERPENDICULAR CURB RAMPS FOR SIDEWALKS
- 424006 DIAGONAL CURB RAMPS FOR SIDEWALKS
- 424011 CORNER PARALLEL CURB RAMPS FOR SIDEWALKS
- 424021 DEPRESSED CORNER FOR SIDEWALKS
- 424026 ENTRANCE / ALLEY PEDESTRIAN CROSSINGS
- 604051-03 FRAME AND GRATE TYPE 11
- 606001-04 CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
- 701101-02 OFF-ROAD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
- 701606-08 URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
- 701801-05 LANE CLOSURE MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
- 701901-02 TRAFFIC CONTROL DEVICES

DISTRICT DETAILS

- TC-10 TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS
- TC-22 ARTERIAL ROAD INFORMATION SIGN
- TC-26 DRIVEWAY ENTRANCE SIGNING

BENCHMARKS

- BM1: NORTHEAST BOLT ON TOP FLANGE OF HYDRANT LOCATED AT THE SOUTHWEST CORNER OF LAKE STREET AND WELLINGTON AVENUE. ELEVATION=767.61 NAVD88
- BM2: CHISELED SQUARE ON NORTHEAST CORNER OF CONCRETE LIGHT POLE BASE. ELEVATION=766.41 NAVD88

GENERAL NOTES

1. ALL REFERENCES TO "STANDARD SPECIFICATIONS" IN THESE GENERAL NOTES SHALL BE INTERPRETED TO MEAN "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), JANUARY 1, 2012.
2. ALL REFERENCES TO "ENGINEER" SHALL BE INTERPRETED TO MEAN THE RESIDENT ENGINEER.
3. PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS AFFECTING THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE. IN ADDITION, THE CONTRACTOR MUST VERIFY THE ENGINEER'S LINE AND GRADE STAKES. IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE MUST IMMEDIATELY REPORT SAME TO THE ENGINEER BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN THE CONSTRUCTION PLANS, STANDARD SPECIFICATIONS AND/OR SPECIAL DETAILS, THE CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE ENGINEER PRIOR TO PROCEEDING WITH ANY PART OF THE WORK AFFECTED BY OMISSIONS OR DISCREPANCIES. FAILING TO SECURE SUCH INSTRUCTIONS, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE. IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF THE CONSTRUCTION PLANS OR SPECIFICATIONS, THE DECISION OF THE ENGINEER SHALL BE FINAL AND CONCLUSIVE.
4. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS PRIOR TO BIDDING ON THE PROJECT.
5. BEFORE STARTING ANY EXCAVATION, THE CONTRACTOR SHALL CALL "JULIE" (JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION) AT 8-1-1 FOR FIELD LOCATIONS OF BURIED UTILITIES (48 HOURS NOTIFICATION IS REQUIRED).
6. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE OR VILLAGE RIGHT-OF-WAY WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
7. SAW CUTTING OF PAVEMENTS, SIDEWALK, ETC. SHALL BE TO FULL DEPTH AND SHALL RESULT IN A CLEAN STRAIGHT EDGE ON THE PORTION REMAINING. ALL SAW CUTTING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE ITEM REMOVED.
8. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL SECTION OR SUBSECTION MONUMENTS, PROPERTY CORNERS, AND REFERENCE MARKERS UNTIL THE OWNER, HIS AGENT, OR AN AUTHORIZED SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATIONS.
9. OFFSET LOCATIONS GIVEN IN THE PLANS FOR STRUCTURES, EDGE OF PAVEMENT, ETC. ARE FROM THE ROADWAY CENTERLINE, UNLESS OTHERWISE NOTED OFFSET LOCATIONS FOR PROPOSED CURB AND GUTTER IS AT THE EDGE OF PAVEMENT.
10. THE INDISCRIMINATE USE OF FIRE HYDRANTS, EXISTING STREAMS, CREEKS, WETLANDS, OR PONDS IS STRICTLY PROHIBITED. THE CONTRACTOR SHALL PROVIDE A WATER TRUCK AND DRIVER AS REQUIRED TO OBTAIN AND TRANSPORT THIS WATER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING WATER FROM AN APPROVED SOURCE. IF THIS WATER IS FROM A SOURCE OTHER THAN HIS YARD, WRITTEN APPROVAL FROM THE AGENCY HAVING JURISDICTION FOR THE SOURCE OF THE WATER MUST BE RECEIVED BY THE CONTRACTOR PRIOR TO USE OF THE WATER.
11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SWEEPING AND CLEANING STREETS OF ANY DEBRIS AND MATERIAL THAT HAS ACCUMULATED AS A RESULT OF THE CONSTRUCTION ACTIVITY. A MECHANICAL SWEEPER, MECHANICALLY DRIVEN AIR AND HANDWORK WITH SHOVEL AND BROOM SHALL BE UTILIZED TO PROVIDE A CLEAN STREET FOR THE MOTORING PUBLIC. WITHIN 24 HOURS OF PLACING CONCRETE SIDEWALK, THE CONTRACTOR SHALL SWEEP THE PAVEMENT AND REMOVE STANDING WATER, EARTH, WEEDS, LEAVES, DIRT, CONSTRUCTION DEBRIS AND ALL LOOSE MATERIAL.
12. THE CONTRACTOR WILL BE REQUIRED TO TEMPORARILY RESET ALL SUCH SIGNS THAT INTERFERE WITH CONSTRUCTION OPERATIONS. ALL SUCH SIGNS MUST BE MAINTAINED STRAIGHT AND CLEAN FOR THE DURATION OF THE TEMPORARY SETTING AND MUST BE RE-ERECTED AT A TEMPORARY LOCATION IN A WORKMANLIKE MANNER AND BE VISIBLE TO THE TRAFFIC FOR WHICH IT IS INTENDED. THIS WORK WILL NOT BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE UNIT BID PRICES OF THE CONTRACT.
13. UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER, ACCESS TO ALL DOORWAYS AND ENTRANCES SHALL BE MAINTAINED AT ALL TIMES BY THE CONTRACTOR. EVERY EFFORT SHALL BE MADE TO ACCOMODATE THESE PROPERTIES. BUSINESS OWNERS AFFECTED BY SIDEWALK CONSTRUCTION MUST BE NOTIFIED BY THE CONTRACTOR 48 HOURS IN ADVANCE OF WORK IN FRONT OF THEIR BUSINESSES. IT IS ESSENTIAL ENTRANCES AND DOORWAYS REMAIN OPEN AND ACCESSIBLE AT ALL TIMES.
14. THE CONTRACTOR SHALL HAVE VILLAGE APPROVED SHOP DRAWINGS OF THE SITE FURNISHINGS PRIOR TO ORDERING. THE LOCATIONS OF ALL SITE FURNISHINGS SHOWN ON THE PLANS ARE PRELIMINARY AND WILL BE FINALIZED BY THE VILLAGE DURING CONSTRUCTION. SITE FURNISHING WILL NOT BE INSTALLED WITHOUT ENGINEER APPROVAL OF LOCATIONS AS COORDINATED WITH THE VILLAGE.
15. AGGREGATE BASE COURSE SHALL BE CONSTRUCTED WITH GRADATION CA-7 OPEN GRADED GRAVEL OR STONE. RECYCLED CONCRETE WILL NOT BE PERMITTED.
16. ALL REFERENCES IN THE HIGHWAY STANDARDS AND STANDARD SPECIFICATIONS FOR REINFORCEMENT, DOWEL BARS AND TIE BARS IN PAVEMENT, SHOULDERS, CURB, GUTTER, COMBINATION CURB AND GUTTER AND MEDIAN, AND CHAIR SUPPORTS FOR CRC PAVEMENT, SHALL BE EPOXY COATED, UNLESS NOTED ON THE PLAN.
17. ALL CONCRETE USED ON THE PROJECT SHALL MEET THE REQUIREMENTS OF ARTICLE 1020.04 FOR CLASS PV CONCRETE UNLESS OTHERWISE AUTHORIZED BY THE ENGINEER.
18. INCIDENTAL HOT-MIX ASPHALT RESURFACING WILL BE CONSTRUCTED AT A TWO INCH (2") DEPTH TWENTY FOUR INCHES (24") WIDE IN FRONT OF THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER ONCE PROPER PCC CURE TIME HAS BEEN REACHED. SEE THE HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE FOR MIX REQUIREMENTS.
19. THE CONTRACTOR SHALL CONTACT THE IDOT ARTERIAL TRAFFIC CONTROL SUPERVISOR AT (847) 705-4470 A MINIMUM OF 72 HOURS IN ADVANCE OF BEGINNING WORK.

GENERAL NOTES (CONT.)

STORM SEWERS, WATER MAINS, AND UTILITIES

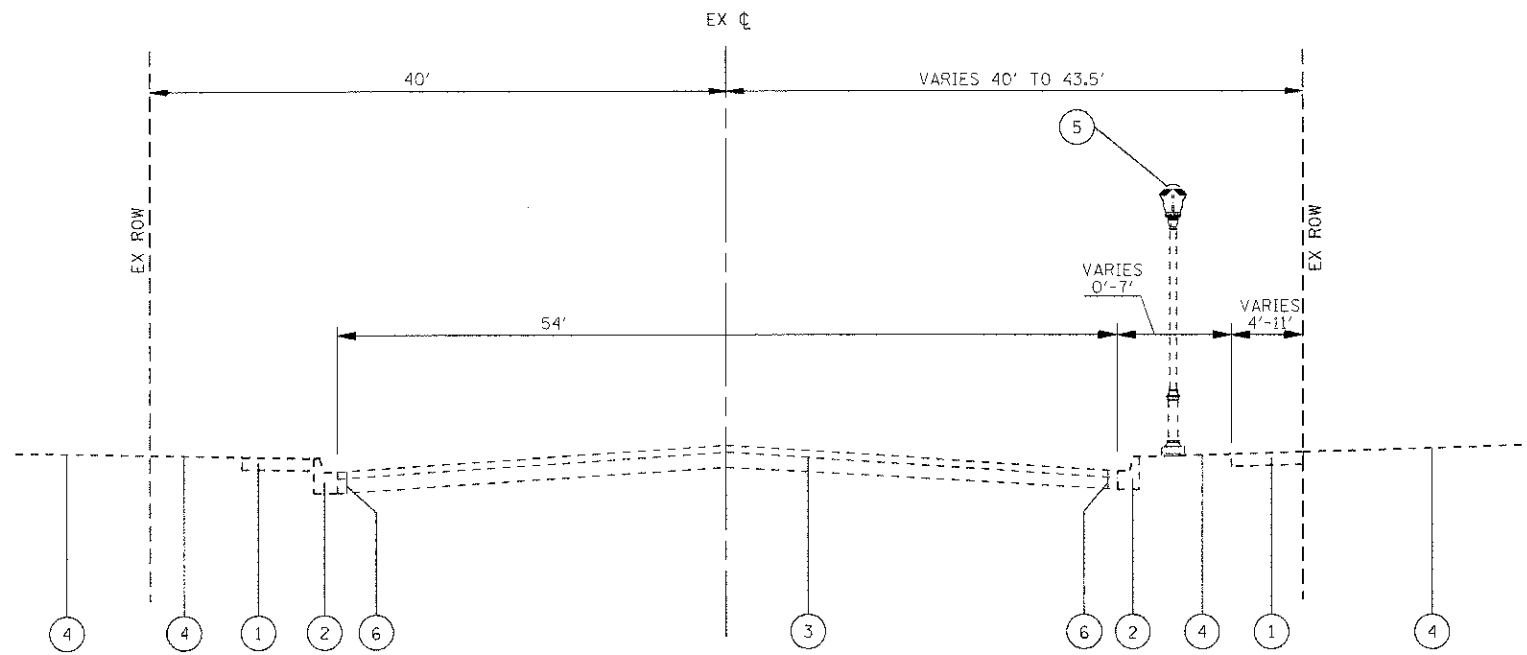
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE OWNERS OF ALL UTILITIES PRIOR TO CONSTRUCTION TO DETERMINE THE LOCATION OF ALL UTILITY EQUIPMENT. THE CONTRACTOR SHALL COOPERATE WITH ALL UTILITY OWNERS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IF UTILITY RELOCATION, ADJUSTMENT, OR PROTECTION IS NECESSARY.
2. THE LOCATION OF EXISTING DRAINAGE STRUCTURES, STORM SEWERS, WATER MAINS, SANITARY SEWERS, AND ANY OTHER PUBLIC UTILITIES AS SHOWN ON THE PLANS IS APPROXIMATE AND THEIR EXACT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CONTRACTOR.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UNDERGROUND AND SURFACE UTILITIES EVEN THOUGH THEY MIGHT NOT BE SHOWN ON THE PLANS. ANY UTILITY PROPERTY DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE OWNER AT THE CONTRACTOR'S EXPENSE.
4. THE CONTRACTOR SHALL USE ALL NECESSARY PRECAUTIONS AND PROTECTION MEASURES REQUIRED TO MAINTAIN EXISTING UTILITIES, SEWERS, AND APPURTENANCES THAT MUST BE KEPT IN OPERATION.
5. THE CONTRACTOR SHALL ENSURE THAT ALL WATER SYSTEM VALVES, VALVE VAULTS, AND SANITARY SEWER MANHOLES REMAIN READILY ACCESSIBLE TO THE VILLAGE FOR EMERGENCY OPERATIONS. THE LOCATIONS OF ALL WATER AND SANITARY FACILITIES SHALL BE MARKED AND READILY VISIBLE AT ALL TIMES.

BOXED ITEMS INDICATE WORK INCIDENTAL TO THE CONTRACT OR BY OTHERS.

 HRGreen.com Illinois Professional Design Firm #164-201322	USER NAME = JStrzel	DESIGNED - JJS	REVISED -	VILLAGE OF MUNDELEIN	LAKE STREET STREETScape			F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = NTS	DRAWN - JJS	REVISED -		344	11-00095-00-LS	LAKE	12	2			
	PLOT DATE = 6/5/2012	CHECKED - AC	REVISED -		GENERAL NOTES, HIGHWAY STANDARDS AND BENCHMARKS			CONTRACT NO. 63724				
		DATE -	REVISED -		SCALE: NTS	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

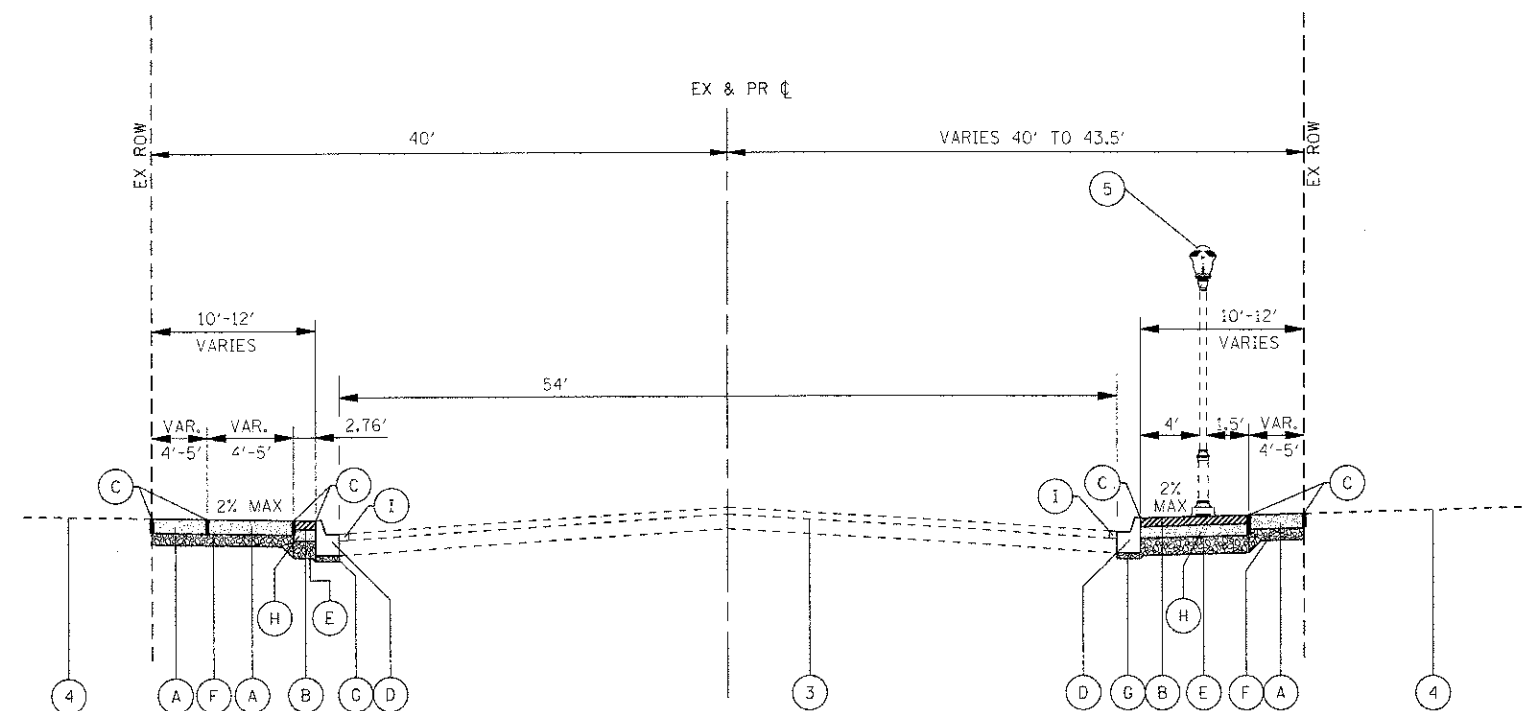
SPECIALTY ITEMS (A)	SPECIAL PROVISION (*)	PAY ITEM NUMBER	PAY ITEM DESCRIPTION	UNITS	TOTAL QUANTITY	ROADWAY 80% FEDERAL 20% LOCAL 0031	100% LOCAL 0031
		20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	56	56	
		28000510	INLET FILTERS	EACH	2	2	
		35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	835	835	
		35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	725	725	
		35501316	HOT-MIX ASPHALT BASE COURSE, 8"	SQ YD	90	90	
		40300100	BITUMINOUS MATERIALS (PRIME COAT)	GAL	46	46	
		40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	11	11	
		40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	28	28	
		42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	338	338	
	*	42400800	DETECTABLE WARNINGS	SQ FT	24	24	
		44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	300	300	
		44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,022	1,022	
Δ	*	56400300	FIRE HYDRANTS TO BE ADJUSTED	EACH	2	2	
		60255500	MANHOLES TO BE ADJUSTED	EACH	3	3	
		60261300	INLETS TO BE ADJUSTED WITH NEW TYPE 11 FRAME AND GRATE	EACH	2	2	
	*	60266600	VALVE BOXES TO BE ADJUSTED	EACH	7	7	
		67100100	MOBILIZATION	L SUM	1	1	
		70102625	TRAFFIC CONTROL AND PROTECTION, STANDARD 701606	L SUM	1	1	
		70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1	1	
		70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	4	
Δ		78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	100	100	
Δ		78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	70	70	
Δ		78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	14	14	
Δ		B2002222	TREE, CRATAEGUS VIRDIS WINTER KING (WINTER KING GREEN HAWTHORNE), 3" CALIPER, BALLED AND BURLAPPED	EACH	4	4	
Δ		B2005726	TREE, PYRUS CALLERYANA CHANTICLEER (CHANTICLEER CALLERY PEAR), 3" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	5	5	
Δ	*	Z0003850	BENCHES	EACH	4		4
		Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	*	Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	138	138	
Δ	*	X0300635	PLANTER	EACH	13	13	
Δ	*	X0539700	TREE FRAME AND GRATE	EACH	10	10	
	*	X4022000	TEMPORARY ACCESS (COMMERCIAL ENTRANCE)	EACH	8	8	
	*	X4023000	TEMPORARY ACCESS (ROAD)	EACH	3	3	
	*	X4240430	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL	SQ FT	5,175	5,175	
	*	X4404700	SIDEWALK REMOVAL (SPECIAL)	SQ FT	9,588	9,588	
	*	X6061005	CONCRETE CURB, TYPE B (SPECIAL)	FOOT	144	144	
	*	X6064200	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12 (SPECIAL)	FOOT	1,331	1,331	
Δ	*	X8140115	HANDHOLE TO BE ADJUSTED	EACH	5	5	
Δ	*	XX000959	TRASH RECEPTACLES	EACH	4		4
	*	XX006213	METAL POST, SPECIAL	EACH	5	5	
	*	XX007824	BRICK PAVER ACCENT STRIP	SQ FT	3,226	3,226	



EXISTING LAKE STREET
STA 121+11 TO STA 126+23

EXISTING LEGEND

- ① EXISTING PCC SIDEWALK (TO BE REMOVED)
- ② EXISTING CONCRETE CURB AND GUTTER; TYPE VARIES (TO BE REMOVED)
- ③ EXISTING PAVEMENT TO REMAIN
- ④ EXISTING GROUND
- ⑤ EXISTING LIGHT POLES TO REMAIN (ALTERNATING SIDES OF THE ROAD)
- ⑥ FULL-DEPTH SAWCUT, TWENTY FOUR INCHES (24") FROM FACE OF CURB (INCLUDED IN THE COST OF CURB REMOVAL)



PROPOSED LAKE STREET
STA 121+11 TO STA 126+23

PROPOSED LEGEND

- A PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH, SPECIAL (SEE CONSTRUCTION DETAILS - 2% MAX CROSS SLOPE)
- B BRICK PAVER ACCENT STRIP (SEE CONSTRUCTION DETAILS)
- C PREFORMED EXPANSION JOINT FILLER; 1/2"
- D COMBINATION CONCRETE CURB AND GUTTER, TYPE B6.12 (SPECIAL)
- E AGGREGATE BASE COURSE, TYPE B; 6"
- F AGGREGATE BASE COURSE, TYPE B; 4"
- G AGGREGATE BASE COURSE, TYPE B; 4"
- H CONCRETE PAVER BED; 4" (INCLUDED IN THE COST OF BRICK PAVER ACCENT STRIP)
- I INCIDENTAL HOT-MIX ASPHALT SURFACING (24" WIDTH IN FRONT OF FACE OF CURB)

NOTE:
AGGREGATE BASE COURSE, TYPE B WILL BE
CA-7 OPEN GRADED CRUSHED GRAVEL OR STONE.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @ Ndes
INCIDENTAL HOT-MIX ASPHALT RESURFACING	
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70; (IL-9.5mm); 2"	4% @ 70 GYR.
DRIVEWAYS	
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm), 8" (IN 2 LIFTS)	4% @ 50 GYR.
HOT-MIX ASPHALT SURFACE COURSE, MIX D, N50; (IL-9.5mm); 2"	4% @ 50 GYR.

THE UNIT WEIGHT TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBSSQ YD/HN

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.

FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

SCHEDULE OF QUANTITIES

TREE REMOVAL (OVER 15 UNITS DIAMETER)

STATION	OFFSET	UNIT DIA. (UNIT)
122+88	38'LT	16.0
123+49	37'LT	16.0
123+93	37'LT	24.0

PCC DRIVEWAY PAVEMENT, 6 INCH

STATION	OFFSET	AREA (SF)	AREA (SY)
121+26	40'LT	208	23
121+96	40'LT	132	15
123+32	40'LT	223	25
124+84	55'LT	800	90
125+89	40'LT	265	29
121+39	40'RT	223	25
122+87	40'RT	236	28
123+39	40'RT	307	34
124+21	40'RT	278	31
125+15	40'RT	204	23
126+09	40'RT	145	16
TOTAL =		3,022	338

CONCRETE CURB, TYPE B (SPECIAL)

LOCATION	STA	OFFSET	LENGTH (FT)
US 45 LEFT OF CENTERLINE	121+59.0	32'LT	16.0
US 45 LEFT OF CENTERLINE	122+23.0	32'LT	16.0
US 45 LEFT OF CENTERLINE	122+73.0	32'LT	16.0
US 45 LEFT OF CENTERLINE	123+85.0	32'LT	16.0
US 45 LEFT OF CENTERLINE	124+25.0	32'LT	16.0
US 45 LEFT OF CENTERLINE	125+60.0	32'LT	16.0
US 45 RIGHT OF CENTERLINE	122+14.0	32'RT	16.0
US 45 RIGHT OF CENTERLINE	124+71.0	32'RT	16.0
US 45 RIGHT OF CENTERLINE	125+41.0	32'RT	16.0
144.0			

TREES - WINTER KING HAWTHORNE

STATION	OFFSET
122+23.0	32'LT
123+65.0	32'LT
125+60.0	32'LT
124+71.0	32'RT
TOTAL = 4	

TREES - CALLERY PEAR

STATION	OFFSET
121+59.0	32'LT
122+73.0	32'LT
124+25.0	32'LT
122+14.0	32'RT
125+41.0	32'RT
TOTAL = 5	

TRASH RECEPTACLES

STATION	OFFSET	EACH (EA)
122+15	38'LT	1.0
126+10	32'LT	1.0
122+06	32'RT	1.0
124+63	32'RT	1.0
TOTAL = 4		

BENCHES

STATION	OFFSET	EACH (EA)
122+15	38'LT	1.0
126+18	32'LT	1.0
122+22	32'RT	1.0
124+80	32'RT	1.0
TOTAL = 4		

DRIVEWAY PAVEMENT REMOVAL

STATION	OFFSET	AREA (SF)	AREA (SY)
121+26	LT	144.0	16.0
121+95	LT	105.0	11.7
123+32	LT	140.0	15.6
124+84	LT	662.0	73.6
125+89	LT	197.0	21.9
121+38	RT	175.0	19.4
122+67	RT	276.0	30.7
123+40	RT	205.0	22.8
124+21	RT	333.0	37.0
125+15	RT	257.0	28.6
126+01	RT	163.0	18.1

SIDEWALK REMOVAL (SPECIAL)

EXISTING PCC SIDEWALK

LOCATION	STA	OFFSET	TO STA	OFFSET	AREA (SQ FT)
US 45 LEFT OF CENTERLINE	121+15.0	34'LT	124+67.0	55'LT	2,237
US 45 LEFT OF CENTERLINE	125+01.0	34'LT	126+23.0	33'LT	752
US 45 RIGHT OF CENTERLINE	121+11.0	40'RT	121+31.0	40'RT	229
US 45 RIGHT OF CENTERLINE	121+47.0	34'RT	122+75.0	40'RT	1,340
US 45 RIGHT OF CENTERLINE	123+00.0	40'RT	123+54.0	34'RT	431
US 45 RIGHT OF CENTERLINE	123+54.0	34'RT	126+23.0	40'RT	1,098
6,087					

EXISTING HMA SIDEWALK

LOCATION	STA	OFFSET	TO STA	OFFSET	AREA (SQ FT)
US 45 RIGHT OF CENTERLINE	121+45.0	40'RT	121+81.0	40'RT	148
148					

EXISTING PARKWAY

LOCATION	STA	OFFSET	TO STA	OFFSET	AREA (SQ FT)
US 45 LEFT OF CENTERLINE	122+03.0	40'LT	122+23.0	40'LT	123
US 45 LEFT OF CENTERLINE	122+35.0	40'LT	123+18.0	40'LT	476
US 45 LEFT OF CENTERLINE	123+47.0	39'LT	123+95.0	39'LT	234
US 45 LEFT OF CENTERLINE	123+99.0	40'LT	124+61.0	55'LT	407
US 45 LEFT OF CENTERLINE	124+67.0	55'LT	124+73.0	55'LT	114
US 45 LEFT OF CENTERLINE	124+95.0	55'LT	125+05.0	55'LT	196
US 45 LEFT OF CENTERLINE	125+10.0	55'LT	125+66.0	40'LT	365
US 45 LEFT OF CENTERLINE	126+04.0	40'LT	126+23.0	40'LT	127
US 45 RIGHT OF CENTERLINE	121+26.0	37'RT	121+31.0	37'RT	17
US 45 RIGHT OF CENTERLINE	122+50.0	37'RT	122+54.0	37'RT	17
US 45 RIGHT OF CENTERLINE	123+54.0	34'RT	124+05.0	40'RT	110
US 45 RIGHT OF CENTERLINE	123+54.0	29'RT	124+05.0	35'RT	242
US 45 RIGHT OF CENTERLINE	124+36.0	40'RT	125+03.0	40'RT	46
US 45 RIGHT OF CENTERLINE	124+38.0	35'RT	125+01.0	36'RT	412
US 45 RIGHT OF CENTERLINE	125+26.0	40'RT	125+29.0	40'RT	5
US 45 RIGHT OF CENTERLINE	125+27.0	36'RT	125+67.0	36'RT	257
US 45 RIGHT OF CENTERLINE	125+43.0	40'RT	125+83.0	40'RT	11
US 45 RIGHT OF CENTERLINE	125+70.0	36'RT	125+91.0	36'RT	133
US 45 RIGHT OF CENTERLINE	126+11.0	35'RT	126+20.0	35'RT	44
3,353					

BRICK PAVER ACCENT STRIP

SIDEWALK LOCATIONS

LOCATION	STA	OFFSET	TO STA	OFFSET	AREA (SQ FT)
US 45 LEFT OF CENTERLINE	121+42.0	31.5'LT	121+84.0	31.5'LT	155
US 45 LEFT OF CENTERLINE	122+08.0	31.5'LT	123+13.0	31.5'LT	378
US 45 LEFT OF CENTERLINE	123+49.0	31.5'LT	124+88.0	55'LT	473
US 45 LEFT OF CENTERLINE	125+00.0	55'LT	125+71.0	31.5'LT	293
US 45 LEFT OF CENTERLINE	126+06.0	31.5'LT	126+23.0	31.5'LT	52
US 45 RIGHT OF CENTERLINE	121+11.0	31'RT	121+28.0	31'RT	56
US 45 RIGHT OF CENTERLINE	121+50.0	31'RT	122+71.0	31'RT	357
US 45 RIGHT OF CENTERLINE	123+03.0	31'RT	123+19.0	31'RT	48
US 45 RIGHT OF CENTERLINE	123+59.0	31'RT	124+02.0	31'RT	125
US 45 RIGHT OF CENTERLINE	124+40.0	31'RT	125+01.0	35'RT	222
US 45 RIGHT OF CENTERLINE	125+30.0	31'RT	125+85.0	31'RT	189
US 45 RIGHT OF CENTERLINE	126+12.0	31'RT	126+21.0	31'RT	34
2,382					

DRIVEWAY LOCATIONS

LOCATION	STA	OFFSET	TO STA	OFFSET	AREA (SQ FT)
US 45 LEFT OF CENTERLINE	121+15.0	31.5'LT	121+40.0	31.5'LT	74
US 45 LEFT OF CENTERLINE	121+87.0	31.5'LT	122+06.0	31.5'LT	62
US 45 LEFT OF CENTERLINE	123+16.0	31.5'LT	123+47.0	31.5'LT	88
US 45 LEFT OF CENTERLINE	125+73.0	31.5'LT	126+06.0	31.5'LT	97
US 45 RIGHT OF CENTERLINE	121+30.0	31'RT	121+47.0	31'RT	89
US 45 RIGHT OF CENTERLINE	122+73.0	31'RT	123+01.0	31'RT	84
US 45 RIGHT OF CENTERLINE	123+21.0	31'RT	123+57.0	31'RT	107
US 45 RIGHT OF CENTERLINE	124+04.0	31'RT	124+38.0	31'RT	101
US 45 RIGHT OF CENTERLINE	125+02.0	31'RT	125+28.0	31'RT	77
US 45 RIGHT OF CENTERLINE	125+88.0	31'RT	126+10.0	31'RT	65
844					

TEMPORARY ACCESS - COMMERCIAL ENTRANCE

STA	OFFSET	AREA (SF)	AREA (SY)	EACH (EA)
121+26.0	40'LT	259	29	1
123+32.0	40'LT	343	39	1
125+89.0	40'LT	387	43	1
121+39.0	40'RT	181	21	1
122+87.0	40'RT	311	35	1
123+39.0	40'RT	408	46	1
124+21.0	40'RT	453	51	1
125+15.0	40'RT	349	39	1
TOTAL = 259 29 8				

TEMPORARY ACCESS - ROAD

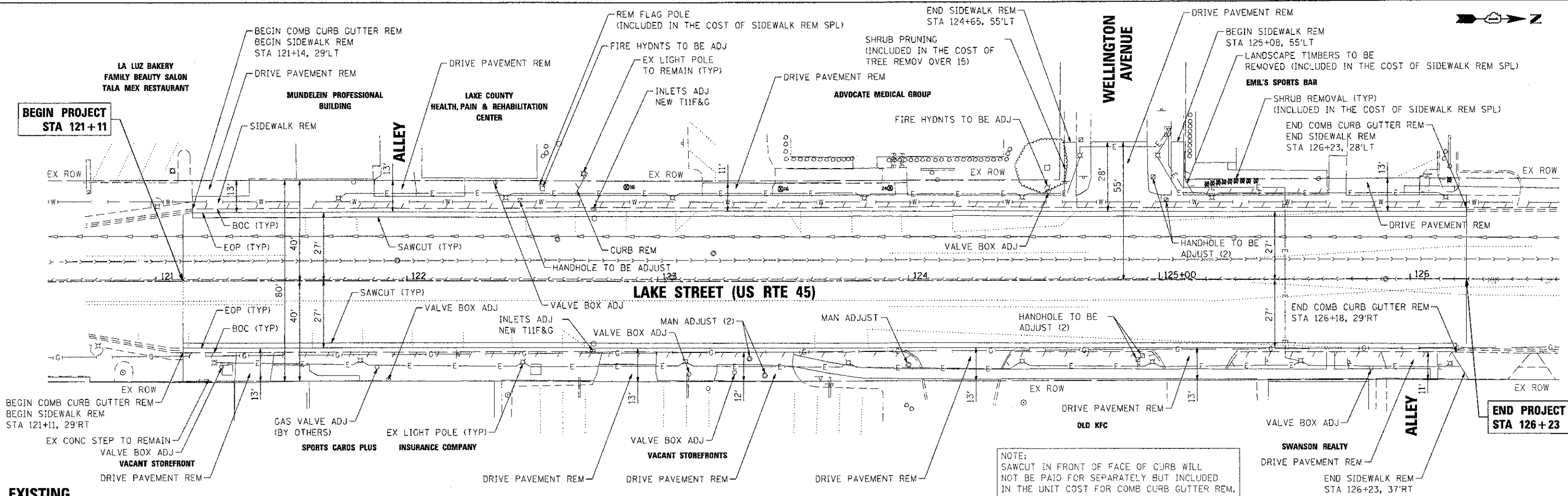
STA	OFFSET	AREA (SF)	AREA (SY)	EACH (EA)
121+96.0	40'LT	212	24	1
124+84.0	55'LT	712	80	1
12601	40'RT	263	30	1
TOTAL = 212 24 3				

INLET FILTERS

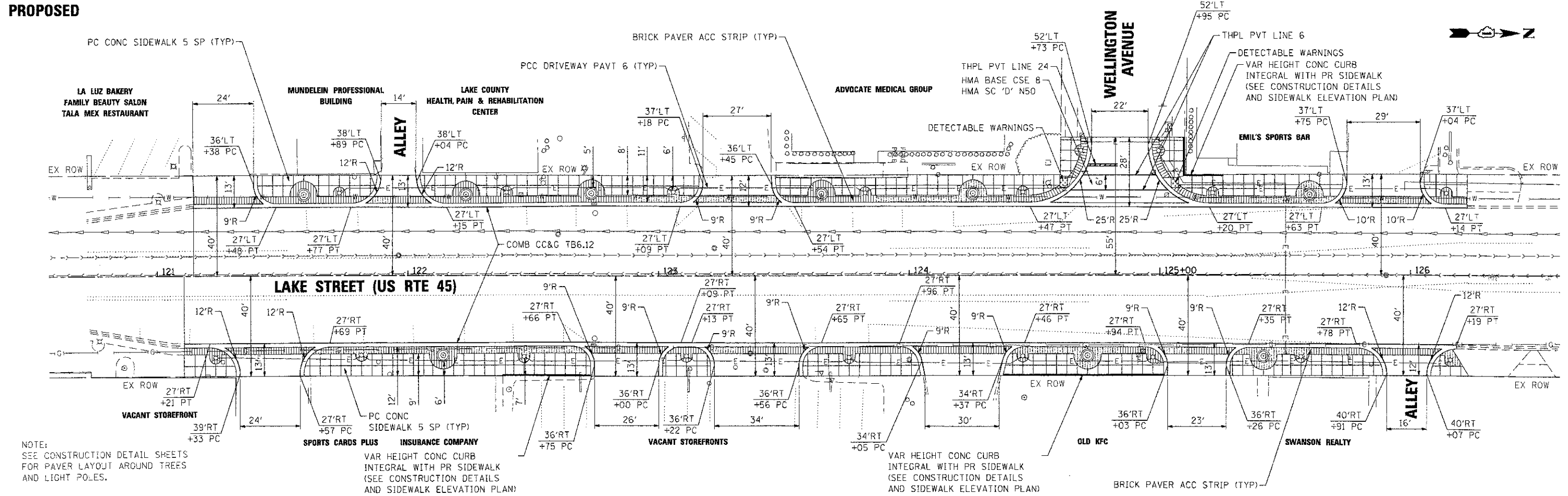
STATION	OFFSET	EACH (EA)
122+74	27'RT	1
122+75	27'LT	1
TOTAL = 2		

HANDHOLE TO BE ADJUSTED

STATION	OFFSET
122+45	32'LT
124+98	41'LT
125+03	32'LT
124+91	32'RT
124+93	30'RT
TOTAL = 5	

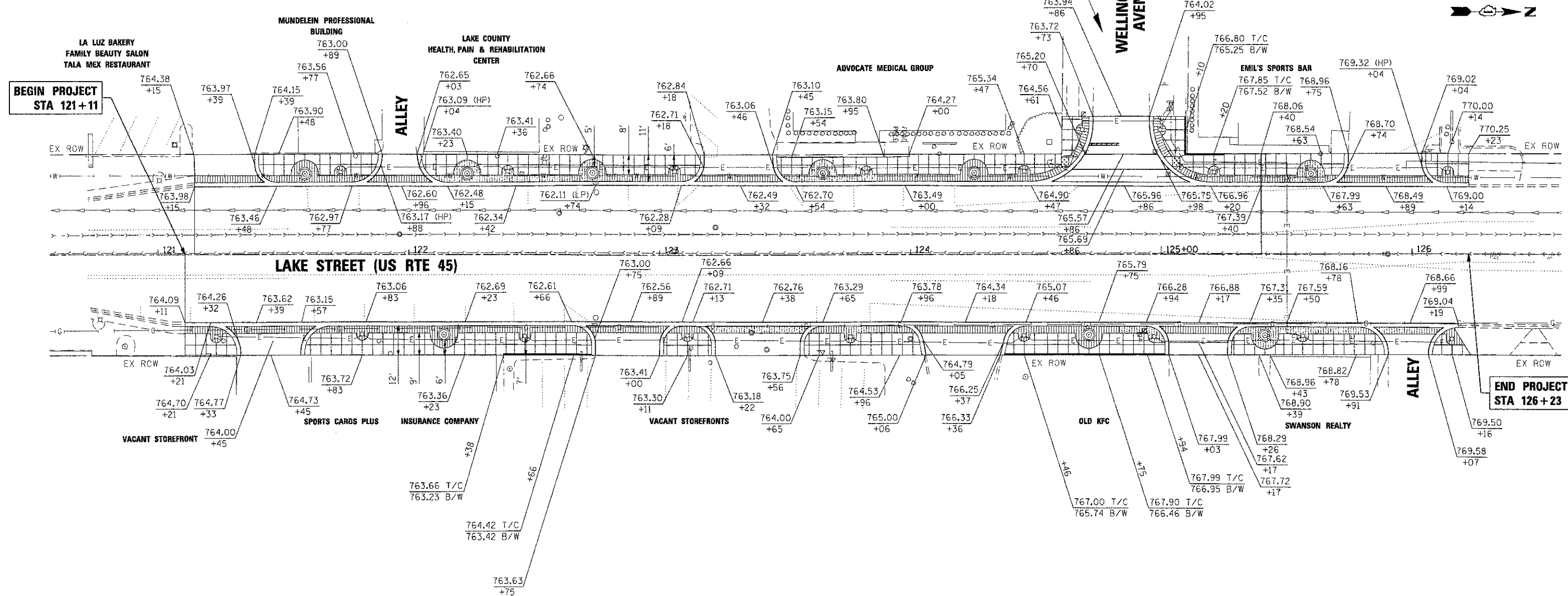
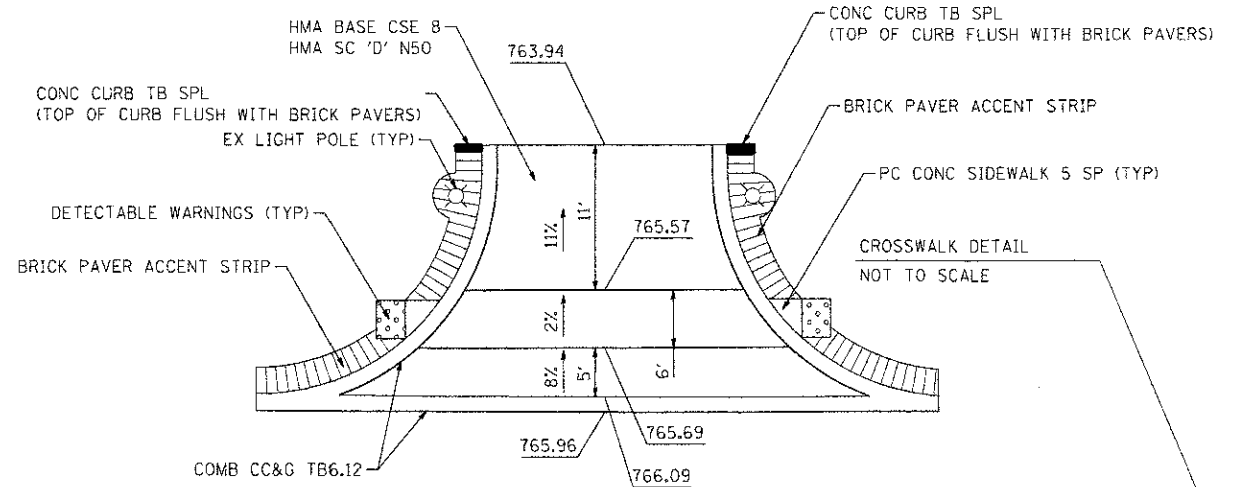


EXISTING



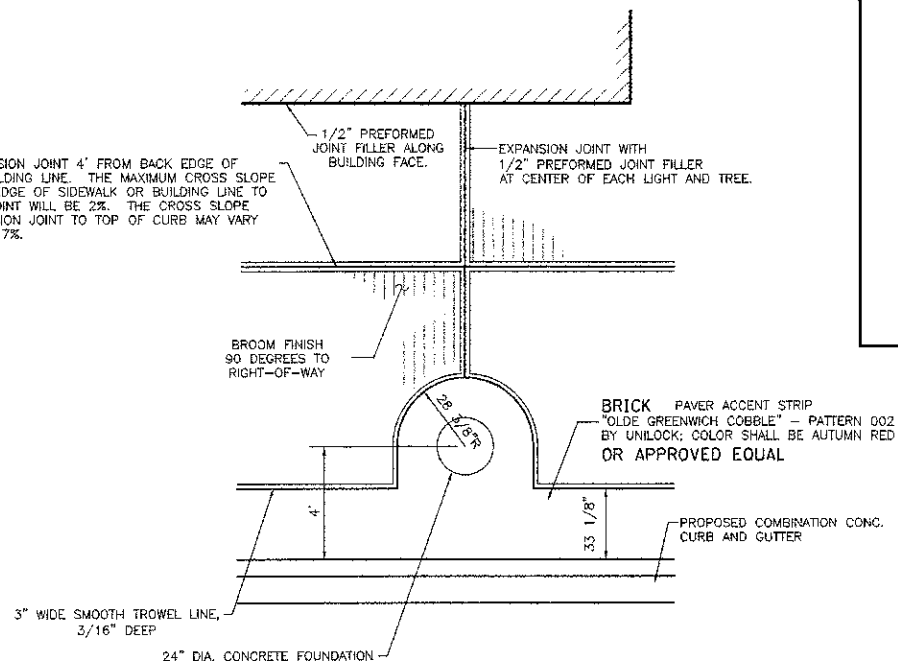
PROPOSED

	USER NAME = JStrzel PLOT SCALE = 1"=20' PLOT DATE = 5/31/2012	DESIGNED - JJS DRAWN - JJS CHECKED - AC DATE -	REVISED - REVISED - REVISED - REVISED -	<p align="center">VILLAGE OF MUNDELEIN</p>	<p align="center">LAKE STREET STREETScape</p> <p align="center">SIDEWALK REMOVAL AND REPLACEMENT PLAN</p>	F.A.U. RTE. 344 SECTION 11-00095-00-LS COUNTY LAKE TOTAL SHEETS 12 SHEET NO. 6 CONTRACT NO. 63724 ILLINOIS FED. AID PROJECT
	SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.					



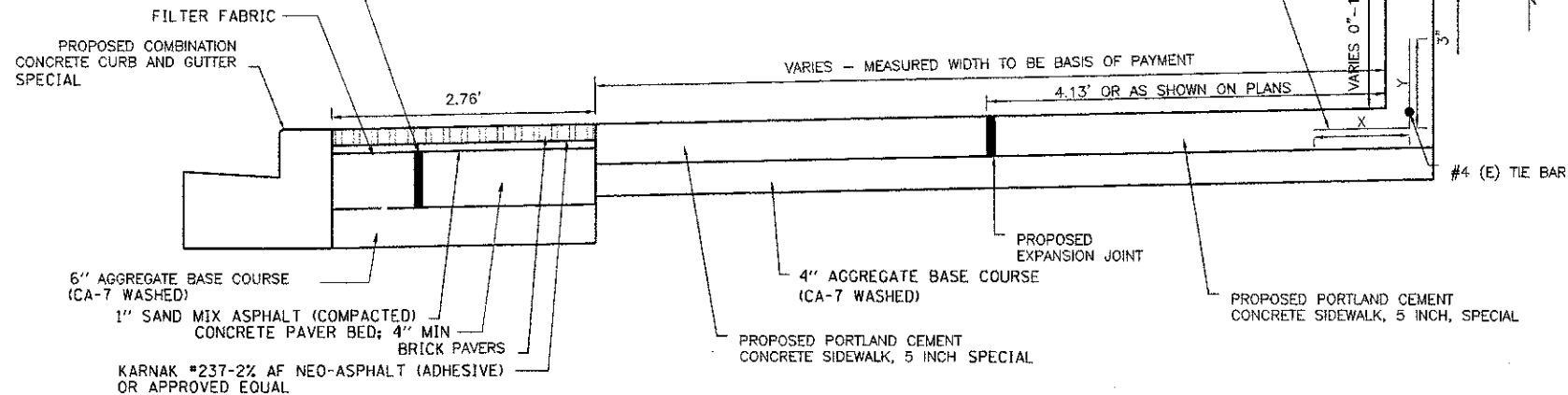
	USER NAME = jstanzel DESIGNED - JJS DRAWN - JJS CHECKED - AC DATE - 5/25/2012	REVISED - REVISED - REVISED - REVISED -	VILLAGE OF MUNDELEIN	LAKE STREET STREETScape SIDEWALK ELEVATION PLAN	F.A.U. RTE. 344 SECTION 11-00095-00-LS COUNTY LAKE TOTAL SHEETS 12 SHEET NO. 7 CONTRACT NO. 63724 ILLINOIS FED. AID PROJECT
	PLOT SCALE = 1"=20' PLOT DATE = 5/25/2012	SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.			

PLACE EXPANSION JOINT 4' FROM BACK EDGE OF WALK OR BUILDING LINE. THE MAXIMUM CROSS SLOPE FROM BACK EDGE OF SIDEWALK OR BUILDING LINE TO EXPANSION JOINT WILL BE 2%. THE CROSS SLOPE FROM EXPANSION JOINT TO TOP OF CURB MAY VARY FROM 2% TO 7%.



LIGHT POLE ACCENT
SCALE: 1" = 3'-0"

1" DIA WEEP HOLES IN CONCRETE
5 FT O.C. DIAGONAL SPACING
FILL CELLS WITH STONE TO DRAIN

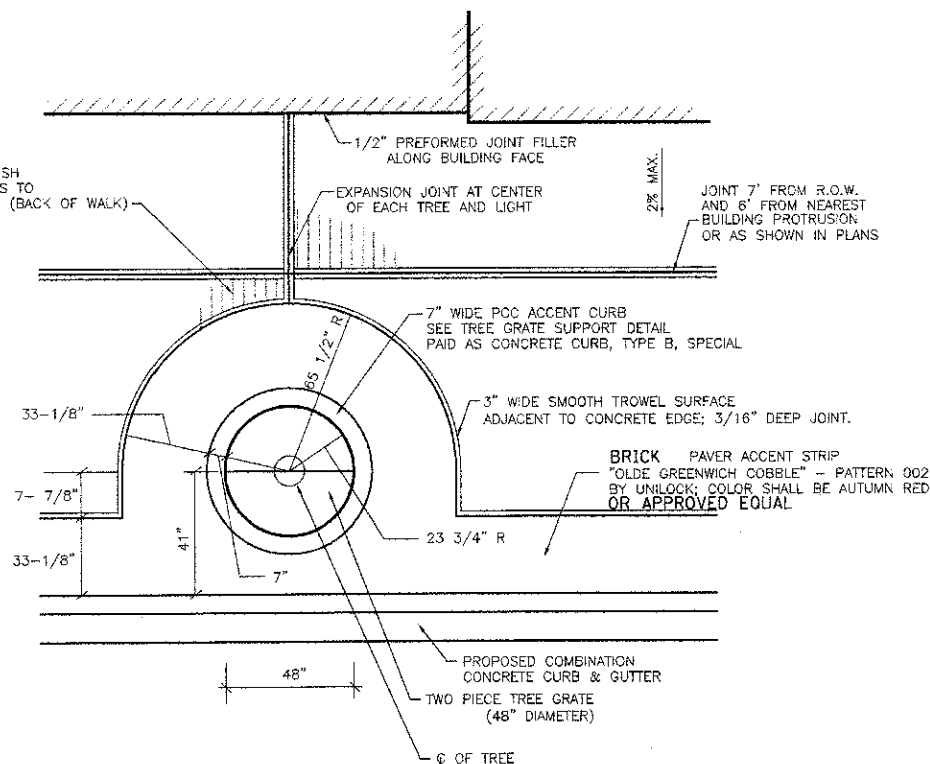


PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL

NOTES:

- 1) ALL REINFORCING STEEL SHALL BE GRADE 60, EPOXY COATED AND IN ACCORDANCE WITH SECTION 508 OF THE STANDARD SPECIFICATIONS.
- 2) ALL REINFORCING STEEL USED FOR THIS ITEM SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT COST OF PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH, SPECIAL.
- 3) CONCRETE PAVER BED SHALL BE PLACED BELOW THE BRICK PAVERS AT AN ELEVATION SO THAT THE FINAL GRADE OF THE BRICK MATCHES FLUSH TO THE BACK OF CURB.
- 4) PAVERS WILL BE INSTALLED ON TOP OF THE SAND MIX/NEO-ASPHALT (ADHESIVE). INSTALLING ALL FULL STONES FIRST. SMALL CUT PIECES WILL THEN BE INSTALLED. CONTRACTOR SHALL COMPACT PAVING STONES INTO THE SAND MIX/NEO-ASPHALT (ADHESIVE) COURSE WITH A MECHANICAL PLATE COMPACTOR WITH A FORCE OF 2,500-3,500 LBS. POLYMERIC SAND IS THEN SWEEP INTO THE JOINTS AND VIBRATED UNTIL THE JOINTS ARE FULL.
- 5) THE PAVERS SHALL BE PLACED ACCORDING TO MANUFACTURED SPECIFICATIONS AND INTERLOCKING CONCRETE PAVEMENT INSTITUTE SPECIFICATIONS.
- 6) THE NEO-ASPHALT (ADHESIVE), SAND MIX ASPHALT AND FILTER FABRIC WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR BRICK PAVER ACCENT STRIP.
- 7) THE CONCRETE PAVER BED AND DRILLING OF WEEP HOLES WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR BRICK PAVER ACCENT STRIP.

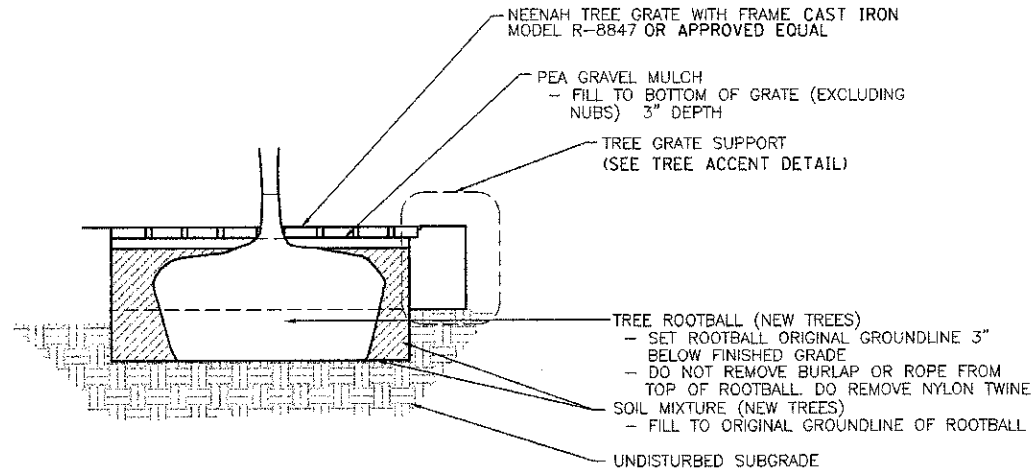
BROOM FINISH
90 DEGREES TO
R.O.W. LINE (BACK OF WALK)



TREE ACCENT
SCALE: 1" = 3'-0"

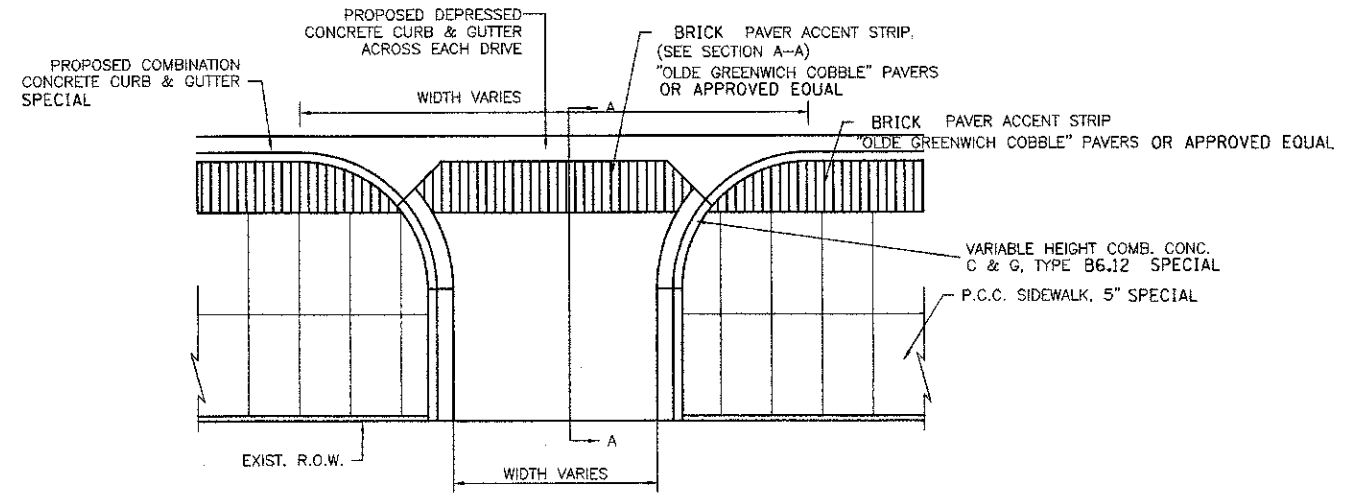
USER NAME = JStrzol	DESIGNED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 5/25/2012	CHECKED -	REVISED -
	DATE -	REVISED -

F.A.U. RTE. 344	SECTION 11-00095-00-LS	COUNTY LAKE	TOTAL SHEETS 12	SHEET NO. 8
CONTRACT NO. 63724				
ILLINOIS FED. AID PROJECT				



TREE GRATE SECTION

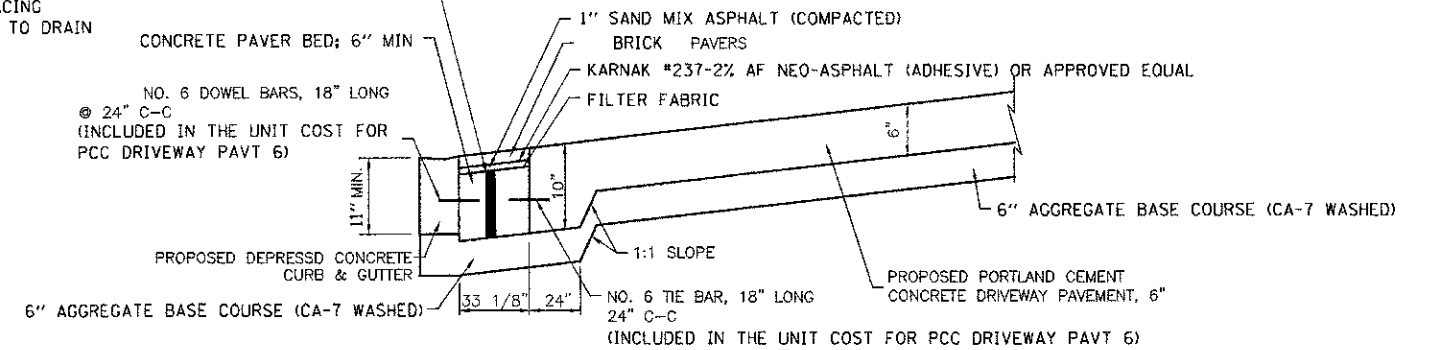
SCALE: 1" = 2'-0"



BRICK PAVER ACCENT STRIP (ACROSS DRIVES)

NOT TO SCALE

1" DIA WEEP HOLES IN CONCRETE
5 FT O.C. DIAGONAL SPACING
FILL CELLS WITH STONE TO DRAIN

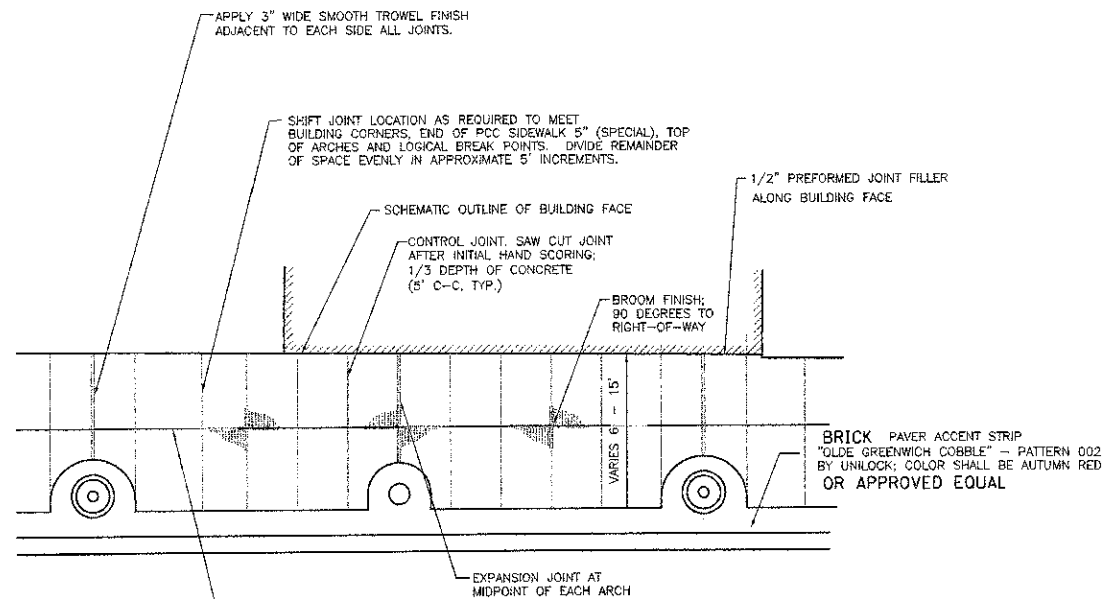


SECTION A-A

SCALE: 1" = 4' HORIZONTAL
SCALE: 1" = 1' VERTICAL

NOTES:

- 1) ALL REINFORCING STEEL SHALL BE GRADE 60, EPOXY COATED AND IN ACCORDANCE WITH SECTION 508 OF THE STANDARD SPECIFICATIONS.
- 2) ALL REINFORCING STEEL USED FOR THIS ITEM SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT COST OF PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH.
- 3) CONCRETE PAVER BED SHALL BE PLACED BELOW THE BRICK PAVERS AT AN ELEVATION SO THAT THE FINAL GRADE OF THE BRICK MATCHES FLUSH TO THE BACK OF CURB.
- 4) PAVERS WILL BE INSTALLED ON TOP OF THE SAND MIX/NEO-ASPHALT (ADHESIVE). INSTALLING ALL FULL STONES FIRST. SMALL CUT PIECES WILL THEN BE INSTALLED. CONTRACTOR SHALL COMPACT PAVING STONES INTO THE SAND MIX/NEO-ASPHALT (ADHESIVE) COURSE WITH A MECHANICAL PLATE COMPACTOR WITH A FORCE OF 2,500-3,500 LBS. POLYMERIC SAND IS THEN SWEEP INTO THE JOINTS AND VIBRATED UNTIL THE JOINTS ARE FULL.
- 5) THE PAVERS SHALL BE PLACED ACCORDING TO MANUFACTURED SPECIFICATIONS AND INTERLOCKING CONCRETE PAVEMENT INSTITUTE SPECIFICATIONS.
- 6) THE NEO-ASPHALT (ADHESIVE), SAND MIX ASPHALT AND FILTER FABRIC WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR BRICK PAVER ACCENT STRIP.
- 7) THE CONCRETE PAVER BED AND DRILLING OF WEEP HOLES WILL BE INCLUDED IN THE CONTRACT UNIT COST FOR BRICK PAVER ACCENT STRIP.



BROOM FINISH AND JOINT DETAIL

SCALE: NONE



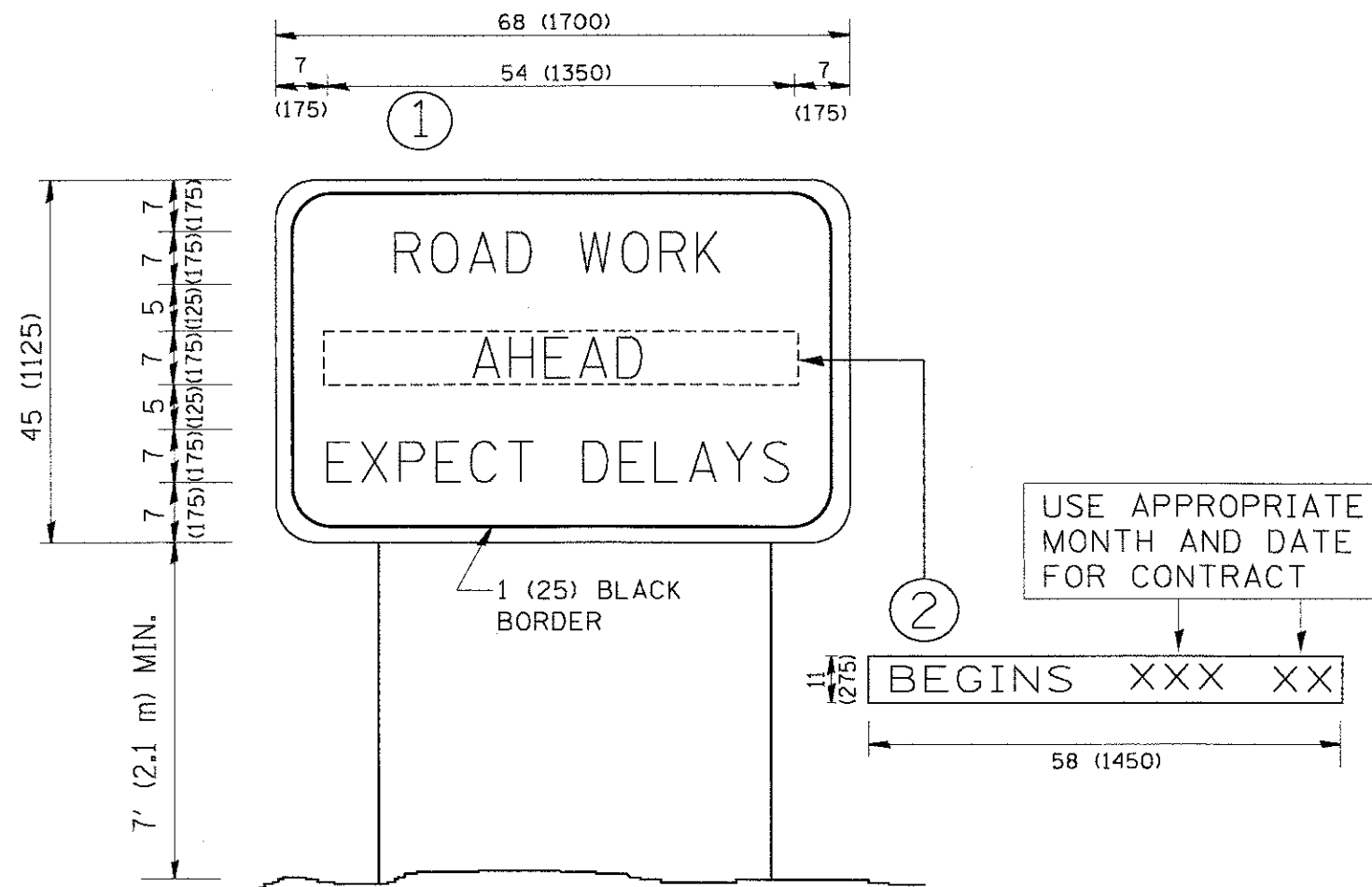
USER NAME = JStrozal	DESIGNED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE = 5/25/2012	CHECKED -	REVISED -
	DATE -	REVISED -

VILLAGE OF MUNDELEIN

**LAKE STREET STREETSCAPE
CONSTRUCTION DETAILS**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. NA TO STA. NA

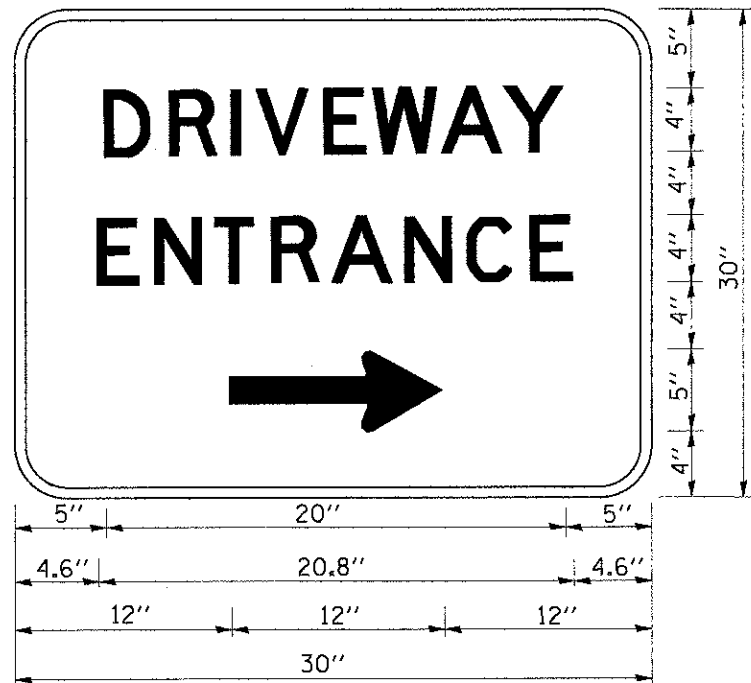
F.A.U. RTE. 344	SECTION 11-00095-00-LS	COUNTY LAKE	TOTAL SHEETS 12	SHEET NO. 9
CONTRACT NO. 63724				ILLINOIS FED. AID PROJECT



NOTES:

1. USE BLACK LETTERING ON ORANGE BACKGROUND.
2. ERECT SIGNS IN ADVANCE OF THE LOCATION FOR THE "ROAD CONSTRUCTION AHEAD" SIGN AT LOCATIONS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② ONE WEEK PRIOR TO THE START OF CONSTRUCTION.
4. REMOVE PANEL ② SOON AFTER THE START OF CONSTRUCTION.
5. SEE SPECIAL PROVISION FOR "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. ONE SIGN ASSEMBLY EQUALS 25.70 SQ. FT. (2.3 SQ. M.)
7. SHALL BE PAID FOR AS TEMPORARY INFORMATION SIGNING.

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



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

NOTES:

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

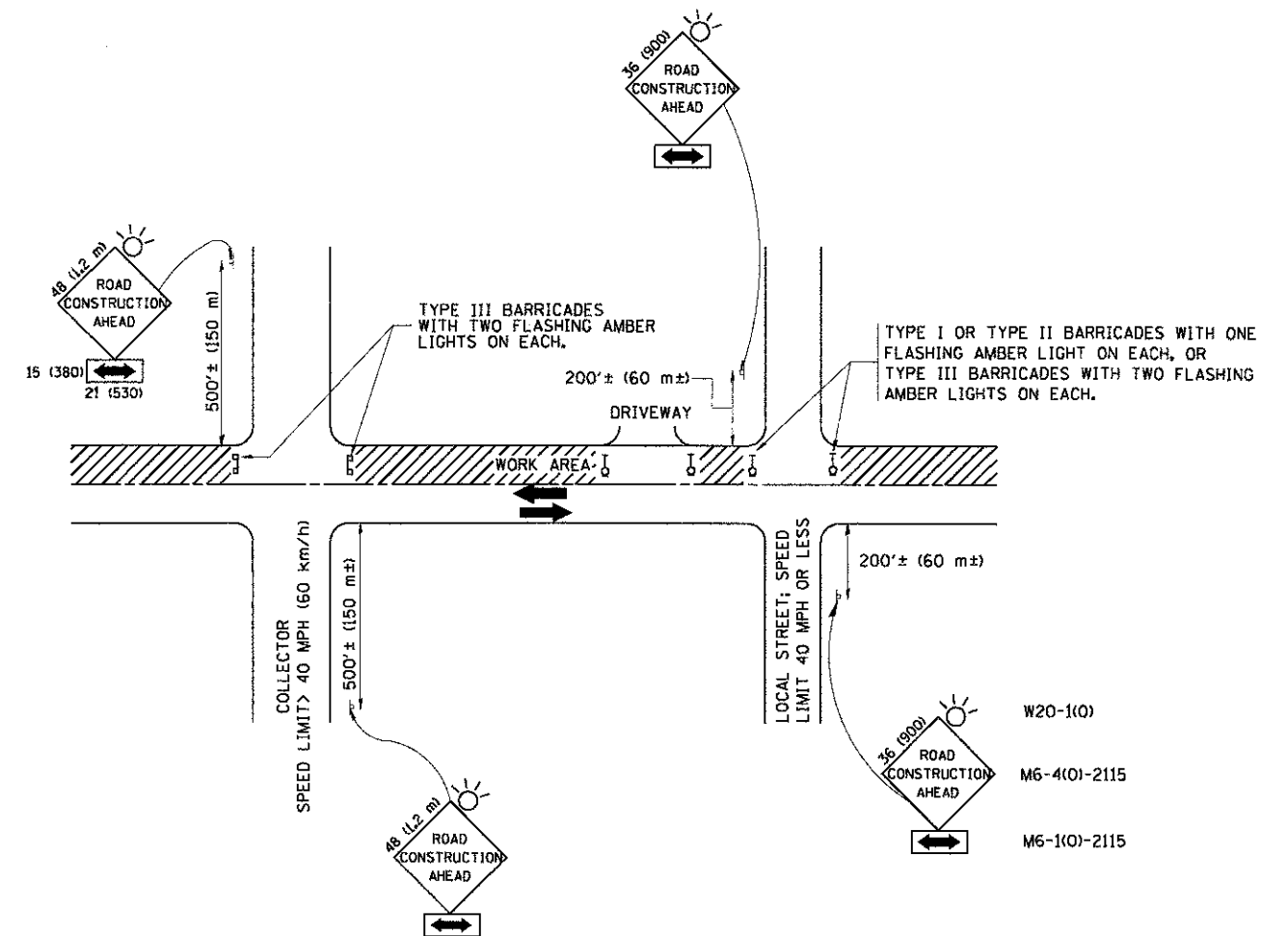
HRGreen.com <small>Illinois Professional Design Firm #194-001322</small>	USER NAME = geglernobt	DESIGNED -	REVISED - C. JUCIUS 02-15-07
		DRAWN -	REVISED -
	PLOT SCALE = 50.800' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/4/2009	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRIVEWAY ENTRANCE SIGNING

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	11-00095-00-LS	LAKE	12	11
TC-26			CONTRACT NO. 63724	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



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

NOTES:

- A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS
 - 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICADES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
 - 2. SIDE ROAD WITH A SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER:
 - a) ONE ROAD CONSTRUCTION AHEAD SIGN 48 x 48 (1.2 m x 1.2 m) WITH A FLASHER MOUNTED ON IT APPROXIMATELY 500' (150 m) IN ADVANCE OF THE MAIN ROUTE.
 - b) THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (M6-1) SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW (M6-4).
- B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:

USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD). THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

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

	USER NAME = gaglianobt	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95
	PLOT SCALE = 50,000' / IN.	DRAWN -	REVISED - A. HOUSEH 03-06-96
	PLOT DATE = 1/4/2008	CHECKED -	REVISED - A. HOUSEH 10-15-96
		DATE - 06-89	REVISED - T. RAMMACHER 01-06-00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
344	11-00095-00-LS	LAKE	12	12
TC-10			CONTRACT NO. 63724	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				